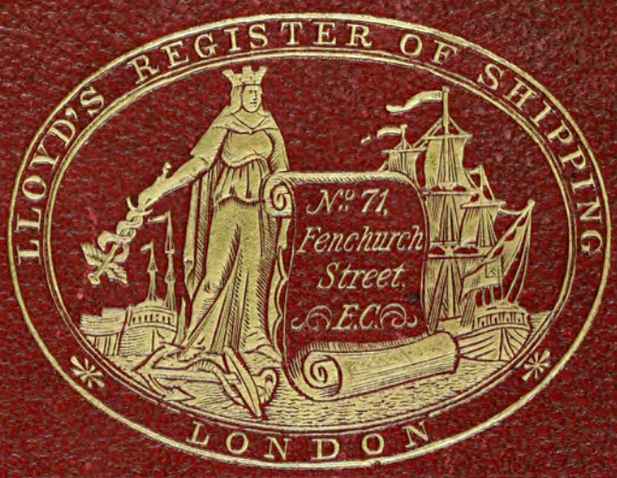
4496



C. W. KELLOCK & Co

C.W.K. & Co. Ltd.
No.
43

1917-18

VOL. II. STEAMERS

The Characters used for Classification are:—

100A1 95A1 / 90A1 85A1 / 80A1 75A1 } Vessels built of Iron or Steel according to the Rules in force since 1869.

A1 Iron or Steel vessels built for a special purpose.

*⩓1 Iron vessels built with thicker plating than required for ⩓1

⩓1 ⩓1 ⩓1 Iron Vessels built according to Rules in force between 1864 & 1871.

A1 A1 Æ1 Wood or Composite Vessels.

The figure 1 affixed to a character signifies that the vessel is well and sufficiently equipped; a line after the character (thus, A—) that the equipment is deficient from that required by the Rules.

The words "*with freeboard*" under the character signify that the freeboard assigned is a condition of the vessel's class.

Classification of the late Underwriters' Registry.

A1* A1* Iron or Steel Vessels built in excess of Rules of Underwriters' Registry, and of extra quality of Iron.

A1* A1* A1 A1 A A Characters of Iron, Steel, or Composite Vessels built according to the Rules of Underwriters' Registry.

Vessels classed in Red have been built under inspection of Surveyors to Underwriters' Registry.

The Classification Columns, when left blank indicate Vessels never Classed by the Society.

In Col. 8 (Sailing Vessels), Col. 7 (Steamers), three dots ... indicate that the Vessel had a Class at one time, but it has been withdrawn at Owner's request.

In the same Column Lv signifies the classification of the Underwriters' Registry, and the letters *a*, *b*, *c*, &c., indicate the letters and equipment numbers in Tables Nos. 30 and 31 (Rules).

A black line with date under it in Classification Column (thus 3,17) indicates that vessel's character was expunged from Register Book at date specified because, from reported defects, the vessel was not entitled to retain her classification; a red line with date (thus, 3,17) indicates withdrawal of class because of non-compliance with Society's Rules.

A date in Classification Column, without character, indicates that the Class has expired, or been withdrawn from absence of Survey, or non-payment of fees.

When a posting of loss, casualty, &c., is made against a classed vessel the character is expunged thus:—~~100A1~~

✠ in the Classification Column signifies that the vessel was built under Special Survey.

LMC—Boilers and Machinery certified by the Engineer Surveyors to Lloyd's Register.

B&MS—Boilers and Machinery Surveyed and reported to be satisfactory by the Engineer Surveyors to Lloyd's Register.

DBS—Donkey Boiler Surveyed and reported to be satisfactory by the Engineer Surveyors to Lloyd's Register.

✠ Special Survey of Machinery or Boilers during construction.

Lloyd'sRMC—Refrigerating Machinery Certificate denoting that the Refrigerating machinery, insulation, and spare gear are fitted in accordance with the Rules, and were found in good condition by the Surveyors to Lloyd's Register at the time mentioned.

✠Lloyd'sRMC—The ✠ signifies the Special Survey of the Refrigerating appliances during construction, by the Surveyors to Lloyd's Register.

A&CP.—Anchors and Chains Proved at a Machine recognised by Lloyd's Register.

Lloyd'sA&CP—Anchors and Chains Proved at a Public Machine under the superintendence of Lloyd's Register.

SS & *ss.*—Special Survey. Rest.—Restored.

Cont.—Continued. HT.—Half-Time Survey.

The *date of Survey* only certifies to the vessel's state of efficiency *at that time*.

Examined 3,17—Indicates that a general examination was made at this date in lieu of the overdue special periodical survey which has been postponed for the time being, in the present war conditions.

Key to Abbreviations.

APT .....After Peak Tank.

Asp.....Asphalted.

B 30′ .....Bridge Deck 30 feet long.

BH .....Bulkheads.

BK 9″.....Bar Keel, 9 inches in depth.

C .....Coppered.

CB .....Copper Bolts instead of Treenails, *see* section 46 (Rules for Wood Vessels).

CellDB .....Cellular Double Bottom.

Cem .....Cemented.

cf, CF, and CF—Copper Fastened.

Comp .....Composite.

DB .....Double Bottom.

Dd .....Decks Doubled.

DF&S.....Decks Felted and Sheathed.

2 Dks (Iron-*U*ws) 2 Iron Decks, the upper one being sheathed with wood.

2 or 3 Dks ...Two or Three Decks laid.

DT .....Deep Tank.

F 30t .....Forecastle 30 tons.

FD .....Flush Deck.

FK .....Flat Keel.

FP .....Flash Point.

FPT .....Fore Peak Tank.

F & YM.....Felt & Yellow Metalled.

GIB .....Galvanized Iron Bolts.

H.....Deck Houses.

IB .....Iron Bolts.

NKlsn .....New Keelson.

len ..... Lengthened.

lrp .....Large repairs.

Mat.....Materials.

MT .....Midship deep Tank.

ND .....New Deck.

NKl .....New Keel.

NTsds .....New Top-sides.

NW .....New Wales.

P 30t .....Poop 30 tons.

PBH .....Partial Bulkheads.

Pad .....Paddle Steamer.

Q 30′ .....Raised quarter deck or Break 30 feet long.

RFD 30′.....Raised fore deck 30 feet long.

Sc .....Screw.

srp .....Some repairs.

2 or 3 trB.....Two or three tiers of Beams with or without Decks on them.

WB .....Water Ballast.

Z .....Zinc.

Machinery.

C. .....Compound.

T. .....Triple expansion.

Q. .....Quadruple expansion.

H. .....Horizontal.

O. .....Oscillating.

D. .....Diagonal.

L. .....Lever.

2 SB .....2 Single ended Boilers.

2 DB .....2 Double ended Boilers.

FD .....Forced Draught or Induced Draught

6 cf .....6 Corrugated Furnaces.

6 pf .....6 Plain Furnaces.

6 rf .....6 Ribbed Furnaces.

GS 109 .....109 square feet of Grate Surface.

HS 3006 .....3006 square feet of Heating Surface.

Cy. .....Cylinders, with number prefixed.

4 S.C.....4-stroke cycle
2 S.C.....2-stroke cycle
SA .....Single acting
DA .....Double acting
} Oil and Gas Engines

Figures before lb—Working Pressure of Main Boilers in lb per square inch.

Figures before *lb*—Working Pressure of Donkey Boilers in *lb* per square inch. The letter P or S prefixed to *lb* indicates the pressure of port or starboard donkey boiler respectively.

Mchy.Aft. .....Machinery fitted Aft.

Ref.Mchy. .....Fitted with Refrigerating Machinery, *see* List at end of Register.

NHP .....Nominal Horse Power by formulæ given on page xxvii of Key.

RHP .....Nominal Horse Power by Official Register in the case of British Vessels.

NE&B .....New Engines and Boilers.

NDB .....New Donkey Boiler.

In Col 13 letters *a* to *t* in parenthesis indicate the Material of Boilers.—(*See* Key, page xxviii.)

Cmp .....Compounded.

Tpd .....Tripled.

Qpd .....Quadrupled.

In Col. 16 (Sailing Vessels) Col. 15 (Steamers) the capital letters represent the various Register Societies in which Vessels are classed, if not classed in Lloyd's Register. (*See* Key page xxviii, for full explanation.) "BT till 6,18" indicates that a Board of Trade Passenger Certificate has been granted, expiring in June, 1918.

For complete explanation of Records, &c., *see* Key at commencement of Register, —Vol. 1, page xxv.

(3)

LLOYD'S REGISTER OF SHIPPING.

LLOYD'S REGISTER OF SHIPPING.

AMERICAN COMMITTEE.

The General Committee have much pleasure in directing the attention of Subscribers to the establishment of an American Committee of Lloyd's Register of Shipping at New York comprising, under the Chairmanship of Mr. Alfred Gilbert Smith, representatives of the several interests concerned, whose co-operation in the business of the Society in the United States of America cannot fail to be of great advantage to the whole shipping community.

A list of the Members of the American Committee is given on page xi.

LLOYD'S REGISTER OF SHIPPING.

FOUNDED 1760. RE-CONSTITUTED 1834.

UNITED WITH THE

UNDERWRITERS' REGISTRY FOR IRON VESSELS IN 1885.

From 1st July, 1917, to the 30th June, 1918.



VOLUME II.—STEAMERS.

The REGISTER,—which is printed solely for the information of Merchants, Shipowners, Underwriters, and others, being Subscribers or Members,—contains the names, classes, and other useful particulars relating to vessels classed by the Society, and those classed by the Underwriters' Registry for Iron Vessels. It also includes as far as possible, the names, dimensions, &c., of all other Merchant Vessels of the World, of 100 tons and upwards, some of which, although not classed by the Society are classed elsewhere.

The conditions regulating the classification of Vessels in the REGISTER are contained in the Society's Rules.

Extract from the Society's Rules, Section 26:—

"While the Committee use their best endeavours to ensure that the functions of the Society are properly executed, it is to be "understood that neither the Committee nor the Society are under any circumstances whatever to be held responsible for any inaccuracy "in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the "Society, or for any error of judgment, default, or negligence of the Surveyors, or other Officers or Agents of the Society"

OFFICE: 71, FENCHURCH STREET, LONDON.

1917.

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1917.

STEAMERS.

1917-18.

NAVIRES A VAPEUR.

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. † for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last scnd.	8 Built. When	9 Built. By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Dates of R. of Trade Cert.
1 207074	**A. A. Augustus** SteelSc *Mchy.Aft Elec.light* 1*Dk*	6390 — 4869					1909	American S.B.Co. Lorain,O.	PioneerS.S.Co. (Hutchinson&Co.)	504·0	54·0	30·0	Fairport,O Utd.States *WB*	T.3Cy.23½",38"&63'–42" 257NHP American S.B.Co.Clevelnd		
2 210368 LCNB	**A. A. Raven** SteelScSr *T.C.Hecker* ~~ssNYk.No.3–7,17~~ *Elec.light* 2*Dks*(*Stl*)	2459 ~~2198~~ 1606	✠100A1 ~~7,17 11,15~~,18 ✠LMC6,16 7,17	NYk Bry	*s*	~~6,16~~ ~~7,17~~ 2,18	1912 8mo	Gt.Lakes Eng.Works Ecorse,Mich. A&CP *WB*	American Transptn.Co.(J.W. Elwell&Co.*Mgrs.*) = *CellDBa56'uE&*	247·0 P19'B68'F23' *B42'f*110'404*tFPT*	43·7 FK	29·3 *ABHCem* *44tAPT22t*	Phildlphia Utd.States Russian	T.3Cy21½",35½"&58"–42"(*s*) 1801b 303NHP 2SB,6*cf*,GS105,HS4458 FD Gt.LakesEng.Wks.Detroit	28 " 5	
3 42	**A. A. Trapani** SteelTwinScSr *Tekk* (*ex*OscarDickson, *ex*Gamecock)	391 319 139					1880	T.Brassey &Co. Birkenhead	PrincessN.A. Dabishj	158·3 H71*t*	24·7	12·9	Sebastopol Russian	C.4Cy.26"&45"–30" NB00 184NHP T.Brassey&Co.Birkenhead		V
4	**A. B. C.** SteelPad	173 — 131					1902	..... Salto,Urugy	Cia.Argentina de Nav.(Nicolas Mihanovich)Ltda.	110·0	17·0	5·6	Bns.Ayres Argentine	C.2Cy.13"&26"–36" 34NHP Fullerton&Co.Paisley		
5 211345 LDBR	**A. Brooke Taylor** WoodSc *Elec.light Mchy.Aft* 1*Dk*	295 — 159					1913	American Steel Foundry Wlmgtn,Del.	VirginiaFisheries Co.	146·0	23·3	11·0	Reedville, Va. Utd.States	C.2Cy.16"&33"–26" 46NHP Harlan&HollingswrthCor.		
6	**A. Cola** IronScBg *Llopis* –14 *ss*Hav.No.3–74 (*ex*GabrielRius, *ss*Hav.No.1–81 *ex*JohnHaynes,*ex*Emma) 2*Dks*	807 — 383	✠ 8,84	Hav			1867 1mo	Denton, Gray&Co. Hartlepool	~~Cia.Valenciana deVap.Correos deAfrica~~ Cia Trasmediterranea	208·3 P50'B9'F40'	30·2	17·4 *WB*	Valencia Spanish *4BHCem*	C.2Cy.36½"&55½"–27" NB98 132NHP *Cmp*73Nillus,Havre		V
7 211083	**A. D. MacTier** SteelScSr *Elec.light Mchy.Aft* 1*Dk*	1706 — 1059					1913	Detroit S.B.Co. Wyandotte	GeorgeHallCoal Co.	244·0 Q59'F38'	43·0	21·8 *WB*	Ogdensbrg Utd.States	T.3Cy.18",29"&48"–40" 146NHP DetroitS.B.Co.Detroit		L
8 47	**A. Dobrovolski** IronScSr (*ex*Alert)	144 — 98					1869	..... Glasgow	Th.A.Theofani	104·0	20·0	10·7	Novoros-sisk Russian	2Cy.		
9 114449 VBNR	**A. E. Ames** SteelScSr *J.Hayton* –03 *Elec.light Mchy.Aft* 2*Dks*	1637 1562 1020					1903	Nthmblnd S.B.Co.Ld Newcastle	CanadaS.S.Lines, Ld.	246·2	37·0	21·6 *WB*	Newcastle British WllsndSlpwyCo.Ld.Nwc.	T.3Cy.20½",33"&54"–36" 175NHP		L
10 129491 TMPD	**A. E. McKinstry** SteelSc *C.Robertson* –16 *Mchy.Aft Elec.light* 1*Dk*	~~1964~~ 1999 1657 ~~1199~~ 1199					1910	ClydeS.B. &Eng.Co.Ld. Pt.Glasgow	Canada Steamship Lines,Ld.	250·4	42·7	18·3 *WB*	Montreal British ClydeSB&EngCoLd.PtGl.	T.3Cy.17",28"&46"–33" 122NHP		C
11 205126	**A. E. Nettleton** SteelScSr *Mchy.Aft Elec.light* 1*Dk*	6286 — 5006					1908	Detroit S.B.Co. Wyandotte	GreatLakesS.S. Co.	525·0	55·3	32·0 *WB*	Oswego Utd.States DetroitS.B.Co.Detroit.	T.3Cy.23½",38"&63'–42" 257NHP		
12 319	**A. E. Nordenskjöld** CompScSr *PeterPeutel* –02 1*Dk*	296 — 143					1879	Kockums Mek.Vks. Malmö	PeterPeutel	140·9 Q19*t*	25·1	11·9	Reval Russian	C.2Cy.19"&35"–20" NB09 46NHP KockumsVks.,Malmö		
13 ~~107778~~ 138213	**A. E. Stewart** ~~SteelScSr~~ *Mchy.Aft Elec.light* 1*Dk2trB*	~~3943~~ 4062 ~~2940~~ 2960	3883				1902	WestBay CityS.B.Co. WBayCity	~~PostalS.S.Co.~~ ~~(J.J.Barium,Mgr)~~ Steel Barges(Trans portation)Co.Ld.	~~356·0~~ F48'	~~50·0~~ 50·2	~~28·6~~ 24·0 ~~80·0~~	~~Detroit~~ Utd.States ~~Michigan~~ British	T.3Cy.20",33"&54'–42' 189NHP DetroitS.B.Co.Detroit		
14 107738	**A. F. Braga** SteelTwinScSr *M.Parodi*89–89 1*Dk* *Mchy.Aft* *Stlframing Irnplating*	*399* *357* *174*	✠ *withfreeboard* 4,89 *For River&Coasting purposes* ✠	Gls			1889 4mo	AilsaSB.Co Troon	P.Risso	177·6 P18' B14' F21' *Shade dk*22' FK	29·1	9·0 *ABHCem*	M.Video Uruguayan Lees,Anderson&Co.,Gls.	T.6Cy.~~19½~~",17"&28"–18" 67NHP	9 " 0	
15 200333	**A. F. Harvey** SteelScSr (*ex*Wisconsin) *Elec.light* 1*Dk2trB*	4858 — 3707					1903	Superior S.B.Co. W.Superior	PittsburghS.S.Co.	428·0	50·0	28·0 *WB*	Duluth Utd.States SuperiorS.B.Co.	T.3Cy.22",35"&58"–42" 218NHP		
16 107738	**A. G. Brower** SteelScSr 1*Dk* *Mchy.Aft Elec.light*	3582 — 2778					1902	Chicago S.B.Co. Chicago	InterstateS.S.Co. (W.H.Becker, *Mgr.*)	346·0	48·2	24·0 *WB*	Duluth Utd.States ChicagoS.B.Co.	T.3Cy.20",33½"&55"–40" 191NHP		
17 106645	**A. G. Lindsay** WoodScSr	1067 — 678					1889 Detroit,Mich.	.....	PacificAmerican Fisheries	196·0	37·6	14·4	P.Twnsnd Utd.States	C.2Cy.28"&42"–36" 88NHP		
18 107390 KNFG	**A. J. West** WoodAuxSc4MstSr *Chapman* *Motor* 1*Dk* (*See Sailing Ship Register*)	544 — 483					1898 Aberdeen, Wash.	.....	ManilaImportCo. Inc.	161·0	40·0	11·0	Manila Utd.States	Motor		R
19 5339 JSRK	**A. K. Fernström** SteelScSr *J.A.Coulsson*14–15 *ss*Got.No.3–6,15 (*ex*Export) 1*Dk*(*Stl*)2*trB* *Well deck Elec.light*	868 643 433	✠100A1 7,17~~8,16~~ ~~DBS5,16~~ ✠LMC6,16 ~~MBS12,16~~ DBS5,17	Got Rot	*l*	5,16	1902 6mo	Rijkee&Co Rotterdam A&CP	A.K.Fernström's dödsbo(Emma Fernström) *WB=Cell*	205·6 Q68'B51'F25	30·1 FK	12·9 *4BHCem* *f*94'204*t*	Karlsham Swedish Maats.Fyenoord.Rot.	T.3Cy.15⅝"25"&40"–36"(*s*) 160lb *80lb* 113NHP 1SB,3*cf*,GS54,HS1952	15 " 6 s 1 " 0½ 14 " 8	
20 HBNQ	**A. Lazaro** SteelTwinSc *Llorca* –14 (*ex*Cristoforo Colombo) *Elec.light* Wireless 2*Dks*	1514 — 714					1895	N.Odero fuA. SestriPnente	CiaTrasmedit-erranea	283·3 Q54'B80'F41'	37·0	18·7 *WB*	Valencia Spanish N.Odero,SestriPonente	T.6Cy.23",37"&60"–37½" NB07 *fitted*09 439NHP		V
21 114356	**A. M. Bisbee** WoodScSr 1*Dk*	253 223 169					1902	H.F.Carmichael HongKong	ShanghaiPilot BoatCo.Ld.	131·2	24·5	12·2	Shanghai British	C.2Cy.15"&31"–21" 40RHP Ross&Duncan,Glasgow		
22 207504	**A. M. Byers** SteelScSr *Mchy.Aft Elec.light* 1*Dk*	6364 — 4841					1910 S.B.Co. Cleveland,O.	American	NorthAmericanSS Co.(R.A.Williams, *Mgr.*)	504·0 F44'	54·0	30·0 *WB*	Duluth Utd.States	T.3Cy.23½",38"&63'–42' 257NHP AmericanSB.Co.Cleveland		L
23 209565 LCHK	**A. M. Simpson** WoodSc3MstSr *M.Bendegard*87–12 1*Dk*	774 — 465	*Now named "MarthaBuchner," See No. 41 in Supplement*				1911 Or.	.....	BuchnerLumber Co.	193·0	42·5	13·6	S.Frncisco Utd.States			
24	**A. M. Stewart** SteelScSr *Elec.light* 1*Dk*	279 255 97	✠100A1 *For towing purposes* 2,16 ✠LMC12,16	Lth			1916 2mo	J.Cran& Co. Leith	RussianGovern-ment	104·2 BK7½" *DTf*31'	26·1	13·0 *3BHCem* *42tAPT3t*	Petrograd Russian *Lloyd'sA&CP*	C.2Cy.21"&44"–27" (*s*) 130lb 104NHP 1SB,3*cf*,GS66,HS1850 J.Cran&Co.Leith	14 " 0	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Grément, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Rapérissement.	7* Date de la dernière Visite de l'arbre porte-hélice.	8 Construit. Quand. / Navire. / Macn.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	1 Numéro
25 NRJP	**A. N. Hansen** *Sonne* –14 IronSc3MastSr 2*Dks&Spardk*	1479 1002 916					1877	Burmeister & Wain Copenhagen	DetForenede DampskibsSelsk.	250·8 | 32·1 | 17·0 23·9	Copnhagn Danish *WB*	C.4Cy.24″&48″–32″ 217NHP Burmeister&Wain,Cpn.	
26 NSJT	**A. P. Bernstorff** *J.Warrer* –13 *Elec.light Ref.Mchy.* SteelSc 3*Dks*	2316 1331 1162					1913	Helsingörs Jernsk&Msk Elsinore	DetForenede Dampskibs.Selsk.	291·8 | 41·7 | 25·7 F36′	Esbjerg Danish *WB*	T.4Cy.22″,44½″&(2)52″–43″ 355NHP HelsingörsJernsk.&Mskb.	
27 129354	**A. Spence Macdonald** *J.Cowling* –14 1*Dk*	195 192 76	✠100A1 *StmTrawler* 11,14 ✠LMC2,11	Abn		8,13	1911 2mo	Hall,Russell&Co.Ld. Aberdeen *Lloyd'sA&CP*	R.Irvin&Sons,Ld.	115·2 | 22·1 | 11·9 BK7½″ *WB*=	Aberdeen British *3BHCem DBf18′13t*	T.3Cy.12″,20″&34″–24″ (r) 180lb 78RHP 1SB,*3pf*,GS48,HS1429 Hall,Russell&Co.Ld.Abn.	1
28 138262	**A. Tremblay** 1*Dk*	245 213 147					1916	A.Tremblay Matane,P.Q.	U.Tremblay	111·5 | 28·2 | 10·4	Quebec British	C.2Cy.12″&24″–15″ 24RHP F.H.Dralet&Co.Quebec	
29 HFVW	**A. W. Kafemann** (Detained at Cronstadt) *J.Düring*98–98 SteelScSr 1*Dk*	835 640 495					1892	J.W.Klawitter Danzig	Behnke&Sieg	213·5 | 29·3 | 12·8 Q70′ H52′ F26′ *WB*	Danzig German	T.3Cy.15¾″,26″&41¾″–27½″ 92NHP J.W.Klawitter,Danzig	
30 107267	**A. W. Osborne** (*ex*Andrew Carnegie) *Mchy.Aft Elec.light* SteelSc 1*Dk2trB*	3826 — 2630					1897	Cleveland S.B.Co. Cleveland	WilsonTransitCo.	403·0 | 48·0 | 24·3 *WB*	Cleveland Utd.States	T.3Cy.23″,38″&63″–40″ 251NHP ClevelandS.B.Co. Clevelnd	
31 2685 HVJL	**A. Wicander** *K.A.Aminoff*08–12 *Elec.light* SteelScSr 1*Dk*	928 731 559					1891	MotalaCo. Gothenburg	Stockholms Rederiaktieb Svea (Hj.Blomberg,*Mr*)	201·5 | 29·6 | 15·4 Q68′ B52′ H36*t* F22′	Stockholm Swedish	T.3Cy 18″,29″&46½″–30″ 118NHP MotalaCo.,Gothenburg	
32 105175	**A 1.**	127 110 66					1895	C. W. Dodgin Lydney	J.C.Hunt	96·0 | 17·6 | 7·4	Bridgwatr British	1Cy.19½″–18″ 40RHP Stothert&Co.Bristol	
33 MKCS	**Aafjord** *H.Hellem* –13 *Elec.light* SteelScSr 2*Dks*	328 307 186					1914	Akers Mek.Værks Christiania	NamsosDampskibselskab(Th.Sommerschield,*Mgr.*)	131·1 | 22·1 | 15·6 H21*t*	Namsos Norwegian *WB*	T.3Cy.12″,20″&33″–21″ 50NHP AkersMek.Værks.Xia	
34 MGRV	**Aagot** *Erenjeth* –17 ~~*R.M.Sevald*04–06~~ *ss*Hpl.No.2–14 1*Dk*(*Irn*)2*trB&deep framing* 3*Dk rule*	3595 3390 2289	✠100A1 4,17~~10,16~~ BS~~11,17~~	NNs NYk ✠LMC7,14	*v*	~~6,15~~ 4,17	1906 7mo *Lloyd'sA&CP*	W.Gray& Co.Ld. W Hartlepool	Akties.Dmpsk. Aagot (S.M. Kuhnle&Son) *B = Cell DBa* 133′	340·0 | 48·0 | 24·5 P25′B90′F32′ FK *uE* 17′ *f* 146′ 1005*t*	Bergen Norwegian 6*BHCem APT*117*t*	T.3Cy.25″,40″&65″–42″ (*s*) 160lb *90lb* 289NHP 2SB,*6rf*,GS112,HS4562 Cen.Mar.Eng.Wrks.WHpl	27 s 5 22
Missing 35	**Ace 3.17** *K.Eriksen* (*ex*Helen Otto) *Well deck* IronScSr *ss*Shl.2ndNo.3–2,12 1*Dk*(*Irn*)2*trB*	1385 1123 854	~~✠100A1~~ 2,16 ~~✠LMC9,12~~	Gms	*p*	7,15	1883 10mo	J.Readhead&Co. S.Shields A&CP	Akties.BorchII. (A.F.Borch&Sönner,*Mgrs.*)	249·0 | 36·0 | 17·6 Q95′B52′F26′ BK9″ *WB = DBa*	Drammen Norwegian 4*BHCem* 74′*f*100′371*t*	C.2Cy.29″&54″–36″ (*i*) 80lb *80lb* NDB05 135NHP 1SB,*4pf*,GS60,HS2200 J.Readhead&Co.S.Shields	18 ~~1~~ ~~17~~
36 NSVF	**Aalborghus** *R.A.Skow*82–14 *Elec.light* SteelScSr 2*Dks*	1478 827 828					1914	Burmeister &Wains.Msk. ogSkibs.Act Copenhagen	DetForenede Dampsk.Selsk.	254·6 | 38·7 | 21·5	Copnhagn Danish	T 3Cy.22″,36″&60″–42″ 233NHP Burmeister&Wains.Msk. ogSkibs.Act.Copenhagen	
37 JRFV	**Aalesund** *S.M.Salomonsen* 1*Dk2trB*	414 311 248					1890	Stavanger Stöberi&Dok Stavanger	Dampsk.Akties. Aalesund (J.Amundsen)	146·0 | 24·6 | 12·8 Q32*t* B57*t* H10*t* F14*t* *WB*	Haugesnd Norwegian	T.3Cy.11″,18″&29″–24″ 41NHP Plenty&Son,Newbury	
38 MDKQ	**Aamot** *H.Hammer* (*ex*Gisla) *Elec.light* SteelScSr 1*Dk*	1373 1018 829					1907	Akers Mek.Værks Christiania	RederiaktiesOrkla	240·3 | 35·2 | 16·8 H24*t*F9*t* *WB*	Trondhjm Norwegian	T.3Cy.18″,29″&48″–33″ 132NHP AkersMek.Værks.Xia.	
39 JGDV	**Aar** *H.Grensing* –10 1*Dk*	628 485 343					1910	Stettiner Oderwerke Stettin	Rud.Christ.Gribel	180·0 | 29·0 | 11·5 Q54′B43′F20′ *WB*	Stettin German	T.3Cy 13¾″,21⅞″&35⅝″–25⅝″ 63NHP StettinerOderwerke	
40 MLDT	**Aardal** *S.Christensen* –15 *Mchy.Aft* SteelScSr 1*Dk*	332 233 185					1915	Stavanger Stöberi&Dok Stavanger	NordreBergenhus AmtsDampskibs	135·0 | 24·1 | 10·5 P47′F28′ *WB*	Bergen Norwegian	T.3Cy.11¼″,17½″&30″–21″ 41NHP StavangerStöberi&Dok	
41 NSBF	**Aarhus** *H.Ishöi*81–12 *Elec.light* SteelScSr 1*Dk&AwngDk*	1627 899 835					1912	Akt.Burmeistr&Wain Copenhagen	DetForenede DampskibsSelsk.	270·4 | 39·3 | 21·6 F35′ *WB*	Copnhagn Danish	T.4Cy.25′,41″&(2)48″–39″ 231NHP Akt.Burmeistr&Wain,Cpn	
42 MHJS	**Aarvak** *J.Rönning* –14 *Mchy.Aft* (*See Sailing Ship Register*) WoodAuxScK *Stm.Eng.* 1*Dk*	111 103 47					1912	K.Dekke Bergen	Akties.Bergens Sælfangerslsk.(M. Skjælaaen,*Mgr.*)	90·0 | 21·6 | 10·8 Q5*t*	Bergen Norwegian	C.2Cy.8½″&17″–12″ 8NHP LaxevaagsMsk&Jrns.Bgn	
43 MDFN	**Aasmund Vinje** *H.Stensrud* 1*Dk*	159 71 86					1906	Porsgrund Mek.Værks. Porsgrund	Skien-TelemarkensDampskibs.	97·6 | 17·7 | 6·5 P72*t*H16*t* *WB*	Skien Norwegian	C.2Cy.12½″&25½″–18½″ NB10 23NHP PorsgrundM.V.Porsgrund	
44 JQCG	**Aasta** *S.Andersen* 1*Dk*	1146 909 689					1902	Trndhjms Mek.Værks. Drontheim	K.S.Nordgreen	231·6 | 34·4 | 13·6 Q125*t*B53*t*H20*t* F31*t*	Bergen Norwegian *WB*	T.3Cy.16″,26″&44″–30″ 106NHP TrondhjemsM.V.Dronthm	
45 137495	**Abadesa** ~~*H.T.Goodrich*11–18~~ *Smiles* –18 *Elec.light* 2*Dks*(*Stl*)*&Shelter dk*(*Stl*)*& Ref.Mchy.* 3*rd dk*(*Stl*)*in No.1hold* SteelScSr	6572 6313 4223	✠100A1 *Shelter dk with freeboard* ~~3,17~~ ~~9,18~~ 5,18 ✠LMC8,16 ✠Lloyd's RMC1~~7~~ ~~8~~ ~~7,17~~ 2,18	Cff BAs	*a*†		1916 3mo *Lloyd'sA&CP*	Sir R Dixon &Co.Ld. Middlesbro'	FurnessHoulder ArgentineLines, Ld.	420·0 | 53·5 | 36·6 F on Shelter dk 34′ FK *CellDB*358′10	Liverpool British 7*BHCem* 53*tFPT*123*t*	T.3Cy.29″,49″&80″–54″ (*s*) 180lb 682NHP 3SB,*12cf*,GS234,HS10300FD Richardsons,Westgarth& Co.Ld.Mdb *APT*98*t*	39 ″ 3 ·10 · 2 29 · 6
46 219612 LDRJ	**Abangarez** *E.Baxter* –14 *Elec.light Ref.Mchy.* 2*Dks&*2*pt dks* Wireless	4954 3895 3084					1909	Workman, Clark&Co.Ld Belfast	AbangarezS.S. Corp. (United FruitCo.Line)	378·8 | 50·3 | 29·1 B154′F45′ *WB*	NewYork Utd.States	T.3Cy.27′,45″&75″–54″ 418NHP Wrkman,Clark&Co.Ld Bel	
47 118491 HBFV	**Abaris** *A.P.Rippon* –16 1*Dk*(*ptIrn&ptStl*)*&deepframing* *ss*Shl.No.3–6,16 SteelScSr	2892 2734 1830	✠100A1 6,17 ~~12,16~~ BS7,17 ✠LMC8,16	Npt Sou	*v*	12,16	1904 9mo *Lloyd'sA&CP*	Bartram& Sons Sunderland	GasconyS.S.Co. Ld.(L.Walford (London)Ld. *Mgs*) *CellDBa*108′*uE&*	331·7 | 48·1 | 21·5 P29′B190′F37′ FK *B52′f*124′871*t FPT*	London British 6*BHCem* 53*tAPT*46*t*	T.3Cy 24″,38″&64″–42″ (*s*) 180lb *100lb* 290NHP 2SB,*8cf*,GS122,HS4495 J.Dickinson&Sons,Ld.Sld.	24 ″ 0 s 3 · 1 21 · 3

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. / Master. / Special Surveys.	3 Material, Rig, &c. / Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year & Letter Signed. Present Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Dates of Trade Certs.
48 132628 HTQN	**Abbas** *C.Hooper* –13 *Well deck* *Mchy.Aft*	**SteelScSr** *ss*Nwc.No.1–16 1*Dk*(*Stl*) *Cargo battens not fitted*	1430 1115 836	✠100A1 ~~10.17 6,16~~ ✠LMC6,16 BS3,18	Nwc	*o*	~~6,16~~ 9,17	1911 11mo	S.P.Austin &Son,Ld. Sunderland	S.Clarke&Co. *WB=CellDBuE&*	240·0|36·0|15·6 Q131'B12'F26' FK *B37'f152'414tFPT*	London British *4BHCem* *106tAPT60t*	T.3Cy.19″,31″&51″–36″ (*s*) 180lb *100lb* 172NHP 1SB,*4pf*,GS73,HS2691 J.Dickinson&Sons,Ld.Sld.	17 ″ 9 s 1 ″ 6 16 ″ 6	
49 115845 TLCM	**Abbassieh** *J.R.Ryall* –16 (*ex*Sicilian Prince, *ex*Alvares Cabral, *ex*Moçambique) *Elec.light*	**SteelScSr** 2*Dks*3*trB*	2784 2625 1708			…		1889	Scott&Co. Greenock	KhedivialMail S.S. &Graving DockCo. Ld. (LordE.Hamilton,*Mgr.*)	363·5|42·2|25·3 P44'B142'F51' BK11″	London British *WB*	T.3Cy.31″,50″&80″–54″ 570NHP Scott&Co.Greenock	28 ″ 6	V
50 HBCT	**Abbazia** 1*Dk*(*Stl*)&*Awng dk* *Elec.light*	**SteelScSr** (*Stl*-ws)3*trB*	3819 3082 2358	✠ ~~——~~ 1,17 ✠ *Awng dk with freeboard*	Tri	*v*		1912 1mo	Lloyd Austriaco Trieste	LloydAustriaco *WB=Cell*	344·7|43·7|25·9 | 45·5| FK *BonAwng dk*160′ *DBa98′uE36′f122′*	Trieste Aust.-Hung. *6BHCem* *476tAPT64t*	T.3Cy.23½″,37″&66′–48′ 390NHP 2SB,*6cf*,GS126,HS5378 FD LloydAustriaco,Trieste	28 ″ 5	
51	— *R.Paodan*06–12 *Elec.light*	**SteelScSr**	142 121 69			.		1902	M.U. Martinolich Lussinpiccolo	Soc.InAzioni Ungaro-Croata di Nav. Maritt.aVap.	120·3|17·6| 9·1	Fiume Aust.-Hung.	C.2Cy.13¾″&28½″–17¾″ 29NHP W.G.Greenham&Co.Tri.		A
52 115631 HFKM	**Abbot** *J.T.Watson* –17 *Mchy.Aft* *Well deck*	**SteelScSr** *ss*Cff.No.3–6,15 1*Dk*(*Stl*)	264 212 104	✠100A1 11,17~~10,16~~ ✠LMC MS8,15 BS~~9,15~~ 12,17	Cff Lon	*e*	~~9,16~~ 12,17	1903 4mo	J.Fullerton &Co. Paisley	AbbotS.S.Co.Ld (R.A.Constantine &T.H.Donking) *Lloyd's SA&CP*	142·5|21·3|10·2 Q46'B7'F25' BK8″ *WB=FPT34t*	London British *3BHCem*	C.2Cy.16″&34″–24″ (*s*) 130lb 61RHP 1SB,*2pf*,GS39,HS1110 A Rodger&Co.Glasgow	11 ″ 3 s ″ 10½ 11 ″ 0	
53 111281 VCRN	**Abbotsford** *Tilburn* *Mchy.Aft* *Well deck*	**SteelScSr** *ss*Sng.No.3–3,06 *ss*Sng.No.1–10 1*Dk*(*Stl*)	257 170 100	✠ 11,13 ✠	Sng	*c*		1900 7mo	J.Mc Arthur&Co. Paisley	StraitsS.S.Co.Ld.	120·0|22·1| 8·8 Q46'B9'F20' BK7″ *WB=FPT22t*	Singapore British NDB03 37RHP *3BHCem*	C.2Cy.14½″&30″–21″ 1SB,*2pf*,GS39,HS992 Bow,McLachlan&Co.Psy.	9 ″ 9	
54 HBCS	**Abd-el-Kader** *Lefebvre* –12 *Elec.light* Wireless	**IronScBn** 2*Dks*&*Spardk*	1801 — 931					1880	John Elder &Co. Glasgow	Cie.Générale Transatlantique	310·2|33·5|16·7 H175*t* F46′ 24·3	Marseilles French	C.2Cy.42″&80″–48″ NB05 370NHP JohnElder&Co.,Glasgow		V
55 HBCM	**Abda** *Guilani* –13 (*ex*Koning Willem I.) *Elec.light* Sub.Sig. Wireless 3*Dks*	**SteelScSr**	4331 — 2704			…		1898	Kon.Maats deSchelde Flushing	Cie.deNav.Maroc. &Arménienne(N. Paquet&Co.*Mgrs*)	390·5|45·3|27·5 P&B286'F70' BK11″	Marseilles French *WB*	Q.4Cy.27½″,39″,55″&82″–60″ 710NHP Maats.deSchelde,Flushing	29 ″ 1	V
56 NTBP	**Abdon** *J.Jörgensen* (*ex*Samsö)	**SteelSc4MstSr** *Oil Eng.* 1*Dk*	388 344 297					1914	Frdrkshvn Skibs&Flydk Fredrikshavn	Dpsksk.AlfaAkties (Chr.Rasmussen, *Mgr.*)	144·3|30·2|11·0	Copnhagn Danish	Oil Engine J&CG Bolinders CoLd Skm		V
57 HBCV	**Abeille No. 2** *Lesueur*14–16 (*ex*Roubary, *ex*William)	**SteelSc** (*Tug*) 1*Dk*	118 — 28					1913	A.Pannevis Alphen a/d. Rijn	Ch.Damaye	95·0|18·6| 9·6	Havre French *WB*	T.3Cy.12″,17½″&29″–15″ 33NHP Machinefab.Bolnes,Bolnes		V
58 HBCW	**Abeille No. 3**	**SteelScK** 1*Dk*	189 150 19	✠100A1 *For towing purposes* 7,16 ✠LMC1,14	Hav		7,16	1914 1mo	J.P.Renoldson&Sns South Shields	Soc.deRemorq.& deSauvetageLes Abeilles *Lloyd's SA&CP*	100·0|23·1|10·8 BK7″ *WB=FPT*	Havre French *4BHCem* *11tAPT13t*	T.3Cy.12¼″,21″&33″–24″ (*s*) 180lb 33NHP 1SB,*3cf*,GS45,HS1612 J.P.Rennoldsn&Sns,S.Shl.	12 ″ 0 s 1 ″ 0½ 11 ″10	
59 HBDF	**Abeille No. 4** *Favre* *Bizouarn* –17	**SteelScK** *ss*Hav.No.1–17 1*Dk*	181 — 23	✠100A1 *For towing purposes* 12,17~~,15~~ ✠LMC~~10,15~~ 12,17	Hav	*c*	~~7,15~~ 12,17	1912 10mo	J.P.Renoldson&Sns. SouthShields	Soc.deRemorq.& deSauvetageLes Abeilles *Lloyd's SA&CP*	106·5|24·6|11·6 BK7″ *WB=FPT7t*	Havre French *4BHCem* *APT13t*	T.3Cy.15½″,25″&41″–27″ (*s*) 180lb 107NHP 1SB,*3cf*,GS51,HS1828 J.P.Rennoldsn&Sns,S.Shl.	12 ″ 9 s 1 ″ 1 12 ″ 6	
60 HBDM	**Abeille No. 5** *Comberd* –16	**SteelTwinScK** *ss*Hav.No.1–15 1*Dk*	199 177 7	✠100A1 *For towing purposes* 4,18~~10,15~~ BS4,18 ~~BS11,16~~ ✠LMC10,16	Hav		~~10,16~~ 4,18	1910 8mo	J.P.Renoldson&Sns SouthShields	Soc.deRemorq.& deSauvetageLes Abeilles *Lloyd's SA&CP*	108·5|24·1|10·8 BK7″ *WB=FPT12t*	Havre French *4BHAsp* *APT16t*	C.4Cy.16″&34″–22″ (*s*) 120lb 109NHP 1SB,*3cf*,GS58,HS1935 J.P.Rennoldsn&Sns,S.Shl.	12 ″ 0 s 1 ″ 1 11 ″ 9	
61 HBDS	**Abeille No. 6** *Y.Seyennec*12–14 *ss*Hav.No.3–3,17 1*Dk*	**SteelScSp**	114 98 4	✠100A1 *For towing purposes* 3,17 ✠LMC3,17	Hav		3,17	1910 7mo	J.P.Renoldson&Sns. South Shields	Soc.deRemorq.& deSauvetageLes Abeilles *Lloyd's SA&CP*	88·0|19·7| 9·0 BK6″ *WB=FPT7t*	Havre French *3BHAsp* *APT10t*	C.2Cy.16″&34″–22″ (*s*) 120lb 61NHP 1SB,*2cf*,GS35,HS1162 J.P.Rennoldsn&Sns,S.Shl.	10 ″ 0 s ″10 9 ″ 11	
62 HBDP	**Abeille No. 7** *Favre*08–10	**SteelSc** (*Tug*) 1*Dk*	125 — 38					1906	Forg.& Ch. de la Médit. Havre	Soc.deRemorq.& deSauvetageLes Abeilles	90·0|21·0|12·2	Havre French	C.2Cy.17¾″&35½″–23½″ 51NHP Forg.&Ch.de la Médit.Hav.		V
63 HBDQ	**Abeille No. 8** *Colleter*09–10	**IronTwinSc** (*Tug*) 1*Dk*	169 — 76					1879	Cunliffe& Dunlop PortGlasgow	Soc.deRemorq.& deSauvetageLes Abeilles	118·1|19·0|11·7	Havre French	C.4Cy.17″&30″–24″ NB07 78NHP Cunliffe&Dunlop,P.Gl.		V
64 HBDR	**Abeille No. 10** *Leroux*	**SteelScK** *ss*Hav.No.1–14 1*Dk*	197 170 25	✠100A1 *For towing purposes* 6,17 3,16 ✠LMC MS11,15 BS~~11,17~~ 1,18	Hav	*c*	3,16	1909 11mo	J.P.Renoldson&Sns. South Shields	Soc.deRemorq.& deSauvetageLes Abeilles *Lloyd's SA&CP*	106·3|23·1|11·6 BK7″ *WB=FPT10t*	Havre French *4BHAsp* *APT18t*	T.3Cy.15½″,25″&41″–27″ (*s*) 180lb 106NHP 1SB,*3cf*,GS58,HS1794 J.P.Rennoldsn&Sns,S.Shl.	12 ″ 9 s 1 ″ 2 12 ″ 5	
65 HBDV	**Abeille No. 11** *J.L.Corbet* *Elec.light*	**SteelTwinScK** *ss*Hav.No.1–16 1*Dk*(*ptStl*)	260 241 22	✠100A1 *For towing purposes* 8,17~~10,16~~ ✠LMC10,16	Hav		10,16	1913 7mo	J.P.Renoldson&Sns SouthShields	Soc.deRemorq.& deSauvetageLes Abeilles *Lloyd's SA&CP*	127·0|25·1|12·1 BK8″ *WB=FPT*	Havre French *4BHCem* *26tAPT10t*	C.4Cy.18″&38″–24″ (*s*) 130lb 177NHP 1SB,*4cf*,GS72,HS2820 J.P.Rennoldsn&Sns,S.Shl.	13 ″ 6 s 1 ″ 4½ 13 ″ 1	
66 HBDW	**Abeille No. 12** *Vandenbroucke*03–06	**SteelTwinScK** *ss*Hav.No.2–14 1*Dk*	240 221 42	✠100A1 *For towing purposes* 1,17 BS2,17 ✠LMC7,14	Hav		9,15	1906 5mo	J.P.Renoldson&Sns. SouthShields	Soc.deRemorq.& deSauvetageLes Abeilles *Lloyd's SA&CP*	120·0|25·1|13·7 BK8″ *WB=FPT10t*	Havre French *4BHCem* *APT25t*	C.4Cy.18″&38″–24″ (*s*) 120lb 135NHP 1SB,*3pf*,GS59,HS2268 J.P.Rennoldsn&Sns,S.Shl.	13 ″ 3 s 3 ″ 5½ 10 ″	
67 128744	**Abelard** *H.Thomas* –14	**SteelScK** *ss*Mil.No.1–12 1*Dk*	187 174 70	✠100A1 *Stm Trawler* 12,14 ✠LMC12,12	Lon		12,14	1909 1mo	Smith's Dock Co.Ld. North Shields	F.R.Greenish& E.Gerrish (S.M.Price, *Mgr.*) *Lloyd's SA&CP*	110·8|21·0|11·7 Q65′ BK7½″	Milford British *3BHCem*	T.3Cy.12″,19″&32″–22½″ (*r*) 180lb 64RHP 1SB,*2pf*,GS31,HS1080 W.V.V.Lidgerwood,Gls.	12 ″ 6	
68 110995 THQF	**Abercraig** *J.S.Whyte* –13 *Mchy.Aft* *Well deck*	**SteelSc3MstSr** *ss*Shl.No.3–12,14 1*Dk*(*Stl*)	440 293 179	✠100A1 11,16 BS~~4,15~~ 9,17 ✠LMC12,14	Cff	*g*	11,16	1902 4mo	Dundee Ship builders' CoLd. Dundee	~~Bulgay Shipping Co(Lord, W. Bruce)~~ ~~& Co.(Mgrs.)~~ Lowlands Steam Shipping Co Ld (J. Cross & Co, *Mgrs.*) *Lloyd's SA&CP*	Q83'B11'F21' FK *WB=CellDBf82'*	Dundee British *3BHCem* *97tFPT40t*	T.3Cy.13″,21½″&35″–24″ (*s*) 180lb *100lb* NDB08 68RHP 1SB,*2cf*,GS34,HS1073 J.Cran&Co.Leith	12 ″ 2 s ″ 6 11 ″ 10	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. / Capitaine. / Visites Périodiques.	3 Matériaux, Grément, etc / Ex-nom, s'il y a lieu. / Nombres des Ponts.	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terms assigned maintenance explrd. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux.	12 Port d'Armement / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	
69 135580 JFNK	Aberdale ~~F. Williams 14 J. Wright 17~~ *Mchy.Aft White* –18 *Well deck*	SteelSc3MstSr 1*Dk*(*Stl*)	621 413 265	✠100A1 ~~17 12,16~~1,18 ✠LMC5,14	Nwc	*i*	~~3,16~~ 4,17	1914 5mo *Lloyd's*	J.Fuller-ton&Co. Paisley *A&CP*	W.Postlethwaite ~~& Son~~, Commercial Gas Co. *WB=Cell D*	175·0|28·1|10·4 Q96′B9′F32′ BK6″ *B f* 95′137*t FPT* 51*t*	Liverpool British *WB*	T.3Cy.14″,24″&40″–27″ (*s*) 180lb 90RHP 3*BH Cem* *APT* 44*t*	1 s
70 114665 SJFB	Aberdare 1*Dk*	SteelTwinScSp	353 307 240					1901	DJ.Dunlop &Co. Pt.Glasgow	NigerCo.Ld.	158·0|26·4| 8·7 B22′	London British	C.4Cy.10″&20″–15″ 36RHP D.J.Dunlop&Co.Pt.Gls.	
~~LCQ~~ 16227	Aberdeen ~~J.Hall~~ –06 *Elec.light Mchy.Aft* Wireless 2*Dks*	SteelScSr	674 639 274			...		1894	Fleming& Ferguson Paisley	CanadianGovern-ment	180·0|31·1|16·9 B46′ BK7½″ *WB*	Ottawa British	Q.4Cy.18″,28″,35″&54″–36″ 196NHP Fleming&Ferguson,Psy.	1
72 100675	— *T.Foster* 1*Dk*	WoodSternWheel	554 424 349					1893	E.G.Mc Kay Vernon,B.C.	CanadianPacific RailwayCo.	146·2|29·9| 6·8	Vancouver B.C. British	H.2Cy.16″–72″ BritishColumbia 17RHP IronWorks,Vancouver,BC	
73 106676	— *G.T.Brader* –13 1*Dk*	SteelScYl *ss*Gms.No.3–4,09 *ss*Gms.No.1–14	163 150 69	✠100A1 *Stm Trawler* 10,14 ✠NB10,14 ✠LMC10,14	Gms		5,14	1896 11mo	Mackie& Thomson Glasgow *A&CP*	ConsolidatedStm. Fishing&IceCo. (Gms.)Ld. (J.D. Marsden,*Mgr.*)	104·2|20·5|10·7 Q17′F19′ BK7½″ Dpts09	Grimsby British *WB*	T.3Cy.10″,16″&27″–20″ (*s*) 180lb 45RHP 4*BH Cem* 1SB,*2pf*,GS26,HS656 Muir&Houston,Ld.Gls.	1
74 209852 LCJS	— 1*Dk*	SteelSc	116 — 59					1912	..... Seattle,Wash	American Pacific Whaling Co.	88·0|19·0|11·5	Seattle Utd.States		
75 127164 HPBD	Aberdonian *G.A.Noble* –15 *Elec.light* *Ref.Mchy.*	SteelScSr *ss*Abn.No.1–12 2*Dks*(*UStl*–ws)	1648 1146 747	✠100A1 8,15 ~~Examined 12~~ ~~B82,13~~ ~~LMC 13~~	Abn	*r*	~~5,14~~ 3,17	1909 5mo *Lloyd's*	D&W Hen-dersn&Co.Ld. Glasgow *A&CP*	AberdeenStmNav. Co.	264·3|36·2|18·3 P75′B74′F67′ BK9″ *WB=CellDB*	Aberdeen British 4*BH Cem*	T.3Cy.26″,44″&72″–42″ (*r*) 180lb *80lb* 394NHP 2DB,*12cf*,GS225,HS6484 D&W.Hendersn&CoLdGls	19 s 2 18
76 137171	Abergeldie 1*Dk*	SteelScK	200 197 86	✠100A1 *Stm Trawler* 7,15 ✠LMC7,15	Abn			1915 7mo *Lloyd's*	Hall,Rus-sell&Co.Ld. Aberdeen *A&CP*	Meff&Ellis (W.Meff,*Mgr.*)	115·7|22·0|12·1 BK7½″ *WB=*	Aberdeen British 3*BH Cem* *DBf* 27′16*t*	T.3Cy.12″,20″&34″–23″ (*r*) 180lb 75RHP 1SB,*3pf*,GS39,HS1377 Hall,Russell&Co.Ld.Abn.	13
77 115568 TMVF	Aberlour ~~J.A.Cowie 12~~ ~~E...oaes~~ –18 *Elec.light*	SteelScSr *ss*Lon.No.3–12,15 1*Dk*(*Stl*)&*Spar dk*(*Stl*)& *deep framing*	4297 3973 2750 ~~BS2,18~~	✠100A1 *Spar dk* ~~11,16~~1,18 ~~LMC10,14~~	Hul ~~Bry~~Mch ~~M13,17~~	*x*	~~12,15~~ ~~9,17~~ 2,18	1902 7mo *Lloyd's*	Hall,Rus-sell&Co.Ld. Aberdeen *A&CP* *W*	AdamS.S.Co.Ld.	365·2|48·2|20·4 P38′B184′F47′ 28·4 FK *B=Cell DB a* 108′	Aberdeen British 6*BH Cem* *APT* 56*t*	T.3Cy.26″42½″&69½″–45″ (*r*) 180lb *105lb* 357NHP 3SB,*9cf*,GS163,HS5586 Hall,Russell&Co.Ld.Abn.	31 s 5 25
78 RLSJ	Abessinia *W.Schammert* *Elec.light*	SteelSc4MstSr 2*Dks*(*Stl*)&*deep framing* &*Shelter dk*(*Stl*)	5753 4823 3691	✠ *Shelter dk* 8,00 ✠	Nwc	*b*†		1900 8mo *W*	Palmers' Co.Ld. Newcastle *B=C*	Hamburg-Amerik. Packetf.Act.Ges. (Ham.-Amr.Linie) *cell D Ba* 115′*u*	451·3|51·9|28·0 *E&B* 90′*f* 178′120*7t* FK	Hamburg German 7*BH Cem* 70*t APT* 60*t*	T.3Cy.30″,50″&81½″–54″ 642NHP 3DB,*18cf*,GS338,HS11475 Palmers'Co.Ld.Newcastle	31
79 137388 JFWN	Abinsi *J.B.Wright* –16 (*ex*Léopoldville) 2*Dks*(*Stl*)&*Shelter dk* *Elec.light* Wireless	SteelTwinScSr ~~ss Abn.No.1 17~~ (*Stl*–teaks) *ss*Liv.No.2–17	6365 5195 3914	100A1 *Shelter dk* *with freeboard* ~~10,17~~8,16 3,18 ~~BS9,16~~ ~~LMC7,14~~	Liv	*a*†	~~6,14~~ 1,17 10,17	1908 7mo *Lloyd's*	Harland& Wolff,Ld. Belfast *A&CP*	(Elder,Dempster &Co.Ld.,*Mgrs.*)	400·5|53·3|31·5 P57′F53 *on Shltr dk* FK *WB=CellDBa* 104′*u E&B* 71′	Liverpool British 6*BHAPBH* *to 2nd dk* *only Cem* *f* 160′839*t FPT* 60*t APT* 46*t*	Q.8Cy.21″,30″,43″&61½″–48″ 215lb (*s*) 816NHP 4SB,*12cf*,GS268,HS11948FD Harland&Wolff,Ld.Bel.	34 s 12 22
80 5430 JTFH	Abisko *N.A.Andersson* –13 *Elec.light Mchy.Aft*	SteelScSr Wireless 1*Dk*	3088 2633 1640					1913	Göteborgs M.V.Aktieb. Gothenburg	Trafikaktiebola-getGrangesberg-Oxelosund (P.A.Welin,*Mgr.*)	336·8|46·9|21·0 P69′B24′F39′ *WB*	Stockholm Swedish	T.3Cy22$\frac{7}{16}$″,35½″&59″–39$\frac{3}{8}$″ 220NHP GöteborgsMV.Aktieb.Got	
81 124076 HKWM	Abonema *Tonnage opening closed 1917* ~~J.H.Cowell 17~~ *Elec.light* 2*Dks*(*Stl*)&*Web frames*& *W.R.Jones* –17 *Shelter dk*(*pt Irn*&*pt Stl*) *Cargo battens not fitted in Shltr 'tween dks*	SteelScSr *ss*Nwc No.1–11 *ss*Shl No.2–17	3969 2802 2900	✠100A1 *Shelter dk* *with freeboard* ~~11,16~~4,18 ~~BS10,16~~ ✠LMC	Liv Shl ~~MS4,16~~	*v*	~~10,15~~ 5,17	1907 7mo *Lloyd's*	Irvine's SB &D.D.Co.Ld. WHartlepool *A&CP*	British&African S.N.Co.Ld. (Elder,Dempster& Co.Ld.,*Mgrs.*) *W*	324·7|45·9|~~22·7~~ 30·7 FK *B=Cell DBa* 96′*u E* 26′*f* 142′563*t*	Liverpool British 6*BH Cem* *APT* 27*t*	T.3Cy.24″,40″&66″–45″ (*s*) 180lb 90*lb* 312NHP 2SB,6*rf*,GS121,HS4740 Richardsons,Westgarth& Co.Ld.Sld.	33 s 9 · 4 24 · 2
82 135176 JBKH	Abosso *J.T.Toft* –15 *Elec.light Ref.Mchy.*	SteelTwinScSr Wireless Sub.Sig. 2*Dks*&*Awng dk*	7782 6069 4762					1912	Harland& Wolff,Ld. Belfast	AfricanS.S.Co. (Elder,Dempster& Co.Ld.*Mgrs.*)	425·6|57·3|31·4 P29′B239′F53′ *on Awng dk*	London British *WB*	Q.8Cy.20½″,29½″,42″&61″– 48″ 516NHP Harland&Wolff,Ld.Bel.	
83 124127 HGVS	Aboukir *W.Lonsdale* –16 1*Dk*(*pt Irn*&*pt Stl*)1*pt Dk*(*Stl*) &*deep framing*	SteelScSr *ss*NYk.No.2–16	3660 3468 2346	✠100A1 9,17 ~~1,17~~ ✠LMC MS2,16	Grk Cff BS1,17	*w*	NS 5,15	1906 8mo *Lloyd's*	JLThomp-son&Sons,Ld. Sunderland *A&CP*	ClydesdaleShip-ownersCo.Ld. (Glen&Co.*Mgrs.*) *WB=CellDBa*	352·0|50·0|24·5 P34′B100′F35′ FK 115′*u E* 23′*f* 154′824*t*	Glasgow British 6*BH Cem* *APT* 36*t*	T.3Cy.24½″,40″&67″–45″ (*s*) 180lb 336NHP 3SB,9*pf*,GS147,HS5286 J.Dickinson&Sons,Ld.Sld.	27 s 5 · 0 22 · 6
84 127144 HMGR	Aboyne *B.Grimmer* –13 1*Dk*	SteelScK *ss*Abn.No.1–13	233 206 86	✠100A1 *Stm Trawler* 7,13 ✠LMC7,13	Abn		7,13	1908 2mo *Lloyd's*	J.Duthie TorryS.B.Co. Aberdeen *A&CP*	CaledonianSteam TrawlingCo.	116·2|21·9|12·2 F20′ BK7½″ *WB*	Aberdeen British 3*BH Cem* *=FPT* 12*t*	T.3Cy.12″,20″&33″–23″ (*s*) 180lb 68RHP 1SB,*3pf*,GS50,HS1259 W.V.V.Lidgerwood,Gls.	13
85 122716 HFNL	Abronia *W.Johnson* –14 1*Dk*	SteelScK	242 224 121	✠ *Stm Trawler* 11,09 ✠	Gms			1906 2mo	Cochrane &Sons Selby	N.EasternSteam FishingCo.Ld.	126·2|22·0|11·4 F19′ BK7½″	Grimsby British 4*BH Cem*	T.3Cy.12¼″,22″&35″–24″ 63RHP 1SB,*2pf*,GS33,HS1090 C.D.Holmes&Co.Hull	12
86 NQTF	Absalon *V.P.C.Villadsen* (*ex*JosephMerryweather) 1*Dk*(*Irn*)&*deep framing*	SteelScSr *ss*Cpn.No.3–4,14	2144 1959 1353	✠100A1 ~~2,15 1,17 7,17 ... NYk~~ 4,18 ~~BS10,16~~ ✠LMC4,14 ~~BS11,17~~	Bal	*s*	~~7,15~~ ~~N1,17~~	1898 9mo	W.Gray& Co.Ld. WHartlepool A&CP *Interm*	Dmpsk.Akties "Progress"(Marius Nielsen&Sön,*Mgr.* *ediate BH in fore hold dispensed with* *WB=Cell D*	290·3|42·1|19·2 P27′B69′F29′ FK *Ba&u E* 110′ *f* 120′607*t APT* 54*t*	Copnhagn Danish *Cem* 4*BH only*	T.3Cy.21½″,35″&58″–39″ (*s*) 160lb 220NHP 2SB,6*rf*,GS73,HS3445 Cen.Mar.Eng.Wrks.WHpl	21 s 3 · 6 18 · 7
87 NQTF	Absirtea *Scopinich* –13 *Elec.light*	SteelScSr 1*Dk*(*pt Irn*,*pt Stl*)	*4133* *3767* *2539*	✠ 2,17 ✠	Bry			1913 10mo	Craig,Tay-lor&Co.Ld. Stockton	Soc.Anon diNav.a Vap. G.L.Premuda *WB=Cell* *DBa* 129′*u E&B*	370·0|51·5|24·1 P52′B&F289′ FK 40′*f* 150′1152*t FPT*	Trieste Aust.-Hung. 6*BH Cem* 98*t APT* 207*t*	T.3Cy26″,42½″&69½″–45″ 361NHP 2SB,6*cf*,GS130,HS5700 N.E.MarineEng.Co.Ld.Sld	26
88 123765 HJVG	Aburi *W.Heaton* –12 2*Dks*(*Stl*)&*deep framing*& *Elec.light Ref.Mchy Shelter dk*(*Stl*–ws)	SteelScSr *ss*Liv.No.2–15	3730 3214 2324	✠100A1 *Shelter dk* *with freeboard* 3,17 ~~11,16~~ BS12,16 ✠LMC10,14	Liv	*x*	11,15	1906 12mo *Lloyd's*	Harland& Wolff,Ld. Belfast *A&CP*	AfricanS.S.Co. (Elder,Dempster& Co.Ld.*Mgrs.*)	370·6|49·3|21·8 P28′B106′F54′ FK *WB=CellDBa* 106′ *u E&B* 42′*f*	London British 6*BH Cem* *uE&B* 42′*f*	T.3Cy.26″,44″&74″–48″ (*s*) 205lb 528NHP 3SB,9*rf*,GS173,HS7395 FD Harland&Wolff,Ld.Bel. 152′835*t FPT* 187*t APT* 32*t*	24 s 2 · 5½ 22 · 3

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys.	3 Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
89 136201 JHMG	Abus *G.R.Bore* –16 *Mchy.Aft* *Well deck*	SteelScK 1*Dk*(*Stl*)	272 185 101	✠100A1 1,18 8,16	Lon Hul	*d*	7,16 1,18	1914 7mo *Lloyd's*	J.P.Rennoldson&Sns. Ld. S.Shields *sA&CP*	D.Hurtley&Sons, Ld.	119·4|23·4| 8·3 Q39′B9′F22′ *WB= APT19t* FK			Hull British	C.2Cy.15″&30″–21″ (*s*) 130lb 50RHP 1SB,*2pf*,GS34,HS1080 *DTf*11′50*t*	9 ″ 3 s ″ 7 8 ″ 10	
90 129065 HQGK	Abydos *J.Carroll* –16 (*ex*Adriana) *Well deck*	SteelScSr *ss*Ham.No.3–7,03 *ss*Nwc.No.2–10 2*Dks*(1*Stl*)3*trB*	3057 2526 1940	✠100A1 9,14 BS1,13 ✠LMC11,13	Bom	*u*	3,16	1890 12mo *Lloyd's*	C.S.Swan& Hunter Newcastle *sA&CP*	Indian&PeninsularStm.Nav.Co.Ld	323·0|40·2|24·4 P&B202′F37′ ND(*Teak*)10 BK9″ *WB= Cell*			Bombay British	T.3Cy.26½″,42″&69″–45″ (*s*) 160lb ~~ND203 80lb~~ 330NHP 2SB,*8pf*,GS150,HS5100 *DB*274′618*t*	27 ″ 0 s 4 ″ 1½ 24 ″ 1	
91	Acacia *J.Schol* –17 ~~*C.Glas.*~~ (*ex*Monkgate,*ex*Kathleen) *Mchy.Aft* *Elec.light*	SteelScK *ss*Ymu.No.3–10,12 1*Dk* *ss*Ymu.No 1–17	159 157 52	✠100A1 *StmTrawler* ~~8,15 9,15~~ ~~BS7,15 ✠LMC~~	Ams Ymu		~~9,16~~ 8,17	1899 5mo *Lloyd's*	SelbyS.B. &E.Co.Ld. Selby *sA&CP*	~~Vi elkMy Schets gningen &~~ M.B.Osendorp	105·0|20·7|11·1 BK7½″			Schevningen Dutch	T.3Cy.10½″,18″&30″–21″(*s*) 180lb 53NHP 1SB,*2pf*,GS31,HS937 Crabtree&Co.Gt Yarmouth	12 ″ 0	
92 133535 JOMD	Acadia *J.Watson* –13 *Elec.light* Wireless	SteelScSr 1*Dk*&*Shelterdk*	846 796 439			…		1913	Swan,Hunter& Wigham Richardson, Ld Newcastle	CanadianGovernment	170·0|33·7|19·1 FK			Ottawa British *WB*	T.3Cy.17″,28″&46″–27″ 177NHP Swan,Hunter&Wigham-Richardson,Ld.Nwc.	21 ″ 0	
93 124258	Acadian *G.G.Green* –16 *Elec.light* *Mchy.Aft*	SteelScSr 2*Dks*	2305 2142 1457			…		1908	ClydeS.B. &Eng.Co.Ld Pt.Glasgow	CanadaSteamship Lines,Ld.	248·5|43·0|14·0 F44′ 23·7 FK			Montreal British *WB*	T.3Cy.18″,30″&50″–36″ 162NHP ClydeS.B.&E.Co.Ld.P.Gls.	26 ″ 6	C
94 132623 HTSR	Acajutla ~~*C.Haylesbury* –15~~ *Elec.light* 1*Dk*(*Teak*)&2*nd dk*(*Stl*) *D.Ellis* –18	SteelScSr *ss*Pan.No.1–16	1170 962 654	✠100A1 ~~2,17 10,11~~ 4,17 ✠LMC2,16 BS2,18	Nwc Pan	*n*	~~2,16~~ 2,18	1911 10mo *Lloyd's*	Swan,Hunter&Wigham Richardson, Ld Newcastle *sA&CP*	PacificStm.Nav. Co.Ld. *WB= CellDB*	215·7|33·5|19·4 F27′ FK *a*40′*uE* 15′*f* 94′160			Liverpool British	T.3Cy.17″,28″&46″–33″ (*r*) 180lb *100lb* 174NHP 2SB,*6cf*,GS107,HS3268 Swan,Hunter&Wigham-Richardson,Ld.Nwc.	21 ″ 6 s 3 ″ 5 18 ″ 7	
95	Acarahu *P.doConto* –03 (*ex*Tamanduá) *Mchy.Aft* *Elec.light*	SteelScSr *ss*Mns.No.3–4,10 1*Dk*(*Teak*)&*Promenade dk*(*Teak*)	*317* *231* *216*	✠ 5,12 *For River purposes only*	Mns			1900 4mo	Murdoch & Murray Pt.Glasgow	A.Miranda Araujo	140·1|30·0| 8·0 F16′ *WB =* *FPT22t*			Manaos Brazilian	C.2Cy.16″&32″–24″ 52NHP 1SB,*2pf*,GS34,HS935 Lees,Anderson&Co.Gls.	8 ″ 5	
96 102608 NCSV	Accra *T.Jones* –17 *Elec.light* 2*Dks*(*UStl*–ws)&*Web frames*	SteelScSr *ss*Liv.No.3–5,06 *ss*Liv.No.2–15	2826 2416 1751	✠100A1 ~~5,18 2,17 2,18~~ 6,18 2,18 ✠LMC MS7,14 BS6,16 6,17	Liv	*u*	10,15	1893 7mo *Lloyd's*	NavalCon. &Arm.Co.Ld Barrow *sA&CP*	British&African S.N.Co.Ld.(Elder, Dempster&Co.Ld. *Mgrs.*)	336·0|39·4|22·3 P39′B116′F43′ *WB= Cell* FK *DB*232′524*t FPT*			Liverpool British	T.3Cy.23″,38″&63″–42″ (*s*) 180lb *100lb* NDB13 268NHP 2SB,*6rf*,GS137,HS3993 NavalC.&A.Co.(Lim),Brw	25 ″ 0 s 4 ″ 10½ 20 ″ 8	
97 127863 HRLF	Accrington *G.W.Storrer* –14 *Elec.light* 1*Dk*(*Stl*–ws)&*pt deep framing* Sub.Sig. & *lower dk in Nos.1&3holds*	SteelScSr *ss*Gms.No.1–14	1629 1098 877	✠100A1 ~~5,17 2,15 12,17 1,18 8,08~~ BS4,17 ✠LMC7,14	Gms	*q*	~~6,12~~ 1,17	1910 8mo *Lloyd's*	Earle'sCo. Ld. Hull *sA&CP*	GreatCentralRly. *WB= DB*	265·0|36·0|17·4 P41′B115′F32′ BK9″ *a*54′*uE*21′*f*111′295*t*			Grimsby British	T.3Cy.22″,35″&60″–42″ (*a*) 180lb *100lb* 309NHP 2SB,*6cf*,GS144,HS5540 Earle'sCo.Ld.Hull	18 ″ 6 s 1 ″ 10 17 ″ 10	
98 126078	Achates *R.W.McNeill* –15 1*Dk*	WoodSc	209 161 142					1908	H.H.Allen Vancouver, B.C.	AchatesTowBoat Co.Ld.(Greer, Coyle&Co.)	100·0|22·9|11·5			Vancouver British	C.2Cy.16″&32″–20″ 43RHP Robinson&Son,London		
99 94285 KMHN	Achille Adam *R.H.Kilbie* –16 1*Dk*(*Stl*)	SteelTwinScSr	460 387 212	✠ *withfreeboard* 10,87 ✠ *For Folkestone&Boulogne Passenger*	Lon			1887 10mo	Samuda Bros.(Lim.) London *Service*	S.Eastrn&Chathm RlyCos.'Managing Committee	190·0|27·0|11·8 Q34′ F35′ FK			London British	C.4Cy.19″&35″–19″ 107NHP MaudslaySons&Field,Lon.	12 ″ 7	
100 HDKJ	Achillea *M.Gicas* (*ex*Gorgona,*ex*Oneglia)	IronScSr 1*Dk*	183 144 109					1863	MacNab& Co. Greenock	M.Gicas& B.Vafiopulos	130·2|17·9| 9·9			Kalamata Greek	C.2Cy.14″&28″–24″ NB87 32NHP *Cmp.*74P.Ferro&Co.Genoa		
101 213174 LFJP	Achilles *G.E.Sukeforth* –15 *Mchy.Aft* *Elec.light*	SteelTwinScSr 1*Dk*(*Stl*)*Web frames* *Longitudinal framing* *Cargo battens not fitted*	11081 9564 5970	✠ …				1915 6mo	Maryland SteelCo.of Baltimore co. Sparro'Pt.Md A&CP	PanamaCanal (PanamaR.R.Co. *Mgrs.*) *WB= CellDBu E&*	514·0|65·2|36·5 P181′F57′ FK *B*98′*f*264′2007*t FP*			NewYork Utd.States	T 6Cy.27½″,46″&76″–48″ (*s*) 200lb *200lb* 1283NHP 3DB,*24cf*,GS451,HS19635FD MarylandStl.Co.Sparr.'Pt. 507*t Topside tanks*264′1813*t*	39 ″ 6	
102 NBFW	— *N.P.Visser* *Elec.light*	SteelSc 2*Dks*	1822 1642 1126					1906	Nederl. Schps.Maats Amsterdam	Koninkl.Nederl. Stoomb.Maats.	286·9|40·2|18·8 P17′B127′F35′ *WB*			Amstrdam Dutch	T.3Cy.20⅞″,32½″&55″–35½″ 180NHP NedFb.v.Wrk&Spoor,Ams		V
103 111279 RSTV	— *A.Waldman* –16 *Well deck* *Mchy.Aft* *Elec.light*	SteelSc3MstSr *ss*Osc.No.3–5,11 *ss*Ard.No.1–16 1*Dk*(*Stl*)	641 462 258	✠100A1 10,16 ~~NB8,14~~ ✠LMC MS9,15 ~~MBS9,15~~ DBS10,16	Ard	*j*	N10,16	1900 7mo	IrvineS.B. &E.Co.Ld. Irvine A&CP	J.&P.Hutchison *WB= CellDB*	185·0|28·1|11·6 P59′B60′F27′ FK *f* 101′144*t FPT* 68*t*			Glasgow British	T.3Cy.14″,23″&37″–27″ (*s*) 160lb *60lb* 85RHP 1SB,*3cf*,GS44,HS1583 Hutson&Sons,Ld.Glasgow	14 ″ 0 s ″ 9½ 13 ″ 6	
104 123592	— *A.Playle* –13 1*Dk*	SteelScK *ss*Gms.No.1–11	225 206 106	✠100A1 *StmTrawler* 2,14 BS8,14 ✠LMC7,14	Gms		2,14	1906 11mo *Lloyd's*	Cochrane &Sons Selby *sA&CP*	ConsolidatedStm. Fishing&IceCo. (Gms.)Ld. (J.D. Marsden,*Mgr.*)	117·2|22·0|11·6 Q66′F18′ BK7½″			Grimsby British	T.3Cy.12″,21″&34″–24″ (*s*) 180lb 67RHP 1SB,*2pf*,GS33,HS1096 C.D.Holmes&Co.Hull	12 ″ 6	
105 JVCK	— *O.Kolbensvik* *Elec.light*	WoodScSr (*SalvageSteamer*) 1*Dk*	211 191 66					1893	H.Gravdal Bergen	Akties.Norsk Bjergnings kompagni	113·5|21·9|12·3 H10*t*			Bergen Norwegian	T.3Cy.11″,18″&29″–24″ *Ebuilt*87 NB10 41NHP AkersMek.Verksted,Xia.		N
106 123151 HFQR	Achlibster *W.Gautier* –13 1*Dk*(*Stl*)&2*trB*&*deep framing* 3*Dk rule*	SteelScSr *ss*Cff.No.2–14	4395 4113 2820	✠100A1 6,17 ~~8,16~~ ~~BS7,15~~ ✠LMC10,14 BS6,17	Cff	*x*	N8,16	1906 2mo *Lloyd's*	Richardsn, Duck&Co. Stockton *sA&CP*	AchlibsterS.S.Co. Ld. (A.H.&E. Gunn) *WB= CellDBa*	355·2|51·1|26·8 P27′B102′F30 FK 117′*uE*&*B*44′*f* 150′			Greenock British 1104*t FPT*	T.3Cy.25″,42″&68″–48″ (*s*) 160lb *90lb* 355NHP 2SB,*6rf*,GS127,HS5860 Blair&Co.Ld.Stockton 161*t APT*154*t*	29 ″ 5 s 5 ″ 6 24 ″	
107 108756 QGRH	Achroite *D.McCormick* –12 *Well deck* *Elec.light*	SteelScSr *ss*AyrNo.3–1,11 1*Dk*(*Stl*)&*Web frames*	1196 940 710	✠100A1 3,14 ✠LMC8,14	Gls	*n*	4,14	1898 8mo	J.Shearer &Son Glasgow A&CP	W.Robertson *WB= Cell DBa*	230·0|34·1|14·2 Q77′B56′F27′ BK8″ 51′*f* 95′			Glasgow British 256*t FPT* 66*t*	T.3Cy.17″,27½″&44″–33″ (*s*) 160lb *80lb* 96RHP 1SB,*3pf*,GS61,HS2040 Muir&Houston,Ld.Gls.	16 ″ 9 s 1 ″ 4 16 ″ 3	
108 214173 LGCM	~~Acme~~ ~~*A.D.Bowden* 06–16~~ *Cove* –17 *Elec.light* *Mchy.Aft* Sub.Sig.	SteelScSr 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	6894 6395 4308	✠100A1 ~~2,17 8,16~~ 10,17 ✠LMC6,16 *Carrying Petroleum in bulk* *Fitted for oil fuel* 6,16	SFo	*b*†		1916 6mo	UnionIron WorksCo. S.Francisco A&CP	StandardTransportationCo.Inc. *Cell DBu E&B*64′ 197*t DTf*50′880*t*	435·0|56·0|32·0 P106′B50′F43′ FK *FPT*97*t APT*74*t*			NewYork Utd.States 15*B Hpt Asp* 10 „ *to Udk* 5 „ „*2nd*„	T.3Cy.27″,47″&76″–48″ (*s*) 215lb 552NHP 3SB,*9cf*,HS9405 UnionIronWorksCo.S.Fo.	33 ″ 6	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. / Capitaine. / Visites Périodiques.	3 Matériaux, Grément, etc. / Ex-nom, s'il y a lieu. / Nombres des Ponts.	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote.	6 Port de Visite.	7 Terme assigné maintenant à l'el. Lettre d'Equipement.	7a Date de la dernière visite à l'arbre porte-hélice.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille / Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L. R. Durée. Cert. Roff Trade.
109 107622 KQPF	Acme	WoodScSr 1Dk	416 387 269					1901	JW.Dickie Alameda,Cal.	BeadleBros.Inc.	154·0	34·0	11·5	S.Frncisco Utd.States	C.2Cy.16″&32″–24″ 42NHP UnitedEng.Works,S.Fo.		
110 118041	— ~~F.Williamson—16~~ E.Enwoldsen17–17	SteelScK 1Dk	227 165 91					1903	I.Pimblott &Sons Northwich	CarlisleConsting Co. (J.H Stokes)	110·0 P16′Q40′B6′F15′	21·7	9·7 WB	Liverpool British	C.2Cy.13″&27″–18″ Cleghorn& Wilkinson,Northwich 30RHP		
111 87925	—	WoodScSr	151 141 103					1883	G.Deakin (Lim.) Winsford	SaltUnion,Ld.	85·2	21·1	9·2	Liverpool British	2Cy.10″–12″ 22RHP Gordon,Manchester		
112	Açor V.AguiareSilva –12 (exLochTorridon) (Trawler) 1Dk	SteelScK	225 202 82				...	1906	J.Duthie TorrySB Co. Aberdeen	Soc.Portugueza dePescarias,Ld.	122·1	22·1	12·2 BK7½″	Lisbon Portuguese	T.3Cy.12½″,21″&34″–27″ 81NHP J.Abernethy&Co.Abn.	13 ″ 0	
113	Acre ssNYk.No.2–16 Elec.light 2Dks(StlU–ws)&Awng dk Ref.Mchy Wireless (Stl–teak s)	SteelScSr	2587 2389 1555	✠100A1 Awng dk withfreeboard 4,17~~12,16~~ ✠LMC5,16	NYk	l	~~8,16~~ N4,17	1907 6mo	Craig,Tay- lor&Co.Ld. Stockton	LloydBrazileiro B=Cell DBa 74′ u	300·0 26·4 FK E20′f122′447tFPT	40·4	18·0 5BHCem 50tAPT53t	R.Janeiro Brazilian 2SB,6cf,GS130,HS5931 FD Blair&Co.Ld.Stockton	T.3Cy.25″,42″&68″–45″ (s) 180lb 100lb 413NHP	27 ″ 6 s 7 ″5½ 20 ″ 7	
114	— Elec.light	SteelScSr 2Dks	220 155 115					1911	LythamSB &Eng.Co.Ld. Lytham	AmazonRiver Stm Nav.Co.(1911) Ld.	120·0			Para Brazilian	C.2Cy.14½″&32″–21″ 39NHP LythamS.B.&E.Co.Ld.Lyt		V
115 HBGW	Actif LeBitoux Well deck	IronScSr 1Dk2trB	781 — 436	✠ 7,87 For the Coal Trade	Shl	l		1883 4mo	A.Hall& Co. Aberdeen	Ch.Schiaffino, A.Jouvet&Co.	205·0 Q67′ B48′ F22′	31·6	14·2	Algiers French	C.2Cy.27″&50″–33″ NB95 120NHP BlaikieBros.,Aberdeen WB=DBa40′f90′230t 5BHCem		V
116 MBJP	Activ T.Tangeraas –11	SteelScSr 1Dk	507 370 296					1903	Bergens Mek.Værks. Bergen	M.Lindöe	166·2 Q42tB58tH18tF18t	26·2	12·6 WB	Haugesnd Norwegian	T.3Cy.14″,23½″&38″–27″ 75NHP BergensMekVærksBergen		N
117 355	— O.Koost03–11 Mchy.Aft	SteelScSr 1Dk	433 324 207					1909	Stavanger Stöberi&Dok Stavanger	Chr.Rotermann	141·2 P&B46′H6tF21t	27·0	10·7 WB	Reval Russian	T.3Cy.11¼″,17½″&30″–21″ 41NHP StavangerStöberi&Dok	13 ″ 0 s 1 ″1½ 12 ″ 1	N
118 LMBF	Activa D.Petersen93–97	IronScSr 1Dk2trB	556 410 320					1883	Flensburgr Schiffsb.Ges. Flensburg	Dampfschifffahrts Ges.Neptun	169·4 Q48′ H47′ F20′	25·6	13·2	Bremen German	C.2Cy.21″&38″–27″ NB90 62NHP FlensburgerSchiffsb.Ges.		V
119 109979 QHJB	Active Barron17–18 ~~O.Bring —19~~ Well deck Mchy.Aft	SteelScSr ssNwc.No.3–8,11 ssNwcNo.1–16 1Dk(Irn)	278 202 110	✠100A1 7,17~~8,16~~ ~~BS8,15~~ BS7,17	Nwc	d	~~8,16~~ 7,17	1898 10mo	Dundee Shipbuilders CoLd.Dundee A&CP	~~J.D.Kneeton~~ FerrumS.S.Co.Ld. (G.T.Gillie&Co., Mgrs.)	130·5 Q44′B12′F16′ WB=DBf32′	22·6	9·8 BK7″	London British	T3Cy.11½″,18½″&31″–22″(s) 180lb 56RHP 3BHCem 40tFPT25t	10 ″ 4 s ″ 9½ 10 ″ 3	
120 93009	— D.K.Cormack –15	SteelScYl ssAbn.No.3–10,13 1Dk	185 166 75	✠100A1 StmTrawler 11,14 BS8,14 ✠LMC10,13	Abn		N4,14	1899 10mo	IrvineS.B. &E.Co.Ld. Irvine A&CP	Peterhead TrawlingCo.Ld. (J.G.Adam,Mgr.)	117·3 Q52′ =DBf16′16tFPT	21·2	10·5 BK7″ WB	Peterhead British	T.3Cy.11⅜″,19½″&32″–22″(s) 180lb 50RHP 4BHCem 15tAPT4t	11 ″ 9	
121 84894	— L.Anderson00–07	WoodScSp 1Dk	172 133 119					1889	D.McNair NewWest- minster	~~B.C.MillsTug&~~ ~~BargeCo.Ld.~~ CanadianTugboat Co.Ld	116·0	20·7	10·3	Vancouver B.C. British	T.3Cy.12″,18½″&32½″–24″ 50RHP RoyalCityPlaning MillsCo NewWestminster		
122 HBDL	— ssCff.No.2–06 1Dk	IronScK	156 151 44	✠ StmTrawler 11,10 ✠	Cff			1898 5mo	Edwards Bros. N.Shields	RouraGallartyCia	106·0 Q19′F21′	20·9	11·0 BK7½″	Corunna Spanish	T.3Cy.12″,18″&30″–21″ 53NHP 3BHCem 1SB,2pf,GS29,HS935 Baird&Barnsley,N.Shields	11″10	
123	— R.L.Murdoch09–09 1Dk	SteelTwinScSr	151 149 1	✠ For towing pu 2,07 ✠	Nwc rposes			1907 2mo	Hawthorn, Leslie&Co.Ld Newcastle	Commissioners for thePortofCalcutta	95·0 WB=	24·0	10·5 BK6″ 4BHCem APT3t	Calcutta British	T.6Cy.13½″,22″&36″–24″ 160NHP 1SB,4cf,GS92,HS2754 Hwthrn,Leslie&C.Ld. Nwc	11 ″ 0	
124 99561	— ssAbn.2nd No.3-4,17 ~~D.G.Stroud —17~~ W.Langley –17	IronScK ~~ssHul.No.3–8,04~~ ~~ssFlt.No.2–13~~ 1Dk	149 139 62	✠100A1 StmTrawler 4,17 ~~6,15~~ ✠NB6,05 ~~BS7,10~~ ✠LMC5,~~15~~	Flt Abn		~~6,15~~ 4,17	1892 3mo	Cook,Wel- t'n&Gemmell Hull Lloyd'sA&CP	~~H.E.Stroud~~ J.W.Smethurst	102·4 Q20′ ptND04	20·6	11·0 BK7½″	Aberdeen British	T.3Cy.11½″,18″&30″–22″(s) 160lb 45RHP 1SB,2pf,GS27,HS695 C.D.Holmes&Co.,Hull	11″10	
125	Activo (Trawler) Elec.light 1Dk	SteelScK	290 243 57					1913	H.C.Stül- ckenSohn Hamburg	~~Cia.dePesca~~ WarOffice(Dept. ofInlandTrnsprt)	132·4 F22′	23·9	12·3	~~Santos~~ ~~Brazilian~~ British	T.3Cy.13″,21½″&33½″–22½″ 55NHP H.C.StülckenSohn,Ham.		G
Missing Since 3-17 126 140233 JNWD	Acton A.F.Statham –17 Mchy.Aft	SteelSc 1Dk	207 180 109					1917	W.J.Yar- wood&Sons. LdNorthwich	ActonSteamship Co.Ld. (A.J. Rutherford)	99·9	22·0	9·9	London British	C.2Cy.13″&27″–18″ 30RHP W.J.Yarwood&Sons,Ld.		
127 124282	Acton Grange	SteelPad (Tug) 1Dk	156 139 4				...	1907	JTEltring- ham&Co. S.Shields	ManchesterShip CanalCo.	100·0	20·2	9·8 BK6″	Manchestr British	L.2Cy.30″–54″ 80RHP Hepple&Co.S.Shields	10 ″ 4	
128 119896 HGRD	Ada ~~B.A.Porter —16~~ ssShl.No.2–14 Spar dk(ptIrn&ptStl)2trBs W.H.Clements –17 Web frames	SteelScSr	3821 3588 2488	✠100A1 Spar dk withfreeboard 10,17~~2,17~~ BS5,17	Cff Swn	w	2,17	1906 7mo	Furness, Withy&CoLd W Hartlepool Lloyd'sA&CP	NeotsfieldShipCo Ld. (J.Bell&Co. Mgrs.) WB=Cell DBa11	340·0 P31′B105′F35′ FK 2′uE&B 47′f 131′	47·1	27·4 695tAPT46t	W.Hartlpl British	T.3Cy.24″,39″&66″–45″ (s) 180lb 90lb 317NHP 2SB,6cf,GS105,HS4891 Richardsons,Westgarth& Co.Ld.Hpl.	29″10 5 ″ 8½ 24 ″ 6	
Now named "Neotsfield," See No. 21 in Supplement ~~BS5,16~~ ✠LMC9,14																	
129	— A.Marletta –17 ssP.Gl.No.3–5,04 (exAusonia, ssGls.No.2–12 exIndianopolis) 1Dk(Stl–ptws)&Web Elec.light frames&ptAwng dk(Stl–ws)	SteelScSr	2353 2220 1384	~~✠100A1~~ ptAwng dk withfreeboard 5,16 ~~Roanne 5,17~~ ~~✠LMC10,15~~ ✠NB5,04 ~~BS5,16~~	Npt	s	5,16	1891 7mo	NavalCon. &Arm.Co.Ld. Barrow Lloyd'sA&CP	DiegoDeCastro& A.Aboaf	278·9 P25′Q74′ ptAwng dk180′ DK–ptws04	42·2	18·5 FK 4BHCem CellDB222′	Rome Italian 2SB,6cf,GS72,HS2893 FD Wstry,Copelnd&CoLdBrw 428tFPT138tAPT68t	T.3Cy.23″,37″&60″–39″ (s) 160lb 200lb ND301 248NHP	21 ″ 0 s 8 ″ 7 20 ″ 5	
130 5274 JSML	— C.I.Morin11–11	Iron3c3MstSr (exAmalfi) 2Dks	2245 2101 1344				...	1881	M.Pearse& Co. Stockton	Rederiaktieb. Amie(F.Möller, Mgr.)	300·9 P36′B65′H12tF36′	36·1	25·5 BK10″ WB	Stockholm Swedish	C.2Cy.36½″&68″–42″ 210NHP Blair&Co.Ld.Stockton	26 ″ 3	G

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 6 7 Particulars of Classification. Character. / for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired.	Equipment Letter.	7* Date when tail shaft last seen.	8 9 Built. When	By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Dated R.of T.Certificate.
131 119709 HCMW	**Ada** SteelScK *W.Midgley* –17 *Mchy.Aft* 2*Dks*	489 379 197						1905	Gourlay Bros.&Co. (Dundee)Ld. Dundee	L.&S.W.Rlwy.Co.	175·3 Q68′	28·1 B13′	12·4 F26′	S'thmpton British *WB*	T.3Cy.16″,26″&43″–33″ 93RHP Gourlay Bros.&Co. (Dundee)Ld.Dundee		
132 PGBW	**Ada Gena** SteelTwinScSr *SpiroCarandjis* –16 *ss*Kel.No.3–10,08 (*ex*AlfredNobel*ex*Ormea) *ss*Bla.No.1–12 *Elec.light* (*SalvageSteamer*) 1*Dk*	*353* *249* *85*	✠100A1 11.12 ✠NB7,12 ✠LMC7,12	Bla	*f*	7,12	1888 12mo *Lloyd's*	Ardrossan ShpbldngCo. Ardrossan *sA&CP*	SteanaRomana	140·0 Q10′	22·1 B60′	12·5 F47′ *WB=FPT*	Braila Roumanian *4BHCem* 14*APT7t*	T.6Cy.10″,16½″&27″–22″ (*s*) 160lb 97NHP 2SB,*4cf*,GS66,HS1540 Muir&Houston,Glasgow	13 ″ 5	
133 20 JDSM	**Adalen** IronPadSr *F.E.Stenvall*12–12 1*Dk*	146 78 94						1875	Motala Mek.Verkst. Norrköping	F.E.Stenvall	99·4 B28′	17·6 H38*t*	7·1	Munksund Swedish	C.2Cy.18½″&31½″–26¾″ 42NHP Motala Co.Motala		
134 110592 RJVC	**Adalia** SteelScSr *J.King* –16 *ss*Shl.No.3–6,12 1*Dk*(*Stl*)&*Spar dk*(*Irn*)&*Elec.light* *Webframes*	3847 3477 2482	✠100A1 *Spar dk* 5.16 Examined 5.17 ✠LMC6,17 BS5,16	Lon	*w*	5,16	1899 8mo	Sir J.Laing &Sons,Ld. Sunderland A&CP	EllermanLinesLd. (HallLine,Ld. *Mgrs.*) *WB=CellDBa*	360·5 P35′B102′F37′ 25·5 FK 110′*uE22′f*150′712*t*	46·0	17·6	Liverpool British *6BHCem* *APT79t*	T.3Cy.25½″,42″&69″–45″ (*s*) 180lb *80lb* 406NHP 2SB,*6pf*,GS132,HS5690 FD G.Clark,Ld.Sunderland	28 ″ 1 s 5 ″ 7½ 22 ″ 10	
135 105239	**Adam E. Cornelius** SteelScSr *Elec.light Mchy.Aft* 1*Dk*	4900 — 3736						1908	Gt.Lakes Eng.Works St.Clair,Mch.	AmericanS.S.Co. (Boland&Cornelius,*Mgrs.*)	420·0	52·0	24·0	Buffalo Utd.States *WB*	T.3Cy.21″,34½″&57″–42″ 211NHP GreatLakesEng.Works		L
136 116927	**Adam Hall** WoodTwinSc 1*Dk*	145 89 55						1904	A H.Seaton Arrowhead, B.C.	CanadianPacific LumberCo.Ld.	112·0	20·1	6·7	Vict'riaBC British	C.4Cy.8″&18″–12″ 25RHP PolsonI.W.Co.Ld.Toronto		
137 62963 RGKM	**Adam Smith** IronScSr *A.Calmont* –16 *ss*PG1.3rdNo.3–10,14 *Mchy.Aft* 1*Dk*	299 237 119	✠90A1 7,16 ✠NB3,12 LMC10,14	Mdb Sws	*f*	~~9,15~~ 7,17	1876 10mo	H.Murray &Co. Pt.Glasgow A&CP	J.R.Dickson,jun.	150·3 Q49′	22·1 BK7′ *WB=D*	11·0	Ayr British *4BHCem* *Bf*31′*FPT*	C.2Cy.21½″&37″–24″ (*s*) 65lb 60RHP 1SB,*3pf*,GS42,HS1086 Kincaid,Donald&Co.,Grk.	12 ″ 6 s 1 ″ 6½ 11 ″ 11	
138 RKVB	**Adamantios Lemos** SteelScSr *Lemos* ~~*ssNwc.No.3–8,03*~~ (*ex*Rockabill) ~~*ssGll.No.2–11*~~ 1*Dk*(*pt Stl&pt Irn*)&*Webframes*& *ss*Pir.2ndNo.3–5,17 *pt Awng dk*(*Irn*)	*2485* *1832* *1611*	✠100A1 *pt Awng dk* *withfreeboard* 3,17 ~~4,16~~ MS 5,17 ~~MS1,16~~ ✠LMC BS5,16 ~~BS6,16~~	Hul Pir	*s*	~~4.15~~ ~~5,17~~ N6,18	1890 9mo	R.Dixon &Co. Middlesbro' A&CP	M.Lemos	297·2 P27′Q78′ *pt Awng dk*192′ FK	39·9	18·8 *WB=Cell*	Piræus Greek *5BHCem* *DB*244′496*t*	T.3Cy.22″,36″&59″–39″ (*s*) 160lb ~~*NDB00*~~ 219NHP 2SB,*6cf*,GS84,HS2300 Blair&Co.Ld.Stockton	21 ″ 4 s 8 ″ 4 20 ″ 7	
139 89785 KNHQ	**Adams** SteelScSr *A.S.Taylor* –16 *ss*Bly.2ndNo.3–12,11 *ss*Shl.No.1–17 (*ex*Ethelburga) 1*Dk*(*Irn*)2*tr B Floors* *Well deck Irn&Innerbottomplating pt Irn* *Cargo battens not fitted*	2223 1709 1446	✠100A1 2,17 ✠LMC2,17	Shl	*s*	N2,17	1887 9mo *Lloyd's*	J.Read-head&Co. S.Shields *sA&CP*	BrandAdamsS.S. Co.Ld.(D.&T.G. Adams,*Mgrs.*)	290·0 P28′Q82′B118′ F33′ BK10″	38·5	18·7 *WB=Cell*	Newcastle British *6BHCem* *DB*250′492*t*	T3Cy23¼″37½″&61½″–39″(*r*) 160lb *90lb* NDB02 251NHP 2SB.*6cf*,GS96,HS4001 J.Readhead&Co.S.Shields	21 ″ 5 s 1 ″ 8½ 20 ″ 8	
140 QJSF	**Adamsturm** SteelScSr *B.Hagedorn* *ss*Ham.No.1–13 *Elec.light* 1*Dk*(*Stl*)&*Spar dk* Wireless (*Stl–pt teak s*)&*deep framing*	5000 4725 3159	✠ — 2,17 ✠	NYk	*z*		1909 11mo	J.C.Tecklenborg A.G Geestemünde	Deutsche Dmpfs-fahrts Ges.Hansa *WB=Cell DBa*132′*uE24′f*1	401·1 P50′B122′F50′ FK 82′830*t FPT*51*t AP*	52·4	28·2	Bremen German *6BHCem* *T*47*t Tween*	Q.4Cy.22⅝″,31½″,48″&70½″–51½″ 474NHP 3SB,*9cf*,GS150,HS6324 FD J.C.Tecklenborg A.G.Gst. *dk tanks a* 46′ 441*t f*44′ 468*t*	31 ″ 0	
141 113485 SMRQ	**Adansi** SteelScSr *W.G.Richards* –12 *ss*Liv.No.3–2,15 2*Dks*(*Stl*)	2644 2421 1643	✠100A1 8.16 BS4,16 ✠LMC2,15	Liv	*u*	2,15	1901 7mo	A.McMillan&Son,Ld. Dumbarton A&CP	British&African S.N.Co.Ld.(Elder, Dempster&Co.Ld. *Mgrs.*) *WB=CellDB*	325·5 P35′B&F262′ FK *a*94′*u E22′f*146′741	45·2	19·6 *t APT18t*	Liverpool British *5BHCem*	T.3Cy.23″,37″&61″–42″ (*s*) 160lb *160lb* 257NHP 2SB,*6cf*,GS112,HS4100 Muir&Houston,Ld.,Gls.	22 ″ 2 s 1 ″ 11 20 ″ 8	
142 516 NBJC	**Adda** SteelScSr *Vassallo* *ss*NYk.No.3–9,06 (*ex*VincenzoBonanno,*ex*Vincenzo, *ex*Besrataël) 1*Dk*(*Stl*) *Elec.light* &*Spar dk*(*Irn*)3*tr B*	3267 — 2179	✠ 11,11 ✠	Mes	*v*		1894 9mo	W.Dobson &Co. Newcastle	Cambiaghi,Rossi &Ci.(P.Boretti, *Mgr.*) *WB=*	345·3 P25′B71′F35′ 26·1 FK *Cell DBa* 120′*f* 148′	44·0	18·3	Genoa Italian *6BHCem* 607*t APT*51*t*	T.3Cy.24″,40″&64″–45″ 291NHP 2SB,*8pf*,GS112,HS4610 N.E.MarineEngCoLd.Nwc	28 ″ 9	CI
143 120828 HBTN	**Addah** SteelScSr *F.C.Clarke* –13 *ss*Liv.No.2–13 1*Dk*(*Stl*)&*lower dk*(*Stl*)*in Nos.*1,2,&4 *holds lower beams*&*Web frames in No.3hold*&*Shelter dk*(*Stl–ws*) *Ref.Mchy.* *Elec.light*	4397 2776 2826	✠100A1 *Shelter dk* *withfreeboard* 6.16 BS10,15 ✠LMC5,15	Npt	*w*	~~12,15~~ 2,17	1905 2mo *Lloyd's*	Palmers' Co.Ld. Newcastle *sA&CP*	British&African S.N.Co.Ld.(Elder, Dempster&Co.Ld. *Mgrs.*)	350·0 *Shade dk*96′F45′ FK *WB=CellDBa* 84′*u*&*f*B40′	48·3	20·7	Liverpool British *6BHCem*	T.3Cy.25″,42″&70″–45″ (*s*) 200lb 478NHP 3SB,*8rf*,GS157,HS6983 FD Palmers'Co.Ld.Newcastle *f*152′710*t FPT*75*t APT*23*t*	23 ″ 4 s 2 ″ 2 21 ″ 7	
144 89513 JDFW	**Addington** IronScSr *W.Turnbull* –16 *ss*Nwc.2ndNo.3–5,10 *Well deck* *ss*Bly.No.1–16 *Cargo battens not fitted* 1*Dk*(*Irn*)2*tr B*	1613 1274 1006	✠100A1 9,17 ~~6,16~~ BS9,17 ✠LMC6,16	Bly	*q*	~~6,16~~ 9,17	1883 12mo *Lloyd's*	Edwards Sons&Craig Newcastle *sA&CP*	R.Brown&Sons, Ld.	260·0 P26′Q84′B50′F27′ BK9½″ *WB=DBa*88′*f*82′	36·1	18·7	London British *4BHCem* 335*t APT*20*t*	C.2Cy.32″&60″–39″ (*b*) 80lb 167NHP 2SB,*4pf*,GS66,HS2580 Blair&Co.Ld.Stockton	19 ″ 10 s 1 ″ 11½ 18 ″ 10	
145 RKVB	**Adeh** IronPadSr 1*Dk*	300 — 189						1884	Blackwood &Gordon PortGlasgow	Sarawak& SingaporeS.S.Co. Ld.	149·8 P25*t*	25·1 H33*t*	8·5 F6*t*	Kuching Sarawak	C.2Cy.20″&37″–48″ 79NHP Blackwood&Gordon,P.Gls		
146 77398 SPVD	**Adela** IronSc3MstSr *M.Tyrrell* –12 *ss*Liv.No.1–83 *Mchy.Aft* 2*Dks*	685 571 303	✠ 12,84	Liv	*l*		1878 11mo	H.Murray &Co. PortGlasgow	Tedcastle,McCormick&Co.Ld.	199·8 P23′ F16′ *WB=FPT*	32·2	14·5	Dublin British *5BHCem*	C.2Cy.32″&59″–39″ NB97 181NHP Kincaid,Donald&Co.,Grk.		
147	— SteelTwinSc	218						1905	Badaracco Hnos. Buenos Ayres	Nav.aVap.Vierci Hnos.S.A.	124·0	19·0	9·2	Asuncion Paraguayan			
148 RKVB	**Adelaide** SteelSc *K.G.Mulder* –10 (*Bucket Dredger*) *Elec.light* 1*Dk*(*Stl*)	737 726 427	✠ *Dredger* 7,10 ✠	Rot	*i*		1910 7mo	A.F.Smulders Schiedam	South Australian Government	161·2 F22′	36·0	12·2 FK	Adelaide British *6BHCem*	C.2Cy.19⅝″&39⅜″–21⅜″ 2SB,*4cf*,GS62,HS1937 A.F.Smulders,Schiedam	13 ″ 1	
149 LBDJ	**Adele** SteelScSr *N.Bönchen*99–99 (*ex*Dirksdörp,*ex*Grus) 1*Dk*	419 320 257						1892	Howaldts-werke Kiel	Sartori&Berger	149·7 Q50′B33′F20′	24·4	10·9	Kiel German	T.3Cy.9¾″,15″&24⅜″–12″ NB06 21NHP Howaldtswerke, Kiel		G
150 29 NBJL	— SteelSc *La Carnera* (*ex*Tirreno, *ex*Zancle,*ex*Calabria) 1*Dk*	229 211 122						1892	G.Ansaldo &Co. Sestri Ponnte	Soc.Siciliana di Nav.aVap.	150·2	19·8	11·5	Messina Italian	C.2Cy.18⅞″&37⅜″–19½″ 52NHP G.Ansaldo&Co.Smprdrna		I

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Grément, etc. / Capitaine. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite à l'arrière porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 sur
151	**Adele** Iron ScSr	229	✠	Cpn	*d*		1875	J.Read-	A.&E.Halfon	139·9	20·8	10·0	Bengasi,	C.2Cy.13½"&27½"–19½"	1
2	*E.del Carlo* *ss* Cpn.No.3–5,83	—	6,90				11mo	head&Co.		Q69	F21′		Libia	1SB,2*pf*,GS21 28NHP	
NBJR	(*ex* Ignazio, *ex* Laura, *ss* Stn.No.1–87	119	✠NB12,89					S.Shields					Italian	J.Readhead&Co.S.Shields	
	ex Ellen, *ex* Roll Call)												4 *BHCem*		
152	**Adele Accame** Steel ScSr	3204			...		1900	Russell&	Flli.S.&E.Accame	330·0	48·0	15·9	Genoa	T.3Cy.24",40"&65"–42"	26
574	*E.Chiappella* –12 (*ex* Sirius)	3042						Co.		P20′	B72′	F33′ 23·5	Italian	291NHP	
NBJQ	*Elec.light* 1 *Dk&Spar dk&deep framing*	2055						Pt.Glasgow				FK	*WB*	J.G.Kincaid&Co.Greenock	
153	**Adelfi F.&S.Theofani** Steel ScSr	*869*	✠100A1	Pir	*k*	1,13	1892	Short Bros.	Agathangelos A.	170·0	36·0	13·7	Taganrog	T.3Cy.18",29"&47"–33 (*s*)	1
554	*ss* Shl.No.3–9,06	*684*	1,13				12mo	Sunderland	Theofani	Q63′	B36′	F24′	Russian	160lb *80lb* NDB11 130NHP	s
	(*ex* Andreas Moussouris, *ss* Liv.No.1–11	*522*	BS7,13 ✠LMC5,11					A&CP				FK	4 *BHCem*	1SB,2*pf*&*1cf*,GS50,HS2000	1
	ex Stenies, *ex* Ratcliff) 1 *Dk*(*Irn*)&									*Cell DB*	126′	355*t FPT*	86*t APT*	45*t* J.Dickinson,Sunderland	
	Well deck *Web frames*														
154	**Adelheid** Steel ScSr	2746					1903	Flensburg	Flensburger Dmpf.	291·6	41·3	25·9	Flensburg	T3Cy 20⅞"35⅞"&55½"–35⅞"	
	C.Schröder	1881						Schiffsb.Ges.	Co. (H.Schuldt,				German	185NHP	
LMTK	1 *Dk&Shelter dk&deep framing*	1767						Flensburg	*Mgr.*)				*WB*	FlensburgerSchiffsb.Ges.	
155	**Adelina** Steel ScSr	*3945*	✠100A1	Liv	*x*	7,16	1914	Russell&	Linea de Vapores	359·7	49·9	26·9	Bilbao	T.3Cy.25",41"&68"–45" (*r*)	25
	J.Ruiz 99–14	*3706*	8,176,~~16~~	Bcl			4mo	Co.	Serra	P40′	B102′	F46′	Spanish	180lb *100lb* 375NHP	s
	Elec.light 2 *Dks*(*Stl*)	*2470*	✠LMC4,14					Port Glasgow				FK	6 *BHCem*	2DB,*Scf*,GS138,HS6300	2
								Lloyd's *A&CP* *WB*	= *Cell DBa* 115′ *uE*		26′ *f*	145′ 789*t FPT*	8 2*t APT* 57*t*	Rankin&Blackmore,Grk.	
156	**Adeline Hugo Stinnes 3** Steel ScSr	2709					1909	Bremer	"Adeline Hugo	327·2	45·2	19·7	Hamburg	T3Cy23½"39⅞"&64"–43⅝"	
	H.Hashagen 10–12	2349						Vulkan	Stinnes 3"	P19′	B77′	F26′	German	270NHP	
HWNF	Sub.Sig. Wireless *Elec.light* 2 *Dks*	1623						Vegesack	Dmpfsch. G.m.b.H.				*WB*	BremerVulkan,Vegesack	
									(Hugo Stinnes *Mg*)						
157	**Adeline Smith** Steel ScSr	2168					1912	NwprtNws	Inter-Ocean	288·8	44·6	19·0	Empire,	T.3Cy.22",37"&60"–42"	
210768	*B.W.Olson* 10–12 *Fitted for oil fuel*	—						S.B.&D.D.Co.	Transportn.Co.	P53′	F31′		Oreg.	233NHP	
LCQW	~~*Elec.light*~~ *Mchy.Aft* Wireless 1 *Dk*	1248						Newprt News					Utd.States	NewportNewsSB&DD.Co.	
	Sub.Sig.												*WB*		
158	**Adelsberg** Steel ScSr	1122	✠ —	Tri	*n*		1910	Stabilmnto	Lloyd Austriaco	215·9	33·2	15·7	Trieste	T.3Cy.21",35"&56"–36"	1
Sunk		753	6,16				7mo	Tecnico					Aust.-Hung.	244NHP	
HBDG	1 *Dk&deep framing&Shade dk*(*Stl*–ws)	517	*Shade dk* ✠					Trieste				FK	4 *BHCem*	2SB,4*cf*,GS170,HS3460 FD	
	Elec.light *lower dk*(*Stl*) *in forehold*		*with freeboard*						*WB* = *Cell DB*	*a*50′ *u*E24′	78*t FPT*		16*t APT* 13*t*	WllsndSlpwy.Co.Ld.Nwc.	
			For Service in the Adriatic												
159	**Adenwen** Steel ScSr	3798					1913	Bartram&	W.&C.T.Jones S.S.	350·0	50·0	23·7	Cardiff	T.3Cy.25",42"&68"–48"	
132679	*W.H.Ladd* –15	3553						Sons,Ld.	Co.Ld. (W.&C.T.				British	320NHP	
JBNV	2 *Dks*	2386						Sunderland	Jones, *Mgrs.*)				*WB*	J.Dickinson&Sons,Ld.Sld.	
160	**Adherance** Steel ScCtr	218					1914	W.J.Yar-	Adherance Shppg	99·8	22·3	10·0	Liverpool	C.2Cy.13"&27"–18"	
137387	*W.Marshall* –14	179						wood&Sns Ld	Co.Ld.(J.H.				British	30RHP	
	1 *Dk*	89						Northwich	Cooper, *Mgr.*)				*WB*	W.J.Yarwood&Sons,Ld.	
														Northwich	
161	**Adige** Wood Sc	109					1908	F.Parodi	Soc.Anon.Ilva	87·3	19·4	12·1	Genoa	T.3Cy13¾",20⅜"&35⅜"–21½"	
382	*G.Semorile* (*ex* Liguria)	—						Pegli					Italian	58NHP	
QFTN		7												Soc.Co-op.diProd.Srpdrna.	
162	**Adikeva** Wood ScSr	142					1903	T.P.	Fiji Shipping Co.	102·5	20·0	7·0	Suva	C.2Cy.9½"&20"–12"	
92834	*C.E.Cuthbert*	106						Nicholson					British	25RHP	
	1 *Dk*	106						Suva,Fiji						Plenty&Son,Ld.Newbury	
163	**Adine** Steel ScSr	2219			...		1890	J.Priest-	Dmpsk.Akties.	290·4	39·1	19·7	Chrstiania	T.3Cy.20½",36"&59"–39"	2
	M.Karlsen 16–16 (*ex* Blus, *ex* Fama,	1713						man&Co.	Lloyd I, (Louis	P32′	Q88′	B116′	Norwegian	217NHP	
WKMS	*ex* Stalheim) *Well deck* 1 *Dk*2*trB*	1358						Sunderland	Poulsen&Co. *Mgs*)	H42*t*	F35′	BK10′	*WB*	Hutson&Corbett,Glasgow	
164	**Adio** Steel ScSr	176					1903	P.Smit,Jr.	Dogger Maats.	110·0	23·0	11·5	Vlaardngn	T.3Cy.9",14"&23"–16"	
	Ad.Poot	—						Rotterdam	(A.Hoogendijk,Jz.				Dutch	21NHP	
	1 *Dk*	87							*Mgr.*)					P.Smit,Jr.Rotterdam	
165	**Adirondack** Wood Pad	3644					1896	J.Englis	Hudson Nav.Co.	388·2	50·0	12·1	New York	1Cy.81"–144"	
107230	*E.S.Wilson* –04	—						&Son					Utd.States	606NHP	
		2849						Brooklyn NY						W A Fletcher&Co.Hbkn NJ	
166	**Adjader** Steel Sc	319					1900	Danubius	Russian Govern-	151·4	29·5	13·0	Nicolaieff	C.2Cy.21"&32"–18"	
		311						Schoenichen	ment				Russian	36NHP	
		195						Hartmann					*WB*	Danubius Schoenichen	
								Budapest						Hartmann,Budapest	
167	**Adjudant** Steel Sc	133					1894	J.C.Teck-	F.Busse	106·5	20·7	9·7	Gstemnde	C.2Cy.17¾"&32¾"–22"	
	(Captured and taken to Grimsby)	124						lenborg					German	NB06 42NHP	
QFWL	*A.Götzie* (*Trawler*)	26						Geestemünde						J.C.Tecklenborg,Ges.	
	1 *Dk*														
168	**Adjutant** Steel Sc	231					1905	Schiffsw(v.	Deutsche Ost-	116·0	22·9	11·1	Hamburg	C.2Cy.15¾"&31½"–19½"	
	(Captured and taken to Mombasa)	183						J.&Sch.)A.G.	Afrika Linie	H51′			German	37NHP	
RPBD	*M.Förter* (*Tug&Salvage Vessel*)	33						Hamburg						Schwft(v.J&Sch)AG Ham.	
	Elec.light 1 *Dk*														
169	**Adjutor** Steel ScSr	441					1909	Stavanger	W.Schuchmann	141·5	27·0	10·7	Gstemnde	T.3Cy.11¼",17½"&30"–20"	1
	F.Bockhoff –13 (*ex* Alliance)	328						Stöberi&Dok		P84*t*	H6*t*	F8*t*	German	40NHP	s
KRVB	*Mchy.Aft* 1 *Dk*	228						Stavanger					*WB*	StavangerStöberi&Dok	
170	**Adler** Steel Sc	1304					1900	Bremer	Dampfsch.Ges.	235·5	31·1	19·0	Bremen	T3Cy18⅞",30½"&49⅜"–31½"	
	G.Rabien 98–07	1002						Vulkan	Argo	P31′	B114′	F25′	German	136NHP	
QGWN	*Elec.light* Sub.Sig. Wireless 2 *Dks*	844						Vegesack					*WB*	BremerVulkan,Vegesack	
171	— Steel ScSr	594					1903	Howaldts-	Hamburg-Amerik	195·0	25·1	11·4	Hamburg	T.3Cy.16⅝",25⅝"&43⅜"–24⅛"	
	H.Pust	333						werke	Packetf.Akt.Ges.	Q17′	B105′	F63′	German	NE12 93NHP	
RSJK	*Elec.light* 1 *Dk*	202						Kiel	(Ham-Amr.Linie)					Howaldtswerke,Kiel	
172	— Steel Sc3MstSr	371					1912	C.Lühring	Partenrhederei	151·5	24·7	9·3	Oldenburg	T.3Cy.11½",17⅛"&28¾"–21½"	
	B.Prikker –12	277						Hammel-	Adler	Q48′	B46′	F21′	German	38NHP	
NHBG	*Mchy.Aft* 1 *Dk*	85						warden	(O.Normann)				*WB*	G.Seebeck A.G.Gst.	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys.	3 Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned. Date now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; HP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of ch. of Trade Cert.
173	**Adler**	Steel Sc Sr	159					1892	Act.Ges. "Neptun" Rostock	Ver.Flensburg-Ekensunder & Sonderburg.Dampfs.G	102·7	21·0	10·6	Flensburg German	C.2Cy.17½″&33″–19¾″ 40NHP		G
	A.Godt 07–08	1 *Dk*	147								B10′			*WB*	A.G."Neptun," Rostock		
LMHD	*Elec.light*		53														
174	**Adlercreutz**	Steel Sc	110					1891	W.Rosenlew&Co. Björneborg	O.Studd	80·8	17·1	7·7	Helsingfrs Russian	C.2Cy. W.Rosenlew&Co., Björneborg		
	J.Hoiva 07–07		—														
SQGD			63														
175	**Administrateur de Badts**		274					1913	N.V.Werf. Zeeland Hansweert	N.V.Hol.-Belg. Pleiziervaart Maats.	150·6	24·5	9·8	Flushing Dutch	Oil Engine 6Cy.12″–24″ 105NHP Akt.Diesels Motorer, Skm.		
	L.Fromont 13–13	Steel Sc	243														
NBHK	*Elec.light*	2 *Dks* *Oil Eng*	150														
176	**Admiraal de Ruijter**	Steel Sc	5545					1907	W.Doxford &Sons,Ld. Sunderland	W.H.Müller&Co.'s Algemeene Scheepv Maats.(W.H.Müller&Co. *Mgrs.*)	390·0	58·1	22·2	Rottrdam Dutch	T.3Cy.23½″,40½″&67″–42″ 291NHP		V
	K.Knop 97–09		4011								P77′F29′			*WB*	W.Doxford&Sons,Ld.Sld.		
NBHM	*Turret deck Elec.light Mchy.Aft*	1 *Dk*	3443														
177	**Admiral**	Steel Sc Sr	243	✠100A1	Bkn	*d*	~~4.16~~	1906	W.Walker Maryport	Manchester Liverp'l&N.Wales S.S.Co.Ld. (R.R. Clark, *Mgr.*)	121·2	22·1	9·5	Liverpool British	C.2Cy.15″&32″–22″ (*r*) 130lb 45RHP 1SB,*2pf*,GS34,HS992 3 *BHCem* 47t *APT* 4t J.Ritchie,Glasgow	10 ″ 6 s ″ 6½ 10 ″ 2	
120914	*J.Owen* –14	~~Liv.No.2–14~~	170	5,18 ~~1.16~~	Liv		5,18	1mo	*Lloyd's A&CP*		Q46′B7′F25′			FK			
HGWL	*Well deck* ~~Liv.No.3–5,18~~	1 *Dk(Stl)*	93	~~B&I 4,16~~ ✠LMC 6,16										*WB=FPT*			
	Mchy.Aft																
178	—	Wood Sc Sr	121					1883	W.Dunn North Shore, N.S.W.	E.G.F.Zohrab	102·0	20·6	9·2	Auklnd NZ British	C.2Cy.14½″&25″–18″ 50RHP		
83757			108								H10*t*				Plenty&Sons, Newbury		
		1 *Dk*	82														
179	**Admiral Cradock**	Steel Sc K	295	✠100A1	Hul		3,17	1914	Cochrane& Sons,Ld. Selby	Pickering&Haldane'sStm.TrawlingCo.Ld.	136·7	23·2	12·3	Hull British	T.3Cy.13″,23″&37′–26″ (*s*) 200lb 93RHP 1SB,*3pf*,GS48,HS1440 C.D.Holmes&Co.Ld.Hull	13 ″ 0	
136191	*C.Edington* –17		270	*Stm Trawler*				5mo			Q74′F20′		BK7½″				
JFQH		1 *Dk*	123	3,17 ✠LMC 5,14					*Lloyd's A&CP*					*4 BHCem*			
180	**Admiral Dewey**	Steel Twin Sc Sr	2104					1898	W.Cramp &SonsCo. Philadelphia	Pacific-Alaska Nav.Co.	280·0	36·1	22·7	Portlnd Me Utd.States	T.6Cy.18″,28″&45″–30″ NB08 222NHP		
107417	*C.O'Neil*	*Fitted for oil fuel*	—											*WB*	W.Cramp&SonsCo.Phl.		
KNRS	Sub.Sig. Wireless	2 *Dks*	1335														
181	**Admiral Evans**	Steel Sc Sr	2393					1901	Craig S.B. Co. Toledo,O.	Pacific-Alaska Nav.Co.	253·1	38·4	22·8	Portlnd Me Utd.States	T.3Cy.23″,37½″&63″–40″ 251NHP		
3904	*N.Smith* Sub.Sig.	*Fitted for oil fuel* 06	—											*WB*	Craig S.B.Co.Toledo		
KRGC	*Elec.light* (*ex*Buckman)	2 *Dks*	1507														
182	**Admiral Farragut**	Steel Twin Sc Sr	2104					1898	W.Cramp &SonsCo. Philadelphia	Pacific-Alaska Nav.Co.	280·0	36·1	22·7	Portlnd Me Utd.States	T.6Cy.18″,28″&45″–30″ NB99 222NHP		
107425	*Griffith*		—											*WB*	W.Cramp&SonsCo.Phl.		
KNSW	Sub.Sig. Wireless	2 *Dks*	1335														
183	**Admiral Goodrich**	Steel Sc Sr	1419					1913	Union Iron Works Co. San Francisco	Pacific-Alaska Nav.Co.	224·4	41·0	16·6	Portland, Oreg. Utd.States	T.3Cy.19″,31″&50″–40″ 158NHP		R
21142	*A.H.Sears* 13–13	(*ex*Aroline)	1142								P76′F20′			*WB*	Union Iron Works Co.S.Fo.		
LDCB	*Elec.light*	*Fitted for oil fuel*	856														
	Mchy.Aft Wireless	1 *Dk* 2 *trB*															
184	**Admiral Kasherinoff**	Steel Sc Sr	618	✠	Nwc			1886	Wigham Richrdsn&Co Newcastle	Russian Danube Stm.Nav.Co.	190·0	26·1	12·6	Odessa Russian	T.3Cy.14½″,22½″&38″–30″ 79NHP	13 ″ 0	
50			—	*with freeboard*				4mo			P48′B41′F30′		FK				
HNDS	(*ex*Bulgaria)		358	5,86 ✠										*4 BHAsp*	Wigham Richrdsn&Co.Nwc		
				For Coasting and River purposes					*River Danube and Odessa*								
185	**Admiral Schley**	Steel Twin Sc Sr	2104					1898	W.Cramp &SonsCo. Philadelphia	Pacific-Alaska Nav.Co.	280·0	36·1	22·2	Portlnd Me Utd.States	T.6Cy.18″,28″&45″–30″ 222NHP		
107423	*J.Jensen*	*Fitted for oil fuel*	—											*WB*	W.Cramp&SonsCo.Phl.		
KNSQ	Sub.Sig. Wireless	2 *Dks*	1335														
186	**Admiral Sebree**	Steel Sc Sr	2446					1906	American S.B.Co. Cleveland	Pacific-Alaska Nav.Co.	242·0	43·0	26·5	Portlnd Me Utd.States	Q.4Cy.17½″,25½″,37″&54″ –36″ 175NHP		
203123		(*ex*Ogdensburg)	—								F40′				American S.B.Co. Clevelnd		
LFRV	*Mchy.Aft Elec.light*	2 *Dks*	1866														
187	**Admiral Vernon**	Steel Sc		100A1				1917	I.J.Abdela &Mitchell,Ld Queensferry	W.Vernon&Sons	127·0	23·5	11·5	British	Oil Engines 2 S.C.S.A 4Cy.16½½″–18″		
		Oil Eng.									Q33′F16′						
	Mchy.Aft	1 *Dk*		(*Class Contemplated*)											J.&C.G.Bolinders,Skm.		
188	**Admiral Watson**	Steel Sc Sr	2009					1901	Craig S.B. Co. Toledo,O.	Pacific-Alaska Nav.Co.	253·1	38·4	22·8	Portlnd Me Utd.States	T.3Cy.23″,37½″&63″–40″ 251NHP		
81788	*J.Beennan*		—											*WB*	Craig S.B.Co.		
KRGF	(*ex*Watson) *Fitted for oil fuel*	2 *Dks*	1256														
	Elec.light Sub.Sig.																
189	**Admiralen**	Iron Sc Sr	1517				...	1869	W.Pile&Co Sunderland	Aktieselskabet s/s Admiralen (J. Bryde)	254·0	32·3	17·8 24·9 BK9″	Sandefjrd Norwegian	C.2Cy.32″&60″–39″ NE&B81 170NHP		
	O.Larsen –11 (*ex*Gibraltar,*ex*Ariadne)		998											*WB*	Blair&Co.Ld.Stockton		
MBPF	*Elec.light*	*Spar dk*	905														
190	**Adolf**	Steel Twin Sc Sr	594					1910	Smith's Dock Co.Ld. Middlesbro'	Oberschmuckler Bros.	200·5	32·5	9·2	Kertsch Russian	T.6Cy.11″,18″&30″–18″ 76NHP		V
465	*G.Kastenja* 11–13		—								Q48′			*WB*	MacColl&Pollock,Ld.Sld.		
LABF	*Mchy.Aft Elec.light*	1 *Dk*	343														
191	—	Steel Sc Sr	146					1911	Schiffb.Ges Unterweser m.b.H.,Lehe	Geestemünder Herings&Hochsee fischereiAkt.Ges.	102·6	22·1	10·3	Gstemnde German	C.2Cy.10¾″&19¾″–12⅜″ 10NHP		G
	H.Wiegert 08–11		138								Q13′			*WB*	Ottenser Msch.Fab.Altona		
KRSQ	*Elec.light* Wireless	1 *Dk*	68														
192	**Adolf Deppe**	Steel Sc Sr	*2167*	✠100A1	Rot	*r*	8,16	1894	J.Laing Sunderland	Cie Nationale Belge de Transports Maritimes (Armement Adolf Deppe, *Mgrs.*)	275·0	37·5	19·6	Antwerp Belgian	T.3Cy.20″,33″&54″–36″ (*r*) 160lb *80lb* 193NH 2SB,*6pf*,GS80,HS3174 G.Clark,Ld.Sunderland *DB a* 92′ *f* 108′3 10t *APT* 18t	20 ″ 9 s 8 ″ 0 20 ″ 2	
	C.Christensen 05–11	*ss*Ant.No.3–7,07	*1601*	*pt Awng dk*				7mo			P26′Q80′			*pt Awngdk* 167′ FK			
MBCD	(*ex*B.G.Baker)	*ss*Npt.No.2–15	*1377*	*with freeboard*					A&CP					5 *BHCem*			
		1 *Dk(Irn)* &		~~10.17 9.16~~	✠LMC									*WB=Cell*			
		pt Awngdk(Irn) & *Web frames*		MS12,15	BS9,16												
193	**Adolfo**	Steel Sc Sr	*3403*	✠100A1	Bcl	*v*	9,16	1896	C.S.Swan& Hunter,Ld. Newcastle	A.Pardo	330·5	45·2	18·3	Santander Spanish	T.3Cy.24″,40″&64″–42″ (*s*) 160lb NDB04 *refitted* 15 *120lb* 5 *BHCem* 289NHP	28 ″ 10 s 5 ″ 8 23 ″ 7	
	J.Coll –13	*ss*Hpl.No.3–4,06	*3303*	*Spar dk*				7mo			B38′F38′		26·6 FK				
HBGK	(*ex*Neptune)	*ss*Bcl.No.2–15	*2191*	11,17 ~~9.16~~	✠LMC				A&CP					*WB=Cell DB a* 106′ *uE&B*	2SB,*8pf*,GS126,HS4700 N.E.Marine Eng.Co Ld Nwc		
	1 *Dk(Stl)* & *Spar dk(Stl)* & *deep framing*			MS4,14	BS11,17									38′ *f* 140′ 673 t			
				~~DBS7,13~~	~~MDS4,14~~												
194	**Adolph**	Steel Sc	257					1899	Kjöbnhvns Flydk.Skbsv. Copenhagen	Acties.de Danske Sukkerfabrikker	122·4	24·2	9·2	Nakskov Danish	C.2Cy.12″&24″–15″ 19NHP		V
	B.C.Jörgensen –99	(*Lighter*)	222								B22′F20′			*WB*	KjöbnhvnsFlydkSkbsCpn		
NKSC		1 *Dk*	124														

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. Net.	5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant à l'intervalle d'Exploitement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 sur Fr bor mill na. Ti d' co pos pd
195	**Adolph**	**SteelSc**	155					1912	C.Gips& Zonen Dordrecht	Habermann& GuekesAkt.Ges.	96·2|21·2|10·8 B18′	Kiel German	T.3Cy.11¼″,19¾″&32½″–18″ 45NHP C.Gips&Zonen,Dordrecht	
LBSR	*W.Meyer*	*(Tug)*	144											
		1Dk	—											
196	**Adolph Andersen**	**SteelScSr**	981			…		1898	Crmichael, Maclean&Co. Greenock	Det Forenede Dampskibs Selsk	209·3|32·2|14·0 Q71′B56′F22′ FK	Randers Danish *WB*	T.3Cy.17″,27½″&44″–33″ 110NHP McKie&Baxter,Glasgow	16
NJPL	*C.Schubert00–00*		746											
	Well deck Elec.light	*1Dk&Web frames*	614											
197	**Adolph Meyer**	**SteelScSr**	807	✠90A1	Got	*k*	5,16	1880	MotalaCo.	Rederiaktieb. SvenskaLloyd (H.Metcalfe *Mgr.*)	190·8|27·9|16·0 Q65′B47′H13*t* F17′ ptND16 BK7″ *WB=MT27′200t*	Gothenburg Swedish *BHCem*	C.2Cy.23¾″&42½″–29½″ *(e)* 65lb *55lb* NDB95 85NHP ISB,*3pf*,GS50,HS1650 MotalaCo.,Gothenburg	16 s1 16
466	~~*J.A.Falkman10–15*~~		636											
HQJV	*T.M.Lithman17–17 ss*	Got.3rd No.3–4,14	519	BS4,16 ✠LMC4,14										
		1Dk2trB		BSo.17										
198	**Adolph Woermann**	**SteelTwin**	6257					1906	Reiherst'g Schiffsw. Hamburg	WoermannLinie Akt.Ges.	411·4|50·7|28·8 P&B270′F60′	Hamburg German	T.6Cy.20½″,37½″&60½″–42½″ 470NHP Reiherst.Maschinenf.Ham.	
	H.Iversen –06 Wireless	**ScSr**	4862											
RPHV	*Elec.light* Sub.Sig.	*2Dks*	3909											
199	**Adolphe Urban**	**SteelScSr**	*483*	✠100A1	Lon Hul	*g*	8,16	1913	Hall,Russell&Co.Ld Aberdeen	Akties.Urban (H.Hansen, *Mgr.*)	155·6|26·1|12·3 Q94′F19′ BK7″ *WB=FPT20t*	Brevig Norwegian *BHCem*	T.3Cy.13″,18″&31″–21″ *(s)* 180lb 64NHP ISB,*2pf*,GS37,HS1210 Earle's Co.Ld.Hull	13 s 13
WKCG	*O.Salvesen* –14 *ss*	Lon.No.1–16	*372*	6,17~~8,16~~										
	(*ex*Nordby)	*1Dk(Stl)*	*234*	MS8,16 ✠LMC1,16										
200	**Adolphe V. Roy**	**WoodTwinSc**	173					1913	Sincennes McNaughton Line,Sorel	Sincennes McNaughtonLine, Ld.	97·5|20·1| 8·0	Montreal British *WB*	C.4Cy.13″&26″–18″ 56RHP LaCie.Pontbriand,LdSorel	
133823	*J.Goulet* –13	*(Tug)*	114											
		2Dks	83											
201	**Adonis**	**SteelScSr**	1704					1905	Rijkee&Co Rotterdam	Koninkl.Nederl. Stoomb.Maats.	251·1|34·6|18·2 Q72′B76′F34′	Amstrdam Dutch *WB*	T.3Cy.19″,32″&51″–36″ 156NHP Maats.Feyenoord,Rot.	
	Th.H.Pater		1214											
NBHW	*Elec.light*	*2Dks*	1054											
202	—	**IronPadSr**	160					1883	Dath, Henderson&Co. Brisbane	JohnBurke,Ld.	109·8|21·6| 7·1 H18*t*	Brisbane British	D.C.2Cy.16″&28″–42″ *Cpd.*95 Evans, 55RHP Anderson,Phelan&Co.Bsb	
87314	*R.G.Ledley14–14*	*1Dk*	142											
RLGC			116											
203	**Adour**	**SteelScSr**	1920					1904	Short Bros. Ld. Sunderland	Dampskibsaktie Ada(K.Salvesen, *Mgr.*)	280·2|41·1|18·3 H119*t*F44*t*	Kragero Norwegian *WB*	T.3Cy.20½″,33″&54″–36″ 175NHP G.Clark,Ld.Sunderland	
	J.Danielsen		1757											
MBQD	(*ex*Havsö)	*1Dk*	1215											
204	—	**SteelScSr**	1099					1898	Akt.Ges. "Neptun" Rostock	Armement Adolf Deppe	233·6|35·1|14·2 Q70′B60′F27′	Antwerp Belgian *WB*	T.3Cy.16½″,25½″&41½″–28″ 92NHP A.G."Neptun,"Rostock	
	Sahrens13–	(*ex*Otto Woermann.	925											
MBDF	*Elec.light ex*Borkum)	*1Dk*	643											
205	**Adour No. 3**	**SteelPad**	281					1895	Forges&C. de la Méd. Havre	Chambre de Commerce	119·1|23·7|12·4	Bayonne French	C.4Cy.23″&89″–43″ NB09 166NHP Forges&C.de la Méd.,Hav.	
	Labourdette –15	*(Tug)*	219											
HBWT			—											
206	**Adra**	**SteelScSr**	4860					~~1916~~ 1917	Short Bros. Ld. Sunderland	English&American Shppg Co. Ld. (C.T.Bowring&Co Ld. *Mgrs.*)	385·0|53·0|~~27·2~~ P32′B130′F36|27·3	London British *WB*	T.3Cy.26½″,44″&73″–48″ 369NHP N.E.MarineEng.Co.Ld.Sld	
140267			4466											
JPCQ	*Elec.light*	*1Dk*	2996											
207	**Adria**	**IronScBn**	1809					1877	Flli. Orlando Leghorn	Sicilia Società di Navigazione	300·2|33·1|25·7 B58′	Palermo Italian	T.4Cy.27½″,45″(2)51½″–35½″ E.*Tpd*91 NB91 317NHP Flli.Orlando,Leghorn	
73	*F.La Nasa*	(*ex*Ortigia)	1735											
NBKL	*Elec.light*	*1Dk&Spar dk3trB*	1009											
208	—	**SteelScSr**	1039	✠ — 2,16 ✠NB7,89 ✠	Fiu	*o*		1880	Blackwood &Gordon Pt.Glasgow	Royl.Hungar'n Sea Nav.Co.Adria Ld.	242·7|32·5|16·8 Q86′B46′F31′ ptND01 BK8″ *WB=DBa61′f92′&uE&B44′290t*	Fiume Aust.-Hung. *BHCem*	T.3Cy.19″,30½″&52″–36″ NDB07 167NHP 2SB,*4cf*,GS64,HS2580 *Tpd.*89 Blair&Co.(Lim)Stk	1
1641	*L.Curtini10–11 ss*	Fiu.3rd No.3–9,10	1015											
JBDH	*Well deck*	*1Dk(Stl)2trB*	707											
209	—	**SteelScSr**	154	✠ — 5,16 ✠	Tri	*b*		1908	Stabilmnto Tecnico Trieste	Soc.Anon. Austriaca di Nav. aVap" Dalmatia"	111·8|18·7| 8·5 Q43′F20′ BK6½″	Trieste Aust.-Hung. *BHCem*	C.2Cy.15″&30″–18″ 48NHP ISB,*2cf*,GS36,HS985 Stabilimento Tecnico,Tri.	9
		*ss*Tri.No.1–12	115					11mo						
	Elec.light	*1Dk(Teak)*	92											
210	**Adriaan**	**SteelScLr**	181					1903	M.van der Kuijl Slikkerveer	Vlaardingsche Stoomvischerij (A.H.C.M.J. Yzerman, *Mgr.*)	114·7|21·5|11·3	Vlrdingen Dutch *WB*	T.3Cy.8½″,14¾″&23½″–15½″ 18NHP J.H.vanCappellen,Bolnes	
	D.vanZanten –13	(*ex*Mars)	178											
	Mchy.Aft	*1Dk*	93											
211	**Adrian**	**IronScK**	199			…		1900	Cochrane& Cooper,Ld. Beverley	Allen Stm.Fishing Co.Ld.(W.J.Allen, *Mgr.*)	110·0|21·5|11·5 Q48′F20′ BK7½″	Grimsby British	T.3Cy.12″,20″&32″–24″ Tindall, NB07 58RHP Earle&HutchinsonLd Hull	12
113190	*F.G.Piercy* –13		179											
	(Trawler)	*1Dk*	83											
212	**Adrian Iselin**	**SteelScSr**	2072					1914	American S.B.Co. Detroit	Geo.Hall Coal Co.	244·0|43·0|20·5	Ogdensbrg Utd.States *WB*	T.3Cy.18″,29″&48″–40″ 146NHP American S.B.Co.Detroit	
212089			—											
	Elec.light	*1Dk*	1346											
213	**Adriana**	**WoodScSr**	139					1885	L.Poli Capo D'Istria	Soc.di Nav.a Vap. Istria-Trieste	127·7|16·1|10·3	Trieste Aust.-Hung.	C.2Cy.16½″&33″–18″ NB13 88NHP Bartlett&Co.	
311	*D.Fragiacomo*	*1Dk*	—											
			79											
214	**Adriano**	**IronTwinSc**	132					1867	Jackson London	B.Gianardi	124·5|20·0| 6·7	Spezia Italian	C.4Cy.9″&18″–12″ *Cmp*76 NB05 19NHP	
35	*F. Carpena*	(*ex*Corriere del Tevere,	—											
NBKG	*ex*Soña)		61											
215	**Adriatic**	**SteelTwinSc4MstSr**	24541					1906	Harland& Wolff,Ld. Belfast	Oceanic Stm Nav Co Ld (White Star Line)	709·2|75·5|52·6	Liverpool British *WB*	Q.8Cy.35½″,51″,73½″&104″– 63″ 1720NHP Harland&Wolff,Ld.Bel.	
124081	*B.F.Hayes* –17	*4Dks&Shelter dk*	21844											
HKNW	*Ref.Mchy.* Sub.Sig	Wireless	15638											
216	—	**SteelScSr**	4945					1907	American S.B.Co. Lorain,O.	Interlake S.S. Co.(Pickands, Mather&Co.*Mgrs.*)	420·0|52·0|28·0 H75′F46′ *WB*	Cleveland, Ohio Utd.States	T.3Cy.22″,35″&58″–42″ 218NHP American S.B.Co,Cleveland	
204726			—											
	Mchy.Aft Elec.light	*1Dk*	3605											
217	**Adriatico**	**SteelScSr**	5240	✠100A1	Gen	*x*	~~8,15~~ 12,17	1911	Cant.Nav. Riuniti Ancona	Ferrovie dello Stato(Italian State Rys.)	381·9|50·6|31·6 FK *WB*	Palermo Italian *BHCem*	T3Cy26″,42½″&69½″–48½″ 180lb *100lb (s)* 418NHP 2SB,*6cf*,GS129,HS5740 FD Cant.Nav.Riuniti,Ancona	3 s 2
59	*G.Matarazzo10–12 ss*	Gen.No.1–15	5012	*Shelter dk*				3mo						
NBKQ		*1Dk(Stl)2trB&deep framing&*	3362	*with freeboard*										
	Elec.light	*Shelter dk(Stl–ws)*		5,17 ~~8,15~~ ~~BS6,16~~ ✠LMC3,16 BSo.17						*Lloyd's SA&CP*	= *DBa96′u E&B48′*			

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned. Year Classed now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 Built. By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NP=Horse power by Society's formula; RP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed. If not in L.R. Date of its Trade Cert.
218 HBGD	**Adriatico** — *G.Nicolich* 09–12 — *Elec.light* — Steel Sc Sr — *ss* Tri. No. 3–5, 12 — 1 *Dk(Stl)* & *Spar dk(Stl)* & *deep framing*	3950 3634 2517	✠ — 4,17 *Spar dk* ✠	Shl	*w*		1899 11mo	Russell & Co. Pt. Glasgow *W*	Soc. Anon. di Nav. a Vap. Lussino — *B = Cell D Ba 112'*	344·7 P21'B72'F86'	49·8	17·9 25·9 FK	Lusinpiclo Aust.-Hung. 6 *B HCem* *APT 71t* FD	T. 3Cy. 25″, 41″ & 67″–45″ NDB13 345 NHP 2SB, *5cf 1rf*, GS109, HS4474 Blackwood & Gordon, P. Gl.	28 ″ 5	
219 NBKW	— — Steel Twin Sc Sr — *Elec.light* — 2 *Dks*	1446 1030 946					1912	Mackie & Thomson, Ld. Glasgow *WB*	Soc. di Nav. a Vap. Puglia	224·0 P31'F32'	33·9	19·0 FK	Bari Italian	T. 6Cy. 13½″, 22″ & 36″–24″ 127 NHP Muir & Houston, Ld. Gls.		I
220 NBKT	— — Iron Sc Sr — *A. Castellano* — 2 *Dks* & *Awng dk*	1141 1126 697					1862	Gourlay Bros. & Co. Dundee	G. Pittaluga	254·6 H27*t* len 76	28·4	16·6 23·5	Genoa Italian	C. 2Cy. 30½″ & 53½″–30½″ NB94 131 NHP *Cmp.* 94, Odero & Co., Genoa		
221 NBKR	— — Iron Sc Sr — *G. Giorgetti* (*ex* Trani, *ex* Città di Ortona, *ex* Delfino, *ex* Dakar) — 1 *Dk*	292 246 170					1876	Jollet & Babin Nantes	Fagnocchi & Castellani	159·1	20·6	11·5	Ravenna Italian	C. 2Cy. 20½″ & 34½″–25½″ 51 NHP Jollet & Babin, Nantes		
222 NBKP	— — Steel Sc	162 132 110					1906	J. & A. van der Schuit Papendrecht	Soc. Veneta di Nav. a Vap. Lagunare	123·8	20·2	8·0	Venice Italian	T. 3Cy. 9″, 15″ & 22½″–14½″ 20 NHP J. & A. van der Schuit		
223	**Adriaticos** — (*ex* Caloric) — *Elec.light* — Steel Sc Sr — 2 *Dks*	*947* *726* *407*			…		1885	Harland & Wolff Belfast	Hellenic Co. of Marine Enterprises (A. Pallios, *Mgr.*)	243·9 P42'B92'F37'	31·9	15·3 BK8″	Piræus Greek *WB*	C. 2Cy. 35″ & 70″–45″ 274 NHP Harland & Wolff, Belfast	16 ″ 3	
224 HCBF	**Adrien** — *A. Doléans* 13–18 — (*ex* Yukon) — Steel Sc K — *ss* Yar. No. 3–7, 13 — 1 *Dk*	255 232 128	✠ 100 A1 *Stm Trawler* 8,13 Examined, LMC 7,13	Bou		7,13 8,17	1900 5mo	Mackie & Thomson Glasgow *Lloyd's A & CP*	Delpierre & Duval	126·0 Q49′	21·7	10·8 BK7½″	Boulogne French 4 *B HCem*	T. 3Cy. 13″, 22″ & 36″–24″ (*s*) 200 lb 74 NHP 1SB, *2cf*, GS35, HS1152 W. V. V. Lidgerwood, Gls.	12 ″ 3 s ″ 9¾ 12 ″ 4	
225 132701	**Adur II.** — *J. Hocking* — Steel Sc — *ss* Pts. No. 1–16 — 1 *Dk*	54 51 24	✠ 100 A– *For Towing purposes* 7,16 LMC 7,16	Pts		7,16	1912 3mo	Hepple & Co. Ld. South Shields	R. E. V. James, Ld. James Tredgring, Towage & Transport Co. Ld.	70·3	15·9	7·2 BK5½″	S'thamptn British 4 *B HCem*	C. 2Cy. 13″ & 26″–18″ (*s*) 130 lb 40 RHP 1SB, *2pf*, GS33, HS572 Hepple & Co. Ld. S. Shields	7 ″ 9	
226 106145 KBDJ	**Advance** — *A. T. Hudgins* 09–09 — *Elec.light* — Iron Sc Bn — 1 *Dk* & *Spar dk* 3 *tr B* — Sub. Sig.	2605 — 1650					1883	J. Roach & Son Chester, Pa.	Panama R. R. Co.	295·0	38·4	14·5 23·4	New York Utd. States	C. 2Cy. 36″ & 66″–54″ NB04 267 NHP J. Roach & Son, New York		R
227 88633	— — Iron Sc — (*ex* Sir L. S. Tilley) — 2 *Dks*	1031 725 359					1883	J. Shick-luna S. Cthrns, Ont	Montreal Trans-portation Co. Ld.	175·0	35·3	15·0	Montreal British	C. 2Cy. 28″ & 52″–40″ 142 NHP G. N. Oille, S. Cathrines, Ont.		L
228 68939 PNRL	**Advent** — *A. Sutherland* –16 — *ss* Abn. 3rd No. 3–5, 13 — 1 *Dk(Irn)* 2 *tr B* — *Cargo battens not fitted*	848 690 530	✠ 90 A1 5,17 ~~2,16~~ BS ~~5,16~~	Nwc Bly LMC ~~7,15~~ 5,17	*m*	~~5,15~~ N5,17	1876 4mo	Short Bros. Sunderland A & CP	J. & A. Davidson, Ld *WB = D*	213·5 Q120′B7′F17′ *Ba 80′f 96′ 193t FPT*	29·4	15·9 *10t APT 15t*	Aberdeen British 4 *B HCem*	C. 2Cy. 27″ & 50″–33″ (*s*) 75 lb *80 lb* NDB02 98 RHP 1SB, *3pf*, GS61, HS2114 NB85 J. Dickinson, Sunderland	16 ″ 8	
229	**Adventure** — *Elec.light* — Wireless — Steel Sc Sr — *ss* Phl. No. 2–14 — 1 *Dk(Irn)* & *deep framing*	*1761* *1505* *826*	✠ 100 A1 12,15 BS 5,15 LMC 6,14	NFL	*r*	5,15	1906 5mo	Dundee Shipbuilders' Co. Ld. Dundee A & CP	*WB =* *Cell D Ba 61' u E 23'*	265·3 P22'B76'F30' *f 99' 360t FPT 88t*	38·3 FK	18·6	Russian 7 *B HCem* *APT 115t* FD	T. 3Cy. 24″, 40″ & 65″–45″ (*s*) 200 lb GS150 HS6070 408 NHP 2S & 1 Aux. SB, *6cf*, *2pf* MacColl & Pollock, Ld Sld.	21 ″ 0 s 2 ″ 10 18 ″ 6	
230 109728	— — Steel Sc K — *B. A. Martin* –15 — *ss* Flt. No. 2–14 — 1 *Dk*	184 175 71	✠ 100 A1 *Stm Trawler* 10,14 LMC 7,14	Flt		10,14	1906 4mo	Hall, Russell & Co. Ld. Aberdeen *Lloyd's A & CP*	~~Miss M. Fawns~~ ~~C. Thomson, Mgr.~~ A. G. Brown	110·2	21·6	11·4 BK7½″ *WB =*	Fleetwood British 3 *B HCem* *DT f 4′ 7t*	T. 3Cy. 12″, 20″ & 33″–21″ (*r*) 180 lb 70 RHP 1SB, *3pf*, GS42, HS1303 Hall, Russell & Co. Ld. Abn.	12 ″ 3 s 1 ″ 6 11 ″ 8	
231 HNMD	**Aegeon** — *G. T. Focas* — (*ex* Eubea, *ex* Glengarnock) — Iron Sc 3 Mst Sr — 1 *Dk*	292 255 181			…		1874	T. B. Seath & Co. Glasgow	3p. P. Moussouris & G. Courouclis	148·6 P18'F36'	22·3	11·1	Piræus Greek *WB*	C. 2Cy. 21″ & 35″–24″ NB86 50 NHP A. Campbell & Sons, Gls.		
232 QJBW	**Aegina** — *B. Renziehausen* –08 — *Elec.light* — Steel Sc — 1 *Dk* 2 *tr B*	1832 1678 1166					1906	Bremer Vulkan Vegesack	Deutsche Levante Linie	261·2 P37'B65'F22'	37·2	21·7	Hamburg German *WB*	T 3Cy 19½″, 32½″ & 53½″–39″ 176 NHP Bremer Vulkan, Vegesack		G
233 SQKW	**Ægir** — *L. U. Favorin* 96–09 — *Elec.light* — Steel Sc Sr — 1 *Dk* & *Awng dk*	763 745 437					1896	Nylands Værkstd. Christiania	Helsingfors Ångf. Aktieb. (V. Ek, *Mgr.*)	174·0	28·0	14·5	Helsingfrs Russian *WB*	C. 2Cy. 17½″ & 36″–27″ 56 NHP Nylands Mek. Vrkstd., Xia.		V
234 NTRD	— *A. Nielsen* — Iron Pad Sr	545 347 302					1883	Burmeister & Wain Copenhagen	De Danske Stats-baner	200·6 P176*t* H31*t*	24·1	11·5	Korsör Danish	C. 4Cy. 26″ & 50″–48″ 289 NHP Burmeister & Wain, Cpn.		
235 133416 JCWK	— *G. A. Bore* –16 — *Mchy. Aft* — Steel Sc K — *ss* Shl. No. 1–16 — 1 *Dk(Stl)*	244 168 95	✠ 100 A1 8,16 LMC 8,16	Shl	*c*	N8,16	1912 11mo	Cochrane & Sons, Ld. Selby *Lloyd's A & CP*	~~D. Huntley & Sons, Ld.~~ Co-operative Wholesale Society Ld.	119·1 Q39′F19′	23·5	8·2 FK *WB =*	Hull British *4 B H Asp* *DT f 11′ 40t*	C. 2Cy. 15″ & 30″–21″ (*s*) 130 lb 47 RHP 1SB, *2pf*, GS32, HS900 C. D. Holmes & Co. Ld. Hull	9 ″ 3 s ″ 7½ 8 ″ 10	
236 NPMS	— *N. J. Gabrielsen* 06–06 (*Salvage Vessel*) — *Elec.light* — Steel Sc — 1 *Dk*	156 147 36					1905	Kjöbnhvns Flydk. & Skbs Copenhagen	Em. Z. Svitzer's Bjerg. Entreprise	106·5 B20′F21′	22·1	9·5	Copenhgn Danish *WB*	T. 3Cy. 13″, 20½″ & 33½″–21″ HS1101 64 NHP Kjbnhavns Flydk. & Skbsv.		
237 LNBV	**Aegir** — *Ch. Lorenzen* 08–12 — *Elec.light* — Steel Sc — 1 *Dk*	172 129 53					1906	Stettiner Oderwerke Stettin	Ver. Flensburg-Ekensunder & Sonderburg. Dampfs. G	110·5 Q61′F15′	20·1	9·5	Snderburg German	C. 2Cy. 16″ & 28″–16″ 26 NHP Stettiner Oderwerke		G
238 131305 HRVJ	**Aeneas** — *J. Milhench* –14 — *Elec.light* *Ref. Mchy.* — Steel Twin Sc Sr — Wireless — 3 *Dks*	10049 8436 6380					1910	Workman, Clark & Co. Ld. Belfast	Ocean S. S. Co. Ld. (A. Holt & Co. *Mgrs*)	493·0 P46′B201′F58′	60·4	28·6	Liverpool British *WB*	T. 6Cy. 24″, 40″ & 68″–48″ 641 NHP Workman, Clark & Co Ld Bel		BT till 6,17
239 139029 JLDP	**Aenne Rickmers** — *Elec.light* Sub. Sig. Wireless — Steel Sc — 2 *Dks*	4083 3823 2572	*Now named "Anne," See No. 90 in Supplement*				1911	Rickmers Akt. Ges. Bremerhaven	Requisitioned by the Admiralty	367·1 P37′B94′F44′	47·7	27·3	London British *WB*	T. 3Cy. 23¼″, 38½″ & 63″–43½″ 261 NHP Bremer Vulkan, Vegesack		
240 527 HSGM	**Æolus** — *O. G. Brandt* 09–15 — Steel Sc Sr — 1 *Dk* & *Awng dk*	878 481 485					1884	Motala Co. Gothenburg	Stockholms Rederiaktieb. Svea (Hj. Blomberg)	195·2 H75*t*	28·8	13·1 20·3	Stockholm Swedish	T. 3Cy. 18½″, 30″ & 49″–33″ NE & B10 138 NHP W. Doxford & Sons, Sndrlnd		

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettres d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. pc.	15 Longueurs où coté, si ce n'est dans le L. et Tirants Cert. B. of Trade.
241	**Aeolus**	**IronScSr**	605					1882	G.Howaldt	Dampfschifffahrts	175·8	25·1	15·9	Bremen	C.2Cy.23″&37½″–27″		G
	D.Ziegenmeyer07–11		537						Kiel	Ges.Neptun	B40′			German	NB98 61NHP		
LCKW	(*ex*Holtenau)	1*Dk2trB*	356											*WB*	Gebr.Howaldt,Kiel		
242	**Aeon**	**SteelScSr**	3763	✠100A1	Syd	*x*	~~4,16~~	1913	SirRaylton	AustralianSteam-	365·2	50·6	22·1	Melbourne	Q.4Cy.24″,34″,48″&69″–45″	24 ″ 6	
132440	*Firth* –16	*ss*Mel.No.1–17	3334	*Shelter dk*	Mel		12,17	1mo	Dixon&CoLd	ships,Ld. (*Man.*	F31′	*on Shelter dk*		British	220lb (*s*) 417NHP	s 2 ″ 6	
THLJ	*Elec.light*	1*Dk*(*Stl*)	2002	*withfreeboard*					Middlesbro'	*Agents.*Howard			FK	*6BHCem*	3SB,*9cf*,GS181,HS6780	22 ″ 5	
		&Shelter dk(*ptStl–teaks*)		12,17~~16~~				*Lloyd's*	*&CP*	SmithLd.)					Richardsons,Westgarth& Co.Ld.Hpl.		
	Cantilever framed topside tanks in E&B space								*WB=CellD*	*Ba*123′*uE&B*60′*f*	134′	965*t*	*FPT* 170*t*	*APT*100*t*			
										Tops	*ide tanksinE&Bspa*			*ce*78′303*t*			
243	**Æon**	**SteelScSr**	2578	✠100A1	Pir	*t*	~~2,16~~	1896	Ropner&	Nav.àVapeur	314·0	44·0	20·7	Piræus	T.3Cy.22½″,37″&61″–42″ (*r*)	23 ″ 3	
	G.Papadopoulos –16		2428	*withfreeboard*			5,17	8mo	Son	Panhellénique	P29′B68′F37′			Greek	160lb *60lb* ~~80lb~~ 246NHP	s 3 ″ 11	
HRLP	(*ex*AlexiosGangos,	*ss*Pir.No.3–9,09	*1650*	7,17~~3,16~~					Stockton				FK	*5BHCem*	2SB,*6rf*,GS104,HS3760	19 ″ 8	
	*ex*Æon)	*ss*Pir.No.1–13 1*Dk*(*Irn*)							A&CP	*WB=CellD*	*Ba* 104′ *u E*22′ *f* 126′			*554tAPT48t*	Blair&Co.Ld.Stockton		
		2*trB&Webframes*3*Dk rule*															
244	—	**IronScSr**	*107*		Wtf			1873	Lewis&	HadjiConstanti	103·6	17·0	6·6	Syra	C.2Cy.15″&28″–17″		
			—	5,87				7mo	Stockwell					Greek	NB81 29NHP		
	(*ex*YachtJennie,*ex*PrincessLouise)		*68*						London						*Cmp.*Earle's Co.Hull		
245	**Aetos**	**IronScSr**	174					1869	J.&G.	G.Maranghides	143·1	21·5	9·5	Piræus	C.2Cy.18″&36″–24″		
			—						Thomson					Greek	NE&B84 63NHP		
	(*ex*YachtColumba,*ex*L'Espiègle)		90						Glasgow						Lees,Anderson&Co.Gls.		
246	**Affinità**	**SteelScSr**	3454	✠100A1	Gen	*w*	8,16	1897	Short Bros.	Soc.Anon.Lloyd	353·0	45·0	17·2	Savona	T.3Cy.24½″,40″&66″–45″ (*r*)	27 ″ 9	
29	*A.Trapani*	*ss*Nwc.No.3–6,10	3294	*Spar dk*				7mo	Sunderland	delPacifico	P39′B89′F39′	25·1		Italian	180lb *100lb* 314NHP	s 5 ″ 1	
NBLM	(*ex*GeorgeFleming)	1*Dk*(*Stl*)	2182	1,14					A&CP				FK	*6BHCem*	2SB,*6pf*,GS97,HS3838	23 ″ 0	
	Elec.light	*&Spar dk*(*Stl*)*&deep framing*		~~Classed~~ 7,17			BS10,17			*WB=CellD*	*Ba*110′*uE*24′*f*143′			*831tAPT65t*	G.Clark,Ld.,Sunderland		
247	**Affon**	**SteelScSr**	5112	~~2,16~~ 2,17			~~LMC16~~	1901	G.Ansaldo	RussianStm.Nav.	404·1	46·1	27·7	Odessa	T.3Cy.29½″,47½″&77½″–53½″		
644	*Brileff*	(*ex*Liguria)	—						&Co.	&TradingCo.	P55′B155′F48′			Russian	439NHP		
NABX	*Elec.light* Wireless	3*Dks*	3127						SestriPnente					*WB*	G.Ansaldo&Co.Smpierdna		
248	**Afghan Prince**	**SteelScSr**	4923	✠100A1	NYk	*a*†	~~3,16~~	1903	ShortBros.	PrinceLine,Ld.	410·2	52·1	28·8	Newcastle	T.3Cy.27″,44½″&73″–54″ (*s*)	30 ″ 4	
118617	*L.Adams* –17	*ss*N.Yk.No.3–3,16	4682	*Shelter dk*	~~NRs~~ Liv		6,17	8mo	Ld.	(Furness,Withy&				British	180lb *100lb* 503NHP	s 4 ″ 4	
VDRW	*Elec.light*	2*Dks*(*Stl*)*&deep framing*	3183	*withfreeboard*					Sunderland	Co.Ld.,*Mgrs.*)				*7BHCem*	3SB,*9pf*,GS171,HS7086 FD	26 ″ 5	
		&Shelter dk(*Stl*)		6,17 ~~9,16~~ 3,18			BS10,17		A&CP	*WB=CellDBa*	119′		FK	*59tAPT34t*	G.Clark,Ld.Sunderland		
	Carrying fuel oil F.P. above 150° F. in D.B.			~~MBS9,16~~	✠LMC1,18					*uE*27′*f*179′1072*t*	*DTa* 29′ 779*t*	*FPT*					
249	**Afon Lliedi**	*ss*BrsNo.3–5,17 **SteelScSr**	1015	✠100A1	Cff	*m*	~~10,16~~	1904	A.Vuijk	W.Coombs	215·6	32·1	15·3	Llanelly	T.3Cy.17½″,28½″&46″–30″(*s*)	16 ″ 3	
118474	*C.S.Whyatt* –13	~~*ssCff.No.2–13*~~	791	12,17 ~~10,15~~	Shl		~~5,17~~ 11,17	7mo	Capelle a/d		Q74′B61′F21′			British	180lb *90lb* 133NHP	s 1 ″ 2	
HNDJ	(*ex*Cardiffian,	1*Dk*(*Stl*)*&deepframing*	610		MBS,17				Ysel				FK	*4BHCem*	1SB,*3pf*,GS51,HS2152	15 ″ 4	
	*ex*Queenwood)	*Well deck*		~~BS2,17~~	✠LMC7,16			*Lloyd's*	*&CP*	*WB=Cell*	*DBa* 61′ *f* 81′ 232*t*			*APT*15*t*	G.T.Grey,S.Shields		
250	**Africa**	**SteelTwinScSr**	*5515*	✠	Mdb	*a*†		1905	SirRaylton	EmprezaNacional	420·0	51·1	19·9	Lisbon	T.6Cy.23½″,39″&64″–45″	31 ″ 2	
	*G.A.Vidal,Jr.*03–06		*4578*	*Spar dk*				8mo	Dixon&CoLd	deNav.àVapor	P73′F75′	28·4		Portuguese	752NHP		
HBGK	*Elec.light*	2*Dks*(1*Stl–ws*)	*3549*	8,05					Middlesbro'	para aAfrica	*Prom.dk* 170′	BK 11′		*7BHCem*	4SB,*12cf*,GS244,HS11000 FD		
	Wireless	*&Spar dk*(*Stl–teaks*)								Portugueza				*819t DTa*62′611*t APT*40*t*	N.E.MarineEngCoLd.Nwc		
										*WB=CellDBa*86′*uE*							
251	—	**SteelTwinScSr**	4720	✠	Tri	*y*		1903	Lloyd	LloydAustriaco	388·0	47·7	22·5	Trieste	T.8Cy.(2)22″(2)37″&(4)44″	29 ″ 5	A
		Wireless	3525	*Spar dk*				1mo	Austriaco		P70′B&F228′	30·4		Aust.-Hung.	–45″ 724NHP		
HBGR	1*Dk*(*Stl*)*&Spar dk*(*Stl–ws*)3*trB*		2614	12,05					Trieste				FK	*6BHCem*	4SB,*12cf*,GS244,HS10254 FD		
	Elec.light Webframesonly in afterholds									*WB=CellDBa*100′*uE*	42′ *f* 148′ 622*t FPT*			*60tAPT*125*t*	LloydAustriaco,Trieste		
252	—	**IronScSr**	*2194*					1883	Act.Ges.		288·8	37·7	25·3		C.2Cy.31″&66″–42″		
			2085						"Weser"		P20′B72′F30′			Italian	NB98 235NHP		
	1*Dk&Spardk&*3*trB*		*1379*						Bremen					*WB*	A.G."Weser,"Bremen		
253	—	**IronScSr**	649	✠	Cly			1869	W.Simons	Soc.Nav.é	182·0	26·2	15·6	Barcelona	C.2Cy.28″&50″–33″		
	M.Perez		500	6,69				5mo	&Co.	Industria	P44*t*	F22*t*		Spanish	120NHP		
HBKQ	1*Dk*		380						Renfrew					*6BHCem*	Simons&Co.,Renfrew		
254	— *J.S.Bateman* –17	**SteelSc3MstSr**	454	✠100A1	Adn	*g*	3,15	1905	W.Walker	Cowasjee,Dinshaw	159·0	24·9	9·4	Bombay	T.3Cy.13½″,21½″&34½″–27″	11 ″ 9	
120617	~~*J.McLean* –16~~	*ssAdn.No.2–13*	302	3,15				10mo	Maryport	&Bros.	Q89′B11′F23′			British	160lb *80lb* (*s*) 78RHP	s ″ 8	
HDQG	*Well deck*	1*Dk*(*Stl–ws*)	162					*Lloyd's*	*&CP*				BK 7″	*3BHCem*	1SB,*3pf*,GS47,HS1383	11 ″ 9	
	Mchy.Aft			~~BS5,16~~	✠LMC12,17					*WB=DBf*86′				*110tFPT53t*	Hutson&Sons,Glasgow		
255	**African Prince**	**SteelScSr**	4916	~~Class~~ ✠100A1	Shl	*a*†	6,16	1903	Short Bros.	PrinceLine,Ld.	410·1	52·1	28·8	Newcastle	T.3Cy.27″,44½″&73″–54″ (*s*)	30 ″ 4	
114448	*A.W.Suddaby* –14	*ss*N.Yk.No.2–11	4673	*Shelter dk*				5mo	Ld.	(Furness,Withy&				British	180lb *100lb* 513NHP	s 4 ″ 4	
VBHT	*Elec.light*	2*Dks*(*Stl*)*&deepframing*	3182	*withfreeboard*					Sunderland	Co.Ld.*Mgrs.*)			FK	*7BHCem*	3SB,*9rf*,GS169,HS7296 FD	26 ″ 5	
		&Shelter Dk(*Stl*)		1,15	✠LMC11,16			*Lloyd's*	*&CP*						Blair&Co.Ld.Stockton		
										WB=Cell DBa 119′	*uE* 27′ *f* 179′ 1072*t*			*DTa*29′779*t*	*FPT* 59*t APT*34*t*		
256	—	**SteelScK**	125					1896	JTEltring-	WalkerStm.Trawl	95·0	19·2	10·7	Aberdeen	C.2Cy.16″&33″–22″	11 ″ 0	
103215	*A.Brodie* –16	(*Trawler*)	115						ham&Co.	Fishing Co.Ld.				British	45RHP		
		1*Dk*	48						South Shields	(A.Walker,*Mgr.*)			BK 6½″		G.T.Grey,S.Shields		
257	**African Transport**	**SteelScSr**	4482					1913	Nthmblnd	EmpireTransport	385·0	52·0	27·1	W.Hartlpl	T.3Cy.25″,40″&68″–48″		C
135886	*D.B.Seaborne* –16		4271						S.B.Co.Ld.	Co.Ld. (Houlder	P47′B119′F40′			British	320NHP		
JCPQ		1*Dk*	2849						Newcastle	Bros.&Co.Ld.				*WB*	Richardsons,Westgarth& Co.Ld.Sld.		
										Mgrs.)							
258	**Africana**	**SteelScSr**	3102	✠ ~~——~~	Shl	*u*		1898	Russell&	M.U.Martinolich	324·5	48·0	15·5	Lusinpiclo	T.3Cy.25″,41″&66″–42″	25 ″ 0	
	M.Nicolich –13	*ss*Shl.No.3–2,11	2924	~~5,16~~				5mo	Co.	&Co.	P22′B72′F32′	22·5		Aust.-Hung.	294NHP		
HBGS	(*ex*Cunaxa)	1*Dk*(*Stl*)*&Spar dk*(*Stl*)	2008						Pt.Glasgow				FK	*5BHCem*	2SB,*6rf*,GS130,HS4600		
		&deep framing								*WB=CellDBa*94′	*uE&B*40′*f*144′835*t*			*APT*41*t*	J.G.Kincaid&Co.Greenock		
259	**Africanic**	**SteelScSr**	3880	✠100A1	NYk	*w*	~~8,15~~	1913	J.Priest-	Rederiaktieb.	346·5	50·8	24·4	Gothenbrg	T.3Cy.24½″,40½″&67″–45″	26 ″ 0	
5456	*J.A.V.Kock*13–13	*ss*Phl.No.1–17	3479	12,17 ~~6,16~~	Phl		~~12,17~~	4mo	man&Co.	Transatlantic	P29′B100′F34′			Swedish	180lb *90lb* (*s*) 319NHP	s 4-10½	
JTHB	Wireless	1*Dk*(*ptIrnptStl*)	2306		~~LMC4,15~~				Sunderland	(G.Carlsson,*Mgr*)			FK	*Cem*	2SB,*6cf*,GS124,HS4800	21 ″ 6	
					12,17			*Lloyd's*	*&CP Interm*	*ediate BH in after*	*hold dispensed with*		*WB=Cell*	*5 BH only*	N.E.MarineEng Co.Ld.Sld		
														DBa 110′	*uE*21′ *f*152′ 900*t APT*105*t*		
260	**Africtown**	**SteelScSr**	1256	100A1				1917	Campbel-	BritishAfrica	230·0	35·8	15·6	Cape Town	T.3Cy.18″,27½″&45″–33″	17 ″ 7	
			1031						townS.B.Co.	ShippingCo.Ld.	Q79′B48′F28′			British		s 1 ″ 5½	
	Elec.light		723	(*ClassContemplated*)					Campbeltown							16 ″ 5	
	Should be "Newglyn," *See No. 6 in Supplement*														Ross&Duncan,Glasgow		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross / Under deck. / Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned / now expired. Equipment Letter.	7* Date when tail shaft last exam.	8 Built. When. — Ship. — Engines.	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of ft. of trade Cert.
261 Afrique Blazy 07-10 HCFK *Elec. light* Wireless	**Steel Twin Sc Sr** 2 *Dks*	5404 — 2882					1907	Swan, Hunter & Wigham Richardson, Ld Newcastle	Chargeurs Réunis	391·0 P277'	48·4 F72'	27·7	Havre French *WB*	T. 6Cy. 24½", 41" & 69"–45" 638 NHP Wallsnd Slpwy Co. Ld. Nwc		V
262 — *Vanlerbrouck* –13 ~~*Chandler* 04-11~~ *ss* Bdx. No. 1–15 HCFD 1 *Dk* (*Stl*) & 2 *nd Dk* (*Stl in holds*)	**Steel Sc Sr**	2457 2011 1485	✠ 100 A1 ~~High 12, 12, 18~~ ~~Dbk St~~ ~~BS 11, 16~~ ✠ LMC 12, 13	Bdx	*s*	~~10, 15~~ 2, 18	1911 11 mo	Atel. & Ch. de France Dunkirk A & CP *WB* =	Cie. des Bateaux à Vap. du Nord *Cell D Ba* 80' *u E* 20	295·1 P22' B94' F30' *f* 132' 486 *t F P T* 84 *t*	41·4 FK	20·0 5 *B H Cem* *A P T* 13 *t*	Dunkirk French	T. 3Cy. 21", 33" & 56"–36" (*s*) 180 lb *100 lb* 223 NHP 2 SB, *6cf*, Gs 109, Hs 3696 Atel. & Ch. de France, Dnk.	22 " 11 s 3 " 4 19 " 10	
263 Afrique II. (*Trawler*) HCFG *Elec. light* Wireless	**Steel Sc K** 1 *Dk*	516 — 194					1913	Baheux Frères Boulogne	Poret, Lobez & Co.	156·8 F28'	25·2	14·3	Boulogne French *WB*	T. 3Cy. 13¾", 23" & 37½"–27½" 72 NHP Caillard & Co. Havre		V
264 Agadir 124092 *B. J. Page* –16 HLRW *Elec. light* Sub. Sig. Wireless	**Steel Sc Sr** 2 *Dks*	2738 2281 1677					1907	Sir J. Laing & Sons, Ld. Sunderland	Royal Mail Steam Packet Co.	285·0 P50' B154' F58'	41·3	25·7	Liverpool British *WB*	T. 3Cy. 24", 39" & 64"–45" 275 NHP G. Clark, Ld. Sunderland		C
265 Agamemnon 110640 *J. H. D. Hazeland* –12 RNDB *Elec. light*	**Steel Sc Sr** 2 *Dks*	7011 5586 4462					1900	Scott & Co. Greenock	Ocean S.S. Co. Ld. (A. Holt & Co. *Mgrs.*)	442·1 P50' B154' F58'	52·7	32·0	Liverpool British *WB*	T. 3Cy. 29", 49" & 82"–60" 521 NHP Scott & Co. Greenock		BT till 11, 17
266 — 122124 ~~*D. Hut*~~ ~~NBRG~~ *Elec. light*	**Steel Sc Sr** *Cruiser Stern* 1 *Dk* & *Shelter dk*	1908 ~~1590~~ 1005					1914	Dunlop, Bremner & Co. Ld. Port Glas.	~~The Shipping Controller~~ (W. E. Hinde & Co. *Mgrs.*)	~~295·0~~ 295·6	43·2	17·2	~~Amsterdam~~ Dutch	T. 3Cy. 22", 35" & 59"–39" 218 NHP [Port Glasgow Dunlop, Bremner & Co. Ld.,		C
267 — 65673 *W. Gibbons* –14	**Iron Pad Sp**	129 127 14					1872	Readhead, Softley & Co S. Shields	J. Irwing	106·3	18·4	10·0	London British	2 Cy. 28"–48" 55 RHP Readhead Softley & Co S Shl		
268 Agami 110886 *M. Howard* –17 RDWB (*Trawler*) 1 *Dk*	**Iron Sc K**	186 169 76			...		1899	Cochrane & Cooper, Ld. Selby	John L. Green, Ld	110·0 Q46' F20'	21·2 BK 7½"	11·2	Grimsby British	T. 3Cy. 12½", 19½" & 32"–22½" NB 16 50 RHP C. D. Holmes & Co. Hull	12 " 0	
269 Agapenor 135553 *R. A. Tillotson* –14 JFBN *Elec. light* 2 *Dks*	**Steel Sc Sr**	~~7565~~ 7587 6306 ~~4800~~ 4798					1914	Scotts' S.B. & Eng. Co. Ld. Greenock	Ocean S.S. Co. Ld. (A. Holt & Co *Mgrs*)	455·2 P53' B165' F60'	56·2	32·5	Liverpool British *WB*	T. 3Cy. 31", 51½" & 86"–60" 574 NHP Scotts' S.B. & Eng Co Ld. Grk		BT till 8, 17
270 Agate ~~For full particulars See No. 22 in Supplement~~ *Elec. light* *Mchy. Aft*	**Steel Sc 3 Mst Sr**	566	100 A1 (*Class Contem plated*)				1917	Scott & Sons Bowling	W. Robertson	199·4 Q116' B10' F33'	30·1	11·9	Glasgow British	T. 3Cy. 16", 26" & 44"–33" Ross & Duncan, Glasgow		
271 — 136169 *J. Marshall* –14 JDSK 1 *Dk*	**Steel Sc K**	248 226 98	✠ 100 A1 *Stm Trawler* 4, 14 ✠ LMC 1, 14	Hul		N 4, 14	1914 1 mo	Cochrane & Sons, Ld. Selby *Lloyd's*	Kingston Steam Trawling Co. Ld.	121·9 Q70' F20'	22·1 BK 7½"	12·2 4 *B H Cem*	Hull British	T. 3Cy. 13", 21½" & 35"–24" (*s*) 200 lb 76 RHP 1 SB, *3pf*, Gs 43, Hs 1250 C. D. Holmes & Co. Ld. Hull	13 " 0	
272 — *J. Huret* 13–13 *ss* Hul. No. 3–7, 03 *ss* Hul. No. 2–11 HCFL 1 *Dk*	**Iron Sc K**	165 143 68	✠ 100 A1 *Stm Trawler* 2, 11 BS 10, 13 ✠ LMC 7, 11	Bou		10, 13	1891 11 mo	Cochrane, Coopr & Schofi'ld, Beverley *Lloyd's*	Pochet-Decroix	101·0 Q19' F19'	20·5 BK 7½"	11·0 3 *B H Cem*	Boulogne French	C. 2Cy. 16" & 32"–22" (*s*) 110 lb 48 NHP 1 SB, *2pf*, Gs 30, Hs 881 Amos & Smith, Hull	11 " 10	
273 — 990 *J. Udre* –11 *Elec. light* (*ex* Hannover) 1 *Dk*	**Steel Twin Sc Sr**	148 116 75					1907	J. L. Meyer Papenburg	Dampfsch. Ges. A. Augsburg	113·6 Q33'	20·8	6·6	Riga Russian *WB*	C. 4Cy. 8⅛" & 13½"–11" 10 NHP J. L. Meyer, Papenburg		
274 Agatha 106668 *G. Joplin* –14 (*Trawler*)	**Iron Sc K** 1 *Dk*	137 128 56			...		1896	Cochrane & Cooper Beverley	W. Grant	94·0 Q17'	20·5 BK 7½"	10·7	Grimsby British	T. 3Cy. 11", 17" & 28"–21" 40 RHP C. D. Holmes & Co., Hull	11 " 4	
275 Agatocle 6 *C. Gaspare* –13 *ss* Shl. 2nd No. 3–1, 06 NBMT (*ex* Dynas Powis, *ss* Shl. No. 1–10 *ex* Sapphire) 1 *Dk* (*Irn*) & *Web frames* & *pt Awng dk*	**Iron Sc Sr**	2245 1643 1314	✠ — 2, 15 *pt Awng dk with freeboard* ✠	Cff	*s*		1888 5 mo	Richardsn, Duck & Co. Stockton	Soc. di Nav. a Vap. Agatocle (S. Catera)	277·0	37·4 BK 7½" *WB* = *Cell*	18·6 *D B* 184' 431 *t*	Syracuse Italian	T. 3Cy. 21½", 36" & 58"–36" NDB 11 202 NHP 2 SB, *4cf*, Gs 51 T. Richardson & Sons, Hpl.	21 " 9	V
276 Agawa 111807 *Slammon* –02 (*ex* Sailing Vessel) *Elec. light* 1 *Dk* 2 *tr B*	**Iron & Steel Sc 3 Mst Sr**	3759 3510 2468					1902	Collingw'd S.B. Co. Ld. Collingwood	Algoma Central & Hudson Bay Rly. Co (F. H. Clergue *Mgr*)	379·0	46·0	26·0	Sault St. Marie British	T. 3Cy. 20", 33½" & 55"–40" NE & B 07 191 NHP Collingwood S. B. Co. Ld.		
277 Agberi 120880 *D. Evans* –15 HDMO *Elec. light* *Ref. Mchy.* 2 *Dks* & *Shelter dk*	**Steel Sc Sr**	4821 3086 3098					1905	Workman, Clark & Co. Ld Belfast	African S.S. Co. ~~Elder Line, Ld.~~ (Elder, Dempster & Co. Ld., *Mgrs.*)	370·3 B98' F48'	49·3	21·8	Liverpool British *WB*	T. 3Cy. 26", 44" & 74"–48" 397 NHP Wrkman, Clark & Co. Ld. Bel		C
278 Age 88959 *W. Wills* –16 *ss* Syd. No. 3–2, 00 SLHN *Well deck* *ss* Mel. No. 2–08 1 *Dk* (*Stl–pt ws*) & *Web frames*	**Steel Sc Sr**	2284 1722 1493	✠ 7, 13 ✠	Mel	*s*		1888 2 mo	E. Withy & Co. W Hartlepool	Australian Steam-ships Ld. (*Man. Agents*, Howard, Smith, Ld.) *W*	289·8 P31' Q86' B118' F31'	38·1 BK 8"	19·2 5 *B H Cem* 90 *t A P T* 35 *t*	Melbourne British	T. 3Cy. 21¾", 35" & 59"–39" NDB 97 217 NHP 2 SB, *6rf*, Gs 92, T. Richardson & Sons, Hpl.	22 " 3	
279 Agenoria 115124 *R. G. Perman* 16–16 *ss* Bry. No. 3–11, 14 TDGF 1 *Dk* (*pt Irn* & *pt Stl*) 2 *tr B* & *Web frames* 3 *Dk rule*	**Steel Sc Sr**	2977 2803 1931	✠ 100 A1 *with freeboard* ~~6, 17, 15~~ 8, 17 ~~BS 5, 17~~ ✠ LMC 11, 14	Bry Cff	*u*	~~10, 15~~ 3, 17	1902 1 mo	R. Craggs & Sons Middlesbro' *Lloyd's*	Byron S.S. Co. Ld. *WB* = *Cell D Ba*	330·2 P27' B166' F35' 102' *u E* & *B* 40' *f* 140'	46·0 FK	22·2 5 *B H Cem* 747 *t A P T* 45 *t*	W. Hartlpl British	T. 3Cy. 24", 38" & 64"–42" (*r*) 160 lb *100 lb* 279 NHP 2 SB, *6cf*, Gs 129, Hs 4398 Richardsons, Westgarth & Co. Ld. Mdb.	24 " 4 s 3 " 6 21 " 3	
280 Ageröen *Andersen* ~~*A. Gravdalsen* ~~ –17 *ss* Vpo. No. 2–15 WLFH (*ex* Lebu) 2 *Dks* (*Stl*) *Elec. light* Wireless & *deep framing*	**Steel Sc Sr**	2629 2394 1653	✠ 100 A1 5, 16 ~~BS 4, 17~~ ~~✠ LMC 12, 13~~	Vpo	*u*	12, 15	1906 12 mo	Earle's Co. Ld. Hull *Lloyd's*	A/S Fredriksstad Damp. (Andr. Hannestad, *Mgr.*) *Cell D Ba* 88' *u E* & *B* 40' *f* 166' 536 *t*	340·0 P15' B72' F39'	40·2 FK	21·5 5 *B H Cem* *A P T* 13 *t*	Xiansand Norwegian	T. 3Cy. 23", 37" & 61"–42" (*s*) 170 lb ~~*160 lb*~~ 270 NHP 2 SB, *6cf*, Gs 135, Hs 4382 Earle's Co. Ld. Hull	24 " 0 s 4 " 7½ 19 " 11	
281 Agga *N. v. d. Fehr* 92–09 MCNL 1 *Dk*	**Steel Sc Sr**	1105 981 688					1905	Laxevaags Msk. & Jrnskb Bergen	W. Hansen	228·7 P11 *t* H47 *t* F29 *t*	35·1	15·9	Bergen Norwegian *WB*	T. 3Cy. 16", 25½" & 43"–30" 101 NHP Laxevaags Msk & Jrns. Bgn.		N
282 Aggersborg *A. Jensen* (*ex* Curt Retzlaff, NPWV *ex* Thuringia) *Elec. light* 1 *Dk*	**Steel Sc Sr**	1408 1077 871					1900	Nüscke & Co. Stettin	Dmpskselsk. Neptun (C. K. Hansen, *Mgr.*)	239·7 Q71' B59' F25'	35·9	16·2	Copnhagn Danish *WB*	T. 3Cy. 17", 27½" & 43"–31½" 104 NHP Kette, Uebigau, Dresden		G

1 Numéro d'Ordre / Numéro Officiel / Signaux	2 Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant au prin. Lattes d'Equipement.	7a Date de la dernière visite de l'hélice post-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Compartiments où l'on peut brûler du Pétrole Crude Oil Fuel
283	**Aggersünd**	SteelScSr	2886	✠100A1	Rot	*t*	5/16	1892	C.S.Swan&	Akties.Dampsk.	311·8|41·0|20·6	Copnhagn	T.3Cy.20″,38″a61″–39″ (*s*)	23 ″ 1	
	C.Almsted 16-16	*ss*Cpn.2ndNo.3–5,11	2204	*pt Awng dk*			5,13	10mo	Hunter	Selsk.Gylfe	P24′RFD38′B126′	Danish	160lb 248NHP	s 8 ″ 5½	
NKRH	(*ex*Lejre,*ex*Patria,	*ss*Rot.No.1–16	1854	*withfreeboard*					Newcastle	(Th.Just, *Mgr.*)	F30′ FK	6 *BHCem*	2SB.6*pf*,GS108,HS3946	21 ″ 11	
	*ex*Oceanic)	1*Dk*(*pt*Stl*pt*Irn)&		5,16 ✠LMC					A&CP			*Cell*	*DB* 264′640*t*	N.E.MarineEngCoLd.Nwc	
	Webframes&ptAwng dk(Irn)			LMS8,15 BS6,16											
284	**Aghia Paraskevi**	SteelScSr	2795	✠ —— 100		*t*		1890	J.L.Thomp-	S.A.G.Coutso-	316·0|40·5|20·8	Syra	T.3Cy.23½″,38″a62″–42″	23 ″ 5	V
	C.S.Coutsodontis –14	*ss*Cff.No.3–8,02	3078	4,15				5mo	son&Sons	dontis&Papanas-	P29′Q88′ BK10″	Greek	NDB04 265NHP		
HRMV	(*ex*Endeavour)	*ss*Nap.No.2–11	1762	*pt Awng dk*					Sunderland	tassopulo	*pt Awng dk* 198′	6 *BHCem*	2SB,6*rf*,GS100,HS4220		
	1*Dk*(*pt*Stl&*pt*Irn)&			*withfreeboard*							*WB*=*Cell DB* 226′	457*t APT* 28*t*	J.Dickinson,Sunderland		
	pt Awng dk(Irn) &			✠											
	Webframes 2*trB*														
285	**Aghios Gerasimos**	SteelScSr	3224	✠100A1	Gen	*v*	4.16	1898	R.Craggs	M.Caravia	330·0|47·0|23·9	Ithaca	T.3Cy.24″,40″a64″–42″ (*s*)	26 ″ 6	
21	*G.Trilivas* –13	*ss*Bry.No.3–1,12	3024	*withfreeboard*	Pir			12mo	&Sons		P27′B76′F35′	Greek	160lb *100lb* NDB11 281NHP	s 4 ″ 11	
HSBP	(*ex*Broadgarth)	1*Dk*(*pt*Irn&*pt*Stl)2*trB*	2079	10,17 ~~18,15~~	✠LMC				Middlesbro'		FK	5 *BHCem*	2SB,8*pf*,GS127,HS4430	22 ″ 0	
		&*deep framing*3*Dk rule*		MS11,12				*Lloyd's*	*SA&CP*	*WB*=*Cell DBa* 108′	*uE&B*36′*f*134′ 715*t*	*APT* 24*t*	N.E.MarineEngCo.LdNwc		
		NYK.No.1–17		~~MS9,16~~											
286	**Aghios Ioannis**	IronSc3MstSrYt	257			...		1872	T.B.Seath	G.D.Portolos	162·0|23·6|11·5	Ithaca	C.2Cy.20″a40″–24″		
	S.D.Portolos 05–05		237						&Co.		H20*t*	Greek	NB82 62NHP		
HMQL	(*ex*Speranza,*ex*Helen)	1*Dk*2*trB*	133						Glasgow		BK6″		A.Campbell&Sons,Gls.		
287	**Aghios Nikolaos**	SteelScSr	2231	✠ ——	Nap	*s*		1887	J.Read-	N.Valmas	290·0|39·0|18·8	Syra	T.3Cy.22″,36″a60″–39″	21 ″ 5	V
	D.Binicos		1720	3,15				12mo	head&Co.		P29′Q82′B118′F33′	Greek	NDB06 219NHP		
HRNM	(*ex*Cornucopia,	*ss*Nap.2ndNo.3–10,10	1416	✠					SouthShields		BK10″	6 *BHCem*	2SB,6*cf*,GS96,HS3190		
	*ex*Tafna)	1*Dk*(*Irn*)2*trB*									*WB*=*Cell D B*	250′500*t*	J.Readhead&Co.S.Shields		
	Well deck	*Floors&ptInner Bottom Irn*													
288	**Aghios Spyridon**	IronScSr	1618	~~✠100A~~	Npt	*q*	x11,16	1878	W.Gray&	John RoussosSons	258·6|34·7|19·3	Piræus	C.2Cy.32½″a60½″–33″ (*i*)	20 ″ 9	
Surk(War Loss)	*Vroulis* –16	*ss*Pir.3rdNo.3–8,16	1278	11,16				10mo	Co.		Q100′B61′F35′	Greek	175NHP	s 2 ″ 0½	
	(*ex*Castella,*ex*Fanni,*ex*Rugby)		1019	~~LMC8,16~~					W Hartlepool		BK9″	4 *BHCem*	2SB,4*pf*,GS80	19 ″ 7	
	Well deck	1*Dk*(*Irn*-*ptws*)2*trB*										*DBa* 84′*f* 97	T.Richardson&Sons,Hpl.		
289	**Agile**	SteelScK	246	✠100A1	Gms		6,13	1907	Cook,Wel-	W.Grant	125·0|22·0|11·8	Grimsby	T.3Cy.12½″,22″a35″–24″ (*s*)	12 ″ 7	
125086	*C.Johnson* –14	*ss*Gms.No.1–11	221	*StmTrawler*				4mo	t'n&Gemmell		Q68′F19′	British	180lb 70BHP		
		1*Dk*	100	5,14					Ld. Beverley		BK8″	1 *BHCem*	1SB,2*pf*,GS33,HS1103		
				BS6,14 ✠LMC7,14				*Lloyd's*	*SA&CP*				C.D.Holmes&Co.Hull		
290	**Agios Georgios**	SteelScSr	3197	✠100A1	N Yk	*w*	6,16	1904	A.McMil-	G.Nicolaou&	345·3|47·5|22·2		T.3Cy.24″,40″a65″–45″ (*r*)	24 ″ 9	
	~~Nicolaou –16~~	*ss*Gen.No.3–11,15	2986	8,17 ~~6,15~~	Msl		8,17	10mo	lan&Son,Ld.	L.A.Cosmetto	P32′B204′F34′	Italian	180lb *110lb* 320NHP	s 3 ″ 2	
	(*ex*SaintIrene)	1*Dk*(*Stl*)2*trB*	2028	✠LMC 1,15			8,17		Dumbarton		FK	6 *BHCem*	2SB,6*cf*,GS102,HS4104 FD	21 ″ 11	
		&*deep framing*						*Lloyd's*	*SA&CP*	*WB*= *Cell DBa* 108′ *uE&B*	44′*f* 146′859*t FPT*	101*t APT* 44*t*	Dunsmuir&JacksonLd Gls		
291	—	IronScSr	998	✠100A1	Pir	*n*	5,15	1881	W.B.	X.Z.Xenios See	218·0|30·2|15·7		C.2Cy.25″a50″–42″ (*k*)	23 ″ 6	
	~~Xen.Xenios –08~~	*ss*Pir.2ndNo.3–11,12	—	*Awng dk*				7mo	Thompson	Gen.de Transports	21·1	French	87lb NDB00 128NHP	s 7 ″ 10	
	(*ex*Diamond)	1*Dk*(*Irn*)&*Awng dk*3*trB*	518	*withfreeboard*					Dundee	Marit a Vap.		4 *BHCem*	1SB,3*pf*,GS72,HS2116	16 ″ 7	
Now named "Sidi Abdallah," See No. 117 in Supplement				MS11,12 ✠LMC					A&CP		*WB*=*Cell DB* 184′	172*t APT* 7*t*	W.B.Thompson,Dundee		
292	**Agnar**	IronScSr	427	✠100A1	O.Tn	*g*	12,16	1884	Stavanger	AgnarS.S.Co.Ld.	151·2|24·0|12·2	CapeTown	C.2Cy.17″a32″–24″ (*s*)	13 ″ 0	
84616	*J.W.Coulthurst* –16		312	12,16				10mo	Stöb.&Dok.	(Thesen&Co.Ld.)	Q30*t* B60*t* H5*t* F11*t*	British	80lb *80lb* NDB01 51RHP		
WPFG	*Well deck*	*ss*C.Tn.3rdNo.3–9,14	255	✠NB11,01	LMC9,14			*Lloyd's*	Stavanger		ND01	4 *BHCem*	1SB,2*pf*,GS34,HS1086		
		1*Dk*2*trB*		BS12,16					*SA&CP*		*WB*=*DBa* 30′*f* 51′	85*t APT* 11*t*	J.Wigham,Sunderland		
293	**Agne**	SteelScSr	1010	✠100A1	Got	*m*	10,16	1894	AM'Millan	Angf.Aktieb.	222·0|31·8|14·4	Gothenbrg	T.3Cy.16″,26½″a43″–36″ (*s*)	16 ″ 6	
3647	*C.A.Cullberg* 14–16	*ss*Sld.No.3–2,06	781	10,16				5mo	&Son,Ld.	Svithiod(H.	Q120′B15′F24′	Swedish	180lb *100lb* NDB06 127NHP	s 1 ″ 2½	
JLHG	(*ex*Mancestria)	*ss*Got.No.2–14	589	✠NB2,02	✠LMC				Dumbarton	Metcalfe, *Mgr.*)	FK	4 *BHCem*	1SB,3*cf*,GS59,HS2058	15 ″ 6	
	Well deck	1*Dk*(*Stl*)& *Webframes*		MS9,14	BS9,16 6,17				A&CP		*WB*=*Cell DB* 168′	237*t APT* 21*t*	D.Rowan&Son,Glasgow		
294	**Agnella**	SteelScSr	940					1908	Akers	C.Mathisen	221·6|32·2|11·9	Bergen	T.3Cy.17″,29″a47″–33″		N
	L.O.Strandvik		714						Mek.Værks.		Q111*t* B58*t* H14*t*	Norwegian	127NHP		
MDWJ	*Elec.light*	1*Dk*	582						Christiania		F23*t*	*WB*	AkersMek.Værks,Xia.		
295	**Agnello Ciampa**	SteelScSr	3922	✠100A1	Gen	*v*	2,16	1900	Cant.Nav.	F.S.Ciampa&figli	339·0|47·6|24·0	Cstllmare	T.3Cy.24″,40″a66″–48″ (*s*)	24 ″ 3	
6	*Astarita*	*ss*Nwc.No.3–8,13	3814	*Shelter dk*	Bal			6mo	diMuggiano			diStabbia	180lb *100lb* NDB13 353NHP	s 8 ″ 8	
NDMW	1*Dk*(*Stl*)2*trB*&*deep framing*&*Shelter dk*		2381	*withfreeboard*	BS6,17				Spezia		*WB*=*Cell*	Italian	2SB,6*rf*,GS114,HS4640 FD	23 ″ 8	
	Elec.light	3*Dk rule*		6,17 ~~16,16~~	✠LMC8,15				A&CP		*DBa* 92′*uE&B* 42′	6 *BHCem*	N.E.MarineEngCoLdNwc.		
				Examined 17	MS1,17						FK				
				✠							*f* 138′820*t APT* 83*t*				
296	**Agnes**	SteelTwinSc	1891	✠ A1	PNl		5,16	1903	W.Simons	UnionGovt.of	280·0|44·1|16·8	E.London	T.6Cy.17″,27″a43″–27″ (*s*)	18 ″ 9	
90140	*R.M.Colquitt* –13	*ss*PNl No.3–9,12	1688	*Hopper Dredg*	*er*		8,17	6mo	&Co.Ld.	SouthAfrica(Dept.	Q92′RFD62′F32′	British	180lb *100lb* 228NHP		
TPWG		*ss*PNl No.1–16	1161	7,17 ~~8,16~~					Renfrew	ofRailways&Har-	FK	6 *BHCem*	2SB,6*cf*,GS131,HS3779		
	Elec.light (Sand Pump *Hopper Dredger*)			✠LMC5,16				*Lloyd's*	*SA&CP*	bours,E.Lon.)			W.Simons&Co.Ld.Rnf.		
		1*Dk*(*pt*Stl-*pt*teak s)		BS8,17						*WB*=*Cell DBuE&*	*B*70′ *at sides of Hop*	*per* 94′*f* 70′			
297	~~*J.Larsson* 15–15~~	IronScSr	1334	✠100A1	Shl	*o*	~~12,14~~	1883	E.Withy&	Rederiaktieb.	245·5|34·0|17·3	Landskrna	C.2Cy.27¾″a57″–33″ (*b*)	18 ″ 6	
4635	~~*B.Larsson* –16~~	*ss*Hpl.2ndNo.3–9,06	1077	2,17 ~~2,16~~ 2,18	Gen Mino		2,17	11mo	Co.	Agnes (F.O.	Q94′B57′F31′	Swedish	75lb *100lb* NDB15 156NHP	s 1 ″ 7½	
JQDV	(*ex*Duchess)	*ss*Hpl.No.2–14	780						W Hartlepool	Liljefors, *Mgr.*)	BK8½″	4 *BHCem*	1DB,4*pf*,GS70	17 ″ 9	
	Well deck	1*Dk*(*Irn*)2*trB*		~~MBS9,17~~ ✠LMC12,16					A&CP		*WB*=*DBa*	71′*f* 88′284*t*	T.Richardson&Sons,Hpl.		
	C.Karlsson 13–17	*Cargo battens not fitted*		MBS2,15											
298	—	IronSc3MstSr	89 7	✠ A1 ✠ 1	Liv Lv		1,17	1877	Schlesing'r	~~Rederiaktieb.~~	225·4|28·2|14·7	London	C.2Cy.26½″a55½″–33″ (*s*)	16 ″ 0	
77466	~~*E.V.Johansson*~~	6thSurveyLiv.12,01	89†	~~9,17 7,17~~	Cdf Bry		5,18	3mo	Davis&Co.	~~Agnes (J.A.~~	P&B—F—	British	80lb *80lb* NDB03 145NHP		
~~VPHD~~	(*ex*Signe,	3rdSurveyEls.10,14	53	~~BS8,15~~	LMC10,14				Newcastle	~~Adolfsen)~~	len82ptND07	3 *BHP*1*PBH*	NB91		
JSNV	*ex*Domino)			~~9,17~~						The Shipping Con-			1SB,4*pf*,GS70,HS2560		
	Well deck									troller (Gellatly,			Amos&Smith,Hull		
										Hankey&Co *Mgrs.*)					
299	—	SteelScSr	707					1890	Rostocker	L.F.Mathies&Co.	180·9|27·3|17·3	Hamburg	C.2Cy.22½″a40½″–27½″		G
	W.A.Molzen 06–06		675						Act.Ges.		H57′	German	71NHP		
RJBP		1*Dk*&*Spar dk*	434						Rostock			*WB*	RostockerA.G.,Rostock		
300	—	IronScSr	433					1889	Stavanger	A/S Agnes	147·1|24·6|12·8	Haugesnd	T.3Cy.11″,18″,29″a24″		N
	N.Grønstad 16–16		331						Stöb.&Dok.	(Ö.Torgersen)	Q34*t* B18*t* F14*t*	Norwegian	41NHP		
JVFR		1*Dk*2*trB*	262						Stavanger			*WB*	AkersMekVerkstad,Xia.		
301															

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Master. Special Surveys.	3 Material, Rig, &c. Late Name if any. No. of Decks, &c.	4 Register Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	Date when tail shaft last seen.	8 Built. When. Ship. Engines.	By Whom. Where.	9 Owners.	10 Register'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	11 Port of Registry. Flag.	12 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NP=Horse power by Society's formula; RP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	13 Moulded depth. Freeboard amidships. Corresponding draught.	14 Registers in which classed, if not in L.R. Dated Roll of Trust Cert.
302 132868 HWGL	**Agnes Duncan** *T.Norie* –14 *Elec.light* *Mchy.Aft*	**SteelScSr** *ss*Cff.No.1–16 1*Dk*(*Stl*)	2512 2111 1472	✠100A1 11,16 ✠LMC 12 16 *Carrying fuel oil F.P. above 150°*	Cff	*f*	12,16	1912 7mo	R.Duncan &Co.Ld. PortGlasgow *Lloyd's SA&CP* *FinD*	AgnesDuncanS.S. Co.Ld.(J.T.Duncan&Co.) 2 *Intermediate main*	306·0|43·2|20·1 P71'F38' FK *BHds in hold dispensed with* *WB–CellDB*	Cardiff British *Cem*	T.3Cy.22″,36″&59″–39″ (*s*) 180lb *100lb* 263NHP 2SB.6*cf*,GS126,HS4428 J.G.Kincaid&Co.Ld.Grk. 185′715*t* *FPT305t APT74t*	22 ″ 7 s 3 ·10 19 ″ 1	
303 127952	**Agnes Ellen** *H.J.Richardson* –17 *Mchy.Aft* *Well deck*	**SteelScSr** 1*Dk*(*Stl*)	284 224 100	✠ 12,08 ✠	Bwg	*e*		1908 12mo	Scott& Sons Bowling	J.H.Monks (Preston),Ld.	130·4|23·1|10·1 Q46′B10′F23′ BK7″ *WB=FPT41t*	Liverpool British *Cem*	C.2Cy.17″&36″–24″ 77RHP 3*BHCem* *APT3t* 1SB,3*pf*,GS50,NS1488 Ross&Duncan,Glasgow	11 ″ 0	
304 133301	**Agnes H. Hastie** *A.Rigsby*10–12 1*Dk*	**SteelScK** *StmTrawler* 11,14 RB6.13 ✠LMC10.13	210 207 81	✠100A1 *StmTrawler*	Shl			1912 10mo	J.T.Eltringham&Co. S.Shields *Lloyd's SA&CP*	R.Hastie&Sons	117·3|21·6|12·2 BK7½″ *WB=DTf4′8t*	N.Shields British 3*BHCem*	T.3Cy.13″,21½″&35″–24″ (*s*) 180lb 80RHP 1SB,3*pf*,GS52,HS1439 G.T.Grey,SouthShields	13 ″ 0	
305 137162	**Agnes Nutten** 1*Dk*	**SteelScK** *StmTrawler* 2,15 ✠LMC5.15	183 183 79	✠100A1	Abn			1915 2mo	Hall,Russell&Co.Ld. Aberdeen *Lloyd's SA&CP*	J.E.&W.W.Nutten	110·3|21·8|11·7 BK7½″	Aberdeen British 3*BHCem*	T.3Cy.12½″,20″&33″–21″(*r*) 160lb 67RHP 1SB,2*pf*,GS36,HS1258 Hall,Russell&Co.Ld.Abn.	12 ″ 7	
306 99384 MNGD	**Agnes Seed** *C.Young* (*Tug*) 1*Dk*	**SteelSc**	93 87 22			…		1892	Wiloughby Bros.(Lim.) Plymouth	ManchesterShip CanalCo.	86·1|17·3| 9·4 BK6″	Liverpool British	C.2Cy.16″&32″–21″ 60RHP Willoughby Bros.(Lm)Ply	10 ″ 0	
307 128748	**Agnes Wetherly** 1*Dk*	**SteelScK** *StmTrawler* (*ClassContemplated*) *For full particulars See No. 5 in Supplement*	215	100A1				1917	J.Duthie TorrySB.Co	Wetherly'sSteam Fishing Co.Ld. W. R.Wetherly,*Mgr.*)	115·0|22·5|13·0	Aberdeen British	T.3Cy.12″,20″&34″–23″ W.Beardmore&Co.Ld.Gls.		
308 128748	**Agnes Wickfield** *J.Reader*12–14 (*ex*Solva) 1*Dk*	**SteelScK** *ss*Mil.No.1–13	219 192 85	✠100A1 *StmTrawler* 5,14 ✠LMC5.13	Mil		5,14	1909 2mo	Smith's Dock Co.Ld. North Shields *Lloyd's SA&CP*	New Dock Steam Trawling Co. (Fleetwood) Ld	117·4|21·6|11·8 Q67′F20′ BK7½″	Fleetwood British 3*BHCem*	T.3Cy.12″,20″&33″–24″ (*s*) 180lb 72RHP 1SB,2*pf*,GS38,HS1307 ShieldsEng.Co.Ld.N.Shl.	12 ″ 6	
309 ~~MFCH~~ ~~NGWS~~	**Agnete** ~~*P.Jörgensen*~~ 2*Dks*3*trB*	**SteelScSr**	1127 580 705					1894	Howaldtswerke Kiel	~~The Shipping Controller (R.S.Dalgliesh,Ld.*Mgrs.*)~~	~~214·7|30·9|18·4~~ ~~B48′F25′~~ 21′5 213·9|30·8| *WB*	~~Copenhagen~~ Danish	T.3Cy.14¼″,23″&37½″–21½″ ~~66R~~ 66NHP Howaldtswerke,Kiel		V
310 NRTH	— *N.Nielsen* *Elec.light*	**SteelScSr** 1*Dk*	154 90 35					1911	Helsingörs Jernsk.&Msk Elsinore	Akties.Sydfynske Dampskibsselskab (H.Ipsen,*Mgr.*)	115·0|20·5| 7·9 Q37′B31′F12′	Svendborg Danish *WB*	C.2Cy.15½″&31″–18″ 34NHP HelsingörsJernsk.&Mskb.		V
311 76366	**Agra** *C.Jones* –06 (*ex*GovernorAlbuquerque)	**IronScSp** 1*Dk*	155 121 62			…		1876	Wingate& Co. Glasgow	PockettsBristol ChannelS.P.Co.Ld (GJWakefield *Mg*)	110·0|18·7| 8·4	Bristol British	C.2Cy.13½″&27″–18″ NE&B02 15RHP Jefferies&Sons,Brs.		
312 119	**Agrafena** (*Tug*) 1*Dk*	**IronPad**	190 — 85					1879	Mayer Linz	RussianBlackSea-DnieprS.N.Co.	135·0|20·0|10·9	Odessa Russian	C.2Cy.25″&55″–40″ 64NHP		
313 5 NBRM	**Agragas** *A.Marullo* –10 *Well deck*	**SteelScSr** (*ex*Mercurius) 2*Dks*(1*pt Irn*)	850 705 505	✠ 2,82	Shl	*m*		1880 7mo	Strand Slpwy.Co. Sunderland	V.Burgio fuM.	220·0|30·6|15·6 Q68′B46 F24′ *WB–DBa42′f51′127t*	Porto Empedocle Italian 4*BHCem*	C.2Cy.27″&50″–36″ NB08 125NHP G.Clark,Sunderland		V
314 HBGS	**Aguia** *J.Lopes*92–93 (*ex*Knight of theCross,*ex*RoyalArch)	**IronPadSp**	194 — 53					1862	…… Newcastle	J.H.Andressen Successores	121·2|19·8|10·8	Oporto Portuguese	L.2Cy.33″–48″ NB04 116NHP Marshall Bros.,S.Shields		V
315 140543	**Aguila** *J.J.Prendergast*17–17 *Elec.light Well deck* 2*Dks*(*UStl-ws*)	**SteelSc3MastSr** ~~3255~~	~~3170~~ 2163 1853	✠100A1 11,17 ~~(*ClassContem plated*)~~ ✠LMC12 17	Dun	*u*		1917 11mo	CaledonS. B.&E.Co.Ld. Dundee *Lloyd's SA&CP*	~~YewardBros.~~ AguilaS.S.Co.Ld. (YewardBros.)	~~315·0|44·0|21·5~~ P&B213′~~F57~~′18·5 315·3|44·2|F58′ BK12″	Liverpool British 5*BHCem*	T.3Cy.25″,42″&68″–42″ (*s*) 180lb 395NHP 3SB,9*cf*,GS183,HS7054 CaledonSB.&E.Co.Ld.Dun	21 ″ 6 s 2 ″ 1 20 ″ 9	
316	— *J.E.Borzone* ~~*ssB.As.No.2–13*~~ *Mchy.Aft* *ss*B.As.No.3–0,17 1*Dk*(*Stl* *Elec.light*	**SteelSc**	*665* *596* *452*	✠ A1 *Lighter* 5,17~~3,15~~ *For River purposes only* ~~RB5.14~~ ✠LMC~~7.15~~ 5,17	BAs	*k*	~~3,15~~ 5,17	1907 5mo	Grngem'th &Greenock DockyardCo. Greenock *Lloyd's SA&CP*	Cia.Argentina de Lanchas	210·0|35·0|10·1 F22′ FK *WB*	Bns.Ayres Argentine 4*BHCem* *=FPT56t*	T.3Cy.13″,21″&34″–24″ (*s*) 180lb 82NHP 2SB.4*pf*,GS55,HS1560 D.Rowan&Co.Glasgow	11 ″ 0	
317 HBKF	— *Mchy.Aft*	**SteelScSr** 1*Dk*(*Stl*)&*Awng dk*	571 543 313	✠ *Awng dk with freeboard* 4,07 *Straits of Magellan*	Gmh	*h*		1907 4mo	Grngemt'h &Greenock DockyardCo. Grngemouth	Government of Chili *WB=CellDB*	150·0|27·0| 9·9 16·9 FK *uE&B53′ f84′ 151t*	PntaArnas Chilian 3*BHCem* *FPT13t*	T.3Cy.15″,25′&40″–27′ 110NHP 1SB,3*cf*,GS58,HS1982 Hutson&Sons.Ld.Glasgow	12 ″ 0	
318	— *S.Sastre* –99	**Wood** (*Tug*)	136 — —					1878	…… Philadelphia	R.Berjosa yFlorit	84·0|18·0|10·6	Havana Cuban			
319 HBMC	**Aguila de Oro** *J.Medina* –05 (*ex*GoldenEagle,*ex*Yacht)	**CompScSr** 1*Dk*	220 — 114			…		1877	J.S.White Cowes	Cia.Maritima Canaria	134·0|24·3|13·3	Santa Cruz Teneriffe Spanish	C.2Cy.17½″&30″–21″ NB06. 34NHP G.E.Belliss,Birmingham		
320 135803	**Ah Kwang** *J.T.Inch* –16 *Elec.light* *Mchy.Aft*	**SteelTwinSc** *Oil Eng.* 1*Dk*	612 523 444					1913	Taikoo Dkyd.&Eng. Co.Ld. HongKong	AsiaticPetroleum Co.(N.China)Ld.	210·0|32·0| 9·0 B46′F22′	Shanghai British *WB*	Oil Engines 2Cy.14¾″–16½″ J.&C.G.Bolinders,Skm.		
321 QSFK	**Ahkera** *V.Granden*	**IronSc**	159 — 103					1869	…… Stockholm	ÅboLänsKust AngbåtsAktieb.	114·2|17·7| 7·6	Åbo Russian			
322 192 HBKP	**Ai-Petri** *Gorsky*	**SteelScSr** 1*Dk*	1048 — 532					1898	Stabilmnto Tecnico Trieste	RussianStm.Nav. &TradingCo.	233·0|34·3|12·2 Q42′B42′F26′	Odessa Russian	T.3Cy.16″,26″&42½″–26″ 92NHP StabilimentoTecnico,Tri.		

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme adopté statistiquement après Lettre d'Employé.	7* Date de la dernière Visite de l'Arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille jusqu'au Franc-bord au milieu du navire. — Tirant d'eau correspondant. pds.	pc.	15
323 351 HBKM	Ai-Todor *Pahomoff* 1 *Dk*	SteelScSr	1016 — 570					1898	Stabilmnto Tecnico Trieste	RussianStm.Nav. &TradingCo.	233·2 | 34·3 | 12·2 Q42′B42′F26′			Odessa Russian	T.3Cy.16″,26″&42½″–26″ 92NHP StabilimentoTecnico,Tri.		
324 9535 JTLM	Aichi Maru 2 *Dks*	WoodScSp	378 341 218					1905	A.Nakamura Osaka	OsakaShosen KabushikiKaisha	144·2 | 21·1 | 15·8			Osaka Japanese	C.2Cy.14″&30½″–21″ 35NHP		
325 96693 MVRK	Aid *F.Lumbard*–15	SteelPad	194 190 33					1889	W.Allsup &Sons(Lim.) Preston	TheAdmiralty	126·1 | 21·2 | 10·1			London British	C.O.4Cy.18″&36″–48″ 150NHP W.Allsup&Sons,Preston		
326 136719 JBFP	— 1 *Dk*	SteelTwinScSr	134 110 —	✠ *For Towing purposes* 9,14	Psy			1914 9mo	Bow,McLachlan&Co. Ld. Paisley	Board of Trade	90·3 | 18·6 | 9·3 B27′ BK6″ *WB*=			London British 5 *BHCem* *APT12t*	C.4Cy 12″&24″–18″ 48RHP 1SB,*2cf*,GS53,HS1620 Bow,McLachln&CoLdPsy	10 ″ 1	
327	Aida *W.S.Watt*03–13 *Elec.light*	SteelScSr	1428 917 596			...		1911	Atel.&Ch. de laLoire Nantes	EgyptianGovt. (Administration of Ports&Light-houses)	246·4 | 31·9 | 23·0 BK8½′			Alexndria Egyptian *WB*	T.3Cy.21½″,35½″&59″–41½″ 229NHP Atel.&Ch.de laLoire,Nts.	25 ″ 3	
328 131392 HTPM	Aidan *P.Tocque* –16 ss Liv.No.1–16 Wireless 2 *Dks*(*Stl*)&*Shelter dk*(*Stl*) *Elec.light*	SteelScSr	4545 3673 2875	✠100A1 *Shelter dk, with freeboard* ~~9,17~~ ~~9,16~~ 17	Sws Liv LMC6,16	*x*	~~6,16~~ 11,17	1911 11mo	TyneI.S.B. Co.Ld. Newcastle	BoothS.S.Co.Ld.	375·9 | 50·3 | 23·5 Bon *Shelter dk* 117′ FK			Liverpool British 7 *BHCem*	T.3Cy.24″,40″&67″–48″ (*r*) 180lb 456NHP 2SB&1AuxSB,*8cf*,GS167, BS6955 FD	26 ″ 0 s 2·10½ 23 ″ 5	BT till 6,15
329 140537 HCLM	Aigburth *W.B.Gedges* –17 1 *Dk*(*Stl*) ~~*Electrics*~~ *Well deck* *Mchy.Aft*	SteelSc3MstSr	824 582 392	✠100A1 9,17 ~~*(Class Contemplated)*~~	Psy LMC10,17	*k*		1917 9mo	J.Fullerton &Co. Paisley	~~A.Rowland&Co.~~ WestLancashire SS Co.Ld (A Rowland&Co.,*Mgrs.*)	194·9 | 31·2 | 11·8 Q109′B13′F26′ FK			Liverpool British 3 *BBCem*	T.3Cy.15″,25½″&41″–30″ (*s*) 180lb *100lb* 9½″ 14H 1SB,*2cf*,GS59,HS18, Ross&Duncan,Glasgow	14 ″ 0 s 4 ″ 9 13 ″ 6	
330 HCLK	Aiglon *A.Terroir*10–13 1 *Dk*	SteelScK	317 268 130	✠100A1 *Stm Trawler* 5,12	Bou BS8,13 LMC3,12		3,12	1907 6mo	J.Duthie Torry S.B.Co. Aberdeen	Poret,Lobez&Cie.	148·0 | 23·1 | 12·3 BK7″ *WB*=*DBf* 47′2*9t*			Boulogne French 4 *BHCem* *DTf* 7′6*t*	T.3Cy.12½″,21″&34″–27″ (*s*) 180lb 85NHP 1SB,*3pf*,GS45,HS1579 J.Abernethy&Co.Abn.	13 ″ 2 s 1 ″ 5½ 12 ″ 7	
331 HCLM	Aigrette *F.Castels* (*ex* Nomadic)	SteelScK	135 125 33	✠100A1 *Stm Trawler* ~~1,18~~ ~~9,16~~ NB12,06	Arc Hav ~~BS8,16~~ 1,18 ~~LMC8,16~~		~~8,16~~ 1,18	1895 11mo	Earle'sCo. Ld. Hull	Soc.Immobilière du Moulle iu et des Pêcheries de l'Océan (M.Camproger,*Mgr.*)	94·5 | 20·5 | 10·4 Q18′ ptND11 BK7½″			Arcachon French 3 *BHCem*	T.3Cy.11″,17″&30″–21″ (*s*) 170lb 45NHP 1SB,*2pf*,GS23,HS745 Earle'sCo.Ld.Hull	11 ″ 3	
332 9152 JRTS	Aikoku Maru *J.Hirai* –04 ss HKg.No.3–7,01 (*ex* Colonies,*ex* Azamor, ss Kob.No.2–08 *ex* AnnieBarrow,*ex* EiffelTower) 1 *Dk*(*Stl*)&*Spar dk*(*Stl*)3 *trB*	SteelScSr	3333 2878 2466	✠ — 9,14 *Spar dk*	Kob	*u*		1889 11mo	W.Dobson &Co. Newcastle	OiyeShichihei	331·9 | 40·3 | 19·2 P47′B80′F42′ 26·7 BK10″ *WB*=*Cell*			Nishinomiya Japanese 5 *BHCem* *DB*264′433*t*	T.3Cy.23½″,38″&61″–39″ NDB05 234NHP 2SB,*6cf*,GS98,HS3916 WllsndSlpwy.Co.Ld.Nwc.	29 ″ 4	
333 1513 HKLG	— 2 *Dks*	WoodScSr	108 — 59					1895	Sora Ikutaro Nanbajima	KyushuKisen KabushikiKaisha	97·2 | 13·8 | 10·3			Misumi Japanese	C.2Cy.12″&23″–15″ 17NHP MiharaKiutaro,Osaka		
334 5534 JTNM	Aila ~~*L.Hedenskog*~~16–16 ~~*P.Jonsson*~~18–18 (*ex* EleanoraMail) *Cargo battens not fitted*	SteelScSr ss Shl.No.3–2,12 1 *Dk*(*Stl*)&*deep framing*	1865 1611 1096	✠100A1 ~~2,18~~ 1,15 ~~LMC6,16~~	Els NYk ~~LMC6,16~~ 1,15	*r*	1,15 ~~2,18~~ 1,15	1899 1mo	Craig, Taylor&Co Stockton A&CP	Rhederiakt.Malmo ~~(O.H.Wiens,*Mgr.*)~~ (NilsAschan *Mgr*) *WB*=*Cell DBa* 82′	269·0 | 40·7 | 18·0 P27′B62′F30′ FK *uE&B* 36′*f* 104′441*t*			Malmo Swedish 4 *BHCem* *APT84t*	T.3Cy.21″,34″&56″–39″ (*s*) 160lb *80lb* 209NHP 2SB,*6pf*,GS126,HS3335 MacColl&Pollock,Sld.	20 ″ 6 s 3 ″ 0½ 17 ″ 9	
335 HCPM	Ailly *Bouvier* –12 (*ex* Riverdale)	ss Savannah No.1–12 SteelScK ss Abn.No.1–11 1 *Dk*	204 185 46	✠100A1 *Stm Trawler* 10,12 ~~*Excalibur* 8,17~~ BS8,13 LMC8,11	Di-eppe		7,14	1907 5mo	J.Duthie Torry S.B.Co. Aberdeen	NouvelleSoc. Dieppoise deChalutiers(Bourdin,& Denis,*Mgrs.*)	115·3 | 21·6 | 12·2 BK7½″ *WB*=			Dieppe French 3 *BHCem* *DTf* 7′11*t*	T.3Cy.11½″,20″&33″–23″ (*s*) 180lb 70NHP 1SB,*3pf*,GS50,HS1294 W.V.V.Lidgerwood,Gls.	13 ″ 0 s ″ 10¼ 13 ″ 0	
336 88913 PGCV	Ailsa ~~*A.Hay* –17~~ ~~*L.Hall* –17~~ *Well deck* *Mchy.Aft* *R.McClure* –17	SteelSc3MstSr ss Pnz.No.3–6,07 ss Apl.No.2–15 1 *Dk*(*Stl*)	325 220 127	✠100A1 ~~9,16~~ ~~10,16~~ 11,17 ~~BS8,17~~ ~~11,17~~ LMC7,15	Sws Bel	*e*	~~10,16~~ 8,17	1894 12mo	AilsaS.B. Co. Troon A&CP	JohnKelly,Ld. (S.Kelly,*Mgr.*)	141·5 | 22·5 | 9·8 Q81′B9′F22′ BK7″ *WB*=*FPT*			Falmouth British 3 *BHCem* 22t*APT5t*	C.2Cy.16″&34″–24″ (*s*) 125lb 47RHP 1SB,*2pf*,GS35,HS950 Muir&Houston,Glasgow	10 ″ 9 s 3 ″ 10½ 11 ″ 1	
337 119159	— *W.Bowden* –14	SteelSc (*Lighter*) 1 *Dk*	100 81 30					1904	W.Denny &Bros. Dumbarton	A.F.Henry& MacGregor,Ld.	66·5 | 18·3 | 8·8			Leith British *WB*	C.2Cy.10″&20″–16″ 7RHP Denny&Co.Dumbarton		
338 115053	— *W.Girvan*06–06	SteelScSr ss Ayr No.2–13 1 *Dk*	60 56 26	✠ A1 4,14 BS4,14 LMC5,13 *Stranraer,Campbeltown,&Firth of Clyde*	Ayr		5,13	1906 6mo *Lloyd's A&CP*	AilsaS.B. Co.Ld. Troon	W.Girvan&Son	75·0 | 15·1 | 7·4 FK			Troon British 4 *BHCem*	C.2Cy.10½″&21″–16″ (*s*) 120lb 20RHP 1SB,*2pf*,GS20,HS454 C.Houston&Co.Glasgow	8 ″ 0 s 2 ″ 0 6 ″ 4	
339 120719 HJKW	Ailsa Craig *R.Milliken* –17 *Well deck* *Mchy.Aft*	SteelSc3MstSr ss Bel.No.2–15 1 *Dk*(*Stl*)	601 433 246	✠100A1 8,17 ~~10,16~~ LMC10,16 BS9,17	Bel Trn	*j*	~~10,16~~ NS9,17	1906 10mo *Lloyd's A&CP*	AilsaS.B. Co.Ld. Troon	H.Craig&Co. *WB*=*Cell DBf* 99′135*t FPT*	184·5 | 27·6 | 11·0 P17′Q88′B8′F34′ BK7½″			Belfast British 3 *BHCem* 50t*APT10t*	C.2Cy.20½″&44″–30″ (*s*) 180lb 80RHP 1SB,*3pf*,GS60,HS1990 Muir&Houston,Ld.Gls.	13 ″ 7 s ″ 8 13 ″ 9	
340 MGVD	Aina *R.Klausen* (*ex* Louise, *ex* Hermann)	SteelScSr (*ex* Louise, 1 *Dk*	150 129 82					1908	Gebr.Bos. Groningen	Akties.Brettesnes (R.Hansen,*Mgr.*)	99·7 | 20·0 | 7·5			Svolvær Norwegian	C.2Cy.7½″&14½″–10″ 7NHP E.J.Smit&Zoon,Hoogezand		V
341 QPFD	Ainamo *M.Kurki*12–13	IronSc	164 — 105					1870	..... Wiborg	Koiviston Höyrylaiva O.-Y. (J.Puronen,*Mgr.*)	74·0 | 18·7 | 10·4			Wiborg Russian	C.2Cy. WiborgsMekVerk.Wiborg		
342 123924	Aing Hin 1 *Dk*	SteelSc	106 87 46					1897	Riley, Hargreaves&Co. Singapore	HoeAikSteam Ships,Ld.	91·5 | 16·0 | 7·7			Singapore British	C.2Cy.13″&26″–18″ 28RHP Bow&McLachlan,Gls.		
343	Aing Leong 1 *Dk*&*pt Shade dk*	SteelScSr	121 99 49					1902	Riley,Hargreaves&Co. Ld.Singapore	HoAikS.S.Co.Ld.	100·0 | 18·0 | 8·5 B75′F14′			Singapore British	C.2Cy.14″&28″–18″ 28NHP Bow,McLachlan&CoLdPsy		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys.	3 No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. — ✝ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned / now expired. Equipment	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Dates of Transfer.
344	**Aing Thye** *SongBinAwang* –09	WoodScSr 1*Dk*	125 97 45					1905	Riley, Hargreaves & Co. Ld. Singapore	KohEngHoe	100·0	18·3	7·9	Dutch	C.2Cy.13″&26″–18″ 24NHP Mackie&Baxter, Glasgow		
345	**Aino**	IronSc	108 — 63					1874	..... Motala	J.A.Pastinen	98·4	16·8	7·3	Vilmanstrand Russian			
QSFH 346 1459 HKDR	**Aioi Maru No. 3**	WoodScSr 2*Dks*	103 — 56					1894	Sora Ikutaro Osaka	H.Ishizaki	96·8	13·8	10·7	Mitsuhama Japanese	C.2Cy.11½″&23½″–15″ 17NHP MoriSensakuOsaka		
347 8805 JRFL	**Aioi Maru No. 4**	WoodTwin ScSp 2*Dks*	161 146 87					1903	U.Mayeda Osaka	H.Ishizaki	112·2	15·4	12·6	Mitsuha Japanese	C.4Cy.10¼″&20¼″–12″ 24NHP		
348 13152 LRSB	**Aioi Maru No. 6**	WoodSc 1*Dk*	136 96 73					1911	K. Imakita Osaka	H.Ishizaki	103·2	15·9	9·1	Mitsugahama Japanese	C.2Cy.13 7/16″&26⅞″–18″ 26NHP C.Ishii, Osaka		
349 3554 JLBD	**Aira** *J.Carlson* 17–17 ~~*R.Kolberg* –10~~ *Mchy.Aft Well deck*	SteelSc3MstSr *ss*Got.No.3–4,12 *ss*Got.No.1–17 1*Dk*(*Irn*)	716 503 280	✝100A1 11,17 ~~9,16~~ Eastng 9.17 ✝LMC6	Got		8,16	1899 10mo	Scott & Sons Bowling A&CP	Nordiska Rederiaktieb (H.Metcalfe, *Mgr*) *WB*=*CellDBuEs*	180·0 Q93′B10′H53*t*F19 *B39′f103′222*t*FPT*	30·1 FK	11·7 3*BHCem* 16*tAPT*16*t*	Gothenbrg Swedish	T.3Cy.13¼,25½″&41″–27″ (*s*) 160lb *80lb* 98NHP 1SB.*3pf*.GS51, HS1634 Ross&Duncan, Glasgow	14 ″ 0 8 ″ 10 13 ″ 5	
350 91308 KLMR	**Aire** *W.Allen* –14	SteelScSr *ss*Goo.2ndNo.3–4,12 *ss*Goo.No.1–17 1*Dk*(*Irn*)	698 560 352	✝100A1 6,17 ~~1,16~~ ~~NB2.99~~ ~~LMC17~~ ~~MS6.17~~ ~~MS6.17~~	PGl (Goo	*l*	~~5,14~~ N6,17	1886 11mo	W.Dobson & Co. Newcastle *Lloyd's*A&CP	Lancashire & Yorkshire Rly. Co.	212·5 P30′B50′F28′ *WB*=*FPT*	28·8 BK6½	13·8 5*BHCem* 47*tAPT*53*t*	Goole British	C.2Cy.27″&54″–33″ (*s*) 100lb 148NHP 2SB,*4pf*,GS68, HS2510 N.E.Marine Co.(Lim), Nwc	14 ″ 5 8 1 ″ 11 13 ″ 2	
351 110105 RCMW	**Airedale** *R.Watson* –17 ~~*W.S.Russell* –16~~ 1*Dk*(*Irn*)2*trB&deepframing* 3*Dkrule*	SteelScSr *ss*Bry.No.3–3.11 *ss*Hpl.No.1–15	3044 2831 1949	✝100A1 1,15 1,18 ~~MB96.16~~ ~~LMC16~~ MB812.17	Cff (Ab	*u* *l*	~~2,16~~ 1,2,17	1899 4mo	W.Gray & Co.Ld. W Hartlepool A&CP	C.A.Stewart&Co. *B* = *CellDBa*106′	330·4 P27′B82′F30′ *uE&B40′f136′769*t	47·1 FK	22·4 5*BHCem* *APT*72*t*	London British	T.3Cy.24″,38″&64″–42″ (*s*) 170lb *100lb* NDB16 293NHP 2SB.*6rf*,GS101, HS4680 Cen.Mar.Eng.Wrks.WHpl	24 ″ 10 8 4 ″ 6 20 ″ 8	
352 104826 NQRT	~~Sunk by Collision 5.17~~ *J.Thompson* –17 (*ex*Klyra) *Well deck*	SteelScSr *ss*Sld.No.3–4,07 *ss*Shl.No.2–16 1*Dk*(*Stl*)&*W eb frames* *Cargo battens not fitted*	1053 810 618	~~✝100A1~~ 5,16	Sb	*m*	5,16	1894 12mo	J.Priestman & Co. Sunderland A&CP	WeardaleStm. Shppg.Co.Ld. *WB*=*DBa*52′*f*88′300*t*	219·3 Q77′B61′F22′	33·3 FK	15·4 4*BHCem* *APT*32*t*	Sundrland British	T.3Cy.17½″,29″&47″–33″ (*s*) 160lb *80lb* NDB08 134NHP 2SB,*4pf*,GS57, HS2116 Wstgrth, English&Co.Mdb	16 ″ 3 ~~8 6½~~ ~~16 —~~	
353 114040 VDNL	**Airmyn** *ss*Goo.No.3–8,15 *T.F.Depledge* –13 ~~*wHul*,No.2–12~~ 1~~*Dk*~~(*ptIrn&ptStl*)&*deep framing* *Elec.light*	SteelScSr	852 706 515	✝100A1 5,18 6,14 ~~Pc10.15~~ ~~MC8,15~~ BS5,16	ioo	*l*	~~8,15~~ 5,18	1903 7mo	GooleSB.& Rpg.Co.Ld. Goole *Lloyd's*A&CP	J.H.Wetherall & Co Ld. *WB*=*CellDB*	210·0 Q19′B48′F24′ *a53′u E & B35′f86′*	31·7 FK	12·9 4*BHCem* 241*tFPT*37*t*	Goole British	T.3Cy16½″,26½″&45″–33″(*r*) 180lb 99RHP 2SB.*4pf*,GS64, HS1890 Richardsons, Westgarth& Co.Ld.Mdb.	15 ″ 2 8 1 ″ 10 13 ″ 7	
354 136257 JLMP	**Aisne** *G.Remington* –16 *Elec.light*	SteelScK 1*Dk*	315 277 126	✝100A1 *Stm Trawler* 6,13 ~~8,16~~ BS8,15 ~~LMC7,15~~	Hul		6,18	1915 6mo	Cochrane & Sons, Ld. Selby *Lloyd's*A&CP	EastRidingSteam FishingCo.Ld.	135·3 Q74′F21′	23·5 BK8″	12·6 4*BHCem*	Hull British	T.3Cy.13″,23″&37″–26″ (*s*) 200lb 84RHP 1SB,*3pf*,GS58, HS1350 C.D.Holmes&Co.Ld.Hull	13 ″ 4	
355 HBNL	**Aitor** *R.Armona* (*ex*Saturnus) *Well deck*	SteelScSr 2*Dks*	882 — 528			…		1883	Maats de Maas Delfshaven	A.deBereincua & Co.	209·5 Q67′B47′F22′	29·6 *WB*	14·8	Bilbao Spanish	C.2Cy.27″&50″–36″ 125NHP Maats de Maas, Delfshaven		
356 18994 NBGH	**Aizawa Maru No. 3**	SteelSc 1*Dk*	198 186 110					1916	I.Aizawa Osaka	T.Kitagami	111·5 F21′	19·5 *WB*	11·5	Hakodate Japanese	C.2Cy.14½″&28⅜″–15″ E&B*made—fitted*16 26NHP		
357 19239 NBWG	**Aizawa Maru No. 5** (*ex*Shinten No.4)	WoodSc 2*Dks*	140 140 39					1889	Ishikawajima S.B Co Ld Tokio	I.Aizawa	116·2	23·0	11·0	Nishinomiya Japanese	C.2Cy.16″&32″–20″ 38NHP Ishikawajima S.B Co.Ld.		
358 132712 HVSF	**Ajana** *A.Hunter* –16 *Elec.light* Wireless *Ref.Mchy.*	SteelTwinScSr 2*Dks*(*Stl*)&*Shelter dk*(*Stl*–ws)	7759 7123 4873	✝100A1 *Shelter dk* *withfreeboard* 2,16 ~~Exam.9.17~~ ~~LMC5,12~~ ~~Lloyd's RMC10.15~~ BS5,13	Lon	*c*†	9,15 ~~6,18~~	1912 5mo	Russell & Co. Pt-Glasgow *Lloyd's*A&CP	AustralindSteam ShippingCo.Ld (Trinder, Anderson &Co. *Mgrs.*) *WB*=*CellDBa*108′	454·0 F *on Shelter dk* 49′ *u E&B*68′*f*	56·2 FK	36·0 7*BHCem*	London British	Q.8Cy.19½″27½″40″&58″–48″ 220lb (*s*) FD 817NHP 1SB,*16cf*,GS306, HS12600 D.Rowan&Co.Glasgow	38 ″ 9 s 10 ″ 2 29 ″ 2	
359 113395 RTNP	**Ajax** *R.Cumming* –14 *Elec.light* Wireless	SteelScSr 2*Dks*	7040 5598 4478					1900	Scott&Co. Greenock	OceanS.S.Co.Ld. (A.Holt&Co.*Mgrs*)	442·0 P50′B154′F58′	52·8	32·1 *WB*	Liverpool British	T.3Cy.29″,49″&82″–60″ 521NHP Scott&Co.Greenock		BT till 10,17
360 NLJG	— (*ex*Antiquary) *Well deck*	SteelScSr –01*ss*Abg.2ndNo.3–5,1 1*Dk*(*Stl*)&*Webframes*	1018 790 629	~~✝100A1~~ 4,16 ~~BS4.16~~ ~~LMC5,16~~ BS3.17	Els	*m*	4,16	1889 12mo	W.Dobson & Co. Newcastle *Lloyd's*A&CP	Dampsk.Selsk. Ajax(Svendsen& Christensen) *WB*=*Cell*	210·0 P24′Q51′B49′F23′ *DB*114′155*t*	30·1 FK	16·3 4*BHCem*	Elsinore Danish	T.3Cy.17″,28″&46″–30″ (*s*) 150lb *50lb* 111NHP 1SB,*3pf*,GS54, HS1668 N.E.MarineEng CoLdNwc	17 ″ 3 s 1 ″ 5½ 16 ″ 1	
361	— (Seized at Riga)	SteelScSr 1*Dk*	705 646 428					1894	Helsingörs Jrnsk.&Mskb Elsinore	Dampfschiffahrts Ges.Neptun	185·2 B45′F20′	26·8	14·1	Bremen German	T.3Cy.14½″,23″&38½″–27″ 77NHP Helsingors Jernsk.&Mskb.		
362	— (*Pilot Vessel*) 1*Dk*&*Spar dk*2*trB*	IronScSr	344 189 —					1874	Mort's Dck &Eng.Co. Blmain, NSW	Government of New South Wales	128·7	21·0 19·0	12·0	SydnyNSW British	C.2Cy.20″&38½″–24″ NE&B87 72RHP Mort'sDock&EngCo.Blmn		
363 104044 SPGB	— *G.Blanchard* –14 (*Tug*) 1*Dk*	SteelTwinScSk	273 231 114			…		1894	Barclay, Curle&Co.Ld. Glasgow	Sou.I.of Wight& S.of Eng.Royal MailStmPktCo.Ld	120·0	25·0 BK7″	11·5 *WB*	S'thamptn British	C.4Cy.18″&36″–27″ 158NHP Barclay, Curle&C.(Ld.)Gls	12 ″ 5	
364 TBCV	— *F.deHaan* ~~*ssSng.No.1–10*~~ *ssSng No.2–17* 1*Dk*(*Stl*)	SteelScSr	256 229 —	✝100A1 *For Towing purposes* 2,17 ~~9,16~~ 2,17 ~~BS3.17~~ ~~LMC6,16~~ *Fitted for oil fuel* 7,09	Sng		~~3,16~~ 2,17 *F.P.above* 150′	1909 7mo	Nederl. Schps. Maats. Amsterdam *Lloyd's*A&CP F.	Nederl.Indische Tankstoomboot Maats(Bataafsche Petroleum Maats. *Mgrs.*)	120·9 F14′ *WB*= *Deep tank f* 25′	24·7 FK	12·4 4*BHCem* 42*tFPT*20*t*	Batavia Dutch	T.3Cy.15″,25″&41″–30″ (*s*) 180lb 112NHP 1SB.*3cf*,GS60, HS1906 Rotterdam Droogd. Maats.	13 ″ 6 s 1 ″ 5½ 12 ″ 3	

1 Numéro d'Ordre. / Numéro Official. / Signaux	2 Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. / Total. / Sous le Pont. / Net.	5 Détails de la Classification. / Cote. / ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terre-plein supplémentaire exprimé. Lettre d'Appendice.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	Ma No. & Dia. des Propellers. NHP = Force en formules. RHP = Force en papier. Détails des Ch. Nom du Constr.
365	**Ajax**	SteelScSr	169	✠				1899	H.C.Stülcken Sohn Hamburg	Verein.Bug& Frachtschiff Ges.	97·5	20·6	13·3	Hamburg German	C.2Cy.18"a3 H H.C.Stülcke
RLKN	*F.Heitmann*	(*Tug*)	160												
		1*Dk*	6												
366	—	SteelScSr	119					1904	Porsgrund Mek.Værks. Porsgrund	Bergnings&Dy-keriaktieb.btun (W.R.Edlin *Mgr.*)	97·5	18·4	10·4	Stockholm Swedish *WB*	C.2Cy.13⅝"a Porsgrund M
4620	*O.Strandlund* 15–15		107								H12*t*				
JQDB	(*ex* Skagerak)	(*Salvage steamer*)	39												
	Elec.light	(*Tug*) 1*Dk*													
367	**Ajna**	SteelScSr	333					1889	Göteborgs M.V. Gothenburg	Ångf.Aktiebolag (J.E.Jonsson *Mgr.*)	130·2	22·6	13·4	Timmer-nabben Swedish *WB*	C.2Cy.15½"a2 Göteborgs M.
1417	*A.Ingvarsson* 13–13	1*Dk*	282								B31'	H10*t*			
HTVL			185												
368	**Aju Dag**	SteelScSr	988					1898	Howaldts-werke Kiel	Russian Stm.Nav. & Trading Co.	211·0	35·1	12·6	Odessa Russian *WB*	T.3Cy.17¼",27 Howaldtswerk
173	*Doyhane*	1*Dk*	819								B42'F30'				
HBGW			528												
369	**Ajudante**	SteelScSp	*214*	✠	Grk			1887	Russell& Co. Greenock	Amazon River m. Nav.Co.(1911 Ld.	129·5	24·9	7·7	Para Brazilian	C.2Cy.16"a32"
	Harris 87–87	(*ex* David)	*170*	*For River purposes* 8,87				6mo							
		1*Dk* & *pt Shade dk*	*145*								*WB* = *FPT* 8*t*			*3 BHCem*	Kincaid&Co.,G
370	**Ak-Deniz**	SteelScSr	5006					1890	Fairfield Co.Ld. Glasgow	Admin.de Nav. à Vap.Ottoman	413·5	47·9	29·8	Constanpl Turkish	T.3Cy.31",52"a NB02 Fairfield Co.Ld.
		(*ex* Oldenburg)	4334								P62'B180'F76'				
	Elec.light	4*Dks*	3167												
371	**Akabo**	SteelScSr	3814	✠100A1	Liv	*w*	11,16	1902	Sir R Dixon &Co.Ld. Middlesbro'	British&Africa S.N.Co.Ld.(Eld, Dempster&Co.)	352·2	44·2	23·6	Liverpool British	T.3Cy.27⅞",43"a
115268	*T.E.Williams* –17	*ss* Liv.No.3-10,14	2853	~~4 Dk 1,16~~ 9,17				4mo			P240'F43'			*6 BHCem*	180lb
THJL		2*Dks* (1*pt Stl* & *UStl*–ws)	2423	3,18									FK		2SB&1Aux.SB(3 G8157,HS
	Elec.light *Ref.Mchy.*	& *deep framing*		~~✠LMC 11~~				*Lloyd's*	*SA&CP*	*Mgrs.*)				*FPT* 9*1t*	Richardsons,We
	Wireless			BS9,17						*WB* = *Cell D Bat*	*uE* & *B* 42' *f* 162'6 48*t*				C
372	**Akagi Maru**	SteelTwinScSr	691					1888	Kobe Ono-hama Zosen-sho, Kobe	Y.Kawasaki	154·6	25·9	12·3	Kobe Japanese	C.4Cy. NE90 NB Kobe Onohama Zo
14995		(*ex* Akagi)	—								F38'				
LVNS		1*Dk*	418												
373	**Akassa**	SteelScSr	3919	✠100A1	Liv	*x*	~~7,15~~ 3,17	1910	Irvine's SB &D.D.Co.Ld. W Hartlepool	Elder Line,Ld. (Elder,Dempster &Co.Ld. *Mgrs.*)	260·2	50·1	22·7	Liverpool British	T.3Cy.25",40"a68"
131278	*A.Beith* –12	*ss* Liv.No.1-15	3210	*Shelter dk*				7mo			34'B108'F44'			*6 BHCem*	180lb
HRFW	*Elec.light*	2*Dks* (*Stl*)	2420	*with freeboard* 3,17 ~~11,16~~	BS8,17			*Lloyd's*	*SA&CP*		*Shelter dk*		FK		3SB,*3cf*,gs171,HS
		& *Shelter dk* (*pt Irn* & *pt Stl*)		~~✠LMC 14~~						*WB* = *Cell D*	5113 *uE* 27' *f* 156'			715*t* *FPT* 83*t*	*APT* 52*t* Co.
374	**Akbar**	SteelScBkn	4653	✠100A1	Bom	*y*	×12,16	1899	R. Napier &Sons,Ld. Glasgow	Bombay&Persia Stm.Nav.Co.Ld.	350·4	47·0	21·5	Bombay British	T.3Cy.30",50"a80"
108662	*Courtenay* –16	*ss* Lon.No.3–5,11	3887	*Spar dk*				1mo			P6'B148'F47'	29·5		*7 BHCem*	200lb *100lb* NDN16
QRBH	(*ex* Moravian)	*ss* Lon.No.1–14	2957	12,17 ~~12,16~~				*Lloyd's*	*SA&CP*				BK10"		2DB,*12cf*,gs231,HS
		2*Dks* (1*Stl*–ws & 1*Irn*) & *Spar dk*		~~✠LMC 14~~						*WB* = *Cell D*	*BE* 44' *f* 48' 264*t*			*APT* 65*t*	R.Napier&Sons,Ld.
	Elec.light	(*Stl*–teak s)		MBS7,17											
375	**Akebono Maru**	IronScSp	2450			...		1883	Scott&Co. Greenock	Yamashita Kisen ~~Gomei Kaisha~~ Kabushiki Kaisha	300·5	37·3	26·1	Yokohama Japanese *WB*	C.2Cy.24"a49"–54" Scott&Co.Greenock
8976	*E.Bent* 04–04		2245								B66'B8'		BK10"		
JNGT	(*ex* Crown of Arragon)	2*Dks* 3*tr B*	1519												
376	—	SteelScCtr	113					1906	Akers Mek.Værks. Christiania	Toyo Hogei Kabushiki Kaisha	95·4	17·5	10·4	Osaka Japanese	T.3Cy.11",18"a29"–18 Akers Mek.Værks.Xia
10418		(*Whaler*)	105								H6*t*				
JMQN	(*ex* Queen Alexandra)	1*Dk*	61												
377	**Åkers Kanal**	SteelSc	105					1884	Motala Co. Motala	Vaxholms Nya Angf.Aktieb. (B. von Sydow, *Mgr.*)	87·5	6·5	6·9	Vaxholm Swedish	C.2Cy.13⅜"a24¼"–17½" Motala Co.,Motala
2196	*C.E.G.Nilsson*		61								Q31'B30H5*t*F9'				
JFBT		1*Dk*	64												
378	**Akershus**	SteelScSr	832					1914	Akers Mek.Værks. Christiania	The Shipping Con-troller (J.Good& Son Ld., *Mgrs.*)	208·6	3·6	14·2	~~Christiania~~ Norwegian London *WB* British	T.3Cy.16½",27"a45"–33" 116. Akers Mek.Værks.Xia
140359	*H. Bartholf*		655								P26'B93'I40'				
~~JRGN~~		1*Dk*	368												
379	**Aki Maru**	SteelTwinScSr	6009	✠100A1	Yka	*a*†	5,16	1903	Mitsu Bishi Dkyd&EWks Nagasaki	Nippon Yusen Kabushiki Kaisha	445·3	49·5	30·4	Tokio Japanese	T.6Cy.20",33½"a56"–48"
8544	*M.Yoshikawa* –16	*ss* HKg.No.3–6,15	5261	5,17 ~~10,16~~				3mo		*WB* = *Cell D Ba*	P56'B120'E58'		FK	*7 BHCem*	200lb 580
JQWM	*Elec.light*	2*Dks* (*Stl*–*U* teak s) &	3676	~~✠LMC 14~~				*Lloyd's*	*SA&CP*	*E* & *B* 53' *f* 200' 117*t*				*DT a* 28'490*t* *FPT*	2D&2SB *18cf* gs320 HS10
	Wireless	*deep framing*		BS5,17										100*t* *APT* 30*t*	Mitsu Bishi D.&E.Wks.N
380	**Akita Maru**	SteelScSr	3792	✠100A1	Kob	*w*	~~12,16~~ 4,17	1916	Mitsu Bishi Dkyd&EWks Nagasaki	Nippon Yusen Kabushiki Kaisha	345·0	50·0	29·1	Tokio Japanese	T.3Cy.23",38"a64"–48"
18487	*U.Tanaka* 12–16		3463	~~4,17~~ 12,16 12,17	Yka			5mo			P33'B74'F40'			*6 BHCem*	200lb 342N
NCHD	*Elec.light*	2*Dks* (*Stl*)	2347	~~✠LMC 14~~ 4,17				*Lloyd's*	*SA&CP*				IK		2SB,*8cf*,gs109,HS4394
				BS12,17						*Cell D B* 294'7 7*t*				*APT* 27*t*	Mitsu Bishi D.&E.Wks.Na
381	**Akranes**	IronScK	184	✠100A1	Flt		1,15	1899	Edwards Bros. North Shields	~~Miss M.Fawns~~ (*J.Thomson, Mgr.*) A.G.Brown	114·6	21·1	10·8	Fleetwood British	T.3Cy.12¼",19½"a32"–22½"
114418	*J.H.Bentley* –14	*ss* Flt.No.3–8,11	169	*Stm Trawler* 1,15				4mo			Q48'F21'		BK7½	*3 BHCem*	180lb (*s*) 52RB
		1*Dk*	73	~~✠LMC~~				*Lloyd's*	*SA&CP*						1SB,*2pf*,gs84,HS1060
				MBS,11	BS5,14										G.T.Grey,South Shields
382	**Aksay**	IronPad	258					1870	C.Mitchell &Co. Newcastle	Arzoff-Black Sea S.S.Co.	169·5	22·8	7·7	Rostoff Russian	C.2Cy.20"a34"–40" 61NH
768			—												
LRAD		1*Dk*	141												
383	**Aktiv I.**	SteelScSr	355					1910	Zeeland Yard Hansweert	Skibs.Akties. Aktiv I. (W.Archer)	136·2	25·4	10·8	Larvik Norwegian	Motor 2Cy. Krombout Works,Ams.
	J.Bjerkholt 16–16 (*ex* Stjerne,	*Motor*	288												
MPFQ	*Mchy.Aft* *ex* Angelina)	1*Dk*	185												
384	**Akutan**	WoodScSr	167					1913	Kruse& Banks N.Bend,Or.	Alaska-Portland Packing Assocn.	103·0	21·8	9·2	Portland, Or. Utd. States	C.2Cy.12½"a30"–20" 33NH
210932	*B.Olsen*		—												
LQTN		1*Dk*	69												
385	**Al-Tay**	SteelScSr	866			...		1893	Sir R. Dixon&Co. Middlesbro'	Manizade Hussein Sabri	205·0	29·7	13·2	Constanpl Turkish	T.3Cy.20",32"a52"–36"
		(*ex* Captain Bennett,	763								H104*t*		20·8		NB02 187NHP
	ex City of Kingston)	1*Dk* & *Spar dk* 3*tr B*	399										BK7½	*WB*	Wstgrth,English&Co.Mdb
386	**Ala**	SteelScSr ~~SteelSc~~	933					1916	Akt. Jarlsö Værft. Tönsberg	~~A.B.Akby~~ The Shipping Con-troller (Emlyn Jones&Co. *Mgrs.*)	200·4	31·9	12·7	~~Drammen~~ Norwegian London British	T.3Cy.14",24½"a40"–27" 83NH Bergens Mek Værks Bergen
142·88	~~*A.M.Ry Haulier sent* —16~~		681								Q62'B53'F20'				
~~MNQD~~		1*Dk*	555												
JSDC															

3 Name. Material, Rig, &c. Late Name if any. Surveys. No. of Decks, &c.	4 Register Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last went.	8 Built. When. Ship. Engines.	9 Built. By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed. If not in L.R. Date of B. of Trade Cert.
IronScSr (ex Reno, ex Erimus)	199 193 112			...		1870	Backhouse & Dixon Middlesbro'	Piceni, Gessaga & Co.	139·4	20·5	9·0	Genoa Italian	C.2Cy.13½"&30½"–20" NE73 NB93 35NHP Blair&Co.Ld.Stockton	10 " 1	V
SteelScSr	2626 —					1910	Manitowoc D.D.Co. Manitowoc	GoodrichTransit Co.	250·0	45·5	26·1	Duluth Utd. States	T.3Cy.23",38"&62"–36" 231NHP ToledoS.B.Co.Toledo		
Wireless 5 Dks	1684					1901	Chicago S.B.Co. Chicago	TheTexasCo.	294·0	42·2	23·2 len14	P.Arthur, Tex. Utd. States WB	T.3Cy.20",33"&54"–40" NB14 184NHP ChicagoS.B.Co.Chicago		V
SteelScSr (ex Northtown)	—														
Elec.light 1 Dk & Spar dk	1951														
oil in bulk Fitted for oil fuel															
IronScSr	1940	✠100A1	Mel	s	8,16	1879	A.Leslie& Co. Newcastle	JamesPaterson& Co.ProprietaryLd.	285·0	35·5	22·6	Melbourne British	C.2Cy.32"&62"–42" 80lb 80lb NDB98 187NHP 2SB.6pf,GS86,HS2955 R.&W.Hawthorn,Nwc.	25 " 6 s 4 " 5 22 " 3	
	1810	2,17 3,18 10,17	2S&4S			10mo			B12'F37'						
	1241	3,18	LMC		8,18						BK9½" WB=DB	A&CP			
SteelSc	1939					1893	Maryland SteelCo. Bltimre,USA	BaltimoreSteam PacketCo.	293·8	54·0	16·0	Baltimore Utd. States	T.4Cy.24½",40"&(2)47"–42" 286NHP MarylandStlCo.Baltimore		
	1371														
SteelScSr	2655	✠100A1	Gen	u	9,15	1893	J.Read-head&Son-S.Shields A&CP	Soc.Anon.Lloyd delPacifico	315·5	41·2	16·6	Savona Italian	T.3Cy.24",40"&65"–42" (r) 160lb 80lb 283NHP 2SB,6rf,GS115,HS4367 J.Readhead&Ss.S.Shields	26 " 10 s 4 " 5 22 " 9	
ss Gen.No.3–10,06	2487	Spar dk			12,17	9mo			P71'B88'F34'	24·4	FK				
ss Gen.No.1–11	1690	8,14	✠LMC								WB=Cell	5 BHCem			
Stl) & Spar dk (Irn) & Webframes		M&S,15	B&S,15									DB272'574t			
SteelTwinScK	353		B&S,17			1893	Forges et C. de la Médit. Havre	AustralianCommonwealth (Naval Department)	145·6	27·1	13·5	Melbourne British	T.6Cy.15",23"&35½"–23½" 122NHP Forges&C.delaMédit.Hav.		
(ex Jean Bart)	349								H25'			WB			
2 Dks	32														
SteelScSr	3013			...		1892	Ropner& Son Stockton	RederiAkties. Aladdin (J.T.Farsjö&Co.)	324·5	41·6	20·1	Chrstiania Norwegian	T.3Cy.22½",37"&61"–42" NDB06 245NHP Blair&Co.Ld.Stockton	23 " 8	N
	2337								P29'Q112'	BK10½"					
1 Dk 2 tr B & Webframes & pt Awng dk	1898								pt Awng dk 184'			WB			
SteelScSr	753					1902	Stavanger Stöberi&Dok Stavanger	Dampskibsacties. Aladdin (Ths.S. Falck)	195·2	30·1	11·0	Stavanger Norwegian	T.3Cy.14",23½"&38"–27" 75NHP StavangerStöberi&Dok.		N
1 Dk	562 449								Q95tB51tH13tF31t			WB			
SteelTwinScSr	4455	✠100A1	Bal	x	8,12,16	1902	New York S.B.Co. Camden,N.J. A&CP	GarlandS.S.Co.	360·8	46·2	24·6	New York Utd. States	T.6Cy.19",31"&54"–42" (s) 200lb 120lb 465NHP 2SB,8cf,GS156,HS6070 FD New YorkS.B.Co.Cmdn.NJ FPT 139t APT 84t	27 " 2 s 2 " 7½ 24"10	
ss S.Fo.No.3–6,14	4218	Shelter dk			8,16	4mo					FK	8 BHAsp			
2 Dks (Stl) & deep framing	2779	with freeboard			1,18			Cell D Ba 84'u	E & B 44' f 110' 653t			DT f 20'613t			
& Shelter dk (pt Stl–ws)		1,18 3,18	BS1,17					of tunnels 24'& 28'2	54t & Tank between t			unnels38'72t			
Sub.Sig. Wireless			LMC,14					Tanks at sides	fuel 7	,02	F.P. a	bove 15' F.			
Fitted for oil															
IronScBn	3158					1883	W.Cramp &Sons Philadelphia	AlaskaS.S.Co.	314·0	41·0	17·3	P.Twnsnd, Wash.	T.3Cy.29",47"&78"–51" NB01 434NHP		
Fitted for oil fuel	2936								H222t		26·0	Utd. States	Tpd 01 RisdonIrn.Wks.SFo		
2 Dks & Awng dk 3 tr B	1939														
IronScSr	2943					1883	J.Roach& Son Chester,Pa.	MalloryS.S.Co.	329·0	40·5	21·5	New York Utd. States	C.2Cy.40"&78"–54" NB98 373NHP J.Roach&Son,Chester,Pa.		
	—														
2 Dks & Hurricane Dk	2237														
IronSc	154					1874	..... Motala	ÅlandÅngbåts Aktiebolag	104·3	19·5	9·0	Åbo Russian			
	—														
	93														
Steel&IronScSr	3709					1889	Delaware River Co. Chester,Pa.	AlaskaS.S.Co.	327·0	45·0	18·8 27·6	P.Twnsnd, W. Utd. States	T3Cy.33",54"&86"–54" NB15 543NHP DelawareRiverCo.Chester		R
Fit ed for oil fuel	—														
(ex KansasCity) 3 Dks	2300														
IronSc	986					1871	Craig Buffalo,N.Y.	MullenCoalCo.	212·6	32·0	13·9	Erie,Pa. Utd. States	C.2Cy.24"&51"–36" NB86 130NHP		
	—														
Aft Elec.light	592														
SteelSc	246					1906	LaCie. Pontbriand, Ld.Sorel,P.Q.	Sincennes McNaughton Line, Ld.	102·3	23·7	14·2	Montreal British	T.3Cy.15½",24"&40"–30" 67RHP		
	194											Tpd 11			
1 Dk	144												LaCie.Pontbriand Ld.Sorel		
WoodSc	173					1881	..... Boothbay,Me	FisheriesCo.	121·2	20·3	10·7	Grnprt NY Utd. States			
	—														
	95														
IronScK	135	✠100A1	Gms		7,14	1898	Edwards Bros. N.Shields	SpurnStm.Fishing Co.Ld. (A. Bannister, Mgr.)	96·0	20·7	10·9	Grimsby British	T.3Cy.10⅝",16"&25½"–19½" 180lb (s) 30RHP 1SB,2pf,GS32,HS893 N.E.MarineEng.Co.Ld.Sld.	11 " 8	
ss Gms No.3–5,10	129	Stm Trawler				2mo			Q18'F20'		BK7½"	3 BHCem			
ss Gms.No.1–14	52	7,14	✠N&T,14	✠LMC,14		Lloyd's	A&CP								
1 Dk															
SteelTwinScSr	861	✠100A1	N Yk	dt	N7,16 8,17	1901	Union Iron Works San Francisco A&CP	American-HawaiianS.S.Co.	470·1	57·2	31·5	New York Utd. States	Q.8Cy.21½",28",38"&60"–36" 213lb (s) 504NHP 3SB,12cf,GS162,HS6120 FD Union Iron Works,S.Fo.	42 " 6 s 11 " 0 31 " 10	
ss SFo.No.3–8,13	8413	Shelter dk			3,18	11mo					FK	8 BHCem			
Wireless	5621	with freeboard						WB=Cell D Ba	142'u E & B 52'						
2 Dks (Stl) & deep framing &		3,17 7,18	BS1,17					f 198' 1755t D1 f 27'	1009t Tanks betw'n &			at sides of tu	nnels 56' 351t FPT 157t APT	133t	
Fitted for oil			✠LMC,15												
SteelScSr	438t	✠100A1	N Yk	x	2,17	1907	A.Rodger &Co. Pt.Glasgow	RomeStm.Shippg. Co.Ld.(Fisher, Alimonda&Co.Ld. Mgrs.)	376·0	52·3	17·5	Glasgow British	T.3Cy.25",41½"&68"–48" (s) 180lb 354NHP 3SB,9cf,GS169,HS5544 A.Rodger&Co.Glasgow	28 " 0 s 5 " 5 23 " 0	
W.Napier 16–16	4089	Spar dk			5,17	3mo			P27'B94'F39'	25·4	FK	6 BHCem			
ss Rot.No.1–12	2337	6,14	✠LMC,17			Lloyd's	A&CP								
1 Dk (Stl) & Spar dk (Stl) & deep framing									Cell D B a 120'u E & B 44' f 168'				1122t DT f 24'620t APT 109t		

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux. Gréement, etc / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	3	4 Tonnage officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Forme assigné maintenant ex pirt. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où cotés si ce n'est dans le L. R. Bureau Veritas. Russ. Nor. Stoc.
407	**Alaveno**	**SteelScSr**	3663	✠100A1	Nag	*w*	~~5,16~~	1900	W.Pickersgill&Sons	Atlantic&Eastern	361·0	46·2	17·6	Liverpool	T.3Cy.24″,40″&67″–45″ (*s*)	28 ″ 2	
110630	*G.Fry* –16	*ss*Lon.No.3–2.12	3395	*Spar dk*	Liv		3,17	1mo	Sunderland	S.S.Co.Ld. (J	P31′B198′F38′	25·6		British	180lb *85lb* FD 344NHP	s 4 ″ 3½	
RLSQ	(*ex*PenrithCastle)	*ss*Lon.No.1–16	2337	~~2,17 5,16~~ 1,18	~~LMC5,16~~ 2,17				A&CP	Glynn&Son, Ltd.,*Mgrs.*)		FK		6*BHCem*	2SB,*5cf*,*1pf*,GS101,HS4464	24 ″ 0	
	Elec.light	1*Dk*(*Stl*)&							*Cell*	*DBa*114′*uE&B*42′	*f*150′847*t APT*35*t*			*FPT*103*t D*	G.Clark,Ld.Sunderland		
		Spar dk(*Irn*)&*deep framing*													*Ta*24′513*t*		
408	**Alavi**	**Iron&SteelScSr**	3627	✠100A1	Bom	*v*	1,17	1893	TyneI.S.B.	Bombay&Persia	335·0	43·0	22·6	Bombay	T.3Cy.24″,40″&65″–42″ (*s*)	32 ″ 3	
101823	*H heeler* –17	*ss*Nwc.No.3–8,05	3547	*Awng dk*				3mo	Co.Ld.	Stm.Nav.Co.Ld.		29·6		British	160lb *100lb* NBD15 280NHP	s 8 ″ 7	
NBDM	(*ex*WilliamStorrs)	*ss*Cal.No.2–14	2324	*withfreeboard*					Newcastle			BK11″		6*BHCem*	2SB,*6cf*,GS123,HS4290	25 ″ 1	
		1*Dk*(*Irn*)&*Awng dk*		1.17				*Lloyd*	*SA&CP*		*WB*=*Cell DB*284′			628*t APT*12*t*	Blair&Co.Ld.Stockton		
		(*Irn* teaks)3*trB*,*Irn framing Stl plating*		MBS7,16 ~~LMC2,14~~													
409	**Alayde**	**SteelSc3MstSr**	235					1913	Gebr.	MendezFilho&Co.	115·0	23·0	8·9	R.Grande	Oil Engines		V
		Oil Eng.	210						Niestern					doSul	2Cy.13$\frac{15}{16}$″–13$\frac{7}{16}$″		
	Mchy.Aft	1*Dk*	182						Delfzijl					Brazilian	D.Goedkoop,jun.Ams.		
410	**Alba**	**IronScSr**	1639			…		1881	JLThompson&Sons	F.Degrossi	248·0	35·0	15·5	Genoa	C.2Cy.32′&60″–39″	25 ″ 10	CI
55	*S.Borello*		1624						Sunderland			22·5		Italian	230NHP		
NBSF	(*ex*AmiralJacobsen,		965									FK			NB99*refitted*06 NDB00 FD		
	*ex*Creole)	1*Dk*&*Spar dk*3*trB*											*WB*		G.Clark,Sunderland		
411	**Albal**	**SteelScSr**	*1100*					1895	Howaldts	Cia.Española de	213·9	30·8	13·3	Valencia	T.3Cy.14$\frac{3}{4}$″,23″&37$\frac{3}{4}$″–21$\frac{3}{4}$″		V
HBNT	*I.Llorca* –13	(*ex*Escaut)	*994*						werke	Nav.(A.Montesinos,*Mgr.*)				Spanish			
		2*Dks*	*685*						Kiel		B48′RFD25′			*WB*	Howaldtswerke,Kiel		
412	**Alban**	**SteelScSr**	5223	✠100A1	Gls	*y*	~~11,16~~	1914	CaledonS.	BoothS.S.Co.Ld.	375·2	51·7	29·7	Liverpool	T.3Cy.25½″,41″&68″–48″(*r*)	32 ″ 3	BT till 1,17
133600	*J.Davies* –16		4549	~~3,17 11,16~~ 12,17	N~~Y~~Liv		N12,17	7mo	B.&E.Co.Ld.		P33′B119′F44′			British	180lb	36 ″ 5½	
JFVP	*Elec.light* Wireless	2*Dks*(*Stl*)	3262		~~LMC7,14~~				Dundee	*WB*=*Cell DBa*	115′	FK		7*BHCem*	3SB,*9cf*,GS171,HS7041 FD	26 ″ 2	
	*Carrying fuel oil F.P.above*150°*F in DB & DT.*							*Lloyd*	*SA&CP*	*uE*24′*f*160′809*tL*	*Ta* 22′536*t FPT* 80*t*			*APT*22*t*	CaledonS.B.&E.Co.Ld.Dun		
413	**Albania**	**SteelScSr**	3848					1897	N.Odero fu	Soc.Italiana di	364·0	43·6	19·2	Genoa	T.3Cy.25$\frac{4}{8}$″,42$\frac{1}{2}$″&67$\frac{3}{4}$″–51$\frac{1}{2}$″		I
181	*G.Pipito*	(*ex*Citta diMilano)	3399						A.	ServiziMarittimi	Q48 B76′F52′	27·4		Italian	383NHP		
NBSG	*Elec.light* Wireless	2*Dks*&*Spar dk*	2782						Sestri Ponente					*WB*	N.Odero fuA.Sestri Pnent		
414	— *N.E.Hult*17–17	**SteelScSr**	1241	✠100A1	Got	*p*	~~7,15~~	1903	Schömer&	Rederiaktieb	237·7	35·2	15·4	Gothenbrg	T.3Cy.19$\frac{3}{4}$″,32$\frac{1}{2}$″&53$\frac{3}{4}$″–36½″	17 ″ 9	
4212	~~*N.L.Wikström* –15~~	*ss*Got.No.3–2,16	999	9,17 ~~6,16~~			9,17	10mo	Jensen	SvenskaLloyd	P&B143′H95*t*F73′			Swedish	175lb *80lb* (*s*) 186NHP	s 1 ″ 5	
JNLV	*Well deck*	1*Dk*(*Stl*)&*deep framing*	541		~~LMC2,16~~				Tönning	(H.Metcalfe,*Mgr.*)		FK		4*BHCem*	2SB,*4cf*,GS82,HS2927	16 ″ 7	
	Elec.light			BS2,17				*Lloyd*	*SA&CP*		*WB*=*Cell DBa*			58′*uE&B*37′	Schömer&Jensen,Tönning		
															*f*106′346*t FPT*52*t APT*17*t*		
415	—	**SteelScSr**	219					1892	Stabilmnto	Nav.aVapRagusea	135·0	22·5	9·0	Ragusa	C.2Cy.15″&27″–18″		A
	G.Krstelj		160						Tecnico					Aust.-Hung.	26NHP		
HBKP	*Mchy.Aft*		100						Trieste						Stabilimento Tecnico,Tri.		
416	**Albanian**	**SteelScSr**	3013	✠100A1	Liv	*r*	12,16	1898	R.Thompson&Sons	F.Leyland&Co.	351·5	42·2	23·3	Liverpool	T.3Cy.22″,36″&62″–48″ (*s*)	26 ″ 0	
110523	*T.Williams* –15	*ss*Mch.No.3–3.11	2772	10,17 ~~2,16~~	~~LMC~~			12mo	Sunderland	Ltd.	P37′B106′F36′			British	200lb *120lb* 288NHP	s 4 ″ 8½	
QMFV	*Elec.light*	*ss*Liv.No.1–16	1918		BS2,~~17~~ 2,18				A&CP W		FK&BK2½″			7*BHCem*	2SB,*6cf*,GS94,HS4208	21 ″ 9	
		2*Dks*(1*Stl*&*UIrn*)&*deep framing*		MS12,15						*B*=*Cell DB a* 102	*uE&B*44′*f*144′621*t*			*APT*45*t*	T.Richardsn&Sns.Ld.Hpl		
417	**Albanien**	**SteelScSr**	1122	✠ 2,17	Tri	*n*		1910	Stabilmnto	LloydAustriaco	215·9	33·2	15·7	Trieste	T.3Cy.21″,35″&56″–36″	16 ″ 5	
		*ss*Tri.No.1–13	753					5mo	Tecnico			FK		Aust.-Hung.	244NHP		
HBKQ	*Elec.light*	1*Dk*&*deep framing*	517	*Shade dk*					Trieste					4*BHCem*	2SB,*4cf*,GS170,HS3460		
		&*Shade dk*(*Stl–ws*)		*withfreeboard*											WllsndSlpwy.Co Ld.Nwc.		
		&*lower dk*(*Stl*)*in forehold*		*For Service in the Adriatic*							*WB*=			*CellDBa* 50′	*uE*24′78*t FPT*16*t APT*13*t*		
418	**Albano**	**SteelScSr**	1176					1912	Earle'sCo.	Ellerman'sWilson	250·2	37·2	14·7	Hull	T.3Cy.19″,31″&53″–36″		C
133420	*G.Joy* –13	*CruiserStern*	968						Ld.	LineLd.				British	168NHP		
JBMC	*Elec.light* *Ref.Mchy.*	1*Dk*	519						Hull					*WB*	Earle'sCo.Ld.Hull		
419	**Albany**	**IronPad**	1415					1880	Harlan&Hollingsworth Co	HudsonRiverDay Line	314·0	40·0	10·1	NewYork	B.1Cy.73″–144″		
105908			—						Wilmgtn,Del.		len93			Utd.States	492NHP		
			815												W.&A.Fletcher,NewYork		
420	**Albaro**	**SteelScSr**	2850	✠100A1	Bhn	*u*	10,13	1890	Blohm&	~~Campanella~~	321·1	40·2	23·4	Genoa	T.3Cy.23$\frac{3}{4}$″,38″&63″–42″ (*s*)	26 ″ 2	
612	*F.Grassi*13–13	*ss*Ham.No.3–10,03	2206	2.13				8mo	Voss	TitoCamparella	P&B217′F34′			Italian	165lb		
NBSH	(*ex*Skutari,*ex*Serapis)	*ss*Gen.No.2–10	1761	~~Examined 5.13~~					Hamburg	&C.		BK10″		8*BHCem*	2SB,*6cf*,GS130,HS3920		
	Elec.light	2*Dks*(*Stl–Uws*)*3trb*		BS8,16	~~LMC10,13~~			*Lloyd*	*SA&CP*			*WB*=*Cell*		*DB*268′450*t*	Blohm&Voss,Hamburg		
421	**Albatros**	**SteelScSr**	214					1912	J.L.	Ver.Flensburg-	119·8	20·7	10·0	Flensburg	C.2Cy.13$\frac{3}{4}$″&25$\frac{1}{2}$″–19$\frac{7}{16}$″		G
	*J.Lausen*99–12		157						Meyer	Ekensunder&Sonderburg Dampfs.G.	Q40′B28′F14′			German	24NHP		
LNHM	*Elec.light*	1*Dk*	98						Papenburg					*WB*	J.L.Meyer,Papenburg		
422	—	**SteelSc**	211					1891	Schiffsw(v.	Nordischer	113·6	21·6	12·5	Hamburg	C.2Cy.19″&36″–25″		
	B.Garrels –93	(*Tug*)	—						J&Sch.) A.G.	Bergungs-Verein				German	NB09 54NHP		
RJLC		1*Dk*	22						Hamburg						Schwft.(vJ&Sch)AGHam		
423	—	**SteelScK**	203			…		1904	Smith's	Cie.Lorientaise de	112·4	21·0	8·2	Lorient	T.3Cy.12″,19½″&32″–23″	11 ″ 6	V
	Collet –10	(*Trawler*)	169						Dock Co.Ld.	Chalutage				French	49NHP		
HCQP		1*Dk*	70						NorthShields			BK7½″		*WB*	W.V.V.Lidgerwood,Gls.		
424	—	**SteelSc**	*193*	✠ A1	BAs		~~6,15~~	1909	Groenock&	Cia.Argentina de	100·0	23·1	10·5	Bns.Ayres	T.3Cy.11″,18″&30″–24″ (*s*)	11 ″ 0	
		~~*ss*B.As.No.2–15~~	*157*	*Tug*	~~Bas~~		1,18	2mo	Gr'ngemouth	Lanchas		FK		Argentine	180lb *80lb* 72NHP		
	Elec.light *ss*BAs.No.3–1,18	1*Dk*(*Stl*)	*37*	1,18 ~~11,15~~	~~LMC6,15~~ L16				Dockyard Co.					4*BHCem*	1SB,*3pf*,GS53,HS1453		
				Coasting, Rio de Janeiro & Bahia Blanca					Ld.Greenock						D.Rowan&Co.Glasgow		
								Lloyd	*SA&CP*						*WB*=*FPT*17*t APT*14*t*		
425	—	**IronScSr**	189					1899	Edwards		121·5	20·6	10·8		T.3Cy.12″,18″&30″–21″		N
		(*Trawler*)	171						Bros.		H12*t*				41NHP		
		1*Dk*	75						N.Shields		len04			*WB*	MacColl&Pollock,Sld.		
426	—	**SteelScK**	182	✠100A1	Ymu		N11,15	1899	Ramage&	N.V.ZeevissMaats	105·2	20·6	10·9	Ymuiden	T.3Cy.11″,19½″&30″–21″	11 ″ 10	
	W.Bruin	*ss*Ymu.No.3–9,13	166	*Stm Trawler*				10mo	Ferguson,Ld	Albatros(W.&J.	Q21′			Dutch	180lb (*s*) 41NHP		
	(*ex*Atlanta)	1*Dk*	50	12,15					Leith	Polderman)		BK7″		2*BHCem*	1SB,*2pf*,GS30,HS1057		
				~~NB9,13~~	~~LMC9,15~~				A&CP			*WB*=		*DT f* 12′18*t*	Ramage&FergusonLd.Lth		
427																	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 Built. By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NP=Horse power by Society's formulæ; RP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed. If not in L.R. Dated B. of Trade Cert.
428	**Albatros** Steel Sc	173					1911	A.T. Smulders Schiedam	Entreprise Gén. du Port de Mar del Plata	99·2	22·4	11·2	Mar del Plata Argentine	T.3Cy.12¼″,20¼″&33½″–19¾″ 50NHP		V
	P. Pommier –11 (*Tug*)	162												A.T.Smulders,Schiedam		
	Elec.light 1*Dk*	10														
429	— Steel Sc	161					1900	F. Amblard & Co. Dieppe	Soc. Gen. d'Armement	114·1	20·0	12·6	Arcachon French	C.2Cy.14⅜″&27⅜″–17¾″ 27NHP		V
	(*Trawler*)	—								F15′				E.Amblard&Co.Dieppe		
HCRT	1*Dk*	47														
430	**Albatross** *H.West* –18 Steel ScSr	303/	✠100A1	Shl	*v*	9,16	1903	R. Thompson & Sons Sunderland	The Shipping Controller (Wilson, Lane Ld., *Mgrs.*)	325·4	48·6	21·5	London British	T.3Cy.24″,39″&64″–42″ (*s*) 160lb ~~*86lb*~~ 282NHP	24 ″ 0	
115377	~~*A.Ehrhardt* –14~~ *ss*Cpn.No.3–11,14	2852	12,17 ~~9,16~~				7mo			P31′B170′F35′		FK		2SB,*6pf*,GS122,HS4505	s 3 ″ 1½	
~~HNOA~~	(*ex*Felbridge) 1*Dk*(*pt Irn & pt Stl*)2*tr B*	1936	BS9,16 ✠LMC11,14				*Lloyd's*		*Cell D Ba* 100′ *u E*	24′ *f* 134′ 750*t* *FPT*		*bBHCem*	82*t APT* 44*t*	N.E.MarineEng.Co.Ld.Sld	21 ″ 2	
JTKL	*& deep framing* 3*Dk rule*	3600														
431	— Steel ScSr	1414			...		1884	Palmers' Co.(Lim.) Newcastle	General Stm. Nav. Co. Ld.	250·0	37·2	17·4	London British	C.2Cy.34″&66″–45″ NB94*fitted*07 235NHP	19 ″ 7	
89541	*W.E.Barren* –14	1234								P160′F60′						
JGVD	*Well deck Elec.light* 1*Dk*2*tr B*	877										BK9″	*WB*	Palmers' Co.(Lim.),Nwc.		
432	— Steel ScSr	1026					1893	Stettiner Act.Ges. Grabow a/O.	Dampfsch.Ges. Argo	213·4	30·1	14·8	Bremen German	T.3Cy.17″,27½″&43½″–31½″ 106NHP		G
	F.Müller –14 (Seized at Libau)	704								P148′ H55*t* F24′			*WB*			
QFTP	1*Dk*2*tr B*	611												Stettiner A.G.,Stettin		
433	— Iron ScSr	388	~~✠~~ 100A1	Liv	*g*	~~6,16~~ 9,17	1878	Ramage & Ferguson Leith A&CP	N. British Stm. Pkt. Co.	170·0	22·4	12·2	Glasgow British	C.2Cy.25″&44″–30″ (*s*) 80lb ~~*80lb 70lb*~~ 85RHP	12 ″ 10	
55222	*J.Duff* –15 *ss*Liv.3rd No.3–6,15	318	~~7,16~~ 9,18				4mo			P43′F35′		BK7″	*4BHCem*	1SB.*3pf*,GS84,HS1538	s 1 ″ 6½	
JGCK	1*Dk*	172	~~NB11,96~~ LMC6,15 ~~BS8,16,17~~ 6,18											Hawthorns & Co.,Leith	12 ″ 3	
434	— Wood ScSr	286					1908	..... Baltimore	P. Dougherty Co.	127·0	26·1	13·8	Baltimore Utd. States			
20524	*E.P.Snyder*	—														
KWPS	1*Dk*	194														
435	— Steel ScK	220	✠100A1	Ply		3,14	1906	A. Hall & Co.Ld. Aberdeen	~~Chant & Paddon, Ld.~~ A. Andrew (J.A.Taylor, *Mgr.*)	120·2	21·6	11·7	Plymouth British	T.3Cy.12″,20″&33″–24″ (*r*) 180lb 65RHP	12 ″ 4	
119346	*W.H.Maunder* –09 *ss*Ply.No.2–14	199	*Stm Trawler*				2mo			Q50′		BK7½″	*4BHCem*	1SB,*3pf*,GS43,HS1102		
	1*Dk*	88	9.14 ✠LMC				*Lloyd's*					*WB*=	*DT f* 5′11*t*	A.Hall&Co.Ld.Aberdeen		
			MS5,14 BS9,14				*SA&CP*									
436	— Iron ScSr	195					1868	..... Gothenburg	Wilh. Carl Knop	103·5	21·9	10·2	Hamburg German	C.2Cy.11¾″&26½″–18″ NB85 25NHP		
	(*ex*Steinwärder,*ex*Livadia,	—								Q34′B21′F27′						
PBJF	*ex*Uddeholm) 1*Dk*	105														
437	— Iron PadBg	191			...		1875	Barclay, Curle & Co. Glasgow	~~James Paterson & Co. Proprietary Ld.~~ J. Wardle & Co.	131·4	21·1	10·7	Melbourne British	L.2Cy.34″–46″ NB93 80RHP		
74654		191										BK7″		Barclay,Curle&Co.,Gls.		
	1*Dk*	31														
438	— Iron ScK	151	✠100A1	Hul		9,13	1895	Cook, Welt'n & Gemmell Hull	~~Pickering & Haldane's Stm. Trawling Co. Ld.~~ J.S.Ellis	101·7	20·7	11·0	Hull British	T.3Cy.11½″,18″&30″–22″ (*s*) 160lb 45RHP	11 ″ 10	
105037	*W.F.Davies* –14 *ss*Hul.No.3–8,07	140	*Stm Trawler*				5mo			Q24′		BK7½″	*3BHCem*	~~4SB~~,*2pf*,GS27,HS695		
	*ss*Hul.No.1–11	65	9.13 ✠LMC6,11				*Lloyd's*			ND07				C.D.Holmes&Co.,Hull		
	1*Dk*		✠NB8,07 BS5,14				*SA&CP*									
439	— Iron ScSr	138	✠	Hul			1885	Cook, Welt'n & Gemmell Hull	J.N.Sanne	100·1	20·0	9·5	Uddevalla Swedish	C.2Cy.17″&33″–22″ 43NHP	11 ″ 3	
	A.Johnsson 12–12 *ss*Hul.No.3–10,97	128	*For fishing purposes*				12mo			H11*t*			*3BHCem*	1SB.*2pf*,GS26,HS840		
	(*ex*Irrawaddy) *ss*Hul.No.2–06	45	3,09 ✠							ND97		BK7½″		~~C.D.~~Holmes&Co.Hull		
	1*Dk*															
440	— Iron ScK	105					1884	Castle S.& I. Works Co. Milford	~~Lighthouse Fishing Co. Ld.~~ (C.R.Sellar, *Mgr.*)	88·8	20·1	10·6	Yarmouth British	C.2Cy.14″&24″–18″ 25RHP		
82978	*R.J.Balls,Jr.* –16	98												J.Watts&Co.Birmingham		
	1*Dk*	45														
441	**Albatroz** Steel ScK	325	✠	Hul			1909	Cochrane & Sons Selby	Empreza de Pesca Marit. Limitada	140·0	23·0	12·2	Lisbon Portuguese	T.3Cy.13″,22½″&37″–24″ 85NHP	13 ″ 0	V
	I.Vianna 12–12	273	*Stm Trawler*				10mo			Q73′F26′		BK7½″	*4BHCem*	1SB,*3pf*,GS52,HS1520		
HBSL	*Elec.light* 1*Dk*	174	10,09 ✠									*WB*=	*DBf* 28′31*t*	Amos&Smith,Ld.Hull		
442	**Albay** Iron & Steel ScSr	1118					1883	Motala Co. Norrköping	G. Urrutia & Co.	218·3	30·8	14·8	Manila Utd. States	C.2Cy.29½″&53½″–32½″ NB97 136NHP		V
	R.Otero 08–10 (*ex*Hoangho,*ex*Jenfeld,	1076								H56*t*		22·0	*WB*	Motala Co. Motala		
	Elec.light *ex*Svea) 1*Dk & Spar dk*	690														
443	**Albenga** Steel ScSr	4249	✠ —	Ham	*x*		1898	Craig, Taylor & Co. Stockton	Dampfsch. Reed. Union, A.G.	360·2	48·2	20·3	Hamburg German	T.3Cy23½″,38½″&68″–48″ 359NHP	30 ″ 11	
	A.Carlsen 12–12 *ss*Rot.No.3–10,11	3955	11,15				11mo			P31′B86′F38′		28·3 FK	*6BHCem*	3SB,*9rf*,GS141,HS5440		
RLMW	(*ex*Mayflower) 1*Dk*(*Stl*) & *Spar dk*(*Stl*)	2789	*Spar dk*											W.Allan&Co.Ld.Sld.		
	& Wood		*Renamed "Hwah Wu," See No. 51 in Supplement*						*Cell D Ba* 118′ *u E & B* 38′	*f* 148′ 830*t* *FPT* 188*t*			*APT* 59*t*			
444	**Alberdi** Steel ScCtr	85			...		1913	Bow, McLachlan & Co. Ld. Paisley	Cia. Argentina de Nav. (Nicolas Mihanovich) Ltda.	55·4	15·1	6·6	Bns. Ayres Argentine	C.2Cy.11″&22″–18″ 29NHP	7 ″ 0	
	(*Tug*)	36										BK4″		Bow,McLachln & Co Ld Psy		
	1*Dk*	—														
445	**Alberia** Steel ScK	286	✠100A1	Flt		8,14	1910	Cochrane & Sons Selby	Crown Steam Fishing Co. Ld.	130·2	23·5	12·3	Grimsby British	T.3Cy.13″,22¾″&37″–26″ (*s*) 180lb 90RHP	13 ″ 0	
132091	*W.Kaye* 00–10 *ss*Flt.No.1–14	264	*Stm Trawler*				11mo			Q77′		BK8″	*4BHCem*	1SB.*3pf*,GS47,HS1590		
	1*Dk*	112	12,14 ✠LMC				*Lloyd's*							Amos&Smith,Ld.Hull		
			MS8,14 BS12,14				*SA&CP*									
446	**Alberich** Steel ScLr	137					1909	J. Frerichs & Co. A.G. Einswarden	"Visurgis" Heringsfischerei Akt.Ges.	91·0	21·4	9·9	Nordenhm German	C.2Cy.9⅛″&16½″–12½″ 8NHP		G
	A.Doyen 08–12	129								Q21′				J.Frerichs&Co.A.G.Ost.		
NJSB	*Mchy. Aft* 1*Dk*	70														
447	**Albert** Steel ScSr	202					1903	Bonn & Mees Rotterdam	Geestemünder Heerings & Hochsee fischerei Act.Ges.	118·9	22·3	11·6	Gstemnde German	T.3Cy.12⅛″,20⅛″&33⅛″– 23½″ 53NHP		G
	D.Witting (*Trawler*)	193											*WB*			
KRML	1*Dk*	80												AlblssrdmscheMachinefab		
448	— Wood Aux ScK	155					1889	H. Fellows & Son Gt. Yarmouth	Arctic Gold Exploration Syndicate, Ld (H.T.Munn, *Mgr.*)	100·1	25·1	11·7	Peterhead British	Oil Engines 2Cy.16″–18″		
96668	*J.W.Murray* –15 *Oil Eng.*	155												J&C G Bolinders Co. Ld Skm		
MPNV	1*Dk*	89														
	(*See Sailing Ship Register*)															
449	— Steel ScSp	148	✠100A1	Liv		~~5,16~~ 10,17	1902	J. Jones & Sons Birkenhead	Alexandra Towing Co. Ld.	92·5	20·1	10·8	Liverpool British	C.2Cy.16″&42½″–27″ (*s*) 150lb 69RHP	12 ″ 0	
115267	*J.R.Parry* 03–10 *ss*Liv.No.3–12,14	130	*For Towing purposes*				4mo					BK6½″	*4BHCem*	1SB,*3cf*,GS55,HS1498		
	1*Dk*(*Irn*)	5	10,17 ~~11,16~~				*Lloyd's*					*WB*=	*APT* 3*t*	J.Jones&Sons,Liverpool		
			~~BS7,15~~ ✠LMC7,14 BS10,17				*SA&CP*									

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. Capitaine. Visites Périodiques.	3 Ex-nom, s'il y a lieu. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane., Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille jusqu'au franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où cité, si ce n'est dans le L.R. Durée. Cert. Hor. Table
450 136784 JKBH	**Albert Clement** SteelScSr *W.H.Whitmore* –16 *Elec.light* 1 *Dk*		1166 970 720					1904	Act.Ges. "Neptun" Rostock	Requisitioned by the Admiralty (Everett&Newbigin, *Mgrs.*)	234·2 | 35·3 | 14·5 P14′Q56′B64′F25′	London British *WB*	T.3Cy.16½″,25½″&43¾″–31½″ 98NHP A.G."Neptun,"Rostock		
451 1391 HJCM	**Albert Edward** IronScSr *E.Sjödin*16–15 1 *Dk&Awngdk3trB*		929 812 501	✠ *Awng dk* 3,74	Lon	Lv		1872 4mo	Schlesingr, Davis&Co. Newcastle	NilsÖsterman&Co	234·3 | 30·5 | 14·5 P41′H60*t*F36′ 21·6	Stockholm Swedish 5*BH* *WB*	C.2Cy.30″&60″–30″ 164NHP Thompson,Boyd&Co.Nwc.		V
452 92039	— IronTwinScSp *J.H.Abraham* –12 (*Tug*) 1 *Dk*		160 149 100	✠ 7,86	Sou	*b*		1886 6mo	Day,Summers&Co. Northam	Sou.I.of Wight& S.of Eng.Royal MailStmPktCo.Ld	120·0 | 20·1 | 9·6	S'thamptn British 4*BHCem*	C.4Cy.17″&32″–24″ NB98 100RHP Day,Summers&Co.,Sou.	10 ″ 5	
453 625 HLFV	**Albert Ehrensvärd** IronScSr *A.G.Olson*13–13 (*ex*Alex.v.Humboldt) 1 *Dk*		203 127 104					1859	Nyköping Meks.Vks. Nyköping	Ångb.Aktieb. Bohusländska Kusten (C. Thorburn, *Mgr.*)	122·4 | 21·5 | 9·8 Q50′ H30*t*	Uddevalla Swedish	C.2Cy.18″&37½″–19½″ NE75&NB91 52NHP MotalaCo.,Motala		
454 RMWF	**Albert Killing** SteelScSr *E.Möller* –12(*ex*CaptainW.Menzell) *Elec.light* 1 *Dk&deepframing*		2529 1875 1615					1903	Flensburg Schiffsb.Ges. Flensburg	VulkanReed, Dampfer "Albert Killing" G.m.b.H. (N.V.Handelsen TransportMaats. Vulcaan, *Mgrs.*)	292·0 | 41·4 | 18·8 P16′B175′F34′	Hamborn German *WB*	T.3Cy.20½″,35⅞″&55½″– 35⅞″ 180NHP FlensburgerSchiffsb.Ges.		G
455 86379 LMHT	**Albert Victor** IronPadSp *H.A.C.Garnett*12–12 (*ex*Lass o'Gowrie) *Elec.light*		128 128 51					1883	J.T.Eltringham S.Shields	Cosens&Co.Ld.	106·0 | 19·8 | 9·7	Wymouth British	L.1Cy.37″–54″ NB97 70RHP J P Rennoldson&Ss.,SSh		
456 81545	— IronPad *Elec.light*		106 97 67					1879	Westwood London	Managers of Metropolitan AsylumDistrict	129·0 | 17·5 | 6·6 Q8*t*	London British	O.2Cy.25″–30″ NB85 36RHP Lon.Steambt Co.Ld.Lon.		
457 *For full particulars See No. 25 in Supplement.*	**Albert Watts** SteelScSr *Elec.light* *Longitudinal framing* *Mchy.Aft*		3250 2029	100A1 (*Class Contem plated*) *Carrying Petroleum in bulk*				1917	Baltimore D.D.&S.B.Co Baltimore Md	SinclairGulfCor.	292·5 | 47·2 | 26·9 P62′F26′	Wilmgton (Del) Utd.States	2 Geared Steam Turbines W&A FletcherCo.HbknNJ		
458 85765	**Alberta** SteelScSr *F.J.Davis* –10 2 *Dks* Wireless		2829 2140 2377					1883 reblt. 1911	C.Connell &Co. Glasgow	CanadianPacific RailwayCo.	309·7 | 38·2 | 23·3 len.11	Montreal British	C.2Cy.30″64&″–48″ NE&B13 236NHP WesternDD&SBCo.Ld. PortArthur		
459 113295 RQLW	— SteelTwinScSr *A.E.Howe* –17 *Elec.light* 2 *Dks&Shade dk*		1124 787 460					1900	J.Brown& Co.Ld. Clydebank	L.&S.W.Rlwy.Co.	270·0 | 35·6 | 14·6 P48′B154′F44′	S'thamptn British *WB*	T.8Cy.(2)19½″,(2)31½″&(4) 36½″–30″ 292NHP J.Brown&Co Ld Clydebnk		
460 116603	— WoodTwinSc *J.Goulet*95–05 1 *Dk*		125 84 62					1905	Sincennes, McNaughton Line,Ld. Sorel,P.Q.	Cie.Générale d'Entreprises Publiques	96·4 | 17·7 | 6·9	Montreal British	C.4Cy.12″&22″–18″ 42RHP Rondeau&Co.Sorel,P.Q.		
461 HBNV	**Albertito** IronScSr *N.Aspiazu* –12 (*ex*Forty-nine) 1 *Dk*		168 — 105					1870	Backhouse &Dixon Middlesbro'	PedroOlaizola	118·3 | 18·2 | 10·4	Bilbao Spanish *WB*	2Cy.18″–18″ 21NHP D.Joy&Co.,Middlesbro'		
462	**Alberto** SteelScK *J.M.Rodriguez* –14 *ss*Bbo.No.1–16 (*ex*Wearsider) 1 *Dk*(*Stl*) *Well deck* *Mchy.Aft*		597 418 306	✠100A1 1,18~~2,16~~ ~~2LMC 12.16~~	Bbo	*i*	12,16	1912 8mo	J.P.Rennoldson&Sns. South Shields *Lloyd's A&CP*	~~See Anon da Transportes Maritimos~~ Victor Riu	175·4 | 28·2 | 11·0 Q89′B9′F22′ *WB=Cell* FK *DBf*112′140*t* *FPT*	Barcelona Spanish 3*BHCem* 29*tAPT*31*t*	T.3Cy.15½″,25″&41″–27″ (*s*) 180lb *80lb* 95NHP 1SB,*3pf*,GS55,HS1825 J.P.Rennoldsn&Sns,S.Shl.	13 ″ 3 s ″ 9½ 12 ″ 8	
463 NBSE	**Alberto Cavalletto** SteelScSr *T.Bossio* –16 *ss*Bmn.No.3–10,12 (*ex*Axenfels) 2 *Dks*(*Stl–Upt* teak s)& *Elec.light* Wireless *Web frames*		4361 4110 2733	✠100A1 5.16 ~~Examined 5.16 LMC~~ ~~MS11,16 BS7,17 MBS5,16~~	Gen	*y*	~~5,16~~ 7,17	1904 3mo *Lloyd's A&CP*	Flensburgr Schiffsb.Ges. Flensburg	Requisitioned by theItalianGovt. (ItalianStateRlys)	375·6 | 50·6 | 27·6 P48′B119′F52′ BK10″ *CellDBa*110′	~~Genoa~~ Rome Italian 7*BHCem* *uE25′f*171′	Q.4Cy.23½″,33½″,49½″&72″– 54″ 213lb *120lb* (*s*) 489NHP 3SB,*9cf*,GS152.HS6402 FD FlensburgerSchiffsb.Ges. 990*tDT*/33′750*tAPT*40*t*	30 ″ 0 s 5 ″ 8½ 25 ″ 4	
464	**Alberto Maranhão** SteelScK (*ex*Plover,*ex*Helsingör,*ex*Plover) *Elec.light* 1 *Dk*		*181* *163* *67*			…		1898	Earle'sCo. Ld. Hull	ItalianGovt.	105·0 | 21·0 | 11·3 Q44′F18′ BK7½″	Italian	T.3Cy.12″,20″&32″–23″ NB00 *refitted*10 57NHP Earle'sCo.Ld.Hull	12 ″ 0	
465 34 NBSJ	**Alberto Treves** SteelScSr ~~*R.Quecke*~~ *ss*Tri.No.3–3,12 1 *Dk*(*Stl*)&*Spar dk*(*Stl*)&3*trB* *Elec.light* *ss*Gen.No.1–17 *G.Profumo* –17		3838 3480 2447	✠100A1 *Spar dk* 6,17 ~~8.14~~ ~~MBS6,17~~ ✠LMC ~~12.16~~,17 ~~MBS6,16~~ MS6,17 ~~MBS6,17~~	Gen	*w*	~~4,15~~ 6,17	1900 5mo	N.Odero& Co. Genoa A&CP	Soc.Veneziana di Nav.a Vap. *WB=CellDBa* 88′*uE&B*42′*f*	340·5 | 45·0 | 19·8 P25′B66′F41′ 27·4 FK 156′730*t* ~~*MT*28·730*t*~~	Venice Italian 7*BHCem* *APT*55*t*	T3Cy23½″39½″&64½″–43½″ 180lb *100lb* (*s*) 323NHP NDB13 2SB,*8cf*,GS161,HS5369 N.Odero&Co.Genoa	29 ″ 9 s 5 ″ 11 24 ″ 1	
466	**Albertos Amvourger** SteelScYl *Gambos* (*Trawler*) (*ex*AndreasProtoclitos,*ex*Lupus) 1 *Dk*		*132* *45*	*Now named "Michael," See No. 103 in Supplement*		…		1896 1900	Mackie& Thomson Glasgow	Soc.deOrychia	99·3 | 21·0 | 10·4 Q17′F19′ BK7½″	Piræus Greek	T.3Cy.10″,16′&27′–20′ 33NHP Muir&Houston,Ld.Gls.	11 ″ 6	V
467 HDFN	**Albertus** IronScSr *R.Kaellander* 1 *Dk&Spar dk3trB*		981 973 728					1882	F.Schichau Elbing	MarcusCohn& Sohn	200·6 | 28·0 | 22·0	Königsbrg German *WB*	C.2Cy.22″&44″–25½″ NB11 82NHP P Schichau,Elbing		V
468 MBVK	**Albertville** SteelTwinScSr *J.Bernaerts*09–12 *Elec.light* *Ref.Mchy.* 2 *Dks*(*Stl*)& Wireless *Shelter dk*(*Stl–*teak s) *ss*Hul.No.1–17		7745 6200 5062	✠100A1 *Shelter dk with freeboard* 5,~~17~~~~16~~ 5,18 ~~2LMC~~ ~~11,16~~	Hul	*b*†	~~2,15~~ ~~16,17~~ ~~MS5,17~~ 6,18	1912 12mo *Lloyd's A&CP*	Soc.Anon. Jhn Cockerill Hoboken	Cie.BelgeMaritime duCongo *WB=Cell DBa*124′*uE&B* *FK* *P*.2′*onShltr dk* *FK* 95′*f*159′1302*t* *FPT*	439·5 | 55·7 | 34·3 F58′ 95′*f*159′1302*t* *FPT*	Antwerp Belgian 7*BHCem* 8*tAPT*43*t*	Q.8Cy.23″,33″,47″&67″–48″ 215lb (*s*) 964NHP 6SB,*18cf*,GS345HS14100 FD SocAn.J.Cockerill,Seraing	37 ″ 0 s 12 ″ 6 25 ″ 1	
469 110526 QMPH	**Albiana** SteelScSr *S.B.Betts* –16 *ss*Gls.No.3–3,09 (*ex*Braemount, *ex*CorbyCastle) 1 *Dk*(*Stl*)&*Spar dk* *Elec.light* (*Cruiser*) *framing* *Carrying fuel oil F.P.above 150° F.in D.B.*		3607 3325 2297	✠100A1 *Spar dk* 9,16 ~~Examined 9.16 LMC~~ 3,16 7,17	Sh	*w*	~~9,16~~ ~~M~~7,17	1898 12mo	W.Pickersgill&Sons Sunderland A&CP	Sale&Co. *WB=CellDBa* 110′	350·0 | 46·2 | 17·6 P31′B104′F33′ 25·6 FK *uE&B*42′*f*144′829*t*	London British 6*BHCem* *APT*48*t*	T.3Cy.23½″,40″&66″–45″ (*s*) 180lb ~~*100lb*~~ NDB17 327NHP 2SB.*6cf*,GS97,HS4147 FD G.Clark,Ld.Sunderland	28 ″ 2 s 5 ″ 4 23 ″ 3	
470 GSQT	**Albina** SteelScSr *E.deBoer* 2 *Dks*		242 — 147					1897	Wigham Richrdsn&Co Newcastle	Governm…tof Suriname	124·4 | 21·6 | 9·9 P90′B9′F17′	Paramaribo Dutch *WB*	C.2Cy.14″&28″–18″ 28NHP WighmRichrdsn&CoNwc.		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c / Master. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	6 7 Particulars of Classification. Character. / † for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned / now expired. Equipment Letter.	7* Date when tail shaft last survd.	8 9 Built. When. — Ship. — Engines	By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught.	15 Registers in which classed, if not in L.R. Date of Ft. & of Trade Cert.
	Now named "Argonaut," See No. 86 in Supplement															
471	**Albingia** Steel Sc 4 Mst Sr	4634					1893	Harland& Wolff,Ld. Belfast	Hamburg-Amerik Packett.Akt.Ges. (Ham.-Amr.Linie)	397·7	47·6	27·4	Hamburg German	T.3Cy.29″,48″&79″–60″ 483NHP		G
RPKD	*R.Sponholz* –11 (*ex*Grodno,*ex*Albingia, *Elec.light* Wireless *ex*Orcana) 3 *Dks*	3870 2923								P57′B147′F41′				6 *BHCem* *APT30t*		
472	**Albion** Steel Pad Sk	363					1893	J.&G. Thomson,Ld. Clydebank	P.&A.CampbellLd	200·0	25·0	8·3	Bristol British	C.D.2Cy.26″&55″–54″ 185NHP		
99963	*J.Trenance* –14 (*ex*SlieveDonard) 1 *Dk&Promenade dk*	269 136								*Promenade dk*150′				J&GThomson,Ld.Clydbnk		
473	— Iron Sc Sr	197				...	1880	Murdoch &Murray Pt.Glasgow	Akties.TröansRederi(KrohgsDpsk. Expedition,*Mgrs.*)	130·0	21·2	11·0	Trondhjem Norwegian	C.2Cy.20″&40″–27″ NB87 67NHP		
MDFP	*R.Olden* –16 (*ex*Onward) (*Trawler*) 1 *Dk*	182 78								BK6½″				Muir&Houston,Glasgow		
474	— Wood Sc	151					1887	G.Deakin, Ld. Winsford	SaltUnion,Ld.	89·0	21·0	10·6	Liverpool British	T.3Cy.10″,13½″&23″–14″ 34RHP		
93724	*R.Hulse* 1 *Dk*	143 103												G.Deakin,Ld.Winsford		
475	**Albistan** Steel Sc Sr	3184	†100A1 12.16	Cff	*w*	~~1.15~~ 9,17	1905	W.Gray& Co.Ld. WHartlepool	StrickLine,Ld. (F.C.Strick&Co. Ld.*Mgrs.*)	350·1	46·1	23·6	Swansea British	T.3Cy.24½″,40″&65″–42″ (*s*) 180lb *80lb* 291NHP	26 ″ 1 s 3 ″ 10½	
119873	*C.Walker* –15	2987					6mo			P27′B182′F34′				2SB,*6rf*,GS112,HS4404	22 ″ 7	
HOSJ	(*ex*Cambyses) 1 *Dk*(*pt Irn&pt Stl &deep framing*	2045	~~884.16~~ †LMC 9,17				*Lloyd's*	*SA&CP*	*WB=CellDBa*	117′*uE*23′*f*150′722*t*			*APT30t*	Cen.Mar.Eng.Wrks.WHpl		
476	**Alblasserdam** Steel Sc Sr	1382					1916	L.Smit& Zoon Kinderdijk	N.V.MaatsStooms Alblasserdam. (Gebr.vanUden)	239·3	36·1	16·7	Rottrdam Dutch	T.3Cy.17½″29″&46″–36″ 127NHP		V
NCFL	*M.van den Berg* –16 1 *Dk*	1195 803								P23′B62′F24′			*WB*	L.Smit&Zoon,Kinderdijk		
477	**Albr. W. Seimer** Steel Sc Sr	2297	†100A1 2.16	Xia	*s*	~~2,16~~	1900	Short Bros. Ld. Sunderland	TheShippingCon-troller(W.H.Stott &Co.Ld.,*Mgrs*)	299·0	~~43·0~~	~~19·5~~	London British	T.3Cy.21½″,35″&59″–39″ (*s*) 160lb 219NHP	22 ″ 0 s 3 ″ 5	
110358	*O.Stokke* –16	2132	~~2.12~~ 2,17	~~Xia~~ Liv		N12,17	9mo			P27′B68′F32	19·7			5*BHCem*	18 ″ 11	
MDDC	(*ex*Saltwell) *ss*Xia.No.1–16	1426	~~B&O.17~~ †LMC 12,17				*Lloyd's*	A&CP	*WB=Cell*	42′9		FK	658*t*	2SB,*6pf*,GS96,HS3290 J.Dickinson&Sons,Ld.Sld.		
JRPS	1 *Dk*(*pt Stl ptIrn*)*&deep framing*								*DBa*92′*uE*20′*f*120′				*APT56t*			
478	**Albrektsund** Steel Sc Sr	222					1890	Kockums Mek.Verkst. Malmö	MarstrandsNya Ångf.Aktieb. (J.Ahnström *Mgr*)	119·7	21·0	10·4	Marstrand Swedish	C.2Cy.15½″&30″–17½″ 31NHP		
1174	*S.A.Thorbjörnson*12–12	144								B36′ H30*t* F12′				KockumsMk.Vrkst,Mlmö.		
JCKR	1 *Dk*	152														
479	**Albuera** Steel Sc Sr	3460	†100A1 11,16	Bkn	*r*	~~4.14~~ 12,16	1902	Russell& Co. Pt.Glasgow	Chr.Salvesen&Co.	340·7	47·6	23·4	Leith British	T.3Cy.24″,40″&65″–45″ (*s*) 180lb *100lb* NDB15 304NHP	26 ″ 1 s 4 ″ 10	
115262	*G.Manson* –16	3208					3mo			P26′B86′F37′		FK	6*BHCem*	2SB,*6cf*,GS132,HS4700	21 ″ 7	
TGSF	2 *Dks*(*Stl*)*&deep framing*	2259	~~MBS12.16~~ †LMC 6,16 MBS12,16				*Lloyd's*	*SA&CP*	*WB=Cell DBa* 104′	*uE&B*40′ *f*150′920*t*			*APT*105*t*	J.G.Kincaid&Co.Grk.		
480	**Alca** Steel Aux Sc K	*194*					1898	Schömer& Jensen Tönning	IsmaelMachado	134·1	22·7	8·5	SantaCruz Ten. Spanish	C.2Cy.7″&13″–10″ 4NHP		
	Stm.Eng.	*162*								H29′			*WB*			
HBNW	(*ex*Stefanie) 1 *Dk*	*151*								len99				Schömer&Jensen,Tönning		
	(*See Sailing Ship Register.*)															
481	**Alcana** ~~*C.Nicol* –16~~ Steel Sc Sr	3503	†100A1 1.14	Gen	*v*	~~7.15~~ N11,17	1904	R.Craggs& Sons,Ld. Middlesbro'	~~G.Revano fuP.~~ Soc.Anon.Ilva	340·0	47·5	24·9	Genoa Italian	T.3Cy.24½″,41″&68″–45″ (*s*) 180lb *80lb* 349NHP	27 ″ 3 s 4 ″ 8	
649	~~*G.Penco*~~	3330	~~Examined 11,16~~ †LMC 5,17				12mo		*WB=CellDBa*10	P40′B110′F35′			6*BHCem*	2SB,*8rf*,GS144,HS5539	22 ″ 11	
NBSQ	*M.Aprile* 15–17 1 *Dk*(*Stl*)2 *trBc&Web frames* 3 *Dk rule*	2246	~~MBS12.16~~ ~~SV.15~~ ~~Machy.~~ MBS11,17 DBS2,17				*Lloyd's*	*SA&CP*	*uE&B*44′*f*142′83	6′		FK	70*t*	G.Clark,Ld.Sunderland		
										8tDFu29·08St FPT			*APT*36*t*			
482	**Alcatraz** Wood Sc Sr	256					1887	C.G.White San Francisco	L.E.WhiteLumber Co.	130·2	31·0	10·8	S.Frncisco Utd.States	C.2Cy.12″&24″–20″ 21NHP		
106484	*A.Krause* –12	—														
KDSP	*Fitted for oil fuel* 1 *Dk*	194												Hnckly,Spiers&Hayes,SFo		
483	**Alcazar** Steel Sc Sr	3076	†100A1 *pt Awng dk*	Bry	*u*	N9,15	1893	Ropner& Son Stockton	~~Merli&Lugano~~ G.Peschiera	322·0	41·5	20·7	Genoa Italian	T.3Cy.22½″,37″&61″–42″ (*s*) 180lb ~~140lb~~ *100lb* NDB16 246NHP	24 ″ 0 s 8 ″ 7½	
708	*A.Canepa* –14 *ss*Phl.2ndNo.3–3,13	407	*withfreeboard* 9.15				5mo	A&CP		P39′Q110′	BK10″		5*BHCem*	2SB,*6cf*,GS104,HS3760	23 ″ 2	
NBSR	(*ex*Eva) 1 *Dk*(*Stl*)2 *trBc&Web frames&pt Awng dk*(*Irn*)	1953	~~Examined 5,17~~ †LMC 4,17 ~~HS12,17~~							*pt Awng dk*183′			*DB*266′613*t*	Blair&Co.Ld.Stockton		
										ptND06 *WB=Cell*						
484	**Alchymist** Steel Sc Sr	382	†100A1 6,12	Liv	*f*	3,16	1895	W.Dobson &Co. Newcastle	Burt,Boulton& Haywood,Ld.	147·5	24·1	12·8	London British	T.3Cy.12½″,20″&33″–24″ (*s*) 160lb *100lb* NDB09 50RHP	13 ″ 6 s 1 ″ 9	
105770	*A.J.Kemp* –98	343					12mo			Q23′F23′		BK7″	6*BHCem*	1SB,*2pf*,GS31,HS990	12 ″ 5	
PDTM	*Mchy.Aft* *Elec.light* 1 *Dk*(*Irn*)	209	*Carrying Tar in bulk* ~~LMC 5,16~~				A&CP					*WB=*	*APT*12*t*	N.E.MarineEngCoLd.Nwc		
485	**Alcibiades** Iron Twin Sc	308					1883	Stabili-mnto Tecnico Trieste	I.Varvaroff& N.Kipor	175·0	27·0	8·0	Taganrog Russian	C.4Cy.11½″&21″–18″ 31NHP		
446		—												StabilimentoTecnico,Tri.		
LMAJ	1 *Dk*	187														
486	**Alcinous** Steel Sc Sr	6743					1900	Scott&Co. Greenock	OceanS.S.Co.Ld. (A.Holt&Co.*Mgrs*)	441·7	52·6	30·3	Liverpool British	T.3Cy.29″,50″&82″–60″ 521NHP		BT till 5,17
110636	*R.Bic* –15	5290								P50′B154′F58′			*WB*	Scott&Co.Greenock		
RMPN	*Elec.light* 2 *Dks*	4278														
487	**Alconda** Steel Sc Sr	4298	†100A1 *Shelter dk*	Gls	*y*	4,16	1906	W.Pickers-gill&Sons Sunderland	Anglo-Newfound-landDevelopment Co.Ld.(Donaldson Bros.Ld.*Mgrs.*)	381·0	49·0	25·7	Liverpool British	T.3Cy.26″,43″&72″–48″ (*s*) 180lb *100lb* 421NHP	28 ″ 5 s 3 ″ 6½	
124014	*J.Lamont* –16	3929	*withfreeboard* 12,17 ~~1.17~~	Bal			11mo						6*BHCem*	2SB,*6cf*,GS123,HS5524 FD	25 ″ 4	
HJPM	*Elec.light* 2 *Dks*(*Stl*)*&deep framing& Shelter dk*(*Stl*) *Carrying fuel oil F.P.above1500t.in D.B*	2695	~~LMC MS6.16~~ BS2,17				*Lloyd's*	*SA&CP*	*WB=Cell*	*DBa*118′ *uE&B*46′*f*			166′992*t FP* *T*105*t APT*72*t DT*f32′787*t*	G.Clark,Ld.Sunderland		
488	**Alcor** Steel Sc Sr	3551					1915	Rotterdam Droogd.Maat Rotterdam	VanNievelt, Goudriaan&Co.'s Stoomv.Maats.	361·4	49·9	22·1	Rottrdam Dutch	T.3Cy.25″,41″&67″–45″ 301NHP		V
	Soetemeer	3263								P24′B214′F34′			*WB*			
NCGD	*Elec.light* 1 *Dk*	2171												RotterdamDroogd.Maats.		
489	— Steel Sc Sr	3233					1912	Rotterdam Droogd.Maat Rotterdam	J.W.Paulin&Co.	332·0	48·1	22·1	Wiborg Russian	T.3Cy.23″,38″&62″–42″ 249NHP		
	Elec.light 1 *Dk*	2949 2006								P37′B100′F31′			*WB*	RotterdamDroogd.Maats.		
490	**Alcyon** Steel Sc	247					1904	Bonn& Mees Rotterdam	F.Courtois& A.Hovelaque (Aug.Bourgain-Bourgain&fils, *Mgrs.*)	132·0	21·6	12·6	Boulogne French	T.3Cy.13″,21½″&35″–24″ Alblasserdamsche 60NHP		V
	Dubosc (*Trawler*)	—											*WB*	Maschinenfab.Alblas.		
HCWT	*Elec.light* 1 *Dk*	100														
491	— Iron Sc K	189	†100A1 *Stm Trawler*	Dnk		10,16	1899	D.Aiken& Scott Glasgow	Soc.Immobiliére duMoulleau et des Pêch.de l'Océan(M Camproger,*Mgr.*)	115·0	21·1	11·2	Arcachon French	T.3Cy.12½″,21½″&35″–24″(*s*) 200lb 73NHP	12 ″ 2 s ″ 10	
	H.Case *ss*Arc.No.3–8,11	168	10,16				7mo			Q22′		BK7½″	4*BHCem*	1SB,*2cf*,GS38,HS1171	12 ″ 2	
HCWV	*ss*Dnk.No.1–16 (*ex*BalmoralCastle) 1 *Dk*	18	~~LMC 10,16~~				*Lloyd's*	*SA&CP*						Shanks,Anderson&Co.Gls.		
								Completed by	Cochrane&Cooper Ld.							

1 Numéro d'Ordre. / Numéro officiel. / Signaux.	2 Nom du Navire. Matériaux. Gréement. etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quant. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille — Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L. R. Durée Cert. Rof Trade
492 HDCG	**Alcyon** *N.Damas* –12	**IronScSr** 1*Dk*	111 — 62					1878	Blackwood & Gordon Pt.Glasgow	Cie.desBateaux à Vapeur de la Guadeloupe	108·2 | … | 8·5			Pointe-à-Pitre French	C.2Cy.14″&28″–18″ NB01 28NHP Blackwood&Gordon,P.Gls		
493 QKGF	**Alda** *G.Rörden*06–13 *Elec light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) Wireless	**SteelSc4MstSr**	6706 6135 4180	✠ 9,16 *Shelter dk withfreeboard*	Bmn	*c* †		1913 3mo	J.C.Tecklenborg A.G. Geestemünde	Roland-Linie Akt. Ges. *WB* = *CellDBa*180′ *uE*	461·6 | 59·1 | 28·2 *FonShelter dk*52′ FK 40′*f*226′1424*t FPT*			Bremen German 8*BHCem* 112*tAPT*21*t*	Q4Cy27$\frac{9}{16}$″,39$\frac{3}{8}$″55$\frac{1}{16}$″&82$\frac{11}{16}$″ –53$\frac{13}{16}$″ 722NHP 4SB.*12cf*,GS226,HS10112FD J.C.TecklenborgA.G.Gst.	31 ″ 3	
494 HBGV	**Alda Bemvinda** *A.V.Dionisio* –11 (*ex*Cairngorm)	**SteelScK** 1*Dk*	*273* *226* 77	✠ *StmTrawler* 3,07 ✠	Abn			1907 2mo	J.Duthie Torry S.B.Co Aberdeen	BastosLtda.	130·3 | 22·1 | 12·2 Q73′F21′ BK7½″ *WB*=			Lisbon Portuguese 4*BHCem* *DTf*18′20*t*	T.3Cy.12½″,21″&34″–27″ 32NHP 1SB,*3pf*,GS44,HS1528 J.Abernethy&Co.Abn.	13 ″ 0	V
495 3046 JHBV	**Aldebaran** *H.Holmgren*07–11 *ss*Mmo.2ndNo.3–5,09 (*ex*CityofTruro) *ss*Hbg.No.1–14 *Well deck* 1*Dk*(*Irn*)2*trB* *Cargo battens not fitted*	**IronScSr**	1651 1301 999	✠100A1 4 4,16 BS11,16 ✠LMC5,14	Cff Bkn	*q*	4,16 4 2,17	1883 10mo	W.Gray& Co. W Hartlepool A&CP	Rederiaktieb. Astrea(C.A.Banck *Mgr.*)	257·0 | 34·8 | 19·7 P29′Q66′B66′F34′ BK9″ *WB*=*DBa*			Hisingborg Swedish 4*BHCem* 78′*f*96′333*t*	C.2Cy.32″&60″–36″ (*b*) 80lb *90lb* NDB05 180NHP 2SB,*4pf*,GS75 T.Richardson&Sons,Hpl.	20 ″ 10 s1 ″ 10½ 19 ″ 11	
496 JVWN	**Alden** *P.Titland*98–04	**IronScSr** 1*Dk*	432 282 258					1888	Laxevaags Msk.&Jrnskb Bergen	NordreBergenhus AmtsDampskibe	154·8 | 23·9 | 12·4 P78*t*B21*t* H27*t*F41*t*			Bergen Norwegian	T.3Cy.15½″,25″&40″–27″ NB04 83NHP Hall,Russell&Co Aberdeen		
497 MDPS	— *N.Mjönes* (*Fishing*)	**SteelScSr** 1*Dk*	111 101 40					1907	Moss Jrnst. & Mek.Værks Moss	E.Orseth	92·2 | 18·6 | 9·6			Xiansund Norwegian *WB*	C.2Cy.10½″&24″–16″ 19NHP MossJernst.&M.V.Moss		N
498 127472 HPRS	**Alder** *H.Hollywood* –13 *Mchy.Aft* *ss*All No.2–18 1*Dk*(*Stl*) *Well deck*	**SteelSc3MstSr** *ss*Dub.No.1–13	341 248 126	✠100A1 3,18 ~~1,14~~ ~~BS13,16~~ ✠LMC ~~3,13~~ 3,18	Dub Alj	*f*	~~3,16~~ ~~3,17~~ 3,18	1909 9mo *Lloyd's*	J Fullerton & Co. Paisley	Newry&Kilkeel S.S.Co.Ld. *sA&CP*	142·8 | 23·6 | 10·3 Q80′B7′F25′ BK6″ *WB*=*FPT*45*t*			Newry British 3*BHCem* Fishers,Ld.Paisley	C.2Cy.16″&34″–24″ (*s*) 130lb 47RHP 1SB,*2pf*,GS39,HS1280	11 ″ 4 s 4 ″ 1½ 11 ″ 6	
499 HMNQ	**Alderney** *EMEvansen* -18 *P.Sörensen* 1*Dk*(*Irn*)2*trB&*deep framing	**SteelScSr** *ss*Hpl.No.3–1,12 *ss*Nag.No.1–16 3*Dk rule*	3108 2882 1970	✠100A1 ~~6,17~~ 1,16 4,18 ~~BS3,17~~ ~~BS4,18~~ ✠LMC4,16	NYk ~~NCo~~ Mob	*u*	~~3,16~~ 4,18	1899 8mo	W.Gray& Co.Ld. W Hartlepool A&CP	Dampskibsakties. Alderney (W.Wilhelmsen) *WB*=*CellDB*	325·0 | 48·5 | 21·7 P27′B84′F30′ FK *a&uE*130′*f*136′763*t*			Tönsberg Norwegian 5*BHCem* *APT*53*t*	T.3Cy.24$\frac{7}{16}$″,38″&64″–42″(*s*) 160lb ~~80lb~~ 280NHP 2SB,*6rf*,GS108,HS4400 Cen.Mar.Eng.Wrks.W Hpl	24 ″ 0 s4 ″ 0½ 20 ″ 4	
500 108271 PWBT	**Aldershot** *J.T.Shaw* –15	**SteelScSr** *ss*Cff.No.3–1,10 *ss*Hpl.No.1–13 1*Dk*(*Irn*)&*Web frames*	2177 1997 1354	✠100A1 *Trunk dk* 12.16 ✠LMC MS10,13 ~~BS8,16~~ 3,18	Sld	*s*	~~11,~~ ~~12,16~~ 3,18	1897 12mo *Lloyd's*	Ropner& Son Stockton	Aldershot S.S.Co. Ld.(W.Fletcher& Son,Ld.) *WB*=*CellDB*	280·0 | 42·0 | 18·3 P27′B54′F31′ FK *a90′uE20′f*112′506*t*			London British 4*BHCem* *APT*71*t*	T.3Cy.21″,35″&57″–39″ (*s*) 160lb *90lb* 201NHP 2SB,*4cf*,GS74,HS3000 Blair&Co.,Ld.,Stockton	20 ″ 0 s 2 ″ 5½ 17 ″ 11	
501 730 NBSV	**Aldo** *L.Badini* (*ex*Alessandro Volta) 1*Dk*2*trB*	**IronScSr**	596 439 344					1862	Randolph, Elder&Co. Glasgow	O.Plesso in Rossi	203·4 | 25·4 | 13·7 P57′H26*t*F—			Genoa Italian	C.2Cy.23½″&43″–30″ NE77NB92 84NHP G.Ansaldo&Cia.Smprdrna		
502 98540 NBRL	**Aldworth** *E.S.Proom* –12	**SteelScSr** *ss*Sld.No.3–5,06 *ss*Bry.No.2–16 1*Dk*(*Stl*)2*trB&*Web frames& *ptAwngdk*(*Irn*)	3369 2607 2190	✠100A1 *pt Awng dk withfreeboard* 3,18 ~~6,16~~ BS4,17 ~~BS12,16~~ ✠LMC MS9,16	Bry Shl	*u*	~~5,15~~ 3,18	1893 5mo *Lloyd's*	W.Gray& Co.Ld. W Hartlepool	J.Westoll *WB*	330·2 | 43·1 | 21·6 Q125′ BK11″ *ptAwngdk*203′ = *Cell DB* 266′ 726*t*			Sundrland British 5*BHCem* *APT*37*t*	T.3Cy.24″,38″&64″–42″ (*s*) 160lb *58lb* NDB02 279NHP 2SB,*6rf*,GS91,HS4390 Central Mar.E.Wks.W.Hpl	24 ″ 4 s 8 ″ 10 23 ″ 8	
503 HBJD	**Alejandro** *L.Fernandez* (*ex*Cassel) *Well deck* 1*Dk*	**SteelScSr**	489 — 378			…		1891	Southmptn Naval Wks Ld Southampton	Braun& Blanchard	160·0 | 24·0 | 11·0 Q77′B14′F19′ BK7″ *WB*			Pnta Arnas Chilian Sou.Naval Wks.Ld.Sou.	T.3Cy.13½″,22″&34″–24″ NB03 70NHP	11 ″ 9	
504	**Aleks Pelander** *Oil Eng.* 1*Dk*	**SteelScSr**						1913	Johs.Berg Delfzijl	Aleks.Pelander Act.Ges.	94·3 | 20·1 | 8·0			Helsingfrs Russian	Oil Engines 2Cy.10$\frac{5}{8}$″–10$\frac{1}{4}$″ D.Goedkoop,jr.,Ams.		
505 JHFS	**Alekto** *E.Hviding* –11	**WoodScSr** 1*Dk*	552 427 325					1901	K.Skaal-uren Rosendal	Acties.Dampsk. Alekto(T.Meling)	159·5 | 28·6 | 14·6 Q49′B41′F23′			Stavanger Norwegian	T.3Cy.12¼″,20″&32″–26″ 52NHP StavangerStöb.&Dok.Stv.		N
506	**Alemania** *Elec.light*	**SteelTwinScSr** (*ex*Kurt) 1*Dk*	627 527 347					1898	J.C.Tecklenborg A.G. Geestemünde	Cia.Argentina de Nav.(Nicolas Mihanovich) Ltda.	204·2 | 32·2 | 10·5 B20′F24′			Bns.Ayres Argentine	T.6Cy.10½″,16½″&26¾″–18″ 61NHP J.C.TecklenborgA.G.Gst.		
507 104772 NLJV	**Alembic** *S.J.Coward* –15 *Paraffin Motors* *ss*Lon.No.3–3,08 1*Dk*(*Stl*) *ss*Apl.No.2–15 (*See Sailing Ship Register*)	**SteelAuxTwinSc3MstSr**	255 254 205	✠100A1 5,18 ~~4,15~~ *Carrying fish* ✠NDB4,06	Apl NFL *oil in b* DBS ~~6,16~~ 1,17	*g* *ulk*	~~100lb~~	1894 7mo	W.Dobson & Co. Newcastle A&CP	Job Bros.&Co.Ld.	122·5 | 24·1 | 13·1 BK7″ 7*BHCem*			SJhns NFL British	Paraffin Mtrs/*td*084S.C.SA 2Cy.11$\frac{13}{16}$″–14$\frac{13}{16}$″ D.Goedkoop,Jr.Ams.	13 ″ 9 s 2 ″ 0 12 ″ 5	
508	**Alentejo** Wireless (*ex*Uckermark) *Elec.light* *Longitudinal framing* 2*Dks*	**SteelScSr**	4312 3982 2652					1911	Bremer Vulkan Vegesack	Requisitioned by the Portuguese Government	399·5 | 52·9 | 23·6			Portuguese *WB*	T.3Cy.27$\frac{3}{8}$″,45$\frac{1}{8}$″&74″–49½″ 384NHP Bremer Vulkan,Vegesack		
509	— (*ex*Tintern,*ex*Westonia, *ex*RhosColwyn,*ex*SussexBelle, *ex*TantallonCastle) 1*Dk*	**SteelPadSp**	333 300 119					1899	J.Scott& Co. Kinghorn	Caminhos de Ferro do Sul e Sueste	210·1 | 25·1 | 8·4 Q18′B144′			Lisbon Portuguese	C.2Cy.27″&58″–54″ 206NHP J.Scott&Co.Kinghorn		
510 113573 RTQF	**Aleppo** *G.H.Jones* –10 *Spar dk*(*Stl*)2*trB&*Web frames *Wood main dk in* 1 *&* 8 *holds*	**SteelScSr** *ss*Hul.No.3–3,14	3908 3683 2561	✠100A1 *Spar dk withfreeboard* ~~3,17~~ ~~1,16~~ 1,18 ✠LMC6,16	Mdb Hul	*w*	11,16	1900 8mo	R.Stephen-son&Co.Ld. Newcastle A&CP *W*	Ellerman's Wilson Line,Ld. *B* = *Cell DBa* 110′	340·0 | 47·2 | 19·3 P31′B105′F36′ 27·3 FK *uE&B*44′*f*133′733*t*			Hull British 6*BHCem* *APT*41*t*	T.3Cy.25″,40″&66″–45″ (*s*) 165lb 317NHP 2SB,*6cf*,GS120,HS5070 SirC.Furness,Westgarth &Co.Ld.Mdb.	29 ″ 10 s 5 ″ 8½ 24 ″ 5	
511 132704 HVQD	**Alert** *H.L.Phillips* –12 *Elec.light*	**SteelTwinScSr** 2*Dks*	777 663 302					1911	Ramage& Ferguson,Ld. Leith	Corporation of the Trinity House	198·0 | 32·1 | 12·5 B79′			London British *WB*	T.6Cy.12″,19½″&31″–24″ 98RHP Ramage&Ferguson,LdLth		
512	— *Cable Vessel* (*ex*The Lady Carmichael) *Batchellor*84–84	**IronPadSr** 1*Dk*	369 365 194			…		1871	AM'Millan &Son Dumbarton	H M.Postmaster General	162·8 | 25·3 | 12·1 B33′			London British	D.O.4Cy.34″–48″ NB79 247NHP J.&J.Thomson,Glasgow		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 6 7 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last sent.	8 9 Built. When	By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught.	15 Registers in which classed if not in L.R. Date of List of Trade Cert.
513 5526 JKBL	Alert *Now named "Birmingham," See No. 47 in Supplement* Iron Sc Sr / *D.Kerr* –00	327 283 190					1855	Hull	~~H.Barnett~~ Birmingham S.S Co., Ltd.	176·0 P38	21·4	10·8	Hull British	60 RHP	ft. in. 11 " 2	
514 105155 JHBQ	— Steel Sc Sr / *J.Mackenzie* –14 / 1 *Dk*	195 184 78				...	1910	J Fullerton & Co. Paisley	Anchor Line (Henderson Brs.) Ltd.	120·1 BK 6¼"	22·1	10·8	Glasgow British	T.3Cy.13½",22"&36"-24" 90 RHP Ross&Duncan,Glasgow	11 " 6	
515 101956 NWGT	— Steel Sc Sr / *F.P.Jameson* –07 / *Elec.light* (Tug) 1 *Dk*	194 182 80				...	1892	J.T.Eltringham & Co. S.Shields	Twnsville Harbour Board	115·0 B7' BK 6½"	21·1	11·8	Twnsville British	C.2Cy.19"&38"-24" 99 RHP G.T.Grey,S.Shields	12 " 0	
516 106924	— Steel Twin Sc K / *L.Pascoe* –01 (Tug) 1 *Dk*	175 153 3				...	1898	J.G.Fay & Co.Ld. Southampton	New Haven Harbour Co.	116·0 BK 6"	20·1	9·8	Nw.Haven British	C.4Cy.11"&21"-21" 66 RHP J.G.Fay&Co.Ld.Sou.	10 " 4	
517 105348	— Wood Sc / *H.R.Tillotson* (Tug)	171 — 153					1874	..... Wlmgtn, Del.	T.A.Scott Co.Inc.	96·2	22·2	6·8	New York Utd.States	1 Cy.16"-24" NB 13 10 NHP		
518 106703	— Iron Sc K / *W.F.Reynolds* –15 *ss* Cff.No.3–11,09 *ss* Mil.No.1–13 1 *Dk*	150 138 63	[illegible]			9,15	1896 6mo	Cook, Welt'n & Gemmell Hull *Lloyd*	~~D.C.Jones~~ J.McR.Knight (D.C.Jones, *Mgr.*) *sA&CP*	101·5 Q24' BK 7½"	20·8	10·7	Cardiff British 3 *BH Cem*	T.3Cy.11½",18"&30"-22" (*s*) 160 lb 45 RHP 1SB,*2pf*,GS38,HS820 C.D.Holmes&Co.,Hull	11 " 10	
519 86871	— Wood Sc Sp / *D.A.Campbell* (*ex* George J.Stevens) 1 *Dk*	105 82 63					1880	..... Maine, U.S.	W.N.McDonald	98·3 H24*t*	19·1	7·4	Sydney, CB British	C.2Cy.12"&18"-20" NB 12 11 RHP		
520	Alerta Steel Sc K / *Jeffreys* –17 / (*ex* Pereira Passos) 1 *Dk*	*224* *195* 88	✠100A1 *Stm Trawler* 8,14	Rio ✠LMC 4,12		~~8,14~~ 4,17	1912 4mo	Smith's Dock Co.Ld. Middlesbro' *Lloyd*	~~Cia. de Pesca~~ ~~H.E.Fletcher~~ War Office (Dept of Inland Trnsprt.) *sA&CP*	120·0 Q69'F19' BK 7½"	22·0	11·7	British 3 *BH Cem*	T.3Cy.12½",20"&34"-24" (*s*) 180 lb 80 NHP 1SB,*3pf*,GS41,HS1501 MacColl&Pollock,Ld.Sld.	12 " 6 s 1 " 11 12 " 3	
	Now named "Kate," See No 55 in Supplement															
521	— Steel Sc Sr / *ss* Grk.No.3–1,04 / (*ex* Wolverine, *ex* Yacht, *ex* Santa Rita) *ss* Grk.No.1–08	142 ✠ — 43	7,08 ✠	Grk			1892 6mo	A&J Inglis Glasgow	Viuda de M. Barreras&B. Barreras Casellas	128·0	18·5	11·1	Vigo Spanish 4 *BH Cem*	C.2Cy.16"&28"-22" 35 NHP 1SB,*2pf*,GS82,HS640 A.&J.Inglis,Glasgow		
522 139040 JLFS	Alesia Steel Twin Sc Sr / *H.P.Green* –15 (*ex* Bangalore) 1 *Dk* & *Spar dk* 3 *tr B* / *Elec.light* *Web frames only in No.2 hold*	5144 4819 3228				...	1896	Flensburgr Schiffsb.Ges. Flensburg	Requisitioned for British Government Service (Grahams & Co., *Mgrs.*)	404·5 P34'B102'F52' FK	50·4 29·0	21·2	London British *WB*	T.6Cy.19",31"&52"-40" 426 NHP Flensburger Schiffsb.Ges.		
523 NGMD	Alessandria Steel Sc 4 Mst Sr / *Bonomolo* –15 *ss* Nap.No.1–15 / (*ex* Bayern) 2 *Dks* (*Stl*) & 3 *rd dk* (*Stl*) / *Elec.light* Wireless *in No.1 hold only*	8006 7562 5085	✠100A1 11,16 ✠LMC 12,15	Gen	*c*†	11,16	1911 2mo	Harland& Wolff,Ld. Belfast *Lloyd*	Requisitioned by the Italian Govt. (Italian State Rlys) *sA&CP*	470·0 P54'B121'F55' FK & BK 2" *Cell DB a* 138' *u E*	58·2	32·4	Naples Italian 7 *BH Cem* & B77' *f* 194'	Q.4Cy.26",39",56"&78½"-54" 215 lb (*s*) 697 NHP 1SB,*12cf*,GS248 HS10160 FD Harland&Wolff,Ld.Bel. 1603*t F PT* 205*t A PT* 78*t*	35 " 5	
524 120885 HMTV	Aletta Steel Sc Sr / *R.Hughes* –17 / (*ex* Jane Rowland) 1 *Dk* / *Well deck* *Mchy. Aft*	336 261 128				...	1905	Ailsa S.B. Co.Ld. Ayr	James Henry Monks (Preston) Ld.	150·0 Q54'B14'F27' BK 7"	24·4	10·4	Liverpool British *WB*	C.2Cy.20"&42"-27" 96 RHP Ross&Duncan,Glasgow	11 " 8	
525 96898	Alex. Fraser Steel Pad / *T.Dunbar* 89–91 2 *Dks*	321 204 174					1891	J.&R.Weir Montreal	Upper Ottawa Improvement Co. Ld.	140·0	41·0	7·5	Ottawa British	H.1Cy.26½"-72" 23 RHP J.&R.Weir,Montreal		
526 137358	Alex Hastie Steel Sc Sr / *H.Williamson* 13–14 1 *Dk*	206 203 91	✠100A1 *Stm Trawler* 10,14 ✠LMC 9,14	Shl			1914 8mo	JT Eltringham & Co.Ld. Newcastle *Lloyd*	R.Hastie&Sons *sA&CP*	117·0 BK 7½" *WB*=	21·6	12·3 *DTf* 4'5*t*	N.Shields British 3 *BH Cem*	T.3Cy.13",21½"&35"-24" (*s*) 180 lb 82 RHP 1SB,*3pf*,GS48,HS1386 JT Eltringham&Co Ld.Nwc	13 " 0	
527	Alex Kaloutas Iron Sc Sr / *L.Fafalios* –11 *ss* Pir.3rd No.3–5,12 / (*ex* Gracie) 1 *Dk* 2 *tr B* / *Well deck* *Cargo battens not fitted*	1275 1044 669	✠100A1 1,16 *Examined* 6,17 ✠LMC 1,16	Pir	*p*	12,14 ~~7,17~~	1879 9mo	E.Withy& Co. Hartlepool A&CP	A.Caloutas&Fils *WB*= *DBa* 83' *f* 87'	261·0 Q142'B12'F81' pt ND 97	32·1	17·0 BK 9" *DTa* 18'111'	Pirœus Greek 4 *BH Cem*	C.2Cy.32"&68"-42" (*i*) 80 lb *100 lb* NDB 11 213 NHP 2SB,*8pf*,GS93,HS3121 Blair&Co.Ld.Stockton	17 " 10 2 " 1½ 16 " 11	
528 142370 JSWV ~~SHBW~~	Alexa Iron Sc Sr / ~~*A.Ebben*~~ *ss* Shl.No.2–81 / (*ex* Alpha) 2 *Dks*	607 572 347	✠ 4,81	Shl			1872 3mo	A M'Millan &Sons Dumbarton	~~J.W.Paulin&Co.~~ The Shipping Controller (Geilatly, Hankey&Co *Mgrs*	179·2 H26*t* *WB*= *MT*	25·0 24·7 20'120*t*	~~16·7~~ 17·2	London British 4 *BH Cem*	C.2Cy.22'&38"-27" NB 98 ~~63 NHP~~ M.Paul&Co.Dumbarton	63 RHP	N
529 93988 SVFN	Alexander Steel Twin Sc Sr / *A.M.Stuart* –16 / *Well deck* *Elec.light* 1 *Dk*	377 236 185				...	1903	Mackie& Thomson Glasgow	Anchor Shipping & Foundry Co.Ld.	138·5 Q81'Bow RQD 47' F26'	24·0 FK	9·7 *WB*	Nelson, NZ British	C.4Cy.12"&28"-18" 72 RHP Ross&Duncan,Glasgow	10 " 6	
530 213 IABH	— Steel Sc 3 Mst Sr / *Klaus* (*ex* Skåne) / *Mchy. Aft* 1 *Dk*	310 256 191					1897	J.Thormählen&Co Elmshorn	Act.Ges.für mech. Holzbearbeitung A.M.Lüther	128·1 H36'F19'	24·8	11·0	Reval Russian *WB*	C.2Cy.11"&22"-13" Ottensener 15 NHP Maschinenfb.Altona		V
531 4314 JNVB	— Steel Sc K / *K.B.Bernhardsson* 15–15 (*Trawler*) / (*ex* Greta, *ex* George Grimmer) 1 *Dk*	208 187 49				...	1902	J.Duthie, Sons&Co. Aberdeen	Trawlaktieb.Sill (K Engström, *Mgr*)	116·0 BK 7½"	21·7	11·8	Gothenbrg Swedish *WB*	T.3Cy.12",19½",&32"-22" 67 NH W.V.V.Lidgerwood,Gls.	12 " 6	
532	— Iron Pad / *M.Vechenz* 05–07 1 *Dk*	196 — 121					1891	Strog-henko Rostoff	Soc.Métallurgique de Taganrog	147·7	21·7	8·5	Russian			
533 376 LJAB	Alexander Kamburoff Steel Sc Sr / *E.Kreuzstein* 07–12 *ss* Rct.No.2–14 1 *Dk* (*Stl*) *framing*	*2631* *2486* *1682*	✠100A1 3,14 ✠LMC 3,14	Rot	*t*	6,13	1906 3mo	Blyth S.B. Co.Ld. Blyth *Lloyd*	North S.S.Co. Ltd. *sA&CP* *WB*= *Cell DBa* 100'	313·0 P29'B90'F34' FK *uE&B* 40' *f* 128' 702*t*	45·5	20·5 5 *BH Cem* *APT* 107*t*	Petrograd Russian	T.3Cy.23",38"&61"-42" (*s*) 1801b *90 lb* 262 NHP 2SB,*6cf*,GS112,HS4040 N.E.Marine Eng.Co Ld Nwc	23 " 0 s 3 " 7 19 " 9	
534 MNSO	Alexander Kielland Steel Sc Sr / *J.L.Wiese* –15 *ss* Shl.No.2–15 / (*ex* Samui) 1 *Dk* (*Stl*) & *deep framing* / *Elec.light* & *Awng dk* (*Stl*)	2888 2680 1804	✠100A1 *Awng dk with freeboard* 11,17 ~~2,17~~ BS 12,16 ✠LMC 12,15	Bal NYk	*t*	~~12,15~~ 11,17	1907 12mo	Akt. Burmeistr& Wain Copenhagen *Lloyd*	Akties.Dmpsk. Alexander Kielland (O.Orvig) *sA&CP* *WB*= *Cell DBa* 96' *u*	310·0 RFD 33' FK *E* 18' *f* 138' 535*t F PT*	44·2 25·2	17·5 5 *BH Cem* 30*t A PT* 15*t*	Bergen Norwegian	T3Cy.21½",34½"&60"-39"(*r*) 180 lb 252 NHP 2SB,*6cf*,GS100,HS4000 Akt Burmeistr&Wain,Cpn	27 " 8 s 7 " 3 20 " 9	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 / 3 Nom du Navire. Matériaux. Grément, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 / 6 / 7 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. / Port de Visite. / Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 / 9 Construit. Quand. Navire. Mach. / Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux.	12 Port d'Armement. Pavillon.	Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille / Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L. R. Durée Cert. R of T rade.
535 107372	**Alexander McDougall** SteelScSr 1*Dk*2tr*B* (*Whaleback*) *Mchy.Aft* *Elec.light*	3686 3385 2663			1898 American Stl Barge Co. West Superior	PittsburghS.S.Co.	413·0 50·0 22·0	Duluth Utd.States	Q.4Cy.19″,28½″,43″&66″–10″ 276NHP *WB* ClevelandS.B.Co.Clevelnd		
536 NGKT	**Alexander Shukoff** IronScSr *A.Folkenberg*09–13 *ss*Cpn.No.3–3,13 (*ex*Brenda) 1*Dk*(*Irn*)2tr*B* *Well deck*	1652 1330 998	✠100A1 1,17 *Examd*8,17 BS1,17 ✠LMC8,15	*q* 1,17	1881 3mo E. Withy & Co. Hartlepool *Lloyd's*	DanskRussiske Dmpskselsk.	257·5 34·6 17·9 P24′Q68′B68′F31′ BK9″ *WB*=*Cell DB*210′	Copnhagn Danish	C.2Cy.33″&61″–33″ (*b*) 75lb *85lb* NDB95 178NHP 4*BHCem* 1DB,*4pf*,GS75 365t*APT*37t T.Richardson&Sons,Hpl.	20 ″ 6 s 2 ″ 0 19 ″ 5	
537 119220 HDSQ	**Alexandra** SteelScSr ~~*E.Hook* –10~~ *ss*Sld.No.2–14 *Elec.light* 1*Dk*(*Stl*)2tr*B*&*Web frames* *C.S.Cornish* –17 3*Dk rule*	3865 3574 2484	✠100A1 ~~10,17~~ 11,17 BS1,16 ✠LMC6,14 BS11,16	*y* ~~11,16~~ 10,17	1905 11mo Short Bros. Ld. Sunderland *Lloyd's*	WoolstonSSCo.Ld. (S.Instone&Co.Ld *Mgrs.*)	346·5 49·6 25·5 P27′B74′F30′ FK *WB*=*Cell DB*	Sundrland British	T.3Cy.25″,41″&67″–45″ (*s*) 180lb *100lb* 339NHP 6*BHCem* 2SB,*8pf*,GS156,HS5390 G.Clark,Ld.Sunderland *a*122′ *u*E24′ *f*138′937t*FPT*89t*APT*97t	26 ″ 4 s 4 ″ 8½ 22 ″ 1	
538 NHGV	— SteelScSr *I.S.Nielsen*02–08 2*Dks*	2567 1904 1646			1895 Lobnitz & Co. Renfrew	DetForenede DampskibsSelsk.	296·0 40·1 19·8 P29′Q86′H120′ F31′	Copnhagn Danish	T.3Cy.19½″,32″&51″–39″ 162NHP Lobnitz&Co.,Renfrew		V
539 HRJK	— IronScSr *P Georgiles* –16 *ss*Cpl.2nd No.3–7,05 *ss*Pir.No.2–14 (*ex*Bassorah,*ex*Huntingdon,*ex*Norbertos, *ex*Huntingdon) 2*Dks*(1*Irn*&1*pt Irn*)3*trB*	2294 2117 1460	✠100A1 5,17 ~~5,16~~ ~~Examd 8,16~~ ~~LMC11,14~~ MBS3,17	*t* ~~11,14~~ 5,17	1881 3mo A. Leslie & Co. Newcastle *Lloyd's*	JeanCarras&Sons	300·0 36·3 24·7 B68′F40′ ptND01&05 BK10″ *WB*=*DBa*88′	Piræus Greek	C.2Cy.36″&68″–42″ (*s*) 80lb *100lb* NDB16 230NHP 5*BHCem* 2SB,*6pf*,GS84,HS3714 R.&W.Hawthorn,Nwc.	26 ″ 1	
540 86	— SteelScSr *Papallas* –11 *ss*Shl.No.3–7,01 (*ex*Antigoni,*ex*City of Belfast,*ex*Socrates,*ex*City of Belfast) *Well deck* 1*Dk*(*Irn*)&*Web frames*	2068 1681 1099	✠ 2,14	*s*	1889 5mo Short Bros. Sunderland	P.O.Spoliansky	292·0 39·1 19·2 P32′Q72′B118′F34′ BK10″ *WB*=*Cell DB*206′	Mariupol Russian	T.3Cy.21″,35″&58″–36″ NDB06 202NHP 6*BHCem* 1DB,*6rf*,GS85 383t*APT*53t T.Richardson&Sons,Hpl.	21 ″ 8	
541 PBNH	— SteelScSr *C.Grooth* –13 *Elec.light* 1*Dk*	1123 678 619			1909 Akt.Ges. "Neptun" Rostock	Riga-Lübecker Dmpsfahrts.Ges. (FH Bertling *Mgr*)	214·3 32·1 13·9 P&B130′F21′ *WB*	Lübeck German	T.3Cy.17⅛″,27⅛″&46⅞″–31½″ 124NHP A.G."Neptun,"Rostock		G
542 HSGV	— IronScSr *P.Loss* –10 *ss*Shl.2nd No.3–12,01 (*ex*Edward Williams) *ss*Pir.No.2–11 1*Dk*2tr*B*&*Web frames*	772 638 471	✠ 4,14 ✠NB10,96	*k*	1871 9mo Denton, Gray&Co. W Hartlepool	P.Loss	194·0 29·0 16·0 Q69′ BK7½″ *WB*=*DBa*&*f*91′	Syra Greek	C.2Cy.24½″&47½″–30″ 97NHP 4*BHCem* 1SB,*3pf*,GS45,HS1596 T.Richardson&Sons, Hpl.	16 ″ 9	V
543 LBMK	— (Detained at Nicolaistad) SteelScSr *E.Eckardt*96–05 *Elec.light* 1*Dk*	720 630 438			1905 Howaldts-werke Kiel	Sartori&Berger	194·5 30·3 13·9 B45′F23′ *WB*	Kiel German	T.3Cy.14⅜″,22⅜″&36⅜″–21⅝″ 62NHP Howaldtswerke,Kiel		G
544 117518 VSJB	— SteelTwinScSr *Elec.light* Sub.Sig. 1*Dk*2tr*B*	618 519 223			1904 Vickers,Ss. &Maxim,Ld. Barrow	Commissioners of IrishLights	201·4 30·3 14·1 B63′F36′ *WB*	Dublin British	T.6Cy.15″,23½″&38″–24″ 141NHP VickersSs.&MaximLdBrw		
545 JFRV	— SteelScSr *F.Gräbner* –99 *Elec.light* 1*Dk*	592 443 354			1903 Stettiner Oderwerke Stettin	Rud.Christ.Gribel	176·9 28·1 11·2 Q53′B43′F22′ *WB*	Stettin German	T.3Cy.14″,22″&36″–26″ 66NHP StettinerOderwerke,Stn.		G
546 NFPK	— SteelPad *H.C.Mogensen* (*Ferry*) *Elec.light* 1*Dk*	490 471 269			1892 Burmeister & Wain Copenhagen	DeDanskeStats-baner	212·0 26·2 11·7 len03	Masnedsnd Danish	C.2Cy.32″&60″–45″ 201NHP Burmeister&Wain,Cpn.		
547 116340	— SteelPad 2*Dks*	417 201 280			1903 Up.Ottawa Imp.Co.Ld. Temiscamingue,Que.	Upper Ottawa Improvement Co. Ld.	148·0 45·4 8·1	Ottawa British	C.2Cy.24″&48″–60″ 96RHP BertramE.W.Co.Ld.Trnto		
548 120147	— SteelSc *O.Olin*96–05 (*Tug*) *Elec.light* 1*Dk*	332 251 122			1905 Farnham, Boyd&Co. Ld Shanghai	ShanghaiTug& LighterCo.Ld.	143·2 26·0 11·1	Shanghai British	C.2Cy.18″&38″–27″ 59RHP Farnham,Boyd&CoLd.Shi		
549 1127	— SteelScSr *W.Antofieff* *ss*Got.No.1–90 *Elec.light* (*ex*Eos) 1*Dk*	288 239 154	✠ 5,90	*d*	1886 3mo P.Larsson Thorskog	W.Antofieff *WB*	119·0 22·5 11·6 Q40′F17′ BK8½ ″ =*FPT*6t*APT*5t	Archangel Russian 4*BHCem*	C.2Cy.13⅜″&24⅜″–17½″ 1SB*4pf*,GS26,HS600 27NHP P.Larsson,Thorskog	11 ″ 8	N
550 726	— SteelPad (*Tug&Salvage Vessel*) 1*Dk*	288 — 152			1893 Mayer Linz	J.Kuman,Wolo-chin&Co.	175·4 20·7 7·9	Nicolaieff Russian	C.2Cy.24″&36″–29″ 58NHP		
551 HDGK	— SteelScK ~~*P.Ledoux*14–18~~ *ss*Bou.No.3–1,13 *Doucet* –17 1*Dk*	275 247 101	✠100A1 *Stm Trawler* 2,14 ✠LMC8,17 ~~MS1,17~~ BS9,15	~~2,14~~ 8,17	1905 9mo J.Duthie Torry S.B.Co Aberdeen *Lloyd's*	Poret,Lobez&Cie.	140·5 22·3 11·6 BK7″ *WB*=*DBf*37′	Boulogne French	T.3Cy.12¾″,20″&34″–27″ (*s*) 180lb 83NHP 4*BHCem* 1SB,*3pf*,GS42,HS1531 2?t*FPT*8t J.Abernethy&Co.Abn.	12 ″ 6	
552 81004 JLTG	— IronPadSp *C.W.E.Read* –15	235 204 99			1879 Scott&Co. Greenock	Cosens&Co.Ld.	171·0 20·2 8·5	Wymouth British	C.D.2Cy.25″&50″–54″ NB92 153NHP Scott&Co.,Greenock		
553	— SteelScSr 1*Dk* *Elec.light*	198	100A1 *For towing purposes* (*Scan Contem plated*)		1917 J.Cran & Co. Leith	Alexandra Towing Co.Ld.	100·0 23·5 13·5 B34′	Liverpool British	C.2Cy.21″&44″–27″ J.Cran&Co.Leith		
554 113442	— SteelScK *J.Haughton* –16 *Mchy.Aft* 1*Dk*	211 163 83			1901 W.J.Yar-wood Northwich	NorthwichCarry-ingCo.Ld.	100·5 21·6 9·7 Q36′B5′F17′ *WB*	Liverpool British	C.2Cy.13″&27″–18″ 30RH W.J.Yarwood,Northwich		
555 112153	— WoodSc *J.Nowlan* 2*Dks*&*Awng dk*	201 114 136			1902 C.D. Ruddock Chatham.NB	MiramichiStmNav Co.	97·0 24·6 9·0	Chthm,NB British	C.2Cy.16″&30″–18″ 38RHP PM Ruddock, Chatham NB		
556 112465 VSJB	— SteelScK *J.H.Burgess* –11 (*Trawler*) 1*Dk*	182 170 69		...	1904 Smith's Dock Co.Ld. North Shields	PurdyStm.Fishing Co.Ld. (G.R. Purdy, *Mgr.*)	110·5 21·0 11·6 BK7½″	N.Shields British	T.3Cy.12″,19″&32″–22½″ 61RHP MacColl&Pollock,Ld.Sld.	12 ″ 6	

For full particulars See No. 6 in Supplement.

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / *Master.* *Late Name if any.* / Special Surveys. No. of Decks, &c.	4 Register Tonnage / Gross / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 Built. By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	11 Breadth.	11 Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of H. of Trade Cert.
557	**Alexandra** Steel Sc *L. Lassen* 96–08 *Elec. light* 1 *Dk*	140 124 55					1908	Schiffsw (v. J&Sch.) A.G. Hamburg	Ver. Flensburg-Ekensunder & Sonderburg. Dampfs. G	110·3 B35′	23·5	8·5	Flensburg German	C.2Cy. 14⅝″ &28½″–20 7/16″ 31 NHP Schwft (v J&Sch) A G Ham.		G
LNFH																
558 72364 SPBJ	— *S. Palmer* –16 Iron Sc K	129 121 53				...	1876	Day, Summers & Co. Northam	S. Palmer	110·0	19·1	8·9	Plymouth British	C.2Cy. 12½″ &21″–12″ NB91 NE08 30 RHP F. Palmer, Cork		
559 35125	— *W. Foote* –92 Steel Pad Sp	127 89 80					1888	W. Allsup & Sons Preston	Plymouth Promenade Pier & Pavilion Co. Ld.	125·7 Q37*t*	17·3	5·5	Plymouth British	C.O.2Cy. 20″ &38″–36″ NB02 61 RHP W. Allsup & Sons, Preston		
560 RLWN	**Alexandra** Woermann Steel Sc Sr *F. Michelsen* –12 (*ex* Bruxelles ville) *Elec. light* Wireless 2 *Dks & deep framing* Sub. Sig.	3828 2812 2384				...	1898	Sir Raylton Dixon & Co Ld Middlesbro'	Woermann Linie Akt. Ges.	353·6 P&B248′F44′	44·2 FK	23·4 *WB*	Hamburg German	T.3Cy. 27″,43″ &72″–48″ 432 NHP T. Richardsn & Sns. Ld. Hpl.	26 ″ 0	G
561 148	**Alexandre** Steel Sc Sr 1 *Dk*	214 — 127					1875	..... Malmö	W. W. Fofanoff	113·9	18·0	7·7	Petrograd Russian	C.2Cy. 11½″ &23½″–		
562	**Alexandria** Iron Sc 3 Mst Sr *Langoussis* ss Cpl. 2nd No. 3–8,02 (*ex* Ayrshire) ss Cpl. No. 2–11 2 *Dks* (1 *Irn*) 3 *tr B*	*1354* *1331* *871*	✠ 8,13 ✠ NB 6.89		Cpl	*p*	1877 5mo	W. Hamilton & Co. Pt. Glasgow	Harokopus, Verdunschi & Co.	260·3 B72′ pt ND89	32·3 BK 9″ *WB*	22·5 5 *BH Cem* = *DBa* 40′	Piræus Greek	C.2Cy. 39″ &55″–36″ NDB 90 *fitted* 08 126 NHP 1SB, *3pf*, GS 55, HS 1857 Walker Henderson & Co. Gls	23 ″ 10	V
563 *M. F. Lagoa* –92 Steel Sc Sr 1 *Dk*	— *with freeboard*	*525* *398* *317*	✠ 9,90		Grk	*h*	1890 9mo	T. B. Seath & Co. Glasgow	Empreza Esperança Maritima	163·5 P43′B66′F23′ *WB* = *APT* 6*t*	28·1 BK 7″	11·7 4 *BH Cem*	R. Janeiro Brazilian	T.3Cy. 18″,20″ &32″–24″ 1SB, *2rf* GS 30 HS 1259 67 NHP Kincaid & Co. (Lim.), Grk.	12 ″ 3	
564 115212 SQNR	**Alexandrian** Steel Sc Sr *T. Steele* –16 ~~ss Liv. No. 3–2,14~~ 2 *Dks* (*Stl*) & *Shelter dk* (*Stl–pt* ws) *ss* Bkn. No. 3–2,18 & *deep framing*	4506 4215 2842	✠ 100 A1 *Shelter dk* 2,186,16 ~~B21.16~~ ✠ LMC 3.14		Hul Bkn	*z* ~~12,15~~ 2,18	1901 9mo	Wigham-Richrdsn & Co Ld Newcastle *Lloyd's A & CP*	F. Leyland & Co. Ld. *WB* = *Cell D Ba* 122′ *u E & F*	411·0 FK & BK 2½″ *B62′f172′935t FPT*	46·7	27·1 7 *BH Cem* 100*t APT* 45*t*	Liverpool British	T.3Cy. 25″,41½″ &71″–48″ (*r*) 200 lb *100 lb* 420 NHP 2DB, *3cf*, GS 136, HS 6752 Wghm Rchrdsn & C Ld Nwc	30 ″ 6 s 4 ″ 6½ 26 ″ 6	
565 HDLB	**Alexandrine** Steel Sc *A. Duval* 97–09 (*Trawler*) *Elec. light* 1 *Dk*	253 — 85					1905	Bonn & Mees Rotterdam	Gournay-Delpierre & Co.	135·5	21·7	12·5	Boulogne French *WB*	T.3Cy. 13″,21½″ &35″–24″ 60 NHP Alblasserdam. Msch. Fab.		V
566 Sunk by collision 10.17	**Alexandros** Iron Sc Sr *Mutoureko* s –13 (*ex* Ermioni. *ex* Francesco O., *ex* Baron Selborne, *ex* Erato, *ex* Saffi, *ex* Baron Selborne) *Well deck* 1 *Dk* 2 *tr B*	878 708 512					1872	W. Watson Sunderland	Pandeli Bros.	217·2 Q91′B44′H24*t*F28′	29·0 BK 8″	16·7	Piræus Greek *WB*	C.2Cy. 27″ &50″–30″ NB82 NDB 98 107 NHP N.E. Marine Eng. Co Ld. Sld	17 ″ 6	A
567 ~~T 10254~~ ~~GNWP~~	**Alexandrovsk** Steel Sc ~~*A. L. Dunn* 01–09~~ (*ex* Britannia) (*Tug*) 1 *Dk*	338 280 45					1899	Maryland Steel Co. Sparrows Pt. Md.	~~Hudson's Bay Co.~~	126·5	25·0	12·5	~~London British~~ Russian *WB*	T.3Cy. 14½″, 23½″ &39″–28″ 80 NHP Maryland Steel Co. Bal.		
568 ~~Sunk by collision 10.17~~	**Alexey** Steel Sc Sr *G. Groth* 96–10 (*ex* Nordkusten) 1 *Dk*	510 — 383					1892	O. A. Brodin Gefle	H. D. Schmidt	160·3 P106′H42*t*F17′	25·0	10·7	Pernau Russian	T.3Cy. 14⅝″, 23⅜″ &38″–28⅜″ NB09 73 NHP Nya Aktieb. "Atlas," Skm.		
569 205106	**Alexis W. Thompson** Steel Sc Sr *Elec. light* *Mchy. Aft* 1 *Dk*	6436 — 4670					1908	West Bay City S. B. Co Bay City	Valley S.S. Co. (W.H. Becker, *Mgr.*)	504·0	55·0	26·7	Cleveland Utd. States *WB*	T.3Cy. 23½″, 38″ &63″–42″ 257 NHP Detroit S.B. Co. Detroit		
570 NMPB	**Alexy** Steel Sc Sr *F. Bang* 10–13 ss Hav. No. 3–1,05 (*ex* Admiral, *ex* Amiral Cécille) ss Cpn. No. 2–13 1 *Dk* (*Irn*) & *Web frames* *Well deck*	*1127* *833* *686*	✠ 100 A1 7,16 ~~Exempted 9.17~~ ~~NB 7.03~~ ✠ ~~LMC 4.15~~ ~~MBS 7.16~~ ~~DBS 1.17~~ ~~10,17~~ ~~MS 1,17~~		Els	*n*	N 7,16	1891 10mo	S. P. Austin & Son Sunderland A&CP	Dampsk. Dania (Chr. Andresen, *Mgr.*) *WB* = *Cell D B* 178′	225·0 P28′Q50′B44′F25′ 343*t FPT* 52*t APT*	33·4	14·2 FK 4 *BH Cem* 22*t D Ta* 69*t*	Esbjerg Danish	T.3Cy. 18½″, 30″ &49″–33″ (*s*) 165 lb *100 lb* NDB 13 140 NHP 1SB, *3cf*, GS 55, HS 2099 G. Clark, Ld. Sunderland	16 ″ 9 s 1 ″ 6 15 ″ 6	
571 JPMR	**Alf** Steel Sc Sr ~~*G. C. Olsen* 15–15~~ ss Shl. No. 3–5,11 *J. B. Anderson* –18 ss Shl. No. 1–16 1 *Dk* (*pt Stl* & *pt Irn*) 2 *tr B* & *Web frames* & *pt Awng dk* (*Irn*)	3065 2357 1970	✠ 100 A1 *pt Awng dk* *with freeboard* 3,187,16 ✠ LMC 7.16		Shl BAs	*u*	7,16	1898 11mo	Ropner & Son Stockton A&CP	Akties. Jacob R. Olsen *WB* = *Cell D Ba*	322·0 P25′Q106′ *pt Awng dk* 191′ 110′*u* E24′*f* 120′576*t*	41·5 FK	20·6 5 *BH Cem* *APT* 30*t*	Bergen Norwegian	T.3Cy. 22¾″, 37½″ &61″–42″ (*s*) 160 lb *100 lb* NDB 11 246 NHP 2SB, *6rf*, GS 100, HS 3760 Blair & Co. Ld. Stockton	24 ″ 0 s 8 ″ 6½ 22 ″ 7	
~~572~~	— *N. Clausen* (*ex* Minister Helleputte) *Elec. light* 1 *Dk*	2175 1693 1337					1909	Flensburg Schiffsb. Ges. Flensburg	Dampskibsselskb. af 1911 (H.A. Christensen, *Mgr*)	279·0 P17′Q93′B50′F30′	41·3	17·6 *WB*	Copnhagn Danish	T.3Cy. 20½″, 35 7/16″ &55½″ –35 7/16″ 181 NHP Flensburger Schiffsb. Ges.		G
573 JVPW	— *N. M. Olsen* 16–15 (*ex* Pickwick) *Well deck* 1 *Dk* 2 *tr B*	1108 880 669				...	1871	W Pile & Co Sunderland	Nösteds Rederi Akties. (Pehrson & Wessel, *Mgrs.*)	229·5 P214*t* H6*t* F27*t*	31·1	17·5 BK 8″	Drammen Norwegian *WB*	C.2Cy. 27″ &50″–30″ NB80 114 NHP N.E. Marine Co. (Lim.), Sld.	18 ″ 6	N
574 JWLQ	— *Sörensen* 1 *Dk* 2 *tr B*	336 251 196					1880	Strömstenens Verft Stavanger	Dpskacties. Alf (Ths. S. Falck)	134·1 Q32′ B43′	24·8	12·6	Stavanger Norwegian	C.2Cy. 15¼″ &29¼″–24½″ NB93 35 NHP Akers Mek. Vrks. Chrstinia		N
575 3891 JMGL	— *F. Emanuelsson* 13–13 *Mchy. Aft* 1 *Dk*	189 162 94					1901	S. Groth Sjötorp	Rederi Akties. Stjärnan (J. Bergendorff, *Mgr.*)	99·9 P17′ H8*t*	23·1	10·0	Karlstad Swedish	C.2Cy. 11 7/16″ &19½″–11½″ 11 NHP Wilhelmsbergs M.V. Got.		
576 NTWC	**Alfa** Steel Aux Sc 4 Mst Sr *H. B. Jörgensen* –16 *Oil Eng.* *Mchy. Aft* 1 *Dk* (*See Sailing Ship Register*)	374 303 263					1916	H. C. Christensen Marstal	H. C. Christensen	139·6 P34′B13′F12′	29·0	9·9 *WB*	Marstal Danish	Oil Engines 2S.C.SA. 2Cy. J&CG Bolinders Co Ld Skm		V
577 —	— (*ex* Tjust, *ex* Baltic) 1 *Dk*	192 112 134					1871	Göteborgs M.V. Gothenburg		101·3 P60′ H14*t* F16′	19·5	9·4	Russian	C.2Cy. 15½″ &32 7/16″–17¾″ 38 NHP Göteborgs M.V. Gothenbrg		
578 2574 HCVP	— *E. Ohlsson* 15–15 Comp Sc Sr (*ex* Tor) 1 *Dk*	160 143 106					18 5/94	P. Larsson Amål	Lilla Edets Pappersbruks Aktieb. (C.E. Hæger, *Mgr.*)	96·2 Q30′ H6*t* F17′	22·5	10.1	Lilla Edet Swedish	C.2Cy. 7¼″ &17″–12″ 8 NHP Bergsunds Actieb. Skm.		

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite. Forme assignée maintenant expiré. Lettre d'Enfoncement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	11 Largeur.	11 Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où outre le Lloyd's Reg. il est fait Rapport. L=Lloyd's Corr. U=Underwriters
579	**Alfalfa**	ssNpt.No.1-17 **SteelScSr**	2993	✠100A1	Npt	*u*	1898	J.Blumer&	B.AyresG.S'thrn	328·0	47·7	21·1	London	T.3Cy.24″,40″&65″–42″ (*s*)	24 ″ 1	
109997	*A.L.C.Osmond* –04	ssNpt.No.3–6,11	2801	4,17 ~~1,18~~		4,17	10mo	Co.	Rly.Co.Ld. (A.Hol-	P28′B96′F36′			British	180lb *80lb* NDB11 300NHP	s 3 ″ 11	
QJVP	(*ex*Whitgift)	1*Dk*(*pt Stl&pt Irn*)2*trB*	1917	✠LMC				Sunderland	land&Co. *Mgrs.*)		FK		6*BHCem*	2SB.*4cf*,GS77,HS3740 FD	30 ″ 6	
		*&deep framing*3*Dk rule*		~~BS9,14~~ MS7,16				A&CP *W*	*B = Cell DBa* 104′	*uE&B*38′*f* 124′895*t*			*APT*151*t*	J.Dickinson&Sons,Ld.Sld.		
				BS4,17												
580	**Alfonso**	**IronScSr**	257			…	1883	T.B.Seath	Soc.Anon.Gana-	122·0	20·1	10·0	PntaArnas	C.2Cy.18½″&33″–21″	10 ″ 7	
894	*F.Gjertsen*	(*ex*Lizzie)	—					&Co.	dera y Comercial	Q46′B13′F23′			Chilian	NB95 48NHP		
HBJG	*Well deck Mchy.Aft*	1*Dk*	182					Glasgow	Menendez y Behety		BK6″		*WB*	J.Howden&Co.Glasgow		
581	—	**IronScK**	128		Nwc	Lv	1882	CA Bushell	A.Hernandez	88·7	19·4	8·4	Bilbao	C.2Cy.10″&18″–16″		
			101	9,82			5mo	Newcastle	Menendez	len84			Spanish	11NHP		
HBPR	(*ex*LeaNo.3,*ex*Tage,*ex*Diana)	1*Dk*(*Irn*)	89	*For River & Sound purposes only*									2*BH*	Paulin&Sons,Newcastle		
582	**Alfonso Fierro**	**SteelScSr**	*1035*	✠100A1	Bbo	*m*	12,16	1889	Sunderland	T.Fierro&Hijos	213·5	30·2	13·7	Gijon	T.3Cy.15½″,25″&41″–27″ (*s*)	15 ″ 10	
	F.Iturriaga ~~–14~~ *F.Corrales*	–17	*709*	12,16			5mo	S.B.Co.Ld.		P30′Q44′B96′F24′			Spanish	160lb *65lb* 94NHP	s ″ 8	
	(*ex*Carlisle)	ssBbo.2ndNo.3–5,15	*648*	~~BS9,16~~ ~~11,14~~ LMC5,15			*Lloyd's*	Sunderland			BK8″		4*BHCem*	1SB.3*rf*,GS65,HS1513	16 ″ 0	
	Well deck	1*Dk*(*Irn*)*&Webframes*						*A&CP*			*WB = Cell*		*DB*179′215*t*	G.Clark,Sunderland		
	Cell DB.Beams Stringers & Webframes Irn															
583	**Alfonso XII.**	**SteelSc3MstSr**	6748				1890	Act.Ges.	Cia.Trasatlantica	463·5	51·7	33·5	Barcelona	T.5Cy(2)37½″,75″&(2)98½″–		V
	*D.C.Morales*95–15	(*ex*Meteoro.	4045					"Vulcan"		P79′B328′			Spanish	71″] 1635NHP		
HBPN	*ex*Havel)	4*Dks & Promenade dk*	2215					Stettin					*WB*	A.G."Vulcan,"Stettin		
	Elec.light Sub.Sig.	Wireless														
584	**Alfonso XIII.**	**SteelTwinScSr**	7796	✠100A1	Cdz	*d*†	9,15	1891	W.Denny&	Cia.Trasatlantica	531·0	54·8	17·9	Cadiz	T.6Cy.32½″,57½″&92″–60″	37 ″ 2	
	Sabater –15	ssN.Yk.2ndNo.3–12,14	6530	*Spar dk*			5mo	Bros.		P60′F60′len96 33·7			Spanish	170lb (*s*) 1440NHP	s 10 ″ 6	
HBPQ	(*ex*Oceana,*ex*Scot)	3*Dks*(*UStl*–ws)*&*	4230	3.16				Dumbarton		*Promnde dk*256′ FK			10*BHCem*	6DB,*36cf*.GS804,HS2964	27 ″ 3	
	Elec.light Wireless	*Spar dk*(*Stl*–ws)		~~BS5,16~~ LMC12,14			*Lloyd's*	*A&CP* *WB*	*= Cell DBa* 54′ *uE*	*&B*171′ *f* 200′ 1196*t*			*DT a*31′116*t*	Denny&Co.Dumbarton		
585	—	**IronScK**	162	✠	Hul		1897	Cook,Wel-	L.Lamigueiro	105·5	20·7	11·0	S. Sebast'n	T.3Cy.12¼″,19½″&32″–22½″	11 ″ 10	
	J.Pou	ssHul.No.2–05	150	*Stm Trawler*			1mo	t'n&Gemmell		Q25′			Spanish	1SB,*2cf*,GS23,HS876 54NHP		
HBQJ	(*ex*Wilberforce)	1*Dk*	55	11,06				Hull			BK7½″		3*BHCem*	C.D.Holmes&Co.Hull		
586	**Alfred**	**SteelScSr**	1417				1895	Flensburgr	FlensburgerDmpf.	238·9	34·3	14·2	Flensburg	T.3Cy.16″,26″&43″–33″		G
	J.Christensen	(*ex*Alfred	963					Schiffsb.Ges.	Co. (H.Schuldt,	Q71′H113′F26′			German	106NHP		
LMJF	*Elec.light*	Menzell)	895					Flensburg	*Mgr.*)				*WB*	FlensburgerSchiffsb.Ges.		
587	—	**IronScSr**	215				1857	O.Felander		113·0	22·5	10·8	Kotka	C.2Cy.14⅜″&27½″–15⅜″		
			—					&Hammar		Q26′B32′			Russian	NE80 NB88 25NHP		
	(*ex*Teutonia,*ex*Hudiksvall)	1*Dk*	108					Stockholm						Aron&Gollnow,Stettin		
588	—	**SteelScSp**	148	✠100A1	Liv		~~1,17~~	1901	J.Jones&	AlexandraTowing	92·5	20·1	10·8	Liverpool	C.2Cy.16″&42½″–27″ (*s*)	12 ″ 0	
116225	*J.U.Wikeley*07–10	ssLiv.No.3–2,14	130	*For Towing purposes*		1,18	11mo	Sons	Co.Ld.				British	150lb 95NHP		
		1*Dk*(*Irn*)	5	1,18 ~~1,17~~ LMC				Birkenhead			BK6½″		4*BHCem*	1SB,*3cf*,GS56,HS1498		
				MS2,14	BS5,~~16~~ 7,17		*Lloyd's*	*A&CP*			*WB*		=*APT*3*t*	J.Jones&Sons,Liverpool		
589	**Alfred-Edith**	**SteelScK**	262	✠100A1	Sws		~~2,16~~	1908	Cook,Wel-	AlfredGolder	125·0	22·0	12·0	Ostend	T.3Cy.13″,21½″&35″–24″ (*s*)	12 ″ 9	
	*A.Piloais*13–13	ssOst.No.1–13	240	*Stm Trawler*		5,18	8mo	t'n&Gemmell		Q72′F21′			Belgian	200lb 71NHP		
MBCL		1*Dk*	114	3,16 ~~5,18~~	BS10,17			Ld. Beverley			BK8″		4*BHCem*	1SB,*2cf*,GS33,HS1120		
				Examined	LMC11,16		*Lloyd's*	*A&CP*			*WB* =		*DBf* 25′25*t*	C.D.Holmes&Co.Hull		
590	**Alfred H. Read**	**SteelScSr**	457	✠100A1	Liv		6,16	1913	Murdoch &	Mersey Docks&	140·1	27·6	12·7	Liverpool	T.3Cy.18½″,22″&36″–24″ (*s*)	14 ″ 0	
135473	*J.Lewis* –14		322	6,16			6mo	Murray,Ld.	Harbour Board	F83′			British	180lb 102NHP	s 2 ″ 6½	
	Elec.light	1*Dk*(*pt Teak*)	173					PortGlasgow			BK8″		4*BHCem*	1SB.*3cf*,GS57,HS2034	12 ″ 6	
				BS10,17	LMC6,13		*Lloyd's*	*A&CP*.			*WB* =		*DTf* 17′41*t*	Ross&Duncan,Glasgow		
591	**Alfred Hage**	**SteelScSr**	1755				1904	Helsingörs	Dmpskibs. Vendila	249·1	37·5	15·9	Copnhagn	T.3Cy.19″,32″&53″–36″		G
	U.Möller		—					Jernsk&Msk	(Svendsen&Chris-	P17′Q73′B106′F28′			Danish	169NHP		
NPDM		1*Dk*	1095					Elsinore	tensen)				*WB*	HelsingörsJernsk.&Mskb		
592	**Alfred Nobel**	**SteelScSr**	4769				1912	Armstrong	Dampsselsk.	400·0	52·2	24·9	Flekkfjrd	T.3Cy.25½″,42″&70″–48″		N
	*J.Björnebo*12–12		4425					Whitworth	Concordia				Norwegian	339NHP		
MHSC		1*Dk & Shelter dk*	2616					&Co.Ld.	(B.Hanssen, *Mgr.*)				*WB*	N.E.MarineEngCoLd.Nwc		
	Elec.light	*Longitudinal framing*						Newcastle								
593	Fire 8,17	**WoodScBn**	191				1915	Aquiles	Nobel'sExplosives	103·0	24·3	11·8	Glasgow	Oil Engine 4S.C.		
Lost by		*Oil Eng.*	173					Court	Co.Ld.				British	4Cy.8″–5″ Norris,		
13784								Constitucion						Hentry&Gardner,Mch.		
JMGS		1*Dk*	108													
594	**Alfredo Cappellini**	**SteelScSr**	638				1912	Fratelli	ServiziMarittimi	184·9	24·4	13·7	Leghorn	T.3Cy16″,26½″&43″–30″		I
108	*E.Astarita*		368					Orlando&Co.	ArcipelagoToscano	P33′B41′F30′			Italian	100NHP		
NBHG	*Elec.light*	1*Dk*	328					Leghorn	(Comm. G.Orlando					Flli.Orlando&Co.Leghorn		
									Mgr.)							
595	**Alga**	**SteelScSr**	2751	✠ ~~—~~	Shl	*u*	1905	Swan Hun-	Nav.Libera	314·5	46·6	21·0	Trieste	T.3Cy.23″,38″&62″–42″	23 ″ 1	
	B.Sirola –12	ssTri.No.1–10	2564	1,16			12mo	ter&Wigham	TriestinaSoc.inAz.	P28′B92′F29′			Aust.-Hung.	262NHP		
HBKS		1*Dk*(*pt Irn&pt Stl*)*&deep framing*	1757					Richardson.			FK		5*BHCem*	2SB,*6pf*,GS116,HS4140		
								Ld Newcastle						Richardsons,Westgarth&		
										WB = Cell DBa 100′			*uE* 20′*f* 138′	725*t APT*70*t* Co.Ld.Sld.		
596	**Algama**	**SteelSc3MstSr**	774	✠100A1	Lon	*k*	~~1,15~~	1904	J Fullerton	FordShipg Co.Ld.	194·7	30·1	11·0	Glasgow	T.3Cy.15″,26″&42″–33″ (*s*)	13 ″ 6	
117741	*M.McCormick* –15	ssSou.No.3–3,18	542	3,18 ~~4,16~~	Sou.	6,17	5mo	&Co.	(Mann,Macneal&	Q107′B13′F35′			British	170lb *75lb* 90RHP	s ″ 9	
VBBJ	(*ex*Eastford,*ex*Algama,	1*Dk*(*Stl*)	322	~~BS7,16~~ LMC5,12				Paisley	Co.Ld. *Mgrs.*)		BK7″		3*BHCem*	1SB,*3pf*,GS57,HS1934	13 ″ 6	
	*ex*Clydebank,*ex*Lycidas)			BS ~~4,16~~ 3,18 MS6,17			*Lloyd's*	*A&CP*	*WB = Cell*	*DBf* 110′189*t FPT*			46*t APT*20*t*	Ross&Duncan,Glasgow		
	Well deck Mchy.Aft Elec.light															
597	**Algardi** *W.Postell* –17	**SteelScSr**	759	✠100A1	Hul	*k*	~~12,15~~	1904	W.Harkess	R.H.Penney&Sons	190·0	30·0	13·0	Shoreham	T.3Cy.16½″,27″&44″–30″ (*r*)	15 ″ 0	
109685	~~*D.Jackson* –15~~	ssHul.No.3–2,16	562	12.17 ~~2,16~~	Sld		12,17	6mo	&Son.Ld.		Q97′B17′F21′		British	160lb *80lb* 99RHP	s 1 ″ 0	
WFHN	(*ex*Cherrybrook)		404					Middlesbro'			FK		4*BHCem*	1SB,*3pf*,GS57,HS1680	14 ″ 3	
	Well deck	1*Dk*(*Stl*)*&deep framing*		BS4,17	LMC12,15		*Lloyd's*	*A&CP*						Richardsons,Westgarth&		
		Cargo battens not fitted							*W B = DBa* 40′ *Cell D*	*BuE* 15′ *DBuB* 16′*f*			83′190*t FPT*	23*t APT*19*t* Co.Ld.Mdb.		
598	**Algarve**	**SteelScSr**	1274				1899	Lobnitz&	~~Lambert Bros. Ltd.~~	229·4	33·9	15·1	London	T.3Cy.19″,32″&57″–39″		V
140265	*H.N.Borries*96–99		937					Co.	TheShippingCon-	Q87′H58′F25′			British	203NHP		
JRCT	*Elec.light*	2*Dks*	680					Renfrew	troller (Lambert				*WB*	Lobnitz&Co.Renfrew		
									Bros.,Ld.,*Mgrs.*)							
599	**Algeciras**	**IronScK**	165			…	1896	Cook,Wel-	P.GutierrezFeu	109·9	20·6	11·0	Algeciras	C.2Cy.14½″&33″–22″	11 ″ 9	
	M.Reyes	(*Trawler*)	153					t'n&Gemmell		Q24′			Spanish	47NHP		
HBPG	(*ex*Premier)	1*Dk*	66					Hull			BK7½″			Bailey&Leetham,Hull		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys.	3 Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 6 7 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned / now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 9 Built. When	By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of ft. of Trade Cert.
600 113640 TJVG	**Algeiba** **SteelSc3MstSr** *J.G.Sutton* –16 *ss*Hul.No.3–8,14 (*ex*Clarence) 1*Dk*(*Stl*) *Mchy.Aft* *Well deck*		555 402 223	✠100A1 12,17 ~~8,17~~ BS5,17 ✠LMC8,14	Goo	*h*	~~8,17~~ 12,17	1902 5mo *Lloyd's*	Scott&Sons Bowling *sA&CP*	R.H.Penney&Sons	170·4|27·2|11·4 Q91'B10'F25' BK7″ *WB*=*FPT*60*t*	Shoreham British 4*BHCem* *APT*32*t*	T.3Cy.14″,22½″&37″–27″ (*s*) 160lb *100lb* NDB12 81RHP 1SB,*3pf*,GS49,HS1350 Ross&Duncan,Glasgow	12 ″ 4 s ″ 6½ 12 ″ 6	
601 NCKS	**Algenib** **SteelScSr** *Visser* *Elec.light* 1*Dk*		3551 3263 2170					1915	Rotterdam Droogd.Maat Rotterdam	VanNievelt, Goudriaan&Co.'s Stoomv.Maats.	361·4|49·9|22·1 P24'B214'F34' *WB*	Rottrdam Dutch	T.3Cy.25″,41″&67″–45″ 301NHP RotterdamDroogd.Maats.		V
602 5355 JVST	**Algeria** **SteelScSr** *C.O.Hedström*94–16 *Elec.light* 1*Dk*(*Stl*)&*Shelterdk*(*Stl*)		2190 2027 1291	✠100A1 *Shelter dk* *withfreeboard* ~~10·7~~ ~~11·16~~ ~~17·17~~ 2,13 ✠LMC11,16	Osc Got	*r*		1916 11mo *Lloyd's*	Oskrshmns M.V.Aktieb Oskarshamn	Rederiaktieb. SvenskaLloyd (H.Metcalfe,*Mgr*) *Cell L*	270·1|41·2|22·8 FK *B*257' 473*t* *FPT*44*t*	Gothenbrg Swedish 4*BHCem* *APT*20*t*	T.3Cy.22½″,35½″&58½″–36″ 185lb *100lb* (*s*) 270NHP 2SB,*6cf*,GS87,HS3800 FD Oskarshamns M.V.Aktieb.	25 ″ 6 s 6·10½ 18″ 11	
603 112412 RKMF	**Algeriana** **SteelScSr** *W.D.Shepherd* –16 *ss*Hpl.No.3–11,11 (*ex*Dettingen,*ex*Cebriana,*ex* Twickenham,*ex*Cebriana) 1*Dk*(*Stl*)& *Spar dk*(*pt Irn&pt Stl*)&*deep framing*		4221 4072 2736	✠100A1 *Spar dk* 6,15 ✠LMC ~~10·6,16~~ MS2,16	Lon BS12,16	*x*	3,16	1899 11mo	Short Bros. Sunderland A&CP	Isles Stm Shipp'g. Co.Ld. (A.M. Sutherland,*Mgr.*)	360·5|48·1|20·0 P29'B200'F35' 28·3 FK *WB*=*Cell DBa* 106' *uE&B*42'*f* 148'991*t* *APT*72*t*	London British 6*BHCem*	T.3Cy.25″,41″&69″–48″ (*s*) 180lb 379NHP 3SB,*9cf*,GS150,HS6120 W.Allan&Co.Ld.Sld.	30″10 s 5 ″ 6 25 ″ 9	
604 HDRQ	**Algérie** **SteelScSr** *Lazarini* –11 *Elec.light* Wireless 2*Dks*&*Spar dk*		4035 — 2529					1901	Forges&C. de la Médit. Havre	Soc.Gén.de Transp. Mar.àVap.	397·0|42·0|22·5 H—F60' 31·8 *WB*	Marseilles French	T.3Cy.32″,51″&82″–49½″ 473NHP Forges&C.de la Médit.Hav.		V
605 HDRL	**Algerie** **SteelScSr** ~~Civa 16~~ *Wadoux* 1*Dk*(*Stl*)2*tr B*		3386 2572 2151	✠100A1 5,14 ~~Examined 5,17~~ BS5,17 ✠LMC6,16	Dnk	*v*	6,16	1910 7mo	Atel.&Ch. de France Dunkirk A&CP	Cie.desBateaux àVap.duNord *WB*=*Cell DBa* 98′ *uE* 24′*f* 140′658*t* *FPT*	331·0|46·5|21·0 P&B218'F34' FK	Dunkirk French 5*BHCem* 100*t* *APT*98*t*	T.3Cy.24″,40″&64″–42″ (*s*) 180lb *100lb* 290NHP 2SB,*6cf*,GS118,HS4500 Atel.&Ch.de France,Dnk.	23″10 s 2 ″ 9 21 ″ 4	
606 MBCH	**—** **SteelScSr** *Masure*13– (*ex*Minneburg) 1*Dk*&*Spar dk*&*Web frames*		2491 2341 1705			…		1896	Sir Raylton Dixon&Co. Middlesbro'	Armement Adolf Deppe	310·5|42·6|14·7 P19'B80'F37' 22·4 BK8″ *WB*	Antwerp Belgian	Q.4Cy.19½″,28″,42″&61″–42″ 266NHP Wighm Richrdsn&Co.Nwc	25 ″ 0	V
607 HDRS	**—** **IronScSr** *Bertoni* (*ex*Lubeca) 1*Dk*		265 — 150					1883	H.Koch Lübeck	Navig.Côtière Algérienne (Ch.Schiaffino, A Jouvet&Co. *Mgs*)	118·7|20·4|11·8 Q28'B33'F16'	Algiers French	C.2Cy.16″&27½″–17¾″ NB99 27NHP Henniges&Co.,Berlin		
608 113673 THBV	**Algethi** **SteelScSr** *W.H.Pastell* –15 *ss*Hul.No.3–7,14 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck*		548 402 227	✠100A1 ~~3,17~~ ~~10,16~~ 6,18 BS2,16 ✠LMC7,14	Gls Loo	*h*	~~4,16~~ N5,17	1902 3mo *Lloyd's*	Ardrossan DD&SBCoLd Ardrossan *sA&CP*	R.H.Penney&Sons	170·0|27·1|11·4 Q91'B10'F24' BK7″ *WB*=*FP* *T*64*t* *APT*4*t*	Shoreham British 3*BHCem* BowMcLachlan&CoLdPsy	T.3Cy.14″,22½″&37″–27″ (*s*) 160lb 69RHP 1SB,*3pf*,GS55,HS1328	12 ″ 6 s ″ 8½ 12 ″ 6	
609 LMNP	**Algieba** **SteelScSr** *W.Liedke*91–06 *Well deck* 1*Dk*&*deep framing*		1949 1380 1257			…		1898	Flensburgr Schiffsb.Ges Flensburg	Holm&Molzen	268·7|37·8|16·3 Q98'B120'F22' FK *WB*	Flensburg German	T.3Cy.19″,30½″&51″–36″ 168NHP FlensburgerSchiffsb.Ges.	18 ″ 2	G
610 105595 JRPT	**Algiers** **IronScSr** *H.Swenson* 3*Dks*		2294 — 1788					1876	Harlan& Hollingswrth Wilmington	SouthernS.S.Co.	281·0|38·1|28·5 *WB*	Phildlphia Utd.States	T.3Cy.17″,27″&42″–30″ NE&B92 97NHP Morgan,I.W.,New York		
611 SQRC	**Algol** **SteelScSr** *J.E.Johansson* –16 *ss*Mch.No.3–8,15 1*Dk*(*Stl*)&*Web frames*& *Elec.light* *pt Awng dk*(*Stl*)		2223 1529 1270	✠100A1 *pt Awng dk* *withfreeboard* 5,17 ~~9,16~~ BS9,16 ✠LMC8,15	Mch Bry	*s*	8,15	1902 10mo *Lloyd's*	R.Craggs& Sons,Ld. Middlesbro'	Finska ÅngfAktieb (L.Krogius,*Mgr.*) *WB*=*Cell*	280·0|39·9|17·2 Q103' *pt Awng dk* 176' FK *DBa*88'*uE*24'*f*114'	Helsingfrs Russian 4*BHCem* 457*t* *APT*15*t*	T.3Cy.21″,34″&56″–39″ (*s*) 165lb *90lb* 217NHP 2SB,*6pf*,GS108,HS3542 N.E.MarineEngCoLd.Nwc	19 ″ 6 s 7·10½ 19 ″ 0	
612 MLHG	**—** **SteelScSr** *Olaf Mathiessen*11–14 (*ex*Dania) 1*Dk*&*Shelter dk*		988 823 498					1896	J.Scott& Co. Kinghorn	Det Bergenske Dampskibsselskab	238·7|33·2|23·0 H83*t*	Bergen Norwegian *WB*	T.3Cy.19½″,32″&54″–36″ 175NHP J.Scott&Co.Kinghorn		V
613 118273 VBGC	**—** **SteelScSr** *B.Blazier* –15 *ss*Goo.No.2–12 (*ex*Cameronian) 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*		548 422 287	✠100A1 4,14 ~~Examined 11,15~~ ~~Work 15~~ BS8,15 ✠LMC12,14	Hul	*i*	~~4,14~~ 4,17	1903 4mo *Lloyd's*	Blyth S.B. Co.Ld. Blyth *sA&CP*	R.H.Penney&Sons *WB*=*Cell D*	178·0|26·3|11·3 Q98'B9'F20' FK *Ba*49'*f*63'139*t* *FPT*	Shoreham British 4*BHCem* 40*t* *APT*12*t*	T.3Cy.13⅜″,21″&34″–24″ (*s*) 160lb *100lb* NDB12 68RHP 1SB,*3pf*,GS43,HS1228 G.T.Grey,SouthShields	13 ″ 5 s 1 ″ 0½ 12 ″ 7	
614 110876	**Algoma** **IronScK** *R.March* –16 *ss*Gms.No.3–6,12 *ss*Gms.No.1–16 1*Dk*		169 154 66	✠100A1 *Stm Trawler* 7,16 ✠NB6,12 ✠LMC7,16	Gms		7,16	1899 5mo *Lloyd's*	Edwards Bros. N.Shields *sA&CP*	Spurn Stm.Fishing Co.Ld. (A. Bannister,*Mgr.*)	106·0|21·1|11·0 Q48'F20' BK7½″	Grimsby British 3*BHCem*	T.3Cy.11½″,18½″&30″–22″ 180lb (*s*) 45RHP 1SB,*2pf*,GS29,HS975 Gt.Cen.Co-op.Eng.&Ship RepairingCo.Ld.Gms	12 ″ 0	
615 106774 KHNP	**Algonquin** **IronScSr** *D.E.Archibald* Wireless 2*Dks*&*Shelter dk*		2833 — 2258					1890	W.Cramp &Sons Philadelphia	Clyde S.S.Co.	276·0|43·0|19·0 28·6	New York Utd.States	T.3Cy.21″,34″&56″–36″ 188NHP W.Cramp,Sons&Co.,Phl.		R
616 106788 RGSB	**Algores** **SteelSc3MstSr** *J.H.Taylor* –14 *ss*Hul.No.3–6,11 *Mchy.Aft* *ss*Hul.No.1–16 *Well deck* 1*Dk*(*Stl*)		342 246 135	✠100A1 4,17 ~~4,16~~ BS3,17 ~~BS7,16~~ ✠LMC MS3,16	Goo Bos	*f*	3,16	1899 8mo	Ritson&Co Maryport A&CP	R.H.Penney&Sons	145·0|23·7|10·0 Q78'B8'F19' BK7″ *WB*=*FPT*40*t*	Shoreham British 3*BHCem* Ross&Duncan,Glasgow	C.2Cy.18″&36″–24″ (*s*) 120lb ~~95lb~~ NDB06 68RHP 1SB,*2pf*,GS39,HS1253	10″11 s ″ 6 11 ″ 2	
617 HBPO	**Algorteño** ~~Ltd Mchy.Aug 13~~ **SteelScSr** ~~*J.Lasa* –16~~ *ss*Bbo.No.3–6,06 (*ex*Roumania) *ss*Bbo.No.2–16 *Well deck* 1*Dk*(*Irn*)&*Web frames* *G.Aquirre*		2412 1863 1459	✠100A1 ~~10,17~~ ~~2,16~~ 5,18 ~~N.Ns~~ MS12,16 ✠LMC~~2,16~~ ~~BS5,15~~	Bbo	*s*	~~12,16~~ 5,18	1893 9mo	W.Gray& Co.(Lim.) W Hartlepool A&CP	~~Cie.Algorteña de Nav.~~ ~~Sociedad Minera Vizcaya~~ Sociedad Minera Villaodrid *WB* = *Cell DB* 244'519*t*	290·0|38·1|20·0 P27'Q84'B119' F31' *APT*35*t*	Bilbao Spanish 5*BHCem*	T.3Cy.23″,36½″&62″–39″ (*s*) 160lb *80lb* 239NHP 2SB,*6rf*,GS79,HS3580 Cen.Mar.Eng.Wrks.WHpl	22 ″ 6 s 1·10½ 21 ″ 7	
618 173 102	**Algot** **CompScSr** *J.Wilhelmsson*12–12 (*ex*Ulfåsa) *Mchy.Aft* 1*Dk*		197					1885	S.Groth Sjötorp	Isidor Janssaas	101·5|22·1|11·1 B20'H5*t*	Mariehmn Russian	2Cy.18″&24″–17″ 20NHP MotalaCo.Motala		
619 90100	**Alguada** **SteelTwinScSr** *Beckett* *Elec.light*		302 302 188					1886	W.Denny &Bros. Dumbarton	Irrawaddy Flotilla Co.Ld.	165·2|27·0| 9·3	Glasgow British	C.4Cy.21½″&38″–24″ 42RHP Denny&Co.,Dumbarton		
620 111223 RJKB	**Alhama** **SteelScSr** *C.Garstang* –16 *ss*Trn.No.3–2,12 (*ex*Axinite) *ss*Nwc.No.1–16 *Elec.light* 1*Dk*(*Stl*)&*Web frames*		1744 1383 1095	✠100A1 9,16 ✠LMC8,16	Nwc	*q*	3,16	1899 10mo *Lloyd's*	A.Rodger &Co. Port Glasgow *sA&CP*	Bolivian General Enterprise,Ld. (Leopold Walford (London) Ld *Mgrs*)	260·0|37·4|16·9 Q97'B62'F29' FK *WB*=*Cell D* *Ba*76'*f*112'	Glasgow British 4*BHCem*	T.3Cy.19″,31″&51″–36″ (*s*) 160lb *80lb* NDB12 155NHP 1SB,*3pf*,GS69,HS2300 Muir&Houston,Ld.Gls. 377*t* *FPT*66*t* *APT*31*t*	19 ″ 5 s 1·10½ 17 ″ 10	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Grément, etc. / Capitaine / Visites Périodiques	3 Ex-nom, s'il y a lieu. / Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Francbord au milieu du navire. — Tirant d'eau correspondant. pds. pc.	15 Registres où cesté si ce n'est dans le L. R. Durée Cert. Bo. Trade.
621	**Alicante**	SteelScSr	3878	✠100A1	N Yk	*w*	11,16	1889	W. Denny	Cia. Trasatlantica	372·2	45·1	26·6	Barcelona	Q.4C.25¾″ 38½″ 51½″ &75″–51″	29 ″ 11	
	J.P.Soria 90–15	*ss* Cdz.No.3–6,09	3317	11.16				4mo	& Bros.		P91′	B82′	F54′	Spanish	180lb *100lb* (*s*) 402 NHP		
HBPM	(*ex* Pegu) Sub.Sig	*ss* Cdz.No.1–13	2360	BS5.16 ✠LMC1.14				*Lloyd's*	*SA&CP*				BK 10″	6 *BHCem*	2DB. *12cf*, GS 210, HS 5728		
	Elec.light Wireless	3 *Dks* (*UStl*-teak s)											*WB=Cell D Bu*	*E&B* 84′ 235 *t*	Denny & Co., Dumbarton		
622	**Alice**	SteelTwinScSr	6122	✠	Tri	*a*†		1907	Russell &	Unione Austriaca	415·3	49·6	25·1	Trieste	T.6Cy.24″,40″ &65″–45″	27 ″ 9	
	Now named "Asia," See Naval Supplement	Chatham	4071	5.16				8mo	Co.	di Nav.	F76′			Aust.-Hung.	757 NHP		
HBLC	*Ref.Mchy.*	2 *Dks* (*Stl*) & *deep framing* &	3910	*Shelter dk*					Pt. Glasgow				FK	7 *BHCem*	4SB. & 1 Aux.SB, *14cf*, GS 265.		
	Elec.light Wireless	*Shelter dk* (*Stl*-ws)		*with freeboard*							*WB=*	*Cell D Ba* 108′	*u E&B* 44′ *f* 158′ 791 *t*	*FPT* 60 *t*	*APT* 35 *t*	HS 10910 FD	J.G.Kincaid & Co.Ld.Grk.		
623	—	SteelScSr	968					1889	Howaldts-	The Shipping Con-	198·2	30·7	10·5	London	T.3Cy.14″,22″ &36½″–19½″		G
Sunk by gun fire on 3.18									werke	troller (R.S.Dal-				British	NB 14 ~~59 RP~~ ~~60 NHP~~		
~~1PEQ~~	*N.Troest*	1 *Dk* & *Spar dk*	500						Kiel	gliesh, Ld. *Mgrs.*)	B46′	F11 *t*	17·7		Howaldtswerke, Kiel		
			591														
624	—	SteelSc3MstSr	672	✠100A1	Hul	*j*	4,16	1903	Earle's Co.	G.R.Haller, Ld.	177·8	29·8	13·6	Hull	T.3Cy.16″,26½″ &43″–30″ (*s*)	14 ″ 6	
116129	*C.Ashton* –14	*ss* Hul.No.3–6,15	500	4,16				2mo	Ld.		Q92′	B12′	F23′	British	180lb 94 RHP	*s* ″ 10½	
VBKJ	*Mchy.Aft*	1 *Dk* (*Stl*)	289	✠LMC					Hull				FK	4 *BHCem*	1SB, *3cf*, GS 56, HS 1880	13 ″ 10	
	Well deck			MS6.15 BS~~4.16~~ 9.17				*Lloyd's*	*SA&CP*				*WB=FPT*	4 *t*	Earle's Co.Ld.Hull		
625	—	IronScSr	409					18 8/9	Motala Co.	Rederiaktieb.	155·6	23·6	13·1	Ystad	T.3Cy.10¼″,16½″ &27¼″–22½″		V
2511	*G.Andersson* 16–16		331						Oscarshamn	Ystad (J.M	Q50′	B32′	H13 *t*	Swedish	NB 04 35 NHP		
HTCS		1 *Dk*	271							Andersson, *Mgr.*)	len 97			*WB*	Motala Co., Oscarshamn		
626	—	SteelTwinSc	402	✠	Tto	*e*		1906	The Bert-	Canadian Govern-	125·5	25·8	10·8	Quebec	C.4Cy.12″ &26″–16″	11 ″ 9	
122260	*J.La Velley* 03–07		312	5,07				10mo	ram Engine	ment				British	55 RHP		
	Elec.light	1 *Dk* (*Stl*-ws)	239						Works Co.Ld.				BK 7″	4 *BHCem*	2SB. *4rf*. GS 62, HS 2278		
									Toronto, Ont.						Bertram E.W.Co.Ld.Trnto.		
627	—	IronScSr	352					1889	.....	J.&A.Brown	139·3	24·0	10·3	Sydny NSW	C.2Cy.18″ &36″–24″		
93601	*S.G.Symons* –15		300						United		H31 *t*	F21 *t*		British	NB 11 70 RHP		
		1 *Dk*	218						Kingdom						Lees & Anderson, Glasgow		
628	**Alice Busse**	SteelSc	149					1902	J.C.Teck-	F.Busse	108·2	20·9	9·9	Gstemnde	T.3Cy.11″,17½″ &29⅝″–21⅝″		G
	(*ex* Falke)	(*Trawler*)	134						lenborg A.G.					German	39 NHP		
RMQB		1 *Dk*	30						Geestemünde						J.C.Tecklenborg A.G.Gst.		
629	**Alice Depeaux**	SteelScSr	1022	✠	Hpl	*n*		1887	Palmers'	Depeaux	220·5	32·0	14·9	Rouen	T.3Cy.19″,31½″ &51″–36″	17 ″ 2	
	Ruault	*ss* Sld.No.2–94	—	10,00				8mo	Co. (Lim.)		Q80′	B58′	F25′	French	NDB 97 159 NHP		
HDTN	*Well deck*	1 *Dk* (*Stl*) 2 *tr B*	572						Newcastle				BK 8″	6 *BHCem*	2SB, *4cf*, GS 72, HS 2418		
	Elec.light												*WB=Cell*	*DB* 160′ 262 *t*	Palmers' Co.(Lim.) Nwc.		
630	**Alice Lorraine**	ScSr	250					1904	Governm't	Government of	.....			Kuching	C.2Cy.17″ &31″–21″		
	Jerace		—						of Sarawak	Sarawak (Office				Sarawak	E&B *made* 81 *fitted* 04 37 NHP		
			150						Kuching	of Registry)					Blackwood & Gordon, P.Gl.		
631	**Alice M. Craig**	SteelScSr	916	✠100A1	Sws	*m*	~~5,16~~ 10,17	1900	Ailsa S.B.	H.Craig & Co.	216·1	32·0	15·5	Belfast	T.3Cy.17″,28⅝″ &45″–33″ (*s*)	16 ″ 4	
113505	*W.Black* –07	*ss* Bel.No.3–4,13	715	9,16				12mo	Co.		P20′	Q92′	B10′ F29′	British	170lb 142 NHP	*s* 1 ″ 2½	
SGDL	*Well deck*	1 *Dk* (*Stl*) & *Web frames*	378	*Examined* 10,17					Troon				FK & BK 17″	4 *BHCem*	2SB, *4cf*, GS 73, HS 2460	15 ″ 6	
				BS9.16 ✠LMC4.15					A&CP		*WB=Cell D Ba* 46′		*u E* 19′ *f* 75′ 236 *t*	*FPT* 48 *t*	*APT* 40 *t*		Dunsmuir & Jackson, Gls.		
632	**Alice Marie**	SteelScSr	2210	✠100A1	Sld	*r*	3,16	1915	S.P.Austin	Rodney S.S.Co.Ld.	280·0	40·5	18·5	Newcastle	T.3Cy.21″,34″ &56″–39″ (*s*)	20 ″ 9	
133576	*H.E.Cousins* –16		1764	5,17 ~~3.16~~				7mo	& Son, Ld.		Q146′	B12′	F28′	British	180lb *100lb* 219 NHP	*s* 2 ″ 5½	
JLQG	*Well deck*	1 *Dk* (*Stl*)	1218	✠LMC3.15					Sunderland				FK	4 *BHCem*	2SB, *6cf*, GS 108 HS 3468	18 ″ 7	
	Elec.light							*Lloyd's*	*SA&CP*						G Clark, Ld. Sunderland		
										WB=Cell D Ba 74′	*u E&B* 41′ *f* 116′ 562 *t*			*side tanks in*	*ER* 166 *t*	*FPT* 110 *t*	*APT* 252 *t*			
633	**Alice Stafford**	SteelSc	141					1914	Manitowoc	Erie Land &	75·5	22·0	12·8	Mlwaukee	C.2Cy.17″ &36″–30″		
212103		(*Tug*)	—						S.B.&D.D.Co.	Improvement Co.				Utd. States	59 NHP		
	Elec.light	1 *Dk*	96						Manitowoc						Manitowoc S.B.&D.D.Co.		
634	**Alice Taylor**	SteelScSr	713	~~✠100A1~~	Sld	*k*	~~3,17~~ 1,18	1891	W Hamiltn	R.Taylor & Sons, Ld	204·1	29·0	14·3	Dundee	C.2Cy.28″ &62″–42″ (*s*)	15 ″ 2	
Wrecked 9.4.18	~~*Saurence* 16 *ss* Dun.No.3 7,04~~		~~3624~~	~~3,18 1,18~~				7mo	& Co.		B13′	F23′		British	85lb ~~95lb~~ NDB 04 211 NHP	*s* 2 ″ 3	
MGNJ	*R Featherstone* 17–17 ~~*ss* Dun.No.2–18~~		304	~~Examined 9.17~~ 2.18					P.Glasgow				BK 7½″	4 *BHCem*	1DB, *6pf*, GS 120, HS 3721 ~~70 lb~~	13 ″ 8	
	ss Sld.2nd No.3–3,18 1 *Dk* (*Stl*) 2 *tr B*			~~MS7.17~~ ~~BS8.17~~ ✠LMC					A&CP				*WB=FPT*	53 *t*	*APT* 11 *t*		G. Clark, Ld. Sunderland		
	Cargo battens not fitted																
635	**Aliceil**	WoodSc	709					1916	.....	Swift & Co.	144·0	40·7	8·8	Chicago			
214114			—						Los Angeles,					Utd. States			
LGBS		1 *Dk*	614						Cal.								
636	**Alicia**	SteelScSr	2092	✠100A1	Hpl	*s*	~~11,13~~ ~~9,17~~ 3,18	1903	W.Gray &	Alicia S.S.Co.(W.	290·0	42·1	19·3	W.Hartlpl	T.3Cy.21½″,35″ &58″–39″ (*s*)	21 ″ 9	
115155	*E.N.Newmarsh* –11	~~*ss* Hpl.No.2–12~~	1921	3,18 ~~2,14~~	Liv			10mo	Co.Ld.	Hpl.)Ld (Metcalfe,	P26′	B69′	F32′	British	160lb *90lb* 218 NHP	*s* 3 ″ 4	
VGMW		1 *Dk* (*Irn*) & *deep framing*	1316	*Examined* 9,17					W Hartlepool	Simpson & Co.Ld.		*WB=*	FK	5 *BHCem*	2SB. *6pf*, GS 84, HS 3393	18 ″ 9	
		ss Hul.No.3–9,17		~~BS8.16~~ ✠LMC~~4.16~~ 9,17				*Lloyd's*	*SA&CP*	*Mgrs.*)	*Cell D Ba*	*u E* 110′ *f* 122′ 609 *t*		*APT* 54 *t*	Cen.Mar.Eng.Wrks.W Hpl		
637	**Alida**	SteelScSr	2292	✠100A1	Got		9,16	1902	W.Gray &	Rederiaktieb.	302·4	43·2	19·8	Hlsngbor	T.3Cy.22″,35″ &59″–39″ (*s*)	22 ″ 3	
5446	*P.Högfeldt* 16–16	*ss* Cpn.No.3–4,15	2111	5,16				5mo	Co.Ld.	Urania (K.	P27′	B69′	F29′	Swedish	160lb *80lb* 221 NHP	*s* 3 8	
JTGK	(*ex* Athenian,	1 *Dk* (*Irn*) & *deep framing*	1399	BS4.16 ✠LMC4.15					W Htlepool	Henningson, *Mgr*)			FK	5 *BHCem*	2SB. *6pf*, GS 84, HS 3383	18 ″ 11	
	ex Athinaia, *ex* Atheniana)			12.17				*Lloyd's*	*SA&CP*	*WB=Cell*	*D Ba* & *u E* 120′ *f* 124′			62 *t*	*APT* 40 *t*	Cen.Mar.Eng.Wrks.W Hpl		
638	—	SteelScK	270	✠100A1	Dun			1915	Dundee	Lancashire Steam	128·9	23·0	12·7	Fleetwood	T.3Cy.13″,22″ &36″–24″ (*s*)	13 ″ 6	
139208	*C.Johnson* –15		249	*Stm Trawler*				9mo	S.B.Co.Ld.	Fishing Co Ld.	Q72′	F20′		British	200lb 87 RHP		
JMDL	*Elec.light*	1 *Dk*	105	12,15 ✠LMC12.15					Dundee	(J.A.Robertson,			BK 7½″	4 *BHCem*	1SB. *3pf*, GS 55. HS 1542		
								Lloyd's	*SA&CP*	*Mgr.*)					W.Beardmore & Co.Ld.Gls		
639	—	SteelSc	167					1902	M.van der	Zuid Hollandsche	111·5	21·0	11·7	Vlaardngn	T.3Cy.8½″,13½″ &22″–16″		
	G.Brouwer	(*ex* Petronella Neeltje)	—						Kuijl	Stoomvisscherij				Dutch	19 NHP		
		1 *Dk*	84						Slikkerveer	(Louis Groen, *Mgr*)				*WB*	Alblasserdamsche Mchnfb.		
640	**Alida Harvey**	SteelTwinSc	117				...	1911	J.I Thorny-	Antofagasta Rly.	75·7	19·1	8·0	Antofgsta	C.4Cy.11⅞″ &23¾″–16″	8 ″ 9	
884		(*Tug*)	—						croft & Co.Ld.	Co.				Chilian	65 NHP		
HBPQ	*Elec.light*	1 *Dk*	59						Southmpton				BK 6″		J.I Thornycroft & Co.Ld Sou		
641	**Alide**	CompScSr	138					1894	D.W.Kre-	Reval Shipping	102·5	22·5	7·5	Riga	C.2Cy.7½″ &14½″–12″		
966			—						mer's Sohn	Co.Ltd.(J.Pitha &	P16′			Russian	6 NHP		
	(*ex* Laura)	1 *Dk*	66						Elmshorn	Co. *Mgrs.*)					Chr.Steen, Elmshorn		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. *Master.* *Late Name if any.* Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. † for Special Survey. Date of last Survey.	6 Port of Survey. Years Assigned now expired. Equipment Letter.	7	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of Trade Cert.
642 HBQM	**Aline** *B. Herrera* 04–07 *Well deck* *Elec. light*	**Steel Pad Ctr** *ss* Gib. No. 3–5, 15 1 *Dk* (*pt Teak*) & *Shade dk* (*Teak*)	228 150 101	† A1 *with freeboard* 5,15 *Channel Service Algeciras, Gib*	Gib BS5,17 ~~BS6,16~~ LMC5,16			1905 5mo *Lloyd's*	Armstrong Whitworth & Co. Ld Newcastle *SA&CP*	Cia. de los Ferro-carriles Andaluces *Shade dk* 106′	139·0 FK	20·6	7·7	Algeciras Spanish 3 *BH Cem*	C.D. 2 Cy. 20″ & 36″–42″ (*s*) 120 lb 92 NHP 1 SB, *2cf*, GS 37, HS 1396 FD Bow, McLachln & Co Ld Psy	8 ″ 1 s 3 ″ 2 5 ″ 3	
643 HDVF	**Aline Montreuil** *A. Mette* 01–07 *Well deck* *Elec. light*	**Steel Sc Sr** *ss* Shl. No. 3–4, 13 1 *Dk* (*Irn*) 2 *tr B*	1624 1292 956	† 100 A1 3,16 ~~Examined 12.17~~ MS9,12	Npt BS10,16 LMC	*q*	3,16	1900 5mo	Strand Slipway Co. Sunderland A&CP	Montreuil & Co. *WB* = *Cell D Ba* 68′	258·9 P26′ Q64′ B50′ F31′ FK *u E & B* 34′ *f* 112′ 476*t*	36·8	16·7	Rouen French 4 *BH Cem* *APT* 31*t*	T. 3 Cy. 19″, 31″ & 51″–33″ (*s*) 160 lb *170 lb* 159 NHP 1 SB, *4cf*, GS 66, HS 2585 N.E. Marine Eng. Co. Ld. Sld	19 ″ 2 s 2 ″ 3½ 17 ″ 2	
644 NCRP	**Alioth** *W. Groeneveld*	**Steel Sc Sr** 1 *Dk*	2070 1884 1280					1905	Schpw. v. Jan Smit, Czn Alblasserdm	Van Nievelt, Goudriaan & Co.'s Stoomv. Maats.	281·4 P20′ B72′ F32′	41·1 *WB*	20·5	Rottrdam Dutch	T. 3 Cy. 21″, 35″ & 57″–39″ 203 NHP Maats. de Schelde, Flushing		V
645 107636 KRDM	**Alitak** *B. Rasmussen* 93–08	**Wood Sc Sr** 1 *Dk*	115 111 73					1901	United Eng. Works Alameda, Cal.	Alaska Packers Association	91·0	23·5	10·0	S. Frncisco Utd. States	C. 2 Cy. 10″ & 22″–16″ 16 NHP United Eng Wks S. Frncisco		
646	**Alizarine** *Elec. light* *Mchy. Aft*	**Steel Sc Sr** 1 *Dk* (*Stl*)	*190* *146* *74*	† ~~12,15~~ *Carrying Tar*	Lon *in bulk*	*c*		1911 11mo	W. Dobson & Co. Newcastle	Administration de Nav. à Vap. Ottomane	110·2 P44′ F19′ FK	20·1	9·7	Turkish 6 *BH Cem*	T. 3 Cy. 11″, 18″ & 30″–18″ NDB 13 50 NHP 1 SB, *2pf*, GS 30, HS 908 McColl & Pollock, Ld. Sld.	10 ″ 6	
~~Wrecked 1917~~ 647 106260 KQJT	**Al-Ki** *J. E. Guptill* Wireless	**Wood Sc 3 Mst Sr** 1 *Dk* 2 *tr B*	1259 809 888					1884	Goss Mrine Works Bath, Me.	North land S.S. Co.	200·1	38·2	23·2	P. Twnsnd Utd. States	C. 2 Cy. 22⅜″ & 44″–36″ NB 12 97 NHP Goss Marine Works		
648 NORV	**Alkaid** *H. G. Smoolenaers*	**Steel Sc Sr** 1 *Dk*	3028 2798 1863					1910	Rotterdam Droogd. Maat Rotterdam	Van Nievelt, Goudriaan & Co.'s Stoomv. Maats.	325·6 P21′ B87′ F31′	47·0 *WB*	21·7	Rottrdam Dutch	T. 3 Cy. 22½″, 37½″ & 62″–42″ 249 NHP Rotterdam Droogd. Maats.		V
649 HMJG	**Alkmini** *S. Helmis* –16 (*ex* Albania) *Elec. light*	**Steel Sc Sr** *ss* Pir. 2nd No. 3–6, 14 2 *Dks* (1 *pt Stl*)	*1481* *1261* *881*	† 100 A1 3,13 ~~1,16~~ ~~BS9,15~~ BS1,18	Shl ~~LMC6,14~~	*q*	~~9,16~~ 3,18	1887 5mo *Lloyd's*	A M'Millan & Son Dumbarton *SA&CP*	N. G. Kyriakides	264·0 P26′ B74′ F59′ *FPT* 38*t* *APT* 16*t*	34·0	19·8	Piræus Greek 5 *BH Cem* 4 *BH to Udk* 1 „ „ 2 *nd dk*	T. 3 Cy. 25″, 38″ & 62″–42″ (*a*) 150 lb ~~Boiler~~ NDB 04 235 NHP 2 DB, *Scf*, GS 140, HS 3470 60*t* D. Rowan & Son, Glasgow	21 ″ 0 s 3 ″ 3 18 ″ 11	
650	**Alku**	**Wood Sc**	143 — 84					1900	..... Björkö	A. Lenkkeri	91·9	22·6	9·0	Wiborg Russian			
651	**Alkyon** *N. Tsitsilianos* (*ex* Olympia) *ex* Ebro)	**Steel Sc Sr** 1 *Dk* (*Stl*) & *Awng dk* (*Irn*) & *Web frames*	*2464* *1831* *1618*	† *pt Awng dk with freeboard* 4,91	Hul	*s*		1889 8mo	Richardsn, Duck & Co. Stockton	M. Embiricos (Olivier & Co. *Mgrs.*)	296·7 Q121′ *pt Awng dk* 176′	40·1 BK 10″	19·0	Syra Greek 5 *BH Cem* *DB* 248′ 552*t*	T. 3 Cy. 22½″, 37″ & 61″–39″ 232 NHP 2 SB, *6cf*, GS 87, HS 3469 T. Richardson & Sons, Hpl.	21 ″ 8	
652 213696 LFND	**Allaguash** *P. Jensen* –15 (*ex* Rygja)	**Steel Sc Sr** *ss* Bhn. No. 3–6, 07 *ss* N. Yk. No. 2–15 1 *Dk* (*Stl*) & *Spar dk* (*pt Irn* & *pt Stl*) & *deep framing*	3826 3571 2491	† 100 A1 *Spar dk* 3,17 ~~6,18~~ MS10,15	NNs NYk LMC BS6,16	*x*	~~6,16~~ 3,17	1905 6mo	J. L. Thompson & Sons, Ld Sunderland A&CP	Foreign Transport & Mercantile Corp ~~*Mgrs.*~~ *WB* = *Cell D Ba* 127′ *u E & B* 33′ *f* 154′	364·6 P31′ B242′ F33′ 23·4 FK	50·5	15·4	New York Utd. States 6 *BH Cem*	T. 3 Cy. 25″, 41″ & 67″–45″ (*s*) 180 lb 100 *lb* 338 NHP 2 SB, *8pf*, GS 142, HS 5378 J. Dickinson & Sons, Ld. Sld. 925*t* *FPT* 103*t* *APT* 126*t*	26 ″ 0 s 3 ″ 6 22 ″ 11	
653 129355	**Allan Ramsay** *A. Ramsay* –11	**Steel Sc K** 1 *Dk*	210 207 78	† 100 A1 *Stm Trawler* 6,14	Abn LMC 2,11		4,13	1911 2mo *Lloyd's*	J. Duthie Torry S.B. Co Aberdeen *SA&CP*	Aberdeen Fish Manure & Oil Co. Ld. (D. L. Crombie, *Mgr.*) *WB* = *Cell D Ba* 116′ *u E & B* 34′ *f* 154′	115·4 BK 7½″ *WB* = *DT f* 5′ 12*t*	22·6 *WB* 180 *APT* 80*t*	12·2	Aberdeen British 3 *BH Cem*	T. 3 Cy. 12″, 20″ & 34″–23″ (*s*) 180 lb 56 RHP 1 SB, *3pf*, GS 38, HS 1367 J. Abernethy & Co., Abn. 902*t*	13 ″ 0	
654 113977 SQDV	**Allanton** *W. A. Johnstone* –14 1 *Dk* (*Stl*) & *Spar dk* (*Stl*) & *deep framing*	**Steel Sc Sr** *ss* Rot. No. 3–8, 14	4253 4069 2775	† 100 A1 *Spar dk* 11,16 ~~BS11,16~~	NYk BS12,17 LMC 8,14	*x*	11,16	1901 9mo *Lloyd's*	Sunderlnd S.B. Co. Ld. Sunderland *SA&CP*	T. Dixon & Sons, Ld. *WB* = *Cell D Ba*	360·0 P27′ B90′ F36′ 28·4 FK 116′ *u E & B* 34′ *f* 154′	48·1	20·4	Belfast British 6 *BH Cem* 902*t* *APT* 80*t*	T. 3 Cy. 26¾″, 43″ & 69½″–45″ 180 lb (*s*) 351 NHP 3 SB, *9cf*, GS 155, HS 5406 N.E. Marine Eng. Co Ld. Sld.	31 ″ 0 s 6 ″ 4 25 ″ 0	
655 9 NCFD	**Alleanza** *G. Di Bella* (*ex* Alliance) *Well deck*	**Iron Sc Sr** 1 *Dk* 2 *tr B*	579 394 330			...		1880	C. Mitchell & Co. Newcastle	F. Todero Musmeci	183·1 P141*t* H8*t* F21*t*	24·8 *WB*	12·8	Catania Italian	C. 2 Cy. 18″ & 40″–28″ NB 92 71 NHP T. Clark & Co., Newcastle		V
656 207792	**Allegheny** *Mchy. Aft* *Elec. light*	**Steel Sc Sr** 2 *Dks*	3898 — 2967					1910	Detroit S.B. Co. Wyandotte	Great Lakes Transit Corp.	350·0	46·0 *WB*	31·0	Buffalo Utd. States	Q. 4 Cy. 19″, 27½″, 40″ & 58″–42″ 218 NHP Detroit S.B. Co. Detroit		
657 RPKO	**Allemannia** *W. Vollmer* (*ex* Allemannia, *ex* Orellana) *Elec. light* Wireless	**Steel Sc 4 Mst Sr** 3 *Dks*	4630 3864 2915					1893	Harland & Wolff, Ld. Belfast	Hamburg-Amerik. Packetf. Akt. Ges. (Ham.-Amr. Linie)	397·6 P57′ B147′ F41′	47·6 *WB*	27·4	Hamburg German	T. 3 Cy. 29″, 48″ & 79″–60″ 483 NHP Harland & Wolff, Ld. Bel.		G
658 NJVC	**Aller** *T. Schumacher*	**Steel Sc** (*Trawler*) 1 *Dk*	247 217 85					1911	J. Frerichs & Co. A. G. Einswarden	Deutsche Dmpfis-chereiGes. Nordsee	118·2 F18′	22·6 *WB*	12·5	Nordnham German	T 3 Cy. 12⅛″, 19½″ & 31½″–22 1/10″ 47 NHP J Frerichs & Co A G Ostrholz		G
659 HBRT	— *J. Suarez* –15 (*ex* Hawk) *Mchy. Aft*	**Steel Sc Sr** *ss* Hul. No. 1–98 1 *Dk* (*Irn*)	189 — 124	† 2,01	Lon	*b*		1894 6mo	McAndrew Cowan & Potts Sunderland	T. Fierro e Hijos	109·9 Q35′ B7′ F15′ BK 6½″ *WB* = *FPT* 18*t*	22·0	8·1	Gijon Spanish 3 *BH Cem*	C. 2 Cy. 14½″ & 29″–21″ 36 NHP 1 SB, *2pf*, GS 24, HS 632 C.D. Holmes & Co. Hull	8 ″ 10	
660 29885 QHMG	**Allerwash** ~~*P. Say* –15~~ *P. Say* –15 (*ex* American) *Cargo battens not fitted*	**Iron Sc 3 Mst Sr** *ss* Sld. 5th No. 3–8, 11 *ss* Sld. No. 1–15 1 *Dk* (*pt Irn*)	381 357 229	80 A1 6,16 NB 9,01 BS4,15 ~~8,17~~	Sld LMC 3,16	*g*	~~6,16~~ 3,18	1861 11mo	Kerman & Co. Millbrook A&CP	~~Sunderland Stmr Shpg. Co. Ltd. (Frear & Dix, *Mgrs.*)~~ Frear & Dix	167·5 Q23′ pt ND 70 len 76 BK 6′ 7″ *WB* = *DB f* 32′ 70*t* *APT* 30*t*	25·8 ND 01 BK 6′	11·4	Sundrland British 4 *BH Cem*	C. 2 Cy. 17½″ & 36½″–24″ (*s*) 80 lb NE 75 50 RHP 1 SB, *2pf*, GS 32, HS 940 Gilbert & Cooper, Hull	12 ″ 5 s 2 ″ 0 11 ″ 3	
661 120537 JMHL	**Alleyn** *P. R. Hall* –16 *Elec. light*	**Steel Pad** 1 *Dk*	128 126 52			...		1905	Thames Iron Works S.B. & E. Co. Ld London	H. G. Kellock	129·7	18·5 FK	6·9	Dundee British	C. D. 2 Cy. 16″ & 31″–36″ FD 40 RHP Thames Irn. Wrks. S.B. & E Co Ld. Lon.	7 ″ 0	
662 106443 KDNO	**Alliança** *Mowbray* *Elec. light* Sub. Sig.	**Iron Sc Bn** 2 *Dks* & *Awng dk*	4016 — 2441					1886	Delaware River Co. Chester, Pa.	Panama R.R. Co.	335·0 len 08	42·0	15·0 24·2	New York Utd. States	T. 3 Cy. 27½″, 46″ & 76″–42″ NE & B 08 374 NHP W. Cramp & Sns S & E B C Phl		R

1 Numéro d'Ordre / Numéro Officiel / Signaux	2 Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expire. Lettre d'équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille / Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. pc.	15 Registres où cote, si ce n'est dans le L. R. Dans l'est Half Trade
663	**Allianca**	**SteelScSr**	*498*	✠	Liv	*h*		1888	NavalCon.	B.A.Antunes&Co.	158·0|30·2|11·9	Para	C.2Cy.18″&36″–30″	12 ″ 6	
	C.A.Duarte –01	*ss*Pra.No.3–6,01	*442*	2,11				7mo	&Arm.Co.Ld.		B39′F19′	Brazilian	NDB02 *fitted*05 64NHP		
	Elec.light (*ex*Gerda)	*ss*Liv.No.1–05	*310*						Barrow		FK		4 *BHCem*		
		1 *Dk*(*Stl*-ws)		✠NB12,05							*WB*=*FPT*		18t *APT*25t		
													1SB.*2pf*,GS38,HS1203		
664	**Alliance**	**WoodScSr**	679					1897	Bendixsen	NorthPacificS.S.	164·4|35·6|12·0	S.Frncisco	T.3Cy.14″,22½″&36″–24″		
107247	*O.Lofstadt*	Wireless	—						Eureka,Cal.	Co.		Utd.States	64NHP		
KMVD	*Elec.light*	*Fitted for oil fuel* 2 *Dks*	431												
665	**Allinga**	**SteelTwinScSr**	2242	✠	Grk	*s*		1897	Scott&Co.	AdelaideSS.Co.Ld.	279·7|42·5|13·0	Adelaide	T.6Cy.15½″,25″&40″–30″	23 ″ 0	
105578	*B.M.Beek* –16		1986	*Spar dk*				3mo	Greenock		P32′B86′F36′ 20·7	British	272NHP		
PGCB	1 *Dk*(*Stl*)&*Spardk*(*Stl*-teaks)		1406	*withfreeboard*							FK		6 *BHCem*		
	Elec.light *Ref.Mchy.*	&*Webframes*		3,97 ✠						*W*	*B*=*Cell DBa*76′*u*		2SB,*6cf*,GS120,HS4270 FD		
											*E*18′*f*106′399t *FPT*		55t *APT*23t		
													Scott&Co.,Greenock		
666	**Ally**	**SteelScSr**	125					1890	Trndhjms	Acties.Portland	108·2|16·8| 9·7	Aalborg	T.3Cy.11″,18″&29″–20″		
	*R.Clausen*07–07		108						Mek.Verk.	Cemtfabr.Norden	Q16′H5t F17′	Danish	NB97 38NHP		
NQGM	(*ex*Sandhornet)	1 *Dk*	41						Trondhjem				TrondhjemsM.V.Trndhjm		
667	**Allyn River**	**WoodScK**	143					1915	G.A.Wash-	Newcastle&Hun-	99·6|24·6| 6·7	SydnyNSW	C.2Cy.11″&22″–18″		
136418	*F.M.Bell* –16		117						ington	terRiverS.S.Co.Ld	Q20′B29′	British	Morison& 20RHP		
	Mchy.Aft	1 *Dk*	57						Blmain,NSW			*WB*	Beovby,Ld.Nwc.,N.S.W.		
668	**Alma**	**SteelScSr**	2863			...		1896	J.Priest-	EmderReederei	299·5|42·0|17·3	Emden	T.3Cy.22½″,37″&61″–42″	27 ″ 6	G
	*O.Weber*14–14	(*ex*Karthago)	2646						man&Co.	A.G.	24·9	German	246NHP		
KMJ	*Elec.light*	1 *Dk*&*Spar dk*&*Web frames*	1738						Sunderland		FK	*WB*	Blair&Co.Ld.Stockton		
669	—	**SteelTwinScSr**	~~1155~~					1894	J.&G.	~~EasternShipping-~~	270·7|34·0|14·6	~~S'thampton~~	T.8Cy.(2)19″,(2)29″&(4)		
~~105849~~	~~*H.Lyons*06–12~~	2 *Dks*&*Shade dk*	1478	784					Thomson,Ld	~~Co.Ld.~~	P46′B148′F56′	~~British~~	31½″–30″] NB07 217NHP		
~~NQGM~~		~~2 *Dks*~~	585	~~450~~					Clydebank	~~D.N.F.Heath~~		Japanese	J&G Thomson Ld.,Clydbnk		
670	—	**SteelScSr**	319	✠100A1	Got	*d*	~~9,16~~	1916	Aktieb.	Aktieb.Lödöse	121·1|22·5| 9·5	Lödöse	C.2Cy.12″&27″–18″ (*s*)	12 ″ 0	
5774	*C.E.Necander*16–16		238	~~9,13,10~~ 8,18	~~Gtbg~~	L'on	5,18	3mo	Lödöse Varf.	Varf. (C.A.	P31′F16′	Swedish	125 lb 30NHP	s 1 ″ 3	
JVND	*Mchy.Aft*	1 *Dk*(*Stl*)	144	✠LMC3,16					Lödöse	Hallberg, *Mgr.*)	FK		1 *BHCem*	10 ″ 11	
									A&CP	*Cell DBf*21′35t *FPT*27t			1SB,*2cf*,GS23,HS522		
											*APT*11t		Aktieb.LödöseVarf.Lödöse		
671	—	**SteelScLr**	147					1907	G.H.	LeererHerings-	93·9|21·3|10·2	Leer	C.2Cy.9$\frac{7}{16}$″&18½″–12½″		
	H.Erfeling		139						Thyen	fischereiAkt.Ges.		German	Christiansen 10NHP		
KJRQ		1 *Dk*	72						Brake				&Meyer,Harburg		
672	—	**IronSc**	131					18$\frac{7}{9}\frac{7}{7}$	Bergsunds	Ångb.Aktieb.	99·4|17·7| 6·5	Gillberga	2Cy.13½″&24″–16″&20″		
2671	*C.G.S.Sandelin*09–09		69						Mek.Verks.	Byelfven	Q31′B39′H12t	Swedish	21NHP		
JFTV	(*ex*Blidösund,*ex*Ljusterö)	1 *Dk*	91						Stockholm	(J.Carlsson, *Mgr.*)			Bergsunds Mek Verks.Skm		
673	**Almadi**	**SteelSc**	216					1912	M.U.Mar-	Soc.inAzioni	136·4|19·7| 8·4	Fiume	T.3Cy.13″,21½″&34½″–18$\frac{5}{16}$″		A
	*A.Blazic*06–12		—						tinolich	Ungaro-Croata di		Aust.-Hung.	50NHP		
			110						Lussinpiccolo	Nav.Maritt.aVap.			Plenty&Son,Ld.Newbury		
674	**Almagro**	**SteelSc**	227	✠100A1	BAs		10,17	1914	J.&A.v.d.	Navigazione Gen-	111·5|24·7|12·3	Bns.Ayres	T.3Cy.14¾″,23¾″&38$\frac{3}{16}$″–26¾″	13 ″ 1	
			214	*For towing purposes*				6mo	Schuyt	eraleItaliana	B39′F10′	Argentine	186lb (*s*) 114NHP	s 1 ″ 5	
	Elec.light	1 *Dk*	—	10,17~~,14~~ ✠LMC6,14					S.B.&E.Co.		BK6¾″		2SB,~~*4cf*~~,GS73,HS2152	12 ″ 4	
									Papendrecht		*WB*=*FPT*8t		J&A.v.d.SchuytS.B.&E.Co.		
									A&CP		*APT*30t		Papendrecht		
675	**Almanzora**	**SteelTrpScSr**	16034					1914	Harland&	RoyalMailSteam	570·0|67·3|33·3	Belfast	T.8Cy.27″,42″&(2)49″–51″		
136353			10179						Wolff,Ld.	PacketCo.	P53′B353′UpB348′	British	1L.P.Turbine		
JLWB	*Elec.light*	3 *Dks*&1*pt Dk*	10323						Belfast		F100′ *Promenade*	*WB*	Harland&Wolff,Ld.Bel.		
	Sub.Sig.										*dk*onUprB295′				
676	**Almar**	**CompScSr**	178					1873	C.J.Berg-	G.Frederiksen	100·5|21·4|10·3	Melbu	C.2Cy.10¼″&25″–17½″		
	Nilsen	(*ex*O.F.Ahlmark)	149						lund		Q5t B22t	Norwegian	NB13 22NHP		
JNQH		1 *Dk*	104						Carlstad				ChristinehamnsM.V.		
677	**Almelo**	**SteelSc**	7500					1917	Kon.Maats	Koninkl.Nederl.	440·0|62·5|40·5	Amstrdam	T.3Cy.31″,50″&82½″–54″		
	Cruiser Stern	*Fitted for oil fuel*							deSchelde	Stoomb.Maats.		Dutch	500NHP		
	Elec.light	3 *Dks*&*Shelter dk*							Flushing			*WB*	Maats.deSchelde,Flushing		
678	**Almeria**	(Seized at **SteelScSr**	4606	✠ ——	Ham	*y*		1903	Napier&	Hamburg-Amerik.	400·5|49·2|26·9	Hamburg	T.3Cy.27½″,44″&75″–48″	29 ″ 6	
4136	*C.Meyer*	Antwerp) *ss*Ant.No.2–12	4144	2,16				1mo	Miller,Ld.	Packetf.Akt.Ges.	P39′B240′F53′	German	471NHP		
RSDP	(*ex*Sikh)	2 *Dks*(*Stl*–*U pt* teak s)&	2884	✠					Glasgow	(Ham-Amr.Linie)	FK	6 *BHCem*	1SB,*12cf*,GS248,HS7960		
	Elec.light	*deep framing*								*WB*=*Cell DBa*117′*u*E&*B*59′*f*		175′1173t *D*	Dunsmuir&Jackson,Gls.		
													*Ta*42′951t *FPT*66t *APT*30t		
679	—	**SteelScSr**	2418			...		1888	J.Laing	TheAdmiralty	293·0|38·2|18·3		T.3Cy.22½″,36½″&60″–39″	28 ″ 7	
			2282						Sunderland		B71′F33′ 25·9	British	NDB01 219NHP		
	(*ex*Wakefield)	1 *Dk*&*Spardk*3*trB*	1543								BK9½″	*WB*	G.Clark Sunderland		
680	**Almerian**	**SteelScSr**	3030	✠100A1	Liv	*v*	~~9,16~~	1897	R.Thomp-	F.Leyland&Co.	351·5|42·2|23·3	Liverpool	T.3Cy.22″,36″&62″–48″ (*s*)	26 ″ 0	
106892	*S.J.Holmes* –16	*ss*Liv.No.3–6,10	2789	2,14			5,17	12mo	son&Sons	Ltd.	P37′B106′F36′	British	200lb ~~180lb~~ *100lb* 284NHP	s 4 ″ 8½	
PWCH	2 *Dks*(1*Stl*&*UIrn*)&*deepframing*		1916	~~Examined 2,13~~					Sunderland		FK&BK2½″		2SB,*6cf*,GS108,HS4120	21 ″ 9	
				BS5,17 ✠LMC3,16					A&OP				G.Clark,Ld.,Sunderland		
											WB=*Cell DBa*102′		*u*E&*B*44′*f*144′621t *APT*45t		
681	**Almirante**	**SteelScSr**	5010					1909	Workman,	AlmiranteSSCorp.	378·8|50·3|29·1	NewYork	T.3Cy.27″,45″&75″–54″		C
213633	*R.J.Blair* –14	Sub.Sig.	3901						Clark&Co.Ld	(UnitedFruitCo.	B160′F45′	Utd.States	407NHP		
LDRV	*Elec.light* *Ref.Mchy.*	2 *Dks*&2*pt dks*	3120						Belfast	Line)		*WB*	Wrkman,Clark&Co.Ld Bel		
	Wireless														
682	—	*Now named* "Buenos Aires", *see No.39 in Supplement*	~~164~~					1903	G.Seebeck	Cia.LaPortella	113·4|21·3|10·3	Bns.Ayres	T3Cy11⅛″18$\frac{13}{16}$″&30$\frac{5}{16}$″–22$\frac{1}{16}$″		
		(*ex*Albatros,*ex*Wollin)	143						Akt.Ges.	(P.Denti, *Mgr.*)	H14′	Argentine	43NHP		
		(*Trawler*) 1 *Dk*	44						Bremerhaven			*WB*	G.SeebeckA.G.Bremerhvn		
683	**Almirante Goni**	**SteelScSr**	171					1911	Framnes	Akties.Hektor	110·3|20·1|11·8	Tönsberg	T.3Cy.12″,20″&33″–24″		N
	A.Andersen	(*Whaler*)	163						Mek.Værks.	(N.Bugge, *Mgr.*)		Norwegian	53NHP		
WLHK	*Elec.light*	1 *Dk*	86						Sandefjord			*WB*	AkersMek.Værks.Xia.		
684	**Almirante Jacequay**	**SteelTwin**	1294					1907	Cammell	LloydBrazileiro	243·0|36·0|12·0	R.Janeiro	T.6Cy.15″,23″&38″–30″		
		(*ex*Oyapock) **ScSr**	716						Laird&Co.Ld			Brazilian	158NHP		
	Elec.light Wireless	2 *Dks*&*Shade dk*	793						Birkenhead				CammellLaird&CoLd.Bkn		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 6 7 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Classed now expired. Equipment Letter.	7* Date when last aforesaid last read.	8 9 Built. When. / Ship. / Engines.	9 By Whom. / Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of last Trade Cert.
685	**Almirante Latorre** Steel Sc	600	✠	Liv	Lv		1878	Laird Bros.	Artigas & Co.	180·4	30·1	14·8	Valparaiso	C.2Cy.25″&48″–36″		
	D.Marsh 11–13 (*ex* Chala) 3 Mst Sr	560	2,79				12mo	Birkenhead		H38*t*			Chilian	115 NHP		
HCLT	2 *Dks & Shade dk*	363										FK	3 *BH*	Laird Bros. Birkenhead		
686	**Almirante Lobo** Steel Sc Sr	*1707*	✠	Lth	*q*		1909	Scott of Kinghorn, Ld.	Spanish Government	245·5	38·1	12·6		T.3Cy.18″,29″&49″–33″	22 ″ 6	
		1475	*Awng dk*				4mo	Kinghorn		F37′		20·4	Spanish	177 NHP		
GRNQ	1 *Dk* (*Stl*–ws) & *Awng dk* (*Stl*–ws)	*999*	*with freeboard*									FK	5 *BH Cem*	2SB,*4cf*,GS86,HS3099		
	Elec. light		4,09 ✠											Scott of Kinghorn, Ld. Kgn.		
										WB=Cell D			*Ba* 52′ *u* E21′	*f* 84′175*t* *FPT* 53*t* *APT* 37*t*		
687	**Almirante Lynch** Iron Sc 3 Mst Sr	1261	✠	Qns	*p*		1880	W. Simons	Artigas & Co.	263·0	36·2	15·4	Valparaiso	T.3Cy.21″,33″&53″–36″		
897	*J.Robinson* 11–13 *ss* Liv. 2nd No. 3–12,01	990	8,07				12mo	& Co.		P41′B48′F54′			Chilian	NDB01 194 NHP		
HBGQ	(*ex* Cochamó, *ex* Lee) 2 *Dks* (1 *pt Irn*)	688	✠NE&B12,01 ✠					Renfrew		ND01			6 *BH Cem*	2SB,*6cf*,GS100,HS3300		
	Mchy. Aft									*WB=DBf*			132′167*t*	D. Rollo & Sons, Liverpool		
688	**Almirante Señoret** Steel Sc	110					1906	Nyland Værksted	Cia. de Vapor "Senoret" (V. & A. Kusanovich)	.....			Pnta Arnas			
845	(*ex* Naddoddur)	—						Christiania					Chilian			
HBMQ	1 *Dk*	56														
689	**Almissa** Steel Sc Sr	883					1893	Lloyd Austriaco	Lloyd Austriaco	207·6	29·6	16·3	Trieste	T.3Cy.17½″,28″&46″–30″		A
	(*ex* Stephanie,	712						Trieste					Aust.-Hung.	NB00 116 NHP		
HRQL	*ex* Trieste) 1 *Dk & Shade dk* 2 *tr B*	434										*WB*	Stablimento Tecnico, Tri.			
690	**Almond** Steel Sc	309	✠ A1	Psy			1915	Fleming &	North British	136·0	30·2	10·0	Bo'ness	C.2Cy.15′&30′–20′ (*s*)	10 ″ 6	
	(*Bucket Dredger*)	292	*Dredger*				6mo	Ferguson, Ld.	Railway Co.	F25′			British	130 lb	s 2 ″ 9	
	Elec. light 1 *Dk* (*Stl*)	119	6,15					Paisley				FK	4 *BH Cem*	1SB,*2pf*,GS39,HS1085	8 ″ 2	
			✠LMC6,15				*Lloyd's*							Fleming & Fergusn, Ld. Psy.		
691	**Almond Branch** Steel Sc Sr	3461					1896	W. Doxford	Nautilus Stm Shpg.	340·0	45·5	24·5	Sundrland	T.3Cy.26″,42″&68″–42″		V
106420	*G. Donald* –17 (*ex* Ashmore)	2974						& Sons, Ld.	Co. Ld. (F. & W.	F37′			British	NB13 300 NHP		
PWMH	*Turret deck* 1 *Dk 2 tr B*	2191						Sunderland	Ritson, *Mgrs.*)			*WB*		W. Doxford & Sons, Ld., Sld.		
692	**Almora** Steel Sc Sr	4385	✠100A1	Hul	*x*	2,16	1899	D. & W. Hen-	Houlder, Middle-	375·0	50·0	26·0	Glasgow	T.3Cy.25″,41″&67″–48″ (*s*)	28 ″ 8	
108790	*J. Clark* –15 *ss* Gls. No. 3–1,12	4129	4,17 ~~3,14~~	NYk			2mo	derson & Co.	ton & Co. Ld.	P40′B98′F40′			British	175 lb 368 NHP	s 5 ″ 9	
QRPN	2 *Dks* (1 *Stl U Irn*) & *deep framing*	2835	BS7,16 ✠LMC2,16					Glasgow				FK	6 *BH Cem*	2SB,*6cf*,GS111,HS4930 FD	28 ″ 4	
	ss Gls. No. 1–16											A&CP		D. & W. Henderson & Co. Gls.		
										WB=Cell DB			*a* 121′ *u* E&B	37′ *f* 161′1143*t* *APT* 120*t*		
693	**Alnmouth** Steel Sc K	236	✠100A1	Mil		3,14	1912	Cochrane	Western Steam	120·0	21·5	11·7	Bristol	T.3Cy.12″,21″&34″–24″ (*r*)	12 ″ 6	
127091	*J.W.Rumble* –12	214	*Stm Trawler*				2mo	& Sons	Trawling Co. Ld.	Q69′			British	180 lb 66 RHP		
	1 *Dk*	92	3,14					Selby	(S.M.Price, *Mgr.*)			BK7½′	3 *BH Cem*	1SB,*2pf*,GS35,HS1075		
			✠LMC2,12				*Lloyd's*							C.D. Holmes & Co. Ld. Hull		
694	**Alonso** Steel Sc	172	✠100A1	Hul		~~7,16~~	1906	Mackie &	Hellyers' Steam	108·8	21·5	11·2	Hull	T.3Cy.10″,16½′&27′–24′ (*s*)	12 ″ 4	
123260	*V. Johnson* –16 *ss* Hul. No. 2–15	164	*Stm Trawler*			6,17	6mo	Thomson	Fishing Co. Ld.				British	200 lb 36 RHP		
JHNV	1 *Dk*	66	6,17 ~~7,16~~		~~BS6,13,4 18~~			Glasgow				BK8″	4 *BH Cem*	1SB,*2pf*,GS25,HS750		
			~~BS7,16~~ ✠LMC6,15				*Lloyd's*			*WB=DTf* 10′14*t*				W. V. V. Lidgerwood, Gls.		
695	**Alouchta** Steel Sc Sr	132					1896	M. U. Mar-	M. Govallo	117·5	16·0	10·5	Sebastopl	T.3Cy.11½″,18″&30″–16½″		
38		—						tinolich					Russian	36 NHP		
KPAC	(*ex* Laurana, *ex* Gravosa) 1 *Dk*	57						Lussinpiccolo						Wilson & McLaren, Smpr.		
696	**Alouette** Steel Twin Sc Sr	570					1894	W. Denny	General Stm Nav Co	195·0	28·1	14·3	London	T.6Cy.13½″,20½″&31″–21″		
95357	*J.R.Hardman* –10	456						& Bros.	Ld.	B61′F39′			British	NB06 104 RHP		
NPJW	(*ex* Calvados) 2 *Dks*	239						Dumbarton						Denny & Co. Dumbarton		
697	**Alpena** Steel Sc Sr	2886					1909	Detroit	Wyandotte Trans.	356·0	47·2	27·0	Detroit	Q.4Cy.17½″,25½″,37″&54″–		
206130		—						S.B. Co.	Co.				Utd. States	36″ 175 NHP		
	Mchy. Aft Elec. light 1 *Dk*	1787						Wyandotte				*WB*		Detroit S.B. Co. Detroit		
698	**Alpha** Steel Sc Sr	2172					1901	Schiffsw. v.	Ahrenkiel &	260·3	38·3	17·0	Apenrade	T.3Cy.17¾″,29½″&47½″–33½″		
	L. Dirks (Seized at Petrograd)	2049						Henry Koch	Clausen	H26′		23·9	German	129 NHP		
LMSG	1 *Dk & Spr dk*	1396						Lübeck					*WB*	J.F. Ahrens, Ottensen		
699	— Iron Twin Sc Sp	401					1890	T A Walker	Manchester Ship	145·6	30·4	10·7	Manchestr	Q.8Cy.9″,12″,16″&24″–21½″		
98154	*A. Barrett* –95	382						Sudbrook	Canal Co.				British	NB01 96 RHP		
LVFC	(*Hopper Barge*) 1 *Dk*	185												Fleming & Ferguson, Psy.		
700	— Steel Sc K	274	✠100A1	Yar		8,14	1900	Hawthorns	Royal National	135·6	22·6	13·8	London	T.3Cy.13″,21″&34″–24″ (*s*)	14 ″ 6	
113688	*J.T.White* –13 *ss* Lon. No. 3–4,12	254	*Stm Trawler*				4mo	& Co. Ld.	Mission to Deep	Q27′F21′			British	175 lb 70 RHP		
	1 *Dk*	108	8,14					Leith	Sea Fishermen			BK7½″	4 *BH Cem*	1SB,*2cf*,GS37,HS1193		
	Elec. light		BS8,14 ✠LMC4,13				*Lloyd's*					*WB=DB*	*f* 23′16*t*	Hawthorns & Co. Ld. Leith		
701	— Steel Sc Sr	234					1903	Moss Jrnst.	Dampskibs. Alpha	112·9	22·1	10·0	Moss	C.2Cy.13½″&34″–24″		
	C. Wennersten –03	143						& Mek. Værks	(J.C. Olsen)	Q20*t*	B42*t*	H15*t* F12*t*	Norwegian	47 NHP		
MBTF	1 *Dk*	109						Moss						Moss Jernst. & M. V. Moss		
702	— Steel Sc K	*198*				...	1905	J. Duthie	Bourdin & Denis	115·5	21·6	11·6	Dieppe	T.3Cy.12″,21″&34″–23″	12 ″ 6	V
	Dubuc (*Trawler*)	*185*						Torry S.B. Co.					French	75 NHP		
HFGB	1 *Dk*	*48*						Aberdeen				BK7½″		J. Abernethy & Co. Abn.		
703	— Iron Sc K	152				...	1900	Charlton &	Fiskeri Aktieb.	108·3	20·1	10·4	Gothenbrg	T.3Cy.10½″,16½″&26½″–20″	11 ″ 3	
	E. Larsson 15–15 (*Trawler*)	140						Co. Ld.	Hvalen (C.A. Ass-	Q22′H8*t*			Swedish	37 NHP		
	(*ex* Alfa, *ex* Alpha) 1 *Dk*	48						Grimsby	mundsson, *Mgr.*)			BK7½″		Charlton & Co. Ld. Grimsby		
704	— Iron Sc Ctr	111					1877	W. Swan &	L. & S.W. Rly. Co. &	86·2	18·0	8·0	Bridgwatr	C.2Cy.10½″&20″–15″		
78559	*C. Rawlings* –15	97						Sons	Midland Rly. Co.				British	22 RHP		
	1 *Dk*	76						Mayhill						Muir & Houston, Glasgow		
705	**Alphard** Steel Sc Sr	3551					1915	Rotterdam	Van Nievelt	361·4	49·6	22·1	Rottrdam	T.3Cy.25″,41″&67″–45″		V
	W. Slierendregt	3263						Droogd. Maat	Goudriaan & Co's.	P24′B214′F34′			Dutch	301 NHP		
NCTM	*Elec. light* 1 *Dk*	2170						Rotterdam	Stoomv. Maats.			*WB*		Rotterdam Droogd. Maats.		
706	**Alphonse Racine** Steel Sc	121					1904	Cie. Pont-	Montreal Harbour	79·2	18·6	10·1	Montreal	C.2Cy.16″&32″–24″		
116602	(*Tug*)	108						briand, Ld.	Commissioners				British	43 RHP		
	1 *Dk*	69						Sorel, P.Q.						Cie. Pontbriand, Ld. Sorel		

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 / 3 Nom du Navire. Matériaux, Grément, etc. Capitaine / Ex-nom, s'il y a lieu. Visites Périodiques. / Nombres des Ponts.	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 / 6 / 7 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite. / Port de Visite. / Terme assigné maintenant ou réel. Lettre d'Expiration.	7a Date de la dernière visite de l'arbre porte-hélice.	8 / 9 Construit. Quand. / Navire. / Mach. / Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L. R. Durée Cert. Load Tonnage
707 HFJR	**Alprecht** SteelScK *Ch.Sauvage* 10–10 (*Trawler*) 1 *Dk*	219 — 96			1900 Earle'sCo. Ld. Hull	L.Bouclet	121·0 | 22·0 | 11·5	Boulogne French *WB*	T.3Cy.12¾″,20″&32″–22″ 48NHP Earle'sCo.Ld.Hull		V
708 QKGD	**Alrich** SteelSc4MstSr *C.Pritzel* 12–13 *Now managed as "Parnahyba," See No. 53 in Supplement* *Elec.light* 2 *Dks* (*Stl*) & *Shelter dk* (*Stl*) Wireless	6278 4126	✠ —— 2.16 *Shelter dk withfreeboard*	Bmn c †	1913 Flensburgr Schiffsb.Ges. Flensburg	RolandLinieAkt. Ges.	460·5 | 59·1 | 28·8 *FonShelter dk* 46′ FK *WB= Cell DBa* 149′ *uE* 3 4′ *f* 195′ 1541 *t FPT* 2	Bremen German 7 *BHCem* 20 *t APT* 15 *t*	Q.4Cy. 26½″,38⅜″,56⅜″&81½″ –54″ 670NHP 4SB.*12cf*,GS222,HS9416 FD FlensburgerSchiffsb.Ges.	31 ″ 6	
709 HFJS	**Alsace** SteelScSr *Paoli* 92–07 (*ex*RioJaneiro,*ex*AdelaideLavarello) *Elec.light* 2 *Dks & Awngdk*	1906 — 1205		…	1889 Wigham, Richrdsn&Co Newcastle	Soc.Gén.de Transp Mar.àVap.	300·0 | 35·3 | 17·4 P48′ F24′ 25·7	Marseilles French	T.3Cy.27½″,43½″&71″–48″ NB04 349NHP Wigham Richrdsn&Co.Nwc	26 ″ 6	V
710 —	SteelScSr 1 *Dk*	120 101 52	✠100A1 *with freeboard* 2,17 *For Service hetwe* LMC2,17 *en Win*	Grk b *d ward&Lee war Lloyd's*	1917 2mo	G.Brown & Co. Greenock	118·6 | 18·1 | 8·3 FK *CellDBu E* 32′	French 4 *BHCem* 12 *t FPT* 5 *t*	C.2Cy.13″&28″–18″ (*s*) 150lb 48NHP 1SB.*2pf*,GS32,HS947 Gauldie&Gillespie,Gls.	9 ″ 0 s 1 ″ 9¾ 7 ″ 6	
711 136266 JDRF	**Alsatian** SteelQuadScSr *E.Outram* 13 *CruiserStern* Sub.Sig. Wireless *Elec.light Ref.Mchy.* 3 *Dks & Shelter dk*	18481 12814 10747			1913 W.Beard-more&Co.Ld. Glasgow	AllanLineSSCo.Ld (CanadianPacific OceanServices, Ld. *Mgrs.*)	571·4 | 72·4 | 41·7 B&F 460′	Glasgow British *WB*	4 Steam Turbines W.Beardmore&Co.Ld.Gls.		C
712 104156	— SteelScK *A.E.Hickson* –16 *ss*Bos.No.3–9,12 1 *Dk*	191 176 77	✠100A1 *Stm Trawler* 12,13	Bos 12,16	1900 1mo	Smith's Dock Co.Ld. N.Shields	BostonDeepSea Fishing&IceCo.Ld (A.Lunn, *Mgr*)	115·8 | 21·1 | 11·1 Q48′ F20′ BK7½″	Boston British 3 *BHCem*	T.3Cy.12½″,19½″&32″–22½″ 180lb (*s*) 52RHP 1SB,*2pf*,GS34,HS1080 G.T.Grey,S.Shields	12 ″ 0	
713 MLRS	**Alstad** SteelScSr *L.Larsen* 03–15 *ss*Hpl.No.3–3,09 (*ex*CristoforoVagliano, *ss*Shl.No.1–14 *ex*Maritta) 1 *Dk* (*Stl*) 2 *trB & Webframes*	3030 2844 1890	✠100A1 *withfreeboard* 1,17	Bal u N10,16	1896 3mo	Armstrong Mitchell&Co. Ld Newcastle	A/S Atlantis (B.Hanssen, *Mgr.*)	320·0 | 46·0 | 23·4 P21′ B54′ F37′ FK *WB= Cell DBa* 94′ *uE* 20′ *f* 132′	Flekkefjrd Norwegian 5 *BHCem* 609 *t APT* 45 *t*	T.3Cy.24″,40″&64″–42″ (*s*) 160lb *100lb* NDB14 284NHP 2SB 6*cf*.GS120,HS4550 Wllsnd Slpwy.Co.Ld.Nwc.	26 ″ 2 s 5 ″ 1½ 21 ″ 4	
714 RPDN	**Alster** SteelScSr *H.Schuldt* 10–10 *ss*Ham.No.1–10 *Elec.light* 2 *Dks* (*Stl*) & *deep framing*	3618 3440 2306	✠ —— 2.16	Ham w	1906 5mo	W.Dobson & Co. Newcastle	Syndikats RhedereiG.m.b.H.	354·6 | 48·1 | 26·0 P41′ B112′ F38′ FK *WB= Cell DB* a 114 *uE* & *B* 46′ *f* 150′	Hamburg German 6 *BHCem* 720 *t APT* 54 *t*	T.3Cy.24½″,40″&67″–45″ 361NHP 3SB,*9cf*,GS122,HS4830 FD N.E.MarineEng(g.CoLdNwc	28 ″ 6	
715 125492 HNST	— SteelScSr ~~*J.Reid* –16~~ *ss*Lth.No.1–13 *Elec.light Well deck* 1 *Dk* (*Stl*) *W.G.F.Dickson* –17	964 690 551	✠100A1 1,16	Sld m 1,16	1909 4mo	Ramage& Ferguson,Ld. Leith	Leith,Hull&Hamburg S.P.Co.Ld. (J. Currie&Co. *Mgrs.*)	215·1 | 31·5 | 13·8 P&B 122′ F68′ FK *WB= Cell D Ba* 40′ *u E* 18′ *f* 90′	Leith British 5 *BHCem* 230 *t APT* 39 *t*	T.3Cy.16½″,27″&44″–30″ (*s*) 180lb 98RHP 2SB,*4cf*,GS80,HS2303 Ramage&Fergusn,Ld.Lth.	14 ″ 8 s ″ 7½ 14 ″ 3	
716 PBKC	— IronScSr (*ex*Imatra,*ex*Malaren) 1 *Dk* 2 *trB*	393 323 239			1872	Dobie&Co. Glasgow	Hamburg-Danzig Linie,G.m.b.H.	152·8 | 23·6 | 12·8 Q27′ B26′ H5 *t*	Danzig German *WB*	C2Cy.17¾″&32″–21½″ NE96 NB88 39NHP H.Pauksch,Landsberg a/w		G
717 115154 VGFM	**Alston** SteelScSr *H.M.D.Wyatt* –06 *ss*Bry.No.2–11 *Spar dk* (*pt Irn & pt Stl*) 2 *trB & Web frames*	3955 3757 2563	✠100A1 *Spar dk withfreeboard* 5,17	Hpl x ~~11,15~~ 5,17	1903 10mo	J.Priest-man&Co. Sunderland	BritainS.S.Co.Ld. (Watts,Watts& Co.Ld., *Mgrs.*)	347·0 | 46·5 | 19·9 P223′ F34′ 27·8 FK *WB= Cell D Ba* 114′ *uE* 22′ *f* 142′ 788 *t*	London ~~*W.Hartlpl*~~ British 6 *BHCem* *APT* 138 *t*	T.3Cy.26″,42½″&69½″–45″ 180lb *90lb* (*r*) 358NHP 2SB,*6cf*,GS129,HS5620 Blair&Co.Ld.Stockton	30 ″ 6 s 4 ″ 11½ 25 ″ 11	
718 128877 HVBN	**Alt** SteelScSr *F.Wadsworth* –16 *ss*Goo.No.1–15 *Elec.light* 1 *Dk* (*Stl*)	1004 832 419	✠100A1 2,18 ~~1,15~~	Goo o ~~8,13~~ 1,18	1911 12mo	W.Dobson & Co. Newcastle	Lancashire& YorkshireRly.Co.	240·2 | 34·2 | 15·4 P38′ B8 8′ F35′ FK *WB= Cell D Ba* 58′ *uE* 15′ *f* 91′ 182 *t FPT*	Goole British 5 *BHCem* 14 *t APT* 31 *t*	T.3Cy.22″,36″&61″–39″ (*r*) 180lb 331NHP 2SB,*6cf*,GS124,HS4948 FD Wllsnd Slpwy.Co.Ld.Nwc.	16 ″ 4 s 2 ″ 1 14 ″ 7	
719 114646 JSQV	**Altai** SteelScSr ~~*Uttapart* –13~~ *ss*Shl.No.2–11 (*ex*Hindustan) 1 *Dk* (*Stl*) & *Spar dk* (*Stl*) & *deep framing*	3756 3570 ~~2388~~	✠100A1 *Spar dk* 8.14	Nag x ~~7,16~~ 8,17	1902 8mo	Short Bros. Ld. Sunderland	TheShippingCon-troller(Ellerman's WilsonLineLd.*Mgrs.*)	360·6 | 46·6 | 19·4 P35′ B226′ F40′ 27·3 FK 106′ *uE* 24′ *f* 154′ 888 *t*	London British 6 *BHCem* *APT* 30 *t*	T.3Cy.25″,42″&68″–48″ (*s*) 180lb *90lb* 346NHP 2SB,*6pf*,GS132,HS5308 J.Dickinson &Sons,Ld.Sld.	28 ″ 6 s 4 ″ 3 24 ″ 7	
720 HDNB	**Altair** IronScSr *G.Amundsen* –14 *ss*Cff.No.3–10,96 (*ex*Bernard) 1 *Dk* (*pt Irn*) 2 *trB* *Well deck*	1674 1359 1052	✠ 10,00	Cff q	1884 1mo	T.Turn-bull&Son Whitby	Akties.Altair (A.Kröger)	260·0 | 37·1 | 18·5 Q96′ B68′ F31′ FK *WB= DB* a 80′ *f* 96′ 321 *t*	Christiania Norwegian 4 *BHCem* 2SB,*4pf*,GS66,HS2699 Blair&Co.Ld.Stockton	C.2Cy.32″&60″–39″ 170NHP	19 ″ 11	N
721 204866 KWMG	**Altamaha** SteelScSr 2 *Dks*	2667 — 2046			1907	Fore River S.B.Co. Quincy Mass.	Atlantic,Gulf& WestIndiesS.S. Lines	300·0 | 41·0 | 25·8	New York Utd. States	T.3Cy.18″,28½″&48″–40″ 145NHP ForeRiverS.B.Co.Quincy		R
722	**Altamira** SteelScSp (*ex*RioGuamá) 1 *Dk* (*Irn*) & *Elec.light* *Promenade dk* (*Teak*)	*116* *81* *79*	✠ 6,10 *For River purposes only*	Mil	1905 11mo	Lytham SB.&E.Co.Ld Lytham	Costa,Martins& Co.	90·7 | 20·0 | 6·1 FK	Para Brazilian 4 *BHCem*	C.2Cy.11″&24″–18″ 40NHP 1SB.*2pf*,GS32,HS860 LythamS.B.&E.Co.Ld. Lyt	6 ″ 6	
723 MCPF	**Alten** SteelScSr *O.Ellefsen* 16–10 1 *Dk & Awngdk*	259 244 143			1905	Trndhjms Mek.Værks. Trondhjem	FinmarkensAmts-rederi(A.S.Aarøe, *Mgr.*)	118·7 | 19·9 | 15·0 H15 *t*	Hammrfst Norwegian *WB*	T.3Cy.11″,18½″&30″–20″ 40NHP TrondhjemsM.V.Trndhjm.		N
724	**Altenburg** SteelScSr *Elec.light*	7000			1914	J.C.Teck-lenborgA.G. Geestemünde	Norddeutscher Lloyd	470·7 | 59·0 | 39·5	Bremen German	T.3Cy.32⅛″,52⅜″&86⅜″–55″ 556NHP J.C.TecklenborgA.G.,Gst.		G
725 MJLC	**Altenfjord** WoodAuxScSr *J.Knudsen* –14 *Stm.Eng.* 1 *Dk* (*See Sailing Ship Register*)	105 91 61			1913	N.K.Bol-sönæs Molde	Brödr.Knudsen	85·0 | 22·8 | 9·3	Hammer-fest Norwegian	C.2Cy.7″&15½″–11″ 7NHP Brunholmens mek.Varkst. Aalesund		
726 LMQG	**Altenwerder** SteelTwinScSr *J.Becker* 93–11 (*ex*VonThielen) 1 *Dk*	133 107 69			1900	Schömer& Jensen Tönning	J.J.BeckerSöhne	106·7 | 20·0 | 6·9 Q46′ B15′	Altenwrdr German *WB*	C.4Cy.8″&15″–11″ 6NHP Schömer&Jensen,Tönning		
727 TBHN	**Alting** SteelScSr *Baeleveld* 1 *Dk & Shade dk* *Elec.light* *Fitted for oil fuel*	1158 — 704			1900	Nederl. SchpsbMaats Amsterdam	Koninkl.Paketv. Maats.	222·7 | 36·0 | 14·1 H–F37′	Batavia Dutch	T.3Cy.17½″,27½″&46″–36″ Ned.Fab.van 127NHP Werkt.&Spoor.Mat.Ams.		V

1 No. in Book. / Official No. / Co's Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	8 Built. When	9 Built. By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of Trade Cert.
728 RQWM	**Altmark** SteelScSr *M.Knaisel* *Longitudinal framing* *Elec.light* 2 *Dks*	4427 4096 2716					1911	J.C.Tecklenborg A.G. Geestemünde	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	399·7	52·6	23·3	Hamburg German *WB*	Q.4Cy 23" 31½" 48" & 71½"–48" 349 NHP J.C.Tecklenborg A.G.Gst.		G
729 122869 HKLQ	**Alto** SteelScSr *W.H.Metcalf* –09 *ss*Nwc.No.2–16 (*ex*Tees) 1 *Dk*(*Stl*) & *deep framing* *Well deck* *Cargo battens not fitted* *Elec.light*	1388 1095 857	✠100A1 7,17~~8,16~~ LMC6,16 ~~BS7,17~~	Shl Liv	*o*	8,16	1907 4mo *Lloyd's*	J.Crown & Sons,Ld. Sunderland	PeltonS.S.Co.Ld. *CellDBa* 65' *u*	239·5 P24'Q59'B50'F26' *E*17'*f*104'350*t*	36·0 FK *FPT*	15·5 4 *BHCem* 54*t APT*92*t*	Newcastle British *SA&CP*	T.3Cy.19",31"&51"–36" (*s*) 160lb *90lb* 170 NHP 1SB,*4pf*,GS66,HS2746 N.E.Marine Eng.Co.Ld.Sld	17 " 9 s 1 " 9 16 " 4	
730 HRBJ	**Alto Acre** SteelScSr *Hatfield* –10 *ss*Mns.No.1–15 1 *Dk*(*Teak*) & *Promenade dk*(*Teak*) *Elec.light*	*248* *180* *169*	✠ A1 *For River purposes only* 12,15 LMC12,15	Mns		12,15	1910 12mo *Lloyd's*	LythamS. B.&E.Co.Ld. Lytham	Tancredo,Porto &Co.	130·0 F21' FK	26·1 5 *BHCem*	7·7 *APT*	Manaos Brazilian *SA&CP*	C.2Cy.14½"&32"–21" (*s*) 150lb 72 NHP 1SB.*3pf*,GS42,HS1510 LythamS.B.&E.Co.Ld.Lyt	8 " 0 s 1 " 7 6 " 9	
731 106103 PLWG	**Alton** SteelScSr *W.Harrison* –16 *ss*Nwc.No.3–3,09 *ss*Nwc.No.1–13 1 *Dk*(*Irn*) & *Spar dk*(*Irn*) & *Webframes*	3536 3159 2281	✠100A1 *Spar dk* 1,17 LMC ~~Examined 3,18 MS8,16~~ MS8,16 2,17 BS4,18 2,17	Cff	*v*	~~2,17~~ N6,17	1896 10mo	T.Turnbull &Son Whitby	AlexanderShippingCo Ld.	335·6 P31'B66'F33' FK	42·5 26·4 6 *BHCem*	19·5 *APT*40*t*	Whitby British 661*t*	T.3Cy.23½",39"&64"–42" (*s*) 160lb *100lb* ND~~13~~ 273 NHP 2SB,*4cf*,*2rf*,GS122,HS4200 Blair&Co.(Lim.),Stockton	29 " 1 s 5 " 10 23 " 7	
732 RNOT	**Altona** SteelScSr *M.Matzen* 07–12 (*ex*HermanSauber) *Elec.light* 1 *Dk*	1776 1335 995					1904	Schiffsw. v. Henry Koch Lübeck	Hambrg-Altonaer KohlenImport G.m.b.H.	270·7 P15'Q68'B63'F24'	36·7 *WB*	16·5	Altona German *WB*	T.3Cy.20½",33½"&53⅛"–33½" 163 NHP J.F.Ahrens,Altona		G
733 LFWP	— IronScSr *F.Kruckenbaum* (*Trawler*)	155 143 55					1891	Act.Ges. "Neptun" Rostock	W.Schuchmann	104·3 H33'	20·6	10·6	Gstemnde German *WB*	C.2Cy.17¾"&33½"–20" 42 NHP A.G."Neptun,"Rostock		V
734 HBQP	**Altsu Mendi** SteelSc *L.Merladet* 09–13 *ss*Bbo.No.1–18 1 *Dk*(*ptStl*)	145 107 51	✠100A1 *For towing purposes* ~~3,17~~ ~~8,16~~ LMC~~16~~,16 3,18	Bbo		~~8,16~~ 3,18	1913 10mo *Lloyd's*	Cia.Euscalduna de Const Bilbao	Cia.de Remolcadores Ibaizabal (Sota y Aznar *Mgs*)	92·8 FK *WB*=*DTa*	20·1	8·4 4 *BHCem* 14'15*t*	Bilbao Spanish	T.3Cy.12",20"&32"–22" (*s*) 180lb 76 NHP 1SB.*3pf*,GS55,HS1505 McKie&Baxter,Glasgow	9 " 5 s 1 " 0 8 " 7	
735 HBRD	**Alu-Mendi** SteelScSr *I.Teran* 02–16 *ss*Bbo.No.2–16 *Well deck* 1 *Dk*(*Irn*) & *deep framing*	2104 1679 1250	✠100A1 6,16 LMC ~~MS8,16~~ B86,16	Bbo	*r*	3,17	1907 5mo *Lloyd's*	Ropner &Son Stockton	Cia.Nav.Sota y Aznar (Sota y Aznar, *Mgrs.*) *WB*=*CellDBa*	275·0 P27'Q74'B66'F30' FK 86' *u*E24' *f* 110'462*t*	41·8 *APT*68*t*	18·0	Bilbao Spanish 4 *BHCem*	T.3Cy.21",35"&57"–39" (*s*) 180lb *80lb* 206 NHP 2SB,*4cf*,GS71,HS2981 Blair&Co.Ld.Stockton	20 " 3 s 1 " 11½ 18 " 7	
736 HBRD	**Alumine** SteelSc *Leroux* (*ex*B.A.H.W.No.11) *Mchy.Aft* 1 *Dk*	*613* *482* *316*			...		1912	C.H.Walker&Co.Ld. Sudbrook	Soc.Minière & Métal.de Penarroya (Cie Franç.de Marine & de Commerce, *Mgrs.*)	171·0 Q62'B on *Qdk*17' F24'	30·0 FK	11·1 *WB*	Rouen French	T.3Cy.13",22"&34'–22½" 79 NHP Plenty&Son,Ld.Newbury	12 " 3	
737 206090	**Alva C. Dinkey** SteelSc *Elec.light Mchy.Aft* Sub.Sig. 1 *Dk*	7514 — 5822					1909	American S.B.Co. Lorain,Ohio	PittsburghS.S.Co.	580·0	58·0	32·0	Duluth Utd.States *WB*	T.3Cy.24",39"&65"–42" 274 NHP AmericanS.B.Co.Lorain,O.		
738 1677 HRJF	**Alvar** CompScSr *J.F.Rörfeldt* 15–15 (*ex*Jupiter) 1 *Dk*	174 147 115					1883	C.Bergström Gothenburg	E.V.Mattsson	99·7 P26'H8*t*	21·7	9·1	Sefle Swedish	C.2Cy.13½"&27"–18" 26 NHP Erksbg.Mk.Vrks.,Got.		
739 212017 LDJS	**Alvarado** SteelScSr *Jacobson* *Elec.light* 1 *Dk*	2215 2159 1620					1914	CraigS.B. Co.,Long Beach,Cal.	PacificTransport Co.	245·0	41·5	24·0	Bath,Me. Utd.States	Q.8Cy.11",16",23"&34"–24" 113 NHP CraigS.B.Co.		V
740 KMNJ	**Alvear** SteelSc 1 *Dk*(*Stl*)	*204* *165* *9*	✠ *Tug–Coasting* 5,12 ✠	BAs			1911 10mo	GooleS.B. &Repg.Co.Ld Goole	~~Cia.Argentina de Nav.(Nicolas Mihanovich) Ltda.~~	100·0 FK *WB*=*APT*11*t*	23·1	10·4 *DTf*12'18*t*	British 4 *BHCem*	T.3Cy.13½",22"&37"–24" 93 NHP 1SB,*2cf*,GS47,HS1700 Earle'sCo.Ld.Hull	11 " 0	
741 NCVQ	**Alves de Freitas** SteelScSr *Kearney* –08 *Elec.light* 1 *Dk*(*Teak*) & *Promenade dk*(*Teak*)	*383* *304* *260*	✠ *For River purposes only* 4,08 ✠	Liv			1908 4mo	LythamSB &Eng.Co.Ld. Lytham	J.A.deFreitas	155·1 FK	31·1	8·7 6 *BHCem*	Manaos Brazilian	T.3Cy.14",22"&38"–24" 100 NHP 1SB,*3pf*,GS56,HS1890 Lytham S.B.&E.Co.Ld.Lyt	9 " 0	
742 92050 KMNJ	**Alvina** IronScSr *ss*Mel.No.3–8,10 *Elec.light* *ss*Mel.No.1–15	194 — 132	✠100A1 *Yacht* 7,17 ~~8,16~~ ~~BS8,16~~ LMC4,16	Mel		4,15	1887 6mo *Lloyd's*	Oswld,Mordaunt&Co. Southampton	PortPhillipSea Pilots	138·8 ND10	20·2	11·8	Melbourne British 4 *BHCem*	T.3Cy.12",18"&30"–21" 160lb 56 RHP 1B,*2cf*,GS42 Oswald,Mordaunt&Co.Sou		
743 NCVQ	**Alwina** SteelSc *M.Plashower* *ss*Rot.No.2–16 *Well deck* 1 *Dk*(*Stl*) & *deep framing* *Mchy.Aft* *Cargo battens not fitted*	1115 896 660	✠100A1 3,18 ~~1,17~~ LMC2,16 BS10,17	Rot	*n*	9,16	1906 6mo *Lloyd's*	Rotterdam Droogd.Maat Rotterdam	HollandGulf Stoomv.Maats. (Jos.dePoorter, *Mgr.*) *WB*=*CellDBf*	230·0 Q131'B12'F24' FK 157'311*t FPT*	34·3	13·8 4 *BHCem* T66*t APT*8*t*	Rottrdam Dutch *SA&CP*	T.3Cy.15",25"&41"–36" (*s*) 180lb *100lb* 117 NHP 1SB,*3cf*,GS60,HS1906 RotterdamDroogd.Maats.	16 " 0 s 1 " 5 14 " 10	
744 127980 HRBJ	**Alyn** SteelSc3MstSr *H.Watterson* –15 *ss*Bkn.No.1–13 *Mchy.Aft* 1 *Dk*(*Stl*)	350 242 133	✠100A1 3,17 BB12,16 LMC9,16	Liv	*f*	6,16	1909 5mo *Lloyd's*	G.Brown& Co. Greenock	ZillahShppg.& CarryingCo.Ld. (W.A.Savage,Ld., *Mgrs.*) *WB*=*FPT*	142·1 Q81'B8'F23' FK 29*t*	23·6	9·8 3 *BHCem* *APT*23*t*	Liverpool British *SA&CP*	C.2Cy.17½"&36"–24" (*s*) 140lb 74 RHP 1SB,*3pf*,GS52,HS1354 Gauldie,Gillespie&Co.Gls.	10 " 10 s 3 " 7½ 10 " 8	
745 111341	**Amadavat** Steel&IronScSk *R.Scarborough* –16 *ss*Ply.No.3–10,11 1 *Dk*	171 156 68	✠100A1 *Stm Trawler* 2,14 LMC12,16 ~~Examined 1,16~~ BS7,17	Ply		N7,15	1899 7mo *Lloyd's*	Taylor& Mitchell Greenock	W.Walker	108·1 Q35' BK7½"	21·1	11·1 4 *BHCem*	Aberdeen British	T.3Cy.11¾",20"&32"–23" (*s*) 180lb 55 RHP 1SB,*2cf*,GS29,HS975 Tindall&Co.Hull	12 " 0	
746 HCGK	**Amadeo** IronScSr *J.Perez*	412 344 258					1884	Liv.Forge Co.(Lim.) Liverpool	Soc.Anon.Ganadera y Comercial Menendez y Behety	151·8 B41*t* F18*t*	24·0	11·9	PntaArnas Chilian	C.2Cy.18"&36"–30" NB96 59 NHP J.Jones&Sons,Liverpool		
747 209976 LCKH	**Amagansett** WoodSc 1 *Dk*	390 — 172					1912	..... Rockland	AtlanticPhosphate &OilCorp.	151·6	24·1	13·0	Newport, R.I. Utd.States			
748 105836	— WoodSc	118 — 21					1879	..... Kennebec,Me	FisheriesCo.	85·5	18·1	7·5	Greenport Utd.States			

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc / Capitaine. / Visites Périodiques.	3 Ex-nom, s'il y a lieu. / Nombres des Ponts.	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant ex pire. Lettre d'Equipement.	7* D'te de la dernière visite du navire porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Règlement du canal de Suez. Si n'est dans le L. R. Durée Cert. Hor. Visite.
749	Amagi Maru	WoodScSr	169					1897	Kajiwara	TokiowanKisen	113·0	16·0	12·6	Tokio			
1682			156						Umanosuke	KabushikiKaisha				Japanese	NE13		
HLOP		2 *Dks*	99						Osaka								
750	Amagisan Maru	SteelScSr	3654	✠100A1	Kob	*w*	~~12,10~~ 12,17	1905	R.Craggs&	RyotoKisen	346·5	50·6	23·1	Dairen	T.3Cy.25″,41″&67″–45′ (*s*)	25 ″ 6	
53	*S.Horie* –13	*ss*~~Kob.No.2–12~~	3355	12,17 ~~1,17~~				11mo	Sons,Ld.	KabushikiKaisha	P31′B100′F32′			Japanese	180lb *100lb* 322NHP	s 4 ″ 6	
QBGM	(*ex*Corinthic) 1 *Dk*(*pt Irn&pt Stl*)2*trB&*		2305	✠LMC ~~1,17~~ 12,17				*Lloyd's*	Middlesbro'	(MitsuiBussan	FK			6 *BHCem*	2SB.*6cf*,GS126,HS4900	21 ″ 5	
	*deep framing&Web frames*3 *Dk rule*								*SA&CP*	Kaisha,Ld.*Mgrs.*)	*WB = Cell*			*D Ba* 115′*u*	Blair&Co.Ld.Stockton		
	*ss*Kob.No.3–12,17														*E&B*44′*f*142′1049*t APT*61*t*		
751	Amakura	SteelScSr	2316					1893	C.S.Swan&	AmakuraS.S.Co.	290·6	38·7	18·5	Liverpool	T.3Cy.22½″,36½″&60″–39″		V
101820	*H.G.Isitt* –16		1575						Hunter	Ld.(Booker Bros.	P212′F34′			British	225NHP		
NHCK	(*ex*CastillianPrince)	2 *Dks*	1497						Newcastle	McConnell&Co.Ld					R.Stephenson&Co.Ld.Nwc		
752	Amakusa Maru	SteelTwinScSr	2356	✠	Nag	*s*		1901	Act.Ges.	OsakaShosen	279·3	40·6	14·4	Osaka	T.6Cy.20½″,35½″&55″–35½″	24 ″ 0	
10323		(*ex*Amur)	1910	*Spar dk*				4mo	"Neptun"	KabushikiKaisha	P32′B106′F40′	21·3		Japanese	426NHP		
LBNV	1 *Dk*(*Stl*)*&Spar dk*(*Stl*–teak s)		1370	10,03 ✠					Rostock		FK			4 *BHCem*	2SB,*6cf*,GS124,HS5876 FD		
	Elec.light Wireless	*&deep framing*								*WB*=	*Cell DBa* 48′*u E&B* 46′*f* 118′362*t*				A.G."Neptun,"Rostock		
753	Åmål	WoodScSp	181					1889	FO.Johans-	T.Weinberg	99·7	22·6	9·2	Glafva	C.2Cy.11¾″&16½″–14½″		
3161	*W.Carlson*08–09	(*ex*Byelfven)	148						son Dotte-		P19′Q5′H8*t*F8′			Swedish	9NHP		
HVNC		1 *Dk*	89						vik,Wermln.						Göteborgs Mek Verks.,Got.		
754	Amalfi	SteelScSr	1756					1912	Akt.Ges.	Requisitioned by	286·9	41·1	16·9		T3Cy22 3/16″35 7/16″&55½″–37 7/16″		I
			1562						"Neptun"	theItalianGovt.	P&B226′F31′			Italian	188NHP		
NCHT	*Elec.light* Sub.Sig.	1 *Dk*	1038						Rostock	(ItalianStateRlys)				*WB*	A.G."Neptun,"Rostock		
755	Amalia	Iron	615	*Now named "E.Ramirez," See No. 41 in Supplement*				1867	A.Leslie&	A.P.Mautiñan	184·6	26·0	14·6	Malaga			
	J.Ruiz –15 (*ex*Sevilla,*ex*Vinuesa)		427						Co.					Spanish			
HBTL			425						Newcastle								
756	—	IronScSr	*430*	✠	Lth	*h*		1861	Smith&	A.DeMedina	180·8	26·0	13·2	Leghorn	C.2Cy.28″&48″–33″	13 ″ 8	
116	(Seized & taken to Sebastopol)		*363*	3,12				9mo	Rodger		Q56′B53′F18′			Italian	NE&B75 102NHP		
NCHV		*ss*Abn.3rdNo.3–2,02	*206*						Glasgow		ND89	BK6½″		4 *BH*	1SB,*3f*,GS54,HS1870 NDB87		
	(*ex*Queen)	*ss*Lth.No.2–10													J.Howden&Co.Glasgow		
	Well deck	1 *Dk*															
757	—	IronTwinSc	374					1883	Stablimen-	RussianExportCo.	179·5	27·2	8·4	Rostoff	C.4Cy.11″&21″–18″		
1207	*J.Yeremenko*97–97	(*Barge*)	—						toTecnico					Russian	31NHP		
LRAF			263						Trieste						StabilimentoTecnico,Tri.		
758	—	IronSc3MstSr	196					18 71/78	Norddeut.	Rud.Christ.Gribel	122·4	18·7	9·6	Stettin	C.2Cy.13⅝″&25⅝″–18″		G
	C.Lüdke		155						Schiffb.A.G.		P40′B13′F14′			German	NE&B85 23NHP		
LBWN		1 *Dk*	105						Kiel		len78				Aron&Gollnow,Stettin		
759	—	SteelScSr	170	✠	Cly	*b*		1888	D.Macgill	S.N.Aleson&	113·5	20·0	9·0	Bilbao	C.2Cy.14″&28″–18″	9 ″ 8	
			144	12,88				12mo	&Co.	Hermano	Q15′F17′			Spanish	1SB,*2pf*,GS25 28NHP		
	(*ex*Marianela)	1 *Dk*	117	✠					Irvine			BK6″		3 *BHCem*	Ross&Duncan,Glasgow		
760	—	SteelSc	143					1916	Gebr.Boot	N.V.VisscheryMy.	102·0	20·4	10·2	Ymuiden	T.3Cy.9¾″,15¾″&27⅞″–21½″		
		(*Fishing*)	—						Leiderdorp	Amalia (N.V.				Dutch	36NHP		
		1 *Dk*	47							Exploit&Ad.My.					N.V.Indust.MyHera,Ymu		
										Shamrock I.)							
761	—	SteelSc	108					1909	R Manzano	JoséDiaz&Co.	86·6	17·4	6·7	Cadiz	C.2Cy.10″&20″–15″		
	*A.Palan*05–09		—						Cadiz					Spanish	13NHP		
HBSC			45											*WB*	ColinHouston&Co.Gls.		
762	Amalie	SteelSc	196					1903	G.Seebeck	F.A.Pust	120·5	22·6	11·2	Gstemnde	T.3Cy.11⅛″,18 11/16″&30 5/16″–		G
	O.Göpel	(*Trawler*)	173						Act.Ges.		F18′			German	22 1/16″ 43NHP		
KRMB		1 *Dk*	53						Bremerhaven					*WB*	G.Seebeck A.G.Bremerhvn		
763	Amanda	SteelScSr	1532	✠	Rot	*p*		1888	Grangmth		250·0	35·1	16·7		T.3Cy.18″,30½″&48″–36″	19 ″ 0	V
		*ss*Els.No.3–6,01	1208	4,14				11mo	DockyardCo.		Q87′B70′F31′				NDB06 139NHP		
	(*ex*Kronborg,*ex*Ethel)	*ss*Cpn.No.2–11	929						Grangemth			BK9″		4 *BHCem*	1SB,*3cf*,GS48,HS2120		
	Well deck	1 *Dk*(*Irn*)*&Web frames*		✠NB2,97 ✠							*WB = Cell DB* 204′			336*t APT*31*t*	Hutson&Corbett,Glasgow		
		Inner bottom plating Iron															
764	—	SteelScSr	1170					1906	Akers	Acties.Ocean	225·3	33·7	19·1	Chrstiania	T.3Cy.16½″,27″&44″–33″		N
	Olav Foyn		1079						Mek.Værks.	(J.P.Pedersen&	H80*t*			Norwegian	111NHP		
MQVT	*Elec.light*	2 *Dks*	734						Christiania	Sön)				*WB*	Akers Mek.Værks.Xia.		
765	Amaral	SteelScSr	*235*	✠100A1	Grk	*c*		1915	G.Brown&	~~Jose Ferreira do~~	118·4	22·1	8·3	Lisbon	C.2Cy.15′&32″–24′ (*s*)	9 ″ 0	
	*A.F.Camacho*15–15		157	9,17 ~~4,15~~	Lds			4mo	Co.	~~Amaral,Ld.~~	Q36′F22′			Portuguese	130lb 59NHP	s 10½	
Now named "Sebou," See No. 48 in Supplement		1 *Dk*	121	✠LMC ~~4,15~~					Greenock	VacuumOilCo.		FK		4 *BHCem*	1SB,*2pf*,GS37,HS1132	8 ″ 6	
								Lloyd's	*SA&CP*		*WB*=			*FPT*34*t*	Ross&Duncan.Glasgow		
766	Amarante	SteelScSr	7678	G.L.Cff.4,17				1914	Bremer	Requisitioned by	468·7	58·2	32·4		T.3Cy.32 1/16″,52 1/16″&86 3/16″–		
		(*ex*Württemberg)	7247	(*See footnote**)					Vulkan	thePortuguese	P53′B120′F57			Portuguese	55 1/16″ 558NHP		
	Elec.light Sub.Sig. Wireless	2 *Dks*	4829						Vegesack	Government				*WB*	BremerVulkan,Vegesack		
767	Amasa Stone	SteelSc	6282					1905	Detroit	InterlakeS.S.Co.	525·0	55·2	31·0	Cleveland	T.3Cy.23½″,38′&63″–42″		
201937			—						S.B.Co.	(Pickands,Mather	F44′			Utd.States	257NHP		
	Elec.light *Mchy.Aft*	1 *Dk*	4930						Wyandotte	&Co.,*Mgrs.*)				*WB*	DetroitS.B.Co.,Detroit		
768	Amasis	SteelScSr	7100					1914	Flensburgr	Deutsche-Dmpfs-	470·5	60·8	36·6	Hamburg	T.3Cy.31½″,50¾″&84″–53⅝″		
		Sub.Sig.							Schiffsb.Ges.	fahrts.Ges.Kosmos				German	516NHP		
	Elec.light Wireless	2 *Dks&Shelter dk*							Flensburg					*WB*	FlensburgerSchiffsb.Ges.		
769	Amatomi Maru	SteelScSr	123					1907	Akers	SenshoKogyo	95·0	17·6	10·1	Osaka	T.3Cy.11″,17 1/16″&29″–18″		
11059		(*Whaler*)	107						Mek.Værks	KabushikiKaisha				Japanese	36NHP		
LFJQ		1 *Dk*	66						Christiania						Akers.Mek.Værks.Xia.		
770	Amatonga	SteelScSr	3331	✠100A1	Lon	*w*	6,16	1903	Armstrong	Ellerman&Buck-	330·0	45·2	17·3	N.Shields	T.3Cy.23½″,42″&68″–48′ (*r*)	27 ″ 7	
115957	*A.W.Wooster* –08	*ss*Shl.No.3–5,15	3060	*Spar dk*	Liv			2mo	Whitworth	nallS.S.Co.Ld.	P33′B180′F39′ 25·2			British	180lb 387NHP	s 4 ″ 2	
TVCW	*Elec.light*	1 *Dk*(*Stl*)*&Spar dk*(*Stl*)*&*	2093	5,17 ~~6,16~~					&Co.Ld.		FK			6 *BHCem*	3SB,*9cf*,GS108,HS5276 FD	23 ″ 10	
		deep framing		~~BS6,16~~ ✠LMC6,16					Newcastle						N.E.MarineEng.CoLdNwc		
				~~BS6,17~~				*Lloyd's*	*SA&CP*	*WB = Cell DBa*	90′*u E&B* 40′*f* 140′			602*t APT*57*t*			

*This vessel which was classed in the Germanischer Lloyd, has now been surveyed by the Surveyors to Lloyd's Register

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. / Master. / Special Surveys.	3 Material, Rig, &c. / Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character.	6 Port of Survey.	7 Years Assigned / now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of T. Trade Cert.
771 1114 HGRQ	**Amatsu Maru** *Maqekawa Kinzoro* (*ex* Tenshin Maru)	**WoodScSp** 2 *Dks*	118 112 65					1889	Ishikawa Takejiro Tokio	TokiowanKisen KabushikiKaisha	103·9	13·2	12·4	Tokio Japanese	C.2Cy.15″&26½″–15″ 23NHP Osaka Iron Works, Osaka		
772 120715 HGKN	**Amazon** *A.P.Dix* –17 *Elec.light Ref.Mchy.* Sub.Sig. Wireless	**SteelTwinScSr** 3 *Dks*	10037 7455 6301					1906	Harland & Wolff, Ld. Belfast	RoyalMailSteam PacketCo.	513·2 P53′B307′F100	60·4	30·8	Belfast British *WB*	Q.8Cy.25″,36″,52½″&75″–54″ 827NHP Harland & Wolff, Ld. Bel.		
773 30089	— (*ex* Sailing Barge) *Elec.light* *Mchy.Aft*	**SteelScSr** 1 *Dk* 2 *trB*	3702 — 2680					1897	Chicago S.B.Co. Chicago	PioneerS.S.Co. (Hutchinson & Co. *Mgrs.*)	376·0	46·2	25·9	Fairport Utd. States *WB*	T.3Cy.20″,30″&52″–40″ E&*lt*89*fittd*08 NB08 171NHP Dry Dock Eng. Wks. Detroit		
774	**Amazonas** (*ex* Mara, *ex* Lady St. Germans) *Well deck*	**IronScSr** *ss* Lon.No.3–9,96 1 *Dk* (*Irn*) 2 *trB*	*1448* *1193* *927*	✠ 11,01 ✠	Liv	*o*		1883 12mo	Palmers' Co.Ld. Newcastle	LloydBrazileiro FK *WB*=	240·6 Q92′B50′F28′ *DBa* 71 158*t FPT*	33·7	18·0	Para Brazilian 5 *BHCem*	C.2Cy.30″&57″–39″ NDB99 140NHP 2SB,6*pf*,GS90,HS1980 59*t APT* 15*t* Palmers' Co.Ld. Nwc.	19 ″ 0	
775	**Amazone** *Costa* (*ex* Laos) *Elec.light* Wireless	**SteelTwinSc** 4 *Dks* & *Spar dk*	6019 — 2964					1896	Message. Maritimes La Ciotat	MessageriesMari- times	442·9	50·8	36·1	Marseilles French *WB*	T.6Cy.33½″,48½″&51½″–43½″ NB14 347NHP Message. Marit., La Ciotat		V
776	**Amazonense** *D.C.Stevens* –00 1 *Dk* (*Teak*) & *Promenade dk* (*Teak*) *Elec.light*	**SteelTwinScSr** *For River purposes only*	*323* *252* *219*	✠ 9,00 ✠	PGl			1900 9mo	Murdoch & Murray Port Glasgow	Alves.Braga&Co.	135·0 F16′ FK	29·2	9·2	Manáos Brazilian 5 *BHCem*	C.4Cy.12″&24″–18″ 57NHP 1SB,2*pf*,GS40,HS1116 Lees, Anderson & Co. Gls.	9 ″ 6	
777 213762 LFQR	**Amazonia** *Brodhead* –16 *ss* N.Yk.2nd No.3–11,15 (*ex* Fluminense, 1 *Dk* (*Irn*) & *Spar dk* 3 *tr B* *ex* Il Principe Di Napoli) *Elec.light* ~~*Ref.Mchy.*~~	**SteelScSr** 2199 1960 1327	✠100A1 *Spar dk* 9,17 ~~10,16~~ BS11,16 ✠LMC11,15 ~~BS12,16 LMC12,15~~	N Yk	*s*	~~11,15~~ 3,17	1891 10mo	Palmers' Co.Ld. Newcastle A&CP	R.Lawrence Smith, Inc. *WB*=	302·0 P37′B66′F35′ FK *Cell DB a* 240′ 374*t*	38·4	15·3 23·1	New York Utd. States 5 *BHCem* *API* 16*t*	T.3Cy.27″,44″&71″–48″ (*s*) 160lb 428NHP 4SB.12*cf*,GS228,HS7595 Palmers' Co.Ld. Newcastle	25 ″ 6 ~~5~~ ″ 0 21 ″ 1	
778 HJWC	**Ambaca** *J.C.Faria* 86–14 *ss* Liv.No.3–7,01 Wireless 1 *Dk* (*pt Stl*–ws) *Elec.light* & *Spar dk* (*Stl*–ws) 3 *trB*	**SteelScSr** 2787 1888	✠ *Spar dk* 1,04 ✠	Lis	*v*		1889 6mo	Earle's Co. (Lim.) Hull	EmprezaNacional deNav.àVapor para a Africa Portugueza *WB*	340·8 B19′F52′ BK11″ = *Cell DB* 216′ 336*t*	41·1	18·7 26·4	Lisbon Portuguese 8 *BHCem*	T.3Cy.32″,48″&80″–48″ 447NHP 2DB,12*cf*,GS191,HS6750 *DT* 46′ 280*t* Earle's Co. (Lim.), Hull		
779	**Ambar** *J.Bettincourt da Silveira e Avila* –10 (*Whaler*)	**SteelScSr** 1 *Dk*	130 128 44					1910	Kaldnæs Mek. Værks. Tönsberg	Cia.dePesca de Baleia em Mossa- medes (J A Ferreira & Ca. eCta. *Mgrs.*)	100·0	19·0	12·0	Lisbon Portuguese *WB*	T.3Cy.11″,18″&29″–24″ 41NHP G.T.Grey, South Shields		
780 106618 PSMK	**Ambassador** *J.L.Peterson* –16 *ss* Bly.No.3–5,10 *ss* Hpl.No.1–14 1 *Dk* (*Irn*) 2 *trB* & *Web frames* 3 *Dk rule*	**SteelScSr** 2578 2396 1647	✠100A1 2,18 ~~2,17~~ ~~BS8,15~~ ✠LMC5,14 BS2,18	Cff Nwc	*l*	8,16	1897 7mo	W.Gray & Co.(Lim.) W Hartlepool A&CP	HallBros.SS.Co Ld (HallBros. *Mgrs.*) *WB*= *Cell DBa*	314·0 P27′B70′F31′ FK 106′ *uE&B* 42′ *f* 122′	44·1	20·7	Newcastle British 5 *BHCem* 739*t APT* 57*t*	T.3Cy.23″,36½″&62″–39″ (*s*) 160lb *80lb* NDB14 242NHP 2SB,6*rf*,GS83,HS3645 Cen. Mar. Eng. Wrks. W Hpl	23 ″ 3 ~~8~~ ″ 4 19 ″ 7	
781 109902 RHBM	— *G.A.Norrie* –15 (*Trawler*)	**SteelScK** 1 *Dk*	149 141 57			…		1899	A.Hall & Co. Aberdeen	Cameron & McFarlane Ld	103·4 BK7½″	20·6	11·0	Dundee British *WB*	T.3Cy.11½″,18″&31″–21″ 52RHP A.Hall & Co. Aberdeen	11 ″ 6	
782 94370 KRDN	**Amber** *Cable Vessel* *J.W.Drake* –13 *ss* Mdb.2nd No.3–11,13 *Elec.light Mchy.Aft* Wireless 2 *Dks* (1 *Stl*) & *Awng dk* (*Teak*)	**SteelScSr** 1043 1021 554	✠100A1 *Awng dk* *with freeboard* 2,15 ~~BS4,10~~ 9,1 ✠NB4,08 ✠LMC11,13	Lis	*n*	N11,13	1888 2mo	R.Napier & Sons Glasgow *Lloyd's* *SA&CP*	EasternTelegraph Co.Ld.	217·5 BK8″ *WB*=	31·1	14·3 21·5	London British 4 *BHCem* *DBf* 75′ 111*t*	T.3Cy.18″,30″&46″–36″ (*s*) 175lb *175lb* NDB05 143NHP 1SB,3*cf*,GS57,HS2288 R. Napier & Sons, Glasgow	24 ″ 0 ~~8~~ ″ 4 16 ″ 7	
783 99840 MRKJ	— *J.Bennett* –16 *ss* Bwg.No.3–8,05 *Well deck Mchy.Aft* *ss* Ayr No.2–14 1 *Dk* (*Irn*) *Irn framing Stl plating*	**Steel&IronSc3MstSr** 401 284 148	✠100A1 1,17 BS7,16 ✠LMC2,14	Bel	*f*	1,17	1892 8mo	Scott & Co. Bowling A&CP	J.Henderson	142·5 Q68′B9′F24′ BK7″	25·1	10·8 *WB* = *FPT* 18*t*	Glasgow British 3 *BHCem*	C.2Cy.18½″&40″–27″ (*s*) 110lb 66RHP 1SB,2*pf*,GS40,HS1238 Ross & Duncan, Glasgow	12 ″ 0 ~~8~~ ″ 7 12 ″ 2	
784 109033 QFJV	— *A.H.Allrow* –17 ~~*ss* Hul.No.1–1~~ *ss* Hul.No.2–18	**SteelScYl** 1 *Dk*	172 159 67 ~~4,17 8,15 11,15~~ 5,18	✠100A1 *Stm Trawler* ~~BS5,15~~ ✠LMC6,14 ✠NB mad 98 *refitted* 02	Hul		~~12,14~~ 4,17 ~~LMC6,14~~ 5,18	1898 5mo	Mackie & Thomson Glasgow A&CP	KingstonSteam TrawlingCo.Ld.	110·0 Q22′ ptND10	21·0	10·9 BK7½″ 4 *BHCem*	Hull British	T.3Cy.12″,19½″&32″–22″ (*s*) 180lb 55RHP 1SB,2*cf*,GS33,HS800 Muir & Houston, Ld. Gls.	12 ″ 0	
785 114428 TNHR	**Amberton** ~~*G.Waring* 13–13~~ 1 *Dk* (*Stl*) & *Awng dk* (*Irn*) *W.Hickman* –17 3 *tr B* & *Web frames*	**SteelScSr** 4556 4504 3387	✠100A1 *Awng dk* *with freeboard* 5,17 ~~4,16~~ ~~BS5,16~~ ✠LMC6,14 *Carrying fuel oil F.P. about* 150°F. *in DB*	Shl Old	*x*	4,16	1902 7mo	Ropner & Son Stockton *Lloyd's* *SA&CP*	CarltonSSCo.Ld. (R.Chapman & Son *Mgrs.*) *WB* = *Cell DBa*	365·0 f158′ 1301*t Tweend*	51·1	22·5 29·5 FK *ktnks* 414*t FPT* 225*t*	Newcastle British 9 *BHCem* *APT* 127*t*	T.3Cy.25″,42¾″&68″–45″ (*s*) 180lb *100lb* NDB16 351NHP 2SB,2*cf*,4*cf*,GS128,HS5620 Blair & Co. Ld. Stockton	34 ″ 0 ~~9~~ ″ 6½ 25 ″ 2	
786 MBGR	**Ambiorix** ~~Sunk by Collision 12.17~~ (Captured & taken to Swinemunde) *P.Borms* –13 1 *Dk*	**SteelScSr** *1444* *1335* *885*						1909	W.Pickersgill & Sons, Ld. Sunderland	Lloyd Royal Belge Soc. Anon.	250·0 P23′B106′F25′	38·0	17·1	Antwerp Belgian	T.3Cy.18″,30″&49″–33″ 126NHP MacColl & Pollock, Ld. Sld.		
787 NCVR	**Ambon** *J.Rademaker* *Elec.light*	**SteelScSr** 2 *Dks* & *Spar dk*	3598 3417 2805					1901	Kon. Maats deSchelde Flushing	Stoomv.Maats. Nederland	340·0 B82′F44′	44·6	31·0	Amstrdam Dutch *WB*	T.3Cy.23″,38″&62″–42″ 249NHP Kon Maats. deSchelde, Flus.		V
788 MFVR	**Ambra** *H.C.Hanssen* 15–15 1 *Dk* & *Spar dk* 3 *tr B*	**IronScSr** (*ex* Germania)	2913 2726 1827			…		1883	M.Pearse & Co. Stockton	A/S Ambra (Finn Friis & C.O. Lundy)	299·8 B– H17*t* F12′	40·1	28·5 BK10″	Drammen Norwegian *WB*	T.3Cy.21½″,35½″&58½″–48″ NB93 248NHP *Tpd*93 Blair & Co. Ld. Stk.	29″10	N
789 LDMF	**Ambriz** *J.N.Faria* 93–10 *Elec.light* *Mchy.Aft*	**SteelScSr** 1 *Dk* & *Awng dk*	*858* *786* *521*			…		1907	Sir Raylton Dixon & Co Ld Middlesbro'	Empreza Nacional deNav.àVap. para a Africa Portuguese	200·5 F39′	30·1	9·3 16·2 FK	Lisbon Portuguese *WB*	T.3Cy.15½″,25″&41″–27″ 112NHP N.E. Marine Eng. Co. Ld. Sld.	18 ″ 7	
790 HFMN	**Ambroise Paré** *G.Fourmentin* 04–11 1 *Dk*	**SteelScK** (*Trawler*)	326 — 147					1906	Smith's Dock Co. Ld. North Shields	Vve.Fourmentin & Co.	145·0 Q69′	23·2	12·1	Boulogne French *WB*	T.3Cy.13″,24″&37″–27″ 71NHP Shields Eng. Co. Ld. N.Shl.		V

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1 Numéro d'Ordre. Numéro Officiel. Signaux	2 Nom du Navire. Matériaux. Gréement, etc	3 Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné ou date d'expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Donane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Francbord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registre ou Code. Lettre de Signal. Radio Call. Radio Cert. Ref. Posts
791 118045	**Ambrose** SteelScSr *F.P.Barlow* –14 *ss*Liv.No.2–12 *Elec.light* Wireless 1*Dk*(*Stl–pt* ws) *Ref.Mchy* *&Spar dk*(*Stl*–ws)3*trB*	4595 3331 2497	✠100A1 *Spar dk* 8,14 BS10,14 ✠LMC6,14	Bkn	*x*	10,14	1903 9mo *Lloyd's*	SirRaylton Dixon&Co.Ld Middlesbro' *&CP* *W*	Booth S.S.Co.Ld. *B = Cell DBa72'u*	375·2|47·8|18·5 P&B260'F47' 26·4 FK 6*BHCem* *E42'f130'457tFPT*	Liverpool British 41*tAPT12t*	T.3Cy.31″.51″&83″–54″ (*s*) 180lb *180lb* 775NHP 4SB,*12cf*,GS256,HS12060FD N.E.MarineEngCoLd.Nwc	29 ″ 0 s 5 ″ 3 24 ″ 4	
792 131369 HTGN	**Amcotts** SteelScSr *T.Ogilvy* –16 *ss*WarriNo.1–16 1*Dk*(*Stl*)	430 360 232	✠100A1 2,16 BS3,13 ✠LMC2,16	For-cados	*g*	N2,16	1911 8mo *Lloyd's*	AilsaS.B. Co.Ld. Troon *&CP*	J.Holt&Co. (Liverpool),Ld. *WB = FPT*	150·0|29·1|10·0 B65'F30' FK 4*BHCem* 50*tAPT18t*	Liverpool British Utd.States	T.3Cy.11″,18″&29″–21″ (*s*) 170lb 43RHP 1SB,*3pf*,GS48,HS1252 AilsaS.B.Co.Ld.Troon	11 ″ 0 s 1 ″ 5½ 9 ″ 9	
793 NCWG	**Ameland** SteelScSr *Ph.Van der Land*16–16 1*Dk*	3511 3263 2156					1916	Rotterdam Droogd.Maat Rotterdam	Stoomv.Maats. Triton (W.Ruys& Zonen,*Mgrs.*)	359·2|49·9|22·1 P24'B214'F34'	Rottrdam Dutch *WB*	T.3Cy.25″,41″&67″–45″ 301NHP RotterdamDroogd.Maats.		V
~~1917~~ ~~NQBH~~ *Elec.light*	**Amelia** SteelScSr ~~*W.E.Mepham* –16~~ *ss*NYk.No.2–14 *Andersen* 1*Dk*(*Stl*)*&Awng dk* –18 (*pt Stl*–ws)3*trB*	1271 1185 744	✠100A1 *Awng dk* *withfreeboard* ~~5,17~~ 3,18 ~~LMC1,17~~ 4,17	Phl ~~NYk~~ Bos	*o*	~~3,14~~ 4,17	1906 8mo *Lloyd's*	Swan,Hunter&Wigham Richardson, Ld Newcastle *&CP*	~~Donald S.S.Co.Ld.~~ ~~Donald SS.Co Inc~~ AtlanticFruitCo *WB = Cell DBa54'uE17'f93'169tFPT*	227·3|31·7|13·7 21·2 FK 4*BHCem* 17*tAPT16t*	~~New York~~ ~~Monrecr~~ Utd.States	T.3Cy.21″,34″&56″–36″ (*s*) 180lb 246NHP 2SB,*6cf*,GS88,HS3510 FD N.E.MarineEng.CoLdNwc	23 ″ 6 s 8 ″ 3 15 ″ 9	
795 104069 NMGR	— SteelScSr *F.Ferguson* –16 *Mchy.Aft* *Elec.light* 1*Dk*	357 231 146				…	1894	S.Mc Knight&Co. Ayr	MagdalenIslands S.S.Co.Ld.	145·0|22·8| 9·9 Q49'B26'F24' BK 7″	Magdalen Islands British *WB*	C.2Cy.19″&42″–30″ 69RHP Muir&Houston,Glasgow	12 ″ 0	
796 61 NCKP	— IronScSr *G.Cassia* –13 (*ex*LiguriaP., *ex*NuovoPortoMaurizio) 1*Dk*	281 271 144					1868	H.Murray &Co. Pt.Glasgow	G.Zalapi fuV.	130·2|19·7|10·2	Palermo Italian	C.2Cy.15¾″&26½″–23¾″ NE77 NB91 28NHP Murray&Co.		V
797 810 NCKS	**Amelia Campisi** SteelScSr *G.Sedita* *ss*Nap.No.3–5,13 (*ex*Osmo) 1*Dk*(*Stl*)*&Web frames* *Well deck* *Elec.light*	1394 1129 823	✠100A1 5.16 Examined5,17 ✠LMC MS5,17 MS5,17	Cff	*p*	5,16 8,17	1900 4mo	Craig, Taylor&Co. Stockton	~~Luciano Campisi~~ ~~fuG.B.~~ Flli.Peraldo fuG.B. *WB = Cell DB*	245·0|37·3|15·6 Q97'B58'F26' FK *a74'uE14'f94'291t*	Genoa ~~Syracuse~~ Italian	T.3Cy.18½″,30″&49″–33″ (*s*) 160lb *100lb* NDB12 162NHP 2SB,*4f*,GS68,HS2779 MacColl&Pollock,Sld.	18 ″ 0 s 1 ″ 7 16 ″ 8	
798 MBCK	**Amélie** IronScSr *Adam*10–13 (*ex*Olga) 1*Dk2trB*	*1135* *883* *796*					1883	G.Howaldt Kiel Deppe	ArmementAdolf	226·0|32·8|14·9 Q81' H57' F30'	Antwerp Belgian	C.2Cy.30½″&52¾″–36½″ 140NHP MärkischeAct.Ges.Berlin		V
799 137025 JLKV	**Amenity** SteelSc *W.Webb* –15 (*ex*Eliane, (*Trawler*) *Elec.light ex*Odette,*ex*Avel-Dro) 1*Dk*	212 192 77					1908	A.Blasse &fils Nantes	W.G.Allnutt& J.W.Debnam (A. Bannister,*Mgr.*)	122·1|21·0|11·4	Grimsby British *WB*	T.3Cy.13″,21″&34″–24½″ 59RHP Maucour,Nantes		
800 419 NCKV	**America** SteelTwinScSr *G.Filetti*02–13 3*Dks*&*Shelter dk*4*trB* *Elec.light* Wireless Sub.Sig.	8996 — 5050					1908	Cant.Nav. Riuniti Muggiano	Nav.Gen.Italiana	505·7|55·8|24·5	Genoa Italian *WB*	T.6Cy.26″,44″&75″–51″ 803NHP Wllsnd Slpwy.Co.Ld.Nwc.		I
801 99529	— SteelSc (*ex*Mohawk) *Elec.light* *Mchy Aft* 2*Dks*	2358 — 1617					1893	Detroit DryDockCo. Wyandotte	CrosbyTransprtn. Co.	292·9|41·7|23·0	Mlwaukee Utd.States *WB*	T.3Cy.27″,37″&62″–48″ 266NHP D.DockEngWorks,Detroit		
802 106638 KJFB	— SteelSc3MstSr *Mchy.Aft* *Elec.light* 1*Dk2trB*	2171 1248 1749					1889	UnionDry DockCo. Buffalo,N.Y.	LakeTrnsprtnCo.	274·7|42·2|13·9	Cleveland Utd.States *WB*	C.2Cy.28″&52″–48″ 156NHP H.G.Trout,Buffalo		L
803 —	— IronScSr (*ex*Brazilian cruiser Andrade,*ex*Britannia)	1485 1378 672					1890	Laxevaags Skibsbyggeri Bergen	A.G.Fontes	254·1|34·1|23·3	R.Janeiro Brazilian *WB*	T.3Cy.28″,45½″&72″–45″ 348NHP Bow.McLachlan&Co.Psy		V
804 165769 LGDJ	— WoodTwinSc *P.H.Lewis* *Elec.light* 1*Dk*	1205 794	*Now named "Olga," See No. 15 in Supplement*				1914	P.H.Doyne Co. South Portland, Me.	P.H.DoyneCo.	171·0|38·8|20·1	Prtlnd.Me. Utd.States	C.4Cy.11″&24″–16″ 38NHP		R
805 107367	— SteelSc *Elec.light*	937 — 593					1898	DetroitD. D.Co. Detroit	BoothFisheriesCo.	182·5|31·0|11·0 len11	Duluth Utd.States	T.3Cy.15″,24″&38″–24″ 71NHP DetroitD.D.Co.Detroit		
806 —	— SteelTwinScSr *Elec.light* 1*Dk*	521 279 267					1907	J.Frerichs &Co.A.G. Einswarden	Cia.Fluvial Jaguarense	162·2|30·0| 6·6	Jaguarao Brazilian	C.4Cy.11½″&20½″–15¾″ 28NHP J.Frerichs&Co.Osterholz		
807 98610	— IronPadSk *V.Mairis* –13	244 213 94					1891	JP Rennldson&Sons S.Shields	ClydeShppgCo.Ld. (W.Cuthbert *Mgr*)	131·8|22·6|10·6	Glasgow British	1Cy.41″–60″ 98RHP J.P.Rennoldson&Ss.,SShl.		
808 107302	— SteelSc (*Tug*)	123 — 83					1897	UnionDry DockCo. Buffalo,N.Y.	GreatLakes TowingCo.	80·2|21·0|12·3	Buffalo Utd.States	C.2Cy.16″&32″–28″ 45NHP H.G.Trout,Buffalo		
809 87881	— WoodSc	117 112 80					1877	T.Hulse Winsford	SaltUnion,Ld.	82·9|20·5| 8·9	Liverpool British	2Cy.14″–18″ 30RHP J.Verdin&Sons,Winsford		
810 3068 HRTW	**America Maru** SteelTwinScSr *S.Kano* *ss*Yka.No.3–12,10 ~~*ss*~~Kob.No.2–17~~*ss*Kob No 1–14~~ 2*Dks*(*Stl–Uteak s*)*&Web frames Orlop* *Elec.light* *Dk*(*Stl*)*in No.1hold*	5945 4546 3081	✠100A1 ~~9,17~~ ~~3,16~~ ~~LMC4,14~~ 9,17	Kob	*a*†	~~9,15~~ 9,17	1898 9mo *Lloyd's*	C.S.Swan& Hunter,Ld. Newcastle *&CP*	OsakaShosen KabushikiKaisha *WB = Cell DBa104'uE&B 142'f122'814tFPT*	423·0|51·1|29·5 P79'B223'F54' FK&BK1½ *7BHCem* 55*tAPT47t*	Osaka Japanese	T.6Cy.28½″,46″&75″–48″ (*s*) 180lb *80lb* 1080NHP 4D&1SB27*rf*GS648HS19882 Wllsnd Slpwy.Co.Ld.Nwc.	32 ″ 6 s 6 ″ 5 26 ″ 9	
811 107591 KQJN	**American** SteelScSr *Schermerhorn* *ss*NYk.No.3–6,12 *Elec.light* *ss*NYk.No.1–16 Sub.Sig. 2*Dks*(*Stl*)*&deep framing* Wireless *lower beams in No.1 hold*	5650 5089 3555	✠100A1 ~~8,17~~ ~~11,16~~ LMC ~~MS5,16~~ ~~BS2,17~~ ~~BS2,17~~	NYk	*z*	11,16	1900 10mo	Delaware RiverCo Chester,Pa.	American HawaiianS.S.Co.	406·8|51·1|30·3 P52'B100'F42' FK A&CP *WB = Cell DBa131'uE&B63'f*	NewYork Utd.States 6*BHCem*	T.3Cy.28″,46″&75″–48″ (*s*) 180lb 490NHP 4SB,*12cf*,GS115,HS8268 Delaware Riv.C.Chestr,Pa. 161'1060t*FPT* 102t*APT*63t	33 ″ 6	
812 NCWK	— SteelSc3MstSr *E.Markschlaeger* –03 *ss*Ant.No.3–5,05 *Mchy.Aft* *Elec.light* *ss*Ant.No.2–13 2*Dks*(1*Stl*&1*pt Iron pt Stl*)*&Web frames*	3526 3065 2266	✠100A1 ~~5,16~~ ~~Examined7,17~~ *Carrying petroleum in bulk* ~~NB9,11~~ ~~LMC~~ ~~MB11,16~~ 7,17	Rot	*w*	~~5,16~~ ~~7,17~~	1892 12mo *Lloyd's*	Palmers' Co.(Lim.) Newcastle *&CP*	AmericanPetroleumCo. *WB = DB*	345·4|44·1|27·6 P203'F38' FK *uE&B70'183tFPT*	Rottrdam Dutch 14*BHCem* 105*tAPT90t*	T.3Cy.~~32½~~ 37¾″,44″&72″–48″ (*r*) 160lb *100lb* NDB11 409NHP 2DB,*12cf*,GS228,HS6946 Palmers'Co.(Lim.),Nwc.	29 ″ 2 s 4 ″ 10 24 ″ 8	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. No. of Decks, &c.	3	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years As. good now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Distinctive Letter.
813 132484	American *F.W.Huestes* –15 1 *Dk & Spar dk & Web frames*	Steel Sc Sr (*ex* America)	971 850 588			…		1890	Sir R Dixon & Co. Middlesbro'	Jamaica S S. Co. Ltd. (T. Kemp, *Mgr.*)	194·9 | 25·7 | 20·7 H84*t* BK 7½" *WB*			Montego Bay British	T. 3 Cy. 17½", 29" & 47½"–33" 130 NHP J. Dickinson, Sunderland	21 ″ 10	
814 Burnt, 1 6 *As Bahsony* (*ex* Francisco Reyes) *Elec. light* 1 *Dk & Awngdk*		Iron Sc	795 680 518			…		1880	A. & J. Inglis Glasgow	Wo Yick S.S. Co.	194·7 | 27·3 | 17·0 FK			Kwong-Chow-Wan French *WB*	C. 2 Cy. 27" & 50"–30" NB99 105 NHP A. & J. Inglis, Glasgow		
815 127467 HSJC	American Transport *L.J.Lloyd* –13 1 *Dk*	Steel Sc Sr	4767 4476 3003					1911	Irvine's S B & D.D. Co. Ld. W Hartlepool	Empire Transport Co. Ld. (Houlder Bros. & Co Ld *Mgs.*)	385·0 | 52·0 | 27·0 P36′ B119′ F36′ *WB*			W. Hartlpl British	T. 3 Cy. 25", 40" & 68"–48" 320 NHP Richardsons, Westgarth & Co. Ld. Hpl.		C
816 205096 *Elec. light Mchy. Aft*	Americana	Steel Sc	1009 — 558					1908	Buffalo D.D. Co. Buffalo	Lake Erie Excursion Co.	203·0 | 45·0 | 15·8			Buffalo Utd. States	T. 3 Cy. 20", 32" & 50"–36" 150 NHP Detroit S.B. Co., Detroit		L
817 6 NCKW *Elec. light*	Amerigo Vespucci *L. Reale*	Steel Sc	80 604 467					1900	Soc. Esercizio Bacini Riva Trigoso	Soc. Nazionale di Servizi Marittimi *In lig.* (Soc. Italiana di Servizi Marittimi, *Mgrs.*)	226·3 | 28·2 | 15·3			Genoa Italian	T. 3 Cy. 19 1/16", 31⅛" & 51½"–30" 134 NHP Fonderia Orotea, Palermo		I
818 97 NCPK (*ex* Pietro Micca, *ss* Gen. No. 2–07 *ex* Mongibello, *ex* Black Swan) 1 *Dk 2 tr B*	— *E. Fustan* *ss* Shl. 2nd No. 3–8,98	Iron Sc Bn	667 574 402	✠ 11,11 ✠ NE & B 8.98 ✠	Gen			1864 4mo	T. & W. Smith N. Shields	G.E. Salvagno & Nipoti	199·1 | 27·3 | 15·0 Q55′ F33′ FK pt ND 84 & 90 len 70 *WB = DB f* 86′ 10 3*t* *A P T* 25*t*			Venice Italian	T. 3 Cy. 15½", 25" & 41"–27" ND 90 93 NHP 1 *BH* 1 SB, 3*pf*, GS 47, HS 1485 J.P. Rennoldsn & Son, S. Shl	16 ″ 6	V
819 RNVD	Amerika *O. Schülke* Sub.-Sig. Wireless *Elec. light Ref. Mchy.* 5 *Dks*	Steel Twin Sc Sr	22622 18748 13637					1905	Harland & Wolff, Ld. Belfast	Hamburg-Amerik. Packett. Act. Ges. (Ham.-Amr. Linie)	669·0 | 74·3 | 47·8 B344′ F85′			Hamburg German *WB*	Q. 8 Cy. 34", 49", 71" & 100"–63" 1586 NHP Harland & Wolff Ld. Belfast		G
820 QKFL *Elec. light*	— *J. Mische* –12 1 *Dk*	Steel Sc	176 145 —					1912	Atlas-Werke A.G. Bremen	Deutsche Dmpfs-fahrts Ges. Hansa	101·5 | 22·3 | 10·7 B14′			Bremen German	T. 3 Cy. 13", 22" & 36¾"–21⅝" 61 NHP Atlas-Werke A.G. Bremen		G
821 109036 GFGT	Amethyst *C. Lane* –17 (*ex* Amethyst II., *ex* Amethyst) 1 *Dk*	Steel Sc Yl *ss* Hul. No. 3–6,10 *ss* Hul. No. 1–14	172 159 67	✠ 100 A 1 *Stm Trawler* 2,17 ✠ N B made 99 refitted 02 B 98.16 ✠ LMC 7.14	Hul		2,17	1898 6mo	Mackie & Thomson Glasgow A & CP	Kingston Steam Trawling Co. Ld.	110·0 | 21·0 | 10·9 Q22′ pt ND 10 BK 7½" 1 *BH Cem*			Hull British	T. 3 Cy. 12", 19½" & 32"–22" (*s*) 180 lb 55 RHP 1 SB, 2*pf*, GS 33, HS 800 Muir & Houston, Ld. Gls.	12 ″ 0	
822 4078 JNBD	Amfred *N.P. Nilsson* 10–13 *Well deck* (*ex* Galatea) 1 *Dk*	Iron Sc Sr	572 412 273			…		1887	Sunderlnd S.B. Co. (Lim) Sunderland	Verkebäcks Ångf. Aktieb. (F. Olsson, *Mgr.*)	167·1 | 26·7 | 12·7 Q47′ B46′ H18*t* F25′ BK 7" *WB*			Verkebäck Swedish	T. 3 Cy. 16", 26" & 43"–30" 98 NHP N.E. Marine E.C. (Lim.) Sld.	13 ″ 7	V
823 90097	Amherst ~~*Scott* –05~~ *J T. Thirlwell* –18 1 *Dk*	Iron Sc Yl	~~285~~ ~~242~~ ~~195~~	413 389 211		…		1886	Blackwood & Gordon Pt. Glasgow	~~Lam. Yick~~ S.S. Co. Ld. (Cheung Dinson, *Mgr.*)	130·1 | 25·1 | 10·0 B7′ F18′ *pt Shade dk* FK *WB*			~~Hong Kong~~ ~~Singapore~~ British	C. 2 Cy. 18" & 35"–20" NDB 11 52 RHP Bow & M'Lachlan, Paisley	10 ″ 9	
824 93331	— *Steel Pad*		237 237 149					1886	W. Denny & Bros. Dumbarton	Irrawaddy Flotilla Co. Ld.	160·5 | 24·0 | 7·8			Glasgow British	C. 2 Cy. 25" & 43"–42" 96 RHP Denny & Co., Dumbarton		
825 78142 WNJD	— *J. Hearn* –16 *Mchy. Aft* cf (*ex* Lady Glover) *Salted* 1 *Dk*	Wood Sc	138 117 94	✠ 9,77	Liv	12		1877 8mo	W. Allsup & Sons Preston	Gulf Pulp & Paper Co.	113·0 | 18·5 | 10·5 9 & 12 yrs Mat			Chrlottetn P.E.I. British	C. 2 Cy. 20" & 40"–24" 60 RHP Fawcett, Preston & Co. Liv.		
826 128522 HSJR	Amicus *A. Ferguson* –16 1 *Dk (Stl)*	Steel Sc Sr *ss* Cff. No. 1–16	3726 3412 2329	✠ 100 A 1 ~~5.17 Spar~~ 10,17 Liv MS 8.16 ✠ LMC ~~BS 10.17 DBS 1.16~~ ~~ALBS 8.16~~	Cff	*w*	8,16	1911 3mo	Craig, Taylor & Co. Ld. Stockton	Tempus Shipping Co. Ld. (W.H. Seager & Co. *Mgrs.*) = *Cell DB a* 117′ *u* *Lloyd's A & CP* *WB*	355·0 | 50·0 | 23·3 P36′ B108′ F36′ FK *E24′ f* 152′ 978*t FPT*			Cardiff British	T. 3 Cy. 25", 42" & 68"–45" (*r*) 180 lb *100 lb* 340 NHP 6 *BH Cem* 77*t A P T* 125*t* 2 SB, 3*pf*, GS 125, HS 5302 N.E. Marine Eng. Co. Ld. Sld	25 ″ 8 s 4 ″ 7 21 ″ 5	
827 HFVM	Amiral Charner *Paris* (*ex* Hungarian, *ex* South Point) 2 *Dks & deep framing* *Ref. Mchy.*	Steel Sc Sr	4604 — 2883			…		1902	Napier & Miller, Ld. Glasgow	Chargeurs Réunis	385·0 | 50·0 | 25·7 P39′ B119 F44′ FK *WB*			Havre French	T. 3 Cy. 27", 43" & 72"–48" 446 NHP Dunsmuir & Jackson, Gls.	28 ″ 5	V
828 HGBP	Amiral de Kersaint *Sauvage* –16 *Elec. light* 2 *Dks*	Steel Sc Sr	5570 4146 3566					1903	Atel. & Chant. Loire St. Nazaire	Chargeurs Réunis	389·5 | 49·8 | 26·3			Havre French *WB*	T 3 Cy 25 13/32" 42½" & 68½" – 51 3/16" 337 NHP Atel. & Chant. Loire, Nts.		V
829 HGBC	Amiral Duperré *Martin*	Steel Sc	5037 4234 3150					1901	Atel. & Chant. Loire St. Nazaire	Chargeurs Réunis	389·7 | 49·9 | 26·6 P50′ B129′ F31′			Havre French	T 3 Cy. 25 3/16", 42½" & 68½" – 44⅛" 312 NHP Atel. & Chant. Loire, Nts.		V
830 HGBF	Amiral Fourichon *Blanchard* *Elec. light* 3 *Dks*	Steel Sc Sr	5045 4221 3186					1901	Forges & C. de la Médit. Havre	Chargeurs Réunis	387·2 | 49·1 | 29·3 P30′ B90′ F50′ *WB*			Havre French	T. 3 Cy. 25½", 39" & 63½"–44" 267 NHP Forges & C. de la Médit. Hav		V
831 HGBK	Amiral Ganteaume *Delamer* –13 (*ex* Hibernian, *ex* Orient Point) *Ref. Mchy.* 2 *Dks & deep framing* *Elec. light*	Steel Sc Sr	4590 — 2874			…		1902	Napier & Miller, Ld. Glasgow	Chargeurs Réunis	385·0 | 50·0 | 25·7 P39′ B119′ F44′ FK *WB*			Havre French	T. 3 Cy. 27", 43" & 72"–48" 446 NHP Dunsmuir & Jackson, Gls.	28 ″ 5	V
832 ~~Mgiscin~~ *A. Eonce* –17 HGBL *Ref. Mchy. Elec. light*	Amiral Jauréguiberry	Steel Sc	5037 4234 3150	Lloyd's RMC 2.17 ~~5.17~~ ~~9.17~~ ~~5.13~~ 5.18				1902	Atel. & Chant. Loire St. Nazaire	Chargeurs Réunis	389·7 | 49·9 | 29·3 P30′ B129′ F50′			Havre French	T 3 Cy. 25 3/16", 42½" & 68½" – 44⅛" 312 NHP Atel. & Chant. Loire, Nts.		V
833 HFVP	Amiral l'Hermite *P. Zonnequin* –13 *Well deck* 1 *Dk (Stl)*	Steel Sc Sr	334 235 121	✠ 100 A 1 8.15 ~~Examined 9.18~~ ~~B 8.15~~ ✠ LMC 12.15	Dnk	~~e~~	3,15	1913 12mo *Lloyd's A & CP*	N.V Scheep. De Mewerde Hardinxveld	L. Woussen	133·1 | 23·1 | 9·9 Q70′ B11′ F18′ FK *WB = FPT*			Dunkirk French	C. 2 Cy. 16" & 34"–23" (*s*) 180 lb *100 lb* 63 NHP 1 *BH Cem* 19*t A P T* 3*t* 1 SB. 2*pf*. GS 37, HS 1173 Shields Eng. Co. Ld. S. Shl.	10 ″ 9 s 3 ″ 4½ 10 ″ 6	
834 HFVT	Amiral Lafont *Samba* 1 *Dk* (*See Sailing Ship Register*)	Wood Aux Sc Sr *Paraffin Motor*	117 — 60					1899	Y. Pilvin Paimpol	Anciens Etablis. Ch. Peyrissac & Co.	86·4 | 22·7 | 9·7			Bordeaux French	Paraffin Motor 2 Cy. 11⅜"–10¼"		V

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Speciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L. R. Durée Cert. l'or Trade.
835	**Amiral Latouche Tréville**	**SteelScSr**	5573					1903	Atel.& Chant.Loire Nantes	**ChargeursRéunis**	389·5	49·8	26·3	**Havre** French	T3Cy25½″,42½″&68½″–51⅞″ 337NHP		V
	*Maesen*06–12		4173														
HGBQ	*Elec.light*	2*Dks*	3567											*WB*	Atel.&Chant.Loire,Nts		
836	**Amiral Nielly**	**SteelScSr**	5573					1904	Atel.& Chant.Loire Nantes	**ChargeursRéunis**	389·5	49·8	26·3	**Havre** French	T3Cy25½″,42½″&68½″–51⅞″ 337NHP		V
	Jenan		4174								P269′H—F45′						
HGBS	*Elec.light*	2*Dks*	3565											*WB*	Atel.&Chant.Loire,Nts.		
837	**Amiral Olry**	**SteelScSr**	5567					1904	Atel.& Chant.Loire St.Nazaire	**ChargeursRéunis**	389·5	49·8	26·3	**Havre** French	T3Cy25½″,42½″&68½″–51⅞″ 337NHP		V
	Guibert –16		4177								P269′H—F45′						
HGBT	*Elec.light*	2*Dks*	3564											*WB*	Atel.&Chant.Loire,Nts.		
838	**Amiral Ponty**	**SteelSc**	5571					1904	Atel.& Chant.Loire St.Nazaire	**ChargeursRéunis**	389·7	49·9	26·4	**Havre** French	T3Cy.25½″42½″&68½″–51⅞″ 336NHP		V
	Néron –13		4203								P269′H—F45′						
HGBV	*Elec.light*	2*Dks*	3564											*WB*	Atel.&Chant.Loire,Nts.		
839	**Amiral Rigault de Genouilly**	**SteelScSr**	5410	Lloyd's RMC 5,18			5,18	1904	Ch.&Atel. dePrvence Port de Bouc	**ChargeursRéunis**	394·1	50·5	26·4	**Havre** French	T3Cy 26⅞″,42⅝″&68½″–51½″ 338NHP		V
	Robillard –15		4374								P261′H—F41′						
HGBW	*Ref.Mchy.* Wireless	2*Dks*	3459											*WB*	Ch.&Atel.dePrvence,Msl.		
840	**Amiral Sallandrouze de Lamornaix**	**SteelScSr**	5408	Lloyd's RMC 5,17				1904	Ch.&Atel. dePrvence Port de Bouc	**ChargeursRéunis**	394·1	50·5	26·4	**Havre** French	T3Cy26⅞″,42⅝″&68½″–51½″ 338NHP		V
			4374								P261′H—F41′						
HGCD	*Silhouette* –15 Wireless	*Ref.Mchy.* 2*Dks*	3457	5,17 5,18										*WB*	Ch.&Atel.dePrvence,Msl.		
841	**Amiral Troude**	**SteelScSr**	5615					1903	Chnt&Atel deSt.Nazaire St.Nazaire	**ChargeursRéunis**	393·5	50·7	25·5	**Havre** French	T.3Cy.27″,43″&72″–46½″ 354NHP		V
	Néron Wireless		4336	Lloyd's RMC 12,18							P265′B66′F47′						
HGCF	*Elec.light* *Ref.Mchy.*	2*Dks*	3573	4,18 12,17										*WB*	Chant.&Atel.de St.Nazaire		
842	**Amiral Villaret de Joyeuse**	**SteelScSr**	5927					1912	Ch.&Atel. deSt.Nazaire St.Nazaire	**ChargeursRéunis**	406·1	52·3	27·8	**Havre** French	T.3Cy.27″,43″&72″–48″ 359NHP		V
	*Harent*10–12		4910								P60′B129′F48′						
HGCB	*Elec.light*	2*Dks3trB*	3688											*WB*	Ch.de l'Atlantique,St.N.		
843	**Amiral Zedé**	**SteelScSr**	5980					1912	Ch.&Atel. deSt.Nazaire, St.Nazaire	**ChargeursRèunis**	406·1	52·3	27·8	**Havre** French	T.3Cy.27″,43″&72″–48″ 359NHP		V
	Macssen –16	Wireless	4910	✠Lloyd's RMC 5,17							P60′B129′F48′						
HFVS	*Elec.light* *Ref.Mchy.*	2*Dks3trB*	3725	5,17 11,17										*WB*	Ch.de l'Atlantique,St.N.		
844	**Amisia**	**SteelScSr**	1412					1904	Nüscke& Co.Act.Ges Stettin	**"Seefahrt" Dampfsch.Reed. Akt.Ges.**	239·0	36·8	16·1	**Bremen** German	T.3Cy.17″,28″&43″–32″ 104NHP		G
	P.Schulz –08		1083								Q83′B58′F29′						
KJMD	*Elec.light*	1*Dk*	877											*WB*	Schiffs.Uebigau,Dresden		
845	**Amistà**	**SteelScSr**	5106	✠100A1	Gen	*x*	3,16	1902	Short Bros. Ld. Sunderland	**Soc.Anon.Lloyd delPacifico**	370·2	48·8	18·9	**Savona** Italian	T.3Cy.26″,43″&71″–51″ (*s*) 180lb *100lb* 375NHP	30 ″ 0	
31	*T.Massardo* –13	*ss*Bry.No.2–11	3994	*Spar dk* 8,14	LMC			10mo			P39′B&F303′	28·8			3SB,9*pf*,GS153,HS5565	s 4 ″ 1	
NCPY	(*ex*Harlow,*ex*Sagami)	1*Dk(Stl)*&	3207	Examined 9,17	MS5,17							FK		6*BHCem*		26 ″ 3	
	Elec.light	*Spar dk(Stl)*&*deep framing*		BS5,16 8,17				*Lloyd's*	*A&CP*	*WB = CellDBa114′uE*	24′*f*154′969*t FPT*			104*tAPT*32*t*	J.Dickinson&Sons,Ld.Sld.		
846	**Amity**	**IronScSr**	929			...		1881	W.Pickers-gill&Co. Sunderland	**Rederiaktieb. Amity (A.Nilsson)**	216·5	31·3	12·3	**Hlsngborg** Swedish	C.2Cy.28″&52″–33″ 130NHP	14 ″ 9	V
4872	*F.O Larsson*08–14	(*ex*Corrwg)	698								Q89′B40′H52*t*F26′						
JROG	*Well deck*	1*Dk*	537									FK		*WB*	Palmers'Co.Ld.Newcastle		
847	**Amleth**	**SteelScSr**	2421	✠100A1	Nwc	*s*	~~9,16~~	1890	J.Read-head&Sons S.Shields	**Akties.Dmpsk. Hamlet Orion (H.Thomsen *Mgr.*)**	290·4	40·0	19·8	**Copnhagn** Danish	T3Cy.23″,37½″&61½″–39″ (*r*) 160lb *70lb* NDB02 234NHP	22 ″ 6	
	~~*OrGr/Christiani* –16~~	*E.H.Holm*17–17	1860	10,17 ~~8,16~~	Msl		10,17	7mo			P28′Q82′B118′F33′					s 1 ″ 11	
NTVR	(*ex*Hallingdal,	*ss*Gen.2ndNo.3–5,15	1510		LMC 10,17				A&CP	(C.P.Jensen *Mgr.*)		BK10″		6*BHCem*	2SB,6*pf*,GS104,HS3490	21 ♭ 6	
	*ex*Sifnos,*ex*Trevaylor)	1*Dk(Irn)*2*trB*		~~MS4,15~~	~~BS5,17~~						*CellDB*250′545*t*	FK		*APT*41*t*	J.Readhead&Sons,S.Shl.		
	Well deck																
848	**Amolco** *Hillyer* –18	**SteelScSr**	3153	✠100A1	N.Ns	*u*	~~7,15~~	1914	ForeRiver S.B.Co. Quincy,Mass.	**BostonMolasses Co.**	317·1	46·0	23·8	**Boston** Utd.States	T.3Cy.22″,37″&60″–42″ (*s*) 180lb 291NHP	25 ″ 6	
211906	~~*J.A.Thompson*14–14~~	*ss*Bos.No.1–18	2779	~~4,18 8,16 10,17~~	~~11,17~~		4,18	1mo			P72′F32′			12*BHCem*	2SB6*cf*,GS100,HS4001 FD		
LDJF	*Elec.light*	2*Dks(Stl)*&*Web frames*	1112	*Carrying Petroleum in bulk*								FK		8 ,, *toUprdk*	ForeRiverS.B.Co.Quincy		
	Mchy.Aft	Sub.Sig.	1912		LMC ~~4,14~~ 4,18			*Lloyd's*	*A&CP*	*WB = CellDBuE&B68′186tF*	*PT*155*t APT*60*t*			4 ,, 2*uddk*			
849	**Amor**	**SteelScSr**	3472	✠100A1	Gen	*w*	N9,16	1902	Short Bros. Ld. Sunderland	**Becchi&Calcagno**	352·1	45·1	18·7	**Savona** Italian	T.3Cy.24½″,40″&66″–45″ (*s*) 180lb *100lb* 325NHP	27 ″ 9	
27	*Sturlese*	*ss*Gen.No.3–10,14	3274	*Spar dk* 9,16	LMC			6mo			P35′B114′F40′	26·7				s 5 ″ 0½	
NCQB	(*ex*Caprera)	1*Dk(Stl)*&*Spardk(Stl)*	2181	MS4,15	BS5,16							FK		6*BHCem*	2SB,6*pf*,GS116,HS4098 FD	23 ″ 1	
		&deep framing						*Lloyd's*	*A&CP*	*WB = CellDBa*	115′*uE*24′*f*137′816*t*			*APT*35*t*	G.Clark,Ld.Sunderland		
850	—	**SteelSc**	2325					1911	Wrf.voorh. Rijkee&Co. Rotterdam	**Koninkl.Nederl. Stoomb.Maats.**	300·0	42·0	17·0	**Amstrdam** Dutch	T.3Cy.21″35″&56–39″ 196NHP		V
	J.B.Van der Laag		1729								B76′Q108′F42′						
NDBT	*Elec.light*	2*Dks*	1443											*WB*	Maats.Feyenoord,Rot.		
851	**Amore**	**SteelScSr**	155	✠100A1	Liv		N11,16	1896	A.W. Robertson& Co. London	**JohnstonLine,Ld. (Furness,Withy& Co.Ld.*Mgrs.*)**	96·8	20·6	10·9	**Liverpool** British	T.3Cy.14″,28″&35″–24″ (*s*) 160lb 90RHP	11 ″ 7	
105393	*Cullen*	*ss*Liv.No.3–8,08	136	*For Towing purposes*				5mo				BK6½″		3*BHCem*	1SB, GS37,HS1270		
PHRQ		*ss*Liv.No.2–16 1*Dk(Irn)*	11	1.17 NB5,16 MS11,16	LMC BS5,17				A&CP						Bow,McLachlan&Co.,Psy.		
852	**Amoy Maru**	**SteelScSr**	732					1906	Osaka Iron Works Osaka	**OsakaShosen KabushikiKaisha**	185·0	27·1	17·8	**Osaka** Japanese	T.3Cy.13″,25″&39″–30″ 83NHP		
10291			668												OsakaIronWorks,Osaka		
LBKT	*Elec.light*	2*Dks*	448														
853	**Ampere**	**IronScK**	154	✠100A1	Hul		11,16	1891	Cochrane, Coopr &Schofi'ld,Beverley	**F.&T.Ross,Ld.**	101·0	20·5	11·0	**Hull** British	T.3Cy.12½″,19½″&31½″–22½″ 160lb (*s*) 50RHP	11 ″ 10	
98766	*J.Davey* –17		143	*StmTrawler*				10mo			Q19′						
HLPS		*ss*Hul.2ndNo.3–5,13	63	11.16	LMC 5,15 5,18						ptND00&13	BK7½″		3*BHCem*	1SB,2*pf*,GS28,HS630		
		1*Dk*		Examined 12,17	MS4,16 6,17			*Lloyd's*	*A&CP*						C.D.Holmes&Co.Hull		
				✠NB6,01													
854	**Amphion**	**SteelScSr**	1860	✠100A1	Brs	*r*	6,13	1907	Osbourne, Graham&Co. Sunderland	**KelvinShipping Co.Ld.(H.Hogarth &Sons,*Mgrs.*)**	279·3	40·1	18·1	**Glasgow** British	T.3Cy.20″,33″&54″–36″ (*s*) 160lb *100lb* 190NHP	20 ″ 6	
124324	*S.H.Hill* –13	*ss*Cff.No.1–11	1724	10,13				1mo			P25′B64′F28′			4*BHCem*	2SB,6*pf*,GS85,HS3060	s 3 ″ 0	
HRTJ	(*ex*Westhampton,*ex*Elli,	1*Dk(Stl)*&	1162	*Note name* Baron Cathcart.	LMC		*See No. 32 in Supplement*			*WB = CellDB*	*as uE*110′*f*110′458*t*	FK		*APT*30*t*	Richardsons,Westgarth& Co.Ld.Sld.	17 ″ 10	
	*ex*Westhampton)	*deep framing*		MS8,17	BS5,14			*Lloyd's*	*A&CP*								
855	—	**IronScSr**	302	✠	Lth			1867	J.Scott&Ss Invrkeithing	**J.Tachela**	151·4	21·1	12·3	**Marseilles** French	C.2Cy.20″&39″–27″ NE78NB94 66NHP		V
	Gemini		—	5,67				5mo			½P14*t*F8*t*			4*BHCem*	A.&J.Inglis,Glasgow		
HGOW		1*Dk*	137														
856	**Amphitrite**	**SteelScSr**	3827	✠	Tri	*x*		1884	LloydAus-tro-Ungarico Trieste	**LloydAustriaco**	380·0	42·5	24·0	**Trieste** Aust.-Hung.	C.2Cy.50″&90″–57″ 510NHP		
262			3622	*Spar dk*				10mo					31·8	6*BHCem*	LloydAustro-UngaricoTri.		
HBSD		2*Dks*(1*Stl*)&*Spar dk*(*pt Stl*)4*trB*	2342	1,85													

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / *Master.* / *Late Name if any.* / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	6 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year classed. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 Built. By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Dist. of Ports & Trades Cert.
857 5470 JTHS	**Amphitrite** SteelScSr *E.A.Ewald*h11-13 (*ex*Eastgate) *ss*Hbg.2ndNo.3–11,14 *Well deck* 1*Dk*(*Stl*)2*trB*	1769 1352 1047	✠100A1 ~~4,17~~ 12,15 4,18 ~~M E68,16~~ ✠LMC 5,14 ~~BS4,17~~	Hbg Mano	*q* Gls	~~*x*8,16~~ 4,17	1889 5mo	T.Turnbull &Son Whitby A&CP	Rederiaktieb. Amphitrite(P.L. Pahlsson) *WB*	259·0|37·1|16·8 P28′Q60′B112′ F32′ FK = *Cell D B a* 72′*f* 104′	Hälsingborg Swedish	T.3Cy.20″,33″&54″–36″ (*s*) 160lb *90lb* NDB11 170NHP 2SB,*4cf*,Gs58,Hs2483 *&uE* 20′340*t* Blair&Co.Ld.Stockton	19 ″ 4 s 1 ″ 3 18 ″ 3	
858 HRQL	— SteelScSr *D.Campanos* *ss*P.Gl.No.3–3,99 *Elec.light* (*ex*FireFay) *ss*Grk.No.1–03	246 — 114	✠ *Yacht* 8,05 ✠		Grk		1886 5mo	Lobnitz& Co. Renfrew	HellenicCo.of MarineEnterprises (A.Pallios, *Mgr.*)	178·0|22·0|11·5	Piræus Greek 8*BHCem*	T.3Cy.15″,24′&42″–24′ 1SB,*4cf*,Gs60 86NHP Lobnitz&Co.Renfrew		
859 112121	— WoodScK *J.C.Larder* –16 1*Dk*	149 124 84					1903	C.A.Larder MahoneBay, N.S.	LarderBros. WreckingCo.Ld.	111·2|25·6|10·2	Lunenburg, N.S. British	2Cy.12′&24″–18′ 24RHP W.&A.Moir,Halifax,N.S.		R
860 136967 JHKV	**Ampleforth** SteelScSr *T.R.Davies*–16 1*Dk*(*Stl*)	3873 3614 2410	✠100A1 6,16 ✠LMC12,14		Gls	*w*	1914 12mo *Lloyd's*	Richardsn, Duck&Co.Ld. Stockton *sA&CP* *WB*	AmplefordhS.S.Co Ld(C.Cravos&Co) = *Cell D B a* 123′*u E*	360·0|50·0|24·2 P29′B104′F37′ FK 25′*f* 156′ 946*t* *FPT*	Cardiff British 6*BHCem* 93*t APT* 100*t*	T.3Cy.25″,41″&67″–45″ (*s*) 180lb *180lb* 342NHP 2SB,*6cf*,Gs127,Hs5494 Blair&Co.Ld.Stockton	26 ″ 8 s 5 ″ 0 22 ″ 0	
861 129761 HRQK	**Amplegarth** SteelScSr *T.H.Moorson* –16 *ss*Nwc.No.1–14 (*ex*Denewell) 1*Dk*(*pt Irn&pt Stl*)	3707 3459 2294	✠100A1 ~~4,18~~ ~~12,16~~ ~~BS12,16~~ ✠LMC12,14		Nwc Shl	*w*	~~3,16~~ 5,13	1910 9mo *Lloyd's*	W.Pickers-gill&Sons,Ld. Sunderland *sA&CP*	Canute S.S.Co.Ld. (D.&T.G.Adams, *Mgrs.*) *Cell D B a* 108′*u*	348·5|50·2|23·5 P29′B113′F36′ FK E27′*f* 152′ 757*t* *FPT*	Cardiff British 6*BHCem* 62*t APT* 184*t*	T.3Cy.24″,40″&66″–45″ (*s*) 180lb *100lb* 307NHP 2SB,*6cf*,Gs124,Hs4588 Blair&Co.Ld.Stockton	25 ″ 10 s 4 ″ 5½ 21 ″ 9	
862 138948	**Amplify** SteelScK *Elec.light* 1*Dk*	342 319 141	✠100A1 *Stm Trawler* 2,16 ✠LMC2,16		Mdb		1916 2mo *Lloyd's*	Smith's Dock Co.Ld Middlesbro' *sA&CP*	IcelandS.Fishing &FishCuring Co.Ld.	140·6|24·0|13·2 Q78′F21′ BK7½′	Grimsby British 3*BHCem*	T.3Cy.13″,22″&36½″–26″ (*s*) 200lb 89RHP 1SB,*3pf*,Gs44,Hs1505 Smith'sDockCo.Ld.Mdb.	14 ″ 0	
863 135978	**Ampulla** SteelScK *T.Whitcomb* –13 1*Dk*	248 227 99	✠100A1 *Stm Trawler* 5,14 ✠LMC10,13		Gms		1913 10mo *Lloyd's*	Cook,Wel-t'n&Gemmell Ld. Beverley *sA&CP*	LoyalStm.Fishing Co.Ld.	120·0|22·5|11·9 Q68′ BK8″	Grimsby British 4*BHCem*	T.3Cy.12½″,21½″&35¼″–24″ 180lb (*s*) 62RHP 1SB,*2pf*,Gs39.Hs1267 Amos&Smith,Ld.Hull	12 ″ 10	
864 98577 LVMN	**Amra** SteelScSr *J.R.Marr* –13 *Elec.light* 1*Dk&Shaded k*	535 398 214	✠ *Shade dk with freeboard* 11,90 ✠		Cly	*i*	1890 11mo	AilsaShip-buildgCo. Troon	Australasian UnitedS.NavCoLd	190·0|29·0|11·6 18·9 BK7½″	SydnyNSW British 5*BHCem*	T.3Cy.16″,26″&42″–30″ 90RHP 1SB,*3cf*,Gs46,Hs1983 FD Dunsmuir&Jackson,Gls.	12 ″ 3	
865 123944	**Amroth Castle** SteelScK *B.Bryant* –14 *Elec.light* 1*Dk*	255 227 100	✠100A1 *Stm Trawler* 2,15 ✠LMC9,13		Sws		1913 9mo *Lloyd's*	Smith's Dock Co.Ld Middlesbro' *sA&CP*	CastleS.Trwlrs,Ld (C.Heron, *Mgr.*)	125·0|23·5|12·3 Q76′F21′ BK7½″	Swansea British 6*BHCem*	T.3Cy.12½″,21″&35″–26″ (*s*) 180lb 85RHP 1SB,*3pf*,Gs50,Hs1522 Smith'sDockCo.Ld.Mdb.	13 ″ 0	
866 RJTD	**Amrum** SteelScSr *R.Behrens*12–12 *ss*Ham.No.3–2,06 *ss*Ham.No.1–11 1*Dk*(*Stl*)*&Web frames*	888 758 558	✠ — 12,15 ✠		Ham	*m*	1893 7mo	Act.Ges. "Neptun" Rostock	ErnstRuss	210·3|30·6|13·8 B52′F25′ BK6″ *WB* = *Cell D B* 172′ 252*t*	Hamburg German 4*BHCem*	T.3Cy.13¾″,22⅜″&36¾″–27½″ NDB08 90NHP 1SB,*2cf*,Gs42,Hs1634 A.G."Neptun,"Rostock	16 ″ 4	
867 QJCT	**Amsel** SteelScLr *F.Gerland* 1*Dk*	136 129 67					1906	Bremer Vulkan Vegesack	BremenVegescker FischereiGes.	90·8|21·4| 9·8 Q21′	Vegesack German	C.2Cy.9 1/16″&16½″–12⅜″ 8NHP BremerVulkan,Vegesack		G
868	**Amstel** SteelSc *Elec.light* 1*Dk*	816 655 375					1916	NV Burger-hout'sM.&S. Rotterdam	P.A.vanEs&Co.	211·5|33·2|12·9 P&B62′F26′	Rotterdm Dutch *WB*	T.3Cy. NV Burgerhout'sM&S.Rot		
869 132870 HWKR	**Amsteldam** SteelScSr *J.P.LeTouze* –15 *ss*Shl.No.2–15 *Well deck* 1*Dk*(*Stl*)*&deep framing*	1233 1015 773	✠100A1 ~~9,17~~ ~~14,17~~ 10,17 ✠LMC MS5,15 BS1,17	Shl Nwc	*o*	1,17	1907 2mo *Lloyd's*	Campbel-townS.B.Co. Campbeltwn *sA&CP*	SouthMetropoli-tanGas Co. *WB* = *Cell D B a* 56′*u E* 17′*f* 102	229·5|34·4|16·0 Q79′B58′F28′ FK 273*t APT* 90*t*	Cardiff British 4*BHCem*	T.3Cy.18 3/16″,27½″&45″–33″ 180lb *100lb* (*s*) 130NHP 1SB,*3cf*,Gs65,Hs2054 Hutson&Sons,Ld.Glasgow	18 ″ 3 s 1 ″ 11 16 ″ 10	
870 NDCK	**Amsteldijk** SteelScSr *W.R.Braun* *ss*Rot.No.3–6,14 2*Dks*(*Stl*)3*trB&Shelter dk*(*Stl*) *Elec.light*	6435 6298 4231	✠100A1 *Shelter dk* ~~6,17~~ ~~10,16~~ 2,18 ✠LMC MS6,14 BS7,16 6,17	Rot NYk	*z*	10,16	1901 9mo *WB* =	Furness, Withy&CoLd W Hartlepool A&CP *Cell D B a* 127′	Nederl.-Amerik. Stoomv.Maats. (Holland-Amerika Lijn) *u E&B* 69′*f* 148′ 907*t*	400·0|52·1|29·3 FK *D T a* 29′868*t* *D T f* 25′790*t* *FPT*	Rottrdam Dutch 6*BHCem*	T.3Cy.28½″,46″&77″–48″ (*s*) 180lb 489NHP 4SB,*12cf*,Gs216,Hs8140 Richardsons,Westgarth& Co.Ld.Hpl.	32 ″ 1 s 3 ″ 11 28 ″ 7	
871 NDCR	**Amstelland** SteelScSr *C.van der Bergh*12–12 *ss*Ams.No.3–4,12 2*Dks*(*Stl*)*&deep framing&Shaded k* *Elec.light* (*pt Stl*–teak s)	5404 5241 3515	✠100A1 *Shade dk* 3,16 ✠LMC3,16		Ams	*y*	N12,16	1900 7mo *Lloyd's*	Russell& Co. Pt.Glasgow *sA&CP*	Koninkl.Holland-scheLloyd *WB* = *Cell D Ba* 118′*&uE&*	389·6|51·1|25·3 FK B44′*f* 168′ 908*t* *FPT*	Amstrdam Dutch 6*BHCem* 74*t APT* 116*t*	T.3Cy.27″,42″&69″–54″ (*s*) 180lb *80lb* 449NHP 3SB,*9cf*,Gs150,Hs6296 FD Dunsmuir&Jackson,Gls.	28 ″ 0 s 4 ″ 10 23 ″ 6	
872 NDOV	**Amstelstroom** SteelScSr *T.Swart* *Elec.light* *Ref.Mchy.* 1*Dk*	1413 1123 871					1910	Maats. Fyenoord Rotterdam	Hollandsche Stoomb.Maats.	271·7|37·1|16·1 P46′B99′F37′	Amstrdam Dutch *WB*	T.3Cy.21½″,33″&57″–39″ 203NHP Maats.Fyenoord,Rot.		V
873 99455 NJMT	**Amsterdam** SteelTwinScSr *F.Lawrence* –13 Sub.Sig. Wireless 2*Dks&pt Awng dk*	1777 1131 764					1894	Earle'sCo. (Lim.) Hull	Gt.EasternRly.Co.	302·4|36·0|16·2 P40′ *pt Awng dk* 248′	Harwich British *WB*	T.6Cy26″,39½″&61″–36″ NB05 447NHP Earle'sCo.(Lim.),Hull		
874 4222 JNMK	— SteelScSr *Wulferona* *Well deck* *Elec.light* 1*Dk*	889 714 496					1903	W.Lind-bergsM.V Stockholm	StockholmsReder-iaktieb.Svea (Hj.Blomberg)	209·2|32·1|13·2 Q79′B51′H50*t*F19′	Stockholm Swedish *WB*	T.3Cy.14 3/16″,23⅜″&38″–25 5/16″ 73NHP W.LindbergsM.V.Skm.		V
875 78569 LNMB	— IronScSr *J.P.Bond* –13 (*ex*Avon) *Well deck* *Elec.light* 2*Dks*	806 654 397				...	1877	Cunliffe& Dunlop Pt.Glasgow	RankineLineLd.	219·9|29·1|15·3 P125′F33′	Glasgow British	T.3Cy.21″,33″&53″–36″ NB7,88 169NHP *Tpd*88D.J.Dunlop&CoPGl		C
876 123027 HKRN	**Amulet** IronScSr *W.Sutherland* –15 *ss*Lth.3rdNo.3–6,07 *Elec.light* *ss*Rot.No.2–16 2*Dks*	1018 811 571	~~✠90A1~~ 12,17 ~~4,16~~ ~~NE&B6,07~~ ~~MS4,16~~ ~~LMC~~ ~~MBS[illegible]~~	Rot	*n*	~~4,16~~ 12,17	1876 8mo	Aitken& Mansel Glasgow A&CP	G.Gibson&Co.Ld.	249·6|29·7|16·0 P61′B29′F51′ ptND07 *WB* =	Leith British 5*BHCem* *MT* 27′163*t*	T.3Cy.19″,29″&49″–42″ (*s*) 180lb *100lb*NDB13 180NHP 2SB,*6cf*,Gs130,Hs2942 S.&H.Morton&Co.,Leith	16 ″ 11 s 2 ″ 2 15 ″ 10	
877 98073 LQTF	**Amur** SteelSc3MstSr *S.Snoddy* –15 *Fitted for oil fuel* *Mchy.Aft* *Elec.light* 1*Dk&Spar dk*	907 862 570	~~MBS[illegible]~~ ...			...	1890	Strand Slipway Co. Sunderland	CoastwiseS.S.& BargeCo.Ld.(J. Griffiths& Sons, *Mgrs.*)	216·0|28·1|11·2 17·9 BK7½″	VncverBC British *WB*	T.3Cy.20″,33″&54″–33″ 170NHP N.E.Marine Co.(Lim.),Sld.	20 ″ 5	

sunk by collision 3.18

Numéro d'Ordre / Numéro Officiel. / Signaux	3 Nom du Navire. Matériaux. Gréement, etc. — Capitaine. Ex-nom, s'il y a lieu. — Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Enfoncement.	7* Date de la dernière visite de la ligne de porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres. —Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L. R. Bureau Cent. Bur. Trade
878 452 LMAK	**Amvrosios N.** IronTwinScSr *P.Tsanganos* 1*Dk*	292 — 171					1885	Stablimento Tecnico Trieste	W.I.Sifneo	176·0	27·4	7·5	Taganrog Russian	C.4Cy.11½″&21″–18″ 31NHP StabilimentoTecnico,Tri.		
879 122931	**Amy** SteelScK *A.Perry* –12 *ss*Flt.No.2–13 1*Dk*	223 210 89	✠100A1 *Stm Trawler* 2.14 BS6,14 ✠LMC6,13	Flt		2,14	1905 9mo	GooleS.B. &RepgCo.Ld. Goole *Lloyd'sA&CP*	J.Marr&Son,Ld. (J.A.Robertson, *Mgr.*)	125·0	22·0	12·1 BK7½″	Fleetwood British 3*BHCem*	T.3Cy.12″,20″&32″–24″ (*s*) 180lb 52RHP 1SB.*2pf*,GS33,HS1110 Earle'sCo.Ld.Hull	13 ″ 0	
880 HCFQ	**Ana** IronScSr *L.Aranzabal* (*ex*Confidence) 1*Dk*	*303* *239* *151*			…		1885	E.Foden Northwich	F.deAsqueta	120·5 Q38′B14′F14′	22·1	10·9 FK	S.Sebast'n Spanish *WB*	C.2Cy.16″&30″–22″ NB98 43NHP W.E.Bates,Northwich	11 ″ 6	
881 123917 WDJH	**Anamba** SteelScSr *C.P.Hill* –16 1*Dk*&*Awng dk* *Elec.light* &*deep framing*	1835 1721 1159			…		1902	Hellerup Skbsv.ogMsk Hellerup	Anglo-Saxon PetroleumCo.Ltd.	265·0	37·2	14·5 21·5 BonAwngdk65′ FK	London British *WB*	T.3Cy.18″,29″&48″–33″ 161NHP Dansk.Maskf.Kedels.Cpn.	24 ″ 5	
882 137784	**Ananda** SteelPad 2*Dks*	1408 1318 1011					1914	W.Denny &Bros. Dumbarton	IrrawaddyFlotilla Co.Ld.	311·4	46·1	10·8	Glasgow British	T.3Cy.26″,40″&64″–66″ 275NHP Denny&Co.Dumbarton		
883 409 HLDF	**Anatoli** IronSc *G.Faraklas* (*ex*Otter) *Elec.light* 1*Dk*	*314* *261* *199*			…		1877	H.McIntyre&Co. Paisley	Nav.Orientale (P.Pantaleon)	150·5	24·8	…	Syra Greek	C.2Cy.20″&34″–24″ NB89 47NHP Muir&Houston,Glasgow		
884	— IronPadSp (*ex*StirlingCastle) *Elec.light*	*160* *160* *41*					1884	S.&H.Morton&Co. Leith	Admin.deNav. àVap.Ottomane	160·3	20·1	6·9	Constanpl Turkish	D.1Cy.43″–54″ 104NHP S.&H.Morton&Co.,Leith		
885 110525 QMVC	**Anatolia** SteelScSr *O.Williams* –14 *ss*Ant.No.3–4,12 *Elec.light* 1*Dk*(*Stl*)&*Spar dk*(*Stl*) &*Web frames*	3847 3472 2481	✠100A1 *Spar dk* 12.15 ~~Examined 3.17~~ ✠LMC6,16 BS9,16	Liv	*w*	9,16	1898 12mo	SirJ.Laing &Sons,Ld. Sunderland A&CP	EllermanLines,Ld. (HallLine,Ld. *Mgrs.*) *WB*=*CellDBa*	360·0 P29′B102′F37′ 25·5 110′*uE*22′*f*150′712*t*	46·0	17·6 FK	Liverpool British 6*BHCem* *APT*79*t*	T.3Cy.25″,42″&69″–45″ (*s*) 180lb *80lb* 406NHP 2SB.*6pf*,GS132,HS5690 FD G.Clark,Ld.Sunderland	28 ″ 1 s 5 ″7½ 22 ″ 10	
886	— SteelSc *H.Lübcken* *Elec.light* 1*Dk*2*trB*	1831 *Now named "Poltolia," See No. 43 in Supplement.* 1165					1905	Bremer Vulkan Vegesack	DeutscheLevante Linie	261·2	37·2	21·7	Hamburg German *WB*	T3Cy19½″,32½″&53½″–39⅝″ 176NHP BremerVulkan,Vegesack		G
887 HGKM	**Anatolie** Steel&IronScBn *Léonelli* 2*Dks*3*trB*	2174 — 1364					1884	Forges&C. de la Médit. Havre	Cie.deNav.Maroc. &Arménienne(Cie. deNav.Paquet)	308·4 P65′ H73′	35·8 F55′	23·8	Marseilles French	C.2Cy.39″&73″–42″ NB00 288NHP Forges&C.de la Médit.,Hav		V
888 56	**Anatra** IronPad (*Tug*) 1*Dk*	117 — 40					1871	Hepple&Co. NorthShields	RussianBlackSea-DnieprS.N.Co.	96·8	19·5	10·2	Odessa Russian	1Cy.34″–60″ 69NHP		
889 HCJB	**Anboto-Mendi** SteelScSr *W.Iturrospe*09–14 *ss*Bbo.No.2–16 *Well deck* 1*Dk*(*ptIrn*&*ptStl*)& *Web frames*	2114 1671 1247	✠100A1 5.17 ~~2.16~~ ~~BS6,16~~ ✠LMC6,16 BS5,17	Bbo	*r*	~~8,15~~ 5,17	1907 2mo	Ca.Euscalduna Bilbao *Lloyd'sA&CP*	Cia.Nav.Sota y Aznar (Sota y Aznar, *Mgrs.*) *WB*=*CellDB*	275·2 Q106′B74′F28′ *a*&*uE*106′*f*112′527*t*	41·5	17·5 FK	Bilbao Spanish 4*BHCem* *APT*146*t*	T.3Cy.21½″,34″&57″–39″ (*s*) 180lb *100lb* 220NHP 2SB,*6cf*,GS107,HS3400 Wllsnd Slpwy.Co.Ld.Nwc.	20 ″ 2 s 2 ″ 2 18 ″ 4	
890 131320 HSGR	**Anchises** SteelTwinScSr *B.C.Lewis* –13 *Elec.light Ref.Mchy.* Wireless 3*Dks*	10046 8436 6380					1911	Workman, Clark&Co.Ld Belfast	OceanS.S.Co.Ld (A.Holt&Co.*Mgrs*)	493·0 P47′B199′F63′	60·4	28·6	Liverpool British *WB*	T.6Cy.24″,40″&68″–48″ 640NHP Wrkman,Clark&Co.Ld Bel		BT till 5,17
891 129598	**Anchoria** SteelScSr *W.D.Tyers* –14 *Elec.light* 2*Dks*	5430 5027 3418					1911	A.Stephen &Sons,Ld. Glasgow	T.&J.Brocklebank Ld.	410·0 P45′B138′F37′	53·2	30·0	Glasgow British *WB*	T.3Cy.28″,44″&77″–51″ 424NHP A.Stephen&Sons,Ld.Gls.		C
892 112841 SHBV	**Ancobra** SteelScSr *A.E.Jones* –17 *ss*Ham.No.3–2,11 *Elec.light* *Tonnage ss*Liv.No.1–16 *opening closed 1917* 2*Dks*(*Stl*)	3698 2422 ~~7.17~~ ~~2.17~~ 2811 14.18	✠100A1 ✠LMC MS1,16 BS10,16 BS12,17	Liv	*u*	2,17	1901 4mo	A.McMillan&Son,Ld. Dumbarton A&CP	AfricanS.S.Co. (Elder,Dempster& Co.Ld.*Mgrs.*) *WB*=*CellDB*	325·6 P35′B&F262′ *a*94′*u E*&*B*36′*f*146′	45·2	~~19·6~~ 27·6 FK	London British 5*BHCem* 788*tAPT*18*t*	T.3Cy.23″,37″&61″–42″ (*s*) 160lb *160lb* 257NHP 2SB,*6cf*,GS112,HS4100 Muir&Houston,Ld.Gls.	30 ″ 2 s9 ″ 2½ 21 ″ 5	
893 117125 KRNT	**Ancon** SteelTwinScSr *G.E.Sukeforth*98–09 (*ex*Shawmut) *Elec.light* Sub.Sig. 3*Dks*	9332 — 7060					1902	Maryland SteelCo. Sparro'PtMd	PanamaCanal (PanamaR.R.Co. *Mgrs.*)	489·5 B178′	58·0	28·9	NewYork Utd.States *WB*	T.6Cy.23½″,39¼″&63″–45″ 533NHP MarylandStl.Co.Sparr.'Pt.		
894 NCQH	**Ancona** SteelScSr (*ex*Barcelona,*ex*Arabia) *Elec.light* Sub.Sig. Wireless 2*Dks*	5465 4497 3357					1896	Harland& Wolff,Ld. Belfast	Requisitioned by theItalianGovt. (ItalianStateRlys)	399·2 P242′B31′F45′	49·2	27·3	Italian *WB*	Q.4Cy.22½″,32″,47″&68″–51″ 330NHP Harland&Wolff,Ld.Bel.		I
895 35206 KTHL	— SteelSc3MstSr *R.H.Cartwright*11–11 *ss*Lon.2ndNo.3–4,14 2*Dks*(1*Irn*)	1168 1073 713	~~✠100A1~~ 6.16 ~~✠LMC~~ ~~MS9,13~~ ~~BS4,16~~	Lon	*o*	12,15	1888 7mo	Ramage& Ferguson Leith *Lloyd'sA&CP*	J.Hall,jun.&Co.	248·9 P23′B40′F28′	33·2	17·0 BK9″ *WB*=*MT*38′	London British 6*BHCem* 340*tFPT*30*t*	T.3Cy.18″,30″&48″–36″ 150lb *55lb* 134NHP 1SB,*3rf*,GS62,HS2032 Ramage&Ferguson,Leith	18 ″ 4 s 2 ″ 10 16 ″ 5	
896 HCJF	**Andalucia** SteelScSr *M.Llorca* –14 *ss*Sld.2ndNo.3–10,12 2*Dks*(1*Stl*)&*Awngdk*	1818 1743 1252	✠100A1 *Awng dk* *withfreeboard* 9.16 Examined 7.17 ✠NB10,12 ✠LMC10,12	Msl	*q*	~~9,15~~ 8,17	1892 9mo	R.Thompson&Sons Sunderland A&CP	Cia.Tras.Mediterraneo	250·0 24·4 *WB*=*CellDB*198′	36·0	16·8 BK9″	Seville Spanish 6*BHCem* 296*tAPT*9*t*	T.3Cy.19½″,31½″&53″–36″(*s*) 160lb *90lb* NDB12 168NHP 1SB,*4pf*,GS62,HS2500 N.E.MarineCo.(Lim.),Sld.	27 ″ 0 s 8 ″ 9 19 ″ 5	
897 RKNC	**Andalusia** SteelScSr *F.Helfer* 2*Dks*3*trB* *Elec.light* Wireless	5433 4492 3371					1896	Palmers' Co.(Lim.) Newcastle	Hamburg-Amerik. Packett.Act.Ges. (Ham.-Amr.Linie)	399·3 P&B244′F44′	50·1	27·3	Hamburg German *WB*	Q.4Cy.22½″,32″,47″&68″–51″ FD 330NHP Palmers'Co.(Lim.),Nwc.		G
898 5769 JVMR	— SteelScSr *K.W.Benson*14–17 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Elec.light*	1335 1095 648	✠100A1 *Shelter dk* *withfreeboard* 10,17 ~~2.17~~ ✠LMC1,16	Got	*p*		1916 1mo	Oskrshmns M.V.Aktieb Oskarshamns *Lloyd'sA&CP*	Ångf.Aktieb.Göteborg Manchester (H.Metcalfe,*Mgr.*) *CellDB*	236·1 203′–347 *tons FPT*	37·4	16·0 FK 22*tAPT*21*t*	Gothenbrg Swedish 4*BHCem*	T.3Cy.19″,31½″&51½″–33″ 185lb (*s*) 204NHP 2SB,6*cf*,GS87,HS3636 Oskarshamns M.V.Aktieb.	25 ″ 9 s 7 ″ 3 18 ″ 10	
899 47828 VQGL	— IronSc *J.Park* –14 *Mchy.Aft* 1*Dk*	~~299~~ 298 250 ~~109~~ 134			…		1863	J&R.Swan Maryhill	M.Worth	147·7 Q51′F15′ len79	19·8	11·7 BK7″	London British	C.2Cy.19″&34″–30″ NE79 ~~NB87~~ 60RHP Hutson&Corbett,Glasgow NB08	12 ″ 0	

Missing since 5.17

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys.	3 Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned / now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Dated I.B. of Trade Cert.
Sunk (War Loss)																	
900 135481 JCPL	**Andania** *A.H.Rostron* –17 *Elec.light* *Ref.Mchy.* Sub.Sig.	Steel Twin Sc Sr 2 *Dks(Stl)* & *Shelter dk(Stl–ws)*	13405 11445 8275	✠ ~~100A1~~ *Shelter dk with freeboard* 12.15 *Carrying fuel oil F.P. above*	Lon	*h*†	SN 10,15 ~~B12,15~~ P4,17 150° F. in *Deep tanks*	1913 7mo *Lloyd's*	Scott's S.B. & Eng.Co.Ltd. Greenock *SA&CP*	Cunard S.S.Co.Ltd. *WB = Cell D B a D Tanks*	520·3 B on *Shelter dk* 239′ 128′ *u E* & *B* 128′ *f* 174′ *at sides of tunnel* 51′	64·0 FK	43·1 *8 B H Cem* '1557 *t* 404 *t D T f* 24′ 467 *t F P T* 63 *t A P T* 82 *t*	Liverpool British	Q.8Cy.26″,37″,53″&76″–54″ 210lb (*r*) 1324 NHP 5DB,*30cf*,GS646,HS24500 Scott's S.B.&E.Co.Ltd.Grk.	46 ″ 0 s 15 ″ 4 31 ″ 1	
901 106926	**Andaste** *Mchy. Aft*	Steel Sc 1 *Dk* 2 *tr B*	1574 — 1256					1892	Cleveland S.B.Co. Cleveland, O.	Cleveland Cliffs Iron Co. *WB*	266·9	38·1	17·9	Marquette Mich. Utd. States	T.3Cy.17″,29″&47″–36″ NB06 133 NHP Cleveland S.B.Co. Clevelnd		
902 MBLF	**Andenæs** *A.Pallesen* –14 *Elec.light*	Steel Sc Sr 1 *Dk* & *Awng dk*	812 761 487					1903	Fredrkstad Mek.Værks. Fredrikstad *WB*	Vesteraalens Dampskibs selskab	186·1	28·6	18·4	Stokmarknæs Norwegian	T.3Cy.14½″,24½″&39″–27″ 79 NHP Fredrikstad M.V.Frdstad.		N
903 ~~1906~~ JRGQ ~~WBKJ~~	**Anders** ~~*Tho.Kjerulf* –16~~ 1 *Dk*	Steel Sc Sr 7	1334 1158 ~~770~~ 760					1916	Van der Giessen & Zonen Krimpen	~~M. Rögenaes~~ The shipping firm of Troller (L.S.Carr & Co., *Mgrs.*)	~~287·7~~ P23′ 258′	~~36·4~~ B61′ 8	~~16·0~~ F25′ 36·2½	London British *WB*	T.3Cy.17½″,29″&46″–36″ 127 NHP Alblasserdam.Msch.Fab.		V
904 5645 JVCG	— *N.Lorensson* 15–15 (*ex* Stanley Africanus)	Iron Sc K (*Trawler*) 1 *Dk*	189 164 71				…	1890	T.Charlton Grimsby	Trawlaktieb. Sill (K.Engström, *Mgr.*)	108·6 Q50′ F22′	20·8 BK8″	11·5	Gothenbrg Swedish	C.2Cy.17″&32″–20″ 47 NHP T.Charlton, Grimsby	11 ″ 11	
905 135497 JCWB	**Andes** *A.P.Dix* –14 *Elec.light* *Ref.Mchy.* Wireless Sub.Sig.	Steel Trp Sc Sr 3 *Dks* & 1 *pt Dk*	15620 10221 9481					1913	Harland & Wolff, Ld. Belfast	Royal Mail Steam Packet Co.	570·3	67·3	33·3	Liverpool British *WB*	T.8Cy(2)27″,(2)42″&(4)49″ –51″&1 L.P. Turbine Harland&Wolff,Ld.Bel.		
906 110875	— *S.Melhuish* –17	Iron Sc K *ss* Gms.No.3–7,11 *ss* Gms.No.1–15 1 *Dk*	169 154 66	✠ 100A1 *Stm Trawler* 7,16 ✠ NB11,13 ✠ LMC8,16	Gms		7,16	1899 5mo *Lloyd's*	Edwards Bros. N.Shields *SA&CP*	Spurn Stm Fishing Co.Ld. (A. Bannister, *Mgr.*)	106·0 Q48′ F20′	21·0 BK7½″	11·0 3 *B H Cem*	Grimsby British	T.3Cy.11½″,18½″&30″–22″(*s*) 180lb 45 RHP 1SB,*2pf*,GS30,HS1057 Gt.Cen.Co-op.Eng.&Ship Repairing Co.Ld.Gms.	12 ″ 0	
907 NDGF	**Andijk** *A.B.Jochem* (*ex* Brantford) *Elec.light*	Steel Sc Sr *ss* Rot.No.~~1–182~~–17 2 *Dks(Stl)* & *deep framing* & *Shelter dk(Stl)*	6292 6108 4037	✠ 100A1 *Shelter dk with freeboard* 7,17 ~~10,16~~ ~~M8,15~~ ~~MB6,16~~ ✠ LMC7,17 ~~DB6,16~~	Rot	*a*†	N 10,16	1909 2mo *Lloyd's*	Nthmblnd S.B.Co.Ld. Newcastle *SA&CP*	Nederl.-Amerik. Stoomv.Maats. (Holland-Amerika Lijn) *WB = Cell D B a* 146′ *u E* & *B* 47′ *f* 169′ 1137 *t D T a* 36′ 870 *t*	410·0	52·0 FK	27·6 7 *B H Cem* *A P T* 38 *t*	Rottrdam Dutch	T.3Cy.28″,46″&77″–54″ .(*a*) 180lb *80lb* 562 NHP 3SB,*9cf*,GS186,HS7925 FD Richardsons, Westgarth& Co.Ld.Sld	39 ″ 0 s 10 ″ 1½ 29 ″ 3	
908	**Andira** *Elec.light*	Steel Sc Sr 3 *Dks*	*340* *219* 222					1906	A.Rodger & Co. Port Glasgow	Amazon River Stm. Nav.Co.(1911) Ld.	130·4	28·1	8·8	Para Brazilian	T.3Cy.12½″,20″&32″–24″ 50 NHP Ross&Duncan, Glasgow		
909 MGDN	**Andora** *A.Abrahamsen* 15–16 (*ex* Earlof Dumfries) *Well deck* *Elec.light*	Iron Sc Sr *ss* Trn.3rd No.3–3,14 1 *Dk(Irn)* & *Webframes*	1387 1110 837	✠ 100A1 5,17~~4,16~~ B86,16 ✠ LMC5,14	Hpl Gl½	*p*	4,16	1882 7mo	S.P.Austin & Son Sunderland A&CP	Acties.Andora (A.H.Arvesen) *WB = DB a* 64′ *f* 70′	244·6 Q86′ B48′ F30′	36·1 BK8″	17·3 4 *B H Cem* 374 *t A P T* 25 *t*	Chrstiania Norwegian	C.2Cy.28½″&57″–36″ (*i*) 80lb *65lb* NDB97 158 NHP 2SB,*4pf*,GS74,HS2774 J.Dickinson, Sunderland	19 ″ 0	
910 131335 HSMJ	**Andorinha** *T.H.Clatworthy* –12 *Well deck* *Elec.light* Wireless	Steel Sc 3 Mst Sr *ss* Liv.No.1–15 2 *Dks(U Stl–ws)*	2548 1683 1422	✠ 100A1 ~~6,17 7,16~~ 10,17 B86,17 ✠ LMC7,16	Liv	*s*	~~7,15~~ 6,17	1911 5mo *Lloyd*	Caledon S. B.&E.Co.Ltd. Dundee *SA&CP*	Andorinha S.S.Co. Ld(Yeoward Bros.) *Intermediate bulkhead in fore hold dispensed with* *WB = Cell D Ba* 34′ *u E* 24′	290·1 P&B197′ F45′	41·7 BK10″	17·0 4 *B H cem* 'Cem 3SB,*9cf*,GS162,HS5412 Caledon SB.&E.Co.Ld.Dun *f* 142′ 400 *t F P T* 46 *t A P T* 37 *t*	Liverpool British	T.3Cy.24″,39″&64″–42″ (*s*) 180lb 321 NHP 3SB,*9cf*,GS162,HS5412 Caledon SB.&E.Co.Ld.Dun *f* 142′ 400 *t F P T* 46 *t A P T* 37 *t*	20 ″ 0 s 1 ″ 9 19 ″ 5	BT till 7,17
911 JBLF	**Andrassy** *A.Mikulicich* 00–10 1 *Dk(Stl)* & *Spar dk(Irn)* & *Webframes*	Steel Sc Sr *ss* Tri.No.3–5,04 *ss* Fiu.No.2–11	1553 1376 939	✠ —— 6,16 *Spar dk with freeboard* ✠	Fiu	*p*		1892 12mo	Wigham Richrdsn&Co Newcastle	Royl.Hungar'n Sea Nav.Co.Adria, Ld. *WB = Cell D B* 195′	240·4 P28′ B55′ F31′	34·0 FK	14·0 21·2	Fiume Aust.-Hung.	T.3Cy.20″,32″&53″–36″ NDB06 181 NHP 2SB,*4rf*,GS80,HS2868 306 *t A P T* 18 *t* Wigham Richrdsn&Co.Nwc	23 ″ 6	
912 HGLS	**André Lebon** *Vallat* *Elec.light*	Steel Twin Sc Sr 4 *Dks*	14368 — 7375					1913	Message. Maritimes La Ciotat	Messageries Maritimes	508·2 B252′	61·6	45·8	Marseilles French *WB*	Q.8Cy.30⅜″,43¾″,62½″&88⅜″–53″ 1140 NHP Message.Marit.La Ciotat		V
913 HGLK	**André & Louis** *Ch.Demay* 10–10	Steel Sc (*Trawler*) 1 *Dk*	284 — 93					1907	De la Brosse & Fouché Nantes	F.Tétard-Gournay *WB*	139·8	22·5	11·5	Boulogne French	T.3Cy.13″,22½″&36″–25″ 65 NHP De la Brosse&Fouché,Nts.		V
914 13 NCRV	**Andrea** *E.D'Ottone* (*ex* Hillglen)	Steel Sc Sr 1 *Dk* & *Spar dk*	3935 3787 2534				…	1899	Nthmblnd S.B.Co.Ld. Newcastle	Dall'Orso&Co.	340·0 P32′ B~~32~~′ F38′	48·0 FK	19·5 27·4 *WB*	Spezia Italian	T.3Cy.23″,38½″&65″–48″ 319 NHP Wilsnd Slpwy Co.Ld.Nwc.	30 ″ 0	I
915 118 NCRZ	**Andrea Costa** *G.Olivari* (*ex* Jupiter) 1 *Dk(Stl)* & *Spar dk(Stl)* 3 *tr B*	Steel Sc Sr *ss* Brw.No.3–8,03 *ss* Gen.No.1–07	3991 3607 2418	✠ *Spar dk* 12,09 ✠	Cff	*w*		1899 2mo	N.Odero & Co. Genoa	Officina Comunale del Gasdi Bologna *WB = Cell D B a* 88′ *u E* & *B* 42′ *f* 156′ 730 *t M T* 30′	342·7 P25′ B66′ F41′	45·0 FK	19·7 27·2 7 *B H Cem* 765 *t A P T* 55 *t*	Leghorn Italian	T3Cy.22⅜″,36½″&60¼″–39⅜″ 280 NHP 2SB,*8cf*,GS120,HS4856 FD N.Odero&Co.Genoa	29 ″ 9	CI
916 HSWO	**Andreas** *L.Vlahakis* –15	Steel Sc Sr 1 *Dk* & *Shelter dk*	*5445* *5167* *3541*					1914	W.Doxford & Sons, Ld. Sunderland	Embiricos Bros. *WB*	425·0	55·5	26·3	Andros Greek	T.3Cy.28″,45″&75″–51″ 402 NHP W.Doxford&Sons,Ld.Sld.		C
917	**Andreas Gerakis** *Catevatis* (*ex* Benrath, *ex* Saint Mary) *pt Irn)* & *deep framing* & *pt Awng dk(Irn)*	Steel Sc Sr *ss* Nwc.No.3–10,09 *ss* Msl.No.1–14 1 *Dk(Stl)*	*3011* *2330* *1939*	✠ 100A1 *pt Awng dk with freeboard* ~~7,16~~ ~~B~~S10,16 ✠ LMC5,14	Pir	*u*	7,16	1896 12mo *Lloyd*	C.S.Swan & Hunter, Ld. Newcastle *SA&CP*	S.A.Gerakis&Co. *WB = Cell D B*	312·0 P24′ Q88′ RFD38′	42·5 B132′ FK	20·5 F30′ 5 *B H Cem* 479 *t A P T* 64 *t*	Piræus Greek	T.3Cy.23″,38″&61″–42″ (*s*) 160lb 250 NHP 2SB,*6pf*,GS108,HS3930 N.E.Marine Eng.Co Ld Nwc	23 ″ 1 s 8 ″ 6½ 22 ″ 0	
918 136983 JMPD	**Andree** *T.G.Smith* 16–16	Steel Sc Sr 1 *Dk(Stl)*	3689 3449 2283	✠ 100A1 ~~5,17~~ 6,17 12.17 ~~M8,12,17~~ ✠ LMC4,16	Hpl Gl	*w*	12,17	1916 4mo *Lloyd*	W Gray & Co.Ld. W Hartlepool *SA&CP*	Green Star Shipping Co.Ld. *Cell D Ba*	360·2 P29′ B225′ F35′ 110′ *u E* 25′ *f* 165′ 991 *t*	51·0 FK	22·7 6 *B H Cem* *A P T* 187 *t*	Cardiff British	T.3Cy.25″,40½″&67″–45″ (*s*) 180lb HS6515 378 NHP 2SB&1 Aux SB,*8cf*,GS165, Cen.Mar.Eng.Wrks. W Hpl	25 ″ 1 s 3 ″ 5 22 ″ 1	
919 QJHT	**Andrée Rickmers** *P.Heinberg* 12–12 (Seized at Antwerp) *Elec.light* Sub.Sig. Wireless 2 *Dks*	Steel Sc 3869 2673	4173					1907	Rickmers Akt.Ges. Bremerhaven	Rickmers Reismühlen, Rhed.& Schiffb.Akt.Ges.	367·1 B91′ F44′	47·7	27·4	Brmrhavn German *WB*	T3Cy.23¼″,38~~2/16~~″&63″–43¼″ 265 NHP Bremer Vulkan, Vegesack		
920	**Andresen** (*ex* Cidade do Para) *Elec.light*	Steel Twin Sc Sr *ss* Pra.No.1–98 1 *Dk(Teak)* & *Promenade dk(Teak)*	*414* *333* *281*	✠ *For River purposes only* 7,98	Pra			1894 10mo	Murdoch & Murray Port Glasgow	Andresens	152·2 F16′	33·0 FK	9·8 5 *B H Cem*	Manaos Brazilian	T.6Cy.10″,16″&26″–21″ 78 NHP 1SB,*3rf*,GS60,HS1369 D.Rowan&Son, Glasgow	10 ″ 0	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 6 7 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. Port de Visite. Forme assigné maintenant expiré. Lettre d'Equilement.	7* Date de la dernière visite de Flèche poupe-hélice.	8 9 Construit. Quand. — Navire. — Mach. Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudière & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où cotés, si ce n'est dans le L. R. Durnco, Cert. B of Trade
921	**Andrew Kelly** SteelScK	229	✠100A1 Hul	~~11,14~~ N6,16	1912 Cochrane&	~~AtlinConstruction~~ Co.Ld.Canadian	118·0|22·0|11·5	Grimsby	T.3Cy.12″,21″&34″–24″ (s)	12 ″ 3	
134745	*R.E.Wynne* –12	203	*StmTrawler* PrinceRupert		9mo Sons	Fish&ColdStorage	Q61′F19′	British	180lb 58RHP	s 1 ″0½	
HWSK	*Elec.light* 1*Dk*	96	11,17 ~~9,12~~ ✠LMC8,13 1,17		Selby	Co.Ld. (T.H.John	BK7½″	4*BHCem*	1SB,*3pf*,GS48,HS1290	12 ″ 2	
	ssPrinceRupertNo.1-17				*Lloyd's*A&CP	son,*Mgr.*)	*WB*=	*DB f* 13′15*t*	C.D.Holmes&Co.Ld.Hull		
922	**Andrew Marvel** SteelScK	285	✠100A1 Hul		1912 Cochrane	**Pickering&Hal-**	133·5|23·0|12·0	Hull	T.3Cy.12¾″,22″&36″–24″ (s)	12 ″ 9	
133396	*C.Hopwood* –14	250	*StmTrawler*		7mo &Sons	**dane'sStm.Trawl-**	Q73′F20′	British	200lb 64RHP		
HWJP	1*Dk*	114	10,13 ✠LMC7,12		Selby	**ingCo.Ld.**	BK7½″	4*BHCem*	1SB,*3pf*,GS46,HS1295		
					*Lloyd's*A&CP				C.D.Holmes&Co.Ld.Hull		
923	**Andrew S. Upson** SteelSc	4442			1909 American	**KinneyS.S.Co.**	380·0|52·0|28·0	Clevelnd,O	T.3Cy.21″,33½″&57″–42″		
206167		—			S.B.Co.	(**A.T.Kinney** *Mgr*)		Utd.States	211NHP		
	Mchy.Aft Elec.light 1*Dk*	3120			Cleveland,O.		*WB*		AmericanS.B.Co.Clv.		
924	**Andrina** SteelScK	92	✠ ~~—~~ Lth		1911 J.Duthie,	**T.Anderson**	86·0|18·5| 8·7	Kirkcaldy	T.3Cy.9½″,15½″&26″–18″	9 ″ 6	
	W.Anderson –11	91	8,16		7mo TorryS.B.Co.			British	1SB,*2pf*,GS29,HS811 42RHP		
	1*Dk*	38	*For fishing purposes*		Aberdeen		BK7″	3*BHCem*	W.V.V.Lidgerwood,Gls.		
925	**Andromache** SteelScK	313	✠100A1 Flt	4,16	1914 Cochrane	**Å.&M.SmithLd.**	136·8|24·0|12·5	Grimsby	T.3Cy.13″,22½″&37″–26″ (s)	13 ″ 3	
135997	*M.Petersen* –17	288	*StmTrawler*		3mo &Sons,Ld.	(**J.I.Wight**, *Mgr.*)	Q73′F21′	British	200lb 89RHP		
JFBV	*Elec.light* 1*Dk*	167	4,16 ✠LMC2,14		Selby		BK7½″	4*BHCem*	1SB.*3pf*,GS45,HS1510		
					*Lloyd's*A&CP				Amos&Smith,Ld.Hull		
926	**Andromachis** SteelScSr	*2138*	✠100A1 Pir	*s* 3,16	1890 JLThomp-	**E.Chardavellas**	284·0|38·0|19·2	Galaxidi	T.3Cy.21″,35″&57″–39″ (s)	20 ″ 8	
	Kamenos –15 ssPir.2ndNo.3–10,15	*1575*	*pt Awng dk*		7mo son&Sons		P29′*pt Awng dk*181′	Greek	160lb *100lb* NDB10 201NHP	s 7 ″ 7	
HQNL	(*ex*Lizzie)	*1334*	*withfreeboard*		Sunderland		Q74′ BK9½″	6*BHCem*	2SB,*4cf*,GS74,HS2990	20 ″ 9	
	1*Dk*(*Stl*)&*Webframes&ptAwngdk*(*Irn*)		3,16 ✠LMC		A&CP	*WB*	= *D Ba*82′*f*64′299*t*	*APT*22*t*	Blair&Co.Ld.Stockton		
			MS10,15 BS3,16								
927	**Andromeda** SteelScSr	2554			1913 Stettiner	**Dampfsch.Ges.**	329·2|46·2|18·9	Bremen	T3Cy.23⅝″,39⅜″&63″–43-⅛″		G
	C.Peterssen –13	2327			Oderwerke	**Argo**	B77′F37′	German	261NHP		
QKJP	*Elec.light* 2*Dks*	1546			Stettin				Stettiner,Oderwerke		
928	— SteelSc	658			1910 Akt.Ges.	**Dampfschifffahrts**	180·0|28·1|12·8	Bremen	T3Cy13½″,21-½″&34-7/16″–23½″		
	P.Walter **(Seized at Riga)**	518			"Weser"	**Ges.Neptun**	Q52′B44′F19′	German	57NHP		
QJSP	1*Dk*	363			Bremen			*WB*	A.G."Weser,"Bremen		
929	— WoodSc	132			1911	**E.W.Mogoutchi**	75·0|22·0| 9·2	Onega	C.2Cy.9½″&19″–14″		
210	*S.Kotchin*	93			Maloshonika			Russian	11NHP		
	1*Dk*	51							Bergensmek.Verkst		
930	— SteelScK	130		...	1899 JTEltring-	**WearStm.Fishing**	96·0|19·1|10·8	Sundrland	C.2Cy.16″&34″–22″	11″10	
109703	*R.Newton* –16 (*Trawler*)	121			ham&Co.	**Co.Ld.(J.Hall,**		British	47RHP		
	Elec.light 1*Dk*	51			S.Shields	*Mgr.*)	BK7′		G.T.Grey,S.Shields		
931	**Andros** SteelTwinScSr	274			1885 Grangm'th	**A.G.Yannoulatos**	147·2|22·6|12·4	Piræus	C.4Cy.18″&36″–24″		
		264			Dock Yd.Co.	**(Abadji&Co.***Mgs.*)		Greek	104NHP		
HRFW	(*ex*Knight of St.Patrick)	50			Grngemouth				Dunsmuir&Jackson,Gls.		
932	**Angamos** SteelScSr	3794	✠100A1 Vpo	*w* 10,16	1890 C.S.Swan&	**Government of**	377·1|44·3|25·0	Valparaiso	T.3Cy.30″,50″&79″–54″ (s)	28 ″ 0	
	A.Diaz ssVpo.2ndNo.3–10,16	3367	10,16		11mo Hunter	**Chili**	P62′B114′F64′	Chilian	130lb *100lb* 518NHP		
	(*ex*Spartan, 3*Dks*(2*Stl*–ws)	2737	✠LMC10,16		Newcastle		BK9½″	6*BHCem*	4SB,16*pf*,GS284,HS9688		
	*ex*Città di Venezia)				A&CP		*CellDB*320′	686*t APT*34*t*	WllsndSlpwy.Co.Ld.Nwc.		
933	**Angantyr** SteelScSr	1359			1906 Howaldts-	**Acties.Dampsk.**	231·7|36·1|16·5	Copnhagn	T.3Cy.16¾″26-⅝″&42½″–29½″		V
	Jörgensen –10	1102			werke	**Gefion (Holm&**	P13′Q68′B63′F30′	Danish	96NHP		
NPRL	1*Dk*	845			Kiel	**Wonsild,***Mgrs.*)		*WB*	Howaldtswerke,Kiel		
934	**Angel B. Perez** SteelScSr	2500	✠100A1 Bbo	*s* 11,16	1892 Osbourne,	**AngelF.Perez**	290·4|38·1|20·0	Santander	T.3Cy.22″,36″&59″–39″ (s)	22 ″ 6	
	A.Menendez –16 ssBbo.2ndNo.3–11,16	1852	*pt Awng dk* Bcl		7mo Graham&Co.		P29′Q82′ BK10″	Spanish	160lb *100lb* NDB08 217NHP	s 8 ″ 2	
HCLN	(*ex*Miramar)	1533	*withfreeboard*		Sunderland		*pt Awng dk*179′	5*BHCem*	2SB,*6rf*,GS98,HS3245	22 ″ 3	
	1*Dk*(*Stl*)&*Webframes&ptAwngdk*(*Irn*)		1,18 ~~1,10~~ ✠LMC11,16		A&CP		*pt*ND04 *WB*=*Cell*	*DB* 240′460*t*	G.Clark Ld.Sunderland		
935	**Angela** SteelScSr	2422	✠100A1 Gen	*s* 9,16	1891 Furness,	**Fratelli**	297·1|40·0|19·3	Spezia	T.3Cy.22½″,37″&61″–42″ (s)	21 ″ 8	
28	*G.B.Gazzolo*94–12 ssGen.No.3–6,04	1828	*pt Awng dk*		12mo Withy&CoLd	**Sanguinetifu G.**	P27′Q96′ BK10″	Italian	160lb *100lb* NDB04 245NHP	s 7 ″10½	
PBDC	(*ex*Emma, ssGen.No.2–12	1503	*withfreeboard*		W Hartlepool		*pt Awng dk* 174′	5*BHCem*	2SB,*6rf*,GS94,HS3740	21 ″ 6	
	*ex*Honiton) 1*Dk*(*Irn*)&*Webframes*		7,14 ✠LMC		A&CP	*WB*	= *Cell DB*256′ 439*t*	*APT*37*t*	Blair&Co.Ld.Stockton		
	&*ptAwngdk*(*Irn*)		MS11,12 BS2,16								
936	— IronScSr	1496		...	1882 JReadhead	**IlvaSoc.Anon.con**	259·5|36·0|17·5	Genoa	C.2Cy.30″&58″–36″	18 ″ 6	
469	*A.Cremonini* –10 (*ex*Trevose)	1231			&Co.	**Sede in Genova**	Q136′B26′F32′	Italian	161NHP		
NQVD	*Well deck* 1*Dk*2*trB*	900			S.Shields		BK9″	*WB*	J.Readhead&Co.S.Shields		
937	**Angèle Achaque** SteelScK	199	✠100A1 Alg	*b* 7,14	1899 J.Shearer	**ServicesCôtiers à**	114·0|20·1| 8·2	Algiers	C.2Cy.14″&29″ 21″ (s)	9 ″ 1	
	Alessandrini –11 ssAlg.No.3–10,09	131	10,09		4mo &Son	**Vap.(A.Achaque,**	Q39′B8′F20′	French	120lb 41NHP	s ″ 5½	
HGNS	*Well deck* 1*Dk*(*Irn*)	69	✠LMC7,14		Glasgow	*Mgr.*)	BK6½″	3*BHCem*	1SB,*2pf*,GS31,HS770	9 ″ 2	
	Mchy.Aft				A&CP		*WB*=*FPT*	9*t APT*3*t*	Muir&Houston,Ld.Gls.		
938	**Angelica Accame** SteelScSr	2966			1891 D&W Hen-	**Flli.Accame diL.**	320·0|43·0|24·5	Genoa	T.3Cy.20¾″,37″&60½″–48″		C
550	*T.Ferrari*06–12 (*ex*Bohemia)	2709			derson&Co.		P70′B76′F44′	Italian	249NHP		
NQVP		1838			Glasgow				D.&W.Henderson&Co.Gls.		
939	**Angelica Mærsk** SteelScSr	1405			1896 Helsingörs	**Akties.Dampsk-**	240·6|34·2|14·1	Copnhagn	T.3Cy.17″,27½″&47″–33″		G
	N.Nielsen (*ex*Höneborg,	954			Jernsk&Msk	**selskabet af 1912**	Q78′B114′F20′	Danish	124NHP		
NQCM	*ex*Auguste,*ex*Gunther) 1*Dk*	867			Elsinore	(**A.P.Möller**, *Mgr*)			HelsingörsJernsk.&Mskb.		
940	**Angeliki** IronScSr	677		...	1863 Blackwood	**Nav.àVap.**	211·6|27·1|14·1	Piræus	C.2Cy.29″&51″–30″	15 ″ 2	
		506			&Gordon	**"Ionienne"G.**	P44′B57′F34′	Greek	NB82 119NHP		
	(*ex*Antzouletta,*ex*Osborne) 1*Dk*2*trB*	395			Pt.Glasgow	**YannoulatoFrères**	BK6½″		Blackwood&Gordon.P.Gl.		
941	**Angeliki Vaziriandzikis** Iron	*1213*	✠ Gmh	Lv	1880 W.H.Pot-	**Vaziriandzikis&**	222·5|33·2|15·8	Piræus	C.2Cy.23″&46½″–33″	17 ″ 2	V
	G.Perris 6thSurveyGmh.3,02 ScSr	*954*	4,11		ter&Son	**Perris**	Q115*t*B103*t*H15*t*	Greek	NDB93 101NHP		
	(*ex*Alkistis, 1stSurveyGmh.3,07	*716*	✠NB8,93		Liverpool		F42*t* FK	3*BH*2PBH	1SB,*3pf*,GS58,HS1619		
	*ex*ThomasHaynes,*ex*Benayo)						*DTa*	*APT FPT*	J.Jones&Sons,Liverpool		
	Well deck 1*Dk*(*Irn*)2*trB*										
942	**Angelina** IronScSr	1260		...	1870 W.Pile&	**S.Mangeri**	230·7|30·9|23·6	Catania	T.3Cy.17″,28⅜″&46″–30″		V
40	(*ex*Spes,*ex*Ville de	1227			Co.		B17′	Italian	NE&B89 116NHP		
NCWF	Messine,*ex*Ariadne) 2*Dks*3*trB*	765			Sunderland		BK8½″	*WB*	N.E.MarineEng.Co.Ld.Sld		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year assigned or last altered. Equipment Letter	7* Date when hull last examined.	8 Built. When	9 Built. By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed; if not in Ld. Date of Exit from Regt.
943 107494	Angeline *Elec.light Mchy.Aft* 1*Dk2trB*	Steel Sc Sr 4690 — 3441					1899	Detroit S.B.Co. Wyandotte	Presque Isle Transprtn.Co(Cleveland Cliffs Iron Co. *Mgs.*)	423·9	51·9	28·0 *WB*	Cleveland, Ohio Utd. States	T.3Cy.22″,35″&58″–42″ 218NHP Detroit S.B.Co. Detroit		L
944 478	Angelo (*Tug*) 1*Dk*	Iron Pad 179 — 57					1869	C.Mitchell &Co. Newcastle	Russian Black Sea Dniepr. S.N.Co.	131·1	22·5	6·9	Odessa Russian	C.2Cy.20″&30″–40″ 47NHP		
945 102657	— *J.Marshall* *Mchy.Aft* 1*Dk*	Steel Sc 122 97 48				…	1894	Mackie& Thomson Glasgow	Angelo Coasting Co Ld. (J.H.Cooper *Mgr.*) T.S.Wilson & Gray	85·6	18·4	7·7 Q23′ len98 BK5″ *WB*	Glasgow British	C.2Cy.10″&20″–14″ 17RHP Muir&Houston,Glasgow	8 ″ 6	
946	Angelo Brunetti *A.Muro*16–16 *ex*Waltraute,*ex* Flensburg) 1*Dk(Stl)&Spar dk(Stl)3trB*	Steel Sc Sr 3818 3629 2435	✠100A1 *Spar dk* 5,14 6,18 *Exam 8,17* 9,17	Dnk	*x*	3,16	1895 7mo	Flensburg Schiffsb.Ges. Flensburg A&CP	Requisitioned by the Italian Govt. (Italian State Rys.) *Cell*	358·6 P&B198′F40′ *DBa*96′ *uE&B*44′	45·8 27·3 BK10″	19·3 *f*164′840*t*	Genoa Italian 6*BHCem*	T.3Cy.26½″,44″&72″–48″(*o*) 165lb 427NHP 3SB,7*rf*,2*cf*,GS140,HS7350 FlensburgerSchiffsb.Ges.	30 ″ 0 s 5 ″ 11 25 ″ 1	
947 NSGV	Angelo Scarsellini (*ex*Deák) 2*Dks&Web frames*	Steel Sc Sr 2218 2014 1388			…		1892	Wigham Richrdsn&Co Newcastle	Requisitioned by the Italian Govt. (Ministry of Marine)	285·0 P30′B60′F33′	38·3 FK	23·1	Italian *WB*	T.3Cy.22″,36″&59″–39″ 236NHP Wigham Rchrdson&Co.Nwc	25 ″ 7	I
948 NSGV	Ångermanelfven *Tretow* –14 *Elec.light Mchy.Aft* 1*Dk*	Steel Sc Sr 1000					1914	Lindholmens V.A. Gothenburg	Baltische Reederei	230·0 P179′F25′	35·8	13·4 *WB*	Hamburg German	T.3Cy.19½″,32″&52″–33″ 155NHP Lindholmens V.A.Got.		G
949 2605 HJFG	Ångermanland *J.Abrahamsen*11–99 1*Dk&Shelter dk*	Iron Sc Sr 645 348 478					1872	Bergsunds Mek Verkst Stockholm	Stockholms Rederiaktieb.Svea (H.Blomberg *Mgr*)	170·5 H52*t*	25·1 20·3	12·9	Stockholm Swedish	C.2Cy.26″&47″–27″ 96NHP W.Lindbergs Mk.V.Skm.		
950 113084	Angerton *J.Germany* –10 *ss*Lth.No.3–9,13 1*Dk*	Steel Sc K 186 171 75	✠100A1 *Stm Trawler* 9,13 MS9,13 ✠LMC BS4,14	Lth		3,13	1901 1mo	Smith's Dock Co.Ld North Shields *Lloyd's*	Boston Deep Sea Fishg.&Ics Co.Ld. (A.Lunn, *Mgr.*)	116·0 Q48′F20′	21·1 BK7½″	11·1	Boston British	T.3Cy.12″,20″&32″–22½″ (*s*) 180lb 52RHP 1SB,2*pf*,GS29,HS1066 N.E.Marine Eng.Co Ld.Sld.	12 ″ 0	
951 QHRF	Anghin *D.Cordes* (*ex*Dorothea Rickmers) *Elec.light* 1*Dk&Spar dk*	Steel Sc 1613 1490 1001					1903	Rickmers Act.Ges. Bremerhaven	Norddeutscher Lloyd	253·4 P164′F35′	37·4	19·6	Bremen German	T.3Cy.18⅞″,30½″&49⅜″–31½″ 136NHP Gebr.Sachsenberg,Rosslau		G
952 657 NDFW	Angiolina *P.Schiaffino*13–15 *ss*Bry.No.3–3,09 (*ex*Queen Mary) *ss*Bry.No.1–12 *Elec.light* 1*Dk(Stl)&Spar dk (Irn)&deep framing*	Steel Sc Sr 3541 3354 2261	✠100A1 *Spar dk* 7,16 *Exam 8,17* BS3,16 ✠LMC 10,12 MS5,18	Gen	*w*	~~3,15~~ 5,18	1897 4mo	Bartram& Sons Sunderland A&CP	Lloyd Mediterraneo Società Italiana di Nav *WB=CellDBa*	344·0 P30′B82′F36′ 112′*uE&B*56′	45·0 26·2 FK	18·3 *f*144′	Genoa Italian 6*BHCem*	T.3Cy.24½″,40″&66″–45″ (*s*) 180lb *80lb* 331NHP 2SB,6*cf*,GS112,HS4250 FD J.Dickinson&Sons,Ld.Sld.	28 ″ 9 s 5 ″ 7 23 ″ 5	
953 127417	Angle *G.Medway* –14 *ss*Mil.No.1–12 1*Dk*	Steel Sc K 222 195 86	✠100A1 *Stm Trawler* 8,14 BS8,14 ✠LMC 11,12	Mil		8,14	1908 9mo	Smith's Dock Co.Ld. North Shields *Lloyd's*	Neyland Steam Trawling&Fishing Co.Ld.	120·5 Q67′F19′	21·5 BK7½″	11·6	Milford British	T.3Cy.12½″,20″&33″–24″ (*s*) 180lb 68RHP 1SB,2*pf*,GS38,HS1195 W.V.V.Lidgerwood,Gls.	12 ″ 6	
954 136939 JFVL	Anglesea *H.Williamson*10–14 *Elec.light* 1*Dk(Stl)&Shelter dk(Stl)*	Steel Sc Sr 4534 4234 2795	✠100A1 *Shelter dk* *withfreeboard* 12,16 ✠LMC 7,14	Cff	*y*	12,16	1914 7mo	Richardsn, Duck&Co. Stockton *Lloyd's*	Cardigan SS.Co.Ld (Jenkins Bros.*Mgs*) *WB=Cell DBa*132′ *uE&B*49′	400·3 *f*170′1345*t*	52·0 FK *FPT*111	24·3 *t APT*120*t*	Cardiff British	T.3Cy.26″,43″&71″–48″ (*r*) 180lb *100lb* 391NHP 3SB,9*cf*,GS190,HS6193 Blair&Co.Ld.Stockton	27 ″ 0 s 3 ″ 3½ 24 ″ 1	
955 HGQN	Anglet *H.Labarbe*12–13 (*ex*Dingle Bank) 1*Dk(pt Irnpt Stl)*	Steel Sc Sr 3129 2961 1987	✠100A1 ~~4,17 1,16~~ *Examiner 2,16* DC4,17 ✠LMC 4,13	Cff	*u*	~~5,15~~ 4,17	1913 4mo	J.Blumer& Co. Sunderland *Lloyd's*	Cie.des Chargeurs Français (Plisson &Co. *Mgrs.*)	331·0 P26′B95′F33′ *WB=Cell DBa* 112′*u E&B*42′	47·7 FK *f*132′846*t*	22·5 *APT*168*t*	Bayonne French	T.3Cy.24″,39″&65″–42″ (*s*) 180lb *100lb* 303NHP 2SB,6*cf*,GS130,HS4736 J.Dickinson&Sons,Ld.Sld.	24 ″ 6 s 3 ″ 11 21 ″ 0	
956 5614 JTVG	Anglia *N.Forsblad*01–14 *Elec.light* 1*Dk(Stl)&Shelter dk(Stl)* Sub.Sig.	Steel Sc Sr 1750 1470 849	✠100A1 *Shelter dk* *withfreeboard* 1,17 ✠LMC 7,14	Sld	*s*	1,17	1914 7mo	Lindholmens V.A. Gothenburg *Lloyd's*	Förnyade Ångt. Aktieb.Svenska Lloyd (H.Metcalfe *Mgr.*) *Intermediate*	283·0 *BH in forehold dispensed with*	43·0 FK *WB=CellDBa*	16·4 76′*uE&B*63′	Gothnbrg Swedish 4*BHonly Cem* *f*116′536*t FPT*39*t APT*21*t*	T.3Cy.21½″,35½″&58½″–36″ 185lb *100lb* (*s*) 254NHP 2SB,6*cf*,GS130,HS4302 Lindholmens V.A.Got.	19 ″ 0 s 1 ″ 1 18 ″ 3	
957 120473 HRJW	— *G.W.W.Howlett* –16 ~~*ss*Liv.No.2–18~~ *ss*Liv.No.3–2,17 1*Dk*	Steel Sc K 196 175 74	✠100A1 *Stm Trawler* ~~5,13~~ 7,16 ~~5,18~~ BS5,16 ✠LMC 2,18	Liv Hull		~~*x*2,16~~ 2,17	1904 11mo	Smith's Dock Co.Ld. North Shields *Lloyd's*	Harley&Miller, Ld.	115·4 Q49′	21·5 BK7½″	11·2 *WB=Cell DBa* 76′*uE&B*63′	London British	T.3Cy.12″,20″&32″–23″ (*s*) 180lb 52RHP 1SB,2*pf*,GS23,HS1318 GS34,HS1270 MacColl&Pollock,Ld.Sld.	12 ″ 4	
958 115330	— *T.Alcock* –02 1*Dk*	Wood Sc 163 149 97					1902	W.J. Yarwood Northwich	Brunner,Mond& Co.Ld.	91·1 *f*116′536*t FPT*39*t APT*21*t*	21·6	10·6 *WB*	Liverpool British	C.2Cy.13″&26″–18″ 23RHP W.J.Yarwood,Northwich		
959 102749 PJLH	Anglian *W.J.Toozes* –98 *ss*Lon.No.3–10,08 *ss*Lon.No.1–13 (*ex*Megantic) 2*Dks(Stl)lower dk(Stl)* *Elec.light* Wireless *forward4trB aft*	Steel Sc 4MstSr 5532 5392 3613	✠100A1 5,16 ✠LMC MS12,12 BS2,16	Lon	*b*†	5,16	1896 6mo	A.Stephen &Sons Glasgow A&CP	F.Leyland&Co. Ld. *WB=CellDBa* 125′*u*	450·0 P38′*Shelter dk a*25′ B254′*Shelter dk f*25′ F52′ *E&B*63′ *f*182′ 1058*t*	49·1 FK	30·9 *APT*66*t*	W.Hartlpl British 7*BHCem*	T.3Cy.32″,54″&86″–54″ (*s*) 160lb 660NHP 3DB,18*cf*,GS384,HS11217 A.Stephen&Sons,Glasgow	34 ″ 3 s 7 ″ 1½ 27 ″ 6	
960 111249 RNLV	Anglier *ss*Cft.No 1–14 *J.Winchester* –14 *ss*Gls.No.3–6,10 (*ex*Tugela) 1*Dk(Stl)2trB&deep framing* 3*Dk rule*	Steel Sc Sr 3308 3114 2148	✠100A1 5,17 ~~12,13~~ B6,17 ✠LMC 2,15	Sws Hull	*v*	~~x2,15~~ 5,17	1900 4mo	A.Rodger &Co. Port Glasgow *Lloyd's*	Lloyd Italico Belge (Great Britain) Ld. *WB=CellDBa*	326·2 P29′B80′F30′ *&uE* 122′ *f*136′774*t*	48·1 FK *FPT*	23·7	London British	T.3Cy.24″,40″&65″–42″ (*s*) 160lb *80lb* 281NHP 2SB,6*cf*,GS109,HS4313 A.Rodger&Co.Pt.Glasgow	26 ″ 4 s 4 ″ 6½ 22 ″ 3	
961 114776 SQDV	Anglo Canadian *W.F.Splatt* –13 *ss*Nwc.No.3–7,14 1*Dk(Stl)&Spar dk(Stl)* *Elec.light* *&deep framing*	Steel Sc Sr 4239 3985 2680	✠100A1 *Spar dk* 2,17 MS1,14 ✠LMC BS12,16	Liv	*y*	5,16	1901 10mo	Short Bros. Ld. Sunderland A&CP *WB*	Nitrate Producers' SS Co Ld (Lawther, Latta&Co. *Mgrs.*) =*CellDBa* 112′*uE*	380·0 P35′B&F320′ 26′*f*158′ 999*t FPT*	50·1 27·9 FK	19·3 *APT*19*t*	London British 6*BHCem* 62*t*	T.3Cy.26½″,44″&73″–51″ (*s*) 180lb *100lb* 472NHP 3SB,9*cf*,GS156,HS6493 FD G.Clark,Ld.Sunderland	29 ″ 0 s 3 ″ 8½ 25 ″ 8	
962	Anglo Chilean *Elec.light*	Steel Sc Sr 6900 4286	100A1 (*Class contemplated*)				1916	Short Bros. Ld. Sunderland	Nitrate Producers' SS Co Ld (Lawther, Latta&Co. *Mgrs.*)	470·0	58·4	29·4	London British	Q.4Cy.26″,36½″53″&76″–54″ G.Clark,Ld.Sunderland	40 ″ 4 s 10 ″ 3 30 ″ 6	

For full particulars See No. 2 in Supplement

1 Numéro d'Ordre / Numéro Officiel. / Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. / *Capitaine.* *Ex-nom, s'il y a lieu.* / Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 6 7 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expire. Lettre d'Equilibrement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 9 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	11 Largeur.	11 Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Francbord au milieu du navire. Tirant d'eau correspondant.	15 Registres où cette Classe est donnée dans le L. R.
963	**Anglo Dane** IronScSr	808	✠	Shl			1866	A.Leslie&	DetForenede	208·5	28·4	14·8	Copnhagn	C.4Cy.19″&38″–30″		
	V.Kann ssCpn.No.3–78	602	5,82				7mo	Co.	DampskibSelsk.	Q63′	F35′		Danish	132NHP		
NFTP	1*Dk*2*trB*	486						Newcastle		ND78	*WB=MT*24′		4*BH Cmp*	Burmeister&Wain,Cpn.		
964	**Anglo Egyptian** SteelScSr	7379	✠100A1	Nwc	*a*†	11,17	1912	Short Bros.	NitrateProducers'	425·0	56·3	36·3	London	Q4Cy25½″36½″52½″&76″–54″	38	″ 7
135166	*P.J.Greenhall*10–12 *Livingstone* –17	7034	*Shelter dk*				12mo	Ld.	SSCoLd (Lawther,				British	220lb *120lb* (*s*) 601NHP	s 9	″ 4
JBGN	2*Dks*(*Stl*)&*Shelter dk*(*Stl*)&*Web frames*	4640	*withfreeboard*					Sunderland	Latta&Co. *Mgrs.*)	*WB=Cell* FK			7*BHCem*	3SB,*9cf*,GS174,HS8280 FD	29	″ 8
	Elec.light *Longitudinal framing*		4,14 ✠LMC12,13				*Lloyd*	*'sA&CP*	*DBa* 131′*uE&B*	44′*f* 175′ 1446*t FPT*			106*t APT*33*t*	N.E.MarineEngCoLd Nwc		
965	**Anglo Mexican** SteelScSr	4796	✠100A1	Sws	*z*	~~3,16~~ N4,17	1908	Short Bros.	NitrateProducers'	394·0	52·4	27·9	London	Q.4Cy.24″,34″,49″&71″–48″	29	″ 1
125666	*R.P.Davies* –15 ssNwc.No.1–12	4512	*Shelter dk*				2mo	Ld.	SSCoLd (Lawther,				British	220lb *120lb* (*s*) 477NHP	s 3	▪ 9½
HMGP	*Elec.light* 2*Dks*(*Stl*)&*deep framing*&	2997	*withfreeboard*			4,17		Sunderland	Latta&Co. *Mgrs.*)	FK			6*BHCem*	3SB,*9rf*,GS156,HS6411 FD	25	▪ 9
	Wireless *Shelter dk*(*Stl*)		6,15				*Lloyd*	*'sA&CP* *WB=*	*CellDBa* 123′*uE* 29′	*f* 169′ 1079*t FPT* 38*t*			*APT*36*t*	N.E.MarineEngCoLd Nwc		
			~~BS1,15~~ ✠LMC4,17													
966	**Anglo Patagonian** SteelScSr	5017	✠100A1	Nwc	*z*	~~x1,16~~ N3,17	1910	ShortBros.	NitrateProducers'	403·0	52·4	26·9	London	Q.4Cy.24″,34½″,49″&71″–48″	29	″ 1
129120	~~*F.W.Richardson* –15~~ 2*Dks*(*Stl*)&*Web*	4678	*Shelter dk*				8mo	Ld.	SSCoLd (Lawther,				British	220lb *120lb* (*s*) 480NHP	s 3	″ 11
HRKW	*Elec.light* *frames*&*Shelter dk*(*Stl*)	3104	*withfreeboard*					Sunderland	Latta&Co. *Mgrs.*)	FK			6*BHCem*	3SB,*9cf*,GS153,HS6480 FD	25	▪ 8
	Wireless *Longitudinal framing*		4,14 ~~MS6,15~~				*Lloyd*	*'sA&CP*						N.E.MarineEng.CoLdNwc		
	Westicott –17		~~BS6,15~~ ✠LMC8,10						*WB=CellDBa* 135′*uE*&*B* 41′ *f* 163′					1128*t FPT* 102*t APT*66*t*		
967	**Anglo Saxon** SteelScSr	4263	✠100A1	N Yk	*y*	N5,16	1902	Short Bros.	NitrateProducers'	380·3	50·2	19·3	London	T.3Cy.28″,45″&76″–51″ (*s*)	29	″ 0
115813	*W.F.Gregory* –16 ssNwc.No.3–5,14	3993	*Spar dk*				5mo	Ld.	SS CoLd (Lawther,	P35′B&F320′		27·9	British	180lb *100lb* 489NHP	s 3	▪ 8½
TJGB	1*Dk*(*Stl*)&*Spar dk*(*Stl*)	2671	2,17 ~~5,16~~	✠LMC				Sunderland	Latta&Co. *Mgrs.*)	FK			6*BHCem*	3SB,*9pf*,GS165,HS6493 FD	25	▪ 8
	Elec.light Wireless *&deep framing*		~~MS5,14~~	~~BS3,15~~			*Lloyd*	*'sA&CP* *WB*	*=CellDBa* 112′*uE*	26′*f* 158′ 999*t FPT*			62*t APT*19*t*	G.Clark,Ld.Sunderland		
968	**Ango** SteelSc	7393					1913	Forg.&Ch.	ChargeursRéunis	415·0	54·0	34·8	Havre	T.3Cy.28″,46″&76″–52″		V
	Sauvage –13	6493						de la Médit.		B148′			French	416NHP		
HGQM	*Elec.light* *Ref.Mchy* Wireless 3*Dks*	4626						Havre					*WB*	Forg.&Ch.de la Médit.Hav.		
969	**Angora** SteelTrpScSr	4298	✠	Dmb	*y*		1911	W.Denny	BritishIndiaStm.	390·8	50·1	22·0	Glasgow	3 Steam Turbines	24	″ 6
129535	*H.S.Learmont* –12	2865	*Shade dk*				2mo	&Bros.	Nav.Co.Ld.	*B on Shade dk* 190′			British	HS18080 540RHP		
HSDJ	*Elec.light* 2*Dks*(*U Stl*–teak s)	1926	2,11	✠				Dumbarton		FK			6*BHCem*	2D&4SB,*24cf*,GS512, FD		
	Wireless *&Shade dk*(*Stl*–teak s)							*WB=*	*CellDBa* 39 *uE&B*	125′*f* 110′ 505*t FPT*			56*t APT*64*t*	Denny&Co.Dumbarton		
970	**Anguila** IronScSr	167					1893	Act.Ges.	Cia.LaPorteña	109·3	20·6	10·5	Bns.Ayres	C.2Cy.17¾″&33½″–19½″		
	(*Trawler*)	155						"Neptun"	(P.Denti,*Mgr.*)	B35′			Argentine	42NHP		
	(*ex*Hamburg)	39						Rostock						A.G."Neptun,"Rostock		
971	**Anhalt** SteelScSr	6580					1914	Bremer	Norddeutscher	471·2	59·2	28·9	Bremen	T.3Cy.32⅛″52½″&86½″–55½″		G
		6184						Vulkan	Lloyd				German	556NHP		
	Elec.light Sub.Sig. Wireless 3*Dks*	4091						Vegesack					*WB*	BremerVulkan,Vegesack		
972	**Anholt** SteelScSr	*255*	*Now named "Solarina," See No. 120 in Supplement.*				1914	W.Chal-	DetÖstasiatiske	115·8	21·6	9·5	Copnhagn	Oil Engine 2S.C.SA		C
	(*ex*Innisvera) *Oil Engine*	195						mers&Co.Ld.	Kompagni	Q27′F28′			Danish	4Cy.14″–14½″		
NTGS	*Mchy.Aft* 1*Dk*	*124*						Glasgow					*WB*	W.Beardmore&Co.Ld.Gls.		
973	— SteelSc	110					1898	Lobnitz&	DetForenede	82·7	19·0	10·0	Copnhagn	C.2Cy.14″&32″–21″		
	*C.Christensen*07– (*Tug*)	101						Co.Ld.	DampskibsSelsk.				Danish	39NHP		
NKFP	1*Dk*	1						Renfrew						Lobnitz&Co.Ld.Renfrew		
974	**Anhui** SteelTwinScSr	2209					1903	Scott&Co.	ChinaNav.Co.Ld.	300·0	40·1	20·6	London	T.6Cy.14½″,24″&39½″–30″		
118340	*G.W.Eedy* –14	1941						Greenock		B86′F37′			British	171NHP		
VGWQ	2*Dks*	1355											*WB*	GreenockFoundryCo.Grk.		
975	**Anine** SteelScSr	1299	✠100A1	Shl		~~8,15~~ 2,17	1907	WoodSkin-	Dampskselsk	234·5	35·7	16·3	Copnhagn	T.3Cy.17½″,29″&48″–33″ (*s*)	18	″ 10
	*A.Leth*04–12 ssShl.No.2–16	1080	~~8,17~~ 8,16 ~~9,17~~ 2,18 Cpn				5mo	ner&Co.Ld.	Heimdal(M.Carl,	P69′B16′F27′			Danish	180lb *80lb* 141NHP	s 2	▪ 5½
NQHL	*Mchy.Aft* 1*Dk*(*Irn*)&*deep framing*	785	2,18 ~~MS8,16~~ ✠LMC					Newcastle	*Mgr.*)				4*BHCem*	1SB,*3cf*,GS51,HS2150	16	▪ 8
	Cargo battens not fitted	~~BS8,17~~	~~LMC1,16~~ ~~✠LMC4,16~~				*Lloyd*	*'sA&CP*	*WB=CellDBu*	*E*20′*f* 160′ 400*t FPT*			83*t APT*13*t*	N.E.MarineEng.CoLdNwc		
976	**Anita** SteelAuxTwinScLr	183					1904	J.J.Pattje	Joh.Östensjö	93·5	23·2	10·1	Haugesnd	C.4Cy.7″&14″–11″		G V
	P.O.Eriksen *Stm.Eng.*	160						&Zoon		Q13′H7′			Norwegian	NE&B*fitted*10 12NHP		
MPDS	(*ex*Gerrittina,*ex*Mathilde) 1*Dk*	108						Waterhuizen						Botje,Ensing&Co. Grongn		
	(*See Sailing Ship Register*)															
977	— SteelScSr	167				...	1896	J.Duthie	V.Uravain	103·6	20·7	11·1	S.Sebast'n	C.2Cy.13½″&32″–21″	11	″ 7
	J.Alvarez –16 (*Trawler*)	—						Sons&Co.				BK7½″	Spanish	39NHP		
HCNS	(*ex*SeaSwallow) 1*Dk*	60						Aberdeen						Hall,Russell&Co.Abn.		
978	— IronScSp	166						.....	Heredos deAntonio	104·3	19·7	10·2	Seville	C.2Cy.14″&28″–19″		
	M.Gonzalez (*ex*Aurora)	—						W Hartlepool	Millan				Spanish	28NHP		
HCNR	1*Dk*	114												Glasgow		
979	**Anjou** SteelTwinSc	771					1910	Atel.&Ch.	Cie.desChemins de	209·2	27·9	15·0	Dieppe	T.6Cy.18½″,28″&38″–30″		V
	Leroy	651						de la Loire	Fer de l'ÉtatFran-				French	158NHP		
HGRF	*Elec.light* 1*Dk*	241						St.Nazaire	çais (L.B.&					Atel.&Ch.de la Loire,Nts.		
									S.C.R.Co.,*Mgrs.*)							
980	— SteelTwinScSr	439					1899	DelaBrosse	Cie.Maritime de la	165·6	24·4	12·6	Rouen	C.4Cy.17½″&29½″–16½″		V
	LeFlem	421						&Fouché	Seine	Q28′H47′RFD28′			French	61NHP		
HGRD	*Elec.light* 1*Dk*	199						Nantes					*WB*	De la Brosse&Fouché,Nts.		
981	— SteelTwinScSr	307					1899	A.Legal	HoHongSS.Co.Ld.	142·7	25·0	10·0	Singapore	T.6Cy.9″,15″&24″–14″		
135014	*J.Phillips* –13	262						Nantes					British	NB09 59RHP		
	1*Dk*	95											*WB*	A.Mancour,Nantes		
982	**Ann Arbor No. 3** SteelSc	1677					1898	GlobeIron	AnnArborR.R.Co.	258·3	52·3	15·3	GrandHa-	C.4Cy.20″&40″–36″		
107418	(*CarFerry*)	—						WorksCo.					ven,Mich.	NB03 160NHP		
	Elec.light Wireless 2*Dks*3*trB*	996						Cleveland,O.				*WB*	Utd.States	S.F.Hodge&Co.Detroit		
983	**Ann Arbor No. 4** SteelScSr	1884					1906	American	AnnArborR.R.Co.	259·0	52·0	19·0	GrandHa-	T.6Cy.14″,22½″&38″–32″		
203695	(*CarFerry*)	—						S.B.Co.					ven,Mich.	164NHP		
	Elec.light Wireless 2*Dks*	1082						Cleveland					Utd.States	AmericanS.B.Co.Cleveland		
984	**Ann Arbor No. 5** SteelSc	2884					1910	ToledoS.B.	AnnArborRail-	360·0	56·3	18·9	NewYork	T.6Cy.21″,33″&52″–40″		
208261	(*CarFerry*)	—						Co.	road&S.S.Lines				Utd.States	341NHP		
	Elec.light Wireless 2*Dks*3*trB*	1961						Toledo,Ohio						ToledoS.B.Co.Toledo,O.		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / *Master.* *Late Name if any.* / Special Surveys. No. of Decks, &c.	3	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines.	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NP=Horse power by Society's formulæ; RP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed. If not in L. R. Dated 1. of Trad. Cert.
985 214656	**Ann Arbor No. 6** *Elec.light*	SteelTwinScSr (*Car Ferry*) 2 *Dks 3 trB*	2757 — 1653					1916	Gt. Lakes Eng. Works Ecorse, Mich.	Ann Arbor Rail Road Co.	338·0	56·0	18·3	Gd. Haven, Mich. Utd. States	T.6Cy.19½″,31″&52″–36″ 324NHP Gt. Lakes Eng. Works, Det.		
986 129357 HSLJ	**Ann Ford Melville** *J.S.Melville* –13 1 *Dk*	SteelScK	212 207 81	✠100A1 *Stm Trawler* 2,15 ✠LMC4,11	Abn		5,13	1911 4mo *Lloyd's*	A.Hall& Co.Ld. Aberdeen	Mrs.A.Melville (J.S.Melville, *Mgr.*)	117·3	22·3	12·3 BK 7½″ *WB*	Aberdeen British *3 BHCem* = *DT f 5′11t*	T.3Cy.12″,20″&33″–23″ (*r*) 180lb 66RHP 1SB,*3pf*,GS51,HS1149 A.Hall&Co.Ld.Aberdeen	13 ″ 0	
987 139787	**Ann Lewis** 1 *Dk*	SteelScK	216 214 83	✠100A1 *Stm Trawler* 12,16 ✠LMC12,16	Abn			1916 8mo *Lloyd's*	Cochrane& Sons,Ld. Selby	R.W.Lewis	121·2	22·5	12·3 BK 7½″ *WB*	Aberdeen British *3 BHCem* *DT f 5′11t*	T.3Cy.12″,20″&34″–24″ (*s*) 180lb 80RHP 1SB,*3pf*,GS47,HS1480 J.Abernethy&Co.Ld.Abn.	13 ″ 0	
988 127160 HRJG	**Ann Melville** *G.Rowson* 05–10 *ss* Liv. No. 1–13 1 *Dk*	SteelScK	201 198 77	✠100A1 *Stm Trawler* 6,15 BS5,15 ✠LMC4,13	Liv		5,15	1909 2mo *Lloyd's*	A.Hall& Co.Ld. Aberdeen	Harley&Miller,Ld	115·4	22·0	12·1 BK 7½″ *WB*	Aberdeen British *3 BHCem* = *DT f 5′11t*	T.3Cy.12″,20″&33″–23″ (*r*) 180lb 66RHP 1SB,*3pf*,GS51,HS1149 A.Hall&Co.Ld.Aberdeen	12 ″ 9	
989 MBFP	**Anna** *A.Arntzen* 07–07 *ss* HKg. No. 3–6,15 (*ex* Undine) 2 *Dks* (*UStl–pt* wss) *Elec.light*	SteelScSr	1620 1439 1017	✠100A1 2,18 BS5,15 ✠LMC6,15 BS2,18	Bgk HKg	*r*	1,15 2,18	1903 5mo *Lloyd's*	C.S.Swan& Hunter,Ld. Newcastle	Acties.Anna (H.A.Meyer)	265·0	37·1	17·9 FK	Tönsberg Norwegian *4 BHCem* *APT 18t*	T.3Cy.20″,33″&54″–36″ (*s*) 160lb *80lb* 199NHP 2SB,*6pf*,GS107,HS3350 N.E.Marine Eng.Co Ld Nwc	20 ″ 1 s 2 ″ 6½ 17 ″ 10	
990	— (*ex* Ville de Sfax, *ex* Dabulamanzi)	IronScSr *ss* Msl. 2nd No. 3–2,08 *ss* Tri. No. 1–13 1 *Dk* (*Irn*) ✠ *Spar dk 3 trB*	1575 998 989	✠ 7,16 *Spar dk* ✠NB10,88✠	Tri	*q*		1882 5mo	Hall, Russell&Co. Aberdeen	Unione Austriaca di Nav. (Soc. Anon.)	260·6	35·4	21·2 FK *WB = Cell*	Trieste Aust.-Hung. *4 BHCem* *DB 220′325t*	T.3Cy.21″,33″&56″–42″ NDB 92 197NHP 2SB,*6cf*,GS99,HS2860 *Tpd 88* Hall, Russell&C Abn	23 ″ 6	
991 NSWB	— *H.J.Jesson* –14 1 *Dk* (*pt Stl pt Irn*)	SteelScSr	1211 999 741	✠100A1 6,16 ✠LMC7,14	Cpn	*o*	9,16	1914 7mo *Lloyd's*	Kjöbnhvns Flydk.&Skbs. Copenhagen	Dmpskselsk. Vesterhavet (I. Lauritzen, *Mgr.*) *B = Cell D Ba 71′u*	239·9	35·7	14·5 P27′B54′F25′ FK *E 27′f 100′357t FPT*	Esbjerg Danish *4 BHCem* *19t APT 18t*	T.3Cy.15″,24″&40″–27″ (*s*) 185lb 98NHP 2SB,*4cf*,GS48,HS1604 Kjbnhavns Flydk.&Skbsv.	17 ″ 3 s 2 ″ 0 15 ″ 6	
992 HBSR	— *R.Weiss* 06–10 *Well deck* 1 *Dk* (*Stl*) *& deep framing*	SteelScSr	1201 1040 727	✠ 5,16	Rot	*o*		1910 7mo	Campbeltown S.B.Co. Campbltown	J.Weiss *WB = Cell DB a 54′ u E & B 33′f 102′*	229·5	34·9	16·0 Q79′B58′P28′ FK	Memel German *4 BHCem* *315t APT 95t*	T.3Cy.18″,27½″&45″–33″ 136NHP 2SB,*4cf*,GS72,HS2228 J.G.Kincaid&Co.Ld.Grk.	18 ″ 4	
993 27 NDKM	— *Lizzie* *ss* Shl. 2nd No. 3–3,97 (*ex* Giovanni Russo, *ex* Amicizia, *ex* Amicizia P., *ex* Glenavon) *ss* Gen. No. 3–10,01 *ss* Gen. No. 2–09 *Well deck* 1 *Dk*	IronScSr	787 688 458	✠ 12,18 ✠NB4,89	Gen	*m*		1872 2mo	T.&W. Smith N.Shields	Angelo Mollica& G.Lizzio (A.Mollica &Co. *Mgrs.*)	213·5	28·6	15·1 Q70′B42′F21′ pt ND 95 BK 8″ *WB =*	Catania Italian *4 BHCem* *DBa 48′f 92′*	C.2Cy.25″&48″–30″ NDB 99..100NHP 1SB,*3pf*,GS45,HS1760 Ravnhill,Hodgson&C.Lon.	16 ″ 7	V
994 ELSC	— *J.De Amorim* 01–12 *ss* Rio No. 1–13 *Elec.light* Wireless 1 *Dk* (*Stl*) *Well deck*	SteelTwinScSr	720 417 364	✠ A— *with freeboard* 7,17 3,13 ✠LMC13,15 *Coasting, Buenos Ayres & Rio Janeiro*	Rio	*j*	12,15	1909 6mo	Bremer Vulkan Vegesack	C.Hoepcke,Jun.	175·9	29·5	10·0 P&B113′F22′ FK *WB = Ce*	Florianopolis Brazilian *4 BHCem* *lDBa 37′u E 9′f 75′149t FPT 23t APT 15t*	C.4Cy.14⅜″&28⅛″–17⅜″(*s*) 192lb *114lb* 106NHP 1SB,*2cf*,GS53,HS2002 Bremer Vulkan, Vegesack	11 ″ 11 ~~s 10½~~ ~~11 ″ 3~~	
995	— *J.Drijver* –04 1 *Dk*	SteelSc (*Trawler*)	234 228 99					1903	Bonn& Mees Rotterdam	N.V.Algemeene Viss.Maats.	135·3	21·6	11·2	Ymuiden Dutch	T.3Cy.12½″,20″&33″–24″ 53NHP Alblasserdamsche Mch Alb		
996 1848 HVRM	— *E.W.Andersson* 16–16 1 *Dk*	WoodScSp	220 163 96					1890	J.O. Johansson SödraGarn	RederiaktiebUnda (J.A.Waller)	100·4	22·5	10·4 P31′F16′H17t	Gothenbrg Swedish			
997 1215	— (*ex* Prinses Juliana) 1 *Dk*	SteelScSr	199 153 99					1910	E.J.Smit&Zoon	D.Golowin	115·3	20·8	8·3	Archangell Russian	C.2Cy.10⅜″&19 7/16″–13″ 12NHP E.J.Smit&Zoon,Hoogezand		
998 98 HPCJ	— *W.Scoular* 91–91 1 *Dk*	IronScSr	135 125 57	✠ *For towing purposes* 7,91	Lon			1891 7mo	G.Rennie &Co. London	Porschneff, D.Anastasoff& Lubimoff	110·0	19·5	9·0 B11′ BK 6″	Libau Russian *4 BHCem*	T.3Cy.13½″,22″&35″–24″ 1SB 3pf GS45 HS1128 68NHP Gourlay Bros.&Co.,Dun.	9 ″ 9	
999 616	— (*Tug*) 1 *Dk*	IronPad	131 — 78					1873	F.Schichau Elbing	A.&E.Androutschenko&A. Chrisoskouli	127·4	16·2	7·4	Nicolaieff Russian	C.2Cy.17″&28″		
1000	**Anna Busse** 1 *Dk*	SteelScSr	247 — 92					1914	G.Seebeck Act.Ges. Geestemünde	F.Busse	127·1	23·5	10·1	Gstemnde German	T.3Cy.11½″,18½″&30½″–22″ G.Seebeck A.G. 43NHP Geestemünde		V
1001 107846	**Anna C. Minch** *Mchy.Aft Elec.light* 1 *Dk 2 trB*	SteelScSr	4285 — 3229					1903	American S.B.Co. Cleveland,O.	KinsmanTransit Co. (H.Steinbrenner, *Mgr.*)	380·0	50·0	28·0 F48′ *WB*	Cleveland Utd. States	T.3Cy.22″,35″&58″–40″ 213NHP AmericanS.B.Co.Clv.		
1002 548 LMAI	**Anna D.** *J.Krivobokoff* *ss* Nap. No. 1–13 (*ex* SvetoiSpiridon) 1 *Dk* (*Stl*) *Mchy.Aft Elec.light* *Cargo battens not fitted*	SteelTwinScSr	937 742 471	✠ A1 *with freeboard* 3,13 ✠LMC3,15 *Venice, Piræus & Taganrog*	Nap	*m*	3,13	1910 7mo *Lloyd's*	Dundee S.B.Co.Ld. Dundee	DitzmanSSCo.	220·1	33·0	11·9 Q161′F32′ FK *WB = Cell D*	Taganrog Russian *5 BHCem* *Bf 132′216t DTf 22′ 151t APT 15t*	T3Cy.10½″,17½″&28″–21″ (*s*) 180lb 103NHP 2SB,*4pf*,GS70,HS1944 W.V.V.Lidgerwood,Glas.	13 ″ 9 s 3 ″ 11½ 12 ″ 6	
1003 MDTS	**Anna Dorette Boog** *E.Dedow* –09 *Elec.light* 1 *Dk*	SteelSc	1767 1453 1065					1908	Akt.Ges. "Neptun" Rostock	Dmpfsch.Ges Anna Dorette Boog, mbH (Otto Zelck, *Mgr.*)	266·3	40·2	16·6 Q102′B106′F31′ *WB*	Rostock German	T.3Cy.18⅞″,30½″&50″–35⅜″ 150NHP A.G."Neptun," Rostock		G
1004 201451 KTLC	**Anna E. Coombes** *C.B.F.Satterlee* 09–09 1 *Dk*	WoodSc	138 — 114					1904	..... E.Rockaway N.Y.	Waterside Transptn.Co. (G. M.Gillespie, *Mgr.*)	113·6	23·2	6·6	Bridgeprt Utd. States			
1005 MLSR	**Anna Fostenes** *F.Pedersen* –15 *ss* Rot. No. 3–2,15 1 *Dk* (*Stl*) *& deep framing* (*ex* Heemskerck) *Cargo battens not fitted*	SteelScSr	2208 2071 1383	✠100A1 8,16 BS8,16 ✠LMC2,15	Rot	*s*	N9,15	1902 5mo *Lloyd's*	Schpw.v. JanSmit,Czn. Alblasserdm.	Akties.Fostenes Dampskibs. (Olaf Fostenes) *WB = Cell D Ba*	320·2	44·0	20·7 P20′B73′F30′ FK *77′ u E & B 35′ f 125′*	Haugesnd Norwegian *5 BHCem* *601t APT 39t*	T.3Cy.22½″,36½″&60″–39″(*s*) 180lb *100lb* 236NHP 2SB,*6cf*,GS99,HS3530 Blair&Co.Ld.Stockton	22 ″ 9 s 3 ″ 8 19 ″ 5	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'appointement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. pc.	15 Inspections au cale. Date de la dernière visite à L. R. Docks. Cert. Ref. No.
1006	**Anna Frater**	**SteelSc**	119					1914	Gebr. Bodewes Martenshoek	E.FraterSmid	89·7	20·7	9·7	Delfzijl Dutch	T.3Cy.11⅝″,17⅞″&29⅝″–17 3/16″ 37NHP N.V.Machf.Fulton,Hoogez		G
	Elec.light		115 9														
1007	**Anna Goich**	**SteelSc**	2348	✠	Tri	*s*		1900	Stabilmnto Tecnico Trieste	Vva.MariaGoich (D.Tripcovich)	290·0	42·1	19·5	Trieste Aust.-Hung.	T.3Cy.20″,32″&54″–39″ 200NHP	21 ″ 10	
	G.Stuk12–12 *ssTri.No.3–5,13*		2022	7,16				7mo			P33′B76′F35′		FK		2SB.*6cf*,GS100,HS3121		
HBSL	1*Dk*(*Stl*)&*deep framing*		1446							*WB=CellDBa*	84′*uE* 20′*f* 108′620*t*			*APT50t*	StabilimentoTecnico,Tri.		
1008	**Anna Josina**	**SteelScK**	205	✠100A1	Ams		6,16	1904	Smith's Dock Co.Ld N.Shields *Lloyd's*	ZeevissMaats. NicolaasII. (W.Maarleveld, *Mgr.*)	115·4	21·5	11·5	Ymuiden Dutch	T.3Cy.12″,20″&32″–23″ (*s*) 180lb 64NHP	12 ″ 4	
	A.van Pel *ssAms.No.3–12,16*		188	*StmTrawler* 12,16				5mo			Q49′		BK7½″		1SB.*2pf*,GS35,HS1128		
	(*ex*Centaur) 1*Dk*		52	BS12,17 LMC12,16										*3BHCem*	W.V.V.Lidgerwood,Gls.		
1009	**Anna Lea** *S.Jacobsen* –18	**SteelScSr**	612	✠100A1	Nwc	*i*	~~4,16~~ N1,18	1900	SelbyS.B.& E.Co.Ld. Selby A&CP	E.GrantLea	174·0	27·2	13·3	Bergen Norwegian	T.3Cy.14″,22½″&37″–27″ (*r*) 160lb *80lb* NDB11 82NHP	14 ″ 3	
	~~(*Jas.Hay*15–15~~ *ssGoo.No.3–5,12*		467	1,18 ~~3,15~~	Swa			4mo			Q55′B55′F22′		FK		1SB,*2cf*,GS34.HS1409	s ″ 9½	
MJLN	(*ex*Eikhaug,*ex*Lizzie) 1*Dk*(*pt Irn*		311	~~BS3,15~~	LMC5,17									*4BHCem*	SirC.Furness,Westgarth &Co.Ld.Mdb	13 ″ 8	
	Well deck *ssSws.No.1–18* &*pt Stl*)			~~BS11,16~~	1,18					*WB=Cell DBa37′f74′130t*				*APT13t*			
1010	**Anna Liffey**	**SteelScSp**	179	✠100A1	Dub	*b*	10,16	1904	Dublin Dockyard Co. Dublin *Lloyd's*	DublinPort& DocksBoard (HarbourMaster's Dept.)	106·0	22·1	10·5	Dublin British	T.3Cy.13″,21″&34″–22″ (*s*) 160lb 75RHP	11 ″ 0	
117517	*R.Milne* *ssDub.No.3–9,16*		148	*For towing purposes*				6mo			B16′		BK6¾″		1SB,*3cf*,GS47,HS1445		
	1*Dk*(*Stl*)		—	6,17 ~~9,16~~										*4BHCem*	Lees,Anderson&Co.Gls.		
				BS6,17	LMC9,16												
1011	**Anna Mærsk**	**SteelScSr**	1367	✠100A1	Rot	*p*	6,16	1908	A.Vuijk& Zonen Capelle a/d *Lloyd's*	Dmpsksbsk.Svndborg (P.M.Møller *Mgr.*)	240·5	36·6	16·9	Svendborg Danish	T.3Cy.18″,29″&48″–33″ (*s*) 180lb *100lb* 142NHP	19 ″ 0	
	~~*H.N.A.Møller*00–00~~ *ssCpn.No.3–7,11*		1213	~~0,17 6,16~~ 11,17	~~NYk~~ NOs			9mo			P18′B66′F26′		FK		1SB,*3cf*,GS60,HS2210	s 2 ″ 4	
NRCB	*C.Thygesen* –17 *ssRot.No.1–16*		799							*WB=*	E18′*f* 106′376*t*	*FPT*		*4BHCem*	G.T.Grey,SouthShields	16 ″ 11	
	1*Dk*(*Stl*)&*deep framing*			LMC4,16					Ysel	*CellDBa60′u*	58*t*	*APT30t*					
1012	**Anna Scotto**	**IronScSr**	594	✠	Bgn	*i*		1871	Withy, Alexander &Co. Hartlepool	J.Scotto diAniello	186·4	28·0	14·4	Naples Italian	C.2Cy.23″&46″–30″ NDB89 88NHP		
135		*ssBgn.No.3–11,89*	450	11,96				10mo			Q65′B40′F10′		BK7½″	*4BHCem*	1SB,*2pf*,GS39,HS1451		
NDPC	(*ex*Olga,*ex*Ville *ssBgn.No.1–94* 1*Dk*		360								ND89				Blair&Co.Ld.Stockton		
	deGabès,*ex*Carly,*ex*Odin,*ex*Sallie)			NB11,89						*DBa*	49′*f* 57′131*t*						
	Well deck																
1013	**Anna Sofie** ~~*H.Dellnæ*–17~~	**SteelScSr**	2577	✠100A1	Bgn	*t*	~~8,15~~ N8,17	1896	Ropner& Son Stockton A&CP	~~Dmpskibs"Theologos"Rederi~~ (~~N.Rogenes~~ TheShippingController (W.France, Wenwick&Co.Ld., *Mgrs.*)	~~322·0~~	~~44·0~~	20·7	London British	T.3Cy.23″37½″&61½″–39″(*r*) 160lb *100lb* NDB14 245NHP	23 ″ 3	
102747	*J.E.Martin* –18 *ssPir.No.3–5,08*		2415	*withfreeboard*	Sld			5mo			P29′B68′F37′		FK	*5BHCem*	2SB,*6rf*,GS95,HS3806	~3~10½	
~~MNDG~~	(*ex*Theologos, *ssBgn.No.2–17*		~~1608~~	3,18 ~~2,16~~							320·2				Blair&Co.Ld.Stockton	19 ″ 8	
JSHW	*ex*S.Anargyros, 1*Dk*(*Irn*)2*trB*&		1609	~~Bunkers 1,17~~						*WB=*	*Cell DB a&v*						
	*ex*Veva) ~~*Rebuilt Welded*–17~~ *Web frames*			MBS7,16	LMC3,16						*E128′f 126′622t*	*APT48t*					
							8,17										
1014	**Anna Strowig**	**IronScBn**	2381				...	1884	R.Dixon& Co. Middlesbro'	Wm.Eisenach	313·4	38·0	23·2	Stettin German	T.3Cy.22″,37″&58″–36″ 202NHP	27 ″ 0	G
	Fr.Niemann (*ex*Lipsos,*ex*Gothia,		2138								P53′B71′F38′			*WB*	T.Richardson&Sons,Hpl.		
RHBJ	*ex*Jacata) 2*Dks3trB*		1506														
1015	**Anna W.**	**WoodSc**	204					1901	..... Philadelphia	P.Cahill	103·5	25·5	10·5	New York Utd. States			
107676			—														
KRDJ			139														
1016	**Annaho**	**SteelScSr**	740				...	1890	Nylands Værksted Christiania	TheShippingController(Witherington&Everett, *Mgrs.*)	186·0	29·0	13·7	~~Newcastle~~ British London	T.3Cy.14½″,24″&39″–27″ ~~90RHP~~90NHP	14 ″ 8	N
140697	~~*Th.Hansen*15–19~~		540							*WB*	P&B104′F29′		BK8″		NylandsVærksted,Xia.		
JQMS	*Well deck*	1*Dk*	414														
~~JWPS~~																	
1017	**Annam**	**SteelScSr**	6075				...	1899	Akt.Burmeistr&Wain Copenhagen	MessageriesMaritimes	408·4	49·5	19·9	Marseilles French	T.3Cy.23″,47″&78″–51″ FD 572NHP		V
	Vezia –11		—								P286′F40′		27·5 FK	*WB*	AktBurmeistr&Wain,Cpn.		
HGRS	*Elec.light*	1*Dk*&*Spar dk3trB*	3890														
1018	—	**SteelTwinSc4MstSr**	5296	✠100A1	Cpn	*a*†	~~10,15~~ 5,18	1913	Akt.Burmeistr&Wain Copenhagen *Lloyd's*	Akties.detÖstasiatiskeKompagni	410·0	55·2	35·4	Copnhagn Danish	Oil Engines 4S.C.SA 16Cy.23½″–31½″ 606NHP	38 ″ 6	
	C.Smith –16	*OilEng.*	4859	*Shelter dk*				6mo		*A&CP WB*	*=CellDBa126′uE*	46′*f* 190′1275*t*	*FPT*	7*BHptCem*	8S.80lb	s 11 ″ 1	
NSHQ	*Elec.light* Wireless	2*Dks*(*Stl*)	3325	*withfreeboard*										97*tAPT73t*	Akt.Burmeistr&Wain,Cpn	28 ″ 1	
	&*Shelter dk*(*Stl–ws*)			12,16	DBS6,13												
	Tonnage opening closed 1918			~~Bunkers 0,13~~	LMC6,16												
1019	—	**SteelScSr**	334					1901	A.Dubigeon Nantes	Messageries Fluviales de Cochinchine	159·2	23·0	8·2	Saïgon French	T.3Cy.12″,20″&31½″–20½″ Brissonneau fils 45NHP &A.Lotz,Nts.		V
	Renoult		191								H24′						
HGRQ		1*Dk*&*Awngdk*	127														
1020	**Annan**	**SteelScSr**	1133					1907	AilsaS.B. Co.Ld. Troon	W.Sloan&Co.	242·0	33·6	16·0	Glasgow British	T.3Cy.22½″,35″&59″–42″ 226NHP		C
124170	*S.E.Hewitt* –18		852								P&B150′F47′			*WB*	Dunsmuir&JacksonLd.Gls		BT till 5,17
HKML	*Elec.light*	2*Dks*	487														
1021	**Annan Maru**	**SteelScSr**	2913	✠100A1	Yka	*t*	2,16	1911	Armstrong Whitworth &Co.Ld. Newcastle *Lloyd's*	OsakaShosen KabushikiKaisha	305·2	44·1	24·9	Osaka Japanese	T.3Cy.22″,37″&61″–42″ (*s*) 180lb 279NHP	27 ″ 3	
	Suraga –11 *ssYka.No.1–16*		2755	2,17 ~~2,16~~				11mo			P19′B85′F32′		FK		2SB.*6cf*,GS93,HS3648 FD	s 4 ″ 4½	
	Elec.light 2*Dks*(*Stl*)&*Web frames*		1821	LMC ~~2,16~~ 2,17						*WB=CellDB*	*a85′uE&B33′f 138′*			519*tAPT20t*	N.E.MarineEng.CoLdNwc	23 ″ 2	
	Longitudinalframing																
1022	**Annandale**	**IronScSr**	1521	✠	Sld	*q*		1878	E.Withy& Co. Hartlepool	TheAdmiralty	264·5	33·4	17·1	British	C.2Cy.32″&59″–33″ NDB91 167NHP	20 ″ 0	
		ssShl.2ndNo.3–9,04	1190	10,13				8mo			Q96′B68′F40′		BK9″	*4BHCem*	1DB,*4pf*,GS69		
	Well deck	*ssLon.No.1–08*	938							*WB=DBa 86′f 82′&*				*uE&B45′87t*	T.Richardson&Sons,Hpl.		
		1*Dk*(*Irn*)2*trB*															
1023	**Annapolis**	**SteelScSr**	4567	✠100A1	Mch	*x*	7,16	1911	W.Hamilton&Co.Ld. Pt.Glasgow *Lloyd's*	Furness,Withy& Co.Ld. *WB=Cell DBa120′uE&B*	380·7	51·2	28·8	Liverpool British	T.3Cy.26″,42″&70″–48″ (*s*) 180lb *100lb* 400NHP	29 ″ 4	
131347	*G.L.Hayes* –15	*ssLon.No.1–15*	4303	7,16				6mo			P32′B110′F41′		FK	*6BHCem*	3SB,9*cf*,GS169,HS6600	s 5 ″ 6	
HSRM	(*ex*LordLonsdale)	2*Dks*(*Stl*)&	2895											*13St APT88t*	D.Rowan&Co.Glasgow	24 ″ 2	
	Web frames Longitudinal framing			LMC7,16							36′*f* 171′ 1081*t*	*FPT*					
1024	**Annavore**	**IronScSr**	1855	✠100A1	Shl	*r*	~~5,16~~ 11,17	1883	N.ofEng. S.B.Co. Sunderland A&CP	Dmpsk.Akties "Vard"(Jacobsen &Aarvold, *Mgrs.*)	270·0	39·3	19·0	Chrstiania Norwegian	C.2Cy.27″&58″–42″ (*s*) 95lb *100lb* NDB06 225NHP	20 ″ 4	
	*J.A.Berntsen*16–16 *ssShl.2ndNo.8–2,10*		1573	11,16 ~~3,16~~				9mo			P28′Q68′B70′F30′		BK9½″	*6BHCem*	2SB*6pf*,GS104,HS3950	s 1 ″ 11½	
MJHB	(*ex*Wally) *ssShl.No.1–15*		1084							*WB=D*	*Ba76′f 60′339t*	*FPT*		*87tAPT34t*	N.E.MarineE.Co.(Lim)Sld	19 ″ 4	
	Well deck	1*Dk*(*Irn*)2*trB*		NB3,06 MS10,14	LMC BS ~~8,16~~ 11,17												
1025	**Anneliese**	**SteelSc3MstSr**	774					1908	Schiffsw.v. HenryKoch Lübeck	Lübeck-Königsb. Dmpfsfahrts.Ges. (F.H.Bertling, *Mg*)	180·6	27·2	13·8	Lübeck German	C.2Cy.15½″&31½″–19½″ 37NHP		G
	*C.Thiel*94–08		541								P&B101′F22′				OttensenerMasch.Fab.Alt.		
PBNG	*Mchy.Aft* *Elec.light*	1*Dk*	473														

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Master. Special Surveys.	3 Material, Rig, &c. Late Name if any. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	Last W.L.C. still shown Last Load.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard, amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Transfer of Freeboard
1026 ~~137733~~ HKNL	**Annetta** *J.Durie* 95–08 *Elec.light*	**Steel Sc Sr** *ss* Phl. No. 2–15 1 *Dk (Stl)* & *Awng dk (pt Stl–ws)* 3 *tr B*	1294 1190 740	✠ 100 A1 *Awng dk with freeboard* ~~8,17~~ 15	Phl NYk BS10,15 LMC9,16	*o*	~~9,16~~ 10,17	1907 4 mo *Lloyd's*	Swan, Hunter & Wigham Richardson, Ld Newcastle *A4 CP*	~~Donald S.S. Co. Ld.~~ Donald S.S. Co. Inc *WB = Cell D Ba 54′*	227·2 | 31·7 | 13·6 21·1 FK *aE 17′ f 93′ 169 t FPT*	New York Utd. States *1 BHCem 17 t APT 16 t*	T. 3 Cy. 21″, 34″ & 56″–36″ (*s*) 180 lb *80 lb* 216 NHP 2 SB, *6 cf*, GS 88. HS 3510 FD N.E. Marine Eng. Co Ld Nwc	23 ″ 6 s 8 ″ 3 15 ″ 9	
1027 MSKN	**Anni** *A. Ruge* *Elec. light*	**Steel Sc Sr** (*ex* Rostock) 1 *Dk*	2675 1957 1560					1911	Flensburg r Schiffsb. Ges. Flensburg	Alfred Petersen	296·9 | 43·7 | 18·6 Q 122′ B 110′ F 27′	Hamburg German *WB*	T. 3 Cy. 21¼″, 35 7/16″ & 59″–37½″ 213 NHP Flensburger Schiffsb. Ges.		G
1028 ~~1266~~ JNTC 78867	**Annie** *N.M. Flinck* 16–16 (*ex* Helena) *Well deck*	**Iron Sc Sr** *ss* Hpl. 3rd No. 3–6,14 1 *Dk (Irn)* 2 *tr B* *Cargo battens not fitted*	1146 925 675	✠ 100 A1 ~~2,17 11,16~~ 1,18 NB 6,14	Hpl Sws Nwc LMC 6,14	*o*	~~3,16~~ 1,18	1878 8 mo	J. Readhead & Co. S. Shields A&CP	~~Rederiaktieb. "Edgar"~~ (~~F. O. Lillefors, Mgr.~~) The Shipping Controller (E. A. Casper, Edgar & Co., *Mgrs.*)	240·0 | 32·1 | 17·6 Q 94′ B 50′ H 17 t′ F 26 BK 8½″ *WB = D Ba 69′ f 96′*	London British *4 BHCem*	C. 2 Cy. 27½″ & 52″–33″ (*s*) 70 lb *100 lb* NDB 12 123 NHP 1 SB, *3 pf*, GS 47, HS 2080 J. Readhead & Co. S. Shields	18 ″ 6 s 1 ″ 10 17 ″ 6	
1029 TPWH	**—** *R.N.P. McLeod* –13 *Elec. light ss* ELn. No. 3–1,16	**Steel Twin Sc Sr** (*Tug*) 1 *Dk (Teak)*	367 323 4	✠ 100 A1 4,17 ~~1,16~~ BS 4,17	ELn LMC 1,16	*f*	1,16	1903 3 mo *Lloyd's*	Fleming & Ferguson, Ld. Paisley *A4 CP*	Union Govt. of S. Africa (Dept. of Railways & Harbours, E. Lon.)	133·8 | 28·3 | 12·8 B 11′ BK 7 *WB = DT f 9′ 27 t*	E. London British *1 BHCem*	T. 6 Cy. 15″, 24″ & 40″–24″ (*s*) 180 lb 215 NHP 2 SB, *6 cf*, GS 132, HS 3966 Fleming & Fergusn, Ld. Psy	13 ″ 7 s 2 ″ 6 12 ″ 0	
1030 115281 HMTQ	**—** *T. Cross* –12 *Mchy. Aft Well deck*	**Steel Sc Sr** 1 *Dk*	345 266 133			…		1902	Ailsa S.B. Co. Ld. Ayr	James Henry Monks (Preston), Ld.	150·0 | 24·4 | 10·4 Q 54′ B 14′ F 27′ BK 7″	Liverpool British *Wb*	C. 2 Cy. 20″ & 42″–27″ 94 RHP Ross & Duncan, Glasgow	11 ″ 8	
1031	**—** *Arrobas* –02	**Iron Sc Sr** 1 *Dk*	155 144 31					1891	F. W. Wencke Bremerhaven	Bandeira & Bravo	104·5 | 21·0 | 10·3 H 33′	R. Janeiro Brazilian	C. 2 Cy. 17¾″ & 30¾″–21½″ 37 NHP H. Paucksch, Lndsbrg, A.W		
1032	**—** *P. Zwaan* (*ex* Sidney Albert, *ex* Camellia)	**Iron Sc K** (*Trawler*) 1 *Dk*	15 14 48			…		1892	Sir Raylton Dixon & Co. Middlesbro'	N.V. Stoomviss. Annie (J.N. Klein, *Mgr.*)	100·6 | 20·4 | 10·7 Q 20′ F 20′ BK 7½	Ymuiden Dutch	C. 2 Cy. 16″ & 32″–22″ 44 NHP N.E. Marine Eng. Co. Ld. Sld	11 ″ 8	
1033 104117	**—** *D. Jones* –96 GIB (*See Sailing Ship Register*)	**Wood Aux Sc K** *Oil Eng* 1 *Dk*	46 45 32	6,98	Mil	12		1896 1 mo	J. & W. Francis M. lfrd Havn	~~W. Jones~~ W. Morgan	64·5 | 18·1 | 7·0 Klsn 9 yrs Mat	Milford British	Oil Engines 2 Cy. 9½″–10½″ NE 15 Torbinia Eng. Co. Ld. Lon.		
1034 105777	**Annie E. Gallup**	**Wood Sc**	141 — 74					1878	..... Fall River, Mass.	Fisheries Co.	116·6 | 18·7 | 9·3	Greenport N.Y. Utd. States			
1035 HWNL	**Annie Hugo Stinnes 6** *Escherhaus* –14 *Mchy. Aft* Wireless *Elec. light* 1 *Dk*	**Steel Sc Sr** Sub. Sig.	1486 1287 767					1910	Flensburg r Schiffsb. Ges Flensburg	"Annie Hugo Stinnes 6" Dampfsch. Ges. m.b.H. (Hugo Stinnes, *Mgr.*)	243·6 | 37·6 | 17·6 P 70′ F 24′	Hamburg German *WB*	T. 3 Cy. 17¾″, 29½″ & 48″–34 7/16″ 135 NH Flensburger Schiffsb. Ges.		G
1036 127117 VHDF	**Annie Irvin** *C. Olsen* 09–11	**Steel Sc K** (*Trawler*) 1 *Dk*	187 183 69			…		1911	Smith's Dock Co. Ld Middlesbro'	Irvin & Johnson, Ld	110·4 | 21·0 | 11·5 BK 7½″	Cape Town British	T 3 Cy. 11½″, 19½″ & 33″–22″ 68 RHP Shields Eng. Co. Ld. N. Shl.	12 ″ 3	
1037 5236 JSKB	**Annie Johnson** *L. Lindh* 07–13 *Elec. light* Wireless	**Steel Sc Sr** *ss* Mmo. No. 1–16 2 *Dks (Stl)* & *Shelter dk (Stl*	4280 3535 2358	✠ 100 A1 *Shelter dk with freeboard* 11,16 BS 7,15	Got LMC MS 1,16	*x*	~~1,16~~ 10,17	1911 9 mo *Lloyd's*	Lindholmens V.A. Gothenburg *A4 CP*	Rederiaktieb. Nordstjernan (A.A. Johnson, *Mgr.*)	375·7 | 50·7 | 22·3 B *on Shelter dk* 74′ FK *WB = Cell D Ba 11 t uE & B 76′ f*	Stockholm Swedish *6 BHCem*	T. 3 Cy. 26″, 43½″ & 72″–45″ (*s*) 200 lb 475 NHP 1 SB, *12 cf*, GS 276, HS 8320 Motala V. Nya Akt. Motala 143′ 1276 *t FPT* 7 *st APT* 46 *t*	25 ″ 7 s 2 ″ 9½ 23 ″ 2	
1038 114913 HFTC	**Annie Melling** *A. Miller* –14	**Steel Sc K** *ss* Flt. No. 2–14 1 *Dk*	221 196 85	✠ 100 A1 *Stm Trawler* 7,14	Flt LMC 7,14		7,14	1906 3 mo *Lloyd's*	Smith's Dock Co. Ld North Shields *A4 CP*	Melling Steam Trawling Co. Ld. (H. Melling, *Mgr.*)	117·6 | 21·6 | 11·5 Q 65′ BK 7½″	Preston British *3 BHCem*	T. 3 Cy. 12″, 20″ & 33″–23″ (*s*) 180 lb 65 RHP 1 SB, *2 pf*, GS 35, HS 1341 Shields Eng. Co. Ld. N. Shl.	12 ″ 4	
1039 2381 HTVS	**Annie Therese** *A.J. Herlitz* –16	**Iron Sc 3 Mst Sr** (*ex* Cyclop) 1 *Dk 2 tr b*	979 768 579					1873	Reiherst'g. Schiffsw. Hamburg	Rederiaktieb. Nordstjernan (A. A. Johnson, *Mgr.*)	230·2 | 29·1 | 13·8 Q 122′ B 25′ H 17 *t* F 32′	Stockholm Swedish	2 Cy. 28″ & 50″–38″ NB 86 120 NHP Reiherst. Maschinenf. Ham.		V
1040 98542 LVKB	**Annie Walker** *W. Ramsay* –16	**Iron Sc Sr** (*Trawler*) 1 *Dk*	123 114 50			…		1890	A. Hall & Co Aberdeen	W. Flockhart (A. Flockhart, *Mgr.*)	96·0 | 20·1 | 10·3 BK 6½″	Leith British *WB*	C. 2 Cy. 18″ & 34″–24″ 50 RH A. Hall & Co., Aberdeen	10 ″ 11	
1041 72 NDQG	**Annina M.** *F. Monti* (*ex* Breton)	**Iron Sc Sr** *ss* Hav. No. 1–88 1 *Dk*	156 — 76	✠ 7,90	Hav	*b*		1884 8 mo	S. & H. Morton & Co. Leith	Cav. E. Monti	116·2 | 19·0 | 8·4 Q 35′ F 17′	Naples Italian *3 BHCem*	C. 2 Cy. 13¾″ & 23¾″–17¾″ 20 NHP S. & H. Morton & Co. Leith	9 ″ 2	
1042 HCPK	**Annobon** *N. Bernabeu* 09–10 (*ex* Fernando Poo, *ex* *Mchy. Aft* Quinta Hermosa) 1 *Dk*	**Iron Sc**	174 — 111	✠ 8,85 ✠	Gls	*a*		1885 7 mo	J Fullerton & Co. Paisley	Cia. de los Vapores Correos Interinsulares de Fernando Poo	108·2 | 18·0 | 9·0 Q 16′ B 30′ F 14′ Jen 95	Bilbao Spanish *3 BHCem*	C. 2 Cy. 14½″ & 28″–22″ 31 NHP Ross & Duncan, Glasgow	9 ″ 7	
1043 HJDK	**Annonciation** *E. Leprêtre* 12–13 1 *Dk*	**Steel Sc K**	78 70 3	✠ 100 A– *For fishing purposes* 12,13 BS 11,16	Bou LMC 12,13			1913 12 mo	Germe et Jouy Boulogne	Sergent-Herbez	71·4 | 18·5 | 9·8 BK 5′ *DBu B 16′ 7 t*	Boulogne French *3 BHCem*	C. 2 Cy. 12⅝″ & 23⅝″–14 7/16″ (*s*) 114 lb 35 NHP 1 SB. *2 pf*, GS 31, HS 831 Germe et Jouy, Boulogne	10 ″ 2	
1044	**Añorga** *ss* Lon. No. 3–4,95 (*ex* Aleson, *ex* Rui Perez, *ss* Sws. No. 2–03 *ex* River Derwent, *ex* Katherine Clark) 1 *Dk (Irn)* 2 *tr B*	**Iron Sc Sr**	658 — 400	✠ 6,05 ✠	Cff	*l*		1882 4 mo	R. Duncan & Co. Pt. Glasgow	Empresa del Vapor Añorga (C.O. De Zabalegui, *Mgr.*)	207·8 | 28·9 | 13·9 Q 114′ F 27′ BK 7″ *DBa 59′ 131 t FPT*	S. Sebast'n Spanish *4 BHCem* 42 *t APT* 16 *t*	C. 2 Cy. 24″ & 48″–36″ NDB 96 106 NHP 1 SB, *3 pf*, GS 54, HS 1714 Kincaid & Co. Greenock	14 ″ 9	V
Wrecked 7/17 1045	**Anping** *A. Mackinnon* 96–10 2 *Dks*	**Steel Sc Sr**	*1857* *1658* *1159*					1896	C. Connell & Co. Glasgow	China Merchants' Stm. Nav. Co.	265·0 | 40·1 | 21·4 F 32′	Shanghai Chinese *WB*	T. 3 Cy. 21″, 33″ & 55″–36″ 181 NHP D. Rowan & Son, Glasgow		
1046 1654 HKWQ	**Anping Maru** *Elec. light*	**Steel Sc Sr** *ss* Kob. No. 3–1,09 *ss* Kob. No. 1–12 1 *Dk (Stl)* & *Spar dk* & *deep framing*	1604 1497 887	✠ *Spar dk with freeboard* 9,14 ✠	Shi	*q*		1897 1 mo	Wigham Richrdsn & Co Newcastle	Osaka Shosen Kabushiki Kaisha *WB = Cell D Ba 71′ uE & B 33′ f 96′ 312 t FPT*	252·6 | 35·0 | 13·8 P 23′ B 62′ F 32′ 20·8 FK *DBa 59′ 131 t FPT*	Osaka Japanese *4 BHCem* 35 *t APT* 18 *t*	T. 3 Cy. 21½″, 36″ & 59″–39″ 237 NHP 2 SB, *6 cf*, GS 120, HS 3874 Wighm Richrdsn & Co. Nwc	23 ″ 0	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. — Capitaine. Ex-nom, s'il y a lieu. — Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
1047	**Ansa** WoodSc *Soini*		210 201 120					1916	J.Ahola Sökkijärvi	J.Pontynan, S.Mutro&Soini	116·2	26·7	10·2	Wiborg Russian			
SBJF																	
1048	**Anselm** SteelScSr		5450	✠100A1	Liv	*z*	N11,16	1905	Workman,	BoothS.S.Co.Ld.	400·4	50·1	19·1	Liverpool	T.3Cy.29½",49"&80"-60" (r)	30 " 0	
120834	*J.Kempthorne* –15 ~~ssLiv.No.2–10~~		3932	*Spar dk*				3mo	Clark&Co.Ld		P&B279'F45'	27·3		British	180lb 819NHP	s5 " 1½	
HCFR	*Elec.light* 1*Dk*(*Stl*)&*Spar*		3221	1,18 ~~9,16~~					Belfast			FK		6*BHCem*	4SB&1Aux.SB,*14cf*,GS300,	25 " 6	
	Ref.Mchy. *dk*(*Stl–ws*)&*deep framing*			~~Bunkers—16,~~				*Lloyd's*	*SA&CP*	*WB=CellDBa*80'	*uE*&				HS13204 FD		
	Wireless *ss*Liv.No.3–10,17			~~Bkr 16~~ LMC ~~12~~ 16,17						*Bkr*54' *f*140'665*t*	*DT*& 84'295*t* *FPT*			50*tAPT*30*t*	Wrkman,Clark&Co.Ld Bel		
1049	**Anselma de Larrinaga** StlScSr		4090	✠100A1	Mch	*x*	2,17	1898	Russell&	Anselma deLar-	364·5	46·9	26·6	Liverpool	T.3Cy.25",42"&70"-48" (*s*)	29 " 4	
109420	~~*Lad.Duncan*—17~~ *ss*Mch.No.3–2,17		3709	10,17 ~~2,17~~	Nwc			5mo	Co.	rinagaS.S.Co.Ld.	P48'B96'F44'			British	200lb *70lb* 430NHP	s 5 " 8	
QFPG	2*Dks*(*Stl*)&*deep framing*		2632	BS8,18 ✠LMC2,17					Pt.Glasgow	(Larrinaga&Co.		FK		6*BHCem*	2SB,*6cf*,GS110,HS5737 FD	24 " 0	
	Elec.light *F.Bastarrechea* –17							A&CP		Ld.)					Dunsmuir&Jackson,Gls.		
											WB=Cell			*DBa*114'*uE*	&*B*46'*f*154'94*1tAPT*35*t*		
1050	**Anshin Maru** SteelScSr		1588	✠	Shi	*q*		1892	Ndrl.Stbt.	SuganoGomei	254·7	33·0	16·7	Nishinada	T.3Cy.21¾",31½"&55½"-36"	24 " 6	
18929	*ss*Ham.No.3–7,04		1445	*Spar dk*				5mo	Maats.	Kaisha	F29'		24·5	Japanese	197NHP		
MWRJ	(*ex*Colon.*ex*RamonCorral.*ex*Erna,*ex*		938	1,08 ✠					Rotterdam			BK8½"		5*BHCem*	1DB,*6rf*,GS108,HS3182		
	Laguna,*ex*Koningin 1*Dk*(*Stl-ws*)										*DBa*61'*f*40'95*t FPT*			18*tAPT*50*t*	Ned.Stoom.Maats.Rot.		
	Wireless Wilhelmina) &*Spardk3trB*																
1051	**Anson** SteelScK		211	✠100A1	Gms		8,18	1905	Cook,Wel-	W.Grant	115·4	21·6	11·5	Grimsby	T.3Cy.12",21"&34"-24" (*s*)	12 " 3	
118943	*G.F.Winslow* –14 *ss*Gms.No.2–13		194	*StmTrawler*				2mo	t'n&Gemmell		Q58'B19'			British	180lb 60RHP		
	1*Dk*		83	10,14					Beverley			BK7"		3*BHCem*	1SB,*2pf*,GS32,HS1095		
				BS11,14 ✠LMC8,16				*Lloyd's*	*SA&CP*						C.D.Holmes&Co.Hull		
1052	**Anson M. Bangs** SteelSc		178					1897	Harlan&	BreakwaterCo.	101·0	23·0	12·2	Cleveland	C.2Cy.22"&40"-28"		
107301	(*Tug*)		—						Hollings-					Utd.States	71NHP		
	Elec.light 1*Dk*		68						worthCo.						Harlan&HollingswrthCo.		
									Wlmgtn,Del.						Wilmington,Del.		
1053	**Answald** SteelScSr		5401					1909	Bremer	Hamburg-Bremer	419·6	54·5	27·8	Bremen	C.4Cy.26"&55½"-58½"		G
	W.Suhren		5023						Vulkan	AfrikaLinie,A.G.	P&B267'F58'			German	376NHP		
QJSG	*Elec.light* Sub.Sig. 2*Dks*		3436						Vegesack					*WB*	Bremer Vulkan, Vegesack		
1054	**Ant** SteelScSr		545	✠ A1	Grk			1913	Murdoch&	TheAdmiralty	164·5	33·1	8·3		T.3Cy.15",25"&40"-24" (*s*)	8 " 6	
			315	8,13				8mo	Murray,Ld.					British	180lb 100NHP	s1 " 7½	
	Elec.light 1*Dk*(*Teak*)		259	*For service between*					PortGlasgow			FK		6*BHpt Asp,*	1SB,*3cf*,GS54,HS1747	7 " 4	
	&*Promenade dk*(*Teak*)			*Portsmouth & Isle of Wight*				*Lloyd's*	*SA&CP*	*WB=*	*FPT*23*tDT f*11'82*t*			*ptCem*	Muir&Houston,Ld.Gls.		
				✠LMC8,15													
1055	— IronScSr		192			...		1872	J.Reid&Co	AntStmFlatCoLd.	110·3	19·9	10·3	Liverpool	C.4Cy.8"&15"-18"	10 " 6	
65934	*W.Hughes* –04		150						PortGlasgow	(T.J.May&Co.	Q14*t*B12*t*F7*t*			British	NB96 52RHP		
SCLB	*Mchy.Aft* 1*Dk*		77							*Mgrs.*)		BK7"			*Cmp.*79 S.Baker,Liverpool		
1056	**Ant Cassar** SteelScSr		3544	✠100A1	Cff	*v*	~~3,17~~	1902	J.Readhead	Cassar,Ld.(T.	341·5	46·7	25·9	Malta	T.3Cy.24",40"&65"-45" (*r*)	27 " 4	
114824	*S.J.Galeo*15–15 *ss*Liv.No.3–5,15		3346	~~11,17~~ 12,18	Hul		12,17	1mo	&Sons	Hick&Co.*Mgrs.*)	P29'B82'F32'			British	160lb *60lb* 294NHP	s 5 " 0½	
TFCR	(*ex*RioSorocaba, 1*Dk*(*pt Irn&pt Stl*)2*trB*		2287		LMC				SouthShields			FK		6*BHCem*	2SB,*6rf*,GS90,HS4557	22 " 7	
	*ex*Yorkmoor) &*deep framing*3*Dk rule*			MS1,15	BS8,~~17~~ 18			*Lloyd's*	*SA&CP*	*WB=CellDBa*	116'*uE*20'*f*152'825*t*			*APT*39*t*	J.Readhead&Sons,S.Shl.		
1057	**Antaeus** *ss*Bry.No.3–5,17 SteelScSr		3061	✠100A1	Npt	*v*	~~1,16~~	1906	R.Ropner	Egypt&LevantS.S	330·8	48·0	22·0	London	T.3Cy.24",40"&65"-42" (*a*)	24 " 7	
123670	*J.Mackintosh* –13 ~~ssNwc.No.1–11~~		2878	5,17 ~~12,18~~	Bry		N5,17	7mo	&Son	Co.Ld.(T.Bowen	P29'B186'F32'			British	180lb *90lb* 289NHP	s 3 " 5	
HGPT	1*Dk*(*pt Irn&pt Stl*)&		1943	~~MS8,16~~ ✠LMC					Stockton	Rees&CoLd.*Mgrs*)		FK		5*BHCem*	2SB,*6rf*,GS118,HS4345	21 " 7	
	deep framing			~~DBS7,14~~ ~~MBS11,14~~				*Lloyd's*	*SA&CP*	*WB=CellD*	*Ba*108'*uE*24'*f*138'			746*tAPT*70*t*	Blair&Co.Ld.Stockton		
				BS6,17 MS6,17													
1058	**Antar** SteelScSr		3580	✠100A1	Npt	*w*	~~4,15~~	1906	TyneI.S.B.	Egypt&LevantSS.	348·8	50·0	23·2	London	T.3Cy.24",39"&66"-45" (*s*)	25 " 8	
123682	*J.T.Jones* –14 *ss*Bkn.No.2–15		3368	~~4,13,16~~ 8,17	Bry	Cff	4,17	7mo	Co.Ld.	Co.Ld. (T.Bowen	P29'B102'F36'			British	180lb *100lb* 311NHP	s 4 " 8	
HGSN	1*Dk*(*pt Irn&pt Stl*)2*trB*		2322	✠	LMC				Newcastle	Rees&CoLd.*Mgrs*)		FK		6*BHCem*	2SB,*6cf*,GS129,HS4724	21 " 4	
	&*deep framing*3*Dk rule*			MS12,14	BS11,16			*Lloyd's*	*SA&CP*	*WB=CellDBa*114'*u*	*E*24'*f*152'805*t FPT*			95*tAPT*95*t*	N.E.MarineEng.CoLdNwc		
1059	**Antares** SteelScSr		1840					1908	Osbourne,	Dpsk.Interessent-	279·0	40·1	18·2	Chrstiania	T.3Cy.20½",33"&54"-36"		N
	F.Evensen –16		1705						Graham&Co.	skabetGaronne	H66*t*F37*t*			Norwegian	175NHP		
MDTP	1*Dk*		1104						Sunderland	(Fearnley&Eger,				*WB*	G.Clark,Ld.Sunderland		
										Mgrs.)							
	Now named "Tolosa," *see letter* T																
1060	**Antartico** SteelScSr		605	✠	Dun	*i*		1911	VanVliet &	SocAnonGanadera	169·5	28·1	11·6	PntaArnas	T.3Cy.13½",21"&35"-24"	12 " 7	
873	*J.Real* –11		—	8,13				8mo	Co.	yComercial Men-	Q84'B14'F25'			Chilian	86NHP		
HBLD	*Well deck* 1*Dk*(*Stl*)		357	✠					Hardinxveld	endez y Behety		FK		4*BHCem*	1SB,*3pf*,GS59,HS1625		
	Elec.light										*WB=*			*APT*14*t*	W.V.V.Lidgerwood,Gls.		
1061	**Ante Starcevic** SteelSc		198					1904	DittaGio.	Soc.Croata diNav.	137·3	18·4	10·5	Segna	C.2Cy.14"&31"-20"		A
			—						Poli	Maritt.aVap	Q39'			Aust.-Hung.	45NHP		
	Elec.light		79						Chioggia						McKie&Baxter,Glasgow		
1062	**Anten** SteelSc4MstSr		1825	100A1				1917	Lindhol-	FörnyadeÅngf.	264·7	42·5	20·5	Gothenbrg	T.3Cy.20½",33"&55"-36"	20 " 6	
5871	*H.Bengtsson*06–17 *For full particulars*		4707	*See No. 4 in Supplement*					mensM.V.	Aktieb.Viking	P9'B18'F7'			Swedish		s2 " 10	
JVTN	*Elec.light*			(*Class Contemplated*)					Gothenburg	(J.M.Dannberg,						18 " 0	
										Mgr.)					LindholmensM.V.Got.		
1063	**Antenor** SteelScSr		5319					1896	Workman,	OceanS.S.Co.Ld	422·0	49·4	28·6	Liverpool	T.3Cy.29",50"&82"-60"		C
~~IWCM~~	~~*J.Barns*03–14~~		~~4707~~						Clark&Co.Ld	(A.Holt&Co.,				British			
JPVQ	*W.H.Hindley* –17 2*Dks*		3392						Belfast	*Mgrs.*)				*WB*	Wrkman,Clark&Co.Ld Bel		
~~MPHS~~																	
1064	**Anteo** SteelScSr		2774			...		1890	StrandSlip-	A.&G.Fratelli	302·3	40·7	18·5	Genoa	T.3Cy.23½",39"&64"-42"	28 " 6	I
586	*Preve* (*ex*Prometheus.		2643						wayCo.Ld.	Sturlese	B64'F33'	26·0		Italian	NDB00*refitted*12 272NHP		
NDRJ	*ex*Stowford,*ex*Specialist) 1*Dk*		1792						Sunderland			BK10"		*WB*	N.E.MarineEng.Co.Ld.Sld		
	&*Spar dk*&*Webframes*																
1065	**Anteros** SteelScSr		4241	✠100A1	PGl	*y*	8,18	1917	Dunlop,	Egypt&Levant	390·2	52·0	25·0	London	T.3Cy.25",42"&68"-48" (*a*)	27 " 5	
139190	*E.P.Fishwick* –17		3974	~~9,13,17~~ 8,18	Mcb			1mo	Bremner&	S.S.Co.Ld.	P47'B247'F38'			British	180lb *100lb* 372NHP	s3 " 11½	
JNSL	1*Dk*(*Stl*)		2670	✠LMC1,17					Co.Ld.			FK		6*BHCem*	2SB,*8cf*,GS157,HS6050	23 " 10	
	Carrying fuel oil F.P. above 150° F. in D.B.			*Carrying oil fuel F.P. above 150° F. in D.B.*				*Lloyd's*	Pt.Glasgow		*CellDB*342'1107*t*			*APT*120*t*	Dunlop,Bremner&Co.Ld.		
									SA&CP						P.Gl.		
1066	**Anthony Groves, Jr.** IronSc		605					1893	Chas.	Baltimore& Phila-	199·2	23·2	8·6	Philidlphia	C.2Cy.20"&40"-28"		
107008			—						Hillman Co.	delphiaStm.Bt.Co.				Utd.States	NB11 71NHP		
			482						Philadelphia						C.Hillman S.&E.B.Co.,Phl.		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 6 7 Particulars of Classification. Character. for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 9 Built. When / By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registered in which classed, if not in L.R. Transferred to Master Cert
1067 92921	**Anthony Irwing** Steel Pad Sp *W.Gibbons* –16 (*ex* N.E.R.No.20, *ex* William Gray)	119 119 18					1887 J.T.Eltringham S.Shields	A.Irwing&Son (J.Irwing, *Mgr.*)	95·0 | 19·2 | 9·8	W.Hartlpl British	L.2Cy.28″–50″ 75RHP J.P.Rennoldsn&Sns,S.Shl.		
1068 1060 HPNC	**Anthracite** Steel Twin Sc Sr *T.Vaniloff* 1 *Dk*	613 — 392					1889 D.A. Pastouchoff Rostoff o/D'n	Ch.A.Theofani	198·5 | 31·0 | 11·0 B32′H50*t*	Rostoff o/Don Russian	4Cy.14½″&21½″–12″ 29NHP D.A.Pastouchoff,Rostoff		
1069 123694 HGWS	**Antigone** Steel Sc Sr *A.D.Hastings* –14 *ss* Cff.No.2–15 1 *Dk*(*Stl*) *&deep framing*	2366 2213 1495	✠100A1 10,17 ~~10,16~~ ✠LMC Bry ~~MS11,14~~ ~~BS10,16~~ BS1,18	Npt	*t*	~~8,15~~ 10,17	1906 Craig,Taylor&Co.Ld. Stockton *Lloyd's A&CP*	Egypt&Levant S.S.Co.Ld. (T. BowenRees&Co. Ld. *Mgrs.*) *WB*=*Cell* FK *DBa*94′*uE*18′*f*132′	306·0 | 44·3 | 20·0 P26′B186′F29′ 569*tAPT*86*t*	London British	T.3Cy.22″,36″&59″–39″ (*s*) 22 ″ 6 160lb *100lb* 239NHP s 2 ″ 7½ 2SB,*6pf*,GS100,HS3924 20 ″ 2 N.E.MarineEng.Co.Ld.Sld.	
1070 HQGD	— *E.Parthenopoulos* –12 (*ex* Owl) *Elec.light*	Iron Sc Sr 923 725 426					1873 Tod&McGregor Glasgow	Navig.Hellénique JohnMacDowall	229·6 | 30·3 | 15·9 P126*t*F46*t*	Piræus Greek	C.2Cy.40″&71″–42″ NB06 272NHP Tod&McGregor,Glasgow		
1071 212936 LFDT	**Antilla** Steel Sc Sr *G.Cornehl* (*ex* Luristan) 1 *Dk*(*Stl*) *&Spar dk*(*Irn*) *Elec.light* Wireless *&deep framing*	3652 3143 2346	✠ *Spar dk* 11,05 ✠	Hpl			1904 W.Gray&Co.Ld. W Hartlepool	New York&Cuba Mail S.S.Co. *WB*=*Cell* *DBa*&*uE*140′*f*156′	358·0 | 45·0 | 16·3 P24′B86′F34′ 24·2 FK 730*tAPT*25*t*	New York Utd. States	T.3Cy.25″,40½″&67″–45″ 376NHP 6*BHCem* 2SB,*6pf*,GS116,HS5183 FD Cen.Mar.Eng.Wrks.WHpl	26 ″ 10	R
1072 204018 KWBN	**Antilles** Steel Sc Sr *H.T.Boyd*06–09 *Elec.light Ref.Mchy.* Wireless 3 *Dks*	6878 — 4326					1907 W Cramp&Sons S&EB Co Philadelphia	Southern Pacific Co	410·0 | 53·2 | 25·6	New York Utd. States *WB*	T.3Cy 34″,57″&104″–63″ 860NHP W.Cramp&SnsS&BDCPhl		
1073 HJDM	— *DeGassowski* –13 *Elec.light* 4 *Dks*	Steel Sc Sr 2073 — 1010					1912 Ch.&Atel. deSt.Nazaire St.Nazaire	Cie.Générale Transatlantique	281·9 | 38·5 | 18·7 P37′B141′F36′ *WB*	Fort de France French	T.3Cy.18¼″,29½″&50″–39½″ 157NHP Ch.&Atel.deSt.Nazaire		V
1074 109493 QKMC	**Antillian** Steel Sc Sr *J.M.McCormick* –16 *ss* NYk.No.3–11,12 Wireless 1 *Dk*(*Stl*) *&*1 *pt Dk*(*Stl*) *ss* Liv.No.1–17 *&Spar dk*(*Stl*)	5624 5115 3679	✠100A1 *Spar dk* 11,17 ~~9,16~~ ✠LMC 5,16 MFS5,18 BS1,17	Liv	*z*	9,16	1898 Caird&Co. Ld. Greenock *Lloyd's A&CP*	F.Leyland&Co. Ld. *WB*=*Cell DBa* 103′*uE*&*B*58′*f* 183′1012*tFPT*103*t*	420·8 | 49·2 | 21·9 P35′B115′F76′ 30·4 FK&BK3″ *APT*100*t*	Liverpool British	T.3Cy.28″,46″&77″–54″ (*s*) 33 ″ 6 180lb *100lb* NDB17 555NHP s 7· 8 6*BHCem* 2DB,*12rf*,GS195,HS7775 FD 26 ″ 6 Caird&Co.Ld.Greenock		
1075 123984 HGTF	**Antilochus** Steel Twin Sc *H.G.Kelsall* –16 *Elec.light* Wireless 3 *Dks*	~~9039~~ 6586 ~~5806~~ 5795					1906 Hawthorn, Leslie&Co.Ld Newcastle	Ocean S.S.Co.Ld. (A.Holt&Co *Mgrs*)	486·0 | 58·3 | 31·0	Liverpool British *WB*	T.6Cy.23″,38½″&65″–48″ 585NHP Hwthrn,Leslie&C.Ld.Nwc		
1076	**Antimary** Steel Twin Sc Sr (*ex* Cardozo Junior) 1 *Dk&Promenade dk* *Elec.light* (*Teak*)	207 165 86	✠ *For River purposes only* 5,01 ✠	Bkn			1901 J.Jones&Sons Birkenhead		139·1 | 27·0 | 8·0 FK	Manaos Brazilian	C.4Cy.12″&24″–18″ 58NHP 1SB,*2pf*,GS38,HS1163 J.Jones&Sons,Birkenhead	8 ″ 4	
1077 125605 HLDR	**Antinoe** Steel Sc Sr *A.C.de Rouffignac* –16 *ss* Bry,No.2–15 1 *Dk*(*Stl*) *&deep framing*	2396 2215 1477	✠100A1 12,16 ✠LMC MS9,15 BS11,16	Cff	*t*	9,15	1907 Craig,Taylor&Co.Ld. Stockton *Lloyd's A&CP*	Egypt&Levant S.S Co.Ld (T.Bowen Rees&Co.Ld. *Mgs*) *WB*=*Cell D* *Ba*94′*uE*18′*f*132′	306·0 | 44·4 | 20·1 P26′B190′F29′ FK 569*tAPT*86*t*	London British 5*BHCem* N.E.MarineEng.Co.Ld.Sld.	T.3Cy.22″,36″&59″–39″ (*s*) 22 ″ 6 160lb *100lb* 239NHP s 2 ″ 7 2SB,*6cf*,GS95,HS3926 20 ″ 5		
1078	**Antinojenes Menendez** Iron *Vior* Twin Sc Sr 2 *Dks*	1277 — 841					1892 Neafie&Levy Co. Philadelphia	Carlos Trujillo S.S. Co.	238·0 | 35·0 | 20·5	Cienfuegos Cuban	C.4Cy.20″&40″–28″ NB07 142NHP Neafie&Levy Co.,Phl.		
1079 125412 HLJV	**Antinous** Steel Sc Sr *T.Evans* –16 *ss* Cff.No.2–17 1 *Dk*(*Stl*) 2 *tr B deep framing &Web frames* 3 *Dk rule*	3682 3498 2362	✠100A1 ~~5,17~~ 1,17 8,17 Nwc Gls BS1,17 ✠LMC 9,15	Cff	*w*	~~1,17~~ 8,17	1907 R.Thompson&Sons,Ld. Sunderland *Lloyd's A&CP*	Egypt&Levant SS. Co.Ld. (T.Bowen Rees&Co Ld *Mgrs*) *WB*=*Cell D* *Ba*110′*uE*22′*f*146′	346·5 | 50·8 | 22·9 P23′B92′F30′ FK 792*tAPT*42*t*	London British 6*BHCem* Blair&Co.Ld.Stockton	T.3Cy.24½″,40″&66″–45″ (*a*) 25 ″ 6 180lb *100lb* 330NHP s 4 ″ 7 2SB,*6rf*,GS128,HS5260 21 ″ 4		
1080 HJDN	**Antioche** Steel Sc K *Bodrisal* –13 (*Trawler*) *Elec.light* 1 *Dk*	249 22 68					1905 Smith's Dock Co.Ld. North Shields	O.Dahl	125·6 | 22·0 | 12·1 Q51′F21′ *WB*	La Rochlle French	T.3Cy.12½″,20″&34″–25″ NB12 58NHP ShieldsEng.Co.Ld.N.Shl.		V
1081 570 NDRL	**Antioco Accame** Steel Sc Sr *P.Crocco* (*ex* Goodwin) 2 *Dks*	4439 4201 2796					1895 Lon.&Gls. Co.Ld. Glasgow	Flli.S.&E.Accame	391·8 | 46·6 | 27·9 P38′B112′F40′	Genoa Italian *WB*	T.3Cy.27″,42″&69″–54″ 350NHP Lon.&Gls.Co.,Glasgow		Cl
1082 118382 VNHK	**Antiope** Steel Sc Sr *J.A.Streeting* –16 *ss* Shl.No.3–9,15 (*ex* Cragside) 1 *Dk*(*Irn*) *&deep framing* 3 *Dk rule*	3004 2846 1908	✠100A1 12,16 ~~BS12,16~~ ✠LMC 9,15 BS1,18	Cff	*v*	~~8,15~~ 9,17	1904 Bartram&Sons Sunderland *Lloyd's A&CP*	Egypt&Levant S.S.Co.Ld. *Cell DBa*104′*uE*&*B*	339·0 | 48·1 | 22·0 P30′B189′F33′ FK 48′*f*139′904*tFPT*5	London British 6*BHCem* 6*tAPT*44*t*	T.3Cy.23½″,39″&64″–42″ (*s*) 24 ″ 6 180lb *100lb* 296NHP s 3 ″ 4 2SB,*6rf*,GS106,HS4667 21 ″7 Blair&Co.Ld.Stockton		
1083 MBDS	**Antipolo** Wood Sc (*ex* Don José) F&YM11,12	175 — 120					1896 ..... Philippine Islands	J.Salgado	125·0 | 21·0 | 8·0	Manila Utd. States			
1084 108753	**Antleon** Steel Sc *R.Barton*92–02 (*Sand Pump Dredger*)	460 — 213					1898 W.Simons &Co.Ld. Renfrew	Government of New South Wales	165·0 | 35·2 | 8·2	Sydny NSW British	T.3Cy.10″,15½″&26″–16″ 80RHP A.Shanks&Co.Arbroath		
1085 9128 JSCP	**Anto Maru** Steel Sc Sr 2 *Dks*	724 680 432					1904 Osaka Iron Works Osaka	Osaka Shosen Kabushiki Kaisha	183·6 | 27·3 | 18·2	Osaka Japanese *WB*	T.3Cy.14½″,24½″&39″–30″ 88NHP Osaka Iron Works,Osaka		
1086 (*ex* Tillydrine)	**Antoine Achaque** Steel Sc 3 Mst Sr *Alessandrini* –16 *ss* Alg.No.1–13 1 *Dk*(*Stl*) *Well deck Mchy.Aft*	*321* *230* *127*	✠100A1 6,16 ~~BS6,16~~ ✠LMC 6,15 ~~5,17~~ 6,17	Alg	*e*	~~6,16~~ 6,17	1908 Dundee S.B.Co.Ld. Dundee *Lloyd's A&CP*	A.Achaque *WB*=	132·3 | 23·1 | 9·9 Q47′B11′F25′ FK *FPT*25*t*	Algiers French 3*BHCem*	C.2Cy.16″&34″–24″ (*s*) 11 ″ 0 140lb 86NHP s ″ 8½ 1SB,*2cf*,GS34,HS1205 10 ″ 6 W.V.V.Lidgerwood,Gls.		
1087 HJGL	**Antoinette** Steel Sc K *F.Gournay*04–13 (*Trawler*)	261 238 84					1907 Bonn& Mees Rotterdam	Pêcheries Lilloises (My.Lemaire& Co.*Mgrs.*)	140·6 | 21·8 | 13·0	Boulogne French *WB*	T.3Cy.13″,22″&36″–24″ 63NHP Alblasserdam Msch.Fab.		V
1088	**Antolin del Collado** Iron Pad Sr *J.Planell* 2 *Dks* (*ex* Rover, *ex* Merida, *ex* Marco Aurelio)	995 — 539					1881 Scott&Co. Greenock	J.Alonso(S.enC.)	210·4 | 32·4 | 14·3 P37*t*	Havana Cuban	C.2Cy.33″&62″–54″ 235NHP Scott&Co.Greenock		
1089 3602 JLDQ	**Anton** Iron Sc Sr *G.Eneroth*16–16 *ss* Hbg.2nd No.3–5,07 (*ex* Newbigging, *ss* Hbg.No.2–16 *ex* Castanos, *ex* Ithaca, *ex* Castanos) 1 *Dk*(*Irn*) 2 *tr B* *Well deck*	1568 1240 876	✠100A1 10,16 ✠LMC BS6,16 MS10,16	Hbg	*q*	1,16	1882 Oswald, Mordaunt&C. Southampton A&OP	Rederiakt Aukaret (F.Börjesson, *Mgr.*) *WB* =*DBa*66′*f*114′467*t*	258·9 | 36·0 | 18·0 Q87′B64′F26′ FK	Hlsingborg Swedish 4*BHCem* *APT*20*t*	C.2Cy.30″&60″–42″ 90lb *70lb* NDB92 173NHP 2SB,*4pf*,GS76,HS2826 Oswald,Mordaunt&Co.Sou	19 ″ 8 s 1 ″ 9½ 18 ″ 1	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettres d'Equipement.	7a Date de la dernière visite de cloisons pour-bellaq.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP= Force en chevaux d'après les formules de la Société. RHP= Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Inscrits ou cotés si ce n'est dans le L. R. Number Cert. Nat. Trade
1090	**Antonia**	**IronScSr**	776	✠	Brs	*k*		1874	J.Blumer	~~Ferrer Peset~~	200·5|28·2|17·7	Valencia	C.2Cy.27″&50″–30″		V
	J.E.Haraam	*ssCff.No.3–6,85*	734	9,98				7mo	&Co.	~~Hermanos~~ Cia		Spanish	114NHP		
HCQN	(*ex*Gomecha,	*ssBcl.No.2–93*	437	✠NB6,93					Sunderland	Trasmediterranea	BK8″	4 *BHCem*	1SB,*3f*,GS53		
	*ex*Olaveaga,*ex*Ardanaz,*ex*Blyth)	*2Dks*									*WB=ptDB*		Fowler&M'Colin,Hull		
1091	**Antonia Garcia**	**IronScSr**	256	✠	Gls	*e*		1886	Scott&Co.	**F.Garcia**	135·2|22·1|10·5	Bilbao	C.2Cy.21″&42″–30″	11 ″ 1	
	B.Lopez –15	*ssGls.No.3–4,95*	210	10,95				2mo	Bowling		Q52′B12′F20′	Spanish	80NHP		
	(*ex*Tenerife,*ex*Nigel)	*1Dk*	117	✠							BK7″	3 *BHCem*	1SB,*2cf*,GS40		
	Mchy.Aft *Well deck*										*WB=*	*FPT23t*	Muir&Houston,Glasgow		
1092	**Antonico**	**SteelTwinSc**	457					1910	Bergens		149·0|29·1| 9·6		T.6Cy.9″,14½″&24½″–18″		
			320						Mek. Værks.				25NHP		
	Elec.light	*1Dk&Shade dk*	200						Bergen		*WB*		BergensMekVærks Bergen		
1093	**Antonie**	**IronScSr**	179					1879	G.Howaldt	**Sartori&Berger**	95·9|20·9|12·1	Kiel	C.2Cy.13″&21″–14″		G
	W.Strutmann09–09	*1Dk*	148						Kiel		P44′	German	NB97 14NHP		
LCHG	*Mchy.Aft* *Elec.light*		103										Schweffel&Howaldt		
1094	**Antonietta Accame**	**SteelScSr**	3249	✠100A1	Gen	*u*	N6,16	1899	Cant.Nav.	~~E.Accame&figli~~	346·0|47·2|16·2	Genoa	T.3Cy.21½″,35″&59″–39″ (*s*)	24 ″ 3	
21	~~*Zino*~~	*ssMsl.No.3–11,11*	2844	*Spar dk*				10mo	diMuggiano	Luigi&Antinco	P37′B106′F29′ 24·2	Italian	180lb *100lb* 228NHP	s 4 ″ 2	
NDTF		*1Dk(Stl)&Spar dk(Stl)*	1982	9,14					Muggiano	Flli Accame	FK	2SB,*6cf*,GS89,HS3416		20 ″ 5	
	G.Bonorino –16	*&Web frames*		~~Examined 9,16~~ BS9,16	✠LMC MS6,16				A&CP	*WB=DBa94′*	*uE&B36′f142′945t*	*APT58t*	T.Richardsn&Sns.Ld.Hpl.		
1095	**Antonij**	**SteelScSr**	352					1893	Helsingörs	**N.Antufieff**	145·0|22·0|13·2	Archangel	C.2Cy.16½″&31″–18″		V
192	*S.Kutschin*14–14	(*ex*Föringur.	—						Jernsk&Msk			Russian	34NHP		
	*ex*Omösund)	*1Dk&Awng dk*	193						Elsinore		*WB*		HelsingörsJernsk.&Mskb.		
1096	**Antonina**	**SteelScSr**	4010					1898	Blohm&	**Hamburg-Amerik.**	361·1|44·8|25·8	Hamburg	T.3Cy.24½″,40½″&70″–48″		G
	F.Meyer		3372						Voss	**Packetf.Act.Ges.**	P44′B117′F44′	German	339NHP		
RLBM	*Elec.light* Wireless	*1Dk&Spar dk2trB*	2550						Hamburg	**(Ham.-Amr.Line)**	*WB*		Blohm&Voss,Hamburg		
1097	—	**SteelScSr**	414	✠	Lon	*g*		1889	S.&H.	**AlvesBraga**	161·0|25·1|11·4	Pará	T.3Cy.14″,22″&36″–24″	11″10	
		ssLon.No.2–98	—	8,00				9mo	Morton&Co.	**RubberStates&**	Q23′F20′	Brazilian	69NHP		
	(*ex*Berri,*ex*Mabel)	*1Dk(Irn)*	203	✠					Leith	**TradingCo.Ld.**	FK	*4BHCem*	1SB,*3rf*,GS42,HS1108		
											WB=FPT	*28t APT39t*	S.&H.Morton&Co.Leith		
1098	**Antonio**	**SteelScSr**	3154	✠100A1	Nap	*u*	~~2,16~~ N1,18	1893	Irvine&Co.	**Soc.Anon.Ilva**	322·0|41·7|21·2	Genoa	T.3Cy.23½″,39″&64″–42″(*s*)	24 ″ 0	
7i	*D.Ferrari* –16	*ssShl.No.3–9,06*	2386	*pt Awng dk*	Gen			4mo	W Hartlepool		P31′Q106′ BK10″	Italian	160lb *90lb* NDB06 270NHP	s 9 ″ 1½	
NDWL	(*ex*Sidra)	*ssNap.No.2–15*	1993	*withfreeboard*					A&CP		*ptAwngdk*185′	*5BHCem*	2SB,*6rf*,GS99,HS4127	23 ″ 2	
		1Dk(Irn)2trB		8,17 ~~9,16~~	✠LMC					*WB=Cell DB* 274′ 612t		*APT38t*	Blair&Co.(Lim),Stockton		
		&Webframes&ptAwngdk(Irn)		MS10,14	BS8,16 ~~8,17~~										
1099	—	**IronScSr**	484			...		1881	Hodgson &	**F.deAsqueta**	170·6|26·9|11·7	S.Sebast'n	C.2Cy.21″&40″–30″	12 ″ 4	V
	Aranzalal	(*ex*Kirkheaton)	387						Soulsby		Q82′B9′F19′	Spanish	NDB98 NB97 73NHP		
HCQT	*Well deck*	*1Dk*	231						Blyth		BK7″	*WB*	J.W.&F.Wilson,Sld.		
1100	—	**SteelScK**	210	✠100A1	Hul		~~4,15~~ 5,17	1908	Earle'sCo.	**Hellyers'Steam**	111·3|22·6|12·1	Hull	T.3Cy.10″,16½″&28″–24″ (*s*)	12″10	
128095	*J.Clark* –16	*ssHul.No 2–15*	198	*Stw trawler*				7mo	Ld.	**FishingCo.Ld.**		British	200lb 47RHP		
JHPB		*1Dk*	82	5,17 ~~7,13~~	BS5,17				Hull		BK8″	*4BHCem*	1SB,*2pf*,GS25,HS750		
				~~BS6,16~~	✠LMC4,15			*Lloyd's*	*SA&CP*		*WB=APT3t*		Amos&Smith,Hull		
1101	**Antonio Bittencourt**	**SteelScSp**	*137*	✠	PGl			1900	Murdoch&	**J.dePaulo**	110·2|22·1| 6·6	Manaos	C.2Cy.12″&24″–18″ 32NHP	7 ″ 0	
		(*ex*Tapuia)	*118*	*For River purposes only*				7mo	Murray	**Antunnes**		Brazilian	1SB,*2pf*,GS26,HS662		
		1Dk(Teak)&Promenade dk(Teak)	*93*	10,00	✠				PortGlasgow		FE	*5BHCem*	Lees.Anderson&Co.Gls		
1102	**Antonio Ferrer**	**IronScSr**	975	✠	Lon	*m*		1882	WBThmp-	~~Ferrer Peset~~	210·5|29·8|13·9	Valencia	C.2Cy.23″&46″–30″	22 ″ 8	V
	*H.Bonet*13–13	*ssLon.2ndNo.3–11,07*	—	6,16				11mo	son	~~Hermanos~~ Cia	21·4	Spanish	NDB97 92NHP		
HMLH	(*ex*Goya)	*ssBkn.No.1–12*	766	*Awng dk*	✠				Dundee	Trasmediterranea	BK7½″	*4BHCem*	1SB.*3pf*,GS40,HS1525		
		1Dk(Irn)&Awng dk		*withfreeboard*							*WB=*	*DBa38′50t*	W.B.Thompson,Dundee		
1103	**Antonio Ferro**	**SteelScSp**	82	~~100A1~~	Npt		~~0,16~~	1907	J.Cran	~~Ferrer Hnos~~	75·1|18·1| 9·2		C.2Cy.14″&34″–22″ (*s*)	10 ″ 0	
Foundered 9,17		*ssB.As.No.3–9,16*	76	*For towing purposes*			6,17	6mo	&Co.			Russian	140lb 57NHP		
		1Dk(Stl)	8	6,17 ~~9,16~~	~~LMC6,16~~				Leith		BK6″	*3BHCem*	1SB,*2pf*,GS36,HS985		
					9,17			*Lloyd's*	*SA&CP*				J.Cran&Co.Leith		
1104	**Antonio Lopez**	**SteelScSr**	5975	✠100A1	Cdz	*u*†	~~8,15~~ 8,17	1891	W.Denny	**Cia.Trasatlantica**	430·0|50·1|31·6	Barcelona	Q.4Cy 32″,46½″,64½″&92″–	34 ″ 6	
	*M.Antich*05–09	*ssCff.No.3–11,06*	5222	8,16				12mo	&Bros.		P54′B160′F58′	Spanish	60″180lb *140lb* FD (*s*)818NHP	-10 ″ 6	
HCSV	(*ex*Ruahine)	*ssCdz.No.2–15*	3591	✠	LMC6,16				Dumbarton		BK11″	*7BHCem*	3DB,*18pf*,GS270,HS11262	25 ″ 5	
	Elec.light	*Dks(Stl–ws)3trB*						*Lloyd's*	*SA&CP*	*WB=Cell DBa* 110′ *u B*		*58′f153′779t*	Denny&Co.Dumbarton		
	Sub.Sig.	Wireless													
1105	**Antonio Olyntho**	**SteelTwinScSr**	*459*	✠	Dun			1896	Gourlay	**AmazonRiverStm.**	172·0|33·2| 8·6	Para	T.6Cy.10″,16″&26″–21″	8 ″ 9	
			354	*For River purposes only*				2mo	Bros.&Co	**Nav.Co.(1911)Ld.**	P28′B11′F36′	Brazilian	81NHP		
	Elec.light	*1Dk(Teak)&Promenade dk*	*251*	2,96	✠				Dundee		FK	*7BHptAsp*	1SB,*2cf*,GS42,HS1513		
		(Teak)										*ptCem*	Gourlay Bros.&Co.,Dun.		
1106	**Antonio Sciesa**	**SteelScBn**	1905	✠100A1	Nap	*r*	4,16	1887	Richards'n.	**Requisitioned by**	260·0|36·0|20·2	Genoa	T.3Cy.20″,33″&54″–36″ (*s*)	21 ″ 2	
	A.Brigneti –15	*ssMdb.2ndNo.3–1,11*	1541	4,16				4mo	Duck&Co.	**theItalianGovt.**	P&B146′F35′	Italian	160lb *90lb* 2NDB14 177NHP	s 2 ″ 3	
QPNT	(*ex*Matlekovits)	*ssNap.No.1–16*	1249	MS8,15	✠LMC				Stockton	**(ItalianStateRlys)**	BK9½″	*5BHCem*	2SB,*4cf*,GS66,HS2685	19 ″ 10	
	Well deck	*1Dk(Stl)2trB*		~~MS8,16~~	~~BS4,16~~ 4,17			*Lloyd's*	*SA&CP*		*DBa70′&u*	*E&B38′217t*	Blair&Co.Ld.Stockton		
1107	**Antonio de Satrústegui**	**StlScSr**	2481	✠	Ant	*s*		1889	Hawthorn,	**Cia.de Nav.Vasco-**	300·0|38·8|19·5	Aviles	T.3Cy.22½″,36½″&60″–39″	21″11	
	C.Muñiz	*ssLiv.No.3–5,98*	1857	*pt Awng dk*				4mo	Leslie&Co.Ld	**Asturiana**	P27′Q90′ ptND98	Spanish	NDB03 242NHP		
HCSW	(*ex*Ballesteros No.1,	*ssBbo.No.1–03*	1570	*withfreeboard*					Newcastle		BK10″	*5BHCem*	2SB.*6pf&2cf*,GS125,HS3900		
	*ex*Talbot,*ex*SaintClears)	*1Dk&(Stl)& Webframes&ptAwngdk(ptIrnptStl)*		6,07	✠						*pt Awng dk* 183′		Hwthrn.Leslie&C.Ld.Nwc		
												WB	*=CellDB248′425tAPT75t*		
1108	**Antonios**	**IronScSr**	*1132*	✠100A1	Pir	*m*	10,16	1883	Workman,	AntoniosGeor-	217·3|31·9|15·4	Piræus	C.2Cy.26″&50½″–36″ (*b*)	16 ″ 9	
	A.Gorgandis	*ssLth.2ndNo.3–4,09*	*845*	~~4,17~~ 4,11	Bry			5mo	Clark&Co.	gandis	P32′Q46′B63′F29′	Greek	85lb *100lb* NDB04 122NHP	s 1 ″ 1½	
	(*ex*Newington)	*ssPir.No1–13*	*686*	~~4,17~~ 12,17					Belfast		ptND09 FK	*5BHCem*	1SB,*3pf*,GS45,HS2062	15 ″ 10	
	Well deck	*1Dk(Irn)*		~~BS10,16~~	✠LMC11,13				A&CP	*WB=DBa59′*	*f84′&uE&B31′274t*	*4PT39t*	V.Coates&Co.Ld.Belfast		
				BS12,17											
1109	—	**IronSc3MstSr**	1002			...		1865	T.&W.	**N.M.Michalos**	215·9|27·1|15·0	Patras	C.2Cy.22¾″&47¾″–29½″	17 ″ 5	
		(*ex*Carl N.V.)	664						Smith		H8*t* 21·9	Greek	NB88 NE77 103NHP		
	Mchy.Aft	*1Dk&Awng dk3trB*	767						N.Shields		len71	*WB*	GöteborgsMV.Aktieb.Got		
1110	—	**IronSc3MstSr**	622	✠	Shl	Lv		1875	J.Laing	**D.J.Theophilatos**	186·3|30·0|14·3	Andros	C.2Cy.24″&46″–30″		V
	Lucas	*3rdSurvey,83*	519	3,86				7mo	Sunderland	**&Co.**	Q38*t*	Greek	NB86 97NHP		
HTOP	*Mchy.Aft*	(*ex*Devonshire) *1Dk(Irn)*	380								*WB=DBf*	*3BH1PBH*	J.Dickinson,Sunderland		

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c	3	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned. Now expired. Management Letter.	7a Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Engineers in which classed, if not in L.R. Date of I.of Trade Cert.
1111 446 LABG	Antonios *N.Pod* 11–13 (*ex* Mina, *ex* Sophia)	Steel Pad 1 *Dk*	196 — 88					1891	Danubius Schoenichen Hartmann AG Budapest	G.Panagiotato	121·9 | 21·0 | 10·2	Kertch Russian	C.2Cy.24″&36–42″ 70NHP Escher, Wys&Co.Zürich		
1112	Antonios J. Dracoulis *A.Mantzaris* –15 (*ex* Aydon)	Steel ScSr ss Bla.No.2–15 1 *Dk* (*Stl*) & *deep framing*	*3301* *3049* *2135*	✠100A1 9.15 BS9,16	Cff ✠LMC9,15	*v*	9,15	1906 8mo *Lloyd's*	Swan, Hunter & Wigham Richardson, Ld Newcastle *WB=Cell D Ba*	G.A.Dracoulis	331·3 | 49·0 | 22·7 P28′B148′F35′ FK 110′*uE & B36′f* 144′	Ithaca Greek 5 *BH Cem* 969*t APT* 35*t*	T.3Cy 23½″,39½″&65″–42″ (*s*) 180lb *90lb* 295NHP 2SB,*6cf*,GS122,HS4510 Wllsnd Slpwy.Co.Ld.Nwc	25 ″ 3 s 3 ″ 11½ 21 ″ 8	
1113	Antonios M. Mavrogordatos *J.Kalofatis* –13 (*ex* Llangibby)	Steel Sc ss Syr.No.3–10,14 1 *Dk* (*Irn*) 2*tr B* *deep framing & Web frames* 3 *Dk rule*	*3771* *3558* *2451*	✠100A1 2,17 ~~7,15~~ MS10,14	NNs Cff ✠LMC BS9,15	*w*	~~7,15~~ 3,17	1901 9mo	Ropner& Son Stockton A&CP	A.M.Mavrogordatos *WB=Cell D Ba*	340·0 | 49·6 | 25·6 P30′B85′F48′ FK 6 *BH Cem* *APT* 119*t* *& uE* 129′ *f* 148′ 757*t*	Syra Greek 6 *BH Cem* *APT* 119*t*	T.3Cy.25″,41″&67″–45″ (*s*) 180lb ~~80lb~~ *50lb* 832NHP 2SB,*6rf*,GS124,HS5190 Blair&Co.Ld.Stockton	28 ″ 3 s 5 ″ 2½ 23 ″ 5	
1114 HQGJ	Antonios Stathatos *N.Manolatos* –12 1 *Dk* (*pt Irn & pt Stl*) *deep framings & Web frames*	Steel ScSr ss Pir.No.3–3.14	*2743* *2564* *1749*	✠100A1 3,17, ~~4.16~~ ✠LMC MS3,13	Npt Msl BS ~~4,16~~ 3,17	*u*	~~N0,15~~ 3,17	1901 6mo	J.Blumer &Co. Sunderland A&CP *W*	C.Stathatos *B=Cell D Ba* 102′	319·6 | 46·1 | 21·0 P28′B88′F32′ FK 5 *BH Cem* *APT* 134*t* *uE & B* 42′ *f* 124′ 660*t*	Ithaca Greek 5 *BH Cem* *APT* 134*t*	T.3Cy.23″,38″&62″–42″ (*o*) 160lb ~~40lb~~ 261NHP 2SB,*6pf*,GS111,HS4118 J.Dickinson&Sons,Ld.Sld.	23 ″ 6 s 3 ″ 10 20 ″ 0	
1115 124043 HKGD	Antony *H.Forbes* –15 *Elec.light* 2 *Dks* (*Stl*–ws) & *deep framing* *Ref.Mchy.* & *Shelter dk* (*Stl*–ws) Wireless	Steel Twin ScSr ss Liv.No 2–15	6446 5695 3760	✠100A1 *Shelter dk with freeboard* 10.16 BS8,16	Liv ✠LMC7,15	*a*†	P 9,15 S 10,16	1907 2mo *Lloyd's*	Hawthorn, Leslie&Co.Ld Newcastle *W*	Booth S.S.Co.Ld. *B=Cell D Ba* 69′ *u*	418·5 | 52·3 | 27·2 *Promenade dk* 175′ FK *E* 56′ *f* 171′ 605*t FPT*	Liverpool British 8 *BH Cem* 111*t APT* 57*t*	T.6Cy.25″,41″&68″–48″ (*r*) 180lb HS13298 850NHP 4S&1AuxSB,*14cf*,GS296,FD 4S&1AuxSB,*14cf*,GS296,FD Hwthrn,Leslie&C.Ld.Nwc	30 ″ 0 s 3 ″ 11½ 26 ″ 8	BT till 8,17
1116 116018 HMSB	Antrim *W.Hill* –09 *Elec.light* Wireless 2 *Dks* & *Promenade dk*	Steel Twin ScSr	1954 1383 804					1904	J.Brown& Co.Ld. Clydebank	Midland Railway Co.	330·9 | 42·2 | 17·2	Belfast British *WB*	T.8Cy.(2)23″(2)36″&(4)42″ –30″ 386NHP J.Brown&Co.Ld.Clydebnk		BT till 8,17
1117 VPCL	Antti *K.Taali* 00–09	Iron Twin Sc (*Tug*)	146 — 22					1899	A.Santa-holma Kalajoki	A.Santaholma Osakeyhlio	69·0 | 15·7 | 8·2	Uleåborg Russian	C.4Cy.9″&18″–9″ NB13 16NHP Uleaborgs Mek.Verks.		
1118 137864 ~~WKC~~ VPQH	Antwerpen *Kylleshech* *Platinghalf-lengthamidships Stl* *Well deck*	Iron&Steel ScSr 1 *Dk* (*Irn*) 2*tr B*	1637 1320 1026	✠ 4,91	Ant ✠	*q*		1887 9mo	C.S.Swan& Hunter Newcastle	The Shipping Controller, Foster, Haine&Read, *Mgrs.*	~~264·3~~ | 35·1 | 16·4 P25′Q62′B70′F30′ 265′4| BK9″ *WB=DBa*	London ~~Stokes~~ British 4 *BH Cem* 70′*f* 116′ 270*t*	T.3Cy.20″,33″&54″–36″ 175NHP 2DB.*6pf*,GS86,HS2620 Wallsend Slipway Co.Nwc.	19 ~~″ 6~~	V
1119 RKTW	Anubis *J.Petersen* (*ex* Luciana) *Well deck* *Elec.light*	Steel ScSr ss Ham.No.3–3,10 2 *Dks* (*Stl–Uws*) 3*tr B* *Lower dk forehold*	4763 3897 3089	✠ ~~12,15~~	Ham	*x*		1898 2mo	J.L.Thomp-son&Sons,Ld. Sunderland	Deutsche-Dmpfs-chiffs Ges. Kosmos *WB=Cell D Ba* 120′ *uB* 36′	382·0 | 48·2 | 26·2 P233′F44′ BK8½″ 6 *BH Cem* *f* 152′ 729*t*	Hamburg German 3SB.*9pf*,GS197,HS6300 G.Clark,Ld.Sunderland	T.3Cy.27″,44″&72″–48″ 391NHP	29 ″ 0	
1120 5451 JTGP	Anund ~~ss~~ Got.No.3–6,17 (*ex* Chr.Gylstorff) *Well deck*	Steel ScSr 1 *Dk* (*Stl*) *deep framing*	950 647 548	✠100A1 ~~4.17~~ 5,13 ~~BS4,16~~ ✠LMC ~~4,15~~ 6,17	Got	*l*	~~4,16~~ 6,17	1905 5mo *Lloyd's*	Sunderlnd S.B.Co.Ld. Sunderland *sA&CP* *WB=*	Ångf.Aktieb. Svithiod(H. Metcalfe, *Mgr.*) *Cell D Ba* 42′ *uE & B*	195·0 | 32·0 | 13·5 P14′Q46′B81′F21′ FK 31′ *f* 86′ 203*t FPT* 26*t*	Gothenburg Swedish 4 *BH Cem* *APT* 31*t*	T.3Cy 16½″,26″&43″–30″ (*s*) 180lb 123NHP 2SB,*4cf*,GS60,HS2064 N.E.Marine Eng.Co Ld.Sld.	15 ″ 8 s 1 ″ 3 14 ″ 8	
1121 MBWQ	Anvers *Potvliege* *Elec.light* *ex* Elsa Menzell)	Steel Sc (*ex* Ekkehard. 2 *Dks*	4481 4072 283					1908	Flensburgr Schiffsb.Ges. Flensburg	Cie.Royale Belgo-Argentine (Armement Adolf Deppe, *Mgrs.*)	383·3 | 52·1 | 25·3 P43′B113′F42′	Antwerp Belgian *WB*	T.3Cy.22¾″,39¼″&66½″–48″ 306NHP Flensburger Schiffsb.Ges.		V
1122	— (Captured & taken to Cuxhaven) *Well deck*	Iron Sc Sr 1 *Dk* 2*tr B* (*ex* Commonwealth)	860 695 496			…		1883	Pearce Brs. Dundee		215·0 | 31·7 | 14·3 Q80*t* B53*t* H30*t* F34*t* BK8″		C.2Cy.26″&50″–33″ 120NHP Pearce Bros., Dundee	15 ″ 3	N
1123 MBRS	Anversoise *T.Voss* 11–11 (*ex* Reigate) *Elec.light*	Steel ScSr ss Nwc.No.2–10 2 *Dks* (*Stl*) & *Web frames*	3893 3714 2437	✠ 2,16	Ant ✠	*w*		1901 11mo	Palmers' Co.Ld. Newcastle	Soc.Anon. Anversoise de Nav. *WB=Cell D B a* 126′ *uE* 26′ *f* 148′	365·0 | 48·2 | 25·4 B78′F41′ FK *s* 19*t D Ta* 28′ 664*t*	Antwerp Belgian 6 *BH Cem* *APT* 34*t*	T.3Cy.24½″,41½″&70″–45″ HS6527 459NHP 2SB,1AuxSB,*9cf*,GS171,FD Palmers' Co.Ld.Newcastle	28 ″ 4	
1124 MBVC	Anversville *Yardley* *Elec.light* Wireless	Steel Twin ScSr ~~ss~~ Hul No.1–17 2 *Dks* (*Stl*) & *Shelter dk* (*Stl*–teaks)	7694 6392 5051	✠100A1 *Shelter dk with freeboard* ~~9.17~~ 9,16 11,17 ✠LMC3,16	Liv Hul	*b*†	~~P.N.~~ ~~5,15~~ ~~S5,15~~ 11,17	1912 8mo *Lloyd's*	A.Stephens &Sons,Ld. Glasgow	Cie.Belge Maritime du Congo *WB=Cell D Ba* 140′ *uE & B*	440·3 | 55·6 | 34·4 P56′F58′ *on Shltr dk* FK 93′ *f* 163′ 1002*t FPT*	Antwerp Belgian 7 *BH Cem* 83*t APT* 74*t*	Q.8Cy.23″,38″,47″&67″–48″ 215lb (*s*) 962NHP 6SB,*18cf*,GS344,HS14100FD A.Stephens&Sons,Ld.Gls.	37 ″ 0 s 12 ″ 1½ 25 ″ 6	
1125 137633	Anwoth 1 *Dk*	Steel Sc K	211 207 92	✠100A1 *Stm Trawler* 3,16	Hul ✠LMC2,16			1915 2mo *Lloyd's*	J.Cran& Co. Leith	~~J.A.McGlashan~~ Vale of Leven Stm. Shipping Co.Ld. (H.A.Holmes, *Mgr.*)	115·9 | 22·0 | 11·9 BK8″ *WB=DBf* 25′ 18*t*	Granton British 3 *BH Cem*	T.3Cy.12″,21″&33″–23″ (*s*) 180lb 74RHP 1SB,*3pf*,GS49,HS1360 J.Cran&Co.Leith	13 ″ 0	
1126 16282 MGBS	Anyo Maru *Watanabe* *Elec.light* Wireless	Steel Twin ScSr ~~ss~~ HKg.No.1–17 2 *Dks* (*Stl*) & *Shelter dk* (*Stl*–ws)	9257 8651 5739	✠100A1 *Shelter dk with freeboard* ~~3,16~~ ~~7,16~~ ✠LMC ~~7,16~~ MS ~~3,13~~ 3,18 *Fitted for oil fuel* 3,18	Hkg BS ~~2,17~~ 2,18	*d*†	~~3,16~~ ~~3,17~~ P3,18	1913 6mo *Lloyd's*	Mitsu Bishi Dkyd&EWks Nagasaki	Toyo Kisen Kabushiki Kaisha *WB=Cell D Ba* *uE & B* 92 *f* 178′ 1571	466·3 | 58·9 | 38·0 133′ FK & BK14″ *s DTa* 30′ 660*t FPT*	Yokohama Japanese 7 *BH Cem* 128*t APT* 27*t*	4 Steam Turbines geared to 2 Screw Shafts 200lb (*s*) 5SB,GS289,HS12065 FD Mitsu Bishi D&E.Wks.Nag.	40 ″ 6 s 10 ″ 11 30 ″ 3	
1127 88 QBJT	— *Well deck*	Steel Sc Sr (*ex* Apex, *ex* Baross, *ex* Apex) 1 *Dk* 2*tr B*	2147 1639 1298			…		1888	Palmers' Co.Ld. Newcastle	Unui Gomei Kaisha	276·0 | 37·8 | 18·8 P29′Q76′B117′F34′ BK9½″	Dairen Japanese *WB*	T.3Cy.22″,35″&58″–42″ 225NHP Palmers' Co.Ld.Newcastle	21 ″ 8	
1128 139294 JNBH	Anzac *Elec.light*	Steel Sc K 1 *Dk*	317 278 127	✠100A1 *Stm Trawler* 8,16	Hul ✠LMC7,16			1916 5mo *Lloyd's*	Cochrane& Sons,Ld. Selby	East Riding Steam Fishing Co.Ld.	135·3 | 23·5 | 12·6 Q74′F21′ BK8″	Hull British 4 *BH Cem*	T.3Cy.13″,23″&37″–26″ (*s*) 200lb 84RHP 1SB,*3pf*,GS58,HS1350 C.D.Holmes&Co.Ld.Hull	13 ″ 4	
1129 76068 VSMG	Aorangi *T.Priske* –15 *Ref.Mchy.* 2 *Dks* (1 *Stl* & 1 *pt Stl*) & *Spar dk* *Elec.light* Wireless	Steel Sc Bk ss Syd.2nd No.3–10.10	4268 2755 2782	✠100A1 *Spar dk* 2,14 ✠NE&B3,97	Syd ✠LMC10,10 BS2,14	*x*	3,13	1883 10mo *Lloyd's*	J.Elder& Co. Glasgow	The Admiralty	389·0 | 46·0 | 23·7 P36′B124*t* 31·9 F57*t* BK11″	London British 8 *BH Cem*	T.3Cy.32″,51″&86″–54″ (*s*) 180lb *65lb* NDB97 739NHP 4SB,*12cf*,GS234,HS10768FD Wllsnd Slipway Co(L)Nwc	33 ″ 5 s 9 ″ 0 25 ″ 9	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine / Ex-nom, s'il y a lieu. / Visites Périodiques.	3 Nombres des Ponts.	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant ex.ire. Lettre d'Equipement.	7* Lieu de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où cote, si ce n'est dans le L. R. Durée, Cert. Load lines.
1130 692 NFCP	Aosta *P.Consiglier* *Mchy.Aft*	SteelSc3MstSr *OilEng.* 1*Dk*	562 450 392					1913	Cant.Offic. Savoia Cornigliano Ligure	Com.G.Bombini	185·1|28·3|10·4 P18′F30′	Genoa Italian *WB*	Oil Engine 2S.C.SA 4Cy.13¾″–19¹¹⁄₁₆″ Cant.Offic.Savoia, CorniglianoLigure		I
1131 106201	Aotea *Menzies*	WoodScSr 1*Dk*	263 232 157					1898	T.F. Morrison Sydney NSW	J.J.Craig	120·4|24·1|13·0	Auckland British	C.2Cy.14″&28″–20″ 85RHP Ross&Duncan,Glasgow		
1132	Aotearoa *Elec.light*	SteelTwinScSr	15000	100A1 *Shelter dk withfreeboard* (*ClassContemplated*)				1915	Fairfield Co.Ld. Glasgow	UnionS S.Co.of NewZealand,Ld.	548·0|68·2|34·0	London British	SteamTurbines geared to 2 screw shafts FairfieldCo.Ld.Glasgow		
1133 107652 KQVN	Apache *A.P.Watson* Wireless	SteelScSr 1*Dk&Hur.dk3trB*	4145 — 3205					1901	W Cramp& SonsS&EBCo Philadelphia	ClydeS.S.Co.	336·5|46·1|20·5 len02	NewYork Utd.States	T.3Cy.27½″,48″&70″–36″ 294NHP W.Cramp&SnsS&EBC Phl		R
Foundered 10,17 1134 (*ex*Yacht, *ex*White Heather)	— *StmEng.* *ss*N.Yk.No.3–3,03 *ss*Hav.No.2–11 *Elec.light* (*See Sailing Ship Register*)	SteelAuxScBk *ss*Hav.No.2–11	493 — 277	✠ 12,16 *Fitted for oil fuel*	Hav			1890 4mo	J.Reid&Co Pt.Glasgow	LigneCettoise de Nav.àVap. (F.PuechFils, *Mgr.*)	178·8|28·1|16.5 F22′	Cette French	T.3Cy.13″,21″&34″–27″ NDB04 73HP 1B,3*rf*,GS45,HS1282 Alley&Maclellan,Gls.		
1135 122906 HCTS	Apanui *J.Teixiera* *Elec.light*	SteelScSr 1*Dk*	243 159 135					1905	D.J.Dunlop &Co. Pt.Glasgow	NorthernSS.Co.Ld	110·0|22·1| 9·2	Auckland British *WB*	T.3Cy.8½″,14¼″&23½″–15″ 28RHP D.J.Dunlop&Co.P.Gls.		
Sunk (War Loss) 1136 136797 JKDR	Apapa *J.C.Hannay* –15 *Elec.light Ref.Mchy*	SteelTwinScSr Sub.Sig. Wireless 3*Dks*	7832 6059 4812					1914	Harland& Wolff,Ld. Glasgow	AfricanS.S.Co. (Elder,Dempster& Co.Ld.*Mgrs*)	425·7|57·3|31·3 P&B305′F53′ *on Awng dk*	London British *WB*	Q 8Cy.20½″29½″42″&61″–48″ 516NHP Harland&Wolff,Ld.Gls.		
1137 115807 TJBN	Aparima *J.G.S.Doorly* –16 *Ref.Mchy.* Wireless	SteelTwinScSr 2*Dks&Shelter dk*	5704 5379 3684					1902	W.Denny& Bros. Dumbarton	UnionS.S.Co.of NewZealand,Ld.	430·5|54·3|28·5	London British *WB*	T.6Cy.20″,32½″&53″–48″ 389NHP Denny&Co.Dumbarton		C
1138 108720 QCNB	Ape *J.R.Bond* –16 *Elec.light*	SteelScSr *ss*Hul.No.3–12,12 *ss*Goo.No.1–16 1*Dk*(*Stl*)	464 427 184	100A– 10,11 ~~12,16~~ LMC~~8,15~~ *Now named "Fetlar," See No. 38 in Supplement*	Lon Swa		~~4,16~~ 4,18	1898	Barclay, Curle&Co.Ld. Glasgow	NorthofScotland, Orkney&Shetland S.N.Co.	175·0|28·1|13·0 Q8 B39′F24′	Yarmouth British *WB*	T3Cy15 5/16″,24⅝″&40″–30″(*s*) 160lb ~~200lb~~ 85RHP 1SB,3*cf*,GS57,HS1323 Barclay,Curle&Co.Ld.Gls.	13 ″ 9 s 1 ″ 9½ 12 ″ 11	
1139	Apipe *Mchy.Aft*	SteelScSr 1*Dk*(*Stl*)	619 484 353	✠ *For River purposes only* 3,07 ✠	Psy	*j*		1907 3mo	J Fullerton &Co. Paisley.	Cia.Argentina de Nav.(Nicolas Mihanovich)Ltda.	185·4|36·1| 9·3 F17′ FK *WB*=*FPT42t*	Bns.Ayres Argentine 3*BHCem*	C.2Cy.15″&32″–24″ 57NHP 1SB,2*pf*,GS37,HS1053 McKie&Baxter,Glasgow	10 ″ 0	
1140 127418	Apley *H.B.Clarke* –11	SteelScK *ss*Mil.No.1–12 1*Dk*	222 195 85	✠100A1 *StmTrawler* 8,12 BS5,14 ✠LMC8,12	Mil		8,12	1908 10mo *Lloyd'sA&CP*	Smith's Dock Co.Ld. NorthShields	NeylandSteam Trawling&Fishing Co.Ld.	120·5|21·6|11·6 Q69′F19′ BK7½	Milford British 3*BHCem*	T.3Cy.12½″,20″&33″–24″(*s*) 180lb 68RHP 1SB,2*pf*,GS38,HS1195 W.V.V.Lidgerwood,Gls.	12 ″ 6	
1141	Apolda *Hughes* –15 2*Dks*(1*Stl&*1*ptStl*)*&Spar dk*(*Stl*)	SteelScSr *ss*Ham.No.3–1,14	4939 4453 2831	✠100A1 *Spar dk* 5,17 ~~9,16~~ 11,17 ~~BS7,14~~ ✠LMC9,12	PNl	*y*	9,16	1901 10mo	Flensburgr Schiffsb.Ges. Flensburg	Requisitioned for BritishGovernmentService A&CP *WB*=	391·0|47·8|21·6 P&B260′F46′ 29·2 FK *CellDBa98′u E&B 66′f170′972t*	CapeTown British 6*BHCem*	Q.4Cy.26″,37½″,55″&80″–60″ 213lb (*s*) 719NHP 6SB,18*cf*,GS256,HS12725 FlensburgerSchiffsb.Ges.	31 ″ 10	
1142 117730 HJMS	Apollo ~~*W.O.G.Whall* –16~~ *O.F.Knox*16–18	SteelScSr *ss*Nwc.No.2–15 1*Dk*(*Stl*)2*trB*	1869 1704 1112	✠100A1 4,18 ~~4,17~~ ✠LMC ~~MS11,15~~ ~~BS7,15~~ 7,17 ~~MS4,18~~	Nwc Shl	*r*	~~2,17~~ 4,18	1906 10mo *Lloyd'sA&CP*	Campbel-town S.B.Co. Campbelt'wn	BolivianGeneral Enterprise,Ld. (LeopoldWalford (London) Ld.*Mgs*) *WB*=	272·0|40·0|19·3 P39′B72′F32′ FK *CellDBa70′f114′ 348tAPT65t*	Bristol British 4*BHCem*	T.3Cy.22½″,36″&59″–39″ (*s*) 180lb 244NHP 2SB,6*cf*,GS138,HS3882 D.Rowan&Co.Glasgow	21 ″ 9 s 2 ″ 9 19 ″ 3	
1143 QDRL	— *F.Vorwerk*	IronScSr 1*Dk&Spardk*	634 623 367					1883	Stettiner Act.Ges. Stettin	Dampfschifffahrts Ges.Neptun	167·3|25·8|11·3 B7′ 18·0	Bremen German *WB*	T.3Cy.12″,20″&32″–23″ NE&B01 49NHP Maschf.onder de firma B.Wilton,Rot.		V
1144 1225 LRAI	Apollon 1*Dk*	IronPad	287 — 139					1869	C.Mitchell &Co. Newcastle	M.V.Warvaroff	165·8|26·1| 8·2	Rostoff Russian	C.4Cy.21½″&38″–54″ 177NHP		
1145 HCTN	Apolo *R.Arregui* –15 2*Dks*(1*Stl&*1*UptIrn&*1*ptStl*) *&deep framing*	SteelScSr *ss*Bbo.No.3–6,13	*4320* *4033* *2800*	✠100A1 5,14 ~~5,16~~ ~~BS7,16~~ ✠LMC6,15 ~~BS5,17~~	Bbo	*x*	~~*11,15*~~ 5,17	1900 9mo	Napier& Miller,Ld. Glasgow	Cia.Anon.Marit. Union (J.M. Garteiz, *Mgr.*) A&CP *WB*=	375·3|50·0|25·9 P39′B102′F45′ FK *CellDBa127′u E23′ f163′1044t DTa33′*	Bilbao Spanish 6*BHCem*	T3Cy.27″,43½″&72½″–48″(*s*) 200lb ~~260lb~~ 415NHP 2SB,6*cf*,GS120,HS5100 FD D.Rowan&Co.Glasgow	28 ″ 8 s 5 ″ 7 23 ″ 6	
1146 HCTV	Apostol *R.Cantillana*	Iron	422 — 254					1859	..... England	Heredos deA. Millan	157·8|24·6|14·1	Cadiz Spanish	C.2Cy.22″&39″		
1147 101848 KGVH	Appalachee *R.G.Tait* –16 (*ex*Duffield) *Mchy.Aft* 1*Dk*(*Stl*)*&Spar dk*(*Irn*) *Elec.light* Wireless *&Web frames*	SteelSc3MstSr *ss*Bkn.No.3–7,13	3767 3451 2426 *Carrying Petroleum in bulk*	✠100A1 *Spar dk* 5,17 ~~3,16~~ ~~BS6,15~~ ~~BS5,16~~ ✠LMC12,12 3,16	Lth	*w*	3,16	1894 1mo *Lloyd'sA&CP*	TyneI.S.B. Co.Ld. Newcastle	Anglo-American OilCo.Ld. (J.Hamilton, *Mgr*) *WB*=*CellDB68′188t FPT*	340·0|44·2|22·1 P81′B38′F35′ 29·1 FK	London British 14*BHCem*	T.3Cy.26″,41″&68″–48″ (*s*) 160lb 349NHP 3SB,9*rf*,GS150,HS5667 Wilsnd Slpwy.Co.Ld.Nwc.	30 ″ 2 s 6 ″ 2½ 24 ″ 8	
1148 135442 JBQV	Appam *H.G.Harrison* –13 *Elec.light Ref.Mchy.* 2*Dks&Awng dk* Sub.Sig. Wireless	SteelTwinScSr	7781 6069 4761					1913	Harland& Wolff,Ld. Belfast	British&African S.N.Co.Ld.(Elder, Dempster&Co.Ld. *Mgrs.*)	425·6|57·3|31·4 P29′B239′F54′ *on Awng dk*	Liverpool British *WB*	Q8Cy20½″,29½″,42″&61″–48″ 516NHP Harland&Wolff,Ld.Bel.		
1149 127447 HPQN	Appenine *D.Buckley* –15	SteelScSr 1*Dk*	3684 3423 2306					1909	Irvine'sS.B &D.D.Co.Ld. W Hartlepool	GulfLine,Ld.	347·4|51·1|23·1 B95′F36′P23′	W.Hartlpl British *WB*	T.3Cy.25′,40′&67″–45″ 801NHP Richardsons,Westgarth& Co.Ld.Hpl.		C

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys.	3 No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned / now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 Built. By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NP=Horse power by Society's formulæ; HP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of L.R. Certificate.
1150 113550 SQRF	Appledore *S.Jones* –08 1 *Dk(Stl)2trB&deep framing&Web frames&Shelter dk(Irn)*	SteelScSr *ss*Shl.No.3–3,14	3843 3555 2478	✠100A1 *Shelter dk* 11,15 ✠LMC MS3,14 BS11,15	Nwc	*w*	11,15	1901 10mo	Richardsn, Duck&Co. Stockton A&CP	Tatem S.N.Co.Ld. (W.J.Tatem,Ld., *Mgrs.*) WB=	340·0 | 48·1 | 25·8 FK *CellDBa108'uE&B*			Cardiff British *40'f146'942t*	T.3Cy.26″,42½″&69½″–45″ 160lb *65lb* (*s*) 349NHP 2SB,*6cf*,GS128,HS5620 Blair&Co.Ld.Stockton *FPT180t APT159t*	28 ″ 4 s 3 ″ 4½ 25 ″ 4	
1151 ~~LBMT~~ *Elec.light*	April ~~*N.Jonsson* –13~~ 1 *Dk*	SteelScK *ss*Cpn.No.1–16	291 272 120	✠100A1 *Stm Trawler* 10,16 ✠LMC10,16	Cpn		10,16	1912 8mo *Lloyd's*	Smith's Dock Co.Ld. Middlesbro' *sA&CP*	~~J.Zimson~~	135·0 | 23·5 | 12·7 Q74'F23' BK7½″ WB=*DBf14'12t*			French *2BHCem*	T.3Cy.13½″,22½″&37½″–24″ 180lb (*s*) 94NHP 1SB,*3pf*,GS49,HS1730 Smith's Dock Co.Ld.Mdb.	13 ″ 8	
1152 125484 (*ex*Vaila)	Apsmith *J.Jensen* –11 1 *Dk*	SteelScK (*Whaling*)	107 106 39					1907	Akers Mek.Værks. Christiania	Union Whaling& Fishing Co.Ld.	91·5 | 18·0 | 10·7 *WB*			Durban British	T.3Cy.11″,18″&29″–18″ 43RHP Akers.Mek.Værks.Xia.		
1153 132276 HTSB	Aquamarine *A.E.Munzer* –15 1 *Dk*	SteelScK	333 294 134	✠100A1 *Stm Trawler* 10,14 ✠LMC11,11	Hul		10,14	1911 11mo *Lloyd's*	Cochrane &Sons Selby *sA&CP*	Kingston Steam Trawling Co.Ld.	140·1 | 24·0 | 12·6 Q75'F22' BK8″			Hull British	T.3Cy.13″,22½″&37″–26″ (*s*) 200lb 82RHP 1SB,*3pf*,GS46,HS1340 Amos&Smith,Ld.Hull	13 ″ 6	
1154 118424 JKGC	Aquarius *Stephenson* *ss*N.Yk.No.2–13 (*ex*Emil,*ex*Furtor) 1 *Dk(Stl)2trB* Sub.Sig. *&deep framing 3 Dk rule*	SteelScSr	3022 2808 1920	✠100A1 9,15 ~~4cat'ds 11,15~~ 6,18 ~~BS9,15~~ ✠LMC5,12 ~~BS1,17~~ 6,18	Bry	*u*	~~1,17~~ ~~N2,18~~ 6,18	1904 5mo *Lloyd's*	Nthmblnd S.B.Co.Ld. Newcastle *sA&CP*	Zodiac Shippg.Co.Ld. ~~(G.H.(Moller~~ ~~*Mgrs.*)~~ (Moller&Co.,*Mgrs.*) *WB=CellDBa86'*	325·5 | 47·0 | 22·0 P20'B32'F29' FK *uE&B58'f133'697t*			London British *5BHCem* *APT86t*	T.3Cy.24″,40″&64″–42″ (*s*) 160lb *80lb* 281NHP 2SB,*6cf*,GS110,HS4450 Richardsons,Westgarth& Co.Ld.Sld.	24 ″ 6 s 4 ″ 2½ 20 ″ 8	
1155 122704 JMQL	— *W.Copping* –17 1 *Dk*	SteelScK	187 173 73	✠ *Stm Trawler* 5.08 ✠NB9,05 ✠ ✠NE04*refitted*05	Gms			1905 9mo	Smith's Dock Co.Ld. North Shields	Grimsby&N.Sea Stm Trawling Co Ld	112·7 | 21·5 | 11·4 Q58'F21' BK7½″			Grimsby British	T.3Cy.11½″,21″&33″–24″ 50RHP 1SB,*2pf*,GS29,HS1092 Gt.Centrl Co-op Eng.&Ship Repairing Co.Ld.Gms.	12 ″ 3	
1156 627 NFGS	Aquila *D.Villa* 13–13 *Mchy.Aft* 1 *Dk(Stl)* (*See Sailing Ship Register*)	SteelAuxSc3MstSr *Oil Eng.*	551 445 474	✠100A1 7.15 MS9,15 ~~8,17~~	Gen	*l*	7,15	1913 5mo *Lloyd's*	Cant.Offic. Savoia Cornigliano Ligure *sA&CP*	Cantieri Officine Savoia	182·4 | 28·2 | 13·1 P33'F16' BK6″			Genoa Italian *6BHCem*	Oil Engines 4S.C.SA 2Cy.14⅜″–24⅛″ 26NHP DB*100lb* NE9,15 Cant.Officine Savoia, Cornigliano Ligure	14 ″ 3	
1157 HCFP	— *C.Calafati* –12 (*See Sailing Ship Register*)	SteelAuxSc3MstSr *Oil Eng.*	258 — 207					1910	M. U. Martinolich Lussinpiccolo	Nav.Litoranea di F.Vidulich&Ci.	108·9 | 25·9 | 11·5			Trieste Aust.-Hung.	Oil Engine 4Cy.7″–9⅝″ 15NHP Geb.Sülzer,Winterthur		A
1158 (*ex*Huntsman)	Aquileia A. *A.Lucic* –09 1 *Dk*	SteelScSp (*Tug*)	109 — 7			…		1902	Cook,Welt'n&Gemmell Beverley	Impresa Adriatica di Lavori Portuali	95·0 | 18·0 | 9·3 B23' BK6″ *WB*			Trieste Aust.-Hung.	T.3Cy.11½″,19″&32″–21″ 61NHP Crabtree&Co.Ld.Gt Yrmth	10 ″ 0	
1159 124059 HKNG	Aquilla *ss*Liv.No.3–4,18 *G.Summerfield* –15 ~~*ss*Bkn.No.1–11~~ *Well deck* 1 *Dk(Stl–pt teaks)* *Mchy.Aft* *Cargo battens not fitted*	SteelScSr	450 330 172	✠100A1 5.14 4.18 Liv ~~BS1,15~~ ✠LMC3,11 4,18	Bkn	*g*	~~1,15~~ 4,18	1907 4mo *Lloyd's*	Ailsa S.B. Co.Ld. Troon *sA&CP*	Zillah Shipping& Carrying Co.Ld. (W.A.Savage,Ld.) *WB=Ce*	155·0 | 26·1 | 10·8 Q51'B9'F28' BK7″ *lDBf77'110t FPT18t APT77t*			Liverpool British *3BHCem*	C.2Cy.18″&40″–27″ (*s*) 130lb 94RHP 1SB,*3pf*,GS51,HS1752 Ross&Duncan,Glasgow	13 ″ 1 s 1 ″ 0 12 ″ 9	
1160 HJLK	Aquiry *H.B.Kearney* –10 *Elec.light* 1 *Dk&Promenade dk*	SteelScSr	*351* *254* *239*			…		1910	Murdoch& Murray Port Glasgow	A.R.Alves	150·0 | 32·0 | 7·7 F27' FK *WB*			Para Brazilian	T.3Cy.13½″,22″&86″–24″ 90NHP Muir&Houston,Ld.Gls.	8 ″ 0	
1161 HJLK	Aquitaine *Marvié* 2 *Dks&Spar dk*	SteelScSr	3161 — 1988			…		1891	Sunderlnd SB.Co.(Lim.) Sunderland	Soc.Gén.de Transp. Mar.àVap.	350·5 | 42·6 | 18·3 P46'B102'F53'26·2 *WB*			Marseilles French	T.3Cy.28″,45″&73″–48″ NB02 369NHP NE Marine E Co.(Lim) Nwc	29 ″ 0	V
Lost by Fire 6.17 HFGK	Ara ~~*N.Thomsen*~~ (*ex*Kong Trygve,*ex*Kong Ring) *Elec.light* 1 *Dk&Spar dk3trB*	IronScSr	1124 672 679					1882	Kockums M.V.Aktieb. Malmö	Det Bergenske Dampskibsselskab	224·0 | 30·0 | 14·9 H46*t* 22·4			Bergen Norwegian	C.2Cy.31″&54″–29″ NB99 131NHP Kockums M.V.Akt.Malmö		N
1162 135533 JFQG	Aquitania *C.A.Smith* –15 *Elec.light* 4 *Dks(Stl–Uptws)&Shelter dk* Sub.Sig. (*Stl–ptws*) *Lower&Orlop dks* Wireless (*Stl*) *in forward&after holds*	SteelQuadScSr	45647 28408 21993	✠100A1 4,18 ~~3,15~~ ✠LMC5,14	Liv			1914 4mo *Lloyd's*	J.Brown& Co.Ld. Clydebank *sA&CP* *W*	Cunard S.S.Co.Ld. *B=CellDBa141'*	868·7 | 97·0 | 49·7 B524'*on Shelter dk* FK *uE&B444'f169'555*			Liverpool British *10BHCem* *5tFPT240t*	4 Steam Turbines (*r*) 195lb FD J.Brown&Co.Ld.Clydebnk	54 ″ 6 s 19 ″ 6 35 ″ 4	
1163 HJSR	Ar-Men *Cohéleach* 13–13 1 *Dk*	SteelScK (*Trawler*)	169 158 29					1907	Hall, Russell&Co.Ld. Aberdeen	Caillé&Co.	105·0 | 21·0 | 11·1 *WB*			Brest French	T.3Cy.11½″,20″&33″–22″ 51NHP Hall,Russell&Co.Ld.Abn.		V
1164 HFGK	Ara ~~*N.Thomsen*~~ (*ex*Kong Trygve,*ex*Kong Ring) *Elec.light* 1 *Dk&Spar dk3trB*	IronScSr	1124 672 679					1882	Kockums M.V.Aktieb. Malmö	Det Bergenske Dampskibsselskab	224·0 | 30·0 | 14·9 H46*t* 22·4			Bergen Norwegian *WB*	C.2Cy.31″&54″–29″ NB99 131NHP Kockums M.V.Akt.Malmö		N
1165 97806 JLWV	Arab *W.H.Bate* –15 (*ex*M.S.Dollar, *ss*Shi.2nd No.3–10,15 *ex*Stanley Dollar,*ex*Tappi Maru, *ex*M.S.Dollar,*ex*Arab) 1 *Dk(Stl)&* *Elec.light* *Spar dk(Irn)3trB*	SteelScSr	4191 4034 2672	✠100A1 *Spar dk* 12,17 ~~1,17~~ ✠LMC (MS10,15 BS11,16	Bal Cff	*x*	~~10,16~~ 12,17	1890 8mo *Lloyd's*	Palmers' Co.Ld. Newcastle *sA&CP*	A.R.Burkhill& Sons *WB=Cell DB322'735t FPT76t APT35t*	375·0 | 46·3 | 20·4 B82'F43' 28·3 FK			Shanghai British *6BHCem*	T.3Cy.28″,45″&74″–48″ (*a*) 160lb *90lb* NDB03 434NHP 2DB,*12rf*,GS200,HS7347 Palmers' Co.Ld.Newcastle	31 ″ 4 s 7 ″ 1 24 ″ 6	
1166 RMFP	Arabia *C.Bath* *ss*Shi.No.2–10 2 *Dks(1Stl–UptStl&ptIrn)&* *Elec.light* *deep framing*	SteelScSr	4403 4091 2836	✠ ~~11,15~~ ✠	Ham	*x*		1901 6mo	Napier& Miller,Ld. Glasgow	Hamburg-Amerik. Packetf.Act.Ges. (Ham.-Amr.Linie) *WB=CellDBa131'*	385·4 | 49·1 | 26·8 P40'B102'F46' FK *u E25'f167'1000t*			Hamburg German *6BHCem* *APT44t*	T.3Cy.27″,43½″&72½″–48″ 415NHP 2SB,*6cf*,GS240,HS5088 D.Rowan&Co.Glasgow	29 ″ 6	
1167 93660	— 1 *Dk*	WoodSc	156 146 106					1883	H.Gibson Northwich	Salt Union,Ld.	90·0 | 20·9 | 10·4			Liverpool British	1Cy.9″–16″ 30RHP E.Bates,Northwich		
1168 100394	Arabian *W.D.Graham* –04 *Mchy.Aft* 2 *Dks*	SteelScSr	1073 614 770					1892	J.B.&H. Fairgrieve Hamilton Ont	~~Canadian North-West S.S.Co.Ld.~~ Montreal Transportation Co.Ld.	178·6 | 31·0 | 13·6 H27*t*			Hamltn On British *WB*	C.2Cy.20⅝″&40″–34″ *Eblt.70ftd.92* 78NHP T.G.Beckett&Co.Hamilt'n		
1169 110893	— *J.T.Mulligan* –14 1 *Dk*	SteelScK (*Trawler*)	180 163 70			…		1899	J.Duthie, Sons&Co. Aberdeen	T.Lauder	111·4 | 20·8 | 11·3 Q20' BK7½″			Aberdeen British	T.3Cy.12″,21″&32″–23″ (*s*) 57RHP J.Cran&Co.Leith	12 ″ 0	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Capitaine. Visites Périodiques.	3 Matériaux, Grément, etc. Ex-nom, s'il y a lieu. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Le plating et la machine ont été inspectés à la Durée (Cert. Hoff'mann)
Now named "Trouleguy," See No. 2 in Supplement															
1170 HJLN	**Arabie** *V. Leroux* (ex Hermina, *Mchy. Aft* ex Albatross)	**Steel ScSr** ss Rot. No. 3–5, 12 ss Lis. No. 1–15 1 *Dk (Stl)*	634 545 385	✠100A1 5,16 LMC 12,15	Sws	*i*	12,15	1899 7mo *Lloyd's*	R. Craggs & Sons Middlesbro' *SA&CP*	Plisson & Co.	180·0 B16′ FK *WB=*	Oran French *BH Cem* *DBf* 33′78*t*	T. 3Cy. 15½″, 25″ & 41″–27″ (*s*) 160 lb *85 lb* 94 NHP 1SB. *3pf*, GS 47, HS 1510 MacColl & Pollock, Sld.	14 ″ 0	
1171 NRML	**Arabien** ~~*L. Tofic* Prip~~ –17 *Elec. light*	**Steel ScSr** 2 *Dks (Stl)* & *Shelter dk (Stl*-teak s) *Tonnage opening closed 1918*	4714 4475 3004	✠100A1 *Shelter dk with freeboard* 1,15 *Exempted* 6,17 BS 7,17 LMC 5,11	Cpn	*y*	10,16	1911 3mo *Lloyd's*	Swan, Hunter & Wigham Richardson, Ld Newcastle *SA&CP*	Dmpsk. Akties. Orient *WB=* *CellD*	385·0 B130′ FK *Ba* *uE* 20′ *f* 152′	Copnhagn Danish *BH Cem* 903*t FPT* 90*t*	T. 3Cy. 27″, 44″ & 73″–48″ (*r*) 180 lb 491 NHP 4SB, *12cf*, GS 240, HS 8810 Swan, Hunter & Wigham-Richardson, Ld. Nwc.	38 ″ 6 s 10·8½ 28 ″ 4	
1172 124297 HTMD	**Arabier** ~~*H.P. Goodwin* –16~~ (ex Manningtry) *E. J. Saunders* 16–17	**Steel ScSr** ss Hul. No. 1–17 1 *Dk (pt Irn & pt Stl)* 1 *pt dk (Stl)*	3869 3648 2481	✠100A1 5,17 ~~11,13~~ BS 2,16 LMC ~~3,14~~ LMC 5,18 ~~6,17~~	Syd Hul	*w*	~~11,13~~ 5,17 5,18	1911 9mo *Lloyd's*	J. L. Thompson & Sons, Ld Sunderland *SA&CP*	~~Brys & Gylsen, Ld.~~ Lloyd Royal Belge (Great Britain) Ld *CellD*	352·5 P33′ FK *Ba* 115′ *u E* 23′ *f* 154′	London British 6 *BH Cem* 927*t APT* 87*t*	T. 3Cy. 25″, 40″ & 68″–48″ (*s*) 180 lb 345 NHP 3SB, *9pf*, GS 132, HS 5283 Richardsons, Westgarth & Co. Ld. W. Hpl.	27 ″ 4 s 5 ″ 0 22 ″ 8	
1173 136783 JHTR	**Arabis** *W. C. Candlish* 15–15 *Elec. light* *Mchy. Aft*	**Steel Twin ScSr** *Oil Eng* 2 *Dks (Stl)*	3928 3288 2936	✠100A1 12,16 LMC 5,16	Gls	*v*	P 1,16	1914 9mo *Lloyd's*	Swan, Hunter & Wigham Richardson, Ld. Nwc. and Smith's Dock Co. Ld. Mdb. *SA&CP*	Flower Motor Ship Co. Ld. *WB=* *CellD Bu E* 43′ *f* 268′	350·0 P143′ FK *BH pt Cem* 870*t FPT* 10	London British 6 *BH pt Cem* 0*t APT* 45*t poop T* 29′ 254*t*	Oil Engines 2S.C.SA 8Cy. 16½″–33½″ 302 NHP 2DB *100 lb* Swan, Hunter & Wigham-Richardson, Ld. Nwc.	27 ″ 0 s 4 ″ 11 22 ″ 5	
1174 201545 KTML	**Arabs** *J. Olsson* 11–11	**Wood Sc** (*Tug*) 1 *Dk*	155 — 91					1904	Fulton Eng Works S. Francisco	Pacific Mail S.S. Co.	109·5 | 24·5 | 12·0	New York Utd. States	C. 2Cy. 20″ & 42″–24″ 72 NHP		
1175 127824	**Aracari** *J. W. Tinyard* –14	**Steel ScK** ss Gms. No. 1–12 1 *Dk*	245 224 113	✠100A1 *Stm Trawler* 9,13 BS 9,13 LMC 9,12	Gms		9,13	1908 1mo *Lloyd's*	Cook, Welt'n & Gemmell Ld. Beverley *SA&CP*	Cleethorpes Steam ~~Trawling Co. Ld.~~ ~~W. H. Dooley~~ Taylor & Ashworth (J. A. Taylor *Mgr.*)	120·5 | 22·0 | 11·9 Q76′ F19′ BK 8″	Grimsby British 4 *BH Cem*	T. 3Cy. 12½″, 21½″ & 35″–24″ (*s*) 180 lb 76 RHP 1SB, *2pf*, GS 85, HS 1318 Amos & Smith, Hull	12 ″ 10	
Sunk by Collision 1917 1176 126636 HSFT	**Aracataca** T. H. H. *Sadamore* –16 *Ref. Mchy. Elec. light*	**Steel ScSr** Wireless 2 *Dks* & 2 *pt Dks*	4154 3724 2620					1911	Workman, Clark & Co. Ld Belfast	Elders & Fyffes, Ld. *WB*	376·3 | 48·5 | 29·1 F45′	Belfast British	T. 8Cy. 27″, 45″ & 75″–54″ 413 NHP Wrkman, Clark & Co. Ld Bel		C
1177	**Aracaty** (ex Anna Villa, ex Professor Woermann)	**Iron ScSr** 2 *Dks*	1525 1365 996					1882	Blohm & Voss Hamburg	Cia Commercio e Navegação	265·2 | 35·6 | 20·1 P46′ H72′ F32′	R. Janeiro Brazilian	C. 2Cy. 30″ & 50″–38″ 120 NHP Blohm & Voss, Hamburg		
1178 132832 HWST	**Arachne** ~~*M. Mathusedale* –15~~ *G. H. Sergent* –17 *Carrying fuel oil F.P. above 150° F in D. & ss* Mtl. No. 1–16	**Steel ScSr** 1 *Dk (Stl)*	3898 3631 2471	✠100A1 7,17 ~~9,16~~ ~~BS 9,16~~ LMC ~~10,13~~ 9,16	Mtl Mdb	*w*	9,16	1912 10mo *Lloyd's*	W. Gray & Co. Ld. W Hartlepool *SA&CP*	~~Dickinson, Sons & Co.~~ Gordon Steam Shipping Co. Ld *WB=* *CellD*	360·0 | 49·0 | 25·6 P27′ B105′ F35′ FK *Ba* 117′ *u E* 25′ *f* 158′	London ~~W. Hartlepool~~ British 6 *BH Cem* 925*t APT* 78*t*	T. 3Cy. 25″, 40½″ & 67″–45″ (*s*) 180 lb *100 lb* 337 NHP 2SB, *6cf*, GS 132, HS 5323 Cen. Mar. Eng. Wrks. W Hpl	28 ″ 0 s 5 ″ 4 23 ″ 0	
1179 JBSG	**Arad** *N. Bubary*	**Steel ScSr** ss Fiu. No. 2–10 1 *Dk (Stl)* & *Spar dk (Irn)* & *deep framing*	3927 3649 2431	✠ ~~—~~ 1,16 *Spar dk*	Cff	*x*		1901 11mo	Wigham-Richrdsn & Co Ld Newcastle	Royl. Hungar'n Sea Nav. Co. Adria. Ld. *WB=* *CellD Ba* 132′ *uE & B* 76′ *f* 114′ 855*t*	366·0 | 48·2 | 25·1 P52′ B126′ F39′ FK *DTa* 28′ 630*t FPT*	Fiume Aust.-Hung. 6 *BH Cem* 55*t AP T* 28*t*	T. 3Cy. 22½″, 40″ & 66″–48″ 361 NHP 3SB, *9rf*, GS 159, HS 5754 Wghm Rchrdsn & C. Ld Nwc	28 ″ 3	
1180 136682 JFQC	**Aragaz** *D. Dowdy* –14 *Elec. light* *Mchy. Aft*	**Steel ScSr** 2 *Dks (Stl)* & *Web frames* *Longitudinal framing*	5050 4471 3074	✠100A1 ~~2,17~~ ~~7,16~~ ~~4,18~~ *Carrying Petroleum in bulk* LMC 6,14 *Fitted for oil fuel* 5, 14	Sng Scr Lon	*x*	~~9,15~~ 12,17 *bulk* *F.P. above* 150°F.	1914 5mo *Lloyd's*	Armstrong Whitworth & Co. Ld. Newcastle *SA&CP*	AragazTankS.S. Co. Ld. *WB=* *CellD*	385·3 | 50·3 | 30·3 P88′ B28′ F41′ FK	London British 16 *BH pt Cem* 9 „ *to U dk* 7 „ *to 2nd dk* *BuD* 24′ 35*t D*	T. 3Cy. 25½″, 42″ & 70″–48″ (*s*) 180 lb *120 lb* 425 NHP 2SB, *6cf*, GS 126, HS 5862 FD N.E. Marine Eng. Co Ld Nwc	30 ″ 3 s 6 ″ 3 24 ″ 5	
Sunk by War Loss 1181 120767 HCST	**Aragon** *W. C. Mason* –16 *Elec. light* *Ref. Mchy.*	**Steel Twin ScSr** 3 *Dks* Sub. Sig. Wireless	9588 7413 6038					1905	Harland & Wolff, Ld. Belfast	Royal Mail Steam Packet Co.	513·2 | 60·4 | 30·8 P53′ B249′ F54′	Belfast British *WB*	Q. 8Cy. 25″, 36″ 52½″ & 75″–54″ 827 NHP Harland & Wolff, Ld. Bel.		
1182 HCTW	— *G. Abril* –09 *Elec. light*	**Steel ScSr** ss Msl. No. 3–8, 15 2 *Dks (U-Stl)* & *Awng dk*	1896 — 1028	✠100A1 *Awng dk with freeboard* 12,15 LMC MS 8,15 BS 8,16 6,17	Msl	*q*	8,15	1902 9mo *Lloyd's*	R. Thompson & Sons Sunderland *SA&CP*	Cia. Tras. Mediterraneo *WB=* *CellD*	260·0 | 37·0 | 17·0 25·0 BK 9″ *Ba* 72′ *u E & B* 36′ *f* 96′	Seville Spanish 6 *BH Cem* 309*t APT* 10*t*	T. 3Cy. 20″, 33″ & 54″–39″ (*s*) 160 lb *80 lb* 190 NHP 2SB, *4pf*, GS 81, HS 2990 N.E. Marine Eng. Co Ld. Sld	27 ″ 6 s 9 ″ 4½ 19 ″ 3	
1183 107228 KVRS	— *Herbert* *Mchy. Aft* *Elec. light*	**Steel ScSr** 1 *Dk 2 tr B*	1450 — 1072					1896	Detroit Dry Dock Co. Wyandotte	Atlantic Coast Lumber Corp.	247·7 | 42·6 | 14·8	New York Utd. States *WB*	T. 3Cy. 17″, 27½″ & 46″–36″ 127 NHP Dry Dock E. Works, Detroit		
1184 RKPG	**Aragonia** *A. Enigk* *Elec. light*	**Steel Twin ScSr** 1 *Dk* & *Spar dk 3 tr B*	5124 4780 3228			…		1897	Flensburgr Schiffsb. Ges Flensburg	Hamburg-Amerik. Packetf. Act. Ges. (Ham.-Amr. Linie)	404·7 | 50·4 | 21·2 P34′ B102′ F52′ 29·0 FK	Hamburg German *WB*	T. 6Cy. 19″, 31″ & 52″–40″ 426 NHP Flensburg Serchiffsb. Ges	32 ″ 0	G
1185	**Araguary** (ex S. Luiz, ex Astronomer)	**Iron ScSr**	*3075* *2915* *1978*			…		1883	Aitken & Mansel Glasgow	Cia. Commercio e Navegação	365·2 | 40·0 | 26·6 P25′ B112′ F42′	R. Janeiro Brazilian	C. 2Cy. 38″ & 75″–54″ 344 NHP J. & J. Thomson, Glasgow	28 ″ 1	
1186 120716 HJDK	**Araguaya** *W. J. Dagnall* *Elec. light* *Ref. Mchy.*	**Steel Twin ScSr** ss Liv. No. 2–15 3 *Dks (Stl*-ws *Upt* teak) & *Orlop dk (Stl*-ws) *in Nos. 1 & 2 Holds* Sub. Sig. Wireless	10537 7418 6634	✠100A1 ~~9,17~~ ~~5,16~~ 12,17 BS 5,16 LMC 3,15 6,17	Liv	*f*†	~~1,14~~ 6,17	1906 9mo *Lloyd's*	Workman, Clark & Co. Ld Belfast *SA&CP*	Royal Mail Steam Packet Co. *WB=* *CellD B a* 118′ *u E & B* 128′	515·2 | 61·3 | 30·5 P44′ B339′ F88′ FK *f* 197′ 1600*t Tanks a*	Belfast British 8 *BH Cem* *t sides of tun*	Q. 8Cy. 27″, 38″, 54″ & 76½″–54″ 215 lb (*s*) FD 1514 NHP 3D & 3SB 36*cf* GS 571 HS 2353 Wrkman, Clark & Co. Ld Bel *nels* 55′ 292*t FPT* 90*t APT* 65*t*	34 ″ 0 s 7 ″ 5½ 27 ″ 2	
1187 117587 WPHD	**Arahura** *E. J. Appleyard* –16 Wireless	**Steel Twin ScSr** 2 *Dks* & *Awng dk*	1596 1308 771					1905	W. Denny & Bros. Dumbarton	Union S.S. Co. of New Zealand, Ld.	240·6 | 36·6 | 22·4	Dunedin British *WB*	T. 6Cy. 10½″, 23½″ & 38″–24″ 147 NHP Denny & Co. Dumbarton		C
1188 105971 PFHL	**Arakaka** *C. Riley* –14 (ex Grenada) *Elec. light*	**Steel ScSr** ss Gls. No. 3–5, 10 ss Bkn. No. 1–15 1 *Dk (Stl)* & *Spar dk* *(pt Stl*-teak s) & *deep framing*	2262 1931 1454	✠100A1 *Spar dk* ~~5,17~~ ~~6,16~~ 1,18 LMC MS 7,16 BS 1,18	Bkn Liv	*s*	~~7,16~~ 1,18	1896 1mo *Lloyd's*	A. Stephen & Sons Glasgow *A&CP*	Arakaka SS. Co. Ld. (Booker Bros. Mc Connell & Co. Ld.) *WB=* *CellD B*	281·5 | 39·0 | 14·7 P29′ B152′ F30′ 23·2 FK *a* 72′ *u E & B* 40′ *f* 104′	Liverpool British 4 *BH Cem* 355*t APT* 18*t*	T. 3Cy. 23″, 37″ & 62″–42″ (*s*) 180 lb 345 NHP 2SB (FD) & 1 Aux SB 2.14 *6cf*, *& 2p* GS 120, HS 5247 A. Stephen & Sons, Glasgow	25 ″ 6 s 3 ″ 5½ 22 ″ 7	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys.	3 No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / for Special Survey. / Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NIP=Horse power by Society's formula; RIP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Interest of trade cert.
1189 NFTB	**Arakan** *S.van Ronkel* 11-12 *Elec.light* Wireless	Steel Sc Sr 2 *Dks(Stl)*	5106 4769 3205	✠ 100 A1 5,16 ✠ LMC 11,12 BS 3,17	Hkg	z	~~8,15~~ 5,17	1912 11mo *Lloyd's*	W. Gray & Co. Ld. W Hartlepool	Rotterdamsche Lloyd (W. Ruys & Zonen, *Mgrs.*) *sA4CP WB = Cell D B a* 132' *u E* 26'	400·0 P30' B 58' F 41' *f* 176' 11 8 4 *t D T a* 37'	53·5	27·1 FK	Rottrdam Dutch 6 *B H Cem* 950 *t A P T* 33 *t*	T. 3 Cy. 28", 46" & 77"–48" (*s*) 1801b 623 NHP 4 SB, *12cf*, GS 223, HS 9637 FD Cen. Mar. Eng. Wrks. W Hpl	29 " 7 s 4 " 9½ 25 " 2	
1190 99312 MHCP	**Aral** *A. Brannan* –14 *Mchy. Aft Elec.light*	Steel Sc Sr *Carrying Petroleum in bulk*	~~2830~~ 2675 ~~3126~~ 2113	2847				1891	Armstrong Mitchell & Co. Ld. Newcastle	Aral S.S. Co. Ld. (H.E. Moss & Co.)	310·0 B 20' F 40'	40·2	28·2	Liverpool British	T. 3 Cy. 22", 35" & 58"–42" NB 16 218 NHP Wllsnd Slpwy Co. Ld., Nwc.		V
1191 110899 RGST	**Aralia** *H. Hillyer* –16	Iron Sc K 1 *Dk*	229 217 113			...		1899	Schofield, Hagerup & Doughty, Ld Grimsby	N. Eastern Steam Fishing Co. Ld.	121·5 B 48' F 21'	21·6 BK 7½"	11·5	Grimsby British	T. 3 Cy. 13", 21" & 34"–24" 59 RHP C. D. Holmes & Co. Hull	12 " 4	
1192 13J004 JLCG	**Araluen** *Naegle* –17 (*ex* Scharzfels) *Elec.light* Wireless	Steel Sc Sr *ss* Ham. No 3–10.13 1 *Dk(Stl)* & *Spar dk* (*Stl*–pt teak s) & *Web frames*	5513 5290 3533	✠ 100 A1 *Spar dk* 10,17 ~~1.17~~ BS 5,16 ✠ LMC 10,13 16,17	Syd	z	5,16	1901 7mo *Lloyd's*	Wigham-Richrdsn & Co Ld Newcastle	Requisitioned by the Commonwealth of Australia *WB = Cell D B a* 142' *u E*	420·0 P 60' B 96' F 48' 28·6 BK 11" 27' *f* 177' 11 15 *t Twee*	55·1	20·5	London British 6 *B H Cem* *n dk tanks a*	Q. 4 Cy. 24", 34", 51" & 74"–54" 2101b *120lb* (*r*) 494 NHP 3 SB, *9cf*, GS 150, HS 6303 FD Wghm Rchrdsn & C. Ld Nwc 50' 4 9 0 *t* 46' 5 7 0 *t A P T* 40 *t*	31 " 4	
1193 96634 LHMP	**Aramac** *A. H. Williams* –16 1 *Dk* & *Spar dk* (*Stl*-ws) & *Web frames* *Elec.light*	Steel Sc Sr	2114 1807 1192	✠ *Spar dk* 9,89 ✠	Gls	t		1889 9mo	W. Denny & Bros. Dumbarton	Australas'n United Stm. Nav. Co. Ld.	300·0 P & B 181' F 45' 24·0 FK *WB = Cell*	37·1	17·6	Brisbane British 5 *B H Cem* *D B* 212' 307 *t*	T. 3 Cy. 25", 41" & 68"–48" 334 NHP 2 DB, *Scf*, GS 192, HS 5105 Denny & Co., Dumbarton	24 " 9	
1194 817	— (*ex* Araucanito, *ex* Morro) 1 *Dk*	Steel Twin Sc Sr	170 155 69	✠ 9,81	Grk	Lv		1881 8mo	Scott & Co. Greenock	Soc. Lobitos Oilfield, Ld.	125·6	23·0	8·0	Callao Peruvian 5 *B H*	C. 4 Cy. 15" & 30"–21" 69 NHP Scott & Co. Greenock		
1195 862 HBJT	**Aran** *S. Campbell* –12 (*ex* Eduardo Videla, *ex* Avon)	Steel Sc Yl *ss* Vpo. No. 2–07 1 *Dk*	170 155 109	✠ *Stm Trawler* 5,11 ✠	Vpo			1898 10mo	Mackie & Thomson Glasgow	J. J. McAuliffe	105·6 Q 17' F 19'	21·0 BK 7½" *WB =*	10·7	Coquimbo Chilian 1 *B H Cem* *M T* 14' 25 *t*	T. 3 Cy. 10", 16" & 27"–20" 35 NHP 1 SB, *2pf*, GS 26, HS 536 Muir & Houston, Ld. Gls.	11 " 7	
1196 HCVF	**Araña** *S. Llopis* 08–09 (*ex* Dane)	Steel Sc K *ss* Bcl. No. 3–4, 15 1 *Dk*	*267* *241* *100*	✠ 100 A1 *Stm Trawler* 4,15 ~~BS 10,13~~ ✠ LMC 4,15	Bcl		~~10,15~~ 3,18	1903 4mo *Lloyd's*	Cook, Welt'n & Gemmell Beverley	Trillo, Galiana y del Valle S. en C.	130·0 Q 53'	22·0 BK 7"	12·1	Barcelona Spanish 4 *B H Cem*	T. 3 Cy. 13", 21½" & 35"–24" (*s*) 2001b 79 NHP 1 SB, *2cf*, GS 37, HS 1345 Amos & Smith, Hull	12 " 10	
1197 86993	**Aranci** *J. McLynn* –11 *Mchy. Aft*	Steel Twin Sc Sr (*Sand Dredger*)	134 122 81			...		1882	W. Walker & Co. London	J. Shields	118·0 Q 22 *t* B 9 *t* len 84	18·8	7·3	Belfast British	C. 4 Cy. 11" & 21"–14" NB 91 40 RHP M. Pratt, Huddersfield		
1198 129535 HSCP	**Arankola** *J. R. P. Alexander* –12 *Elec.light* Wireless	Steel Twin Sc Sr 2 *Dks(U Stl*–teak s) & *Shade dk(Stl*–teak s)	4129 2889 1725	✠ *Shade dk* 1,11 ✠	Bel	y		1911 1mo *Lloyd's*	Workman, Clark & Co. Ld Belfast	British India Stm. Nav. Co. Ld. *WB =*	390·3 B on *Shade dk* 173' 136' *f* 123' 5 7 6 *t*	50·3 FK 6 *B H Cem* 29 *t A P T* 25 *t*	22·0 *Cell D B a* 46' *u E* & *B* *F P T*	Glasgow British 2 *B H Cem*	Q. 8 Cy. 24½", 35", 50" & 70"–48" HS 21950 1346 NHP 2 D & 4 SB, *24cf*, GS 557, FD Wrkman, Clark & Co. Ld Bel	24 " 6	
1199	**Aranmore** *O Scheerer* –13 *Elec.light* *Well deck*	Iron Sc Sr 2 *Dks*	1170 919 502			...		1890	W B Thmpson & Co (Lim) Dundee	Canadian Govt.	241·5 P 150' B 25' F 36'	34·8	15·7 British *WB*		T. 3 Cy. 23", 38" & 61"–48" 258 NHP W B Thmpsn & C. (Lm) Dun.	18 " 0	
1200 107665 KRBV	**Arapahoe** *A. D. Ingram* *Elec.light* Wireless	Steel Sc Sr 1 *Dk* & *Hur Dk* 3 *tr* *b*	4145 — 3205					1901	W. Cramp & Sons Co. Philadelphia	Clyde S.S. Co.	336·5 len 02	46·1	20·5	New York Utd. States	T. 3 Cy. 27½", 43" & 70"–36" 294 NHP W. Cramp & Sons Co. Phl.		R
1201 108096 QHWS	**Arapawa** *E. Keatley* –14 *Well deck* *Elec.light*	Steel Sc Sr 1 *Dk*	291 181 128	✠ 9,08 ✠	Psy	d		1908 9mo	J Fullerton & Co. Paisley	Northern S.S. Co. Ld.	120·5 Q 60 B 11' F 18' *WB =*	22·1 FK *F P T* 9 *t*	8·6	Auckland British 1 *B H Cem*	T. 3 Cy. 11", 18" & 31"–22" 47 RHP 1 SB, *2cf*, GS 32, HS 1194 Renfrew Bros. & Co. Irvine	9 " 3	
1202 372 HBOW	**Ararat** *Sohezky*	Steel Sc Sr 1 *Dk(Stl)*	908 775 504	✠ *with freeboard* 6,96 ✠ *For Trading in the Black Sea*	Nwc	m		1896 6mo	Hawthorn, Leslie & Co, Ld Newcastle	Russian Stm. Nav. & Trading Co. *WB =*	220·0 B 34' F 26' *Cell D B a* 46' *u E* &	34·0 FK *B* 40' *f* 98' 2 7 0 *t F P T*	12·2	Odessa Russian 5 *B H Cem* 59 *t A P T* 28 *t*	T. 3 Cy. 16", 26" & 43"–30" 120 NHP 2 SB, *4cf*, GS 70, HS 2080 Hwthrn, Leslie & C. Ld. Nwc	14 " 0	
1203	**Arary**	Steel Sc	*88* *55* *8*	~~100 A1~~ ~~Spar dk~~ ~~Carrying Petroleum in bulk~~ ~~1,16~~ ~~LMC 2,16~~ ~~Examined 5,17~~		...	7,15	1913 2mo *Lloyd's*	Philip & Son, Ld. Dartmouth	Booth & Co. (London) Ld.	75·0 BK 7" *WB = A P T* 9 *t*	18·5	9·5 London	Manaos Brazilian 4 *B H Cem* *A P T* 35 *t*	T. 3 Cy. 10½", 16" & 26"–20" (*r*) 1851b 52 NHP 1 SB, *2cf*, GS 36, HS 1050 Philip & Son, Ld. Dartmouth	9 " 11 ~~s 1 " 1~~ ~~9 " 6~~	
1204 101829 NCHL	**Aras** *W. E. Dingle* –16 *Mchy. Aft* *Elec.light* 1 *Dk(Irn)* & *Spar dk(Irn)* & *Web frames*	Steel Sc Sr *ss* Npt. No. 3–4, 04 *ss* Npt. No. 2–12	3217 3040 2071	✠ 100 A1 *Spar dk* *Carrying Petroleum in bulk* 1,16 ~~Examined 5,17~~ ✠ LMC 2,16	Lth	v	2,16	1893 6mo *Lloyd's*	Palmers' Co. (Lim.) Newcastle	Aras S.S. Co. Ld. (British Tanker Co. Ld. *Mgrs.*) *sA4CP WB = D B*	325·0 P 73' B 20' F 38' *u B* 30' 10 0 *t F P T* 65 *t*	42·7 28·7 FK	21·0	~~Newcastle~~ British 14 *B H Cem* *A P T* 35 *t*	T. 3 Cy. 24", 40½" & 64"–42" (*s*) 1601b *100lb* NDB 07 270 NHP 2 SB, *6rf*, GS 96, HS 4112 Palmers' Co. (Lim.), Nwc.	29 " 10 s 5 " 10½ 24 " 3	
1205	**Arassuahy** (*ex* Oceano) *Elec.light*	Steel Sc Sr 1 *Dk*	798 679 542					1907	Caledonian E. & S. B. Co. Preston	Emprza Brazileira de Nav. (Prates, Magalhães & Co. *Mgrs.*)	210·0 B 54' F 26'	33·0	11·1 *WB*	R. Janeiro Brazilian	T. 3 Cy. 17", 27" & 43"–24" 91 NHP Caledonian E & S B Co. Prstn.		
1206 HBCP	**Araucania** *J. E. Jensen* –15 (*ex* Cambronne, *Well deck* *ex* Linden)	Steel Sc Sr *ss* P. Ar. No. 3–7, 07 *ss* P. Ar. No. 2–15 1 *Dk(Irn)*	424 292 264	✠ 100 A1 10,17 ~~9.17~~ ✠ NB 7,07 ✠ LMC 10,15 BS 10,17	PAr	f	~~10,15~~ 10,17	1893 8mo	W. Dobson & Co. Newcastle	Braun & Blanchard *WB = D B a* 33'	155·8 Q 79' B 14' F 17' *u E* & *B* 42' 7 0 *t F P T*	23·0 BK 6" *s u E* & *B* 42' 7 0 *t F P T*	9·4 A & CP	Pnta Arnas Chilian 1 *B H Cem* 13 *t A P T* 4 *t*	T. 3 Cy. 13", 20" & 33"–24" (*s*) 1601b *75lb* NDB 01 60 NHP 1 SB. *2pf*, GS 31, HS 985 N. E. Marine Eng. Co Ld Nwc	11 " 8 s " 9½ 11 " 6	
1207 910 HBNG	**Arauco** *L. Uribe* –13 *Mchy. Aft*	Iron Sc 3 Mst Sr 6th Survey Vpo. 8,03 3 *Dks*	*801* *672* *586*	✠ 6,09	Vpo	Lv		1879 4mo	Gourlay Bros. Dundee	M. De la Fuente & Co.	200·0 P 60 *t* F 20 *t* *WB = D B f*	29·2	15·5	Valparaiso Chilian 3 *B H* 1 P B H	C. 2 Cy. 24" & 48"–36" NB 11 115 NHP Gourlay Brs. & Co., Dundee		
1208 124461 HKBL	**Arawa** *Clayden* –08 2 *Dks(Stl U*–ws) & *deep framing* & *Ref. Mchy.* Wireless *Elec.light*	Steel Twin Sc Sr *ss* Lon. No. 2–15 *Shelter dk(Stl*–ws)	9372 8618 5985	✠ 100 A1 *Shelter dk* *with freeboard* ~~6.17~~ 1.17 12.17 ~~BS 1.17~~ ✠ LMC 1,15 ✠ Lloyd's ~~LMC 1,16~~ 11,18	Lon	et	~~1,16~~ 6,17	1907 2mo *Lloyd's*	Swan, Hunter & Wigham Richardson, Ld. Newcastle	Shaw, Savill & Albion Co. Ld. *WB = C*	460·0 F 48' *ell D B a* 91' *u E* & *B* 82'	60·0 FK & BK 13" *f* 231' 144 7 *t*	31·0	S'thamptn British 7 *B H Cem*	T. 6 Cy. 23", 38½" & 66"–48" (*s*) 2051b 899 NHP 2 D & 2 SB, *18cf*, GS 396, HS 16400 Wllsnd Slpwy Co. Ld. Nwc.	34 " 1 s 5 " 2 29 " 7	BT till 7,17

1 Numero d'Ordre. / Numero Official. / Signaux	2 Nom du Navire. Capitaine. Visites Périodiques.	3 Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant à l'intervalle d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NP = Force en chevaux d'après les formules de la Société. RP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres ou cotes si on en est dans le Lt. Insurd Corr. Lloyd's Trade.
1209 26649 LJMB	**Arawatta** *J.MacKay* –16 1 *Dk & Spar dk (Stl-ws) & Web frames* *Elec. light*	**SteelScSr** 2114 1807 1192	✠ *Spar dk* 10,89	Dmb	*t*		1889 10mo	W. Denny & Bros. Dumbarton	Australas'n United Stm. Nav. Co. Ltd.	300·0 | 37·1 | 15·8 P&B 181′F46′ 24·0 FK *WB = Cell*	Sydny NSW British	T. 3Cy. 25″, 41″ & 68″–48″ 334 NHP 2DB, *8cf*, GS 54, HS 5105 Denny & Co., Dumbarton		
1210 96411 LTCQ	**Arbroath** *ss* Dun 2nd No 3–3,18 **SteelScSr** *J.Macrae* –16 *ss* ~~Dun. No. 3 2,02~~ Dun (*ex* Perth) *ss* ~~Dun. No. 2 11~~ *Elec. light* 2 *Dks (Stl–Uws)*	1700 1257 ~~844~~	✠ 100A1 3,18 ~~14~~ ~~LMC~~ ~~MS 12,11~~ ~~BS 7,16~~ ✠ NB 3,18 ✠ LMC 3,16	Lon Dun	*r*	10,13 3,18	1890 7mo	W B Thomp son & Co. Ld. Dundee	Dundee, Perth & London Shppg. Co. Ltd.	280·0 | 36·6 | 16·9 P61′B73′F61′ BK 9½″ *WB = Cell D B* 138′	Dundee British *Lloyd's A & CP*	T. 3Cy. 24″, 39″ & 64″–48″ (r) 180 lb 354 NHP 3SB, *10cf*, GS 195, HS 6100 W B Thompson & Co Ld. Dun	19 ″ 3 s 2 ″ 7½ 17 ″ 10	
1211 —	**Arbutus** *M.A. Solberg* 16–16 (*ex* Almirante Gravina) 1 *Dk*	**SteelSc** 353 — 240					1906	J. Meyer's S.B. Co. Zalt Bommel	Ch. Lilloe & Johs. Johannessen	143·3 | 30·5 | 10·5	Porsgrund Norwegian	C. 2Cy. 11″ & 24″–18″ 20 NHP Crabtree & Co. Yarmouth		
1212 135147 HWTO	**Arca** *B.C. Wilton* –14 *Elec. light* 2 *Dks (Stl) & Web frames* *Mchy. Aft*	**SteelScSr** 4839 4392 3053	✠ 100A1 6,16 *Carrying Petroleum in bulk* ✠ LMC ~~10,16~~ 2,17	NNs	*x*	~~4,15~~ N 2,17	1912 10mo	Palmers' Co. Ld. Newcastle	Anglo-Saxon Petroleum Co. Ltd.	374·6 | 50·8 | 27·4 P91′B27′F39′ FK *WB = Cell D B u E &*	London British *Lloyd's A & CP*	T. 3Cy. 26″, 44″ & 72″–48″ (s) 180 lb *120 lb* 453 NHP 14 *B/H Cem* 3SB, *9cf*, GS 193, HS 7871 Palmers' Co. Ld. Newcastle	29 ″ 3 5 ″ 10½ 23 ″ 9	
1213 RKPL	**Arcadia** *G. Boldt* 2 *Dks 3tr B* *Elec. light* Wireless	**SteelScSr** 5454 4496 3412					1896	Harland & Wolff (Lim.) Belfast	Hamburg-Amerik. Packetf. Act. Ges. (Ham.-Amr. Linie)	399·2 | 49·2 | 27·3 P242′B31′F45′ *WB*	Hamburg German	Q. 4Cy. 22½″, 32″, 47″ & 68″–51″ 330 NHP Harland & Wolff (Lim.), Bel.		G
1214 HCTW	— *L. Pesut* 09–11 *ss* Shl. No. 3–8,12 1 *Dk (pt Irn pt Stl) 2tr B & deep framing 3 Dk rule*	**SteelScSr** 3098 2914 1966	✠ ~~8,16~~ *with freeboard* ✠	Shl	*u*		1899 5mo	J. Readhead & Sons South Shields	Arcadia S.S. Co. Ltd. (D. Tripcovich)	323·0 | 47·1 | 22·6 P29′B81′F33′ FK *WB = Cell D Ba* 106′ *u E* 20′ *f* 132′	Trieste Aust.-Hung. 5 *B H Cem* 726 *t APT* 30 *t*	T. 3Cy. 24″, 40″ & 64″–42″ NDB 04 278 NHP 2SB, *6rf*, GS 116, HS 4366 J. Readhead & Sons, S. Shl.	25 ″ 0	
1215 —	— *G. Couzoucos* –10 *ss* Dub. No. 3–4,04 (*ex* Sparrow, *ex* Duke *ss* Pir. No. 2–13 *Elec. light* of Fife) 2 *Dks (U Stl–ws)*	**SteelScSr** *1008* *753* *302*	✠ 100A1 11,15 ~~Examined 6,15~~ 12,17 MS 12,17 ~~BS 7,16~~ ✠ LMC 6,16 4,17	Pir	*n*	~~11,15~~ 12,17	1892 4mo	Ailsa S.B. Co. Troon A & CP	Nav. Orientale (P. Pantaleon *Mgr*)	244·0 | 31·8 | 15·5 P59′B88′F59′ DS 04 BK 8″	Piræus Greek 5 *B H Cem*	T. 3Cy. 26″, 41″ & 66″–42″ (s) 160 lb *80 lb* 332 NHP 2DB, *12cf*, GS 222, HS 5741 Dunsmuir & Jackson, Gls.	16 ″ 1 s 2 ″ 2 15 ″ 1	
1216 105766 PDJN	— *W.D. Hibberd* –14 1 *Dk*	**SteelScK** 180 164 —	(*Tug*)				1895	Cook, Wel- t'n & Gemmell Hull	~~J.S. Watkins~~ William Watkins, Ld. (J.S. Watkins, *Mgr.*)	109·1 | 21·5 | 11·8 B21′	London British	T. 3Cy. 14½″, 23″ & 37″–27″ 99 RHP *WL* Earle's Co. (Lim.), Hull	12 ″ 6	
1217 —	— *ss* Gms. No. 3–9,10 1 *Dk*	**IronScYl** *155* *142* 57	✠ *Stm Trawler* 5,10 ✠ NB 1,11 ✠	Shl			1891 6mo	Mackie & Thomson Glasgow	Soc. Anon. Pesquera Malaguena	100·5 | 20·5 | 10·7 Q19′F19′ ND 04 BK 7½″	Malaga Spanish 3 *B H Cem*	T. 3Cy. 10¾″, 15½″ & 27½″–22″ 35 NHP 1SB, *2pf*, GS 26, HS 617 Muir & Houston, Glasgow	11 ″ 11	
1218 110613 RJQT	**Arcadian** *C. Willat* –15 *Elec. light* Wireless Sub. Sig.	**SteelTwinScSr** 8939 6700 4934	(*ex* Ortona) 3 *Dks 4tr B*				1899	Vickers, Ss. & Maxim, Ld. Barrow	Royal Mail S.P. Co.	500·0 | 55·3 | 33·7 P129′B240′F131′ *WL*	Belfast British	T. 6Cy. 30″, 50″ & 83″–54″ 506 NHP Vickers Ss. & Maxim Ld Brw		
1219 105613	**Arcata** 1 *Dk & Spar dk*	**WoodSc3MstSl** 560 416 416					1876	Dickey Brs. San Francisco	Olson & Mahony	180·0 | 26·2 | 8·6 len 80 16·6	S. Frncisco Utd. States	C. 2Cy. 14″ & 28″–28″ NB 93 35 NHP Risdon Iron Works, S. Fo.		
1220 123940 HRFS	**Archangel** *W. Dale* –16 (*ex* St. Petersburg) *Elec. light* Sub. Sig. Wireless	**SteelTrpScSr** 2448 1502 1039	✠ *Shelter dk* *with freeboard* 2,13 ✠ *Harwich & Hook of Holland*	Rot	*t*		1910 7mo	J. Brown & Co. Ld. Clydebank	Gt. Eastern Rly. Co.	330·8 | 43·2 | 17·8 *Fon Shelter dk* 52′ FK *WB = Cell D Bu E* 40′ 62 *t FPT* 9 *t*	Harwich British 8 *B H Cem* *DT f* 40′40 *t*	3 Steam Turbines 5SB, *20cf*, GS 430, HS 14833 FD J. Brown & Co. Ld. Clydebank	18 ″ 9	
1221 118658 HCRL	**Archbank** *W.H. Dean* –16 *ss* Nwc. No. 2–14 *Spar dk (pt Irn & pt Stl) 2tr B &* *Web frames*	**SteelScSr** 3767 3572 2455	✠ 100A1 *Spar dk* *with freeboard* 1,17 ~~Examined 12~~	Gls	*w*	~~1,17~~ 10,17 ~~BS 3,18~~ ~~BS 1,17~~ ~~LMC 6,14~~	1905 6mo	Furness, Withy & Co. W Hartlepool	Sutherland SS Co. Ld. (A.M. Sutherland, *Mgr.*)	340·1 | 47·1 | 27·4 P31′B105′F31′ FK *WB = Cell D Ba* 112′ *u E &* B47′ *f* 131′ 6	Newcastle British 6 *B H Cem* 95 *t APT* 31 *t*	T. 3Cy. 24″, 39″ & 66″–45″ (s) 180 lb *80 lb* 314 NHP 2SB, *6cf*, GS 105. HS 4810 Richardsons, Westgarth & Co. Ld. Hpl.	29 ″ 10 s 5 ″ 8½ 24 ″ 6	
1222 105277 PMLV	**Archdale** *W Insall* 07–13 (*ex* Vixen) 1 *Dk*	**SteelSc** 119 107 —	(*Tug*)				1896	Allsup & Co. Ld. Preston	Tees Tug. Co. Ld. (W.H. Crosthwaite, *Mgr.*)	95·8 | 18·2 | 10·1	Middlsbro' British	C. 2Cy. 17½″ & 35½″–24″ 60 RHP W. Allsup & Sons, Preston		
1223 87082 HKTV	**Archer** *R.D. Delucey* 04–12 1 *Dk*	**IronScSr** ~~604~~ 63 3 503 37 ~~1440~~				...	1882	Lon. & Glas. S.B. Co. Glasgow	Newcastle & Hunter River S.S. Co. Ld.	200·2 | 29·0 | 13·2 P44′F23′	Sydny NSW British	C. 2Cy. 27″ & 48″–36″ 50 ~~95~~ RHP Lon. & Glas. Co., Glasgow		
1224 109778	**Archibald Hood** *G. Fisher* –98 1 *Dk*	**IronTwinSc** 164 163 33	(*Tug*)			...	1898	Cox & Co. Falmouth	Barry Railway Co.	90·3 | 22·6 | 12·6 BK 6½″	Cardiff British	C. 4Cy. 15½″ & 28″–21″ 68 RHP Cox & Co. Falmouth	13 ″ 0	
1225 123336 POLR	**Archimedes** *F.L. Clark* –13 (*ex* Den of Airlie) 2 *Dks (Stl) &* *Elec. light* *Shelter dk (Stl)*	**SteelScSr** 5364 4951 3380	✠ 100A1 *Shelter dk* *with freeboard* 1,15 ✠ LMC 3,16 ~~Examined 1,13~~ BS 2,15	Sou	*a* †	~~10,15~~ 11,17	1911 8mo	Russell & Co. Pt. Glasgow	Liv Brazil & R Plate S.N. Co., Ld. (Lamport & Holt Ld *Mgs* *Lloyd's A & CP* *Inte*	433·5 | 54·2 | 26·6 FK *rmediate BH in for* *WB*	Liverpool British *Cem* 6 *B Honly* *ehold dispensed with* *= Cell D B a* 130′ *u E*	T. 3Cy. 27″, 46″ & 76″–51″ (s) 200 lb 603 NHP 3SB *9cf*, GS 186, HS 8805 FD D. Rowan & Co. Glasgow & B 46′ *f* 195′ 1311 *t DT a* 39′ 1009 *t APT* 18 *t*	29 ″ 2 s 3 ″ 11½ 25 ″ 7	
1226 135428 JBHG	**Architect** *G.B. Woolfenden* –16 *ss* Liv. No. 1–16 *Elec. light* 2 *Dks (Stl)* Wireless 3rd *dk (Stl) in No. 1 hold*	**SteelScSr** 5421 5094 3415	✠ 100A1 10,17 ~~1,17~~ ✠ LMC 6,16	Bry Mid	*z*	~~4,15~~ 10,17	1912 12mo	C. Connell & Co. Ld. Glasgow *Lloyd's A & CP*	Charente S.S. Co Ld (T. & J. Harrison, *Mgrs.*) *WB = Cell u E & B* 58′ *f* 180′ 111	410·6 | 52·3 | 30·5 P35′B133′F52′ FK *D Ba* 116′ *St D T a* 81′ 846 *t FPT*	Liverpool British 7 *B H Cem* 52 *t APT* 22 *t*	T. 3Cy. 24½″, 42½″ & 72″–54″ (s) 215 lb HS 9339 538 NHP 2DB & 1 Aux SB, *15cf*, GS 281. Dunsmuir & Jackson, Ld Gls	32 ″ 10 s 6 ″ 6 26 ″ 9	
1227 HCJR	**Arciduchessa Maria Teresa** *(STRANDED 11,15 & REFLOATED)* *G. Premuda* –13 *ss* Tri. No. 3–3,14 1 *Dk (Stl) 2tr B & deep framing 3 Dk rule*	**SteelScSr** 2886 2657 1835	✠ 3,14 ✠	Tri	*u*	2,14	1901 3mo	A. Rodger & Co. Pt. Glasgow	Soc. di Nav. a Vap. Eredi Matteo Premuda	320·4 | 46·1 | 21·2 P29′B88′F32′ FK *WB = Cell D B a & u E* 124′ *f* 136′ 631 *t*	Lusinpiclo Aust.-Hung. 6 *B H Cem* *APT* 11 *t*	T. 3Cy. 22½″, 37″ & 61″–42″ NDB 13 254 NHP 2SB, *6pf*, GS 108, HS 1010 Clyde S.B. & E. Co. Ld. P. Gl.	23 ″ 9	
1228 JBWS	**Arcona** *F. Wendt* 12–12 1 *Dk 2tr B*	**IronSc3MstSr** 496 434 297					1863	Act. Ges. Vulcan Stettin	Neue Dampfer-Co. Act. Ges.	211·9 | 24·1 | 12·5 P35′B52′ len 74	Stettin German	C. 2Cy. 19″ & 42″–24″ NE 74 NB 94 72 NHP Rostocker A.G., Rostock		G
1229 QHWN	— *H. Naunen* 1 *Dk*	(Seized at Riga) **SteelSc** 201 181 17	(*Tug*)				1905	Bremer Vulkan Vegesack	Schleppschiff. Ges Unterweser	106·9 | 23·0 | 12·9	Bremen German *WB*	T. 3Cy. 13⅝″, 21⅝″ & 35 7/16″–23⅝″ HS 1582 85 NHP Bremer Vulkan, Vegesack		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys.	3 Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; iHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in G.B. Dates of Trade Cert.
1230 107640 KQTD	**Arctic** *C.Linder* *Fitted for oil fuel*	**WoodScSr** 1 *Dk*	392 270 277					1901	H.R.Reed BayCity,Or.	NationalS.S.Co.	145·0	32·0	11·0	S.Frncisco Utd.States	NB12		
1231 211602 LDFQ	— *Smith*	**WoodSc** 1 *Dk*	202 — 125					1913	Hall Bros. EagleHarbor, Wash.	PioneerSand& GravelCo.	111·5	25·3	11·6	Seattle Utd.States	C.2Cy.18″&34″–26″ 49NHP		
1232 Missing MHLP	— *J.Torvig* –12	**WoodScSr** 1 *Dk*	104 88 54					1912	Knut Skaaluren Rosendal	Akties.Skjerva (M.Knutsen, *Mgr.*)	88·0	22·0	9·3	Aalesund Norwegian	C.2Cy.7½″&16″–11″ 7NHP BrunholmensM.V.Aalesnd		
1233 137367	**Arctic Prince** *W.Stewart*03–15	**SteelScK** 1 *Dk*	194 191 86	✠100A1 *StmTrawler* 3,15 ✠LMC4,15	Nwc			1915 3mo	Jos.T.Eltringham&Co.Ld.WillingtonQuay	R.Irvin&Sons,Ld.	115·5	22·0	11·9 BK7½″ *WB*=	N.Shields British 3 *BHCem* *DBf*19′13*t*	T.3Cy.12″,20″&34″–24″ (*s*) 180lb 80RHP 1SB,*3pf*,GS48,HS1490 ShieldsEng.Co.Ld.N.Shl.	12 ″ 9	
1234 202867	**Arcturus** (*ex*JamesB.Wood) *Mchy.Aft* *Elec.light* 1 *Dk*	**SteelScSr** —	7159 — 5744					1905	WestBay CityS.B.Co. WstBayCity	InterlakeS.S.Co. (Pickands,Mather &Co.,*Mgrs.*)	514·0	54·0	27·1 *WB*	Fairport Utd.States	T.3Cy.22½″,36″&60″–42″ 233NHP DetroitS.B.Co.Detroit		
1235 HJMZ	— *Elec.light*	**SteelScSr** 1 *Dk&Shelter dk*	2514 2289 1525					1913	Akt.Ges. "Neptun" Rostock	Requisitioned by theFrenchGovernment	328·0 F40′	46·0 26·7	18·8 *WB*	Bordeaux French	T.3Cy.23⅜″,38½″&68″–43$\frac{3}{16}$″ 260NHP A.G."Neptun,"Rostock		
1236 SQMJ	— ~~*B.Farham*08–18~~ ~~*K.H.Sylvand*08–18~~ *Ref.Mchy.* 1 *Dk(Stl)&Spardk(Stl–ptws)* *Elec.light*	**SteelScSr** *ss*Hul No.3–4,12 *&Web frames* *ss*Skm.No.1–18	2023 1522 1157	✠100A1 *Spar dk* *withfreeboard* 2,18 ~~1,14~~ NB4,12 ✠LMC12 2,18	Shl Skm	*s*	~~1,14~~ 1,18	1898 12mo	Gourlay Bros.&Co. Dundee	FinskaÅngfAktieb (L.Krogius) *WB*=*CellDBa*36′	281·4 P41′B102′F62′ *uE&B*61′ *f*94′ 227*t*	38·2 21·1 BK8″	13·7 4 *BHCem* *APT*17*t*	Helsingfrs Russian 3SB,*9cf*,GS183,HS8520 FD GourlayBros.&Co.Dun.	T.3Cy.29½″,47″&75″–45″ (*s*) 170lb 551NHP	23 ″ 5 s 4 ″ 10 19 ″ 5	
1237 MGJF	— *A.Arnesen* –14 *Elec.light*	**SteelScSr** 1 *Dk2trB*	1277 966 757					1910	Bergens Mek.Værks Bergen	DetBergenske Dampskibsselskab	229·9 Q95*t*B130*t*H34*t* F33*t*	35·2	16·0	Bergen Norwegian *WB*	T.3Cy.17½″,28″&48″–33″ 132NHP BergensMekVærksBergen		N
1238 119116 VQKR	**Ardachy** *D.S.Hannah* –16 *ss*Bwg.No.3–1,08 (*ex*Radium) *ss*Liv.No.2–15 *Well deck* *Mchy.Aft* 1 *Dk(Stl)*	**SteelScSr**	210 140 82	✠100A1 12,15 ✠LMC12,15 BS6,17	Liv	*c*	~~12,15~~ 5,17	1904 4mo	Scott& Sons Bowling	J.&A.Gardner& Co.Ld.	112·0 Q39′B7′F18′	21·0 8·6 BK7″ *WB*=*FPT*9*t*		Glasgow British 3 *BHCem* 1SB,*2pf*,GS30,HS870 C.Houston&Co.Glasgow	C.2Cy.14″&30″–21″ (*s*) 130lb 30RHP	9 ″ 6 s ″ 7 9 ″ 7	
1239 104637 NWKJ	**Ardandearg** ~~*W.Hare* –16~~ *J.Begg* –17 *ss*Cal.No.2–15 1 *Dk(Stl)&Spardk(Irn)&deepframing*	**SteelScSr** *ss*Nwc.No.8–5,07	3237 3027 2093	✠100A1 *Spar dk* 8,17 ~~1,17~~ ✠NB03 ✠LMC MS7,15 BS5,16 8,17	Liv Nwc	*v*	2,16	1895 7mo	Workman, Clark&CoLd. Belfast	Chr.Salvesen& Co. *WB*=*CellD* *Ba*102′*uE*18′*f*128′	335·0 P22′B73′F34′ *WB*=*CellDBa*36′	43·6 26·1 BK9″ *uE&B*61′ *f*94′ 227*t*	18·2 6 *BHCem* *APT*17*t*	Glasgow British 2SB,6*cf*,GS100,HS3984 FD Workmn,Clark&Co Ld.Bel	T3Cy21½″36¾″&60$\frac{15}{16}$″–42″ (*s*) 180lb *100lb* NDB07 290NHP 670t*APT*42*t*		
1240 111260	**Ardbeg** *D.McDonald* –17 *ss*AyrNo.3–12,12 *Well deck* *ss*AyrNo.1–16 *Mchy.Aft* 1 *Dk(Irn)*	**SteelScSr**	227 173 85	✠100A1 11,17 ~~2,17~~ ✠LMC6,16 BS12,17	Ayr Bwg	*c*	6,16	1900 6mo	Scott& Sons Bowling A&CP	GlasgowSteam CoastersCo.Ld. (HendryMcCallum &Co.*Mgrs.*) *WB*	117·0 Q42′B8′F24′ =*FPT*21*t*	21·5 9·4 BK7″ *APT*7*t*		Glasgow British 3 *BHpt Asp* *pt Cem*	C.2Cy.~~14~~ 14.5 &29″–21″ (*s*) 120lb 35RHP 1SB,*2pf*,GS31,HS770 Muir&Houston,Ld.Gls.	10 ″ 3 s ″ 8½ 10 ″ 3	
1241 124188	**Ardchattan** *D.Macdougall* –07 *ss*Bwg.No.2–15 *Well deck* 1 *Dk(Stl)* *Mchy.Aft*	**SteelScSr**	264 205 99	✠100A1 ~~3,17~~ ~~10,15~~ 4,18 ✠LMC ~~BS5,16~~ MS10,15 BS5,17	Bwg	*d*	10,15	1907 3mo	Scott& Sons Bowling *Lloyd's* A&CP	J.&A.Gardner& Co.Ld.	125·5 Q44′B8′F23′	22·6 9·7 BK7″ *WB*= *FPT*20*t*		Glasgow British 3 *BHCem* Fisher&Co.Paisley	C.2Cy.~~14½~~ 15.5 &31″–24″ (*s*) 135lb 40RHP 1SB,*2pf*,GS35,HS1106	10 ″ 6 s ″ 8½ 10 ″ 6	
1242 HJMW	**Ardèche** *L.Trocheris* –17 ~~*Mixie*04–16~~ (*ex*GeneralLyautey, *ex*Mont-Aigoual, 2 *Dks(Stl–Uws)* *Elec.light* *ex*Vostizza,*ex*Gulf of Ancud)	**SteelScSr** *ss*St.N.2ndNo.3–12,17 1 *Dk2trB*	2532 — 1734	✠100A1 12,17 ~~5,14~~ ~~2,14,16~~ ✠LMC~~2,16~~ 12,17	Msl St.N	*t*	~~11,15~~ 12,17	1890 6mo	Hawthorn, Leslie&Co.Ld Newcastle A&CP	Cie.Générale Transatlantique	314·5 B80′F46′ *WB*=*CellDB*250′4	42·2 23·9 BK10″ *APT*13*t*		Marseilles French 6 *BHCem* 77t*APT*13*t*	T.3Cy.26″,42″&69″–48″ (*r*) 170lb *90lb* NDB11 359NHP 2DB,*3cf*,GS146,HS5696 Blair&Co.Ld.Stockton	26 ″ 6 s 4 ″ 6 23 ″ 3	
1243 68968 RFWQ	**Ardens** *J.A.S.Addison* –17 *ss*Nwc.3rdNo.3–1,11 (*ex*Universal) *ss*Sld.No.1–14 *Well deck* 1 *Dk(Irn)2trB* *Cargo battens not fitted*	**IronScSr**	1274 1065 810	✠100A1 5,17 ~~3,16~~ ✠NB6,97 ✠LMC9,14 BS~~11,16~~ 5,17	Sld Nwc	*o*	~~3,16~~ 5,17	1878 2mo	ShortBros. Sunderland A&CP	GasLight&Coke Co.(S.Clarke&Co. *Mgrs.*)	240·2 Q94′B42′F27′	33·0 17·9 BK9″ *DB*		London British 5 *BHCem* *a*74′*f*46′180*t*	C.2Cy.29″&55″–36″ (*s*) 75lb *60lb* NDB97 140NHP 1SB.*4pf*,GS66,HS2370 G.Clark,Sunderland	18″10 s 1 ″ 11 17″10	
1244 127413 HPSM	**Ardent** *J.W.Beck* –14 *ss*Mil.No.1–12 1 *Dk*	**SteelScK**	228 190 87	✠100A1 *Stm Trawler* 12,15 BS7,14 ✠LMC6,12	Liv		12,15	1908 2mo	GooleS.B. &Repg.Co.Ld Goole *Lloyd's*	PaterSteam TrawlingCo.Ld.	120·0 Q72′F21′	21·6 11·4 BK7½″ *WB*		Milford British 5 *BHCem* =*DTf*4′22*t*	T.3Cy.12½″,20″&33″–24″ (*r*) 180lb 68RHP 1SB,*2pf*,GS37,HS1227 W.V.V.Lidgerwood,Gls.	12 ″ 6	
1245 131461 HWVB	**Ardeola** *J.J.Prendergast* –12 *ss*Liv.No.1–16 *Well deck* 2 *Dks(UStl–ws)* *Elec.light* Wireless	**SteelSc3MstSr**	3140 2109 1786	✠100A1 8,17 ~~8,16~~ ✠LMC7,16	Liv	*t*	7,16	1912 10mo	CaledonS. B.&E.Co.Ld. Dundee *Lloyd's*	ArdeolaS.S.Co.Ld. (YeowardBros.) *WB*=	310·2 P&B207′F57′ *mediateBH in fore* *Cell DBa*40′ *uE*	44·2 18·5 BK10″ *hold dispensed with* *APT*50*t*		Liverpool British *Cem* 4 *BH only* 26′*f*152′502*t*	T.3Cy.24″,39″&64″–42″ (*s*) 180lb 345NHP 3SB,*9cf*,GS180,HS6126 CaledonS.B.&E.Co.Ld Dun	21 ″ 6 s 2 ″ 1½ 20 ″ 6	BT till 7,17
1246 135324 JCFK	**Ardgair** *W.Mackintosh* –17 *ss*Gls.No.1–17 *Elec.light* 2 *Dks(Stl)* *Now named "Manchurian Prince," See No. 123 in Supplement*	**SteelScSr**	5119 4748 3282	✠100A1 ~~11,15~~ 11,17 ~~GlsBry~~ ~~✠LMC~~ N11,17	N Yk	*z*	~~1,16~~ 3,17 3,17	1913 5mo	R.Duncan &Co.Ld. Pt.Glasgow *Lloyd's*	PrinceLine,Ld. (Furness,Withy &Co.Ld.,*Mgrs.*) *'Tween* *hold*	405·0 P41′B121′F35′ *dk BH in after* *H to Upr dk* *uE*23′ *f*176′	53·0 27·2 FK 5 *B* 1 *B* *WB*=*CellDBa*131′	Newcastle ~~Greenock~~ British *Cem* *dk* *H to 2nd dk* *only* 1103*t*DTa36′988*t*APT36*t*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb *100lb* 475NHP 2SB,*8cf*,GS156,HS6697 FD J.G.Kincaid&Co.Ld.Grk.	29 ″ 9 s 5 ″ 11 24 ″ 2	
1247 137057 JRWL	**Ardgantock** SteelSc4MstS ~~SteelScSr~~ *G.McKinnon*13–17 1 *Dk(Stl)&Webfms* *Mchy.Aft* *Well deck* *Cargo battens not fitted*		~~824~~ 841 ~~532~~ 5 ~~410~~ 4 16	✠100A1 12,17 *(ClassContemplated)* ✠MC12 17	PGl	*l*		1917 12mo	Ferguson Bros.(Port Glasgow)Ld. Port Glasgow *Lloyd's*	ArdCoasters,Ld. (Lang&Fulton, Ld.*Mgrs.*) *CellDBf*121′2	~~200·0~~ ~~Q110~~ F26′Q11′ 200 ·3 3*t FT*T60*t APT*49*t*	30·2 12·8 FK	Greenock British 3 *BHCem*	T.3Cy.16″,26″&42″–27″ (*s*) 180lb *80lb* 90RHP 1SB,*3cf*,GS80,HS1960 FergusonBros.(PortGlasgow)Ld.P.Gl.	15 ″ 0 s 1 ″ 2 14 ″ 1	
1248 123539 HLPJ	**Ardgarroch** *J.H.Beveridge* –15 *ss*Npt.No.2–16 (*ex*Otterburn) 1 *Dk(Stl)&Spar dk(Stl)* *Elec.light* *&deep framing* *Now named "Clan Kennedy," See No. 127 in Supplement*	**SteelScSr**	4936 4640 3160	✠100A1 *Spar dk* 11,16 ✠LMC BS5,16 MS11,16	Npt	*y*	11,16	1907 10mo	Russell &Co. PortGlasgow *Lloyd's*	Cayzer,Irvine &Co Ld. *WB*=*CellDBa* *f*172′1115*t DT*	400·0 P36′B120′F40′ 136′*uE*24′ *a*32′831*t APT*44*t*	52·0 27·3 FK	19·3 5 *BHtoSp dk* 1 *BHtoM dk* *Cem*	Glasgow British	T.3Cy.27″,44″&73″–48″ (*s*) 180lb *100lb* 471NHP 2SB,*8cf*,GS144,HS6572 FD Rankin&Blackmore,Grk.	30 ″ 0 s 6 ″ 0 24 ″ 4	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Capitaine. Visites Périodiques.	3 Matériaux, Grément, etc. Ex-nom, s'il y a lieu. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. SHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Francbord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Les lettres ou cote, si ce n'est dans le L. R. Durée Cert. R of Trade.
1249	**Ardgarry**	SteelScSr	4526	✠100A1	Gls	*y*	~~2,16~~	1914	Russell&	S.S.ArdgarryCo.	384·9|52·0|26·5	Greenock	T.3Cy.25",41"&68"–48" (*r*)	29 " 0	
135337	*R.Stewart* –16		4329	7,17 ~~1,16~~	Npt		7,17	2mo	Co.	Ld.(Lang&	P34'B111'F47'	British	180lb 361NHP	s 5 " 5½	
JDVC	*Elec.light*	2*Dks*(*Stl*)	2893	✠LMC2,14				*Lloyd's*	PortGlasgow	Fulton,Ld.)	FK	*Cem*	3SB.*9cf*,GS177,HS5751	23 " 11	
								A&CP		*'Tween dk BH in* (5 *BH*		*to Upr dk*	Rankin&Blackmore,Grk.		
										after hold dispensed with 1 "		" 2*nd*," *only*			
										*WB=CellDBa*124'		*L*22*f*169'10	28*t DTa*30'781*t APT*20*t*		
1250	**Ardgarth**	SteelScSr	770					1913	G.Brown&	ArdCoasters.Ld.	200·2|29·1|12·8	Greenock	T.3Cy.16",26"&44"–33"		C
135331	*A.Campbell* 14–14		578						Co.	(Lang&Fulton,		British	96RHP		
JDBQ	*Mchy.Aft*	1*Dk*	350						Greenock	Ld.*Mgrs.*)	*WB*		Ross&Duncan,Glasgow		
1251	**Ardgarvel**	SteelScSr	834	✠100A1	PGl	*l*		1917	Ferguson	ArdCoasters,Ld.	200·2|30·2|12·8	Greenock	T.3Cy.16",26"&42"–27" (*s*)	15 " 0	
137049	*G.McKinnon* 13–17		592	8,17 ~~1,17~~				1mo	Bros.(Port	(Lang&Fulton,	Q111'F26'	British	180lb *80lb* 90RHP	s 1 " 2	
JNTC	*Mchy.Aft*	1*Dk*(*Stl*)&*Web frames*	410	✠LMC1,17					Glasgow)Ld	Ld. *Mgrs.*)	FK		1SB,*3cf*,GS60,HS1960	14 " 1	
	Well deck	*Cargo battens not fitted*							PortGlasgow	*Cell*	*DBf*123'241*t FPT*	60*t APT*49*t*	FergusonBros.(Port		
								Lloyd's	*A&CP*				Glasgow)Ld.Pt.Gl.		
1252	**Ardgask**	SteelScSr	4542	✠100A1	Bry	*y*		1917	Russell&	S.S.ArdgarryCo.	385·0|52·0|26·5	Greenock	T.3Cy.26",42"&70"–48" (*s*)	29 " 0	
137047	*C.M.Pearson* 14–16		4322	1,17				1mo	Co.	Ld.(Lang&Fulton	P34'B111'F47'	British	180lb 475NHP	s 5 • 5½	
JNQL	*Elec.light*	2*Dks*(*Stl*)	2882	✠LMC1,17					Pt.Glasgow	Ld.*Mgrs.*)	FK	6*BHCem*	3SB,*9cf*,GS168,HS7035 FD	23 " 11	
								Lloyd's	*A&CP*		*CellDB*334'1029*t*	*APT*20*t*	ClydeS.B.&E.Co.Ld.P.Gl.		
1253	**Ardgay**	SteelScSr	~~4540~~	✠100A1	~~Liv~~	*y*	~~1917~~	Russell&	~~Lang&Fulton,Ld.~~	385·0|52·0|26·5	Greenock	T.3Cy.26",~~42"&70"~~–48" (*s*)	29 " 0	
137059	*J.Hogg* 14–18	2*Dks*(*Stl*)	4593	~~4322~~ 5,18 ~~1,18~~	~~Lpl~~		1918	Co.	SSArdgarryCo.Ld	P34'~~B110~~F47'	British	180lb 500NHP	s 5 " 5½	
JSBH	*Elec.light*		4309	~~2882 (ClassContemplated)~~	✠LMC1,18		1mo	PortGlasgow	(Lang&FultonLd	B111 FK	6*BHCem*	3SB,*9cf*,GS162,HS378 FD	23 " 11	
			2921	*Carrying fuel oil F.P.above* 150° *F.in D.B. Lloyd's A&CP*						*Mgrs.*)			~~T.G.Kincaid&Co.Ld.Grk.~~		
										*CellDB*334'1029*t*	*APT*20*t*		Rankin&BlackmoreLd.Grk		
1254	**Ardglamis**	SteelScSr	4540	✠100A1	PGl	*y*		1917	Russell&	~~Lang&Fulton,Ld.~~	385·0|52·0|26·5	Greenock	T.3Cy.27",42"&70"–48" (*s*)	29 " 0	
137054	*F.H.Pott* 11–17		4563	~~4322~~ 10,17				10mo	Co.	StmshipArdgarry	P34'~~B110~~F47'	British	180lb 474NHP	s 5•5½	
JRKP	*Elec.light*	2*Dks*(*Stl*)	431	~~2882 (ClassContemplated)~~					PortGlasgow	Co Ld. (Lang&	B111 FK	6*BHCem*	3SB,*9cf*,GS158,HS7023 FD	23 " 11	
			2684	✠LMC10,17				*Lloyd's*	*A&CP*	Fulton,Ld.,*Mgrs.*)	*CellDB*334'102	9*t APT*20*t*	ClydeS.B.&E.Co.Ld.P.Gl.		
1255	**Ardglass**	SteelScSr	778					1914	G.Brown&	ArdCoasters,Ld.	200·0|29·1|12·8	Greenock	T.3Cy.16",26"&44"–33"		C
135336	*N.McInnes* –16		580						Co.	(Lang&Fulton,		British	96RHP		
JDRV	*Mchy.Aft*	1*Dk*	373						Greenock	Ld.*Mgrs.*)	*WB*		Ross&Duncan,Glasgow		
1256	**Ardgoil**	SteelScSr	~~5410~~	✠100A1	PGl	*z*	~~1917~~	W.Hamil-	ArdSteamersLd.	~~105·0|52·1~~|27·7	Greenock	T.3Cy.27",44"&73"–48" (*s*)	30 " 3	
137058	*F.H.Pott* 11–18		5318	~~4970~~ 1,18			1918	ton&Co.Ld	(Lang&Fulton,	P36'B120'F44'	British	180lb *100lb* 476NHP	s 6 • 1	
JSBT	*Elec.light*	2*Dks*(*Stl*)&*Web frames* 4928	3490	~~(ClassContemplated)~~			1mo	PortGlasgow	Ld.*Mgrs.*)	405 ·1|52 · 6 FK	*Cem*	2SB,*3cf*,GS157,HS6697 FD	24 " 6	
		Longitudinal framing	3425	*Carrying fuel oil F.P.above* 150° *F.in D.B.&D.T.*				*Lloyd's*	*A&CP*	*Tween dk BH in after hold dispensed with*	5*BH to Udk*	J.G.Kincaid&Co.Ld.Grk.		
				✠LMC1,18						*CellDBa*129'*uE*21'/176'1	03*t DT*36'958*t APT*30*t*	1 " " 2*nd dk only*			
1257	**Ardgorm**	SteelScSr	5131	✠100A1	Lon	*z*	~~5,18~~	1913	R.Duncan	S.S.ArdgormCo.	405·0|53·0|27·2	Greenock	T.3Cy.27",44"&73"–48" (*s*)	29 " 9	
135334	*J.Hogg* 14–14		4762	~~1,17 1,16~~ 11,17	~~Lpl~~ Bry		11,17	12mo	&Co.Ld.	Ld.(Lang&Fulton,	P42'B122'F35'	British	180lb *100lb* 475NHP	s 5 " 11	
JDPQ	*Elec.light*	2*Dks*(*Stl*)	3287	✠LMC12,15					PortGlasgow	Ld.) FK	*Cem*	2SB.*8cf*,GS156,HS6697 FD	24 " 2	
	Now named "Hartland Point," See No 38 in Supplement							*Lloyd's*	*A&CP*	*'Tween dk BH in* (5 *BH*	*to Upr dk*	J.G.Kincaid&Co.Ld.Grk.		
										dispensed with 1 "		" 2nd," *only*			
										*WB=CellDBa*131		*uE*25' *f*176'	1103*t DTa*36'988*t APT*36*t*		
1258	**Ardgour**	SteelScSr	778					1914	G.Brown	ArdCoasters,Ld.	200·0|29·1|12·8	Greenock	T.3Cy.16",26"&44"–33"		C
137041	*A.Campbell* –17		580						&Co.	(Lang&Fulton,		British	96RHP		
JFDW	*Mchy.Aft*	1*Dk*	373						Greenock	Ld.*Mgrs.*)	*WB*		Ross&Duncan,Glasgow		
1259	**Ardgrange**	SteelScSr	4543	✠100A1	Grk	*y*		1916	Russell&	S.S.ArdgarryCo.	385·0|52·0|26·5	Greenock	T.3Cy.26",42"&70"–48" (*s*)	29 " 0	
137046	*John E.Davies* 13–16		4322	8,17 ~~1,16~~	Liv			11mo	Co.	Ld. (Lang&	P34'B111'F47'	British	180lb 491NHP	s 5 " 5½	
JNKG	*Elec.light*	2*Dks*(*Stl*)	2875	✠LMC11,16					Pt.Glasgow	Fulton,Ld.*Mgrs.*)	FK	6*BHCem*	3SB 9*cf*.GS147,HS7404 FD	23 " 11	
	Carrying fuel oil F.P.above 150° *F.in D.B.*							*Lloyd*	*A&CP*	*CellDB*334'1029*t*		*APT*20*t*	ClydeS.B.&E.Co.Ld.P.Gl.		
1260	**Ardgryfe**	SteelScSr	4897	✠100A1	Mch	*y*	~~N1,16~~	1909	Russell&	~~S.S.ArdgryfeCo.~~	400·0|52·0|27·4	~~Greenock~~ Glasgow	T.3Cy.27",44"&73"–48" (*s*)	30 " 0	
127551	*F.H.Putt* 05–11	*ss*Npt.No.1–14	4622	*Spar dk*	Cff		6,17	9mo	Co.	~~Ld.(Lang&Fulton,~~	P36'B119'F43'	British	180lb *100lb* 479NHP	s5•11½	
HPRL	*Elec.light*	1*Dk*(*Stl*)&*Spar dk*(*Stl*)&	3159	6,17 ~~12,16~~					Pt.Glasgow	~~Ld.)~~ Cayzer,	FK	*Cem*	2SB,*8cf*,GS136,HS6764 FD	24 " 5	
		deep framing		~~BS8,16~~ ✠LMC4,14				*Lloyd's*	*A&CP*	Irvine&Co.Ld.		5*BHtoSpdk*	Rankin&Blackmore,Grk.		
	Now named "ClanKenneth," See No. 129 in Supplement							*WB=*	*CellDBa*137	*uE*24'*f*171'1194*t D*	*Ta*35'889*t APT*32*t*	1*BHtoMdk*			
1261	**Ardmore**	SteelScSr	7129	✠100A1	NYk	*b1*	~~N5,16~~	1913	Akt.Ges.	StandardOilCo.	449·6|50·1|28·8	NewYork	Q.4Cy.23⅝",33⅜",48⅝"&70¾"–	29 " 10	
212964	*F.Downs* 14–15		6463	*Shelter dk*	~~Swd~~		N6,17	12mo	"Neptun"	(NewJersey)		Utd.States	19 $\frac{3}{16}$" (*s*)	s 4 " 5½	
LFGN	(*ex*Delphin) 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)		4267	*with freeboard*	MS6,17		12,17	Rostock			FK	17*BHptAsp*	43lb *120lb* 524NHP	25 " 8	
	Elec.light	*Mchy.Aft* &*Web frames*		~~10,17 5,15~~	✠LMC12,13			*Lloyd's*	*A&CP*	*WB=CellDB*	*uE*&*B*79'*f*20' (1	13*BH to Udk*	3SB.*9cf*,GS516,HS7523 FD		
	Sub.Sig. Wireless	*Longitudinal framing*		*Carrying Petroleum in bulk*						333*t DT f*48'550*t*	*FPT*210*t APT*145*t*	4 " " 2*nd*,")	A.G."Neptun,"Rostock		
				Fitted for oil fuel 7,15			*F. P. above* 150° F.								
1262	— *R.Murray* –17	SteelScSr	1304	✠100A1	Qns	*r*	2,17	1909	CaledonS.	City ofCorkSteam	260·1|36·0|17·2	Cork	T.3Cy.20",33"&53"–39" (*a*)	18 " 3	
128301	~~*A.Blanchard* –16~~	*ss*Qns.No.1–13	1029	*Shelter dk*				5mo	B.&E.Co.Ld.	PacketCo.Ld.	B84'F41' 24·7	British	180lb *80lb* 226NHP	s 1 • 9	
HNVK	*Elec.light*	2*Dks*(*UStl*–ws)	609	*with freeboard*					Dundee		BK9"	1*BHCem*	2SB,*6cf*,GS116,HS4008	17 " 9	
	Ref.Mchy.	&*Shelter dk*(*pt Stl*–ws)		~~Excess 10,17~~ 9,15				*Lloyd's*	*A&CP*	*WB=CellDBa*54'*uE*		19'*f*82'200*t*	CaledonSB.&E.Co.Ld.Dun		
				~~BS2,17~~ ✠LMC8,15											
1263	**Ardnagrena**	SteelScSr	223	✠100A1	Hul	*d*	~~1,15~~	1908	G.Brown	HumberSteam	125·0|22·1| 8·1	Hull	C.2Cy.15"&32"–24" (*r*)	9 " 2	
124673	*G.P.Lee* –17	~~*ss*Bel.No.1–13~~	165	5,17 ~~1,15~~			4,17	9mo	&Co.	Coasters.Ld.	Q46'B8'F18'	British	135lb 42RHP	s " 7	
JCPV	*Well deck*	*ss*Hul.No.2–17 1*Dk*(*Irn*)	88	✠LMC				*Lloyd's*	Greenock	(J.R.Rix,*Mgr.*)	BK6"	3*BHCem*	1SB.*2pf*,GS40,HS1198	9 " 2	
	Mchy.Aft		MS4,17 ~~BS1,15~~	BS ~~1,15~~ 2,17				*A&CP*			*WB=*	*FPT*17*t*	RenfrewBros.&Co.Irvine		
1264	**Ardoyne**	SteelScSr	4315	✠100A1	Cff	*x*	~~N8,16~~	1912	Sunderlnd	StellaShippingCo.	364·0|50·7|26·1	Aberdeen	T.3Cy.25",42"&68"–45" (*s*)	28 " 6	
129373	*H.D.Wraith* –17	*ss*Cff.No.1–16	4002	8,17 ~~8,16~~	Shl		8,17	1mo	S.B.Co.Ld.	Ld (Edwards,Hep-	P29'B106'F31'	British	180lb *100lb* 340NHP	s 5 • 5	
HVFL		1*Dk*(*Stl*)&*Web frames*	2749	✠LMC8,16					Sunderland	burn&Co.,*Mgrs.*)	FK	6*BHCem*	2SB.*6cf*,GS124,HS5312	23 " 5	
		Longitudinal framing						*Lloyd's*	*A&CP*	*WB=Cell DB a* 117'	*uE*&*B*40'*f*160'899*t*	*APT*158*t*	N.E.MarineEng.Co.Ld.Sld		
1265	**Ardri**	Steel&IronSc3MstSr	477	✠100A1	PGl	*h*	~~4,16~~	1892	J.Shearer	W.J.Grey	165·2|26·1|10·8	~~Glasgow~~ Dublin	C.2Cy.18⅜"&40"–27" (*s*)	12 " 2	
99819	*D.McLean* –16	~~*ss*Dwg.No.3–2,05~~	351	12,17 ~~4,16~~	Liv		~~N12,17~~	6mo	&Son	~~(J.SteeleSmith,~~	Q81'B10'F28'	British	110lb 66RHP	s " 7½	
MQCG	(*ex*Coral)	~~*ss*Lyr.No.2–16~~	192	~~BS16,15~~ ✠LMC10,15			12,17		Glasgow	~~*Mgrs.*)~~	BK7½"	3*BHCem*	1SB.~~2pf~~,GS40,HS1283	12 " 4	
	Well deck	*ss*Liv.2ndNo.3–12,17 1*Dk*(*Irn*)							A&CP		*WB=FPT*20*t*		Ross&Duncan,Glasgow		
	Mchy.Aft	*Irn framing Stl plating*											~~2cf~~		
1266	**Are**	IronScSr	568					1890	Nylands	Gjerdsjö&	173·0|26·7|12·6	Haugesnd	T.3Cy.13",21⅜"&34⅜"–24"		N
	A.Lokna 08–13	(*ex*Sunpulp)	412						Værksted	Bakkevig	Q44*t*B82*t*H12*t*F27*t*	Norwegian	59NHP		
HFCB		1*Dk*	310						Christiania			*WB*	NylandsVærksted,Xania		

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 6 7 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expires Equipment Letter	16 Mean draft Date when t.f.t. shaft last seen.	8 9 Built. When	By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Smoke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. m.	15 Registers in which classed, and in R. I. Intercst. for Trade Cert.
1267 91409 ~~HTPB~~	**Arendal** *C.Vermulen* –17 IronScSr ~~*A.Gouldsen*~~ 6thSurvey.Xia.8,09 (*ex*Eastwood) 1stSurvey.Xia.4,14 *Well deck* 1*Dk*(*Irn*)2*trB*	1377 1097 869	✠ ~~A1~~ 1 ~~9,17 1,17~~ ~~NB8,09~~ BS1,17	Sws ~~Liv~~ ~~LMC4,14~~	Lv	15·17 16·12 17·07 18·02 7,16	1885 2mo	Earle's Co., Ld. Hull	~~Akties. Arendal (Chr. Eyde).~~ Roberts, Brining & Co.	256·8 | 34·0 | 17·0 Q83*t*B136*t*F37*t* BK8″ *WB*=*DBa*8 *uE* & *BFPT*	Liverpool British 4*BH*	T.3Cy.19½″,30″&52″–33″ (*s*) 160lb *100lb* NDB09 139NHP 1SB,3*cf*,GS55,HS1830 Earle's Co.,Ld.,Hull	18 ″ 5 s 2 ″ 0 17 ″ 2	
1268 JVLK	— *O.Knudsen* –15 1*Dk*& *Awngdk* *Elec.light*	SteelScSr 521 488 303					1882	Motala Co. Gothenburg	Arendals Dampskibsselskab	159·0 | 27·0 | 17·7 H33*t*	Arendal Norwegian	C.2Cy.17″&38″–23½″ NB98 58NHP Motala Co.,Motala		N
1269 QJBL	**Arensburg** SteelScSr *H.Mohrmann*12–12 *ss*Bmn.No.2–13 1*Dk*(*Stl*)& *Spar dk*(*Stl–ptws*)& *Elec.light* Wireless *Web frames*	4257 4020 2719	✠ ~~5,16~~ *Spar dk* ✠	Ham	*y*		1905 9mo	Swan, Hunter & Wigham Richardson Ld Newcastle	Deutsche Dmpfsfahrts. Ges. Hansa	387·5 | 51·8 | 24·9 P48′B116′F42′ 17·0 FK&BK2″ *WB*=*CellDBa*118′*uE*	Bremen German 6*BHCem*	Q.4Cy.23″,31½″,48″&71″–48″ 440NHP 2SB,6*cf*,GS124,HS5662 FD Swan, Hunter & Wigham-Richardson,Ld.Nwc.	27 ″ 6	
1270 121316 HFVK	**Arethusa II.** SteelSc3MstSr *J.R.Moppett* 15 *ss*Gls.No.2–15 *Well deck* (*ex*Arethusa) 1*Dk*(*Stl*) *Mchy.Aft*	477 375 193	✠100A1 6,15 ✠LMC8,14 ~~BS10,17~~	Gls	*i*	~~5,14~~ 10,17	1906 4mo *Lloyd's*	Ailsa S.B. Co.Ld. Troon	J.&P.Hutchison *WB*=	174·1 | 27·4 | 11·8 Q57′B68′F23′ FK *DTf*12′27*t FPT*33*t*	Glasgow British 3*BHCem* *APT*7*t*	C.2Cy.19″&36″–24″ (*a*) 80lb *80lb* 55RHP 1SB,2*cf*,GS37,HS1301 Hutson&Sons,Ld Glasgow	12 ″ 9 s ″ 9½ 12 ″ 2	
1271 HJNV	**Arez** SteelSc *H.Bertic*00–11 *Mchy.Aft* *Elec.light* 1*Dk*	957 — 529					1911	Atel.&Ch. de la Loire Nantes	E.Marcesche&Co.	213·2 | 33·8 | 11·6 B14′F37′ *WB*	Lorient French	T.3Cy.14″,22¾″&37½″–30″ 76NHP Atel.&Ch.de la Loire,Nts.		V
1272 127414 HPSN	**Arfon** SteelScK *J.Beck*08–08 *ss*Mil.No.1–12 1*Dk*	227 190 87	✠100A1 *Stm Trawler* 6,14 BS6,14 ✠LMC7,12	Mil		6,14	1908 3mo *Lloyd's*	Goole S.B. & Repg Co.Ld. Goole	Pater Steam Trawling Co.Ld.	120·0 | 21·6 | 11·4 Q72′F21′ BK7½′ *WB*=*DTf*4′22*t*	Milford British 5*BHCem*	T.3Cy.12″,20″&33″–24″ (*r*) 180lb 68RHP 1SB.2*pf*,GS37,HS1227 W.V.V.Lidgerwood,Gls.	12 ″ 6	
1273 118288 VGFL	**Argalia** SteelScSr *J.Morris* –17 *ss*Gls.No.3–2.17 (*ex*Swanley) 2*Dks*(*Stl*)& *deep framing*& *Elec.light* *Shelter dk*(*Stl*)	4641 4295 2908	✠100A1 *Shelter dk* 2,17 ✠LMC2,17	Gls	*y*	2,17	1903 6mo *Lloyd's*	D&W Hendersn&Co.Ld. Glasgow	Donaldson Line Ld. (Donaldson Bros. Ld. *Mgrs.*)	390·0 | 51·5 | 26·5 FK *CellDBa*164′*uE*25′*f*167′	London British 6*BHCem*	T.3Cy.27″,45″&73″–48″ (*s*) 180lb *100lb* 455NHP 3SB.9*cf*,GS165,HS6209 FD D&W.Hendersn&Co Ld Gls	29 ″ 6 s 3 ″ 1½ 26 ″ 0	
1274 ~~HJND~~	**Argelia** IronScSr *Menendez* –16 (*ex*VicenteSalinas *ex*PrincessHelena,*ex*Galvanic)	624 206	*Now named "Tirso," See No. 23 in Supplement*				1867 2mo	Scott&Co. Greenock	Linea de Vapores Tintoré	235·5 | 27·1 | 14·5 P66*t* len77	Barcelona Spanish	999*t DTf*33′ T.3Cy.18½″,32½″&49½″–33″ *Tpd*.87 NB87 139NHP M'Ilwaine,Lewis&Co.Bel.		V
1275 HJND	**Argenfels** SteelScSr ~~*ss*Msl.No.3–8,17 *ss*Hom.No.2–00~~ 1*Dk*(*Stl*)& *Spar dk*(*Stl–pt* teak *s*)& *Elec.light* Wireless *Web frames*	5515 5285 3537	✠100A1 *Spar dk* ~~10,17 1,13~~ ~~Examined 13,17~~ ~~BS8,17~~ ✠LMC3,09 ~~8,17~~	NYk ~~Msl~~	*z*	~~N4,12~~ 10,17	1901 2mo	Wigham-Richrdsn&Co Ld Newcastle A&CP	Requisitioned by the French Govt *WB*=	420·0 | 55·2 | 20·5 P60′B96′F48′ 28·7 BK11″ *CellDBa*142′*uE*27′	Saigon French 6*BHCem* *f*177′ 1115*t Tween Deck Tanks*	Q.4Cy.24″,34″,51″&74″–54″ 210lb *120lb* (*r*) 494NHP 3SB,9*rf*,GS150,HS6303 FD Wghm Rchrdsn&C.Ld Nwc a50′490*tf*46′570*t APT*40*t*	31 ″ 4	
1276 85 NFKZ	**Argentario** IronScSr *Dodero* 2*Dks* (*ex*Elba)	200 162 107					1862	Wigham Rchrdsn&Co. Newcastle	Flli. Orlando&Co.	133·5 | 18·7 | 12·8 Q40′ H12*t* F20′	Leghorn Italian	C.2Cy.21″&40″–24″ NB95 65NHP *Cmp*78 P.Ferro&Co.,Genoa		I
1277 HCJW	**Argentina** SteelTwinScSr *Bariulich* *ss*Tri.No.1–12 *Ref.Mchy.* 2*Dks*(*Stl*)& *deep framing* *Elec.light* & *Shelter dk*(*Stl–ws*) Wireless	5526 4250 3545	✠ ~~8,16~~ *Shelter dk with freeboard* ✠	NYk	*z*		1907 10mo	Russell& Co. Port Glasgow	Unione Austriaca di Nav.(Soc.Anon.)	390·0 | 48·0 | 22·6 F78′ FK *WB*= *CellDBa*106′*uE*&	Trieste Aust.-Hung. 7*BHCem* *B44′f*136′788*t FPT*53*t APT*39*t*	T.6Cy.20½″,35″&56″–42″ 582NHP 3SB&1AuxSB,12*cf*,GS212,HS8738 FD Dunsmuir&Jackson Ld Gls	25 ″ 3	
1278 ~~Now named "Tonnay," See No. 842 in~~	— *Elec.light* 1*Dk*	SteelTwinScSr 642 530 420					1904	Grngem'th. & Greenock Dockyard Co Grngemouth	Cia. Argentina de Nav. (Nicolas Mihanovich) Ltda.	205·0 | 33·7 | 10·5 B55′F22′ *WB*	Bns. Ayres Argentine	T.6Cy.11″,18″&30″–22″ 84NHP Muir&Houston,Ld.Gls.		V
1279 901 LRAJ	— 1*Dk*	IronTwinScSr 382 — 276					1876	..... Liverpool	M.Sousanio& Ch.A.Theofani	180·7 | 27·1 | 8·9	Rostoff Russian	C.4Cy.11″&22″–38″ 50NHP		
1280 QGWJ	— *F.Heyer* (*Tug*) 1*Dk*	SteelSc 158 143 —					1900	J.C.Tecklenborg A.G. Geestemünde	Deutsche Dmpfsfahrts Ges. Hansa	96·0 | 19·7 | 11·9 B33′	Bremen German	T.3Cy.13″,20½″&33¾″–22″ 53NHP J.C.Tecklenborg A.G.Gst.		G
1281 ~~HPBG~~	**Argentino** SteelScSr *Barè* *ss*BAs.No.1–17 *Elec.light* Wireless 2*Dks*(*Stl–Uws*) *Ref.Mchy.*	*2834* *1985* *1798*	✠100A1 3,13 ~~11,16~~ ~~LMC10,12~~ ~~11,17~~	BAs	*t*	11,16	1913 10mo *Lloyd's*	Ailsa S.B. Co.Ld. Troon	Soc.Importadora y Exportadora de la Patagonia *WB*=	309·6 | 41·6 | 20·5 P&B197′F38′ FK *CellDBa*68′*uE*& *B*	Bns.Ayres Argentine 5*BHCem* *f*6′*f* 114′ 452*t FPT*20*t APT*5*t*	T.3Cy.22½″,36½″&59″–45″ 180lb *90lb* (*r*) 331NHP 2SB,6*cf*,GS121,HS4920 FD AilsaS.B.Co.Ld.Troon	23 ″ 0 s 2 ″ 11½ 20 ″ 7	
1282 123939 HPBG	**Argentum** SteelScSr *H.H.Millway* –15 ~~*ss*Gms.No.1–12~~ (*ex*Repertor) *ss*Lon.No.2–17 1*Dk*(*Stl*) *Well deck* *Mchy.Aft*	246 171 95	✠100A1 ~~2,17~~ 8,16 1,18 ~~BS8,16~~ ✠LMC8,~~12~~ ~~MS2,17~~ ~~BS1,18~~	Lon	*c*	~~8,16~~ ~~1,18~~ N6,18	1908 12mo *Lloyd's*	J.Crown& Sons,Ld. Sunderland	Grimsby Express Packet Co.Ld.	109·8 | 22·8 | 8·5 Q36′B7′F16′ FK *WB*= *FPT*30*t*	Newcastle British 3*BHCem* *APT*4*t*	C.2Cy.14″&29″–21″ (*s*) 135lb 35RHP 1SB,2*pf*,GS35,HS1030 Plenty&Son,Ld.Newbury	8 ″ 8 s ″ 6½ 8 ″ 5	
1283 102733 NWQT	**Argo** *ss*Shl.No.2–17 SteelScSr *W.D.Kirkwood* –16 *ss*Hpl.No.3–6,08 *Elec.light* ~~*ss*Hpl.No.1–12.~~ 1*Dk*(*Irn*)2*trB*& *Web frames*3*Dk rule*	3071 2894 1970	✠100A1 *with freeboard Shl* 6,17 ~~6,15~~ ~~BS6,17~~ ~~BS2,15~~ ~~MS12,16~~ ~~LMC8,12~~	Bry ~~Shl~~	*u*	N12,16	1895 8mo *Lloyd's*	W.Gray& Co.(Lim.) W Hartlepool	W.H.Vernall *WB*=	325·0 | 47·1 | 22·4 P27′B70′F32′ FK *Cell DBa* &*uE*136′	W. Hartlpl British 5*BHCem* *f*130′ 732*t*	T.3Cy.24″,38″&64″–42″ (*s*) 160lb ~~50lb~~ ND317 271NHP 2SB,6*cf*,GS87,HS4160 *100lb* Cen.Mar.E.Wks.,W.Hpl.	24 ″ 10 s 4 ″ 7 20 ″ 7	
1284 HQBM	— *A.Calafatis* –15 *ss*Syr.No.3–2,05 *ss*Pir.No.2–13 (*ex*Uganda) 1*Dk*(*Stl*)& *Spar dk*(*Irn*) & *deep framing*	SteelScSr *2444* *2316* *1586*	✠100A1 *Spar dk* *with freeboard* 11.15 ~~Examined 11,13~~ ✠LMC5,13	Pir ~~PS6,17~~	*s*	~~N2,15~~ 6,17	1892 5mo *Lloyd's*	A.Stephen &Sons Glasgow	P.P.Negroponte *WB*	310·0 | 41·0 | 13·6 21·9 FK = *Cell DB*248′534*t*	Syra Greek 5*BHCem* *APT*115*t*	T.3Cy.21″,33″&54″–42″ (*s*) 150lb *100lb* NDB11 204NHP 2SB,4*rf*,GS154,HS3300 A.Stephen&Sons,Glasgow	24 ″ 6 s 5 ″ 7 19 ″ 2	
1285 109019 QCBP	— *C.H.Holdorf* –15 *ss*Hul.No.3–3,11 *ss*Gms.No.1–15 *Well deck* *Elec.light* *Ref.Mchy.* 1*Dk* (*pt Irn*,*pt Stl*&*pt Wood*)& *deep framing*	SteelScSr 1102 730 605	✠100A1 ~~3,16~~ 6,18 ~~BS12,15~~ ~~BS7,16~~ ~~BS1,18~~	Gms ~~Liv~~ ~~LMC~~	*n*	3,16	1898 4mo	Caledon SB.&E.Co.Ld Dundee A&CP	Ellerman's Wilson Line,Ld.	222·0 | 32·0 | 14·5 P144′F29′ FK *WB*= *CellDBa*33′	Hull British 4*BHCem* *f*100′135*t*	T.3Cy.18″,30″&50″–36″ (*o*) 210lb 163NHP 2SB,4*cf*,GS71,HS2335 CaledonSB.&E.Co.Ld.Dun	17 ″ 0 s 1 ″ 1½ 16 ″ 2	
1286 124142 HJWN	— *W.Robertson* –13 *ss*Gls.No.2–16 *Elec.light* 1*Dk*(*Stl*) *Well deck* *Mchy.Aft*	SteelScSr 854 523 432	✠100A1 3,16 ✠LMC2,16	Gls	*l*	3,16	1906 11mo *Lloyd's*	J.Shearer &Sons,Ld. Glasgow	J.&P.Hutchison *WB*= *Cell*	198·0 | 30·1 | 11·9 Q59′B86′F25′ FK *DBf*116′ 169*t FPT*	Glasgow British 3*BHCem* 55*t APT*13*t*	T.3Cy.15″,26″&44″–30″ (*s*) 200lb *60lb* 95RHP 1SB,3*cf*,GS67,HS2148 Hutson&Sons,Ld.Glasgow	14 ″ 2 s ″ 10 13 ″ 7	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Grément, etc. / Capitaine. / Visites Périodiques.	3 Ex-nom, s'il y a lieu. / Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné aux conditions, expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NP=Force en chevaux d'après les formules de la Société. RP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Restrictions du coté, si Voie d'eau, &c. Durée Cert. Rad. Trade.
1287	**Argo**	**IronScSr**	522					1880	Scott&Co. Greenock	M.Stratopoulos	187·3	25·0	15·7	Piræus Greek	C.2Cy.25″&50″–30″ NB95 114NHP Greenock Foundry Co.Grk.		V
		(*ex*Mafalda,*ex*Dragut)	—														
		1*Dk*&*Spar dk*	318														
1288	—	**SteelScSr**	411					1897	Stavanger Stöberi&Dok Stavanger	Dmpskibacties. Argo(T.S.Falck)	144·7	25·1	11·7	Stavanger Norwegian *WB*	T.3Cy.13½″,22″&34″–25″ NB12 58NHP LaxevaagsMsk&Jrns.Bgn.		N
	S.Næsheim		296								Q61*t*B35*t*H5*t*F14*t*						
JWRV	*Elec.light*	1*Dk*2*trB*	249														
1289	—	**SteelScSr**	200					1909	P.Larsson Lödöse	H.Silvén	100·2	22·0	9·9	Seffle Swedish *WB*	C.2Cy.11″&18″–16″ 11NHP P.Larsson		V
5031	*E.S.Bergqvist*16–16		159								B26′H12*t*F11′						
JRPC	*Mchy.Aft*	1*Dk*	97														
1290	—	**SteelScK**	174				…	1903	Smith's Dock Co.Ld. North Shields	~~I.Bunch&~~ ~~R.W.Payne~~ E.G Roberts	105·7	21·1	8·5	Grimsby British *WB*	T.3Cy.12″,18″&30″–21″ 46RHP N.E.MarineEng.Co.Ld.Sld	11 ″ 10	
118151	*H.Cutts* –17	(*Trawler*)	150								Q47′		BK7½″				
		1*Dk*	68														
1291	—	**SteelScK**	131				…	1896	Earle'sCo. (Lim.) Hull	W.Meff	93·6	20·7	10·4	Aberdeen British	T.3Cy.10½″,17″&30″–21″ 45RHP Earle'sCo.(Lim.),Hull	11 ″ 3	
105548	*J.Reynolds* –17		127								Q18′		BK7½″				
		1*Dk*	49														
1292	—	**IronTwinScSr**	130					1869	N.H.Witte Rostock	Bergnings ochDykeriakt.Neptun (WR.Edlind,*Mgr*)	114·5	16·9	8·2	Stockholm Swedish	C.4Cy.15¼″&26½″–13⅜″ NE83 42NHP N.H.Witte,Rostock		
1675	*H.E.Håkansson* –15 (*ex*Dwina)		112								H19*t*						
HVDN	*Elec.light* (*SalvageSteamer*) 1*Dk*		46														
1293	**Argolikos**	**IronScSr**	*140*		Wvn			1874	Henderson Coulborn&Co Renfrew	BankofAthens	144·4	19·3	9·5	Piræus Greek	C.2Cy.21″&36″–24″ NB00 53NHP Hendrsn,Coulbrn&Co.Rnf.	11 ″ 3	
	J.Katramados –05		—	1,00													
HRGW	(*ex*YachtRona,*ex*Danakil, *ex*Rona,*ex*Amy)	1*Dk*	*68*														
1294	**Argolis**	**IronScSr**	*488*					1878	D&W Henderson Glasgow	Cie.deNav.àVap. "Ermopolis"(E.A. Foustanos,*Mgr*.)	183·0	25·5	13·3	Syra Greek	C.2Cy.27″&49″–36″ NB89 120NHP D.&W.Henderson,Gls.		
	T.Theocharis –10	(*ex*Vine)	*400*								P51′	F29′					
HFLM		1*Dk*2*trB*	*247*														
1925	**Argon**	**SteelScK**	226	✠100A1	Flt		N5,16	1907	GooleS.B. &RepgCo. Ld Goole	WesternSteam FishingCo.(of Swansea)Ld. (H.H.Hardy,*Mgr*)	120·0	21·6	11·4	Swansea British *3BHCem*	T.3Cy.12½″,20″&34″–24″ (*r*) 180lb 71RHP 1SB,*2pf*,GS35,HS1175 W.V.V.Lidgerwood,Gls.	12 ″ 6	
124718	*A.Sumner* –13 *ss*Flt.No.1–11		190	*StmTrawler*				9mo			Q67′F22′		BK7½″				
		1*Dk*	87	6,15 ✠LMC BS1,15 MS6,15				*Lloyd's*A&CP									
1296	**Argonne**	**SteelSc**	5870	✠100A1	Kob	*y*		1916	Kawasaki Dkyd.Co.Ld Kobe	ArgonneS.S.Co. Inc.(StatesMarine &CommercialCo. Inc.*Mgrs*.)	385·0	51·0	36·0	NewYork Utd.States *6BHCem*	T.3Cy.26″,43½″&72″–48″ (*s*) 200lb *200lb* 391NHP 2SB,*6cf*,GS121,HS4609 FD Kawasaki Dkyd.CoLdKob	36 ″ 0	
	M.Thwing –16		5604	*Awng dk*				12mo					FK			s 9 ″ 3½	
		2*Dks*(*Stl*)&*Awngdk*(*Stl*)	4334	*withfreeboard*				A&CP					*CellDB*334′11*t*	*6BHCem*		27 ″ 1	
	Elec.light	~~*Cargo battens not fitted in Awng 'tween dks*~~		12,16 ✠LMC12,16										*8tAPT*93*t*			
1297	**Argos**	**CompScSr**	537					18$\frac{74}{88}$	G.Tillberg Oscarshamn	Alvarez y Cia.	149·5	25·5	12·3	Bns.Ayres Argentine	C.2Cy.17¾″&35½″–21″ 48NHP OscarshamnMek.Verkstd		
Missing since 5,16			332								P97′H38*t*F32′						
	(*ex*Norrbotten)	1*Dk*2*trB*	395														
1298	**Argostolion**	**IronScSr**	594					1869	Fraissinet &Co. Marseilles	Nav.àVap. "Ionienne" G. YannoulatoFrères	185·0	25·6	15·7	Argostoli Greek	C.2Cy.24½″&42½″–21½″ 70NHP Fraissenet&Co.Marseilles		
		(*ex*SaintMarc)	—								P45′F32′						
HRSC		2*Dks*	358														
1299	**Argosy**	**SteelSc3MstSr**	*406*			…		1905	T.Dobson &Co. Hessle, near Hull	J.AlonsoS.enC.	151·0	24·1	10·7	Havana Cuban	T.3Cy.12½″,21″&34″–24″ 58NHP Crabtree&Co.Ld.Gt.Yar.	11 ″ 9	
			293								Q81′B11′F17′		FK				
	Mchy.Aft Well deck	1*Dk*(*Stl*)	*168*														
1300	—	**WoodSc**	101					1872	..... Northwich	Kelly'sBarges,Ld. (A.E.Kelly,*Mgr*.)	82·0	19·7	8·4	Liverpool British	2Cy.10½″–14″ 24RHP W.P.Gaulton,Manchester		
76387	*A.Atherton*		101														
			69														
1301	**Argus**	**SteelSc**	4444					1898	GlobeIron WorksCo. Cleveland	InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs*.)	408·4	50·0	24·3	Cleveland Utd.States *WB*	Q.4Cy.20¼″,30¼″,44″&63½″–42″ 261NHP GlobeIronWorksCo.		
96416		(*ex*HendrickS.Holden)	—														
	Mchy.Aft Elec.light	1*Dk*2*trB*	3091														
1302		**IronScSr**	1238	~~✠100A1~~	Dub	*o*	8,15	1883	Barrow S.B.C.(Lim.) Barrow A&CP	ShamrockShippg. Co.Ld.(T.Jack, *Mgr*.)	240·0	34·2	14·1	Belfast British *4BHCem*	C.2Cy.31″&58″–36″ (*c*) 80lb *100lb* NDB16 163NHP 2SB,*6pf*,GS86,HS2800 Westray Copelnd&Co.Brw	16 ″ 6	
Missing since 10,17				10,16				7mo			Q92′B52′F28′		FK			s 1 ″ 6	
88990	*H.A.Cooper* –11	*ss*Trn.2ndNo.3–8,07	932													15 ″ 3	
HWQP	*Well deck*	*ss*Dub.No.2–16	577	~~BS7,15~~ ~~✠LMC7,15~~							*WB*=		*CellDB*203′300*t*	*FPT14tAPT7t*			
		1*Dk*(*Irn*)2*trB*															
		Cargo battens not fitted															
1303	—	**SteelSc3MstSr**	704	✠100A1	Goo	*j*	~~×10,14~~ 7,17	1906	J Fullerton &Co. Paisley A&CP	G.B.Wadsworth	185·0	30·1	11·6	Goole British *3BHCem*	T.3Cy.16″,26″&44″–33″ (*s*) 170lb ~~*200lb*~~ 96RHP 1SB,*3pf*,GS56,HS1781 Ross&Duncan,Glasgow	14 ″ 0	
122596	*C.Willmott* –13	*ss*Goo.No.2–14	499	7,17 ~~10,14~~				8mo			Q94′B9′F27′		FK			s ″ 11	
HGVC	*Mchy.Aft*	1*Dk*(*Stl*)	313	~~BS7,15~~ ✠LMC7,14				*Lloyd's*A&CP		*WB*=*Cell*	*DB*ƒ106′177*t*	*FPT*		*61tAPT4t*		13 ″ 4	
	Well deck			7,17													
1304	—	**SteelTwinSc**	653					1909	Ramage& Ferguson,Ld Leith	Corporation of the TrinityHouse	171·0	30·1	12·9	London British *WB*	T.6Cy.11½″,19″&30″–22″ 93RHP Ramage&Fergusn,Ld.Lth.		
129055			545								B56′						
HQCV	*Elec.light*	1*Dk*	247														
1305	**Argyle**	**IronScSr**	1185			…		1872	Gilbert& Cooper Hull	TheAdmiralty	241·6	30·9	15·8	Hull British *WB*	C.2Cy.27″&53″–36″ NB82 98RHP Gilbert&Cooper,Hull	16 ″ 8	
68679	*A.H.Harrison* –14		916								P117′F29′		BK8″				
MJQD	*Well deck*	1*Dk*	767														
1306	—	**SteelScSr**	439	✠100A1	NFL	*g*	~~×3,15~~ ~~4,17~~	1900	A.&J. Inglis Glasgow A&CP	ReidNewfoundlandCo.	154·7	25·1	12·6	SJhnsNFL British *4BHCem*	T.3Cy.15″,24″&40″–30″ (*s*) 160lb 99RHP 1SB,*2rf1cf*GS51HS1325 FD A.&J.Inglis,Glasgow	15 ″ 0	
111147	~~*G.O.Rielly* 09~~	*ss*NFL.No.3–2,12	342	~~4,17~~ ~~4,16~~ ~~5,17~~	~~✠LMC~~		4,17	2mo			F15′		BK7″			s 2 ″ 1½	
	Norman –17	*ss*NFL.No.1–16	199	5,18	✠LMC4,16		N5,17			*WB*=	*CellDBa*ƒ*uE*ƒ*B*			*47′f61′84t*		13 ″ 10	
		1*Dk*&*Web frames*		~~BS4,15~~ 5,18													
	Elec.light	*lower dk in main hold*															
1307	**Argyll**	**SteelScSr**	3547					1901	W.Doxford &Sons,Ld. Sunderland		340·3	45·6	24·6		T.3Cy.26″,42″&68″–42″ 300NHP W.Doxford&Sons,Ld.Sld.		
			3002								F36′						
	Turret deck	1*Dk*	2282										*WB*				
1308	—	**SteelScSr**	2953	✠100A1	SFo	*u*	~~12,15~~ ~~8,17~~ 2,18	1892	W.Gray& Co.(Lim.) WHartlepool A&CP	UnionS.S.Co.	320·2	40·7	24·4	NewYork Utd.States *12BHCem*	T.3Cy.25″,40″&65″–42″ (*s*) 160lb ~~*80lb*~~ 283NHP 2SB,*6cf*,GS112,HS4380 CenMarEWks(Lm),WHpl	27 ″ 0	
107577	*L.C.Dart* –15	~~*ss*SFo.No.8–2,05~~	2626	2,18 ~~4,16~~	MS3,11			6mo			P31′B80′F37′		BK10″				
KQGP	~~*ss*~~SFo.2ndNo.3–2,18	~~*ss*SFo.No.2–14~~	1880	~~BS12,16~~ ~~✠LMC7,15~~													
		2*Dks*(1*Stl*&*UIrn*–ws)&	~~BS2,18~~	*Carrying Petroleum in bulk*							*WB*=*CellDBu*E		&*B52′125t*				
	Sub.Sig.	*Webframes3Dk rule*		*Fitted for oil fuel* 5,03			*F.P. above*										

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c.	3	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed at L.R. Date of R.T.C. Cert.
1309 121323 HNKJ	**Argyll** *W.Murchison*13–13 *ss*Ard.No.2–13 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft*	**SteelScK**	259 183 101	✠100A1 4,13 ~~BS5,14~~ ✠LMC4,18 BS2,18 ~~11,17~~	Ard	*d*	8,15	1906 4mo	J Fullerton & Co. Paisley	SinaiMiningCo.Ld (T.H.Bradley, *Mgr.*) *WB*=*DB*	130·0|22·0| 9·6 Q48′B9′F22′ BK6″ *f*17′15*t*DT*f*30′150*t*	Glasgow British 5*BHCem* *FPT*15*t*	C.2Cy.16″&34″–24″ (*a*) ~~180lb~~ ~~90lb~~ 150lb 47RHP 1SB,*2pf*,GS40,HS1200 RenfrewBros.&Co.Irvine	10 ″ 2 s ″ 8 10 ″ 1	
1310 129581 HTBG	**Argyllshire** *Page* –16 *ss*Lon.No.1–16 2*Dks*(*Stl*)&*Shelter dk*(*Stl*–ws) *Elec.light* Wireless *Ref.Mchy.*	**SteelTwinSc5Mst**	12097 8592 7762	✠100A1 *Shelter dk withfreeboard* 1,17 ✠LMC6,16 ✠Lloyd'sRMC1,17	Lon	*g*†	s6.15 P12,15	1911 6mo	J.Brown& Co.Ld. Clydebank	ScottishShire Line,Ld. (Turnbull,Martin &Co.*Mgrs.*) *WB*=*Cell DBa*102′*uE*&*B*113′*f*228	526·2|61·4|33·3 FK	Glasgow British 8*BHCem* *FPT*136*t*APT118*t*	Q.8Cy.25″,35½″,51″&72″–51″ 215lb HS19432 FD 1264NHP 2D&2SB,24*cf*,GS473, (*s*) J.Brown&Co.Ld.Clydebnk 1681*t*	36 ″ 6 s 7 ″ 1½ 29 ″ 9	BT till 7,17
1311 129583 HTBH	**Ariadne** *A.Lindfors*96–14 *Elec.light* 2*Dks*&*Awng dk*(*ptStl*)	**SteelScSr**	2558 1359 1655	✠100A1 *Awng dk withfreeboard* 4,14 ✠LMC4,14	Got	*s*		1914 3mo	Lindholmens V.A. Gothenburg	Finska Ångf.Akt. (L.Krogius, *Mgr.*) *WB*=*Cell D Ba*32′*uE*&*B*62′*f*96′267*t*FPT	258·0|43·7|18·9 FK	Helsingfrs Russian 4*BHCem* 30*t*APT8*t*	T.3Cy.24½″,40″&66″–42″ (*s*) 185lb 447NHP 3SB,*12cf*,GS258,HS8760 LindholmensV.A.Got.	28 ″ 9 s 12 ″ 4½ 16 ″ 10	
1312 HJPM	— ~~*Benassit*~~ *Laganne* *ss*Msl.No.1–14 1*Dk*(*Stl*)&*Spar dk*3*trB*	**SteelScSr**	1986 1783 1237	✠100A1 *Spar dk withfreeboard* 8,17 ~~10,15~~ ✠LMC6,14 ✠NB9,11	Bdx	*r*	~~12,14~~ 8,17	1897 7mo	Wigham Richrdsn&Co Newcastle	Maurel&H.Prom *WB*=*Cell DBa* *Lloyd'sA&CP*	282·0|38·5|12·9 B72′F34′ 20·4 FK 65′*uE*17′*f*130′348*t*	Bordeaux French 5*BHCem* *APT*22*t*	T.3Cy.23½″,37″&60″–42″ (*s*) 175lb *90lb* 253NHP 2SB,*6cf*,GS122,HS3932 WighmRichrdsn&Co.Nwc	22 ″ 9 s 4 ″ 7 18 ″ 6	
1313 RLKV	— *J.Müller*12–12 1*Dk*	**SteelScSr**	876 701 537					1899	Act.Ges. "Neptun" Rostock	HeinrichF.C.Arp (S.Öllgaard& Thoersen) *WB*	211·2|32·0|13·2 Q77′B54′F27′	Hamburg German	T3Cy16½″,25$\frac{1}{16}$″&41½″–28¾″ 93NHP A.G."Neptun,"Rostock		G
1314 QGNH	— *A.Jongebloed*06–07 2*Dks*	**SteelSc**	621 612 373					1898	G.Seebeck A.G. Bremerhaven	Dampfschifffahrts Ges.Neptun	170·5|27·2|16·3 *WB*	Bremen German	T.3Cy.14¾″,22″&38⅝″–23⅝″ 72NHP G.Seebeck A.G.Bremerhvn		G
1315 QGNH	— *Lefebvre* –12 (*ex*LadyGwendoline) 1*Dk*	**SteelPadSr**	410 303 144					1889	J M'Arthur & Co. Paisley	P.Hattemer	210·8|23·1| 8·8	Cherbourg French	C.2Cy.31″&57″–60″ NB90 210NHP Bow,M'Lachlan&Co.,Psy.		V
1316 125588	— *W.H.Hodgman* –14 *ss*Gms.No.1–11 1*Dk*	**SteelScK**	225 206 106	✠100A1 *Stm Trawler* 2,14 BS2,14 ✠LMC6,11	Gms		1,13	1906 11mo	Cochrane & Sons Selby	ConsolidatedStm. Fishing&Ice Co. (Gms.)Ld. (J.D. Marsden,*Mgr.*)	117·2|22·0|11·6 Q65′F18′ BK7½″	Grimsby British 4*BHCem*	T.3Cy.12″,21″&34″–24″ (*s*) 180lb 67RHP 1SB,*2pf*,GS33,HS1096 C.D.Holmes&Co.Hull	12 ″ 6	
1317 102799 NDQC	**Ariadne Alexandra** *E.Grandin* –14 *ss*Hul.No.3–9,05 *Well deck* *ss*Shl.No.2–14 1*Dk*(*Irn*)&*Webframes*	**SteelScSr**	1986 1493 1252	✠100A1 5,17 ~~5,16~~ BS11,16 ✠LMC5,14	PGl Off	*r*	N9,15 7	1893 9mo	W.Gray& Co.(Lim.) W Hartlepool	AlexanderShippg. Co.Ld. (Capper, Alexander&Co., *Mgrs.*) *WB*	277·0|38·2|17·7 P29′Q76′B114′ F31′ FK =*Cell DB*228′438*t*	London British 4*BHCem* *APT*18*t*	T.3Cy.20″,31½″&53″–36″ (*s*) 160lb *90lb* NDB08 175NHP 2SB,*4rf*,GS57,HS2740 CentralMar.E.Wks.W.Hpl	20 ″ 3 s 1 ″ 4½ 19 ″ 1	
1318 129095 HQWJ	**Ariadne Christine** *A.W.Wightman* –13 *ss*Cff.No.1–15 *Elec.light* 1*Dk*(*ptIrn ptStl*)	**SteelScSr**	3550 3261 2163	✠100A1 ~~Spar~~ ~~7,16~~ ~~2,18~~ ~~Awng~~ Cff 5,18 ~~LMC7,14~~ MS11,17 BS2,18	Hpl	*w*	~~7,16~~ 11,17	1910 5mo	J L Thompson&Sons,Ld. Sunderland	AriadneS.S.Co.Ld. (P.Samuel&Co.Ld. *Mgrs.*) *WB*=*Cell DBa*125′*uE*&*B*45′*f*147′1007*t*FPT	356·0|50·5|21·8 P27′B206′F33′ FK	London British 6*BHCem* 62*t*APT239*t*	T.3Cy.25″,41″&67″–45″ (*s*) 180lb *100lb* 337NHP 2SB,*6cf*,GS126,HS5337 Blair&Co.Ld.Stockton	24 ″ 3 s 3 ″ 3 21 ″ 4	
1319 135201 JBTD	**Ariadne Irene** *J.W.Tindall*97–13 *Elec.light* 1*Dk*(*ptIrn ptStl*)	**SteelScSr**	4346 3970 2644	✠100A1 11,16 ✠LMC3,13	Npt	*x*	10,16	1913 3mo	J L Thompson&Sons,Ld. Sunderland	AriadneS.S Co.Ld. (P.Samuel&Co.Ld. *Mgrs.*) *WB*=*Cell DBa*131′*uE*&*B*47′	375·0|52·5|25·0 P27′B219′F38 FK *f*155′1135*t*FPT82*t*	London British 6*BHCem* *APT*285*t*	T.3Cy.25″,42″&68″–48″ (*s*) 180lb *100lb* 382NHP 2SB,*8cf*,GS153,HS6356 Blair&Co.Ld.Stockton	27 ″ 6 s 4 ″ 2½ 23 ″ 8	
1320 1364 HJSK	**Ariake Maru** *Sato* *ss*Yka.No.3–4,01 (*ex*ChartersTower) *ss*Kob.No.2–09 *Well deck* 1*Dk*(*Irnpt–ws*)2*trB* &*Webframes*	**SteelScSr**	2988 2200 2183	✠ 5,14 ✠	Kob	*t*		1890 1mo	J.Read-head&Sons S.Shields	BabaGoshiKaisha *WB*=*CellDB*	300·6|41·5|21·8 P42′Q76′B120′ F39′ BK10″ 256′583*t* APT40*t*	Higashi-wase Japanese 6*BHCem*	T.3Cy.23″,38″&62½″–39″ NDB02 238NHP 2SB,*6cf*,GS104,HS3491 J.Readhead&Sons,S.Shl.	24 ″ 4	
1321 127866 JGFH	**Arian** *G.Turrell* –15 *ss*Gms.No.1–14 1*Dk*	**SteelScK**	221 197 102	✠100A1 *Stm Trawler* 11,14 ✠LMC9,14	Abn		11,14	1910 8mo	Cochrane & Sons Selby	~~Gt.CentralCo-Op. Eng.&ShipRepg. Co.Ld.~~ J.W.Smethurst	120·4|21·5|11·5 Q69′ BK7½″	Grimsby British 4*BHCem*	T.3Cy.12″,21½″&34″–24″ (*s*) 180lb 70RHP 1SB,*2pf*,GS35,HS1340 Gt.CentrlCo-OpEng&Ship RepairingCo.Ld.Gms.	12 ″ 3	
1322 115132 TKVR	**Ariel** *E.O'Toole* –17 *ss*Bry.No.3–7,14 1*Dk*(*Irn*)2*trB*&*deepframing* 3*Dk rule*	**SteelScSr**	3428 3195 2209	✠100A1 9,17 ~~10,16~~ ✠LMC5,16 ~~BS6,16~~ DBS10,16 BS2,17	Cff Liv	*v*	10,16	1902 7mo	W.Gray& Co.Ld. W Hartlepool	Rickinson,Sons& Co. *WB*=*CellDBa*	331·0|47·2|24·9 P26′B92′F30′ FK &*uE*132′*f* 136′744*t*	W.Hartlpl British 5*BHCem* *APT*60*t*	T.3Cy.25″,40″&65″–42″ (*s*) 160lb *80lb* 283NHP 2SB,*6cf*,GS101,HS4400 DB*refitted*16 Cen.Mar.Eng.Wrks.W Hpl	27 ″ 4 s 5 ″ 1 22 ″ 7	
1323 4062 JMVC	— *E.Orvar*16–16 *ss*Got.2ndNo.3–9,08 (*ex*Inverleith) *ss*Skm. No.2–16 *Well deck* 1*Dk*(*Irn*)2*trB* *Cargo battens not fitted*	**IronSc**	1136 862 656	✠100A1 6,17 ~~7,16~~ ✠LMC BS3,17 MS9,16	Skm Hbg	*n*	~~s10,16~~ 6,17	1883 5mo	Richardsn Duck&Co. Stockton	Rederiaktieb. Amaryllis (O. Börjesson, *Mgr.*)	225·0|32·8|14·6 P24′Q49′B60′F28′ FK *WB*=*Cell*	Helsingbg Swedish 4*BHCem* *DB*184′310*t*	C.2Cy.28½″&53″–33″ (*k*) 80lb *80lb* NDB01 133NHP 1DB,*4pf*,GS54,HS2334 Blair&Co.Ld.Stockton	17 ″ 2 s 1 ″ 6 15 ″ 11	
1324 121091	— *A.J.Maloney* –13 *ss*Hul.No.2–14 1*Dk*	**SteelScK**	174 168 68	✠100A1 *Stm Trawler* 6,14 ✠LMC6,14	Hul		6,14	1905 11mo	Cook,Welt'n&Gemmell Beverley	~~Hellyer'sSteam FishingCo.Ld.~~ Mrs.E.M.Jones	108·5|21·6|11·5 BK8″	Hull British 4*BHCem*	T.3Cy.10″,16¼″&27″–24″ (*s*) 200lb 45RHP 1SB,*2pf*,GS25,HS750 Amos&Smith,Hull	12 ″ 4	
1325 110203	**Aries** *W.Smith* –17 *ss*Lth.No.1–03 1*Dk*	**SteelScK**	159 140 59	✠ *Stm Trawler* 7,06 ✠	Lth			1899 4mo	Ramage& Ferguson,Ld Leith	Hancock&Harries	105·2|20·6|10·9 Q21′F20′ BK7″ *W*	Aberdeen British 3*BHCem* *B*=*FPT*18*t*	T.3Cy.12″,19″&30″–21″ 54RHP 1SB,*2pf*,GS31,HS970 Ramage&FergusonLd.Lth	11 ″ 10	
1326 4486 JPMQ	— *J.Backman*08–08 (*Trawler*) 1*Dk*	**IronSc**	121 116 38			...		1881	T.Charlton Grimsby	WarbergsExportaffär(C.Anderson,*Mgr.*)	95·7|20·3| 9·7 H4*t* BK8″	Warberg Swedish	C.2Cy.16½″&31″–20″ NB92 86NHP T.Charlton,Grimsby		
1327 106247 KODJ	— *G.W.Halyburton*83–97 1*Dk*	**IronSc**	115 — 57					1884	American S.B.Co. Philadelphia	ThamesTowBoat Co.	89·5|20·1| 9·0	N.LndnCn. Utd.States	C.2Cy.17″&30′–24″ 37NHP Neafie&Levy,Philadelphia		

Now named "Stina," See No. 69 in Supplement

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant entre. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant pds. pa.	15 Registres où cette Machine est décrite dans le L. R.
1328	**Aries II.**	Steel ScK	250				...	1906	Cochrane & Sons Selby	Grimsby & N. Sea Stm Trawling Co Ltd	127·0	22·1	11·5	Grimsby British	T. 3Cy. 12½″, 22″ & 35″–24″ 76 RHP Gt. Centrl Co-op Eng. & Ship Repairing Co. Ld. Gms.	12 ″ 4	
123565 HGCP	*R. Imrie* –14 (*ex* Aries)	(*Trawler*) 1 *Dk*	231 103								Q73′ F21′		BK 7½″				
1329	**Ariete**	Iron Sc 3 Mst Sr	452					18 57/64	J. Henderson & Sons Renfrew	Munzone, Mineo & Co.	201·1	23·7	13·9	Catania Italian	C. 2Cy. 20″ & 39½″–24″ NE 75 NB 92 65 NHP Gourlay Bros & Co., Dundee		V
48 NFLG	*S. Spampinato* (*ex* Odin)	1 *Dk*	409 266								Q36′ B16*t* len 64						
1330	**Arima Maru**	Steel ScSr	265	✠ 100 A1 1,18 ~~12,18~~	Kob	*e*	~~2,16~~ 1,18	1898 5mo	Mackie & Thomson Glasgow A&CP	~~Mitsu Bishi Gosha Kaisha~~ Nippon Kaiji Kogyo Kabushiki Kaisha	140·5	23·5	10·0	Kobe Japanese	T. 3Cy. 13″, 22″ & 35″–27″ (*s*) 180 lb 76 NHP 1 SB, *3cf*, GS 51, HS 1270 Muir & Houston, Ld. Gls.	11 ″ 2 s ″ 11½ 11 ″ 2	
10035 JWKM	(*ex* City of Birmingham) *ss* ~~Kob. No. 2–13~~ *Mchy. Aft* *Cargo battens not fitted*	*ss* Kob. No. 3–1,18 1 *Dk*	231 107	✠ LMC ~~12,16~~ 1,18							Q61′ F23′		BK 7½ *WB*				
1331	**Arimatea**	*ss* Kob. No. 3–1,18 Steel ScSr	3891	✠ —— 1,16	Ham	*w*		1902	Londndrry S.B. & E. Co Ld Londonderry	Soc. Anon. di Nav. a Vap. G. L. Premuda	364·5	46·3	17·5	Trieste Aust.-Hung.	T. 3Cy. 24½″, 40″ & 67″–45″ 348 NHP 2 SB, *6cf*, GS 113, HS 4532 FD N. E. Marine Eng. Co Ld Nwc	28 ″ 0	
3605 HCLV	*Bassichich* (*ex* Neritea)	1 *Dk* (*Stl*) & *Spar dk* (*Stl*) & *deep framing*	2486	*Spar dk* ✠						*WB = Cell D Ba*	P31′ B148′ F32′ 25·3 FK 116′ *u E & B* 40′ *f* 154′			6 *B H Cem* 888 *t A P T* 50 *t*			
1332	**Arinos**	Steel Twin Sc Sr	*201*			...		1900	J. Jones & Sons Liverpool	Andresens	139·1	27·0	8·0	Manaos Brazilian	C. 4Cy. 12″ & 24″–18″ 58 NHP J. Jones & Sons, Liverpool	8 ″ 4	
	Elec. light	1 *Dk* & *Promenade dk*	*165* *86*								P27′ F11′ len 75		FK				
1333	**Arion**	Iron Sc Sr	290					1874	Act. Ges. "Weser" Bremen		117·1	20·6	11·7	Stettin German	C. 2Cy. 12″ & 21½″–18″ NB 96 16 NHP Janssen & Schmilinsky Ham		V
KMPT		1 *Dk*	218 170								P27′ F11′ len 75						
1334	——	Steel Sc	123					1900	G. Seebeck A.G. Bremerhaven	Norddeutscher Lloyd	195·6	19·3	10·7	Bremen German	T. 3Cy. 11⅜″, 18″ & 30½″–22″ 43 NHP G. Seebeck A.G. Bhn.		G
QHDB	*J. Ahrens*	(*Tug*) 1 *Dk*	113 8														
1335	**Ariosto**	Steel Sc Sr	4313	✠ 100 A1 ~~8,17~~ ~~7,16~~ 4,18	Gls ~~Hull~~ Lon	*x*	7,16	1910 8mo	Nthmblnd S.B. Co. Ld. Newcastle	Ellerman's Wilson Line, Ld.	380·0	49·0	26·4	Hull British	T 3Cy. 25″, 41″ & 69″–48″ (*s*) 180 lb 372 NHP 3 SB, *9cf*, GS 150, HS 5940 Richardsons, Westgarth & Co. Ld. Sld.	29 ″ 0 s 5 ″ 9 23 ″ 7	
129280 HRLJ	*R. L. Biggins* –15	*ss* Hul. No. 1–14 2 *Dks* (*Stl*)	4098 2760	✠ LMC MS 5,14 BS 1,17 ~~5,15~~					*Lloyd's SA & CP*	*WB = Cell D Ba*	P31′ B94′ F33′		FK	6 *B H Cem* 990 *t A P T* 50 *t*			
1336	**Aripuana**	Steel Sc Sr	*214*			...		1910	Lytham S. B. & E. Co. Ld. Lytham	A. R. Alves	125·5	26·1	6·7	Para Brazilian	C. 2Cy. 14″ & 30″–21″ 57 NHP Lytham S. B. & E. Co. Ld. Lyt	7 ″ 0	
	Hatfield –10 *Elec. light*	1 *Dk* & *Prom dk*	*148* *145*								P26′ B60′ F38′		FK				
1337	**Aris**	Steel Sc	338					1904	Lloyd Austriaco Trieste	S. Pappaleonardos	169·0	23·7	11·6	Piræus Greek	T. 3Cy. 13½″, 22½″ & 36″–24″ 63 NHP Lloyd Austriaco, Trieste		
HQWL	*A. Tsiforos*	1 *Dk*	— 166								F36′						
1338	**Aristea**	Steel Sc Sr	3364	✠ 100 A1 10,13	Msl	*v*	N 10,13	1900 9mo	Osbourne, Graham & Co. Sunderland A&CP	Soc. Anon. di Nav. a Vap. G. L. Premuda *WB = Cell D Ba* 104 *u E & B* 40′	326·0	48·0	23·6	Trieste Aust.-Hung.	T. 3Cy. 24″, 40″ & 65″–42″ (*s*) 180 lb *80 lb* 270 NHP 2 SB, *6pf*, GS 122, HS 4103 G. Clark, Ld. Sunderland	26 ″ 2 s 4 ″ 6 22 ″ 0	
	(Seized at Petrograd)										P31′ B102′ F35′		FK	6 *B H Cem* *A P T* 138 *t*			
HCMN	*Giadrossich* –13	*ss* Shl. No. 3–12, 11 1 *Dk* (*pt Irn & pt Stl*) 2 *tr B & deep framing* 3 *Dk rule*	2159	~~BS 3,15~~ ✠ LMC 12,11							f 132′ 765 *t F P T* 120 *t*						
1339	**Aristidis**	Iron Sc Sr	2179	✠ 100 A1 3,17	Pir Cat	*t*		1884 1mo	Armstrong Mitchell & Co Newcastle	Const. Ath. Papageorgacopulo	300·6	37·1	24·3	Piræus Greek	C. 2Cy. 32″ & 68″–42″ (*α*) 90 lb *65 lb* NDB 01 228 NHP 7 *B H Cem* *D Ba* 90′ 150 *t*	25 ″ 9	
HNKJ	*E. Gombos* 10–11 (*ex* Aghios Andreas, *ex* St. Andreas, *ex* Sir William Armstrong)	*ss* Syr. 2nd No. 3–3,06 *ss* Pir. No. 2–14 2 *Dks* (1 *Irn & 1 pt Irn*) 3 *tr B*	2036 1386	✠ LMC 11,14 MBS 4,17 DBS 9,16					*Lloyd's SA & CP*	*WB =*	P26′ B60′ F38′		BK 10″ *WB =*	2 SB, *6pf*, GS 105, HS 3473 Blair & Co. Ld. Stockton		
1340	**Aristobulo Del Valle**	Steel Sc Sr	2700	100 A1				1917	Gt. Lakes Eng. Works Ecorse, Mich.	Argentine Govt.	252·0	43·7	24·0	Bns. Ayres Argentine	T. 3Cy. 20½″, 34″ & 57″–42″		
	For full particulars See No. 27 in Supplement			(*Class Contem plated*) (*Carrying Petroleum in bulk*)							P70′ B31′ F32′						
	Elec. light *Mchy. Aft*														Gt. Lakes Eng Wks. Detroit		
1341	**Arita Maru No. 2**	Steel Sc Sr	212					1912	Osaka Iron Works Osaka	Y. Aoki	114·1	21·2	10·8	Sasebo Japanese	T. 3Cy. 11½″, 19″ & 32″–22″ 48 NHP		
18198 LWNH	(*ex* Fukuju Maru)	1 *Dk*	169 114										*WB*		Osaka Iron Works		
1342	**Arizona**	Wood Sc	201					1882	..... Mystic, Conn	Fisheries Co.	120·5	22·0	11·3	Greenport N.Y. Utd. States			
106069			— 121														
1343	—	Iron Sc K	141			...		1894	Edwards Bros. N. Shields	C. A. Assmundson	101·3	20·7	10·3	Gothenbrg Swedish	T. 3Cy. 11″, 17″ & 30″–21″ 48 NHP N. E. M. Eng. Co. (Lim.), Sld.	11 ″ 8	
	H. Olsson –15	(*Trawler*) 1 *Dk*	120 47								Q21′ H7*t* F19′		BK 7½″				
1344	**Arizonan**	Steel Twin Sc Sr	8723	✠ 100 A1	N Yk	*d*†	~~P 6,15~~ ~~S 8,16~~ P 11,17 S N 11,17	1903 2mo	Union Iron Works San Francisco	American-Hawaiian S.S. Co.	470·1	57·2	31·5	New York Utd. States	Q. 8Cy. 21½″, 28″, 38″ & 60″–36″ 218 lb *90 lb* (*s*) 504 NHP 8 *B H Cem*	42 ″ 6 s 11 ″ 0 31 ″ 10	
107823 KSGM	*Patterson* –14 *Elec. light* *lower deck forehold* (*Stl*) & *Sub. Sig.* Wireless	~~*ss* S. Fo. No. 2–11~~ 2 *Dks* (*Stl*) & *deep framing* *Shelter dk* (*Stl*) & *ss* N Yk. No. 3–3,16	8413 6687	*Shelter dk with freeboard* 11,17 ~~11,17~~ ✠ LMC MS 6,15 BS 1,17 *Fitted for oil fuel* 1,04					A&CP	*WB = Cell D Ba* 142′ *u E & B* 52′ *f* 198′ 1755 *t D T f* 27′ 1009 *t tank s between and at sides of tunnels* 50°F			FK	3 SB, *12cf*, GS 162, HS 6120 FD Union Iron Works, SFo. 56′ 351 *t F P T* 157′ *A P T* 133 *t*		
1345	**Ark Royal**	Steel Sc Sr		✠ 100 A1 *Shelter dk with freeboard For special Service*				1915	Blyth S. B. & D. D. Co. Ld. Blyth	The Admiralty	352·5	50·8	24·9	British	T. 3Cy. 27″, 45″ & 74″–48″ NE Marine Eng Co. Ld. Nwc	34 ″ 7 s 14 ″ 0	
	Elec. light *Mchy. Aft*																
1346	**Arkansas**	Steel Sc Sr	3635			...		1897	Akt. Burmeistr & Wain Copenhagen	Det Forenede Dampskibs Selsk.	329·3	45·2	21·5	Copnhagn Danish	T. 3Cy. 24″, 40″ & 64″–42″ 280 NHP Akties. Burmeister & Wain	31 ″ 10	V
NJHK	*H. Egense*	1 *Dk* & *Awng dk lower dk forward deep framing* & *hold beams aft*	2564 2351								B77′		29·2 FK	*WB*			
1347	**Arkleside**	Steel Sc Sr	648	✠ 100 A1 6,16	Sld	*j*	9,17	1914 12mo	W. Harkess & Son, Ld. Middlesbro'	~~Wear Stm. Shpg. Co. Ld.~~ (~~Rose Bros. Mgrs.~~) Thomas Ross & Partners	179·9	28·0	11·4	Sundrland British	T. 3Cy. 15½″, 25″ & 41″–30″ (*s*) 180 lb *100 lb* 85 RHP 3 *B H Cem*	13 ″ 6 s 4 ″ 0	
137246 JHLW	*J. G. Russell* 09–14 *Mchy. Aft* *Well deck*	1 *Dk* (*Irn*)	463 373	✠ LMC 12,14					*Lloyd's SA & CP*	*WB =*	Q119′ B11′ F22′ *Cell D Bf* 136 *t F P T*		FK	33 *t A P T* 28 *t*	1 SB, *3pf*, GS 60, HS 1975 MacColl & Pollock, Ld. Sld.	13 ″ 3	
1348	**Arklow**	Iron Sc 3 Mst Sr	940			...		1886	Lon. & Gls. Co. Ld. Glasgow	Clyde Shpg. Co. Ld (W. Cuthbert *Mgr*)	245·0	32·1	14·7	Glasgow British	T. 3Cy. 25″, 39½″ & 62½″–42″ NB 02 262 NHP	17 ″ 2	C
86606 KJPV	*W. Spillane* –17 *Elec. light* *Mchy. Aft*	(*ex* Dunbrody) 2 *Dks*	758 385								P77′ B54′ F52′		BK 8″	*WB*	London & Glas. Co. Ld. Gls.		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. — *Master.* — *Late Name if any.* — Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage: Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 Built. By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders,—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of ceasing to be Trade Vessel.
1349 3401 JKLC	Arla — IronScSr *G.H.Stjerna* 16-16 — *ss*Hpl.No.3-8,94 (*ex*Norman,*ex*Boston — *ss*Hpl.No.1-98 *Well deck* City) — 1*Dk*(*Irn*)3*trB*	1997 1794 1220	✠ 9,03	Hpl	*s*		1882 2mo	W.Gray&Co. WHartlepool	W.A.Stranne	280·9|39·6|22·0 B77'H25*t*F35' BK9½"			Gothenbrg Swedish	C.2Cy.38"&71"–45" NDB96&97 NB96 272NHP 2DB,*8pf*,GS96,HS4648 Blair&Co.Ld.Stockton	23 *ft* 10	V
1350 3948 JGQT	— *E.Johansson* 13-13 *Mchy.Aft*	170 137 102					1896	P.Larsson Thorskog	Ångf.Aktieb.Arla (H.F.W.Malm)	99·1|22·3| 9·2 B22'H9*t*F9'			Gothenbrg Swedish	C.2Cy.10"&15"–12" 7NHP P.Larsson,Thorskog		
1351 SQKJ	— (*Tug*)	129 — 26					1892	..... Björneborg	W.A.Svensson	....			Helsingfrs Russian			
1352 132021 HWCM	Arlanza — SteelTrpScSr *C.E.Down* –13 *Elec.light Ref.Mchy.* — 2*Dks*&2*pt Dks* Wireless Sub.Sig.	15044 10025 9192					1912	Harland&Wolff,Ld. Belfast	RoyalMailSteamPacketCo.	570·3|65·3|33·3 P53'B348'F100' UprB287 *WB* *Promenade dk on Upr B*242'			Belfast British	T8Cy.(2)27",(2)42"&(4)49" –51"&1L.P.Turbine Harland&Wolff,Ld.Bel.		
1353 133262 JKDV	Arleia — SteelSc4MstSr *W.H.Boden* –17 *Mchy.Aft* — 1*Dk*(*Stl*) *Well deck*	795 545 368	✠100A1 11,17 ~~2,16~~	Gls Cff LMC5,16	*k*	11,17	1915 2mo	R.Williamson&Son Workington	R.Williamson&Son *WB*	186·3|29·4|12·4 Q116'B9'F25' FK *Lloyd'sA&CP* = *CellDBf*110'160*t*			Workngtn British	T.3Cy.14½",25½"&41"–30" 180lb *90lb* (*s*) 85RHP 3*BHCem* 1SB,*3pf*,GS55,HS1952 *FPT*45*t* Ross&Duncan,Glasgow	14 *ft* 7 s *ft* 8½ 14 *ft* 1	
1354 136892 JFWG	Arley — SteelScK *R.Bettess* 02-14 *Elec.light* — 1*Dk*	304 266 122	✠100A1 *StmTrawler* 7,14	Mdb LMC7,14			1914 7mo	Smith's DockCo.Ld. Middlesbro'	WyreSteamTrawlingCo.Ld. (J.N.Ward&Son,*Mgrs.*)	130·4|24·0|13·4 Q74'F23' BK7½"			Fleetwood British	T.3Cy.13½",23"&37"–27" (*s*) 180lb 69RHP 3*BHCem* 1SB,*3pf*,GS53,HS1820 Smith'sDockCo.Ld.Mdb.	14 *ft* 0	
1355 207300 LFMP	Arlington — SteelScSr *C.Michelsen* *Elec.light Mchy.Aft* — Sub.Sig. 2*Dks*	2432 — 1432					1910	Detroit S.B.Co Wyandotte	NewEngland Coal&Coke Co.	244·0|43·2|27·2			Boston Utd.States	Q.4Cy.17½",25½",37"&54" –36" 175NHP *WB* DetroitS.B.Co.,Detroit		R
1356 120632 HDTS	Arlington Court — SteelScSr *W.Benjamin* –16 — *ss*Nwc.No.2-14 1*Dk*(*Stl*)2*trB*&*deep framing* 3*Dk rule*	4346 4071 2833	✠100A1 12,16	Bkn LMC12,16	*x*	12,16	1905 11mo	R.Stephenson&Co.Ld. Newcastle	Mitchell S.S.Co.Ld.(G.H.Mitchell,*Mgr.*) = *CellDBa*117'*uE*	355·0|50·0|27·5 P46'B93'F34' FK *Lloyd'sA&CP WB*			London British	T.3Cy.26",42½"&69½"–45"(*s*) 180lb *100lb* 358NHP 6*BHCem* 2SB,*6cf*,GS127,HS5620 58*tAPT*202*t* Blair&Co.Ld.Stockton	30 *ft* 2 s 5*in* 10½ 24 *ft* 8	
1357 129047 HPVL	Armadale — SteelScSr *C.Matthews* –16 — *ss*Cff.No.1-14 2*Dks*(*Stl*)&*Shelter dk*(*Stl*–ws) *Elec.light Ref.Mchy.* — &*deep framing* Wireless	6153 4423 3329	✠100A1 *Shelter dk with freeboard* 6.17 ~~10,16~~ BS6,17 BS3,16 LMC9,15 Lloyd's RMC10,16	Lon Mch	*z*	8,16	1909 10mo	C.Connell&Co.Ld. Glasgow	AustralindSteamShpgCoLd(Trinder Anderson&Co. *Mgrs.*)	395·5|51·9|27·0 FK *Lloyd'sA&CP* *WB* = *CellDBa*127 *u E & B* 46'			London British	T.3Cy.26",44"&73"–48" (*s*) 200lb 495NHP 6*BHCem* 3SB,*9cf*,GS173,HS6846 FD D.Rowan&Co.Glasgow *f*169'995*tFPT*68*tAPT*32*t*	29 *ft* 7 s 3 *in* 11 26 *ft* 0	
1358 118350 VJPF	Armadale Castle — StlTwinScSr *J.L.Stanistreet* –12 — *ss*Sou.No.2-11 Wireless 4*Dks*(*Stl–M* ws,*U* teaks) *Elec.light* *Ref.Mchy.* Sub.Sig.	12973 10593 7264	✠100A1 5,14 BS11,15 LMC2,11	Sou	*lt*	9,12	1903 11mo	Fairfield Co.Ld. Glasgow	TheUnion-CastleMailS.S.Co.Ld.	570·1|64·5|39·0 P74'F116' *Promenade dk*305' FK&BK3' *Lloyd'sA&CP* *WB* = *CellDBa*89'*uE&B* 198'*f*117'1725*tFPT* 95*tAPT*120*t*			London British	Q.8Cy.32",46",66½"&96"–60" 220lb (*s*) 2212NHP 9*BHCem* 6D&4SB,*52cf*,GS1051, HS40004 FairfieldCo.Ld.Glasgow	42 *ft* 6	
1359 136249 JKWD	Armageddon — SteelScK *A.E.Fisher* –15 *Elec.light* — 1*Dk*	323 287 129	✠100A1 *StmTrawler* 5,15	Hul LMC6,15			1915 5mo	Cochrane&Sons,Ld. Selby	CargillSteamTrawlingCo.Ld.	137·0|23·5|12·9 Q74'F21' BK8"			Hull British	T.3Cy.13",23"&37"–26" (*s*) 200lb 87RHP 4*BHCem* 1SB,*3pf*,GS48,HS1435 O.D.Holmes&Co.Ld.Hull	13 *ft* 7	
1360 140369 JREG	Armagh — ~~SteelTwinScSr~~ SteelTwinSc4MstSr *S.Vivian* –17 — 2*Dks*(*Stl*)&*Shltr dk* *Elec.light* — *Stl*–ws)3*rd dk*(*Stl*)*in No1 hold* *Ref.Mchy.*	~~9220~~ ~~8461~~ 12269 10805 7878	✠100A1 *Shelter dk* 4.18 ~~10.17~~ (*Class Contemplated*) Lloyd's RMC10,17	Liv LMC10,17			1917 10mo	Swan,Hunter&Wigham Richardson,Ld Newcastle	~~FederalS.N.Co.Ld.~~ UnionS.S.Co.of NewZealandLd.	530·5|63·0|~~81·9~~ 39·9 B209'~~F84'~~ *F&T on Shltr dk* FK *CellDB*457'17·0*tFPT*10*tAPT*112*t*			London British	4SteamTurbines geared to 2 screw shafts(*s*) 190lb 8*BHCem* 8SB,*32cf*,GS586,HS23584FD WilsndSlpwy.Co.Ld.Nwc.	42 *ft* 8 s 11 *in* 3½ 31 *ft* 9	
1361 HJSK	Armand Béhic — SteelSc *Rosati* –13 — 3*Dks*&*Spar dk* *Elec.light* Wireless	6397 5597 3570					1892	Message. Maritimes LaCiotat	MessageriesMaritimes	486·6|50·1|36·8			Marseilles French	T.3Cy.44",67"&106"–53½" 821NHP *WB* Message.Marit.,LaCiotat		V
1362 524 NFLP	Armando — SteelScSr *D.Garibaldi* *Elec.light* — 1*Dk*	5577 — 3540					1911	Cant.Nav.Riunite Spezia	Soc.Commerciale Italiana di Navigazione	395·9|51·6|27·6 P37'B123'F37' *WB*			Genoa Italian	T.3Cy.26",40½"&69½"–48½" 335NHP SocEserc.Bacini,R.Trigoso		C
1363 869 HBDG	— (*ex*Oreste,*ex*Comodoro) — Wood 1*Dk*	107 — 53						Bonasich Hnos&Co. PuntaArenas	Braun&Blanchard	82·4|18·4| 8·8			PntaArnas Chilian			
1364 RKML	Armenia — SteelScSr *Chr.Kraeft* *Elec.light* Sub.Sig. Wireless — 2*Dks*3*trB*	5464 4492 3386					1896	Palmers' Co.(Lim.) Newcastle	Hamburg-Amerik.Packetf.Act.Ges.(Ham.-Amr.Linie)	399·3|50·1|27·3 P&B259'H22'F43' *WB*			Hamburg German	Q.4Cy.22½",32",47"&68"–51" 330NHP Palmers'Co.(Lim.),Nwc.		G
1365 HJSQ	Arménie — IronScBn *Rizoulières* 2*Dks*3*trB*	1992 1879 1259					1879	Forges&C. de la Médit LaSeyne	Cie. de Nav.Maroc.&Arménienne(Cie. deNav.Paquet)	296·5|35·8|23·7 P24' B91' F32'			Marseilles French *WB Tpd*.88	T4Cy(2)18",37½"&69½"–35½" NB99 286NHP Forges&C.delaMédit.Msl.		V
1366 135799 JMCQ	Armonia — SteelScSr *W.E.Lee* 16-16 — *ss*Gen.2ndNo.3–8,15 (*ex*Santiago,*ex*Weimar) — 3*Dks*(*U*&2*nd* *Elec.light* — *dk Stl*–ws)	5226 4433 3302	100A1 ~~6.17,16~~ 10.17 BS12,16 LMC8,16	NYk	*z*	1,16	1891	Fairfield Co.Ld. Glasgow	~~BrLawrence-Smith Ld.,~~ CanadaSSLinesLd *WB* =	415·3|48·2|29·5 P62'F76' FK *Cell DBa* 93'*u E&B* 93'*f*102'815*t*			Montreal British	T3Cy.31½",52"&83½"–54"(*s*) ~~150lb~~ *100lb* 593NHP 7*BHCem* 2D&1SB,*12cf3rf*,GS335, HS10511 FairfieldCo.Ld.Glasgow	33 *ft* 0 s 7 *in* 11½ 25 *ft* 8	
1367 124296 HTLD	Armora — SteelScSr *T.C.F.Meadus* –11 — *ss*Bkn.No.1-15 1*Dk*(*Stl*) *Now named "Capelmead," See No. 118 in Supplement*	1903 ~~1744~~ ~~4,17&16~~ 10.17 NwcLly 1153 LMC4,16	✠100A1	Npt	*r*	~~11,14~~ 4,17	1911 8mo	Osbourne, Graham&Co. Sunderland	Capel&Co.(Newcastle&Hull),Ld. (W.L.Scott,*Mgr.*) *WB* = *CellDBa*88' *uE&B*32'*f*116'507*t*	279·0|40·1|18·4 P21'B72'F26' FK			Manchestr British	T.3Cy.21",33"&56"–36" (*s*) 180lb 210NHP 4*BHCem* 2SB,*4cf*,GS77,HS3330 *APT*86*t* N.E.MarineEng.Co.Ld.Sld	20 *ft* 8 s 3 *in* 0 18 *ft* 0	
1368 121850	Armour — SteelSc 2*Dks*	191 86 115					1906	RJ Watson BurksFalls,Ont.	A.A.Agar	87·5|17·5| 6·2			Toronto British	C.2Cy.10"&20"–16" 16RHP PolsonI.W.Co.Ld.Toronto		
1369 94386 KRJQ	Armourer — SteelSc3MstSr *W.J.McAllister* –17 — *ss*Npt.No.3–8,00 (*ex*Engineer) — *ss*Lon.No.2-09 *Mchy.Aft* — 1*Dk*(*pt Stl*)	724 558 419	✠ 2,13	Hul	*k*		1888 5mo	J.Laing Sunderland	Thos.Pallister&Co	195·2|28·2|12·6 Q92'F27' FK *WB* = *CellDB*111'			London British	T.3Cy.18",28"&43"–36" NDB99 114NHP 3*BHCem* 1SB,*3pf*,GS57,HS1814 131*tFPT*30*t* G.Clark,Sunderland	15 *ft* 6	V

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où noté si non c'est dans le Lt. Inscrs. Over H. of Trade.
1370	**Armuru** ‡ Bbo.No.3–3,18	SteelScSr	2764	✠100A1	Bbo	*u*	~~9,16~~	1905	Sir J. Laing	Cia.Nav.Vascongada(F.deAbasolo	319·5 | 46·0 | 21·2	Bilbao	T.3Cy.23″,38″&64″–42″ (*s*)	23 ″ 9
	*J.Yturrino*00–14 ~~ssN.No.3–10~~		2583	3,18 ~~9,16~~			3,18	4mo	&Sons,Ld.	*Mgr.*) ·	P29′B98′F32′ FK	Spanish	180lb *80lb* 284NHP	s 3 ″ 11
HCWP	(*ex*Dunkeld) 1*Dk*(*pt Irn pt Stl*)		1786	~~Examined 5,17~~					Sunderland	*WB*=*CellDBa*98′	*uE&B*38′ *f*138′744/		2SB.6*rf*,GS123,HS4307	20 ″ 2
	&deep framing			~~BS2,17~~ ✠LMC~~9,14~~				*Lloyd's*	*A&CP*				G.Clark,Ld.Sunderland	
1371	**Arna**	SteelScSr	5264					1911	W.Gray&	Akties.Arna	410·0 | 54·0 | 26·5	Bergen	T.3Cy.27½″,43½″&73″–48″	C
	O.D.Jentoft –11		4911						Co.Ld.	(SM.Kuhnle&Sön)	H135*t* F86*t*	Norwegian	369NHP	
MGLQ	*Elec.light* 2*Dks*		3249						W Hartlepool		*WB*		Cen.Mar.Eng.Wrks.WHpl	
1372	**Arnaldo Da Brescia**	SteelScSr	5710	✠100A1	Nap	*y*	~~2,16~~	1900	Flensburg	Requisitioned by	381·0 | 49·5 | 26·8	Naples	Q.4Cy.23¼″,33¾″,49″&72″–	29 ″ 6
	M.Starita *ssBhn.No.3–10,13*		5514	*Shelter dk*			6,17	9mo	Schiffsb.Ges.	theItalianGovt.	34·8	Italian	54″] (*r*) 213lb *12lb* 472NHP	s 4 ″ 8½
NFMZ	(*ex*Sigmaringen, 2*Dks*(*Stl*)&*Wel*		3665	*with freeboard*					Flensburg	(ItalianStateRlys)	BK10″		6*BHCem* FD	25 ″ 10
	*ex*Löwenburg) *frames&Shelter dk*			6,17 ~~2,16~~					A&CP	*CellDBa*127′*uE*	25′ *f*165′784*t FPT*		3SB,9*cf*,GS145,HS6032	
	Elec.light Sub.Sig. (*Stl–ws pt* teak)			~~BS8,16~~ ✠LMC~~9,16~~			6,17						50*t APT*23*t* FlensburgerSchiffsb.Ges.	
1373	**Arnao**	IronScSr	168					1873	Cunliffe&	JoséDiaz	110·5 | 18·3 | 8·7	Santander	C.2Cy.17″&30″–20″	
	*F.Corrales*08–08		—						Dunlop			Spanish	34NHP	
HCVQ	*Mchy.Aft*		57						Pt.Glasgow				Cunliffe&Dunlop,P.Gl.	
1374	**Arne**	CompScSr	179					1905	J.A.Svens-	C.L.Hellström	100·0 | 22·9 | 9·4	Gothenbrg	C.2Cy.10″&18″–14″	
4457	*J.Andersson* –05		149						son		B21′H8*t*	Swedish	11NHP	
JPKS	1*Dk*		125						SödraGarn				Thorskogs M.V.,Thorskog	
1375	—	IronScK	156			…		1891	Coqk,Wel-	Fiskeriaktieb.	102·2 | 21·0 | 10·4	Gothenbrg	C.2Cy.17″&33″–22″	11 ″ 10
	S.E.Karlsson –15 (*ex*Boarhound)		144						t'n&Gemmell	Avance (A.Nilsson,	Q24′H7*t*F19′	Swedish	42NHP	
	1*Dk*		53						Hull	*Mgr.*)	BK7½″		Bailey&Leetham,Hull	
1376	**Arnewood**	SteelScSr	2259	✠100A1	Ldy	*r*		1916	N.of Irelnd	W.France,	287·2 | 40·6 | 22·8	London	T.3Cy.21″,34″&56″–39″ (*s*)	25 ″ 1
139160	*F.Dyason* –16		1989	~~Cert 6,16~~ 11,17	CA			10mo	S.B.Co.Ld.	Fenwick&Co.Ld.	P23′F24′	British	180lb 240NHP	s 6 ″ 9½
JNKP	*Elec.light* 1*Dk*(*Stl*)		1295						Londonderry		FK		2SB,*8pf*,GS123,HS4080	18 ″ 7
	Arch deck *Cargo battens not fitted*			✠LMC10,16					*Intermediate*	*Bulkhead in fore*	*hold dispensed with*		4*BHonly*	
								Lloyd's	*A&CP*	*Cell*	*DB*242′522*t FPT*97		*Com*	
													*tAPT*84*t*	
1377	**Arnfinn Jarl**	SteelScSr	1097					1913	Trndhjms	DeNordenfjeldske	226·3 | 36·4 | 15·7	Trondhjm	T.3Cy.17″,27½″&46″–30″	N
	N.Solum		972						Mek.Værks	Dampskibsselskab	H51*t* F26*t*	Norwegian	116NHP	
MJRG	*Elec.light* 1*Dk*		649						Trondhjem		*WB*		TrondhjemsM.V.Trndhjm	
1378	**Arno**	SteelScSr	1386					1898	Helsingörs	DetForenede	229·2 | 33·9 | 14·3	Copnhagn	T.3Cy.19½″,31½″&53″–36″	V
	G.Lepper		909						Jernsk&Msk.	DampskibsSelsk.	Q80′	Danish	169NHP	
NKFD	1*Dk&pt Awng dk*		825						Elsinore		*pt Awng dk* 148′		*WB*	HelsingörsJernsk.&Mskb.
1379	— ~~W.H.Dennison~~	SteelScSr	745	✠100A1	Sou	*j*	~~2,16~~	1894	S.Mc	~~Roberts,~~Brining	190·0 | 27·1 | 13·2	London	T.3Cy.17″,27½″&44″–33″ (*s*)	14 ″ 0
104543	~~A.E.F.Smith –17~~ *ss*Sou.2nd No.3–8,11		473	6,17 ~~10,16~~	Lon		6,17	7mo	Knight&Co.	&Co.	P&B141′F26′	British	160lb *60lb* 99RHP	s ~~11½~~
NLBC	(*ex*Juno) *ss*Lon.No.1–17 1*Dk*		390	~~BS12,16~~ ✠LMC~~9,16~~			6,17		A&CP		BK7½″		4*BHCem*	14 ″ 0
	Well deck *Elec.light* *C.Vermulen*17–17										*WB*=*DBa*		1SB,3*pf*,GS65,HS1700	
	~~A.Hessell –17~~										25′*f*86′113*t*		Muir&Houston,Glasgow	
1380	—	Steel	106					1911	J.&A.Van	Soc.Anon.Ilva	84·0 | 17·4 | 10·2	Genoa	T.3Cy.10″,17″&9½″–17″	
507	(*Tug*)		99						derSchuyt			Italian	36NHP	
NFPL			4						Papendrecht				J.&A.Van derSchuyt	
1381	**Arnold**	IronScSr	1196					1884	G.Howaldt	RenataDampfch.	222·7 | 31·3 | 21·7	Stettin	C.2Cy.25½″&43¾″–30″	G
	*H.Vierow*00–08		1149						Kiel	Ges.ThGribel(Rud	P5*t* H30*t*	German	NB96 85NHP	
JDWC	*Elec.light* 1*Dk&Spar dk&3trB*		702							Chr.Gribel,*Mgr.*)		*WB*	Gebr.Howaldt,Kiel	
1382	—	IronScSr	1167	✠100A1	Got	*o*	~~9,15~~	1881	J.Blumer	Ångf.Aktieb.Adolf	231·0 | 35·0 | 14·7	Gothenbrg	C.2Cy.28″&54″–33″ (*s*)	
3383	*A.Maijgren*02–02 *ss*Got.2nd No.3–5,06		969	7,17 ~~9,16~~			7,17	1mo	&Co.	(A.Bratt&Co.	Q123′B18′H29*t*	Swedish	80lb *85lb* NDB02 131NHP	
JKHD	(*ex*Tyri,*ex*Capri) *ss*Got.No.2–15		704	~~NB5,06~~ ✠LMC					Sunderland	*Mgrs.*)	F26′ BK8″		4*BHCem*	
	Well deck 1*Dk*(*Irn*)2*trB*			MS6,15	BS~~9,16~~10,17				A&CP		*WB*=*Cell*		2SB,*4cf*,GS56,HS2214	
													*D B*196′226*t*	N.E.MarineCo.Ld.Sld.
1383	**Arnold Amsinck**	SteelScSr	4526	*Now named "Jaboatão," See No. 19 in Supplement*				1907	Bremer	WoermannLinie	386·7 | 51·7 | 25·9	Hamburg	Q.4Cy.22⅝″32⅝″49½″&70″	G
	Martens –13								Lagerhaus	Akt.Ges.	P261′F29′	German	–49⅝″ 345NHP	
RPKF	*Elec.light* 2*Dks*		2896						Vegesäck			*WB*	BremerVulkan,Vegesack	
1384	**Arnold Koepke**	SteelSc	751					1913	Nüscke&	F.W.Koepke	202·2 | 30·4 | 12·6	Stlpmnde	T.3Cy.13⅝″,21⅜″&35½″–23⅜″	G
	*F.Kasten*03–13		593						Co.		Q62′B46′F22′	German	Christiansen 61NHP	
JGLQ	*Elec.light* 1*Dk*		430						Stettin		*WB*		&Meyer,Harburg	
1385	**Arnold Mærsk**	SteelScSr	1965	✠100A1	Sws	*r*	~~4,16~~	1914	W.Gray&	Dampskibselsk af	280·0 | 40·0 | 19·1	Copnhagn	T.3Cy.20″,31½″&53″–36″(*s*)	21 ″ 4
	J.M.Möller –16		1765	6,17 ~~4,16~~	Mmo		6,17	3mo	Co.Ld.	1912(A.P.Möller,	P21′B72′F31′	Danish	180lb *140lb* 188NHP	s 3 ″ 1½
NSWK	1*Dk*(*Irn*)		1209	~~LMC3,14~~					W Hartlepool	*Mgr.*)	FK		2SB,*4cf*,GS70,HS2980	18 ″ 6
								Lloyd	*s&A&CP*	*WB*=*CellDBa&uE*108′*u*	B14′*f*118′535*t FPT*		4*BHCem*	
													75*t APT*78*t*	Cen.Mar.Eng.Wrks.WHpl
1386	**Arnolde**	SteelScLr	146					1907	C.Cassens	LeererHeerings-	93·7 | 21·4 | 10·2	Leer	C.2Cy.9½″&18½″–12⅜″	
	C.Bulmahn		137						Emden	fischereiAct.Ges.	Q15′	German	10NHP	
KJRF	1*Dk*		72										Christiansen&Meyer Hrbg	
1387	**Arnöy**	SteelScSr	2468	✠100A1	Xia	*s*	~~4,16~~	1894	Ropner&	~~Dmpsk.Aktien.~~	295·0 | 40·4 | 17·9	Chrstiania	T.3Cy.23⅜″,36½″&62½″–39″	21 ″ 0
	G.Henriksen –16 *ss*Bry.No.3–12,06		1814	*pt Awng dk*	Bry		N11,17	2mo	Son	~~Perra(Tryggve~~	P29′Q86′	Norwegian	160lb *80lb* (*s*) 236NHP	s 7–10½
MLPF	(*ex*Vestland, *ss*Sld.No.2–14		1538	*withfreeboard*					Stockton	~~Sagen,*Mgr.*)~~	*pt Awng dk*180′ FK		5*BHCem*	20 ″ 2
	*ex*St.Andrew, 1*Dk*(*Irn*)&*Web frames*			11,17 ~~8,16~~					A&CP	Dampsk.A/S.	*Cell DB*242′466*t*		2SB,6*rf*,GS99,HS3528	
	*ex*Maria) *qpt Awng dk*(*Irn*)			~~BS8,16~~ ✠LMC5,14						"Rolf 2."(Thorvild			*APT*30*t*	Blair&Co.Ld.Stockton
										~~sen&Co.~~ *Mgrs.*)				
1388	**Arnvid**	SteelScSr	104					1902	Stavanger	LauritzUlfseth	91·8 | 18·7 | 9·0	Aalesund	C.2Cy.10½″&23½″–15″	
	*A.Swertstol*16–16 (*Fishing*)		98						Stöberi&Dok		H6*t*	Norwegian	17NHP	
JRLS	1*Dk*		48						Stavanger				StavangerStöberi&Dok	
1389	**Aro**	SteelScSr	3794	✠100A1	Liv	*w*	N11,10	1898	SirRaylton	TheAdmiralty	351·9 | 44·1 | 23·3	London	T.3Cy.27″,43″&72″–48″ (*s*)	26 ″ 0
118446	*N.F.Calrow* –14 *ss*Liv.No.3–11,10		2844	11,12				8mo	Dixon&CoLd	,	P&B248′F44′	British	180lb 432NHP	s 3 ″ 7
VRNS	(*ex*Albertville) 2*Dks*(1*pt Stl&UStl*–ws)		2388	BS11,12 ✠LMC11,10					Middlesbro'		FK		6*BHCem*	23 ″ 1
	Elec.light *Ref.Mchy.* *&deep framing*								A&CP		*WB*=*CellDBa*80′*uE*		3DB,*12cf*,GS212,HS7242	
													34′*f*144′555*t*	T.Richardsn&Sns.Ld.Hpl
1390	**Arö**	SteelScSr	1267			…		1904	Fredrkstad	Akties.Fredriks-	241·3 | 35·6 | 17·5	Frdrikstad	T.3Cy.18″,29″&48″–33″	18 ″ 9
	H.Schlytter –16 (*ex*Tosca,*ex*Falkniss)		1134						Mek.Værks.	stadDamp (A.	P25′B67′F24′	Norwegian	166NHP	
MBNH	*Elec.light* 1*Dk&deep framing*		745						Fredrikstad	Hannestad,*Mgr.*)	FK	*WB*	FredrikstadM.V.Frdstad	
1391	**Aron**	SteelScSr	382					1889	MotalaCo.	Ångf.Aktieb.Trio	141·8 | 23·6 | 13·0	Gothenbrg	T.3Cy.12″,19¾″&32″–22″	V
1651	*S.Johansson* –16 1*Dk2trB*		291						Oscarshamn	(C.L.Larsson,	Q48′ B37′ H11*t*	Swedish	48NHP	
HTVN	*Elec.light*		205							*Mgr.*)	F17′	*WB*	MotalaCo.,Motala	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / *Master.* / *Late Name if any.* / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 6 7 Particulars of Classification. Character. for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned. now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 9 Built. When / By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. / Breadth. / Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registry in which classed, if not in L.R. Date Ch. of Trade Cert.
Lost by Fire 4.18													
1392	**Aron** CompSc3MstSr *O.Apold* 1*Dk*	239 145 176					1869 ..... Wenners-borg	Döscher&Co.	101·7 | 21·9 | 10·1 Q15*t* B74*t* F5*t*	Bergen Norwegian	2Cy.10⅝″&22½′–17″ NB92 19NHP		
JPHQ													
1393	**Aronda** SteelTwinScSr	4062	✠	Gls	*y*		1912	A.Stephen	BritishIndiaStm.	390·2 | 50·0 | 22·1	Glasgow	Q.8Cy.24½″,35″,50″&70″–48″	24 ″ 6	
133042	*D.H.Langlands* –16	2884	*Shade dk*				5mo	&Sons,Ld.	Nav.Co.Ld.	B on *Shade dk* 156′	British	HS21418 1319NHP		
HVSK	*Elec.light* Wireless 2*Dks*(*UStl*–teaks)	1677	5.12 ✠					Glasgow	*WB*=	FK	6*BHCem*	2D&4SB,*32cf*,GS542, FD		
	&*Shade dk*(*Stl*–teaks)								*CellDBa*86′ *uE*&*B*	112′*f* 149′656*t FPT*	50*t APT*45*t*	A.Stephen&Sons,Ld.Gls.		
1394	**Aros** IronScSr	276					1872	Oskrshmns	NyaÅngf.Aktieb.	134·9 | 21·0 | 8·6	Vesterås	2Cy.19½″&39″–23½″		
2743	*A.A.Björnklint*07–07 1*Dk*	139						M.V.Aktieb.	Aros (J.E.	P92′ H14*t* F21′	Swedish	61NHP		
JGCT		193						Oskarshamn	Carlsson, *Mgr.*)			OskarshamnsM.V.Aktieb.		
1395	**Aros Castle** SteelScSr	4460	✠100A1	NYk	*y*	5,16	1901	Barclay,	The Union-Castle	392·4 | 48·6 | 18·6	London	T.3Cy.27″,43″&72″–48″ (*s*)	29 ″ 9	
114732	*Purse* –16 *ss*Shl.No.3–10,14	4202	*Spar dk*				8mo	Curle&Co.Ld.	MailS.S.Co.Ld.	P39′B102′F40′ 27·0	British	180lb 462NHP	s 6 ″ 1	
SNBG	1*Dk*(*Stl*)&*Spar dk*(*Stl*)	2869	~~1·17 1·18~~ 10,17					Glasgow		FK	6*BHCem*	2SB&1AuxSB,*9cf*,GS179,	24 ″ 1	
	Elec.light &*deep framing*		BS12,14 LMC10,14						*WB*=*CellDBa*116′	*uE*&*B* 82′*f* 138′994*t*	*DTa* 32′706*t*	HS6792 FD		
			BS1,17									Barclay,Curle&Co.Ld.Gls.		
			Carrying fuel oil F.P. above 150°*F. in D.B*											
1396	**Arosa** SteelScSr	2776	✠100A1	Bry	*v*	~~1·16~~ 11,17	1905	Richardsn,	Griffiths Lewis&SN	331·0 | 47·5 | 20·0	London	T.3Cy.23″,38″&62½″–42″ (*s*)	22 ″ 6	
120509	*F.J.Taylor* –15 *ss*Shl.No.2–14	2616	3,17 ~~1·16~~ LMC				4mo	Duck&Co.	Co.Ld. (J.C.Gould	P30′B202′F29′	British	160lb *90lb* NDB14 268NHP	s 2 ″ 9	
HCGQ	1*Dk*(*pt Awngdk*(*Stl*)	1759	~~QMC 14~~ ~~NBS1,16~~					Stockton	&Co. (S'eamship	FK	5*BHCem*	2SB,*6cf*,GS123,HS4233	20 ″ 1	
	&*deep framing*)		~~BS12,17~~						Manage's Ld.)	*B40′f* 144′856*t FPT*	80*t APT*71*t*	Blair&Co.Ld.Stockton		
			Greirosa, *Sc.* No. 50 *in*						*WB*=	*CellDBa*108′ *uE*&				
			Supplement											
1397	— IronScSr	908	✠	Lth	*m*		1883	W Doxford	R.OrtizArtinano	211·3 | 30·1 | 15·5	Bilbao	C.2Cy.25″&48″–33″	16 ″ 4	V
	*F.Miangolarra*16–16*ss*Mdb.No.2–91	—	4,97				11mo	&Sons		Q76*t* B85*t* H13*t* F31*t*	Spanish	NB99 110NHP		
HDBQ	(*ex*Jern,*ex*Newbigging,*ex*Glanrheidol)	505						Sunderland		BK8″	4*BHCem*	1SB,*3pf*,GS52		
	Well deck 1*Dk*(*Irn*)2*trB*								*WB*=*DBa*62′ *f* 57′219*t*		*APT*27*t*	W.Doxford&Sons,Sld.		
1398	**Arpád** SteelScSr	1173	✠ — 4,16	Tri	*o*		1892	Wigham	Royl.Hungar'nSea	230·5 | 33·1 | 12·4	Fiume	T.3Cy.22″,36″&59″–39″	22 ″ 3	
	*L.Randich*00–11 *ss*Tri.2ndNo.3–2,14	1121					7mo	Richrdsn&Co	Nav.Co.Adria,Ld.	B45′F30′ 20·0	Aust.-Hung.	NDB07 236NHP		
JBSP	*Elec.light* 1*Dk*(*Stl*)&*Spar dk*(*Irn*–ws)	712	*Spar dk* ✠					Newcastle		FK	5*BHCem*	2SB,*6rf*,GS117,HS3802		
	&*deep framing*		*withfreeboard*						*WB*=*CellDB*180′		226*t APT*7*t*	WghmRchrdsn&Co.,Nwc.		
1399	**Arpillao** SteelScSr	2768	✠ ~~100A1~~	Bbo	*t*	3,16	1892	T Turnbull	Hijos deJose Taya	312·5 | 40·7 | 21·9	Bilbao	T.3Cy.23″37½″&61½″–39″ (*s*)	23 ″ 2	
Sunk (Warrassa)	*A.Ospitz*16–16	2137	*pt Awng dk*				11mo	&Son	(S.enC.)	P29′Q90′	Spanish	160lb *100lb* NDB05 235NHP	s 8 ″ 5½	
HCWQ	(*ex*Peterston) *ss*Cff.No.2–12	1791	*withfreeboard*					Whitby		*pt Awngdk* 194′ FK	6*BHCem*	2SB,*6cf*,GS99,HS3520	22 ″ 0	
	1*Dk*(*Irn*)&*Web frames*&*pt Awngdk*(*Irn*)		3.16					A&CP		*WB*=*DBa*102′	*f* 122′574*t*	Blair&Co.Ld.Stockton		
			~~BS12,16~~ ~~LMC8,16~~											
1400	**Arrabida** SteelScK	208	✠	Lis			1902	Smith's	SociedadePescar-	113·0 | 21·6 | 12·0	Lisbon	T.3Cy.12″,20″&32″–23″	12 ″ 10	V
	*J.daRocha*10–11 *ss*Lis.No.2–11	196	*Stm Trawler*				10mo	Dock Co.Ld.	iasArrabidaLtda		Portuguese	71NHP		
HCJP	(*ex*KingEdward) 1*Dk*	57	3,14 ✠					NorthShields		BK7½″	3*BHCem*	1SB,*2rf*,GS35,HS1352		
										WB=*DTf*5′8*t*		MacColl&Pollock,Sld.		
1401	**Arracan** SteelScSr	5520					1911	W.Denny&	Brit.&BurmeseSN	425·0 | 54·2 | 28·3	Glasgow	T.3Cy.26″,44″&73″–48″		C
133011	*W.Y.Hamilton* –16	5132						Bros.	Co.Ld.&Burmah	P55′B124′F53′	British	369NHP		
HVGM	Wireless *Elec.light* 2*Dks*	3540						Dumbarton	S.S.Co.Ld.(P.Hen-		*WB*	Denny&Co.Dumbarton		
									derson&Co. *Mgrs.*)					
1402	**Arraiz** SteelScSr	2832	✠100A1	Bbo	*t*	~~1,17~~	1895	W.Pickers-	Cia.Nav.Vascon-	310·0 | 42·9 | 19·2	Bilbao	T.3Cy.22½″,37″&61″–42″ (*r*)	21 ″ 9	
	S.Luzarraga –14 *ss*Bbo.No.3–11,07	2116	*pt Awng dk*			1,17	1mo	gill&Sons	gada(F.de	Q77′	Spanish	160lb *80lb* NDB12 249NHP	s 8 ″ 4	
HDBG	*ss*Bbo.No.2–17	1721	*withfreeboard*					Sunderland	Abasolo, *Mgr.*)	*pt Awng dk* 233′ FK	6*BHCem*	2SB,*6pf*,GS108,HS3857	21 ″ 1	
	(*ex*RoseCastle) 1*Dk*(*Stl*)&*deep framing*		3,17 ~~1,17~~ LMC1,17					A&CP	*WB*=*CellDBa*96′	*uE*&*B* 44′*f* 120′647*t*	*APT*66*t*	G.Clark,Ld.Sunderland		
	&*pt Awng dk*(*Stl*)													
1403	**Arran** *J.McPhail* 17 IronScSrYt	126	90A1	Grk	*b*	~~1,17~~	1879	J.Fuller-	~~Hill&Co~~ J.S Boyle	110·3 | 18·0 | 9·0	Glasgow	C.2Cy.18″&32″–22″ (*s*)	9 ″ 7	
80463	~~*D.Cameron* –15~~ *ss*Grk.3rdNo.3–2,16	100	~~1,17~~ 11,17			11,17	5mo	ton&Co.		Q46′F19′	British	85lb 45RHP		
	(*ex*Barmore)	48	~~NB5,06~~ LMC2,16					Paisley		ND96 BK6″	4*BHCem*	1SB,*2pf*,GS32,HS700		
	Mchy.Aft 1*Dk*		BS1,17					*Lloyd'sA&CP*				W.King&Co.Glasgow		
1404	**Arranmoor** SteelScSr	4008	✠100A1	Cff	*v*	~~6,15~~	1915	J.Blumer&	MoorLine,Ld.	340·0 | 47·7 | 20·5	London	T.3Cy.25″,42″&68″–45″ (*s*)	23 ″ 6	
136798	*G.Edington* –16	3815	*Shelter dk*	Dov		6,17	3mo	Co.	(W.Runciman&		British	180lb *100lb* 363NHP	s 1 ″ 11½	
JKGR	1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	2560	*withfreeboard*					Sunderland	Co.Ld. *Mgrs*)	FK	*Cem*	2SB,*6cf*,GS139,HS5967	21 ″ 10	
b	*Carrying fuel oil F.P. above* 150°*F. in D.B*		~~3,17~~ LMC3,15					*Lloyd'sA&CP Interm*	*ediate BH in after*	*hold dispensed with*	5*BHonly*	J.Dickinson&Sons,Ld.Sld.		
			2,18 ~~6,17~~							*WB*=				
1405	**Arratoon Apcar** SteelScSr	4510	✠	HKg	*y*		1896	Workman,	BritishIndiaStm.	410·0 | 48·1 | 27·4	Calcutta	T.3Cy.28″,47″&77″–60″	30 ″ 4	
105796	*W.H.Walton* –14 *ss*HKg.No.3–11,08	4240	5.13				2mo	Clark&Co.Ld	Nav.Co.Ld.	P45′B108′F47′	British	600NHP		
PFNW	(*ex*Hyson) *ss*HKg.No.1–12	2931	✠					Belfast		BK9″	6*BHCem*	2DB,*12pf*,GS220,HS8493 FD		
	Elec.light 2*Dks*(*Stl*–*U*teaks)								*WB*=*CellDBa*	125′*uE*&*B* 61′*f* 144′	1095*t FPT*	Wrkman,Clark&Co.LdBel		
	&*deep framing* 3*Dk rule*										75*t APT*50*t*			
1406	**Arriluze** SteelScSr	2085	✠100A1	Bbo	*r*	~~2,17~~	1892	Wood,	~~Cia.Algorteña de~~	275·0 | 37·5 | 18·1	Bilbao	T.3Cy.20″,32½″&54″–36″ (*s*)	20 ″ 8	
	J.Echegaray *ss*Bbo.No.3–4,05	1573	1,17			5,18	11mo	Skinner&Co.	~~Nav.~~ Sociedad	P26′Q80′B114′F28′	Spanish	160lb *100lb* NDB09 179NHP	s 1 ″ 6½	
HCVB	(*ex*Kilsyth) *ss*Bbo.No.2–14	1241	~~Exd 5.18~~ ~~LMC7,14~~					Newcastle	MineraVillaodrid	FK	5*BHCem*	2SB,*6pf*,GS100,HS2740	19 ″ 5	
	Well deck 1*Dk*(*Irn*)&*Web frames*		~~BS5,16~~					A&CP	*WB*=*CellDB* 234′ 402*t*		*APT*68*t*	N.E.MarineEngCoLdNwc.		
1407	**Arrino** SteelScSr	4484	✠100A1	Lon	*z*	~~5,16~~	1906	D&W Hen-	AustralindSteam	392·3 | 50·1 | 26·4	London	T.3Cy.26″,44″&73″–48″ (*s*)	29 ″ 2	
123688	*C.J.Mordaunt* –15 *ss*Lon.No.2–14	4215	*Shelter dk*	Bos		12,17	8mo	dersn&Co.Ld.	Shpg.Co.Ld.(Trin-		British	200lb 485NHP	s 3 ″ 10½	
HGTW	2*Dks*(*Stl*)&*deep framing*	2843	*withfreeboard*					Glasgow	der, Anderson&Co.	FK	6*BHptCem*	3SB,*9cf*,GS173,HS6637 FD	25 ″ 8	
	Elec.light Wireless &*Shelter dk*(*Stl*)		12,17 ~~12,17~~	~~BS12,17~~				*Lloyd'sA&CP*	*Mgrs.*)			D&W.Hendersn&CoLdGls		
			~~BS12,16~~ ~~LMC4,14~~						*WB*=*CellDBa* 119′	*uE*&*B* 46′*f*		171′1025*t FPT*73*t APT*19*t*		
1408	**Arrival** SteelScSr	358	✠100A1	Shl	*e*	10,16	1904	WoodSkin-	C.Rowbotham	143·0 | 24·1 | 9·2	London	T.3Cy.13″,21″&35″–24″ (*s*)	11 ″ 1	
120481	*W.Bennett* –09 *ss*Shl.No.3–10,16	240	10,16 12,17 Lon				12mo	ner&Co.Ld.	&Sons	Q50′B13′F19′	British	180lb ~~*80lb*~~*50lb* 62RHP	s ″ 10	
HBVN	*Well deck* 1*Dk*(*Irn*)	141	~~LMC10,16~~					Newcastle		FK	3*BHCem*	1SB,*3pf*,GS35,HS1177	10 ″ 5	
	Mchy.Aft Elec.light		BS12,17					*Lloyd'sA&CP*		*WB*=*DBf* 78′	83*t FPT*39*t*	N.E.MarineEng CoLdNwc		
1409	**Arrow** SteelPad	365					1895	DetroitDry	Sandusky&	165·3 | 28·0 | 9·5	Sndsky,O.	B.1Cy.40″–108″		
107155		—						Dock Co.	IslandsS.S.Co.		Utd.States	E*blt.68,ftd.95* 128NHP		
	Elec.light	183						Wyndtte.Mic	(E.McFall, *Mgr.*)			Fletcher NB12		
												&Harrison,Hbkn,N.J.		
1410	— IronScS	123					1889	Head&	H.Leetham&Sons,	93·5 | 18·1 | 8·1	Hull	C.2Cy.10″&20″–14″		
95789	*W.Allan* –89	111						Barnard	Ld. (H.Oldroyd	Q9′	British	17RHP		
	Mchy.Aft	83						Hull	*Mgr.*)			VulcanIronWorks,Hull		

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux au Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.
1411	Arsa	SteelScSr	276					1896	Stabilmnto Tecnico Trieste	Soc.diNav.aVap. Istria-Trieste	153·8	21·6	10·3	Trieste Aust.-Hung.	T.3Cy.14½″,22⅝″&37″–24″ NB14 67NHP Stabilimento Tecnico, Tri.	
	E.Vascotto		207													
	Elec.light	1*Dk2trB*	106													
1412	Arsterturm	SteelScSr	5035	✠ —	Ham	*z*		1911	J.C.Tecklenborg A.G. Geestemünde	Deutsche Dmpfs-fahrts.Ges.Hansa	401·1	52·4	28·2	Bremen German	Q.4Cy.22⅞″,31½″,48″&70½″–51½″ 476NHP	31 ″ 0
	C.Goosemann		4734	3,16				1mo			P50′B124′F52′				3SB,*9cf*,GS151,HS6324 FD	
QJVF	*Elec.light* Wireless	2*Dks*(*Stl–Uteak s*)	3153	✠									FK	6*BHCem*	J.C.Tecklenborg A.G.Gst.	
									WB=Cell	*DBa*128′*uE*24′*f*1	82′1018*t*′*Tween dk t*			*ank a* 43′424	*tf* 43′466*t FPT*68*t APT*53*t*	
1413	Arta	SteelScSr	2338					1898	Bremer Vulkan Vegesack	Deutsche Levante Linie	281·6	41·8	23·1	Hamburg German	T.3Cy.21⅛″,34⅝″&55½″–39⅜″ 190NHP	G
	Joh.A.Kasten 10–06	(*ex* Livland)	2210								B25′F27′			WB	Bremer Vulkan, Vegesack	
QGPD	*Elec.light*	1*Dk*&*Spardk*	1492													
1414	Artagan Mendi	SteelScSr	5717	✠100A1	Bbo		1917	Cia.Euskal-duna Bilbao	Cia.Nav.Sota y Aznar (Sota y Aznar, *Mgrs.*)	400·0	53·5	31·0	Bilbao Spanish	T.3Cy.27″,44½″&73″–48″(8)	31 ″ 0	
	N.Landa 03–17		5108	10,17			10mo			P27′B15′F39	28·4			180lb 448NHP	s 6 ″ 4	
	Elec.ligh	1*Dk*(*ptIrn,ptStl*)	3409	~~(*Class Contemplated*)~~ ✠LMC16,17						*Cell DB*351	FK 1103*t FPT*145*t APT*			6*BHCem* 142*t*	Blair&Co.Ld.Stockton 3SB,*9cf*,GS194,HS755½	25 ″ 9
1415	Artemis	SteelScSr	5076					1910	Ropner& Sons,Ld. Stockton	A/S Norge Mexico Gulf Linjen (W. Wilhelmsen, *Mgr.*)	410·0	54·0	26·4	Tönsberg Norwegian	T.3Cy.26½″,44″&72″–48″ 359NHP	C
	G.Gjertsen		4803								P39*t*H106*t*F80*t*			WB	Blair&Co.Ld.Stockton	
MGFN		1*Dk*&*Shelter dk*	3068													
1416	—	SteelTwinSc	3803	✠100A1	Rot	*y*	~~5,16~~	1914	Nederl. Schps.Maats. Amsterdam	Petroleum Maats "La Corona"	346·5	46·7	25·3	Batavia Dutch	Oil Engines 4S.C.SA	27 ″ 5
	C.G.Kuhn	*Oil Eng.*	3327	~~3,17 6,16~~ 10,17	~~Ais~~	HKg	~~5,17~~ 10,17	1mo			P74′F36′			14*BHCem*	12Cy.20½″–35⅞″ 375NHP	s 5 ″ 8	
TBLV	*Elec.light*	2*Dks*(*Stl*)&*Web frames*	2312	*Carrying Petroleum in bulk*				*Lloyd's*	*A*+*CP*	*WB=Cell DBa* 41′ 50*t A*			FK	DB *120lb* 11 „ *to U dk*	Ned.Fabriek van Werktuigen, Amsterdam	22 ″ 1
	Mchy.Aft			DB5,16 ✠LMC6,16							*PT*53*t DTf*27′440*t*			3 „ „ *2nd* „		
1417	—	SteelScSr	898	✠	Got	*l*		1893	AM'Millan &Son,Ld. Dumbarton	Stockholms Rederiaktieb.Svea (HjBlomberg *Mgr*)	206·1	30·0	13·8	Stockholm Swedish	T.3Cy.17½″,26″&43″–30″ NB06 101NHP	14 ″ 10
3342	*G.A.Hallengren* 09–07	*ss*Got.No.2–01	623	4,03				7mo			P125′H24*t*F25′		BK7½″	4*BHCem*	1SB,*4pf*,GS66,HS1766	
JKDQ	*Well deck* (*ex* Sea Gull)	1*Dk*(*ptStl*)	448							*WB=Cell DB*88′				104*t FPT*25*t*	D.Rowan&Son,Glasgow	
1418	—	SteelScSr	*670*	✠	Gmh	*j*		1884	David J. Dunlop&Co. Port Glasgow	G.N.Pittas	190·3	28·6	13·2	Chios Greek	C.2Cy.24″&46″–36″ 93NHP	14 ″ 2
		*ss*Gmh.No.3–3,96	*507*	5,09				1mo			Q57′B46′F46′		BK7½″	4*BHCem*	1S.B.*3pf*GS51,HS1409	
	(*ex* Aberforth)	*ss*Gmh.No.2–04	*387*	✠						*WB=FPT*26*t APT*12*t*				*MT*20′126*t*	David J.Dunlop&Co.P.Gls	
1419	Artemisia	SteelSc4MstSr	5739	✠	Nwc	*b*†		1901	Palmers' Co.Ld. Newcastle	Hamburg-Amerik. Packetf.Act.Ges. (Ham.-Amr.Linie)	451·2	51·9	28·0	Hamburg German	T.3Cy.30″,50″&81½″–54″ 642NHP	31 ″ 2
	J.Burmeister		5382	*Shelter dk*				3mo			FK			7*BHCem*	3DB,*18cf*,GS338,HS11475	G
RMBD		2*Dks*(*Stl*)&*deep framing*	3676	3,01 ✠										170*t APT*60*t*	Palmers' Co.Ld.Newcastle	
	Elec.light Wireless	&*Shelter dk*(*Stl*)						*WB=*	*Cell DBa* 115	*uE&B* 90′*f* 178′ 120	7*t DTa*30′760*t FPT*					
1420	Artemissia	IronScSr	1589	✠100A1	Pir	*q*	12,16	1881	E.Withy& Co. Hartlepool	M.T.Scaramanga	257·5	34·6	17·8	Mariupol Russian	C.2Cy.33″&61″–38″ (*s*)	20 ″ 5
58	*A.V.Tekke*	*ss*Pir.2nd No.3–4,07	1311	12,13				5mo			P24′Q68′B72′F51′		BK9″	4*BHCem*	65lb *100lb* NDB14 187NHP	
LJAQ	(*ex* Lemuria, *ex* Artemisia, *ex* Lomuria)	*ss*Pir.No.1–11	842	✠NB4,05 ✠LMC4,11 BS5,16				*Lloyd's*	*A*+*CP*	*WB=Cell*				*DB*210′369*t*	1DB,*4pf*,GS82,HS2230 T.Richardson&Sons,Hpl.	
	Well deck	1*Dk*(*Irn–ws*)2*trB*														
1421	Artesia	SteelSc3MstSr	2762					1888	Armstrong Mitchell& Co.Ld. Newcastle	Saxoleine S.S.Co. Ld.(Hunting& Son, *Mgrs.*)	309·0	40·2	28·2	Newcastle British	T.3Cy.23″,37″&60″–39″ 225NHP	V
131732	*P.L.Peterson* –15	2*Dks*3*trB*	2655								B22′F29′			WB	Wilsnd Slpwy Co.Ld.Nwc.	
	(*ex* Energie)	*Carrying Petroleum in bulk*	1716													
	Mchy.Aft	*Elec.light Fitted for oil fuel*														
1422	Arthur Breusing	SteelSc	242					1907	G.Seebeck Akt.Ges. Bremerhaven	Hochseefischerei Bremerhaven Akt. Ges.	132·3	22·5	8·5	Brmrhavn German	T.3Cy.12″,19½″&31½″–23″ 48NHP	G
	A.Boguschewsky 06–12	(*Trawler*)	199								Q74′F19′			WB	G.Seebeck A.G.Bremerhvn	
QJMD	*Elec.light*	1*Dk*	72													
1423	Arthur Capel	SteelTwinSc	822					1911	Forg.&Ch. de la Médit. La Seyne	Soc.Anon de Trnsp. Mar.&Fluv. (Leroux&Heuzey, *Mgrs.*)	235·0	32·3	13·4	Rouen French	C.4Cy.14⅜″&25⅜″–15½″ 42NHP	V
	Grouet		708								P59′B34′F29′			WB	Forg.&Ch.de la Médit.Msl.	
HKBP	*Mchy.Aft*	1*Dk*	449													
1424	Arthur E. Newbold	SteelScSr	6971					1908	Gt.Lakes Eng.Works Ecorse,Mich.	Johnstown S.S.Co. (M.A.Hanna, S.S.Co. *Mgrs.*)	530·0	56·2	32·0	Buffalo Utd.States	T.3Cy.23″,37″&63″–42″ 257NHP	R
205281		(*ex* James Corrigan)	—											WB	Gt.Lakes Eng.Wks.Detroit	
	Mchy.Aft Elec.light	1*Dk*	5482													
1425	Arthur Friedrich	SteelScSr	203					1901	G.Seebeck Act.Ges. Bremerhaven	Geestemünder Herings&Hochsee fischerei Act.Ges.	128·9	21·5	11·2	Gstemnde German	T.3Cy.11⅛″,18⅛″&30⅞″–22 1/16″ 43NHP	G
	A.Hibben 02–02	(*Trawler*)	194												G.Seebeck A.G.Bremerhvn	
KRLD		1*Dk*	66													
1426	Arthur Orr	SteelScSr	2745					1893	Chicago S.B.Co. Chicago,Ill.	Canada Atlantic Trans.Co.	334·0	41·3	21·8	Duluth Utd.States	T.3Cy.19″,32″&52″–45″ 181NHP	
107005			—								len99			WB	H.G.Trout,Buffalo	
	Elec.light Mchy.Aft	2*Dks*	2117													
1427	Arthur W. Palmer	WoodSc	117					1899	P.Magee Athens,N.Y.	Moran Towing& Transprtn.Co.	81·3	22·0	9·6	New York Utd.States	1Cy.20″–26″ NE&B03 16NHP	
107438	*G.A.Mitchell* 80–99	(*Tug*)	—												J.W.Sullivan,New York	
		1*Dk*	80													
1428	Artificer	SteelSc3MstSr	386	✠100A1	Nwc	*f*	~~9,16~~ 11,17	1905	Dundee Shipbuilders' Co.Ld.Dundee	The 'T' Steam Coasters,Ld. (Robinson,Brown &Co. *Mgrs.*)	146·1	25·1	10·5	Newcastle British	T.3Cy.13″,22″&36″–24″ (*r*)	11 ″ 6
118744	*J.Thomas* –15	~~*ss*Dun.No.2–18~~	276	11,17,16	Brs			3mo			Q53′B14′F28′		FK	3*BHCem*	180lb 88RHP	s ″ 9½
JKDT	(*ex* Mercury)	*ss*Brs.No.3–11,17	155	✠LMC 11,17									WB	=*FPT*45*t*	1SB,*3pf*,GS47,HS1553	10 ″ 11
	Well deck Mchy.Aft Elec.light	1*Dk*(*Stl*)		M23,13 B23,16				*Lloyd's*	*A*+*CP*						Menzies&Co.Ld.Leith	
1429	Artigas	IronPad	132					1870	J.Marshall &Co. Buenos Ayres	Cia.Argentina de Nav.(Nicolas Mihanovich) Ltda.	100·5	17·0	6·0	Bns.Ayres Argentine	2Cy.12″–36″	
			—												13NHP	
	(*ex* Estrella)		96												D.Rowan&Co.Glasgow	
1430	Artois	SteelTwinScSr	439					1899	De la Brosse &Fouché Nantes	Cie.Maritime de la Seine	165·6	24·4	12·6	Rouen French	C.4Cy.17¾″&29 11/16″–16½″ 61NHP	V
	Le Flem		386								Q28′H47′RFD28′			WB	De la Brosse&Fouché,Nts.	
HKBG	*Elec.light*	1*Dk*	199													
1431	Artur von Gwinner	SteelTwin	3051					1912	J.Frerichs &Co.A.G. Einswarden	Steana de Romana	297·0	44·0	24·6	Constanza Roumanian	2 Oil Engines 2S.C.SA	GV
	Winter Mchy.Aft	2*Dks Oil Eng.* ScSr	2899								P71′F33′			WB	8Cy.17 3/16″–20½″ 385NHP	
PHBJ	*Elec.light*	*Carrying Petroleum in bulk*	1781												J.Frerichs&Co.Osterholz	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys.	3 No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned. now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Dates of Withdrawal.
1432 907 HBLF	Arturo (*ex*Esplorador,*ex*Frithjof)	IronSc —	108 — 62					1883	Nylands Værksted Nyland	Soc.Anon.Ganadera y Comercial Menendez y Behety	88·3	15·4	10·5	PntaArnas Chilian	C.		
1433 136677 JFNR	Arum *H.R.B.Kent* –15 *Elec.light* *ss*Bly.No.1–18 *Mchy.Aft*	SteelTwinScSr *Oil Eng.* 2*Dks*(*Stl*)	3681 3273 2366	✠100A1 4,18 DBS4,18	Hul Mdb B ✠LMC	*v* *j*	P5,16 ~~1,17~~ 4,18	1914 5mo *Lloyd's*	Swan,Hunter&Wigham Richardson, Ld.Newcastle	Swan,Hunter & Wigham,Richardson,Ld. (M.Samuel &Co.*Mgrs.*) *SA&CP*	350·0 P65′B23′F30′ FK *Cell D Bu E* 42′	47·2 6 *BH Cem* *f* 268′821*t FPT* 100*t*	24·4 *APT* 45*t*	London British	Oil Engines 2S.C.SA 8Cy.16½″–33⅞″ 302NHP 2DB *100lb* Swan,Hunter&Wigham-Richardson,Ld.Nwc.	27 ″ 0 s 5 ″ 5 21 ″ 11	
1434 105653 RSCQ	Arundel *W.Lidbetter* –16 *Elec.light* Wireless	SteelTwinScSr 2*Dks*&*Awng dk*	1068 731 445					1900	W.Denny &Bros. Dumbarton	L.B.&S.C.Rly Co.	269·1	34·1	14·1	Newhaven British *WB*	T.3Cy.23½″,35½″&(4)37½″–27″ NB14 292NHP Denny&Co.Dumbarton		
1435 NFVQ	Arundo *J.Wiebes*	SteelSc	3196 2950 1998					1913	Rotterdam Droogd.Maat Rotterdam	Maats.Zeevaart (Hudig&Veder)	331·7	48·1	22·3	Rottrdam Dutch *WB*	T.3Cy.23″,38″&62″–42″ 249NHP RotterdamDroogd.Maats.		V
1436 3541 JKVG	Arvika *O.G.Olson* 92–99	CompScSr 1*Dk*	193 160 101					1899	S.Groth Sjötorp	Ångb.Aktieb. Hoppet (J.A. Fridlund,*Mgr.*)	100·3 P23′H6*t*	22·9	10·3	Glafva Swedish	C.2Cy.11½″&19½″–11⅞″ 11NHP ActiesVilhlmsbgs.M.V.Got		
1437 92219	Arvon *E.Jones* 02–02	SteelPad (*Ferry*) 1*Dk*	106 77 48			…		1896	T.B.Seath &Co. Rutherglen	Corporation of Carnarvon (E.Hall,*Mgr.*)	90·5 Q29′ FK	21·3	5·7	Carnarvon British	C.2Cy.14″&26″–30″ 31RHP Shanks,Morrice&Co.,Gls.	6 ″ 0	
1438 119973 HDJF	Arvonian *J.R.Jones* –15 1*Dk*(*pt Irn&pt Stl*)&*deep framing*	SteelScSr *ss*Cff.No.2–14	2794 2588 1784	✠100A1 ~~6,17~~ 4,16 ✠LMC MS12,13	Npt Cff BS7,16	*u*	~~10,16~~ 6,17	1905 9mo *Lloyd's*	Richardsn, Duck&Co. Stockton	Venedotian S.S. Co.Ld.(O.&W. Williams&Co. *Mgrs.*) *SA&CP*	331·3 P30′B170′F29′ FK *WB* = *Cell D Ba* 112′	47·6 6 *BH Cem* *u* E28′ *f* 146′	20·1 *APT* 80*t* *APT* 112*t*	Cardiff British	T.3Cy.23½″,39″&64″–42″ (*s*) 276NHP 160lb *90lb* 2SB,*6rf*,GS122,HS4300 Blair&Co.Ld.Stockton	22 ″ 6 s 2 ″ 11½ 19 ″ 11	
1439 HKBR	Arvor *C.Noblanc* 01–11 *Elec.light* *Mchy.Aft*	SteelScSr 1*Dk*	961 722 564					1909	Atel.&Ch. de la Loire Nantes	E.Marcesche&Cie.	221·5 Q&B123′F33′ *WB*	33·6	14·4	Lorient French	T.3Cy.14″,22½″&37½″–29½″ 79NHP Atel.&Ch.de la Loire,Nts.		V
1440 NFVT	Ary Scheffer *S.H.Schol* –08 1*Dk*(*Stl*)&*deep framing*	SteelScSr ~~*ss*Rot.No.2–12~~ *ss*Rot.No.3–5,17	642 467 373	✠100A1 5,17 ~~8,16~~ ~~BS2,16~~ ✠LMC ~~4,13~~ 5,17	Rot	*j*	~~6,15~~ 5,17	1904 9mo *Lloyd's*	Nederl. Schps.Maats. Amsterdam	N.V.HavreStoomvaartMaats.v.h.C. Balguerie&Zoon (Driebeek&Zonen, *Mgrs.*) *SA&CP*	180·0 P60′B22′F22′ *WB* = *Cell D Bu E* 17′	28·9 FK 3 *BH Cem* *f* 114′	13·1 *FPT* 41*t*	Rottrdam Dutch	T.3Cy.15″,23⅝″&39⅜″–27⅝″ 87NHP 160lb *80lb* (*s*) 1SB,*2cf*,GS39,HS1403 NedFb.v.Wrk&Spoor,Ams	15 ″ 5 s 1 ″ 5½ 14 ″ 3	
1441 124097 HLWM	Arzila *J.B.Muir* –14 *Elec.light* Sub.Sig. Wireless	SteelScSr 2*Dks*	2737 2281 1683					1907	Sir J.Laing &Sons,Ld. Sunderland	Royal Mail Steam Packet Co.	235·0 P31′B57′F26′ *WB*	41·3	25·7	Liverpool British	T.3Cy.24″,39″&64″–45″ 275NHP G.Clark,Ld.Sunderland		C
1442 112775 SCGJ	Asaba ~~*S.R.Belden* –16~~ *Waterman* –17 1*Dk*(*Stl*–ws) *ss*Msl.No.1–17	SteelTwinScSr *ss* Forcados No.3–4,13	972 829 570	✠90A1 ~~4,13~~ 11,17 ~~BS3,16~~ ✠LMC ~~4,13~~	~~Forcados Mdb~~ Liv	*m*	~~3,16~~ 8,17	1900 11mo	Caledon S.&E.Co.Ld. Dundee A&CP	African S.S.Co. (Elder,Dempster& Co.Ld.*Mgrs.*)	220·0 P31′B57′F26′ *WB* =	36·2 FK 5 *BH Cem* *FPT* 71*t*	13·2 *APT* 39*t*	London British	C.4Cy.18″&36″–24″ (*a*) 114NHP 100lb 2SB,*4pf*,GS78,HS1968 CaledonS.&E.Co.Ld.Dun.	14 ″ 0 s 2 ″ 4½ 12 ″ 2	
1443 12252 LMWC	Asahi Maru *M.Kosaka* (*ex*Benlomond)	SteelScSr *ss*Kob,2nd No.3–6,14 *ss*Kob No.1–18 2*Dks*(*Irn–Uws*)3*trB*	2707 2388 1681	✠100A1 2,18 ~~1,17~~ ✠LMC 1,17 2,18	Yka Kob	*t*	1,17	1890 8mo *Lloyd's*	A.Stephen &Sons Glasgow.	Yamashita Kisen ~~Gomei Kaisha~~ Kabushiki Kaisha *SA&CP*	320·0 P40′B70′F40′ ptND02 BK10″ *WB* = *Cell D B* 236′466*t*	40·0	24·0	Nishino-miya Japanese	T.3Cy.24″,39″&64″–42″ (*s*) 283NHP 150lb *80lb* NDB06 2SB,*6cf*,GS126,HS4507 A.Stephen&Sons,Glasgow	26 ″ 9 s 4 ″ 2 23 ″ 6	
1444 830 HFNS	— 2*Dks*	WoodScSr	509 484 300					1884	Yamagata Shotaro Kobé	Osaka Shosen Kabushiki Kaisha	161·4	22·5	18·6	Osaka Japanese	C.2Cy.20½″&36″–22″ 51NHP		
1445 10359 LBRD	— (*ex*Sailing Vessel)	WoodScSr 1*Dk*	192 — 104					1906	K.Hazama Osaka	Teikoku Suisan Kabushiki Kaisha	117·6	19·1	9·7	Kobe Japanese	C.2Cy.12″&27½″–15″ 24NHP J.Harada,Osaka		
1446 11072 LFKD	—	WoodTwinSc 1*Dk*	187 123 103					1907	Tokiowan Kisen Kabushiki Kaisha Tokio	Sanriku Kisen Kabushiki Kaisha	115·9	15·7	9·1	Kamaishi Japanese	C.4Cy.11″&22″–14″ 30NHP		
1447 7143 LTCJ	Asaka Maru (*ex*Bucephalus,*ex*Simongan, *ex*Bucephalus)	IronScSr 2*Dks*	1948 1727 1208			…		1884	Palmers' Co.Ld. Newcastle	T.Yoshida	276·0 P28′F36′ BK10″	36·2	21·9 *WB*	Uraga Japanese	C.2Cy.25″&54″–42″ *Tpd*92 NB92 195NHP Blackwood&Gordon,P.G.I.	23 ″ 2	
1448 132900 JFST	Asama *A.Petherbridge* –17 *Elec.light*	SteelScK 1*Dk*	284 253 112	✠100A1 *Stn Trawler* 8,16 ✠LMC 5,14	Cff		8,16	1914 5mo *Lloyd's*	Smith's Dock Co.Ld. Middlesbro'	Neale&West,Ld.	128·8 Q76′F23′	23·5 BK7½″	12·8 2 *BH Cem*	Cardiff British	T.3Cy.12½″,21″&35″–26′ (*s*) 87RHP 180lb 1SB,*3pf*,GS50,HS1585 Smith'sDockCo.Ld.Mdb.	13 ″ 6	
1449 75 QBHW	Asama Maru (*ex*Asama)	SteelScSr *ss*Bry.No.3–2.10 *ss*Kob.No.1 *Now named "La Chaussade." See No. 56 in Supplement.* 2*Dks*(*Stl*)&*Webframes*	4494 3979 2728	✠100A1 2,17 ~~1,16~~ ✠LMC ~~4,12~~ 2,17	Kob	*x*	~~1,16~~ 2,17	1897 12mo *New Zealand*	Palmers' Co.,Ld. Newcastle	Dairen Towa S.S. Co.Ld. A&CP	380·0 P34′B96′F36′ *WB* = *Cell D Ba* 132′ *u*	45·2 FK *E* 24′421*t*	29·2 *FPT* 115*t* *APT* 52*t*	Dairen Japanese	T.3Cy.24½″,41½″&70″–45″(*s*) 402NHP 200lb *130lb* NDB10 2SB,*6cf*,GS116,HS5280 FD Palmers'Co.,Ld.,Nwc.	30 ″ 9 s 6 ″ 0 25 ″ 1	
1450 WKTF	Asator *C.Tranberg* (*ex*Angkeliki,*ex*Rokos,*ex*Ardito,*ex* Bendo)	SteelScSr *ss*Rot.2nd No.3–4,16 1*Dk*(*Stl*)3*trB* *Well deck*	3400 2741 2100	✠100A1 ~~4,17~~ ~~16,16~~ 11,17 ~~E Sh~~ BS3,17 ✠LMC 4,16	Sld	*v*	4,16	1890 6mo	Schlesingr, Davis& Co. Newcastle A&CP	A/S Vesterhav (Thv.B.Heistein& Sons A/S *Mgrs.*) *WB* = *Cell D Ba* 11	346·0 P19′Q118′B140′ F36′ 0′*r* 128′730*t*	43·2 FK *FPT* 128	20·9 *t APT* 79*t*	Xiansand Norwegian	T.3Cy.23½″,42″&64″–45″(*s*) 286NHP 160lb *100lb* NDB02 NB95*refitted*16 2SB,*6rf*,GS120,HS542 N.E.MarineEng Co Ld Nwc	24 ″ 1 s 2 ″ 9½ 21 ″ 7	
1451 WKPD	Asborg *Elec.light* (*ex*Leonidas)	SteelScSr *ss*Nwc.No.3–1,09 *ss*Cff.No.1–13 1*Dk*(*Irn*)2*tr B&deep framing* 3*Dk rule*	2750 2502 1749 ~~MS30~~	✠100A1 *with freeboard* 7,16 ~~Evanglia 12,17~~ ~~BS8,16~~ ✠LMC ~~MS8,17~~	NYk MS1,17	*u*	~~9,15~~ N6,17	1896 12mo	Short Bros. Sunderland A&CP	Akties.To(Thr.B. Heinstein&Sons, *Mgrs.*) *WB* = *Cell D Ba* 90′ *u E* 24′	321·0 P28′B92′F35′ *f* 138′777*t*	43·1 FK *FPT* 141*t*	21·9 *APT* 84*t*	Xiansand Norwegian	T.3Cy.22″,36½″&62″–42″ (*s*) 252NHP 180lb *90lb* NDB09 1SB,*3cf*,GS60,HS2920 FD J.Dickinson&Sons,Ld.Sld.	24 ″ 6 s 4 ″ 1½ 20 ″ 8	
1452 107848	Asbury Park *Elec.light*	SteelTwinSc (*Ferry*) 2*Dks*&*Passenger dk*	2128 1286 1447					1903	W Cramp& Sons S&EB Co Philadelphia	Central R.R.Co.of N.J.	297·2	50·0	15·4	New York Utd. States	T.3Cy.23″,37½″&(2)43″–30″ 405NHP W.Cramp&SnsS&EBCoPhl		

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres ou cote si pas au Registre.
1453 HKDN	**Ascain** *V.Berthy* 04–13	**SteelScSr** 1 *Dk (Irn)* *Cargo battens not fitted*	1687 1330 1043	✠100A1 6,17 ~~3,16~~ ~~BS6,17~~	Sws Cff ~~LMC7,13~~	*q*	3,16	1913 7mo	Wood Skinner & Co. Ltd. Newcastle *Lloyd's SA & CP*	Plisson & Co. *WB = Cell D Ba 77' u E 18' f 102' 422t F P T 92t*	260·3 | 37·7 | 16·4 Q 153' B on Q dk 52' F 29' FK	Bayonne French	T. 3 Cy. 20″, 33″ & 54″–36″ (*s*) 180 lb 207 NHP 2 SB, *6cf*, GS 99, HS 3436 N.E. Marine Eng Co Ld Nwc	18 ″ 7 s 1 ″ 8½ 17 ″ 2½	
1454 131342 HSQV	**Ascania** *E.T. Britten* –16 *H.M. Bennison* –18 *Elec. light* 2 *Dks (Stl) & Shelter dk* *Ref. Mchy* Wireless (*Stl*–ws) Sub. Sig.	**SteelTwinScSr** 2 *Dks*	9121 5849 5702	✠100A1 *Shelter dk with freeboard* 4,15 ~~BS5,17~~ ~~LMC6,16~~	Sou	*q*†	~~6,16~~ ~~4,16~~ ~~4,17~~ ~~5,18~~	1911 5mo	Swan, Hunter & Wigham Richardson Ld Newcastle *Lloyd's SA & CP*	Cunard S.S. Co. Ltd. *WB = Cell D Ba 110' u E 98' f 177' 1061t F P T 59t A P T 41t*	466·0 | 56·1 | 29·4 P 60' B 187' F 52' *on Shelter dk* FK *u & B E 98' f 177' 1061t Tanks at sides of tunnels 65' 392t*	Liverpool British 9 *B H Cem* *t D T f 23' 688t* HS 15661 FD Palmers' Co. Ld. Newcastle	T. 6 Cy. 25½″, 41″ & 68″–48″ (*s*) 180 lb 976 NHP 4 SB & 1 Aux SB, *19cf*, GS 360, 4 SB, *8cf*, GS 178, HS 6300 D. Rowan & Co. Glasgow	32 ″ 1 s 5 ″ 1½ 27 ″ 6	
1455 JDVQ	**—** *Ad. Brinckmann* 11–13 *Elec. light* 1 *Dk*	**IronScSr**	428 322 242					1884	Aron & Gollnow Stettin	**Lübeck-Koldinger Dampfsch. Ges. m. b. H.** *WB*	175·4 | 24·1 | 9·0 Q 41' B 37' F 18' len 90	Lübeck German NB 97 42 NHP Aron & Gollnow, Stettin	C. 2 Cy. 17¼″ & 32½″–22½″	G
1456 131312 HSBK	**Ascanius** *G.T. Clark* –17 *Elec. light* *Ref. Mchy.* Wireless	**SteelTwinScSr** 3 *Dks*	10048 8436 6377					1910	Workman, Clark & Co. Ld Belfast	**Ocean S.S. Co. Ltd.**	493·0 | 60·4 | 28·6 P 47' B 199' F 63' *WB*	Liverpool British 640 NHP Wrkman, Clark & Co. Ld Bel	T. 6 Cy. 24″, 40″ & 68″–48″	BT till 1.18
1457 42 NFPT	**Ascaro** *A. Cuneo* –16 (*ex* Giacomo P., *ex* Helen) 1 *Dk (Stl)* & *Spar dk (Stl–pt* ws) 3 *tr B*	**SteelScSr** *ss* Gen. No. 3–9, 04 *ss* Gen. No. 2–13	3245 2887 1999	✠ ~~1,17~~ *Spar dk* ✠	Nap	*u*		1891 9mo	Short Bros. Sunderland	**E. Mazza** *WB = Cell D B 264' 603t F P T*	339·0 | 42·0 | 17·7 P 28' B 78' F 38' 25·6 FK	Savona Italian 281 NHP 6 *B H Cem* 95t *A P T 22t* W. Allan & Co. Sunderland	T. 3 Cy. 24″, 39½″ & 64″–42″ 3 SB, *6pf*, GS 90, HS 4460	28 ″ 1	C
1458 115818 TJLC	**Ascot** *E.H. Pendred* –15 2 *Dks (Stl)* & *Shelter dk (Irn)* *Elec. light* Wireless & *Web frames*	**SteelScSr** *ss* Cff. No. 3–10, 15	4334 4108 2786	✠100A1 *Shelter dk* 3,17 ~~BS12,16~~ ~~LMC7,15~~	Cff	*y*	10,15	1902 5mo	Napier & Miller, Ld. Glasgow *Lloyd's SA & CP*	Britain S.S. Co. Ltd. (Watts, Watts & Co. Ld. *Mgrs.*) *WB = Cell D Ba 125' u E 25' f 167' 1083t F P T*	385·0 | 50·1 | 26·6 FK	London British 180 6 *B H Cem* 108t *A P T 33t* D. Rowan & Co. Glasgow	T. 3 Cy 25 5/16″, 44″ & 73″–48″ (*a*) 200 lb 414 NHP 3 SB, *9cf*, GS 178, HS 6300	29 ″ 6 s 3 ″ 11 26 ″ 0	
1459 378 406	**Asdang** *F.C. Christtansen* *Well deck* *Elec. light*	**SteelScSr** *ss* Bgk. No. 2–14 1 *Dk (Stl)*	640 ~~378~~ 406	✠90A1 ~~6,17~~ ~~BS12,16~~ ~~LMC12,14~~ ~~BS12,17~~ *Fitted for oil fuel*	Bgk ~~12,17~~ F. P.	*i*	12,16 above 150° F.	1906 6mo	Kjöbnhvns Flydk. & Skbs. Copenhagen *Lloyd's SA & CP*	Siam S.N. Co. Ltd. *WB = Cell D Ba 25' u E 12' f 16' 71t F P T*	176·0 | 27·6 | 10·5 P & B 114' F 33' FK	Bangkok Siamese 4 *B H Cem* 23t *A P T 17t*	T. 3 Cy. 13″, 20½″ & 33½″–21″ (*s*) 170 lb *100lb* 66 NHP 1 SB, *2cf*, GS 38, HS 1197 Kjbnhavns Flydk. & Skbsv.	11 ″ 3	
1460 NJMD	**Asgard** (Seized at Odessa) *H. Dreyer* Wireless Sub. Sig.	**SteelScSr** *ss* Stn. No. 1–11 1 *Dk (Stl)* & *Spar dk (Stl)* & *deep framing*	4181 4044 2713	✠100A1 *Spar dk* 12,13 ~~BS13,15~~ ~~LMC7,11~~	Bmn	*x*	12,13	1906 9mo	Nthmblnd S.B. Co. Ld. Newcastle *Lloyd's SA & CP*	Midgard Deutsche Seeverkehrs Akt. Ges. *WB = Cell D Ba*	360·5 | 48·0 | 20·2 P 31' B 93' F 33' 28·0 FK	Nordenhm German 180 lb 6 *B H Cem* 86t *A P T 63t* Richardsons, Westgarth & Co. Ld. Sld.	T. 3 Cy. 25″, 41″ & 69″–48″ (*s*) 180 lb 372 NHP 3 SB, *9cf*, GS 150, HS 5940	30 ″ 10 s 6 ″ 2½ 25 ″ 0	
1461 106847 PQKS	**Ashanti** *ss* Liv 2nd No 3–9, 17 *J. McDonald* –15 *Elec. light* 1 *Dk (Stl)* & *Spar dk (Stl)* & *deep framing*	**SteelScSr** ~~*ss* Bry. No. 3–5, 06~~ ~~*ss* Liv. No. 2–12~~	3423 3204 2189	✠100A1 2,18 ~~3,17~~ *Spar dk* ~~LMC2,13~~ BS 9,17	Liv	*v*	2,16	1897 4mo	C. S. Swan & Hunter (Lim.) Newcastle *Lloyd's SA & CP*	Elder Line, Ld. (Elder, Dempster & Co. Ld., *Mgrs.*). *WB = Cell D Ba*	330·0 | 45·2 | 18·2 P 30' B 96' F 38' 26·5 FK	Liverpool British 170 lb *90lb* NDB 17 293 NHP 5 *B H Cem* 69t *A P T 19t*	T. 3 Cy. 24″, 40″ & 64″–42″ 2 SB, *8pf*, GS 126, HS 4700 N.E. Marine Co. (Lim.) Nwc	28 ″ 9 s 5 ″ 2 24 ″ 0	
1462 106804 KJCM	**Asher J. Hudson** (*Tug*)	**IronSc**	136 — 68					1891	J. H. Dialogue Camden, N.J.	**Hyams Coal Co.**	92·0 | 21·0 | 10·0	N. Orleans Utd. States	C. 2 Cy. 15″ & 26″–22″ 26 NHP Neafie & Levy, Philadelphia		
1463 137401 JGWD	**Ashfield** *A. Bridson* –17 *Well deck* *Mchy. Aft*	**SteelSc3MstSr** 1 *Dk (Stl)*	426 306 162	✠100A1 ~~7,17~~ ~~10,17~~ ~~LMC10,14~~	Liv Bkn	*g*	7,17	1914 10mo	Lytham SB & Eng. Co. Ld. Lytham *Lloyd's SA & CP*	Zillah Shipping & Carrying Co. Ld. (W. A. Savage, Ld. *Mgrs.*)	142·5 | 26·0 | 11·5 Q 85' B 9' F 23' BK 6½ *WB = DT f 16'*	Liverpool British 4 *B H Cem* 33t *A P T 6t*	T. 3 Cy. 14″, 22″ & 38″–24″ (*s*) 180 lb 70 RHP 1 SB, *3pf*, GS 50, HS 1520 Lytham S. B. & E. Co. Ld. Lyt	12 ″ 6 s 4 ″ 1 12 ″ 10	
1464 15194 LWNB	**Ashiya Maru**	**SteelScSp** 1 *Dk*	132 — 43					1912	Osaka Iron Works Osaka	**Osaka Iron Works**	98·4 | 19·8 | 10·0	Osaka Japanese *WB*	T. 3 Cy. 11″, 18″ & 30″–22″ 42 NHP Osaka Iron Works		
1465 132420 JFKD	**Ashlyn** *J. Wright* 14–14 *Elec. light*	**SteelScK** 1 *Dk*	304 267 121	✠100A1 *Stm Trawler* 3,15 ~~LMC4,14~~	Ard			1914 4mo	J. Duthie Torry S.B. Co. Aberdeen *Lloyd's SA & CP*	**Brooklyn Fishing Co. Ld. (T. Cardwell, *Mgr.*)**	125·8 | 23·4 | 13·2 Q 75' F 16' BK 7½	Fleetwood British 4 *B H Cem*	T. 3 Cy. 12½″, 21″ & 35″–27″ (*s*) 180 lb 61 RHP 1 SB, *3pf*, GS 53, HS 1830 J. Abernethy & Co. Abn.	14 ″ 0	
1466 120500 HBWL	**Ashridge** *ss* Mel. No. 3–12, 16 *J. R. Kidd* 08–11 1 *Dk (Stl)* & *deep framing* *Elec. light*	**SteelScSr** ~~*ss* Mel. No. 2–10~~	2884 2740 1849	✠100A1 5,17 ~~12,16~~ ~~BS8,16~~ ~~LMC8,16~~ 5,17	Mel	*u*	~~2,15~~ 5,17	1905 2mo	W. Hamilton & Co. Pt. Glasgow *Lloyd's SA & CP*	McIlwraith, McEacharn's Line, Proprietary, Ld. *WB = Cell D Ba 96' u E 22' f 144'*	325·8 | 47·0 | 22·2 P 22' B 88' F 40' FK	Melbourne British 5 *B H Cem* 84t *A P T 70t*	T. 3 Cy. 24″, 40″ & 65″–42″ (*r*) 180 lb *100lb* 287 NHP 2 SB, *6cf*, GS 112, HS 4290 Clyde S. B. & E. Co. Ld. P. Gls.	24 ″ 10 s 4 ″ 1½ 21 ″ 0	
1467 122840 HFST	**Ashtabula** *S. Hall* –17 (*ex* Graf Stroganoff) 2 *Dks* (1 *Stl* & *Upt Irn* *Elec. light* & *pt Stl*) & *Web frames* *Mchy. Aft* Wireless	**SteelScSr** *ss* Nwc. No. 3–11, 16	7025 5961 4527	✠100A1 ~~4,17~~ ~~11,16~~ 1,18 ~~NB11,16~~ ~~LMC11,16~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 1,09 *F.P. above* 150° F	Nwc Bkn	*a*†	N 11,16	1903 8mo	Palmers' Co. Ld. Newcastle *Lloyd's SA & CP*	**Anglo-American Oil Co. Ld. (J. Hamilton, *Mgr.*)** *WB = Cell D Bu E 39' 71t F P T 77t*	428·0 | 54·7 | 30·5 P 252' F 46' FK	Newcastle British 14 *B H Cem* *A P T 130t*	T. 3 Cy. 28″, 46½″ & 77″–54″ (*s*) 180 lb *100lb* 530 NHP 3 SB, *12cf*, GS 265, HS 8964 Palmers' Co. Ld. Newcastle	32 ″ 0 s 6 ″ 2 26 ″ 3	
1468 203071	**—** (*Car Ferry*) *Elec. light* Wireless	**SteelTwinScSr** 2 *Dks* 3 *tr B*	2670 — 1525					1906	Gt. Lakes Eng. Works St. Clair, Mich	**Pennsylvania-Ontario Transprtn. Co.**	338·0 | 56·0 | 17·5	Cleveland Utd. States	T. 6 Cy. 19½″, 33½″ & 52″–36″ 324 NHP Gt Lakes Eng. Wrks Detroit		L
1469 90365 JNMT	**Ashton** *M.H. Jones* –15 *ss* Gms. 2nd No. 3–8, 08 *ss* Shl. No. 2–17 1 *Dk (Irn)* 2 *tr B*	**IronScSr** ~~*ss* Gms. No. 1–12~~	990 806 512	✠100A1 3,17 ~~8,16~~ ~~BS6,15~~ ~~LMC~~	Liv Shl	*n*	~~N 9,15~~ 4,17 ~~4,17~~	1884 6mo	E. Withy & Co. W Hartlepool *Lloyd's SA & CP*	Cadeby S.S. Co. Ltd. (A. F. & J. C. Blackater, *Mgrs.*) *WB = DB*	238·6 | 32·3 | 14·1 P 32' B 99' F 36' pt NDS 98 FK *a* 48' *f* 59' 145t	Grimsby British 5 *B Hpt. Asp* *pt. Cem*	T. Richardson & Sons, Hpl.	15 ″ 5 s 2 ″ 2 13 ″ 9	
1470 108649 HFKJ	**—** *E. A. Evans* –17 *Mchy. Aft* *Well deck*	**SteelScSr** *ss* Cff. No. 3–9, 13 1 *Dk (Stl)*	283 214 114	✠100A1 3,17 ~~9,16~~ ~~BS12,16~~ ~~LMC8,14~~ ~~BS3,17~~	Brs		9,16	1901 12mo	J Fullerton & Co. Paisley *Lloyd's SA & CP*	~~Care & Young Shipping Co. Ld.~~ W. A. Jenkins & Co.	142·4 | 21·2 | 10·5 Q 46' B 7' F 24' BK 6″ *WB = F P T 34t*	~~Swansea~~ Sirvies British 3 *B H Cem* 18 *B, 2pf*, GS 39, HS 1107 A. Rodger & Co. Glasgow	C. 2 Cy. 16″ & 34″–24″ (*s*) 130 lb 61 RHP	11 ″ 2 s ″ 11½ 10 ″ 10	
1471 106672	**—** *R. W. Dalton* –14	**IronScK** *ss* Gms. No. 3–1, 09 *ss* Gms. No. 1–14 1 *Dk*	144 138 54	✠100A1 *Stm Trawler* 3,14 ~~NB3,14~~ ~~LMC3,14~~	Gms		3,14	1896 10mo	Edwards Bros. North Shields *Lloyd's SA & CP*	Consolidated Stm. Fishing & Ice Co. (Gms.) Ld. (J.D. Marsden, *Mgr.*)	104·0 | 20·7 | 10·5 BK 7½	Grimsby British 3 *B H Cem*	T. 3 Cy. 9″, 16″ & 25½″–19½″ (*s*) 200 lb 30 RHP 1 SB, *2pf*, GS 26, HS 654 N.E. Marine Co. (Lim.), Sld.	11 ″ 7	
1472 128498 HQBG	**Ashtree** *J. W. Cook* –16 *Well deck*	**SteelScSr** *ss* Cff. No. 1–13 1 *Dk (Stl)* & *deep framing*	1579 1192 758	✠100A1 2,16 ~~LMC MS11,15~~ ~~BS2,16~~	Shl	*p*	N 2,16	1909 10mo	Craig, Taylor & Co. Ld. Stockton *Lloyd's SA & CP*	Tree S.S. Co. Ld. (Howard Jones & King) *WB = Cell D Ba 76' u E 18' f 92' 367t F P T*	245·0 | 36·6 | 17·1 Q 145' B 10' F 28' FK	Cardiff British 4 *B H Cem* 85t *A P T 89t*	T. 3 Cy. 19″, 31″ & 51″–36″ (*s*) 180 lb *90lb* 181 NHP 2 SB, *4cf*, GS 73, HS 2940 N.E. Marine Eng. Co Ld. Sld.	18 ″ 1 s 1 ″ 10 16 ″ 6	

Now named "Alma," See No. 68 in Supplement

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 6 7 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 9 Built. When	By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed. If not in L.R. Date of Ref. Trade Cert.
1473 121070 JDPM	**Asia** **SteelScK** *H.Jameson* –12 *ssHul.No.2–13* *1Dk*	309 271 124	✠100A1 *StmTrawler* 2.14 BS7,14 ✠LMC7,13	Hul		2,14	1905 9mo	Earle'sCo. Ld. Hull *Lloyd'sA&CP*	HullSteamFishing &IceCo.Ld.	146·7 | 23·3 | 11·5 Q60′F24′ ptND13 BK9″	Hull British *4BHCem*	T.3Cy.13″,22″&36″–27″ *(s)* 200lb 85RHP 1SB,*3pf*,GS47,HS1420 Earle'sCo.Ld.Hull	12 ″ 0	•
1474 83474 MTWC	**IronScSr** *E.R.C.Fulcher*14–15 *ssHul.No.3–4,92* *1Dk*	216 199 87	✠ 1,96 ✠NB4,92 ✠	Hul	*c*		1880 4mo	Earle'sCo. Hull	TheodorShipping Co.Ld.(A.Tyler & Co.,*Mgrs.*)	131·0 | 20·0 | 10·8 ptND92 BK7″	Ardrossan British *3BH*	C.2Cy.21″&40″–27″ NB08 60RHP 1SB,*2pf*,GS30,HS944 FD Earle'sCo.(Lim.),Hull	11 ″ 6	C
1475 99663 MQNF	— *F.Skelton* –15 **IronScK** (*Trawler*) *1Dk*	151 139 66			...		1891	Cochrane, Coopr&Schofi'ld,Beverley	Irvin Johnson, Ld.	100·5 | 20·5 | 11·0 Q19′F17′ BK7½″	CapeTown British	T.3Cy.11½″,18″&30″–22″ NB11 45RHP C.D.Holmes&Co.Hull	11 ″ 10	
1476 40 QBFP	**Asia Maru** **SteelScSr** *ex Asia*, *ssLiv.No.3–2,03* exSt.Lucia,*ex*Tabor) *ssLiv.No.1–07* *Elec.light* 2*Dks*(*Irn–Uws*) *Floors&KeelsonIrn*	2416 — 1482	✠ 6,12 ✠	Cff	*t*		1890 1mo	Aitken& Mansel Glasgow	U.Iwaki *WB=CellDB53′147t*	320·0 | 39·0 | 20·0 P26′B114′F38′ FK	Dairen Japanese *5BHCem* *MT30′263t*	T.3Cy.24″,39″&64″–45″ NDB99 290NHP 2DB,*8cf*,GS145,HS4570 D.Rowan&Son,Glasgow	23 ″ 2	
1477 109466 QJCH	**Asian** **SteelScSr** *R.Thomas* –16 *ssLiv.No.3–4,11* (*ex*Colombian) 1*Dk*(*Stl*)&1*ptdk*(*Stl*) *Elec.light* Wireless &*Spardk*(*Stl*)	5614 5115 3680	✠100A1 *Spar dk* 10,14 ~~MBS10,13~~ MBS10,17 ~~MBS11,16~~ ✠LMC10,14	Liv	*z*	8,16	1898 10mo	Caird&Co. Greenock *Lloyd'sA&CP*	F.Leyland&Co. Ld. *WB=CellDBa103′uE26′f*	420·6 | 49·1 | 21·9 P35′B115′F76′30·4 183 889t FK&BK3″ *Ba103′uE&B58′f 183 1012t FPT103t*	Liverpool British *6BHCem* *APT100t*	T.3Cy.28″,46″&77″–54″ *(s)* 180lb *100lb* NDB16 555NHP 2DB,*12rf*,GS195,HS7775 FD Caird&Co.Greenock	33 ″ 6 s 7 ″ 9 26 ″ 6	BT till 8,17
1478 124733 HJVS	**Asiatic** **SteelScSr** *R.Storm* –12 *ssHul.No.2–17* 1*Dk*(*Stl*)2*trBdeep framing*& *Web frames3Dk rule*	3589 3350 2315	✠100A1 9,17 ~~2,17~~ ✠LMC8,16 BS9,17	Hul Cff	*w*	8,16	1907 1mo	Sunderlnd S.B.Co.Ld. Sunderland *Lloyd'sA&CP WB=*	StellaShippingCo Ld(Edwards,Hepburn&Co.*Mgrs.*) *CellDBa115′uE&* *B40′f150′919tFPT*	346·0 | 50·6 | 23·0 P32′B100′F32′ FK	Hull British *6BHCem* *107tAPT39t*	T.3Cy.23½″,39″&66″–45″ *(s)* 180lb ~~*100lb*~~ *100lb* 308NHP 2SB,*6cf*,GS116,HS4610 N.E.MarineEng.Co.Ld.Sld	25 ″ 8 s 4 ″ 8½ 21 ″ 4	
1479 129751 HRDF	**Asiatic Prince** **SteelScSr** *J.F.Brown* –16 *ssNYk.No.1–14* *Elec.light* 1*Dk*(*Stl*)&*Shelterdk* (*Stl*-ws)	2887 2641 1792	✠100A1 *Shelter dk* *withfreeboard* ~~6,14~~ 12,17 BS9,16 ✠LMC7,14	Sld Shl	*v*	~~5,16~~ 8,17	1910 6mo	J.Priestman&Co. Sunderland *Lloyd'sA&CP*	PrinceLine,Ld. (Furness,Withy&Co.Ld.:*Mgrs.*) *WB=Cell DBa104′uE22′f*	340·0 | 46·2 | 21·6 F35′*onShelterdk* FK	Newcastle British *6BHCem*	T.3Cy.25″,42″&69″–45″ *(r)* 180lb *100lb* 383NHP 2SB,*6cf*,GS128,HS5108 FD J.Dickinson&Sons,Ld.Sld.	22 ″ 11 s 2 ″ 0 21 ″ 4	
1480 127173	**Asiatica** **SteelTwinScBarge** *H.A.Gray* –16 *OilEng.* *ss*Shi.No.1–12 1*Dk*(*Stl*)	318 255 217	✠ 6,13 *For River purposes* *Carrying Petroleum in bulk*	Shi			1909 5mo	D.Goedkoop.jun. Amsterdam Completed by	AsiaticPetroleum Co.(N.China)Ld. TheNew Eng.&S B.Co.Shanghai	174·8 | 25·0 | 6·5 len12 FK	Shanghai British *9BH*	OilEngines2S.C.SA. 4Cy.14⅛″–18½″ J.&C.G.BolindersCo.Skm. *WB=DTa5′26t*	7 ″ 2	
1481 HKBS	**Asie** **SteelTwinSc** *Blazy* –14 *Elec.light* Wireless 5*Dks*	8561 6617 4214					1914	Atel.&Ch. deFrance Dunkirk	ChargeursRéunis *WB*	439·3 | 55·9 | 35·4 F72′	Havre French	T.6Cy.28″,46″&77″–48″ 822NHP Atel.&Ch.deFrance,Dnk.		V
1482 HKBT	— *Brunet* –14 **SteelScK** *Elec.light* (*Trawler*) 1*Dk*	551 478 208					1914	Ch.&Atel. Aug.Normnd. Havre	Poret,Lobez&Co.	163·5 | 27·7 | 14·8	Boulogne French	T3Cy15$\frac{5}{16}$″31$\frac{5}{16}$″&40$\frac{1}{16}$″–27$\frac{3}{4}$″ 85NHP Caillard&Co.Havre		V
1483 HNKT	**Asimina** **SteelScSr** *P.Goulandris* –06 *ssBry.No.3–3,07* (*ex*Beechley) *ssCff.No.2–16* 1*Dk*(*ptStlptIrn*) &*Wbframes&ptAwngdk*(*Irn*)	2878 2213 1852	✠100A1 *pt Awng dk* *withfreeboard* 6,17 ~~4,16~~ ✠LMC3,16	Cff Bry	*t*	~~3,16~~ N3,17	1894 8mo	C.S.Swan& Hunter Newcastle A&CP	S.G.Embiricos *WB=*	312·5 | 41·0 | 20·6 P24′Q88′F30′ *ptAwngdk162′* FK *CellDBa94′uE&B40′f130′640t*	Andros Greek *6BHCem* *40′f130′640t*	T.3Cy.23″,37″&61″–39″ *(s)* 160lb 250NHP NDB00 *re-fitted*10 2SB,*6pf*,GS85,HS4000 Wstgth,Englsh&Co.Mdb.	23 ″ 1 s 8 ″ 5 22 ″ 0	
1484 4914 JRFG	**Ask** **SteelScSr** *H.E.Falk*09–13 *Elec.light* 1*Dk*	1041 890 592					1908	Lindholmens V.A. Gothenburg	StockholmsRederiaktieb.Svea (H. Blomberg,*Mgr.*)	227·2 | 33·6 | 14·1 B60′H68tF28′ *WB*	Stockholm Swedish	T.3Cy.14½″,24″&40″–27″ 83NHP Lindholmens V.A.Got.		V
1485 MBKF	— *A.Langenes* **SteelScSr** (*Fishing*) 1*Dk*	104 98 39					1903	Mjellem& Karlsen Bergen	Bergens Havfiskeselskab (J.Kjerstad,*Mgr.*)	91·2 | 19·0 | 8·9 H5t	Bergen Norwegian	C.2Cy.9″&20″–17″ 14NHP Mjellem&Karlsen,Bergen		N
1486 MPTH	**Askelad** *O.Jacobsen*17–17 **SteelScSr** ~~BsNielsen 17~~ (*ex*Aikaterini,*ex*Virtus, *ssXia.No.2–17* *ex*Starcross) 1*Dk*(*ptStlptIrn*)2*trB*& *Web frames&ptAwng dk*(*Irn*)	2817 2137 1766	✠100A1 *pt Awng dk* *withfreeboard* 2,17 ✠LMC2,17	Xia	*t*	N2,17	1894 11mo	Richardsn, Duck&Co. Stockton A&CP	A/SAskelad (~~Leif Bryde~~) (Chr Christensen,jun.) *WB=CellDBa98′*	307·0 | 41·0 | 20·4 P27′Q115′ *ptAwngdk192′* FK *uE&B40′f124′525t*	Sandfjord Norwegian *5BHCem* *APT44t*	T.3Cy.22½″,37″&61″–42″ *(s)* 160lb *90lb* NDB08 246NHP 2SB,*6cf*,GS104,HS3760 Blair&Co.Ld.Stockton	23 ″ 7 s 7 ″ 11½ 22 ″ 5	
1487 JTPV	**Askenæs** **CompScSr** *O.Knudsen*16–16 (*ex*Balder) 1*Dk*2*trB*	329 289 239					1872	Joh Bang Lödöse	ArnoldSchreüder	126·0 | 23·2 | 14·1 B38t	Bergen Norwegian	C.2Cy.11½″&25¾″–17½″ B*made*91*fitted*05 23NHP GöteborgsMVAktieb.Got.		N
1488 HFSL	**Asker** **SteelScSk** *A.Andersen* –93 1*Dk*	130 97 62					1893	Xiansands Mek.Verks Xiansand	Dmpskslsk.Asker, Röken&Hurum.	99·3 | 16·7 | 9·4 P33t	Chrstiania Norwegian	C.2Cy.13″&25″–18½″ 22NHP Xiansands Mek.Verkst.		
1489 MPND	**Askild** **SteelScSr** *Gundersen* *ssHul.2ndNo.3–3,16* (*ex*Sparti,*ex* Grangewood) 1*Dk*(*ptStlptIrn*)& *Web frames&ptAwng dk*(*Irn*)	*2540* *1915* *1631*	✠100A1 *ptAwng dk* *withfreeboard* ~~5,17~~ 3,~~16~~ ✠LMC ✠NB6,16 MS3,16	Hul Cff	*s*	3,16	1892 5mo	R.Thompson&Sons Sunderland A&CP	Acties.Vesterhav (Thv.B.Heistein& Sons,*Mgrs.*) *WB*	295·0 | 41·0 | 18·5 P29′Q82′ *ptAwngdk184′* FK *=CellDB242′481t*	Xiansand Norwegian *6BHCem* *APT51t*	T.3Cy.23″,37½″&61½″–39″(*s*) 160lb *100lb* NDB15 238NHP 2SB,*6pf*,GS108,HS3590 G.Clark,Ld.Sunderland	21 ″ 0 s 8 ″ 0½ 20 ″ 3	
1490 171 HJBP	**Askold** **SteelTwinSc3MstSr** *Kroon* *Mchy.Aft* 1*Dk*	656 — 352					1880	Act.Ges. "Vulcan" Stettin	RussianStm.Nav. &TradingCo.	208·0 | 29·0 | 11·0	Odessa Russian	C.4Cy.17⅞″&31½″–19¾″ 37NHP		
1491 MHTF	**Asköy** **SteelSc** *T.Haarnik* –12	135 128 66					1912	Xiansands Mek.Værks Xiansand	Akties.Asköy (Jos.Aga)	90·0 | 18·0 | 5·1	Bergen Norwegian	C.2Cy.9″&20″–17″ 14NHP XiansandsM.V.Xiansand		N
1492 MJLD	**Aslak** **WoodAuxScK** *J.Eksund* *SteamEng.* 1*Dk* (*See Sailing Ship Register*)	104 85 50					1913	H.Gravdal Opsanger	O.Solbjörg	87·4 | 20·5 | 9·6	Aalesund Norwegian	C.2Cy.7⅞″&17½″–12″ 9NHP AalesundsM.V.Aalesund		
1493 JVTL	**Aslög** **SteelScSr** *J.E.Hellsten*16–16 *Elec.light* 1*Dk*	1350					1916	N.V.G. van der Giessen &Zonen Krimpen	Rederiaktieborg Svea(Hj.Blomberg *Mgr.*)	239·3 | 36·3 | 16·6 P23′B58′F23′	Stockholm Swedish *WB*	T.3Cy.17½″,29″&46″–36″ 127NHP Alblasserdam.Msch.Fab.		

Foundered 4-18

Missing

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière Visite de cette sorte possible.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille / Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L. R. Darse Ouest. Portsmouth.
1494 726 NFRG	Asmara (ex Yosemite, ex Clearwater)	SteelScSr 1 Dk & Spar dk 3 tr B	1350 992 756			...		1894	Wigham Richardson & Co. Newcastle	Società Marittima Italiana	240·0 | 33·1 | 19·5 BK 8″			Genoa Italian WB	T. 3 Cy. 23″, 37″ & 61″–39″ 271 NHP Wigham Richrdsn & Co. Nwc	21 ″ 8	
1495 1501 HKJN	Asosan Maru K. Touji –08 Well deck Elec. light	SteelScSr (ex Renown) 1 Dk 2 tr B	1760 — 1025			...		1890	J. Duthie, Sons & Co. Aberdeen	K. Hamaguchi	252·9 | 35·4 | 14·6 P 188′ F 31′ BK 9″ WB			Nishino-miya Japanese	T. 3 Cy. 18″, 30″ & 48″–36″ 151 NHP Blaikie Bros., Aberdeen	18 ″ 3	
1496 1235 LRAB	Aspasia C. Vucina Mchy. Aft	SteelTwinScSr 1 Dk	565 — 409					1896	Edwards Bros. North Shields	F. C. Svorono & E. di Pollone	206·0 | 31·0 | 9·0 Q 44′			Rostoff Russian	C. 4 Cy. 14″ & 28″–21″ 60 NHP N. E. Marine Co. (Lim.), Sld.		
1497 135949	— J. J. Laureson 16–16 Elec. light	SteelScK 1 Dk	342 319 141	✠ 100 A1 Stm Trawler 2,16	Mdb			1916 2 mo Lloyd's	Smith's Dock Co. Ld. Middlesbro'	~~Iceland S. Fishing~~ ~~ex Fish Curing Co. Ld.~~ W. G. Allnutt	140·6 | 24·0 | 13·2 Q 78′ F 21′ BK 7½″			Grimsby British	T. 3 Cy. 13″, 22″ & 36½″–26″ (s) 200 lb 89 RHP 1 SB, 3 pf, GS 44, HS 1505 3 BHCem Smith's Dock Co. Ld. Mdb.	14 ″ 0	
1498 3084 JHFL	Aspen P. E. Löfqvist –16 ex (ex Ovidia) Elec. light 1 Dk (Stl) & deep framing & Web frames	SteelScSr ss Mmo. No. 2–17 ss Bry. No. 3–11, 09 ~~ss Gut. No 1–12~~	3114 2801 ~~1898~~	✠ 100 A1 ~~11,16~~ 11,17	Cpn Mmo	u	~~12,15~~ N 11,17	1897 6 mo	J. L. Thompson & Sons Ld Sunderland A&CP	Förnyade Angf. Aktieb. Viking (J. M. Dannberg, ~~G. Carlsson, Mgr.~~) WB = Cell DBa 110′ u E & B 60′ f 112′	325·0 | 48·0 | 21·6 P 13′ B 82′ F 32′ FK			Gothenbrg Swedish	T. 3 Cy. 24 7/16″, 38″ & 64″–42″ (s) 1601b 115 lb 270 NHP 2 SB, 6 cf, GS 115, HS 4085 J. Dickinson & Sons, Sld.	24 ″ 2 s 4 ″ 5 20 ″ 2	
1499 127477 JKCN	— J. McConnell –15 Well deck Mchy. Aft	SteelSc3MstSr 1 Dk (Stl)	333 242 123	✠ ½ 100 A1 3,17	Lon	f	3,17	1915 1 mo Lloyd's	J. Fullerton & Co. Paisley	Newry & Kilkeel S.S. Co. Ld. (J. Fisher & Sons, Mgrs.)	142·6 | 23·6 | 10·1 Q 79 B 7′ F 25′ BK 6″ WB = FPT			Newry British 6 BHCem 45 t APT 40 t	C. 2 Cy. 16″ & 34″–24″ (s) 130 lb 47 RHP 2 pf, GS 39, HS 1280 Fisher's, Ld. Paisley	11 ″ 4 s 4 ″ 1½ 11 ″ 4	
1500 110631 JNKF	Aspenleaf ss Gls. No. 3–4, 12 Elec light 2 Dks (Stl) & deep framing hold beams fore hold & Shelter dk (Stl) Ref. Mchy. Wireless	SteelTwinSc4MstSr	6124 5364 3715	✠ Shelter dk 3,14	Liv	b †		1900 1 mo	Barclay, Curle & Co. Ld Glasgow	Lane & Macandrew Ld.	446·0 | 52·0 | 35·5 FK			London British 7 BHCem	T. 6 Cy. 22″, 37½″ & 60″–48″ 660 NHP 3 DB. 18 cf, GS 569, HS 11790 Barclay, Curle & Co. Ld. Gls.	30 ″ 10	
1501 114733 SNDM	Aspinet T. H. Albrethsen –16 ss (ex Seneca) 2 Dks (Stl) & deep framing Wireless	SteelScSr N. Yk. No. 3–12, 13 ss 3 Dks (Stl) & deep framing	4848 4515 3171	✠ 100 A1 ~~3,17~~ 8,16 10,17 ~~B58,16~~	N Yk ~~LMC 11,16~~	y	~~4,15~~ 3,17	1901 8 mo Lloyd's	Russell & Co. Pt. Glasgow	Standard Transportation Co. Ld. ~~Tank Storage & Carriage Co. Ld.~~ ~~(W. J. Smith, Mgrs.)~~ Cell DBa 120′ u E & B 66′ f 198 W B = Cell DBa 131′ u E & B 42′ f 167′ 1244 t	390·0 | 52·1 | 27·0 P 32′ B 113′ F 40′ FK			~~London~~ Hong Kong British 6 BHCem APT 56 t	T. 3 Cy. 26½″, 43″ & 72″–48″ (s) 180 lb 403 NHP 3 SB, 9 cf, GS 185, HS 6390 Rankin & Blackmore, Grk.	29 ″ 11 s 6 ″ 5 24 ″ 2	
1502 MDLP	Aspö R. Blindheim –07	SteelScSr (Fishing) 1 Dk	123 115 50					1907	Aalesund Mek. Værks Aalesund	B. Berentsen & E. Blindheim	103·9 | 19·3 | 9·0			Aalesund Norwegian	C. 2 Cy. 10″ & 22″–15″ 15 NHP Aalesund Mek. Værks.		
1503 122588	Aspy D. M. MacDonald –10	WoodScSr 1 Dk	215 122 99					1910	J. McGill Shelburne NS	North Shore S.S. Co. Ld.	113·0 | 25·0 | 8·6			Yarmth NS British	C. 2 Cy. 15″ & 32″–24″ New Burrell- Johnson Irn. Co. Ld. Yar. NS 42 RHP		
1504 78415	Assagai ss Sou. 3rd No. 3–5, 13 (ex Grondin, ex Assagai)	IronSc3MstSr 1 Dk	76 71 43	✠ 100 A1 Yacht 5,13 ~~B 6,87~~	Sou ~~LMC 6,15~~		5,13	1876 8 mo	Day, Summers & Co. Southampton A&CP	A. Macdonald	91·0 | 14·2 | 8·3			S'thamptn British 3 BHCem	C. 2 Cy. 10″ & 20″–18″ (s) 70 lb 100 RHP 1 SB, 2 pf, GS 19, HS 442 Day, Summers & Co. Sou.		
1505 128247	Assam 2 Dks	SteelPad	1668 1322 1171					1908	W. Denny & Bros. Dumbarton	Irrawaddy Flotilla Co. Ld.	328·6 | 46·1 | 10·7			Glasgow British	T. 3 Cy. 28″, 41½″ & 60″–66″ 292 NHP Denny & Co. Dumbarton		
1506 109252 RKTJ	Assaye G. J. Coldwell –13 Elec. light Wireless	SteelTwinScSr 3 Dks (2 Stl–1 ws & U teak s)	7376 5782 4359	✠ 12,99	Grk	c †		1899 12 mo	Caird & Co. Ld. Greenock	P. & O. Stm. Nav. Co. WB = Cell DBa 99′ u E & B 97′	450·0 | 54·2 | 31·6 P 28′ B 245′ F 94′ FK & BK 3″ f 169′ 1010 t FPT 75 t			Greenock British 8 BHCem APT 101 t	T. 6 Cy. 28½″, 46″ & 76″–48″ FD 1055 NHP 3 D & 1 SB 21 cf GS 413 HS 15424 Caird & Co. Ld Greenock	34 ″ 6	
1507 125984	Assiniboia L. Pyette 04–08 Elec. light 1 Dk (Stl) & deep framing Mchy. Aft Wireless & Awng dk (Stl–ws)	SteelSc3MstSr	3880 2613 2486	✠ Awng dk with freeboa 11,07 Canadian Lak es	N Yk	w		1907 8 mo	Fairfield Co. Ld. Glasgow	Canadian Pacific Railway Co. WB = Cell DBu E & B 113 f 185′	336·5 | 43·8 | 15·4 B & F 295′ 23·6 FK			Montreal British 6 BHCem 720 t FPT 24 t	Q 4 Cy 23½″, 34″, 48½″ & 70″–45″ 524 NHP 4 SB, 12 cf, GS 299, HS 9627 Fairfield Co. Ld. Glasgow	26 ″ 9	
1508 725 NFRP	Assiria G. B. Castagneto	IronScBn 2 Dks & Spar dk 3 tr B	1605 — 959			...		1874	N. Odero Sestri Ponente	Società Marittima Italiana	276·5 | 30·1 | 17·1 25·2			Genoa Italian WB	C. 2 Cy. 35″ & 66″–30″ NB 96 199 NHP Cmp. 80 N. Odero, Sestri		I
1509 97870 MFGV	Assistance	SteelScSp (Tug)	214 102 60					1891	Gourlay Bros. & Co. Dundee	Pacific Stm Nav Co.	105·0 | 22·6 | 12·0			Liverpool British	C. 2 Cy. 17″ & 34″–24″ 65 RHP Gourlay Brs. & Co., Dundee		
1510 86460	—	IronScSk 1 Dk	102 94 4					1886	J. Mc Arthur & Co. Paisley	W. J. Guy	96·7 | 17·3 | 8·7			Guernsey British	C. 2 Cy. 18″ & 35″–20″ 52 RHP Bow, McLachlan & Co. Psy.		
1511 SQNT	Assistans H. Larsen –09 Elec. light	SteelScSr 1 Dk	197 157 113	For Salvage p 7,01 ~~B 6,00~~	Skm	b urpose s		1900 3 mo	Motala M. V. Aktieb Motala	Finska Bergnings Aktieb. Neptun (O. Sandström, Mgr.)	103·5 | 22·1 | 10·9 F 19′ BK 5″ WB = FPT			Helsingfrs Russian 5 BHCem 18 t APT 18 t	C. 2 Cy. 18″ & 38″–22″ 87 NHP 2 SB. 4 cf, GS 56, HS 1776 Motala M. V. Aktieb. Motala	11 ″ 6	
1512 NFWK	Assistent A. P. Vos	SteelScSr 1 Dk	177 — 85					1892	P. Smit Kinderdijk	Nieuwe Afrik. Handels-Ven.	133·0 | 21·2 | 8·1			Rottrdam Dutch	T. 3 Cy. 10″, 15″ & 25″–14″ 23 NHP P. Smit, Kinderdijk		
1513 MDCS	— J. Kavli –14 (ex Frobisher)	IronScSr (ex Flora, ex Urter, 1 Dk	148 141 54					1885	Raylton Dixon & Co. Middlesbro'	Dmpsk. Akties. Assistent (Ths. S. Falck)	111·1 | 20·3 | 9·5 H 7 t len 94			Stavanger Norwegian	C. 2 Cy. 12″ & 24″–18″ NE 93 NB 01 20 NHP Hewett & Co. London		
1514 13116	Associate M. Colp –12	WoodTwinScSr Gas Eng. 1 Dk	135 123 90					1912	J. S Gardner Liverpool, N.S.	J. Backman	107·6 | 26·0 | 10·8			Lunenbrg British	Gas Engines 2 Cy. 6¾″–8″ Acadia Gas Eng. Co. Ld.		
1515	Assos Tsitsilianos –15 (ex Coomassie) Elec. light	SteelScSr ss Liv. No. 3–4, 03 2 Dks (UStl–ws) & Web frames	2720 2297 1797	✠ 10,08	Liv	t		1890 3 mo	Naval Con. & Arm Co. Ld Barrow	Nav à Vap Ionienne (G. Yannoulato Frères, Mgrs.) WB = Cell DB 236′ 451 t	311·6 | 39·2 | 24·7 P 40′ B 80′ F 40′ BK 9″			Cephlonia Greek 5 BHCem APT 63 t	T. 3 Cy. 23″, 38″ & 61″–42″ 253 NHP 2 SB, 6 rf, GS 130, HS 3978 Naval C. & A. Co. Ld. Brw.	27 ″ 5	V

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. / Master. / Special Surveys.	3 Material, Rig, &c. / Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year classed now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of ✠ Trade Cert.
1516	Assos	Steel Sc Sr	400			...		1883	J. Elder & Co. Glasgow	Nav à Vap Ionienne G. Yannoulato Frères	205·5	25·5	13·8	Pirœus Greek	C.3Cy.24″&(2)34″–30″ 81NHP J.Elder&Co.Glasgow		
		(ex Yacht Tavel, ex Tamara, ex Lady Torfrida) 2 Dks	174														
1517	Assouan	Steel Sc 3 Mst Sr	2765			...		1882	Lloyd Austro-Ungarico Trieste	~~Pinches, Watson, Trevin & Co. Ltd~~ Assouan S.S. Co. Ltd.	344·0	37·7	24·9	London British Natal	C.2Cy.38″&72½″–48″ 303NHP AustrianLloyd's Arsenal		V
113771 SBLP	S.C. Toder –14 Elec. light	(ex Pandora) 2 Dks 3 tr B	2435 1780								P114′B78′F56′						
1518	Assú	Steel Twin Sc Sr	1185					1891	Hawthorn, Leslie & Co, Ld Newcastle	Cia. Commercio e Navegaçao	260·7	36·2	14·3	R. Janeiro Brazilian WB	C.4Cy.17″&34″–22″ 90NHP Ross&Duncan, Glasgow		
	J. Cunha –03		1136 925								P25′F35′						
1519	Assuan	Steel Sc Sr	4793					1900	C. Connell & Co. Glasgow	Deutsche Dmpfs-fahrts. Ges. Kosmos	372·8	47·8	27·6	Hamburg German WB	T.3Cy.25″,41½″&70″–48″ 339NHP Dunsmuir&Jackson, Gls.		G
RMBP	H. Carstens –13 Elec. light	2 Dks & Web frames	3977 3081								P&B230′F45′						
1520 488 NFTQ	Assunzione Cacace	Steel Sc 3 Mst Sr	3770 3490			...		1889	Schlesingr, Davis & Co. Newcastle	T. Gazzolo fu A.	370·5	42·2	27·2	Genoa Italian	T3Cy.28⅞″,46″&75″–54″ 413NHP Wilsnd Slpwy. Co. Ld. Nwc.	30 ″ 3	1
	(ex Teresa, ex Nestor, ex Queen of India, ex Sullamut)	2 Dks 3 tr B	2269								P25′B98′F41′			6 B H Cem WB			
1521 127983	Assurance R. Jones –14	Steel Sc	203 167					1909	W. J. Yarwood & Sns Ld Northwich	Angelo Coasting Co. Ld. (J. H. Cooper, Mgr.)	99·6	22·2	9·7	Liverpool British	C.2Cy.13″&26½″–18″ W. J. Yarwood & Sons, Ld. Northwich 29RHP		
	Mchy. Aft	1 Dk	95														
1522 113927 SDJN	Assyria N.P. Cornish –17 Elec. light	Steel Sc Sr 2 Dks	6370 6052 4105					1900	D & W Henderson & Co. Glasgow	T. & J. Brocklebank Ld.	450·6	55·2	30·1	Glasgow British WB	T.3Cy.29½″,47″&78″–54″ 447NHP D. & W. Henderson & Co. Gls		C
											P23′B166′F45′						
1523 LMNC	Astarte C. Rodenbeck 96–03 Well deck Elec. light	Steel Sc Sr (ex Suomi) 1 Dk	633 479 356			...		1897	R. Craggs & Sons Middlesbro'	Dampfschifffahrts Ges. Neptun	177·3	27·9	13·6	Bremen German WB	T.3Cy.14″,22½″&37″–27″ 83NHP MacColl&Pollock, Sld.	14 ″ 2	G
											Q90′B16′F23′ BK7″						
1524 HKDV	Aster J.M. Franceschi –15 (ex Cayo Mono) 1 Dk (Stl) & Spar dk (Stl) & deep framing	Steel Sc Sr ss Msl. No. 3–11, 06 ss Cff. No. 2–16	2965 2512 1924	✠100A1 Spar dk 6,18 4,16 ✠LMC4,15 BS3,17	Cff Msl	u	~~4,16~~ 6,18	1893 10mo	C. S. Swan & Hunter Newcastle A&CP	Soc. Gen. de Transports Maritimes à Vap.	315·7	41·0	16·8 FK WB = Cell DB	Marseilles French 5 B H Cem 262′552t	T.3Cy.24″,38″&64″–42″ (s) 160lb 90lb NDB04 267NHP 2SB, 6cf, GS115, HS4017 T. Richardson & Sons, Hpl.	26 ″ 10 s 5 ″ 1½ 21 ″ 10	
1525 HQCG	— ex Cornelia)	Iron Sc 3 Mst Sr (ex Yacht Juno, ex Lana, 2 Dks	223 143	Appointed "Constantinos," See No. 91 in Supplement				1868	Palmers' Co. Newcastle	N. Lembisis	164·5	20·9	12·1	Piræus Greek	C.2Cy.17″&32″–24″ NE&B84 42NHP Day, Summers & Co. Sou.		
1526	—	Iron Sc Sr	198			...		1883	R. Steele & Co. Greenock	G. Craig	135·9	20·1	12·2	Aberdeen British	C.2Cy.18″&36″–24″ NB01 55RHP R. Steele & Co. Greenock		
87386 JBRS	G.J. Noble –17	(ex Yacht)	192 109														
1527 98633 MFBP	Asteria A. Lamont –15 Mchy. Aft ss Gls. No. 2–11 Well deck	Iron & Steel Sc 3 Mst Sr ss Bwg. No. 3–7, 03 1 Dk (pt Irn) Irn framing & Stl plating	493 369 199	✠100A1 6,15 ✠NB5,14 M84,14 ✠LMC4,11	Bwg	h	6,15	1891 5mo	Scott & Co. Bowling A&CP	W. Robertson	175·0	26·6	10·4 BK7½″ WB = Cell DB 100′	Glasgow British 3 B H Cem 155t F P T 24t	T.3Cy.14″,23″&36″–27″ (s) 160lb 75RHP 1SB, 3pf, GS55, HS1634 Muir & Houston, Glasgow	13 ″ 0 s ″ 10 12 ″ 11	
1528 NFTU	Asti A. Cuccoro –16 (ex Borkum, ex Ellen Rickmers) Elec. light	Steel Sc Sr ss Bhn. No. 3–6, 08 ss Ham. No. 1–12 2 Dks (1 pt Irn & Stl & 1 Stl) & Web frames	5642 4560 4194	✠100A1 5,14 Examined 5,17 MS8,12 ✠LMC BS7,16	Bmn	y	7,16	1896 4mo Lloyd's	J. L. Thompson & Sons, Ld. Sunderland A&CP	Requisitioned by the Italian Govt. (Italian State Rlys) Cell D Ba	409·0	50·5	27·1 FK 134′ u E & B 41′ f 163′	Genoa Italian 7 B H Cem 956t A P T 42t	T.3Cy.26½″,43½″&72″–48″ (s) 180lb 393NHP 3SB, 9rf, GS142, HS4900 FD J. Dickinson & Sons, Ld. Sld.	30 ″ 0	
											P&B258′F48′						
1529 214714 LGRK	Astoria	Wood 4 Mst Sc Sr (Oil Eng.) 1 Dk.	1618 — 948					1917	McEachern Ship Co. Astoria, Oreg.	A. O. Andersen & Co.	229·4	44·0	18·8	Portland, Oreg. Utd. States	Oil Eng.		
1530 MJQW	Astra I. Strand 16–16 (ex Suffolk Coast, ex Thoughtful, ex Faithful) 1 Dk (Stl) & deep framing Well deck Mchy. Aft Elec. light	Steel Sc 3 Mst Sr ss Bkn. No. 3–8, 12 ss Apl. No. 1–16	800 602 349	✠100A1 12,17 1,16 5,18 Trunk dk with freeboard 9,14 4,15 BS3,17 ✠LMC11,16 BS13,17	Apl Sws	l	~~11,16~~ 5,18	1900 6mo	Dundee Shipbuilders Co. Ld. Dundee A&CP	Akties. Astra (J. Ringen A|S.)	198·0	30·2	13·1 FK WB = Cell D Bf 123′	Haugesnd Norwegian 3 B H Cem 181t F P T 62t	T3Cy.16½″,27¾″&45″–30″(s) 180lb 70lb 123NHP 1SB, 3cf, GS56, HS1900 Cooper & Greig, Dundee	15 ″ 4 s 1 ″ 3 14 ″ 4	
											Q97′B12′F23′						
1531 PABY	Astrachan Schmelz –13 Elec. light Wireless	Steel Sc Sr 2 Dks	2693 2546 1511					1912	Nevsky S.B & Mch. Works Petrograd	Russian Volunteer Fleet Association	286·0	40·6	26·9	Vladvostk Russian WB	T.3Cy.20″,32″&52″–39″ 169NHP Nevsky S.B&Mch.Wk.Ptr.		V
1532 106993 QLWS	Astræa W.A. Burn –17	Steel Sc 3 Mst Sr ss Hpl. No. 3–8, 10 ss Bry. No. 1–13 1 Dk (Irn) 2 tr B & Web frames 3 Dk rule	3299 2859 2080	✠100A1 Trunk dk with freeboard 9,14 4,15 BS5,17 ✠LMC13,15	Mdb Nwc	v	12,13	1898 12mo	Ropner & Son Stockton A&CP W	Rickinson, Sons & Co. B = Cell DBa 106′	325·0	48·0	22·9 FK u E & B 34′ f 138′ 636t	W. Hartlpl British 5 B H Cem A P T 39t	T.3Cy.24½″,38″&64″–42″(r) 160lb 80lb 278NHP 2SB, 6cf, GS126, HS4352 Sir C. Furness, Westgarth & Co. Ld. Middlesbro'	24 ″ 3 s 3 ″ 10½ 20 ″ 11	
											P31′B66′F36′						
1533 84 SQGT	— L. Lundqvist Elec. light	Steel Sc Sr ss Nwc. No. 3–4, 04 ss Hul. No. 2–13 1 Dk (Irn) & Spar dk 3 tr B	1135 925 664	✠100A1 Spar dk with freeboard 7,14 ✠LMC6,15 ✠NB5,09 BS4,16	Hfs	n	N6,13	1891 9mo	Wigham Richrdsn & Co Newcastle A&CP	Finska Ångf. Aktieb. (L. Krogius, Mgr.)	220·0	32·0	12·7 BK8″ WB = Cell	Helsingfrs Russian 5 B H Cem D B 156′ 100t	T.3Cy.23″,37″&60″–39″ (s) 160lb 80lb NDB09 246NHP 2DB, 3pf, GS139, HS4000 Wigham Richrdsn & Co. Nwc.	22 ″ 0 s 5 ″ 4½ 17 ″ 8	
											P14′B41′F21′	19·9					
1534 99436 MRVD	Astrakhan A.T. Jones –09 Mchy. Aft Elec. light	Steel Sc Sr 2 Dks Carrying Petroleum in bulk	3438 3280 2236					1892	Palmers' Co. (Lim.) Newcastle	Astrakhan S.S. Co. Ld. (H.E. Moss & Co.)	330·0	42·9	28·7	Liverpool British	T.3Cy.24″,40″&64″–42″ NB16 265NHP Palmers' Co. (Lim.), Nwc.		V
											B20′F30′						
1535 214492 LGKJ	Astral ~~A.A. Ramsey –16~~ Elec. light Mchy. Aft Sub. Sig.	Steel Sc Sr ~~Catorini~~ –18 2 Dks (Stl) & Shelter dk (Stl) & Web frames Longitudinal framing	8653 8316 5196	✠100A1 Shelter dk with freeboard 10,16 Carrying Petroleum Fitted for oil	SFo	c †	bulk F.P.a	1916 10mo	Union Iron Works Co. S. Francisco A&CP	Standard Transportation Co. of Delaware Cell D Bu E & B 50°F.	439·5	58·0	39·1 FK 74′276t D Tf 29′43	New York Utd. States 16 B Hpt Asp 10 ,, to U dk 6 ,, 2nd dk) 0t F P T 127t A P T 57t	Q.4Cy.24″,34″,51″&74″–54″ 220lb 220lb (r) 699NHP 3SB, 9cf, HS10695 FD Union Iron Works Co. S. Fo.	41 ″ 0 s 12 ″ 2 29 ″ 2	
1536 125167	— C. Rasmussen –16	Wood Twin Sc K 1 Dk	157 135 79					1908	H. Miles Forster, N.S.W.	S.L. Ellis	116·5	25·6	6·5	Newcastle N.S.W. British	C.4Cy.9″&18″–13″ 18RHP Aitchison Blair & Co. Gls.		

1 Numéro d'Ordre / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expire. Lettre d'Enfoncement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L. R. Thirty-Two Mast Frame
1537	**Astrapi**	**IronScSr**	354			...		1876	Cunliffe& Dunlop Pt.Glasgow	PandelisBros.	193·0 22·0 13·0	Piræus Greek	C.2Cy.24½″&46½″–27″ NB89 82NHP	14 ″ 8	
	(*ex*Cyrano,*ex*Dobhran)		307										Cunliffe&Dunlop,P.Gls.		
HQLT	*Elec.light* 2*Dks*		180								BK7″				
1538	**Astrea**	**IronTwinSc**	400					1883	Stabilimento Tecnico Trieste	Ch.A.Theofani	178·4 29·8 8·5	Rostoffo/D Russian	C.4Cy.13½″&24″–20″ 43NHP		
996	*Koundroukoff* (*Barge*)		—										StabilimentoTecnico,Tri.		
LRAK	1*Dk*		279												
1539	**Astrée**	**SteelScSr**	1069					1912	Sunderlnd S.B.Co.Ltd. Sunderland	Soc Nav.Caennaise (G.Lamy&Co. *Mgrs.*)	223·0 33·0 13·8 Q71′B50′F25′	Caen French *WB*	T.3Cy.17½″,29″&47″–33″ 127NHP		V
	Adeline –12		864										N.E.MarineEng.Co.Ld.Sld		
HKFL	Wireless 1*Dk*		427												
1540	**Astronomer**	**SteelScSr**	8681	✠100A1	Gls	*d*†		1917	D&W Henderson&CoLd Glasgow	~~T.&J.Harrison~~ CharenteS.S.Co.Ld (T.&J.Harrison *Mgrs.*)	~~182·3~~ 58·2 ~~33·4~~ 482·7 33·2 P54′B188′F52′ FK	Liverpool British	Q4Cy25½″ 36½″52½″&75″–54″ 220lb (*s*) 696NHP	35 ″ 10	
140531	*G.W.Goldman*92–17 2*Dks*(*Stl*)		7545	~~9,18~~ 9,18 Liv				8mo					9*BHCem* 2DB&2SB,*18cf*,GS378,HS13140	s 7 ″ 9	
JQRM	*Elec.light* 3*rdDk*(*Stl*)*inNo 1hold*		5546	*(Class Contemplated)*					*Lloyd'sSA&CP*	*CellDB*415 1562*tDTu*33 1050*tFPT*118*tAPT*30			D&W.Hendersn&CoLdGls	28 ″ 9	
1541	**Asturian**	**SteelScSr**	3193	✠100A1	Liv	*v*	~~11,14~~ 7,17	1890	C.Connell &Co. Glasgow A&CP	Ellerman Lines Ld. (GrahamSmith, *Mgr.*)	350·0 40·0 20·2 B81′F40′ 28·0 BK11″ *WB*=	Liverpool British	T.3Cy.24″,40″&66″–48″ (*s*) 160lb *93lb* NDB99 315NHP 2DB,*8cf*,GS145,HS4922		
97741	*A.Hilditch*08–10 *ss*Liv.No.3–10,02		3038	*Spar dk*				1mo					*M*732′450*t*		
LNDM	(*ex*Capella) *ss*Gls.No.2–11		2070	2,14	LMC								J.&J.Thomson,Glasgow		
	1*Dk*(*Irn*)*&Spar dk*(*Stl–ws*)*3trB*			~~Examined 13~~ MS12,15	~~BS9,15~~ BS12,17										
1542	**Asturiano**	**SteelScSr**	*2835*	✠100A1	BAs	*t*	~~9,15~~ 10,17	1913	AilsaS.B. Co.Ld. Troon *WB*	Soc.Importadora y Exportadora de la Patagonie = *CellDBa*68′*uE&*	309·8 41·6 20·5 P&B197′F38′ FK *B80′f*114′452*t FPT*	Bns.Ayres Argentine	T.3Cy.22½″36½″&59″–45″(*s*) 180lb *90lb* 331NHP	23 ″ 0	
	R.Colom *ss*B.As.No 1–17		*1985*	10,17 ~~9,15~~				7mo					5*BHCem*	s 2 ″ 11½	
	Elec.light Wireless 2*Dks*(*Stl U–ws*)		*1796*		~~LMC15~~ 10,17				*Lloyd'sSA&CP*				2SB,*6cf*,GS121,HS4920 FD	20 ″ 7	
	Ref.Mchy.												20*tAPT*5*t*		
1543	**Asturias**	**SteelTwinScSr**	12002					1908	Harland& Wolff,Ld. Belfast	RoyalMailSteam PacketCo.	520·3 62·3 31·8 P52′B&F447′	Belfast British *WB*	Q.8Cy.27″,38½″,55″&79½″–54″ 924NHP		
124669	*C.F.Laws* –14		8153										Harland&Wolff,Ld.Bel.		
HMDB	*Elec.light Ref.Mchy.* Sub.Sig. Wireless		7509												
	2*Dks&2partial dks*														
1544	—	**SteelScSr**	1827					1912	Sörlandets Skibsbyggeri Fevig	Dpskintsk. Garonne(Fearnley &Eger, *Mgrs.*)	265·0 42·1 17·9 P22′B71′F29′	Chrstiania Norwegian *Wb*	T.3Cy.20½″,33″&56″–36″ 188NHP		
	*Ch.M.Olsen*12–15 (*ex*Ærö)		1630										FredrikstadM.V.Frdstad		
MHVQ	1*Dk*		1093												
1545	**Astyanax**	**SteelScSr**	4872					1906	Scotts' S.B. &E.Co.Ld. Greenock	ChinaMutualStm. Nav.Co.Ld.(A. Holt&Co. *Mgrs.*)	392·3 49·2 28·7 P41′B115′F43	Liverpool British	T.3Cy.25″,41″&70″–48″ 339NHP		
120943	*G.L.Stout* –16		4385										Scotts'S.B &E.Co.Ld.Grk		
HGDK	*Elec.light* 2*Dks*		3021												
1546	**Asuarca**	**SteelScSr**	*2845*	✠100A1	Bbo	*u*	~~9,15~~ 11,17	1900	S.P.Austin &Son,Ld. Sunderland A&CP	Hijos deJoseTaya S.enC.	323·4 46·9 21·3 P33′B88′F37′ FK	Bilbao Spanish	T.3Cy.23″,38″&62″–42″ (*s*) 160lb *110lb* NDB01 270NHP	23 ″ 9	
	*P.Ferres*15–15 *ss*Shl.No.3–12,12		*2622*	*withfreeboard*				9mo					5*BHCem*	s 3 ″ 0½	
HDCK	(*ex*Agnes) 1*Dk*(*Irn*)*2trB&deepframing*		*1803*	9,15									2SB,*6pf*,GS112,HS4360	20 ″ 2	
	Elec.light 1*Dk*(*Stl*)*&deepframing*		*1796*						*Lloyd'sSA&CP*	*Cell D Ba* 102′*uE&*	*B32′f*134′761*t FPT*		106*tAPT*51*t*		
	Now named "Almirall Lluis de Rojas," *See No. 130 in Supplement*												N.E.MarineEng.CoLd.Sld.		
1547	**Asuncion**	**SteelScSr**	4663					1894	Blohm& Voss Hamburg	Hamburg-Süd-Amerik.Dampfschifffahrts Ges.	376·1 46·1 27·2 P&B226′F54′	Hamburg German	Q4Cy21½″,31½″,46″&66″–48″ 302NHP		G
	*C.Fritsch*12–12 *Now named* "Campos," *See No. 70 in Supplement*		4454												
RKHG	*Elec.light* Wireless 2*Dks3trB*		3018										Blohm&Voss,Hamburg		
1548	—	**SteelScSr**	2196					1900	American S.B.Co. Lorain,O.	StandardOilCo., California	242·0 42·0 26·5	S.Frncisco Utd. States *WB*	Q.4Cy.15″,23″,35″&54″–36″ 175NHP		
107598	*G.E.Bridgett* *Fitted for Oil Fuel*		—										AmericanSBCo.,Cleveland		
KQLW	*Mchy.Aft* *Elec.light* 1*Dk2trB*		1328												
	Sub.Sig. Wireless														
1549	—	**SteelPad**	*735*					1906	W.Denny &Bros. Dumbarton	Cia.Argentina de Nav.(Nicolas Mihanovich)Ltda.	200·0 30·1 8·8	Bns.Ayres Argentine	T.3Cy.16¼″,26½″&43″–54″ 136NHP		
			396										Denny&Co.Dumbarton		
	Elec.light 1*Dk*		*520*												
1550	**Asuncion deLarrinaga**	**StlScSr**	4142	✠100A1	NYk	*x*	~~11,14~~ 4,17	1902	Russell& Co. Pt.Glasgow *Lloyd'sSA&CP*	Miguel deLarrinagaS.S.Co.Ld. (Larrinaga&Co. *Mgrs.*)	370·2 50·1 25·2 FK	Liverpool British	T.3Cy.26″,42″&70″–48″ (*r*) 180lb *80lb* 431NHP	28 ″ 1	
115311	*J.J.Doyle* –12 *ss*Cff.No.3–11,14		3825	*Shelter dk*	Nwc			8mo					6*BHCem*	s 3 ″ 5½	
TPNF	2*Dks*(*Stl*)*&deepframing&*		2693	10,17 ~~2,16~~	~~BS4,17~~								2SB,*6cf*,GS202,HS6010 FD	25 ″ 0	
	Shelter dk(*Stl*)			~~BS3,16~~	~~LMC11,14~~ BS10,17								D.Rowan&Co.Glasgow		
										WB=*Cell DBa* 124′*uE&*			*B46′f*154′	971*tDTa*44′1000*tAPT*50*t*		
1551	**Atagosan Maru**	**SteelScSr**	3941	✠100A1	Kob	*w*	~~6,15~~ 8,17	1900	Russell& Co. Pt.Glasgow A&CP	RyotoKisen KabushikiKaisha (MitsuiBussan Kaisha,Ld. *Mgrs.*)	344·8 49·8 18·0 P26′B74′F37′ 25·9 FK	Dairen Japanese	T.3Cy.25½″,41″&67″–45″ (*s*) 180lb *120lb* NBD14 346NHP	28 ″ 5	
78	*Hori* –17 *ss*Kob.No.3–6,13		3635	*Spar dk*	NYk			12mo					6*BHCem*	s 5 ″ 7½	
QBGJ	(*ex*Alberta) *ss*Kob.No.1–17 1*Dk*(*Stl&*		2491	~~2,12,16~~	~~LMC9,16~~								2SB,*6cf*,GS107,HS4534 FD	23 ″ 2	
	Elec.light *Spar dk*(*Stl*)*&deep framing*			8,17	8,17								Rankin&Blackmore,Grk.		
										WB= *Cell*			*DBa*112′*uE&*	*B40′f*146′899*t APT*71*t*		
1552	**Atahualpa**	**SteelScSr**	1965	✠100A1	NYk	*r*	~~x10,15~~ 9,17	1894	Hall, Russell&Co. Aberdeen *Lloyd'sSA&CP*	BoothS.S.Co.Ld.	261·4 36·2 17·7 B60′F35′ 23·4 BK8″	Liverpool British	T.3Cy.21″,33″&54″–39″ (*s*) 160lb *80lb* 194NHP	26 ″ 1	
102144	*H.A.Arrowsmith* –14 *ss*Liv.No.3–8,07		1741	*Spar dk*	Liv			4mo					4*BHCem*	s 5 ″ 5	
NJLF	(*ex*Hubert) *ss*NYk.No.2–16 1*Dk*		1233	~~9,17~~ ~~8,16~~	~~LMC8,16~~					*WB*= *Cell DB*124′250*t FPT*			67*tAPT*37*t*	21 ″ 9	
1	Wireless (*Stl*)*&Spardk&Web frames*				BS4,17								Hall,Russell&Co.Abn.		
1553	**Ataka Maru**	**SteelScSr**	3874	✠100A1	Kob	*w*	9,16	1889	Ropner& Son Stockton A&CP	GoshiKaisha TatsuumaShokai (TatsuumaKisen GoshiKaisha *Mgs.*)	370·0 42·3 27·4 P28′B98′F40′ BK11″ *Cell DB* 304′723*t*	Dairen Japanese	T.3Cy.28″,46″&75″–54″ (*s*) 170lb *100lb* NDB02 459NHP	30 ″ 3	
73	*N.Noguchi* –13 *ss*Kob.No.1–17		3604	9,17 9,16	1,14			3mo					2DB,*12cf*,GS173,HS7395	s 6 ″ 1½	
QBHT	(*ex*Ataka) *ss*Kob.2ndNo.3–8,13		2382		~~LMC9,16~~ 2,17						*WB*=		6*BHCem*	25 ″ 2	
	2*Dks*(1*Stl–UIrn ws*)*3trB*												*APT*23*t*		
1554	**Atalanta**	**IronScSr**	1064	✠100A1	Got	*n*	~~N3,16~~	1883	W.Gray& Co. W Hartlepool	~~Förangf.Akt.~~ Viking ~~(Ltd.)~~ Gamleby,(*Mgrs.*) (G.Carlsson,*Mgr*)	235·2 31·7 15·1 Q84′B58′F31′ BK8″	Hisingborg Swedish	C.2Cy.27″&50″–33″ (*b*) 80lb *100lb* NDB03 120NHP	16 ″ 1	
3745	~~*Ld.Norman* –16~~ *ss*Got.2ndNo.3–4,09		828	3,16				12mo					4*BHCem*	s 1 ″ 1½	
JLRG	*Well deck* *ss*Got.No.1–13		596	BS3,16	~~LMC4,13~~						*WB*= *DBa*		1SB,*2pf*,GS55	15 ″ 8	
	*C.A.Norrmann*16–17 1*Dk*(*Irn*)*2trB*												T.Richardson&Sons,Hpl.		
1555	—	**SteelTwinSc**	577					1907	Gourlay Bros.&Co. (Dundee) Ld. Dundee	Gt.WesternRly.Co	170·3 32·2 15·3 *Promenade dk* 108′	London British *WB*	T.6Cy.14½″,22″&36″–24″ 127NHP		
124469	*H.E.Wall* –13		459										GourlayBros.&Co. (Dundee),Ld.Dun.		
HKSN	*Elec.light* 1*Dk2trB*		242												
1556	—	**SteelSc3MstSr**	683	✠100A1	Ard	*i*	~~9,15~~ 7,17	1905	J.Shearer &Sons Glasgow *Lloyd'sSA&CP*	J.&P.Hutchison	169·0 26·8 11·8 FK *WB*= *DBf*16′23*t FPT*32*t*	Glasgow British	T.3Cy.14″,23″&37″–27″ (*r*) 180lb ~~*90lb*~~ *40lb* 91RHP	19 ″ 0	
121227	*M.Martin* –15 *ss*Ard.No.3–9,15		371	*Shelter dk*				4mo					3*BHCem*	s 5 ″ 11½	
HCKS	*Elec.light* 1*Dk*(*Stl*)*&Shelter dk*(*Stl*)		319	*withfreeboard*									1SB,*3cf*,GS53,HS1610	13 ″ 3	
	Mchy.Aft *Tonnage opening closed 1917*			7,17 ~~9,15~~	~~LMC9,15~~								Muir&Houston,Ld.Gls.		
				BS8,17											
1557	—	**SteelTrpScSr**	486					1906	J.Brown& Co.Ld. Clydebank	Glasgow&South WesternRlwy.Co.	210·4 30·1 10·3	Glasgow British	3 Steam Turbines		
121334	*P.McGregor* –06		358												
	Elec.light 2*Dks*		199										J.Brown&Co.Ld.Clydebnk		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years assigned / now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Recesses in which class is put in L.R. Direct List of Trade Cert.
1558 85813	**Atalanta** IronScSp *R.Price* –94 *Oil.Eng* *Mchy.Aft*	148 138 74					1884	G.K.Stothert&Co. Bristol	Severn&Canal CarryingCo.Ld. (J.W.Danks,*Mgr.*)	118·2	19·7	7·5	Bristol British *WB*	Oil Engines *made & fitted* 16 2Cy.14⅝″–16″ J&CG BolindersCoLd.Skm		
1559 17411 MGNR	— IronPad	108 — 60					1851	H.Smith& Son Gainsboro'	EastCoast PassengerService,Ld. (W.Gledhill,*Mgr.*)	135·0	15·2	7·7	Grimsby British	2Cy.27″–30″ NB01 40RHP J.Penn&Son,Greenwich		
1560 109857	— WoodSc 1*Dk*	107 103 37					1899	KwongTak Cheong HongKong	OceanS.S.Co.Ld. (A.Holt&Co *Mgrs*)	86·0	17·2	8·6	HongKong British	C.2Cy.15″&30″–18″ 37RHP KwongHepLoong,H.Kg.		
1561 87698	**Ataran** SteelTwinSc *Tinniswood* (*Barge*)	206 205 140					1883	R.Duncan &Co. Pt.Glasgow	IrrawaddyFlotilla Co.Ld.	140·5	25·0	7·7	Glasgow British	C.4Cy.18″&31½″–21″ 25RHP Denny&Co.,Dumbarton		
1562 212634 LDRW	**Atenas** SteelScSr *E.W.Holmes* –09 *Ref.Mchy. Elec.light* 2*Dks&*2*ptDks* Wireless *Mchy.Aft*	4961 3902 3091					1909	Workman, Clark&Co.Ld Belfast	AtenasS.S.Corp. (UnitedFruitCo. Line)	378·8	50·3	29·1 B154′F45′	NewYork Utd.States *WB*	T.3Cy.27″,45″&75″–54″ 413NHP WrkmanClark&Co.Ld.Bel		C
1563 113 NFTW	**Atene** SteelScSr *G.Paturzo* –14 *ss*Ams.No.3–6,13 (*ex*KoningWillemIII.) 3*Dks*(2*Stl-Elec.light* Wireless 1ws&*U*teak s)	4620 3550 2685	✠100A1 6,14 BS2,13 ✠LMC3,12	Ams	*y*	6,14	1900 11mo *Lloyd's*	Kon.Maats deSchelde Flushing	Soc.Italiana di ServiziMarittimi	394·0 P&B286′F80′	45·5 BK&FK3″ *WB=DB*	28·0 *7BHCem* *uE*48′190*t*	Venice Italian	Q.4Cy.27½″,39″,55″&82″–60″ 210lb *210lb* (*s*) 718NHP 3DB,*18cf*,GS253,HS9915 FD Maats deSchelde,Flushing	29 ″ 9 s 5 ″ 9½ 24 ″ 9	
1564 85764	**Athabaska** SteelScSr *J.McCannel*09–10 *Elec.light* Wireless 2*Dks*	2784 2085 2349					1883 *rblt.* 1910	Aitken& Mansel,Gls. TheCollingw	CanadianPacific RailwayCo. oodS.B.Co.Ld.,Co	298·8 len10	38·2 llingwood,Ont.	23·3	Montreal British	C.2Cy.30″&64″–48″ NE&R13,283NHP WesternDD&SBCo.Ld. (Pt.Arthur)		
1565 HVDS	**Athanasios** SteelScSr (*ex*Cardigan) *Trunk deck* 1*Dk*	*4295* *3658* *2691*					1907	Ropner& Son Stockton	N.D.Lykiardopulo	355·0 F32′	51·2	26·1	Argostoli Greek *WB*	T.3Cy.25″,42½″&69″–48″ 330NHP N.E.MarineEng.Co.Ld.Sld		C
1566 HSMW	**Athanasios Siderides** SteelScSr *G.Mavroleon*05–10 *ss*Bly.No.3-11,03 *Well deck* (*ex*Zanzibar) *ss*Rot.No.2–12 1*Dk*(*Irn&Stl*)*&Webframes2trB*	*2964* *2281* *1919*	✠100A1 3,15 ✠LMC10,16	Cff	*t*	10,16	1890 12mo	E.Withy &Co. WHartlepool	X.A.Siderides *WB=CellD*	313·8 P29′Q102′B126′ F33′ FK A&CP *B*268′498*tAPT*37*t*	40·5	21·1	Syra Greek 5*BHptAsp ptCem*	T.3Cy.24″,38″&64″–42″ (*s*) 160lb *100lb* NDB03 258NHP 2SB.*4cf*,*2pf*,GS94,HS3750 Cen.Mar.Eng.Wrks.WHpl.	23 ″ 8 s 2 ″ 5½ 21 ″ 6	
1567 1260 LRAM	**Athanasis Theofani** IrnTwinSc *Ilin* –04	482 — 336						.....	Ch.A.Theofani	201·2	24·8	10·8	Rostoff o/Don Russian	C.4Cy.14″&28″–24″ 64NHP Lobnitz&Co.Renfrew		
1568 132114	**Athelstan** SteelScK *A.Horner* –14 1*Dk*	202 185 90	✠100A1 *StmTrawler* 6,14 ✠LMC10,11	Gms		6,14	1911 10mo *Lloyd's*	Cook,Welton&Gemmell Ld. Beverley	OnwardSteam FishingCo.Ld. (T.Robinson,*Mgr*)	115·4 Q58′	21·6 BK7½″ *3BHCem*	11·5	Grimsby British	T.3Cy.12″,21″&34″–24″ (*s*) 180lb 67RHP 1SB,2*pf*,GS33,HS1044 C.D.Holmes&Co.Ld.Hull	12 ″ 3	
1569 LMVT	**Athena** SteelScSr *H.Brandt* (*ex*Regina Maria) *Elec.light* 1*Dk&Shelter dk&deep framing*	2705 2070 1730	"Huntsclyde," *See No. 18 in Supplement.*				1904 *Lloyd's*	Flensburgr Schiffsbaues. Flensburg	DeutscheLevante Linie	292·0 H27′	41·4 25·8	18·9	Hamburg German *WB*	T3Cy20⅝″,35 7/16″&55½″–35 7/16″ 180NHP FlensburgerSchiffsb.Ges.		G
1570 129 NFTV	— SteelSc3MstSr *ss*Bos.2ndNo.3–3,07 (*ex*Taurus, *ss*Nap.No.1–11 *ex*Consuelo,*ex*Taurus,*ex*Theodora) *Mchy.Aft Elec.light* 1*Dk2trB*	410 386 259	✠ 4,16	Nap	*h*		1887 5mo	Gourlay Bros.&Co. Dundee	Lagorara& Casazza	168·3 B45′	27·3	14·0	Naples Italian 5*BHCem*	T.3Cy.14″,24½″&40″–30″ 88NHP 1SB,*3cf*,GS45 Gourlay Bros.&Co.Dundee	15 ″ 5	I
1571 HNMP	— SteelScSr *D.Drepaniotis*00–05 2*Dks&Spardk*	455 — 172					1893	J.McDowall&Barbour Piræus	Navig.Hellénique JohnMacDowall	162·0 F30′	23·6	14·0	Piræus Greek	T.3Cy.14″,22″&37½″–30″ 77NHP McDowall&Barbour,Pir.		
1572 119121 VQRT	**Athenia** SteelTwinSc4MstSr *J.Black* –12 ~~ssGls.No.2–12~~ 2*Dks*(*Stl*)3*trB&Webframes&* *Elec.light Ref.Mchy. Shelter dk*(*Stl*) Wireless *ss*Gls.No.3–4,17	8668 6870 5523	✠100A1 *Shelter dk* 4,17 ~~3,16~~ BS3,17 ✠LMC3,16	Gls	*e*†	3,16	1904 4mo *Lloyd's*	Vickers,Ss. &Maxim,Ld. Barrow	Anchor-Donaldson Ld. (Donaldson Bros Ld &Anchor Line(Henderson, Bros)Ld *(qtd Mgrs)* *WB=CellDBa*	478·0 *Bon Shelter dk*125′ FK 145′*uE&B*74′*f* 191′	56·0	32·5 8*BHCem* 1343*t D Ta*	Glasgow British	T.6Cy.27″,44″&72″–48″ (*s*) 180lb 855NHP 6SB,*18cf*,GS448,HS14222 VickersSs.&MaximLdBrw 32′1100*tFPT*205*tAPT*110*t*	35 ″ 8 s 6 ″ 8 29 ″ 4	
1573 115239 TDNC	**Athenic** SteelTwinSc4MstSr *J.E.Crossland* –16 4*Dks* *Elec.light Ref.Mchy.* Wireless Sub.Sig	12345 11395 7826	~~Lloyd's RMC9,10~~ ~~2nd 10,17~~ 3,18				1901	Harland& Wolff,Ld. Belfast	OceanicStmNavCo Ld.(WhiteStar Line)	500·3	63·3	45·0	Liverpool British *WB*	Q.8Cy.22″,31½″,46″&68″–48″ 641NHP Harland&Wolff,Ld.Bel.		BT till 9,17
1574 123223 HFMS	— SteelScSr *J.Nelson* –17 *ss*Hul.No.2–14 1*Dk*(*Stl*)2*trB deep framing&* *Web frames*3*Dk rule*	4078 3836 2628	~~1~~ ✠100A1 ~~2,18 1,10~~ BS3,17 ✠LMC7,14	Sws Sld	*x*	~~N3,16~~ 2,18	1906 2mo *Lloyd's*	Sunderlnd S.B.Co.Ld Sunderland	KatharineS.S.Co. Ld.(A.D.Axarlis *Mgr.*) *WB=CellDBa*	370·0 P26′B100′F34′ FK 127′*uE*21′	50·0	26·2 *f*158′876*tD Ta*	London British 6*BHCem*	T.3Cy.26″42⅞″&70″–45″ (*s*) 180lb *100lb* 352NHP 3SB,*9cf*,GS151,HS5391 N.E.MarineEng.Co.Ld.Sld 29′734*tFPT*74*tAPT*82*t*	27 ″ 9 s 5 ″ 7 22 ″ 6	
1575 135246 JQQP	**Atherstone** SteelScSr ~~*A.C.Iedale* —16~~ *C.Bliault* –18 1*Dk*(*Stl*)	4168 3786 2570	✠100A1 4,18 ~~4,16~~ ✠LMC7,15	NYk	*x*	~~4,16~~ 2,18	1913 7mo *Lloyd's*	Craig,Taylor&Co.Ld. Stockton	CharlesRadcliffe, Ld.(C.Radcliffe& Co.*Mgrs.*) *WB*= 127′*uE&B*40′	370·0 P52′B&F289′ *CellDBa* FK *f*152′1152*tFPT*98*t*	51·4	24·1 6*BHCem* *APT*207*t*	London British	T.3Cy.26″,42½″&69½″–45″(*s*) 180lb *120lb* 371NHP 2SB,*6cf*,GS123,HS5983 Blair&Co.Ld.Stockton	26 ″ 6 s 3 ″ 1½ 23 ″ 9	
Wrecked5,17 1576	**Athina** IronSc *Patrageas* –15 *ss*Cpl.2ndNo.3–6,04 (*ex*Braila, *ss*Pir.No.2–13 *ex*NewYorkCity) 2*Dks*(*UIrn*–ws)3*trB*	*1724* *1595* *1131*	~~✠100A1~~ 8,15 ~~BS3,14 L.M.C3,17~~	Pir	*r*	8,15	1879 8mo	Richardsn, Duck&Co. Stockton A&CP	Nav.àVap. "Ionienne" G. YannoulatoFrères *WB=DBa*72′*&uB*28′	260·2 B26′F33′ BK9″	34·5	22·5 5*BHCem* *MT*30′207*t*	Piræus Greek	C.2Cy.33″&61″–33″ (*r*) 80lb *80lb* NDB95 144NHP 1SB,*4cf*,GS72,HS1927 NB85*refitted*10 T.Richardson&Sons,Hpl.	23 ″ 8 s 3 ″ 7½ 20 ″ 11	
1577 HQDG	**Athinai** IronScSr *A.Katramados ss*Ham.No.2–81 *Well deck* (*ex*Wega) *Elec.light* 1*Dk2trB*	988 721 431	✠ 8,81	Ham	*m*		1872 10mo	C.Mitchell &Co. Newcastle	Nav.Orientale (P.Panteleon)	224·4 P131′F36′	29·6	17·2	Piræus Greek 4*BHCem*	C.2Cy.32″&60″–33″ 172NHP Thompson,Boyd&Co.Nwc.		
1578 RFWH	**Athlet** IronScCtr *H.Biesterfeldt*02–06 (*Tug*) 1*Dk*	114 110 —					1880	Janssen& Schmilinsky Hamburg	Verein.Bugs.-& FrachtschfhrtGes	84·8	18·7	11·9	Hamburg German *WB*	C.2Cy.15″&32½″–25″ HS870 50NHP Janssn&Schmilinsky,Ham		

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Capitaine. Visites Périodiques.	3 Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe.	15 Registres ouverts à Londres dans le R. et dans les Dépôts Cert. Hor. Trade.
1579 HKFW	**Athlète** *P.Vince* 13–13	**Iron Twin Sc Sr** *ss* St.N.2nd No.3–4,09 *ss* St.~~N.No.1–12~~ 1 *Dk* *ss* Bdx.No.2–~~15~~	237 — 3	✠ A1 *For River & Tug purposes* 6,17 ~~7,14~~ LMC ~~M6,17 MS6,15~~ BS6,16	Bdx		~~8,15~~ 6,17	1890 1mo	Canada Works, Ltd. Birkenhead *Lloyd's*	Cie. Générale Transatlantique *WB=Cell DB*	147·4 | 22·8 | 12·1 *Promenade dk* 50′ BK 6½′ ND 17; *WB=T*	St. Nazaire French 6 *BHCem* *anka* 35*t* / 25*t*	C.4Cy.18″&36″–24″ (*s*) 100lb NB1,03 108 NHP 1 DB, *4pf*, GS68, HS1859 Canada Wrks Co (Lim) Bkn.	12 ″ 9	
1580 101993 HPCS	— *G.Anderson* –16	**Steel Sc Sr** (*Tug*) 1 *Dk*	119 118 2		Lon	…		1893	J.Stewart & Son (Lim.) London	Robinson Tug Co. Ltd. (O.W. Robinson, *Mgr.*)	92·5 | 19·6 | 10·5 B11′ BK 6½′	London British	T.3Cy.13″,21″&34″–24″ 150 RHP J.Stewart & Son (Lim.) Lon.	11 ″ 6	
1581 97738 NBDJ	**Athole** *J.McCoy* –16	**Wood Sc K Barge** *Paraffin Motor* GIB 1 *Dk*	150 142 110	✠ 2,05	Lon	10 C7		1892 11mo	J.& W.B. Harvey Littlehmptn	Forbes, Abbott & Lennard, Ld.	98·1 | 24·1 | 9·2 9&12yrs.Mat	Shoreham British	Paraffin Motor 2S.C.SA 2Cy.13 3/16′–13 3/16″ Fitted 13 D.Goedkoop, jr. Ams.	9 ″ 7	
1582 109606 SFDH	**Atholl** *R.Glegg* 99–15 *Elec.light*	**Steel Sc Sr** *ss* Yka.No.3–3,13 2 *Dks* (1 *Stl* & *Upt Irn* & *pt Stl*) & *deep framing*	4647 4065 3031	✠ 100A1 3,17 1,17 ✠ LMC MS3,17 ~~MS4,15~~ BS7,16–6,17	Lon Liv	*x*	~~7,15~~ M9,17	1901 2mo	Napier & Miller, Ld. Glasgow A&CP *WB*	J.Warrack & Co. *B=Cell DB* a 125′ *u*	385·5 | 48·7 | 27·3 P 40′ B 110′ F 44′ FK *E&B* 44′ *f* 167′ 105 9*t*	Leith British 6 *BHCem* *APT* 38*t*	T.3Cy.27″,43″&72″–48″ (*s*) 180lb *110lb* 418 NHP 2SB, *8cf*, GS136, HS5463 FD Dunsmuir & Jackson, Ld Gls	29 ″ 9 s 5 ″ 10 24 ″ 4	
1583 QFNM	**Athos** (Seized at Mariupol) *Dillwitz* –11	**Steel Sc Sr** (*ex* Marxburg) 1 *Dk* & *Spar dk* & *Web frames*	1743 1624 1095			…		1891	Helsingörs Jernsk.& Msk. Elsinore	Deutsche Levante Linie	258·0 | 37·1 | 14·5 B 72′ F 34′ 21·3 BK 9″ *WB*	Hamburg German Helsingörs Jernsk. & Msk b.	T.3Cy.22½″,35″&60″–42″ 236 NHP		
1584 MJVL	— *M.Svenungsen* 16–16	**Steel Sc Sr** 1 *Dk*	1708 1510 999					1913	Nylands Værksted Christiania	Akties. Romulus (A.O. Lindvig, *Mgr.*)	264·9 | 40·2 | 18·6 P 49′ B 61′ H 84 *t* F 29′ *WB*	Christiania Norwegian Nylands Værksted, Xania	T.3Cy.19″,31″&51½″–33″ 152 NHP		N
1585 131058	**Atikokan** *W.J.Brown* –17 (*ex* John B.Trevor) *Mchy.Aft Elec.light*	**Steel Sc Sr** (*Whaleback*) 1 *Dk* 2 *tr B*	2004 1933 1292					1895	American Stl. Barge Co. W. Superior	~~Canadian North West S.S. Co. Ltd.~~ (~~W. L. Reed, *Mgr.*~~) Montreal Transportation Co Ld. *WB*	362·0 | 38·8 | 18·0	Montreal British	T.3Cy.20″,32″&54″–42″ 189 NHP S.F.Hodge, Detroit, Mich.		L
1586 TBPC	**Atjeh** *Elec.light*	**Steel Sc Sr** 1 *Dk* 2 *tr B*	691 600 393					1909	Maats. Feyenoord Rotterdam	Koninkl. Paketv. Maats.	174·0 | 29·1 | 16·2 P 31′ F 27′ *WB*	Batavia Dutch Maats. Feyenoord, Rot.	T.3Cy.14¾″,24½″&40″–27″ 83 NHP		V
1587 106731 KHCS	**Atkins Hughes** *W.R.Fletcher*	**Iron Sc** (*Tug*) 1 *Dk*	116 — 58					1890	Neafie & Levy Philadelphia	J.E.Hughes	88·7 | 19·0 | 10·2	Phildlphia Utd. States	C.2Cy.15″&26″–22″ 26 NHP Neafie & Levy, Philadelphia		
1588 5137 JSBM	**Atland** *H.B.Arvidson* –16 *Turret deck Elec.light*	**Steel Sc Sr** 1 *Dk*	5029 4228 2700					1910	W.Doxford & Sons, Ld. Sunderland	Ångfaktieb Tirfing (Axel Broström & Son, *Mgrs.*)	388·9 | 52·4 | 26·1 P 39′ B 67′ H 172 *t* F 43′ *WB*	Gothenbrg Swedish W.Doxford & Sons, Ld. Sld.	T.3Cy.26″,42″&68″–48″ 320 NHP		C
1589 NFTY	**Atlanta** *Ghisolfi* –15 (*ex* Stella Polare, *ex* Atlanta) *Ref.Mchy. Elec.light* Wireless	**Steel Sc Sr** *ss* Tri.No.1–13 1 *Dk* (*Stl*) & *Spar dk* (*Stl-pt ws*) & *deep framing*	5022 4042 3248	✠ 100A1 *Spar dk* 11,13 ✠ LMC ~~M6,17~~ *Examined* ~~6,17~~ 1,18 ~~BS6,15~~ ~~MS3,17~~ ✠ Lloyd's RMC ~~6,17~~ ~~9,17~~ 1,18	Tri	*y*	3,17	1908 4mo	Russell & Co. Port Glasgow *Lloyd's*	Requisitioned by the Italian Govt. (Italian State Rlys) *Cell DB* a 126′ *u*	385·0 | 49·8 | 18·4 P 77′ B 108′ F 41′ 26·3 FK *E&B* 40′ *f* 170′ 116 0*t*	Venice Italian 6 *BHCem* *APT* 32*t*	T.3Cy.26″,42″&70″–48″ (*s*) 180lb *100lb* 483 NHP 3SB, *9cf*, GS165, HS7224 FD D.Rowan & Co. Glasgow	29 ″ 0 s 5 ″ 1½ 24 ″ 3	
1590	— *Elec.light*	**Steel Sc** 2 *Dks*	2094 — 1399					1896	W.Cramp & Sons Philadelphia		225·3 | 42·1 | 14·2	Mexican	T.3Cy.24″,38″&62″–36″ 231 NHP W.Cramp & Sons, Phl.		R
1591 HDFO	**Atlante** ~~*Broker*~~ (*ex* New Londoner) *Well deck* *Mchy.Aft Elec.light*	**Steel Sc 3 Mst Sr** *ss* Nwc.No.3–4,06 *ss* Cdz.No.2–14 2 *Dks* (*U Stl–ws*) *L.G.Barrosa* –18	1446 948 793	✠ 100A1 3,17 ~~3,16~~ ~~BS6,17~~ ✠ LMC ~~5,16~~ DBS6,17 MBS5,18	Cdz Bel	*q*	~~7,15~~ 3,17	1894 4mo	Wigham Richrdsn & Co Newcastle A&CP	Cia. Tras. Mediterranee *WB=Cell DB* a 144′	270·0 | 33·6 | 15·5 P 178′ F 60′ BK 9″	Barcelona Spanish 5 *BHCem* 160*t* *DT* / 27*t*	T.3Cy.28½″,46″&75″–42″ (*s*) 160lb *90lb* 3?0 NHP SB, *12pf*, GS156, HS6231 Wgham Rchardsn & Co Nwc	18 ″ 2 s 1 ″ 4½ 18 ″ 0	
1592 4053 ~~JMTL~~ 137701	**Atlanten** ~~*H.Dahlquist* 16–16~~ *Elec.light*	**Steel Sc Sr** *ss* Nwc.No.3–4,15 1 *Dk* (*Irn*) & *deep framing*	2146 1950 1266	✠ 100A1 11,16 ~~BS6,16~~ ✠ LMC ~~7,14~~	Got	*s*	2,16	1902 3mo	Murdoch & Murray Pt. Glasgow *Lloyd's*	~~G.A.Roselius~~ The Shipping Controller (Elder, Dempster & Co. Ld., *Mgrs.*) *WB=Cell DB* a 84′	285·8 | 43·0 | 19·0 P 27′ B 74′ F 29′ FK *u E&B* 50′ *f* 108′ 54 8*t*	British 5 *BHCem* *APT* 80*t*	T.3Cy.20½″,35″&57″–39″ (*s*) 160lb *90lb* 210 NHP 2SB, *6pf*, GS106, HS3284 D.Rowan & Co. Glasgow	21 ″ 3 s 3 ″ 0 18 ″ 7	
1593 110611 RHTP	**Atlantian** *C.Hughan* –17 2 *Dks* (*Stl*) & *deep framing* & *Awng dk* (*Stl*) *Elec.light*	**Steel Twin Sc 4 Mst Sr** *ss* Liv.No.3–2,13 Wireless *ss* Liv.No.1–18	9399 9069 6176	✠ 100A1 *Awng dk* *with freeboard* 4,13 ~~3,16~~ ~~BS6,16~~ ✠ LMC ~~5,14~~	Liv NYk	*e* †	~~3,16~~ ~~3,17~~ P4,18 SN4,18 4,18	1899 9mo	Armstrong Whitworth & Co. Ld. Newcastle *Lloyd's*	F.Leyland & Co. Ld. *WB=Cell DB* a	482·0 | 57·3 | 32·8 B 121′ 40·8 FK & BK 3″ 124′ *u E&B* 62′ *f* 217′	Liverpool British 7 *BHCem* 1428*t* *D Ta*	T.6Cy.21″,35″&58″–48″ (*s*) 186lb *60lb* 701 NHP 2D & 2SB 30*r/f* GS580 HS13360 Walls and Slpwy Co. Ld. Nwc. 35′ 972*t* *FPT* 120*t* *APT* 141*t*	43 ″ 9 s 13 ″ 2 31 ″ 2	
1594 4339 JPBH	**Atlantic** *O.Lilliestierna* 16–16 *Elec.light* Wireless	**Steel Sc Sr** *ss* Cpn.No.3–2,17 1 *Dk* (*Stl*) 2 *tr B* & *deep framing* 3 *Dk rule*	3365 3129 2113	*Carrying fuel oil F.P above D.B* ✠ 100A1 1,18 ~~2,17~~ ~~BS6,16~~ ✠ LMC ~~5,14~~ ~~M?6,17~~	Cpn NYk	*v*	~~2,17~~ 1,18	1904 10mo	Hawthorn, Leslie & Co. Ld Newcastle *Lloyd's*	Rederiaktieb. Transatlantic (G.Carlsson, *Mgr.*) *WB=Cell DB* a	340·0 | 49·0 | 22·6 P 28′ B 96′ F 34′ FK 114′ *u E&B*	Gothenbrg Swedish 6 *BHCem*	T.6Cy.25″,40½″&67″–45′ (*s*) 180lb 332 NHP 3SB, *9pf*, GS153, HS5208 N.E.Marine Eng.Co Ld Nwc 44′ *f* 140′ 72 1*t* *APT* 95*t*	25 ″ 3 s 4 ″ 8½ 20 ″ 11	
1595 118804 VPMB	— ~~*E.N.Gray* –18~~ 1 *Dk* (*Irn*) 2 *tr B* & *deep framing* *H.Readman* –17	**Steel Sc Sr** *ss* Bkn.No.2–12 3 *Dk rule*	3016 2812 1916	✠ 100A1 1,16 ~~6,14~~ *Examined* 9,17 BS9,17 ✠ LMC 4,12	Hul Blyth	*u*	~~6,14~~ 9,17	1904 3mo	W.Gray & Co. Ld. W Hartlepool *Lloyd's*	W.H.Cockerline & Co. *WB=Cell DB* a ~~&~~ *u E* 130′ *f* 136′	325·0 | 47·0 | 22·4 P 29′ B 88′ F 34′ FK 726*t*	Hull British 5 *BHCem* *APT* 53*t*	C.2Cy.24″&38″–19″ ~~2.Cy.24″,36″&64″–42″~~ (*s*) 160lb *100lb* 184 270 NHP 2SB, *6pf*, GS102, HS4128 Cen.Mar.Eng.Wrks.W Hpl	24 ″ 10 s 4 ″ 4 20 ″ 10	
1596 200354 KSTP	— *C.A.Lewis* *Elec.light*	**Steel Sc Sr** (*Suction Dredger*) *ss* Gal.No.2–10 1 *Dk* (*pt Stl–ws*)	500 411 254	✠ 3,14 ✠ *Dredger* *Water Tube Boilers*	Mob	*h*		1903 12mo	New York S.B.Co. Camden, N.J.	North American Dredging Co. (R.A. Perry, *Mgr.*) *WB=FP Tanks*	140·0 | 30·2 | 13·2 F 24′ FK 17*t*	Camden NJ Utd. States 5 *BHCem* *APT* 6*t*	T.3Cy.18″,30″&48″–20″ 285 NHP 2B, GS119, HS6559 Great Lakes E. Wks, Detroit	14 ″ 0	
1597 109021	— *P.Thomson* –16	**Iron Sc K** (*Trawler*) 1 *Dk*	167 164 65			…		1898	Cochrane & Cooper, Ld. Beverley	~~D.J.McKinnon & Son~~ ~~H.G.Crampin~~ W.Crampin	110·0 | 21·0 | 11·3 Q 20′ BK 7½″	~~Dundee~~ British Grimsby *WB*	T.3Cy.12″,20″&33″–24″ 58 RHP C.D.Holmes & Co. Hull	12 ″ 0	
1598 132861 HVKR	**Atlantic City** *G.H.Mead* –16	**Steel Sc Sr** 1 *Dk*	4707 4456 2934					1912	Ropner & Sons, Ld. Stockton	~~St Just S.S. Co. Ld.~~ (W.R.Smith~~s Son~~ ~~*Mgrs.*~~ & Sons *Mgrs.*)	378·5 | 51·5 | 27·5 P 38′ B 126′ F 39′	Cardiff British *WB*	T.3Cy.26″,42″&70″–48″ 339 NHP Blair & Co. Ld. Stockton		C
1599 209871 LCJR	— *Elec.light*	**Steel Sc** 2 *Dks*	927 — 630					1912	Kyle & Purdy, City Island, N.Y.	Atlantic City S.S. Line (Warren Webster).	175·5 | 28·5 | 14·5	Phildlphia Utd. States	T.3Cy.15½″,23½″&37½″–26″ *Emade* 84 *fitted* 12 72 NHP Gose Marine Wks, Bath, Me.		

Now named "Baltimorean," See No. 33 in Supplement

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. / Master. / Special Surveys.	3 Material, Rig, &c. / Late Name if any / No. of Decks, &c.	4 Regist'd Tonnage. Gross / Under deck. / Net.	5 Particulars of Classification. Character.	6 Port of Survey.	7 Tonnage, Equipment Letter.	Date when tail shaft last scol.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. m.	15 Registers in which classed, if not in L.R. Dates of Surveys.
1600 213282 LFJG	Atlantic Sun *Elec.light Mchy.Aft*	Steel Sc 3 Mst Sr (*ex* Iris) 2 *Dks*	2333 2225 1797					1893	Palmers' Co.Ld. Newcastle	Sun Company	295·0 | 39·0 | 25·6 B24′F31′			Philadlphia Utd. States *WB*	T.3Cy.22″,35″&58″–42″ 218 NHP Palmers' Co.Ld. Newcastle		V
1601 JBVQ	Atlantica *C.Sprenger* 11–12 *Elec.light*	Steel Sc Sr 1 *Dk* (*Stl*)	4996 3906 3239	✠ 6,16	Nwc	*x*		1911 5mo	Armstrong Whitworth & Co.Ld. Newcastle	Atlantica Sea Nav. Co.Ld. *WB = Cell D Ba 132′ uE & B 78′*	378·1 | 52·3 | 23·9 P28′B201′F34′ FK *f* 161′987 *t FPT* 131 *t APT* 95 *t*			Fiume Aust.-Hung. 6 *BHCem*	T.3Cy.26′,42′&68″–48″ 391 NHP 2SB, *8cf*, GS 155, HS 6624 Blair & Co.Ld. Stockton	26 ″ 4	
1602 HCNJ	Atlantico *Scopanich* *Elec.light*	Steel Sc Sr *ss* Tri. No.3–4,12 1 *Dk* (*Stl*) & *Spar dk* (*Stl*) & *deep framing*	3346 3064 2081	✠ 1,17 *Spar dk* ✠	Tri	*v*		1898 11mo	Russell & Co. Pt. Glasgow	Nav. Gen. Austriaca-Gerolimich & Co. Soc. in Azioni *WB = Cell D Ba 102′ uE & B 40′ f* 140′867 *t*	330·0 | 48·1 | 15·9 P20′B72′F36′ 23·5 FK *uE & B 40′ f* 140′867 *t*			Trieste Aust.-Hung. 5 *BHCem*	T.3Cy.24″,40″&65″–42″ NDB 09 291 NHP 2SB, *6cf*, GS 130, HS 4400 Kincaid & Co. Greenock	26 ″ 0	
1603 NFVD	— *A.C.Shubert* *Elec.light*	Steel Sc Sr (*ex* Skramstad) 1 *Dk* & *Spar dk*	1400 1288 860					1904	Framnes Mek. Værks. Sandefjord	Soc Anon Importadora y Exportadora de la Patagonia	231·7 | 35·2 | 20·5 H80 *t*			Bns. Ayres Argentine *WB*	T.3Cy.16½″,27″&44″–33″ 111 NHP Nylands Værksted, Xania.		N
1604 HKGQ HKGP	— *A. Francesco* –15 *Elec.light* Wireless (*ex* Karibib, *ex* Tugboat)	Steel Sc 4 *Dks* & *Spar dk* 1 *Dk*	*146* *138* *60*			...		1911	Scott & Sons Bowling	A.D. & M.Lussich	90·6 | 22·6 | 10·5 BK 7″			M.Video Uruguayan *WB*	C.2Cy.17″&36″–24″ 77 NHP Ross & Duncan, Glasgow	11 ″ 0	
1605 688 NFVD	Atlantide *A.Levin* (*ex* Cornwall) 2 *Dks* (*Stl*) & *deep framing* *Elec.light*	Steel Sc Sr *ss* Gls.No.3–5,09	5431 5188 3512	✠ *Shelter dk with freeboard* 2,13	Brs	*a*†		1896 11mo	Hawthorn, Leslie & Co.Ld Newcastle	Soc. Atlantide Italiana di Nav. (Coe & Clerici, *Mgrs.*)	420·0 | 54·0 | 28·7 P45′B & F355′ FK *WB = Cell D Ba 105′ uE 23′ f* 193′984 *t FPT* 130 *t APT* 45 *t*			Genoa Italian 7 *BHCem*	T.3Cy.30″,48″&78″–54″ 505 NHP 3SB, *9cf*, GS 180, HS 6754 FD Hwthrn, Leslie & C.Ld. Nwc	32 ″ 0	IC
1606 HKGQ	Atlantique *Charbonnel* –13 *Elec.light* Wireless	Steel Twin Sc 4 *Dks* & *Spar dk*	6479 5601 3473					1899	Message. Maritimes La Ciotat	Messageries Maritimes	468·9 | 50·6 | 32·8 H900 *t*			Marseilles French *WB*	T.6Cy.33½″,48½″&79½″–43½″ 832 NHP Message. Marit. La Ciotat		V
1607 HKGP	Atlantique I. *Guérin* 12–12 (*ex* Karibib, *ex* Tugboat)	Steel Sc Sr (*Tug*) 1 *Dk*	166 — 49					1898	B. Wencke Söhne Hamburg	Soc. Anon. des Atel. & Chant. de La Pallice	110·6 | 20·3 | 10·5 P17′F12′			La Rochlle French *WB*	C.2Cy.16″&31½″–22″ 39 NHP B Wencke Söhne, Hamburg		
1608 MCST	Atlantis *T.Thorsen* Wireless	Steel Sc Sr 1 *Dk* & *Spar dk* 2 *tr B*	1171 1070 734					1906	Nylands Værksted Christiania	Dmpsk. Akties. Adine (C.H. Engelhart, *Mgr.*)	225·1 | 33·7 | 19·0 H90 *t*			Chrstiania Norwegian *WB*	T.3Cy.16½″,27″&46″–33″ 121 NHP Nylands Værksted, Xania		N
1609 106964 PSFC	Atlas *M.Thompson* –17 1 *Dk* (*Irn*) 2 *tr B* & *Webframes*	Steel Sc Sr *ss* Hpl.No.3–3,09 *ss* Bry.No.1–14 3 *Dk rule*	3090 2871 1994	✠ 100 A1 11,16 B&9,16 ✠ LMC 09	Npt	*u*	11,16	1897 6mo	W. Gray & Co. (Lim.) W Hartlepool A&CP	Rickinson, Sons & Co. *WB = Cell D Ba & uE 130′ f 136′*	325·0 | 47·1 | 22·3 P27′B82′F32′ FK			W. Hartlpl British 5 *BHCem*	T.3Cy.24″,38″&64″–42″ (*s*) 160 lb *80 lb* 260 NHP 2SB, *6rf*, GS 85, HS 3820 Cen. Mar. Eng. Wrks. W Hpl	24 ″ 10 s 4 ″ 5½ 20 ″ 9	
1610 107430 KNTW	— *D.S.Smith* *Elec.light* *Carrying Oil in bulk* Wireless Sub.Sig. *Fitted for oil fuel*	Steel Sc Sr 1 *Dk* & *Spar dk*	2005 — 1145					1898	Delaware River Co. Chester, Pa.	Standard Oil Co. of California	248·0 | 40·1 | 22·5			Richmond, Cal. Utd. States	T.3Cy.21″,34″&56″–42″ 203 NHP Delaware River Co. Chester		
Sunk (War Loss) 1611 NGCB	— *W.Drayer* *Elec.light*	Steel Sc Sr 2 *Dks*	1813 1640 1127					1906	Nederl. Schps. Maats. Amsterdam	Koninkl. Nederl. Stoomb. Maats.	286·2 | 40·2 | 18·7 P17′B127′F35′			Amstrdam Dutch *WB*	T.3Cy.20⅞″,32⅜″&55′–35⅜″ 180 NHP Ned Fb. v. Wrk & Spoor, Ams		V
1612 1909 IRND VBPL	— *Void* *Elec.light*	Steel Sc Sr 1 *Dk*	989 771 613					1904	Fredrkstad Mek. Værks. Fredrikstad	The Shipping Controller (W.Coupland & Co. *Mgrs.*)	217·1 | 33·1 | 13·2 Q55 *t* B46 *t* H88 *t* F29 *t*			Langesund Norwegian London British *WB*	T.3Cy.16″,26″&43″–30″ 101 NHP Fredrikstad M.V. Frdstad		N
1613 QGDW	— *C.Schwartz* *Elec.light*	Steel Sc Sr 2 *Dks*	969 839 606					1896	Helsingörs Jernsk & Msk. Elsinore	Dampfschifffahrts Ges. Neptun	200·5 | 30·3 | 19·0 B50′			Bremen German *WB*	T.3Cy.15″,24″&40″–27″ 83 NHP Helsingörs Jernsk. & Mskb.		G
1614 NGOD	— *J.Bakker* 94–07 *Elec.light* (*Tug*) 1 *Dk* (*Stl*–ws) 2 *tr B* Wireless	Steel Sc Sr *ss* Ams.No.2–15	519 449 7	✠ 100 A1 ~~6,16~~ 4,18 ~~BS 1,17~~ ✠ LMC 2,15 ES 4,16	Ams	*j*	2,15	1907 3mo *Lloyd's*	Naam. Ven. Rijkee & Co. Rotterdam *A & CP*	Amsterdam Tug & Salvage Co.Ld (A.D & C.E. Zur Mühlen, *Mgrs.*) *WB = DB uE 24′ 27 t D Tanks a 26′ 59 t*	163·0 | 28·4 | 16·0 B56′F20′ BK 7½″ *D Tanks f* 17′			Amstrdam Dutch 6 *BHCem*	T.3Cy.18″,28″&46″–36″ (*s*) 180 lb 209 NHP 2SB, *6cf*, GS 115, HS 4210 Maats. Feyenoord, Rot. 102 *t FPT* 49 *t APT* 15 *t*	17 ″ 0 s 1 ″ 10½ 15 ″ 10	
1615 91280	— *W.Jones* 78– *Mchy.Aft*	Iron Twin Sc	457 457 217					1884	Armstrong Mitchell & Co. (Lim.) Newcastle	Mersey Docks & Harbour Board	131·0 | 48·3 | 9·0			Liverpool British	C.4Cy.4″&11″–12″ 40 RHP Ross & Duncan, Glasgow		
1616 TBNG	— *D.Pieper* *Elec.light*	Steel Sc Sr ~~*ss* Sng.No.1–13~~ *ss* Sng.No.2–17 1 *Dk* (*Stl*)	400 281 12	✠ 100 A1 *For Towing purposes* 4,17 ~~6,16~~ 4,17 ~~BS 6,16~~ ✠ LMC 6,16 *Fitted for oil fuel* 8,09	Sng		~~6,16~~ 4,17 *F.P.*	1909 3mo *Lloyd's above*	Rotterdam Droogd. Maat Rotterdam *A & CP* 150°F.	Nederl. Indische Tankstoomboot Maats.	135·0 | 25·5 | 12·5 F14′ FK			Batavia Dutch 6 *BHCem*	T.3Cy.15″,25″&41″–33″ (*s*) 180 lb 126 NHP 1SB, *3cf*, GS 62, HS 2240 Rotterdam Droogd. Maats. *WB = DT f* 23′ 43 *t*	13 ″ 6 s 1 ″ 6 12 ″ 2	
1617 949 HBLM	— (*Tug*)	Steel Sc	264 — 132					1907	L.Smit & Zoon Kinderdijk	Cia. Holandesa (H. Strengers *Mgr*)	81·5 | 23·3 |			Vlparaiso Chilian	T.3Cy.		
1618 —	— (*Tug*) 1 *Dk*	Steel Sc	259 251 63					1907	L.Smit & Zoon Kinderdijk	H.W.Ackermans & H.van Haaren	114·8 | 23·5 | 13·6 B32′F13′			Antwerp Belgian	T.3Cy.14 4/16″,23 1/16″&38⅝″–24′ 73 NHP Alblasserdam. Msch. Fab.		V
1619 —	— (*Tug*) 1 *Dk*	Iron Sc	216 205 23					1886	Janssen & Schmilinsky Hamburg	Pargas Kalkbergs. Aktieb	109·6 | 20·3 | 14·3 H6 *t*			Pargas Russian *WB*	C.2Cy.23″&40″–28″ HS 1512 80 NHP Janssen & Schmilnsky, Ham		
1620 RSDT	— *H.Othmer* –11 (*See Sailing Ship Register*)	Wood Aux Sc Sr *Petrol Motor* 1 *Dk*	209 — 140					1911	Stone & Van Bergen S.Francisco	Jaluit Ges.	104·9 | 26·6 | 10·4			Hamburg German	Petrol Motor Atlas Gas Eng. Co. Oakland		G
1621 —	— (*Trawler*)	Iron Sc K 1 *Dk*	191 174 80					1899	Edwards Bros. N.Shields		121·0 | 20·6 | 10·6 len 05				T.3Cy.12″,18″&30″–21″ 41 NHP MacColl & Pollock, Sld.		N

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. pc.	15 Inscrire ici cote, si ce n'est dans le L. R. Entrée Cert. Hull Trade.
1622 98339	**Atlas** *J.L.Drouven* 91–97	SteelTwinSc 1 *Dk*	164 157 84					1895	Denny & Co. Dumbarton	IndiaGeneralNav. &Rly.Co.Ld.	133·0 23·0 8·0			Calcutta British	C.4Cy.20″&38″–24″ 62RHP Denny&Co.,Dumbarton		
1623	— *M.Garcia*	SteelScSp 1 *Dk*	*108* *93* *11*					1895	Fleming& Ferguson Paisley	A.Mondre yRios	86·0 19·0 7·6			Barcelona Spanish	C.2Cy.20″&40″–20″ 60NHP Fleming&Ferguson,Psy.		
1624 4242 JNPS	**Atle** *Borin* *Well deck*	SteelScSr (*ex*Cairo) 1 *Dk*	1731 1356 1052			…		1882	Earle'sCo. Ld. Hull	Ångf.AktiebThule (H.Metcalfe, *Mgr.*)	267·4 34·1 18·1 Q85′B84′H52*t*F30′ FK			Gothenbrg Swedish	C.2Cy.25″&50″–45″ 140NHP Earle'sCo.Ld.Hull		V
1625 MHPW	— *H.Knutsen* (*ex*Rangoon)	IronScYl (*Trawler*) 1 *Dk*	125 126 43	✠ *For fishing purposes* 6.88 ✠	Hul			1888 6mo	Cook, Wel-t'n&Gemmell Hull	Gjerdsjö& Bakkevig	100·4 20·1 10·4			Haugesnd Norwegian 3 *BHCem*	C.2Cy.17″&33″–22″ 43NHP C.D.Holmes&Co.Hull	11 ″ 4	
1626 MGPH	**Atle Jarl** *Jahnsen* (*ex*Navarre) *Elec.light* Wireless	SteelScSr 1 *Dk*&*deep framing* *&Shelterdk*	1249 878 557			…		1904	IrvineSB& E.Co.(1902) Ld. Irvine	Det.Nordenfjeldske Dmpsk.	230·1 34·2 14·6 FK			Trondhjem Norwegian *WB*	T.3Cy.20½″,34″&56″–36″ 209NHP J.G.Kincaid&Co.Greenock	17 ″ 1	N
1627	**Atleta** *P.Streckwall*	SteelSc (*Tug*) 1 *Dk*	105					1906	J.L.Meyer Papenburg	Hamburg-Süd-Amerik.Dampf-schifffahrtsGes.	75·5 19·1 10·1			Bns.Ayres Argentine	C.2Cy.13¾″&25⅝″–19½″ 24NHP J.L.Meyer,Papenburg		
1628 MGSH	**Atna** *O.Meyer* *Elec.light* Wireless	SteelScSr 1 *Dk*&*Shelterdk*	4682 4361 2873					1911	W.Doxford &Sons,Ld. Sunderland	Nrwgn.Afr.&Aust. Line(W.Wilhelm-sen&Fearnley& Eger, *Mgrs.*)	390·0 53·5 26·1 P101*t*H193*t*			Tönsberg Norwegian *WB*	T.3Cy.27″,45½″&77″–54″ 436NHP W.Doxford&Sons,Ld.Sld.		CN
1629 4871 JRCF	**Atos** *H.Hansen* 16–16	SteelScSr 1 *Dk*	803 653 476					1908	Hlsingbrgs Varfs Aktieb. Helsingborg	Rederiaktieb. Luggude (O. Hillerström, *Mgr.*)	196·0 32·9 12·6 Q64′B50′F19′H69*t*			Hlsngborg Swedish *WB*	T.3Cy.15¾″,26″&44″–27½″ 101NHP Helsingborgs VarfsAktieb.		V
1630 131322 HSGP	**Atreus** *J.N.Williamson* –13 *Elec.light*	SteelScSr 2 *Dks*	6699 5558 4291					1911	Scotts' S.B. &E.Co.Ld. Greenock	ChinaMutual Stm. Nav.Co.Ld. (A. Holt&Co. *Mgrs.*)	443·5 52·8 32·1			Liverpool British *WB*	T.3Cy.30″,50″&83″–60″ 534NHP Scotts'S.B.&E.Co.Ld.Grk.		
1631	**Atromitos** (*ex*Antelope) *Elec.light*	SteelTwinScSr	*672* *479* *206*					1889	Laird Bros. Birkenhead	Nav.àVap. "Ionienne"G.Yan-noulatoFrères	235·5 27·6 13·1 Q22*t*F3*t*			Piræus Greek	T.6Cy.16½″,26″&41″–30″ 184NHP Laird Bros.Birkenhead		
1632 1113 HGRP	**Atsu Maru**	WoodScSp 2 *Dks*	145 — 72					1887	Sayama Yoshitaro Osaka	KyushuKisen KabushikiKaisha	112·9 15·4 12·0			Tokitsu Japanese	C.2Cy.13¼″&25″–15″ 20NHP OsakaIronWorks,Osaka		
1633 11597 LHCV	**Atsuta Maru** *T.Sato* –16 *Elec.light* Wireless	SteelTwinScSr ~~*ssYko.No.1–13*~~ 2 *Dks*(*Stl–Uteak s*) *deep framing*&*Web frames* *Lower dk*(*Stl*)*in Nos.1*&*3hpldg* ~~*ssKob.No.2–13*~~	7974 6748 4962	✠100A1 ~~2,17 8,16~~ 2,18 ~~B&1,16~~ ✠LMC~~8,15~~ ~~2,17~~2,18	Yka Kob	*d*†	~~7,16~~ ~~2,17~~ N2,18	1909 3mo *Lloyd's A&CP*	MitsuBishi DDks&EWks Nagasaki *WB=CellDB*	NipponYusen KabushikiKaisha	473·9 54·7 31·3 P61′B176′F54′ FK *a*139′*u*E&*B*85 *f*180′			Tokio Japanese 7 *BHCem* 1609*t DTa*	T.6Cy.25″,41½″&69″–48″ (*s*) 200lb 973NHP 6SB,*18cf*,GS338,HS14276FD MitsuBishiD&E.Wks.Nag 26′561*t FPT*143*t APT*48*t*	34 ″ 6 *s* 8 ″ 1½ 27 ″ 1	
1634 13920 LRQH	— (*ex*Nerbudda)	SteelSc3MstSr 2 *Dks*(1 *Stl*)&*Web frames*	3081 2688 1910	✠ 9,85	Lon	*v*		1882 12mo	W.Denny &Bros. Dumbarton	GoshiKaishaSato Shokai *WB=CellDB*	322·6 42·1 25·1 P52′B26′F38′ FK 284′649*t*			Kobe Japanese 6 *BHCem*	C.2Cy.41½″&72½″–51″ 309NHP Denny&Co.Dumbarton		
1635 TBPF	**Attaka** (*ex*Sublime) *Mchy.Aft*	IronTwinSc 1 *Dk* *CarryingPetroleum in bulk*	*310* *307* *140*					1883	Lobnitz& Co. Renfrew	BataafschePetro-leumMaats	134·0 25·6 15·8			Pangkalan Brandan Dutch	C.4Cy.14″&28″–24″ 64NHP Lobnitz&Co.Renfrew		
1636 HKGV	**Attalo** *Vivier*	IronScSr 1 *Dk*2*trB*	362 — 215					1869	T.Wingate & Co. Glasgow	MessageriesFluvi-ales deCochinchine	173·7 21·9 13·3 Q30*t*			Saïgon French *WB*	C.2Cy.21¼″&36¼″–30″ 60NHP T.Wingate&Co.,Glasgow		
1637 135489 JCSF	**Attendant** ~~*W.Hayward* –16~~ *Elec.light* *H.Dalgorno* –18	SteelTwinScCtr ~~*ssLagosNo.1–18*~~ 1 *Dk*(*Stl*–teak s)	317 250 120	✠100A1 1,18~~8,13~~ ~~B&7,15~~ ✠LMC~~8,15~~ ~~1,18~~	Gls Lagos	*e*	~~7,16~~ 1,18	1913 8mo *Lloyd's A&CP*	Harland& Wolff,Ld. Glasgow	ElderLineLd. (Elder,Dempster& Co.Ld., *Mgrs.*) *WB=CellDBa*	124·7 27·2 10·8 B19′F18′ FK 25′ *f*47′42*t FPT*14*t*			Liverpool British 5 *BHCem* *APT*22*t*	T.6Cy.10½″,16½″&26″–18″ 180lb (*s*) 91RHP 2SB,*4cf*,GS51,HS1812 Harland&Wolff,Ld.Gls.	11 ″ 6 *s* 1 ″ 2½ 10 ″ 8	
1638 WKPJ	**Attika** *H.Stidal* 10–15 (*ex*EmmanuelRous-sos,*ex*Endsleigh)	SteelScSr *ss*Bry.No.3–8,02 *ss*Pir.No.2–11 1 *Dk*(*ptStl*&*ptIrn*) &*Webframes*&*ptAwngdk*(*Irn*)	2306 — 1411	✠ — 2,15 ✠ *pt Awng dk withfreeboard*	Pir	*s*		1891 5mo	R.Dixon& Co. Middlesbro'	Akties.Attika (I.Foss)	280·0 39·2 19·5 P25′Q76′ *ptAwng dk*179′ FK *WB=CellDB*234′			Farsund Norwegian 4 *BHCem* 426*t APT*26*t*	T.3Cy.21″,35″&57″–39″ NDB12 201NHP 2SB,*4cf*,GS74,HS2990 Blair&Co.Ld.Stockton	21 ″ 11	V
1639	**Attilio** *J.Andersen* –04	IronScSr (*ex*Hogarth)	*2053* *1909* *1260*					1882	A.Leslie& Co. Newcastle	F.Mattarazzo&Co.	295·4 36·2 24·5			Santos Brazilian	C.2Cy.26″&60″–45″ 201NHP R.Stephenson&Co.Nwc.		
1640 QKBN	**Atto** (Seized at Antwerp) *H.Schecher* 11–13 *Elec.light* Wireless	SteelScSr 2 *Dks*(*Stl*)& *Shelter dk*(*Stl*)	5169 4820 3174	✠ — 10,16 *Shelter dk withfreeboard* ✠	Bmn	*a*†		1911 9mo	Flensburgr Schiffsb.Ges. Flensburg	RolandLinieAkt. Ges. *WB=CellDBa*134′*uE*	410·0 54·7 26·7 *FonShelter dk*41′ FK 30′ *f*181′1195*t FPT*			Bremen German 7 *BHCem* 77*t APT*15*t*	Q.4Cy.24″,34″,51″&74″–54″ 563NHP 3SB,*9cf*,GS183,HS7808 FD FlensburgerSchiffsb.Ges.	29 ″ 3	
1641 30 NFWG	**Attualità** *ssNNsNo.3–9,17* *A.Muojo* –12 (*ex*LordStanley, *ex*Pinewood, *ex*Mariposa) *Elec.light*	SteelScSr *ssQns.No.3–6,03* ~~*ssBry.No.2–11*~~ 1 *Dk*(*Stl*)&*Spardk*(*ptIrn* &*ptStl*)3*trB*&*Web frames* *in lower holds*	4791 4499 2999	✠100A1 *Spar dk* NNs 9,17 ~~11,14~~ ~~BS&13,15~~ ✠LMC~~4,10~~ ~~3,17~~	Gen	*y*	7,16	1900 1mo	J.L.Thomp-son& Sons,Ld Sunderland A&CP	Soc.Anon.Lloyd delPacifico *WB=CellDBa*	390·0 49·9 20·0 P33′B144′F36′ 28·0 FK 116′*u*E&*B* 58′*f*158′			Savona Italian 6 *BHCem* 979*t DTa*30′	T.3Cy.25″,43″&73″–48″ (*s*) 200lb *130lb* 431NHP 3SB,*9cf*,GS177,HS6753 Blair&Co.Ld.Stockton 769*t DTf*36′1020*t APT*45*t*	30 ″ 8 *s* 6 ″ 5½ 24 ″ 7	
1642 117591 WPHJ	**Atua** *R.Crawford* –16 *Elec.light* *Ref.Mchy.* Wireless	SteelTwinScSr 2 *Dks*	3444 2944 1895					1906	D.J.Dunlop & Co. Pt.Glasgow	UnionS.S.Co.of NewZealand,Ld.	319·8 44·2 27·3 B130′F37′			London British *WB*	T.6Cy.21½″,35″&57″–39″ 405NHP D.J.Dunlop&Co.Pt.Gls.		C
1643	**Au Revoir** *J.Goedknecht* 10–10	SteelScSr 1 *Dk*	176 — 87					1903	P.Smit,Jr. Rotterdam	DoggerMaats (A.Hoogendijk,Jz. *Mgr.*)	110·0 23·0 11·5			Vlaardngn Dutch	T.3Cy.9″,14″&23″–16″ 21NHP P.Smit,Jr.Rotterdam		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. / Master. / Special Surveys.	3 Material, Rig, &c. / Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned / now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NP=Horse power by Society's formula; RP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of ✠ at Trade Port.
1644 139145 JNBT	Aube *C.A.Whincop* –16 *Elec.light Mchy.Aft* *Well deck*	SteelScSr 1*Dk(Stl)*	1837 1397 1095	✠100A1 7,17 ~~8,16~~ ✠LMC8,16	Sld	*q*		1916 8mo	S.P.Austin &Son,Ld. Sunderland *Lloyd's A&CP*	NormandyShpgCo Ld.(S.Clarke&Co. *Mgrs.*) *CellD*	260·0|37·5|17·5 Q154'Bon Q12'F29' FK *B215'484t FPT140t*	London British 4*BHCem* *APT56t*	T.3Cy.20½″,33″&54″–39″ (*s*) 180lb 201NHP 2SB,6*pf*,GS93,HS3146 G.Clark,Ld.Sunderland	19 ″ 8 s 6 ″ 8 18 ″ 0	
1645 HKGX	— *Blanquie* *Webframes*	SteelSc3MstSr (*ex*Rosemount) 1*Dk*	*1580* *1489* *989*			...		1896	Wood, Skinner&Co. Newcastle	Cie.Générale Transatlantique	245·0|41·0|18·4 Q31'F34' FK	Havre French	T.3Cy.20½″,34″&57″–39″ 210NHP N.E.MarineEng.Co.Nwc.	21 ″ 4	L
1646 HKJD	Aubepine *F.Toulbatez*12–13 (*ex*Vampire)	SteelScK *ss*Gms.No.3–8,11 1*Dk*	181 178 60	✠100A1 *StmTrawler* 5,14 ✠LMC8,15 ✠NB8,11 BS9,16	Hav	N9,16		1899 8mo *Lloyd's A&CP*	Earle'sCo. Ld. Hull	Prentcut&Co.	110·5|21·2|11·2 Q46'F18' BK7½	Fécamp French 3*BHCem*	T.3Cy.11″,20″&32″–23″ (*s*) 180lb 59NHP 1SB,2*pf*,GS29,HS1077 Earle'sCo.Ld.Hull	12 ″ 0	
1647 109097	Auckland *H.Powell* –14	IronScK *ss*Hul.No.3–7,11 1*Dk*	155 148 62	✠100A1 *StmTrawler* 12,13 BS8,14 ✠LMC7,11	Hul	12,13		1899 1mo	Cook,Welt'n&Gemmell Hull	HullSteamFishing &IceCo.Ld.	105·0|20·6|11·0 ptND11 BK7½ *WB=DTf 18'32t*	Hull British 3*BHCem*	T.3Cy.9½″,16⅝″&26″–20″ 200lb (*s*) 35RHP 1SB,2*pf*,GS22,HS680 Amos&Smith,Hull	11 ″ 10	
1648 86358 JBCM	Auckland Castle *D.Evans* –16 *Well deck*	IronScSr *ss*Npt.2ndNo.8–2,06 *ss*Apl.No.2–14 1*Dk(Irn)&Webframes* *Cargo battens part fitted*	1084 823 661	✠100A1 3,17 MS11,14 ✠LMC ~~MBS10,16~~3,13	Npt	*n*	3,17	1883 8mo	S.P.Austin &Son Sunderland A&CP	AucklandCastleSS Co.Ld. (Mordey, Jones&Co.)	225·0|32·1|16·0 Q88'B48'F26' FK *WB=DBa65'f82'*	Newport British 4*BHCem* 301*tAPT30t*	C.2Cy.28″&53″–36″ (*i*) 180lb *90lb* NDB16 99RHP 1SB,3*pf*,GS63,HS2092 G.Clark,Sunderland	17 ″ 2 s 1 ″ 4 16 ″ 0	
1649 123581	Aucuba *A.Oxborough* –13	SteelScK *ss*Gms.No.2–14 1*Dk*	211 194 87	✠100A1 *StmTrawler* 5,14 ✠LMC5,14	Gms	5,13		1906 3mo *Lloyd's A&CP*	Cook,Welt'n&Gemmell Beverley	Grant&Robinson	115·4|21·6|11·5 Q58'F19' BK8″	Grimsby British 3*BHCem*	T.3Cy.12″,21″&34″–24″ (*s*) 180lb 66RHP 1SB,2*pf*,GS32,HS1095 C.D.Holmes&Co.Hull	12 ″ 3	
1650 18 NFWK	Audace *S.Cornes* (*ex*Radnor) *Well deck*	IronScSr *ss*Trn.2ndNo.3–3,03 *ss*Nap.No.2–12 1*Dk(Irn)2trB*	1010 985 554	✠ —— 5,16 ✠NB7,90 ✠	Pal	*o*		1879 3mo	Palmers' Co.Ld. Newcastle	D.Saglimbene (C.Saglimbene, *Mgr.*)	235·0|32·2|17·8 Q95'B34'F25' ptND03 BK8½″ *WB=DBa77'f55'*	Catania Italian 4*BHCem*	C.2Cy.28″&54″–36″ NDB90 130NHP 1SB,4*pf*,GS71,HS2030 Palmers'Co.Ld.Newcastle	18 ″ 8	I
1651 ~~140356~~ ~~MSFW~~ JRDL	Audax ~~S.S'Swansea15–15~~ (*ex*Haardraade)	SteelSc3MstSr *ss*Xia.No.2–12 1*Dk(Irn)&deep framing*	975 763 ~~337~~ 398	✠ 5,14 ✠	Xia	*m*		1903 9mo	Kon.Maats deSchelde Flushing	TheShippingController(L.S.Carr& Co.,*Mgrs.*) *WB=Cell*	210·7|34·9|12·9 P69'F42' FK *DBf 117'214t FPT*	London British 3*BHCem* 90*tAPT10t*	T3Cy.16½″,26½″&43″–30″ 123NHP 1SB,3*cf*,GS63,HS2420 Maats.deSchelde,Flushing	15 ″ 1	
1652 5 NFWQ	— *A.Gidoni* (*ex*Auckland)	SteelScSr *ss*Bel.No.3–10,01 *ss*Pal.No.2–11 1*Dk(Stl)2trB*	218 215 104	✠ —— 2,15 ✠	Pal	*d*		1887 1mo	Earle'sCo. Ld. Hull	Soc.Anon. Salvataggi e Ricuperi	132·4|22·0|10·8 BK8″	Messina Italian 5*BHCem*	C.2Cy.18″&36″–21″ 60NHP 1SB,2*pf*,GS33,HS1210 Earle'sCo.Ld.Hull	11 ″ 7	I
1653	Audaz *Elec.light* (*Trawler*)	SteelScK 1*Dk*	291 243 57					1911	H.C.Stülcken Sohn Hamburg	Cia.dePesca	132·4|23·9|12·3 F22'	Santos Brazilian	T.3Cy.13″,21½″&33⅞″–22½″ 53NHP H.C.StülckenSohn,Ham.		G
1654 106276 PTQG	Audierne *T.A.Corris* –15 *ex*Whimbrel)	SteelScSr (*ex*Doonass, 1*Dk*	888 763 379					1897	CaledonS. B.&E.Co.Ld. Dundee	T.C.Steven&Co	230·0|32·0|15·3 P&B123'F59'	Limerick British *WB*	T.3Cy.19″,31″&50″–33″ 144NHP CaledonSB.&E.Co.Ld.Dun		C
1655 106816	Audrey *W.Shaw*10–13	SteelPad 1*Dk*	203 143 91					1897	Armstrong Whitworth &Co.(Lim.) Newcastle		126·0|21·1| 8·0 Q42'B48'F41'	Poole British	C.D.2Cy.17″&34″–42″ 60RHP WllsndSlpwyCo.Ld.Nwc.		
1656 123212 JHPC	— *F.Fletcher* –16	SteelScK *ss*Hul.No.2–14 1*Dk*	186 178 72	✠100A1 *StmTrawler* 11,17 ~~1,17~~ BS8,17 ~~BS8,16~~ ✠LMC8,14	Hul	1,17		1906 1mo *Lloyd's A&CP*	Mackie& Thomson Glasgow	Hellyers'Steam FishingCo.Ld.	108·9|21·5|11·3 BK8″ *WB=Deep tank f'7'15t*	Hull British 4*BHCem*	T.3Cy.10″,16¼″&27″–24″ (*s*) 200lb 36RHP 1SB,2*pf*,GS25,HS750 W.V.V.Lidgerwood,Gls.	12 ″ 4	
1657 MGKT	August *G.Bjerck* –11 *Elec.light*	SteelScSr 2*Dks*	5254 4912 3246					1911	W.Gray& Co.Ld. WHartlepool	J.Christensen	410·0|54·0|28·9 P36'B254'F43'	Bergen Norwegian *WB*	T.3Cy.26″,42″&70″–48″ 339NHP Cen.Mar.Eng.Wrks.WHpl		C
1658 2791 HVGC	— *J.E.Persson*15–15	SteelScSr 1*Dk*	622 477 342					1890	W.Lindbergs Aktieb. Stockholm	RederiAktieb. Stanten(H. Persson,*Mgr.*)	177·5|28·3|13·7 Q62' B41' H17*t* F21'	Landskrna Swedish *WB*	T.3Cy.14½″,23½″&33″–25½″ 46NHP W.LindbergsM.V.Skm.		V
1659 LCJQ	— *J.Delfs*82–82 *Elec.light*	IronScSr 1*Dk2trB*	454 388 268					1881	G.Howaldt Kiel	Sartori&Berger	161·9|22·6|14·4 Q76'	Kiel German *WB*	C.2Cy.20½″&36″–23″ NB02 52NHP Schweffel&Howaldt,Kiel		G
1660 KRGN	— *F.Duhnke*08–12	SteelSc (*Trawler*) 1*Dk*	153 143 53					1894	G.Seebeck Geestemünde	Norddeutsche Hochseefischerei A.G.	110·6|22·0|11·0	Gstemnde German	T.3Cy.11½″,17¾″&30″–22″ 42NHP G.Seebeck,Geestemünde		G
1661 5692 JVFQ	— *N.Lorensson*16–16 (*ex*Anna,*ex*Elise)	SteelSc (*Trawler*) 1*Dk*	126 119 40					1892	J.C.Tecklenborg Geestemünde	Trawlaktieb.Sill (A.Qvirist,*Mgr.*)	108·7|20·8| 9·3 H8*t*	Gothenbrg Swedish	C.2Cy.17¾″&32½″–22″ 42NHP J.C.Tecklenborg,Gstmnde		
1662 115832 TKGM	August Belmont *J.Bain* –16 *Mchy.Aft Elec.light*	SteelScSr 1*Dk2trB*	4640 4198 2967					1902	C.S.Swan& Hunter Ld. Newcastle	Pensacola Trading Co.Ld. (Watts, Watts&Co.,Ld., *Mgrs.*)	372·6|50·0|27·5 P85'B14'F40'	London British *WB*	T.3Cy.26″,43″&72″–48″ 359NHP WllsndSlpwy.Co.Ld.Nwc.		C
1663 MDVC	August Cords *C.Rottcher* –13 *Mchy.Aft Elec.light*	SteelScSr 1*Dk*	900 773 497					1910	Akt.Ges. "Neptun" Rostock	DampfschGes. Aug.Cords G.m.b.H.	231·3|33·8|12·0 P&B177'F25'	Rostock German *WB*	T.3Cy.14⅝″,24½″&38⅝″–26½″ 77NHP A.G."Neptun,"Rostock		G
1664 3585 JLCQ	August Leffler *A.Andersson* –15	SteelScSr *ss*Bly.No.3–4,12 1*Dk(pt Irn&pt Stl)* *&deep framing*	1865 1704 1145	✠100A1 1,16 ✠LMC MS11,11 BS9,15	Shl	*r*	s8,16	1900 1mo	Osbourne, Graham&Co. Sunderland A&CP	Rederiaktieb Luggude (O. Hillerström,*Mgr.*) *WB=CellDBa*	275·0|40·8|18·1 P22'B66'F29' FK *90'uE20'f108'465t*	Helsngbrg Swedish 4*BHCem* *APT74t*	T.3Cy.20½″,33″&54″–39″ (*s*) 160lb *80lb* 192NHP 2SB,6*pf*,GS87,HS3037 J.Dickinson&Sons,Ld.Sld.	20 ″ 6 s2 ″10½ 17 ″ 11	

Now named "Lygneru," See No. 11 in Supplement

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où notre levé est daté. L. = Lloyd's. B. = Bureau.
1665 KRTF	**August Pieper** *A.Kuhr* 07-12	**SteelSc** (*Trawler*) 1 *Dk*	201 167 64					1912	G.Seebeck Akt Ges. Geestemünde	Grundmann& Gröschel	118·6 22·1 8·5 Q60′F21′			Gstemnde German *WB*	T3Cy 10½″ 17 3/16″ & 28 3/16″ – 21 5/16″ 38NH G.Seebeck A.G.Gstemnde.		G
1666 KRJM	**August Wilhelm** *W.Daseking* 07-07	**SteelSc** (*Trawler*) 1 *Dk*	208 198 79					1899	Bonn& Mees Rotterdam	Geestemünder Herings& Hochsee -fischerei Act.Ges.	127·9 21·5 11·1			Gstemnde German *WB*	T.3Cy.12″,20″&32″–23″ 49NHP Maschinenf.B.Wilton,Rot.		G
1667 RKMD	**August Wilke** *T.Lauskron* –12 (*ex*CarlMenzell, *ex*MaraKolb, *ex*Ludwig)	**SteelScSr** *ss*Ham.No.3–7,09 *ss*Rot.No.1–14 1 *Dk*(*Irn*) 2 *tr* *B&deep framing*	2766 2427 1719	✠ — 12,16 *withfreeboard* ✠	Rot	*t*		1896 8mo	S.P.Austin &Son Sunderland	Vulkan Reederei Dmpfer August WilkeG.m.b.H. (N.V.Handels en Transport Maats. Vulcaan, *Mgrs.*)	310·0 45·3 20·7 P34′B61′F36′ FK *WB*=*Cell DBa*			Hamborn German 6 *BHCem* 08′*uE&B44*′	T.3Cy.22½″,37″&61″–42″ 249NHP 2SB,*6cf*,GS108,HS3857 G.Clark.Ld.Sunderland *f* 120′640*t APT* 40*t*	23 ″ 7	
1668 5342 JSRM	**Augusta** *L.P.Knafve* 12–12 (*ex*Polycarp) 1 *Dk*(*Stl*) *&Spar dk*(*Irn*) *&deep framing* *Elec.light*	**SteelScSr** *ss*Liv.No.3–8,08 *ss*Shl.No.1–13	2973 2853 1823	✠100A1 *Spar dk* 8,16 MS4,13 ✠LMC BS3,17	Els	*u*	N3,16	1896 3mo	Barclay, Curle&Co.Ld Glasgow A&CP	Reder aktieb. Banco(BrorM. Banck, *Mgr.*) *WB*=*Cell*	322·0 42·3 16·9 25·6 FK *DBa&uE*125′ *f*138′			Stockholm Swedish 5 *BHCem* 598*t APT* 40*t*	T.3Cy.23½″,39″&64″–42″ (*s*) 160lb *50lb* NDB11 277NHP 2SB,*6cf*,GS126,HS4328 Barclay,Curle&Co.Ld.Gls.	28 ″ 0 s5 ″ 11½ 22 ″ 5	
1669 107520 KPRH	— *Elec.light*	**SteelSc** 2 *Dks*	2372 — 1613					1899	Neafie& Levy Co. Philadelphia	ChesapeakeS.S.Co.	245·0 46·0 15·9			Baltimore Utd.States *WB*	T.3Cy.27″,40″&69″–42″ 309NHP Neafie&Levy Co.Phl.		R
1670 JMRC	— *F.Evensen* –17 (*ex*Trio)	**IronScSr** 1 *Dk*	494 375 281			…		1876	Coulson& Co. Newcastle	Akties.Patria Fredriksen& Möller, *Mgrs.*)	158·0 25·7 12·9 Q67*t*B18*t*H11*t*F12′ BK6½″			Mandal Norwegian *WB*	C.2Cy.21½″&40″–27″ NDB93 NB93 66NHP R.&W.Hawthorn,Nwc.	13 ″ 6	V
1671 KHCW	— *F.W.deVeen* –03	**SteelPad** 1 *Dk*	116 106 43					1886	J.L.Meyer Papenburg	Act.Ges.Ems	123·6 16·5 7·4			Leer German	C.2Cy.19″&31″–33″ 46NHP J.L.Meyer,Papenburg		G
1672 KRNC	**Auguste** *E.Schikorski*	**SteelSc** (*Trawler*) 1 *Dk*	191 159 67					1904	J.C.Teck- lenborg A.G. Geestemünde	Hochseefischerei Nordstern Akt.Ges	113·7 22·6 10·7 Q51′ F21′			Gstemnde German *WB*	T3Cy 11 3/16″, 17½″ & 29 3/16″ – 21 5/16″ 40NHP J.C.TecklenborgA.G.Gst.		G
1673 KRDG	**Auguste Helmerich** *H.Vick* –14 *Elec.light*	**SteelScSr** (*ex*Ost) 1 *Dk*&*Web frames*	842 667 523					1889 3mo	HnryKoch Lübeck	Fischer&Larsen	207·5 30·2 13·0 P29′Q79′B46′F45′			Rostock German	T.3Cy.16½″,25½″&40½″–27½″ 86NH H.Pancksch,Landsberg		G
1674 HKLB	**Auguste Leblond** *F.Caron* 06-06	**SteelScK** (*Trawler*) 1 *Dk*	318 281 149					1906	Smith's Dock Co.Ld North Shields	LaMorueFran- çaise&Sécheries deFécamp	141·0 22·5 12·0 Q69′			Fécamp French *WB*	T.3Cy.13″,21′&34″–27″ 60NHP ShieldsEng.Co.Ld.N.Shl.		V
1675 LGRB	**Augustenburg** *R.Langbehn* 11–11 *Elec.light*	**SteelSc** (*Trawler*) 1 *Dk*	232 208 85					1906	J.H.N. Wichhorst Hamburg	Joh.Thode& N.Ebeling	117·4 22·4 10·0 F18′H—			Altona German *WB*	T.3Cy.12 3/16″,20 1/16″&32 1/16″– 22 1/16″ 49NH J.H.N.Wichhorst,Ham.		G
1676 HKQW	**Augustin Normand** *Jourdren* –04	**StlTwinSc** 1 *Dk*	175 158 65					1894	A.Nor- mand&Cie. Havre	Cie.Normande de Nav.àVap.	163·4 20·5 8·4			Havre French	T.6Cy.13½″.18½″&26¾″–14½″ NB10 55NH A.Normand&Cie.,Havre		V
1677	**Augusto Montenegro**	**StlScSr**	318 234 216					1900	A.Rodger &Co. Port Glasgow	AmazonRiverStm. Nav.Co.(1911) Ld.	140·5 29·0 8·4			Para Brazilian	T.3Cy.12½″,20″&32″–24″ 50NHP D.Rowan&Co Glasgow		
1678 200883	**Augustus B. Wolvin** *Mchy.Aft* *Elec.light*	**SteelScSr** 1 *Dk*	6585 — 5311					1904	American S.B.Co. Lorain,O.	InterlakeS.S.Co. (Pickands,Mather &Co., *Mgrs.*)	540·0 56·0 32·0			Cleveland Utd.States *WB*	Q.4Cy.18½″,28½″,43½″&66″– 42″ 282NHP AmericanS.B.Co.Clv.O.		V
1679 JBWK	**Auguszta Foherczegno** *B.Martha*	**Steel ScSr** 1 *Dk*(*pt Stl*&*pt Irn*) 2 *tr* *B in Nos.1*&*4 holds*	5032 3984 3245	✠ — 4,16 ✠	Cff	*x*		1911 3mo	W.Dobson &Co. Newcastle	HungarianLevant S.S.Co Ld. *WB*=*Cell DBa* *f* 166′955*t*	378·0 53·3 24·4 P39′B225′F41′ 121′*uE*19″ FK *DTa* 26′ 908*t FPT*			Fiume Aust.-Hung 6 *BHCem* 151*t APT* 39*t*	T.3Cy.24″,39″&66″–45″ 342NHP 3SB,*9cf*,GS150,HS5658 N.E.MarineEngCoLd.Nwc.	26 ″ 11	
1680 MGQH	**Augvald** *T.Egge* (*ex*Alala) 1 *Dk*(*Stl*) *&Spar dk*(*Irn*) *&deep framing*	**SteelScSr** *ss*Ham.No.3–2,11 *ss*Xia.No.1–15	3406 3041 2098	✠100A1 *Spar dk* ~~5,16~~ 5,16,17 ~~BS6,16~~ BS5,16 ✠LMC3,16	Bgn ~~Bel Lis~~	*v*	~~5,15~~ 5,17	1898 8mo	R.Thomp- son&Sons Sunderland A&CP	AktiesAugvald (E.Lindöe) *WB*=*Cell DBa*	340·2 45·0 15·3 P29′B70′F37′ 23·0 FK 112′*uE*22′*f* 136′791*t*			Haugesnd Norwegian 6 *BHCem* *APT* 48*t*	T.3Cy.23″,39″&65″–42″ (*s*) 180lb *75lb* 292NHP 2SB,*8pf*,GS120,HS4428 N.E.MarineEng.CoLd.Sld.	25 ″ 9 s4 ″ 10½ 21 ″ 2	
1681 115554	**Auk** *A.Frost* –14	**SteelScK** (*Trawler*) 1 *Dk*	183 174 69			…		1901	A.Hall& Co. Aberdeen	SilverCitySteam TrawlingCo.Ld. (J.W.Johnstone, *Mgr.*)	108·0 21·2 11·7 BK7½″			Aberdeen British *WB*	T.3Cy.11″,20″&33″–21″ 61RHP A.Hall&Co.Aberdeen	12 ″ 4	
1682 118762	— *G.H.Crosswaite* –14	**SteelScK** 1 *Dk*	168 158 64			…		1903	GooleS.B. &R.Co.Ld. Goole	KelsallBros.& Beeching,Ld.(G. Beeching&J.E.A. Kelsall, *Mgrs.*)	110·0 21·1 11·1 BK7½″			Hull British *WB*	T.3Cy.12″,18′&30′–21′ 45RHP C.D.Holmes&Co.Hull	12 ″ 0	
1683 110999 TWMV	**Auldmuir** *J.Gray* –11	**SteelScSr** *ss*Brs.No.2–11 1 *Dk*(*Stl*) 2 *tr* *B&deep framing* 3 *Dk rule*	2747 2536 1760	✠100A1 4,12 ~~Excavator 10,13~~ ~~BS6,13~~ BS6,12 ✠LMC12,10 BS10,17	Cff	*u*	~~10,12~~ 10,17	1903 4mo	Russell& Co. Pt.Glasgow *Lloyd's SA&CP*	AdmiralShipping Co.Ld.(Glen&Co., *Mgrs.*) *WB*=*Cell DBa* 94′	314·5 47·2 20·8 P30′B97′F33′ FK *uE&B*38′ *f* 140′750*t*			Dundee British 5 *BHCem* *APT* 112*t*	T.3Cy.22½″,37″&62″–42″ (*r*) 180lb *100lb* 250NHP 2SB,*6cf*,GS115,HS3580 J.G.Kincaid&Co.Grk.	23 ″ 3 s 3 ″ 8 19 ″ 11	
1684 HKRN	**Aulne** *Causeur* –05 *Well deck*	**SteelScSr** *ss*Dnk.No.1–02 2 *Dks*(*U Stl*)	997 833 608	✠ 5,06	Dnk	*m*		1897 9mo	R.Craggs &Sons Middlesbro'	Chevillotte frères *WB*=*DB*	220·0 33·0 14·1 Q107′B17′F24′ FK *a*52′ *f* 96′215*t FPT*			Brest French 4 *BHCem* 13*t APT* 13*t*	T.3Cy.17″,28½″&46″–30″ NB08 122NHP MacColl&Pollock,Sld.	16 ″ 3	V
1685 102003 RKFD	**Aulton** *W.Wright* 15–15 (*ex*Ardenza, *ex*Melford, *ex*Gipsy) *Well deck* *Mchy.Aft*	**SteelScSr** *ss*Bwg.No.3–11,11 *ss*Shl.No.1–16 1 *Dk*(*Stl*)	634 445 257	✠100A1 5,17 ~~11,16~~ ✠LMC7,16 MBS5,17	Shl	*i*	~~11,15~~ 5,17	1899 10mo	R.William- son&Son Workington A&CP	AdamBros.Ld.	182·8 27·8 11·1 Q94′B11′F22′ BK7″ *WB*=*DBf*95′			Aberdeen British 3 *BHCem* 134*t FPT* 30*t*	T.3Cy.15″,25½″&41″–30″ (*s*) 160lb *100lb* NDB16 85RHP 1SB,*3pf*,GS57,HS1710 Ross&Duncan,Glasgow	13 ″ 5 s 1 ″ 1 13 ″ 0	

Foundered A.17

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year assigned. now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name	14 Moulded depth. Freeboard (middle) Corresponding draught ft. m.	15 Registers in which classed, if not in L.R. (Method of Trade Cert.
1686 133591 JNWM	**Aungban** SteelSc3MstSr *J.Younger* 05-17 *Elec.light* 2 *Dks(Stl)&Web frames* *Mchy.Aft* *Longitudinal framing*	5125 4778 3006	✠100A1 1,182 ~~2,17~~ ✠LMC2/17 *Carrying Petroleum in bulk* *Fitted for oil fuel* 2, 17	Nwc Lon	*x* *F.P. a*		1917 2mo	Palmers' Co.Ld. Newcastle *Lloyd's* above 1,50° F.	BurmahOilCo.Ld. *CellDBuB36'55t DTf39'282t*	350·4|50·1|34·5 F52' FK *FPT238t APT66t* (	Newcastle British 180lb 446NHP 15 *BHpt Cem* 10 ,, *toU dk* 5 ,, ,,*2nd* ,,	T.3Cy.25",41"&67"–45" (*r*) 2SB&1 AuxSB,*8cf*, HS6812 FD)Palmers' Co Ld. Newcastle	34 ″ 6 ~~9~~ ″ 10 25 ″ 0	
1687 HKRD	**Aunis** SteelTwinScSr *Glémée* *Elec.light* 1 *Dk*	439 421 199					1899	DelaBrosse &Fouché Nantes	Cie.Maritime de la Seine	165·6|24·4|12·6 Q28'H47'RFD28' *WB*	Rouen French	C.4Cy.17¾"&29⅛"–16½" 61NHP DelaBrosse&Fouché,Nts.		V
1688 HKRC	— SteelScK *Bourgeot* –13 (*Fishing*) *Elec.light* 1 *Dk*	242 189 63					1911	Smith's Dock Co.Ld. Middlesbro'	H.Veron&Co.	117·0|22·0|12·5	La Rochlle French	T.3Cy.12½",20"&34"–24" 57NHP Smith'sDockCo.Ld.Mdb.		V
1689 122909 HDKR	**Aupouri** SteelTwinScSr *E.Dorling* –15 *Elec.light* 1 *Dk*	463 345 220					1905	D J Dunlop &Co. Pt.Glasgow	NorthernSSCo.Ld.	152·0|27·1|10·0 *WB*	Auckland British	T.6Cy.8½",14½"&23½"–15" 55RHP DJDunlop&Co.PtGlasgow		
1690 137	**Aurania** SteelTwinScSr *For full particulars See No. 1 in Supplement* *Elec.light* Sub.Sig. *Ref.Mchy.*	13400	100A1 *Shelter dk* (*Class Contem plated*)				1916	Swan, Hunter&Wigham Richardson, Ld.Newcastle	CunardS.S.Co.Ld.	520·0| B241'F81'	Liverpool British	4 Steam Turbines geared to 2 screw shafts WllsndSlpwy.Co.Ld.Nwc.	46 ″ 6 s16 ″8½ 30 ″ 2	
1691 486 NGBC	— SteelScSr *G.Podesta* 13-15 *ss*Rot.No.3–4,11 (*ex*CelticPrincess) 1 *Dk(Stl)&* *Elec.light* *Spar dk(Irn)&deep framing*	3530 3339 2180	✠100A1 *Spar dk* 3,14 ~~Nanmindo~~ ~~3,17~~ 5,18 ~~BS1,17~~ ~~LMC18,18~~	Gen	*v*	~~10,15~~ N12,17	1899 7mo	R.Thompson&Sons Sunderland A&CP	Lloyd Mediterraneo Soc Italiana di Nav. *WB=CellDBa*	335·3|46·2|17·8 P29'B78'F36' 25·7 FK 106'*uE&B42'f132'*	Genoa Italian 160lb *90lb* 280NHP 6 *BHCem* 860t *APT47t*	T.3Cy.24",39"&64"–42" (*s*) 2SB.*6pf*,GS118,HS4420 N.E.MarineEng.Co.Ld.Sld	28 ″ 5 s 5 ″ 4½ 23 ″ 4	
1692 107807 KSDF	**Aurelia** WoodScSr *J.J.Carey* –12 1 *Dk* *Fitted for oil fuel*	743 — 552					1902	G.Ross, Prosper, Or.	PacificCoastCo. (PacificS.S.Co. *Mgrs.*)	162·9|34·5|11·6	New York Utd. States	C.2Cy.14"&32"–24" 42NHP FultonS.&E.B.Wrks.S.Fo.		
1693 183834	**Aurelie G.** SteelScSp *F.Cornwall* 12–12 (*Tug*) 1 *Dk*	137 118 9			...		1912	G.Brown &Co. Greenock	Sincennes McNaughtonLine, Ld.	79·9|22·1|11·4 BK6"	Montreal British *WB*	C 2Cy.18"&36"–24" 54RHP Gauldie,Gillespie&Co.Gls	12 ″ 0	
1694 HKRV	**Aurélien Scholl** SteelScSr *Rougé* 12–13 2 *Dks* 3 *trB*	1603 — 1000					1905	DelaBrosse &Fouché Nantes	Ch.Scholl	247·5|35·3|21·9 H—F31' *WB*	Bordeaux French	T.3Cy.18½",29½"&47½"–35⅞" 133NHP DelaBrosse&Fouché,Nts.		V
1695 104290 NWVC	**Auréole** SteelSc3MstSr *G.F.Barker* –13 *ss*Ant.No.3–8,08 *Mchy.Aft* ~~*ss*Nwc.No.1–12~~ *Elec.light* 1 *Dk(Stl)&Spar dk(Irn)* *ss*Shl.No.2–17 *&Web frames*	3993 3738 2322	✠100A1 *Spar dk* *Carrying Petroleum in bulk* ~~4,17~~ ~~5,16~~ 5,17 ~~BS6,16~~ ~~LMC4,19~~	Sng Shl	*w* *bulk*	~~9,15~~ N5,17	1895 8mo	TyneIron S.B.Co.Ld. Newcastle *Lloyd's*	Nthrn.Petrol.Tank S.S.Co.Ld. (Hunting&Son, *Mgrs.*) *WB=CellDBu&Eş*	345·0|47·2|21·9 P93'B32'F46' 28·8 FK *B66'197t FPT143t*	Newcastle British 160lb 394NHP 14 *BHCem* *APT29t*	T.3Cy.27",44"&71"–48" (*s*) 3SB,*7rf*,*2cf*,GS170,HS6579 WlsndSlpwy&EC(L),Nwc	30 ″ 3 s 6 ″ 2 24 ″ 5	
1696 95197 LTCK	**Auriac** SteelScSr *J.R.Charnley* –16 *ss*Cff.No.3–4,08 (*ex*Adare,*ex*Taff) *ss*Cff.No.1–12 *Well deck* 1 *Dk(Stl)&Web frames*	871 642 542	✠100A1 3,15 ~~NB2,06~~ ~~LMC MS12,14~~ ~~BS10,15~~	Liv	*l*	12,16	1890 7mo	Osbourne, Graham&Co. Sunderland A&CP	T.C.Steven&Co.	200·0|29·3|15·2 P118'F53' BK7½" *WB=DBa51'*	Leith British *BHCem* *67t FPT21t*	T3Cy.17",26½"&43½"–30" (*s*) 1SB,*3cf*,GS48,HS1572 N.E.MarineEng.Co.Ld.Sld	16 ″ 1 s ″ 10½ 15 ″ 11	
1697 112831 SGMQ	**Auricula** SteelScSr *J.Cunningham* –16 *ss*Bel.No.3–7,08 *ss*Shl.No.2–17 ~~*ss*Hul.No.1–13~~ *Well deck* 1 *Dk(Stl)*	815 603 412	✠100A1 ~~4,174,16~~ 10,17 ~~BS10,15~~ ~~LMC3,13~~	Lon Shl Mch	*k* 4,17	~~10,16~~ 4,17	1901 3mo	Mackie& Thomson Glasgow A&CP	London&EdinburghShippingCo. Ld. *WB=CellDB*	190·3|31·0|13·4 Q98'B15'F25' FK *a40'f79' 184t FPT*	London British *BHCem* *15t APT24t*	T.3Cy17",28⅜"&45"–33" (*s*) 1SB,*3rf*,GS60,HS2040 Muir&Houston,Ld.Gls.	14 ″ 6 s ″ 11½ 13 ″ 9	
1698	**Aurigny** SteelTwinSc *Elec.light* *Ref.Mchy.* 3 *Dks*	8500					1917	Forg.&Ch. de la Médit. LaSeyne	ChargeursRéunis	479·0|55·0|38·0 B262'F56'	Havre French *WB*	T.6Cy.25⅜",42½"&70"–48" 689NHP F.&C.de la Médit.Msl.		
1699 26	**Aurora** *S.Zappala* –17 SteelScSr ~~*S.Lizzio.* –10~~ *ss*Nap.2nd No.3–12,14 (*ex*Rondo) 1 *Dk(Irn)&Webframes* *Well deck* *Cargo battens not fitted*	1170 870 670	½100A1 ~~4,17~~ 7,16 10,17 ~~NB7,06~~ ~~LMC1,15~~ ~~BS6,16~~ 10,17	Pal ~~Cff~~ Nap	*n*	~~1,15~~ N5,17	1889 10mo	T.&W. Smith N.Shields *Lloyd's*	G.Lizzio	225·2|32·6|15·7 Q75'B104'F28' BK8" *WB=DBa59'f 90'*	Catania Italian 160lb *80lb* 112NHP 1 *BHCem* 272t *APT40t*	T.3Cy.16½",27"&44"–33" (*s*) 1SB,*3pf*,GS52,HS1686 J.P.Rennoldsn&Sns,S.Shl.	16 ″ 8 s ″ 9 16 ″ 8	
1700 NPGT	— SteelScSr *P.Gommesen* 01–11 (*ex*JörgenJensen) 1 *Dk*	768 608 462					1905	Howaldtswerke Kiel	DetForenede DampskibsSelsk.	196·9|32·1|12·7 P12'Q46'B87'F27'	Copnhagn Danish	T.3Cy.16⅜",26⅛"&42½"–29½" 96NHP Howaldtswerke,Kiel		G
1701 HDFK	— IronScSr *M.Echevarria* –09 *ss*Sld.No.2–78 (*ex*Parayas,*ex*Dione) 1 *Dk*	693 341 351	✠ 10,80	Fal			1868 3mo	Richardsn, Duck&Co. Stockton	J.&J.deGoyoaga	191·8|27.6|13·7 Q20*t*B13*t* *WB=DBa28'f45'*	Bilbao Spanish 4 *BHCem*	C.2Cy.28½"&53"–33" NE&B79 134NHP Blair&Co.Ld.Stockton	17 ″ 9	
Missing since 6.17 1702 78196 WVSQ	— *R.J.Reeves* 17–17 WoodScSr *J.R.Stenhouse* —14 *Mchy.Aft*	580 527 386					1876	Stephen Dundee	New York&Pacific S.S.Co.Ld.	165·2|30·6|18·9 Q32'	Liverpool British	C.2Cy.25"&48"–30" NB05 98RHP Cunliffe&Dunlop,P.Gl.		
1703	— SteelPadSp 3 *Dks*	*490* *281* *267*					1886 8mo	W.Denny &Bros. Dumbarton	Cia.Argentina de Nav.(Nicolas Mihanovich)Ltda.	175·2|27·1| 7·6 Q56' F53'	Bns.Ayres Argentine	C.D.2Cy.21"&37"–42" NB13 74NHP Denny&Co.,Dumbarton		
1704 4316 JNVD	— SteelScSr *P.J.Johansson* 14–14 1 *Dk*	481 361 259					1904	Lindholmens V.A. Gothenburg	Ångf.Aktieb.Norrnan (Ossian Ahrenberg, *Mgr.*)	158·5|26·2|11·1 P51'H35*t*F22' *WB*	Gothenbrg Swedish	T.3Cy.13½",22"&36½"–22½" 63NHP Lindholmens V.A.Got.		V
1705 MBHK	— IronSc3MstSr *J.Næsö* 1 *Dk*	256 223 139					18 5 9 / 7 5	J.Henderson&Sons Renfrew	R.Schjölberg	144·8|20·3| 9·9 B35*t*H–	Bodö Norwegian	C.2Cy.16⅝"&37½"–26½" NE75 NB11 59NHP LindholmensM.V.Got.		V
1706 123586	— SteelScK *W.H.Gillman* –14 *ss*Gms.No.1–11 1 *Dk*	225 206 106	½100A1 *Stm Trawler* 3,14	Gms		3,14	1906 10mo	Cochrane &Sons Selby *Lloyd's*	ConsolidatedStm. Fishing&IceCo. (Gms.)Ld. (J.D. Marsden, *Mgr.*)	117·2|22·0|11·6 F18' BK7½"	Grimsby British 4 *BHCem*	T.3Cy.12",21"&34"–24" (*s*) 180lb 67RHP 1SB,*2pf*,GS33,HS1096 C.D.Holmes&Co.Hull	12 ″ 6	
1707 17 NGBM	**Aurora M.** IronScSr *P.Giordano* (*ex*Ichnusa,*ex*Alpha) 1 *Dk*	697 572 404	...				1884	Neder. Stm Maats. Rotterdam	Eredi di L.Musso	179·6|27·7|13·5 *WB*	Naples Italian	C.2Cy.20⅞"&43"–30" NB08 85NHP NedrlndStoom.Maats.Rot.	14 ″ 2	I

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Grément, etc. / Capitaine. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de tarire pour le bétillon.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Légères où cotes, si ce n'est dans la 1re. Lettres des Surintendants.
1708	**Aurore**	**IronScSr**	605	✠100A1	Alg	*i*	~~3,10~~ 4,18	1884	PearceBrs.	C.Schiaffino,	172·0 | 26·2 | 13·4	Bougie	C.2Cy.20½″&40⅝″–30″	14 ″ 4	
	Richaud	*ss*Alg.2ndNo.3–7,11	452	2,16				5mo	&Co.	A.Jouvet&Co.	Q86′B12′F24′	French	80lb NDB96 71NHP	s 1 ″ 1½	
HKTC	(*ex*Fairway)	*ss*Alg.No.1–16	355	~~Dp4,17~~ ✠LMC8,15				*Lloyd's*	Dundee		BK7½″	4*BHCem*	1SB,*3pf*,GS45,HS1212	13 ″ 10	
	Well deck	1*Dk*(*Irn*)							*A&CP*		*WB*=~~*DBa38′C52tFPT5tAt*~~		PearceBros.Dundee		
1709	**Ausable**	**SteelScSr**	3153					1901	Schpw.v.	ForeignTransport	327·3 | 48·7 | 22·4	NewYork	T.3Cy.24″,40″&65″–42″		V
213697		(*ex*Laura)	2918						JanSmit,Czn	&MercantileCorp.	P33′B102′F36′	Utd.States	274NHP		
LFNB		1*Dk*2*trB*	1957						Alblasserdm			*WB*	Blair&Co.Ld.Stockton		
1710	**Ausias-March**	**IronScSr**	1217			...		1889	Earle'sCo.	~~Cia.Valenciana de Vap.Correos de Africa~~ Cia Trasmediterranea	256·6 | 33·0 | 15·7	Valencia	T.3Cy.24″,38″&62″–42″	18 ″ 2	V
	F.Soler	Wireless (*ex*Blarney)	—						Ld.		P74′B63′F45′	Spanish	260NHP		
HDJG	*Elec.light*	2*Dks*	670						Hull		BK8½″	*WB*	Earle'sCo.Ld.Hull		
1711	**Ausonia**	**SteelTwinSc4MstSr**	8153	✠100A1	Lon	*c*†	~~12,15~~ N2,18	1909	Swan,Hun-	CunardS.S.Co.Ld.	450·6 | 54·2 | 29·2	Liverpool	T.6Cy.25½″,41″&68″–48″ (*s*)	32 ″ 0	
129735	*J.F.Simpson*	–17 *ss*Lon.No.1–14	7317	*Shelter dk*				10mo	ter&Wigham		B117′	British	180lb 888NHP	s 5 ″ 1	
HPTV	(*ex*Tortona)	2*Dks*(*Stl*)&*Shelter Dk*	5111	*withfreeboard*					Richardson,		FK	9*BHCem*	4SB,*16cf*,GS300,HS13072FD	27 ″ 5	
	Ref.Mchy.	(*Stl-pt* ws)&*deepframing*		6,15					Ld Newcastle	*WB*=			Palmers'Co.Ld.Newcastle		
	Elec.light	*Lower dk*(*Stl*)*in fore hold*		~~BS7,16~~ ✠LMC11,15				*Lloyd's*		*CellDBa104′uE&B73′f181′1122′tD*		*T′a29′690tD*			
	Sub-Sig. Wireless			*Carrying fuel oil F.R.above*				*A&CP*		*F.in deep tanks*		*T f25′773tFPT60tAPT46′*			
1712	—	**IronScBn**	1438	✠A1* 1	Gen	Lv	11,16	1883	R.&J.	MediciLucotti	256·2 | 33·1 | 20·6	Genoa	C.2Cy.28½″&50″–30″ (*s*)	23 ″ 3	
272	*F.Garibaldi*	–16 6thSurveyGen.6,09	1276	11,16				4mo	Evans&Co.	Cerrano	P50*t*B91*t*F31*t*	Italian	80lb *72lb* NDB14 125NHP	s 3 ″ 6½	
NGOM	(*ex*Catania,	1stSurveyGen.5,14	909	~~BS11,16~~ LMC8,13					Liverpool		BK9″	5*BH*1PBH	2SB,*4pf*,GS72,HS2420	20 ″ 7	
	*ex*Bernina)	2*Dks*(*Irn–Upt*ws)						*Lloyd's*			*WB*=*CellDB*	*APT27t*	DeWinton&Co.Carnarvon		
1713	**Austral**	**SteelScSr**	528	✠100A1	PAs	*h*	10,15	1912	Mackay	SocAnonGanadera	160·1 | 27·0 | 11·2	PntaArnas	T.3Cy.13½″,22″&35″–24″ (*s*)	12 ″ 0	
875	*J.Rial*	*ss*P.As.No.1–15	361	10,15				1mo	Bros.	yComercialMen-	B50′F25′	Chilian	180lb 81NHP	s 1 ″ 2	
HPBM	*Elec.light*	1*Dk*(*Stl*)	286	~~LMC10,15~~					Alloa	endez yBehety	FK	4*BHCem*	1SB,*3pf*,GS54,HS1464	11 ″ 0	
								Lloyd's			*WB*=*FPT28t*	*APT27t*	W.V.V.Lidgerwood,Gls.		
1714	**Australbrook**	**SteelScSr**	4336					1909	Greenock&	Commonwealth	375·5 | 52·2 | 25·5	Melbourne	T.3Cy.25″,41″&68″–48″		C
129430	*G.A.M.Lawrie*	–14 (*ex*Strathesk)	4052						Gr'ngemouth	GovernmentLine	P36′B100′F39′	British	320NHP		
HPRW	*Elec.light*	2*Dks*	2802						Dockyard Co.	of Steamers		*WB*	J.G.Kincaid&Co.Greenock		
									Greenock						
1715	**Australbush** ~~*ss*Msl.No.2–15~~	**SteelScSr**	4398	✠100A1	Msl	*x*	6,16	1907	W.Hamil-	Commonwealth	376·2 | 52·3 | 17·4	P.Adelaide	T.3Cy.25″,41″&68″–48″ (*s*)	28 ″ 0	
124205	*J.Duncan*	–17 ~~*ssOff.No.1–12*~~	4097	*Spar dk*	Syd		1,17	8mo	ton&Co.Ld.	GovernmentLine	P27′B92′F40′ 25·4	British	180lb 366NHP	s 5 ″ 5	
HLDM	(*ex*Strathgarry)	1*Dk*(*Stl*)&	2840	6,17 ~~5,15~~	✠LMC				Pt.Glasgow	of Steamers	FK	6*BHCem*	3SB,*9cf*,GS165,HS5868	23 ″ 0	
		Spar dk(*Stl*)&*deep framing*		~~MS8,15~~	~~BS4,16~~ 6,17			*Lloyd's*	*A&CP*	*CellDBa122′uE&B42′f*	168′1091*t APT113t*	*DTf24′613t*	D.Rowan&Co.Glasgow		
1716	**Australcrag**	**SteelScSr**	4503	✠100A1	Mel	*x*	~~8,16~~ 1,18	1907	W.Hamil-	Commonwealth	376·3 | 52·3 | 17·4	Melbourne	T.3Cy.25″,41″&68″–48″ (*s*)	28 ″ 0	
124226	*W.Mayne*	–16 *ss*NYk.No.2–16	4097	*Spar dk*	~~Dpt'wks~~			10mo	ton&Co.Ld.	GovernmentLine	P27′B92′F40′ 25·4	British	180lb 366NHP	s 5 ″ 5	
HLNQ	(*ex*Strathleven)	1*Dk*(*Stl*)&*Spar dk*	2830	~~6,17 12,16~~	~~BS3,17~~				Pt.Glasgow	ofSteamers	FK	6*BHCem*	3SB,*9cf*,GS165,HS5868	23 ″ 0	
		(*Stl*)&*deep framing*		1,18 ~~10,17~~	✠LMC5,16			*Lloyd's*	*A&CP* *Cell*	*DBa122′uE&B42′*	*f168′1091tDTf24′6*	*13tAPT113t*	D.Rowan&Co.Glasgow		
1717	**Australdale**	**SteelScSr**	4379	✠100A1	Syd	*x*	~~6,16~~ 10,17	1907	Napier&	Commonwealth	376·3 | 52·2 | 17·5	Brisbane	T.3Cy.25″,41″&68½″–48″ (*s*)	28 ″ 0	
124201	*J.Lamont*	–17 *ss*Syd.No.2–16	4072	*Spar dk*	Npt			7mo	Miller,Ld.	GovernmentLine	P27′B94′F39′ 25·5	British	180lb 366NHP	s 5 ″ 5	
HLBM	(*ex*Strathendrick)	1*Dk*(*Stl*)&	2843	~~6,14~~ 1,16	✠LMC11,16				Glasgow	of Steamers	FK	7*BHCem*	3SB,*9cf*,GS165,HS5868	23 ″ 0	
		Spar dk(*Stl*)&*deep framing*		10,17				*Lloyd's*	*A&CP*				D.Rowan&Co.Glasgow		
										Cell	*DBa122′uE&B42′*	*f174′1226t*	*DTf24′610tAPT104t*		
1718	**Australfield**	**SteelScSr**	4271					1900	Barclay,	Commonwealth	376·2 | 48·0 | 26·2	Hobart	T.3Cy.25″,41″&67″–48″		C
111264	*R.Jalland*	–16 (*ex*Vermont)	3874						Curle&Co.Ld	GovernmentLine	P37′B100′F37′	British	811NHP		
RQNG	Wireless	2*Dks*&*deepframing*	2723						Glasgow	of Steamers		*WB*	Barclay,Curle&Co.Ld.Gls.		
1719	**Australford**	**SteelScSr**	4403	✠100A1	Mel	*x*	N8,16	1907	Grngem'th	Commonwealth	376·1 | 52·2 | 17·4	P.Adelaide	T.3Cy.23″,41″&68″–48″ (*s*)	28 ″ 0	
124167	*O.J.Kydd*	–15 ~~*ssMch.No.1–12*~~	4096	*Spar dk*				3mo	&Greenock	GovernmentLine	P29′B92′F41′ 25·5	British	180lb 353NHP	s 5 ″ 5	
HKJP	(*ex*Strathavon)	1*Dk*(*Stl*)&*Spar dk*(*Stl*)	2830	9,17 ~~8,14~~					Dockyard Co.	of Steamers	FK	6*BHCem*	3SB,*9cf*,GS165,HS5509	23 ″ 0	
		*ss*PSd.No.2–17 &*deep framing*		*Examined* 9,17	✠LMC				Greenock				J.G.Kincaid&Co.Ld.Grk.		
				~~BS8,15~~ 8,17	~~MS8,16~~			*Lloyd's*	*A&CP*	*Cell* *DBa118′uE&B44′*	*f164′1145t*		*DTf24′610tAPT125t*		
1720	**Australglen**	**SteelScSr**	4417	✠100A1	Cff	*x*	6,16	1906	Grngem'th	Commonwealth	370·0 | 52·2 | 17·5	Hobart	T.3Cy.25″,41″&68″–48″ (*s*)	28 ″ 0	
124136	*J.Cann*	–15 *ss*Bry.No.1–11	4106	*Spar dk*				9mo	&Greenock	GovernmentLine	P25′B92′F41′ 25·5	British	180lb 353NHP	s 5 ″ 5	
HJFM	(*ex*Strathord)	1*Dk*(*Stl*)&*Spar dk*(*Stl*)	2842	5,14					Dockyard Co.	of Steamers	FK	6*BHCem*	3SB,*9cf*,GS165,HS5509	23 ″ 0	
		&*deep framing*		~~LMC6,15~~					Greenock				J.G.Kincaid&Co.Greenock		
								Lloyd's	*A&CP*	*CellDBa114′uE&B44′f162′*			*1115tDTf24′610tAPT123t*		
1721	**Australia**	**SteelScSr**	7526	✠	Ham	*e*†		1912	Flensburgr	BritishIndiaS.N.	482·0 | 62·7 | 29·4	London	Q.4Cy.26½″,38″,56½″&82½″	32 ″ 1	
136740	*M.J.D.Hunt*	–15 Sub.Sig.	6979	7,14				12mo	Schiffsb.Ges.	Co.,Ld.	P&B372′F81′	British	–59″ 836NHP		
JLMV	*Well deck*	Wireless 2*Dks*(*Stl*)	4724						Flensburg		FK	9*BHCem*	4SB,*12cf*,GS267,HS12456 FD		
	Elec.light	*Lower dk in Nos.*1,2&4*holds*								*WB*=*CellDBa154′u*	*E&B86′f191′1946t*	*FPT120t*	FlensburgerSchiffsb.Ges.		
1722	—	**SteelSc**	3845					1898	Chicago	PioneerS.S.Co.	376·0 | 48·2 | 22·4	Fairport	T.3Cy.20″,33½″&56″–42″		
30094		(*ex*SailingBarge)	—						S.B.Co.	(Hutchinson&Co.		Utd.States	E&NB*fitted*02 203NHP		
	Mchy.Aft *Elec.light*	1*Dk*2*trB*	2877						Chicago	*Mgrs.*)	*WB*	E*Tpd*.02	American SB.Co.Cleveland		
1723	—	**SteelScSr**	3600			...		1892	ShortBros.	Ch.A.Theofani	343·0 | 43·0 | 19·3	Kertsch	T.3Cy.25″,40″&66″–42″		C
451	*O.Feodoroff*		—						Sunderland		P32′B68′F40′ 27·3	Russian	288NHP		
LARE		1*Dk*&*Spardk*&*Webframes*	2264								FK	*WB*	W.Allan&Co.,Sunderland		
1724	—	**IronScK**	238	✠	Hul	*e*		1882	Earle'sCo.	HullSteamFishing	135·2 | 22·6 | 11·0	Hull	C.2Cy.21″&40″–27″ 60RHP	11 ″ 8	
82519	*G.J.Cripps*	–16 *ss*Hul.No 3–6,94	217	11,95				3mo	(Lim.)	&IceCo.Ld.	Q19′F23′	British	1SB,*2pf*,GS37,HS1205		
MTWD		1*Dk*	146						Hull		ptND90 BK7″	4*BHCem*	Earle'sCo.(Lim.),Hull		
1725	—	**IronScK**	151			...		1892	Cochrane,	Irvin&Johnson,	100·4 | 20·5 | 11·0	Cape Town	T.3Cy.11½″,18″&30″–22″	11 ″ 10	
99673	*F.Skelton*	–16 (*Trawler*)	139						Coopr&Scho-	Ld.	Q19′F17′	British	NB11 45RHP		
MQNG		1*Dk*	66						fi'ld,Beverley		BK7½″		C.D.Holmes&Co.,Hull		
1726	**Australian Transport**	**SteelScSr**	4784					1911	Irvine's SB	EmpireTransport	385·0 | 52·0 | 27·0	W.Hartlpl	T.3Cy.25″,40″&68″–48″		C
132812	*F.R.Clarke*	–13	4483						&D.D.Co.Ld.	Co.Ld.(Houlder	P36′B119′F36′	British	Richardsons, 320NHP		
HVBR		1*Dk*	3017						W Hartlepool	Bros.&Co Ld.*Mgs*)		*WB*	Westgarth&Co.Ld.Hpl.		
1727	**Australic** ~~*J.A.V Koch*~~	13–16 **SteelScSr**	4010	✠100A1	Mmo	*y*	7,16	1907	Hawthorn,	Rederiaktieb.	380·3 | 49·0 | 25·7	Gothenbrg	T.3Cy.27″,45″&74″–48″ (*s*)	28 ″ 6	
4739	~~*Jos.V.Koch*~~	~~–13–16~~ *ss*Mmo.No.2–16	3761	*Shelter dk*	Cpn			9mo	Leslie&Co.Ld	Transatlantic		Swedish	180lb *180lb* 495NHP	s 8 ″ 7	
JQRL	1*Dk*(*Stl*)&*deep framing*&*Shelter dk*(*Stl*)		2530	*withfreeboard*					Newcastle	(G.Carlsson, *Mgr.*)	FK	6*BHCem*	2SB,*6cf*,GS130,HS5620 FD	25 ″ 5	
	Main dk(*Stl*)*in Nos.*1 &4 *holds*			8,17 ~~7,16~~	✠LMC7,16			*Lloyd's*	*A&CP*		*WB*=*CellDBa120′uE*		WllsndSlpwy.Co.Ld.Nwc.		
	Elec.light			~~BS8,17~~									*&B64′f152′877tAPT100t*		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 6 7 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned. now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 9 Built. When / By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. / Breadth. / Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke / Boiler Pressure. NHP=Horse power by Society's formulæ; IHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard (midship). Corresponding draught. ft. in.	15 Registers in which classed. If not in L.R. Date of ✠ or Trade Cert.
1728 HKTQ	**Australien** Steel Sc 3 Mst *Goubault* *Elec. light* Wireless 4 *Dks & Spar dk*	6377 5587 3549					1889 Mssageries Maritimes La Ciotat	Messageries Maritimes	482·3 | 49·2 | 34·1	Marseilles French	T. 3 Cy. 44″, 67″ & 106″–53″ 818 NHP *WB* Messageries Maritimes, Msl		V
1729 NTHS	— Steel Twin Sc *L. Tofte* –15 *Oil Eng.* *Elec. light* 2 *Dks (Stl) & Shelter dk (Stl)*	5259 4778 3301	✠100A1 Cpn *a*† *Shelter dk* *with freeboard* 11,17 ~~8,16~~ LMC 10,16	~~Lon~~ SFo		11,17	1915 Akt. Burmeistr & Wain Copenhagen 8mo *Lloyd's A & CP*	Akties. det Östasiatiske Kompagni *WB = Cell DBa 126′ uE & B*	410·0 | 55·2 | 35·4 FK *42′ f 194′ 1198 t FPT*	Copnhagn Danish *7 B Hpt Cem* *90 t APT 72 t*	Oil Engines 4 S.C.SA 12 Cy. 24½″–37½″ DB 80 lb 568 NHP Akt. Burmeistr & Wain, Cpn	30 ″ 6 s 4 ″ 3½ 26 ″ 7	
1730 HGWR	**Australier** Steel Sc Sr *M J. Jones* –16 *ss* Cff. No. 2–14 (*ex* Aldersgate) 1 *Dk (Stl)* 2 *tr B, deep framing & Web frames, 3 Dk rule*	~~3687~~ 3458 2364	✠100A1 Liv *v* 2,17 ✠LMC ~~MS6,14~~ ~~BS2,16~~ 5,17			2,17	1906 Bartram & Sons Sunderland 9mo *Lloyd's A & CP* *W*	Lloyd Royal Belge (Great Britain) Ld *B = Cell DBa 119′ u*	346·0 | 50·8 | 22·9 P31′ B88′ F37′ FK *E 21′ f 144′ 828 t FPT*	London British *6 B HCem* *89 t APT 50 t*	T. 3 Cy. 24½″, 40″ & 66″–45″ (*s*) 180 lb *100 lb* 315 NHP 2 SB. *6 cf*, GS 136, HS 4827 J. Dickinson & Sons, Ld. Sld.	25 ″ 6 s 4 ″ 6 21 ″ 5	
1731 HBCG	**Australind** Steel Sc Sr *S. Angel* *ss* Lon. No. 2–13 *Elec. light* 2 *Dks (Stl) & deep framing* *Ref. Mchy.* Wireless *& Shelter dk (Stl)*	5568 4004 3516	✠100A1 Sou *y* *Shelter dk* *with freeboard* 4 16 ~~MS5,17~~ ~~E. on~~ ~~ne 11,17~~ ~~LMC 2,18~~ ~~BS11,17~~ Lloyd's ~~RMC 12,14~~ ~~8,17~~ 8,18			~~11,14~~ 3,17	1904 C. Connell & Co. Ld. 8mo Glasgow *Lloyd's A & CP* *WB*	Australind Steam Shpg Co. Ld. (Trinder Anderson & Co) = *Cell DBa 122′ u*	384·1 | 50·1 | 26·1 FK *E & B 46′ f 164′ 985 t*	London British *6 B HCem* *APT 32 t*	T. 3 Cy. 26″, 44″ & 73″–48″ (*s*) 200 lb 496 NHP 3 SB. *9 cf*, GS 173, HS 6888 FD D. Rowan & Co. Glasgow	29 ″ 0 s 3 ″ 9½ 25 ″ 7	
1732 131436 HVTR	**Australmead** *G. H. Pike* Steel Sc Sr 415 ~~*C. Chatfield*~~ –17 *ss* Bry. No. 1–16 (*ex* Kirkoswald) 1 *Dk (Stl) & Web frames* *Shelter dk (Irn) 2nd dk (Stl) in No. 1 hold* *Elec. light* *Longitudinal framing*	~~4021~~ 3803 ~~2159~~ ~~2176~~ ~~9,17~~ ~~1,18~~ 2,18 MS 1,16 ~~BS 6,16~~	✠100A1 NYk *x* *Shelter dk* *with freeboard* LMC MS 1,16 ~~BS 6,16~~	Bry Mel		1,16	1912 AM'Millan & Son, Ld. Dunbarton 5mo *Lloyd's A & CP*	Commonwealth Government Line of Steamers *WB = Cell DBa 109′ uE & B*	370·1 | 51·1 | 25·2 FK *37′ f 168′*	Melbourne British *6 B HCem*	T. 3 Cy. 25″, 41″ & 68′–48″ (*s*) 180 lb 362 NHP 3 SB. *9 cf*, GS 173, HS 5778 Rankin & Blackmore, Grk 1076 *t FPT* 130 *t APT* 224 *t*	27 ″ 9 s 3 ″ 2 24″ 11	
1733 129437 HPTR	**Australmount** Steel Sc Sr *D. McIntyre* –15 (*ex* Strathbeg) *Elec. light* 2 *Dks*	4338 4059 2808					1909 W. Hamilton & Co. Ld. Pt. Glasgow	Commonwealth Government Line of Steamers	376·8 | 52·3 | 25·5 P35′ B100′ F40′ *WB*	Sydny NSW British	T. 3 Cy. 25″, 41″ & 68″–48″ 320 NHP D. Rowan & Co. Glasgow		C
1734 124123 HGRS	**Australpeak** Steel Sc Sr *G. H. Jones* –16 *ss* Bry. No. 1–11 (*ex* Strathspey) 1 *Dk (Stl) & Spar dk (Stl) & deep framing*	4432 4114 2852	✠100A1 Rot *x* *Spar dk* *Examined* 12,17 5,13 ~~BS1,16~~ ✠LMC 7,14 BS1,17			~~7,16~~ 12,17	1906 Grngem'th & Greenock Dockyard Co. Greenock 7mo *Lloyd's A & CP*	Commonwealth Government Line of Steamers *Cell DBa 114′ uE & B*	370·0 | 52·2 | 17·5 P25′ B92′ F41′ 25·5 FK *44′ f 162′*	Brisbane British *6 B HCem*	T. 3 Cy. 25″, 41″ & 68″–48″ (*s*) 180 lb 353 NHP 3 SB. *9 cf*, GS 165, HS 5510 J. G. Kincaid & Co. Greenock 1115 *t APT* 123 *t DT f* 24′ 610 *t*	28 ″ 0 s 5 ″ 5 23 ″ 0	
1735 124240 HLTJ	**Australplain** Steel Sc Sr *G. A. Cockell* –10 (*ex* Ardanmhor) *Elec. light* 1 *Dk & Spar dk*	4454 4185 2829					1907 H & W Hendersn & Co. Ld Glasgow	Commonwealth Government Line of Steamers	385·2 | 50·1 | 17·7 P45′ B1 10 F40′ 26·1	Fremantle British *WB*	T. 3 Cy. 25″, 41″ & 67″–48″ 311 NHP D & W. Hendersn & Co Ld Gls		C
1736 121309 HFSR	**Australpool** Steel Sc Sr *R. Braddon* –15 *ss* Mel. No. 2–14 (*ex* Strathairly) 1 *Dk (Stl) & Spar dk (Stl) Elec. light & deep framing*	4326 4035 2783	✠100A1 Mel *x* *Spar dk* (a) 7,17 ~~7,17~~ ✠LMC ~~Examined~~ ~~MS6,14~~ ~~BS2,16~~			~~6,16~~ 7,17	1906 R. Duncan & Co. Ld. Pt. Glasgow 3mo *Lloyd's A & CP* *Cell*	Commonwealth Government Line of Steamers *DBa 116′ uE & B 42*	369·8 | 52·2 | 17·5 P27′ B92′ F43′ 25·5 FK *f 166′ 1027′ ~~DT f 24′ 610~~ t APT 123 t*	Fremantle British *6 B HCem* *605 t APT 94 t*	T. 3 Cy. 25″, 41″ & 68″–48″ (*s*) 180 lb 367 NHP 3 SB, *9 cf*, GS 165, HS 5886 D. Rowan & Co. Glasgow	28 ″ 0	
1737 137792 JKPO	**Australport** Steel Sc Sr *F. J. Ogilvie* –15 (*ex* Ardangorm) *Elec. light* 1 *Dk*	3570 3414 2289					1915 Napier & Miller, Ld. Glasgow	Commonwealth Government Line of Steamers	364·8 | 51·5 | 22·6 P28′ B207′ F37′ *WB*	P. Adelaide British	T. 3 Cy. 24″, 40″ & 65″–45″ 283 NHP J. G. Kincaid & Co. Ld. Grk.		C
1738 124180 HKQJ	**Australrange** Steel Sc Sr *S. G. Robson* –15 *ss* Bry. No. 1–12 (*ex* Strathdee) 1 *Dk (Stl) & Spar dk (Stl) & deep framing*	4409 4109 2846	✠100A1 SFo *x* *Spar dk* 4,16 ~~Examined~~ ~~11,17~~ ✠LMC 2,12		BS 11,17	~~10,16~~ 11,17	1907 R. Duncan & Co. Ld. Pt. Glasgow 5mo *Lloyd's A & CP* *Cell*	Commonwealth Government Line of Steamers *DBa 122′ uE & B 42′*	376·0 | 52·3 | 17·6 P29′ B92′ F44′ 25·4 FK *f 168′ 1139 t DT f 24′*	Sydny NSW British *6 B HCem* *605 t APT 94 t*	T. 3 Cy. 25″, 41″ & 68″–48″ (*s*) 180 lb 366 NHP 3 SB, *9 cf*, GS 165, HS 5868 D. Rowan & Co. Glasgow	28 ″ 0 s 5 ″ 5 23 ″ 0	
1739 106998	**Australstream** Steel Sc Sr *J. Fanning* –15 *ss* Hpl. No. 3–5, 12 (*ex* Daltonhall) 1 *Dk (Stl) & Spar dk (Stl) & deep framing*	3534 3270 2280	✠100A1 Bal *v* *Spar dk* 5,16 ~~Examined~~ ~~11,17~~ ~~BS 6,16~~ ✠LMC ~~6,18~~ ~~BSG 10,15~~ 5,17			5,16	1899 Furness, Withy & Co Ld 6mo W Hartlepool A & CP	Commonwealth Government Line of Steamers *Cell DBa 106′ uE &*	337·5 | 45·2 | 18·8 P34′ B106′ F27′ 25·8 FK *B40′ f 144′ 732 t FPT*	Sydny NSW British *6 B HCem* *92 t APT 27 t*	T. 3 Cy. 23½″, 38″ & 64″–42″ (*r*) 170 lb *100 lb* NDB 12 281 NHP 2 SB. *6 cf*, GS 126, HS 4352 Sir C. Furness, Westgarth & Co. Ld. Middlesbro	28 ″ 5 s 5 ″ 3 23 ″ 6	
1740 MJQG	**Austrheim** Steel Sc Sr *Johannessen* 1 *Dk*	131 105 60					1913 Mjellem & Karlsen Bergen	Lindaas Masfjordens Dampskibsselskab	100·8 | 19·0 | 9·5 H25 *t*	Bergen Norwegian	T. 3 Cy. 9½″, 15″ & 25″–18″ 26 NHP Mjellem & Karlsen, Bergen		N
1741 MJCH	**Austri** Steel Sc Sr *J. E. Jacobsen* 12–12 *Ref. Mchy.* 1 *Dk & Awng dk*	490 473 274					1910 Helsingörs Jernsk & Msk. Elsinore	Det Stavangerske Dampskbsselsk.	150·8 | 26·7 | 15·3 P105′ F24′ *WB*	Stavanger Norwegian	T. 3 Cy. 12½″, 19″ & 31″–18″ 41 NHP Helsingörs Jernsk. & Mskb.		
1742 HCPR	**Austria** Steel Sc Sr *ss* Tri. No. 1–06 Wireless 3 *Dks (Stl)* *Elec. light*	7636 6744 4870	✠ Tri *b*† 5,06 ✠				1901 Lloyd Austriaco Trieste 8mo	Lloyd Austriaco *WB = Cell DBa 165′ uE*	451·3 | 56·0 | 34·9 P55′ B97′ F53′ FK *20′ f 193′ 1464 t FPT*	Trieste Aust.-Hung. *7 B HCem* *80 t APT 35 t*	T. 3 Cy. 28″, 47½″ & 80″–54″ 585 NHP 3 SB, *9 cf*, GS 177, HS 7690 FD Lloyd Austriaco, Trieste	33 ″ 7	A
1743 RHPT	— Steel Sc Sr *H. Bradhering* (*ex* Essen) *Well deck* *Elec. light* 2 *Dks* 3 *tr B*	2939 2348 1861				...	1889 Flensburgr Schiffsb. Ges. Flensburg	Deutsche Levante Linie	319·4 | 40·0 | 23·7 P200′ F47′ BK 10″	Hamburg German *WB*	T. 3 Cy. 23″, 35″ & 66″–42″ 232 NHP Flensburger Schiffsb. Ges.	26 ″ 2	G
1744	— Iron Sc (*ex* Antonietta, *ex* Demostini)	176 — 90					1892 Schoenichn & Hrman Budapest	L. Bräuer	121·0 | 21·1 | 10·6	Braila Roumanian	C. 2 Cy. 25″ & 39″–32″ Schoenichen & Hartman, Budapest	72 NHP	
1745 87883	— Wood Sc *Now named* 'Antigua,' *See No.* 100 *in Supplement*	140 95					1880 C. Gibson Northwich	Salt Union, Ld.	86·6 | 20·7 | 9·7	Liverpool British	2 Cy. 9″–12″ NE & B 83 18 RHP Bates, Northwich		
1746 104561 NMDS	**Austrian** Steel Sc Sr *G. Furneaux* –06 *ss* Liv. No. 3–3, 08 (*ex* Bhamo) ~~*ss* Lth. No. 1–13~~ *Elec. light* 1 *Dk (Stl) & Spar dk (Stl–ws)* *ss* Liv. No. 2–18 *& Web frames*	3127 2758 2023	✠100A1 Liv *u* ~~4,18~~ 8,18 ~~Examined~~ ✠LMC 5,17 ~~BS 6,16~~ ~~MS 5,17~~			~~8,16~~ 4,18	1894 W. Denny & Bros. Dumbarton 9mo *Lloyd's A & CP*	Ellerman Lines Ld. (Graham Smith, *Mgr.*) *WB = Cell DBa 94′ uE & B*	316·8 | 40·2 | 19·3 P39′ B86′ F45′ 26·8 FK *42′ f 134′ 611 t*	Glasgow British *5 B HCem* *APT*	T. 3 Cy. 21¾″. 37″ & 60″–48″ (*s*) ~~150~~ ~~160~~ *75 lb* 275 NHP ~~160~~ *lb* NDB 01 *fitted* 95 ~~2 SB. 8 cf~~, GS 126, HS 1588 Denny & Co. Dumbarton ~~60~~		
1747 139262 JLQS	**Autocrat** Steel Sc K *W. Hardy* –16 1 *Dk*	128 111 —	✠100A1 Hul *For towing purposes* 8,17 ~~2,16~~ ✠LMC 7,16			8,17	1915 Cochrane & Sons, Ld. Selby 8mo *Lloyd's A & CP*	T. C. Spink	84·5 | 20·6 | 9·9 BK 7½″ *WB = FPT 5 t*	Hull British *4 B HCem* *APT 9 t*	T. 3 Cy. 12″, 20″ & 32″–24″ (*s*) 180 lb 66 RHP 1 SB, *2 pf*. GS 34, HS 1170 Earle's Co. Ld. Hull	10 ″ 6	
1748 HKTF	**Automne** Steel Sc K *Malfoy* (*Trawler*) *Elec. light* 1 *Dk*	256 225 75					1907 Mackie & Thomson Glasgow	F. Rimbert	125·2 | 22·0 | 11·5 Q66′	Dieppe French *WB*	T. 3 Cy. 13″, 22″ & 35″–24″ 60 NHP Muir & Houston, Ld. Gls.		V

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote.	6 Surveillance Spéciale. Date de la dernière Visite.	7 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7 Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	11 Largeur.	11 Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc
Missing since 1.17																	
1749	**Ava**	**SteelScSr**	5076						1906	W.Denny &Bros. Dumbarton	British&Burmese SNCo.Ld.&Burm'h S.S.Co.Ld.(P.Henderson&Co. *Mgrs.*)	411·4	52·2	28·1	Glasgow British	T.3Cy.28½″,46½″&76″–54″ 424NHP Denny&Co.Dumbarton	
124135	*W.Forson*03–15		4593									P37′B136′F48′			*WB*		
HJFQ	*Elec.light* Wireless	2*Dks*	3267														
1750	—	**SteelPad**	593						1902	W.Denny &Bros. Dumbarton	IrrawaddyFlotilla Co.Ld.	230·6	35·1	9·8	Glasgow British	C.2Cy.37½″&65″–72″ 293NHP Denny&Co.Dumbarton	
115703			593														
		1*Dk*	267														
1751	**Avala**	**SteelScSr**	3835	✠ —	2,16	Gen	*w*		1890	Ropner& Son Stockton	G.Maggiolo fuA.	370·0	42·2	27·3	Genoa Italian	T.3Cy.28″,46″&75″–54″ NDB01 454NHP 2DB,*12cf*,GS142,HS7300 Blair&Co.(Lim.),Stockton	30 ″ 4
644	*Maggiolo* –16	*ss*Bkn.No.3–11	3534						4mo			P28′B98′F40′		BK11″			
NGCT		*ss*Bry.No.2–11	2416								*WB*	= *Cell DB* 304′ 723*t*		6 *BHCem*			
		2*Dks*(1*Irn*&1*Stl*)3*trB*												*APT*23*t*			
1752	**Avalon**	**WoodScSr**	881						1912	..... Hoquiam, Wash.	AvalonS.S.Co.	196·9	41·0	13·7	S.Frncisco Utd. States		
210616			—														
LCPR		1*Dk*	512														
1753	**Avalon Maru**	**SteelScCtr**	100						1904	Akers Mek.Værks. Christiania	ToyoHogei KabushikiKaisha	94·6	16·6	10·2	Osaka Japanese	T.3Cy.11″,17⅝″&29″–18″ 36NHP AkersMek.Værks.Xia.	
10895			—														
LDGF		1*Dk*	33														
1754	**Avance**	**IronScSr**	1585				...		1883	JLThompson&Sons Sunderland	Rederiaktieb. Urania(KarlHenningsson, *Mgr.*)	256·4	35·9	16·9	Nrrköping Swedish	C.2Cy.32″&62″–39″ 200NHP WllsndSlpwyCo.Ld.Nwc.	19 ″ 5
4402	*L.Högstedt*16–16	(*ex*Borussia,	1275									P33′Q72′B57′H32′					
JPFQ	*Well deck*	*ex*Crete) 1*Dk*2*trB*	958								*WB*	F26′		BK9″	Swedish		
1755	—	**SteelScSr**	1294						1912	Kjöbnhvns Flydk.&Skbs. Copenhagen	Akt.Damps.Selsk. Malm(H.Bach. Nielsen, *Mgr.*)	241·4	36·2	15·1	Korsör Danish	T.3Cy.16½″,27″&44″–30″ 106NHP KjbnhavnsFlydk.&Skbsv.	
	Brench –16		1090									P16′B50′F27′					
NSDR		1*Dk*	774								*WB*						
1756	—	**SteelSc**	568	✠ 100A–	4.14	Skm		4,14	1899	Howaldtswerke Kiel	IsbrytareAktieb. Avance (L.Hammarström)	136·0	35·5	16·8	Åbo Russian	T.3Cy.22″,35″&57″–35½″ (*s*) 180lb *70lb* 239NHP 2SB,*6cf*,GS130,HS4124 Howaldtswerke,Kiel	17 ″ 9
	*A.J.Andsten*12–12 *ss*Skm.No.3–6,11		455						2mo			*Shaded dk*60′F20′		BK8″			
TFSR	*Elec.light* (*Icebreaker*)	2*Dks*(*Stl*)	325	BS4,14		LMC6,11					*WB* =	*DTa*21′ 57*t* *DTank*		5 *BHCem*			
												sf′24′85*t* *FPT*13*t* *A*		*PTanks*76*t*			
1757	—	**IronSc3MstSr**	273						1870	Bergsunds Mek.Verkst Stockholm	M.Lindöe	136·8	22·1	9·8	Haugesnd Norwegian	C.2Cy.16″&28″–19″ NE85 NB10 28NHP LübecksMas.Ges.Lübeck	
	G.Landmark	(*ex*Süd)	209									Q15*t* B41*t*					
JNSR		1*Dk*	142														
1758	—	**IronScSr**	263				...		1884	T.&W. Toward&Co Newcastle	N.Antufieff	127·0	21·0	10·2	Archangel Russian	C.2Cy.16″&30″–20″ Engines *made* 78 34NHP Blair&Co.Ld.Stockton	11 ″ 0
1161	*M.I.Hochlin* (*ex*Nordstjernen,*ex*Desi, *ex*Mavis,*ex*PointPleasant)	1*Dk*	— 135									Q9*t*B40*t*F16*t*			*WB*		
1759	**Avance I.**	**SteelSc**	148						1914	Bergsunds M.V.Aktieb. Stockholm	J.V.Svenson	84·3	23·9	9·1	Augustndl Swedish	OilEngines 2S.C.SA 3Cy.12¼″–13⅜″ J.V.Svenson'sMotorf.Skm	
5684	*C A.Andersson*14–14	*OilEng.*	78									B45′			*WB*		
JVFL	*Elec.light*	1*Dk*	99														
1760	**Avanguardia**	**SteelScSr**	2703	✠ —	1,15	Gen	*t*		1889	JLThompson&Sons Sunderland	C.Devoto fu G.B.	316·0	40·6	20·8	Spezia Italian	T.3Cy.23⅜″,38″&62″–42″ NDB03 259NHP 2SB,*6rf*,GS126,HS4045 J.Dickinson,Sunderland	23 ″ 5
45	*G.Guelfi* –12	*ss*Cff.No.3–8,01	2077	*pt Awng dk with freeboard*					12mo			P29′Q88′		BK10″			
NGCU		*ss*Bry.No.2–10	1660									*pt Awng dk*199′		6 *BHCem*			
		1*Dk*(*pt Irn*&*pt Stl*) 2*trB*&*Webframes*										*WB* = *Cell DB* 224′		407*t* *APT*31*t*			
	(*ex*Caledonia)	&*pt Awng dk*(*Irn*)															
1761	**Avante**	**SteelSc**	289						1907	J.C.& H.C. Kiehn Hamburg	~~Cie.dePesca~~ WarOffice(Dept. ofInlandTrnsprt. TheShippingController)	132·3	23·8	12·5	~~Santos~~ ~~Brazilian~~ British	T.3Cy.14½″,25½″&39⅜″– 23⅝″ 76NHP J.C.&H.C.Kiehn,Ham.	
	(*Trawler*)	(*ex*Willy Kiehn)	251									F18′			*WB*		
	Elec.light	1*Dk*	65														
1762	**Avanti**	**SteelScSr**	2128						1912	Akt.Burmeistr&Wain Copenhagen	~~DetForenede~~ ~~DampskibsSelsk.~~ (LambertBrs.Ld. *Mgrs.*)	272·7	40·0	21·1	~~Copnhagn~~ ~~Danish~~ London British	T.3Cy.20″,33″&55″–36″ 181NHP Akt.Burmeistr&Wain,Cpn	
14027	~~*J.Sneller*~~ *T.Davies* –17		1787									P20′B58′F28′ 19·7			*WB*		
JRCV	*Elec.light*	1*Dk*	1171									272·4 40·3					
1763	**Avarua**	**WoodAuxScSr**	146	✠ 12 A–	11,16	SFo			1916	W.S. Brusstar,Jr. Oakland,Cal.	Atkins,Kroll&Co.	87·8	25·1	9·2	S.Frncisco Utd. States	Paraffin Motor 4S.C.SA 3Cy.10″–12″ UnionGasEngineCo. Oakland,Cal.	10 ″ 0
214545		*Paraffin Motor*	105			LMC11,16			9mo								
	Mchy.Aft	1*Dk*	90	*Subject to special surveys at 4 and 8 years of age.*													
	(*See Sailing Ship Register*)																
1764	**Aveiro**	**SteelScSr**	2209				...		1894	Flensburgr Schiffsb.Ges Flensburg	Requisitioned by thePortuguese Government	279·4	39·9	14·6	Portuguese	T.3Cy.22½″,35″&60″–42″ 251NHP FlensburgerSchiffsb.Ges.	
		(*ex*Naxos,*ex*Harzburg)	1989									P28′B72′F34′	22·2	BK9″	*WB*		
		1*Dk*&*Spar dk*&*Webframes*	1389														
1765	**Avena**	**IronScSr**	707	✠ 90A1	5,17 ~~7,16~~	Got	*k*	~~12,14~~ 5,17	1873	Davison& Co. Sunderland	Angf.Aktieb. Thule(H.Metcalfe, *Mgr.*)	200·0	28·3	15·0	Gothenbrg Swedish	T3Cy 14½″ 24½″ &48¼″–33″ (*s*) 150lb *125lb* NDB12 108NHP 1SB,*2cf*,GS37,HS1300 NB85 *Tpd*85OuseburnE.W.Nwc.	15 ″ 6 s1 ″ 7½ 14 ″ 11
265	*O.Johansson*17–17	*ss*Got.No 2–17	534	BS1,16		LMC1,14			9mo	A&CP		P103′H16*t*F30′		BK7½″			
HLJG	(*ex*Glenisla)	*ss*Got.3rdNo.3–7,09	397	MS5,17 MBS1,17 DBS2,16							*WB* =	ptND93		4 *BHCem*			
	Well deck	*ss*~~Got.No.1–14~~ 1*Dk*										*DBa*33′34*t* *FPT*45*t*		*MT*31′200*t*			
1766	**Avenir**	**SteelSc**	128						1891	A Dubige'n Chantenay s/Loire	Cie.Rhétaise(L. Berjon&Co. *Mgrs.*)	72·2	16·1		La Flotte French	C.2Cy. Faivre frères,Nantes	
	*L.Levêque*97–01		—														
HKVQ		1*Dk*	21														
1767	**Aventino**	**SteelTwinScSr**	209						1902	Cant.Nav. diMuggiano Spezia	Soc.Italiana di Nav.Maritt.e Fluviale	125·3	23·3	8·2	Rome Italian	C.4Cy.10⅝″&20½″–11⅛″ KetteDeutsche 24NHP Elbs.Ges.Uebigau	
9	*G.Scudera*		—									Q17′F17′			*WB*		
NGDH		1*Dk*	111														
1768	**Avessac** *W.Murray* –17	**SteelScSr**	992	✠ 100A1	C 16	Shl	*n*	~~5,15~~ 10,17	1904	G.Brown & Co. Greenock	T.C.Steven&Co.	221·3	31·6	12·4	Limerick British	T.3Cy.16″,26″&44″–33″ (*a*) 160lb *100lb* NDB16 99RHP 1SB,*3cf*,GS50,HS1548 Ross&Duncan,Glasgow	15 ″ 6 s ″ 11 15 ″ 4
117391	~~*G.Macdonald*15–16~~	*ss*Grk.No.2–13	734	Examined Lo,17		LMC8,18			12mo			Q154′ BonQ18′F29′		BK7″			
HBPW	(*ex*Cratloe,*ex*Wellpark)	1*Dk*(*Stl*)&	584	~~BS5,16~~				10,17						4 *BHCem*			
	Well deck	*Webframes*							*Lloyd's*	*SA*&*CP*	*DB*	*a*55′*f*50′ 388*t* *FPT*		50*t* *APT*22*t*			
1769	**Avesta**	**SteelScSr**	1316	✠ 100A1	2,18 ~~6,16~~	Got	*o*	~~6,16~~ 2,18	1913	Kockums M.V.Aktieb. Malmö	Rederiaktieb. Nordstjernan (AAJohnson, *Mgr*)	237·0	37·7	16·3	Stockholm Swedish	T.3Cy.18¾″,28¾″&48½″–31½″ 185lb (*s*) 153NHP 2SB,*4cf*,GS71,HS2443 KockumsM.V.Akt.Malmö	18 ″ 7
5489	~~*W.&E.D.Engelbrecht* –16~~		1153						6mo			P22′B57′F24′		FK			
JTKS	*H.Bergström*17–17	1*Dk*(*Stl*)	738	~~BS3,17~~		✠LMC6,18		8,17			*WB* = *Cell DBa*60′			44*t* *APT*93*t*			
		*ss*Got.No.1–17							*Lloyd's*	*SA*&*CP*		*uE*29′*f*94′366*t* *FPT*					
1770	**Avestruz**	**SteelSc**	*189*	✠ A1		BAs		10,16	1907	Grngem'th &Greenock Dockyard Co. Greenock	Cia.Argentina de Lanchas	100·0	23·1	10·5	Bns.Ayres Argentine	T.3Cy.11″,18″&30″–22″ (*s*) 180lb *80lb* 64NHP 1SB,*3pf*,GS49,HS1260 D.Rowan&Co.Glasgow	11 ″ 0
	~~*ss*B.As.No.10–16~~		*157*	*Tug*					5mo					FK			
	Elec.light *ss*B.As.No.3–10,16	1*Dk*(*Stl*)	*47*	10,16										4 *BHCem*			
				Coasting, Rio de Janeiro & Bahia Blanca							*WB* =	*FPT*16*t*		*APT*21*t*			
				BS3,18		✠LMC10,16			*Lloyd's*	*SA*&*CP*							

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys.	3 Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned. now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 Built. By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NIP=Horse power by Society's formulæ; RIP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Intended alterations
1771	Avgi	SteelSc	161					1902	Amblard& Cie. Dieppe	Soc. Anon. di Pesca	103·0	20·0	12·0	Canea Cretan WB	T.3Cy.12″,18½″&29½″–17¾″ 37NHP		
	Myrianoff –10 (*Trawler*)		—								H36′						
	Elec.light (*ex*SaintRemi) 1*Dk*		17												Amblard&Cie.Dieppe		
1772 115910 TRHF	Aviemoor *J.Williams*17–17 *Turret deck*	SteelSc *Now named "Naderi," See No. 3 in Supplement* 1*Dk2trB*	3715 3134 2382					1902	W.Doxford &Sons,Ld. Sunderland	Bombay&Persia (S.N.Co.Ld.)	342·0	46·6	24·7	Bombay British WB	T.3Cy.26″,42″&68″–42″ 300NHP W.Doxford&Sons,Ld.Sld.		V
1773	Aviles *P.deGallarza* –18 ~~*J.Ojeriaen*~~ (*ex*WilliamCliff) *ss*NYk.2ndNo.3–11.17~~*Dks*~~ 3*Dks*(2*Stl–Uws*)	SteelScSr	*3352* *2196* *2169*	✠100A1 11,17	NYk ✠LMC11,17	..	9,16	1888 9mo	Barclay, Curle&Co Glasgow	A.Navaias ~~Soc.Anon.Ganadera y Comercial Menendez y Behety~~	370·0 P42	41·2 B126′	27·0 F47′ *DBuE&Bo/1*	Bilbao Spanish ~~Spanish~~ *(BHCem)* *2FPT16APT30t*	T.3Cy.28″,44″&74″–51″ 450lb 391NHP Barclay,Curle& Co.Ld.Gls	28 ″ 8	
1774 HDKJ	Avispa *A.Gimenez*09–09 (*ex*Othello)	SteelScK *ss*Bcl.No.3–6,14 1*Dk*	247 215 79	✠100A1 *Stm Trawler* 4,16 ✠LMC4,16	Npt		4,16	1901 10mo *Lloyd's A&CP*	Cook, Welton&Gemmell Hull	Trillo,Galliana y delValle,S.enC.	125·0 P49′	21·5	11·5 BK7′	Barcelona Spanish *1BHCem*	T.3Cy.12¾″,21½″&35″–24″ 200lb (*s*) 73NHP SB,*2cf*,GS35,HS1220 Amos&Smith,Hull	12 ″ 4	
1775 74784	Avoca	IronPad	133 — 63					1877	..... Milang,S.A.	J.Darling&Son	111·2	21·3	6·0	Adelaide British	30RHP		
1776 109507 RWSM	Avocet *ss*Nwc.No.1–18 *F.F.Brennell* –15 *Well deck*	SteelScSr *ss*Mch.No.3–2,13 2*Dks*(*UIrn&Stl*)	1408 1205 688	✠100A1 3,18 2,17 BS9,16 ✠LMC2,18 NB3,18	Liv Nwc	*q*	5,15 3,18 3,13	1900 10mo	Wigham-Richrdsn&Co Ld Newcastle	Cork S.S.Co.Ld. *WB=CellDBa*	260·2 P&B152′ *54′f100′208t FPT*	34·7 F63′ BK9′	18·7 *25tAPT20t*	Cork British *1BHCem*	T.3Cy.21″,33½″&54″–39″ (*s*) 160lb *360lb* NDB18 210NHP SB,*6pf*,GS107,HS3570 WghmRchrdsn&C.LdNwc	19 ″ 9 s 2 ″ 2 18 ″ 5	
1777 84470 JWNC	— *R.O.Jones* –16 *Elec.light* 2*Dks*(*UptStl*–ws)	SteelSc3MstSr *ss*Liv.No.3–1,05 *ss*Liv.No.2–14	1219 1024 677	✠100A1 3,16 MS4,13 ✠LMC BS4,16	Liv	*p*	4,16	1885 5mo *Lloyd's A&CP*	W.B. Thompson Dundee	AvocetS.S.Co.Ld. (YeowardBros.) *WB=DBo*	260·0 P105′ *8′f124′156t*	34·3 B27′F44′ BK9′	15·6 *4BHCem*	Liverpool British	C.2Cy.31″&62″–48″ (*a*) 90lb *80lb* NDB08 214NHP 10B.*6pf*,GS120,HS3470 W.B.Thompson,Dundee	18 ″ 3 s 2 ″ 7 16 ″ 10	
1778 124665 HKVB	Avon *C.E.Down* –15 *Elec.light Ref.Mchy.* Wireless Sub.Sig	SteelTwinScSr 4*Dks*	11073 8148 6883					1907	Harland& Wolff,Ld. Belfast	RoyalMailSteam PacketCo.	520·3 P53′	62·3 B314′	31·8 F160′	Belfast British WB	Q.8Cy27″,38½″,55″&79½″–54″ 924NHP Harland&Wolff,Ld.Bel.		
1779 114866	— *J.B.Cox* –14	SteelTwinSc *ss*Brs.No.3–8,09 *ss*Brs.No.2–15 1*Dk*(*Stl*)	521 490 221	✠ A1 *Hopper Barge* 10,16 BS9,16 ✠LMC8,16	Brs	BS12,17	9,16	1900 10mo	W.Simons &Co.Ld. Renfrew A&CP	TheLordMayor, Aldermen&Burgesses of theCity ofBristol	166·2 *WoodSideKeels6″*	27·6	12·0 FK	Bristol British *1BHCem*	T.6Cy.11″,17″&28″–21″ (*s*) 160lb 76RHP SB.*3cf*,GS55,HS1636 W.Simons&Co.Ld.Renfrw.	13 ″ 0	
1780 125088 HMCD	— *S.Cunningham* –14	SteelScK *ss*Gms.No.1–12 1*Dk*	250 224 111	✠100A1 *Stm Trawler* 8,14 B88,14 ✠LMC4,12	Gms		8,14	1907 12mo *Lloyd's A&CP*	Cochrane &Sons Selby	JeffsBros.	125·0 Q69′	22·0 F20′ BK8′	11·6 *4BHCem*	Grimsby British	T.3Cy.12¾″,22″&35″–24″ (*s*) 185lb 70RHP SB,*2pf*,GS33,HS1175 C.D.Holmes&Co.Hull	12 ″ 6	
1781 JPFS	Avona *A.Johannessen*	SteelScSr 1*Dk2trB* *&Webframes&ptAwngdk*	2896 2207 1862			...		1891	Richardsn, Duck&Co. Stockton	Rederiselskabet Avona (L.W. Hansen)	306·8 P29′ *ptAwngdk*182′	41·1 Q96′	21·2 28′6 FK *WB*	Bergen Norwegian	T.3Cy.22½″,37″&61″–39″ NDB03 232NHP T.Richardson&Sons,Hpl.	23 ″ 8	N
1782 95766	Avonmouth *J.W.Rumble* –14	IronScK (*Trawler*) 1*Dk*	139 131 56			...		1890	W.Harkess &Sons Middlesbro'	D.G.Jones	95·5 Q14′	20·1	10·7 BK7½′	Milford British	C.2Cy.16½″&34″–24″ NB07 45RHP VulcanIWCo.(Lim.),Hull	11″10	
1783 111237 RLPV	Avontown *T.Evans* –16 (*ex*Citrine) *Elec.light*	SteelScSr *ss*P.Gl.No.3–3,12 1*Dk*(*Stl*)*&Webframes*	1743 1382 1095	✠100A1 2,16 *Examine/Bot17* ✠NB6,14	Sou	*q*	7,15 3,18 ✠LMC3,17 BS8,17 3,17	1899 12mo *Lloyd's A&CP*	A.Rodger &Co. Pt.Glasgow	TownLine (London),Ld. (Harrison,Ss.& Co.,*Mgrs.*)	259·9 Q97′ *CellDBa*76′	37·4 B62′F29′ FK *WB=*	16·9	London British *1BHCem*	T.3Cy.19″,31″&51″–36″ (*s*) 160lb *100lb* NDB14 167NHP SB,*4pf*,GS77,HS2672 Muir&Houston,Ld.Gls.	19 ″ 5 s 1″10½ 17 ″ 10	
1784 136080 JMCV	Avonwood *T.Barlow* –17 *Well deck* *Elec.light Mchy.Aft*	SteelScSr 1*Dk*(*ptIrn ptStl*)	864 620 414	✠100A1 6,17 11,15 6,18	Mdb Shl ✠LMC11,16	*k*	6,17	1915 11mo *Lloyd's A&CP*	W.Harkess &Son,Ld. Middlesbro'	LondonTransport Co.Ld.(Brown,Jenkinson&Co.,*Mgrs.*) *WB=CellDBa*	198·1 Q111′ *DBf* 118′	30·7 B13′F25′ FK *166tFPT*	12·4 *103tAPT31t*	London Middlesbro' British *3BHCem*	T.3Cy.16″,27″&44″–30″ (*s*) 80lb *100lb* (*s*) 97RHP SB,*3pf*,GS59,HS1260 MacColl&Pollock,Ld.Sld.	14 ″ 5 ″ 10 13 ″10	
1785 4181 JBMR	Awa Maru *K.Inadzu* –16 2*Dks*(*Stl–Uteaks*)*&deepframing* *Elec.light* Wireless	SteelTwinScSr *ss*HKg.No.3–11,13 *ss*HKg.No.1–15	6003 5421 3696	✠100A1 ~~11,17 9,16~~ 1,13 ✠LMC4,16 1,13 1,17	Kob	*at*	~~4,16~~ SN1,17 F1,18	1899 11mo	MitsuBishi Dkyd&EWks Nagasaki A&CP	NipponYusen KabushikiKaisha *WB=CellDBa*	445·0 P58′ B110′F57′ *115′u E&B55′f200*	49·4 FK&BK1½′	30·4 *1142t D T a*	Tokio Japanese *7BHCem*	T.6Cy.20″,33½″&56″–48″ (*s*) 200lb 550NHP 2Dk&2SB.*18cf*,GS306 HS9156 MitsuBishiD.&E.Wks.Nag 28′495t*FPT*110t*APT*36t	33 ″ 6 s 8 ″ 0½ 26 ″ 3	
1786 121389 QCVK	Awahou *R.Rodger* –15 *Elec.light* *Well deck*	SteelTwinScSr 1*Dk*	407 249 151	✠ 7,12 ✠	Wlh	*f*		1912 3mo	J.Fullerton&Co. Paisley	J.Richardson&Co Ld.	146·0 Q79′	25·1 B13′F21′ FK *WB*	9·1 *4BHCem* *=FPT28t*	Wellingt'n British	C.4Cy.12″&26″–21″ 74RHP SB,*3pf*,GS52.HS1444 Ross&Duncan,Glasgow	9 ″ 8	
1787 10801 LCSW	Awaji Maru *M.Tabusa* *Elec.light*	SteelScSr 1*Dk*(*Stl*)*&Spar dk&deepframing*	1940 1725 1134	✠ *Spar dk* 2,07 ✠	Yka	*s*		1906 10mo	Grngem'th &Greenock Dockyard Co. Grngemouth	NipponYusen KabushikiKaisha *WB=CellDBa*82′*uE&B*	285·3 F38′ 38′*f*116′279t*FPT*	38·2	13·8 20·8 FK	Tokio Japanese *5BHCem* *11tAPT25t*	T.3Cy.19″,31″&52″–39″ 214NHP 2SB,*6cf*,GS115,HS3770 Dunsmuir&Jackson,LdGls	23 ″ 3	
1788 117670	Awaroa *J.J.Pennington* –14	WoodScSr 1*Dk*	344 293 211					1904	Morrison & Sinclair Sydney NSW	L.H.B.Wilson, Holyman Bros.Ld. WHolyman&Sons Ld.	139·0	25·4	12·5	Melbourne British	T.3Cy.13″,21″&35″–21″ 62RHP WllsndSlpwy.Co.Ld.Nwc.		
1789 124546	Awittaka	WoodScCtr 1*Dk*	170 119 59					1910	Purdon& Featherstone Hobart,Tas.	HuonChannel& PeninsularS.S.Co. Ld.	120·8	22·6	7·8	Hobart British	T.3Cy.10½″,16″&26″–16″ 47RHP Plenty&Son,Ld.Newbury		
1790 NMQK	Axel *Munck*	SteelScSr 1*Dk*	950 770 581					1904	Howaldtswerke Kiel	DmpskselskMyren (Holm&Wonsild, *Mgrs.*)	212·8 P11′Q64′	34·1 B98′F24′	13·5	Copnhagn Danish WB	T.3Cy.15⅝″,25½″&41¼″–27½″ 90NHP Howaldtswerke,Kiel		V
1791 5717 JVHK	— *C.Andersson*15–15 *Mchy.Aft*	SteelSc3MstSr 1*Dk*	269 213 156					1915	Eriksbergs M.V.Aktieb. Gothenburg	Ångf.Aktieb. Örnen (A.Th. Assmundson,*Mgr*)	103·8 P30′H12′F15′	22·4	11·4	Gothenbrg Swedish WB	C.2Cy.11½″&24½″–16½″ 20NHP EriksbergM.V.Aktieb.Got		V
1792 5234 JSKC	— *A.Andersson*11–11 (*ex*Greta)	SteelScYl (*Trauler*) 1*Dk*	156 145 62			...		189	Irvine,S.B. &E.Co.Ld. Irvine	Fiskeriaktieb. Avance(Aug. Nilsson,*Mgr.*)	106·0 Q20′H6′F19′	20·6	10·1 BK7½′	Gothenbrg Swedish WB	T3Cy.11″,17″&28″–20″ 41NHP Muir&Houston,Ld.Gls.	11 ″ 7	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. / Visites Périodiques.	3 Ex-nom, s'il y a lieu. / Nombres des Ponts.	4 Tonnage Officiel. Total. / Sous le Pont. — Net.	5 Détails de la Classification. Cote.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Règlement du canal de Suez. Navire muni de machines à vapeur.
1793 5172 JSDH	**Axel Johnson** *N.Mörck* 13–13 *Elec.light* Wireless	Steel Sc Sr *ss* Mmo. No. 1–15 2 *Dks (Stl) & Shelter dk (Stl)*	4280 3535 2360	✠ 100 A1 *Shelter dk with freeboard* 6,16	Mmo	*x*	~~9,15~~ 10,17	1910 12mo	Lindholmens V. A. Gothenburg *Lloyd's SA & CP*	Rederiaktieb. Nordstjernan (A. A. Johnson, *Mgr.*)	375·6 | 50·7 | 22·3 Bon *Shelter dk* 74′ FK *WB = Cell D Ba* 116			Stockholm Swedish 6 *B H Cem* *u E & B* 76′ *f*	T. 3 Cy. 26″, 43½″ & 72″–45″ (*s*) 200 lb 475 NHP 4 SB, *12 cf*, Gs 276, Hs 8320 Motala V. Nya Akt. Motala 143′ 1276 *t FPT* 78 *t APT* 46 *t*	25 ″ 7 s 2 ″ 9½ 23 ″ 2	
1794 5344 JSRN	**Axfred** *J. E. G. Ström* 12–13 (*ex* Nauta)	Steel Sc Sr *ss* Cpn. No. 1–95 1 *Dk (Stl)*	355 28 182	✠ 5,99	Abn	*f*		1891 2mo	Howaldtswerke Kiel	Verkebäcks Ångf. Aktieb. (Fredr. Olsson, *Mgr.*)	142·1 | 23·2 | 13·3 Q 10′ B 28′ F 17′ BK 6″ *WB = DB a* 33′ 25 *t*			Verkebäck Swedish 4 *B H Cem* *u E & B* 21′ 30 *t*	2 Cy. 15¾″ & 27½″–15¾″ 30 NHP 2 SB, *2 cf*, Gs 21, Hs 563 Howaldtswerke, Kiel	13 ″ 11	V
1795 99019 MKHG	**Axminster** *M. Johnston* –16 *Well deck*	Steel Sc Sr *ss* Shl. No. 3–3,05 *ss* Shl. No. 2–14 1 *Dk (Irn) & Web frames*	1905 1395 1231	✠ 100 A1 5.16 *Exam'ned* 1.17 LMC MS 4.13 BS 10.16	Shl	*r*	~~6,15~~ 6,17	1891 11mo	Ropner & Son Stockton A & CP	Capel & Co. (Newcastle & Hull) Ltd. (W. L. Scott, *Mgr.*)	269·0 | 36·7 | 16·5 P 27′ Q 84′ B 108′ F 28′ BK 9½″ *WB = Cell*			London British 4 *B H Cem* *D B* 222′ 361 *t*	T. 3 Cy. 20″, 33″ & 54″–36″ (*s*) 160 lb *100 lb* NDB 07 170 NHP 2 SB, *4 cf*, Gs 60, Hs 2464 Blair & Co. (Lim.), Stockton	19 ″ 6 s 1 ″ 3 19 ″ 1	
1796 127448 HPRB	**Axwell** *J. R. Sapp* 11–13 *Well deck*	~~*ss* Nwc. No. 1–13~~ *ss* Nwc. No. 2–17 1 *Dk (Stl) & deep framing* *Cargo battens not fitted*	1442 1077 784	✠ 100 A1 7,17 ~~1.14~~ LMC 7,17 ~~MS 10,15~~ ~~BS 11,15~~	Shl Nwc	*o*	~~1,14~~ 7,17	1909 9mo	J. Crown & Sons, Ld. Sunderland *Lloyd's SA & CP* *WB =*	Broomhill Collieries, Ld. (H. Coates, *Mgr.*) *Cell D Ba* 65′ *u E & B* 34′ *f* 98′ 381 *t FPT* 70 *t*	240·3 | 36·5 | 14·4 Q 123′ B 10′ F 22′ FK			W. Hartlpl British 4 *B H Cem* *APT* 102 *t*	T. 3 Cy. 18½″, 30″ & 50″–36″ (*s*) 180 lb *100 lb* 182 NHP 2 SB, *4 cf*, Gs 82, Hs 3060 Richardsons, Westgarth & Co. Ld. Sld.	16 ″ 6 s 1 ″ 8 15 ″ 1	
1797 104111	**Ayacanora** *O. Stroud* –16 (*Trawler*)	Steel Sc K 1 *Dk*	147 147 60			…		1894	T. R. Oswald Milford Havn	~~S. M. Cannon~~ (~~H. E. Stroud~~ *Mgr.*) W. H. Sellers	103·5 | 21·1 | 9·8 BK 6½″			N. Shields British Aberdeen	C. 2 Cy. 17″ & 34″–22″ 48 RHP Ross & Duncan, Glasgow	11 ″ 6	
1798 *For full particulars See No. 3 in Supplement*	**Ayaha Maru**	Steel Sc	5400	100 A1 (*Class Contem plated*)				1917	Mitsu Bishi Dkyd & E Wks Kobe	Tatsuuma Kisen Gomei Kaisha	400·0 | 54·5 | 27·8 P 38′ B 121′ F 40′			Japanese	T. 3 Cy. 26½″, 43″ & 72″–48″ Mitsu Bishi D & E. Wks. Kob.		
1799 133551 JFLD	**Aydon** *J. A. Easson* –14 *Elec.light* *Mchy. Aft* *Well deck*	Steel Sc Sr 1 *Dk (pt Irn pt Stl)*	1735 1293 1021	✠ 100 A1 9,17 ~~2.16~~	Bry Bly	*q*	2,16	1914 4mo	Blyth S. B. & D. D. Co. Ld. Blyth *Lloyd's SA & CP* *WB =*	Aydon S. S. Co. Ld. (J. Ridley, Son & Tully, *Mgrs.*) *Cell D Bu E & B* 41′	255·0 | 38·3 | 17·0 *Pon* Q 61′ Q 144′ B 14′ F 29′ FK *f* 172′ 482 *t FPT* 130 *t*			Newcastle British 4 *B H Cem* *APT* 25 *t*	T. 3 Cy. 20″, 33″ & 54″–36″ (*s*) 180 lb 224 NHP 2 SB, *6 pf*, Gs 100, Hs 3918 N. E. Marine Eng Co. Ld. Sld.	19 ″ 6 s 1 ″ 8½ 18 ″ 2	
1800	—	Iron Sc Sr (*ex* Courier) 1 *Dk*	*105* *100* *37*					1876	Day, Summers & Co. Southampton		109·7 | 17·1 | 8·1 F 13 *t*			Greek	C. 2 Cy. 13″ & 26″–18″ NB 93 Day, Summers & Co. Sou.		
1801	**Aylestone** *For full particulars See No. 21 in Supplement* *Elec.light*	Steel Sc Sr		100 A1 (*Class Contem plated*)				1917	J. Blumer & Co. Sunderland	Alexander Bros.	348·5 | 48·7 | 23·3 P 35′ B 106′ F 35′			Newcastle British	T. 3 Cy. 25″, 42″ & 68″–45″ J. Dickinson & Sons, Ld. Sld.		
Missing since 1917	**Aylevarroo**	Steel Sc Sr	908 — 373	~~✠ 100 A 1~~ *Awng dk with freeboard* 7,17 ~~2.16~~ ~~LMC~~ ~~MS 4.16~~ ~~BS 5.16~~	PGl Bkn	*n*	8,16	1903 6mo	C. S. Swan & Hunter, Ld. Newcastle *Lloyd's SA & CP*	Limerick SS. Co. Ld. *WB = Cell D Ba* 54′	227·5 | 31·8 | 13·8 21·5 FK *u E* 17′ *f* 94′ 169 *t FPT*			Limerick British 4 *B H Cem* 17 *t APT* 16 *t*	T. 3 Cy. 21″, 34″ & 56″–36″ (*s*) 180 lb *80 lb* 245 NHP 2 SB, *6 cf*, Gs 93, Hs 3504 FD N. E. Marine Eng Co Ld. Nwc	23 ″ 6 ~~8 ″ 10~~ ~~15 ″ 8~~	
1803 121268 HDSC	**Aymeric** *D. I. S. Anderson* –15 *Elec.light*	Steel Sc Sr *ss* Syd. No. 2–13 1 *Dk (Stl) & Spar dk (Stl)* *& deep framing*	4363 4020 2789	✠ 100 A1 *Spar dk* ~~4,17 18 16~~ ~~MS 4.15~~	Cal ~~Bkn~~	*x*	~~3,15~~ 4,17	1905 11mo	Russell & Co. Pt. Glasgow *Lloyd's SA & CP*	Bank Line, Ld. (A. Weir & Co. *Mgs.*) *WB = Cell D Ba* 114′ *u E* 26′	370·0 | 49·8 | 19·2 P 36′ B 108′ F 44′ 27·0 FK *f* 162′ 949 *t DT a* 28			Glasgow British 6 *B H Cem* 686 *t APT* 45 *t*	T. 3 Cy. 26″, 42″ & 70″–48″ (*s*) 180 lb *100 lb* 410 NHP 2 SB, *6 cf*, Gs 118, Hs 5523 FD Rankin & Blackmore, Grk.	29 ″ 8 s 5 ″ 10 24 ″ 3	
1804 HCDS	**Aymoré** Wireless	Steel Sc Sr 1 *Dk*	*665* *487* *389*	✠ 7,83	Nwc	*j*		1883 5mo	Armstrong Mitchell & Co Newcastle	Lloyd Brazileiro	200·5 | 28·2 | 12·1 P 67′ B 44′ F 39′ *WB = APT* 20 *t* FK			R. Janeiro Brazilian 5 *B H Cem*	C. 2 Cy. 25″ & 50″–27″ NB 12 108 NHP Wallsend Slipway C., Nwc.		
1805	— *Elec.light*	Steel Twin Sc Sr	*400*					1906	Murdoch & Murray Pt. Glasgow	Amazon River Stm. Nav. Co. (1911) Ld	150·0 | 33·0 | 10·0			Para Brazilian	T. 6 Cy. 10″, 16½″ & 26½″–21″ 64 NHP Ross & Duncan, Glasgow		
1806	— *J. West* 18–13 *Elec.light*	Steel Sc (*Tug*) 1 *Dk*	*149* *137* *4*			…		1913	Hawthorns & Co. Ld. Leith	Brazilian Govt.	100·0 | 21·0 | 9·6 BK 6″			R. Janeiro Brazilian *WB*	T. 3 Cy. 12″, 19″ & 33″–22″ 61 NHP Hawthorns & Co. Ld. Leith	10 ″ 6	
1807 104796 NMDL	**Ayr** *W. H. Gibson* –15 1 *Dk (pt Stl pt Irn) 2 tr B & Web frames* *& pt Awng dk (Irn)*	Steel Sc Sr *ss* Shl. No. 3–8,07 ~~*ss* Shl. No. 2–17~~ ~~*ss* Shl. No. 1–13~~	3050 2325 1955	✠ 100 A1 *pt Awng dk with freeboard* 8,17 ~~11.14~~ ~~BS 12.16~~ LMC 8,17	Bry Shl	*u*	~~12,14~~ N 8,17	1894 9mo	J. L. Thompson & Sons, Ld Sunderland A & CP	Mercantile S. S. Co. Ld. (E. Hain & Son *Mgrs.*) *WB =*	322·0 | 41·6 | 21·5 P 28′ Q 94′ *pt Awng dk* 198′ FK *Cell D Ba* 102′ *f* 128′			London British 6 *B H Cem* 481 *t APT* 31 *t*	T. 3 Cy. 24″, 39″ & 64″–42″ (*s*) 160 lb *120 lb* NDB 12 264 NHP 2 SB, *6 cf*, Gs 116, Hs 3950 J. Dickinson, Sunderland	24 ″ 0 s 8 ~~″ 4½~~ 22 ″ 8	
1808 99733	**—** *N. McLean* –14	Iron Pad K 1 *Dk*	124 111 3					1897	J. P. Rennoldson & Sns South Shields	Ayr Harbour Commissioners	90·0 | 19·2 | 9·3			Ayr British	L. 2 Cy. 25″–45″ 50 RHP J. P. Rennoldsn & Sons S. Shl		
1809 119066 VHTC	**Ayrshire** *J. Wallace* –16 *Ref. Mchy.* *Elec.light* Wireless	Steel Twin Sc 4 Mst Sr *ss* Bsb. No. 2–13 2 *Dks (Stl) & deep framing* *& Shelter dk (Stl–ws)*	9188 6809 5931	✠ 100 A1 *Shelter dk with freeboard* 5.14 ~~BS 5,17~~ LMC 2,16 Lloyd's R MC 9,16 ~~BS 11,16~~ 11,18	Brs	*d*†	2,16	1903 11mo	Hawthorn, Leslie & Co. Ld Newcastle *Lloyd's SA & CP*	The Scottish Shire Line Ld. (Turnbull, Martin & Co. *Mgrs*) *WB = Cell D Ba* 108′ *u E & B* 65′ *f* 225	460·0 | 58·8 | 31·8 FK			Glasgow British 7 *B H Cem*	T. 6 Cy. 25″, 42″ & 71″–48″ (*s*) 200 lb FD 893 NHP 5 SB, *15 cf*, Gs 305, Hs 12405 N. E. Marine Eng Co Ld Nwc 1424 *t FPT* 95 *t APT* 104 *t*	34 ″ 11 s 6 ″ 3 29 ″ 2	
1810 HBJR	**Aysen** *E. Coraham* 97–09 *Elec.light* Wireless	Steel Sc 3 Mst Sr 2 *Dks & deep framing* *Prom dk & Shade dk*	3814 2574 2888			…		1906	J. Reid & Co. Ld. Glasgow	Compania Sud Americana de Vap.	379·6 | 44·3 | 21·5 BK 11″			Valparaiso Chilian *WB*	T. 3 Cy. 29″, 47″ & 78″–57″ 596 NHP Dunsmuir & Jackson, Ld Gls	25 ″ 0	
1811 106604 PLHC	**Aysgarth** *A. E. Lord* –15 1 *Dk (pt Irn pt Stl) 2 tr B & deep framing 3 Dk rule*	Steel Sc Sr *ss* Sld. No. 3–1,10 *ss* Hul. No. 1–15	3118 2885 2002	✠ 100 A1 *with freeboard* 2.17 BS 5,16 LMC 1,15	Liv	*u*	2,17	1896 9mo	J. Readhead & Sons South Shields A & CP	Garth Shippg Co. Ld. (L. Macarthy, *Mgr.*) *WB = Cell D Ba* 104′	323·0 | 47·1 | 22·6 P 29′ B 76′ F 36′ FK *u E & B* 40′ *f* 130′ 756 *t*			Newcastle British 5 *B H Cem* *APT* 31 *t*	T. 3 Cy. 24″, 40″ & 64″–42″ (*r*) 160 lb *100 lb* NDB 17 278 NHP 2 SB, *6 cf*, Gs 115, Hs 4366 J. Readhead & Sons, S. Shl.	25 ″ 0 s 4 ″ 2½ 21 ″ 2	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. / *Master.* / Special Surveys.	3 Material, Rig, &c. / *Late Name if any.* / No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned. now expired. Equipment Letter.	7* Date when tail shaft last recd.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of ✠ at Trade Cert.
1812 113140 HVTW	Aysgarth Force *T.Coppack* –16 *Mchy.Aft* *Well deck*	SteelSc3MstSr *ss*Bkn.No.1–16 1*Dk*(*Stl*)	582 387 232	✠100A1 8,17 ~~10,16~~ ✠LMC10,16	Bkn	*h*	~~10,16~~ 8,17	1912 5mo *Lloyd's*	R.Williamson&Son Workington	WestCoastShippingCo.Ld. (W.S.Kennaugh& Co.*Mgrs.*)	164·8 | 26·6 | 11·0 Q95'B11'F21' FK *WB*=*DBf*93'			Whitehvn British *sA&CP*	T.3Cy.14",22½"&37"–27" (*s*) 160lb *80lb* 91RHP 3*BHCem* 121t*FPT*35t	13 ″ 2 s ″ 7 12 ″ 10	
1813 ~~Lost by Fire 2.18~~ ~~H1883~~ VPCR	Ayuthia ~~*A.Robertson* 10~~ *Well deck*	*R.J.Curtis*00–04 *ss*Cal.No.3–2,16 1*Dk*(*Stl*)&*deep framing*	1135 865 694 *Fitted for oil fuel*	~~✠100A1~~ 11,17 ~~11,17~~ ~~BS11,17~~ ~~✠LMC11,17~~ *F.P.above*	Cal	*n*	~~2,16~~ 11,17 50°F.	1904 2mo *Lloyd's*	Grngem'th &Greenock Dockyard Co. Grngemouth	BurmahOilCo.Ld. *WB*=*CellDBa*	231·4 | 34·1 | 13·6 Q74'B58'F34' FK 46'*u E&B*35'*f* 106' *sA&CP*			London British 332t*APT*64t	T.3Cy17",28½"&46"–33" (*s*) 175lb *100lb* NDB04 154NHP 4*BHCem* 2SB.*4cf*,GS83,HS2697 Cooper&Greig,Dundee	16 ″ 0 s 1 ″ 3½ 15 ″ 0	
1814 QJPV	— *R.Freese* 1*Dk*	SteelTwinScSr	422 383 261					1908	Hongkong &Whampoa Dock Co.Ld. Hongkong	Norddeutscher Lloyd	152·5 | 29·0 | 11·0 B10'F17'			Bremen German	T.6Cy.8½",13½"&23½"–15" 43NHP Hongkong&Whampoa Dock Co.Ld.		
1815	Azalea	IronScSr	*731* *595* *298*					1878	A&J Inglis Glasgow	C.Gambetta	217·6 | 30·2 | 15·1 P46' B74' F46'			Greek	C.2Cy.30½"&67"–42" NB93 242NHP Alt.93A.&J.Inglis,Gls.	15 ″ 7	
1816 HKWD	— *J.Schol* *Elec.light*	SteelScYl *ss*Ams.No.3–11,15 1*Dk*	225 211 70	✠ *StmTrawler* 8,16 ✠NB8,16 ✠	Ams			1902 3mo	Schofield, Meeuweno'rd &Co Grimsby	Stm.trwlr.Maats. Azalea(Maats tot beheer vanStmtrls en AndereVissch.)	113·8 | 21·4 | 12·0 BK7½" *WB*			Ymuiden Dutch	T.3Cy.12½",21"&34"–24" 67NHP 3*BHCem* 1SB.*2pf*,GS35,HS1063 C.D.Holmes&Co.Hull	12″10	
1817 HKWD	Azemmour *Loreal* –15 *Well deck* *Elec.light*	SteelScSr (*ex*Wistaria) 1*Dk*	897 642 531			...		1909	ShortBros. Ld. Sunderland	Cie.Générale Transatlantique	205·3 | 33·0 | 11·9 P15'Q51'B51'F25' FK *WB*			St. Nazaire French	T.3Cy.17",28"&46"–30" 143NHP G.Clark,Ld.Sunderland	13″10	V
1818 HBKW	Azevedo Gomes *A.Nunes*06–11 (*ex*Sachsen)	SteelScK *ss*Apl.No.3–12,10 *ss*Opo.No.1–15 1*Dk*	254 211 82	100A1 *StmTrawler* 9,15 LMC5,15	Lis		7,14	1903 *Lloyd's*	G.Seebeck Akt.Ges. Bremerhaven	Empreza Industrial Maritima	135·3 | 22·5 | 9·8 Q71'F23' BK6½" *WB*=*CellDB*25'			Oporto Portuguese	T.3Cy.12",19½"&31½"–23½" 190lb (*s*) 78NHP 4*BHCem* 1SB,*2cf*,GS49,HS1536 G.SeebeckA.G.Bremerhvn	13 ″ 7	
1819	Azimuth	SteelSc *Elec.light* 1*Dk*	550					1913	Göteborgs M.V.Aktieb Gothenburg	RussianGovernment	145·0 | 27·5 | 11·5 F26'			Russian *WB*	T.3Cy.14½",22½"&39"–23½" 74NHP GöteborgsMV.Aktieb.Got		
1820 140083 ~~HNKC~~ ~~HTSR~~	Azira ~~*J.Tvaasdahl* 09~~	SteelScSr 8 1*Dk* 6	1144 ~~1387~~ ~~2682~~					1907	Trndhjems Mek.Værks. Trondhjem	~~R.F.Olsen~~ PeltonS.S.Co.Ld.	231·0 | 34·1 | 13·6 Q129t B54t H7t F36t			Newcastle British *WB*	T.3Cy.16",25½"&44"–30" 106NHP TrondhjemsM.V.Trndhjm		N
1821 HDKQ	Aznalfarache *A.Romero* (*ex*Ottawa)	IronScSr 2*Dks*&*Spar dk*	1161 869 777			...		1873	J.L. Thompson Sunderland	Cia.Sevillana de Nav. à Vap.	235·5 | 31·4 | 16·7 24·4 BK8"			Seville Spanish *WB*	C.2Cy.28½"&57"–33" NB95 155NHP G.Clark,Sunderland		V
1822 1262	Azoff	SteelPad 1*Dk*	165 — 74					1897	Union Works Königsberg	NewAzoffS.N.Co.	151·5 | 18·4 | 7·2			Rostoff Russian	T.3Cy.16",21"&28"–38" 48NHP		
1823 99402 MPJS	Azov *J.R.Doull* –14 *Mchy.Aft* *Carrying Petroleum in bulk*	SteelSc3MstSr 2*Dks*	2332 2189 1512					1892	Armstrong Mitchell&Co. Ld Newcastle	International PetroleumCo.Ld.	285·0 | 38·5 | 25·9 B49t H27t F32t			Toronto British	T.3Cy.22",36"&59"–39" NB10 217NHP Blair&Co.(Lim.),Stockton		V
1824 MKGH	Aztec *A.Zachariassen* –16 *Elec light* *Carrying Petroleum in bulk* *Fitted with cylindrical tanks in holds for* *Mchy.Aft*	SteelScSr *Fitted for oil fuel* 1*Dk*	5665 4697 2473 *carrying petroleum*					1914	W.Doxford &Sons,Ld. Sunderland	Akties.Asker (L.Harboe-Jensen *Mgr.*)	390·0 | 53·0 | 32·9 P99'B22'F48'			Chrstiania Norwegian *WB*	T.3Cy.26½",44"&74"–48" 379NHP W.Doxford&Sons,Ld.Sld.		C
1825 57 QBGS	Azumasan Maru *S.Haraoka* –16 (*ex*Purley) *Elec.light*	SteelScSr *ss*Kob.No.2–13 1*Dk*(*Stl*)&*Spar dk*(*Stl*) &*deep framing*	4349 4079 2712	✠100A1 *Spar dk* 5,17 ~~5,16~~ ~~BS5,16~~ ✠LMC5,~~15~~5,17	Nag	*x*	5,16	1906 5mo *Lloyd's*	NthmblndS.B.Co.Ld. Newcastle	RyotoKisen KabushikiKaisha (MitsuiBussan Kaisha,Ld.,*Mgs.*) *WB*=*CellDBa*118	360·0 | 48·0 | 20·2 P30'B92'F33' 28 0 FK *u E&B*42'*f*154'857t			Dairen Japanese 6*BHCem* *APT*150t	T.3Cy.25",41"&69"–48" (*s*) 180lb 372NHP 3SB,*9cf*,GS150,HS5940 Richardsons,Westgarth& Co.Ld.Sld.	30″10 s 6 ″ 2½ 25 ″ 0	

*** Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✝ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière Visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Francbord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où cote, si on n'est dans le L. R.
1	**B.A.H.W. No. 2**	**SteelSc**	335	✝	Liv	*f*		1904	Fleming&	C.H.Walker&Co.	142·0	30·1	10·0	Bns.Ayres	C.2Cy.20″&40″–24″	10 ″ 6	
	J.Webster –04 (*Bucket Dredger*)		305	*Dredger*				2mo	Ferguson,Ld.	Ld.				Argentine	65NHP		
	(*ex*RodriguesAlves)	1*Dk*(*Stl*)	121	3,04					Paisley				FK	6*BHCem*	1SB,*3pf*,GS56,HS1540		
	Elec.light														Fleming&Fergusn,Ld.Psy.		
2	**B.A.H.W. No. 15**	**SteelScSr**	449	✝	Npt			1913	C.H.Wal-	C.H.Walker&Co.	158·0	29·7	8·3	Bns.Ayres	C.2Cy.15″&30″–20″	9 ″ 4	
	V.C.Laverick –13		342	*For River purposes only*				2mo	ker&Co.Ld	Ld.	Q56′B *on Qdk*13′			Argentine	52NHP		
	Mchy.Aft	1*Dk*(*Stl*)	234	2,13					Sudbrook		F20′		FK	3*BHCem*	1SB,*2pf*,GS36,HS1054		
													WB=*FPT*	3*tAPT*8*t*	Plenty&Son,Ld.Newbury		
3	**B A.H.W. No. 16**	**SteelScSr**	449	*Now named "Hani III.," See No. 65 in Supplement*				1913	C.H.Wal-	C.H.Walker&Co.	158·0	29·7	8·3	Bns.Ayres	C.2Cy.15″&30″–20″	9 ″ 4	
	E.C.Laverick –13		342						ker&Co.Ld	Ld.	Q56′B*on Qdk*13′			Argentine	52NHP		
	Mchy.Aft	1*Dk*	234						Sudbrook		F20′		FK	*WB*	Plenty&Son,Ld.Newbury		
4	**B.A.H.W. No. 25**	**SteelScK**	110	✝	Npt			1912	C.H.Wal-	C.H.Walker&Co.	89·0	18·0	8·5	Bns.Ayres	T.3Cy.13″,22″&34″–22½″	9 ″ 1	
	H.LiddelMack –11		88	*For towing purposes*				1mo	ker&Co.Ld.	Ld.			BK6″	Argentine	75NHP		
		1*Dk*(*Teak*)	—	1,12					Sudbrook				*WB*=*APT*9*t*	1*BHCem*	1SB.*3pf*.GS50,HS1405		
															Plenty&Son,Ld.Newbury		
5	**B. C. P.**	**WoodSc**	121					1908	Wallace	PackersS.S.Co.Ld.	80·5	18·0	7·8	Vancouver	T.3Cy.8″,13″&21″–12″		
126082	*G.G.Brown* –15 (*Fitted for oil fuel*)		93						Shipyards,Ld					British	22RHP		
		1*Dk*	83						Vancouver						Ross&Duncan,Glasgow		
6	**B. D. No. 1**	**SteelTwinScSr**	1049	✝ A1	Brs		9,15	1886	W.Simons	TheLordMayor,	214·3	43·0	15·1	Bristol	T.6Cy.17″,27″&43″–30″ (*s*)	17 ″ 0	
91058	*W.C.Johnson* –12		1022	*Hopper Dredger*				10mo	&Co.	Aldermen&Bur-				British	150lb 186NHP		
	Screws fore & aft	*ss*Brs.3rdNo.3–11,1	446	10.16	BS10,17				Renfrew	gesses of theCity			FK	6*BHCem*	3SB.*6cf*,GS109,HS2663		
	(*Bucket Hopper Dredger*)	1*Dk*(*Irn*)2*trB*		BS11,16	LMC10,16			*Lloyd's*A&CP		ofBristol			*WB*=*FPT*34*t*	*APT*(2)6*t*	W.Simons&Co.,Renfrew		
7	**B. F.**	**SteelScSr**	424	✝100A1	Hav	*g*	4,15	1907	WoodSkin-	BretelFrères	145·0	25·1	10·2	St.Vaast	T.3Cy.14″,23″&39″–27″ (*s*)	12 ″ 3	
	*A.Lepaummer*14–14	*ss*Hav.No.2–15	282	4,15				2mo	ner&Co.Ld		Q70′B19′F24′			French	180lb 92NHP	s 7 ″ 3½	
HLCS	*Well deck*	1*Dk*(*Stl*)	125		LMC4,16				Newcastle				BK7″	4*BHCem*	2SB.*4cf*,GS47,HS1494	12 ″ 7	
								*Lloyd's*A&CP		*WB*=*Db*	*a*21′*uBkr*7′19*tFPT*			10*tAPT*4*t*	N.E.MarineEng.CoLd Nwc		
8	**B. F. Berry**	**SteelScSr**	6188					1908	American	FremontS.S.Co.	480·0	52·0	30·0	Duluth	T.3Cy.22½″,36″&60″–42″		
204981			—						S.B.Co.	(H.K.Oakes,*Mgr.*)				Utd.States	233NHP		
	Mchy.Aft Elec.light	1*Dk*	4775						Lorain					*WB*	AmericanS.B.Co.Clevelnd.		
9	**B. F. Jones**	**SteelScSr**	6939					1906	Gt.Lakes	InterstateS.S.Co.	530·0	56·2	32·0	Duluth	T.3Cy.23″,37″&63″–42″		
202859			—						Eng Works	(W.H.Becker*Mgr.*)				Utd.States	257NHP		
	Mchy.Aft Elec.light	1*Dk*	5492						Ecorse,Mich.					*WB*	Gt.LakesE.Wrks.Detroit		
10	**B. G. Kronberg**	**SteelSc**	1808					1915	Sörlandets	ErikBrodins	265·0	42·0	20·0	Torö	T.3Cy.18″,29½″&50″–36″		N
5713	*E.Rumstedt* –16		1601						Skibsbyggeri	RederiAktieb.	P22′B71′H147*t*F29′			Swedish	150NHP		
JVLB	*Elec.light*	1*Dk*	1059						Fevig	(E.Brodin,*Mgr.*)				*WB*	FredriksstadM.V.Frdstad.		
11	**B. Kemeny**	**SteelScSr**	2727	✝	Fiu	*u*		1899	R.Craggs	Royl.Hungar'nSea	320·0	42·5	13·1	Fiume	T.3Cy.21″,37″&62″–42″	24 ″ 9	
	*F.Sorlini*00–09	*ss*Fiu.No.3–12,12	2407	7,16				11mo	&Sons	Nav.Co.Adria,Ld.	P39′B112′F35′ 21·1			Aust.-Hung.	NDB13 269NHP		
JCNG		1*Dk*(*Stl*)&*Spar dk*(*Irn*)	1669	*Spar dk*					Middlesbro'				FK	6*BHCem*	2SB.*6rf*,GS106,HS3940		
		&*deep framing*								*WB*=	*Cell DBa*102′*uE*&			41*tAPT*13*t*	N.E.MarineE.Co.Ld.Nwc.		
12	**B. Lyman Smith**	**SteelScSr**	4271					1903	American	GreatLakesS.S.Co	380·0	50·0	28·0	OswegoNY	T.3Cy.22″,35″&58″–40″		
3971			—						S.B.Co.		F48′			Utd.States	American 213NHP		
	Mchy.Aft Elec.light	1*Dk*2*trB*	3017						Lorain,Ohio					*WB*	S.B.Co.Cleveland,Ohio		
13	**Babushka**	**IronPad**	175					1871	RussianSN	RussianStm.Nav.	130·5	22·8	7·0	Odessa	2Cy.18″–44″		
331	*Michailov*	(*Tug*)	—						&TradingCo.	&TradingCo.				Russian	33NHP		
HBFT		1*Dk*	85						Sebastopol						RussianS.N.&TradingCo.		
14	**Bacchus**	**SteelSc2TwinMsts**	2255					1911	Maats.	Koninkl.Nederl.	300·0	42·0	19·2	Amstrdam	T.3Cy.21½″,33″&57″–39″		V
	L.Van der Moer	*Longitudinal framing*	1648						Fyenoord	Stoomb.Maats.	Q106′B78′F46′			Dutch	203NHP		
NGJD	*Elec.light*	2*Dks*	1401						Rotterdam					*WB*	Maats.Fyenoord,Rot.		
15	—	**SteelSc**	658					1910	Akt.Ges.	Dampfschifffahrts	180·0	28·1	12·8	Bremen	T3Cy.13½″21$\frac{15}{16}$″&34$\frac{7}{16}$″–23½″		G
	M.Balsen		517						"Weser"	Ges.Neptun	Q50′B45′F22′			German	57NHP		
QJSW		1*Dk*	362						Bremen					*WB*	A.G."Weser,"Bremen		
16	**Bachi**	**SteelScSr**	2184	✝100A1	Bbo	*r*	N11,15	1893	BlythS.B.	Cia.Nav.Bachi	283·0	39·0	17·1	Bilbao	T.3Cy.21″,35″&57½″–39″(*r*)	19 ″ 6	
	R.Bilbao –13	*ss*Bbo.No.3–3,06	1567	*pt Awng dk*				9mo	Co.,Ld.	(Hijos deAsti-	Q109′			Spanish	160lb *100lb* NDB11 207NHP	s 7 ″ 10½	
HDKS	(*ex*Lemgo)	*ss*Bbo.No.2–13	1333	*withfreeboard*					Blyth	garraga)	*ptAwng dk*174′		FK	6*BHCem*	2SB,*6pf*,GS92,HS3110	19 ″ 0	
		1*Dk*(*Irn*)&*Web frames*&*ptAwng dk*(*Irn*)		8,16	LMC			A&CP		*WB*	=*Cell DB*234′540*t*			*APT*5*1t*	G.Clark,Ld.,Sunderland		
				MS12,13	BS11,16												
17	**Bachlangitch**	**IronScSr**	381					18$\frac{55}{83}$	MotalaCo.	Houdeavendigear	156·9	24·1	13·6	Broussa	C.2Cy.18″&35½″–20½″		
		1*Dk*	280						Gothenburg	SeyriSefain	Q53 B58′H47*t*F24′			Turkish	72NHP		
	(*ex*GustafAdolf.*ex*GustafRyding,		218							OsmanliAnon.					W.Lindbrgs MkVrks.,Skm		
	*ex*GustafII.Adolf)									Chirketi(Mehmed							
										SalvetBey)							
18	**Backe**	**SteelScSr**	138					1910	Akers	Rederiaktieb.	102·2	18·3	11·0	Kramfors	T.3Cy.11″,18″&29″–24″		N
5674	*J.Ramgren*10–15	(*ex*Nek)	123						Mek.Værks.	Wilhelmina	H12t			Swedish	41NHP		
JVDS		1*Dk*	31						Christiania	(J.Mannerheim,*Mgr.*)					AkersMek.Værks.Xia.		
19	**Bacoi**	**SteelTwinScSr**	1714					1912	Swan,Hun-	StandardOilCo.	248·0	42·5	19·1	NewYork	2 Oil Engines 2S.C.SA		
214090	*B.R.Claydon* –15	*OilEng.*	1515						ter&Wigham		P36′F37′			Utd.States	8Cy.11⅞″–16$\frac{7}{10}$″ 53NHP		
LGBP	(*ex*Calgary)	1*Dk*	1338						Richardson,					*WB*	Akt.DieselsMotorer,Skm.		
	Elec.light								Ld Newcastle								
20	**Badagri**	**SteelScSr**	2952	✝100A1	NYk	*v*	12,15	1907	TyneIron	ElderLine,Ld.	325·0	46·0	22·8	Liverpool	T.3Cy.24″,40″&66″–45″ (*s*)	25 ″ 3	
134056	*M.W.Robinson* –14	~~Hon.No.1–10~~	2740	*Shelter dk*	Liv			3mo	S.B.Co.,Ld.	(Elder,Dempster				British	180lb *90lb* 311NHP	s 2 ″ 5	
HKLW	*Elec.light*	2*Dks*(*Stl*)&*deep framing*	1825	*withfreeboard*					Newcastle	&Co.Ld.,*Mgrs.*)			FK	6*BHCem*	2SB,*6cf*,GS130,HS4721	23 ″ 2	
		*ss*NYk.No.2–16 &*Shelterdk*(*Irn*)		~~3,18~~ ~~n.l.~~	LMC			*Lloyd's*A&CP		*WB*=*CellDB*	*a*96′*uE*24′*f*140′706			*tAPT*27*t*	J.Dickinson&Sons,Ld.Sld.		
				BS8,17	MS10,16												
21	**Baden**	**SteelSc**	254					1903	G.Seebeck	DeutscheDmpfis-	135·3	22·5	9·8	Nordenhm	T.3Cy.12″,19½″&31½″–23½″		G
	C.Buss	(*Trawler*)	211						Act.Ges.	chereiGes.Nordsee	Q66′F23′			German	48NHP		
QHSD		1*Dk*	91						Bremerhaven					*WB*	G.Seebeck A.G.Bremerhvn		
22	**Baden Powell**	**WoodScSr**	174					1902	E.Davis	~~NorthernCoalCo~~	110·0	26·1	7·8	AuklndNZ	C.2Cy.14″&28″–21″		
112562	*W.G.Soanes* –11		152						Nambucca	Ld.W.H.Brewer	F17′			British	30RHP		
		1*Dk*	72						River,NSW						J.Cran&Co.Leith		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. / Master. / Special Surveys.	3 Material, Rig, &c. / Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned. now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NIP=Horse power by Society's formulæ; RIP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard and Bridge. / Corresponding draught. ft. in.	15 Registers in which classed. If not in L.R. Initial L.of T. and Cert.
23	**Badenia**	Steel Sc 4 Mst Sr	6930					1902	Furness, Withy & Co Ld W Hartlepool	Hamburg-Amerik. Packett. Act. Ges. (Ham.-Amr. Linie)	450·1	53·2	31·3	Hamburg German WB	T.3Cy.27″,44½″&77″–54″ Richardsons, 436 NH Westgarth & Co. Ld. Hpl.		G
RMQW	*H. Nepperschmidt* *Elec. light* Wireless	2 *Dks*	6130 4309								P55′	B252′	F51′				
24	—	Steel Twin Sc	921					1912	F. Schichau Elbing	Rhein & See-Schifffahrts Ges.	219·8	33·5	13·4	Cologne German WB	T6Cy11⅞″,19⅞″&31½″–17¾″ 84 NHP F. Schichau, Elbing		G
HWCM	*Wegener* –12 *Elec. light* Sub. Sig.	1 *Dk*	709 510								Q66′	B52′	F26′				
25	**Badora**	Steel Twin Sc	279	✠ A1 *with freeboard* 9,16 *Coasting Barque* ✠LMC 10,16	Cal	*g*	9,16	1914 10mo	W. Denny & Bros. Dumbarton *Completed by* Rivers Steam Nav. Co. Ld. Calcutta *WB=*	Rivers Steam Nav. Co. Ld. (Macneill & Co. *Mgrs.*) Calcutta	150·0	25·6	8·8 FK	Calcutta British 5 *B H Asp*	C.2Cy.16″&32″–21″ (*r*) 130 lb 43 RHP 1 SB.2*cf*, GS 38, HS 1150 Denny & Co. Dumbarton	9 ″ 6 2 ″ 3 7 ″ 7	
131913	*Aminulla* –14 *Elec. light* 1 *Dk* (*Teak*) & *pt Shade dk* (*Teak*)		259 165				*tagong*	*Lloyd's SA & CP*			*FPT* 27*t*						
26	**Bærö**	Steel Sc	1134					1907	Bergens Mek. Værks Bergen	Dmpsk Akties Bærö (Brödrene Schrö-der & Gjertsen)	229·0	35·2	15·9	Kragerö Norwegian WB	T.3Cy.16½″,26″&44′–30″ 106 NHP Bergens Mek Værks Bergen	16 ″ 10	N
MDQW	*F. Svang* 16–16	(*ex* Thorsa) 1 *Dk*	992 658								P14*t*	H52*t*	F33*t*				
27	**Bæröy**	Steel Sc Sr	302					1914	Akers Mek. Værks. Christiania	Akties. Ofotens Dpsk selsk. (T. Berg, *Mgr.*)	121·3	21·6	15·7	Narvik Norwegian WB	T.3Cy.12″,20″&33″–21″ 50 NHP Akers Mek. Værks. Xania		N
MKHP	*N. Olsen* –14 *Elec. light*	2 *Dks*	268 162														
28	**Bagdad**	Steel Sc Sr	2382				...	1891	Gourlay Bros. & Co. Dundee	Messageries Mari-times	317·6	39·2	23·6	Marseilles French WB	T.3Cy.25″,40″&65″–45″ 307 NHP Gourlay Bros. & Co., Dundee	26 ″ 5	V
HLDB	*Gualbert* *Elec. light*	(*ex* Athenai) 3 *Dks*	2113 1504								P62′	B78′	F58′ BK 10″				
29	—	Steel Sc Sr	2364				...	1902	Richardsn. Duck & Co. Stockton	Deutsche Levante Linie	279·1	40·5	17·6 25·3 FK	Hamburg German WB	T.3Cy.24″,40″&65″–42″ 291 NHP Blair & Co. Ld. Stockton	20 ″ 0	G
RMQL	*F. Röfer* –06	2 *Dks* & *Shelter dk*	2249 1515														
30	—	Steel Pad Sp	714 563	✠ *For River purposes only* 4,08 ✠	Ant			1908 4mo	Soc. Anon. Jhn Cockerill Hoboken	Turkish Govt.	210·8	35·1	8·5 *Promenade dk* 150′ FK	Bassorah Turkish 5 *B H*	Q4Cy22 7/16″ 32½″ 50″ & 59″–49½″ 228 NHP 2 Loco B, GS 77, HS 2800 Soc An. J. Cockerill, Seraing	9 ″ 4	
	Elec. light	1 *Dk* (*pt Stl*-ws)	451														
31	—	Steel Pad	434					1904	Howaldts-werke Kiel	Administr. de Nav. à Vap. Ottomane	189·0	24·0	9·2	Constanpl Turkish	T.3Cy.20″,32½″&51½″–47½″ 181 NHP Howaldtswerke, Kiel		
		1 *Dk*	303 149														
32	**Bagdale**	Steel Sc Sr	3045	✠100A1 9.15 BS1,16 ✠LMC 8,15	Cff	*v*	9,15	1904 12mo	R. Thomp-son & Sons Sunderland	T. Smailes & Sons S.S. Co. Ld.	325·4	48·5	21·5 FK	Whitby British	T.3Cy.24″,40″&65″–42″ (*s*) 180 lb *85 lb* 298 NHP 2 SB.*6cf*, GS 128, HS 4612 N.E. Marine Eng. Co Ld. Sld.	24 ″ 0 s 3 ″ 1½ 21 ″ 2	
118853	*H.Y. Mennell* –16	*ss* Cff. No. 2–13	2855								P31′	B170′	F35′				
HBQK		1 *Dk* (*pt Irn* & *pt Stl*) 2 *tr B* & *deep framing* 3 *Dk rule*	1934					*Lloyd's SA & CP*	*WB* = *Cell D Ba* 100′ *u E*		24′ *f* 134′ 750*t*		*FPT* 82*t A PT* 44*t*				
33	**Bahadur**	Steel Sc Sr	4646	✠100A1 *Spar dk* 11,17 ✠LMC BS 4,16 MS 8,16 BS 5,17 MBS 5,17 DB S 5,17	Bom	*y*	8,15 5,17	1907 8mo	C. Connell & Co. Ld. Glasgow	Asiatic Stm. Nav. Co. Ld.	400·0	52·0	17·4	Liverpool British	T.3Cy.24″,41″&68″–45″ (*r*) 200 lb *100 lb* 427 NHP 2 SB, *6cf*, GS 225, HS 6026 FD	29 ″ 7 s 6 ″ 6½ 23 ″ 5	
124081	*O.J. Ellis* –16	*ss* Cal. No. 2–15	4310							*WB* = *Cell D Ba*	P41′	B133′	F44 26·9				
HLJG		1 *Dk* (*Stl*) & *Spar dk* (*Stl*) & *deep framing*	2936					*Lloyd's SA & CP*		& *B* 44′ *f* 182′ 1050*t*	124′ *u E*	FK	*DT a* 36′ 891*t* *FPT* 93*t A PT* 31*t*				
34	**Bahaduri**	Steel Sc Sr	1590	✠100A1 *Spar dk* *with freeboard* 10,17 9-17 BS 10,17 ✠NB 2,13 ✠LMC 5,16	Bom	*p*	N 2,17	1893 12mo	Ailsa S.B. Co. Troon A&CP	Bombay S.Nav.Co. Ld.	246·0	36·0	14·4 21·8 BK 8″	Bombay British	T.3Cy.20″,33″&55″–36″ (*s*) 200 lb 256 NHP 2 DB, *8cf*, GS 161, HS 4576 Dunsmuir & Jackson, Gls.	22 ″ 6 s 5 ″ 6 18 ″ 0	
102648	*I. Ahmed*	*ss* Bom. No. 3–11,07	1464										*WB* = *FPT*	5 *B H Cem* 50*t A PT* 55*t*			
NGBQ		*ss* Bom. No. 2–16	829														
	Elec. light	1 *Dk* & *Spar dk* (*Stl*-teak s) & *deep framing*															
35	**Bahia**	Steel Sc Sr	4817					1898	Reiherst'g Schiffsw. Hamburg	Hamburg-Süd-Amerik. Dampf-schifffahrts Ges.	375·7	46·6	27·4	Hamburg German WB	Q.4Cy.21¾″,32″,46½″&66″–51″ 311 NHP Reiherst. Maschinenf. Ham		G
RKWS	*W. Asmus* *Elec. light* Wireless	2 *Dks*	3849 3106								P247′	F49′					
36	—	Steel Twin Sc Sr	*3401*	✠100A1 10,15 *Boiler* 2,13 BS 5,16 ✠LMC 6,14 MS 4,16 6,17	Rio	*v*	~~R 10,15~~ ~~SN 10,15~~ 4,16	1910 3mo	Workman, Clark & Co. Ld Belfast	Lloyd Brazileiro	340·2	44·8	24·8 F67′ FK & BK 1½″	R. Janeiro Brazilian	T.6Cy.18″,30″&49″–42″ (*s*) 180 lb 534 NHP 3 SB, *12cf*, GS 224, HS 8754 FD	26 ″ 0	
	A.S. dos Santos –18	*ss* Rio. No. 1–14	*2693*					*Lloyd's SA & CP*	*WB* = *Cell D Ba* 88′		*u E* 32′ *f* 96′ 385*t* *FPT*		45*t A PT* 55*t*	Wrkman, Clark & Co. Ld Bel			
		2 *Dks* (*U Stl*-teak s) & *deep framing*	*2084*														
	Elec. light *Ref. Mchy.* Wireless	*Lower dk in Nos. 1 & 2 holds*															
37	—	Steel Aux Sc 3 Mst Sr	110					1911	Stocks & Kolbe Kiel	A. Staël	112·0	22·2	6·7 Q16′	Bahia Brazilian	Paraffin Motor 2Cy.12¾″–16½″ Geb. Haumöller Frdrkshvn		
	J. Platao –11	*Paraffin Motor* 1 *Dk*															
	(*See Sailing Ship Register*)																
38	**Bahia Blanca**	Steel Twin Sc Sr	9349					1912	Reiherst'g Schiffsw. Hamburg	Hamburg-Süd-Amerik. Dampf-schifffahrts Ges.	491·9	59·3	35·6	Hamburg German WB	T.6Cy.24½″,40⅜″&66″–47½″ 598 NHP Reiherst. Maschinenf. Ham		G
RSFH	*A.v. Ehren* *Elec. light* Sub. Sig. Wireless	3 *Dks*	8645 5863								B149′	F112′					
39	**Bahia Castillo**	Steel Twin Sc Sr	9949					1913	Reiherst'g Schiffsw. Hamburg	Hamburg-Süd-Amerik. Dampf-schifffahrts Ges.	491·6	59·3	35·6	Hamburg German WB	T.6Cy.24½″,40⅜″&66″–47½″ 600 NHP Reiherst. Maschinenf. Ham.		G
RSQH	*H. Schütterow* –13 *Elec. light* Sub. Sig. Wireless	3 *Dks*	— 6278								B154′	F112′					
40	**Bahia dos Tigres**	Steel Sc Sr	117					1896	Fredrkstad Mek. Værks. Fredrikstad		88·0	17·8	10·4	Italian	T.3Cy.		
	(*ex* Skallagrim)	(*Whaler*)	117 41														
41	**Bahia Laura**	Steel Twin Sc Sr	9791	*Now "Bahia d'Caxias," See No. 71 in Supplement*				1913	Bremer Vulkan Vegesack	Hamburg-Süd-Amerik. Dampf-schifffahrts Ges.	491·2	59·2	35·7	Hamburg German	T.6Cy.24″,39½″&66⅛″–47½″ 602 NHP Bremer Vulkan, Vegesack		G
RSVQ	*H. Hansen* –13 *Elec. light* Sub. Sig. Wireless	3 *Dks*	8483 6172								B150′	F102′					
42	**Bahrein** *P. Bouvet* –18	Steel Sc Bn	2197	✠100A1 2,19 *Spar dk* 4,17 12,16 ✠LMC 5,16 BS 5,17	Bom	*s*	5,16	1895 1mo	Hall, Russell & Co. Aberdeen	Arab Steamers, Ld.	288·2	39·2	17·5	Bombay British	T.3Cy.24″,39½″&64½″–42″ (*s*) 180 lb *180 lb* 282 NHP 2 SB, *8rf*, GS 136, HS 4214 Hall, Russell & Co. Abn.	25 ″ 9 s 5 ″ 3 21 ″ 1	
104507	*F. Wilson* –17	*ss* Lon. No. 3–10,07	2073								B72′		24·7 FK	5 *B H Cem*			
NQMR	(*ex* Iuchanga)	*ss* Bom. No. 2–16	1403					*Lloyd's SA & CP*							*WB* = *D Ba* 50′ *f* 72′ 242*t*		
	Elec. light	1 *Dk* (*Stl*) & *Spar dk* (*pt Stl*-ws) & *Web frames*															
43	**Bahrenfeld**	Steel Sc Sr	3648	✠ — 10,16 ✠	Ham	*w*		1895 2mo	Wigham Richrdsn & Co Newcastle	Continentale Rhederei A.G.	340·3	44·3	25·2	Hamburg German	Q4Cy20½″29½″43½″&63″–42″ 284 NHP 3 SB, *9rf*, GS 131, HS 1218	27 ″ 11	
RKGF	*Vienan* (*ex* Luxor)	*ss* Ham. No. 3–11,08 *ss* Ham. No. 1–12	2997 2357								P197′	F47′	FK	6 *B H Cem*			
	Elec. light	2 *Dks* (*Stl*–*U* ws) & *Web frames*								*WB* =	*Cell D Ba* 84′ *u E* & *B*		68′ *f* 126′ 644*t*		Wigham Richrdsn & Co Nwc		

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Francbord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où se trouvent les détails. R. Durée Cert. Hull.
44	**Bahrenfeld**	SteelScK	216					1913	G.Seebeck Akt.Ges. Geestemünde	AltonaerHochseefischereiA.G.	123·1	22·6	8·4	Altona German WB	T.3Cy.12″,20″&32″–24″ 51NHP G.SeebeckA.G.Gstemünde		G
LGVR	*Elec.light*	1*Dk*	75								Q68′F19′						
45	**Bahridjedid**	IronScSr	*1316*	✠	Liv	*p*		1873	Samuda Bros. London	Administr.deNav. àVap.Ottomane	249·7	32·8	22·3	Constanpl Turkish	C.2Cy.26″&54″–36″ 146NHP		
	*ss*H.Kg.No.2–83		*1168*	7,84				8mo			P52′ F40′			*4BHCem*	Humphrys,Tennant&C.Ld		
	(*ex*Glenelg,*ex*Florencia)	3*Dks*	*895*														
46	**Baia**	SteelSc	182					1912	Cant.Nav. Riuniti Ancona	Cia.Napoletana diNav.	132·7	19·1	9·2	Naples Italian	T.3Cy.9½″,16½″&25½″–17½″ 27NHP		I
102			138												Cant.Nav.Riuniti, Ancona		
NGKH	*Elec.light*	1*Dk*	35														
47	**Baiara**	SteelTwinSc						1914	Philip& Son,Ld. Dartmouth	Crown Agents for theColonies	100·0	23·0		Georget'n British	C.4Cy.10″&20″–14″ 80NHP		
	Elec.light	1*Dk*									F12′				Philip&Son,Ld.Dartmouth		
48	**Baïgorry**	SteelScSr	2161			...		1889	W.Doxford &Sons Sunderland	Cie.desChargeurs Français(Plisson &Co.*Mgrs.*)	280·0	38·3	18·3	Bayonne French WB	T.3Cy.21″,35″&57″–39″ 197NHP	21 ″ 0	V
	Bihan –15	(*ex*Sabel,*ex*Foyle)	1518								P29′Q70*t*				W.Doxford&Sons,Sld.		
		1*Dk*&*Web frames*	1341								*pt Awng dk* 181′		FK				
49	**Baikal**	SteelScSr	2269	✠100A1	Nag	*s*	1,16	1911	WoodSkinner&Co.Ld. Newcastle	TheShippingController (Turner, Morrison&Co.*Mgrs*)	281·2	43·0	19·1	Bombay British	T.3Cy.21″,35″&57″–39″ (*s*) 225NHP	21 ″ 2	
136663	~~*Sprenger*–15~~	*ss*Nag.No.1–16	1902	4,18~~11,16~~	Bom		1,18	4mo			P23′B70′F30′		FK		180lb *125lb*	s 3 ″ 1	
TVRS	(*ex*Hunnia) *Johnston* –18	1*Dk*(*Stl*)	1372	✠LMC11,16										*4BHCem*	2SB,*6cf*,GS101,HS3538	18 ″ 5	
Lloyd's SA&CP WB =								*CellDBa*81′*uE&B*			43′*f*108′565*t FPT*			103*t APT*80*t*	Blair&Co.Ld.Stockton		
50	**Baixo Purus**	SteelSc	*124*	✠	Lon			1895	Edwards& Symes London	Armindo&Texeira	96·2	20·1	7·7	Para Brazilian	C.2Cy.11″&22″–14″ 15NHP	8 ″ 11	
	A.C.Flanders –95		*106*	2,95 ✠				2mo					BK4½″	*4BHCem*	1SB.*1pf*,GS13		
	(*ex*Maximino Motta)	1*Dk*	*84*	*For River purposes only*											Tindall&Co.Hull		
51	**Baja California**	SteelScSr	1649					1914	R Thompson&Sons.Ld. Sunderland	Akties.BajaCalifornia (A.O. Lindvig)	265·0	38·5	17·9	Chrstiania Norwegian WB	T.3Cy.20′,33″&54″–36″ 175NHP		N
	N.O.Rustad –14	*Fitted for oil fuel*	1418								P21′B64′F32′				N.E.MarineEng.Co.Ld.Sld		
MKQG	*Elec.light*	2*Dks*	819														
52	**Bajune**	SteelTwinScCtr	135	✠	Lon	*a*		1909	Edwards& Co.Ld. Millwall	EnglishNav.& TradingCo.Ld. (G.J.Nesbitt,*Mgr.*)	102·0	20·2	6·9	London British	C.4Cy.11″&22″–14″ 50RHP	7 ″ 6	
129126	*A.C.Flanders* –10		103	6,14 ✠				3mo			F16′		FK	*4BHCem*	1SB.*2cf*,GS42,HS1325		
HRNB	*Mchy.Aft*	1*Dk*(*pt Stl*–teak s)	57	*withfreeboard*									*WB*	= *FPT*30*t*	T.&J.Hosking,Ld.London		
				For Service on the Zanzibar Coast													
53	**Bakar**	SteelScSr	119					1900	M.U.Martinolich Lussnpiccolo	Soc.inAzioniUngaroCroata diNav. Maritt.aVap.	110·5	18·4	8·5	Fiume Aust.-Hung.	C.2Cy.13″&26″–17½″ 24NHP		
	*G.Glavan*01–05		—								P39′				W.B.Greenham,Trieste		
			43														
54	**Bakara**	SteelScSr	5930	✠100A1	Syd	*c* †	~~4,16~~	1913	Flensburger Schiffsb.Ges. Flensburg	Requisitioned by theCommonwealth ofAustralia	450·0	58·2	27·0	London British	T.3Cy.30⅛″,50⅝″&84″–54″ 751NHP	29 ″ 6	
139009	*J.N.Beighton* –16		5516	6,17~~10,16~~			2,13	11mo			P&B377′F53′		FK	185lb (*s*) FD			
JLBF	(*ex*Cannstatt)	2*Dks*(*Stl*)3*rd dk in*	3699	✠LMC~~10,14~~11										*8BHCem*	4SB,*12cf*,GS263,HS11219		
	Elec.light Ref.Mchy.	*No.1hold*		✠Lloyd's RMC~~1~~2,16				*Lloyd's SA&CP*					*WB* = *CellD*	*Ba*189′*uE&B*	FlensburgerSchiffsb.Ges.		
	Well deck Wireless														*B*72′*f*142′1642*t FPT*48*t*		
55	**Baku Standard**	SteelScSr	3708	✠100A1	Npt	*w*	7,16	1893	SirW.G. Armstrong, Mitchell&Co. Ld.Newcastle	AssociatedOil Carriers,Ld. (J.I. Jacobs&Co.*Mgrs.*)	330·6	43·0	23·0	Swansea British	T.3Cy.24″,40″&64″–48″ (*s*) 1601b *100lb* NDB07 293NHP	31 ″ 2	
101968	~~*A.Torrance*–11~~	*ss*Shl.No.3–5,06	3335	*Spar dk*				2mo			P83′B24′F33′		29·9 FK			s 6 ″ 2	
MWNJ	*C.Laidman* –17	*ss*Shl.No 1–11	2375	7,13 ✠LMC7,17										*13BHCem*	2DB.*8cf*,GS136,HS4540	25 ″ 4	
	Mchy.Aft	1*Dk*(*Stl*)&*Spar dk*(*Irn*)&		*Examined 7,17*					A&CP				*WB*	= *DBu E&B*62′139*t*	*FPT*187*t*		
	Elec.light	*Web frames*		*Carrying Petroleum in bulk*											WallsndSlp.C.(Lim.),Nwc		
56	**Balaena**	WoodScBk	~~416~~					1872	Jörgensen &Knudsen Drammen	KymoShpg.Co.Ld. (H.M.Grayson, *Mgr.*)	~~140·0~~	~~31·1~~	16·6	Liverpool British	C.2Cy.20″&40″–24½″ 66RHP		
99205	*W.Adams* –16		415 375								Q37′ 140·5	31·0			NylandsWerks.,Xia.		
MLSD	(*ex*Mjölner)	2*Dks*	166~~240~~														
57	**Balari**	SteelTwinSc	3083			...		1913	W.Simons &Co.Ld. Renfrew	CalcuttaHarbour Commissioners	326·0	54·6	20·9	Glasgow British	T.6Cy.19″,30″&50″–27″ 467NHP	22 ″ 3	
133118		(*Hopper Suction Dredger*)	2988										FK		W.Simons&CoLd.Renfrew		
	*W.Rodick*13–13	1*Dk*	1725														
	Elec.light																
58	**Balaton**	SteelScSr	2468	✠ ~~—~~	Bry	*t*		1901	Wigham-Richrdsn&Co Ld Newcastle	RoyalHungar'nSea Nav.Co.Adria,Ld.	314·0	41·8	13·6	Fiume Aust.-Hung.	T.3Cy.20¼″,35″&59½″–42″ 256NHP	23′10	
	G.Sillich	*ss*Tri.No.2–10	2214	12,15				12mo			P44′B102′F36′		21·4 FK	*6BHCem*	2SB,*6rf*,GS108,HS3854		
JCFH		1*Dk*(*Stl*)&*Spar dk*(*Irn*)&	1524	*Spar dk* ✠						*WB* = *Cell DBa*110′*uE&B*				35*t APT*22*t*	WghmRchrdsn&C.LdNwc		
		deep framing		*withfreeboard*							38′*f* 128′ 587*t FPT*						
59	**Balboa**	SteelScSr	1328	✠100A1	Shl	*o*	~~2,16~~	1894	Wood, Skinner&Co. Newcastle	EntenteS.S.Co.Ld. (LeopoldWalford (London)Ld.*Mgs*)	239·0	33·2	12·5	Liverpool British	T.3Cy.19″,31″&51″–33″ (*s*) 1601b *80lb* NDB07 155NHP	22 ″ 8	
109419	*H.W.Moses* –11	*ss*Lon.No.3–8,07	1282	*Spar dk*	Npt	Bry	N5,18	11mo			B11′		20·3 BK8″	*4BHCem*	1SB,*4pf*,GS70,HS2400	s 4 ″ 9	
QDBH		*ss*Shl.No.2–16	817	*withfreeboard*					A&CP	*WB* = *Cell DBa*57′	*uE&B* 33′*f* 95′ 256*t*			*4BHCem*	*APT*35*t*	18 ″ 9	
		1*Dk*(*Stl*)&*Spar dk*(*Irn*)&		~~8,17~~8,16 4,18											NEMarineE.Co.(Lim),Sld.		
		Web frames		~~BS3,17~~5,18 ✠LMC2,16													
60	—	SteelScSr	615	✠100A1	NYk	*j*	~~8,16~~ 12,17	1901	J Fullerton &Co. Paisley	Colombian MaritimeCo.Ld	190·0	29·1	12·3	New York ~~San Diego~~	T.3Cy.17″,27½″&44″–33″ (*s*) 139NHP	13 ″ 0	
212944	*H.P.Thulin*16–16	*ss*SFo.2ndNo.3–3,16	446	8,16				9mo			Q103′B31′F26′		BK7″	United States	160lb ~~*96lb*~~ *60lb*		
LFDW	*Well deck*	(*ex*Manuel Herrerias)	372	~~BS6,17~~ ✠LMC3,16					A&CP					*4BHCem*	2SB,*4pf*,GS70,HS2510		
	Elec.light	Wireless 1*Dk*(*pt Stl*)									*DBa*29′31*t FPT*39*t*				Ross&Duncan,Glasgow		
61	**Balder**	SteelScSr	1378	✠100A1	Got	*o*	6,15	1898	Blackwood &Gordon PortGlasgow	Ångf.Aktieb.Thule (H.Metcalfe,*Mgr*)	246·2	34·1	14·0	Gothenbrg Swedish	T.3Cy.21″,33″&54″–39″ (*s*) 170lb *65lb* 212NHP	16 ″ 6	
3300	*J.A.Dahlström* –16	*ss*Got.No.3–2,13	857	4,16				9mo			P175′F48′		FK	*6BHCem*	2SB,*6cf*,GS129,HS3555	s 1 ″ 0	
JKBM	*Elec.light*	1*Dk*(*Stl–pt* ws)	860	✠LMC4,16					A&CP *WB*	= *Cell DBa*33′*uE&B*	*B*54′*f* 115′261*t FPT*			26*t APT*28*t*	Blackwood&Gordon,P.Gl.	15 ″ 11	
	Well deck	*lower dk forehold*															
62	—	SteelScSr	1125					1901	Trndhjms Mek.Værks. Trondhjem	Dpsk.BaldersRederi(Schjelderup& Schjött,*Mgrs.*)	231·4	34·4	13·6	Bergen Norwegian WB	T.3Cy.16″,26″&44″–30″ 106NHP		N
	S.Skjekstad –14		896								Q125*t*B54*t*H17*t* F31*t*				Trondhjems M.V.Dronthm		
JPLG		1*Dk*	703														
63	—	SteelScSr	312	*Now named "Diana," See No. 23 in Supplement.*				1898	W.Lindbergs Aktieb. Stockholm	RederiaktiebNordeniNorrköping (F.Forsman,*Mgr.*)	121·1	23·3	9·7	Nrrköping Swedish	C.2Cy.18″&35″–20½″ 46NHP		
4145	*J.W.Söderman*10–10		219								P82′H44′F21′				W.LindbergsAktieb.Mot.		
JNGC	*Elec.light*																
64	—	SteelScK	247	✠100A1	Ams		~~3,16~~ N4,17	1906	Wilton's E. &Slpwy.Co. Rotterdam	Naaml.Venn. Zeevisscherij Maats.Ysland (R.deBoer,*Mgr.*)	135·2	22·7	11·2	Ymuiden Dutch	T.3Cy.12¼″,20″&33″–24″ (*s*) 180lb 71NHP	13 ″ 10	
	G.van Duyveneoorde –16		233	*Stm Trawler*				9mo					BK6″	*4BHCem*	1SB,*2cf*,GS37,HS1288		
		*ss*Ams.No.8–12,16	87	~~4,17~~ ~~12,16~~7,17				*Lloyd's SA&CP*					*WB* = *Cell*	*DBf*61′80*t*	Wilton'sE.&Slpwy.Co.Rot		
		1*Dk*		✠NB12,16 ✠LMC12,16													

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 Built. By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in "R." Dated K. of Trade Cert.
65 Balder LMKB	SteelScSr *P. Petersen* 1 *Dk*	162 129 67					1896	Schiffsw(v. J.&Sch.)A.G. Hamburg	Ver. Flensburg-Ekensunder&Sonderburg Dampfs. G.	120·6 | 20·2 | 9·8 Q 46' B 30' F 12'			Snderburg German	C.2Cy.13¼"&25"–18" 22NHP Schwft.(vJ&Sch)AG Ham		G
66 — JDGN	IronScSr *A. Abelsen* 1 *Dk*	100 68 46					1875	..... Christiansand	Nordre Bergenhus Amt. Dampskibe	83·7 | 15·4 | 8·6			Bergen Norwegian	C.2Cy.13½"&26¾"–13" NB03 20NHP Cpd.85, Xians and M.V.		
67 Baldersby 135888 JCRQ	SteelScSr *A. Eves* 10–13 1 *Dk (pt Irn pt Stl)*	3613 3361 2218	✠100A1 3,17 ✠LMC 8,15	Bry	*w*	3,17	1913 8mo *Lloyd's*	Ropner& Sons, Ld. Stockton	Sir R. Ropner&Co. Ltd. *WB=Cell D Ba 111' u E 24'*	346·5 | 50·8 | 23·3 P 23' B 204' F 38' FK *f 153' 83 1t FPT 139t*			W. Hartlpl British 6 *BHCem* *APT 151t*	T.3Cy.25",41"&67"–45" (*s*) 180lb *100lb* 322NHP 2SB,*6cf*,GS131,HS4900 Blair&Co.Ld.Stockton	25 " 8 s 3 " 6 22 " 5	
68 Baldur NQJB	IronScSr *P. Schmidt* 06–09 1 *Dk*	455 308 269					1876	Burmeister &Wain Copenhagen	Det Forenede Dampskibs Selsk.	170·6 | 23·1 | 11·6 P 103' F 24'			Frdrkshvn Danish *WB*	C.4Cy.16½"&34"–20" 86NHP Burmeister&Wain,Cpn.		
69 — ~~LDMV~~	SteelScK ~~*K. Thorsteinsson* –18~~ *Elec. light* 1 *Dk* *ss* Reykjavik No. 1–17	291 264 130	✠100A1 *Stm Trawler* 7,17 ~~2,15~~ ✠LMC 7,16	Cpn Reykjavik		N 2,15	1912 2mo *Lloyd's*	Cochrane &Sons Selby	~~P. J. Thorsteinsson~~	135·0 | 23·5 | 12·5 Q 73' F 21' BK 7½" *WB=DT f 9' 25t*			French 4 *BHCem*	T.3Cy.13",22½"&37"–26" (*s*) 180lb 88NHP 1SB,*3pf*,GS48,HS1520 Amos&Smith,Ld.Hull	13 " 3	
70 — KRQF	SteelSc *F. Duwe* (*Trawler*) *Elec. light* 1 *Dk*	256 211 88					1908	J. Frerichs &Co. A.G. Einswarden	Kohlenberg&Putz Seefischerei Akt Ges	132·1 | 23·0 | 10·1 Q 79' F 18'			Gstemnde German *WB*	T3Cy.12¾",19¾"&32⅝"–23⅜" 51NHP J.Frerichs&Co.A.G.		G
71 Baldwin MBDT	SteelScSr *A. Aasgaard* 1 *Dk*	1130 899 698					1903	Trndhjms Mek. Værks. Trondhjem	Acties. Det Selmerske Rederi	231·5 | 34·3 | 13·6 Q 125t B 53t H 20t F 31t			Trndhjem Norwegian *WB*	T.3Cy.16",26"&44"–30" 63NHP Trondhjems M.V. Trndjm.		N
72 Balear HDLS	IronScSr *L. Orell* –11 *ss* Liv. No. 1–89 (*ex* Sitges Hermanos, *ex* Princess Maud) 1 *Dk 2 tr B* *Elec. light* Wireless	999 — 557	✠ 9,94 ✠	Liv	*l*		1885 3mo	David J. Dunlop&Co. Pt. Glasgow	Isleña Maritima, Cia. Mallorquina de Vap	209·3 | 29·7 | 14·9 P 43' B 84' F 32' BK 7" *WB=FPT 40t deep*			Palma, Maj Spanish 4 *BHCem* *tanka 26'6 0t*	C.2Cy.28"&56"–42" 169NHP 2SB,*6cf*,GS86 David J. Dunlop&Co.P.Gl.	16 " 1	V
73 Baleine 129916	SteelScSr *D. E. Brannen* –16 *Elec. light* 1 *Dk*	418 372 154	✠ *Stm Trawler* 12,09	Bdx			1907 5mo	Atel.&Ch. de France Dunkirk	Lockeport Cold Storage Co. Ld.	159·3 | 26·2 | 13·7 F 23' BK 8" *WB=DB f 40' 35t*			S Jhns NFL British 4 *BHCem* *APT 20t*	T.3Cy.13½",23"&38"–27" 98RHP 1SB,*3pf*,GS59,HS1784 Atel&Chant.de France Dnk	15 " 0	
74 Balfour 133388 HWDS	SteelScK *T.S. Glenton* –14 1 *Dk*	285 250 114	✠100A1 *Stm Trawler* 6,15 ✠LMC 6,12	Sou		4,14	1912 6mo *Lloyd's*	Cochrane& Sons Selby	Pickering&Haldane's Stm. Trawling Co. Ld.	133·5 | 23·0 | 12·0 Q 73' F 20' BK 7½"			Hull British 4 *BHCem*	T.3Cy.12¾",22"&36"–24" (*s*) 200lb 65RHP 1SB,*3pf*,GS46,HS1295 C.D.Holmes&Co.Ld.Hull	12 " 9	
75 Balgay 104746 QCKJ	SteelScSr *N. Shamoodin* 15–15 *ss* Bom. No. 2–06 *Well deck* 1 *Dk (Irn–pt teaks)* *Mchy. Aft*	291 224 131	✠ 6,09 ✠	Bom	*d*		1897 10mo	Dundee Shipbldrs Co. Ld. Dundee	Bombay Stm. Nav. Co. Ld.	130·2 | 22·8 | 9·7 Q 41' B 12' F 16' BK 7" *WB=FPT 26t*			Bombay British 3 *BHCem* *FPT 26t*	C.2Cy.13½"&34"–22" 60RHP 1SB,*2pf*,GS36,HS924 Cooper&Greig,Dundee	10 " 4	
76 Balgowlah 131538	SteelSc (*Screws fore & aft*) *Elec. light* (*Ferry*)	499 424 340					1912	Mort's Dck &Eng. Co. Ld. Sydney NSW	Port Jackson& Manly S.S. Co. Ld.	210·0 | 32·2 | 14·1 P 29' B 151' F 29'			Sydny NSW British	T.3Cy.18¼",28½"&48½"–27" 122NHP Mort's Dk&ECo Ld. Balmn.		
77 Balgownie 115586	SteelScK *J. Walker* –16 *ss* Abn. No. 3–4,12 1 *Dk*	185 176 72	✠100A1 *Stm Trawler* 11,15 ✠LMC 11,16 ~~DS 3,18~~	Abn		N 11,16	1902 12mo *Lloyd's*	A. Hall& Co. Aberdeen	C. Dobson	108·4 | 21·2 | 11·6 BK 7½" *WB=DT f 5' 6t*			Grimsby British 3 *BHCem* *FPT 26t*	T.3Cy.11¼",20"&33"–21"(*s*) 180lb 61RHP 1SB,*2pf*,GS33,HS1042 A.Hall&Co.Aberdeen	12 " 4	
78 Balgray 115773 VDMP	SteelSc 4 MstSr *R. Forbes* 13–13 *ss* Bry. No. 3–7,16 (*ex* Osceola) 1 *Dk (Stl) & deep framing* *Elec. light*	3603 3438 2318	✠100A1 ~~Lloyd's 7,16~~ 9,17 ~~3rd~~ ~~BS7,16~~ ✠LMC 8,15 BS 2,17	Bry	*w*	7,16	1903 8mo *Lloyd's*	A. Rodger &Co. Pt. Glasgow	Balgray S.S. Co. Ld (Workman, Arbuckle&Mackinnon, *Mgrs.*)	337·0 | 51·0 | 24·0 P 40' B 129' F 37' FK *WB=Cell D Ba 123' f 152*			Glasgow British 6 *BHCem* *884t FPT 98t APT 226t*	T.3Cy.25",40"&67"–45" (*s*) 170lb 324NHP 3SB,*9cf*,GS156,HS5082 A.Rodger&Co.Glasgow	26 " 11 s 4 " 4½ 22 " 11	
79 Balham 89208 KHQV	SteelScSr *N. McLean* –15 *ss* Cff. 2nd No. 3–7,05 (*ex* Collivaud) *ss* Shl. No. 2–14 *Well deck* 1 *Dk (Stl) 2 tr B*	1369 1109 872	✠100A1 2,17 ✠NB 2,17 ✠LMC 4,14	Sws	*o*	2,17	1886 3mo *Lloyd's*	Bute S.B. Eng.&Dry. Dock Co. Ld. Cardiff	John Harrison, Ld.	240·9 | 33·1 | 18·0 Q 86' B 50' F 26' ND 01 FK *WB=DB a 67' f 101' 306t*			London British 4 *BHCem* 2SB,*6cf*,GS98,HS3336	C.2Cy.29"&56"–36" (*s*) 80lb 173NHP Palmers'Co.Ld.Newcastle	19 " 2 s 2 " 0 17 " 5	
80 Bali	SteelSc 3 *Dks*	6694 6195 4226					1917	Rotterdam Droogd. Maat. Rotterdam	Stoomv. Maats. Nederland	420·5 | 54·7 | 33·5			Amstrdam Dutch *WB*	T.3Cy.28",46"&77"–54" 436NHP Rotterdam Droogd. Maats.		
81 Balkan HLGB	IronSc *Ancey* *ss* Msl. No. 3–4,96 1 *Dk (Irn) & Spar dk 3 tr B*	1709 — 1099	✠ *Spar dk* 4,96	Msl	*r*		1882 12mo	A.M'Millan &Son Dumbarton	Cie. Marseillaise de Nav. à Vap. (Fraissinet&Co. *Mgrs.*)	260·0 | 37·1 | 23·0 P 24' B 28' F 29' BK 8"			Marseilles French 6 *BHCem*	C.2Cy.36½"&63"–48" NB00 231NHP Denny&Co.,Dumbarton		V
82 Ball Brothers 201695	SteelScSr *Elec. light Mchy. Aft* 1 *Dk*	5733 — 4438					1905	American S.B. Co. Lorain,O.	Globe S.S. Co. (G.A.Tomlinson, *Mgr.*)	480·0 | 52·0 | 30·0			Duluth Utd. States *WB*	T.3Cy.22½",36"&60"–42" 233NHP Detroit S.B.Co.Detroit		
83 Ballarat 131351 HTPR	SteelTwinScSr *G.W. Cockman* –16 *Elec. light* 3 *Dks (Stl–U teaks)* *Ref. Mchy.* Wireless 2 *nd dk*-ws)	11120 9267 7055	✠100A1 11,15 ✠LMC 11,11 ✠Lloyd's RMC 11,16	Lon	*f†*	3,14	1911 11mo *Lloyd's*	Caird&Co. Ld. Greenock	P.&O.Stm.Nav.Co.	500·1 | 62·8 | 37·8 P 21' B 205' F 82' FK&BK 2" *WB=Cell D Ba 138' f 185' 1248t*			Greenock British 8 *BHCem* 7 „ *to U dk* 1 „ *to 2nd dk* *FPT 115t APT 143t*	Q8Cy23½",34½"48½"&70"–54" 215lb (*s*) 1200NHP 2D&2SB.*24cf*,GS440, HS18188 FD Caird&Co.Ld.Greenock	41 " 0	
84 Ballater 102167 NMQR	SteelScSr *J.H.F. Clement* –16 *ss* Liv. No. 3–2,07 (*ex* Blairmore) *ss* Shl. No. 2–16 1 *Dk (Irn) 2 tr B & deep framing 3 Dk rivle*	2286 2098 1456	✠100A1 *with h/ freeboard* 4,16 ✠LMC ~~MSM~~ MBS 12,16	Shl	*t*	N 1,15	1894 10mo *Lloyd's*	Harland& Wolff, Ld. Belfast	Underwood Shpg. Co. Ld. (Monroe, Rutherford&Co., *Mgrs.*)	313·0 | 38·2 | 22·4 882' F 37' FK *WB=Cell D Ba 92' u E 8 B 12' f 122'*			Liverpool British 5 *BHCem*	T.3Cy.23",38"&62"–42" (*s*) 160lb *100lb* NDB 16 245NHP 2SB.*6rf*,GS124,HS3600 Muir&Houston,Glasgow *459t FPT 38t APT 36t*	24 " 11 s 4 " 9 20 " 5	
85 Ballena 100635	WoodTwinScSr *F.W. Gilbert* –15 (*ex* Joan) 1 *Dk*	869 346 577					1892	Albion I.W. Co. Ld. Victoria, B.C.	Terminal Stm. Nav. Co. Ld.	176·8 | 30·0 | 11·0 H 198t			Vancvr, BC British	C.4Cy.16"&32"–24" 85RHP Albion W Co. Ld. Victria BC		

Now named "Greleen" See No. 23 in Supplement

1 Numéro d'Ordre. / Numéro Officiel / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✝ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registrés ou coté, si ce n'est dans le L. R. Durée, Cert. Hor. Trimale.
86	Ballena	SteelScSr	146					1910	Akers Mek.Værks. Christiania	Soc.Ballenera de Corral	98·7	18·2	12·2	Corral Chilian	T.3Cy.11″,18″&29″–24″ 41NHP Akers,Mek.Værks.Xia.		N
84½ HBNK	*F.Sanders*	*(Whaler)* 1 *Dk*	— 66														
87	Ballengarra	WoodTwinScK	221					1911	D.Sullivan Coopernook, N.S.W.	N.Cain's Coastal Co.-op.S.S.Co.Ld.	126·8	27·0	7·2	Sydny NSW British *WB*	C.4Cy.10″&20″–16″ 16RHP Chapman&CoLd.SydNSW		
131482	*W.C.Greer* –16		178														
		1 *Dk*	98														
88	Ballochbuie	SteelScSr	921	✝100A1 9,16	Sld		9,14	1905	John Duthie S.B.Co Aberdeen	Aberdeen Lime Co. Ld.	200·0	31·3	12·7	Aberdeen British	T.3Cy.18″,29″&48″–33″ *(s)* 180lb *90lb* 153NHP 1SB,*3cf*,GS72,HS2326 J.Abernethy&Co.Abn.	15 6 s 1 " 6 14 " 3	
118193	*A.Mitchell* –15 *ss*Abn.No.2–13		663					7mo			Q52′B49′F23′						
HDKL	*Well deck* 1 *Dk*(*Stl*)&*deep framing* *Cargo battens not fitted*		395	~~NB12.12~~ ~~LMC12.12~~ ~~D.3.9.16~~				*Lloyd's*	*SA&CP* *W*	*B = Cell DB a 37′u*		FK 5	*E 17′f 92′223t FPT*	54t *APT 37t*			
89	Ballogie	IronScSr	1207	✝100A1 11,17 ~~11,16~~	Nwc	*n*	~~11,16~~ 11,17	1889	Short Bros. Sunderland	J.&A.Davidson, Ld.	240·0	33·2	14·5	Aberdeen British	T.3Cy.20″,33″&54″–39″ *(s)* 160lb ~~*180lb*~~ NDB04 202NHP 4 *BH Cem* 2SB.*6pf*,GS107,HS3319 J.Dickinson,Sunderland	16 " 11 s 1 " 4 16 " 5	
98786	*G.Cook* 05–15 *ss*Mdb.2nd No.3–3,11		873					8mo	A&CP		P23′Q67′B54′F22′						
JHVQ	(*ex* Antwerpen, *ex* Bull. *ex* Mittelweg) *Well deck* *Elec.light*	*ss*Bly.No.1–15 1 *Dk*(*Irn*)& *Web frames*	615	~~NB5.11~~ ~~LMC11.15~~ ~~BS11,17~~						*WB = DB a 67′f 86′*		BK 8″	*uE&B 42′ 303t FPT*	19t *APT 20t*			
90	Ballycotton	SteelScSr	1273					1911	Caledon S. B.&E.Co.Ld Dundee	Clyde Shppg Co. Ld (W.Cuthbert *Mgr*)	252·7	35·6	16·7	Glasgow British *WB*	T.3Cy.20″,33½″&53½″–39″ 175NHP Caledon S.B.&E.Co.Ld Dun		C BT till 6,17
129549	*H.Macdonald* –17		1011								P&B153′F50′						
HSKQ	*Elec.light*	2 *Dks*	556														
91	Balmarino	SteelSc3MstSr	419	✝100A1 8,16	Trn	*g*	8,16	1898	Ailsa S.B. Co. Troon A&CP	J.Kelly,Ld. (S.Kelly,*Mgr.*)	161·7	25·1	9·8	Belfast British	C.2Cy.19″&42″–30″ *(s)* 115lb 80RHP 1SB,*3pf*,GS60,HS1380 Muir&Houston,Ld.Gls.	12 " 6 s " 9 12 " 6	
108628	~~*J.Morrison* –16~~ *ss*Trn.No.3–9,10		304	~~BS8.16~~ ~~LMC7.16~~ 4,18			4,18	11mo		*WB =*		BK 7½″	*DB f 79′118 t FPT*	3 *BH Cem* 49t *APT 5t*			
QMVH	*Well deck* *Mchy.Aft* *O.Black* –17	*ss*Ayr No.1–15 1 *Dk*(*Irn*)	166														
92	Balmes	SteelScSr	3794	✝100A1 ~~4,18~~ ~~5,18~~	Bel	*w*	~~*x*4,16~~ 4,18	1898	A.McMillan&Son.Ld. Dumbarton	Pinillos.Izquierdo &Co.,S.enC.	370·0	46·0	25·8	Cadiz Spanish	T.3Cy.25½″,42″&68″–45″ *(s)* 180lb *80lb* NDB14 339NHP 6 *BH Cem* 2SB,*6cf*,GS110,HS4922 FD	28 " 6 s 5 " 10 23 " 0	
HPTW	(*ex* José Gallart. *ex* Montclair) Wireless	2 *Dks*(*Stl*)&*deep framing*	3601 2345	BS4,18 ~~NB8.07~~ ~~LMC~~ MS6,15 ~~MBS4.16~~				4mo	*Lloyd's*	*SA&CP* *WB = Cell D*		FK	*Ba 118′uE 24′f 150*	742t *APT 73t*	D.Rowan&Son,Glasgow		
93	Balmoral	SteelPadSr	473					1900	S.Mc Knight&Co. Ld. Ayr	Sou.I.of Wight& S.of Eng.Royal Mail Stm Pkt Co.Ld	236·0	27·1	9·6	S'thamptn British	C.2Cy.36½″&66½″–66″ NB08 300NHP Hutson&Sons,Ld.Glasgow		
113300	*A.Goldsmith* –07		69														
JKWT			190														
94	—	SteelScK	22	✝100A1	Hul			1916	Cochrane& Sons,Ld. Selby	Queen Steam Fishing Co.Ld.	117·1	21·6	11·5	Grimsby British	T.3Cy.12″,21″&34″–24″ *(s)* 180lb 66RHP 1SB,*2pf*,GS33,HS1070 C.D.Holmes&Co.Ld.Hull	12 " 3	
139932			193	*Stm Trawler*				10mo			Q69′						
	Elec.light	1 *Dk*	97	1,17 ~~LMC1.17~~				*Lloyd's*	*SA&CP*			BK 7½″		4 *BH Cem*			
95	Balmoral Castle	SteelTwinScSr	13361	✝100A1 5,17 ~~11,16~~	Lon	*l* †	P 5,14 S 5,17	1910	Fairfield Co.Ld. Glasgow	The Union-Castle Mail S.S.Co.Ld.	570·0	64·5	38·9	London British	Q8Cy32″46″66½″&96″–60″ *(s)* 220lb HS40637 2234NHP 6 D&4SB,*52cf*,GS1050, Fairfield Co.Ld.Glasgow	42 " 6 s 12 " 0 31 " 5	BT till 11,17
129074	*T.J.Bremner* –16 *ss*Sou.No.1–14		10683					2mo			P74′F116′ FK & BK3″						
HQLF	*Elec.light* 4 *Dks*(*Stl–Mws U* teaks) *Ref.Mchy.* Sub.Sig. Wireless		7512	BS11,16 ~~LMC1.13~~				*Lloyd's*	*SA&CP* *W*	*B = Cell DB a 94′u*	*Promenade dk 346′*		*E&B 209′f 130′ 1825t*	*FPT 95t*			
96	—	SteelScSr	145			...		1890	J.Scott& Co. Kinghorn	G.F.Paul	101·8	20·8	11·5	Aberdeen British	T.3Cy.11″,17″&30″–20″ NB12 50RHP J.Scott&Co.,Kirkcaldy	11 " 10	
98548	*W.N.Sharman* –12	*(Trawler)* 1 *Dk*	139 60									BK 6½″					
97	Balmore	SteelScSr	1272	✝100A1	Liv	*n*	9,16	1890	T.&W. Smith N.Shields A&CP	J.Holt&Co. (Liverpool)Ld.	229·0	32·5	16·1	Dundee British	T.3Cy.17″,28″&46″–33″ *(s)* 160lb *100lb* NDB10 120NHP 1SB,*3pf*,GS57,HS1774 N.E.Mar.Eng.C.(Ld),Nwc.	17 " 1 s 7 " 7½ 17 " 0	
96414	*H.Fuller* –16 *ss*Liv.2nd No 3–9.16		896	*pt Awng dk*				9mo			Q79′	23·1					
LVGC	1 *Dk*(*Irn–ptws*)&*Web frames*& *pt Awng dk*(*Irn–ws*)		783	*with freeboard* ~~10.17~~ ~~3,17~~ 4,18 ~~MBS6.17~~ MS9,16 ~~LMC~~ ~~DBS3.16~~ ~~10.17~~						*WB =*	*DB a 63′f 52′ 241t*				*FPT 21t*			
98	Balmyle	SteelSc3MstSr	344	✝100A1 ~~20,17~~ ~~1,17~~ 5,18	Mdb	*e*	~~5,15~~ 11,17	1898	Ritson&Co Maryport A&CP	Shield S.S.Co.Ld. (Walker&Bain, *Mgrs.*)	142·3	23·7	10·0	Grngemth British	C.2Cy.18″&36″–24″ *(s)* 120lb ~~*70lb*~~ 50RHP 1SB,*2pf*,GS39,HS1253 Ross&Duncan,Glasgow	10 " 11 s 3 " 11½ 11 " 2	
104743	*G.Darragh* –16 *ss*Lon.No.3–3,11		248					12mo			Q77′B9′F24′						
RKNT	*Well deck* *Mchy.Aft*	*ss*Lth.No.1–15 1 *Dk*(*Stl*)	136	~~BS6.16~~ ~~LMC5.15~~ 11,17								BK 7″		3 *BH Cem* *FPT 25t*			
										WB =							
99	Balniel II.	SteelScSr	628	✝100A1 5,17 ~~1,16~~	Bel	*j*	4,15	1909	Dublin Dockyard Co. Dublin	Wigan Coal&Iron Co.Ld.	185·0	27·8	11·3	Liverpool British	C.2Cy.19½″&46″–30″ *(s)* 140lb *100lb* 83RHP 1SB,*4cf*,GS68,HS2465 McColl&Co.Ld.Belfast	13 " 8 s " 8½ 13 " 7	
127996	*J.Mogowan* –16 *ss*Bkn.No.1–13		438					8mo			Q101′B7′F30′						
HPSW	*Mchy.Aft*	1 *Dk*(*Stl*)	253	~~LMC~~ MS1,13 ~~BS1.17~~ 3,15				*Lloyd's*	*SA&CP*	*WB = Cell*	*DB f 103′179t FPT*	BK 6″		55t *APT 3t*			
100	Balsense	SteelScK	48			...		1912	Cochrane &Sons Selby	Cia.de Pescarias Balsense no Algarve	68·5	17·5	6·4	Tavira Portuguese	C.2Cy.10″&20″–15″ 22NHP Crabtree&Co.Ld.Gt.Yar.	6 " 10	
		(Fishing) 1 *Dk*	48 21									BK 6″					
101	Baltic	SteelTwinSc4MstSr	23876					1904	Harland& Wolff,Ld. Belfast	Oceanic Stm Nav Co Ld.(White Star Line)	709·2	75·6	52·6	Liverpool British	Q8Cy33″,47½″,68½″&98″–63″ 1524NHP Harland&Wolff,Ld.Bel.		BT till 2,18
118101	*J.B.Ranson* –16	4 *Dks*&*Shelter dk*	21693											*WB*			
VRSF	*Elec.light* *Ref.Mchy.* Sub.Sig. Wireless		15119														
102	—	SteelScSr	3294	✝100A1	Got	*w*	~~6,15~~ 11,17	1905	Hawthorn, Leslie&Co Ld Newcastle	Rederiaktieb. Transatlantic (G.Carlsson, *Mgr.*)	340·0	49·0	22·7	Gothenbrg Swedish	T.3Cy.24″,40″&66″–48″ *(s)* 180lb 333NHP 3SB,*9pf*,GS155,HS5232 Wilsnd Slpwy.Co.Ld.Nwc 843t *DT f 22′678t APT 95t*	25 " 3 s 2 " 9½ 22 " 10	
4467	*C.Camp* 08–12	~~*ss*Shl.No.2–13~~	3097	~~3,10 11,16~~ 6,18	Mmo			7mo			P32′B&F276′	FK		7 *BH Cem*			
JPLK	Wireless	1 *Dk*(*Stl*)&*deep framing* *ss*Got.No.3–3,18	2044	~~BS11.16~~ ~~LMC7.15~~ ~~3,15~~				*Lloyd's*	*SA&CP*	*WB = Cell DB a 110′u E*			*&B 44′f 144′*				
103	—	SteelScSr	1094					1897	Schiffsw. von H.Koch Lübeck	Helsingfors Ångf. Aktieb. (V.Ek, *Mgr.*)	201·5	32·8	21·2	Helsingfrs Russian *WB*	T.3Cy.15½″,25½″&44″–30″ 106NHP Blohm&Voss,Hamburg		V
	E.Sundqvist 08–09		1046														
SQLN		1 *Dk*&*Hurricane dk*	626														
104	—	SteelAuxSc2Mst	1056					1899	A.O.Brodin Gefle	Rederi Aktieb. Höfding(E.A. Enhörning, *Mgr.*)	233·0	40·1	14·3	Kubiken- berg Swedish	Oil Engine		
3456	*M.Månsson* 04–14	*Oil Eng.*	966								P16′H39t F15′						
JKVP	*Elec.light* 1 *Dk*	*Lighter*	968														
	(*See Sailing Ship Register*)																
105	—	SteelScSr	1054					1907	Laxevaags Msk.&Jrnskb Berg·n	Dampskibsacties. Baltic (J.Lund &Co.)	231·2	32·2	16·1	Bergen Norwegian *WB*	T.3Cy.16″,25½″&43″–30″ 101NHP Laxevaags Msk&Jrns.Bgn	17 " 1 s 2 " 1½ 15 " 3	N
	D.Jansen –15		907								F30t H54t						
MDPB		1 *Dk*&*deep framing*	642														
106	Baltico	SteelScSr	3667	✝ — 11.16	Tri	*w*		1901	Russell& Co. Pt.Glasgow	Nav Gen Austriaca Gerolimich&Co., Soc.in Azioni *WB = Cell DBa*	338·9	46·0	17·9	Trieste Aust.-Hung. 6 *BH Cem* 805t *APT 56t*	T.3Cy.24″,39″&65″–45″ NDB12 299NHP 2SB,*6cf*,GS132,HS4550 Rankin&Blackmore,Grk.	28 " 6	
	C.Gerolimich	*ss*Tri.No.3–4,14	3305								P20′B74′F35′	25·7 FK					
HCRV		1 *Dk*(*Stl*)&*Spar dk*(*Stl*) &*deep framing*	2322	*Spar dk*							110′uE&B 40′f 142′						

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. Late Name if any. / Special Surveys. No. of Decks, &c.	3	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years assigned now expired. Requirement Letter.	7* Date when tail shaft last seen.	8 Built. When	9 Built. By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	11 Breadth.	11 Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NB=Horse power by Society's formula; RH=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of Transfer etc.
107 251 IWAO	**Baltika** *P.Dahnberg* –13 *Elec.light*	SteelScSr (*ex*Therapia) 2*Dks*	3938 — 2393					1901	Blohm& Voss Hamburg	BaltischerLloyd	350·0 P&B240′	44·5	31·7 F50′	Libau Russian *WB*	T.3Cy.23½″,39⅛″&67½″–48″ 312NHP Blohm&Voss,Hamburg		
108 MDFJ	**Baltique** *M.Andenes* –15	SteelScSr *ss*XiaNo.3-4,15 1*Dk*(*Stl*)&*deep framing*	2457 11,17 2258 1576	✠100A1 ~~9,16~~ ~~BS7,16~~ ✠LMC4,15 ~~BS11,17~~	Shl	*s*	~~4,15~~ 11,17	1902 5mo	Grngem'th &Greenock DockyardCo. Greenock *Lloyd*	Acties.Baltique (Fred.Olsen&Co.) *WB*=*Cell DBa*90′ *sA&CP*	299·8 P25′B60′F27′ *uE&B*38′*f*122′640*t*	44·6 FK	20·0 *BHCem* *APT*112*t*	Chrstiania Norwegian *WB*	T.3Cy.22″,36″&59″–39″ (*s*) 180lb ~~65lb~~ 228NHP 2SB,6*cf*,GS115,HS3450 Greenock Foundry Co.Grk.	22 ″ 1	
109 347	**Baltonia** *A.Grüner* –09 *Elec.light*	SteelScSr (*ex*Luise) 1*Dk*	524 — 296					1902	Nüscke& Co. Stettin	CarlF.Gahlnbäck	168·3 Q54′B39′F17′	26·3	11·1	Reval Russian *WB*	C.2Cy.17¾″&31″–22½″ 38NHP "Kette" Ges.,Uebigau		
110 841 HJCK	**Baltzar von Platen** *Y.Pyk*16–15	IronScSr 1*Dk*	724 572 410					1872	Cole Bros. Newcastle	RederiAktieb. Baltzar (O.F. Carlberg, *Mgr.*)	186·4 Q65′B32′H25*t*F20′	28·2	14·7	Hlsngborg Swedish	C.2Cy.22″&42″–33″ *Bmade*05. *fitted*13 84NHP Ouseburn Eng.Wrks.,Gts.		V
111 1860 JDPK	— *C.R.Jacobsson*01–05	IronScSp 1*Dk*&*Shelterdk*	248 105 171					1870	MotalaCo. Motala	Ångf.Aktieb.Göta Kanal(A.Rönnow)	97·5 H30*t*	21·6	8·4 15·0	Stockholm Swedish	C.2Cy.18″&32″–20″ 38NHP Bergsd.Mek.Verks.Skm.		
112 MJRH	**Balzac** *R.Holter-Sörensen* *Elec.light*	SteelSc4MstSr 1*Dk*	1720 1515 999					1913	Nylands Værksted Christiania	Akties Bonheur (Fred.Olsen&Co. *Mgrs.*)	264·9 P50*t*H87*t*F7*t*	40·2	18·6	Chrstiania Norwegian *WB*	T.3Cy.19″,31″&51½″–33″ 153NHP Nylands Værksted.Xania		N
113 139033 JLDM	**Bambra** *Elec.light Ref.Mchy.*	SteelTwinSc (*ex*PrinzSigismund) 2*Dks*	3302 2578 1844					1903	Akt.Ges. "Weser" Bremen	Requisitioned by the Commonwealth of Australia	327·1 P74′B120′F57′	42·2	24·3	London British *WB*	T 6Cy.18½″,31½″&50¾″–34½″ 298NHP Akt.Ges."Weser,"Bremen		
114 136288 JFNL	**Bamora** *F.G.Pittam* –14 *Elec.light* Wireless	SteelScSr 2*Dks*(*Stl–U* teaks)	3285 2654 1878	✠ 5,14 ✠	Gls	*v*		1914 5mo	Barclay, Curle&Co.Ld. Glasgow	BritishIndiaStm. Nav.Co.Ld. *WB*=*Cell DBa*94′*uE&*	330·2 P&B192′F34′ *B*67′*f*124′647*t* *FPT*	46·2 FK	23·1 *BHCem* 17*t APT*18*t*	Glasgow British	T.3Cy.20″,34″&58″–45″ HS9074 FD 526NHP 3SB&1AuxSB.*11cf*,GS227. Barclay,Curle&Co.Ld.Gls.	25 ″ 6	
115 128514 HRKG	**Bampton** *F.S.Iliff* –11	SteelScSr 1*Dk*	4496 4192 2799					1910	Richardson, Duck&Co. Stockton	Atlantic Shipping& Trading Co.Ld.(W.J. Tatem,Ld.,*Mgrs.*)	380·0 P35′B117′F38′ 225·1	50·1	26·2	Cardiff British *WB*	T.3Cy.25″,42″&68″–45″ 310NHP Blair&Co.Ld.Stockton		C
116 ~~73120~~ ~~MRWD~~ MFWD 82555 JRMJ	**Bamse** ~~*O.Börve*~~ (*ex*ThomasCoats) *Well deck*	IronScSr *ss*Npt.2nd No.3–1,06 *ss*Bgn.No 2–14 1*Dk*(*Irn*)2*trB* *Cargo battens not fitted*	1001 ~~817~~ 588 589	✠100A1 11,17 ~~12,16~~ ✠NB5,02 ✠LMC10,13 ~~BS10,13~~ 11,17	Bgn Lon	*n*	12,16	1881 5mo	Strand Slipway Co. Sunderland A&CP	TheShippingCon-troller (Blow,Richards& Co.,*Mgrs.*) *WB*=*DBa*63′*f*44′201*t* *FPT*	226·3 Q84′B48′F25′ BK8″	32·0	16·1 *BHCem* 12*t APT*17*t*	London British	C.2Cy.27″&50″–36″ (*s*) 80lb *65lb* NB90 ~~92RHP~~ 1SB,3*pf*,GS60,HS2260 135NHP N.E.MarineEng.Co Ld.Sto.	17 ″ 1 s 1 ″ 7 16 ″ 3	
117 ~~72130~~ ~~HDQP~~	— ~~*Chr.Olsen*~~ *Well deck* (*ex*Klondyke,*ex*Syra)	IronScSr 1*Dk*2*trB*	958 772 578			...		1875	T Turnbull &Son Whitby	TheShippingCon-troller (F.LeBou-langer,*Mgr.*)	223·6 Q83*t*B63*t*H11*t*F28 BK8″	30·0	16·3	London British *WB*	C.2Cy.27″&50½″–33″ NB04 ~~106NHP~~ Blair&Co.Ld.Stockton 98	17 ″ 11	N
118 TBRM	**Ban Fo Soon** *J.J.Oliuk*95–95 1*Dk*(*Teak*)&*pt Shade dk*(*Teak*)	SteelTwinScSr *ss*Sng.2nd No.3–11.14	*440* *336* *222*	✠ —— 3,17 *Coasting* ✠	Sng	*g*		1895 12mo	Riley, Hargreaves&Co. Singapore	BanFoSoonS.S.Co. (LimNamKoei)	169·0 B51′F23′ *pt Shade dk*75′	25·8 FK	9·3 Dutch *BHCem*	Pontianak (Borneo) Dutch	T.6Cy.10″,16″&26″–20″ 83NHP 1SB,3*cf*,GS55,HS1596 Bow,McLachlan&Co.,Psy.	10 ″ 0	
119 78645 RWNF	**Ban Hin Guan** *Scott*	IronScSr (*ex*Krishna)	474 425 243					1878 8mo	T.Wingate &Co. Glasgow	LaiHiKok	180·3 Q27*t*	22·2	10·9	Singapore British	T.3Cy.15″,24″&40″–30″ 75RHP Dunsmuir&Jackson,Gls.		
120 TBRH	**Ban Ho Liong** *C.denHaan* (*ex*Skell)	SteelScSr *ss*Sng.No.1–16 1*Dk*(*Stl*) &*Awng dk*(*Stl*-teaks)	*824* *778* *480*	✠100A1 *Awng dk* *with freeboard* 10,16 ~~MS1,16~~ ✠LMC ~~BS9,16~~	Sng	*j*	7,16	1911 10mo	Van Vliet &Co. Hardinxveld *Lloyd*	ThioQueeBan *WB*=*DBa*31′33*t*	175·1 *FPT*47*t APT*27*t*	29·5 FK	19·4 *BHCem*	Banjermassin Dutch	T 3Cy.15″,25′&40″–27″ (*s*) 180lb *100lb* 110NHP 1SB,3*pf*,GS54,HS1800 Earle's Co.Ld.Hull	20 ″ 0 s 3 ″ 9½ 16 ″ 5	
	Now named "Samlouda," See No. 34 in Supplement																
121 123728 HJKV	**Ban Hong Liong** *Craig* *Elec.light* 1*Dk*(*Stl*–s secondhand teak)	SteelScSr ~~*ss*Sng.No.2–15~~ *ss*Sng.No.3–6,17 &*deep framing*	1126 912 710	✠100A1 6,17 ~~7,16~~ ~~BS5,16~~ ✠LMC ~~5,16~~ 6,17	Sng	*n*	~~12,15~~ 6,17	1906 10mo	Montrose S.B.Co. Montrose *Lloyd*	Heap.Eng.Moh. S.S.Co..Ld. *WB*=*Cell DBa*65′*f*86′266*t*	227·8 P24′B54′F31′ *FPT*92*t APT*95*t*	35·3 FK	14·8 *BHCem*	Singapore British	T.3Cy.16″,26½″&43″–30″ (*s*) 175lb *100lb* NDB11 99RHP 1SB *2cf*,GS40,HS1735 FD Earle's Co.Ld.Hull	16 ″ 10 s 2 ″ 1½ 15 ″ 0	
122 82584	**Ban Lee**	WoodScCtr (*ex*Isabella)	113 98 49					1881	HoSh. Cheong Singapore	LinTengKi	110·0	16·0	7·0	Singapore British	C.2Cy.13″&21″–18″ NB11 30RHP Muir&Houston,Glasgow		
123 97513 SLGT	**Ban Poh Guan** *H.Smith* *ss*Sng.2nd No.3–5,17 *Elec.light*	SteelScSr ~~*ss*Sng.No.3–3,01~~ ~~*ss*Sng.No.2–11~~ 2*Dks*(*UptStl*–ws)	925 821 576	✠100A1 5,17 ~~11,15~~ ~~BS11,16~~ ✠LMC ~~9,11~~ 5,17	Sng	*m*	~~11,15~~ 5,17	1891 10mo	Wigham Richrdsn&Co Newcastle A&CP	HeapEng.Moh.SS. Co.Ld.	225·0 B17′F30′ *pt Shade dk*114′ BK8″	32·2	16·5	Singapore British	T.3Cy.16½″,26″&43″–33″ (*s*) 150lb *75lb* 111NHP 1SB,4*pf*,GS70,HS1820 Wghm Richrdsn&Co.,Nwc	17 ″ 3 s 3 ″ 0 15 ″ 4	
124 88012 SLGB	**Ban Whatt Hin** *A.Troan* –11	IronScSr 1*Dk*	~~361~~ 352 304 ~~195~~ 187	✠ 3,89 ✠	Sng	*g*		1885 7mo	Blackwood &Gordon Pt.Glasgow	ThsSoonKeckLd.	169·6 F24′	25·0	10·4	Singapore British	C.2Cy.22″&44″–30″ 85RHP Blackwood&Gordon,P.Gl	10 ″ 9	
125 82045 WCRF	**Ban Whatt Soon** *R.Ferguson*11–12	IronScSr *ss*Sng.No.1–85 1*Dk*	336 281 199	✠ 5,85	Sng	*g*		1881 3mo	Blackwood &Gordon Pt.Glasgow	Eastern Shppg.Co. Ld.	170·7 F23′	25·1 FK	9·6 *BHCem*	Penang British	C.2Cy.22″&44″–24″ NB93 80RHP Blackwood&Gordon,P.Gl.		
126 MBVS	**Ban Yek** *F.Fabrigas* –06 (*ex*SanJoaquin,*ex*SanAntonio)	SteelScSr *ss*H.Kg.No.3–7,03 1*Dk*&*Shelterdk*	523 503 329	✠ *Shelter dk* *with freeboard* 10,06 *Coasting Philippine Islands*	Man	*g*		1891 4mo	Edwards' S.B.Co.Ld. Newcastle	B.SiyCong Bieng	159·0 ND03 *WB*=*DBa*30′*f*31′	24·7	9·7 16·6 FK *BHCem* 65*t APT*5*t*	Manila Utd.States	T.3Cy.13½″,22″&36″–27″ 74NHP 1SB,3*pf*,GS39,HS1197 G.Clark,Ld.Sunderland	10 ″ 4	
127 MJDS	**Banan** *Amundsen* *Elec.light*	SteelScSr 3*Dks*	1620 1434 948					1912	Nylands Værksted Christiania	Acties.Ocean (J.P.Pedersen& Søn,*Mgrs.*)	250·0 H123*t*	34·7	22·2	Chrstiania Norwegian *WB*	T.3Cy.21½″,34½″&60″–39″ 225NHP Nylands Værksted, Xania		N

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux. Grément, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / Surveillance Speciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Enlignement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
128 106886 PVLJ	**Banana**	**SteelScSr**	2817 2626 1801	✠100A1 *Spar dk* 5,14 ✠LMC BS6,13 MS5,14	Ham	*t*	5,14	1897 5mo	J.Blumer &Co. Sunderland A&CP	ElderLineLd. (Elder,Dempster &Co Ld.*Mgrs.*) *WB=CellDBa*	310·0|41·2|17·6 P28'B64'F28' 25·1 FK 100'*uE&B*40'*f*118'	Liverpool British 5*BHCem* 510*tAPT*62*t*	T.3Cy.22½",37"&61"–42" (*r*) 160lb *100lb* NDB06 249NHP 2SB,*6pf*,GS108,HS3857 G.Clark,Ld.Sunderland	27 " 5 s 4–11½ 22 " 9	
	(Detained at Hamburg) *C.F.Buchan* –13 *ss*Nwc.No.3–10,11 1*Dk(Stl)&Spar dk(Irn)* *&deep framing*														
129 109708 RPMB	**Banca** *G.Phillips* –15 Wireless *Turret deck Elec.light* 2*Dks3trB*	**SteelScSr**	5995 5670 3794					1900	W.Doxford &Sons,Ld. Sunderland	P.&O.Stm.Nav.Co.	439·8|51·7|29·1 FK	Sundrland British 4*BHCem*	T.3Cy.27½",45½"&75"–54" 413NHP W.Doxford&Sons,Ld.Sld.		
130 137415 JHKG	**Banchory** *E.Hall*14–14 1*Dk(Stl)* ~~*Now named* Grelcora, *See No. 22 in Supplement*~~	**SteelScSr**	2189 1935 1317	✠100A1 5,17 ~~8,16~~ ✠LMC12,14	Bry	*s*	5,17	1914 12mo	Craig,Taylor&Co.Ld. Stockton *Lloyd's A&CP*	GlobeShippingCo. Ld. (Humphries (Cardiff),Ld *Mgrs.*) *WB=CellDBa*	287·0|44·0|19·1 P27'B72'F30' FK 90'*uE&B*32'	Liverpool British 5*BHCem* *f*120'605*tFPT*84*tAPT*89*t*	T.3Cy.21",35"&57"–39" (*s*) 180lb *100lb* 214NHP 2SB,*6cf*,GS78,HS3232 N.E MarineEng.Co.Ld Sld *Ta*36'815*tFPT*97*tAPT*51*t*	21 " 4 s 3 • 2½ 18 " 5	
131 NGKB	**Banda** *J.N.Egmond* –16 *ss*Ams.No.2–15 *Elec.light* 1*Dk(Stl)&Spar dk(Stl)* *&deep framing*	**SteelScSr**	3893 3645 2477	✠100A1 *Spar dk* 7,16 ✠LMC MS8,15 BS2,16 7,16	Ams	*x*	7,16	1906 6mo	W.Hamilton&Co.Ld. Pt.Glasgow *Lloyd's A&CP*	Stoomv.Maats. Nederland *WB=Cell*	375·0|48·6|16·5 P37'B&F298' 24·5 FK *DBa*128'*uE&B*44'	Amstrdam Dutch 180 6*BHCem* *f*152'953*tD*	T.3Cy.25½",42"&70"–45" (*s*) 180lb *100lb* 387NHP 2SB,*6cf*,GS121,HS5106 FD D.Rowan&Co.Glasgow *Ta*36'815*tFPT*97*tAPT*51*t*	27 " 0 s 3 • 4½ 23 " 11	
132 10891 LBFV	**Bandai Maru** *Y.Miyasaki*08–08 *ss*Sld.No.3–6,99 (*ex*Tschifu,*ex*Lily,*ex* *ss*Kob.No.2–07 Drummond) 2*Dks(UIrn–ws&1Stl)2trB*	**SteelScSr**	3227 2941 2000	✠ 11,11 ✠	Kob	*u*		1890 1mo	R.Thompson&Sons Sunderland *WB*	~~Mrs.G.Nitta~~ TaishoKisen KabushikiKaisha *=CellDB* 264'528*t*	325·0|42·1|24·7 P27'B78'F38' BK10" *FPT*78*tAPT*9*t*	Nishinomiya Japanese 5*BHCem*	T.3Cy.24½",40"&66"–45" NDB00 301NHP 2DB,*8cf*,GS142,HS4640 J.Dickinson,Sunderland	27 " 3	
133 HDVN	**Bandak** 1*Dk*	**SteelScSr**	180 113 106					1890	Fredrikstd Mek Værksted Fredrikstad	Acties.Skien (P.Landgraff, *Mgr.*)	95·6|19·3| 9·3 H60*t*	Skien Norwegian *WB*	T.3Cy.10",16"&26"–16" NB10 27NHP FredrikstadMek.Værksted		
134 HDMS	**Banderas** ~~*G.Asteinza* –16~~ *ss*Shl.No.3–10,12 *G Asteinza*, –17 1*Dk(Stl)&deep framing* ~~*Mariscal Castilla* –17~~ *ss*Bbo.No.1–17	**SteelScSr**	2147 1921 1280	✠100A1 ~~5,15~~ 5,16 4,18 BS1,17 ✠LMC12,15 5,17	Bbo ~~Cdr Bol~~	*s*	~~6,15~~ 5,17	1899 7mo	W.Pickersgill&Sons Sunderland A&CP	Cia.Nav.Vascongada (Felix de Abasolo,*Mgr.*) *WB=CellDBa*	286·0|43·2|18·7 P23'B56'F27' FK 90'*uE*20'*f*108'575*t*	Bilbao Spanish 5*BHCem* *APT*54*t*	T.3Cy.21",35"&57½"–39" (*r*) 160lb *80lb* 210NHP 2SB,*6pf*,GS99,HS3221 G.Clark,Ld.Sunderland	21 " 0 s 3 • 3½ 18 " 0	
135 120 NGKs	**Bandiera e Moro** *G.Arico* *ss*Nap.2ndNo.3–2,14 (*ex*Siciliano, 1*Dk(pt Stl pt Irn)2trE* *ex*Romsdal) *Well deck*	**SteelScSr**	2063 1670 1251	✠100A1 10,16 BS8,16 ✠LMC2,14	Gen	*r*	N10,16	1891 8mo	J.Readhead&Sons S.Shields A&CP	G.E.Salvagno& Nipoti	285·7|39·0|16·8 P29'Q78'B120'F30' BK9½" *Cell DB*240'450*t*	Venice Italian 5*BHCem*	T.3Cy20½",33½"&55"-36" (*r*) 160lb *80lb* NDB08 181NHP 2DB,*4rf*,GS69,HS2701 J.Readhead&Sns,S Shields	19 " 5 s 1 • 4½ 19 " 0	
136 128305 HRTB	**Bandon** *P.F.Kelly*00–13 *ss*Qns.No 1–15 *Elec.light* 2*Dks(UStl-ws)&Shelter dk* *Ref.Mchy.*	**SteelScSr**	1456 1102 668	✠100A1 *Shelter dk* *withfreeboard* 5,16 BS2,17 ✠LMC2,13	Qns	*r*	5,16	1910 10mo	Swan,Hunter&Wigham Richardson, Ld Newcastle *Lloyd's A&CP*	City ofCorkSteam PacketCo.Ld. *WB=Cell*	266·0|37·2|17·4 Bon*Shelter dk*93' F on*Shelter dk*41' BK8½" *llDBa*71'*uE*23'*f*94'	Cork British 4*BHCem* 210*tAPT*13*t*	T.3Cy.23",38"&63"–39" (*r*) 180lb *80lb* 394NHP 2SB,*8cf*,GS154,HS6248 Swan,Hunter&Wigham-Richardson,Ld.Nwc.	18 " 4 s 1 • 11 17 " 7	BT till 2,18
137 204328 KWFT	— *K.Rosenblad* 1*Dk*	**WoodScSr**	642 — 350					1907	..... NorthBend, Or.	OregonTrnsprtn. Co. (A.F.EstabrookCo.,*Mgrs.*)	172·8|39·7|11·0	S.Frncisco Utd.States			
138 108777	**Bandoola** 1*Dk*	**SteelTwinSc**	454 454 245					1898	W.Denny &Bros. Dumbarton	IrrawaddyFlotilla Co.Ld.	180·0|34·1|10·7	Glasgow British	C.4Cy.25"&45"–27" 66RHP Denny&Co.Dumbarton		
139 136275 JFCN	**Bandra** *H.F.Minett* –15 *Elec.light* Wireless 2*Dks(Stl-Uteaks)*	**SteelScSr**	3284 2651 1877	✠ 3,14 ✠	Gls	*v*		1914 3mo	Barclay, Curle&Co.Ld Glasgow	BritishIndiaStm. Nav.Co.Ld. *WB=Cell DBa*94'*uE&B*66'	330·4|46·2|23·1 P33'B94'F34' FK *f*124'647*t FPT*47*t*	Glasgow British 5*BHCem* *APT*18*t*	T.3Cy 20",34"&58"–45" HS9074 FD 526NHP 3SB&1AuxSB,*11cf*,GS227 Barclay,Curle&Co.Ld.Gls.	25 " 6	
140 115726 TRSH	**Bangala** *G.W.D.Amos* –16 *Elec.light* 3*Dks*(1*Stl*–ws&*UStl*–teaks)	**SteelScSr**	3948 3149 1935	✠ 11,02 ✠	Gls	*y*		1902 11mo	A.&J. Inglis Glasgow	BritishIndiaStm. Nav.Co.Ld. *WB=CellDBa*78' *uE&B*88'*f*138'591*t*	373·0|45·2|26·5 P74'B130'F88' FK *DTf*18'412*t FPT*	Glasgow British 6*BHCem* 54*tAPT*27*t*	T.3Cy.33",55"&88"–54" 899NHP 5SB,*15cf*,GS325,HS14200 FD A.&J.Inglis,Glasgow	29 " 3	
141 124009 HJNM	~~Bangarth~~ *J.Clarkson* –08 *Cantilever framing—topside tanks* *Elec.light* 1*Dk*	**SteelScSr**	1872 1642 1054					1906	SirRaylton Dixon&CoLd Middlesbro'	ReaShippingCo.Ld (R.&J.H.Rea, *Mgrs.*)	275·2|40·3|20·6 F30'	Liverpool British *WB*	T.3Cy.22",35"&59"–39" 217NHP J.Dickinson&Sons,Ld.Sld.		C
142 101732 PFNC	**Bangor** *H.Jones* –17 ~~*J.Ellis* –15~~ *ss*Bng.No.3–10,06 *Mchy.Aft* *ss*Bng.No 2–15 *Well deck* 1*Dk(Stl)*	**SteelScSr**	340 254 120	✠100A1 10,17 ~~,15~~ ✠NB6,08 ✠LMC11,15 BS~~1,15~~,15	Bng	*f*	~~1,17~~ N10,17	1894 8mo	Scott& Sons Bowling A&CP	Rt.Hon.Baron Penrhyn (O.T.Jones,*Mgr.*)	145·0|24·0| 9·0 Q54'B10'F24' BK7" *WB=CellDBf*68'	Beaumaris British 3*BHCem* 72*tFPT*30*t*	C.2Cy.20⅝"&40⅝"–27" (*s*) 100lb *80lb* NDB08 67RHP 1SB,*2pf*,GS40,HS1472 Ross&Duncan,Glasgow	11 " 2 s "10 11 " 1	
143 MFLJ	**Bangsund** *J.Elden* 1*Dk*	**SteelSc**	101 85 35					1908	Akers Mek.Værks. Christiania	DmpskAkties. Bangsund (AlbertCollet)	76·4|17·8|10·5 B11*t*H5*t*	Namsos Norwegian	T.3Cy.10",16"&27"–15" 28NHP AkersMek.Værks.Xia.		
144 HLGK	**Bani** *Duvat* –08 2*Dks*	**SteelTwinScSr**	567 377 283					1903	Rijkee& Co. Rotterdam	Soc.Anon.des Messageries Africaines	175·5|26·2|10·8 F18'	Bordeaux French *WB*	C.4Cy.14¾"&27½"–17½" 53NHP AlblasserdamscheMch Alb		V
145 NGKM	**Banka** *J.R.Scholten* –16 *Elec.light* 2*Dks(Stl)&Shelter dk(Stl)* Wireless	**SteelScSr**	6561 6219 4164	✠100A1 *Shelter dk* *withfreeboard* 6,17 ~~8,16~~ ✠LMC2,14	Ams	*z*	8,16	1914 2mo	W.Gray& Co.Ld. WHartlepool *Lloyd's A&CP*	Stoomv.Maats. Nederland *WB=CellDBa* 141'*uE&B*72'*f*16	420·4|54·5|33·4 FK 3'1340*t DTa*37'800*t*	Amstrdam Dutch 7*BHCem* *APT*21*t*	T.3Cy.28",46"&77"–54" (*s*) 180lb 656NHP 4SB,*12cf*,GS232,HS10121 FD Cen.Mar.Eng.Wrks.WHpl	36 " 0 s 8 • 10 27 " 6	
146	— *F.Roukema* –16 (*Tug*) 1*Dk*	**SteelSc**	114 99 10					1916	Schpw.v. P.Smit,jr. Rotterdam	Ned.Stoomsleep. vanP.Smit,jr.	76·7|19·9|	Rottrdam Dutch *WB*	T.3Cy.10",16½"&27"–16" 29NHP Schpw.v.P.Smit,jr.Rot.		
147 124045 HKGS	**Bankdale** *G.Affleck* –15 *ss*Bdx.No.2–15 *Elec.light* 1*Dk(Stl)&Spar dk(Stl)* *&deep framing*	**SteelScSr**	3851 3616 2464	✠100A1 *Spar dk* 2,18 2,17 BS8,16 ✠LMC4,15 BS10,17	Msl NYk	*x*	~~4,16~~ 2,18	1907 3mo	W.Hamilton&Co.Ld PortGlasgow *Lloyd's A&CP*	MondrichS.S.Co. Ld.(Japp,Hatch& Co.Ld.*Mgrs.*) *WB=CellDBa*	375·1|48·6|16·4 P87'B&F298' 24·5 FK 128'*uE&B*44'*f*152'	London British 6*BHCem* 953*t DTa*36'	T.3Cy.25½",42"&70"–45" (*s*) 180lb *100lb* 387NHP 2SB,*8cf*,GS121,HS5106 FD D.Rowan&Co.Glasgow 815*tFPT*97*tAPT*51*t*	27 " 0 s 3 • 4½ 23 " 11	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. — *Master.* *Late Name if any.* — Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. — Gross. — Under deck. — Net.	5 Particulars of Classification. — Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. — When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. — Length.	Breadth.	Depth.	12 Port of Registry. — Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. — Freeboard amidships. — Corresponding draught. — *ft. in.*	15 Registers in which classed, if not in L.R. Distinctive of Trade Cert.
148 90 QBJW	**Bankoku Maru** — SteelScSr ssKobNo.3–10,13 (exIndro, exIndra) 2*Dks*(*Stl*)&*deep* ssKob.No.1–17 *framing*	5954 5609 3752	✠100A1 10,17 ~~1916~~ ✠LMC ~~1917~~ 10,17	Kob	*a*†	1,17	1897 2mo *Lloyd's*	C.Connell & Co. Glasgow *WB=Cell DBa*119′*uE&B*	GoshiKaisha KishimotoShokai *sA&CP*	430·0 | 51·3 | 30·8 P32′B143′F53′ FK 54′*f* 198′1298*t FPT*	Dairen Japanese 6*BHCem* 196*t APT*76*t*	T.3Cy.26″,44″&73″–48″ (*s*) 200lb *90lb* 476NHP 3SB,*6cf*,GS109,HS6439 FD D.Rowan&Son,Glasgow	34 ″ 0 s 7 ″ 9½ 26 ″ 7	
149 133051 HWCN	**Bankura** — SteelScSr *R.F.Thomson* –17 *Elec.light* 2*Dks*(*Stl–U* teaks) Wireless	3159 2678 1905	✠ 6,12 ✠	Gls	*v*		1912 6mo	Barclay, Curle&Co.Ld Glasgow *WB=*	BritishIndiaStm. Nav.Co.Ld. *CellDBa* 94′*uE&B*	330·8 | 46·2 | 23·3 P33′B94′F34′ FK 67′*f* 124′647*t FPT*	Glasgow British 5*BHCem* 47*t APT*18*t*	T.3Cy.20″,34″&58″–45″ HS9074 FD 526NHP 3SB&1AuxSB,*11cf*,GS227, Barclay,Curle&Co.Ld.Gls.	25 ″ 6	
150 9133 JSFN	**Banri Maru** — SteelScSr *R.Matsui* –15 ssYka.2ndNo.3–10,16 (exAggi, exBenwellTower) 1*Dk*(*Stl*)&*Spar dk*(*Stl–ws*)3*trB*	3230 2813 2368	✠100A1 *Spar dk* 11,17 ~~10,16~~ ✠LMC ~~1916~~ 10,17	Yka	*u*	~~×10,15~~ 11,17	1891 10mo	Edwards' S.B.Co.Ld. Newcastle A&CP	OakiGoshiKaisha	333·0 | 40·4 | 19·1 P46′B76′F35′ 26·7 BK10″ *WB=Cell DB*268′430*t*	Kobe Japanese 5*BHCem* 47*t APT*18*t*	T.3Cy.23″,38″&61″–45″ (*s*) 150lb *150lb* NDB06 268NHP 2SB,*6cf*,GS123,HS4300 WllsndSlpwy.Co.Ld.Nwc.	29 ″ 4 s 6 ″ 11 23 ″ 8	
151 131356	**Bansara** — SteelTwinScK 1*Dk*	127 110 71					1911	Hepple& Co.Ld. SouthShields	WAfricanLighterage&TransportCo. Ld. (Elder,Dempster&Co.Ld. *Mgs.*)	105·0 | 21·2 | 6·7	Liverpool British	T.6Cy.9″,14″&22″–12″ 80RHP Miller&Macfie,Ld.Gls.		
152 18835 MWHP	**Bansei Maru** — SteelScSr (exWaroonga) *Elec.light* 3*Dks*(*U Stl–ws*)	2570 2264 1571	✠ 1,86 ✠	Lon	*t*		1882 12mo	A.&J. Inglis Glasgow	K.Kusakabe	315·8 | 38·2 | 26·2 P73′B90′F46′ *WB*	Kobe Japanese 5*BHCem*	C.2Cy.40$\frac{5}{16}$″-&73$\frac{7}{8}$″-51″ 317NHP A.&J.Inglis,Glasgow		
153 LDPR	**Bansei Maru No. 2** — IronSc3MstSr *N.Daiko* ssCal.No.3–1,91 (exEnissey, exShahzada) ssCal.No.2–00 2*Dks*(1*Irn*) *Elec.light* Wireless	1677 1537 1038	✠ 6,04 ✠NB91	Cal	*r*		1879 1mo	Harland& Wolff,Ld. Belfast	K.Kusakabe *FPT*19*t*	305·8 | 31·7 | 22·2 F48′ BK9″ *APT*6*t MTf* 26′203*t*	Amagasaki Japanese 6*BHCem* *MTa*29′187*t*	C.2Cy.34″&61″–45″ NDB91 206NHP 2DB,*8cf*,GS143,HS3812 D.Rowan,Glasgow		
154 9494 JTKH	**Banseigen Maru** — IronScSr (exBanSengGuan) 2*Dks*	866 — 490			…		1886	Ramage& Ferguson Leith	GoshiKaisha HaradaShoko	225·8 | 30·0 | 15·5 P26′B62′F27′ FK	Amagasaki Japanese	C.2Cy.28″&54″–36″ 156NHP Ramage&Ferguson,Leith	16 ″ 3	
155 TBRJ	**Bantam** — SteelScSr *Baasbank* *Elec.light* 2*Dks3trB*	2114 1978 1323			…		1884	A&J Inglis Glasgow	Koninkl.Paketv. Maats.	290·2 | 37·2 | 24·2 P54′B82′F30′ BK10″	Batavia Dutch	C.2Cy.36″&70″–45″ 283NHP A.&J.Inglis,Glasgow	25 ″ 2	V
156 212571 LDPR	**Bantu** — SteelScSr *A.Dunfoy* –14 ssN.Yk.No.3–5,13 2*Dks*(1*Stl–UIrn*)&*deep framing* *Elec.light* Wireless	4229 3917 2655	✠100A1 3,17 ~~9,16~~ ✠LMC ~~MS4,15~~ ~~BS6,16~~ 7,17 MS4,15	NYk	*x*	~~1,16~~ ~~3,17~~ 4,18	1901 10mo	Armstrong Whitworth &Co.Ld. Newcastle A&CP	UnitedStatesSteel ProductsCo.	360·0 | 47·0 | 28·3 P36′B96′F42′ FK *WB=Cell DBa* 96 *uE&B*48′	NewYork Utd. States 7*BHCem*	T.3Cy.28″,46″&77″–48″ (*r*) 180lb 535NHP 3SB,*9cf*,GS144,HS7599 FD WllsndSlpwy.Co.Ld. Nwc. *f* 156′1061*t APT*68*t*	31 ″ 0 s 6 ″ 2½ 25 ″ 2	
157 16028 MHLP	**Banyei Maru** — SteelScSr ssQns.2ndNo.3–9,08 (exCabenda, exOilRivers) ssKob.No.2–16 *Elec.light* 2*Dks*(1*Stl–ws*)&*Webframes*	2844 2538 1763	✠100A1 12,16 ✠LMC ~~1916~~ 12,17	Kob		12,16	1891 3mo *Lloyd's*	R.Dixon& Co. Middlesbro'	N.Nitta	312·0 | 39·2 | 24·6 P31′B94′F41′ FK	Nishinomiya Japanese 5*BHCem*	T.3Cy.23″,38″&61″–42″ (*s*) 160lb *80lb* NDB01 258NHP 2SB,*6cf*,GS114,HS4113 T.Richardson&Sons,Hpl. *WB=CellDB* 264′537*t*	27 ″ 5 s 5 ″ 0½ 23 ″ 0	
158 1559 HKPJ	**Banyo Maru** — WoodTwinScSr (exKiodoMaruNo.2) 2*Dks*	243 — 152					1895	Haruki Tojiro Tokushima	S.Funakoshi	131·2 | 18·0 | 14·5	Sakoshi Japanese	C.4Cy.11″&22″–18″ 34NHP OsakaIronWorks,Osaka		
159 8848 JQKR	**—** — WoodScSp 2*Dks*	176 154 96					1904	N.Nakajo Misato	OsakaShosen KabushikiKaisha	108·0 | 16·3 | 12·4	Osaka Japanese	T.3Cy.9¼″,15″&24½″–18″ 25NHP OnoSeikichi,Osaka		
160 1629 HKVB	**Banzai Maru** — WoodScSr 2*Dks*	179 — 109					1896	Mihara Mannosuke Osaka	U.Jum	118·1 | 16·1 | 13·1	Hakodate Japanese	C.2Cy.15½″&29½″–18″ 31NHP OnoSeikichi,Osaka		
161 HLGM	**Bar** — SteelScK *V.Lefebvre*07–10 (*Trawler*) 1*Dk*	254 240 100					1907	Bonn& Mees Rotterdam	L.Bouclet	135·5 | 21·7 | 12·5	Boulogne French *WB*	T.3Cy.13″,21½″&35″–24″ 60NHP Alblasserdam.Msch.Fab.		V
162 HDMG	**Baracaldo** — SteelScSr ~~*L.Tellería* –16~~ ssBbo.No.3–6,06 11 *I.Ageo* –17 ssBbo.No.2–15 *Well deck* 1*Dk*(*Irn*)&*Webframes*	1586 ~~868~~ 677	✠100A1 ~~4,17~~ 10,16 ~~BS6,16~~ ✠LMC 8,15 10,17	Bbo	*n*	~~8,15~~ ~~4,17~~ 5,18	1893 8mo	W.Gray& Co.(Lim.) WHartlepool A&CP	~~A.deBereincua, y Cía.~~ Comunidad Nav.Baracaldo (Loredo,Viguera& Viguera,*Mgrs.*)	230·0 | 32·1 | 14·7 P25′Q61′B57′ F26′ FK *WB=CellDB* 192′	Bilbao Spanish 4*BHCem* 204*t APT*46*t*	T.3Cy.16½″,26″&44″–33″ (*s*) 160lb *70lb* 113NHP 1SB,*3rf*,GS36,HS1734 Cen.Mar.Eng.Wrks,WHpl.	16″10 s 1 ″ 3 15 ″ 10	
163 133022 HVMC	**Barala** — SteelScSr *F.L.Mott* –17 *Elec.light* Wireless 2*Dks*(*Stl–U* teaks)	3148 2667 1899	✠ 3,12 ✠	Gls	*v*		1912 3mo	Barclay, Curle&Co.Ld Glasgow	BritishIndiaStm. Nav.Co.Ld.	330·5 | 46·2 | 23·1 P49′B94′F34′ FK *Aft Peak BH to WB=CellDBa*	Glasgow British 5*BHCem* *2nd dk only* 94′*uE&B* 67′	T.3Cy.20″,34″&58″–45″ HS9074 FD 526NHP 3SB&1AuxSB,*11cf*,GS227, Barclay,Curle&Co.Ld.Gls. *f* 124′647*t FPT*47*t APT*18*t*	25 ″ 6	
164 114785 SWMN	**Baralong** — SteelScSr *G.Swinney*10–10 ssShl.No.2–10 *Elec.light* 2*Dks*(1*Stl UIrn*)& Wireless *deep framing*	4192 3914 2661	✠100A1 9,13 ✠LMC7,14	Bom	*x*	9,16	1901 11mo	Armstrong Whitworth &Co.Ld. Newcastle A&CP	Ellerman& Bucknall S.S.Co. Ld.	360·0 | 47·0 | 28·3 P36′B96′F42′ FK *WB=CellDBa* 96′ *uE&B*48′	London British 7*BHCem* *f* 156′ 1061*t*	T.3Cy.26½″,46″&77″–48″ (*r*) 180lb 535NHP 3SB,*9cf*,GS144,HS7599 FD WllsndSlpwy.Co.Ld.Nwc. *TunnelTank*134*t APT*68*t*	31 ″ 0 s 6 ″ 2½ 25 ″ 2	
165 139008 JLBD	**Barambah** — SteelScSr *A.Grove* –15 ssSyd.No.1–18 (exHobart) 2*Dks*(*Stl*)3*rd dk in No.1hold* *Well deck Elec.light Ref.Mchy.* Wireless	5923 5519 3711	✠100A1 2,18 ~~1916~~ *Examine* 10,17 ✠LMC Lloyd's RMC ~~1917~~ 2,18 ~~BS6,17~~ MS7,17	Syd	*b*†	6,16	1912 8mo *Lloyd's*	Flensburger Schiffsb.Ges. Flensburg *sA&CP* *W*	Requisitioned by the Commonwealth of Australia *B=CellDBa* 182′*u*	449·5 | 58·2 | 27·0 P&B378′F53′ FK *E&B*72′ *f* 149′1490*t*	London British 8*BHCem* *FPT*48*t*	T.3Cy.30$\frac{5}{16}$″,50$\frac{5}{16}$″&84″–54″ 185lb (*s*) 751NHP 4SB,*12cf*,GS224,HS11219 FD FlensburgerSchiffsb.Ges.	29 ″ 6	
166 275 221	**Barão de Caméta** — SteelTwinScSr *G.C.Holloway*11–11 *Elec.light* 1*Dk*(*Stl–*teaks)&*Promenade dk*(*Teak*)	*363* 6,16 *For River purposes only*	✠ ✠	Mdb			1911 3mo	Smith's Dock Co.Ld. Middlesbro'	Mello&Co.	160·0 | 33·1 | 6·8 F31′ FK	Brazilian 4*BHCem*	C.4Cy.12″&27″–16″ 68NHP 1SB,*2pf*,GS41,HS1300 ShieldsEng.Co.Ld.N.Shl.	7 ″ 0	
167 122693	**Barbados** — SteelScK *J.Johnson* –14 ssGms.No.2–13 1*Dk*	211 194 83	✠100A1 *StmTrawler* 4,14 ✠LMC6,15	Gms		4,14	1905 7mo *Lloyd's*	Cook, Welt'n&Gemmell Beverley *sA&CP*	Grant&BakerStm. FishingCo.Ld.	115·4 | 21·6 | 11·5 Q58′F19′ BK8″	Grimsby British 3*BHCem*	T.3Cy.12″,21″&34″–24″ (*s*) 180lb 60RHP 1SB,*2pf*,GS32,HS1095 C.D.Holmes&Co.Hull	12 ″ 3	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Grément, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant (s'spécifier Lettre et Rapport)	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille / Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. pc.	15 Registres ob cold, as on reel date [illegible]
168 124750	Barbados *J.Sonnabend* –14	Steel Sc K *ss* Hul. No. 1–11 1 *Dk*	183 176 72	✠100A1 *Stm Trawler* 10,13 BS1,14	Hul		8,15	1907 3mo	Earle's Co. Ld. Hull	Hull Steam Fishing & Ice Co. Ld.	110·6 | 21·6 | 11·8 BK 8″ *WB* =	Hull British	T.3Cy.10″,17″&28″–24″ (*s*) 200lb 49RHP 1SB.*2pf*,GS27,HS820 Earle's Co. Ld. Hull	12 ″ 7	
169 ~~139008~~ ~~IQRF~~	Barbara ~~*N. Zaandam*~~ ~~*Well deck*~~	Steel Sc Sr (*ex* Oddgeir, *ex* Frank) 1 *Dk*	951 784 541					1899	Fredrikstd Mek. Værks Fredrikstad	~~J.T.Duncan & Co.~~ The Shipping Controller, J.T.Duncan, & Co., *Mgrs.*)	209·4 | 32·6 | 13·4 Q59*t* H68*t* F33*t*	~~Cardiff~~ British London *WB*	T.3Cy.14½″,24″&39″–27″ 79NHP Fredrikstad M.V. Frdstad		N
170 47 NGLP	Barbarigo ~~*A. Cremonini*~~ (*ex* Città di Nuova Orleans) 2 tr B & W frames & *Shelter dk* (*pt Stl*–ws) *Elec. light* *G.B. Regesta* –17	Steel Sc Sr *ss* Tri. No. 2–12 1 *Dk* (*Stl*) *Elec. light*	4365 4210 2821 DBS5,18	✠100A1 *Shelter dk* *with freeboard* 4,15 *Examined* ~~5,15~~ ~~HS1,17~~ MS10,16 DBS5,16,17	Cal	*w*	~~1,17~~ N8,17	1904 1mo	Cant. Nav. di Muggiano Spezia	Soc. Veneziana di Nav. a Vap.	351·5 | 47·8 | 31·0 FK *WB* = *Cell D Ba*	Venice Italian ~~*90lb*~~ 88′ *u E* & *B* 44′ *f* 156′	T.3Cy.23½″,39½″&64½″–43½″ 180lb ~~*160lb*~~ (*s*) 342NHP 2SB,*6cf*,GS110,HS4746 FD 700*t* *APT* 34*t*	27 ″ 1 s 1 ″ 10 25 ″ 7	
171 QGJC	Barbarossa *H. Rehm* *Ref. Mchy* Sub. Sig. Wireless *Elec. light*	Steel Twin Sc Sr 4 *Dks* 6463	10984 8716					1896	Blohm & Voss Hamburg	Norddeutscher Lloyd	526·4 | 60·0 | 34·6 P & B 379′ F 67′	Bremen German *WB*	Q.8Cy.25¼″,37″,54½″&77½″–54″] 886NHP Blohm & Voss, Hamburg		G
172 113472 SJNQ	Barbary *T.E. Pearce* –12 *Elec. light* 1 *Dk* (*Stl*) & *Spar dk* (*Irn*) *ss* Liv. No. 1–17 & *Web frames*	Steel Sc Sr *ss* Liv. No. 3–10, 13	4185 3947 2726	✠100A1 *Spar dk* ~~6,17~~ 12,16 9,17 BS12,16	Liv Npt	*x*	~~3,15~~ 6,17	1901 5mo	Richardsn, Duck & Co. Stockton	D. MacIver, Sons & Co. Ld.	370·0 | 48·1 | 19·5 P 99′ B 126′ F 97′ 27·5 FK *WB* = *Cell D*	Liverpool British 6 *BHCem* *Ba* 108′ *u E* 28′ *f* 144′	T.3Cy.27″,44½″&73″–54″ (*a*) 180lb HS8235 482NHP 3SB&1Aux.SB *11cf*,GS232, 757*t* *APT* 54*t* Blair & Co. Ld. Stockton	30 ″ 0 s 4 ″ 9 25 ″ 7	V
173 MLSB	Barbro *Th. Thomassen* 16–16 *ex* Sydenham)	Steel Sc Sr (*ex* Beatrice,	2356 1836 1483					1891	E. Withy & Co. W Hartlepool	Dmpsk. Akties. Segelfoss (R. Övregaard, *Mgr.*)	288·6 | 38·0 | 19·8 P 38′ Q 86′ B 116′ H 32*t* F 30′	Christiania Norwegian	T.3.Cy.22″35″&59″–39″ 217NHP T. Richardson & Sons, Hpl.		
174 5425 JTFC	— ~~*A.f. Sjofen* –17~~ ~~*E.O Hartzell* –15~~ (*ex* Elorrio) *Well deck*	Steel Sc Sr ~~*ss* Npt. No. 3–11, 06~~ ~~*ss* Clem. No. 2–15~~ 1 *Dk* (*Stl*) & *Web frames* *ss* Els. 2nd No. 3–5,18	1363 ~~1,17~~ 8,16 5,18 1049 749	✠100A1 ~~Got~~ Els BS8,16 ~~BS10,16~~ BS10,17	Cp LMC 6,16 MS 3,18	*o*	~~5,15~~ ~~12,17~~ N5,18	1894 7mo	W. Pickersgill & Sons Sunderland A&CP	Blom's Rederiaktieb. (~~B.G. Blom, *Mgr.*~~) (J.M Dannberg, *Mgr.*)	240·2 | 35·8 | 16·0 Q87′ B 58′ F 30′ FK *WB* = *DBa*	~~Norrkoping~~ Swedish 4 *BHCem* 69′ *f* 88′ 309*t*	T.3Cy.19″,31″&51″–36″ (*r*) 160lb ~~*45lb*~~ *40lb* 171NHP 2SB.*4pf*,GS69,HS2797 G. Clark, Ld. Sunderland	17 ″ 0 s 1 ″ 4½ 15 ″ 11	
175 HDLN	Barcelo *Silvestre* (*ex* Montebello) *Elec. light* Wireless 2 *Dks* & *Awng dk*	Steel Sc Sr	1855 — 1134				…	1890	Richardsn, Duck & Co. Stockton	Cia. Valenciana de Vap. Correos de Africa	276·0 | 35·0 | 15·6 23·2 FK *WB*	Valencia Spanish	T.3Cy.24′,38″&62″–42″ NB02 264NHP Amos & Smith, Hull	25 ″ 9	V
176 HDLK	Barcelona *I. Subiño* 00–12 *Elec. light* Wireless	Steel Sc Sr *ss* Bcl. No. 1–13 2 *Dks* (*M Stl*) & *Spar dk* (*Stl*–ws) *Orlop beams in No. 1 hold*	5574 4735 3663	✠100A1 *Spar dk* 5,13 MS8,16 ~~6,16~~ MBS2,16	Bcl LMC DBS8,16	*z*	2,16	1908 4mo	C. Connell & Co. Ld. Glasgow	Pinillos, Izquierdo & Co. S. en C.	415·0 | 53·0 | 20·2 P 66′ F 58′ 28·2 FK *WB* = *Cell D Ba* 114′ *u E* &	Cadiz Spanish 7 *BHCem* B62′ *f* 170′ 877*t* *FPT*	T.3Cy.30″,50″&82″–60″ (*s*) 180lb *80lb* 660NHP 2DB&1SB,*15cf*,GS345, HS11470 100*t* *APT* 34*t* D. Rowan & Co. Glasgow	30 ″ 8 s 7 ″ 4½ 24 ″ 0	
177 HDJL	Bard *L. Jensen* 16–16 (*ex* Jens Meinich)	Steel Sc Sr 1 *Dk*	709 537 399					1892	Nylands Værks. Christiania	Akties. Furnlund (S. Ugelstad, *Mgr.*)	186·3 | 28·9 | 13·6 Q48*t* B102*t* H13*t* F27*t*	Brevik Norwegian *WB*	T.3Cy.14½″,24″&39″–27″ 79NHP Nylands Værksted, Xania		N
178 MKCN	Barden *L.K. Slotsvik* –14	Steel Sc Sr (*Fishing*) 1 *Dk*	151 139 52					1914	Xiansands Mek. Værks. Xiansand	L.K. Slotsvik & J. Norstrand (L.K. Slotsvik, *Mgr.*)	105·0 | 20·0 | 11·1	Aalesund Norwegian	T.3Cy.10″,16″&27″–15″ 28NHP Xiansands M.V. Xiansand		N
179 NGKS	Barendrecht *F.E. Coerkamp* 07–15 *Elec. light* 1 *Dk* (*Stl*) & *Web frames* *Mchy. Aft* *Longitudinal framing*	Steel Sc Sr	3704 2964 2324	✠100A1 3,13 ~~2,17~~ *Carrying Petroleum in bulk* LMC 4,16	N Yk	*v*	3,18	1915 4mo	Greenock & Grngemouth Dkyd. Co. Ld. Greenock	N.V. Maats. Stoomschip Barendrecht (Ph. van Ommeren)	337·0 | 47·2 | 24·1 P 80′ *Trunk dk* 223′ F 34′ FK *WB* =	Rotterdm Dutch 15 *B Hpt Asp* *APT* 68*t*	T.3Cy.23″,38″&62″–42″ (*s*) 180lb 358NHP 2SB (FD) & 1 Aux SB.*6cf*, *2pf*,GS155.HS5552 Rotterdam Droogd. Maats.	24 ″ 2 s 3 ″ 3½ 21 ″ 2	
180 NGLR	Barendsz ~~*A. de Koning*~~ *A. de Puning* –17 *ss* Ymu. No. 1–17	Iron Sc K *ss* Ams. No. 3–8, 12 1 *Dk*	190 179 59	✠100A1 *Stm Trawler* 8,17 ~~6,16~~ NB7,14 LMC ~~6,16~~ ~~BS6,16~~ 8,17	Ams		~~9,16~~ ~~8,~~17	1899 11mo	Cochrane & Cooper, Ld. Selby	~~Maats. tot Beheer van Stoomtrawlers & andere Visscher-vaartuigen~~ D. Boon	115·5 | 21·6 | 11·5 Q49′ BK 7½″ *WB* =	Ymuiden Dutch 4 *BHCem* *DB f* 17′ 13*t*	T.3Cy.13″,21″&34″–24″ (*r*) 180lb 76NHP 1SB.*2pf*,GS32,HS1018 Sir C. Furness, Westgarth & Co. Ld. Mdb.	12 ″ 3	
181 NGLQ	Barentsz *B. Klasen* –15 *Elec. light* *Ref. Mchy.*	Steel Sc *Fitted for oil fuel* 3 *Dks*	4743 3891 2945					1915	Nederl. Schps. Maats. Amsterdam	Koninkl. Paketv. Maats.	383·4 | 48·7 | 27·3 P 17′ F 236′	Batavia Dutch *WB*	T.3Cy.28½″,47″&77″&54″ 433NHP Ned Fb. v. Wrk & Spoor, Ams		V
182 MFGH	Barfond *A. Helland* 05–16 *Elec. light*	Steel Sc Sr (*ex* Bravo) 1 *Dk* & *Spar dk*	1513 1315 931					1908	Fredrkstad Mek. Værks. Fredrikstad	Svithun Linjen Akties. (Sigv. Bergesen, *Mgr.*)	241·4 | 36·1 | 20·7 B 171*t* H 21*t*	Stavanger Norwegian *WB*	T.3Cy.18″,29½″&50″–36″ 150NHP Fredrikstad M.V. Frdstad.	21 ″ 8	N
183 10 NGLR	Bari *N. De Gemmis* (*ex* Liburno)	Iron Sc 1 *Dk*	324 271 189					1870	Schlick Fiume	Soc. Anon. di Nav. a Vap. Puglia	155·6 | 22·2 | 13·3	Bari Italian	C.2Cy.18″&32″–21″ NE86NB92 39NHP G. Stradtholf, Trieste		I
184 135673 JFKB	Barima *E.A. Turner* –16 *Elec. light* Sub. Sig.	Steel Twin Sc Sr 1 *Dk* & *Shelter dk*	1498 1191 780	✠100A1 *Shelter dk* *with freeboard* 5,17 ~~9,16~~ LMC 4,14 *Fitted for oil fuel* 4,14	Lon	*o*	9,16 *F.P. above*	1914 4mo	Caledon S. B. & E Co. Ld. Dundee	Royal Mail Steam Packet Co.	220·5 | 37·1 | 18·4 B 94′ F 42′ *on Shelter dk* FK *WB* = *Cell D Ba* 52′ *u E* *Lloyd's SA & CP* above 1 50°F.	S'thamptn British 4 *BHCem* 18′ *f* 88′ 224*t* *FPT* 28*t* *APT* 18*t*	T.8Cy (2) 12″, (2) 20″ & (4) 24″–24″ 180lb (*s*) 182NHP 2SB,*4cf*,GS78,HS2892 FD Caledon SB. & E Co. Ld. Dun.	20 ″ 6 s 8 ″ 1 12 ″ 10	BT 6,15 6,17
185 1 NGLQ	Barion *N. Lopriano*	Iron Sc Bn 2 *Dks*	1006 781 628				…	1880	C. Mitchell & Co. Newcastle	Soc. Anon. di Nav. a Vap. Puglia	223·5 | 28·1 | 18·2 P 122′ F 29′	Bari Italian *WB*	C.2Cy.27″&54″–33″ NB03 140NHP Wallsend Slipway Co., Nwc.		I
186 133060 HWGJ	Barjora *E.W. O'Connor* –15 *Elec. light* Wireless	Steel Sc Sr 2 *Dks* (*Stl*–*U* teak s)	3164 2683 1908	✠ 9,15	PNl	*v*		1912 7mo	Barclay, Curle & Co. Ld. Glasgow	British India Stm. Nav. Co. Ld.	330·4 | 46·2 | 23·3 P 33′ B 94′ F 34′ FK *WB* = *Cell D Ba* 94′ *u E* &	Glasgow British 5 *BHCem* *B* 77′ *f* 124′ 647*t* *FPT*	T.3Cy.20″,34″&58″–45″ HS9074 FD 526NHP 3SB&1Aux SB,*11cf*,GS227 47*t* *APT* 18*t* Barclay, Curle & Co. Ld. Gls.	25 ″ 6	
187 95550 LCPV	Barking *F.N. Lailey* –09 (*Sludge vessel*) *Mchy. Aft*	Steel Twin Sc Sr *ss* Lon. 2nd No. 3–8, 13 1 *Dk* (*Stl*–*pt* ws) & *Web frames*	1106 1068 648	✠100A — 8,17 ~~5,16~~ ~~BS12,16~~ LMC ~~6,16~~	Lon		~~6,15~~ 8,17 ~~8,17~~	1889 3mo	Naval Con. & Armmnts Co. (Lim.) Barrow	London County Council	232·3 | 38·2 | 15·0 FK	London British 8 *BHCem*	T.6Cy.15″,24″&38″–27″ (*s*) 150lb 178NHP 2SB,*6rf*,GS126,HS3200 Naval C&A Co. (Lim.), Brw.		
188 99728 PCQR	Barlby ~~*A. Forcman* –17~~ ~~*Ed. dor* –17~~ 1 *Dk* (*pt Irn pt Stl*) & *pt Awng dk* (*Irn*) *Maughan* –18	Steel Sc Sr *ss* Bry. No. 3–4, 08 *ss* Shl. No. 1–12 & *Web frames* *ss* Shl No. 2–18	2489 1749 1599	✠100A1 *pt Awng dk* *with freeboard* ~~5,16~~ 6,18 ~~Examined~~ ~~8,17~~ ~~MBS 3,16~~ LMC ~~6,17~~ ~~3,17~~ 1,18	Shl Bly	*s*	~~8,11,16~~ ~~3,18~~ 6,18	1895 11mo	Ropner & Son Stockton A&CP	Sir R. Ropner & Co. Ld.	290·0 | 43·0 | 16·6 P 27′ Q 117′ FK *pt Awng dk* 173′ *Cell D Ba* 100′ *u E* 24′ *WB* =	Stockton British 5 *BHCem* *f* 108′ 482*t*	T.3Cy.22½″,36½″&60″–39″ 160lb *155lb* 224NHP (2) NDB15 2SB,*6cf*,GS93,HS3358 Blair & Co. (Lim.), Stockton	19 ″ 9 s 8 ″ 2½ 19 ″ 2	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 6 7 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Elapsed since Expired. Equipment Letter.	7* Date when tail shaft last drawn.	8 9 Built. When	By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed if not in L.R. Intended for Trade Cert.
189 136006 JFQM	Barle *Elec.light* Steel Sc K 1 *Dk*	283 268 120	✠100A1 *Stm Trawler* 5,14	Hul ✠LMC 6,14			1914 5mo	Cochrane &Sons,Ld. Selby *Lloyd's SA&CP*	G.W.&H.B.Jeffs	135·2 Q64'F21'	23·5	12·2 BK8"	Grimsby British *WB*	T.3Cy.13",22½"&37"-24" (*s*) 200lb 87RHP 1SB,*3pf*,GS43,HS1484 Amos&Smith,Ld.Hull	13 ″ 0	
190 19 NGLV	Barletta *A.De Anna* *Elec.light* Steel Sc Sr 2 *Dks*	1019 776 642					1898	Flli. Orlando Leghorn	Soc.Anon.di Nav.a Vap.Puglia	222·7 P&B122'F35'	29·0	17·1	Bari Italian *WB*	T.3Cy.17",26¾"&45½"-33" 119NHP Flli.Orlando,Leghorn		I
191 139304 PBTF	Barman *C.A.Brogden* -11 *Elec.light* Steel Twin Sc K (*Tug*) 1 *Dk*	276 227 106				...	1911	AilsaS.B. Co.Ld. Troon	Govt.of Southern Nigeria	119·4 B31'F17'	25·0 FK	10·4	Lagos British *WB*	C.4Cy.15"&32"-24" FD 153NHP McKie&Baxter,Glasgow	12 ″ 4	
192 LRMK	Barmen *M.Segelken* *Elec.light* Steel Sc Sr (*ex* Claus Horn) 1 *Dk* & *deep framing*	1035 826 642					1904	Schömer& Jensen Tönning	Dampfsch.Ges. "Argo"	222·6 P12'Q53'B60'F29'	33·6	13·9 *WB*	Bremen German	T.3Cy.17⅞",28⅜"&46⅝"-31½" 122NHP Schömer&Jensen,Tönning		G
193 129731 HPQT	Barmoor *D.B.Kirby* -16 *ss* Nwc No.1-14 *Well deck* Steel Sc Sr 1 *Dk(Irn)* & *deep framing* *Cargo battens not fitted*	2225 1785 1317	✠100A1 7,11 ~~5,16~~ ~~BS12,16~~ BS4,17 *Intermediate*	Cff Bry ~~LMC 2,14~~ *bulkhe*	*s* *ad*	~~5,16~~ 7,17 *s in for*	1909 8mo *Lloyd's e & aft*	WoodSkinner&Co.Ld. Newcastle *SA&CP* *er holds dispe*	Burnett S.S.Co.Ld. (Burnett&Co *Mgs*) *WB=Ce* *used with,4 BH only*	295·3 Q115'B52'F31' *ll DB202'334t FPT*	40·5 FK *WB=*	18·2 *y* *32t APT34t*	Newcastle British *Cem* *Cell DBa90' uE & B 38' f*	T.3Cy.21",34"&56"-36" (*s*) 180lb *100lb* 223NHP 2SB,*6cf*,GS105,HS3684 N.E.MarineEng.CoLdNwc 116' 547*t FPT*113*t APT*177*t*	20 ″ 6 s 2 ″ 3½ 18 ″ 6	
194 MGKH	Barmston *A.Andersen* *ss* Npt.2nd No.3-9,13 (*ex* Martha Sauber, *ex* Barmston) *Well deck* Steel Sc Sr 1 *Dk(Stl)* & *Web frames*	1451 1138 863	✠100A1 4,16 ~~MS9,15~~ MS9,17	Sws ~~LMC~~ ~~BS2,17~~	*p*	~~4,16~~ 9,17	1888 10mo	S.P.Austin &Son Sunderland A&CP	Akties.Barmston (O.A.T.Skjelbred)	250·0 P27'Q68'B48'F31'	35·5 BK9"	16·0 *4 BH pt Asp pt Cem*	Xiansand Norwegian *4 BH pt Asp pt Cem*	T.3Cy.20",32½"&53"-36" (r) 160lb 171NHP 2SB,*4rf*,GS80,HS2600 G.Clark,Sunderland	18 ″ 4	
195 90922 VRHL	Barnton *H.Campbell* -10 *ss* Lth.No.2-12 Steel Sc Sr 1 *Dk(Stl)* & *deep framing*	1858 1708 1167	✠100A1 5,16 ~~BS6,16~~	Nwc ~~LMC~~ MS11,16	*r*	11,16	1904 5mo *Lloyd's*	Mackie& Thomson Glasgow *SA&CP*	Barnton S.S.Co.Ld (Gillespie& Nicol) *WB=Cell DBa* *88' uE 18' f 114'520t*	280·3 P29'B80'F33' *APT85t*	40·1 FK *4 BH Cem*	18·3 *D.Rowan&Co.Glasgow*	Grngemth British *4 BH Cem*	T.3Cy.20",33"&53"-36" (*s*) 160lb *90lb* 192NHP 2SB,*6pf*,GS100,HS3242	20 ″ 7 s 2 ″ 11½ 18 ″ 0	
196 127905 HMKJ	Baro ~~Fishskip~~ *Elec.light* *W.J.Christie* -13 Steel Twin Sc Sr *ss* Forcados No.2-16 1 *Dk(Stl-ws)*	957 801 551	✠90A1 6,16 ~~BS3,13~~	For-cados ~~LMC 6,16~~	*n*	6,16	1908 3mo *Lloyd's*	W.Harkess &Son,Ld. Middlesbro' *SA&CP*	British&African S.N.Co.Ld. (Elder, Dempster&Co.Ld. *Mgrs.*) *WB=FPT41t*	225·0 P32'B58'F35' *APT44t*	36·2 FK *4 BH Cem*	13·1 MacColl&Pollock,Ld.Sld.	Liverpool British *4 BH Cem*	T.6Cy.13",21"&34"-24" (*s*) 160lb 132NHP 2SB,*4rf*,GS73,HS2265	14 ″ 0 s 2 ″ 2 12 ″ 3	
197 JCFP	Báró Fejérváry (Seized at Odessa) *N.Bassich* 01-10 *ss* Fiu.No.2-~~Mourned "Julgarnak"~~ 1 *Dk(Stl)* & *Spar dk(Irn)* & *deep framing* Steel Sc Sr	3889 3659 2480	✠100A1 *Spar dk* ~~BS10,15~~	Ham ~~LMC 4,15~~	*x*	11,13 *See No. 19 in Supplement*	1902 6mo *Lloyd's*	Wigham Richrdsn&Co Ld. Newcastle *SA&CP*	Royl.Hungar'n Sea Nav.Co.Adria,Ld. *WB=Cell DBa132' uE & B 76' f*	365·3 P51'B127'F38' *APT44t*	48·2 FK *4 BH Cem*	17·8 25·1 *6 BH Cem*	Fiume Aust.-Hung. *6 BH Cem*	T.3Cy.22½",40"&66"-48"(r) 200lb 361NHP 3SB,*9cf*,GS159,HS5754 WghmRchrdsn&C.LdNwc a28'630*t FPT*55*t APT*28*t*	28 ″ 3 s 5 ″ 5 23 ″ 2	
198 132988 HTQW	Baroda *G.S.Jones* -17 *Elec.light* Wireless Steel Sc Sr 2 *Dks(Stl-Uteaks)*	3172 2678 1899	✠ 11,11	Gls	*u*		1911 11mo	Barclay, Curle&Co.Ld Glasgow *WB*	British India Stm. Nav.Co.Ld. *Af = Cell DBa94' uE & B67' f 124'647t FPT*	330·4 P49'B94'F34' *ter peak bulkhead to*	46·2 FK *47t APT18t*	23·1 *5 BH Cem* *2nd dk only*	Glasgow British HS9074 FD	T.3Cy.20",34"&58"-45" 526NHP 3SB&1AuxSB,*11cf*,GS227, Barclay,Curle&Co.Ld.Gls.	25 ″ 6	
199 123963 JBHQ	Baron Ailsa *P.Will* 12-12 Steel Sc Sr 1 *Dk*	1836 1701 1153					1912	Greenock &Grangem'th Dkyd Co.Ld. Grngemouth	Kelvin Shpg.Co.Ld (H.Hogarth&Sons *Mgrs.*)	279·2 P19'B70'F29'	40·1	18·8	Ardrossan British	T.3Cy.20½",33"&54"-36" 175NHP Richardsons,Westgarth& Co.Ld.Mdb.		C
200 118233 HCLM	Baron Ardrossan *D.McQ.Reid* -11 *Elec.light* Wireless Steel Sc Sr 2 *Dks*	4319 4093 2770					1905	A.Rodger &Co. Port Glasgow	Hogarth Shppg Co. Ld. (H.Hogarth &Sons, *Mgrs.*)	380·0 P38'B104'F44'	49·5	26·2 *WB*	Ardrossan British	T.3Cy.25½",42"&68"-48" 320NHP Dunsmuir&Jackson Ld.Gls		C
201 MBDC	Baron Baeyens *D.Persyn* 06-08 *ss* Ant.No 2-14 (*ex* Harley) Steel Sc Sr 1 *Dk(Stl)* & *Spar dk(pt Stl & pt Irn)* & *deep framing*	~~3518~~ ~~3321~~ ~~2278~~	✠100A1 *Spar dk* 6,17 ~~6,16~~ ~~Examined 5,18~~	Rot ~~LMC 4,14~~	*w*	~~6,16~~ ~~5,17~~ 4,18 ~~4,18~~	1905 9mo ~~Lloyd's SA&CP~~	Furness, Withy&Co Ld W Hartlepool A&CP	Cie.Royale Belge Argentine (Armement Adolf Deppe, *Mgrs.*) *WB=Cell DBa114' uE & B*	347·0 P30'B106'F34' *44' f 142'754t*	47·5 FK *6 BH pt Cem pt Asp*	16·9 *APT29t*	Antwerp Belgian *6 BH pt Cem pt Asp*	T.3Cy.24",39"&66"-45" (*s*) 180lb *180lb* 319NHP 2SB,*6cf*,GS105,HS4933 Richardsons,Westgarth& Co.Ld.Hpl.	27 ″ 9 s 5 ″ 3½ 22 ″ 10	
202 105258 SRMH	Baron Balfour *H.E.Watkins* -15 Steel Sc Sr 2 *Dks*	3991 3742 2552					1901	A.Rodger &Co. Port Glasgow	Hogarth Shppg Co. Ld. (H.Hogarth& Sons, *Mgrs.*)	358·8 P36'B100'F39'	48·1	25·6 *WB*	Ardrossan British	T.3Cy.25½",42"&68"-45" 310NHP Dunsmuir&Jackson Ld.Gls		C
203 HCSF	Baron Beck *Elec.light* Steel Sc Sr 1 *Dk(Stl)* & *Spar dk(Stl-ws)* & *deep framing*	3891 2822 2348	✠ *Spar dk* 9,07	Tri	*w*		1907 9mo	Lloyd Austriaco Trieste *WB=Cell L*	Lloyd Austriaco *Ba108' uE 38' f 146'*	356·0 P&B246'F65'	44·2 FK *708t APT21t*	22·9 *6 BH Cem*	Trieste Aust.-Hung.	T.3Cy.24½",40½"&68"-48" 243NHP 2SB,*8cf*,GS146,HS6000 FD Lloyd Austriaco,Trieste	25 ″ 10	A
204 127429 HMJL	Baron Blantyre *W.Downes* -15 (*ex* Castle Eden) Steel Sc Sr 1 *Dk*	1844 1699 1138					1908	Greenock& Grangmouth Dockyard Co Greenock	Kelvin Shpg.Co.Ld (H.Hogarth&Sons *Mgrs.*)	276·5 P36'B100'F39'	40·6	18·6	Ardrossan British	T.3Cy.20½",33"&54"-36" 175NHP Dunsmuir&Jackson Ld.Gls		C
205 HMJL	Baron Bruck *G.Lussic* -13 *Elec.light* Steel Twin Sc Sr 1 *Dk* & *Awng dk(Teak)* 2 *tr B in holds*	2085 1631 870	✠ ~~1,17~~ *Awng dk with freeboard For Service in Fitted for oil*	Tri *the Ad*	*r* *ria*		1913 8mo	Cantiere SanRocco Trieste *WB=Cell DBa94*	Lloyd Austriaco *tic above 1*	278·0 39·9 *f 82' 148t DT*	38·2 FK *a8' 111t DT f 8' 129t FPT 9t*	23·1 *4 BH Cem*	Trieste Aust.-Hung.	T.8Cy. (2)22", (2)32½"& (4) 38"-33" 600NHP 4SB,*12cf*, HS10096 FD Stablimento Tecnico,Tri.	25 ″ 11	
206 HCSB	Baron Call *Elec.light* Steel Sc Sr 1 *Dk(Stl)* & *Spar dk(Stl-ws)* & *deep framing*	3104 2486 1925	✠ *Spar dk* 6,04	Tri	*v*		1904 5mo	Lloyd Austriaco Trieste *WB=Cell DBa112' uE*	Lloyd Austriaco *28' f 134' 583t FPT*	337·5 P36'B96'F64'	42·3 FK *10t APT8t*	14·8 23·0 *6 BH Cem*	Trieste Aust.-Hung	T.3Cy.24",40½"&68"-45" 394NHP 2SB,*6cf*,GS128,HS5266 FD Lloyd Austriaco,Trieste	25 ″ 4	A
207 118234 HCTQ	Baron Cawdor *H.G.Smith* -16 *Elec.light* Steel Sc Sr 2 *Dks*	4316 4089 2764					1905	A.Rodger &Co. Port Glasgow	Hogarth Shppg Co. Ld. (H.Hogarth& Sons, *Mgrs.*)	379·9 P38'B104'F44'	49·5	26·2 *WB*	Ardrossan British	T.3Cy.25½",42"&68"-48" 320NHP Dunsmuir&Jackson Ld.Gls		C
208 105257 SDHW	Baron Dalmeny *P.Will* -14 Steel Sc Sr 2 *Dks*	3899 3683 2503					1900	A.Rodger &Co. Pt.Glasgow	Hogarth Shppg Co. Ld. (H.Hogarth& Sons, *Mgrs.*)	354·4 P36'B100'F34'	48·1	25·8 *WB*	Ardrossan British	T.3Cy.25",42"&68"-45" 310NHP Dunsmuir&Jackson,Gls.		C

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Forme assignée maintenant expiré. Lettre d'équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où cotés si n'est dans le R.
209 106255 QJVT	**Baron Fairlie** *J.H.Thomson* –16	SteelScSr 2*Dks*	3593 3458 2323					1898	A.Rodger &Co. PortGlasgow	HogarthShppg.Co Ld. (H.Hogarth& Sons,*Mgrs.*)	354·6|45·0|25·9 P36′B100′F34′			Ardrossan British *WB*	T.3Cy.25″,42″&68″–45″ 310NHP Dunsmuir&Jackson,Gls.		C
210 102735 PBVK	**Baron Garioch** *L.Leask* –13 (*ex*Kirkstall) 1*Dk*(*Stl*)&*ptAwng dk*(*Irn*)&*Webframes*	SteelScSr *ss*Shl.No.3–1,07 *ss*Shl.No.2–16	1831 1310 1129	✠100A1 *pt Awng dk* *withfreeboard* 1,17 ~~BS7,17~~ ✠LMC3,18	Hpl	*r*	N1,17	1895 9mo	W.Gray& Co.Ld. WHartlepool A&CP	KelvinShpg.Co.Ld (H.Hogarth&Sons *Mgrs.*) *WB*=	265·0|37·6|17·5 P27′Q74′ *ptAwng dk*164′ FK =*DBa*86′*f*102′430*t*			Ardrossan British 4*BHCem* *APT*53*t*	T.3Cy.19″,30½″&51″–36″ (*s*) 160lb *100lb* NDB12 156NHP 2SB,4*cf*,GS50,HS2330 Cen.Mar.Eng.Wrks.WHpl	18 ″ 6 s 7 ″ 7 18 ″ 2	
211 118238 HLJB	**Baron Herries** *J.Gowe* –17 *Elec.light*	SteelScSr 2*Dks*	1610 1421 908					1907	Napier& Miller,Ld. Glasgow	KelvinShpg Co.Ld. (H.Hogarth&Sons *Mgrs.*)	252·0|37·6|19·8 P24′B76′F26′			Ardrossan British *WB*	T.3Cy.19″,31″&51″–36″ 156NHP D.Rowan&Co.Glasgow		C
212 135731 JRBK	**Baron Inchcape** *B.C.Gouday* –17 *Elec.light*	SteelScSr 1*Dk*&*Shelter dk*	7005 6703 5202					1917	Ayrshire Dkyd.Co.Ld. Irvine	HogarthShppg.Co. Ld.(H.Hogarth& Sons,*Mgrs.*)	~~425·0|56·0|25·8~~ 425 8|56·2|33·3			Ardrossan British *WB*	T.3Cy.27″,46″&76″–48″ 400NHP J.G.Kincaid&Co.Ld.Grk.		
213 128961 HVFT	**Baron Jedburgh** *T.Baillie* –16 *Elec.light* Wireless	SteelScSr 1*Dk*&*Shelter dk*	4418 4099 2684					1912	A.Rodger &Co. PortGlasgow	HogarthShppg.Co. Ld. (H.Hogarth& Sons,*Mgrs.*)	410·0|54·3|24·8			Ardrossan British *WB*	T.3Cy.26″,44″&74″–48″ 379NHP D.Rowan&Co.Glasgow		C
214 124349 HLVC	**Baron Kelvin** *J.McDonald* –15 (*ex*Thimbleby) 1*Dk*	SteelScSr	1865 1730 1152					1907	Osbourne, Graham&Co. Sunderland	KelvinShpg.Co.Ld (H.Hogarth&Sons *Mgrs.*)	279·0|40·1|18·1 P25′B60′F28′			Ardrossan British *WB*	T.3Cy.20½″,33″&54″–36″ 175NHP McColl&Pollock,Ld.Sld.		C
215 HLGS	**Baron Léopold Davillier** (*Tug*) 1*Dk*	SteelSc	163 141 —					1912	Atel.&Ch. deBretagne Nantes	Soc.Centrale de Sauvetage des Naufragés	94·6|22·3|10·1			Royan French	T.3Cy.13″,22½″&36″–25″ 65NHP Atel.&Ch.deBretagne,Nts.		V
216 135729 JKVN	**Baron Lovat** *J.Tasker* –15 *Elec.light*	SteelScSr 2*Dks*(*Stl*)	5604 5356 3582	✠100A1 4,17~~6,16~~ ~~LMC5,15~~	Lon Syd	*a*†	~~6,16~~ 4,17	1915 5mo	Russell &Co. PortGlasgow	HogarthShppg. Co Ld. (H.Hogarth& Sons,*Mgrs.*) *Lloyd'sA&CP*	423·5|56·0|28·7 P38′B123′F50′ FK 1 *I* 1′*tween dk B* *WB*=			Ardrossan British *Cem* 5*BH to U dk* 1 „ „ 2*nd*„ *only*	T.3Cy.27″,45′&74″–51″ (*r*) 180lb 555NHP 3SB,9*cf*,GS189,HS8307 FD Rankin&BlackmoreLdGrk *intermediate BH & H dispensed with* *CellDBa*132′ *uE*24′ *f*186′ 1181*t* *DTa*36′1118*tAPT*31*t*	31 ″ 4 s 6 ″ 2½ 25 ″ 6	
Now named "SiberianPrince," See No. 32 in Supplement																	
217 118239 HMQN	**Baron Minto** *G.L.Symonds* –17 *Elec.light*	SteelScSr 2*Dks*	4537 4239 2897					1908	Napier& Miller,Ld. Glasgow	HogarthShppgCo. Ld. (H.Hogarth &Sons,*Mgrs.*)	385·2|51·2|26·4 P38′B111′F44′			Ardrossan British *WB*	T.3Cy.25½″,42″&68″–48″ 320NHP Dunsmuir&Jackson,LdGls		C
218 128956 HPFT	**Baron Napier** *D.Cameron* –15 *Elec.light* Wireless	SteelScSr 2*Dks*	4943 4630 3159					1909	Napier& Miller,Ld. Glasgow	Hogarth ShppgCo. Ld.(H.Hogarth& Sons,*Mgrs.*)	400·3|52·3|27·4 P40′B117′F45′			Ardrossan British *WB*	T.3Cy.27″,43″&72″–48″ 359NHP Dunsmuir&JacksonLd.Gls		C
219 118240 HPCK	**Baron Ogilvy** *J.Thompson* –13 *Elec.light* Wireless	SteelScSr 2*Dks*	4570 4290 2908					1909	A.Rodger &Co. Pt.Glasgow	HogarthShppgCo. Ld (H.Hogarth& Sons,*Mgrs.*)	385·3|51·2|26·9 P38′B111′F44′			Ardrossan British *WB*	T.3Cy.25½″,42″&68″–48″ 320NHP D.Rowan&Co.Glasgow		C
220 128958 HSKD	**Baron Polwarth** *J.G.Fullerton* –17 *Elec.light* Wireless	SteelScSr 2*Dks*	4913 4622 3138					1911	Napier& Miller,Ld. Glasgow	HogarthShppgCo. Ld. (H.Hogarth& Sons,*Mgrs.*)	400·2|52·3|27·4 P40′B117′F45′			Ardrossan British *WB*	T.3Cy.27″,44″&73″–48″ 369NHP Dunsmuir&JacksonLdGls		C
221 128957 HRVQ	**Baron Renfrew** *J.W.Watt* –11 *Elec.light*	SteelScSr 2*Dks*	2320 1413 1460					1910	A.Rodger &Co. PortGlasgow	KelvinShpg.Co.Ld (H.Hogarth&Sons *Mgrs.*)	275·0|40·1|17·0			Ardrossan British *WB*	T.3Cy.19″,31″&51″–36″ 156NHP D.Rowan&Co.Glasgow		C
222 MBLJ	**Baron Ruzette** *J.Klausing* 1*Dk*	SteelScK	214 192 81	✠ *StmTrawler* 11,10 ✠	Ams			1910 8mo	Mackie& Thomson,Ld Glasgow	SocAnonPêcheries d'Islande(J.Baels, *Mgr.*)	122·6|21·6|11·5 Q69′ BK7½″ *WB*=*DBf*33′			Ostend Belgian 4*BHCem* 3*4tFPT7t*	T.3Cy.13″,21″&34″–24″ 77NHP 1SB,2*cf*,GS38,HS1407 W.V.V.Lidgerwood,Gls.	12 ″ 6	V
223 NBVH	**Baron Stjernblad** *N.P.Sörensen*05–11 *Elec.light*	SteelScSr 2*Dks*	991 774 612					1890	MotalaMV Gothenburg	DetForenede DampskibsSelsk.	203·9|31·3|15·8			Copnhagn Danish *WB*	T.3Cy.18″,29″&46½″–21″ 99NHP MotalaM.V.,Gothenburg		V
224 HCRW	**Barone Edmondo Vay** (Seized and taken to Mariupol) *G.Appollonio* 1*Dk*(*Stl*)*deepframing* &*Webframes*3*Dkrule*	SteelScSr *ss*Tri.No.2–11	2885 2634 1831	✠100A1 8,13 ✠LMC ~~BS6,13~~ MS8,13	Shl	*u*	N8,13	1902 7mo	Lndnderry S.&E.Co.Ld. Londonderry *Lloyd'sA&CP*	Soc.diNav.aVap. ErediMatteo Premuda *WB*=*CellDBa*	324·0|46·0|21·3 P27′B94′F34′ FK 102′*uE*20′*f*144′685*t*			Lusinpiclo Aust.-Hung. 5*BHCem* *APT*32*t*	T.3Cy.22½″,38″&62″–42″ (*a*) 180lb *80lb* NDB12 243NHP 2SB,6*cf*,GS113,HS3378 Hutson&Sons,Ld.Glasgow	23 ″ 11 s 4 ″ 0½ 20 ″ 3	
225 113148	**Baroona** *G.D.Fraser*14–14 1*Dk*	WoodScSr	116 106 55					1904	G.A.Rad-cliffe, New-castle,N.S.W	Sanford,Ld.	107·0|21·5| 7·9			Auckland British *WB*	C.2Cy.12″&24″–18″ 24RHP Campbell&Caldwell,Psy.		
226 112825 SGHD	**Barotse** *P.H.Honychurch* –13 *ss*Shl.No.3–4,13 2*Dks*(1*Stl–U Irn*)&*deepframing* *Elec.light*	SteelScSr	4119 3851 2619	✠100A1 4,17~~7,15~~ ✠LMC10,18 BS10,17	Syd NYk	*x*	~~10,16~~ 10,17	1901 3mo	SirJ.Laing &Sons,Ld. Sunderland A&CP	Ellerman&Buck-nallS.S.Co.Ld.	360·6|47·0|28·4 P36′B96′F40′ FK *WB*=*CellDBa*96′*uE*&*B*48′			N.Shields British 7*BHAsp* *APT*39*t*	T.3Cy.26½″,46″&77″–48″ (*r*) 180lb 530NHP 3SB,9*cf*,GS136,HS7483 FD Richardsons,Westgarth& Co.Ld.Hpl	31 ″ 0 s 6 ″ 2½ 25 ″ 2	
227 136279 JFHT	**Barpeta** *S.A.Morgan* 15 *Elec.light* Wireless	SteelScSr 2*Dks*(*Stl–U* teak s)	3283 2651 1877	✠ 4,14 ✠	Gls	*v*		1914 4mo	Barclay, Curle&Co.Ld. Glasgow	BritishIndiaStm. Nav.Co.Ld.	330·3|46·2|23·1 P&B192′F34′ FK *WB*=*CellDBa*94′*uE*&			Glasgow British 5*BHCem* 47*tAPT*18*t*	T.3Cy.20″,34″&58″–45″ HS9074 FD 526NHP 3SB&1AuxSB,11*cf*,GS227, Barclay,Curle&Co.Ld.Gls.	25 ″ 6	
228 119597 HGCB	**Barquisimeto** *W.Wiseman* *Mchy.Aft* **Barranca** *W.G.Geh* –15 *Elec.light Ref.Mchy.* Wireless	IronScSr (*ex*Cragside) 1*Dk* SteelScSr *ss*Brs.No.2–14 4*Dks*(*StlU*–ws)	*129* *105* *75* 4124 3751 2628	✠100A1 1,18 ~~3,16~~ ~~BS6,16~~ ~~LMC3,14~~ 1,18 *Intermediate bulkheads in fore & after holds dispensed with, 4BH only*	NYk Brs	*x*	~~10,14~~ 1,18	1887 1906 4mo	Wood, Skinner&Co. Newcastle A.Stephen &Sons Glasgow *Lloyd'sA&CP*	QuebradaRlyLand &CopperCo.Ld. (N.G.Burch,*Mgr.*) Elders&Fyffes,Ld. *WB*= *CellDBa*96′	92·0|20·1| 8·3 Q30′B7′F13′ 372·0|47·7|29·7 F44′ FK *uE*&*B*67′*f* 163′795*t*			Pt. Cabllos Venezuelan *WB* Manchestr British *Cem* *APT*24*t*	C.2Cy.12″&22″–16″ 16NHP J.Abbott&Co.Ld.Nwc. T.3Cy.28′,45′&75″–51″ (*s*) 180lb *100lb* 630NHP 4SB,12*cf*,GS255,HS9904 FD A.Stephen&Sons,Glasgow	8 ″ 8 32 ″ 6 s 7 ″ 2½ 25 ″ 10	
230																	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. / Master. / Special Surveys.	3 Material, Rig, &c. / Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years assigned. How examined. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 Built. By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Dassed R. of Trade Cert.
231	Barreiro	Steel Sc Sr (*ex* Lübeck)	1735 / 1542 / 1055					1911	Schiffsw. v. Henry Koch Lübeck	Requisitioned by the Portuguese Government	277·7	39·2	17·9	Portuguese *WB*	T. 3Cy 24½″, 35½″ & 56½″–33½″ 181 NHP Ottenser Msch. Fab. Altona		
	Elec. light	1 *Dk*									P&B 220′ F 35′						
232	Barrenjoey	Steel Twin Sc (*Screws fore & aft*)	500 / 424 / 340					1913	Mort's Dck & Eng. Co. Ltd. Balmain	Port Jackson & Manly S.S. Co. Ltd.	210·0	32·2	14·1	Sydny NSW British	T. 3Cy. 18¼″, 28½″ & 48½″–27″ 123 NHP Mort's Dk. & E. Co Ltd. Balmn		
131567	*Elec. light*	1 *Dk*															
233	Barrister	Steel Sc Sr	3679 / 3475	✠ 100 A 1 10,16	Liv	*w*		1915 12mo	C. Connell & Co. Ltd. Glasgow	Charente S.S. Co Ltd (T. & J. Harrison, *Mgrs.*) *WB = Cell DBa* 102′ *uE & B* 45′ *f* 156′ 804 *t FPT*	353·2	47·7	26·9	Liverpool British	T. 3Cy. 22″, 37″ & 62″–48″ (*s*) 215 lb 367 NHP 3 SB, *9cf*, GS 173, HS 6258 47 *t APT* 13 *t* Dunsmuir & Jackson, Ld Gls	29 ″ 4 s 5 ″ 5½ 24 ″ 4	
137486 JMBT	*J. Richards* 11–15 *Elec. light*	2 *Dks* (*Stl*)	2341	~~✠ LMC 12.15~~							FK						
								Lloyd's A & CP									
234	Barrow	Steel Twin Sc Sp	1001 / 976 / 595	✠ 100 A — 11,16 ~~✠ LMC 11.16~~ BS 7.17	Lon		P 1,16 ~~e 5,16~~ s 1,18	1892 5mo	Naval Con. & Arm. Co. Ltd Barrow	London County Council	232·1	38·2	13·8	London British	T. 6Cy. 15″, 23″ & 35″–24″ (*s*) 150 lb 150 NHP 2 SB, *6cf*, GS 108, HS 2803 6 *BHCem* 154 *t APT* 6 *t* Naval C. & A Co. (Lim.), Brw.	14 ″ 6	
99069 MQBL	*G. M. Thomas* –11 *ss* Lon. 2nd No. 3–11,16 (*Sludge vessel*) 1 *Dk* (*Stl*) & *Web frames*										F 19′						
											FK *WB = FPT*						
235	Barrowby	Steel Sc Sr (*Whaler*)	176 / 171 / 63					1912	Akers Mek. Værks. Christiania	The Admiralty	106·4	21·5	12·3	British *WB*	T. 3Cy. 13½″, 22″ & 37½″–24″ 69 RHP Akers Mek. Verks. Xia.		
	(*ex* Zealandia) *Elec. light*	1 *Dk*															
236	Barrowmore	Steel Sc Sr	3832 / 3592					1911	Richardsn, Duck & Co., Stockton	Johnston Line Ld. (Furness, Withy & Co. Ltd. *Mgrs.*)	360·4	50·0	24·2	Liverpool British	T. 3Cy. 24″, 40″ & 67″–45″ 302 NHP		C
131364 HTDS	*J. Doran* –12 *Elec. light*	1 *Dk* 2 *tr B*	2367								P23′ B110′ F36′			*WB*	G. Clark, Ld. Sunderland		
237	Barry	Steel Pad Sr	398 / 310 / 165					1907	J. Brown & Co. Ld. Clydebank	P. & A. Campbell, Ld.	225·6	26·6	8·7	Cardiff British	C. D. 2Cy. 25½″ & 54″–54″ 178 NHP J. Brown & Co. Ld. Clydebnk		
123180 HKTW	*J. H. Denman* –10 *Elec. light*	2 *Dks*									*Promenade dk*						
238	Barsac	Steel Sc Sr	1806 / 1595 / 1121					1902	Chant. Nav Anversois Hoboken	Worms & Co.	260·0	38·1	20·2	Havre French *WB*	T. 3Cy. 21″, 34″ & 56″–39″ 196 NHP N.E. Marine Eng Co Ld. Nwc		V
	A. Fesq 97–02										P27′ B68′ F29′						
HLJD	*Elec. light*	2 *Dks*															
239	Barshaw	Steel Sc Sr	794 / 563 / 346	✠ 100 A 1 ~~7.17~~ ~~6.16~~ 11,17 ~~BS 12.16~~ ~~✠ LMC 5.16~~ 11,17	Shl	*l*	~~6,16~~ 11,17	1910 8mo	Greenock & Grngemouth Dkyrd Co. Ld. Greenock	European Gas Co. Ld. *WB = Cell DB f* 127′ 183 *t FPT*	199·3	30·1	12·1	Glasgow British	T. 3Cy. 17″, 27″ & 44″–30″ (*s*) ~~160 lb~~ 145 lb 99 RHP 1 SB, *4cf*, GS 65, HS 2493 3 *BHCem* 55 *t APT* 33 *t* D. Rowan & Co. Glasgow	14 ″ 4 s ″ 10½ 13 ″ 8	
129510 HRPK	*W. Horner* –17 *Well deck* *Mchy. Aft*	*ss* Ayr No. 1–15 1 *Dk* (*Stl*)						*Lloyd's A & CP*			Q114′ B11′ F35′			FK			
240	Barth Packet	Steel Sc Sr	120 / — / 67					1898	Oderwerke Grabow	J. N. Rodbertus	102·6	18·1	7·0	Barth German *WB*	C. 2Cy. 9½″ & 18½″–11½″ 9 NHP Oderwerke, Grabow		
JRFH	*F. F. Hansen* 98–98	1 *Dk*															
241	Bartlett	Steel Sc Sr (*Tug*)	328 / 242 / 41	*Now named "Tenax," See No. 20 in Supplement*				1908	Greenock & Grangemouth Dockyard Co. Grngemouth	~~Montreal Transportation Co. Ltd.~~	124·9	25·1	13·3 BK 6′	~~Montreal~~ British French *WB*	T. 3Cy. 17″, 27′ & 43″–27″ 95 RHP Muir & Houston, Ld. Gls.	14 ″ 0	
12426s HMPC	~~*G. W. Miller* –18.~~ *Elec. light*	1 *Dk*															
242	Bartolo	Steel Sc Sr	*2907* / *2699* / *1834*	✠ 100 A 1 ~~4.17~~ 4,18 ~~BS 4.17~~ ~~✠ LMC 9.16~~ ~~BS 5.16~~	Bbo	*u*	~~4,17~~ 5,18	1902 7mo	W. Pickers gill & Sons Sunderland	Cia. Naveira Bachi	324·0	47·1	21·7	Bilbao Spanish	T. 3Cy. 23″, 38″ & 64″–42″ (*r*) 180 lb ~~90 lb~~ ~~80 lb~~ 277 NHP 2 SB, *6pf*, GS 125, HS 4143 6 *BHCem* 712 *t APT* 28 *t* G. Clark, Ld. Sunderland	24 ″ 1 s 4 ″ 0 20 ″ 5	
HDLM	(*ex* Fenchurch)	1 *Dk* (*Irn*) 2 *tr B* & *deep framing* 3 *Dk rule*						*Lloyd's A & CP*		*WB = Cell D*	P31′ B96′ F33′			FK *Ba* 104′ *u E* 20′ *f* 132′			
243	Barton	Steel Sc Sr	3751 / 3258 / 2408	✠ 100 A 1 *Trunk dk* *with freeboard* ~~BS 9.16~~ ~~✠ LMC 6.16~~	Hpl	*w*	N 6,16	1899 5mo	Ropner & Son Stockton	Webster & Barraclough, Ld. *WB = Cell DB a* 98′ *u E & B* 24′ *f* 142′ 625 *t*	330·1	47·1	25·8	W. Hartlpl. British	T. 3Cy. 24″, 40½″ & 65⅝″–42″ (*s*) 160 lb *70 lb* 281 NHP 2 SB, *6cf*, GS 122, HS 4325 *APT* 108 *t* Blair & Co. Ld. Stockton	27 ″ 4 s 4 ″ 5½ 23 ″ 5	
106997 RDLT	*J. Horn* –15	*ss* Off. No. 3–7,11 *ss* Hpl. No. 1–16 1 *Dk* (*pt Irn pt Stl*) 2 *tr B* & *Web frames* 3 *Dk rule*									P33′ B68′ F37′			FK			
	Now named "Houlerow," See No. 67 in Supplement																
244	—	Steel Pad Sp (*Tug*)	166 / 147 / 10			...		1903	J. P. Rennoldson & Sns South Shields	Manchester Ship Canal Co.	100·0	20·1	10·2 BK 6′	Manchestr British	L. 2Cy. 30″–54″ 80 RHP J. P. Rennoldsn & Sns, S. Shl.	10 ″ 4	
113127		1 *Dk*															
245	—	Iron Twin Sc K	123 / 123 / 23			...		1891	Hepple & Co. N. Shields	Great Central Rly.	96·5	19·3	8·6 BK 6′	Hull British	C. 4Cy. 13″ & 25″–22″ NB 13 53 RHP Hepple & Co., North Shields	9 ″ 0	
98750	*Fulstow* 76–91	1 *Dk*															
246	Barunga	Steel Sc Sr	7484 / 6938 / 4672	✠ 100 A 1 2,18 ~~1,17~~ ~~LMC 1.16~~ ~~✠ Lloyd's RMC 1.17~~ ~~BS 3.17~~ ~~MS 10.17~~ ~~BS 3.17~~	Npt Syd	*e* †	8,17 2,18	1913 6mo	Flensburg Schiffsb. Ges. Flensburg	Requisitioned by the Commonwealth of Australia	482·1	62·7	29·4	London British	Q. 4Cy. 26¾″, 38⅝″ & 56¾″–82⅝″ –59″ 215 lb (*s*) 836 NHP 4 SB, *12cf*, GS 267, HS 12456 FD Flensburger Schiffsb. Ges.	32 ″ 1	
139011 JLBH	~~*Clark Davis* –16~~ (*ex* Sumatra) *R. Wilson* –18 *Well deck* *Lower dk in Nos. 1, 2 & 4 holds* *Elec. light* *Ref. Mchy.* Wireless	*ss* Syd No. 1–18 2 *Dks* (*Stl*)						*Lloyd's A & CP*		*WB = Cell D*	P&B 376′ F 81′			FK *Ba* 168′ *u E & B* 86′ *f* 178′ 1946 *t FPT* 120 *t*			
247	Barwon	Steel Sc Sr	2999 / 2843 / 1914	✠ 100 A 1 7,17 ~~7.16~~ ~~✠ LMC 7.16~~ BS 7.17	Syd	*u*	~~7,16~~ 7,17	1901 5mo	Blyth S.B. Co. Ld. Blyth	Huddart, Parker, Ld. *WB = Cell DBa & uE* 120′ *uE & B* 22′ *f & u B* 134′ 754 *t*	325·0	47·0	22·4	Melbourne British	T. 3Cy. 24″, 40″ & 65″–42″ (*s*) 180 lb *90 lb* 288 NHP 2 SB, *6cf*, GS 122, HS 4325 *APT* 136 *t* Blair & Co. Ld. Stockton	24 ″ 10 s 4 ″ 5½ 20 ″ 9	
NFMR	~~*Parry* –16~~ *Croft* –17	1 *Dk* (*Irn*) 2 *tr B* & *deep framing* 3 *Dk rule*						A & CP			B78′ F32′			FK			
248	Basil	Steel Sc Sr	3223 / 3019 / 2092	✠ 100 A 1 3,15 ~~Examd. 3.17~~ ~~✠ LMC MS 11.17~~	Scu	*v*	~~3,15~~ 5,17	1895 10mo	Workman, Clark & Co. Ld Belfast	Booth S.S. Co. Ld. *WB = Cell DBa*	338·0	43·7	26·1	Liverpool British	T. 3Cy. 24″, 40″ & 66″–45″ (*s*) 180 lb 334 NHP 3 SB, *9cf*, GS 164, HS 5385 6 *BHCem* 695 *t APT* 45 *t* Workman Clark & Co Ld Bel	28 ″ 11 s 5 ″ 7 23 ″ 8	
104463 PCND	*J. Maddrell* –16 (*ex* Mourne) *Elec. light*	*ss* Liv. No. 3–3,08 *ss* Liv. No. 1–12 2 *Dks* (*Stl*) & *deep framing* 3 *Dk rule*						A & CP			P23′ B75′ F33′			FK			
249	Basis *ss* Bal. No. 2–17	Steel Sc Sr	3439 / 3202 / 2157	✠ 100 A 1 10,17 ~~4.16~~ ~~✠ LMC 12.16~~ ~~BS 6.16~~ ~~MS 2.17~~ ~~BS 4.16~~	Mmo Bal	*v*	~~8,16~~ ~~10,17~~ 13 ~~N 4.16~~	1895 9mo	A. Stephen & Sons Glasgow	Asker (C. Haaland, *Mgr.*) *Cell D Ba* 108′	330·0	45·1	26·0	Haugesund ~~Christiania~~ Norwegian	T. 3Cy. 24″, 39″ & 64″–42″ (*s*) 175 lb *100 lb* 304 NHP 5 *BHCem* NDB 09 *fitted* 11 *APT* 174 *t* 2 SB, *6rf*, GS 226, HS 4960 A. Stephen & Sons, Glasgow	28 ″ 9 s 5 ″ 5 23 ″ 8	
MNKS	(*ex* Oceana)	~~*ss* Shl. No. 1–12~~ 2 *Dks* (1 *Irn* 1 *Stl*) & *deep framing*						A & CP		*uE & B* 38′ *f* 130′ 730 *t*	P28′ B68′ F36′			FK			
250	Basque	Steel Sc Sr (*ex* Antisana)	3621 / — / 2284					1893	Harland & Wolff, Ld. Belfast	Messageries Maritimes	360·8	43·2	19·5	Marseilles French *WB*	T. 3Cy. 24′, 39½″ & 66″–18″ 302 NHP Harland & Wolff, Ld. Bel.		V
HLJS	*Vidal* *Elec. light*	2 *Dks*									P40′ B96′ F42′						
251	Bass Rock	Steel Sc 3 Mst Sr	628 / 578 / 358					1889	Atel. & Chant. Loire Nantes	SS. Bass Rock Co Ld (Rowland & Co. *Mgrs.*)	187·6	28·0	15·4	Liverpool British *WB*	C. 2Cy. 19″ & 35″–25″ 53 RHP Atel. & Chant. Loire, Nts.		V
113448 VLHD	*Johnson* –14 *Mchy. Aft*	1 *Dk* (*ex* Bernard, *ex* Martha, *ex* Bercy)									H38 *t*						

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. / Visites Périodiques.	3 Ex-nom, s'il y a lieu. / Nombres des Ponts.	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote.	6 Port de Visite.	7 Terre assigné maintenant après. Lettre d'équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP= Force en chevaux d'après les formules de la Société. RHP= Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille / Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. pc.	15 Remarques où cote, etc., sera trouvé dans le Reg. Index.
252 125476 HCPK	**Bass Rock** *W.A.Hall* –13 *Elec.light*	**SteelScK** *ss*Lth.No.1–11 1*Dk*	169 167 67	✠100A1 *Stm Trawler* 7,14	Lth		7,14	1907 9mo	J.Cran& Co. Leith *Lloyd's SA&CP*	LeithSteam FishingCo.Ld.	112·3|21·6|10·9 BK8″ *WB*=	Leith British	T.3Cy.12½″,21″&32′–23″ (*s*) 180lb 54RHP 1SB,*2pf*,GS37,HS1315 J.Cran&Co.Leith	12 ″ 0	
253 120852 HCPK	**Bassa** *A.Sutherland* –14 *Elec.light*	**SteelTwinScSr** 1*Dk*	940 ~~811~~ 568	BS7,14 ✠LMC4,12 *Now named "Santa Alicia," See No. 67 in Supplement.*				1905 11mo	D.J.Dunlop &Co. Pt.Glasgow	SanAntonioSSCo. (J.S.Evernden, *Mgr.*)	220·0|36·1|13·2 ~~*Aground*~~ *WB*	Liverpool British	T.6Cy.13″,21″&34″–24″ 114NHP D.J.Dunlop&Co.Pt.Gls.		C
254 JWBK	**Bassac** *Sigorel* *Elec.light*	**SteelTwinSc** 1*Dk*	197 — 128					1890	A.Dubige'n Nantes	MessageriesFluvialesdeCochinchine	167·3|22·9|5·5 Q19′ B14′ F26′	Saïgon French	T.6Cy.9″,15″&24″–14½″ 44NHP Voruz aîné,Nantes		
255 128006 HQBD	**Bassam** *C.Cave* –16 *Elec.light* 2*Dks*(*Stl*)&*deep framing* Sub.Sig. &*Shelter dk*(*pt Stl pt Irn*)	**SteelScSr** *ss*Ham.No.1–14	3040 2795 1909	✠100A1 *Shelter dk* *with freeboard* ~~12.17~~ ~~3,17~~	N Yk	*w*	~~2,15~~ 12,17	1909 11mo	Irvine'sSB &D.D.Co Ld. W Hartlepool *Lloyd's SA&CP*	British&African S.N.Co.Ld. (Elder, Dempster &Co.,Ld. *Mgrs.*) *WB*=*CellDBa*	340·3|46·0|23·0 P29′F41′ FK 102′*uE*26′*f*150′593*t* *TA*32′ 760*t* *APT*35*t*	Liverpool British 6*BHCem*	T.3Cy.25″,40″&67″–45″ (*s*) 180lb *90lb* 335NHP 2SB,*6cf*,GS131,HS5299 Richardsons,Westgarth& Co.Ld.Hpl.	25 ″ 3 s 2 ″ 4½ 23 ″ 3	
256 118850 HBRK	**Bassanio** *W.J.Parish* –14 *Elec.light*	**SteelScK** *ss*Hul.No.2–13 1*Dk*	270 245 108	✠100A1 *Stm Trawler* 2,14	Hul		7,13	1904 12mo	Cook,Welt'n&Gemmell Beverley *Lloyd's SA&CP*	~~Imperial Steam~~ ~~Fishing Co. Ld.~~ J.R.Baffatt (J.A.Taylor,*Mgr.*)	130·0|22·0|12·4 Q53′ BK7″	Hull British	T.3Cy.13″,22″&36″–24″ (*s*) 200lb 80RHP 1SB,*2cf*,GS37,HS1335 Amos&Smith,Hull	13 ″ 1	
257 129250 HPTL	**Bassano** *M.H.Gardner* –16 1*Dk*(*Stl*)&*Spar dk*(*Stl*) &*deep framing*	**SteelScSr** *ss*Hul.No.1–14	4296 4123 2763	BS6,16 ✠LMC1,14 ✠100A1 *Spar dk* 8,17 ~~8,16~~ M8,17 BS~~10,18~~ ✠LMC~~11,18~~ 2,18	N Yk Mdb	*x*	~~12,14~~ 8,17	1909 10mo	Russell& Co. Pt.Glasgow *Lloyd's SA&CP*	Ellerman'sWilson LineLd. *WB*=*CellDBa* *f*170′1134*tD*	385·1|49·8|26·4 P30′B108′F41′ 126′*uE*&*B*40′ FK *Ta*32′ 760*t* *APT*45*t*	Hull British 5*BHtoSp dk* 1 „ *M dk* *Cem*	T.3Cy.26″,42″&70″–48″ (*s*) 180lb 394NHP 3SB.*9cf*,GS173,HS6438 D.Rowan&Co.Glasgow	29 ″ 0	
258 HLKG	**Basse Indre** *Lemouelin* –17 *Well deck*	**SteelScSr** 1*Dk*(*Stl*) *Cargo battens not fitted*	*1384* *1022* *853*	✠100A1 1,17 ✠LMC8,15	Nts	*o*		1915 8mo	Campbell- townS.B.Co. Campbeltwn *Lloyd's SA&CP*	Soc.Anon.Chargeurs de l'Ouest *WB*=*CellDB*	230·0|35·8|15·6 Q79′B48′F28′ FK 256′*uE*&*B*33′*f*102 395*tAPT*85*t*	Nantes French 4*BHCem* Rankin&BlackmoreLdGrk	T.3Cy.18″,27½″&45″–33″ (*r*) 180lb 139NHP 2SB,*4cf*,GS73,HS2324	17 ″ 7 s 1 ″ 3½ 16 ″ 6	
259 HLKJ	— *Elec.light*	**SteelTwinSc**	113 90 56					1891	A.Dubige'n Nantes	Messageries de l'Ouest(Cie.de Transp.Mar.)	117·3|19·6|6·1	Nantes French	C.4Cy.10¼″&20½″–10¼″ 21NHP Daydé&Pillé,Creil		V
260 HLKC	**Basse Terre** *Rousselet* –14 *Elec.light* *Ref.Mchy.*	**SteelSc** 2*Dks*	3108 2676 1944					1909	Ch.&Atel. deProvence Port deBouc	Cie.Générale Transatlantique	316·2|44·0|23·6 P26′F40′	Havre French *WB*	T.3Cy.23½″,36¼″&59⅝″–43¼″ 235NHP Ch.&Atel.deProvence,Msl.		V
261 98350	**Bassein** 1*Dk*	**SteelPad**	399 329 252					1907	Burn&Co. Ld. Howrah	BurmaRailways Co.Ld.	190·0|27·0|7·9	Rangoon British	C.2Cy.22″&43″–54″ 78RHP BowMcLachlan&CoLdPsy		
262	**Bassorah** *Elec.light*	**SteelPadSp** 1*Dk*(*pt Stl–ws*)	714 563 451	✠ *For River purposes only* 4,08 ✠	Ant			1908 4mo	Soc.Anon. Jhn.Cockerill Hoboken	TurkishGovernment	210·8|35·1|8·6 *Promenade dk*150′ FK	Bassorah Turkish 5*BH*	Q4Cy.22 7/16″32⅜″50″&59–49½″ 228NHP 2Loco.B,GS77,HS2800 Soc.AnJ.Cockerill,Seraing	9 ″ 4	
263	— *ss*Cpl.No.3–4,14 1*Dk*	**SteelPad**	434 303 149	~~——~~ 11,16 *For Service on the Bosphorus*	Cpl			1904	Howaldts- werke Kiel	Administr.deNav.àVap.Ottomane	189·0|24·0|9·2 BK6″ *WB*=	Constanpl Turkish 4*BHCem* *DbuB*6′5*t*	T.3Cy.20″,32¼″&51″–48″ 139NHP 2SB6*cf*GS92HS1360 Howaldtswerke,Kiel	10 ″ 0	
264 MHTQ	**Bastant** *A.O.Johannessen* 1*Dk*	**SteelSc4MstSr**	1715 1510 998					1912	Nylands Værksted Christiania	Akt.GangerRolf (Fred.Olsen&Co. *Mgrs.*)	264·5| P22′B63′F29′ *WB*	Chrstiania Norwegian	T.3Cy.19″,31″&51½″–33″ 152NHP NylandsVærksted,Xania		N
265 NGMC	**Bastia** *Elec.light* 1*Dk*&*Spar dk*	**SteelScSr**	1527 1398 959					1905	Helsingors Jernsk&Msk. Elsinore	Requisitioned by the ItalianGovt. (ItalianStateRlys)	265·9|36·0|18·1 H18′	Italian *WB*	T.3Cy.20″,32″&53″–36″ 169NHP HelsingörsJernsk.&Mskb.		
266 JWBK	**Bastö** *H.Henriksen*11– *Elec.light* 1*Dk*	**SteelScSr**	127 67 71					1885	AkersMek. Verks. Christiania	Akties.Alpha (J.C.Olsen,*Mgr.*)	95·4|17·0|7·7 Q&P19*t*B20′F11′	Moss Norwegian	C.2Cy.12½″&24″–18″ 20NHP Akers.Mek.Verks.Xia.		
267 HCSK	**Bastö 2** *H.Schaad*11–00 *Elec.light* 1*Dk*	**SteelScSr**	152 73 62					1900	AkersMek. Verks. Christiania	Akties.Alpha (J.C.Olsen,*Mgr.*)	99·9|20·0|8·4 P70*t*H9*t*	Moss Norwegian	C.2Cy.12½″&25½″–18″ 23NHP AkersMek.Verks.Xia.		
268 HDNG	**Basurto** *J.M.delBarco* –12 *Mchy.Aft* 1*Dk*	**SteelSc**	437 394 217					1912	Cia.Euscal- duna deConst Bilbao	Cia.delFerrocarril deBilbao a Portugalete	151·2|27·2|11·3	Bilbao Spanish *WB*	T 3Cy.12″,20″&32″–23″ 49NHP MacColl&Pollock,Ld.Sld.		V
269 106089 PSBG	**Basuta** *C.L.Eagre*15–16 1*Dk*(*Irn*)2*tr B*&*deep framing* 3*Dk rule*	**SteelScSr** *ss*Gls.No.3–8,09 *ss*Gls.No.1–13	2876 2642 1839	✠100A1 *with freeboard* 8,17 ~~9,17~~ ✠LMC ~~MS6,15~~ MS2,18 BS~~9,18~~ 8,17	Mdb Npt	*u*	4,16 2,18	1897 6mo	R.Thomp- son&Sons Sunderland A&CP	ItalianExport ShippingCo.Ld. (D.P.Barnett& Co.,*Mgrs.*) *WB*=*CellD*	320·2|46·0|21·3 P29′B98′F35′ FK *Ba*100′*uE*24′*f*132′ 692*tAPT*52*t*	Glasgow British 5*BHCem*	T3Cy.22½″36½″&60¾″–39″(*s*) 160lb *100lb* NDB09 180NHP 2SB,*6rf*,GS92,HS3700 Blair&Co.(Lim.) Stockton	23 ″ 9 s 4 ″ 0 20 ″ 1	
270 MBHP	**Batalden** *S.O.Batalden*03–03 *Mchy.Aft* 1*Dk*	**SteelScSr**	104 100 37					1903	MossJrnst. &Mek.Værks Moss	Acties.Bataldens Havfiskeselskab (S.Olsen,*Mgr.*)	91·8|18·7|9·5 H11*t*	Florö Norwegian *WB*	C.2Cy.12¼″&28″–16½″ 27NHP Moss&Jernst.&M.V.Moss		N
271 102639 NFQH	**Batanga** *A.R.W.Sulivan* –16 *Elec.light* 2*Dks*(*UStl–ws*)&*Webframes*	**SteelScSr** *ss*Rot.2ndNo.3–3,16	2825 2416 1788	✠100A1 ~~3,17~~ ~~3,16~~ ~~1,17~~ 4,18 MBS~~6,16~~ ✠LMC6,15 3,17	Rot Hul Liv	*u*	8,16	1893 11mo	NavalCon. &Arm.Co.Ld. Barrow *Lloyd's SA&CP*	British&African S.N.Co.Ld. (Elder,Dempster& Co.Ld.,*Mgrs.*)	336·0|39·4|22·3 P39′B116′F43′ FK *WB*=*CellDBa* 72′*f*144′484*tFPT* 76*tAPT*41*t*	Liverpool British 6*BHCem* NavalCon.&A.Co.Ld.,Brw	T.3Cy.23″,38″&63″–42″ (*s*) 180lb *100lb* NDB15 265NHP 2SB,*6rf*,GS126,HS3913 NavalCon.&A.Co.Ld.,Brw	25 ″ 0 s 4 ″ 10½ 20 ″ 8	
272 MBCT	**Batangueño** *J.Jesus* *ex*HoLeong,*ex Steam Yacht* Aline) 1*Dk*	**IronScSr** (*ex* Alfred,	*219* *173* *112*			…		1875	Blackwood &Gordon PortGlasgow	M.Lopez&Co.	142·5|21·2|9·0 F29′	Manila Utd.States	C.2Cy.17″&34″–21″ NE&B96 57NHP NwHarbourDk.Co.Ld.Sng		
273 RTVP	**Batavia** *C.Schönfeld*97–13 *ex* Batavia) *Elec.light* *Ref.Mchy.*	**SteelTwinScSr** (*ex* Polonia, 3*Dks*&*Shelter dk* Sub.Sig.	11464 10984 7232					1899	Blohm& Voss Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham-Amr.Linie)	501·3|62·2|42·6 B110′	Hamburg German *WB*	Q8Cy21½″31½″46″&66½″–48″ 612NHP Blohm&Voss,Hamburg		G

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now retired. Present Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L. R. Dated R. of Trade Cert.
274 201164	**Batavia** SteelSc	202 —					1904	EmpireSB Co. Buffalo,N.Y.	LehighValley TransportationCo.	98·1	28·3	7·6	Buffalo Utd.States	1Cy.16″–16″ *Emade-fitted*04 8NHP		
	Mchy.Aft 1*Dk*	158														
275 101663	**Batavier** IronScSr *G.Simpson* –09	333 320			...		1882	P.Smit,jun Slikkerveer	TeoTeowPeng	140·6 B24′F21′	21·8	12·6	Singapore British *WB*	C.2Cy.15¾″&30½″–21″ NB11,93 40RHP P.Smit,junr.,Slikkerveer	12 ″ 8	
	1*Dk*	216														
276 NGQW	**Batavier I.** SteelScSr *A.Karsies* *Elec.light* 2*Dks*	1013 808 554					1915	Maats. Fyenoord Rotterdam	Scheepv.Maats. v/h.Smith&Co.	234·8 P&B178′F30′	33·2	13·8	Rottrdam Dutch *WB*	T.3Cy.17½″,29″&46″–36″ 127NHP Maats.Fyenoord,Rot.		V
277 NGRB	**Batavier II.** SteelScSr *T.Zwart*02–05 *Elec.light* Wireless 2*Dks*	1328 854 670					1897	Gourlay Bros.&Co. Dundee	Nederl.Stoomb. Maats. (Wm.H. Müller&Co.*Mgrs.*)	261·3 P&B153′F47′ len09	33·6	13·8	Rottrdam Dutch *WB*	T.4Cy.23″,37″&(2)41″–36″ NB09 202NHP GourlayBros.&Co.,Gls.		V
278 —	— IronScK *D.Dekker* –09 *ss*Mil.No.3–9,04 (*ex*Auricula) *ss*Ams.No.2–12 1*Dk*	157 152 51	✠100A1 *StmTrawler* 9.16 ✠LMC 8,17 ~~✠NB5,15 MS1,12~~	Ymu		2,16 ~~3,17~~	1892 2mo	J.P.Rennoldson&Sns SouthShields A&CP	Naam.Ven.Stoomv Maats.BatavierII. (Reijgersberg& Tubbesing)	100·5 ND15	20·5 BK11″	10·7	Ymuiden Dutch *3BHCem*	T.3Cy.12¼″,20″&32″–22″ (*s*) 160lb 56NHP 1SB,*2pf*,GS38,HS953 J.P.Rennoldsn&Sns,S.Shl.	11 ″ 8	
279 NGRC	**Batavier III.** SteelScSr *A.denBroeder*00–02 *Elec.light* Wireless 2*Dks*	1334 854 676					1897	Gourlay Bros.&Co. Dundee	Nederl.Stoomb. Maats. (Wm.H. Müller&Co.*Mgrs.*)	261·3 P&B153′F47′ len10	33·6	13·9	Rottrdam Dutch *WB*	T.4Cy.23″,37″&(2)41″–36″ NB10 202NHP GourlayBros.&Co.,Dundee		V
280 NGRD	**Batavier IV.** SteelScSr *W.J.Wilkens*97–03 2*Dks* *Elec.light* Sub.Sig. Wireless	1569 920 866					1902	Gourlay Bros.&Co. Dundee	Wm.H.Müller& Co.'sAlgemeene Scheepv.Maats(W H.Müller&Co.*Mgs*)	260·2 P57′B&F183′	35·1	15·6	Rottrdam Dutch *WB*	T.3Cy.24″,38″&62″–36″ 231NHP GourlayBros.&Co.Dundee		V
281 NGRH	**Batavier VI.** SteelScSr *H.P.deBoer* *Elec.light* 2*Dks&Awngdk*	1205 885 636					1903	Mackie& Thomson Glasgow	Wm.H.Müller& Co.'sAlgemeene Scheepv.Maats(W. H.Müller&Co*Mgs*)	240·0 P54′B&F162′	35·5	14·2	Rottrdam Dutch *WB*	T.3Cy.20″,32″&53″–36″ 169NHP Hutson&Sons,Ld.Gls.		V
282 133411 HWTJ	**Bathampton** ~~SteelScSr~~ ~~*S.Downing* –19~~ *ss*Liv.No.2–17 (*ex*Withernsea) 1*Dk*(*pt Irn&pt Stl*) ~~*E.A.Owen* 17–18~~	3282 3144 2063	✠100A1 2,17 ~~7,16~~ Liv ~~✠LMC10,16~~	Cff	*w*	7,16	1912 10mo	Earle'sCo. Ld. Hull *Lloyd'sA&CP*	~~WestHartlepool Stm Nav Co.Ld (EnginesBuilt,Ltd. *Mgrs.*)~~ *CellDBa*108′*u*	352·0 P30′B189′F37′ *E22′f*156′844*tFPT*	49·6 FK	22·0 ~~Hull~~ W.Hartlepl. British 6*BHCem* 65*tAPT*105*t*	T.3Cy.24″,39″&66″–45″ (*s*) 180lb 307NHP 2SB,*6cf*,GS125,HS4590 Earle'sCo.Ld.Hull	24 ″ 3 s 3 ″ 3 21″ 4	
	~~*E.A.Owen* 17–18~~ ~~Owen~~ Owen renamed "Ardenhall," *See Vol. 1917 in Supplement*															
283 102614 NDHW	**Bathurst** SteelScSr *J.W.Jones* –13 *ss*Rot.2ndNo.3–5,16 *Elec.light* 2*Dks*(*UStl*–ws)&*Webframes*	2821 2416 1794	✠100A1 1,17 ✠LMC5,16	Hul	*u*	5,16	1893 8mo	NavalCon. &Armaments CoLd,Barrow *Lloyd'sA&CP*	British&African S.N.Co.Ld. (Elder,Dempster& Co.Ld.*Mgrs.*)	336·0 P39′B116′F43′ *WB=Cell DB* 250′ 570*t FPT*	39·4 FK	22·3 Liverpool British 6*BHCem* 76*tAPT*41*t*	T.3Cy.23″,38″&63″–42″ (*s*) 180lb *100lb* NDB11 269NHP 2SB,*5rf,1cf*,GS137,HS3993 NavalC.&A.Co.(Lim),Brw.	25 ″ 0 s 4 ″ 10½ 20 ″ 8	
284 ~~13814~~ HSLG	~~**Batiscan** *J.E.Evans* –17~~ ~~*S.Dunlop* –18~~ ~~*ss*Rot.No.1–15~~ Sub.Sig. 1*Dk*(*Stl*)&*Webframes* *Longitudinal framing*	~~4836~~ ~~4513~~ 2659	~~✠100A1~~ ~~4,17 3,16~~ 8,17	~~NYk~~ ~~Sml~~ ~~✠LMC~~	~~*x*~~ ~~FL.~~	~~4,16~~ ~~N 1,17~~ 8,17	1911 2mo	Short Bros. Sunderland *Lloyd'sA&CP* *WB=Cell D*	Laurentian S.S.Co. Ld. (Edmund Roberts&Co., *Mgrs.*) *Ba*117′*uE&B*46′*f*	375·0 P29′F35′ Bridges17′&57′ FK 159′1223*t FPT*160*t*	52·0 FK	28·3 Liverpool British 6*BHCem* *APT*223*t*	T.3Cy.26″,44″&73″–48″ (*s*) 180lb 484NHP 3SB,*9cf*,GS154,HS6888 FD N.E.MarineEng.Co.Ld Sld *pside tanks* 325′1027*t*	30 ″ 9 s 6 ″ 4½ 24 ″ 9	
Wrecked 3.18																
285	**Batitu** SteelScSr (*ex*Mariposa) *Mchy.Aft* 1*Dk*	*395* *320* *258*			...		1889	Blackwood &Gordon Pt.Glasgow	Cia.Argentina de Nav.(Nicolas Mihanovich)Ltda.	153·0 F23′	28·1 FK	8·8 Bns.Ayres Argentine *WB*	T.3Cy.9½″,15″&25″–18″ *Bmade11fitted*14 27NHP Blackwood&Gordon,P.Gl.	9 ″ 4	
286 NGSB	**Batjan** SteelScSr ~~*J.W.Rembiff* –17~~ *C.L.Julsing* –18 2*Dks*(*Stl*) *Elec.light* Wireless &*Shelter dk*(*Stl*) *Mchy.Aft*	6232 5932 3932	✠100A1 *Shelter dk with freeboard* 11,16 ~~*Rawlins* 5,18~~ ✠LMC5,13	Ams	*z*	3,17	1913 3mo	W.Gray& Co.Ld. WHartlepool *Lloyd'sA&CP*	Stoomv.Maats. Nederland *WB=CellDBa*132	400·0 *'uE&B*69′ *f*154′1199*tDTa*37	53·5 FK	34·6 Amstrdam Dutch 6*BHCem* 860*tAPT*24*t*	T.3Cy.28″,46″&77″–48″ (*s*) 180lb 621NHP 4SB,*12cf*,GS224,HS9597 FD Cen.Mar.Eng.Wrks.WHpl	37 ″ 1 s 8 ″ 9½ 28 ″ 8	
287 212880 LDWS	**Baton Rouge** SteelScSr *Harrison* –16 (*ex*Osage) 2*Dks*(*Stl*)&*Webframes* *Elec.light* *Longitudinal framing* *Mchy.Aft* Wireless	4973 4536 3004	✠100A1 ~~3,13 3,17~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 6,13	Bak ~~✠LMC6,13~~ Nwc	*y*	~~5,16~~ ~~3,17~~ 3,18 *F. P. above*	1913 6mo	Palmers' Co.Ld. Newcastle *Lloyd'sA&CP*	StandardOilCo. (NewJersey) *WB=CellDB uE*31′ 50*t FPT*	380·0 P95′B32′F36′ 180*tAPT*76*t*	52·8 FK 12 *B* 2*B*	29·0 NewYork Utd.States *Cem* *H to Upr dk* *H to 2nd dk*	Q.4Cy.20¼″,29½″,42½″&61″– 45″ 215lb *120lb* (*s*) 332NHP 2SB,*6cf*,GS102,HS4446 FD Palmers'Co.Ld.Newcastle	29 ″ 3 s 6 ″ 1 23 ″ 6	
288 102786 NCWS	**Batoum** SteelScSr *E.Laidman* –15 *ss*Shl.No.3–6,06 *Elec.light* *ss*Ant.No.1–11 1*Dk*(*Stl*)&*Spar dk*(*Stl*)&*Webframes*	4054 3848 2621	✠100A1 *Spar dk* 5,14 *Carrying Petroleum in bulk* ✠NE5,16 ✠LMC5,16	Nwc	*w*	~~5,16~~ 4,17	1893 8mo	J.Laing Sunderland A&CP	AssociatedOil CarriersLd. (J.I. Jacobs&Co.,*Mg.*)	345·0 B76′F38′	44·7	22·0 Swansea British 14*BHCem*	T.3Cy.26″,42″&68″–45″ (*s*) 160lb *100lb* NDB05 334NHP 2DB,*8rf*,GS150,HS5350 J.Dickinson,Sunderland	30 ″ 3 s 6 ″ 4½ 24 ″ 3	
289 179 HDCP	— SteelTwinScSr *S.Cingria*96–96 1*Dk&Spardk*	1354 — 806			...		1896	J.Laing Sunderland	AzoffStm.Nav.Co. (*in liq.*)	236·1 P&B151′F37′	34·2 FK	9·0 16·4 Odessa Russian *WB*	T.6Cy.14½″,23″&38″–27″ 182NHP G.Clark(Lim.),Sunderland	18 ″ 6	
290 136641 JDWK	**Batsford** SteelScSr ~~*L.Wiseman*02–14~~ *G.Sinclair* –17 *Elec.light* 1*Dk*(*Stl*)& *Shelter dk*(*Stl*) ~~*Carrying fuel oil F P.above*150°F.*inD.B*	4782 4464 2908	✠100A1 *Shelter dk with freeboard* 6,17 ~~3,17~~ ✠LMC2,14	Msl Sws	*y*	~~6,16~~ 6,17	1914 2mo	J.L.Thompson&Sons,Ld. Sunderland *Lloyd'sA&CP*	Canadian Pacific Railway Co. *WB=CellDB*	388·7 *a*136′*uE&B*46′*f*163′	54·1	26·0 London British 6*BHCem* 1270*t FPT* 115*tAPT*238*t*	T.3Cy.27½″,44½″&74″–48″ 180lb *120lb* (*s*) 455NHP 3SB,*9cf*,GS195,HS7575 J.Dickinson&Sons,Ld.Sld	28 ″ 6 s 3 ″ 7½ 25 ″ 3	
291 HLKR	**Battambang** SteelScSr *Kernaouet* 1*Dk&Awngdk*	668 634 318					1888	A.Dubig'on Nantes	MessageriesFluvialesdeCochinchine	191·7 H21′	28·0	14·1 21·0 Saïgon French	T.3Cy.18″,29″&47″–29″ 119NHP J.Voruz,aîné,Nantes		V
292 114771 SQWG	**Battenhall** SteelScSr ~~*H.H.Parvis* –18~~ *ss*Lon.No.3–8,10 *Campbell* –17 *ss*PNL.No.1–15 1*Dk*(*Stl*)&*Webframes* ~~*Yong renamed Carlton* 1918~~ *Cargo battens not fitted*	2174 2015 1378	✠100A1 ~~6,17~~ 7,16 1,18 ~~BS12,16~~ ✠LMC2,15 ~~*See Vol. 1917 in Supplement*~~	Lon Shl Bry	*s*	~~12,15~~ ~~9,17~~ 1,18	1901 10mo	BlythS.B. Co.Ld. Blyth *Lloyd'sA&CP*	ArthurCapel&Co (London)Ld *WB=CellDBa*6	286·7 P25′B60′F30′ *uE*112′*uB*16′*f*114′	43·3 FK	19·4 London British 5*BHCem* 557*tAPT*61*t*	T.3Cy.22″,36″&59″–39″ (*s*) 160lb *80lb* 234NHP 2SB,*6pf*,GS104,HS3750 N.E.MarineEng.Co.Ld.Nwc	21 ″ 9 s 3 ″ 4 18 ″ 9	
293 115877 TPFC	**Battersea** SteelScSr *D.Talbot* –15 *ss*Nwc.No.3–5,15 1*Dk*(*Stl*)&*Webframes* *Cargo battens not fitted*	~~860~~ 782 535	✠100A1 5,17 ~~3,16~~ BS2,17 ✠LMC10,14	Goo Shl	*m*	~~2,17~~ ~~N3,17~~	1902 8mo	W.Dobson &Co. Newcastle *Lloyd'sA&CP*	GasLight&Coke Co. (S.Clarke&Co *Mgrs.*) *WB=CellDBa*61′	215·0 P19′F20′ *uE*15′*f*92′235*tFPT*	32·1 FK	15·4 London British 4*BHCem* 30*tAPT*19*t*	T.3Cy.16½″,27″&44″–30″ (*s*) 160lb *80lb* 112NHP 1SB,*3pf*,GS54,HS1774 N.E.MarineEngCoLd. Nwc	16 ″ 3 s 2 ″ 8½ 13 ″ 9	
294 665 NGMP	**Battinin Accame** SteelScSr *G.Gazzolo* –16 (*ex*NewtonHall) *ss*Bry.No.3–1,11 *Elec.light* 1*Dk*(*Stl*)&*Spar dk* (*pt Irn&pt Stl*)&*Webframes*	4257 3953 2701	✠100A1 *Spar dk* 9,17 4,16 ~~BS4,16~~ ✠LMC5,15 2,17	Nap Gen	*x*	~~3,15~~ 9,17	1899 9mo	J.L.Thompson&Sons,Ld. Sunderland A&CP	FratelliAccame *WB=CellDBa*	368·0 P29′B112′F45′ 116′*uE*24′*f*162′849*t*	49·5 FK	19·0 27·0 Genoa Italian 6*BHCem* *APT*51*t*	T.3Cy.26″,44″&72″–48″ (*s*) 180lb 410NHP 3SB,*12pf*,GS181,HS6630 N.E.MarineEng Co.Ld Nwc	29 ″ 6 s 6 ″ 1 23 ″ 10	

1 Numero d'Ord.'s. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille jusqu'au franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe.	15 Registres où noté si ce n'est dans le L. R. France, Corr. H.OF.Wells.
295	**Battle Abbey**	IronScK	202			...		1900	Cochrane& Cooper,Ld. Selby	CleethorpesSteam TrawlingCo.Ld.	115·5	21·5	11·5	Grimsby British	T.3Cy.12″,20″&32″–24″ NB13 60RHP	12 ″ 3	
113177	*F.Firth* –16		182								Q48′F22′		BK7½″		Tindall,Earle&Hutchinson,Ld.Hull		
JMRB	(*Trawler*)	1*Dk*	86														
296	**Battler**	IronScSr	153					1881	Neafie& Levy Philadelphia	McWilliamsBros.	108·4	22·0	9·4	NewYork Utd.States	C.2Cy.20″&34″–26″ NB02 49NHP		
3141	*C.A.Smith*		—														
KGSF		1*Dk*	104												Neafie&Levy,Philadelphia		
297	**Baud**	SteelSc	2777					1903	Nederl. Schps. Maats Amsterdam	Koninkl.Paketv. Maats.	317·0	41·4	21·1	Batavia Dutch	T.3Cy.23″,37″&62″–42″ 249NHP		V
	Bron –16	2*Dks&Shade dk*	—								P68′F74′			*WB*			
TBVF	*Elec.light*	*Fitted for oil fuel*	1689												NedFb.v.Wrk&Spoor,Ams		
298	**Baumwall**	SteelSc	876					1908	Stettiner Oderwerke Stettin	H.M.Gehrckens	211·3	32·6	12·4	Hamburg German	T.3Cy.16″,25″&44″–30″ 106NHP		G
	N.Schuldt		699								Q65′B51′F21′			*WB*			
RQCB	*Elec.light Well deck*	1*Dk*	505												StettinerOderwerke,Stn.		
299	**Baune** *W.Begbie*	IronScSr	1183	✠100A1	Sld	*n*	~~9,16~~	1883	Osborne, Graham&Co. Sunderland	H.Kuhnke (The Shipping Controller(Common Bros.,*Mgrs.*)	230·5	34·1	16·2	London British	C.2Cy.28″&58″–36″ (*a*)	17 ″ 4	
~~MHWB~~	~~*H.Riese*~~	~~*ss*Bgu.No.1–14~~	937	~~12,17 9,16~~ 1,16	Sbl		12,17	11mo			Q75′B68′F25′		BK8½″		4*BHCem*	s 1 ″ 4	
(ex Blanchland)		*ss*Nwc.2ndNo.3–6,09	698	~~LMC9,15~~ 12,17					A&CP	*WB=D*	*Ba*59′*f*65′249*t FPT*				1SB,*3pf*,GS41,HS2280 35*t APT*12*t*	16 ″10	
JRPG	*Well deck*	*ss*Shl.No.2–17 1*Dk*(*Irn*)2*trB*													Carr&Co.Ld.Sunderland		
300	**Bauta**	SteelScSr	~~742~~ 743					1900	Trondhjems M.V. Trondhjem	The Shipping Controller(Capel&Co., (Newcastle&Hull) Ld.,*Mgrs.*)	195·2	30·1	10·9	Bergen Norwegian London British	T.3Cy.14″,23½″&38″–27″ 75NHP		N
130094	*E.Speilberg* –13		555								Q93*t*B49*t*H12*t*F28*t*			*WB*			
~~JBNF~~	~~3961~~	1*Dk*	~~481~~ 432												TrondhjemsMek.Verk.		
301	**Bavaria**	SteelScSr	3898					1905	Reiherst'g Schiffsw. Hamburg	Hamburg-Amerik Packetf.Act.Ges. (Ham.-Amr.Linie)	355·3	44·0	26·0	Hamburg German	T.3Cy.23⅝″,42⅝″&68′–47½″ 320NHP		G
	Jensen		3237								P40′B112′F67′			*WB*			
RNST	*Elec.light* Wireless	2*Dks*	2466												Reiherst.Maschinef.Ham.		
302	—	SteelScSr	1795			...		1888	R.Duncan &Co. Port Glasgow	W.Kunstmann	259·8	37·2	15·5 22·4	Stettin German	T.3Cy.18″,29½″&47″–33″ NB06 147NHP	24 ″ 9	G
Missing	*R.Falk*06–06		1770										BK9″	*WB*			
JFPH	(*ex*RiverMersey)	1*Dk&Spardk3trB*	1133												Muir&Houston,Glasgow		
303	—	SteelTwinScSr	988					1913	Nüscke& Co.A.G. Stettin	Rhein-undSee-Schiffahrts Ges.	220·3	33·7	13·5	Cologne German	T6Cy11⅛″18⅝″&30⅛″-18½″ 82NHP		G
	C.Pahnke –13		788								Q64′B53′F23′			*WB*	Christiansen &Meyer,Harburg		
HWCR	*Elec.light* Sub.Sig.	1*Dk*	553														
304	**Bavarian**	SteelScSr	3012	✠100A1	Liv	*v*	~~7,14~~	1895	Sunderlnd S.B.Co.Ld. Sunderland	Ellerman Lines,Ld (GrahamSmith, *Mgr.*)	343·0	41·1	26·0	London British	T.3Cy.25½″,41½″&69″–45″(*s*) 160lb *100lb* NDB13 326NHP	28 ″ 9	
101830	*H.Hookway* –17	*ss*Yka.No.3–10,06	2754	*Spar dk*			2,17	1mo			P38′B78′F42′		BK8″		5*BHCem*	s5 ″ 5½	
NQLG		*ss*Liv.No.1–12	1950	~~6,14~~					A&CP	*WB=*	*Cell D Ba*92′ *uE*20′				2SB,*8pf*,GS120,HS5000	24 ″ 4	
	(*ex*Merionethshire)	1*Dk*(*Stl*)&*Spar dk*		~~Examined~~5,17											N.E.MarineEng.CoLd.Sld.		
	Elec.light	(*Stl*–ws)&*Web frames*		~~BS2,17~~ ~~LMC9,15~~							*f*142′424*t*						
305	**Bawean**	SteelScSr	6430	✠100A1	Msl	*a*†	11,16	1914	W.Hamilton&Co.Ld. Pt.Glasgow	Stoomv.Maats. Nederland	420·0	54·5	34·0	Amstrdam Dutch	T.3Cy.27½″,45″&75″–51″(*r*) 180lb 638NHP	36 ″ 6	
	J.B.vanMeeuwen		6062	*Shelter dk*	Sba			9mo					FK	*Cem*	4SB,*12cf*,GS187,HS10128FD	s 9 ″ 0	
MGSK	*Elec.light*	2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	4117	*withfreeboard*					*Lloyd's*	*SA&CP*	*'Tween dk BH* 5*B*			*H to Upr dk*	D.Rowan&Co.Glasgow	27 ″ 10	
	Wireless	&*Web frames*		~~4,17 11,16~~ ~~LMC9,14~~							*in No. 3 hold* 1*E*			*H to Shelter dk*			
		Longitudinal framing									*dispensed with* 1*B*			*H to 2nd dk only*			
										WB=Cell D Ba	132′*uE&B*58′ *f*172′			1278*t DTa*32 712*t FPT*64*t APT*15*t*			
306	**Bay Fisher**	SteelSc3MstSr	478	✠100A1	Sws	*h*	~~5,18~~	1904	Dublin Dkyrd.Co. Dublin	~~J.Fisher&Sons~~ ~~The RisShipping Co.Ltd.~~ P.G.Beatley &Sons	168·7	25·8	10·4	~~Barrow~~ London	C.2Cy.20″&42″–30″ (*s*)	12 ″ 9	
114228	~~*R.Owens* –13~~	*ss*Trn.No.2–13	353	5,16			6,17	10mo			Q52′B11′F25′		BK7″	British	130lb 72RHP	s 1 ″ 1½	
HBVF	*Well deck* ~~*G.McCutcheon* –17~~	1*Dk*(*Stl*)	195	~~Examined 5,17~~ ~~BS5,16~~ ~~LMC1,18~~					*Lloyd's*	*SA&CP*				*WB*	1SB,*3pf*,GS53,HS1747	12 ″ 4	
	Mchy.Aft *S.Salter*	–*Now named "MadameAlice," See No. 81 in Supplement*		~~Exempt 5,16~~							*=DBf*93′122*t FPT*			45*t APT*20*t*	RenfrewBros.&Co.Irvine		
307	**Bay State**	SteelScSr	6583	✠100A1	Liv	*a*†	5,17	1915	Sir J.Laing &Sons,Ld. Sunderland	WhiteDiamondS.S Co.Ld.(G.Warren &Co.Ld.*Mgrs.*)	420·3	53·5	36·3	Liverpool British	T.3Cy.29″,49″&80″–54″ (*s*) 180lb 686NHP	39 ″ 0	
137427	*A.Fenton* –17		4774	*Shelter dk*				2mo			*FonShelter dk*34′		FK	7*BHCem*	3SB,*12cf*,GS246,HS10410FD	s10 ″ 0	
JKCB	*Elec.light*	2*Dks*(*Stl*)&*Shelter dk*	4140	*withfreeboard*					*Lloyd's*	*SA&CP*					Blair&Co.Ld.Stockton	29 ″ 4	
	Wireless	(*Stl*)3*trBinNo.1hold*		5,17~~6,16~~ ~~LMC2,18~~						*WB=CellDBa*13	5′*uE*31′ *f*172′ 1054*t*			*DTa* 35′946*t*	*FPT*109*t APT*124*t*		
308	—	SteelSc	1245			...		1890	American Stl.BargeCo. W.Superior	WhiteOak Transprtn.Co.	265·0	36·0	22·0	Belfast,Me Utd.States	C.2Cy.26″&50″–42″ 135NHP		
76933	*A.Haley*12–12 (*ex*JosephL.Colby)		—											*WB*			
KHJF	*Whaleback Mchy.Aft*	1*Dk2trB*	915												S.F.Hodge&Co.Detroit		
309	**Bay View**	SteelSc	1400					1891	American Stl.BargeCo. W.Superior	WhiteOak Transprtn.Co.	265·0	38·0	24·0	Belfast,Me Utd.States	T.3Cy.18″,30″&48″–36″ NB12 138NHP		
106834	*J.W.Cooper*12–12 (*ex*A.D.Thomson)		—											*WB*	S.F.Hodge&Co.Detroit		
KJPS	*Whaleback Mchy.Aft*	1*Dk2trB*	1075														
310	**Bayamo**	SteelScSr	3296			...		1898	W.Gray& Co.Ld. W Hartlepool	NewYork&Cuba MailS.S.Co.	350·0	45·0	16·2 P31′B72′F35′ 24·1 FK	NewYork Utd.States	T.3Cy.28″,43½″&72″–48″ 460NHP	26 ″ 8	R
212888	*E.B.Lambert* (*ex*Turkistan)		2950											*WB*	Cen.Mar.Eng.Wrks.WHpl		
LFCH	*Elec.light*	1*Dk&Spardk&deepframing*	2054														
311	**Bayard**	SteelTwinSc3MstSr	2900					1915	Akers Mek.Værks. Christiania	Akties.Bonheur (FredOlsen&Co,. *Mgrs.*)	335·2	48·2	20·5	Chrstiania Norwegian	Oil Engines 4S.C S.A. 12Cy.19⅝″–26″		
	H.J.Holstad	*OilEng.*	2637											*WB*	AkersMek.Værks.Xia		
MNBT	*Elec.light Mchy.Aft*	2*Dks*	1719														
312	—	SteelScK	231			...		1908	Mackie& Thomson,Ld. Glasgow	LesPêcheries Rochelaises(A. Chargrasse,*Mgr.*)	120·5	21·5	11·5	LaRochlle French	T.3Cy.12½″,20″&33″–28″ 69NHP	12 ″ 6	V
	*R. Mouilleron*09–09	(*Trawler*)	195								Q68′F18′		BK7½″	*WB*	W.V.V.Lidgerwood,Gls.		
HLKV	*Elec.light*	1*Dk*	74														
313	**Baychattan**	SteelScSr	3758	✠100A1	Cff	*w*	2,17	1906	C.Connell &Co.Ld. Glasgow	TheBay S.S.Co.Ld.	361·8	47·6	17·9	London British	T.3Cy.25½″,42″&68″–45″(*s*) 180lb *100lb* 382NHP	29 ″ 0	
121285	*S.A.Cornwall* –17	*ss*Cff.No.2–14	3596	*Spar dk*				1mo			P29′B110′F37′ 26·5 FK			6*BHCem*	2SB,*6cf*,GS104,HS5212 FD	s 5 ″ 6½	
HFJP	(*ex*Kilchattan) 1*Dk*(*Stl*)&*Spar dk*(*Stl*)		2418	2,17 ~~BS2,17~~ ~~LMC11,14~~					*Lloyd's*	*SA&CP*	*CellDBa*			855*t APT*27*t*	Dunsmuir&Jackson,LdGls	23 ″ 11	
		&*deepframing*									112′*uE&B*42′*f*162′						
314	**Baycross**	SteelScSr	3893	✠100A1	Bry	*w*	~~4,15~~ 3,18	1907	R.Stephenson&Co.Ld. Newcastle	TheBay S.S.Co.Ld.	340·6	47·2	20·0	London British	T.3Cy.25″,41″&67″–45″ (*r*) 165lb *90lb* 340NHP	29 ″10	
124558	*T.F.Smellie* –15	*ss*Bry.No.2–16	3628	*Spar dk*				2mo			P26′B93′F33′ 27·3 FK			6*BHCem*	2SB,*6cf*,GS129,HS5620	s 5 ″10½	
HKDJ	(*ex*Crossby)	*Spar dk*(*Stl*)2*trB*	2531	*withfreeboard*					*Lloyd's*	*SA&CP*	*CellDBa*110′*u*			*APT*181*t*	Blair&Co.Ld.Stockton	24 ″ 3	
		&*deepframing*		~~4,17 5,16~~ ~~LMC~~ ~~MS8,15~~ ~~BS5,17MBS1,17~~							*E&B*42′ *f* 138′ 739*t*						
315	**Baydouglas**	SteelScSr	4267	✠100A1	Cff	*x*	11,16	1906	Russell& Co. Port Glasgow	TheBay S.S.Co.Ld.	369·7	49·8	19·1	London British	T.3Cy.26″,42″&70″–48″ (*s*) 180lb *80lb* 410NHP	29 ″ 8	
121291	*R.G.Rennie* –13	*ss*Nwc.No.2–15	4017	*Spar dk*	Bry			2mo			P36′B108′F44′ 27·0 FK			6*BHCem*	2SB,*6cf*,GS118,HS5523 FD	s 5 ″ 10	
HFMN	(*ex*Earl of Douglas)	1*Dk*(*Stl*)&	2761	6,17~~11,16~~					*Lloyd's*	*SA&CP*	*Cell D Ba&uE*140			686*t APT*45*t*	Rankin&Blackmore,Grk	24 ″ 3	
	Elec.light	*Spar dk*(*Stl*)&*deep framing*		~~BS3,17~~ ~~LMC 2,14~~							*f*162′ 949*t DTa*28′						

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. *Master.* *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years classed / now expired / Equipment Letter.	7* Date when tail shaft last scrd.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; IHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.*	15 Registers in which classed. If not in L.R. Dist. of Trade Cert.
316 QHRP	**Bayern** *R.Grüter* (*Trawler*) 1*Dk*	Steel Sc 253 211 90					1903	G.Seebeck Act.Ges. Bremerhaven	Deutsche Dmpfs-chereiGes. Nordsee	135·3 Q66′	22·5 F23′	9·8	Nordenh'm German *WB*	T.3Cy.12″,19⅝″&31½″–23⅜″ 48NHP G.Seebeck A.G. Bremerhvn		G
317 140270 JPDF	~~**Bayershes**~~ **Bayersher** *A.E.Mead* –17 (*ex*Erwin L.Fisher) *Elec.light* *Mchy.Aft* 1*Dk*	Steel Sc Sr 1320 1045 855					1910	Toledo S.B.Co. Toledo	The Bay S.S.Co.Ld.	228·0	40·0	14·7	London British *WB*	T.3Cy.17¼″,27½″&43″–36″ 106NHP Toledo S.B.Co. Toledo		L
318 96049 LCFM	**Bayfield** *W.O.Zealand* –03 (*ex*LordStanley) (*Tug*) 1*Dk*	Steel Twin Sc Sr 276 260 114				...	1889	D&W Hen-derson&Co. Glasgow	Canadian Government	140·0 B12′F24′	24·1	11·3 BK6″	Ottawa British *WB*	T.6Cy.12¾″,20″&33″–24″ 112NHP D.&W.Henderson&Co.Gls.	12 ″ 2	
319 127455 HQRN	**Bayford** *H.W.L.Holman* –17 (*ex*Brantford) *ss*Cff.No.1–15 1*Dk*(*Stl*)	Steel Sc Sr 4182 3953 ~~2656~~ 2683	✠100A1 1,17 BS1,17 ✠LMC1,15	Nwc	*x*	1,16	1910 4mo	Nthmblnd S.B.Co.Ld. Newcastle *Lloyd's*	The Bay S.S.Co.Ld.	365·0 P24′B91′F32′ *Cell*	51·4 *D B a* 119′ *u E*	25·9 FK *& B* 43′ *f* 159′	London British 6 *B H Cem* 927 *t APT* 48 *t*	T.3Cy.25″,40″&67″–45″ (*s*) 180lb 385NHP 3SB,*9cf*,GS140,HS5295 Richardsons, Westgarth& Co.Ld.Sld.	28 ″ 4 s 5 ″ 5½ 23 ″ 3	
320 120631 HDTC	**Baygitano** *A.Murrison* –16 (*ex*CayoGitano) 1*Dk*(*Stl*)&*Spar dk*(*pt Irn&ptStl*)&*deep framing*	Steel Sc Sr 3073 2890 1983	✠100A1 *Spar dk* 5,16 MS4,14 ✠LMC BS11,16	Cff	*v*	5,16	1905 11mo	J.Read-head&Sons South Shields *Lloyd's*	The Bay S.S.Co.Ld.	330·9 P&B211′F35′ *Cell*	45·1 *D B a* 92′ *u E&B*	15·8 24·0 FK 42′ *f* 148′ 591 *t*	London British 5 *B H Cem* *APT* 218 *t*	T.3Cy.24½″,40″&66″–45″ (*r*) 180lb ~~200lb~~ 318NHP 2SB,*6cf*,GS126,HS4940 J.Readhead&Sons,S.Shl.	26 ″ 6 s 4 ″ 0 22 ″ 10	
321 133120 HVKN	**Baygola** *J.L.Nicol* 16–17 *E.E.Harris* –16 (*ex*Angola) *Elec.light* ~~*ss*~~Cff No.1–17 2*Dks*(*Stl*)	Steel Sc Sr 4981 4711 3172	✠100A1 ~~10,17~~ ~~3,16~~ 2,18 BS5,17 ✠LMC ~~5,17~~ MS10,17	Cff Bal	*y*	~~2,16~~ No,17	1912 3mo	D&W Hen-dersn&Co.Ld. Glasgow *Lloyd's*	The Bay S.S.Co.Ld. *Cell D B a* 123′ *u E&B*	403·5 P45′B126′F38′ 36′ *f* 182′ 1054 *t F P T*	52·2	27·3 FK	London British 6 *B H Cem* 96 *t APT* 218 *t*	T.3Cy.25″,41″&67″–51″ (*s*) 175lb 435NHP 3SB.*9cf*,GS146,HS6397 FD D&W.Hendersn&CoLdGls	29 ″ 10 s 5 ″ 11 24 ″ 3	
322 117394 HDPQ	**Baygowan** *C.Waring* –17 (*ex*Gowanburn) *ss*Gls.No.2–14 1*Dk*(*Stl*)&*Spar dk*(*Stl*)&*deep framing*	Steel Sc Sr 4274 4024 2723	✠100A1 *Spar dk* 2,17 ~~BS10,16~~ ✠LMC ~~4,15~~ 5,18	Cff	*x*	2,17	1905 8mo	Russell& Co. Port Glasgow A&CP	The Bay S.S.Co.Ld. *Cell D B a* 114′ *u E* 26′	370·0 P36′B109′F44′ *f* 162′ 949 *t*	49·8 27·0 FK *D T a* 28′	19·1 FK 686 *t APT* 45 *t*	London British 6 *B H Cem* Rankin&Blackmore,Grk.	29 ″ 8 s 5 ″ 10 410NHP 2SB.*6cf*,GS118,HS5523 FD 24 ″ 3	
323 123701 HJCK	**Bayhowel** *H.A.Behannah* 16–16 (*ex*KingHowel) *ss*Npt.No.2–14 1*Dk*(*Stl*)2*tr B&S deep framing* 3*Dk rule*	Steel Sc Sr 4343 4083 2822	✠100A1 10,17 ~~3,17~~ MS2,17 ✠LMC ~~4,15~~ ~~BS6,17~~ 5,18	Nwc Cff	*x*	~~2,17~~ 10,17	1906 9mo	R.Stephen-son&Co.Ld. Newcastle *Lloyd's*	The Bay S.S.Co.Ld. *Cell D B a* 117′ *u E* 23′ *f* 150′ 910 *t F P T*	355·2 P46′B98′F34′ 58 *t APT* 202 *t*	50·1	27·5 FK	London British 6 *B H Cem* Palmers'Co.Ld.Newcastle	T.3Cy.26″,43″&70″–45″ (*s*) 180lb *100lb* 356NHP 2SB,*6cf*,GS150,HS5486	30 ″ 2 s 5 ″ 10½ 24 ″ 8	
Missing since 1918 324 191295 HFNC	**Baykeeran** *M.B.Reid* –15 (*ex*Kilkerran) *ss*Shl.No.2–14 1*Dk*(*Stl*)&*Spar dk*(*Stl*) &*deep framing*	Steel Sc Sr 3755 3593 2413	~~✠100A1~~ *Spar dk* ~~3,16~~ 9,17 ~~BS11,16~~ ~~✠LMC6,14~~	Bkn Cff	*w*	~~3,16~~ 9,17	1906 2mo	C.Connell &Co.Ld. Glasgow *Lloyd's*	The Bay S.S.Co.Ld. *Cell D B a* 112′ *u E&B* 42′ *f* 162′	361·8 P29′B110′F37′ 855 *t APT* 27 *t*	47·6 26·5 FK	17·9 FK	London British 6 *B H Cem* Dunsmuir&JacksonLdGls	T.3Cy.25½″,42″&68″–45″ (*s*) 180lb *100lb* 382NHP 2SB,*6cf*,GS104,HS5212 FD	29 ″ 0 s 5 ″ 6½ 23 ″ 11	
325 102126 NGKP	**Bayleaf** *R.G.Smith* –13 *Ref.Mchy.* Wireless *Elec.light* Sub.Sig.	Steel Twin Sc 4 Mst Sr 8301 7960 5403					1894 1mo	Harland& Wolff,Ld. Belfast	Lane&Macandrew Ld.	500·0	60·0	38·0	Liverpool British *WB*	T.6Cy.23½″,38½″&64″–48″ 568NHP Harland&Wolff,Ld.Bel.	37 ″ 2 s 8 ″ 7½ 29 ″ 1	
326 980 52 JNBP	**Baylula** (*ex*Lula,*ex*Bona) *ss*Msl.2nd No.3–8,15 1*Dk*(*Irn*)&*Web frames*&*pt Awng dk*(*Irn*)	Steel Sc Sr 2406 1780 1527	✠100A1 *pt Awng dk* *with freeboard* ~~7,17~~ ~~8,16~~ 1,18 BS8,16 LMC8,18	Cff Npt Msl	*s*	~~8,16~~ ~~7,17~~ 1,18	1890 3mo	R.Dixon &Co. Middlesbro' A&CP	The Bay S.S.Co.Ld. *Cell*	297·0 P27′Q78′ *pt Awng dk* 192′ FK *D B* 248′ 489 *t*	40·0	18·9	London British 5 *B H Cem*	T.3Cy.22″,35″&59″–39″ (*s*) 160lb *100lb* NDB00 231NHP 2SB.*6cf*,GS107,HS3670 T.Richardson&Sons,Hpl.	21 ″ 4 s 8 ″ 4 20 ″ 6	
327 132614 HTNB	**Baymano** ~~*Baydaling* –16~~ (*ex*CayoRomano) *W.A.Armstrong* –17 2*Dks*(*Stl*)& *deep framing*	Steel Sc Sr 3675 3495 2327	✠100A1 5.15 ~~Examined 17 4,18~~ ✠LMC8,17	Grk	*w*	~~4,16~~ 8,17	1911 10mo	W.Dobson &Co. Newcastle *Lloyd's*	The Bay S.S.Co.Ld. *Cell D B a* 114′ *u*	354·4 P41′B112′F41′ *E & B* 46′ *f* 150′ 720 *t*	48·0	26·0 FK	London British 6 *B H Cem* *APT* 85 *t*	T.3Cy.25″,41″&68″–45″ (*s*) 180lb 371NHP 3SB,*9cf*,GS127,HS4950 FD N.E.MarineEng.CoLdNwc	28 ″ 5 s 5 ″ 1 23 ″ 9	
328 114712 SMCT	**Baymanter** *J.L.Nicol* –16 (*ex*Polmanter, *ex*LeasoweCastle, *ex*NewOrleans) *ss*Liv.No.3–8,10 *ss*Cff.No.1–14 1*Dk*(*Stl*)2*tr B&S deep framing* 3*Dk rule*	Steel Sc Sr 3515 3356 2262	✠100A1 *with freeboard* ~~5,17~~ ~~2,16~~ 4,18 ~~BS11,16~~ ~~✠LMC6,14~~ BS4,17 MS5,18	Npt Cff	*w*	~~2,18~~ 4,18	1901 7mo	Short Bros. Ld. Sunderland *Lloyd's*	The Bay S.S.Co.Ld. *Cell D B a*	340·5 P31′B199′F31′ 111′ *u E* 24′ *f* 132′ 793 *t*	47·2	24·8 FK	London British 6 *B H Cem* *APT* 72 *t*	T.3Cy.24½″,40″&66″–45″ (*s*) 180lb ~~80lb~~ NDB17 316NHP 2SB,*6pf*,GS138,HS4870 *100lb* G.Clark,Ld.Sunderland	27 ″ 4 s 4 ″ 0½ 23 ″ 8	
329 118489 HBFN	**Baymingo** *S.M.Newman* –13 (*ex*CayoDomingo) 1*Dk*(*Stl*)&*Spar dk* (*pt Irn&ptStl*)&*deep framing*	Steel Sc Sr 2717 2574 1713	✠100A1 *Spar dk* 1,16 ~~Examined 17~~ ✠LMC MS12,16 BS12,17	Liv	*u*	12,16	1904 9mo	Swan, Hunter&Wigham Richardson, Ld Newcastle *Lloyd's*	The Bay S.S.Co.Ld. *Cell D B a* 114′ *u E&B*	315·4 P&B202′F34′ *Cell D B a* 114′ *u E&B*	43·1 24·3 FK 38′ *f* 130′ 595 *t*	16·9 FK	London British 5 *B H Cem*	T.3Cy.24″,38″&64″–42″ (*r*) 160lb *100lb* 273NHP 2SB,*6cf*,GS115,HS4200 N.E.MarineEng.CoLdNwc	26 ″ 10 s 3 ″ 7½ 23 ″ 7	
330 113734 VQFP	**Baynaen** *A.S.Kirby* –14 *Turret deck*	Steel Sc Sr 3227 2683 2065					1904	W.Doxford &Sons,Ld. Sunderland	The Bay S.S.Co.Ld.	332·1 P23′F36′	46·6	22·0	London British *WB*	T.3Cy.24″,39″&64″–42″ 265NHP W.Doxford&Sons,Ld.Sld.		V
331 137787 JHSR	**Baynyassa** ~~*T.Finnie* 13–15~~ *Murray* –17 (*ex*Nyassa) *Elec.light*	Steel Sc Sr 4937 4697 3127	✠100A1 ~~4,17~~ ~~3,17~~ ~~✠LMC2,15~~ 7,17	NYk Cff	*y*	2,17	1915 2mo	Bartram& Sons,Ld. Sunderland *Lloyd's*	The Bay S.S.Co.Ld. *Cell D B a* 137′ *u E* 26′ *f*	400·0 P36′B119′F40′ 176′ 1053 *t F P T*	52·4	28·0 FK 191 *t*	London British 6 *B H Cem* *APT* 168 *t*	T.3Cy.27½″,45″&75″–48″ (*s*) 180lb *120lb* 476NHP 3SB,*9cf*,GS204,HS8055 J.Dickinson&Sons,Ld.Sld.	30 ″ 6 s 6 ″ 0½ 24 ″ 10	
332 208705 LBWD	**Bayocean** *Petrol Motor* 1*Dk*	Wood Sc 150 — 89					1911	..... Portland,Or.	Bayocean Excursion Co.	130·1	18·7	7·9	S. Frncisco Utd. States	Petrol Motor		
333 592 NGMH	**Bayonne** *Oneita* –16 *Mchy.Aft* 1*Dk*(*Stl*)&*Spar dk*(*Stl*) *Elec.light* Wireless &*Web frames*	Steel Sc 3 Mst Sr 3294 3068 2154	✠100A1 *Spar dk* ~~3,15~~ ~~3,16~~ *Carrying Petr* ✠NB5,07	NOs Gen	*v*	8,16 BS2,17 *oleum in bulk* ✠LMC2,16	1889 8mo	A.&J. Inglis Glasgow *Lloyd's*	"La Columbia" Soc.Marit.per Trasporto di Petrolio e Deravati *W*	330·0 P84′B15′F48′ ND02 *B = D B u B* 38′ 122 *t*	42·2 28·4 FK	21·1 FK	Genoa Italian 14 *B Hpt Cem* *FPT* 103 *t* *A*	T.3Cy.23¾″,40″&63″–48″ (*s*) 160lb *90lb* NDB93 293NHP 2SB,*8cf*,GS157,HS4680 A.&J.Inglis,Glasgow *APT* 80 *t* *Deep Tank* *f* 18′ 313 *t*	29 ″ 6 s 6 ″ 9½ 23 ″ 0	
334 139196 JNVC	**Bayramento** *P.K.Barnet* –17 (*ex*Sacramento,*ex*Alexandria) Wireless 2*Dks*&*deep framing*&*Shelter dk* *Elec.light* *Tonnage opening closed 1917*	Steel Sc 4 Mst Sr 7334 7017 4734	✠100A1 *Shelter dk* ~~2,18~~ ~~✠LMC~~ ~~9,15~~ BS2,18	Cff	*z*	2,17	1900 12mo	Palmers' Co.Ld. Newcastle A&CP	The Bay S.S.Co.Ld. *Cell D B* 383′ 1207 *t*	452·0 *D T a* 30′ 760 *t*	52·2 *F P T*	28·3 FK	London British 7 *B H Cem* 170 *t APT* 60 *t*	T.3Cy.30″,50″&81½″–54″ (*s*) 180lb 642NHP 3DB,*18cf*,GS338,HS11475 Palmers'Co.Ld.Newcastle	38 ″ 11 s 12 ″ 0½ 27 ″ 3	

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Capitaine.* *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✝ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Registres de 500 pieds cubes ou plus.
335 120888 HDPS	**Bayronto** *W.Barber* 15–15 (*ex* Tronto) 2 *Dks* (*Stl*) & *deep framing* *Elec.light* ~~ss Cff.No.3-2,18~~ & *Shelter dk* (*Stl*) *Tonnage opening closed 1918* *Cargo battens not fitted in Shelter 'tween dks*	**SteelSc4MstSr**	6045 4508 3976	✝100A1 *Shelter dk* *with freeboard* ~~2,18 3.16~~ ~~BS4,16~~ ✝LMC1,14	Lon Cff	*z*	~~3,16~~ 2,18	1905 10mo *Lloyd's*	Armstrong Whitworth & Co.Ld. Newcastle *sA&CP*	TheBayS.S.Co.Ld.	400·0 | 52·0 | 27·0 FK *CellDB*	London British 6 *BHCem* *a* 136′ *u E&B*	T.3Cy.27″,45″&75″–48″ (*s*) 180lb *100lb* 494NHP 3SB,*9cf*,GS163,HS6894 FD 18′ *f* 167′1079*t APT*32*t*	37 ″ 8 *s* 10″6½ 27 ″ 5	
336 139182 JNTB	**Baysarnia** *Nichols* (*ex* Sarnia, *ex* Gerda) *Ref.Mchy.* *Elec.light* Wireless 3 *Dks*	**SteelScSr**	3458 2996 2117	✝100A1 *Spar dk* 10,14	Liv	*x*	10,16	1892 *Lloyd's*	Blohm& Voss Hamburg *sA&CP*	TheBayS.S.Co.Ld.	352·4 | 42·2 | 26·0 P54′B101′F44′ *CellDB*	London British *WB*	T.3Cy.25½″,40″&66″–42½″ 283NHP Blohm&Voss,Hamburg		CR
337 133095 JBLK	**Baysarua** *R.Forsyth* –16 ~~ss Cff.No.1–18~~ (*ex* Masarua) 2 *Dks* (*Stl*) *Elec.light*	**SteelScSr**	4986 4706 3189	✝100A1 ~~4,18 1.17~~ 6,18 ~~BS4,16~~ ✝LMC1,14	Cff	*y*	2,17	1913 1mo *Lloyd's*	D&W Hendersn&Co.Ld. Glasgow *sA&CP*	TheBayS.S.Co.Ld.	402·7 | 52·3 | 27·3 P45′B126′F38′ FK *Cell DBa* 123′ *u E&B*	London British 6 *BHCem* 36′ *f* 182′1054*t FPT*	T.3Cy.25″,41″&67″–51″ (*s*) 175lb 435NHP 3SB,*9cf*,GS146,HS6397 FD 96*t APT*218*t*	29 ″ 10 *s* 5 ″ 11 24 ″ 3	
338 120579 HGWD	**Baysoto** *T.Walker* –16 (*ex* CayoSoto) 1 *Dk* (*Stl*) & *Spar dk* (*pt Irn & pt Stl*) & *deep framing*	**SteelScSr**	3082 2889 1988	✝100A1 *Spar dk* 5,17 ~~3.16~~ ~~BS1,16~~ ✝LMC1,14	Lon Bry ~~BS6,17~~	*v*	~~3,16~~ 5,17	1905 6mo *Lloyd's*	J Readhead & Sons South Shields *sA&CP*	TheBayS.S.Co.Ld.	330·8 | 45·1 | 15·8 P&B211′F35′ 24·0 FK *Cell DBa* 92′ *u E&B*	London British 5 *BHCem* 42′ *f* 148′591*t*	T.3Cy.24½″,40″&66″–45″(*r*) 180lb *80lb* 320NHP 2SB,*6cf*,GS126,HS4940 J.Readhead&Sons,S.Shl.	26 ″ 6 *s* 4 ″ 0 22 ″ 10	
339 136268 JDTB	**Baytigern** *J.Rough* –15 (*ex* Saint Kentigern) 2 *Dks* *Elec.light*	**SteelScSr**	4411 4091 2831					1914	Greenock& Grangem'th Dckyd Co.Ld. Greenock	TheBayS.S.Co.Ld.	375·5 | 52·2 | 25·7 P36′B99′F43′ *WB*	London British	T.3Cy.25″,41″&68″–48″ 320NHP Rankin&Blackmore,Grk.		C
340 136337 JHGL	**Bayverdun** *J.Low* –16 *Tonnage opening closed 1917* (*ex* Verdun) 1 *Dk* (*Stl*) & *Elec.light* *Shelter dk* (*Stl*)	**SteelScSr**	5670 4034 8611	✝100A1 *Shelter dk* *with freeboard* 5,17 ~~3.16~~ ✝LMC12,14	Sws Bry	*y*	~~2,16~~ 5,17	1914 11mo *Lloyd's*	Russell& Co. Pt.Glasgow *sA&CP* *Ce*	TheBayS.S.Co.Ld.	387·9 | 54·0 | 25·9 FK *llDBa* 126′ *uE* 22′ *f*	London British 6 *BHCem* 169′ 1096*t FPT* 105*t*	T.3Cy.26″,42″&70″–48″ (*r*) 180lb 428NHP 3SB,*9cf*,GS184,HS7431 *APT*135*t*	36 ″ 3 *s* 9 ″ 10 26 ″ 9	
341 98442 NKDB	**Bayvoe** ~~ss Cff.No.2–17~~ *J.Rowe* –17 ~~ss Cff.No.3–4,07~~ (*ex* Wenvoe) ~~ss Cff.No.1–12~~ 1 *Dk* (*Stl*) 2 *tr B* & *Web frames*	**SteelScSr**	2977 2835 1875	✝100A1 *with freeboard* 3,17 ~~4.14~~ ~~MBS8,15~~ ✝LMC3,12	Bry Cff	*u*	~~N8,15~~ N3,17	1894 5mo	W.Gray& Co.Ld. W Hartlepool A&CP	TheBayS.S.Co.Ld.	325·0 | 47·0 | 23·6 P27′B70′F33′ FK *DBa* 108′ *f* 126′ 771*t*	London British 5 *BHCem* *APT*62*t*	T.3Cy.24″,38″&64″–42″ (*s*) 160lb *100lb* NDB11 258NHP 2SB,*6rf*,GS85,HS3750 Cent.Mar.Eng.Wks.WHpl	24 ″ 10 *s* 4 ″ 7 20 ″ 7	
342 212841 LDWT	**Bayway** *W.J.Healey* 15–15 (*ex* Mohawk) 2 *Dks* (*Stl*) & *Web frames* *Elec.light* *Longitudinal framing* *Mchy.Aft* Wireless	**SteelScSr**	5083 4467 3051	✝100A1 ~~Tunnel dk 8.17~~ 11,16 ~~MBS8,17~~ ✝LMC9,13 *Carrying Petroleum in bulk* *Fitted for oil fuel* 3,13	N Yk	*y*	~~11,16~~ 8,17 *F. P.*	1913 3mo *Lloyd's* *above*	Howaldts-werke Kiel *sA&CP* 150° F.	Standard Oil Co. (New Jersey) *WB=CellDB* *DTf* 31′480*t*	385·3 | 52·4 | 28·5 P115′B22′F37′ FK *uE&B* 74′ 221*t* *FPT* 169*t APT* 66*t*	New York Utd. States 13 *BHCem* 10 *to Upr dk* 3 „ 2*nd* „	Q4Cy19½″.28″,41″&59″–41½″ 213lb *120lb* (*s*) 320NHP 2SB,*6cf*,GS100,HS4512 FD Howaldtswerke,Kiel	28 ″ 8	
343 113528 RSTG	**Baywest** *J.M.Smith* 13–13 ~~ss Cff.No.3–6,12~~ (*ex* Westward Ho) 1 *Dk* (*Stl*) 3 *tr B* & *Web frames* 3 *Dk rule* & *Shelter dk* (*Irn*) ~~ss Cff.No.1–16~~	**SteelScSr**	3596 3241 2316	✝100A1 *Shelter dk* 6,18 ~~3.14~~ ~~BS6,18~~ ✝LMC9,16	Cff	*w*	~~9,16~~ 3,17	1900 7mo	Richardsn, Duck&Co. Stockton A&CP	The BayS.S.Co.Ld.	339·2 | 46·2 | 24·8 FK *CellDBa* 110′ *uE* 26′	London British 6 *BHCem* *f* 142′810*t FPT* 128*t*	T.3Cy.25″,42″&68″–45″ (*s*) 160lb ~~80lb~~ *65lb* 335NHP 2SB,*6cf*,GS126,HS5400 *APT*163*t*	27 ″ 3 *s* 3 ″ 1½ 24 ″ 6	
344 94298 KMTH	**Bazalgette** *H.Parker* –17 ~~ss Lon.2nd No.3–12,11~~ *Mchy.Aft* ~~ss Lon.No.1–16~~ (*Sludge vessel*) 1 *Dk* (*Stl*)	**SteelTwinSc**	990 967 613	✝100A– 4,17 ~~3,16~~ ✝LMC5,16 BS3,17	Lon		~~3,16~~ 10,17	1887 5mo	Brw.S BCo. (Lim.) Barrow	London County Council	230·2 | 38·2 | 13·8 FK	London British 5 *BHCem*	T.6Cy.15⅜″,22″&33″–24″ (*s*) 150lb 120NHP 2SB,*4cf*,GS80,HS2020 Barrow S BCo.(Lim.),Brw.		
Wrecked 12.17 HDPL	**Bazan** *Moreca* *Mchy.Aft*	**IronSc3MstSr**	782 679 534			...		1880	J.Read-head&Co. S.Shields	F.deAsqueta	194·5 | 29·6 | 15·5 P56′B9′F27′ BK7½″	S.Sebast'n Spanish	C.2Cy.23″&46″–30″ 87NHP J.Readhead&Co.S.Shields		V
346 139090 JLVC	**Beachy Head** *L.Holt* 09–15 *Now named* "Grelhead," *See No. 56 in Supplement*	**SteelScSr** 1 *Dk* (*Stl*)	4274 4001 2602	✝100A1 6,17 ~~10,16~~ ✝LMC9,15	Sws Nwc	*x*		1915 9mo *Lloyd's*	Richards n, Duck&Co.Ld Stockton *sA&CP*	Fargrove S N Co.Ld (Farrar, Groves& Co.Ld. *Mgrs.*)	380·0 | 51·0 | 24·8 P38′B244′F37′ FK *WB=CellDBa* 123′	London British 6 *BHCem* *uE* 27′ *f* 173′	T.3Cy.26″,42″&70″–48″ (*s*) 180lb *100lb* 395NHP 3SB,*9cf*,GS178,HS6435 Blair&Co.Ld.Stockton 1151*t FPT* 136*t APT* 154*t*	27 ″ 3 *s* 3 ″ 11 23 ″ 9	
347 HTFD	**Beacon** *P.Pedersen* 16– 1 *Dk & pt Awng dk*	**SteelScSr**	1126 820 715	*Now named* "Reim," *See No. 21 in Supplement*				1901 *Lloyd's*	Akers Mek.Værks. Christiania *sA&CP*	Dmpsk Akties Reim (Haugaard&Co. *Mgrs.*)	227·0 | 31·5 | 15·1 Q70*t* H101*t* F230*t* *WB*	Chrstiania Norwegian	T.3Cy.20″,32″&52″–33″ 155NHP Akers Mek.Værks.Xia.		N
348 108366 QFBM	**Beacon Grange** *W.Keslake* –11 ~~ss Nwc.No.3–5,11~~ *Ref.Mchy* 1 *Dk* (*Stl*) & *Spar dk* (*Stl*) & *Elec.light* Wireless *deep framing*	**SteelScSr**	4237 3725 2753	✝100A1 *Spar dk* 10,14 DDS7,17 ✝LMC6,15 Lloyd's RMC ~~10,16~~ MBS10,16 ~~3,18 1.17 2.17~~	Liv	*x*	10,16	1898 6mo *Lloyd's*	Workman, Clark&Co.Ld Belfast A&CP *WB=*	Houlder Line, Ld. (Houlder Bros.& Co.Ld. *Mgrs.*) *Cell DBa* 102′ *uE&B*	370·0 | 47·6 | 18·9 P37′B174′F79′ 27·3 FK *B62′ f* 130′795*t FPT*	London British 6 *BHCem* 140*t APT*130*t*	T3Cy26¼″,43⅝″&72″–48″(*s*) 190lb *90lb* 415NHP 2SB,*6cf*,GS125,HS5253 Wrkman,Clark&Co.Ld.Bel	29 ″ 10 *s* 4 ″ 10½ 25 ″ 3	
349 97773 LRCW	**Beacon Light** *J.Owen* –13 2 *Dks* *Mchy.Aft* *Carrying Petroleum in bulk* *Elec.light*	**SteelScSr**	2768 2694 1908					1890	Armstrong Mitchell& Co.(Lim.) Newcastle	Bear Creek Oil& Shpg.Co.Ld. (C.T. Bowring&Co.Ld. *Mgrs.*)	311·0 | 40·2 | 28·2 B20′ F28′	Liverpool British	T.3Cy.23″,37″&60″–39″ NB03 225NHP Wllsnd.Slpwy Co.Ld.,Nwc.		V
350 74925	**Beagle** *J.Dickson* –01 1 *Dk*	**WoodSc3MstSr**	229 213 156					1877	W.Yabsley Rchd R.NSW	~~S.Cassidy~~ S Einerson	147·1 | 21·0 | 8·8	Sydny NSW British	2Cy.21″–15″ 35RHP		
351 129134	**Beam** ~~ss Lon.No.1–14~~ 1 *Dk* (*Stl*)	**SteelTwinSc**	168 150 3	✝100A– *For Towing purposes* 7,16 *Water Tube Boilers* ~~BS4,17 BS9,16~~ ✝LMC11,14	Lon		7,16	1910 9mo	Ferguson Bros. Port Glasgow	Port of London Authority	86·0 | 22·6 | 10·8 B23′ BK6″ *WB=FPT*	London British 4 *BHAsp* 12*t APT*21*t*	C.4Cy.19″&40″–24″ 200lb 120lb at Eng. 175NHP 2B, GS86,HS3360 Ferguson Bros.Pt.Gls.	12 ″ 0 *s* 1 ″ 2½ 11 ″ 5	
352 207042 LBHM	**Bear** (*STRANDED 6,16*) *L.N.Nopander* 09–10 *Elec.light* Sub.Sig.Wireless 3 *Dks*	**SteelScSr**	4507 — 2779					1909	Nwprt Nws S.B.&D.D.Co. Newprt News	San Francisco& Portland S.S.Co.	357·5 | 47·0 | 26·4 34 0	S.Frncisco Utd. States *WB*	T.3Cy.31′,50″&84″–54″ 520NHP Newport News SB&DD.Co.		R
353 121807	**Bear River** *J.E.Woodworth* 1 *Dk*	**WoodScSr**	104 82 71					1905	Nw.Burrell Johnson I.Co. Ld.Shelburne	J.E.Woodworth	90·0 | 20·0 | 8·4	Digby,N.S. British	C.2Cy.10″&20″–16″ 16RHP Nw Burrell Johnson I.Co Ld		
354 HLMW	**Béarn** *J.Artigue* –99 ~~ss Bdx.No.3–2,10~~ ~~ss Bdx.No 1–14~~ 1 *Dk* (*pt Irn pt Stl*) 2 *tr B*	**SteelScSr**	1288 1122 802	✝100A1 4,17 ~~7.16~~ ~~NB4,06~~ ✝LMC9,14 BS7,16	Bdx	*o*	N7,16	1894 3mo	Sir Raylton Dixon & Co. Middlesbro A&CP	Devés, Chaumet& Co.	232·7 | 34·5 | 16·8 P24′B53′F29′ BK8″ *WB=CellDB* 178′	Bordeaux French 4 *BHCem* 314*t APT*44*t*	T.3Cy.17½″,28″&46″–33″ (*s*) 160lb *85lb* NDB08 133NHP 1SB,*4cf*,GS66,HS2052 N.E.Mar.E.Co.(Lim.),Nwc	19 ″ 0 *s* 2 ″ 7½ 17 ″ 2	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys.	3 No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. † for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 Built. By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Dates of Trade Cert.
355	**Beatrice** SteelScSr *For full particulars See No. 4 in Supplement* *Elec.light* *Longitudinal framing*		3372	†100A1 (*Class Contemplated*)				1917	Bethlehem SteelCo. Sparro Pt.Md	A.H.Bull S.S.Co.	328·5 | 46·0 | 25·5 P26′B94′F37′			New York Utd. States	T.3Cy.22″,37½″&60″–42″ BethlehemStl.Co.SparrPt		
356	— SteelScSr *E.Mörk-Nikolaisen* 16–16 MBCQ *Elec.light* 1*Dk*&*Spar dk*		1054 952 588					1902	Bergens Mek.Værks. Bergen	Akties.Dmpsk. Beatrice(J.A.E. Hoff-Helgesen)	200·0 | 32·1 | 14·7 H101*t* 19·6 *WB*			Bergen Norwegian	T.3Cy.19″,30″&50″–33″ 144NHP BergensMekVærksBergen		N
357	— SteelScSr 95326 *R.W.Hopper* –16 *ss*Hfx.2ndNo.3–4,15 JMNH *Well deck* 1*Dk*(*Irn*)&*Webframes* *Cargo battens not fitted*		712 552 353	†100A1 ~~6/17~~ 4.15 BS12,16	Hfx Clf	*l*	~~1,17~~ 4,17 N6,17	1890 1mo *Lloyd's*	Richardson Duck&Co. Stockton	Cleeves'Western ValleysAnthracite Collieries,Ld. (T.D.John, *Mgr.*) *WB*=*Cell DB*169′ 218*t FPT*	208·0 | 29·1 | 13·4 P24′Q84′F27′ BK7″ 16*t APT*8*t*	Swansea British 4*BHAsp*	T.3Cy.16½″,26½″&45″–33″(*s*) 160lb *75lb* 99RHP 1SB,*3cf*,GS60,HS1899 T.Richardson&Sons,Hpl.	15 ″ 8 s 1 ″ 9½ 14 ″ 7	
358	— SteelScK 127408 *H.Hewer* –12 *ss*Mil.No.1–12 1*Dk*		239 199 92	†100A1 *Stm Trawler* 12.13 BS7,13	Mil LMC4,12		12,13	1907 11mo *Lloyd's*	Smith's DockCo.Ld. NorthShields	~~J.Thomas Ward~~ ~~StmTrawlingCo.Ld.~~ (J.N.Ward&Son *Mgrs*) W.H.Beeley	120·3 | 21·6 | 11·6 Q67′F19′ BK7½″	~~Grimsby~~ ~~Milford~~ British 3*BHCem*	T.3Cy.12½″,20″&34″–24″(*s*) 180lb 87RHP 1SB,*2pf*.GS38,HS1423 MacColl&Pollock,Ld.Sld.	12 ″ 6	
359	— SteelScK *A.Koper* –13 *ss*Ymu.No.3–8,12 (*ex*Strathtay) 1*Dk* ~~*ss*~~Ams.No.1–17		185 175 54	†100A1 *Stm Trawler* ~~12.14~~ BS8,16	Ymu LMC8,12		1,17 ~~5,17~~	1901 1mo *Lloyd's*	Hall,Russell&Co.Ld. Aberdeen	N.V.Viss.Maats. VigorI.(Oceaan Viss,Maats.*Mgrs*)	108·1 | 21·6 | 11·4 BK7½″	Ymuiden Dutch 3*BHCem*	T.3Cy.12½″,20″&33″–21″(*s*) 140lb 56NHP 1SB,*2pf*,GS36,HS992 Hall,Russell&Co.Ld.Abn.	12 ″ 1	
360	— SteelScK 123298 *A.Stone* –14 *ss*Hul.No.1–11 1*Dk*		173 166 68	†100A1 *Stm Trawler* 9,14	Hul LMC7,14		7,13	1906 12mo *Lloyd's*	Cook,Welton&Gemmell Ld.Beverley	~~Hellyers Steam Fishing Co.Ld.~~ J.McKechnie C.Curzon,*Mgr.*) *WB*=	108·5 | 21·6 | 11·5 BK8″	Hull British 4*BHCem* *DT*f 13′30*t*	T.3Cy.10″,16¼″&27″–24″(*s*) 200lb 45RHP 1SB,*2pf*,GS25,HS750 Amos&Smith,Hull	12 ″ 4	
361 76	**Beatrice V.** IronScBn *A.Altiero* –11 (*ex*YachtAndrée, *ex*Gabrielle,*ex*Aigle,*ex*Sweetheart)		111 111 46				...	1882	D&W Henderson Glasgow	A.Petriccione	96·1 | 17·2 | 10·8	Naples Italian	C.2Cy.10⅜″&22⅜″–20⅜″ NB01 20NHP D.&W.Henderson,Gls.		
362 104217 HLFD	**Beaufort** IronSc (*Bucket Dredger*) 1*Dk*		368 368 197					1884	HM'Intyre &Co. Paisley	TilburyContracting&DredgingCo. Ld.	160·4 | 28·2 | 9·6	London British	C.2Cy.22″&41″–30″ 75RHP Fleming&Fergusn,Ld. Psy		
363 109642 RCML	— SteelScSr *P.W.Grimshaw* –15 *ss*Sws.No.3–6,10 *Mchy.Aft* *ss*Sws.No.1–14 *Elec.light* 1*Dk*		119 109 54	†100A1 ~~9.16~~ 2,13 BS9,16	Sws LMC7,14	*a*	N9,16	1898 8mo	T.B.Seath &Co. Rutherglen	SwanseaHarbour Trustees	90·1 | 19·0 | 10·4 BK6½″ *WB*=*MT*9′11*t*	Swansea British 4*BHCem* A&CP	C.2Cy.16″&33″–24″(*s*) 150lb 45RHP 1SB,*2pf*,GS15,HS1320 Fisher&Co.Paisley	11 ″ 1	
364 207043 LBHN	**Beaver** SteelScSr *E.W.Mason* 07–12 *Elec.light* Sub.Sig.Wireless 3*Dks*		4507 — 2779					1909	NwprtNws S.B.&D.D.Co. NewprtNews	SanFrancisco& PortlandS.S.Co.	357·5 | 47·0 | 26·4 34·0 *WB*	S.Frncisco Utd.States	T.3Cy.31″,50″&84″–54″ 520NHP NewportNewsSB&DD.Co		R
365 93034	— SteelTwinScSr *W.Bruce* –00 1*Dk*		222 218 93	† 3,94	Lth	*d*		1886 3mo	Ramage& Ferguson Leith	BrisbaneTug& S.S.Co.Ld.	135·2 | 21·6 | 10·6 B55′	Brisbane British 4*BHCem*	C.4Cy.17″&34″–18″ 96RHP Ramage&Ferguson,Leith	11 ″ 6	
366 105185	— Iron&SteelScSr *R.George* (*ex*Powerful,*ex*Lady Lewis) 1*Dk*		154 146 13				...	1897	Elliot& Jeffery Cardiff	MerseyTowingCo. Ld. (Canadian PacificRlyCo.*Mgs*)	106·3 | 20·0 | 11·2 BK7″	Liverpool British *WB*	C.2Cy.22″&42″–24″ 75RHP Elliot&Jeffery,Cardiff	11 ″ 9	
367 125440 HMQS	**Beaverton** SteelScSr ~~*J.Delaney* –08~~ *J.J.Shaw* 17–17 *Mchy.Aft* *Elec.light* 2*Dks*		2012 1886 1357					1908	R.Stephenson&Co.Ld Newcastle	CanadaS.S.Lines Ld.	249·3 | 42·7 | 21·0 F36 *WB*	Newcastle British	T.3Cy.17″,28″&46′–33″ 122NHP N.E.MarineEng.CoLdNwc		C
368 84050	**Bebington** IronTwinSc		454 435 103				...	1880	W.Allsup &Sons Preston	MunicipalCorporation ofBirkenh'd	130·0 | 45·2 | 12·4	Liverpool British	C.4Cy.19″&34″–24″ NB95 98RHP W.Allsup&Sons,Preston		
369 133954	**Becancour** SteelTwinSc (*Screws fore&aft*) 1*Dk*		214 141 84					1914	Dept.Marine&Fisheries Sorel,P.Q.	CanadianGovernment (Minister of Marine&Fsheries)	93·0 | 22·5 | 9·0	Sorel,P.Q. British	C.2Cy.12″&24″–18″ 48RHP PontbriandCoLd.Sorel PQ		
370 102693 NKOD	**Bechuana** *E.E.Bulkeley* –17 SteelScSr ~~*E.H.Hammersley* –16~~ *ss*Ant.No.3–6,07 (*ex*Strathtay) *Elec.light* *ss*Shl.No.2–14 2*Dks*(*Irn*)&*deepframing*3*Dk rule*		4148 3909 2659	†100A1 5.16 ~~BS8,16~~ BS10,17	Mch LMC9,14	*x*	~~5,16~~ 10,17	1894 5mo	Russell&C. Greenock	Ellerman&Bucknall S.S.Co.,Ld.	368·7 | 47·5 | 26·9 P52′B82′F38′ FK *WB*=*Cell DB*310′ 760*t FPT* 195*t AP*	N.Shields British 6*BH* *T*32*t DTa*62′460*t*	T.3Cy.26″,42″&69″–48″(*s*) 170lb 399NHP 3SB,*9cf*,GS129,HS5500 FD Blackwood&Gordon,P.Gl.	29 ″ 8	
371 114711 SMFT	**Beckenham** SteelScSr *C.Gow* 08–08 *ss*Bkn.No.3–10,14 *Elec.light* 1*Dk*(*Irn*)&*Spar dk*(*Irn*) &*Web frames*		4569 4350 2875	†100A1 *Spar dk* 1.16 MS4,14	Phl LMC BS1,16	*x*	6,16 6,1	1901 7mo *Lloyd's*	Ropner& Son Stockton	BritainS.S.Co.Ld. (Watts,Watts&Co. Ld.,*Mgrs.*) *Cell DBa*&*uE* 136′	370·0 | 50·6 | 19·2 P29′B78′F37′ 28·2 FK *WB*=	London British 6*BHCem* *APT*132*t*	T.3Cy.25″,43″&73″–48″(*s*) 200lb 429NHP 3SB,*9rf*,GS174,HS6712 Blair&Co.Ld.Stockton	31 ″ 0 s 6 ″ 7½ 24 ″ 9	
372 4628 JQBN JQDN	**Beda** *E.A.Andersson* 13–13 SteelScSr ~~*E.A.Andersson* 13–15~~ *ss*Got.No.2–14 *Mchy.Aft* 1*Dk*(*Stl*)		218 175 110	†100A1 9,17 ~~8,16~~ ~~BS8,16~~	Got LMC9,14	*c*	8,16 BS11,17	1906 8mo *Lloyd's*	Aktieb. Lödöse Varf. Lödöse	RederiaktiebUnda (JustusA.Waller) *WB*=*FPT*	100·0 | 22·4 | 11·2 P27′H12*t*F13′ FK	Gothenbrg Swedish 3*BHCem* 26*t APT*11*t*	C.2Cy.10″&22½″–15″(*s*) 120lb 20NHP 1SB,*1cf*,GS12,HS363 Aktieb.Lödöse Varf.Lödöse	12 ″ 0 s 1 ″ 1½ 11 ″ 1	
373 135910 JGCV	**Bedale** SteelScSr *J.Woodruff* –16 *Arch deck* 1*Dk*(*Stl*) *Cargo battens not fitted*		2116 1930 1269	†100A1 12,16	Hpl LMC12,16	*r*	12,16	1914 8mo *Lloyd's*	N.of Irelnd S.B.Co.Ld. Londonderry	Furness,Withy& Co.Ld. *WB*=*Cell DBa*78′*uE*&*T*	279·0 | 40·3 | 22·6 P25′F28′ FK B42′*f*112′541*t FPT*	W.Hartlpl British 4*BHCem* 125*t APT*64*t*	T.3Cy.20½″,33″&54″–36″(*s*) 180lb *100lb* 206NHP 2SB,*4pf*.GS82,HS3386 Richardsons,Westgarth& Co.Ld.Mdb	24 ″ 9 s 6 ″ 11½ 18 ″ 1	
374 105·96 PMLS	**Bedeburn** *H.F.Stafford* –17 SteelScSr ~~*W.Hollandaidt* –07~~ *ss*Bry.No.3–5,10 (*ex*PortDenison) *ss*Rot.No.1–15 1*Dk*(*Irn*)&*Spar dk*(*Stl*)&*deepframing*		3449 3224 2177	†100A1 *Spar dk* 3,18 ~~3,17~~ ~~BS11,16~~	Bry Hpl LMC5,14	*v*	3,17 ~~BS2,18~~	1896 11mo *Lloyd's*	TyneI.S.B. Co.Ld. Newcastle	KentS.S.Co.Ld. (S.Walton,*Mgr.*) *WB*=*Cell DBa* 120′*f* 144′	345·0 | 46·0 | 17·0 P30′B98′F37′ 24·7 FK	Newcastle British 6*BHCem* 629*t APT*35*t*	T.3Cy.24″,40″&64″–45″(*s*) 180lb *90lb* 311NHP 2SB,*6cf*,GS108,HS5000 J.Dickinson&Sons,Ld.Sld	27 ″ 2 s 5 ″ 3½ 22 ″ 2	
375 204481 KWHF	**Bee** WoodScSr *J.C.Ayer* 12–13 1*Dk*		662 — 375					1907	J.Lindstrom, Aberdeen,Wash.	BeeS.S.Co. (F.Linderman)	175·5 | 38·4 | 12·6	S.Frncisco Utd.States	C.2Cy.14″&32″–24″ Willamette 42NHP S.&I.Works,Portland,Or.		

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. / Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné pour maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NH^=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines	14 Creux sur Quille. Franc-bord au milieu du navire. / Tirant d'eau correspondant.	15 Registres où cotés. Lettres de Code. Numéro Officiel.
376	**Bee**	SteelScSr	*141*			...		1889	D.M'Gill & Co. Irvine	J.Zuazola	100·8	20·6	10·0	S.Sebast'n Spanish	T.3Cy.11″,16½″&27″–22″ 34NHP Muir&Houston,Glasgow	11 ″ 0	
		(*Trawler*)	*131*								F8′		BK6″				
	Mchy.Aft	1*Dk*	*47*														
377	**Beechpark**	SteelScSr	4763	✠100A1	Grk	*w*		1917	Greenock& Grangemo'th Dkyrd Co.Ld. Greenock	J.&J.Denholm	358·9	50·1	22·0	Greenock British	T.3Cy.24″,40″&65″–45″(*o*) 180lb *100lb* 324NHP 2SB,*6cf*,GS126,HS5208 J.G.Kincaid&Co.Ld.Grk.	24 ″ 8	
137051	*E.Jones*86–17		3190	7,17 ~~8,17~~	Hul			3mo			P30′B216′F34′		FK			s 3 ″ 4½	
JPCF	*Elec.light*	1*Dk*(*Stl*)	3503	✠LMC5,17						*Intermediate BH in fore & after*	*holds dispensed wit*			*Cem*		21 ″ 8	
								Lloyd's	*SA&CP*	*CellDB*	322′ 920*t*	*FPT* 55*t*		*h4BHonly*	*APT*104*t*		
378	**Beechwood** *ss*Liv.No.1–17	SteelScSr	4229	✠100A1	Liv	*x*	7,15	1900	C.S.Swan& Hunter,Ld. Newcastle	Beechwood S.S.Co. Ld.(J.I.Jacobs& Co.)	380·0	46·4	20·2	Liverpool British	T.3Cy.24½″,41″&68″–48″(*s*) 180lb 432NHP	31 ″ 0	
110629	*T.B.Lloyd* –15 *ss*Shl.No.3–9,11		4020	*Spar dk*			4,17	1mo			P42′B96′F44′		28·2 FK		2SB,(FD)&1AuxSB4,12,	s 6 ″ 4½	
RLSN	(*ex*SaintDunstan)	1*Dk*(*Stl*)&	2756	4,17 ~~8,15~~							132′*u*E&B40′			10*BHCem*	6*cf*&3*pf*,GS166,HS6713	25 ″ 0	
	Elec.light *Spar dk*(*Stl*)& *deep framing*			*Carrying Oil*	*FuelF*	*P.*	*above*	50°F.	A&CP	*WB=CellDBa f*160′869*t*	*DTa*24′ 597*t*	*FPT*		77*t*	*APT*24*t*	WallsndSlpwyCo.Ld.Nwc	
				✠LMC1 ~~6,16~~			4,17										
379	**Beeloo**	SteelPadSr	1033					1886	W.Denny &Bros. Dumbarton	IrrawaddyFlotilla Co.Ld.	310·0	40·1	11·7	Glasgow British	C.2Cy.37½″&65″–72″ 299NHP		
93302			1033												Denny&Co.,Dumbarton		
	Elec.light		650														
380	**Beemah**	SteelScSr	4750	✠100A1	Bry	*y*	N9,15	1914	W.Pickers gill&Sons,Ld Sunderland	Rowland&Mar-woodS.S.Co.Ld. (Headlam&Row-land,*Mgrs.*)	383·0	51·7	27·0	Whitby British	T.3Cy.25½″,42″&70″–48″(*s*) 180lb 401NHP	29 ″ 6	
137071	*T.Thornton* –16		4428	1,16				9mo			P36′B221′F37′		FK		3SB,*9cf*,GS171,HS6620	s 4 ″ 10½	
JGTQ	*Elec.light*	1*Dk*(*pt Irn pt Stl*)	2929	✠LMC9,14										6*BHCem*	Richardsons,Westgarth& Co.Ld.Sld.	24 ″ 0	
								Lloyd's	*SA&CP*	*WB=CellD*	*Ba*132′*u*E&B43′ *f*		164′1090*t*	*FPT*125*t*	*APT*217*t*		
381	**Bega**	SteelScK	318	✠100A1	Shl			1914	J.Duthie Torry S.B.Co. Aberdeen	NewDocksSteam TrawlingCo. (Fleetwood)Ld. (Taylor&TomlinsonLd.*Mgrs.*)	130·7	23·6	13·4	Fleetwood British	T.3Cy.13½″,23″&37″–27″(*s*) 180lb 69RHP	15 ″ 1	
132419	*R.Collinson*12–14		274	*Stm Trawler*				1mo			Q77′F20′		BK7½″		1SB,*3pf*,GS53,HS1682		
JDVR	*Elec.light*	1*Dk*	131	3,15	✠LMC1,14									4*BHCem*	J.Abernethy&Co.Abn.		
								Lloyd's	*SA&CP*								
382	**Begna**	SteelScSr	2533	✠100A1	Clv	*s*		1916	Gt.Lakes Eng.Works, Ashtabula,O.	Dampskibs.Akties. Bro.(H.Hanson, *Mgr.*)	253·0	43·5	27·5	Chrstiania Norwegian	T.3Cy.21″,34½″&57″–42″(*s*) 175lb 284NHP	27 ″ 6	
	J.Hansen –16		2058	5,17 ~~11,16~~	Rot			11mo			P121′F25′		FK				
WLPN	*Elec.light*	1*Dk*(*Stl*)*Topside tanks*	1803	✠LMC11,16					A&CP	*CellD*	*B*209′ 595*t* *Topside tanks* 382*t*			4*BHCem*	2SB,*6cf*GS104,HS4160 FD		
	Mchy.Aft	*Cargo battens not fitted*												0*tAPT*50*t*	Gt.LakesEngWorks Asht.		
383	**Begoña**	SteelScSr	2862	✠100A1	Bbo	*t*	2,17	1896	SirRaylton Dixon&Co. Middlesbro'	Cia.Nav.Sotay Aznar (Sotay Aznar,*Mgrs.*)	305·0	42·5	20·0	Bilbao Spanish	T.3Cy22½″,36½″&60″–39″(*s*) 160lb *100lb* NDB12 224NHP	22 ″ 5	
	F.deAguirre –10 *ss*Bbo.No.3–1,10		2143	*pt Awng dk*				12mo			P25′Q92′		FK		2SB,*6cf*,GS95,HS3358	s 8 ″ 6½	
HDQG	1*Dk*(*pt Stl pt Irn*)& *ss*Bbo.No.1–15		1718	*with freeboard* 2,17	✠LMC2,17			A&CP	*W*	*B = CellDBa* 102′	*uE&B*32″ *f*120′626*t*			5*BHCem*	*APT*78*t*	Blair&Co.(Lim.),Stockton	
		Web frames & pt Awng dk(*Irn*)															
384	**Begona No. 1**	SteelScSr	*2347*	✠100A1	Bbo	*s*	3,17	1895	Furness, Withy&CoLd W.Hartlepool	Cia.deNav.Begona	293·0	41·0	17·6	M.Video Uruguayan	T.3Cy.22″,35½″&59″–39″(*s*) 160lb *100lb* NDB11 224NHP	20 ″ 0	
	L.Uriarte –16 *ss*Shl.No.3–1,08		*1772*	*pt Awng dk*				4mo			Q111′		*pt Awng dk*182′ FK		2SB,*6cf*,GS85,HS3474	s 7 ″ 8½	
	(*ex*Karistinakis, *ex*Verbena)	1*Dk*(*pt Irn pt Stl*)&	*1493*	*with freeboard*										6*BHCem*		19 ″ 4	
		Web frames & pt Awng dk(*pt Irn pt Stl*)												458*t*	*APT*12*t*	T.Richardson&Sns,Ld.Hpl	
				✠LMC5,17				*Now named "Campfield," See No. 31 in Supplement*		*WB=Cell*	*DBa&uE*114′ *f*116′						
385	**Begoña No. 3**	SteelScSr	2699	✠100A1	Bbo	*u*	2,17	1884	A.Stephen &Sons Glasgow	Cia.deNav.Begoña (J.M.Urquijo, *Mgr.*)	300·3	42·1	25·3	Bilbao Spanish	C.2Cy.31″&68″–48″ (*s*) 120lb *80lb* NDB96 269NHP	28 ″ 2	
	F.Mintegui –16 *ss*Bbo.2ndNo.3–2,09		2585	*Spar dk*				9mo			B72′		BK10″	5*BHCem*	2DB,*8cf*,GS ,HS2422	s 6 ″ 3½	
HDQR	(*ex*Rivas)	*ss*Bbo.No.1–14	1758	2,17									*CellDB*	232′555*t*	A.Stephen&Sons,Glasgow	23 ″ 1	
		1*Dk*(*Stl*)& *Spar dk*(*pt Stl*)3*trB*		~~NB7,06~~ BS9,16	✠LMC3,14			*Lloyd's*	*SA&CP*								
386	**Begona No. 4**	SteelScSr	*2407*	✠100A1	Cff	*s*	10,15	1890	J.L.Thomp-son&Sons Sunderland	J.M.Urquijo	295·6	39·0	20·2	M.Video Uruguayan	T.3Cy.22″,36″&59″–39″ (*s*) 160lb 222NHP	21 ″ 5	
		*ss*Qns.2ndNo.3–3,12	*1763*	*pt Awng dk*				7mo			P29′Q78′	BK10″		5*BHCem*	2SB,*6rf*,GS90,HS3405	s 8 ″ 0½	
	(*ex*Kardamila,*ex*Forest Holme)	1*Dk*(*pt Irn*& *pt Stl*)& *Web frames* &	*1544*	*with freeboard* 11,15				A&CP			*pt Awng dk*183′			*APT*34*t*	J.Dickinson,Sunderland	21 ″ 4	
		pt Awng dk(*Irn*)		~~B5,16~~	~~✠LMC5,16~~						*DBa*86′ *f*64′315*t*						
	Now named "Campbill," See No. 30 in Supplement																
387	**Begonia** *K.Glas* –17	SteelScK	158	✠100A1	Ams		~~7,16~~ 5,17	1899	SelbySB.& E.Co.Ld. Selby A&CP	~~Vis.chMy.Boiler~~ engines ~~1.~~ M.B Osendorp	104·7	20·9	11·0	Ymuiden Dutch	T.3Cy.11″,18″&29″–21″ (*s*) 180lb 51NHP	12 ″ 0	
	~~*E.Vroomenborg*~~	*ss*Ams.No.3–7,12	156	*Stm Trawler*	Ymu			7mo					BK7½″	3*BHCem*	1SB,*2pf*,GS31,HS937		
	(*ex*Stonegate,*ex*Elsie)	1*Dk*	51	1,17 ~~11,16~~											Crabtree&Co.Gt.Yarmth.		
				~~✠LMC5,16~~	~~✠LMC6,16~~												
	Now named "Derika XI," See No. 43 in Supplement																
388	**Begum**	SteelScSr	4646	✠100A1	Bom	*y*	2,17	1907	C.Connell &Co.Ld. Glasgow	AsiaticStm.Nav. Co.Ld.	400·0	52·0	17·4	Liverpool British	T.3Cy.24″,41″&68″–45″ (*r*) 200lb *100lb* 427NHP	29 ″ 7	
124087	*J W.Rimmer* –16 ~~*ss*Cal.No.1–13~~		4310	*Spar dk*	Cff			9mo		*B=CellDBa*124′*u*	P41′B133′F44′		26·9 FK	6*BHCem*	2SB,*6cf*,GS225,HS6026 FD	s 6 ″ 6½	
HLNB	*Elec.light*	1*Dk*(*Stl*)& *Spar dk*(*Stl*)	2942	~~11,17~~ ~~15~~,18	✠LMC MS2,17			*Lloyd's*	*SA&CP*	*E&B*44′ *f*182′1030	*tDTa*36′ 891*t*	*FPT*		93*t*	*APT*31*t*	Dunsmuir&Jackson,LdGls	28 ″ 5
		*ss*Bom.No.2–16 & *deep framing*		~~BS11,17~~ ~~LRS8,16~~	~~✠LMC8,16~~												
389	**Beijerland**	SteelScSr	1188	✠100A1	Rot	*n*	~~12,15~~ 4,18	1903	W.Dobson &Co. Newcastle	Scheepvaart en SteenkolenMaats.	230·6	34·0	15·0	Rottrdam Dutch	T.3Cy.18″,29½″&48″–33″(*s*) 170lb ~~80lb~~ 146NHP	17 ″ 3	
	*A.Visser*08–09 *ss*Rot.No.3–12,15		926	4,17 ~~12,15~~ 5,18				12mo			Q87′B59′F24′		FK	4*BHCem*	2SB,*4pf*,GS66,HS2352	s 1 ″ 7	
NGWT		1*Dk*(*Stl*)& *Web frames*	732	✠LMC12,16						*WB=*				*APT*19*t*	N.E.MarineEngCoLdNwc	15 ″ 11	
	Well deck	*Cargo battens not fitted*		~~BS4,17~~ 4,18				*Lloyd's*	*SA&CP*	*CellDBa*69′*u*E&B	38′*f*88′298*t*	*FPT*44					
390	**Beira**	SteelTwinScSr	4977					1896	Blohm& Voss Hamburg	EmprezaNac.de Nav.àVap.para a Africa Portugueza	401·3	47·2	29·5	Lisbon Portuguese	T.6Cy.21″,33″&56″–42″ 407NHP		
	*B.SouzaMenezes*81–12 (*ex*Herzog)										P53′B175′F64′			*WB*	Blohm&Voss,Hamburg		
HBNG	*Elec.light* Wireless	3*Dks*& *Web frames*	3060														
391	—	SteelScSr	1273					1899	Lobnitz& Co.(Lim.) Renfrew	DetForenede DampskibsSelsk.	229·4	33·9	15·1	Copnhagn Danish	T.3Cy.19″,32″&57″–39″ 203NHP		V
	*O.Mortensen*01–13		937								Q88′H58′			*WB*	Lobnitz&Co.Renfrew		
NKLP		2*Dks*	681														
392	—	IronScSr	577					1891	Flensburgr Schiffsb.Ges. Flensburg	Th.dePaiva Rapoza (H.Gubler,*Mgr.*)	184·1	29·3	11·8	Lourenço Marques Portuguese	T.3Cy.14″,21″&40½″–24″ 80NHP		
	R.Spencer –11	(*ex*Teck)	416								P31′B8′H34′F21′			*WB*	FlensburgerSchiffsb.Ges.		
MBCR		1*Dk*	306														
393	**Bel Lily**	SteelScYl	168			...		1899	IrvineS.B. &E.Co.Ld. Irvine	W.Baynton(Baker &Green,*Mgrs.*)	105·6	21·0	10·7	Grimsby British	T.3Cy.10″,16″&27″–20″ 50RHP	11 ″ 7	
110730	*J.Barratt* –17	(*Trawler*)	154								Q17′F19′		BK7½″		Muir&Houston,Ld.Gls.		
	(*ex*Forth)	1*Dk*	65											*WB*			
394	**Belbek**	SteelTwinSc	238					1897	Bergsunds M.V.Aktieb. Stockholm	SaraS.S.Co.	129·6	30·6	11·4	Cronstadt Russian	C.4Cy.10¾″&22½″–14½″ 32NHP		
93	*Platanoff* –10	(*Ferry*)	212								Q16′F16′				BergsundsAktieb.Skm.		
		1*Dk*	186														
395	**Belboro**	SteelSc	148					1909	W.J.Yar-wood&Sns Ld Northwich	Price'sPatent CandleCo.Ld. (J.Findlater *Mgr.*)	85·8	21·2	9·9	London British	2Cy.10″–12″ W.J.Yarwood &Sons,Ld.Northwich	7RHP	
125766			138														
		1*Dk*	101														

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys.	3 Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NP=Horse power by Society's formulæ; RP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Dates of Trade Cert.
396 131489	Belbowrie *H.C.Bowden* –16	Wood Twin Sc K 1 *Dk*	218 189 97					1911	R.Davis Blackwall, N.S.W.	Coffs Harbour Co-operative S.S.Co. Ld.	123·2	29·0	8·3	Sydny NSW British	C.2Cy.10″&20″–15″ 40RHP Mort's Dk.&E.Co Ld.Balmn		
397 1503 HPTG	Bele *W.H.Lörquist* 02–15 *K.W.Benson* –16 *ss* ~~Got.2nd No.3–6,04~~ *ss* Got.3rd No.3–12,16	Steel Sc Sr 1 *Dk & Spar dk 3 tr B*	1341 1307 836	✠100A1 *Spar dk* 12,16 ~~9,16~~ ✠NB3,89 ✠LMC5,16	Got	*o*	10,15 ~~,17~~	1879 10mo	Motala Co. Gothenburg A&CP	Ångf.Aktieb.Thule (*H.Metcalfe Mgr.*)	232·0 H35*t*	31·6 23·8 BK 7½″ *WB = MT37*	16·2	Gothenbrg Swedish	C.2Cy.31½″&54½″–35″ 85lb *80lb* NDB00 156NHP 5 *BH Cem* 320*t APT20t*	17 ″ 1 s7 ″ 11½ 17 ″ 8	
	Elec.light	*Upper dk beams (Irn)*													Motala Co., Gothenburg		
398 3668 JLKM	— *J.Berggren* 13–13 *Mchy.Aft*	Comp Sc Sr (*ex* Jönköping) 1 *Dk*	189 150 117					1899	P.Larsson Thorskog	A.P.Björklund	98·2 P29′H6*t* F11′	22·4	9·9	Karlstad Swedish	C.2Cy.11″&18″–16″ 11NHP P.Larsson, Thorskog		
399 JLKM	Belem *ss* Rio 2nd No.3–2,17 *L.Santos* (*ex* Oracabessa, *ex* Carlisle City) *Elec.light*	~~*ss* Liv.No.3–1,05~~ ~~*ss* Grk.No.1–05~~ Steel Sc Sr 1 *Dk (Stl) & Spar dk (Stl) & Web frames*	*3459* *2809* *2223*	✠100A1 *Spar dk* 2,17 ~~4,12~~ ✠LMC 2,17	Grk Rio	*v*	2,17	1894 4mo	W.Doxford &Sons, Ld. Sunderland A&CP	Soc.Anon. Martinelli	345·0 F33′ *CellDB268*	41·2 26·1 FK	18·7	R.Janeiro Brazilian	T.3Cy.28″,44″&72″–48″ (*s*) 160lb *100lb* NDB05 392NHP 2 DB, *12cf*, GS222, HS6362 W.Doxford&Sons, Ld.Sld.	28 ″ 8	
400	—	Steel Sc Sr (*ex* Rhodos) 1 *Dk 2 tr B*	1925 1899 1220	G.L.Cff.5,17 (*See Footnote**)				1890	Flensburg Schiffsb.Ges. Flensburg	Requisitioned by the Portuguese Government	260·7 P158′F30′	36·0	25·3	Portuguese *WB*	T.3Cy.19½″,29″&52″–33″ 155NHP Flensburger Schiffsb.Ges.		
401	— *Elec.light*	Steel Twin Sc 1 *Dk & 2 Shade dks*	1082 831 640					1913	Boele&Pot Bolnes	Cia.Navegacao do Amazonas	224·0	45·0	10·8	Para Brazilian *WB*	T.6Cy.14″,23″&37½″–16½″ 114NHP Boele&Pot, Bolnes		V
402	—	Steel Twin Sc Sr	*418* *340* *284*					1891	Russell& Co. Pt.Glasgow	Amazon River Stm. Nav.Co.(1911) Ld.	170·3	31·1	8·4	Para Brazilian	T.6Cy.9″,14″&22″–18″ 41NHP Kincaid&Co.(Lim.),Grk.		
403 206266 LBCG	Belfast Wireless	Steel Trp Sc	2157 — 1147					1908	Bath Iron Works, Ld. Bath.Me.	Eastern S.S. Corprtn.	320·6	40·0	16·1	Boston Utd.States	3 Turbines Bath Iron Works, Ld.		
404 88994 KSTD	— *F.E.Wood* –15	Iron Sc Sr 2 *Dks*	457 380 210				...	1884	Irvine&Co. W Hartlepool	City of Dublin Stm.Packet Co.	192·3 P29′	24·2	13·5	Dublin British	C.2Cy.28½″&53″–33″ 134NHP Blair&Co.(Lim),Stockton	14 ″ 0	
405	Belgaum *Elec light*	Steel Sc K 1 *Dk*	*337* *310* *180*	✠100A1 *Stm Trawler* 3,16 ✠LMC3,16	Hul			1916 3mo *Lloyd's*	Cochrane& Sons, Ld. Selby *SA&CP*	T.Olgiersson	140·3 Q76′F21′	24·1 BK 7½″	13·1	Reykjavik Iceland Danish	T.3Cy.13″,23″&37″–26″ (*s*) 200lb 86NHP 1SB, *3pf*, GS47, HS1400 *4 BH Cem* C.D.Holmes&Co.Ld.Hull	13 ″ 10	
406 136734 JHMF	Belge *A.Newton* 14–14	Steel Sc Sr 1 *Dk (Stl)* *Cargo battens not fitted*	1168 960 689	✠100A1 11,17 ~~12,16~~ ✠LMC12,14	Hul	*o*	~~6,15~~ 11,17	1914 12mo *Lloyd's*	Osbourne, Graham&Co. Sunderland *SA&CP*	C.Doresa *WB = Cell DB a 75′*	240·3 P16′B58′F23′ *uE15′f96′345t FPT*	36·5 FK *4 BH Cem*	14·3 *40t APT45t*	London British	T.3Cy.17″,28″&46″–33″ (*s*) 180lb *90lb* 148NHP 1SB, *3cf*, GS62, HS2500 N.E.MarineEng.Co.Ld.Sld	15 ″ 4 s 2 ″ 2½ 13 ″ 5	
407	Belgenland *Elec.light* *Ref.Mchy.*	Steel Trp Sc Sr *Cruiser Stern*	26500 ~~18450~~ 16700	100A1 *Sister to "Belgic." See No. 21 in Supplement.* (*Class Contemplated*)				1916	Harland& Wolff, Ld. Belfast		670·5 B&F612′UB465′	78·4	45·0		T8Cy(2)35½″(2)56″&(4)64″ –60″&1 L.P.Turbine Harland&Wolff, Ld.Bel.		
408 113417 RWMJ	Belgian *W.J.E.Hoskins* –17 *Elec.light*	Steel Sc Sr *ss* Liv.No.3–7,13 2 *Dks (Stl) & deep framing*	3657 3491 2364	✠100A1 12,16 MBS10,16 ✠LMC7,16	Liv	*x*	12,16	1900 10mo *Lloyd's*	Sir J.Laing &Sons, Ld. Sunderland *SA&CP*	F.Leyland&Co.Ld. *WB = Cell DB a 106′ uE &*	382·3 P40′B132′F43′ *B54′f154′744t FPT*	45·3 FK&BK 2½″	25·9 *7 BH Cem* *93t APT55t*	Liverpool British	T.3Cy.24″,40¼″&68″–48″ (*a*) 200lb *120lb* NDB15 366NHP 2SB, *6cf*, GS112, HS5626 T.Richardsn&Sns.Ld.Hpl.	28 ″ 6 s 5 ″ 6 23 ″ 7	
Sunk War 1093) 113367 SFPR	Belgian Prince *H.Hassan* –17 (*ex* Hungarian Prince, *ex* Mohawk)	Steel Sc 4 Mst Sr *ss* NYk.No.3–4,14 2 *Dks (Stl) 3 tr B & Web frames & Shelter dk (Irn)*	4765 4583 3129	✠~~100A1~~ *Shelter dk* 7,17 ~~12,16~~ ✠LMC ~~MCS 11,16 Sur.16~~	Liv	*z*	~~S2,16~~ 7,17	1901 2mo	Sir J.Laing &Sons, Ld. Sunderland A&CP	Prince Line, Ld. (Furness, Withy& Co.Ld., *Mgrs.*) *WB = Cell DB a 111′ uE&B*	391·1 50′*f*167′1054*t DT a*	51·2 FK	28·5 *7 BH Cem* 38′1050*t DT*	Newcastle British	T.3Cy.25½″,44″&75″–51″ (*s*) 200lb *180lb* 492NHP 3SB, *9rf*, GS164, HS6412 FD Blair&Co.Ld.Stockton	31 ″ 4 ~~4 ″ 7~~ ~~27 ″ 9~~	
410 MBDL	Belgica (Detained at Pillau) *A.Lauwereins* –11 (*ex* Wearmouth) *Well deck*	Steel Sc Sr 1 *Dk & Web frames*	980 733 687				...	1894	Strand Slipway Co. Sunderland	Ghent Lloyd, Soc.Anon.	211·6 B42′F28′	32·0 BK 7″	13·5	Ghent Belgian *WB*	T.3Cy.17″,28″&46″–30″ 120NHP N.E.MarineEng.Co.Ld.Sld	15 ″ 7	
411 NQHG	Belgien *A.Nielsen* *Elec.light*	Steel Sc Sr 1 *Dk*	1432 1172 877					1907	Howaldts-werke Kiel	Dampsk.Selsk. Svendborg (P.M. (A.P.Møller, *Mgr.*)	241·2 P12′Q73′B105′F29′	36·1	16·5	Copnhagn Danish *WB*	T.3Cy.16¾″,26⅞″&42⅛″–29½″ 96NHP Howaldtswerke, Kiel		V
412 MBWC	Belgika *P.Cariaga* (*ex* Macalister)	Iron Sc Sr *ss* Sng.No.3–7,94 *ss* Sng.No.2–02 1 *Dk 2 tr B*	*745* *666* *462*	✠ 8,08 ✠NB6,02	Man	*k*		1882 1mo	Blackwood &Gordon Pt.Glasgow	Cia.Maritima	200·7 B46′F23′ *pt Shade dk 42′* pt ND90	30·1 BK 7½″	14·9 *4 BH Cem*	Manila Utd.States	C.2Cy.26″&50″–30″ NDB95 97NHP 1SB, *3pf*, GS60, HS1541 Blackwood&Gordon, P.Gls		
413 GQBF	Belgique	Iron Pad	269 — 103					1863	Soc.J. Cockerill Antwerp	Belgian Govern-ment	182·1	21·3	6·8	Ostend Belgian	2Cy.52″–45″ 279NHP Société Cockerill, Seraing		
414 96606	Belgium (*ex* Horace S.Wilkinson) *Mchy.Aft* *Elec.light*	Steel Sc Sr 1 *Dk 2 tr B*	3860 — 3057					1902	Chicago S.B.Co. Chicago	Great Lakes S.S.Co.	370·0	48·2 *WB*	24·0	Oswego, N.Y. Utd.States	T.3Cy.20″,33½″&55″–40″ 191NHP Chicago S.B.Co. Chicago		
415 29 HKBN	Belgrade (Captured in the Danube) *G.Siékatchoff* 03–03 (*ex* King Alexander I.)	Steel Pad (*Tug*) 1 *Dk*	273 — 97					1896	..... Linz	Russian Danube S.N.Co.	185·0	23·7	7·7	Reni Russian	C.2Cy.26⅛″&46⅜″–24″ 88NHP		
416 RKSL	Belgrano *E.Lüttringhausen* 09–10 *Elec.light* Wireless	Steel Sc Sr 2 *Dks 3 tr B*	4792 3859 3083					1897	Reiherst'g Schiffsw. Hamburg	Hamburg-Süd-Amerik. Dampf-chifffahrts Ges.	376·6 P240′F50′	46·3	27·3 *WB*	Hamburg German	Q.4 Cy.21½″,31″,46″&66″–48″ 300NHP Reiherst. Maschinenf. Ham.		G
417 RPFW	Belgravia *Giratenbraen* *Elec.light* Wireless	Steel Sc 3 *Dks*	6648 6330 4206					1906	Workman, Clark&Co.Ld Belfast	Hamburg-Amerik. Packetf. Act. Ges. (Ham.-Amr. Linie)	448·9 P29′B118′F39′	53·3	31·7 *WB*	Hamburg German	Q4Cy25½″,36½″,52″&75″–51″ 402NHP Wrkman, Clark&Co.Ld Bel		G

*This vessel which was classed in the Germanischer Lloyd, has now been surveyed by the Surveyors to Lloyd's Register.

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Grément, etc. / Capitaine. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expire. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Crenx sur Quille / Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le R. Interieur (voir Table)
418 JGLH	**Belgravia** — *Schröder* –12 (*ex*Uplands) *Well deck*	**SteelScSr** *ss*Qns.No.3–11,02 *ss*Hpl.No.2–12 1*Dk*(*Irn*)&*Webframes*	1959 1714 1217	✠ — 12,15 ✠	Stn	*r*		1890 11mo	Ropner &Son Stockton	W.Kunstmann	272·2 P27'Q84'	38·7 B108'	18·8 F29' BK10″ *WB*=*Cell*	Stettin German 4*BHCem* *DB*224'409*t*	T.3Cy.21″,35½″&57″–39″ NDB07 201NHP 2SB,*4cf*,GS66,HS2990 Blair&Co.Ld.Stockton	21 ″ 11	
419 98611 MCKL	**Belgravian** — *T.J.Mison* –15 (*ex*Clan Macneil)	**SteelScSr** 2*Dks*3*trB*	~~2621~~ 2296 ~~1532~~ 1602	2539		…		1891	W.Doxford &Sons,Ld. Sunderland	EllermanLines,Ld (GrahamSmith, *Mgr.*)	312·0 P31'B74'	39·0 F40' BK10″ *WB*	23·5	Glasgow British	T.3Cy.23″,37″&62″–42″ 305NHP W.Doxford&Sons,Ld.Sld.	24 ″ 8	C
420 MBDV	**Belita** — *Hansen* –14 *Elec.light*	**SteelScSr** 1*Dk*&*Spar dk*	1061 954 586					1903	Bergens Mek.Værks. Bergen	Dampskacties. Belita(B.Hanssen)	200·0 H107*t*	32·2	19·8 *WB*	Flkkefjord Norwegian	T.3Cy.19″,30″&50″–33″ 144NHP BergensMekVærksBergen		N
421 135677 JFRM	**Belize** — *R.H.Dadd* –16 *Elec.light*	**SteelTwinScSr** 1*Dk*&*Shelter dk*	1498 1191 780	✠100A1 *Shelter dk withfreeboard* 6,14 *Fitted for oil*	Dun *fuel* 6,14	*o* *F.P*	2,17	1914 6mo *Lloyd's above*	CaledonS. B.&E.Co.Ld. Dundee	RoyalMailSteam PacketCo.	220·5 B94'F42' *WB*=*Cell*	37·1 *on Shltr dk* FK *DBa*52'*uE*	18·4 4*BHCem* *A&CP* 150° F.	S'thamptn British 2SB,*4cf*,GS78,HS2892 FD CaledonSB.&E.Co.Ld.Dun 18'*f*88'224*t FPT*28*t APT*18*t*	T8Cy.(2)12″,(2)20″&(4)24″ –24″ 180lb (*s*) 182NHP	20 ″ 6 s 8 ″ 1 12 ″ 10	
~~422~~ ~~HGDT~~	**Bella** — *D.Fitzpatrick* –16 *Elec.light*	**SteelScSr** *ss*Phl.No.2–14 1*Dk*(*Stl*)&*Awng dk* (*pt Stl*–ws)*3trB*	1272 1184 767	✠100A1 *Awng dk withfreeboard* 3,17~~9,14~~ ~~BS12,15~~ ✠LMC10,14	Phl NYk ~~BS3,17~~	*o*	~~10,14~~ 3,17	1906 5mo	Swan,Hunter&Wigham Richardson, Ld Newcastle A&CP	~~DonaldS.S.Co.Ld.~~ DonaldSS.Co.Inc.	227·3 *WB*=*Cell*	31·7 *DBa*54'	13·8 FK *uE*17'*f*93'169*t FPT* 4*BHCem*	NewYork Utd States 17*t APT*16*t*	T.3Cy.21″,34″&56″–36″ (*s*) 180lb *80lb* 246NHP 2SB,*6cf*,GS88,HS3510 FD N.E.MarineEng.CoLdNwc	23 ″ 6 s 8 ″ 3 15 ″ 9	
423	—	**IronScK** *J.Andersen* –12 (*ex*Jamaica) 1*Dk*	*146* *140* *60*	✠100A1 *StmTrawler* 6,16 ✠LMC6,16	Bahia		6,15	1896 4mo	Cook,Welt'n&Gemmell Hull *Lloyd's*	Under&Brother A.G.Fontes&Co. (SouthAmerican SbippingCo,*Mgrs*)	98·4 ptND08 *WB*	20·5 BK7½ *WB*=*FPT*	11·0 3*BHCem* 25*t*	Bahia Brazilian 1SB,*2pf*,GS22,HS573 Amos&Smith,Hull	T.3Cy.10″,16″&25½″–20″ (*s*) 170lb 35NHP	11 ″ 10	
424 97611 LPSC	**Bellagio** — *B.Coats* –16 *Elec.light* 2*Dks*(1*Stl*&*Upt Stl*–ws)&*deep framing*3*Dk rule*	**SteelScSr** *ss*Bbo.2ndNo.3–10,16	3919 3531 2531	✠100A1 ~~4,17~~ ~~10,16~~ ✠NB7.05 BS10.16	Bbo Bkn ✠LMC5,16	*w*	10,16	1890 3mo *Lloyd's*	D&W Henderson&Co. Glasgow	ForestShppng.Co. Ld.(P.D.Todd, *Mgr.*) *WB*=*DBa*50'	360·0 P36'B82'F48' *f*56'&*uE*&*B*70'579*t*	46·1 BK11″	26·3 6*BHCem* *FPT*122*t*	London British 3SB,*9rf*,GS165,HS5577 D.&W.Henderson&Co.,Gls	T.3Cy.24″,40″&66″–48″ (*s*) 180lb *80lb* NDB05 327NHP	29 ″ 5	
425 105982 PFTM	**Bellailsa** (Detained at Hamburg) *J.F.Thomson* –12	**SteelScSr** 2*Dks*	3797 3384 2457					1896	D&W Henderson&Co. Glasgow	North ofEngland Protecting&Indemnity Assn (J. S.Todd, *Mgr.*)	350·0 P39'B82'F42'	45·4	25·8 *WB*	Glasgow British	T.3Cy.24″,40″&66″–48″ 302NHP D&W.Henderson&Co. Gls		C
426 HLPB	**Bellambi** — *Cazares* *Well deck* *Elec.light Mchy.Aft*	**SteelScSr** *ss*Syd.No.1~~,13~~ 2–13 1*Dk*(*Irn*)&*deep framing*	*1162* *905* *705*	✠100A1 ~~4,17~~ ~~8,16~~ ✠LMC8,16	Syd	*o*	~~4,15~~ 4,17	1908 8mo *Lloyd's*	ClydeS.B. &E.Co.Ld. Pt.Glasgow	Ballande&fils *WB*=*Cell*	244·0 Q129'B13'F25' *DBu*&*E*&*B*46'*f*167'334*t FPT*	31·4 FK	14·6 5*BHCem* 29*t APT*11*t*	Noumea (NwCaledn) French 2SB,*4cf*,GS86,HS2720 ClydeS.B.&E.Co.Ld. P.Gl.	T.3Cy.18″,30″&48″–33″ (*s*) 180lb 161NHP	17 ″ 0 s 1 ″ 6 15 ″ 9	
427	**Bellanoch** — *Dabinovich*	**SteelScSr** *ss*Gls.No.3–10,06 *ss*Ant.No.1–11 2*Dks*(1*Stl*)3*trB*	*2637* *2421* *1678*	✠ — 1.16 ✠NB6,04 ✠	Tri	*t*		1889 10mo	D&W Henderson&Co. Glasgow	D.Tripcovich *WB*=*Cell*	310·0 P32'B62'F40' *DB*146'	39·2 BK10″	23·8 480*t FPT*80*t*	Trieste Aust.-Hung. 2SB,*6cf*,GS100,HS4068 FD D.&W.Henderson&Co.,Gls	T.3Cy.22″,36″&59″–42″ NDB04 286NHP	27 ″ 10	
428 NGTK	**Bellatrix** — *P.Brouwer* *Elec.light*	**SteelScSr** 1*Dk*	3552 3260 2171					1914	Rotterdam Droogd.Maat Rotterdam	VanNievelt, Goudriaan&Co.'s Stoomv.Maats.	345·0	48·5		Rotterdm Dutch	T.3Cy.25″,41″&67″–45″ 301NHP RotterdamDroogd.Maats.		V
429 MNTK	— *S.Nedland*16–16 (*ex*DronningOlga) *Elec.light*	**SteelScSr** 1*Dk*&*Awng dk*	2568 2429 1620					1907	Howaldtswerke Kiel	Dmpsk.Atkies. Bellatrix(Hj. Wesenberg, *Mgr.*)	285·9 24·9	43·2	24·5	Aalesund Norwegian *WB*	T3Cy.20⅞″,33⅛″&55½″–35½″ 175NHP Howaldtswerke,Kiel		V
430 HCTB	**Bellaura** — *J.Borisi* –13	**SteelScSr** *ss*Gls.No.3–8,00 *ss*Nwc.No.2–09 2*Dks*(1*Stl*)3*trB*	2637 2421 1631	✠ 12,13 ✠NB8,04 ✠	Ant	*t*		1887 1mo	D&W Henderson&Co Glasgow	D.Tripcovich&Ci. *WB*=*Cell DB*	310·0 P32'B62'F40' *a*40'*f*64'&*uE*&*B*42'	39·2 BK10″	23·8 6*BHCem* 480*t FPT*80*t*	Trieste Aust.-Hung. 2SB,*6cf*,GS97,HS4068 FD D.&W.Henderson&Co.,Gls	T.3Cy.22″,36″&59″–42″ NDB04 286NHP	27 ″ 10	
431 129630 HSCK	**Bellavale** — *J.Stevenson* –17 *Well deck* *Mchy.Aft*	**SteelSc3MstSr** *ss*Bel.No.1–13 1*Dk*(*pt Stl*)	448 306 176	✠100A1 12,17 ~~4,17~~ ~~BS7,16~~ ~~13S12,17~~ ✠LMC9,13	Lon Goo	*h*	1,17	1910 1mo *Lloyd's*	Mackie& Thomson,Ld. Glasgow	~~F.T.Eberhardt~~ F.T.Everard *WB*=*DB*	160·6 Q88'B9'F34' *f*88'105*t FP*	25·0 BK7″	9·4 *T*36*t APT*5*t*	London British 3SB,*3pf*,GS54,HS1716 Muir&Houston,Ld.Gls.	C.2Cy.19½″&42″–30″ (*s*) 180lb 71RHP	12 ″ 0 s 4 ″ 2 12 ″ 3	
432	**Bellaventure** — *C.Cross* –16 *Elec.light* *Well deck* Wireless	**SteelScSr** *ss*NFL.No.1–13 1*Dk*(*Stl*)&*deep framing*	*1132* *997* *467*	✠100A1 12,15 BS5,15 ✠LMC11,13	NFL	*p*	5,15	1909 1mo *Lloyd's*	D&W Hendersn&Co.Ld. Glasgow	*WB*=*Cell DBa*60	241·0 P&B148'F28' *uE*19'*f*94'252*t FPT*	35·8 FK	16·9 5*BHCem* 33*t APT*46*t*	Russian	T.3Cy.22½″,37″&61″–42″ (*s*) 180lb 347NHP 2SB(FD)&1AuxSB,*8cf*, GS150,HS5435 D&W Hendersn&CoLdGls	19 ″ 2 s 1 ″7½ 17 ″ 10	
433 99419	**Belle** — *J.E.L.Silvester* –11	**SteelPadSr** 1*Dk*	147 144 62					1892	Willoughby Brs.(Lim) Plymouth	BlackpoolPassengerStmBtCoLd(T. Bickerstaffe, *Mgr*)	143·7 B99'	19·2	8·0	Fleetwood British Newcastle	C.4Cy.17″&32″–32″ 45RHP WilloughbyBrs.(Lim.)Ply		
434 120893 HDSL	**Belle of England** — *R.V.Kelway*04–05	**SteelScSr** *ss*Cal.No.2–13 1*Dk*(*Stl*)3*trB deep framing* &*Webframes*	3877 3223 2469	✠100A1 *Turret dk* 4,17~~9,16~~ ~~BS9,16~~ ✠LMC10,13	Cal Mdb	*v*	~~8,16~~ 4,17	1905 10m *Lloyd's*	W.Doxford &Sons,Ld. Sunderland	ArcticS.S.Co.Ld. (J.Ridley,Son& Tully,*Mgrs.*) *WB*=*Cell DBa*	351·9 P27'F41' 92'*uE*&*B*46'*f*172'868*t AP*	48·1 FK	23·4 *T*14*t*	Liverpool British 2SB,*6rf*,GS126,HS4880 W.Doxford&Sons,Ld.Sld.	T.3Cy.26″,42″&68″–42″ (*s*) 160lb *80lb* 313NHP	26 ″ 0 s11 ″ 1 22 ″ 1	
435	**Belle o'Moray** — *A.Main* –11	**SteelScK** 1*Dk*	83 83 35	✠100A1 *For fishing purposes* 9,14 ✠LMC9,11	Abn		11,13	1911 9mo *Lloyd's*	J.Duthie TorryS.B.Co. Aberdeen	A.Main&T.Ross	81·0 BK7″	17·9	8·7 3*BHCem*	Inverness British	C.2Cy.11″&27″–16″ (*s*) 150lb 28RHP 1SB,*2pf*,GS22.HS680 J.Abernethy&Co.Abn	9 ″ 6	
436 133935	**Bellechasse** — *Fortin* –13 1*Dk*&*2nd dk in fore*&*after holds* *Elec.light*	**SteelTwinScSr**	417 302 216	✠ *For Light Ice* 4,13 *Fitted for oil*	Tto *Breaking purposes* *fuel* 4,13	*f*	*FP.above*150°F.	1912 11mo	Kingston S.B.Co.Ltd. KingstonOnt.	Canadian Government *WB*=*FPT*	142·2	27·0 FK	12·0	Ottawa British 2SB,*4cf*,GS70,HS3016 FD	T.6Cy.12½″,21″&34″–21″ 183NHP CollingwoodS.B.Co.Ld.	13 ″ 6	
437 HCTD	**Bellena** — *A.Lupis*11–13	**SteelScSr** *ss*Tri.2ndNo.3–10,13 2*Dks*(1*Stl*)3*trB*	2623 2421 1599	✠ — 9,16 ✠NB6,04 ✠	Tri	*t*		1887 3mo	D&W Henderson&Co. Glasgow	Soc.Anon.diNav. Rimorchi e Salvataggi D.Tripcovich&Ci.	310·0 P32'B62'F40' *WB*=*Cell DB*	39·2 BK10″	23·8 6*BHCem* 480*t FPT*80*t*	Trieste Aust.-Hung. 2SB,*6cf*,GS100,HS4068 FD D.&W.Henderson&Co.Gls.	T.3Cy.22″,36″&59″–42″ NDB04 286NHP	27 ″ 10	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. / Master. / Special Surveys.	3 Material, Rig, &c. / Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 (Years As.) (good now expired.) Equipment Letter.	7* Date when hull shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length. / Breadth. / Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NIP=Horse power by Society's formulæ; RIP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of ✠ & Cert.
438 HCTF	Bellenden *N.Juretic* Special Surveys.	SteelScSr *ss*Tri.2nd No.3–5,14 2 *Dks* (1 *Stl*) 3 *tr B*	2637 2421 1631	✠ — 11.16 ✠NB4.04 ✠	Tri	*t*		1887 6mo	D&W Henderson & Co. Glasgow	D.Tripcovich&Ci. *WB=*	310·0 | 39·2 | 23·8 P32′B62′F40′ BK10″	Trieste Aust.-Hung. 6 *BH Cem* 480 *t FPT* 80 *t*	T.3Cy.22″,36″&59″–42″ NDB04 286NHP 2SB,*6cf*,GS97,HS4068 FD D.&W.Henderson&Co.Gls.	27 ″ 10	
439 106982 QFGH	Bellerby *Heatley* –12 1 *Dk* (*Irn*) 2 *tr B & Web frames* 3 *Dk rule*	SteelScSr *ss*Shl.No.3–1,11 *ss*Shl.No.1–15	3089 2629 1966	✠100A1 *Trunk dk* *with freeboard* 1.17 ~~9.16~~ 9,17 BS2.12 LMC6.10	Cff Bry	*u*	~~9.16~~ 9,17 12 8	1898 6mo	Ropner& Son Stockton A&CP	Sir R.Ropner&Co. Ld. *WB=C*	320·0 | 44·0 | 22·5 P31′B72′F35′ FK *Cell DBa* 106′ *uE* 24′ *f* 128′ 580 *t FPT* 134 *t*	W.Hartlpl British 5 *BH Cem* 4 *PT* 49 *t*	T.3Cy.23″,38″&62½″–42″ (*s*) 160lb ~~86lb~~ 256NHP 2SB,*6rf*,GS105,HS3900 Blair&Co.Ld.Stockton	24 ″ 3 s 3 ″ 6 21 ″ 2	
440 120915 HFLR	Bellerophon *J.Barber* –16 *Elec.light* Wireless	SteelTwinSc 3 *Dks*	8954 6562 5744					1906	Workman, Clark&Co.Ld Belfast	Ocean S.S.Co.Ld. (A.Holt&Co *Mgrs*)	485·3 | 58·4 | 31·0 F35′ *WB*	Liverpool British	T.6Cy.23″,38½″&65″–48″ 585NHP Wrkman,Clark&Co.Ld.Bel		
441 125083	— *J.Dawkins* –14	SteelScK *ss*Gms.No.1–12 1 *Dk*	184 166 88	✠100A1 *Stm Trawler* 4,14 BS4.14 LMC4.12	Gms		4,14	1907 11mo	Cochrane& Sons Selby *Lloyd's A&CP*	Consolidated Stm. Fishing&Ice Co. (Gms.)Ld. (J.D. Marsden, *Mgr.*)	105·0 | 21·5 | 11·1 Q62′F15′ BK7½″	Grimsby British 3 *BH Cem*	T.3Cy.11½″,19½″&32″–23″ (*s*) 180lb 57RHP 1SB.*2pf*,GS29,HS930 C.D.Holmes&Co.Hull	12 ″ 0	
442 122070	Belleville *W.Bloomfield* –12 (*ex* Spartan)	IronPad 2 *Dks*	1233 914 607					1865 1905	E.E. Gilbert Montreal *Rebuilt by* Ber	Canada Steamship Lines,Ld. tram Eng. Works	200·8 | 28·0 | 11·0 Co.Toronto	Montreal British	1Cy.42″–108″ 59RHP Pontbriand,Sorel P.Q.		
443 121283 HFJB	Bellgrano ~~*A.Blaalbook85–06*~~ *A.R.Mogdie*17–17 *Elec.light*	SteelScSr 2 *Dks*	4734 4315 3047	*Now named "Hazel Branch," See No. 46 in Supplement*				1906 11mo	Napier& Miller,Ltd. Glasgow	Nautilus Steam Shipping Co.Ld. (F. &W.Ritson, *Mgrs.*)	400·4 | 51·2 | 26·6 P48′B97′F50′ *WB*	Glasgow British	T.3Cy.27″,45″&75″–48″ 390NHP D.Rowan&Co.Glasgow		C
444 ~~1921~~ ~~1917~~ 73167 JRKG	Bellgrove ~~*G.H.Andersson14–14*~~ *ss*Shl.3rdNo.3–3,14 (*ex* Finland Trader, *ex* Sopthella)	IronScSr 1 *Dk* (*Irn*) 2 *tr B* *Cargo battens not fitted*	1296 1147 800	✠90A1 3,18 ~~7.16~~ NB4.95 LMC3.14 BS~~4.16~~ 10,17	Hul Brs	*o*	~~8,16~~ 3,18	1875 11mo	J.Blumer& Co. Sunderland A&CP	The Shipping Controller (J.Denholm &Co., *Mgrs*)	241·8 | 30·0 | 19·9 Q19′B61 *t* F18 *t* BK8½″	London British 6 *BH Cem*	C.2Cy.25″&53″–33″ (*i*) 95lb 115NHP 2SB,*4pf*,GS61,HS1700 C.D.Holmes&Co.Hull	21 ″ 3 s 3 ″ 6 18 ″ 7	
445 136417	Bellinger *G.Pettersen*15–15 *Mchy. Aft*	WoodTwinScK 1 *Dk*	240 196 125					1915	D. Sullivan Coopernook, N.S.W.	Bellinger Shipping Co.Ld.	128·0 | 28·7 | 7·2 Q7′B50′F27′	Sydny NSW British	C.4Cy.10″&20″–14″ 33RHP Chapman&Co.Ld.Sydney		
446 81313 KJDN	Bellingham *C.Kalstrom* (*ex* Willapa, *ex* General Miles)	WoodScSr 2 *Dks*	333 — 249					18 $\frac{82}{91}$	..... Astoria,Or.	Puget Sound Nav. Co.(J.Green, *Mgr.*)	136·0 | 20·0 | 10·0 H53 *t*	Seattle, Wash. Utd. States	C.2Cy.26″&32″–28″ NB97 45NHP Pusey&Jones Co.Wlmngtn		
447 4109 JNDC	Bellis *S.F.Johansson*05–05 (*ex* Emmy) *Mchy. Aft Elec.light*	SteelScSr 1 *Dk*	413 327 223					1900	J.W.Klawitter Danzig	Nordiska Rederi Aktieb (W.Lundqvist, *Mgr.*)	152·9 | 25·2 | 12·6 Q51′H16 *t* F19′ *WB*	Gothenbrg Swedish	C.2Cy.18½″&33½″–19¾″ 41NHP J.W.Klawitter,Danzig		V
448 Bello Horizonte *Shuit* –12 *Elec.light*	SteelTwinSc 1 *Dk* & 2 *Shade dks*	1082 831 640						1912	Gebr.Pot Bolnes	Cia.Navegacao do Amazonas	224·0 | 45·0 | 10·8	Para Brazilian	T.6Cy.14″,23″&37½″–16½″ 114NHP Alblasserdam.Msch.Fab.		V
449 QHBC	Bellona *K.Klöfkorn*93–07 *Well deck*	SteelScSr 1 *Dk* & *deep framing*	1041 798 634			...		1900	Russell& Co. Greenock	Dampfschiffahrts Ges.Neptun	224·5 | 34·1 | 14·2 Q68′B56′F28′ FK	Bremen German *WB*	T.3Cy.17″,27½″&44″–33″ 112NHP Ross&Duncan,Glasgow	16 ″ 4	G
450 125084	— *J.Chilton* –14	SteelScK *ss*Gms.No.1–12 1 *Dk*	184 166 88	✠100A1 *Stm Trawler* 3,14 BS3.14 LMC8.12	Gms		3,12	1907 11mo	Cochrane& Sons Selby *Lloyd's A&CP*	Consolidated Stm. Fishing&Ice Co. (Gms.)Ld. (J.D. Marsden, *Mgr.*)	105·0 | 21·5 | 11·1 Q62′F15′ BK7½″	Grimsby British 3 *BH Cem*	T.3Cy.11½″,19½″&32″–23″ (*s*) 180lb 57RHP 1SB.*2pf*,GS29,HS930 C.D.Holmes&Co.Hull	12 ″ 0	
451 133082 JBDK	Bellorado *P.McLachlan* –16 *Elec.light*	SteelScSr 2 *Dks* (*Stl*)	4649 4320 2971	✠100A1 5,15 LMC11.12	Nwc	*y*	5,15	1912 11mo	Russell& Co. Pt.Glasgow *Lloyd's A&CP*	Bellarden S.S.Co. Ld.(Bell Bros.&Co. *Mgrs.*) *'Twee*	385·0 | 52·0 | 26·5 P34′B111′F47′ FK *n deck BH in after hold dispensed with* 1 *BH to*	Glasgow British *Cem* 5 *BH to U dk* 2nd *dk only*	T.3Cy.26″,42″&70″–48″ (*s*) 180lb *100lb* 438NHP 2SB,*8cf*,GS146,HS6161 FD J.G.Kincaid&Co.Ld.Grk.	29 ″ 0 s 5 ″ 5½ 23 ″ 11	
Now named "Olive Branch," See No. 7 in Supplement											*WB=Cell DBa* 124′	*u*E 22′ *f* 169′	1029 *t DTa* 30′784 *t APT* 20 *t*		
452 125244	Bellubera *J.Hart*00–10 *Elec.light*	SteelSc *Screws fore & aft* 1 *Dk*	499 424 340					1910	Mort's Dck & Eng.Co.Ld. Sydney,NSW	Port Jackson& Manly S.S.Co. Ld.	210·0 | 32·2 | 14·1 H75 *t*	Sydny NSW British	T.3Cy.18¼″,28½″&48½″–27″ 123NHP Mort's Dk.&E.Co Ld.Syd.		
453 129438 HPVG	Bellucia *Elec.light*	SteelScSr 2 *Dks*	4368 4075 2786					1909	D&W Henderson&Co.Ld. Glasgow	Bellucia SS Co. Ld. (Bell Bros.&Co.)	385·0 | 51·2 | 25·4 P42′B112′F42′ *WB*	Glasgow British	T.3Cy.25″,41″&68″–48″ 320NHP D&W.Hendersn&Co Ld Gls		C
454 104571 NGWH	Belluno *A.Brignoli* –17 (*ex* Persepolis, *ex* Gorjistan) *Elec.light* Wireless	SteelScSr *ss*Lon.No.1–09 2 *Dks* (1 *Stl* & *Upt Irn* &) *pt Stl*) & *deep framing*	4566 4229 2883	✠100A1 2.13 *Examined 7.17* ~~Broken~~ BS2.14 LMC2.13	Ham	*x*	N5,16	1905 5mo *Lloyd's A&CP*	W.Gray& Co.Ld. W Hartlepool	Requisitioned by the Italian Govt. (Italian State Rlys)	373·2 | 50·2 | 27·4 P25′B123′F34′ FK *Cell DBa & uE* 150′ *f* 161′ 994 *t D*	Genoa Italian 6 *BH Cem*	T.3Cy.28″,46″&77″–48″ (*s*) 180lb *90lb* 506NHP 2SB,*8pf*,GS148,HS6920 FD Cen.Mar.Eng Wks.WHpl.	30 ″ 0 s 5 ″ 10½ 24 ″ 6	
													Ta 36′922 *t APT* 41 *t*		
455 HDTF	Bellver *J.Amengual* *Elec.light* Wireless	IronScBg 1 *Dk* & *Spardk* 3 *tr B*	1315 1232 762			...		1879	J.&G. Thomson Clydebank	Isleña Maritima Cia Mallorquina de Vap.	247·8 | 30·0 | 15·2 22·9 BK7′	Palma Spanish	C.2Cy.34″&60″–39″ NB95 193NHP J.&G.Thomson,Clydebank		V
456 104571 NMPH	Bellview *J E.Churchill* –15 (*ex* Breconshire) 2 *Dks* (*Stl*) & *Web frames* 3 *Dk rule*	SteelScSr *ss*Nwc.No.3–4,07 *ss*Hul.No.2–16	3567 3305 2279	✠100A1 ~~3,17 6,16~~ 3,18 LMC6.16 BS10,17	Hul Bry	*v*	~~6,16~~ 3,18	1894 9mo *Lloyd's A&CP*	D&W Henderson&Co. Glasgow *W*	Keighley Shipping Co.Ld.(J.Bell& Co., *Mgrs.*) *B = Cell DBa* 106′	330·0 | 44·1 | 26·6 P30′B68′F39′ FK *uE & B* 68′ 559 *t FPT* 70 *t APT* 70 *t*	Hull British 5 *BH Cem*	T.3Cy.24″,40″&64″–42″ (*s*) 160lb NDB17 *100lb* 273NHP 2SB,*6pf*,GS144,HS4206 D.&W.Henderson&Co.Gls.	30 ″ 0 s 5 ″ 6½ 24 ″ 9	
457 122939 HGJW	Belmont *L.S.Benns* –13	SteelScK *ss*Flt.No.2–14 1 *Dk*	209 196 81	✠100A1 *Stm Trawler* 6,14 LMC6.14	Flt		6,13	1906 5mo *Lloyd's A&CP*	Scott& Sons Bowling	Lune Stm Fishing Co.Ld.(H.Melling, *Mgr.*)	117·5 | 21·6 | 11·6 BK7″	Fleetwood British 3 *BH Cem*	T.3Cy.12″,20″&32″–23″ (*s*) 180lb 66RHP 1SB,*2pf*,GS37,HS1174 Gauldie,Gillespie&Co.Gls.	12 ″ 6	
458 136405 Wrecked 12,16	Belmore *W.McGowan* –16	WoodTwinScK 1 *Dk*	189 163 81					1914	W.J.Woodward,jr. Swnsea,NSW	North Coast Steam Nav.Co.Ld.	106·7 | 29·5 | 7·4	Sydny NSW British *WB*	C.4Cy.9″&18″–14″ E&B *made* 08 27RHP Ross&Duncan,Glasgow		

1 Numero d'Ordre / Numero Officiel / Signaux	2 Nom du Navire. Matériaux, Grément, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné à la cote. Lettre ajoutée à l'équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si on le rest dans le L.L. Inscrit dans le L.L.
459 62 NABL	**Belorossia** SteelScSr *Lilienthal* ssShl.No.3–2,10 (*ex*Port Victoria) 2*Dks*(1*Stl*&1*pt Stl pt Irn*)&*Web frames*	3658 3220 2202	✠100A1 3,13 ✠LMC MS2,10 . BS5,14	Msl	*w*	8,16	1897 11mo	JLThompson&Sons,Ld. Sunderland A&CP	RussianCommercialSSCo (PRegier, *Mgr.*) *WB*=*CellD*	354·0|48·5|23·8 P28'B97'F35' FK *Ba*119' *uE*22' *f*152' 764*t APT*35*t*	Mariupol Russian 6*BHCem*	T.3Cy.24″,40″&64″–45″ (*s*) 180lb *180lb* NDB11 326NHP 2SB,*6rf*,GS112,HS4340 FD J.Dickinson&Sons,Ld.Sld.	25 ″ 0 s 4 ″ 8½ 26 ▪ 8	
460 5729 JVKC	**Belos** SteelScSr *E.R.Killman* –15 ssNwc.No.2–13 (*ex*Gretavale) 1*Dk*(*Stl*)&*deep framing*	3087 2905 1896	✠100A1 8,16 BS10,16 ✠LMC11,12 10,17	Got	*v*	12,15	1905 5mo *Lloyd's* *above*	Grngem'th &Greenock DockyardCo. Greenock *A&CP*	Rederiaktieb Luggude (Otto Hillerström,*Mgr.*) *WB*=*CellD Ba*98' *uE*&*B*40′ *f*142′898*t*	330·6|48·0|22·0 P27'B96'F34' FK *Tj*38′511*t APT*53*t*	Hisngborg Swedish 5*BHCem*	T.3Cy.23½″,40″&65″–42″ (*s*) 180lb *90lb* 283NHP 2SB,*6cf*,GS128,HS4386 J.G.Kincaid&Co.Greenock	24 ″ 5 s 4 ″ 1½ 20 ▪ 9	
461 1671 HSJL	— SteelScSr *L.P.Bergman* –14 1*Dk* *Elec.light* (*Salvage Steamer*)	397 350 66					1885	MotalaCo. Gothenburg	Bergnings&Dykeriaktb.Neptun (W.R.Edlind *Mgr*)	146·8|26·1|13·5 H31*t*	Stockholm Swedish *WB*	C.2Cy.26″&48″–30″ 105NHP MotalaCo.,Gothenburg		
462 HDQT	**Belovar** IronScK ssGms.No.1–05 *Elec.light* 1*Dk*	180 160 59	✠ *StmTrawler* 5,08	Gms ✠			1899 1mo	Cook, Welt'n&Gemmell Ld.	LeonBalverde& Co.	108·7|21·0|11·2 Q47'F19' BK7½″	Vigo Spanish 3*BHCem*	T.3Cy.12½″,19½″&32″–22½″ 1SB,*2cf*,GS30,HS920 49NHP C.D.Holmes&Co.Hull	11 ″ 11	
463 MKGD	**Belridge** SteelScSr *O.O.Olsen* –14 *Elec.light* 2*Dks*(*Stl*)&*Web frames* *Mchy.Aft* *Longitudinal framing* Wireless	7020 6374 4420	✠100A1 11,16 ✠LMC6,14 *Carrying Petroleum in bulk* *Fitted for oil fuel* 6,14 *F.P.*	Ver	*a*†	11,16	1914 6mo *Lloyd's above*	Sir J.Laing &Sons,Ld. Sunderland *A&CP*	Akties.Tankfart (W.Wilhelmsen, *Mgr.*) *WB*=*CellD BuE* &*B*55′142*tD* 150° F.	425·1|57·0|33·1 P101'B28'F40' FK&BK2″ *Tj*38′511*t APT*53*t*	Tonsberg Norwegian 15*BHptCem* 9 *to Upr dk* 6 „ 2*nd* „	T.3Cy.27″,45″&74″–54″ (*s*) 180lb 555NHP 4SB,*12cf*,GS196,HS8150 FD G.Clark,Ld.Sunderland	33 ″ 0 s 7 ▪ 4 26 ▪ 0	
464 HCTJ	**Belrorie** SteelSc *G.Tomich*08–08 (*Tug&Salvage Vessel*) 1*Dk*	210 188 78					1901	Ramage& Ferguson,Ld. Leith	BelrorieS.S.Co.Ld. (D.Tripcovich)	113·1|24·6| 9·5 Q28'	Trieste Aust.-Hung.	C.2Cy.18″&36″–24″ 53NHP Ramage&Fergusn,Ld.Lth.		A
465 131853 HVPJ	**Beltana** SteelTwinScSr *R.Bidwell* –16 ssLon.No.1–17 *Elec.light* 3*Dks*(*Stl–U* teaks,2*nd dk*–ws) *Ref.Mchy.* Wireless	11120 9267 7032	✠100A1 10,17 2,16 ✠LMC6,14 ✠Lloyd's RMC8,16 2,17 3,174,18 ✠LMC10,17	Sou	*f*†	8,17 10,17	1912 5mo *Lloyd's*	Caird&Co. Ld. Greenock *A&CP*	P.&O.Stm.Nav.Co *WB*=*CellDB* *a*138′*f*185′1248*t*	500·1|62·2|37·8 P21'B205'F82' FK&BK2″ *FPT*115*t APT*143*t*	Greenock British *8BHCem* 7*BH to U dk* 1 „ 2*nd* „	Q 8Cy23½″34½″48½″&70″–54″ 215lb (*s*) FD 1200NHP 2D&2SB*24cf*GS440HS18188 Caird&Co.Ld.Greenock	41 ″ 0	
466 136351 JLNQ	**Beltoy** SteelScSr ~~*E.McKenzie* –17~~ *Mackerell* –18 *Well deck* 1*Dk*(*Stl*) *Elec.light*	1544 1151 732	✠100A1 4,18 3,16 ✠LMC7,15	Npt Hpl	*p*	4,18	1915 7mo *Lloyd's*	Ramage& Ferguson,Ld. Leith *A&CP*	ShamrockShippng Co.Ld.(T.Jack, *Mgr.*) *WB*=*Cell DBuE*20′*f*92′ 231*t*	250·7|36·2|17·2 P20'Q77'B48'F27' FK *DT a*73′ 307*t FPT*	Belfast British 5*BHCem* 41*t APT*33*t*	T.3Cy.18″,30″&49″–33″ (*r*) 180lb 178NHP 2SB,*6cf*,GS98,HS3149 Ramage&Fergusn,Ld.Lth.	18 ″ 3 s1 ▪ 7½ 16 ″ 11	
Sunk by War Loss) 91168 JWGB	**Beluga** WoodScBk 2*Dks* (*ex*Mary&Helen)	508 — 409					1882	Goss&Sawyer Bath,Me.	PacificSteam WhalingCo.	141·8|31·3|16·7	S.Frncisco Utd.States	1Cy.22″–30″ 20NHP DelamaterIronWorks,Phl.		
468	— SteelSc *Hude* ssBrestNo.1–16 1*Dk*	*30* *27* *1*	✠100A– *ForTowingpurposes* 6,16 ✠LMC5,16	Brest		5,16	1911 10mo	Smith's Dock Co.Ld. Middlesboro'	Verjat,Combarelle &Co.	56·2|12·7| 6·0 BK4″	Brest French 3*BHCem*	C.2Cy.10″&20″–14″ (*s*) 130lb 21NHP 1SB,*2pf*,GS22,HS459 Miller&Macfie,Ld.Gls.	6 ″ 6	
469	**Belvedere** SteelScSr *Cosulich*11–13 *Elec.light* 2*Dks*(*Stl*)& Wireless *Shelter dk*(*Stl*–ws)	7166 6197 4360	✠ 1,17 *Shelter dk with freeboard*	Tri ✠	*a*†		1913 8mo	Cant.Nav. Triestino Monfalcone	UnioneAustriaca diNav.(Soc.Anon.)	412·0|51·7|26·3 54·0 FK B273′ *on Shelter dk* *WB*=*CellD Ba*155′	Trieste Aust.-Hung. 7*BHCem*	T.3Cy.28½″,47″&78″–54″ 650NHP 4SB,*12cf*,GS221,HS9860 FD N.E.MarineEngCoLdNwc 70′ 1490*t FPT*66*t APT*27*t*	37 ″ 0	
470 99082 MQBK	— SteelTwinScSp *J.B.Hasdell* ssLon.2ndNo.3–2,17 (*Sludge vessel*) 1*Dk*(*Stl*)&*Web frames* *Mchy.Aft*	1001 976 595	✠100A– 2,17 ✠LMC2,17	Lon		2,17	1892 5mo	NavalCon. &Arm.Co.Ld. Barrow	LondonCounty Council	232·1|38·2|13·8 F19' FK *WB*=*FPT*	London British 6*BHCem* 154*t APT*6*t*	T.6Cy.15″,23″&35″–24″ (*s*) 150lb 150NHP 2SB,*6rf*,GS108,HS2804 NavalC.&A.Co.(Lim.) Brw	14 ″ 6	
471 3162 JTSL	— WoodScBk 2*Dks*	519 — 400					1880	Goss Swyer &Packard Bath,Me.	S.F.Cottle	140·6|31·3|17·2	N.Bedford, Mass. Utd.States			
472 JPBN	**Belvernon** SteelScSr *G.Kvernö* –11 *Elec.light* 1*Dk*2*trB*	1102 807 627					1897	Bergens Mek.Verk. Bergen	Akties.Dampsk. Belvernon(O.&A. Irgens)	227·4|31·7|15·0 Q76*t*B130*t*H53*t* F25*t*	Bergen Norwegian *WB*	T.3Cy.18½″,30″&50″–33″ NB06 144NHP BergensM.V.,Bergen		N
473 95940 HBDG	**Beme** ssCal.No.3–5,17 SteelSc3MstSr *D.Scott* –15 ~~ssCal.No.2–13~~ *Mchy.Aft* 1*Dk*(*Stl*)&*Spar dk*(*Stl*)& *Elec.light* *Web frames*	3039 2830 1899	✠100A1 *Spar dk* 5,17 ~~5,15~~ 4,18 BS4,18 BS2,16 ✠LMC8,~~12~~ 5,17 *Carrying Petroleum in bulk* *Fitted for oil fuel* 6,04 *F.P.a*	Cal	*u*	~~5,15~~ 5,17	1904 5mo *Lloyd's above*	Armstrong Whitworth &Co.Ld. Newcastle *A&CP* 1 50°F.	BurmahOilCo.Ld. *WB*=*CellDB*	309·5|41·5|20·5 P29'B24'F35' 27·5 FK *uB*32′48*t FPT*140*t*	Rangoon British 11*BHCem* *APT*20*t*	T.3Cy.22″,37″&61″–42″ (*r*) 180lb *120lb* 265NHP 2SB,*6cf*,GS123,HS4130 Wllsnd Slpwy.Co.Ld.Nwc.	28 ″ 8 s 5 ▪ 9 25 ▪ 3	
474 136174 JDTG	**Bempton** SteelScK *J.Kelly* –14 *Elec.light* Wireless 1*Dk*	226 214 87	✠100A1 *StmTrawler* 2,14 ✠LMC2,14	Hul			1914 2mo *Lloyd's*	Cook,Welt'n&Gemmell Ld. Beverley *A&CP*	HullSteamFishing &IceCo.Ld.	115·5|22·5|12·3 BK8″ *WB*=*DT*13′30*t*	Hull British 4*BHCem*	T.3Cy.10″,17″&28″–24″ (*s*) 200lb 49NHP 1SB,*2pf*,GS27,HS835 Amos&Smith,Ld.Hull	13 ″ 2	
475 108663	**Ben Alder** SteelScK *J.Geddes* –14 (*Trawler*) 1*Dk*	151 140 59			…		1899	Hall, Russell&Co. Aberdeen	~~A.Walker~~ ~~F.Harrison~~ HolbeckStmTrwlng Co.Ld.(F.Harrison *Mgr*)	103·7|20·2|11·0 BK7½″	Aberdeen British	T.3Cy.10½″,18″&31″–21″ 50RHP Hall,Russell&Co.Abn.	11 ″ 7	
476 137365	**Ben Arthur** SteelScK *R.H.Stenhouse*11–14 1*Dk*	201 198 78	✠100A1 *StmTrawler* 1,15 ✠LMC12,14	Shl			1914 12mo *Lloyd's*	A.Hall& Co.Ld. Aberdeen *A&CP*	R.Irvin&Sons,Ld.	115·6|22·1|12·0 BK7½″ *WB*=*DB f*19′12*t*	N.Shields British 3*BHCem*	T.3Cy.12″,20″&34″–24″ (*s*) 180lb 78RHP 1SB,*3pf*,GS46,HS1530 A.Hall&Co.Ld.Aberdeen	12 ″ 9	
477 133606	**Ben Asdale** SteelScK *H.E.Dealtry* –14 1*Dk*	197 194 76	✠100A1 *StmTrawler* 8,14 ✠LMC8,12	Abn		8,14	1912 8mo *Lloyd's*	Hall,Russell&Co.Ld. Aberdeen *A&CP*	R.Irvin&Sons,Ld.	115·0|22·1|11·9 BK7½″ *WB*=*DB f*21′13*t*	Aberdeen British 3*BHCem*	T.3Cy.12″,20″&34″–24″ (*r*) 180lb 78RHP 1SB,*3pf*,GS48,HS1429 Hall,Russell&Co.Ld.Abn.	12 ″ 9	
478 112909	**Ben Attow** SteelScK *J.Craig* –12 (*Trawler*) 1*Dk*	156 145 61			. .		1900	Hall,Russell&Co.Ld. Aberdeen	J.Craig,Jr.	103·3|20·4|11·0 BK7½″	Aberdeen British	T.3Cy.11½″,18″&31″–21″ 50RHP Hall,Russell&Co.Ld.Abn.	11 ″ 7	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	6 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned. now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 Built. By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed: I not in L.R. Date of I. of Class cert.
479 137156	Ben Barvas *S.Husband* 14–14 1 *Dk*	Steel Sc K 198 195 86	✠100A1 *Stm Trawler* 9,14	Abn ✠LMC 9,14			1914 9mo *Lloyd's*	Hall, Russell & Co. Ld. Aberdeen *sA & CP*	R. Irvin & Sons, Ld.	115·5	22·1	11·9 BK 7½″ *WB=*	Aberdeen British	T. 3 Cy. 12″, 20″ & 34″–24″ (*s*) 180 lb 57 RHP 1 SB. *3pf*, GS 47, HS 1480 J. Abernethy & Co. Ld. Abn.	12 ″ 9	
480 139780	Ben Bhrackie 1 *Dk*	Steel Sc K 235 221 102	✠100A1 *Stm Trawler* 7,16	Abn ✠LMC 7,16			1916 7mo *Lloyd's*	Hall, Russell & Co. Ld. Aberdeen *sA & CP*	R. Irvin & Sons, Ld.	122·5	22·2	12·3 BK 7½″ *DBf* 22′ 14*t*	Aberdeen British	T. 3 Cy. 12″, 20″ & 34″–24″ (*r*) 180 lb 78 RHP 1 SB, *3pf*, GS 48, HS 1429 Hall, Russell & Co. Ld. Abn.	13 ″ 3	
481 139781	Ben Breac 1 *Dk*	Steel Sc K 235 221 102	✠100A1 *Stm Trawler* 7,16	Abn ✠LMC 7,16			1916 7mo *Lloyd's*	Hall, Russell & Co. Ld. Aberdeen *sA & CP*	R. Irvin & Sons, Ld.	122·5	22·2	12·3 BK 7½″ *DBf* 22′ 14*t*	Aberdeen British	T. 3 Cy. 12″, 20″ & 34″–24″ (*r*) 180 lb 78 RHP 1 SB, *3pf*, GS 48, HS 1429 Hall, Russell & Co. Ld. Abn.	13 ″ 3	
482 133643	Ben Chourn *C. Pedersen* 10–14 1 *Dk*	Steel Sc K 197 195 77	✠100A1 *Stm Trawler* 10,14	Abn ✠LMC 2,14			1914 2mo *Lloyd's*	Hall, Russell & Co. Ld. Aberdeen *sA & CP*	R. Irvin & Sons, Ld.	115·4	22·1	12·0 BK 7½″ *WB=* *DBf* 19′ 13*t*	Aberdeen British	T. 3 Cy. 12″, 20″ & 34″–24″ (*r*) 180 lb 78 RHP 1 SB, *3pf*, GS 48, HS 1429 Hall, Russell & Co. Ld. Abn.	12 ″ 9	
483 112912	Ben Doran *J. Caie* –15 (*Trawler*) 1 *Dk*	Steel Sc K 155 144 60		...			1900	Hall, Russell & Co. Ld. Aberdeen	T. Davidson	103·0	20·4	11·0 BK 7½″	Aberdeen British	T. 3 Cy. 11½″, 18″ & 31″–21″ 50 RHP Hall, Russell & Co. Ld. Abn.	11 ″ 7	
484 137385	Ben Earn 1 *Dk*	Steel Sc K 235 221 102	✠100A1 *Stm Trawler* 10,16	Abn ✠LMC 10,16			1916 10mo *Lloyd's*	Hall, Russell & Co. Ld. Aberdeen *sA & CP*	R. Irvin & Sons, Ld.	122·6	22·2	12·3 BK 7½″ *DBf* 22′ 14*t*	N. Shields British	T. 3 Cy. 12″, 20″ & 34″–24″ (*r*) 180 lb 78 RHP 1 SB, *3pf*, GS 48, HS 1429 Hall, Russell & Co. Ld. Abn.	13 ″ 3	
485 118190 TPWJ	Ben Edra *G. Pace* 09–11 (*Trawler*) (*ex* Cetonia) 1 *Dk*	Steel Sc K 177 167 67		...			1905	Hall, Russell & Co. Ld. Aberdeen	Irvin & Johnson, Ld.	110·2	21·1	11·4 BK 7½″	Cape Town British *WB*	T. 3 Cy. 11″, 18″ & 30″–22″ 55 RHP E & B *made* 01 *refitted* 05 Shields Eng. Co. Ld. N. Shl.	12 ″ 0	
486 139785	Ben Gairn 1 *Dk*	Steel Sc K 234 221 102	✠100A1 *Stm Trawler* 11,16	Abn ✠LMC 11,16			1916 11mo *Lloyd's*	Hall, Russell & Co. Ld. Aberdeen *sA & CP*	R. Irvin & Sons, Ld.	122·5	22·1	12·3 BK 7½″ *DBf* 22′ 14*t*	Aberdeen British	T. 3 Cy. 12″, 20″ & 34″–24″ (*r*) 180 lb 78 RHP 1 SB, *3pf*, GS 48, HS 1429 Hall, Russell & Co. Ld. Abn.	13 ″ 3	
487 133330	Ben Glamair *R. Tindall* –15 1 *Dk*	Steel Sc K 198 195 86	✠100A1 *Stm Trawler* 8,14	Abn ✠LMC 8,14			1914 8mo *Lloyd's*	Hall, Russell & Co. Ld. Aberdeen *sA & CP*	R. Irvin & Sons, Ld.	115·5	22·1	11·9 BK 7½″ *WB=* *DBf* 19′ 13*t*	N. Shields British	T. 3 Cy. 12″, 20″ & 34″–24″ (*r*) 180 lb 78 RHP 1 SB, *3pf*, GS 48, HS 1429 Hall, Russell & Co. Ld. Abn.	12 ″ 9	
488 *For full particulars See No. 5 in Supplement*	Ben Glas 1 *Dk*	Steel Sc K 235	100A1 *Stm Trawler* (*Class Contemplated*)				1917	Hall, Russell & Co. Ld. Aberdeen	R. Irvin & Sons, Ld.	122·0	22·0	13·2	N. Shields British	T. 3 Cy. 12″, 20″ & 34″–24″ Hall, Russell & Co. Ld. Abn		
489 137158	Ben Gulvain *R. Tindall* 01–14 1 *Dk*	Steel Sc K 197 194 86	✠100A1 *Stm Trawler* 10,14	Abn ✠LMC 10,14			1914 10mo *Lloyd's*	Hall, Russell & Co. Ld. Aberdeen *sA & CP*	R. Irvin & Sons, Ld.	115·3	22·1	11·9 BK 7½″ *WB=* *DBf* 19′ 13*t*	Aberdeen British	T. 3 Cy. 12″, 20″ & 34″–24″ (*r*) 180 lb 78 RHP 1 SB, *3pf*, GS 48, HS 1429 Hall, Russell & Co. Ld. Abn.	12 ″ 9	
490 133603	Ben Heilem *W. M. Cowling* –14 1 *Dk*	Steel Sc K 196 194 76	✠100A1 *Stm Trawler* 8,13	Abn ✠LMC 6,12			1912 7mo *Lloyd's*	Hall, Russell & Co. Ld. Aberdeen *sA & CP*	R. Irvin & Sons, Ld.	115·1	22·1	11·9 BK 7½″ *WB=* *DBf* 21′ 13*t*	Aberdeen British	T. 3 Cy. 12″, 20″ & 34″–24″ (*r*) 180 lb 75 RHP 1 SB, *3pf*, GS 48, HS 1429 Hall, Russell & Co. Ld. Abn.	12 ″ 9	
491 133642	Ben Holden *R. Tindall* 01–14 1 *Dk*	Steel Sc K 197 195 77	✠100A1 *Stm Trawler* 9,14	Abn ✠LMC 2,14		9,14	1914 2mo *Lloyd's*	Hall, Russell & Co. Ld. Aberdeen *sA & CP*	R. Irvin & Sons, Ld.	115·4	22·1	12·0 BK 7½″ *WB=* *DBf* 19′ 13*t*	Aberdeen British	T. 3 Cy. 12″, 20″ & 34″–24″ (*r*) 180 lb 78 RHP 1 SB, *3pf*, GS 48, HS 1429 Hall, Russell & Co. Ld. Abn.	12 ″ 9	
492 112930	Ben Hope *B. Truefitt* –17 (*ex* Crocus) 1 *Dk*	Steel Sc K 160 148 61	(*Trawler*)	...			1900	Hall, Russell & Co. Ld. Aberdeen	Crawford's Trawlers Ld. (R. W. Crawford, *Mgr.*)	103·3	20·6	11·3 BK 7½″	Scarboro' British	T. 3 Cy. 11½″, 18″ & 31″–21″ 56 RHP Hall, Russell & Co. Ld. Abn.	11 ″ 10	
493 133640	Ben Iver *W. Tindall* 06–14 1 *Dk*	Steel Sc K 197 195 77	✠100A1 *Stm Trawler* 9,14	Shl ✠LMC 1,14			1914 1mo *Lloyd's*	Hall, Russell & Co. Ld. Aberdeen *sA & CP*	R. Irvin & Sons, Ld.	115·6	22·1	12·0 BK 7½″ *WB=* *DBf* 19′ 13*t*	Aberdeen British	T. 3 Cy. 12″, 20″ & 34″–24″ (*r* 180 lb 78 RHP 1 SB, *3pf*, GS 48, HS 1429 Hall, Russell & Co. Ld. Abn.	12 ″ 9	
494 112937	Ben Lawers *James Craig* –14	Steel Sc K 176 165 68	(*Trawler*) 1 *Dk*	...			1900	Hall, Russell & Co. Ld. Aberdeen	J. Craig, jun.	106·2	21·1	11·6 BK 7½″	Aberdeen British	T. 3 Cy. 11″, 19″ & 33″–22″ 62 RHP Hall, Russell & Co. Ld. Abn.	12 ″ 4	
495 108653 QCGR	Ben Ledi *I. Wood* –11	Steel Sc Sr 149 140 58	(*Trawler*) 1 *Dk*	...			1898	A. Hall & Co. Aberdeen	T. Davidson	102·9	20·1	11·0 BK 7½″	Aberdeen British	T. 3 Cy. 11½″, 18″ & 31″–21″ 52 RHP A. Hall & Co. Aberdeen	11 ″ 6	
496 79641	— *R. Hunter* –13	Iron Pad K 114 112 10					1878	Hall, Russell & Co. Aberdeen	R. Redhead & Son Ld.	90·0	18·6	10·2	Newcastle British	L. 2 Cy. 25″–48″ NB 01 50 RHP Hall, Russell & Co., Abn.		
497 122863 HJQS	Ben Lomond *Johnson* 12–12 1 *Dk* (*pt Stl & pt Irn*) & *deep framing* ~~ss Shl. Nov. 11~~ ss Hpl. No. 3–9,17	Steel Sc Sr 2814 2632 1795	✠100A1 1,16 ~~Hpl~~ ~~BS 11~~ ~~BS 17~~	Ptr Shl ~~✠LMC 2,13~~ 9,17	*u*	9,13 N 12,17	1906 11mo	W. Gray & Co. Ld. W. Hartlepool	British Dyes Ld. (H. E. Moss & Co. *Mgrs.*) *WB= Cell D Bas*	320·0 P 23′ B 92′ F 33′ *uE* 122′ *uB* 16′ *fT* 40′	46·8	21·0 FK *5 BHCem* 837 *t APT* 94*t*	Newcastle British	T. 3 Cy. 23½″, 38″ & 64″–42″ (*s*) 180 lb *80 lb* 287 NHP 2 SB, *6rf*, GS 112, HS 4404 Cen. Mar. Eng Wrks. W Hpl	23 ″ 6 s 4 ″ 0 19 ″ 10	
498 133319	Ben Lora *G. I. Houghton* 06–13 1 *Dk*	Steel Sc K 197 195 76	✠100A1 *Stm Trawler* 11,13	Abn ✠LMC 11,13			1913 11mo *Lloyd's*	Hall, Russell & Co. Ld. Aberdeen *sA & CP*	R. Irvin & Sons, Ld.	115·4	22·1	12·0 BK 7½″ *WB=* *DBf* 20′ 13*t*	N. Shields British	T. 3 Cy. 12″, 20″ & 34″–24″ (*r*) 180 lb 78 RHP 1 SB, *3pf*, GS 48, HS 1429 Hall, Russell & Co. Ld. Abn.	12 ″ 9	
499 115557	Ben Loyal *J. Barber* –03 (*ex* Columbia)	Steel Sc K 183 172 71	(*Trawler*) 1 *Dk*	...			1901	Hall, Russell & Co. Ld. Aberdeen	R. Irvin & Sons, Ld.	108·2	21·2	11·7 BK 7½″	Aberdeen British *WB*	T. 3 Cy. 12″, 19″ & 33″–22″ 62 RHP Hall, Russell & Co. Ld. Abn.	12 ″ 4	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné actuellement expiré. Lettre d'équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux au Quille. Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. pc.	15
500 Ben Lui 112913	*J.Cormack* –12 (*ex*Iris)	**SteelScK** (*Trawler*) 1*Dk*	155 144 60			...		1900	Hall, Russell&Co.Ld. Aberdeen	J.Cormack	103·1	20·4	11·0	Aberdeen British	T.3Cy.11½″,18″&31″–21″ 50RHP Hall,Russell&Co.Ld.Abn.	11 ″ 7	
501 Ben Meidie *For full particulars See No. 6 in Supplement*		**SteelScK** 1*Dk*	235	100A1 *StmTrawler* (*ClassContemplated*)				1917	Hall, Russell&Co.Ld. Aberdeen	R.Irvin&Sons,Ld.	122·0	22·0	13·2	N.Shields British	T.3Cy.12″,20″&34″–24″ Hall Russell&Co.Ld.Abn.		
502 Ben Nevis 121225 HCKN	*R.Bryce* –16	**SteelScSr** *ss*Ams.No.2–13 1*Dk*(*Stl*)&*Spardk*(*Stl*) &*deepframing*	3895 3646 2525	100A1 12,15 *Spar dk* ~~Boarding 2,17~~ MS11,13	NYk LMC ~~BS6,16~~	*w*	12,15	1905 4mo *Lloyd's*	Russell& Co. Pt.Glasgow *sA&CP*	WatsonBros.ShippingCoLd(Watson Bros.*Mgrs.*) *WB=CellDBa&uE*	345·0 P26′B91′F42′ FK 132′*uB*18′*f*148′899*t*	49·9 25·9	17·9 6*BHCem* *APT*71*t*	Glasgow British 6*BHCem*	T.3Cy.25″,41″&67″–48″ (*r*) 180lb ~~80lb~~ 346NHP 2SB,*8cf*,GS149,HS5460 J.G.Kincaid&Co.Greenock	28 ″ 5 s 5 ″ 5 23 ″ 4	
503 Ben Rein 121247 JLVQ	*J.Cowley*14–16 (*ex*Starling) *Well deck Mchy.Aft*	**SteelScK** *ss*Bwg.No.2–14 1*Dk*(*Stl*)	212 137 79	100A1 9,15 ~~BS6,16~~	PGl LMC ~~2,15~~ 9,17	*c*	~~2,15~~ 9,17	1905 7mo *Lloyd's*	G.Brown& Co. Greenock *sA&CP*	RamseyS.S.Co.Ld. (J.B.Kee,*Mgr.*)	110·0 Q37′B9′F19′	22·1 8·3 BK7″		Ramsey British 3*BHCem*	C.2Cy.14½″&30″–21″ (*s*) 130lb 40RHP 1SB,*2pf*,GS36,HS878 C.Houston&Co.Glasgow	9 ″ 0 s ″ 6 9 ″ 2	
504 Ben Rinnes 115552	*J.Cormack* –14	**SteelScK** (*Trawler*) 1*Dk*	183 172 71			...		1901	Hall, Russell&Co.Ld. Aberdeen	T.Davidson	108·2	21·2	11·7 BK7½″	Aberdeen British *WB*	T.3Cy.12″,19″&33″–22″ 62RHP Hall,Russell&Co.Ld.Abn	12 ″ 4	
505 Ben Screel 137159	*F.R.Baker* –15	**SteelScK** 1*Dk*	197 194 86	100A1 *StmTrawler* 10,14	Abn LMC10,14			1914 10mo *Lloyd's*	Hall, Russell&Co.Ld. Aberdeen *sA&CP*	R.Irvin&Sons,Ld.	115·4	22·1	11·9 BK7½″ *WB*=	Aberdeen British 3*BHCem* *DBf*19′13*t*	T.3Cy.12″,20″&34″–24″ (*r*) 180lb 78RHP 1SB,*3pf*,GS48,HS1429 Hall,Russell&Co.Ld.Abn.	12 ″ 9	
506 Ben Strome 137153	*G.Cowling*09–14	**SteelScK** 1*Dk*	198 195 86	100A1 *StmTrawler* 8,14	Abn LMC8,14			1914 8mo *Lloyd's*	Hall, Russell&Co.Ld. Aberdeen *sA&CP*	R.Irvin& Sons,Ld.	115·5	22·1	11·9 BK7½″ *WB*=	Aberdeen British 3*BHCem* *DBf*19′13*t*	T.3Cy.12″,20″&34″–24″ (*r*) 180lb 78RHP 1SB,*3pf*,GS48,HS1429 Hall,Russell&Co.Ld.Abn.	12 ″ 9	
507 Ben Tarbert 133607	*A.Fraser* –14	**SteelScK** 1*Dk*	197 195 76	100A1 *StmTrawler* 8,12	Abn LMC8,12			1912 8mo *Lloyd's*	Hall, Russell&Co.Ld Aberdeen *sA&CP*	R.Irvin &Sons,Ld.	115·4	22·1	11·9 BK7½″ *WB*=	Aberdeen British 3*BHCem* *DBf*21′13*t*	T.3Cy.12″,20″&34″–24″ (*r*) 180lb 78RHP 1SB,*3pf*,GS48,HS1429 Hall,Russell&Co.Ld.Abn.	12 ″ 9	
508 Ben Torc 133641		**SteelScK** 1*Dk*	199 196 78	100A1 *StmTrawler* 1,15	Abn LMC1,14			1914 1mo *Lloyd's*	Hall, Russell&Co.Ld. Aberdeen *sA&CP*	R.Irvin&Sons,Ld.	115·8	22·1	12·0 BK7½″ *WB*=	Aberdeen British 3*BHCem* *DBf*19′13*t*	T.3Cy.12″,20″&34″–24″ (*r*) 180lb 78RHP 1SB,*3pf*,GS48,HS1429 Hall,Russell&Co.Ld.Abn.	12 ″ 9	
509 Ben Urie 139788	*W.M.Cowling* –16	**SteelScK** 1*Dk*	234 221 102	100A1 *StmTrawler* 12,16	Abn LMC12,16			1916 12mo *Lloyd's*	Hall, Russell&Co.Ld. Aberdeen *sA&CP*	R. Irvin&Sons,Ld.	122·5	22·1	12·3 BK7½″	Aberdeen British 3*BHCem* *DBf*22′14*t*	T.3Cy.12″,20″&34″–24″ (*r*) 180lb 78RHP 1SB,*3pf*,GS48,HS1429 Hall,Russell&Co.Ld.Abn.	13 ″ 3	
510 Ben Veg 87583	*E.Jones* –16	**SteelScYl** 1*Dk*	159 113 61					1914	Larne S.B. Co. Larne	RamseyS.S.Co.Ld (J.B.Kee,*Mgr.*)	95·0 Q34′F14′	19·1 8·5		Ramsey British *WB*	C.2Cy.12″&26″–18″ 50RHP Gauldie,Gillespie&Co.Gls.		
511 Ben Vurie 137360	*J.High* –15	**SteelScK** 1*Dk*	200 197 78	100A1 *StmTrawler* 11,14	Abn LMC11,14			1914 11mo *Lloyd's*	A.Hall& Co.Ld. Aberdeen *sA&CP*	R.Irvin&Sons, Ld.	115·3	22·1	12·0 BK7½″ *WB*=	N.Shields British 3*BHCem* *DBf*19′12*t*	T.3Cy.12″,20″&34″–24″ (*s*) 180lb 78RHP 1SB,*3pf*,GS46,HS1433 A.Hall&Co.Ld.Aberdeen	12 ″ 9	
512 Benalder 104908 NSQM	*J.H.Mason* –12	**SteelScSr** *ss*Sld.No.3–7,07 *ss*Yka.No.2–15 2*Dks*(1*Stl*&*UIrn*–ws)3*trB*	3044 2724 1959	100A1 ~~8,17~~ 10,16 MS8,15	Yka Shl LMC ~~BS7,16~~	*u*	~~3,16~~ 8,17 ~~6,1~~	1895 4mo *Lloyd's*	A.Stephen &Sons Glasgow *sA&CP*	W.Thomson&Co. *WB=CellDBa*	341·0 P42′B80′F39′ 102′*uE*&*B* 40′*f*120′	41·8 24·3 BK10″		Leith British 6*BHCem* 668*tAPT*25*t*	T.3Cy.25″,41″&67″–42″ (*s*) 160lb *100lb* NDB16 294NHP 2SB,*6cf*,GS130,HS4464 A.Stephen&Sons,Glasgow	27 ″ 0 s 4 ″ 8 23 ″ 4	
513 Benalla 135322 JBPG	*W.W.W.Cooke* –16 *Elec.light* *Ref.Mchy.* Wireless	**SteelTwinScSr** 3*Dks*(*StlU*–teaks 2*nd dk*–ws)	11118 9267 7026	100A1 7.16 ~~LMC2,15~~ Lloyd's RMC ~~8,15~~ 6,18 LMC8,17	Liv ~~1,17~~ 5,17	*f*†	7,16	1913 3mo *Lloyd's*	Caird&Co. Ld. Greenock *sA&CP*	P.&O.Stm.Nav.Co. *Intermediate'tween dk BH in* ⎧7*B* *mchy. space* *dispensed with* ⎩1*B* *WB=CellDB*	500·1 P21′B205′F82′ FK&BK2″ *een dk BH in* ⎧7*B* *dispensed with* ⎩1*B*	62·2 29·8		Greenock British 8*BHCem* *H to U dk* *H to 2nd dk* *a* 138′ *f* 185′	Q.8Cy.23½″,34½″,48½″&70″–54″] 215lb (*s*) 1200NHP 2D&2SB,*24cf*,GS440, HS18188 FD Caird&Co.Ld.Greenock *only* 1248*tFPT*115*t APT*143*t*	41 ″ 0	
514 Benandra 131592	*ss.R.Rydstrom* –17 *Mchy.Aft*	**WoodTwinScK** 1*Dk*	345 258 166					1913	Morrison & Sinclair Sydney,NSW	Illawarra&SCoast Stm.Nav.Co.Ld.	130·0 F15′	30·0 8·8		SydnyNSW British	C.4Cy.11″&22″–16″ 20RHP Campbell&Calderw'd,Psy		
515 Benarthur 95185 MWKN	(*STRANDED & REFLOATED 8,15*) *A.M.Arthurs* –15 (*ex*Blaenavon,*ex*CardiffCastle) *Well deck*	**SteelScSr** *ss*Ard.2ndNo.3–6,15 1*Dk*(*Stl*)2*trB*	2029 1547 1299	6,15	Ard	*r*		1889 12mo *Lloyd's*	ButeS.B.& E.Co.Ld. Cardiff *sA&CP*	*WB=CellDBa*	265·4 Q94′B110′F34′ 102′*uE*&*B* 42′*f*120′	36·2 18·4 FK *WB=Cell*		Glasgow British 4*BHCem* *DB*226′378*t*	T.3Cy.19″,32″&52″–39″ NDB15 176NHP 2SB,*4rf*,GS80,HS2754 W.Kemp,Glasgow	20 ″ 10	
516 Benarty 115657 TMNK	*J.Smith* –15 *Elec.light* *Carrying fuel oil F.P. above 150° F. in D.B.*	**SteelScSr** 1*Dk*(*Stl*)&*Spardk*(*ptIrn*&*ptStl*) &*deepframing*	3910 3506 2510	100A1 *Spar dk* 4,16 ~~BS7,16~~ BS8,17	Yka LMC6,14	*w*	4,16	1902 7mo *Lloyd's*	Bartram& Sons Sunderland *sA&CP*	W.Thomson&Co. *WB=CellDBa*	382·5 P37′B102′F35′ 120′*uE*&*B* 42′*f*154′	46·1 18·3 FK		Leith British 6*BHCem* 868*tAPT*55*t*	T.3Cy.25″,42″&68″–48″ (*s*) 180lb *120lb* 352NHP 2SB,*8cf*,GS168,HS5500 J.Dickinson&Sons,Ld.Sld.	28 ″ 5 s 5 ″ 2½ 23 ″ 8	
517 Benavon 123011 HDMQ	*F.Hastie* –16 *Elec.light*	**SteelScSr** *ss*Ant.No.2–13 1*Dk*(*Stl*)&*Spardk*(*ptIrn*&*ptStl*) &*deepframing*	3996 3540 2549	100A1 *Spar dk* ~~8,17~~ ~~9,16~~ 9,17 MS7,15	Mdb LMC ~~BS8,16~~ 10,17	*w*	4,15	1905 9mo *Lloyd's*	Bartram& Sons Sunderland *sA&CP*	W.Thomson&Co. *WB=CellDBa*	378·0 P35′B104′F38′ 120′*uE*&*B* 42′*f*154′	46·1 18·3 FK		Leith British 6*BHCem* 868*tAPT*55*t*	T.3Cy.25″,42″&68″–48″ (*s*) 180lb *120lb* 352NHP 2SB,*8cf*,GS168,HS5500 J.Dickinson&Sons,Ld.Sld.	28 ″ 5 s 5 ″ 2 23 ″ 9	
518 Bencleuch *ss*Shl.No.1–18 109605 SDHC	*G.McMillan* –08 (2*Dks*(1*Stl–UIrn*)&*deepframing* *Elec.light*	**SteelScSr** *ss*Yka.No.3–12,12	4159 3560 2679	*Carrying fuel oil F.P. above 150° F. in D.B.* 100A1 5,18 ~~8,16~~ ~~BS9,17~~ BS4,18	Liv Shl LMC12,12 2,17	*w*	~~8,16~~ ñ5,18	1901 1mo *Lloyd's*	Ramage& Ferguson,Ld. Leith *sA&CP*	W.Thomson&Co. *WB=* *CellDBa*132′*uE*	385·2 P43′B100′F44′ 22′*f*154′806*t FPT*	46·2 26·1 FK		Leith British 6*BHCem* 83*tAPT*33*t*	T.3Cy.25 5/16″,41″&67″–45″(*s*) 180lb *100lb* 324NHP 2SB,*8cf*,GS160,HS4966 Ramage&Ferguson,Ld. Lth.	28 ″ 9 s 5 ″ 4½ 23 ″ 9	
519 Bendigo	*B.Björnö*16–16	**SteelScSr** 1*Dk*	138 132 50			...		1892	Hall, Russell&Co. Aberdeen	Akties.Trudvang (ThorEgeland *Mgr.*)	100·5	20·5	10·5 BK6½″	Stavanger Norwegian	C.2Cy.17″&34″–24″ 56NHP Hall,Russell&Co.,Abn.	11 ″ 0	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys.	3 Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned / now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 Built. By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	11 Breadth.	11 Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	Registers in which classed, if not in L.R. Dates of Certificates.
520 125478 HMCN	**Bendoran** *Calley* *Elec.light*	**SteelScSr** *ss*Yka.No.2–15 1*Dk(Stl)*&*Spar dk(Stl)*&*deepframing*	4074 3565 2587	✠100A1 *Spar dk* 2,13~~8,16~~	Yka Liv LMC MS1,16	*w*	~~12,15~~ 2,18	1908 1mo *Lloyd*	Bartram& Sons Sunderland *'sA&CP*	**W.Thomson&Co.** *WB=CellDBa*	378·0|46·0|18·3 P35'B109'F36' 26·3 FK 124'*uE&B*42'*f*154'			Leith British 6*BHCem* 871*tAPT*55*t*	T.3Cy.25″,42″&68″–48″ (*s*) 180lb *120lb* 353NHP 2SB,*8cf*,GS169,HS5520 N.E.MarineEng.Co.Ld.Sld	28 ″ 6 s 5 ▪ 2 23 ″ 9	
521 123995 HJDC	**Bendu** *J.H.Cowan* –17 *Ref.Mchy.*	**SteelScSr** *ss*Lon.No.2–14 1*Dk(Stl)*&*Spar dk(Stl)*&*deepframing*	4319 4127 2821	✠100A1 *Spar dk* ~~7,13~~8,16	Cff ~~N Yk~~ LMC MS9,14	*x*	3,17	1906 9mo *Lloyd*	Swan,Hunter&Wigham Richardson, Ld Newcastle *'sA&CP*	**ElderLine,Ld.** (Elder,Dempster &Co.Ld.*Mgrs.*) *WB=CellDBa*	375·2|47·3|18·9 P32'B100'F43' 28·0 FK 126'*uE&B*42'*f*166'			Liverpool British 6*BHCem* 914*tAPT*23*t*	T.3Cy.25½″,42″&70″–48″ (*s*) 180lb ~~*60lb*~~*90lb* 396NHP 2SB,*6cf*,GS186,HS5204 FD N.E.MarineEng.CoLdNwc	30 ″ 8 s 6 ▪ 1½ 24 ″ 10	
522 106827 PNDH	**Benedict** *E.J.Robinson* –13 (*ex*Leyden)	**SteelScSr** *ss*Liv.No.3–9,07 *ss*Liv.No.2–16 2*Dks(Stl)3trB*	3378 317~~4~~ 2180	✠100A1 ~~7,17~~10,~~16~~1,17 BS3,17	Liv LMC1,16	*v*	~~1,16~~ 11,17	1894 8mo	SirRaylton Dixon&Co. Middlesbro' A&CP	**BoothS.S.Co.Ld.** *WB=CellDBa*	345·0|43·5|25·3 P33'B76'F38' FK 106'*f*132'*fuE&B*48'			Liverpool British 6*BHCem* 699*tAPT*39*t*	T.3Cy.24½″,39″&67″–45″ (*s*) 180lb *90lb* NDB11 334NHP 2DB,*12cf*,GS121,HS5261 T.Richardson&Sons,Hpl.	28 ″ 0 s 5 ▪ 5½ 22 ″ 10	
523 HTCF	**Benedicte** *T.Tellefsen*15–15	**SteelScSr** (*ex*Dagbjörg) 1*Dk*	640 491 389					1901	Akers Mek.Værks. Christiania	**Akties.Holger FischerDampsk. Selsk.**(HolgerFischer,*Mgr.*)	177·2|29·6|14·0 Q43*t*B60*t*H21*t*F19*t* *WB*			Chrstiania Norwegian	T.3Cy.12″,20″&32″–27″ 53NHP AkersMek.Værks.Xia.		N
524 NLMF	**Benedikt** *Madsen* *Elec.light*	**SteelScSr** 1*Dk*	337 259 175					1901	Akt.Burmeistr&Wain Copenhagen	**DetForenede DampskibsSelsk.**	149·8|25·0| 9·9 Q52'B44'F25' *WB*			Odense Danish	T.3Cy.12½″,19¾″&33″–21″ 50NHP Akt.Burmeistr&Wain,Cpn		V
525 131439 HVWQ	**Benefactor** *H.Walton* –17 *Elec.light* Wireless	**SteelScSr** *ss*Liv.No.1–17 2*Dks*(*Stl*)& 3*rd dk(Stl)in No.* 1 *hold*	5511 5192 3499	✠100A1 ~~11,17~~1,~~17~~ MS1,16	Liv LMC BS1,17	*z*	1,17	1912 5mo *Lloyd*	D&W Henderson&CoLd Glasgow *'sA&CP*	**CharenteS.S.CoLd (T.&J.Harrison,** *Mgrs.*) *WB=Cell* &*B*59'*f* 117'1118*t*	410·7|52·2|30·2 P34'B139'F53' *DB a* 110'*uE* FK *DT a* 31'830*t FPT*			Liverpool British 7*BHCem* 52*tAPT*24*t*	T3Cy.24½″,42½″&72″–54″(*s*) 215lb HS9263 536NHP 2DB&1AuxSB,*15cf*,GS281, D&W.Hendersn&CoLdGls	32 ″ 7 s 6 ▪ 4½ 26 ″ 7	
526 125657	**Benfleet** *R.Smith*08–08 (*ex*Useful)	**SteelSc** *ss*Lon.No.2–16 1*Dk(Teak)*	45 43 9	✠100A– *For towing pu* 2,16 BS10,17	Lon *rposes* LMC1,17		1,17	1907 9mo	J.&K.Smit Kinderdijk	**Port of London Authority**	65·7|14·7| 7·3 BK6″			London British 3*BHCem*	C.2Cy.9½″&20″–14″ (*s*) 140lb 20RHP 1SB,*2pf*,GS27,HS680 J.Stewart&Son,Ld.Lon.	8 ″ 0	
527 122712	**Bengal** *P.N.Watson* –05	**SteelScK** *ss*Gms.No.2–14 1*Dk*	211 194 83	✠100A1 *Stm Trawler* 8,14	Gms LMC8,14		8,14	1905 12mo *Lloyd*	Cook,Welt'n&Gemmell Beverley *'sA&CP*	**Grant&Baker SteamFishingCo. Ld.**	115·4|21·6|11·5 Q58'F19' BK8″			Grimsby British 3*BHCem*	T.3Cy.12″,21″&34″–24″ (*s*) 180lb 60RHP 1SB,*2pf*,GS32,HS1095 C.D.Holmes&Co.Hull	12 ″ 3	
528 93826	— *W.Holland*	**IronScFlat**	173 160 117					1885	J.Verdin & Sons Winsford	**SaltUnion,Ld.**	90·4|20·8|10·6			Liverpool British	2Cy.9½″–12″ 20RHP W.E.Bates,Northwich		
529 106719	— *C.Smith* –14	**IronScK** *ss*Hul.No.3–7,09 *ss*Hul.No.1–13 1*Dk*	149 143 64	✠100A1 *Stm Trawler* 4,14 BS4,14	Hul LMC4,13		9,13	1896 10mo	Cook,Welt'n&Gemmell Hull A&CP	**HullSteamFishing &IceCo.Ld.**	100·6|21·0|11·0 ptND09 BK7½″ *WB=*			Hull British 3*BHCem* *DBf*42'22*t*	T.3Cy.10½″,16½″&25½″–20″ 180lb (*s*) 35RHP 1SB,*2pf*,GS22,HS573 Amos&Smith,Hull	11″10	
530 113454 SFJT	**Bengali** *G.Kershaw* –16 (*ex*Montgomeryshire,*ex*Bengali) *Elec.light*	**SteelSc4MstSr** *ss*Bkn.No.3–7,13 2*Dks*(*Stl*)&*deepframing*	5684 5389 3626	✠100A1 6,14 BS4,16 BS7,17	Bkn LMC2,13	*a*†	7,16	1901 2mo *Lloyd*	Gourlay Bros.&Co. Dundee *'sA&CP*	**T.&J.Brocklebank Ld.** *WB=Cell DBa*131'*uE&B*	445·0|50·2|30·1 P51'B115'F44' FK 75'*f*163'1014*t FPT*			Liverpool British 8*BHCem* 67*tAPT*66*t*	T.3Cy.27″,46″&76″–51″ (*s*) 200lb HS9057 FD 615NHP 3SB & 1AuxSB,*12cf*,GS192 GourlayBros.& Co.Dundee	33 ″ 2	
531 99 NHBM	**Bengasi** *V.D.Lopez* *Elec.light*	**SteelScSr** 2*Dks*	1755 1280 908					1912	Cant.Nav. Riuniti Palermo	**SocietaItaliana di ServiziMarittimi**	277·2|36·4|18·2 P43'B62'F38' *WB*			Venice Italian	T3Cy.19¾″,32⅔″&55⅓″–39⅔″ 191NHP NOderofuASestriPonente		I
532 548 NHBQ	— *G.B.Ranixe* *Well deck*	**IronScSr** (*ex*Umeå,*ex*Beryl) 1*Dk2trB*	1283 928 798				…	1880	M.Pearse &Co. Stockton	**Soc.Anon.diNav. "LaVinicola"**	244·1|32·3|16·5 P154'F31' BK8″ *WB*			Genoa Italian	C.2Cy.18″&48″–33″ NB95 136NHP Blair&Co.Ld.Stockton	17 ″ 7	
533 6048 4155	**Bengkalis** ~~*Ref.Mchy.*~~ *Elec.light*	**SteelScSr** 3*Dks*	6548 6048 4155					1917	Maats. Fyenoord Rotterdam	**Stoomv.Maats. Nederland**	420·0|~~54·5~~|~~36·0~~ 64·7 35·7			Amstrdam Dutch	T.3Cy.28″,46″&77″–54″ 435NHP Maats.Fyenoord,Rot.		
533* 840 578	— *vanBuren* *Elec.light*	**SteelSc** *OilEng.* 2*Dks*	1053					1915	Gebr.Pot Bolnes	**Koninkl.Nederl. Paketv.Maats.**	230·0|38·2|12·2			Batavia Dutch	Oil Engine 6Cy.15½″–27½″ NedFb.v Wrk&Spoor,Ams		V
534 90101 JHWQ	**Bengore Head** *G.Pinkerton* –17 *Elec.light* Sub.Sig.	**IronScSr** *ss*Dub.2ndNo.3–12,08 *ss*Trn.No.1–12 1*Dk(Irn)*&*Sprdk(Irn)3trB*	2490 2413 1619	✠100A1 *Spar dk* 7,16 MS12,12	Dub LMC BS10,16	*t*	2,15	1884 3mo *Lloyd*	A.& J. Inglis Glasgow *'sA&CP*	**UlsterS.S.Co.Ld. (G.Heyn&Ss.***Mgs*)	324·0|37·2|17·7 B68'F45' 24·9 BK10″ *WB = CellDB* 236'509*t*			Belfast British 5*BHCem* *APT*100*t*	C.2Cy.34⅜″&68″–45″ (*a*) 90lb *90lb* NDB03 260NHP 2SB,*6cf*,GS151,HS4434 A.&J.Inglis,Glasgow		
535 131366 HTFP	**Benguela** *D.S.Davis* –16 *Elec.light* *Ref.Mchy.*	**SteelScSr** *ss*Shl.No.1–14 2*Dks*(*Stl*)&*deepframing*	5520 5312 3534	✠100A1 ~~7,12,16~~ 5,18 BS7,17	Liv LMC7,14	*a*†	1,17	1910 7mo *Lloyd*	Swan,Hunter&Wigham Richardson, Ld Newcastle *'sA&CP*	**ImplDirectLineLd (Elder,Dempster &Co.Ld.***Mgrs.*)	425·5|53·0|29·2 P38'B181'F44' FK *WB=CellDBa*150'*uE&B* 46'*f*			Liverpool British 7*BHCem* *tAPT*25*t*	T.3Cy.28″,46″&77″–54″ (*s*) 180lb 556NHP 3SB,*9cf*,GS190,HS7785 FD WllsndSlpwy.Co.Ld.Nwc. 181'1145*tFPT*83*tAPT*	28 ″ 4 s 5 ▪ 6½ 28 ″ 9	
536 MHKL	— *M.Hansen* (*ex*Oakmore) *Elec.light* Wireless	**SteelScSr** *ss*Ant.No.3–5,10 *ss*Xia.No.1–14 2*Dks*(1*Irn*1*Stl*)*3trB* &*Webframes*	4612 4240 2885	✠100A1 ~~10,16~~4,17 *For carrying having a flash* BS7,16	Bkn Phl *fuel or point* LMC9,14	*y* *oth* *abo*	~~7,16~~ 4,17 *er oils* *ve* 150° F.	1897 5mo	Richardsn, Duck&Co. Stockton *W* A&CP	**Akties.Hektor** (N.Bugge,*Mgr.*) *B=Cell D Ba* 110' 980*tFPT*55*tAPT*	400·3|47·1|28·4 P59'B136'F83' *uE&B*66'*f*172' FK 28*t DTa*50' 1213*t D*			Tönsberg Norwegian 6*BHCem* *Tf*63'1712*t*	T.3Cy.25″,41½″&71″–54″ (*s*) 200lb *120lb* 447NHP 2DB,*12cf*,GS205,HS7200 Blair&Co.Ld.Stockton	32 ″ 0 s6 ▪ 4½ 26 ″ 0	
537 97382 MHSD	**Benha** *J.D.Irving* –16 (*ex*Näderi) *Elec.light*	**SteelScSr** *ss*Bom.No.3–3,03 *ss*Bom.No.1–07 1*Dk(Stl)*&*Spar dk3trB*	1878 1674 1169	✠ *Spar dk* 8,10	Bom	*r*		1891 9mo	W.Dobson &Co. Newcastle	**KhedivialMailS.S. &GravingDockCo. Ld.**(LordE.Hamilton,*Mgr.*) *W*	263·5|36·1|15·0 P32'B94'F42' 22·6 FK *B=CellDBa*71'*uE*			London British 4*BHCem* 15'*f*111'257*t*	T.3Cy.20⅝″,33″&54″–39″ NDB84*refitted*09 199NHP 2SB,*6pf*,GS104,HS3250 N.E.MarineEng.CoLdNwc	31 ″ 6 s6 ▪ 0½ 25 ▪ 9	V
538 135451 JBVN	**Benheather** *J.Jones* –17	**SteelScSr** 1*Dk*	4741 4508 2954					1913	W.Pickersgill&Sns,Ld. Sunderland	**SteamTransport Co.Ld.** (J.Hoult& Co.Ld.*Mgr* .)	385·0|52·1|27·2 P36'B119'F41' *WB*			Liverpool British	T.3Cy.25″,40″&68″–48″ Richardsons, 302NHP Westgarth&Co.Ld.Sld.	25 ″ 0	C
539 Beni	**SteelSc**		469 351					1911	LythamSB &E.Co.Ld. Lytham	**AmazonRiverStm. Nav.Co.(1911)Ld.**	165·0|32·0| 9·5			Para Brazilian	T.3Cy.16″,26″&43″–24″ 90NHP		V
	Elec.light	2*Dks*&*Shade dk*	257												LythamS.B.& E.Co.Ld.Lyt		

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Capitaine. Visites Périodiques.	3 Matériaux, Grément, etc. Ex-nom, s'il y a lieu. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote.	6 Surveillance Spéciale. Date de la dernière Visite.	7 Port de Visite. Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.
540 124067 HKRF	**Benin** *T.Jones* –15 *Elec.light* *Ref.Mchy.*	**SteelScSr** *ss.*LivNo.2–16436? 1*Dk(Stl)&Spar dk(Stl)* *&deep framing*	4348 2815 2809	✠100A1 *Spar dk* 1,17 1,17 1,16 9,15 BS10,17	Liv ~~NYK~~ LMC11,18 BS5,18	*x*	~~11,16~~ ~~1,17~~ 10,17	1907 5mo *Lloyd's*	Swan,Hunter&Wigham Richardson, LdNewcastle *Mgrs.)* *WB=CellDB* *A&CP*	ImperialDirect Line,Ld.(Elder, Dempster&Co.Ld.	375·2|47·3|18·8 P32'B100'F43' 28·0 FK *a126'uE&B42'f166'*	Liverpool British 6*BHCem* *914tAPT23t*	T.3Cy.25½",42"&70"–48" *(s)* 180lb ~~200~~ *70lb* 396NHP 2SB,*6cf*,GS120,HS5204 FD N.E.MarineEngCo Ld.Nwc	30 " 8 s 6 " 1½ 24 " 10
541	**Benito Estenger** *J.Rodriquez* –00	**IronScSr** 2*Dks*	*371* *279* *245*					1882	J.H. Dialogue, Camden, N.J.	Gallego,Messa& Co.	146·9|24·9|13·0	Santiago deCuba Cuban	C.2Cy.20"&40"–28" NB97 71NHP J.H.Dialogue,Camden	
542 213252 LFGK	**Benito Juarez** *F.M.Miranda* (*ex*Manzanillo) *Elec.light*	**SteelScBn** *ss*MazatlanNo.1–99 1*Dk(Teak)*	593 — 364	✠ 7,99 ✠	Maza-tlan	*g*		1896 2mo	Craig, Taylor&Co. Stockton	American-MexicanS.S.& TradingCo. *WB=FPT24tAPT9t*	165·2|24·8|11·1 F19' FK *4BHCem*	SanDiego, Cal. Utd.States	T.3Cy.15½",25"&41"–27" 106NHP 1SB,*3pf*,GS59,HS1883 Wstgrth,Englsh&Co.Mdb.	11 " 9
543	**Benjamin**	**SteelTwinSc3MstSc** (*ex*Carioca,*ex*MariaD.) 1*Dk*	1117 1049 637					1902	Soc.Anon. Jhn.Cockerill Hoboken	L.M.Rojas	240·0|40·0|13·6 H18'F32' *WB*	Bns.Ayres Argentine	T.6Cy.13",19½"&31½"–23½" 95NHP SocAn.J.Cockerill,Seraing	V
544 208448	**Benjamin B. Odell** *F.L.Simpson*00–11 *Elec.light*	**SteelSc** 1*Dk&Web frames*	2011 1097 1169	✠ — 6,15 ✠ *For Service on the River Hudson*	Wmn			1911 4mo	Harlan& Hollings-worthCo. Wlmgtn, Del.	CentralHudson SteamboatCo.	263·6|48·8|17·3 FK *5BHCem*	NewYork Utd.States	T.3Cy.26",41"&68"–36" 481NHP 4SB.*12cf*,GS202,HS7938 FD Harlan&HollingsworthCo.	16 " 3
545	**Benjamin Brewster**	**SteelSc 3MstSr**	5600	100A1				1917	Harlan& Hollings-worthCor. Wlmgtn, Del.	StandardOilCo.of NewYork	412·0|53·0|31·0 B35'P110'F37'	Bayonne, N.J. Utd.States	T.3Cy.27",45"&74"–48" Harlan&HollingswrthCor.	
	Elec.light *Mchy.Aft*	*Longitudinal framing*		*(Class Contem plated) Carrying Petroleum in bulk*										
546 118098 VQRB	**Benlarig** *W.Hastie* –14 *Elec.light*	**SteelScSr** *ss*Yka.No.2–11 1*Dk(Stl)&Spar dk(ptIrn ptStl)* *&deep framing*	3921 3518 2510	~~100A1~~ *Spar dk* 2,16 ~~LMC2,16~~	Bom	*w*	2,16	1904 4mo *Lloyd's*	Bartram& Sons Sunderland	W.Thomson&Co. *WB=CellDBa* *sA&CP*	379·0|46·1|18·3 P35'B104'F38' 26·2 FK 120' *uE&B42'f154'*	Leith British 6*BHCem* 868t*APT55t*	T.3Cy.25",42"&68"–48" *(s)* 180lb *120lb* 352NHP 2SB,*8cf*,GS168,HS5500 J.Dickinson&Sons,Ld.Sld	28 " 5 ~~5 2½~~ ~~23 8~~
547 118706 HCVK	**Benlawers** *H.W.Bee* –13 *Elec.light*	**SteelScSr** *ss*Ant.No.2–13 1*Dk(Stl)&Spar dk(ptIrn&ptStl)* *&deep framing*	3949 3544 2521	✠100A1 *Spar dk* 1,17 ~~1,17~~ LMC MS4,15 DBS7,16	Lon MBS10,18 8,17	*w*	~~8,15~~ 8,17	1905 7mo *Lloyd's*	Bartram& Sons Sunderland *WB=CellDBa* *sA&CP*	W.Thomson&Co.	378·0|46·1|18·3 P35'B104'F38' 26·1 FK 120'*uE&B42'f154'*	Leith British 6*BHCem* 868t*APT55t*	T.3Cy.25",42"&68"–48" *(s)* 180lb *120lb* 352NHP 2SB,*8cf*,GS168,HS5500 J.Dickinson&Sons,Ld.Sld.	28 " 6 s 5 " 2 23 " 9
548 118699 HBNV	**Benledi** *A.K.Tough*09–12 1*Dk(Stl)&Spar dk(ptIrn&ptStl)* *Elec.light*	**SteelScSr** *ss*Yka.No.3–6,16 *&deep framing*	3931 3545 2509	✠100A1 *Spar dk* 9,17 ~~1,17~~ LMC BS4,15 ~~BS12,16~~ MS1,17	Cal Lon	*w*	~~9,15~~ 9,17	1904 11mo *Lloyd's*	Bartram& Sons Sunderland *WB=CellDBa* *sA&CP*	W.Thomson&Co.	379·0|46·1|18·3 P35'B104'F38' 26·3 FK 120' *uE&B42'f154'*	Leith British 6*BHCem* 868t*APT55t*	T.3Cy.25",42"&68"–48" *(s)* 180lb *120lb* 352NHP 2SB.*8cf*,GS168,HS5500 J.Dickinson&Sons,Ld Sld.	28 " 6 s 5 2 23 " 9
549 129407 HTDK	**Benlomond** *A.Webster*00–11 *Elec.light*	**SteelScSr** *ss*Yka.No.1–15 2*Dks(Stl)*	4887 4393 3124	✠100A1 11,17 ~~8,16~~ BS11,17 LMC6,15	Yka	*y*	~~6,15~~ 11,17	1911 7mo *Lloyd's*	Bartram &Sons Sunderland *WB=CellDBa1* *f166* *sA&CP*	W.Thomson&Co.	405·0|51·5|26·9 P38'B113'F44' 43'*uE&B43'* FK 3'1006t *DTa*38'810t *APT83t*	Leith British 6*BHCem* 868t*APT55t*	T.3Cy.26",43"&72"–48" *(s* 190lb *120lb* 435NHP 3SB,*9cf*,GS200,HS7152 N.E.MarineEng.Co.Ld.Sld	29 " 1 s 5 " 7 23 " 10
550 73826	**Benmore** *P.Leisch* –16	**IronPadSk**	235 198 93					1876	T.B.Seath &Co. Glasgow	J.Williamson	201·2|19·1| 7·3 Q37t	Glasgow British	D.1Cy.50"–56" NB03 85RHP W.King&Co.,Glasgow	
551 MNRP	**Benny** *Zachariasen*16–16	**SteelScSr** (*ex*Ernst) 1*Dk*	486 339 273					1905	Porsgrund Mek.Værks. Porsgrund	Dampsk.Akties. Asnæs (Haakon Rachlew,*Mgr.*)	147·1|26·6|11·3 Q57'B36'H24tF15'	Sandefjrd Norwegian *WB*	C.2Cy.13½"&29"–23½" 31NHP Porsgrund M.V.Porsgrund	V
552 TBVK	**Benoa** *Tweedy* *Mchy.Aft*	**SteelScSr** 1*Dk*	336 274 170					1908	Bonn& Mees Rotterdam	Koninkl.Paketv. Maats.	152·8|26·1|12·1 F20' *WB*	Batavia Dutch	C.2Cy.11½"&23½"–17½" 19NHP Wilton'sE.&SlpwyCo.Rot	V
553 135096 JFVR	**Benrinnes** *A.Wallace*95–14 *Elec.light*	**SteelScSr** 2*Dks(Stl)*	4798 4309 3071	✠100A1 10,17 ~~10,16~~ LMC7,14 *Carrying fuel oil F.P.above150°F.in D.B.&D.T.*	Mdb Yka	*y*	10,16	1914 7mo *Lloyd*	Bartram& Sons,Ld. Sunderland *WB=Cell DBa142'uE&B sA&CP*	W.Thomson&Co.	405·0|51·5|26·9 P37'B113'F41' FK *43'f162'1031t APT 23t DTa856t*	Leith British 6*BHptCem* N.E.MarineEng.Co.Ld.Sld	T.3Cy.25",43"&72"–48" *(s)* 190lb *120lb* 435NHP 3SB,*9cf*,GS200,HS7152	29 " 1 s 5 " 6 28 " 11
554 1074 LCQK	**Benten Maru** *M.Deguchi*07–07 (*ex*Venus) *Elec.light*	**SteelScSr** *ss*Kob.No.3–6,07 *ss*Kob.No.2–15 1*Dk(Stl)&Spar dk* *(ptStl ptIrn)&deep framing*	3639 3384 2615	✠100A1 *Spar dk* 3,17 ~~3,16~~ ~~BS2,16~~ LMC7,15	Yka Kob	*w*	~~3,16~~ 3,17	1896 8mo	Russell& Co. Pt.Glasgow A&CP	NipponYusen KabushikiKaisha *WB=Cell*	339·4|46·0|17·8 B66'F36' 25·8 FK *DBa110'uE &B36'f142'792tAPT56t*	Tokio Japanese 6*BHCem*	T.3Cy.25",40"&64"–45" *(s)* 160lb *80lb* 294NHP 2SB.*6cf*,GS132,HS4700 Rankin&Blackmore,Grk.	28 " 6 s 6 " 2 22 " 8
555 117 QBLT	**—**	**SteelScSp** 2*Dks*	197 — 97					1907	Ishikawa-jimaS.B.&E. Co.Ld. Tokio	DairenKisen KabushikiKaisha	118·3|17·7|10·7	Dairen Japanese *WB*	T.3Cy.11",18"&30"–18" 38NHP IshikawajimaCo.Tokio	
556 120838 HCJD	**Benue** *J.McDowall* –16 *Elec.light*	**SteelScSr** 2*Dks&Shelter dk*	4408 2743 2783					1905	Swan,Hunter&Wigham Richardson, Ld Newcastle	~~AfricanS.S.Co.~~ ~~ElderLine,Ld.~~ (Elder,Dempster& Co.Ld.*Mgrs.*)	350·0|48·4|20·8 B98'F45' *WB*	Liverpool British	T.3Cy.25",41"&68"–48" 320NHP Wllsnd Slpwy.Co.Ld.Nwc.	C
557 118697 VTPS	**Benvenue** *C.W.Addison* –16 1*Dk(Stl)&Spar dk(ptIrn&ptStl)& Elec.light* *ss*Bom No.3–9,16	**SteelScSr** ~~*ss*Yka.No.2–12~~ *deep framing*	3929 3534 2505	✠100A1 *Spar dk* 8,17 ~~8,16~~ ~~1,17~~ LMC MS3,16 BS5,16	Mdb ~~Liv~~ Nwc	*w*	5,16 8,17	1904 7mo *Lloyd's*	Bartram& Sons Sunderland *WB=CellDB sA&CP*	W.Thomson&Co.	379·0|46·1|18·3 P35'B104'F38' 26·3 FK *a120'uE&B42'f154'*	Leith British 6*BHCem* 868t*APT55t*	T.3Cy.25",42"&68"–48" *(s)* 180lb *120lb* 352NHP 2SB,*8cf*,GS168,HS5500 J Dickinson&Sons,Ld.Sld.	28 " 5 s 5 " 2½ 23 " 8
558 128013 HQJM	**Benwood** *A.E.Sprosen*15–15	**SteelScSr** *ss*Bry.No.1–14 1*Dk(Stl)*	3841 3672 2393	✠100A1 7,16 BS7,16 LMC12,13	Cff	*w*	~~6,15~~ 2,18	1910 1mo *Lloyd's*	Craig, Taylor&Co.Ld. Stockton	~~AdamS.S.Co.Ld.~~ London-American MaritimeTrading Co.Ld. (Petersen& Co.Ld.,*Mgrs.*) *WB=CellD Ba111'uE sA&CP*	345·0|51·2|25·4 P44'B104'F31' FK 21'*f*147'101	Liverpool British 6*BHCem*	T.3Cy.24",40"&66"–45" *(s)* 180lb 342NHP 3SB,*9pf*,GS135,HS5604 N.E.MarineEng.Co.Ld.Sld	27 " 9 s 5 " 1 23 " 0
559	**Beothic**	**SteelScSr** *ss*NFL.No.1–12 1*Dk(Stl)&Shelter Dk(Stl)* *&deep framing*	*1134* *1028* *464*	✠100A1 *Shelter dk with freeboard* 11,15 BS5,15 LMC6,12	NFL	*p*	5,15	1909 2mo	D&W Hendersn&Co.Ld. Glasgow A&CP *WB*	RussianGovt. *=CellDBa65'uE &B40'f94'331t FPT*	240·7|35·8|16·9 FK *5BHCem* *32tAPT49t*	Russian	T.3Cy.22",36"&59"–39" *(s)* 180lb GS150,HS5318 2SB(FD)&1AuxSB.*8cf*, D&W.Hendersn&CoLdGls	19 " 2 s ~~9½~~ 18 " 8

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 6 7 Particulars of Classification. Character. / for Special Survey. Date of last Survey.	Port of Survey.	Years assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 9 Built. When / By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NP=Horse power by Society's formulæ; RP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of Trade Cert.
560 10343 LBQD	**Beppu Maru** Steel Sc Sr *Master.* *Late Name if any.* *Special Surveys.* 2 *Dks*	701 663 400					1907 Osaka Iron Works Osaka	Osaka Shosen Kabushiki Kaisha	186·7	26·3	18·1	Osaka Japanese	T.3Cy.13½″21½″&86⅝″-27″ 68NHP Osaka Iron Works, Osaka		
561 119212 HCJK	**Berbera** Steel Sc Sr *W.R.Steadman* –15 (*ex* Nidderdale) 1 *Dk* (*Stl*) & *Spar dk* *Elec. light* (*Stl pt-ws*) & *deep framing*	4352 3988 2792	✠ *Spar dk* 4,09 ✠	Mdb	*x*		1905 4mo Sir J. Laing & Sons, Ld. Sunderland	British India S.N. Co. Ld. *WB = Cell D Ba*	386·7 P37′ B120′ F39′ FK 116′ *u* E20′ *f* 166′ 827*t*	47·4 27·2 6 *B H Cem*	16·4 *APT* 28*t*	Sundrland British 6 *B H Cem* *APT* 28*t*	T.3Cy.25″,41″&67″–45″ 374NHP 3SB, *6pf*, GS121, HS5119 FD G. Clark, Ld. Sunderland	30 ″ 2	
562 124676 HPGQ	**Berbice** Steel Twin Sc Sp *E.C.Wakeman* –13 Wireless *Elec. light* *Ref. Mchy.* 1 *Dk* & *Shelter dk* 2 *tr B*	2379 1859 1387					1909 Harland & Wolff, Ld Belfast	Royal Mail Steam Packet Co.	300·7 B144′ F47′	38·2	22·9	Belfast British *WB*	Q8Cy.13½″,19½″,28″&40″–28″ 169NHP Harland & Wolff, Ld. Belfast		
563 1226 LRAN	**Berdiansk** Iron Twin Sc 1 *Dk*	394 — 233					1880 ..... Glasgow	G.P. Souvoroff	174·0	28·4	9·2	Rostoff Russian	C.4Cy.12½″&20½″–46″ 47NHP		
564 QJVN	**Berengar** Steel Sc Sr *H.Dreyer* 07–11 *Elec. light* Wireless 3 *Dks*	4849 4582 3027					1911 Bremer Vulkan Vegesack	Roland Linie, Akt. Ges.	399·2	53·7	27·6	Bremen German *WB*	T.3Cy.29⅝″,48⅞″&80¹¹⁄₁₆″–53⅜″ 472NHP Bremer Vulkan, Vegesack		G
565 79 NHFM	**Berenice** Steel Sc Sr *A.Gargiulo* ss NYk. No.3–12,09 (*ex* Bound Brook) 2 *Dks* (*M Stl–ws*) & *Elec. light* *Spar dk* (*pt Stl–ws*)	1488 1345 822	✠ *Spar dk* 5,12 ✠	NYk	*q*		1903 8mo Akt. Burmeistr & Wain Copenhagen	Sicilia Società di Navigazione *W B = Cell D Ba* 48′ *u*	250·0 E25′ *f* 88′ 207*t*	34·6 22·5 FK	15·5 *FPT* 24*t* *APT* 20*t*	Palermo Italian 4 *B H Cem*	T.3Cy.23½″,37½″&65″–42″ 360NHP 2SB, *8cf*, GS154, HS6414 Akt. Burmeistr & Wain, Cpn		I
566 MFLK	**Bergen** Steel Sr *J.Nielsen* *Elec. light* 1 *Dk* & *pt Awng dk*	486 238 266					1908 Stavanger Stöberi & Dok Stavanger	Stavanger Dampskibselskab.	157·6 P146*t* H52*t*	25·8 F47*t*	11·0	Stavanger Norwegian *WB*	T.3Cy.14¾″,23½″&39″–27″ 79NHP Stavanger Stöberi & Dok		N
567 MDPF	**Bergen I.** Wood Sc *W.Bergersen* (*ex* Inga) *Mchy. Aft*	128 109 93					1878 ..... Beistaden	Akties. Bergen I. (Kr. Ottesen)	91·0 H19*t*	26·5 len 08	7·5	Bergen Norwegian	C.2Cy.6″&12½″–12″ NE&B07 5NHP Sandbrogds Mek V. Bergen		
568 NRVF	**Bergenhus** Steel Sc Sr *Meyer* –14 *Elec. light* 1 *Dk* & *Awng dk*	1017 709 540					1912 Helsingörs Jernsk & Msk. Elsinore	Det Forenede Dampskibsselskab	226·2	35·1	21·1	Copnhagn Danish *WB*	T.3Cy.18″,30″&50″–36″ 150NHP Helsingörs Jernsk. & Mskb.		V
569 MJQP	**Bergensfjord** ~~Steel Twin Sc Sr~~ 10709 *Irgens* –13 *Elec. light* 2 *Dks* (*Stl*) & *Shelter dk* (*Stl*) Wireless 3 *rd dk in Nos.* 1,2 & 5 *holds*	~~10666~~ 8654 ~~6479~~ 6448	✠ 100A1 *Shelter dk* *with freeboard* 3.17 ~~9,16~~ ✠ LMC 9,13	NYk	*g* †	9,16	1913 9mo Cammell Laird & Co. Ltd Birkenhead *Lloyd* *s A & CP*	Den Norske Amerikalinie *W B = Cell D Ba* 119′ *u* E & *B* 152′ *f*	512·4 P70′ B201′ F108′ 189′ 1165*t*	61·2 FK	29·4 *FPT* 14 9*t*	Chistiania Norwegian 8 *B H Cem* *APT* 150*t*	Q.8Cy.26″,37½″,53″&75″–51″ 220lb (*r*) 1469NHP 8SB, *32cf*, GS590, HS23000 FD Cammell Laird & Co. Ld Bkn	32 ″ 6 s ~~6~~ 8 ″ 8½ 26 ″ 0	
570 MGSV	**Berger** Steel Sc Sp *Isaksen* ss Xia. No.3–7,13 (*ex* Pioneer) 1 *Dk* (*Stl*) *Mchy. Aft*	124 97 54	✠ 100A1 7,17 ~~4,16~~ ~~BS 4,16~~ ✠ LMC ~~6,15~~ 7,17	Xia	*a*	~~6,15~~ 7,17	1901 6mo H. Scarr Hull *Lloyd's* *s A & CP*	A. Steen	96·5 Q32′	17·6 FK	7·5	Hlmstrnd Norwegian 3 *B H Cem* *FPT* 10*t*	C.2Cy.11″&22″–16″ (*s*) 120lb 24NHP 1SB, *2pf*, GS22, HS493 Hedley & Boyd, N. Shields	8 ″ 0	
571 LRDB	**Berger I. Kiel** Iron Sc *H.Schuldt* –07 (*ex* Triton) (*Tug*)	123 — —					1876 Janssen & Schmilinsky Hamburg	Steffen Sohst	90·5	20·2	11·3	Kiel German			
572 RHBV	**Berger Wilhelm** Iron Sc Sr *L.Schwenn* 96–96 (*Salvage Steamer*) *Elec. light* (*ex* Willem I.) 1 *Dk* 2 *tr B*	496 — 292					1856 PV. Vissingen Amsterdam	Nordischer Bergungs-Verein	207·5	26·2	13·5	Hamburg German *WB*	C.2Cy.21″&34″–23″ NE86 NB12 46NHP Gebr. Howaldt, Kiel		G
573 WLDJ	**Bergsdalen** Steel Sc Sr *E.Eriksen* –16 ss Bbo. No.3–3,13 (*ex* José Martinez de Pinillos) 1 *Dk* (*pt Irn* & *pt Stl*) & *deep framing* & *pt Awng dk* (*Irn*)	2555 1967 1493	✠ 100A1 *pt Awng dk* *with freeboard* 10.16 Examined 12.13 BS 5,17 LMC 3,15	Liv	*t*	~~8,16~~ ~~5,17~~ N 12,17	1900 9mo Tyne Iron S.B. Co. Ld. Newcastle A & CP	T. L. Ravn	290·0 P30′ Q80′ *pt Awng dk* 180′ FK	43·0	19·5 5 *B H Cem* (*Cell D Ba* 88′ *u* E & *B* 42′ *f* 112′ 606*t*	Bergen Norwegian *APT* 68*t*	T.3Cy.22″,36″&58″–39″ (*s*) 160lb 226NHP 2SB, *6pf*, GS108, HS3640 N.E. Marine Eng Co Ld Nwc	22 ″ 0 s 8 ″ 2½ 21 ″ 2	
574 4669 JQGP	**Bergslagen** Steel Sc Sr *H.Franzen* 07–07 (*ex* Rabenstein) 1 *Dk*	1254 1047 746					1899 Howaldts-werke Kiel	Rederiaktieb. Sverige (P. Tham, *Mgr.*)	243·4 Q77 B112′ H95*t* F27′	35·3	14·8 *WB*	Stockholm Swedish	T.3Cy.17½″,27⅝″&43¼″–27⅛″ 98NHP Howaldtswerke, Kiel		V
575 2621 HFGN	**Bergsund** Iron Sc Sr *J.O.Malmgren* –13 1 *Dk* 2 *tr B*	839 663 488					18 7/8 2 Bergsunds Mk. Vks. Stockholm	Stockholms Rederiaktieb. Svea (Hj. Blomberg)	201·9 P112′ H14*t* F22′ len 82	28·4	16·3	Stockholm Swedish	C.2Cy.24″&43″–25″ NE&B82 77NHP Bergsunds M.V., Skm.		V
576 4044 JMTB	**Bergsviken** Comp Sc *P.O.Ek* 11–06 1 *Dk*	113 86 71					1902 Bergs Ångprams Aktieb Berg, Jämtlandsocken	Bergs Ångbåts Aktieb. (A. Fromén *Mgr.*)	79·4 B19′ H3*t*	19·9	8·9	Berg Swedish			
577	**Bergvik** Steel Sc Sr *H.Sandin* –16 1 *Dk* (*Stl*) *Now named "Polberg," See No. 33 in Supplement*	1443 1146 838	✠ 100A1 8, ~~21,16~~ ✠ LMC 2,16	Gfl Skm	*p*	1,17 8,17	1916 2mo Kockums M.V. Aktieb. Malmö *Lloyd* *s A & CP*	Rederiaktieb. Sverige (P. Tham, *Mgr.*) *Cell D Ba* 69′ *u*	233·0 P18′ B63 F26′ FK E19′ *f* 93′ 364*t*	37·9 4 *B H Cem* 44*t*	16·2 *APT* 59*t*	Stockholm Swedish	T3Cy.18½″,28¾″&48⅛″–31½″ 185lb (*s*) 156NHP 2SB, *4cf*, GS70, HS2546 Kockums M.V. Akt. Malmö	18 ″ 7	
578 MLPC	**Berit** Steel Sc Sr *J.Jahren* 16–15 ss Skm. 2nd No.3–5,14 (*ex* Vulcanus, *ex* Max, *ex* Ironopolis) 1 *Dk* (*Irn*) & *pt Awng dk* (*Irn*) & *Ib frames*	2362 1841 1437	✠ 100A1 *pt Awng dk* *with freeboard* 3,17 ~~9,15~~ 12,17 ~~BS 10,15~~ ~~BS 6,15~~ ✠ LMC 6,14	Skm Cpn NYk	*s*	~~4,15~~ 3,17	1889 8mo R. Dixon & Co. Middlesbro' A & CP	Dmpsk Akties. Cordial (F S. Thorn & Co., *Mgrs.*)	295·0 Q115′ BK 10″ *pt Awng dk* 180′ *WB = Cell D B* 240′ 442*t*	38·2	20·1	Chrstiania Norwegian 5 *B H Cem*	T3Cy 22½″ 36½″ & 60 7/16″-39″ (*s*) 160lb *100lb* NDB06 224NHP 2SB, *6rf*, GS99, HS3350 Blair & Co. Ld. Stockton	22 ″ 9 s 8 ″ 7 22 ″ 5	
579 3770 KNRL	**Berkeley** Steel Sc *Screws fore & aft* (*Ferry*) 1 *Dk*	1946 — 1245					1898 Union Iron Works S. Francisco	Central Pacific R. R. Co.	261·4	40·2	14·1	S. Frncisco Utd. States	T.3Cy.22″,34″&56″–36″ 188NHP Union Iron Works, S. Frsco.		
580 3930	— Steel Sc *J.R.Shelley* *Elec. light* 1 *Dk*	1075 — 648					1902 W.R. Trigg Co Richmond Va	Old Dominion S S Co	201·2	39·0	16·2	New York Utd. States	T.3Cy.18″,29″&48″–30″ 126NHP W.R. Trigg Co.		R
581	**Berkelstroom** Steel Sc *Elec. light*		100A1 (*Class Contemplated*)				1917 Rotterdam Droogd. Maat Rotterdam	Hollandsche Stoomb. Maats.	245·0 Q82′ B59′ F28′	37·0	17·8	Amstrdam Dutch	T.3Cy.17¼″,28″&47″–36″ Rotterdam Droogd. Maats.		

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Hogsfares ou cord. si ce n'est dans la Table.
582 2905 JPQV	**Berks** *J.W.Pierce* –04	**IronScSr** 1*Dk2trB*	565 377 377					1874	J.Roach& Sons Chester,Pa.	**P.Hagan&Co.**	189·0	29·0	14·4	**Phildlphia** Utd.States	C.2Cy.20½″&34″–30″ 53NHP Phl.&ReadingR.R.Co.		
583 211149	**Berkshire** *Elec.light*	**SteelPad** 1*Dk&Shadedks*	4300 — 2918					1908	NewYork S.B.Co. Camden,N.J.	**HudsonNav.Co.**	422·4	50·6	12·9	**NewYork** Utd.States	1Cy.84″–144″ 651NHP E&B*made*1908*fitted*1913 W&AFletcherCo.Hoboken		
584 3175 JVNR	— *Elec.light* Wireless	**IronScSr** 3*Dks&Awngdk*	2014 — 1433					1881	Cramp& Sons Philadelphia	**Merchnts&Miners TransportationCo.**	250·0 F39*t*	38·5 27·0	16·6	**Baltimore** Utd.States	C.2Cy.34″&60″–45″ 201NHP Cramp&Sons,Philadelphia		
585	**Berlenga** (*ex*SophieRickmers) *Elec.light* Wireless Sub.Sig. 2*Dks*	**SteelScSr**	3548 3278 2262					1901	Rickmers Act.Ges. Bremerhaven	**Requisitioned by thePortuguese Government**	353·2 P32′B89′F44′	45·1	26·2	Portuguese *WB*	T.3Cy.23⅝″,37¾″&64½″–41¾″ 265NHP Masch.BuckauA G.Buckau		
586 QJPW	**Berlin** *A.Harrassowitz* 4*Dks&ShelterDk* *Elec.light Ref.Mchy.* Sub.Sig. Wireless	**SteelTwinSc**	17324 12297 9834					1908	Akt.Ges. "Weser" Bremen	**Norddeutscher Lloyd**	590·2 P70′B359′F40′	69·7	38·5	**Bremen** German *WB*	Q.8Cy.33⅞″48⅝″69⅝″&110¾″–63″ 1950NHP A.G."Weser,"Bremen		G
587 NMKT	— *E.Krogh* –07 (*ex*Regina)	**SteelScSr** *ss*Cpn.No.3–4,10 *ss*Cpn.No.1–16 1*Dk(Stl)&deepframing& ptAwng dk(Stl)*	2187 1505 1400	✠100A1 *pt Awng dk withfreeboard* 7,17 ~~11,16~~ BS7,17	NYk NOs	*r* ✠LMC2,16	2,16	1896 11mo	Helsingörs Jernsk&Msk. Elsinore A&CP	**Dampskibsselska-betPatria (T.Nielsen***Mgr.***)** *WB=CellDBa*92′	279·3 Q102′ *ptAwng dk*176′ FK *uE&B*36′*f*108′515*t*	40·5	16·2	**Copnhagn** Danish *4BHCem APT*20*t*	T.3Cy.19½″,31½″&53″–36″(*s*) 170lb *90lb* 186NHP 2SB,*4rf*,GS68,HS2984 HelsingörsJernsk.&Mskb.	18 ″ 6 s 7 ″ 8 18 ″ 1	G
588 47014 VLTF	— *W.Johnston* –16	**IronScSr**	625 527 344					1863	Barclay, Curle&Co. Glasgow	**Leith,Hull&Ham. Stm.Pkt.Co.Ld.(J. Currie&Co.***Mgrs.***)**	218·6 P27*t*	27·1	14·4	**Leith** British	C.2Cy.28″&47″–33″ NE74 NB94 100RHP J.Penn&Sons,Greenwich		
589 JFTS	— *R.Krüger*04–06 *Elec.light*	**SteelSc** 1*Dk*	503 384 144					1906	Nüscke& Co. Stettin	**Swinemünder Dampfsch.Act.Ges**	184·0 B34′H–F17′	26 4	12·3	**Swnemnde** German *WB*	T.3Cy.17″,26″&43″–28″ 98NHP Schiffs.Uebigau,Dresden		G
590 LGMP	— *Oben* –13	**SteelSc** (*Trawler*) 1*Dk*	164 143 44					1903	G.Seebeck Act.Ges. Bremerhaven	**A.vonAppen**	113·4 H14′	21·4	10·4	**Altona** German *WB*	T3Cy.11 2/16″,18 11/16″&30 5/16″–22″ 43NHP G.SeebeckA.G. Bremerhvn		G
591 QGJM	— *H.Meyer*12–12	**SteelSc** (*Trawler*) 1*Dk*	158 143 54					1896	Bremer Vulkan Vegesack	**Hochseefischerei BremerhavenAkt. Ges.**	105·8	21·0	10·2	**Brmrhavn** German	C.2Cy.14 1/16″&26″–19⅜″ 25NHP BremerVulkan,Vegesack		G
592 131533 HWMC	**Bermagui** *W.O'Connor* –14 *Mchy.Aft Elec.light*	**SteelTwinScSr** *ss*Syd.No.1–15 1*Dk*(*pt Stl*–ws)	402 306 150	✠ A1 1,18 ~~12,16~~ *NewSouthWalesCoastingg& RiverService* BS11,16 ✠LMC12,15	Syd	*g*	1,18	1912 8mo	AilsaS.B. Co.Ld. Troon *Lloyd'sA&CP*	**Illawarra&SCoast Stm.Nav.Co.Ld. (D.J.M.Sim,***Mgr.***)**	144·0 F27′	32·1	8·2 FK *WB=FPT*	**SydnyNSW** British 3*BHCem* 50*t APT*48*t*	C.4Cy.13″&26″–16″ (*s*) 130lb 56RHP 1SB,3*cf*,GS56,HS1758 AilsaS.B.Co.Ld.Troon	9 ″ 0 s 1 ″ 9½ 7 ″ 7	
593 HDTM	**Bermeo** *E.Celaya*10–15 (*ex*Carville)	**SteelScSr** *ss*Bbo.No.3–7,10 *ss*Bbo.No.1–15 1*Dk*(*pt Stl*–*tr*w) *&deepframing&ptAwngdk*(*Irn*)	2827 2179 1682	✠100A1 *pt Awng dk withfreeboard* 3,17	Bbo	*t*	2,17	1897 4mo	C.S.Swan& Hunter,Ld. Newcastle A&CP	**Cia.Nav.Sota y Aznar(Sota y Aznar,***Mgrs.***)** *WB=*	312·5 *ptAwng dk*186′ F30′RFD96′ *CellDBa*52′*uE&B*	41·0 FK	20·4	**Bilbao** Spanish 5*BHCem* 72′*f*144′630*t*	T3Cy.23″,37½″&61½″–39″(*r*) 160lb *100lb* NDB15 244NHP 2SB,*6cf*,GS105,HS3778 Blair&Co.Ld.Stockton	23 ″ 1 s 8 ″ 6½ 21 ″ 11	
594 RSOM	**Bermuda** *H.Feldtmann* (*ex*SaintAndrew) *Elec.light* Wireless	**SteelTwinSc4MstSr** *ss*Bry.No.3–8,11 2*Dks*(*Stl*)3*trB&* *deepframing &Shelterdk*(*Stl*)	7027 6638 4463	✠ ~~7,16~~ *Shelterdk* ✠	Ham	*d*†		1899 3mo	C.S.Swan& Hunter,Ld. Newcastle	**Hamburg-Amerik Packetf.Akt.Ges. (Ham-Amr-Linie)** *WB=*	469·4 *CellDBa*139′*uE&*	56·2 *B*63′*f*185′1423*tDT*	31·9 FK	**Hamburg** German 6*BHCem* *f*33′760*t DT*	T.6Cy.22″,37″&61″–48″ 670NHP 3SB,*12cf*,GS220,HS9501 FD Wllsnd.Slpwy.Co.Ld. Nwc *a*33′850*tFPT*116*tAPT*85*t*	34 ″ 10	
595 122681	— *R.George* –14	**SteelScK** *ss*Gms.No.1–09 1*Dk*	211 194 83	✠100A1 *StmTrawler* 4,13	Gms		4,13 ✠LMC4,13	1905 4mo	Cook,Welt'n&Gemmell Beverley *Lloyd'sA&CP*	**Grant&BakerStm. FishingCo.Ld. (H. C.Baker,***Mgr.***)**	115·4 Q58′F19′	21·6 BK8′	11·5	**Grimsby** British 3*BHCem*	T.3Cy.12″,20″&34″–24″ (*s*) 180lb 60RHP 1SB,2*pf*,GS32,HS1095 C.D.Holmes&Co.Hull	12 ″ 3	
596 120477 HBPK	**Bermudian** *J.T.Carmichael* –16 *Ref.Mchy* 2*Dks*(*Stl–Mws*)& *Elec.light* Wireless Sub.Sig.	**SteelTwinScSr** *ss*NYk.No.2–12 *Webframes &Shelterdk*(*Stl*–ws)	5530 4867 2889	✠100A1 *Shelterdk withfreeboard* 6,16 ~~BS11,16~~ BS7,17 ✠LMC9,12	N Yk	*a*†	~~7,17~~ ~~6,15~~ s6,16 ~~8,17~~ 7,17	1904 11mo	SirJ.Laing &Sons,Ld. Sunderland *Lloyd'sA&CP*	**QuebecSS.Division CanadaSteamship Lines,Ld.** *WB=CellDBa* 70′*uE&*	425·0 *B*120′*f*162′	50·0 FK&BK1″	24·9	Montreal ~~London~~ British 8*BHCem* 649*tDT f*18′418*tAPT*69*t*	T.6Cy.26″,43″&71″–48″ (*s*) 200lb 1004NHP 3D&3SB27*pf*GS584HS18115 G.Clark,Ld.Sunderland	27 ″ 8 s 3 ″ 0 25 ″ 4	
597 204605 KWJC	**Bern** *(Tug)* 1*Dk*	**SteelSc**	224 — 152					1907	Neafie& Levy Co. Philadelphia	**ReadingCo.**	104·6	24·6	11·8	**Phildlphia** Utd.States	C.2Cy.20″&40″–28″ 71NHP Neafie&LevyS&EBCo.Phl		V
598	**Berna** *Elec.light* Wireless 1*Dk&Promenade dk*	**SteelPadK**	*2310* *1565* *1753*			…		1911	A.&J. Inglis,Ld. Glasgow	**Cia.Argentina de Nav.(Nicolas Mihanovich)Ltda.**	265·2 FK	37·1	10·4	**Bns.Ayres** Argentine	T.3Cy.21½″,35″&54″–66″ 252NHP A.&J.Inglis,Ld.Glasgow	11 ″ 1	
599 HLWJ	**Bernadette** *Gueulle-Bourgain* –12	**SteelSc** (*Trawler*) 1*Dk*	135 125 27					1912	J.Honhon &Co. Boulogne	**Gueulle-Bourgain**	86·5	19·8	11·6	**Boulogne** French *WB*	T.3Cy.10″,16″&26″–20″ 30NHP J.Honhon&Co.Boulogne		V
600 109799 RQLB	**Bernard** *J.Storm* –16	**SteelScSr** *ss*Cff.No.3–8,12 1*Dk(Irn)&Sparagain(Irn)& Webframes ss*Cff.No.1–17	3682 3480 2397	✠100A1 *Spar dk* ~~7,17~~ 7,16 ~~10,17~~ ~~BS11,16~~ ✠LMC~~11~~ 4,17	Cff Bal	*w*	~~11,14~~ N4,17	1900 6mo	T Turnbull &Son Whitby A&CP	**TurnbullBros. ShippingCo.Ld. (TurnbullBros.** *Mgrs.***)** *WB=D*	351·7 P31′B104′F33′ *Ba*120′*uE*24′*f*140′	44·0 28·4 FK	20·5	**Cardiff** British 6*BHCem* s13*t APT*40*t*	T.3Cy.24″,40″&65″–42″ (*s*) 160lb *100lb* NDB16 282NHP 2SB,6*cf*,GS123,HS4345 Blair&Co.Ld.Stockton	29 ″ 8 s5 ″ 11½ 24 ″ 1	
601 LCSP	**Bernhard** *Wiese* 1*Dk&Webframes*	**SteelScSr**	592 480 367					1890	H.Koch Lübeck	**Sartori&Berger**	175·0 B43′	26·2 F31′	12·6	**Kiel** German *WB*	C.2Cy.21⅜″&40¼″–27½″ 71NHP J.W.Klawitter,Danzig		G
602 NGWJ	**Bernisse** *M.Gnodde* 1*Dk*	**SteelScSr**	951 — 478					1915	Maats. Fyenoord Rotterdam	**P.A.vanEs&Co.**	222·0 P&B170′F33′	34·4	15·0	**Rottrdam** Dutch *WB*	T.3Cy.17½″,29″&46″–39″ 132NHP Maats.Fyenoord,Rot.		

Renamed "Arno-Mendi". See No.54 in Supplement

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. / No. of Decks, &c.	4 Register'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned. now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines.	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of last Trade Cert.
603 135332 JDFC	**Berrima** Steel Twin Sc Sr *W.G.Lingham* –16 *ss* Sou.No.1–17 *Elec.light* 3 *Dks* (*Stl–U* teak s *Ref.Mchy.* Wireless 2*nd dk*–ws)	11137 9282 7037	✠100A1 Lon *f* 10,17 ~~9,16~~ 1,18 S~~ep~~t ~~LMC12,16~~ ✠Lloyd's RMC~~12,16~~ ~~10,17~~ 1,18 ✠LMC10,17			10,17	1913 12mo *Lloyd's*	Caird&Co. Ld. Greenock	P.&O.Stm.Nav.Co. *Intermed in mchy. spa ce dispensed with* (*WB=Cell D Ba 138′ f*	500·1 P21′B205′F82′ FK&BK2″ *iate′tween dk BH* (185′1248*t FPT* 115*t*	62·2 1 „ „2nd„ *APT* 143*t*	37·8	Greenock British *Cem* 7 *BH to U dk*	Q8Cy23½″34½″48½″&70″–54″ 215lb (*s*) HS18188 1200NHP 2D&2SB,*24cf*,GS440, FD Caird&Co.Ld.Greenock *only*	41 „ 0	
604 Lepicard	**Berry** Steel Sc (*Tug*) 1 *Dk*	131 129 4					1894	H.J. Koopman Dordrecht	Vve.G.Levasseur &fils	98·5 P20·2 8·5			Rouen French	C.2Cy.16″&30½″–15½″ 31NHP H.J.Koopman,Dordrecht		V
605 768 NHFR (*ex*Castellaccio, *ex*Phœnix,*ex*Lalande)	**Bersagliere** Iron Sc Sr *Cipriani* *ss* Liv.No.3–1,85 *ss* Bly.No.1–89 2 *Dks* 3 *Dk* rule	993 969 560	✠ Shl *n* 8,92				1872 12mo	A.&J. Inglis Glasgow	Vassallo& Narizzano *WB=DBa*	227·0 pt ND 89 53′*f* 65′&*u B* 25′270*t*	29·9	22·0	Genoa Italian 4 *BHCem*	C.2Cy.28″&50″–36″ B*made*01*fitted*04 125NHP A.&J.Inglis,Glasgow	22 „ 8	V
606 *N.Lorentzson* –11 *Mchy.Aft*	**Berta** Iron Sc K (*ex*Circe) 1 *Dk*	146 135 31	…				1892	SirR Dixon &Co. Middlesbro'	A.F.Magnusson	103·0 Q24′H6*t* F18′ BK7½″	20·4	10·7	Gothenbrg Swedish	C.2Cy.16″&32″–22″ 40NHP N.E.Marine Eng.Co Ld.Sld	11 „ 8	
607 MCPG	**Bertha** *A.C.Hansen* 17–17 Steel Sc Sr ~~*H.A.Meyer*~~ *ss* NYk.No.2–15 *Elec.light* 1 *Dk*(*Stl*)&*Spar dk* (*pt Stl*–teak s)&*deep framing*	1681 1554 1067	✠100A1 NYk *r* *Spar dk* ~~NNs~~ *with freeboard* ~~3,17 6,16~~ ✠LMC ~~2,17~~ MS12,15 ~~BS6,17~~			5,16 3,17	1906 2mo	Fevigs Jernskibsbyg Arendal A&CP	Skibs A/S Lodding Reder i 3. (T. Lodding, *Mgr.* *WB=Cell*	269·6 F33′ FK *DBa* 63′*u E* 31′*f* 109′	39·0 18·4	10·5	Christiania ~~Tonsberg~~ Norwegian 4 *BHCem* 494*t APT* 14*t*	T.3Cy.20½″,33″&56″–39″ (*r*) 180lb *100lb* 207NHP 2SB,*6pf*,GS117,HS3106 Richardsons,Westgarth& Co.Ld.Mdb.	21 „ 3 s 4 „ 4 17 „ 5	
608 *N.Degn* NTDV	— Steel Sc Sr 1 *Dk*	766 605 449					1915	Nüscke& Co.A.G. Stettin	Dmpskselsk. Vesterhavet(I. Lauritzen,*Mgr.*)	213·3 B49′Q69′F25′	30·2	12·3	Esbjerg Danish *WB*	T.3Cy.14½″,21½″&35½″–23½″ Christian- sen&Meyer,Harburg		G
609 119725 HFCD *J.H.Smart* –15	— Steel Sc Sr 2 *Dks*	487 379 195					1905	Gourlay Bros.&Co. (Dundee),Ld. Dundee	L.&S.W.Rly.Co.	175·3 Q70′B13′F26′	28·1	12·4	S'thamptn British *WB*	T.3Cy.16″,26″&43″–33″ 93RHP Gourlay Bros.&Co. (Dundee),Ld.Dundee		
610 *K.Blok* *ss* Ams.No.3–9,12 (*ex*Strathcona) 1 *Dk* *ss* Ymu.No.1–17	— Steel Sc K *Stm Trawler*	185 175 54	✠100A1 Ams *Stm Trawler* Ymu 6,17 ~~11,14~~ BS11,17 ~~BS7,16~~ ✠LMC~~9,16~~,17			1,17	1900 5mo *Lloyd's*	Hall,Russ- sell&Co.Ld. Aberdeen	N.V.Viss.Maats. Vigor III. (Oceaan Viss Maats, *Mgrs.*)	108·1 BK7½″	21·6	11·5	Ymuiden Dutch 3 *BHCem*	T.3Cy.12½″,20″&33″–21″ (*s*) 140lb 56NHP 1SB,*2pf*,GS36,HS992 Hall,Russell&Co.Ld.Abn.	12 „ 1	
611 *G.Krab* *ss* Ams.No.3–6,15 (*ex*Cachalot,*ex*Alexander Ross) 1 *Dk*	**Bertha Elisabeth** Steel Sc K *Stm Trawler* 8,16 BS1,17 ✠LMC6,16	195 191 51	✠100A1 Ams			8,16	1903 4mo *Lloyd's*	Smith's Dock Co.Ld. North Shields	W.Maarleveld	115·5 BK7½″ *WB*	21·6	12·0	Ymuiden Dutch 3 *BHCem* =*DTf* 5′8*t*	T.3Cy.12″,20″&32″–23″ (*r*) 180lb 64NHP 1SB,*2pf*,GS35,HS1145 MacColl&Pollock,Sld.	12″10	
612 *H.Asmus* –06 (*Salvage Steamer*) RHDJ *Elec.light* 2 *Dks*	**Berthilde** Iron Sc Sr	672 577 183					1886	Rostocker Act.Ges. Rostock	Nordischer Bergungs-Verein	197·9 B57′F8′ len06	27·2	13·0	Hamburg German *WB*	2Cy.31½″&59″–35½″ NB06 173NHP Rostocker A.G.,Rostock		G
613 *Mchy.Aft Elec.light* Wireless 1 *Dk*	**Berthold** Steel Sc Lr	145 137 68					1910	G.Seebeck Akt.Ges. Bremerhaven	Geestemünder Herings&Hochsee fischerei Akt.Ges.	102·4 Q18′	22·1	10·0	Gstemnde German *WB*	C.2Cy.9⅝″&17⅝″–11 7/16″ 9NHP G.Seebeck A.G.Bremerhvn		G
614 3455 JKPH	**Bertil** Steel Sc Sr *D.Franke* 13–13 *ss* Mmo.2nd No.3–2,13 (*ex*Schiehallion) 1 *Dk*(*Irn*)&*Web frames* *Well deck* *Cargo battens not fitte*	1587 1204 922	✠100A1 Skm *q* 8,16 ~~Lmbkd 6,17~~ BS11,16 ✠LMC9,14			8,16	1888 5mo	Russell& Co. Pt.Glasgow A&CP	Rederiaktieb. Gottfrid (G.Erstad, *Mgr.*) *WB=Cell DB* 212′400	255·8 Q100′B92′F31′ pt ND 05 BK9″	36·0	16·8	Malmö Swedish 4 *BHCem* *t APT* 42*t*	T3Cy18⅝″,30⅝″&48″–36″ (*s*) 160lb *90lb* NDB00 144NHP 2SB,*3rf*,*1cf*,GS76,HS2249 Kincaid&Co.Ld.Greenock	19 „ 3 s 1 „ 3 18 „ 11	
615 132896 JDRL	**Bertrand** Steel Sc Sr *I.Jenkins* 07–13 1 *Dk*(*pt Irn,pt Stl*)	3613 3378 2282	✠100A1 Cff *w* 4,17 ~~7,16~~ ✠LMC12,15			7,16	1913 12mo *Lloyd's*	R.Thomp- son&Sons,Ld. Sunderland	Turnbull Bros. Shppg Co Ld (Turn- bull Bros. *Mgrs.*) *WB=Cell DBa*	360·0 P35′B221′F35′ FK 110′*u E* 27′*f* 153′925*t*	51·8	20·9	Cardiff British 6 *BHCem* *APT* 108*t*	T.3Cy.25″,41″&67″–45″ (*s*) 180lb *100lb* 337NHP 2SB,*6cf*,GS126,HS5330 Blair&Co.Ld.Stockton	23 „ 4 s 2 „ 11 20 „ 9	
616 136193 JGBQ	**Berty** Steel Sc *J.Richardson* 14–14 1 *Dk*	73 65 —	✠100A1 Hul *For towing purposes* 1,16 ✠LMC6,14			1,16	1914 6mo *Lloyd's*	Scott& Sons Bowling	Premier Tug Co.Ld. (W.H.Miller, *Mgr*)	75·1 BK5″ *WB*	17·1	7·8	Hull British 4 *BHCem* =*APT* 5*t*	C.2Cy.13″&28″–18″ (*s*) 140lb 55RHP 1SB,*2pf*,GS29,HS800 Gauldie,Gillispie&Co.Gls.	8 „ 6 s „ 9 8 „ 6	
617 132096 *T.Slatter* –14	**Beru** Steel Sc K 1 *Dk*	195 182 87	✠100A1 Gms *Stm Trawler* 7,13 ✠LMC2,11			7,13	1911 2mo *Lloyd's*	Cochrane &Sons Selby	Grant&Baker Stm. Fishing Co.Ld.	115·3 Q61′ BK8″	21·5	11·5	Grimsby British 4 *BHCem*	T.3Cy.12½″,22″&35″–24″ (*s*) 180lb 67RHP 1SB,*2pf*,GS33,HS1070 C.D.Holmes&Co.Ld.Hull	12 „ 3	
618 114654 VDLC *R.E.Johnson* –17 *ss* Sld.No.3–1,16 (*ex*Beethoven) 1 *Dk*(*Stl*)&*Spar dk* (*pt Irn*&*pt Stl*)&*deep framin*	**Berwen** Steel Sc Sr *Spar dk* Cff 9,17 ~~10,16~~ ✠LMC2,16 BS9,17	3752 3537 2361	✠100A1 Bry *w* 9,17			~~1,16~~ 9,17	1903 7mo *Lloyd's*	Bartram& Sons Sunderland	W.&C.T.Jones S.S. Co.Ld. (W.&C.T. Jones, *Mgrs.*) *Cell DBa* 124′*u*	360·2 P31′B102′F36′ 26·4 FK *E* 22′*f* 150′892*t FPT*	46·0	18·4	Sundrland British 6 *BHCem* 85*t APT* 161*t*	T.3Cy.25″,42″&68″–48″ (*r*) 180lb ~~*160lb*~~ *140lb* 350NHP 2SB,*3pf*,GS142,HS5400 J.Dickinson&Sons,Ld.Sld.	28 „ 6 s 5 „ 4½ 23 „ 7	
619 114322 TFCQ	**Berwick Castle** Steel Twin Sc Sr *W.B.Dyer* –13 *ss* Lon.No.3–6,14 2 *Dks*(*Stl–Up* tws)&*Web frames*&*Shelter* *Ref.Mchy.* Sub.Sig. *dk*(*Stl*–teak s)& *Elec.light* Wireless *lower dk fore hold*	5891 4396 3793	✠100A1 Lon *z* *Shelter dk* ~~3,17 2,15~~ 3,18 BS~~10,16~~ ✠LMC12,15 ~~14,17~~			3,15	1902 1mo *Lloyd's*	W.Beard- more&Co. Glasgow	The Union-Castle Mail S.S.Co.Ld.	398·2 FK&BK2″ *WB=C*	50·0	26·8	London British 7 *BHCem* *ell D Ba* 115′	T.6Cy.21½″,35″&58″–48″ (*s*) 200lb 650NHP 4SB,*12cf*,GS239,HS9232 FD W.Beardmore&Co.Gls.	29 „ 8 s 3 „ 11 26 „ 3	BT till 10,17
620 129541 HSFC	**Berwick Law** Steel Sc Sr *O.H.Henderson* 95–11 *ss* N.Ns.No.1–16 *Elec.light* 2 *Dks*(*Stl*)&*Shelter dk*(*Stl*)	4680 4383 2939	✠100A1 NNs *z* *Shelter dk* *with freeboard* 6,17 ~~11,16~~ ✠LMC10,15			5,16	1911 2mo *Lloyd's*	C.Connell &Co.Ld. Glasgow	Law Shipping Co. Ld. (T.Law&Co. *Mgrs.*) *Tween deck bulkhe ad in after hold dis* *WB=Cell DBa* 119′*u E*	404·2 FK *pensed with*	53·0	25·6	Glasgow British 6 *BHCem* &*B* 46′*f* 186′	T.3Cy.27″,45″&74″–48″ (*s*) 180lb 486NHP 3SB,*9cf*,GS153,HS6846 FD Dunsmuir&Jackson,Ld.Gls	28 „ 3 s 3 „ 7½ 25 „ 0	
621 201912 KTSJ *C.Christopher* *ss* Brs.No.2–01 (*ex*Boston City) 2 *Dks*(*Irn*) 3*tr B*	**Berwind** Steel Sc Sr	2589 — 1607	✠ Brs *s* 12,03″ ✠				1893 6mo	J.Blumer& Co. Sunderland	New York&Porto Rico S.S.Co. *WB=*	288·9 P30′B79′F35′ BK10″	39·3	22·5	New York Utd.States 6 *BHCem* *DBa* 92′&*u B* 30′325	T.3Cy.23½″,39″&64″–42″ 273NHP 2SB,*6rf*,GS118,HS4200 Blair&Co.Ld.Stockton	25 „ 9	R
622 *G.Cervera* –17 *ss* Havana No.1–17 1 *Dk*(*Stl*–teak s)	— Steel Sc	*136* *106* *20*	✠100A– Havana *For towing purposes* 9,17 ~~12,12~~ ✠LMC~~12,12~~ 7,17			~~2,15~~ 7,17	1912 12mo	Lytham SB &Eng.Co.Ld Lytham	~~Vera Cruz Coal Co.~~ Havana Coal Co.	84·5 BK6″ *WB=FPT*	20·1	10·0	Havana ~~Cuba~~ — 4 *BHCem* 12*t APT* 15*t*	C.2Cy.16″&34″–24″ (*s*) 140lb 76NHP 1SB,*3cf*,GS50,HS1520 Lytham S.B.&E.Co.Ld.Lyt	10 „ 6	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc / Capitaine. / Visites Périodiques.	3 Ex-nom, s'il y a lieu. / Nombres des Ponts.	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite. / Terme assigné maintenant à cet article. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. pc.	15 Registres où coté. L = Lloyd's. D = Dutch Cert. Hoff'rsch.
623 131294 HRST	**Berwindmoor** *L.T.Lucas* –16 *Elec.light* *Cantilever framed Topside tanks* *Mchy.Aft* Sub.Sig. Wireless	SteelSc ssPhl.No.1–15 1Dk(Stl)	5237 4797 3082	✠100A1 2,17 ~~6,16~~ ~~BS5,17~~ ~~LMC10,15~~ *Fitted for Carrying fuel oil in Cylindrical Tanks & other spaces* *Fitted for oil fuel* ~~F.P.~~ above 150ft.	Npt Liv	z 2,17	1910 9mo *Lloyd's* *W*	Sir Raylton Dixon & Co Ld Middlesbro' *sA&CP* *B = Cell D Bu*	Berwindmoor S.S. Co. Ld. (J. Espley) (Anglo-Saxon Petroleum Co Ld, *Mgrs.*) *E & B 69' f 272' 1163t*	405·0 | 54·2 | 26·4 P247' F42' FK *Topside Tanks 269'*	Liverpool British 6 *BH Cem* 1130t *FPT* 5	T.3Cy 28", 46" & 77" – 48" (s) 180lb *100lb* 542 NHP 3SB, *9cf*, GS188, HS7743 FD Richardsons, Westgarth 57t *APT* 60t & Co. Ld. Hpl.	29 " 3 s 5 " 2 24 " 6	
624 131319 HSGC	**Berwindvale** *A.C.Bucknell* –11 *Elec.light* *Cantilever framed Topside tanks* *Mchy.Aft* Sub.Sig. Wireless	SteelSc ssPhl.No.1–15 1Dk(Stl)	6114 4799 3296	✠100A1 ~~9,18~~ ~~6,18~~ ~~LMC~~ *Carrying fuel oil in bulk in holds & other spaces*	Liv HK ~~6,17~~	z ~~11,15~~ 6,17 ~~FP~~	1911 3mo *Lloyd's*	Sir Raylton Dixon & Co Ld Middlesbro' *sA&CP* *WB = Cell D Bu E & B 69' f 272' 1163t*	Berwindvale S.S. Co. Ld (Anglo-Saxon Petroleum Co. Ld., *Mgrs.*)	405·0 | 54·2 | 26·4 P&B 247' F42' FK *Topside Tanks 269'*	Liverpool British 6 *BH Cem* 1130t *FPT* 5	T.3Cy. 28", 46" & 77" – 48" (s) 180lb *100lb* 542 NHP 3SB, *9cf*, GS188, HS7743 FD Richardsons, Westgarth & 57t *APT* 60t Co. Ld. Hpl.	29 " 3 s 5 " 2 24 " 6	
625	**Beryl** *ssSng.No.2–16* 1Dk(Stl)	SteelScSk		✠ A– 9,16 ~~LMC5,16~~ *Tug for River purposes only*	Sng	9,16	1910 4mo	Alley & MacLellan Ld Glasgow	Jugra Land & Rubber Estates Co. Ld.	51·1 | 11·5 | 6·3 FK	4 *BH pt Cem pt Asp*	C.2Cy. 9" & 18" – 14" (s) 120lb 15 NHP 1SB, *1pf*, GS15, HS320 McKie & Baxter, Glasgow	6 " 9	
626 136175 JDVB	**Beryl II.** *T.Swingler* –14 (*ex* Beryl)	SteelScK 1Dk	248 226 98	✠100A1 *StmTrawler* 1,14 ~~LMC1,14~~	Hul		1914 1mo *Lloyd's*	Cochrane Sons, Ld. Selby *sA&CP*	Kingston Steam Trawling Co. Ld.	121·9 | 22·1 | 12·2 Q70' F20' BK 7½'	Hull British 1 *BH Cem*	T.3Cy. 13", 21½" & 35" – 24" (s) 200lb 76 RHP 1SB, *3pf*, GS43, HS1250 C.D. Holmes & Co. Ld. Hull	13 " 0	
627 WLPH	**Beseggen** *E.Thorsen* *Should be "Besseggen," See No. 76 in Supplement*	SteelSc	3192 1995	100A1 (*Class Contem plated*)			1917	Osaka Iron Works Osaka	Jens Folkmans Rederi Akties. (J. Folkman, *Mgr.*)		Skien Norwegian *WB*			
628 495 NABJ	**Besh-taoo** *Sokoloff*	SteelScSr 1Dk	1123 925 664			...	1907	Hawthorn, Leslie & Co. Ld Newcastle	Russian Stm. Nav. & Trading Co.	240·2 | 35·0 | 12·8 Q29' B42' F42' FK	Odessa Russian *WB*	T.3Cy. 16", 26" & 44" – 33" 143 NHP Ross & Duncan, Glasgow	14 " 10	
629 TBVP	**Besitang** *D.A.Forma* *Mchy.Aft* *Carrying Petroleum in bulk* *Fitted for oil fuel*	SteelScSr 1Dk	468 — 271				1896	Rykee & Co. Rotterdam	Nederlandsch-Indische Tank Stoomb. Maats.	150·5 | 24·0 | 10·5 P20' B63' F18'	Batavia Dutch	C.2Cy. 16" & 29" – 21" 32 NHP Maats. de Maas, Rotterdam		
630 NGWL	**Besoeki** *J.F.N.van der Kruyff* *Elec.light*	SteelScSr 2Dks & Spar dk	3778 3527 2435				1901	Blohm & Voss Hamburg	Rotterdamsche Lloyd (W. Ruys & Zonen, *Mgrs.*)	345·0 | 44·5 | 20·8 B90' F55' 31·0	Rottrdam Dutch *WB*	T.3Cy. 23", 37" & 63" – 42" 257 NHP Blohm & Voss, Hamburg		V
631 HCWT	**Bess** *I.Hoell*	SteelScSr (*ex* Bavard) 1Dk 2trB	1017 906 596				1897	Nylands Værksted Christiania	Dmpsk. Akties. Bess (H. Hanssen)	229·4 | 32·6 | 14·5 H67t F26t	Skien Norwegian *WB*	T.3Cy. 16½", 27" & 44" – 30" 106 NHP Nylands Værksted, Xania		N
632	**Bessa** *For full particulars See No. 13 in Supplement* *Elec.light* *Longitudinal framing*	SteelScSr	6000 3900	100A1 *Shelter dk* (*Class Contem plated*)			1917	Union Iron Works Co. Alameda, Cal.	Wilhelmsen Navigation Co.	410·0 | 56·0 | 29·5	Tönsberg Norwegian	T.3Cy. 27", 47" & 78" – 48" Union Iron Works Co. S.Fo.	32 " 0 s 4 " 11 27 " 5	
633 86 HQVN	**Bessarabetz** *J.Roksikoff* 05–09 *Elec.light*	SteelPad 1Dk	286 — 125				1891	Howaldts-werke Kiel	Russian Danube Stm. Nav. Co.	164·8 | 23·3 | 10·0	Reni Russian	T.3Cy. 20½", 32½" & 51½" – 47½" 180 NHP Howaldtswerke, Kiel		
634 ~~637~~ ~~Nb Bks~~ 142442 JTHV	**Bessarabia** *A.H.Best* ~~*G.Kemp*~~ ~~13~~ (*ex* Selenga, *ex* Claudius) *Cell side tanks amidships, deep framing* *Elec.light* *& 2trB at ends 3Dk rule*	SteelScSr ssShl.No.3–2,12 1Dk(Irn)	3517 3282 2261	✠100A1 12.14 ~~Examine 7,17 11,15 5,18~~ ~~BS5,18~~ ~~LMC5,17~~	Bly	w ~~9,15~~ 6,17	1899 4mo	W. Gray & Co. Ld. W Hartlepool A&CP	~~Raine & Sons~~ The Shipping Controller (Ellerman's Wilson Line Ld. *Mgrs.*) *WB = Cell D Ba & u*	338·0 | 51·1 | 24·4 P37' B130' F42' FK *E 129' f 151' 867t Cell Side Tanks*	London ~~British~~ 6 *BH Cem*	T.3Cy. 25½", 40½" & 67" – 45" (s) 170lb 312 NHP 3SB, *9rf*, GS117, HS4770 Cen. Mar. Eng. Wrks. W Hpl 191' 722t *APT* 61t	26 " 11 s 4 " 8½ 22 " 7	
635 69772 TMSV	**Bessbrook** *J.Kelly* –15	IronScSr	507 422 211			...	1877	A. & J. Inglis Glasgow	Dundalk & Newry Stm. Packet Co. Ld (S.J. Cocks, *Mgr.*)	182·0 | 27·2 | 14·0	Newry British	C.2Cy. 32" & 58" – 36" NB92 168 NHP A. & J. Inglis, Glasgow		BT till 7,17
636 MHRW	**Bessheim** *P.M.Michalsen* *Elec.light* Wireless	SteelScSr 2Dks	1781 1538 1082				1912 8mo	Nylands Værksted Christiania	Akties. Ganger Rolf (Fred. Olsen & Co. *Mgrs.*)	256·0 | 36·1 | 22·8 F26'	Chrstiania Norwegian *WB*	T.3Cy. 21½", 34½" & 60" – 39" 225 NHP Nylands Værksted, Xania		N
637 113457	**Bessie** *J.Edwards* –14 *Mchy.Aft*	SteelScSr 1Dk	180 141 72				1901	Scott & Sons Bowling	J. Monks & Co. Ld.	95·2 | 21·6 | 10·0 F15'	Liverpool British *WB*	C.2Cy. 13" & 28" – 18" 36 RHP Ross & Duncan, Glasgow		
638 112455	— *J.George* –01 GIB 1Dk *OilEng* (*See Sailing Ship Register*)	WoodAuxScK	41 40 29	6,01	Mil	11	1900 6mo	J. & W. Francis Milford	F.J. Incledon	59·4 | 18·0 | 6·7 9 & 16 yrs Mat	Barnstple British	Oil Engine 2S.C.SA 1Cy. 8" – 9" Torbinia Eng Co Lowestoft	7 " 4	
639 84471	**Bessie Clark** *R.Tucker* –04 *Salted†* *Motor* 1Dk (*See Sailing Ship Register*)	WoodAuxScK	44 44 44	✠ 1,81	Bid	12	1881 7mo	H.M. Restarick Bideford	G. & H. Clark	59·1 | 18·2 | 7·5 10 & 12 yrs Mat	Brnstaple British	Motor		
640 121272 HDVN	**Bessie Dollar** *J.Abernethy* –13 *Elec.light* Wireless	SteelSc4MstSr ssSFo No.2–13 1Dk(Stl) & Spar dk(Stl) & deep framing	4329 4079 2798	✠100A1 *Spar dk* 6,17 ~~3,16~~ ~~BS10,16~~ ~~LMC5,~~ *Fitted for oil fuel* 2 16	Shi HKg	x ~~8,15~~ 6,17 ~~BS~~ ~~4,17~~ F.P. above	1905 11mo *Lloyd's*	A. Rodger & Co. Pt. Glasgow *sA&CP* Interm	Dollar S.S. Lines, Ld. (The Robert Dollar Co. *Mgrs.*) *ediate Bulkhead in WB*	369·7 | 50·0 | 18·8 P37' B98' F36' 26·7 FK *after hold dispensed = Cell D Ba 120' u E*	~~Vict'ria BC~~ Vancouver British 5 *BH only with. Cem & B 42' f 162'*	T.3Cy. 25½", 42" & 70" – 48" (s) 180lb 393 NHP 3SB, *9cf*, GS170, HS6399 A. Rodger & Co. Glasgow 482t *FPT* 55t *APT* 90t	29 " 3 s 5 " 7 24 " 0	
641 120008 HKCM	**Bessie Ellen** *J.S.Chichester* –07 *Paraffin Motor* ~~ttApl.14~~ *Salted†* *Roof* 1Dk (*See Sailing Ship Register.*)	WoodAuxScK	78 78 60	✠ 12 A1 6,14	Apl		1907 1mo *Lloyd's*	W.S. Kelly Plymouth *sA&CP*	J.S. Chichester	77·4 | 20·1 | 9·5 pt GIB 9 & 12 yrs. Mat.	Brnstaple British	Paraffin Motor 2S.C.SA Cy. 9½" – 11" NE17 A.E. Woodward & Co. Keighley	10 " 3 s 1 " 4½	
642 NGWM	**Bestevaer** *L.Geertsema* 10–10 (*ex* Berta, *ex* Ebro) *Shelter deck*	IronScSr ssRot.3rd No.3–2,13 ssRot.No.1–17 1Dk(Irn) 2trB	1044 835 633	✠100A1 3.17 ~~NB5,05~~ ~~LMC5,17~~	Rot	n ~~N3,17~~	1879 7mo	J. Laing Sunderland A&CP	Maats. Stoomschip Bestevaer (Ph. van Ommeren)	224·5 | 32·0 | 16·3 Q84' B42' F23' BK 8" *WB = DBa 55' f 49'*	Rotterdm Dutch 4 *BH Cem*	C.2Cy. 27" & 50" – 36" (s) 75lb *80lb* NDB07 114 NHP 1SB. *3pf*, GS66, HS2118 G. Clark, Sunderland	17 " 5 s 1 " 5 16 " 9	
643 MGLF	**Bestum** *T.E.Jensen* –16 (*ex* Samnanger, *ex* Vasco da Gama, *ex* Den of Airlie) *deep framing* *Elec.light*	SteelScSr ssNwc.No.3–2,09 ssXia.No.1–14 2Dks(Stl–Uws) & 3Dk rule	3520 3235 2210	✠100A1 10,16 BS4,16 ✠LMC5,14	Rot	w ~~N10,16~~ 5.17	1895 10mo *Lloyd's*	C. Connell & Co. Glasgow *sA&CP*	Akties. Bestum II. (K.Th. Einersen, *Mgr.*) *Cell D Ba*	344·0 | 44·5 | 25·8 P36' B86' F38' FK 114' *u E & B 38' f 144'*	Chrstiania Norwegian 6 *BH Cem* 731t *APT* 69t	T.3Cy. 25", 41" & 67" – 45" (s) 170lb *90lb* NDB09 361 NHP 2SB, *6rf*, GS110, HS4994 FD D. Rowan & Son, Glasgow	28 " 6 s 5 " 1½ 23 " 8	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys.	3 No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned / how expired. Equipment Letter.	7a Mean draft / Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. / Breadth. / Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke / Boiler Pressure. NHP=Horse power by Society's formulæ; IP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Dated Rule of Trade Cert.
644 135288 JDMR	**Bestwood** *F.Dyason* –16 *Well deck*	**SteelScSr** 1 *Dk(Stl)* *Cargo battens not fitted*	2248 1756 1287	✠100A1 10,16 ✠LMC11,13	Npt	*r*	9,15	1913 11 mo *Lloyd's SA&CP*	S.P.Austin &Son,Ld. Sunderland	W France,Fenwick &Co.Ld. *WB = CellDBa45' uE&B41 f100'48*	280·0|40·5|18·5 Q116'B53'F29' FK *0t DTa45'300t FPT*	London British *4 BHCem* *103t APT97t*	T.3Cy.21″,34″&56″–39″ *(s)* 180lb 221NHP 2SB,*6pf*,GS89,HS3534 N.E Marine Eng.Co.Ld.Sld	20 ″ 9 s 2 ″ 2½ 18 ″ 10	
645 91150	**Beta** *H.L.Archibald* –13 6thSurvey,Liv.7,09 *Mchy.Aft* 1stSurvey,Liv.5,13 1*Dk(Irn)*	**IronScSk** 364 225	395 11,16 Examined 11,17	✠ A1 1	Liv	Lv	10·12 10·80 11·48 12·15	1884 7mo	W.Simons & Co. Renfrew	Mayor,Aldermen &Citizens of the City of Liverpool	151·0|25·2|12·3 FK *WB = DB*	Liverpool British *4 BH*	C.2Cy.22″&42″–27″ 75RHP 1SB,*2cf*,GS47,HS1350 W.Simons & Co.,Renfrew		
646 98920	— *T.Purvis89–91* *Mchy.Aft* 1*Dk*	**IronTwinScSp** 382 176	393					1891	TA Walker Sudbrook	ManchesterShip CanalCo.	145·5|30·4|10·7	Manchestr British	Q.8Cy.9″,12″,16″&25″–21½″ NB05 96RHP Fleming&Ferguson,Psy.		
647 HDWF	— *C.Wennersten* (*ex*Patriot) 1*Dk*	**IronScSr** 116 59	135					1869	Reiherstieg Schiffsw. Hamburg	Acties.Alpha (J.Chr.Olsen,*Mgr*)	119·0|17·8| 9·8 Q8*t*H17*t*	Moss Norwegian	C.2Cy.18½″&33″–24″ NE83 NB99 44NHP H.Brandenburg,Hamburg		
648 135984	**Bethlehem** *Elec.light*	**SteelSc4MstSr** (*ex*E.P.Wilbur) 2*Dks3trB*	2633 — 1903					1888	GlobeIron WorksCo. Cleveland,O.	LehighValley TransportationCo.	290·0|40·8|13·6 H—F34′	Buffalo,NY Utd.States *WB*	T.3Cy.24″,38″&61″–42″ NB13 241NHP GlobeIrnWksCo.Clevelnd		
649 133577 JLTM	— *R.Strauss* –17 1*Dk*	**WoodSc3MstBn** *OilEng.* 341 288	379					1896	J.Rasuke Gutmans-bach	TheodorShipping Co.Ld.(A.Tate& Co.*Mgrs.*)	135·1|30·0|13·8	Newcastle British	Oil Engine *made* 1915 2Cy.15″–15″ J&CG Bolinder&CoLdSkm		V
650 HDTS	**Bétis** *Llorens* –13 *Elec.light*	**IronScSr** (*ex*NuevoValencia) 2*Dks&Awngdk*	1011 674 737	✠ *Awng dk with load line* 5,79	Nwc	*n*		1879 4mo	A.Leslie& Co. Newcastle	Cia.Española de Nav. (A. Montesinos,*Mgr.*)	210·6|29·6|15·0 22·3 FK *WB = DBa44'&uE &B38' FPT*	Valencia Spanish *5 BHCem*	C.2Cy.28″&54″–33″ NB96 140NHP Black,Hawthorn&Co.Nwc		V
651 HDPV	**Betsy** *A.Verhey* –16 1*Dk*	**SteelSc** (*Trawler*) 208 96	221					1916	Gebr.van der Windt Vlaardingen	S.Katan	116·8|22·0|11·8	Vlaardngn Dutch *WB*	T.3Cy. Vlaardingsche Mas.Fabrik		
652 NGWR	— *D.C.deGroot11–11* 1*Dk*	**SteelScSr** (*Trawler*) 161 77	171					1895 5mo	Bonn& Mees Rotterdam	Stoomvisscherij Maats.Mercurius.	108·6|20·1|10·7	Ymuiden Dutch	C.2Cy.17″&30″–18″ NB10 32NHP B.Wilton,Rotterdam		
653 NGWR	**Betsy Anna** *H.P.deJonge* –14 (*ex*Ashington) *ss*Rot.2ndNo.3–11,16 *Well deck* 1*Dk(Irn)&Webframes*	**SteelScSr** 716 531	880 7,17 U.16 NB5,05 BS12,17	✠100A1 LMC11,16	Rot Ams	*l*	N11,16	1892 5mo	W.Dobson & Co. Newcastle A&CP	Naam.Venn.Maats totexploitatie van het S.S.Betsy Anna (W.H.Berghuys' CoalTrade)	206·7|30·1|14·1 P19'Q84'B8'F22' FK *WB = CellD*	Amstrdam Dutch *4 BHCem* *B167'215t FPT39t APT14t*	T.3Cy.17″,28½″&46″–33″ *(s)* 160lb *156lb* NDB12 120NHP 1SB,*3pf*,GS50,HS1782 J.Dickinson,Sunderland	16 ″ 3 s 1 ″ 7 14 ″ 11	
654 734 HPVW	**Betty** *W.Raffelt04–06* (*ex*Gloriana) *ss*Bly.No.3–6,11 *Spar dk(Irn)2trB &deepframing*	**SteelScSr** 2598 1698	2624 *Spar dk with freeboard* 8,14 MS12,10	✠100A1 LMC BS2,17	Bly	*u*	2,17	1898 10mo	Short Bros. Sunderland A&CP	Russisch-Baltische Dampfs.Ges. (Helmsing& Grimm,*Mgrs.*) *WB = CellDBa*	316·2|42·1|17·0 P31'B82'F31' 24·1 FK *100'uE24'f124'723t APT75t*	Riga Russian *6 BHCem*	T.3Cy.23″,38″&62″–42″ *(s)* 160lb *80lb* 257NHP 2SB,*6pf*,GS117,HS3950 J.Dickinson&Sons,Ld.Sld	26 ″ 9 s 4 ″ 10 22 ″ 2	
655 MDNP	— *Nahrwoldt* –09 *ss*Bhn.No.3–11,03 *ss*Gst.No.2–12 1*Dk*	**IronSc** 136 39	150 5,16 *Stm Trawler* NB11,03	✠	Gst			1887 11mo	RostockSB &E.Co. Rostock	F.A.Pust	101·7|20·6|10·5 F18′ BK9″	Gstemnde German *3 BHCem*	C.2Cy.17¾″&33½″–19⅝″ 47NHP 1SB,*2cf*,GS25,HS871 RostockS.B.&E.Co.,Ros.		
656 125582	— (*Tug*) 1*Dk*	**SteelScK** 116 4	119					1907	J.Cran& Co. Leith	ArthurJ.Humphery&HenryGrey (JohnWilson *Mgr*)	82·0|22·2|10·9	London British	T.3Cy.14″,21½″&35″–24″ 75RHP J.Cran&Co.Leith		
657 205108 KWPT	**Betty Alden** 1*Dk*	**WoodPad** — 447	775					1908	Atlantic Works EastBoston	NantasketBeach SteamboatCo.	183·4|31·0|11·5	Boston Utd.States	T.3Cy.17½″,28″&46″–75″ 183NHP AtlanticWorks,EastBost'n		
658 131010	**Betty D.** *J.W.Fardie* –14 (*ex*CharlesF.Dunbar)	**SteelSc** (*Tug*) 1*Dk*	145 117 98					1898	Union Dry DockCo. Buffalo,N.Y.	BathurstLumber Co.Ld.	86·2|23·4|10·8 H—	StJohn NB British	T.3Cy.16″,25″&40″–27″ 80RHP KingIronWorks,Buffalo		
659 104511	**Betty Inglis** *G.Craig* –15	**SteelScSr** 1*Dk*	104 104 44			...		1895	Hall,Russell&Co. Aberdeen	G.Melville	90·0|19·6|10·0 BK6″	Aberdeen British	C.2Cy.13½″&30″–21″ 45RHP Hall,Russell&Co.,Abn.	10 ″ 6	
660 140381 JRLQ	**Betwa** *J.Burley97–17* *Elec.light* 2*nd dk beams in No. 2 hold*	**SteelScSr** 1*Dk(Stl)&Shelter dk (Stl–Teaks)*	3800 3819 3550 2383	✠100A1 *Shelter dk with freeboard* 3,18 10,17 LMC10,17 (*Class Contemplated*)	Gls Bly	*v*		1917 10mo *Lloyd's SA&CP*	C.Connell &Co.Ld. Glasgow	JamesNourse,Ld. *CellDB30.*	360·0|45·2|27·6 P41'B75'F15' *onShelter dk* FK *711t FPT43t APT36t*	London British *6 BHCem*	T.3Cy.24½″,41″&68″–45″ *(s)* 200lb *160lb* 425NHP 2SB,*6cf*,GS123,HS5994 FD D.Rowan&Co.Glasgow	30 ″ 0 s 5 ″ 9½ 24 ″ 9	
661 D HNFC	**Beukelsdijk** *D.deWitt* (*ex*Grängesberg) *Elec.light Mchy.Aft* 1*Dk2trB* *Turret deck*	**SteelSc7TwinMasts** 5629 4230	6801					1903	W.Doxford &Sons,Ld. Sunderland	Nederl.-Amerik. Stoomv.Maats. (Holland-Amerika Lijn)	440·2|62·0|26·0 P51'F41′ *WB*	Rottrdam Dutch	T.3Cy.26″,43″&72″–51″ 370NHP W.Doxford&Sons,Ld.Sld.		V
662 125176 HNFC	**Beulah** *R.Perry* –17 ~~*H.E.Johnson* –14~~ ~~*ssSyd.No.1–13*~~ *Well deck* 1*Dk(Irn)&deep framing* *Elec.light Mchy.Aft* *ss*Mel.No.2–16	**SteelSc** 685 491	932 7,17 6,16 LMC6,16 BS7,17	✠100A1	Mel Syd	*l*	6,16	1908 9mo *Lloyd*	ClydeS.B. &E.Co.Ld. Pt.Glasgow *SA&CP*	WallarahCoalCo. Ld. *WB = CellDBu*	210·9|30·5|13·2 Q122'B9'F27' FK&BK1½ *E24'f134'227t FPT*	SydnyNSW British *3 BHCem* *51t APT8t*	T.3Cy.17″,28″&46″–33″ *(s)* 180lb 151NHP 2SB,*4cf*,GS86,HS2588 ClydeS.B.&E.Co.Ld.P.Gls	15 ″ 6 s 1 ″ 1 14 ″ 9	
663 140053 KDRB	**Beverly** *J.Winsor* –17 ~~*R.D.Murphy*~~ *Elec.light* Wireless	**WoodSc** (*ex*Baltimore) 2*Dks*	~~1414~~ 1114 ~~1013~~	1258 743				1885	W.E Wood-all&Co. Baltimore	W.A.Munn	222·9|35·7|22·2	New York Utd.States StJohns NFL British	C.2Cy.30″&57″–36″ NB02 162NHP C.Reeder&Sons,Baltimore		
664 129127	~~**Beverley**~~ *ss*Lon.No.1–14 1*Dk(Stl)*	**SteelTwinSc** 150 3	168 *For Towing purposes* 8,16 *Water tube boilers* ~~BS9,16~~ LMC5,14 ~~BS10,17~~	✠100A–	Lon		9,16	1910 8mo	Ferguson Bros. Pt.Glasgow	Port of London Authority	86·0|22·6|10·8 B23′ BK6″ *WB = FPT12t*	London British *4 BHAsp* *APT21t*	C.4Cy.19″&40″–24″ *(s)* 200lb ~~120lb~~ at Eng.175NHP 2B, GS86,HS3360 Ferguson Bros.Pt.Glasgow	12 ″ 0 s 1 ″ 2½ 11 ″ 4	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Grément, etc. / Capitaine. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où cotés, si ce n'est dans le L. R. Durée, Cert. B. of Trade.
665	**Beverwijk 12**	SteelSc (*Tug*) 1*Dk*	102 — 47					1909	J.Drewes& Co. Groningen		88·6	20·8	10·2	Chilian	T.3Cy.12″,19$\frac{1}{16}$″&31$\frac{1}{16}$″–17$\frac{7}{16}$″ 41NHP Gebr.Laarman,Dordrecht		V
666 108172 WCNV	**Bhadra** *F.Hatchard* –16 *Elec.light*	SteelTwinScSr 1*Dk&Shade dk*	599 462 245			...		1897	Russell&Co PortGlasgow	BritishIndiaStm. Nav.Co.Ld.	195·0	32·0	10·9 FK	Glasgow British *WB*	T.6Cy.12″,20″&32″–24″ 146NHP Rankin&Blackmore,Grk.	11 ″ 6	
667 124249 HMJK	**Bhamo** *J.C.Cattanach* –16 *Elec.light* Wireless	SteelScSr 2*Dks*	5244 4580 3358					1907	W.Denny &Bros. Dumbarton	Brit.&BurmeseSN Co.Ld.&Burmah S.S.Co.Ld.(P.Henderson&Co.*Mgrs.*)	411·2 P37′B136′F48′	52·2	28·1 Glasgow British *WB*	T.3Cy.28½″,46½″&76″–54″ 424NHP Denny&Co.Dumbarton		C BT till 6,17
668 115734 TSFM	**Bharata** *T.N.Gray* –16 3*Dks*(1*Stl*–ws&*USt*l–teaks) *Elec.light*	SteelScSr	4054 3244 1957	✠ 1,03 ✠	Grk	*x*		1903 1mo	Scotts'S.B. &Eng.Co.Ld. Greenock	BritishIndiaStm. Nav.Co.Ld. *WB=CellDBa*94′ *uE&B*94′*f*142′603*t*	373·5 P75′B130′F84′ FK&BK1″ *DTf*22′513*t FPT*	45·2	26·3 Glasgow British 6*BHCem* 80*tAPT*24*t*	T.3Cy.33″,55″&88″–54″ 870NHP 5SB,*15cf*,GS330,HS13515FD Scotts'S.B.&EngCoLdGrk	29 ″ 6	
Wrecked 9.17 669 4492 JPMV	**Bia** *A.Rignell*16–16 *Elec.light*	SteelScSr ssShl.No.2–14 1*Dk*(*Stl*)&*deep framing*	3344 3113 2056	~~✠ 100A1~~ 8,175.16 ~~BS6,16~~ ✠ ~~MC5,15~~	Got	*w*	2,15 8,17	1905 10mo	Hawthorn, Leslie&Co.Ld Newcastle *Lloyd'sA&CP*	Rederiaktieb. Transatlantic (G.Carlsson, *Mgr.*) *WB=CellDBa*110′*uE&B*44′*f*144′84*t*	340·0 P32′B&F276′ FK	49·0	22·7 Gothenbrg Swedish 7*BHCem*	T.3Cy.24″,40$\frac{7}{16}$″&66″–48″(*s*) 180lb 337NHP 3SB,*9pf*,GS154,HS5322 Hwthrn,Leslie&C.Ld.Nwc.	25 ″ 3 ~~2 ″ 9~~ ~~22 ″ 10~~	
670	**Biafra** (*ex*Hollmann) 1*Dk*	SteelScSr	235 — 103					1894	Schiffsw.v. HenryKoch Lübeck	J.Loring	122·0 H—	25·6	8·2	StIsabel de Fernando Po *WB* Spanish	C.2Cy.17¾″&29½″–21¾″ 34NHP Schiffs.v.HenryKoch,Lüb.		G
671 121093	**Bianca** *W.J.Edmonds* –14	SteelScK ssHul.No.1–09 1*Dk*	174 168 68	✠ 100A1 *Stm Trawler* 6,12 ✠ LMC BS6,13 MS6,14	Hul		6,14	1905 11mo	Cook,Welt'n&Gemmell Beverley *Lloyd'sA&CP*	~~Hellyer'sSteam-FishingCo.Ld.~~ A.G.Hellera (C.Curzon,*Mgr.*)	108·5 BK8″ *WB=*	21·6	11·5 Hull British 4*BHCem* *DTf*13′30*t*	T.3Cy.10″,16½″&27″–24″ (*s*) 200lb 45RHP 1SB,*2pf*,GS25,HS750 Amos&Smith,Hull	12 ″ 4	
672 136809 JKHM	**Biarritz** *CruiserStern* *Elec.light*	SteelTwinScSr 3*Dks&Awng dk3trB*	2495 2302 1078					1915	W.Denny &Bros. Dumbarton	S.Eastrn&Chathm RlyCos.'Managing Committee	341·2	42·1	24·0 *WB*	London British	4 Steam Turbines geared Denny&Co.Dumbarton		
673 HMDT	**—** *M.Arneau*13–14	SteelScSr 1*Dk*(*pt Irn pt Stl*) *Cargo battens not fitted*	*2452* *2262* *1507*	✠ 100A1 8,16 ✠ LMC5,14	Clf	*t*	2,16	1914 3mo	R.Thompson&Sons,Ld Sunderland *Lloyd'sA&CP*	Cie.desChargeurs Français(Plisson &Co.*Mgrs.*) *WB=CellDB*	299·4 P25′B90′F30′ FK *a*88′*uE*22′*f*124′632*t*	44·5	19·9 Bayonne French 5*BHCem* *APT*147*t*	T.3Cy.22½″,36½″&60″–39″ 180lb *90lb* (*s*) 256NHP 2SB,*6cf*,GS105,HS4120 N.E.MarineEng.CoLd.Sld.	22 ″ 3 s 3 ″ 2½ 19 ″ 3	
674	**Bib** *E.Björkas*	CompScSp (*PetrolMotor*)	158 130 105					1905	Hjelmare Docka Arboga	A.W.Stenfors	98·9 H25*t*F11′	21·8	8·4 Wasa Russian	PetrolMotor J.W.Svensson,Augustendl		
675 902	**Bicalho** *J.da Rocha* (*ex*Lucida)	SteelScK 1*Dk*	*243* *211* *93*	✠ 100A1 *StmTrawler* 10,13 ✠ LMC3,11	Lis		10,13	1911 3mo	GooleS.B. &Repg.Co.Ld Goole *Lloyd'sA&CP*	EmprezaPortuense dePescarias Ld. *WB=DB*	126·7 Q75′RFD19′ BK7½″ *underCrossBunker*	23·0	9·7 Oporto Portuguese 4*BHCem* 20′15*t*	T.3Cy.13″,21″&35″–26″ (*s*) 180lb 85NHP 1SB,*2pf*,GS37,HS1560 Earl'sCo.Ld Hull	12 ″ 6	
676 121784	**Bickerdike** *J.McNaugh* –06 (*ex*Arabia)	IronScSp	1551 1395 864					1873	Gibson& Craig Buffalo,N.Y.	CanadaSteamship Lines,Ld.	233·0	34·5	14·2 Ottawa British	C.4Cy.16½″&40″–36″ 160NHP KingIronWorks,Buffalo		
677 73761	**Bickerstaffe** *A.Blackledge* –16	IronPadSr	213 193 86					1879	Laird Bros. Birkenhead	BlackpoolPassengerStm.Bt.Co.Ld.	155·2	21·6	8·6 Fleetwood British	D.2Cy.38″–48″ NB03 95RHP LairdBros.,Birkenhead		
678 127915 HMSQ	**Bida** ~~*E.Waterman* –16~~ *C.Bott* –17 *Elec.light* ssLiv.No.2–17	SteelTwinScSr ~~ssForcadosNo.1–18~~ 1*Dk*(*Stl*–ws)	963 803 554	✠ 90A1 12,175.13 ~~BS6,16~~	For-cados Bry	*n*	~~12,15~~ 4,17 PN12,17 ~~LMC5,15~~ 12,17 ~~4,16~~	1908 7mo	W. Harkess &Son,Ld. Middlesbro' *Lloyd'sA&CP*	AfricanS.S.Co. (Elder,Dempster& Co.Ld.*Mgrs.*)	225·0 P32′B58′F35′ FK *WB=FPT*	36·2	13·1 Liverpool British 4*BHCem* 41*tAPT*44*t*	T.6Cy.13″,21″&34″–24″ (*s*) 160lb 133NHP 2SB,*4rf*,GS73,HS2265 MacColl&Pollock,Ld.Sld.	14 ″ 0 s 2 • 2 12 ″ 3	
679 HMFK	**Bidart** *C.Durard* –17 *Well deck*	SteelScSr 1*Dk*(*Stl*)	*1737* *1325* *1035*	✠ 100A1 4,18 ~~3,17~~ ✠ LMC3,17	Nwc Bry	*q*		1917 3mo	WoodSkinner&Co.Ld. Newcastle *Lloyd'sA&CP*	Plisson&Cie. *CellD*	260·2 Q153′BonRQD52′ F29′ FK *B*212′422*t FPT*92*t*	37·7	16·4 Bayonne French 4*BHCem* *APT*101*t*	T.3Cy.20½″,33″&54″–39″ (*s*) 180lb 202NHP 2SB,*6pf*,GS112,HS3178 G.T.Grey&Co.Ld.S.Shl.	18 ″ 7 s 1 ″ 7 17 ″ 2	
680 HMFQ	**Bidassoa** *Delanne* –15	SteelScSr 1*Dk*	558 513 325					1901	Lobnitz& Co.Ld. Renfrew	Worms&Cie.	170·5 B40′F21′	27·2	14·1 Havre French *WB*	C.2Cy.15″&35″–24″ 50NHP Lobnitz&Co.Ld.Renfrew		V
681 136204 JGCF	**Biddy** *J. Richardson* –15	SteelScSlp 1*Dk*(*ptStl*–ws)	114 112 —	✠ 100A1 *For towing pu* 7,14 ✠ LMC7,14	Gls	*rposes*		1914 7mo	Larne S.B.Co. Larne *Lloyd'sA&CP*	PremierTugCo.Ld. (W.H.Miller,*Mgr*)	90·5 BK6″ *WB=*	20·1	9·0 Hull British 4*BHCem* *APT*10*t*	C.2Cy.17′&35″–24″ (*s*) 130lb 66RHP 1SB,*3pf*,GS49,HS1230 Gauldie,Gillespie&Co.Gls.	10 ″ 0	
682 128512 HRFP	**Bideford** *T.H.Helms* –13	SteelScSr 1*Dk*	3562 3293 2214					1910	Craig,Taylor&Co.Ld. Stockton	AtlanticShipping& TradingCo.Ld.(WJ TatemLd.,*Mgrs.*)	362·3 P29′B232′F34′	51·0	21·0 Cardiff British *WB*	T.3Cy.25″,42″&68″–45″ 310NHP N.E.MarineEng.Co.Ld.Sld		C
683 118008	**Bidston** *Elec.light*	SteelTwinSc 1*Dk*	444 444 125			...		1903	Londonderry S.&E. Co.Ld. Londonderry	MunicipalCorporationofBirkenhe'd	150·0 *Promenade dk*134′ FK	41·0	10·9 Liverpool British *WB*	T8Cy.(2)15″,(2)28″&(4)28″–18″ 183NHP Cen.Mar.Eng.Wrks WHpl	11 ″ 5	BT till 9,17
684 RLBT	**Bielefeld** *K.Strüfing*12–12 *Well deck*	SteelScSr ssHam.No.3–2,11 1*Dk*(*Stl*)&*Spar dk*(*Stl*)3*trB*	4460 4216 2829	✠ ~~3,16~~ *Spar dk* ✠	Ham	*y*		1898 8mo	Flensburgr Schiffsb.Ges Flensburg	Deutsch-Austral. Dmpfsch.Ges. *WB=CellDBa*94′	388·0 P&B232′F46′ 28·3 FK *uE&B*62′*f*164′895*t*	47·5	20·8 Hamburg German 6*BHCem* *APT*33*t*	T.3Cy28½″,47½″&78″-54″ 554NHP 4SB,*12cf*,GS185,HS9800 FlensburgerSchiffsb.Ges.	31 ″ 0	
685 135140 HWSB	**Bienvenido** *G.Russell*14–14 *Elec.light*	SteelScSr ssTrd.No 1–17 1*Dk*(*Stl*)&*Shade dk*	944 732 482	✠ 100A1 2,17 ~~6,15~~ ✠ LMC2,17	Trd	*m*	x2,17	1912 9mo	A.Vuijk& Zonen Capelle a/d Ysel *Lloyd'sA&CP*	WelcomeS.S.Co. Ld.	210·3	32·1	14·9 London British 4*BHCem* *WB=*	T.3Cy.17½″28½″&47″–30″(*s*) 180lb *100lb* 144NHP 2SB,*4pf*,GS69,HS2406 G.T.Grey,SouthShields *CellDBa*51′*uE*13′*f*92′215*t*	17 ″ 0 s 2 • 5½ 14 ″ 9	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys.	3 Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned. now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 Built. By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed I. not in L.R. Dated L. of Tradeoper.
686 120845	Big Ben *W.Illidge,sen.* –05 *(Flat)* 1*Dk*	SteelSc	137 125 82					1905	W.J.Yarwood Northwich	LeverBros.Ld.	86·0	20·9	9·1	Liverpool British *WB*	2Cy.10″–12″ 7RHP W.J.Yarwood,Northwich		
687 123192 HMOW	Bilbster *ss*Cff.No.2–16 *W.H.Phillips* –17 ~~*ss*Cff.No.1–11~~ 1*Dk(Stl)*2*trB&deepframing* 3*Dk rule*	SteelScSr	4478 4199 2790	✠100A1 ~~7,11~~ 6,15 6,17 *Carrying oil fuel F.P.abt.150°F. inDB&peak tanks*	Cff LMC5,16 BS3,17	*x*	~~8,16~~ 3,17	1908 1mo	Richardsn, Duck&Co. Stockton *Lloyd's*	BilbsterS.S.Co.Ld. (A.H.&E.Gunn) FK *WB=CellDBa113′uE&B44′f156′*	355·4	51·1	26·8 P25′B104′F35′	Greenock British 6*BHCem*	T.3Cy.25″,42″&68″–48″ (*s*) 160lb *90lb* 355NHP 2SB,*6rf*,GS127,HS5860 Blair&Co.Ld.Stockton 1106*tFPT*183*tAPT*154*t*	29 ″ 5 s 5 ″ 5½ 24 ″ 4	
688 MJKF	Bill *T.M.Johansen*15–15 (*ex*AlfhildPaul) *Elec.light Mchy.Aft* 1*Dk*	SteelScSr	1175 984 697					1913	Bremer Vulkan Vegesack	Akties.Bill(S.W. Johannessen)	230·0	35·1	15·5 P162*t*H53*t*F25*t*	Chrstiania Norwegian *WB*	T.3Cy.16⅛″,26″&41⅞″–27⅝″ 191NHP BremerVulkan,Vegesack		G
689 4861 JRBP	Billerud *E.A.Richard*15–15 (*ex*Jössefors) *Mchy.Aft* 1*Dk*	SteelScSr	242 193 115					1907	Eriksbergs M.V.Aktieb Gothenburg	Billerud Aktieb.	102·0	22·5	11·7 P31′H13*t*F15′	Seffle Swedish *WB*	C.2Cy.10″&22½″–15″ 16NHP EriksbergM.V.Aktieb.Got		V
690 NHBC	Billiton *J.B.van Meeuwen* *Elec.light* Wireless 3*Dks*	SteelSc2TwinMsts	5890 5631 3772					1908	Kon.Maats deSchelde Flushing	Stoomv.Maats. Nederland	394·5	51·4	34·4	Amstrdam Dutch *WB*	T.3Cy.26½″,43″&72″–48″ 359NHP Maats.deSchelde,Flushing		V
691	— *L.Geleynse* –16	SteelSc (*Tug*) 1*Dk*	116 99 —					1916	Schpw.v. P.Smit,jr. Rotterdam	Ned.Stoomsleep. van.P.Smit,jr.	75·5	18·9	9·3	Rottrdam Dutch *WB*	T.3Cy.10″,16½″&27″–16″ 29NHP Schpw.v.P.Smit,jr.Rot.		V
692 211541 LDFG	Billow (*Trawler*) *Elec.light* 1*Dk*	SteelScSr	248 — 119					1913	ForeRiver S.B.Cor. Quincy,Mass.	BayStateFishing Co.	117·8	22·5	11·6 Q71′F22′	Boston Utd.States	T.3Cy.12¾″,22″&36″–24″ 63NHP ForeRiverS.B.Cor.Quincy		
693	Bingazi (*ex*Insulaire,*ex*PrinceNapoleon) 2*Dks*	IronScSr	602 — 352					1861	Scott&Co. Greenock	Administr.deNav. àVap.Ottomane	193·9	25·6	18·2	Constanpl Turkish	C.4Cy.20½″&42″–30″ 161NHP *Cmp.*77Cie.Valery		
694 QHFS	Bingen *A.Kriete* 1*Dk&Awng dk*	SteelScSr	1221 817 779					1901	Bremer Vulkan Vegesack	Dampfsch.Ges. Argo	232·2	33·2	13·4 Q85′ *Awng dk*147′	Bremen German *WB*	T.3Cy.16⅛″,26″&41⅛″–27⅛″ 91NHP BremerVulkan,Vegesack		G
695 121273 HDWS	Bingera *M.Macfarlane*82–05 *ss*Bsb.No.2–15 *Well deck* 2*Dks*(*Stl–U* teaks) *Elec.light*	SteelTrpScSr	2092 1260 871	✠ 2.15 ✠NB2,15 ✠	Bsb	*s*		1905 11mo	Workman, Clark&Co.Ld Belfast	Australas'nUnited Stm.Nav.Co.Ld.	300·3	40·8	17·9 P&B221′F42′ FK *Intermediate Bulkhead in for ehold dispensed with WB=CellDBa44′ uE44′f82′209tFPT*	Brisbane British 4*BHonly Cem* 16*tAPT*20*t*	T12Cy(3)15″(3)24″&(6)27″ –21″ 498NHP 2D&1AuxSB,*14cf*,GS246, HS9530 FD McKie&Baxter,Glasgow	19 ″ 1	
696 95712 LGKF	Binghampton *Mchy.Aft* (*ex*H.J.Jewett)	IronSc	2143 — 1549					1882	UnionDry Dock,Co. Buffalo,N.Y.	~~United States~~ S.S. Co.Inc.	265·5	39·7	13·2	NewYork Utd.States	C.4Cy.22″&40″–48″ 185NHP H.G.Trout,Buffalo		
697 1876 HLVM	Bingo Maru *G.C.Hurry*08–09 *ss*Yka.No.3–12,09 *Elec.light* *ss*Kob.No.2–16 Wireless 2*Dks*(*Stl–U* teaks)& *deep framing*	SteelTwinScSr	6015 5422 3713	✠100A1 10,17 ~~11,16~~ ✠LMC ~~11,16~~ 10,17	Kob	*a*†	PN 11,16 s11,16	1897 11mo	D&W Henderson&Co Glasgow *Lloyd's*	NipponYusen KabushikiKaisha	445·0	49·4	30·5 P59′B110′F58′ FK&BK1½″ *WB=CellDBa115′uE&B55′f200′1142t*	Tokio Japanese 8*BHCem*	T.6Cy.20″,33½″&56″–48″ (*s*) 200lb 550NHP 2D&2SB*18cf*,GS300,HS9157 D.&W.Henderson&Co.,Gls *MT*28′495*t* *FPT*110*tAPT*36*t*	33 ″ 6 s 7 ″ 11½ 26 ″ 3	
698 121108	Binngarra *J.Hart*00–05 *Screws fore and aft* 1*Dk&Promenade dk*	SteelSc	442 285 301					1905	Mort'sDck &Eng.Co.Ld. Balmain	PortJackson& ManlyS.S.Co.Ld.	190·5	31·7	13·5	SydnyNSW British	T.3Cy.17½″,27½″&45″–27″ 105NHP Mort'sDk.&E.CoLd.Balmn		
699 99048	Binnie *J.Kennedy* –12 *ss*Lon.2ndNo.3–8,16 *Mchy.Aft* (*Sludge vessel*) 1*Dk(Stl)&Web frames*	SteelTwinScSp	1001 976 595	✠100A— 6,17 ~~8,16~~ ✠LMC8,16 ~~BS6,17~~	Lon		1,16	1892 3mo	Naval Con. &Armmnts Co.(Lim.) Barrow	LondonCounty Council	232·1	38·2	13·8 F19′ FK *WB=FPT*	London British 6*BHCem* 154*tAPT*6*t*	T.6Cy.15″,23″&35″–24″ (*s*) 150lb 150NHP 2SB,*6cf*,GS108,HS2803 NavalC&A Co.Ld.,Brw.	14 ″ 6	
700 NHBD	Bintang *G.J.Terwiel* *Elec.light* 3*Dks*	SteelScSr	6548 6048 4155					1916	Maats. Fyenoord Rotterdam	Stoomv.Maats. Nederland	417·7	54·5	33·6 P59′F42′	Amstrdam Dutch *WB*	T.3Cy.28″,46″&77″–54″ 435NHP Maats.Fyenoord,Rot.		V
701 14	Biokovo *ss*Tri.No.2–88 (*ex*Dubrovnich) 1*Dk*	IronScSr	229 166 124	✠ 2,88	Tri	*d*		1879 12mo	A M'Millan &Son Dumbarton	Soc.Anon.Austriaca diNav.a Vap."Dalmatia"	131·2	20·2	9·5 P31′ B6′ F24′ *WB=FPT*10*t* FK	Macarsca Aust.-Hung. 4*BHCem*	C.2Cy.19″&35″–24″ NB86 50NHP Hutson&Corbett,Glasgow		
702 99723 NPHT	Birchgrove *ss*Hpl.No 2–17 *W.J.Shaddick* –17 *ss*Shl.No.3–1,08 (*ex*Dovedale) ~~*ss*Bry.No.1–12~~ 1*Dk(pt Stl pt Irn)&Web frames&pt Awng dk(Irn)*	SteelScSr	2821 2132 1796	✠100A1 *pt Awng dk withfreeboard* 5,17 ~~10,14~~ ~~MS1,12~~ ✠LMC5,17 BS11,15	Gls Hpl	*t*	~~4,16~~ 5,17	1894 11mo	Ropner& Son Stockton A&CP	S.S.MaryCo.Ld. (Alexander&Mair, *Mgrs.*) *WB=CellDBa100′f124′453t*	315·0	42·8	18·4 P27′Q79′ *pt Awng dk*236′ FK	Glasgow British 6*BHCem* *APT*30*t*	T.3Cy 22½″,36½″&61″-42″(*s*) 160lb *100lb* NDB08 249NHP 2SB,*6cf*,GS102,HS3862 T.Richardson&SnsLd.Hpl	20 ″ 11 s 7 ″ 9 20 ″ 8	
703 128804 HQNG	Birchwood *G.H.Bamberger* –13 *ss*Nwc.No.1–13 1*Dk(pt Irn pt Stl)*	SteelScSr	2756 2584 1730	✠100A1 7,17 ~~11,16~~ ~~BS3,16~~ ✠LMC11,13 BS1,17	Sld Npt	*u*	~~3,16~~ 7,17	1910 3mo	Ropner& Sons,Ld. Stockton *Lloyd*	BirchwoodS.S.Co. Ld.(W.&.W.W. Constantine) *WB=CellDBa102′uE22′f134*	317·0	45·8	22·1 P31′B95′F37′ FK	Middlsbro' British 5*BHCem* 584*tAPT*52*t*	T.3Cy.22½″,37″&61″–42″ (*s*) 160lb *100lb* 247NHP 2SB,*6cf*,GS101,HS3787 Blair&Co.Ld.Stockton	23 ″ 6 s 3 ″ 10 20 ″ 0	
704 99433 MRNH	Birdoswald *E.Storm* –09 *ss*Cff.No.3–4,06 (*ex*Tropea) *ss*Nwc.No.2–15 2*Dks*(1*Stl*)&*Spar dk*(*Irn*)&*Web frames*	SteelScSr	4013 3797 2603	✠100A1 *Spar dk* 11,16 ✠LMC MS12,14 BS11,16	Liv	*w*	N11,16	1892 8mo	Hawthorn, Leslie&Co.Ld Newcastle A&CP	Lunn&Maccoy *WB=CellDBa104′uE26′f146′*	360·0	46·2	19·8 B70′F35′ 27·3 FK	Newcastle British 6*BHCem* 760*tAPT*90*t*	T.3Cy.22″,40″&68″–45″ (*s*) 180lb HS4612 317NHP 2D&2SB,*8cf&4rf*,GS182 Hwthrn,Leslie&C.Ld.Nwc.	30 ″ 1 s 6 ″ 10 23 ″ 7	
705 130866	Birdswell *H.H Robinson* –16 1*Dk*	WoodTwinScSp	217 135 129					1912	I.Whitworth Ladner,B.C.	~~I.Whitworth~~ Wallace Fisheries Ld.	106·6	24·0	9·0	NWstmtr, B.C. British	T.6Cy.6½″,10″&14″–8″ *Emade*02–*fitted*12 23RHP UlametIrnWks.Prtlnd,Or.		
706 506 JBNV	Birger Jarl *O.E.Karlsson* –15 1*Dk&Shelterdk* *Elec.light*	SteelScSr	840 449 516					1893	W.Lindbergs,Aktieb Stockholm	Stockholms Rederiaktieb.Svea (HjBlomberg.*Mgr*)	187·9	28·5	11·9 H78*t* 19·3	Stockholm Swedish	T.3Cy.18½″,29¾″&48¾″–29¼″ 128NHP W.Lindbergs,M.V.,Skm.		V
707 MBQK	Birgit *T.Welde* (*ex*Medina,*ex*Prince *Mchy.Aft* MohamedTewfik) 1*Dk*	IronScSr	310 249 167			...		1867	C.Mitchell &Co. Newcastle	Akties.May's Rederi (M.Clausen,*Mgr.*)	141·4	22·0	11·3 Q28*t*B20*t*F7*t* FK	Haugesnd Norwegian	2Cy.25½″–24″ NB92 49NHP J.Jamieson&Co.,Nwc.	12 ″ 6	N

sunk by collision 12.17

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'hélice porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant.	15 Registre int. coté si N est dans cette Durée Cert. Ref. Trade.
708	**Biri**	Steel Twin Sc Sr	940					1914	Nylands Værksted Christiania	Akties. Ganger Rolf (Fred Olsen & Co. *Mgrs.*)	221·0		Q64′ B53′ F28′	Chrstiania Norwegian *WB*	T. 6 Cy. 10″, 17″ & 28″–18″ 66 NHP Nylands Værksted, Xania		N
	T. Bakke		729														
MKQD	*Elec. light*	1 *Dk*	524														
709	**Birkelund**	Steel & Iron Sc Sr	953					1883	Soc. Anon. Jhn Cockerill Hoboken	Akties. Dampsk. Birkelund (Arth. B. Sars)	230·1	28·1	16·6 Q53*t* B80*t* H10*t* F28*t*	Bergen Norwegian *WB*	C. 2 Cy. 27″ & 45″–33″ *Ebuilt* 81 NB93 97 NHP Soc An. J. Cockerill, Seraing		N
	C. Tönnesen (*ex* Magna, *ex* Udsire, *ex* Archiduc Rodolphe)		781														
JMTB		1 *Dk* 2 *tr B*	540														
710	**Birkhall**	Steel Sc Sr	4541	✠ 100 A1 *Spar dk* 7,16 ✠ LMC 2,17	Msl	*x*	~~3,17~~ 6,17	1900	R. Craggs & Sons Middlesbro' A & CP *W*	Leith, Hull & Hamburg S.P.C. Ld. (J. Currie & Co., *Mgrs.*) *B* = *Cell D Ba* 118′ *g*	360·0	48·0	20·1 P29′ B103′ F34′ 28·1 FK *u E & B* 40′ *f* 148′ 769*t*	Leith British *G BHCem APT* 10*t*	T. 3 Cy. 24½″, 40″ & 68″–48″ (*r*) 180 lb 380 NHP 3SB, *9cf*, GS 148, HS 6296 Sir C. Furness, Westgarth & Co. Ld. Mdb.	30 ″ 10 s 6 ″ 8½ 24 ″ 6	
112423	*N. MacKinnon* –17 *ss* Shl. No. 3–9, 12		4045														
RWNP		1 *Dk* (*Stl*) & *Spar dk* (*pt Irn* & *pt Stl*) 3 *tr B*	2951														
711	**Birma** *W. P. van Meerkerk* –17	Steel Sc Sr	4859	✠ 100 A1 1,18 ~~7,18~~ ✠ LMC 2,16	Sba	*y*	~~2,16~~ 1,18	1912	Swan, Hunter & Wigham Richardson, Ld Newcastle *Lloyd's SA & CP*	Rotterdamsche Lloyd (W. Ruys & Zonen, *Mgrs.*) *WB* = *Cell D Ba* 134′ *u E & B* 40′ *f* 170′ 1050*t*	390·0	50·5	27·9 P39′ B111′ F42′ FK *f* 170′ 1050*t*	Rotterdam Dutch 6 *BHCem APT* 10*t*	T. 3 Cy. 26″, 42½″ & 70″–48″ (*s*) 180 lb *100 lb* 411 NHP 2SB, *6cf*, GS 128, HS 5550 FD Wllsnd Slpwy. Co. Ld. Nwc.	30 ″ 5 s 6 ″ 2 24 ″ 7	
	~~*L. Blumer*~~	*ss* Rot. No. 1–16	4402														
NHBF	*Elec. light*	2 *Dks* (*Stl*)	3006														
712	**Birtley**	Steel Sc Sr	1438	~~✠ 100 A1~~ 10,17 ~~9,16~~ ~~✠ LMC 2,16~~	Cff	*p*	~~9,16~~ 10,17	1906	Wood Skinner & Co. Ld. Newcastle *Lloyd's SA & CP* *WB*	Burnett S S. Co. Ld. (Burnett & Co. *Mgrs.*) = *Cell D Ba* 64′ *u E &*	245·3	36·7	15·9 Q128′ B10′ F23′ FK *B* 34′ *f* 103′ 387*t*	Newcastle British 4 *BHCem* 50*t*	T. 3 Cy. 19″, 31″ & 51″–36″ (*s*) 180 lb ~~*90 lb*~~ 167 NHP 1SB, *4cf*, GS 71, HS 2655 N.E. Marine Eng Co Ld. Nwc	18 ″ 3 s 2 ″ 0 16 ″ 6	
132[illegible]	~~*J. & J. Wilson*~~	*ss* Lon. No. 2–14	1158														
HGNL	*Adams* –17	1 *Dk* (*Iron*) & *Web frames*	911														
		Cargo battens not fitted															
713	**Biruta**	Steel Sc Sr	1733	✠ 100 A1 ~~4,17~~ ~~1,17~~ 7,17 ~~BS 7,16~~ ✠ LMC 6,14	Cff	*q*	~~5,15~~ 4,17	1889	Palmers' Co. Ld. Newcastle *Lloyd's SA & CP*	P. Danneberg The Shipping Controller (Ellerman's Wilson Line Ld., *Mgrs.*) *WB* = *Cell D Ba* 64′ *u E &*	259·0	35·5	17·6 P31′ Q64′ B110′ F28′ FK *DB* 218′ 425*t*	London British 4 *BHCem* 62*t*	T. 3 Cy. 21″, 34″ & 57″–39″ (*r*) 160 lb *90 lb* NDB 02 218 NHP 2SB, *6pf*, GS 99, HS 3490 Palmers' Co. Ld. Newcastle	19 ″ 2 s 1 ″ 2½ 18 ″ 3	
~~10m~~	~~*S. Lassie*~~	*ss* Rga. 2nd No. 3–6, 14	1321		Bly												
~~HDFP~~	(*ex* Marpessa)	1 *Dk* (*Stl*) 2 *tr B*	1016														
96028	*Well deck*																
JSWJ																	
714	**Biscaya**	Steel Sc Sr	1476					1907	Nylands Værksted Christiania	The Shipping Controller (J. Currie & Co., *Mgrs.*)	260·0	37·2	17·1 P21*t* H58*t* F37*t*	London British *WB*	T. 3 Cy. 19″, 31″ & 51½″–33″ 152 NHP Nylands Værksted. Xania		N
125110	~~*H. A. Hansson*~~		1315														
~~MDQS~~ JQRN	*F. B. Napier* 17–17	1 *Dk*	875														
715	**Bishopston**	Steel Sc Sr	2513	✠ 100 A1 2,17 ✠ LMC 9,16	Cff	*t*		1916	Clyde S. B. & E. Co. Ld. Pt. Glasgow *Lloyd's SA & CP*	Swansea Steamers Ld. (Richards Turpin (Shipping) Ld. *Mgrs.*) *Cell D B* 253′ 616*t* *Intermediate bulkhead in fore*	300·0	44·7	19·3 P24′ Q80′ B68′ F23′ FK *F P T* 68*t* *dispensed with*	Swansea British *Cem APT* 63*t* *4 BH only*	T. 3 Cy. 22″, 35″ & 59″–39″ (*s*) 180 lb 251 NHP 2SB, *6cf*, GS 126, HS 4060 Clyde S. B. & E. Co. Ld. P. Gl.	21 ″ 6 s 2 ″ 7 19 ″ 3	
136138	*C. F. David* –17		2022														
JNFP	*Well deck*	1 *Dk* (*Stl*)	1536														
716	**Biskra**	Steel Sc Sr	*2143*					1914	W. Harkess & Son, Ld. Middlesbro'	Cie. Générale Transatlantique	260·0	40·2	20·8 B112′ F42′	Marseilles French *WB*	T. 3 Cy. 23½″, 38″ & 62″–39″ 240 NHP G. Clark, Ld. Sunderland		C V
HMGJ	*Galetti* 00–16	(*ex* Asia)	*1649*														
	Elec. light	2 *Dks*	*1202*														
717	**Bismarck**	Steel Quad Sc Sr	56000					1914	Blohm & Voss Hamburg	Hamburg-Amerik Packetf. Akt. Ges. (Ham.-Amr. Linie)	912·0	100·0	57·1	Hamburg German *WB*	8 Steam Turbines Blohm & Voss, Hamburg		
	Elec. light																
718	—	Steel Sc K	211					1914	Schiff. Ges. Unterweser Bremerhaven	Deutsche Dmpfischerei Ges. Nordsee	124·4	22·6	9·7 Q72′ F20′	Nordenhm German *WB*	T. 3 Cy. 12⅞″, 19⅞″ & 31⅞″–22″ 48 NHP Ottensener Masch. Fabrik		
		(*Trawler*)	186														
	Mchy. Aft	1 *Dk*	78														
719	**Bison**	Steel Sc Sr	274	✠ 100 A1 *For Towing purposes* 2,18 ~~1,17~~ ~~BS 2,18~~ ~~BS 1,17~~ ✠ LMC 4,15	Liv		~~3,17~~ 3,18	1906	Garston G. D. & S. B. Co. Ld. Garston *Lloyd's SA & CP*	Mersey Towing Co. Ld. (Canadian Pacific Railway Co. *Mgrs.*)	125·0	24·1	11·4 *pt Shade dk* 77′ BK 7″ *WB* = *DTf* 9′ 20*t*	Liverpool British 4 *BHCem* 1SB, *3cf*, GS 58, HS 2160 Crabtree & Co. Ld. Gt Yrmth	12 ″ 0 s 3 ″ 0 9 ″ 11	
124020	*R. George* –09	*ss* Liv. No. 2–16	220														
	Elec. light	1 *Dk*	106														
720	**Bisp**	Steel Sc Sr	995			...		1889	Sunderlnd S.B. Co. Ld. Sunderland	Akties. Dmpsk. Bisp A. Jacobsen & C. Andersen, Jr.)	210·0	30·1	13·4 P48*t* Q41*t* B176*t* H24*t* F22*t*	Bergen Norwegian *WB*	T. 3 Cy. 15½″, 25″ & 41″–27″ 87 NHP N.E. Marine Eng. Co Ld Nwc	15 ″ 10 s 1 ″ 0 15 ″ 8	N
	S. Evje 16–16	(*ex* Norli.	686														
HDJS	*ex* Normandie, *ex* Truro City)		604														
	Well deck	1 *Dk* & *Web frames*															
721	**Bissau**	Steel Sc Sp	77	✠ 100 A1 *For Towing purposes* 10,14 ✠ LMC 10,14	Grk			1914	G. Brown & Co Greenock *Lloyd's SA & CP*	Governor of Portuguese Guinea	75·0	18·1	8·8 BK 6′ *WB* = *APT* 9*t*	Lisbon Portuguese 4 *BHCem*	C. 2 Cy. 15″ & 30″–21″ (*s*) 130 lb 52 NHP 1SB, *2pf*, GS 35, HS 1050 Gauldie, Gillespie & Co. Gls.	9 ″ 6 s ″ 9 9 ″ 4	
	Carver –14		75														
		1 *Dk* (*Stl*)	6														
722	**Bisson**	Steel Sc K	260					1908	Smith's Dock Co. Ld. North Shields	Cie. Lorientaise de Chalutage	125·0	22·0	13·0 Q72′ F21′	Lorient French	T. 3 Cy. 12½″, 21″ & 34″–25″ 58 NHP W. V. V. Lidgerwood, Gls.		V
	Le Bark –10	(*Trawler*)	238														
HMGL		1 *Dk*	82														
723	**Bitou**	Steel Sc Sr	116					1913	Akers Mek. Værks Christiania		95·4	18·8	10·4		T. 3 Cy. 11″, 18″ & 29″–24″ 41 NHP Akers Mek. Værks. Xia.		N
		(*Whaler*)	112											*WB*			
	Elec. light	1 *Dk*	40														
724	**Bittern II.**	Steel Sc K	207	✠ 100 A1 *Stm Trawler* ~~Bal 1,16~~ ~~BS 5,14~~ ✠ LMC 5,~~13~~ 8,17	Lon		~~10,13~~ 8,17	1903	G. Cooper Hull *Lloyd's SA & CP*	Thomas Baskcomb Ld. (T. W. Baskcomb, *Mgr.*)	114·5	21·5	11·2 Q59′ F19′ pt ND 17 BK 7½″	Grimsby British 4 *BHCem*	T. 3 Cy. 11½″, 19½″ & 32″–23″ (*s*) 180 lb 55 RHP 1SB, ~~*3cf*~~, GS 29, HS 972 C. D. Holmes & Co. Hull	12 ″ 1	
118912	*O. Debuscher* –14	*ss* Gms. No. 2–12	185														
VGBK	(*ex* Bittern)	1 *Dk*	84														
725	**Bizkargi Mendi**	Steel Sc Sr	3234	✠ 100 A1 ~~3,17~~ ~~2,15~~ ~~BS 3,15~~ ~~BS 3,13~~ ✠ LMC 4,15	Bbo	*u*	~~12,15~~ 3,17	1910	Cia Euskalduna de Con. y Rp. de Buques Bilbao *Lloyd's SA & CP*	Cia. Naviera Sota y Aznar (Sota y Aznar, *Mgrs.*)	320·0	46·6	21·5 P29′ B74′ F31′ FK *WB* = *Cell D Ba* 102	Bilbao Spanish 5 *BHCem*	T. 3 Cy. 22½″, 37″ & 61″–42″ (*s*) 180 lb *80 lb* 253 NHP 2SB, *6cf*, GS 102, HS 3787 Blair & Co. Ld. Stockton	23 ″ 11 s 4 ″ 2 20 ″ 1	
HDVS	*G. Uriarte* 07–15	*ss* Bbo. No. 1–15	2695														
		1 *Dk* (*pt Irn* & *pt Stl*)	1959														
726	**Bjälbo**	Comp Sc Sr	220					1884	S. Groth Sjötorp	C. W. Elfström	100·7	22·6	12·2 B21′	Sjötorp Swedish	C. 2 Cy. 13″ & 24″–17″ 20 NHP Motala Co., Motala		
589	*C. A. Andersson* –14	1 *Dk*	191														
HSDL	*Mchy. Aft*		120														
727	**Bjarkö**	Steel Sc Sr	286					1907	Trndhjms Mek. Værks Trondhjem	Tromsö Amts Dampskibsselskab	128·0	21·6	15·2 H1*st*	Tromsö Norwegian	T. 3 Cy. 11½″, 18½″ & 30″–20″ 40 NHP Trondhjems MV. Trondhjm		
	Fr. Svensen		268														
MDHJ	*Elec. light*	1 *Dk* & *Awng dk*	163														
728	**Bjarmia**	Steel Sc Sr	1336	~~✠ 100 A1~~ ~~BS 6,16~~ 3,18 ~~BS 3,16~~ ✠ NB 4,11 ✠ LMC 5,15 ~~BS 3,16~~	Cff	*n*	~~11,15~~ 3,17	1894	Hall, Russell & Co. Aberdeen *Lloyd's SA & CP*	The Shipping Controller (Gellatly, Hankey & Co *Mgrs.*) ~~*Mgrs.*~~ *WB*	240·0	34·2	14·6 Q84′ B164′ F29′ FK = *Cell D Ba* 69′ *f* 95′	London British 4 *BHCem* 235*t* *APT* 70*t*	T. 3 Cy. 17½″, 27″ & 45″–36″ (*s*) 160 lb *80 lb* 159 NHP 2SB, *4cf*, GS 74, HS 2412 Hall, Russell & Co. Aberdeen	15 ″ 5 ″ 9½ 14 ″ 10	
104501	~~*W. Hain* 00–08~~	*ss* Nwc. No. 3–4, 07	895														
~~VRPG~~	(*ex* Greyfriars)	*ss* Sws. No. 2–16	763														
JSNM	*Well deck*	1 *Dk* (*Stl*) & *Web frames*															

Now named "Hans," See No. 26 in Supplement

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys.	3 Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; HP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Index to Ill. of Trade Cert.
729	**Bjerk**	**SteelScSr**	182					1912	Akers Mek.Værks. Christiania	HvalfselskNorge A.S.(Chr.Nielsen &Co.Akties.*Mgrs.*)	106·4	21·5	12·3	**Larvik** Norwegian *WB*	T.3Cy.13½″,22″&37½″–24″ 69NHP Akers.Mek.VærksXia		N
MHSB	*Elec.light*	1*Dk*	64														
730	**Bjerka** *G.M.Lewis*	–17 **SteelScSr**	1228	100A1	Sws	*n*	~~10,16~~	1905	Framnes Mek.Værks. Sandefjord	TheShippingCon-troller(J.T.Duncan &Co.,*Mgrs.*)	206·6	32·7	14·7	**London** British	T.3Cy.15½″,25″&42″–30″ (*s*) 180lb *100lb* NDB14 109NHP 1SB,3*rf*,GS52,HS1730 Akers Mek.Værks.Xia.	22 ″ 3	
139607	~~*H.Svendsen*15–16~~	*ss*Xia.No.2–14	1094	*Spar dk*			1,18	3	no		B96*t*H16*t*		21·3			s 5 ″ 0	
~~MGHB~~	(*ex*Hellik)	1*Dk*(*Stl*)&*Spar dk*(*Stl*)	~~217~~	*withfreeboard*									FK			17 ″ 6	
JQNY	*Elec.light*	&*deep framing*	713	3.16 ~~9.16~~		LMC1,14		*Lloyd's*	*sA&CP*	*WB=CellDBa*	38′ *f* 79′ 174*t* *FPT*			16*t* *APT* 10*t*			
				~~Examined~~		MBS8,17											
731	**Bjerkø**	**SteelScSr**	1871	✠100A1	Mdb	*r*	1,16	1912	Sir Raylton Dixon&Co Ltd Middlesbro'	Dmpskibs.Akties. "Danto" (D.Steen, *Mgr.*)	276·6	40·9	18·5	**Chrstiania** Norwegian	T.3Cy.20½″,33″&54″–36″ (*s*) 180lb *90lb* 204NHP 2SB,4*cf*,GS79,HS3348 Richardsons,Westgarth& Co.Ld.Mdb.	20 ″ 8	
	S.Omdal –16	*ss*Rot.No.1–15	1733	3,17				4mo			P21′B63′F28′		FK			s 2×10½	
WLBC	(*ex*KarlSchroers)	1*Dk*(*Stl*)	1174	~~LMC1,16~~				*Lloyd's*	*sA&CP*	*WB=Cell*	*DBa*92′*uE*17′*f* 113′			488*t* *APT* 45*t*		18 ″ 1	
732	**Bjölsen**	**SteelScSr**	100					1903	Porsgrunds Mek.Værks Porsgrund	BjölsenValsemölle (H Martinsen&J L Henriksen, *Mgrs.*)	89·6	18·3	8·2	**Chrstiania** Norwegian *WB*	C.2Cy.9½″&19⅝″–14½″ NB04 12NHP PorsgrundsMV.Porsgrund		N
	M.Evensen –03	1*Dk*	86								H11*t*						
MBDR			45														
733	**Björn**	**SteelScSr**	1241	✠100A1	Got	*o*	3,15	1904	Campbel-town SB Co. Campbelt'wn		230·7	34·5	17·3		T.3Cy.18″,27½″&45″–33″ (*a*) 160lb *80lb* 120NHP 1SB,3*cf*,GS63,HS1871 Hutson&Sons,Ld.Glasgow	18 ″ 3	
	(Captured and taken to Cuxhaven)	*ss*Got.No.2–12	1031	3,15				5mo			Q79′B58′F29′		FK			s 1 ″ 11	
	Well deck	1*Dk*(*Stl*)&*deep framing*	746	~~LMC~~ MS5,12	BS10,14			*Lloyd's*	*sA&CP*	*WB=Cell*	*DBa*54′*f*94′224*t*			4*BHCem* *APT*86*t*		16 ″ 10	
734	—	**CompScSp**	166					1889	S.Groth Sjötorp	Angfaktieb.Björn (A.Andersson)	100·4	22·6	8·5	**Undenäs** Swedish	C.2Cy.8¾″&17½″–11⅝″ NB11 9NHP WilhelmsbergsM.V..Got.		
1710	*J.Vogler*11–11		136								P20′ Q5′						
JDKM	*Mchy.Aft*	1*Dk*	95														
735	—	**SteelSc**	135					1908	G.Seebeck Akt.Ges. Bremerhaven	RandersHarbour Commissioners	85·9	26·3	10·1	**Randers** Danish	T.3Cy.11½″,17½″&30″–23½″ 44NHP G.SeebeckA.G.Bremerhvn		
	J.Ove	(*Tug*)	135														
NRFS		1*Dk*	—														
736	**Björnefjord**	**SteelScSr**	3680	✠100A1	NYk	*w*	~~9,15~~	1907	JLThomp-son&Sons,Ld. Sunderland	J.L.Mowinckel& Son	346·5	50·8	22·9	**Bergen** Norwegian	T.3Cy.24½″,40″&66″–45″ (*s*) 180lb *90lb* 307NHP 2SB,8*pf*,GS142,HS4600 J.Dickinson&Sons,Ld.Sld.	25 ″ 6	
	*R.Rasmussen*92–13	~~*ss*Gle.No.1–12~~	3443	7,17 ~~9,15~~			8,17	11mo			P23′B92′F31′		FK				
MJDF	(*ex*RiverPlate)	1*Dk*(*pt Irn&pt Stl*)2*trB*	2337					*Lloyd's*	*sA&CP*	*WB=CellD*	*Ba*119′*uE*23′*f*146′*s*			23*t* *APT*29*t*			
		deep framing&*Webframes*3*Dkrule* *ss*NYk.No.2–16		~~BS8,17~~		~~LMC6,16~~											
737	**Björnstjerne Björnson**	**Steel**	5268					1909	W.Gray& Co.Ld. W Hartlepool	Akties.Dpsk. Björnstjrne Björn-son (V.Torkildsen)	410·0	54·0	26·4	**Bergen** Norwegian	T.3Cy.26″,42″&70″–48″ 339NHP Cen.Mar.Eng.Wrks.WHpl		C
	A.Gitlesen	**ScSr**	4913								P36′B254′F43′			*WB*			
MFVL	*Elec.light*	2*Dks*	3251														
738	**Björnvik** *EOHartzell*15–16	**IronScSr**	1031	✠100A1	Hbg	*n*	2,16	1883	J.Priest-man&Co. Sunderland	Norrköpings Rederiaktieb. (K. Henningson, *Mgr*)	225·2	33·5	15·1	**Nrrköping** Swedish	C.2Cy.26″&52″–33″ (*i*) 80lb *80lb* NDB01 121NHP 1SB.3*pf*.GS54,HS1980 Wllsnd.SlpwyCo.Ld.Nwc.	16 ″ 1	
3083	~~*E.Hartzell* 16~~	*ss*Skm.2ndNo.3–12,99	804	7,17 ~~9,16~~	Osc			2mo			Q80′B57′H40*t*F22′		BK8″			s 1 ″7½	
JHFK	(*ex*Britannia,	*ss*Dnk.No.3–5,12	597	*Examined* 7.17				A&CP						4*BHCem* 278*t* *APT*4*t*		15 ″ 3	
	*ex*Isle of Cyprus)	1*Dk*(*Irn*)2*trB*		~~BS7,16~~	~~LMC~~	~~1,13~~ 5,17					*DBa*65′*f*90′						
	Well deck	*Cargo battens not fitted*			~~MS5,15~~												
		*ss*Osc No.1–17															
739	**Blaafjeld**	**SteelScSr**	2100	100A1				1917	American S.B.Co. Cleveland,O.		251·0	43·5	20·0	**Bergen** Norwegian	T.3Cy.20″,33″&54″–40″		
	Elec.light			(*Class Contemplated*)													
															AmericanS.B.Co.		
740	**Blaamyra**	**SteelScSr**	2437	✠100A1	PtA	*s*	~~10,17~~	1916	WestrnDD &S.B Co.Ld PArthur, Ont	TheShippingCon-troller (Turnbull Bros., *Mgrs.*)	251·0	43·8	26·5	**London** British	T.3Cy.20″,33″&54″–40″ (*s*) 190lb 278NHP	28 ″ 3	
142406	~~*J.Evensen* –17~~		2251	~~10,17~~ ~~11,16~~	5,18	~~NYk~~ Cdf	5,18	11mo			P27′B78′F27′		FK				
~~WLPS~~	*Elec.light*	1*Dk*(*Stl*)	1484	~~LMC11,16~~				A&CP						4*BHCem* 80*t* *APT*105*t*	2SB,6*cf*,GS126,HS5246 W'strnDDCoLd.PtArthur		
JTGW		*Cargo battens not fitted*		*Fitted for oil fuel*	11,16	*F.P. a*		*bove* 150°F.		*CellDB*	210′628*t* *FPT*						
741	**Blaaskjæl**	**SteelSc**	109					1914	Kaldnæs Mek.Værks. Tönsberg	Norsk-Engelsk Mineralolie Aktie-selskab (H.S.Bade, *Mgr.*)	83·0	18·1	9·2	**Aalesund** Norwegian *WB*	Oil Engines 2S.C.SA 2Cy. J&CG Bolinders CoLd.Skm		N
	G.Larsen	*Oil Eng.*	90														
MKDJ	*Mchy.Aft*	*Carrying Petroleum in bulk* 1*Dk*	43														
742	**Blaatind**	**IronScSr**	1641	✠	PNl	*r*		1883	W.Gray& Co. W Hartlepool	Akties.Vestland (JohsLeborg, *Mgr*)	264·2	35·6	19·9	**Aalesund** Norwegian	C.2Cy.29″&62″–39″ NDB00 181NHP	21 ″ 6	N
	J.K.I.Jacobsen –16	*ss*Hpl.No.3–1,97	1394	10,07				9mo			P28′Q68′B70′F35′		BK9½″				
HNWC	(*ex*Sneland,*ex*Neva,*ex*	*ss*Bly.No.2–06	996								ptND02			4*BHCem*	2SB,4*cf*,GS80,HS2879		
	Well deck HayGreen)	1*Dk*(*Irn*)2*trB*									*DBa*80			*f* 102′357*t*	Blair&Co.Ld.Stockton		
743	**Black**	**SteelScSp**	102					1910	Akers Mek.Værks. Christiania	VictoriaWhaling Co.Ld.	91·8	18·0	10·6	**Liverpool** British	T.3Cy.12″,18′&30″–18″ 46RHP Akers Mek.Værks.Xia.		
131337		(*Whaler*)	100														
		1*Dk*	37														
744	**Black Diamond**	**SteelSc**	243					1914	Staten Is-land SB.CoLd Pt.Richmond N.Y.	LehighValley R.R.Co.	97·7	26·6	13·5	**NewYork** Utd.States	C.2Cy.20″&42″–26″ 75NHP		
212100	*J.H.Smith*		—														
LDKJ		1*Dk*	129														
745	**Black Head**	**SteelScSr**	1898					1912	Irvine's SB &D.D.Co.Ld. W Hartlepool	UlsterS.S.Co.Ld. (G.Heyn&Ss.*Mgs*)	279·0	40·1	18·5	**Belfast** British *WB*	T.3Cy.20½″,33″&54″–36″ Richardsons, Westgarth&Co.Ld.Hpl. 175NHP		C
132020	*H.Cole* –15		1750								P25′B82′F28′						
VKSR	*Elec.light*	1*Dk*	1153														
746	**Black Prince**	**SteelScSr**	3925	✠100A1	NYk	*w*	~~12,15~~	1903	Russell& Co. Pt.Glasgow	PrinceLine,Ld. (Furness,Withy& Co.Ld.,*Mgrs.*)	345·2	49·9	17·9	**Newcastle** British	T.3Cy.25″,41″&67″–45″ (*s*) 180lb *90lb* 340NHP	28 ″ 5	
114437	*E.Naylor* –15	*ss*Cff.No.3–12,15	3648	*Spar dk*	Lon		5,17	1mo			P20′B202′F37′		25·9		2SB,8*pf*,GS142,HS5438	s 4 ″ 6	
TSPQ	(*ex*Provan)	1*Dk*(*Stl*)&*Spar dk*(*Stl*)&	2560	~~5,17~~ ~~9,16~~	~~LMC~~			*Lloyd's*	*sA&CP*				FK	6*BHCem*	Rankin&Blackmore,Grk.	24 ″ 4	
		deep framing		MS3,15	BS~~9,16~~	~~10,17~~		*WB=Cell* *DBa*112′*uE*&*B*40′			*f*146′ 899*t* *DT*a36′ 816*t* *APT*71*t*						
747	**Black Rock**	**Steel&IronSc3MstSr**	362	✠	Liv	*f*		1891	R.William-son&Son Workington	W.Thomas&Sons	152·3	23·6	8·7	**Liverpool** British	C.2Cy.18″&36″–24″ 71RHP	11 ″ 3	
99324	(*STRANDED 3,15*)		270	4,13				10mo			Q84′B10′F20′		BK7″				
MKDJ	*R.Brooks* –13	*ss*P.Gl.No.3–7,04	130											3*BHCem*	1SB,2*pf*,GS35,HS1191		
	Well deck	*ss*Liv.No.2–13 1*Dk*(*Irn*)												*WB=* *DBf* 80′100*t*	Dunsmuir&Jackson,Gls.		
	Mchy.Aft	*Stlplating*&*Irnframing*															
				Now named "Eleth," See No. 46 in Supplement														
748	**Blackburn**	**SteelScSr**	967	✠100A1	Lon	*m*	~~8,16~~	1900	Strand Slipway Co. Sunderland	H.Keep	224·0	30·1	13·0	**London**	T.3Cy.17½″,29″&47″–33″ (*s*)	15 ″ 3	
110362	*W.Kerr* –15	*ss*Nwc.No.3–4,12	726	11,17 ~~12,16~~	Shl		11,17	9mo			Q110′B13′F21′		FK	British 160	160lb *80lb* 136NHP	s1 ″ 6½	
RVPK	(*ex*Canto)	*ss*Nwc.No.1–16	575	~~LMC8,16~~				A&CP		*WB=CellDBf*	148′277*t* *FPT*39*t*			3*BHCem*	1SB,3*pf*,GS61,HS2141	14 ″ 0	
	Well deck	1*Dk*(*Irn*)&*Webframes*													G.Clark,Ld.Sunderland		
	Mchy.Aft	*Cargo battens not fitted*		BS3,13													
				Now named "Firetown," See No. 41 in Supplement														

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux. Gréement, etc / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Dat. de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où le navire a été coté. Lloyd's. Bureau Veritas. Board of Trade.
749 91283 KTBG	**Blackcock** *R.J.Weir* –11	IronScSr	254 213 49					1886	LairdBros. Birkenhead	Liv.ScrewTowing &LighterageCo. (G.R.Nicholson)	146·2 F14*t*	21·8	10·8	Liverpool British	T.3Cy.19″,28″&47½″–30″ NB99 136NHP LairdBros.,Birkenhead		
750 123289 HJPK	**Blackfriargate** *C.O.Wills* –11 1*Dk*(*ptIrn&ptStl*)&*deep* *Now named "Orfordness," see No. 32 in Supplement*	SteelScSr *ss*Cff.No.2–15	2790 2617 1758	✠100A1 6,17 ~~9,17~~ ~~Cff~~ ~~BS5,16~~ ✠LMC ~~BS8,16~~ BS7,16	Mdb	*u*	12,16	1906 10mo *Lloyd's*	Ropner& Son Stockton	GateS.S.Co.Ld. (T.Middleton& Son,*Mgrs.*) *WB*=*CellDBa*	331·0 P29′B160′F38′ FK 104′*uE*24′*f*138′658*t*	47·6	20·1	Hull British	T.3Cy.23″,38″&62½″–42″ (*s*) 160lb 257NHP 2SB,6*cf*,GS110,HS3900 Blair&Co.Ld.Stockton	22 ″ 6 s 3 ″ 1 19 ″ 9	
751 132543 HSTW	**Blackheath** *M.H.Scott* –13 *Elec.light* 1*Dk*(*ptIrn&ptStl*)	SteelScSr	4868 4568 2978	✠100A1 6,15 ~~Examd 9,11,17~~ ~~BS7,16~~ ✠LMC6,11 BS11,17	Cff	*y*	~~4,14~~ 5,17	1911 6mo *Lloyd's*	Ropner& Sons,Ld. Stockton	BritainS.S.Co.Ld. (Watts,Watts&Co Ld.*Mgrs.*) *ediate blkhd in aft* *WB*=	390·0 P34′B120′F41′ FK *er hold dispensed wi* *CellDBa* 126′*uE*30	52·0	27·8	London British *Cem*	T.3Cy.27″,44½″&73″–48″ (*r*) 180lb *120lb* 434NHP 3SB,9*cf*,GS192,HS7158 *th–5BH only* *f*173′ 1256*t*	30 ″ 3 s 6 ″ 1½ 24 ″ 5	
752 99743 NGLJ	**Blackrock** *J.Gill* –03 *Well deck Elec.light* 2*Dks*	SteelScSr	789 682 335			...		1892	NavalCon. &Arm.Co.Ld Barrow	Tedcastle,McCormick&Co.Ld.	240·0 P&B157′F65′ BK6″	32·1	15·2	Dublin British *WB*	T.3Cy.23″,38″&61″–42″ 297NHP NavalC.&A.Co.Ld.Brw.	16 ″ 0	BT till 5,17
753 137789	**Blackstone** *L.McCubbin* –15 (*Trawler*) *Oil Eng.* 1*Dk*	SteelScK	148 110 66					1915	A.Jeffrey& Co. Alloa	A.Robertson (J.M.Paton, *Mgr.*)	82·3 Q27′F18′	19·0	8·9	Glasgow British	Oil Engines 2S.C.SA 4Cy.10¼″–13″ Beardmore&Co.Ld.Gls.		C
754 128873 HQVK	**Blacktoft** *A.Broadhead* –10 *Elec.light* 1*Dk*(*Stl*)	SteelScSr *ss*Goo.No.1–14	1109 939 654	✠100A1 9,15 ✠LMC6,14	Goo	*n*	9,15	1910 5mo *Lloyd's*	WoodSkinner&Co.Ld. Newcastle	J.H.Wetherall& Co.Ld. *WB*=*CellDBa*58′	225·2 P16′B48′F25′ FK *uE*19′*f*91′286*t FPT*	36·2	14·5	Goole British *Cem*	T.3Cy.18½″,30″&50″–33″ (*s*) 180lb 169NHP 4*BHCem* 45*tAPT*3*t*	16 ″ 5 s 2 ″ 1½ 14 ″ 7	
755 123129 HNQG	**Blackwater** *J.Pullin* –14 *Well deck* *Mchy.Aft* 1*Dk*(*Stl*)	SteelSc3MstSr *ss*Dub.No.2–15	678 459 259	✠100A1 7,15 ~~BS7,16~~ ✠LMC7,15 BS7,17	Dub	*j*	~~6,14~~ 7,17	1907 11mo *Lloyd's*	AilsaS.B. Co.Ld. Troon	Tedcastle,McCormick&Co.Ld. *WB*=*Cell*	185·1 Q103′B11′F34′ BK7½″ *DBf*103′145*t FPT*	27·6	11·0	Dublin British *Cem*	C.2Cy.22″&46″–30″ (*s*) 130lb 87RHP 4*BHCem* 66*tAPT*10*t*	13 ″ 7 s ″ 8 13 ″ 9	
756 123952 HLWS	**Blackwell** *S.C.Smiles* –14 *Elec.light* 1*Dk*(*Stl*)&*Spar dk*(*Stl*) &*deep framing*	SteelScSr *ss*Mdb.No.1–12	4712 4502 2966	✠100A1 *Spar dk* 10,15 ~~Examd 9,11,17~~ ~~BS7,16~~ ✠LMC7,11,17 BS8,17	Sou	*y*	~~12,16~~ N9,17	1907 12mo *Lloyd's*	J.L.Thompson&Sons,Ld Sunderland	WellLine,Ld. *WB*=	401·7 P27′B112′F42′27·2 FK *Cell DBa* 142′ *uE*	50·7	17·8	Sundrland British 6*BHCem*	T.3Cy.27½″,45″&76″–48″ (*s*) 180lb *180lb* 521NHP 3SB,9*cf*,GS183,HS7377 FD N.E.MarineEng.Co.Ld.Sld &*B*42′ *f*168′ 1029*t FPT*100*tAPT*33*t*	29 ″ 9 s 5 ″ 11½ 24 ″ 2	
757 101961 MWJK	**Blagdon** *W.D.Lewis* –17 *Well deck* 1*Dk*(*ptStl,ptIrn*)&*Webframes*	SteelScSr *ss*Shl.No.3–4,05 *ss*Shl.No.2–14	1996 1502 1268	✠100A1 ~~4,17~~ ~~8,16~~ ~~BS7,16~~ ✠LMC~~4,13~~ 4,17 ~~Mc4,17~~	Npt	*r*	~~N8,16~~ 4,17	1893 1mo	W.Gray& Co.Ld. WHartlepool	HansenShipping Co.Ld. (HansenBros.Ld. *Mgrs.*) A&CP *WB*	276·5 P29′Q76′B144′ F31′ FK =*Cell DB* 228′ 438*t*	38·1	17·6	London British 4*BHCem*	T.3Cy.20″,31½″&53″–36″ (*s*) 160lb *80lb* 176NHP 2SB,4*rf*,GS56,HS2740 *APT*18*t*	20 ″ 1 s 1 ″ 3½ 19 ″ 0	
758 137783 JMBP	**Blairhall** *O.J.Andersen* –15 (*ex*Heros) *Spar dk*(*Stl*)2*trB* &*deep framing*	SteelScSr *ss*Shp.No.3–12,11	2549 2362 1624	✠100A1 *Spar dk* *withfreeboard* 1,15 ~~Examd 9,17~~	Hul	*t*	10,16	1899 11mo	A.Rodger &Co. Port Glasgow	ClydesdaleNav.Co. Ld.(G.Nisbet&Co. *Mgrs.*) A&CP *WB*=*Cell DBa*	313·8 P29′B80′F29′ FK 102′*uE*18′*f*130′635*t*	44·0	20·7	Glasgow British 5*BHCem*	T.3Cy.22½″,37″&61″–42″ (*s*) 160lb ~~80lb~~ NDB18 249NHP 2SB,6*pf*,GS92,HS3862 *100lb* *APT*34*t*	23 ″ 3 s 3 ″ 11½ 19 ″ 7	
759 112434 SFTQ	**Blairmore** *J.Leask* –15 (*ex*Mountfields) *Elec.light* 1*Dk*(*Irn*)2*trB* &*deep framing* 3*Dk rule*	SteelScSr *ss*Shl.No.3–12,13	3038 2822 1947	✠100A1 ~~11,17~~ ~~11,16~~ ~~BS7,16~~ ✠LMC~~12,16~~ ~~BS2,16~~ ~~5,17~~ 2,16	Mdb ~~Gls~~	*u*	~~3,16~~ N5,18	1901 2mo	W.Gray& Co.Ld. WHartlepool	NorthernNav.Co. Ld. (G.Nisbet&Co. *Mgrs.*) A&CP *WB*=*Cell DBa*	325·0 P27′B88′F30′ FK &*uE* 130′*f* 136′732*t*	47·2	22·4	Glasgow British 5*BHCem*	T.3Cy.24″,38″&64″–42″ (*s*) 160lb *100lb* NDB13 257NHP 2SB,6*pf*,GS98,HS3738 *APT*53*t*	24 ″ 10 s 4 ″ 5 20 ″ 10	
760 123649 HGJQ	**Blake** *H.J.Hill* –06 *Turret deck* 1*Dk*2*trB*	SteelScSr	3740 3157 2396					1906	W.Doxford &Sons,Ld. Sunderland	~~BlakeS.S.Co.Ld.~~ ~~(A.W.Pickard&Co)~~ ZodiacShippingCo Ld(Moller&Co.*Mgrs.*)	342·1 P21′F35′	46·6	24·8	London British *WB*	T.3Cy.26″,42″&68″–42″ 300NHP W.Doxford&Sons,Ld.Sld.		V
761 114820 JMTS	**Blakemoor** *E.D.Barron* –16 *Turret deck* 1*Dk*2*trB*	SteelScSr	3752 3142 2410					1901	W.Doxford &Sons,Ld. Sunderland	BergShippingCo. Ld.(T.G.Berg, *Mgr.*)	342·4 F36′	46·7	24·8	London British *WB*	T.3Cy.26″,42″&68″–42″ 300NHP W.Doxford&Sons,Ld.Sld.		C V
762 HMKR	**Blanc-Nez** *J.Barbe* (*Trawler*) *Elec.light* 1*Dk*	SteelSc	247 — 100					1903	Bonn& Mees Rotterdam	L.Bouclet	131·8	21·5	12·5	Boulogne French *WB*	T.3Cy.13″,21½″&35″–24″ Alblasser- NB13 60NHP damscheMachinenFab.Alb		V
763 1545 HVQL	**Blanche** *J.Lilja*17–17 *Elec.light* 1*Dk*	SteelScSr	388 281 210					1891	MotalaCo. Oscarshamn	Rederiaktieb. Triangelen (E. Blomberg,*Mgr.*)	133·2 Q47′B35′H10*t*F16′	23·6	12·7	Hlsngborg Swedish	T.3Cy.11¼″,18¼″&29½″–19½″ 38NHP OscarshamnsMek.Værks.		V
764 124735 JHPD	— *H.A.Harris* –15 1*Dk*	SteelScK *ss*Hul.No.1–11	173 166 68	✠100A1 *StmTrawler* 10,13 BS5,15 ✠LMC6,11	Hul		5,15	1907 1mo *Lloyd's*	Cook,Welt'n&Gemmell Ld. Beverley	~~Hellyers Steam~~ ~~FishingCo.Ld.~~ Capt.Q.Dick (C.Curzon,*Mgr.*) *WB*=	108·5 BK8″	21·6	11·5	Hull British 4*BHCem* *DTf*13′30*t*	T.3Cy.10″,16¼″&27″–24″ (*s*) 200lb 45RHP 1SB,2*pf*,GS25,HS750 Amos&Smith,Hull	12 ″ 4	
765 86959	— *R.Smith* –17	SteelPadSp	112 112 12					1883	J.T.Eltringham South Shields	N.EasternRly.Co.	95·6	19·2	9·8	W.Hartlpl British	L.2Cy.28″–50″ NB10 75RHP J.P.Rennoldson&Son,SShl		
766 NHBG	**Blankenburg** *P.Visser* –13 1*Dk*	SteelSc (*Tug*)	102 100					1913	H.J.Koopman Dordrecht	L.Smit&Co's. Sleepdienst,Ld.	82·2	18·5	9·4	Rottrdam Dutch	T.3Cy.11″,17⅛″&28½″–16″ 33NHP H.J.Koopman,Dordrecht		V
767 133570 JKRC	**Blaydonian** *G.F.W.Sim*98–15 *Mchy.Aft* 1*Dk*(*ptStl*)	SteelScK	315 230 119	✠100A1 ~~11,17~~ ~~8,15~~ 9,18 ~~Mdb~~ ~~BS5,15~~ ✠LMC3,15	Shl	*e*	11,17	1915 3mo *Lloyd's*	J.P.Renoldson&Sns Ld.S.Shields	Blaydon&London S.S.Co.Ld. *WB*=*C*	135·3 Q55′F18′ FK *ellDBf*77′90*tFPT*	23·6	9·1	Newcastle British 3*BHCem* 37*tAPT*17*t*	C.2Cy.17″&36″–24″ (*s*) 130lb 75RHP 1SB,3*pf*,GS44,HS1296 JP.Rennldsn&SnsLd.SShl	11 ″ 3 s ″10½ 10 ″ 7	
768 95158 KTDJ	**Blazer** *G.Mummery* –14 (*ex*TheRose) 1*Dk*(*Irn–ws*)	IronScSr *ss*Goo.2ndNo.3–12,12	283 241 6	✠100A1 *Tug* 8,16 BS8,16 ✠LMC12,12	Goo	*e*	6,15	1888 6mo *Lloyd's*	SM'Knght &Co. Ayr	Goole&HullSteam TowingCo.Ld.	130·0 BK7″	23·5	12·6	Liverpool British 4*BHCem*	C.2Cy.29″&55″–36″ (*a*) 80lb 150NHP 1SB,4*pf*,GS82,HS2624 J.Gilmour&Co.,Glasgow	13 ″ 6	
769 115930 TRSW	**Bleamoor** *W.Blakey* –16 *Turret deck* 1*Dk*2*trB*	SteelScSr	~~3746~~ ~~3147~~ ~~2403~~ 3755 3147 2400					1902	W.Doxford &Sons,Ld. Sunderland	Bombay&Persia SteamNavigation Co.Ld.	342·3 *WB*	46·6	24·8	Bombay British	T.3Cy.26″,42″&68″–42″ 300NHP W.Doxford&Sons,Ld.Sld.		V

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Master. Special Surveys.	3 Material, Rig, &c. Late Name if any. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey. Years Assigned now expired.	7 Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Distinct Mark of Trade Cert.
770 Blenda 3303 *C.E.Kerr* (*ex*SanDomingo) JKBQ *Well deck* 1*Dk2trB*		IronScSr	1038 784 579			...		1874	M.Pearse& Co. Stockton	G.E.Reuter	231·6 | 31·3 | 15·7 Q87'B54'H23*t*F23' ND90 BK8"			Gothenbrg Swedish *WB*	C.2Cy.28"&56½"–36" NB86 142NHP Blair&Co.Ld.Stockton	16 ″ 8	V
771 — 4657 *Lundblad* JQFT *Mchy.Aft* 1*Dk*		SteelScSr	219 176 109			...		1906	Aktieb. LödöseVarf Lödöse	Ångf.Aktieb. Export (O. Jensen, *Mgr.*)	100·1 | 22·4 | 11·2 P28'H12*t*F13' FK			Karlstad Swedish *WB*	C.2Cy.10"&22½"–15" 20NHP Aktieb.LödöseVarf,Lödöse	12 ″ 0	V
772 Blenheim 121107 *H.Watson* –07 1*Dk*		WoodScSr	151 115 85					1905	H.Miles Forster,NSW	WairauS.S.Co.Ld.	109·0 | 23·5 | 6·7			Wellingtn, N.Z. British	C.2Cy.13"&26"–18" E&B*made*03 50RHP Bow,McLachln&Co Ld Psy		
773 Blidensol *O.H.Olsen* (*ex*Urda) JVGD *Well deck* 1*Dk2trB*		SteelScSr	721 543 402	✠ 12,93 ✠	Gls	*j*		1890 3mo	Bergens Mek.Vrks. Berge	Akties.Blidensol (Brdr.Olsen) *WB=Cell*	193·0 | 28·0 | 11·1 Q44*t*B95*t*F31*t* BK7½" *DB*90'135*t*FPT30*t* *APT*11*t*			Stavanger Norwegian	T.3Cy.15½",25"&40"–27" 91NHP 1SB,2*cf*,GS41,HS1528 Bergen'sMek.Verks.,Bgn.	13 ″ 9	N
774 Blidösund 5189 *J.W.Eriksson*11–11 JSFL *Elec.light* 1*Dk*		SteelScSr	272 117 174					1910	Eriksbergs M.V.Aktieb. Gothenburg	Ångf.AktiebStockholm-Blidösund (J.Norman, *Mgr.*)	109·4 | 22·5 | 8·9 B80'H50*t*			Blidö Swedish	C.2Cy.15"&29⅝"–22½" 33NHP EriksbergM.V.Aktieb.Got		
775 Blidösund II. 2627 *C.J.T.Osterman*12–12 JFSH *ex*Kyrkviken) 1*Dk*		IronSc	104 55 67					1884	MotalaCo. Motala	Ångf.AktiebStockholm-Blidösund (J. Norman, *Mgr.*)	81·8 | 16·7 | 6·9 P24'B26'H6*t*			Blidö Swedish	C.2Cy.10¾"&18½"–15⅝" 11NHP MotalaCo.Motala		
776 Blink 128726 *O.Martiniussen* –11 VJQW 2*Dks*		SteelScSr (*Whaler*)	129 125 47					1911	Xiansands Mek.Værks. Xiansand	Chr.Salvesen&Co.	98·1 | 19·0 | 11·0			CapeTown British *WB*	T.3Cy.11½",18½"&28½"–24" 60RHP G.T.Grey,S.Shields		
777 Blizzard 139128 1*Dk*(*Stl*)		SteelSc	70 69 —	✠100A– *For towing purposes* 5,16 ✠LMC5,16	Yar			1916 5mo	Crabtree& Co.Ld. Gt.Yarmouth	J.W.Cook&Co.Ld.	70·8 | 18·2 | 8·9 BK5"			London British *4BHCem*	T.3Cy.10¾",17"&28"–18" (*s*) 200lb 40RHP 1SB,9*pf*,GS36,HS1019 Crabtree&Co.Ld.Gt.Yar.	9 ″ 1	
778 Block Island 3201		WoodPad	757 — 566					1882	R.Palmer &Son Noank,Conn.	NewEngland S.S.Co.	187·2 | 33·0 | 11·6			N.Lndn Cn Utd.States	B.1Cy.46"–120" NB01 179NHP A.&W.Fletcher,NewYork		
779 Bloemfontein 123738 *W.H.Dormand* –15 ~~ssNwc.No.2–15~~ HJNL 1*Dk*(*Stl*)&*Spar dk*(*ptIrn&ptStl*) *Elec.light* Wireless &*deep framing* *Carrying fuel oil F.P.above 150°F. in D.B*		SteelScSr	4654 4389 2958 5,13 ~~10,14~~	✠100A1 *Spar dk* ~~BS9,16~~	NYk Liv BS9,17 ✠LMC4,15	*z*	~~4,15~~ 4,18	1906 10mo	A.McMillan&Son,Ld. Dumbarton *Lloyd's*	Ellerman&BucknallS.S.Co.Ld. *sA&CP WB=Cell DBa* 123'*uE&*	401·1 | 50·0 | 18·1 P38'B229'F41' 26·9 FK B46'*f*181'989*t*FPT			N.Shields British *6BHCem* 75*t*	T.3Cy.26",44"&73"–48" (*s*) 29 ″ 10 180lb HS8297 478NHP s 5 ″ 0½ 2S&1AuxSB,9*cf*,GS179, FD 25 ″ 2 Dunsmuir&JacksonLd Gls *APT*70*t*		
780 Blomvaag *A.Valink* (*ex*TransportL., HDWT *ex*Gard) 1*Dk*		SteelScSr	695 514 391					1891	Nylands Værksted Christiania	Akties.Dpsk. Blomvaag(Nordgreen&Larsen)	186·3 | 28·5 | 12·8 Q51*t*B91*t*H25*t*F13*t*			Bergen Norwegian *WB*	T.3Cy.13",21¾"&34½"–24" 59NHP NylandsVærksted,Xia.		N
781 Blonde 48600 *A.G.Irvine* –16 *ss*Lon.No.3–4,71 JHWM *Mchy.Aft* 1*Dk2trB*		IronScSr	613 594 363	✠ 4,71	Lon			1863 9mo	C.Lungley London	Requisitioned by the Admiralty (Everett& Newbigin, *Mgrs.*)	175·0 | 28·7 | 15·4			London British *4BH*	4Cy.16"&35"–27" NB02 112NHP C.Lungley,London		
782 Bloodhound 64330 *E.Wayte* –16 Wireless VHGC (*ex*H.M.S.Discovery) 2*Dks*		WoodSc3MstSr	542 508 314					1873	..... Dundee	Murray&Crawford,Ld.	166·0 | 29·1 | 17·9			Glasgow British	C.2Cy.23$\frac{3}{16}$"&46"–36" NB03 96RHP Greenock Foundry Co. Grk.		
783 — 95821 *C.Daly* –14 MTNB 1*Dk*		IronScK	150 138 59			...		1890	Cook, Welt'n&Gemmell Hull	T.Lauder	100·4 | 20·9 | 10·9 Q22'F18' BK7½"			Aberdeen British	C.2Cy.17"&33"–22" 45RHP Bailey&Leetham,Hull	11 ″ 11	
784 Bloomfield 110344 *J.O'Neill* –09 *ss*Nwc.No.3–9,12 RJQK *ss*Bkn.No.1–16 *Mchy.Aft* 1*Dk*(*Stl*)&*Spar dk*(*ptIrn&* *Elec.light* *ptStl*)&*Web frames*		SteelSc3MstSr	4455 4163 2722	✠100A1 *Spar dk* *Carrying Petr* 6,17 ~~6,16~~ ✠LMC6,16 BS6,17 *Fitted for oil fuel* 9, 12	Bkn Sal *oleum*	*x* *in*	~~6,16~~ 6,17 *bulk* *F.P.above* 150°F.	1899 10mo	TyneIron S.B.Co.Ld. Newcastle *Lloyd's*	HuntingSS.Co.Ld. (Hunting&Son, *Mgrs.*) *sA&CP WB=CellDB*	350·0 | 50·2 | 22·5 P100'B32'F57'29·6 FK *uE&B*68'255*t*FPT			Newcastle British *14BHCem* 100*t*	T.3Cy.27",45"&74"–48" (*s*) 31 ″ 0 180lb 430NHP s 6 ″ 4½ 3SB,9*cf*,GS209,HS6900 25 ″ 0 N.E.MarineEngCoLdNwc		
785 Blosse Lynch 76926 *A.Holland*		IronPad	466 309 384					1876	J.&G. Rennie London	Euphrates&Tigris Stm.Nav.Co.Ld.	220·4 | 29·1 | 6·0			London British	C.H.4Cy.18½"&35"–54" 150NHP J.&G.Rennie,London		
786 Blücher *P.Wiehr* Sub.Sig. Wireless RMNQ *Ref.Mchy Elec.light* 4*Dks*		SteelTwinScSr	12350 9181 7592	*Wilhelmine Leopoldina," See No. 37 in Supplement*				1901	Blohm& Voss Hamburg	Hamburg-Amerik. Packetf.Act.Ges. (Ham.-Amr.Linie)	525·6 | 62·3 | 35·6 P&B402'F73'			Hamburg German *WB*	Q.8Cy.29½",42½",60½"&85½"–55½" 1090NHP Blohm&Voss,Hamburg		G
787 — *Ch.Reuter* –13 (*Trawler*) KRVH 1*Dk*		SteelScK	233 196 76					1913	Schiff.Ges. Unterweser Lehe	F.A.Pust	127·3 | 22·5 | 12·4 Q67'F20'			Gstemnde German *WB*	T3Cy.11⅝"18½"&30$\frac{7}{16}$"–22½" 44NHP J.C.TecklenborgA.G.Gst.		G
788 Blue 131357 *H.O.Sjorvold* (*Whaler*) 1*Dk*		SteelScSp	102 100 7					1910	Akers Mek.Værks. Christiania	VictoriaWhaling Co.Ld.	91·8 | 18·0 | 11·2			Liverpool British	T.3Cy.12",18"&30"–18" 46RHP AkersMek.Værks.Xia.		
789 Blue Bell 121849 2*Dks*		SteelPad	752 408 451					1906	PolsonIron Works Co.Ld. Toronto	TorontoFerry Co.Ld.	150·0 | 30·0 | 7·2			Toronto British	C.2Cy.17"&34"–48" 48RHP Polson I.W.Co.Ld.Toronto		
790 Blue Hill 97033 *D.McRae* –98 1*Dk*		WoodScSr	196 74 98					1887	..... EastBoston, Mass.	BaddeckS.S.Co Ld.	135·0 | 18·0 | 7·0			Halifax NS British	C.2Cy.12"&22"–12" 38RHP		
791 Bluebell 119180 *J.W.Bracewell* –09 (*Trawler*) 1*Dk*		SteelScK	169 169 67			...		1904	Mackie& Thomson Glasgow	A.G.Brown	110·5 | 20·9 | 11·0 BK7½" *WB*			Glasgow British	T.3Cy.11½",18"&31"–22" 47RHP W.V.V.Lidgerwood,Gls.	12 ″ 0	
792 Bluefields *W.Hansen*16– MCGL *Elec.light* 1*Dk*		SteelScSr	1002 729 630	*Nouvameu "Juli," See No. 14 in Supplement*				1905	Bergens Mek.Værks. Bergen	T.Evers	224·0 | 31·3 | 14·6 Q78'B31'F35'			Haugesnd Norwegian *WB*	T.3Cy.19",30"&50"–33" 144NHP BergensMek Værks Bergen		N

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Appel.	7* Date de la dernière visite de charpente-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NH=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Registres ou cotés. A ce n'est dans le L.R. Thames Corr. R. of Trade.
793	**Bluff**	WoodScK	101					1906	Sexten Groth Gothenburg	Irvin&Johnson, Ld.	94·0	19·0	10·6	Cape Town British	C.2Cy.15⅝″&24⅝″–22″ 50RHP S.Larson,Thorskog		
84??	*F.Skelton* –13		92														
VSLC		1*Dk*	46														
794	**Blumenthal**	SteelSc	141					1895	Bremer Vulkan Vegesack	Deut.Hochseefis-chereiGes.Bolte& Steenkn.G.m.b.H.	102·3	20·6	9·9	Brmrhavn German *WB*	C.2Cy.14¼″&27⅝″–21½″ 29NHP Bremer Vulkan, Vegesack		
	(Captured and taken to Grimsby)		130														
QGCS	*F.Meyer* –12 (*Trawler*)	1*Dk*	48														
795	**Blush Rose**	SteelSc3MstSr	645	✠100A1	Liv	*j*	8,17	1913	NVSchpsb. DeMerwede Hardingxveld	R.Hughes&Co.	178·4	28·1	11·1	Liverpool British	T.3Cy.15″,25″&40″–27″ (*s*) 180lb 82RHP	13 ″ 5 s ″ 7	
135482	*J. Robinson*		454	9,14	LMC6,13			6mo			Q103′B11′F22′		FK	3*BHCem*	2SB,*4pf*,GS59,HS1800	13 ″ 0	
JCQM	*Well deck*	1*Dk(Stl)*	281					*Lloyd's*		*WB=Cell*	*DBf* 103′139*tFPT*		45*tAPT*4*t*	Gothenburg	Earle's Co.Ld.Hull		
796	**Ba** [illegible]	IronScSr	942	✠100A	Npt		6,15	1871	ColeBros. ~~Aktieb.Bröderna~~ Löfgren	Rederiak-tieb Transatlantic (G.Carlsson,*Mgr.*)	216·0	28·4	16·7	Gefle Swedish	C.2Cy.26½″&47″–30″ 70lb *60lb* NBS1 101NHP	17 ″ 8 s 2 ″ 1½	
1220	*S.Andersson* 16-17	*ss*Got.3rdNo.3–3,09	723	12,16				11mo	Newcastle		P112′H13*t*F25′			4*BHCem*	1SB,*3pf*,GS46 NDN99	16 ″ 8	
HSRB	(*ex*Zeus,*ex*York)	*ss*Got.No.1–14	569	~~BS9,16~~	~~MSCalais~~				A&CP					*DBa*✠*f*142′	N.E.MarineEng.Co.Ld.Sld		
	Well deck	1*Dk*2*trB*															
797	**Boa Vista**	SteelScSr	3667	✠100A1	Rot	*w*	~~8,13~~	1901	T Turnbull &Son Whitby	Requisitioned by the Portuguese Government	351·5	44·0	20·6	Portuguese	T.3Cy.24″,40″&65″–42″ (*s*) 156lb ~~80lb~~ 70lb 268NHP	29 ″ 8 s 6 ″ 9	
		*ss*Rot.No.3–10,13	3481	*Spar dk*	Lis		8,17				P31′B104′F33′	28·5	FK	6*BHCem*	2SB,*6cf*,GS122,HS3920	23 ″ 3	
	(*ex*TheodorWille)	1*Dk(Irn)*&*Spar dk*	2386	8,17 ~~2,14~~			8,17							*APT*40*t*	Blair&Co.Ld.Stockton		
		(Irn)&*Web frames*		✠NB4,09	✠LMC10,13			*Lloyd's*	*A&CP*	*DBa*	120′*uE*24′*f*140′813*t*						
798	**Boadicea**	IronScK	193	✠	Bbo		-	1899	Cook,Wel-t'n&Gemmell Hull	V.Nieto	113·6	21·0	11·2	Corunna Spanish	T.3Cy.11½″,20⅝″&38″–24″ 53NHP	12 ″ 1	
		*ss*Bbo.No.2–07	171	*Stm Trawler*				2mo			Q49′		BK7½″	4*BHCem*	1SB,*2cf*,GS31,HS912		
HDVP	(*ex*OnceAmigos,*ex*Boadicea)	1*Dk*	61	7,10	✠								*WB*=	*DBf*13′8*t*	Amos&Smith,Hull		
799	**Boambee**	WoodScSr	236					1908	E.D.Pike &Co.Ld. Sydney NSW	Langley Bros.Ld.	127·4	27·2	7·7	Sydny NSW British	C.2Cy.13½″&30″–18″ 40RHP		
125187	*J.H.Ferguson* –13		188											*WB*	Plenty&Son,Ld.Newbury		
		1*Dk*	113														
800	**Bob**	SteelScSr	678					1908	Nylands Værksted Christiania	Akties.GangerRolf (Fred.Olsen&Co. *Mgrs.*)	176·2	29·7	12·3	Chrstiania Norwegian	T.3Cy.13″,21″&36″–27″ 67NHP		N
	C.Fabricius		513								P121*t*H10*t*F11*t*			*WB*	Nylands Værksted, Xania.		
MFHG	*Elec.light Mchy.Aft*	1*Dk*	344														
801	**Bobbie Towns**	WoodScSr	136					1894	G.Frost Kincumber, N.S.W.	Hetherington& Rylance,Ld.	98·2	23·3	7·5	Brisbane British	C.2Cy.11″&22″–16″ E *made*91 21RHP		
101139	*L.Shaw* –94		121												Bow,McLachlan&Co.,Psy.		
		1*Dk*	75														
802	**Bobby Burns**	WoodScSr	142					1897	McFarlane &Dowell Brisbane	J.Darling&Son	89·2	25·0	6·9	SydnyNSW British	C.2Cy.8″&16″–18″ 20RHP		
94164	*C.Foster* –05		112												Tooth&Co.,Maryborough		
		1*Dk*	77														
803	**Bocaina**	SteelTwinScSr	*1695*					1909	Workman, Clark &Co.Ld Belfast	Lloyd Brazileiro	276·2	44·9	16·4	R.Janeiro Brazilian	T.6Cy.14″,22″&37″–21″ 63NHP		C
			1570								F29′						
	Elec.light	1*Dk*	*1044*											*WB*	Wrkman,Clark&Co.Ld Bel		
804	**Bochum**	SteelScSr	6161	✠	Ham	*c* †		1912	Akt.Ges. "Neptun" Rostock	Deutsch Austral. Dmpfsch.Ges.	460·0	58·0	27·2	Hamburg German	T.3Cy.28″,47½″&77½″–54″ 733NHP	29 ″ 10	
	*F.Parrau*99–12		5730	2,17				7mo			P&B382′F57′		FK	9*BHCem*	4SB,*12cf*,GS248,HS11207 FD		
RSJD	*Well deck* Wireless	2*Dks(Stl)*&	3837							*WB=Cell*	*DBa* 140′ *uE*&*B* 72′			*f*194′1600*t*	A.G."Neptun," Rostock		
	Elec.light	*lower dk in fore hold*															
805	**Bodalla**	WoodTwinScK	345					1914	Morrison& Sinclair Blmain,NSW	Illawarra&SCoast Stm.Nav.Co.Ld.	130·0	30·0	8·8	SydnyNSW British	C.4Cy.11″&22″–16″ 40RHP		
136397	*F.Basclain* –14		258								F15′				Campbell&Calderw'd,Psy.		
	Mchy.Aft	1*Dk*	166														
806	**Boden**	SteelScSr	4253	✠100A1	Phl	*y*	2,16	1914	J.L.Thomp-son&Sons,Ld Sunderland	Trafikaktiebolaget Grangesberg-Oxelosund (P.A.Welin,*Mgr.*)	385·0	53·7	23·6	Stockholm Swedish	T.3Cy.26½″,48″&72″–48″ (*s*) 180lb 449NHP	26 ″ 1 s 2 ″ 10½	
5595	*Th.Lindqvist* –14		3876	*Shelter dk*				5mo					FK	7*BHCem*	3SB,*9cf*,GS195,HS7731	23 ″ 7	
JTSL	*Elec.light*	1*Dk(Stl)*&*Shelter dk(Stl)*	2006	*with freeboard*				*Lloyd*	*sA*&*CP*	*WB=Cell DBa including Tunnel Tanks* 134′					J.Dickinson&Sons,Ld.Sld.		
	Wireless	*Cargo battens not fitted*		1,17	LMC5,14					*uE*21′*f* including Bow Tank in forehold 147′1811*t DT*				*a*15′484*t DT*	*f*21′260*tFPT*76*tAPT*191*t*		
807	**Bodin**	SteelScSr	261					1910	Mjellem& Karlsen Bergen	Saltens Dmpskslsk	113·0	21·0	15·3	Bodö Norwegian	C.2Cy.13½″&30″–22″ 35NHP		
	M.Greve		241								H18*t*				Mjellem&Karlsen,Bergen		
MGBP	*Elec light*	2*Dks*	145														
808	**Boekelo**	SteelScSr	835	✠100A1	Ams	*j*		1916	N.V. Burgerhouts Mschfb.Schp Rotterdam	(TheShippingCon-troller(Temple, Thomson&Clark, *Mgrs.*)	180·0	30·1	12·1	London British	T.3Cy.15¾″,25⅝″&41¾″–27½″ 180lb (*s*) 108NHP	14 ″ 0 s 5 ″ 2	
142362	~~*P.H.deBruyn* –16~~		532	3,18 ~~1,16~~	LMC4,16			4mo			RQD108′B13′F20′		FK	3*BHCem*	2SB,*4cf*,GS62,HS1804	13 ″ 7	
~~NHBP~~	*Mchy.Aft*	1*Dk(Stl)*	401					A&CP						59*tAPT*41*t*	NV.Burgerhouts Mch.Shp.		
JSRH	*Well deck*									*Cell DBf* 112′146*tFPT*							
809	**Boelongan**	SteelSc	1053					1915	Gebroeders Pot(Bolnes) Bolnes	Koninkl.Paketv. Maats.	230·0	38·2	12·2	Batavia Dutch	Oil Engine 6Cy.15¾″–27½″		V
	A.Werner	*Oil Eng.*	840												Nederlandsche Fab.Ams.		
NHBM	*Elec.light*	2*Dks*	578														
810	**Boeroe**	SteelScSr	6591	✠100A1	Ams	*z*	7,16	1914	W.Gray& Co.Ld. West Hartlepool	Stoomv.Maats. Nederland	420·4	54·5	33·4	Amstrdam Dutch	T.3Cy.28″,46″&77″–54″ (*s*) 180lb 656NHP	36 ″ 0 s 8 ″ 10	
	~~*Hof Bleecker* –15~~ *Ivan Epiph* –17		6220	*Shelter dk*	Sba			4mo		*WB=Cell*			FK	7*BHCem*	4SB,*12cf*,GS232,HS10121 FD	27 ″ 6	
NHBR		2*Dks(Stl)*&*Shelter dk(Stl)*	4196	*with freeboard*				*Lloyd's*	*sA*&*CP*	*DBa* 141′ *uE*&*B* 72′	*f* 163′1340*tDTa* 37′			800*tAPT*21*t*	Cen.Mar.Eng.Wrks.WHpl		
	Elec.light Wireless			10,17 ~~2,17~~	LMC4,14												
811	**Boeton**	SteelScSr	6253	✠100A1	Ams	*z*	~~8,15~~ 8,17	1913	W.Gray& Co.Ld. West Hartlepool	Stoomv.Maats. Nederland	400·0	53·5	34·6	Amstrdam Dutch	T.3Cy 28″,46″&77″–48″ (*s*) 180lb 621NHP	37 ″ 1 s 8 ″ 9½	
	S.Stapel –16	*ss*Ams.No.1–17	5963	*Shelter dk*				2mo		*WB=Cell*			FK	6*BHCem*	4SB,*12cf*,GS224,HS9597 FD	28 ″ 8	
NHBW	*Elec.light*	2*Dks(Stl)*&*Shelter dk(Stl)*	4004	*with freeboard*				*Lloyd's*	*sA*&*CP*	*DBa* 132′ *uE*&*B* 69′	*f* 154′1199*t DTa* 37′			860*tAPT*24*t*	Cen.Mar.Eng.Wrks.WHpl		
	Wireless			8,17 ~~7,16~~	~~LMC3,15~~ 8,17												
812	**Böfjord**	WoodScSr	141					1914	Aasjaard	S.S.Böfjords Rederi (G.Sæther)	94·7	21·5	11·3	Xiansund Norwegian	C.2Cy.7″&14″–12″ 6NHP		
	P.Sæther –14		127						Bö						Storviks M.V.Xiansund		
MKHC	*Mchy.Aft*	1*Dk*	71														
813	**Bogados**	SteelScSr	2942	✠	Ham	*u*		1891	Sunderlnd S.B.Co.Ld. Sunderland	Deutsche Levante Linie	343·0	41·1	18·5	Hamburg German	T.3Cy.23½″,39″&64″–42″ NDB04 283NHP	28 ″ 7	
	G.Ikels	*ss*Bhn.No.3–7,03	2760	8,16				3mo			B78′F41′		26·0 BK8″	6*BHCem*	2SB,*6rf*,GS115,HS4500		
QFMC	(*ex*Antares, *ex*Mirzapur,*ex*Braunfels)	1*Dk(Irn)*& *Spar dk(Stl-ws)*&*Web frames*	1888	*Spar dk*	✠					*WB=*	*Cell DBa* 92′ *uE* 24′			*f*142′429*t*	Wllsnd Slpwy.Co.Ld.Nwc.		
814	**Bogatyr**	SteelScSr	1360					1906	Howaldts-werke Kiel	Aktie Dmpskselsk. Gefion (Holm &Wonsild,*Mgrs.*)	231·7	36·1	16·5	Copnhagn Danish	T.3Cy.16½″,26⅞″&42½″–29½″ 96NHP		V
	V.E.Nielsen		1102								P13′Q68′B63′F30′			*WB*	Howaldtswerke, Kiel		
NPRW		1*Dk*	845														

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. No. of Decks, &c.	3	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned / now expired. Equipment Letter.	7* Date when tail shaft last tested.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of ft. of Trade Cert.
815 NQGR	**Bogö** *L.Vierö* 13–13 (ex Brookside) *Well deck*	Steel Sc Sr ss Els. No. 3–6, 15 1 *Dk* (*Stl*) *Mchy. Aft*	309 228 118	✠ 100 A1 3,18 ~~7,16~~ ~~Dec. 16~~ ~~BS. 13~~	Els Cpn ~~LMC 6 15~~	*e*	7,16	1903 10mo	J. Shearer & Sons Glasgow *Lloyd's*	Det Forenede Dampskibs Selsk.	135·3 Q44' *WB*	23·1 B9' *BK* 7" F22' *FPT*	9·6 *3 BHCem* *24t APT 8t*	Copnhagn Danish 125lb 1SB, *3pf*, GS40, HS1080	C. 2Cy. 16" & 34"–24" (*s*) 59 NHP Muir & Houston, Ld. Gls.	10 " 6 s " 10½ 10 " 4	
816 MGCS	**Bogstad** *F. Evensen* –10	Steel Sc Sr 1 *Dk*	1589 1452 938					1910	Osbourne, Graham & Co. Sunderland	Dmpskakties. Aker (Fearnley & Eger, *Mgrs.*)	255·2 H68 *WB*	38·1 F34 *t*	8·3	Chrstiania Norwegian	T. 3Cy. 19", 30" & 50"–36" 150 NHP G. Clark, Ld. Sunderland		N
817 HCWB	**Bohême** *S. Capponi* –12	Steel Sc 1 *Dk* (*Stl*)	4436 4137 2691	✠ ~~6,16~~	Cff	*x*		1911 5mo	W. Doxford & Sons, Ld. Sunderland	M.U. Martinolich & Co. *WB* = *Cell D Ba* 100' *u E* 26' *f* 174' 846 *t FPT* 1	369·5 P32' *FK* 6 *BHCem* 76 *t APT* 225 *t*	50·0 B115' F34'	26·3	Lusinpiclo Aust.-Hung. 383 NHP 3SB, *11cf*, GS162, HS6536 W. Doxford & Sons, Ld. Sld.	T. 3Cy. 25", 41" & 68"–45"	28 " 9	
818 RTWD	**Bohemia** *R. Niss* (ex Iowa) *Elec. light*	Steel Twin Sc 5 Mst Sr ss Liv. No. 2–11 3 *Dks* (*Stl*) & *Shelter dk* (*Stl*) Wireless	8414 7909 5248	✠ ~~12,15~~ *Shelter dk with freeboard*	Ham	*g* †		1902 11mo	Harland & Wolff, Ld. Belfast *WB* = *Cell D Ba* 130' *u E* & *B*	Hamburg-Amerik. Packetf. Akt. Ges. (Ham.-Amr. Linie)	500·5 FK & BK 3" 74' *f* 205' 1530 *t DTf*	58·3	34·0	Hamburg German 8 *BHCem* 66' 2003 *t DT*	T. 6Cy. 23½", 39" & 66"–48" HS 14310 812 NHP 2DB & 2SB, *18cf*, GS372, Harland & Wolff, Ld. Bel. a 36' 990 *t FPT* 164 *t APT* 93 *t*	37 " 2	
819 HCWD	— Wireless *Elec. light*	Steel Sc Sr ss Tri. No. 1–00 2 *Dks* (1 *Stl*–ws) & *Spar dk* (*Stl*–teak s)	4284 4463 2305	✠ ~~Wyandotte Hwah Eng.~~ *Spar dk* 7,04 *Fitted for oil*	Tri ~~Se~~ *fuel*	*x* *in*	~~No. 4~~ *Donke*	1896 12mo	Lloyd Austriaco *Stabilimento Tecnico* Trieste *y Boil*	Lloyd Austriaco *WB* = *Cell D Ba* 52' *u E* & *B* 108' *er* 6,02	375·4 P78' *FK* 6 *BHCem* *f* 125' 518 *t*	44·0 B95' F87'	19·5	Trieste Aust.-Hung. 795 NHP 4SB, *16rf*, GS280, HS11400 *FD* Lloyd Austriaco, Trieste	T. 3Cy. 35½", 57" & 92"–54"	30 " 6	A
820	— (*Trawler*)	Iron Sc Yl 1 *Dk*	*155* *142* 57			...		1891	Mackie & Thomson Glasgow	Soc. Pesquera Malagueña	100·5 Q19' *BK* 7½"	20·5 F19'	10·7	Malaga Spanish	T. 3Cy. 11", 16½" & 27"–22" 34 NHP Muir & Houston, Glasgow	11 " 11	
821 RTVJ	**Bohemian** *E. C. Hiscoe* –10 *Ref. Mchy.* *Elec. light* Wireless	Steel Sc 4 Mst Sr ss Liv. No. 3–5, 13 3 *Dks* (*Stl*) & *Web frames*	8555 7958 5544	✠ 100 A1 *Shelter dk* 12,16 ~~BS 13 15~~ ~~BS 7,16~~ ~~LMC 5 12~~	Msl	*f* †	11,15	1900 8mo	A. Stephen & Sons Glasgow *Lloyd's*	F. Leyland & Co. Ld. B225' *Shltr dk f* 30' *A* & *CP*	512·0 P73' F99' *Shltr dk a* 20' *ridge* 266' FK & BK 3" *WB* = *Cell D Ba* 142' *Upper B*	58·2	34·3	Liverpool British 190lb 9 *BHCem* *u B* 40' *f* 154'	T. 3Cy. 32", 54" & 90"–66" (*a*) 807 NHP 2D & 2SB *18cf* GS337 HS13548 A. Stephen & Sons, Glasgow 1350 *t DT* a 42' 1130 *t APT* 39 *t*	37 " 6 s 8 " 2½ 29 " 10	
822 FKYM	**Bohol** SS Man. 97 8,12	Comp Sc 1 *Dk* pt GIB	251 199 130	✠ 10,99	Man			1890 8mo	Varadero de Manila Cañacao	L. Logarta	128·0 10 & 16 yrs Mat *Iron frame planked*	19·2	12·0	Cebu Utd. States	C. 2Cy. 16" & 32"–22" 47 NHP 1SB, *2pf*, GS33, HS880 Rankin & Blackmore, Grk.		
823 707 HTNS	**Bohus** *K. O. Bruce* 13–13	Steel Sc Sr 1 *Dk*	174 127 101					1888	Motala Co. Gothenburg	Ångbåts. Bohus-ländska Kusten (C. Thorburn, *Mgr.*)	98·1 Q27' H19 *t*	21·7 F29'	8·4	Uddevalla Swedish	T. 3Cy. 9½", 14½" & 24½"–17½" 25 NHP Motala Co. Motala		
824 5592 JTSG	**Bohuslän** *O. A. Skantze* 96–13 *Elec. light*	Steel Sc Sr 1 *Dk*	330 166 142					1913	Eriksbergs M.V. Aktieb. Gothenburg	Marstrands Nya Angf. Aktieb. (J. Ahnström *Mgr*)	140·7 B62' F38'	23·8	10·0	Marstrand Swedish *WB*	T. 3Cy. 13¾", 22½" & 36½"–24" 66 NHP Eriksberg M.V. Aktieb. Got		
825	**Boïeldieu** *A. Leroux* 09–10 (ex Vanbrugh) *Elec. light*	Steel Pad ss Rou. No. 3–4, 14 1 *Dk* ~~Liv. No. 1–17~~	135 126 52	✠ A– *For River pur* ~~4,17~~ ~~8,16~~ 4,18 ~~BS 6,16~~ ~~LMC 4 14~~ ~~BS 4,17~~ 4,18	Rou ~~Hav~~ *poses only* ~~LMC 4 14~~ ~~BS 4,17~~ 4,18			1905 5mo	Thames Iron Works S.B. & E Co. Ld London	Cie. Rouennaise de Nav.	129·9 FK 3 *BHAsp in E & B space*	18·6	6·8	Rouen French 115lb 1SB, *2pf*, GS25, HS700 *FD* Thmes I W SB & E. Co Ld Lon	C. D. 2Cy. 16" & 31"–36" (*s*) 51 NHP	7 " 0 s 3 " 9½ 3 " 5	
826 MGFD	**Bök** *N. Olsen* –10	Steel Sc Sr (*Whaler*) 1 *Dk*	146 139 50					1910	Kaldnæs P. Slip & Mek. Værks. Tönsberg	Hvalfselsk Norge (Chr Nielsen & Co. *Mgrs.*)	101·6 H5 *t*	20·5	11·5	Larvik Norwegian *WB*	T. 3Cy. 12", 20" & 32"–24" 50 NHP G. T. Grey, South Shields		N
827 WLHT	**Bokn** *H. Söiland* –16 ex Santa Fé, ex Hurlford) *Mchy. Aft* *Elec. light*	Steel Sc 3 Mst Sr (ex Union, 1 *Dk* (*Stl*)	336 — 151	✠ 9,03	Cff	*e*		1901 6mo	Ardrossan DD & SB Co Ld Ardrossan	Akties. Bokn (Halvor Söiland)	152·5 Q77' *FPT* 3 *BHCem* 31 *t APT* 4 *t*	23·1 B9' F30'	10·0 *FK*	Stavanger Norwegian 73 NHP 1SB, *3pf*, GS50, HS1253 Ardrossn DD & SB Co Ld Gls	C. 2Cy. 18½" & 38"–27"	10 " 9	
828 76494	**Boko** *J. Gibson* 09–09 (*Tug*)	Iron Pad Sr 1 *Dk*	203 201 70					1877	A. Leslie & Co. Newcastle	~~Brisbane Tug & S.S. Co. Ldr.~~ H. Peters	125·0	21·1	10·4 *WB*	Brisbane British	2Cy. 37"–54" 99 RHP Thompson & Co., Newcastle		
829 HGLQ	**Bolama** *A. T. Souza* 94–14 *Elec. light* Wireless	Steel Sc Sr ss Lis. No. 1–03 1 *Dk* (*Teak*) 2 *tr B*	985 — 695	✠ 4,04	Lis	*l*		1899 3mo	Earle's Co. Ld. Hull	Empreza Nacional de Nav. à Vapor. para a Africa Portugueza *DB*	200·0 P30' *WB* = *Cell* a 37' *u E* & *B* 46' *f* 79'	30·2 B72' F32' *BK* 7" 5 *BHCem* 170 *t APT* 6 *t*	13·2	Lisbon Portuguese 122 NHP 2SB, *4cf*, GS60, HS1780 Earle's Co. Ld. Hull	T. 3Cy. 18", 27" & 48"–27"	15 " 7	
830 96167 LMWR	**Boldon** *E. H. Curling* –00 *Well deck*	Iron Sc Sr ss Shl. 2nd No. 3–5, 15 1 *Dk* (*Irn*) 2 *tr B* *Cargo battens not fitted*	1109 893 676	✠ 100 A1 ~~8,17~~ ~~9,16~~ 2,18 ~~NB 7,99~~ ~~BS 9,16~~ ~~LMC 5 15~~ ~~11 17~~	Nwc Shl	*n*	~~6,15~~ N 7,17	1889 12mo	Wood, Skinner & Co. Newcastle A & CP	W. Swanston & Sons *WB* = *Cell D B*	237·7 P21' *BK* 8" 188' 322 *t APT* 28 *t*	33·0 Q54' B46' F26'	15·0 4 *BHpt Asp pt Cem*	Newcastle British 160lb *80lb* NDB 00 146 NHP 1SB, *4pf*, GS70, HS2367 N.E. Marine Eng. Co Ld Nwc	T. 3Cy. 18½", 30" & 49"–33" (*s*) 160lb *80lb* NDB 00 146 NHP 1SB, *4pf*, GS70, HS2367 N.E. Marine Eng. Co Ld Nwc	17 " 6 s 1 " 8 16 " 8	
831 129172 HSDT	**Boldwell** *M. Ritch* –16 (ex Voorburg)	Steel Sc Sr ss Ant. No. 3–4, 14 1 *Dk* (*Irn*) 2 *tr B* & *deep framing* 3 *Dk rule*	3118 2901 1918	✠ 100 A1 6,16 ~~LMC~~ ~~BS 6,16~~ ~~MS 4,14~~	Bry	*u*	6,16	1901 10mo	Nederl. Schps. Maats. Amsterdam *Lloyd's* *WB* = *Cell*	Byron S.S. Co. Ld. *A* & *CP* *DB* a 102' *u E* & *B* 40'	324·8 P30' B102' F35' *FK* 5 *BHCem* *f* 134' 868 *t FPT* 116 *t* *APT* 149 *t*	48·4	21·3	London British 160lb *80lb* 2SB, *6pf*, GS128, HS4520 Ned Fb. v. Wrk & Spoor, Ams	T. 3Cy. 23", 36" & 60"–42" (*s*) 267 NHP	24 " 0 s 3 " 10 20 " 6	
832 MGDF	**Bolette** *T. Schinrud* –10	Steel Sc 4 Mst Sr 1 *Dk*	1431 1265 856					1910	Fredrkstds Mek. Værks. Fredrikstad	Akties. Ganger Rolf (Fred Olsen & Co. *Mgrs.*)	243·0 P47 *t*	38·4 H55 *t*	17·1	Chrstiania Norwegian *WB*	T. 3Cy. 18", 29½" & 50"–36" 150 NHP Fredrikstad M.V. Frdstad		N
833	**Bolinao** *A. Puia*	Iron Sc Sr ss Man. No. 3–8, 96 1 *Dk*	247 198 120	✠ 11,97	Man	*d*		1884 2mo	Abercorn S.B. Co. Paisley	S. Malfodi	134·0 F17' *BK* 6"	24·1	7·9 4 *BHCem*	Manila Utd. States	C. 2Cy. 18" & 34"–24" 43 NHP 1SB, *2pf*, GS32, HS756 Hanna, Donald & Wlsn, Psy.	8 " 7	
834 RHQJ	**Bolivia** *A. Breiche* *Well deck* *Elec. light*	Steel Sc Sr (ex Barmen) 2 *Dks* & *Web frames*	2646 2131 1704			...		1889	Armstrong Mitchell & Co. Ld Newcastle	Hamburg-Amerik. Packetf. Act. Ges. (Ham.-Amr. Linie)	308·9 P & B 186' F34' *BK* 10"	39·0	23·4	Hamburg German *WB*	T. 3Cy. 23", 38" & 61"–39" NB 92 278 NHP Wlls and Slpwy Co. Ld., Nwc.	26 " 0	G
835	—	Steel Twin Sc Sr 1 *Dk*	730 614 387					1906	Bow, Mc-Lachlan & Co. Ld. Paisley	Cia. Argentina de Nav. (Nicolas Mihanovich) Ltda.	211·2 F22'	34·1	10·8	Bns. Ayres Argentine *WB*	T. 6Cy. 11", 18" & 30"–22" 84 NHP Bow, McLachln & Co Ld Psy		

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné à la date de la dernière visite d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP= Force en chevaux d'après les formules de la Société. RHP= Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
836	**Boliviana**	SteelScSr	4573	✠100A1	Cff	*y*	~~12,16~~	1900	Furness,	Furness,Withy&	370·5|51·2|28·1	W.Hartlpl	T.3Cy.25″,40″&68″–48″ (*r*)	30 ″ 10	
112420	*J.B.Haynes* –08 *ss*Hpl.No 3–11,06		4324	*Shelter dk*			9,17	6mo	Withy&CoLd	Co.Ld.		British	180lb 321NH	s 4 - 4½	
HJPG	*ss*Liv.No.2–15		2962	9,17~~12,16~~					W Hartlepool		FK	6*BHCem*	3SB,*6cf*,GS120,HS4573	26 ″ 10	
	(*ex*Lugano,*ex*Boliviana) 2*Dks*(*Stl*)			BS5,16 ✠LMC11,14					A&CP W	*B* = *Cell DBa*119′	*uE&B*46′*f*140′924*t*	*APT*53*t*	SirC.Furness,Westgarth & Co.Ld.Mdb.		
	&*Webframes*&*Shelter dk*(*Irn*)			9,17											
837	**Bollsta**	SteelSc4MstSr	1701					1910	Nylands	Akties.Ganger	264·8|40·2|18·6	Chrstiania	T.3Cy.19″,31″&51½″–33″		N
Sunk (War Loss)	*O.Henriksen*		1499						Værksted	Rolf Fred.	P51*t*H75*t*F7*t*	Norwegian	152NHP		
MGFC	1*Dk*		999						Christiania	Olsen&Co.,*Mgrs.*)		*WB*	NylandsVærksted,Xania		
838	**Bolmen**	SteelScSr	3505	✠100A1	Got	*v*	6,16	1896	Russell&	Rederiaktieb.	338·3|43·5|19·0	Gothenbrg	T3Cy24½″40⅝″&64″–42″(*s*)		
2853	*K.Römer*16–16 *ss*Got.No.3–7,07		3140	*Spar dk*				5mo	Co.	Transatlantic	P39′B71′F37′ 26·2	Swedish	165lb *100lb* NDB14 275NHP		
JGLD	*Elec.light* (*ex*Ymer) *ss*Got.No.2–16		2142	5,17 ~~6,16~~ ✠LMC12,15					Pt.Glasgow	(G.Carlsson,*Mgr*)	FK	6*BHCem*	2SB,*6cf*,GS130,HS4268		
	1*Dk*(*Stl*)*Spar dk*(*Stl*)&*deepframing*			BS5,17				*Lloyd's*	*sA&CP* W	*B* = *Cell D Ba* 104′	*uE&B*42′*f*146′701*t*	*APT*55*t*	Fleming&Ferguson,Psy		
839	**Bologna**	SteelTwinScSr	4680	✠	Bel	*y*		1905	Harland&	LaVeloceNav.	380·3|46·8|26·6	Genoa	T.6Cy.19½″,33″&55½″–39″	29 ″ 7	I
295	*G.M.Menetti*		3791	5,05				5mo	Wolff,Ld.	Italiana	P41′B144′F55′	Italian	505NHP		
NHLP	*Elec.light*		2850	✠					Belfast		FK	6*BHCem*	2DB,*8cf*,GS165,HS6908 FD		
	Wireless									*B* = *Cell DBa*88′*u*	*E&B*104′*f*128′835*t*	*APT*31*t*	Harland&Wolff,Ld.Bel.		
840	**Bolton Castle**	SteelScSr	5826	✠100A1	Shi	*a*†	8,16	1914	W.Hamil-	LancashireShpng.	424·2|53·0|29·9	Liverpool	T.3Cy.28″,45″&75″–51″ (*s*)	32 ″ 6	
135581	*B.V.Smith*00–14		5407	~~9,17~~8,16 9,17 ~~Kob~~ Lon				5mo	ton&Co.Ld.	Co.Ld(J.Chambers	P36′B145′F48′	British	180lb *100lb* 568NHP	s 6 ″ 7	
JDFC	*Elec.light* 2*Dks*(*Stl*)&*Webframes*		3689	✠LMC5,14					Pt.Glasgow	&Co.*Mgrs.*)	FK	*Cem*	3SB,*9cf*,GS161,HS8490 FD	26 ″ 1	
	Wireless *Longitudinal framing*							*Lloyd's*	*sA&CP*	*Intermediate'Twe*	*en dk BH in No.3*	6*BHto Udk*	D.Rowan&Co.Glasgow		
	Carrying oil fuel F.Pabove150°F.in D.B.&deeptank										*hold dispensed with*	1 ,, 2nd dk	*only*		
										WB=*CellDB*	*a*124′*uE&B*43′*f*194′	1231*t DTa*27	755*t FPT*64*t APT*124*t*		
841	**Boltonhall**	SteelScSr	3595	✠100A1	Lon	*w*	~~8,16~~	1900	Irvine'sSB	WestHartlepool	341·2|48·2|25·0	W.Hartlpl	T.3Cy.25″,40″&67″–45″ (*s*)	27 ″ 9	
112418	*H.Falconer* –14 *ss*Shl.No.3–9,13		3379	2,18~~8,16~~	Hpl		~~9,17~~ 2,18	5mo	&D.D.Co.Ld.	Stm.Nav.Co.Ld.	P28′B85′F35′	British	160lb *100lb* NDB14 308NHP	5 ″ 1	
RPVW	1*Dk*(*Irn*)2*trB deep framing*&		2312	✠LMC			2,18		W Hartlepool		FK	6*BHCem*	2SB,*8pf*,GS124,HS4740	22 ″ 10	
	*ss*Hpl.No.1–18 *Web frames*			MS6,19 ~~BS8,16~~					A&CP W	*B* = *Cell DBa*115′	*uE&B*35′*f*140′909*t*	*APT*82*t*	W.Allan&Co.Ld.Sld.		
				MB~~S8~~,17MS2,18DBS2,8											
842	**Bom Jesus**	SteelTwinScSr	238					1912	Gebr.	Cia.Agricola de	136·6|25·8| 6·9	Lisbon	C.4Cy.9⅛″&18⅛″–11⅛″		
			210						Niestern	Cazengo	H18′	Portuguese	N.V.Maschinef. 19NHP		
	Elec.light 1*Dk*		145						Delfzijl				"Fulton," Hoogezand		
843	**Boma**	SteelScSr	2694	✠ ~~——~~	Ham	*t*		1889	NavalCon.	British&African	311·6|39·2|24·7	Liverpool	T.3Cy.23″,38″&61″–42″	27 ″ 5	
96090	*J.Small* –15 *ss*Liv.No 3–8,02		2434	1,17				9mo	&Arm.Co.Ld.	S.N.Co.Ld.	P40′B80′F40′	British	NDB08 253NHP		
LJBK	*ss*Ham.No.2–11		1720	✠					Barrow	(Elder,Dempster&	~~t~~ND08 BK9″	5*BHCem*	2SB,*6rf*,GS130,HS3973		
	2*Dks*(*UStl*–ws)&*Webframes*									Co.Ld.*Mgrs.*)	*B* = *CellDBa*74′*uE*	16′*f*120′409*t*	NavalCon.&A Co.Ld.,Brw.		
844	**Bombala**	SteelScSr	3540	✠100A1	Mel	*w*	~~3,15~~	1904	Sir.J.Laing	AustralianSteam-	348·0|44·2|17·6	Melbourne	T.4Cy 30″,50″&(2)58″–48″	28 ″ 4	
114660	*A.Robinson* –16 *ss*Mel.No.3–2,16		2771	*Spar dk*	Syd		4,17	3mo	&Sons.Ld.	ships,Ld. (*Man*	P23′B138 F43′ 25·6	British	180lb (*s*) 746NHP	s 5 ″ 0½	
VPKJ	1*Dk*(*Stl*–ws)&*Spar dk*(*Stl*–teak s)		1752	4,17 ~~2,16~~ ✠LMC2,16					Sunderland	*Agents*,Howard	BK8½″	6*BHCem*	4SB,*16cf*,GS284,HS11851 FD	24 ″ 5	
	Elec.light Ref.Mchy. &*Webframes*			BS4,17				*Lloyd's*	*sA&CP*	Smith,Ld.)			G.Clark,Ld.Sunderland		
	Wireless									*WB*=*Cell DBa*88	*uE&B*118′*f*	130′680*t FPT*46*t APT*21*t*			
845	**Bombay**	IronSc3MstSr	3216			...		1882	C.Mitchell	Akties.Örnen	336·8|41·4|26·5	Sandefj'rd	T.3Cy.23½″,39″&64″–42″	29 ″ 0	N
	Thv.Larsen		2927						&Co.	(S.L.Christensen,	P40′B82′F46′	Norwegian	NE&B91 270NHP		
MFST	2*Dks*3*trB*		2040						Newcastle	*Mgr.*)	BK11″	*WB*	Blair&Co.Ld.Stockton		
846	—	SteelScK	229	✠100A1	Gms		10,14	1907	Cochrane	Grant&Baker	120·0|22·0|11·5	Grimsby	T.3Cy.12½″,22″&35″–24″ (*s*)	12 ″ 6	
125051	*R.Imrie* –15 *ss*Gms.No.1–11		206	*Stm Trawler*				3mo	&Sons	Stm.FishingCo.Ld	Q67′F17′	British	180lb 70RHP		
	1*Dk*		116	10,14					Selby		BK8″	4*BHCem*	1SB,*2pf*,GS33,HS1103		
				BS10,14 ✠LMC5,11				*Lloyd's*	*sA&CP*				C.D.Holmes&Co.Hull		
847	**Bombay Maru**	SteelScSr	4352	✠100A1	Kob	*x*	~~7,16~~	1900	Sunderlnd	NipponYusen	377·2|47·1|20·5	Tokio	T.3Cy.25″,42″&70″–45″ (*s*)	31 ″ 0	
8537	*Kureyami* –15 *ss*Kob.No.3–8,12		3332	*Spar dk*			7,17	8mo	S.B.Co.Ld.	KabushikiKaisha	P38′B92′F46′ 28·3	Japanese	190lb *100lb* 354NHP	6 ″ 6	
JQFB	*ss*Kob.No.1–16		3196	7,17 ~~7,16~~ ✠LMC7,15					Sunderland		FK	6*BHCem*	2SB,*8cf*,GS136,HS5300	24 ″ 10	
	(*ex*Glamorganshire) 1*Dk*(*Stl*)&								A&CP	*WB*=	*CellDBa*116′*uE&B*	34′*f*158′703*t*	N.E.MarineEng.Co.Ld.Sld		
	Elec light Spar dk(*Stl*)&*deep framing*														
848	**Bommestad**	SteelScSr	1115					1915	Trndhjms	Dpsk. Akt.Gogsjö	226·2|36·5|15·7	Sandefjrd	T.3Cy.17″,27½″&46″–30″		N
	*J.S.Paulsen*16–16	(*ex*Remus)	970						Mek.Værks.	(C.Wildhaugen&	P12′B51′F27′	Norwegian	116NH		
MLNK	1*Dk*		655						Trondhjem	J.Rosendahl.*Mgrs*)		*WB*	TrondhjemsM.V.Trndhjn		
849	**Bon Voyage**	SteelPad	566					1900	W.Denny	P.Hattemer	245·1|28·0| 9·2	Cherbourg	T.3Cy.20½″,30″&43″–60″		V
	Lef-bore	(*ex*Westerland,	—						&Bros.			French	143NH		
	*Elec.light ex*SouthwoldBelle) 2*Dks*		295						Dumbarton				Denny&Co.Dumbarton		
850	**Bona**	SteelScK	186	✠100A1	Hul		6,16	1906	Mackie&	Hellyers'Steam	108·9|21·5|11·3	Hull	T.3Cy.10″,16¼″&27″–24″ (*s*)	12 ″ 4	
123213	*F.Horsley* –17		178	*StmTrawler*				1mo	Thomson	FishingCo.Ld.	BK8″	British	200lb 36RHP		
JHPF	1*Dk*		72	10,17 ~~6,16~~ BS5,17					Glasgow		*WB*=*Deep tanks*	4*BHCem*	1SB,*2pf*,GS25,HS750		
				BS8,16 ✠LMC7,14				*Lloyd's*	*sA&CP*			*f*10′14*t*	W.V.V.Lidgerwood,Gls.		
851	—	CompScSp	155					18~~76~~91	Motala Co.	V.Thorin&A.E.	99·7|22·6| 9·1	Säffle	C.2Cy.9¾″&17½″–13½″		
139	*A.E Johansson*15–15		132						Motala	Johansson	H17*t*	Swedish	NE&B91 9NHP		
HDNS	(*ex*Sailing vessel Motala No.II.)		94							(V.Thorin,*Mgr.*)			MotalaCo.Gothenburg		
852	**Bona Dea**	SteelScK	322	✠100A1	Hul			1915	Cochrane&	EquitableSteam	140·2|24·0|12·6	Grimsby	T.3Cy.13″,22½″&37″–26″ (*s*)	13 ″ 3	
137017			296	*StmTrawler*				2mo	Sons,Ld.	FishingCo.Ld.	Q77′F20′	British	200lb 88RHP		
	Elec.light 1*Dk*		171	2,15 ✠LMC1,15					Selby		BK7½″	4*BHCem*	1SB,*3pf*,GS45,HS1450		
								Lloyd's	*sA&CP*				Earle'sCo.Ld.Hull		
853	**Bonaccord**	SteelScK	214	✠100A1	Abn		11,14	1908	Hall,Rus-	~~EastCoastSteam~~	116·1|22·6|12·2	Hartlepool	T.3Cy.12″,20″&34″–23″ (*r*)	13 ″ 0	
127151	*R.Smith* –12		210	*StmTrawler*				5mo	sell&Co.Ld.	~~FishingCo.~~		~~Aberdeen~~	180lb 75RHP		
	1*Dk*		78	11,14					Aberdeen	~~(Aberdeen),Ltd.~~	BK7½″	British	1SB,*3pf*,GS41,HS1374		
				BS8,14 ✠LMC5,13				*Lloyd's*	*sA&CP*	J.T.Graham		3*BHCem*	Hall,Russell&Co.Ld.Abn.		
854	**Bonahaven** *ss*AyrNo.1–16	SteelScYl	227	✠100A1	Ayr	*c*	~~1,15~~	1900	Scott&	Glas.Stm.Coasters	117·0|21·5| 9·4	Glasgow	C.2Cy.14″&29″–21″ (*s*)	10 ″ 3	
111275	*S.Ross* –11 *ss*Trn.No.3–11,12		173	6,17~~3,16~~			~~2,15~~ 2,18	7mo	Sons	Co.Ld.(Hendry.Mc	Q42′B8 F24′	British	120lb 35RHP		
JMSP	*Mchy.Aft* 1*Dk*(*Irn*)		85	✠LMC5,16					Bowling	Callum&Co.*Mgrs.*)	BK7″	3*BHptAsp*	1SB,*2pf*,GS31,HS770		
	Well deck			BS5,17					A&CP	*WB*	= *FPT*21*t APT*7*t*	*ptCem*	Muir&Houston,Ld.Gls.		
855	**Bonaventure**	SteelScSr	1118	✠100A1	NFL	*p*	4,15	1909	Napier&	~~Bonaventure S.S.~~	240·3|35·9|16·9		T.3Cy 22½″,37″&61″–42″ (*s*)	19 ″ 0	
~~137080~~	*C.C.Couch* ~~–15~~ *ss*NFL.No 1–13		980	11,15				1mo	Miller,Ld.	~~Co.Ld.~~	P&B145′F26′	Russian	180lb 350NHP	s 1 ″ 8	
~~TQNK~~	*Elec light* 1*Dk*(*Stl*)&*deep framing*		461	✠LMC					Glasgow	~~(A.Harvey&Co.)~~	FK	6*BHCem*	2SB(FD)&1AuxSB,*8cf*,	17 ″ 7	
	Well deck Wireless			MS2,14 BS11,15				*Lloyd's*	*sA&Ct* *WB*	= *Cell DBa*58′*uE*	*&B*40′*f*95′299*t FPT*	11*t AF T*20*t*	GS150,HS5506		
													D.Rowan&Co Glasgow		

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c.	3	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last exam.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NIP=Horse power by Society's formulæ; RIP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registered at which classed, if not in L.R. Date of Fl. of Trade Cert.
	Collision 6,17														
856 119082	**Bonawe** *D.Hannah* –17 *Well deck* *Mchy.Aft*	**SteelScSr** *ss*Bwg.No.3–4,16 1*Dk*(*Irn*)	223 166 83	✠~~100A1~~ - 2,17	Bwg	*c*	2,17	1904 1mo	Scott& Sons Bowling *Lloyd's*	J.&A.Gardner& Co.Ld.	116·8|21·6| 9·3 Q42'B8'F24' BK7" *WB=FPT*	Glasgow British *3BHCem* *22tAPT8t*	C.2Cy.14"&30"–24" (*s*) 135lb 36RHP 1SB,*2pf*,GS32,HS908 Fisher&Co.Paisley	10 " 3 ~~" 7~~ ~~10 " 4~~	
857 129741 HQGC	**Bondicar** *J.Glass* –16 *Cargo battens not fitted*	**SteelScSr** *ss*Shl.No.1–14 1*Dk*(*Stl*)	1441 1079 804	✠100A1 ~~6,17 11,16~~ 8,17 ~~Nwe~~ Bly BS6,16 LMC2,14 6,17	Shl	*o*	~~11,16~~ ~~6,17~~ 8,17	1910 3mo *Lloyd's*	J.Crown& Sons.Ld Sunderland	Broomhill Collieries,Ld. (H.Coates,*Mgr.*) *WB=CellDB*	240·3|36·5|14·4 Q123'B10'F22' FK *a65'uE&B34'f103*	Newcastle British *4BHCem* *384tFPT36t*	T.3Cy.18½",30"&50"–36" (*s*) 180lb *100lb* 182NHP 2SB,*4cf*,GS82,HS3060 Richardsons,Westgarth& *APT97t* Co.Ld.Sld.	16 " 6 s 1 " 8 15 " 1	
858 118119 HBCP	**Boniface** *D.W.Williams* –14 2*Dks*(*Stl*)&*deep framings* *Elec.light* *Shelterdk*(*Stl*) *Carrying fuel oil F.P.above 150°F.in D.B.*	**SteelScSr** *ss*Liv.No.2–13 *Shelter dk* *withfreeboard* 7,16 Examined 1,17 BS11,16	3799 3311 2450	✠100A1 MS4,17 LMC ~~6,16~~	NYk	*x*	7,16	1904 8mo *Lloyd's*	Barclay, Curle&Co.Ld Glasgow	BoothS.S.Co.Ld. *WB=CellDBa* *uE22'f132'698t*	355·0|48·7|24·0 110' FK *DTa32'630tFPT*	Liverpool British 6*BHCem* 82*tAPT87t*	T.3Cy.25",41"&68"–48" (*s*) 180lb *100lb* 400NHP 2SB,*6cf*,GS129,HS5514 FD Barclay,Curle&Co.Ld.Gls.	26 " 6 s 2 " 11 24 " 0	
859	**Bonita** *E.Quevedo*	**WoodScSr** 2*Dks*3*trB*	521 241 383					1881	Dickie Bros. SanFrancisco	CiaNaviera del Pacifico,S.A.	172·0|27·2|16·2	Guaymas Mexican	C.2Cy.18⅞"&34½"–28" 52NHP RisdonIronWorks,S.Fo.		
860 MHTN	**Bonn** *T.Thorsen* (*ex*Westfalia) *Elec.light* 1*Dk*	**SteelTwinScSr**	944 740 513					1910	Akt.Ges. "Neptun" Rostock	Akties.GangerRolf (Fred.Olsen&Co. *Mgrs.*)	220·8|33·6|12·2 Q64'B52'F26' *WB*	Chrstiania Norwegian	T.6Cy.8½",16½"&26½"–17½" 57NHP A.G."Neptun,"Rostock		G
861 MGLP	**Bonna** *R.Henriksen* –15 (*ex*Hans B.)	**SteelScSr** *ss*Hpl.No.1–15 1*Dk*(*Stl*)	4253 3889 2740	✠100A1 ~~2,16~~ 5,18 BS5,18 BS5,17 LMC7,15	Xia	*x*	~~7,15~~ ~~N15~~ 3,17	1911 4mo *Lloyd's*	W.Gray& Co.Ld. W Hartlepool	DenNorskeAfrika- ogAustralieLinie (W.Wilhelmsen, *Mgr.*) *WB=CellD*	365·0|50·8|26·0 P27'B106'F36' FK *Ba&uE149'f159'97*	Tonsberg Norwegian *3BHCem* 0*tAPT125t*	T.3Cy.26",42"&70"–48" (*s*) 180lb *100lb* 381NHP 2SB,*8cf*,GS147,HS6039 Cen.Mar.Eng.Wrks WHpl	28 " 4 s 5 " 7½ 23 " 1	
862 106613 PNRT	**Bontnewydd** *J.Jones* –16 (*ex*Kirriemoor) 1*Dk*(*pt Stl&pt Irn*) 3*Dk rule*	**SteelScSr** *ss*Shl.No.3–9,10 *ss*Shl.No.1–16 2*trB&deep framing*	3296 3112 2109	✠100A1 *withfreeboard* ~~8,17 11,16~~ BS7,17 LMC2,16	Cff	*v*	~~11,16~~ 8,17	1897 2mo	J Readhead &Sons S.Shields A&CP	BontShppgCo.Ld. (D.Owen,*Mgr.*) *CellDBa*	326'2|47'1|23'8 P29'B78'F35 FK 106'*uE&B40'f132*	London British 5*BHCem* 816*tAPT32t*	T.3Cy.24",40"&64"–42" (*r*) 180lb *100lb* NDB16 278NHP 2SB,*4rf&2cf*,GS89,HS4366 J Readhead&Sons,S.Shl.	26 " 4 s 4 " 7½ 22 " 1	
863 98434 NDTC	**Bonvilston** *D.West* –16 (*ex*Anthony Radcliffe) 1*Dk*(*Stl*)&*Web frames&pt Awng dk*(*Stl*)	**SteelScSr** *ss*Cff.No.3–11,14	2866 2080 1815	✠100A1 *pt Awng dk* *withfreeboard* 6,17 ~~8,16~~ 2,18 MD~~5~~10,17 MBSS,16 LMC13,14	Cff ~~Mch~~	*l*	~~8,16~~ ~~6,17~~ 2,18	1893 9mo *Lloyd's*	Palmers' Co.Ld. Newcastle	DouglasHillS.S. Co.Ld.(E.Thomas, Radcliffe&Co.)	315·8|43·0|19·6 P27'Q52' *ptAwngdk236'* FK *WB=CellDB226'*	London British 6*BHCem* 500*tAPT15t*	T.3Cy.22½",36½"&61"–42"(*s*) 160lb ~~120lb~~ NDB14 238NHP 2SB,*6rf*,GS120,HS3518 Palmers'Co.Ld.Newcastle	20 " 11 s 8 " 3 20 " 4	
864 82316 THWN	**Booldana** *A.E.G.Tipper* –04 2*Dks*(*Stl–Uwss*)3*Dk rule*	**SteelSc3MstSr** *ss*Bom.No.1–85	2860 2577 2144	✠ 2,85	Bom	*v*		1880 6mo	W Denny & Bros. Dumbarton	BritishIndiaStm. Nav.Co.Ld. *WB*	332·2|40·2|25·5 P48' B26' F41' *=CellDB282'622t*	Glasgow British 6*BHCem*	C.2Cy.38"&68"–51" 275NHP Denny&Co.,Dumbarton		
865 NHDB	**Boomberg** *G.Scheltema*09–10 1*Dk*(*Stl*)&*deep framing*	**SteelScSr** *ss*Ams.No.1–14	1699 1483 1034	✠100A1 5,17 ~~4,17~~ BS6,16 LMC9,14 6,17	Ams NYk	*r*	~~N1,16~~ ~~5,17~~ 4,18	1910 3mo *Lloyd's*	A.Vuijk& Zonen Capelle a/d Yssel	StoombootMaats. Hillegersberg (Vinke&Co.*Mgrs*) *WB=Cell DBa*	270·1|39·1|17·4 P18'B66'F27' FK *sA&CP*	Amstrdam Dutch 4*BHCem* 80'*uE16'f120'522tAP160t*	T.3Cy 20",33"&54"–36" (*s*) 160lb *100lb* 190NHP 2SB,*6pf*,GS99,HS3078 G.T.Grey,SouthShields	19"10 s 2"10 17 " 3	
866 139007 JLBC	**Boonah** *Johnson* –18 *G.E.A.Richardson* –15 (*ex*Melbourne) *Elec.light* *Well deck* *Ref.Mchy.* Wireless	**SteelScSr** 2*Dks*(*Stl*) 3*rd dk in No.1hold*	5926 5525 3710	✠100A1 12,15 Examined 3,18 BS7,17 LMC12,15 Lloyd's sh ~~LMC12,15~~ 3,18	Mel	*a*†	~~12,15~~ 3,18	1912 1mo *Lloyd's*	Flensburgr Schiffsb.Ges. Flensburg	Requisitioned by theCommonwealth of Australia *WB=CellD*	450·0|58·2|26·9 P&B378'F53' *Ba182'uE&*	London British 8*BHCem*	T.3Cy 30⅝",50⅞"&84"–54" 185lb (*s*) 751NHP 4SB.*12cf*,GS264,HS11219 FD FlensburgerSchiffsb.Ges. *B72'f149'1490t*	29 " 6 s 4 " 7 25 " 4	
867 139018 JLBS	**Booral** *A.V.Richardson* –16 (*ex*Oberhausen) *Elec.light* *Ref.Mchy.*	**SteelScSr** *ss*Ham.No.2–13 1*Dk*(*Stl*)&*Spar dk*(*Stl*) 3*trB lower dk*(*Stl*)*in No.3hold*	4322 4069 2733	✠100A1 *Spar dk* 6,17 ~~4,16~~ BS4,16 LMC ~~10,16~~ 6,17	Syd Mel	*y*	8,15	1905 10mo *Lloyd's*	Swan,Hunter& Wigham Richardson. Ld Newcastle	Requisitioned by theCommonwealth of Australia *WB=CellDBa*	385·0|50·1|19·3 P&B312'F46' 27·1 FK *106'uE&B46'f178'930t*	London British 7*BHCem*	Q.4Cy.23",32",48"&72"–54" 210lb (*r*) 492NHP 3SB,*9cf*,GS160,HS6492 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc.	29"10 s 4 " 8 25 " 7	
868 139010 JLBG	**Boorara** *A.A.Burns* –16 Sub.Sig. (*ex*Pfalz) *Elec.light* *Ref.Mchy.* Wireless 3*Dks*	**SteelScSr**	6570 6172 4083	Lloyd's RMC ~~7,16~~ 10,17				1913	Bremer Vulkan Vegesack	Requisitioned by theCommonwealth of Australia *WB*	471·2|59·2|36·9	London British	T3Cy.32⅜",52½"&86⅝"–55⅛" 560NHP BremerVulkan,Vegesack		
869 204233 KWDN	**Boothbay** *Elec.light*	**SteelSc** 1*Dk*	334 — 224					1907	Neafie& Levy Co. Philadelphia	EasternSteamship Corporation	126·6|33·0|10·0	Boston Utd.States	T.3Cy.11",18"&32"–22" 48NHP Neafie&LevyS&EBCo.Phl		
870 91465 SVMK	**Bopple** *J.H.Michelson* –11 *Well deck* *Mchy.Aft*	**SteelScK** *ss*Bsb.No.1–16 1*Dk*(*Irn*)	267 199 104	✠100A1 ~~8,16~~ 8,17 LMC ~~8,16~~ 8,17	Bsb	*d*	8,16	1911 3mo *Lloyd's*	Ardrossan DD&SBCoLd Ardrossan	R.Hart *CellDBf65'*	127·1|24·1| 8·0 Q46'B9'F16' FK&BK1" *80tFPT27t* ~~*APT14t*~~	Maryboro' Queensl'nd British *3BHCem*	C.2Cy.15'&32"–24" (*s*) 130lb *100lb* 65RHP 1SB,*2pf*,GS40,HS1292 Ross&Duncan,Glasgow	10 " 3 s " 8½ 9 " 10	
871 MKLT	**Bör** *J.Sundby* *Elec.light*	**SteelSc4MstSr** 1*Dk*	1149 965 665					1914	Nylands Værksted Christiania	Akties.Bonheur (Fred.Olsen&Co. *Mgrs.*)	228·9|36·2|15·8 P22'B67'F27' *WB*	Chrstiania Norwegian	T.3Cy.16½",27"&46"–31" 116NHP NylandsVærksted,Xania		N
872	**Borborema**	**SteelTwinScSr** 1*Dk*	*1811* *1673* *1082*					1907	Craig,Taylor&Co.Ld. Stockton	LloydBrazileiro	275·0|44·8|16·5 F28'	R.Janeiro Brazilian *WB*	T.6Cy.14",22"&37"–24" 134NHP Blair&Co.Ld.Stockton		C
873 135340 JFDV	**Borda** *Cockburn* –17 *G.A.Millington*—14 *Elec.light* 3*Dks*(*Stl–Uteak s*)2*nd dk*(ws) *Ref.Mchy.* Wireless	**SteelTwinScSr**	11136 9282 7036	✠100A1 ~~5,17~~ ~~9,16~~ 8,18 LMC3,14 Lloyd's sh MC2,17 3,18	Syd Lon	*f*†	3,17	1914 3mo *Lloyd's*	Caird&Co. Ld. Greenock	P.&O.Stm.Nav.Co. *Intermediate'tw* *Mchy.space*	500·0|62·2|37·8 P21'B205'F82' FK&BK2" *een dk BH in 7B* *dispensed with 1B* *WB=CellD*	Greenock British *Cem* *H to Upr dk* *H to 2nd dk* *Ba138'f185'*	Q8Cy23½"34½"48½"&70"–54" 215lb (*s*) HS18188 1200NHP 2D&2SB,*24cf*,GS441 FD Caird&Co.Ld.Greenock *only* 1248*tFPT115tAPT143t*	41 " 0	
874	**Bordeaux** *A Delavant*10–12 *Elec.light*	**SteelTwinScSr** 1*Dk*	774 650 262					1912	Atel.&Ch. de la Loire St.Nazaire	Chemins de Fer de l'Etat(L.B.&S.C. Rly.Co.*Mgrs.*)	206·7|27·9|15·9 B48'F31'	Dieppe French	T6Cy14",22⅜"&37½"–29½" 156NHP Atel.&Ch.de la Loire,Nts.		V

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Grément, etc / Capitaine. / Visites Périodiques.	3 Ex-nom, s'il y a lieu. / Nombres des Ponts.	4 Jaugeage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. pe.	15 Légères où coté, si on n'est dans le J. K. Darwen Cert. Electrique.
875 110591 RHCW	**Border Knight** SteelScSr *A.B.Beedie* –17 *ss*Shl.No.3–12,11 2*Dks*(*Stl*)&*deep framing* *Elec.light* *ss*Grk.No.1–17	3724 3515 2394	✠100A1 ~~3–17 7,16~~ 7,17 ✠LMC 3.17 ~~MS13.11~~ ~~BS8.16~~	Liv Cff	*w*	7,15	1899 7mo	D&W Henderson&Co. Glasgow A&CP	~~BordardaleShppg.~~ ~~Co Ld.~~ (J.Little& Co (Glasgow) Ld. ~~(*Mgrs*.)~~ Ellerman& BucknallSSCo.Ld.	360·0|46·0|25·7 P44′B92′F43′ FK *WB*=*Cell DB*a114′ *u*E22′ *f*160*t*	Liverpool British 6 *BHCem*	T.3Cy.24″,40″&64″–42″ (*s*) 160lb 325NHP 3SB,9*pf*,GS150,HS5775 D.&W.Henderson&Co.Gls. 820*t FPT*80*t APT*32*t*	28 ″ 5 s 5 · 6 23 · 4	
876 135658 JFQB	**Borderdene** SteelSc *A.Weir*12–16 (*ex*BerthaJames) 1*Dk*	122 90 56						1913	Soc.Anon. Meuse et Sambre Namur	~~Dougall&Stirrat~~ ~~A.Stirrat~~ H.W.Bear	85·0|20·1| 7·2	Glasgow British	C.2Cy.10″&20″–12″ 35RHP J.&T.Hoskins,London		V
877 119188 HBPV	**Borderer** *ss*Cal.No 3–10,16 SteelScSr ~~*G.Black*96–04 *ss*Ham.No.2–10~~ *W.T.Bain* –17 1*Dk*(*Stl*)&*Spar dk*(*Stl*)& *Elec.light* *deep framing* Wireless *Carrying fuel oil F.P.above*150°*F.inDB&DT*	4372 4037 2335	✠100A1 *Spar dk* ~~10,16 9,15~~ 1,18 ~~10,17~~ ~~BS5.16~~ ✠LMC~~9.16~~ ~~MS10.16 BS~~ 5,18	Cal ~~Clas~~ Lon	*x*	~~5,15~~ ~~8,17~~ 1,18	1904 12mo	Russell& Co. Pt.Glasgow *Lloyd's A&CP*	BarcelonaS.S.Co. Ld. (H.H. McAllester, *Mgr*.) *WB*=*Cell DBa*	374·5|48·9|19·6 P47′B102′F40′ 27·4 FK 116′*u*E&*B*42′*f*162′	Liverpool ~~Glasgow~~ British 6 *BHCem*	T.3Cy.26″,42″&70″–45″ (*s*) 180lb ~~160lb 60lb~~ 418NHP 2SB,6*cf*,GS112,HS5826 FD ClydeS.B.&E.Co.Ld.P.Gls. 819*t FPT*87*t APT*44*t*	30 ″ 2 s 5·11½ 24 · 7	
878 135660	**Borderglen** SteelSc *J.Cross* –14 (*ex*NorahJames) 1*Dk*	123 91 57						1913	Soc.Anon. Meuse et Sambre Namur	CheviotCoasters, Ld.(G.T.Gillie&Co. *Mgrs*.)	85·0|20·1| 7·2	S'thamptn British	C.2Cy.10″&20″–12″ 35RHP J.&T.Hoskins,London		V
879 135430 JBKQ	**Borderland** SteelScSr (Detained at Hamburg) *J.G.Stewart* –14 *Elec.light* 2*Dks*(*Stl*)	1753 1570 863	✠100A1 5,14 ✠LMC12.13	Liv	*q*		1912 12mo	Barclay, Curle&Co.Ld. Glasgow *Lloyd's A&CP*	Liverpool&Hamburg S.S.Co.(D. Currie&Co.*Mgrs*.) *WB*=*Cell DBa* 58′*u*	260·1|36·0|22·2 B73′F33′ FK&BK1½ E22′*f*116′257*t FPT*	Liverpool British 4 *BHCem* 48*t APT*25*t*	T.3Cy.19½″,34″&55″–42″ (*r*) 180lb HS4252 246NHP 2SB&1AuxSB,8*cf*,GS131, Barclay,Curle&Co.Ld.Gls.	24 ″ 6 s 3 · 9½ 21 · 1	
880 MKJH	**Bordeyri** *A.Larsen*16–16 SteelScYl ~~*J.Rödsand* —16~~ *ss*Flt.No.3–5,12 (*ex*Neptune) *ss*Bgn.No.1–16 1*Dk*	167 163 61	✠100A1 *StmTrawler* 5,~~16~~ ~~3,14~~ 5,18 ✠NB10.98 *refitted*02 ~~BS5.16~~ ~~BS5.17~~ ✠LMC5.16	Flt ~~Bgn~~ Stv		~~5,16~~ ~~4,14~~ 5,18	1899 4mo	Mackie& Thomson Glasgow A&CP	Akties.Bordeyris Rederi (K.Huse, *Mgr*.)	110·0|21·0|10·9 Q22′ BK7½″	~~Kopervik~~ Haugesund Norwegian 4 *BHCem*	T.3Cy.12″,19½″&32″–22″ (*s*) 200lb 48NHP 1SB,2*pf*,GS33,HS800 Muir&Houston,Ld.Gls.	12 ″ 0	
881 5167 JBDF	**Bore** SteelScSr *A.F.Svedberg*92–10 *ss*Skm.No.1–16 *Well deck* 1*Dk*(*Stl*) *Elec.light*	1216 999 700	✠100A1 6,17 ~~9,16~~ ~~BS9.16~~ ✠LMC5.15 6,17	Skm	*o*	~~5,15~~ ~~8,17~~	1910 10mo	Campbeltn S.B.Co. Campbelt'wn *Lloyd's A&CP*	Stockholms Rederiaktieb.Svea (H.Blomberg *Mgr*) *WB*=*Cell D*	229·4|35·8|15·6 Q83′B50′F28′ FK *Ba*59′*u*E&*B*33′*f*98′	Stockholm Swedish 4 *BHCem* 355*t APT*85*t*	T.3Cy.18″,27½″&45″–33″ (*s*) 180lb 136NHP 2SB,4*cf*,GS70,HS2228 J.G.Kincaid&Co.Ld.Grk.	17 ″ 7 s 1 · 4½ 16 · 6	
882 2437 JFLR	— SteelScSr *J.A.H.Johansson*03–03 2*Dks*	391 361 85					1894	Kockums M.V. Malmö	MalmöHarbour Commissioners (CorneliusFaxe, *Mgr*.)	130·6|29·2|16·8 H31*t*	Malmö Swedish	C.2Cy.21¼″&38″–27½″ 63NHP KockumsM.V.,Malmö		
883 3436 JKNF	— SteelSc *C.J.Holm*09–09 (*Tug*) 1*Dk*	200 152 88					1898	Bergsunds M.V.Aktieb Stockholm	Aktieb.Storfors (C.A.Hedqvist)	98·0|22·2|15·4 B34′	Piteå Swedish	C.2Cy.14½″&31½″–19½″ 35NHP BergsundsAktieb.Skm.		
884	— SteelSc *Elec.light* 1*Dk*	155 85 90					1910	Eriksbergs M.V.Aktieb Gothenburg	Kungl.Marinförvaltningen	98·4|20·3| 8·8 B67′	Crlskrona Swedish *WB*	C.2Cy.13″&28″–18″ 28NHP EriksbergM.V.Aktieb.Got		
885 1969 JDRP	— SteelScSr *J.Andersson*14–14 1*Dk*	104 76 62					1892	Göteborgs M.V.Aktieb. Gothenburg	LillaEdetsPappersbruksAktieb. (C.E.Hæger, *Mgr*.)	86·0|17·4| 8·0 B21′	LillaEdet Swedish	C.2Cy.12¼″&26½″–19½″ 25NHP MotalaCo.Motala		
886 TGBM	**Bore I.** SteelScSr *T.Kramer*11–11 *ss*Skm.No.3–11,10 (*ex*Bore) *ss*Hfs.No.1–15 *Elec.light* 1*Dk*(*Stl*)&*pt Awng dk*	723 360 415	✠100A1 *pt Awng dk* 6,15 ✠LMC2.15	Skm	*i*	2,15	1898 1mo	Helsingörs Jernsk&Msk. Elsinore A&CP	*WB*=*DB*	180·7|29·6|13·1 F16′ BK7½″ *uE*&*B*51′21*t FPT*	Åbo Russian 5 *BHCem* 50*t APT*18*t*	T.3Cy.18½″,28″&47″–27″ (*s*) 185lb 171NHP 2SB,6*rf*,GS92,HS3234 HelsingörsJernsk.&Mskb.	13 ″ 11	
887	**Bore II.** SteelScSr (*DAMAGED BY FIRE, 5,15*) *A.Rusko*98–00 *ss*Skm.No.3–4,13 *Elec.light* 1*Dk*(*Stl*)&*pt Awng dk*	737 356 422	✠ *pt Awng dk* 4,14 ✠	Skm	*i*		1900 9mo	Helsingörs Jernsk&Msk. Elsinore	*Prom* *WB*=*DB*	180·7|29·6|13·5 F16′*pt Awng dk*168′ *enade dk*100′ BK7½″ *uE*&*B*53′22*t FPT*	Åbo Russian 5 *BHCem* 50*t APT*20*t*	T.3Cy.18½″,28″&47″–27″ 176NHP 2SB,6*rf*,GS92,HS3400 HelsingörsJernsk.&Mskb.	14 ″ 5	
888 641 NHLT	**Borea** IronScSr *D.Corsi* *ss*Dnz.2ndNo.3–5,08 (*ex*AgiosGerassimos,*ex*Freda) 1*Dk*2*tr B* *Well deck*	1009 768 618	✠ 8,12 ✠	Dnz	*m*		1883 10mo	Swan& Hunter Newcastle	A.Odero	221·0|30·1|16·0 P121′F21′ BK8″ *WB*=*FPT*30*t APT*68*t*	Genoa Italian 4 *BHCem* *MT*20′153*t*	C.2Cy.28½″&53″–33″ NDB02 128NHP 1SB,3*pf*,GS56,HS2166 Blair&Co.Ld.Stockton		
889 135086	**Boreas** SteelScK *T.Marsh* –14 *ss*Gms.No.1–12 1*Dk*	184 166 88	✠100A1 *StmTrawler* 8,14 ~~BS8.14~~ ✠LMC9.12	Gms		8,14	1907 11mo	Cochrane &Sons Selby *Lloyd's A&CP*	ConsolidatedStm. Fishing&IceCo. (Gms.)Ld. (J.D. Marsden, *Mgr*.)	105·0|21·5|11·1 Q62′F15′ BK7½″	Grimsby British 3 *BHCem*	T.3Cy.11½″,19½″&32″-23″(*s*) 180lb 57RHP 1SB,2*pf*,GS29,HS930 C.D.Holmes&Co.Hull	12 ″ 0	
890	— SteelScSr *H.Oben* (*Trawler*) 1*Dk*	137 138 47					1894	J.C.Tecklenborg Geestemünde	Reed.Boreas (Joh.vonEitzen)	106·2|20·8| 9·7 H34′	Altona German	C.2Cy.17¾″&32½″–22″ 42NHP J.C.Tecklenborg,Gstmnde		G
891 5786 JVNS	**Boren** SteelSc4MstSr ~~*J.L.Abrahamsen*16–16~~ 184 7 *Elec.light* *H.Larsson*16–17 1*Dk*(*Stl*)	~~1820~~ 1621 ~~1085~~ 1089	✠100A1 8,17 ~~4,16~~ ✠LMC4.16	Got	*r*		1916 4mo	Lindholmens M.V. Gothenburg	Förnyade Ångf. Aktieb.Viking (~~J.M.Danneborg,~~ G.Carlsson, *Mgr*)	262·0|42·7|18·1 P24′B65′F31′ FK *CellDB*224	Gothenbrg Swedish 4 *BHCem* 471*t APT*41*t*	T.3Cy.20½″,33″&55″–36″ (*s*) 185lb 214NHP 2SB,6*cf*,GS110,HS3500 LindholmensM.V.Got.	20 ″ 6 s 2 · 10 18 · 0	
892 2998 JMQC	— CompAuxSc3MstSr *Larsson* –16 *Oil Eng.* (*ex*Sailing Vessel) 1*Dk* (*See Sailing Ship Register*)	140 131 119					1902	S.Groth Sjötorp	CarlHedin	97·0|22·6| 9·1 H7*t*	Stockholm Swedish	Oil Engines 2Cy.13″–11½″ NE*fitted*16 BergsundsM.V.Aktb.Skm.		V
893 ~~4918~~ ~~MLPN~~ 94377 JQPR	**Borg** *Cargo battens not fitted* SteelScSr ~~*E.Müller*14–16~~ *ss*Skm.2ndNo.3–9,10 *Petrie* –17 *ss*Got.No.1–15 (*ex*Argus,*ex*Svanhild,*ex*Hampton) *Well deck* 1*Dk*(*Stl–pt ws*)&*Webframes*	2111 1662 1308	✠100A1 3,18 ~~12,16~~ ~~BS13.16~~ ✠LMC~~9.17~~ ~~BS5.18~~	Bgn Shl	*r*	~~12,16~~ N3,18	1888 4mo	J.Blumer &Co. Sunderland A&CP	TheShippingController (Cairns,Noble&Co. ~~Ld.~~ *Mgrs*.) (*WB*=*Cell*	279·0|38·2|19·0 P26′Q80′B114′ F26′ BK9″ *DBa* 82′*u*E24′*f*115	London ~~Newcastle~~ British 4 *BHCem* 280*t APT*45*t*	T.3Cy.21½″,36″&59″–39″ (*s*) 160lb *100lb* NDB01 216NHP 2DB,3*pf*,5*cf*,GS84,HS3215 N.E.MarineEng.CoLd.Sld.	21 ″ 6 s 1 · 10 20 · 6	
894 JQFR	**Borgå** IronScSr *ss*Ham.No.1–86 (*ex*Valesia,*ex*Etna) 2*Dks*(*Irn*)3*Dk rul*	2295 2068 1466	✠ 10,88	Cff	*t*		1882 1mo	Germania Werft Kiel	RussianGovernment	301·5|37·4|23·8 P40′B68′F32′ *WB*=*DB*248′*f*385*t*	Libau Russian 6 *BHCem*	C.2Cy.38″&66″–43″ NB98 238NHP Mark.Schl.M.Co.Berlin		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c / Master. / Special Surveys.	3 Late Name if any. / No. of Decks, &c	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines.	9 Built. By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Dates of L.R. Trade Cert.
895 140350 ~~MDLF~~	**Borgå** ~~*J.Andreasen*~~	**SteelScSr** 1*Dk* 6	1046 933 ~~883~~837					1907	**Nylands Værksted** Christiania	**TheShippingCon-**troller(Mann,Mac-Neal&Steeves,*Mgs*)	~~227·7~~|~~35·0~~|~~16·8~~ B61′F28′ 35 · 2|15·8 229 · 2			**London** British *WB*	T.3Cy.16½″,27″&44″–32″ 110NHP NylandsVærksted,Xania		N
896 VGCJ	— *A.Henricsson*95–95	**SteelTwinSc** —	265 — 171					1892	..... Björneborg	**BorgåÅngf.Aktieb**(T.Eklöf,*Mgr*)	117·1|21·4| 6·9			**Borgå** Russian			
897 MHLR	**Borgaröy** *E.Malvær* (*ex*Toronto)	**IronScK** (*Trawler*) 1*Dk*	129 129 50			...		1896	Cook,Welt'n&GemmellHull	**H.B.Osnes**	98·4|20·5|11·0 BK7½″			**Aalesund** Norwegian *WB*	T.3Cy.10¼″,16½″&25½″–20″ 34NHP Amos&Smith,Hull	11 ″ 10	N
898 MCRQ	**Borgestad** *J.Haraldsen* Wireless *Cantilever framed topside tanks* *Fitted with cylindrical tanks in holds for* *Mchy.Aft Elec.light* 1*Dk*	**SteelSc** *carrying petroleum*	4278 3903 2652					1906	SirRaylton Dixon&CoLd Middlesbro'	**Aktieselskabet Borgestad** (G.Knudsen,*Mgr*)	360·3|51·3|26·2 P71*t*B35*t*H72*t*			**Porsgrund** Norwegian *WB*	T.3Cy.26″,42″&70″–48″ 339NHP N.E.MarineEng.Co.Ld.Sld.		N
899 WLCD	**Borghild** *S.Christensen*15–15 (*ex*Polarstjernen) 1*Dk*(*Stl*)&*Spar dk*(*Stl*)&*deep framing*	**SteelScSr** *ss*Cpn.No.3–2,10 *ss*Cpn.No.1–14	3379 3183 2199	✠100A1 *Spar dk* 4,16 ~~B14,16~~ ✠LMC8,14 ~~BS5,17~~	NOs	*v*	2,17	1898 7mo	C.S.Swan&Hunter,Ld. Newcastle A&CP	**Torp&Wiese** *WB=CellDBa*	330·0|45·3|18·1 B82′F38′ 26·3 FK 106′ *uE*~~*s*~~*B38′f*140′			**Bergen** Norwegian 5*BHCem*	T.3Cy.24″,40″&64″–42″ (*s*) 170lb *90lb* 293NHP 2SB,*8pf*,GS126,HS4700 N.E.MarineEngCoLd.Nwc	28 ″ 9	
900 969 JCGS	**Borgholm** *J.S.Grandin* –09	**IronScSr** 1*Dk* *Now named "Pampus." See*	145 73 109	~~B5,17~~			*No. 19 in Supplement.*	1877	Oscarshmn Mek.Vrks. Oscarshamn	**Skärgårdsaktieb. iNorrköping** (F.Blom,*Mgr*.)	95·6|17·6| 7·3 Q25′ B46′ H5*t* F25′			**Nrrköping** Swedish	C.2Cy.11¼″&22½″–16″ 17NHP OscarshamnMekVrks.		
901 MGHQ	**Borgila** *L.Lysdal* 1*Dk2trB*	**SteelSc4MstSr**	1434 1268 854					1910	Fredrkstad Mek.Værks. Fredrikstad	**Akties.Borgå** (P.Olsen,*Mgr*.)	243·0|38·4|17·1 P47*t*H54*t*			**Chrstiania** Norwegian *WB*	T.3Cy.18″,29½″&50″–36″ 150NHP FredrikstadM.V.Frdstad		N
902 Missing since 16 MNJV	**Borgli** *E.S.Olsen*16–16 (*ex*Maisen, *ex*UriarteNo.6, *ex*Flambro)	**SteelScSr** *ss*Bbo.2ndNo.3–8,10 *ss*Bbo.No.1–15 1*Dk*(*pt Stl pt Irn*)&*Web frames*&*pt Awng dk*(*Irn*)	2287 1742 1453	~~✠100A1~~ *pt Awng dk* *with freeboard* 11,16 ~~BS11,16~~ ~~✠LMC12,15~~	Msl	*s*	12,15	1887 12mo	W.Gray &Co. W Hartlepool A&CP	**Akties.Borgli** (Ellingsen&Johannessen)	284·2|37·8|19·5 P27′Q20′ *pt Awng dk*167′ BK10′ *Cell*			**Bergen** Norwegian 5*BHCem*	T.3Cy.22″,35″&59″–39″ (*s*) 160lb *60lb* NDB00 217NHP 2SB,*4rf*&*2cf*,GS108 Cen.Mar.Eng.Wrks.WHpl	22 ″ 2 ~~s7 ″ 10~~ ~~s6 ″ 11~~	
903 NPVD	**Börglum** ~~*J.Mollerup*~~ (*ex*Secalia) *Elec.light*	**SteelScSr** *ss*Els.No.2–14 1*Dk*(*Stl*)&*deep framing* *Wellburg* –17 &*Awng dk*(*Stl*)	2639 2490 1672	✠100A1 *Awng dk* *withfreeboard* 3,17 ~~10,16~~ BS9,16 ✠LMC10,14	NYk	*s*	10,16	1906 8mo	Howaldtswerke Kiel A&CP	Dampskibsselsk Dannebrog (C.K. Hansen,*Mgr*.) *Intermedia*	284·0|42·0|18·5 26·0 FK *te bulkhead in fore*			**Copnhagn** Danish *Cem* *hold dispensed with.* *WB=*	T3Cy.20¾″,33½″&55½″-35½″ 185lb *100lb* (*s*) 206NHP 2SB,*6cf*,GS100,HS3279 Howaldtswerke,Kiel 4*BH only* *CellDBa*88′ *uE*20′*f*124′551*t APT*150*t*	28 ″ 1 s 7 ″ 0 21 ″ 5	
904 MFRL	**Borgny** *O.A.Hansen* *Elec.light*	**SteelSc4MstSr** 1*Dk*	1149 991 675					1909	Akers Mek.Værks. Christiania	**Akties.Borgå** (P.Olsen,*Mgr*.)	228·5|36·2|15·8 P21′B59′F24′			**Chrstiania** Norwegian *WB*	T.3Cy.16½″,27″&44″–33″ 111NHP AkersMek.Værks.Xia.		N
905	**Borgolauro** *A.Pitacco* (*ex*Portorose,*ex*Pelagosa, *ex*Lissa)	**IronSc** —	145 — 86					1875	Stabilmnto Tecnico Trieste	**Nav.aVap.Municipalizzata di Muggia**	109·0|17·8|10·4			**Muggia** Aust.-Hung.		11 ″ 2	
906 MJSW	**Borgsten** *O.Tömmeraas* –14 *Elec.light*	**SteelSc4MstSr** 1*Dk*	1718 1513 998					1913	Nylands Værksted Christiania	**Akties.Borgå** (P.Olsen,*Mgr*.)	264·9|40·2|18·6 P50*t*F7*t*H88*t*			**Chrstiania** Norwegian *WB*	T.3Cy.19″,31″&51½″–33″ 152NHP NylandsVærksted,Xania		N
907 MDVS	**Borgund** *P.Jangaard* –08 *Elec.light*	**SteelScSr** (*Fishing*) 1*Dk*	100 — 36					1908	Xiansands Mek.Værks. Xiansand	**P.Jangaard**	92·0|18·5|10·3			**Aalesund** Norwegian	C.2Cy.9″&20″–17″ 14NHP XiansandsM.V.Xiansand		
908 MFPT	**Borgund I.** *A.Zachariassen* –16 (*ex*Lifjeld,*ex* Bonanza,*ex*FriedaLehmann, *Well deck*	**IronScSr** *ss*Xia.3rdNo.3–2,17 1*Dk*(*Irn*) *ex*County of Durham)	763 606 456	✠100A1 2,17 ✠LMC2,17	Xia	*k*	2,17	1883 10mo	J.Priestman&Co. Sunderland A&CP	**Akties.Borgund** (Horgen&Tellefsen)	195·0|30·2|14·1 Q101′B20′F24′ ptND08 BK7½″			**Chrstiania** Norwegian 4*BHCem*	C.2Cy.24″&48″–36″ (*s*) 80lb *80lb* NDB98 103NHP 1SB,*3pf*,GS50,HS1600 Black,Hawthorn&Co.Gts. *WB=DBa*46′*f*53′140*t*	15 ″ 0	
909	**Boribat** *J.F.Hermansen* –17 ~~*H.Petersen*~~ *Well deck* *Elec.light*	**SteelScSr** *ss*Bgk.No.3–12,14 1*Dk*(*Stl–pt* teak s)	563 337 352	✠90A1 6,17 ~~7,16~~ 12,17 ~~BS12,16~~ ✠LMC12,14 ~~BS16,17~~ *Fitted for oil*	Bgk *fuel*	*g* 3,02	12,16 *F.P.ab*	1902 3mo *Lloyd's*	Kjöbnhvns Flydk.&Skbs. Copenhagen	**SiamS.N.Co.Ld.** *SA&CP* *WB=Cell*	166·0|26·5|10·7 P116′F25′ FK *DBuE*12′ 18*t FPT* *ove* 15 0°F.			**Bangkok** Siamese 4*BHCem* 28*t APT*15*t*	T3Cy.13″,20½″&33½″–21″(*s*) 170lb *100lb* 66NHP 1SB,*2cf*,GS39,HS1171 Kjbnhavns.Flydk.&Skbsv.	11 ″ 3	
910 209335 LCFS	**Borinquen** *MKay* *Johnson* –16 *Elec.light* *G.L.Jensen*17–17	**SteelScSr** *ss*NYk.No.1–15 2*Dks*(*Stl*)	2551 2198 1993	✠100A1 5,17 ~~7,16~~ ~~BS10,17~~ ✠LMC9,15	NYk Bdx	*s*	~~12,14~~ 4,17	1911 11mo	Gt.Lakes Eng.Works Ecorse A&CP	BatterySteamship Corp.(TheStates Marine&Commercial Co.Inc.,*Mgrs*.) *uE*&*B42′f*110′404*t*	247·0|43·7|29·3 P19′B68′F23′ *Cell DB*56′ FK *FP*144*t APT*22*t*		~~Wilmington~~ New York Utd.States 4*BHCem*	T3Cy.21½″,35½″&58″–42″(*s*) 180lb 303NHP 2SB,*6cf*,GS105,HS4458 FD Gt.LakesEng.Wks.Detroit	28 ″ 5 s 4 ″ 9½ 23 ″ 11	
911 209	**Boris** *P.Abadjieff* 07–13 *Elec.light* 1*Dk*&*Spar dk*(*pt Stl*–ws)&*deep framing*	**SteelScSr** *ss*Cpl.No.3–10,06 *ss*Oda.No.1–10	869 765 542	✠ — 1,16 *Spar dk* *withfreeboard* ✠	Pir	*m*		1894 6mo	Wigham Richrdsn&Co Newcastle	**Soc.Commerciale Bulgare de Nav.à Vap.**	220·0|32·0|17·7 B35′F34′ 10·2 BK7½″ *WB=CellDB*121′			**Varna** Bulgarian 4*BHCem* 80*t APT*8*t*	T.3Cy 19″,31″&50″–36″ NDB04 165NHP 2SB,*6cf*,GS105,HS2698 WighmRichrdsn&Co.Nwc	19 ″ 10	
912 45 HDCR	**Borjom** *H.Sallus*01–01 *Mchy.Aft* *Elec.light*	**SteelSc3MstSr** *ss*Cpl.No.3–11,07 *ss*Nwc.No.1–11 1*Dk*(*Stl*)&*Web frames*	2941 2290 1867	✠100A1 *Trunk dk* 11,12 *Carrying Petroleum in bulk* ~~✠NB11,11~~ ~~✠LMC11,11~~ *Fitted for oil* *fuel* 7,96 *F.P.ab* ~~DBS6,13~~	Alx	*t*	11,12	1896 7mo	SirW.G. Armstrong &Co.Ld. Newcastle A&CP	**Soc.del'Indstrie de Naphte et duCommerce** (A.I.Mantacheff&Cie.*Mgrs*.) *WB=*	310·0|42·0|22·1 P79′B35′F37′ FK *DBuE*29′ 50*t FPT* *ove* 15 0°F.			**Batoum** Russian 11*BHCem* 15*t APT*49*t*	T.3Cy.24″,40″&64″–42″ (*s*) 160lb *100lb* 280NHP 2SB,*8pf*,GS126,HS4480 N.E.MarineCo.Ld.Nwc.	22 ″ 3	
913 RNHG	**Borkum** *P.Münter* *Elec.light*	**SteelScSr** 1*Dk*	1061 857 663					1904	Act.Ges. "Neptun" Rostock	**ErnstRuss**	225·3|33·6|14·0 P12′Q57′B61′F23′			**Hamburg** German *WB*	T.3Cy 15 5/16″27 1/16″&46½″–31½″ 124NHP A.G."Neptun," Rostock		G
914 KHLJ	— *H.Huizinga* –97	**IronPad** 1*Dk*	190 169 80					1890	BotjeEnsing&Co. Groningen	**Act.Ges.Ems**	158·8|19·8| 8·8			**Emden** German	C.2Cy.23½″&42″–45″ NB07 99NHP J.L.Meyer,Papenburg		G

Numéro d'Ordre / Numéro Officiel / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où cet. a été classé pour la 1re fois.
915 105 NHMC	**Bormida** *P.D'Amico* *Elec.light*	IronScSr 2Dks3trB	2259 2062 1403			...	1884	Burrell& Son Dumbarton	Società Italiana di Servizi Marittimi	299·7 P44′ F40′ | 37·2 B82′ | 23·6 H102t	Venice Italian *WB Tpd.97*	T.3Cy.22″,35″&62½″–42″ NB97 253NHP Fonderia Orotea, Palermo	26 ″ 8	
916 MLWD	**Borna** ~~*R.A.Christiansen 10*~~ ~~*Kristiansen —17*~~ (*ex*Material,*ex*Sune)" *Mchy.Aft* ~~*A.Olsen 16–17,*~~ *deep framing*	SteelScSr ssBgn.No.3–4,16 1*Dk*(*Stl*)&	927 746 519	✠100A1 10,17 ~~15,17~~ MBS10,17 MS10,17	Xia	*l* ~~*1,17*~~ LMC10,17 DBS1,18	10,17		A/S.ArnfinnM.Johannessen's Rederi I (ArnfinnM.Johannessen, *Mgr.*) *Cell DB uE&B*	200·0 P59′F27′ 31′*f*134′261*t* FK *FPT*	Bergen Norwegian 3*BHCem* 60*t APT40t*	T.3Cy.15″,25″&41″–27″ (*s*) 180lb *90lb* 104NHP 1SB,3*pf*,Gs52,Hs1728 G.T.Grey, South Shields	16 ″ 1 s 2 • 5½ 18 ″ 11	
917	**Borneo** ~~*Ingeborg —17*~~ *J.Jacobsen17–17* *H.J.Bleeker* *Elec.light*	SteelSc 3*Dks*	6550 6123 4142				1916	Nederl. Schps.Maats. Amsterdam	Stoomv.Maats. Nederland	420·4 P40′F40′	Amstrdam Dutch *WB*	T.3Cy.28″,46″&77″–54″ 435NHP NedFb.v.Wrk&Spoor, Ams		V
918 JCPN	— *A.Thian*	SteelScSr ssRot.No.3–4,17 *Spar dk*(*Stl*)2*trB* &*deep framing*	3621 2337	✠ 13,16 *Spar dk with freeboard*	Tri	*v*	1900	W.Hamil-ton&Co. Port Glasgow	Soc.Anon.Ungherese di Armamento Maritt."Orient" *WB=CellDB*	330·8 P31′B118′F39′ FK 23·9 *a&uE114′f144′727t*	Fiume Aust.-Hung. 6*BHCem* *APT77t*	T.3Cy.24″,40″&65″–42″ 301NHP 2SB,6*cf*,Gs141,Hs4691 D.Rowan&Co.Glasgow	26 ″ 6	
919 QHMN	— *J.Koehler*	SteelScSr 1*Dk*2*trB*	2168 1878 1344				1902	Schiffsw.v. Henry Koch Lübeck	Norddeutscher Lloyd	295·0 P41′B75′F47′	Bremen German *WB*	T.3Cy.21⅝″,36⅜″&53″–35½″ 167NHP Ottenser Maschf. Altona		G
920 122719	— *F.Rowe* –11	SteelScK ssGms.No.2–14 1*Dk*	211 194 83	✠100A1 *Stm Trawler* 7,14	Gms	7,14	1906 2mo	Cook, Welt'n&Gemmell Beverley *Lloyd's SA&CP*	Grant&Baker Stm. Fishing Co.Ld.	115·4 Q58′F19′	21·6 | 11·5 BK8″	Grimsby British 3*BHCem*	T.3Cy.12″,21″&34″–24″ (*s*) 180lb 60RHP 1SB,2*pf*,Gs32,Hs1095 C.D.Holmes&Co.Hull	12 ″ 3	
921 173728 MCPV	— *A.Escalano*05–05	WoodSc 1*Dk*&*Awng Dk*	168 — 87				1901	China-Borneo Co Ld. Sandakan	South Philippines S.S.Co.	110·0	21·0 | 9·5	Zamb'nga P.I. Utd. States	C.2Cy.14″&28″–21″ 30NHP A.Young&Co.Glasgow		
922	— *J.Poldervaart*10–12 *Mchy.Aft* (*Fishing*)	SteelScK *Oil Eng.* 1*Dk*	135 134 88				1910	G.Boot Leiderdorp	Hollandsche Zeevisscherij (Jan Schippers, *Mgr.*)	92·2	21·7 | 10·7	Vlaardngn Dutch	Oil Engine Bolinder, Stockholm		
923 18221	**Borneo Maru** *H.Kawai* *Elec.light* *Well deck*	SteelScSr (*ex*Cambodge) 1*Dk*&*Spar dk*	3916 — 2460				1902	Ch.&Atel. de Provence Port de Bouc	Nanyo Yusen Kabushiki	341·6 P209′H—F36′	44·0 | 25·1	Kobe Japanese *WB*	T.3Cy.24¾″,39½″&63″–47″ 272NHP Ch.&Atel.de Provence, Msl		V
924 NKML	**Bornholm** *C.Baasch* –14 *Elec.light*	SteelScSr 1*Dk*&*pt Awng Dk*	456 248 202				1899	Burmeister & Wain Copenhagen	Dampskibsselsk. paa Bornholm af 1866 (B. Lyngberg, *Mgr.*)	156·4	26·8 | 10·3	Rönne Danish *WB*	T.3Cy.15″,25″&40″–24″ 78NHP Burmeister&Wain, Cpn.		V
925 1025	— *R.Jankewitz*13–14 *Elec.light*	IronScSr (*ex*Sequens) 1*Dk*	117 — 80				1872	Reiherst'g Schiffsw. Hamburg	A.S.Lifschitz	106·7 len95	18·2 | 10·2	Riga Russian	C.2Cy.17½″&28″–24″ NE&2NB95 32NHP Reiherst.Maschinenf.Ham		
926 132268 HTMB	**Borodino** *W.J.Norton* –11 *Elec.light Ref.Mchy.*	SteelScSr (*Cruiser Stern*) 2*Dks*	2726 1650 1720				1911	Earle's Co. Ld. Hull	Ellerman's Wilson Line, Ld.	318·0	42·2 | 17·2	Hull British *WB*	T.3Cy.22″,36″&60″–42″ 233NHP Earle's Co.Ld.Hull		C
927 MBDN	**Borongan** *V.Artadi*05–05 *Elec.light*	SteelSc 1*Dk*	*368* *333* *185*				1901	Lobnitz& Co.Ld. Renfrew	Cia.General de Tabacos de Filipinas	150·2	26·0 | 9·5	Manila Utd. States	C.2Cy.27″&56″–46″ 177NHP Lobnitz&Co.Ld.Renfrew		V
928 QJMS	**Borse** *H.Lühring*05–08 *Elec.light*	SteelSc (*Trawler*) 1*Dk*	230 188 67				1907	G.Seebeck Akt.Ges. Bremerhaven	Hochseefischerei Bremerhaven Akt. Ges.	126·9 Q73′F19′	22·5 | 8·7	Brmrhavn German *WB*	T.3Cy.11⅝″,18½″&30⅝″–22½″ 44NHP G.Seebeck A.G.Bremerhvn		G
929 136667 JFLH	**Borulos** *V.Grayes* –16 (*ex*CaboSilleiro)	SteelScSr ssAlx.2nd No.3–10,14 2*Dks*(1*Stl*)&*Awng dk*	1030 1008 650	✠100A1 *Awng dk with freeboard* 8,17 10,16	Alx	*l* 10,16 ~~*B&S16*~~ ~~LMC10,14~~ MBS7,17 LMC10,14	1890 12mo	J.L.Thompson&Sons Sunderland A&CP	Khedivial Mail S.S. &Graving Dock Co. Ld.(Lord E.Hamilton, *Mgr.*) *WB*	205·0 BK7½″ *= CellDB126′145t*	30·0 | 12·4 19·8	London British 5*BHCem* *APT34t*	T.3Cy.15½″,26″&42″–30″ (*s*) 160lb *80lb* NDB12 100NHP 1SB,2*cf*,Gs33,Hs1540 Blair&Co.Ld.Stockton	22 ″ 0 s 5-11½ 17 ″ 0	
930 HWCP	**Borussia** *Grosskopf* –12 *Elec.light* Sub.Sig.	SteelTwinScSr 1*Dk*	948 745 528				1912	Nüscke& Co.A.G. Stettin	Rhein-und-See-Schiffahrts Ges.	219·8 Q63′B53′F23′	33·5 | 13·1	Cologne German *WB*	T.6Cy.11½″,18⅞″&30⅞″–18⅞″ 82NHP Atlas-Werke A.G.Bremen		G
931 JFDN	— *W.Schmidt*	SteelScSr 1*Dk*	133 125 72				1891	Johannsen &Co. Danzig	Pommerscher Industrie Verein auf Actien	124·0 Q18′	18·9 | 6·8	Stettin German			
932 65924	**Borwick Rails** *J.Gorry* –07	IronPadSp	136 136 48				1871	Liv.Shipbuilding Co. Liverpool	Whitehaven Harbour Commissioners	102·6	19·1 | 9·6	Whitehvn British	D.2Cy.36″–30″ 70RHP G.Forrester&Co.,Liverpool		
933 HDBC	**Bosanka** *L.Lazich*02–06 *Spar dk*(*Stl*)2*trB*&*deep framing*	SteelScSr ssLth.No.2–13	3456 3291 2244	✠ ~~3,16~~ *Spar dk with freeboard*	Tri	*v*	1905 3mo	Nthmblnd S.B.Co.Ld. Newcastle	Nav.a Vap Napried (R.Negrini, *Mgr.*) *WB=CellDB*	341·2 P30′B94′F30′ FK 24·7 *a110′uE22′f154′77*	46·8 | 15·9	Ragusa Aust.-Hung. 6*BHCem* 6*t APT61t*	T.3Cy.24″,40″&65″–45″ 300NHP 2SB,6*cf*,Gs129,Hs4770 N.E.MarineEng.Co.Ld Nwc	27 ″ 4	
934 132828 HWLQ	**Boscastle** *S.Lewis*06–12	SteelScSr ssCff.No.1–16 1*Dk*(*pt Irnpt Stl*)	2346 2185 1452	✠100A1 7,17 ~~11,16~~ ~~B&S16~~ ~~LMC12~~ 7,17	Bry Hpl	*l* ~~*9,16*~~ 7,17	1912 8mo	W.Gray& Co.Ld. W Hartlepool *Lloyd's SA&CP Inter*	Hatfield S.S.Co.Ld. (E Jenkins&Co. *Mgrs.*) *mediate BH in force*	298·0 P24′B78′F33′ FK *hold dispensed with WB=*	44·7 | 19·9	W.Hartlpl British *Cem* 4 *BH only* *CellDBa94′*	T.3Cy.22″,36″&60″–39″ (*r*) 180lb *100lb* 260NHP 2SB,6*pf*,Gs107,Hs4244 Cen.Mar.Eng.Wrks.W Hpl *uE22′f128′613t APT102t*	22 ″ 1 s 3 • 6 18 ″ 11	
935 128492 HNWP	**Boscawen** *J.Edwards* –12	SteelScSr ssCff.No.1–13 1*Dk*(*pt Irn&pt Stl*) &*deep framing*	1936 1754 1174	✠100A1 9,16 Examined 6,17 ~~B&S,16~~ ~~LMC~~ ~~3,13~~ 3,18	Cff	*r* ~~*7,16*~~ 3,18	1909 5mo	Craig,Taylor&Co.Ld. Stockton *Lloyd's SA&CP WB*	Cornish Shipping Co.Ld. (E.Jenkins &Co. *Mgrs.*) *=CellDBa90′uE&S*	279·0 P28′B65′F30′ FK *B32′f116′573t FPT*	40·8 | 18·3	Cardiff British 4*BHCem* 42*t APT61t*	T.3Cy.21½″,36″&59″–39″ (*s*) 180lb *90lb* 239NHP 2SB,6*cf*,Gs90,Hs3722 N.E.MarineEng.Co.Ld.Sld	20 ″ 6 s 3 ″ 1 17 • 9	
936 122940 HGJK	**Boscobel** *T.H.Perry* –14	SteelScK ssFlt.No.1–10 1*Dk*	225 201 92	✠100A1 *Stm Trawler* 12,13	Flt	5,15 ~~*B&S15*~~ LMC5,15	1906 5mo	J.Duthie, Sons&Co.Ld. Aberdeen *Lloyd's SA&CP*	Tettenhall Steam Fishing Co. (Fleetwood),Ld. (J.A. Robertson, *Mgr.*)	125·8 BK7½″ *WB=*	21·9 | 8·9	Fleetwood British 3*BHCem* *DB17′8t*	T.3Cy.12″,20″&33″–24″ (*s*) 180lb 54RHP 1SB,2*pf*,Gs38,Hs1152 W.V.Lidgerwood,Gls.	12 ″ 6	

Now named "Kerkenna." See No. 42 in Supplement

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. *Master.* Special Surveys.	3 Material, Rig, &c. *Late Name if any.* No. of Decks, &c.	4 Register Tonnage Gross. / Under deck / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now Expired. Equipment Letter.	7* Tube when tail shaft last seen.	8 Built. When. / Ship. / Engines.	By Whom. / Where.	10 Owners.	11 Registered Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.*	15 Register in Tables A, B, C. Dated B. of Trade Cert.
937 135250 JCRD	**Boscombe Chine** *(ex Hieronymi)* *McClashan* –17	**SteelScSr** ~~ssBoy No.2–12~~ 1*Dk(Stl)§deep framing* ssCff.No.3–11,17	2288 2137 1445	✠100A1 11.17 ~~8,14~~ ~~Liverpool 12–13~~ ~~LMC 6.12~~ ~~BS 6.17~~	Cff	*t*	~~8,16~~ 8,17	1904 3mo *Lloyd's*	W.Dobson &Co. Newcastle	JohnSlater,Ld. (J.Slater, *Mgr.*)	300·5 P27 *WB=CellDB*	45·0 B82′F31′ *a*94′*uE§*B42′*f*126′	19·6 FK 607*tAPT*39*t*	Cardiff British *5BHCem*	T.3Cy.22″,36″&60″–39″ (*s*) 180lb *90lb* 253NHP 2SB,*6cf*,GS112,HS4040 N.E.MarineEngCoLd.Nwc	22 ″ 1 s 3 ″ 6½ 18 ″ 11	
938 106 NHMV	**Bosforo** *A.Messina* *Elec.light*	**IronSc3MstSr** (*ex*WistowHall) 2*Dks3trB*	2723 2556 1682			...		1878	C.Connell &Co. Glasgow	SocietàItaliana di ServiziMarittimi	360·5 B35′	37·1 F31′	26·4 *Tpd.*97	Venice Italian NB97 393NHP G.Ansaldo&Co.Sampierd.	T.3Cy.27½″,44½″&73½″–54″		I
939 RLGT	**Bosnia** *A.Schmidt*97–06 *Elec.light* Sub.Sig. Wireless	**SteelSc4MstSr** 2*Dks(Stl)§deep framing§* *Shelter dk(Irn)*	9683 7100 6179	✠ *Shelter dk* 1,99 ✠	Nwc	*e*†		1899 1mo	Palmers' Co.Ld. Newcastle	Hamburg-Amerik. Packetf.Act.Ges. (Ham.Amr.-Linie) *WB=CellDBa*140′*uE§B80′f*195′	483·6 FK 1351*tDTa*30′	57·3 1000*tAPT*45*t*	32·9 7*BHCem*	Hamburg German 710NHP 2S&2DB*18cf*GS356HS12720 Palmers'Co.Ld.Nwc.	T.Cy.30″,50″&83″–60″	36 ″ 0	G
940 HDEG	—	**SteelSc** 1*Dk*	540 347 263					1899	Lloyd Austriaco Trieste	Soc.Anon.Austriaca di Nav.aVap. "Dalmatia"	162·8 P&B113′F44′	24·9	11·6	Trieste Aust.-Hung.	T.3Cy.13⅞″,22¼″&36″–24″ 63NHP LloydAustriaco,Trieste	12 ″ 5	A
941 98620 MDBP	**Bosnian** *F.Evans* –17 (*ex*ClanMacleod)	**SteelScSr** 2*Dks3trH*	2507 2296 ~~1576~~ 1585			...		1891	W.Doxford &Sons,Ld. Sunderland	EllermanLines.Ld. (GrahamSmith, *Mgr.*)	312·0 P31′B74′F40′	39·0 BK10″	23·5 *WB*	Glasgow British 305NHP W.Doxford&Sons,Ld.Sld.	T.3Cy.23″,37″&62″–42″	24 ″ 8	C
942 7615 JPCV	**Boso Maru**	**WoodTwinScSr** 2*Dks*	161 — 88					1901	Kameji Sakurai Tokio	SanrikuKisen KabushikiKaisha	107·3	15·8	12·4	Kamaishi Japanese 28NHP MitsuiKozanKaisha,Tokio	C.4Cy.10″&20″–12″		
943 HNGT	**Bosphore** *Aubony* –11 (*ex*Canton) *Elec.light*	**SteelScSr** 2*Dks(Stl–ws)*3*Dk rud*	3503 3064 2205	✠ 11,89 ✠	Grk	*w*		1889 11mo	Caird&Co. Ld. Greenock	MessageriesMaritimes *WB=Cell DB*298′622*tFPT*	349·4 P35′B104′F49′	42·1 BK9″	26·5 7*BHCem* 51*tAPT*50*t*	French 340NHP 2DB.*12rf*,GS206,HS4667 Caird&Co.Ld.Greenock	T.3Cy.24″,40″&68″–54″	29 ″ 9	V
944	**Bosphorus No. 13**	**WoodPad** — — 64	—					1860	J.White WestCowes	Chirket-Hairie (BosphorusSNCo.)	120·0	17·0	8·1	Constanpl Turkish J.Penn&Sons,London			
945	**Bosphorus No. 26**	**IronPad** (*Ferry*) — 275	555					1870	Maudslay, Sons&Co London	Chirket-Hairie (BosphorusSNCo)	150·0	28·0	10·0	Constanpl Turkish 2Cy.43″–48″ 197NHP Maudslay,Sons&Co.Lon.			
946	**Bosphorus No. 27**	**IronPad** (*Ferry*) — — 311						1871	Maudslay, Sons&Field Greenwich	Chirket-Hairie (BosphorusSNCo)	150·0	28·0	11·7	Constanpl Turkish 1Cy. Maudslay,Sons&Field,Lon			
947	**Bosphorus No. 33**	**IronPad** — — 137	—					1872	R.&H. Green London	Chirket-Hairie (BosphorusSNCo)	160·0	20·0	9·6	Constanpl Turkish J.Penn&Sons,London			
948	**Bosphorus No. 34**	**IronPad** — — 137	—					1872	R.&H. Green London	Chirket-Hairie (BosphorusSNCo)	160·0	20·0	9·6	Constanpl Turkish J.Penn&Sons,London			
949	**Bosphorus No. 37** *Elec.light*	**SteelPadSr** ssCpl.2ndNo.3–5,10 ssCpl.No.1–14 1*Dk2trB*	*244* — *154*	8,16 *For Service on the Bosphorus only*	Cpl			1890 7mo	R.&H. Green London	Chirket-Hairie (BosphorusSNCo)	165·0	21·1	9·6 BK6″	Constanpl Turkish 4*BHptCem ptAsp*	O.2Cy.37″–36″ NB05 *fitted*08 101NHP 1SB,*4pf*,GS58,HS1434 J.Penn&Sons,London	10 ″ 0	
950	**Bosphorus No. 38** *Elec.light*	**SteelPadSr** ssCpl.2ndNo.3–6,11 ssCpl.No.1–14 1*Dk2trB*	*244* — *154*	A– ~~1,16~~ 7.14 ~~NB6.11~~ ~~LMC7.14~~ *For Service on the Bosphorus only*	Cpl			1890 6mo	R.&H. Green London	Chirket-Hairie (BosphorusSNCo)	165·0	21·0	9·6 BK6″	Constanpl Turkish 4*BHptCem ptAsp*	O.2Cy.37″–36″ (*s*) 85lb 101NHP 1SB.*3pf*,GS58,HS1434 J.Penn&Sons,Ld.London	10 ″ 0	
951	**Bosphorus No. 39** *Elec.light*	**SteelPad** ssCpl.2ndNo.3–7,10 ssCpl.No.1–14 1*Dk2trB*	*287* *249* *184*	9,16 *For Service on the Bosphorus only*	Cpl			1890 8mo	Thames I. Wks &S.B.Co London	Chirket-Hairie (BosphorusSNCo)	173·0	21·3	10·1 BK6″	Constanpl Turkish 4*BHCem*	C.D.2Cy.28″&52″–42″ 122NHP 1SB,*3pf*,GS63,HS1533 Maudslay,Sons&Field,Lon	10 ″ 7	
952	**Bosphorus No. 40** *Elec.light*	**SteelPad** ssCpl.2ndNo.3–10,10 ssCpl.No.1–14 1*Dk2trB*	*287* *248* *184*	12,16 *For Service on the Bosphorus only*	Cpl			1890 9mo	Thames I. Wks.&S.B.Co London	Chirket-Hairie (BosphorusSNCo)	173·0	21·3	10·1 BK6″	Constanpl Turkish 4*BHCem*	C.2Cy.28″&52″–42″ 122NHP 1SB.*3pf*,GS63,HS1533 Maudslay,Sons&Field,Lon	10 ″ 7	
953	**Bosphorus No. 42** *Elec.light*	**SteelPadSr** ssCpl.2ndNo.3–5,12 1*Dk*	*230* *202* *123*	✠ 1,14 *with freeboard For Coasting Service, Bosphorus & Sea of Marmora* ✠	Cpl	*d*		1892 7mo	Napier, Shanks&Bell Glasgow	Chirket-Hairie (BosphorusSNCo.)	160·0	20·1	9·0 BK6″	Constanpl Turkish 3*BHCem*	O.2Cy.35″–36″ 96NHP 1SB,*3pf*,GS56,HS1377 D.Rowan&Son,Glasgow	9 ″ 6	
954	**Bosphorus No. 43** *Elec.light*	**SteelPad** ssCpl.No.3–6,13 1*Dk*	244 — *154*	11,16 *For Service on the Bosphorus only*	Cpl			1894	R.&H. Green,Ld. London	Chirket-Hairie (BosphorusSNCo.)	165·0 B31′	21·1	9·5	Constanpl Turkish	O.2Cy.37″–36″ 98NHP 1SB,*4pf*,GS72,HS1430 J.Penn&Sons,Ld.London		
955	**Bosphorus No. 45**	**SteelPad** ssCpl.2ndNo.3–11,13 1*Dk*	240 — 150	11,16 *For Service on the Bosphorus only*	Cpl			1895	R.&H. Green,Ld. London	Chirket-Hairie (BosphorusSNCo.)	165·0 B31′	21·1	9·5 BK6″	Constanpl Turkish 4*BHCem*	O.2Cy.37″–36″ 126NHP 1SB.*3pf*,GS53,HS1430 J.Penn&Sons,Ld.London	10 ″ 0	
956	**Bosphorus No. 46**	**SteelPad** ssCpl.No.3–11,11 1*Dk*	240 — 150	12,15 *For Service on the Bosphorus only*	Cpl			1895	R.&H. Green,Ld. London	Chirket-Hairie (BosphorusSNCo.)	165·0 B31′	21·1	9·5	Constanpl Turkish	O.2Cy.37″–36″ 126NHP 1SB,*3pf*,GS53,HS1430 J.Penn&Sons,Ld.London		
957	**Bosphorus No. 47** *Elec.light*	**SteelSc** ssCpl.No.3–8,12 1*Dk*	*114* *87* *56*	✠ 9,16 *with freeboard For Coasting Service, Bosphorus & Sea of Marmora* ✠	Cpl	*a*		1903 3mo	Fairfield Co.Ld. Glasgow	Chirket-Hairie (BosphorusSNCo.)	100·4	19·4	7·1 BK5″	Constanpl Turkish 4*BHptAsp ptCem*	C.2Cy.12½″&23″–15″ 39NHP 1SB,*2pf*,GS36,HS910 FairfieldCo.Ld.Glasgow	7 ″ 7	

1 Numero d'Ordre / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registre ou coté, si ce n'est dans le R. Dans Cons. Brit. Trade
958	**Bosphorus No. 48**	**SteelSc**	*114*	✠ —	Cpl	*a*		1903	Fairfield	Chirket-Hairie	100·4	19·4	7·1	Constanpl	C.2Cy.12½″&23″–15″	7 ″ 7	
		ssCpl.No.3–12,12	*87*	11,16 ✠				3mo	Co.Ld.	(BosphorusSNCo.)				Turkish	39NHP		
	Elec.light	1*Dk*	*56*	*withfreeboard*					Glasgow				BK5″	4*BHptAsp*	1SB,*2pf*,GS36,HS910		
				For Coasting	*Servic*	*eB*	*osphor*	*us&Se*	*a of Marmora*					*ptCem*	FairfieldCo.Ld.Glasgow		
959	**Bosphorus No. 49**	**SteelPad**	*298*	✠ —	Cpl			1903	Fairfield	Chirket-Hairie	170·1	23·2	8·8	Constanpl	C.D.2Cy.26½″&50″–42″	9 ″ 6	
		ssCpl.No.3–2,11	*232*	1,16				4mo	Co.Ld.	(BosphorusSNCo.)				Turkish	147NHP		
	Elec.light	1*Dk*	*187*	*withfreeboard*					Glasgow				BK5″	4*BHptCem*	1SB,*3cf*,GS70,HS1885 FD		
				For Coasting	*Servic*	*eB*	*osphor*	*us&Se*	*a of Marmora*					*ptAsp*	FairfieldCo.Ld.Glasgow		
960	**Bosphorus No. 50**	**SteelPad**	*298*	✠ —	Cpl			1903	Fairfield	Chirket-Hairie	170·1	23·2	8·8	Constanpl	C.D.2Cy.26½″&50″–42″	9 ″ 6	
		ssCpl.No.3–4,11	*233*	11,16				4mo	Co.Ld.	(BosphorusSNCo.)				Turkish	147NHP		
	Elec.light	1*Dk*	*188*	*withfreeboard*					Glasgow				BK5″	4*BHptCem*	1SB,*3cf*,GS70,HS1885 FD		
				For Coasting	*Servic*	*eB*	*osphor*	*us&Se*	*a of Marmora*					*ptAsp*	FairfieldCo.Ld.Glasgow		
961	**Bosphorus No. 51**	**SteelSc**	*116*	✠ —	Cpl	*a*		1905	FairfieldCo	Chirket-Hairie	100·0	19·4	7·1	Constanpl	C.2Cy.12½″&23″–15″	7 ″ 7	
		ssCpl.No.2–10	*86*	1,16				4mo	Ld.	(BosphorusSNCo.)				Turkish	38NHP		
	Elec.light	1*Dk*	*60*	*withfreeboard*					Glasgow				BK5″	4*BHptAsp*	1SB,*2pf*,GS36,HS910		
				For Coasting	*Servic*	*eB*	*osphor*	*us&Se*	*a of Marmora*					*ptCem*	FairfieldCo.Ld.Glasgow		
962	**Bosphorus No. 52**	**SteelSc**	*116*	✠ —	Cpl	*a*		1905	FairfieldCo	Chirket-Hairie	100·0	19·4	7·1	Constanpl	C.2Cy.12½″&23″–15″	7 ″ 7	
		ssCpl.No.2–10	*86*	1,16				4mo	Ld.	(BosphorusSNCo.)				Turkish	38NHP		
	Elec.light	1*Dk*	*60*	*withfreeboard*					Glasgow				BK5″	4*BHptAsp*	1SB,*2pf*,GS36,HS910		
				For Coasting	*Servic*	*eB*	*osphor*	*us&Se*	*a of Marmora*					*ptCem*	FairfieldCo.Ld.Glasgow		
963	**Bosphorus No. 53**	**SteelSc**	*255*	✠ —	Cpl			1905	Armstrong	Chirket-Hairie	126·0	23·6	8·7	Constanpl	T.3Cy.12″,19½″&31″–21″	9 ″ 3	
		ssCpl.No.2–10	*156*	1,16				10mo	Whitworth&	(BosphorusSNCo.)				Turkish	66NHP		
	Elec.light	1*Dk*	*119*	*Bosphorus&Sea*	*of M*	*ar*	*mora*		Co.Ld.				BK4″	4*BHCem*	1SB,*2pf*,GS43,HS1325		
									Newcastle						WllsndSlpwy.Co.Ld.Nwc.		
964	**Bosphorus No. 54**	**SteelSc**	*255*	✠ —	Cpl			1905	Armstrong	Chirket-Hairie	126·0	23·6	8·7	Constanpl	T.3Cy.12″,19½″&31″–21″	9 ″ 3	
		ssCpl.No.2–11	*156*	1,16				10mo	Whitworth&	(BosphorusSNCo.)	H104′			Turkish	66NHP		
	Elec.light	1*Dk*	*121*	*Bosphorus&Sea*	*of M*	*ar*	*mora*		Co.Ld.				BK4″	4*BHCem*	1SB,*2pf*,GS43,HS1325		
									Newcastle						WllsndSlpwy.Co.Ld.Nwc.		
965	**Bosphorus No. 57**	**SteelSc**	*122*	✠ —	Cpl			1906	Fairfield	Chirket-Hairie	100·0	19·4	7·1	Constanpl	C.2Cy.12½″&23″–15″	7 ″ 7	
		ssCpl.No.2–12	*84*	5,16				4mo	Co.Ld.	(BosphorusSNCo.)				Turkish	38NHP		
	Elec.light	1*Dk*	*53*						Glasgow				BK5″	4*BHptAsp*	1SB,*2pf*,GS36,HS610		
				For Coasting	*Servic*	*eB*	*osphor*	*us&Se*	*a of Marmora*					*ptCem*	FairfieldCo.Ld.Glasgow		
966	**Bosphorus No. 58**	**SteelSc**	*122*	✠ —	Cpl	*a*		1906	Fairfield	Chirket-Hairie	100·0	19·4	7·1	Constanpl	C.2Cy.12½″&23″–15″	7 ″ 7	
		ssCpl.No.2–13	*84*	5,16				4mo	Co.Ld.	(BosphorusSNCo.)				Turkish	38NHP		
	Elec.light	1*Dk*	*53*						Glasgow				BK5″	4*BHptAsp*	1SB,*2pf*,GS36,HS910		
				For Coasting	*Servic*	*eB*	*osphor*	*us&Se*	*a of Marmora*					*ptCem*	FairfieldCo.Ld.Glasgow		
967	**Bosphorus No. 59**	**SteelTwinSc**	*327*	✠ —	Cpl			1906	Armstrong	Chirket-Hairie	135·2	24·1	9·6	Constanpl	T.6Cy.10″,15″&25″–18″	10 ″ 2	
		ssCpl.No.2–13	*208*	9,16				12mo	Whitworth&	(BosphorusSNCo.)				Turkish	74NHP		
	Elec.light	1*Dk*	*166*	*Bosphorus &*	*Sea of*	*M*	*armor*	*a*	Co.Ld. Nwc.				FK	4*BHCem*	1SB,*2pf*,GS46,HS1420		
															AGMumford,Ld.Colchestr		
968	**Bosphorus No. 60**	**SteelTwinSc**	*328*	✠ —	Cpl			1907	Armstrong	Chirket-Hairie	135·2	24·1	9·6	Constanpl	T.6Cy.10″,15″&25″–18″	10 ″ 2	
		ssCpl.No.2–14	*209*	11,16				2mo	Whitworth&	(BosphorusSNCo.)				Turkish	74NHP		
	Elec.light	1*Dk*	*166*	*Bosphorus &*	*Sea of*	*M*	*armor*	*a*	Co.Ld.Nwc.				FK	4*BHCem*	1SB,*2pf*,GS46,HS1420		
															AGMumford,Ld.Colchestr		
969	**Bosphorus No. 61**	**SteelTwinSc**	*520*	✠ —	Cpl	*e*		1909	Atel.&Ch.	Chirket-Hairie	145·3	24·1	10·0	Constanpl	T.6Cy.10″,15″&25″–18″	10 ″ 9	
		ssCpl.No.1–14	*265*	9,16				10mo	deFrance	(BosphorusSNCo.)				Turkish	74NHP		
	Elec.light	1*Dk*	*306*	*Bosphorus &*	*Sea of*	*M*	*armor*	*a*	Dunkirk				FK	4*BHCem*	1SB,*3rf*,GS54,HS1798		
															Atel.&Ch.deFrance,Dnk.		
970	**Bosphorus No. 63**	**SteelTwinSc**	*520*	✠ —	Cpl	*e*		1909	Atel.&Ch.	Chirket-Hairie	145·3	24·1	10·0	Constanpl	T.3Cy.10″ 15″&25″–18″	10 ″ 9	
		ssCpl.No.1–13	*265*	1,17				12mo	deFrance	(BosphorusSNCo.)				Turkish	74NHP		
	Elec.light	1*Dk*	*306*						Dunkirk				FK	4*BHCem*	1SB,*3rf*,GS54,HS1798		
				Bosphorus &	*Marm*	*or*	*aSea*	*Service*							Atel.&Ch.deFrance,Dnk.		
971	**Bosphorus No. 64**	**SteelTwinSc**	*581*	✠ —	Cpl			1910	Atel.&Ch.	Chirket-Hairie	154·7	24·0	11·1	Constanpl	T.3Cy.11″,18″&29″–18″	12 ″ 0	
		ssCpl.No.1–13	*302*	12,16				9mo	deFrance	(BosphorusSNCo.)				Turkish	106NHP		
	Elec.light	1*Dk*	*330*						Dunkirk				FK	4*BHAsp*	1SB,*3pf*,GS58,HS2102		
				For Service on	*the Bos*	*ph*	*orus &*	*Sea of*	*Marmora*						Atel.&Ch.deFrance,Dnk.		
972	**Bosphorus No. 65**	**SteelTwinSc**	*434*	✠ —	Cpl			1910	FairfieldCo	Chirket-Hairie	153·6	26·1	9·5	Constanpl	T.6Cy.10″,15″&25″–18″	10 ″ 9	
		ssCpl.No.1–14	*255*	1,16				8mo	Ld.	(BosphorusSNCo)				Turkish	91NHP		
	Elec.light	1*Dk*	*233*						Glasgow				FK	4*BHCem*	1SB,*3cf*,GS68,HS1940		
				For Service on	*the Bos*	*ph*	*orus &*	*Sea of*	*Marmora*						FairfieldCo.Ld.Glasgow		
973	**Bosphorus No. 66**	**SteelTwinSc**	*433*	✠ —	Cpl			1910	FairfieldCo	Chirket-Hairie	153·5	26·1	9·5	Constanpl	T.6Cy.10″,15″&25″–18″	10 ″ 9	
		ssCpl.No.1–14	*255*	3,17				8mo	Ld.	(BosphorusSNCo.)				Turkish	91NHP		
	Elec.light	1*Dk*	*234*						Glasgow				FK	4*BHCem*	1SB,*3cf*,GS68,HS1940		
				For Service on	*the Bos*	*ph*	*orus &*	*Sea of*	*Marmora*						FairfieldCo.Ld.Glasgow		
974	**Bosphorus No. 67**	**SteelTwinSc**	*453*	✠ —	Cpl			1911	Hawthorn,	Chirket-Hairie	152·3	26·1	10·3	Constanpl	T.3Cy.10¾″,16″&26″–18″	10 ″ 9	
		ssCpl.No.1–14	*253*	3,17				6mo	Leslie&Co.Ld	(BosphorusSNCo.)				Turkish	88NHP		
	Elec.light	1*Dk*	*252*						Newcastle				FK	4*BHCem*	1SB,*3cf*,GS58,HS1775		
				For Service on	*the Bos*	*ph*	*orus &*	*Sea of*	*Marmora*						WllsndSlpwy.Co.Ld.Nwc.		
975	**Bosphorus No. 68**	**SteelTwinSc**	*414*	✠ —	Cpl			1911	Hawthorn,	Chirket-Hairie	152·3	26·1	10·3	Constanpl	T.6Cy.10¾″,16″&26″–18″	10 ″ 9	
		ssCpl.No.1–14	*253*	3,17				7mo	Leslie&Co.Ld	(BosphorusSNCo)				Turkish	88NHP		
	Elec.light	1*Dk*	*226*						Newcastle				FK	4*BHCem*	1SB,*3cf*,GS58,HS1775		
				For Service on	*the Bos*	*ph*	*orus &*	*Sea of*	*Marmora*						WllsndSlpwyCo.Ld.Nwc.		
976	**Bosphorus No. 69**	**SteelTwinSc**	*567*	✠ —	Cpl	*e*		1911	Atel.&Ch.	Chirket-Hairie	155·7	25·1	10·4	Constanpl	T.6Cy.11″,18″&29″–18″	11 ″ 0	
			293	1,16				7mo	deFrance	(BosphorusSNCo.)				Turkish	109NHP		
	Elec.light	1*Dk*	*314*						Dunkirk				FK	4*BHAsp*	1SB,*3cf*,GS58,HS2106		
				For Service on	*the Bos*	*ph*	*orus &*	*Sea of*	*Marmora*						Atel.&Ch.deFrance,Dnk.		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys.	3 / Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years assigned / now explained. Equipment Letter.	7* Date when full shaft last seen.	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of Rof Trade Cert.
977	**Bosphorus No. 70**	**SteelTwinSc**	567 / 293 / 314	✠ —— 1,16 ✠	Cpl	*e*		1911 / 8mo	Atel. & Ch. de France Dunkirk	**Chirket-Hairie (BosphorusSNCo.)**	155·7	25·1	10·4	Constanpl Turkish FK	T.6Cy.11″,18″&29″–18″ 109NHP	11 ″ 0	
	Elec.light	1*Dk*		*For Service on the Bos*		*ph*	*orus &*	*Sea of*	*Marmora*						4*BHAsp*	1SB,*3cf*,Gs58,Hs2106 Atel.&Ch.de France,Dnk.		
978	**Bostandje**	**SteelTwinSc**	350					1914	J.W. Klawitter Danzig	**Administr.de Nav. à Vap.Ottomane**	175·5	25·6	11·5	Constanpl Turkish *WB*	T.6Cy.16¾″,22½″&37½″–21½″ 24NHP		
	Elec.light	1*Dk*													J.W.Klawitter,Danzig		
979 / 210990	**Boston**	**SteelScSr**	4184 / — / 3283					1913	Gt. Lakes Eng. Works Ecorse, Mich.	**Great Lakes Transit Corp.**	350·0 F29′	48·1	30·9	Buffalo NY Utd. States *WB*	Q.4Cy19″,27½″,40″&58″–42″ 218NHP		
	Elec.light Mchy.Aft	2*Dks*													G.Lakes Eng.Wrks.Detroit		
980 / 200941 / KTDG	—	**SteelTwinScSr**	3626 / — / 2466					1904	Fore River Ship&Eng.Co Quincy, Mass	**New England S.S. Co.** *WB*	292·6	63·0	20·4	Fall River, Mass. Utd. States	T.6Cy.24″,37′&63″–42′ 514NHP		
	Elec.light Wireless														Fore River S.&E.B.Co.		
981 / 98585	—	**SteelScSr**	1694 / 1623 / 734	~~Fyfe Crosby –16~~		...		1890	A.Stephen &Sons Glasgow	**Boston & Yrmouth S.S.Co.Ld.**	245·0 27·7 BK6″	36·1	20·0	Utd.States *WB*	T.3Cy.34″,51″&84″–36″ 568NHP	21 ″ 0	
	Elec.light Wireless	1*Dk&Awngdk &Shadedk*													A.Stephen&Sons,Glasgow		
982 / 134717 / JNWC	**Boston City** *J.J.Carey* –17	**SteelScSr**	2711 / 2508 / 1653	✠100A1 2,17 ✠LMC2,17	Brs	*u*		1917 / 2mo	C.Hill & Sons Bristol	**C.Hill&Sons**	310·7 P39′B204′F32′ FK	42·8	23·7	Bristol British 5*BHCem*	T.3Cy.24″,39′&66″–45 (*s*) 180lb *100lb* 357NHP	26 ″ 0	
	Elec.light	2*Dks*(*Stl*)3*tr Bin No.1 hold*						*Lloyd's*	*SA&CP*	*Cell DB259′554t F*	*PT90t APT25t*				28B,*6cf*,Gs111,Hs4839 FD Richardsons,Westgarth& Co.Ld.Hpl.	s 3 ▪ 1½ 23 ▪ 2	
983 / 104157	**Bostonian** *C.Rodger* –13	**SteelScK** *ss*Bos.No.3–1,13 1*Dk*	192 / 177 / 75	✠100A1 *Stm Trawler* 1,13 ✠LMC MS1,13	Bos		1,13	1900 / 8mo	Smith's Dock Co.Ld. N.Shields	**Boston Deep Sea Fishing&Ice Co.Ld (A.Lunn,*Mgr.*)**	116·0 Q48′F20′ BK7½	21·1	11·1	Boston British 3*BHCem*	T.3Cy.12″,19″&32″–24″ (*s*) 180lb 51RHP	12 ″ 0	
								Lloyd's	*SA&CP*						1SB,*2pf*,Gs40,Hs1047 Smith's Dock Co.Ld.S.Shl.		
984 / 130512 / KHSB	**Boswell** *H.M.L.Walton*10–12 (*ex*Norfolk&Western No.2)	**IronSc** (*Tug*)1*Dk* Sub.Sig.	311 / — / 156					1890	J.H. Dialogue Camden,N.J	**New England Coal &Coke Co.**	125·0	25·0	14·7	Boston Utd. States	T.3Cy.16″,24″&40″–28″ NB14 85NHP		
															J.H.Dialogue,Camden,NJ.		
985 / 131419 / HVGP	**Botanist** *C.S.Rhodes* –15 *ss*Liv.No.1–16 2*Dks*(*Stl*)&3*rd dk*(*Stl*)*in No.1 hold*	**SteelSc4MstSr**	7688 / 6993 / 4912	✠100A1 0,17 ~~12,16~~ ✠LMC12,16 *Carrying oil fuel P.* ~~*Rhodes*~~ *150°F. in DB.tanks in holds*	Liv	*c*†	~~4,16~~ 10,17	1912 / 2mo	D&W Hendersn&Co.Ld. Glasgow *Lloyd's*	**Charente S.S.Co Ld (T.&J.Harrison, *Mgrs.*) *WB*= *E&B69′f203′1590t***	469·5 P54′B174′F52′ *Cell DB a128′u* FK *DT a 34′1012t FPT*	58·0	32·1	Liverpool British 9*BHCem* *76t APT34t*	Q.4Cy25½″36½″52″&74″–54″ 215lb (*s*) Hs10850 604NHP 2DB&1AuxSB,*15cf*,Gs315, D&W.Hendersn&CoLdGls	34 ″ 10 s 7 ▪ 10½ 27 ▪ 4	
	Elec.light Wireless																
986 / TOHN	**Both** *Huijkman* *Elec.light*	**IronScSr** 2*Dks&Spar dk*	1332 / — / 827					1890	Mtschapij de "Schelde" Flushing	**Koninkl.Paketv. Maats.**	258·8	34·4	16·9	Batavia Dutch	T.3Cy.20″,31″&51″–42″ 169NHP Maats.de "Schelde," Flshng		V
987 / 60829	**Bothal** *J.G.Parker* –13 (*ex*Flying Squadron,*ex*Fergus MacIvor)	**IronPad**	149 / 149 / 14					1868	R.&H. Green London	**W.Thompson& A.Watt**	109·4	20·0	10·1	Blyth British	L.2Cy.31″–54″ NE74&NB37 70RHP J.Stewart,London		
URK (WGF)	**Bothnia** ~~*N.Wilström*16–17~~ ~~*W.R.Smith* –18~~	**IronScSr**	1723 / 1326 / 1076	~~✠100A1~~ ~~8,17 5,16~~ ~~✠NB4,16~~ ~~✠LMC3,17~~ ~~LBS3,16~~ ~~✠LMC~~	Hpl Hbg	*q*	4,16	1881 / 7mo	M.Pearse & Co. Stockton A&CP	Reder. Aktieb. Svenska Lloyd (H.Metcalfe,*Mgr.*)	257·5 P27′Q68′B158*t* F30′ BK10″ *WB*= *Cell DB216′345t*	34·5	18·0	~~Gothenburg~~ ~~Jonsson~~ Swedish 4*BHCem*	C.2Cy.30″&60½″–36″ (*s*) 85lb *95lb* NDB14 175NHP 1DB,*4pf*,Gs66,Hs2946 Blair&Co.Ld.Stockton	20 ″ 5 s 2 ″ 0½ 19 ▪ 5	
JHGQ	(*ex*Bertie) *Well deck*	*ss*Hpl.2nd No.3–4,06 *ss*Hpl.No.2–14 1*Dk*(*Irn*)2*tr B* *Cargo battens not fitted*		~~✠NB4,16~~ ~~✠LMC3,17~~ ~~LBS3,16~~ ~~✠LMC~~													
989 / VKDF	—	**SteelScSr** (Detained at Hamburg)	1349 / 934 / 774	✠100A1 *pt Awng dk with freeboard* 11.13 ✠LMC5,12	Ham	*o*	5,12	1899 / 10mo	Murdoch &Murray Pt.Glasgow A&CP	**Wasa Nordsjö Angb Aktieb. (Karl Kurtén,*Mgr.*)** *WB*= *Cell DB*	230·0 Q77′ BK8″ *pt Awng dk152′ a46′u E19′f100′248t*	33·2	15·1	Wasa Russian 4*BHCem* *APT64t*	T.3Cy.17½″,27½″&45″–33″ 165lb (*s*) 127NHP 2SB,*4pf*,Gs73,Hs2060 J.G.Kincaid&Co.Greenock	17 ″ 3 s 8 ▪ 1 17 ▪ 5	
	*Wm.Bergström*85–99 *ss*PGl.No.3–5,12 1*Dk*(*pt Stl*)2*tr B&pt Awng dk* *Elec.light*																
990 / 10314 / LBNH	**Botkai Maru**	**SteelScSr** (*ex*Yingkow) 1*Dk*	353 / 252 / 190					1899	Boyd&Co. Ld. Shanghai	**G.Murai**	132·5 B40′F15′	24·5	9·6	Osaka Japanese *WB*	C.2Cy.16½″&33″–27″ 63NHP Boyd&Co.Ld.Shanghai		
991 / NFBQ	**Botnia** *J.T.Aasberg*98–09 *Elec.light Ref.Mchy.*	**SteelScSr** 1*Dk&Awng dk*	1322 / 797 / 812					1891	Lobnitz& Co. Renfrew	**Det Forenede Dampskibs Selsk.**	244·1 B32′ len04	31·0 23·0	15·5	Copnhagn Danish *WB*	T.3Cy.18″,30″&48″–36″ 138NHP Lobnitz&Co.,Renfrew		V
992 / 7 / QBCL	**Boto Maru**	**SteelSc** (*Tug*) 1*Dk*	257 / 215 / 138					1908	Kawasaki Dkyd.Co.Ld. Kobe	**Minamimanshu Tetsudo Kabushiki Kaisha**	117·9	23·3	11·4	Dairen Japanese	T.3Cy.12½″,20″&33″–21″ 50NHP Kawasaki Dkyd Co Ld Kobe		
993 / HNLM	**Bou Regreg** *Guillotin* –13 (*ex*Myrtlebank) *Well deck Mchy.Aft*	**SteelSc3MstSr** *ss*StN.No.1–13 1*Dk*(*Stl*)	353 / 230 / 138	✠100A1 12,15 ~~Engine 12,13~~ ~~BS12,16~~ ✠LMC5,13 ~~BS3,13~~	Bdx	*e*	N12,15	1908 / 11mo	Dundee S.B.Co.Ld. Dundee *Lloyd's*	**Cie.Générale Transatlantique** *WB*=	132·3 Q47′B11′F25′ FK	23·1	9·9	St.Nazaire French 3*BHCem* *FPT25t*	C.2Cy.16″&34″–24″ (*s*) 140lb 66NHP 1SB,*2cf*,Gs34,Hs1205 W.V.V.Lidgerwood,Gls.	11 ″ 0 s ▪ 7½ 10 ▪ 6	
994 / 90546	**Boucherville** *A.Laviolette* –10 (*ex*Hochelaga)	**WoodPad** 1*Dk*	419 / 311 / 256					1886	H.Beauchemin Sorel,Quebec	~~**Canada Steamship Lines, Ltd.**~~ A.Desmarteau	178·9	26·3	9·2	Montreal British	1Cy.36′–108′ 85RHP Shackle&Stromson,Montrl		
995 / HNLB	**Bougainville** *Paris* –14 *Elec.light Ref.Mchy.*	**SteelScSr** 3*Dks*	7293 / 6493 / 4630					1913	Forg.&Ch. de la Médit Havre	**Chargeurs Réunis**	413·7 B148′	54·2	34·8	Havre French *WB*	T.3Cy.28′,46″&76″–52″ 416NHP Forg.&Ch.de la Médit.Hav.		V
996 / 128915 / HRJF	**Boukadra** *J.B.Moore* –13 *Elec.light*	**SteelScSr** *ss*Hpl.No.1–14 1*Dk*(*Stl*)	3722 / 3424 / 2356	✠100A1 10,17 ~~3,17~~ BS7,16 ✠LMC6,14	Hul Grk	*w*	7,16	1910 / 7mo	W.Gray& Co.Ld. W Hartlepool *Lloyd's*	**La Tunisienne S.N. Co.Ld. (F.C.Strick &Co.Ld.,*Mgrs.*) *WB*= *Cell DBa 113′u E23′f154′997t*** FK	350·1 P29′B67′F33′	50·1	23·6	Swansea British 6*BHCem* *APT41t*	T.3Cy.24″,38′&64″–42″ (*s*) 180lb *90lb* 320NHP 2SB,*6pf*,Gs99,Hs4299 FD Cen.Mar.Eng.Wrks.W Hpl	25 ″ 11 s 4 ▪ 10½ 21 ▪ 5	
997 / 115213 / SQVK	**Boulama** *G.T.Bailey* –17 2*Dks*(*Stl*)&*Shelter dk*(*Stl*–ws)	**SteelScSr** *ss*Nwc.No.2–10	3678 / 2420 / 2777	✠ —— 5,15 *Shelter dk* ✠	Sws	*u*		1901 / 10mo	Lndnderry S.&E.Co.Ld. Londonderry	**British&African S.N.Co.Ld. (Elder,Dempster& Co.Ld.,*Mgrs.*)** *WB*=	324·8 F38′ FK	45·0	19·6	Liverpool British 5*BHCem* *Cell DBa94′*	T.3Cy.23″,37″&61″–42″ 250NHP 2SB,*6pf*,Gs110,Hs3920 Clyde S.B.&E.Co.Ld.P.Gl. *uE&B36′f146′723t APT38t*	22 ″ 2	
998	**Boulonnais** *Zoonekynd*13–13 (*ex*Dunkerquois)	**IronPadSp** (*Salvage Tug*) 1*Dk*	196 / — / 93					1878	Claparède &Co. St.Denis	**Soc. Dunkerquoise de Remorq.&de Sauvet.**	112·5	20·6	11·1	Boulogne French	C.2Cy.27½″&47½″–39½″ 116NHP Claparède&Co.Rouen		

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné à la nouvelle cote. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaud ères. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pt.	15 Registres où cote, si ce n'est dans le L. R. District Cert. Surv. Trade
999	**Bouncer**	**IronTwinScSp**	126					1879	H.M.Dock-yard Pembroke	**E.Davies**	87·0	25·8	8·8	Manchestr. British	H.4Cy.20″–15″		
124096	*H.Ford* –16	(*Salvage*)	125											*WB*	NB07 36RHP		
		1*Dk*	52												Penn,London		
1000	**Bourbon**	**SteelScSr**	*1585*				...	1893	C.Connell &Co. Glasgow	Cie.Thai-Thuan (YengSeng,*Mgr.*),	271·0	35·2	19·7	Saigon French	T.3Cy.20″,33″&54″–42″	22 ″ 0	
	LeVaillant –12		*1349*								P34′B98′F31′				225NHP		
	Elec.light	2*Dks*	*907*										BK8″	*WB*	Dunsmuir&Jackson,Gls.		
1001	**Bourgas**	**SteelTwinScSp**	697				...	1912	Ch.&Atel. deProvence Port deBouc	Administr.deNav. àVap.Ottomane	201·0	30·0	9·7	Constanpl Turkish	T.6Cy.13″,20½″&33″–21½″	11 ″ 3	
			—												158NHP		
	Elec.light	1*Dk*	337										PK		Ch.&Atel.deProvence,Msl.		
1002	**Bournemouth Queen**	**SteelPadSp**	353					1908	AilsaS.B. Co.Ld. Troon	Sou.I.ofWight& S.of Eng.Royal MailStmPktCo.Ld	200·1	24·1	8·0	S'thamptn British	C.D.2Cy.23″&48″–51″		
124501	*A.E.Jones* –11		241								Q10′				94RHP		
	Elec.light	1*Dk*&*Promenade dk*	139												Hutson&Sons,Ld.Glasgow		
1003	**Boveric**	**SteelScSr**	4445	✠100A1	Sng	*y*	~~1,15~~	1906	Russell& Co. Pt.Glasgow	BankLine,Ld. (A Weir&Co.*Mgs.*)	385·0	49·8	18·5	Glasgow British	T.3Cy.26″,42″&70″–48″ (*s*)	29 ″ 0	
121317	*J.G.Phillips* –16	~~ssSyd.No.1–11~~	4132	*Spar dk*	Cff ~~Mar~~		1,18	4mo		*WB*=*CellDBa*	P36′B108′F45′		26·4		180lb *100lb* 410NHP	s 5 ″ 6½	
HFWG	1*Dk*(*Stl*)&*Spar dk*(*Stl*)&		2841	~~3,17 4,11~~1,18	Bry			*Lloyd's*	*A&CP*	126′*uE*24′*f*170		FK		6*BHCem*	2SB,6*cf*,GS118,HS5523 FD	23 ″ 10	
	Elec.light ssCff.No.2–17	*deep framing*		BS9,16 ✠LMC2,14							1011*t DT a* 32′ 765*t*			*APT*45*t*	Rankin&Blackmore,Grk.		
1004	**Boverton**	**SteelScSr**	2958	✠100A1	Hul	*u*	~~8,16~~	1910	J.Blumer &Co. Sunderland	GwenllianThomas S.S.Co.Ld. (E. Thomas,Radcliffe &Co.*Mgrs.*)	315·5	46·5	21·5	London British	T.3Cy.23″,38″&62½″–42″ (*s*)	23 ″ 4	
123517	*J.M.Alexander* –17	ssCff.No.1–15	2672	~~6,17 8,16~~11,17	Bkn	Mch	11,17	9mo			P26′B92′F29′				180lb *100lb* 267NHP	s 3 ″ 5½	
HRQL	*W.Ellis* –17	1*Dk*(*Irn*)	1766	~~BS9,13~~ ✠LMC3,15				*Lloyd's*	*A&CP*			FK		5*BHCem*	2SB,6*cf*,GS118,HS4008	20 ″ 8	
				BS4,18						*WB*=*Cell DB a* 104′	*uE&B*36′*f* 128′719*t*			*APT*186*t*	Blair&Co.Ld.Stockton		
1005	**Bovic**	**SteelTwinSc4MstSr**	6583					1892	Harland& Wolff,Ld. Belfast	OceanicStm.Nav. Co.Ld. (WhiteStar Line)	470·0	53·1	23·9	Liverpool British	T.6Cy.22½″,36½″&60″–48″		
99430	*J.L.Jones* –16	8*Dks*	6271										31·6		499NHP		
MRNJ	*Ref.Mchy. Elec.light*	Sub.Sig. Wireless	4230												Harland&Wolff,Ld.Bel.		
1006	—	**IronScK**	162				...	1896	Edwards Bros. NorthShields	KelsallBros.& Beeching,Ld. (G. Beeching&J.E.A. Kelsall,*Mgrs.*)	107·0	20·6	11·0	Hull British	T.3Cy.12″,18″&30″–21″	11″10	
105915	*A.B.Sellers*13–13		156										BK7½″		41RHP		
		1*Dk*	62												N.E.MarineCo.Ld.,Sld.		
1007	**Bow**	**SteelScSr**	565	✠100A1	Shl	*h*	~~1,17~~	1904	W.Dobson &Co. Newcastle	CommercialGasCo.	165·3	30·1	12·8	London British	T.3Cy.15½″,25″&41″–27″ (*s*)	13 ″ 6	
118469	*J.H.Robins*03–04	~~ssLon.No.2–19~~	450	~~6,17 8,16~~ 1,18	Nwc		6,17	8mo			B29′F16′				180lb *80lb* 104NHP	s 1 ″ 11½	
WDHM	ssNwc.No.3–6,17	1*Dk*(*Stl-pt ws*)	288	~~BS1,17~~ ✠LMC10,12			1,18	*Lloyd's*	*A&CP*	*WB*=*Cell D B a*48′*u E*		FK		4*BHCem*	1SB,3*cf*,GS48,HS1746	12 ″ 1	
	Cargo battens not fitted			MS6,17 ES1,18							9′*f* 62′ 151*t FPT*39*t*			*APT*36*t*	J.P.Rennoldsn&Sns,S.Shl.		
1008	**Bowden**	**SteelScSr**	1255					1912	Fredrkstad Mek.Værks. Fredrikstad	A/S Frugtfart (L.Harboe-Jen-sen,*Mgr.*)	235·0	33·6	21·2	Chrstiania Norwegian	T.3Cy.20½″,33″&56″–36″		N
	E.Næss		1107												188NHP		
MHNK	*Elec.light*	2*Dks*	716											*WB*	FredrikstadM.V.Frdstad.		
1009	**Bowdoin**	**WoodScSr**	756					1907	..... Prosper,Or.	BowdoinCo. (W.G.Tibbitts)	192·1	38·8	13·8	S.Frncisco Utd.States			
204497	*J.K.Tibbitts* –10		—														
KWHN		1*Dk*	448														
1010	**Bowena**	**WoodTwinScSp**	821					1891	McAlpin& Allen Vancouver	TerminalStm.Nav. Co.Ld.	159·0	32·0	9·4	Vancouver B.C. British	C.4Cy.14″&26″–18″		
96995	*W.E.Gardner*96–98		—												58RHP		
	(*ex*City of Nanaimo)	1*Dk*	558												J.Doty En.Co.Toronto,Ont.		
1011	**Bowling**	**SteelSc3MstSr**	793	✠100A1	Trn	*k*	8,15	1910	J Fullerton &Co. Paisley	RankineLine,Ld.	199·0	30·1	11·2	Glasgow British	T.3Cy.17″,27½″&45″–33″ (*s*)	13 ″ 7	
129623	*W.Gorley* –16		558	10,13				10mo			Q121′F36′				170lb 150NHP	s ″10	
HRSJ	(*ex*Clydemhor)	1*Dk*(*Stl*)	344	*Examined* 2,13	✠LMC3,15			*Lloyd's*	*A&CP*			FK		3*BHCem*	2SB,4*pf*,GS78,HS2696	13 ″ 0	
	Mchy.Aft Elec.light			BS2,18						*WB*=*Cell DBf* 106′				185*t FPT*79*t*	Ross&Duncan,Glasgow		
1012	**Boxer**	**SteelTwinSc**	772				...	1913	Fleming& Ferguson,Ld. Paisley	Commissioners for thePort of Calcutta	168·7	45·1	15·0	Glasgow British	T.6Cy.15″,24″&39″–24″	16 ″ 3	
133107	*J.Ferguson* –13	(*Bucket Dredger*)	742												225NHP		
	Elec.light	1*Dk*	317										FK		Fleming&Ferguson,LdPsy		
1013	—	**WoodScSr**	217					1899	Atlantic Works Boston	F.W.Munn	113·7	25·3	13·5	Phildlphia Utd.States	C.2Cy.20″&36″–26″		
3777	*A.M.Mills*09–09		199												55NHP		
KPBF		1*Dk*	121												AtlanticWorks,Boston		
1014	**Boy Alan**	**WoodScDy**	109					1914	J.Cham-bers,Ld. Lowestoft	C.A.Brittain	89·5	20·3	10·8	Lowestoft British	T.3Cy.9½″,15″&22″–16″		
136603	*T.Turrell* –15	(*Fishing*)	108												Elliott& Garrood,Ld.Beccles	25RHP	
		1*Dk*	51														
1015	**Boy Bob**	**WoodScDy**	101					1916	Colby Bros. Ld. Oulton Broad	R.T.Moore	88·0	19·5	10·0	Yarmouth British	C.2Cy.12″&26″–18″		
137582		(*Fishing*)	100												40RHP		
		1*Dk*	46												W.Burrell,Gt.Yarmouth		
1016	**Boyne**	**SteelScSr**	4431	✠100A1	Sld	*x*	~~7,14~~	1910	J L Thomp-son&Sons,Ld Sunderland	MercantileS.S.Co. Ld.(E.Hain&Son, *Mgrs.*)	373·7	51·5	26·2	London British	T.3Cy.25″,42″&68″–48″ (*s*)	28 ″ 9	
129121	*S.G.Dale*96–10	ssCff.No.1–15	4113	~~BS4,16~~ 11,17	Grns		11,17	8mo			P25′B159′F38′				180lb *160lb* 374NHP	s5 ″ 3	
HRLD		2*Dks*(*Stl*)	2771	~~BS4,16~~ ✠LMC7,15				*Lloyd's*	*A&CP*	*Cell DBa*130′*uE&B*		FK		6*BHCem*	2SB,6*cf*,GS134,HS6129	23 ″11	
				BS11,17							40′*f* 159′ 1107*t FPT*			93*t APT*130*t*	Blair&Co.Ld.Stockton		
1017	—	**IronTwinSc**	58	A–	Dub		~~s6,17~~	1891	Ross& Walpole Dublin	A.Guinness,Son& Co.Ld.	80·0	15·5	5·9	Dublin British	2Cy.10″–14″ (*s*)	6 ″ 5	
128857		ssDub.2ndNo.3–6,12	57	7,17*Barge*	~~MS6,12~~		p7,17	4mo						2*BIICem*	100lb 14RHP		
		1*Dk*	39	~~6,17 8,14~~	~~BS8,14 Bs~~		MS6,17					FK		*WB*	1SB,1*pf*,GS8,HS408		
		ssDub,No.1–17		*For River purposes o*			*nly*							=*FPT*9*t*	Ross&Walpole,Dublin		
1018	**Boynton**	**SteelScSr**	2578	✠100A1	Liv	*t*	6,16	1892	J L Thomp-son&Sons Sunderland	Morgan& Cadogan,Ld.	300·0	40·0	19·6	London British	T.3Cy23″,37½″&61½″–39″(*s*)	22 ″ 1	
101918	*J.Dowler* –17	ssBry.No.3–2,05	1876	*pt Awng dk*				9mo			P29′Q90′				160lb *180lb* NDB03 245NHP	s7 ″10½	
MRVP		ssLth.No.2–14	1630	*withfreeboard*					A&CP		*pt Awng dk*181′	FK		6*BHCem*	2SB,6*cf*,GS108,HS3800	21 ″ 3	
	1*Dk*(*Stl*)&*Webframes*&*pt Awngdk*(*Irn*)			6,16							*WB*=*CellDB*206′			440*t APT*20*t*	Blair&Co.Ld.Stockton		
	Elec.light			~~Examined~~ 8,17 ✠LMC													
				MS10,13 Bs1,17													
1019	**Braa**	**SteelSc**	2213	✠100A1	Bkn	*s*	8,16	1908	Forg.&Ch. de la Medit Havre	Nilssen&Sons	291·0	44·0	19·0	Tonsberg Norwegian	T.3Cy.20⅞″,33⅛″&52″–35⅛″	21 ″ 4	
	T.Torgersen –16	ssN.Yk.No.1–13	2029	8,16				10mo			P23′B74′F35′				170lb ~~100lb~~ (*s*) 190NHP	s 3 ″ 1	
MHTD	(*ex*Tosca,*ex*Evanger,*ex*Loiret)		1326	~~Examined 8,16~~	✠LMC6,13				A&CP	*CellDBa*98′*u*	E18′*f*120′616*t FPT*	FK		6*BHCem*	2SB,6*cf*,GS108,HS3234 ~~1007~~	18 ″ 6	
	1*Dk*(*Stl*) & *deep framing*			BS4,17										62*t APT*32*t*	Forg.&Ch.de la Médit.Hav.		
1020	**Brabandier**	**SteelScSr**	3775	✠100A1	Gls	*w*	1,17	1895	C.Connell &Co. Glasgow	Brys&Gylsen,Ld. LloydRoyalBelge (GreatBritain)Ld.	350·0	43·0	19·0	London British	T.3Cy.24″,40″&64″–45″ (*s*)	29 ″ 8	
1045 5	*E.J.Saunders* –16	ssAnt.No.3–08	3373	*Spar dk*				1mo			240′B82 F36′		27·0		160lb *80lb* 295NHP	s5 ″10½	
NQJW	(*ex*Evandale)	ssNwc.No.1–12	2468	3 15 ✠LMC				*Lloyd's*	*A&CP*	*CellDBa*		BK11″		6*BHCem*	2SB,8~~77~~,GS156,HS4719	24 ″11	
		1*Dk*(*Stl*)&*Spar dk*(*Stl-ws*)		~~Examined~~ 12,17							120′*uE&B* 40′*f* 132′			757*t APT*80*t*	D.Rowan&Son,Glasgow		
		&*deep framing*		BS5,16 MS1,17											*4rf*.*4cf*		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys.	3 Late Name if any. / No. of Decks, &c.	4 Register Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character.	6 Port of Survey.	7 Years Assigned. now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; IP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of Transfer.
1021 212587 LDQK	**Brabant** *A.Steen* *Elec.light* *Mchy.Aft* Wireless	**SteelSc3MstSr** (*ex*Geestemünde) *Carrying Petroleum in bulk* *Fitted for oil fuel* 2*Dks*	2773 2663 1758					1890	Armstrong Mitchell& Co.Ld. Newcastle	TheTexasCo.	310·0|40·2|28·2 B20′H—F28′			Pt. Arthur Texas Utd.States *WB*	T.3Cy.28″,37″&60″–39″ 225NHP WllsndSlpwyCo.Ld.Nwc.		GV
1022 MBDV	— *L.Renier*09–12 (*ex*Sandhill) 1*Dk*(*Stl*)*&Awng dk&Web frames*	**SteelScSr** *ss*Ant.No.3–9,05 *ss*Ant.No.2–14	*2064* *1999* *1327*	✝100A1 *Awng dk* *withfreeboard* 5.17 ~~4.16~~ *Examined*1,18 MS3,14	Npt Cff	*r*	4,16	1892 10mo	J.Blumer &Co. Sunderland A&CP	CieNationaleBelge deTransportsMaritimes (Armement AdolfDeppe,*Mgrs.*)	270·3|38·1|16·2 23·5 FK			Antwerp Belgian 4*BHCem* *WB=Cell*	T.3Cy.20″,38¼″&54″–36″ (*s*) 160lb *65lb* 170NHP 2SB,*4cf*,GS64,HS2480 Blair&Co.Ld.Stockton *DB*200′423*tAPT*49*t*	26 ″ 6 s 8 ″ 0 18 ″11	
1023 (*ex*Brunsbüttel II.)	**Brac**	**SteelScSr**	135 — 32					1896	Howaldtswerke Kiel	SocAnonAustriacadiNav.aVap. "Dalmatia"	110·5|19·7| 8·8 Q34′H33′F15′			Spalato Aust.-Hung. *WB*	T.3Cy.12″,19″&29½″–16″ 36NHP Howaldtswerke,Kiel		A
1024 28182	**Brackley** *J.A.Hallows* –13	**IronPadSr**	122 122 46					1859	T.Vernon &Sons Liverpool	ManchesterShip CanalCo.	116·0|17·6| 7·6			Manchestr British	C.D.2Cy.20″&40″–36″ NE&B93 50RHP LythamSB&E.Co.Lytham		
1025 136858 JFRD	**Bracklyn** *L.J.Larsen*14–14 *Elec.light*	**SteelScK** 1*Dk*	303 267 122	✝100A1 *Stm Trawler* 9,14	Flt ~~LMC5,14~~			1914 5mo *Lloyd's*	J.Duthie TorryS.B.Co. Aberdeen *sA&CP*	BrooklynFishing CoLd.(T.Cardwell, *Mgr.*)	125·8|23·4|13·2 Q75′F16′ BK7½″			Fleetwood British 4*BHCem*	T.3Cy.12½″,21″&35″–27″ (*s*) 180lb 61RHP 1SB,*3pf*,GS53,HS1830 J.Abernethy&Co.Abn.	14 ″ 0	
1026 115151 VFKR	**Bracondale** *B.Allen* –11 1*Dk*(*Irn*)*&deep framing*	**SteelScSr** *ss*Hpl.No.3–7,16	2095 1921 1317	✝100A1 7,16 ~~LMC7,16~~	Hpl	*s*	7,16	1903 9mo *Lloyd's*	W.Gray& Co.Ld. WHartlepool *sA&CP*	J.E.Murrell&Son *WB=CellDBa*	290·0|42·1|19·3 P26′B69′F32′ FK (*s*u*E*110′*f*122′609*t*			W.Hartlpl British 5*BHCem* *APT*54*t*	T.3Cy.21½″,35″&58″–39″ (*s*) 160lb *70lb* 218NHP 2SB,*6rf*,GS86,HS3398 Cen.Mar.Eng.Wrks.WHpl	21 ″ 9 s 3 ″ 4 18 ″ 9	
1027 115598	— *J.J.Lorn* –13 1*Dk*	**SteelScK** (*Trawler*)	189 175 74			...		1903	J.T.Eltringham&Co. S.Shields *sA&CP*	DonFishingCo.Ld. (J.S.Doeg,*Mgr.*)	112·0|21·5|11·7 BK7½″			Aberdeen British *WB*	T.3Cy.11″,18″&32″–22″ 49RHP G.T.Grey,SouthShields	12 ″ 3	
1028 137188	**Bracondene** *Elec.light*	**SteelScK** 1*Dk*	235 214 89	✝100A1 *Stm Trawler* 2,16 ~~LMC2,16~~	Abn			1916 2mo *Lloyd's*	A.Hall&Co Ld. Aberdeen *sA&CP*	DonFishingCo.Ld. (J.S.Doeg,*Mgr.*)	121·0|22·6|12·2 F18′ BK7½″			Aberdeen British 3*BHCem* *DBf*25′16*t*	T.3Cy.12″,20″&34″–24″ (*s*) 180lb 83RHP 1SB,*3pf*,GS46,HS1488 A.Hall&Co.Ld.Aberdeen	13 ″ 0	
1029 123365	**Braconheath** *T.Peck* –13	**SteelScK** *ss*Abn.No.1–11 1*Dk*	201 189 80	✝100A1 *Stm Trawler* 10,13 BS3,15 ~~LMC6,11~~	Abn		10.13	1906 10mo *Lloyd's*	J.T.Eltringham&Co. S.Shields *sA&CP*	DonFishingCo.Ld. (J.S.Doeg,*Mgr.*)	115·4|21·6|11·7 BK7½″ *WB=Deep tank*			Aberdeen British 3*BHCem* *fT*8*t*	T.3Cy.11½″,19½″&33″–23″(*s*) 180lb 54RHP 1SB,*3pf*,GS45,HS1257 G.T.Grey,SouthShields	12 ″ 6	
1030 ~~LMC1,13~~	**Braconlea** 1*Dk*	**SteelScK**	205 202 78	✝100A1 *Stm Trawler* 1,13	Abn			1913 1mo *Lloyd's*	A.Hall& Co.Ld. Aberdeen *sA&CP*	TheAdmiralty *WB*	115·2|22·1|11·9 BK7½″ *=DTf*5′14*t*			British 3*BHCem*	T.3Cy.12″,20″&34″–24″ (*s*) 180lb 57RHP 1SB,*3pf*,GS46,HS1433 A.Hall&Co.Ld.Aberdeen	12 ″ 9	
1031 133635	**Braconlynn** 1*Dk*	**SteelScK**	206 202 79	✝100A1 *Stm Trawler* 11,13 ~~LMC11,13~~	Abn			1913 11mo *Lloyd's*	A.Hall& Co.Ld. Aberdeen *sA&CP*	DonFishingCo.Ld. (J.S.Doeg,*Mgr.*)	115·2|22·1|12·0 BK7½″ *WB=*			Aberdeen British 3*BHCem* *DTf*5′11*t*	T.3Cy.12″,20″&34″–24″ (*s*) 180lb 56RHP 1SB,*3pf*,GS46,HS1423 A.Hall&Co.Ld.Aberdeen	12 ″ 9	
1032 213126 LFCT	**Bradford** *Kingsley* (*ex*Hesperus) 2*Dks*(*Stl*)*&Web frames* *Mchy.Aft* *&Shelter dk*(*Stl*) *Elec.light* Wireless	**SteelScSr** ~~*ss*Ham.No.1–13~~ *ss*Sfo.No.2–17	6303 5627 3932	✝100A1 *Shelter dk* *withfreeboard* 12,17 ~~1.16~~ ~~BS3,16~~ ~~BS2,16~~ ~~LMC4,13~~ *Carrying Petroleum in bulk* *Fitted for oil fuel*4,	SFo BS3,18 MS5,17 13	*b*†	2,16 *F.P.*	1908 11mo *Lloyd's*	Palmers' Co.Ld. Newcastle *sA&CP* *WB*	StandardOilCo. (NewJersey) *=CellDBa*93′306*t*	428·0|54·8|29·9 FK *FPT*77*tAPT*130*t* *above* 150°F.			BaynneNJ Utd.States 13*BHCem* 9*toUdk* 4*toMdk*	T.3Cy.28″,46½″&77″–54″(*s*) 180lb *100lb* 567NHP 4SB.*12cf*,GS268,HS10040 Palmers'Co.Ld.Newcastle	32 ″ 0 s 5 ″ 1½ 27 ″ 4	
1033 128503 HQLC	**Bradford City** *G.H.Mead* –15 1*Dk*	**SteelScSr**	3683 3386 2257					1910	Ropner& Sons Ld. Stockton *sA&CP*	StJustS.S Co Ld. (W.R.Smith&Son, *Mgrs.*)	346·5|51·0|23·2 P23′B106′F35′			Bideford British *WB*	T.3Cy.24″,40″&66″–45″ 292NHP N.E.MarineEng.CoLd.Sld.		C
1034 68289 MJGR	**Braebeg** *G.Humphreys* –17 (*ex*Telephone) *Mchy.Aft*	**IronScSr** *ss*Gls.No.2–86 1*Dk*	165 131 63	7,86	Gls	*b*		1878 2mo	H.M'Intyre&Co. Paisley	~~T.M.Collier~~ J.J.Murphy	110·6|18·2| 8·8 Q37′B11′F12′ *FPT*			Liverpool British 3*BHCem*	C.2Cy.15″&26″–21″ NB04 30RHP Muir&Houston,Glasgow		
1035 104581 NPBM	**Braedale** *D.Cameron* –15 (*ex*BessieBarr) *Mchy.Aft* *Well deck* 1*Dk*(*Irn*) *ss*Bkn.2ndNo.3–7,17	**SteelSc3MstSr** ~~*ss*AyrNo.3–5,05~~ ~~*ss*AyrNo.2–13~~	406 277 161	✝100A1 ~~5.17~~ ~~3.17~~ ~~BS3,18~~ ~~LMC7,17~~	Dub Liv Bkn	*f*	~~3.16~~ 7,17	1894 10mo	Murdoch & Murray Port Glasgow *sA&CP*	T.M.Collier Alliance&Dublin Consumers GasCo	142·2|25·0|11·1 Q76 B9′F24′ BF7″ *WB=FPT*			Glasgow British 3*BHCem* 45*tAPT*4*t*	T.3Cy.13¾″,21½″&34″–27″(*s*) 160lb 60RHP 1SB,*3pf*,GS49,HS1013 Muir&Houston,Glasgow	12 ″ 1 s ″ 6 12 ″ 4	
Missing since 9.17																	
1036 99419 PGON	**Braefield** *J.Asheroft* –15 (*ex*Ashford,*ex* MaggieBain,*ex*Ithfaen) *Well deck* *Mchy.Aft*	**IronSc3MstSr** *ss*Ard.No.3–3,05 *ss*Ard.No.2–13 1*Dk*(*Irn*)	427 297 160	~~✝100A1~~ 19.16 ~~NE16,93~~ ~~LMC~~ ~~NB10,02~~ ~~BS3,16~~ ~~LMC6,16~~	Ard	*g*	10,16	1892 11mo	Scott&Co. Bowling A&CP	BrayS.S.Co.Ld.	160·0|23·1|10·5 Q79′B10′F28′			Dublin British 3*BHCem* *FPT*40*t*	C.2Cy.18″&40″–30″ (*s*) 145lb 60RHP 1SB,*3pf*,GS49,HS1350 Muir&Houston,Glasgow	11 ″ 7 s ″ 6 ~~11 ″ 10~~	
1037 94037 MWKH	**Braeglen** *A.Murchie* –15 (*ex*Fairford,*ex*Crofthead) *Mchy.Aft*	**IronSc3MstSr** *ss*Shl.2ndNo.3–8,12 1*Dk*(*Irn*) *ss*Bkn.No.1–18	367 262 148	✝100A1 3,18 ~~9.15~~ ~~NB11,15~~ ~~LMC11,16~~ ~~BS3,13~~	Lon Bkn	*f*	11,16	1891 11mo *Lloyd's*	J.Fullerton&Co. Paisley *sA&CP*	T.M.Collier *WB=FPT*43*t*	142·0|25·2|10·8 Q72′B9′F24′ BK6″			Dublin British 3*BHCem* *FPT*43*t*	C.2Cy.20″&40″–27″ (*s*) 100lb 65RHP 1SB,*3pf*,GS51,HS1418 Muir&Houston,Glasgow	12 ″ 1 s ″ 7 12 ″ 1	
1038 101883 PDGC	**Braegrove** *W.Campbell* –12 (*ex*M.E.Hall,*ex*Donegal Castle) *Well deck* *Mchy.Aft*	**SteelScSr** *ss*Bel.No.3–1,08 *ss*Liv.No.2–16 1*Dk*(*Stl*)	275 206 100	✝100A1 4,17 ~~1.16~~ ~~BS11,16~~ ~~LMC7,16~~	Liv	*d*	4,16	1895 11mo	J.Shearer &Son Glasgow A&CP	T.M.Collier	135·0|22·5|10·1 Q49′B7′F20′ BK6″			Dublin British 3*BHCem* *FPT*18*t*	C.2Cy.15¾″&36″–24″ (*a*) 125lb 53RHP 1SB,*2pf*,GS37,HS792 Hutson&Son,Glasgow	10 ″ 9 s ″ 9½ 10 ″ 7	
1039 112928 RSQC	**Braemar** *T.J.Millroos* –14 1*Dk*	**SteelScK** *ss*Shl.No.3–1,13	197 184 78	✝100A1 *Stm Trawler* 5.14 ~~NB13~~ ~~LMC1,13~~	Flt		N1,13	1900 6mo *Lloyd's*	J. Duthie, Sons&Co. Aberdeen *sA&CP*	T.F.Kelsall	115·0|21·7|11·8 ptND13 BK7½″			Fleetwood British 3*BHCem*	T.3Cy.12″,19½″&32″–22″ (*s*) 180lb 67RHP 1SB,*2pf*,GS37,HS1251 W.V.V.Lidgerwood,Glas.	12 ″ 6	
1040 108381 QFKC	**Braemar Castle** *E.Mais* –16 *Ref.Mchy.* 2*Dks*(*UStl-ws*)*&Spar dk* *Elec.light* Sub.Sig. Wireless (*Stl*-teak s)	**SteelSc4MstSr** *ss*Lon.No.3–10,10	6318 5285 3991	✝100A1 *Spar dk* 10.14 ~~BS3,16~~ ~~LMC4,14~~ BS5,17	Sou	*b*†	~~8.12,14~~ 9,17	1898 7mo *Lloyd's*	Barclay, Curle&Co.Ld. Glasgow *sA&CP* *W*	TheUnion-Castle MailS.S.Co.Ld. *B=CellDBa*105′*u*	450·0|52·2|22·5 P58′B198′F59′ 30·4 FK&BK2½″ *E&B*90′*f*183′1013*t*			London British 1*BHptCem* *ptAsp*	Q4Cy28″,39¾″,57½″&82″–60″ 205lb (*o*) 756NHP 4SB,*14rf*,*2cf*GS355,HS13556 Barclay,Curle&Co.Ld.Gls.	33 ″ 6	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termo assigné maintenant expiré. Lettre d'Equipement.	7a Date de la dernière visite à l'hélice porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. / Tirant d'eau correspondant.	15 Appareils où cotés si on en est dans le L. R. Durée Cert. Ac. Trade.
1041 133616 JCRM	Braeneil *J.C.Paterson* –16 *ss*Sld.No.1–16 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft*	SteelScSr	424 309 168	✠100A1 Sld *g* ~~Lloyd's~~ 12,16 ~~Aber~~ Sws ✠LMC12,16			~~12,16~~ 5,17	1912 12mo Aberdeen *Lloyd's*	Hall, Russell&Co.Ld. Aberdeen *SA&CP*	J.&P.Hutchison ~~NorthBritish Shipowners Ltd. (G.Elsmie&Son, Mgrs.)~~	155·3 | 25·1 | 10·7 Q91′B9′F22′ BK7″ *WB*=		Aberdeen British	T3Cy.12½″,21½″&34″–24″(*r*) 1801b *100lb* 75RHP 1SB,*2pf*,GS40,HS1345 *FPT*28′45*t*	11 ″ 8 s 3 • 8½ 12 ″ 2 Hall,Russell&Co.Ld.Abn.	
1042 115580 JMVT	Braeriach *E.Webb* –16 *ss*Abn.No.3–11,15 1*Dk*	SteelScK	199 186 77	✠100A1 Abn *StmTrawler* Gms 8,17 ~~5,16~~ ✠LMC11,16 BS5,17			~~N5,14~~ 8,17	1902 11mo Aberdeen *Lloyd's*	J.Duthie Sons&Co. *SA&CP*	RecordSteam FishingCo.Ld. (J.Rosenberg *Mgr*)	115·8 | 21·7 | 11·7 BK7½″ *WB*=*DBf*5′6*t*			Grimsby British	T.3Cy.12″,19½″&32″–22″ (*s*) 180lb 50RHP 3*BHCem* 1SB,*2pf*,GS36,HS1243 W.V.V.Lidgerwood,Gls.	12 ″ 6	
1043 137175	Braes o' Mar 1*Dk*	SteelScK	227 208 98	✠100A1 Lth *StmTrawler* 9,15 ✠LMC9,16				1915 9mo Leith *Lloyd's*	Hawthorns &Co.Ld. *SA&CP*	StandardFishing Co.ofAbn.Ld.(J.& Adam,*Mgr*.)	117·2 | 22·1 | 12·5 BK7½″ *WB*=*DBf*29′			Aberdeen British	T.3Cy.12″,20″&34″–23″ (*s*) 180lb 82RHP 4*BHCem* 2l*tFPT*4*t* Hawthorns&Co.Ld.Leith	13 ″ 6	
1044 Miss 1913 since 12.17 JKRN	Braeside –15 *Mchy.Aft* *Well deck* 1*Dk*(*Irn*)	SteelSc3MstSr	569 363 254	~~✠100A1~~ Shl *h* ~~3,17 1,17~~ 11,17 Sld ~~✠LMC9,15~~			~~6,15~~ ~~6,17~~ 11,17	1915 3mo Paisley *Lloyd's*	J.Fullerton &Co. *SA&CP*	WearStm.Shipping Co(1917)Ld. (ThomasRose& PartnersLd., *Mgrs*.)	164·6 | 26·1 | 10·3 Q98′B11′F21′ FK *WB*=*Celt* *DBf*93′110*t* *FPT*			Sunderlnd British	T.3Cy.15″,25½″,&41″–30″ (*s*) 180lb 85RHP 3*BHCem* 1SB,3*cf*,GS56,HS1906 25*tAPT*28*t* Ross&Duncan,Glasgow	12 ″ 6 s 4 ″ 5 12 ″ 4	
1045	Braga Sobrinho *L.A.daSilvaLima* –02 (*ex*Tupá) *Elec.light* 1*Dk*&*Promenade dk*	SteelTwinScSr	*302* *225* *206*	...				1899	Murdoch& Murray PortGlasgow	BragaSobrinho& Co.	140·2 | 30·2 | 7·7 F16′ FK			Pará Brazilian	C.4Cy.12″&24″–18″ 41NHP J.G.Kincaid&Co.Greenock	8 ″ 0	
1046	Bragança *Well deck* (*ex*Cyril,*ex*Pacaxo)	IronScBn	*1190* *910* *751*	...				1882	London& GlasgowCo. Glasgow	LloydBrazileiro	235·0 | 31·3 | 17·1 Q82′B55′F31′			Para Brazilian	C.2Cy.27″&51″–36″ 130NHP Londn.&Glas.Co.,Glasgow		
1047 5192 JSFP	Brage *F.G.Svanström* –15 (*ex*Tanke) *Mchy.Aft* 1*Dk*	SteelSc3MstSr	774 501 359					1902	Chant.Nav Anversois Hoboken	Stockholms Rederiaktieb.Svea (HjBlomberg *Mgr*)	188·3 | 30·1 | 11·3 P67′Q87′B13′H35*t* F26′			Stockhlm Swedish *WB*	T.3Cy.15″,25″&40″–27″ 83NHP N.E.MarineEngCoLd.Nwc		V
1048 NBLG	— *P.Olsen* 1*Dk*	IronScSr	227 185 119					18$\frac{65}{75}$	Gourlay Bros.&Co. Dundee	DetForenede DampskibsSelsk.	144·5 | 19·9 | 10·4 Q51′			Nykjöbing Danish	C.4Cy.15″&30″–20″ 67NHP Burmeister&Wain,Cpn.		
1049 ~~LBMB~~	Bragi ~~*J.Johannsen* –12~~ *ss*Flt.No.1–16 1*Dk*	SteelScK	291 265 131	✠100A1 Flt *StmTrawler* 2,16 ~~2,16~~ ✠LMC2,16			2,16	1912 2mo Selby *Lloyd's*	Cochrane &Sons *SA&CP*	~~P.J.Thorsteinsson~~	135·0 | 23·5 | 12·5 Q73′F21′ BK7½″ *WB*=*DTf*9′25*t*			Trench	T.3Cy.13″,22½″&37″–26″ (*s*) 180lb 88NHP 1SB,3*pf*,GS48,HS1520 4*BHCem* Amos&Smith,Ld.Hull	13 ″ 3	
1050 QKDC	Brake *E.Spitzkowski* –12 (*Trawler*) *Elec.light* 1*Dk*	SteelScSr	223 185 79					1912	Unterweser Schiffb.-Ges. Bremerhaven	Hochseefischerei J.Wieting,Akt. Ges.	124·2 | 22·6 | 9·0 Q67′F20′ *WB*			Brmrhavn German	T.3Cy.12″,18½″&30½″–22″ 44NHP J.C.TecklenborgA.G.Gst.		G
1051 QJPC	— *W.Möller* –08 (*Tug*) 1*Dk*	SteelSc	107 94 8					1908	Bremer Vulkan Vegesack	Schleppschifff.Ges Unterweser	84·3 | 19·7 | 9·9			Bremen German *WB*	T.3Cy.9½″,15$\frac{7}{16}$″&26″–17$\frac{7}{16}$″ HS1076 52NHP BremerVulkan,Vegesack		G
1052 214414 LGJK	Bramell Point *Munkewitz* –16 *OilEng.* *Elec.light* 2*Dks*(*Stl*)&*Web frames* *Mchy.Aft* *Longitudinal framing*	SteelTrpScSr	3250 2994 2029	✠100A1 Bal *t* ~~Lloyd's~~ 11,16 1,18 ~~NKS~~ NYK *Carrying Petroleum in bulk* ✠LMC1~~,16~~ 10,17 *Fitted for oil fuel* 11,16 *F.P.a*				1916 11mo A&CP *above*	Baltimore Dry Docks& ShpbldgCo. Baltimore 50°F.	VacuumOilCo.	292·3 | 47·2 | 26·9 P76′F26′ FK *FPT*73*tAPT*117*t*			NewYork Utd.States	Oil Engine 2S.C.SA 12Cy.20½″–29½″ 2DB*150lb* 7*BH to Udk* 4 ,, ,,2*nd*,,	28 ″ 1 s 5 • 5 23 • 0 J&CG BolindersCoLdSkm.	
1053 98912 MOJV	Bramham *J.Richardson* –17 *ss*Mdb.2ndNo.3–1,16 *Well deck* 1*Dk*(*ptStl&ptIrn*)&*Web frames*	SteelScSr	1978 1505 1270	✠100A1 Bry *r* 7,17 ~~3,17~~ BS3,17 ✠LMC1,16			3,17	1891 2mo A&CP	W.Gray &Co.Ld. WHartlepool	~~HansenShipp. Co.Ld.-Hansen Bros.Ld., *Mgrs*.)~~ J.Mitchell *WB*	277·0 | 38·0 | 17·6 P29′Q76′B114′ F27′ BK9″ =*Cell DB*228′438*t*			London British	T.3Cy.20″,31½″&53″–39″ (*s*) 160lb *100lb* NDB08 180NHP 2SB,*4rf*,GS70,HS2760 *APT*18*t* CentrlMarineEWks,WHpl	20 ″ 2 s 1 • 5 19 • 7	
1054 Bramley Moore *Elec.light* 1*Dk*(*Irn*)		SteelScSp	*214* *197* *79*	✠100A1 Lth *For towing purposes* 9,15 ✠LMC9,16				1915 9mo Leith *Lloyd's*	J.Cran& Co. *SA&CP*		100·1 | 23·7 | 12·7 B18′ BK7½″ *WB* =*APT*3*t*			French	C.2Cy.21″&44″–27″ (*s*) 130lb 105NHP 1SB,3*cf*,GS66,HS1850 J.Cran&Co.Leith	13 ″ 6 s 1 • 7 12 • 8	
1055 137521 JNGV	— *J.H.Thomas* –16 *Elec.light* 1*Dk*(*Irn*)	SteelScSr	214 197 78	✠100A1 Lth *For towing purposes* 8,16 ✠LMC9,16				1916 8mo Leith *Lloyd's*	J.Cran& Co. *SA&CP*	AlexandraTowing Co.Ld.	100·1 | 23·7 | 12·6 B34′ BK7½″			Liverpool British	C.2Cy.21″&44″–27″ (*s*) 130lb 105NHP 4*BHCem* *APT*3*t* J.Cran&Co.Leith	13 ″ 6	
1056 102100	Brancker *Evans* –02 *ss*Liv.No.3–9,06 *ss*Liv.No.2–15 2*Dks*(*UStl*–ws) (*Sand Pump Hopper Dredger*)	SteelTwinScSp	2480 2388 1518	✠100A1 Liv *u* *Hopper Dredger* 9,17 ~~1,16~~ BS5,18 BS3,17 ✠LMC1,18 *Aux. Water Tube Boiler* 4,02			11,16	1893 7mo A&CP	NavalCon. &Arm.Co.Ld Barrow	MerseyDocks& HarbourBoard	320·0 | 47·0 | 19·4 P38′F30′ FK *WB*=*MT*25′			Liverpool British	T.6Cy.18″,29″&47″–30″ (*s*) 160lb 303NHP 7*BHptAsp* 140*t* *ptCem* 2SB&1Aux.WaterTubeB 6*cf*,GS168,HS5482 NavalCon.&ACo.Ld.Brw.	20 ″ 6	
1057 140351 ~~HMJG~~ JRBF	Brand ~~*A.E.Sörensen* 15–16~~ 1*Dk*	SteelScSr	~~1496~~ ~~1173~~ ~~949~~	1495 1177 950				1901	Grngem'th &Greenock DockyardCo. Grngemouth	TheShippingCon-troller (Atkinson &Prickett, *Mgrs*.)	245·5 | ~~36·3~~ | 16·4 Q99*t*B—H—F31*t* 36·2,16·3			~~Bergen~~ ~~Norwegian~~ London *WB* British	T.3Cy.18″,30″&50″–33″ 144NHP Cooper&Greig,Dundee		N
1058 MPGT	Brandalingen *E.Hofseide*	WoodSc	135 118 49					1916	Lindstöl Risör	OleS.Brandal	97·3 | 21·0 | 10·5			Aalesund Norwegian	C.2Cy.9$\frac{5}{16}$″&20$\frac{7}{16}$″–15″ 14NHP PusnæsStöberi&Mek. Værksted,Arendal		
1059 TCJH	Brandan *Boelhuis* 1*Dk*	SteelSc	313 270 176					1907	Wilton's E. &SlipwyCo. Rotterdam	Koninkl.Paketv. Maats	143·0 | 26·1 | 8·8 F20′			Batavia Dutch	C.2Cy.11½″&23½″–17$\frac{7}{16}$″ 19NHP Wilton'sE.&SlpwyCo.Rot.		V
1060 QHKM	Brandenburg *J.v.Düring* Wireless *Elec.light* Sub.Sig. 2*Dks*&*Awng dk* 4*trB*	SteelTwinSc	7532 7276 4807					1901	Bremer Vulkan Vegesack	Norddeutscher Lloyd	429·3 | 54·3 | 39·6 B121′F46′			Bremen German *WB*	Q8Cy 20½″,29½″,42½″&61½″–43$\frac{7}{16}$″ 496NHP BremerVulkan,Vegesack		G
1061 JGDH	— *C.Wilke*10–12 *Elec.light* Sub.Sig. 1*Dk*	SteelSc	2198 1881 1185					1910	Stettiner Oderwerke Stettin	Hedwigshütte JamesStevenson Akt.Ges.	283·6 | 41·2 | 18·8 P33′B66′F31′			Stettin German *WB*	T.3Cy.21$\frac{5}{16}$″,34$\frac{5}{16}$″&55″–39$\frac{7}{16}$″ 190NHP StettinerOderwerke		G

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Master. Special Surveys.	3 Material, Rig, &c. Late Name if any. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of ft. of Trade Cert.
1062 129385 HQSG	Brandenburg *J. Reid* –11 *Well deck*	SteelScSr ~~ssRot.No.1-14~~ 157 1 *Dk (Stl) & deep framing* *ss* Bly. No. 2–18	1446 1114 776 936	✠100A1 2,18~~4,14~~ ~~✠LMC 4,16~~ 2,18	Rot Bly	*p*	~~4,14~~ 2,18	1910 3mo	Greenock & Gr'ngemouth Dockyard Co. Gr'ngemouth	Leith, Hull & Ham. Stm. Pkt. Co. Ltd. (J. Currie & Co. *Mgrs.*) = *Cell D Ba 60' u E*	234·6' 36·0 | 16·4 P21' Q118' F26' *B on Q dk 56'* FK *& B34' f 104' 358t AP*	Leith British *4 B H Cem*	T. 3Cy. 18", 27½" & 45"–33" (r) 180lb 143 NHP 2SB, *4cf*, GS 80, HS 2440 Richardsons, Westgarth & *dk tanks* 14' 35t Co. Ld. Mdb.	18 " 4 s 1 " 7 17 " 1	
Lloyd		*sA & CP* *WB*										*T 82t Tween*			
1063 307301 LFMQ	Brandon *A. S. Wilson* *Mchy. Aft Elec. light*	SteelScSr Sub. Sig. 2 *Dks*	2432 — 1691					1910	Detroit S.B. Co. Wyandotte	New England Coal & Coke Co.	244·0 | 43·2 | 27·2	Boston Utd. States	Q. 4 Cy. 17½", 25½", 37" & 54"–36" 175 NHP Detroit S.B. Co., Detroit		R
1064 3915	— *A. G. Harney* *Elec. light*	SteelSc 1 *Dk*	1062 — 639					1902	Harlan & Hollingsworth Co. Wlmgtn. Del.	Old Dominion SS. Co	200·5 | 37·0 | 17·3	New York Utd. States	T. 3 Cy. 18", 28" & 45"–30" 111 NHP Harlan & Hollingsworth Co		R
1065 118149 HBPQ	Branksome Hall *H. G. Jenkins* –15 (*ex* Glenavon, *ex* Branksome Hall)	SteelScSr 2 *Dks*	4262 4010 2728					1904	Swan, Hunter & Wigham Richardson, Ld Newcastle	Ellerman Lines, Ld (Hall Line, Ld. *Mgrs.*)	374·7 | 46·6 | 27·7 P41' B96' F42'	Liverpool British *WB*	T. 3 Cy. 23½", 40" & 69"–48" 330 NHP Wllsnd Slpwy. Co. Ld. Nwc.		C
1066 MGWF	Bransfield *O. Martinussen* 1 *Dk*	SteelScSr (*Whaler*)	158 153 55					1911	Akers. Mek. Værks. Christiania	Acties Hvalfselsk. Hector (N. Bugge, *Mgr.*)	104·5 | 20·1 | 11·9	Tönsberg Norwegian *WB*	T. 3 Cy. 12", 20" & 33"–24" 53 NHP Akers. Mek. Værks. Xia.	—	N
1067 107788	Brant *D. Walker* –07 YM 9,12	WoodScSr 1 *Dk*	142 96 58				...	1899	J. White Charlotte-town, P.E.I	Canadian Government	100·4 | 19·1 | 8·0	Ottawa British	C. 2 Cy. 14" & 28"–22" 32 RHP Bruce, Stewart & Co. Chrltn		
1068 MCFL	Bras *J. Johnsen* 1 *Dk*	SteelScSr (*ex* Asturias)	1211 1081 7					1905	Nylands Værksted Christiania	A/S H. Hanssens Rederi (H. Hanssen *Mgr.*)	237·3 | 35·2 | 16·2 P24t H51t F35t	Skien Norwegian *WB*	T. 3 Cy. 16½", 27" & 44"–32" 109 NHP Nylands Værksted, Xania		N
1069	Brasil 1 *Dk*	SteelTwinScSr *730* *615* *387*						1906	Bow, McLachlan & Co. Ld. Paisley	Cia. Argentina de Nav. (Nicolas Mihanovich), Ltda.	211·0 | 34·0 | 10·8 F22' *Shade dk 52*	Bns. Ayres Argentine *WB*	T. 6 Cy. 11", 18" & 30"–22" 84 NHP Bow, McLachlin & Co Ld Psy		
1070 306 NFLC	Brasile *G. Pogai* ~~*R. Consiglieri*~~ *Elec. light Ref. Mchy.*	SteelTwinScBg (*ex* Argentina) Wireless 3 *Dks*	4985 — 3047					1905	Fratelli Orlando Leghorn	~~Italia Soc. di Nav.~~ ~~Vap.~~ "Transoceanica" Soc. Italiana di Nav.	394·1 | 47·7 | 29·4	Genoa Italian *WB*	T. 6 Cy. 23½", 38" & 63"–47½" 545 NHP Fratelli Orlando, Lgn.		I
1071 RPFT	Brasilia *E. Deinat* *Elec. light* Wireless	SteelScSr 2 *Dks*	6585 6191 4258					1906	Palmers' Co. Ld. Newcastle	Hamburg-Amerik Packetf. Akt. Ges. (Ham.-Amr. Linie)	449·0 | 53·2 | 31·4 P38' B115' F40'	Hamburg German *WB*	Q. 4 Cy. 25½", 36½", 52" & 75"–51" 402 NHP Palmers' Co. Ld. Newcastle		G
1072	Brassö *F. Stiglich* 04–08 *Elec. light*	SteelScSr *ss* Fiu. No. 1–12 1 *Dk (Stl)*	397 308 202	✠ ~~—~~ 8,16 ✠	Fiu	*h*		1908 10mo	Howaldts-werke Kiel	Soc. in Azioni Ungaro Croata di Nav. Marit. a Vap. *WB* =	162·5 | 24·1 | 12·6 P32' B38' F32' BK 7" *Cell D Ba 42' u E 11'*	Fiume Aust.-Hung. *4 B H Cem* *44t A P T 9t*	T. 3 Cy. 14½", 22½" & 36½"–23½" 85 NHP 1SB, *2cf*, GS 43, HS 1507 Howaldtswerke, Kiel	13 " 3	
1073 MGKL	Bratland *L. J. Lindstöl* (*ex* Wermland) 1 *Dk (Stl) & deep framng & pt Awng dk (Stl)*	SteelScSr *ss* Hpl. No. 2–11	2308 1623 1471	✠ *pt Awng dk with freeboard* 2,11 ✠	Hpl	*s*		1902 7mo	W. Gray & Co. Ld. W Hartlepool	Akties. Borgestad (G. Knudsen, *Mgr.*) *WB = Cell D Ba*	282·0 | 42·6 | 16·5 Q107' FK *pt Awng dk 175'* *84' u E 30' f 112' 521t*	Porsgrund Norwegian *4 B H Cem* *A P T 115t*	T. 3 Cy. 21", 33" & 56"–36" 194 NHP 2SB, *4pf*, GS 72; HS 3014 Cen. Mar. Eng. Wrks. W Hpl	19 " 0	N
1074 MDNH	Bratsberg *J. Johannessen* 98–07 1 *Dk 2 tr B*	SteelScSr	3856 3620 2418					1907	J. L. Thompson & Sons, Ld Sunderland	Aktieselskabet Borgestad (G. Knudsen, *Mgr.*)	345·9 | 49·6 | 25·4 H97t F48t	Porsgrund Norwegian *WB*	T. 3 Cy. 25", 42" & 68"–48" 320 NHP J. Dickinson & Sons, Ld. Sld.	27 " 11	N
1075 MNPD	Bratt *K. Berg* 05–15 (*ex* Brat, *ex* Venus)	IronScK *ss* Rga. No. 3–3,09 1 *Dk*	151 136 55	✠ *Stm Trawler* 12,10 ✠	Rga			1896 10mo	Cochrane & Cooper Beverley	Ludv. Fladmark	97·4 | 20·5 | 11·0 Q17' F18' BK 7½"	Aalesund Norwegian *3 B H Cem*	T. 3 Cy. 11", 17" & 28"–21" 41 NHP 1SB, *2cf*, GS 23, HS 687 C. D. Holmes & Co. Hull	11 " 10	
1076 NKDF	Brattingsborg *J. A. Mathiasen* 99–11 *ss* Cpn No. 2–17 ~~*ss* Cpn. No. 1–18~~ (*ex* Atlantic)	SteelScSr *ss* Els. No. 3–1,09 1 *Dk (Irn) 2 tr B & Web frames* 3 *Dk rule*	3102 2888 1963	✠100A1 ~~8,17~~ 2,16 3,18 Cpn. Bgr ~~✠LMC 9,17~~ ~~MS 1,13~~ ~~BS 2,16~~ MS 2,18	Shl	*u*	~~4,15~~ ~~9,17~~ N 3,18	1896 7mo	W. Gray & Co. Ld. W Hartlepool	Dampskibs Selsk. Dannebrog (C. K. Hansen, *Mgr.*) *WB = Cell D Ba & u E 130' f 136'*	325·0 | 47·1 | 22·4 P27' B82' F32' FK *5 B H Cem* *731t A P T 53t*	Copnhagn Danish	T. 3 Cy. 24", 38" & 64"–42" (s) 160lb *80lb* NDB 00 281 NHP 2SB, *6rf*, GS 90, HS 4455 Cen. Mar. Eng. Wrks. W Hpl	24 " 10 s 4 " 6 20 " 8	
1077 139050 JLGP	Braunfels *ss* Ham No. 2–14 ~~*ss* Ham. No. 1–10~~ *Elec. light* Wireless	SteelScSr 1 *Dk (Stl) & Spar dk* (*Stl–pt teak s*) *& Web frames*	5554 5282 3558	✠100A1 *Spar dk* ~~3,17~~ 2,14 12,17 ✠LMC MS 2,14 ~~BS 8,15~~ 2,17	Ham Bom	*a*†	10,16	1906 8mo	Swan, Hunter & Wigham Richardson, Ld Newcastle	Requisitioned for British Government Service (Grahams & Co. *Mgrs.*) *Lloyd's A & CP* *WB* = *Cell D Ba 138' u E 25' f 183' 1100t T*	421·9 | 55·3 | 20·3 P60' B123' F51' 28·5 FK & BK 2½" *6 B H only Cem* *ween dk tank sa 46' 490t f 44' 525t FPT 80t*	London British	Q. 4 Cy. 24", 34", 51" & 74"–54" 213lb *120lb* (r) 500 NHP 3SB, 9*cf*, GS 159, HS 6372 FD Swan, Hunter & Wigham-Richardson, Ld. Nwc.	31 " 2 s 6 " 7 25 " 1	
1078	Braunschweig *Elec. light*	SteelSc 4 MstSr 2 *Dks*	7678 7240 4829					1914	Bremer Vulkan Vegesack	Hamburg-Amerik. Packetf. Akt. Ges. (Ham.-Amr. Linie)	468·7 | 58·3 | 32·8 P54' B121' F58'	Hamburg German *WB*	T 3 Cy. 32-⅛", 52½" & 86⅜"–55-⅛" 550 NHP Bremer Vulkan, Vegesack		
1079	Brava *P. de Souza* –17 *ex* Erich Woermann) *Elec. light*	SteelScSr (*ex* Togo, *ex* Rosario, 1 *Dk & Spar dk 3 tr B*	3184 2803 2056	G.L.Lis.11,17 (*See footnote**)				1893	Blohm & Voss Hamburg	Requisitioned by the Portuguese Government	315·8 | 40·2 | 19·1 P46' B76' F35' 27·0	Lisbon Portuguese *WB*	T. 3 Cy. 23", 38" & 61"–45" 250 NHP Blohm & Voss, Hamburg		
1080 5785 JVLS	Bråvik (*ex* Gyp, *ex* Noord Holland, *Well deck ex* Mayflower)	SteelScSr *ss* Skm. No. 3–6,16 1 *Dk (Irn) & Web frames*	*1191* *900* *597*	✠100A1 6,16 ✠LMC 6,16	Skm	*n*	6,16	1897 10mo	Ailsa S.B. Co. Troon A & CP *WB = Cell*	Norrköpings Rederiaktieb. (K. Henningson, *Mgr.*) *D Ba 58' f 88' 240t*	230·0 | 34·0 | 16·2 Q83' B55' F28' FK *4 B Hpt Asp pt Cem* *FPT 50t A P T 24t*	Nrrköping Swedish	T. 3 Cy. 17", 27½" & 44"–33" (s) 160lb *100lb* NDB 00 123 NHP 1SB, *3cf*, GS 59, HS 2040 Muir & Houston, Ld. Gls.	17 " 3 s 1 " 5 16 " 1	
1081 2800 JGHK	Bråviken *V. Jansson* –03	SteelScSp 1 *Dk*	158 90 108					1895	Motala M.V. Aktieb. Motala	Ångb. Aktieb. Bråviken (H. Ehrenborg)	100·6 | 19·6 | 7·3 B33' H27t	Nrrköping Swedish	C. 2 Cy. 13⅜" & 27"–18" 26 NHP Motala M.V. Aktieb. Motala		
1082 106651	Bravo *S. H. Walker* –14	SteelScK 1 *Dk*	137 127 54				...	1896	Earle's Co. Ld. Hull	G. Wood	93·6 | 20·7 | 10·4 Q18' BK 7½"	Aberdeen British	T. 3 Cy. 10½", 17" & 30"–21" 45 RHP Earle's Co. Ld., Hull	11 " 3	

*This vessel which was classed in the Germanischer Lloyd, has now been surveyed by the Surveyors to Lloyd's Register

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant pds. pc.	15 Registres où cote si ce n'est dans le L. H. Thames Clyde Tyne
1083	**Bravo**	**SteelScSr**	110	✠ — 9,16	Tri	*a*		1908	Stabilmnto	Stabilimento	112·5	18·6	9·0	Trieste	T.3Cy.13″,20½″&34¾″–20½″	10 ″ 0	
	F.Dignanutti07–07	*ss*Tri.No.1–13	110					1mo	Tecnico	TecnicoTriestino				Aust.-Hung.	68NHP		
HDFV		1*Dk*	3	✠					Trieste				BK6″		5*BHCem*		
													WB=DBf5′3t		1SB.*2cf*,GS40,HS1259		
															APT2t	StabilimentoTecnico,Tri.	
1084	**Bravore**	**IronScSr**	1651	✠100A1 5,16	Xpt	*q*	5,16	1883	Palmers'	Akties.Bravore	265·6	36·3	17·5	Farsund	C.2Cy.29″&60″–39″ (*a*)	19 ″ 0	
	A.R.Mithassel –12	*ss*Shl.2ndNo.3–7,08	1319	*Equitable*5,17				6mo	Co.Ld.	(Lundegaard&	P26′Q70′B62′F30′			Norwegian	95lb *95lb* NDB03 197NHP	s 2 ″ 0	
MJBQ	(*ex*Lion,*ex*Linares)	*ss*Bbo.No.1–12	979	NB6.03 ✠LMC10,12					Newcastle	Stray)			FK		1SB,*4pf*,GS63,HS2747 FD	17 ″ 4	
	Well deck	1*Dk*(*Irn*)2*trB*		BS3,16				*Lloyd's*	*SA&CP*	*WB*	*=CellDBa77′f103′*			279t*APT36t*	Palmers'Co.Ld.Newcastle		
		Cargo battens not fitted															
1085	**Bray Head**	**SteelScSr**	3077	✠100A1 10,16	Trn	*v*	3,14	1894	C.S.Swan&	UlsterS.S.Co.Ld.	330·0	41·5	25·1	Belfast	T.3Cy.24″,38″&64″–42″ (*s*)	28 ″ 1	
102133	*J.Hoy* –14	*ss*Dub.No.3–4,06	2854					3mo	Hunter	(G.Heyn&Sons,	P30′B76′F39′			British	170lb *80lb* 264NHP	s 5 ″ 3½	
NHFC	(*ex*Indralema)	Sub.Sig. *ss*Dub.No.2–14	1954	✠LMC					Newcastle	*Mgrs.*)			FK		2SB,*6cf*,GS104,HS3846	23 ″ 2	
	Elec.light	2*Dks*(*Stl*)&*deep framing*		MS7,15 BS5,16					A&CP	*WB*	*=Cell DB284′710t*				*APT30t*	Cen.Mar.Eng.Wks.WHpl.	
		3*Dk rule*															
1086	**Brazil**	**SteelTwinScSr**	3374					1914	Akers.	Akties.Ganger	308·0	48·0	20·5	Chrstiania	Oil Engines 4S.C.SA		N
	A.Larsen	*Oil Eng.*	3164						Mek.Værks.	Rolf (Fred.Olsen				Norwegian	12Cy.19$\frac{7}{16}$″–26″ 297NHP		
MKQW	*Elec.light*	2*Dks*	2104						Christiania	&Co.*Mgrs.*)			*WB*		Akers.Mek.Værks.Xia.		
1087	—	**SteelScSr**	2187					1890	UnionDry	LakeTrnsprtn.Co.	276·1	40·0	21·6	Cleveland	T.3Cy.19″,32″&52″–45″		L
3467	*Elec.light*	1*Dk2trB*	2012						DockCo.					Utd.States	181NHP		
KJFC	*Mchy.Aft*		1655						Buffalo,N.Y.				*WB*		H.G.Trout,Buffalo		
1088	—	**SteelScSr**	*2003*	✠	Grk	*s*	—	1890	J.&G.	LloydBrazileiro	282·0	38·1	20·7	R.Janeiro	T.3Cy.27″,40½″&61″–45″	22 ″ 0	
		*ss*Grk.No.3–6,01	*1565*	*Shade dk*				5mo	Thomson		F48′		BK7″	Brazilian	NDB01 220NHP		
	Elec.light	2*Dks*(1*pt Irn–ws*)&*Shade dk*	*1260*	*withfreeboard*					Clydebank				4*BHCem*		2DB.*12rf*,GS202,HS6024		
		Wireless		6,01	*Coasting*		*Rio de*	*Janeiro*	*&Para*	*W*	*B=CellDB776′124t*			*APT23t*	J.&G.Thomson,Clydebank		
				✠NB6,01 ✠													
1089	—	**SteelSc**	111	$\frac{7}{4}$100A1	Bah		10,13	1910	Gebr.Pot	Soc.deCon-	92·1	19·6		Bahia	T.3Cy.11$\frac{13}{16}$″,17$\frac{13}{32}$″&29$\frac{5}{32}$″–	8 ″ 8	
		*ss*Bah.No.1–16	109	*For Towing pu*	*rposes*			9m o	Bolnes	struction du Port				Brazilian	14$\frac{23}{32}$″ 192lb (*s*) 57NHP	s 1 ″ 6	
	(*ex*CorIII.)	1*Dk*(*pt Stl*)	8	4,16	✠LMC9,13				A&CP	deBahia			BK5″		4*BHCem*	7 ″ 8	
													WB		1SB.*2cf*,GS35,HS1161		
													=APT15t		Mach.FabrikBolnes		
1090	**Brazil (fluvial)**	**SteelTwinScSr**	*354*					1906	Edwards	LloydBrazileiro	150·0	25·0		R.Janeiro	C.4Cy.9″&18″–12″		
			—						&Co.Ld.		P&B97′F25′			Brazilian	Vauxhall&West 19NHP		
	Elec.light	1*Dk&Promenade dk*	*240*						Millwall						HydraulicEng.Co.Luton		
1091	**Brazos**	**SteelTwinScSr**	6399					1907	NwprtNws	MallorySteamship	401·0	54·0	26·3	NewYork	Q8Cy.23″,33½″,48½″&70″–51″		
204660	*W.F.Evans*		—						S.B.&D.D.Co.	Co.				Utd.States	700NHP		
KWJN	Wireless	2*Dks&Awng dk3trB*	4077						Newprt News				*WB*		Newport NewsSB&DD.Co.		
1092	**Breadalbane**	**SteelScK**	112				...	1891	Scott&Co.	T.L.Devlin	92·0	18·1	9·4	Granton	C.2Cy.15″&28½″–21″	10 ″ 0	
97552	*J.McIntyre* –17	(*Trawler*)	107						Bowling		F12′			British	35RHP		
		1*Dk*	41										BK6″		W.Kemp,Glasgow		
													WB				
1093	**Breaker**	**SteelSc**	248					1913	ForeRiver	BayStateFishing	117·8	22·5	11·6	Boston	T.3Cy.12$\frac{3}{4}$″,22″&36″–24″		
211543		(*Trawler*)	—						S.B.Cor.	Co.	Q71′F22′			Utd.States	63NHP		
LDFH	*Elec light*	1*Dk*	119						Qnincy,Mass						ForeRiverS.B.Cor.Quincy		
1094	**Breakwater**	**IronScSr**	1065					1880	J.Roach&	SouthernPacificCo	201·0	30·0	19·3	S.Frncisco	T.3Cy.18″,27″&45″–30″		
3120	*T.J.Macgenn06–06*	2*Dks*	—						Son	(Portland&Coos				Utd.States	R&Bmde01,*fittd*10 111NHP		
JTRS	Wireless		794						Chester,Pa.	BaySSLine,*Mgrs*)					AtlanticWorks,E.Boston		
1095	—	**WoodSc**	140					1907	R.T.Potter	LewesFisheriesCo.	102·6	22·6	8·3	Wilmgton	C2Cy.12″&20″–18″ 14NHP		
204704	*R.B.Dewling*		—						Milton,Del.					(Del.)	NB13 *Emade*— *Cpd*.06		
KWLF		1*Dk*	95											Utd.States	Pusey&JonesCo.Wilmgtn		
1096	**Brecon Castle**	**SteelScK**	274	✠100A1	Mdb			1916	Smith's	CastleS.Trwlrs,Ld	125·2	23·4	12·8	Swansea	T.3Cy.12½″,21″&35″–25″(*s*)	13 ″ 6	
136135			245	*StmTrawler*				3mo	DockCo.Ld.	(C.Heron,*Mgr.*)	Q72′F21′			British	180lb 87RHP		
		1*Dk*	107	3,16	✠LMC3,16				Middlesbro'				BK7½″		2*BHCem*		
								Lloyd's	*SA&CP*						1SB.*3pf*,GS50,HS1616		
															Smith'sDockCo.Ld.Mdb.		
1097	**Breconian**	**SteelScSr**	4121					1906	W.Doxford	TynesideLineLd.	350·0	51·1	24·0	N.Shields			V
85279	*W.Williams* –14		3460						&Sons,Ld.	(J.Ridley,Son&	P28′F41′			London	T.3Cy.26″,42″&68″–45″		
HFNB	*Turret deck*	1*Dk2trB*	2577						Sunderland	Tully,*Mgrs.*)				British	310NHP		
													WB		W.Doxford&Sons,Ld.Sld.		
1098	**Breda**	**SteelSc3MstSr**	1260					1915	Akers	Akties.GangerRolf	220·3	34·7	20·8	Chrstiania	T.3Cy.17″,29″&47″–33″		N
	H.G.Tönnesen		1185						Mek.Værks.	(FredOlsen&Co.,				Norwegian	127NHP		
MLCV	*Elec.light*	2*Dks*	760						Christiania	*Mgrs.*)			*WB*		AkersMek.Værks.Xia.		
1099	—	**SteelSc**	257					1915	E.J.Smit	J.J.A.vanMerl	119·0	22·3	10·1	Rottrdam	T.3Cy.9$\frac{3}{8}$″,15$\frac{7}{16}$″&26$\frac{3}{8}$″–13″		
	W.K.deWit		—						&Zoon		Q33′B26′F14′			Dutch	25NHP		
NHGB	*Well deck*	1*Dk*	125						Hoogezand				*WB*		E.J.Smit&Zoon,Hoogezand		
1100	**Bredow**	**SteelScSr**	199					1898	Kroll&	Stettin-Bredower	141·7	19·9	8·2	Stettin	T 3Cy.10$\frac{1}{8}$″,17″&27″–13″		V
	C.Dreyer –08	(*ex*Direktor	—						Eulert	Portl.Cem.Fab.	Q20′H16′RFD20′			German	NB08 26NHP		
JFMR	*Mchy.Aft*	Rischowsky)	115						Memel	A.G.					Kroll&Eulert,Memel		
1101	**Bredsund**	**SteelScSr**	144					1914	Xiansands	K.R.Gudmundset	105·0	20·3	10·3	Aalesund	T.3Cy.10″,16″&27″–15″		N
	R.Falkevik	(*Fishing*)	139						Mek.Værks.					Norwegian	28NHP		
MKQP	*Elec.light*	1*Dk*	56						Xiansand						XiansandsM.V.Xiansand		
1102	**Breeze**	**SteelScSr**	553	✠100A1 7,17 11,16	Ddn	*h*	11,16	1909	VanVliet&	CanterburyStm.	165·4	28·2	11·5	Lyttelton	T.3Cy.13″,21″&34″–24″ (*s*)	12 ″ 2	
129043	*F.J.L.Radford* –14	*ss*Ddn.No.1–13	400	BS11,16 ✠LMC10,13				9mo	Co.	Shppg.Co.Ld.	Q84′B14′F22′			British	180lb *100lb* 84RHP	s ″ 6½	
HPVN	*Welldeck*	1*Dk*(*Stl*)	286						Hardinxveld				FK		1SB,*3pf*.GS45,HS1550	11 ″ 10	
								Lloyd's	*SA&CP*	*WB*	*=DBa32′37t FPT*			46t*APT15t*	G.T.Grey,SouthShields		
1103	—	**SteelScSp**	185	✠100A1 11,15	P.Ar	*b*	10,15	1903	H.H.	Mrs.S.Braun	100·0	20·1	8·8	PntaArnas	C.2Cy.11″&24″–18″ (*s*)	9 ″ 3	
781	*M.Giner* –10	*ss*P.Ar.No.3–11,15	140					10mo	Bodewes	deValenzuela	F16′		FK	Chilian	125lb 34NHP		
HBLC	*Mchy.Aft*	1*Dk*(*Stl*)	132	✠LMC11,15					Millingen,				*WB*		3*BHCem*		
									Holland						1SB,*2pf*,GS26,HS687		
								Lloyd's							W.H.Jacobs,Haarlem		
1104	**Breezy**	**SteelSc**	69	✠ 100A–	Wvn		4,17	1914	Rennie,	J.W.Cook&Co.Ld.	71·0	18·0	8·7	London	T.3Cy.10½″,17″&28″–18″ (*s*)	9 ″ 1	
136723			—	*For towing purposes*				11mo	ForrsttCoLd					British	180lb 40RHP		
		1*Dk*(*Stl*)	—	11,14	✠LMC11,14				Wivenhoe				BK5″		4*BHCem*		
															1SB,*2pf*,GS36,HS1019		
															Crabtree&Co.Ld.Gt.Yar.		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. 3 Material, Rig, &c. / Master. / Special Surveys.	3 Late Name if any. / No. of Decks, &c.	4 Register Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey	6 Port of Survey.	7 Years Assigned / now expired. Equipment Letter	7a Date when tail shaft last seen.	8 Built. When. / Ship. / Engines	9 By Whom. / Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces. Engine Maker's Name	14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R.
1105 HDCG	**Bregenz** *Elec.light*	Steel Sc Sr ss Tri. No. 1-13 1 Dk (Stl) & Spar dk Stl-ws & deep framing	3905 2822 2386	✠ 8.16 Spar dk ✠	Tri	w		1908 9mo	Lloyd Austriaco Trieste	Lloyd Austriaco WB = Cell D	356·0 Ba108'	44·2 u E38'	22·9 f 142' FK	Trieste Aust.-Hung. 6 B H Cem	T.3Cy.26", 43½" & 73"–48" 495 NHP 3SB, 9cf, GS165, HS6855 FD 669t A P T 21t Lloyd Austriaco, Trieste	25 ″ 10	
1106 WLDM	**Brei** *Y. Hanssen* (ex Nord)	Steel Sc S 1 Dk	2204 1731 1033					1906	Kockums M.V. Aktieb. Malmö	Dmpsk. Akties. H. Hanssen	279·9 Q76' B104' H205t F26'	43·7	17·9 WB	Skien Norwegian	T.3Cy.21", 35" & 58"–39" 210 NHP Richardsons, Westgarth & Co. Ld. Sld.		V
1107 HPRQ	**Breid** *E. Röring* 12-12	Steel Sc Sr 1 Dk	1062 937 645					1897	Nylands Værksted Christiania	Acties. Borgestad (G. Knudsen, Mgr.)	229·0 P42t H53t F30t	35·1	14·5 WB	Porsgrund Norwegian	T.3Cy.15", 26" & 43"–30" 101 NHP Nylands Værksted, Xia.		N
1108 MFVT	**Breidablik** *F. Bekkevold* –14	Steel Sc Sr 1 Dk	1116 989 650					1910	Laxevaags Msk. & Jrnskb. Bergen	Akties. Dpsk. Breidablik (Schjelderup & Schjött)	229·0 P19' B61' F25'	35·1	15·8 WB	Bergen Norwegian	T.3Cy.16" 25½" & 43"–30" 101 NHP Laxevaags Msk & Jrns. Bgn.	16 ″ 10 s 2 ″ 0½ 15 ″ 1	N
1109 MKLQ	**Breifond** *C. Hetland* –14 *Elec.light Mchy. Aft* *Fitted with cylindrical tanks in holds for*	Steel Sc *Fitted for oil fuel* 1 Dk *carrying petroleum*	5711 4697 2353					1914	W. Doxford & Sons, Ld. Sunderland	Akties. Dpsk. Breifond (S. Bergesen)	390·0 P99' B22' F48'	53·0	32·9 WB	Stavanger Norwegian	T.3Cy.26½", 44" & 74"–48" 378 NHP W. Doxford & Sons, Ld. Sld.		C
1110 HNLW	**Breiz** *Y. Cozic* –07 *Well deck Mchy. Aft*	Steel Sc Sr (ex Iron King) 1 Dk	511 338 145			…		1890	Ailsa S.B. Co. Troon	Vte. le Gualès de Mézaubran	173·8 P12' Q70' B12' F26' len 97	26·1 BK 7"	11·1 WB	Le Légué French	T.3Cy.14", 23" & 36"–27" NB02 67 NHP Muir & Houston, Glasgow	11 ″ 9	V
1111 HNMC	**Breiz Izel** *Launay* 15-15	Steel Sc Sr 2 Dks	4838 4214 3082					1903	Atel. & Chant. Loire St. Nazaire	Soc. Anon. des Chargeurs de l'Ouest	390·0 P51' H120' F61'	50·0	26·4 WB	Nantes French	T.3Cy.25⅞", 42½" & 68½"–44½" 312 NHP Atel. & Chant. Loire, Nts.		V
1112 136768 JHWK	**Brema** *G. Hadden* —16 *Elec.light*	Steel Sc Sr (ex Mecklenburg) 1 Dk & Spar dk	1537 1407 960					1904	Act. Ges. "Neptun" Rostock	Requisitioned by the Admiralty (Everett & Newbigin, Mgrs.)	261·2 H26'	38·1	17·1 WB	London British	T.3Cy.20", 32" & 52"–36" 162 NHP A.G. "Neptun," Rostock		
1113 QKHR	— *R. Streeck* –13 *Elec.light Mchy Aft*	Steel Sc K (Trawler) 1 Dk	251 205 84					1913	Schiffb. Ges. Unterwese Lehe	Hochseefischerei "Bremerhaven" A.G.	132·1 Q71' F16'	23·2	13·0 WB	Brmrhavn German	T.3Cy.13", 22" & 35"–24" 60 NHP Ottensener Masch. Altona		G
1114 QGKH	**Bremen** *Rud. Meyer* Sub. Sig. *Ref. Mchy. Elec.light*	Steel Twin Sc Wireless 4 Dks	11540 9218 7078					1897	F. Schichau Danzig	Norddeutscher Lloyd	550·2 P112' B287' F67' len 01	60·2	35·0 WB	Bremen German	Q8Cy 27½" 40¾" 59" & 83½"–53" NB01 1015 NHP F. Schichau, Elbing		G
1115 NGVJ	— *F. Fiedler* 11-11 *Elec.light*	Steel Sc Sr 1 Dk	1525 1293 945					1900	Schiffsw. v. Henry Koch Lübeck	Oldenbrg-Portug. Dmpfsch. Reed.	245·8 B68' F28'	35·2	18·3 WB	Oldenburg German	T.3Cy.16¾", 28" & 44½"–32½" 113 NHP J.F. Ahrens, Altona		G
1116	— *L. Boyken*	Steel Twin Sc 1 Dk	273 246 57					1906	Shanghai Dk. & E. Co. Ld Shanghai	Norddeutscher Lloyd	140·0	25·0	12·0	Shanghai German	T.6Cy.10", 15" & 26"–21" 62 NHP Shanghai Dk. & Eng. Co. Ld.		
1117 QFRH	— *H. Dittwaldt* 11-12 *Elec.light*	Steel Sc (Trawler) 1 Dk	191 180 71					1892	G. Seebeck Geestemünde	Bremerhavener Hochseefisch Ges. "Vorwärts," G.m.b.H. (Herm. Schütte, Mgr.)	129·3 len 99	22·0	10·7 WB	Bremrhvn German	C.2Cy.17¾" & 32¾"–22" 42 NHP G. Seebeck, Geestemünde		G
1118 112640 RMSJ	**Brenda** *W.E. Jones* –09 *Well deck*	Steel Sc Sr ss Goo. No. 3-5, 12 1 Dk (Stl) & Web frames ss Sou. No. 1-17	1152 921 710	✠ 100 A1 8.15 8,17 Sou BS8.16 ✠ LMC8.19 8,17	Lon	n	10,16	1899 12mo	Strand Slipway Co. Sunderland A&CP	W France, Fenwick & Co. Ld. WB = Cell D Ba 44' u E6 B37' f 104' 343t F P T	220·0 P17' Q46' B46' F23' FK	35·0	14·2	London British 4 B H Cem 60t A P T 23t	T.3Cy.18½", 30" & 49"–33" (a) 160 lb 80 lb 147 NHP 1SB, 4pf, GS66, HS2354 N.E. Marine Eng. Co. Ld. Sld	16 ″ 7 s 1 ″ 8½ 15 ″ 3	
1119 113194 JKLV	— *A. McGilvray* –09	Steel Sc Sk 1 Dk	115 85 40					1904	Scott & Sons Bowling	David Mac Brayne. Ld.	82·0 Q33' B30' F14'	19·1	7·8 WB	Glasgow British	C.2Cy.11" & 22"–14" Emade 88 fitted 04 20 RHP Fisher & Co. Paisley		
1120 128·27 JLGS	**Brendon** *J. McCutcheon* –16 (ex Exford)	Steel Sc Sr ss Liv. No. 1-15 1 Dk (Stl)	4542 4196 2804	✠ 100 A1 ~~6.17 2.16~~ 11,17 NXk BS6,17 ✠ LMC6,15	Liv	x Sng	~~6,15~~ N6,17	1911 5mo	Craig, Taylor & Co. Ld. Stockton	Atlantic Shipping & Trading Co. Ld. (W. Tatem Ld., Mgrs.) Lloyd's A&CP WB = Cell D Ba 117' u E24'	380·0 P35' B117' F36' FK	50·0	26·2 f 167' 1210t F P T 117t	Cardiff British 6 B H Cem 4 A P T 112t	T 3Cy.25", 42½" & 69"–48 (s) 180 lb 100 lb 374 NHP 2SB, 6cf, GS142, HS6002 N.E. Marine Eng. Co. Ld. Sld	29 ″ 0 s 5 ″ 7½ 23 ″ 8	
1121 5661 JVDB	**Brenner** *G.H. Westerhult* 16-16 *Well deck* *Floors & pt Inner bottom plating Irn*	Steel Sc Sr ss Shl. 2nd No. 3-2, 14 1 Dk (Irn) 2 tr B	1841 1397 1037	✠ 100 A1 10,17 ~~10,16~~ ~~BS6,16~~ ✠ LMC2,14 BS3,17 8,18	Got Shl	r	~~N12,14~~ 10,17	1888 3mo	W Doxford & Sons Sunderland A&CP	~~Angf. Aktieb. Falken (Augv. Nilsson, Mgr.)~~ H. Cherrimeb WB = Cell D B 186'	265·0 P28' Q66' B120' F28'	37·1 FK	17·4 291t A P T 49t	~~Gothenburg~~ Norrköping Swedish 4 B H Cem	T.3Cy.20", 33" & 54"–36" (s) 160 lb 100 lb NDB05 171 NHP 2SB, 4rf, GS82, HS2500 W. Doxford & Sons, Sld.	19 ″ 8 s 1 ″ 5 18 ″ 6	
1122 93935 MSTW	**Brent** *J.H. Ribel* –14	Steel Sc K (Trawler) 1 Dk	142 136 54			…		1892	W. Hamilton & Co. Pt. Glasgow	~~W. Sutherland~~ T. Langley, Brent S.M. Fishing Co. Ld. (T.A. Langley Mgr.)	100·2 Q17' F18'	20·5 BK 7½'	10·6	~~Aberdeen~~ British Grimsby	T.3Cy.11", 17" & 27"–22" 45 RHP D. Rowan & Son, Glasgow	11 ″ 11	
1123 129515 HRPG	**Brentham** *T.C. Black* –14 *Well deck* *Mchy. Aft*	Steel Sc Sr ss Trn. No. 1-15 1 Dk (pt Stl)	822 588 361	✠ 100 A1 4,18 ~~12,16~~ ~~BS12,16~~ ✠ LMC11,15 BS2,18	Trn Ayr	l	~~1,16~~ 2,18	1910 9mo	Mackie & Thomson, Ld. Glasgow	Glasgow Steam Coasters Co. Ld. (Hendry, McCallum & Co. Mgrs.) Lloyd's A&CP	200·0 Q116' B11' F35' WB = Cell D B f 127' 190t F P T	30·2 FK	11·9 3 B H Cem 88t A P T 62t	Glasgow British	T.3Cy.17", 27" & 44"–30" (s) 160 lb 1SB, 4cf, GS76, HS2503 W. V. V. Lidgerwood, Gls.	14 ″ 3 s ″ 10½ 13 ″ 8	
1124 2 NHPK	**Brento** *N. Brindicci* –16 (ex Ravenswood) 1 Dk (Irn) & Web frames & pt Awng dk (Irn)	Steel Sc Sr ss Qns. No. 3-11.05 ss Nap. No. 2-14	2384 1822 1537	✠ 100 A1 *pt Awng dk with freeboard* 6,16 BS2,16 ✠ LMC1,14	Pal	s	6,16	1891 4mo	T Turnbull & Son Whitby A&CP	Soc. Marittima Commerciale Brindisina	289·6 P28' Q78' pt Awng dk 182'	38·2 FK WB = Cell	19·8 D B 244' 504t	Brindisi Italian 6 B H Cem	T.3Cy.22", 36" & 59"–39" (s) 160 lb 100 lb NDB04 219 NHP 2SB, 6cf, GS84, HS3300 Blair & Co. Ld. Stockton	22 ″ 2 s 8 ″ 0 21 ″ 5	
1125 NHPL	**Brescia** *A. Maggiolo* –15 (ex Spitzfels) *Elec.light* Wireless	Steel Sc Sr 2 Dks (Stl-U teaks)	5809 5463 3643	✠ 100 A1 5,17 ~~1,15~~ ~~Examined 8.18~~ ✠ LMC ~~6,13~~ 7,18	Gen NNs	a†	8,18	1913 6mo	Akt. Ges. "Weser" Bremen Lloyd's A&CP	Requisitioned by the Italian Govt. (Italian State Rlys) 1 B H in forward Cell D B a 139' u E & B 45'	420·3 P60' B126' F54' hold dispensed with f 189' 1187t F P T 48t	56·2 FK	29·6 A P T 56t' two	Genoa Italian t'em 6 B H only en dk tanks f 36' 494t a 36' 470t	T3Cy 28¾", 46¾" & 75⅞"–53½" 192 lb 121 lb (s) 520 NHP 3SB, 9cf, GS148, HS6950 FD A.G. "Weser," Bremen	32 ″ 6 s 6 ″ 8½ 26 ″ 5	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L. R. Durées. Cyrs. Hart'ds.
1126	**Brescia**	**SteelScSr**	3235	✠100A1	Liv	*v*	5,16	1903	J.L.Thompson&Sons,Ld.	**CunardS.S.Co.Ld.**	330·0 45·2 16·8	Liverpool	T.3Cy.24″,40″&66″–45″ (*s*)	27 *v* 3	
118031	*J.C.Tounley* –17	*ss*Liv.No.2–12	3018					5mo	Sunderland		P39′B80′F39′ 25·0	British	200lb *200lb* 371NHP	s 4·10½	
VCPJ	1*Dk(Stl)&Spar dk(Stl)&Web frames*		2058	*Examined* 5,15	✠LMC						FK	6*BHCem*	2SB,*6cf*,GS113,HS4950 FD	22 *v* 9	
	Elec.light	*lower dk in fore hold*		BS5,17 MS5 15				*Lloyd's*A&CP	*W*	*B=Cell DBa* 104′	*uE&B*40′*f*134′643*t*	*APT*35*t*	WllsndSlpwy.Co.Ld.Nwc.		
1127	**Breslau**	**SteelTwinScSr**	7524					1901	Bremer Vulkan Vegesack	**Norddeutscher Lloyd**	429·3 54·3 39·6	**Bremen**	Q.8Cy.20½″,29″,42″&61½″–43½″		G
	M.Miltzlaff	Wireless	7261								B32′H—F49′	German	496NHP		
QHJW	*Elec.light* Sub.Sig.	2*Dks&Awng dk4trB*	4808									*WB*	BremerVulkan,Vegesack		
1128	— *ss*Bkn,3rdNo.3 1,17	**SteelSc3MstSr**	1358	✠100A1	Lon	*o*	~~5,15~~	1882	R.Steele& Co. Greenock	~~**Leith,Hull&Ham. S.P.Co.Ld.(J. Currie&Co.** *Mgrs.*)~~	254·5 33·2 16·8	Leith	C.2Cy.36½″&59½″–42″ (*s*)	17 *v* 10	BT till 1,18
87342	*T.Moir* –09	~~*ss*Lth.2nd No.8–12,06~~	988	1,17 ~~5,15~~ 3,18	~~Lon~~		1,17			P32′B50′F135′	BK8½″	British	72lb *72lb* NDB06 200NHP	s 2 · 3½	
HGBF		~~*ss*Lon.No.2–15~~	818	✠NB12,06 ✠LMC~~8,15~~				*Lloyd's*A&CP		J.Currie&Co	*WB=FPT*20*t*	6*BHCem*	2SB,*6cf*,GS116,HS3908	16 · 8	
		2*Dks*(*Irn–Uws*)		BS4,18								*MT*44′399*t*	R.Steele&Co.,Greenock		
1129	—	**SteelSc**	220					1902	G.Seebeck Act.Ges. Bremerhaven	**DeutscheDmpfsch ereiGes.Nordsee**	122·0 22·8 11·8	**Nordnham**	T.3Cy.11½″,18½″&30½″–22½″		G
	H.Stuenblock	(*Trawler*)	186								Q60′F23′	German	43NHP		
QHKG		1*Dk*	82									*WB*	G.Seebeck A.G.Bremerhvn		
1130	**Brest**	**SteelTwinSc**	522					1900	Forges&C. de la Médit. Havre	**Chemins de Fer de l'Etat Français (L B&SCR Co.** *Mgrs.*)	204·0 26·0 15·0	**Dieppe** French	T.6Cy.11″,17½″&25½″–18″ 55NHP		V
	E.Rondeau –12		—										Forges&C.de la Médit.Hav.		
HNMS		1*Dk*	257												
1131	**Brestois**	**IronSc3MstSr**	348					1873	McKellar& Co. Dumbarton	**Chevilotte frères**	152·8 22·0 12·0	**Brest**	C.2Cy.20″&33″–24″		V
SunkByCollision 9.3.18	*Expat* –18		—								Q52′ F23′	French	NB92 44NHP		
HNMT			193									*WB*	W.King&Co.,Glasgow		
1132	**Bretagne**	**SteelScSr**	~~1438~~	1439				1903	Nylands Værksted Christiania	**TheShippingController (Capper Alexander&Co.** *Mgrs.*)	231·6 35·2 14·7	**London** British	T.3Cy.16½″,27″&44″–30″ 106NHP		N
140357	~~*J.Fabenson*~~		~~1352~~	1353							H77*t* 20·4				
~~MBFN~~		1*Dk&Spar dk*	~~838~~	839								*WB*	NylandsVærksted,Xania		
1133	—	**SteelScSr**	1110					1912	Bergens Mek.Værks. Bergen	**Dansk-Franske Dmpskselsk.** (*A.N. Petersen, Mgr.*)	226·2 36·6 15·9	**Copnhagn** Danish	T.3Cy.17″,26½″&46″–30″ 116NHP		N
	H.A.Berendsen		974								P10′B51′F26′				
NSDP		1*Dk*	670									*WB*	BergensMek.VærksBergen		
1134	—	**IronScSr**	123					1881	Soc.Anon. deConst.Nav. Havre	**SocAnon.Malouine des Bateaux Bretons**	87·9 21·6 6·1	**SaintMalo** French			
	Clément –05		—										Soc.deConst.Nav.,Hav.		
HNPM			43												
1135	**Bretanier** *ss*Lon.No.1–17	**SteelScSr**	3997	✠100A1	NNs	*w*	N7,16	1900	Richardsn, Duck&Co. Stockton	~~**Brys&Gylsen,Ld.**~~	340·0 48·1 25·8	London	T.3Cy.25″,42″&68″–45″ (*s*)	28 *v* 4	
109792	*W.Hughes* 15–14	*ss*Cff.No.3–1,12	3542	~~5,17 3,15~~ ~~10,17~~ Lon ~~Mdlb~~			4,18	1mo		LloydRoyalBelge (GreatBritain)Ld.	P38′B190′F34′	British	180lb *80lb* 343NHP	s 4 · 2½	
RMFG	(*ex*Chumleigh)	1*Dk(Irn)2trBdeep framing&Web frames3Dk rule*	2567	~~4,18~~ ~~SS10,15~~ ✠LMC~~1,12~~ 5,17							FK	6*BHCem*	2SB,*6cf*,GS126,HS5400	24 *v* 7	
								*Lloyd's*A&CP		*CellDBa*110′*uE*24′	*f*144′892*t FTP*169*t*	*APT*202*t*	Blair&Co.Ld.Stockton		
1136	**Bretland**	**SteelScSr**	2023					1902	Akt.Burmeistr&Wain Copenhagen	**Danske Kulkompagni**	280·0 40·3 18·8	**Copnhagn**	T.3Cy.19¾″,31¾″&55″–36″		V
	Larsen		1711								P75′F30′	Danish	181NHP		
NMCQ	*Mchy.Aft*	1*Dk*	1235									*WB*	Akt.Burmeistr&Wain Cpn		
1137	**Breton**	**SteelScSr**	3739				...	1886	Harland& Wolff Belfast	**Messageries Maritimes**	380·3 43·0 27·4	**Marseilles**	T.3Cy.28″,43″&71″–51″	30 *v* 4	V
	(*ex*Albano,*ex*Iran)		3565								P41′B76′F47′	French	NB14 NDB97 391NHP		
HNQF		2*Dks3trB*	2366								ND06 BK9″	*WB*	Harland&Wolff,Belfast		
1138	**Brevik**	**IronScSr**	394					1868	MotalaCo. Motala	**ArendalsDampskibsselskab**	135·4 25·6 16·8	**Arendal**	C.2Cy.20⅜″&37½″–21⅜″		N
	L.Paulsen	(*ex*Motala)	368								H26*t*	Norwegian	NES3NB12 54NHP		
HTQJ	*Elec.light*	1*Dk&Awng dk2trB*	215										AkersMek.Værks.Xia.		
1139	**Brevik I.**	**SteelSc**	109					1891	Bergsunds M.V.Aktieb. Stockholm	**VaxholmsNya Angf.Aktieb. (B.vonSydow** *Mgr*)	87·3 17·6 6·6	**Stockholm**	C.2Cy.13⅛″&23⅞″–17½″		
2626	*C.F.W.Westerberg* 15–13	(*ex*Elfvig,	58								P&B45′	Swedish	19NHP		
JSFG	*ex*Lidingö II.)	1*Dk*	70										BergsundsM.V.Aktb.Skm.		
1140	**Brevik II.**	**SteelSc**	147					1905	W.Lindbergs Aktieb. Stockholm	**VaxholmsNya Angf.Aktieb. (B.vonSydow** *Mgr*)	87·4 18·0 7·2	**Stockholm**	C.2Cy.12⅝″&24⅜″–15⅝″		
4438	*Th.Morsing* 12–12	(*ex*LidingöI.)	66								B62′H6*t*	Swedish	19NHP		
JPHQ		1*Dk*	84										W.LindbergsAktieb.Skm.		
1141	**Brevik III.**	**SteelSc**	101					1908	Eriksbergs M.V.Aktieb. Gothenburg	**VaxholmsNya Angf.Aktieb. (B.vonSydow** *Mgr*)	73·6 15·4 6·8	**Stockholm**	C.2Cy.9½″&21″–12″		
4932	*J.F.Jansson* 15–13	(*ex*Skärgården)	43								B46′F12′H13*t*	Swedish	13NHP		
JRGO		1*Dk*	61										EriksbergM.V.Aktieb.Got		
1142	**Breynton**	**SteelScSr**	4240	✠100A1	Hpl	*x*	8,15	1909	W.Gray& Co.Ld. WHartlepool	**BreyntonSS.Co.Ld (R.E.Morel&Co.)**	365·0 50·8 25·7	**Cardiff**	T.3Cy.26″,42″&70″–45″ (*s*)	28 *v* 4	
128497	*F.H.Duncan* –17	*ss*Bry.No.1–14	3973	2,17				10mo		*WB=*	P27′B229′F34′ FK	British	180lb 370NHP	s 4 · 5½	
HPTW	1*Dk(pt Irn pt Stl)&deep framing*		2699	BS5,16 ✠LMC1,14				*Lloyd's*A&CP		*CellDBa&uE*148′	*uB*19′*f*158′1134*t A*	*PT*127*t*	Cen.Mar.Eng.Wrks.WHpl	24 · 3	
	*Carrying fuel oil F.P.above*150°*F.in D.B.*			BS11,17											
1143	**Bridesmaid**	**IronScK**	*139*					1885	Hewett& Co.Ld. London	**JuliaLima**	103·6 20·2 9·6	**R.Janeiro** Brazilian	C.2Cy.12″&24″–18″		
			139										20NHP		
			84										J.Stewart&Son,London		
1144	**Bridgewater**	**SteelScSr**	208	✠	Dmb	*c*		1889	AM'Millan &Son Dumbarton	**Bridgewater WreckingCo.Ld. (C.Brister)**	120·0 20·0 9·0	**Halifax NS**	C.2Cy.18″&36″–24″	9 *v* 6	
96081	*N.Laudry*	1*Dk*	141	8,89				8mo			P37′F22′ BK6½″	British	1SB,*2pf*,GS39,HS841 54RHP		
			119	✠							*WB=APT*9*t*	4*BHCem*	Kincaid&Co.Ld.Grk.		
1145	—	**SteelSc**	105	✠	Shl			1905	J T Eltringham&Co. S.Shields	**ManchesterShip CanalCo.**	93·2 19·1 9·4	**Manchestr**	C.2Cy.15¾″&35″–24″	9 *v* 9	
119589	*S.Edwards* –10		105	*For Towing purposes*				1mo				British	49RHP		
		1*Dk*	4	1,05 ✠							*WB=*	4*BHCem*	1SB,*2pf*,GS34,HS1190		
											*APT*10*t*		G.T.Grey,SouthShields		
1146	**Bridlington**	**SteelScK**	205	✠100A1	Hul		~~3,17~~ 6,17	1913	Cochrane& Sons,Ld. Selby	**HullSteamFishing &IceCo.Ld.**	112·2 22·5 12·4	**Hull**	T.3Cy.10″,17″&28″–24″ (*s*)	13 *v* 2	
138460	*F.Bridgeman* –17		205	*Stm Trawler*				9mo				British	200lb 50RHP		
JNCL		1*Dk*	82	3,17 ✠LMC9,15							BK8″	4*BHCem*	1SB,*2pf*,GS27,HS835		
				BS8,17				*Lloyd's*A&CP			*WB=DTf*13′31*t*		C.D.Holmes&Co.Ld.Hull		
1147	**Brier**	**IronScSr**	684					1882	D.&W. Henderson Glasgow	**LairdLine,Ld.**	209·8 30·2 15·3	**Glasgow** British	C.2Cy.29″&60″–42″	15 *v* 10	
86704	*D.Brown* –15		589								P71*t*F38*t*		NB99 194NHP		
MBQR			282										D.&W.Henderson&Co.Gls.		
1148	**Brier Rose**	**Steel&IronSc3MstSr**	469	✠100A1	Liv	*g*	~~9,14~~ 9,17	1892	J.Shearer &Son Glasgow	**R.Hughes&Co.**	165·0 25·1 10·3	**Liverpool**	C.2Cy.19″&44″–30″	11 *v* 6	
99394	*H.Evans* –15	*ss*Liv.No.3–5,05	333	7,14				4mo			Q89′B12′F29′	British	100lb 80RHP	s 4 · 5	
MPCW		*ss*Liv.No.2–14	176	*Examined* 9,17							BK7″	3*BHCem*	1SB,*3pf*,GS50,HS1525	11 · 10	
	Mchy.Aft	1*Dk(Irn)*		BS12,16 ✠LMC7,14				*Lloyd's*A&CP			*WB=FPT*	56*t APT*14*t*	Hutson&Corbett,Glasgow		
	Well deck	*Irn framing Stl plating*													

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years assigned. now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 Built. By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Dat'coof R.of Trade Cert.
	Now named "Polalp" See No. 11 in Supplement															
1149 RLPS	**Brietzig** *H.Krull* 10-10 (*ex* Axel Johnson) 1 *Dk(Stl)* & *Web frames*	Steel Sc Sr 1495 1160 918	✠ — 1,17 ✠	Ros	*p*		1891 10mo	O.A. Brodin Gefle	Heinrich F.C. Arp (S. Ollgaard & Thoersen) *WB = Cell D B194'418t F.P.T*	251·1 Q106' F30'	36·2 B54' FK	16·5 H51*t* 4 *BHCem* 62*t APT* 84*t*	Hamburg German	T.3Cy.18″,29″&46½″–30″ 125 NHP 2SB,*4rf*,GS65,HS1960 Bergsunds M.V.Aktb.Skm.	18 ″ 9	
1150 127992 HPQK	**Brigg** *F.A.Little* –09 1 *Dk*	Steel Sc K 133 92 51					1909	Lytham S.B. & E.Co.Ld. Lytham	J.Holt & Co. (Liverpool) Ld. *WB*	88·8	21·1	5·4	Liverpool British	C.2Cy.9″&20″–15″ 16 RHP Lytham S.B.&E.Co.Ld.		
1151 125786 HNVS	**Bright Wings** *Williams* –16 *ss* Cff. No.1–13 1 *Dk(Stl)* & *deep framing*	Steel Sc Sr 3116 2933 1992	✠ 100 A1 8,16 ~~B&S 15~~ ✠ LMC ~~11~~	Syd	*v*	12,~~15~~ 12,17	1909 5mo	Russell & Co. Pt. Glasgow *Lloyd's A & CP*	~~Wing S.S. Co. Ld.~~ ~~(N. Hallett & Co.~~ ~~Lyman & S.S. Co. Ld.~~ *WB = Cell D Ba*	331·5 P31' 104'	49·0 B99' FK	21·8 F38' *u E & B* 34' *f* 150'	Sydny NSW British 5 *BHCem* 996*t APT* 83*t*	T.3Cy.23″,37″&61″–42″ (*s*) 180 lb *100 lb* 276 NHP 2SB,*6cf*,GS115,HS4448 J.G.Kincaid & Co.Ld.Grk.	24 ″ 3 s 4 ″ 1 20 ″ 7	
	Now named "Auchinish," See No. 113 in Supplement															
1152 106645 QHKS	**Brighton** *H.Short* –16 1 *Dk(Stl)* & *Awng dk(Irn)* 3 *tr B*	Steel Sc Sr 3463 3399 2274	✠ 100 A1 *Awng dk with freeboard* 11,17 ~~7,17~~ ✠ LMC M 85,15 M ~~B&S~~ 1,17	Hul Liv	*v*	1,17	1898 10mo	Ropner & Son Stockton A & CP	R. Chapman & Son *WB = Cell D B a* 88' *u E & B* 36'	325·0 28·9 *f* 144' 705*t*	46·0 BK 11″ *F P* 101*t*	21·6 5 *BHCem APT* 85*t*	Newcastle British	T.3Cy.24″,40¾″&65″–42″ (*s*) 160 lb *100 lb* NDB 15 281 NHP 2SB,*6cf*,GS119,HS4325 Blair & Co.Ld.Stockton	32 ″ 6 s 8 ″ 6 25 ″ 2	
1153 105654 VDWM	— *S.Marmery* –16 Wireless 2 *Dks* & *Awng dk*	Steel Trp Sc Sr 1129 761 480					1903	W. Denny & Bros. Dumbarton	L.B.&S.C.Rly.Co.	273·6	34·2	14·1	Newhaven British *WB*	3 Steam Turbines NB12 580 RHP Parson's Mar. Stm.Turbine Co.Ld.Nwc.		
1154 HNKF	— *T.Lütken* *Elec.light* 1 *Dk* & *pt Awng dk*	Steel Sc Sr 1129 730 715					1902	Framnes Mek.Værks. Sandefjord	Acties.Dpsk. Brighton (A.F. Klaveness & Co.Ld. Akties.)	227·1 Q70*t* H97*t* F230*t'* *pt Awng dk* 154'	31·6	15·1	Chrstiania Norwegian *WB*	T.3Cy.20″,32″&52″–33″ 155 NHP Akers.Mek.Værks.Xia.		N
1155 83050 PQSG	— *G.L.Porter* –15 *ss* Brs.3rd No.3–5,13 1 *Dk*	Steel Pad Sp 566 434 226	✠ A1 4,15 *With freeboar d 3ft For Bristol C hannel pu rposes* ~~B&S 15~~ LMC 5,15	Brs			1878 2mo	J. Elder & Co. Glasgow A & CP	Pocketts Bristol Channel S.P.Co.Ld (G.J.Wakefield, *Mgr.*)	221·3 Q95'	27·7 FK	10·6 4 *BHCem*	Swansea British	C.2Cy.48″&83″–60″ (*o*) 80 lb NB91 351 NHP 4SB,*8cf*,GS195,HS4540 J.Elder & Co.,Glasgow	11 ″ 7	
1156 83792	— 1 *Dk*	Iron & Steel Pad Sr 417 404 173					1883	T.B.Seath & Co. Glasgow	The Port Jackson & Manly SS.Co.Ld.	220·2	23·0	10·7	Sydny NSW British	C.2Cy.31″&60″–60″ 232 NHP Campbell & Son,Glasgow		
1157	**Brighton o'th North** *J.M.Duggie* 14–14 1 *Dk*	Steel Sc K 98 97 41	✠ 100 A1 *For fishing pu rposes* 1,15 ✠ LMC 5,14	Abn			1914 5mo	A. Hall & Co.Ld. Aberdeen *Lloyd's A & CP*	J.M.Duggie *WB = D B f*	88·1 BK 7½″ 5' 3*t*	18·7	9·3 *F P* 75*t*	Inverness British 3 *BHCem APT* 20*t*	T.3Cy.9¾″,16½″&27″–18″ (*r*) 180 lb 36 RHP 1SB,*2pf*,GS25,HS757 A.Hall & Co.Ld.Aberdeen	10 ″ 0	
1158 104809 NPFG	**Brigitta** *H.M.Pinkham* –15 (*ex* Tennyson) 1 *Dk(pt Stl & pt Irn)* & *Web frames* *ss* CTn No.2–17 ~~*ss* Shl. No.1–12~~ & *pt Awng dk(Irn)*	Steel Sc Sr 2084 1501 1315	✠ 100 A1 *pt Awng dk with freeboard* ~~11'–9,15~~ 11,17 ~~B&S 14~~ ✠ LMC ~~7,12~~ 3,17	Bry ~~Cdff~~	*r*	~~12,14~~ 3,17	1894 11mo	J.L.Thomp-son & Sons, Ld Sunderland A & CP	Colonial Coal & Shipping Co.Ld. *WB = Cell D Ba*	280·0 P24' *pt Awng dk* 174' *f* 108'	39·0 Q80' FK 327*t*	17·3 6 *BHCem APT* 20*t*	London British	T.3Cy.21½″,35″&58″–39″ (*s*) 160 lb *100 lb* NDB 08 217 NHP 2SB,*6cf*,GS92,HS3350 J.Dickinson,Sunderland	19 ″ 8 s 7 ″ 5½ 19 ″ 3	
1159	**Brignogau** *Kerbrat* (*ex* Albert M.Marshall) *Mchy.Aft* *Elec.light* 1 *Dk* 2 *tr B*	Steel Sc Sr 1611 — 927					1903	Detroit S.B.Co. Wyandotte	Société Maritime Nationale *WB*	241·0 RQD 98'	41·1 F36'	18·8	Havre French	T.3Cy.15″,25″&42″–30″ 97 NHP Detroit S.B.Co.Detroit		V
1160 211620 LDGB	**Brilliant** *T.J.Wheeler* 13–13 *Elec.light* 1 *Dk* & *Web frames* *Mchy.Aft* *Longitudinal framing* Sub.Sig. Wireless *Carrying Petroleum in bulk*	Steel Sc Sr 2487 2137 1260	*Fitted for oil fuel*			…	1913	American S.B.Co. Lorain,O.	Standard Trnsprtn Co.	250·0 P83'	43·0 F53'	26·0 FK	New York Utd. States *WB*	T 3Cy.19″,31″&54″–42″ 277 NHP American S.B.Co.Clevelnd	25 ″ 0	
1161 MBNF	— *M.Johnsen* *Elec.light* 1 *Dk* & *Spar dk*	Steel Sc Sr 1441 1343 846					1903	Nylands Værksted Christiania	Acties.Bonheur (Fred.Olsen & Co. *Mgrs.*)	231·7 H90*t*	35·2	14·7 20·4	Chrstiania Norwegian *WB*	T.3Cy.16½″,27″&44″–32″ 109 NHP Nylands Værksted,Xania	21 ″ 9	N
1162 114003 TDMQ	— *J.W.Gillend* –11 *Well deck* 1 *Dk(Irn)* *Mchy.Aft* *Elec.light*	Steel Sc 3 Mst Sr 657 450 266	✠ 100 A1 3,18 ~~11,15~~ ~~B&S 15~~ ✠ LMC 11,14 B&S 5,17	Lth Lon	*j*	~~11,14~~ 3,18	1901 12mo	Scott & Sons Bowling *Lloyd's A & CP*	W. Robertson *WB = Cell D B f*	185·0 Q99' B11' *WB* 104'	29·2 F35' BK 7½″	10·8 3 *BHCem* 160*t F P T* 60*t*	Glasgow British	T.3Cy.15″,25″&40″–27″ (*s*) ~~160 lb 70 lb~~ 50 lb 91 RHP 1SB,*3pf*,GS55,HS1500 Muir & Houston,Ld.Gls.	13 ″ 0 s ″ 7½ 13 ″ 2	
1163 106537	**Brilliant Star** *J.Wood* –17 1 *Dk*	Steel Sc Sr 125 118 49				…	1896	A. Hall & Co. Aberdeen	T. Davidson	96·7	19·6 BK 7⅛″	10·1	Aberdeen British	C.2Cy.13½″&30″–21″ 45 RHP A.Hall & Co.Aberdeen	10 ″ 7	
1164 MHWD	**Brim** *A.Johannessen* (*Trawler*) (*ex* Hödd, *ex* Rubislaw) 1 *Dk*	Steel Sc K 192 188 74				…	1903	Hall, Russell & Co.Ld. Aberdeen	Ansnæs & Sönner	115·0	21·8 BK 7½″	1·19	Xiansund Norwegian *WB*	T.3Cy.12″,20″&33″–22″ 51 N HP Hall,Russell & Co.Ld.Abn.	12 ″ 10	
1165 93645 VMWC	**Brinawarr** *C.W.Hine* 1 *Dk*	Wood Sc Sr 119 95 73					1890	J. Hawken-sen, Coolan-gatte, N.S.W.	Adelaide S.S. Co.Ld	91·2	18·4	7·5	Sydny NSW British	C.2Cy.13″&26″–16″ 25 RHP Kincaid & Co.Ld.Grk.		
1166 212601 LDQV	**Brindilla** (*ex* Washington) *Mchy.Aft* *Elec.light* Wireless 2 *Dks* 3 *tr B* *Carrying Petroleum in bulk*	Steel Sc Sr 4171 3855 2659					1894	Akt.Ges. "Vulcan" Stettin	Standard Oil Co. (New Jersey)	354·1 P94'	45·1 H23'	30·0 F35'	New York Utd. States *WB*	T.3Cy.24″,40″&64″–49″ 287 NHP A.G. "Vulcan," Stettin		G
1167 125777 HNSP	**Brinkburn** *G.P.Proctor* 12–12 1 *Dk(pt Irn & pt Stl)* 2 *tr B* *deep framing* *ss* Hdl. No.2–11 & *Web frames* 3 *Dk rule*	Steel Sc Sr 3827 3633 2440	✠ 100 A1 4,8,16 ~~B&S 10,15~~ ✠ LMC ~~7,17~~ 9,17 ~~B&S 16~~	NYk ~~Hel~~	*w*	~~10,16~~ ~~9,17~~ 4,18	1909 4mo	J.L.Thomp-son & Sons, Ld. Sunderland *Lloyd's A & CP*	Beaver Shppg.Co. Ld. (Palin Evans & Co.Ld., *Mgrs.*) *WB = Cell D Ba* 117 *u E &*	346·0 P23' *B42' f* 146'	49·5 B94' F31' FK 951*t F P T*	25·3 6 *BHCem* 61*t APT* 60*t*	London British	T.3Cy.25½″,42″&68″–48″ (*s*) 180 lb *90 lb* 350 NHP 2SB,*8pf*,GS143,HS5428 J.Dickinson & Sons,Ld.Sld.	27 ″ 11 s 5 ″ 0½ 23 ″ 3	
1168 MBJR	**Brio** *O.J.Christiansen* *Elec.light* 1 *Dk* & *Spar dk*	Steel Sc Sr 1436 1349 842					1903	Nylands Værksted Christiania	Acties.Bonheur (Fred.Olsen & Co., *Mgrs.*)	231·6 H78*t*	35·1	16·5	Chrstiania Norwegian *WB*	T.3Cy.16½″,27″&44″–32″ 109 NHP Nylands Værksted,Xania		N

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Grément, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettres d'Equipement.	7a Date de la dernière visite à sec pour hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NH^p=Force en chevaux d'après les formules de la Société. RH^p=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Registres où coté, si ce n'est dans le L. R. Bureau Central, Hull Dundee
1169	**Brioni** **SteelScSr**	1111	✠	Tri	*n*		1909	Cant.Nav.	LloydAustriaco	224·3	31·2	15·1	Trieste	T.3Cy.21″,35″&56″–36″	16 ″ 5	A
HDGT	*Elec.light* 1*Dk&deep framing &Shade dk(Stl–ws) lower dk(Stl)in fore hold*	794 565	*Shade dk withfreeboard 12,09 Service in the Adriatic*				12mo	Triestino Monfalcone				FK	Aust.-Hung.	247NHP 2SB,*4cf*,GS82,HS3508		
													4*BHCem*	Barclay,Curle&Co.Ld.Gls.		
												WB=	*CellDBa*50′	*uE*22′90*tFPT*10*tAPT*19*t*		
1170	**Bris** *H.Levander*16–16 **IronScSr**	~~4458~~ 1993	✠100A1 ~~7,17 5,16~~ 11,17	Shl ~~Got~~ NYk	*r*	~~3,15~~ 7,17	1884	W.Pickers-	RederiaktiebBore	270·2	40·3	18·7	Gothenbrg	C.2Cy.30″&62″–42″ (*a*)	20 ″ 3	
JPKT	~~*Hasmanberg*16–16 Not.3rdNo.3–7,17~~ (*ex*Swanbridge, *ex*Hellenes,*ex*Fram, *ex*Hellenes) 1*Dk(Irn)& Webframes* *Well deck*	1604 1159	LMC 7,17 ~~MS1,16 BS2,16~~				6mo	gill&Sons Sunderland A&CP	(G.E.Sandström, *Mgr.*) *WB*=*APT*20*t aft deep*	Q96′B66′F32′ BK9½″			Swedish 1*BHCem tank*20′324*t*	80lb 188NHP 2SB,*6pf*,GS102,HS2967 G.Clark,Sunderland	s 2 ″ 2½ 18 ″ 11	
1171	**Brisbane** **SteelScSr**	1119	✠ ~~8,15~~	Mel	*n*		1882	Dobson&	~~Carmichael&~~ ~~Clark's~~ The Bris-	230·0	33·2	15·5	HongKong	C.2Cy.27″&53″–36″		
87040	*E.E.McLellan* –15 *ss*Mel.2ndNo.3–6,06	877					9mo	Charles Grangem'th	bane Co.Ld	Q77′B61′F32′			British	NDB94 129NHP		
HCKW	(*ex*Beeswing) *ss*Msl.No.1–11 *Well deck* 1*Dk(Irn)2trB* *Elec.light*	716	✠						*WB*=*DBa*54′	87*tFPT*30*tAPT*13*t*			5*BHCem* *DT*f13′73*t*	1DB,*6pf*,GS81,HS2083 Hutson&Corbett,Glasgow		
1172	— **SteelScK**	207	✠100A1	Gms		6,16	1903	Cook,Wel-	W.Grant	113·8	21·5	11·5	Grimsby	T.3Cy.12″,21″&34″–24″ (*s*)	12 ″ 3	
118915	*W.H.Winslow* –15 *ss*Gms.No.2–12 1*Dk*	184 81	*Stm Trawler* 1,15 ~~Examined 10,17 BS10,17~~				11mo	t'n&Gemmell Hull *Lloyd'sA&CP*		Q58′F19′		BK7″	British 3*BHCem*	180lb 60RHP 1SB,*2cf*,GS31,HS1090 C.D.Holmes&Co.Hull		
1173	— **IronScK**	139	✠	Hul			1894	Edwards	HullSteamFishing &IceCo.Ld.	98·5	20·5	11·0	Hull	T.3Cy.10″,16″&25½″–19½″	11 ″ 11	
102951	*J.Glanville* –16 1*Dk*	139	*For fishing purposes*				5mo	Bros. N.Shields	*WB*=	*DTf*14′23*t*		BK7½″	3*BHCem*	1SB,*2pf*,GS16,HS557 40RHP N.E.Mar.Eng.Co.Ld.Sld.		
JNCM		61	5,95													
1174	**Brisbane River** **SteelScSr**	4989	✠100A1	NYk	*y*	6,16	1914	Irvine'sSB	BritishEmpireStm	400·0	52·0	27·4	W.Hartlpl	T.3Cy.26″,42″&70″–48″ (*s*)	30 ″ 0	
135911	*J.M.Pearson*10–14	4668	7,16				11mo	&D.D.Co.Ld. W.Hartlepool	NavCoLd(Houlder Bros&Co.Ld. *Mgrs*)	P36′B126′F43′		FK	British 6*BHCem*	180lb 402NHP 3SB,*9cf*,GS166,HS6636	s 5 ″ 10½ 24 ″ 6	
JGVP	Wireless 2*Dks(Stl)*	3149	LMC 6,14				*Lloyd'sA&CP*	*WB*	=*CellDBa*132′*uE*	28′*f*173′1029*tFPT*			83*tAPT*110*t*	Richardsons,Westgarth& Co.Ld.W.Hpl.		
1175	**Brisgavia** **SteelScSr**	6550	✠	Bel	*b*†		1899	Workman,	Hamburg-Amerik.	448·5	53·2	31·2	Hamburg	T.3Cy.27″,44½″&74″–54″	34 ″ 7	G
	J.Ernst	6246	5,99				5mo	Clark&Co.Ld	Packetf.Act.Ges.	P29′B214′F40′			German	498NHP		
RLHC	*Elec.light* Wireless 2*Dks(Stl)3trB& deep framing*	4155						Belfast	(Ham.-Amr.Linie)			FK	7*BHCem*	3SB,*9cf*,GS169,HS7182 FD Wrkman,Clark&Co.LdBel		
									WB=*CellDBa*	154′*uE&B*46′*f*189′			1485*t DTa*	28′565*tFPT*155*tAPT*85*t*		
1176	**Brisk** **SteelScSr**	1662					1906	Bergens	Acties.Bonheur	268·0	38·7	17·5	Chrstiania	T.3Cy.19″,30″&50″–33″		N
	J.Kristiansen	1414						Mek.Værks.	(Fred.Olsen&Co.	P15*t*H68*t*F37*t*			Norwegian	144NHP		
MCWV	*Elec.light* 1*Dk*	981						Bergen	*Mgrs.*)			*WB*		BergensMekVærksBergen		
1177	— **SteelTwinScSp**	193			…		1899	Lobnitz&	CeylonGovern-	108·5	22·1	8·1	Colombo	C.4Cy.10″&22″–18″	9 ″ 0	
	(*Barge*)	162						Co.Ld.	ment				British			
	1*Dk*	32						Renfrew				BK5½″		Lobnitz&Co.Renfrew		
1178	— **IronScK**	156	✠	Cff			1898	Edwards	Soc.Pesquera	105·4	20·9	10·9	Malaga	T.3Cy.11½″,18″&30″–21″	11 ″ 10	
	F.Soler –12	—	*Stm Trawler*				6mo	Bros.	Malagueña	Q20′F20′			Spanish	53NHP		
HFBD	*ss*Cff.No.2–07 1*Dk*	44	7,13					N.Shields	(M.Nuñez,*Mgr.*)			BK7½″	3*BHCem*	1SB,*2pf*,GS29,HS935 Baird&Barnsley,N.Shields		
1179	**Brisling** **SteelScSr**	498					1906	Soc.Eser-	J.RingenAkties.	185·0	30·7	9·4	Haugesnd	T3Cy.11$\frac{13}{16}$″,18½″&29$\frac{7}{8}$″–21$\frac{13}{16}$″		
	*J.Madsen*16–16	—						cisioBacini					Norwegian	40NHP		
WLJK	(*ex*Helvetia, *ex*Natale) 1*Dk*	284						RivaTrigoso				*WB*		Soc.EsercizioBacini,Gen.		
1180	**Bristol** **SteelScSr**	3971					1916	NewYork	CoastwiseTrans-	359·5	49·2	25·6	Boston	T.3Cy.23¼″,38½″&67″–45″		
213859	*W.M.Hart*	3556						S.B.Co.	portationCo.	P76′B17′F35′			Utd.States	301NHP		
LFRQ	*Elec.light Mchy.Aft* Sub.Sig. 1*Dk*	2411						Camden,N.J.				*WB*		NewYorkSBCo.CamdnNJ		
1181	— **SteelSc**	284					1914	Staten	StaplesTrans-	125·0	24·6	15·6	FallRiver,	T.3Cy.14″,22″&36″–24″		
212678	(*Tug*)	—						IslandS.B.Co	portationCo.				Mass.	63NHP		
	Elec.light Sub.Sig. 1*Dk*	193						Pt.Richmond					Utd.States	StatenIslandS.B.Co.		
1182	**Bristol City** **SteelScSr**	2511	✠100A1	Brs	*t*	2,17	1899	C.Hill&	C.Hill&Sons	309·7	40·7	22·3	Bristol	T.3Cy.24″,40″&66″–45″ (*s*)	25 ″ 11	
111303	*J.J.Carey* –08 *ss*Brs.No.3–5,12	2324	9,17 ~~2,15~~				12mo	Sons		P29′B84′F35′			British	160lb *90lb* 312NHP	s 4 ″ 3½	
RKWQ	*ss*Brs.No.1–16 2*Dks(1Stl&UIrn)3trB*	1600	LMC 7,16 ~~BS6,17~~					Bristol A&CP				BK10″	5*BHCem*	2SB,*6rf*,GS131,HS5000	22 ″ 7	
									WB=*DBa*98′*u*	*E&B*40′*f*122′692*t*			*APT*30*t*	Blair&Co.Ld.Stockton		
1183	**Bristolian** **SteelScSp**	174			…		1911	J.Cran&	BristolianSteam	100·2	23·1	9·8	Bristol	C.2Cy.21″&44″–27″	12 ″ 6	
127087	*W.Allen* –17 (*Tug*)	172						Co.	TugCo.Ld. (C.J.				British	130lb 110NHP		
	1*Dk*	66						Leith	King&Sons,Ld.)			*WB*		J.Cran&Co.Leith		
1184	**Brita** **SteelScSr**	317	✠100A1	Got	*d*		1916	Aktieb.	Aktieb.Lödöse	121·0	22·4	9·7	Lödöse	C.2Cy.12″&27″–18″ (*s*)	12 ″ 0	
5821	*A.H.Wallin*09–16	236	7,16				7mo	Lödöse Varf.	Varf.(C.A.	P32′F16′			Swedish	125lb 30NHP		
JVRC	*Mchy.Aft* 1*Dk(Stl)*	145	LMC 7,16					Lödöse A&CP	Hallberg,*Mgr.*)			FK	3*BHCem*	1SB,*2cf*,GS23,HS522		
									*CellDBf*21′35*tFPT*				27*tAPT*11*t*	AktiebLödöseVarf,Lödöse		
1185	— **SteelScSr**	151					1891	Ch.Jürgens	C.W.Vallén	101·8	20·3	11·1	Gothenbrg	C.2Cy.16½″&30$\frac{3}{4}$″–20½″		
	*J.Svensson*12–12 (*Trawler*)	131						&Co. Hamburg		H16*t*F16′			Swedish	36NHP		
	(*ex*Witt&Bartels) 1*Dk*	35										*WB*		Ch.Jürgens&Co.Hamburg		
1186	**Britannia** **SteelScSr**	5103					1902	Ch.&Atel.	CieFrançaise de	407·9	46·0	28·2	Marseilles	T.3Cy.38$\frac{3}{8}$″,59$\frac{3}{8}$″&90$\frac{3}{8}$″–51$\frac{3}{8}$″		IV
	*Bonifacio*99–14 (*ex*Germania)	—						deProvence	Nav.àVap. (C.	P30′B82′F30′			French	NB12 588NHP		
HNRC	*Elec.light* Wireless 2*Dks&Spar dk*	2751						Port deBouc	Fabre&Co.*Mgrs.*)			*WB*		Ch.&Atel.deProvence,Msl		
1187	— **IronSc4MstBk**	3129					1885	T.Royden	EllermanLinesLd.	353·0	39·3	28·1	Liverpool	C.2Cy.29″&58″–42″		
91193	*G.B.Bedford* –14	2972						&Sons	(GrahamSmith,				British	182NHP		
JVWN		2041						Liverpool	*Mgr.*)					G.Forrester&Co.,Liverpool		
1188	— **SteelScSr**	2305	✠ ~~9,15~~	Stn	*t*		1897	R.Craggs&	W.Kunstmann	300·0	43·0	20·4	Stettin	T3Cy.23″,37½″&61½″–39″	23 ″ 0	
	H.Sankowsky *ss*Stn.No.3–7,10	1987					12mo	Sons		P28′B58′F34′			German	243NHP		
JFVK	*ss*Stn.No.1–14 (*ex*Nigaristan,*ex*Harperley) 1*Dk(ptIrn ptStl)&deep framing*	1449						Middlesbro'				FK	5*BHCem*	2SB,*6pf*,GS98,HS3750		
	Elec.light								*WB*=*CellDBa*92′	*uE&B*36′*f*120′625*t*			*APT*41*t*	W.Allan&Co.Ld.Sld.		

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c.	3	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey. Years Classed now expired.	7 Equipment Letter.	7a Mean drafts. Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
1189 89690 JWDP	**Britannia** *Cable Vessel* *V.F.Sparks* –12 *Well deck* Wireless	**SteelTwinScSr** ssGrk.2ndNo.3–6,07 6thSurvey6,07 ssC.Tn.No.2–15 2ndSurvey8,15 1*Dk*(*pt Stl*)&*Spar dk*(*pt Stl*)3*trB*	1525 1027 825	✠100A1 A1*1 *Spar dk* 9,16 ~~BSS.16~~ ✠LMC8.16 ~~MBS10.11~~	CTn	*q* Lv	18·07 19·22 20·37 21·53 SN8,15 P7,14	1885 5mo *Lloyd's*	Laird Brs. Birkenhead	Eastern Telegraph Co.Ld. *WB*=*DBf*64′201*tdeep*	247·2|34·3|17·4 24·8 BK8½ 5*BHCem* *tanks*40′112*t*	London British	C.4Cy.26″&45″–30″ 75lb *100lb* NDB–16 181NHP 2SB,6*pf*,GS127,HS3220 Laird Bros.,Birkenhead	26 ″ 1 s 5 ″ 11½ 21 ″ 3	
1190 68962 RCGW	— *F.Collinson* –16 *Well deck*	**IronScSr** ssShl.2ndNo.3–1,07 ssShl.No.2–15 1*Dk*(*Irn*)2*trB* *Cargo battens not fitted*	949 778 612	✠90A1 ~~11,18~~ ~~BS11,16~~	Shl	*m*	N11,16	1877 10mo	Short Bros. Sunderland A&CP	J.Westoll *WB*=*DB*	212·0|30·1|15·9 Q77′B40′F24′ ptND07 BK8″ *a*55′*f*53′ 205*t FPT*	Sundrland British 4*BHCem* 20*tAPT*15*t*	C.2Cy.27½″&50″–33″ (*s*) 80lb *80lb* NDB06 98RHP 1SB,3*cf*,GS60,HS1900 J.Dickinson,Sunderland	17 ″ 0 s 1 ″ 9 16 ″ 0	
1191 30 NHPR	— *P.Conti*	**SteelScSr** 1*Dk*2*trB*	871 620 518					1890	Rostocker Act.Ges. Rostock	Flli.Biriaco *WB*	201·5|31·6|12·8 P– B– F56′	Catania Italian	T.3Cy.14″,22½″&36½″–27½″ NB04 70NHP Rostocker A.G.,Rostock		
1192 203237	— *Elec.light*	**SteelSc** 1*Dk*	791 — 401					1906	Detroit S.B.Co. Wyandotte	Detroit&Windsor Ferry Co.	164·0|45·0|17·9	Detroit Utd.States	T.3Cy.20″,32″&50″–36″ 150NHP Detroit S.B.Co.Detroit		
~~Miss~~ 1193 94527 LBGJ	~~Race~~ 10,17 *W.Johnston* –16 (*ex*Earl of Aberdeen) *Elec.light*	**SteelScSr** ssShl.2nd.No.3–2,14 1*Dk*2*trB*	765 573 352	~~✠100A1~~ 10,17 ~~10.15~~ ~~NB5.04~~ ~~LMC8.14~~ ~~BS11,14~~ ~~10,17~~	Nwc Mdb	*l*	~~10,15~~ 10,17	1889 1mo *Lloyd's*	Hall,Russell&Co. Aberdeen A&CP	Leith,Hull&Ham. Stm.Pkt.Co.Ld (J. Currie&Co. *Mgrs.*)	210·0|30·2|14·8 P55′B46′F55′ ptND09 BK8″	Leith British 4*BHCem*	T.3Cy.21″,33″&54″–36″ (*r*) 165lb *80lb* NDB04 137NHP 2SB,6*cf*,GS102,HS1455 Hall,Russell&Co.Abn.	15 ″ 5	
1194	— ~~*S.Gillingham*~~ *Mchy.Aft*	**SteelScK** 1*Dk*	517 ~~282~~	*Now named "Hanill," See No. 33 in Supplement*				1907	J Fullerton & Sons Paisley	~~C.H.Walker&Co. Ld.~~ Hani Shipping Co.Ld. (A.D. Greatrex, *Mgr.*)	175·0|34·1| 9·2 F17′ FK	~~Buenos Ayres~~ Argentine British	C.2Cy.15″&32″–22″ 59NHP C.Houston&Co.Ld.Gls.	9 ″ 10	
1195 102495 HSWM	— *D.Taylor* –11	**SteelPadSk** 1*Dk*	459 378 172					1896	S M'Knght & Co. Ayr	P.&A.Campbell,Ld	230·0|26·6| 9·6 Q13′ *Promenade dk*217′	Bristol British	C.D.2Cy.37″&67″–66″ NB12 304NHP Hutson&Son,Glasgow		
1196 111995	— *J.A.Cates* –02	**WoodScSr** 2*Dks*	326 326 222					1902	G.E.Cates Vancouver, B.C.	Terminal S.Nav. Co.Ld.	104·8|22·4| 6·9	Vancouver British	T.3Cy.10″,16″&25½″–16″ 33RHP Mackie&Baxter,Glasgow		
1197 3105	— (*Tug*)	**WoodScSr** 1*Dk*	115 — 78					1879	Ward& Stanley Newb'rgh NJ	Knickerbocker Steam Towage Co.	100·0|21·0| 9·5	Bangor,Me Utd.States *WB*	C.2Cy.18″&36″–28″ 57NHP T.Smith&Bro.Jersey City		
1198 787 NHPS	— (*Tug*)	**WoodSc** 1*Dk*	107 — 11					1916	Flli.Calcagno Arenzano	Soc.Rimorchiatori Genovesi	86·0|20·0|11·3	Genoa Italian	C.2Cy.15½″&30½″–24½″ 36NHP Ing.D.Torriano,Sampierd.		I
1199 ~~HPBC~~	— ~~*G.Toledo* –05~~	**SteelScSp** ssLaP.No.3–10,11 ssLaP.No.1–16 1*Dk*	80 80 7	✠ A1 12,16 *For Towing purpose* ✠LMC12.16	LaP		12,16	1902 4mo *Lloyd's*	Cox&Co. Falmouth A&CP	~~Blandy y Cia.~~	86·0|16·0| 9·1 BK6″	~~Las Palmas~~ Spanish British	C.2Cy.15½″&28″–21″ (*s*) 100lb 45NHP 1SB,2*pf*,GS36,HS968 Cox&Co.Falmouth	9 ″ 5	
1200 100108	**Britannic** *A.Anderson*06–13	**IronPad** (*ex*Rocket) 1*Dk*	428 268 228					1866	W.Smith Sorel *reblt*91 W.C.White	Montreal& Cornwall Nav.Co. Ld.	150·8|25·6| 9·2 H52*t*	Montreal British	1Cy.35″–96″ 41RHP W.Smith,Montreal		
1201 119063 VHKG	**British Columbia** *T.Thomson* –16 *Elec.light* (*ex*Onyx) *Well deck Mchy.Aft*	**SteelScSr** ssBrw.No.3–6,07 ssVcr.No.2–15 1*Dk*(*Stl*)	557 398 222	✠100A1 12,15 ~~LMC12.15~~	Vcr	*h*	10,15	1903 10mo *Lloyd's*	Scott& Sons Bowling A&CP	Coastwise S.S.& Barge Co.Ld. *WB*=	170·7|27·1|10·5 Q91′B10′F26′ BK7¼ *DBf*93′ 124*t FPT*	Vancouver British 3*BHCem* 13*tAPT*5*t*	T.3Cy.14′,22½″&37″–27″ (*s*) 160lb *75lb* 81RHP 1SB,3*pf*,GS49,HS1602 Ross&Duncan,Glasgow	12 ″ 9 s ″ 7½ 12 ″ 10	
1202 139156 JNFV	**British Emperor** *R.C.Venning* –16 *Feather* –18 *Elec.light* 2*Dks*(*Stl*)&*Web frames* *Mchy.Aft* *Longitudinal framing*	**SteelScSr**	3637 3344 2182	✠100A1 3,16 9,16 ~~LMC9.16~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 9,16	Nwc Tom	*v*	3,16 *F.P. above*	1916 8mo *Lloyd's*	Armstrong Whitworth &Co.Ld. Newcastle A&CP	~~British Tanker Co. Ld.~~ British Petroleum Co.Ld. (British Tanker Co.Ld. *Mgrs.*)	345·0|49·1|25·6 P88′B39′F46′ FK 13*BHptCem* 8 „ *toUdk* 5 „ „ 2*nd*„ *CellDBu* B38′70*tDTf*29·314*tFPT*69*tAPT*34*t*	London British	T.3Cy.23″,38″&62″–42″ (*r*) 180lb 380NHP 3SB,9*cf*,GS132,HS5904 FD N.E.MarineEngCoLd.Nwc	25 ″ 7 s 4 ″ 7 21 ″ 4	
1203	**British Empress** *For full particulars See No. 2 in Supplement* *Elec.light* *Mchy.Aft*	**SteelScSr** *Longitudinal framing*		100A1 (*Class Contem plated*) *Carrying Petroleum in bulk*				1917	Swan,Hunter&Wigham Richardson Ld Newcastle	British Tanker Co. Ld.		London British	T.3Cy.27′,45″&74″–54′ Swan,Hunter&Wigham-Richardson,Ld.Nwc.		
1204 133160 JDKP	**British Monarch** *G.M.Anderson* –13 *Elec.light*	**SteelScSr** 2*Dks*	5749 5342 3658					1913	Napier& Miller,Ld. Glasgow	Monarch S.S.Co.Ld (Raeburn&Verel, Ld. *Mgrs.*)	420·2|54·1|28·7 P49′B126′F42′	Glasgow British *WB*	T.3Cy.27″,44″&73″–48″ 369NHP D.Rowan&Co.Glasgow		C
1205	**British Princess** *For full particulars See No. 1 in Supplement* *Elec.light* *Mchy.Aft*	**SteelScSr** *Longitudinal framing*		100A1 (*Class Contem plated*) *Carrying Petroleum in bulk*				1917	Armstrong Whitworth &Co.Ld. Newcastle	British Tanker Co. Ld.		British	T.3Cy.27″,45″&74′–54″ NE Marine Eng.Co Ld.Nwc		
1206 140319 JQKL	**British Sovereign** *C.R.Campion* –17 *Elec.light* *Mchy.Aft.*	**SteelScSr** *Longitudinal framing* 2*Dks*(*Stl*)&*Web frames*	3657 3337 2176	✠100A1 7.17 ~~LMC5.17~~ ~~(Class Contem plated)~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 5,17	Nwc	*v*	*F.P. above*	1917 7mo *Lloyd's*	Armstrong Whitworth &Co.Ld. Newcastle A&CP	~~British Tanker Co. Ld.~~ British Petroleum Co.Ld (British Tanker Co.Ld. *Mgrs.*) *CellDBuB*38′70*tDTf*29′314*tFPT*69*tAPT*34*t*	345·0|49·1|25·6 345·2|P38′B39′ F46 FK 3*BHptCem* (8*toUpr dk* 5 „ 2*nd dk*)	London British	T.3Cy.23″,38″&62″–42″(*r*) 180lb 380NHP 3SB,9*cf*,GS132,HS5904 FD N.E.MarineEngCoLdNwc	25 ″ 7 s 4 ″ 7 21 ″ 4	
1207 127990 HPRV	**British Sun** *J.H.Carey* –15 *Elec.light* Wireless *Mchy.Aft*	**SteelScSr** ssN.Ns.No.1–13 2*Dks*(*Stl*)&*Web frames*	5565 5230 3509	✠100A1 5,16 *Carrying Petroleum in bulk* ~~BS11,15~~ ~~LMC8.15~~	NNs	*z*	5,16	1909 7mo *Lloyd's*	Swan,Hunter&Wigham Richardson, Ld.Newcastle A&CP	British Sun Co.Ld. (W.Smellie) *WB*=*Cell DBuE*&*B*73′200*t*	412·2|52·3|29·4 P123′B33′F39′ FK *FPT*109*tAPT*37*t*	Liverpool British 11*BHtoUdk* 1*BHtoMdk* *Cem*	T.3Cy.27′,45″&75″–48″ (*s*) 180lb 465NHP 3SB,12*cf*,GS222,HS7770 W.Ilsnd Slpwy.Co.Ld.Nwc.	31 ″ 0 s 6 ″ 11½ 24 ″ 5	
1208 127458 HRBT	**British Transport** *W.E.Robertson* –17	**SteelScSr** ssBry.No.1–14 1*Dk*(*Stl*)	4143 3973 2663	✠100A1 5,17 ~~8,16~~ ~~LMC11.14~~ BS.13	CT Npt	*x*	~~9,15~~ ~~7,17~~ 11,17	1910 6mo *Lloyd's*	Sir Raylton Dixon&Co.Ld Middlesbro' A&CP	Empire Transport Co.Ld.(Houlder Bros.&Co.Ld. *Mgrs.*) *WB*=*CellDB*a 123′&*E*&*B*42′*f*154′	364·8|51·1|26·1 P25′B94′F36′ FK 6*BHCem*	W.Hartlpl British	T.3Cy.25″,40″&67″–45″ (*s*) 180lb 329NHP 3SB,9*cf*,GS153,HS5097 Richardsons,Westgarth& 1023*tAPT*35*t* Co.Ld Mdb.	28 ″ 4 s 5 ″ 4 23 ″ 4	

Numéro d'Ordre. / Numéro Officiel. / Signaux	Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	Tonnage Officiel. Total. / Sous le Pont. / Net.	Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant expiré. Lettre d'équipement.	Date de la dernière visite de l'arbre porte-hélice.	Construit. Quand. — Navire. Mach.	Par qui. — Où.	Armateurs.	Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	Port d'Armement. Pavillon.	Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	Inscrits ou cotés dans les autres Livres de Lloyd's Register
1209	**Brito** SteelScSr	285				...	1907	Lytham	A.F.deSouza&Co.	141·0	28·1	7·6	Para	T.3Cy.12½",21"&34"–24"	8 " 0	
	*R.Albuquerque*05–07	*818*						S.B.&E.Co Ld					Brazilian	81NHP		
	Elec.light 1*Dk*&*Promenade dk*	*194*						Lytham				FK		LythamSB&ECoLd.Lyt'm		
1210	**Briton** SteelTwinSc3MstSr	10248					1897	Harland&	TheUnion-Castle	530·3	60·3	36·2	S'thamptn	T.6Cy.33½",55"&90½"–60"		
106919	*A.Knight* –17	8455						Wolff,Ld.	MailS.S.Co.Ld.	P78′F60′			British	1266NHP		
PVRB	*Ref.Mchy.* Sub.Sig. Wireless 3*Dks*	5154						Belfast				*WB*		Harland&Wolff,Ld.Bel.		
1211	— SteelSc	2348					1890	GlobeIron	E.A.Woodward	296·2	40·4	21·1	Duluth,	T.3Cy.24",38"&61"–42"		
3493		—						WorksCo.	(Tomlinson&Co.,	H75′	F36′		Minn.	241NHP		
	Mchy Aft Elec.light 2*Dks*	1875						Cleveland,O.	*Mgrs.*)			*WB*	Utd.States	GlobeIrnWksCo.,Clevelnd		
1212	**Britsum** *E.H.Zeven* –17 SteelScSr	2088	✠100A1	Rot	*s*	9,16	1899	ShortBros.	Stoomv.Maats.	286·0	43·1	19·8	Amstrdam	T.3Cy.21",35"&57½"–39" (*s*)	21 " 0	
	~~*Gr.Stekelenburg* –12~~ *ss*Ams No.3–9,11	1946~~6,17 9,16~~4,18 Ams					9mo	Sunderland	Oostzee(Vinke&	P23′B72′F27′			Dutch	210NHP	s 3 " 3	
NHGT	(*ex*Nettuno,*ex*Avondale) *ss*Rot.No.1–16	1306	✠NB9,16 ✠LMC9,16					A&CP	Co.*Mgrs.*)			FK	5*BHCem*	160lb 210NHP		
	1*Dk*(*pt Irn*&*pt Stl*)&*deep framing*								*WB=CellDBa*	90′*uE*20′*f*112′673*t*			*APT*68*t*	2SB,6*cf*,GS100,HS3200	18 " 1	
														G.Clark,Ld.Sunderland		
1213	**Britta** SteelScSr	2061	✠100A1	Rot	*s*	1,16	1889	J.L.Thomp-	Dmpsk.Akties.	284·0	38·1	18·2	Chrstiania	T.3Cy.21½",35"&58"–39" (*s*)	20 " 8	
	J.Molland –16 *ss*Bbo.2ndNo.3–7,15	1779	*pt Awng dk*				2mo	son&Sons	Bestum(K.Th.	P29′Q72′		BK9½"	Norwegian	160lb *80lb* NDB08 209NHP	s 7 " 5	
WKVH	(*ex*Biak-Bat,*ex*Cycle) 1*Dk*(*Stl*)	1245	*with freeboard*					Sunderland	Einersen*Mgr.*)	*pt Awng dk*183′			6*BHCem*	2SB,6*cf*,GS92,HS3130	20 " 9	
	&*pt Awng dk*(*Irn*)&*Web frames*		10,16 ✠LMC7,15					A&CP	*WB*	= *CellDB* 198′355*t*			*APT*23*t*	J.Dickinson,Sunderland		
	Inner bottomplating Iron															
	Cargo battens not fitted															
1214	**Brittany** SteelScSr	2926	~~✠100A1~~	Liv	*u*	7,15	1898	Richards,	D.MacIver,Sons&	330·0	43·0	16·6	Liverpool	T.3Cy.24",40"&66"–45" (*r*)	26 " 6	
136390	~~*J.McLellan* –16~~ *ss*Liv.No.3–6,10	2770	*Spar dk*	Bka			3mo	Duck&Co.	Co.Ld.	P19′B94′F37′	23·9		British	160lb ~~*80lb Comp*~~ 307NHP	s 4 " 10	
QBGV	*ss*Liv.No.1–14	1890	5,17 ~~6,15~~					Stockton				FK	5*BHCem*	2SB,6*cf*,GS135,HS4850	22 " 0	
	1*Dk*(*Stl*)&*Spar dk*(*Irn*)&*Web frames*		~~Exmouth 5,17~~ ~~BS9,16~~ ~~✠LMC6,15~~					*Lloyd'sA&CP*	*WB=CellDBa*	104′*uE*22′*f*140′570*t*			*APT*50*t*	Blair&Co.Ld.Stockton		
1215	— SteelScSr	618	✠	Sou			1910	Earle'sCo.	L.&S.W.Rly.Co.	192·0	29·2	14·1	S'thamptn	T.3Cy.13½",25"&40"–27"	15 " 0	
		522	*with freeboard*				8mo	Ld.		B51′F38′			British	82RHP		
105657	*C.D.Keene* –15	252	4,14 ✠					Hull				FK	4*BHAsp*	2SB,4*cf*,GS89,HS3200		
HRNO	*Elec.light* 1*Dk*(*Stl*)		*For English Channel Service*									*WB=FPT*17*t*	*APT*58*t*	Earle'sCo.Ld.Hull		
	Ref.Mchy.															
1216	**Brixham** IronScSr	501	✠100A1	Sws	*h*	~~12,16~~ 8,17	1885	Murdoch &	~~W.A.Jenkins~~	169·9	23·6	14·2	Swansea	C.2Cy.24"&45"–30" (*s*)	15 " 2	
89000	*T.Parr* –17 *ss*Dub.2ndNo.3–6,09	405	3,17				9mo	Murray	~~Thordis Shpg.~~	Q72′B23′F21′			British	84lb *85lb* NDB00 90RHP	s 1 " 5½	
JBMS	(*ex*CaptainM'Clure) *ss*Dub.No.1–14	269	~~*Exmouth* 6,17~~ ✠NB7,05 ✠LMC MS5,14 ~~BS8,12 2,15~~					P.Glasgow	~~Co.Ld.~~ John			BK7"	4*BHCem*	1SB,3*pf*,GS53,HS1500	14 " 5	
	Well deck 1*Dk*(*Irn*)&*Web frames*							A&CP	Slater,Ld *WB=D*	*Ba*31′*f*37′ 73*t*			15*tAPT*9*t*	J.&T.Young,Ayr		
1217	**Bro** SteelSc3MstSr	908					1901	Framnes	Dmpsk.Akties.	200·5	30·1	13·0	Chrstiania	T.3Cy.14",24"&37"–27"		N
	*T.Corneliussen*16–16 (*ex*Barbro)	619						Mek.Værks.	Ryvingen(Odd.	P209*t*H20*t*			Norwegian	71NHP		
HCNF	*Mchy.Aft* 1*Dk*	408						Sandefjord	Brynn,*Mgr.*)				*WB*	AkersMek.Værks.Xia.		
1218	**Broadgreen** SteelSc3MstSr	622	✠100A1	Nwc	*i*	1,16	1914	J.Fuller-	T.E.Brooke	175·2	28·1	10·4	Liverpool	T.3Cy.14",24"&40"–27" (*s*)	13 " 0	
135551	*A.Hollywood* –14	414	4,17				2mo	ton&Co.	(T.G.Beatley&Son	Q96′B9′F32′			British	180lb 90RHP	s 4 " 7	
JFBG	*Well deck* 1*Dk*(*Stl*)	862	~~*Exmouth* 6,17~~ ✠LMC 2,14					Bristol	~~Mgrs.~~)			BK6"	3*BHCem*	1SB,3*pf*,GS54,HS1899	13 " 0	
	Mchy.Aft							*Lloyd'sA&CP*	*WB=CellDBf*	95′137*tFPT*			51*tAPT*44*t*	Ross&Duncan,Glasgow		
1219	**Broadmayne** SteelSc3MstSr	3120	✠100A1	Nwc	*u*	~~1,16~~ 2,18	1888	Palmers'	AssociatedOil	334·4	44·0	16·9	Swansea	T.3Cy.26",43"&69"–45" (*s*)	26 " 4	
95490	*R.M.Forth* –12 *ss*Shl.2ndNo.3–9,13	2952	*Spar dk*				11mo	Co.Ld.	Carriers Ld. (J.I.	P92′F42′	24·9		British	150lb *100lb* NDB08 351NHP	s 5 " 3½	
KWOJ	(*ex*Oka) *Mchy.Aft* 1*Dk*	1947	11,16	BS2,18				Newcastle	Jacobs&Co.*Mgrs.*)			FK	11*BHCem*	2DB,12*cf*,GS178,HS5964	21 " 4	
	(*Irn*)&*Spar dk*(*pt Irn pt Stl*)&*Web frames*		*Carrying Petroleum in bulk*					A&CP				*WB=FPT*	60*tAPT*74*t*	Palmers'Co.Ld.Nwc.		
			~~BS1,16~~ ✠LMC4,14													
1220	**Broch** SteelScK	90	✠100A1	Abn		4,13	1908	J.Duthie	J.Stephen	84·0	18·1	8·8	Fraserbro	C.2Cy.11"&27"–16" (*s*)	9 " 6	
125327	*R.Ritchie*08–08 *ss*Abn.No.1–13	90	*For fishing purposes*				6mo	TorryS.B.Co.				BK7"	3*BHCem*	150lb 28RHP		
	1*Dk*	38	4,13					Aberdeen						1SB,2*pf*,GS24,HS685		
			✠LMC4,13					*Lloyd'sA&CP*						J.Abernethy&Co.Abn.		
1221	**Brock** SteelScK	304	✠100A1	Mdb			1914	Smith's	WyreSteamTrawl-	130·4	24·0	13·4	Fleetwood	T.3Cy.13½",23"&37"–27" (*s*)	14 " 0	
136893	*T.Fairclough* –14	266	*Stm Trawler*				8mo	DockCo.Ld.	ingCo.Ld. (J.N.	Q74′F23′			British	180lb 69RHP		
JGBL	*Elec.light* 1*Dk*	122	8,14 ✠LMC7,14					Middlesbro'	Ward&Sons,*Mgs.*)			BK7½"	3*BHCem*	1SB,3*pf*,GS53,HS1820		
								Lloyd'sA&CP						Smith'sDockCo.Ld.Mdb.		
1222	**Brockenhuus Schack** SteelSc	111					1906	W.H.	SydfyenskeDamp-	105·3	19·2	7·8	Svendborg	C.2Cy.15"&30"–18"		V
	*M.H.Markussen*88–06	92						Jacobs	skibsselskab.	Q38′B26′			Danish	32NHP		
NPSM	*Elec.light* 1*Dk*	48						Haarlem	(H.Ipsen,*Mgr.*)					W.H.Jacobs,Haarlem		
1223	**Brocklebank** SteelScSp	139	✠100A1	Liv		12,16	1903	J.Cran&	Alexandra Towing	92·0	20·1	10·7	Liverpool	C.2Cy.16"&42½"–27" (*s*)	12 " 0	
118063	*G.H.Smith* –15 *ss*Liv.No.3–4,16	126	*For towing purposes*				11mo	Co.	Co.Ld.			BK6½"	British	150lb 98RHP		
	1*Dk*(*Irn*)	4	12,16 ✠LMC					Leith				*WB*	4*BHCem*	1SB,3*cf*,GS60,HS1560		
			~~BS3,17~~ ~~BS5,16~~ MS7,16					*Lloyd'sA&CP*				=*APT*4*t*		J.Cran&Co.Leith		
1224	**Brocklesby** SteelPad	508					1912	Earle'sCo.	GreatCentralRly.	195·0	31·1	8·7	Grimsby	C.D.2Cy.25"&48"–45"		
132124	*G.W.Storrer* –12 (*Ferry*)	355						Ld.					British	98RHP		
HVNG	*Elec.light* 1*Dk*	217						Hull				*WB*		Earle'sCo.Ld.Hull		
1225	**Brockton** WoodScSr	1298					1882	Woodall&	ColonialNav.Co.	208·2	34·9	22·4	NewYork	C.2Cy.30"&50"–36"		
157088	*F.Grey* (*ex*Danville)	—						Co.					Utd.States	125NHP		
	Elec.light Wireless 3*Dks*	909						Baltimore						C.Reeder&Sons,Baltimore		
1226	**Broderick** SteelScSr	4321	✠100A1	Liv	*w*	~~2,16~~ 4,15	1890	Ropner&	BroderickSS.CoLd	364·8	47·0	26·9	London	T.3Cy.28",46"&75"–48" (*s*)	29 " 9	
97215	*G.E.Hopper* –16 *ss*Liv.2ndNo.3–8,16	3981	4,18 ~~4,11~~	Lon			8mo	Son	(BlueStarLine,	P23′B88′F38′			British	160lb *90lb* 415NHP	s 6 " 1	
HSMD	(*ex*Lizanka,*ex*Pakeha)	2786	~~BS4,15~~ ✠LMC2,16					Stockton	Ld.)			BK11"	6*BHCem*	2DB,8*cf*,GS164,HS6590	24 " 9	
	Ref.Mchy. Elec.light 2*Dks*(*Irn*)3*trB*		Lloyd'sRMC~~4,17~~ ~~4,14~~					A&CP		*WB=CellDB*322′784*t*				Blair&Co.Ld.Stockton		
			~~BS4,18~~													
1227	**Brodholme** *ss*Liv.No.1–16 SteelScSr	5747	✠100A1	Lon	*a*†	~~4,15~~ 5,17	1899	Clydebank	Brodholme S.S.Co.	420·5	54·7	28·8	London	T.3Cy.30",48"&76½"–54" (*r*)	32 " 0	
108793	*F.R.Jardine*10–15 *ss*Liv.No.3–3,12	5228	~~5,17 6,17 Lr~~ ~~Lay~~ 9,18				2mo	E.&S.B.Co.Ld	Ld.(BlueStarLine,	P50′B&F352′		FK	British	160lb *100lb* 493NHP	s 5 " 0½	
QSHF	(*ex*Nairnshire) 2*Dks*(*Stl*)&*deep*	3679	✠LMC~~4,16~~ 6,17					Clydebank	Ld.*Mgrs.*)				7*BHCem*	3SB,9*cf*,GS171,HS6480	FP 27 " 4	
	Ref.Mchy. framing&*Shelter dk*		✠Lloyd'sRMC~~4,16~~ 3,18~~4,17~~					*Lloyd'sA&CP*	*WB=CellDBa*105	*uE*30′*f*210′1083*t*			*FPT*165*t*	ClydebankE.&S.B.Co.Cbk.		
	Elec.light Wireless		BS6,18													
1228	**Brodhurst** SteelScSr	3071					1914	ClydeS.B.	BrodhurstS.S.Co.	304·3	44·7	27·2	London	T.3Cy.23",37"&61"–42"		C
136728	*H.Connell* –15	2940						&Eng.Co.Ld.	Ld.(BlueStarLine,				British	241NHP		
JHLS	*Elec.light Ref.Mchy.* 1*Dk*&*Shelter dk*	1876	✠Lloyd'sRMC9,16 ~~9,17~~ 2,18					PortGlasgow	Ld.)				*WB*	ClydeSB.&EngCoLd.P.Gl		

Sunk by Collision 1918

"Now named "MadameBrooke," See No. 122 in Supplement

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys.	3 Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage: Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey.	6 Port of Survey.	7 Years Assigned / now explrd. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. / Freeboard amidships. / Corresponding draught. ft. in.	15 Registers in which classed, if not in L. R. Dates of Trade Cert.
1229 110127 RDNT	**Brodlea** SteelScMstSr *J.Douglas* –15 *ss*Lon.No.3–7,10 (*ex*Kent) Wireless *ss*Lon.No.1–15 *Ref.Mchy.* 2*Dks*(*Stl*)*&deep framing&* *Elec.light* *Shelter dk*(*Stl–ptws*)		5527 5167 3548	✠100A1 *Shelter dk* 7,18 1,16 BS1,16 LMC10,16 Lloyd'sRMC11,16	Liv Cff	*a*†	10,15 1,18	1899 6mo	Hawthorn, Leslie&Co.Ld Newcastle A&CP	Brodlea S.S.Co.Ld. (BlueStarLine, Ld.) *WB=CellDBa*	420·0 54·0 28·6 FK	London British 7*BHCem* 100′ *uE30′f*	T.3Cy.30″,48″&78″–54″ (*s*) 160lb *160lb* FD 505NHP 3SB,*7cf*,*2rf*,GS180,HS6754 Hwthrn,Leslie&C.Ld.Nwc 195′972*t FPT*130*t APT*25*t*	32 ″ 0 s 5 ″ 4½ 27 ″ 0	
1230 108778 QMCV	**Brodliffe** SteelScSr *H.C.Howard* –17 *ss*Gls.No.3–8,10 (*ex*Morayshire) 2*Dks*(*Stl*) *Ref.Mchy.* *&deep framing&* *Shelter dk* *Elec.light* Wireless		5893 5198 3777	✠100A1 6,14 LMC6 14 16 Lloyd'sRMC5,17	Lon	*a*†	3,15 10,17	1898 12mo	R.&W.Hawthorn,Leslie &Co.Ld. Newcastle A&CP	BrodliffeS.S.Co. Ld.(BlueStarLine, Ld.) *WB=CellDBa*105′	420·0 54·0 28·6 P50′B&F355′ FK	London British 7*BHCem* *uE30′f*208′	T3Cy29½″,46½″&76½″–54″(*s*) 160lb *160lb* NDB10 430NHP 3SB,*9cf* GS178HS6415 FD Hwthrn,Leslie&C.Ld.Nwc. 1068*t FPT*130*t APT*25*t*	32 ″ 0 s 5 ″ 0½ 27 ″ 4	
1231 105262 NVRP	**Brodmead** SteelScSr *D.McQueen*12–15 *ss*Lon.No.3–5,07 (*ex*Rakaia) *ss*Liv.No.2–15 *Ref.Mchy.* Wireless 2*Dks*(*Stl–Uptws*)*&* *Elec.light* *deepframing3Dkrule*		5617 5212 3588	✠100A1 8,17 8,15 LMC 8,17 BS2,15 MS7,17 Lloyd'sRMC5,16 8,17	Liv	*a*†	7,15 8,17	1895 6mo	Hawthorn, Leslie&Co.Ld Newcastle A&CP *WB*	BrodmeadSS CoLd (BlueStarLine Ld.) *= Cell DBa* 104′*u*	420·0 54·0 28·7 P46′B266′F49′ FK *E&B*69′*f*186′1150*t*	London British 7*BHCem* *APT*75*t*	T.3Cy.30″,48″&78″–54″ (*s*) 160lb 491NHP 3SB,*9cf*,GS174,HS6415 FD Hwthrn,Leslie&C.Ld.Nwc	32 ″ 0 s 5 ″ 10 26 ″ 6	
1232 108566 QVDL	**Brodmount** SteelScSr *R.Vernon* –16 *ss*Cff.No.3–12,11 (*ex*Wakanui) 2*Dks*(*Stl*)*&deep framing&* *Ref.Mchy.* *Elec.light* *Shelter dk* Wireless *ss*Lon.No.1–16		5824 5193 3761 5715 5193 3649	✠100A1 *Shelter dk* 6,17 9,15 LMC 2,16 BS2,15 6,17 MS2,16 Lloyd'sRMC11,16 2,17 8,17 9,17	Cff Liv	*a*†	11,16	1899 2mo	Hawthorn, Leslie&Co.Ld Newcastle A&CP	BrodmountS.S.Co. Ld.(BlueStar Line,Ld.) *WB=CellDBa*1	420·0 54·0 28·6 P50′B&F355′ FK 05′*uE30′f*208′1068*t*	London British 7*BHCem* *APT*25*t*	T.3Cy.30″,48″&78″–54″ (*s*) 160lb *50lb* 491NHP 3SB,*9cf*,GS173,HS6415 FD Hwthrn,Leslie&C.Ld.Nwc	32 ″ 0 s 5 ″ 2 27 ″ 2	
1233 104587 NPGF	**Brodness** SteelScSr *A.J.Morton* –17 *ss*Lon.No.3–8,07 (*ex*Banffshire) *ss*Lon.No.2–17 2*Dks*(*Stl–Uptws*)*&deep framing* *Ref.Mchy.* *Elec.light* Wireless 3*Dkrule*		5736 5208 3719	✠100A1 2,17 NB2,17 LMC2,17 Lloyd'sRMC5,17	Lon	*a*†	2,17	1894 11mo	Hawthorn Leslie&Co.Ld Newcastle A&CP *WB=C*	BrodnessS.S.Co. Ld.(BlueStarLine, Ld.*Mgrs.*) *ell DBa*104′*uE&B*	420·0 54·0 28·7 P41′B&F344′ FK 69′*f*186′1150*t FPT*	London British 7*BHCem* 175*t APT*75*t*	T.3Cy.30″,48″&78″–54″ (*s*) 160lb 492NHP 3SB(FD)*9cf*,GS169,HS6450 Hwthrn,Leslie&Co.Ld.Nwc	32 ″ 0 s 5 ″ 4½ 27 ″ 0	
1234 105384 PGRF	**Brodstone** *ss*Liv.No.2–17 SteelScSr *G.J.Holman* –17 *ss*Gls.No.3–2,08 (*ex*Indraghiri) ~~*ss*Lon.No.1–12~~ 2*Dks*(*Stl*)*&deep framing* *Ref.Mchy.* Wireless		4927 4597 3070	✠100A1 2,14 8,15 7,17 LMC 2,17 MS8,12 BS1,16 Lloyd'sRMC2,17 8,17	Liv Cff	*y*	8,15 2,17 8,17	1896 4mo	C.Connell & Co. Glasgow *Lloyd's*A&CP *WB=*	BrodstoneSSCoLd. (BlueStarLine, Ld.) *CellDBa*102′*uE&*	400·4 48·2 29·0 P29′B135′F50′ FK *B52′f*184′945*t FPT*	London British 6*BHCem* 180*t APT*72*t*	T.3Cy.26″,44″&73″–48″ (*s*) 200lb *90lb* 485NHP 3SB.*6cf*,GS109,HS6621 FD D.Rowan&Son,Glasgow	32 ″ 3 s 7 ″ 0 25 ″ 7	
1235 110136 RGKT	**Brodvale** *ss*Liv.No.1–17 SteelScBn *G.Wilson* –16 *ss*Bry.No.3–2,12 (*ex*Tomoana) 2*Dks*(*Stl*)*&deep framing&* *Ref.Mchy.* *Elec.light* Wireless *Shelterdk* *J.Fisher*17–17		6837 5648 4428	✠100A1 *Shelter dk* 7,17 0,15 LMC4,16 Lloyd'sRMC 7,17 3,17 3,15	Cff Liv	*b*†	4,16	1899 6mo	Sir J.Laing &Sons,Ld. Sunderland A&CP *W*	BrodvaleSS.Co.Ld (BlueStarLine, Ld.) *B = Cell DBa* 115′	440·0 54·3 29·6 FK *uE&B*82′*f*178′1258*t*	London British 6*BHCem* *APT*54*t*	T3Cy.31½″,51½″&83″–54″(*r*) 160lb 515NHP 3DB,*18cf*,GS289,HS7894 G.Clark,Ld.Sunderland	32 ″ 6 s 5 ″ 8 27 ″ 3	
1236 — —	**Brolga** SteelScK 1*Dk*		219 194 85			…		1915	Smith's Dock Co.Ld. Middlesbro'	NewSouthWales Government	117·0 22·0 11·9 Q67′F20′ BK7½″	SydnyNSW British	T.3Cy.12¼″,20″&34″–24″ Smith'sDockCo.Ld.Mdb.	12 ″ 8	
1237 122718 HFPL	**Bromelia** SteelScK *H.Burgess* –14 1*Dk*		242 224 121	✠ *StmTrawler* 11,09 ✠	Gms			1906 2mo	Cochrane &Sons Selby	N.EasternSteam FishingCo.Ld.	126·2 22·0 11·4 Q67′F19′ BK7½″	Grimsby British 4*BHCem*	T.3Cy.12¼″,22″&35″–24″ 63RHP 1SB,2*pf*,GS33,HS1090 C.D.Holmes&Co.Hull	12 ″ 4	
1238 118482 HBDS	**Bromley** SteelScSr *W.Culbert* –12 ~~*ss*Shl.No.2–13~~ *ss*Nwc.No.3–7,17 1*Dk*(*Stl–pt*ws) *Cargo battens not fitted*		565 450 289	✠100A1 7,17 3,16 2,18 LMC12,16 BS2,18	Nwc	*h*	12,16 7,17	1904 8mo	W.Dobson &Co. Newcastle *Lloyd's*A&CP	CommercialGasCo. *WB=CellDBa*48′	165·3 30·0 12·8 B29′F16′ FK *uE9′f*62′151*t FPT*	London British 4*BHCem* 39*t APT*36*t*	T.3Cy.15½″,25″&41″–27″ (*s*) 180lb *70lb* 90RHP 1SB,3*cf*,GS48,HS1746 J.P.Rennoldsn&Sns,S.Shl.	13 ″ 6 s 1 ″ 11½ 12 ″ 1	
1239 140385 ~~MBDT~~ JRMC	**Bromma** ~~*ss*Xia2ndNo3–7,17~~ SteelScSr ~~*G.Jenssen*16–18~~ (*ex*Sagatind,*ex*Lisa. exHelenHorn,*ex*Galeb)1*Dk*(*Stl*)*ptAwng* *dk*(*Stl*) ~~1*Dk&pt Awng dk&*~~*Web frames*		1807 1359 1128	✠100A1 *ptAwng dk with freeboard* 10,17 LMC7,17	Lon	*q*	7,17	1895 10mo	Campbell-townS.B.Co. Campbeltwn *Lloyd's*A&CP	~~Dpsk.Akties.Bre~~ ~~H.Hanson,*Mgrs.*~~) TheShippingCon-troller (Messrs Bro… & Co.)	260·4 36·9 18·4 Q106′H17*t*F35′ *ptAwng dk*167′ FK *CellDBa*60*f*108′2*5t APT*102*t*	~~Chartie.nie~~ ~~Norwegian~~ London ~~W.S~~ British	T.3Cy.20″,33″&58″–36″ (*s*) 165lb 166NHP J.G.Kincaid&Co.Grk. 2SB,*7c*,GS88,HS702	19 ″ 6 s 7 ″ 7½ 19 ″ 2	G
1240 129738 HPWL	**Bromsgrove** SteelScSr *F.J.Huntley*03–09 *ss*Nwc.No.1–13 *Well deck* 1*Dk*(*Stl*)*&deep framing* *Elec.light* *Cargo battens not fitted*		1445 1127 833	✠100A1 1,14 LMC MS12,15 BS2,17	Nwc	*o*	12,13	1909 11mo	J.Crown& Sons,Ld. Sunderland *Lloyd's*A&CP	JohnGeorgeHin StmShippingCoLd (Witherington& Everett,*Mgrs.*)	239·5 36·0 15·7 P24′Q59′B50′F26′ FK *WB=CellD*	Newcastle British 4*BHCem* *Ba*65′*uE*17′	T.3Cy.19″,31″&51″–36″ (*s*) 180lb *90lb* 174NHP 1SB,4*pf*,GS66,HS2743 N.E.MarineEng.CoLd.Sld. *f*104′349*t FPT*53*t APT*92*t*	17 ″ 9 s 1 ″ 8½ 16 ″ 4	
1241 202348	**Bronx** SteelSc (*Screws fore&aft*) (*Ferry*) *Elec.light* 2*Dks*		1954 — 1329					1905	Maryland Steel Co. Sparro'Pt Md	City of New York	246·4 46·1 18·4	New York Utd.States	C.4Cy.22½″&50″–30″ 228NHP Maryland Stl.Co.Sparr'.Pt		
1242 136812 JKHN	**Bronze Wings** SteelScSr *T.Fairbairn* –15 *Tonnage opening closed 1917* 1*Dk*(*Stl*)*&* *Shelter deck*		5170 3673 3293	✠100A1 *Shelter dk* *with freeboard* 3,17 LMC5,15	Hul	*x*	2,17	1915 3mo	Nthmblnd S.B.Co.Ld. Newcastle *Lloyd's*A&CP *W*	UniversalStmNav' Co.Ld. (P.Samuel &Co.Ld.,*Mgrs.*) *B=CellDBa*125′*u*	375·2 51·9 23·7 FK *E&B*42′*f*163′1182*t*	London British 6*BHCem* *APT*143*t*	T.3Cy.25″,41″&69″–48″(*s*) 180lb 371NHP 3SB9*cf*,GS160,HS5895 N.E.MarineEng.Co.Ld. Nwc	34 ″ 1 s 9 ″ 7½ 24 ″ 10	
1243 102687 NJQD	**Bronzite** SteelSc3MstSr *D.Fletcher* –11 *ss*Bwg.No.3–4,07 *Well deck Mchy.Aft* *ss*Ayr No.2–17 (*ex*PrincessThyra,*ex*Citrine) 1*Dk*(*Irn*)		602 434 237	✠100A1 2,17 LMC2,17 BS4,18	Ayr	*i*	2,17	1894 5mo	Scott& Sons Bowling A&CP	W.Robertson	180·0 29·1 10·6 Q90′B11′F37′ BK7½″ *WB=CellDB*95′	Glasgow British 3*BHCem* 140*t FPT*22*t*	T.3Cy.17½″,27½″&44″–30″ 160lb (*s*) 108NHP 1SB,3*pf*,GS63,HS1650 Muir&Houston,Glasgow	13 ″ 0 s ″ 8 13 ″ 2	
1244 RSVP	**Brook** SteelScSr *H Münstermann* –13 *Elec.light* 1*Dk*		1514 1000 896					1913	Stettiner Oderwerke A.G. Stettin	H.M.Gehrckens	240·1 35·6 14·4	Hamburg German *WB*	T3Cy22 1/10″ 28⅜″&45 7/10″–33⅜″ 121NHP StettinerOderwerke		
1245 120682 HFWR	— SteelScSr *C.A.Coyne* –16 *ss*Shl.No.2–15 *Well deck* 1*Dk*(*Stl*)*&deep framing* *Cargo battens not fitted*		1436 1163 891	✠100A1 ~~9,17 8,16~~ 3,18 Bry Sld BS8,16 LMC4,16 8,17 MS3,17	Shl	*p*	8,16 9,17	1906 3mo	S.P.Austin &Son,Ld. Sunderland *Lloyd's*A&CP	S.Clarke&Co. *WB=* *CellDBa*67′*uE&*	248·0 36·3 15·9 P24′Q61′B50′F27′ FK *B35′f*109′404*t FPT*	London British 1*BHCem* 60*t APT*76*t*	T.3Cy.19″,31″&51″–36″ (*s*) 160lb *90lb* 160NHP 1SB,4*pf*,GS76,HS2442 G.Clark,Ld.Sunderland	18 ″ 3 s 1 ″ 11½ 16 ″ 7	

See No. 17 in Supplement

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné à la marque de classification d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où cette n'est dans le L. R. Duncs Cert. Lloyd Trade
1246 119870 HCRV	**Brookby** *B.Maughan* –14	**SteelScSr** *ss*Shl.No.2–13 1*Dk(Stl)*2*trB&Webframes&Trunkdk(pt Iron&pt Stl)*	3679 3118 2371	✠100A1 *Trunk dk no s heer* 12.16 BS12,15 ✠LMC9,15	Cff	*v*	12,16	1905 6mo *Lloyd's*	Ropner& Son Stockton *sA&CP*	**SirR.Ropner&Co. Ld.** *WB=CellDBa* 102'*uE*24'	325·0 F32'	48·1 *f*138'692*t*	25·9 *FPT*150*t*	W. Hartlpl British *5BHCem APT*198*t*	T.3Cy.25",41"&67"–45" (*s*) 180lb *160lb* 322NHP 2SB,*6rf*,GS124,HS4900 Blair&Co.Ld.Stockton	28 " 5 s 5 - 2½ 23 - 6	
1247 132801 HTCM	**Brooklet** *F.W.Kirk* –17	**SteelScSr** 1*Dk(Stl)* *Now named "Ethelinda." See No. 3 in Supplement*	3257 3039 2053	✠100A1 4,15 BS6,16 ✠LMC7,11	StN	*v*	2,16	1911 7mo *Lloyd's*	W.Gray& Co.Ld. WHartlepool *sA&CP*	**HarrowingS.S.Co. Ld.(Robt.Harrowing&Co.** *Mgrs.*) *WB=CellDBa*	335·0 P29'B102'F36' 110'*uE*25'*f*147'822*t*	47·5	23·2 FK *5BHCem APT*84*t*	W.Hartlpl British	T.3Cy.25",40"&65"–42" (*s*) 180lb *80lb* 309NHP 2SB,*6cf*,GS124,HS4930 Cen.Mar.Eng.Wrks.WHpl	25 " 7 s 4 - 5 21 - 7	
1248 202349	**Brooklyn** (*Screws fore&aft*) (*Ferry*) *Elec.light* 2*Dks*	**SteelSc**	1954 — 1329					1905	Maryland SteelCo. Sparro'PtMd	**City of NewYork**	246·4	46·1	18·4	NewYork Utd.States	C.4Cy.22½"&50"–30" 228NHP MarylandStl.Co.Sparr'.Pt.		
1249 31705	— *J.Svenson* –12	**WoodSc** 1*Dk*	333 271 216					1902	J.Lind-strom,Wash Aberdeen	**Sudden&Christenson**	137·0	34·1	10·5	S.Frncisco Utd.States	C.2Cy.12½"&27"–20" 27NHP FultonE.&S.B.Wrks.S.Fo.		
1250 118188 HFMT	**Broom** *D.McCormick* –17 (*ex*JamesCrombie) *Elec.light*	**SteelScSr** ~~3dLdh.No.2–13~~ *ss*Gls No.3–9,17 1*Dk&lower dk forward*	576 460 231	9,17 ~~6.16~~ ~~BS7,16~~ ✠LMC6,17 10,17	Ayr Gls	*k*	~~7,15~~ 10,17	1904 10mo *Lloyd's*	Ramage& Ferguson,Ld. Leith *sA&CP*	**LairdLine,Ld.** *WB=Cell*	186·4 P29'B75'F61' *DB a* 33' 18*t*	28·1	13·8 FK *FPT*	Glasgow British *4BHCem* 17*tAPT*25*t*	T.3Cy.17",27"&45"–33" (*r*) 170lb *100lb* 135NH 1SB,*3cf*,GS68,HS2200 Ramage&Ferguson,Ld.Ltl.	14 " 6 s 1 - 9½ 13 " 2	BT till 6,17
1251 113731 TKDQ	**Broomfield** *F.Theaker* –15	**SteelScSr** *ss*Nwc.No.3–7,16 1*Dk(Irn)&Webframes*	2386 2232 1526	✠100A1 ~~8,1710,15~~ 4,18 ~~S.Sr~~ BS8,17 ✠LMC7,16	Cff	*t*	7,16	1902 5mo *Lloyd's*	T Turnbull &Son Whitby *sA&CP*	Blane&Co.Ld. *WB=*	301·7 P29'B84'F33' *DBa*94'*uE*24'*f*118'	44·0	21·8 FK	Whitby British *6BHCem* 626*tAPT*62*t*	T.3Cy.22½",36½"&60"–39"(*s*) 160lb *80lb* 224NHP 2SB,*6cf*,GS97,HS3350 Blair&Co.Ld.Stockton	23 " 0 s 3 - 8 19 - 8	
1252 125460 HPBL	**Broomhill** *G.Wright* –09 *Well deck*	**SteelScSr** *ss*Bly.No.1–13 1*Dk(Stl)&deep framing* *Cargo battens not fitted*	1392 1088 843	✠100A1 9,16 BS6,16 ✠LMC11,13	Cff	*o*	N9,16	1909 5mo *Lloyd's*	Irvine's SB &D.D.Co.Ld. WHartlepool *sA&CP*	**Broomhill Collieries,Ld.** *CellDBa*67'*uE&B*	243·3 P19'Q63'B54'F26' 37'*f*102'342*t*	36·0	14·8 FK *FPT*	Newcastle British *4BHCem* 36*tAPT*67*t*	T.3Cy.18½",30"&50"–36" (*s*) 180lb *90lb* 170NHP 2SB,*4cf*,GS60,HS2736 Richardsons,Westgarth& Co.Ld.Hpl.	17 " 0 s 1 - 7 15 - 8	
1253 137053 JQWC	**Broompark** *J.Davis* –17 *Elec.light*	**SteelScSr** ~~1908~~ 1911 1dDk(*Stl*)	~~2126~~ 1791 1311	✠100A1 ~~9.18.6,17~~ 9,18 ~~Cff~~ Grk ~~(Class Contemplated)~~ ✠LMC6,17	Gmh	*r*	9100	1917 *Lloyd's*	Greenock & Grngem'th Dkyd.Co.Ld. Grngemouth *sA&CP*	**DenholmLine Steamers,Ld.** (J.&J.Denholm, *Mgrs.*) *CellDBa*70'*uE*28'*f*124'523*t FPT*55*tAPT*29*t*	279·8 P21'B68'F29'	41·9 FK	18·9 *4BHCem*	Greenock British 180lb *100lb* 228NHP 2SB,*8cf*,GS113,HS3734 Dunsmuir&Jackson,LdGls	20 " 9 s 3 - 0½ 18 - 1	
1254 1404 HVJM	**Bror** *J.A.Sjöblom* 14–14 (*ex*LjusneJernverk)	**CompScSr** 1*Dk*	235 173 131					1873	J.Råst Söderhamn	**J.E.Carlsson**	102·4 Q33'B22'F15'	23·4	10·6	Rosl'gsbro Swedish	C2Cy.10¾"&19½"–14½"&17½" 13NHP BergsundsM.V.Aktb.Skm.		
1255 NVFM	**Brosund** *H.Neergaard* –17 (*ex*CastroUrdiales, *ex*Alston) *Well deck*	**SteelScSr** ~~*ss*Bbo.No.3–11,04~~ ~~*ss*Bbo.No.2–13~~ 1*Dk(Irn)&Webframes* *ss*NYk 2ndNo.3–4,18	1559 1328 898	✠100A1 4,18 ~~9,18~~ ~~BS12,15~~ ✠LMC6,15 4,18	Cff NYk	*q*	~~N9,16~~ ~~4,18~~	1892 6mo	BlythS.B. Co.Ld. Blyth A&CP	**Dmpsk.Selsk. "Gylfe" (Th.Just,** *Mgr.*) *WB*	260·0 P25'Q72'B108' F29' *=CellDB* 218'	36·5 FK 334*t*	16·9 *APT*21*t*	Copnhagn Danish 160	T.3Cy.20",33"&54"–36" (*r*) ~~140lb~~ *100lb* NDB09 172NH 2SB,*6pf*,GS86,HS2548 G.Clark,Ld.Sunderland	19 " 3 s 1 - 3 18 " 3	
1256 125311	**Brothers' Gem** *W.Buchan* –07	**SteelScK** *ss*Abn.No.1–13 1*Dk*	96 91 36	✠100A1 *For fishing purposes* 10.14 BS10,14 ✠LMC5,15	Abn		10,14	1907 8mo *Lloyd's*	Charlton& Doughty,Ld. Grimsby *sA&CP*	**A.Bruce&Co.**	86·2	18·5 BK7½" *WB*	8·7 *3BHCem =FPT*2*t*	Fraserbro British	C.2Cy.11¼"&27"–16" (*s*) 140lb 31RHP 1SB,*2pf*,GS28,HS760 Crabtree&Co.Ld.Gt.Yar.	9 " 6	
1257 98292 MSVL	**Brothertoft** *P.Hancock* –17	**IronScK** *ss*Bos.No.3–7,04 *ss*Bos.No.2–13 1*Dk*	155 144 64	✠100A1 *Stm Trawler* 12.15 NB7,08 ✠LMC12,13	Bos		12,15 -	1891 7mo *Lloyd's*	Earle'sS.B. &E.Co.Ld. Hull *sA&CP*	**BostonDeepSea Fishg.&IceCo.Ld.**	100·6 Q18'	20·5 BK7½"	11·0 *3BHCem*	Boston British	T.3Cy.11½",17"&30"–21" (*s*) 150lb 45RHP 1SB,*2pf*,GS26,HS720 Earle'sCo.Ld.Hull	11 " 10	
1258 TCJK	**Brouwer** *Resner* *Elec.light*	**SteelTwinSc** *Fitted for oil fuel* 1*Dk&Shade dk*	545 — 324					1898	Huijgens& vanGelder Amsterdam	**Koninkl.Paketv. Maats.**	164·0 P47'F42'	27·6	11·0	Batavia Dutch	C.4Cy.16"&32"–18" 72NHP Maats.deSchelde,Vlissngn		V
1259 131358	**Brown** *C.Custoffersen* –11	**SteelScSp** (*Whaler*) 1*Dk*	102 100 37					1910	Akers Mek.Værks Christiania	**VictoriaWhaling Co.Ld.**	91·8	18·0	11·2	Liverpool British	T.3Cy.12",18"&30"–18" 46RHP Akers.Mek.Værks.Xia.		
1260 JCQK	**Bruce** *Elec.light* 2*Dks(Stl)&Awng dk(Stl–ws)* Wireless	**SteelScSr** 1*Dk(Stl)*	*1553* *1365* *663*	✠100A1 *Awng dk withfreeboard* 6.15 ✠LMC2,13	NFL	*v*	4,15	1912 1mo *Lloyd's*	Napier& Miller,Ld. Glasgow *sA&CP*	**RussianGovt.** *WB=CellDBa* 39'*u*	250·4 *FonAwng dk*36' *E*33'*f*94'187*t FPT*	36·2 FK	23·1 *9tAPT*27*t*	Russian *5BHCem*	T.3Cy.25",42"&68"–45" (*s*) 180lb 521NHP 1SB,*12cf*,GS156,HS8464 FD J.G.Kincaid&Co.Ld.Grk.	25 " 3 s 8 - 3 17 - 6	
1261 121633	— *W.Wood* –06 (*Bucket Hopper Dredger*) *Elec.light*	**SteelTwinSc** *ss*Npt.No.3–10,15 1*Dk(Stl)*	728 706 418	✠ A1 *Hopper Dredger* 11.16 BS5,16 ~~BS11,16~~ ✠LMC10,15	Npt		10,15	1905 11mo *Lloyd's*	W.Simons &Co.Ld Renfrew *sA&CP*	**Alexandra(Newport&S.Wales) Docks&Rlwy.Co.** (J.H.Vickery *Mgr*)	189·7 F25'	35·1 FK	14·5 *5BHCem*	Newport British	T.6Cy.13",20½"&34½"–22" 160lb (*s*) 141NHP 2SB,*4cf*,GS88,HS2560 W.Simons&CoLd.Renfrew	15 " 0	
1262 84910	— *W.Linton* –17	**IronScDy**	103 101 43			...		1883	Hawthorns &Co. Leith	**T.L.Devlin**	92·8 F12'	18·0	9·4	Granton British	C.2Cy.15"&27"–21" 32RHP Hawthorns&Co.Leith		
1263 NHLJ	**Bruckhausen** *D.Molenaar* (*ex*Wobun) *Elec.light* Sub.Sig.	**SteelScSr** *ss*Rot.No.3–1,16 1*Dk(Stl)&deep framing*	1561 1446 980	~~✠100A1~~ ~~1.16~~ ~~8.17~~ ~~LMC1,16~~	Rot	*q*	1,16	1902 6mo *Lloyd's*	Grngem'th &Greenock DockyardCo. Greenock *sA&CP*	**MaatsStoomschip Bruckhausen (Naam Ven.Handls enTransport Maats "Vulcaan")**	257·5 B58'F27' *WB=*	37·1 FK *CellDBa*68'	18·2 *4BHCem*	Rottrdam Dutch Grimsby	T.3Cy.19",31"&51"–36" (*s*) 160lb *80lb* 183NHP 2SB,*6pf*,GS92,HS3161 Dunsmuir&Jackson,Gls.	20 " 4 ~~3 - 1½~~ ~~17 - 7~~	
1264 110859 SDMK	**Brucklay** *J.C.Knight* –10	**SteelScK** *ss*Abn.No.1–05 1*Dk*	182 171 77	✠ *Stm Trawler* 2,07 ✠	Abn			1900 12mo	Hall,Russell&Co.Ld. Aberdeen	**W.High G.F.Sleight**	110·2 BK7½"	21·2	11·4 *3BHCem*	~~Dundee~~ British	*uE&B*36'*f*103'399*tAPT*25*t* T.3Cy.11½",19"&33"–22" 59RHP 1SB,*2pf*,GS32,HS969 Hall,Russell&Co.Ld.Abn.	12 " 1	
1265 HDGK	**Bruenn** *Elec.light*	**SteelScSr** *ss*Tri.No.1–13 1*Dk(Stl)&Spar dk(Stl–ws)&deep framing*	3905 2822 2386	✠ ~~5,16~~ *Spar dk* ✠	Tri	*w*		1908 12mo	Lloyd Austriaco Trieste	**LloydAustriaco** *WB=CellD*	356·3 P&B246'F65' *Ba*108'*uE* 38'*f*150'	42·3 FK	23·0 *6BHCem 682tAPT*21*t*	Trieste Aust.-Hung.	T.3Cy.26",43½"&73"–48" 495NHP 3SB,*9cf*,GS165,HS6855 FD LloydAustriaco,Trieste	25 " 10	

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. *Master.* Special Surveys.	3 Material, Rig, &c. *Late Name if any.* No. of Decks, &c.	4 Regist'd Tonnage Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines.	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of Rec. of Trade Cert.
1266	**Bruinvisch** *G.Zwaan* –16	**IronScK** *ss*Ams.No.3–10,11 *ss*Ymu.No.1–16 1*Dk*	168 153 79	✠100A1 *StmTrawler* 10,17 ~~10,16~~	Ymu Ams		~~9,16~~ 10,17	1899 8mo *Lloyd's*	Edwards Bros. N.Shields *SA&CP*	N.V.Visscherij Maats'Bruinvisch' (N.V.ScheepsExploitatieMaats.de Marezaten).	106·0 Q18′	20·5 F20′	10·8 BK7½″ *WB*=	Ymuiden Dutch	T.3Cy.12″,18″&30″–21″ (*s*) 180lb 51NHP 1SB,*2pf*,GS31,HS879 MacColl&Pollock,Sld.	12 ″ 0	
1267	**Brumaire** *J.M.LeSelleur* –15 (*ex*Moldavia, *ex*Dalarne)	**SteelScSr** *ss*Hpl.No.3–3,10 *ss*Hpl.No.1–14 1*Dk*(*Irn*)*&deep framing &pt Awng dk*(*Irn*)	2324 1629 1493	✠100A1 *pt Awng dk with freeboard* 6,16	Shl	*s*	6,16	1901 9mo *Lloyd's*	W.Gray& Co.Ld. WHartlepool *SA&CP*	PlissonSteamNav. Co.Ld.	282·0 Q107′ *pt Awng dk* 175′	42·6	16·5 FK WB=	London British *Cell DB a&*	T.3Cy.21″,33″&56″–36″ (*s*) 160lb *80lb* 194NHP 4*BHCem* 2SB,*4cf*,GS72,HS3014 Cen.Mar.Eng.Wrks.W Hpl *a*E114′ *f*112′52*t* *APT*115*t*	19 ″ 0 s 7 ″ 9 18 ″ 7	
1268	**Brundah** *J.Hardie* –16	**SteelScSr**	884 815					1906	DJ Dunlop &Co. Pt.Glasgow	NorthCoastSteam Nav.Co.Ld.	200·2	30·1	17·9	SydnyNSW British	T.3Cy.17″,28½″&47″–30″ 121NHP D.J.Dunlop&Co.Pt.Gls.		
1269	**Brunel** *H.Muirhead* –16	**SteelPad**	126 126	✠ 8,09	Lon			1905 5mo	Thames IronWorks SB.&ECo.Ld. London	H.G.Kellock	129·9	18·5	6·7 FK	Plymouth British	C.D.2Cy.16″&31″–36″ 40RHP 3*BHAsp* 1SB,*2pf*,GS25,HS700 FD	7 ″ 0	
1270	**Brunette** *A.Glavan*	**IronScSr** *ss*Dnz.2ndNo.3–5,05	812 665	✠ ~~9,16~~	Tri	*l*		1881 9mo	C.S.Swan& Hunter Newcastle	F.Radivo&Vva. A.Frausin	201·7 P&B113′F22′	28·6	15·7 BK7½″ *WB* = *FPT*20*t*	Trieste Aust.-Hung.	C.2Cy.20″&47″–36″ NDB99 122NHP 1SB,*3pf*,GS53,HS1909		
HDGM	*Well deck*	*ss*Tri.No.2–14 1*Dk2trB*	496	~~NB4,99~~										4*BHCem* *APT*40*t*	Black,Hawthorn&Co.,Gts.		
1271	**Brunhilda** *R.Stonehouse* –13	**SteelScSr** *ss*Hpl.No.3–5,14 1*Dk*(*Irn*)*&deep framing*	2296 2117 1468	✠100A1 4,17	Hul	*s*	12,16	1901 8mo *Lloyd's*	W.Gray& Co.Ld. WHartlepool *SA&CP*	Capel&Co.(Newcastle&Hull)Ld. (W.L.Scott, *Mgr.*) *WB*=*CellDB a&u*E120′*f*124′62*t*	302·0 P27′B69′F29′	43·1	19·8 FK	W.Hartlpl British 5*BHCem* *APT*40*t*	T.3Cy.22″,35″&59″–39″ (*s*) 160lb *80lb* 221NHP 2SB,*6pf*,GS84,HS3383 Cen.Mar.Eng.Wrks.WHpl	22 ″ 3 s 3 ″ 8 18 ″ 11	
1272	**Brunla** *M.Mikalsen*	**SteelScSr**	750 573					1909	AkersMek Værks. Christiania	~~Akties.Nordsjøen (Rich.Peterson, S.Marshall&Co.,~~ *Mgrs.*)	198·9 P68*t*H35*t*F16*t*	29·2	~~12·4~~ 12·8	~~Christiania~~ Norwegian ~~Sunderland~~ British	T.3Cy.16″,25½″&43″–30″ 101NHP AkersMek.Værks.Xia.		N
JQND	*Mchy.Aft A.Smith* –17	1*Dk*	395											London *WB*			
1273	**Bruno** *S.Braarvig* –09	**SteelScSr**	1130 962					1909	Fredrkstad Mek.Værks. Fredrikstad	TheShippingController (Harries Bros.&Co.,*Mgrs*)	228·4 P21′B59′F24′	36·2	15·8	~~Christiania~~ Norwegian London *WB* British	T.3Cy.16½″,27″&45½″–31″ 115NHP FredrikstadM.V.Frdstad		N
JRNM	*Elec.light*	1*Dk*	674														
1274	**Brunshausen** *A.Westphal*90–97 (*Tug*)	**SteelSc** 1*Dk*	230 199 17					1897	G.Seebeck Act.Ges. Bremerhaven	Hamburg-Amerik. Packetf.Act.Ges. (Ham.-Amr.Linie)	115·1 H21′	22·2	13·3 WB	Hamburg German	C.2Cy.20″&39″–25″ 63NHP G.SeebeckA.G.,Gstmnde.		G
BKTN																	
1275	**Brunswick** (*ex*Niagara)	**IronScBn** 2*Dks3trB*	2265 — 1668					1877	J.Roach& Son Chester,Pa.	Gulf&SouthernS.S.Co.	275·0	38·0	23·2	Tampa Utd.States	C.2Cy.34″&60″–54″ NB02 220NHP J.Roach&Son,Chester,Pa.		
130098 JSHT	*Elec.light* Wireless																
1276	— *J.E.Wahlgren*	**WoodScSr** 1*Dk*	512 349 349					1898 1903	A.M.Simpson Nrth Bend,Or	NationalS.S.Co. Rebuilt by Hay &	161·3 Wright,Alameda.	34·4	12·2	S.Frncisco Utd.States	T.3Cy.14″,22½″&36″–24″ NB10 63NHP GldnState&MinrsI.W.SFc		
3749 KNJD																	
1277	— *W.W.Hersey* –11	**WoodScSr** 1*Dk*	184 104 73					1901	J.E.Bigelow Canning,N.S.	MinasBasinSS.Co. Ld.	110·0	23·0	8·7	WndsorNS British	C.2Cy.15″&32″–24″ 42RHP J.Flemming,St.John,N.B.		
112056																	
1278	— *Josephs*	**SteelScSp** *ss*Liv.No.3–5,12 *ss*Liv.No.1–17 1*Dk*(*Irn*)	150 130 ~~16,17~~	✠100A1 *For Towing purposes* ~~10,12~~ 2,18 ~~DBS6,17 DBS6,16~~	Liv		~~10,15~~ ~~1,17~~ 1,18 ~~LMC~~	1899 12mo *Lloyd's*	J.Jones& Sons Liverpool *SA&CP*	AlexandraTowing Co.Ld.	92·0	20·1	10·9 BK6½″ *W*	Liverpool British 4*BHCem* *B*=*APT*3*t*	C.2Cy.16″&42½″–27″ (*s*) 150lb 69RHP 1SB,*3cf*,GS56,HS1498 J.Jones&Sons,Liverpool	12 ″ 0	
110627																	
1279	**Brunswijk** *J.P.Groen*10–10	**SteelScSr** *ss*Rot.No.1–16 1*Dk*(*Stl*)	2142 1958 1350	✠100A1 6,17 ~~2,17~~ DBS6,17	Rot	*s*	~~2,17~~ 6,17	1912 1mo *Lloyd's*	Schpw.v. JanSmit,Czn. Alblasserdm *SA&CP*	Maats.Stoomschip Brunswijk(Erhrdt &Dekkers. *Mgrs.*) *Inter mediate BH in fore*	287·3 P21′B72′F33′	42·1 FK *hold dispensed with* WB=	19·4 Rotterdm Dutch *Cem* 1*BH only* *CellDBa&*	T.3Cy.21″,35″&57″–39″ (*r*) 160lb *100lb* 221NHP 2SB,*6cf*,GS108,HS3586 Maats.deSchelde,Flushing *u*E18′*f*120′58*t* *APT*68*t*	21 ″ 11 s 3 ″ 3 19 ″ 0	
NHLQ	*Elec.light* Sub.Sig.																
1280	**Bruse** *C.M.Mathisen* –11	**SteelSc4MstSr** 1*Dk*	1711 1507 1009					1911	Nylands Værksted Christiania	TheShippingController (Share &Co.,*Mgrs.*)	264·8 P51*t*H87*t*F7*t*	40·2	18·6	~~Christiania~~ Norwegian London *WB* British	T.3Cy.19″,31″&51½″–33″ 153NHP NylandsVærksted,Xia.		N
100BW JRNW MGWF																	
1281	**Bruselas**	**SteelPadK**	*2311* *1565* *1750*				...	1911	A&J.Inglis Ld. Glasgow	Cia.Argentina de Nav.(Nicolas Mihanovitch)Ltda	265·2	37·1	10·4 FK	Bns.Ayres Argentine	T.3Cy.21½″,35″&54″–66″ FD 252NHP A.&J.Inglis,Ld.Glasgow	11 ″ 1	
	Elec.light Wireless 1*Dk&Promenade dk*																
1282	**Brüssel** *E.S.Ellefsen*	**SteelScSr**	1489 1270					1907	Fredrkstad Mek.Værks. Fredrikstad	Acties.Ganger Rolf (Fred.Olsen& Co.,*Mgrs.*)	241·6 B146*t*H30*t*F27*t*	35·1	20·5	Chrstiania Norwegian *WB*	T.3Cy.18″,19½″&50″–36″ 150NHP FredrikstadM.V.Frdstad.		N
MDJB	*Elec.light*	1*Dk&Spar dk2trB*	945														
1283	**Brussels** *T.E.Barren* –16	**SteelTwinScSr**	1380 950					1902	Gourlay Bros.&Co. Dundee	Gt.EasternRly.Co.	285·3 P62′B144′F44′	34·0	15·6	Harwich British *WB*	T.6Cy.20″,33″&54″–36″ 350NHP Gourlay Bros.&Co. Dundee		
109884 TLRH	*Elec.light* Sub.Sig. Wireless	2*Dks*	590														
1284	**Brutus** *S.Artis* –14	**SteelScK** *ss*Hul.No.1–11 1*Dk*	311 260 124	✠100A1 *StmTrawler* 7.14 BS7,14	Hul		N10,14	1906 7mo *Lloyd's*	Earle'sCo. Ld. Hull *SA&CP*	Hellyers'Steam FishingCo.Ld.	148·4 Q64′F21′	23·0	11·2 BK9″	Hull British 4*BHCem*	T.3Cy.14″,23″&38″–27″ (*s*) 185lb 96NHP 1SB,*3pf*,GS55,HS1665 Amos&Smith,Hull	11 ″ 9	
123267				~~LMC6,14~~													
1285	**Bryderen** (*Ice breaker*)	**Iron&SteelScSr** 1*Dk*	418 363 168					1884	Kockums Mek.Werks. Malmö	DetForenede DampskibsSelsk.	135·9 Q43′ H21′ F18′	32·2	14·1	Copnhagn Danish *WB*	C.2Cy.35″&64½″–35″ 205NHP KockumsMekWerksMlmö		
NVJT																	
1286	**Brynawel** *A.Murchie* –13	**SteelSc3MstSr** ~~ssShd.No.3–3,05~~ 1*Dk*(*Irn*)	410 292 163	✠100A1 6,17 ~~7,17~~ ~~BS6,16~~	Sws Brs		~~12,14~~ N6,17 ~~LMC~~ 6,17	1893 1mo *Lloyd's*	J.McArthur&Co. Paisley *SA&CP*	BrynStm.Nav.Co. Ld.(EmlynJones& Co Ld., *Mgrs.*)	142·5 Q77′B9′F22′	25·1	11·0 BK7″ *WB*=*FPT*	Glasgow British 1*BHCem* 38*t* *APT*5*t*	C.2Cy.17⅞″&35″–24″ (*s*) 120lb 51RHP 1SB,*3pf*,GS54,HS1194 Bow,McLachlan&Co.Psy.	12 ″ 2 s 4 ″ 2½ 12 ″ 5	
89578 MWLN	*Well deck* *Mchy.Aft* (*ex*Jedford,*ex*Ferguslie)	~~ssAyrNo.2–18~~ *Floors&Reverse frames Irn* *ss*Brs.2ndNo.3–6,17															

Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe.	15 Registres où coté, si ce n'est dans le L. R. Dans Cert. Bur Trade
1287 NQGD	**Brynhild** *C.Huus* 04-07 (*ex* Leif)	**SteelScSr** *ss* Els. No. 2–15 1 *Dk* (*Stl*) & *deep framing*	2173 1959 1343	✠100A1 ~~9,16~~ 2,18 MS2,15	Shl	*s*	~~8,16~~ ~~10,17~~ N2,18	1907 5mo	Sunderlnd S.B.Co.Ld. Sunderland *WB* = *Cell D Ba* 92′ *u E* & *B* 34′ *f* 120′ 599 *t FP* 7	Dmpskselsk Valkyrien (A.O.Andersen & Co. *Mgrs.*) *Lloyd's SA & CP*	285·0 P24′ 5 FK	43·6 B78′ 5	18·9 F29′ 6	Copnhagn Danish 5 *BHCem* 72 *APT* 79 *t*	T.3Cy.22″,36½″ & 60″–39″ (*s*) 180lb *100lb* 237 NH 2SB, 6*cf*, Gs96, Hs3536 N.E.MarineEng.Co.Ltd.Sld	21 ″ 3 – 3 ″ 1¼ 18 ″ 5	
1288 MHRJ	**Brynilen** *J.F.Ekström* 16–16 *Elec.light*	**SteelScSr** 2 *Dks*	316 291 175					1912	Mjellem & Karlsen Bergen	**Finmarkens** Amtsrederi (A.S. Aaröe, *Mgr.*)	127·0	21·6	9·4	Hammrfst Norwegian	T.3Cy.12″,20″ & 33″–21″ 50 NHP Mjellem & Karlsen, Bergen		N
1289 NMVK	**Bryssel** *E.A.Nielsen* 16–16 *ss* Cpn. No. 3–4, 15 1 *Dk* (*Stl*) & *deep framing*	**SteelScSr**	1329 1215 829	✠100A1 ~~8,16~~ ~~9,16~~ 3,18 ~~RS12,15~~ ✠LMC 4,18 BS1,17	N Yk	*p*	~~12,16~~ ~~8,18~~	1904 8mo	Soc.Anon. Le Vulcain Belge Hoboken *Lloyd's SA & CP*	Dmpskselsk. Trafic (P.L. Fisker, *Mgr.*)	240·3 P15′ B146′ F29′	37·2	16·6 FK *WB* =	Copnhagn Danish 4 *BHCem* *Cell D Ba* 34′ *u E* & *B* 32′ *f* 96′ 274 *t APT* 20 *t*	T.3Cy.18⅞″,29½″ & 49½″–33⅞″ 185lb (*s*) 167 NHP 2SB, 4*cf*, Gs82, Hs2796 LeVulcainBelge, Hoboken	19 ″ 2 s 1 ″ 7 17 ″ 9	
1290 RTWN	**Bubendey** *J.Weymar* *Elec.light* Wireless Sub.Sig.	**SteelTwinScSr** 1 *Dk*	849 552 179					1913	Stettiner Oderwerke Stettin	**Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)**	213·7	40·1	12·3	Hamburg German	P.6Cy.14½″,22½″ & 36½″–25½″ 133 NHP StettinerOderwerke		G
1291 98088 TGHF	**Buccaneer** *A.T.Gale* –16 *Well deck Mchy. Aft*	**SteelScSr** 1 *Dk* & *Web frames*	970 740 488			...		1890	J.Scott & Co. Kinghorn	**Tyne-TeesStm. Shpg.Co.Ld.**	217·5 P24′ Q84′ F26′	30·1	14·0 FK *WB*	W.Hartlpl British	T.3Cy.21½″,33″ & 54″–36″ NB13 182 NHP J.Scott & Co., Kirkcaldy	16 ″ 4	C
1292 3835 KPST	—	**WoodSc** (*Tug*) 1 *Dk*	226 — 126					1900	Atlantic Works Boston	**Freeport & TampicoFuelOil & Trans.Corp.**	114·1	25·6	14·5	NewYork Utd.States	C.2Cy.20″ & 36″–26″ 55 NHP AtlanticWorks, Boston		
1293 118152	**Buccleuch** *W.Hall* –14	**SteelScK** 1 *Dk*	146 136 53			...		1903	Hawthorns & Co.Ld. Leith	**General Steam Fishing Co.Ld.**	100·7 Q22′ F15′	20·1	10·6 BK 7½″ *WB*	Granton British	T.3Cy.11½″,18″ & 30″–21″ 57 RHP Hawthorns & Co.Ld. Leith	11 ″ 6	
1294 PHBD	**Bucegi** *Mihailesco* *Elec.light*	**SteelScSr** 2 *Dks*	*4330* *4055* *2800*					1913	Greenock & Grngemouth Dockyard Co. Greenock	**Roumanian State Maritime Service**	375·8 P36′ B100′ F41′	52·2	25·5	Braila Roumanian *WB*	T.3Cy.25″,41″ & 68″–48″ 321 NHP J.G.Kincaid & Co.Ld.Grk.		CV
1295 125087	**Bucentaur** *F.E.Treacher* –13	**SteelScK** *ss* Gms. No. 1–12 1 *Dk*	184 166 88	✠100A1 *Stm Trawler* 2.14 BS5,14	Gms ✠LMC 7,12		7,12	1907 11mo	Cochrane & Sons Selby *Lloyd's SA & CP*	**Consolidated Stm. Fishing & Ice Co. (Gms.) Ld. (J.D. Marsden, *Mgr.*)**	105·0 Q62′ F15′	21·5	11·1 BK 7½″	Grimsby British 3 *BHCem*	T.3Cy.11½″,19½″ & 32″–23″ 180lb (*s*) 57 RHP 1SB, 2*pf*, Gs29, Hs930 C.D.Holmes & Co. Hull	12 ″ 0	
1296 110867	**Buckingham** *A.Hall* –16	**IronScK** *ss* Gms. No. 3–7, 14 1 *Dk*	172 154 70	✠100A1 *Stm Trawler* 5,16 ✠NB 7,14	Gms ✠LMC 7,14		5,16	1899 3mo	Cochrane & Cooper, Ld. Beverley *Lloyd's SA & CP*	**Queen Stm. Fishing Co.Ld.**	100·0 Q45′ F17′	21·0	11·0 BK 7½″	Grimsby British 3 *BHCem*	T.3Cy.12¼″,19½″ & 32″–22½″ 180lb (*s*) 50 RHP 1SB, 2*pf*, Gs31, Hs1640 C.D.Holmes & Co. Hull	11 ″ 9	
1297	**Buckleigh** *For full particulars See No. 25 in Supplement* *Elec.light*	**SteelScSr**		100A1 (*Class Contemplated*)				1917	A.M'Millan & Son, Dumbarton	**Tatem Stm. Nav. Co.Ld. (W.J. Tatem & Co. *Mgrs.*)**	400·0 P36′ B129′ F48′	51·7	30·0	London British	T.3Cy.27″,44″ & 73″–48″ D, Rowan & Co. Glasgow		
1298 HBDW	**Bucovina** *ss* Tri. No. 3–4, 14 1 *Dk* (*Stl*) & *Spar dk* (*Stl*–ws) *Elec.light*	**SteelScSr** & *deep framing*	2892 2282 1779	✠ 11,16 *Spar dk*	Tri	*t*		1902 3mo	Lloyd Austriaco Trieste *WB* = *Cell D Ba* 96′ *u*	**Lloyd Austriaco** *E* 24′ *f* 132′ 454 *t FP* 7	315·0 P36′ B88′ F66′	42·2 25·2 FK	17·2	Trieste Aust.-Hung. 6 *BHCem* 10 *t APT* 8 *t*	T.3Cy.23″,38″ & 63″–48″ 348 NHP 2SB, 6*cf*, Gs113, Hs4634 FD Denny & Co. Dumbarton	24 ″ 3	
1299 PFBC	**Bucuresti** *C.Zalomit* *Elec.light*	**SteelScSr** 2 *Dks*	2269 2088 1452					1897	R.Napier & Sons, Ld Glasgow	**Roumanian State Maritime Service**	300·0 P22′ B92′ F28′	39·7	22·1	Braila Roumanian *WB*	T.3Cy.22″,35″ & 58″–39″ 210 NHP R.Napier & Sons, Ld. Gls.		V
1300 JCQR	**Buda** *A.Thian* 11–12 1 *Dk* (*Stl*) & *Spar dk* (*pt Irn* & *pt Stl*)	**SteelScSr** *ss* Tri. No. 2–12 & *deep framing*	3858 3587 2445	✠ 7,16 *Spar dk*	Bry	*w*		1904 8mo	R.Thompson & Sons Sunderland	**Soc. in Azioni Ungaro Croata per la Nav. Libera** *WB* = *Cell D Ba*	356·0 P29′ B88′ F37′ 118′ *u E* 22′ *f* 146′ 846 *t*	45·2 26·6 FK	18·7	Fiume Aust.-Hung. 6 *BHCem* *APT* 53 *t*	T.3Cy.24″,39″ & 64″–42″ 280 NHP 2SB, 6*pf*, Gs122, Hs4412 N.E.MarineEng.Co.Ld. Sld	29 ″ 4	
1301 JCQS	**Buda II.** *E.Ivancich* 1 *Dk* (*Stl*) & *Spar dk* (*Irn*)	**SteelScSr** *ss* Fiu. No. 2–14 & *deep framing*	2460 2226 1516	✠ 9,16 *Spar dk*	Fiu	*t*		1905 3mo	Napier & Miller, Ld. Glasgow	**Royl. Hungar'n Sea Nav. Co. Adria, Ld.** *WB* = *Cell D Ba* 108′ *u E* & *B* 34′	314·1 P40′ B104′ F34′ *f* 134′ 633 *t*	41·9 21·3 FK	13·3 *FPT* 17 *t*	Fiume Aust.-Hung. 6 *BHCem* *APT* 21 *t*	T3Cy.20¼″,35″ & 59½″–42″ 257 NHP 2SB, 6*rf*, Gs116, Hs3898 D.Rowan & Co. Glasgow	23 ″ 9	
1302 JCQT	**Budapest** *S.Kehrer* 07–11 *Elec.light*	**SteelScSr** 1 *Dk* (*pt Stl pt Irn*)	3651 2362 2321	✠ 4,16 *Now named "Kerwood," See No. 39 in Supplement*	Npt	*v*		1911 3mo	Richardsn, Duck & Co. Stockton	**Atlantica Sea Nav. Co.Ld.** *WB* = *Cell D Ba* 110′ *u E* &	331·0 P25′ B127′ F31′ *B* 54′ *f* 128′ 842 *t*	48·3 FK	22·2 *FPT* 81 *t*	Fiume Aust.-Hung. 5 *BHCem* *APT* 84 *t*	T.3Cy.24″,40″ & 65″–42″ 296 NHP 2SB, 6*cf*, Gs121, Hs4546 Blair & Co.Ld. Stockton	24 ″ 7	
1303	— *P.Raicich* 01–10 *Elec.light*	**SteelScSr** *ss* Fiu. No. 3–8, 04 *ss* Tri. No. 2–14 1 *Dk* (*Stl–pt* ws)	509 332 268	✠ 9,16	Fiu	*h*		1892 6mo	Stabilmnto Tecnico Trieste	**Soc. in Azioni Ungaro Croata di Nav. Maritt. a Vap.** *WB* =	169·0 P47′ B37′ F52′ *DBa* 26′ *f* 35′ 42 *t*	25·5 FK *FP*	12·2	Fiume Aust.-Hung. 4 *BHCem* *T* 9 *t APT* 9 *t*	T3Cy.16½″,26″ & 42½″–26″ 118 NHP 2SB, 4*cf*, Gs73, Hs2188 Stabilimento Tecnico, Tri.	13 ″ 0	
1304 QJNL	— *O.Ulrichs* 00–09 *Elec.light*	**SteelSc** (*Trawler*) 1 *Dk*	273 218 89					1907	J.Frerichs & Co.A.G. Einswarden	**Deutsche Dmpfschereiges. Nordsee**	129·9 Q71′ F24′	23·1	11·2	Nordnham German *WB*	T.3Cy.12½″,19¾″ & 32 25/32″–23¾″ 51 NHP J.Frerichs & Co.A.G.		G
1305 122992 TVRB	**Budrie** *H.B.Hawes* –15 (*ex* Canning, *ex* Golconda)	**SteelScSr** 3 *Dks*	2252 1885 1613	✠ 6,83				1882 11mo	A.& J. Inglis Glasgow	**Arab Steamers, Ld**	285·0 P41′ B48′ F30′	36·1	23·7	Bombay British *WB*	C.2Cy.34″ & 60″–45″ 200 NHP A.& J.Inglis, Glasgow		
1306 212747 LDPM	**Buenaventura** *H.F.Fitzsimons* –14 *ss* NYk. No. 1–17 *Elec.light* Wireless	**SteelScSr** 2 *Dks* (*Stl*)	4881 4642 3064	✠100A1 2,17 ~~8,16~~ ~~9,16~~ ~~10,17~~ NNs ✠LMC ~~7,15~~ 7,17 2,18	NYk	*y*	~~8,16~~ ~~7,17~~ 2,18	1913 4mo	Nthmblnd. S.B.Co.Ld. Newcastle *Lloyd's SA & CP*	**United States Steel Products Co.** *WB* = *Cell D Ba* 131′ *u E* 27′	405·0 P40′ B115′ F40′ *f* 171′ 1214 *t*	52·4 FK *FPT* 12	27·4	NewYork Utd. States 6 *BHCem* 0 *t APT* 124 *t*	T.3Cy 27″,44″ & 73″–51″ (*s*) 180lb 531 NHP 3SB, 9*cf*, Gs171, Hs7865 FD N.E.MarineEng Co Ld Nwc.	30 ″ 0 s 5 ″ 11½ 24 ″ 5	
1307 RSGN	**Buenos Aires** *H.Göttsche* 06–12 *Elec.light* Sub.Sig. Wireless	**SteelTwinScSr** 3 *Dks*	9155 6372 5767					1912	Bremer Vulcan Vegesack	**Hamburg-Süd-Amerik. Dampfschiffahrts Ges.**	491·2 B124′ F103′	59·2	35·7	Hamburg German *WB*	T.6Cy.24″,39⅜″ & 66 1/16″–17½″ 600 NHP Bremer Vulcan, Vegesack		G

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Master. Special Surveys.	3 Material, Rig, &c. Late Name if any. No. of Decks, &c.	4 Register Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years assigned now expired. Equipment Letter	Date when tail shaft last seen	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught.	15 Registers in which classed, if not in L.R. Date of P.O. of Trade Cert.
1308 HFBQ	**Buenos Aires** ~~*Zaragoza* –17~~ *Elec.light* Sub.Sig. Wireless	Steel Sc 3 Mst Sr ss Cdz. 2nd No. 3–6,04 ss Cdz. No. 2–11 3 *Dks* (2 *Stl*-Uws) *T. Soria* –17	5205 4147 3226	✠ 100 A1 3,16 ~~£53,16~~ ✠ LMC 7,11 ~~BS 7,17~~	Cdz	z	N 1,17	1887 11 mo *Lloyd's*	W. Denny & Bros. Dumbarton	Compañia Trasatlantica	410·6 | 48·2 | 22·4 P42'B164'F48' 30·5 BK 11" *WB* =	Barcelona Spanish 6 *BHCem* *DB* 346' 902 *t*	Q 4Cy 32", 46½", 64½" & 92"–60' 170 lb *162 lb* (*s*) 738 NHP 3 DB, *18 cf*, GS 342, HS 9630 FD Denny & Co., Dumbarton	32 " 3 s 7 " 1 26 " 7	
1309	— *Elec.light*	Steel Pad Sr (*ex* Cosmos) Wireless	*1003* *564* *734*					1879 10 mo	A. & J. Inglis Glasgow	Cia. Argentina de Nav. (Nicolas Mihanovich), Ltda.	249·6 | 29·1 | 11·2 P173'F36 *t*	Concordia Argentine	C. 2 Cy. 44" & 77"–72" NB 02 419 NHP A. & J. Inglis, Glasgow		
1310 124806 HMBS	**Buffalo** *J.W. Young* –11 *Elec.light Ref. Mchy.*	Steel Sc Sr Wireless 2 *Dks* & *Shelter dk*	4106 3892 2583					1907	Earle's Co. Ld. Hull	Ellerman's Wilson Line Ld.	379·5 | 49·2 | 27·4	Hull British	Q. 4 Cy. 22½", 31½", 45" & 66"–51" 312 NHP Earle's Co. Ld. Hull		C
1311 3805	— *Elec.light Mchy. Aft*	Steel Sc 2 *Dks*	3951 — 3272					1899	Union D.D. Co. Buffalo, N.Y.	Gt. Lakes Transit Corp.	381·7 | 50·5 | 28·0 *WB*	Buffalo NY Utd. States	Q 4 Cy 20½" 29¼" 43½" & 63"–42" 257 NHP Cleveland S.B. Co. Clevelnd.		
1312 118338 VGSN	— *T. Frampton* –13 *Mchy. Aft*	Iron Sc Sr 1 *Dk*	286 242 112			...		1866	Thames Ironworks London	J. Little & Sons, Ld	157·2 | 21·7 | 11·9 Q62'F28' BK 6"	Whitehvn British	C. 2 Cy. 23" & 42"–27" NE & B 99 80 RHP F.A. Young & Sons, London	12 " 10	
1313 90137	— *A. McPherson* 94–98	Steel Twin Sc Sp (*Tug*) 1 *Dk*	252 233 5					1898	Barclay, Curle & Co. Ld. Glasgow	Union Govt. of S. Africa (Dpt. of Railways & Harbours, E. London)	110·0 | 24·1 | 12·9	E. London British	T. 6 Cy. 13½", 22½" & 36"–24" 127 NHP Barclay, Curle & Co. Ld. Gls	13 " 6	
1314 118946 HCFP	— *T.T. Shearsmith* –15 *ss* Gms. No. 2–13	Steel Sc K 1 *Dk* (*Stl*)	230 212 92	✠ 100 A 1 *Stm Trawler* 6,15 ~~BS 6,15~~ ✠ LMC 4,15	Gms		N 5,14	1905 3 mo *Lloyd's*	Cook, Welt'n & Gemmell Beverley	Morris & Fisher, Ld	122·0 | 21·6 | 11·4 Q71'F20' BK 8" 4 *BHCem*	Grimsby British	T. 3 Cy. 11¾", 20" & 33"–24" (*s*) 180 lb 65 RHP 1 SB, *2 pf*, GS 33, HS 1100 Amos & Smith, Hull	12 " 4	
1315 140362 JRFH	**Buffs** *H.A. Lego* 13–17 1 *Dk* (*Stl*) *Elec.light* *Cargo battens not fitted*	Steel Sc Sr 3431 3052	~~3425~~ ~~3030~~ ~~2050~~ 2001	✠ 100 A 1 10,17 ~~(Class Contem. plate stl.)~~ ✠ LMC 10,17	Sld	v		1917 10 mo *Lloyd's* *Cell D*	S. P. Austin & Son, Ld. Sunderland	Cory Colliers Ld.	341·0 | 47·0 | 22·8 ~~P25'B67'F25'~~ P29'B65'F24' FK *6 BHCem*	London British	T. 3 Cy. 24", 40" & 65"–42" (*s*) 180 lb 203 NHP 2 SB, *8 pf*, GS 138, HS 4740 Richardsons, Westgarth & Co. Ld. Sld.	25 " 3 s 4 " 7½ 26 " 11	
1316 NHLW	**Buitenzorg** *E. Havinga* *Elec.light*	Steel Sc Sr *Cruiser Stern* 3 *Dks*	7098 6725 4520					1916	Kon. Maats deSchelde Flushing	Stoomv. Maats. Rotterdamsche Lloyd	445·7 | 54·0 | 37·0 B59'F56' *WB*	Rottrdam Dutch	T. 3 Cy. Maats. deSchelde, Flushing		
1317 11108 LFMN	**Bujun Maru** *Elec.light*	Steel Sc Sr 1 *Dk* & *Spar dk*	1727 1504 1039					1908	Osaka Iron Works Osaka	Osaka Shosen Kabushiki Kaisha	262·0 | 35·1 | 19·9 B76'F40' *WB*	Osaka Japanese	T. 3 Cy. 17¾", 30" & 48"–36" 138 NHP Osaka Iron Works, Osaka		
1318 1608 HKSP	**Bukwo Maru**	Wood Sc Sp 2 *Dks*	199 178 107					1896	Ikeda Kiuzaburo Nagasaki	Kyushu Kisen Kabushiki Kaisha	113·1 | 17·6 | 13·4	Tokitsu Japanese	C. 2 Cy. 14" & 26"–15" 22 NHP Matsuo Magohachi, Nag.		
1319 139027 JLCT	**Bulga** *E.L.G. Clutterbuck* –16 *Elec.light*	Steel Sc Sr (*ex* Signal) 1 *Dk* & *Spar dk*	1449 1276 907					1903	Howaldtswerke Kiel	Requisitioned by the Commonwealth of Australia	250·7 | 36·1 | 17·9 P24'B73'F34' *WB*	London British	T. 3 Cy. 18½", 29¾" & 47½"–31½" 126 NHP Howaldtswerke, Kiel		
1320 RTWL	**Bulgaria** *W. von Döhren* 97–13 *ex* Bulgaria) *Elec.light Ref. Mchy.*	Steel Twin Sc Sr (*ex* Canada, 3 *Dks* & *Shelter dk* Wireless Sub.Sig.	11440 10924 7218					1898	Blohm & Voss Hamburg	Hamburg-Amerik. Packetf. Akt. Ges. (Ham-Amr. Linie)	501·4 | 62·2 | 42·6 B110' *WB*	Hamburg German	Q 8 Cy 21⅛" 31⅝" 46" & 66½"–48" 610 NHP Blohm & Voss, Hamburg		G
1321 26 NHQV	— *A. Di Macco* *Elec.light*	Steel Sc Sr 2 *Dks* 3 *tr B*	2561 2066 1579					1898	G. Ansaldo & Co. Sestri Pnente	Società Italiana di Servizi Marittimi	321·3 | 39·2 | 22·5 Q42'B114'F37' *WB*	Venice Italian	T. 3 Cy. 22½", 37" & 59"–40" 220 NHP G. Ansaldo & Co. Sampierd.		I
1322	— *V. Vitcheff* 03–10 1 *Dk* & *Spar dk* (*pt Stl*–ws) & *deep framing*	Steel Sc Sr ss Cpl. No. 3–9,06 ss Cpl. No. 1–11	1108 945 753	✠ ~~10,15~~ *Spar dk with freeboard* ✠	Pir	o		1894 8 mo	Wigham Richrdsn & Co Newcastle	Soc. Commerciale Bulgare de Nav. à Vap.	240·5 | 33·5 | 11·1 P48'B35'F35' 18·6 BK 7½" *WB* = *Cell D Ba* 64' *f* 73'	Varna Bulgarian 4 *BHCem* 105 *t APT* 10 *t*	T. 3 Cy. 20", 32" & 53"–36" NDB 09 196 NHP 2 SB, *6 cf*, GS 114, HS 3366 Wigham Richrdsn & Co, Nwc	20 " 9	
1323 86726 WVTQ	**Bulimba** *P.L. Brisley* –15 *Elec.light*	Steel Sc Sr 3 *Dks* (*UStl*–ws)	2510 2210 1607	✠ 2,86 ✠	Lon	t		1882 9 mo	A. & J. Inglis Glasgow	British India Stm. Nav. Co. Ld.	315·8 | 38·2 | 17·3 P64' B76' F37' 25·1	Glasgow British 5 *BHCem*	C. 2 Cy. 40" & 73"–51" 317 NHP A. & J. Inglis, Glasgow	26 " 5	
1324 LBJQ	**Bulk** *O. Oelerking* (*Salvage Steamer & Tug*)	Steel Sc 1 *Dk*	167 154 10					1901	Howaldtswerke Kiel	Neue Dampfer-Co. Act. Ges.	100·7 | 21·1 | 12·2	Kiel German	C. 2 Cy. 19⅛" & 34⅝"–23⅝" 49 NHP Howaldtswerke, Kiel		G
1325 123776 HKBS	**Bull** *J.B. Kerr* –17 *Mchy. Aft*	Steel Sc Sr ss Bgk. No. 2–15 1 *Dk* (*Stl*)	452 373 303	✠ 100 A 1 ~~7,17~~ ~~1,17~~ 1,18 ~~BS 1,17~~ ✠ LMC 1,15 BS 1,18	Bgk	g	~~1,17~~ ~~1,17~~ 1,18	1907 1 mo *Lloyd's*	G. Brown & Co. Greenock	Arracan Co. Ld. (R. Halliday, *Mgr.*)	160·0 | 26·1 | 11·4 B7'F21' FK *WB* = *FPT*	London British 3 *BHCem* 53 *t APT* 17 *t*	C. 2 Cy. 14½" & 30"–21" (*s*) 130 lb 52 RHP 1 SB, *2 pf*, GS 34, HS 984 White & Hemphill, Grk.	12 " 3 s 1 " 7½ 10 " 10	
1326 49779	**Bull Dog** *W.G. Amblin* –06	Iron Sc K ss No. 1–69 1 *Dk*	149 137 86	*For River purposes only* 5,70	Sws			1866 3 mo	Wigham Richrdsn & Co Newcastle	Sully & Co. Ld.	100·8 | 20·9 | 9·0	Bridgwatr British 2 *BHCem*	2 Cy. 12"–15" 40 RHP Wigham Richrdsn & Co. Nwc		
1327 99562 MTWL	— *J. Housley* –17	Iron Sc K 1 *Dk*	148 138 62			...		1892	Cook, Welt'n & Gemmell Hull	Beeley & Sleight, Ld. N. Ashworth	100·4 | 20·7 | 11·0 Q20' BK 7½"	Grimsby British	C. 2 Cy. 17" & 33"–22" 45 RHP Bailey & Leetham, Hull	11 " 11	
1328 114869	— *L. Goudie* *Mchy. Aft*	Steel Twin Sc	122 118 48					1884	E. Finch & Co. Ld. Chepstow	The Lord Mayor, Aldermen & Burgesses of the City of Bristol	87·8 | 20·1 | 8·5	Bristol British	C. 4 Cy. 12" & 24"–14" 46 RHP E. Finch & Co. Ld. Chp.		
1329 139012 JLBK	**Bulla** *R.T. Wilson* (*ex* Hessen) *Elec.light* Sub.Sig.	Steel Sc Sr ss Bmn. No. 2–14 2 *Dks* (*Stl*–*Upt* teaks) *deep framing aft & lower dk* (*Stl*) *forward*	5099 4849 3206	✠ 100 A 1 ~~12,16~~ ~~£56,16~~ ✠ LMC 2,15 8,17	Mel Syd	z	2,16	1905 11 mo *Lloyd's*	J.C. Tecklenborg A.G. Geestemünde	Requisitioned by the Commonwealth of Australia	409·3 | 52·7 | 27·9 P & B 336' F46' FK *WB* = *Cell D Ba*	London British 7 *BHCem* 119' *u* E 29' *f*	Q 4 Cy. 24½", 34⅝", 50" & 72½"–53⅛" (*s*) 220 lb *220 lb* 533 NHP 3 SB, *9 cf*, GS 168, HS 7230 FD J.C. Tecklenborg A.G. Gst. 173' 1057 *t FPT* 157 *t APT* 55 *t*	30 " 9 s 4 " 8 26 " 5	

1 Numéro d'Ordre. — Numéro Officiel. — Signaux	2 Nom du Navire. Matériaux. Gréement, etc. *Capitaine.* *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Empêchement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. — Tirant d'eau correspondant *pds. pc.*	15 Registres où coté, et en quel date le L. pt. Bureau Veritas Prude
1330	**Bullarra**	**SteelScSr**	*1725*			...		1890	Gourlay Bros.&Co. Dundee		260·2	37·2	16·5		T.3Cy.23″,38″&61″–42″	19 ″ 0	
		1*Dk&Web frames*	*1235*								P154′F35′		PK	Japanese	241NHP		
	Well deck *Elec.light* *Ref.Mchy.*		*1087*											*WB*	GourlayBrs.&Co.,Dundee		
1331	**Bullfinch**	**SteelScK**	246			...		1903	SelbyS.B.& E.Co.Ld. Selby	GeneralStm.Nav. Co.Ld.	118·7	23·2	8·8	London	C.2Cy.16½″&35″–24″	9 ″ 9	
118326	*R.Benallack*		185								Q40′F17′			British	50RHP		
VFTM	*Mchy.Aft*	1*Dk*	97										FK	*WB*	G.T.Grey,SouthShields		
1332	**Bullmouth**	**SteelSc3MstSr**	4018	✠100A1	Sng	*w*	N2,15	1893	W.Gray& Co.Ld. W Hartlepool A&CP	Anglo-Saxon PetroleumCo.Ld.	347·0	45·6	26·7	London	T.3Cy.26″,42″&70″–45″ (*s*)	28 ″ 6	
102805	*N.M.S.McDermid*–15 *ss*Shi.No.3–7,07		3447	*Shade dk*				10mo						British	160lb *100lb* NDB05 348NHP	s 4 ″ 1½	
NJHL	*Mchy.Aft* *ss*Sng.No.1–11		2607	*withfreeboard* 2,15 ✠LMC7,11									FK		3SB,*9cf*,GS139,HS5535	24 ″ 9	
	Elec.light 2*Dks(Stl)&Web frames &Shade dk*			*CarryingPetroleum in bulk*						*WB=CellDB*66′ 150*t FPT*			11*BHCem*				
				Fitted for oil fuel 4,02 ✠NB12,08			*F.P.* above						118*tAPT*31*t*		Cen.Mar.EngWrks,WHpl.		
															150°F.		
1333	**Bulwark**	**SteelSc**	69	✠100A–	Yar			1916	Crabtree& Co.Ld. Gt.Yarmouth	MercantileLight-erageCo.Ld.	71·1	18·2	8·7	London	T.3Cy.10¾″,17″&28″–18″ (*s*)	9 ″ 1	
139151			69	*For towing purposes*				8mo						British	200lb 40RHP		
		1*Dk(Stl)*	—	10,17 8,18 ✠LMC8,16									BK5″	*1BHCem*	1SB,*2pf*,GS36,HS1019		
															Crabtree&Co.Ld.Gt.Yar.		
1334	**Bulysses**	**SteelSc3MstSr**	6127	✠100A1	Shl	*z*	11,15	1900	Armstrong Whitworth &Co.Ld. Newcastle A&CP	Anglo-Saxon PetroleumCo.Ld.	410·0	52·1	32·2	London	T.3Cy.28″,46″&77″–48″ (*s*)	34 ″ 0	
112747	*J.W.Wilson* –17 *ss*Shl.No.3–1,13		5692	12,16				8mo			P100′B20′F56′			British	180lb *100lb* NDB15 486NHP	s 7 ″ 10½	
RTLQ	*Mchy.Aft* 2*Dks(Stl)&Web frames*		3939	*CarryingPetroleum in bulk*						*WB=DB*uB37′112*t FPT*219*t*			FK				
	Elec.light Wireless			MBS12,16 ✠LMC5,12									16*BHCem*		3SB,*7cf,5rf*,GS225,HS8070	26 ″ 6	
				Fitted for oil fuel 8,00			*F.P.* above						*APT*43*t*		...MarineCo.Ld.Nwc.		
															150°F.		
1335	**Bungaree**	**IronPad**	163					1861	Barclay, Curle&Co. Glasgow	J.&A.Brown	121·5	22·4	9·4	Newcastle N.S.W.	L.2Cy.44″–54″		
43230	*Teal*	1*Dk*	163											British	219NHP		
WNTH			85												A.&J.Inglis,Glasgow		
1336	**Buninyong**	**SteelScBg**	2070	✠	Syd	*r*		1883	Caird, Purdie&Co. Barrow	AustralianSteam-shipsLd. (*Man. Agents*,Howard Smith,Ld.)	279·9	38·1	20·2	Melbourne	C.2Cy.36″&70″–48″		C
79538	*H.Johnson* –16 *ss*Mel.2ndNo.3–5,99		1645	12,12				1mo			P147′F36′			British	293NHP		
QHSB	*Well deck* *ss*Mel.No.2–07		1289	✠NB5,99✠							ND95		BK9½″	*5BHCem*	3SB,*9cf*,GS173,HS5130		
		1*Dk(Stl)2trB*								*WB=DBa*72′*&u*				*E&B*64′258*t*	J.Jack&Co.,Liverpool		
1337	**Bunker Hill**	**SteelTwinSc**	4779					1907	W Cramp& SonsS&EBCo Philadelphia	EasternSteamship Corporation	375·0	52·2	31·6	Boston Utd. States	T.8Cy.(2)26″,(2)43″&(4) 51″–42″		
204264	*Fitted for oil fuel*		—											*WB*	674NHP		
KWDT	*Elec.light* Wireless	2*Dks3trB*	2575												W.Cramp&SnsS&EBCPhl		
1338	**Bunte Kuh**	**SteelScK**	214	✠ —	Ham			1906	J.Duthie Torry S.B Co. Aberdeen	HansaHochsee-fischerei Akt.Ges.	120·0	21·5	12·2	Hamburg German	T.3Cy.12½″,21″&34″–27″	13 ″ 0	
	DeBoer *ss*Ham.No.1–11		205	1,16				12mo					BK7½″	*3BHCem*	84NHP		
RPKG	*Elec.light*	1*Dk*	83	*StmTrawler* ✠									*WB=*	*FPT*12*t*	1SB,*3pf*,GS45,HS1542		
															J.Abernethy&Co.Abn.		
1339	**Bunty**	**SteelSc**	73	✠100A1	Hul		8,15	1914	Scott& Sons Bowling *Lloyd'sA&CP*	PremierTugCo.Ld. (W.H.Miller,*Mgr.*)	75·1	17·1	7·8	Hull	C.2Cy.13″&28″–18″ (*s*)	8 ″ 6	
136178	*T.Curtis*14–14		65	*For towing purposes*				2mo					BK5″	British	140lb 55RHP	s ″ 9	
JGBP		1*Dk*	—	5,17 8,15 ✠LMC2,14						*WB=*				*4BHCem*	1SB,*2pf*,GS29,HS800		
														*APT*5*t*	Gauldie,Gillespie&Co.Gls.		
1340	**Buque Balizador No. 1**	**SteelScSr**	566			...		1914	L.Smit& Zoon Kinderdijk	ArgentineGovt.	185·0	29·6		Puerto Militar	T3Cy.13⅞″21 1/16″&35 1/16″–20½″	13 ″ 4	
			474								B75′F21′				90NHP		
	Elec.light	1*Dk*	145										BK7¼″	Argentine	L.Smit&Zoon,Kinderdijk		
														WB			
1341	**Bur**	**SteelScSr**	1806	✠100A1	Nwc	*r*	~~1,16~~ 10,17	1901	Grngem'th &Greenock DockyardCo. Grngemouth *Lloyd'sA&CP*	Rederiaktieb. "Bur" (Olof Brodin) *WB=CellDBa*78′	270·1	40·6	18·3	Stockholm	T.3Cy.20″,32½″&53″–36″ (*s*)	20 ″ 6	
4471	*G.Persson*15–15 *ss*Gms.No.3–4,14		1652	10,17 ~~7,16~~	Got		10,17	7mo			P23′B54′F32′		FK	Swedish	160lb *100lb* NDB05 181NHP	s 3 ″ 1	
JPLR	(*ex*A.J.Hocken) 1*Dk(Stl)&deep framing*		1056	BS10,16 ✠LMC4,14										*4BHCem*	2SB,*4cf*,GS77,HS2896	17 ″ 10	
										*uE&B*34′*f* 104′ 465*t*				*APT*30*t*	S.&H.Morton&Co.Leith		
1342	**Buranda**	**SteelScSr**	3651	✠100A1	Npt	*w*	~~4,16~~ 5,18	1912	Richardsn, Duck&Co.Ld. Stockton *Lloyd'sA&CP*	BurandaSS.Co.Ld. (Burdick&Cook) *WB=Cell*	352·0	50·2	22·7	London	T.3Cy.24″,40″&66″–45″ (*s*)	25 ″ 3	
132694	*F.J.Lane* –16 *ss*Cll.No.1–16		3404	5,18 ~~5,13~~	Mch		5,18	4mo			P29′B104′F35		FK	British	180lb *90lb* 321NHP	s 4 ″ 4	
HVNK		1*Dk(ptIrn&ptStl)*	2276	~~Lengthened 12~~ ✠LMC11,16						*DBa*115′*uE*25′*f*	152′ 1031*t FPT*110*t*			*6BHCem*	2SB,*6cf*,GS127,HS4985	21 ″ 3	
				BS5,18										*APT*95*t*	Blair&Co.Ld.Stockton		
1343	**Burdale**	**SteelScSr**	4348	✠100A1	Bry	*x*	11,16	1914	Richardsn, Duck&Co.Ld. Stockton *Lloyd'sA&CP*	BurdaleS.S.Co.Ld. (Burdick&Cook) *WB=Cell*	380·0	51·0	24·6	London	T.3Cy26′,42½″&69½″–45″(*s*)	27 ″ 3	
135313	*C.G.Carr* –14		4056	6,14				1mo			P33′B240′F37′		FK	British	180lb *90lb* 375NHP	s 3 ″ 11½	
JDSQ		1*Dk(ptIrnptStl)*	2699	✠LMC1,14						*DBa*127′*uE*27′*f*	165′1169*t FPT*136′			*6BHCem*	2SB,*6cf*,GS132,HS6094	23 ″ 8	
														*APT*102*t*	Blair&Co.Ld.Stockton		
1344	**Bureaucrat**	**SteelScSr**	137	✠100A1	Shl			1916	Cochrane& Sons,Ld. Selby *Lloyd'sA&CP*	T.C.Spink	90·0	21·1	9·9	Hull	T.3Cy.12″,20″&34″–24″ (*s*)	10 ″ 6	
139302	*G.H.Spence* –16		119	*For towing purposes*				11mo						British	180lb 69NHP	s 1 ″ 0	
JNLG		1*Dk*	1	11,16 ✠LMC11,16									BK7½″	*4BHCem*	1SB,*2pf*,GS35,HS1175	10 ″ 6	
														*FPT*5*t*	ShieldsE.&D.D.CoLdNShl		
1345	**Burevestnik**	**SteelScSr**	3336	✠100A1	Bry	*v*	8,15	1901	W.Hamil-ton&Co. PortGlasgow A&CP	RussianImperial Marine	330·4	45·7	16·3		T.3Cy.24′,40″&65″–42″ (*s*)	26 ″ 7	
		*ss*Cpn.No.3–8,12	3029	*Spar dk*				5mo			P31′B118′F40′		23·9 FK	Russian	180lb *90lb* 305NHP	s 4 ″ 6½	
		Spar dk(Stl)2trB&deep framing	2153	*withfreeboard* 7,15 ✠LMC8,16						*WB=CellDBa&uE*114′*f* 144′72				*6BHCem* *7tAPT*52*t*	2SB,*6pf*,GS121,HS4810 ClydeS.B.&E.Co.Ld.P.G'l.	22 ″ 5	
	(*ex*Carl)																
1346	**Bürgermeister**	**SteelTwinScSr**	5945					1902	Flensburgr Schiffsb.Ges. Flensburg	DeutscheOst-AfrikaLinie	411·2	48·1	28·4	Hamburg German	T.6Cy.24″,39 3/16″&65″–48″		G
	H.Ulrich Sub.Sig.		4572								P&B269′F82′				585NHP		
RMNV	*Elec.light* Wireless	1*Dk&Spar dk3trB*	3660											*WB*	FlensburgerSchiffsb.Ges.		
1347	**Bürgermeister Burchard**	**Steel ScSr**	208					1911	G.Seebeck Akt.Ges. Geestemünde	Cuxhavener Hochseefischerei Akt.Ges.	117·3	22·4	9·5	Cuxhavener German	T3Cy11⅞″18 7/16″&30 3/16″–22 1/16″		G
	G.Wellm –11 (*Trawler*)		179								F18′				43NHP		
RSCQ		1*Dk*	43											*WB*	G.Seebeck A.G.Bremerhvn		
1348	**Bürgermeister Mönckeberg**		254					1907	G.Seebeck Akt.Ges. Bremerhaven	Cuxhavener Hochseefischerei Akt.Ges.	128·9	23·1	11·6	Cuxhavener German	T.3Cy.12″,19½ &31½″–23½″		G
	Modersitzki	**SteelSc**	210								Q71′F23′				48NHP		
QJKG	(*ex*Werra) (*Trawler*)	1*Dk*	70											*WB*	G.Seebeck A.G.Bremerhvn		
1349	**Bürgermeister Petersen**	**StlSc 3MstSr**	2788					1889	Armstrong Mitchell& Co. Newcastle	Deutsch-Amerik. PetroleumGes.	309·0	40·0	28·2	Hamburg German	T.3Cy.23″,37″&60″–39″		G
	H.Off 12–12		2674								B20′H94′F28′				NB96 FD 225NHP		
RHVC	*Mchy.Aft* *Carrying Petroleum in bulk*		1780											*WB*	WllsndSlpwyCo.Ld.,Nwc		
	Elec.light																

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. / Master. / Special Surveys.	3 Material, Rig, &c. / Late Name if any. / No. of Decks, &c.	4 Register Tonnage: Gross. / Under deck. / Net.	5 Particulars of Classification. Character. — † for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now. Hull. Equipment. Letter.	Date when tail shaft last seen.	8 Built. When — Ship. — Engines.	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of Roll of Trade Cert.
1350	**Bürgermeister Smidt**	Steel Sc	145 / 135 / 31					1894	G.Seebeck Geestemünde		106·9	21·0	10·0		C.2Cy.18″&33″–22″ 43NHP G.Seebeck,Geestemünde		
	(Captured and taken to Grimsby) (*Trawler*) 1*Dk*																
1351	**Bürgermeister Stammann**	Steel Sc	208 / 169 / 48					1907	G.Seebeck Akt.Ges. Bremerhaven	Cuxhavener Hochseefischerei Akt.Ges.	118·8	22·0	10·9	Cuxhaven German *WB*	T.3Cy.11½″,18″&30½″–22″ 44NHP G.Seebeck A.G.Bremerhvn		G
QJHW	*W.Kolster* –11 (*ex* Lichtenfels) (*Trawler*) 1*Dk*										Q72′F19′						
1352	**Burgermeister von Melle**	Steel	4496 / 4264 / 2854	† 1,17 *Spar dk* †	Ham	*y*		1900 4mo	Flensburgr Schiffsb.Ges. Flensburg	G.J.H.Siemers& Co.	388·0	47·6	20·8	Hamburg German	T 3Cy.28½″47½″&73″–54″ 554NHP 4SB,*12cf*,GS185,HS9800 FlensburgerSchiffsb.Ges.	31 ″ 0	
RLNK	*ss*Ham.No.3–6,12 (*ex* Duisburg) 2*Dks*(1*Stl*&1*pt Stl*)& *Spar dk*(*Stl*)3*tr B*									*WB*=	P&B232′F46′ 28·3 FK						
1353	**Burgundy**	*ss*Liv.No.1–17 Steel Sc Sr	3364 / 3177 / 2169	†100A1 *Spar dk* 11,17 ~~2,17~~ ~~BS7,16~~ †LMC9,17 11,17	Mch Liv	*w*	4,10 11,17	1901 11mo	Richardsn, Duck&Co. Stockton	*CellDBa*94′*uE*28′*f*136′716*t* D.MacIver,Sons& Co.Ld.	350·0	47·1	15·9	Liverpool British	T.3Cy.26½″,44″&72″–48″ (*a*) 180lb *80lb* 422NHP 3SB,*9cf*,GS195,HS6938 Blair&Co.Ld.Stockton	26 ″ 3 s 4 ″ 10 21 ″ 9	
TBKR	*W.M.Chirgwin* –15 1*Dk*(*Stl*)& *Spar dk*(*Irn*)& *Web frames*	*ss*Liv.No.3–9,13								*Lloyd's A&CP* *WB*=	P28′B108′F37′ 23·7 FK						
1354	**Burhave**	Steel Sc	218 / 186 / 77					1904	J.C.Teck-lenborg Geestemünde		117·9	22·6	11·2		T3Cy11 1/16″,17 1/16″&29 5/16″-21⅝″ 39NHP J.C.TecklenborgA.G.Gst.		
	(Captured and taken to Grimsby) (*Trawler*) 1*Dk*										Q29′F23′						
1355	**Burma**	Steel Sc Sr	7470 / 6486 / 4801					1914	W.Denny &Bros. Dumbarton	British&Burmese Stm.Nav.Co.Ld.& BurmahS.S.Co.Ld. (P.Henderson&Co. *Mgrs.*)	466·5	58·1	30·6	Glasgow British *WB*	T.3Cy.29½″,50″&84″–60″ 546NHP Denny&Co.Dumbarton		C BT till 7,17
136333 JHCT	*G.McKnight* –16 *Elec.light* 2*Dks*										P64′B156′F44′						
1356	—	Steel Sc Sr	5396 / 4302 / 3445	† 2,17 †	Tri	*y*		1912 6mo	W.Gray& Co.Ld. W Hartlepool	Soc.Anon.Unghe-rese di Armamento Maritt."Orient"	400·0	52·2	25·0	Fiume Aust.-Hung.	T.3Cy.26″,42″&70″–48″ HS7461 FD 493NHP 2SB&1Aux.SB,*8cf*,GS159, Cen.Mar.Eng.Wrks.W Hpl	27 ″ 7	
JCQW	*E.Thian*11–12 2*Dks*(*Upt Irn pt Stl*&2*nd dk Stl*)									*WB*=	P29′B228′F36′ FK			6*BHCem*	*FPT*98*t APT*134*t*		
1357	—	Steel Sc Sr	1832 / 1578 / 1090	† 10,12 *Carrying Petroleum in bulk* †	Lth	*r*		1911 6mo	Greenock& Gr'ngemouth DockyardCo. Greenock	The Admiralty	270·5	36·6	22·0	London British	T.3Cy.19″,31″&51″–33″ 202NHP 2SB,*6cf*,GS110,HS3672 J.G.Kincaid&Co.Ld.Grk.	23 ″ 4	
132547	*J.C.Hawick* –17 2*Dks*(*Stl*)& *Web frames* *Mchy.Aft* *Elec.light*									*CellDBu E&B*64′87*t FPT*37*t APT*45*t* *WB*=	P93′B24′F50′ FK			13*BHCem* (8*BH to Udk* 5 ,, 2*nd dk*)			
1358	—	Steel Pad	1223 / 1223 / 771					1901	W.Denny &Bros. Dumbarton	Irrawaddy Flotilla Co.Ld.	310·0	46·1	10·7	Glasgow British	T.3Cy.28″,41½″&60″–66″ 292NHP Denny&Co.Dumbarton		
114005	1*Dk*																
1359	**Burma Maru**	Steel Sc	4500	100A1 *Shelter dk with freeboard* (*Class Contemplated*)				1917	Kawasaki Dkyd.Co.Ld. Kobe	Osaka Shosen Kabushiki Kaisha	385·0	51·0	28·0	Osaka Japanese	T.3Cy.26″,43½″&72″–48″ KawasakiDkydCoLdKobe		
	For full particulars See No. 14 in Supplement *Elec.light*																
1360	**Burmah**	Iron Sc K	168 / 158 / 63	† *Stm Trawler* 1,92 †	Shl			1892 1mo	Hepple &Co. N.Shields	Kelsall Bros.& Beeching,Ld. (G. Beeching&J.E.A. Kelsall,*Mgrs.*)	119·0	20·6	10·8	Hull British	T.3Cy.12″,20″&32″–22″ 60RHP 1SB,*2cf*,GS26,HS1014 Hepple&Co.NorthShields	11 ″ 10	
99555 JNGT	*R.B.Jackson* –17 1*Dk*										len05		BK7″	3*BHCem*			
1361	**Burmese Prince**	Steel Sc Sr	4825 / 4438 / 3034	†100A1 *Shelter dk with freeboard* ~~5,17~~ ~~BS2,16~~ 4,18 †LMC9,15 BS6,17 BS7,17	N Yk	*z*	~~12,16~~ 4,18	1911 4mo	Short Bros. Ld. Sunderland	Prince Line,Ld. (Furness,Withy& Co.,~~Mgrs.~~ Ld *Mgrs.*)	396·0	54·4	26·8	Newcastle British	T.3Cy.27″,45″&74″–51″ (*a*) 180lb *100lb* 518NHP 3SB,*9cf*,GS172,HS7427 FD G.Clark,Ld.Sunderland	28 ″ 1 s 3 ″ 6 25 ″ 0	
129765 HSKO	*C.W.Whatley* –17 *Elec.light* Wireless	*ss*N.Yk.No.1–16 2*Dks*(*Stl*) & *Shelter dk*(*Stl*)							*Lloyd's A&CP*	*WB*=	P93′B24′F50′ FK			6*BHCem*	*Ta*30′700*t FPT*67*t APT*24*t*		
										*CellDB a*115′ *uE*28′					*f*171′ 959*t D*		
1362	**Burnholme**	Steel Sc Sr	3474 / 3275 / 2183	†100A1 8,15 †LMC ~~BS4,18~~ MS8,18 ~~BS7,17~~	Nwc	*w*	N8,16	1904 4mo	J.L Thomp-son&Sons,Ld Sunderland	Rowland&Mar-wood's S.S.Co.Ld. (Headlam&Row-land,*Mgrs.*)	345·0	47·1	24·9	Whitby British	T.3Cy.24″,40″&66″–45″ (*s*) 180lb *180lb* 321NHP 2SB,*8pf*,GS142,HS5000 J.Dickinson&Sons,Ld.Sld.	27 ″ 8 s 4 ″ 2 23 ″ 10	
113735 VQJD	1*Dk*(*pt Irn*&*pt Stl*) & *deep framing* 3*Dk rule*									*Lloyd's A&CP* *WB*=	P31′B198′F32′ FK			6*BHCem*	*f*148′755*t FPT*70*t APT*139*t*		
										*CellDB a*115′ *uE*23′							
1363	**Burns**	Steel Twin Sc Sr	1019 / 990 / 605	†100A– 8,17 ~~5,16~~ ~~BS7,15~~ †LMC11,18 ~~BS4,13~~ 5,17	Lon		~~5,16~~ ~~5,17~~ 4,18	1895 4mo	Naval Con. &Armamnts Co.Ld. Barrow	London County Council	234·0	38·2	13·8	London British	T.6Cy.15″,23″&35″–24″ (*s*) 150lb 150NHP 2SB.*6cf*,GS108,HS2804 Nav.C.&A.Co.Ld.Brw.	14 ″ 6	
104858 NTDH	*W.Roose* –12 *Mchy.Aft* *Elec.light*	(*Sludge vessel*) *ss*Lon.No.3–6,07 *ss*Lon.No.2–15 1*Dk*(*Stl*)& *Web frames*											FK	6*BHCem* 157*t APT*6*t*			
													WB=	*FPT*			
1364	**Burra-bra**	Steel Sc	458 / 391 / 312					1908	Mort's Dck &Eng.Co.Ld. B'lmain NSW	The Port Jackson& Manly S.S.Co.Ld.	195·3	31·7	13·5	Sydny NSW British	T.3Cy.18″,27½″&45″–27″ 105NHP Mort'sDk.&E.CoLd Balmn		
125175	*J.Hart*00–08 *Elec.light*	(*Screws fore*&*aft*) 1*Dk*& *Promenade dk*															
1365	**Burriana**	Steel Sc Sr	1359 / 1216 / 748	†100A1 12,16 BS11,16 †LMC8,18 5,18	Alx	*q*	~~12,16~~ 5,18	1906 10mo	R.Duncan &Co.Ld. Pt.Glasgow	Chr.Salvesen&Co.	250·0	36·1	16·9	Glasgow British	T.3Cy.20″,33″&54″–36″ (*s*) 180lb *80lb* 204NHP 2SB,*6cf*,GS100,HS3330 Muir&Houston,Ld.Gls.	19 ″ 3 s 2 ″ 0½ 17 ″ 6	
124141 HJKR	*J.Wood* –16 *Elec.light*	*ss*Gls.No.2–14 1*Dk*(*Stl*)& *deep framing*							*Lloyd's A&CP*	*WB*= *CellDB*	P23′B105′F29′ FK			4*BHCem* 414*t APT*50*t*			
											*a*72′*uE*& *B*32′ *f*110						
1366	**Burringbar**	Steel Sc Sr	876 / 541 / 442					1909	Greenock& Grangemo'th Dkyd.Co.Ld. Grangemo'th	North Coast Steam Nav.Co.Ld.	205·1	33·1	11·4	Sydny NSW British *WB*	T.3Cy.19″,31″&51″–30″ 142NHP Dunsmuir&Jackson Ld Gls		
125224 HPWD	*W.B.Nelson* –14 *Elec.light* *Ref.Mchy.*	1*Dk*& *Shelter dk*															
1367	**Burrumbeet**	Steel Sc Sr	2420 / 1897 / 1561	† —— 12.15 †NB11,00 †	Mel	*s*		1885 2mo	Swan& Hunter Newcastle	G.McBain *WB*=	300·0	40·1	19·7	Shanghai British	T.3Cy.23″,35″&60″–42″ NDB00 282NHP 2DB,*8cf*,GS172,HS4975 Wallsnd.Slpwy.Co.Wlsnd.	21 ″ 4	
91487 WHFQ	*W.E.Heppel* –15 *Well deck* *Elec.light*	*ss*Mel.2nd No.3–3,13 1*Dk*(*Stl pt wss*)2*tr B*								*DBa* 66′&*uE*& *B*60′385*t*				8*BHCem*	*FPT*65*t APT*20*t* ~~*f*22′520*t*~~		
1368	**Burstad**	Steel Sc Sr	960 / 720 / 582					1911	Akers Mek.Værks. Christiania	C.Mathisen	221·3	32·2	12·1	Bergen Norwegian	T.3Cy.17″,29″&47″–33″ 127NHP		N
	J.Hansen										Q110*t* B56*t* H32*t* F22*t*			*WB*	Akers Mek.Værks.Xia.		
MGNK	*Elec.light*	1*Dk*															
1369	**Burton Port**	Steel Sc Sr	299 / 208 / 123	†100A1 ~~11,17~~ ~~BS12,16~~ †LMC9,15 ~~BS5,17~~ 11,17	CTn	*e*	~~12,15~~ 11,17	1899 6mo A&CP	J Fullerton &Co. Paisley	~~Mitchell Cotts&Co.~~ Co. British Africa Shipng.&Coaling Co.Ld.	135·0	23·1	9·7	Cape Town British	C.2Cy.17½″&36″–24″ (*s*) 120lb 53RHP 1SB,*2pf*,GS37,HS1168 Muir&Houston,Gls.	10 ″ 2 s ″ 6 10 ″ 3½	
101884 RSNM	*G.Pilap* *Well deck* *Elec.light*	*ss*CTn.No.3–9,13 1*Dk*(*Stl*)									Q74′B9′F24′ BK6″			4*BHCem* T17*t APT*8*t*			
		*ss*CTn.No 1–17								*WB*=				*FP*			

Missing since 2,18

Numéro d'Ordre — Numéro Officiel — Signaux	2 / 3 Nom du Navire. Matériaux. Gréement, etc. — Capitaine. Ex-nom, s'il y a lieu. — Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel — Total. — Sous le Pont. — Net.	5 / 6 / 7 Détails de la Classification. — Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant ou expire. Lettre d'Enrôlement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 / 9 Construit. — Quand. Navire. Mach.	Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. — Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	Creux sur Quille — Franc-bord au pavillon du navire. — Tirant d'eau correspondant.	14 Inspirateurs ou autre, si ce n'est dans le L.R. Dans le Code Red Trade
1370 115280 TKDW	**Burutu** SteelScSr *C.J.Williams* –17 *ss*Liv.No.3–5,14 Wireless 1*Dk*(*Stl–pt* ws)&*Spar dk* *Ref.Mchy.* (*Stl*–ws)&*deep framing* *Elec.light*	3902 2827 2468	✠100A1 *Spar dk* ~~6,17~~ 6,18 2,18 BS8,16 ✠LMC5,15 5,17	Liv Lon	*w*	~~12,16~~ 2,18	1902 5mo *Lloyd*	A.Stephen &Sons,Ld. Glasgow *sA&CP*	British&African S.N.Co.Ld. (Elder,Dempster& Co.Ld.*Mgrs.*) *WB*=*CellDBa*70′*uE&Sf*B44′*f*170′696*t* *FPT*69*t*	360·0|44·2|14·3 P&B242′F48′ 23·3 FK 6*BHCem*	Liverpool British	T.3Cy.27″,43″&72″–48″ (*s*) 180lb 525NH 2SB&1AuxSB,*11cf*,GS196, HS7863 FD A.Stephen&Sons,Ld.Gls.	26 ″ 0 s 3 ″ 8 23 ″ 0	BT till 6,17
1371 120749 TVPM	**Burwah** SteelScSr *R.F.Hassall* –17 *ss*Mel.No.2–15 *Elec.light* 1*Dk*(*Stl*)&*Spardk*(*Stl*) &*deep framing*	2273 1961 1070	✠100A1 *Spar dk* *with freeboard* 10,17 ~~9,16~~ BS10,17 BS9,16 ✠LMC11,15	Mel Syd	*s*	11,15	1908 7mo *Lloyd*	J.Priest-man&Co. Sunderland *sA&CP*	AustralianSteam-ships,Ld. (*Man. Agents.*Howard, SmithLd.) *WB*=*CellDBa*80′*uE&Sf*B38′*f*110′455*tFPT* 87*tAPT*107*t*	275·5|42·7|12·9 B75′F33′ 20·8 FK 4*BHCem*	Melbourne British	T.3Cy.24″,40″&64″–45″ (*s*) 180lb 339NHP 3SB,*9cf*,GS176,HS5794 G.Clark,Ld.Sunderland	23 ″ 1 s 3 ″ 7 19 ″ 10	
1372 132093 HSBP	**Bury** SteelScSr (Detained at Hamburg) *E.Russell* –11 *Elec.light* 1*Dk*(*Stl*–ws)&*pt deep framing* Sub.Sig. *Lower dk in Nos.*1&3*holds*	1634 1098 879	✠100A1 3,14 ✠LMC1,11	Gms	*q*	1,13	1911 1mo *Lloyd*	Earle'sCo. Ld. Hull *sA&CP*	GreatCentralRly. *WB*= *DBa*54′*uE*21′*f*111	265·0|36·0|17·4 P41′B115′F32′ BK9″	Grimsby British	T.3Cy.22″,35″&60″–42″ (*a*) 180lb *100lb* 309NHP 5*BHCem* 295*tAPT*33*t*	18 ″ 6 s 1 ″ 10 17 ″ 10	
1373 127416	**Bush** SteelScK *J.G.King* –13 *ss*Mil.No.1–12 1*Dk*	221 194 85	✠100A1 *Stm Trawler* 9,14 BS11,14 ✠LMC4,12	Mil		9,14	1908 7mo *Lloyd*	Smith's Dock Co.Ld. North Shields *sA&CP*	NeylandSteam Trawling& FishingCo.Ld. (A.Scott,*Mgr.*)	120·4|21·5|11·5 Q67′F20′ BK7½″	Milford British	T.3Cy.12½″,20″&33″–24″ (*s*) 180lb 66RHP 1SB,*2pf*,GS38,HS1195 W.V.V.Lidgerwood,Gls.	12 ″ 6	
1374	**Bushnell** SteelScSr *Elec.light* 3*Dks*(*StlU*–ws) Sub.Sig.	2768 2510 1756	✠100A– 10,15 *Water tube boilers* ✠LMC10,15 *Fitted for oil fuel* 10,15 *F.P. above* 150° F.	Sea			1915 8mo	Seattle Con-struction& Dry Dock Co. Seattle Wash	UnitedStates Government *WB*=*CellDB* *a*62′*uE&Sf*B60′*f*98′619*tFPT* 38*tAPT*28*t*	328·2|45·7|24·6 FK	Utd.States	2 Steam Turbines geared to 1 screw shaft 220lb (*s*) 2B.HS5120 FD SeattleConstruction& DryDock Co.Seattle.Wash	28 ″ 0	
1375 10794 LCSP	**Bushu Maru** SteelScSr *R.Ito* –13 *ss*Yka.No.3–2,07 (*ex*Lombard) *ss*Yka.No 2–15 1*Dk*(*Irn*)&*Spardk*(*Irn*)&*Webframes*	2656 2465 1922	✠100A1 *Spar dk* ~~3,17~~ ~~6,16~~ ✠LMC4,17 8,17 ~~8,16~~ ~~8,16~~ MBS8,16	Kob Nap	*t*	6,16	1895 5mo	BlythS.B. Co.Ld. Blyth A&CP	YamashitaKisen Kabushiki Kaisha *WB*=*CellDB* *a*94′*uE&Sf*B38′ *f*120′488*tAPT*37*t*	314·0|40·1|17·9 B58′F33′ 25·4 FK 5*BHCem*	Osaka Japanese	T.3Cy.22½″,37″&61″–42″ (*s*) 160lb *100lb* NDB13 246NHP 2SB,*6cf*,GS104,HS3760 Blair&Co.Ld.Stockton	27 ″ 9 s 5 ″ 8½ 22 ″ 4	
1376 113137 JMWQ	**Busk** SteelSc3MstSr ~~*wf Bridson* –11~~ *ss*Liv.No.2–15 *Well deck G.H.Horn* –18 1*Dk*(*Irn*) *Mchy.Aft*	367 243 142	✠100A1 ~~6,17~~ ~~7,14~~ ~~8,17~~ 3,18 ~~BS8,16~~ ✠LMC8,15 ~~BS9,17~~ 2,15	Bkn Tri Sws	*f*	~~11,16~~ ~~7,17~~ ~~11,17~~ 2,18	1906 6mo *Lloyd*	Smith's Dock Co.Ld. North Shields *sA&CP*	~~J.Pattinson&Son, Ltd.~~McLeod S.S.Co Ltd. (J.McLeod,*Mgr.*) *WB*=*FPT*	144·0|24·1|10·4 Q81′B11′F27′ BK7″	~~Whitehvn~~ Hull British	C.2Cy.17″&36″–27″ (*s*) 140lb 85RHP 3*BHCem* 28*tAPT*38*t*	11 ″ 5 s ″ 4 11 ″ 9	
1377 QJDC	**Bussard** SteelScSr *H.Sagcob* *Elec.light* 1*Dk*&*Spar dk*	1494 1369 925					1906	Schiffsw. v. Henry Koch Lübeck	Dampfsch.Ges. Argo	245·8|36·2|19·3 P15′B63′F28′	Bremen German *WB*	T.3Cy.19¾″,32½″&51½″–33½″ 152NHP Ottensener Maschinenf.Alt		G
1378 NJMS	— SteelScLr *H.Weber*09–13 1*Dk*	143 136 72					1907	Schiffsw. Delphin G.m. b.H. Lehe	Elsflether Heringsfischerei Ges.	93·8|21·4| 9·8	Elsfleth German *WB*	C.2Cy.9⅞″&18⅛″–11½″ 9NHP VanDam&GorterUithuizen		
1379 RNGM	— SteelSc (*Trawler*) 1*Dk*	142 130 27					1904	J.C.Teck-lenborg A.G. Geestemünde	O.Beucker	107·7|20·7|10·0 F15′	Gstemnde German *WB*	T3Cy.11⅜″,17½″&29⅜″–21⅜″ 40NHP J.C.TecklenborgA.G.Gst.		G
1380	**Busta** SteelScK *115* *114* 1*Dk* *41*						1910	Akers Mek.Værks Christiania		91·8|18·0|10·3	French *WB*	T.3Cy.11″,18″&29″–18″ 36NHP AkersMek.Værks.Xia.		
1381 108704	**Bute 4** SteelScSp *N.McLachlan* –15 *ss*Gls.No.3–3,11 *Mchy.Aft* *ss*Grk.No.1–15 *Well deck* 1*Dk*(*Irn*)	174 140 69	✠100A1 4,18 ~~4,17~~ BS4,17 ✠LMC5,15 4,18	Grk	*c*	1,17	1898 2mo	J Fullerton &Co. Paisley A&CP	Hill&Co.	115·0|21·1| 9·0 Q42′B9′F25′ BK6″ *WB* =*FPT*20*t*	Glasgow British	C.2Cy.16″&32″–24″ (*s*) 120lb 43RHP 1SB,*2pf*,GS34,HS913 Cameron,Mills&Co.Gls.	9 ″ 8 s1 ″ 1 9 ″ 3	
1382 98163 LWSH	**Butetown** Iron&SteelScSr *H.Henderson*16–17 *ss*Cff.2nd No.3–2,17 (*ex*Cookham) 1*Dk*(*Irn*)&*Webframes* *Well deck* *Irnframing*&*StlPlating*	1594 1241 999	✠100A1 6,17 ~~2,17~~ ✠NB11,99 ✠LMC2,17	Cff	*p*	~~5,16~~ 6,17	1890 9mo *Lloyd*	T.R.Os-wald&Co.Ld. MilfordHavn *sA&CP*	TownLine(Lon-don)Ld.(Harrison, Sons&Co.*Mgrs.*) *DBa*71′*f*103′&*u*	249·9|32·3|17·9 P134′F27′ FK	London British	T.3Cy.20½″,29″&55″–36″ (*s*) 160lb *100lb* NDB17 191NHP 4*BHCem* *E&B*36′451*t*	21 ″ 0 s 2 ″ 5 18 ″ 10	
1383 HBLF	**Butio** SteelScSr *F.Olim* *ss*MadeiraNo.3–8,16 1*Dk*(*Stl*) *Mchy.Aft*	190 145 73	✠100A1 8,16 ✠LMC8,16 BS2,18	Made-ira	*b*	8,16	1904 3mo *Lloyd*	Montrose S.B.Co. Montrose *sA&CP*	J.E.Martins	112·0|20·6| 8·3 Q36′F19′ FK *WB* =*FPT*19*t*	Funchal Portuguese	C.2Cy.13″&26″–18″ (*s*) 120lb 38NHP 3*BHCem* 1SB,*2pf*,GS32,HS654 Plenty&Son,Ld.Newbury	9 ″ 0 s 1 ″ 0½ 8 ″ 2	
1384 KRHJ	**Butjadingen** SteelSc *G.KohnertI.* (*Trawler*) 1*Dk*	137 128 33					1896	J.C.Teck-lenborg Geestemünde	Hochseefischerei J.Wieting, Akt.Ges.	105·4|20·7| 9·7	Brmrhavn German	T.3Cy.11″,17⅞″&28⅜″–21⅜″ 37NHP J.C.Tecklenborg,Gstmnde		G
1385 11083 LFKV	**Buyo Maru** SteelScSr *Kamataka* *ss*Yka.No.2–16 *Elec.light* 2*Dks*(*Stl*)& *Mchy.Aft* *Webframes* *Now named "Delphinula," See No. 1 in Supplement*	5238 4562 3247	✠100A1 4,16 *Carrying Petroleum in bulk* ✠LMC4,16 *Fitted for oil fuel* 2,08 *F.P. above* 150°F.	Yka	*y*	4,16	1908 2mo *Lloyd*	Armstrong Whitworth &Co.Ld. Newcastle *sA&CP*	ToyoKisen KabushikiKaisha *WB*=*CellDBuB* 40′79*tDTf*44′343*t* *FPT*38*tAPT*17*t*	385·0|50·5|29·2 P99′B27′F42′ FK 14*BHCem* 9 „ *toU dk* 5 „ *toM dk*	Yokohama Japanese Nishinomiya	T.3Cy.26″,43″&72″–48″ 180lb 436NHP 4SB,*12cf*,GS216,HS7364 N.E.MarineEng CoLdNwc	30 ″ 9 s 6 ″ 6½ 24 ″ 7	
1386 7088 JMSN	— SteelScSr *N.Kaguro* –15 *ss*Yka.2nd No.3–6,15 (*ex*Hochheimer) 1*Dk*(*Irn*)&*Spardk*& *Webframes*	2898 2633 1764	✠100A1 *Spar dk* 3,18 ~~1,17~~ ✠LMC ~~1,17~~ 3,18	Kob	*u*	~~1,17~~ 3,18	1889 12mo	Sunderlnd S.B.Co.Ld. Sunderland A&CP	YamashitaKisen ~~Gomei Kaisha~~ KabushikiKaisha *WB* = *CellDB*256′449*t*	323·0|41·0|18·6 B66′F41′ 26·0 BK8″	~~Osaka~~ Japanese	T.3Cy.23½″,39″&64″–42″ 160lb *100lb* NDB02 281NHP 2SB,*6rf*,GS128,HS4440 N.E.MarineEng.Co.Ld.Sld	28 ″ 8	
1387 TCJM	**Buyskes** SteelScSr *Van der Voort* –10 *Fitted for oil fuel* *Elec.light* 2*Dks*	1779 1335 964					1910	Maats. Fyenoord Rotterdam	Koninkl.Paketv. Maats.	270·3|40·2|16·9 P32′B82′F33′	Batavia Dutch *WB*	T.3Cy.19″,31½″&51½″–39″ 165NHP Maats.Fyenoord,Rot.		V
1388	**Buzen Maru** SteelScSr *ss*Shl.No.3–10,02 (*ex*Etona) *ss*Trn.No.2–11 1*Dk*(*pt Stl*& *pt Irn*)&*Webframes*&*pt Awnqdk*(*Irn*)	*2495* *1879* *1600*	✠ —— 12,15 *pt Awng dk* *with freeboard* ✠	Trn	*s*		1890 7mo	Richards'n Duck&Co. Stockton	MojiKisen KabushikiKaisha *WB* = *CellDB*248′552*t*	297·0|40·0|19·0 P29′Q92′ BK10″ *pt Awng dk*176′ *APT*11*t*	Kobe Japanese	T.3Cy.22½″,37″&61″–42″ NDB97 245NHP 2SB,*6cf*,GS94,HS3740 Blair&Co.Ld.Stockton	21 ″ 8	

1 Nos. & Offcial No. / Code Letters.	2 Steamer's Name. *Master.* Special Surveys.	3 Material, Rig, &c. *Late Name if any.* No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines.	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders —Stroke Boiler Pressure. NP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of Re-Classification.
1389	**Buzzard**	**SteelScK**	199	✠	Goo			1907	GooleS.B.	KelsallBros.&	110·0	21·6	11·6	Hull	T.3Cy.12″,21″&33″–21″	12 " 6	
124804	*R.E.Lodge* –14		188	*StmTrawler*				12mo	&RepgCo.Ld.	Beeching,Ld.(G.			BK7½′	British	55RHP		
		1*Dk*	73	12,07					Goole	Beeching&J.E.A.			*WB=Deep tanks*	3*BHCem*	1SB,*2pf*,GS24,HS900		
				✠						Kelsall,*Mgrs.*)				*f*23′40*t*	Earle'sCo.Ld.Hull		
1390	—	**IronScK**	181				...	1898	Cochrane&	**EastAngliaSteam**	109·1	21·0	11·3	Grimsby	T.3Cy.12¼″,19½″&32″–22½″	12 " 0	
109814	*R.George* –17	(*Trawler*)	167						Cooper, Ld.	**FishingCo.Ld.**	Q46′F20′		BK7½″	British	50RHP		
QGSL		1*Dk*	74						Beverley	(A.Bannister,*Mgr*)					C.D.Holmes&Co.Hull		
1391	**By George**	**SteelScK**	225	✠100A1	Hul			1914	Cook,Welt'n&	**Baker&Green**	117·0	22·0	12·7	Grimsby	T.3Cy.12″,21″&34″–24″ (*s*)	13 " 7	
136004			217	*StmTrawler*				5mo	Gemmell Ld.		Q61′		BK7½″	British	200lb 68RHP		
JFKM		1*Dk*	112	5,14					Beverley				4*BHCem*		1SB,*3pf*,GS37,HS1099		
					✠LMC5,14			*Lloyd's*	*sA&CP*						Amos&Smith,Ld.Hull		
1392	**Byfjorden**	**SteelSc**	184					1903	Göteborgs	**Ångb.Aktieb.**	98·0	21·0	7·9	Uddevalla	C.2Cy.12⅝″&27″–17⅝″		
4184	*C.G.Göransson* –14		96						M.V.Aktieb.	**BohuslänskaKusten(C.Thorburn)**	B48′H17*t*F20′			Swedish	26NHP		
		1*Dk*	86						Gothenburg				*WB*		GöteborgsMV.Aktieb.Got		
1393	**Bygdönæs Bad**	**SteelScSr**	137					1892	Akers	**Akties.Bygdönæs**	84·1	19·0	6·7	Chrstiania	C.2Cy.12½″&26″–15″		
	*T.Jansen*16–13	(*Ferry*)	52						Mek.Værks.	**Bad (Th.Mortensen)**	B80*t*H9*t*			Norwegian	22NHP		
HDPV	(*ex*Vestfjorden,*ex*LouiseI.)	1*Dk*	66						Christiania						AkersMek.Værks.Xia.		
1394	**Bygdönes**	**SteelScSr**	2849	✠100A1	Bdx	*t*	~~6,16~~	1892	J.Read-	**Akties.Bygdönes**	306·0	41·7	21·2	Chrstiania	T3Cy.23″,37½″&61½″–42″(*r*)	24 " 4	
	P.E.Arnesen –15	*ss*Pir.No.3–4,05	2191	*pt Awng dk*	Bal		4,17	6mo	head&Sons	(H.J.Hansen)	P29′Q92′B126′F31			Norwegian	160lb ~~160lb~~ NDB05 250NHP	s 8 " 5	
WKSC	(*ex*Odysseus,	*ss*Pir.No.2–13	1831	*withfreeboard*		1,17			S.Shields				FK	5*BHCem*	2SB,*6cf*,GS110,HS3713	23 " 0	
	*ex*Castlemoor)	1*Dk*(*ptStlptIrn*)2*trB*		2,17 ~~6,16~~	✠LMC8,~~15~~				A&CP		*WB=CellDBa*			98′*f*120′492*t*	J.Readhead&Sons,S.Shl.		
		&Webframes&ptAwngdk(*Irn*)			~~PSC15~~	~~DBS1,17~~											
1395	**Bylands**	**SteelScSr**	3309	✠100A1	Cff	*v*	N4,16	1899	Ropner&	**WilsonShppg.Co.**	325·0	46·6	24·5	W.Hartlpl	T.3Cy.24″,40½″&65″–42″ (*s*)	27 " 0	
112409	*E.R.Williams* –14	*ss*Shl.No.3–5,11	3111	*withfreeboard*				10mo	Son	**Ld.(J.F.Wilson&**	P29′B86′F38′			British	160lb *100lb* NDB18 281NHP	s 4 " 9½	
RJNK		1*Dk*(*Irn*)2*trB&Webframes*	2119	12,14					Stockton	**Co.***Mgrs.*)			FK	5*BHCem*	2SB,*6cf*,GS122,HS4325	22 " 7	
		3*Dk rule*		~~Examine 12,18~~	✠LMC4,16				A&CP	*WB=CellDBa*	100′*uE24′f*134′624*t*			*APT*109*t*	Blair&Co.Ld.Stockton		
1396	**Bylayl**	**SteelScSr**	3289	✠100A1	Bal	*v*		1916	New York	**PocahontasNav.**	318·5	49·5	24·2	Bostn,Mas	T.3Cy.21″,35″&58″–42″ (*r*)	27 " 6	
213834	*W.H.Machem*15–16		2973	~~6,17~~ ~~L17~~ ~~11,17~~	~~NYk~~	~~NNs~~	5,18	1mo	S.B.Co.	**Co.(Coastwise**	P79′B18′F31′			Utd.States	200lb 318NHP	s 5 " 6	
LFRK	*Elec.light Mchy.Aft*	1*Dk*(*Stl*)	1980	5,18	✠LMC1,16				Camden,N.J.	**Transptn.Co.**)			FK	7*BHCem*	2SB,*6cf*,GS110,HS4643 FD	22 " 4	
	Sub.Sig.	*Cargo battens not fitted*							A&CP	*CellDBuE&B53′f*216′12	54*tDT*13′ 412*tFPT*			293*tAPT*92*t*	NewYorkSBCo.CamdnNJ		
1397	**Bylgia**	**SteelScSr**	2037					1901	Act.Ges.	**DampfschiffsReed.**	291·2	41·2	18·7	Lübeck	T3Cy.20⅞″,35⅞″&55½″-35⅛″		G
	*C.Muus*06–		1868						"Neptun"	**Horn,Akt.Ges.**	P19′B160′F34′			German	180NHP		
PBLM	*Elec.light*	1*Dk*	1294						Rostock				*WB*		A.G."Neptun,"Rostock		
1398	—	**CompScSr**	192					1903	S.Groth	**Ångf.Aktieb.**	99·8	23·0	10·1	Gothenbrg	C.2Cy.9½″&21″–13½″		
4117	*A.G.Svensson*00–03		167						Sjötorp	**Nerike (Alb,**	B17′H6*t*			Swedish	13NHP		
JNDL		1*Dk*	94							**Svensson,***Mgr.*)					WilhlmsbergsMVAkt.Got		
1399	**Byron**	**SteelScSr**	3909	✠100A1	NYk	*w*	~~10,16~~	1901	A.Stephen	**LivBrazil&RPlate**	371·6	45·2	19·8	Liverpool	T.3Cy.28″,46″&75″–51″ (*s*)	30 " 6	
112431	*E.R.Williams* –16	*ss*N.Yk.No.3–4,13	3360	*Spar dk*			7,17	1mo	&Sons,Ld.	**S.N.Co.Ld.** (Lam-	P34′B120′F40′ 27·6			British	180lb 527NHP	s5 "10½	
SDRB	(*ex*Loyalist)	1*Dk*(*Stl*)*&Spardk*(*Stl*–ws)	2526	7,15					Glasgow	**port&HoltLd.***Mgs*)	*WB=Cell*		FK	6*BHCem*	4SB,*12cf*,GS318,HS9368	25 " 3	
	Elec.light Wireless	*&deep framing*		~~Examine 7,15~~	✠LMC 6,17			*Lloyd's*	*sA&CP*	*DBa*84′*uE&B*70′	*f*108′ 574*t DTa* 22′			505*tAPT*41*t*	A.Stephen&Sons,Ld.Gls.		
				~~MS4,15~~	~~BS10,16,17~~												
1400	**Bywell**	**SteelScSr**	1522	✠100A1	Shl	*p*	2,17	1913	BlythS.B.	**ScrewCollier CoLd**	245·0	37·3	16·4	Newcastle	T.3Cy.20″,33″&54″–36″ (*s*)	18"10	
133539	*Chipchase* –16		1184	12,15				9mo	&D.D.Co.Ld.	(Ridley,Sons&	Q123′B13′F24′			British	180lb 224NHP	s1 "10½	
JDCL	*Well deck*	1*Dk*(*Stl*)	814						Blyth	Tully,*Mgrs.*)			FK	4*BHCem*	2SB,*6pf*,GS100,HS3918	17 " 3	
	Elec.light	*Cargo battens not fitted*			✠LMC9,~~15~~			*Lloyd's*	*sA&CP*	*WB=CellDBa*65′*uE&B*	35′ *f*107′ 441*t FPT*			40*tAPT*86*t*	N.E.MarineEng.CoLd.Sld		
1401	**Byzantion**	**IronScSr**	843	✠	Lon			1865	C.Mitchell	**Nav.Orientale**	224·5	29·5	16·9	Piræus	C.2Cy.29″&52″–30″		
	*A.Koufopanteli ss*Ham.No.3–11,76		708	4,86				12mo	&Co.	**(P.Pantaleon)**	P82*t*B46′F24′			Greek	NB76 123NHP		
HPRL	(*ex*Capella)	*ss*Ham.No.1–82 1*Dk*2*trB*	397						Newcastle	*WB=*	*DBaf&uE&B*212′			4*BHCem*	*Cmp.*76Reiherst.Mas.Ham.		
	Elec.light																

*** Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux. Grément, etc / Capitaine. Ex-nom, s'il y a lieu. / Visites Periodiques. Nombres des Ponts.	3	4 Tonnage Officiel: Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L. R. Journal Cot'l Mar'l Trade.
1 212628 LDRS	**C. A. Canfield** SteelScSr *S.C.Fenn13–13* *Elec.light* 2*Dks*(*Stl*)&*Web frames* *Mchy.Aft* *Longitudinal framing* Wireless		6350 5769 3869	✠100A1 9,16 *Carrying Petroleum in bulk* ✠LMC4,13 *Fitted for oil fuel* 4,13	NYk	*z* 9,17 *F.P. above*	~~2,16~~	1913 4mo *Lloyd's*&*CP*	Armstrong Whitworth &Co.Ld. Newcastle 150°F.	PetroleumTransportCo. *WB=CellDBu*	405·0|55·0|32·8 P99′B25′F41′ FK *B25′60t DTf45′547t FPT80t APT41t*			L.Angeles, Cal. Utd.States *9 to U dk 6 to M dk*	T.3Cy.27″,45″&75″–51″ (*s*) 180lb *100lb* 459NHP 2SB,*Scf*,GS139,HS5920 FD 15*BHCem*	32 ″ 10 s 7 ″ 1 26 ″ 1	
2 129497 HRCB	**C. A. Jaques** SteelSc *B.P.Powell* –16 *Elec.light* *Mchy.Aft* 1*Dk*&*deep framing*		2105 1943 1590			...		1909	A.McMillan&Son,Ld. Dumbarton	CanadaSteamship Lines,Ld.	249·0|43·0|22·7 F36′ FK			Montreal British	T.3Cy.18″,30″&48″–36″ 212NHP *WB* Muir&Houston,Ld.Gls.	25 ″ 0	CV
3 92664	**C. B. Powell** CompPad *O.Patenaude* –10 (*ex*G.B Pattee) 1*Dk*		272 — 172					1887	A.Miller& W.C.White Pembrk.Ont.	UpperOttawa ImprovementCo. Ld.	139·0|36·0| 7·2			Ottawa British	1Cy.25″–60″ 21RHP J.&R.Weir,Montreal,P.Q.		
4 NTMF	**C. Castenschiold** WoodSc3MstSr *P.Larsen* *Paraffin Motor* 1*Dk*		168 153 119					1915	R.Rasmussen Nakskov	A.Christensen &Co.	106·6|24·6|10·4			Nakskov Danish	Paraffin Motor 2Cy.14½″–15½″ TuxhamEng.Co.,Cpn.		V
5 HPQG	**C. Ferd. Laeisz** SteelScSr *Fitted for oil fuel* *Elec.light* Wireless 2*Dks*		4931 4649 3158					1900	Blohm& Voss Hamburg	Requisitionedby theFrenchGovt.	400·8|53·3|27·3 P&B271′F48′ *WB*			Saigon French	T.3Cy.27″,45½″&75½″–47½″ 387NHP Blohm&Voss,Hamburg		
6 204499	**C. H. McCullough, Jr.** SteelScSr (*ex*WardAmes) *Elec.light* *Mchy.Aft* 1*Dk*		5750 — 4422					1907	Superior S.B.Co. Superior, Wis.	InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*)	540·0|56·0|30·0 *WB*			Duluth Utd.States	Q.4Cy.18¾″,28½″,43½″&66″–42″ 282NHP SuperiorS.B.Co.Superior		
7 HGRD	**C. Lopez y Lopez** SteelScSr *M.Llorca* –16 *ss*Bcl.2ndNo.3–1,17 (*ex*Westmount, *ex*LismoreCastle) Sub.Sig *Elec.light* Wireless 3*Dks*(2*Stl*–ws)		4170 3689 2483	✠100A1 1,17 ~~LMC4,14~~ ~~B35,17~~	Bcl	*x* 1,17		1891 1mo *Lloyd's*&*CP*	Barclay, Curle&Co.Ld Glasgow	Cia.Trasatlantica	396·0|43·2|28·5 P33′B96′F46′ BK11″ *WB=Cell DB*305′621*t*			Cadiz ~~Barcelona~~ Spanish	T.3Cy.29½″,48″&78″–54″ (*o*) 160lb *80lb* NDB99 479NHP 2DB,*12cf*,GS212,HS7661 8*BHCem*	31 ″ 1 s 7 ″ 0 25 ″ 5	
8 NFWT	**C. P. A. Koch** SteelScSr *C.Tvergaard* *Elec.light* 1*Dk*&*Awng dk3trB*		1065 660 551					1893	Lobnitz& Co. Renfrew	DetForenede DampskibsSelsk.	228·6|31·5|14·7 22·6 *WB*			Copnhagn Danish	T.3Cy.19″,32″&51″–39″ 162NHP Lobnitz&Co.,Renfrew		V
9 203582	**C. Russell Hubbard** SteelScSr (*ex*HenryA.Hawgood) *Elec.light* *Mchy Aft* 1*Dk*		6839 — 5389					1906	American S.B.Co. Cleveland,O.	HubbardS.S.Co. (W.C.Richardson, *Mgr.*)	532·0|56·0|31·0 *WB*			Cleveland Utd.States	T.3Cy.23½″,38″&63″–42″ 257NHP AmericanS.B.Co.Clevelnd		L
10 202873	**C. S. Robinson** SteelScSr (*ex*LoftusCuddy) *Elec.light* *Mchy.Aft* 1*Dk*		6829 — 5361					1906	American S.B.Co. Lorain,O.	InterlakeS.S.Co.	525·0|55·0|31·0 F46′ *WB*			Cleveland Utd.States	T.3Cy.22½″,36″&60″–42″ 233NHP AmericanSB Co.Cleveland		
11	**C. Sorni** SteelScSr (*ex*Segundo,*ex*Verma, *ex*HeatherBell) 1*Dk*&*deep framing*&*pt Awng dk*		1253 908 788			...		1896	Campbeltown S.B.Co. Campbltown	~~FerrerPeset Hermanos~~ Cia Trasmediterranea	230·6|32·8|16·3 Q79′ FK *pt Awng dk*151′			Valencia Spanish	T.3Cy.17½″,27½″&45″–33″ 114NHP J.G.Kincaid&Co.Grk.	17 ″ 4	
12 JPTB	**C. Sundt** SteelScSr *R.Barth* –14 1*Dk*		1105 982 684					1901	Bergen Mek.Værks. Bergen	Akties.Dpsk.C. Sundt(W.Hansen)	228·5|35·3|15·9 H97*t*F25*t*			Bergen Norwegian *WB*	T.3Cy.16″,25″&43″–30″ 101NHP BergenMek.Værks.Bergen		N
13 87039 HDCQ	**C. W. Eborall** IronTwinScSr *J.Scrivin* –16 1*Dk*(*ptIrn*)		452 379 217	✠ 1,83 *For Channel purposes*	Hul		*Folkestone*& *Boulogne*	1882 12mo	Earle'sCo. Ld. Hull	S.Eastrn&Chathm RlyCos'.Managing Committee	190·2|25·1|12·0 Q36′ F33′ FK			London British	C.4Cy.20″&39″–24″ NB97 124NHP 5*BHCem* Earle'sCo.Ld.Hull	12 ″ 6	
14 200894	**C. W. Morse** SteelPad *G.H.Keller* –04 *Elec.light* 1*Dk2tr B*&*Saloondk* Wireless		4307 — 2800					1903	Harlan& Hollingsworth Co. Wlmgtn,Del.	HudsonNav.Co.	411·1|50·8|12·8			NewYork Utd.States	B.1Cy.81′–144′ 606NHP W.&A.Fletcher&Co.N.Yk.		
15 127629	**C. W. Watson** SteelScSr *Elec.light* *Mchy.Aft* 1*Dk2trB*		4306 — 3364					1902	American S.B.Co. Lorain,O.	NationalS.S.Co. (G.A.Tomlinson, *Mgr.*)	380·0|50·0|28·0			Cleveland Utd.States *WB*	T.3Cy.22″,35″&58″–40″ 213NHP American S.B.Co.Clevelnd		
Wrecked 5,17 16 HGDN	**C. de Eizaguirre** SteelTwinScSr ~~*C.Lazarraga*~~97–14 *ss*Liv.No.2–13 (*ex*Landana,*ex*Leopoldville) *Elec.light* Wireless 2*Dks*(1*Stl pt*–ws&*UStl*–ws)&*deep framing*		4376 2984 2551	✠~~100A1~~ 2,16 ~~LMC6,16~~	Cdz	*x* P6,16 s6,15		1904 4mo *Lloyd's*&*CP*	Sir Raylton Dixon&CoLd Middlesbro'	Cia.Trasatlantica *WB=CellDBa*	375·3|47·0|23·2 P&B260′F41′ FK 102′*uE*24′*f*152′599*t*			Barcelona Spanish 6*BHCem* *FPT*31*t*	T.6Cy.21½″,36″&59″–42″ (*s*) 180lb 589NHP 4SB,*12cf*,GS229,HS8376 FD WllsndSlipwy.Co.Ld.Nwc	26 ″ 0 ~~s 4 - 1½~~ ~~22 - 7~~	
17 HFCV	**Cabañal** SteelScSr *T.Alsina* (*ex*Wazzan) *Elec.light* Wireless 2*Dks*		1516 — 663			...		1893	McIlwaine &McColl,Ld. Belfast	~~Cia.Valenciana de Vap.Correos de Africa~~ Cia Trasmediterranea	242·5|34·2|18·4 P&B154′F30′ *pt Sheltr dk*59′ BK9″			Valencia Spanish *WB*	T.3Cy.19½″,32½″&54″–39″ 183NHP McIlwne&McColl,Ld.Bel.	19 ″ 6	V
18 HFJC	**Cabo Blanco** SteelScSr *M.Eguiguren*01–09 *ss*Bbo.No.1–13 2*Dks*(*MStl*)&*Awng dk*(*Irn*)		2163 2025 1325	✠100A1 *Awng dk with freeboard* 4,16 ~~Examined 4,18~~ ~~LMC12,13~~	Bbo	*r* ~~4,16~~ 7,17 ~~B36,17~~ ~~6,18~~		1909 4mo *Lloyd's*&*CP*	Cia.Euskalduna deConst Bilbao	Ybarra&Co. *WB=Cell*	265·5|38·6|16·0 B56′ 23·8 FK *DBa*84′*uE*16′*f*106′			Seville Spanish 5*BHCem* 346*t APT*33*t*	T.3Cy.19½″,32½″&52½″–36″ 180lb *100lb* (*s*) 187NHP 2SB,*4rf*,GS70,HS2980 Blair&Co.Ld.Stockton	26 ″ 3 s 5 ″ 2 21 ″ 5	
19 HFJB	**Cabo Carvoeiro** SteelScSr ~~*A.Echave*06–14~~ ~~*ss*Bbo.No.1–13~~ *Elec.light* 1*Dk*(*Stl*)&*Awng dk*(*Irn*)2*trB* *A.Echave* –18 *ss*Bbo.No.2–17		*1993* *1920* *1329*	✠100A1 *Awng dk with freeboard* ~~4,17~~ 4,18 ~~LMC3,15~~ 3,17	Bbo	*r* ~~1,17~~ 4,18		1909 2mo *Lloyd's*&*CP*	W.Dobson &Co. Newcastle	Ybarra&Co. *WB=CellDB*	265·8|38·5|16·0 B50′ 23·8 FK *a*84′*uE*&*B*36′*f*106′			Seville Spanish 5*BHCem* 371*t APT*24*t*	T.3Cy.19½″,32½″&52½″–36″ 180lb *100lb* (*s*) 187NHP 2SB,*4rf*,GS70,HS2980 Blair&Co.Ld.Stockton	26 ″ 0 s 5 - 1½ 21 ″ 2	
20 HFJQ	**Cabo Cervera** SteelScSr *J.Moreno*01–12 2*Dks*(*UStl*)&*Awng dk*(*Irn*)		2164 2033 1499	✠100A1 *Awng dk with freeboard* 7,16 ~~LMC7,16~~ ~~Examined 7,18~~ 8,18	Bbo	*r* ~~12,15~~ 3,18		1912 12mo *Lloyd's*&*CP*	CiaEuskalduna deCon.y Rp.deBuques Bilbac	Ybarra&Co. *WB=CellDBa*	265·5|38·6|23·9 B56′ FK 82′*uE*18′*f*106′338*t*			Seville Spanish 5*BHCem* *APT*33*t*	T.3Cy.19½″,32½″&52½″–36″ 180lb *100lb* (*s*) 188NHP 2SB,*4cf*,GS71,HS3008 Blair&Co.Ld.Stockton	26 ″ 4 s 4 - 10½ 21 ″ 9	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. Late Name if any. / Special Surveys. No. of Decks, &c.	3	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Mark now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of Ft. of Trade Cert.
21 HFDC	**Cabo Corona** Steel Sc Sr *P. Alsina* 07–11 *ss* Bbo. No. 3–8, 16 2 *Dks* (1 *Stl*) & *Awng dk* (*Irn*)		1531 1480 1002	✠ 100 A1 *Awng dk* *with freeboard* 3, 18 ~~8, 16~~ ✠ LMC ~~BS 6, 17 BS 6, 16~~ MS 10, 16	Bbo	*o*	~~8, 16~~ 3, 18	1903 12 mo *Lloyd*	Grngem'th & Greenock Dockyard Co Grngemouth *'s A & C'*	Ybarra & Co. *WB = Cell D B*	237·5 | 34·6 | 14·9 B52′ 22·6 BK 8½″ 5 *B H Cem* *a* 61′ *u E & B* 33′ *f* 94′ 318 *t A P T* 11 *t*	Seville Spanish	T. 3 Cy. 18″, 29½″ & ~~48½~~ 48″–33″ (*s*) 160 lb *90 lb* 133 NHP 2 SB, *4 rf*, GS 53, HS 1952 Blair & Co. Ld. Stockton	24 ″ 10 s 5 ″ 2 20 ″ 6	
22	**Cabo Corrientes** Steel Pad Sr *H. Wehberg* 11–14 *Elec. light* Wireless 1 *Dk* (*Teak*) & *Promenade dk*		*2627* *1126* *1500*	✠ ~~A~~ — ~~2, 18 7, 14~~ ✠ LMC 1, 14 *For Service between Buenos Ayres & Monte Video*	BBl			1914 1 mo	A. & J. Inglis, Ld. Glasgow	Hamburg-Süd-Amerik. Dampfschifffahrts Ges.	320·4 | 40·1 | 12·3 FK	Bns. Ayres Argentine	T. 3 Cy. 31″, 52″ & 78″–84″ (*s*) 180 lb 597 NHP 4 SB, *8 cf*, GS 188, HS 7260 FD A. & J. Inglis, Ld. Glasgow	13 ″ 0 s 4 ″ 1½ 9 ″ 3	
23 HFGW	**Cabo Cullera** Iron Sc Sr *J. M. Rowse* 09–14 *ss* Bbo. 2 nd No. 3–2, 07 (*ex* Ybarra No. 4) *ss* Bbo. No. 2–16 1 *Dk* (*Irn*) & *Awng dk* 3 *tr B*		2246 2228 1506	✠ 100 A1 *Awng dk* *with freeboard* 6, 17 ~~6, 16~~ ✠ LMC MS 6, 16 ~~BS 6, 16~~ 9, 17	Bbo	*s*	~~6, 16~~ 6, 17	1882 12 mo *Lloyd*	R. Dixon & Co. Middlesbro' *'s A & C'*	Ybarra & Co. *WB = C*	270·4 | 39·3 | 25·9 *Awng. dk.* s 10 BK 9½″ *Cell D B* 226′ 465 *t F P T*	Seville Spanish	C. 2 Cy. 38″ & 71″–45″ (*b*) 80 lb *100 lb* NDB 09 269 NHP 2 DB, *8 cf*, GS 96, HS 4648 Blair & Co. Ld. Stockton	28 ″ 3 s 9 ″ 8½ 19 ″ 10	
24 HFGT	**Cabo da Roca** Steel Sc K *M. Xavier* 87–10 (*Tug*) *Elec. light* 1 *Dk*		*170* *145* *8*				…	1910	J. P. Rennoldsn & Sons South Shields	Exploração do Porto de Lisboa *WB*	100·3 | 22·1 | 10·8 BK 7″	Lisbon Portuguese	T. 3 Cy. 14½″, 23½″ & 38″–27″ 88 NHP J. P. Rennoldsn & Sns. S. Shl.	12 ″ 0	
25	**Cabo Espichel** Steel Sc (*Tug*) *Elec. light* 1 *Dk*		268 194 10					1914	Verschure & Co. Amsterdam	Conselho da Administraçao do Porto de Lisboa	96·0 | 24·0 | 12·0	Lisbon Portuguese	T. 3 Cy 14½″, 23½″ & 38½″–19⅞″ 65 NHP Verschure & Co. Amsterdam		V
26	— Steel Sc Sr *Stada* (*Tug*) *Elec. light* 1 *Dk*		181 174 —					1916	A. Pannevis Alphen a/d Rijn	J. Constant, Kievits & Co. Ld.	100·6 | 23·4 | 11·3	Dordrecht Dutch *WB*	T. 3 Cy. 15″, 24′ & 40″–24″ 78 NHP Machinefbk. Bolnes Bolnes		V
27 HFGT	**Cabo Higuer** Steel Sc Sr *A. Urriolabeitia* 12–12 (*ex* Musques, *ss* Bbo. 2 nd No. 3–1, 14 *ex* Callisto) 1 *Dk* (*Irn*) 2 *tr B* *Well deck* *Floors & Inner Bottom Iron*		1700 1299 1007	✠ 100 A1 10, 16 ~~BS 7, 16~~ ✠ LMC 1, 14 12, 17	Bbo	*p*	~~10, 16~~ 3, 18	1888 7 mo	W. Doxford & Sons Sunderland A & C P	Ybarra & Co. *WB = Cell D B* 200′ 264 *t*	250·0 | 36·0 | 17·1 Q 92′ B 102′ F 24′ FK 4 *B H* *pt A sppt Cem* *A P T* 46 *t*	Seville Spanish	T. 3 Cy. 18″, 29″ & 48″–33″ (*o*) 160 lb *60 lb* 132 NHP 2 SB, *4 cf*, GS 80 W. Doxford & Sons, Sld.	19 ″ 4 s 1 ″ 2½ 18 ″ 5	
28 HFGV	**Cabo La Plata** Steel Sc Sr *N. Gorearcoechea* 05–13 *ss* Bbo. No. 2–17 ~~*ss* Bbo. No. 1–13~~ 2 *Dks* (*M–Stl*) & *Awng dk* (*Irn–ptws*)		*2002* *1926* *1323*	✠ 100 A1 *Awng dk* *with freeboard* ~~5, 17 12, 15~~ 2, 18 ~~BS 9, 15~~ ✠ LMC 1, ~~15~~ 3, 17	Bbo	*r*	~~12, 18~~ 2, 18	1908 11 mo *Lloyd*	Greenock & Grangem'th Dckyd. Co. Ld Grngemouth *'s A & C P'*	Ybarra & Co. *WB =*	265·1 | 38·6 | 16·0 *Boat dk* 50′ 23·0 FK *Cell D Ba* 86′	Seville Spanish	T. 3 Cy. 19½″, 32½″ & 52½″–36″ 180 lb ~~*100 lb*~~ (*s*) 187 NHP 2 SB, *4 rf*, GS 69, HS 2980 *80 lb* Blair & Co. Ld. Stockton *u E & B* 36′ *f* 106′ 419 *t A P T* 18 *t*	26 ″ 0 s 5 ″ 2 21 ″ 2	
29 HFCW	**Cabo Menor** Steel Sc Sr *A. Gonzalez* 03–12 *ss* Bbo. No. 1–17 2 *Dks* (*U Stl*) & *Awng dk* (*Irn*)		2042 1962 1251	✠ 100 A1 *Awng dk* *with freeboard* 10, 17 ~~9, 16~~ ✠ LMC ~~16, 12~~ 10, 17	Cdz Bbo	*r*	~~10, 15~~ 10, 17	1912 10 mo	Greenock & Grngemouth Dckyd. Co. Ld Grngemouth *'s A & C P'*	Ybarra & Co. *WB = Cell D B*	265·2 | 38·5 | 23·7 B52′ FK *a* 88′ *u E & B* 34′ *f* 106′ *Lloyd*	Seville Spanish	T. 3 Cy. 19½″, 32½″ & 52½″–36″ 180 lb *100 lb* (*s*) 188 NHP 2 SB, *4 cf*, GS 71, HS 3008 Blair & Co. Ld. Stockton	26 ″ 0 s 4 ″ 10 21 ″ 6	
30 HFDT	**Cabo Nao** ~~*ss* Bbo 2 nd No. 3–3, 18~~ Steel Sc Sr *J. Undabeitia* 11–12 ~~*ss* Bbo. No. 3–8, 08~~ (*ex* Cabo de La Nao) ~~*ss* Bbo. No. 2–14~~ 2 *Dks* (1 *Stl*) & *Awng dk* (*Irn*) 3 *tr B*		1495 — 998	✠ 100 A1 *Awng dk* *with freeboard* 5, 18 ~~6, 16~~ ~~Bunkers from~~ ✠ LMC 3, 18 ~~MS 9, 14~~ ~~BS 9, 15~~	Bbo	*o*	~~6, 16~~ 3, 18	1893 3 mo	J. L. Thompson & Sons Sunderland A & C P	Ybarra & Co. *WB = Cell D B* 195′ 287 *t*	237·0 | 34·5 | 14·9 22·6 BK 7½″ 5 *B H Cem* *A P T* 15 *t*	Seville Spanish	T. 3 Cy. 18″, 29½″ & 48½″–33″ (*s*) 160 lb *70 lb* 132 NHP 2 SB, *4 cf*, GS 56, HS 1947 Blair & Co. Ld. Stockton	24 ″ 10 s ~~6~~ ″ 10½ 18 ″ 9	
31 HFDM	**Cabo Oropesa** Steel Sc Sr *M. Villaragut* –16 *ss* Bbo. No. 3–8, 16 2 *Dks* (1 *Stl*) & *Awng dk* (*Irn*)		1522 1482 1003	✠ 100 A1 *Awng dk* *with freeboard* 8, 16 ✠ LMC ~~BS 5, 17~~ ~~MS 11, 16~~ MS 12, 16	Bbo	*o*	8, 16	1903 9 mo *Lloyd*	Grngem'th & Greenock Dockyard Co. Grngemouth *'s A & C'*	Ybarra & Co. *WB =*	236·9 | 34·6 | 15·0 B52′ 22·7 BK 8″ *Cell D B a* 61′	Seville Spanish	T. 3 Cy. 18″, 29½″ & 48½″–33″ (*s*) 160 lb *90 lb* 133 NHP 2 SB, *4 rf*, GS 53, HS 1952 Blair & Co. Ld. Stockton *u E & B* 33′ *f* 94′ 318 *t A P T* 11 *t*	24 ″ 10 s 5 ″ 2 20 ″ 6	
32 HFDW	**Cabo Ortegal** Iron Sc Sr *G. Gomez* (*ex* Cyprus, ~~*ss* Bbo. No. 3–8, 16~~ renamed "Valentin," *See No. 42 in V.* *Well deck* 1 *Dk* 2 *tr B*		1453 ~~1022~~ 1020				…	1880 Lloyd	Schlesingr, Davis & Co. Newcastle	T. Seebold	254·0 | 32·8 | 18·9 Q 82′ B 70′ F 32′ BK 9″ *WB*	S. Sebast'n Spanish	C. 2 Cy. 30″ & 58″–36″ 152 NHP R. & W. Hawthorn, Nwc.		V
33 HFDQ	**Cabo Paez** Iron Sc 3 Mst Sr *J. Tonda Ferri* –13 (*ex* Ampurdanes. 1 *Dk* *ex* Burg)		231 — 132					1879	Blohm & Voss Hamburg	Joaquin Cabo	129·0 | 16·5 | 7·0 H 42′ len 88	Malaga Spanish	C. 2 Cy. 14″ & 24″–18″ 20 NHP Blohm & Voss, Hamburg		
34 HFGC	**Cabo Peñas** Steel Sc Sr ~~1st Beitia 02–12~~ *S. Arana* –18 *ss* Bbo. 2 nd No. 3–12, 12 2 *Dks* (1 *Stl*) & *Awng dk* *ss* Bbo. No. 1–18		1691 1145 1214	✠ 100 A1 *Awng dk* *with freeboard* 5, 18 ~~8, 16~~ ~~BS 6, 17~~ ~~BS 6, 16~~ ✠ LMC ~~12, 12~~ 5, 18	Bbo	*q*	~~8, 16~~ 5, 18	1887 3 mo	J. L. Thompson & Sons Sunderland A & C P	Ybarra & Co. *WB = Cell D B* 182′ 272 *t*	250·0 | 36·0 | 16·6 24·4 pt Dd 01 BK 11″ *pt Asp*	Seville Spanish	T. 3 Cy. 19″, 31½″ & 51″–36″ (*s*) 160 lb *60 lb* 152 NHP 2 SB, *4 cf*, GS 60, HS 2219 6 *B Hpt Cem* Blair & Co. Ld. Stockton	27 ″ 1 s 8 ″ 5½ 19 ″ 11	
35 HFDL	**Cabo Prior** Steel Sc Sr ~~*La Hernandorena* 12–14 *ss* Bbo. No. 3–8, 01~~ *E. Uniolabeitia* –17 ~~*ss* Bbo. No. 2–16~~ 2 *Dks* (1 *Stl*) & *Awng dk* *ss* Bbo. 2 nd No. 3–9, 17		986 — 675	✠ 100 A1 *Awng dk* *with freeboard* 9, 17 ~~8, 14~~ ✠ LMC 6, 16	Bbo	*l*	6, 16 9, 17	1891 1 mo	J. L. Thompson & Sons Sunderland A & C P	Ybarra & Co. *WB = Cell D B* 126′ 145 *t*	205·0 | 30·0 | 12·4 19·8 BK 7½″ *A P T* 34 *t*	Seville Spanish	T. 3 Cy. 15½″, 26″ & 42″–30″ (*s*) 160 lb *80 lb* NBD 09 100 NHP 1 SB, *2 cf*, GS 33, HS 1540 Blair & Co. Ld. Stockton	22 ″ 0 s 5 ″ 11 17 ″ 0	
36 HFGD	**Cabo Quejo** Steel Sc Sr *S. Arana* 11–12 *ss* Bbo. 2 nd No. 3–8, 11 *Elec. light* *ss* Bbo. No. 1–16 2 *Dks* (1 *Stl*) & *Awng dk*		1691 1145 1214	✠ 100 A1 *Awng dk* *with freeboard* 8, 16 ✠ LMC ~~8, 16~~	Bbo	*q*	8, 16	1887 4 mo	J. L. Thompson & Sons Sunderland A & C P	Ybarra & Co. *WB = Cell*	250·0 | 36·0 | 16·6 24·4 DF & s 99 BK 11″ 6 *B H Cem* *D B* 182′ 272 *t*	Seville Spanish	T. 3 Cy. 19″, 31½″ & 51″–36″ (*s*) 160 lb *100 lb* NDB 16 152 NHP 2 SB, *4 cf*, GS 60, HS 2219 Blair & Co. Ld. Stockton	27 ″ 1 s 8 ″ 5½ 19 ″ 11	
37 HFGJ	**Cabo Roca** Steel Sc Sr *V. Diaz* 10–12 *ss* Bbo. No 3–6, 06 *ss* Bbo. No. 2–15 2 *Dks* (*Stl*) & *Awng dk* (*Irn*)		1582 966 1136	✠ 100 A1 *Awng dk* *with freeboard* 3, 18 ~~7, 16~~ ~~BS 7, 16~~ ✠ LMC 1, 16	Bbo	*o*	~~7, 16~~ 3, 18	1892 12 mo	W. Dobson & Co. Newcastle A & C P	Ybarra & Co. *WB = Cell D B* 199′ 268 *t*	235·4 | 34·5 | 15·2 B 50′ 22·7 BK 7″ *A P T* 29 *t*	Seville Spanish	T. 3 Cy. 18″, 29″ & 47″–33″ (*s*) 160 lb ~~*80 lb*~~ *70 lb* 128 NHP 2 SB, *4 pf*, GS 58, HS 1930 N.E. Mar. E. Co. Ld. Nwc.	25 ″ 0 s 7 ″ 6½ 18 ″ 2	
38 HFGN	**Cabo Roche** Iron Sc 3 Mst Sr *D. Frevino* 02–15 *ss* Ham. 2 nd No. 3–1, 02 (*ex* Pinzon) *ss* Bbo. No. 2–10 *Mchy. Aft* 2 *Dks*		832 702 535	✠ —— 2, 15	Bbo	*m*		1877 6 mo	A. Stephen & Sons Glasgow	Ybarra & Co.	208·7 | 28·2 | 17·2 P 63′ F 30′ DS 89 BK 8″	Seville Spanish	C. 2 Cy. 26″ & 52″–30″ NDB 88 119 NHP 1 DB, *4 pf*, GS 66, HS 2029 A. Stephen & Sons, Glasgow	18 ″ 2	
39 HFJD	**Cabo Sacratif** Steel Sc Sr *J. Jauregui* 01–09 ~~*ss* Bbo. No. 1–14~~ 2 *Dks* (*M Stl*) & *Awng dk* (*Irn*) *ss* Bbo. No. 2–18		2174 2030 1332	✠ 100 A1 *Awng dk* *with freeboard* ~~7, 17 9, 16~~ 1, 18 MS 1, 18 ~~BS 9, 16~~ ✠ LMC ~~8, 16~~ 8, 17	Bbo	*r*	~~9, 16~~ 7, 17	1909 9 mo *Lloyd*	Ca. Euscalduna de Const Bilbao *'s A & C P'*	Ybarra & Co. *WB = Cell*	265·5 | 38·6 | 23·8 B 56′ FK *D Ba* 82′ *u E* 18′ *f* 106′	Seville Spanish	T 3 Cy 19½″, 32½″ & 52½″–36″ (*s*) 180 lb *100 lb* 187 NHP 2 SB, *4 rf*, GS 70, HS 2980 346 *t A P T* 33 *t* Blair & Co. Ld. Stockton	26 ″ 3 s 5 ″ 2 21 ″ 5	

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Matériaux, Grément, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Longueurs où coté, si ce n'est dans le L. R. Durée. Cert. H.&T. Trials.
40 HFGK	**Cabo San Antonio** SteelScSr *J.Zalvidea*97–12 *ss*Bbo.2ndNo.3–1,14 *Elec.light* 2*Dks*(1*Stl*)&*Awng dk*		1991 — 1213	✠100A1 *Awng dk* *withfreeboard* 6,17 ~~4,16~~ ~~BS9,16~~ ✠LMC5,15	Bbo	*q*	~~4,16~~ 6,17	1888 2mo	JLThomp-son&Sons Sunderland A&CP	Ybarra&Co. *WB*	250·0|36·0|16·7 24·5 ptND01 BK11″ = *Cell DB*182′272*t*			Seville Spanish 6*BHptCem* *ptAsp*	T.3Cy.19″,31½″&51″–36″ (*s*) 160lb *65lb* 152NHP 2SB,*4cf*,GS76,HS2219 Blair&Co.Ld.Stockton	27 ″ 1 s 8 • 5½ 19 • 11	
41 HFGL	**Cabo San Martin** SteelScSr *S.Echevarrieta*09–11 ~~*ss*Bbo.No.3–5,04~~ (*ex*LaGiralda) ~~*ss*Bbo.No.2–13~~ ~~*ss*Bbo~~ 2ndNo.3–4,17 2*Dks*(*Stl*)&*Awngdk* ~~BS9,16~~ ✠LMC1,12		1861 1799 1202 ~~BS9,16~~	✠100A1 *Awng dk* *withfreeboard* 4,17 ~~3,15~~ MS4,17 ~~BS8,16~~ ✠LMC1,12	Bbo	*q*	9,16	1892 2mo	Bartram, Haswell& Co. Sunderland A&CP	Ybarra&Co.	252·0|36·0|17·1 24·6 BK9″ *WB*= *Cell DB*198′268*t*			Seville Spanish 6*BHCem* *APT*15*t*	T.3Cy.19½″,31½″&53″–36″(*s*) 160lb ~~*60lb*~~ 168NHP 1SB,*3cf*,GS60,HS2500 J.Dickinson,Sunderland	26″10 s 8 • 1 19 • 10	
42 HFDG	**Cabo San Sebastian** SteelScSr ~~*J.Balvidea*12–12~~ *ss*Bbo.No.3–8,05 *E.Umolabertia* –18 *ss*Bbo.No.2–14 2*Dks*(1*Stl*)&*Awng dk*(*Irn*)3*trB*		1583 1491 1179	✠100A1 *Awng dk* *withfreeboard* 8,16 ✠LMC ~~MS9,15~~ ~~BS9,16~~ ~~5,18~~	Bbo	*o*	~~8,16~~ 11,17	1893 2mo	JLThomp-son&Sons Sunderland A&CP	Ybarra&Co. *WB*	237·0|34·5|14·9 22·6 BK7½″ = *Cell DB*195′287*t*			Seville Spanish 5*BHCem* *APT*15*t*	T.3Cy.18″,29½″&48½″–33″ 160lb ~~*90lb*~~ (*s*) 132NHP 2SB,*4cf*,GS56,HS1947 ~~*70lb*~~ Blair&Co.Ld.Stockton	24″10 s 6•10½ 18• 9	
43 HFDK	**Cabo San Vicente** SteelScSr *A.Bordallo*08–12 *ss*Bbo.2ndNo.3–8,16 2*Dks*(1*Stl*)&*Awng dk*		1726 — 1107	✠100A1 *Awng dk* *withfreeboard* BS11,17 4,18 ~~3,16~~ ✠LMC8,16	Bbo	*q*	~~3,16~~ 4,18	1891 8mo	JLThomp-son&Sons Sunderland A&CP	Ybarra&Co.	250·0|36·0|16·8 DPT F&S07 24·5 BK9″ *WB*= *Cell DB*182′270*t*			Seville Spanish 6*BHCem* *APT*15*t*	T.3Cy.19″,31½″&51″–36″ (*s*) 160lb *80lb* 152NHP 2SB,*4cf*,GS54,HS2219 Blair&Co.Ld.Stockton	27 ″ 1 s 8 • 6½ 19 • 8	
44	**Cabo Santa Maria** SteelPadSr *R.J.Moller* –13 *Elec.light* Wireless 1*Dk*(*Teak*)& *Promenade dk*		*2648* *1125* *1522*	✠ ~~A~~ 11,17 ~~10,13~~ ~~LMC9,13~~ *For Service between Buenos Ayres & Monte Video*	Gls			1913 10mo	A&J.Inglis Ld. Glasgow	HamburgSüd-Amerik.Dampf-schifffahrts.Ges.	320·0|40·1|12·3 FK			Bns.Ayres Argentine 7*BHAsp*	T.3Cy.31″,52″&78″–84″ (*s*) 180lb 597NHP 4SB,*8cf*,GS188,HS7260 A.&J.Inglis,Ld.Glasgow	13 ″ 0 ~~4 • 1½~~ ~~3 • 0~~	
45 HFGR	**Cabo Santa Pola** SteelScSr *J.Riuz*14–11 *ss*Bbo.No.3–5,10 (*ex*Deusto) 1*Dk*(*ptIrn*&*ptStl*)& *Well deck* *Web frames*		1626 1307 911	✠ ~~——~~ 1.16	Bbo	*q*		1897 9mo	SirRaylton Dixon&Co. Middlesbro'	Ybarra&Co. *WB*= *Cell DB*	249·5|37·0|17·2 Q93′B64′F31′ FK *a*72′ *u E*&*B*32′ *f*100′			Seville Spanish 4*BHCem* 391*t APT*65*t*	T.3Cy.18″,29½″&48½″–33″ NDB14 127NHP 2SB,*4pf*,GS58,HS1786 SirC.Furness,Westgarth &Co.Ld.Mdb.	19 ″ 6	
46 HFJP	**Cabo Silleiro** IronSc *A.Zalvida*12–13 ~~*ss*Lon.2ndNo.3–6,04~~ (*ex*Herrera) ~~*ss*Bbo.No.2–13~~ *Well deck* *ss*Bbo.3rdNo.3–1,18 1*Dk*2*trB*		1007 787 631	✠100A1 1,18 ~~7,16~~ BS1,18 ✠LMC12,16	Bbo	*m*	12,16	1878 8mo	Gowan& Wilson Berwick A&CP	Ybarra yCia.	210·0|30·3|17·2 P110′F31′ BK8″ *WB*= *DBa*48′50*t*			Seville Spanish 4*BHCem* 2SB,*4pf*,GS64,HS2018 W.B.Thompson,Dundee	C.2Cy.26″&52″–30″ (*i*) 80lb *80lb* NDB07 119NHP 2SB,*4pf*,GS64,HS2018 W.B.Thompson,Dundee	18 ″ 0 s 2 •1½ 17 • 0	
47 HFGQ	**Cabo Toriñana** SteelScSr *B.Arrizabalaga* –14 *ss*Bbo.No.3–7,16 2*Dks*(1*Stl*)&*Awng dk*(*Irn*)		1506 1471 909	✠100A1 *Awng dk* *withfreeboard* 7,17 ~~7,16~~ ✠LMC MS7,16 ~~BS9,16~~ 11,17	Bbo	*o*	~~7,16~~ 7,17	1903 11mo	Grngem'th &Greenock Dockyard Co. Grngemouth *Lloyd's A&CP*	Ybarra&Co. *WB*=	236·9|34·6|14·8 B52′ 22·6 BK8¼″ *Cell DBa* 61′			Seville Spanish 5*BHCem* *u E*&*B*33′ *f*94′318*t APT*11*t*	T.3Cy18″,29½″&48½″–33″(*s*) 160lb *90lb* 133NHP 2SB,*4rf*,GS53,HS1952 Blair&Co.Ld.Stockton	24″10 s 5 • 2 20 ″ 6	
48 HFJN	**Cabo Tres Forcas** SteelScSr *A.Astorquia*05–14 *ss*Bbo.No.1–17 2*Dks*(1*Stl*)&*Awng dk*(*Irn*)		2265 2135 1600	✠100A1 *Awng dk* *withfreeboard* ~~2,17~~ ~~6,16~~ 5,18 ✠LMC ~~1,14~~ ~~MS~~ 1,17	Bbo Sev	*r*	~~7,16~~ 11,17	1914 1mo	CiaEuskal-duna deConst Bilbao *Lloyd's A&CP*	Ybarra yCia. *WB*= *Cell DBa*	273·5|38·6|23·9 B *on Awng dk*56′ FK 110′ *u E*18′ *f*86′ 366*t*			Seville Spanish 5*BHCem* *APT*33*t*	T.3Cy.19½″,32½″&52½″–36″ 180lb *100lb* (*s*) 188NHP 2SB,*4cf*,GS71,HS3008 Blair&Co.Ld.Stockton	26 ″ 4 s 5 • 0 21 • 7	
49 HGVM	**Cabo Verde** IronScSr *J.Lopes da Silva*03–14 *Elec.light* 1*Dk*&*Spardk*3*trB*		2220 2245 1260			...		1883	Earle'sCo. Ld. Hull	EmprezaNacional deNav.àVapor para a Africa Portugueza	310·0|37·1|26·0 BK10″			Lisbon Portuguese *WB*	C.2Cy.40″&74″–48″ 296NHP Earle'sCo.Ld.Hull		
50	— *A.Raposo* (*ex*BenAlligin)	SteelScK *ss*Lis.No.2–14 1*Dk*	*218* *195* *47*	✠100A1 *StmTrawler* 9,14 ✠LMC9,14	Lis		9,14	1906 8mo	J.Duthie TorryS.B.Co. Aberdeen *Lloyd's A&CP*	EmprezaPescas Luzitania,Ld.	120·0|21·8|11·7 BK7½″ *WB*= *DTf*9′15*t*			Lisbon Portuguese 3*BHCem* *DTf*9′15*t*	T.3Cy.12½″,20″&34″–23″ (*r*) 180lb 71NHP 1SB,*3pf*,GS46,HS1414 Clyne,Mitchell&CoLdAbn	12 ″ 6	
51 48 NKBC	**Caboto** SteelScSr *A.Pellegrini*09–12 *ss*Tri.No.2–14 *Elec.light* 1*Dk*(*Stl*)&*Spar dk*(*Stl*–ws) &*Web frames*		4418 3692 2846	✠100A1 *Spar dk* 10,17 ~~11,16~~ ~~BS8,16~~ ✠LMC2,14 3,17	Gen Cal	*w*	1,16	1905 12mo	Cant.Nav. diMuggiano Spezia *Lloyd's A&CP*	Soc.Veneziana diNav.aVap. *WB*= *Cell DB*	341·2|48·7|19·6 P40′B118′F38′ 27·9 FK *a*84′ *u E*&*B*44′ *f*152′			Venice Italian 7*BHCem* 699*t APT*80*t*	T.3Cy.25″,40″&68″–48″ (*s*) 180lb *100lb* 388NHP 2SB,*6cf*,GS122,HS5231 FD Richardsons,Westgarth& Co.Ld.Hpl.	30 ″ 0 s 5 • 4 25 • 0	
52	**Cabourg** SteelScSr *LeGuerré*16–16 (*ex*GeorgeC.Howe) *Elec.light* *Mchy.Aft* 1*Dk*2*trB*		1611 — 921					1903	Chicago S.B.Co. Chicago	SociétéMaritime Nationale	241·0|41·0|15·6 Q88′F36′			Havre French *WB*	T.3Cy.14″,25″&42″–30″ NB10 97NHP ChicagoS.B.Co.Chicago		V
53	**Cabral** SteelScSr *Elec.light* 1*Dk*(*Stl*)& *Promenade dk*(*Teak*)		*550* *362* *274*	✠ *For River purposes only* 11,10 ✠	Gls			1910 11mo	Napier& Miller,Ld. Glasgow	Soc.Anon. Armazens Andresen	174·6|35·2|8·9 *Promenade dk*174′ FK			Manaos Brazilian 6*BHptCem*	T.3Cy.14″,22½″&37″–24″ 114NHP 1SB,*3cf*,GS68,HS2332 Miller&McFie,Glasgow	9 ″ 3	
54 MHDT	— ~~*M.Hytten*~~ *Elec.light*	SteelScSr (*Whaler*) 1*Dk*	130 127 46					1912	Kaldnæs Mek.Værks. Tönsberg	~~Acties.South Atlantic~~ ~~(*L.Braun,Mgr.*)~~	95·5|19·0|11·2	~~Tönsberg~~ ~~Norwegian~~ British *WB*	T.3Cy.11″,18″&29″–24″ 41NHP Fredriksstad M.V.Frdstad.		
55 201058 KTFD	**Cabrillo** WoodScSr Wireless 1*Dk*		611 — 387					1904	W.Muller SanPedro,Cal	Wilmington TransportationCo.	182·0|32·0|13·5	LosAn-geles,Cal. Utd.States	T.4Cy.18½″,32″&(2)38″–26″ 7NHP Utd.Eng.Works,SanFran.		
56	**Caceres** SteelTwinSc *Elec.light* *Mchy.Aft* 1*Dk*		1108 810 512					1907	Mackay Bros. Alloa	LloydBrazileiro	235·1|36·1|11·3 Q79′B62′F39′	R.Janeiro Brazilian	T.6Cy.11″,18″&30″–18″ 76NHP Aitchison,Blair&Co.LdGls		
57 HNVC	**Cachalot** SteelScK *J.Lainé* –15 *ss*Bdx.No.3–9,13 (*ex*BenIdris,*ex*BenLomond) 1*Dk*		124 123 26	✠100A1 *StmTrawler* 3,15 ~~BS3,15~~ ✠LMC9,13	Arc		9,13	1897 4mo	JTEltring-ham&Co. S.Shields A&CP	C.E.P.B.Pupin	95·0|19·0|10·8 H5*t* BK7″	Arcachon French 3*BHCem*	C.2Cy.16″&33″–22″ (*s*) 120lb 51NHP 1SB,2*pf*,GS30,HS899 G.T.Grey,SouthShields	11 ″ 0	
58 129886	— *A.Amundsen* –16	SteelScSp 1*Dk*	106 103 38					1911	Akers Mek.Værks. Christiania	LabradorWhaling &Manfg.Co.Ld.	92·1|18·1|10·5	S.JhnsNFL British	T.3Cy.11″,18″&29″–18″ 52RHP Akers.Mek.Værks,Xia.		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. Late Name if any. / Special Surveys. No. of Decks, &c.	3	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. / Ship. / Engines	9 By Whom. / Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. / Freeboard amidships. / Corresponding draught. ft. in.	15 Registers in which classed if not in L. R. Dated from Trade Certs.
59 832 HCKS	**Cachapoal** *R.Matthias* 03–09 Wireless	**IronSc3MstSr** 2 *Dks & Shade dk*	2370 1776 1547	✠ *Shade dk* 10,81 *Valparaiso*	Liv	*s* *Pana*	*ma*	1881 8mo	Laird Bros. Birkenhead	Companiа Sud Americana de Vap.	334·6	40·2	20·8 *WB* =	Valparaiso Chilian	C.2Cy.45″&80″–54″ NB96 392 NHP 5 *BHCem* *DB* 174′282 *t* Laird Brothers, Birkenhead		
60	**Cachoeira** *Elec.light*	**SteelTwinScSr** 1 *Dk*	330					1914	Murdoch & Murray, Ld. Port Glasgow		135·0	25·1	10·0	Bahia Brazilian	C.4Cy.12″&24″–18″ 20 NHP J.G.Kincaid & Co.Ld.Grk.		C
61 212852 LDWK	**Cacique** *Miller* –15 *Elec.light*	**SteelScSr** *ss* N.Yk.No.1–14 2 *Dks (Stl) & Shelter dk (Stl)* 3rd *dk (Stl) in No.1 hold only*	6202 4544 4543	✠100A1 *Shelter dk* *with freeboard* ~~11,17~~ 12,16 *Fitted for oil*	N Yk LMC8,14 *fuel* 9, 11	*y* *F.P. a*	~~12,15~~ 11,17	1910 2mo *Lloyd's* above 1	Short Bros. Ld. Sunderland *A&CP* 50°F.	W.R.Grace & Co. *WB* = *Cell DB* a 126′ *u E & B* 48′ *f* 162′ 1075 *t FPT* 103 *t APT* 31 *t*	394·2	52·3	34·7 FK	New York Utd. States	Q.4Cy.24″,34½″,49″&71″–48″ 220 lb 75 *lb* NDB11 480 NHP 3SB, 9 *cf*, GS152, HS6480 FD (*s*) N.E.Marine Eng.Co Ld Nwc	37 ″ 1 s 8 ″ 9½ 28 ″ 9	
62 HFKC	**Cadagua** *M.Vellés* –16 (*ex* Cabo Creux, *ex* Landore) *Well deck*	**IronScSr** 1 *Dk 2 tr B*	1421 1228 994			… *F.P. a*		1880	Schlesinger, Davis & Co. Newcastle	H.Mendirichaga y Cia.	254·0 Q82′B70′F32′	32·8	18·8 BK 9″ *WB*	Bilbao Spanish	C.2Cy.30″&58″–36″ 168 NHP R.&W.Hawthorn, Nwc.		V
63 212945 LFBT	**Caddo** *W.A.Ross* –14 *ss* Sea.No.1–16 (*ex* Winnipeg, *ex* Adorna) *Elec.light* 2 *Dks (Stl) & Web frames* *Mchy.Aft* Wireless	**SteelScSr** *Carrying Petroleum*	6329 5779 3862	✠100A1 ~~11,16~~ 1,18 SF● ✠LMC11,16 *Fitted for oil*	Sea *fuel* 8, 12	*z* *in bulk* *F.P. a*	11,16	1912 8mo *Lloyd's* above 1	Armstrong Whitworth & Co.Ld. Newcastle A&CP 50°F.	Standard Oil Co. (New Jersey) *WB* = *Cell DB* a 69′ 149 *t DT f* 46′ 500 *t* *FPT* 70 *t APT* 31 *t*	415·0 P104′B26′F46′	55·2	31·1 FK	New York Utd. States	Q.4Cy.24″,35″,50½″&73″–48″ 220 lb (*s*) 597 NHP 3SB, 12 *cf*, GS223, HS8844 FD 9 *to Upr dk* 7 ″ 2nd ″ Wllsnd Slpwy.Co.Ld.Nwc.	32 ″ 10	
64 74775	**Cadell** *G.Johnston* 87–90	**IronPad** 1 *Dk*	154 147 74					1876	W.Gordon Goolwa, S.A.	G.Johnston	122·3 B11 *t*	20·3	8·0	Adelaide British	C.2Cy.17″&30″–36″ 45 RHP Blackwood & Gordon, P.Gl.		
65 136218 JHGQ	**Cadet** *C.N.D.Pedersen* –16 *Elec.light*	**SteelScK** 1 *Dk*	323 290 134	✠100A1 *Stm Trawler* 10,17 ~~1,16~~ ✠LMC1,15	Hul		10.17	1915 1mo *Lloyd's*	Cook, Welt'n & Gemmell Ld. Beverley *A&CP*	Marine Steam Fishing Co. Ld. (G.Walton, *Mgr.*)	136·4 Q76′F19′	23·5	12·7 BK 8″	Hull British	T.3Cy.13″,23″&37″–26″ (*s*) 200 lb 87 RHP 1SB, 3 *pf*, GS49, HS1440 C.D.Holmes & Co.Ld.Hull	13 ″ 7	
66 138230	**Cadillac** *W.Beatty* –16 *Mchy.Aft*	**SteelSc** 2 *Dks*	1297 1113 732					1892	Chicago S.B.Co. Chicago, Ill.	Canada Steamship Lines, Ld.	235·1 Q73′ F33′	36·8	15·4 *WB*	Montreal British	T.3Cy.16″,25″&42″–30″ 97 NHP Clevelands B.Co.Clevelnd.		
67 HFJS	**Cadiz** *M Morilla* 08–14 *ss* Bcl.No.2–16 *Elec.light* Wireless 2 *Dks (M–Stl) &* *Spar dk (Stl–ws) Orlop beams in No.1 hold*	**SteelScSr** *Spar dk*	5617 4780 3667	✠100A1 10,16 ✠LMC10,16 P&O 18	Bcl	*z*	2,16	1908 3mo *Lloyd's*	C.Connell & Co.Ld. Glasgow *A&CP* *WB* =	Pinillos, Izquierdo & Co.S.en C. *Cell DB* a 114′ *u E &*	414·4 P66′F58′ *B62′ f* 170′ 877 *t FPT*	53·0	20·0 28·2 FK	Cadiz Spanish	T.3Cy.30″,50″&82″–60″ (*s*) 180 lb 80 *lb* 660 NHP 2D&1SB 15 *cf* GS445 HS11470 D.Rowan & Co.Glasgow	30 ″ 8 s 7 ″ 4½ 24 ″ 0	
68 133003 HVCM	**Cadmus** *A.D.Laing* –17 *Elec.light*	**SteelScSr** 1 *Dk*	1879 1746 1170					1911 12mo	Irvines S.B. & D.D.Co.Ld. W Hartlepool	Chr.Salvesen & Co.	279·0 P24′B66′F28′	40·1	18·5 *WB*	Leith British	T.3Cy.20½″,33″&54″–36″ 175 NHP Richardsons, Westgarth & Co.Ld.Hpl.		C
69 102157 NKQC	**Cadoc** *ss* Sou.No.2–16 *F.H.Organ* –13 *ss* Liv.No.3–4,07 (*ex* Valencia) ~~*ss* Liv.No.1–01~~ *Well deck*	**SteelScSr** 1 *Dk (Stl) & Web frames*	981 770 606 ~~B&I 17~~	✠100A1 ~~8,11~~ 8,14 ✠NB6,08 ✠LMC ~~B&I 10,16~~	Lon Sou MS9,16	*m* ~~BSL 18~~	9,16	1894 6mo *Lloyd's*	A.McMillan & Son, Ld. Dumbarton *A&CP*	G.Bazeley & Sons, Ld.	222·0 Q120′B15′F24′ *WB* = *Cell DB* 168′	31·8	14·4 FK	Penzance British	T.3Cy.14″,26½″&43″–36″ (*s*) 160 lb 143 NHP 1SB, 4 *pf*, GS71, HS2633 D.Rowan & Son, Glasgow	16 ″ 6 s 1 ″ 2½ 15 ″ 6	
70 HNVQ	**Caen** —	**SteelTwinScSr**	521 118					1890	F.&C.de la Médit. Havre	J.B.Garcin	210·6 H—	26·3	13·6	Cannes French	T.6Cy.16½″,24½″&37″–25½″ 115 NHP Forges & C.de la Médit., Hav		
71 JGHQ	**Caesar** *Rolling* (*ex* Llandaff City)	**IronScBn** *ss* Brs.2nd No.3–7,02 *ss* Brs.No.1–07 2 *Dks (Irn) 3 tr B*	1892 1671 1180	✠ 10,11	Brs	*s*		1882 7mo	Richardson, Duck & Co. Stockton	Dampfer Rhed. Merkur G.m.b.H. (Emil R.Retzlaff, *Mgr.*) *WB* =	267·3 P26′B46′F33′ *DB* a 76′ *& u B* 30′ 245′	36·0	21·4 BK 9½″ 5 *BHCem* *MT* 26′ 290 *t*	Stettin German	C.2Cy.36″&67″–36″ NDB01 224 NHP 1DB, 6 *pf*, GS93 T.Richardson & Sons, Hpl.	24 ″ 8	G
72 2722 JGCB	**Cæsar** *C.O.Andersson* –05 (*ex* Norrtelje)	**IronScSp** 1 *Dk*	194 111 122					1882	Lindberg s Mek. Verks. Stockholm	Hj.Palmgren	113·8 B41′ H31 *t*	19·9	9·9	Haparanda Swedish	C.2Cy.21″&36″–24″ 53 NHP W.Lindbergs Mk.V., Skm.		
73 123236 HFTN	**Cæsar II.** *H.E.Miller* –07 (*ex* Cæsar)	**SteelScK** *ss* Hul.No.2–14 1 *Dk*	311 260 124	✠100A1 *Stm Trawler* 7,14 ✠LMC7,14	Hul		N11,13	1906 3mo *Lloyd's*	Earle's Co. Ld. Hull *A&CP*	Hellyers' Steam Fishing Co.Ld.	148·4 Q64′F24′	23·0	11·2 BK 9″	Hull British	T.3Cy.14″,23″&38″–27″ (*s*) 185 lb 96 NHP 1SB, 3 *pf*, GS55, HS1665 Amos & Smith, Hull	11 ″ 9	
74 131763 HRQM	**Caesarea** *R.J.Large* –15 *Elec.light* Wireless	**SteelTrpScSr** 2 *Dks*	1500 990 601					1910	Cammell Laird & Co.Ld. Birkenhead	L.&S.W.Rlwy.Co.	284·6	39·1	15·8	S'thamptn British	3 Steam Turbines *WB* Cammell Laird & Co.Ld.Bkn		
75 28 NKME	**Cagliari** *Elec.light*	**SteelScSr** 2 *Dks & Shade dk 3 tr B*	2322 2068 1408					1907	N.Odero fu A.& Co. Sestri P'nente	Siciliа Società di Navigazione	300·5 P15′B122′	38·5	17·2	Palermo Italian	T.3Cy.19⅝″,32⅛″&55½″–39⅜″ 190 NHP *WB* N.Odero fu A.& Co.		
76	**Caiman** *C.Smith* 12–12	**SteelSc** *ss* Brest No.1–17 1 *Dk (Stl)*	363 349 171	✠ A1 *Hopper Barge* 1,17 ✠LMC1,17	Brest	*f*	1,17	1912 9mo *Lloyd's*	Lobnitz & Co.Ld. Renfrew *A&CP*	Verjat, Combarelle & Cie	145·7 FK	27·6	10·1 5 *BHCem*	Brest French	C.2Cy.14″&32″–21″ (*s*) 150 lb 50 NHP 1SB, 2 *cf*, GS35, HS835 Lobnitz & Co.Ld.Renfrew	10 ″ 6 s 2 ″ 0 8 ″ 7	
77 118657 HCRF	**Cairnavon** *L.Johnston* –13 *ss* Shl.No.2–14 1 *Dk (Irn) & deep framing*	**SteelScSr**	1591 1440 981	✠100A1 ~~3,16~~ 3,16,17 Bry ~~BSL 15~~ ~~BSL 17~~ 1,18 ✠LMC5,14	Gms	*q*	~~1,16~~ 5,17	1905 6mo *Lloyd's*	Short Bros. Ld. Sunderland *A&CP*	Chr.Salvesen & Co.	259·0 P21′B62′F26′ *WB* = *Cell DB* *a* 82′ *u E & B* 34′ *f* 102′	36·9	18·0 FK 418 *t FPT* 46 *t APT* 3	Newcastle British	T.3Cy.19″,30″&48″–36″ (*s*) 160 lb 80 *lb* 151 NHP 1SB, 3 *cf*, GS62, HS2463 Blair & Co.Ld.Stockton	20 ″ 4 s 2 ″ 10½ 17 ″ 8	
78 125326	**Cairnbulg** *D.Stephen* –07 (*ex* Thrive)	**SteelScK** 1 *Dk*	104 97 36	✠ *For fishing purposes* 11,12 ✠	Abn			1907 9mo	Charlton & Doughty, Ld. Grimsby	R.Stephen	87·0 BK 7½″ *WB* =	18·6	9·0 *FPT* 2 *t*	Fraserbro British	C.2Cy.13¾″&28″–18″ 32 RHP 3 *BHCem* 1SB, 2 *pf*, GS29, HS730 Crabtree & Co.Ld.Gt.Yar.	9 ″ 9	
79 129786 HVBF	**Cairndhu** *R.A.Purvis* –15 Sub.Sig.	**SteelScSr** 1 *Dk*	4019 3817 2561					1911	W Doxford & Sons, Ld. Sunderland	Cairn Line of Stmships, Ld. (Cairns, Noble & Co. ~~*Mgrs.*~~ Ld., *Mgrs.*)	370·0 P25′B234′F33′	51·0	24·6	Newcastle British	T.3Cy.24″,40″&66″–45″ 292 NHP *WB* W.Doxford & Sons, Ld.Sld.		C

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Forme assignée maintenant expire. Lettre d'Enlignement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où cotés.
80 99869	**Cairndhu** SteelSc *J.Shearer* –92 (*Bucket Dredger*) 1*Dk*		698 698 311					1892	Fleming& Ferguson Paisley	Trustees of the ClydeNavigation	194·2 | 37·2 | 12·0			Glasgow British	C.2Cy.26″&51″–36″ 90RHP Fleming&Ferguson,Psy.		
81 135499 JCWP	**Cairngarth** SteelSc *E.P.Griffiths* –13 *ss*Liv.No.1–17 1*Dk*(*Stl*)		133 112 —	✠100A1 Liv *For towing purposes* ~~3,17 3,16~~ 11,17 ✠LMC ~~10,15~~ 11,17			~~9,15~~ 11,17	1913 10mo	Lytham SB &E.Co.Ld. Lytham *Lloyd's*	ReaTransportCo. Ld.(R.&J.H.Rea, *Mgrs.*)	85·2 | 21·1 | 9·5 BK6″ *WB*=*FPT*5*t*			Liverpool British	C.2Cy.16″&34″–24″ (*s*) 140lb 78RHP 1SB,*3pf*,GS55,HS1616 LythamS.B.&E.CoLd Lyt.	10 ″ 0 s ″ 11 9 ″ 8	
82 119113 VQFN	**Cairngorm** SteelScSr *M.Campbell* –16 *ss*Bwg.No.3–7,10 *Elec.light* *ss*Bwg.No.1–15 *Mchy.Aft* *Well deck* 1*Dk*(*Irn*)		401 281 155	✠100A1 Bwg Ayr *g* 10,~~17,16~~ 8,17 ✠LMC MS6,15 BS ~~6,16~~ 6,17			~~9,15~~ 8,17	1904 4mo	J.Shearer& Sons Glasgow *Lloyd's*	W.Robertson	141·7 | 26·1 | 10·9 Q70′B9′F26′ BK7″ *WB*=*FPT*45*t*			Glasgow British	C.2Cy.18″&40″–27″ (*s*) 180lb *70lb* 91RHP 1SB.*3pf*,GS53,HS1680 Muir&Houston,Ld.Gls.	12 ″ 3 s ″ ~~6½~~ 12 ″ 5	
83 133016 HVJL	**Cairnhill** SteelScSr *J.Moodie*08–12 *ss*NYk.No.1–16 *Elec.light* 2*Dks*(*Stl*)		4981 4725 3103	✠100A1 NYk *y* 1,17 ✠LMC BS3,16 MS6,16			1,17	1912 2mo	AM'Millan &Son,Ld. Dumbarton *Lloyd's*	Macbeth&Co.Ld. *WB*=*CellDBa* *f*186′1000*tDTf*26′	400·6 | 52·0 | 27·3 P37′B121′F44′ 119′*uE&B*43′ FK 713*tFPT*132*t APT*			Glasgow British 180lb 458NHP 3SB.*9cf*,GS181,HS7860 D.Rowan&Co.Glasgow	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 458NHP 3SB.*9cf*,GS181,HS7860 D.Rowan&Co.Glasgow	30 ″ 0 s 5 ″ 10 24 ″ 6	
84 98557 MCNS	**Cairnie** IronScSr *J.Cheyne* –16 *ss*Lth.2ndNo.3–11,16 *Mchy.Aft* 1*Dk*(*Irn*)		250 193 105	✠100A1 Lth Lon' ~~6,17 11,16~~ ~~BS6,16~~ ✠LMC7,16 BS6,17			10,16	1891 3mo	BlythS.B. Co.Ld. Blyth *Lloyd's*	M.Taylor	120·2 | 20·5 | 10·2 Q39′B9′F15′ BK6½″ *WB*=*DBf*28′25*t*			Methil British 100lb 50RHP 1SB.*2pf*,GS35,HS1019 BlaikieBros.,Aberdeen	C.2Cy.15″&34″–24″ (*s*) 100lb 50RHP 1SB.*2pf*,GS35,HS1019 BlaikieBros.,Aberdeen	10 ″ 11 s 1 ″ 1½ 10 ″ 5	
85 104280 NVFL	**Cairnloch** SteelScSr *J.Chater* –12 *ss*Nwc.2ndNo.3–12,12 1*Dk*(*Irn*)&*deep framing*		1543 1415 931	✠100A1 Nwc *q* 4,16 ~~Examined 1~~ 12.17 ✠LMC 12.12			2,17	1895 5mo	Short Bros. Sunderland A&CP	Capel&Co.(Nwcstl &Hull)Ld.(Cairns Noble&Co.,~~Mgrs.~~) *WB*=*Cell DB a*80′*uE*	255·0 | 36·8 | 18·1 P20′B62′F27 FK *f*B34′*f*98′393*tFPT*			Newcastle British 160lb *100lb* NDB07 158NHP 1SB,4*pf*,GS63,HS2404 Black,Hawthorn&Co.,Gts.	T.3Cy.19″,30″&48″–36″ (*s*) 160lb *100lb* NDB07 158NHP 1SB,4*pf*,GS63,HS2404 Black,Hawthorn&Co.,Gts.	20 ″ 4 s 2 ″ 9½ 17 ″ 10	
Now named "Capelbay," See No. 123 in Supplement.				~~MS3,17~~ DBS12,17													
86 118660 HCTW	**Cairnnevis** SteelScSr *J.Smith* –17 *ss*Shl.No.2–13 1*Dk*(*Irn*)&*deep framing*		1587 1440 977	✠100A1 Cff *q* ~~6,17 8,16~~ ✠LMC MS3,14 BS ~~4,16~~ 4,17			~~8,16~~ 5,17	1905 7mo	Short Bros. Ld. Sunderland *Lloyd's*	Chr.Salvesen&Co. *WB*=*CellDBa*82′*uE*&	259·0 | 36·8 | 18·0 P21′B62′F26′ FK *B*34′*f*102′418*tFPT*			Newcastle British 160lb *80lb* 151NHP 1SB,*3cf*,GS62,HS2463 Blair&Co.Ld.Stockton	T.3Cy.19″,30″&48″–36″ (*s*) 160lb *80lb* 151NHP 1SB,*3cf*,GS62,HS2463 Blair&Co.Ld.Stockton	20 ″ 4 s 2 ″ 10½ 17 ″ 8	
87 133522 JBMK	**Cairnross** SteelScSr *J.Hyslop* –13 Sub.Sig. 1*Dk*&*Shelter dk*		4016 3757 2513					1913	W.Doxford &Sons,Ld. Sunderland	CairnLine of Stmships,Ld.(Cairns, Noble&Co. ~~Mgrs.~~ Ld.,*Mgrs.*)	370·0 | 51·0 | 24·5			Newcastle British *WB*	2 Steam Turbines ParsonsMarineSteam TurbineCo.Ld.Nwc.		C
88 132074 JCNV	**Cairnside** SteelScSr *W.Sanderson* –15 *ss*Hul.No.1–17 *Well deck* 1*Dk*(*Irn*) *Mchy.Aft*		560 370 254	✠100A1 Hpl Rdl *h* 6,17 ~~10,14~~ ✠LMC ~~7,16~~ 6,17			~~7,14~~ 6,17	1913 7mo	A.Hall& Co.Ld. Aberdeen *Lloyd's*	ThomasRose& PartnersLd. *WB*=*CellDB*	165·0 | 26·1 | 10·3 Q97′B11′F20′ FK *a*32′*f* 72′ 130*t FPT*			Sundrland British 180lb 88RHP 1SB.*3pf* GS50,HS1734 A.Hall&Co.Ld.Aberdeen	T.3Cy.15½″,25″&42″–27″ (*s*) 180lb 88RHP 1SB.*3pf* GS50,HS1734 A.Hall&Co.Ld.Aberdeen	12 ″ 6 s ″ ~~6½~~ 12 ″ 2	
89 95455 KTNG	**Cairnstrath** SteelScSr *J.Chater* –17 (*ex*Felbridge) *ss*Mch.2ndNo.3–3,14 *Well deck* 1*Dk*(*Irn*)&*Web frames*		2128 1659 1334	✠100A1 Shl *r* 6,16 ✠LMC ✠NB7,16 MS10,13			11,15	1888 8mo	C.S.Swan& Hunter Newcastle *Lloyd's*	Capel&Co.(Newcastle&Hull)Ld. (Cairns,Noble& Co. ~~Mgrs.~~)Ld.*Mgrs*	280·0 | 37·5 | 19·3 P24′Q80′B112′F27 FK *WB*=*Cell* *DB*234′450*t*			Newcastle British 160lb *100lb* NDB16 223NHP 2SB,*6cf*,GS108,HS3432 WllsndSlpwy.Co.Ld. Nwc.	T.3Cy.22″,36″&59″–39″ (*s*) 160lb *100lb* NDB16 223NHP 2SB,*6cf*,GS108,HS3432 WllsndSlpwy.Co.Ld. Nwc.	21 ″ 8 s 1 ″ 9½ 20 ″ 2	
90 105526	**Cairnwell** IronScK *T.E.Harper* –17 (*ex*AldaBemvinda, *ex*Ursula) 1*Dk*		141 131 60			...		1895	Cochrane& Cooper Beverley	CrostonSteam TrawlingCo.Ld. (E.Taylor,*Mgr.*)	93·6 | 20·4 | 11·0 Q17′ BK7½″			Aberdeen British	T.3Cy.11″,17″&30″–21″ (*s*) NB06 44RHP Earle'sCo.Ld.Hull	T.3Cy.11″,17″&30″–21″ (*s*) NB06 44RHP Earle'sCo.Ld.Hull	11 ″ 10	
91 116071	**Cairo** SteelScK *W.S.Anderson* –14 *ss*Hul.No.3–7,14 1*Dk*		172 166 67	✠100A1 Hul *StmTrawler* 7,14 ✠LMC1,14			5,13	1902 6mo	Cook,Welt'n&Gemmell Beverley *Lloyd's*	HullSteamFishing &IceCo.Ld.	108·4 | 21·3 | 11·2 ND14 BK7½″ *WB*=*Deep*			Hull British	T.3Cy.10″,17″&28″–21″ (*s*) 200lb 45RHP 1SB,*2pf*,GS25,HS690 Amos&Smith,Hull	12 ″ 1	
92	— SteelTwinSc *Paraffin Motor* *ss*Alx.No.2–18 *ss*~~Alx.No.1–16~~ 1*Dk*(*Stl*)			✠ A1 Alx *Barge for River purposes for Carrying Oil in Bulk* 4,18 ~~12,16~~ ✠LMC ~~18,16~~ 4,18			~~12,16~~ 3,18 4,18	1912 2mo	Werf. Conrad Haarlem A&CP	AsiaticPetroleum Co.	89·0 | 17·5 | 5·5 FK			Alexndria Egyptian 6*BH*	ParaffinMotor4S.C.SA. 2Cy.10¾″–13⅜″ *made*08 *refitted*2,12 D.Goedkoop,jr.Ams.	5 ″ 9	
93 135086	**Caister Castle** SteelScDy *J.H.Bryant* –14 (*Trawler*) 1*Dk*		109 106 52					1914	Fellows& Co.Ld. Gt Yarmouth	C.H.George	92·0 | 19·1 | 9·0			Yarmouth British	T.3Cy.10″,15″&24″–16″ 33RHP Crabtree&Co.Ld.Gt.Yar.		
94 106629 PWQK	**Caithness** SteelScSr *W.E.Cave* –17 *Turret deck* 1*Dk*2*trB*		3500 3349 2236					1898	W.Doxford &Sons,Ld. Sunderland	SutherlandS.S.Co. Ld.(A.M.Sutherland,*Mgr.*)	340·5 | 45·5 | 24·6 F37′			Newcastle British *WB*	T.3Cy.26″,42″&68″–42″ 300NHP W Doxford&Sons.Ld.,Sld.		V
95 113945 SHDJ	**Calabria** SteelScSr *J.B.Caithness* –16 *Elec.light* Wireless 2*Dks*&*deep frames*		4376 3663 2588					1901	D&W Hendersn&Co.Ld. Glasgow	AnchorLine(HendersonBros.)Ld.	376·0 | 47·2 | 27·6 P33′B149′F47′			Glasgow British *WB*	T.3Cy.30¾″,50½″&84″–54″ 518NHP D&W.Hendersn&CoLdGls		C
96	— SteelScSr *W.Metzenthin* *Norwegian "Carib," See No. 85 in Supplement.* *elec.light* (*ex*Baroda) 2*Dks*3*trB*		3004 2866 1931			...		1889	London& Glasgow	Hamburg-Amerik. Packetf.Act.Ges. (Ham.-Amr.Linie)	338·6 | 42·0 | 26·1 P16′B74′F42′ BK11″			Hamburg German *WB*	T.3Cy.24½″,37″&64″–48″ 303NHP Lon.&Glas.Co.Ld.Gls.	29 ″ 0	G
97 5803 JVQB	— SteelScSr *C.S.Herham* 13–16 *Elec.light* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)		1845 1097 1084	✠100A1 Got *p* *Shelter dk with freeboard* 1,17 ✠LMC6,16				1916 6mo	Oskrshmns M.V.Aktieb. Oskarshamn *Lloyd's*	Ångf.Aktieb.Goteborg-Manchester (H.Metcalfe,*Mgr.*) *Cell DB* 203′347*t FPT*	236·2 | 37·7 | 24·0 FK			Gothenbrg Swedish 185lb 204NHP 2SB,*6cf*,GS87,HS3636 OskarshamnsM.V.Aktieb.	T3Cy.19″,31½″&51½″–33″(*s*) 185lb 204NHP 2SB,*6cf*,GS87,HS3636 OskarshamnsM.V.Aktieb.	25 ″ 9 s 7 ″ 3 18 ″ 10	
98 33 NKPG	— SteelPad *G.Tomaselli* (*Ferry*) *Elec.light* 1*Dk*		431 379 142					1905	Cant.Liguri Anconit. Ancona	Ferrovie dello Stato(Italian StateRailways)	184·2 | 28·0 | 11·7			Messina Italian	C.2Cy.31 1/16″&58 5/16″–43 3/16″ Cant.Liguri- Anconitani,Ancona 186NHP		I
99	— IronScK *P.van der Plas* 1*Dk*		127 121 42			...		1894	Edwards Bros. NorthShields	N.V.Algemeene Viss.Maats.	90·0 | 20·0 | 10·7 Q18′F19′ BK7½″			Ymuiden Dutch	T.3Cy.10″,16″&25½″–19½″ 29NHP N.E.MarineEng.CoLd.Sld.	11 ″ 6	
100 PGBM	**Calafat** IronScSr *G.Galetta* –11 *ss*Sws.2ndNo.3–5,07 (*ex*Olga,*ex*LadyMostyn) *ss*Pir.No.1–12 *Well deck* 1*Dk*2*trB*		709 588 400	✠ — Cpl *k* 6,16 ✠NB10,99 ✠				1881 6mo	J.Readhead&Co. SouthShields	MehmodFouad& Frères	200·3 | 27·7 | 15·0 Q74′B40′F29′ BK7½″ 4*BHCem* *WB*=*DBa* 55′*f*73′117*t*			Braila Roumanian	C.2Cy.23″&44″–30″ NDB07 95NHP 1SB,*3pf*,GS58,HS1536 J.Readhead&Co.S.Shields	15 ″ 8	

1 Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. — Master. — Special Surveys.	3 Late Name if any — No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines.	9 Built. By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in Lr. Rs. Dates of Ltr. & Class.
101 HPRJ	**Calaisien** *Pichon* 98–02	**Steel Twin Sc** (*Tug*) 1 *Dk 2 tr B*	202 169 —					1892	Atel.& Chant. Loire Nantes	Chambre de Commerce	115·6	22·3	11·7	Calais French *WB*	C.4Cy.16½″&27½″–19½″ N1904 HS2676 110NHP Atel.&Chant.Loire,Nts.		V
102 912654 LDSQ	**Calamares** *W.H.Bevan* –14 *Elec.light Ref.Mchy.* Sub.Sig. Wireless	**Steel Twin Sc Sr** 2 *Dks & 2 pt Dks*	7782 5891 4555					1913	Workman, Clark&Co.Ld Belfast	Calamares S.S. Corp. (United Fruit Co. Line)	470·4 P48′ B245′ F47′	55·3	30·8	New York Utd. States *WB*	Q8Cy23½″33½′47½″&68″–45″ 620 NHP Wrkman,Clark&Co.Ld Bel		C
103 HDKN	**Calamata** *E.Fortinis* –09 (*ex* Maria Teresa, *ex* Africaine)	**Iron Sc** *ss* Gen. 2nd No. 3–12,94 *ss* Gen. No. 1–98 1 *Dk 2 tr B*	548 461 314	✠ 4,04	Gen			1866 1mo	Blackwood &Gordon Pt.Glasgow	G.L.Cottaropoulos	202·5 Q38′ F30′ ND94	25·3	14·2	Calamata Greek 5 *BH Cem*	C.2Cy.25½″&51½″–27″ NDB94 NB82 115NHP *Cmp.82* Touache,Msl.		
104 135486	**Calbuco** *Sotto* –18	**Steel Sc** *ss* Vpo. No. 1–18 1 *Dk(Stl)*	55 55 27	✠ 100 A1 *For towing purposes* 3,18 ~~8,13~~	Liv Vpo LMC 8 ~~15~~ 2,18		~~1,16~~ 3,18	1913 8mo *Lloyd's*	Lytham SB &ECo.Ld. Lytham	Pacific Stm Nav Co.	62·2	15·1	7·4 BK5″	Liverpool British 5 *BH*	C.2Cy.9″&18″–12″ (*s*) 130lb 14RHP 1SB,*1pf*,GS12,HS359 LythamS.B.&E.Co.Ld Lyt.	8 ″ 0	
105 128965 HRVW	**Calcaria** *R.W.Fryer* –15 *Well deck* *Mchy.Aft*	**Steel Sc 3 Mst Sr** *ss* Brw. No 1–14 1 *Dk(Stl)*	569 389 224	✠ 100 A1 ~~4,18 1,17~~ BS7,16 BS1,13	Npt Cff LMC 9 14	*h*	1,17	1910 10mo *Lloyd's*	R.Williamson&Son Workington	Calcaria S.S.Co.Ld (Alfred J.Smith, Ld.)	164·8 Q95′ B11′ F21′ *WB = DB f* 91′	26·6	11·0 FK	Workngtn British 3 *BH Cem* 120 *t FPT* 38 *t*	T.3Cy.13″,21½″&35″–27″ (*s*) 170lb *80lb* 88RHP 1SB,*3pf*,GS53,HS1657 Ross&Duncan,Glasgow	13 ″ 2 ~~ ″ 7~~ 12 ″ 10	
106 110586 RFVN	**Calchas** *R.T.Jones* –14 Wireless	**Steel Sc Sr** 2 *Dks*	6748 5290 4279					1899	Scott&Co. Greenock	Ocean S.S.Co.Ld. (A.Holt&Co *Mgrs*)	441·7 P50′ B154′ F58′	52·6	30·3	Liverpool British *WB*	T.3Cy.29″,50″&82″–60″ 521NHP Scott&Co.,Greenock		BT till 11.17
107 209763	**Calcite** *Elec.light* *Mchy.Aft*	**Steel Sc Sr** 1 *Dk*	3996 — 2459					1912	Detroit S.B.Co. Wyandotte	Calcite Transportation Co. (Dudley Parsons)	416·0 F49′	54·2	29·0	Detroit Utd. States *WB*	Q.4Cy.19″,27½″,40″&58″–42″ 218NHP DetroitS.B.Co.Detroit Mch		L
108 NHPC	**Calcutta** *W.J.Swart* –16 *Elec.light*	**Steel Sc Sr** *ss* Sng. No. 1–15 2 *Dks(Stl)*	5541 5258 3537	✠ 100 A1 ~~3,17 1,16~~ 1,18 BS1,18	Sba Cal LMC 15	*z*	~~10,15~~ 1,18	1911 12mo *Lloyd's*	A.M'Millan &Son,Ld. Dumbarton	Stoomv.Maats. Nederland = *Cell D B a* 135′ *u E D T a* 35′ 1067 *t*	415·4 P45′ B124′ F45′ *sA&CP WB*	56·0	28·1 FK	Amstrdam Dutch 7 *BH Cem* 6 *BH to U dk* 1 ,, 2 *nd dk*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 480NHP 3SB,*9cf*,GS189,HS8502 D.Rowan&Co.Glasgow	30 ″ 9 ~~6~~ ″ 0½ 25 ″ 1	
109 93661	— *S.Gallimore* 10–10	**Wood Sc**	114 101 78					1868	H.Gibson Northwich	Kelly's Barges,Ld. (A.E.Kelly, *Mgr.*)	81·8	19·5	8·9	Liverpool British	C.2Cy.12″–14″ 24RH E.Bates,Northwich		
110 91309 KLTQ	**Calder** *R.Ward* –17	**Steel Sc Sr** *ss* Goo. 2nd No. 3–3,13 *ss* Goo. No. 1–17 1 *Dk(Irn) Beams Irn*	708 562 354	✠ 100 A1 3,18 ~~2,17~~ NB11,98 BS3,18	Goo Hul LMC 2 17	*l*	~~2,17~~ 3.18	1887 4mo *Lloyd's*	W.Dobson &Co. Newcastle	Lancashire& Yorkshire Rly.Co. WB =	215·5 P30′ B50′ F28′ *Cell D B* 57′ 72 *t FPT*	28·8	13·8 BK7″	Goole British 5 *BH Cem* 47 *t APT* 53 *t*	C.2Cy.27″&54″–33″ (*s*) 100lb 147NHP 2SB,*4pf*,GS68,HS2510 N.E.MarineCo.(Lim.)Nwc	14 ″ 7 ~~1~~ ″ ~~11½~~ 13 ″ 4	
111 204864	**Caldera** *Elec.light* *Mchy.Aft*	**Steel Sc Sr** 1 *Dk*	6328 — 4686					1908	West Bay City S.B.Co. Bay City,Mch	Kinney S.S.Co. (A.T.Kinney, *Mgr.*)	504·0	54·0	26·9 WB	Duluth, Minn. Utd. States	T.3Cy.22½″,36″&60″–42″ 233NHP DetroitS.B.Co.Detroit		
112 99250	**Caldwell&Co.No.1** *W.Smith* –99	**Steel&Iron Sc** *ss* Lth. 2nd No. 3–5,13 1 *Dk(Irn) Iron framing Steel plating*	54 48 34	✠ ~~A1~~ *Stm Lighter* ~~8,17 5,13~~ NB2,10	Lth ~~LMC 8 15~~		N5,13	1894 8mo *Lloyd's*	Hawthorns &Co. Leith	~~Caldwell&Co. (Papermakers) Ltd.~~ J.T.Salvesen&Co.	65·1	16·7	5·6 FK WB =	Invrkthng British 3 *BH Cem* *FPT* 6 *t*	C.2Cy.8″&16″–10″ (*s*) 100lb 11RHP 1SB,*1pf*,GS10,HS224 Escreet&Richmond,Hull	6 ″ 0	
113 135265 JDBH	~~*C.K.Cox* –15~~ *D.J.Evans* –18	**Steel Sc Sr** 1 *Dk(pt Irn pt Stl)*	4221 4001 2619	✠ 100 A1 2,17 BS4,18	Npt LMC 9 ~~15~~	*x*	~~8,15~~ 1,18	1913 9mo *Lloyd's*	Richardsn, Duck&Co.Ld Stockton	Dulcia Stm Shpg Co.Ld (J.C.Gould &Co.(Steamship Managers)Ld.) *DB a* 123 *u E* 27 *f*	380·0 P34′ B240′ F37′ *WB = Cell* 173 115 *t FPT* 136 *t*	51·0 FK *APT* 102 *t*	24·8	London British 6 *BH Cem* 3SB,*9cf*,GS178,HS6435 Blair&Co.Ld.Stockton	T.3Cy.26″,42″&70″–48″ (*s* 180lb *100lb* 394NHP 23 ″ 8	27 ″ 3 ~~3~~ ″ ~~11½~~
114 127420	— *H.E.Moran* –14	**Steel Sc K** *ss* Mil. No. 1–12 1 *Dk*	222 195 85	✠ 100 A1 *Stm.Trawler* 7,14 BS11,14	Mil LMC 9 12		7,14	1908 10mo *Lloyd's*	Smith's Dock Co.Ld. North Shields	Neyland Steam Trawling&Fishing Co.Ld.	120·5 Q67′ F19′	21·5	11·6 BK7½″	Milford British 3 *BH Cem*	T.3Cy.12½″,20″&33″–24″ (*s*) 180lb 68RHP 1SB,*2pf*,GS38,HS1195 W.V.V.Lidgerwood,Gls.	12 ″ 6	
115 102390 NLSB	**Caledonia** *A.L.Valentine* –16 Wireless *Elec.light*	**Steel Sc 4 Mst Sr** 3 *Dks(U Stl–teak s)* & *Spar dk(Stl–teak s)*	7572 6191 3430	✠ *Spar dk* 8,94	Grk	*d*†		1894 8mo	Caird&Co. Ld. Greenock	P.&O.Stm.Nav.Co.	486·0 P46′ B255′ F76′ 34·6 *WB = Cell D B a*	54·2 BK9″	26·2	Greenock British 10 *BH Cem* 50 *f* 52′ 162 *t*	T.5Cy.(2)33″,69″&(2)84″–72″ FD 1610NHP 3D&4SB,*30cf*,GS598, Caird&CoLdGrk. HS2400	28 ″ 4	
116 NHPD	— *D.Roos* 06–08 (*ex* Fitzclarence)	**Iron Sc 3 Mst Sr** 2 *Dks*	863 713 543			...		1874	TR Oswald Sunderland	W.H.Müller& Co.'s Algemeene Scheep Maats.(W.H.Müller&Co. *Mgrs.*)	228·5 Q127′ F27′	27·7	16·1 BK9″	Rottrdam Dutch *WL*	T.3Cy.18″,27″&48″–30″ *E made* 96, *fitted* 08 126NHP *B made* 06, *fitted* 08 Amos&Smith,Hull	17 ″ 6	V
117 96066	— *A.Robertson* –16	**Steel Pad Sk**	244 222 97					1889	J.Reid& Co. Pt.Glasgow	Caledonian Steam Packet Co.Ld.	200·4	22·0	7·5	Glasgow British	CD.2Cy.30″&54″–60″ FD NB03 188NHP Rankin&Blackmore,Grk.		
118 122983	— *W.Thomson* –16	**Steel Sc K** (*Trawler*) 1 *Dk*	161 161 61			...		1906	Hall,Russell&Co.Ld. Aberdeen	T.L.Devlin	112·2	21·1	11·1 BK7½″	Granton British *WB*	T.3Cy.12″,20″&33″–22″ 65RHP Hall,Russell&Co.Ld.Abn.	12 ″ 1	
119 108582	— *T.Cormack* –12	**Steel Sc Sr** (*Trawler*) 1 *Dk*	144 129 55			...		1898	Hall, Russell&Co. Aberdeen	T.Cormack	100·4 Q23′	20·1	10·7 BK7½″	Aberdeen British *WB*	C.2Cy.17″&34″–24″ 50RHP Hall,Russell&Co.Abn.	11 ″ 3	
120 118142	— *Mchy.Aft*	**Steel Sc** 1 *Dk*	110 100 62					1904	W.J.Yarwood Northwich	Brunner Mond&Co	76·0	18·5	9·5	Liverpool British *WB*	C.2Cy.10″&21″–12″ 18RHP W.J.Yarwood,Northwich		
121 113363 RQNK	**Caledonian** *T.B.Jago* –15 *Ref.Mchy.* *Elec.light* Wireless	**Steel Sc Sr** *ss* Mch. No. 3–7,13 3 *Dks(2 Irn & 1 Stl)*	~~4386~~ ~~4671~~ ~~3212~~ 4993 4671 3210	✠ 100 A1 ~~5,17 7,16~~ ~~LMC 16~~ ~~MS8,12~~	Liv ~~LMC~~ BS7,16	*a*†	1,16 11,17	1900 6mo	Caledon S.&E.~~Co.~~Ld. Dundee A&CP	F.Leyland&Co. Ld.	426·5 P48′ *Shelter dk a* 32′ B 163′ *Shelter dk f* 24′ F96′ *Promenade dk on* B104′ *WB = Cell D B a* 88′ *u E*	50·3	28·4 FK&BK3″	Liverpool British 7 *BH Cem* FK&BK3″	T.3Cy.25″,41½″&71″–60″ (*o*) 200lb 464NHP 4SB,*12cf*,GS176,HS7368 CaledonS.&E.Co.Ld.Dun. 917 *t DT f* 48′ 885 *t APT* 29 *t*	31 ″ 6 ~~s 5~~ ″ ~~10½~~ 26 ″ 2	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux. Gréement. etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. / Sous le Pont. — Net.	5 Détails de la Classification. Cote. / ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenance et efficacité d'Equipment.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. — Mach.	9 Par qui. — Où	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres ou code et Nos. de la Lettre Distinctive.
122	**Calédonien**	IronScBk	4140					1882	Messagries Maritimes LaCiotat	MessageriesMaritimes	413·9 | 41·3 | 32·8	Marseilles French	T.3Cy.45¾″,65″&94½″–43½″ *Tpd.*95 NB02 586NHP Mess.Maritimes,LaCiotat		V
	Eschenauer		3919												
HPCN	*Elec.light* Wireless	*3Dks*	2547												
123	**Caledonier**	SteelScSr	3427	✠100A1	Liv	*w*	8,15	1901	J.Readhead & Sons	Brys&Gelsen,Ld.	346·2 | 45·2 | 17·0	London British	T.3Cy.25″,42″&68″–45″ (*r*) 160lb *80lb* 320NHP	28 ″ 0	
114760	*A.W.Harrison* –16 *ss*Shl.No.3–11,15		3221	*Caledonier*					S.Shields		P77'B98'F35' 25·3	FK	2SB.*6cf*.GS121,HS4940	s 4 ″ 11½	
SPKR	(*ex*CayoBonito) 1*Dk*(*Stl*)&*Spar dk*		2213	6,16	LMC				A&CP		*CellDBa*118'*uE*&*B*	6*BHCem*	42*f*142'786*t* J.Readhead&Sons,S.Shl.	23 ″ 4	
	(*pt Irn&pt Stl*)&*deep framing*			MS10,15	BS8,15										
124	**Calgarian**	SteelQuadScSr	17515					1914	Fairfield Co.Ld. Glasgow	AllanLineSSCo.Ld (CanadianPacific OceanServices,Ld. *Mgrs.*)	568·8 | 70·3 | 41·6	Glasgow British *WB*	4 Steam Turbines		C
132277	*J.T.Gambell* –14	*CruiserStern*	12715								B&F460′				
JFDK	*Elec.light Ref.Mchy.*	4*Dks*&*Shelter dk*	10782										FairfieldCo.Ld.Glasgow		
	Sub.Sig. Wireless														
125	—	SteelSc	2326					1913	WestrnDD &S.B.Co.Ld. PArthur,Ont	CanadaSteamship Lines,Ld.	244·0 | 42·8 | 26·0	PArthrOnt British *WB*	T.3Cy.18″,29″&48″–40″ 146NHP		C
131056	*R.Pyette* –15		2046								F39′		AmericanS.B.Co.Clvlnd.		
	Longitudinal framing		1302												
	Elec.light Mchy.Aft	2*Dks*													
126	**Caliban**	SteelScK	215	✠100A1	Hul		3,17	1911	Cook,Welt'n&Gemmell Ld. Beverley	Hellyers'Steam FishingCo.Ld.	112·0 | 22·5 | 12·3	Hull British	T.3Cy.10″,16¾″&28″–24″ (*s*) 200lb 46RHP	13 ″ 2	
132260	*T.Hanson* –17	*ss*Hul.No.1–16	210	*StmTrawler*				8mo			BK8″	5*BHCem*	1SB,*2pf*,GS25,HS750		
JHNG	Wireless	1*Dk*	87	3,17	LMC1,16			*Lloyd's*A&CP			*WB*=*APT*3*t*		Amos&Smith,Ld.Hull		
127	**Calidon**	IronScSr	234	✠	Lon			1865	Tod& McGregor Glasgow	NorthWestRlwy. Comp.ofGreece	160·5 | 20·2 | 10·4	Piræus Greek	C.2Cy.20″&38″–22″ NB96 56NHP		
	*C.Cammenos*92–01		206	3,80				7mo					Hawthorns&Co.,Leith		
HMKQ	(*ex*Pan,*ex*Albion)	1*Dk*	136												
128	**California** *Doyle* –18	SteelScSr	7575	✠100A1	NYk	*c*†	12,16	1896	W Doxford &Sons,Ld. Sunderland	HarbyS.S.Co.Inc.	455·0 | 58·0 | 23·4	NewYork Utd.States	T.3Cy.29″,50″&80″–51″ (*s*) 180lb 430NHP		
	~~*J.L.Duffy*15–17~~	*ss*S.Fo.No.3–12,11	7192	*Spar dk*				3mo		*WB*=*CellDB*	P32'B112'F46' 31·9	FK	2SB,*6rf*,GS135,HS4590 FD		
	(*ex*Algoa)	*ss*Bal.No.1–15	4897	10,17~~12,16~~					A&CP	*E*&*B*52'*f*191'1623*t*	*FPT* 160*t* *APT* 70*t*	6*BHCem*	*DTa*43'590*t* W.Doxford&Sons,Ld.Sld.		
	1*Dk*(*Stl*)&*Spar dk*(*Stl*)3*trB*		BS8,15	BS12,16	LMC12,15										
	Elec.light Wireless														
129	—	SteelTwinScSr	5629	100A–	Liv		9,15	1902	Caird&Co. Ld. Greenock	PacificStmNavCo.	400·3 | 52·3 | 26·2	Liverpool British	T.6Cy.(s 23⅛″, P 23⅛″), 38½″&64″–48″ (*s*) 783NHP	29 ″ 0	BT till 1917
115305	*J.Beak* –16	*ss*Liv.No.3–9,15	4206	~~9,17 12,16~~							P91'*f*165'832*t* *FPT*	FK	180lb *100lb* HS14373	6 ″ 2	
TNRB	*Elec.light*	2*Dks*(*Stl–U* teak s)& *Shade dk*(teak)*3rd dk*(*Stl*) *in Nos.1*&*2 holds*	3098	BS12,16	LMC9,15				*WB*=*CellDBa*63'*uE*&			38*t* *APT* 45*t*	2DB&2SB,*24cf*,GS468, Caird&Co.Ld.Greenock	23 ″ 6	
130	—	SteelTwinScSr	4611					1913	Akt.Burmeistr&Wain Copenhagen	DetForenede DampskibsSelsk.	405·4 | 54·2 | 31·6	Copnhagn Danish *WB*	Oil Engines 4S.C.SA 16Cy.21½″–28¾″ 485NHP Akt.Burmeistr&Wain,Cpn		V
	P.Petersen –13	*Oil Eng.*	4011								P47'B86'F45' 34·96				
NSLD	*Elec.light Ref.Mchy.*	1*Dk*&*Awng Dk*	2864												
131	—	SteelSc3MstSr	2100					1912	Harlan& Hollingsworth Cor. Wlmgtn,Del.	Olson&Mahony	243·2 | 41·0 | 20·0	NewYork Utd.States	T.3Cy.19″,30″&50″–36″ 150NHP		
	*H.Petersen*07–12		—								P23'B82'F30′	*WB*	Harlan&HollingsworthCor		
	Elec.light Wireless	*Fitted for oil fuel* 1*Dk*	1400												
132	**Californian**	SteelScSr	5658	✠100A1	NYk	*z*	~~9,15~~ 6,17	1900	Union Iron Works SanFrancisco	American HawaiianS.S.Co.	413·0 | 51·0 | 22·0	NewYork Utd.States	T.3Cy.28″,46″&75″–48″ (*s*) 180lb 483NHP	33 ″ 6	
127446	*Schermerhorn* –17	*ss*N.Yk.No.3–6,12	5146	~~6,17 7,16 11,16~~	Bal			6mo		*WB*=*CellDB*	P36'B104'F40′	FK	4SB,*12cf*,GS215,HS8268		
KQDV	Sub.Sig. Wireless	*ss*N.Yk No.1–16	3582		LMC				A&CP	*a*127'*uE*&*B*67'*f*	160'1105*t* *FPT* 160*t*	6*BHCem*	UnionIronWorks,S.Fo.		
	Elec.light	2*Dks*(*Stl*)&*deep framing*		MS10,16	BS1,17							*APT*73*t*			
133	**Californie**	SteelScSr	5158			...		1905	Atel&Chnt de France Dunkirk	Cie.Générale Transatlantique	369·9 | 47·4 | 25·2	Havre French	T.3Cy.25″,42″&71″–48″ FD 446NHP	28 ″ 0	V
	Mehouas –10	2*Dks*&*Web frames*	4727								P40'F41′	FK			
HPCR	*Elec.light* Wireless	&*Shelter dk*	3308									*WB*	Caillard&Co.Havre		
134	**Calimeris**	SteelScSr	4157	✠100A1	Pir	*w*	~~9,16~~ 8,17	1905	W.Gray& Co.Ld. WHartlepool	~~M.Theodossiou~~ Soc.Nazionale di Nav.	342·0 | 49·5 | 22	Genoa Italian	T.3Cy.25½″,40½″&67″–45″ 180lb *100lb* (*s*) 316NHP	25 ″ 2	
821	~~*U.Sebtouris* 16–~~	*ss*Bkn.No.2–13	3257	~~7,17 8,16~~ 8,17	Ger			10mo			P23'B210'F34′	FK	2SB,*6rf*,GS118,HS4733	s 3 ″ 5	
	(*ex*Harlech)	1*Dk*(*pt Irn*&*pt Stl*)	2679	*Examined 3,18*				*Lloyd's*A&CP		*WB*=*CellDBa*	111'*uE*&*B*40'*f*148'	6*BHCem*	957*t* *APT*42*t*	22 ″ 1	
	S.Bassi –17	&*deep framing*			LMC8,17								Cen.Mar.Eng.Wrks.WHpl		
	Electric														
135	**Caliph**	SteelScK	226	✠100A1	Mil		2,13	1906	Smith's Dock Co.Ld. NorthShields	D.Pettit	120·5 | 21·6 | 11·7	Milford British	T.3Cy.12″,20″&33″–24″ (*r*) 180lb 55RHP	12 ″ 6	
121610	*G.T.Cobley* –13	*ss*Mil.No.1–11	201	*StmTrawler*				8mo			Q67′	BK7½″	3*BHCem*		
HLPD		1*Dk*	87	4,14				*Lloyd's*A&CP				*WB*=	*DTf*11'14*t*		
				BS4,14	LMC6,11								W.V.V.Lidgerwood,Gls.		
136	**Caliros**	SteelScSr	2570	✠100A1	Nap	*i*	7,14	1898	R.Thompson&Sons Sunderland	JeanSapariz	313·0 | 44·2 | 20·6	Piræus Greek	T.3Cy.22″,36½″&60″–42″ (*s*) 180lb *80lb* NDB09 251NHP	23 ″ 0	
	A.Coufopantelis –13	*ss*Shl.No.3–9,11	2401	7,14				10mo			P29'B94'F34′	FK	2SB,*6pf*,GS97,HS3832	s 3 ″ 6½	
	(*ex*KatinaAndreadi,	*ss*Nap.No.1–14	1649		LMC7,14				A&CP	*CellDBa*	98′*uE*22′*f*128′662*t*	5*BHCem*	N.E.MarineEng.Co.Ld.Sld	19 ″ 10	
	*ex*EleniNegropontis,*ex*Riplingham)	1*Dk*(*Irn*)&*deep framing*										*APT*55*t*			
137	**Calla** ~~*Offley Ashby* 17–~~	SteelSc3MstSr	849	✠100A1	Got	*k*	~~7,16~~ 3,18	1900	Grngemt'h Dockyard Co. Grngemouth	Nordiska Rederi-aktieb. (*H.Metcalfe, Mgr.*)	198·0 | 30·1 | 13·3	Gothenbrg Swedish	T.3Cy.16″,26½″&45″–33″ (*a*) 170lb *90lb* 121NHP	15 ″ 4	
4276	*M.W.Meyer*07–07	*ss*Got.No.3–4,12	662	3,15	LMC8,17			1mo		*WB*=*Cell*	Q66'B15'F27′	FK	3SB,*3cf*,GS57,HS1827	s 1 ″ 7	
JNRV	(*ex*Engineer)	1*Dk*(*Stl*)&*Web frames*	443	~~Examined 3,19~~	~~LMC8,17~~			*Lloyd's*A&CP	*Mgrs.*)	*DBf*109'150*t* *FPT*		6*BHCem*	60*t* *APT*70*t*	14 ″ 1	
	Mchy.Aft Well deck			~~MS3,16~~	~~BS3,16~~								Hutson&Sons,Ld.Glasgow		
	*U.Berghult*18–18			MS3,17											
138	**Calliope**	SteelScSr	3829	✠100A1	Bkn	*w*	7,16	1901	R.Craggs &Sons Middlesbro'	Gladstone&Co.	350·0 | 46·6 | 19·2	W.Hartlpl British	T3Cy.26″,42½″&69½″–45″(*s*) 180lb *90lb* 358NHP	29 ″ 9	
112446	*F.W.White* –17	*ss*Sld.No 3–1,15	3637	*Spar dk*				8mo			P29'B100'F35' 27·2	FK	2SB,*6rf*,GS127,HS5620	s 6 ″ 0	
SNFG	1*Dk*(*Stl*)&*Spar dk*(*Irn*)		2483	3,17	LMC				A&CP	*WB*=*CellDBa*	106'*uE*28'*f*150'703*t*	6*BHCem*	*APT*51*t*	24 ″ 1	
	&*Web frames*			MS3,14	BS7,16								Blair&Co.Ld.Stockton		
139	—	SteelScSr	2883	~~✠100A1~~	Cff	*u*	2,16	1900	W.Pickersgill&Sons Sunderland	London-American MaritimeTrading Co.Ld. (Petersen &Co.Ld.,*Mgrs.*)	324·0 | 47·1 | 21·7	London British	T.3Cy.23″,38″&64″–42″ (*s*) 180lb *100lb* NDB16 282NHP	24 ″ 1	
~~Missing since 7.17~~ 129684	*Typhan* –14	*ss*Cff.No.3–11,12	2696	11,16	~~MS3,16~~			3mo			P31'B96'F35′	FK	2SB,*6cf*,GS121,HS4290	~~28 ″ 11~~	
RNGT		*ss*Sld.No.1–16	1835						A&CP	*WB*=*CellDBa*	104'*uE*20'*f*128'709*t*	6*BHCem*	J.Dickinson&SonsLd.Sld.	~~30 ″ 5~~	
		1*Dk*(*Stl*)2*trB*&*deep framing* 3*Dk rule*										*APT*109*t*			
140	—	SteelScSr	*165*			...		1891	J.Duthie, Sons&Co. Aberdeen	A.Catolias	101·1 | 20·6 | 11·7	Syra Greek	C.2Cy.17″&34″–24″ 47NHP	12 ″ 0	
		(*ex*Cariama) 1*Dk*	*155*								BK6½″		BlaikieBros.Aberdeen		
			36												
141	**Calm** *G.Braidwood* –17	SteelScSr	892	✠100A1	Ddn	*l*	~~6,16~~ N6,17	1909	Short Bros. Ld. Sunderland	CanterburySteam Shipping Co.Ld.	205·0 | 33·0 | 11·4	Lyttltn NZ British	T.3Cy.17″,28″&46″–30″ (*s*) 180lb 143NHP	13 ″ 10	
129111	~~*W.Gordon* –15~~	*ss*MVo.No.1–14	653	3,17 ~~6,16~~				5mo			P15'Q51'F25′	FK	2SB,*4pf*,GS76,HS2421		
NTSD	(*ex*Cuyaba,*ex*Skell)	1*Dk*(*Stl*)	523	~~BS6,16~~	~~LMC7,14~~ 6,17			*Lloyd's*A&CP		*WB*=*CellDBa*44'	*uE*17'*f*88'225*t* *FPT*	4*BHCem*	29*t* *APT*25*t*		
	Well deck *Elec.light*												G.Clark,Ld.Sunderland		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys.	3 Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 6 7 Particulars of Classification. Character. — † for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last worn.	8 9 Built. When	By Whom — Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed. If not in L.R. Dated B. of Trade Cert.
142 / 110121 / RDFH	**Calonne** — *J.H.Telfer* –16 (*ex*Anglo Australian) *Elec.light* Wireless	Steel Sc Sr — *ss* Bry. No.3–4,11 *ss* Sld. No.1–14 1 *Dk(Stl)* & *Spar dk(Stl)* & *deep framing*	4019 / 3850 / 2581	✝100A1 *Spar dk* 6,17 ~~9,16~~ ✝LMC MS10,15	Gls Off	*x*	~~10,16~~ 6,17 ~~10,17~~	1899 / 5mo	Short Bros. Sunderland A&CP	Equinox S.S.Co.Ld (L.Walford (London) Ld. *Mgrs.*) Cell D B A 106′ *u* E 24′ *f* 152′ 900 *t* *FPT*	370·4 / P35′B212′F37′ FK	48·1 / 28·8	20·3	London British 6 *B H Cem* 69 *t APT* 78 *t*	T.3Cy.26″,42″&70″–48″ (*r*) 180lb ~~80lb~~ 390 NHP 2SB,6*pf*,GS121,HS5049 FD G.Clark,Ld.Sunderland	30 ″ 0 s 4 ″ 11 25 ″ 5	
143 / 212642 / LDSF	**Caloria** — ~~Oiden –16~~ *ss* NYk. No.2–15 (*ex*Chatham) 1 *Dk(Stl)* & *deep framing* & *Elec.light* Wireless *A.L.Millgard* –18	Steel Sc Sr — *Shelter dk(Irn)*	4095 / 3281 / 2543	✝100A1† *Shelter dk, with freeboard* 12,16 ✝LMC4,16 *Carrying Petroleum in bulk Fitted for oil fuel* 9,12 *F.P. above* 150°F.	NYk	*x*	~~N4,16~~ 3,18 *bulk*	1906 / 3mo / *Lloyd's*	Armstrong Whitworth & Co.Ld. Newcastle *SA&CP*	Standard Oil Co. (New Jersey) *WB = Cell DB*	370·4 / *u* E 24′ 90 *t* *FPT* 105 *t* FK	51·0	22·4	Bayonne, N.J. Utd. States 14 *B H Cem* *APT* 91 *t*	T.3Cy.26½″,44″&72″–48″ (*r*) 180lb 458 NHP 3SB,1 Aux SB,9*rf*,2*pf*GS209 HS8009 Blair&Co.Ld.Stockton	25 ″ 0 s 2 ″ 7 22 ″ 10	
144 / 140317 / MKD	**Caloric** — ~~*O.Lie –14 L.Haiss. –15*~~ 6 *Elec.light* *Mchy.Aft* Wireless	Steel Sc Sr — 2 *Dks(Stl)* & *Web frames* *Longitudinal framing*	7012 / 6374 / 4425	✝100A1 Hul *Spar dk* ~~5,17~~ ~~6,16~~ 2,18 ✝LMC9,14 *Carrying Petroleum in bulk Fitted for oil fuel* 9,14 *F.P. above* 150°F.	Hul	*a*†	~~6,16~~ 6,17	1914 / 9mo / *Lloyd's*	Sir J. Laing & Sons, Ld. Sunderland *SA&CP*	Bank Line Ld. (A Weir & Co. *Mgrs.*) *WB = Cell DB* *u* E & B 55′ 142 *t* D *T f* 38′ 511 *t* *APT* 53 *t*	425·0 / P101′B28′F45′ FK	57·0	33·1	London British 15 *B Hpt Cem* 6 to *Upr dk* 6 „ 2nd „	T.3Cy.27″,45″&74″–54″ (*s*) 180lb 555 NHP 4SB,12*cf*,GS196,HS8150 FD G.Clark,Ld.Sunderland	33 ″ 0 s 7 ″ 4 26 ″ 0	
145 / 139019 / JLBT	**Calulu** *J.C.Plunkett* 14–15 — ~~*C.Barnes –15*~~ *ss* Mel. No.2–16 (*ex*Osnabrück) 2 *Dks(Stl)* & *deep framing* *Elec.light*	Steel Sc Sr — *Lower dk in Nos.* 1 & 3 *holds*	4240 / 3955 / 2639	✝100A1 Mel ~~12,17~~ ~~10,16~~ ✝LMC1,16 ~~BS4,17~~	Mel	*y*	~~1,16~~ 12,17	1907 / 9mo / *Lloyd's*	Flensburgr Schiffsb.Ges. Flensburg *SA&CP*	Requisitioned by the Commonwealth of Australia *WB = Cell*	387·8 / P&B315′F50′ FK	51·0	25·2	London British 7 *B H Asp* *f* 175′ 1040 *t*	T.3Cy.27½″,46½″&76″–48″ (*s*) 180lb 473 NHP 3SB,9*cf*,GS147,HS6255 FD Flensburger Schiffsb.Ges.	27 ″ 9 s 4 ″ 0 24 ″ 2	
146 / 204447	**Calumet** —	Steel Sc Sr —	4928 — 3673					1907	Detroit S.B. Co. Wyandotte, Mich.	Interlake S.S.Co. (Pickands, Mather & Co. *Mgs.*)	420·0 /	52·2	29·0	Cleveland Utd. States *WB*	T.3Cy.22″,35″&58″–42″ 218 NHP Detroit S.B.Co.Detroit		
	Elec.light *Mchy.Aft*	1 *Dk*															
147	**Calvados**	Steel Sc (*Tug*) 1 *Dk*	103 96 2					1916	N.V. Mchf. H.J Koopman Dordrecht	Chambre de Commerce	82·0 /	18·5	9·5	Caen French *WB*	C.2Cy.13¾″&27½″–19 7/16″ 20 NHP N.V.Mchf.H.J.Koopman		V
148 / 137024	**Calvia** — *Elec.light*	Steel Sc K — 1 *Dk*	304 275 158	✝100A1 *Stm Trawler* 5,15 ✝LMC6,15	Gms			1915 / 5mo / *Lloyd's*	Cochrane & Sons, Ld. Selby *SA&CP*	~~Grimsby Alliance / Stm. Fishing Co. Ld~~ John L. Green Ld. (Baker & Green, *Mgrs.*)	136·9 / Q75′F22′ BK 8″ *WB* =	23·5	12·3	Grimsby British 4 *B H Cem* *APT* 6 *t*	T.3Cy.13″,23″&37″–24″ (*s*) 180lb 80 RHP 1SB,3*pf*,GS37,HS1332 Gt. Centrl Co-op Eng & Ship Repairing Co.Ld.Gms.	13 ″ 0	
149 / 127768 / KSNB	**Calvin Austin** — Wireless	Steel Sc Sr — 2 *Dks*	3826 1729 2853					1903	Harlan & Hollingsworth Co. Wlmgtn, Del	Eastern Steamship Corporation	298·9 /	60·8	17·8	Boston Utd. States	T.3Cy.26″,43″&71″–42″ 327 NHP Harlan & Hollingsworth Co. Wilmington, Del.		
150 / 113221	**Calvinia** — *J.Green* –14 (*ex*Svendborg, *ex*Catania)	Iron Sc K — *ss* Gms. No.3–6,13 1 *Dk*	191 173 94	✝100A1 *Stm Trawler* 1,15 ✝NB6,13 ✝LMC6,15	Gms		N1,15	1901 / 2mo / *Lloyd's*	Watson & Bird Hull *SA&CP*	~~Grimsby Alliance / Stm. Fishg. Co. Ld.~~ ~~Baker & Green~~	111·0 / Q46′F21′ BK 7½″	21·0	11·0	Grimsby British 3 *B H Cem*	T.3Cy.11½″,20″&32″–22″ (*s*) 180lb 50 RHP 1SB,2*pf*,GS33,HS1027 C.D.Holmes&Co.Hull	11 ″ 8	
151 / NHPV	**Calypso** *G.J.Jongman* — *Elec.light*	Steel Sc *Longitudinal framing* 2 *Dks*	2258 1653 1415					1911	Nederl. Schps. Maats. Amsterdam	Koninkl. Nederl. Stoomb. Maats.	300·0 / Q107′B77′F42′	42·0	19·2	Amstrdam Dutch *WB*	T.3Cy.21″,35″&56″–39″ 196 NHP Ned Fb.v.Wrk&Spoor,Ams		V
152 — / 96300 / LDCT	—	Iron Sc Sp —	544 433 339					1889	Scott & Co. Greenock	Straits S.S.Co.Ld.	190·0 / P31′ F26′	30·6	11·6	Singapore British	C.2Cy.18¾″&38″–30″ 90 RHP Scott & Co., Greenock		
153 — / 112460 / TGPC	*J.Walker* –17	Steel Sc K — *ss* Mil. No.3–7,14 1 *Dk*	187 166 ~~743,18~~ ~~10,16~~ ~~BS9,16~~	✝100A1 *Stm Trawler* Gms ~~LMC7,14~~ 3,18	Hul Gms		~~10,16~~ 3,18	1901 / 11mo / *Lloyd's*	J. Duthie, Sons & Co. Aberdeen *SA&CP*	Victorian Steam Fishing Co Ld. (W. Hill, *Mgr.*)	110·5 / Q51′	20·7	10·8 BK 7½″	~~Grimsby~~ ~~Scarboro'~~ British 3 *B H Cem*	T.3Cy.12″,19½″&32″–22″ (*s*) 180lb 50 RHP 1SB,2*pf*,GS38,HS1145 W.V.V.Lidgerwood,Gls.	11 ″ 6	
154 / 212919 / LFDK	**Camagüey** *R.Campion* (*ex*Tabaristan) 1 *Dk* & *Spar* *Elec.light* Wireless	Steel Sc Sr — *dk* & *deep framing*	3671 3143 2359				...	1903 / 11mo	W. Gray & Co. Ld. W Hartlepool	New York & Cuba Mail S.S.Co.	358·0 / P24′B86′F34′ FK	45·0	16·3 24·2	New York Utd. States *WB*	T.3Cy.25″,40½″&67″–45″ FD 376 NHP Cen.Mar.Eng.Wrks.W Hpl	26 ″ 10	R
155	**Camarones** *P.Hepe* *Elec.light* Wireless	Steel Sc Sr — (*ex*Taquary) 2 *Dks*	2788 2432 1782					1896	Sir Raylton Dixon & Co. Middlesbro'	Hamburg-Süd-Amerik. Dampfschifffahrts Ges.	298·8 / P31′B96′F39′	41·2	23·6	Bns. Ayres Argentine *WB*	T.3Cy.20″,33″&57″–45″ 218 NHP T.Richardson&Sns,Ld Hpl		G
156 / 114655 / VGBC	**Camberwell** *F.L.Adamson* –14 — 1 *Dk(Stl)* & *Spar dk(pt Irn & pt Stl)* *Elec.light*	Steel Sc Sr — *ss* Shl. No.2–11 *dk* & *deep framing*	4078 3839 2589	✝100A1 *Spar dk* 8,15 ✝LMC *Examined* 5,17 BS10,16 MS1,16	Mdb	*x*	1,17	1903 / 9mo / *Lloyd's*	J.L Thompson & Sons, Ld Sunderland *SA&CP*	Well Line, Ld. *WB = Cell*	368·0 / P30′B108′F44′ FK	49·6	19·0 27·0	Sundrland British 6 *B H Cem* *DB a* 119′ *u* E & B 40′ *f* 156′ 914 *t* *DT* a 31′ 766 *t* *FPT* 101 *t* *APT* 48 *t*	T.3Cy.26″,44″&72″–48″ (*s*) 180lb *160lb* 409 NHP 3SB,9*rf*,GS153,HS6567 J.Dickinson&Sons,Ld.Sld.	29 ″ 6 s 5 ″ 7½ 24 ″ 4	
157 / 132094 / HSPJ	**Cambodia** *F.Knudsen* –15	Steel Sc K — 1 *Dk*	284 256 115	✝100A1 *Stm Trawler* 8,14 ✝LMC5,11	Gms		2,14	1911 / 2mo / *Lloyd's*	Cook, Welt'n & Gemmell Ld. Beverley *SA&CP*	~~Grimsby Alliance~~ ~~Steam Fishing Co. Ld~~ Savoy Steam Fishing Co. Ld. (Baker & Green, *Mgrs.*)	135·2 / Q73 BK 8″	22·5	12·0	Grimsby British 4 *B H Cem*	T.3Cy.13″,23″&37″–24″ (*s*) 180lb 78 RHP 1SB,3*pf*,GS43,HS1332 Gt. Centrl Co-op. Eng & Ship Repairing Co.Ld.Gms.	12 ″ 10	
158 / HPDT	**Cambrai** *J.Bénard* –13 (*ex*Louise)	Iron Sc Sr — 1 *Dk* 2 *tr B*	963 899 576					1875	Schlesingr Davis & Co. Newcastle	Cie. des Bateaux à Vap. du Nord	219·1 / Q114′	30·2	18·4 F34′	Dunkirk French *WB*	C.2Cy.28″&53″–35½″ NB12 139 NHP T.Clark&Co.,Newcastle		V
159 / 120495 / HBVC	**Cambria** *Cable Vessel* *R.L.Boyd* –13 *Elec.light* Wireless	Steel Twin Sc Sr — *ss* Lon. No.2–12 1 *Dk(Stl)* & *Spar dk(Stl–teak s)* & *pt lower dk(Stl) in holds*	1959 1817 1004	✝100A1 *Spar dk* 4,15 ✝LMC MS12,12 ~~BS9,14~~ 1,17	Suz	*s*	4,15	1905 / 1mo / *Lloyd's*	Swan, Hunter & Wigham Richardson, Ld Newcastle *SA&CP*	Eastern Telegraph Co. Ld. *WB = Cell D B a* 52′ *between & at sides o*	283·0 / B84′ FK&BK 2″	37·1	16·2 23·8 *u* E 20′ *f* 122′ *Tanks* *f* tunnels 266 *t* *FPT*	London British 5 *B H Cem* 35 *t APT* 70 *t*	T.6Cy.16″,26″&44″–33″ (*r*) 190lb *110lb* 294 NHP 2SB,6*cf*,GS109,HS4112 FD Swan, Hunter & Wigham Richardson, Ld. Nwc.	26 ″ 3 s 4 ″ 10 22 ″ 1	
160 — / 108811 / PVRD	— *W.J.C.Nash* *Elec.light* Wireless	Steel Twin Sc Sr — Sub.Sig. 2 *Dks* & *Awng dk*	1842 1205 777					1897	W. Denny & Bros. Dumbarton	L. & N.W.Rlwy.Co.	329·0 /	39·1	15·8	Dublin British *WB*	T.8Cy.(2)26″(2)40″&(4)43″ -33″] 425 NHP Denny&Co.,Dumbarton		BT till 9,17
161 — / 121603 / HFDC	— *E.Garnham* –14	Steel Sc K — (*Trawler*) 1 *Dk*	206 185 78				...	1905	Smith's Dock Co. Ld. North Shields	E.Garnham	117·5 / Q50′	21·5	11·5 BK 7½″	Milford British	T.3Cy.12″,20″&33″–23″ 54 RHP W.V.V.Lidgerwood,Gls.	12 ″ 4	

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage officiel. Total / sous le Pont. / Net.	5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Entretenu.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quill. Franc-bord au milieu du navire. Tirant d'eau correspondant.	15
162 78849	**Cambria** *G.T.Harvatt* –15 1*Dk*	**IronPadSr** *ss*Liv.No.1–84	157 156 67	7,84 *For River and*	Liv *Tug pur*		*poses*	1879 2mo	T.Redhead &Son Preston	NicholsonStmTug &SalvageCoLd (J. Nicholson, *Mgr.*)	118·7	20·4	9·9 BK6″	Scarboro' British 3*BHCem*	L.2Cy.31½″–48″ IB.GS34 NB94 70RH R.Smith,Preston	
163 120890	— 1*Dk*	**WoodSc**	151 139 91					1892	J.Wood-cock Northwich	BrunnerMond&Co Ld.	90·2	21·3	10·4	Liverpool British	C.2Cy.13″&26″–18″ 28RH Cochrane&Co.Birkenhead	
164 106957 PNBW	**Cambrian** *W.F.Wood* –16 *Ref.Mchy.* *Elec.light*	**SteelScSr** Wireless 2*Dks&lowerdkforward* 4*trBaft*	5626 *Name changed* "Bostonian," 3643				*See No. 18*	1896	W.Gray& Co.Ld. West Hartlpool	F.Leyland&Co.Ld.	450·0 P40′ *Shelterdk a25′* B254′ *Shelterdk f25′* F52′	49·2	31·0 FK	W.Hartlpl British *WB*	T.3Cy.32″,54″&86″–54″ 696NH Cen.Mar.Eng.Wrks.WHpl	34 ″ 0	
165 104158	— *W.C.A.Mace* –13 1*Dk*	**SteelScK** *ss*Gms.No.3–3,13	191 176 75	✝100A1 *StmTrawler* 7.14	Gms		7,14	1900 3mo	Smith's Dock Co.Ld. NorthShields	BostonDeepSea Fishing&IceCo.Ld (A.Lunn, *Mgr.*)	116·0 Q48′F20′	21·1	11·1 BK7½″	Boston British 3*BHCem*	T.3Cy.12″,19″&32″–24″ (*s*) 180lb 51RH 1SB,*2pf*,GS40,HS1047 Smith'sDock Co.Ld.S.Shl.	12 ″ 0	
166 109429 QDGM	**Cambrian King** ~~*D.M.Mackenzie* –16~~ *R.M.Bowe* –17 (*ex*Ullapool) 1*Dk*(*Stl*)&*Spar dk*(*Irn*) *Elec.light*	**SteelScSr** ~~*ss*Bly.No.3–10,10~~ *ss*Rot No.1–15 *&deep framing*	3601 3345 2315	✝100A1 *Spar dk* 8,17 5,16	NYk Mch	*w*	5,16	1898 6mo	W.Pickers-gill&Sons Sunderland A&CP	Atlantic&East-ern SS Co Ld (J. Glynn&Son, Mgrs) Ld. *WB=CellDBa*	350·0 P28′B102′F34′ 110′*uE&B42′f144′*	46·3	17·6 FK	Liverpool British 6*BHCem*	T3Cy24½″,40½″&66″–45″ 180lb *80lb* 335NH 2SB,*6cf*,GS104,HS4331 852t*APT52t* G.Clark,Ld.Sunderland	28 ″ 2 s 5 ″ 4 23 ″ 2	FD
167 123233 HFQS	**Cambric** *ss*Hul,No 2–17 *A.E.Park* –13 1*Dk*(*Stl*)*&deep framing*	**SteelScSr** ~~*ss*Bry.No.1–10~~	3403 3177 2204	✝100A1 9,14 10,13	Sws Hul	*y*	5,1 9,17	1906 3mo	Sunderlnd S.B.Co.Ld. Sunderland A&CP	W.H.Cockerline& Co. *WB=CellDBa112′uE&B40′f146′813tFPT*	342·4 P32′B100′F32′	49·5	22·8 FK	Hull British 6*BHCem* 93t*APT39t*	T.3Cy.23½″,39″&66″–45″ (*s*) 180lb *100lb* 308NH 2SB,*6cf*,GS116,HS4610 N.E.MarineEng.Co.LdSld.	25 ″ 3 s 4 ″ 5 21 ″ 2	
168 Wireless	**Cambridge** 1*Dk*	**SteelTwinScSr**	1259 906 598 1143					1886 10mo	Earle'sShp Co.Ld. Hull	AngloOttomanS.S. Co.Ld.(D.La abiri, *Mgr.*)	280·5	31·0	15·2		C.4Cy.30″&57″–36″ NB02 324NH Earle'sCo.Ld.Hull		
169 102489 JHQW	— *A.Livingstone* –05 1*Dk*	**SteelPadSp** (*ex*Cambria)	420 333 159					1895	H.Mc Intyre&Co Alloa	P.&A.Campbell Ld	225·0 Q10t H20t	26·1	9·4	Bristol British	C.2Cy.37″&67″–66″ NB12 304NH Hutson&Son,Glasgow		
170 204087 KWCG	**Camden** Wireless 1*Dk*	**SteelTrpScSr**	2153 — 1143					1907	BathIron Works,Ld. Bath,Me.	EasternSteamship Corporation	320·5	40·0	16·1	Boston Utd.States	3SteamTurbines		
171 136736 JHMS	— *J.R.Prescott* –16 *ex*Edenor) *Arch deck* *Cargo battens not fitted*	**SteelScSr** *ss*Bry.No.1–14 1*Dk*(*Stl*	1425 1261 863	✝100A1 10,17 8,16	Shl	*n*	8,16 10,17	1911 4mo	Osbourne, Graham&Co. Sunderland	Gardner,Locket& dinton,Ld. *WB=CellDBa77′uE&B29′f96′322tFPT*	240·2 P18′F23′	34·2	20·1 FK	London British 4*BHCem* 8t*APT65t*	T.3Cy.18″,29″&48″–33″ (*s* 180lb 148NH 2SB,*4pf*,GS68,HS2866 MacColl&Pollock,Ld.Sld.	22 ″ 2 s 6 ″ 5 16 ″ 1	
172	**Camelia** *F.Hart* –17 ~~*Kronenberg*~~ *Elec.light* 1*Dk*	**SteelScYl** *ss*Ams.No.3–6,15	239 227 90	✝100A— *StmTrawler* 9,16	Ams		1,15	1902 3mo	Schofield, Meeuweno'r & Co. Grimsby	Vissch.My Flora	132·0 F21′ len09	21·4	12·0 BK7½″ *WB=*	Scheveningn Dutch 3*BHCem* *DBf21′25t*	T.3Cy.12½″,21″&34″–24″ (*s*) 180lb 64NH 1SB,*2pf*,GS32,HS1018 C.D.Holmes&Co.Hull	12″10	
173 133528 JBPW	**Camellia** *since 1917* *W.Wharther*12–13 (*ex*Tynehome) 1*Dk*(*Stl*)	**SteelScSr**	3157 2975 1957	✝100A1 10,15	Bry	*u*	4,16	1913 2mo	J.Blumer& Co. Sunderland	Stag Line,Ld. J.Robinson& Sons, *Mgrs.*) *B=CellDBa112*	331·0 P26′B94′F30′	47·7	22·5 FK	N.Shields British *APT182t*	T.3Cy.24″,39″&65″–42″ (*s* 180lb *180lb* 306NH 2SB,*6cf*,GS130,HS4830 J.Dickinson&Son,Ld.Sl	24 ″ 6 s 3 ″ 11 21 ″ 1	
174 87682 HTVs	**Cameo** *A.Mitchell* –08 (*ex*Strathadder) *Mchy.Aft* 1*Dk*(*Irn*)	**IronSc3MstSr** *ss*Bkn.2ndNo.3–12,07 *ss*Bwg.No.2–16	394 277 151	✝100A1 11,17 12,16 6,18	Bwg Ayr	*g*	12,16	1883 5mo	J.Fuller-ton&Co. Paisley	N.Robertson	160·2 Q85′B7′F25′	23·2	10·9 BK6″	Glasgow British 4*BHCem*	C.2Cy.19½″&36″–27″ (*s*) 80lb 60RH 1SB,*2pf*,GS33,HS930 J.&T.Young,Ayr	11 ″ 6 s ″ 8 11 ″ 6	
175 109027 QFHV	— *W.Brooks* –14 1*Dk*	**SteelScYl** *ss*Hul.No.3–7,10 *ss*Hul.No.1–14	172 159 67	✝100A1 *StmTrawler* 10,14	Flt		9,14	1898 5mo	Mackie& Thomson Glasgow A&CP	KingstonSteam TrawlingCo.Ld.	110·0 Q22′ ptND10	21·0	10·9 BK7½″	Hull British 4*BHCem*	T.3Cy.12″,19½″&32″–22″ (*s*) 180lb 55RH 1SB,*2pf*,GS33,HS800 Muir&Houston,Ld.Gls.	12 ″ 0	
176 128912 HRFQ	**Camerata** *D.O.Morris*03–10 *Elec.light* 1*Dk*(*Stl*)	**SteelScSr** *ss*Rot.No1–14	3723 3424 2361	✝100A1 10,16	Off	*w*	10,16	1910 6mo	W.Gray& Co.Ld. West Hartlepool	LaTunisienneStm. Nav.Co.Ld.(F.C. Strick&CoLd *Mgrs*) *WB=CellDBa11*	350·1 P29′B67′F33′	50·1	23·6 FK	Swansea British 6*BHCem* *PT41t*	T.3Cy.24″,38″&64″–42″ (*s*) 180lb *90lb* 320NH 2SB,*6pf*,GS99,HS4299 Cen.Mar.Eng.Wrks.WHpl	25″11 s 4″10½ 21 ″ 5	
177 119881 HDFR	**Cameron** *W.H.Smith* –15 *Spar dk(ptIrn&ptStl)2trBa)* *deep framing*	**SteelScSr** *ss*Shl.No.2–13	3044 2831 1929	✝100A1 *Spar dk* *withfreeboard* 9,16	Sws	*u*	9,16	1905 8mo	Irvine'sSB &D.D.Co.Ld W Hartlepool	Chr.Salvesen&Co.	325·2 P33′B100′F32′	47·1	13·7 FK	W.Hartlpl British 6*BHCem*	T.3Cy.24″,38″&64″–42″ (*s*) 160lb *100lb* 275NH 2SB,*6cf*,GS100,HS4264	24″10 s 4 ″ 2½ 21 ″ 0	
178 129589 HTKQ	**Cameronia** *D.W.Bone* –15 *Elec.light* Wireless Sub.Sig. 3*Dks*	**SteelTwinScSr**	10963 7799 5936					1911	D&W Hen-dersn&Co.Ld. Glasgow	AnchorLine(Hen-dersonBros.)Ld.	515·0 P366′F104′	62·2	25·7	Glasgow British *WB*	T8Cy(2)32″(2)54″&(4)63″-54″ 1164NH D&W.Hendersn&CoLdGls		C BT till 5,17
179 Sunk War Loss) JKQW	**Cameronian** (*ex*Kamerun) *Elec.light* 2*Dks*	**SteelScSr**	5861 5485 3659					1913	J.Frerichs &Co.A.G. Einswarden	F.Leyland&Co.Ld.	428·4 P&B347′F49′	55·0	29·0	Liverpool British	Q.4Cy.25⅝″,37″,53½″&77⅞″-47½″ 415NH J.Frerichs&Co.A.G.		
180 HCPK	**Cameta** 1*Dk&Hurdk*	**IronPad**	478 — 340					1881	Laird Bros. Birkenhead	Madeira-Mamoré Rly.Co.	181·0 F138′654t *FPT*	28·0	9·5	Manaos Brazilian	C.2Cy.32″&52″–54″ 165NH LairdBros.,Birkenhead		
181 MNHG	**Camilla** *T.Steffensen*16–16 (*ex*Mayenne) 1*Dk*(*Stl*)*&deep framing*	**SteelScSr** *ss*Sws.No.1–12	2273 2032 1362	✝100A1 8,15	NYk	*s*	N11,16	1908 6mo	Forg.&Ch. de la Médit. Havre A&CP	Wm.Hansen *B=Cell D Ba 98′u*	295·0 P23′B74′F35′ *E18′f120′616tFPT*	44·0	18·6 FK	Bergen Norwegian 6*BHCem* 62t*APT32t*	T.3Cy.20¾″,33⅛″&52″–35⅞″ 170lb *100lb* (*s*) 190NH 2SB,*6cf*,GS107,HS3234 Forg.&Ch. de la Médit.Hav.	21 ″ 4 s 3 ″ 1 18 ″ 6	
182 Camilla Rickmers	**SteelScSr** *Elec.light* Sub.Sig. Wireless 2*Dks*		5130 4723 3163					1914	Rickmers Akt.Ges. Bremerhaven	RickmersReis-mühlen,Reed.& Schiffb.Akt.Ges.	401·1 P50′B134 F35′	53·2	27·5	Brmrhavn German *WB*	T.3Cy 28¾″,45⅞″&74″–53½″ 400NH A.G."Weser,"Bremen		G

1 No. in Book. Official No. Code Letters	2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck Net.	5 Particulars of Classification. Character for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of Builder's Certificate.
183 127931 HNFP	**Camillo** SteelScSr *J.W.Jones* –17 *ss*Lon.No.1–12 (*ex*JoyoMaru) 2*Dks*(*Stl*)&*Web frames* *Elec.light Mchy.Aft*	5135 4662 3149	✠100A1 7,15 *CarryingPetroleum in bulk* BS4,16 ✠LMC5,13	Sng	*y*	2,17	1908 10mo	Armstrong Whitworth &Co.Ld. Newcastle *Lloyd's*A&CP	CamilloTank S.S.Co.Ld.(C.T. Bowring&Co.Ld.) *WB=CellDB*	385·0|50·5|30·2 P99′B25′F42′ FK *u B* 38′ 76t*D*	Liverpool British 15*BHCem*	T.3Cy.26″,43″&72$\frac{1}{16}$″–48″ 180lb (*r*) 438NHP 3SB,*9cf*,GS202,HS7425 Wllsnd Slpwy.Co.Ld.Nwc. *T f* 44′408*t FPT* 47*t APT* 21*t*	31 // 10 s 6 // 8½ 25 // 6	
184	**Caminha** SteelScSr (*ex*Euripos,*ex*Mirna Horn) *Elec.light* 1*Dk*&*Spar dk*	2763 2594 1747					1907	Akt.Ges. "Neptun" Rostock	Requisitioned by the Portuguese Government	291·3|43·8|24·3 H67′	Portuguese *WB*	T3Cy.20½″,35$\frac{7}{16}$″&55½″–37$\frac{3}{8}$″ 190NHP A.G."Neptun,"Rostock		
185 104576 NMRH	**Camira** SteelScSr *G.A.Lange* –16 *ss*Gls.No.3–8,06 (*ex*ClanCampbell) *ss*Syd.No.2–15 2*Dks*(1*Stl*&*UIrn-ws*)&*Web frames*	2600 2398 1653	✠100A1 1,18 ~~12,16~~ ~~BS12,16~~ ✠LMC12,16 BS1,18	Syd	*t*	12,15	1894 10mo	NavalCon. &Arm.Co.Ld. Barrow *Lloyd's*A&CP	AdelaideS.S.Co.Ld *WB=CellDBa* 74′ *MT* 34′675*t*	312·0|40·2|24·7 P29′B62′F39′ *u E* 18′166*t* BK 10″ *FPT* 97*t APT* 38*t*	Newcastle N.S.W. British 6*BHCem*	T.3Cy.23″,38″&63″–42″ (*s*) 200lb *100lb* 317NHP 2SB,*6rf*,GS95,HS4140 FD NavalC.&A.Co.Ld.Brw.	26 // 2 s 4 // 10½ 22 // 7	
186 137796 JLHT	**Camito** SteelTwinScSr *G.E.Martin* –17 Sub.Sig. *Elec.light Ref.Mchy.* 4*Dks*	6611 5204 4058					1915	A.Stephen &Sons,Ld. Glasgow	Elders&Fyffes,Ld.	426·3|54·2|30·4 P40′B195′F47′	Glasgow British *WB*	T.6Cy.23½″,39½″&67″–48″ 622NHP A.Stephen&Sons,Ld.Gls.		C
187 114758 SPLK	**Camlake** *H.C.Johnson* –17 SteelScSr ~~*Schooley* –16~~ *ss*Cff.No.3–5,14 (*ex*Wandsworth, *ex*Heathbank,*ex*Melbrek) *Spar dk*(*Stl*)2*trB*&*deep framing*	3230 3038 2086	✠100A1 *Spar dk* *withfreeboard* 2,14 ~~6,16~~ MBS2,17 ~~MBS12,16~~ ✠LMC6,14	Shl Hal	*b*	N12,15	1901 9mo	W.Hamilton&Co. Pt.Glasgow A&CP	F.W.Lund & W.H. Dixon(Harris& Dixon,Ld.*Mgrs.*) *WB=CellDB*	330·2|45·7|16·2 P31′B117′F40′ 23·9 FK *a*&*uE* 114′*f* 144′727*t*	Cardiff British 6*BHCem* *APT* 77*t*	T.3Cy.24½″,40″&65″–42″(*a* 180lb *100lb* NDB14 303NHP 2SB,*6cf*,GS121,HS4750 D.Rowan&Co.Glasgow	26 // 6 s 4 // 5½ 22 // 5	
188 JFQC	**Cammin** SteelScSr *H.Ohm* (*ex*Eugenie) 1*Dk*	147 — 61	~~MBS12,16~~ ✠LMC6,14				1900	J.Kievits& v.ReedeCzn. Papendrecht	Stettin-Wollin-CamminDievenow Dampf.Ges.m.b.H.	117·3|19·7| 8·9	Cammin German *WB*	T.3Cy.8½″,15″&23⅜″–14″ 21NHP J.Kievits&v.ReedeCzn. Papendrecht		G
189 113403 HMVR	**Camoens** SteelScSr *J.E.Turner* –17 *ss*Bkn.No.3–2,13 1*Dk*(*Stl*)&*Spar dk*(*Stl*)&*Elec.light deep framing*	4070 3862 2640	✠100A1 *Spar dk* 1.17 ~~BS9,16~~ ✠LMC10,~~16~~ ~~3,16~~ 3,13	Mch	*x*	~~4,15~~ 5,17	1900 9mo	Workman, Clark&Co.Ld Belfast A&CP *WB=CellDBa* 96′*uE*&*B* 88′*f* 116′773*t FPT*	LivBrazil&RPlate S.N.Co.Ld. (Lamport&HoltLtd.*Mgs*)	378·0|47·5|20·7 P31′B102′F45′ 28·6 FK 6*BHCem* 70*t APT* 55*t*	Liverpool British 6*BHCem* 2DB,*12cf*,GS199,HS7504 FD Wrkman,Clark&Co.LdBel	T.3Cy.26½″,44″&74″–54″ (*s*) 190lb *90lb* 534NHP 2DB,*12cf*,GS199,HS7504 FD Wrkman,Clark&Co.LdBel	31 // 4 s 6 // 3 25 // 6	
190 121204	**Camosun** *ss*Ver.No.3–1,18 SteelScSr *J.H.Browne* –17 ~~*ss*Ver.No.8–14~~ 1*Dk*(*Stl*-ws)&*Web frames*&*Elec.light* Wireless *pt Awngdk*	1369 692 794	✠100A1 *pt Awng dk* *withfreeboard* ~~1,18~~ ~~4,16~~ 4,18 ~~BS6,17~~ ~~BS4,16~~ ✠LMC2,14	Ver	*n*	~~4,16~~ N1,18 1,13	1905 2mo	Bow,McLachlan&Co. Ld. Paisley *Lloyd's*A&CP	UnionS.S.Co.of Brit.Columbia,Ld. *WB=CellDBa* 40′ *uE*&*B* 35′*f* 75′1	192·7|35·2|14·9 *pt Awngdk* 144′ BK 8″ 84*t FPT* 32*t APT* 9*t*	Vancouver B.C. British 5*BHCem*	T.3Cy.18½″,30″&50″–36″ (*s*) 180lb 224NHP 2SB,*6cf*,GS143,HS4296 Bow,McLachln&CoLdPsy	17 // 3 s 1 // 9½ 16 // 6	
191 129580 HTBR	**Campaigner** SteelSc *H.Cooke* –15 (*Tug*) 1*Dk*	163 155 —	~~BS4,16~~ ✠LMC2,14			1,13	1911	A.Stephen &Sons,Ld. Glasgow	Steel&Bennie,Ld.	107·1|23·0|10·2	Glasgow British *WB*	C.2Cy.21″&42″–27″ 76NHP A.Stephen&Sons,Ld.Gls.		
192 214036 LFWM	**Campana** SteelScSr *A.Oliver*14–15 *ss*N.Yk.2ndNo.3–5,16 (*ex*Dunholme) 1*Dk*(*Irn*)2*trB*&*Elec light deep framing* 3*Dk rule*	3675 3106 2688	✠100A1 6,17 ~~7,16~~ ✠LMC5,16	NYk	*v*	~~7,15~~ 6,17	1901 7mo	W.Gray& Co.Ld. W.Hartlepool A&CP	StandardOilCo. (NewJersey) *CellDBa*&*uE* 136′*f* 138′	335·4|47·0|24·7 P27′B84′F32′ FK 5*BHCem* 721*t APT* 53*t*	BayonneNJ Utd. States 180lb 319NHP 2SB,*6rf*,GS119,HS4884 Cen.Mar.Eng.Wrks.WHpl	T.3Cy25½″,40½″&67″–45″(*s*) 180lb 319NHP 2SB,*6rf*,GS119,HS4884 Cen.Mar.Eng.Wrks.WHpl	27 // 4	
193 102086 NBLT	**Campania** SteelTwinScSr 4*Dks* *Elec.light Ref.Mchy. Promenade dk*	12884 10257 5526			…		1893	Fairfield Co.Ld. Glasgow	The Admiralty	601·0|65·2|37·8 P75′F120′ FK *Promenade dk* 370′	Liverpool British *WB*	T10Cy(4)37″(2)79″&(4)98″–69″} 3191NHP FairfieldCo.Ld.,Gls.	41 // 10	
194 611 NKQM	— SteelScSr *E.Repetto*08–13 *ss*Gen.No.2–16 (*ex*Hillfern) 1*Dk*(*Stl*)&*Spar dk*(*Stl*)&*deep framing*	429 411 276	✠100A1 *Spar dk* 6,16 ✠LMC6,16	Gen	*x*	4,15	1907 4mo	Russell& Co. PortGlasgow *Lloyd's*A&CP	L.Pittaluga fuF. *WB=CellDBa* 12′ *f* 170′1070*t*	385·0|49·9|18·4 P30′B108′F40′ 26·4 FK 6′*uE*&*B* 40′ *t DTa* 32′ 765*t APT*	Genoa Italian 5*BHtoSp dk* 1*BHto M dk* 45*t Cem*	T.3Cy.25″,42″&68″–48″ (*s*) 180lb 384NHP 3SB,*9cf*,GS150,HS6417 J.G.Kincaid&Co.Ld.Grk.	29 // 0 s 5 // 6½ 23 // 10	
195 HDJS	— SteelScSr *F.Krilelich*07–09 *ss*Tri.No.3–5,13 1*Dk*(*pt Irn*&*pt Stl*)2*trB*&*deep framing* 3*Dk rule*	3551 3364 2267	✠ ~~9,16~~ *Now employed as "Kelowlee," See No. 40 in Supplement*	Tri	*v*		1901 3mo	J.Readhead &Sons,*t* S.Shields	CampaniaS.S.Co. Ld.(D.Tripcovich) *WB=CellDBa*	341·2|46·7|26·0 P41′B101′F32′ FK 116′*uE* 20′*f* 140′825*t*	Trieste Aust.-Hung. 6*BHCem* *APT* 39*t*	T.3Cy.24″,40″&65″–45″ 295NHP 2SB,*6rf*,GS116,HS4590 J.Readhead&Sons,S.Shl.	27 // 4	
196 5350 JSRV	— SteelScSr ~~*Grk.Herhamn*10–14~~ *ss*Skm.No.1–15 *Elec.light* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) ~~*Nd Wästerwik*16 *C A Born*11–17~~	1201 1004 571	✠100A1 *Shelter dk* *withfreeboard* 8,17 ~~6,16~~ ✠LMC4,16	Skm Got	*o*	~~4,15~~ ~~6,17~~ 3,18	1912 3mo	Campbeltown S.B.Co Campbelt'wn *Lloyd's*A&CP	~~Förnyade Angf.-Aktieb. Svenska Lloyd (H.Metcalfe, *Mgrs.*)~~ *WB=CellDBa* 56′*uE*&*B* RederiaktSvenskaLloyd(H.Metcalfe,*Mgr.*)	229·4|35·8|15·6 FK 33′*f* 102′395*t APT*	Gothenbrg Swedish 4*BH pt Asp* 50*t pt Cem*	T.3Cy.18″,27½″&45″–33″ (*s*) 180lb *100lb* 155NHP 2SB,*4cf*,GS70,HS2228 FD J.G.Kincaid&Co.Ld.Grk.	17 // 7 s // 7½ 17 // 3	
197 109421 STVP	**Campeador** SteelScSr (Detained at Hamburg) *J.C.Taylor* –06 *ss*Lon.No.3–8,07 *ss*Bkn.No.1–11 1*Dk*(*Stl*)&*Spar dk*(*Irn*)&*Web frames*	1320 1281 873	✠100A1 *Spar dk* *withfreeboard* 4,14 ✠LMC8,11 DBS8,15 MBS4,14 ✠NB11,*fitted* 4,14	Shl	*o*	N8,13	1894 8mo	Wood, Skinner&Co Newcastle A&CP	CampeadorS.S.Co. Ld.(MacAndrews &Co.Ld.), *WB=CellDB*	238·8|33·2|12·5 20·3 BK 8″ a57′ *u E*&*B* 37′ *f* 95′	Liverpool British 4*BHCem* 256*t APT* 35*t*	T.3Cy.18″,31″&51″–33″ (*s*) 180lb *80lb* NDB07 152NHP 1SB,*3cf*,GS76,HS2215 N.E.Mar.E.Co.Ld.,Sld.	22 // 8 s 4 // 9 18 // 9	
198 120447	**Campeche** SteelScSr 1*Dk*	276 236 184			…		1897	A.McMillan&Son(Ld) Dumbarton	Cia.Mexicana de Nav.S.A.	140·0|23·1| 9·2 Q23′F17′ FK	VeraCruz Mexican *WB*	T.3Cy.12″,18½″&31″–22″ 56NHP D.Rowan&Son,Glasgow	9 // 8	
199	— WoodAuxScSr *Oil Eng.* 1*Dk* (*See Sailing Ship Register.*)	115 109 83					1916	A.W.Story Essex,Mass.	W.Indies Chemical Works,Ld.	82·6|25·0| 9·4	KingstnJa British	Oil Engine LathropEng.Co.Bridgeport,Conn.		
200 2mo	**Campeiro** SteelTwinScSr *T.Chrysostomo*15–15 *Elec.light* 1*Dk*(*Stl*)&*Awng dk*(*Stl*) *Ref.Mchy.* *ss*Gen.No.1–17	2687 2545 1605	✠100A1 *Awng dk* *withfreeboard* 7,17 ~~12,16~~ BS9,16 ✠LMC4,16	Msl	*s*	11,16	1912 2mo	WoodSkinner&Co.Ld. Newcastle *Lloyd's*A&CP	LloydNacional (Giuseppe Martinelli&Co.*Mgrs.*) *WB=CellDB*	295·3|43·7|23·4 FK *a*&*uE* 90′215*t FPT*	R.Janeiro Brazilian 5*BHCem* 112*t APT* 94*t*	T.6Cy.15″,25″&41″–27″ (*r*) 180lb 244NHP 2SB,*6cf*,GS131,HS4506 Richardsons,Westgarth&Co.Ld.Mdb.	25 // 0 s 5 // 3 20 // 4	
201 TCKB	**Camphuijs** SteelSc *Kolk* 2*Dks*&*Awng dk* *Elec.light* *Fitted for oil fuel*	2776 — 1696					1903	Nederl. Schps.Maats. Amsterdam	Koninkl.Paketv. Maats.	315·3|41·4|21·8 P67′F74′	Batavia Dutch *WB*	T.3Cy.23⅜″,37″&63″–43$\frac{5}{16}$″ 261NHP NedFb.v.Wrk&SpoorAms		V
202 721 NKQW	**Campidano** SteelSc (*ex*Zanzibar) 1*Dk*&*Spar dk*	1273 1091 737					1899	J.C.Tecklenborg A.G. Geestemünde	Soc.Marittima Italiana	233·2|32·1|19·9 P33′B80′F31′	Genoa Italian *WB*	T3Cy14$\frac{3}{16}$″,24$\frac{3}{4}$″&39½″–33$\frac{1}{16}$″ 90NHP J.C.TecklenborgA.G.Gst.		IV

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L. R. Usage. Cons. Roll Trade.
203	**Campidoglio**	**SteelScSr**	150					1899	Nuscke& Co. Stettin	Soc.Italiana di Nav.Maritt.e Fluviale	120·6|19·3| 7·1	Rome Italian	C.2Cy.11⅛″&20½″–13½″ Kette.Deut. 13NHP Elbschifff.Ges.Uebigau		I
6	*F.Guarnotta*10–11	(*ex*Anklam)	140												
NKRB	*Mchy.Aft*	1*Dk*	78												
204	**Campinas**	**SteelScSr**	3098					1895	Atel.& Chant.Loire St.Nazaire	ChargeursRéunis	334·7|42·0|28·5 P25′ B13′ F40′	Havre French *WB*	T.3Cy.24″,40″&65″–44″ NB08 280NHP Atel.&Chant.Loire,St.Naz.		V
	*Néron*06–12		2883												
HPGM		2*Dks3trB*	1972												
205	—	**SteelTwinScSr**	*2306*	✠100A1	Cd	*r*	~~5,16~~	1909	Armstrong Whitworth &Co.Ld. Newcastle	LloydNacional (GiuseppeMartinelli&Co.*Mgrs.*)	275·0|43·5|16·0 P26′B161′F30′ FK	R.Janeiro Brazilian *5BHCem*	T.6Cy.15″,25″&41″–27″ (*r*) 180lb 232NHP 2SB.*6cf*,GS122,HS160 Richardsons,Westgarth& *APT*110*t* Co.Ld.Mdb.	17 ″ 6 s 1 - 6½ 16 ″ 4	
	*A.Costa*15–15	~~ssRio No.1–15~~	*1604*	6,17 ~~5,16~~ 3,18	Rio		6,17	11mo	Whitworth &Co.Ld. Newcastle						
	(*ex*Posteiro) *ss*Rio.No.2–17	1*Dk*(*Stl*)	*1390*	~~BS5,16~~ ✠LMC~~5,16~~ 6,17											
	Elec.light							*Lloyd's*	*sA&CP*	*CellDBa*68′*uE*16′	160*tFPT*86*t*		*APT*110*t*		
206	**Campista**	**SteelTwinScSr**	*1309*	✠ A1	~~Rio~~Gen		~~7,16~~ 4,17	1913	Geo.Brown &Co. Greenock	LloydNacional (GiuseppeMartinelli&Co.*Mgrs.*)	251·4|40·1|11·4 F27′ FK	R.Janeiro Brazilian *4BHCem*	T.4Cy.(2)11″,23″&38″–26″ 165lb (*s*) 104NHP 2SB,*4cf*,GS66,HS2000 Rankin&Blackmore,Grk.	12 ″ 0 s 3 ″ 9 8 ″ 6	
	*H.Valente*15–15	*ss*Rio.No.1–17	*1040*	*For River purposes only*				7mo							
	Elec.light	1*Dk*(*Stl*)	*799*	~~11,16~~ 7,13 10,17 ✠LMC~~7,13~~ 10,17											
								Lloyd's	*sA&CP*	*WB*=*FPT*	121*tAPT*62*t*				
207	**Campos**	**SteelTwinScSr**	*605*					1903	Craig,Taylor&Co. Stockton	EmpresaFluvial Brazil-Uruguay	200·3|33·1| 9·5 B102′F24′	M.Video Uruguayan *WB*	T.6Cy.11″,17″&28″–21″ 72NHP N.E.Marine Eng.Co.Ld.Sld		
	J.Berninzoni –12		*499*												
		1*Dk*	*291*												
208	**Campos Salles**	**SteelTwinSc**	*901*					1900	Laird Bros. Birkenhead	AmazonRiverStm Nav.Co.(1911)Ld.	230·0|35·6|11·9 P42′F44′	Para Brazilian	T.6Cy.15″,23″&38″–24″ 142NHP Laird Bros.Birkenhead		
			642												
		2*Dks*	*490*												
209	**Campus**	**SteelScSr**	3054	✠100A1	Nwc	*u*	~~11,16~~	1905	Irvine'sSB &D.D.Co.Ld. WHartlepool	TempusShipping Co.Ld. (W.H. Seager&Co.*Mgrs.*)	325·0|47·1|13·8 P33′B100′F32′ 22·6 FK	Cardiff British 5*BHCem*	T.3Cy.24⅞″,38″&64″–42″ (*s*) 160lb *100lb* 275NHP 2SB,*6cf*,GS100,HS4264 Richardsons,Westgarth& Co.Ld.Hpl.	24 ″ 10 s 4 ″ 2 21 ″ 0	
119218	*J.D.Davies* –16	*ss*Hul.No.2–13	2839	*Spar dk*	Cff		8,17	10mo							
HDQL	(*ex*NorfolkRange)	*Spar dk*(*ptIrn&ptStl*)2*trB&deep framing*	1936	*withfreeboard* 8,17 11,16 BS5,17 ~~BS12,16~~ ✠LMC7,13				*Lloyd's*	*sA&CP*	*WB*=*CellDBa*106′*uE*	24′*f*138′ 654*t FPT*	100*tAPT*42*t*			
210	**Canada**	**SteelTwinScSr**	9684					1912	Forg.&Ch. de la Médit. LaSeyne	Cie.Française de Nav.àVap. (C. Fabre&Co.,*Mgrs.*)	476·0|56·5|33·8 B207′	Marseilles French *WB*	T6.Cy.30⅝″,49⅛⅜″&79⅛⅜″– 51⅜″ 900NHP Forg.&Ch.de la Médit.Msl.		IV
	Boulene –12		8286												
HPGS	*Elec.light* Wireless	6*Dks*	5668												
211	—	**SteelTwinScSr**	9415					1896	Harland& Wolff,Ld. Belfast	Brit.&N.Atlantic S.N.Co.Ld.	500·4|58·2|38·9 P64′B256′F60′	Liverpool British *WB*	T.6Cy.28½″,47½″&77″–54″ 873NHP Harland&Wolff,Ld.Bel.		BT till 11,17
106806	*J.Davies* –16	4*Dks*	8772												
PLMN	*Ref.Mchy. Elec.light*	Sub.Sig. Wireless	5982												
212	—	**SteelTwinScSr**	*2357*	✠	Brw	*t*		1909	Vickers,Ss. &Maxim,Ld. Barrow	Russian Government	265·0|47·7|24·1 B128′F36′ FK	Petrograd Russian 4*BHCem*	T.6Cy.27½″,43″&70″–39″ FD 956NHP 2D&2SB*18cf*GS396HS15024 VickersSs.&MaximLd Brw	26 ″ 6	
	N.Mukalow	(*Icebreaker*)	*1818*	8,09											
	(*ex*EarlGrey)	2*Dks*(1*DkStl*–ws&	*930*	✠						*WB*=*CellDBu*E&	*B97′f*54′266*t*				
	Elec.light Wireless	*UptStl*–ws)3*trB*						*DTf*		20′87*t Dtanks betw*	*een tunnels*37′108*tT*	*ween dk tanks*	27′171*tFPT*17*tAPT*108*t*		
213	—	**SteelScK**	486	✠100A1	Bou		6,14	1909	Cochrane &Sons Selby	J.Huret	165·0|26·1|13·9 Q85′F24′ BK8″	Boulogne French	T.3Cy.15″,25″&42″–27″ (*s*) 180lb 113NHP 1SB,*3cf*,GS65,HS1940 Amos&Smith,Ld.Hull	14 ″ 11 s 1 ″ 7 14 ″ 3	
	C.Lecocq –14	*ss*Bou.No.1–13	436	*Stm Trawler*				5mo							
HPGR	*Elec.light* Wireless	1*Dk*(*ptStl*–ws)	277	5,14 BS5,14 ✠LMC6,13				*Lloyd's*	*sA&CP*		*WB*=*DBf*33′	32*tAPT*17*t*			
214	—	**SteelTwinScSr**	411	✠	Hfx	*h*		1904	Vickers,Ss. &Maxim,Ld. Barrow	Govt.ofCanada (Dept.ofNaval Service)	206·0|25·1|13·3 FK	Ottawa British 6*BHptCem ptAsp*	T.6Cy.15″,23½″&38″–22″ 210NHP 2SB,*4cf*,GS88,HS3270 FD VickersSs.&MaximLdBrw	14 ″ 0	
116870		*ss*Hfx.No.1–09	389	*withfreeboard*				7mo							
TMJN		2*Dks*	185	4,09 ✠								*WB*	=*FPT*6*tAPT*22*t*		
	Elec.light Wireless			*Canadian Fisheries Protection Service*											
215	—	**IronScK**	231			...		1886	Cochrane &Co. Beverley	HullSteamFishing &IceCo.Ld.	132·2|22·2|11·2 Q20′F20′ len95 BK7½″	Hull British	T.3Cy.13½″,19″&32″–24″ NB02 50RHP C.D.Holmes&Co.,Hull	12 ″ 4	
93089	*G.M.Wright* –16		211												
MTWP		1*Dk*	126												
216	—	**IronScK**	151			...		1892	Cochrane, Coopr& Schofi'ld,Beverley	CanadianFishing Co.Ld.(A.L.Hager *Mgr.*)	100·4|20·5|11·0 Q17′F19′ BK7½″	Vancouver British	T.3Cy.11½″,18″&30″–22″ NB10 45RHP C.D.Holmes&Co.,Hull	11 ″ 10	
99675	*F.R.Evans* –12		139												
MQNS	(*Trawler*)	1*Dk*	66												
217	—	**SteelScSk**	129	✠	Liv	*b*		1894	S.Mc Knight&Co. Ayr	AlexandraTowing Co.Ld.	92·0|20·1|11·3	Liverpool British	C.2Cy.21″&42″–27″ 74RHP 1SB,*3cf*,GS57,HS1500	12 ″ 0	
102127	*W.Josephs*00–10	(*Tug*)	128	2,97				1mo							
		1*Dk*(*Irn*)	2	✠						*WB*=*APT*3*t*	BK6½″	4*BHCem*	Muir& Houston,Glasgow		
218	**Canada Maru**	**SteelTwinScSr**	5760	✠100A1	HKg	*z*	~~11,16~~	1911	MitsuBishi Dkyd&EWks. Nagasaki	OsakaShosen Kabushiki Kaisha	407·9|49·7|29·8 P34′B152′F44′ 131′*u* FK	Osaka Japanese 7*BHCem*	T.6Cy.19¼″,32″&54″–48″ (*s*) 200lb 578NHP 3SB,*9cf*,GS198,HS8344 FD	32 ″ 5 s 6 - 10½ 26 ″ 0	
13690	*T.Suruga*	*ss*HKg.No.1–15	4959	~~2,17~~ 11,16 ~~10,17~~ ~~Kg~~			P11,16	4mo		*WB*=*CellDBa*					
LPSF		2*Dks*(*UptIrn&ptStlM–Stl*)&*deep framing Lower dk*(*Stl*)*in forehold*	3548	3,18 ~~BS5,16~~ ✠LMC~~11,16~~ 10,17			S1,17			*E&B*79′*f*137′1070*t*	*DTa* 36′ 567*t FPT*	122*tAPT*39*t*	MitsuBishi D.&EWks.Nag		
								Lloyd's	*sA&CP*						
	Elec.light Wireless														
219	**Canadia**	**IronScSr**	1551	✠100A1	Hpl	*q*	9,16	1882	W.Pickersgill&Son Sunderland	~~Angf.Aktiebl Canadia~~ (A.A.Thore) Rederiaktieb. SvenskaLloyd (H.MetcalfeMgr.)	260·0|35·3|18·0 Q83′B66′F29′ FK	Gothenburg Swedish 4*BHCem*	C.2Cy.32″&60″–39″ (*s*) 45lb *100lb* NDB16 177NHP 2SB,*4cf*,GS84,HS2874	19 ″ 3 s 2 ″ 1 17 ″ 5	
5080	*N.M.Thore* –16	*ss*Hpl.3rdNo.3–4,16	1240	8,17 ~~9,16~~	Got			3mo	A&CP						
JRSM	(*ex*AlbertKöppen,		912	✠NB4,00 ✠LMC4,16						*B*=*DBa*66′*f*116′	461*tAPT*15*t*		G.Clark,Sunderland		
	*Well deck ex*Longueil)	1*Dk*(*Irn*)2*trB*		MBS5,17											
	Cargo battens not fitted														
220	**Canadian**	**SteelSc4MstSr**	9309	✠100A1	Liv	*g*†	7,16	1900	Hawthorn, Leslie&Co.Ld Newcastle	F.Leyland&Co.Ld.	530·0|59·3|35·2 P72′B214′F110′ FK&BK3″	Liverpool British 9*BHCem*	T.3Cy.32″,54″&90″–66″ (*s*) 200lb 805NHP 2S&2DB*18cf*GS294HS13071 Hwthrn,Leslie&C.Ld.Nwc	39 ″ 0 s 9 - 3½ 30 ″ 2	BT till 5,17
113425	*W.H.Bullock* –06	*ss*Liv.No.3–1,14	8627	7,16				11mo							
SBQJ	*Elec.light*	3*Dks*(*Stl*)&*Webframes*	5967	BS5,16 ✠LMC5,15				*Lloyd's*	*sA&CP*						
	Ref.Mchy. Wireless									*WB*=*CellDBa* 132′	*uE&B*84′*f*170′1378*t*	*DTa* 46′ 12	33*tDTf*41′1292*tAPT*70*t*		
221	—	**SteelScSr**	2214					1907	W.Dobson &Co. Newcastle	CanadaSteamship Lines,Ld.	248·3|43·0|22·8 F43′	Montreal British *WB*	T.3Cy.19″,32″&52″–36″ 162NHP Wllsnd Slpwy.Co.Ld.Nwc.		C
125427	*J.Clarke* –17		2068												
	Mchy.Aft	2*Dks*	1444												
222	**Canadian Transport**	**SteelScSr**	~~4139~~	✠100A1	Mel	*x*	7,15	1910	Sir Raylton Dixon&CoLd Middlesbro'	EmpireTransport Co.Ld.(Houlder Bros.&Co.Ld. *Mgrs.*)	365·0|51·1|26·2 P25′B94′F36′ FK	W.Hartlpl British 6*BHCem*	T.3Cy.25″,40″&67″–45″ (*s*) 180lb 329NHP 3SB,*9cf*,GS153,HS5097 Richardsons,Westgarth& Co.Ld.Mdb.	28 ″ 4 s 5 ″ 4 28 ″ 4	
127460	*J.M.Organ* –13	*ss*Mel.No.1–15	~~4969~~	5,17 ~~5,16~~ ✠LMC7,16				7mo							
HRKP		1*Dk*(*Stl*)	~~2854~~ 4176		Npt										
			3569					*Lloyd's*	*sA&CP*	*WB*=*Cell*	*DBa* 123′*uE&B*42′	*f*154′ 1023*t*	*APT*35*t*		
			2664												

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / *Master.* *Late Name if any.* / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character.	6 Port of Survey.	7 Years assigned for special Equipment Letter.	Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NP=Horse power by Society's formulæ; IP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of Ref. Trade Cert.
223 207479	**Canadiana** Steel Sc *Elec. light* 2 *Dks*	974 — 427					1910	Buffalo Dry Dock Co. Buffalo, N.Y.	Lake Erie Excursion Co.	209·7	45·0	15·8	Buffalo, NY Utd. States	T. 3 Cy. 20″, 32″ & 50″–36″ 150 NHP Detroit S.B. Co. Detroit		L
224 121325 HGCK	**Canadier** Steel Sc Sr ~~*W. Jenkins* –16~~ *ss* Hul. No. 2–14 (*ex* Auchendale) 1 *Dk* (*Stl*) & *Spar dk* *A. W. Harrison* –18 (*Stl*) & *deep framing*	3952 3723 2568	✠100 A1 *Spar dk* 4,18 ~~3,16~~ ~~BS2,18~~ BS6,15 ✠LMC 4,14	Liv Sws	*w*	~~8,16~~ 4,18	1906 4 mo	Russell & Co. Port Glasgow *Lloyd's*	~~Bryn & Gylcen, Ltd.~~ Lloyd Royal Belge (Great Britain) Ltd *Cell D Ba* 120′	359·7 P 30′ B 90′ F 40′ FK *u E & B* 38′ *f* 154′ 1010 *t*	49·3 25·4 *6 BH Cem* *APT* 40 *t*	17·5 London British 180 lb 2 SB, *8cf*, GS 150, HS 5588 J. G. Kincaid & Co Greenock	T. 3 Cy. 25½″, 41″ & 68″–48″ (*s*) 355 NHP	28 ″ 0 s 5 ″ 1½ 23 ″ 3	
225 HFDS	**Canalejas** Iron Sc Sr *Gimenez* –16 (*ex* Empusa) *Well deck Elec. light* Wireless 1 *Dk* 2 *tr B*	1171 — 554				...	1878	M. Pearse & Co. Stockton	~~Cia. Valenciana de Vap. Correos de Africa~~ Cia. Trasmediterranea	230·0 P 134′ F 32′ BK 8″	30·2 17·0 *WB*		Valencia Spanish 151 NHP	C. 2 Cy. 30″ & 55″–36″ Blair & Co. Ld. Stockton		V
226 121276 HDWT	**Canara** Steel Sc Sr *J. K. Rose* –15 2 *Dks* (*Stl*) 3 *tr B* *Elec. light*	6012 5802 3889	✠ 9,07 ✠	Lon	*a*†		1905 11 mo	W. Denny & Bros. Dumbarton	British India Stm. Nav. Co. Ld.	430·6 B 82′ F 56′ FK *WB = Cell D Ba* 154′ *u E & B* 87′ *f* 143′ 1153 *t*	54·2 31·9 *7 BH Cem* *APT* 85 *t*		Glasgow British 741 NHP	T. 3 Cy. 33″, 53½″ & 86″–60″ 4 SB, *12cf*, GS 266, HS 10920 FD Denny & Co. Dumbarton	34 ″ 10	
227 124242 HLTS	**Canastota** Steel Sc Sr *D. Mackenzie* –15 *ss* N.Yk. No. 2–16 (*ex* Falls of Orchy) 1 *Dk* (*Stl*) & *Elec. light* *Spar dk* (*Stl*) & *deep framing*	4904 4647 3139	✠100 A1 *Spar dk* ~~6,17 14,16~~ 12,17 MS6,15 ✠LMC ~~HDB 1,15~~ MBS 5,16	N Yk ~~Lrt~~ Lon	*z*	1,16	1907 11 mo	Napier & Miller, Ld. Glasgow *Lloyd's*	Canastota S.S. Co. Ld. (C.S. Swan)	405·0 P 40′ B 126′ F 50′ FK *WB = Cell D Ba* 124′ *u E & B* 48′ *f* 170′	52·3 18·5 27·5 *6 BH only Cem*		Glasgow British 523 NHP	T. 3 Cy. 28″, 45″ & 75″–51″ (*s*) 180 lb *100 lb* 3 SB, *9cf*, GS 173, HS 7416 FD D. Rowan & Co. Glasgow	30 ″ 2 s 6 ″ 0½ 24 ″ 6	
228 132441 JBRM	**Canberra** Steel Twin Sc Sr ~~*A. Robinson* –14~~ *R.S. Doulton* –17 *Elec. light* 2 *Dks* (*U Stl*-ws, 2 *nd* pt *Stl*) & *Ref. Mchy.* *Shelter dk* (*Stl*-ws) & *Shade dk* Wireless *ss* Mel. No. 1–17 (*Stl*-teaks)	7707 6665 4307	✠100 A1 *Shelter dk* *with freeboard* ~~6,17~~ ~~5,16~~ ✠LMC ~~3,15~~ 6,17 10,17	Mel ~~Syd~~	*b*†	s 5,16 ~~P 1,16~~ P 10,17	1913 3 mo	A. Stephen & Sons, Ld. Glasgow *Lloyd's*	Australian Steamships, Ld. (*Man. Agents*, Howard Smith, Ld.)	410·0 FK *WB = Cell D Ba* 88′ *u E & B* 97′ *f* 140′ 949 *t F*	57·2 38·4 *7 BH Cem* *PT* 70 *t APT* 70 *t*		Melbourne British 1202 NHP	Q. 8 Cy. 24½″, 35″, 50″ & 70″–48″ 215 lb (*s*) FD 6 SB. *24cf*, GS 465, HS 18808 A. Stephen & Sons, Ld. Gls.	41 ″ 7 s 18 ″ 8 23 ″ 6	
229 138971 JMVC	**Cancer** Steel Sc K 1 *Dk*	230 215 107	✠100 A1 *Stm Trawler* 6,16 ✠LMC 6,16	Goo			1916 6 mo	Goole S.B. & Repg Co. Ld. Goole *Lloyd's*	Grimsby & N. Sea Stm Trawling Co Ld	120·2 Q 67′ BK 7½″	22·0 12·1 *3 BH Cem*		Grimsby British 76 RHP	T. 3 Cy. 12½″, 21½″ & 35″–24″ (*s*) 180 lb 1 SB, *2pf*, GS 33, HS 1310 C. D. Holmes & Co. Ld. Hull	13 ″ 0	
230 105574 PMWN	**Candia** Steel Twin Sc Sr *C. G. Smith* –17 2 *Dks* (*Stl*) 3 *tr B* & *deep framing* 3 *Dk rule* *Elec. light* Wireless	6482 5950 4195	✠ 6,00 ✠	Lon	*b*†		1896 12 mo	Caird & Co. Ld. Greenock *Lloyd's*	P. & O. Stm. Nav. Co.	450·6 P 46′ B 98′ F 59′ BK 9″ *WB = Cell D Ba* 105′ *u E & B* 65′ *f* 178′ 1025 *t*	52·3 30·6 *7 BH Cem* *D Ta* 45′ 50 *t*		Greenock British 679 NHP	T. 6 Cy. 22½″, 36½″ & 60″–48″ 2 DB, *12cf*, GS 227, HS 10120 FD Caird & Co. Ld. Greenock	33 ″ 6	
231 70 NKTL	**—** Iron Sc Sr *I. Barracco* (*ex* Cairo) *Elec. light* 2 *Dks*	1045 931 525				...	1862	Palmer, Bros. & Co. Newcastle	Sicilia Società di Navigazione	248·0 P 248′ B 27′ F 9′	27·9 20·1 *6 BH* 1 PBH		Palermo Italian	T. 3 Cy. 24″, 38″ & 62″–36″ NE 87 NB 00 231 NHP Hwthrn, Leslie & Co., Nwc.		I
232 8 NKTF	**Candiano** Steel Sc Sr *S. De Feo* (*ex* Island Queen) *Well deck* 1 *Dk*	*615* *441* *281*				...	1900	A. Vuyk Capelle a/d Ysel	Soc. Romagnola di Nav. (P. Cagnoni, *Mgr.*)	176·4 Q 93′ B 15′ F 23′ FK	27·0 13·1 *WB*		Ravenna Italian	T. 3 Cy. 15½″, 25½″ & 42½″–27″ 112 NHP N.E. Marine Eng. Co Ld. Sld.	14 ″ 0	C
233 122982	**Candidate** Steel Sc K *J. Lyle* –14 (*Trawler*) 1 *Dk*	161 161 61				...	1906	Hall, Russell & Co. Ld. Aberdeen	T. L. Devlin	112·4 BK 7½″	21·1 11·1		Granton British *WB*	T. 3 Cy. 12″, 20″ & 33″–22″ 65 RHP Hall, Russell & Co. Ld. Abn	12 ″ 1	
234 10 NKTM	**Candido de Angelis** Iron Sc Sr *N. Barsella* –10 6th Survey. Liv. 8,03 (*ex* Mindful, 1st Survey, Liv. 11,07 *ex* South Coast, *ex* Mary Monica) 1 *Dk*	398 375 221	✠ 9,10 ✠NB 8,05	Liv	Lv		1879 9 mo	Murdoch & Murray Pt. Glasgow	Soc. Anglo-Romana Trasporti Maritt. e Fluviali	170·2 H 9 *t* F 18 *t* BK 6″	23·1 13·2 *3 BH* 1 PBH		Civita-vecchia Italian	C. 2 Cy. 22″ & 40″–30″ 66 NHP 1 SB, *3pf*, GS 48, HS 1133 J. & T. Young, Ayr	14 ″ 1	V
235 MGJL	**Canis** Steel Sc Sr *S. Johnsen* (*ex* John Knudsen) 1 *Dk*	526 385 294					1911	Stavanger Stöberi & Dok Stavanger	Det Bergenske Dampsk. Selsk.	167·0 Q 81′ B 18′ F 21′	26·1 12·9		Bergen Norwegian *WB*	T. 3 Cy. 14″, 23″ & 38″–26″ 74 NHP Stavanger Stöberi & Dok		N
236	**Cannavieiras** Steel Twin Sc Sr *Elec. light* 1 *Dk* (*Teak*) & *Shade dk* (*Teak*) Wireless	*760* *482* *395*	✠ 9,13 ✠ *Brazilian Coasting with freeboard*	Trn	*l*		1910 9 mo	Ailsa S.B. Co. Ld. Troon	E. Lynch	200·2 FK *WB = FPT*	32·1 11·1 *4 BH Cem* 15 *t APT* 36 *t*		Bahia Brazilian	T. 6 Cy. 13½″, 22″ & 36″–24″ 152 NHP 1 SB, *3cf*, GS 64, HS 2542 Ailsa S.B. Co. Ld. Troon	11 ″ 10	
237 HPJB	**Cannebière** Iron Sc Sr *Valery* –12 (*ex* Elena, *ex* Camel) 1 *Dk*	404 — 225				...	1870	Harland & Wolff Belfast	L. Sicard & Co.	170·5 P 18′ Jen 72 BK 5½″	21·9 12·2		Marseilles French	C. 2 Cy. 18″ & 38⅜″–24″ NB 97 58 NHP Greenock Foundry Co. Grk.	13 ″ 1	
238 106802 PLBW	**Canning** Steel Sc Sr *H. B. Russell* –12 *ss* Bkn. No. 3–8, 08 *ss* Liv. No. 1–11 *Elec. light* Sub Sig. 2 *Dks* (1 *Stl* & 1 *Irn*) Wireless & *deep framing* 3 *Dk rule*	5375 5061 3465	✠100 A1 1,15 BS1,15 ✠LMC 11,12	Mch	*z*	N 2,14	1896 8 mo	D & W Henderson & Co. Glasgow *Lloyd's*	Liv Brazil & R Plate S.N. Co. Ld. (Lamport & Holt, Ld. *Mgrs.*)	425·2 P 41′ B 112′ F 46′ FK *WB = Cell D Ba* 113′ & *u E & B* 58′ *f*	52·1 28·5 *6 BH Cem* 182′ 1193 *t F PT* 119 *t APT* 43 *t*		Liverpool British	T. 3 Cy. 29½″, 47″ & 78″–60″ (*s*) 180 lb *100 lb* 662 NHP 3 DB, *12cf*, GS 220, HS 9816 FD D. & W. Henderson & Co. Gls.	31 ″ 6	
239 120856	**—** Steel Sc Sp *Lloyd* *ss* Liv. No. 2–12 1 *Dk* (*Irn*)	148 128 4	✠100 A1 *For Towing purposes* 9,16 ~~BS1,17~~ ✠LMC 10,13 1,18	Liv		5,15	1905 5 mo	J. Cran & Co. Leith *Lloyd's*	Alexandra Towing Co. Ld.	92·2 BK 7½″ *WB =*	20·2 10·7 *4 BH Cem* *APT* 4 *t*		Liverpool British	C. 2 Cy. 16″ & 43½″–27″ (*s*) 170 lb 102 NHP 1 SB, *3cf*, GS 56, HS 1560 J. Cran & Co. Leith	12 ″ 0	
240 136211 JHBP	**Cannizaro** Steel Sc Sr *F. R. Patten* –16 *Elec. light* 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*) & 2 *nd dk beams in forehold*	6133 5938 3899	✠100 A1 *Shelter dk* *with freeboard* 12,10 ✠LMC 10,14	N Yk	*z*		1914 10 mo	Nthmblnd S.B. Co. Ld. Newcastle *Lloyd's*	Ellerman's Wilson Line Ld. *WB = Cell D Ba* 146′ *u E & B* 47′ *f* 176′ 1373 *t F PT*	420·0 FK 42 *t APT* 135 *t*	53·4 33·4 *7 BH Cem*		Hull British 470 NHP	T. 3 Cy. 27″, 45″ & 75″–51″ (*s*) 180 lb 3 SB *8cf*, GS 193, HS 7710 Earle's Co. Ld. Hull	36 ″ 0 s 8 ″ 8½ 27 ″ 8	
241 133826	**Canobie** Wood Sc *L. Pregent* (*ex* Iron King) 2 *Dks*	1748 1539 1051					1887	Dry Dock Eng. Works Detroit	Lehigh Coal Co. Ld.	259·3 P 259′ B 37′ F 4′	37·4 19·8		Montreal British	C. 2 Cy. 23″ & 48″–42″ B *made* 00 94 RHP Dry Dock Eng Wrks Detroit		
242 125242 HQWM	**Canonbar** Steel Sc Sr *N. P. Andersen* 05–11 *Elec. light* 1 *Dk*	708 511 363					1910	Ardrossan DD & E. Co Ld. Ardrossan	North Coast Steam Nav. Co. Ld.	185·8 Q 93′ B 12′ F 20′	32·1 11·0		Sydny NSW British	T. 3 Cy. 15″, 25″ & 40″–27″ 83 NHP D. Rowan & Co. Glasgow		
243 102653 NGJL	**Canonesa** Steel Sc Sr *W. H. Brodie* –12 *ss* Lon. No. 3–8, 05 (*ex* Boilington Grange, *ex* Buteshire) *ss* Liv. No. 2–14 2 *Dks* (*Stl*–*U pt* ws) & *Ref. Mchy.* *deep framing* 3 *Dk rule* *Elec. light*	5583 5207 3619	✠100 A1 10,16 ~~*Engineering*~~ 12,15 ✠LMC ~~BS 2,16~~ MS 12,15 Lloyd's RMC ~~1,16~~ ~~8,17~~ ~~2,16~~ 1,18 BS 8,17	Lon	*a*†	4,15	1893 12 mo	Hawthorn, Leslie & Co. Ld. Newcastle *Lloyd's*	Furness-Houlder Argentine Lines, Ld.	420·0 P 41′ B 262′ F 49′ FK *WB = Cell D B* 354′ 1150 *t F PT*	54·0 28·7 *7 BH Cem* 175 *t APT* 75 *t*		Glasgow British 543 NHP	T. 3 Cy. 29″, 46¼″ & 75½″–54″ (*s*) 160 lb 2 SB (FD) 1 Aux SB 8, 00 & 1 Aux SB 8, 05 *12cf*, GS 231, HS 8055 Hwthrn, Leslie & Co Ld. Nwc	32 ″ 0 s 5 ″ 0½ 27 ″ 4	

Numéro d'Ordre. / Numéro officiel. / Signaux	2 Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant et spécifié lettre à Partenaire.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Francs-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Registres où coté, si ce n'est dans le L.R. Divers. Cert. for Trade
244 113408 RVJB	**Canopic** SteelTwinScSr *C.C.Boare* –16 (*ex*Commonwealth *Ref.Mchy.* *Elec.light* Sub.Sig. Wireless 3*Dks*		12097 9645 7717					1900	Harland& Wolff,Ld. Belfast	OceanicStmNavCo Ld.(WhiteStar Line)	578·3|59·3|35·8 P99'B338'F67'			Liverpool British *WB*	T.6Cy.29½",50"&(4)58"–54" 988NHP Harland&Wolff,Ld.Bel.	39 " 3 s10 - 0½ 29 " 11	
245 202149	**Canopus** SteelScSr (*ex*GeorgeH.Russel) *Elec.light Mchy.Aft* 1*Dk*		4978 — 3770					1905	St.Clair Eng.Works St.Clair, Mich	InterlakeS.S.Co. (Pickands,Mather &Co.,*Mgrs.*)	462·0|50·0|24·0			Fairport Utd.States *WB*	T.3Cy.22",36"&60"–40" 228NHP GreatLakesEng.Wks.Det.		
246 101490 PRTH	— SteelSc3MstSr *M.Sillars* –16 *Well deck Mchy.Aft* 1*Dk&deep* *Elec.light* *framing*		1337 1063 835			…		1903	C.S.Swan& Hunter,Ld. Newcastle	WestportCoalCo. Ld.	250·4|35·1|15·7 Q144'F28' FK			Dunedin British *WB*	T.3Cy.21",35"&56"–39" 222NHP WllsndSlpwy.Co.Ld.Nwc.	18 " 5	
247 102193 HMVQ	**Canova** SteelScSr *W.A.Gough* –16 *ss*Gls.No.3–11.07 *ss*Gls.No.1–11 2*Dks*(1*Stl*1*Irn*)&*deepframing*3*Dkrule* *Elec.light*		4637 4400 2929	✠100A1 3.15 Examined,17 ✠LMC MS10,11 BS6,16	Liv	*y*	1,16	1895 2mo	D&W Henderson&Co Glasgow *Lloyd's*	LivBrazil&RPlate S.N.Co.Ld. (Lamport&Holt,Ld. *Mgrs.*) *B*=*Cell D Ba* 122' *u*	410·0|48·1|26·2 P44'B110'F47' BK9" *E&B58'f* 168'1041*t*			Liverpool British 6*BHCem* *Deep tank a*	T.3Cy.27",46"&76"–60" (*s*) 1251b *100lb* 564NHP 3DB,*18cf*,GS357,HS9760 D.&W.Henderson&Co.Gls. 24'335*t FPT* 136*t APT* 45*t*	29 " 2	
248 126803	**Canso** SteelScSr *J.A.Mowry* 10–10 1*Dk*(*Stl*–ws)		225 178 47	✠ *For Towing p* 4,12 ✠	St.J	*s*		1910 9mo	NwBurrell Johnson I.Co. YarmouthNS	CanadianGovern-ment	91·6|22·1|11·7 BK5⅜" *WB*=*FPT* 8*t*			YarmthNS British 5*BHCem* *APT* 12*t*	T.3Cy.12",19"&30"–20" 47RHP 1SB,3*cf*,GS44,HS952 NwBurrellJohnsonI.CoLd	11 " 6	
249 HFKN	**Cantabria** SteelScSr *Morán* –12 *ss*Nwc.No.1–90 (*ex*Springhill) 1*Dk*(*Stl*) *Well deck*		574 504 376	✠ 11,93 ✠	Nwc	*h*	-	1885 11mo	TyneI.S.B. Co. Newcastle	D.TejeroPerez *WB*=*DBa* 35'*&u*	169·5|27·2|12·9 Q87'B17'F18' BK7" *E&B33'* 104*t FPT*			Bilbao Spanish 4*BHCem* 12*t APT* 2*t*	C.2Cy.21½"&40"–30" 73NHP 1SB,2*pf*,GS33 Hawks,Crawshay&SonGts	13 " 6	V
250 104539 NKSR	**Cantara** *McLaren* –17 SteelScSr ~~*J.Archie* –16~~ *ss*Gls.No.3–10.06 (*ex*ClanRoss) *ss*Syd.No.2–14 2*Dks*(1*Stl*&*UIrn*–ws)&*Webframes*		2602 2398 1654	✠100A1 6,17 ~~7.16~~ ~~BS6,16~~ ✠LMC6,14 6,17	Syd	*t*	6,16	1894 7mo	NavalCon. &Arm.Co.Ld. Barrow *Lloyd's*	AdelaideS.S.CoLd. *WB*=*Cell DB a* 74'*&u E* 18'166*t*	312·0|40·2|24·7 P29'B62'F39' BK10" *MT* 34'675*t FPT* 97*t*			SydnyNSW British 6*BHCem* *APT* 38*t*	T.3Cy.23",38"&63"–42" (*s* 200lb *100lb* 317NHP 2SB,6*rf*,GS126,HS4140 FD Nav.C.&A.Co.Ld.Brw.	26 " 2 s 4 - 10½ 22 " 7	
251 HPJG	**Cantenac** SteelScSr *G.Quènècant* –15 *ss*Trn.2ndNo.3–8,05 (*ex*Glenarm) *ss*Hav.No.2–14 *Well deck* 1*Dk*(*Stl*)		645 486 283	✠100A1 5,17 ~~4.16~~ *Examined*,18 ✠NB7,10 ✠LMC6,14 BS4,17	Gms	*j*	~~4,16~~ 6,17	1890 7mo	McIlwaine &McColl,Ld. Belfast *Lloyd's*	Worms&Co. *WB*=*C*	205·5|27·6|12·6 Q93'B53'F27' len95 BK7½" *ell D Ba* 53'66*t FPT*			Havre French 4*BHCem* 26*t APT* 18*t*	T3Cy.16",27½"&44½"–30"(*s*) 160lb *80lb* NDB98 110NHP 1SB,2*cf*,GS32,HS1313 FD McIlwaine&McColl,Ld.Bel	13 " 8 s 1 - 3½ 13 " 2	
252 76085	**Canterbury** SteelTwinSc *W.H.Smith* –15 *ss*Lyt.No.1–15 (*Suction Hopper Dredger*) 1*Dk*(*Stl*) *Elec.light*		1113 1043 521	✠ A1 *Hopper Dredger* 1,17 ✠LMC ~~6,11~~ 2,13	Lyt		1,17	1911 11mo	W.Simons &Co.Ld. Renfrew *Lloyd's*	LyttletonHarbour Board	204·2|38·1|16·8 P20' FK			Lyttelton, N.Z. British 6*BHCem*	C.8Cy.13",26"–15" (*s*) 130lb 140NHP 2SB,6*cf*,GS114,HS2920 W.Simons&Co.Ld.Rnf.	17 " 6 s 3 " 5 14 " 4	
253 112803 SDVR	— SteelTwinScSr *R.P.Goodburn* –16 1*Dk*		561 445 225					1901	W.Denny &Bros. Dumbarton	S.Eastrn&Chathm RlyCos.'Managing Committee	195·4|28·0|14·2 B66'F46'			London British *WB*	T.6Cy.13½",20½"&31"–21" NB12 88NHP Denny&Co.Dumbarton		
254 118639 JHRS	**Canto** SteelScSr *E.S.Hutchinson* –16 (*ex*FinnLund. *ex*Gosforth) *Well deck* 1*Dk*&*Webframes*		1202 984 759			…		1904	WoodSkin-ner&Co Ld. Newcastle	PeltonS.S.Co.Ld.	235·0|33·6|15·1 Q123'B10'F25' FK			Newcastle British *WB*	T.3Cy.18½",30"&49"–33" 156NH N.E.MarineEngCo Ld Nwc	17 - 3 s 1 - 8 15 " 10	N
255 9736 JVFN	**Canton Maru** IronScSr *S.Fuju* 2*Dks*&*Webframes* (*ex*Verdande,*ex*Willowdene,*ex*Albany)		2742 2348 1997			…		1883	Laird Bros. Birkenhead	Goshi KaishaHarada Shoko	300·7|39·2|26·4 B73'F43' BK9"			Amagasaki Japanese *WB*	C.2Cy.30"&64"–42" 217NH LairdBros.Birkenhead	27 " 10	
256 RPNM	**Cap Arcona** SteelTwinScSr *J.E.Feldmann* 2*Dks* *Elec.light Ref.Mchy.* Sub.Sig. Wireless		9832 6662 5668			-		1907	Blohm& Voss Hamburg	Hamburg-Süd-Amerik.Dampf-schiffahrtsGes.	483·2|55·5|30·9 P&B380'F79'			Hamburg German *WB*	Q.8Cy.27 9/16",39⅜",56¼"&80⅜" –59½" 1004NHP Blohm&Voss,Hamburg		G
257 RNDM	**Cap Blanco** SteelTwinScSr *F.Sachse*06–11 2*Dks* *Ref.Mchy. Elec.light* Sub.Sig. Wireless		7523 5379 4533					1903	Reiherst'g Schiffsw. Hamburg	HamburgSüd-Amerik.Dampf-schiffahrtsGes.	440·5|52·4|29·7 P68'B218'F76'			Hamburg German *WB*	T.6Cy.22⅞",39"&65¾"–48" 598NHP Reiherst.Maschinenf.Ham		G
258 RSCH	**Cap Finisterre** SteelTwinScSr *H.Böge* *Elec.light Ref.Mchy.* 3*Dks*&*Shelter dk* Wireless Sub.Sig.		14503 — 8749					1911	Blohm& Voss Hamburg	Hamburg-Süd-Amerik.Dampf-schiffahrtsGes.	560·0|65·3|31·2 H—B231'			Hamburg German *WB*	Q8Cy.29 1/16",43 3/32",62 4/16"&89⅜" –55½" 1180NHP Blohm&Voss,Hamburg		G
259 RNDV	**Cap Ortegal** SteelTwinScSr *J.Kröger* 2*Dks* *Elec.light Ref.Mchy.* Sub.Sig. Wireless		7818 5631 4727					1903	Blohm& Voss Hamburg	Hamburg-Süd-Amerik.Dampf-schiffahrtsGes.	440·8|52·4|29·8 P&B311'F75'			Hamburg German *WB*	T.6Cy.23⅜",39½"&68½"–48" 650NHP Blohm&Voss,Hamburg		G
260	**Cap Polonio** SteelTrpScSr *Elec.light Ref.Mchy.* 3*Dks*		19500					1914	Blohm& Voss Hamburg	Hamburg-Süd-Amerik.Dampf-schiffahrtsGes.	636·0|72·2|39·7 P61'B—,F576'			Hamburg German *WB*	T.8Cy.(2)33 7/16"(2)54 7/16", &(4)58 7/16"–61" 1SteamTurbine Blohm&Voss,Hamburg		
261 RLPW	**Cap Roca** SteelScSr *H.Jochimsen* 2*Dks* *Now named "Itú," See No. 15 in Supplement.* *Elec.light* Sub.Sig. Wireless		5786 3690					1900	Reiherst'g Schiffsw. Hamburg	HamburgSüd-Amerik.Dampf-schiffahrtsGes.	411·4|48·3|29·0 P&B263'F52'			Hamburg German *WB*	Q.4Cy.24½",35½",51½"&75"– 54" 413NHP Reiherst.Maschinenf.Ham		G
262 RLSB	**Cap Verde** SteelScSr *H.Meyer*04–10 *Elec.light* Sub.Sig. Wireless 2*Dks*		5909 4725 3789					1900	Flensburgr Schiffsb.Ges. Flensburg	HamburgSüd-Amerik.Dampf-schiffahrtsGes.	410·5|48·3|29·1 B273'F47'			Hamburg German *WB*	Q.4Cy.25",35½",53"&77"–54" 436NHP FlensburgerSchiffsb.Ges		G
263 RPGF	**Cap Vilano** SteelTwinScSr *E.Rolin* 2*Dks* *Now named "Sobral," See No. 76 in Supplement.* *Elec.light Ref.Mchy.* Sub.Sig. Wireless		9467 5609					1906	Blohm& Voss Hamburg	Hamburg-Süd-Amerik.Dampf-schiffahrtsGes.	475·7|55·3|30·9 P&B376'F80'			Hamburg German *WB*	Q.8Cy.24⅝",35⅜",50⅝"&74"– 54" 805NHP Blohm&Voss,Hamburg		G
264 102802 NFDM	**Capac** SteelScSr *ss*NYk.No.3–2,06 *Elec.light* *ss*NYk.No.2–14 1*Dk*(*Stl*)&*Spar dk*(*Irn*)3*trB*		3052 2812 1951	✠100A1 *Spar dk* ~~7.16~~ 9,17 MS9,17 BS1,16 ✠LMC10,14	NYk ~~Buy~~Npt	*u*	~~7,16~~ ~~8,17~~ 9,17 ~~MBS9,17~~ ~~DBS8,17~~	1893 10mo	J L Thomp-son&Sons Sunderland A&CP	NewYork&Pacific S.S.Co.Ld. *WB*=*Cell DB* 256'558*t*	322·0|42·7|18·6 P30'B80'F34' 26·0 BK10"			London British 6*BHCem* *APT* 66*t*	T.3Cy.25⅜",40⅜"&66"–45"(*s*) 160lb *140lb* NDB09 299NHP 2SB,6*cf*,GS138,HS4600 J.Dickinson,Sunderland	28 " 6 - 5 - 3½ 24 " 2	
265 139155 ~~MNDQ~~ JRGD	**Capax** SteelScSr ~~SteelSc~~ ~~*Steenson* –16~~ 1*Dk*		1115 986 657					1916	Akers Mek.Værks. Christiania	The Shipping Controller, ~~Fredrikstad S.S.Co~~ (C.H.Mürer, *Mgr.*) Orders&Handford Ld. *Mgrs*	226·2|36·3|16·6 P17'B56'F24' 220·6|36·4|	15·7		~~Fredrikstad~~ Norwegian British *WB* ~~Newport, Mon.~~	T.3Cy.17",29"&47"–33" 127NHP AkersMek.Værks.Xia.		N

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. Late Name if any. / Special Surveys. No. of Decks, &c.	3	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 6 7 Particulars of Classification. Character. / † for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned. now expired. Equipment Letter.	7* Ft's when tail shaft last exam.	8 9 Built. When	By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NP=Horse power by Society's formulæ; RP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of Withdrawal from Class.
266	**Capbreton**	SteelScSr	1464					1912	Smith's Dock Co. Ld. Middlesbro'	Cie. des Chargeurs Français (Plisson & Co. *Mgrs.*)	247·6	38·1	17·4	Bayonne French	T.3Cy.19″,31″&52″–36″ 162NHP		V
	A.Laurent 08–12		1338								P20′	B59′	F20′	*WB*			
HPJK		1*Dk*	886												J.Dickinson & Sons, Ld. Sld.		
267	**Cape Ann**	SteelSc	719					1895	Neafie & Levy Co. Philadelphia	Boston & Gloucestr Steamship Co.	171·6	28·0	14·2	Boston, Mass. Utd. States	C.2Cy.25″&50″–30″ 114NHP		
127024	*H.M.Godfrey* 94–95		—														
KMGW		1*Dk*	597												Neafie & Levy, Philadelphia		
268	**Cape Breton**	SteelScSr	3872	†100A1	Bal	*x*	4,16	1904	Russell & Co. Pt. Glasgow	Cape Breton SS. Co. Ld. (Lyle Shppg Co. Ld. *Mgrs.*)	360·0	49·0	17·5	Greenock	T.3Cy.25″,42″&68″–48″ (*s*) 180lb 369NHP	28 ″ 1	
117389	*J.D.Milner* –16 *ss*Cff.No.2–13		3596	*Spar dk* 4,16				9mo			P32′	B201′	F40′	25·5		s 4 ″ 5	
HBLN	1*Dk*(*Stl*) & *Spar dk*(*Stl*) & *deep framing*		2501	BS3,17				*Lloyd*	*sA&CP* *WB*	= *Cell D Ba* 110′ *uE*			FK		3*BHCem* 3SB,9*cf*,GS165,HS5980	24 ″ 0	
				Examined 2,18	†LMC7,18						24′	*f* 158′	831*t*	*DTa* 36′	790*t APT* 36*t*	D.Rowan & Co. Glasgow	
269	— *S.McDonald* –18	SteelScSr	1764	†100A1	Hfx	*q*	3,15	1890	Osbourne, Graham & Co Sunderland	Steamship Carbon Co. Ld. (Dominion Coal Co. Ld.)	258·0	37·0	16·8	Montreal	150lb *100lb* NDB11 175NHP	19 ″ 2	
97808	~~*L.Holmes* –15~~ *ss*Hfx.2nd No.3–8,15		1327	3,18 ~~8,16~~	NFL		3,18	8mo			P95′	B110′	F34′		2SB,6*pf*,GS88,HS2720	s 1 ″ 5	
LTQV	Sub.Sig. 1*Dk*(*Stl*) & *Web frames* *Well deck*		1109	BS8,16	†LMC8,15					*WB*	= *Cell D B* 212′		407*t*		*APT* 27*t*	NE Marine E Co. Ld. Nwc.	17 ″ 11
270	**Cape Cod**	WoodScSr	557					1900	A. D. Story Essex, Mass.	G. L. Smith	151·0	32·1	12·5	Boston Utd. States	T.3Cy.16″,26½″&40″–28″ 85NHP		
127452			—														
KQFV		1*Dk*	355														
271	**Cape Corso**	SteelScSr	3890	†100A1	Npt	*x*	~~12,16~~	1905	Russell & Co. Pt. Glasgow	~~Cape Corso SS. Co. Ld.~~ (~~Lyle Shipping Co. Ld.~~) The Shipping Controller & Lyle Shipping Co. Ld. *Mgrs*)	369·7	49·0	17·6	~~Greenock~~ London	T.3Cy.25″,42″&68″–48″ (*s*) 180lb 384NHP	28 ″ 1	
117396	*A.J.M.Henderson* –17 ~~*ss*Gls.No.2–13~~		3716	*Spar dk*	Mtl	Cff	6,17	9mo			P32′	B200′	F40′	25·5		s 4 ″ 6	
HDLQ	*Elec.light* 1*Dk*(*Stl*) & *Spar dk*(*Stl*) *ss*Mtl.No.2 6,17 & *deep framing*		2510	~~6,17~~ ~~12,16~~ 10,17	~~†LMC2,16~~ †LMC 6,17			*Lloyd*	*sA&CP*	*WB* = *Cell D Ba* 114′ *uE*			FK		3*BHCem* 3SB,9*cf*,GS150,HS6517	23 ″ 11	
															D.Rowan & Co. Glasgow		
															925*t DTa* 36′ 800*t APT* 28*t*		
272	**Cape Finisterre**	SteelScSr	4380	†100A1	Gls	*x*	12,15	1907	Russell & Co. Port Glasgow	Cape Finisterre SS. Co. Ld. (Lyle Shipping Co. Ld.)	385·0	49·8	18·4	Glasgow	T.3Cy.26″,42″&70″–48″ (*s*) 180lb *100lb* 410NHP	29 ″ 0	
124237	*J.Lochead* –15 *ss*Gls.No.2–15		4107	*Spar dk*	Liv			11mo			P36′	B108′	F45′	26·4		s 5 ″ 5½	
HLSB	1*Dk*(*Stl*) & *Spar dk*(*Stl*) & *Elec.light* *deep framing*		2803	8,17 ~~1,17~~ BS1,17	†LMC12,15			*Lloyd*	*sA&CP*	*WB* = *Cell D Ba* 126′ *uE* 24′ *f* 170′ 1071*t L Ta* 32 760*t APT* 16*t*			FK	*Cem*	2SB,6*cf*,GS118,HS5523 FD 5*BH to Sp dk* 1*BH to M dk*	23 ″ 11	
															Rankin & Blackmore, Grk.		
273	**Cape May**	WoodPas	1410					1881	Goss, Sawyr & Packard Bath, Me.	W. L. Stevens	241·0	37·1	14·6	Wilmgton Utd. States	B.1Cy.60″–144″ 332NHP		
115856	(*ex* Edgemont,		—														
JWGK	*ex* State of Maine)	1*Dk*	819												Portland Co. Portland, Me.		
274	**Cape Ortegal**	SteelScSr	4896	†100A1	Bal	*y*	~~4,15~~	1911	Russell & Co. Pt. Glasgow	Lyle Shippg. Co. Ld	405·0	52·4	27·4	Glasgow	T.3Cy.27″,44″&73″–48″ (*s*) 180lb *100lb* 480NHP	30 ″ 0	
129539	*A.J M.Henderson* –15 ~~*ss*Rot.No.1–15~~		4683	~~4,14~~ ~~4,16~~ 4,18	PGl	NNs	4,17	2mo			P41′	B121′	F46′		*Cem*	s 5 ″10	
HSFK	*Elec.light* ~~*ss*~~ Gl.No.3–4,17 2*Dks*(*St*		3136		†LMC ~~4,16~~ 4,17			*Lloyd*	*sA&CP*	*WB* = *Cell D Ba* 121′ *uE* 24′ *f* 184′ 1131*t L Ta* 30′ 804*t APT* 28*t*			FK	5*BH to Udl* 1*BH* 2*nd dk*	3SB,9*cf*,GS156,HS6783 FD Rankin & Blackmore, Grk.	24 ″ 6	
275	**Cape Town**	SteelScK	188	†100A1	Hul		8,16	1908	Cook, Welton & Gemmell Ld. Beverley	Hull Steam Fishing & Ice Co. Ld.	110·5	21·6	11·7	Hull	T.3Cy.10″,17″&28″–24″ (*s*) 200lb 49RHP	12 ″ 7	
123121	*S.Greaves* –17		188	*Stm Trawler*				10mo					BK8′	British	1*BH Cem*		
JNCP	1*Dk*		73	8,17 ~~8,16~~ BS8,17	†LMC8,16			*Lloyd*	*sA&CP*	*WB* =					1SB,2*pf*,GS27,HS835 *DTf* 13′ 30*t*		
															Amos & Smith, Hull		
276	**Cape Transport**	SteelScSr	4109					1910	Nthmblnd S.B. Co Ld. Newcastle	Empire Transport Co. Ld. (Houlder Bros. & Co. Ld. *Mgrs.*)	365·0	51·4	25·9	W. Hartlpl	T.3Cy.25″,40″&67″–45″ 301NHP		C
127457	*G.W.Kinmond* –14		3950								P24′	B91′	F32′	British			
HQWM		1*Dk*	2650											*WB*	Richardsons, Westgarth & Co. Ld. Sld.		
277	**Cape Wrath**	SteelSc3MstSr	330	†100A1	Lth	*e*	~~10,14~~	1900	S. McKnight & Co. Ld. Ayr	North of Scotland Orkney & Shetland S.N.Co.	140·0	23·6	9·9	Aberdeen	C.2Cy.18½″&40″–27″ (*s*) 130lb 86RHP	11 ″ 1	
111288	*D.McMillan* –17 *ss*PGl.No.3–9,13		228	4,16			5,18	9mo			Q77′	B8′	F28′		1*BH Cem*	s 4 ″ 0½	
RTWD	*Mchy. Aft* *Well deck*	1*Dk*(*Stl*	125	~~BS1,17~~ BS5,18	~~†LMC9,12~~ 1,17			*Lloyd*	*sA&CP*	*WB* = *FPT*			FK		1SB,2*pf*,GS41,HS1488 *DtAPT* 2*t*	10 ″ 11	
															Ross & Duncan, Glasgow		
278	**Capella**	SteelScSr	1146			…		1889	S. & H. Morton & Co. Leith	Holm & Molzen	222·0	33·0	14·8	Flensburg	T.3Cy.16½″,27″&42″–33″ NB01 106NHP	17 ″ 3	
	(Captured and taken to Reval)		865								P21′	Q55′	B54′	F30	German		
LMFJ	*G.Andersen* 00–03		718										FK		*WB*	S. & H. Morton & Co., Leith	
	Well deck	1*Dk* & *Web frames*															
279	—	SteelScSr	1068					1888	H. Koch Lübeck	Finska Ångf Aktieb (L. Krogius)	196·8	29·7	12·8	Helsingfrs	T.3Cy.18″,28″&44″–27½″ NB99 102NHP		V
	B.Hansson 98–98		937											Russian			
SQBL	*Elec.light*	1*Dk* & *Spar dk*	610											*WB*	H. Paucksch, Landsberga/w		
280	—	Iron & SteelScSr	877	†	Bgn	*m*		1885	Martens, Olsen & Co. Bergen	Bergenske Dampskibsselskab	191·9	28·8	14·7	Bergen	C.2Cy.20½″&56″–36″ NB01 157NHP		
	B.Ellingsen		844	*Awng dk*				8mo			H29*t*		20·3	Norwegian	4*BH Cem*		
JVTN	*Elec.light*	1*Dk* & *Awng dk* 3*tr B* *plating pt Stl*	465	*with freeboard* 12,85									BK7½″		Martens, Olsen & Co., Bgn.		
										WB = *Cell DB*	143′	124*t*					
281	—	Iron ScSr	444					1884	Eriksbergs M.V. Aktiel Gothenburg	Rederi Aktieb. Capella (E. Olander)	145·9	24·0	14·6	Stockholm	T.3Cy.11¼″,15¼″&31″–19½″ *Trpd.*97 NB97 42NHP		V
2816	*S.Y.Tingstrom* –13	(*ex* Freja,	389								B37′	H10*t*		Swedish			
JGHS	*ex* Elisabeth)	1*Dk*	237											*WB*	Eriksbrgs. M.V. Goth.		
282	—	Iron ScK	111					1892	Hepple & Co. S. Shields	Dundee Fishing Co. Ld. (Cameron & McFarlane Ld. *Mgrs.*)	97·0	19·3	10·5	Dundee British	C.2Cy.16″&32″–22″ NB15 42RHP		
96537	*T.Boyter* –06	1*Dk*	106												Hepple & Co., S. Shields		
			41														
283	**Capella I.**	SteelScSr	3990			…		1899	Russell & Co. Port Glasgow	Hvalfanger Acties. Capella (J. Rasmussen & A Lange)	344·6	49·8	18·0	Sandefjrd	T.3Cy.25″,41″&67″–45″ 369NHP	28 ″ 5	N
	Chr.Andersen 15–15		3638								P30′	B72′	F36′	25·9	Norwegian		
MHLV	(*ex* Den of Ogil) *Elec.light*	1*Dk* & *Spar dk*	2920										FK		*WB*	Blackwood & Gordon, P.Gl.	
284	**Capenor**	SteelScSr	2536	†100A1	Bly	*t*	N7,16	1890	E. Withy & Co. W Hartlepool	Steel, Young & Co.	300·0	38·5	20·6	London	T.3Cy.22½″,37″&61″–39″ (*s*) 160lb *100lb* NDB16 232NHP	23 ″ 2	
98162	*G.Arthur* –14 *ss*Bly.2nd No.3–7,16		1954	7,16	†LMC			9mo			P29′	Q94′	B122′		British	2 ″ 2½	
LVQS	*Well deck*	1*Dk*(*Iron*)	1651	MS8,16	BS7,16				A&CP		F31′		BK8″		5*BH Cem*	21 ″ 10	
										WB = *Cell DB*	238′				363*t APT* 23*t*	T. Richardson & Sons, Hpl.	
285	**Capitain Karpfanger**	SteelScSr	264					1893	Reiherst'g Schiffsw. Hamburg	Hamburger Staat	121·2	23·0	14·8	Hamburg	T.3Cy.12″,18¼″&30″–22½″ 43NHP		
	A.Fahje 98–12	1*Dk*	231								Q46′	B10′		German			
			117											*WB*	Reiherst. Maschinenf. Ham.		
286	**Capitania**	SteelSc	155					1901	Mordey, Carney (Sou.) Ld. S'thmptn	Portuguese Government	100·0	20·0	…	Lourenço Marques Portuguese	T.3Cy.13″,22″&35″–27″ Mordey, Carney (Southampton) Ld. Sou. 64NHP		
		(*Tug*)	—								B20′						
GRBS		1*Dk*	4														

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Matériaux. Gréement, etc. *Capitaine.* *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettres d'Enrôlement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 (signifies old cert., if cv it est dans le L. R. Division Corr. R. of Trade
287	**Capitano Sauro**	**SteelTwinScSr**	194			...		1908	Stabilmnto Tecnico Trieste	Requisitioned by the Italian Govt. (Italian State Rlys)	146·3 | 21·1 | 8·1 Q50′ FK	Italian	T 6Cy 11½″ 18½″ & 29½″ – 17¾″ 92 NHP	9 ″ 0	
	Elec.light (*ex* Timavo) 1*Dk*		164 81										Stabilimento Tecnico, Tri.		
288	**Capitol**	**SteelScSr**	1298	✠100A1	Sld	*o*	~~11,15~~	1906	J.Crown& Sons,Ld. Sunderland	GasLight&CokeCo (StephensonClarke &Co. *Mgrs.*)	230·0 | 36·0 | 14·7 P17′Q65′B48′F26′ FK	London British	T.3Cy.17½″,29″&47″–33″ (*s*) 180lb *100lb* 144NHP	16 ″ 10	
124321	*J.J.Shaw* 15–15 *ss*Osc.No.2–14		996	3,18 ~~2,17~~	Shl		3,18	12mo					1SB,*4pf*,GS71,HS2300	s 1 ″ 6	
JKDN	(*ex*Grovemont,*ex*Tudhoe) 1*Dk*(*pt Irn Well deck* ✠*pt Stl*) ✠*deep framing* *Cargo battens not fitted*		810	~~BS6,16~~ ✠LMC1,14 3,17				*Lloyd's*	*SA&CP*	*WB=CellDBa61′*	*uE&B19′f96′321t*		*APT34t* J.Dickinson&Sons,Ld.Sld.	15 ″ 8	
289	**Capivary**	**SteelTwinScSr**	897	✠ A1	Rio	*m*	~~3,15~~	1913	W.Harkess &Son,Ld. Middlesbro'	Cia.Commercio e Navigação	205·0 | 40·0 | 10·5 P17′Q86′F26′ FK	R.Janeiro Brazilian	T.6Cy.11″,17″&28″–21″ (*s*) 180lb *100lb* 115NHP	11 ″ 3	
	*ss*Rio.No.1–15		678	*Brazilian Coasting*			3,18	4mo					1BHCem		
	(*ex*Cometa,*ex*Candelaria) 1*Dk*(*Stl*) *Elec.light*		449	3,18 ~~3,15~~ ✠LMC9,15				*Lloyd's*	*SA&CP*	*WB=CellDBa✠*	*uE66′110t FPT54t*		*APT18t*		
290	**Capo Gallo**	**IronScSr**	1432	✠100A1	Gen	*q*	~~9,15~~	1879	Whitehvn S.B.Co. Whitehaven	Comm.T.Astarita	249·9 | 33·4 | 21·7 P26′B46′F28′ BK9½″	Naples Italian	C.2Cy.30″&60″–36″ (*r*) 75lb *65lb* NDB87 165NHP	23 ″ 3	
71	*G.Torino* –16 *ss*Gen.2ndNo.3–10,03		1226	8,15 ~~5,18~~			9,17	4mo					1BHCem		
NKTP	*ss*Nap.No.2–13		824	~~Extensions 5,17~~				A&CP		*WB*	*=DBa68′f60′215t*		*APT28t*		
	(*ex*Carlo V., 1*Dk*(*Irn-ws*)2*trB* *ex*Perseveranza,*ex*Irene Morris)			~~Deck Cargo 5,17~~ ~~LMC~~									2SB,*6cf*,GS116,HS2740 J.Jones&Sons,Liverpool		
291	**Capo Zafferano**	**IronScBn**	1627	✠	Npt	*r*		1876	J.&G. Thomson Clydebank	Comm.T.Astarita	275·5 | 32·3 | 24·0 BK9½″	Naples Italian	C.2Cy.34″&59¾″–42″ 195NHP	25 ″ 6	
70	*M.Panto* *ss*Msl.2ndNo.3–4,03		—	3,10				1mo					2SB,*6pf*,GS105,HS3604		
NKTW	*ss*Msl.No.1–07		980	✠NBmade3,01 refitted4,06									5BHCem		
	(*ex*Margarida, 2*Dks*(1*Irn*)3*trB* *ex*Madeirense,*ex*Tuscany)												J&G.Thomson,Clydebank		
292	**Capodistria**	**SteelScSr**	163					1882	A&J.Inglis Glasgow	Nuova Soc.Cittadina di Nav.a Vap.	133·2 | 17·9 | 11·4	Cpodistria Aust.-Hung.	C.2Cy.18″&32″–24″ 42NHP		
	A.Czar –09 (*ex*Yacht Bohemian II,*ex* Wendur,*ex*Lady Cassandra,*ex*Oriental)		— 93										A.&J.Inglis,Glasgow		
293	**Capra**	**IronScSr**	123	✠	Gls	*a*		1880	R.Cham- bers,jun. Dumbarton	J.G.Stewart	97·0 | 18·2 | 8·4 Q20′F10′ len87	Glasgow British	C.2Cy.13″&23½″–18″ NB16 25RHP		
82321	*A.Hamill* –13 *ss*Cly.No.3–4,87		105	7,96				5mo		*WB=*	*FPT10t* BK6″		3BHCem		
	(*ex*Nevis) *ss*Cly.No.1–91 1*Dk*		59										Ross&Duncan,Glasgow		
294	**Caprera**	**SteelScSr**	5040			...		1904	Cant.Nav. Bacini e Stab. Mec.Siciliani Palermo	Nav.Gen.Italiana	393·4 | 46·9 | 25·9 P33′B125′F41′ FK	Genoa Italian	T.3Cy.24⅜″,40½″&66½″–45″ FD 395NHP	29 ″ 3	I
274	*E.Palmieri*		4139										RFonderia Oretea,Palermo		
NKVM	2*Dks*✠*Web frames* *Elec.light*		3212									*WB*			
295	—	**SteelTwinScSr**	1875					1910	Fratelli Orlando&Co Leghorn	Ferrovie dello Stato (Italian State Railways)	305·3 | 36·3 | 20·2 Q86′B46′F49′	Palermo Italian	Q.8Cy.19 1/16″,27⅜″,39 5/16″ & 57 1/16″–36¼″ 393NHP		I
46	*G.Ruffino* 10–11		1307									*WB*	Flli.Orlando&Co.Leghorn		
NKVP	*Elec.light* 2*Dks*✠*Awng dk*		895												
296	**Capri**	**SteelScSr**	3899			...		1902	Cant.Nav. di Muggiano Spezia	Società Maritima Italiana	338·0 | 48·0 | 24·0 FK	Genoa Italian	T.3Cy.24″,40″&66″–48″ 361NHP	24 ″ 3	I
83	(*ex*Isola di Capri) 1*Dk*2*trB*		—									*WB*		s 2 ″ 10½	
NKVW	*Elec.light* ✠*deep framing* ✠*Shelter dk*		2952										Regia Fonderia Orotea,Pal.	21 ″ 9	
297	—	**SteelScSr**	1828					1909	Akt.Ges. "Neptun" Rostock	Rob.M.Sloman, Jun.	273·0 | 39·1 | 19·9 P27′B72′F30′	Hamburg German	T.3Cy.20½″,35 7/16″&55½″–37⅜″ 192NHP		G
	J.Korfage		1660									*WB*			
RQGM	*Elec.light* Sub.Sig. 2*Dks*		1126										A.G."Neptun,"Rostock		
298	—	**WoodScSr**	570					1899	Brunchrst &Dekke Bergen	R.F.Olsen	165·4 | 27·2 | 15·2 Q39*t*B53*t*H6*t*F21*t*	Bergen Norwegian	T.3Cy.12¼″,20″&32″–26″ 52NHP		N
	J.Brusdale		450										Laxevaags Msk&Jrns.Bgn		
JRWP	1*Dk*		333												
299	—	**IronSc**	196					1872	.....	Soc.Anon.Alleanza Mutua Cooperativa tra Armatori e Marinari di Bilancelle da pesca	144·3 | 19·2 | 14·8	Molfetta Italian	C.2Cy.15½″&27½″–18½″ NE&B04 27NHP		
4	*P.Gadaleta* (*ex*Il Favorito)		118	*Now named "Storione," See No. 1935 in S.*				*in*	Fiume				Fonderia Fratte,Palermo		
NKWB	1*Dk*														
300	**Capricornus**	**SteelScK**	219	✠100A1	Goo			1917	Goole S.B. &Repg Co.Ld. Goole	Grimsby&N.Sea Stm Trawling Co Ld	117·2 | 22·0 | 12·1 Q69′ BK7½″	Grimsby British	T.3Cy.12½″,21½″&35″–24″ 180lb (*s*) 76RHP	13 ″ 0	
139335			204	*Stm Trawler*				2mo					1SB,*2pf*,GS33,HS1310		
	1*Dk*		98	2,17 ✠LMC2,17				*Lloyd's*	*SA&CP*				C.D.Holmes&Co.Ld.Hull		
301	**Captain**	**SteelScSr**	134			...		1898	Hall,Rus- sell&Co. Aberdeen	T.L.Devlin	100·5 | 20·1 | 10·7 Q23′ BK7½″	Granton British	C.2Cy.17″&34″–24″ 50RHP	11 ″ 3	
108581	*A.Linton* –17 (*Trawler*)		129									*WB*	Hall,Russell&Co.Abn.		
	1*Dk*		49												
302	**Captain A. F. Lucas**	**SteelScSr**	4188					1904	W.R.Trigg Co. Richmond Va	Standard Oil Co. of California	360·0 | 50·0 | 28·5	New York Utd. States	T.3Cy.25″,41″&68″–42″ 300NHP		
201645	*G.Bunting* *Carrying Petroleum in bulk*		—									*WB*	W.R.Trigg Co.Rchmnd,Va		
KTNW	Sub.Sig. Wireless 2*Dks*		3252												
303	**Captain Collier**	**SteelTwinSc**	128					1911	W Cramp& Sons S&EB Co Philadelphia	Gulf Refining Co.	90·8 | 22·0 | 8·9	Pt.Arthur, Texas Utd. States	2 Petrol Motors 12 Cy. Standard Motor Construction Co. Jersey City NJ		
208473	*L.Davis* 11–11 *Petrol Motors*		—												
LBTV	*Elec.light* *Mchy.Aft* 1*Dk*		78												
304	**Captain Cook**	**SteelScSr**	396					1893	Morts Dock &Eng.Co.,Ld. Sydney,NSW	New South Wales Government	155·8 | 25·2 | 13·0 F19′	Sydny NSW British	T.3Cy.16″,25″&41″–30″ 86RHP		
	J.Creer 93–97		376										Morts Dk.&Eng.Co.Ld.Syd		
	1*Dk*		172												
305	—	**WoodScSr**	185					1876	Mort's Dk. &E.Co.Ld. B'lmain NSW	J.E.&W.B.Carr	123·6 | 21·0 | 12·0	Brisbane British	C.2Cy.20″&38½″–20″ B.*built*— *fitted*96 60RHP		
101105	*C.Seaberg* 00–10		184										*Cmpd.* Morrison&Bearby, Nwc.,N.S.W.		
VSWJ	1*Dk*		126												
306	**Capt. Thomas Wilson**	**SteelSc**	4719					1900	Jenks S.B. Co. Port Huron	Wilson Transit Co.	420·5 | 50·0 | 24·0	Cleveland Utd. States	T.3Cy.23″,38″&63″–40″ NB15 251NHP		
127469	*J.S.Wood* 00–00		—									*WB*	Jenks S.B.Co.		
	Mchy.Aft *Elec.light* 1*Dk*2*trB*		3959												
307	**Capto**	**SteelScSr**	4823	100A1				1917	Moore& Scott Oakland,Cal.	B.Stolt-Nielsen	376·0 | 52·2 | 25·6 P33′B70′F40′	Haugesnd Norwegian	1 Geared Steam Turbine		
	For full particulars See No. 4 in Supplement														
	Elec.light		3575	(*Class Contemplated*)									General Electric Co. Schenectady,N.Y		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 6 7 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now applied. Equipment Letter.	7* Date when tail shaft last scen.	8 9 Built. When	By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
308 126576 KGMT	**Caracas** IronScSr *T.Furst* –08 *ss*NYk.2ndNo.3–1–14 Wireless 2*Dks*(1*Irn*–ws)*&Shaded*k	2886 1879 1850	✠100A– *Shade dk with freeboard* 10,17~~9,16~~	NYk	*s*	~~7,15~~ 10,17	1889 9mo	W.Cramp &SonsS&E B.Co. Philadelphia	Atlantic&Carib-beanStm.Nav.Co.	311·6 len98	40·2	20·5 27·9 BK10″	Wilmgton (Del.) Utd.States 5*BHCem*	T.3Cy.24″,41″&67″–42″ 160lb 130*lb* 369NHP 4SB,12*cf*,GS240,HS6700 W.Cramp&SonsCo.,Phl.	22 ″ 1 s11 ″0½ 19 ″ 9	
309 MLDN	— SteelAuxTwinSc3MstSr *P.Jensen*16–16 *Oil Eng.* (*ex*SailingVesselEos) (*See Sailing Ship Register*)	1076 965 892					1893	Fevigs Jernskibsbyg Arendal	Akties.Caracas (StianLövold)	218·0 P42′H32*t*F19′	33·6	18·3 BK8″	Chrstiania Norwegian *WB*	2OilEngines2S.C.SA 4Cy.16½″–18.⅝″ NE*fitted*15 J.&C.G.BolindersMek.V. Aktb.Stockholm	19 ″ 6	N
310 HPKL	**Caraïbe** SteelScSr *deGassowski* –12 (*ex*Registan) 1*Dk&Spar dk&deep* *Elec.light* *framing*	2976 2603 1888			…		1906	Gourlay Bros.&Co. (Dundee)Ld. Dundee	Cie.Générale Transatlantique	331·8 P25′B84′F34′	43·2	14·4 22·4 FK	Havre French *WB*	T.3Cy.24″,40″&65″–42″ FD 355NHP Gourlay Bros.&Co. (Dundee)Ld.Dundee	24 ″ 9	V
311	**Caramuru** SteelTwinScSr *J.DuarteSanto* –99 *ss*Mns.No.3–9,07 (*ex*SantoAntonio) 1*Dk*(*Teak*)*&* *Elec.light* *Promenade dk*(*Teak*)	*360* — *230*	✠ 3,12 *For River purposes*	Mns			1895 11mo	Lytham S.B.&E.Co. Lytham	A.MirandaAraujo	151·0 F28′	28·1	7·6 FK	Manaos Brazilian *7BHCem*	T.6Cy.11″,17″&27½″–20″ 79NHP 1SB,2*rf*,GS40,HS1354 LythamS.B.&E.Co.Lytham	8 ″ 0	
312	**Carangola** SteelTwinScSr *J.P.Barbosa* (*ex*Apa) 1*Dk*	*433* *399* *258*			…		1890	R.Duncan &Co. Pt.Glasgow	Cia.deNav.S.João deBarra eCampos	159·9 B26′	33·1	9·0 FK	R.Janeiro Brazilian *WB*	T.4Cy.(2)9″,18″&32″–22″ 57NHP Rankin&Blackmore,Grk.	9 ″ 7	
313 101040 NLVQ	**Caraquet** SteelTwinSc3MstSr *W.E.Smith* –13 (*ex*Guelph) *Ref.Mchy.* Sub.Sig. Wireless 3*Dks*	4890 4020 2975					1894	Harland& Wolff.Ld. Belfast	RoyalMailSteam PacketCo.	400·5 P60′B160′F60′	47·3	26·9	S'thamptn British *WB*	T.6Cy.18½″,30″&50″–42″ 324NHP Harland&Wolff,Ld.Bel.		
314 HFKW	**Carasa** SteelScSr ~~*J.deLarrea*99–11~~ *ss*Cff.No.1–15 ~~*S.Susaeta*~~16–17 1*Dk*(*Stl*)	*2099* ~~1975~~ *1282*	✠100A1 ~~10,16,17~~ ✠LMC~~6~~,15 BS~~8~~,17–	Cff Bbo	*s*	10,16	1911 3mo	W.Pickers-gill&Sons,Ld. Sunderland	Cia.Naviera Vascongada (F.de Abasolo, *Mgr.*) *CellDBa*94′*uE&B*	284·0 P23′B64′F27′ 34′*f*118′ 543*t*	43·2	18·8 FK *FPT*	Bilbao Spanish 4*BHCem* 47*tAPT*128*t*	T.3Cy.21″,35″&57½″–39″ (*s*) 180lb *90lb* 214NHP 2SB,6*pf*,GS99,HS3157 G.Clark,Ld.Sunderland	21 ″ 0 s 3 ″ 1 18 ″ 3	
315 HPLO	**Caravellas** SteelScSr *Neron* 1*Dk&Spardk3trB*	3127 2888 1991					1893	Atel.& Chant.Loire St.Nazaire	ChargeursRéunis	343·7 P22′H—F40′	40·7	23·5	Havre French *WB*	T.3Cy.24″,40⅜″&65⅜″–44½″ NB16 284NHP Atel.&Chant.Loire,Nts.		V
316 HPLF	**Caravelle** SteelScSr *Lehuédé*12–12 (*ex*Dora) *Elec.light* 1*Dk&Spar dkdeepframing* Wireless *aft&lowerdkforward*	2518 2321 1578			…		1904	Russell& Co. Pt.Glasgow	Cie.Générale Transatlantique	293·8 B82′	40·3	17·6 25·3 BK10″	Havre French *WB*	T.3Cy.24″,40″&65″–42″ 295NHP J.G.Kincaid&Co.Greenock	27 ″ 9	V
317 139013 JLBM	**Carawa** SteelScSr *H.S.Johnson* –16 *ss*Shl.No.1–11 (*ex*Turul) 1*Dk*(*Stl*)*&deepframing*	3530 3335 2259	✠100A1 11,14 BS10,17	Syd ✠LMC11,16	*w*	~~10,15~~ 10,17	1907 8mo	R.Craggs& Sons,Ld. Middlesbro'	Requisitioned by theCommonwealth ofAustralia *DBa*119′*uE&B*	350·0 P31′B100′F34′ 42′*f*144′1034*t*	49·8 *WB=Cell*	23·4 FK *FPT*	London British 6*BHCem* 88*tAPT*99*t*	T.3Cy.23½″,39″&66″–45″ (*s*) 180lb 322NHP 3SB,9*cf*,GS122,HS5034 N.E.MarineEng.CoLdNwc	25 ″ 10 s 4 ″ 8 21 ″ 7	
318 139960	**Carbill** SteelScK 1*Dk*	242 212 ~~94~~	✠100A1 *StmTrawler* 9,17 ~~*ClassContem plated*~~	Gms ✠LMC9,17			1917 9mo	Cochrane& Sons,Ld. Selby	~~Gt.CentralCo-Op. Eng.&ShipRepg. Co.Ld.~~ (J.W.Smethurst,*Mgr.*)	~~120·0~~ Q69′F19′ 120·2	22·2	~~12·7~~ 12·0 BK7½″	Grimsby British 4*BHCem*	T.3Cy.12″,21½″&34″–24″ (*s*) 180lb 74RHP 1SB,2*pf*,GS35,HS1340 Gt.CentralCo-opEng.&Ship RepairingCo.Ld.Gms.	12 ″ 9	
319	**Carbo I.** SteelScSr *N.Lisborg* (*ex*Largo) 1*Dk*	1385 1122 851					1905	Nylands Værksted Christiania	Akties.DeDanske Sukkerfabrikker	241·3 P23*t*H54′F31*t*	35·7	17·3	Nakskov Danish *WB*	T.3Cy.18″,29″&48″–33″ 132NHP NylandsVærksted,Xania		N
320 NTFC	**Carbo II.** SteelScSr *C.J.Meyer* –15 *ss*Skm.No.3–9,12 (*ex*Bylgia) 1*Dk*(*Stl*)*&deepframing*	1101 951 671	✠100A1 4,16 BS4,16	Cpn LMC9,12	*n*	4,16	1901 11mo	Söderhmns Verks.Aktieb Söderhamn A&CP	Akties.deDanske Sukkerfabrikker *WB=Cell*	228·6 P16′B61′F22′ *DBa*52′ *uE*27′*f*94′	34·2	14·4 FK *FPT*	Assens Danish 4*BHCem* 296*tAPT*40*t*	T.3Cy.16½″,27″&44″–30″ (*s*) 150lb *70lb* 118NHP 1SB.3*rf*,GS38,HS2035 NE&B*made*98*re-fitted*01 NylandsVærksted,Xania	16 ″ 9 s1 ″11½ 15 ″ 1	
321 118739	**Carbon** SteelScSp *H.Pitre* –13 ~~*ss*Dun.No.2–12~~ ~~*ss*Dun.No.3–11,16~~ 1*Dk*(*Stl*) *Cargo battens not fitted*	132 116 74	✠100A– *StmLighter* ~~9,17 9,15~~ ~~BS8,16~~	Dun ~~LMC10,17~~ 9,17	*a*	N9,15 9,17	1904 4mo	Dundee Ship builders' CoLd.Dundee	Dundee,Perth& LondonShppg.Co. Ld.	90·0 FK	20·0	8·3	Dundee British 2*BHCem*	C.D.2Cy.9″&15″–16″ (*s*) 100lb 15RHP 1SB,1*f*,GS13,HS81 *Mchy.made*90,*refitted*04 Cooper&Greig,Dundee	8 ″ 10	
322 98829	— SteelScSp *L.Randall* –10 *Mchy.Aft* 1*Dk*	126 104 71					1892	G.K.Stot-hert&Co. Bristol	AlfredJ.SmithLd.	101·4	17·2	7·1	Bristol British	C.2Cy.12″&24″–16″ NB08 30RHP G.K.Stothert&Co.,Bristol		
323 105197 QFBL	**Cardiff** SteelScSr *D.G.James* –16 *ss*Cff.No.3–8,10 *ss*Cff.No.1–15 1*Dk*(*Irn*)2*trB&Webframes* 3*Dk rule*	2808 2583 1786	✠100A1 11,17 ~~4,16~~ MBS10,16 MBS11,17	Mdb Cff ✠LMC9,15	*t*	~~10,16~~ 11,17	1898 6mo	W.Gray& Co.Ld. WHartlepool	R.W.J.Sutherland &Co. *WB=CellDB*	318·0 P27′B70′F31′	46·1	21·1 FK *aguE*128′*f*132′684*t*	Cardiff British 5*BHCem* *APT*38*t*	T.3Cy.23″,36½″&62″–39″ (*s*) 160lb *100lb* NDB15 255NHP 2SB,6*cf*,GS97,HS4030 Cen.Mar.Eng.Wks.W.Hpl.	23 ″ 6 s4 ″ 1½ 19 ″ 9	
324 124715	**Cardiff Castle** SteelScK *T.Grinlaw* –14 *ss*Sws.No.1–11 1*Dk*	255 215 98	✠100A1 *StmTrawler* 3,15 BS5,14	Trn ✠LMC7,11		N8,13	1907 7mo	Smith's Dock Co.Ld. North Shields	CastleS.Trwlrs,Ld (C.Heron, *Mgr.*)	120·5 Q66′F19′	22·1	11·7 BK7½″	Swansea British 3*BHCem*	T.3Cy.12½″,20″&34″–24″ (*s*) 180lb 70RHP 1SB,2*pf*,GS38,HS1230 Shields Eng.Co.Ld.N.Shl.	12 ″ 6	
325 135131 HWMD	**Cardiff Hall** SteelScSr *J.V.Reed* –17 1*Dk*	3994 3733 2541					1912	W.Doxford &Sons,Ld. Sunderland	StandishHallSSCo Ld(E.Nicholl&Co. *Mgrs.*) (HansenBros. Ld.*Mgrs.*)	350·0 P25′B119′F32′	50·8	25·6	London British *WB*	T.3Cy.23″,37½″&61″–42″ 241NHP W.Doxford&Sons,Ld.Sld.		C
326 132045 JDNC	**Cardiganshire** SteelTwinScSr *J.E.P.Matthews* –16 *Elec.light* 2*Dks*(*Stl*) *Ref.Mchy.* Sub.Sig. Wireless	9426 8753 5993	✠100A1 ~~9,17 3,16~~ ✠LMC11,16 *Carrying oil fuel F.P above 150° CARDIGANSHIRE*	Lon	*ft*	3,16	1913 11mo	Workman, Clark&Co.Ld Belfast	RoyalMailSteam PacketCo. *WB=CellDBa*137′ *f*200′2095*t*	500·3 P107′B180′F88′ *uE&B*102′ *DTa*30′ 1030*t*	62·4	34·6 FK *FPT*	Belfast British 8*BHCem* 80*tAPT*75*t*	T.6Cy.24″,40½″&68″–48″ (*s*) 200lb FD 977NHP 2D&2SB*18cf*GS354HS14600 Wrkman,Clark&CoLd.Bel	37 ″ 7 s 8 ″ 6 29 ″ 8	
327	**Cardillac** SteelScSr *Elec.light* *Longitudinal framing* *Mchy.Aft*	11140 9196	100A1 (*Class Contemplated*) *Carrying Petroleum in bulk*				1917	Palmers' Co.Ld. Newcastle	Anglo-American OilCo.Ld. (J.Hamilton, *Mgr.*)	530·0 Q66·5 *Should be "Cadillac," See No. 78 in Supplement*	66·5	33·7	British	Q.4Cy.28½″,41″,58″&84″–54″ Palmers'Co.Ld. Newcastle		

1 Numéro d'Ordre / Numéro Officiel / Signaux	2 Nom du Navire. Matériaux. Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote.	6 Surveillance Spéciale. Date de la dernière Visite.	7 Port de Visite. Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière Visite de l'Arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Inspecteurs en cost. et port del. dans le L.R. Surv. Ports Ind. Trade
328 133418 JBKM	**Cardinal** *S.Greaves* –15 1*Dk*	**SteelScK**	309 287 133	✠100A1 *StmTrawler* 6,14 ✠LMC12,12		Hul	6,14	1912 12mo *Lloyd's*	Cook,Welt'n&Gemmell Ld.Beverley *sA&CP*	MarineSteam FishingCo.Ld. (G.Walton,*Mgr.*)	136·0 Q75'F20'	23·5 BK8"	12·6 *WB=DTfs'20t*	Hull British	T3Cy.13¼",22½"&37"–24"(*s*) 200lb 80RHP 1SB.*3pf*,GS47,HS1310 C.D.Holmes&Co.Ld Hull	13 ″ 7	
329 112703 RPTW	**Cardium** *B.P.Head* –11 *ss*Shl.No.3–9.13 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Elec.light* Wireless	**SteelSc3MstSr**	6127 5688 3994	✠100A1 10,16 *CarryingPetroleum in bulk* ~~BS10,15~~ 10,17 ✠LMC10,15 *Fitted for oil fuel* 5,00 *F.P. above* 150°F.		Sng	*z* N10,16	1900 5mo *Lloyd's*	Armstrong Whitworth &Co.Ld. Newcastle A&CP	Anglo-Saxon PetroleumCo.Ld.	410·0 P100'B20'F56'	52·1 FK	32·2 16*BHCem* *WB=DBa*	London British	T.3Cy.28",46"&77"–48" (*s*) 180lb *100lb* NDB13 486NHP 3SB.*12cf*,GS225,HS8070 N.E.MarineCo.Ld.Nwc. B37'112*t*FPT219*t*APT43*t*	34 ″ 0 s 7 ″10 26 ″ 7	
330 131390 JMDW	**Carena** *R.Jones* –14 *Mchy.Aft* 1*Dk*	**SteelScK**	259 193 98					1911	J.P.Rennoldson&Sns. SouthShields	J.Monks&Co.Ld.	114·0 Q42'B8'F15'	23·2 WB	10·2 Liverpool British Hull	C.2Cy.15½"&33"–24" 50RHP J.P.Rennoldsn&Sns,S.Shl		
331 138981 JNHB	**Carency** 1*Dk*	**SteelScK**	233 225 108	✠100A1 *StmTrawler* 10,16 ✠LMC10,16		Gms		1916 10mo *Lloyd's*	Cook,Welt'n&Gemmell Ld.Beverley *sA&CP*	~~BeaconSteam FishingCo.Ld.(W. F.Goodwin,*Mgr.*)~~ GreatNorthernS.S. FishingCo.Ld,	117·0 Q61'F16'	22·0 BK7½"	12·7 4*BHCem*	~~Grimsby~~ British	T.3Cy.12",21½"&34"–24"(*s*) 180lb 70RHP 1SB.*2pf*,GS35,HS1340 Gt.CentrlCo-opEng.&Ship RepairingCo.Ld.Gms.	13 ″ 7	
332 128931	**Carew Castle** *H.O.Holmes* –14 1*Dk*	**SteelScK**	256 228 100	✠100A1 *StmTrawler* 5,15 ✠LMC4,12		Sws	6,14	1912 5mo *Lloyd's*	Smith's Dock Co.Ld. Middlesbro' *sA&CP*	CastleS.Trwlrs,Ld (C.Heron,*Mgr.*)	125·0 Q74'F21'	23·0 BK7½"	12·3 3*BHCem*	Swansea British	T.3Cy.12½",21"&35"–26"(*s*) 180lb 80RHP 1SB.*3pf*,GS50,HS1445 ShieldsEng.Co.Ld.N.Shl.	13 ″ 0	
333 136368	**Cargan** *J.Mc'onnell* –17 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	**SteelScK**	274 193 99	✠100A1 12,16 ✠LMC12,16		Lth	*d*	1916 1mo *Lloyd's*	A.Jeffrey& Co.Ld. Alloa *sA&CP*	HowdenBros. (W.J.R.Harbinson,*Mgr.*)	120·8 Q42'B9'F24'	22·1 BK7"	9·1 *FPT25t*	Belfast British	C.2Cy.14"&30"–22" (*s*) 135lb 45RHP 1SB.*2pf*,GS35,HS1050 A.Jeffrey&Co.Ld.Alloa	10 ″ 0 s ″ 8½ 10 ″ 0	
334 214561 LGMQ	**Carib** *For full particulars See No.28 in Supplement* *Elec.light*	**SteelScSr**	2118 Section 1259	100A1 (*ClassContemplated*)				1917	Detroit S.B.Co. Wyandotte	AtlanticGulf& WestIndiesS.S.Co.	251·0 P27'B64'F26'	43·8	18·2 *NewYork* Utd.States	T.3Cy.20",33"&54"–40" DetroitS.B.Co.Detroit		
335 101830 NCLH	**Carib Prince** ~~*J.C.Clarke* –14~~ *J.Pond* –19 1*Dk*(*Stl*)&*Spardk* *Elec.light* (*Stl*–ws)&*deep framing*	**SteelScSr**	1975 1817 1252	✠100A1 *Spar dk* 6,17 ~~10,16~~ ~~Boilers~~ ~~LMC6,13~~ 2,18		Mch	*r* ~~5,16~~ 6,17	1893 6mo	ShortBrs. Sunderland A&CP	PrinceLine,Ld. (FurnessWithy& Co.Ld.,*Mgrs.*) *WB=DBa*70'*f*107'298*t*FPT	282·0 P22'B77'F29'	37·7 22·4 FK	14·9 4*BHCem* 86*t*APT36*t*	Newcastle British	T.3Cy.22",36"&59"–39" (*s*) 160lb *100lb* NDB11 219NHP 2SB,*6cf*,GS102,HS3300 Blair&Co.Ld.Stockton	24 ″ 8 s 4 ″ 2½ 21 ″ 0	
336 98152 LVCN	**Caribbean** *F.H.Walters,R.N.* –14 *ss*Sou.No.3–11,02 (*ex*DunottarCastle) *ss*Msl.No.2–11 *Elec.light* Wireless 2*Dks*(*UStl*–ws) Sub.Sig. &*Spar dk*(*Stl*–ws)4*trB*	**SteelSc3MstSr**	5824 4935 3159	✠100A1 *Spar dk* 11,14 BS7,14 ✠LMC3,11		Liv	*a*† 7,14	1890 8mo *Lloyd's*	Fairfield Co.Ld. Glasgow *sA&CP*	RoyalMailSteam PacketCo.	420·0 P115'B153' F80'	49·8 33·2 FK	25·0 *WB=Cell*	London British	T.3Cy.38⅝",61½"&100"–66" 16·lb *160lb* (*o*) 1000NHP 4DB,*24cf*,GS500,HS17816 *DB*320'779*t* FairfieldCo.Ld.Glasgow	36 ″ 2 s 10 ″ 3 26 ″ 6	
337 9 NLBF	**Caridad Padilla** *S.Castro* –06 (*ex*Nordland,*ex*Jelö, *Elec.light* *ex*Schweden) 1*Dk2trB*	**IronScSr**	523 388 300					1880	Akt.Ges. "Vulcan" Stettin	N.DelCastanos	168·3 P117*t*H14*t*F24*t*	24·3	13·8 *WB*	Cienfueg's Cuban	C.2Cy.21½"&39"–27½" NB02 66NHP A.G."Vulcan,"Stettin		
338 9 NLBF	**Cariddi** 2*Dks* *Elec.light*	**IronScBn**	1256 1011 613	✠ 9,66		Cly		1866 8mo	Macnab& Co. Greenock	SiciliaSocietà di Navigazione	269·0 P&F127*t*	30·2	18·4 4*BH*	Palermo Italian	T.3Cy.24",37⅞"&61⅝"–35⅝" NE&B95 229NHP Hawthrn,Guppy&Co.,Nap		I
339 20 NLBG	— *G.Russo* *Elec.light*	**SteelPad**	400 370 129					1896	N.Odero fu A. SestriPnente	Ferrovie dello Stato(ItalianState Railways)	177·1	27·0	11·5	Messina Italian	C.2Cy.31"&58½"–43½" 187NHP N.Odero,SestriPonente		I
340 135968 JCTP	**Carieda** *G.T.Birc* –15 1*Dk*	**SteelScK**	225 218 112	✠100A1 *Stm Trawler* 6,14 ✠LMC8,13		Bkn		1913 8mo *Lloyd's*	Cook,Welt'n&Gemmel Ld. Beverley *sA&CP*	YarboroughStm. FishingCoLd(JE. Rushworth,*Mgr.*)	117·0 Q61'F16'	22·0 BK7½"	12·7 4*BHCem*	Grimsby British	T.3Cy.12",21"&34"–24"(*s*) 200lb 66RHP 1SB,*2pf*,GS30,HS1020 C.D.Holmes&Co.Ld.Hull	13 ″ 7	
341 209 NLBK	**Carignano** *Bernascon* *ss*Gen.No.3–11,11 (*ex*PasqualeP.) 1*Dk*(*Stl*)&*Awng dk* (*Stl*)&*Web frames*	**SteelScSr**	2688 2647 1702	✠100A1 *Awng dk* *with freeboard* ~~Boilers~~ 4,15 ~~BS7,14~~ MS1,16 M1,16 ~~BS6,14~~ ~~LMC11,11~~		Gen	*s* 4,15	1899 8mo *Lloyd's*	N.Odero fuA SestriP'nente A&CP	MaritimaItaliana Soc.Anon.	299·9 25·3 FK *WB=CellDBa*94'	40·1	18·2 6*BHCem* *uE&B*44'*f*116'508*t*	Genoa Italian	T.3Cy.20½",38⅜"&55⅛"–39½" 180lb (*s*) 224NHP 2SB,*6pf*,GS106,HS3720 *APT*130*t* N.Odero fuA.SestriP'nente	27 ″ 7 s 6 ″ 11 20 ″ 1	
342 138940	**Carilon** 1*Dk*	**SteelScK**	226 218 109	✠100A1 *StmTrawler* 10,15 ✠LMC11,15		Hul		1915 10mo *Lloyd's*	Cook,Welt'n&Gemmell Ld. Beverley *sA&CP*	MarshallLineStm. FishingCo.Ld. (A.L.Black,*Mgr.*)	117·0 Q61'	22·0 BK7½"	12·7 4*BHCem*	Grimsby British	T.3Cy.12",21"&34"–24"(*s*) 200lb 75RHP 1SB,*3pf*,GS31,HS1268 Amos&Smith,Ld.Hull	13 ″ 7	
343 133020 JLBV	**Carina** *D.J.Watson* –15 (*ex*Greifswald) *Elec.light* Sub.Sig. 2*Dks*	**SteelSc**	5486 3154 3437	*For full particulars See No.7 in Supplement*				1907	Bremer Vulkan Vegesack	Requisitioned by the Commonwealth ofAustralia	428·6 P285'F53'	54·5	27·9 *WB*	London British	Q.4Cy.24",34⅝",50⅝"&72½"–53⅛" 387NHP BremerVulkan,Vegesack		
344 HDKR	**Carinthia** *ss*Tri.No.3–5,14 1*Dk*(*Stl*)&*Spar dk*(*Stl*–ws)& *Elec.light* *deep framing*	**SteelSc**	2812 2282 1734	✠ ~~12,16~~ Tri *Spar dk* ✠			*t*	1900 9mo	Lloyd Austriaco Trieste	LloydAustriaco	315·0 P36'B86'F64'	42·2 21·9 FK	14·0 6*BHCem* 39*t*APT13*t*	Trieste Aust.-Hung.	T.3Cy.23½",39"&64½"–45" 350NHP 2SB,*6cf*,GS113,HS4634 FD LloydAustriaco,Trieste		A
345 113733 TRPL	**Carisbrook** *J.Heworth* –16 *ss*Hul.No.3–4.15 1*Dk*(*ptIrn&ptStl*)*deep framing* &*Web frames*	**SteelScSr**	2784 2589 1785	✠100A1 3,18 ~~8,16~~ ✠LMC MS4,16 BS12,16		Mch	*u* ~~3,16~~ 3,18	1902 11mo *Lloyd's*	J.Blumer& Co. Sunderland *sA&CP*	RedCapS.S.Co.Ld. (J.Good&Sons,Ld. *Mgrs.*) *WB=CellDBa*110'	319·5 P28'B90'F32'	46·0 FK *uE&B*40*f*124'802*t*	21·2 5*BHCem* *APT*110*t*	Whitby British	T.3Cy.23",38"&62"–42" (*s*) 160lb *80lb* 263NHP 2SB.*6pf*,GS110,HS4118 J.Dickinson&Sons,Ld.Sld.	23 ″ 9 s 3 ″ 10½ 20 ″ 3	
346 108351 QCRK	**Carisbrook Castle** ~~*Capt.Gardner* –16~~ *ss*Sou.No.3–2,10 2*Dks*(*Stl*-ws)&*Spar dk*(*Stl*-teaks)&*Web* *Elec.light Ref.Mchy.* Wireless *frames* ~~*C.V.Pickford* –17~~ *B.Clage*	**Stl Sc3MstSr**	7594 6227 4205	✠100A1 *Spar dk* 9,13 ~~Boilers~~ ~~LMC1,10~~ 6,17		Sou	*d*† 9,16	1898 4mo *Lloyd's*	Fairfield Co.Ld. Glasgow *sA&CP*	TheUnion-Castle MailS.S.Co.Ld.	485·0 P68'B220'F93' FK&BK3½"	56·0 32·1	23·6 10*BHCem* *f*120'1085*t*	London British	Q.4Cy.35¾",51¼"73½"&105"–69"] 205lb (*o*) 1490NHP 3D&3SB30*rf*,*5cf*,GS763, HS28426 FairfieldCo.Ld.Glasgow	35 ″ 6	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned / now expired. Equipment Letter	* Date when tail shaft last seen.	8 Built. When	9 Built. By Whom / Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers to which classed, if not in L.R. Date of ✠ of Trade Cert.
347	**Caristos** Wood Sc *C.Kostas* HNMV	130 — 53					1894	..... Piræus	C.Toja	83·7	17·7	9·8	Piræus Greek	C.2Cy.14¾″&19″–17″ 12NHP Vasileades Bros. Piræus		
348	**Carl** Steel Sc Sr *ss* Shl. No. 3-11,06 (*ex* Santos, *ex* Weybridge) 1 *Dk* (*pt Stl & pt Irn*) *& Web frames* *Elec. light* *& pt Awng dk* (*Irn*)	2486 1832 1610	✠ *pt Awng dk with freeboard* 6,12 ✠	BAs	*s*		1890 9mo	Raylton Dixon & Co. Middlesbro'	Dmpsk. Akties. Kalundborg (V. Henckel, *Mgr.*) *WB*	297·2 P27′Q78′ *pt Awng dk* 192′ FK = *Cell DB* 244′ 496*t*	39·9 *pt Awng dk* 192′ FK 5 *BH Cem*	18·8 *APT* 18*t*	Kalundborg Danish	T.3Cy.22″,35″&59″–39″ NDB06 216NHP 2SB, *6rf*, GS90, HS3930 J. Dickinson, Sunderland	21 ″ 4	V
349 4562 JPTL	— *H. Sjöstedt* –08 *ss* Mmo. No. 2-14 *Well deck* 1 *Dk* (*Stl*) *& deep framing* *Cargo battens not fitted*	Steel Sc Sr 1213 970 715	✠ 100 A1 B, 13 ~~8,16~~ 3,18 ~~BS 16~~ 3,18 ✠ LMC 2,14	Mmo Brs	*o*	~~6,16~~ 3,18	1906 4mo	Wood Skinner & Co. Ld. Newcastle *Lloyd's SA & CP*	Rederiaktieb. Sigurd (O.S. Hedberg, *Mgr.*) *WB* = *Cell DB* 69′ *u E & B* 33′ *f* 94′ 371 *t*	236·0 P14′Q74 B62′ FK *FPT* 57*t*	35·6 FK	14·3 *APT* 19*t*	Malmö Swedish	T.3Cy.18″,29″&50″–33″ (*s*) 180 lb *120 lb* 156NHP 1SB, *4pf*, GS68, HS2398 J. Dickinson & Sons, Ld. Sld.	16 ″ 6 s 1 ″ 4 15 ″ 5	
350 LCMV	— *G. Fretwurst* 05-05 1 *Dk* *Elec. light* *Mchy. Aft*	Iron Sc Sr 270 225 166					1883	G. Howaldt Kiel	Sartori & Berger	126·1 P44′	21·1 len 89	12·2	Kiel German	C.2Cy.13″&21″–14″ NB99 14NHP Gebr. Howaldt, Kiel		G
351 Wrecked 1918 HCSD	18 *M. Bertnes* 1 *Dk*	Wood Sc Sr 223 160 121					1871	Jörgensen & Knudsen Drammen	M. Bertnes	116·5 Q15*t* B47*t* F6*t*	24·7	10·2	Bodö Norwegian	C.2Cy.15½″&29″–24½″ NB11 35NHP Nylands Verkstad, Xia.		
352 KRJL	**Carl Adolf** Steel Sc *G. Uhlan* (*Trawler*) 1 *Dk*	205 195 68					1899	G. Seebeck A.G. Bremerhaven	Geestemünder Herings & Hochsee fischerei Act. Ges.	128·0	21·4	11·1	Gstemnde German *WB*	T3Cy 11 13/16″ 18⅛″ &30 5/16″–22 1/16″ 43NHP G. Seebeck A.G. Bremerhvn		G
353 JFWL	**Carl-Albert** Steel Sc Sr *ss* Sws. No. 3–5,04 (*ex* Isle of Ramsey) *ss* Stn. No. 2-13 *Well deck* 1 *Dk* (*pt Stl pt Irn*) 2 *tr B*	1706 1275 1061	✠ ~~12,16~~ ✠	Gms	*q*		1891 12mo	J. Readhead & Sons S. Shields	E.R. Retzlaff	259·5 P24′Q74 B106′ F29′ *WB* = *Cell*	36·6 BK 9″ *WB* = *Cell*	16·8 1 *BH Cem* *DB* 218′ 383*t*	Stettin German	T3Cy 20½″,33½″&55″–36″ NDB05 181NHP 2SB *4rf*. GS68, HS2701 J. Readhead & Sons, S. Shl.	19 ″ 3	
354 MDVF	**Carl Cords** Steel Sc Sr *H. Schmieter* –10 *Elec. light* *Mchy. Aft* 1 *Dk*	903 773 498					1910	Akt. Ges. "Neptun" Rostock	Dampfsch. Ges. Aug Cords G.m.b.H.	231·4 P&B177′F25′	33·8 *WB*	12·0	Rostock German	T.3Cy.14⅜″,24 3/16″&38⅜″–26¾″ 77NHP A.G. "Neptun," Rostock		G
355 LMSC	**Carl Diederichsen** Steel Sc Sr *H. Frandsen* 1 *Dk & Spar dk* 2 *tr B*	1243 1126 774					1901	Howaldts-werke Kiel	M. Jebsen	218·8 Q61′H16′F31′	33·1 20·4	11·8	Apenrade German	T.3Cy.16 15/16″,27 3/16″&43 5/16″–24 13/16″ 94NHP Howaldtswerke, Kiel		G
356 5308 JSPL	**Carl Henckel** Steel Sc Sr *E. Winck* –13 *ss* Hbg. 2nd No. 3–12,14 (*ex* Lyndhurst) *Well deck* 1 *Dk* (*Stl*) *& Web fra*	2091 1611 1253	✠ 100 A1 9,17 ~~16,16~~ ~~BS 17~~ ✠ LMC 12,14 *Now named "Altern," See No. 93 in Supplement*	Gls Brs	*r*	N1,17	1888 12mo	W. Pickersgill & Sons Sunderland	Rederiakt. Henckel (N.P. Swensson, *Mgr.*) *WB* = *Cell DB*	270·0 Q100′B108′F35′ FK 198′ 423*t*	40·1 BK 7½″ *WB* = *APT* 6*t*	18·4 4 *BH pt Asp pt Cem* *APT* 65*t*	Hlsngborg Swedish	T.3Cy.20½″,33″&54″–39″ (*r*) 160 lb *80 lb* NDB01 180NHP 2SB, *4rf*, GS86, HS2682 G. Clark, Sunderland	21 ″ 3 s 1 ″ 7½ 19 ″ 10	
357 RMFL	**Carl Kiehn** Steel Sc *J. Dammann* (*Tug*) 1 *Dk*	185 167 13					1901	J.C. & H.C. Kiehn Hamburg	J.C. & H.C. Kiehn	104·6	21·9	10·8	Hamburg German *WB*	T.3Cy.14⅛″,23⅝″&37¾″–23⅝″ NB06 69NHP J.F. Ahrens, Altona-Ottnsn		
358 1499 HRPM	**Carl O. Kjellberg** Steel Sc Sr *Y. Rydberg* 13–11 *ss* Got. 3rd No. 3–11,16 *Well deck* 1 *Dk* 2 *tr B*	644 507 377	✠ 90 A1 11,16 NB 11,97 ✠ LMC MS 5,15 BS 11,16	Got	*i*	11,16	1883 3mo	Göteborgs Mek. V. Gothenburg *Lloyd's SA & CP*	Förnyade Ångt. Aktieb. Götha (F. Sternhagen, *Mgr.*)	169·7 Q49′B45′F21′ BK 7½″ *WB* = *APT* 6*t*	26·3	15·8 *MT* 24′ 160*t*	Gothenbrg Swedish	C.2Cy.24″&40″–30″ (*s*) 90 lb *75 lb* NDB17 88NHP 1SB, *3pf*, GS55, HS1765 Göteborgs M.V. Aktieb. Got.	16 ″ 6 s 1 ″ 6½ 16 ″ 0	
359 411 HRVG	**Carl von Linné** Steel Sc Sr *O.D. Ekenstedt* –14 1 *Dk*	364 221 195					1884	Motala Co. Norrköping	Stockholms Rederiaktieb. Svea (Hj. Blomberg, *Mgr.*)	144·7 P90′ H34*t* F35′	24·5	10·3	Stockholm Swedish	C.2Cy.24″&43″–24″ NB04 75NHP Motala Co., Motala		V
360 RQLH	**Carl Woermann** Steel Sc Sr *F. Stuth* –11 *Elec. light* 2 *Dks*	5555 *Now named "Atalaia," See No. 75 in Supplement* 3490					1910	Bremer Vulkan Vegesack	Woermann Linie Akt. Ges.	419·7 P268′F46′	54·5	28·0	Hamburg German *WB*	Q.4Cy.24″,34 1/16″,50 1/32″&72 1/16″–53 3/16″ 388NHP Bremer Vulkan, Vegesack		G
361 2360 JFKL	**Carl XV.** Iron Sc Sr *O.F. Hedberg* –15 1 *Dk & Awng Dk*	520 256 396					1873	Bergsunds Mek. Verks. Stockholm	Stockholms Rederiaktieb. Svea (Hj. Blomberg *Mg*)	162·1 H34*t*	24·6 18·7	11·5	Stockholm Swedish	C.2Cy.26″&47″–27″ 96NHP W. Lindbergs M.V. Skm.		
362 126961	**Carlingford** Steel Sc K *T.A. Corris* –17 *ss* Liv. No. 2–16 *Well deck* 1 *Dk* (*Stl*) *Mchy. Aft*	345 274 129	✠ 100 A1 10,17 ~~3,17~~ ~~BS 7,17~~ ✠ LMC 3,16	Liv	*f*	3,16	1908 1mo	Dublin Dockyard Co. Dublin *Lloyd's SA & CP*	S. Lockington & Co. Ld.	145·6 Q51′B12′F24′ BK 7″ *WB* = *FPT* 41*t*	24·1 *APT* 2*t*	10·4 3 *BH Cem*	Dundalk British	C.2Cy. ~~16″~~ 18 3/8 &38″–27″ (*s*) 130 lb 80RHP 1SB, *2pf*, GS40, HS1477 Ross & Duncan, Glasgow	11 ″ 6 s ″ 9 11 ″ 5	
363 127578 KRGV	**Carlisle** Steel Sc Sr *O.W. Crowley* 12–12 2 *Dks*	644 — 438					1901	Neafie & Levy Co. Philadelphia	Reading Co.	157·0	29·0	17·5	Philadlphia Utd. States	T.3Cy.18″,28″&45″–30″ 111NHP		R
364 135264 JCWN	**Carlisle Castle** *Tonnage* Steel Sc Sr *G. Owens* –17 *one ring closed 1917* (*ex* Holtye) 1 *Dk* (*Stl*) *& Shelter dk* (*Stl*)	4325 4123 2709	✠ 100 A1 *Shelter dk with freeboard* 6,17 ~~BS 11,17~~ ✠ LMC 9,15	Bkn Lon	*y*	~~1,16~~ 10,17	1913 9mo	Nthmblnd S.B. Co. Ld. Newcastle *Lloyd's SA & CP*	Union Castle Mail S.S. Co. Ld. *B* = *Cell DB* a 140′	400·0 *u E & B* 45′ *f* 166′ 128*t*	53·0 FK	23·8 6 *BH Cem* *APT* 128*t*	London British	T.3Cy.26½″,44″&72″–48″ (*s*) 180 lb 421NHP 3SB, *9cf*, GS192, HS6900 Blair & Co. Ld. Stockton	34 ″ 11 s 10 ″ 1 25 ″ 2	
365 589 NLBT	**Carlo** Steel Sc Sr *Granata* 1 *Dk*	5572 — 3546					1912	Cant. Nav. Riuniti Spezia	Soc. Commerciale Italiana di Nav.	396·3 P37′B123′F37′	51·6	28·0	Genoa Italian *WB*	T.3Cy.26″,42½″&69 7/16″–48″ 335NHP Cant. Nav. Riuniti, Ancona		CI
366 133462 JDBF	— *F. Cawcutt* –13 *Cruiser Stern* 1 *Dk & Shelter dk* 2 *tr B*	Steel Sc Sr 3040 1811 1899					1913	Clyde S.B. & E. Co. Ld. Pt. Glasgow	Ellerman's Wilson Line, Ld.	310·0	44·7	17·9	Hull British *WB*	T.3Cy.23″,37″&61″–42″ 241NHP Clyde S.B. & E. Co. Ld. P. Gl.		C
367 HDLC	— *E. Dabinovic* 12–12 *ss* Tri. No. 2–14 *Well deck* 1 *Dk* (*Stl*) *& deep framing*	Steel Sc Sr 889 691 546	✠ ~~6,16~~ ✠	Tri	*m*		1904 11mo	Lloyd Austriaco Trieste	Carlo S.S. Co. Ld. (D. Tripcovich) *WB* = *Cell*	207·4 Q78 B46′F25′ FK *DB* a 53′ *u E* 29′ *f* 79′	31·5	16·2 4 *BH Cem* 219*t* *APT* 10*t*	Trieste Aust.-Hung.	T.3Cy.15½″,25″&41″–28½″ 114NHP 2SB, *4cf*, GS69, HS1980 Lloyd Austriaco, Trieste	15 ″ 6	
368 NLCU	**Carlo Pisacane** Steel Sc Sr *G M. Molle* (*ex* Algier, *ex* Hornfels) *Elec. light* 1 *Dk & Spar dk*	3127 2956 1999					1904	Akt. Ges. "Neptun" Rostock	Requisitioned by the Italian Govt. (Italian State Rlys)	301·8 H31′	45·3	25·9	Italian *WB*	T.3Cy.20⅝″,35 7/16″&55⅞″–37⅝″ 192NHP A.G. "Neptun," Rostock		I

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Grèement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné au Lettre d'Armement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où cote, si ce n'est dans le Lloyd's Register Book.
369	**Carlo Poma**	**SteelScSr**	4117	✠	Tri	*x*		1892	J.L.Thompson&Sons	Requisitioned by the Italian Govt. (Italian State Rlys)	385·0 | 46·5 | 28·2			Italian	T.3Cy.27½″,44″&70″–54″	31 ″ 1	I
		ss Tri.No.3–2,03	3934	9,04 ✠				10mo			B137′F46′				NDB03 416NHP		
NLCM	(*ex* Gisela)	2 *Dks* (*Stl*–ws) 3 *tr B*	2542						Sunderland		FK			6 *BH Cem*	2DB, *12cf*, GS190, HS6920		
	Elec. light										*Cell DB* 304′633*t*			*APT* 62*t*	J. Dickinson, Sunderland		
370	**Carlo Zeno**	**SteelScSr**	951	✠ 100A1	Pal	*m*	6,16	1892	S.P. Austin	G.E. Salvagno&	220·0 | 31·0 | 14·0			Venice	T.3Cy.18″,30″&49″–33″ (*s*)	16 ″ 6	
72	*A. Montanari*	*ss* Shl. No.3–4,05	733	6,16				10mo	&Son	Nipoti	Q75′B46′F27′			Italian	160lb *35lb* 42½ 137NHP	s 1 ″ 4	
NLCT	(*ex* St. Dunstan)	*ss* Nap. No.2–14	553	~~Examined 2,18~~					Sunderland		FK			4 *BH Cem*	1SB, *3pf*, GS50, HS2040	15 ″ 5	
	Well deck	1 *Dk* (*pt Irn*) & *Web frames*		✠ LMC 2,18					A&CP	*WB* = *C*	*Cell DB* 174′279*t* *FPT*			2 1*t* *APT* 16*t*	N.E. Marine Eng. Co Ld. Sld.		
371	**Carlos**	**SteelScSr**	*2567*	✠ 100A1	Bbo	*s*	1,17	1894	Short Bros.	~~J.L. Prado~~ Soc.	300·4 | 40·1 | 18·9			Bilbao	T3Cy.20½″,37½″&61½″–42″	21 ″ 3	
	S. Chacartequi –15	*ss* Liv. No.3–4,07	*1931*	*pt Awng dk*				1mo	Sunderland	Altos Hornos de Vizcaya	F on RFD30′ FK			Spanish	(*s*) 242NHP	s 8 ″ 2	
HFLW	(*ex* Benhead, *ex* Cyrano,	*ss* Bbo. No.2–15	*1634*	*with freeboard*					A&CP		*Ba* 94′ *uE* 22′ *f* 114			6 *BH Cem*	160lb *100lb* NDB07	20 ″ 4	
	ex Whitburn)	1 *Dk* (*Stl*) & *Web frames* & *pt Awng dk* (*Irn*)		*Now named "Marques de Urquijo," See No. 58 in Supplement* BS1,17 ✠ LMC 11,15										629*t* *APT* 71*t*	2SB, *6cf*, GS112, HS3650 J. Dickinson, Sunderland		
372	—	**IronScSr**	941					1881	Germania Werft Kiel	F.G. Reinhold	199·2 | 27·9 | 21·3 B14′			Danzig German	C.2Cy.24½″&42½″–27½″ NB99 79NHP		G
	P. Papist 94–04		896												F.A. Egells & Co., Berlin		
RGDW		1 *Dk* & *Spar dk* & *3 tr B*	562														
373	—	**WoodSc3MstSr**	865					1908	Stone& VanBergen	Olson&Mahony	198·4 | 39·2 | 14·8			New York Utd. States	T.3Cy.14″,22″&36″–24″ 64NHP		
205805	*H. Peterson*		702						San Francisco								
KWRT	Wireless	1 *Dk*	541														
374	**Carlos Gomes**	**SteelTwinScSr**	*1306*	✠	Grk	*o*	-	1892	J.&G. Thomson,Ld	Brazilian Government	280·0 | 36·0 | 10·2 B64′F33′ 17·3			R. Janeiro Brazilian	T.6Cy.17½″,28″&42″–24″ 315NHP		
	R. Fonseca –97	*ss* Grk. No.1–96	*1205*	*Awng dk*				3mo	Clydebank		FK			4 *BH Asp*	2SB, *8rf*, GS140, HS5490 FD		
	(*ex* Itaipu)	1 *Dk* & *Awng dk* (*pt Stl*–ws) *Teak dk* 96	*692*	*with freeboard* 8,96 *For Brazilian Coasting service*							*WB* = *APT* 40*t*				J & G Thomson Ld Clydebnk		
375	**Carlotta**	**IronScSr**	597	✠	Nwc			1873	J. Blumer& Co. Sunderland	Akties. Fart (N.M. Nielsen, *Mgr.*)	190·2 | 26·9 | 13·8 Q87*t* B22*t* H6*t* F15*t*			Chrstiania Norwegian	C.2Cy.25″&44″–30″ NB86 88NHP		N
Wrecked 1,1	*W. Pettersen* 16–16	*ss* Shl. No.1–77	459	5,79				7mo			= *DBa* 42′*f* 49′140*t*			4 *BH Cem*	Fowler& M'Collin, Hull		
JQNV	*Well deck*	1 *Dk*	348							*WB*							
376	—	**IronSc3MstSr**	*296*			...		1889	T.A Walker Sudbrook	Cia. Uniao	150·7 | 26·5 | 8·1			Brazilian	Q.4Cy.9″,12″,16″&25″–21½″ 29NHP	8 ″ 6	
			275														
	(*Barge*)	1 *Dk*	*219*								FK			*WB*	Fleming& Ferguson, Psy.		
377	—	**IronTwinSc**	261					1893	A.W. Robertson&Co. London	Midland Rly. Co.	124·7 | 32·5 | 7·7			London British	C.4Cy.12″&24″–18″ 50RHP		BT till 7,17
101964	*E. Tracey*	(*Ferry*)	180												A.W. Robertson&Co., Lon.		
		1 *Dk*	177														
378	**Carlotta Maria**	**IronScSr**	1044	✠ A1* 1	Pal	Lv	2,15	1881	Short Bros.	Vassallo& Narizzano	226·0 | 32·5 | 16·3			Genoa Italian	C.2Cy.25″&53″–33″ (*s*)	17 ″ 8	
777	*G. Scarpa* –14	6th Survey Sld. 7,07	811	11,14				4mo	Sunderland		Q75*t* B109*t* F25*t*			80lb	131NHP	s 1 ″ 5	
NLCW	(*ex* Traut,	1st Survey Hpl. 4,12	630	~~Examined 4,13~~ ~~NB 11,00~~ LMC 4,16							BK7½″			3 *BH* 1PBH	2SB, *4pf*, GS63, HS2252	16 ″ 11	
	Well deck	*ex* Perseverance)									*WB* = *D*			*Ba* & *f APT*	J. Dickinson, Sunderland		
379	**Carlow**	**SteelScSr**	1200					1896	Blackwood &Gordon Pt. Glasgow	City of Dublin Stm. Packet Co.	260·0 | 34·1 | 15·8 P72′B88′F77′			Dublin British	T.3Cy.27″,42″&69″–48″ 330NHP		
104968	*P. Collins* –17	2 *Dks*	960														
PSBN			506											*WB*	Blackwood& Gordon, PGls		
380	**Carlow Castle**	**SteelScSr**	5833	✠ 100A1	Nwe	*y*	12,17	1917	Nthmblnd S.B.Co.Ld. Newcastle	Union-Castle Mail S.S.Co.Ld.	400·0 | 53·0 | 32·8 F on Shelter dk 39′			London British	T.3Cy.27″,45″&74″–48″ (*s*)	35 ″ 5	
139199	*A.A. King* –17		5605	*Shelter dk*	Cff			2mo						6 *BH Cem*	180lb 465NHP	s 9 ″ 7½	
JNVR		1 *Dk* (*Stl*) & *Shelter dk* (*Stl*) 2nd *dk* (*Stl*) in No.1 hold *Cargo battens not fitted Elec. light*	3708	*with freeboard* 12,17 ~~9,17~~ ✠ LMC 2,17					Newcastle		FK			*APT* 110*t*	3SB, *9cf*, GS189, HS7908 Richardsons, Westgarth& Co. Ld. Sld.	~~2,15~~ 26′7½	
								Lloyd's A&CP			*Cell DB* 351′1300*t*						
381	**Carlsholm**	**SteelScSr**	3422	✠ 100A1	Got	*x*	~~7,15~~	1906	Akt. Burmeistr& Wain Copenhagen	Aktieb. Svenska Amerika Mexiko Linien (~~V.R. Olburs~~ *Mgr.*) (Dan Broström, *Mgr.*)	366·1 | 47·5 | 23·7 P290′F39′			Gothenbrg Swedish	T.3Cy.~~24½~~ 25″,42″&70″–45″ (*s*)	26 ″ 6	
4777	*H.E. Bergman* 16–16 ~~*ss* Cpn. No.2–15~~		3219	~~2,17 1st~~ 2,18	Rot		~~8,17~~ 2,18	7mo						180lb	380NHP	s 3 ″ 7½	
JQPS	(*ex* Canton, *ex*	2 *Dks* (*Stl*–*Upt* teak s)	2165	~~BS9,16~~ ✠ LMC 10,14							FK			6 *BH Cem*	3SB, *9cf*, GS157, HS6171	23 ″ 2	
	Elec. light Nikobar)	& *deep framing*		~~DBS 6,16~~ 6,18							*Cell DB*			*a* 124′ *uE* 24′	Akt. Burmeistr& Wain, Cpn		
	~~Cff Wrought steel work 16~~	*J.A. Steen* 18–18												*f* 160′765*t* *FPT* 29*t*	*APT* 17*t*		
382	**Carlston**	**SteelSc3MstSr**	662	✠ 100A1	Ard	*j*	~~10,14~~	1901	J Fullerton &Co. Paisley	~~Johnson&Co.~~ E. Johnson& Co Ld	189·0 | 29·2 | 10·5 Q101′B11′F34′			Goole British	C.2Cy.21½″&47″–33″ (*s*)	13 ″ 4	
113975	*C. Legg* –15	*ss* Trn. No.3–10,13	447	5,17 ~~9,15~~	Gms		5,17	8mo			len05 FK			6 *BH Cem*	180lb 89RHP	s ″ 8	
SNGQ	*Well deck*	1 *Dk* (*Irn*)	267	BS9,15 ✠ LMC 10,15							*WB* = *DBf* 99′			178*t* *FPT* 81*t*	1SB, *2pf* & *1cf*, GS56, HS2118	12 ″ 10	
	Mchy. Aft			DBS 5,16				*Lloyd's A&CP*							W.V.V. Lidgerwood, Glas.		
383	**Carlton**	**SteelSc3MstSr**	5262	✠ 100A1	Shl	*y*	~~2,16~~	1905	Ropner& Son Stockton	Carlton S.S.Co.Ld. (R Chapman&Son, *Mgrs.*)	400·0 | 52·0 | 21·4			Newcastle British	T.3Cy.24″,40″&68½″–48″ (*s*)	33 ″ 11	
122834	*W. Hall* –13	~~*ss* Mdb. No.3–14~~	5068	*Awng dk*	Cff		N5,18	11mo			29·4			7 *BH Cem*	180lb 357NHP	s 7 ″ 10½	
HDVP		1 *Dk* (*Stl*) & *deep framing* & *ss* Cff. No.3–5,18 *Awng dk* (*Irn*)	4043	*with freeboard* ~~2,15~~ 3,16 5,16 ~~BS3,17~~ ~~BS5,16~~ ✠ LMC 3,14				*Lloyd's A&CP*		*WB* = *Cell D*	B on *Awng dk* 79′ FK *Ba* 113′ *uE* & *B* 54′ *f* 163′ 1626*t* *FPT* 284*t*			2 *BH Cem* *APT* 165*t*	2SB & 1 Aux SB, *3rf*, *5cf*, GS158, HS6797 Blair& Co. Ld. Stockton	26 ″ 5	
384	**Carlyle**	**SteelPad**	129			...		1905	Thames Iron Works SB.& E. Co. Ld London	H.G. Kellock	129·9 | 18·5 | 6·8 FK			Dundee British	C.D.2Cy.16″&31″–36″ FD 40RHP	7 ″ 0	
120544	*J.E. Leach* –16		126												Thames Irn. Wrks. SB& E Co Ld. Lon.		
JMHP	*Elec. light*	1 *Dk*	52														
385	**Carmania**	**SteelTrpScSr**	19524	✠ 100A1	Bkn		~~7,13~~ ~~8,14~~ 05,14 12,17	1905	J. Brown& Co. Ld. Clydebank	Cunard S.S.Co.Ld.	650·4 | 72·2 | 40·0 FK			Liverpool British	3 Steam Turbines (*s*) 1951b	44 ″ 0 s11 ″ 4	BT till 7,17
120901	*J.T.W. Charles* –16	*ss* Liv. No.2–14	13707	*Shelter dk*				11mo						12 *BH*	3D & 5SB, *63rf*, GS1297, HS52130 FD	33 ″ 3	
HFBJ	*Ref. Mchy.*	3 *Dks* (*Stl*–ws) & *Web frames*, *Elec. light* *Orlop dk* (*Stl*) in *Nos.* 1,2,3 & 4 *Holds after flat* (*Stl*) & *Shelter dk* (*Stl*–ws) Sub. Sig. Wireless	9982	*with freeboard* 11,16 ~~MC4,13~~ ~~BS11,15~~ BS7,17 ✠ LMC 11,16				*Lloyd's A&CP*		*WB* = *C*	*Cell DBa* 135′ *uE* & *B* 240′*f* 181′3348*t* *FPT*			120*t* *APT* 68*t*	J. Brown& Co. Ld Clydebnk		
				Carrying oil fuel F.P. above 150° F. in D.B.													
386	**Carmania II.**	**SteelScK**	250	✠ 100A1	Gms		7,14	1907	Charlton& Doughty Grimsby	~~Grimsby Alliance Stm. Fishg. Co. Ld.~~ Strand Steam Fishing Co. Ld. (Baker& Green, *Mgrs.*)	130·3 | 22·0 | 11·5 Q72′ BK7½″			Grimsby British	T.3Cy.12½″,22″&35″–24″ (*s*) 180lb 76RHP	12 ″ 3	
125063	*J.J. Larsen* –13	*ss* Gms. No.1–11	231	*Stm Trawler*				8mo						4 *BH Cem*	1SB, *2pf*, GS35, HS1340		
HLBG	(*ex* Carmania)	1 *Dk*	107	7,14 BS7,14 ✠ LMC 8,11				*Lloyd's A&CP*	Grimsby						Gt. Centrl Co-op Eng. & Ship Repairing Co. Ld. Gms.		
387	**Carmarthen**	**SteelScSr**	4262	✠ 100A1	Hpl	*x*		1916	W. Gray& Co. Ld. W Hartlepool	Jenkins Bros.	380·0 | 51·0 | 24·8 P27′B240′F36′			Cardiff British	T.3Cy.26″,42″&70″–48″ (*s*) 180lb *100lb* 404NHP	27 ″ 3 s 4 ″ 0	
139598	*G. Roberts* 14–16		4018	11,16				11mo						6 *BH Cem*	3SB, *9cf*, GS189, HS6729	23 ″ 7	
JNPF	*Elec. light*	1 *Dk* (*Stl*)	2690	✠ LMC 11,16				*Lloyd's A&CP*			*Cell DB* 336′1099*t* *FPT*			102*t* *APT* 94*t*	Cen. Mar. Eng. Wrks. WHpl		

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Master. Special Surveys.	3 Material, Rig, &c. Late Name if any. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NIP=Horse power by Society's formulæ; RIP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
388 136347 JHSV	**Carmarthenshire** *E.C.Wakeman* –16 *Elec.light Ref.Mchy.* Sub.Sig.	SteelScSr 2 *Dks(Stl)*	7823 7246 4969	✠100A1 ~~5,17~~ 5,18 ✠LMC2.15	Lon Mdlb	*d*†	3,18	1915 2mo	Workman, Clark&Co.Ld Belfast	RoyalMailSteam PacketCo. *WB=CellDBa E&B84'f190'1800t* *Lloyd'sA&CP u*	470·2 58·3 32·2 P99'B171'F79' 141' FK *DTa 27' 810t FPT*	Belfast British	Q4Cy27½",39½",57"&82"–54" 215lb (*s*) FD 735NHP 4SB,*16cf*,GS260,HS10500 Wrkman,Clark&Co.LdBel	35 " 0 s 7 " 7½ 27 " 11	
389 203557 LBHK	**Carmel** 1*Dk*	WoodSc	633 — 401					1906	Lindstrom S.B.Co.,Aberdeen,Wash.	Sudden& Christenson	170·0 38·0 12·3	S.Frncisco Utd.States	FultonE.&S.B.Wrks.S.Fo.		
390 HPLM	**Carmel & Charles Achaque** *L.Esposito* *Mchy.Aft* *Well deck* 1*Dk(Irn)*	SteelScK *ss*Alg.No.3–10,09 *ss*Alg.No.1–13.	199 131 69	✠100A1 ~~5,17 7,18~~ BS1,16 ✠LMC9,15 BS4,17 4,18	Alg	*b*	1,16	1899 4mo	J.Shearer &Son Glasgow A&CP	ServicesCôtiersà Vap.(A.Achaque, *Mgr.*)	114·0 20·1 8·2 Q39'B8'F20' BK6½" *WB=FPT*	Algiers French	C.2Cy.14"&29"–21" (*s*) 120lb 41NHP 1SB,*2pf*,GS31,HS770 Muir&Houston,Ld.Gls.	9 " 1 s " 5½ 9 " 2	
391 214214 LGCW	**Carmela** IronAuxTwinSc3MstSr *ss*Sws.No.3–8,94 *Oil Eng.* (*ex*SailingShip BenCruachan) *ss*Ham.No.1–99 2*Dks* *Elec.light* (*See Sailing Ship Register.*)		1379 — 1042	✠ 9,03	Syd			1873 8mo	Barclay, Curle&Co. Glasgow	E.P.Bayles	255·5 37·0 21·7	Mobile Utd.States	Oil Engines		R
392 99099 MQJV	**Carmelite** *J.Jenn* –17 (*ex*ClanMacrae, *ex*Shat el Arab)	SteelScSr *ss*Cff.2ndNo.3–3,16 1*Dk(Stl–ptws)&* *Web frames&pt Awng dk(Stl–ws)*	2583 1963 1617	✠100A1 *pt Awng dk withfreeboard* 5,17~~9,15~~ ✠LMC3,16 BS2,17	Bry Npt	*t*	3,16	1892 6mo	J.Blumer &Co. Sunderland A&CP	PageShppg.Co.Ld. (J.I.Jacobs,*Mgr.*) *WB=DBa90'&*	305·0 41·1 18·8 Q119' *pt Awng dk*186' FK *uE&B48'384t FPT*	London British	T.3Cy.23½",38"&62"–42" (*s*) 160lb *100lb* NDB 249NHP 2DB,*8rf*,*8cf*,GS120,HS3720 N.E.MarineE.Co.Ld.Sld.	21 " 9 s 8 " 6 20 " 9	
393	**Carmelo** *W.Baker* –07 *Mchy.Aft*	SteelTwinScSr 1*Dk(Stl)*	*479* *383* *259*	✠ 7,11 *For River purposes only* ✠	BAs	*g*		1907 2mo	Ardrossan D.D.&S.B.Co. Ld.Ardrossan	J.O'Connor	170·0 32·1 8·8 B22'F22' FK *WB=FPT57t*	Bns.Ayres Argentine	C.4Cy.11"&23"–16" 60NHP 1SB,*2pf*,GS37,HS1197 Menzies&Co.Leith	9 " 6	
394	— *ss*Lon.No.1–05 (*ex*Rothersand) *Mchy.Aft*	SteelScSr 1*Dk*	238 190 138	✠ 1,07 ✠	Lon	*f*		1900 8mo	J.Mulder Groningen	M.Adano *WB=DB*	117·5 22·8 8·9 BK7" *f19'44t FPT10t*	Bns.Ayres Argentine	C.2Cy.10"&20"–15" 1SB,*1pf*,GS16,HS45 22NHP W.M.Escreet,Burton-Sthr.	9 " 5	
395 735 NLJT	**Carmen** *A.Costa* –14 *Elec.light*	SteelScSr 1*Dk*	5479 4584 3459					1914	Cant.Offic. Savoia Cornigliano Ligure	Soc.Commerciale diNavigazione	389·7 51·5 27·6 P16'B123'F38' *WB*	Genoa Italian	T.3Cy.26",42½"&69⅛"–48" 337NHP Cant.OfficineSavoia		CI
396 NTJR	— *T.Basse* –15	SteelScSr 1*Dk(Stl)*	1206 999 736	✠100A1 6,16 ✠LMC9,15	Cpn	*o*	6,17	1915 9mo	Kjöbnhvns Flydk.&Skbs. Copenhagen *Lloyd'sA&CP*	Dmpskselsk. Vesterhavet(I. Lauritzen,*Mgr.*) *WB=CellDBa71'u E27'*	239·9 35·7 14·5 P27'B54'F25' FK	Esbjerg Danish	T.3Cy.15",24"&40"–27" (*s*) 185lb 98NHP 2SB,*4cf*,GS48,HS1604 Kjbnhavns.Flydk.&Skbsv. *f100'357t FPT19t APT18t*	17 " 3	
397 HFQN	— *J.Jerez*08–08 *Well deck Mchy.Aft*	SteelScSr (*ex*Peveril) 1*Dk*	*303* *210* *68*			…		1895	Scott& Sons Bowling	Hamilton&Co.	135·0 23·1 10·3 Q59'B10'F25' BK7" *WB*	Teneriffe Spanish	C.2Cy.17½"&40"–27" 80NHP Muir&Houston,Glasgow	11 " 0	
398	— *S.Centeno* (*ex*Elisa,*ex*Assyrian, *ex*Fikiness,*ex*Assyrian)	IronScK *ss*Gms.No.3–3,97 *ss*Sws.No.2–06 1*Dk*	182 — 75	✠ *StmTrawler* 7,07 ✠	Sws			1891 1mo	Gt.GmsCo-op.Box& Fish Crrying CoLd Grimsby	E.SuarezFerrin	109·3 20·6 10·8 Q47'F23' BK7½"	Corunna Spanish	T.3Cy.12¾",20"&32"–22" 1SB,*2rf*,GS30,HS821 50NHP Gt.GrimsbyCo-op.Box& FishCarryingCo.Ld.Gms.	11 " 7	
399 HFMN	— *V.Lora* (*ex*Duchess of York)	IronScK (*Trawler*) 1*Dk*	158 145 61			…		1893	Cook,Welt'n&Gemmell Hull	P.GutierrezFeu	101·1 20·8 11·0 Q22' BK7½"	Algeciras Spanish	C.2Cy.16"&33"–22" 47NHP Bailey&Leetham,Hull	11 " 10	
400 HBSV	— *F.S.Martin*	WoodScSr (*ex*Record) 1*Dk*	142 124 127					1889	A.Hay SanFrancisco	Cia.Naviera del Pacifico,S.A.	96·0 26·6 8·0	Mazatlan Mexican	C.2Cy.9"&18"–18" GoldenState& Miners'FoundryCo.S.Fo.		
401	—	SteelScSr (*Whaler*) 1*Dk*	109 108 38					1910	Akers Mek.Værks. Christiania		92·1 18·6 10·7		T.3Cy.11",18"&29"–18" 36NHP Akers.Mek.Værks.Xia.		
402 132028 JCLV	**Carnalea** *W.Gibson* –13 *Well deck* *Mchy.Aft*	SteelScSr *ss*Liv.No.1–17 1*Dk(ptStl)*	579 423 233	✠100A1 10,17~~8,15~~ ✠LMC1~~8,15~~ 19,17	Shl Liv	*j*	~~8,15~~ 10,17	1913 1mo	Scott& Sons Bowling Lloyd'sA&CP	JohnKelly,Ld. (S.Kelly,*Mgr.*) *WB=Cell DBf101' 154t FP1*	178·6 28·1 10·5 Q101'B9'F33' BK7¼" *DBf101' 154t FP1*	Belfast British	T.3Cy.15",25½"&41"–30" (*s*) 180lb 85RHP 1SB,*3cf*,GS60,HS1938 Aitchison,Blair&Co.LdGls	13 " 0 s " 7 13 " 2	
403 123724 HJKN	**Carnarvon** 2*Dks*	SteelScSr	514 438 254					1906	Scotts'S.B. &E.Co.Ld. Greenock	Board of Trade	193·7 29·1 13·7 F39'	London British	T.3Cy.15¼",23½"&36"–30" 71NHP Scotts'S.B.&E.Co.Ld.Grk.		
404 132049 JFBW	**Carnarvonshire** *R.L.Daniel* –16 *Elec.light* *Ref.Mchy.* Wireless Sub.Sig	SteelTwinScSr 2*Dks(Stl)*	9406 8760 5955	✠100A1 ~~6,14 7,15~~ 8,18 ✠LMC3,14 Carrying fuel oil in D.B.s & Tk.s F.to F.	Lon	*f*†	~~8,15~~ 8,18	1914 3mo	Workman, Clark&Co.Ld Belfast *Lloyd'sA&CP*	RoyalMailSteam PacketCo. *WB=CellDBa137'uE & B102'f200'2095t* *DTa 30'1030t FPT*	500·3 62·4 34·6 P107'B180'F88' FK	Belfast British	T.6Cy.24",40½"&68"–48" (*s*) 200lb HS14600 977NHP 2D&2SB,*18cf*,GS354 FD Wrkman,Clark&Co.Ld Bel	37 " 7 s 8 " 6 29 " 8	BT till 9,17
405 129633 JHDT	**Carnduff** ~~*S.Dinsmore* –15~~ *Mchy.Aft Hunter* –18 *Cargo battens not fitted*	SteelScSr *ss*Bel.No.1–15 1*Dk(ptIrn)*	257 199 92	✠100A1 ~~9,17 9,18~~ BS10,16 ✠LMC7,15 8,18	Bel	*d*	10,16	1910 7mo	Ramage& Ferguson,Ld. Leith *Lloyd'sA&CP*	W.J.R.Harbinson	125·2 22·6 9·5 Q46'F19' FK *WB=FPT*	Belfast British	C.2Cy.15'&32"–24" (*s*) 130lb 42RHP 1SB,*2pf*,GS38,HS1144 Ramage&Fergusn,Ld.Lth.	10 " 6 s " 9 9 " 11	
406 HDMC	**Carniolia** 1*Dk&Spar dk*	SteelSc	2812 2282 1734					1900	Lloyd Austriaco Trieste	LloydAustriaco	315·4 40·8 14·0 P49'B85'F63' 21·9	Trieste Aust.-Hung. *WB*	T.3Cy.23½",39"&65½"–45" 287NHP LloydAustriaco,Trieste		A
407 HPMB	**Carol 1er** *Mireau* *Spar dk(Stl)* 2tr B&deep framing *Elec.light*	SteelScSr *ss*Shl.No.2–12	3207 2963 2065	✠100A1 *Spar dk withfreeboard* 4,15 ✠LMC11,16	Cff BS4,18	*v*	~~11,16~~ 4,18	1903 8mo	SirRaylton Dixon&Co Ld Middlesbro' *Lloyd'sA&CP*	L.Dreyfus&Co. *WB=Cell DBa96'*	325·0 47·3 15·6 P30'B88'F34' 23·6 FK *uE&B36'f144'690t*	Dunkirk French	T.3Cy.26",42½"&69½"–45"(*s*) 180lb 356NHP 3SB,*9cf*,GS477,HS5622 N.E.MarineEng.CoLdNwc	26 " 0 s 4 " 7¾ 21 " 7	
408 JCSL	**Carola** *M.Mikulicich* *Elec.light*	SteelScSr *ss*Mlt.No.3–9,04 *ss*Fiu.No.2–13 1*Dk(Stl)&Spar dk*	889 842 513	✠ — 6,16 *Spar dk withfreeboard*	Fiu	*m*		1892 2mo	Wigham Richrdsn&Co Newcastle	Royl.Hungar'nSea Nav.Co.AdriaLd.	216·3 30·0 10·9 B41' 18·3 FK *WB=CellDB160'*	Fiume Aust.-Hung.	T.3Cy.19",31"&50"–36" 170NHP 2SB,*6rf*,GS108,HS2810 WighmRichrdsn&Co.Nwc	20 " 6	

Numéro d'Ordre / Numéro Officiel. / Signaux	Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	Tonnage Officiel. Total. — Sous le Pont. — Net.	Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenance of class. Date d'Enlèvement.	Date de la dernière visite de l'arbre porte-hélice.	Construit. Quand. — Navire. — Mach.	Par qui. — Où.	Armateurs.	Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	Port d'Armement. Pavillon.	Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NH'=Force en chevaux d'après les formules de la Société. RH'=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	
409 141440 KMTB	**Carolina** SteelScSr *Foss* ssN.Yk.2ndNo.3–4,15 (*ex*City of Savannah, *ex*La Grande Duchesse) 3*Dk*(*Stl–U* ws) *Elec.light* ✠*Shelter dk*(*Stl*–ws) Wireless	5093 — 3125	100A– *Shelter dk with freeboard* 1,18 ~~10,18~~ ✠LMC3,14 ✠NE&B5,14 DBS~~6,16~~5,17	NYk		10,16	1896	NewptNws S.B.&E Co. NewportNws	NewYork& PortoRicoS.S.Co.	381·5|47·8|36·5 *Promenade dk* 304′ FK *'Tween dk BH* *dispensed with* { 1*B* 4*B* 1*B* *W* *B*=*CellDB a*92′*u E*✠*B* 46′*f* 146′	NewYork Utd.States	T.3Cy.31″,50″&84″–54″ (*s*) 190lb *100lb* 797NHP 4SB,*16cf*,GS294,HS12180FD *H to Shlt'r dk* *H* „ *Upr* „ *H* „ *2nd* „ *only* ✠*B*82′*f*150′ 601*t FPT*76*t APT*34*t*	36 ″ 6 s 14 ″ 0½ 23 ″ 0 NewportNewsS.B.&E.Co.	
410 HDML	— SteelScSr *A.Cosulich* ssTri.No.2–12 *Ref.Mchy.* 2*Dks*(*Stl*)✠*deep framing* ✠*Shelter dk*(*Stl–pt* ws)	4731 4615 3079	✠ ~~8,16~~ *Shelter dk with freeboard* ✠	Tri	*x*		1905 9mo	Russell& Co. Pt.Glasgow	UnioneAustriaca diNav.(Soc.Anon)	359·8|48·0|25·3 FK *WB*=*CellDB a*108′*u E*✠*B* 46′*f* 146′	Trieste Aust.-Hung.	T.3Cy.27″,43″&72″–48″ 462NHP 3SB,*9cf*,GS146.HS6498 FD 885*t APT*32*t* J.G.Kincaid&Co.Greenock	35 ″ 9	
411 3521 JKTD	— *A.P.Swanberg*16–17 SteelScSr ~~*C.O.Norin*15–16~~ ssGot.2nd.No.3–4,14 (*ex*Upland, *ex*Bishopsgate) 1*Dk*(*Stl*)✠ *Web frames* *Well deck*	2168 1694 1348	✠100A1 9,17 ~~8,16~~ ✠LMC MS4,14 BS~~5,16~~9,17	Got	*s*	~~7,15~~ 9,17	1888 12mo	J.L.Thompson&Sons Sunderland A&CP	Afrikanska Ångf. Aktieb.(G.E. Sandström, *Mgr.*)	290·0|38·7|20·9 P29′Q80′B122′ F33′ BK10″ *WB*=*DBa*88*f*64′	Gothenbrg Swedish	T.3Cy.~~22~~23″,37½″&60″–39″(*s*) 160lb *100lb* NDB02 232NHP 2SB,*6cf*,GS92,HS3600 314*t APT*25*t* J.Dickinson,Sunderland	22 ″ 3 s 2 ″ 1 21 ″ 2	
412 96172 KLGP	— IronTwinSc (*ex*CharlesH.Hackley, *ex U.S.N.*Terry, *ex*Hartford) *Elec.light* Wireless 1*Dk*✠*Saloon dk*	1304 — 887					1892	Neafie& Levy Philadelphia	GoodrichTransit Co.	220·0|40·0|13·0	Duluth Utd.States	C.4Cy.20″&40″–26″ 136NHP Neafie&Levy,Philadelphia		
413 HFTL	— IronSc3MstSr *C.Luzarraga*08–08 (*ex*Transit, *ex*Spec,*ex*JohnBowes) *Mchy Aft* 1*Dk*	465 445 247			…		1852	Palmer Bros.&Co. Newcastle	T.deYbargaray	151·9|26·3|15·2 H14*t*	Bilbao Spanish	C.2Cy.16″&36″–26″ NE&B83 66NHP M.Paul&Co.Dumbarton		
414 HFTM	— IronScSr *F.Sotelo*09–09 1*Dk*	234 — 144					1879	E.Withy& Co. Hartlepool	Cia.Metalúrgica deMazarron	133·5|20·2|10·2 Q48′ *WB*	Mazarron Spanish	C.2Cy.20″&35″–21″ NB10 47NHP T.Richardson&Sons,Hpl.		
415 HFTN	**Carolina E. De Pérez** SteelScSr *G.Estrada*11–11 ssShl.No.3–2.09 (*ex*Suningdale) ssBbo.No.1–14 1*Dk*(*pt Stl pt Irn*)✠ *Web frames*✠*pt Awng dk*(*Irn*)	2696 1853 1658	✠100A1 *pt Awng dk with freeboard* 3,16 BS8,17 Examined 2,17 ✠LMC2,14 MBS8,16	Bbo	*s*	3,16	1896 10mo	Ropner &Son Stockton A&CP	AngelF.Pérez *WB*=*CellDBa*	300·0|43·0|16·4 P29′B46′ *pt Awng dk*225′ FK 104′*u E*22′*f*114′506*t*	Santander Spanish	T.3Cy.21½″,35″&59″–39″ (*s*) 160lb *100lb* NDB13 225NHP 2SB,*6cf*,GS78,HS3503 *APT*66*t* T.Richardsn&Sns,Ld.Hpl	19 ″ 8 s 8 ″ 1 19 ″ 0	
416 HPMJ	**Caroline** SteelTwinSc *Lhévéder*06–09 *Elec.light* Wireless 3*Dks*	6698 6144 4262					1908	Ch.&Atel. dePrevence Port deBouc	Cie.Générale Transatlantique	413·2|52·1|35·0 P53′F45′	Havre French	T.6Cy.24″,36½″&61~~7~~⅞″–43~~7~~⅞″ 498NHP Ch.&Atel.dePrevence,Msl.		V
417 76872 RVGL	— IronScSr *J.C.Kydd* –10 ssNwc.3rdNo.3–9,16 2*Dks*	679 590 356	✠~~100A1~~ 9,16 ✠NB9,03 ✠~~LMC9,14~~	Nwc	*k*	9,16	1878 6mo	T.Royden &Sons Liverpool A&CP	CarronCo.	192·8|28·1|16·1 P27′B48′F25′ BK8″	Grngemth British	C.2Cy.29″&58″–36″ (*s*) 80lb *50lb* NDB03 168NHP 2SB,*6pf*,GS104,HS2974 *5BHCem* LairdBros.,Birkenhead	17 ″ 0 s 2 ″ 2½ 15 ″ 10	
418 ~~TCSQ~~	— SteelScSr ~~*Letsch.*~~ ssSba.No.3–8,17 1*Dk*(*Teak* ~~1*Dk*~~	169 157 86	✠100A– 8,17 ✠NB3,04 ✠LMC8,17	Sba		8,17	1902 9mo	D.Goedkoop,jun. Amsterdam	~~MadoeraStoomvaartMaats.~~ S.Saiki	118·1|19·6| 9·1 FK	~~Sourabaya~~ ~~Dutch~~ Kobe Japanese	C.2Cy.12~~5~~⅛″&20~~5~~⅛″–17~~5~~⅛″ (*s*) 118lb 43NHP 1SB.*2pf*,GS36,HS1120 *4BHCem* Ned.F'b v.Wrk&Spoor,Ams	9 ″ 10	
419 KJRG	— SteelScLr *A.Schröder* –07 1*Dk*	146 137 72					1907	C.Cassens Emden	LeererHeringsfischereiAct.Ges.	93·7|21·4|10·2 Q15′	Leer German	C.2Cy.9½″&18~~1~~⅛″–12~~5~~⅛″ 10NHP Christiansen&Meyer Hrbg		
420 KQCW	**Caroline Hemsoth** SteelSc3MstSr *O.Flumer*08–13 ssNwc.No.3–2,07 (*ex*Bencliff) ssShl.No.1–11 1*Dk*(*Irn*)2*trB*✠*Web frames*	2284 1977 1428	✠ ~~5,16~~ *Turret dk* ✠	Rot	*s*		1894 5mo	W Doxford &Sons,Ld. Sunderland	See undKanalschiff Wilhelm HemsothAktiengesellschaft *WB*=	297·0|40·0|21·7 FK *DBa* 92′*f* 134′600*t*	Emden German	T.3Cy.21½″,36 &59″–39″ 241NHP 2SB,*6rf*,GS120,HS3972 *5BHCem* *APT*36*t* W.Doxford&Sons,Sld.	24 ″ 1	V
421 212893 LFOM	**Carolinian** *W.Fralic* –17 SteelScSr ~~*R.d.Smith*~~ 16 ssN.Yk.No.2–15 (*ex*Southerner, *ex*Harley) 1*Dk*(*Stl*)2*trB*✠*deep framing*3*Dk rule* Wireless	4170 3872 2707	✠100A1 ~~8,18~~ ~~8,16~~ Cff ~~BS5,16~~ ✠LMC5,14 BS3,17	Bal	*x*	~~8,16~~ 4,18	1906 10mo	Furness, Withy&CoLd W Hartlepool	GarlandS.S.Corp. *SA*✠*CP* *CellDBa*	359·8|50·2|26·4 P32′B114′F36′ FK 120′*u E*✠*B* 48′*f* 150′	NewYork Utd.States	T.3Cy.24″,39″&66″–48″ (*s*) 180lb *100lb* 325NHP 2SB,*6cf*,GS110,HS4993 *6BHCem* 921*t APT*32*t* Richardsons,Westgarth& Co.Ld.Hpl	29 ″ 0 s 5 ″ 4½ 24 ″ 0	
422 JPKW	**Carolus** SteelScSr *E.Pettersen* 1*Dk*	1041 809 643					1900	Laxevaags Msk.&Jrnskb Bergen	Dampskibsacties. Carolus (J.Lund &Co.)	225·8|32·2|13·3 Q125*t*B49*t*H24*t* F35*t* *WB*	Bergen Norwegian	T.3Cy.15½″,25½″&42″–30″ 97NHP LaxevaagsMsk.&Jrns.Bgn		N
423 1523 JDBH	— SteelScSr *R.G.Jonsson*16–16 1*Dk* *Mchy.Aft*	307 237 201					1894	P.Larsson Thorskog	RederiAktieb Cordelia(G.E. Sandström, *Mgr.*)	120·3|22·5|11·1 P43′ H13*t* F13′ *ven*08	Gothenbrg Swedish	C.2Cy.13″&20″–16″ NB10 13NHP P.Larsson,Thorskog		V
424 MKCF	**Carolvore** IronScSr *R E.Johanssen*13–15 (*ex*Knarwater) ssSld.2ndNo.3–5,09 *Well deck* ssShl.No.1–14 1*Dk*(*Irn*)2*trB*	1659 1366 998	✠100A1 2,16 BS8,16 ✠LMC3,14	Sws	*q*	2,16	1883 8mo	Armstrong Mitchell&Co. Ld.Newcastle *Lloyd's SA*✠*CP*	Aktieselsk.Carolvore(Lundegaard &Stray) *WB*=*C*	260·3|35·1|18·2 P29′Q70′B54′F30 BK9″ *ellDB*212′354*t FPT*	Farsund Norwegian	C.2Cy.32″&60″–39″ (*b*) 90lb *90lb* 171NHP NDB07*fitted*09 *4BHCem* 41*t APT*20*t* 2SB,*4pf*,GS66,HS2580 Blair&Co.Ld.Stockton	20 ″ 8 s 2 ″ 1½ 19 ″ 5	
425 210278 LCMN	**Carolyn** SteelScSr *Blair* *Elec.light* 2*Dks*(*Stl*)✠*Web frames* Sub.Sig. *Longitudinal framing*	3219 2753 2399	✠100A1 2,16 ✠LMC7,12	NYk	*u*	~~6,15~~ 12,17	1912 7mo	NwprtNws S.B.& D.D.Co Newport News A&CP	A.H.BullS.S.Co. (A.H.Bull&Co. *Mgrs.*) *WB*=	313·5|46·0|22·7 P36′B94′F31′ FK *Cel.DBa*100′*u E*20′	NewYork Utd.States	T.3Cy.22″,37″&60″–42″ (*s*) 180lb *180lb* 279NHP 2SB,*6cf*,GS138,HS4680 *5BHCem* *f*136′ 679*t FPT*78*t APT*24*st* NewportNewsSB&DD.Co.	25 ″ 6	
426 120828 HBTQ	**Caronia** SteelTwinScSr *E.G.Diggle* –16 ssLiv.No.2–13 3*Dks*(*Stl*-ws)✠*Web frames Orlop dk*(*Stl*) in *Nos.*1,2,3✠4*holds*✠*Shelter dk*(*Stl*–ws) *Elec.light Ref.Mchy.* Sub.Sig. Wireless	19687 10773 10306	✠100A1 *Shelter dk with freeboard* 10,16 ✠LMC MS9,12 BS10,13	Liv		11,11	1905 2mo	J.Brown& Co.Ld. Clydebank *Lloyd's SA*✠*CP*	CunardS.S.Co.Ld. *WB*=*CellDBa* 135′*u E*✠*B* 240′*f*	650·0|72·2|40·2 B400′ FK 181′3318*t FPT* 120*t*	Liverpool British	Q.8Cy.39″,54½″,77″&110″–66″(*s*)210lb FD 3363NHP 12*BH* 8D *APT*130*t* &5SB,*63rf*,GS1298,HS52139 J.Brown& Co.Ld.Clydebk.	44 ″ 0 s 11 ″ 4 33 ″ 3	
427 118014 TWSB	**Carpathia** SteelTwinSc4MstSr *W.Prothero* –15 ssLiv.No.2–11 Wireless Sub.Sig. 3*Dks*(*Stl–M*✠*Up* tws) ✠*Web frames, Orlop dk*(*Stl*) *forward* *Elec.light Ref.Mchy. Shelter dk*(*Stl*–ws) *Carrying fuel oil F.P. above* 150° F. *in deep tanks*	13603 10322 8660	✠100A1 *Shelter dk* 1,15 Examined 2,17 ✠LMC BS~~7,16~~8,17	NYk	*f*	~~8,15~~ SN 10,16 10,17	1903 2mo	C.S.Swan& Hunter,Ld. Newcastle *Lloyd's SA*✠*CP*	CunardS.S.Co.Ld. *WB*=*C*	540·0|64·5|37·4 B *on Shelter dk*290′ FK *ell DBa*144′*u E*✠*B*	Liverpool British	Q.8Cy.26″,37″,53″&76″–54″ 210lb *210lb* (*s*) 1341NHP 8*BHCem* 7SB,*21cf*,GS483,HS20013FD W Isl and Slpwy Co.Ld.Nwc. 83′*f* 218′1927*t DTa* *f*41′1102*t FPT*96*t APT*63*t*	40 ″ 6 s 8 ″ 5 32 ″ 7	BT till 5,17

Sunk by Collision 5,18

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys.	3 Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey.	6 Port of Survey.	7 Years Assigned / Date of last Survey. / Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; HP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Dates of H. of Trade Cert.
Now named "British Peer," See No. 90 in Supplement.																	
428 / 125715 / HMVP	**Carpathian** / *A.B.Thomson* –13 *ss* Mch.No.1–13 / *Elec.light* 2 *Dks*(*Upt Irnpt Stl. M Stl*) & *Web frames*	Steel Sc Sr	4900 / 4657 / 3087	✠100A1 5,16 *Carrying Petroleum* ~~Examined 5,17~~ LMC MS7,13 BS6,13	Hpl	*y*	~~9,15~~ 1,18 *bulk*	1908 7mo	Armstrong Whitworth & Co Ld. Newcastle *Lloyd's sA&CP*	Petroleum S.S. Co. Ld. (British Tanker Co. Ltd., Mgrs.) *WB = Cell DB u E&B* 54′ 193*t*	385·0 / P30′ / *FPT* 154*t*	51·0 / B83′F36′ / *APT* 52*t*	27·6 FK	London British 16 *BH Cem* 12 *to U dk* & 4 *to M dk*	T.3Cy.26½″,44″&72″–48″ (*s*) 180lb *90lb* 425NHP 3SB.*9cf*, GS189, HS7050 Wllsnd Slpwy. Co. Ld. Nwc.	30 ″ 2 / s 6 ″ 5½ / 24 ″ 1	
429 / PHBC	**Carpati** / *Elec.light* 2 *Dks*	Steel Sc Sr	~~4350~~ / ~~4056~~ / 2800					1913	Greenock & Gr'ngemouth Dckyd Co. Ld. Greenock	Roumanian State Maritime Service	375·8 / P36′ B100′ F41′	52·2	25·5	Braila Roumanian *WB*	T.3Cy.25″,41″&68″–48″ 320NHP D.Rowan&Co.Glasgow	–	CV
430 / 120471 / HBNF	**Carpentaria** / *B.F.Gulliver* –16 / *Ref.Mchy.* 2 *Dks*(*Stl*) 3 *tr B* & *Shelter dk* / *Elec.light* (*Stl*) *Web frames in No.2 hold* / Wireless	Steel Sc Sr	~~5804~~ ~~5540~~ ~~3738~~ 7755 5540 5061	✠ *Shelter dk* 12,08 ~~Lloyd's~~ LMC ~~11,17~~	Lon	*b*		1904 12mo	Sir Raylton Dixon & Co Ld Middlesbro' *WB = Cell*	British India Stm. Nav. Co. Ld. *DB a* 129′ *u E&B* 77′	436·3 / B144′ / *f* 163′ 1124*t* *DT a* 29	53·2 / FK	29·8	Glasgow British 6 *BH Cem* 849*t APT* 27*t*	T.3Cy.32″,53″&88″–54″ 801NHP E&B *made* 01 *fitted* 04 FD 4SB, *12cf*, GS274, HS11896 Richardsons, Westgarth & Co. Ld. Mdb.	32 ″ 8	BT till 7,17
431 / 99724 / NRGS	**Carperby** / *G.T.Dann* –13 / 1 *Dk*(*pt Stl pt Irn*) & *Web frames* & *pt Awng dk*(*Irn*)	Steel Sc Sr *ss* Shl.No.3–4,07 *ss* Shl.No.2–15	2104 1487 1344	✠100A1 *pt Awng dk* ~~Bry. Shl.~~ *with freeboard* ~~6,14~~ 11,15 8,18 BS12,17 ~~BS11,16~~ LMC 10,15	Cff	*r*	3,16	1895 2mo	Ropner & Son Stockton A&CP	Sir R. Ropner & Co. Ld. *WB = Cell DB a* 92′ *u E*	275·1 / P27′ Q82′ / *pt Awng dk* 166′ FK	39·5	15·9	Stockton British 4 *BH Cem* 20′ *f* 106′ 393*t*	T.3Cy.21″,34″&56″–36″ (*s*) 160lb *90lb* 187NHP 2SB, *4rf*, GS60, HS2780 Blair & Co. Ld. Stockton	19 ″ 0 / s 7 ″ 8½ / 18 ″ 7	
Sunk by U.C.75 18	**Carrick Castle** / *W.Strahan* –13 / *Mchy.Aft* / *Cargo battens not fitted* 1 *Dk*(*Irn*) ~~*ss* Bel.No.3–9.01~~ ~~*ss* Bel.No.2–10~~ ~~*ss* Bel.2nd~~ No.3–9,17	Steel Sc Sr ~~*ss* Bel.No.3–9.01~~ ~~*ss* Bel.No.2–10~~	223 166 87	✠~~100A1~~ 9,17 ~~11,15~~ ~~BS11,16~~ ~~LMC 6,15~~	Bel	*c*	~~*x* 11,15~~ 2,18	1891 11mo	S.M'Knght & Co. Ayr *Lloyd's sA&CP*	C.M.Legg & Son, Ld.	128·8 / Q42′ B7′ F25′ / pt ND 03 / *WB = DB f* 63′	22·0 / BK 6½″	7·6	Belfast British 3 *BH Cem* 51*t FPT* 18*t*	C.2Cy.16″&32″–22″ (*s*) 100lb 50RHP 1SB, *2pf*, GS29, HS802 W.Kemp, Glasgow	9 ″ 6 / s ″ 9 / 9 ″ 5	
433 / 99959 / NCKP	**Carrickfergus** / *J.J.Penston* –17 / *Elec.light*	Steel Twin Sc Sr (*ex* Mystic) 2 *Dks*	697 602 292			…		1893	Harland & Wolff, Ld. Belfast	~~City of Dublin Stm. Packet Co.~~ Sligo S.N.Co.Ld.	220·8 / P33′ B86′ F28′	29·1 / BK 7½″	14·6	~~Dublin~~ British Sligo *WB*	T.6Cy.16″,~~26″~~&43″–28″ 225NHP Harland & Wolff (Lim.) Bel.	15 ″ 7	
434 / 101890 / HGBM	**Carricklee** / *Well deck* *J.McConnell* –17 / *Mchy.Aft* 1 *Dk*(*Stl*) *Cargo battens not fitted*	Steel Sc Sr ~~*ss* Lda Guinness –18~~ *ss* PG l.No.2–13	334 227 131	✠100A1 11,15 ~~Examined 12,17~~ LMC ~~11,15~~ ~~MS9,13~~ ~~BS6,13~~	Bel	*e*	~~11,15~~ 12,17	1904 11mo	Ardrossan D.D.&S.B. Co. Ld. Ardrossan *Lloyd's sA&CP*	H. Lane & Co.	141·5 / Q81′ B7′ F27′ / *WB = FPT*	24·0 / BK 7″	9·8	Lndnderry British 3 *BH Cem* 36*t APT* 3*t*	C.2Cy.18″&40″–27″ (*s*) 130lb 64RHP 1SB, *3pf*, GS57, HS1560 Renfrew Bros. & Co. Irvine	10 ″ 11 / s 4 ″ 4½ / 11 ″ 3	
435 /	**Carrie** / *A.Wiberg* 15–15 (*ex* Kong Helge, *ex* Svionia) 1 *Dk* & *Spar dk*	Steel Sc Sr (*ex* Kong Helge, *ex* Svionia)	892 874 531					1884	Akt. Ges. "Vulcan" Stettin	Österman & Co. (N. Österman, *Mgr.*)	202·7 / H9′	27·9	18·7	Stockholm Swedish	C.2Cy.25″&43″–29″ NB05 83NHP A.G. "Vulcan," Stettin		V
436 / 113508 / SGPB	**Carrigan Head** / *G.Pickford* –16 *ss* Dub.No.3–6,13 / *Elec.light* Sub. Sig.	Steel Sc Sr 2 *Dks*(*Stl*) & *deep framing*	4201 3957 2715	✠100A1 2,15 BS6,14 LMC 6,13	Mlt	*x*	6,16	1901 4mo	Workman, Clark & Co. Ld Belfast A&CP *W*	Ulster S.S. Co. Ld. (G. Heyn & Ss. *Mgs*) *B = Cell D B a* 110′	370·5 / P43′ B104′ F43′ / *u E&B* 56′ *f* 144′ 835*t*	46·0 / FK&BK 2½″	28·7	Belfast British 6 *BH Cem* *DT a* 23′ 235*t*	T.3Cy.25″,43″&70″–48″ (*s*) 190lb FD 438NHP 2SB&1Ax.*9rf* GS169 HS6288 Wrkman, Clark & Co. Ld Bel	31 ″ 6 / s 6 ″ 2½ / 25 ″ 9	
437 / 212652 / LDSN	**Carrillo** / *H.S.Smith* –12 Wireless Sub.Sig. / *Ref.Mchy.* *Elec.light* 2 *Dks* & 2 *pt dks* 4 *tr B*	Steel Sc	5012 3894 3109					1911	Workman, Clark & Co. Ld. Belfast	Carrillo S.S. Corp. (United Fruit Co. Line)	378·8 / B160′ F42′	50·3	29·1	New York Utd. States *WB*	T.3Cy.27″,45″&75″–54″ 412NHP Wrkman, Clark & Co. Ld Bel		C
438 / NLKJ	**Carroccio** / *ex* Madeleine Rickmers) / *Elec.light*	Steel Sc (*ex* Choising, 1 *Dk* & *Spar dk*	1657 1521 1021					1901	Rickmers Akt. Ges. Bremerhaven	Requisitioned by the Italian Govt. (Italian State Rlys)	253·9 / P&B161′ F34′	37·2	19·6	Italian *WB*	T.3Cy.18½″,30½″&49½″–31½″ 135NHP Gebr. Sachsenberg Rosslau		I
439 / 124460 / HQFB	**Carron** / *W.Collister* –10 / *Elec.light*	Steel Sc Sr *ss* Lth.No.1–14 2 *Dks*(*U Stl*–ws)	2351 1395 1080	✠100A1 2,17 BS4,16 LMC 5,14	Liv	*t*	5,14	1909 12mo	Scotts' S.B. & Eng. Co. Ld Greenock *Lloyd's sA&CP*	Carron Co. *WB = Cell D B a* 50′ *f* 94′	294·5 / P&B183′ F67′	40·7 / FK&BK 1½″	18·8	Grngemth British 5 *BH Cem* 175*t FPT* 38*t*	T.3Cy.28″,45″&72″–42″ (*s*) 180lb FD 600NHP 4SB, *12cf*, GS288, HS10000 Scotts' S.B. & Eng. Co Ld Grk	20 ″ 0 / s 1 ″ 10½ / 18 ″ 8	
440 / 135321 / JBHT	**Carronpark** / *R.Rees* –16 / *Well deck*	Steel Sc Sr *ss* Gmb.No.1–16 1 *Dk*(*Stl*)	1401 1179 840	✠100A1 ~~11,16~~ 1,18 LMC ~~12,16~~ 16,16	Gmh	*p*	3,15 4,17	1912 12mo	Mackay Bros. Alloa *Lloyd's sA&CP*	Denholm Line Steamers, Ld. (J. & J. Denholm, *Mgrs.*) *WB = Cell D B a* 61′	241·0 / Q91′ B58′ F29′ / *u E* 17′ *f* 96′ 319*t* *FPT*	36·0 / FK	16·7	Greenock British 4 *BH Cem* 64*t APT* 36*t*	T.3Cy.18″,29″&48″–33″ (*s*) 180lb *100lb* 153NHP 1SB, *3cf*, GS66, HS2484 MacColl & Pollock, Ld. Sld.	18 ″ 10 / s 1 ″ 9 / 17 ″ 5	
441 / 108223 / SKLV	**Carroo** / *R.Corbett* / *Mchy.Aft*	Steel Twin Sc Sp 1 *Dk*	272 221 167					1897	Edwards Bros. North Shields	Adelaide S.S. Co. Ld	130·0 / Q9′ B16′ F14′	25·1	8·9	P. Adelaide British *WB*	C.4Cy.9″&18½″–12″ 20RHP Edwards Bros. N. Shields		
442 / 132047 / JHMN	**Carrowdore** / *J.McLernon* –17 / *Elec.light* *Ref.Mchy.* / *Well deck* *Mchy.Aft*	Steel Sc Sr 1 *Dk*(*pt Stl*)	599 434 226	✠100A1 ~~6,17~~ ~~10,16~~ 9,17 LMC 2,14	Liv Dub	*j*	~~10,16~~ 6,17	1914 2mo	Scott & Sons Bowling *Lloyd's sA&CP*	A. Guinness, Son & Co. Ld. *WB = Cell D*	180·2 / Q103′ B9′ F33′ / *Bf* 103′ 162*t* *FPT* 48*t*	29·1 / BK 7½″	10·4	Belfast British 3 *BH Cem* *APT* 24*t*	T.3Cy.15″,25½″&41″–30″ (*s*) 180lb 85RHP 1SB, *3cf*, GS60, HS2034 Aitchison, Blair & Co. Ld Gls	13 ″ 0 / s 4 ″ 7 / 18 ″ 2	
443 /	**Carsten** / *A.Wellm* /	Steel Sc (*Trawler*) 1 *Dk*	207 184 68					1906	J.C.Tecklenborg A.G. Geestemünde	Ludw. Janssen & Co.	117·7 / Q64′ F18′	22·6	11·2	Gstemnde German *WB*	T3Cy11 7/16″ 17 1/8″ &29 1/8″–21 1/8″ 42NHP J.C.Tecklenborg A.G.Gst.		G
444 /	**Carsten Bruun** / Wireless	Steel Sc Sr (*Whaler*) 1 *Dk*	*141* *138* *53*					1910	Kaldnæs Mek. Værks. Tönsberg		95·2	19·1	11·3	Russian	C.2Cy.13 3/8″&29½″–23 3/8″ 84NHP Kaldnæs M.V. Tönsberg		
445 / RQNC	**Carsten Russ** / *O.Hildebrandt* 10–10 / *Elec.light*	Steel Sc Sr 1 *Dk*	994 787 576					1910	Stettiner Oderwerke Stettin	Ernst Russ	210·7 / P12′ Q36′ B55′ F19′	33·9	13·3	Hamburg German *WB*	T.3Cy15 7/16″ 25 3/8″ &41 3/16″–29½″ 93NHP Stettiner Oderwerke		G
446 / 109727 / VBPF	**Carston** ~~*E.Downing* –18~~ ~~*P.W.Storm* –14~~ / (*ex* Arthur Balfour, *ex* Frank Coverdale)	Steel Sc Sr *ss* Hpl.No.3–9,16 *Spar dk*(*Stl*) 2 *tr B* & *Web frames*	3849 3630 2499	✠100A1 *Spar dk* ~~Cff Lth~~ *with freeboard* ~~4,17~~ ~~6,16~~ 8,18 BS4,17 ~~BS9,16~~ LMC 3,15	Hpl Grk	*w*	~~*x* 0,16~~ 3,18	1903 5mo	R. Stephenson & Co. Ld. Newcastle *Lloyd's sA&CP*	~~G. Instone & Co. Ld.~~ Bathampton S.m. Nav. Co. Ld. (Christie & Co., Mgrs.) *Cell DB a* 110′	340·0 / P31′ B105′ F32′ 27·1 / *u E&B* 44′ *f* 133′ 733*t*	47·1 / FK	20·0	Hartl'pool British 6 *BH Cem* *APT* 41*t*	T.3Cy.24½″,40″&67″–45″ (*r*) 165lb *80lb* 314NHP 2SB, *6cf*, GS124, HS4840 Richardsons, Westgarth & Co. Ld. Mdb	29 ″ 10 / s 5 ″ 9½ / 24 ″ 4	
447 / 212584 / LDQH	**Cartago** / *A.M.Campbell* –14 / *Elec.light* *Ref.Mchy.* Wireless	Steel Sc Sr 2 *Dks* & 2 *pt Dks*	4937 3935 3103					1908	Workman, Clark & Co. Ld Belfast	Cartago S.S. Corp. (United Fruit Co. Line)	378·8 / B154′ F44′	49·8	29·6	New York Utd. States *WB*	T.3Cy.27″,45″&75″–54″ 413NHP Wrkman, Clark & Co. Ld Bel		C

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux. Gréement, etc. / *Capitaine.* *Ex-nom, s'il y a lieu.* / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. L'ate de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7a Tirant d'eau Moyen. Dernière visite de l'arbre porte-hélice	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Registres où coté. (C or †) est dans le L. R. (Class—Cert. R. of Trade
448 124554	Cartela 1*Dk*	WoodScCtr	194 134 77					1912	Purdon& Featherstone Hobart,Tas.	HuonChannel& PeninsulaSSCoLd.	111·0	24·2	8·5	Hobart British	T.3Cy.10½″,16″&26″–16″ 42RHP Plenty&Son,Ld.Newbury		
449 89990 JRDP	Carthaginian *D.Mowatt* –16 Wireless	SteelSc3MstSr	4444 3882 2856			...		1884	GovanS.B. Co. Glasgow	AllanLineSSCo.Ld (CanadianPacific OceanServices, Ld.,*Mgrs.*)	386·4	45·2	21·6 B148′ F53′ 29·4	Glasgow British	C.2Cy.32¾″&80″–54″ NB01 475NHP J.&J.Thomson,Glasgow *Alt.*01Denny&Co.Dmb.	31 ″ 3	C BT till 7,17
450 129745 HQPW	Cartier *J.Watson* –10 *Elec.light* 2*Dks*(*Stl–Uwss*)	SteelTwinScSr	556 432 234	✠ 3,10 ✠	Nwc	*i*		1910 3mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle	CanadianGovernment(Ministerof Marine& Fisheries)	164·0 F40′ FK *WB=CellDB&E&* *79tDTf*13′37t*FPT*	29·2	13·1 *8tAPT9t*	Ottawa British 7*BHAsp* *B&Bnkr*62′	T.6Cy.11½″,18″&31″–24″ 142NHP 2SB,*4cf*,GS62,HS2162 FD Swan,Hunter&Wigham- Richardson,Ld.Nwc.	15 ″ 0	
451 125902 HQTN	Cartmel *D.Hill*93–07 *ss*Brw.No.2–16 1*Dk*	SteelTwinSc	304 265 17	✠100A1 *For Towing purposes* 12,16 ✠LMC MS2,16 BS12,16	Brw		12,16	1907 10mo *Lloyd's*	Vickers,Ss. &Maxim,Ld. Barrow	FurnessRailway Co.	128·0 BK7″ *WB=FPT18t*	25·8	12·0 *APT38t*	Barrow British 4*BHCem*	C.4Cy.21″&42″–24″ 130lb 184NHP 2SB,*6pf*,GS112,HS3300 VickersSs.&MaximLdBrw	13 ″ 0	
452 105401	Cartron *T.M.Nicholas* –16 1*Dk*	SteelScCtr	103 86 39	(*Tug*)		...		1905	Ardrossan DD&SBCoLd Ardrossan	H.J.Hill&Co.Ld.	90·0 BK6″	16·1	8·0 *WB*	S'thamptn British London	C.2Cy.14″&30″–20′ NB14 36RHP Gouldie,Gillespie&Co.Gls.	8 ″ 6	
453 91867 KBQM	Cartsdyke *G.P.McGlashan* –15 (*ex*Octa) 6thSurvey.Gls.3,11 1stSurvey,P.Gl.7,15 1*Dk*(*Irn*)2*trB*	IronScSr	1654 1575 1041	✠A1*1 ~~4,17 9,16~~ *Now named "Glint," See No. 40 in Supplement*	Gls Tru	Lv	~~17·20~~ 18·31 19·42 20·52	1885 6mo	J.Laing Sunderland	~~AdamBromley&~~ ~~Son~~ Gas Light & ~~Coke~~Co.Inc (S. Clarke&Co.*Mgrs.*)	268·5 B52′F23′ BK8″ *WB=DBa&f*	36·3	20·4	~~Glasgow~~ British 4*BHCem* 1PBH	C.2Cy.29½″&55″–36″ 151NHP 2SB,*4pf*,HS2372 G.Clark,Sunderland	21 ″ 7 s 3 ″ 7 18 ″ 10	
454 124176 HKNF	Carventum *Barnett* –17 ~~*D.Thomson*18–14~~ (*ex*Strathness) 1*Dk*(*Stl*)&*Spardk*(*Stl*) *Elec.light* *ss*Gen.No.2–17&*deepframing*	SteelScSr ~~*ssBry.No.1–13*~~	4354 4063 2819	✠100A1 *Spar dk* ~~4,17~~ 5,11 2,18 ✠LMC2,16 BS0,17	Syd ~~Gm~~Bal		~~4,16~~ 2,18	1907 5mo *Lloyd's*	W.Hamilton&Co.Ld. PortGlasgow	RomeStm.Shipp'g. Co.Ld.(Fisher, Alimonda&Co.Ld. *Mgrs.*)	370·0 P25′B92′F40′ FK *Cell DBa*118′*u E&B*42′*f*166	52·2	17·5 25·5 6*BHCem*	Glasgow British	T.4Cy.25″,41″&68″–48″ (*s*) 180lb 367NHP 3SB,*9cf*,GS165,HS5886 D.Rowan&Co.Glasgow 1062*tDTf*24′605*tAPT*127*t*	28 ″ 0 s 5 ″ 5 23 ″ 0	
455 300 NLKP	Carvoeiro (*ex*Charrington) *Well deck*	IronScSr *ss*Sld.No.3–7,93 *ss*Sld.No.1–98 1*Dk*(*Irn*)2*trB*	1770 1454 1125	✠ 10,05	Sld	*r*		1881 5mo	J.Laing Sunderland	C.Montenegro	269·0 P28′Q72′B48′F32′ BK9½″ *WB=DBa*72*f*48′207*t*	36·0	20·6 5*BHCem*	Para Brazilian	C.2Cy.32″&60″–39″ 173NHP 2SB,*4pf*,GS78,HS2796 G.Clark,Sunderland	22 ″ 3	
456 137762	Carysfort 1*Dk*	SteelScK	243 211 105	✠100A1 *StmTrawler* 6,15 ✠LMC6,16	Hul			1915 6mo *Lloyd's*	Cochrane& Sons,Ld. Selby	D.Pettit	120·3 Q69′F20′ BK7½″	21·5	11·7 3*BHCem*	Milford British	T.3Cy.12″,21″&34″–24″ (*s*) 180lb 75RHP 1SB,*3pf*,GS42,HS1330 C.D.Holmes&Co.Ld.Hull	12 ″ 6	
457 112243	Cascade *I.H.Bilton* 1*Dk*	WoodScSp	119 — 81					1902	G.Cates Vancouver, B.C.	CascadeTrans- portationCo.Ld.	93·5	22·6	7·6	Vict'ria BC British	C.2Cy.9″&20″–14″ 16RHP McKie&Baxter,Glasgow		
458 104632 NVSJ	Cascapedia *J.Hearn* –13 (*ex*Fastnet) Wireless 3*Dks*	SteelScSr	1849 932 1185					1895	WBThmpson&Co.Ld. Dundee	~~QuebecS.SDivision~~ ~~CanadaSteamship~~ ~~Lines,Ld.~~ Nova ScotiaSmshipsLd	245·2	35·2	15·0 22·5	Quebec British	T.3Cy.23″,38″&61″–48″ 258NHP W.B.Thmpsn&Co.Ld.Dun.		C
459 300 NLKP	Caserta *G.Valtolin* (*ex*Mendoza) *Ref.Mchy.* Sub.Sig. 2*Dks*&*deepframing* *Elec.light* Wireless &*Shelter dk*	SteelTwinScSr	6938 6109 4369			...		1904	Armstrong Whitworth &Co.Ld. Newcastle	Soc.diNav.Lloyd Italiano	420·0 Bon*Shelter dk*165′ FK	51·6	27·7 *WB*	Genoa Italian	T.6Cy.25″,41″&68″–48″ FD 851NHP WllsndSlpwy.Co.Ld.Nwc.	30 ″ 6	I
460 86361 QHRV	Casino *L.S.Henderson* *ss*Mel.2ndNo.3–10,07 *Mchy.Aft* *ss*Mel. No.2–15 *Well deck* 1*Dk*(*ptIrn*)	IronSc3MstSr	425 289 274	✠90A1 10,17~~,17~~ BS10,17 ✠NB1,97 ✠LMC9,16	Mel	*g*	9,16	1882 2mo	Gourlay Bros.&Co. Dundee A&CP	Belfast&Koroit S.N.Co.Ld.	160·4 Q51′B40′F35′ FK *WB=FPT17t*	24·1	10·2 BK7″ *DTa*14′24*t*	PortFairy British 4*BHCem*	C.2Cy.21″&36½″–24″ (*s*) 120lb *60lb* NDB97 65RHP 1SB,*3pf*,GS45,HS1188 GourlayBros.&Co.,Dundee		
461 108476	Casoria *J.H.Preston* –14 (*ex*Delfinen, *ss*Gms.No.1–14 *Elec.light* *ex*Caledonia) 1*Dk*	IronScK	185 169 72	✠100A1 *StmTrawler* 9,14 ✠NB1,09 ✠LMC9,14	Gms		9,14	1897 7mo *Lloyd's*	Earle'sCo. Ld. Hull	~~Grimsby Alliance~~ ~~Stm Fishg.Co.Ld.~~ Baker&Green	109·3 Q49′F20′ ptND10	20·8	11·1 BK7½″ 3*BHCem*	Grimsby British	T.3Cy.12″,20″&32″–22″ (*s*) 180lb 55RHP 1SB,*2cf*,GS30,HS1057 Earle'sCo.Ld.Hull	11 ″ 8 s 1 ″ 1 11 ″ 6	
462 204919 KWMB	Caspar *M.J.Madsen* (*ex*Capastrano) 1*Dk*	WoodScSr	648 — 362					1907	..... Aberdeen, Wash.	CasparLumberCo.	175·1	38·3	12·4	S.Frncisco Utd.States			
463 102806 NJQL	Caspian *J.M.Murdock*13–15 *ss*Hul.No.2–14 2*Dks*(1*Irn*&1*Stl*) &*Webframes*	SteelScSr *ss*Shl.No.3–6,06	3606 3340 2317	✠100A1 5,16 ✠LMC MS11,14 MBS9,16	Msl	*w*	11,14	1894 5mo	Edwards' S.B.Co.Ld. Newcastle A&CP	MitreShppgCo.Ld. (Houlder,Middle- ton&Co.Ld.*Mgrs.*) *WB=CellDB*	350·0 P29′B70′F35′ FK 278′568*t FPT*101*t*	43·0	26·6 *APT*73*t*	London British 6*BHCem*	T.3Cy.24″,40″&66″–45″ (*s*) 160lb *140lb* NDB14 301NHP 2SB,*6rf*,GS122,HS4636 Blair&Co.Ld.Stockton	29 ″ 3 s 5 ″ 8 23 ″ 10	
464 104198	— *F.Jackson* –16 1*Dk*	IronScK	150 137 56	(*Trawler*)		...		1895	Edwards Bros. N.Shields	AllenStm.Fishing Co.Ld.(W.J.Allen, *Mgr.*)	101·0 Q17′F19′ BK7½″	20·5	10·8 *WB=Cell*	Grimsby British 7*BHCem*	T.3Cy.11½″,18½″&30″–22″ NB10 45RHP Gms.Co-op.Carryg.Co.Ld.	11 ″ 8	
465 209518	— 1*Dk*	SteelSc	125 — 85					1912	J.H.Dialogue&Son Camden,NJ	P.F.Martin	92·0	21·5	11·5	Philidlphia Utd.States	C.2Cy.15″&30″–22″ J.H.Dialogue& 35NHP Son,Camden,NJ.		
466 124130 HJBG	Cassandra *R.C.Brown* –13 *Ref.Mchy.* 2*Dks*(*Stl*)&*deepframing* *Elec.light* Wireless &*Shelter dk*(*Stl–ws*)	SteelTwinScSr *ss*Gls.No.2–15	8135 5588 5221	✠100A1 *Shelter dk* *withfreeboard* ~~4,17 1,10~~ 5,18 ~~BS4,16~~ ✠LMC5,13,18	Gls	*c*†	~~5,15~~ 5,17 5,18	1906 9mo *Lloyd's*	Scotts'S.B. &Eng.Co.Ld. Greenock *'sA&CP*	Anchor-Donaldson Ld. (Donaldson Bros.Ld.&Anchor Line(Henderson Bros.)Ld.*JointMgrs.*)	455·0 *B on Shelter dk*138′ ~~*WB=Cell*~~ FK *CellDBa*140′*u E&B*77′*f*179′1173*t*	53·2	29·1 *FPT82tAPT74t*	Glasgow British 7*BHCem*	T.6Cy.26″,42″&70″–48″ (*s*) 180lb HS15020 862NHP 2DB&2SB,*18cf*,GS435 Scotts'S.B.&E.Co.Ld.Grk. *FPT82tAPT74t*	32 ″ 0 s 5 ″ 4 27 0	
467 121096 JHPG	— *R.A.Thomas* –15 1*Dk*	SteelScK *ss*Hul.No.2–14	174 168 68	✠100A1 *StmTrawler* 5,15 BS5,15 ✠LMC5,14	Hul		5,15	1905 12mo *Lloyd's*	Cook,Welt'n&Gemmell Beverley	~~Hellyer'sSteam~~ ~~Fishing Co.Ld.~~ A.Gouldby	108·5 BK8″ *WB=*	21·6	11·5 *DTf*13′30*t*	Hull British 4*BHCem*	T.3Cy.10″,16½″&27″–24′ (*s*) 200lb 45RHP 1SB,*2pf*,GS25,HS750 Amos&Smith,Hull	12 ″ 4	
468 QHJS	Cassel *H.Vogt* Wireless *Elec.light* Sub.Sig. 2*Dks*&*Awng dk*4*trB*	SteelTwinScSr	7642 7344 4623					1901	J.C.Tecklenborg A.G. Geestemünde	Norddeutscher Lloyd	428·1 B32′F34′	54·3	39·7 *WB*	Bremen German	T.6Cy.22⅝″,38⅜″&62⅝″–43 5/16″ 516NHP J.C.TecklenborgA.G.Gst.		G

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage: Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned / now expired. Equipment Letter.	* Date when tail shaft last seen.	8 Built. When	9 Built. By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Dates of Trade Certs.
469 103472	**Cassiar** WoodScSr *G Whelan* –17 F&YM12,16 (*ex* J.R.McDonald) 1*Dk*	597 597 384					1890	..... Ballard, Wash.,U.S.	UnionS.S.Co.of BritishColumbia, Ld.	120·6	29·0	6·9 FK	Vncver,BC British	C.2Cy.16″&32″–21″ NE&B01 43RHP Bow,MacLachlan&Co.Psy.		V
470	**Cassio Reis** SteelTwinScSr *Brown*11-11 *Elec.light* 1*Dk*(*Teak*)&*Promenade dk*(*Teak*)	*299* *227* *203*	✠ — 6,15 *For River purposes only* ✠	Liv			1911 2mo	LythamSB &E.Co.Ld. Lytham	Roffe,Reis&Co.	145·0 F26′	28·1	7·6 FK	Para Brazilian 5*BHCem*	C.4Cy.12½″&28″–18″ 82NHP 1SB,*3pf*,GS50,HS1520 LythamS.B.&E.Co.Ld.Lyt	8 ″ 0	
471	**Cassiporé** SteelScSr *E.Calder*96-96 1*Dk*(*Teak*)&*Promenadedk*(*Teak*) *Elec.light*	*484* *477* *306*	✠ *For River purposes only* 5,96 ✠	P.Gl			1896 5mo	Russell& Co. Pt.Glasgow	AmazonRiverStm. Nav.Co.(1911)Ld.	150·1 F26′	25·1	17·2 FK	Para Brazilian 4*BHptAsptCem*	T.3Cy.13″,20″&32″–24″ 64NHP 1SB,*2cf*,GS37,HS1183 J.G.Kincaid&Co.,Grk.	10 ″ 6	
472 136656 JFGN	**Cassis** SteelScSr *W.C.Patrick* –15 *Elec light* 2*Dks*(*Stl*)&*Web frames* *Mchy.Aft* *Longitudinal framing* Wireless	4792 4485 3006	✠100A1 9,14 12,16 ✠LMC4,14 *Carrying Petroleum in bulk* *Fitted for oil fuel* 4,14	H Kg Spg	*y* F.P. *a*	N12,13	1914 4mo	Greenock& Grangem'th Dkyd.Co.Ld. Greenock *Lloyd's* 'sA&CP above 1	Anglo-Saxon PetroleumCo.Ld. *WB*	380·0 P94′B28′F38′ = *Cell DB a* & *u E* &	52·7	29·3 FK *f* 50°F.	London British 15*BHptCem* 10*BHtoUdk* 5 ,, 2*nd dk* *B* 70′ 157*t* *D*	T.3Cy.24″,42″&68″–45″ (*s*) 180lb *100lb* 420NHP 2SB,*6cf*,GS126,HS6098 FD J.G.Kincaid&Co.Ld.Grk. *only* *Tf* 35′330*t* *FPT* 53*t* *APT* 26*t*	29 ″ 3 s 5 ″ 10 23 ″ 9	
473 109527 QCMV	**Cassowary** IronScK *O.Davis* –14 *ss*Hul.No.3–3,09 *ss*Gms.No.1–13 1*Dk*	222 208 89	✠100A1 *Stm Trawler* 5,14 ✠NB5,09 ✠LMC6,13	Gms		5,14	1898 4mo	Cochrane& Cooper,Ld. Beverley *Lloyd's* 'sA&CP	ThomasBaskcomb, Ld(T.W.Baskcomb *Mgr.*)	122·4 Q46′F20′ len09ND09	21·0 BK7½″	11·5	Grimsby British 4*BHCem*	T.3Cy.13″,21″&34″–24″ (*s*) 180lb 60RHP 1SB,*2pf*,GS31,HS1048 C.D.Holmes&Co.Hull	12 ″ 3	
474	**Cassyaná** SteelTwinScSr *A.A.Teixeira* *ss*Pra.No.3–3,07 1*Dk*(*Teak*)&*Promenadedk*(*Teak*) *Elec.light*	*298* *214* *203*	✠ 3,10 *For River purposes only* ✠	Pra			1897 12mo	Russell& Co. Pt.Glasgow	Cerqueira,Lima& Co.	140·3 F16′	30·1	7·8 FK	Para Brazilian 4*BHCem*	C.4Cy.12″&24″–18″ 55NHP 1SB,*2pf*,GS43,HS1080 J.G.Kincaid&Co.,Grk.	8 ″ 0	
475 124140 HJKM	**Castalia** SteelScSr *R.Erskine* –17 *Elec.light* Wireless 2*Dks*	6396 5583 4083					1906	Barclay, Curle&Co.Ld. Glasgow	AnchorLine(Henderson Bros.)Ld.	440·5 P48′B153′F49′ *Promenade dk* 153′	53·2	29·8 *WB*	Glasgow British	T.3Cy.29½″,49″&81″–54″ 482NHP Barclay,Curle&Co.Ld.Gls.		C BT till 1,18
476 126610	— SteelSc3MstSr 2*Dks* *Elec.light*	3092 — 2178					1889	GlobeIron Works ClevelndOhio	BrownS.S.Co. (*H.H.Brown, Mgr*)	364·5 len05	40·6	24·5 *WB*	Cleveland, Ohio Utd.States	T.3Cy.21″,38″&61″–42″ NB14 241NHP GlobeIrnWksCo.Clevelnd.		L
477 RSQG	**Castell Pelesch** SteelScSr *J.Krohn* –12 *Elec.light* Sub.Sig. 1*Dk*&*Shelter dk*	3464 3192 2128					1912	Akt.Ges. "Neptun" Rostock	DeutscheLevante Linie	365·9 F36′	50·5	21·6 *WB*	Hamburg German	T.3Cy.23⅝″,38⅛″&62″–41 3/16″ 247NHP A.G."Neptun," Rostock		
478	**Castello** SteelTwinScSr *J.DaSilveiraMoreira* –04 (*ex*Cidade deCameta) *Elec.light* 1*Dk*&*Promenade dk*	*300* *219* *204*			...		1897	Murdoch &Murray Pt.Glasgow	M.Castello&Co.	140·2 F16′	27·0	8·0 FK	Pará Brazilian	C.4Cy.12″&24″–18″ 55NHP Lees,Anderson&Co.Gls.	8 ″ 4	
479 98050 LPQH	**Castilian** SteelScSr *L.Malley* –16 *ss*Sws.No.3–5,03 (*ex*Umbilo) *ss*Liv.No.2–12 1*Dk*(*Irn*)& *Elec.light* *Spar dk*(*Irn–ptwst*)3*trB*	1923 1805 1232	✠100A1 *Spar dk* 8,14 ✠LMC BS2,16 MS6,16	Liv	*r*	6,16	1890 3mo	W.Gray& Co.Ld. WHartlepool *Lloyd's* 'sA&CP	EllermanLines,Ld (GrahamSmith, *Mgr.*) *WB* =	270·4 P&c.54′B26′ F21′ *FPT* 177*t* *APT* & *c* 97*t*	37·5	16·2 23·0 FK	London British 4*BHCem*	T.3Cy.22½″,35″&59″–39″ (*s*) 150lb *100lb* NDB03 232NHP 2SB,*6rf*,GS103,HS3860 Cen.Mar.Eng.Wks.W.Hpl.	24 ″ 0 s 4 ″ 7½ 19 ″ 8	
480 HFVS	**Castilla** SteelScSr *R.Valera* –11 *ss*Sev.No.3–5,13 2*Dks*(*UStl*)&*Awng dk* *Elec.light*	1905 1252 1081	✠100A1 *Awng dk with freeboard* 2,17 BS2,16 ✠LMC2,13	Bel	*q*	2,17	1900 11mo	R.Thompson&Sons Sunderland A&CP	Cia.Tras.Mediterraneo *WB* = *Cell DB a* 66′	260·0 *u E* & *B* 36′ *f* 104′ 310*t*	37·0	17·0 BK9″	Seville Spanish 6*BHCem* *APT* 10*t*	T.3Cy.20″,33″&54″–39″ (*s*) 160lb *80lb* 190NHP 2SB,*4pf*,GS81,HS2990 N.E.MarineCo.Ld. Sld.	27 ″ 6 s 9 ″ 3 19 ″ 2	
481	**Castle** IronScK *P.Zwaan* (*ex*TyneCastle) 1*Dk*	160 154 54	✠ *Stm Trawler* 9,95 ✠	Shl			1893 11mo	Edwards Bros. N.Shields	N.V.Algemeene Viss.Maats.	101·3 Q18′F19′	20·6	10·9 BK7½″	Ymuiden Dutch 3*BHCem*	T.3Cy.11″,17″&30″–21″ 1SB,*2pf*,GS24,HS83041NHP N.E.MarineEng.CoLd.Sld.	11 ″ 8	
482 111359 SJBH	**Castle Bruce** SteelScSr *L.Williams*14–14 *ss*Cff.No.3–4,14 (*ex*KirbyBank,*ex*Lustleigh) 1*Dk*(*ptIrn&ptStl*)2*trB* &*deep framing*3*Dkrule*	3250 3024 2093	✠100A1 *with freeboard* *Awng dk* BS9,16 ✠LMC4,14	Mdb	*v*	N9,16	1901 5mo	R.Craggs& Sons Middlesbrough A&CP	TheBellLines,Ld. (JamesBell&Co. *Mgrs.*) *WB* = *Cell DBa*	330·7 P29′B96′F35′ 102′ *u E* 28′ *f* 138′ 676*t*	47·1	24·0 FK *APT* 80*t*	Liverpool British 6*BHCem*	T.3Cy.23½″,38″&64″–42″ (*s*) 180lb *100lb* 296NHP 2SB,*6cf*,GS106,HS4667 Richardsons,Westgarth &Co.Ld.Hpl.	26 ″ 6 s 4 ″ 9½ 22 ″ 1	
483 135901 JDWH	**Castle Eden** SteelScSr *W.Helm* –16 1*Dk*	1949 1763 1169					1914	Irvine's SB &D.D.Co.Ld. WHartlepool	Furness,Withy& Co.Ld.	283·0 P35′B84′F29′	40·1	18·5 *WB*	W.Hartlpl British	T.3Cy.20½″,33″&54″–36″ Richardsons, 175NHP Westgarth&Co.Ld.Hpl.		C
484 105959 PCMB	**Castlebar** SteelSc3MstSr *W.H.Ryding* –16 *ss*Trn.No.3–6,08 (*ex*MadgeBallantyne) *ss*ArdNo.2–16 *Well deck Mchy.Aft* 1*Dk*(*Irn*)	508 339 203	✠100A1 7,17 ~~2,16~~ ✠LMC2,16 BS8,17	Ard Npt	*h*	2,16	1895 10mo	Mackie& Thomson Glasgow A&CP	W.M.Barkley& Sons,Ld.	162·0 Q89′B8′F23′	25·8	11·2 BK7″ *WB* = *FPT*	Belfast British 3*BHCem* 66*t* *APT* 5*t*	T.3Cy.15″,25″&40″–27″ (*s*) 170lb 80RHP 1SB,*3cf*,GS61,HS1400 Muir&Houston,Glasgow	12 ″ 6 s ″ 7 12 ″ 8	
Sunk by Collision 12/1/17 135005 JMBV	**Castledebbs** SteelScSr *D.Scorgie*16–16 *ss*Bel.No.3–4,13 (*ex*Jucar) 1*Dk*(*Irn*) *Well deck Mchy.Aft* *ss*Bel.No.1–17	242 181 93	~~✠100A1~~ 8,17 ~~8,16~~ ~~BS9,16 LMC4,16~~	Cff Bel	*c* ~~8,13~~	~~3,16~~ 8,17	1901 1mo	J.Shearer &Son Glasgow A&CP	Wilson&Reid	123·9 Q44′B8′F20′	22·1	9·1 BK7″ *FPT* 12*t*	Belfast British 3*BHCem* *APT* 8*t*	C.2Cy.15″&34″–24″ (*s*) 125lb 58RHP 1SB,*2pf*,GS35,HS1023 J.Shearer&Son,Glasgow	10 ″ 3 ~~s ″ 7½~~ ~~10 ″ 4~~	
486 89402	**Castlefield** IronScSr *A.Cox* –16 (*ex*ShintenMaru. *ex*Adelaide) 2*Dks*(1*Irn–ws*)&*Awng dk* *Elec.light* *Ref.Mchy.*	1696 1059 1022	✠ *Awng dk with freeboard* 11,83 ✠	Gls	*r*		1883 8mo	D&W Henderson&Co. Glasgow	CastlefieldS.S.Co. Ld.(Moller&Co.)	280·0 H34*t*	33·2 25·2	17·6 *WB* = *DBa* 28′ *f* 80′ 170*t*	Shanghai British 4*BHCem* *FPT* 30*t*	C.2Cy.35½″&69″–48″ 275NHP D.&W.Henderson&Co.Gls.		
487 115367 TGFL	**Castleford** SteelScSr *W.Parry* –17 *ss*Cff.No.3–2,11 (*ex*Chantenay) 1*Dk*(*Irn*)&*deep framing* *Well deck*	1741 1343 1115	✠ — 11,16 ✠	Bry	*q*		1897 12mo	Short Bros. Sunderland	W.J.TillettSS.Co. Ld.(W.J.Tillett& Co.*Mgrs.*) *WB* = *Cell D Ba* 78′ *u*	255·4 P21′Q&B126′F26′ *E* 16′ *f* 102′ 414*t*	36·7	17·2 FK *FPT*	Cardiff British 6*BHCem* 49*t* *APT* 45*t*	T.3Cy.19″,31″&51″–36″ 156NHP 1SB,*4pf*,GS68,HS2320 W.Allan&Co.Ld.Sld.	19 ″ 6	C
488 130556	**Castlegar** WoodSc *J.Weeks* –11 (*Tug*) 1*Dk*	104 56 71					1911	J.M.Bulger Okanagan Landing,B.C.	CanadianPacific RailwayCo.	94·4	19·4	8·2	Vancouver British	C.2Cy.12″&26″–18″ 27RHP CollingwoodS.B.Co.Ld.		

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote.	6 Port de Visite.	7 Terme assigné maintenant à partir duquel l'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Macn.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté. Si ce n'est dans le L. R. Durno Cert. Ref Trade
489 120661 HFMC	**Castlemoor** ~~*P.E.Angus* —09~~ *J.Prest*	**SteelScSr** *ss*Shl.No.2–14 1*Dk*(*pt Irn&pt Stl*)2*trB* *&deep framing* 3*Dk rule*	3732 3515 2404	✠100A1 5,17~~,16~~ ~~Bs16,~~ ✠LMC17,14 BS5,17	Cal Bry	*w*	~~7,16~~ ~~5,17~~ 8,18	1906 1mo *Lloyd's*	J.Read-head&Sons SouthShields *sA&CP*	MoorLine,Ld. (W.Runciman& Co.Ld. *Mgrs.*) *WB=CellDBa*	347·4|49·1|25·2 P30'B85'F31' FK 115'*uE*21'*f*150'780*t*			London British 6*BHCem* *APT*43*t*	T.3Cy.25″,42″&68″–45″ (*r*) 160lb *80lb* 322NHP 2SB,*6cf*,GS121,HS5026 J.Readhead&Sons,S.Shl.	26 ″ 8 s 4–11½ 22 ″ 1	
490 99944 QLDJ	**Castlereagh** *S.Boyd* –16 (*ex*FirthFisher) *Mchy.Aft Well deck*	**SteelScSr** *ss*Trn.No.3–4,11 *ss*Bel.No.1–16 1*Dk*(*Irn*)	443 309 182	✠100A1 11,16 ✠LMC7,16 BS4,18	Bel	*h*	7,16	1898 10mo	J Fullerton &Co. Paisley A&CP	JohnKelly,Ld. (S.Kelly, *Mgr.*) *WB=DBf*88'132*t*	168·0|25·1|9·6 Q93'B10'F25' BK6″			Belfast British 3*BHCem* *FPT*35*t*	C.2Cy.21⅞″&42″–30″ (*s*) 115lb 88RHP 1SB,*3pf*,GS53,HS1447 Ross&Duncan,Glasgow	12 ″ 5 s ″ 7 12 ″ 5	
491 119155 JDVH	**Castlerock** *J.Wilson* –18 ~~*W.Boyd* 15–15~~ (*ex*Abbotsford) *Well deck Mchy.Aft*	**SteelScSr** *ss*Lan.No.2–12 1*Dk*(*Stl*)	259 176 105	✠100A1 10 15 ~~2,15~~ ~~Shaft Tube~~ ~~✠LMC~~ 3,17 ~~MS11,12~~ ~~BS6,17~~	Dub	*c*	~~2,15~~ 8,17	1904 8mo *Lloyd's*	Ardrossan D.D.&S.B Co Ld.Ardrossan *sA&CP*	Rainey&Hall *WB=*	124·7|22·1|8·7 Q46'B7'F19' FK			Belfast British 3*BHCem* *FPT*17*t*	C.2Cy.15″&32″–24″ (*s*) 120lb 40RHP 1SB,*2pf*,GS35,HS996 Smith,Allan&Co.Glasgow	9 ″ 9 s ″ 9 9 ″ 2	
492 98772 MGTQ	**Castleton** *I.B.Tose* –15 *Well deck* *ss*Hpl.2ndNo.3–10,16 1*Dk*(*Irn*)*&Web frames*	**SteelScSr**	2395 1856 1540	✠100A1 10,16 ✠LMC10,16	Hpl	*s*	N3,16	1891 8mo	W.Gray& Co.Ld. WHartlepool A&CP	English&Co. *WB*	285·8|38·2|21·4 P27'Q86'B116' F32′ FK *=DBa*94'*f*106'499*t*			Middlsbro' British 5*BHCem* *APT*31*t*	T.3Cy.21⅝″,35″&58″–39″ (*s*) 160lb *90lb* NDB07 208NHP 2SB,*6cf*,GS72,HS3090 Cen.Mar.E.Wks.,W.Hpl.	22 ″ 9 s 1–11½ 21 ″ 1	
493 NHSG	**Castor** *A.F.M.VanBalkom* *Elec.light*	**SteelScSr** 2*Dks*	1488 1210 906					1895	Rijkee&Co Rotterdam	Koninkl.Nederl. Stoomb.Maats.	245·0|34·3|20·8 Q76'H60'F32'			Amstrdam Dutch *WB*	T.3Cy.19″,32″&51″–36″ 156NHP Nederl.Stoomb.Maats,Rot		V
494 12717 TWKN	— *E.D.Goff* –15 *Elec.light*	**SteelSc4MstSr** 1*Dk&deep framing*	1409 1102 838				...	1904	Trndhjms Mek.Værks Trondhjem	Anglo-Saxon PetroleumCo.Ld.	240·7|35·5|17·5 P31'B61'F25' FK			London British *WB*	T.3Cy.18″,30″&49″–33″ 138NHP TrondhjemsM.V.Trndhjm	18 ″ 9	
495	— *O.Bergström*14–14 (*ex*Cettois,*ex*Saga) *Elec.light*	**(Detained at Bremen) SteelScSr** *ss*Hfs.No.2–14 1*Dk*(*Stl*)*&deepframing*	1200 974 731	✠100A1 7,14 ✠LMC7,14	Hfs	*n*	7,14	1906 8mo *Lloyd's*	Laxevaags Msk.&Jrnsk. Bergen *sA&CP* *WB=*	FinskaÅngfAktieb (L.Krogius, *Mgr.*) *Cell DBa* 63'*f* 119'	225·9|33·4|15·8 P19'B61'F25' FK 285*t FPT*40*t APT*51*t*			Helsingfrs Russian 4*BHptCem* *ptAsp*	T.3Cy.16″,25½″&43″–30″ (*s*) 175lb *80lb* 113NHP 1SB,*3pf*,GS55,HS1824 LaxevaagsMsk.&Jrns.Bgn	16 ″ 10 s 2 ″ 0 15 ″ 1	
496 2467 HMSG	— *J.W.Strömberg*16–16	**IronScSr** 1*Dk2trB*	570 485 392					1875	MotalaCo. Gothenburg	Rederiaktieb. Sölvesborg (N. Fremberg, *Mgr.*)	166·4|25·7|15·0 Q53′ B38′ H6*t*			Sölvesbrg Swedish *WB*	C.2Cy.15½″&33″–27″ NB87 47NHP MotalaCo.,Gothenburg		V
497 QGDB	— *B.W.Fokken*10–11	**SteelSc** 1*Dk&pt Awng dk*	519 289 320					1896	Act.Ges. "Weser" Bremen	Dampfschifffahrts Ges.Neptun	163·0|24·1|9·6 Q16'F16' *pt Awng dk* 130'			Bremen German *WB*	C.2Cy.16⅞″&30½″–20½″ 36NHP A.G."Weser,"Bremen		G
498	—	**IronScCtr** (*SandPumpHopperDredger*) 1*Dk*	396 374 270					1891	Mort's Dck &Eng.Co. Balmain	Government of NewSouthWales	175·5|23·3|11·2 len94			SydnyNSW British	T.3Cy.17″,27″&45″–30″ 116NHP Mort'sDk.&E.Co.Balmain		
499 13988	— *For full particulars See No.10 in Supplement*	**SteelScK** 1*Dk*	240	100A1 *StmTrawler* (*Class Contemplated*)				1916	Cochrane& Sons,Ld. Selby	Grimsby&N.Sea StmTrawlingCoLd (J.R.Mackrill, *Mgr.*)	115·5|21·5|11·5 Q67'F18'			Grimsby British	T.3Cy.11½″,19½″&32″–24″ Crabtree&Co.Ld.G.Yar.		
500 HPQB	— *J.Marzin*10–10 (*ex*Seapark) *Well deck Mchy.Aft*	**SteelScSr** *ss*Hav.No.2–16 1*Dk*(*Stl*)	227 147 61	✠100A1 9,17 ~~4,16~~ ~~BS4,16~~ ✠LMC9,15 BS10,17	Hav	*c*	~~12,14~~ 10,17	1907 6mo *Lloyd's*	J.Shearer &Sons,Ld. Glasgow *sA&CP*	Cie.Normande de Nav.aVap.	115·4|21·1|8·5 Q41'B7'F18' BK7″ *WB=*			Havre French 3*BHCem* *FPT*23*t*	C.2Cy.14″&30″–21″ (*s*) 130lb 50NHP 1SB,*2pf*,GS31,HS980 C.Houston&Co.Ld.Gls.	9 ″ 6 s ″ 7 9 ″ 7	
501	**Castro** *C.Sinodino* –14 (*ex*Nile) 1*Dk*(*Irn*)*&deep framing*	**SteelScSr** *ss*Gls.No.3–6,06 *ss*Cff.No.2–15	*1994* *1806* *1267*	✠100A1 10,16 ✠LMC10,15	Npt	*r*	N10,15	1897 6mo	R.Napier& Sons,Ld. Glasgow A&CP	P.D.Corvissiano *WB=CellDB*	280·0|40·2|19·1 P24'B62'F26 FK *a*88'*uE&B*36'*f*114'444*t APT*87*t*			Piræus Greek 4*BHCem*	T.3Cy.20″,31″&52″–36″ (*s*) 160lb *100lb* NDB15 168NHP 1SB,*3cf*,GS69,HS2574 Dunsmuir&Jackson,Gls.	21 ″ 6 s 3 ″ 6 18 ″ 3	
502 132231 HSJK	— **(Detained at Hamburg)** *J.M.Lawrence* –14	**SteelScSr** 1*Dk*	1228 1062 700					1911	Earle'sCo. Ld. Hull	Ellerman'sWilson Line,Ld.	250·2|35·2|15·9 P16'B136'F31'			Hull British *WB*	T.3Cy.16½″,27″&45″–33″ 116NHP Amos&Smith,Ld.Hull		C
503 HFWJ	**Castro-Alen** *E.Olondo* –15 1*Dk*(*Stl*)*&deepframing* *Cargo battens not fitted*	**SteelScSr** *ss*Bbo.No.3–2,14	1321 1192 833	✠100A1 8,16 ~~Examined~~ 3,15 MS2,14 ✠LMC BS3,16	Bbo	*o*	~~3,16~~ 3,18	1901 4mo	Grngem'th &Greenock DockyardCo. Greenock A&CP	Cia.delVapor Castro-Alen (L.deOcharan) *WB=CellDB*	239·7|36·7|16·4 B68'F25' FK *a*60'*uE&B*34'*f*94'			Bilbao Spanish 4*BHCem* 365*t APT*65*t*	T.3Cy.19″,30½″&50″–36″ (*s*) 160lb ~~86lb~~ 157NHP 1SB,*3pf*,GS56,HS2455 Dunsmuir&Jackson,LdGls	18 ″ 5 s 2 ″ 7½ 16 ″ 1	
504 136143	**Caswell** 1*Dk*	**SteelScK**	276 246 107	✠100A1 *StmTrawler* 1,17 ✠LMC1,17	Mdb			1917 1mo *Lloyd's*	Smith's Dock Co.Ld. Middlesbro' *sA&CP*	RhonddaFishing Co.Ld.; (C.Heron, *Mgr.*)	125·5|23·4|12·8 Q72'F21' BK7½			Swansea British 3*BHCem*	T.3Cy.12½″,21″&35″–26″ (*s*) 180lb 88RHP 1SB,*3pf*,GS50,HS1619 Smith's Dock Co.Ld.Mdb.	13 ″ 6	
505 110194 SMDG	**Catalan** *H.J.Dunning* –16 (*ex*No 68) 1*Dk*(*Stl*)	**SteelScSp** *ss*Sou.2ndNo.3–1,13 *ss*Lth.No.1–16	457 407 193	A— *Hopper* 11,17 ~~9,16~~ LMC9,16 BS11,17	Gmh All		~~9,16~~ 11,17	1899	Exors.of the lateT.A. Walker Sudbrook	Topham,Jones& Railton,Ld.	164·0|27·1|10·6 FK			London British 6*BHCem*	T.3Cy.13″,22″&34″–22½″ (*s*) 165lb 65RHP 1SB,*2pf*,GS40,HS1248 Plenty&Son,Newbury	11 ″ 5 s 1–10½ 9 ″ 8	
506 HGCQ	**Catalina** *L.Zobaran*00–06 *Elec.light* Wireless 1*Dk*(*Stl*)*&Spar dk*(*Stl*-ws)3*trB*	**SteelScSr** *ss*Gen.No.3–4,05 *ss*Bcl.No.2–14	4796 4662 3491	✠100A1 *Spar dk* 9.14 ✠LMC 9,17 ~~MS9,14~~ BS10,15 ~~MS9,17~~	Bcl	*y*	4,16	1893 7mo *Lloyd's*	C.Connell &Co. Glasgow *sA&CP*	Pinillos,Izquierdo &Co.S.enC.	415·0|48·0|21·3 P63'B94'F56' 29·3 BK11″ *WB=Cell*			Cadiz Spanish 6*BHCem* *DB*328'844*t*	T.3Cy.29″,46″&74″–51″ (*s*) 160lb *80lb* NDB09 452NHP 2DB,*12cf*,GS249,HS7714 Dunsmuir&Jackson,Gls.	32 ″ 0 s 8 ″ 1 25 ″ 3	
507 11864 HBFW	— *F.Bateman* –16 *Elec.light* Sub.Sig.	**SteelScSr** ~~*ss*Lon.No.2–18~~ 2*Dks*(*Stl*)*&deepframing* *ss*Shl.No.3–9,17	2696 2512 1696	✠100A1 ~~5,17 11,14~~ 3,18 ~~BS8,16~~ ✠LMC1,15 9,17	Lon	*u*	~~11,15~~ 9,17	1904 9mo *Lloyd's*	Armstrong Whitworth &Co.Ld. Newcastle *sA&CP*	RoyalMailS.P.Co. *WB=CellDBa*	318·0|43·7|23·3 P21'B87'F33' FK 86'*uE&B*68'*f*118'546*t FPT*60*t APT*20*t*			Newcastle British 5*BHCem*	T.3Cy.25″,41″&68″–45″ (*s*) 180lb 360NHP 3SB,*9cf*,GS165,HS5900 WllsndSlipwyCo.Ld.Nwc.	25 ″ 10 s 4 ″ 5½ 21 ″ 9	
508 HGDB	**Cataluña** *ss*Cdz.3rdNo.3–4,13 ~~*R.Fano* —~~ Wireless *A.Muslera* 3*Dks*(2*Irn*–*Uws*)	**IronScSr** ~~*ss*Cdz.2ndNo.3–1,12~~	3665 3052 1915	✠100A1 4,13 10,13 ~~BS6,16~~ ✠LMC1,12 4,13	Cdz	*x*	~~6,16~~ 4,18	1883 10mo *Lloyd's*	W.Denny &Bros. Dumbarton *sA&CP*	Cia.Trasatlantica	384·2|42·2|27·5 P101'B48'F62' BK11″ *WB=Cell*			Barcelona Spanish 6*BHCem* *DB*322'523*t*	C.2Cy.57″&102″–60″ (*j*) 80lb *60lb* NDB98 654NHP 6SB,*18cf*,GS835,HS11259 Denny&Co.,Dumbarton	30 ″ 0 s 6 ″ 2½ 25 ″ 0	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage — Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last exam.	8 Built. When	9 Built. By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Register in which classed in L.R. Date of 1st Class Cert.
509 HGDF	Cataluña *G.Perez* 2 *Dks (M-Stl) & Awng dk (pt Stl)* *Elec.light*	SteelScSr *1687* *1646* *1035*	✠100A1 *Awng dk* *with freeboard* 6.16 BS6,16 ✠LMC5,13	Msl	*q*	6,16	1908 12mo *Lloyd's*	R.Thompson&Sons,Ld Sunderland *SA&CP*	Cia.Tras Mediterraneo *WB = Cell D B*	250·0 | 35·0 | 16·0 BK 9″ *a 67′ u E & B 33′ f 100*	Seville Spanish *6 BHCem* *260t APT 8t*	T.3Cy.18½″,30″&49″–33″ (*s*) 180lb *100lb* 153NHP 1SB.*3cf*,GS62,HS2400 N.E.MarineEng.Co.Ld.Sld	26 ″ 4 s 6 ″ 4½ 21 ″ 1	
510 HGCW	— *J.Bennazar* *Elec.light* Wireless	IronScSr *ss* Msl.No.2–91 2 *Dks (1 Irn)*	1094 933 600 ✠ 9,91	Msl	*n*		1880 11mo	Hodgson&Soulsby Blyth	Isleña Maritima, Cia.Mallorquina de Vapores	221·6 | 31·1 | 18·5 P 36′ B 52′ F 29′ BK 8″	Palma Spanish *4 BHCem*	C.2Cy.29½″&55″–36″ NB99 NDB99 151NHP 2SB.*4f*,GS70 Black,Hawthorn&Co.,Gts.		V
511 127251 KNLC	Catania *Carrying Oil in bulk* *Elec.light*	IronScSr — 2 *Dks 3 tr B*	3347 — 2547		…		1881	A.Stephen&Sons	Huasteca Petroleum Co.	307·4 | 35·7 | 22·6 BK 10″	L.Angeles Utd.States *WB*	C.2Cy.35″&65″–42″ 212NHP A.Stephen&Sons,Glasgow	25 ″ 4	
512 695 NLQG	— *Elec.light*	SteelScSr — 2 *Dks & Spar dk*	3188 — 1917				1906	Cant.Nav.Bacini e Stab. Mec.Siciliani Palermo	Società Marittima Italiana	333·1 | 42·8 | 17·9 28·8	Genoa Italian	T.3Cy.23¼″,37½″&64½″–48″ 288NHP Fonderia Oretea,Palermo	28 ″ 9 s 5 ″ 3½ 24 ″ 0	I
513 NLPT	— *Elec.light*	SteelScSr 2 *Dks*	2996 2756 1864				1910	Akt.Ges. "Neptun" Rostock	Requisitioned by the Italian Govt. (Italian State Rlys)	320·9 | 46·2 | 24·1 P 37′ F 31′ *WB*	Italian	T.3Cy.20½″,35 7/16″&55 7/8″–37 3/8″ 192NHP A.G."Neptun,"Rostock		CI
514 127168 KMVT	Catawissa (*Tug*) 2 *Dks*	SteelSc — 352	558				1896	Harlan&Hollingsworth Co. Wlmgtn. Del.	Reading Co.	158·0 | 29·0 | 18·0	Philadlphia Utd.States	T.3Cy.18″,28″&45″–30″ NB13 111NH Harlan&Hollingswrth Co., Wilmington,Del.		R
515 587 NLRM	Caterina Accame *S.Rossi* (*ex* Diego Suarez) *Elec.light*	SteelScSr *ss* Hav.No.3–9,12 1 *Dk (Stl) & Spar dk* (*Irn–ptws*) & *Web frames*	3865 3613 2504 ✠100A1 *Spar dk* 8.16 Examined 6.17 ✠LMC 12.16	Lgn	*x*	11.14 6,17	1900 6mo	Sir J.Laing&Sons,Ld. Sunderland A&CP	Flli.Accame di L. *WB = Cell D Ba*	361·7 | 47·1 | 19·3 P&B 227′ F 35′ 27·2 FK 116′ u E 18′ f 146′ 745t	Genoa Italian *6 BHCem* *APT 55t*	T.3Cy.24½″,40″&66″–45″ (*r*) 180lb *100lb* 317NHP 3SB.*6pf*,GS102,HS3839 FD G.Clark,Ld.Sunderland	29 ″ 8 s 5 ″ 4½ 24 ″ 8	
516 HDNS	Caterina Gerolimich *Hreglich* –12 *Elec.light*	SteelScSr 2 *Dks (Stl)*	5515 4201 3521 ✠ 7,16	Tri	*y*		1912 12mo	Cantiere S.n Rocco Trieste	Nav.Gen.Austriaca Gerolimich&Co. Soc.in Azioni *WB = Cell D Ba* 122′ *u E & B* 45′	382·8 | 50·3 | 26·1 52·3 P 31′ B 247′ F 41′ FK *f* 159′ 1092t *APT* 37t	Trieste Aust.-Hung. *6 BHCem* *DTa* 35′ 824t	T.3Cy.26″,42″&70″–48″ 411NHP 2SB.*6cf*,GS118,HS5534 FD Clyde S.B.&E.Co.Ld.P.Gl.	27 ″ 10	
517 127445 HPFK	Caterino *E.Trinick* –15 1 *Dk*	SteelScSr 3729 3470 2366					1909	W.Gray&Co.Ld. W Hartlepool	Gulf Line,Ld.	346·4 | 50·8 | 23·1 P 27′ B 96′ F 32′ *WB*	W.Hartlpl British	T.3Cy.25″,40″&65″–42″ 274NHP Cen.Mar.Eng.Wrks.W Hpl		C
518 149 (*ex* Amroth Castle)	Catharina *Y.Scholder* *ss* Ams.No.1–1,12 *ss* Ams.No.1–16 1 *Dk*	IronScK 155 42	✠100A1 *Stm Trawler* 6,16 ✠LMC6,16 BS4.17	Ams		6,16	1898 1mo	Edwards Bros. North Shields A&CP	Naam.Venn.Zeev. Maats.Arbeid Adelt(J.&G. Fennel,*Mgrs.*)	105·5 | 20·8 | 10·9 Q 19′ BK 7½″	Ymuiden Dutch *3 BHCem*	T.3Cy.12″,19″&32″–22½″ (*s*) 160lb 54NHP 1SB.*2pf*,GS25,HS890 N.E.MarineEng.Co.Ld.Sld	11 ″ 10	
519 156 (*ex* Potomac) *Y.Scholder* –17	Catharina Duyvis<br~~*J.Suiker*~~ *ss* Ams.No.3–12,07 *ss* Ams.No.~~1–18~~2–17 1 *Dk*	IronScK 161 64	✠100A1 *Stm Trawler* 10,17~~–16~~ ✠LMC ~~BS5.17~~ MS2,17 ~~✠LMC 10,17~~	Ymu Ams		~~5,16~~ 8,17	1894 4mo *Lloyd's*	Cochrane&Cooper Beverley *SA&CP*	N.V.Algemeene Viss.Maats.	104·8 | 20·6 | 11·1 Q 17′ len 97 ND 17 BK 7½″	Ymuiden Dutch *3 BHCem*	C.2Cy.16″&32″–22″ (*s*) 110lb 47~~–44~~NHP 1SB,*2pf*,GS27,~~HS751~~HS813 C.D.Holmes&Co.Hull	11 ″ 10	
520 118362	Catherine (*Ferry*) 1 *Dk*	SteelTwinSc 259 188 176					1903	A.W.Robertson&Co. London	Midland Railway Co.	124·5 | 24·7 | 7·9	London British	C.4Cy.12″&24″–18″ 70RHP A.W.Robertson,London		BT till 5,17
521 126971	— —	WoodSc 161 — 112					1893	C.B.Harrington Bath.Me.	Eastern Steamship Corporation	100·4 | 18·1 | 8·1	Boston Utd.States	C.2Cy.13″&24″–16″ 19NHP		
522 98338 WCNR	Catherine Apcar *C.E.Atkins* –16 *Elec.light* 2 *Dks (Irn–Uws) & deep framing 3 Dk rule*	Iron&SteelScSr 2727 2525 1730 *ss* Cal.No.3–4,04 *ss* HKg.No.2–12	✠ 4,13 ✠	Cal	*v*		1892 6mo	D&W Henderson&Co. Glasgow	British India Stm. Nav.Co.Ld.	351·0 | 40·0 | 24·9 P 53′ B 108′ F 42′ BK 10″ *WB = Cell D B* 278	Calcutta British *6 BHCem* *550t FPT 23t*	T.3Cy.25″,40″&66″–48″ 359NHP 2DB,*12rf*,GS195,HS6245 D.&W.Henderson&Co.,Gls	27 ″ 9	
523 MGNH	Catherine Cuneo *G.Tellefsen* *Elec.light*	SteelScSr 1181 1048 679 1 *Dk & Spar dk*					1911	Fredrkstad Mek.Værks. Fredrikstad	Akties.Frugtfart (L Harboe-Jensen, *Mgr.*)	225·0 | 33·6 | 20·0 H 93t *WB*	Christania Norwegian	T.3Cy.18½″,30″&49″–33″ 138NHP Fredrikstad M.V.Frdstad		N
524 201268 KTHC	Catherine Moran (*Tug*) 1 *Dk*	SteelSc 213 — 145					1904	Neafie&Levy Co. Philadelphia	Moran Towing&Transportation Co.	96·0 | 23·0 | 12·4	New York Utd.States	C.2Cy.16″&32″–24″ 42NHP Neafie&Levy S&EB Co.Phl		
525 NKWB	Cathrine *J.C.G.Olsen* –00 1 *Dk*	SteelScSr 142 124 57					1900	Akties Kjobenhvn's Flydedok&Skibs. Copenhagen	Dmpskibselsk. Cathrine (O.B.Muus)	99·6 | 19·6 | 9·3 Q 22′ F 13′	Copnhagn Danish	C.2Cy.10½″&21″–14′ 14NHP Akties.Kjobenhavn's Flydedok&Skibs.Cpn.		
526 134703 JFVG	Cato *J.Gregory* –15 1 *Dk (Stl) & Shelter dk (Stl)* *Tonnage opening closed 1917*	SteelScSr 1064 985 655	✠100A1 *Shelter dk* *with freeboard* ~~10.17.16~~ ✠LMC 6,14 12,17	Lon Br.	*n*	~~2,16~~ 12,17	1914 6mo *Lloyd's*	Campbeltown S.B.Co. Campbeltwn *SA&CP*	Bristol Stm.Nav. Co.Ld. *WB = Cell D Ba* 53′ *u E & B* 33′ *f* 92′	231·0 | 30·9 | 19·0 FK 213t *APT* 18t	Bristol British *4 BHCem*	T.3Cy.15″,25½″&41″–30″ (*s*) 180lb 85RH 2SB,*4cf*,GS79,HS2386 Ross&Duncan,Glasgow	21 ″ 0 s 6 ″ 5½ 14 ″ 9	
527 133385 HWBM	Cattaro *H.O.Thorp* –16 *Elec.light*	SteelScSr *Cruiser Stern* 2 *Dks*	2908 1737 1812				1912	Earle's Co. Ld. Hull	Ellerman's Wilson Line,Ld.	300·0 | 44·7 | 17·8	Hull British *WB*	T.3Cy.22″,35″&59″–39″ 217NHP Earle's Co.Ld.Hull		C
528 137454 JLDV	Cauca ~~*H.C.Davies* –16~~ ~~*W.H.Pewsey* –17~~ *Elec.light* 1 *Dk (pt Stl–teaks) & 2nd dk (Stl)*	*E.G.Pole* –18 SteelScSr 1448 1199 890	✠100A1 7~~–17 8,16~~ 5,18 Pna ✠LMC 5,15	Nwc	*p*	5,18	1915 5mo *Lloyd's*	Swan,Hunter&Wigham Richardson Ld Newcastle *SA&CP*	Pacific Stm Nav.Co. *WB = Cell D Ba* 39′	246·0 | 35·2 | 20·0 P 28′ F 33′ FK *u E* 18′ *f* 112′ 219t	Liverpool British *5 BHCem* *APT* 16t	T.3Cy.17½″,29″&48″–33″ (*s*) 180lb 193NHP 2SB,*6cf*,GS117,HS3664 Swan,Hunter&Wigham-Richardson,Ld.Nwc.	22 ″ 2 s 3 ″ 9 18 ″ 11	
529 HPSK	Caucase *Vaulprè* –10 2 *Dks*	SteelScSr 4126 3509 2636	(*ex* Mandalay)				1898	W.Denny&Bros. Dumbarton	Messageries Maritimes	360·0 | 45·1 | 26·4 P 35′ B 108′ F 33′	Marseilles French *WB*	T.3Cy.26½″,42″&66½″–51″ 316NHP Denny&Co.Dumbarton		V

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Grément, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant à cet Article d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le R. B. Durée Cert. Tonn. Trade.
530 134784 JBHD	**Caulonia** *G.F.Smith* –15 *Elec.light*	**SteelScK** 1*Dk*	296 266 130	✠100A1 *Stm Trawler* 3,15	Hul ✠LMC12,12		3,15	1912 12mo *Lloyd's*	Cochrane& Sons Selby *sA&CP*	~~Grimsby Alliance Stm. Fishing Co. Ltd~~ Strand Steam Fishing Co. Ltd. (Baker & Green, *Mgrs.*)	136·8 Q75′	23·0 F22′ BK8″	12·3	Grimsby British	T.3Cy.13″,23″&37″–24″ (*s*) 180lb 79RHP 4*BHCem*	13 ″ 0	
531 896 HBCJ	**Caupolican** (*ex*Arrayan, *ex*Casma)	**SteelSc3MstSr** 2*Dks&Shade dk*	560 — 366	✠ 1,79	Liv	Lv		1878 11mo	Laird Bros. Birkenhead	Wiegand&Co.	180·4 H32*t*	30·1 FK	14·8	Valparaiso Chilian	C.2Cy.25″&48″–36″ 115NHP 3*BH* LairdBros.Birkenhead		
532 567 HCGF	**Cautin** *A.Suarez*05–06	**SteelScSr** 2*Dks*	527 — 414					1892	J.Reid&Co Ld. Glasgow	CompaniaSud Americana de Vap.	165·5	29·1	16·5	Valparaiso Chilian	T.3Cy.14″,23″&37″–27″ 71NHP Kincaid&Co.Ld.,Grk.		
533 214559 LGMN	**Cauto** *E.Lambert*04–16 *Elec.light*	**SteelScSr** 2*Dks*(*Stl*)	3820 3148 2315	✠100A1 12,16	Sea ✠LMC12,16	*w*		1916 12mo	Seattle Construction &DryDk.Co. Seattle,Wash	NewYork&Cuba MailS.S.Co. *Intermediate BH in forward&after holds dispensed with Cell DB*	351·0 P44′B90′F38′ 315′743*t*	47·0 FK *FPT*	24·7	NewYork Utd.States *Cem*	T.3Cy.24″,40″&70″–48″ (*s*) 190lb 472NHP 3SB,*9cf*,GS169,HS6831 FD SeattleCon.&DryDockCo.	27 ″ 3	
534 87638 JKLP	**Cavalier** *J.Nisbet* –16 *Elec.light*	**IronScSr** *ss*Gls.2ndNo.3–3,08 *ss*Gls.No.1–13 2*Dks&pt Shade dk*	388 283 200	✠ *pt Shade dk with freeboard* 3,13 ✠NB4,09 ✠	Gls	*g*		1883 2mo	Aitken& Mansel Glasgow	DavidMacBrayne, Ld.	151·1 P55*t* ND09	25·1 F24*t* BK7″	11·8	Glasgow British *4BHCem*	C.2Cy.24″&48″–39″ 113NHP 2SB,*4pf*,GS73,HS1724 Muir&Caldwell,Glasgow	12 ″ 6	C BT tE! 5,17
535 122984	— *A.Wilson* –10	**SteelScK** 1*Dk*	107 97 40			...		1907	Hawthorns &Co.Ld. Leith	T.L.Devlin	90·5	19·1 BK7″	9·0	Granton British *WB*	C.2Cy.12″&26″–18″ 35RHP Hawthorns&Co.Ld.Leith	10 ″ 0	
536 133446 JCMW	**Cavallo** *H.Bradley* –13 *Elec.light*	**SteelScSr** 1*Dk&Shelter dk*2*trB*	2086 1775 1107					1913	Dunlop, Bremner& Co.Ld. Pt.Glasgow	Ellerman'sWilson Line,Ld.	310·3 P43′B195′F50′	44·7	17·9	Hull British *WB*	T.3Cy.22½″,38″&62″–42″ 249NHP Dunlop,Bremner&Co.Ld. Pt.Gls.		C
537 113973 SMWL	**Cavanba** *J.R.Hudson* –16 *Well deck Elec.light*	**SteelScSr** 1*Dk*	573 338 281			...		1901	Bow,Mc Lachlan&Co. Ld. Paisley	~~D.McDonald~~ A.B.Ifland van Ess	172·1 P&B100′F32′ BK7″	26·1	12·1	~~Hong Kong~~ ~~Sydny NSW~~ British *WB*	T.3Cy.16″,27″&44″–30″ 97RHP Bow,McLachln&CoLd.Psy	12 ″ 9	
538 HCJK	**Cavancha** *ss*Vpo.No 3–5,09 *ss*Vpo.No.1–14 (*Tug*) 1*Dk*(*Irn*)	**SteelScSp**	79 — 37	✠100A– 9,15 ✠NB5,07 BS9,15	Clo ✠LMC10,14		10,14	1893 8mo	J.P.Rennoldson&Sns S.Shields	Ant.Dom.Bordes& Fils	86·1	16·6 BK6″	10·6	Valparaiso Chilian *5BHCem*	C.2Cy.17″&34″–22″ (*r*) 80lb 50NHP 1SB,*2pf*,GS32,HS966 J.P.Rennoldson&Sns,S Shl	11 ″ 0	
539 116085	**Cave** *F.Fearnley* –14	**SteelScK** *ss*Hul.No.3–9,14 1*Dk*	247 222 99	✠100A1 *Stm Trawler* 9,14	Hul. ✠LMC9,14		9,14	1902 9mo *Lloyd's*	Cochrane& Sons Selby *sA&CP*	J.H.Collinson	125·0 Q51′F19′ ND14	21·5 BK8″	12·0	Hull British *4BHCem*	T.3Cy.13″,22″&36″–24″ (*s*) 200lb 70RHP 1SB,*2cf*,GS35,HS1200 C.D.Holmes&Co.Hull	12 ″ 10	
540 29 NLWT	**Cavi** *C.Stagno* –16 1*Dk*(*Stl*)*&Spar dk*(*Stl*) *Elec.light ss*Pal.No.3–5,18 *&Web frames*	**SteelScSr** ~~ssGen.No.2–14~~	2544 2431 1592	✠100A1 *Spar dk* 5,18 ~~2,16~~ ~~MS9,16~~ ✠LMC	Gen Pal	*s*	~~9,16~~ N5,18 5,18	1906 6mo *Lloyd's*	Soc.Esercizio Bacini Genoa *sA&CP*	Soc.Prodotti ChimiciColla& Concimi diRoma *WB=Cell DBa*88′	312·4 *uE&B*40′	42·3 FK *f*114′683*t*	16·9 23·9	Rome Italian 6*BHCem* *APT*97*t*	T.3Cy.21½″,33½″&59½″–39½″ 185lb *72lb* (*s*) 237NHP 2SB,*6cf*,GS114,HS3638 Soc.Esercizio Bacini,Genoa	24 ″ 8 s 5 ″ 0½ 19 ″ 11	
541 136348 JKHP	**Cavina** *W.T Forrester* –17 *Elec.light Ref.Mchy* 2*Dks&2pt Dks* Sub.Sig. Wireless	**SteelTwinScSr**	6539 5132 3998					1915	Workman, Clark&Co.Ld Belfast	Elders&Fyffes,Ld	425·4 P43′B195′F50′	54·3	29·9	Belfast British *WB*	T.6Cy.23½″,39½″&67″–48″ 622NHP Wrkman,Clark&Co.LdBel		C
Sunk by U/B 12.17. 522 NMBF	**Cavour** *G.B.Onocchio* *Ref.Mchy.* Wireless	**SteelTwinScSr** (*ex*Florida) 3*Dks*	5156 4546 3200					1905	Soc.Esercizio Bacini Genoa	Soc.diNav"Transatlantica Italiana"	381·4	48·1	25·7	Genoa Italian	T.6Cy.21½″,33½″&59½″–39½″ 444NHP Soc.EsercizioBacini,Genoa		I
543 105333 NWVJ	— *E.B.Downs* –15 2*Dks*(1*Irn*&1*Stl*)*&deep framing* *Elec.light*	**SteelScSr** *ss*Liv.No.3–7,08 *ss*Mch.No.1–13	4914 4694 3151	✠100A1 2,16 ~~Examined~~ MS9,15	Liv ✠LMC BS~~11,15~~5,18	*y*	1,17	1895 8mo *Lloyd's*	SirRDixon &Co. Middlesbro' *sA&CP*	LivBrazil&RPlate S.N.Co.Ld. (Lamport&Holt,Ld. *Mgrs.*) *WB=Cell DBa*108′*u*	410·1 P45′B108′F47′ *E&B*63′*f*	51·3 FK 163′1014*t*	27·7	Liverpool British 6*BHCem* *Deep Tank a*	T.3Cy.31″,49″&82″–54″ (*s*) 180lb *70lb* 623NHP 3DB,*18cf*,GS360,HS10780 N.E.Mar.E.Co.Ld.Nwc. 25′412*t FPT*153*t APT*48*t*	30 ″ 6 s 6 ″ 3½ 24 ″ 7	
544 114823 TFDK	**Cawdor Castle** *H.H.B.Piers* –14 Wireless Sub.Sig. *Ref.Mchy Elec.light* 2*Dks*(*Stl–Upt*ws) *&deep framing&Shelter dk*(*Stl*–teak s)	**SteelTwinScSr** *ss*Lon.No.3–7,14	6243 4671 4057	✠100A1 *Shelter dk* 6,15 ~~10,14~~ ~~BS10,17~~	Sou Cal-Lon ✠LMC1,14	*z*	2,16	1902 1mo *Lloyd's*	Barclay, Curle&Co.Ld Glasgow *sA&CP*	TheUnion-Castle MailS.S.Co.Ld. *WB=Cell DBa*106′	414·7 *uE&B*94′*f*	51·2 FK&BK2″ 154′939*t*	28·0	London ~~British~~ ~~Lon~~ British 7*BHCem* *DTa*33′786*t*	T.6Cy.21½″,35″&58″–48″ (*o*) ~~190lb~~ 200lb 650NHP 4SB,*12cf*,GS240,HS9232 FD Barclay,Curle&Co.Ld.Gls.	30 ″ 9 s 4 ″ 2 27 ″ 1	
545 120566	**Caxton** *Elec.light*	**SteelPad** 1*Dk*	116 116 54			...		1905	Napier& Miller,Ld Glasgow	C.A.Stewart	130·0	18·5 FK	6·8	London British	C.D.2Cy.16″&31″–36″ FD 53RHP Scott's S.B.&E.Co.Ld.Grk	7 ″ 0	
546 132110 JGDR	**Cayrian** *H.Bantock* –16	**SteelScK** *ss*Gms.No.1–16 1*Dk*	216 198 85	✠100A1 *Stm Trawler* 9,16	Gms ✠LMC9,16		9,16	1911 8mo *Lloyd's*	Cochrane& Sons Selby *sA&CP*	~~Gt Central Co-operative Eng. & Ship Repairing Co. Ltd.~~ J.W.Smethurst	120·0 Q68	21·5 BK7½″	11·5	Grimsby British 4*BHCem*	T.3Cy.12″,21½″&34″–24″ (*s*) 180lb 70RHP 1SB,*2pf*,GS35,HS1340 Gt.Centrl Co-op Eng.&Ship Repairing Co.Ld.Gms.	12 ″ 3	
547 122219	**Cayuga** *J.McGiffin* 07 Wireless	**SteelTwinSc** 2*Dks*	2196 1673 1168					1907	Canadian S.B.Co.Ld. Toronto	CanadaSteamship Lines,Ld.	305·0	36·6	14·2	Toronto British *WB*	Q.8Cy.17½″,25″,36″&52″–30″ 296NHP CanadianS.B.Co.Ld.Tto.		
548 HJWD	**Cazengo** *J.A.Lopes*89–10 Wireless *Elec. light*	**SteelScSr** *ss*Lis.No.3–5,01 1*Dk*(*pt Stl*–ws) *&Spar dk*(*Stl*–ws)3*trB*	3009 2787 1922	✠ *Spar dk* 1,03 ✠NB5,00 ✠	Lis	*v*		1889 9mo	Earle'sS.B. &E.Co.Ld. Hull	EmprezaNacional deNav.àVapor para a Africa Portugueza *CellDB*	340·9 B19′F52′ *WB=* 242′ 336*t*	41·1 26·6 BK11″ *Deep tank*	18·7	Lisbon Portuguese 8*BHCem* *a* 46′280*t*	T.3Cy.32″,48″&80″–48″ NDB03 480NHP 2DB,*12cf*,GS228,HS7600 Earle'sSB&ECo.Ld.Hull		
549	**Ceará** *R.Ripper* 2*Dks*(*UStl*–teak s)*&deep framing lower* *Elec.light Ref.Mchy. dk in Nos.1&2holds* Wireless	**SteelTwincSr** *ss*Rio.No.2–14	*3324* *2687* *2078*	✠100A1 11,17 ~~12,15~~ BS~~10,16~~ 11,17	Rio ✠LMC12,14	*v*	~~12,15~~ 11,17	1907 7mo *Lloyd's*	Workman, Clark&Co.Ld Belfast *sA&CP*	LloydBrazileiro *WB = Cell DBa*88′*uE*	340·2 F67′ 36′*f*96′395*t*	44·8 FK&BK1¼″ *FPT*45*t*	23·5	R.Janeiro Brazilian 6*BHCem* *APT*55*t*	T.6Cy.18″,30″&49″–42″ (*s*) 180lb *80/b* 534NHP 3SB,*12cf*,GS234,HS8754 FD Wrkman,Clark&Co.Ld.Bel	26 ″ 0 s 8 ″ 0½ 18 ″ 6	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. — Master. Late Name if any. — Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 6 7 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	Port of Survey.	Year Assigned / now explnd. Equipment Letter.	7* Date when tail shaft last seen.	8 9 Built. When	By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NP=Horse power by Society's formulæ; RP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed at Date of Last Cert.
550	**Ceará** Steel Sc Sr *R.Dillon* –11 ~~ssPra.No.1–11~~ *Elec.light* ssPra.No.2–17 1*Dk*(*Teak*)§ *Promenade dk*(*Teak*)	427 292 290	✠ A1 *For River purposes only* 8,17 1.13 ✠LMC~~8.17~~ 8,17	Pra		~~8.17~~ 8,17	1911 1 mo *Lloyd's*	Cammell Laird & Co. Ltd Birkenhead	G.A.Miranda Filho Viuva Guilherme Miranda & Co	150·0 F33′	32·1 FK	8·7 *WB*=*FP*	Para Brazilian	T.3Cy.13½″,23″&35″–24″ (*s*) 160lb *100lb* 84NHP 1SB,*3pf*,GS53,HS1605 Plenty & Son, Ld. Newbury	9 ″ 0 s 1 ″ 7½ 7 ″ 9	
551	**Cearense** Steel Twin Sc Sr *A.G.Mourão* –98 1*Dk*§ *Promenade dk*	298 220 203			…		1898	Murdoch & Murray Pt. Glasgow	G.A.Miranda Filho Viuva Guilherme Miranda & Co	140·0 F16′	27·0 FK	8·0	Para Brazilian	C.4Cy.12″&24″–18″ 54NHP Lees, Anderson & Co. Gls.	8 ″ 4	
552	**Cebu** Steel Twin Sc *M.Sagabarria* (*ex* Nuen Tung) *Elec.light* 2*Dks*	1341 1301 821					1900	G.Seebeck A.G. Bremerhaven	Cia. Maritima	250·8 H41′	34·1	18·5	Manila Utd. States *WB*	T.6Cy.14 3/16″,22 1/16″&31 1/16″–23⅝″ 94NHP G.Seebeck A.G. Bhn		G
553 90134	**Cecil Rhodes** Steel Twin Sc ssE.Ln.No.3–4,06 (*Tug*) 1*Dk*	160 160 5	✠ 9,08 ✠	E.Lu	*b*		1894 6 mo	R. & H. Green London	Cairns Harbour Board	104·0 BK7″ *WB*= *Cell DB* 12′3*t FPT*	21·1	11·2 6*t DT a* 12′7*t*	Townsville British	C.4Cy.15¼″&30½″–21″ 125RHP 3*BHCem* 1SB *3pf*,GS61,HS1941 A. Wilson & Co., London	12 ″ 0	
554 96240 MJWG	**—** Iron Sc K *W.Baxter* –17 ssGms.No 3–11,04 (*ex* Rector) 1*Dk*	112 107 47	✠ 7,06 ✠	Gms			1891 3 mo	Earle's Co. Ld. Hull	G.Craig	88·0 DptF&S04 BK7½″	20·1	10·7	Aberdeen British	C.2Cy.17″&32″–21″ 44RHP 1SB,*2pf*,GS27,HS760 3*BHCem* Earle's Co. Ld. Hull	11 ″ 3	
555 HPTC	**Cécile** Iron Sc K (*ex* Caledonia) 1*Dk*	136 110 48	✠ *Stm. Trawler* 12.99 ✠	Shl			1894 10 mo	Edwards Bros. North Shields	Vve. Christiaens & Bourgain frères	90·0 Q18′F19′ BK7½″	20·1	10·7	Boulogne French	T.3Cy.10″,16″&25½″–19½″ 1SB.*2pf*,GS26,HS565 N.E.Marine Co. Ld. Sld.	11 ″ 6	
556	**Cecilia** Steel Sc *R.Himan* 11–11 *Elec.light* 1*Dk*(*Stl*)	*139* *138* —	✠ *For towing purposes* 11,11 ✠	Shl			1911 11 mo	J.T.Eltringham & Co. S.Shields	Solheiro, Motta & Co.	95·4 BK7½″	21·1	10·7 4*BHCem*	Para Brazilian	C.2Cy.20″&40″–27″ 88NHP 1SB,*3pf*,GS50,HS1590 Shields Eng. Co. Ld. N. Shl.	11 ″ 6	
557 127843	**Cedar** Steel Sc K *E.J.Blake* –15 ssGms.No.1–14 1*Dk*	219 197 106	✠100A1 *Stm Trawler* 5,14 ✠LMC5,14	Gms		5,14	1909 10 mo *Lloyd's*	Cook, Welt'n & Gemmell Ld. Beverley	W.Grant	117·0 Q66′ BK8″	21·6	11·5 3*BHCem*	Grimsby British	T.3Cy.12″,21½″&34″–24″ (*s*) 180lb 69RHP 1SB,*2pf*,GS35,HS1172 Gt. Centrl. Co-op Eng & Ship Repairing Co. Ld. Gms.	12 ″ 3	
558 123970 HRNF	**Cedar Branch** Steel Sc 3 Mst Sr *T.Atkinson* –15 *Elec.light* 2*Dks*	3554 3318 2222					1910	Bartram & Sons Sunderland	Nautilus Stm. Shpg Co. (F. & W. Ritson, *Mgrs.*)	390·5 F36′	51·0	21·3 *WB*	Sundrland British	T.3Cy.28″,47″&78″–51″ 434NHP J. Dickinson & Sons. Ld. Sld.		C
559 132891 JDFL	**Cedartree** Steel Sc Sr *T.R.Tippett* –16 *Elec.light* 1*Dk*(*Stl*) *Well deck*	1780 1341 989	✠100A1 10,16 ✠LMC10,16	Bry	*q*	10,16	1913 10 mo *Lloyd's*	J.Crown & Sons, Ld. Sunderland	Tree S.S.Co.Ld. (Howard Jones & King) = *Cell DBa* & *uE* 84′ *WB*	258·0 P18′Q127′B *on* Q10′ F27′ *f* 111′ 366*t FPT* 99*t*	36·7 FK	16·9 4*BHCem* *APT* 165*t*	Cardiff British	T.3Cy.19″,31″&51″–36″ (*s*) 180lb 197NHP 2SB.*6pf*,GS85,HS3432 N.E.Marine Eng. Co. Ld. Sld	19 ″ 2 s 2 ″ 2 17 ″ 4	
560 MCPB	**Cederic** Steel Sc Sr *Joh.Foss* –16 (*ex* Bygland) 1*Dk*	2344 2172 1465					1905	Short Bros. Ld. Sunderland	Akties. Det. Selmerske Rederi	295·0 P—B—H83*t* F54*t*	45·0	19·6	Trondhjm Norwegian	T.3Cy.22½″,37″&61″–42″ 241NHP *WB* N.E.Marine Eng. Co. Ld. Sld		N
561 115354 TSVB	**Cedric** Steel Twin Sc 4 Mst Sr *J.O.Carter* –12 4*Dks*§ *Shade dk* *Elec.light* *Ref.Mchy.* Sub.Sig. Wireless	21040 17101 13350					1903	Harland & Wolff, Ld. Belfast	Oceanic Stm Nav Co Ld. (White Star Line)	680·9 P150′B334′F105′	75·3	44·1 *WB*	Liverpool British	Q.8Cy.33″,47½″68½″&98″–63″ 1524NHP Harland & Wolff, Ld Belfast		
562 110896 HFCM	**—** Iron Sc K *G.Freer* –12 (*Trawler*) 1*Dk*	197 179 80			…		1899	Cochrane & Cooper, Ld. Beverley	United Steam Fishing Co. Ld.	112·5 Q47′F20′ BK7½″	21·0	11·5	Grimsby British	T.3Cy.12″,20″&33″–24″ NB13 55RHP C.D.Holmes & Co. Hull	12 ″ 3	
563 104593 NPRV	**Ceduna** Steel Sc Sr *E.S.McLaren* –16 ssGls.No.3–5,07 (*ex* Clan Mackay) ssSyd.No.2–15 2*Dks*(1*Stl*§ *UIrn–ws*)§ *Web frames*	2600 2398 1654	✠100A1 5,17 ~~5.15~~ ~~BS7.15~~ ✠LMC2,16 ~~BS8.17~~	Syd	*t*	2,16	1894 12 mo *Lloyd's*	Naval Con. & Arm. Co. Ld. Barrow	Adelaide S.S.Co.Ld *WB*= *Cell DBa* 74′ *uE* 18′ 166*t*	312·0 P29′B62′F39′ *MT* 34′ 675*t FPT* 97*t*	40·2 BK10″	24·7 6*BHCem* *APT* 38*t*	Sydny NSW British	T.3Cy.23″,38″&63″–42″ (*s*) 200lb *100lb* 317NHP 2SB,*6rf*,GS95,HS4140 FD Nav. C. & A. Co. Ld. Brw.	26 ″ 2 s 4 ″ 11 22 ″ 6	
~~Sunk (War Loss)~~ 564	**Ceferino** Steel Sc Sr ~~*M.F.Diez* –15 ssBbo.No.3–5,12~~ ssBbo.No.1–16 (*ex* Mar-Rojo, *ex* Diana, 1*Dk*(*pt Irn*§ *pt Stl*) *ex* Rhodesia) 2*tr B*§ *Web frames* 3*Dk rule*	3647 3395 2618	~~✠100A1~~ 1,18 ~~12,16~~ ~~MR1.18~~	Bbo Bel	*v*	~~12,16~~ 1,18	1899 4 mo	J. Priestman & Co. Sunderland A&CP	~~Ceferino Ballesteros~~ C.a. Gen de Tabacos de Filipinas *WB*=	340·0 P31′B94′F35′ *DBa* 116′ *f* 132′ 911*t*	48·0 FK	26·0 6*BHCem* *APT* 118*t*	~~Avilos~~ Barcelona Spanish	T.3Cy.25″,41″&67″–45″ (*s*) 160lb *100lb* NDB17 310NHP 2SB,*8pf*,GS125,HS4780 N.E.Marine Eng. Co. Ld. Sld	27 ″ 4 s 5 ″ 0½ 22 ″ 8	
565 ~~129637~~ HSQM	**Ceiba** Steel Sc Sr ~~*Brooke Strumm* ssNNs.No.1–15~~ 1*Dk*(*Stl*) 2*tr B*§ *Shelter dk*(*Stl*-teaks) *Elec.light*	1698 1490 1054	✠100A1 *Shelter dk* *with freeboard* 3,16 ~~BS11.17~~ ✠LMC1,16	NOs	*r*	2,14	1911 4 mo *Lloyd's*	Swan, Hunter & Wigham Richardson, Ld Newcastle	Vaccaro Bros. S.S. Co. Ld. (S. D'Antoni *Mgr.*) *WB*= *Cell DBa* 41′ *u*	309·6 len15 *E*20′ *f* 180′ 342*t FPT*	39·2 FK	16·6 4*BHCem* 12*t APT* 30*t*	Ceiba Honduras Utd. States	T.3Cy.23″,39″&66″–42″ (*r*) 195lb *100lb* 347NHP 2SB,*8cf*,GS163,HS5736 Swan, Hunter & Wigham-Richardson, Ld. Nwc.	18 ″ 11 s 1 ″ 5 17 ″ 9	
566 NJSH	**Celaeno** Steel Sc *R.Teensma* *Elec.light* 1*Dk*	3544 3263 2153					1916	Rotterdam Droogd. Maat Rotterdam	Hudig & Veder	361·4 P24′B214′F34′	49·9	22·1 *WB*	Rotterdm Dutch	T.3Cy.25″,41″&68″–45″ 310NHP Rotterdam Droogd. Maats.		
567 NJSL	**Celebes** Steel Sc Sr *H.A.G.Schippers* *Elec.light* Wireless 2*Dks*§ *Awng dk*	5875 5328 3806					1907	Furness, Withy & Co Ld W Hartlepool	Stoomv. Maats. Nederland	394·0	51·5	26·7 *WB*	Amstrdam Dutch	T.3Cy.26½″,42″&72″–48″ 359NHP Richardsons, Westgarth & Co. Ld. Hpl.		V
568 106769	**Celestial Empire** Iron Sc K *D.Barry* 11–11 ssBkn.No.2–06 (*ex* Jupiter, *ex* Celestial Empire) 1*Dk*	204 188 80	✠ *Stm Trawler* 4,08 ✠	Ver			1897 9 mo	Cook, Welt'n & Gemmell Hull	Canadian Fishing Co. Ld. (A.L.Hager, *Mgr.*)	121·2 Q25′ len02 BK7½″ *WB*	21·0	11·3 3*BHCem* = *MT* 10′5*t*	Liverpool British	T.3Cy.13″,21″&34″–24″ NB11 59RHP 1SB,*2cf*,GS25,HS1037 C.D.Holmes & Co. Hull	12 ″ 1	
569 ~~570~~	**Celestine Juliette** Steel Sc Lr *J.Groen* 07–07 1*Dk*	202 200 108					1903	W.C.Boele & Zonen Slikkerveer	Naaml.Ven. Nederlandsche Stoomvisscherij	119·1 P&B266′F39′	21·7	11·9 6·3	Ymuiden Dutch	T.3Cy.10″,15½″&26″–18″ 29NHP *WB* Maats. de Schelde, Flushing		
570 118407 VQGB	**Celia** *D.McTaggart* –17 Steel Sc Sr ~~*D.McTaggart* –17 ssNYk.No.2–12~~ *Elec.light* 1*Dk*(*Stl*)§ *Spar dk* (*pt Irn*§ *pt Stl*)§ *deep framing* ssNYk.No.3–11,16 *Carrying fuel oil F.P. above 150°F. in D.B.*	5004 4759 3186	✠100A1 *Spar dk* ~~3.15~~ ~~BS1.16~~ 11,17 ~~BS1.16~~ ~~BS3.17~~	NYk ~~Liv~~ Swc ✠LMC MS11,16	*z*	~~9.16~~ 11,17	1904 3 mo *Lloyd's*	J.L.Thompson & Sons, Ld Sunderland	New York & Pacific S.S.Co.Ld. *WB*= *Cell DBa* 133′ *u*	401·8 P&B266′F39′ *E*&*B*35′ *f* 179′ 1069*t*	50·0 28·6 FK	20·2 6*BHCem* *APT* 38*t*	London British	T.3Cy.26″,44″&72″–51″ (*s*) 180lb *100lb* 407NHP 3SB,*9cf*,GS186,HS6350 J. Dickinson & Sons, Ld. Sld.	31 ″ 4 s 5 ″ 6½ 26 ″ 2	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant à cette Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où cité, si ce n'est dans le L. R. Burea. Cert. Barrette.
571	**Celia**	SteelScoSr	1060					1906	Flensburger Schiffsb.Ges. Flensburg	A.Kirsten	226·7	33·4	15·6	Hamburg German	T.3Cy.16″,26½″&44″–33″		G
	*A.Petersen*00–06		907								P&B140′F30′				111NHP		
RFDL	*Elec.light*	1*Dk*	576											*WB*	FlensburgerSchiffsb.Ges.		
572	**Celilo**	WoodScoSr	943					1913	J.H.Price St.Helen's,O.	C.R.McCormickCo.	202·3	40·2	14·7	S.Francisco Utd. States	T.3Cy.13½″,28″&40″–30″		
211948	*E.Johnsen* –13		789												88NHP		
LDJM	*Elec.light Mchy.Aft* Wireless	1*Dk*	576												MainStreetIronWrks.S.Fo		
573	**Celte**	SteelScoSr	908					1893	Sundrland S.B.Co.Ld. Sunderland	Chevillotte frères	210·0	31·0	15·5	Brest French	T.3Cy.18½″,30″&49″–33″		V
	Hais –14	2*Dks*	—								Q75′	B52′	F27′		NB01 138NHP		
HQGK			535											*WB*	N.E.MarineEng.CoLd.Sld.		
574	**Celtia**	SteelScoK	239	✠100A1	Liv		~~1,16~~	1907	Smith's Dock Co.Ld. North Shields	Harley&Miller, Ld.	120·3	21·6	11·6	Milford British	T.3Cy.12″,20″&33″–24″ (*r*)	12 ″ 6	
121620	*R.B.Thorpe* –15 *ss*Liv.No.2–16		199	*Stm Trawler*			4,18	10mo			Q67′F19′			180lb	68NHP		
HLSC		1*Dk*	93	~~7,17~~ ~~8,16~~ ✠LMC1,16				*Lloyd's SA&CP*					BK7½″	3*BHCem*	1SB,*2pf*,GS35,HS1175		
				4,18 ~~8,17~~											W.V.V.Lidgerwood,Gls.		
				BS6,17													
575	**Celtic**	SteelTwinSc4MstSr	20904					1901	Harland& Wolff,Ld. Belfast	OceanicStmNavCo Ld.(WhiteStar Line)	680·9	75·3	44·1	Liverpool British	Q8Cy33″,47½″,68½″&98″–63″		
113476	*B.F.Hayes* –17 Sub.Sig. Wireless		17115								P81′B334′F105′				1524NHP		
SMBF	*Ref.Mchy. Elec.light*	4*Dks*	13449											*WB*	Harland&Wolff,Ld.Bel.		
576	—	WoodScoSp	239					1907	Wallace Shipyards,Ld Vancouver	CoastS.S.Co.Ld.	89·4	24·5	8·6	Vancouver British	C.2Cy.10″&20″–14″		
122538	*J.L.Taylor* –12		144												17RHP		
		1*Dk*	163												McKie&Baxter,Glasgow		
577	**Celtic Pride**	SteelScSr	456	✠100A1	Bry	*g*	~~7,15~~	1910	A.Hall& Co.Ld. Aberdeen	J.Monks&Co.Ld.	155·3	25·2	9·8	Hull British	C.2Cy.17½″&39″–27″ (*r*)	12 ″ 2	
123256	*J.J.Nelson* –15 *ss*Lan.No.1–14		306	7,15				1mo			Q90′B9′F19′		BK7″	3*BHCem*	135lb 80RHP	s 4 ″ 4	
HQKM	*Well deck*	1*Dk*(*Stl*)	205	✠LMC5,14				*Lloyd's SA&CP*			*WB*=*CellDBf*93′			108*tFPT*20*t*	1SB,*3pf*,GS50,HS1343	12 ″ 4	
	Mchy.Aft														A.Hall&Co.Ld.Aberdeen		
578	**Celtic Prince**	SteelScSr	6410	100A1				1917	Palmers' Co.Ld. Newcastle	PrinceLine,Ld. (Furness,Withy &Co.Ld. *Mgrs.*)	451·7	57·2	27·7	British	Q.4Cy.25½″,36½″,52½″&76″		
			5810	*Shelterdk*											–54″		
	Elec.light	*Should be "Celtic Prince," See No. 46 in Supplement*	4010														
				(*Class Contemplated*)											Palmers'Co.Ld.Newcastle		
579	**Celurca**	SteelScoK	94	✠100A1	Abn			1916	Dundee S.B.Co.Ld. Dundee	Johnston&Sons, Ld.	86·3	18·6	8·7	Montrose British	T.3Cy.9″,15″&25″–18″ (*s*)	9 ″ 6	
	*G.Paton*13–16		94	*For fishing purposes*				4mo					BK6″	3*BHCem*	180lb 38RHP		
		1*Dk*	40	6,16				*Lloyd's SA&CP*							1SB,*2pf*,GS24,HS712		
				✠LMC6,16											J.Abernethy&Co.Ld.Abn.		
580	**Cement 2**	SteelScoK	115				...	1892	Anderson & Laverick Newcastle	Akties.Christiania PortlandCement-fabrik	80·5	19·7	8·4	Chrstiania Norwegian	C.2Cy.12″&22″–14″	9 ″ 1	
	J.Olsen	(*ex*Mav)	95								Q28′B7′F11′		FK	*WB*	NB05 E*made*83 20NHP		
HKGP	*Mchy.Aft Well deck*	1*Dk*	52												*Cmp.*92MiddleDk.Co.S.Shl		
581	**Cement 5**	SteelScSr	174					1901	Thorskogs Mek.Verks Thorskog	Akties.Christiania PortlandCement-fabrik	100·2	22·5	8·7	Chrstiania Norwegian	C.2Cy.10″&18″–14″		N
	M.Olsen –12	(*ex*Wasa)	132								P29*t*				10NHP		
MHJD	*Mchy.Aft*	1*Dk*	122											*WB*	ThorskogsM.V.Thorskog		
582	**Cementcrug**	SteelScSr	1086	✠100A1	Shl	*m*		1914	Osbourne, Graham&Co. Sunderland	F.C.Svorono& E.diPollone	210·0	32·0	15·4	Mariupol Russian	T.3Cy.17″,28″&46″–30″ (*s*)	17 ″ 6	
			841	4,14				3mo			Q108′B10′F20′		FK	4*BHCem*	180lb 147NHP	s 1 ″ 6	
	Well deck	1*Dk*(*Stl*)	590	✠LMC3,14				*Lloyd's SA&CP*		*WB*=*CellDBa*50′	*uE*21′*f*90′243*tFPT*			26*tAPT*81*t*	2SB,*4pf*,GS76,HS2548	16 ″ 3	
		Cargo battens not fitted													G.T.Grey,SouthShields		
583	**Centaur**	SteelTwinSc	688	✠100A1	Liv		10,14	1902	Fleming& Ferguson,Ld. Paisley	MerseyDocks& HarbourBoard	193·7	38·1	12·2	Liverpool British	C.6Cy(2)20″&(4)30″–24″(*s*)	13 ″ 0	
115310	*Caunce* –08 *ss*Liv.No.3–10,14		682	*Dredger*				4mo			F21′		FK	7*BHCem*	120lb 185NHP		
	(*Bucket Dredger*)	1*Dk*(*Stl*–ws)	308	10.14 ✠LMC				*Lloyd's SA&CP*							2SB,*6rf*,GS108,HS3407		
	Elec.light			MS10,14 BS8,16 11,17											Fleming&FergusonLdPsy		
584	—	SteelSc	189					1913	Atlaswerke Akt.Ges. Bremen	Norddeutscher Lloyd	102·3	22·1	11·5	Bremen German	T.3Cy.13″,22″&36½″–21½″		G
	F.Holzhausen –13	(*Tug*)	167								B13′H–				60NHP		
QKGW	*Elec.light*	1*Dk*	—											*WB*	AtlaswerkeA.G.Bremen		
585	**Centauro**	IronScSr	593					1866	Wigham Richrdsn&Co Newcastle	Soc.Anon.Siderurgica diSavona	196·5	27·2	15·1	Savona Italian	C.2Cy.23⅝″&39⅜″–29½″		
24	*G.Merami*10–11	(*ex*Capraia,	526								B32′				B*made*90*fitted*02 73NHP		
NMCW	*ex*Collingwood,*ex*Raphael)	1*Dk*2*trB*	352											*WB*	WighmRichrdsn&Co.Nwc.		
586	—	SteelTwinScSr	*524*	✠	Cly	*i*		1884	David J. Dunlop&Co. Port Glasgow	Cia.Argentina de Nav.(NicolasMihanovich)Ltda. *WB*	180·1	30·2	11·0	Bns.Ayres Argentine	C.4Cy.18″&35″–24″	11 ″ 7	
~~Wrecked 1,18~~		1*Dk*	*404*	6,84				5mo			P44′ B46′F33′ FK			4*BHCem*	100NHP		
			268	✠							=*FPT*25*tAPT*15*t*				DavidJ.Dunlop&Co.,P.Gls		
587	**Centipede**	SteelSc	133					1913	A.U.S.N. Co.Ld. Brisbane	Australas'nUnited Stm.Nav.Co.Ld.	82·0	22·2	8·8	SydnyNSW British	C.2Cy.10″&20″–15″		
131575			120												16RHP		
		1*Dk*	59											*WB*	McKie&Baxter,Glasgow		
588	**Cento** *W.G.Churchill* 18–18	SteelScSr	3708	✠100A1	Gls	*w*	1,17	1911	JLThompson&Sons,Ld. Sunderland	CorinthianShppg. Co.Ld. (R.Nicholson&Sons, *Mgrs.*)	348·3	50·2	23·6	Liverpool British	T.3Cy.24½″,40″&66″–45″ (*s*)	25 ″ 1	
131396	~~A.W.Skaw~~ –17	*ss*Cff.No.1–16	3440	2,18 ~~1,17~~	Qns			11mo			P23′B94′F33′		FK	6*BHCem*	180lb *100lb* 307NHP	s 4 ″ 7½	
HTRS		1*Dk*(*pt Irnpt Stl*)&*Web frames*	2391	✠LMC5,16 2,18				*Lloyd's SA&CP*		*WB*=*CellDBa*	125′ *uE&B*38′*f*143′			895*tAPT*25′	2SB,*8pf*,GS140,HS4600	21 ″ 8	
		Longitudinal framing		*Carrying oil fuel F.P.above* 150′ *F.InDk*											J.Dickinson&Sons,Ld.Sld.		
589	**Central**	IronScSr	325	✠ ——	Xia	*f*		1884	G.Howaldt Kiel	Paulsen&Ivers	138·0	23·3	13·9	Kiel German	C.2Cy.14″&27⅝″–15⅞″	14 ″ 0	
	*C.Steffenhagen*90–13*ss*Xia.2ndNo.3–2,08		296	11,16				3mo			B26′			4*BHCem*	NDB08 28NHP		
LBVH	(*ex*Regona,*ex*Rönne) *ss*Xia.No.1–12		180	✠NB2,08 ✠							ptND08		BK7″		1SB,*2pf*,GS25,HS592		
		1*Dk*(*Irn*)												*WB*=*DBa*17′*f*	*uE&B*23′51*t* Gebr.Howaldt,Kiel		
590	**Central No. 1**	SteelSc	136	✠100A1	Gms		2,17	1910	JTEltringham&Co. SouthShields	GreatCentralRly.	92·1	21·1	10·6	Grimsby British	C.2Cy.17″&43″–27″ (*s*)	11 ″ 6	
127861	*G.E.Briggs* –14 *ss*Gms.No.1–15		133	*For towing purposes*				6mo					BK6″	4*BHCem*	150lb 78RHP		
		1*Dk*(*Stl*)	1	2,17 ~~BS1,18~~				*Lloyd's SA&CP*					*WB*=		1SB,*3cf*,GS50,HS1746		
				~~BS2,17~~ ✠LMC11,14										*APT*12*t*	BairdBros.NorthShields		
591	**Central No. 2**	SteelSc	137	✠100A1	Gms		10,16	1912	JTEltringham&Co. S.Shields	GreatCentralRly.	92·2	21·1	10·6	Grimsby British	C.2Cy.17″&43″–27″ (*s*)	11 ″ 6	
132122	*J.H.Taylor* –12 *ss*Gms.No.1–16		134	*For towing purposes*				3mo					BK6″	4*BHCem*	150lb 66RHP		
		1*Dk*(*Stl*)		10.16 ✠LMC4,16				*Lloyd's SA&CP*					*WB*=		1SB,*3cf*,GS50,HS1746		
														*APT*12*t*	BairdBros.NorthShields		
592	**Central West**	SteelScSr	3400					1895	F.Wheeler &Co.W.Bay City,Mich.	GrandIslandSSCo (ClevelandCliffs IronCo.,*Mgrs.*)	352·0	44·8	22·8	Buffalo Utd.States	T.3Cy.20″,32½″&55″–42″		
77170	(*ex*JohnJ.McWilliams)		—								H—F50′			*WB*	F.W.Wheeler& Co.,WestBayCity,Mich.	196NHP	
	Mchy.Aft Elec.light	1*Dk*2*trB*	2809														
593	**Centralia**	WoodScoSr	487					1902	J.Dickie Alameda,Cal.	CentraliaCo. T.Pollard	160·5	36·0	12·5	S.Francisco Utd.States	T.3Cy.11″,18½″&32″–24″		
127718	*C.Erickson* Wireless		—												GoldenState& Miners'IronWks.S.Fo.	50NHP	
KSFD	*Fitted for oil fuel*	1*Dk*	324														

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. / Master. / Special Surveys.	3 Material, Rig, &c. / Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. — ✝ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned. now expired. Equipment Letter.	7* Date when tail shaft last scen.	8 Built. When. — Ship. — Engines.	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in Lr. Rr. Dated Bor. Trad. Cert.
594 126994	Centurion 2 Dks *Elec.light Mchy.Aft*	SteelScSr —	3402 — 2728					1893	F.W. Wheeler&Co. W.BayCity	HopkinsS.S.Co. (ClevelandCliffs IronCo. *Mgrs.*)	360·0	45·2	21·9	Cleveland Utd.States *WB*	T.3Cy.23″,37½″&63″–44″ 263NHP F.W.Wheeler&Co.W BayC		
595 118155	— *J.Crombie* –14 1 *Dk*	SteelScK	156 156 60	✝ *StmTrawler* 7.06 ✝	Lth			1904 11mo	Hall, Russell&Co.Ld. Aberdeen	T.L.Devlin	105·3	20·6	11·9 BK7½″ *WB*=	Granton British 58RHP *3BHCem* 1SB,*2pf*,GS36,HS933 *DBf*25′11*t* Hall,Russell&Co.Ld.Abn.	12 ″ 6	
596 120663 HFNK	Century *E.A.Downie* –13 2 *Dks*	SteelScSr	4218 4056 2759					1906	NthmblndS.B.Co.Ld. Newcastle	AustralianSteamships,Ld. (*Man. Agents*,Howard Smith,Ld.)	360·0 P27′B95′F36′	47·9	28·1	Melbourne British *WB*	T.3Cy.25″,41″&69″–48″ 330NHP Richardsons,Westgarth& Co.Ld.Sld.		C
597 1301 LRBJ	Cephalonia *B.Cholenko*09–10 (*ex*Mülheim) *Trunk deck Mchy.Aft* 1 *Dk*	SteelTwinScSr	821 — 607					1904	J.H.N. Wichhorst Hamburg	M.&V.Theofani	188·3	34·2	11·4	Rostoff Russian *WB*	C.4Cy.12¼″&23½″–16⅛″ 38NHP J.H.N.Wichhorst,Hamburg		
598 200378	Cepheus (*ex*FrankW.Gilchrist) *Elec.light Mchy.Aft* 1 *Dk2trB*	SteelScSr	4551 — 3451					1903	WestBay CityS.B.Co W.BayCity	InterlakeS.S.Co. (Pickands,Mather &Co., *Mgrs.*)	416·0	50·0	24·0	Fairport Utd.States *WB*	T.3Cy.22″,35″&58″–40″ 213NHP DetroitS.B.Co.Detroit		
599 125904	— —	IronPad	882 — 578					1881	J.Roach& Son Chester,Pa.	IronSteamboatCo.	213·6	32·4	11·5	NewYork Utd.States	1Cy.53″–144″ 259NHP W.Fletcher,New York		
600 99667 MQSP	— *J.Taylor* –17 1 *Dk*	IronScYl (*Trawler*)	155 142 64			…		1891	Mackie& Thomson Glasgow	G.Craig	100·5 Q19′F19′	20·5	10·7 BK7½″	Aberdeen British	T.3Cy.11″,16½″&27″–22″ 45RHP Muir&Houston,Glasgow	11 ″ 11	
601 NJSR	Ceram *J.R.Brouwer* (*ex*ScottishMonarch) 2 *Dks*	SteelScSr	4322 4049 2732					1904	Napier& Miller,Ld. Glasgow	Stoomv.Maats. Nederland	385·9 P37′B104′F38′	48·8	27·1	Amstrdam Dutch *WB*	T.3Cy.27″,43″&72″–48″ 359NHP Dunsmuir&JacksonLd Gls		C
602 135474 JCNK	Ceramic *J.J.Symons* –17 *Elec.light* 3 *Dks*&2*pt dks*4*trB* *Ref.Mchy.* Sub.Sig. Wireless	SteelTrpSc4MstSr	18481 16358 11729	✝Lloyd'sRMC14~~16~~ ~~3,17~~ 3,18				1913	Harland& Wolff,Ld. Belfast	OceanicStmNavCo Ld. (WhiteStarLine)	655·1 B371′	69·4	43·8	Liverpool British *WB*	T.8Cy.(2)26½″,(2)42″&(4) 47½″–51″ 1LowPressureTurbine Harland&Wolff Ld.Belfast		BT till 2,17
603 237 NMDB	Cerea *V.Messina* *ss*Gen.No.3–4,13 2 *Dks*(*Stl*)&*Web frames*&*Shade dk*	SteelScSr	4295 3049 2728	✝100A1 Gen *v* *Spar dk with Shade dk* *withfreeboard* 8,14 ~~*Examined*6,17~~ ✝LMC6,17		~~5,16~~ 6,17		1901 1mo	Cant.Nav. diMuggiano Spezia	Nav.AltaItalia (Soc.Anon.)	342·5 23·0 FK	47·9	15·0	Genoa Italian	T.3Cy.24⅝″,40″&66″–48″(*s*) 180lb *100lb* 356NHP 2SB,*6cf*,GS136,HS4707 FP T.Richardsn&Sns.Ld.Hpl	25 ″ 1(s 3 ″ 4 22 ″10	
								Lloyd		*sA&CP*	*WB*=*CellD Ba*94′				*uE&B*36*f*142′900*t*	*APT*55*t*		
604 118944 HTQL	Cerealia *J.J.Clarke* –14 *ss*Gms.No.2–13 (*ex*Gudrun,*ex*Calabria) 1 *Dk*	SteelScK	220 202 115	✝100A1 Gms *StmTrawler* 7.14 BS8,14 ✝LMC8,13			8,13	1905 2mo	Cochrane& Sons Selby	~~Grimsby Alliance Stm.Fshg.Co.Ld.~~ Savoy Steam Fishing Co.Ld.(Baker& Green, *Mgrs.*)	122·0 Q65′F19′	21·7	11·3 BK7½″	Grimsby British	T3Cy.12½″,21½″&35″–24″(*s*, 180lb 60RHP 1SB,*2pf*,GS33,HS1120 C.D.Holmes&Co.Hull	12 ″ 1	
								Lloyd's		*sA&CP*					*1BHCem*		
605 Cerera (Barfoss) HBGS	*W.Brozai* *ss*Oda.No.3–6,11 *ss*Nwc.No.1–15 1 *Dk*(*Stl*)&*Spar dk*(*Stl*)&*Web frames*	SteelScSr	3512 3061 2176	✝~~100A1~~ Nwc *v* *Spar dk* 3,15 ~~✝LMC3,13~~		3,15		1898 6mo	W.Dobson &Co. Newcastle A&CP	RussianStm.Nav. &TradingCo.	345·6 P31′B72′F38′ FK	46·2	15·5 23·4	Odessa Russian	T.3Cy.23″,37″&60″–42″ (*r*, 160lb *90lb* 255NHP 2SB,*6cf*,GS120,HS4180 Wighm Richrdsn&Co.Nwc	25 ″ 9 ~~5 ″ 1~~ ~~21 ″ 0~~	
										WB=*CellD*	*Ba*104′ *uE&B&Bkt*				6*BHCem* 60*f*126′641*t*			
606 Ceres	Cruiser stern *Fitted for oil fuel* *Elec.light* 2 *Dks*&*Shelter dk*	SteelSc	2671 2319 1633					1917 1918	J.&K. Smits Schps. Kinderdijk	~~Koninkl.Nederl. Stoomv.Maats.~~ Koninkl.ke Nederl Stoomboot.Maats.	340·0	48·0	21·0 28·0	Amstrdam Dutch	T.3Cy.23″,37″&61″–45″ 250NHP Mach.fab.Kinderdijk		
606* Wrecked LMNV	— *J.Vespersen*99–09 *ss*Rot.No.3–4,11 1 *Dk*(*Stl*)&*deep framing*&*pt Awng dk*(*Irn*)	SteelScSr	3,17 1353 1300	2009 5,16 *pt Awng dk withfreeboard* ✝	Ams	*r*		1898 9mo	W.Gray& Co.Ld. WHartlepool	A.Hansen	270·3 P17′Q86′ *pt Awng dk*167′ FK *WB*=*CellDB*	39·1	15·9 *a&uE*106*f*112′479*t*	Flensburg German	T.3Cy.19″,30½″&51″–36″ 154NHP 2SB,*4rf*,GS54,HS2306 Cen.Mar.Eng.Wrks.WHp	18 ″ 2	
607 NKHM	— *Lydersen* *Elec.light* 2 *Dks*&*Awng dk*	IronScSr	1166 708 730			…		1882	Kockums Mek.Werk. Malmö	DetForenede DampskibsSelsk.	229·6 B32′H13*t*	30·6	14·6 21·6 BK8″	Copnhagn Danish *WB*	C.2Cy.35″&63″–39″ 207NHP KckmsMk WrkAct.,Malmö		V
608 SQFV	— *H.Calonius*96–96 *ss*Nwc.2ndNo.3–4,12 *Well deck* *Elec.light* 1 *Dk*(*Irn*)&*Webframes*	SteelScSr	1068 796 611	✝100A1 Hfs *m* 5.13 ~~*Examined*11,13~~ ✝LMC7,12 BS11,17			5,14	1889 8mo	TyneL.S.B. Co.Ld. Newcastle	FinskaÅngfAktieb (L.Krogius, *Mgr.*)	210·5 Q77′B60′F23′	31·2	15·3 FK	Helsingfrs Russian	T.3Cy.17″,28″&46″–30″ (*s*) 150lb *80lb* NDB00 115NHP 1SB,*3pf*,GS58,HS1778 NEMarineE.C.Ld.Nwc.	16 ″ 1 s 1 ″ 2½ 15 ″ 0	
								Lloyd's		*sA&CP*	*WB*=*DB*				*4BHCem* *a64′f49′&uE&B35′* 291*tAPT*15*t*			
609 QKBL	— (Seized at Riga) *J.Pieper*06–11 1 *Dk*	SteelScSr	660 518 363					1911	Akt.Ges. "Weser" Bremen	Dampfschiffahrts Ges.Neptun	180·0 P45′B50′F22′	28·2	12·8	Bremen German *WB*	T.3Cy.13″,21⅛″&34⅛″–23⅝″ 57NHP A.G."Weser,"Bremen		
610 140415 JRWS ~~MBHN~~	— *L.O.Haag.* (*ex*Lerfos,*ex*Cleves) *Well deck Elec.light* 1 *Dk*	SteelScSr	658 502 305			…		1895	Sunderlnd S.B.Co.Ld. Sunderland	~~Bergenske Dampskibsselskab~~ TheShippingContractor (T.Rose&Partners,Ltd., *Mgrs.*)	175·6 Q84′B15′F26′	29·0	14·2 FK	Bergen ~~Norwegian~~ London *WB* British	T.3Cy.15½″,25″&41″–27″ NB14 92NHP Wstgrth,English&Co.Mdb	15 ″ 2 s ″ 11 14 ″ 0	N
611 1836 JDPB	— *B.O.Öhlin*89–93 1 *Dk*&*Shltrdk*	Iron&SteelSc	251 94 164					1885	MotalaCo. Motala	Ångf.Aktieb.Göta Kanal(A.Rönnow)	96·2 H42*t*	22·0	8·2 14·9	Stockholm Swedish	C.2Cy.16½″&30″–20″ 34NHP MotalaCo.,Motala		
612 86202	— (*ex*Sailing)	WoodScFlat	135 126 92					1880	G.Deakin (Lim.) Winsford	SaltUnion,Ld.	87·1	21·2	9·3	Liverpool British	2Cy.11″–12″ NE&B85 23RHP G.Deakin(Lim.),Winsford		
613 136890 JFTP	Ceresia *D.Nolan* –14 *Elec.light* 1 *Dk*	SteelScK	284 253 112	✝100A1 Mdb *StmTrawler* 6,14 ✝LMC6,14				1914 6mo	Smith's DockCo.Ld. Middlesbro'	StarettaStm. FishingCo.Ld.	128·8 Q76′F23′	23·5	12·8 BK7½″	Fleetwood British	T.3Cy.12½″,21″&35″–26″ 180lb 85RHP 1SB,*3pf*,GS54,HS1522 Smith'sDockCo.Ld.Mdb.	13 ″ 6	
								Lloyd's		*sA&CP*					*2BHCem*		
614 Cernicalo	*Florencio* –15 (*Tug*) (*ex*FlyingKestrel) *ss*NOs.No.1–14 *Elec.light* 1 *Dk*	SteelScSr	*434* *330* *138*	✝100A1 NOs *g* 10,17~~2,15~~ ~~BS12,16~~ ✝LMC10,14 BS10,17 *Fitted for oil fuel*10, 12	Mob		~~10,14~~ 10,17 *F.P. a*	1910 4mo	J.T.Eltring- ham&Co. S.Shields	S.Pearson&Son, Ld.	125·5 *Promenade dk*104′ *WB*=*DT f*31′91*t FPT*	28·7	13·6 BK7″ 5*BHCem* 15*t APT*36*t*	Tampico Mexican	C.2Cy.21″&44″–30″ (*s*) 120lb 108NHP 1SB,*3cf*,GS61,HS1922 Shields Eng.Co.Ld.N.Shl.	14 ″ 9 s 1 ″ 7½ 14 ″ 0	
								Lloyd's		*sA&CP*							
								above 1		50°F.							

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où cotés. Si ce n'est dans le L. R. la lettre est suivie d'un
615	**Certo**	**SteelScSr**	1629	✠100A1	Dnk	*q*	1,16	1910	ShortBros.	Dmpsk.Akties.	259·0|37·9|18·2	Haugesnd	T.3Cy.19″,31″&51″–36″ (*s*)	20 ″ 4	
	B.Ellingsen –16	*ss*Shl.No.1–14	1471	1.16				4mo	Ld.	Certo(B.Stolt-Nielsen)	P18′B65′F27′	Norwegian	180lb *80lb* 162NHP		
MGBD	(*ex*Havhelt,*ex*Ternö)	1*Dk*(*Stl*)	989	BS11,16 ✠LMC8,14				*Lloyd's*	Sunderland	*CellDBa76′uE&*	FK	4*BHCem*	1SB,*3cf*,GS60,HS2400		
											B33′f126′411tFPT	45t*APT*41t	N.E.MarineEng.Co.Ld.Sld		
616	**Cervino**	**SteelScSr**	5121	✠100A1	Gen		~~6,16~~ 2,18	1913	J.Priest-	Requisitioned by	375·0|53·0|24·2	Genoa	T.3Cy.24″,39″&66″–45″ (*s*)	26 ″ 8	
	Profumo –15		4032	6.16				7mo	man&Co	theItalianGovt.	P32′B234′F39′	Italian	180lb 353NHP	s 4 ″ 0	
SLCV	(*ex*Tatra)	1*Dk*(*pt Stl pt Irn*)	3261	✠LMC7,15					Sunderland	(ItalianStateRlys)	FK	7*BHCem*	3SB,*9cf*,GS135,HS5940	23 ″ 0	
		2*nd Dk Beams in Nos.1&4holds*		✠Lloyd's RMC5,17 ~~7,17~~ ~~10,17~~ 2,18				*Lloyd's*		*CellDBa130′uE&*	*B38′f159′1100tDTa*	28′924t*FPT*	Richardsons,Westgarth&		
	Ref.Mchy.											131t*APT*88t	Co.Ld.Sld.		
617	**Cesare M.**	**SteelSc**	129					1889	E.Cravero	G.Queirolo	86·6|18·0|11·1	Ancona	C.2Cy.15½″&27″–25½″		
2		(*ex*P.Queirolo)	119						&Co.			Italian	31NHP		
		1*Dk*	46						Genoa				E.Cravero&Co.Genoa		
618	**Cesarewitsch Alexej**	**SteelScSr**	2387					1903	CaledonSB	Helmsing&Grimm	290·0|40·0|25·6	Riga	T.3Cy.21½″,36″&62″–45″		V
982	*J.Attemann*10–03	(*ex*Kurgan)	2191						&E.Co.Ld.		F35′	Russian	258NHP		
HDEJ	*Elec.light Ref.Mchy.*	2*Dks&Awng dk*	1447						Dundee			*WB*	CaledonSB&E.Co.Ld.Dun.		
619	**Cestrian**	**SteelSc4MstSr**	8912	✠100A1	Msl		1,16	1896	Harland&	F.Leyland&Co.Ld.	512·5|59·2|35·0	Liverpool	T.3Cy.31″,52″&86″–66″ (*s*)	38 ″ 6	
105372	*E.Thomas* –98	*ss*Liv.No.3–1,09	8184	1,17				3mo	Wolff,Ld.		P59′B208′F109′	British	190lb 718NHP	s 9 ″ 1	
PGDH		*ss*Liv.No.1–14	5787	~~BS1,15~~ 1,17 ✠LMC6,15					Belfast		FK&RK3″	9*BHCem*	2D&2SB*18cf*GS289HS11688	29 ″ 11	
	Elec.light Wireless	3*Dks*(*Stl*)						*Lloyd's*		*B=CellDBa142′u*	*E&B86′f175′ 1420t*	*APT*32t	Harland&Wolff,Ld.Bel.		
	Bulkheads as per Section 22 not fitted between middle and upper decks														
620	**Cetina**	**SteelScSr**	226	✠ —	Tri	*d*		1908	Stabilmnto	SocAnonAustriaca	139·0|21·1| 9·8	Makarska	T3Cy 13″20½″&34¼″–20½″	11 ″ 0	
		*ss*Tri.No.1–12	169	6.16				9mo	Tecnico	diNav.aVap.	Q52′F25′	Aust.-Hung.	74NHP		
	Elec.light	1*Dk*(*Teak*)	133	✠					Trieste	Dalmatia	BK6¾″	4*BHCem*	1SB,*2cf*,GS28,HS1125		
													StabilimentoTecnico,Tri.		
621	**Cetriana** *J.McLean* –17	**SteelScSr**	939					1891	Grngem'th	~~Lake Thomas&Co.~~ ~~Ltd.~~ H.C.Dinshaw	203·0|30·1|20·4	~~Vancouv BC~~	T.3Cy.17½″,27″&46″–33″		N
129463	~~*A.W.A.Hackland* –17~~	(*ex*Norway)	910						DockyardCo.	Cowasjee Dinshaw	H25*t*	British	122NHP		
JNMV	*Elec.light*	1*Dk&Awng dk*	598						Gr'ngemouth	&Bros.		London*WB*	Dunsmuir&Jackson,Gls.		
622	**Cette**	**SteelSc**	1542					1910	Akt.Ges.	Rob.M.Sloman,jun	272·9|37·6|16·0	Hamburg	T3Cy 22⅛″35⅛″&55⅞″–37⅛″		G
	K.Thone –05		1286						"Neptun"		P200′F33′	German	192NHP		
RQNS	*Elec.light*	1*Dk*	842						Rostock			*WB*	A.G."Neptun,"Rostock		
623	**Cetus**	**SteelScSr**	4720					1903	Superior	InterlakeS.S.Co.	416·0|50·0|28·0	Fairport	T.3Cy.22″,35″&58″–40″		
200374		(*ex*HenryS.Sill)	—						S.B.Co.	(Pickands,Mather		Utd.States	213NHP		
	Elec.light Mchy.Aft	1*Dk2trB*	3282						W.Superior	&Co.,*Mgrs.*)			SuperiorS.B.Co.		
624	—	**SteelTwinSc**	2414	✠	Rnf			1905	W.Simons	UnionGovt.of	295·0|46·6|20·5	Port Natal	T.6Cy.18″,28″&48″–27″	21 ″ 3	
120378	*F.W.Norris*97–05		2295	*Hopper Dredger*				6mo	&Co.Ld.	S.Africa (South	F31′	British	284NHP		
		(*Sand Pump Hopper Dredger*)	1328	6,05					Renfrew	AfricanRys&Har-	FK	5*BHCem*	3SB,*9cf*,GS170,HS4908		
	Elec.light	1*Dk*(*Stl pt-ws*)*&Web frames*		✠						bourDepartment)		*WB*	W.Simons&CoLd.Renfrew		
625	—	**IronPad**	847					1881	.....	IronSteamboatCo.	213·3|32·0|10·6	New York	1Cy.52″–132″		
125903			—						Philadelphia			Utd.States	235NHP		
JVGN		3*Dks*	580												
626	—	**SteelScYl**	139			…		1893	Mackie&	A.Stringer	99·3|20·1|10·4	Boston	T.3Cy.11″,17″&27″–20″	11 ″ 7	
99714	*C.A.Webb* –17	(*Trawler*)	127						Thomson		Q17′F19′	British	40RHP		
NFDV		1*Dk*	56						Glasgow		BK7½″		Muir&Houston,Glasgow		
627	**Ceuta**	**SteelScSr**	1738					1912	Schiffsw. v.	Oldenbrg.Portug.	277·7|39·2|17·8	Oldenburg	T.3Cy.22 1/16″,35 1/16″&53⅛″–		G
	H.Wiechert		1542						HenryKoch	Dmpfsch.Rhed.	P&B220′F35′	German	33 7/16″ 160NHP		
NHBF	*Elec.light*	1*Dk*	1055						Lübeck			*WB*	OttenserMaschFab.Altona		
628	**Cevic**	**SteelTwinSc4MstSr**	8301					1894	Harland&	OceanicS.N.Co.Ld.	500·0|60·0|38·0	Liverpool	T.6Cy.23½″,38½″&64″–48″		
102126	*R.G.Smith* –13		7960					1mo	Wolff,Ld.	(WhiteStarLine)		British	568NHP		
NGKP	*Ref.Mchy.* Wireless	*Elec.light* Sub.Sig.	5403						Belfast			*WB*	Harland&Wolff,Ld.Bel.		
629	—	**IronScK**	151			…		1895	Edwards	DevonStm.Trlg.	106·0|20·6|11·0	Fleetwood	T.3Cy.12″,18″&30″–21″	11″10	
105911	*B.E.Holt* –16	(*Trawler*)	142						Bros.	Co.Ld.(J.ARobert-		British	50RHP		
		1*Dk*	59						N.Shields	son,*Mgr.*)	BK7½″		NE.Mar.Eng.Co.(Lim.)Sld		
630	**Ceylan**	**SteelTwinSc**	8223					1907	Swan,Hun-	ChargeursRéunis	483·0|55·6|34·0	Havre	T.6Cy.25½″,43″&70″–48″		V
	~~*Jonan* –16~~ *Charnasson* –18		7104						ter,&Wigham		P32′B177′F54′	French	679NHP		
HQKJ	*Elec.light* Wireless	3*Dks*	5218	✠Lloyd's RMC~~8,17~~ ~~5,17~~ ~~2,18~~ ~~11,17~~ 5,18					Richardson,			*WB*	WllsndSlpwy.Co.Ld.Nwc.		
	Ref.Mchy.								Ld.Newcastle						
631	**Ceylon**	**SteelScSr**	5235	✠100A1	Cpn	*a*†	~~9,16~~ 4,18	1911	Hawthorn,	Aktieb.Svenska	425·0|54·1|26·9	Gothenbrg	T.3Cy.27″,45″&75″–51″ (*s*)	29 ″ 6	
5244	*C.H.Andersson*14–14	*ss*Cpn.No.1–16	4907	10,17 ~~8,16~~ 4,18 Cal				9mo	Leslie&Co.Ld	OstasiatiskaKomp.	P&B349′F44′	Swedish	180lb 581NHP	s 4 ″ 9	
JSKP	*Well deck*	2*Dks*(*Stl–Uws*)	3267	BS4,13 ✠LMC9,16					Newcastle	(G.Borin,*Mgr.*)	FK	7*BHCem*	3SB(FD)&1AuxSB,*11cf*,	25 ″ 1	
	Elec.light							*Lloyd's*		*B=CellDBa122′u*	*E29′f212′990tFPT*	82t*APT*25t	GS213,HS8980		
													N.E.MarineEngCoLd.Nwc		
632	—	**SteelScSr**	4999	✠100A1	Rot	*y*	3,17	1913	AM'Millan	Rotterdamsche	400·8|52·1|27·3	Rottrdam	T.3Cy.27″,44″&73″–48″ (*s*)	30 ″ 0	
	A.Blumer –16		4560	3.17				8mo	&Son,Ld.	Lloyd(W.Ruys&	P35′B129′F56′	Dutch	180lb 458NHP	s5 ″ 7½	
NJTL	*Elec.light*	2*Dks*(*Stl*)	3110	BS3,17 ✠LMC8,13					Dumbarton	Zonen,*Mgrs.*)	FK	6*BHCem*	3SB,*9cf*,GS181,HS7860	24 ″ 9	
								Lloyd's					D.Rowan&Co.Glasgow		
										WB=CellDBa117′uE&B42′f		188′955t*DT*	*f80′828tFPT*82t*APT*45t		
633	—	**SteelPad**	1321					1905	W.Denny	IrrawaddyFlotilla	328·5|46·1|10·7	Glasgow	T.3Cy.28″,41½″&60″–66″		
121299			1321						&Bros.	Co.Ld.		British	129NHP		
		1*Dk*	832						Dumbarton				Denny&Co.Dumbarton		
634	—	**SteelTwinScSp**	149			…		1899	J.P.Ren-	N.EasternRly.Co.	105·4|22·1| 9·6	W.Hartlpl	C.4Cy.16″&32″–21″	10 ″ 6	
112406	*J.Gordon* –99	(*Tug*)	148						noldson&Sns.			British	98RHP		
JHRB	(*ex*Seaton)	1*Dk*	2						South Shields		BK7″		J.P.Rennoldson&Sns.SShl		
635	**Ceylon Maru**	**SteelScSr**	4386	✠100A1	Yka	*y*	~~6,16~~ 5,17	1904	MitsuBishi	NipponYusen	385·0|48·6|27·0	Tokio	T.3Cy.26½″,43″&72″–48″ (*s*)	29 ″ 9	
8914	*B.Tsuda* –16	*ss*Kob.No.3–7,15	4065	5,17 ~~6,16~~	Kob			2mo	Dkyd&EWks	KabushikiKaisha	P44′B125′F48′	Japanese	185lb 442NHP	s 6 ″1½	
JNFQ		2*Dks*(*Stl-Uptws*)*&deep framing*	3077	✠LMC~~9,16~~ 5,17					Nagasaki	*WB=Cell*	FK	6*BHCem*	3SB,*9cf*,GS153,HS5948 FD	24 ″ 0	
	Elec.light							*Lloyd's*		*DBa117′uE&B*	*48′f169′920t FPT*	54t*APT*32t	MitsuBishiD.&E.Wks.Nag		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / *Master.* *Late Name if any.* / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	6 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	7 Port of Survey.	7 Years Assigned. now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Registered Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NIP=Horse power by Society's formulæ; RIP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed. if not in L.R. Date of R. of Trade Cert.
636	**Cezarevitch** **SteelPad** 1*Dk*	200					1894	W. Dobson & Co. Newcastle	**RussianGovernment**	145·0	23·0	5·0	Russian	D.2Cy.18″&36″–42″ 70NHP WlsndSlpwyCo.Ld.Nwc.		
637 143 HBDF	**Cezarevitch George** **SteelScSr** *Alexandriysky* *Elec.light* Wireless 2*Dks&Awngdk*	1960 1922 1131			...		1896	Hawthorn, Leslie&Co.Ld Newcastle	**RussianStm.Nav. &TradingCo.**	298·0	37·0	16·9 25·1 BK8″	Odessa Russian *WB*	T.3Cy.27″,44″&72″–48″ 404NHP Hwthrn,Leslie&C.Ld.Nwc		
638 803 HBMW	**Chacao** **CompSc**	127 — 64					1908	..... Puerto Montt	**OelckersHermanos**	85·3	17·6		Pto. Montt Chilian			
639 7mo	**Chaco** **SteelScSr** *M.Caballero* –15 *ss*BAs.No.3–9,08 *ss*BAs.No.~~1~~132-17 (*ex*Cadiz) 1*Dk*(*Stl*)&*Spardk* *Elec.light* Wireless (*Stl*–ws)3*trB*	*4218* *3958* *2761*	✠100A1 *Spar dk* 10,17~~14~~ MS12,17 BS12,16 ✠LMC10,16	BAs	*x*	10,15	1895	C. Connell &Co. Glasgow *Lloyd's*	**ArgentineGovernment** *WB=*	390·0 P36′F48′ *Cell DBa*	46·0 28·7 BK11″ 96′*uE&B*	20·6 6*BHCem* 80′*f*142′660*t*	Bns.Ayres Argentine *WB*	T.3Cy.30″,48″&78″–54″ (*s*) 160lb *80lb* 501NHP 2D&1SB.*15cf*,GS298HS8328 Dunsmuir&Jackson,Gls.	31 ″ 6 s 7 ″10 25 ″ 0	
640 133071 HWPV	**Chagres** **SteelTwinScSr** *S.H.Simmons* –16 Sub.Sig. Wireless *Ref.Mchy. Elec.light* 4*Dks*	5288 4331 3106					1912	A.Stephen &Sons,Ld. Glasgow	**Elders&Fyffes,Ld.**	400·5 F52′	51·0	29·6	Glasgow British *WB*	T.6Cy.20″,34″&57″–48″ 450NHP A.Stephen&Sons,Ld.Gls.		C
641	**Chahin** **IronPad**	340 — —						Penn& Sons Greenwich	**Administ.deNav.à Vap.Ottomane**	186·0	22·0	11·0	Constanpl Turkish	2Cy.36″–36″ Penn& Sons,Greenwich		
642 136317 JGFR	**Chakdara** **SteelScSr** *D.L.Livingstone* –15 *Elec.light* 2*Dks*(*Stl–Uws*)& *Shade dk*(*Stl*-teak s)	3035 2389 1581	✠100A1 *Shade dk* 8,14 ✠LMC8,14	Lth	*v*		1914 8mo	Ramage& Ferguson,Ld. Leith *Lloyd's*	**BritishIndiaStm. Nav.Co.Ld.** *sA&CP WB=*	330·7 F36′*on Shade dk* *Cell DBa*86′*uE&B*	46·1 FK 71′*f*	22·1 5*BHCem* 127′526*t FPT*	Glasgow British 37*tAPT*15*t*	T.3Cy.24″,41″&70″–48″ (*s*) 215lb 668NHP 4SB,*16cf*,GS271HS10870FD Ramage&Fergusn,Ld.Lth	24 ″ 6 s 3 ″7½ 21 ″ 5	
643 136340 JHKF	**Chakdina** **SteelScSr** *E.D.Pratt*11–14 *Elec.light* Wireless 2*Dks*(*Stl-Uws*)& *Shade dk*(*Stl*-teak s)	3033 2387 1580	✠100A1 *Shade dk* 12,14 ✠LMC12,14	Lth	*v*		1914 12mo	Ramage& Ferguson,Ld. Leith *Lloyd's*	**BritishIndiaStm. Nav.Co.Ld.** *sA&CP WB*	330·7 F36′*on Shade dk* =*Cell DBa*86′*uE&*	46·1 FK *B72′f*	22·1 5*BHCem* 127′526*t FPT*	Glasgow British 37*tAPT*15*t*	T.3Cy.24″,41″&70″–48″ (*s*) 215lb 668NHP 4SB,*16cf*,GS271,HS10870FD Ramage&Fergusn,Ld.Lth	24 ″ 6 s 3 ″7½ 21 ″ 5	
644 137781 JHLM	**Chakla** **SteelScSr** *L.S.Allen* –14 *Elec.light* Wireless 2*Dks*(*Stl–Uws*)& *Shade dk*(*Stl*-teak s)	3081 2371 1727	✠100A1 *Shade dk* 12,14 ✠LMC12,14	Gls	*v*		1914 12mo	A.Stephen &Sons,Ld. Glasgow *Lloyd's*	**BritishIndiaStm. Nav.Co.Ld.** *WB=Cell* *sA&CP*	330·5 F44′ *on Shade dk* *DBa*76′*uE&*	46·2 FK *B65′f*	22·3 5*BHCem* 145′513*t FPT*	Glasgow British 31*tAPT*15*t*	T.3Cy.24″,41″&70″–48″ (*s*) 215lb 653NHP 4SB,*16cf*,GS271,HS10572FD A.Stephen&Sons,Ld.Gls.	24 ″ 6 s 3 ″ 3 21 ″ 9	
645 133109 JBTW	**Chakrata** **SteelScSr** *W.W.Tucker* –16 *Elec.light* 2*Dks*(*Stl*)	5682 5344 3602	✠ 3,14 ✠	Mdb	*z*		1913 3mo	D&W Hendersn&Co.Ld Glasgow *Lloyd's*	**BritishIndiaStm. Nav.Co.Ld.** *WB=CellDB* *sA&CP*	420·5 P32′B130′F41′ *a*137′*uE*29′*f*188′	54·5 FK *1283t DTa*40′	28·5 7*BHCem* 1159*t APT*25*t*	Glasgow British	T.3Cy.28″,46″&77″–48″ 653NHP 4SB,*12cf*,GS233,HS10319FD D&WHendersn&CoLdGls	31 ″ 3	
646 132271 HTQC	**Chalcedony** **SteelScK** *F.Purvis* –14 1*Dk*	333 294 134	✠100A1 *StmTrawler* 11,11 ✠LMC11,11	Hul			1911 11mo	Cochrane& Sons Selby *Lloyd's*	**KingstonSteam TrawlingCo.Ld.**	140·1 Q75′F22′	24·0 BK8″	12·6 4*BHCem*	Hull British	T.3Cy.13″,22½″&37″–26″ (*s*) 200lb 82RHP 1SB,*3pf*,GS46,HS1340 Amos&Smith,Ld.Hull	13 ″ 6	
647 98863 NBSD	**Chaleur** **SteelTwinScSr** *L.W.Bolland* –12 (*ex*Carmarthenshire,*ex*Sabor,*ex*Gaul) Sub.Sig. Wireless 3*Dks*	4758 4012 2930					1893	Harland& Wolff,Ld. Belfast	**RoyalMailSteam PacketCo.**	400·5 P47′B142′F55′	47·2	26·7	S'thamptn British *WB*	T.6Cy.18½″,30″&50″–42″ 324NHP Harland&Wolff,Ld.Bel.		
648 135329 JCVL	**Chalister** **SteelScSr** *J.E.Galt*08–13 *Elec.light* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	5344 5012 3369	✠100A1 *Shelter dk* *with freeboard* 5,17 ~~11,16~~ BS12,17 LMC8,16	Bry Hul	*a*†	11,16	1913 8mo	D&W Hendersn&Co.Ld. Glasgow *Lloyd's*	**ChalisterSS.Co.Ld (A.H.&E.Gunn)** *WB=Cell* *sA&CP*	425·6 P47′B144′*uE&B3*	54·6 FK 9′*f*	25·9 7*BHCem* 184′1373*t FPT*	Greenock British 167*tAPT*80*t*	T.3Cy.27″,46″&74″–48″ (*s*) 180lb *100lb* 470NHP 3SB,*12cf*,GS240,HS8057 D&W.Hendersn&CoLdGls	28 ″ 6 s 3 ″10 25 ″ 1	
649 HSMR	**Chalkydon** **SteelScSr** *J.Pnevmaticos* *ss*Cff.No.3–4,07 (*ex*Straits of Menai) 1*Dk*(*Stl*)2*trB* &*Web frames&ptAwng dk*(*ptIrn ptStl*)	*2870* *2185* *1849*	*Carrying fuel oil F.P. above 150°F in D.B.* ✠100A1 *ptAwng dk* *with freeboard* 11,16 ✠LMC MS11,16 BS4,16	NYk	*t*	4,16	1894 9mo	Furness, Withy&CoLd W.Hartlepool	**J.Arvantidi fils** *WB=Cell DBa*	314·0 Q131′ *ptAwng dk*183′ A&CP 106′*uE&B*50′*f*112	40·5 FK	21·3 6*BHCem* 496*tAPT*30*t*	Syra Greek	T.3Cy.23″,38″&62½″–42″ (*s*) 160lb *100lb* NDB01 246NHP 2SB,*6pf*,GS94,HS3650 W.Allan&Co.Ld.Sld.	23 ″10 8 ″ 7½ 22 ″ 7	
650 89650 KQFH	**Challenge** **IronScYl** *C.Neaves* –13 1*Dk*	137 137 14			...		1884	J Readhead &Co. S.Shields	**ElliottStm.TugCo. Ld. (J.Page,*Mgr.*)**	100·0	20·0	11·4	London British	C.2Cy.22″&42″–24″ NB01 95RHP J.Readhead &Co.,S.Shields	11 ″11	
651 68508 WMLD	**Challenger** **IronPadSr** *J.W.Cowell*10–11	153 140 14					1873	J Readhead &Co. S.Shields	**TeesTugCo.Ld. (W.H.Crosthwaite *Mgr.*)**	113·5	19·2	9·6	Middlsbro' British	L.2Cy.29½″–54″ 98RHP J.Readhead &Co.,S.Shields		
652 99910	— **SteelScSr** *S.Swanney* –16 (*Trawler*) 1*Dk*	146 141 54			...		1897	Hall, Russell&Co. Aberdeen	**T.L.Devlin**	107·5 Q23′ len06	20·1 BK7½″	10·7	Granton British *WB*	C.2Cy.17″&34″–24″ NB11 50RHP Hall,Russell&Co..Abn.	11 ″ 3	
653 125768 JTNB	**Chalmette** **IronSc3MstSr** *P.M.Midboe*10–11 Wireless *Ref.Mchy.* 3*Dks&Awng dk*	3205 — 2043					1879	W.Cramp &Sons Philadelphia	**SouthernPacific Co.**	321·2	42·2	21·3 31·0	N.Orleans Utd.States *WB*	C.2Cy.35″&70″–45″ NB07 274NHP W.Cramp&Sons,Phl.		
654 120508 HCGR	**Chama** *Tonnage opening closed 1917* **SteelScSr** *J.McDowell* –14 ~~Liv.No.3–17~~ *Elec.light* 1*Dk*(*Stl*)&*lower dk*(*Stl*)*in Nos.* Sub.Sig. 1,2&4*holds lower beams&Web frames in No.3 hold&Shelter dk*(*Stl*–ws)	3152 2776 1977	✠100A1 *Shelter dk* *with freeboard* ~~11,15~~ 4,18 ~~12,17~~ BS12,17 ✠LMC8,16	Liv	*w*	8,16	1905 4mo	Palmers' Co.Ld. Newcastle *Lloyd's*	**AfricanS.S.Co. (Elder,Dempster &Co.Ld.,*Mgrs.*)**	350·0 F45′ *Shade dk*96′ *WB=CellDBa*	48·3 FK	20·7 6*BHCem* 84′*uE&B*40	Liverpool British	T.3Cy.25″,42″&70″–45″ (*s*) 200lb 478NHP 3SB,*8rf*,GS157,HS6983FD Palmers'Co.Ld.Newcastle *f*152′710*tFPT*75*tAPT*23*t*	31 ″ 9 s 9 ″ 7½ 22 ″ 10	
655 118159	**Chamberlain** **SteelScK** *W.Thomson*98–05 (*Trawler*) 1*Dk*	161 161 61			...		1905	Hall, Russell&Co.Ld. Aberdeen	**T.L.Devlin**	112·2	21·1 BK7½″	11·1	Granton British *WB*	T.3Cy.12″,20″&33″–22″ 65RHP Hall,Russell&Co.Ld.Abn.	12 ″ 0	
656 103975	**Champion** **IronPad** *T.Jean* –97 2*Dks*	482 343 304					1897	J.L.Davie Levis,Quebec	**Compagnie Maritime&Industrielle deLevis**	143·5	25·6	7·8	Quebec British	C.2Cy.18″,36″&32″–40″ NB13 NE10 30RHP F.X.Drolet,Quebec		

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. pc.	15 Registres ou coté si n'est dans le L. R. Dates Cert. Expirés.
657 127335	**Champion**	**WoodTwinSc**	342 — 159					1899	A.C.Brown & Sons Tottnville NY	Merritt&Chapman Derrick&Wrecking Co.	122·7	35·2	11·1	New York Utd. States	T.6Cy.11″,17″&27″–20″ 65NHP J.W.Sullivan,New York		
		1 *Dk*															
658 94122 WNVT	— *A.Elliott* –16 *Elec.light*	**SteelScK** *ss*N.S.W.No.3–3,08 *ss*Syd.No.2–16 1 *Dk*(*Teak*)	307 271 16	✠100A1 4,16 ✠LMC 08&15 MS4,16 BS11,17	Syd	*e*	4,16	1895 12mo	J.P.Rennoldson&Sns S.Shields A&CP	W.&S.Brown WB=*FP*	135·5 BK7″ *T*12*t* *APT*19*t* 4*BH*	24·2	13·9	Sydney, N.S.W. British	T.3Cy.17½″,28½″&47″–33″ 165lb (*s*) 149NHP 1SB,*4rf*,GS73,HS2561 *pt*Cem*pt*Asp J.P.Rennoldsn&Sns.S.Shl.	14 ″ 3	
659 80017	— *C.H.Pitt* –13	**WoodPad**	190 123 120					1880	G.McLeod St.John,N.B.	EdwardPartington Pulp&Paper Co.Ld.	121·6	24·1	6·2	St John N.B British	1Cy.32″–72″ 42RHP Fleming&Humbert,St.J.		
660 98909	— *P.Wanless* –10 *Elec.light*	**SteelScSr** (*Trawler*) 1 *Dk*	155 150 58			…		1897	Hall,Russell&Co. Aberdeen	T.L.Devlin	105·4 Q23′ BK7½″	20·6	11·5	Granton British *WB*	C.2Cy.17″&34″–24″ 50RHP Hall,Russell&Co.,Abn.	12 ″ 0	
661 HQLR	— *Vanpouille*11–12	**SteelSc** (*Tug*) 1 *Dk*	155 151 —					1912	W.C.Boele &Zonen Slikkerveer	Chambre de Commerce	91·9	21·0	11·7	Calais French	C.2Cy.17$\frac{23}{32}$″&35$\frac{7}{16}$″–24″ HS2411 101NHP Alblasserdam.Msch.Fab.		V
662 102933 PLSM	— *G.W.King* –14	**IronScK** (*Trawler*) 1 *Dk*	150 140 63			…		1894	Cook, Welt'n&Gemmell Hull	R.W.Lewis	101·1 Q22′ BK7½″	20·8	11·0	Aberdeen British	C.2Cy.16″&33″–22″ 45RHP Bailey&Leetham,Hull	11 ″ 10	
663 76964	— (*ex*Hercule)	**IronPadSr** (*Tug*) 1 *Dk*	140 140 19					1877	Readhead &Co. South Shields	J.Crosthwaite	110·7 B10′	19·4	9·8	N.Shields British	L.2Cy.29½″–51″ 96RHP Readhead&Co.S.Shields		
664 76666 WVNB	— *E.Watson*10–13	**IronPadSp**	124 124 29					1876	J.T.Eltringham S.Shields	Tees Tug Co.Ld. (W.H.Crosthwaite *Mgr.*)	102·6	19·3	10·0	Middlsbro' British	L.2Cy.27″–50″ 80RHP J P Rennoldson&Sons,Shl.		
665 101948 MVRD	— *H.W.Webster* –08	**IronScK** (*Tug*) 1 *Dk*	116 115 20			…		1892	A.W.Robertson&Co. London	Elliott Stm.Tug Co. Ld.(J.Page,*Mgr.*)	89·1 B13′ BK6½″	19·0	11·1 *WB*	London British	C.2Cy.18″&38″–24″ 95RHP A.W.Robertson&Co.,Lon.	11 ″ 8	
666 96328	—	**WoodScFlat**	102 96 69					1864	R.G.Cross Winsford	Liverpool Lighterage Co.Ld.	81·7	19·2	8·1	Liverpool British	2Cy.9″–12″ NB03 18RHP W.Galton,Manchester		
667 HQLS	**Champlain** *Chavanne* –13 *Elec.light Ref.Mchy.*	**SteelScSr** 2 *Dks*	7418 6645 4651					1913	Atel.&Ch. de la Loire Nantes	Chargeurs Réunis	415·0 B148′	53·8	37·6 *WB*	Havre French	T.3Cy.28″,46$\frac{1}{16}$″&76″–52″ 416NHP Atel.&Ch.de la Loire,Nts.		V
668 116999	— *R.Pelletier* –08 *Elec.light*	**SteelScSr** 1 *Dk*(*Stl–ws*) & *Awng dk*(*Stl–ws*)	522 469 235	✠ *Awng dk with freeboard* 7,05 ✠	Qbc	*f*		1904 10mo	Fleming& Ferguson,Ld. Paisley	Canadian Government *WB*	120·0 17·6 BK7″ =*DT*a14′58*t*	30·3	9·8 *DT*f5′	Ottawa British	C.2Cy.22″&46″–24″ 87RHP 1SB,*4cf*,GS75,HS2934 FD 12*t* *FPT*29*t* Fleming&Fergusn,Ld.Psy	18 ″ 0	
669 103956	— *R.D.Flower* –16 (*ex*Queen,*ex*Robinault)	**WoodSc** 1 *Dk*	392 — 267					1897 1904	E.Robinault Quebec	Majestic SS.Co.Ld.	110·8	22·4	7·9	St John NB British	C.2Cy.13″&26″–14″ E *made*97 *rblt*04 28RHP G.H.Waring,St.John,N.B.		
670	**Chan Po**	**WoodSc** 1 *Dk* & *Shade dk*	*238* *171* *130*					1901	Shing Kee Cheung Sha Wan Hong Kong	Chin Shing Ching	127·6	22·8	8·5	Foo-Chow Chinese	C.2Cy.13″&26″–16″ NB08 23NHP Kwan Wo,Canton		
671 801 HBMT	**Chancay** *J.Robles* –07 *Elec.light*	**SteelScCtr** 1 *Dk*	254 — 196	✠ 6,06 ✠ *Fitted for oil fuel—*	Bwg	*c* *experimental*		1906 5mo	Bow,McLachlan&Co. Ld. Paisley	Devescovi Hnos.	120·5 B7′F18′ FK *WB*=	22·4	9·6 *AB* *HCem* *FPT*25*t*	Iquique Chilian	C.2Cy.12″&24″–18″ 32NHP 1SB,*2pf*,GS27,HS672 Bow,McLachln&CoLd.Psy	10 ″ 6	
672 207144 LBJD	**Chancellor**	**WoodSc** 1 *Dk*	383 — 187					1910	A.C.Brown &Sons Tottenville,N.Y.	Merritt&Chapman Derrick&Wrecking Co.	122·0	36·5	11·9	New York Utd. States			
673 113083 SGLW	— *B.Cairns* –17	**SteelScK** (*Trawler*) 1 *Dk*	168 160 64			…		1901	A.Hall& Co. Aberdeen	Port S.Mry Fishng &Curing Co.Ld.(C. Jeffs,Jun.,*Mgr.*)	105·8 BK7½″	21·2	11·4	Aberdeen British	T.3Cy.11½″,18″&31″–21″ 53RHP A.Hall&Co.Aberdeen	12 ″ 0	
674 118156	— *R.King* –14	**SteelScK** 1 *Dk*	156 156 60	✠ *Stm Trawler* 7,06 ✠	Lth			1904 11mo	Hall,Russell&Co.Ld. Aberdeen	T.L.Devlin	105·3 BK7½″ *WB*=	20·6	11·9 *DBf*25′11*t*	Granton British	C.2Cy.16″&36″–24″ 58RHP 1SB,*2pf*,GS36,HS933 3*BH*Cem Hall,Russell&Co.Ld.Abn.	12 ″ 6	
675 HQLW	**Chanchardon** *Hamon* –15 (*ex*Epervier,*ex*Carthagenia)	**IronScK** 1 *Dk*	189 166 51			…		1899	Smith's Dock Co.Ld North Shields	Dahl&Garrigues	111·0 Q48′F21′ BK7½″	21·1	11·0	La Rochlle French	T3Cy11½″19½″&32″–22½″ 64NHP G.T.Grey,South Shields	12 ″ 0	V
676 121308 HFRK	**Chanda** *F.R.Gun-Cunninghame* –12 *Elec.light*	**SteelScSr** 2 *Dks*(*Stl*) & *deep framing*	6169 5879 3960	✠ 9,09 ✠	Mdb	*a*†		1906 3mo	Barclay, Curle&Co.Ld Glasgow	British India Stm. Nav.Co.Ld. *WB*	430·2 P40′B85′F44′ FK =*Cell D B*a117′*u*	54·3 *E* & *B*93′*f*147′1111*t*	32·0 *APT*75*t*	Glasgow British	T.3Cy.33″,53½″&86″–60″ HS12194 FD 784NHP 7*BH*Cem 4SB&1AuxSB,*14cf*,GS299, Barclay,Curle&Co.Ld.Gls.	34 ″ 10	
677 72815	**Chang On** *E.W.Tindall* –14	**SteelTwinScSr**	1661 710 1289					1890	SC Farnham &Co. Shanghai	Hoong On SS.Co.Ld (Incorporated)	244·8 H764*t* F36*t* len04	30·6	12·0	Hong Kong British	C.4Cy.16″&32″–24″ 85RHP S.C.Farnham&Co.,Shi.		
678	**Chang-Va** *Nunes* (*ex*Newchwang)	**IronScSr**	*895* *880* *558*					1877	Scott&Co. Greenock	Wo Yik S.S.Co.	220·2	28·5	18·8	Portuguese	C.2Cy.23″&46″–36″ 106NHP Greenock Foundry Co.Grk.		
679 72824	**Chang Wo** *J.G.Mutter* –03	**SteelTwinSternPad** 1 *Dk*	1065 525 696					1891	S.C.Farnham&Co. Shanghai	Indo-China Steam Nav.Co.Ld.	200·0 H90*t*	40·0	7·8	London British	C.4Cy.17½″&30″–60″ 80RHP Bow,McLachlan&Co.,Psy.		
680 114690 SKPC	**Changchow** *G.A.G.Morse* –14 *Elec.light*	**SteelScSr** 2 *Dks*	1948 1728 1203					1901	Scott&Co. Greenock	China Nav.Co.Ld.	275·0 B70′F30′	38·2	21·5 *WB*	London British	T.3Cy.19″,31″&53″–39″ 175NHP Scott&Co.Greenock		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys.	3 Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned. now expired. Equipment. Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of Build Certificate.
681 91952 KHFQ	**Changsha** SteelScSr *F.C.Gambrill* –13 *Ref.Mchy.*		2269 1964 1463	[illegible]			~~10,17~~ ~~12,17~~	1886 7mo	Scott&Co. Greenock	G.S.Yuill&Co.Ld.	315·2|38·2|23·8 P46′ B102′ F43′			Sydny NSW British	T.3Cy.25″,40″&62″–48″ 266NHP Scott&Co.,Greenock		
682 135818	**Changteh** SteelTwinSc *O.R.Owen* –14	*(Tug)*	244 ~~200 133~~ ~~56 89~~					1914	NewEng. &SBWks.Ld. Shanghai	ChinaNav.Co.Ld.	140·0|26·0| 7·5			Shanghai British	T.6Cy.10″,16″&26″–15″ 69RHP NewEng.&S.B.Wks.Ld.Shi		
683 134701 JFKW	**Changuinola** SteelTwinScSr *A.H.Reade* –14 (*ex*CarlSchurz,*ex*KarlSchurz) 3*Dks*(*Stl*)&*Shelter dk*(*Stl*–ws) *Elec.light Ref.Mchy.* Sub.Sig. Wireless		5978 4757 3552	✠100A1 *Shelter dk with freeboard* 6,16 ✠LMC10,12	Gls	*z*	6,16	1912 10mo	Swan,Hunter&Wigham Richardson Ld.Newcastle	Elders&Fyffes,Ld. *WB=Cell DB a* 98′ *u E&B* 108′ *Lloyd's SA&CP*	410·9|51·1|30·4 P40′B206′F53′ *on Shelter dk* *f* 156′ 866*t D tanks at sides of tun*			Bristol British	T.6Cy.23½″,39″&66″–45″ (*s*) 200lb HS16512 1032NHP 2DB&2SB,*18cf*,GS384, FD 2DB&2SB,*18cf*,GS384, FD Wllsnd.SlpwyCo.Ld.Nwc. *nel* 69′ 290*t FPT* 68*t APT* 39*t*	33 ″ 0 s 7 ″ 5½ 26 ″ 0	
684 135145 HWSJ	**Channel Queen** SteelScSr *C.W.Wetherall* –16 *Well deck* 1*Dk*(*Stl*)		670 438 327	✠100A1 12,15 ~~*Examination*~~ 1,17 ✠LMC10,12	Lon	*i*	12,15	1912 10mo	GooleS.B. &RepgCo.Ld. Goole	London&Channel IslandsS.S.Co.Ld. (Cheeswright&Ford,*Mgrs.*) *WB=Cell DBa* 98′ *u E&B* 108′ *Lloyd's SA&CP*	175·0|27·9|12·4 P19′Q33′B51′F26′ *WB=Cell* BK7″ *DBa* 29′ 28*t FPT* *f* 156′ 866*t D tanks at sides of tun*			London British	T.3Cy.15″,25″&40″–27″ (*s*) 180lb *100lb* 82RHP 1SB,*3cf*,GS60.HS1952 Earle'sCo.Ld.Hull	13 ″ 5 s ″ 7½ 13 ″ 6	
685 132835 JBNK	**Channel Trader** SteelScSr *A.H.Friggle* –16 *Well deck* 1*Dk*(*Stl*) *Elec.light Cargo battens not fitted*		684 568 285	✠100A1 2,16 ✠LMC1,13 6,17	Sws	*l*	~~2,16~~ 6,17	1913 1mo	Smith's DockCo.Ld. Middlesbro'	LondonWelshS.S.Co.Ld. *WB=Cell DB a* 39′ *u* *Lloyd's SA&CP*	200·0|31·5|12·4 P&B113′F55′ FK *E* 19′ *f* 86′ 161*t FPT*			W.Hartlpl British	T.3Cy.17″,28″&46″–33″ (*s*) 180lb *100lb* 171NHP 1SB,*4cf*,GS81,HS3177 Richardsons,Westgarth&Co.Ld.Mdb.	14 ″ 4 s ″ 8 13 ″ 11	
686 QKCV	**Chantaboon** SteelTwinSc *G.Meyer* 1*Dk*		421 — 260					1908	HongK'ng &Whampoa DockCo.Ld. HongKong	Norddeutscher Lloyd	152·5|29·0|11·0			Bremen German	T.6Cy.8½″,13½″&23½″–15″ 43NHP HongKong&Whampoa DockCo.Ld.HongKong		
687 102955	**Chanticleer** IronScK *J.J.Knox* –14 *ss*Abn.No.3–10,06 *ss*Ply.No.1–11 1*Dk*		173 163 72	✠100A1 *Stm Trawler* 1,14 ✠LMC4,11 ✠NB10,06 BS11,14	Ply		1,14	1894 6mo	Cook,Welton&Gemmell Hull	~~Chant&Podden~~, Ld. IsaS.S.Co.Ld. (L.Hitchen&Co., *Mgrs.*) *Lloyd's SA&CP*	114·4|20·9|10·7 len06 ptND06 BK7½″			Plymouth British	T.3Cy.11½″,18″&30″–22″ (*s*) 160lb 45RHP 1SB,*2pf*,GS33,HS940 C.D.Holmes&Co.,Hull	11 ″ 9	
688 86235	— WoodScFlat *Mchy.Aft*		113 105 77					1868	AnnDeakin Winsford	SaltUnion,Ld.	88·0|19·1| 8·7			Liverpool British	2Cy.12″–16″ NE76 NB79 24RHP J.Jack,Liverpool		
689 137683	**Chao Chow Fu** SteelScSr *R.L.England* –16 (*ex*Rajaburi) *Elec.light* 2*Dks*		1909 1758 1195					1900	J.C.Tecklenborg A.G.Geestemünde	Khedivial Mail Co.Ld.	290·5|39·3|20·1 P10′B31′F43′			HongKong British *WB*	T.3Cy.20½″,34¼″&55″–35½″ 180NHP J.C.TecklenborgA.G.Gst.		
690 HQMJ	**Chaouia** SteelScSr *Calvès* (*ex*KoninginWilhelmina) *Elec.light* Wireless 3*Dks*		4334 3442 2727			…		1896	Kon.Maats deSchelde Flushing	Cie.de Nav.Maroc.&Arménienne (Cie.deNavigation Paquet)	381·8|45·4|27·4 P&B272′F68′ BK11″			Marseilles French *WB*	Q.4Cy.27″,39″,56″&80″–54″ 665NHP Maats.deSchelde,Flushing	29 ″ 1	V
691 93354	**Chapala** SteelTwinScSr *J.Robinson*04–09 (*ex*Brisk) 1*Dk*(*Teak*) *Elec.light*		159 156 71	✠ *For Towing purposes* 3,09 ✠	Nwc			1909 3mo	Hawthorn, Leslie&Co.Ld Newcastle	CalcuttaPort Commissioners	95·0|24·1|10·4 BK6″ *WB=APT4t*			Calcutta British	T.6Cy.13½″,22″&36″–24″ 158NHP 1SB,*4cf*,GS91,HS2708 WllsndSlpwy.Co.Ld Nwc.	11 ″ 0	
692 (*ex*Tinhow)	**Chaparra** SteelScSr *J.Vinolas*88–13 *ss*HavanaNo.2–14 2*Dks*(*UStl*) *Elec.light*		*1510* *1303* *902*	✠100A1 8,15 BS11,16 ✠LMC3,14	Hav-ana	*q*	11,16	1906 3mo	Russell&Co. Pt.Glasgow	Soc.Anon.Empresa Nav.deCuba *WB=CellDB* *Lloyd's SA&CP*	249·5|38·0|17·0 P33′B79′F34′ FK *a* 58′ *u E* 18′ *f* 112′ 373*t*			Havana Cuban	T.3Cy.20½″,33″&54″–36″ (*s*) 180lb *90lb* 211NHP 2SB,*6cf*,GS116,HS3532 Rankin&Blackmore,Grk.	19 ″ 5 s 2 ″ 3 17 ″ 6	
693 107000 JHRC	**Char** SteelTwinScSp *R.T.Wilkinson*99–99 (*Tug*) (*ex*Stranton) 1*Dk*		148 148 2			…		1899	J.P.Rennoldson&Sns South Shields	N.EasternRly.Co.	105·4|22·1| 9·7 BK7″			W.Hartlpl British	C.4Cy.16″&32″–21″ 98RHP J.P.Rennoldson&Sns SShl	10 ″ 6	
694 HMND	**CharilaosTricoupis** StlSc3MstSr *L.Goulandris* –15 *Elec.light* *ss*Pir.2ndNo.3–10,14 1*Dk*(*Stl*)&*Spardk*(*Irn*)3*trB*		2475 2301 1517	✠100A1 *Spar dk* 10,16 BS12,15 ✠LMC10,14	Cff	*t*	10,16	1892 2mo	W.Doxford &Sons,Ld. Sunderland	EmbiricosBros. *WB=CellDB* A&CP	300·0|40·7|16·0 B72′F35′ 23·1 FK *B* 230′ 480*t APT* 18*t*			Andros Greek	T.3Cy.23″,37″&60″–42″ (*s*) 160lb *100lb* NDB07 253NHP 2SB,*6rf*,GS112,HS4100 W.Doxford&Sons,Ld.Sld.	25 ″ 6 s 5 ″ 0 20 ″ 9	
695 99068 MPFR	**Charing Cross** SteelScSr *D.James* –17 *ss*Trn.No.3–4,10 *ss*Cff.No.1–14 1*Dk*(*Stl*)2*trB*& *ptAwngdk*(*Irn*)		2534 1953 1646	✠100A1 *pt Awng dk with freeboard* 8,17 ~~6,16~~ ✠LMC MS8,14 MBS~~4,16~~6,17	Trn Cff	*t*	~~8,14~~ N8,17	1892 5mo	Palmers' Co.Ld. Newcastle A&CP	CharingCrossS.S.Co.Ld. (J.Cory&Sons.Ld.) *WB=CellDB*	300·0|40·2|20·9 P25′Q96′ *ptAwngdk* 179′ FK *B* 216′ 386*t*			London British	T3Cy.22½″,36½″&60″–42″(*s*) 160lb *80lb* NDB13 236NHP 2SB,*6rf*,GS84,HS3590 Palmers'Co.Ld.Newcastle	22 ″ 2 s 8 ″ 2½ 21 ″ 3	
696 QKCV	**Charité** SteelScSr *J.Gournay* (*Trawler*)		130 — 17					1900	Soc.Anon. deCon.Marit. Boulogne	A.&F.Anquetin	89·5|19·7|10·9			Dieppe French *WB*	T.3Cy.10″,15¾″&26″–20″ NB02 30NHP Soc.Anon.deConMar.Boul.		V
697 HMWC	**Chariton** *A.Raboussis* –17 SteelScSr ~~*Wm.Davies* –15~~ *ss*Brs.No.2–12 (*ex*Grantor) 1*Dk*(*pt Irn&pt Stl*)2*trB* &*Web frames* 3*Dk rule*		*3023* *2829* *1937*	✠100A1 3,16 MS10,12 ✠LMC MBS8,15 DBS5,16	Pir	*u*	~~2,16~~ 5,17	1904 9mo	Ropner&Son Stockton	G.M.Embiricos *WB=CellDBa* *Lloyd's SA&CP*	330·1|46·0|22·0 P29′B166′F35′ FK 106′ *u E* 22′ *f* 140′ 663*t*			Andros Greek	T.3Cy.23½″,39″&64″–42″ (*a*) 180lb ~~*60lb*~~ 280NHP 2SB,*6rf*,GS118,HS4200 Blair&Co.Ld.Stockton	24 ″ 4 s 3 ″ 6½ 21 ″ 2	
698 NSKH	**Charkow** SteelScSr *J.Söberg* 1*Dk*&*Awng dk* *Elec.light*		1026 841 525					1913	Helsingörs Jernsk&Msk. Elsinore	DetForenede DampskibsSelsk.	236·1|35·6|21·2			Copnhagn Danish *WB*	T.3Cy.18″,30″&50″–36″ 161NHP HelsingörsJernsk.&Mskb.		V
699 1258 LRDC	**Charlampi** Iron&SteelTwinScSr *Theofani* –04 1*Dk*		417 — 232						.....	Ch.A.Theofani	182·9|24·9|11·2 H—			Rostoff o/Don Russian	C.4Cy.14″&28″–24″ 64NHP Lobnitz&Co.,Renfrew		
700 WLKS	**Charles** WoodAuxScGl *N.Kalkovde*16–16 *Motor* (*ex*Karl) (*See Sailing Ship Register*)		111 — 85					1910	..... Assarebo	Akties.Motortramp(N.E.Aall, *Mgr.*)	78·0|23·2| 8·2			Bergen Norwegian	Motor		
701 HQPT	— SteelScK *Quesnel* *Elec.light* 1*Dk*		*93* *93* *39*	✠100A1 *Stm Trawler* 4,13 ✠LMC6,10	Di-eppe		4,13	1910 6mo	Hall,Russell&Co.Ld. Aberdeen	Abraham *Lloyd's SA&CP*	85·2|19·1| 9·7 BK7″ *WB=*			Dieppe French	C.2Cy.12″&23″–18″ (*r*) 150lb 43NHP 1SB,*2pf*,GS30,HS330 Hall,Russell&Co.Ld.Abn.	10 ″ 6 s ″6½ 10 ″ 7	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Greement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Renouvellement.	7a Date de la dernière Visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où cote et date de la dernière visite. Paris; Cert. Roff'rade.
702 125105	**Charles B. Sanford**	WoodSc (*Tug*)	151 — 75					1871	..... Philadelphia	Scully's Towing & Transportation Line	105·0	24·0	11·5	Perth Amboy Utd. States			
703 123335	**Charles Barrie** *R. Snelling* 11–12 *Mchy. Aft* (*Tug*)	SteelSc 1 *Dk*	122 113 69			...		1910	Caledon S. B. & E. Co. Ltd Dundee	Dundee Harbour Commissioners	90·0	22·1	7·4 BK 6½″	Dundee British	C.2Cy.13″&28″–18″ 32RHP Caledon SB&E. Co. Ltd. Dun	8 ″ 0	
704 127365 KPHW	**Charles Clarke** (*Tug*)	SteelScSr 1 *Dk*	211 — 144					1899	J. H. Dialogue Camden, N.J.	C. Clarke & Co.	108·9	22·6	11·8	Galveston Utd. States	C.2Cy.20″&40″–26″ 68NHP		
705 132437	**Charles Duckett** *A. Ferguson* 12–12 (*ex* Hopper No. 404)	SteelScCtr (*Hopper Barge*) 1 *Dk*	495 460 199			...		1912	Fleming & Ferguson, Ld. Paisley	Melb'rne Harbour Trust Commisionrs	159·8	28·1	12·6 FK	Melbourne British	C.2Cy.18″&36″–24″ 54RHP Fleming & Fergusn, Ld. Psy	13 ″ 3	
706 212716 LDVF	**Charles E. Harwood** *Bunce* *Elec. light* 2 *Dks* (*Stl*) & *Web frames* *Mchy. Aft* *Longitudinal framing* Wireless	SteelScSr	3178 2897 1911	✠100A1 7,17 ~~2,17~~ ✠LMCC,16 *Carrying Petroleum in bulk* *Fitted for oil fuel* 9,13	NYk NYk	*u*	2,17	1913 9mo *Lloyd's A & CP* *above*	Armstrong Whitworth & Co. Ld. Newcastle 150° F. *WB* = *Cell D Bu B* 20′30	Petroleum Transport Co.	320·0 P68′B12′F28′ 8 ,, *to U dk* 6 ,, *2nd dk*	45·1	26·3 FK	L. Angeles, Cal. Utd. States 14 *B H Cem* *t FPT* 150 *t APT* 20 *t*	T.3Cy.19″,31½″&50″–36″ (*s*) 160lb 196NHP 2SB, *4cf*, GS 73, HS 2910 FD Wllsnd Slpwy Co. Ld. Nwc.	26 ″ 6 s 4 ″ 8 22 ″ 2	
707 105668	**Charles Galloway** 1 *Dk*	SteelSc	127 97 3					1895	J. T. Eltringham & Co. S. Shields	Manchester Ship Canal Co.	90·2	19·2	8·6	Manchestr British	C.4Cy.14″&30″–21″ 72RHP G.T. Grey, S. Shields		
708 128812 HTCP	**Charles Goodanew** *W. Carr* –17 (*ex* Levenwood) 1 *Dk* (*pt Iron & pt Stl*) *Well deck* *Mchy. Aft*	SteelScSr *ss* Shl. No. 1–15	791 562 371	✠100A1 1,16 ✠LMC ~~BS 9,16~~ ~~MS 11,16~~	Bly	*k*	1,16	1911 7mo *Lloyd's A & CP*	W. Harkess & Son, Ld. Middlesbro'	Plymouth Mutual Co-operative & Industrial Soc. Ld. (A. E. Wonnacott, *Mgr*)	195·0 Q109′B13′F24′ *WB* = *Cell* FK *DB f* 117′158*t FPT* 79*t APT* 8*t*	30·0	11·6	Plymouth British	T.3Cy.16″,27″&44″–30″ (*s*) 180lb *100lb* 131NHP 1SB, 3*pf*, GS 60, HS 2262 Blair & Co. Ld. Stockton	13 ″ 10 s ″ 9½ 13 ″ 3	
709 —	**Charles Hardouin** *E. Marabal* *Elec. light*	StlTwinScSr 2 *Dks* & *Awng dk*	1671 — 909					1903	Cie. Française de Nav. Nantes	Canton Nav. Co. Ld.	222·2 H—	38·1	12·3	Canton Chinese	T.6Cy.13⅝″,21⅝″&35⅞″–21⅝″ 118NHP Cie. Franç. de Nav. Lyons		
710 203918	**Charles Hubbard** *Mchy. Aft* *Elec. light* 1 *Dk*	SteelScSr	4846 — 4287					1907	Toledo S. B. Co. Toledo	Great Lakes S. S. Co.	438·7 *WB*	52·0	23·9	Oswego, N.Y. Utd. States	Q.4Cy.16½″,24″,35″&50″–42″ 162NHP Toledo S. B. Co. Toledo		
711 201054 KTFC	**Chas. J. Colonna** 1 *Dk*	WoodSc	231 203 157						C. J. Colonna Berkley, Va.	Seaboard Oil & Guano Co. Inc.	123·5 Q60′B28′F24′	22·0	10·5	Reedville, Va. Utd. States	C.2Cy.15″&30″–22″ 35NHP Neafie & Levy S. & E. B. Co. Phl		
712 207345	**Charles L. Hutchinson** *Mchy. Aft* *Elec. light* 1 *Dk*	SteelSc	6377 — 4860					1910	American S. B. Co. Lorain, O.	Raleigh S. S. Co. (H. Wineman, Jr. *Mgr.*)	504·0	54·0	30·0	Duluth Mn Utd. States *WB*	T.3Cy.23½″,38″&63″–42″ 257NHP American S. B. Co. Clevelnd		
713 HQST	**Charles Le Borgne** *G. Jean* 13–13 *Elec. light* 1 *Dk* (*Stl*) *Mchy. Aft* *Cargo battens not fitted*	SteelScSr *ss* Sws. No. 1–18	1020 773 507	✠100A1 1,18 ~~1,17~~ ~~1,16~~ ✠LMCC,16 1,16	Cff Sws	*m*	~~1,15~~ ~~1,16~~ 3,18	1913 6mo *Lloyd's A & CP*	Osbourne, Graham & Co Sunderland	Soc. Fécampoise de Nav. (Charles Le Borgne, *Mgr.*) *WB* = *Cell DB*	210·0 Q122′F22′ *a* 75′ *f* 81′ 257*t FPT* 45*t APT* 53*t*	33·2	13·7 FK	Fécamp French	T.3Cy.17″,28½″&46″–33″ (*s*) 180lb 155NHP 2SB, *4pf*, GS 76, HS 2722 MacColl & Pollock, Ld. Sld.	15 ″ 9 s 1 ″ 2 14 ″ 9	
714 125975	**Charles Lyon** (*Car Ferry*) *Elec. light* 1 *Dk*	SteelTwinSc	1658 1593 1127					1908	Polson Iron Works Co. Ld Toronto	Canadian Pacific Car & Passenger Transfer Co. Ld.	280·0	40·0	19·9	Prescott, On British *WB*	C.4Cy.22″&44″–30″ 212NHP Polson I.W. Co. Ld. Toronto		
715 127752	**Charles M. Warner** *Mchy. Aft* *Elec. light* 1 *Dk* 2 *trB*	SteelScSr	3812 — 2733					1903	Chicago S. B. Co. Chicago	Great Lakes S. S. Co.	370·0 F44′	48·0	24·0	Oswego NY Utd. States *WB*	T.3Cy.20″,33½″&55″–40″ 191NHP Chicago S. B. Co. Chicago		
716 126621	**Charles Macalester** *H. Turner* *Elec. light* 1 *Dk*	IronPad	625 — 463					1890	Harlan & Hollingwrth Wlmngtn Del	Mount Vernon & Marshall Hall Steamboat Co. Ld.	195·0	30·0	10·6	Washngtn Utd. States	1Cy.44″–120″ NB07 163NHP Harlan & Hollingsworth Co.		
717 204306	**Charles O. Jenkins** *Elec. light* 1 *Dk*	SteelScSr	6285 — 4827					1907	Detroit S. B. Co. Wyandotte	Jenkins S. S. Co. (C. O. Jenkins, *Mgr*)	504·0	54·2	31·0	Cleveland Utd. States *WB*	T.3Cy.22½″,36″&60″–42″ 233NHP Detroit S. B. Co. Detroit		
718 211689 LDGP	**Charles P. Greenough** 1 *Dk*	WoodScSr	296 — 145					1913	Cobb, Butler & Co. Rockland, Me	New England Coal & Coke Co.	128·5	27·4	15·3	Boston Utd. States	T.3Cy.15″,24″&40″–30″ 88NHP		
719 213899 LFSR	**Charles Pratt** *J. H. Lingo* 13–16 *Elec. light* 2 *Dks* (*Stl*) & *Shelter dk* (*Stl*) *Mchy. Aft* Sub. Sig. & *Web frames* *Longitudinal framing*	SteelTwinSc3MstSr	10050 9825 7717	✠100A1 *Shelter dk* *with freeboard* 3,18 ~~3,16~~ ✠LMCC,16 *Carrying Petroleum in bulk* *Fitted for oil fuel* 3,16	NNs NYk	*f*†	~~3,17~~ 3,18 *F.P. above*	1916 3mo *Lloyd's A & CP*	Nwprt Nws S. B. & D. D. Co. Newprt News	Standard Oil Co. (New Jersey)	500·0 *Cell D Bu E & B* 57′ *DT f* 54′67*t* 1 50°F.	68·0	35·5 FK	Bayne NJ Utd. States 19 *B H Cem* 15 ,, *to U dk* 4 ,, ,, *2nd* ,,	T.6Cy.20½″,35″&60″–42″ (*s*) 200lb *180lb* 628NHP 3SB, *12cf*, GS 213, HS 8700 FD Newport Nws SB & D. D. Co.	38 ″ 3 s 11 ″ 5 27 ″ 3	
720 127426	**Charles R. Van Hise** *Mchy. Aft* *Elec. light* Sub. Sig. 1 *Dk*	SteelSc	5117 — 3673					1900	Superior S. B. Co. Wst. Superior	Pittsburgh S. S. Co.	458·0	50·2	25·0	Duluth Utd. States *WB*	Q.4Cy.20½″30″43½″&63″–42″ 257NHP Chicago S. B. Co. Chicago		
721 HQTW	**Charles Roux** *Barthelemy* 00–09 *Elec. light* Wireless	SteelTrpSc	4104 3055 1233					1908	Chant. de l'Atlantique St. Nazaire	Cie. Générale Transatlantique	385·5 P15′Q118′H— F45′	45·6	26·1	Marseilles French *WB*	3 Steam Turbines Soc. Electro-Mécanique, Bourget		V
722 202889	**Charles S. Hebard** 1 *Dk*	SteelScSr	6291 — 4854					1906	American S. B. Co. Cleveland	Wilson Transit Co.	504·0	54·0	30·0	Cleveland Utd. States	T.3Cy.23½″,38″&63″–42″ 257NHP American SB Co. Cleveland		
723 127547	**Charles S. Neff** *Elec. light* *Mchy. Aft* 1 *Dk*	SteelScSr	992 — 800					1901	Jenks S. B. Co., Port Huron, Mich.	S. Neff	200·0	38·0	11·6	Milwaukee Utd. States *WB*	C.2Cy.22″&44″–30″ 88NHP Jenks S. B. Co. Pt. Huron		L
724 ~~HQVS~~	**Charles Tellier** *A. H. Kesson* –17 (*ex* Boucau) 1 *Dk* (*Stl*) *Well deck* *Ref. Mchy.*	SteelScSr	*1366* *975* *720*	✠100A1 7,16 ✠LMCC,16 ~~Lloyd's RMC 7,16~~ ~~1,17~~ 2,18	Alx	*o*	2,18	1915 6mo *Lloyd's A & CP*	Wood Skinner & Co. Ld. Newcastle	~~French Government~~ Lambert Brs. Ld. *WB* = *Cell D Ba* 63′	238·2 Bon Q52′Q140′F27′ *a E* 18′ *f* 99′382*t FPT* 51*t APT* 83*t*	36·2	14·2 FK	London British	T.3Cy.18½″,30″&50″–33″ (*s*) 180lb 178NHP 2SB, *4cf*, GS 80, HS 3052 N.E. Marine Eng Co Ld. Nwc	16 ″ 4 s 1 ″ 4½ 15 ″ 3	

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L. R. Dated Ref. Trade Cert.
725 204790	**Charles W. Kotcher** SteelScSr *Elec.light Mchy.Aft* 1*Dk*	4961 — 3632					1907	American S.B.Co. Lorain,O.	WilsonTransitCo.	420·0	52·0	28·0	Duluth Utd.States *WB*	T.3Cy.22″,35″&58″–42″ 218NHP AmericanSB.Co.Cleveland		R
726 206633 LBFR	**Charles W.Parker,Jr.** WoodScSr *D.Malty* 1*Dk*	277 — 142					1909	Kelley, Spear&Co. Bath,Me.	NewEnglandCoal &CokeCo.	125·2	26·6	15·5	Boston Utd.States	T.3Cy.15″,24″&40″–30″ 88NHP		
727 127434 HNFD	**Charleston** SteelScSr *C.Anderson* –10 1*Dk*	1866 1727 1163					1908	Irvine's SB &D.D.Co.Ld. WHartlepool	Furness,Withy& Co.Ld.	279·0	40·1	18·2 P25′B60′F29′	W.Hartlpl British *WB*	T.3Cy.20½″,33″&54″–36″ 175NHP MacColl&Pollock,Ld.Sld.		C
728 NJWG	**Charlois** SteelScSr *Joh. Schmidt* ssRot.2ndNo.3–8,13 *Mchy.Aft* *Elec.light* 2*Dks*(*Stl*)*&Webframes*	2786 2765 1671	✠100A1 *Shelter dk* *withfreeboard* 11,16 *CarryingPetroleum*	Rot	*t*	N1,16 *in bulk*	1888 12mo	Russell& Co. Greenock A&CP	AmericanPetroleumCo.	310·3 ptND06	39·2 FK	25·2 *WB*=*FPT*147*t*	Rottrdam Dutch 15*BHCem* *APT*196*t*	T.3Cy.22″,36″&58″–42″ (*s*) 160lb *100lb* NDB13 254NHP 2SB,*6cf*,GS124,HS4360 D.Stewart&Co.,Glasgow	26 ″ 6 s2″10½ 23 ″ 11	
729 HRBD	**Charlotte** SteelTwinSc *Semarois* *Mchy.Aft* 1*Dk*	822 708 449					1910	Forg.&Ch. de laMédit. LaSeyne	Soc.Anon.deTrnsp. Mar.&Fluv. (Leroux&Heuzey, *Mgrs.*)	235·0 P59′B34′F29′	32·3	13·4 *WB*	Rouen French	C.4Cy.14⅜″&25⅜″–15¾″ 44NHP Forg.&Ch.delaMédit.Msl.		V
730 HRBK	— SteelScK *E.A.Flahutez* (*Trawler*) *Elec.light* Wireless 1*Dk*	239 210 91					1900	Earle'sCo. Ld. Hull	G.Vidor fils&Co.	126·0	22·0	11·1	Boulogne French *WB*	T.3Cy.13″,22″&36″–24″ 63NHP Earle'sCo.Ld.Hull		V
731 27665	**Charlotte Graveraet Breitung** SteelSc (*ex*Yale) *Elec.light Mchy.Aft* 1*Dk*&*Spar dk*	3453 — 2699					1895	Cleveland S.B.Co. Cleveland,O.	JulietGraveraet S.S.Co. (E.N.Breitung&Co.,*Mgrs.*)	371·0	45·0	22·7	Cleveland Utd.States *WB*	T.3Cy.23″,38″&63″–40″ 251NHP ClevelandSB.Co Cleveland		
732 212853 LDQB	**Charlton Hall** SteelScSr *W.O.Wynne* –14 ssN.Yk.No.2–15 *Elec.light* 1*Dk*(*Stl*)*&Spar dk*(*Stl*) Wireless *&deep framing*	4749 4405 2999	✠100A1 *Spar dk* ~~9,17 11,16~~ 1,18 BS12,16 LMC6,16	NYk	*z*	~~6,15~~ 1,18	1907 7mo	W.Hamilton&Co.Ld Pt.Glasgow A&CP	UnitedStatesSteel ProductsCo. *WB*=*CellDBa f*174′ 1039*t*	400·0 P37′B238′F37′ 27·2 130′*uE*&*B*44′ FK *DT a* 30′ 759*t FPT*	50·0	18·4	NewYork Utd.States 6*BHCem* 89*tAPT*34*t*	T.3Cy.26″,44″&73″–48″ (*s*) 180lb ~~*100lb*~~ 481NHP 2SB,*8cf*,GS157,HS6808 FD D.Rowan&Co.Glasgow	29 ″ 10 s4 ″ 10 25 ″ 4	
733 100793	**Charmer** SteelScSr *C.Campbell* –17 (*ex*Premier) 2*Dks*	1044 609 497					1887	Union Iron Works S.Francisco	CanadianPacific RailwayCo.	200·0	42·0	12·9	Vict'riaBC British	T.3Cy.23″,34″&56″–36″ 188NHP UnionIronWorks,S.Fo.		
734 127082	**Charmouth** SteelScK *W.E.Wales*99–10 1*Dk*	195 182 74	✠100A1 *StmTrawler* 2,13 BS2,16 LMC8,10	Mil		2,13	1910 8mo	J.Duthie TorryS.B.Co. Aberdeen *Lloyd'sA&CP*	WesternSteam TrawlingCo.Ld. (S.M.Price,*Mgr.*)	110·5 Q65′	21·1 BK7½″	11·5	Bristol British 3*BHCem*	T.3Cy.12″,19″&32″–22½″ (*r*) 180lb 62RHP 1SB.*2pf*,GS34,HS1080 W.V.V.Lidgerwood,Gls.	12 ″ 3	
735 118013 TWVG	**Charon** SteelScSr *R.G.Sturrock* –16 *Elec.light* 2*Dks*	2682 2111 1661					1903	CaledonS. B.&E.Co.Ld Dundee	OceanS.S.Co.Ld. (A.Holt&Co. *Mgrs.*)	306·1 P47′B124′F35′	45·2	19·6 *WB*	Fremantle British	T.3Cy.21½″,36″&60″–42″ 233NHP CaledonS.B.&E.CoLd.Dun		
736 203098	**Chase S. Osborn** SteelSc (*Tug*) *Elec.light* 2*Dks*	492 — 334					1906	Johnston Bros. Ferrysburg,Mich.	~~BringleBargeLine~~ A.W.Duckett&Co	128·4	25·2	12·6	~~Cleveland~~ Utd.States NewYork	C.2Cy.21″&42″–36″ 88NHP *E made–fitted*06		L
737 HRBV	**Chassiron** SteelScK *Burgeot* –13 (*Trawler*) *Elec.light* 1*Dk*	253 227 89					1913	Smith's DockCo.Ld. Middlesbro'	Dahl&Garriques	125·0 Q76′F21′	23·5	12·3	LaRochlle French *WB*	T.3Cy.12½″,21″&35″–26″ 62NHP Smith'sDockCo.Ld.Mdb.		V
738 50	**Chat-el-Arab** IronSc 1*Dk*	114 — 58					1902	F.Tchoumatchenko Kherson	J.J.Krasnoshapka	90·0	19·0	9·5	Sebastopl Russian	1Cy.16″–32″ 11NHP		
739 HRCQ	**Château Lafite** SteelScSr *Maestric* *Elec.light* 2*Dks*	1913 1763 824					1914	Atel.&Ch. de laLoire Nantes	Worms& Cie.	274·0 P36′B97′F31′	38·0	23·0 *WB*	Havre French	T.3Cy.21⅜″,35½″&59″–41 7/16″ 224NHP Atel.&Ch.delaLoire,Nts.		V
740 HRCL	**Château Latour** SteelScSr *Salaün* *Elec.light* 2*Dks*	1912 1763 24					1914	Atel.&Ch. de laLoire Nantes	Worms& Cie.	274·0 P36′B97′F31′	38·0	23·0 *WB*	Havre French	T.3Cy.21⅜″,35½″&59″–41 7/16″ 224NHP Atel.&Ch.delaLoire,Nts.		V
741 HRCS	**Château Palmer** SteelScSr *Benech*96–14 *Elec.light* 2*Dks*	1912 1763 823					1914	Atel.&Ch. de laLoire Nantes	Worms& Cie.	280·3 P36′B97′F31′	38·1	21·4 *WB*	Havre French	T.3Cy.21⅜″,35½″&59″–41 7/16″ 224NHP Atel.&Ch.delaLoire,Nts.		V
742 HRCT	**Château Yquem** SteelScSr *Kerien*01–14 *Elec.light* 2*Dks*	1913 1763 824					1914	Atel.&Ch. de laLoire Nantes	Worms&Cie.	280·3 P36′B97′F31′	38·1	21·4 *WB*	Havre French	T.3Cy.21⅜″,35⅝″&59″–41¾″ 224NHP Atel.&Ch.delaLoire,Nts.		V
743 103099	**Châteauguay** CompPad *W.Paul* –15 2*Dks*	332 147 170					1894 rblt07	J.&R.Weir Montreal	J.Beaudoin	126·5	20·5	7·0	Montreal British	1Cy.24½″–84″ NB03 20RHP J.&R.Weir,Montreal		
744 353 HBDC	**Chater-Dag** SteelScSr *Fedorenko* 1*Dk*(*Stl*)	901 775 518	✠ *withfreeboard* 5,96 *For Trading in the Black Sea*	Nwc	*m*		1896 5mo	Hawthorn, Leslie&Co.Ld Newcastle	RussianStm.Nav. &TradingCo. *WB*= *Cell DBa* 46′*uE*&*B*36′*f*98′270*t FPT*	220·0 B34′F26′	34·0	12·2 FK	Odessa Russian 5*BHCem* 59*tAPT*28*t*	T.3Cy.16″,26″&43″–30″ 120NHP 2SB,*4cf*,GS70,HS2080 Hwthrn,Leslie&C.Ld.Nwc	14 ″ 0	
745 110051 QPNV	**Chatton** SteelScSr *H.W.Timothy* –14 ssShl.No.3–5,12 ssShl.No.1–16 1*Dk*(*ptIrn*&*ptStl*)2*trB* *&deep framing* 3*Dk rule*	3609 3373 2321	✠100A1 *withfreeboard* 1,18 ~~1,17~~ MC8,13 LMC7,16	Bry	*v*	~~12,15~~ N1,18	1899 1mo	J.Readhead&Sons SouthShields A&CP	Steel,Young&Co. *WB*=*CellDB* 116′	341·0 P29′B84′F32′ *uE*&*B*40′*f*140′ 909*t*	46·6	24·7 FK	London British 6*BHCem* *APT*34*t*	T.3Cy.24″,40″&65″–45″ (*r*) 160lb *100lb* NDB14 293NHP 2SB,*6cf*,GS90,HS4557 J.Readhead&Sons,S.Shl.	27 ″ 4 s5 ″ 0½ 22 7	
746 123693 HJBT	**Chaudiere** SteelTwinScSr *F.G.L.Willan* –15 ssLiv.No.3–5,12 (*ex*Mandingo,*ex*Philippeville) *Elec.light* 2*Dks*(1*Stl*–*ptws*&*UStl*–*ws*) Wireless Sub.Sig. *&deepframing* *ss*Hfx No.1–17	4019 2966 2500	✠100A1 11,17 ~~6,16~~ ~~BS8,16~~ LMC~~7,16~~ ~~BS9,17~~ 8,17	Hfx	*w*	~~4,15~~ 11,17	1899 8mo	SirRaylton Dixon&CoLd Middlesbro' A&CP	RoyalMailSteam PacketCo. *WB*=*CellD.Ba* 100′*u*	370·1 P&B261′F42′ *E*26′*f*144′532*t FPT*	46·2	22·8 FK	London British 6*BHCem* 47*tAPT*26*t*	T.6Cy.21½″,34″&59″–42″ (*s*) 180lb 584NHP 4SB,*12cf*,GS199,HS8240 FD Wllsnd.Slpwy.Co.Ld.Nwc	25 ″ 4 s3 ″ 7 22 ″ 5	

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Grément, etc. / Capitaine. / Visites Périodiques.	3 Ex-nom, s'il y a lieu. / Nombres des Ponts.	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné naturement (Appliquez Lettre Appliquez)	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille / Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. pc.	15 Lettres où coté, si on est dans le L. R. Journal Cert. Hurrah.
747	Chauveau	SteelScK	251					1911	Smith's	Dahl&Garrigues	120·0 22·0 11·7	La Rochlle	T.3Cy.12½″,20″&34″–24″		V
	Hanon –11	(*Trawler*)	194						Dock Co.Ld.		Q72′F20′	French	57NHP		
HRCV	*Elec.light*	1*Dk*	70						Middlesbro'				Smith'sDockCo.Ld.Mdb.		
748	Cheakamus	SteelScSr	689					1910	Dublin	UnionS.S.Co.of	145·3 28·1 10·0	Vancouvr	T.3Cy.13½″,22″&36″–20″		C
130309	*G.Gaisford* –16	(*ex*Cheslakee)	479						Dockyard Co.	Brit.Columbia,Ld.		British	58RHP		
	Elec.light	2*Dks*	403						Dublin			*WB*	McColl&Co.Ld.Belfast		
749	Cheang Hock Kiam	IronScBg	*1459*		Sng	*p*		1857	J.Laing		263·4 31·3 17·9		C.2Cy.31½″&57″–36″		
	*ss*HKg.2ndNo.3–2,91		*1005*	*Awng dk*					Sunderland		24·6		NDB93 146NHP		
	(*ex*UnitedService) *ss*Png.No.2–97		*956*	*with load line*							len&ND75 BK8½	*4BHCem*	1SB,*3pf*,GS92,HS2310 NE75		
		2*Dks&Awngdk3trB*		4,01									A.&J.Inglis,Glasgow		
750	Cheefoo	IronSc3MstSr	277					1891	Act.Ges.	CountG.G.Keyser-	123·6 22·0 8·3	Vladvostk	C.2Cy.17½″&32½″-19½″		
77	*A.Leisberg* –15		150						"Neptun"	ling	Q42′	Russian	39NHP		
PABD	(*ex*DirektorArthurBartz)	1*Dk*	134						Rostock		*ptAwngdk*81′		A.G."Neptun,"Rostock		
751	Chefoo	IronScSr	*1087*					1876	Scott&Co.	ChangTzeYang	233·6 27·3 22·1	Chefoo	C.2Cy.23″&46″–36″		
			1069						Greenock			Chinese	106NHP		
			684										Scott&Co.Greenock		
752	Chefoo Maru	SteelScSr	1829	✠	Nag	*r*		1903	MitsuBishi	NipponYusen	262·2 35·4 14·3	Tokio	T.3Cy.21″,35″&58″–36″	23″10	
8757	*Y.Tozawa*	*ss*Nag.No.1–07	1579	*Spar dk*				3mo	Dkyd&EWks	KabushikiKaisha	P27′B81′F40′ 21·2	Japanese	HS4174 248NHP		
JQWT		1*Dk&Spardk*(*Stl*–teak s)	1090	1,07					Nagasaki	*WB=Cell*	FK	5*BHCem*	2SB&1Aux.SB,*8cf*,GS122		
	Elec.light	*&deep framing*								*DBa*59′*uE&B*54′	*f*94′ 361*t* *FPT*40*t*	*APT*26*t*	MitsuBishiD.&E.Wks.Nag		
753	Chehalis	WoodScSr	663					1901	.....	Sudden&Christen-	183·3 37·5 14·8	S.Frncisco			
127527	*Koffold* –12	1*Dk*	590						Fairhaven,	son		Utd.States			
KQSP		*Fitted for oil fuel*	421						Cal.						
754	Chekiang	SteelScSr	2172					1914	Taikoo	ChinaNav.Co.Ld.	285·0 44·1 19·1	London	T.3Cy.18″,31″&53″–36″		
137675	*W.Shane* –16		1967						Dckyrd&Eng			British	169NHP		
THKJ		2*Dks*	1313						Co.of HKg Ld			*WB*	TaikooDkyrd&Eng.Co.		
									HongKong				ofHongKong,Ld.		
755	Chelford	SteelScSr	2995	✠100A1	Cff	*u*	9,12	1906	W.Gray&	F.Yeoman	330·7 46·1 21·9	W.Hartlpl	T.3Cy.24″,38″&64″–42″ (*s*)	24 ″ 4	
119891	*O.C.Hemy* –10	*ss*Hpl.No.1–09	2779	10,13			9,17	1mo	Co.Ld.		P29′B106′F33′	British	160lb *100lb* 280NHP	s 4 ″ 2	
HFLP		1*Dk*(*Stl*)*&deep framing*	1907						W Hartlepool		FK	5*BHCem*	2SB,*6cf*,GS108,HS4404	20 ″ 7	
								Lloyd's		*WB=CellDB*	*a&uE*136′*f*142′*T*55*t*	*APT*100*t*	Cen.Mar.Eng.Wks.W.Hpl		
756	Chelmsford	WoodSc	104					1886	.....	NorthernSSCo.Ld.	89·8 18·5 8·8	AuklndNZ			
89398	*M.Pierotte*		94						North Shore,			British	25RHP		
			79						N.S.W.						
757	Chelohsin	SteelTwinScSr	1134					1911	Dublin	UnionS.S.Co.of	175·5 35·1 14·0	Vancouver	T.6Cy.13½″,22″&36″–24″		C
130805	*J.F.Edwards* –12		525						Dockyard Co.	Brit.Columbia,Ld.		British	127NHP		
	Elec.light Wireless	1*Dk&Awng dk*	597						Dublin			*WB*	MacColl&Co.Ld.Belfast		
758	Chelsea	WoodScSr	565					1892	Jackson&	Norwich&New	140·4 34·2 10·8	Nw Londn.	C.2Cy.17″&34″–24″		
126924	*J.Wilcox* –09		—						Sharp	YorkPropellerCo.		Conn.	47NHP		
KLJC	*Elec.light*	1*Dk*	417						Wlmgtn,Del.			Utd.States	Neafie&Levy,Philadelphia		
759	Chelston	SteelSc4MstSr	3687	✠100A1	Liv	*w*	~~12,15~~	1904	A.Rodger	WaverleyShpg.Co.	347·4 51·0 24·2	Glasgow	T.3Cy.25″,40″&67″–45″ (*s*)	26″11	
119144	*G.Macfadyen* 11–15	~~*ss*Gla.No.2–10~~	3505	1,18 ~~6,15~~	Nwc		1,18	7mo	&Co.	Ld.(T.L.Duff&Co.	P40′B131′F38′	British	170lb 343NHP	s 4 ″ 4½	
VTGS		1*Dk*(*Stl*)*&deep framing*	2389	~~Trial 6.17~~	~~LMC'17~~		1,18		Pt.Glasgow	*Mgrs.*) *WB=*	FK	6*BHCem*	3SB,*9cf*,GS160,HS5637	22 ″ 11	
	Elec.light	~~*ss*~~Nwc.No.3–1,18						*Lloyd's*		*CellDBa&uE*129′	*f*154′924*t* *FPT*120*t*	*APT*145*t*	A.Rodger&Co.Glasgow		
760	Cheltonian	SteelScSr	4426	✠100A1	Bry	*y*	~~9,15~~	1911	Bartram&	CambrianStm.Nav	385·0 52·0 25·1	London	T.3Cy.26″,43″&71″–48″ (*s*)	27 ″ 6	
132648	*J.O.Enos* –15	*ss*NYk.No.1–15	4208	5,17 ~~6,16~~	Liv		5,17	12mo	Sons	Co.Ld.(J.Mathias	P33′B237′F36′	British	180lb 401NHP	s 4 ″ 2	
HVOD	*Elec.light*	1*Dk*(*Stl*)2*trB*	2762						Sunderland	&Sons,*Mgrs.*)	*WB=CellDB* FK	6*BHCem*	3SB,*9cf*,GS180,HS6483	23 ″ 8	
		in Nos.1&4 holds						*Lloyd's*		*a*133′*uE*24′*f*	171′1000*t* *FPT*103*t*	*APT*144*t*	J.Dickinson&Sons,Ld.Sld.		
761	Chemainus	WoodScSp	153					1909	Victoria	VictoriaLumber&	93·4 22·0 9·8	Vict'riaBC	C.2Cy.14″&32″–22″		
126509	*N.Bonde*		104						Lumber Co.	Mnfg.Co.Ld.		British	40RHP		
		1*Dk*	71						Chemainus				Ross&Duncan,Glasgow		
762	Chemnitz	SteelTwinScSr	7542					1901	J.C.Teck-	Norddeutscher	428·2 54·3 39·7	Bremen	T6Cy22$\frac{13}{16}$″,38$\frac{3}{4}$″&62$\frac{3}{4}$″–43$\frac{5}{16}$″		G
	P.Miltzlaff	Wireless	7285						lenborg A.G.	Lloyd	B121′	German	512NHP		
QHKL	*Elec.light* Sub.Sig.	2*Dks&Awng dk4trB*	4784						Geestemünde			*WB*	J.C.TecklenborgA.G.Gst.		
763	Chenab	SteelScSr	3549	✠100A1	Cal	*v*	~~1,16~~	1911	Cammell	JamesNourse,Ld.	350·2 44·2 27·6	London	T.3Cy.24½″,40″&68″–45″ (*s*)	30 ″ 0	
132589	*J.Dorsman* –16	*ss*Cal.No.1–16	3316	*Shelter dk*	Bom		~~10,17~~	8mo	Laird&Co.Ld.		P41′&F45′	British	200lb *100lb* 426NHP	s 6 ″ 5½	
HTFG	*Elec.light*	1*Dk*(*Stl*-ws)*&Shelter dk*	2157	*with freeboard*	3S6.17		4,15		Birkenhead	*WB=CellDBa*	*onShelter dk* FK	6*BHCem*	2SB,*6cf*,GS125,HS5994 FD	24 ″ 0	
	Wireless	(*Stl*-ws)*lowerdkin forehold*		~~7,16~~ 10,17	~~LMC'16~~			*Lloyd's*		100′*uE&B*	201′*f* 126′603*t* *FPT*	48*t* *APT*44*t*	D.Rowan&Co.Glasgow		
764	Chenan	SteelTwinScSr	2209					1903	Scott&Co.	ChinaNav.Co.Ld.	300·0 40·1 20·6	London	T.6Cy.14½″,24″&39½″–30″		
118347	*H.A.Wavell* –16		1941						Greenock		B86′F37′	British	170NHP		
VHNS	*Elec.light*	2*Dks*	1355									*WB*	GreenockFoundryCo.Grk.		
765	Cheng-Ling	SteelTwinSc	141					1915	NewEng.	ChinaNav.Co.Ld.	120·0 22·0 5·5	Shanghai	C.4Cy.10″&20″–14″		
135868		(*Tug*)	117						&SB Wks.Ld			British	31RHP		
		1*Dk*	56						Shanghai				NewEng.&S.B.WksLd.Shi		
766	Chêngtu	SteelScSr	2219					1914	Dunlop,	ChinaNav.Co.Ld.	285·4 44·1 19·1	London	T.3Cy.19″,31½″&53″–39″		
136659	*J.Speed* –14		1888						Bremner&		B65′F36′	British	175NHP		
JFHD	*Elec.light*	2*Dks*	1338						Co.Ld.			*WB*	Scotts'S.B.&E.Co.Ld.Grk.		
									Pt.Glasgow						
767	Cheniston	SteelScSr	4819	✠100A1	Nag	*y*	~~11,15~~	1912	Bartram&	BrantinghamSSCo.	390·0 50·5 28·1	London	T.3Cy.26″,43″&71″–48″ (*s*)	30 ″ 6	
135163	*W.H.Bloomfield* –12		4588	8,16			2,18	11mo	Sons	Ld.(T.Pratt&Co.,	P33′B115′F36′	British	170lb 401NHP	s 6 ″ 1½	
JBGC	*Elec.light*	2*Dks*(*Stl*)	3035	~~Examn 6.16~~	~~LMC'16~~				Sunderland	*Mgrs.*)	*WB=Cell* FK	6*BHCem*	3SB,*9cf*,GS270,HS6483	24 ″ 9	
								Lloyd's		*DBa*135′*uE*23′*f*	168′ 1036*t* *FPT* 120*t*	*APT*188*t*	J.Dickinson&Sons,Ld.Sld.		
768	Cheong Shing	SteelScSr	1989					1905	W.Dobson	Indo-ChinaStm.	265·5 40·0 20·9	London	T.3Cy.20″,33″&54″–39″		
120648	*V.McC.Liddell* –12		1794						&Co.	Nav.Co.Ld.	B62′F38′	British	182NHP		
HFGN		1*Dk&Spar dk2trB*	1256						Newcastle			*WB*	N.E.MarineEng.CoLdNwc		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Master. Special Surveys.	3 Material, Rig, &c. Late Name if any. No. of Decks, &c.	4 Register Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned / now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. / Corresponding draught.	15 Registers in which classed, if not in L. Date of R. or Trial Cert.
769 133294 JDNS	Chepstow Castle *G.J.Whitfield* –16 (*ex* Anglo-Brazilian) *Elec.light* *Shelter dk (Stl) & Web frames* Wireless *Longitudinal framing*	SteelScSr 2 *Dks (Stl) &* 1 *Dk*	7486 7042 4668 257	✠100A1 *Shelter dk with freeboard* ~~4.17~~ ~~10,16~~ ✠LMC12,15 10,17	NYk	*a* †	~~5,16~~ 10,17	1913 12mo	Short Bros. Ld. Sunderland *Lloyd's SA&CP*	Union-Castle Mail S.S.Co.Ld.	425·5 | 56·3 | 28·3 B *on Shelter dk* 141' FK *WB=Cell D Ba* 130'	London British 7 *BH Cem*	Q 4Cy 25½" 36½" 52½" &76"–54" 220 lb *120 lb* (*s*) 607 NHP 3SB, *9cf*, GS 163, HS 8394 FD N.E.Marine Eng.Co Ld Nwc 173'1446*t* *FPT* 124*t* *APT* 39*t*	38 " 7 s 8 " 11½ 30 " 0	
770 Broken up HRFL	Cherbourg 1 *Dk*	SteelTwinScSr	523 — 257					1900	Forges & C. de la Médit. Havre	Chemins de Fer de l'Etat Français (LB & S.C.R.Co. *Mgrs.*)	204·0 | 26·0 | 15·0	Dieppe French	T.6Cy.11", 17½" & 25½"–18" 55 NHP Forges & C. de la Médit. Hav.		V
771 68826 NKTQ	— *W.Midgley* –16	IronScSr	397 304 224			...		1873	J.& R.Swan Dumbarton	L.& S.W.Rlwy.Co.	165·6 | 23·1 | 11·9 Q84' F42'	S'thamptn British	C.2Cy.22" & 38"–27" NB 91 65 RHP Smith Bros.& Co., Glasgow		
772 126391 KDNP	Cherokee *C.W.Devereux* Wireless	IronScSr 2 *Dks & Shelter dk*	2557 — 1967					1886	W.Cramp & Sons Philadelphia	Clyde S.S.Co.	264·0 | 43·0 | 18·8	New York Utd States	T.3Cy.21", 34" & 56"–36" 188 NHP W.Cramp & Sons, Phl.		R
773 144 HDEA	Chersones *Krutikoff* 1 *Dk*	SteelScSr	1013 836 554					1903	Soc. Anon. Jhn.Cockerill Hoboken	Russian Stm Nav. & Trading Co.	221·0 | 37·0 | 13·4 Q51'H42'F27'	Odessa Russian	T.3Cy.16¾", 26" & 41½–29½" 93 NHP *WB* Soc An. J. Cockerill, Seraing		
774 108340 QCKM	Chertsey *W.F.Turner* –16 *ss* Ant.No.3–11,10 (*ex* Reynolds) *ss* Cff.No.1–15 *pt Dk (Stl) & Web frames & Awng dk (Irn)*	SteelScSr	3264 3101 2083	✠100A1 *Awng dk with freeboard* 4.17 BS1,17 ✠LMC12,15	Nwc	*u*	4,17	1898 4mo	J.L Thompson & Sons, Ld. Sunderland A&CP	Britain S.S.Co.Ld. (Watts, Watts & Co.Ld. *Mgrs.*) *Cell D Bo*	325·0 | 44·5 | 19·7 26·5 FK 106' *uE & B* 39' *f* 132'	London British 6 *BH Cem* 637*t* *APT* 34*t*	T.3Cy.24", 38" & 64"–42" (*s*) 160 lb *100 lb* 271 NHP 2SB, *6cf*, GS 93, HS 4149 T. Richardson & Sns, Ld. Hpl	28 " 11 s 7 " 1½ 22 " 2	
775 127413 KPTN	Chesapeake *J.H.Delano* –00 2 *Dks*	SteelScSr	1101 1022 732					1900	Harlan & Hollingsworth Co. Wlmgtn, Del.	New York & Baltimore Trans-portation Line	210·0 | 32·0 | 23·3	Phildlphia Utd. States	T.3Cy.18", 28" & 45"–30" 111 NHP Harlan & Hollingsworth Co		
776 118144 HBSM	Cheshire *J.Crofts* –04 ~~*ss* Bkn.No.2–18~~ *Well deck* *ss* Liv.No.3–4,18 *Mchy.Aft* 1 *Dk (Stl)*	SteelSc3MstSr	633 434 255	✠100A1 ~~4,16 6,16~~ ✠LMC ~~4,17~~ *Examined* ~~4.17~~ ~~BS1,17~~ ~~✠LMC12,15~~	Liv	*i*	~~11,16~~ 3,18	1904 10mo	J Fullerton & Co. Paisley *Lloyd's SA&CP*	S.S.Cheshire Co.Ld (J.J.Mack & Sons) *WB=Cell DB*	178·0 | 29·1 | 10·7 Q103'B9'F31' BK 7" *f* 95' 142*t* *FPT* 31*t*	Liverpool British 3 *BH Cem* *APT* 10*t*	C.2Cy.21" & 46"–30" (*s*) 130 lb ~~*75 lb*~~ *70 lb* 85 RHP 1SB, *3pf*, GS 64, HS 2025 Ross & Duncan, Glasgow	13 " 4 s " 7 13 " 6	
777 204526	Chester A. Congdon (*ex* Salt Lake City) *Mchy.Aft* *Elec.light* 1 *Dk*	SteelScSr	6530 — 4843					1907	Chicago S.B.Co. Chicago	Continental S.S. Co. (G.A. Tomlinson, *Mgr.*)	532·0 | 56·2 | 26·5	Duluth Utd. States *WB*	T.3Cy 23½", 38" & 63"–42" 257 NHP American S.B.Co. Clevelnd		
778 127379	Chester W. Chapin *Elec.light* Wireless 2 *Dks*	SteelTwinSc	2868 — 1822					1899	Maryland Steel Co. Sparrow's Pt. Md.	New England S.S. Co.	312·0 | 64·0 | 16·9	New Haven Utd. States *WB*	T.6Cy.24", 38" & 60"–30" 394 NHP Maryland Stl Co. Baltimore		
779 125778 HPBK	Chester III. *J.Russell* 02–09 *ss* Lon.No.1–13 (*ex* Badia) 1 *Dk*	SteelScK	150 133 —	✠100A1 *For Towing purposes* 10,14 ✠LMC ~~5,13~~	Lon		11,14	1909 4mo	Philip & Son, Ld. Dartmouth *Lloyd's SA&CP*	~~J.S.Watkins~~ William Watkins, Ld. (J.S. Watkins *Mgr.*)	96·2 | 20·6 | 10·9 BK 6½"	London British 4 *BH Cem*	T.3Cy.13", 21" & 34"–24" (*s*) 165 lb 59 RHP 1SB, *2pf*, GS 35, HS 1500 Philip & Son, Ld. Dartmouth	11 " 4 1 " 2½ 10 " 9	
730 135986 JDPW	Chesterfield *A.E.Mackrill* –14 *Elec.light* 1 *Dk (Stl)* & 2*nd dk in Nos.1 & 3 holds*	SteelScSr	1013 861 535	✠100A1 6,16 ✠LMC12,13	Lon	*o*	6,16	1913 12mo	Swan, Hunter & Wigham Richardson, Ld Newcastle *Lloyd's SA&CP*	Great Central Rly. *WB=Cell DB*	250·0 | 34·2 | 16·0 P30'B92'F31' FK a 64' *uE* 15' *f* 96' 186*t*	Grimsby British 5 *BH Cem* 4 *PT* 24*t*	T.3Cy.21½", 35" & 58"–39" (*r* 180 lb 278 NHP 2SB, *6cf*, GS 133, HS 4928 Swan, Hunter & Wigham-Richardson, Ld. Nwc.	17 " 0 s 2 " 4 14 " 11	
781 130144	Chesterford 1 *Dk*	SteelSc	128 113 11					1911	Australasn United S N Co Ld. Brisbane	Macdonald, Hamilton & Co.	94·0 | 19·8 | 11·8	Brisbane British *WB*	C.2Cy.15" & 30"–21" Australasian 37 RHP United S.N.Co.Ld. Brisbane		
782 135079	Chestnut *A.C.Chapman* –14 1 *Dk*	SteelScK	107 106 42			...		1914	A.Hall & Co.Ld. Aberdeen	Westmacott, Ld.	88·7 | 18·7 | 9·2 BK 7"	Gt Yarmth British *WB*	T.3Cy.9½", 16" & 26½"–18" 35 RHP A.Hall & Co.Ld Aberdeen	10 " 0	
783 131918	Chetla *A.E.Hawthorne* –17 (*Tug*) 1 *Dk*	SteelTwinSc	225 215 ~~52~~					~~1916~~ 1917	Burn & Co. Ld. Calcutta	British India Stm. Nav.Co.Ld.	~~105·5 | 24·5 | 12·2~~ 105 9 | 24·7 | 11·3	Calcutta British	T.6Cy.13½", 22" & 36"–24" 127 NHP Campbell & Calderwood Ps		
784 53409 JKLG	Chevalier *McMillan* 84–86	IronPadSk	334 287 137					1866	J.& G. Thomson Glasgow	David MacBrayne, Ld.	211·0 | 22·2 | 9·3	Glasgow British	O.2Cy.42"–54" NB 01 199 NHP J.& G. Thomson, Glasgow		
785 132369 HVGQ	Chevington *F.H.P.Torney* –16 1 *Dk (pt Irn pt Stl)*	SteelScSr	3876 3657 2447	✠100A1 10.15 *Examd* ~~d2,18~~ ✠LMC ~~BS5,16~~ ~~M.5,16~~	Brs	*x*	~~10,15~~ 6,17	1912 2mo	J Readhead & Sons, Ld. South Shields *Lloyd's SA&CP*	Ilderton S.S.Co.Ld (Steel, Young & Co. *Mgrs.*) *WB=Cell D Ba* 114' *u*	367·3 | 53·9 | 22·8 P32'B224'F34' FK *E & B* 39' *f* 163' 1060*t*	London British 6 *BH Cem* *APT* 110*t*	T.3Cy.26", 42" & 69"–48" (*r* 180 lb *80 lb* 372 NHP 2SB, *6cf*, GS 134, HS 5940 J.Readhead & Sons, Ld. SSh	25 " 2 s 3 " 6 22 " 1	
786 97965 MDTJ	Cheviot *W.Kent* –11 *ss* Lon.No.3–7,03 *Mchy.Aft* *Welldeck* *ss* Lon.No.2–11 1 *Dk (Irn)*	SteelScSr	258 196 132	✠100A1 7.15 ~~Examd d2,18~~ ~~✠LMC~~ ~~NB12,07~~ ~~✠LMC~~ ~~M.7,15~~ 5,18	Ayr	*d*	~~x6,14~~ 5,18	1891 5mo	Wood, Skinner & Co. Newcastle A&CP	C.Rowbotham & Sons	130·5 | 21·6 | 9·3 Q42'B10'F19' FK *WB=FP*	Newcastle British 3 *BH Cem* *T* 30*t* *APT* 41*t*	T.3Cy.11", 18" & 30"–21" (*s*) 160 lb 50 RHP 1SB, *2pf*, GS 24, HS 630 N.E.Marine E.Co.Ld. Nwc.	10 " 0 s " " 9 " 5	
787 135912 JGWS	Cheviot Range *J.W.Manning* –16 1 *Dk (Stl)* & *Shelter dk (Stl)*	SteelScSr	3691 3394 2303	✠100A1 *Shelter dk with freeboard* ~~8,17~~ ~~12,16~~ ✠LMC10,14	Hul Nwc	*w*	12,16	1914 10mo	Irvine's S.B. & D.D.Co Ld. W Hartlepoo *Lloyd's SA&CP*	Neptune Stm. Nav. Co.Ld. (Furness, Withy & Co Ld. *Mgs*) *WB=Cell D Ba* 113' *u E &*	350·3 | 51·1 | 23·8 F34' *on Shelter dk* FK *B* 44' *f* 152' 838*t* *FPT*	W. Hartlpl British 5 *BH Cem* 59*t* *APT* 44*t*	T.3Cy.25", 40" & 67"–45" (*s* 180 lb *100 lb* 341 NHP 2SB, *6cf*, GS 118, HS 5450 Richardsons, Westgarth & Co.Ld.Hpl	26 " 5 s 2 " 7½ 24 " 0	
788 125450 HNLC	Cheyenne *G.C Hudson* –14 *ss* Bkn.No.1–12 *Mchy.Aft* 2 *Dks (Stl)* & *Web frames* *Elec.light* Wireless	SteelSc3MstSr	4987 4694 3015	✠100A1 6,16 ~~Examd d2,17~~ ~~3,18~~ *Carrying Petroleum in bulk* ~~BS7,16~~ ~~✠LMC4,14~~ *Fitted for oil fuel* 7,11	Liv	*y*	~~5,15~~ 9,17 *F.P. a*	1908 12mo *Lloyd* above	Swan, Hunter & Wigham Richardson, Ld. Newcastle *SA&CP* 150°F.	Anglo-American Oil Co.Ld. (J. Hamilton, *Mgr.*) *WB=Cell DB* 170*t* *D T f* 36' 302*t*	388·8 | 50·6 | 29·4 P94'B25'F38' FK *u* B75' *FPT* 124*t* *APT* 40*t*	Newcastle British 15 *BH Cem* 8 *to U dk* 7 *to M dk*	T.3Cy.26", 43" & 72"–48" (*s*) 180 lb 440 NHP 4SB, *12cf*, GS 212, HS 7500 Wllsnd Slpwy. Co. Ld. Nwc	30 " 11 s 6 " 5 24 " 10	
789 Chi Chuen		SteelTwinSc (*Tug*) 1 *Dk*	216 180 75					1911	New Eng. & S.B.Wrks. Ld. Shanghai	Szechuan Rly.Co.	135·0 | 24·0 | 7·5 B31'	Shanghai Chinese	T.6Cy.10", 15" & 20"–12" New Engineering & S.B. Works, Ld. Shanghai	28 NHP	

1 Numéro d'ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expire. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L. R. Durée Cert. Load Trade.
790	**Chi-Yuen** IronSc3MstSr *W.Ross* –13 2*Dks*(1*Irn&*1*pt Irn–Uws*)3*trB*	*1873* *1749* *1177*	✠ 5,85	HKg	*r*		1881 10mo	Lobnitz Coulborn&Co Renfrew	ChinaMerchants' Stm.Nav.Co. *WB=A*	284·9|34·2|18·3 B46′ 24·3 *PT10t MT84′356t*			Shanghai Chinese	T.3Cy.19½″,31″&51″–48″ *Tpd*03 NB03 180NHP 6*BHCem* Lobnitz,Coulborn&Co.Rnf	25 ″ 11	
791 31 QBFC	**Chian Maru** SteelScSr (*ex*CheiAnEutin,*ex*Woosung)	1784 1624 1066					1882	Scott&Co. Greenock	ShoshoKisenGoshi Kaisha	271·3|34·4|23·6			Dairen Japanese	C.2Cy.30″&60″–43″ 197NHP Scott&Co.Greenock		
792 LQVM	**Chiat-Yek** SteelSc3MstSr *V.Algeuer* –13 (*ex*RobertPoizat, *ex*Teuton,*ex*Guienne) *Ref.Mchy.* *Elec.light Well deck Mchy.Aft* 2*Dks*	*1173* *884* *724*				…	1890	S.M'Knght &Co. Ayr	HocYekS.S.Co. (SiyCongBieng& Co.*Mgrs.*)	230·0|31·1|16·5 P&B147′F26′ BK8″			Manila Utd.States *WB*	T.3Cy.20⅜″,38″&54″–36″ NB08 202NHP D.Rowan&Co.Glasgow	17 ″ 5	V
793 HRFV	**Chicago** SteelTwinSc *Macé*09–12 Sub.Sig. *Elec.light* Wireless 3*Dks&Spardk*	11127 — 5871					1908	Chant.de l'Atlantique St.Nazaire	Cie.Générale Transatlantique	508·4|57·8|39·5			Havre French *WB*	T.6Cy.26⅜″,43⅛″&73⅜″– 54⅝″ 788NHP Chant.del'Atlantique,St.N		V
794 *For full particulars See No. 16 in Supplement*	— SteelScSr *Elec.light* *CruiserStern*	6500 — *(Class Contemplated)*	100A1				1917	Earle'sCo. Ld. Hull	Ellerman'sWilson Line,Ld.	446·0|57·1|31·0 P48′B219′F44′			Hull British	T.3Cy.28″,46″&79″–54″ Earle'sCo.Ld.Hull		
795 127590	— SteelScSr *Elec.light* *Mchy.Aft* 2*Dks*	3195 — 2546					1901	Buffalo DryDockCo. Buffalo,N.Y.	GreatLakesTran- sitCorp.	324·2|44·0|14·0			Buffalo Utd.States *WB*	Q 4Cy.19″,27½″,40″&58″–42″ 218NHP DetroitS.B.Co.Detroit		
796 204913	— SteelScSr ~~*L.Johansen*~~ *ss*Sea.No.2–16 *Elec.light* ~~Sunes~~ –17 1*Dk*	419 343 130	✠100A1 *Stm Trawler* 6,17 4,16 ✠LMC4,16 BS7,17	Sea		~~4,16~~ 6,17	1908 3mo	MoranCo. Seattle,Wash A&CP	BoothFisheriesCo.	139·0|24·0|15·5 Q76′F33′ BK8″ *WB=DTf7′*			Chicago Utd.States *4BHCem* *13tAPT6t*	T.3Cy.15″,24″&38″–24″ (*s*) 180lb 112NHP 1SB,*3cf*,GS72,HS2200 MoranCo.Seattle	15 ″ 0	
797 98836 MVRB	**Chicago City** SteelScSr *M.C.Crinks* –12 *ss*Brs.2ndNo.3–8,16 2*Dks*(*Irn*)3*trB*	2324 2160 1478	✠100A1 ~~2,17~~ 8,16 9,17 ✠LMC MS3,16 BS5,~~10~~9,17	Brs	*t*	~~8,16~~ 5,18	1892 12mo	J.Blumer &Co. Sunderland A&CP	C.Hill&Sons *WB=*	295·0|39·3|22·5 P28′B82′F36′ BK10″ *DBa92′&uB30′316t*			Bristol British 5*BHCem* *MT26′312t*	T.3Cy.23½″,39″&64″–42″ (*s*) 160lb *100lb*NDB10 273NHP 2SB,*6cf*,GS118,HS4200 Blair&Co.Ld.Stockton	25 ″ 9 s 4 ″ 1 22 ″ 8	
798 13069 LMGW	**Chicago Maru** SteelTwinScSr *Y.Somekawa* –16 *ss*HKg.No.1–14 *Elec.light* 2*Dks*(*Stl*)*&deep framing* Wireless *Lower dk*(*Stl*)*in No.1hold*	5848 5125 3637	✠100A1 ~~8,17~~16,~~16~~2,18 ✠LMC~~16~~ ~~3,17~~	HKg	*z*	P~~11,15~~ S10,15 P8,17	1910 3mo	Kawasaki Dkyd.Co.Ld. Kobe *Lloyd's A&CP*	OsakaShosen KabushikiKaisha *WB=CellDBa* *E&B63′f167′1175t*	419·7|49·5|29·9 P26′B158′F42′ 127′*u* FK *DT a* 31′439*t FPT*			Osaka Japanese 7*BHCem* 106*tAPT26t*	T.6Cy19½″,32⅜″&55″–46″ (*s*) 200lb 544NHP 3SB,*9cf*,GS181,HS7498 FD KawasakiDkydCoLdKobe	32 ″ 6 s 7 ″ 3½ 25 ″ 7	
799 13919 LRQG	**Chichibu Maru** IronSc3MstSr *M.Tetsunosuke* *ss*Cal.No.1–83 *Mchy.Aft* (*ex*Byculla)1*Dk*(*Irn-ws*)2*trB*	1535 1475 1057	✠ 3,85	Cal	*p*		1878 5mo	W.Denny &Bros. Dumbarton	MuraiKisenGomei Kaisha *WB=D*	268·5|32·2|21·8 *Bf46′170t APT121t*			Kobe Japanese 4*BHCem*	C.2Cy.27½″&54⅝″–36″ 146NHP Denny&Co.Dumbarton		
800 53588	**Chicora** IronPad *R.Clapp* –97 Wireless	931 — 540					1864	Miller Liverpool	CanadaSteamship Lines,Ld.	221·0|26·0|10·9			Toronto, Ont. British	NB90		
801 100355	**Chicoutimi** WoodPad (*ex*Saguenay) 2*Dks*	992 840 593					1891	E.Auger Sorel	Richelieu&Ontario Nav.Co.	219·0|28·4|11·0			Quebec British	1Cy.45″–120″ E*made*66B*made*88 170NHP G.Brush,Montreal		
802 14447 LSDK	**Chidori Maru** SteelScSr 1*Dk*	201 156 108					1911	OsakaIron Works Osaka	YamatoGyogyo GoshiKaisha	109·1|21·2|10·8			Osaka Japanese	T.3Cy.11½″,19″&32″–22″ 48NHP OsakaIronWorks,Osaka		
803 15715 MDCS	— SteelScSp 1*Dk*	107 — 39					1912	J.Tochigi Wakamatsu	TochigiShojiKa- bushikiKaisha	88·0|17·0|10·0			Nishino- miya Japanese	C.2Cy.15½″&31″–22″ E*made*95 *refitted*12 38NHP B*made*— *refitted*12 J.Tochigi,Wakamatsu		
804 12167 LHPD	— SteelSc (*ex*Thor)	100 — 37					1903	Akers Mek.Værks. Christiania	ToyoHogeiKabu- shikiKaisha	94·5|17·0|10·6			Nishino- miya Japanese	T.3Cy.10½″,15″&24″–17″ 24NHP AkersMek.Værks.Xia.		
805 209235	**Chief Wawatam** SteelSc (*Ferry Ice Breaker*) *Elec.light* (2*Screws aft*,1*forward*) 2*Dks*	2990 — 1793					1911	ToledoS.B. Co. Toledo,O.	MackinacTrans- portationCo.	232·0|62·0|25·0			St.Ignace Utd.States *WB*	T.9Cy.21″,33″&52″–40″ 513NHP ToledoS.B.Co.Toledo,O.		
806 124202 JKMB	**Chieftain** SteelScSr *J.MacKechnie* –15 *ss*Gls.No.1–11 *Elec.light* 1*Dk*(*Stl*)*&Shelter dk*	1088 450 604	✠ *Shelter dk* *with freeboard* 5,12 *Coasting West*	Gls *Coast of*	*n* *Scotland*		1907 8mo	AilsaS.B. Co.Ld. Ayr	DavidMacBrayne, Ld. *WB=*	241·7|33·1|11·1 BK7½″ *CellDB uE34′f 80′*			Glasgow British 5*BHCem* 143*tAPT12t*	T.3Cy.21½″,35″&58″–36″ 257NHP 2SB,*6cf*,GS135,HS4442 ClydeS.B.Co.Ld.P.Gl.	12 ″ 0	C BT till 6,17
807 121095 HFCG	— SteelScK *T.Mason* –12 *ss*Hul.No.2–14 1*Dk*	278 247 112	✠100A1 *Stm Trawler* 1,15 ✠LMC7,14	Hul		N1,15	1905 12mo	Cook,Wel- t'n&Gemmell Beverley *Lloyd's A&CP*	MarineSteam FishingCo.Ld. (G.Walton,*Mgr.*)	133·4|22·3|12·3 Q72′ BK8″			Hull British 4*BHCem*	T3Cy.13¾″,22½″&37″-24″(*s*) 200lb 70RHP 1SB,*2cf*,GS36,HS1330 C.D.Holmes&Co.Hull	13 ″ 1	
808 110205	— SteelScK *A.R.Buthlay* –13 (*Trawler*) 1*Dk*	149 135 55					1899	Hawthorns &Co.Ld. Leith	A.Buthlay	100·5|20·1|10·6 Q22′ BK7½″			Aberdeen British *WB*	T.3Cy.11¼″,18″&30″–21″ NB15 50RHP Hawthorns&Co.Ld.Leith	11 ″ 6	
809 111216	— IronPadSp *M.McLeod* –15 1*Dk*	148 130 —					1899	J.T.El- tringham&Co S.Shields	Steel&Bennie,Ld.	108·4|18·8| 9·9			Glasgow British	L.1Cy.36¾″–54″ 99RHP Hepple&Co.Ld.S.Shields		
810 QJKV	**Chiengmai** SteelScSr *H.Oldsen* *Elec.light* 1*Dk&deep framing*	1815 1414 1080	*Now named* "Doen-Samud," *See No. 32 in Supplement*				1906 Sept.	Schiffsw.v. Stein&Roth Lübeck	Norddeutscher Lloyd	265·8|40·0|16·6 P36′B75′F38′			Bremen German *WB*	T.3Cy.17½″,28¾″&46¾″–32½″ 121NHP J.F.Ahrens,Altona		G
811 98870 NDGF	**Chignecto** SteelTwinScSr *C.Adam* –14 (*ex*Pembrokeshire, *ex*Siguro,*ex*Greek) Sub.Sig. 3*Dks* Wireless	4756 4033 2943					1893	Harland& Wolff,Ld. Belfast	RoyalMailSteam PacketCo.	400·5|47·2|26·9 P47′B142′F55′			S'thamptn British *WB*	T.6Cy.18½″,30″&50″–42″ 324NHP Harland&Wolff,Ld.Bel.		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Additional Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Inverness.
812 104833 NQTB	**Chihli** SteelScSr *J.Pugh* –17 2*Dks*	1862 1670 1143					1895	Scott&Co. Greenock	ChinaNav.Co.Ld.	260·0|38·1|21·3 B66′F29′			London British *WB*	T.3Cy.20″,32″&52″–39″ 169NHP Scott&Co.,Greenock		
813 9353 JSQH	**Chika Maru** SteelScSr 2*Dks*	757 675 469					1905	Osaka IronWorks Osaka	HokuyoKisen KabushikiKaisha	187·0|26·2|18·3 B33′F22′			Nanao Japanese *WB*	T.3Cy.13″,21½″&36″–27″ 67NHP OsakaIronWorks,Osaka		
814 127828 HMKP	**Chikara** SteelScK *W.C.Brown* –14 *ss*Gms.No.1-12 1*Dk*	250 222 98	✠100A1 *StmTrawler* 5,14 BS5,14 ✠LMC4,18	Gms		5,14	1908 3mo *Lloyd's*	Charlton& Doughty,Ld. Grimsby	Fisher,Morris& Salsbury	122·0|22·0|11·8 Q70′F18′ BK8″			Grimsby British *4BHCem*	T.3Cy.12½″,21½″&35″–24″(*s*) 180lb 76RHP 1SB,*2cf*,GS38,HS1330 Amos&Smith,Hull	12 ″ 6	
815 12140 LHMQ	**Chikubushima Maru** SteelSc 1*Dk*	172 80 106					1909	J.Harada Osaka	TaikoKisen KabushikiKaisha	99·6|18·6| 6·9			Otsu Japanese	C.2Cy.12″&24″–15″ 19NHP J.Harada,Osaka		
816 11045 LFHJ	**Chikugo Maru** SteelScSr *F.H.Fegen* 1*Dk*(*Stl*)&*Spar dk*(*Stl*-teak s) *Elec.light* &*deep framing*	2435 2156 1446	✠ *Spar dk* 6,08 ✠	Yka			1907 6mo	D&W Hendersn&Co.Ld. Glasgow	NipponYusen KabushikiKaisha *WB* = *CellDBa*92′*uE*& *B52′f*114′500*tFPT*	310·4|40·2|16·5 P33′B90′F39′ 24·0 FK *34tAPT24t*			Tokio Japanese 6*BHCem*	T.3Cy.25″,41″&68″–48″ 386NHP 2SB,*6cf*,GS124,HS5130 FD D&W.Hendersn&CoLdGls	26 ″ 6	
817 1197 HJCG	**Chikugogawa Maru** SteelScSr 2*Dks*	644 — 376					1890	MitsuBishi Dkyd&EWks Nagasaki	KitaNipponKisen KabushikiKaisha	176·0|26·9|17·9			Osaka Japanese	T.3Cy.15″,23″&39″–30″ NB02 83NHP MitsuBishiD.&E.Wks.Nag		
818 10837 LCWD	**Chikuzen Maru** SteelScSr *S.Wada* *Elec.light* 1*Dk*(*Stl*)&*Spar dk*(*Stl*) &*deep framing*	2438 2159 1449	✠ *Spar dk* 8,07 ✠	Yka	*u*		1907 4mo	D&W Hendersn&Co.Ld. Glasgow	NipponYusen KabushikiKaisha *WB* = *CellDBa*92′*uE*& *B52′f*114′500*tFPT*	310·3|40·2|16·5 P33′B90′F39′ 24·0 FK *34tAPT24t*			Tokio Japanese 6*BHCem*	T.3Cy.25″,41″&68″–48″ 386NHP 2SB,*6cf*,GS124,HS5130 FD D&W.Hendersn&CoLdGls	26 ″ 6	
819 HJCG	**Child** SteelScSr *R.Tait* –16 (*Sand Pump* *Elec.light* *Dredger*) 1*Dk*(*Stl-pt*teak s)	755 691 406	✠100A1 *Hopper Dredger* 12,16 ✠LMC11,16	Rnf			1916 12mo *Lloyd's*	W.Simons &Co.Ld. Renfrew	TheCrownAgents for theColonies	180·2|35·1|13·2 FK			Lagos British 6*BHCem*	T.3Cy.14½″,23″&37″–24″ (*s*) 180lb 70RH 2SB,*4cf*,GS84,HS2648 W.Simons&CoLd.Renfrew	14 ″ 0 s 2 ″ 2½ 12 ″ 1	
820 MCFG	**Childar** SteelScSr *Mathiassen* ~~*ss*H.Kg.No.2–15~~ 1*Dk*(*Stl*) *Spar dk*(*pt Stl*-teak s)& *Elec.light* *ss*HKg.No.3–10,17 *deep framing*	1735 1602 1102	✠100A1 *Spar dk* *withfreeboard* 10,17 ~~9,16~~ ✠LMC9,16 10,17	HKg	*r*	~~1,15~~ 3,17	1905 2mo *Lloyd's*	Fevigs Jernskibsbyg Fevig *SA&CP*	Akties.Dmpsk. Childar (Wiel& Amundsen) *WB* = *CellDB a* 75′ *u E*	269·7|39·0|11·2 B75′F31′ 19·0 FK 19′*f*113′393*t*			Frdrkshld Norwegian 4*BHCem* *APT14t*	T.3Cy.20½″,33″&56″–39″(*r*) 180lb *100lb* 209NHP 2SB,*4pf*,GS83,HS3078 Richardsons,Westgarth& Co.Ld.Mdb	21 ″ 3 s 4 ″ 7 16 ″ 11	
821 NTPH	**Chile** SteelTwinSc *F.Grue* –15 *Oil Eng.* *Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Tonnage opening closed 1918*	5570 5045 3490	✠100A1 *Shelter dk* *withfreeboard* 1,18 ~~6,16~~ ✠LMC1,17	Cpn Cal	*a*†	1,18 —	1915 12mo *Lloyd's*	Akt.Burmeistr&Wain Copenhagen *SA&CP*	Akties.detÖstasiatiskeKompagni *WB* = *CellDBa*	425·3|55·2|35·4 FK 135′ *uE*42′*f*			Copnhagn Danish 7*BHCem*	Oil Engines 4S.C.SA 12Cy.24½″–37½″ DB –*100lb* 568NHP Akt Burmeistr&Wain,Cpn 201′1266*tFPT*93*tAPT*73*t*	38 ″ 6 s 11 ″ 2 28 ″ 0	
822 10 NMLK	— SteelScSr *G.Incagliati* (*ex*Equità,*ex*Knightof St.John) *Elec.light* 2*Dks* 3*trB*	3282 3062 2108			…		1885	Palmers' Co.Ld. Newcastle	Soc.Anon.Lloyd delPacifico	330·0|43·5|29·0 P37′B74′F40′ BK11″			Savona Italian *WB*	T.3Cy.27″,44½″&71″–48″ 349NHP Palmers'Co.Ld.Newcastle	30 ″ 5	V
823 106800 PKSW	— SteelTwinScSr *E.E.Duncan* –14 Wireless 2*Dks*&*Shade dk*	3225 2300 1702					1896	Caird&Co. Ld. Greenock	Pacific StmNavCo.	350·3|43·1|19·4 *Promenade dk*318′ *Shade dk*153′			Liverpool British *WB*	T.6Cy.19¾″,32″&52″–36″ 324NHP Caird&Co.Ld.Greenock	22 ″ 6	
824 *Now named "Taza," See No. 51 in Supplement*	— SteelTwinScSr *Elec.light* 1*Dk*	641 — 420					1904	Grngem'th &Greenock DockyardCo. Grngemouth	Cia.Argentina de Nav.(Nicolas Mihanovich)Ltda.	205·0|33·7|10·5 B55′F22′			Bns.Ayres Argentine *WB*	T.3Cy.11″,18″&30″–22″ 84NHP Muir&Houston,Ld.Gls.		
825 HRGC	**Chili** SteelSc *Perrin deBoussac* –14 3*Dks*&*Spar dk* *Elec.light* Wireless	6097 — 3272					1894	Messag. Maritimes LaCiotat	MessageriesMaritimes	462·6|47·6|36·7			Marseilles French *WB*	T3Cy.41½″,61¾″&100¼″–51½″ 719NHP Messag.Mar.,LaCiotat		V
826 93659	— WoodSc *H.Lewis*93–93	108 101 73					1869	H.Gibson Northwich	Liverpool LighterageCo.Ld.	82·0|19·5| 8·8			Liverpool British	C.2Cy.12″–14″ 24RHP H.Gibson,Northwich		
827 MBWH	**Chilier** SteelScSr *P.Borms* (*ex*Frtshandel, *ex*Washington) 1*Dk*2*trB*	2966 2772 2059					1907	Irvine'sS B &D.D.Co.Ld. WHartlepool	LloydRoyalBelge Soc.Anon.	325·0|47·1|22·4 P33′B98′F32′			Antwerp Belgian *WB*	T.3Cy.24″,38″&64″–42″ Richardsons, 265NHP Westgarth&Co.Ld Hpl.		
828 129520 HRQP	**Chilka** SteelTwinScSr *J.H.Addenbrooke* –16 *Elec.light* 2*Dks*(*UStl*-ws) Wireless &*Shade dk*(*Stl*-teak s)	3952 3107 2157	✠ *Shade dk* 10,10 ✠	Gls	*y*		1910 10mo	Barclay, Curle&Co.Ld Glasgow	BritishIndiaStm. Nav.Co.Ld.	390·3|50·2|21·7 *FonShade dk*56′ FK *WB* = *Cell DBa* 652*tDTa*55′795*t*	120′*uE*&*B* 57′*f* 157′ *FPT* 64*t APT* 32*t*		Glasgow British 5*BHtoUdk* 1 „ *to2nddk* *Cem*	T.6Cy.18″,30½″&52″–42″ 573NHP 3SB,*12cf*,GS214,HS8616 FD Barclay,Curle&Co.Ld.Gls.	24 ″ 0	
829 127522 KRGT	**Chilkat** WoodScSr *J.W.Hyvarinen*01–01 *Elec.light* 1*Dk*	172 162 98					1901	FultonE. &S B.Works S.Francisco	AlaskaPackers Association	115·5|24·0|10·5			S.Frncisco Utd.States	C.2Cy.13″&28″–20″ 29NHP FultonE.&S.B.Works,S Fo		
830 106261 SHJF	**Chillagoe** *Parkes* –17 SteelSc3MstSr ~~*J.Black* –16~~ *ss*Mel.No.3–11,13 *Mchy.Aft* 1*Dk*(*pt Irn*&*pt Stl*)&*deep* *Elec.light* (*ex*MalteseCross) *framing* *ss*Mel.No.1–17	1490 1189 956	✠100A1 ~~6,14 9,16~~ 10,17 ✠LMC3,16 10,17	Mel ~~Stl~~	*o*	~~9,16~~ 10,17	1900 10mo	Lndnderry SB.&E.Co.Ld Londonderry	AustralianSteamshipsLd.(*Man. Agents*.Howard Smith,Ld.)	239·8|38·1|15·6 P57′B18′F25′ FK			Melbourne British 6*BHCem*	T.3Cy.18″,30″&48″–33″ (*s*) 180lb 155NHP 2SB,*6pf*,GS94,HS2578 J.G.Kincaid&Co.Greenock	18 ″ 2 s 2 ″ 6 16 ″ 1	
831 835 HBKC	**Chiloé** *J.Molgaard* –17 SteelScSr ~~*J.M.Ugland*~~ *ss*Vpo.No.1–14 *Elec.light* 2*Dks*(*Stl–U* ws) *Ref.Mchy.*	1846 1409 1147	✠100A1 7,15 ✠LMC7,15 BS3,17	Vpo	*r*	~~11,16~~ 4,17	1909 11mo *Lloyd's*	A.Rodger &Co. Pt.Glasgow	Braun&Blanchard *WB* = *Cell*	270·0|37·4|18·7 P29′B88′F41′ FK *DBa*54′*uE*28′*f*124′			PntaArnas Chilian 4*BHCem* 300*tAPT*46*t*	T.3Cy.20″,33″&54″–36″ (*s*) 180lb *100lb* 236NHP 2SB,*6cf*,GS115,HS4276 A.Rodger&Co.Glasgow	21 ″ 0 s 2 ″ 9 18 ″ 9	
832 122985	**Chimæra** SteelScK *A.Wilson* –16 1*Dk*	107 97 41			…		1907	Hawthorns &Co.Ld. Leith	T.L.Devlin F J.Offord	90·5|19·1| 9·0 BK7″			Granton Lowestoft British *WB*	C.2Cy.12″&26″–18″ 35RHP Hawthorns&Co.Ld.Leith	10 ″ 0	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Grément, etc. / *Capitaine.* *Ex-nom, s'il y a lieu.* / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. HP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. / Tirant d'eau correspondant. Tonnes. pds. pc.	15 Inscrits en cet. si on en est dans le L. Lt. Insurée Cons. Roff Trade.
833 114546 SNPV	**Chimæra** (*ex* Yacht)	Steel Sc Sr *ss* Shm. No. 3–4, 14	80 — 33	✠ 100 A1 *Yacht* 7.15 BS7,15 ✠ LMC 5,14	Grk		3,14	1901 4 mo	Mordey, Carney (Sou.) Ld Sthampto *Lloyd's SA & CP*	Barry Pilots Steam Cutter Co. Ld.	81·5 | 16·1 | 7·9 Q17′ BK 6-			S'thamptn British 4 *BHCem*	C.I.2Cy.12″&25″–16″ 1SB,*2pf*,Gs28,Hs700 33 NHP Mordey, Carney (Sou.) Ld. Southampton		
834 112690 RPDL	**Chimu** *D. McKenzie* –17 (*ex* Cumbal) *Elec. light*	Steel Sc Sr *ss* NNs. No. 3–11, 05 *ss* NYk. No. 2–14 1 *Dk (Stl)* & *Spar dk (Stl) & deep framing*	4259 4072 2781	✠ 100 A1 *Spar dk* 6,17 ~~2,16~~ ✠ NB 5,16 ✠ LMC 5,14 BS 5,16	Phl NYk	*x*	~~3,16~~ 6,17	1900 4 mo	N thmbl nd S.B. Co. Ld. Newcastle A & CP *WB* = *Cell D Ba* 114′ *uE*	New York & Pacific S.S. Co. Ld.	360·0 | 48·0 | 20·3 P 26′ B 197′ F 36′ 28·2 FK *& B* 42′ *f* 152′ 811′			London British 6 *BHCem* *APT* 71 *t*	T.3Cy.24½″,40½″&66″–48″ (*r*) 180 lb *120 lb* FD 385 NHP DB 10, *r* fitted 12 SB.*6cf*, Gs 124, Hs 5397 N.E. Marine Eng. Co Ld Nwc	30 ″ 10 s 5 ″ 5 25 ″ 10	
835	**Chin Chang** *T. A. Kyle* –12 *ex* Athos, *ex* Mexico) *Elec. light*	Iron Sc Sr (*ex* Fiume. 1 *Dk* & *Spar dk 3 tr B*	1339 1250 839					1882	G. Howaldt Kiel	Fuiksin S.N. Co.	232·0 | 30·9 | 22·9 P 13′ B 48′ F 35′			Ningpo Chinese *WB*	C.2Cy.29½″&49″–35½″ 119 NHP Gebr. Howaldt, Kiel		
836 72829	**Chin Lung** *J. McClure*	Steel Sc (*Tug*) 1 *Dk*	154 124 4					1893	S.C. Farnham & Co., Ld Shanghai	Taku Tug & Lighter Co. Ld.	95·0 | 20·1 | 11·4 B 44′			Shanghai British *WB*	C.2Cy.16″&32″–24″ 43 RHP S.C. Farnham & Co., Ld., Shi.		
837 104467 PMLK	**China** *H.G. Evans* –15 *Elec. light* Wireless	Steel Sc Sr 3 *Dks* (*U Stl*-teak s) & *Spar dk* (*Stl*-teak s)	7932 6422 4161	✠ *Spar dk* 11,96 ✠	Bel	*d*†		1896 11 mo	Harland & Wolff, Ld. Belfast *WB* = *Cell D Ba* 97′ *f* 160′	P. & O. Stm. Nav. Co.	500·5 | 54·2 | 25·1 P 47′ B 259′ F 78′ 33·4 FK & BK 3″ 537 *t DT a* 42′ 105 *t F*			Belfast British 9 *BHCem* *Planks* 93 *t*	T.4Cy.42½″68″&(2)74½″–72″ FD 1395 NHP 3D & 3SB 27 *cf* Gs 537 Hs 21760 Harland & Wolff, Ld. Bel	37 ″ 0	
838 HDSM	— 1 *Dk (Stl)* & *Spar dk (Stl-pt ws)* 3 *tr B* *Elec. light* Wireless	Steel Sc Sr *ss* Tri. No. 3–5, 14 *Now name*d "Hwah Jah," *See No. 47 in Supplement*	6026 5244 3871	✠ ~~—~~ 12,16 *Spar dk* ✠	Tri	*z*		1900 4 mo	Wigham Richarsn & Co Ld Newcastle *WB* = *Cell D Ba*	Lloyd Austriaco	417·0 | 52·6 | 28·5 P 40′ B 120′ F 48′ 20·3 FK 133′ *uE* 38 *f* 175′ 112·			Trieste Aust.-Hung. 6 *BHCem* *t APT* 50 *t*	Q.4Cy.24″,34″,51″&74″–54″ 495 NHP 3SB.*9cf*, Gs 159, Hs 6309 FD Wghm Rchrdsn & C. Ld Nwc	31 ″ 4	A
839 127262 KNLT	— *H. Thompson* –12 Wireless Sub Sig.	Steel Sc 4 Mst Sr 3 *Dks*	5060 — 3186					1889	Fairfield Co. Ld. Glasgow	China Mail S.S. Co.	440·4 | 48·1 | 32·8 *Promenade dk* 220′ P 56′ F 58′			S. Frncisco Utd. States *WB*	T.3Cy.40″,66″&106″–72″ 953 NHP Fairfield Co. Ld. Gls.	26 ″ 0	V
840 95096	— *Elec. light*	Steel Pad Lr	1224 1224 892					1888	W. Denny & Bros. Dumbarton	Irrawaddy Flotilla Co. Ld.	310·0 | 46·0 | 10·7			Glasgow British	C.D.2Cy.37½″&65″–72″ 299 NHP Denny & Co., Dumbarton		
841 99717 NGPD	— *T. Tombs* –13	Iron Sc K 1 *Dk*	190 178 93			…		1893	Cochrane & Cooper Beverley	N. Eastern Steam Fishing Co. Ld.	115·5 | 21·0 | 11·5 Q 17′ F 19′ len 00 BK 7½″			Grimsby British	T.3Cy.12½″,19½″&32″–22½″ NB 12 50 RHP C.D. Holmes & Co., Hull	12 ″ 0	
842 212892 LFCK	Chincha *Buchan* –17 ~~*Lr. Greitzler*~~ –14 *Elec. light* 2 *Dks (Stl)* & *Shelter dk (Stl)* *3rd dk (Stl) in No. 1 hold only* & *Web fram* *Longitudinal framing*	Steel Sc Sr *ss* NYk. No. 1–17 *Fitted for oil fuel* 6,17 *F.P. above* 150° F	6395 6102 4064	✠ 100 A1 *Shelter dk* *with freeboard* ~~3,17 to 16~~ 2,18 ✠ LMC 12,16	NYk Bal	*z*	~~2,16~~ ~~3,17~~ 6,17	1912 9 mo	J L Thomp-son & Sons Ld Sunderland *Lloyd's SA & CP*	W. R. Grace & Co. ~~Nafra S.S. Corp.~~ The Nafra Co. Inc. *WB* = *Cell D Ba*	403·0 | 52·3 | 26·8 FK 132′ *uE & B* 48′ *f* 167′			New York Utd. States 7 *BHCem* 1182 *t D T f*	Q.4Cy.24″34½″49″&71″–48″ 2201b *120 lb* (*s*) 480 NH SB.*9cf*, Gs 153, Hs 6480 FD N.E. Marine Eng Co Ld. Nwc 32 1251 *t f P T* 116 *t A P T* 35 *t*	37 ″ 1 s 8 ″ 10 28 ″ 8	
843 12824	Chinchow 1 *Dk*	Steel Twin Sc	310 257 204					1909	W. Denny & Bros. Dumbarton	Irrawaddy Flotilla Co. Ld.	155·4 | 28·1 | 8·1			Glasgow British	C.4Cy.16″&32″–21″ 25 RH Denny & Co. Dumbarton		
844	**Chinde** *A.J. Reis* 06–15 *Elec. light*	Steel Twin Sc Sr 1 *Dk* & *Awng dk*	*1382* *1188* *841*			…		1911	Russell & Co. Port Glasgow	Empreza Nacional de Nav. à Vapor para a Africa Portugueza	240·0 | 33·5 | 19·2 P 40′ F 43′ FK			Lisbon Portuguese *WB*	T.6Cy.12″,20″&32″–27″ 144 NHP J.G. Kincaid & Co. Ld. Grk.	21 ″ 6	
845 128930 HWBL	**Chindwara** *A.G. Abbott* –15 (*ex* Arabistan) *Elec. light*	Steel Sc Sr 2 *Dks (Stl)*	5192 4815 3307	✠ 3,13 ✠	Bom	*y*		1912 5 mo	W. Gray & Co. Ld. W Hartlepool	British India Stm. Nav. Co. Ld. *WB* = *Cell D Ba* 132′ *uE* 26′ *f* 176′	400·0 | 53·5 | 27·1 P 30′ B 124′ F 49′ 1184 *t DT a* 37′ 95			Glasgow British 6 *BHCem* 0 *t APT* 33 *t*	T.3Cy.28″,46″&77″–48″ 603 NHP 3SB.*12pf*, Gs 213, Hs 9174 FD Cen. Mar. Eng. Wrks. W Hpl	29 ″ 7	
846 129521 HRVQ	**Chindwin** *D.A. Meek* –15 *Elec. light* Wireless	Steel Sc Sr 2 *Dks*	6292 5445 4071					1910	W. Denny & Bros. Dumbarton	Brit. & Burmese S N Co. Ld. (P. Henderson & Co. *Mgrs.*)	445·5 | 55·2 | 28·6 P 61′ B 149′ F 42′			Glasgow British *WB*	T.3Cy.28½″,46½″&76″–60″ 447 NHP Denny & Co. Dumbarton		C BT till 12.17
847 129775 HTBQ	**Chinese Prince** ~~*C.W. Chambers* –15~~ 2 *Dks (Stl)* & *Shelter dk (Stl)* *Elec. light G. Naylor* –18	Steel Sc Sr *ss* NYk. No. 1–15 *Carrying fuel oil F.P. above* 150° F *in D.B. & Dt.*	4834 4435 3029	✠ 100 A1 *Shelter dk* *with freeboard* 12,17 ~~6,16~~ ✠ LMC 12,17 BS 12,17 ~~12,16~~ 12,15	NYk	*z*	~~3,16~~ 6,17	1911 7 mo	Short Bros. Ld. Sunderland *Lloyd's SA & CP*	Prince Line, Ld. (Furness, Withy & Co. Ld. *Mgrs.*) *WB* = *Cell D Ba* 115′ *uE* 28 *f* 171′ 959 *t*	396·0 | 54·4 | 26·8 FK *DT a* 30′ 700 *t F P T*			Newcastle British 6 *BHCem* 67 *t APT* 24 *t*	T.3Cy.27″,45″&74″–51″ (*a*) 1801b *100 lb* 507 NHP 3SB.*9cf*, Gs 172, Hs 7170 FD N.E. Marine Eng. Co Ld. Sld.	28 ″ 1 s 3 ″ 6 25 ″ 0	
848	**Ching Tau Maru** (*ex* Durendart *Elec. light*	Steel Sc Sr 1 *Dk* & *Spar dk*	3844 3547 2459					1906	Flensburg Schiffsb. Ges. Flensburg		340·5 | 49·2 | 18·2 P 38′ B 78′ F 40′ 26·1				T.3Cy.20⅝″,36½″&63″–39⅜″ 250 NHP Flensburger Schiffsb. Ges.		
849 76981 VJQG	**Chingchow** *J. Doyle* –13 *ex* Consuelo, *ex* Mandal, *ex* Jerseymoor, *ex* Vindolana)	Iron Sc Sr *ss* HKg. No. 1–17 *ss* HKg. 3rd No. 3–11, 13 2 *Dks (Irn)* 3 *tr B*	1917 1731 1123	✠ 100 A1 12,17 ~~6,16~~ ✠ NB 5,15 LMC 11,15 ~~12,16~~ MS 12,17 12,17	HKg	*s*	~~8,15~~ 12,17	1877 4 mo	R. Dixon & Co. Middlesbro'	Green Island Cement Co. Ld.	286·4 | 34·8 | 23·8 P 36′ F 32′ BK 9½″ *WB* = *DB a* 76′ *f* 70′ 244 *t*			Hong Kong British *BHCem* 1SB,*4pf*, Gs 70, Hs 607	C.2Cy.28″&64½″–42″ (*r*) 901b *100 lb* NDB 13 191 NHP N.E. Marine Eng. Co. Ld. Sld	25 ″ 9	
850 96639 LHVF	**Chingford** *W.G. Mackay* –16 *Well deck*	Steel Sc Sr *ss* Sld. 2nd No. 3–8, 14 1 *Dk (Irn)* & *Web frames*	1734 1288 1100	✠ 100 A1 7,17 ~~8,16~~ ✠ LMC MS 8,14 BS 7,17 BS 5,16	Shl	*q*	~~8,16~~ 7,17	1889 9 mo	W. Gray & Co. Ld. W Hartlepool *Lloyd's SA & CP*	Fernlands S.S. Co. Ld. (James Mitchell & Sons, *Mgrs.*)	264·5 | 37·0 | 17·8 Q 70′ B 112′ F 29′ BK 9″ *WB* = *DB a* 80′ *f* 100′			Dundee British 4 *BHCem* 393 *t APT* 17 *t*	T.3Cy.20″,31½″&53″–36″ (*s*) 1601b *100 lb* NDB 08 168 NH 2SB,*4rf*, Gs 71, Hs 2500 Cntrl Mrne E. Wks, W. Hpl.	18 ″ 11 s 1 ″ 1½ 18 ″ 8	
851 118354 VKHB	**Chinhua** *E. Finlayson* –13 *Elec. light*	Steel Twin Sc Sr 2 *Dks*	2207 1939 1353					1903	Scott & Co. Greenock	China Nav. Co. Ld.	299·7 | 40·1 | 20·6 Bs 6′ F 37′			London British *WB*	T.6Cy.14½″,24″&39½″–30″ 170 NHP Greenock Foundry Co. Grk.		
852 108344 QCNR	**Chinkiang** *G.R. Ainslie* –12	Steel Sc Sr 2 *Dks*	1986 1777 1229					1898	Scott & Co. Greenock	China Nav. Co. Ld.	275·5 | 38·2 | 21·4 P 20′ B 70′ F 30′			London British *WB*	T.3Cy.20″,32″&52″–39″ 169 NHP Scott & Co. Greenock		
853 106541	— *J. Craig* –17	Steel Sc Sr 1 *Dk*	125 117 48			…		1896	A. Hall & Co. Aberdeen	J. Graig, Jr.	96·4 | 19·6 | 10·0 BK 7½″			Aberdeen British	C.2Cy.13″&31″–21″ 45 RH A. Hall & Co., Aberdeen	10 ″ 11	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 6 7 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 9 Built. When. / Ship. / Engines	By Whom. / Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed. If not in L.R. Date of Fit. of Trade Cert.
854 128943 JCVP	**Chinkoa** SteelScSr *F.B.Bignold* –16 (*ex*Arabistan) 2*Dks*(*Stl*) *Elec.light* Wireless	5222 4828 3295	✠ 9,15	Mdb	*y*		1913 8mo	W.Gray& Co.Ld. W Hartlepool	BritishIndiaStm. Nav.Co.Ld.	400·2 P30'	53·6 B124'	27·2 F39' FK	Glasgow British	T.3Cy.28″,46″&77″–48″ 588NHP 6 *BHCem* 3SB.*12cf*,GS213,HS8813 FD *CellDBa*132′*uE*26′ 950*tAPT*33*t* Cen.Mar.Eng.Wrks.WHpl	29 ″ 7	
855 752 HFGP	**Chinzei Maru** WoodScSr 2*Dks*	491 — 301					1882	K.Genjiro Osaka	ToyoBussan KabushikiKaisha	170·4	21·6	18·2	Niigata Japanese	C.2Cy.18½″&34″–24″ NB87 47NHP OsakaIronWorks,Osaka		
856 HJRD	**Chio** IronScSr *F.deAchurra* –00 (*ex*Edith. *Well deck ex*Stella,*ex*Edith) 1*Dk*	404 296 266			…		1883	Russell& Co. Pt.Glasgow	Cia.MarCantabria (A.deAreizaga, *Mgr.*)	149·2 Q48′ BK7′	23·5 B37′	11·3 F24′ *WB*	Bilbao Spanish	C.2Cy.18″&36″–24″ 53NHP Alley&Maclellan,Glasgow	12 ″ 0	
857 HPSF	**Chios** *ss*NYk.No.2–17 SteelScSr *N.Mitzis* –15 *ss*Pir.No.3–10,07 (*ex*Vagliano*s*); ~~*ss*Pir.No.1–12~~ *Elec.light* 1*Dk*(*pt Stl pt Irn*) *&pt Awngdk&Web frames*	2700 1985 1681	✠100A1 *pt Awng dk with freeboard* ~~3,17 4,15~~ 3,18 6,17 ~~BS14,15~~ LMC~~12~~	Cff ~~NYk~~ Lgn	*t* ~~1,16~~ 6,17	~~9,14~~ ~~N9,17~~	1895 8mo	R.Thompson&Sons Sunderland A&CP *WB*=	SaliarisBros. *Cell DBa* 96′ *f* 124′	310·0 Q75′ FK	41·3 *pt Awngdk* 235′	18·4 *uE*22′643*t FPT*88*t*	Piræus Greek	T.3Cy.21½″,37″&60″–42″ (*s*) 165lb *80lb* 250NHP 6 *BHCem* 2SB,*6cf*,GS114,HS3950 *APT*125*t* J.Dickinson&Sons,Ld.Sld	21 ″ 2 s 8 ″ 8½ 20 ″ 0	
858 HKMJ	**—** IronScSr (*ex*Portland) 2*Dks*	923 728 537					1876	R.Steele &Co. Greenock	HellenicCo.ofMarineEnterprises (A.Pallios, *Mgr.*)	230·3 P56′	30·8 F44′	15·6	Syra Greek	C.2Cy.31″&57″–45″ 182NHP R.Steele&Co.,Greenock		
859 120660 HFLQ	**Chip Shing** SteelScSr *F.E Jarrett* –16 *Elec.light* 2*Dks*	1984 1794 1199					1906	Hall,Russell&Co.Ld. Aberdeen	Indo-ChinaSteam Nav.Co.Ld.	265·0 B64′F38′	40·2	21·0	London British *WB*	T.3Cy.20″,33″&54″–39″ 182NHP Hall,Russell&Co.Ld.Abn.		
860 23801 HKGN	**Chipana** SteelScSr *I.H.Cann* –14 *ss*N.Yk.No.2–16 *Elec.light* 2*Dks*(*Stl*)*&deep framing* Wireless *&Shelter dk*(*Stl–pt*ws)	7040 5230 5243	✠100A1 *Shelter dk with freeboard* ~~10,16,17~~ 1,18 BS10,16 LMC~~8~~,15	NYk ~~Npt~~	*a*† ~~8,17~~ ~~N10,17~~ 12,17		1907 3mo	ShortBros. Ld. Sunderland *Lloyd's A&CP*	NewYork&Pacific S.S.Co.Ld. *WB*= *Cell DBa* 131′ *uE&B*	417·8 42′ FK	54·4 *f* 173′	36·0 1232*t FPT* 111*t*	London British 7 *BHCem* *APT*56*t*	Q.4Cy.24½″,35″,51″&74″–51″ 220lb *120lb* (*r*) 539NHP 3SB,*9cf*,GS159,HS7290 FD N.E.Marine Eng.CoLdNwc	38 ″10 s 9 ″ 7 29 ″ 8	
861 201920 KTSQ	**Chippewa** SteelScSr *R.Maguire* Sub.Sig. 2*Dks3trB*	2696 — 2155					1905	WCramp& SonsS&EBCo Philadelphia	ClydeS.S.Co.	265·9	40·1	19·5	New York Utd. States	T.3Cy.18″,30″&49″–30″ 131NHP W.Cramp&SnsS&EBC Phl		R
862 100753	**—** SteelPadSr *J.McGiffin*88–98 3*Dks* Wireless	1544 892 764					1893	Hamilton BridgeCo. HamiltonOnt	Canada Steamship Lines,Ld.	308·5	36·3	12·5	Toronto British	B.1Cy.75″–121″ 476NHP W.R.Fletcher&Co.Hobkn.		
863 127440 KVRW	**—** SteelSc *Elec.light* Wireless 1*Dk&Awngdk*	1111 — 644					1900	CraigS.B. Co. Toledo,O.	PugetSoundNav. Co.(J.Green, *Mgr.*)	200·0	34·4	19·8	Seattle, Wash. Utd. States	T.3Cy.20″,32½″&55″–30″ 166NHP CraigS.B.Co.Toledo		
864 HCKT	**Chire** SteelScK *J.Gomes de Pina* *ss*Lis.No.1–13 (*ex*Hebden) 1*Dk* *Elec.light*	256 224 97	✠ 11,15 *StmTrawler*	Lis			1908 11mo	J.Duthie Torry S.B.Co. Aberdeen	Empresa des Pescarias "Norte" Ld.(C.J.Sabido, *Mgr.*)	126·2 Q70′ BK7½″ *WB*	22·6 F20′	12·0	Lisbon Portuguese *FPT*14*t*	T.3Cy.12½″,21″&35″–25″ 75NHP 3 *BHCem* 1SB,*3pf*,GS43,HS1284 W.V.V.Lidgerwood,Gls.	12 ″ 9	
865 119598 HGDJ	**Chirripo** SteelScS *H.E.B.Halpin* –15 *ss*RotNo.2–14 *Elec.light* 4*Dks*(*Stl U–ws*) *Ref.Mchy.* Wireless *Intermedia*	4050 3698 2585	✠100A1 6,17 1,~~17~~ ~~BS5,15~~ LMC~~8~~,14 ~~Bs~~ 15 *heads in fore &after holds dis*	Bkn Liv	*y*	N1,17	1906 5mo	Workman, Clark&Co.Ld Belfast *Lloyd's A&CP pensed*	Elders&Fyffes,Ld. *WB*= *CellDBa* 82′	374·3 F43′ FK	47·8 *uE&B* 66′	29·5 *f* 160′ 789*t*	Manchestr British *Cem* *Tanks at sid*	T.3Cy.27″,45′&75″–54″ (*s*) 190lb *100lb* 666NHP 4SB,*16cf*,GS259,HS10400 FD Wrkman,Clark&Co.Ld Bel *es of tunnel* 12′4*t FPT*26*t*	32 ″ 6 s 7 ″ 1½ 25 ″ 11	
866 7648 JRBT	**Chishima Maru** IronScSr *N.Wakatake*03–10 (*ex*Skramstad,*ex*General Boyd) *Well deck* 1*Dk&Web frame*	1408 1086 878			…		1891	W.Gray& Co.Ld. W Hartlepool	HiroumiNisaburo	245·1 Q79′ BK8½″	34·6 B71′	17·5 F28′	Sekoshi Japanese *WB*	C.2Cy.31″&58″–36″ NDB06 157NHP Cen.Mar.Eng.Wrks.WHpl	18 ″ 4	
867 14196 LQWD	**—** SteelScSr 1*Dk*	134 117 83					1913	Y.Ono Hakodate	NemuroUnyu GomeiKaisha	99·0	16·0	10·0	Hakodate Japanese	C.2Cy.12½″&24″–15″ 19NHP E&B*made*03 *refitted*13 TobaTekkoGoshiKaisha		
868 120462 HBKG	**Chiswick** SteelScSr *B.C.Hardy* –13 ~~*ss*Nwc.No.2–12~~ 1*Dk*(*Irn*)*&deep framing* *Elec.light* *ss*Hul.No.3–9,17	3246 2954 2072	✠100A1 5,18 ~~2,16~~ ~~Examined 9,17~~ BS~~9,17~~ 5,18 LMC~~10,17~~ *Carrying oil fuel F.P. above* 150′	Bal Cff	*v* ~~11,16~~ ~~1,18~~ 5,18		1904 10mo	D&W Hendersn&Co.Ld. Glasgow *Lloyd's A&CP*	BritainS.S.Co.Ld. (Watts,Watts&Co Ld.,*Mgrs.*) *F in DB WB*= *Cell*	331·5 P28′ FK *DBa* 94′	50·0 B98′	21·9 F34′ *uE&B* 37′	London British 5 *BHCem* *APT*177*t*	T.3Cy22½″,40¾″&66″–45″ 180lb (*r*) *150lb* 203NHP 2SB~~,1 Aux SB,*Se*~~,GS~~175~~, ~~6cf~~,GS138,HS1634 ~~HS5×21~~ D&W.Hendersn&CoLdGls	24 ″ 6 s ~~4~~ ″ 0 20 ″ 11	
869 1636 HKVM	**Chita Maru** SteelScSr (*ex*Craggs) 1*Dk*	520 431 286					1891	R.Craggs &Sons Middlesbro'	S.Shiratori	166·9 Q59*t*	25·9 B35*t*	11·8 H13*t*	Hakodate Japanese *WB*	T.3Cy.18″,21″&34″–24″ 57NHP Wstgrth,English&Co.Mdb		
870 105190 PTJB	**Chiverstone** SteelScSr *E.F.Clement* –13 *ss*Cff.No.3–10,09 *ss*Cff.No.1–14 1*Dk*(*Irn*)2*trB&Web frames 3Dk rule*	2946 2743 1889	✠100A1 *with freeboard* ~~6,17 12,16~~ 10,17 ~~Examined~~ 3,16 LMC~~9,14~~	Bry B~~A~~Gls BS12,16	*u* 10,17	~~N12,16~~ 10,17	1897 8mo	Richardsn Duck&Co. Stockton A&CP	Gulf Anglo-BrazilianCoaling Co.Ld *WB*= *CellDBa*	330·0 P31′ FK 110′ *uE*24′	43·1 B90′	23·2 F34′ *f* 136′ 696*t*	Cardiff British 5 *BHCem* *APT*114*t*	T.3Cy.22½″,37″&61″–42″ (*r*) 180lb *90lb* 253NHP 2SB.*6rf*,GS102,HS3800 Blair&Co.Ld.Stockton	25 ″ 9 s 4 ″ 8½ 21 ″ 4	
871 8928 JNWP	**Chiyo Maru** SteelScSr *S.Kaga*08–11 *ss*Yka.2ndNo.3–8,1~ (*ex*Fonar) 1*Dk*(*Stl*)*&Spar dk* (*pt Stl–ws*) 3*trB*	3351 3035 2078	✠100A1 *Spar dk* ~~4,17 3,16~~ 4,18 ~~3,17~~ LMC~~9~~	Yka	*u* ~~8,15~~ 8,17	8,17 ~~8,17~~	1889 11mo	Wigham-Richrdsn&Co Newcastle *Lloyd's A&CP*	OakiGoshiKaisha *WB*= *DB*	318·0 P28′ B66′ F37′ 26·2 FK *uB*42′	41·2	18·7 *nk*74′	Yokohama Japanese 170 lb *70lb* (*s*) 242NHP 5 *BHCem* 2SB,*6cf*,GS110,HS3564 *60lb* WghmRichardsn&Co. Nwc	30 ″ 0 s 6 ″ 8½ 23 ″ 10	
872 18948 MWSQ	**—** SteelScSr *H.Mikuni* –16 1*Dk*	1075 926 689	*Now named "Jade," See No. 24 in*				1916	Tochigi Shoji Kabushiki Kaisha Yawata	TochigiShoji KabushikiKaisha	198·0 P8′ B49′ F23′ *WB*	31·2	19·0	Nishino-miya Japanese	*a*24′340*t FPT*76*t APT*20*t* T.3Cy.13½″,21½″&42½″–30″ 95NHP K.Okamoto,Osaka		
873 14432 LSCF	**—** WoodScSp 2*Dks*	189 175 102					1911	T.Morikawa Osaka	OkudoKisen GoshiKaisha	115·9	17·2	13·2	Sekoshi Japanese	C.2Cy.13⅞″&27½″–16½″ E&B*made—fitted*11 25NHP		
874 1505 HKJS	**Chiyoda Maru** IronScSr *ss*Yka.No.3–7,99 (*ex*Parthian) 2*Dks*(1*pt Irn*)3*trB*	1719 — 1065	✠ 2,01	Yka	*r*		1883 8mo	Murdoch& Murray Pt.Glasgow	J.Tanaka	269·0 B18′F36′ BK9″ *WB*= *DBa*	33·0	22·3	Hamadera Japanese 4 *BHCem* 62′*f*23′325*t*	C.2Cy.32″&60″–39″ NDB00 197NHP 1DB,*6pf*,GS111,HS3672 W.King&Co.,Glasgow	23 ″ 7	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. / Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière Visite de la Marine porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. pc.	15 Registres où cotés, si ce n'est dans le L. R. Durée Cert. Hull Classic.
875 7645 JPVW	**Chiyoda Maru No. 2** SteelScSr (*ex*Tordenskjold) *Well deck* 1*Dk*&*Web frames*	1236 836 916			...		1889	T.&W. Smith North Shields	C.Tsukamoto	224·9 31·7 13·8 Q75′B104′F29′ FK	Kobe Japanese *WB*	T.3Cy.16½″,27″&44″-33″ 111NHP N.E.MarineEngCo.LdNwc	16 ″ 8	
876 118099 HBNL	**Chloris** *ss*Ard.No.3-1,17 SteelScSr *J.Young* -14 ~~*ss*Lon.No.2-12~~ (*ex*Pegwell,*ex*MaryHorton) 1*Dk*(*Stl*) *Well deck Mchy.Aft* &*deep framing* *Elec.light*	984 713 551	✠100A1 1,17 ~~4,14~~ ~~BS1,16~~ ✠LMC1,19	Lon Ard	*m*	12,16	1904 7mo	Montrose S.B.Co. Montrose *Lloyd's*A&CP	J.&P.Hutchison *WB*=	210·0 33·1 13·6 Q130′F48′ FK *Cell DB f* 136′250*t*	Glasgow British *WB*	T.3Cy.16″25½″&42″-33″(*s*) 180lb 88RHP 3*BHCem* 2SB,*4pf*,GS65,HS2154 *FPT*84*t* N.E.MarineEng.Co.Ld.Sld	16 ″ 0 s 1 ″ 1½ 15 ″ 2	
877 HDTQ	**Chlumecky** SteelScSr *M.Gerolimich* *ss*Tri.No.2-10 1*Dk*(*Stl*)&*Spar dk*(*Stl*) &*deep framing*	3528 3306 2276	✠ ~~—~~ ~~11,15~~ *Spar dk* ✠	Shl	*w*		1902 6mo	Russell& Co. Pt.Glasgow	NavGenAustriaca-Gerolimich&Co. Soc.inAzioni *WB*=*CellDBa*	339·2 46·0 17·9 P20′B76′F36′ 25·7 FK 110′*u E*&*B*40′*f* 142′	Trieste Aust.-Hung. *6BHCem* 805*tAPT*56*t*	T.3Cy.24″,40″&65″-45″ NDB13 306NHP 2SB,*6cf*,GS132,HS4700 J.G.Kincaid&Co.Grk.	28 ″ 5	
878 4533 JCPT	**Choan Maru No. 3** WoodPad 1*Dk*	133 42 78					1893	Hayashi Masashichi Fushimi	YodogawaUnso KabushikiKaisha	98·4 14·0 3·5	Osaka Japanese	C.2Cy.10″&20″-12″ 12NHP NagataSanjuro,Osaka		
879 18313 MSTF	**Chofu Maru** SteelScSr *S.Orii* -15 *ss*Shi.No.3-11,01 (*ex*Siam) *ss*Shi.No.1-06 1*Dk*(*Irn-ws*)&*Awng dk*	1593 1517 933	✠ *Awng dk* *withfreeboard* 4,08 ✠	Shi	*o*		1890 5mo	J.Priest-man&Co Sunderland	T.Tanaka *WB*=*DBa*71′	258·0 36·1 14·8 21·8 YK	Chofu Japanese	T.3Cy.20″,32½″&53″-36″ 168NHP 2SB,*4rf*,GS72,HS2504 123*tAPT*39*t* Hutson&Corbett,Glasgow	22 ″ 10	
880 118157	**Choice** SteelScK *T.Wilson*05-05 1*Dk*	165 156 66	✠ *StmTrawler* 6,05 ✠	Abn			1905 6mo	A.Hall& Co.Ld. Aberdeen	W.Johnston *WB*= *DBf*23′13*t*	105·5 21·1 11·3 BK7½″	Granton British	C.2Cy.16″&36″-24″ 61RHP 1SB,*2pf*,GS33,HS1025 A.Hall&Co.Ld.Aberdeen	12 ″ 0	
881 2 KBCF	**Chojin Maru** Wood (*ex*Swallow) 1*Dk*	113 — 53					1897	HongKong	Y.Kashiwabara	125·0 20·0 8·6	Kiirun Formosa Japanese			
882 16896 MLJF	**Chojin Maru No. 2** SteelScSp 1*Dk*	362 — 162					1913	Osaka Iron Works Osaka	Y.Kashiwabara	134·7 23·3 13·1	Osaka Japanese	T.3Cy.11½″,19″&32″-22″ 48NHP OsakaIronWorks,Osaka		
883 14461 LRQJ	**Chokai Maru** SteelScSr 1*Dk*	201 — 78					1911	Kawasaki Dkyd.Co.Ld. Kobe	TaikaiKisen GyogyoKabushiki Kaisha	116·8 20·6 10·9	Kobe Japanese *WB*	T.3Cy.12½″,20″&33″-23″ 52NHP KawasakiDkydCoLdKobe		
884 658 HDTK	**Chokiu Maru** WoodScSr 2*Dks*	134 119 84					1881	Haruki Tojiro Fukushima	K.Doi	100·8 13·8 12·5	Osaka Japanese	C.2Cy.11½″&23″-14″ NE&B01 17NHP NiikumaMasajiro		
885 8925 JNWK	**Choko Maru** IronScSr (*ex*Pionier, *ex*Falkenburg) 1*Dk*&*Spar dk*3*trB*	1668 1487 1216					1884	F.Schichau Elbing	GomeiKaisha BusaiSenpakubu	230·0 34·1 17·4 P38′B55′F20′ 24·6 *WB*	Tarumi Japanese	T.3Cy.20½″,32½″&50″-33″ NB93 144NHP F.Schichau,Elbing		
886 9200 JSKL	**Chokyu Maru** SteelScSr (*ex*Mira,*ex*Borg) *Well deck* 1*Dk*	1238 794 768					1896	Nylands Verksted Christiania	C.Tanaka	220·5 32·8 12·3 Q66*t* B255*t* H65*t* F27*t*	Yokohama Japanese *WB*	T.3Cy.16½″,27″&44″-30″ 106NHP NylandsVerksted,Xia.		
887 9516 JTGL	**Chokyu Maru No.3** StlTwinScSr *A.Yagi* (*ex*Dingadee) *Well deck*	632 — 342	✠ 4,83 ✠	Crk	*j*		1883 3mo	RoyalVic-toriaDks.Co. Cork	C.Tanaka	180·4 28·1 13·6 Q100′B7′F30′	Yokohama Japanese 3*BHCem*	C.4Cy.22″&44″-33″ 184NHP Kincaid&Co.Greenock	14 ″ 4	
888	**Chokyu Maru No. 5** SteelScSr 1*Dk*	2200 1870					1914	Uraga Dock Co.Ld. Uraga	Cho-beiTanaka	268·0 40·9 23·6 P22′B63′F33′	Japanese *WB*	T.3Cy.19″,31½″&52″-39″ 169NHP UragaDockCo.Ld.Uraga		
889 HRGM	**Cholita** SteelScSr *E.Dequidt*10-10 *ss*Auk.No.2-12 (*ex*Ballynass) 1*Dk*(*Stl*) *Well deck Elec.light*	*306* *197* *99*	✠ ~~—~~ ~~6,15~~ ✠	Auk	*e*		1903 2mo	J.Fullerton &Co. Paisley	Cie.Française des Phosphates de l'Océanie	135·0 23·1 9·2 Q74′B9′F30′ BK6″ *WB*=*FPT*17*t*	Tahiti French	C.2Cy.17½″&36″-24″ 60NHP *4BHCem* *APT*11*t* Muir&Houston,Ld.Gls.	10 ″ 2	
890 82663 TMVB	**Cholmley** IronScBn *W.Hunter*13-15 *ss*Lth.2ndNo.3-3,06 *Well deck* *ss*Shl.No.2-15 1*Dk*2*trB*	1368 1109 849	✠100A1 ~~12,16~~11,17 ~~B12,16~~ ✠LMC5,15 MBS11,17	Sld	*o*	~~12,16~~ N11,17	1880 7mo	T Turnbull &Son Whitby A&CP	NewLineS.S.Co.Ld (R.Mackie&Co. *Mgrs.*)	240·0 34·0 17·9 Q87′B110*t*F33′ ptND98 FK *WB*=*DBa*	Leith British	C.2Cy.30″&57″-33″ (*i*) 75lb *100lb* NDB15 156NHP *4BHCem* 2SB,*4pf*,GS66 67′*f* 94′271*t* T.Richardson&Sons,Hpl.	19 ″ 6 s 2 ″ 2⅔ 17 ″ 10	
891	**Cholon** SteelTwinSc *OilEng.* 1*Dk*	*100* *92* *68*					1912	Macdonald &Co. HongKong	Cie.Franco-Asiatique des Pétroles	89·5 17·4 6·7	Saigon French	2OilEngines 2Cy.10½″-13″ Plenty&Son,Ld.Newbury		
892 113545 SNBR	**Chorley** SteelScSr *A.Henry* -15 *ss*Shl.No.3-10,13 1*Dk*(*Stl*)2*trB*deep framing &*Web frames*&*Shelter dk*(*Irn*)	3828 3541 2468	✠100A1 *Shelter dk* 2,17 MBS2,16 ✠LMC10,13	N Yk	*w*	N2,17	1901 8mo	Richardsn, Duck&Co. Stockton A&CP	Brys&Gylsen,Ld. *WB*=*Cell DBa*108′*u E*&*B*40′	340·0 48·1 25·9 FK *f* 146′942*t FPT*180*t*	London British *6BHCem* *APT*159*t*	T.3Cy.26″,42½″&69½″-45″(*s*) 160lb *100lb* NDB13 349NHP 2SB,*6cf*,GS128,HS5620 Blair&Co.Ld.Stockton	28 ″ 4 s 3 ″ 4½ 25 ″ 5	
893 949 HBPN	**Chorrillos** WoodSc *F.Lopez* -16	218 — 171					1916	Oettinger Hnos.&Co. Valdivia	OettingerHnos.	111·5 21·3 12·1	Valdivia Chilian	C.2Cy.11″&22″-14″ *Emade*10,*fitted*16 15NHP Schill,Seebohm&Co.Ld.		
894 14458	**Chosen Maru** SteelScSr *S.Kaburaki* -11 *ss*Yka.No.1-16 *Elec.light* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	2912 2755 1815	✠100A1 12,17 ~~14,16~~ ~~LMC2,16~~ BS12,17	Kob	*t*	~~2,16~~ 12,17	1911 10mo	Armstrong Whitworth &Co.Ld. Newcastle *Lloyd's*A&CP	OsakaShosen KabushikiKaisha *WB*=*CellDB*	305·1 44·1 24·9 P19′B85′F32′ FK *a*85′*u E*&*B*33′*f* 138′	Osaka Japanese *5BHCem* 519*tAPT*20*t*	T.3Cy.22″,37″&61″-42″ (*s*) 180lb 279NHP 2SB,*6cf*,GS93,HS3648 FD N.E.MarineEng.CoLdNwc	27 ″ 3 s 4 ″ 4½ 23 ″ 2	
895 9290 JSQC	**Choshu Maru** SteelScSr (*ex*Orange) 1*Dk*&*Spar dk*	1626 1538 1134					1896	Fevigs Jernskibsbyg Arendal	OsakaShosen KabushikiKaisha	255·4 36·7 19·9 B32′	Osaka Japanese *WB*	T.3Cy.19½″,31″&49½″-30″ 137NHP AkersMek.Værks.Xia.		
896 11096 LBST	**Choshun Maru** SteelScSr *Fusen*06-08 *Elec.light* 1*Dk*&*Spar dk*	1729 1504 1041					1907	Osaka Iron Works Osaka	OsakaShosen KabushikiKaisha	262·0 35·2 19·9 B76′F40′	Osaka Japanese *WB*	T.3Cy.17½″,29½″&48″-36″ 138NHP OsakaIronWorks,Osaka		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master / Special Surveys.	3 Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years assigned. now expired. Equipment Letter.	Date when last shut out / last seen.	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of first Trade Cert.
897	**Chow Fa**	**SteelScSr**	*1646*					1888	Fairfield Co.Ld. Glasgow	Norddeutscher Lloyd	270·5	37·0	21·8	Bremen German	T.3Cy.22″,36″&57″–42″ 211NHP		G
QGVD	*F.Grünberg*	*2Dks*	*1535*								B18′	F40′			FairfieldCo.Ld.Gls.		
			1055														
898	**Chow Tai**	**SteelScSr**	1777					1896	Fairfield Co.(Lim.) Glasgow	Requisitioned by the Admiralty	289·0	37·8	21·5	Singapore British *WB*	T.3Cy.22″,36″&57″–42″ 211NHP		
105973			1640								P10′B22′F42′				FairfieldCo.(Lim.),Gls		
		2Dks	1115														
899	**Choy-Sang**	**SteelScSr**	2284	✠	Nwc	*s*		1902	Wigham-Richrdsn&Co Ld Newcastle	Indo-ChinaSteam Nav.Co.Ld. *WB=CellDBa* 84′*f*108′349*t*	290·0	42·1	15·2	London British	T.3Cy.21″,34″&56″–42″ 212NHP	25 ″ 0	
115861	*A.S.Woodgett* –16		2111	*Spar dk*				7mo			B60′F35′		22·5 FK	*5BHCem*	1SB,*4rf*,GS71,HS2582 FD		
TMWD	1*Dk*(*Stl*)&*Spar dk*(*Stl*–ws pt teak)&		1424	7,02 ✠							*DTa* 24′ 374*t* *FPT*			56*tAPT*25*t*	WghmRchrdsn&C.LdNwc		
	Elec.light	*deep framing*															
900	**Choy Sang Maru**	**SteelScSr**	1985			...		1888	Hall, Russell&Co. Aberdeen	ItayaShosen KabushikiKaisha	266·4	33·8	18·1	Nishi-nomiya Japanese	T.3Cy.21″,33″&54″–39″ 182NHP	26 ″ 0	
7073	*F.Fukui* –12		1782								B61′ F33′		25·2		Hall,Russell&Co.,Abn.		
JMRP	(*ex*ChoySang)	*2Dks*	1436														
901	**Choyo Maru**	**WoodScSp**	175					1906	N.Nakajo Misato	OsakaShosen KabushikiKaisha	108·8	16·5	12·7	Kochi Japanese	T.3Cy.9½″,15″&24½″–18″ 25NHP		
10123			158												OsakaIronWorks,Osaka		
JVDQ		*2Dks*	102														
902	**Chrisomalli Th.Sifneo**	**SteelScSr**	*2415*	✠100A1	Bkn	*s*	1,17	1892	W.Gray& Co.Ld. WHartlepool	J.Charopoulos	296·5	38·6	18·7	Piræus Greek	T.3Cy.23″,36½″&62″–39″ (*s*)	21 ″ 1	
	J.Angelis	*ss*Pir.No.3–4,05	*1791*	1,17				5mo			P33′Q115′B124′			*5BHCem*	160lb *100lb* NDB07 239NHP	21 ″ 8½	
HQFJ	(*ex*NinaMendl)	*ss*Pir.No.2–14	*1554*	BS11,16 ✠LMC5,14							F33′		FK		2SB,*6rf*,GS78,HS3580	19 ″ 8	
	Well deck Elec.light	1*Dk*(*pt Stl pt Irn*)& *Web frames*								*Lloyd's A&CP*	*WB=CellDB230′*			515*tAPT*32*t*	Cen.Mar.Eng.Wrks.WHpl		
903	**Chrissi**	**Iron&SteelTwinScSr**	403								180·0	25·0	10·4	Rostoff o/Don Russian	C.4Cy.14″&28″–24″ 64NHP		
1259	*Loubeihin*		—								H–				Lobnitz&Co.Renfrew		
LRDE			222														
904	**Christian**	**SteelScSr**	1113					1905	Eiderwerft Akt.Ges. Tönning	A.G.für mechanische Holzbearbeitung A.M.Luther	221·8	33·6	15·4	Reval Russian *WB*	T.3Cy.17⅛″,28⅝″&46⅝″–31½″ 122NHP		
337	*J.Commende*05–08	(*ex*HaraldHorn)	867								P12′Q53′B60′F29′				EiderwerftA.G.Tönning		
IABG	*Elec.light*	1*Dk*&*deep framing*	630														
905	—	**SteelScSr**	932					1894	Act.Ges. "Neptun" Rostock	RenataDmpfsch. Ges.ThGribel(Rud ChristGribel,*Mgr*)	206·3	31·2	13·9	Stettin German *WB*	T.3Cy.13¾″,22½″&36½″–27½″ 70NHP		G
	G.Kurowsky		719								Q63′B52′F26′				A.G."Neptun,"Rostock		
JFHD		1*Dk*	573														
906	**Christian Börs**	**SteelScSr**	4306	✠100A1	N Yk	*x*	~~6,14~~	1905	Swan,Hunter& Wigham Richardson, Ld Newcastle	Akties.Dpsks. ChristianBörs (V.Torkildsen) *WB=CellDBa* *uE*20′*f*174′1010*t*	375·5	51·0	25·5	Bergen Norwegian	T.3Cy.25″,41″&67″–45″ (*r*)	28 ″ 0	
	~~*F.Langeland*~~	~~*ex*Mel.No.8–18~~	4019	*Spar dk*	NNs		5,17	6mo			P33′B110′F37′		FK		180lb 373NHP	s 5 ″5½	
MCHT	1*Dk*(*Stl*)&*Spar dk*(*pt Irn*&*pt Stl*)		2788	~~5,17~~ 8,16 9,17							116′			*6BHCem*	3SB,*10pf*,GS194,HS6375	22 ″ 11	
	Peterson –17	&*deep framing*		~~BS1,16~~ ✠LMC10,13						*Lloyd's A&CP*	*DTf* 38′ 900*t* *FPT*			75*tAPT*130*t*	Swan,Hunter&Wigham-Richardson,Ld.Nwc.		
		*ss*NNs.No.3–9,17		BS3,17 MS9,17													
907	**Christian Horn**	**SteelScSr**	2672					1905	Act.Ges. "Neptun" Rostock	H.C.Horn	291·2	44·0	16·6	Lübeck German *WB*	T.3Cy.20½″,35⅞″&55⅝″–37⅜″ 192NHP		G
	*R.Jensen*99–05		2526								B12′H27′		23·7		A.G."Neptun,"Rostock		
RNVS	*Elec.light*	1*Dk*&*Shelter dk*	1693														
908	**Christian Michelsen**	**SteelScSr**	3554					1906	J.Read-head&Sons SouthShields	A/SDpskChristian Michelsen (Bergh &Helland)	341·0	46·6	24·7	Bergen Norwegian *WB*	T.3Cy.24″,40″&65″–45″ 283NHP		N
	S.O.Sörensen		3324								H104*t*F46*t*				J.Readhead&Sons,S.Shl.		
MCRV		1*Dk2trB*	2292														
909	**Christian Nebe**	**SteelScSr**	*3159*	✠100A1	Msl	*u*	2,14	1894	R.Stephen-son&Co.Ld. Newcastle A&CP	NorthernSSCo.Ld. *WB=CellDB224′ 501tFPT*	324·0	43·1	17·9	Petrograd Russian	T.3Cy.23½″,39″&64″–42″ 170lb *90lb* NDB06 274NHP		
387	*E.Weinberg* –08	*ss*Shl.No.3–11,06	*2971*	*Spar dk*				5mo			P28′F40′		25·9 FK	*5BHCem*	2SB,*6cf*,GS118,HS4200		
MABC	(*ex*Undaunted)	*ss*Rot.No.1–12	*2026*	2,14							*DTf* 38′ 900*t* *FPT*			77*tAPT*45*t*	Blair&Co.Ld.Stockton		
		1*Dk*(*pt Irn pt Stl*)&*Spar dk3trB*		BS8,13 ✠LMC4,13													
910	**Christian Russ**	**SteelScSr**	975					1907	Stettiner Oderwerke Stettin	E.Russ	211·0	33·0	13·3	Hamburg German *WB*	T.3Cy.16″,25″&41″–30″ 92NHP		G
	*E.Fretwurst*10–10		743								Q75′B54′F25′				StettinerOderwerke		
RPQJ	*Elec.light*	1*Dk*	547														
911	**Christian IX.**	**SteelTwinSc**	1504					1908	Akt.Bur-meistr&Wain Copenhagen	DeDanskeStats baner	290·0	48·6	17·2	Korsör Danish *WB*	T.6Cy.17″,28″&45″–24″ 198NHP		
	*J.C.Breum*03–08	(*Ferry*)	1395												Akt.Burmeistr&Wain,Cpn		
NRBL	*Elec.light*	1*Dk*&*Spar dk*	590														
912	—	**IronSc3MstSr**	1232	✠	Lon			1874	Burmeister &Wain Copenhagen	Rederiaktieb. Holmia(A.B.Ahl-berg,*Mgr.*)	230·8	30·1	16·5	Stockholm Swedish *6BHCem*	4Cy.21″&44″–30″ 176NHP		V
	*K.Nilsson*16–16		822	5,79				4mo			P&F291*t*		23·3		Burmeister&Wain,Cpn.		
NPGJ		1*Dk*&*Hur dk*	763														
913	**Christiana**	**SteelSc3MstSr**	282			...		1896	J.Fuller-ton&Co. Paisley	Liverpool&Menai StraitsS.S.Co.Ld. (R Owen&Co.*Mgs*)	130·0	23·0	9·2	Liverpool British *WB*	C.2Cy.16″&32″–24″ 45RHP	9″11	
106791	*J.Griffith* –03		186								Q66′B14′F24′		BK6″		Hall-Brwn,Bttry&Co.,Gls.		
	Well deck Mchy.Aft	1*Dk*	95														
914	**Christiania**	**SteelScSr**	656					1895	Helsingörs Jernsk&Msk. Elsinore	Stavangerske Dampskibsselskab	180·5	27·3	12·7	Stavanger Norwegian *WB*	T.3Cy.18½″,28″&47″–27″ 115NHP		N
	E.Eriksen		329								H44*t*		19·7		HelsingörsJernsk&Mskb.		
HKJS	*Elec.light*	1*Dk*&*Awng dk3trB*	353														
915	**Christine**	**SteelScK**	213	✠100A1	Ymu		~~6,15~~	1906	Smith's Dock Co.Ld. NorthShields	N.V.Algemeene Viss.Maats.	117·3	21·5	11·5	Ymuiden Dutch	T.3Cy.12″,20″&32″–23″ (*s*)	12 ″ 4	
	C.Gouda	*ss*Ams.No.2–15	193	*Stm Trawler*	BS1,18		6,17	10mo			Q50′F20′		BK7½″	*3BHCem*	180lb 73NHP		
	(*ex*India)	1*Dk*	63	~~6,17 6,15~~	✠LMC										1SB,*2pf*,GS35,HS1330		
				12.17 MS1,15	BS6,16 4-17					*Lloyd's A&CP*					MacColl&Pollock,Ld.Sld.		
916	**Christine Sell**	**SteelScSr**	777					1904	Nüscke& Co. Stettin	JonasSell	202·7	30·4	12·5	Flensburg German *WB*	T.3Cy.13¾″,21¾″&35½″–23⅜″ 62NHP		
	(Seized at Antwerp)		578								Q69′B46′F24′				Ver.Elbesch.Ges.Ueb.		
LMVQ	*P.Viereck* –08	1*Dk*	469														
917	**Christoffer Ellingsen**	**SteelSc**	500					1915	Akers Mek.Værks. Christiania	Hindö Dampskibs-selskab (J.N.A. Ellingsen,*Mgr.*)	166·4	25·2	12·6	Sigerfjord Norwegian *WB*	T.3Cy.14″,24″&37″–27″ 71NHP		N
	J.M.E.Berntsen		377								P16′B48′F30′				AkersMek.Værks.Xia.		
MLGT	*Elec.light*	1*Dk*	220														
918	**Christoforos**	**SteelScSr**	816					1889	H.Koch Lübeck	Zarifis&Velistis	193·8	30·3	12·9	Patras Greek *WB*	T.3Cy.15¾″,25½″&40″–27½″ 84NHP		V
	Corouclis		605								Q61′B50′F19′				H.Pauksch,Landsberg		
	(*ex*Alide,*ex*Kollund)	1*Dk*	499														
919	—	**IronScSr** (*ex*Dundee,	*509*			...		1874	M'Kellar, McMillnCo. Dumbarton	P.Levanti (E.Levantis,*Mgr.*)	180·1	25·1	14·0	Piræus Greek *WB*	C.2Cy.27′&47″–30″ NB80 101NHP	14 ″ 6	
	*ex*Rotterdam)	1*Dk*	*424*								P35′B45′F24′				W.King&Co.Glasgow		
			304														

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant existé. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L. R. (Durée, Cert. Ice Class).
920 127583	**Christopher** SteelScSr	4260					1901	Superior S.B.Co. W.Superior	ChristopherSS Co. (D.Sullivan&Co.)	410·0	48·0	24·0	Chicago Utd. States	T.3Cy.22″,35″&58″–40″ 213NHP		
	Mchy.Aft Elec.light 1*Dk2trB*	3137										*WB*		SuperiorS.B.Co.		
921 132224 HSGW	— *C.Sutherland* –13 SteelScK 1*Dk*	316 290 135	✠100A1 *StmTrawler* 1,14	Hul ✠LMC5,11		11,15	1911 3mo *Lloyd's*	Cook, Welt'n&Gemmell Ld. Beverley *SA&CP*	Pickering&Haldane'sStm.TrawlingCo.Ld.	138·5 Q74′	23·5	12·1 BK8″	Hull British	T.3Cy.13″,22½″&37″–26″ (*s*) 200lb 93RHP *4BHCem*	13 ″ 0	
922 126952	**Christopher Columbus** SteelScSr 4*Dks*	1511					1893	American Stl.BargeCo. Superior, Wis	GoodrichTransit Co.	362·0	42·0	24·0 *WB*	Duluth, Minn. Utd. States	T.3Cy.28″,42″&70″–42″ 318NHP S.F.Hodge&Co.,Detroit		
	Elec.light Wireless *Whaleback*	946														
923 5626	**Christopher Kramm** IronScSr *K.O.Nordin* –15 (*Tug*) (*ex*JohnB.Maas) 1*Dk*	140 121 24					1880	Michot Liège	KramforsAktieb. (J.Mannerheim, *Mgr.*)	99·2 H19*t*	19·0	11·4	Kramsfors Swedish	C.2Cy.21½″&39″–22″ NB02 59NHP H.deVille-Châtel,Brus.		
924 120555 JMHK	**Christopher Wren** SteelPad *R.Parcou* –16 *Elec.light* 1*Dk*	120 120 57	✠ *For River pur* 5,08	Lon *poses o* ✠	*nly*		1905 7mo	G.Rennie &Co. Greenwich	W.E.Frost	131·0	18·0	6·8 FK	London British *3BHAsp*	C.D.2Cy.16″&31″–36″ 60RHP 1SB,*2pf*,GS25,HS730 FD Scott'sS.B.&E.Co.Ld.Grk. *inE&Bspace*	7 ″ 0	
925 1257 LRDF	**Christophore** SteelTwinSc *P.A.Michailiziani*01–08 1*Dk*	727 640 503					1904	Smith's Dock Co.Ld. NorthShields	W.M.M.Theofani& P.Michailiziani	217·0	32·1	13·6	Rostoff Russian *WB*	T.6Cy.11″,18″&30″–21″ 84NHP MacColl&Pollock,Ld.Sld.		
926 ~~Hsmtc~~	**Christos Markettos** SteelScSr ~~*ExMacario*~~ *ss*Nwc.No.3–1,06 (*ex*Cheltonian, *ex*Glenvech) *ss*Pir.No.2–15 1*Dk*(*ptSt&ptIrn*) 2*trB&Web frames&ptAwngdk*(*Irn*)	*3084* *2347* *2009*	✠100A1 *ptAwng dk withfreeboard* 6,17~~10,16~~ MS6,14	Lgn Bry ✠LMC BS~~6,10~~16	*u*	10,16	1892 12mo	Ropner& Son Stockton A&CP	~~G.P.Markotto~~ Ferrovie dello Stat (ItalianStateRailways)	322·0 P29′Q110′ *ptAwngdk*183′	41·5	20·6 BK10″ *WB=Cell*	Genoa Italian *5BHCem* *DB*250′551*t*	T.3Cy.23½″,39″&64″–42″ (*s*) 160lb ~~*100lb*~~ NDB06 273NHP 2SB,*6cf*,GS118,HS4200 Blair&Co.Ld.Stockton	24 ″ 0 s 8 ″ 7½ 23 ″ 2	
927 132458 JKHW	**Chronos** SteelScSr *L.A.Leslie* *Elec.light* 2*Dks*(*Stl*)	4364 3954 2612	✠100A1 12,16	Mel ✠LMC4,15	*x*	12,16	1915 4mo *Lloyd's*	W.Hamilton&Co.Ld. Pt.Glasgow *SA&CP*	Australian Steamships,Ld. (*Man. Agents*Howard Smith,Ld.) *WB=*	364·7 P30′B81′F33′ *CellDBa*123′*uE&B*	51·4	26·0 FK	Melbourne British 6*BHCem* 60′*f*135′104	T.3Cy.25½″,42″&70″–48″ (*s*) 180lb 421NHP 3SB,*9cf*,GS186,HS7212 D.Rowan&Co.Glasgow *9tFPT9tAPT*212*t*	28 ″ 0 s 5 5½ 23 ″ 5	
928	**Chrysalis** IronScSr (*ex*Honfleur) *Well deck*	*440* *325* *122*			...		1873	Aitken& Mansel Glasgow	Nav.àVap. "Ionienne" G. YannoulatoFrères	176·4 Q91′B11′F25′	24·1	12·3	Argostoli Greek	T.3Cy.19½″,31″&51″–33″ NE8sNB94 *fitted*07 149NHP J.&J.Thomson,Glasgow		
929 134752 JBKP	**Chrysea** SteelScK *G.H.Staples* –12 1*Dk*	210 189 81	✠100A1 *StmTrawler* 11,12	Mdb ✠LMC11,12			1912 11mo *Lloyd's*	Smith's Dock Co.Ld. Middlesbro' *SA&CP*	Sleight'sSteam FishingCo.Ld. (E.Sleight, *Mgr.*)	117·0 Q73′RFD18′	22·0	11·6 BK7½″	Grimsby British *3BHCem*	T.3Cy.12¾″,20″&34″–24″ (*s*) 180lb 78RHP 1SB,*3pf*,GS47,HS1445 Smith'sDock Co.Ld.Mdb.	12 ″ 6	
930 139705 JNMB	**Chrysolite** SteelScK *Elec.light* 1*Dk*	251 230 98	✠100A1 *StmTrawler* 11,16	Hul ✠LMC11,16			1916 9mo *Lloyd's*	Cochrane &Sons,Ld. Selby *SA&CP*	KingstonSteam TrawlingCo.Ld.	121·8 Q70′F20′	22·6	12·2 BK7½″	Hull British *4BHCem*	T.3Cy.13″,21½″&35″–24″ (*s*) 200lb 76RHP 1SB,*3pf*,GS43,HS1250 C.D.Holmes&Co.Ld.Hull	13 ″ 0	
Wrecked 2,18	**Chrysopolis** SteelScSr *L.Omiccioli* –18 (*ex*Straits of Dover) *Well deck* *ss*Nwc.No.3–12,04 *ss*Nap.No.2–13 1*Dk*(*ptIrn&ptStl*) 2*trB&Web frames*	*2931* *2253* *1904* ~~100A1~~ ~~Converted 1,18~~ ~~HC6,16~~	✠ 9,15	Bkn ✠	*t*	6,16 12,17	1892 9mo	Irvine&Co. W.Hartlepool A&CP	Requisitioned by theItalianGovernment(ItalianState Rlys.) *WB*	314·0 Q133′B126′F33′ = *Cell DB*270′530*t*	40·7	21·0 FK	Palermo Italian *5BHCem* *APT*20*t*	T.3Cy.23″,37½″&61½″–39″ 160lb *100lb* NDB07 244NHP 2SB,*6cf*,GS96,HS3788 T.Richardson&Sons,Hpl.	23 ″ 10 s 2 ″ 3½ 21 ″ 10	
932	**Chucha** SteelScCtr (*Tug*) 1*Dk*(*ptStl*)	100 82 10			...		1906	W.Chalmers&Co.Ld Rutherglen	E.Arana	85·1	18·0	8·0 BK6″	Bns.Ayres Argentine *WB*	C.2Cy.15″&32″–24″ 61NHP J.Ritchie,Glasgow	9 ″ 0	
933 137684	**Chuen Chow** SteelTwinSc *A.C.Broadbridge* –15 1*Dk&Shade dk*	517 310 297					1915	Kwong Fook Cheong HongKong	ChuenOnSteamboatCo.Ld.	157·7	27·0	9·2	HongKong British	C.2Cy.13½″&27″–18″ 62RHP KwongFookCheong,H.Kg		
934	**Chuen Tiao** SteelTwinScSr *F.Harris* Sub.Sig. 1*Dk*	*379* *330* *161*	✠ 3,88	Nwc ✠	*g*		1888 3mo	Armstrong Mitchell& Co.Ld. Newcastle	ChineseMaritime Customs	155·0 P20′ B16′ F29′	25·1	12·4 FK	Chinese *5BHCem*	T.6Cy.12½″,20″&33″–24″ 107NHP WllsndSlpwyCo.Ld.,Nwc.	13 ″ 0	
935 139179 JNQR	**Chulmleigh** SteelScSr *J.I.Evans*05–16 *Elec.light* 2*Dks*(*Stl*)	4911 4567 3012	✠100A1 5,17 12,16	Dmb Ms ✠LMC12,16	*y*		1916 12mo *Lloyd's*	A.McMillan&Son,Ld Dumbarton *SA&CP*	AtlanticShipping &TradingCo.Ld. (W.J.Tatem,Ld. *Mgrs.*)	400·3 P36′B129′F48′ *CellDb*	52·1	27·3 FK	London British *6BHCem* 349′893*tDT*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb *120lb* 458NHP 3SB,*9cf*,GS180,HS7860 D.Rowan&Co.Glasgow /36′873*tFPT*&2*tAPT*218*t*	30 ″ 0 5 ″ 8 24 ″ 8	
936 105804 PFWV	**Chun Sang** SteelScSr *C.J.Mattock* –11 1*Dk*(*Stl*)*&Spar dk*(*ptIrn&ptStl*) *&deep framing*	2255 2072 1406	✠ *Spar dk* 2,97	Sba ✠	*s*		1896 3mo	SirRaylton Dixon&Co. Middlesbro'	Indo-ChinaSteam Nav.Co.Ld. *WB=CellDB*	290·0 B60′F37′ *a*88′*f*112′329*t FPT*	40·3	16·2 24·0 FK	London British *5BHCem* 61*tAPT*84*t*	T.3Cy.21″,34″&56″–42″ 212NHP 1SB,*4cf*,GS75,HS2662 FD N.E.Mar.E.Co.Ld.,Sld.	25 ″ 0 s 4 ″ 11½ 20 ″ 4	
937 137671 VJQM	**Chungking** SteelScSr *E.Monkman* –15 1*Dk*	2171 1967 1311					1914	TaikooDkyd&EngCo.of HongKongLd HongKong	ChinaNav.Co.Ld.	285·0	44·1	19·1	London British *WB*	T.3Cy.19″,31″&53″–36″ 169NHP TaikooDkyd.&Eng.Co. of HongKong,Ld.		
938 121321 HGBJ	**Chupra** SteelScSr *W.H.Hill* –16 *Elec.light* 2*Dks*(*Stl*)*&deep framing* Sub.Sig. Wireless	6175 5884 3962	✠ 5,06	Gls ✠	*a*†		1906 5mo	Barclay, Curle&Co.Ld Glasgow	BritishIndiaStm. Nav.Co.Ld. *WB=CellDBa*117′*u*	430·6 P40′B85′F44′ *E&B*93′*f*147′1111*t*	54·3	32·0 FK	Glasgow British *7BHCem* *APT*75*t*	T.3Cy.33″,53½″&86″–60″ HS12194 784NHP 4S&½AuxSB,*14cf*,GS299,FD Barclay,Curle&Co.Ld.Gls.	34 ″ 10	
939 MCBD	**Churruca** IronScSr *Artengo* *Elec.light* *ss*Liv.No.3–3,90 *ss*Man.No.1–95 2*Dks*(1*Irn*)	662 582 404	✠ 3,97 NE&B90 ✠	Man	*j*		1878 11mo	A.Leslie &Co. Newcastle	CanmcoSobrino	190·0 ND90	26·2	16·0 BK7½″ *WB=DBa*	Manila Utd. States *4BHCem* 44′*f*18′*FPT*	T.3Cy.18″,29″&46″–30″ NDB90 128NHP 1SB,*4rf*,GS66,HS4200 D.Rollo&Sons,Liverpool		V
940 136692 JFTR	**Chusan** SteelScSr *R.Robertson* –14 *Elec.light* 2*Dks*	2217 1885 1338					1914	Scotts' S.B. &E.Co.Ld. Greenock	ChinaNav.Co.Ld.	285·0 B65′F36′	44·1	19·1	London British *WB*	T.3Cy.19″,31½″&53″–39″ 175NHP Scotts'S.B.&E.Co.Ld.Grk.		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. / Master. / Special Surveys.	3 Material, Rig, &c. / Late Name if any. / No. of Decks, &c.	4 Register Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines.	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of I.of Trade Cert.
941 109 PBTN	Chusei Maru (exSeiun Maru No. 10)	SteelScSr 2Dks	762 652 472					1910	G.S.K. HaradaShoko Osaka	ChosenYusen KabushikiKaisha	182·5	24·8	17·8	Jinsen Japanese	T.3Cy.13¼″,21¼″&36½″-24″ 64NHP G.SK.HaradaShoko,Osaka		
942	Chutatutch ~~LChristiansen~~ (exChristiansted) Elec.light V.Petersen -17	SteelScSr ~~ssBgk.No.2-10~~ 1Dk ssBgk.No.3-6,17	322 220 167	✠100A1 ~~1,16~~ 1,18 LMC~~5,16~~ 6,17 Fitted for oil fuel 6,04	Bgk	e	~~7,15~~ 6,17 F.P. a	1904 6mo	Helsingörs Jernsk&Msk. Elsinore	SiamStm.Nav.Co.	141·1 P11′B42′F23′ FK WB=CellDB above 1 50°F Lloyd sA&CP	24·6	9·8 1BHCem aG uE32′30t	Bangkok Siamese	T.3Cy.12½″,19″&31″-18″ (s) 180lb 90lb 60NHP 1SB,2cf,GS27,HS1152 HelsingörsJernsk.&Mskb.	10 ″ 6 s″ ″11½ 9 ″ 11	
943 9684 JTVQ	Chuyu Maru (exSouthgrove,exHero) Well deck	SteelScSr ssBrs.No.3–11,00 1Dk(Irn)	833 612 516	✠ 4,08 ✠	CTn	k		1890 9mo	R.Dixon& Co. Middlesbro'	Y.Fujiyama WB=DBa49′97t Cell	200·0 Q72′B53′F25′ FK DBf22′29t FPT	30·1	13·4 Osaka Japanese 1BHCem 29tAPT15t		T.3Cy.16½″,27″&44″-30″ 106NHP 1SB,3rf,GS50,HS1560 Blair&Co.Ld.Stockton	14 ″ 3	
944 124171 HKLJ	Chyebassa A.P.Logan -14 Elec.light 2Dks(Stl)3trB&deepframing Sub.Sig. Wireless	SteelScSr	6249 5910 3992	✠ 3,11 ✠	Mdb	a†		1907 3mo	Workman, Clark&Co Ld. Belfast	BritishIndiaStm. Nav.Co.Ld.	430·2 P39′B82′F43′ FK WB=CellDBa130′uE&B67′f156′1110t FPT	54·3	32·0 Glasgow British 7BHCem 95tAPT20t		T.3Cy.33″,53½″&86″-60″ HS12202 FD 805NHP 4SB&1AuxSB14cf GS307 Wrkman,Clark&Co LdBel.	34 ″ 10	
945 HGLC	Ciaño R.Andonegui exFernandezSanz)	IronScSr (exDonostiya, 1Dk	182 — 118					1875	Blackwood &Gordon Pt.Glasgow	Cia.Carbones Asturianos (Echevarrieta y Larrinaga,Mgrs.)	130·2	19·1	9·5	S.Sebast'n Spanish WB	C.2Cy.14″&25″-18″ 22NHP Blackwd&Gordon,Pt.Gls.		
946 MHBS	Cibao C.Koller Elec.light	SteelScSr 2Dks	1185 1042 691					1911	Act.Sörlandets Skibsbyg Arendal	L.Harboe-Jensen	225·0 H94t	33·6	20·0	Chrstiania Norwegian WB	T.3Cy.18½″,30″&49″-33″ 138NHP FredrikstadM.V.Frdstad		N
947 G	Ciboure E.Pottier-Grandmaison 10–12 (exMaryBaird)	SteelScSr ssBry.No.1–16 1Dk(Stl)	2388 2218 1456	✠100A1 1,17 LMC BS9,15 MS7,16	Cff	t	7,16	1911 6mo	Craig, Taylor&Co.Ld. Stockton	Cie.desChargeurs Francais(Plisson& Cie.Mgrs.) Lloyd's A&CP Intermediate B Hd in fore	295·0 P27′B79′F30′ FK hold dispensed with WB=CellDBo	45·0	20·4 Bayonne French Cem 4BII only 32′uE&B34		T.3Cy.22½″,36½″&60″-39″ 180lb 100lb (s) 243NHP 2SB,6cf,GS100,HS3736 MacColl&Pollock,Ld.Sld. f124′628t FPT83t APT79t	22 ″ 6 s 3 ″ 5 19 ″ 5	
948 105020 NSBH	Cicero J.Martin -10 Cargo battens not fitted 1Dk(Irn)&Webframes	SteelScSr ssHul.No.3–4.07 ssHul.No.1–11	1834 1691 1185	✠100A1 4,14 LMC MS6,11 BS6,15	Hul	r	N5,14	1895 2mo	Earle'sCo. Ld. Hull	Ellerman'sWilson Line,Ld.	270·0 P11′B78′F31′ FK WB=CellDBa 64′uE&B	38·1	19·1 Hull British 5BHCem 36′f124′445t		T.3Cy.18⅝″,30″&48″-33″ (s) 180lb 145NHP 2SB,4cf,GS63,HS2264 Amos&Smith,Hull	21 ″ 6 s 3 ″ 3 18 ″ 6	
949 124742	— T.R.W.Miller -13	SteelScK ssHul.No.1–11 1Dk	173 166 68	✠100A1 StmTrawler 4,13 BS4,15 LMC8,11	Hul		10,13	1907 2mo	Cook, Welt'n&Gemmell Ld. Beverley	C.Curzon	108·5 BK8″ WB=	21·6	11·5 Hull British 4BHCem DTf13′30t		T.3Cy.10″,16¾″&27″-24″ (s) 200lb 45RHP 1SB,2pf,GS25,HS750 Amos&Smith,Hull	12 ″ 4	
950	Ciclope (Tug)	SteelSc	173 —					1906	J.L.Meyer Papenburg	Hamburg-Amerik. Packetf.Act.Ges. (Ham.-Amr.Linie)	100·5	21·1	8·9	Bns.Ayres Argentine	C.2Cy.15 $\frac{5}{16}$″&30¾″-22″ 37NHP J.L.Meyer,Papenburg		
951 77587 KSNF	Cicoa (exJohnSharples) Mchy.Aft Elec.light	SteelScSr 1Dk2trB	1614 — 919					1903	Superior S.B.Co. W.Superior	CharcoalIronCo.	255·0 Q88′F36′	41·0	18·0	Detroit Utd.States WB	T.3Cy.14″,25″&42″-30″ NB10 97NHP SuperiorS.B.Co.		L
952 HGLF	Cid V.Sala -13 2Dks(1Stl&UIrn)&deepframing Now named "Jacinto Verdaguer,"	SteelScSr ssShl.No.3–12,13	1641 1438 1019	✠100A1 10,16 LMC12,13 MBS12,15 DBS5,16 see letter J.	Shl	q	12,15	1900 10mo	W.Hamilton&Co. Pt.Glasgow	Cia.Maritima WB=DBa50′	245·2 P34′B65′F53′ FK uE&B34′f106′327t	35·7	21·7 Barcelona Spanish 1BHCem APT12t		T.3Cy.20″,31″&51″-33″ (r) 165lb 80lb 155NHP 1SB.4pf,GS66,HS2413 D.Rowan&Co.Glasgow	23 ″ 11 s 3 ″ 0 21 ″ 3	
953 HGNT	Cidade de Anajas (exBaturité) Elec.light	SteelTwinScSp 1Dk&Promenade dk	294 224 200			...		1900	Murdoch & Murray Pt.Glasgow	F.Maciel&Co.	145·1 FK	27·0	8·0	Para Brazilian	C.4Cy.12″&24″-18″ 57NHP Lees,Anderson&Co.Gls.	8 ″ 4	
954	Cidade de Faro (exBrazil)	SteelTwinSc	285 218 150					1894	WH Potter &Sons Liverpool	AlvesBraga RubberStates& TradingCo.Ld.	134·0 F14′	27·0	8·0	Para Brazilian	C.4Cy.12″&26″-18″ 48NHP Cochran&Co.Birkenhead		
955 HGNT	Cidade de Fortaleza (exItucuman) Elec.light	SteelTwin ScSr 1Dk(Teak) &Promenade dk(Teak)	282 216 192	✠ For River purposes only 10,99 ✠	PGl			1899 10mo	Murdoch& Murray PortGlasgow	R.OliveiraLima	140·1 F16′ FK	27·2	8·0 Para Brazilian 5BHCem		C.4Cy.12″&24″-18″ 55NHP 1SB,2pf.GS39,HS1048 Lees,Anderson&Co.Gls.	8 ″ 4	
956 HGNT	Ciervana E.Diaz Well deck (exNithsdale)	IronScSr ssShl.No.3–9,88 ssBbo.No.1–93 1Dk(Irn)2trB	1264 907 940	✠ 4,98 NB9,91 ✠	Bbo	o		1881 1mo	Cunliffe& Dunlop Pt.Glasgow	Cia.Sevillana de Nav.àVap.	237·3 P147′F33′ BK7″ WB=CellDB	32·3	14·3 Seville Spanish 5BHCem 211′300t		C.2Cy.30″&50⅞″-36″ 131NHP 1DB,6pf,GS90,HS2350 Cunliffe&Dunlop,P.Glas.		V
957 93086 HMRK	Cigale G.C.Jouanis -11 (exNewZealand,exSirHoward Elphinstone,exNewZealand)	IronScSr ssApl.2ndNo.3–11,07 ssBom.No.2–15 1Dk	310 257 137	✠100A1 6,17 ~~12,15~~ BS12,16	Bom PNl	e	~~s10,15~~ 6,17	1886 6mo	Cochrane, Cooper& Schofield Beverley	MahéS.S.Ld.	155·2 Q20′F23′ ND07 WB= Lloyd sA&CP	22·6	11·0 len07 London British 3BHCem tTP30t		T.3Cy.13½″,19″&32″-24″ (s) 150lb NB00 75RHP 1SB,3cf,GS40,HS1200 C.D.Holmes&Co.Hull	12 ″ 3 s 1 ″ 6 11 ″ 9	
958 120171	Cigarette G.A.Elliot -06	SteelTwinSc 1Dk	102 76 47					1906	Vulcan Iron Works Shanghai	British-American TobaccoCo.Ld.	87·5	16·7	6·5	Shanghai British	C.4Cy.9″&18″-12″ 27RHP Ross&Duncan,Glasgow		
959 115852 TLQD	Cilurnum T.Evans -17 (exBishopsgate) 2trB&Webframes3Dk rule ssShl.No.2-8.17	SteelScSr ~~ssBlt.No.2-10~~ 1Dk(ptIrn&ptStl)	3126 2877 1994	✠100A1 3,17 ~~10,13~~ BS7,16 LMC9,14	Brs Shl	u	~~10,14~~ 3,17	1902 7mo	Richardsn, Duck&Co. Stockton	HallBros.SSCo.Ld (HallBros.Mgrs.) Lloyd sA&CP WB=CellDBa108′	325·0 P27′B164′F31′ FK uE&B40′f138′740t	47·0	22·4 Newcastle British 5BHCem APT95t		T.3Cy.23½″,39″&64″-42″ (s) 180lb 90lb 280NHP 2SB,6cf,GS121,HS4200 Blair&Co.Ld.Stockton	24 ″ 10 s 3 ″ 6½ 21 ″ 8	
960 NJHS	Cimbria F.C.Rasmussen Elec.light	SteelScSr 1Dk&Awng dk	1056 655 540					1897	Lobnitz& Co.,Ld. Renfrew	DetForenede DampskibsSelsk.	214·8 21·2	32·1	15·4 Aalborg Danish WB	T.3Cy.19″,32″&51″-39″ 162NHP Lobnitz&Co.,Ld.,Renfrew		V
961 5509 JTMC	— A.Winberg -15	SteelScSr (exAlster) 2Dks	535 430 248					1896	J.C.Tecklenborg A.G. Geestemünde	RederiAktieb. "Teutonia" (E.Roberg,Mgr.)	172·7 P107′H13tF19′	26·1	11·7 Gothenbrg Swedish WB	C.2Cy.19″&37″-26¾″ 59NHP J.C.Tecklenborg,Gstmnde		V

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expire. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Registres où voté, si ce n'est dans le L. R. Durée, Cert. Hull Trials.
962	**Cimbria**	SteelSc	110					1905	Hawthorns	Akties. AxelPrior	92·2	17·9	8·4	Mariager	C.2Cy.11″&23″–16″		V
	Brack-Jensen		96						&Co.,Ld.	(CementFabrikken				Danish	18NHP		
NRMK	(*ex*Njall)		39						Leith	"Cimbria," *Mgrs.*)				*WB*	Hawthorns&Co.Ld.,Leith		
963	**Cimbrier** ~~*M.J.Redmond* –18~~	SteelScSr	3905	✠100A1	Cal	*w*	~~6,15~~	1907	R.Stephen-	~~Brys&Gylsen,Ld.~~	340·5	47·1	20·0	London	T.3Cy.25″,41″&67′–45″ (*s*)	29 *n* 10	
124335	~~A.N.Pandia –16~~ *ssNwc.No.1–11*		3643	*Spar dk*			19,17	5mo	son&Co.Ld.	Lloyd Royal Belge			27·3	British	165lb *90lb* 313NHP	s 5 *n* 9½	
HKRB	(*ex*Derwenthall) *Spar dk(Stl)2trB&S deep framing*		2514	*withfreeboard* 10,14 ~~Ex mine Dec 4,13~~	MS1,15 BS1,15 ~~LMC1911~~				Newcastle	(GreatBritain)Ld.			FK	6*BHCem*	2SB,*6cf*,GS123,HS4812	24 *n* 4	
								Lloyd's	*sA&CP*	*Cell DBa* 110′	*uE&B*42′*f*138′739*t*			*APT*181*t*	N.E.MarineEngCoLdNwc		
964	**Cincinnati**	SteelTwinSc	16339					1908	F.Schichau	Hamburg-Amerik.	582·3	65·4	46·5	Hamburg	Q8Cy29$\frac{5}{16}$″42½″61$\frac{1}{16}$″&86$\frac{5}{16}$″		G
	C.Schaarschmidt	4*Dks*	13991						Danzig	Packetf.Act.Ges.	B209′			German	–55″ 1104NHP		
RQDL	*Elec.light Ref.Mchy.* Sub.Sig. Wireless		9733							(Ham.-Amr.Linie)				*WB*	F.Schichau,Elbing		
965	**Cinco**	SteelScK	*181*	✠100A1	Npt		7,16	1909	Hall,Rus-	RussianGovt.	112·1	21·6	11·6		T.3Cy.11½″,20″&33′–22′ (*r*)	12 *n* 6	
		*ss*B.As.No.1–14	*177*	*StmTrawler*				1mo	sell&Co.Ld.		F18′		BK7½″	Russian	185lb 69NHP		
		1*Dk*	*66*	7,16 ✠LMC7,16					Aberdeen				*WB*=	3*BHCem*	1SB,*2pf*,GS34,HS1250		
								Lloyd's	*sA&CP*					*DBf*23′18*t*	Hall,Russell&Co.Ld.Abn.		
966	**Circassia**	SteelScSr	6732					1903	D&W Hen-	AnchorLine(Hen-	450·4	55·2	30·0	Glasgow	T.3Cy.29½″,47″&78″–54″		C
115744	*C.F.Osborne* –08		5981						dersn&Co.Ld.	dersonBros.)Ld.	P32′B167′F51′			British	447NHP		BT
TVDs	*Elec.light* Wireless	2*Dks*	4327						Glasgow					*WB*	D&W Hendersn&Co.LdGls		till 1.18
967	**Circassian Prince**	SteelSc3MstSr	2258					1889	C.S.Swan	International	272·0	38·1	26·1	Toronto	T.3Cy.20½″,33½″&55″–36″		
96137	*A.L.Gordon* –14	*Carrying*	2205						&Hunter	PetroleumCo.Ld.	B38*t*			British	FD 181NHP		
LCNV	*Mchy.Aft Elec.light*	*Petroleum in bulk*	1453						Newcastle					*WB*	N.E.MarEngCo(Lim)Nwc		
968	**Circassie**	SteelScBg	2185					1890	Gourlay	Cie.deNav.Maroc.	315·0	37·5	25·0	Marseilles	T.3Cy.25″,40″&64″–45″		V
	Canavaggio –07		2016						Bros.&Co.	&Arménienne	P58′ H28′	F27′		French	NB08 275NHP		
HRKN		3*Dks*	1392						Dundee	(Cie.deNavigation Paquet)					GourlayBros.&Co.Dundee		
969	**Circé**	SteelScSr	4133	✠100A1	Msl	*w*	2,15	1910	Atel.&Ch.	Cie.Française des	350·1	48·9	24·8	Algiers	T.3Cy.24″,40″&66′–45″ (*s*)	27 *n* 6	
	Briand	*ss*Msl.No.1–15	3347	2,15				9mo	deFrance	Chemins deFer de	P41′B123′F41′			French	180lb *100lb* 332NHP	s 4 *n* 6¾	
HRLB	*Elec.light*	1*Dk(ptIrn&ptStl) &2nd dk(Stl)*	2609	✠LMC2,15					Dunkirk	Paris-Orleans(Soc. MarAux'deTrans-			FK	6*BHCem*	2SB,*6cf*,GS144,HS5330	23 *n* 2	
									A&CP	ports, *Mgrs.*)					Atel.&Ch.deFrance,Dnk.		
													*CellDBa*1	10′*uE&B*44′	*f*148′710*t FPT*80*t APT*35*t*		
970	**Circe**	SteelScSr	2770	✠	Cff	*t*		1891	Bartram,	Soc.Commerciale	300·0	41·1	18·5	Genoa	T.3Cy.24″,39″&64″–42″	28 *n* 6	CI
327	*Razeto*	*ss*Lth.No.3–3,04	2516	*Spar dk*				12mo	Haswell&Co.	Italiana diNav.	P30′B70′F38′	26·0		Italian	NDB06 272NHP		
NMRD	(*ex*Manhanset)	*ss*Gen.No.1–07	1729	5,09 ✠					Sunderland				BK10″	5*BHCem*	2SB,*6cf*,GS124,HS4183		
		1*Dk(Stl)&Spardk(Irn)*3*trB*									*WB* = *Cell D B* 246′485*t*			*APT*45*t*	G.Clark,Ld.Sunderland		
971	**Circé**	SteelScSr	1258					1903	Sunderlnd	Soc.NavaleCaen-	230·0	34·0	15·7	Caen	T.3Cy.18″,30″&49″–33″		V
	Jossic –10		—						S.B.Co.Ld	naise(G.Lamy&Co	Q83′B54′F18′			French	NB09 138NHP		
HRKP		1*Dk*	512						Sunderland	*Mgrs.*)				*WB*	J.S.Vaux&Co.Sunderland		
972	**Circe**	SteelScSr	778					1912	TaikooDk-	OceanS.S.Co.Ld.	195·7	31·6	12·4	Liverpool	T.3Cy.15′,25″&42″–30″		
128715	*T.Bannatyne* –12		561						yd&EngCo.of	(A.Holt&Co.				British	95RHP		
JMFQ	*Elec.light*	1*Dk&Prom.dk*2*trB*	314						HongK'ngLd	*Mgrs.*)				*WB*	TaikooDkyd.&Eng.Co.		
									HongKong						ofHongKong,Ld.		
973	**Cirilo Amoros**	SteelScSr	1252	✠	Cff			1893	Campbel-	~~FerrerPeset~~	230·0	32·7	16·4	Valencia	T.3Cy.17½″,27½″&45″–33″	17 *n* 4	
		*ss*Bry.No.1–98	907	*pt Awng dk*				11mo	townS.B.Co	~~Hermanos~~ Cia.	Q79′			Spanish	114NHP		
	(*ex*Primero,*ex*Corso)	1*Dk(Stl)&Web*	777	*withfreeboard*					Campbltown	Trasmediterranea	*ptAwngdk*150′	FK		4*BHCem*	1SB,*3rf*,GS68,HS1665		
		frames&ptAwng dk(Stl)		8,00 ✠							*CellDB*146′200*t*			*APT*80*t*	J.G.Kincaid&Co.Ld.Grk.		
974	**Cirkvenica**	SteelScSr	193					1895	G.Howaldt	Soc.inAzioniUn-	148·7	19·0	10·1	Fiume	T.3Cy.14¾″,22¼″&36¾″–19¾″		A
	*V.Petranich*01–06		—						&Co.	garoCroata diNav.				Aust.-Hung.	59NHP		
			83						Fiume	Maritt.aVap.					Howaldtswerke,Kiel		
975	**Cissy** ~~*ssShl 2ndNo 3–6,17*~~	SteelScSr	*3030*	✠100A1	Cff	*u*	10,16	1891	J.L Thomp-	Torp&Wiese	322·0	41·5	21·5	Bergen	T.3Cy.23¾″,38″&62″–42″ (*s*)	24 *n* 0	
	*N.Stinessen*16–16	~~*ssShl.No.3–5,04*~~	*2296*	*ptAwng dk*	Shl			11mo	son&Sons,Ld		P29′Q100′	ptND08		Norwegian	160lb *150lb* NDB11 253NHP	s 8 *n* 5	
WKTQ	(*ex*Mariteres,	~~*ssOil.No.2–13*~~	*1943*	*withfreeboard*					Sunderland		*ptAwngdk*192′	FK		6*BHCem*	2SB,*6pf*,GS103,HS3852	22 *n* 7	
	*ex*Camwell,	1*Dk(Stl)&Web frames*		6,17 ~~12,15~~ ✠LMC7,16					A&CP		*WB*=*Cell DBa*100′			*f*134′500*t*	J.Dickinson,Sunderland		
	*ex*Springwell)	*&ptAwng dk(Irn)*															
976	**Citadel**	WoodScSr	197					1871	.....	ArdrossanSalvage	102·8	22·5	10·1	Inverness	C.2Cy.10½″&25″–17½″		
102016	*J.A.Junner* –07		161						Venersborg	Co.Ld.	P26*t*			British	NB80 25RHP		
	(*ex*DronningGyda)	1*Dk*	108							(Mann,Macneal& Co.Ld.,*Mgrs.*)					KristinehamnsMek.Verks.		
977	**Cito**	SteelScSr	867	✠100A1	Cpn	*l*	~~9,15~~	1893	Scott&Co.	Dmpsk.Akties.	212·3	31·2	14·0	Esbjerg	T.3Cy.15½,26″&44″–33″ (*s*)	14 *n* 10	
	A.Windslöw –16	*ss*Ant.No.3–4.05	675	9,15 ~~Boiler exd 9,17~~			~~8,17~~	11mo	Greenock	"Skagerak" (M.	Q109′B16′F21′			Danish	160lb *100lb* NDB07 112NHP	s 1 *n* 3	
NMWR	(*ex*Glenpark)	*ss*Cpn.No.2–13	536	BS1,17 ✠LMC1,13				*Lloyd's*	*sA&CP*	Nielsen&Sön *Mgs.*)		BK7½		4*BHCem*	1SB,*3cf*,GS58,HS1702	14 *n* 4	
	Well deck	1*Dk(Irn)*									*WB*=*DBa*48′*f*46′			148*t APT*14*t*	Scott&Co.Greenock		
978	—	SteelScSr	819					1899	Earle'sCo.	Wilsons&North	219·1	30·1	16·5	Hull	T.3Cy.18″,30″&50″–33″		C
110737	*G.W.Orme* –15		713						Ld.	EasternRailway	P83′B25′F24′			British	144NHP		
RJCs		1*Dk*	350						Hull	ShippingCo.Ld.				*WB*	Earle'sCo.Ld.Hull		
979	—	WoodAuxScBk	181					1873	.....	Fiske-og-Fangssk	101·4	24·2	11·6	Kopervik	C.2Cy.12½″&18½″–14″		N
	*L.Bakken*16–16	*Stm.Eng.*	160						Stavanger	Fönix(Knoph&	P19*t*Q6′B19′			Norwegian	E&B*made*85 10NHP		
JHSB		1*Dk*2*trB*	102							Östrem,Akties,					FredrikstadM.V.Frdstad		
	(*See Sailing Ship Register*)									*Mgrs.*)							
980	—	WoodScSr	123					1904	.....	H.Hoff	97·7	23·7	10·0	Aalesund	Paraffin Motor		N
	H.Rösseland	*Paraffin Motor*	116						Opsanger					Norwegian	E *made—fitted*14		
MJWT	(*ex*SailingVessel)	1*Dk*	88														
981	**Cittá di Bari**	SteelScSr	1489					1913	Ansaldo,	Soc.diNav.aVap.	252·9	33·9	20·3	Bari	T.3Cy.19½″,31⅜″&53⅜″–34⅜″		I
19	*L.Castellano*		—						Armstrong&	Puglia				Italian	167NHP		
NMRF	*Elec.light*	1*Dk*	905						CoSestriPnte					*WB*	Ansaldo,Armstrong,Smp.		
982	**Città di Bengasi**	SteelScSr	~~2000~~ 3052	~~3044~~				~~1915~~ 1917	Cant.Nav.	~~Soc.diNav.aVap.~~	316·6	41·5	23·7	Palermo	T.3Cy.19⅜″,32$\frac{5}{16}$″&55″–39⅜″		
									Riuniti	~~Sicilia~~	P16′B215′F41′			Italian	189NHP		
	Elec.light	2*Dks*							Ancona	ServizioFerroStato					Cant.Nav.Riuniti,Ancona		
			1715								*WB*						

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys.	3 Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. † for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned / now explod. Equipment Letter.	7* Date when tail shaft last exam.	8 Built. When. / Ship. / Engines.	9 By Whom. / Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L. R. Dates of Trade Cert.
983 47 NMRO	**Città di Cagliari** *E.Cafiero* 10–11 *Elec.light*	**Steel Twin Sc Sr** 2 *Dks & Awng dk*	2161 — 945					1910	Cant. Nav. Riuniti Ancona	Ferrovie dello Stato (Italian State Railways)	282·4	36·8	20·2	Palermo Italian *WB*	T.6Cy.23″,37″&59½″–37″ 437 NHP Cant Nav. Riuniti, Ancona		
984 43 NMRH	**Città di Catania** *G.Perata* 10–10 *Elec.light* Wireless	**Steel Trp Sc Sr** 2 *Dks & Awng dk*	3262 — 1111					1910	Ansaldo, Armstrong & Co Sestri Pnte	Ferrovie dello Stato (Italian State Railways)	363·5 F39′	42·1	18·8	Palermo Italian *WB*	3 Steam Turbines Ansaldo, Armstrong & Co. Smp.		I
985 743 NMRV	**Città di Massa** (*ex* Maratea)	**Steel Sc** 1 *Dk*	198 158 106					1889	Cont. Lead & Iron Co. Ld. Pertusola	Soc. Anon. Cementi e Calci	107·9	19·7	9·5	Genoa Italian	C.2Cy.12¾″&14¾″–20″ 8 NHP Continental Lead & I. Co. Ld.		V
986 794 NMSB	**Città di Palermo** *F.Marciani* –16 *ss* Gen. No.3–4,10 *ss* Gen. No.1–14 1 *Dk (Stl) & Spar dk (Irn) & deep framing*	**Steel Sc Sr**	3022 2738 1869	†100A1 *Spar dk* 8,17 5,16 MS3,14 M 3,17	Gen Turin o	*u* LMC BS5,15	8,16 8,17	1897 10mo	Short Bros. Sunderland A&CP	Prospero Gustavino fu D	321·0 P31′B104′F35′ WB =	44·0 24·2	16·3 FK	Genoa Italian *7 BHCem Cell DBa* 89′	T.3Cy.24″,40″&66″–45″ (*s*) 180 lb *100 lb* NDB16 316 NHP 2SB, *6rf*, GS100, HS3903 FD G. Clark, Ld., Sunderland *uE* 24′ *f* 139′657 *t APT* 60 *t*	26 ″ 8 *s* 4 · 4½ 22 ″ 7	
987 751 NMRX	**Città di Porto Maurizio** *B.Ansaldi* –13 (*ex* Cap Negro, *ex* Gaarden, *ex* Brookside)	**Steel Sc Sr** 1 *Dk & Spar dk & Web frames*	2700 — 1680				…	1893	Short Bros. Sunderland	F. Bensa di E.	300·0 P32′B74′F38′	40·4 24·1 FK	16·6 WB	Genoa Italian	T.3Cy.22½″,37″&61″–42″ 243 NHP W. Allan & Co., Sunderland	26 ″ 6	
988 42 NMSF	**Città di Sassari** *G.Repetto* 10–10 *Elec.light*	**Steel Twin Sc** 2 *Dks & Awng dk*	2167 — 1026					1910	Soc. Esercizio Bacini Riva Trigoso	Ferrovie dello Stato (Italian State Railways)	282·3	36·9	28·1	Palermo Italian *WB*	T.6Cy.23″,37″&59½″–37½″ 437 NHP Soc. Esercizio Bacini, Gen.		I
989 44 NMSD	**Città di Siracusa** *F.Bozza* 10–10 *Elec.light* Wireless	**Steel Twin Sc Sr** 2 *Dks & Awng dk*	3497 — 1024					1910	N. Odero & Co. Genoa	Ferrovie dello Stato (Italian State Railways)	363·5 F3	42·1	18·5	Palermo Italian *WB*	T.8Cy.(2)29½″,(2)47⅜″& (4)55½″–39⅜″ 774 NHP N. Odero & Co. Genoa		I
990 95 NMSO	**Città di Trieste** *P.Pirandello* *Elec.light Ref.Mchy.* Wireless	**Steel Twin Sc Sr** 3 *Dks*	4785 2827 2582					1915	Cant. Nav. Riuniti Palermo	Soc. di Nav. Sicilia	361·9	46·1	23·3	Palermo Italian *WB*	T.6Cy.21¼″,34½″&59½″–41½″ 452 NHP Cant. Nav. Riuniti, Ancona		I
991 94 NMSL	**Città di Tripoli** *Elec.light*	**Steel Sc Sr** 2 *Dks*	3044 — 1591					1915	Cant. Nav. Riuniti Ancona	Soc. di Nav. a Vap. Sicilia	316·6	41·5	21·1	Palermo Italian *WB*	T.3Cy.19⅝″,33 7/16″&55″–39½″ 189 NHP Cant. Nav. Riuniti, Ancona		I
992 90 NMSP	**Città di Venezia** *E. Manzone* –12 Ragusa, *ex* Bianca)	**Iron Sc Sr** (*ex* Probità, *ex* *Dk & Spar dk 3 tr B*	1860 1657 1175					1886	Flensburgr Schiffsb. Ges. Flensburg	Soc. Anon. di Nav. Adriatica	259·3	35·4	22·3	Venice Italian *WB*	T.3Cy.22″,34½″&58″–42″ 218 NHP Flensburger Schiffsb. Ges.		V
993 101801 MRLJ	**City** *J.Sinclair* –16	**Steel Sc Sr** *ss* Shl. No.3–10,04 *ss* Rot. No.2–13 1 *Dk (Stl) & Web frames & pt Awng dk (Irn)*	2393 2263 1875	†100A1 *pt Awng dk with freeboard* 5.16 Examined 5,17	Nwc	*t* BS7,16 LMC2,13	5,16	1892 8mo	Palmers' Co. Ld. Newcastle A&CP	Bede Stm. Shppg. Co. Ld. (Frew, Elder & Co. *Mgrs.*)	310·0 P27′Q98′	40·8 *pt Awng dk* 184′ FK *WB = Cell*	22·8 *6 BHCem DB* 224′ 393 *t*	Newcastle British	T3Cy.19½″,36½″&61″–42″ (*s*) 160 lb *100 lb* NDB07 238 NHP 2SB, *6rf*, GS93, HS3518 Palmers' Co. Ld. Nwc.	24 ″ 3 *s* 8 · 9½ 22 ″ 10	
994 109009 PWKM	**City of Aberdeen** *W.Wittleton* –17 *ss* Hul. No.3–7,08 *ss* Gms. No.2–17 ~~*ss* Hul. No.1–13~~ 1 *Dk*	**Steel Sc Sr**	194 179 75	†100A1 *Stm Trawler* 11.17 5,16 NB7,08	Hul Gms	LMC7,13 2,17 BS7,10	5,16 N 11,17	1898 1mo *Lloyd's*	A. Hall & Co. Aberdeen	Consolidated Stm Fishing & Ice Co. (Grimsby) Ld. (JD Marsden, *Mgr*)	112·1 Q20′ pt ND08	21·2 BK 7½′	11·6	Grimsby ~~Hull~~ British *1 BHCem*	T.3Cy.12″,19″&32½″–24″ (*s*) 185 lb 63 RHP 1SB, *2pf*, GS33, HS1081 A. Hall & Co., Aberdeen	12 ″ 2	
995	**City of Adelaide** *For full particulars See No. 1 in Supplement* *Elec.light*	**Steel Sc Sr** *Cruiser Stern*	7600	100A1 (*Class Contemplated*)				1916	W. Gray & Co. Ld. W Hartlepool	Ellerman Lines, Ld.	475·0 P107′B180′F101′	58·2	31·8	Liverpool British	Q4Cy26¾″,37½″,54″&78″–54″ Cen. Mar. Eng. Wrks. W Hpl	34 ″ 6 *s* 6 ″ 11 27 ″ 11	
996 118053 VGRO	**City of Agra** *E.W.Davies* –14 *Elec.light*	**Steel Sc Sr** 2 *Dks*	4808 4584 3096					1903	Workman, Clark & Co. Ld Belfast	Ellerman Lines, Ld. (Hall Line, Ld. *Mgrs.*)	400·0 P31′B110′F41′	50·2	28·9	Liverpool British *WB*	T.3Cy.26″,44″&74″–48″ 379 NHP Wrkman, Clark & Co. Ld Bel		C
997 126974	**City of Alpena II.** (*ex* City of Alpena) *Elec.light* Wireless	**Steel Pad** 2 *Dks*	1735 942 1282					1893	Detroit Dry Dock Co. Wyandotte	Detroit & Cleveland Nav. Co.	266·2	38·6	13·4	Detroit, Mich. Utd. States	Beam C.2Cy.42″–90″&66″–132″ 417 NHP W&A. Fletcher & Co. Hobkn		
998 203193	**City of Angeles** (*ex* City of Long Beach)	**Wood Twin Sc**	258 — 191					1906	..... Terminal Island, Cal.	Puget Sound Nav. Co.	128·1	21·3	8·6	Pt Angeles Wash. Utd. States	NE&B15		
999 211709	**City of Annapolis** *R.L.Moon* –14 *Elec.light* 1 *Dk (Stl–ws) & Web frames Longitudinal framing*	**Steel Sc** *ss* Bal. No.1–17	1924 1048 1127	✝ A1 *Service Chesapeake* 11,17 ~~4,16~~ LMC 10,15 11,17	Bal	*Bay* 4,16		1913 10mo	Maryland Steel Co. Sparro' Pt Md A&CP	Chesapeake S.S. Co.	261·6 FK *WB* =	53·1	14·1 *5 BHAsp* *FPT* 55 *t*	Baltimore Utd. States	T.4Cy.23″&38″&(2)45″–36″ 190 lb *190 lb* (*s*) 365 NHP 4SB, *12cf*, GS220, HS6844 Maryland Stl. Co. Sparr'. Pt.	16 ″ 8	
1000 113934 SFDG	**City of Athens** *W.Knaut* –07 *Elec.light*	**Steel Sr** 3 *Dks*	5604 4893 3579					1901	Workman, Clark & Co. Ld Belfast	City Line Ld. (W.S. Workman, *Mgr.*)	430·0 P88′B133′F92′	50·2	28·5	Glasgow British *WB*	T.3Cy.28″,47½″&78″–60″ 471 NHP Wrkman, Clark & Co. Ld Bel		C
1001 201103 KTFN	**City of Atlanta** *F.Smith* 82–07 *Elec.light* Wireless	**Steel Sc Sr** 3 *Dks*	5433 — 4111					1904	Delaware River Co. Chester, Pa.	Ocean S.S. Co. of Savannah	377·5	49·0 27·0	15·8	Savannah Utd. States *WB*	T.3Cy.28″,46″&75″–48″ 390 NHP Delaware River Co. Chester		R
1002 125868 JVBF	**City of Augusta** *Nelson* Wireless	**Iron Sc Sr** 2 *Dks & pt Hur dk*	2870 — 1929					1880	J. Roach & Son Chester, Pa.	Ocean S.S. Co. of Savannah	302·0 B148′	40·2 F43′	17·0 25·9	Savannah Utd. States	T.3Cy.22″,41″&72″–54″ *E.Tpd.* 97 NB97 383 NHP Morgan Iron Works		R
1003 208378 LBTG	**City of Baltimore** *Elec.light Ref.Mchy.*	**Steel Sc** 2 *Dks*	2378 — 1617					1911	Maryland Steel Co. Sparro' Pt Md	Chesapeake S.S. Co.	297·5	46·5	16·2	Baltimore Utd. States	T.4Cy.24½″,40″&(2)47″–42″ 287 NHP Maryland Stl. Co. Sparr'. Pt.		R
1004 127131	**City of Bangor** *Mchy. Aft* *Elec.light*	**Steel Sc**	4202 — 3058					1896	F.W. Wheeler & Co. W. Bay City	Lake Transit Co. (H.L. Shaw, *Mgr.*)	445·5 len05	44·8 *WB*	23·0	Duluth, Minn. Utd. States	T.3Cy.22″,35½″&59″–44″ 230 NHP FW Wheelr & C.W. Bay City		
1005 127029 KLWN	— Wireless	**Wood Pad**	1661 — 1113					1894	W. McKie Boston	Eastern Steamship Corporation	277·0	38·0	14·2	Boston Utd. States	B.1Cy.63″–144″ 366 NHP W. & A. Fletcher, New York		

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Grément, etc. / Capitaine. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 6 7 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite. / Port de Visite. / Terme assigné maintenant expiré. Lettre d'Equipement.	7a Date de la dernière Visite de l'arbre porte-hélice.	8 9 Construit. Quand. — Navire. — Mach. / Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille / Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. pc.	15 a Registres où cotés. b Machines. Bureau Cent. Bruxelles.
1006 131344 HSRF	**City of Baroda** SteelScSr *E.Mason* –13 *ss*N.Yk.No.1–15 *Elec.light* Wireless 2*Dks*(*Stl*)	5541 4832 3606	✠100A1 6,16 ✠LMC11,15	NYk *y*	6,16	1911 5mo *Lloyd's*	Barclay, Curle&Co.Ld. Glasgow *sA&CP* *W*	EllermanLines,Ld. (HallLine,Ld. *Mgrs.*) *B=CellDBa*130′*u*	401·7|50·8|29·7 P39′B140′F40′ FK 7*BH*– &1*Additio* E&*B*43′*f*169′1016*t*	Liverpool British *Cem* *BII to Udk* *not to2nd dk* *DTa*32′826*t*	T.3Cy.24½″,41½″&72½″–48″ 220lb (*s*) 504NHP 2SB&1AuxSB,*10cf*,GS181, HS6810 FD Barclay,Curle&Co.Ld.Gls.	32 ″ 3 s 6 ″ 6 26 ″ 1	
1007 99938 NGTD	**City of Belfast** SteelTwinScSr *R.V.Peel* –14 *Elec.light* 2*Dks*	994 773 395				1893	Laird Bros. Birkenhead	MidlandRly.Co.	280·6|32·1|13·4	Barrow British	T.6Cy.18″,28″&42″–30″ NB11 193NHP LairdBros.,Birkenhead		
1008 74555 QGVT	— IronScSr (Detained at Hamburg) *G.Tyndall* –11 6thSurvey.Dub.8,02 (*ex*Tudor) 2ndSurvey,Rot.8,11 1*Dk2trB*	891 787 522	✠ A1* 1 6,15 BS1,15 LMC8,11	Sws Lv	6,13	1876 9mo	J.Key& Sons Kinghorn	Palgrave,Murphy &Co.	226·9|29·3|17·5 Q32*t*F30*t* len89,ptND89 BK8″	Dublin British 3*BH* 1PBH *WB=DB*	C.2Cy.27″&51″–30″ 70lb *80lb* NB82 119NHP 1SB,*3pf*,GS54 NDB02 J.Key&Sons,Kirkcaldy	18 ″ 3 s 2 ″ 7 16 ″ 9	
1009 114004 TDWJ	**City of Benares** SteelScSr *A.J.Elliott*–16 *Elec.light* Wireless 2*Dks*	6984 6310 4477				1902	Workman, Clark&Co.Ld Belfast	EllermanLinesLd. (G.Smith&Sons, *Mgrs.*)	460·5|55·3|31·0 P84′B160′F85′	Glasgow British *WB*	T.3Cy.29½″,50″&82″–60″ 521NHP Wrkman,Clark&Co.Ld Bel		C
1010 200919	**City of Benton Harbor** SteelPad *Elec.light* Wireless 1*Dk*	1286 — 811				1904	Craig S.B. Co. Toledo,Ohio	Graham&Morton TransportationCo.	251·8|36·5|14·4	Chicago Utd.States	C.3Cy.38″&(2)55″–78″ 445NHP CraigS.B.Co.,Toledo		L
1011 131286 HRNT	**City of Bombay** SteelScSr *J.R.Lind* –15 *ss*N.Yk.No.1–15 *Elec.light* Wireless 2*Dks*(*Stl*)	5186 4935 3355	✠100A1 ~~1,17~~ 11,17 Boom BS6,16 LMC10,15 BS0,17	Yka *y*	3,16	1910 9mo *Lloyd's*	Palmers' Co.Ld. Newcastle *sA&CP* *W*	EllermanLines,Ld (HallLine,Ld. *Mgrs.*) *B=CellDBa*144′	401·2|50·8|29·7 P43′B142′F40′ FK *uE&B*38′*f*171′985*t*	Liverpool British 7*BHCem* *DTa*31′870*t*	T3Cy24½″41½″&72½″–48″(*s*) 220lb HS6957 FD 509NHP 2SB&1AuxSB,*10cf*,GS185 Palmers'Co.Ld.Newcastle	32 ″ 3 s 6 ″ 6½ 26 ″ 0	
1012 118913 VFRM	**City of Bradford** SteelScSr (Detained at Hamburg) *J.E.Mills* –14 *ss*Gms.No.2–11 1*Dk*(*Stl*–ws)*lower dk fore&after holds* *Elec.light* *deep framing main hold* Sub.Sig.	1349 967 739	✠100A1 1,14 BS1,14 LMC11,11	Gms *p*	1,14	1903 9mo *Lloyd's*	Earle'sCo. Ld. Hull *sA&CP*	GreatCentralRly. *WB=*	256·5|34·5|15·7 P61′B75′F39′ BK9″ *DBa*48′*uE*21′*f*114′	Grimsby British 5*BH*CEm 254*tAPT*6*t*	T.3Cy.24½″,38″&64″–42″(*a*) 180lb *100lb* 356NHP 2SB,*6rf*,GS125,HS5152 FD Earle'sCo.Ld.Hull	18 ″ 6	
1013 135427 JBHK	**City of Bristol** SteelScSr *A.Henderson* –12 *Elec.light* Wireless 2*Dks*	6741 6429 4345				1912	Swan,Hunter&Wigham Richardson, Ld Newcastle	EllermanLines,Ld (HallLine,Ld. *Mgrs.*)	452·0|56·6|31·6 P92′B165′FS6′ *WB*	Liverpool British	T.3Cy.26″,44½″&78″–54″ 447NHP WllsndSlpwy.Co.Ld.Nwc.		C
1014 126386	**City of Brockton** WoodPad	2771 — 1912				1886	..... Chelsea,Mass	NewEngland S.S.Co.	271·2|43·4|18·1	FallRiver, Mass. Utd.States	B.2Cy.44″,—,96″&68″–144″ 573NHP		
1015 76384 WVBF	**City of Brussels** IronScSr *M.J.Swords* –13 6thSurvey,Dub.10,02 (*ex*Theresina) 3rdSurvey,Rot.8,15 1*Dk2trB*	1027 934 625	✠ A1* 1 1,17 MS8,15 BS1,17	Bry Lv	1,17	1876 9mo	R.Dixon& Co. Middlesbro'	~~Palgrave,Murphy &Co,~~ Transport& TradingCo.Ld. C.Maltass,*Mgr.*)	239·8|30·8|16·1 H107*t* FK *WB=DBa&f*	Dublin British 5*BH* 1PBH *Cem*	T.3Cy.18″,30″&48″–30″ (*s*) 135lb NE&B88 *80lb* 126NHP 1SB,*4rf*,GS60HS2128NDB99 D.Rollo&Sons,Liverpool	19 ″ 6 s 3 ″ 0½ 17 ″ 0	
1016 82793 VQHF	— IronScSr *D.Elliott* –15 *ss*Lon.2ndNo.3–4,05 ~~*ss*Lon.No.3–15~~ *ss*Lon No.3–12,15 1*Dk*	274 228 157	✠100A1 6.18 ~~2,17~~ ✠NB1,93 ✠LMC12,15 BS1,15 1,18	Flt Liv *e*	2,17	1880 7mo *Lloyd's*	R Chambrs jun. Dumbarton *sA&CP*	H.Flinn	135·1|22·5|10·8 Q28′B12′F20′ FK	London British 3*BHCem*	C.2Cy.20″&36″–27″ (*s*) 80lb 67RHP 1SB,*2pf*,GS36,HS1060 Kincaid,Donald&Co.,Grk.		
1017 127132	**City of Buffalo** SteelPad *Elec.light* Wireless 3*Dks*	2940 — 1604				1896	Detroit Dry Dock Co. Wyandotte	Cleveland& BuffaloTransitCo. (TFNewman,*Mgr*)	340·3|43·7|17·0 len04	Cleveland, Ohio Utd.States	B.C.2Cy.52″–96″&80″–144″ 640NHP W&A.Fletcher&Co.Hobkn		L
1018 45019 VBNG	**City of Cadiz** IronScSr (Detained at Hamburg) *J.J.Martin* –10 *ss*Brs.2ndNo.3–8,01 (*ex*Corcyra) *ss*Sws.No.2–09 1*Dk2trB*	780 699 464	✠ A1 6,13 ✠NB8,94 LMC11,09 BS6,15	Sws	N2,14	1862 7mo	Richardsn, Duck&Co. Stockton	Palgrave,Murphy &Co.	204·4|28·5|17·3 P34′F36′ ND94 BK6½″	Dublin British 5*BH*	C.2Cy.26″&49″–30″ (*s*) 70lb *80lb* NE76 99RHP 1SB3*pf*GS51HS1518 NDB98 T.Richardson&Sons,Hpl.	18 ″ 1 s 2 ″ 7½ 16 ″ 4	
1019 137423 JHRK	**City of Cairo** SteelScSr *F.W.Parker* –15 *Elec light* 2*Dks*(*Stl–Uws*) Wireless *Cruiser Stern*	7882 6263 5024	✠100A1 ~~3,17~~ 3,17 ~~4,18~~ Cal ✠LMC1,15	Liv *c*†	3,17	1915 1mo *Lloyd's*	Earle'sCo. Ld. Hull *sA&CP* *W*	EllermanLines,Ld (HallLine.Ld. *Mgrs.*) *B=CellDBa*141′*u*	449·9|55·7|31·3 P94′B191′F86′ FK *E&B*84′*f*179′1277*t*	Liverpool British 7*BHCem* *DTa*33′937*t*	Q.4Cy.26½″,38″,55″&80″–54″ 225lb (*s*) 774NHP 3SB&1AuxSB,*15cf*,GS285, HS14040 FD Earle'sCo.Ld.Hull	33 ″ 11 s 6 ″ 8 27 ″ 8	BT till 7,17
1020 115759 VBLG	**City of Calcutta** SteelScSr *H.V.Rigby* –15 *Elec.light* Wireless	7636 6637 4891				1903	Workman, Clark &Co.Ld Belfast	CityLineLd. (W.S.Workman, *Mgr.*)	471·7|56·2|31·9 P86′ B156′ F91 *WB*	Glasgow British	T.3Cy.30″,50½″&84″–60″ 546NHP Wrkman,Clark&Co.LdBel		C
1021 86729 WHBQ	**City of Cambridge** IrnSc4MstSr *M.Haraden* –16 *Elec.light* 3*Dks*	3844 3573 2482			...	1882	Workman, Clark&Co. Belfast	CityLine,Ld. (G.Smith&Sons, *Mgrs.*)	400·0|42·1|29·6 B156′F34′ BK11″	Glasgow British	C.2Cy.50″&96″–60″ 594NHP J.&J.Thomson,Glasgow	30 ″ 10	C
1022 214055	**City of Camden** SteelSc *Elec.light* 1*Dk*	730 — 414				1916	Harlan& Hollings-worthCor. Wlmgtn,Del.	Wilmington SteamboatCo. (H.Wilson,*Mgr.*)	192·9|32·0|10·6	Wilmgton (Del.) Utd.States	T.3Cy.19″,29″&44″–24″ 95NHP Harlan&HollingswrthCor.		
1023 137520 JNDW	**City of Canton** SteelScSr ~~Mining 16~~ *Gardiner* –17 *Elec.light* 2*Dks*(*Stl*) *Carrying fuel oil F.P.above150°F.in deep tank&D.B.*	6982 6373 4671	✠100A1 ~~11,17~~ ~~9,16~~ 6,18 Liv Bkn ✠LMC9,16	Nwc *b*†		1916 9mo *Lloyd's*	Swan,Hunter&Wigham Richardson, Ld Newcastle *sA&CP*	EllermanLines,Ld (HallLine,Ld. *Mgrs.*)	450·7|56·9|31·1 P89′B192′F89′ FK *CellDB*403′1312*tD*	Liverpool British 7*BHCem* *Ta* 39′ 1068*t*	2 Steam Turbines, geared to 1 Screw Shaft 190lb (*s*) 3SB,*12cf*,GS228,HS8940 FD WallsendSlipwayCo.Ld. *FPT87tAPT40t*	33 ″ 5 s 6 ″ 5 27 ″ 5	
1024 110708 RCNH	**City of Carlisle** SteelScK *A.Woodhouse* –09 *ss*Hul.No.3–4,12 1*Dk*	208 191 82	✠100A1 *StmTrawler* 11,13 ✠LMC9,10 ✠NB5,07 BS11,14	Hul	4,15	1899 4mo	Taylor& Mitchell Greenock A&CP	G.S.Bowman	120·3|21·6|11·5 Q20′ ptND12 BK7½″ *WB=*	Hull British 4*BHCem* *DBf*13′11*t*	T.3Cy.12½″,21½″&35″–24″ 200lb (*s*) 70RHP 1SB,*2pf*,GS33,HS1270 Shanks,Anderson&Co.Gls.	12 ″ 5	
1025 115908 TRGP	**City of Charleroy** SteelScSr *T.G.Hutt*15–16 *ss*Lon.No3.–4,16 *Well deck* 1*Dk*(*Stl*)	368 277 198	✠100A1 4,16 BS8,17 ✠LMC4,16	Lon *f*	4,16	1902 10mo *Lloyd's*	Mackie& Thomson Glasgow *sA&CP*	BrusselsS.S.Co.Ld	135·0|23·6|11·9 P15′Q60′B8′F21′ FK *WB=*	London British 4*BHCem* *APT*17*t*	T.3Cy.12½″,20″&33″–24″ (*s*) 160lb *80lb* 62RHP 1SB,*2pf*,GS37,HS1091 A.Rodger&Co.Glasgow	12 ″ 6 s ″ 11 11 ″ 9	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Master. Special Surveys.	3 Material, Rig, &c. Late Name if any. No. of Decks, &c.	4 Register Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned / now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 Built. By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	Ft.
1026 12 0046 HQWF	**City of Chester** *B.H.Haddy* –11 *Elec.light* Wireless	**SteelScSr** 2*Dks*	5413 5211 3521					1910	Barclay, Curle&Co.Ld Glasgow	EllermanLinesLd. (HallLine,Ld. *Mgrs.*)	410·5	52·0	30·4 P83′B148′F40′	Liverpool British *WB*	T.3Cy.25″,42½″&72½″–48″ 362NHP Barclay,Curle&Co.Ld.Gls.	
1027 204080	**City of Cleveland III.** (*ex*City of Cleveland) *Elec.light* Wireless	**SteelPad** 4*Dks*	4568 — 2403					1907	Detroit S.B.Co. Wyandotte	Detroit&ClevelandNav.Co.	390·0	54·2	22·3	Detroit Utd.States *WB*	C.3Cy.54″&(2)84″–96″ 1152NHP DetroitS.B.Co.,Detroit	
1023 82743 WGDV	**City of Cologne** *J.Shanks* –16 *ss*Sws.2nd No.3–7,05 (*ex*WhiteSea) *ss*Dub.No.2–14 *Well deck* 1*Dk*(*Irn*)2*trB*	**IronScSr** 994 780 588	✠100A1 1,17 ~~Exempted 12,17~~ ~~BS?,17~~ ~~MS?,17~~ LMC ~~DBS?,17~~ ~~MBS?,17~~	Cff	*n*	2,17	1881 5mo	A.Stephen &Sons Dundee A&CP	Transport&TradingCo.Ld. (C.Maltass, *Mgr.*) *WB=DBo*	230·3	30·7	15·9 P125′F40′ BK8″ 46′*f*55′194*t*FPT21*t*	Dublin British *WB*	C.2Cy.27″&54″–36″ (*i*) 70lb *100lb* NDB01 137NHP 1SB,*3pf*,GS64,HS2280 PearceBros.,Dundee	17 ″ 1 s 1 ″ 8½ 16 ″ 2
1029 128009 HQDG	**City of Colombo** *J.S.Meria* –17 *Elec.light* Wireless	**SteelScSr** 2*Dks*	6000 5741 3909					1909	Swan,Hunter&Wigham Richardson, Ld Newcastle	Ellerman Lines,Ld (HallLine,Ld. *Mgrs.*)	425·0	54·1	30·9 P48′B115′F57′ *WB*	Liverpool British	T.3Cy.25½″,43½″&75″–51″ 402NHP WllsndSlpwy.Co.Ld.Nwc.	C
1030 200840 KTBS	**City of Columbus** *S.C.Burg*88–07 Wireless	**SteelScSr** 3*Dks*	5433 — 4111					1904	Delaware RiverCo. Chester,Pa.	OceanS.S.Co.of Savannah	377·5	49·0	27·0 *WB*	Savannah Utd.States	T.3Cy.28″,46″&75″–48″ 390NHP DelawareRiverCo.Chester	R
1031 135516 JDMG	**City of Corinth** *Cruiser stern* *Elec.light* Wireless	**SteelScSr** 2*Dks*	5870 5571 3773					1913	Barclay, Curle&Co.Ld Glasgow	EllermanLines,Ld (HallLine,Ld., *Mgrs.*)	420·0	55·3	29·8 P79′B153′F38′ *WB*	Liverpool British	T.3Cy.24½″,42¼″&74″–51″ 391NHP Barclay,Curle&Co.Ld.Gls	C
1032 84060 EWKV	**City of Cork**, *ss*Dub.No.2-17 **IronScSr** *J.Walsh*92–08 *ss*Qns.2nd No.3–10,07 (*ex*Maranhense,*ex*Saint ~~Shot.No.1–12~~ Antoine,*ex*Maranhense,*ex*Blodwen) *Well deck* 1*Dk*(*Irn*)2*trB*	1301 1105 755	✠100A1 ~~1,17,15~~ 2,17 Dub ~~'15~~ 17 ~~Exempted 12,17~~ NB10,07 LMC8,12 ~~BS?,17~~ ~~BS2,16~~ 4,17	Sws	*n*	~~3,15~~ 4,17	1880 11mo	Sunderlnd. S.B.Co. Sunderland A&CP	Palgrave,Murphy &Co. Rhydwen SSCoLd (Williams Bros. (Hull)Ld.,*Mgrs.*) *WB=DB*	251·2	33·5	18·4 P25′Q68′B68′F34′ BK9″ 84′*f*64′330*t*	Dublin British *WB*	C.2Cy.32″&~~30~~60½″–36″ (*s* 80lb *100lb* NDB08 160NHP 2SB.*6pf*,GS90,HS2458 J.Dickinson,Sunderland	19 ″ 10 s 2 ″ 1½ 18 ″ 7
1033 113948 SHML	**City of Delhi** *D.M.Bremner* –14 Wireless	**SteelScSr** 2*Dks*	4443 4194 2826					1901	Barclay, Curle&Co.Ld Glasgow	CityLine,Ld.(W.S. Workman,*Mgr.*)	385·5	48·7	27·0 P81′B106′F86′ *WB*	Glasgow British	T.3Cy.25″,41″&67″–48″ 311NHP Barclay,Curle&Co.Ld.Gls	C
1034 126546	**City of Detroit II.** 2*Dks* *Elec.light* Wireless (*ex*City of Detroit)	**SteelPad** 849 1454	1919					1889	Detroit Dry Dock Co. Wyandotte	Detroit&Clevelan-dNav.Co.	286·6	40·8	14·0	Detroit, Mich. Utd.States	B.C.2Cy.44″–96″&68″–144″ W.&A.Fletcher& Co.,Hoboken,N.J.	462NHP
1035 209571	**City of Detroit III** *Elec.light* Wireless	**SteelPad** 1*Dk*2*trB*	6061 — 3328					1912	DetroitS.B Co. Wyandotte	Detroit&Clevelan-dNav.Co.	455·8	55·5	22·5 *WB*	Detroit Utd.States	C.3Cy.62″&(2)92″–102″ 1425NHP DetroitSB.Co.Detroit Mich	
1036 54640 HRBF	**City of Dortmund** *W.A.Braden* –17 *ss*Sws.No.1–18 (*ex*LordByron) *ss*Sws.3rd No.3–9,14 1*Dk*2*trB*	**IronScSr** 803 689 471	✠ A1 ~~3,18~~ ~~12,16~~ NB4,94	Dub Sws		~~12,16~~ ~~3,18~~	1865 7mo	Richardsn, Duck&Co. Stockton A&CP	Palgrave,Murphy &Co.	200·5	29·4	17·4 P35′B28′F36′ ND87 BK8″	Dublin British *5BHCem*	C.2Cy.26″&49″–30″ (*s*) 70lb *90lb* NE75 109NHP 1SB.*3pf*,GS51 NDB9[illegible] T.Richardson&Sons,Hpl.	18 ″ 6 s 2 ″ 7½ 16 ″ 11
1037 131464 JBCF	**City of Dunkirk** *E.G.Leader* –15 *Elec.light* Wireless	**SteelScSr** 2*Dks*	5861 5537 3759					1912	Barclay, Curle&Co.Ld. Glasgow	EllermanLines,Ld. (HallLine,Ld. *Mgrs.*)	420·7	54·2	30·3 P82′B150′F41′ *WB*	Liverpool British	T.3Cy.24½″,42¼″&74″–48″ 379NHP Barclay,Curle&Co.Ld.Gls.	C
1038 131317 HSFB	**City of Durham** ~~*Hopkins* –16~~ *Elec.light* Wireless *O.Williams* –17	**SteelScSr** *ss*Bkn.No.1–15 2*Dks*(*Stl*)	5356 5100 3460	✠100A1 ~~12,16~~ 5,18 ~~Exempted 12,16~~ BS8,17	NYk ~~Mch.~~ Liv	*z*	5,16	1911 2mo *Lloyd's A&CP*	Palmers' Co.Ld. Newcastle *W*	EllermanLines,Ld. (HallLine,Ld. *Mgrs.*) *B=Cell DBa*146′*u*	407·0	51·4	30·2 P44′B147′F42′ FK *E&B*38′*f*173′1010*t*	Liverpool British *7BHCem* *DTa*34′870*t*	T3Cy24¼″41½″&72½″–48″(*s*) 220lb HS7207 FD 521NHP 2SB&1AuxSB,*10cf*,GS186, Palmers'Co.Ld. Newcastle	32 ″ 10 s 6 ″ 8½ 26 ″ 6
1039 110539 QRKH	**City of Edinburgh** *R.C.Henderson* –15 *ss*Gls.No.3–12,11 2*Dks*(1*Stl&UptStl&pt Irn*)3*trB* (*ex*Maplemore) *ss*Gls.No.1–16 *Elec.light* Wireless	**StlSc4MstSr** 6255 5995 4050 *Carryin[illegible] fuel oil F.P.[illegible] over 150° F. in D.B. deep tanks*	✠100A1 12,17 ~~3,16~~ BS7,17	Sou NYk	*c*†	N1,17	1899 2mo *Lloyd's A&CP*	C.Connell &Co. Glasgow	Ellerman Lines,Ld (G.Smith&Sons, *Mgrs.*) *WB*	459·0	52·5	31·0 P85′B180′F119′ FK&BK2½″ *= CellDBa* 132′*uE*	Liverpool British *7BHCem* *§B61′f*205′	T.3Cy.28″,44″&78″–60″ (*s*) 200lb 608NHP 2D&1SB*15cf*GS312HS1026† D.Rowan&Son,Glasgow 1417*tDTa*35′1150*t APT*60	34 ″ 1 s 6 ″ 9½ 27 ″ 9
1040 124699 HMFT	**City of Edinburgh II.** *J.Grundy* –14 *ss*Flt.No 3–3,15 1*Dk*	**SteelScK** 300 244 115	✠100A1 *StmTrawler* 3,15	Flt ~~LMC?15~~		3,15	1908 1mo *Lloyd's A&CP*	Dundee S.B Co.Ld. Dundee	Fred.Kelsall&Co. Ld. (T.F.Kelsall,*Mgr*)	130·0	23·1	12·2 Q73′F22′ BK7½″	Fleetwood British *3BHCem*	T.3Cy.12¾″,21″&35″–25″ (*s*) 180lb 80RHP 1SB,3*pf*,GS50,HS1500 ShieldsEng.Co.Ld.N.Shl.	13 ″ 0
1041 127242	**City of Erie** *Elec.light* Wireless	**SteelPad** — 1280	2499					1898	Detroit Dry Dock Co. Detroit,Mich.	Cleveland& BuffaloTransitCo. (T.F.Newman, *Mgr.*)	316·0	44·0	18·0 78′*over guards*	Cleveland, Ohio Utd.States	B.C.2Cy.54″–96″&80″–144″ 640NHP W.&A.Fletcher&Co., Hoboken	L
1042 127055 KMCQ	**City of Everett** *F.Sandberg* *Carrying oil in bulk* *Whaleback* Sub.Sig. 2*Dks* *Elec.light* Wireless *Fitted for oil fuel*	**SteelSc5MstSr** — 1939	2595					1894	American Stl.BargeCo Everett,Wsh.	StandardTrans-portationCo.	346·0	42·1	22·9 *WB*	New York Utd.States	T.3Cy.24″,38″&64″–42″ 265NHP FrontierIronworks,Detroit	
1043 127487	— *E.B.Coffin*	**WoodSc**	212 — 111					1900	..... Everett,Wsh.	PugetSoundNav. Co.(J.Green, *Mgr.*)	134·0	21·0	6·8	Seattle, Wash. Utd.States	C.2Cy.16″&34″–20″ 43NHP SumnerIronWrks.Everett	
1044 136297 JFRB	**City of Exeter** *J.R.Rae* –15 *Elec.light* Wireless	**SteelTwinScSr** 2*Dks*	9373 7568 5987					1914	Workman, Clark&Co.Ld Belfast	EllermanLines,Ld (CityLine,Ld. *Mgrs.*)	486·7	58·9	32·6 P98′B219′F88′ *WB*	Glasgow British	Q.8Cy.22″,31½″,46″&66″–45 584NHP Wrkman,Clark&Co.LdBel	C
1045 126088	**City of Fall River** —	**WoodPad** —	2533 — 1723					1883	..... Chelsea,Mass	NewEnglandS.S. Co.	262·0	42·4	17·3	Fall River, Mass. Utd.States	B2.Cy.44″,—,96″&68″–144 573NHP	
1046 137402 JGVL	**City of Florence** *J.Leary* –15 *Elec.light* Wireless	**SteelScSr** 2*Dks*(*Stl*) *Cruiser Stern*	5399 5128 3490	✠100A1 8,16 LMC10,14	Gls	*z*	N4,15	1914 10mo *Lloyd's A&CP*	Palmers' Co.Ld. Newcastle *W*	EllermanLines,Ld. (HallLine,Ld. *Mgrs.*) *B=CellDBa* 144′*u*	407·2	51·3	29·7 P77′B156′F45′ FK *E&B*60′*f*149′ 1058*t*	Liverpool British *7BHCem* *DTa*33′844*t*	T3Cy.24½″,42¼″&74″–48″(*s*) 220lb 547NHP 2SB&1AuxSB,*10cf*, FD GS188,HS7595 Palmers'Co.Ld. Newcastle	32 ″ 3 s 6 ″ 2 26 ″ 5

1 Numéro d'ordre. / Numéro officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / *Capitaine.* / *Ex-nom, s'il y a lieu.* / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant ou à faire. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Machines en cote, si ce n'est dans la Liste. L. Lucifer. Trunks.
1047	**City of Frankfort**	**SteelScSr**	918	✠100A1	Sws	*m*	~~10,16~~	1895	Wood,	**Palgrave, Murphy**	210·0	30·2	13·4	**Dublin**	T.3Cy.17″,28″&46″–30″ (*s*)	16 ″ 0	
104272	*A.Martin* –16	*ss*Sws.No.3–8,07	709	~~5,17 12,16~~ 4,18	~~Lwe~~		4,18	1mo	Skinner&Co.	**&Co**	Q103′B9′F24′			British	160lb *80lb* NDB01 115NHP	s 1 ″ 6	
NRDF	(*ex*Marsden)	*ss*Sws.No.2–16	520						Newcastle					1BHCem	1SB,*3pf*,GS52,HS1714	14 ″ 9	
	Well deck	1*Dk*(*Irn*)&*Web frames*		✠LMC12,16					A&CP *WB*	= *Cell DBa*50′*uE*&	*B*37′ *f*92′253*t FPT*			34*t APT*43*t*	N.E.MarineEng.CoLdNwc		
				BS11,17													
1048	**City of Glasgow**	**SteelScSr**	6545					1906	Workman,	**Ellerman Lines, Ld**	443·0	53·6	30·3	**Glasgow**	Q.4Cy.27½″,39½″,56½″&81″–54″		C
121304	*J.Dick*15–15		5653						Clark&Co.Ld	(**G.Smith&Sons,**	P80′B144′F44′			British	481NHP		
HFQB	*Elec.light* Wireless	2*Dks*	4182						Belfast	*Mgrs.*)				*WB*	Wrkman,Clark&Co.LdBel		
1049	**City of Gloucester**	**WoodScSr**	561					1883	J.D.Leary	**Boston&Gloucestr**	142·5	28·0	11·6	**Boston**	C.2Cy.21″&36″–30″		
126139	*O.P.Linnekin*								Brooklyn	**S.S.Co.**				Utd.States	NB07 59NHP		
KBLV		2*Dks*	396														
1050	**City of Grafton**	**IronPadSr**	825	✠	Cly			1876	A.Stephen	**NorthCoastStm.**	207·4	26·9	11·9	**SydnyNSW**	C.O.2Cy.33″&56″–60″		
73845	*W.B.Nelson*95–03	1*Dk*&*Awngdk*	810	*Awng dk*				6mo	&Sons	**Nav.Co.Ld.**			19·3	British	202NHP		
PWGB	*Ref.Mchy.*		555	*with load line* 7,76					Glasgow				FK	4*BHCem*	A.Stephen&Sons, Glasgow		
1051	**City of Grand Rapids**	**SteelScSr**	3061					1912	American	**Graham&Morton**	291·0	48·0	27·0	**Michigan**	T.4Cy.26″,42″&(2)51″–42″		L
210065									S.B.Co.	**Transprtn.Co.**				City	337NHP		
	Elec.light Wireless	3*Dks*	1572						Cleveland					Utd.States	AmericanS.B.Co.Cld.		
1052	**City of Hamburg**	**IronScSr**	1200	✠100A1	Ant	*n*	7,13	1881	J.Laing	**Palgrave,Murphy**	231·0	32·6	14·5	**Dublin**	C.2Cy.29¾″&57″–33″ (*i*)	17 ″ 6	
81436	(**Detained at Hamburg**)		889	9,13				10mo	Sunderland	**&Co.**	P134′F26′			British	70lb *80lb* NDB98 161NHP	s 1 ″ 4½	
WFGC	*G.J.Kirwan* –03	*ss*Bkn.2ndNo.3–8,07	687						A&CP				BK6½″	4*BHCem*	1DB,*4pf*,GS70	16 ″ 9	
		*ss*Rot.No.1–12		BS7,13 ~~LMC7,13~~									*WB*=*Cell*	*DB*184′285*t*	T.Richardson&Sons,Hpl.		
	Well deck	2*Dks*(1*Irn*)															
1053	**City of Hamilton**	**IronSc**	1367					1871	Craig	**Canada Steamship**	220·0	32·5	14·0	**Ottawa**	C.2Cy.22″&44″–36″		
126526	*J.Ewart*	(*ex*Japan)	1255						S.B.Co.	**Lines,Ld.**				British	NE&B10 81RHP		
	Elec.light	3*Dks*	630						Buffalo,N.Y.						PolsonI.W.Co.Ld.Toronto		
1054	**City of Hankow**	**SteelScSr**	~~7369~~	✠100A1	NYk	*c*†	1,17	1915	W.Gray&	**City of OranS.SCo.**	465·4	58·2	31·8	**Liverpool**	Q.4Cy.26″,37½″,54″&78″–54″	34 ″ 8	
137452	*R.S.Pine* –17	8041	7108	~~11,17 1,17~~ 12,17	Hui			6mo	Co.Ld.	**Ld. (HallLine,Ld.**	P107′B171′F100		FK	British	225lb (*s*) 738NHP	s 6 ″ 11	
JLFB	*Elec.light*	2*Dks*(*Stl*)	~~4765~~	✠LMC5,15					W Hartlepool	*Mgrs.*)				7*BHCem*	3SB&1AuxB,*15cf*,GS277,	28 ″ 2	
	Carrying fuel oil F.P.above 150°F. in Cruiser Stern		5960	*Carrying fuel oil F.P.above 150°F. in DB&D7*				*Lloyd's*	*SA&CP* *W*	*B*=*Cell DBa* 168′	*aE&B*45′*f*200′1733*t*			*DTa*24′910*t*	HS10936 FD		
1055	**City of Karachi**	**SteelScSr**	5573					1905	Workman,	**EllermanLines Ld.**	413·6	51·5	29·2	**Liverpool**	Cen.Mar.Eng.WrksW.Hpl		
120846	*J.G.Brown* –14		4936						Clark&Co.Ld	(**G.Smith&Sons,**	P75′B121′F41′			British	Q.4Cy.25½″,36½″,52″&75″–51″		C
HCLG	*Elec.light* Wireless	2*Dks*	3571						Belfast	*Mgrs.*)				*WB*	402NHP		
1056	**City of Lahore**	**SteelScSr**	6948					1911	Swan,Hun-	**Ellerman Lines,Ld**	438·5	54·1	31·2	**Liverpool**	Wrkman,Clark&Co.LdBel		
131336	*E.C.Laidley* –15		5310						ter&Wigham	(HallLine,Ld.	P89′B153′F57′			British	Q4Cy26¼″,38″,54½″&78″–51″		C
HSNF	*Elec.light* Wireless	2*Dks*	4471						Richardson,	*Mgrs.*)				*WB*	434NHP		BT till 9,17
									Ld Newcastle						Wllsnd Slpwy.Co.Ld.Nwc.		
1057	**City of Leeds**	**SteelScSr**	1349	✠100A1	Gms	*p*	1,14	1903	Earle'sCo.	**GreatCentralRly.**	256·5	34·5	15·7	**Grimsby**	T.3Cy.24½″,38″&64″–42″ (*a*)	18 ″ 6	
113248	(**Detained at Hamburg**)		967	7,14				7mo	Ld.		P61′B75′F39′			British	180lb *100lb* 356NHP		
VDWQ	*W.T.Lundie* –13	*ss*Gms.No.2–11	739						Hull				BK9″	5*BHCem*	2SB,*6rf*,GS125,HS5152 FD		
	1*Dk*(*Stl–ws*)*lower dk fore&after holds*			BS1,14 ✠LMC12,11				*Lloyd's*	*SA&CP*	*WB*=	*DBa*48′*uE*21′*f*114′			254*t APT*6*t*	Earle'sCo.Ld.Hull		
	Elec.light	*deep framing main hold*															
	Sub.Sig.																
1058	**City of Lewes**	**WoodSc**	254					1912	W.G.	**LewesFisheriesCo.**	136·0	23·7	11·3	**Wilmgton**	C.2Cy.16″&33″–26″		
209954	*T.E.Brown*	(*Fishing*)							Abbot		P69′Q40′F46′			(Del.)	46NHP		
LCKF	*Elec.light*	1*Dk*	125						Milford,Del.					Utd.States	Harlan&HollingswrthCor		
1059	**City of Lincoln**	**SteelScSr**	~~5872~~	✠100A1	Npt	*a*†	~~2,15~~	1911	Palmers'	**EllermanLines,Ld.**	422·0	53·4	30·9	**Liverpool**	T3Cy.25½″,43½″&76″–51″(*s*)	33 ″ 7	
131377	*H.D.Ewing* –16	*ss*Shi.No.1–16	5632	6,17 8,16	Lon		6,17	8mo	Co.Ld.	(**HallLine,Ld.**	P44′B160′F42′			British	220lb HS7963 FD 581NHP	s 7 ″ 1	
HTJL	*Elec.light* Wireless	2*Dks*(*Stl*)	3807	~~LMC5,15~~					Newcastle	*Mgrs.*)			FK	7*BHCem*	2SB&1AuxSB,*11cf*,GS208,	26 ″ 10	
								Lloyd's	*SA&CP* *WB*	= *Cell DBa* 144′ *u*	*E&B*41′*f*180′ 1165*t*			*DTa*32′985*t*	Palmers'Co.Ld.Newcastle		
1060	**City of Liverpool**	**IronScSr**	1101	✠ A1,1	Sws	Lv		1872	Humphrys	~~**Palgrave,Murphy,**~~	246·6	30·0	16·4	**Dublin**	C.2Cy.27″&52″–33″	17 ″ 2	
69262	*T.W.Tyrrell* –04	6thSurveyRot.3,12	866	7.17 ~~8,16~~	Bry			11mo	&Pearson	~~**&Co.**~~	P210*t*F27*t*			British	NB82 129NHP		
MJPK	(*ex*Dromore,*ex*	1stSurveySws.8,16	658						Hull	Transport&Trad-			FK	4*BHCem*	1SB,*4pf*,GS71,HS1963		
	Well deck Dawn)	1*Dk*(*Irn*)2*trB*								ingCo.Ld.	*WB*=*MT* 245*t*			2PBH	Humphreys&Pearson,Hull		
										(C.Maltass,*Mgr.*)							
1061	—	**SteelScK**	179	✠100A1	Flt		8,14	1900	Smith's	**FredKelsall&Co.**	115·5	21·1	11·2	**Fleetwood**	T.3Cy.12″,20″&32″–22½″ (*s*)	12 ″ 6	
109674	*A.Perry* –14	*ss*Flt.No.3–8,14	176	*StmTrawler*				5mo	Dock Co.Ld.	**Ld. (T.F.Kelsall,**			BK7½″	British	180lb 52RHP		
RPWC		1*Dk*	69	8,14 ~~LMC8,14~~					N.Shields	*Mgr.*)				3*BHCem*	1SB,*2pf*,GS29,HS1066		
								Lloyd's	*SA&CP*						N.E.MarineCo.Ld Sld.		
1062	—	**WoodSc**	145					1885	G.Deakin	**Kelly'sBarges,Ld.**	88·8	20·8	10·2	**Liverpool**	C.2Cy.13½″&22″–16″		
91272	*S.Hind* –16		128						Ld.	(**A.E.Kelly,** *Mgr.*)				British	22RHP		
			59						Winsford						E.Hodin,Sandbach		
1063	**City of London**	**SteelScSr**	8917					1907	Workman,	**EllermanLines, Ld**	491·0	57·8	32·5	**Glasgow**	Q4Cy.31¾″45′64½″&92½″–60″		C
124162	*G.Thomson* –08		7084						Clark&Co.Ld		P85′B203′F83′			British	660NHP		
HKCD	Wireless	2*Dks*	5693						Belfast					*WB*	Wrkman,Clark&Co.Ld Bel		
1064	—	**IronScSr**	999	✠100A1	Abn	*m*	~~2,15~~	1871	J.Elder&	**AberdeenStm Nav.**	241·9	30·5	16·7	**Aberdeen**	C.2Cy.46″&80″–39″ (*r*)	17 ″ 7	
65079	*C.S.Howe* –15	*ss*Abn.3rdNo.3–12,07	786	6,17 2,15			6,17	6mo	Co.	**Co.**	P70′F50′			British	70lb *70lb* NDB01 262NHP	s 2 ″ 4	
MWKP		*ss*Abn.No.1 ~~12 3 17~~	578	✠NB9.01 ~~LMC2,16~~					Glasgow		ND01		BK7½″	5*BHCem*	2DB,*12cf*,GS153,HS3598	16 ″ 4	
	Elec.light	1*Dk*(*Irn–ws*)2*trB*		BS4,16 ~~MS1,15~~					A&CP						J.Elder&Co.,Glasgow		
1065	—	**SteelScSr**	351	✠100A1	Lon	*e*	8,15	1891	Schlesingr,	**BrusselsSS.Co.Ld.**	135·3	23·6	11·6	**London**	T.3Cy.12½″,20″&33″–24″(*s*)	12 ″ 3	
99031	*F.N.Maxwell* –15	*ss*Lon.No.3–4,04	262	8,15				12mo	Davis&Co.		P14′Q59′F20′			British	160lb *70lb* 50RHP	s ″10½	
MWPK		*ss*Lon.No.2–13	182	~~NB8.05 LMC5,13~~					Newcastle				FK	4*BHCem*	1SB,*2pf*,GS33,HS1057	11 ″ 7	
	Well deck	1*Dk*(*Irn*)		BS5,16					A&CP						N.E.Mar.E.Co.Ld.Nwc.		
1066	—	**SteelScK**	225			...		1897	Edwards	**R.D.Clarke**	129·6	22·6	10·8	**Grimsby**	T.3Cy.11½″,19½″&33″–24″	11 ″ 6	
106696	*J.J.Clark* –16	(*Trawler*)	196						Bros.		Q49′B7′F20′			British	NB15 67RHP		
PQNB		1*Dk*	86						Newcastle				BK7½″		N.E.Marine Co.Ld.Nwc.		
1067	—	**SteelScK**	195			...		1901	Cook,Wel-	**FredKelsall&Co.**	115·0	21·0	11·5	**Fleetwood**	T.3Cy.12″,20″&32″–23″	12 ″ 4	
114294	*W.Morrison* –15	(*Trawler*)	182						t'n&Gemmell	**Ld. (T.F.Kelsall,**				British	55RHP		
SMBD		1*Dk*	76						Hull	*Mgr.*)			BK7½″		C.D.Holmes&Co.Hull		

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. *Master.* *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now x'pired. Equipment Letter.	7* Dt to when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Register in which classed if not in L. R. Date of Rep't Ch's Cert.
1068 127035 KLWV	**City of Lowell** SteelTwinSc *Elec.light* Wireless 2*Dks*	2975 — 1877					1893	BathIron Works Bath.Me.	NewEnglandS.S. Co.	322·3	49·7	17·7	N.Lndn,Ct Utd.States	T.6Cy.26″,40″&64″–36″ 492NHP BathIronWorks,Bath,Me.		
1069	**City of Lucknow** SteelScSr *For full particulars See No. 15 in Supplement* *Elec.light* *CruiserStern*	7600	100A1 (*ClassContem plated*)				1917	W.Gray& Co.Ld. WHartlepool	EllermanLines,Ld	475·0 P107′B180′F101′	58·2	31·8	Liverpool British	Q.4Cy.26½″37½″54″&78″–54″ Cen.Mar.Eng.Wrks.WHpl		
1070 126988	**City of Mackinnac II.** SteelPad (*ex*Cityof Mackinnac) *Elec.light* Wireless 2*Dks*	1749 954 1278					1893	Detroit DryDockCo. Wyandotte	Detroit&Cleve-landNav.Co.	266·0	38·6	13·4	Detroit, Mich. Utd.States	BmC.2Cy.42″-88″&66″–132″ W.&A.Fletcher &Co.,Hoboken,N.J.	417NHP	
1071 118015 VBCD	**City of Madras** SteelScSr *W.Gray* –15 *Elec.light* Wireless 2*Dks*	4684 4498 3048					1903	Palmers' Co.Ld. Newcastle	EllermanLines,Ld (HallLine,Ld. *Mgrs.*)	395·4 P34′B108′F37′	49·6	29·3	Liverpool British *WB*	T.3Cy.26″,44″&74″–48″ Palmers'Co.Ld.Newcastle	379NHP	C
1072 113965 SMBP	**City of Madrid** SteelScSr *F.Snow* –15 *ss*NYk.No.3–10,14 2*Dks*(*Stl*)&*deepframing* Wireless	4899 4682 3135	✠100A1 2,17 5.16 3,17 BS5,16 ✠LMC4,13 5,17	Cal NYk	*z* Shl	3,15 3,17	1901 7mo	Workman, Clark&Co.Ld Belfast	CityLineLd. (W.S. Workman, *Mgr.*)	406·8 P86′B121′F90′ FK	48·8	29·4	Glasgow British	T.3Cy27⅞″,44½″&74″–54″(*s*) 180lb *90lb* 552NHP 2DB,*12cf*,GS200,HS8098 FD	32 ″ 3 s 6 ″ 0½ 26 ″ 7	
1073 115742 TSWH	**City of Manchester** SteelScSr *D.Martin* –15 2*Dks*	5556 5116 3566					1903	Barclay, Curle&Co.Ld Glasgow	EllermanLines,Ld. (W.S.Workman, *Mgr.*)	421·0 P82′B123′F82′	51·5	29·4	Glasgow British *WB*	T.3Cy.27″,45″&76″–54″ 424NHP Barclay,Curle&Co.Ld.Gls.		C
1074 109669	— SteelScK *W.H.Wood* –13 *ss*Flt.No.3–8,14 1*Dk*	189 187 75	✠100A1 *Stm.Trawler* 12,14	Flt ✠LMC8,14		8,14	1900 1mo	Smith's Dock Co.Ld NorthShields	FredKelsall&Co. Ld.(T.F.Kelsall, *Mgr.*)	115·5 BK7½″	21·1	11·6	Fleetwood British	T.3Cy.12″,20″&32″–22½″ (*s*) 180lb 52RHP 1SB,*2pf*,GS29,HS1066 N.E.MarineCo.Ld.Sld.	12 ″ 6	
1075 137508 JMQW	**City of Manila** SteelScSr *J.McMillan*09–16 *Elec.light* 2*Dks*(*Stl*) *Cruiser Stern*	8340 7196 5424	✠100A1 ~~2,17~~ 2.18 ✠LMC6,16	Gls ~~Hut Cal~~	*d*†		1916 6mo	W.Gray& Co.Ld. WHartlepool	EllermanLines,Ld (HallLine,Ld., *Mgrs.*)	475·0 P107′B180′F101′ FK	58·2	31·8	Liverpool British	Q.4Cy.26½″,37½″,54″&78″– 54″ 225lb (*s*) 745NHP 3SB&1Aux.B,*15cf*,GS281,	34 ″ 6 s 6 ″ 11 27 ″ 11	
1076 135436 JBNF	**City of Marseilles** SteelTwinScSr *B.Dowse*03–13 *Elec.light* Wireless 2*Dks*(*Stl*)	8250 6742 5289	*Carrying oil fuel F.P.* ✠100A1 11,15 ~~Examined~~ ✠LMC1,16 1,13	Gls	*c*†	~~10,15~~ 7,17	1913 1mo	Palmers' Co.Ld. Newcastle	EllermanLines,Ld. (HallLine,Ld. *Mgrs.*)	469·3 P92′B200′F55′ FK	57·0	32·1	Liverpool British	HS11079 FD Cen.Mar.Eng.Wrks.WHpl Q.8Cy20¼″29¼″42¼″&61″–45″ 225lb (*s*) 851NHP 4SB&1AuxSB,*18cf*,GS375,	34 ″ 8 s 7 ″ 1 27 ″11	BT 10,17
1077 207362 LBKQ	**City of Montgomery** SteelScSr *F.Smith* *Elec.light* Wireless 4*Dks*	5425 — 4025					1910	NwprtNws S.B.& D.D.Co Newprt News	OceanS.S.Co.of Savannah	371·6 27·0	49·7	15·4	Savannah Utd.States *WB*	HS12830 FD Palmers'Co.Ld.Newcastle T.3Cy.26″,43″&72″–48″ 359NHP NewportNewsSB&DD.Co.		R
1078 80452 SNWK	**City of Munich** IronScSr *P.Marlow* –13 (Detained at Hamburg) *ss*Liv.3rdNo.3–6,07 *ss*Rot.No.1–11 (*ex*Hungarian) 1*Dk*(*Irn-ws*)2*trB*	1384 1210 795	✠100A1 7,13 ✠NB5,92 LMC6,11 BS8,13	Rot	*g*	7,13	1879 3mo	Blackwood &Gordon Pt.Glasgow	Palgrave,Murphy &Co.	260·7 Q52′B66′F32′ BK9″	35·8	17·2	Dublin British	C.2Cy.30″&59½″–36″ (*r*) 90lb *60lb* NDB92 150NHP	19 ″ 11 s 2 ″ 10½ 18 ″ 3	
Wrecked 8,17 137389 JFWL	**City of Nagpur** SteelScSr *J.M.Main* –14 *Elec.light* 2*Dks*	8331 6821 5340					1914	Workman, Clark&Co.Ld. Belfast	EllermanLines,Ld. (HallLine,Ld. *Mgrs.*)	465·3 P104′B180′F94′	58·3	31·6	Liverpool British *WB*	Q4Cy27½″,39½″,57″&82″–54″ 492NHP Wrkman,Clark&Co.Ld.Bel		C
1080 127921 HMWF	**City of Naples** SteelScSr *W.Hill* –16 *Elec.light* Wireless 2*Dks*	5739 5545 3714					1908	Swan,Hunter&Wigham Richardson, Ld Newcastle	EllermanLines,Ld (HallLine,Ld. *Mgrs.*)	418·3 P41′B110′F57′	53·3	30·4	Liverpool British *WB*	T.3Cy.25″,42½″&73″–48″ 369NHP WllsndSlpwy.Co.Ld.Nwc.		C
1081 137421 JHNS	**City of Newcastle** SteelScSr ~~*Lybram*04–15~~ *R.Pine* –17 ~~728~~ *Elec.light* 2*Dks*(*Stl*) Wireless *CruiserStern*	7280 6616 4701	✠100A1 ~~9,16 4,17~~ ~~Mch Hull~~ 8,18 ✠LMC1,18 *Carrying fuel oil F.P. about 150′ T. in D.B. & D tanks*	NNs	*c*†	5,17	1915 1mo	W.Gray& Co.Ld. WHartlepool	CityofOranS.S.Co. Ld. (HallLine,Ld. *Mgrs.*)	456·5 P104′B171′F91′ FK	56·4	31·0	Liverpool British	T.3Cy.26″,44½″&77″–51″ (*s*) 220lb 616NHP 3SB,*12cf*,GS219,HS8612 FD	33 ″ 9 s 6 ″ 8 27 ″ 6	
1082 5033 HDWK	**City of Newport** WoodPad 1*Dk*	562 — 469					1863	..... NewYork	Providence,Fall River&Newport SteamboatCo.	177·5	28·5	8·8	Providnce, R.I. Utd.States	Cen.Mar.Eng.Wrks.WHpl		
1083 208414 LBTM	**City of Norfolk** SteelSc *Elec.light* 2*Dks*	2379 — 1617					1911	Maryland SteelCo. Sparro'PtMd	ChesapeakeS.S.Co.	297·5	46·5	16·2	Baltimore Utd.States	T.4Cy.24½″,40″&(2)47″–42″ 287NHP Maryland Stl.Co.Sparr'Pt		R
1084 135479 JCNR	**City of Norwich** SteelScSr ~~*J.McMillan*05–13~~ 672 *Elec.light* Wireless 2*Dks*(*Stl*) *O.Rowlands* –17 *CruiserStern*	6382 6115 4117	✠100A1 9,15 ✠LMC7,16 ~~Dec16,17~~ 16,17	Liv	*b*†	5,15 12,17	1913 7mo	W.Gray& Co.Ld. WHartlepool	EllermanLines,Ld. (HallLine,Ld. *Mgrs.*)	434·4 P77′B165′F81′ FK	54·7	31·2	Liverpool British	T.3Cy.25¾″,44½″&77″–51″(*s*) 220lb 606NHP 3SB,*12cf*,GS214,HS8384 FD	33 ″ 10 s 6 ″ 8 27 ″ 6	
1085 137804 JLTP	**City of Oran** SteelScSr ~~*J.Wilson* –17~~ *Bremner* -17 *Elec.light* 2*Dks*(*Stl*) ~~Dec16~~ *Carrying fuel oil F.P. about 150′ T. in D.B. & deep tank* *Cruiser Stern*	7784 7087 5048	✠100A1 1,18 2,17 ✠LMC9,15	NYk	*c*†		1915 9mo	W.Gray& Co.Ld. WHartlepool	CityofOranS.S.Co. Ld.(W.S.Work-man)	465·5 P107′B171′F100′ FK	58·1	31·7	Glasgow British	T.3Cy.26¼″,44½″&77″–54″ 220lb (*s*) 628NHP 3SB,*12cf*,GS225,HS8726 FD	34 ″ 6 s 6 ″ 10½ 28 ″ 0	
1086 122018	**City of Ottawa** IronScSp *J.L.Baxter* –15 3*Dks*	1323 734 671					1871	UnionD.D. Co. Buffalo,N.Y.	CanadaSteamship Lines,Ld.	218·0	32·6	23·2	Ottawa British	Cen.Mar.Eng.Wrks.WHpl C.2Cy.22″&44″–36″ NE&B07 81RHP PolsonI.W.Co.Ld.Toronto		
1087 86679 WMGP	**City of Oxford** IronScSr *I.R.Jones* –06 *Elec.light* 3*Dks*	4019 3752 2603			...		1882	Barclay, Curle & Co. Glasgow	CityLineLd. (G.Smith&Sons, *Mgrs.*)	400·0 B62′F43′ BK11″	43·2	29·8	Glasgow British	T.3Cy.29″,50″&83″–60″ NB91 534NHP *Tpd*91Brcly,Curle&Co.Gls.		C
1088 125664 JSWK	**City of Para** IronScBkn *W.J.Russell*80–12 *Fitted for oil fuel* *Elec.light* Wireless 3*Dks*&*Saloondk*	3404 — 2162					1878	J.Roach& Son Chester,Pa.	Pacific MailS.S.Co.	345·0 28·3	38·6	19·9	NewYork Utd.States	T.3Cy.28″,44″&70″–48″ NE&B92 339NHP MorganIronWorks,N.Yk.		RV
1089 124223 HLNJ	**City of Paris** SteelScSr *R.R.S.Miller* –15 *Elec.light* Wireless 2*Dks*	9239 7204 5920					1907	Barclay, Curle&Co.Ld Glasgow	EllermanLines,Ld (G.Smith&Sons)	493·2 P92′B205′F84′	57·7	32·6	Glasgow British *WB*	Q.4Cy.32″,45″,64″&93″–60″ 670NHP Barclay,Curle&Co.Ld.Gls.		C

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 / 3 Nom du Navire. Matériaux, Grément, etc. — Capitaine. Ex-nom, s'il y a lieu. — Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 / 6 / 7 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant expiré. Lettre d'Equipement.	7a Date de la dernière visite de la 1re porte-hélice.	8 / 9 Construit. Quand. — Navire. — Mach.	Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NH=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où noté, si on est dans le L. R. Barre, Cert. Hull, Statu.
1090 98572 LVJB	**City of Perth** SteelScSr *H.Arnold* –06 *Elec.light* 2*Dks*&*Deep framing*	3427 3167 2578			…		1890	Workman, Clark&Co.Ld Belfast	CityLine,Ld.(W.S. Workman,*Mgr.*)	361·7 P28′B88′F40′	42·7 BK10″	26·4	Glasgow British *WB*	T.3Cy.26½″,44″&72″–48″ 354NHP J.&J.Thomson,Glasgow	29 ″ 3	C
1091 127165 KMVT	**City of Philadelphia** WoodSc 1*Dk*&*Shade dk*	543 310 410					1896	Jackson& SharpCo. Wilmington	Th.Krum	140·0	26·7	10·0	Boston Utd.States	C.2Cy.17″&34″–24″ 47NHP Neafie&LevyCo.,Phl.		
1092 131423 HVKW	**City of Poona** SteelTwinScSr *N.McNeil* –14 *Elec.light* Wireless 2*Dks*	7474 6336 4784					1912	Swan,Hunter&Wigham Richardson, Ld.Newcastle	EllermanLines,Ld. (G.Smith&Sons, *Mgrs.*)	452·0 P95′B163′F87′	56·6	31·2	Liverpool British *WB*	Q.8Cy19¼″27½″40″&58″–45″ 451NHP WllsndSlpwy.Co.Ld.Nwc.		C
1093 214008 LFWC	**City of Portland** WoodAuxTwin *O.Johnson* *OilEng.* Sc5MstSr 1*Dk*2*trB* (*See Sailing Ship Register*)	1791 — 1649					1916	St. Helen's SBCo.Sauvie Island,Or.	C.R.McCormick Co.	276·0	48·3	19·1	Portland, Or. Utd.States	Oil Engines 8Cy.16½″–18″		V
1094 125979 JVRN	**City of Puebla** IronScBn *G.H.Zeh*02–10 *Elec.light* Wireless 3*Dks*	2624 1408 1713					1881	W.Cramp &Sons Philadelphia	PacificCoastCo.	320·6	38·6	26·3	New York Utd.States	C.2Cy.40″&86″–60″ NB01 477NHP W.Cramp&Sons,Phildlphia		R
1095 135582 JFPL	**City of Rangoon** SteelScSr *J.Mayall*97–14 *Elec.light* Wireless 2*Dks*(*Stl*) *CruiserStern*	6635 6305 4272	✠100A1 8,17 ~~8,16~~ ~~LMC8,14~~	Lon	*b*†	8,16	1914 6mo *Lloyd's*	W.Gray& Co.Ld. WHartlepool *sA&CP*	EllermanLines,Ld. (HallLine,Ld. *Mgrs.*) *W B=Cell DB a* 162′	443·0 P104′B165′F83′ FK *uE&B42′f*188′1497*t*	55·3	31·2	Liverpool British 7*BHCem* *DTa*24′808*t*	T.3Cy.25¾″,44½″&77″–51″(*s*) 617NHP 3SB,*12cf*,GS216,HS8641 FD Cen.Mar.Eng.Wrks.WHpl	34 ″ 0 s 6 ″ 8 27 ″ 9	
1096 211710	**City of Richmond** SteelSc *R.J.Short*90–13 *ss*Bal.No.1–17 *Elec.light* 1*Dk*(*Stl*–ws)&*Web frames* *Longitudinal framing*	1924 1048 1127	✠ A1 *Service Chesapeake Bay* 11,~~16~~ 11,16 ~~LMC~~ 11,17	Bal		11,16	1913 11mo	Maryland SteelCo. Sparro'PtMd A&CP	ChesapeakeS.S.Co.	261·6	53·1	14·1	Baltimore Utd.States FK *WB*	T.4Cy.23″,38″&(2)45″–36″ 365NHP 5*BHAsp* *=FPT55t*	16 ″ 8	
1097 118211	**City of Rochester** SteelPadCtr *H.T.Sparrow* –07 1*Dk*	235 175 96					1904	Scott(of Kinghorn)Ld Kinghorn	MedwaySteam PacketCo.Ld.	160·2	22·2	7·3	Rochester British	C.2Cy.20″&42″–45″ 72RHP Scott(of Kinghorn),Ld.		
1098 127545 KQWG	**City of Rockland** WoodPad *Elec.light* Wireless 1*Dk*	1696 — 1025					1901	W.McKie E.Boston	EasternSteamship Corporation	274·3	38·5	14·4	Boston Utd.States	B.1Cy.63″–132″ 351NHP W.&A.FletcherCo.N.Yk.		
1099 126333	**City of St. Ignace** SteelPad 2*Dks* *Elec.light* Wireless (*ex*CityofCleveland)	1923 1128 1324					1886	Detroit DryDockCo. Wyandotte	Detroit&Cleve-landNav.Co.	272·0	40·6	14·6	Detroit, Mich. Utd.States	Beam1Cy.66″–144″ W.&A.Fletcher& Co.,Hoboken,N.J.	402NHP	
1100 126627	**City of St.Joseph** SteelPad (*ex*CityofChicago) *Elec.light* Wireless	1439 — 1012					1890	F.W. Wheeler&Co. W BayCity	Graham&Morton Transprtn.Co.	254·0 len06	34·0	13·0	Michigan City Utd.States	B.C.2Cy.36″–80″&54″–120″ 267NHP W.&A.Fletcher&CoHobkn		
1101 207363 LBKR	**City of St. Louis** SteelScSr *Dreyer* *Elec.light* Wireless 4*Dks*	5425 — 4025					1910	NwprtNws S.B.&D.D.Co. NewprtNews	OceanS.S.Co.of Savannah	371·6	49·7	15·4 27·0	Savannah Utd.States *WB*	T.3Cy.26″,43″&72″–48″ 359NHP NewportNewsSB&DD.Co.		R
1102 204437 KWGQ	**City of Savannah** SteelScSr *Burg* *Elec.light* Wireless 3*Dks*	5654 — 4379					1907	Delaware RiverCo. Chester,Pa.	OceanS.S.Co.of Savannah	381·5	49·0	15·8 27·0	Savannah Utd.States *WB*	T.3Cy.28″,46″&75″–48″ 390NHP DelawareRiverCo. Chester		R
1103 126635 KHLJ	**City of Seattle** SteelScSr 2*Dks* Wireless	1957 — 1143					1890	Neafie& Levy Philadelphia	PacificCoastCo. (PacificS.S.Co. *Mgrs.*)	244·6	40·0	15·0	NewYork Utd.States	C.2Cy.32″&60″–36″ 180NHP Neafie&Levy,Philadelphia		
1104 136889 JGLT	**City of Selby** SteelScK *P.Petersen* –14 *Elec.light* 1*Dk*	284 253 112	✠100A1 *StmTrawler* 6,14 ~~LMC8,14~~	Mdb			1914 6mo *Lloyd's*	Smith's DockCo.Ld Middlesbro' *sA&CP*	F.Kelsall&Co.Ld.	128·8 Q76′F23′	23·5 BK7½″	12·8	Fleetwood British 2*BHCem*	T.3Cy.12½″,21″&35″–26″(*s*) 180lb 85RHP 1SB,*3pf*,GS47,HS1522 Smith'sDockCo.Ld.Mdb.	13 ″ 6	
1105 140533 JQTG	**City of Shanghai** SteelScSr *C.Nelson*10–17 2*Dks*(*Stl*) *Elec.light* *CruiserStern* *Carrying fuel oil F.P.above*150°*F.in DB*	5828 5521 3748	✠100A1 ~~8,17~~ 4,18 (*ClassContem plated*) ~~LMC8,17~~	Hul Liv.	*a*†		1917 8mo *Lloyd's*	Earle'sCo. Ld. Hull *sA&CP*	EllermanLines,Ld. (HallLine,Ld. *Mgrs.*) *CellDB*	~~418·4~~ P86′B212′F48′ 418·0 0′1136*t*	~~54·7~~ 55·0	~~31·7~~ 32·4 FK *Dta*30′783*t*	Liverpool British 7*BHCem*	T.3Cy.24¾″,42½″&74″–51(*s*) 220lb FD 565NHP 3B&4A~~HSBHCG~~GS~~8HS~~.800 Earle'sCo.Ld.Hull	31 ″ 9 s 5″ 8½ 26 ″ 6	
1106 127731	**City of South Haven** SteelSc *Elec.light* Wireless 2*Dks*&*Shelter dk*	1719 — 1169					1903	Craig S.B.Co. Toledo, O.	Chicago&South HavenS.S.Co.	247·7	40·3	21·7	Grand Haven Utd.States	T.3Cy.23″,37½″&63″–40″ 251NHP CraigS.B.Co.Toledo		
1107 106082 PRQH	**City of Sparta** SteelScSr *J.Dick* –17 3*Dks*	5415 4900 3498					1897	Workman, Clark&Co.Ld Belfast	CityLine.Ld.(W.S. Workman,*Mgr.*)	430·0	50·2	28·5	Glasgow British *WB*	T.3Cy.28″,47½″&78″–60″ 471NHP Wrkman,Clark&Co.Ld Bel		C BT till 9,17
1108 86174 JGDT	**City of Stockholm** IronScSr ~~*Leonard*~~–16 2ndSurveyHpl.2,91 (*ex*Benacre,*ex*Ros, 1*Dk*(*Irn*)2*trB* *Well deck*, *ex*ClaraSiegheim,*ex*Benacre) *MacGlashan* –17	1336 1040 799	✠ 2,91	Hpl	Lv		1882 3mo	Caird& Purdie Barrow	JohnSlater,Ld. (J.Slater,*Mgr.*)	246·3 P172′H53*t*F28′	34·2	17·0	Dublin British 3*BH*3PBH *WB*	C.2Cy.26″&55″–39″ NB95 157NHP W.Kemp,Glasgow		V
1109 87023 WHBJ	**City of Swansea** IronScSr *P.Furlong* –14 *ss*Npt.2ndNo.3–10,07 (*ex*Gwendoline) ~~*ss*Npt.No.1–12~~ *ss*Bel.No.2–17 1*Dk*(*Irn*)2*trB*	1375 1244 809	✠100A1 5,17 4,15 ~~MC8,16~~	PGl Bel ~~LMC 8,17~~ ~~B87,18~~	*q*	1,17	1882 10mo *Lloyd's*	Palmers'Co Newcastle *sA&CP*	Palgrave,Murphy &Co. *WB=DBa*86′	260·4 P27′B50′F32′ BK8″	35·2	16·0	Dublin British 4*BHCem* *APT*18*t*	C.2Cy.31″&59″–42″ (*a*) 80lb *80lb* NDB99 174NHP 2SB,*4pf*,GS70,HS2813 Palmers'Co.Ld.Newcastle	20 ″ 1 s 3 ″ 0½ 17 ″ 10	
1110 125470 JRMP	**City of Sydney** IronScBk *R.Drennan*10–12 3*Dks*&*Spardk*	3017 — 1966					1875	J.Roach& Son Chester,Pa.	PacificMailS.S.Co.	339·0	40·2	20·5	NewYork Utd.States	C.2Cy.51″&88″–60″ NB90 500NHP J.Roach&Son,Chester,Pa.		V
1111 126875	**City of Taunton** WoodPad *Elec.light* Wireless 2*Dks*3*trB*	2882 — 1999					1892	Montgom-ery&Howard Chelsea,Mass	NewEnglandS.S. Co.	283·0	43·0	18·2	FallRiver, Mass. Utd.States	B.2Cy.47″–96″&71″–144″ 504NHP WAFletcher&Co.Hobokn.		
1112 126738	**City of Toledo** SteelPad 1*Dk*,*promenade dk* *Elec.light* &*hurricane dk*	1004 — 654					1891	Craig S.B.Co. Toledo,O.	WhiteStarLine (B.W.Parker*Mgr*)	212·0	31·7	12·8	Detroit, Mich. Utd.States	T.3Cy.26″,42″&66″–72″ 370NHP ClevelandS.B.Co.,Clevelnd		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys.	3 Late Name if any / No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years assigned / now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines.	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NP=Horse power by Society's formulæ; RP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Dated R. of Trade Cert.
1113 126241 KCPL	**City of Topeka** *Harris* *Elec.light* Wireless	**IronScSr** 2*Dks3trB* *Fitted for oil fuel*	1057 884 747					1884	J.Roach& Son Chester,Pa.	PacificCoastCo. (PacificS.S.Co., *Mgrs.*)	198·0 H25*t*	35·2 F17*t*	18·0	New York Utd.States	C.2Cy.24¼″&44½″–45″ 108NHP J.Roach&Son,Chester,Pa.		V
1114 135577 JFMP	**City of Vienna** *J.W.Parrington* –16 *Elec.light* Wireless	**SteelScSr** 2*Dks*	6111 5800 3917					1914	Workman, Clark&CoLd. Belfast	EllermanLines,Ld. (HallLine,Ld. *Mgrs.*)	420·3 P102′B153′F86′	55·7	30·9	Liverpool British *WB*	T.3Cy.25¾″,44½″&77″–51″ 424NHP Wrkman,Clark&Co.LdBe		C
1115 210374 LCND	**City of Wilmington** *G.H.Cooke* –16 (*ex*Camino) *ss*N.Yk.2ndNo.3–12,16 *Elec.light* Wireless *Mchy.Aft* Sub.Sig.	**SteelSc** 3MstSr 2*Dks*(*Stl*)	3309 3037 2086	100A1 *Shelter dk* *with freeboard* 11,17 ~~12,16~~ LMC12,16 *Fitted for oil fuel* 19 12	NYk	*t*	12,16 *F.P. above*	1912	CraigS.B. Co. Lg.Beach,Cal A&CP	CapeFearShipping &TradingCo. *CellDB*221′844*tD*	296·5 *Tf*23′875*tFPT*140*t*	43·9	28·5	Wilmgton (N.C.) Utd.States *APT*90*t*	T.3Cy.22″,36″&61″–42″ (*s*) 165lb *100lb* 210NHP (Water tube Blrs.HS2687 5*BHAsp* CraigS.B.Co.LongBeach	31 ″ 0 ~~8 ″ 1½~~ ~~23 ″ 2~~ 8 ″ 1½ 23 ″ 2	
1116 140546 JRSF	**City of Winchester** *E.G.Hoppins*13–17 *Elec.light* 2*Dks*(*Stl*) *Ref.Mchy.* *CruiserStern*	**SteelScSr** 6788	~~7176~~ ~~7981~~ 6843 5164	✠100A1 2,18 ~~1,18~~ (*ClassContemplated*) Lloyd's RMC ~~11,17~~ 17 LMC11,17	Nwc Lon	*c*†	4,18	1917 10mo	Palmers' Co.Ld. Newcastle *Lloyd's A* *CellDB*407′1480*tD*	EllermanLines,Ld. (HallLine,Ld. *Mgrs.*) *CellDB*407′1480*tD*	~~456·4~~ 456·1 P99 ~~B&F319~~ B&F318 FK *Ta*25′806*t*	57·9	31·3	Glasgow British *BHCem* 3S *CP* *APT*90*t*	2 Steam Turbines geared to 1 Sc.Shaft 200lb (*s*) FD &1AuxSB144*cf*GS276HS10382 Palmers'Co.Ld.Newcastle	33 ″ 10 s 6 ″ 0 28 ″ 3	
1117 125941 JVLM	**City of Worcester** 2*Dks*	**IronPad**	2490 — 1922					1881	Harlan& Hollings-worthCo. Wlmgtn, Del.	NewEnglandS.S. Co.	328·0	46·0	14·5	New Lndn. Conn. Utd.States	1Cy.90″–144″ 748NHP Harlan&HollingswrthCo. Wilmington,Del.		
1118 119100 VNRQ	**City of York** *J.McKellar* –17 *Elec.light* Wireless	**SteelScSr** 2*Dks*	7834 6875 5031					1904	Workman, Clark&Co.Ld Belfast	EllermanLines,Ld (G.Smith&Sons, *Mgrs.*)	485·0 P87′B170′F89′	56·3	32·0	Glasgow British *WB*	T.3Cy.31″,52½″&88″–60″ 599NHP Wrkman,Clark&Co.LdBe		C BT till 11,17
1119 114306 HBWK	— *R.Collinson* –14 (*Trawler*)	**SteelScK** 1*Dk*	202 193 79			...		1904	GooleS.B. &Repg.CoLd. Goole	FredKelsall&Co. Ld.(T.F.Kelsall, *Mgr.*)	116·8 BK7½″	21·1	11·4	Fleetwood British	T.3Cy.12″,20″&32″–23″ 52RHP Earle'sCo.Ld.Hull	12 ″ 6	
1120	**Ciudad de Buenos Aires** *Elec.light* 2*Dks*(*UptStl*–ws) &*Shade dk*(*ptStl*–teaks) *ss*BAs.No.1–17	**SteelTwinScSr**	*3864* *2505* *2280*	✠ A1 8,17 ~~9,16~~ LMC *For Service between Port Vendres & Algiers* *Buenos Aires & Monte Video* *Fitted for oil fuel* 12 ,14	BAs		9,16 *F.P. above*	1914 11mo	Cammell Laird&Co.Ld. Birkenhead *Lloyd's A* *CP*	TheArgentine Nav.Co. (Nicolás Mihanovich)Ld. *WB=CellDBuE&B*106′ 215*t*	350·9 FK 150° F.	44·2	13·4	Bns.Ayres Argentine *Ship Cem PT*18*t*	4 Steam Turbines geared to 2 Screw Shafts 170lb (*s*) 4SB,*12cf*,GS263,HS9892 FD CammellLaird&Co.Ld.Bkn	15 ″ 0 s 3 ″ 0 12 ″ 6	
1121 HGQF	**Ciudad de Cadiz** *A.Muslero*96–14 ~~*ss*Cdz.3rdNo.3–1,12~~ Wireless 3*Dks*(2*Irn*)&*Awng dk*4*trB* *Elec.light* *ss*Cdz.4thNo.3–11,17	**IronScSr**	3179 2133 1834	✠100A1 *Awng dk* *load line*22*f*6*in.* 11,17 ~~1,12~~ LMC NE&B5,97 11,17	Cd z	*v*	~~8,16~~ 11,17	1878 11mo	Lobnitz, Coulborn&Co Renfrew A&CP	Cia.Trasatlantica	363·6 ptND92	38·2	24·2 31·7 BK10″	Barcelona Spanish 4*BHCem*	T.3Cy.28½″,48″&74″–54″ (*i*) 160lb ~~ND892~~ 453NHP 2D&1SB,*15rf*,GS300 HS7435 Lobnitz,Coulbrn&Co.,Rnf.	32 ″ 6 s 11 ″ 1 22 ″ 6	
1122	**Ciudad de Monte Video** *ss*BAs.No.1–17 *Elec.light* 2*Dks*(*UptStl*–ws)*Shade dk*(*ptStl*–teaks)	**SteelTwinScSr**	3864 2505 2281	✠ A1 11,17 ~~7,16~~ BAs LMC ~~11,16~~ 11,17 *For Service between Port Vendres & Algiers* *Buenos Aires & Monte Video*	Bkn		11,17	1915 1mo	Cammell Laird&Co.Ld. Birkenhead *Lloyd's A* *CP*	TheArgentine Nav.Co. (Nicolás Mihanovich)Ld *WB=CellDBuE&B*106′2	350·9 FK	44·2	13·4	M.Video Uruguayan *BHptCem* 16*tFPT*18*t*	4 Steam Turbines geared to 2 Screw Shafts 170lb (*s*) 4SB,*12cf*,GS263,HS9892 FD CammellLaird&Co.Ld.Bkn	15 ″ 0 s 3 ″ 0 12 ″ 6	
1123 HGQK	**Ciudad de Palma** *A.Guasp* *ss*Lgn.2ndNo.3–8,07 (*ex*Urania,*ex*Queen *ss*Bcl.No.1–11 *Elec.light* Mary*ex*Näiade*ex*QueenMary	**IronScSr**	173 — 87	✠ *Yacht* 10,11 NB8,07	Bcl			1879 8mo	A.Hall&Co Aberdeen	Isleña Maritima Cia.Mallorquina de Vap.	128·0 ND07	21·1	10·8	Palma, Majorca Spanish	C.2Cy.19″&34″–24″ 63NHP 1SB,*2cf*,GS40,HS1370 SmithBros.&Co.Glasgow		
1124 HGQB	**Ciudad de Soller** *D.Picornell* *ex*Ciudad de Mahón) 1*Dk2trB*	**IronScSr** (*ex*Cathay)	911 541	✠ Now under Repair at Lee Naval Yard, Sunderland 2,16	Lon		28 in dry dock	1875 2mo	A.Simey &Co. Sunderland	D.Picornell *WB=DBu*60′*fuE&B*33′	210·7 P49′F50′	30·0	15·9	Soller Spanish 4*BHCem*	C.2Cy.27″&52″–33″ 129NHP J.Dickinson,Sunderland		V
1125 HGQL	**Ciudadela** *J.Femenias*04–12 (*ex*LeonardSpear) ~~*ss*Bcl.No.1–11~~ *Elec.light* *ss*Bcl.No.2–17 1*Dk*	**SteelScSr**	271 245 112	✠100A1 9,17 ~~10,16~~ LMC 8,17 ~~M81,16~~ ~~BB10,16~~	Bcl	*d*	~~1,16~~ 9,17	1896 11mo	Murdoch& Murray Pt.Glasgow A&CP	LaMaritimaCia. Mahonesa de Vap. (J.F.Taltavull, *Mgr.*)	128·2 88′	24·1	11·7 BK7½″	Mahon Spanish 4*BHCem*	T.3Cy.12″,18″&30″–22″ (*s* 180lb 54NHP 1SB,*2cf*,GS36.HS927 D.Rowan&Son,Glasgow	13 ″ 0 s 2 ″ 11½ 11 ″ 0	
1126 115312 TPKB	**Civilian** *J.Nicholson* –17 *ss*Liv.No.3–7,15 2*Dks*(*Stl*)*deep framing&Web frames* *Elec.light* *lower dk*(*Stl*)*No.1hold*	**SteelSc4MstSr**	7871 6702 5059	✠100A1 8,17 ~~5,16~~ LMC ~~M87,16~~ ~~BS3,17~~ *Carrying oil fuel F.P. above* 150° F. in *Cell DBa* 144′*u*	Liv	*d*†	7,15 *W B=C*	1902 9mo	C.Connell &Co. Glasgow *Lloyd's A* *CP*	CharenteS.S.CoLd (T.&J.Harrison, *Mgrs.*) *E&B*57′*f*198′1596*t*	470·0 P86′B217 F93′ FK	56·1	31·6	Liverpool British 9*BHCem* 68*tAPT*36*t*	T.3Cy.27½″,45½″&75″–60″ 180lb (*s*) 591NHP 2DB&1Aux.SB,*15cf*,GS316 HS10784 Dunsmuir&Jackson,Gls.	34 ″ 10 ~7 ″ 0 28 ″ 3	
1127 98095 LRPK	**Clacton Belle** *S.W.Mann* –10	**SteelPadSk** 2*Dks*	458 392 186					1890	W.Denny &Bros. Dumbarton	CoastDevelopment Corporation,Ld.	246·0 *Promenade dk* 142′	26·5	9·5	London British	C.D.2Cy.28″&50″–60″ 161NHP Denny&Co.,Dumbarton		
1128 124086 HLMQ	**Cladagh** *J.S.Cruickshank* –17 *ss*Liv.No.2–16 (*ex*WirralCoast,*ex*Truthful, 1*Dk*(*Stl*) *ex*SussexCoast) &*deep framing* *Well deck* *Elec.light* *Mchy.Aft*	**SteelSc3MstSr**	640 499 280	✠100A1 ~~5,17~~ 5,15 ~~Shelter~~ Not 11,17 NB5,08 LMC1,16 ~~B51,17~~ 9,15	Liv	*k*	~~1,16~~ 11,17	1907 9mo	W.Harkess &Son,Ld. Middlesbro' *Lloyd's A* *CP*	~~LimerickS.S.Co.~~ ~~Ld~~J.Robertson GladdaghS.S.Co. Ld. (City of Cork Stm.Pkt.Co.Ld.) *Mgrs*	180·0 P&B111′F38′ FK *DBf*106′140*tFPT*	28·5	12·6	Limerick British 3*BHCem* 20*tAPT*7*t*	T.3Cy.16″,27″&44″–30″ (*s* 180lb 90RHP 2SB,*4pf*,GS65.HS2218 Blair&Co.Ld.Stockton	15 ″ 0 s ″ 9½ 14 ″ 5	
1129	**Claire** *G.Pittas* (*ex*Marmion) *ss*Lth.2ndNo.3–5,09 *Elec.light* 2*Dks*(*Iron-Uwss*)	**IronScSr**	*1157* *893* *617*	✠ 7.09 NE&B5,81	Lth			1871 1mo	J.G Lawrie Glasgow	Soc.Anon.Belge d'Armements et de Nav.àVap."La Phocéenne"	249·3 P64′B56′F71′ ND88	30·4	18·3 BK9″ *WB=D*	Smyrna Belgian 5*BHCem* *buE*27′40*t*	T.3Cy.26½″,42″&67″–45″ NDB97 344NHP 2DB,*12rf*,GS216,HS5792 S.&H.Morton&Co.Leith	19 ″ 5	V
1130 125073	— *G.F.Winslow* –15 1*Dk*	**SteelScK** *ss*Gms.No.1–11	219 197 112	✠100A1 *Stm Trawler* 4.14 BS4,14 LMC8,11	Gms		4,14	1907 9mo	Cook,Welton&Gemmell Ld. Beverley *Lloyd's A* *CP*	W.Grant	117·0 Q67′F19′	21·6	11·5 BK7½″	Grimsby British 3*BHCem*	T.3Cy.12″,21″&34″–24″ (*s* 180lb 67RHP 1SB,*2pf*,GS32,HS1095 C.D.Holmes&Co.Hull	12 ″ 3	
1131 101973 NBCD	**Clam** *P.Davies*10–11 *ss*Shl.2ndNo.3–5,13 2*Dks*(*Stl*)&*Web frames* *Mchy.Aft* *Well deck* *Elec.light*	**SteelSc3MstSr**	3552 3066 2311	✠100A1 9,16 ~~Cement~~ 4,18 *Carrying Petroleum in bulk* ~~NE&B5,15~~ LMC8,16 ~~8,11~~ *Fitted for oil fuel* 10,9 9	Gls	*w*	~~8,16~~ 3,13 *F.P. above*	1893 2mo	W.Gray& Co.(Lim.) WHartlepool A&CP	Anglo-Saxon PetroleumCo.Ld. *WB=CellD*	338·0 P219′F47′ FK *B*64′117*tFPT*123*t* 150° F.	43·0	26·4	London British 8*BHCem* *APT*30*t*	T.3Cy25½″,40½″&67″–45″(*s* 160lb *100lb* NDB13 321NHP 3SB,*9cf*.GS94,HS5120 Centrl Mar.E.Wks.,W.Hpl	28 ″ 0 s 4 ″ 6½ 23 ″ 10	
1132 111232 RKFT	**Clan Alpine** *N.Leslie* –17 *Turret deck* *Elec.light*	**SteelScSr** 2*Dks*	3587 2976 2285					1899	W.Doxford &Sons,Ld. Sunderland	Cayzer,Irvine&Co Ld.	355·0 F45′	45·6	24·7	Glasgow British *WB*	T.3Cy.25½″,42″&69″–48″ 330NHP W.Doxford&Sons,Ld.Sld.		C

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. nhp=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines	14 Creux sur Quille. Francbord au milieu du navire. Tirant d'eau correspondant.	15 Registres où coté, si ce n'est dans le L. R. Dans Cote Particulière.
1133	**Clan Buchanan**	SteelScSr	5212					1907	W.Doxford	Cayzer,Irvine&Co	400·1	52·1	27·4	Glasgow	T.3Cy.27½″,45½″&75″–54″		C
124232	*W.M.Porterfield* –14	*2Dks*	4281						&Sons,Ld.	Ltd.				British	413NHP		
HLQT	*Turret deck Elec.light*		3288						Sunderland		P38′F44′			*WB*	W.Doxford&Sons,Ld.Sld.		
1134	**Clan Cameron**	SteelScSr	3595					1900	W.Doxford	Cayzer,Irvine&Co	355·0	45·6	24·7	Glasgow	T.3Cy.25½″,42″&69″–48″		C
113919	*W.G.M.Christian* –12		2977						&Sons,Ld.	Ltd.				British	330NHP		
SBPW	*Turret deck Elec.light*	*2Dks*	2285						Sunderland					*WB*	W.Doxford&Sons,Ld.Sld.		
1135	**Clan Chattan**	SteelScSr	3938					1902	W.Doxford	Cayzer,Irvine&Co	359·8	48·1	24·4	Glasgow	T.3Cy.25½″,42″&69″–48″		C
115711	*R.Pill* –11	*2Dks*	3266						&Sons,Ld.	Ltd.				British	330NHP		
TQKH	*Turret deck Elec.light*		2500						Sunderland					*WB*	W.Doxford&Sons,Ld.Sld.		
1136	**Clan Chisholm**	SteelScSr	2647	✠100A1	NYk	*t*	~~3,16~~	1896	A.Stephen	Cayzer,Irvine&Co	312·5	40·2	23·5	Glasgow	T.3Cy.23″,38″&63″–42″ (*s*)	26 ″ 2	
106017	*P.Urquhart* –16	*ssGls.No.3–12,08*	2354	~~Exc.~~ 3,16			2,18	7mo	&Sons	Ltd.	P30′B86′F37′			British	200lb *100lb* 313NHP	s 4 ″ 6	
PJWM	*Elec.light*	*ssLon.No.1–12*	1681	~~BS9,16~~ ✠LMC11,12			2,18		Glasgow				BK10″	*6BHCem*	2SB,*6rf*,GS95,HS4040 FD	22 ″ 11	
		2Dks(1Stl&UIrn–wsw)&Web frames						*Lloyd'sA&CP*	*WB=CellDBa84′uE&*		*B42′f132′569tFPT*			95t*APT*22t	A.Stephen&Sons,Glasgow		
1137	**Clan Colquhoun**	SteelScSr	5856					1899	W.Doxford	Cayzer,Irvine&Co	440·0	51·6	28·9	Glasgow	T.3Cy.27½″,45½″&75″–60″		C
111187	*J.B.Gourlay* –16	Wireless	4952						&Sons,Ld.	Ltd.	F54′			British	436NHP		
RCQK	*Turret deck Elec.light*	*2Dks3trB*	3760						Sunderland					*WB*	W.Doxford&Sons,Ld.Sld.		
1138	**Clan Cumming**	SteelScSr	4808					1899	VickersSns	Cayzer,Irvine&Co	400·6	50·2	27·5	Glasgow	T.3Cy.27½″,45½″&75″–54″		C
108797	*W.F.West* –16		4069						&Maxim,Ld.	Ltd.				British	413NHP		
QTHS	*Turret deck Elec.light*	*2Dks*	3108						Barrow					*WB*	VickersSs.&MaximLdBrw		
1139	**Clan Davidson**	SteelScSr	6486					1912	W.Doxford	Cayzer,Irvine&Co	430·0	53·5	34·6	Glasgow	T.3Cy.29″,49″&80″–60″		C
133017	*R.K.Cowie* –16	Wireless	4689						&Sons,Ld.	Ltd.				British	496NHP		
HVLB	*Elec.light Ref.Mchy.*	*2Dks&Shelter dk*	4137						Sunderland					*WB*	W.Doxford&Sons,Ld.Sld.		
1140	**Clan Ferguson**	SteelScSr	4808					1898	Vickers,Ss.	Cayzer,Irvine&Co	400·6	50·2	27·5	Glasgow	T.3Cy.27½″,45½″&75″–54″		C
108779	*W.I.Mason* –17		4069						&Maxim,Ld.	Ltd.				British	413NHP		
QMDB	*Turret deck Elec.light*	*2Dks*	3107						Barrow					*WB*	VickersSs.&MaximLd.Brw		
1141	**Clan Forbes**	SteelScSr	3946					1903	W.Doxford	Cayzer,Irvine&Co	360·3	48·1	24·5	Glasgow	T.3Cy.25½″,42″&69″–48″		C
115762	*C.W.Henderson* –17		3267						&Sons,Ld.	Ltd.				British	330NHP		
VBSM	*Turret deck Elec.light*	*2Dks*	2509						Sunderland		P34′F45′			*WB*	W.Doxford&Sons,Ld.Sld.		
1142	**Clan Fraser**	SteelScSr	3588					1900	W.Doxford	Cayzer,Irvine&Co	355·0	45·6	24·7	Glasgow	T.3Cy.25½″,42″&69″–48″		C
111259	*G.P.Phillips* –17		2976						&Sons,Ld.	Ltd.				British	330NHP		
RQCF	*Turret deck Elec.light*	*2Dks*	2285						Sunderland		F45′			*WB*	W.Doxford&Sons,Ld.Sld.		
1143	**Clan Gordon**	SteelScSr	~~3589~~	3610				1900	W.Doxford	Cayzer,Irvine&Co	355·0	45·6	24·7	Glasgow	T.3Cy.25½″,42″&69″–48″		C
111269	*T.Walker* –13		2977						&Sons,Ld.	Ltd.				British	330NHP		
RQTJ	*Turret deck Elec.light*	*2Dks*	~~3280~~	2292					Sunderland		F45′			*WB*	W.Doxford&Sons,Ld.Sld.		
1144	**Clan Graham**	SteelScSr	5213					1907	W.Doxford	Cayzer,Irvine&Co	400·2	52·1	27·5	Glasgow	T.3Cy.27½″,45½″&75″–54″		C
124211	*R.G.Becket* –13		4283						&Sons,Ld.	Ltd.	P38′F43′			British	402NHP		
HLGM	*Turret deck Elec.light*	*2Dks*	3289						Sunderland					*WB*	W.Doxford&Sons,Ld.Sld.		
1145	**Clan Lamont**	SteelScSr	3594					1900	W.Doxford	Cayzer,Irvine&Co	355·0	45·6	24·7	Glasgow	T.3Cy.25½″,42″&69″–48″		C
111280	*W.P.Smith* –16		2976						&Sons,Ld.	Ltd.				British	330NHP		
RTOJ	*Turret deck Elec.light*	*2Dks*	2286						Sunderland		F45′			*WB*	W.Doxford&Sons,Ld.Sld.		
1146	**Clan Lindsay**	SteelScSr	~~3035~~	3945				1902	W.Doxford	Cayzer,Irvine&Co	360·2	48·1	24·5	Glasgow	T.3Cy.25½″,42″&69″–48″		C
115704	*A.Scotland* –11		~~3264~~	2264					&Sons,Ld.	Ltd.				British	330NHP		
TPND	*Turret deck Elec.light*	*2Dks*	~~2499~~	2503					Sunderland					*WB*	W.Doxford&Sons,Ld.Sld.		
1147	**Clan Macarthur**	SteelScSr	7382					1912	Armstrong	Cayzer,Irvine&Co.	450·1	57·1	26·8	Glasgow	T.3Cy.31½″,52″&86″–60″		C
133085	*J.A.McPherson* –16		5341						Whitworth	Ltd.				British	574NHP		
JBHF	*Elec.light*	*2Dks&Shelter dk*	4679						&Co.Ld.					*WB*	Wl|sndSlpwy.Co.Ld.Nwc.		
	Ref.Mchy.								Newcastle								
1148	**Clan Macaulay**	SteelScSr	2834	✠100A1	Gls	*u*	3,17	1899	A.Stephen	Cayzer,Irvine&Co	326·0	40·2	23·6	Glasgow	T.3Cy.23″,38″&63″–42″ (*s*)	26 ″ 2	
108800	~~*J.Waterhouse* –13~~	*ssGls.No.3–3,11*	2453	12,13,~~17~~	Bel			4mo	&Sons	Ltd.	P28′B100′F35′			British	200lb *100lb* 313NHP	s 4 ″ 7½	
RBGS	~~*Elec.light*~~	*ssGls.No.1–17*	1775	~~✠LMC5,16~~	BS9,16 12,17				Glasgow	*WB=*			FK	*6BHCem*	2SB,*6rf*,GS95,HS4096 FD	22 ″ 2	
E.M.Robertson	–17	*2Dks(Stl–Uws)&Web frames*						*Lloyd'sA&CP*	*CellDBa88′uE&*		*B42′f142′614tFPT*			87t*APT*20t	A.Stephen&Sons,Glasgow		
1149	**Clan Macbeth**	SteelScSr	4650	✠100A1	Gls	*y*	5,16	1913	Sir J.Laing	Cayzer,Irvine&Co	385·0	51·7	27·4	Glasgow	T.3Cy.25½″,42″&70″–48″ (*s*)	29 ″ 11	
133120	*L.F.Redford*04–13		4225	5,17 6,~~16~~	NYk			5mo	&Sons,Ld.	Ltd.	P38′B119′F44′			British	180lb	394NHP	s 5 ″ 6½
JCGV	*Elec.light*	*2Dks(Stl)&Web frames*	2881	~~✠LMC5,15~~					Sunderland				FK	*6BHCem*	3SB,*9cf*,GS178,HS6436	24 ″ 9	
		Longitudinal framing						*Lloyd'sA&CP*							Richardsons,Westgarth&		
									WB=Cell DBa121′u E&B		*39′f172′1157tFPT*			*85tAPT*42t	Co.Ld.W.Hpl.		
1150	**Clan Macbrayne**	SteelScSr	4818	✠100A1	Bkn	*y*		1916	Ropner&	Cayzer,Irvine&Co	390·0	50·5	28·0	Glasgow	T.3Cy.26″,43″&71″–48″ (*s*)	30 ″ 6	
137811	*R.C.Jones* –16		4505	~~5,17~~ 9,16 11,17	NYk			4mo	Sons,Ld.	Ltd.	~~P33~~B115′F37′			British	180lb *100lb* 403NHP	s 5 ″ 11½	
JMNR	*Elec.light*	*2Dks(Stl)*	2978	~~✠LMC4,16~~					Stockton		P38		FK	*6BHCem*	3SB,*9cf*,GS184,HS6523	24 ″ 10	
								Lloyd'sA&CP	*CellDBa135′uE23′f*		168′1039t*FPT*120t			*APT*197t	Blair&Co.Ld.Stockton		
1151	**Clan Macbride**	SteelScSr	4886	✠100A1	Npt	*y*	12,16	1912	Ropner&	Cayzer,Irvine&Co	390·0	50·5	27·9	Glasgow	T.3Cy.26″,43″&71′–48″ (*s*)	30 ″ 6	
133087	~~*J.W.Taylor*06–12~~ *W.P.Smith* –17		4523	12,16				12mo	Sons,Ld.	Ltd.	P30′B115′F37′			British	180lb	393NHP	s 5 ″ 11½
JBHS	*Elec.light*	*2Dks(Stl)*	3009	BS11,16 ✠LMC12,12					Stockton	*WB=*			FK	*6BHCem*	3SB,*9cf*,GS174,HS6243	24 ″ 11	
		Carrying fuel oil F.P.above150°F in DB						*Lloyd'sA&CP*	*CellDBa135′uE23′*		*f168′1039tFPT*12			0t*APT*197t	Blair&Co.Ld.Stockton		
1152	**Clan Maccorquodale**	SteelScSr	~~5121~~	✠100A1	Syd	*a*†	6,16	1913	C.Connell	Cayzer,Irvine&Co	430·2	53·4	26·7	Glasgow	T.3Cy.29″,49″&80″–60″ (*s*)	37 ″ 1	
133153	*J.Goodwin* –14	6517	4668	*Shelter dk*	Gls			11mo	&Co.Ld.	Ltd.				British	200lb *100lb* 679NHP	s 10·4½	
JDGH	*Elec.light*	*2Dks(Stl)&Shelter dk(Stl)*	~~3180~~	*withfreeboard*					Glasgow				FK	*7BHCem*	3SB,*12cf*,GS220,HS9528 FD	27 ″ 2	
		Tonnage opening closed 1917	4123	6,17 ~~1,17~~				*Lloyd'sA&CP*							Dunsmuir&JacksonLd Gls		
				~~✠LMC11,15~~					*WB=CellDBa*		*108′uE&B54′f204′*			*1038t DT f*	45′1154t*FPT*50t*APT*15t		
1153	**Clan Macdonald**	SteelScSr	4839					1897	W.Doxford	Cayzer,Irvine&Co	400·6	50·2	27·7	Glasgow	T.3Cy.27½″,45½″&75″–54″		C
106067	*G.A.Neill* –15		4640						&SonsLd.	Ltd.	F50′			British	413NHP		
PQMD	*Turret deck Elec.light*	*2Dks*	3113						Sunderland					*WB*	W.Doxford&SonsLd.Sld.		
1154	**Clan Macdougall**	SteelScSr	4710					1904	W.Doxford	Cayzer,Irvine&Co	385·2	50·1	26·3	Glasgow	T.3Cy.27½″,45½″&75″–54″		C
119184	*J.G.Cowie* –14		3820						&Sons,Ld.	Ltd.	P40′F44′			British	413NHP		
HBQL	*Turret deck Elec.light*	*2Dks*	2976						Sunderland					*WB*	W.Doxford&Sons,Ld.Sld.		
1155	**Clan Macewen**	SteelScSr	6551					1912	Palmers'	Cayzer,Irvine&Co	430·5	53·6	26·6	Glasgow	T.3Cy.29″,49″&80″–60″		C
133053	*R.Stirling* –15	Wireless *2Dks&*	4736						Co.Ld.	Ltd.				British	496NHP		
HWCR	*Elec.light Ref.Mchy.*	*Shelter dk3trB*	4157						Newcastle					*WB*	Palmers'Co.Ld.Newcastle		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	6 7 Particulars of Classification. Character. / For Special Survey. Date of last Survey.	Port of Survey.	Years Assigned / now expired. Equipment Letter	7* Date when tail shaft last seen.	8 9 Built. When / By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of withdrawal from Class.
1156 111220 RJCK	**Clan Macfadyen** SteelScSr *J.H.Jackson* –16 *ss*Nwc.No.3–3,13 *Elec.light* 2*Dks*(*Stl–Uws*)&*Web frames* *ss*Liv.No.1–17	2816 2439 1755	✠100A1 1,18 ~~2,16~~ BS1,16	Lon Npt LMC8,12 6,17	*u*	5,16	1899 9mo *Lloyd's*	Blackwood &Gordon Pt.Glasgow *WB=Cell DBa88'uE&P*	326·2|40·2|23·5 P29'B100'F36' FK *B42'f142'588tFPT*			Glasgow British 6*BHCem* 81t*APT*21t	T.3Cy.23",38"&63"–42" (*s*) 200lb *100lb* 317NHP 2SB,*6rf*,GS98,HS4140 FD Blackwood&Gordon,P.Gls	26 " 2 s 4 " 7½ 22 " 2	
1157 129596 HTJQ	**Clan Macgillivray** SteelScSr *H.R.East* –16 *Elec.light* Wireless 2*Dks&Shelterdk*	6603 4873 4194					1911	Armstrong Whitworth &Co.Ld. Newcastle *WB*	Cayzer,Irvine &Co Ld.	430·6|53·6|26·6		Glasgow British *WB*	T.3Cy.29",49"&80"–60" 496NHP Wllsnd Slpwy.Co.Ld.Nwc.		C
1158 121290 HFLJ	**Clan Macintosh** SteelScSr *W.J.Lennox* –06 *ss*Gls.No.2–13 2*Dks*(*Stl*)&*deep framing* *Elec.light* ~~Carrying fuel oil F.P.above150°F.in D.B~~	4774 4523 3043	✠100A1 12,17 ~~9,16~~ ~~BS8,16~~	Gls Cff ~~LMC11,15~~ ~~BS7,17~~	*y*	9,16	1906 1mo *Lloyd's* *W*	Furness, Withy&CoLd W Hartlepool *B=Cell DBa106'u*	Cayzer,Irvine&Co Ld. *E&B52'f183'951tD*	400·0|51·0|27·2 P36'B129'F40' FK *Tf48' 1150t*		Glasgow British 7*BHCem* *APT19t*	T.3Cy.26",43"&71"–48" (*s*) 200lb *100lb* 448NHP 2SB,*6cf*,GS126,HS6028 FD Richardsons,Westgarth& Co.Ld.Hpl	30 " 0 s 5·10½ 24 " 6	
1159 115775 VCRP	**Clan Macintyre** SteelScSr *A.D.Turton* –16 *ss*Gls.No.2–11 *Elec.light* 2*Dks*(*Stl*)&*deep framing*	4807 4571 3053	✠100A1 10.14 ~~Examined~~ BS12,16	Cff ~~LMC12,15~~	*y*	12,16 ~~15,17~~	1903 7mo *Lloyd's*	Furness, Withy&CoLd W Hartlepool *WB=Cell DBa117'uE&B63'*	Cayzer,Irvine&Co Ld. *f167'1040t DTf31'*	395·5|51·1|27·3 P39'B111'F40' FK *CellD*		Glasgow British 6*BHCem* 808t*APT*21t	T.3Cy.26",43"&71"–48" (*s*) 200lb *100lb* 452NHP 2SB,*6cf*,GS126,HS6107 FD Richardsons,Westgarth& Co.Ld.Hpl	30 " 0 s 6·0½ 24 " 4	
1160 ~~Sunk by Col.in 5,18~~ JNRG	**Clan Mackay** SteelScSr *C.S.Higgins* –16 *Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Cargo battens not fitted in Shelter dk 'tween dks*	6580 6316 4190	✠~~100A1~~ *Shelter dk withfreeboard* ~~1,17~~ 2,18	Nwc Lon ~~LMC~~	*a*†		1917 1mo *Lloyd's*	Nthmblnd S.B.Co.Ld. Newcastle *sA&CP*	Cayzer,Irvine&Co Ld.	420·0|53·4|36·3 F *on Shelter dk* 34' FK *CellD B* 367' 1230t		Glasgow British 7*BHCem* *DTa*25'955t*APT*124t	T.3Cy.29",49"&80"–54" (*s*) 180lb *100lb* 662NHP 3SB,*12cf*,GS234,HS9837 FD N.E.MarineEng.CoLdNwc	30 " 0 s11 " 3 28 " 2	
1161 133105 JBSC	**Clan Mackellar** SteelScSr *F.Makepeace*99–13 *Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) Wireless *Carrying fuel oil F.P.above150°F.in D.B*	6382 4609 4682	✠100A1 *Shelter dk withfreeboard* 1,17	Bom ~~LMC3,13~~	*z*	~~9,14~~ 12,17	1913 3mo *Lloyd's*	Nthmblnd S.B.Co.Ld. Newcastle *sA&CP*	Cayzer,Irvine&Co. Ld. *Intermediate BH in after hold & 1B* *intermediate 'tween dk BH 4B* *in fore hold dispensed with 1B* *WB=Cell DBa143'uE&B41'f176'*	410·2|52·0|27·9 FK		Glasgow British *Cem* *Hto Shltr dk* *H to Upr dk* *H to 2nd dk* *only*	T.3Cy.28",46½"&78"–54" (*r*) 200lb *180lb* 601NHP 3SB,*9cf*,GS187,HS8340 FD Earle's Co.Ld.Hull 1190t*DTa*37'910t*APT*92t	39" 0 s11 " 2½ 28 " 2	
1162 137849 JQDF	**Clan Mackenzie** SteelScSr *G.Young* –17 6544 *Elec.light* 2*Dks*(*Stl*)&*Shltrdk*(*Stl*) 6316 ~~*Carrying fuel oil F.P.above150°F.in D.B*~~ *Cargo battens not fitted in Shltr 'tween decks*	~~6590~~ ~~4750~~ ~~4160~~ 4142	✠100A1 *Shelter dk withfreeboard* 9,17 ~~6,17~~ *(Class Contem plated)*	Nwc Cff ~~LMC6,17~~	*a*†		1917 6mo *Lloyd's*	Nthmblnd S.B.Co.Ld. Newcastle *sA&CP*	Cayzer,Irvine&Co Ld. *CellDB3'7'1093tDTa25'955tAPT124t*	~~420·2~~ ~~F36'~~ *on Shelter dk* 420·1 | F31' FK	53·4|36.3	Glasgow British 7*BHCem* *APT124t*	T.3Cy.29",49"&80"–54" (*s*) 180lb 662NHP 3SB,*12cf*,GS234,HS9837 FD N.E.MarineEng.CoLdNwc	39 " 0 s 11·3 28 " 2	
1163 115746 TVMD	**Clan Mackinnon** SteelScSr ~~*E.T.Mee* –17 *ss*Gls.No.2–11~~ ~~*Carrying fuel oil F.P.above150°F.in D.B*~~ *J.McGregor* –17 2*Dks*(*Stl*)&*deep framing* *Elec.light* ~~*W.Miller* –18 *ss*~~Gls.No.3–1,15	4788 4538 3049	✠100A1 ~~2,17~~ ~~9,14~~3,18 BS3,17	Gls ~~Lon~~ Mch ~~LMC~~4,15	*y*	~~4,15~~ 2,17	1903 3mo *Lloyd's*	W.Denny &Bros. Dumbarton *WB=Cell DBa123'uE&B56'*	Cayzer,Irvine&Co Ld. *f171'1033tDTf33'*	395·4|50·9|27·0 P40'B110'F38' FK		Glasgow British 6*BHCem* 855t*APT*18t	T.3Cy.26½",43"&71"–48" (*s*) 200lb *100lb* 447NHP 2SB,*6cf*,GS124,HS6000 FD Denny&Co.Dumbarton	30 " 0 s 6 " 3 24 " 1	
1164 111252 RNSJ	**Clan Maclachlan** SteelScSr *J.McLean* *ss*Gls.No.3–8,12 *Elec.light* 2*Dks*(*Stl*)&*deep framing*	4729 4225 3008	✠100A1 2,16 ~~LMC~~ ~~MS9,12~~ ~~MBS1,16~~ ~~MS11,16~~ 5,17	Mch *W*	*y*	~~5,15~~ 5,17	1900 4mo A&CP	A.Stephen &Sons Glasgow *B=Cell DBa104'*	Cayzer,Irvine&Co Ld. *uE&B54'f171'931t*	395·3|48·0|27·1 P38'B110'F40' FK		Glasgow British 6*BHCem* *MT33'768t*	T.3Cy.25",41"&67"–48" (*s*) 200lb *100lb* NDB14 400NHP 2SB,*6rf*,GS118,HS5350 FD A.Stephen&Sons,Gls.	30 " 0 s6 " 1 24 " 3	
1165 111188 RDMF	**Clan Maclaren** SteelScSr *C.A.I.Laird* –16 *ss*Gls.No.3–10,12 *Elec.light* 2*Dks*(*Stl–Uws*)&*Web frames*	2832 2453 1775	✠100A1 6,16 ~~Examined~~ ~~LMC~~	Lon ~~LMC5,18~~	*u*	~~11,14~~ 2,18	1899 5mo *Lloyd's*	A.Stephen &Sons Glasgow *WB=Cell DBa88'uE&B42'f142'614tFPT*	Cayzer,Irvine&Co Ld.	326·0|40·2|23·6 P34'B100'F35' FK		Glasgow British 6*BHCem* 87t*APT*20t	T.3Cy.23",38"&63"–42" (*s*) 200lb *100lb* NDB13 313NHP 2SB,*6rf*,GS95,HS4096 FD A.Stephen&Sons,Glasgow	26 " 2 s 4 " 7½ 22 " 2	
1166 121211 HCBK	**Clan Maclean** SteelScSr *A.Williamson* –10 *Turret deck Elec.light* 2*Dks*	4676 3822 2952					1905 *Lloyd's*	W.Doxford &Sons,Ld. Sunderland *WB*	Cayzer,Irvine&Co Ld.	385·2|50·1|26·3 P40'F44'		Glasgow British *WB*	T.3Cy.27½",45½"&75"–54" 413NHP W.Doxford&Sons,Ld.Sld.		C
1167 119199 HBSC	**Clan Macnab** SteelScSr *J.W.Taylor* –16 *Turret deck Elec.light* 2*Dks*	4675 3821 2952					1905 *Lloyd's*	W.Doxford &Sons,Ld. Sunderland *WB*	Cayzer,Irvine&Co Ld.	385·1|50·0|26·3 P40'F44'		Glasgow British *WB*	T.3Cy.27½",45½"&75"–54" 413NHP W.Doxford&Sons,Ld.Sld.		C
1168 115770 VCND	**Clan Macneil** SteelScSr *W.P.Rodger* –14 *Turret deck Elec.light* 2*Dks*	3939 3264 2504					1903 *Lloyd's*	W.Doxford &Sons,Ld. Sunderland *WB*	Cayzer,Irvine&Co Ld.	360·1|48·1|24·5 P34'F45'		Glasgow British *WB*	T.3Cy.25½",42"&69"–48" 330NHP W.Doxford&Sons,Ld.Sld.		C
1169 129578 HSVQ	**Clan Macphee** SteelScSr *E.C.Ody* –11 *Elec.light* 2*Dks&Shelter dk*	5177 4814 3225					1911 *Lloyd's*	IrvinesS.B. &D.D.Co.Ld. W Hartlepool *WB=Cell DBa106'u*	Cayzer,Irvine &Co Ld. *E&B52'f183'951tD*	430·0|53·5|26·4 *Tf48' 1150t*		Glasgow British *WB*	T.3Cy.29",49"&80"–60" Richardsons, 497NHP Westgarth&Co.Ld.Hpl.		C
1170 121274 HDWM	**Clan Macpherson** SteelScSr *C.Shapland* –14 *ss*Gls.No.2–13 2*Dks*(*Stl*)&*deep framing* *Elec.light*	4779 4523 3041	✠100A1 9,17 ~~2,17~~ ~~LMC~~ ~~MS11,15~~ BS2,17 MS9,17	Liv Gls	*y*	~~1,16~~ 9,17	1905 11mo *Lloyd's* *W*	Furness, Withy&CoLd W Hartlepool *B=Cell DBa106'u*	Cayzer,Irvine&Co Ld. *E&B52'f183'951tD*	400·0|51·0|27·2 P36'B129'F40' FK *Tf48' 1150t*		Glasgow British 7*BHCem* *APT19t*	T.3Cy.26",43"&71"–48" (*s*) 200lb *90lb* 448NHP 2SB,*6cf*,GS126,HS6028 FD Richardsons,Westgarth& Co.Ld.Hpl.	30 " 0 s5·10½ 24 " 6	
1171 133157 JDHL	**Clan Macquarrie** SteelScSr *W.G.Young* –13 *Elec.light* Wireless 2*Dks&Shelter dk*	6430 4613 4083					1913 *Lloyd's*	A.Stephen &Sons,Ld. Glasgow *WB*	Cayzer,Irvine&Co. Ld.	429·2|53·7|26·6		Glasgow British *WB*	T.3Cy.29",49"&80"–60" 496NHP A.Stephen&Sons,Ld.Gls.		C
1172 133005 HVDP	**Clan Macrae** SteelScSr *D.E.Smith* –16 Wireless *Elec.light Ref.Mchy.* 2*Dks&Shelter dk*	6469 4689 4126					1912 *Lloyd's*	W.Doxford &Sons,Ld. Sunderland *WB*	Cayzer,Irvine&Co Ld.	430·0|53·5|26·6		Glasgow British *WB*	T.3Cy.29",49"&80"–60" 496NHP W.Doxford&Sons,Ld.Sld.		C
1173 137837 JPFW	**Clan Malcolm** SteelScSr *Elec.light* 3*Dks*	5994 5743 3724					1917 *Lloyd's*	Craig, Taylor&Co.Ld. Stockton *WB*	Cayzer,Irvine&Co Ld.	405·1|53·3|33·5		Glasgow British *WB*	T.3Cy.28",46"&75"–51" 402NHP Blair&Co.Ld.Stockton		
1174 ~~137858~~ ~~JQ~~	**Clan Matheson** SteelScSr ~~5960~~ *Elec.light* 3*Dks*	~~4600~~ ~~5738~~ ~~3735~~		~~LMC~~			~~1916~~ 1917	Sir J.Laing &Sons,Ld. Sunderland *WB*	Cayzer,Irvine&Co Ld.	405·0|53·5|~~25·5~~ ~~35·5~~		Glasgow British *WB*	T.3Cy.28",46"&75"–51" 401NHP G.Clark,Ld.Sunderland		
1175 105979 PFSG	**Clan Menzies** SteelScSr *A.Low* –16 *ss*Gls.No.3–6,08 *Elec.light* *ss*Cff.No.1–13 2*Dks*(1*Stl*&*UIrn–ws*)&*Webframes*	2669 2310 1693	✠100A1 6,16 ~~Examined~~ 11,17 ~~LMC11,16~~	Gls	*t*	N6,16	1896 2mo *Lloyd's*	NavalCon. &Arm.Co.Ld. Barrow *WB=Cell DBa82'f130'*	Cayzer,Irvine&Co Ld. *uE&B42'535tFPT*	312·3|40·2|23·5 P30'B86'F38' BK10" 97t*APT*38t		Glasgow British 6*BHCem*	T.3Cy.23",38"&63"–42" (*s*) 200lb ~~NDB17~~ *100lb* 317NHP 2SB,*6rf*,GS95,HS4140 FD NavalCon.&A.Co.Ld.,Brw	26 " 2 s 4 " 8 22 " 9	

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Grément, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné/ suivi. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si on est dans le L. R. Darrell Cert. Hurricane.
1176 141877 JSPV	**Clan Morrison** *Elec.light*	**SteelScSr** *2Dks&Awngdk*	5931 5678 3608					~~1917~~ 1918	Ayrshire Dkyd.Co.Ld. Irvine	Cayzer,Irvine&Co Ld.	~~405·0~~|~~53·2~~|~~25·5~~ 409·0|53·0|30·9	Glasgow British *WB*	T.3Cy.27½″,45½″&75″–54″ 413NHP Dunsmuir&Jackson,LdGls		
1177 106077 PRHT	**Clan Murray** *J.E.Woodall* –10 *Turret deck Elec.light*	**SteelScSr** *2Dks*	4835 4644 3121					1897	W.Doxford &Sons,Ld. Sunderland	Cayzer,Irvine&Co Ld.	400·0|50·2|27·8 F65*t*	Glasgow British *WB*	T.3Cy27½″,45½″&75″-54″ 413NHP W.Doxford&Sns,Ld.Sld.		C
1178 137782 JHLQ	**Clan Ogilvy** *J.N.Gray* –14 *Elec.light Cruiser Stern*	**SteelScSr** *2Dks*	5909 5348 3716					1914	W.Doxford &Sons,Ld. Sunderland	Cayzer,Irvine&Co Ld.	430·0|54·2|29·4 P41′B141′F43′	Glasgow British *WB*	T.3Cy.27½″,45½″&75″–54″ 413NHP W.Doxford&Sons,Ld.Sld.		C
1179 137833	**Clan Ranald** *L.G.Openshaw* –17 *Elec.light*	**SteelScSr**	5923	100A1 *(Class Contemplated)*				1917	Napier& Miller,Ld. Glasgow	Cayzer,Irvine&Co Ld.	409·1|54·0|28·9 P43′B119′F46′	Glasgow British		31 ″ 5 s 6 ″ 3 25 ″ 6	
1180 108684 PTMC	**Clan Robertson** *W.R.Miller* –16 *Turret deck Elec.light*	**SteelScSr** *2Dks*	4826 4641 3104					1897	W.Doxford &Sons,Ld. Sunderland	Cayzer,Irvine&Co Ld.	400·2|50·2|27·7 F50′	Glasgow British *WB*	T.3Cy.27½″,45½″&75″–54″ 413NHP W.Doxford&Sons,Ld.,Sld.		C
1181 136330 JHBM	**Clan Ross** *Elec.light Cruiser Stern*	**SteelScSr** *2Dks*	5971 5402 3757					1914	Swan,Hunter&Wigham Richardson, Ld Newcastle	Cayzer,Irvine&Co Ld.	430·0|54·3|29·4 P40′B135′F43′	Glasgow British *WB*	T.3Cy.27½″,45½″&75″–54″ 413NHP Swan,Hunter&Wigham-Richardson,Ld.Nwc.		C
1182 124222 HLMT	**Clan Sinclair** *D.S.Smith* –11 *Turret deck Elec.light*	**SteelScSr** Wireless *2Dks*	5215 4289 3291					1907	W.Doxford &Sons,Ld. Sunderland	Cayzer,Irvine&Co Ld.	400·1|52·1|27·5 P38′F44′	Glasgow British *WB*	T.3Cy.27⅛″,45½″&75″–54″ 413NHP W.Doxford&Sons,Ld.Sld.		C
1183 137827 JNKS	**Clan Stuart** ~~*A.W.Simpson* –16~~ *Elec.light A.Williamson* –18	**SteelScSr** *2Dks(Stl)*	5775 5361 3639	✠100A1 ~~6,17~~10,16 4,18 Gls ✠LMC10,16 *Carrying fuel oil F.P.above 150° F.in D.B.*	Grk	*a*†		1916 10mo	Russell& Co.Ld. PortGlasgow *Lloyd's SA&CP*	Cayzer,Irvine&Co Ld. *Intermediate BH's Tween d Cell DB 360′ 1181t D*	423·5|56·0|28·7 P38′B123′F43′ FK *BH's1′Tween d k BH dispensed with Ta 36′1118t APT 31t*	Glasgow British *Cem 5 BH to U dk 1 „ „ 2nd „ only*	T.3Cy.27″,44″&73″–48″ *(s)* 180lb 538NHP 3SB.*9cf*,GS186,HS8151 FD J.G.Kincaid&Co.Ld.Grk.	31 ″ 4 s 6 ″ 3 25 ″ 5	
1184 106037 PMGJ	**Clan Sutherland** *W.Calderwood* –16 *Elec.light*	**SteelScSr** *ss*Gls.No.3–4,09 *ss*Liv.No.2-17~~*ss*Gla.No.1–14~~ *2Dks(1Stl–U Irn–ws)&Web frames*	2820 2424 1794	✠100A1 5,18 ~~12,16~~ 11,17 ~~Inr~~ Mch ~~BS9,16~~ ✠LMC8,~~14~~ 11,17	Npt	*u*	12,16	1896 10mo	NavalCon. &Arm.Co.Ld. Barrow A&CP *WB=*	Cayzer,Irvine&Co Ld. *Cell DB a86′u E&B*	326·0|40·2|23·5 P31′B100′F37′ BK10½ 42′ *f* 140′ 553*t FPT*	Glasgow British 6 *BHCem* 80*t APT* 38*t*	T.3Cy.23″,38″&63″–42″ *(s)* 200lb *80lb* 317NHP 2SB.*6rf*,GS95,HS4140 FD Naval Con.&A.Co.Ld.,Brw	26 ″ 2 s 4 ″ 10 22 ″ 8	
1185 111219 RHWV	**Clan Urquhart** *G.A.Shearer* –13 *Turret deck Elec.light*	**SteelScSr** Wireless *2Dks*	5855 4954 3757					1899	W.Doxford &Sons,Ld. Sunderland	Cayzer,Irvine&Co Ld.	440·0|51·6|28·9 F58′	Glasgow British *WB*	T.3Cy.27½″,45½″&75″–60″ 435NHP W.Doxford&Sons,Ld.Sld.		C
1186 132036 JCLW	**Clandeboye** *W.H.Connor* 15–15 *Elec.light* *Well deck Mchy.Aft*	**SteelScSr** *ss*Bel.No.1–18 *1Dk(pt Stl)*	614 439 233	✠100A1 1,18 ~~7,17~~ ✠LMC6,~~13~~ 4,14	Shl Bel	*j*	~~7,16~~ 1,18	1913 5mo	Scott& Sons Bowling *Lloyd's SA&CP*	J.Kelly,Ld. (S.Kelly,*Mgr.*) *WB=Cell DB*	180·3|28·2|10·8 Q103′B9′F33′ BK7½ *f* 103′ 158*t FPT* 46*t*	Belfast British 3 *BHCem APT* 7*t*	T.3Cy.15″,25½″&41″–30″ *(s)* 180lb 85RHP 1SB.*3cf*,GS60,HS1938 Aitchison,Blair&Co.Ld Gls	13 ″ 4 s ~~6~~ 7½ 13 ″ 6	
1187 87520	**Clansman** *E.McLeod* 90–07 *Well deck*	**SteelSc3MstSr** *1Dk*	635 335 379			…		1884	Blackwood &Gordon Pt.Glasgow	NorthernSSCo.Ld.	191·7|26·1|10·8 P&B138′F20′	Auckland British *WB*	C.2Cy.26″&48″–36″ NB04 99RHP Blackwood&Gordon,P.Gl.	11 ″ 4	
1188 81960 HVKF	— *J.Scott* –17	**IronScSr** (*ex*Ethel,*ex*Obokh) *1Dk*	300 246 166	302 142		…		1880	Workman, Clark&Co. Belfast	~~A.F.Blackater~~ P.S.Cooper	150·1|21·7|10·7 B28′F26′	Glasgow British	C.2Cy.19″&38″–30″ NB18 60RHP J.Rowan&Son,Ld.Gls.		
1189 113467 TCLD	**Clapham** *W.H.Elliott* –16 (*ex*Ville d'Eu) *Well deck Mchy.Aft*	**SteelSc3MstSr** *ss*Dub.No.3–8,14 *1Dk(Irn)*	763 542 316	✠100A1 2,18 ~~8,17~~ ~~SS6,16~~ ✠LMC8,14	Goo Lon	*k*	~~7,15~~ 6,17	1901 7mo	SM'Knight &Co.Ld. Ayr *Lloyd's SA&CP*	JohnHarrison,Ld. *WB=Cell*	200·4|30·6|11·5 Q103 B13′F27′ FK *DB f* 115′ 183*t FPT*	London British 3 *BHCem* 70*t APT* 8*t*	T.3Cy.17″,27½″&44″–33″ *(s)* 160lb ~~75lb 60lb~~ 116NHP 1SB,*3cf*,GS60,HS1830 Ross&Duncan,Glasgow	14 ″ 0 s 1 ″ 2½ 13 ″ 0	
1190 HDSQ	**Clara** *G.Ragusin* –12 *1Dk(Stl)&Spardk(Stl)&deep framing*	**SteelScSr** *ss*Tri.No.3–7,05 *ss*Tri.No.1–09	3932 3052 2541	✠ ~~BS2,18~~ 12,15 *Spar dk* ✠	Tri	*w*		1903 6mo	Russell& Co. PortGlasgow	Unione Austriaca di Nav.(Soc.Anon.) *WB = Cell DB a 100′*	330·5|48·1|16·0 P50′B& F250′ 23·5 FK *u E&B 40′ f 142′ 877t*	Trieste Aust.-Hung. 5 *BHCem APT* 63*t*	T.3Cy.24¼″,40″&65″–42″ 296NHP DB *made* 01, *fitted* 03 2SB,*6cf*,GS132,HS4534 Kincaid&Co.Greenock	26 ″ 0	
1191 108388 QFPN	— *E.W.Simons* –13	**SteelScSr** *ss*Lon.No.3–9,05 *ss*Sws.No.2–14 *1Dk(pt Irn pt Stl)2trB*	2425 2240 1515	✠100A1 ~~7,17~~ 9,16 *Examined* 12,17 MBS9,16 ✠LMC6,14	Npt Bry	*t*	~~9,16~~ 12,17	1898 7mo	Richardsn, Duck&Co. Stockton *Lloyd's SA&CP*	Burdick&Cook *WB=Cell DBa*	310·2|44·1|20·4 P33′B62′F33′ FK 108′ *u E24′ f* 126′ 664*t*	London British 5 *BHCem APT* 38*t*	T.3Cy.22½″,37″&61″–42″ *(s)* 160lb *100lb* NDB14 245NHP 2SB,*6cf*,GS100,HS3760 Blair&Co.Ld.Stockton	22 ″ 10 s 4 ″ 3½ 18 ″ 11	
1192 NHLJ	— *N.A.Nielsen* (*ex*Lady Clare) *Well deck*	**IronScSr** *ss*Cpn.3rdNo.3–4,13 *Cargo battens not fitted* *1Dk2trB*	1153 893 708	✠90A1 ~~7,16~~ *Examined* 10,17 ~~BS3,18~~ ~~BS8,16~~ ~~4,17~~	Cpn	*n*	~~6,15~~ 10,17	1874 9mo	M.Pearse& Co. Stockton A&CP	Dmpsk.S.Myren (Holm&Wonsild, *Mgrs.*) *WB=DBa*	234·8|31·1|17·5 Q93′B46′F34′ BK8 67′ *f* 88′ 285*t*	Copnhagn Danish 4 *BHCem* 67′ *f* 88′ 285*t*	C.2Cy.26″&53″–33″ *(s)* 80lb NDB91 116NHP 1SB,*3cf*,GS51,HS1728 Blair&Co.Ld.Stockton	18 ″ 5 s 1 ″ 8 17 ″ 7	
1193 MBGD	— *J.Blond* 05–08 *Well deck*	**SteelScSr** ~~*ss*Goo.No.1–13~~ *1Dk(Stl)&deep framing* *ss*Goo.No.2–17	783 555 481	✠100A1 3,17 ~~11–15~~ ~~MBS11,16~~ ✠LMC~~11,15~~ ~~BS7,16~~	Goo	*k*	~~11,15~~ 8,17	1908 10mo	J.Crown& Sons,Ld. Sunderland *Lloyd's SA&CP*	Handelen Scheepvaart Soc.Anon. (G.Vandesompel *Mgr.*) *WB=Cell D Ba 40′ f 77′ 157t FPT*	195·0|30·1|11·9 P19′Q77′B9′F24′ FK	Nieuport Belgian 4 *BHCem* 25*t APT* 32*t*	T.3Cy.16½″,27″&44″–33″ *(s)* 180lb *80lb* 141NHP 1SB,*4cf*,GS73,HS2454 N.E.MarineEngCo.Ld.Sld.	14 ″ 0 s 1 ″ 1 13 ″ 2	
1194 5370 JSVH	— *M.A.Johansson* 13–16 *Mchy.Aft*	**SteelScSr** *ss*Got.No.1–17 *1Dk(Stl)*	302 243 188	✠100A~~+~~ 11,17 ~~3,16~~ ✠LMC1,17	Got	*b*	~~7,16~~ 11,17	1912 9mo	Aktieb. Lödöse Varf Lödöse ~~*Lloyd's SA&CP*~~	Aktieb.Lödöse Varf(C.A.Hallberg *Mgr.*) *Cell DB f* 21′30*t* ~~*WB= FPT*~~	~~101·4|22·5|~~ 11·2 P26′RFD14′ len17 122·6|22·6 FK	Lodöse Swedish 3 *BHCem* ~~*APT*~~	C.2Cy.10″&22½″–15″ *(s)* 120lb 20NHP 1SB,*1cf*,GS12,HS363 Akt.LödöseVarf.Lödöse	12 ″ 0 ~~1 ″ 0~~ ~~11 ″ 2~~ s 1 ″ 4 10 ″ 10	
1195	— *J.Visser*	**SteelSc** (*Trawler*) *1Dk*	205 203 114					1908	Gebr.van der Windt Vlaardingen	Visscherij Maats. "Vlaardingen"	116·4|22·3|11·9	Vlaardngn Dutch	T.3Cy.8¼″,14⅜″&23¼″–15⅜″ 22NHP Wilton'sE.&Slpwy.Co.Rot		
1196 88206 SKGH	— *A.Johanssen* –16	**SteelScCtr** *ss*P.El.No.3–12,10 *ss*P.El.No.1–15 *1Dk(Stl)*	139 115 48	✠100A1 *Steam Barge* 6.15 BS10,16 ✠LMC6,15	P.El	*a*	10,16	1897 12mo	J.Shearer &Son Glasgow A&CP	Thesen's SS.Co.Ld (Thesen&Co.Ld. *Mgrs.*)	80·0|22·1| 8·8 FK *WB= DBf* 18′25*t*	P.Elizabth British 3 *BHCem*	C.2Cy.11″&22″–18″ *(a)* 120lb 21RHP 1SB,*2pf*,GS22,HS370 Hutson&Son,Glasgow	9 ″ 6	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. / No. of Decks, &c.	4 Register Tonnage Gross. / Under deck. / Net.	6 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	7 Port of Survey. / Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L. R. Dates of Boiler or Trade Cert.
1197 RQCG	**Clara Blumenfeld** Steel Sc *F. Andersen* 08–08 *Elec. light* Sub. Sig. Wireless 1 *Dk 2 tr B*	2331 1893 1224				1908	Bremer Vulkan Vegesack	Bd. Blumenfeld	306·5 P25′	42·2 B82′	18·7 F28′	Hamburg German *WB*	T 3Cy 22⅞″, 37½″ & 61½″–41⅝″ 243 NHP Bremer Vulkan, Vegesack		G V
1198 MDTP	**Clara Mennig** Steel Sc Sr *A. Bernstein* –13 *Elec. light* 1 *Dk*	1685 1501 1005				1908	Akt. Ges. "Neptun" Rostock	Dampfsch. Ges. Clara Mennig, G.m.b.H. (Otto Zelck, *Mgr.*)	261·4 P27′	40·1 B65′	17·3 F26′	Rostock German *WB*	T. 3Cy. 17⅞″, 30½″ & 48″–33″ 132 NHP A.G. "Neptun," Rostock		G
1199 MDTP	**Clara Nicol** Steel Sc K *H. Gravemaker* 04–04 ~~*ss* Ams. No. 2–13~~ *ss* Ams. No. 3–6, 17 1 *Dk*	182 179 45	✠100 A1 *Stm Trawler* 6,17 ~~5,16~~ ~~MC 6,13~~ BS 1,13	Ymu	5,16 ✠LMC 6,17 ~~BS 6,13~~ BS 10,16	1904 11 mo *Lloyd's*	Smith's Dock Co. Ld North Shields	N.V. Algemeene Viss. Maats.	110·2 P27′ B65′ F26′	20·8 BK 7½″ *WB* =	8·8 *DB f* 18′ 15 *t*	Ymuiden Dutch *3 BHCem*	T. 3Cy. 11⅛″, 18″ & 30″–21″ (*s*) 180 lb 56 NHP 1 SB, *2 rf*, GS 33, HS 1030 MacColl & Pollock, Ld. Sld.	12 ″ 4	
1200 MDSN	**Clara Zelck** Steel Sc Sr *P. Fretwurst* –04 *Elec. light* 1 *Dk & Spar dk*	2105 1985 1326				1904	Act. Ges. "Neptun" Rostock	Otto Zelck	260·8 H26′	37·7 24·0	17·0	Rostock German *WB*	T. 3Cy. 17⅞″, 30½″ & 48″–33⅛″ 132 NHP A.G. "Neptun," Rostock		G
1201 LFRJ	**Clare** Steel Sc Sr ~~*ss* R. Risk~~ –15 *De Linden* –17 *Elec. light* 2 *Dks (Stl) & Web frames* Sub. Sig. *Longitudinal framing*	3455 2842 2195	✠100 A1 17–11,16 *Fitted for oil fuel* 12,15 *F.P. above* 150° F.	NYk *w* ✠LMC 12,16	6,16	1915 12 mo A&CP	Maryland Steel Co. of Baltimore County Sparro Pt Md	A. & H. Bull S.S. Co. (A. H. Bull & Co. *Mgrs.*)	327·2 P35′ B98′ F38′ *WB* = *Cell DB*	46·2 BK FK	22·9 5 *BH Cem*	New York Utd. States	T. 3Cy. 22″, 37½″ & 60″–42″ (*s*) 190 lb *190 lb* 293 NHP 2 SB, *6 cf*, GS 144, HS 4933 Maryland Stl. Co. Sparr'. Pt. *a* 90′ *u E* 20′ *f* 146′ 6 91 *t FPT* 78 *t APT* 296 *t*	25 ″ 6	
1202 HWNK	**Cläre Hugo Stinnes 1** Steel Sc *R. Krützfeldt* *Elec. light* Wireless Sub. Sig. 2 *Dks*	4984 4420 3099				1910	Bremer Vulkan Vegesack	"Cläre Hugo Stinnes 1" Dampfsch. Ges. m.b.H. (Hugo Stinnes, *Mgr.*)	385·0	51·6	26·8	Hamburg German *WB*	T 3Cy 23½″, 39⅜″ & 64″–43⅝″ 270 NHP Bremer Vulkan, Vegesack		G
1203 JHSB	**Clarecastle** Steel Sc Sr *J. Templeton* –15 *Well deck* 1 *Dk (Stl)* *Elec. light* *Mchy. Aft*	627 442 236	✠100 A1 ~~5,17~~ ~~4,16~~ 3,17 ~~BS 3,16~~	Dub *j* Off ✠LMC 12,16	~~5,17~~ 2,17	1914 12 mo *Lloyd's*	Scott & Sons Bowling	A. Guinness, Son & Co. Ld. *WB* = *Cell*	179·9 Q103′ B9′ F33′ *DB f* 103′ 16 1 *t FPT*	28·6 BK 7¼″ 46 *t APT*	10·8 7 *t*	Belfast British *3 BH Cem*	T. 3Cy. 15″, 25½″ & 41″–30″ (*s*) 180 lb 85 RHP 1 SB, *3 cf*, GS 60, HS 1938 Aitchison, Blair, Ld. Gls.	13 ″ 6 *s* 4 ″ 7½ 13 ″ 8	
1204 JLTD	**Clareisland** Steel Sc Sr *J. Semple* 14–15 *Well deck* 1 *Dk (Stl)* *Mchy. Aft* *Elec. light*	633 445 239	✠100 A1 4,18 ~~2,17~~	Dub *j* Off ✠LMC 9,18	2,17	1915 9 mo *Lloyd's*	Scott & Sons Bowling	A. Guinness, Son & Co. Ld. *WB* = *C*	180·5 Q103′ B9′ F33′ *cell DB f* 103′ 16 1 *t FP*	28·6 BK 7¼″ *T* 46 *t APT*	10·8 7 *t*	Belfast British *3 BH Cem*	T. 3Cy. 15″, 25½″ & 41″–30″ (*s*) 180 lb 85 RHP 1 SB, *3 cf*, GS 60, HS 1938 Aitchison, Blair, Ld. Gls.	13 ″ 6 *s* 4 ″ 7½ 13 ″ 8	
1205 102702	**Clarence** Iron Pad Sp *J. Anderson* –16 (*Tug*) 1 *Dk*	131 117 9				1893	J. P. Rennoldson & Ss. S. Shields	N. Eastern Rly. Co.	95·5 B11′	19·2	9·8	W. Hartlpl British	L. 2Cy. 28″–50″ 75 RHP J. P. Rennoldsn & Sns, S. Shl.		
1206 127300	**Clarence A. Black** Steel Sc Sr *Elec. light* *Mchy. Aft* Sub. Sig. 1 *Dk 2 tr B*	4521 — 3474				1898	Cleveland S.B. Co. Lorain, O.	Pittsburgh S.S. Co.	413·4 F46′	50·2	24·5	Duluth Utd. States *WB*	T. 3Cy. 22″, 35″ & 58″–40″ 213 NHP Clevelnd S.B. Co. Clevelnd, O		
1207 106822 PMQW	**Claretta** Steel Sc 3 Mst Sr *W. Murray* –15 (*ex* Brest Rock) *Well deck* *Mchy. Aft* 1 *Dk*	519 368 213			…	1896	R. Williamson & Son Workington	James Henry Monks (Preston), Ld.	167·5 Q95′ B10′ F21′	26·1 BK 7″	11·5	Liverpool British *WB*	C. 2Cy. 21″ & 42″–30″ 59 RHP Ross & Duncan, Glasgow	12 ″ 10	
1208 125318	**Clarion** Steel Sc K *C. Ritchie* –13 1 *Dk*	100 92 42	✠ *For fishing purposes* 4,08	Abn ✠		1908 4 mo	J. Duthie Torry S.B. Co. Aberdeen	W. Benzie (J.F. Cardno, *Mgr.*)	86·3	18·2 BK 7″	8·8	Fraserbro British *3 BH Cem*	C. 2Cy. 11″ & 27″–16″ 28 RHP 1 SB, *2 pf*, GS 24, HS 685 J. Abernethy & Co. Abn.	9 ″ 6	
1209 139019 JMBW	**Clarissa Radcliffe** Steel Sc Sr *J. Thomas* 13–15 (*ex* Gwent) *Elec. light* 1 *Dk (pt Irn & pt Stl)*	575 521? 3501	✠100 A1 5,17 ~~5,16~~ *Carrying fuel oil F.P. above* 150° F.	NNs *z* Bkn ✠LMC 11,16	5,17 *DB*	1915 11 mo *Lloyd's*	Craig, Taylor & Co. Ld. Stockton	Clarissa Radcliffe SS Co Ld (E. Thomas Radcliffe & Co *Mgrs.*)	415·0 P45′ B & F32′ 1′ *WB* = *Cell DB* 184′ 17 23 *t FPT*	55·5 FK 154 *t*	26·7 *a* 134′ *u E* & *B* 46 *f* 7 *BH Cem* *APT* 183 *t*	London British	T. 3Cy. 28″, 46″ & 75″–48″ (*s*) 180 lb *180 lb* 470 NHP 3 SB, *9 cf*, GS 197, HS 7891 Blair & Co. Ld. Stockton	28 ″ 7 *s* 4 ″ 0 25 ″ 1	
1210 113583 SCDK	**Claro** Steel Sc Sr *H. J. Belding* –01 1 *Dk & deep frames*	2181 2060 1387				1900	Earle's Co. Ld. Hull	Ellerman's Wilson Line, Ld.	300·0 P10′ B91′ F31′	42·2	19·5	Hull British *WB*	T. 3Cy. 17½″, 30″ & 52″–36″ 162 NHP Amos & Smith, Hull		C
1211 113462	**Clarrie** Steel Sc Yl *G. Brown* –15 *Mchy. Aft* 1 *Dk*	177 141 72				1901	Scott & Sons Bowling	~~J. Monks & Co. Ld.~~ Wynnfield Shipping Co Ld. (J. W. Eason *Mgr.*)	95·0 F15′	21·6	10·0	Liverpool British *WB*	C. 2Cy. 13″ & 28″–18″ 36 RHP Rose & Duncan, Glasgow		
1212 1909 JMBW	**Clasina Luther** Iron Sc K *W. M. van Croonenborg* (*ex* Nyanza) *ss* Ymu. 2nd No. 3–10, 12 1 *Dk*	151 146 52	✠100 A1 *Stm Trawler* 5,16 ~~BS 6,16~~	Ymu ~~BS 6,17~~ ✠LMC 10,12	~~5,16~~ 6,17	1890 12 mo *Lloyd's*	Cochrane Coopr & Schofield Beverley	N.V. Algemeene Viss. Maats.	100·5 Q20′ pt ND 99 ND 12	21·0 BK 7½″	10·8	Ymuiden Dutch *3 BH Cem*	T. 3Cy. 12½″, 19½″ & 31½″–22½″ 160 lb (*s*) 50 NHP 1 SB, *2 cf*, GS 29, HS 780 C. D. Holmes & Co. Hull	11 ″ 7	
1213	**Claud Hamilton** Iron Pad Sr *Elec. light*	972 677 561				1875 6 mo	J. Elder & Co. Glasgow		251·6 P153 *t* F115 *t*	30·2	13·7	Dutch	C. O. 2Cy. 54″ & 95″–63″ NB 88 597 NHP J. Elder & Co. Glasgow		
1214 127431 KPWG	**Claudine** Steel Sc Sr *R. Nelson* *Elec. light* 2 *Dks*	846 — 615				1890	Napier, Shanks & Bell Glasgow	Inter Island S.N. Co. Ld.	178·6 P116′ F19′	32·0	15·1	Honolulu Utd. States *WB*	T. 3Cy. 18″, 29″ & 48″–30″ NB 05 126 NHP Dunsmuir & Jackson, Gls.		
1215 HGRB	**Claudio** Steel Sc Sr *O. Solagurez* 14–14 *ss* Shl. No. 3–10, 07 (*ex* Lady Gray) *ss* Bbo. No. 2–16 1 *Dk (Irn)* & *Web frames* & *pt Awng dk (Irn)*	2588 1894 1540	✠100 A1 *pt Awng dk with feeboard* ~~5,17~~ ~~11,16~~ 2,18 ~~BS 2,18~~	Bbo *s* ~~2,16~~ ~~2,17~~ 2,18 ✠LMC 6,18 ~~BS 2,17~~		1894 9 mo	W. Gray & Co. Ld. W Hartlepool A&CP	Cia. Nav. Bachi (Hijos de Astigarraga, *Mgr.*) *WB* = *Cell DB a*	300·0 P27′ Q90′ *pt Awng dk* 183′ 100′ *u E* 20′ *f* 118′ 610 *t*	40·0 FK	18·5 5 *BH Cem* *APT* 31 *t*	Bilbao Spanish	T. 3Cy. 22″, 35″ & 59″–39″ (*s*) 160 lb ~~60 lb~~ NDB 07 224 NHP 2 SB, *6 rf*, GS 73, HS 3468 195 Cen. Mar. Eng. Wrks. W Hp	20 ″ 10 *s* 8 ″ 1 20 ″ 1	
1216 115359 JSNT	**Claudius Aulagnon** Steel Sc Sr ~~*ss* P. Sahlit~~ *ss* Bry. No. 2–11 (*ex* Simoom) 1 *Dk (Stl)* & *Spar dk (Stl)* *Elec. light* & *deep framing*	3967 3491 2358	✠100 A1 *Spar dk* 10.14 *Examined* 5,18 BS 10,14	Shl *w* ✠LMC 10,14	~~7,16~~ 5,13	1903 2 mo *Lloyd's*	W. Pickersgill & Sons Sunderland	The Shipping Controller (Ellerman's Wilson Line Ld. *Mgrs.*) *WB* = *Cell DB a*	361·0 P31′ B194′ F42′ 114′ *u E* & *B* 44′ *f* 150′	46·2 FK	17·6 25·6 *a* 38 *t DT a* 24′ 510 *t FP I* 103 *t APT*	London British *6 BH Cem*	T. 3Cy. 24″, 40″ & 67″–45″ (*a*) 180 lb ~~160 lb~~ 345 NHP 2 SB, *6 cf*, GS 104, HS 4488 FD Geo. Clark, Ld. Sunderland	28 ″ 2 *s* 4 ″ 3½ 24 ″ 3	
1217 110580	**Claughton** Steel Twin Sc Sp *W. Williams* 99–99 *Elec. light* 1 *Dk*	469 469 135			…	1899	J. Scott & Co. Kinghorn	Municipal Corporation of Birkenhead	150·5 B133′	41·0 FK	11·3	Liverpool British *WB*	T. 8Cy. 17″, 23″ & (2) 28″–18″ 184 NHP J. Scott & Co. Kinghorn	11 ″ 9	BT till 8,17

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 / 3 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 / 6 / 7 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terne assigné maintenant comme Lettre d'Examinateur.	7a Date de la dernière visite de l'arbre porte-hélice.	8 / 9 Construit. Quand. — Navire. — Mach.	Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres ou cote si c'en est un. L. R. Insurance. Ref. Trade.
1218 JFVQ	Claus *J.Busch* 1 *Dk*	SteelSc 302 231 153					1907	Stettiner Oderwerke Stettin	Rud.Christ.Gribel	138·7	24·3	9·0 P&B90′F17′	Stettin German *WB*	T.3Cy.9½″,16½″&25½″–17⅞″ 28NHP StettinerOderwerke		G
1219 123802 HKGP	Claveresk *T.A.Triggs* –15 *Turret deck* 1 *Dk*	SteelScSr 3829 3129 2441					1907	W.Doxford &Sons,Ld. Sunderland	SutherlandS.S.Co. Ld. (A.M.Sutherland,*Mgr.*)	350·4	50·1	22·4 P32′F31′	Newcastle British *WB*	T.3Cy.24″,41″&68″–45″ 310NHP W.Doxford&Sons,Ld.Sld.		C
1220 123839 HKRS	Claverley *H.Jones* –17 *Turret deck* 1 *Dk*	SteelScSr 3829 3125 2441					1907	W.Doxford &Sons,Ld. Sunderland	SutherlandSSCo. Ld.(A.M.Sutherland,*Mgr.*)	350·1	50·1	22·4 P32′F31′	Newcastle British *WB*	T.3Cy.24″,41″&68″–45″ 310NHP W.Doxford&Sons,Ld.Sld.		C
1221 85852 JKLN	Claymore *C.McFarlan* –16	IronScSr 760 564 400					1881 7mo	J.&G. Thomson Clydebank	DavidMacBrayne, Ld.	227·0	29·6	14·5 P131*t*	Glasgow British	C.2Cy.32″&61″–45″ 208NHP J.&G.Thomson,Clydebank		
1222 115188	— *C.W.F.Greenberg*06–11 1 *Dk*	SteelScSr 258 216 119					1902	Murdoch & Murray Pt.Glasgow	NorthernS.S.Co. Ld.	113·2	21·1	9·8 B30′	Auckland British *WB*	T.3Cy.12″,19″&31″–22″ 54RHP Muir&Houston,Glasgow		
1223 124323 HKBD	Clearpool *J.B.Smith* –17 *ss*Mdb.No.3–9,16 1 *Dk*(*Stl*)2*tr B*deep framing &*Web frames*&*Trunk dk*(*Stl*)3*Dk rule*	SteelScSr 4237 3621 2714	✠100A1 *Trunk dk nos* 3,18 9,16 BS10,17	Mdb *sheer* Npt	*w*	~~8,16~~ 2,18 ✠LMC8,16	1907 1mo	Ropner& Son Stockton	PoolShippng CoLd (SirR.Ropner&Co. Ld.*Mgrs.*)	355·0	51·0	26·0 F32′ FK	W. Hartlpl British 6*BHCem*	T.3Cy.25″,42″&68″–48″ (*s*) 360lb *100lb* 369NHP 2SB,6*rf*,GS127,HS5999 Blair&Co.Ld.Stockton	28 ″ 5 s 5 ″ 4½ 23 ″ 5	
1224 123642 HGFV	Clearway *J.E.Dye* –16 (*ex*Nonsuch) *Turret deck* Wireless 1 *Dk*	SteelScSr 3805 3133 2417					1906	W.Doxford &Sons,Ld. Sunderland	Anglo-Oriental Nav.Co.Ld (A.Yule &Co.*Mgrs.*)	350·5	50·2	22·4	London British *WB*	T.3Cy.24″,41″&68″–45″ 310NHP W.Doxford&Sons,Ld.Sld.		C
1225 118787	Cleethorpes *W.Hutton* –14 1 *Dk*	SteelPadSp 273 263 116					1903	Gourlay Bros.&Co. Dundee	GreatCentralRly.	190·1	25·5	7·9 *Promenade dk*114′	Hull British	C.2Cy.25″&48″–45″ NB12 98RHP GourlayBros.&Co.Dundee		
1226 109887 QGBF	Clematis ~~*L.O.Williams* –15~~ *ss*Bly.No.3–6,11 *R.C.Young* –17 ~~*ss*Bly.No.1–11~~ *ss*Hfx.No 2–17 1*Dk*(*Stl*)&*Spar dk*(*Irn*) &*deep framing*	SteelScSr 3406 3184 2161	✠100A1 *Spar dk* 11,17 ~~11,16~~ ~~Altered~~ ~~Hfx~~	Shl Hfx	*v*	~~8,17~~ N11,17 ✠LMC~~12,16~~ 11,17	1898 7mo	TyneIron S.B.Co.Ld. Newcastle	LeestonShipping Co.Ld.	344·5	46·0	16·8 P29′B92′F38′ 24·7 FK	N.Shields British 6*BHCem*	T3Cy.22¾″,38½″&64″–42″(*r*) 180lb *80lb* 287NHP 2SB,6*pf*,GS116,HS4400 N.E.MarineCo.Ld.Nwc.	27 ″ 2 s 5 ″ 4 22 ″ 2	
1227 *See No. 10 in Supplement* *Elec.light* *Longitudinal framing* *Mchy.Aft*	Clement Smith *Oil Eng.* *Oil Eng.*	SteelTwinScSr 3250 (*Class Contemplated*) *Carrying Petroleum in bulk*	✠100A1 Charles Braley,"				1917 *Building*	Baltimore	ChristofferHannevigBulkOilTransports,Inc.	293·0	47·0	28·0 P26′F26′	NewYork Utd.States	Oil Engines 2S.C.SA 4Cy.20½″–29½″ J&CGBolindersCoLd Skm		
1228 118171 JGVH	Clementina II. *J.W.Young* –03 (*ex*Clementina) 1 *Dk*	SteelScK 200 188 76	✠100A1 *Stm Trawler* 12.14 BS12,14	Abn ✠LMC7,12		12,14	1903 9mo	A.Hall& Co. Aberdeen	J.W.Young	115·2	21·4	11·6 BK7½′ *WB*=	Aberdeen British 3*BHCem*	T.3Cy.12″,19½″&32″–22″(*r*) 180lb 60RHP 1SB,2*cf*,GS31,HS1043 A.Hall&Co.Aberdeen	12 ″ 4	
1229 125060 HKJS	Cleon *W.Power* –15 *ss*Gms.No.1–11 1 *Dk*	SteelScK 266 232 120	✠100A1 *Stm Trawler* 6.14 BS4,15	Gms ✠LMC8,11		7,14	1907 3mo	Cochrane &Sons Selby	OrientSteam FishingCo.Ld.	128·6	22·0	11·6 Q72′F21′ BK8″	Grimsby British 4*BHCem*	T.3Cy.12½″,22″&35″–24″(*s*) 200lb 76RHP 1SB,2*pf*,GS31,HS1212 Gt.CentrlCo-opEng.&Ship RepairingCo.Ld.Gms	12 ″ 6	
1230 86581 KRON	Cleone (*ex*Gualala) 1 *Dk*	WoodScSr 228 187 126					1901	J.W.Dickie Alameda,Cal.	BeadleBros.Inc.	123·0	30·0	9·5	S.Frncisco Utd.States			
1231 HDSV	Cleopatra *ss*Tri.No.3–2,02 2*Dks*(*UStl-ws*)& *Elec.light* Wireless *Spar dk*(*Stl-teaks*)	SteelScSr 4039 3351 2129	✠ *Spar dk* 12,04	Tri	*x*		1895 5mo	Caird&Co. Ld. Greenock	LloydAustriaco	376·6	44·9	20·2 P79′B95′F87′ 28·0 FK *WB*=	Trieste Aust.-Hung. 6*BHCem*	T.3Cy.35½″,57″&92″–54″ 772NHP 5SB,20*rf*,GS432,HS13700 Caird&Co.(Ld.),Grk.	30 ″ 6	A
1232 100755	— *W.VanKlack* –95 1 *Dk*	SteelScSr 104 94 71					1893	Goodrham &Blackstock Toronto	A.E.Gooderham	113·5	16·9	9·2	Toronto British	T.3Cy.10″,15″&25″–12″ 32RHP KerrBros.Walkervlle,Ont.		
1233 127409 HLWL	Cleopatra II. *W.Smith* –13 (*ex*Cleopatra) 1 *Dk*	SteelScK 240 199 91	✠100A1 *Stm Trawler* 4.14 BS11,15	Mil ✠LMC12,11		9,12	1907 11mo	Smith's Dock Co.Ld. NorthShields	D.Pettit	120·2	21·6	11·7 Q67′F19′ BK7½′ *WB*=	Milford British 3*BHCem*	T.3Cy.12″,20″&33″–24″ (*r*) 180lb 68RHP 1SB,2*pf*,GS35,HS1175 W.V.V.Lidgerwood,Gls.	12 ″ 6	
1234 123221 HFPM	Cleopatra III. *W.J.Pearce* –10 (*ex*Cleopatra) 1 *Dk*	SteelScK 311 260 124	✠100A1 *Stm Trawler* 11.13 BS5,15	Lon ✠LMC8,10		3,15	1906 2mo	Earle's Co.Ld. Hull	Hellyers'Steam FishingCo.Ld.	148·4	23·0	11·2 Q64′F24′ BK9″	Hull British 4*BHCem*	T.3Cy.14″,23″&38″–27″ (*s*) 185lb 96NHP 1SB,3*pf*,GS55,HS1665 Amos&Smith,Hull	11 ″ 9	
1235 98883 NSPW	Clermiston *M.P.Cormack* –11 *ss*Npt.No.3–1,08 (*ex*King'sTown,*ex* ~~*ss*Lth.No.1–12~~ Rocio) 1 *Dk*&*Web frames* *Cargo battens not fitted* ~~*ss*~~Aby.No.2–13	SteelScSr 1282 ~~1,18 9,15~~ 989 3,18 803	✠100A1 ~~Apl~~ MS5,16	Nwc BS8,16	*o*	~~9,15~~ 12,17 12,17	1895 4mo	W.Gray& Co.Ld. W Hartlepool	R.S.Dalgliesh Ld. (R.S.Dalgliesh, *Mgr.*)	232·1	34·6	16·3 Q85′B61′F28′ FK *WB*=*DBa*69*f*88′	Grngemth British 4*BHCem*	T.3Cy18″,28½″&47½″–33″(*s*) 160lb *80lb* NDB08 127NHP 1SB,3*rf*,GS42,HS1875 Cen.Mar.Eng.Wrks.WHpl	17 ″ 3 s 1 ″ 6½ 16 ″ 0	
1236 RQCW	Cleveland *M.Filler* *Ref.Mchy.* 3*Dks*&*Shelter dk*4*tr B* *Elec.light* Sub.Sig. Wireless	SteelTwinSc 16960 14637 10267					1908	Blohm& Voss Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	588·9	65·3	46·7 B209′	Hamburg German *WB*	Q 8Cy29½″,42½″,61½″&86½″ –55½″ 1098NHP Blohm&Voss,Hamburg		G
1237 *For full particulars See No. 8 in Supplement* *Elec.light*	— Sub.Sig.	SteelScSr 2045 1258	100A1 (*Class Contemplated*)				1917	Superior S.B.Co. Superior,Wis	KnutKnutson	251·0	43·5	20·0 P27′B65′F27′	Haugesnd Norwegian	T.3Cy.20″,33″&54″–40″ DetroitS.B.Co.Detroit	20 ″ 3 s2 ″ 10 17 ″ 9	
1238 82753 JLGT	— *T.Robinson* –15	IronPadSp 172 172 58					1881	JT Eltringham S.Shields	RobinsonTugCo. Ld.(C.W.Robinson *Mgr.*)	120·0	20·6	10·6	Middlsbro' British	L.2Cy.32″–54″ NB88 95RHP J.P.Rennoldson,S.Shields		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys.	3 Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage Gross / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned / Last Repaired. Extent of Last Repair.	16 Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NIP=Horse power by Society's formulæ; RIP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught.	15 Registers in which classed, if not in L.R. Date of If Trade Cert.
1239 / 128321	**Cleveland Bay** / *J.P.Burt* –11 / (*Bucket Dredger*)	Steel Sc / 1 *Dk*	389 / 367 / 157			...		1911	Fleming & Ferguson, Ld. Paisley	Townsville Harbour Board	145·4 | 32·6 | 11·5 / F16 / FK			Townsville British	C.2Cy.20″&40″–24″ 7RHP / Fleming & Fergusn. Ld. Psy.	12 ″ 0	
1240 / 108689 / PVDR	**Cleveland Range** / *Holt* 16–16 / (*ex* Kirklee)	Steel Sc Sr / *ss* Bkn. No. 3–12 10 / *ss* Npt. No. 1–14 / 1 *Dk* (*Stl*) & *Spar dk* (*Irn*) & deep framing	3580 / 3342 / 2275	✠100A1 *Spar dk* 8,16	Hpl	*w*	8,16	1897 / 10mo	Bartram & Sons Sunderland A&CP	Anglo-Belgique Shipping Co. Ld. (Owen & Williams, *Mgrs.*) *Cell D Ba*	344·0 | 45·0 | 18·2 / P40′B82′F36′ 26·2 / FK / 112′ *u E & B* 36′ *f* 142′	Liverpool British 6 *B H Cem*	T.3Cy.24½″,40″&66″–45″ (*s*) 170lb *70lb* 325NHP 2SB, *6rf*, GS112, HS4220 FD	28 ″ 9 / s 5 ″ 6½ / 23 ″ 6	
1241 / 114298 / TQCW	**Cleveleys** / *J. Iddon* –15 / *Elec. light*	Steel Twin Sc Sp / 1 *Dk*	292 / 250 / 115					1902	J.P. Rennoldson & Sns. South Shields	Lan & Yorks. & Lon. & N.W. Rlwy. Cos.	130·0 | 24·2 | 11·8 / 755t *APT* 746t			Fleetwood British *WB*	T.6Cy.12½″,20½″&33″–22″ 102NHP / J.Dickinson & Son, Ld. Sld.		
1242 / 109684 / VTSR	**Clewbay** / *H. George* 04–04 / (*ex* G. Player) / *Well deck* *Mchy. Aft*	Steel Sc 3 Mst Sr / *ss* Sou. No. 3–10,11 / 1 *Dk* (*Irn*)	645 / 464 / 259	✠100A1 3,14	Trn	*i*	8,16	1904 / 7mo	Ailsa S.B. Co. Ld. Troon *Lloyd's*	John Kelly, Ld. (S. Kelly, *Mgr.*) *WB = Cell*	183·0 | 28·6 | 11·1 / P19′Q83′B12′F25′ / FK & BK 1¼″ / *DBf* 103′ 162*t* *FPT* 58*t*			Belfast British 3 *B H Cem* 3 *APT* 8*t*	C.2Cy.21″&45½–30″ (*s*) 140lb *100lb* NDB11 82RHP 1SB, *3pf*, GS68, HS2240 / Muir & Houston, Ld. Gls	13 ″ 9 / s ″ 9 / 13 ″ 4	
1243 / 113935 / JGMR	**Cliffburn** ~~Cliffburn 17~~ / ~~*J. Stewart* 16–16~~ (*ex* Islesman) / *Mchy. Aft* / *Well deck* *J. Alexander* –16	Steel Sc Sr / *ss* Ayr No. 3–10.13 / 1 *Dk* (*Stl*) / *ss* Bel. No. 1–17	238 / 189 / 94	✠100A1 ~~3,12 11,17~~	Bel	*d*	~~11,15~~ 8,17	1901 / 2mo	J. Fullerton & Co. Paisley *Lloyd's*	~~Cliffburn S.S. Co. Ld.~~ W.E. Fisher (~~S. Stewart & Co. *Mgrs.*~~) *WB =*	130·0 | 22·1 | 9·5 / Q43′B7′F23 / BK 6″	Belfast British 2 *B H Cem* *FPT* 22*t*	C.2Cy.16″&33″–22″ 125lb 55RHP 1SB, *2pf*, GS34, HS985 / Muir & Houston, Ld. Gls.	10 ″ 2 / s ″ 9 / 10 ″ 0	
1244 / 83926 / JLNC	**Cliffmore** *ss* Bel. No 3–3,17 / ~~*D. Donnelly* –16~~ *ss* Ard. 3rd No. 3–5,15 (*ex* Parkmore) / *D. McVea* –17	Iron Sc Sr / 1 *Dk*	274 / 244 / 107	✠100A1 ~~3,17 3,13~~ Ard	Bel	*e*	~~5,15~~ 3,18	1880 / 11mo	McIlwaine & Lewis Belfast *Lloyd's*	Cliffburn S.S. Co. Ld (S. Stewart & Co., *Mgrs.*) *WB = FPT*	157·5 | 21·6 | 10·8 / Q20′B29′F20′ / pt ND94 ND03 BK 7″ / 5*t* *APT* 3*t*	Belfast British 4 *B H Cem*	C.2Cy.19¼″&32″–27″ 75lb 50RHP 1SB, *2pf*, GS32, HS927 / M'Ilwaine & Lewis, Belfast	11 ″ 5	
1245 / 206044	**Clifford F. Moll** / *Elec. light* *Mchy. Aft*	Steel Sc Sr / 1 *Dk*	5141 / — / 3894					1909	Gt. Lakes Eng. Works Ecorse Mich.	American S.S. Co. (Boland & Cornelius, *Mgrs.*)	444·0 | 56·2 | 29·0	Buffalo Utd. States *WB*	T.3Cy.22½″,36″&60″–42″ 233NHP / Great Lakes Eng. Works		L
1246 / *For full particulars See No. 3 in Supplement*	**Cliffside**	Steel Sc Sr	4850 / 4635 / 3200	100A1 (*Class Contem plated*)				1917	J. Priestman & Co. Sunderland	Cliffside Shipping Co.	350·0 | 50·8 | 31·5	British	T.3Cy.25″,41″&67″–45″ N.E. Marine Eng Co Ld. Sld.	33 ″ 11 / s 9 ″ 7 / 24 ″ 9	
1247 / 139197 / JNVF	**Clifftower** / *G.M. Horsburgh* 15–17 / *Elec. light*	Steel Sc Sr / 1 *Dk* (*Stl*)	3509 / 3304 / 2202	✠100A1 ~~2,17~~ 11,17	Sld ~~Npt~~	*w*	~~7,17~~ 11,17	1917 / 2mo	J. Blumer & Co. Sunderland *Lloyd's*	Hansen Shipping Co. Ld. (Hansen Bros. Ld. *Mgrs.*) *Cell L*	356·3 | 48·7 | 23·9 / P35′B108′F33′ / FK / 5312′ 802*t* *FPT* 67*t*	London British 6 *B H Cem* *APT* 109*t*	T.3Cy.24″.40″&66″–45″ (*s*) 180lb *120lb* 311NHP 2SB, *6cf*, GS122, HS4700 / N.E. Marine Eng. Co. Ld. Sld	25 ″ 11	
1248 / 115165 / VNRW	**Clifton** / *T.A. Stobell* –16 / 1 *Dk* (*pt Irn & pt Stl*)	Steel Sc Sr / *ss* Bry. No. 2–12 / 2 *tr B & W frames*	3592 / 3406 / 2313	✠100A1 *with freeboard* 12,15	Cff	*w*	N1,17	1904 / 2mo	Short Bros. Ld. Sunderland *Lloyd's*	Britain S.S. Co. Ld (Watts, Watts & Co. Ld., *Mgrs.*) *WB = Cell D*	340·0 | 47·3 | 24·8 / P31′B&F275′ / FK / *Ba* 114′ *u E* 24′ *f* 136′	London British 6 *B H Cem* 815*t* *APT* 57*t*	T.3Cy.25″,41″&67″–45″ (*r*) 180lb *90lb* 319NHP 2SB, *6cf*, GS126, HS4800 / Blair & Co. Ld. Stockton	27 ″ 4 / s 3 ″ 3½ / 24 ″ 5	
1249 / 123562 / HFSJ	— / *J. Olsen* –14	Steel Sc Yl / *ss* Gms. No. 2–14 / 1 *Dk*	242 / 224 / 125	✠100A1 *Stm Trawler* 8,14	Gms		8,14	1906 / 3mo	Cochrane & Sons Selby *Lloyd's*	T.C. & F. Moss	126·2 | 22·0 | 11·4 / Q67′F19′ / BK 7½″	Grimsby British 4 *B H Cem*	T.3Cy.12¾″,22″&35″–24″ (*s*) 180lb 63RHP 1SB, *2pf*, GS33, HS1090 / C.D. Holmes & Co. Hull	12 ″ 4	
1250 / 19290	— / *R.E. Rudge* –08 (*ex* Samson)	Iron Sc Sp / 1 *Dk*	126 / 115 / 77					1857	T.D. Marshall South Shields	Osborn & Wallis	103·2 | 19·0 | 8·9	Bristol British	1Cy.16½″–18″ 9RHP / Stothert & Co. Bristol		
1251 / 85810 / HVRC	**Clifton Grove** –00 ~~*ss* Brs. 2nd No. 3–10,04~~ / *G. Gladwell* / ~~*ss* Lth. No. 2–12~~ / *Mchy. Aft* *ss* Shl. 3rd No. 3–14	Iron Sc 3 Mst Sr / *ss* Brs. No. 2–15 / 1 *Dk* (*Irn*)	249 / 209 / 100	✠100A1 ~~4,19,16~~ 10,17 Swn	Shl	*e*	~~8,14~~ 4,17	1883 / 6mo	G.K. Stothert & Co. Bristol *Lloyd's*	S.S. Clifton Grove Co. Ld. (J.R. Dickson, Jun. & Co)	134·7 | 22·6 | 11·0 / Q39′F17′ / FK / *WB =* *DBf* 84′ 160*t*	Bristol British 3 *B H Cem*	C.2Cy.16″&30″–21″ 100lb 40RHP 1SB, *2pf*, GS34, HS788 / Cox & Co., Falmouth	11 ″ 7 / s 1 ″ 5 / 10 ″ 10	
1252 / 114716 / SMLN	**Cliftondale** / *F.T. Skellern* 06–15 / (*ex* Whindyke, *ex* Ploughwell, *ex* Selsdon) / *Elec. light*	Steel Sc Sr / *ss* Bry. No. 3–6,13 / 2 *tr B deep framing* & *Web frames* 3 *Dk rule*	3811 / 3568 / 2451	✠100A1 10,14	Lon	*w*	~~10,16~~ ~~11,17~~ 11,17	1901 / 7mo	W. Gray & Co. Ld. W Hartlepool A&CP	Nella Stm. Shipp g. Co. Ld. (P. Samuel & Co. Ld., *Mgrs.*) *Cell D B*	339·6 | 49·6 | 25·6 / P30′B104′F31′ / FK / *a & u E* 133′ *f* 144′ 911*t*	Bristol British 6 *B H Cem* *APT* 71*t*	T3Cy.25½″,40½″&67″–45″ (*s*) 160lb *s100lb* 297NHP NDB12 / 2SB, *6rf*, GS112, HS4404 / Cen. Mar. Eng. Wrks. W Hpl	28 ″ 3 / s 5 ″ 3½ / 23 ″ 4	
1253 / 124322 / HJWD	**Cliftonhall** *W. F. Trott* –18 / ~~*P. Dryden* –16~~ / *Spar dk* (*Stl*) 2 *tr B & deep framing*	Steel Sc Sr / *ss* Bry. No. 2–15	3900 / 3646 / 2532	✠100A1 *Spar dk* *with freeboard* ~~7,17 9,16~~ 8,16	Cff ~~Npt~~ Hpl	*w*	9,16 7,17	1907 / 1mo	R. Stephenson & Co. Ld. Newcastle *Lloyd's*	Dinsdale hall S.S. Co. Ld. (Gutheb Bros Ld., *Mgrs.*) *WB = Cell D Ba*	340·6 | 47·2 | 20·0 / P26′B100′F33′ 27·3 / FK / *u E & B* 42′ *f* 138′ 739*t*	W. Hartlpl British 6 *B H Cem* *APT* 181*t*	T.3Cy.25″,41″&67″–45″ (*s*) 165lb *90lb* 313NHP 2SB, *6cf*, GS123, HS4812 / N.E. Marine Eng Co Ld. Nwc	29 ″ 10 / s 5 ″ 9½ / 24 ″ 4	
1254 / 69	**Clincher** / *W.G.C. Smith* –16 (*ex* Scranton)	Iron Sc Sr / (*Tug*) / 2 *Dks*	368 / 302 / 66					1892	J.H. Dialogue Camden, N.J.	Canadian Salvage Assocn. Ld.	132·6 | 25·4 | 16·0	Halifax NS British	T.3Cy.16″,24″&40″–28″ NB10 81RHP / J.H. Dialogue, Camden, N.J.		
1255 / 102464 / PKBW	**Clint** *McClure* –17 / ~~*T. Pyrrett* –17~~ / *Well deck* / *Mchy. Aft*	Steel Sc Sr / *ss* Liv. No. 3–12,09 / *ss* Bel. No. 1–14 / 1 *Dk* (*Irn*)	197 / 147 / 74	✠100A1 4.16	Bel	*c*	~~4,16~~ 4,18	1896 / 7mo	J Fullerton & Co. Paisley A&CP	Rainey & Hall	125·0 | 20·0 | 9·0 / Q45′B9′F22′ / BK 6″ / *WB =*	Belfast British 3 *B H Cem* *FPT* 18*t*	C.2Cy.16″&32″–24″ (*s*) 120lb 43RHP 1SB, *2pf*, GS34, HS942 / Ross & Duncan, Glasgow	9 ″ 7 / s ″ 8½ / 9 ″ 6	
1256 / 139879 / JPQR	**Clintonia** / 1 *Dk*	Steel & Iron Sc Sr	3106 / 2866 / 1882					1917	W. Dobson & Co. Newcastle	Stag Line, Ld. (J. Robinson & Sons, *Mgrs.*)	331·0 | 48·0 | 22·2 / P29′B97′F33′	N. Shields British *WB*	T.3Cy.22½″,36½″&62″–42″ 249NHP / N.E. Marine Eng Co Ld Nwc		
1257 / NKHD	**Clio** / *J. Mensink* / *Elec. light*	Steel Sc / 2 *Dks*	2927 / 2287 / 1827					1910	Wrf. voorh. Rijkee & Co. Rotterdam	Koninkl. Nederl. Stoomb. Maats.	326·9 | 44·3 | 19·0 / Q106′B87′F40′	Amstrdam Dutch *WB*	T.3Cy.21½″,33″&57″–39″ 203NHP / Maats. Feyenoord, Rot.		V
1258 / 329 / NMVR	— / *De Ferrari* / (*ex* Mohican)	Steel Sc Sr / *ss* Sld. No. 3–5,04 / 1 *Dk* (*Irn*) & *Spar dk* (*Irn*) 3 *tr B*	2801 / 2525 / 1731	✠ *Spar dk* 1,10	Gen	*u*		1892 / 2mo	J L Thompson & Sons Sunderland	Soc. Commerciale Italiana di Nav. *WB = Cell D B*	300·0 | 41·1 | 19·0 / P30′B76′F38′ 26·0 / BK 10″ / 238′ 585*t*	Genoa Italian 6 *B H Cem* *APT* 35*t*	T.3Cy.24″,39″&64″–42″ NDB04 265NHP / 2SB, *6cf*, GS104, HS3960 / J. Dickinson, Sunderland	28 ″ 6	CI
1259 / 95784 / LBWT	— / *Well deck*	Steel Sc Sr / 1 *Dk* (*Stl*) & *Web frames*	2733 / 2106 / 1778	✠ 3,89	Hpl	*t*		1889 / 3mo	W. Gray & Co. Ld. W Hartlepool	The Admiralty	300·0 | 40·7 | 21·1 / P27′Q98′B112′ / F33′ BK 10″ / *WB = DBa*	Hull British 5 *B H Cem* 96′ *f* 112′ 503*t*	T.3Cy.23″,36½″&62″–39″ 240NHP / 2SB, *6cf*, GS98 / Cntrl Mar E Wks Ld. W Hpl.	23 ″ 0	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. / Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Forme sanglot maintenant expiré. Lettre d'Equipement	Tirant d'eau	Dernière Visite de Carène, Arbre porte-hélice, etc.	8 Construit. Quand. / Navire. / Mach.	Par qui. / Où.	9	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille / Franc-bord au milieu du navire. / Tirant d'eau correspondant.	15 Registres où cette Table est à consulter.
1260	**Clio**	**SteelScSr**	*881*	✠100A1	Hul	*m*		11,13	1897	Caledon		Wasa-Nordsjö	220·3	32·0	15·5	Wasa	T.3Cy.19″,31″&50″–33″ (*a*)	16 ″ 6	
	*W.Lindblom*08–12	*ss*Liv.No.3–5,09	*735*	11,13					3mo	SB.&E.Co.Ld		Angb.Aktieb.	P&B121′F45′			Russian	160lb *80lb* NDB04 131NHP	s 2 ″ 2½	
		*ss*Hul.No.1–13	*384*	BS8,18 ✠LMC6,18						Dundee		(KarlKurten*Mgr*)		BK8″			1*BHCem*	1SB,*2pf*,GS62,HS1780	
	(*ex*Bittern) 1*Dk*(*Irn*)*lower dk forehold*								*Lloyd's*	*SA&CP*			*WB*=*CellDBa*46′				*f*81′158*t*	CaledonSB&E.Co.Ld.Dun.	15 ″ 1
	Well deck	*Webframes afterhold*																	
1261	—	**IronScSr**	199						18 7/8	G.Howaldt		H.Himmighoffen	134·3	20·1	9·7	Altona	C.2Cy.18″&36″–21″		
	E.Maskolios	(*ex*Thor)	*152*							Kiel			Q33′B34′F26′			German	49NHP		
LGVJ		1*Dk*	115										len88				Gebr.Howaldt,Kiel		
1262	**Clis**	**StlScSr**	211	✠	Alg	*c*			1892	J.Mc		C.Martinolich e	120·4	21·0	8·5	Trieste	C.2Cy.13¾″&26″–18″	10 ″ 0	A
	G.Knezevich	*ss*Alg.No.3–4,04	—	4,04					2mo	Arthur&Co.		Figlio	Q37′B12′F25			Aust.-Hung.	32NHP		
	(*ex*NotreDame deLourdes,	1*Dk*(*Stl*)	96	✠						Paisley				BK6½″			3*BHCem*	1SB,*2pf*,GS26,HS605	
	*ex*Blythswood)	*Mchy.Aft* *Well deck*												*WB*			=*FPT*13*t*	Bow,McLachlan&Co.Psy.	
1263	**Clive**	**IronTwinSc**	114			...			1892	Barry		BarryRailwayCo.	90·0	19·5	10·1	Cardiff	C.4Cy.16″&32″–18″		
98419	*G.F.Fisher*89–92	(*Tug*)	113							GravingDock						British	80RHP		
		1*Dk*	—							&E Co.(Lim.)				BK7″			BarryDk.&Eng.Co.(Lim.)		
										Barry									
1264	**Clivegrove**	**SteelScSr**	3546	✠100A1	Bry	*v*		6,14	1906	J.Priest-		SutherlandSS.Co.	340·0	48·0	26·5	Newcastle London	T.3Cy.24″,40″&67″–45″ (*s*)	27 ″ 8	
120657	*P.Carling* –14	*ss*Rot.No.2–14	3354	*Spar dk*	Brs			4,17	1mo	man&Co.		Ld. (A.M.Suther-	P31′B100′F33′			British	180lb *100lb* 330NHP	s 5 ″ 1	
HFLK	*Spar dk*(*Stl*)*2trB&deep framing*		2265	*with freeboard*						Sunderland		land,*Mgr.*)		FK			2SB,*6cf*,GS122,HS5150	23 ″ 0	
				4,17 ~~7,16~~					*Lloyd's*	*SA&CP*			*WB*=*DBa*114′ *f*138′845*t*				*APT*96*t*	Richardsons,Westgarth& Co.Ld.Sld.	
				~~BS7,16~~ ✠LMC6,16															
1265	**Cloch**	**IronScSr**	745	✠100A1	Brs	*m*	6,14 ~~6,17~~		1883	Dobie&Co.		G.Bazeley&Sons	216·0	28·7	15·0	Penzance	C.2Cy.23″&46″–42″ (*a*)	16 ″ 3	
87721	*G.Symons* –11	*ss*Apl.2ndNo.3–8,08	614	3,~~17~~10,15 2,18			2,18		9mo	Glasgow		Ld.	P&B123′F23′			British	80lb *100lb* NDB11 105NHP		
JBWV	*Well deck*	*ss*Brs. No. 1–12	373	MBS8,18 ✠LMC4,18					*Lloyd's*	*SA&CP*				BK8″			5*BHCem*	1SB,*2pf*&*1cf*,GS60,HS1716	
		1*Dk2trB*		BS2,18									*WB*=*DBa*36′				39*tFPT*54*t*	J.&J.Thomson,Glasgow	
1266	—	**IronScSk**	390						1882	W.Simons		N.EasternRly.Co.	154·1	26·0	12·2	Hull	C.2Cy.19″&36″–24″		
82050	*N.McCorkindale*84–84		390							&Co.						British	55RHP		
	(*Hopper Barge*)		179							Renfrew							W.Simons&Co.,Renfrew		
1267	**Clodia**	**SteelSc**	152						1905	Vianello-		Soc.Veneta diNav.	119·3	20·3	7·5	Venice	T.3Cy.9½″,14½″&25⅝″–15⅝″		
46			—							Moro,Sartori		aVap.Lagunare				Italian	26NHP		
NPBF			77							&Co.Venice							VianelloMoro,Sartori&Co		
1268	**Clodmoor**	**SteelScSr**	3753						1902	W.Doxford		MoorLine,Ld.	342·7	46·6	24·8	London	T.3Cy.26″,42″&68″–42″		V
115942	*Hunter* –14		3152							&Sons,Ld.		(W.Runciman&	F37′			British	300NHP		
TSJV	*Turret deck*	1*Dk2trB*	2408							Sunderland		Co.Ld.*Mgrs.*)					W.Doxford&Sons,Ld.Sld.		
1269	**Cloghmore**	**SteelPad**	217						1896	J.P.Ren-		L.&N.W.Rlwy.Co.	121·9	22·1	8·1	Dublin	C.D.O.4Cy.15″&28″–42″		BT till 5,17
104970	*W.Cunningham*	(*ex*Greenore)	167							noldson&Sns			len03			British	70RHP		
		1*Dk*	85							South Shields							J.P.Rennoldsn&Sns,S.Shl.		
1270	**Clonlee**	**SteelScSr**	1012	✠100A1	Npt	*n*	12,15		1899	AilsaS.B.		ShamrockShippg.	224·0	33·1	15·6	Belfast	T.3Cy.17⅛″,27½″&44″–33″(*s*)	16 ″ 6	
110502	*M.Morgan* –12	*ss*Trn.No.3–6,10	790	5,17 ~~12,16~~	Son				1mo	Co.		Co.Ld. (T.Jack,	P23′Q52′B53′F26′			British	160lb ~~70lb~~ 96RHP	s 1 ″ 3½	
QRCW	*Well deck*	*ss*Trn.No.1–14	396	~~BS10,16~~ ✠LMC1,14						Troon		*Mgr.*)	FK&BK1″				4*BHCem*	1SB,*3cf*,GS59,HS2040	15 ″ 6
		1*Dk*(*Irn*)*&deep framing*		BS10,16						&Co.Venice	*WB*=*CellDBa*50′*u*		*E*17′*f*83′286*t*				45*tAPT*64*t*	Muir&Houston,Ld.Gls.	
1271	**Clothilde Cuneo**	**SteelScSr**	1184						1907	Fredrkstad		Acties.Dmpsk.	225·0	33·7	20·3	Bergen	T.3Cy.18½″,30″&49″–33″		N
	R.Juel		1054							Mek.Værks.		ClothildeCuneo	H90*t*			Norwegian	138NHP		
MDSQ	*Elec.light*	1*Dk&SparDk*	686							Fredrikstad		(Adolf.Anderssen)					*WB* Fredrikstad M.V.Frdstad		
1272	**Clotilde**	**SteelScK**	289	✠100A1	Hul				1913	Cochrane&		ActiveFishing	130·2	23·5	12·6	Fleetwood	T.3Cy.13″,23″&37″–24″ (*s*)	13 ″ 6	
132418	*W.Clarkson*09–14		265	*StmTrawler*					12mo	Sons,Ld.		Co.Ltd.	Q73′F19′			British	200lb 84RHP		
		1*Dk*	114	12,13 ✠LMC12,13						Selby		(J.A.Robertson,		BK7½″			4*BHCem*	1SB,*3pf*,GS46,HS1370	
									Lloyd's	*SA&CP*		*Mgr.*)						C.D.Holmes&Co.Ld.Hull	
1273	**Cloughton**	**SteelScSr**	4221	✠100A1	Sws	*y*	2,17		1911	Richardsn,		~~Pyman,Watson&~~	396·5	53·5	23·0	London	T.3Cy.26″,42½″&70″–48″ (*s*)	25′ ″ 5	
132622	*T.Evans* –16	*ss*Liv.No.1–16	3957	*Shelter dk*					10mo	Duck&Co.		~~Co.Ld.~~ StJustS.S.				British	180lb 415NHP	s 2 ″ 9	
HTPL		1*Dk*(*Stl*)*&Shelter dk*(*Stl*)	2602	*with freeboard*						Stockton		Co.Ld.(W.R.Smith		FK			2SB&1AuxSB,*6cf&3pf*,	23 ″ 1	
				2,17 ✠LMC					*Lloyd's*	*SA&CP*		&Sons,*Mgrs.*)					GS204,HS7043		
				MS8,16 BS8,16							*WB*=*C*		*ellDBa*132′ *uE&B*	47′*f* 166′1246*tFPT*			103*tAPT*71*t*	Blair&Co.Ld.Stockton	
1274	**Cloutsham**	**SteelScSr**	4907						1910	W.Doxford		AtlanticShippng.	378·6	51·5	27·6	Cardiff	T.3Cy.25½″,43″&71″–45″		C
128501	*J.H.Watson* –14		4590							&Sons,Ld.		TradingCo.Ld.(W	P37′B123′F37′			British	338NHP		
HQFW		1*Dk*	3075							Sunderland		J.Tatem Ld.*Mgrs.*)					*WB* W.Doxford&Sons,Ld.Sld		
1275	**Clova**	**IronScSr**	*624*	✠	Vpo	Lv	12·09 12·67 13·24 13·81		1878	Cunliffe&			180·0	30·3	15·1		C.2Cy.24″&46″–30″		
	Cable Vessel	6thSurvey,Vpo.3,04	*591*	12,09					3mo	Dunlop						Peruvian	NB95 96NHP		
			380							Pt.Glasgow						5*BH*1PBH	1SB,*3cf*,GS51,HS1391		
	(*ex*Retriever)	2*Dks*															Cunliffe&Dunlop,Pt.Gls.		
1276	**Clumberhall**	**SteelScSr**	3599	✠	Npt	*w*			1899	Irvine'sSB		WestHartlepool	340·0	48·2	25·0	W.Hartlpl	T.3Cy.24″,39″&66″–45″	27 ″ 9	C
112410	*F.H.Soares* –17	*ss*Bry.No.2–08	3373	10,12					10mo	&D.D.Co.Ld.		SteamNav.Co.Ld.	P28′B80′F35′			British	289NHP		
RJWP		1*Dk*(*Irn*)*2trB*	2311	✠						WHartlepool				FK			6*BHCem*	2SB,*6cf*,GS100,HS4307	
		deep framing&Webframes									*WB*=*CellDBa*		115′*uE&B*35′*f*140′				909*tAPT*82*t*	T.Richardsn&Sns,Ld.Hpl.	
1277	**Cluny Castle**	**SteelTwinScSr**	5152	✠100A1	Lon	*z*	3,16		1903	Barclay,		TheUnion-Castle	419·1	50·2	28·2	London	T.6Cy.19″,31″&52″–48″ (*s*)	31 ″ 1	BT till 8,17
118323	*C.B.Imlah* –16	*ss*Mdb.No.2–12	4080	5,15					9mo	Curle&Co.Ld		MailS.S.Co.Ld.	P61′B115′F52′			British	180lb 548NHP	s 6 ″ 11½	
VFQM	*Ref.Mchy.* 2*Dks*(1*Stl*–ws&*UStl*–teak s)		3310	*Examined* 1,18 ✠LMC8,18						Glasgow				FK&BK2″			7*BHCem*	4SB,*12cf*,GS242,HS10420	24 ″ 8
		&deep framing		BS7,17					*Lloyd's*	*SA&CP*	*WB*=*CellDBa*		96′*uE*27′*f*179′809*t*				*DTf*31′872*t*	Barclay,Curle&Co.Ld.Gls.	
	Elec.light	Sub.Sig. Wireless																	
1278	**Clutha**	**SteelScSr**	3426	✠100A1	Syd	*v*	2,17		1891	Wigham-		TheShipping Con-	328·4	42·3	21·4	London ~~Glasgow~~	Q.4Cy.21½″,30″,44½″&62″–	30 ″ 0	
98897	*J.H.Blair* –15	*ss*Gen.No.3–6,02	3093	*Spar dk*					2mo	Richrdsn&Co		troller(W.Robert-	P28′B82′F42′	26·5		British	42″ 180lb *60lb* (*s*) 261NHP	s 6 ″ 1	
JLDF	(*ex*Attila.*ex*Holkar)	*ss*Shl No.2–11	2171	2.14 ~~1,18~~						Newcastle		son,*Mgr.*)	*WB*=*DBa*	FK			5*BHCem*	2SB.*6cf*,GS121,HS3906	24 ″ 6
		1*Dk*(*Stl*)*&Spar dk*(*pt Stl–ws*)*3trB*		~~BS8,17~~ 5,18					*Lloyd's*	*SA&CP*	100′*uE&B*46′2		35*t*+*PT*87*tAPT*25*t*				*DTa*24′358*t*	WighmRichrdsn&Co.Nwc	
				MS2,17 *Examined* 5,18 ✠LMC															
1279	**Clwyd**	**SteelScK**	289	~~✠100A1~~	Liv	*d*	~~1,15~~ 4,17		1909	J.P.Ren-		Point of AyrCol-	125·2	22·7	9·4	Liverpool	C.2Cy.15½″&32″–21″ (*s*)	10 ″ 3	
127566	*W.Hughes* –14	*ss*Bkn.No.1–12	198	1,15					1mo	noldson&Sns		lieries,Ld.	Q40′B8′F19′			British	130lb 45RHP	s ″ 8½	
JCQF	*Well deck*	1*Dk*(*Stl*)	124	~~BS7,17~~ ✠LMC6,17			~~5,17~~			SouthShields		(G.W.Dishart&		FK			3*BHCem*	1SB,*2pf*,GS30,HS1043	9 ″ 9
	Mchy.Aft								*Lloyd's*	*SA&CP*		A.Stabback,*Mgrs*)	*WB*=*FPT*				25*tAPT*20*t*	J.P.Rennoldsn&Sns.S.Shl.	
1280	**Clyde**	**SteelScSr**	439	✠100A1	NFL	*g*	~~5,15~~ 6,17		1900	A.&J.		ReidNewfound-	154·7	25·1	12·6	SJhnsNFL	T.3Cy.15′,24″&40″–30″ (*s*)	15 ″ 0	
111148	*J.Knee* –00	*ss*N.F.L.No.3–4,12	342	~~5,15~~ 5,18					2mo	Inglis		landCo.	F18′			British	160lb 99RHP	s 2 ″ 1½	
NTJB	*Elec.light*	*ss*N.F.L.No.1–16	199	~~BS~~ 5,18 ✠LMC5,18						Glasgow			ND12	BK7″			4*BHCem*	1SB,*3rf*,GS51,HS1325 FD	13 ″ 10
	1*Dk&Webframes&lower dk in Main hold*									A&CP		*WB*=*CellDBa*	*f*61′84*t*					A.&J.Inglis,Glasgow	

Submitted by Colin Walton 12.17

1 No. in Book. / Official No. / Code Letters.	2 3 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 6 7 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey	Port of Survey.	Years Assigned now expired. Equipment Letter.	7* Date when last examined.	8 9 Built. When. — Ship. — Engines.	By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught.	15 Registers in which classed, if not in L.R. Dated if of Trade Cert.
1281 89842	**Clyde** *D.Ferguson* 82–85 *Mchy.Aft* (*Bucket Dredger*)	**IronScSk** 337 337 152					1882	W.Simons & Co. Renfrew	**N.EasternRly.Co.**	159·3	30·0	9·4	Hull British	2Cy.23″&24″–30″ 80RHP W.Simons&Co.,Renfrew		
1282 133039	— *A.McEwan* –12 *Elec.light*	**SteelTwinSc** 187 179 1 (*Tug*) 1*Dk*					1912	AilsaS.B. Co.Ld. Ayr	**Trustees of the ClydeNavigation**	104·5	23·1	9·8	Glasgow British *WB*	C.2Cy.16½″&33″–21″ 91RHP AilsaS.B.Co.Ld.Troon		C
1283 96247 MJQN	— *R.Wood* –13	**IronScK** 146 134 69 (*Trawler*) 1*Dk*				...	1891	Cochrane, C'per&Schfld Beverley	**T.C.&F.Moss**	97·2 Q17′F17′	20·6 BK7½″	11·0	Grimsby British	T.3Cy.11½″,18″&30″–22″ NB08 45RHP C.D.Holmes&Co.,Hull	11″10	
1284 98881 MKJG	**Clydebrae** *R. Pizey* –16 (*ex*PrincessSophia, *Mchy.Aft* *Well deck*	**Iron&SteelSc3MstSr** 502 374 200 *ex*Topaz) 1*Dk*(*pt Irn*) *Irn framing&Stl plating*	✠100A1 8,17 7,15 PGl Nwc *ss*Nwc.2ndNo.3–8,17	*h*		12,16	1891 12mo	Scott&Co. Bowling A&CP	**A.Chester** North of England Protecting & Indemnity Assocn (J.S.Todd, *Mgr.*)	175·2 Q86′B10′F25′	26·7 BK7½″ *WB=CellDB96′*	10·7	Glasgow British 3*BHCem* 120t*FPT*15t	T.3Cy.14″,23″&36″–27″ (*s*) 160lb 75RHP 1SB,*3pf*,Gs52,Hs1321 Muir&Houston,Glasgow	13 ″ 0 s ″10 12 ″ 11	
1285 133021 HVLD	**Clydeburn** *Wm.Johnston* 16–16 (*ex*Armorik,*ex*Arvor) *Well deck* *Mchy.Aft*	**SteelScSr** 553 402 237 ✠100A1 9,17 11,16 Npt *ss*BwgNo.3–2,15 1*Dk*(*Stl*)		*h*		10,15 9,17	1902 7mo	Ardrossan DD&SBCoLd Ardrossan	**MargaS.S.Co.Ld.** (C.Angel, *Mgr.*)	170·4 Q91′B10′F24′	27·1 BK7½″ *WB=FPT*	11·3	Glasgow British 3*BHCem* 64t*APT*4t	T.3Cy.14″,22½″&37″–27″ (*s*) 160lb 69RHP 1SB,*3pf*,Gs55,Hs1328 Bow,McLachln&Co.LdPsy	12 ″ 6 s ″10 12 ″ 5	
1286 106403 PDGJ	**Clydesdale** *J.T.Cheavins* –10 *Well deck* *Mchy.Aft*	**SteelScSr** 3565 3364 2296 ✠100A1 *Spar dk* Bry *ss*Sld.No.3–4,09 *ss*Shl.No.1–13 1*Dk*(*Stl*)&*Spar dk*(*Irn*)3*trB* *Web frames only in No. 2 hold*		*w*		7,15 3,17	1895 11mo	J.Laing Sunderland A&CP	**WearmouthSteam ShippingCo.Ld.** (J.Dixon, *Mgr.*) *WB=CellDBa*	351·1 P21′B92′F40′ 110′*uE*20′*f*142′591*t*	44·7 26·3 FK	18·5	Sundrland British 6*BHCem* *APT*64t	T.3Cy.24½″,40″&66″–45″ (*s*) 180lb 314NHP 3SB.*6pf*,Gs102,Hs3839 FD G.Clark(Lim.)Sunderland	28″11 s 5 ″ 7½ 23 ″ 8	
1287 121243 JKMC	— *J.Nisbet* –10 *Elec.light*	**SteelScSr** 304 302 158 1*Dk*					1905	Scott& Sons Bowling	**DavidMacBrayne Ld.**	151·1 P&B94′F39′	26·1	12·4	Glasgow British *WB*	T.3Cy.15″,25½″&41″–30″ 85RHP Rose&Duncan,Glasgow		BT till 11,17
1288 129471 HQLJ	**Clydeside** *J.Macdonald* 09–17 *Well deck* *Mchy.Aft* *Elec.light*	**SteelSc3MstSr** 405 289 152 ✠100A1 7,17 2,13,18 Trn Liv *ss*Trn.No.1–14 *ss*Liv.No.3–3,18 1*Dk*(*Stl*)		*g*		6,16 3,18	1910 2mo	J Fullerton &Co. Paisley *Lloyd's SA&CP*	**WesternTransport &TradingCo.Ltd.** (J.B.Couper, *Mgr.*) *WB*	142·2 Q78′B9′F24′	26·1 BK6″ *WB=FPT*55t	11·1	Glasgow British 3*BHCem*	C.2Cy.18″&40″–27″ (*s*) 130lb 96RHP 1SB,*3pf*,Gs57.Hs1840 D.Rowan&Co.Glasgow	12 ″ 3 s 4 ″ 4 12 ″ 5	
1289 93690 KHVB	**Clydevalley** (Detained at Hamburg) *J.Macdonald* –13 (*ex*Londoner.*ex*Balniel)	**IronScSr** 460 363 223 ✠100A1 12,13 Bwg *ss*Ard.2ndNo.3–5,11 1*Dk*(*Irn*)		*h*		2,12	1886 7mo	M'Ilwaine Lewis&Co.Ld Belfast *Lloyd's SA&CP*	**H.Crawford** *W B=DBa38′64t F*	174·0 Q95′F27′ *PT12t deep tank 17*	26·1 FK	12·6	Glasgow British 5*BHCem* 39t*APT*27t	C.2Cy.22½″&44″–30″ (*a*) 95lb 80RHP 1SB,*3pf*,Gs52,Hs1527 M'Ilwne,Lewis&CoLd.Bel	13 ″ 5 s ″11½ 12 ″ 8	
1290 124713	**Clyne Castle** *A.G.Kippin* –13	**SteelScK** 252 211 97 ✠100A1 *Stm Trawler* 7,14 Swa 1*Dk*				7,14	1907 7mo	Smith's Dock Co.Ld. North Shields *Lloyd's SA&CP*	**CastleS.Trwlrs,Ld** (C.Heron, *Mgr.*) *WB=DBf16′15t*	120·5 Q66′F19′	22·1 BK7½″	11·7	Swansea British 3*BHCem*	T.3Cy.12½″,20″&34″–24″ (*s*) 180lb 57RHP 1SB,*2pf*,Gs38,Hs1423 MacColl&Pollock,Ld Sld.	12 ″ 6	
1291	**Clyvia** *T.Ham* –17 *Rotterdam Kwik* (*ex*Fossgate,*ex*Julia)	**SteelScK** 158 156 51 ✠100A1 *Stm Trawler* 10,17 8,16 Ams Ymu *ss*Ymu.No.3–1,13 1*Dk*				7,16 N10,17	1899 9mo	SelbyS.B. &E.Co.Ld. Selby	~~Visch My Schev-eningen 2.~~ M.B.Oxendorp	104·9 BK7½″	20·8	11·1	Ymuiden Dutch 3*BHCem*	T.3Cy.11″,18″&29″–21″ (*s*) 180lb 52NHP 1SB,*2pf*,Gs31,Hs937 Crabtree&Co.GtYarmouth	12 ″ 0	
1292 137634	**Coadjutor**	**SteelScK** 207 203 90 ✠100A1 *Stm Trawler* 3,15 Lth 1*Dk*					1915 3mo	Hawthorns &Co.Ld. Leith *Lloyd's SA&CP*	**T.L.Devlin**	118·8 BK7½″ *WB=DBf*26′17t	22·2	11·9	Granton British 3*BHCem*	T 3Cy.12″,20″&34″–23″ (*s*) 180lb 74RHP 1SB,*3pf*,Gs49.Hs1329 Hawthorns&Co.Ld.Leith	12 ″ 9	
1293	**Coahuila** *M Hormaza* –16 *Elec.light*	**SteelScSr** 2585 2203 1558 ✠100A1 6,16 7,17 Phl NCa 2*Dks*(*Stl*)		*t*			1916 5mo	W Cramp& SonsS&EBCo Philadelphia A&CP	**Compañia Mexicana de NavegacionS.A.** Compañia (*ell*L de Fomento del Sureste de Mexico	304·6 B90′F36′ *B248′605t FPT108t*	45·2 FK	20·1	Vera Cruz Mexican 6*BHCem* *APT*148t	T 3Cy.20″,33″&55″–36″ (*r*) 175lb *175lb* 262NHP 2SB,*6c*/,Gs108,Hs3994 FD W.Cramp&Sns S&EBC.Ph	22 ″ 8	
1294 212911 LFCW	**Coalinga** *D.G.McKenzie* –11 (*ex*Pectan) *Mchy.Aft* *Elec.light* Wireless	**SteelScSr** 7318 6903 4770 ✠100A1 10,16 SFo *ss*Nwc.No.3–6,09 *ss*S.Fo.No.1–13 2*Dks*(*Stl*)&*Web frames* *lower dk*(*Stl*) *fore hold*		*c*†		4,16	1902 10mo	W.Gray& Co.Ld. W Hartlepool A&CP	**UnionS.S.Co.** *WB=CellDBuE&B80′217t*	471·0 P123′B54′F63′	55·0 FK	32·9	S.Frncisco Utd.States 10*BHCem* *DTf*50′915t	T.3Cy.29½″,48″&78″–54″ (*s*) 180lb 581NHP 6SB.*18rf*,Gs306,Hs10260 Cen.Mar.Eng.Wrks WHpl *FPT*158t*APT*49t	34″10 s 8 ″ 1½ 27 ″ 2	
1295 207665 LBNW	— *M.R.J.Downey* –10	**SteelSc** 875 — 563 1*Dk*					1910	Moore& Scott I.Wks. Oakland	**AssociatedOilCo.**	193·0	38·0	13·1	S.Frncisco Utd.States			
1296 127454 KQGB	**Coamo** *J.O.Foss* 00–08 (*ex*Californian, *Elec.light* *ex*StateofCalifornia) 3*Dks* Sub.Sig. Wireless	**SteelSc3MstSr** 4384 — 2815				...	1891	A.Stephen &Sons Glasgow	**NewYork& PortoRicoS.S.Co.**	377·2 P42′F55′	46·1 BK11″	21·9	NewYork Utd.States *WB*	T.3Cy.34″,55″&88″–54″ 600NHP A.Stephen&Sons,Glasgow	32 ″ 8	
1297 162610	**Coaster** *J.F.Higgins* –06	**WoodScSr** 579 510 353 1*Dk*					1906	J.Lind-strom Aberdeen Wh	**C.H.Higgins**	175·2	38·0	12·3	S.Frncisco Utd.States	C.2Cy.14″&32″–24″ 42NHP UnitedEng.Works,S.Fo.		
1298 114441 TVNM	— *J.Davidson* –15 *Mchy.Aft* *Well deck*	**SteelScK** 269 193 100 ✠100A1 7,17 2,18 Nwc *ss*Shl.No.3–12,15 1*Dk*(*Stl*)		*d*		1,17 S,17 N1,18	1903 3mo	WoodSkin-ner&Co.Ld. Newcastle *Lloyd's SA&CP*	**"T" Stm.Coasters Ld.** (Robinson, Brown&Co, *Mgrs.*) *WB=FPT*37t	124·0 Q40′B10′F19′	21·5 FK	10·0	Newcastle British 3*BHCem*	C.2Cy.16″&32″–22″ (*s*) 120lb 41RHP 1SB,*2pf*,Gs31.Hs905 Baird Bros.NorthShields	10 ″ 8 s ″ 9½ 10 ″ 1	
1299 138304	—	**WoodSc** 149 112 99 1*Dk*					1916	Westmnstr Marine Rly Co New West-minster, B.C.	**CoastS.S.Co.Ld.**	94·0	21·0	7·2	Vancouver British	C.2Cy.8″&16″–12″ 11RHP Doty Engine Works,Ld. Goderich,Ont		
1300 207187 LBJH	**Coastwise** *Mchy.Aft* *Elec.light* Sub.Sig. 1*Dk*2*trB*	**SteelScSr** 4015 3552 2444					1910	New York S.B.Co. Camden,N.J.	**CoastwiseTrans-portationCo.**	359·0 P77′B17′F34′	49·3	23·9 30·0	Boston Utd.States *WB*	T.3Cy.24½″,38½″&64″–45″ 275NHP NewYork SB.Co.Cmdn,NJ		R
1301 127415 KPSR	—	**WoodScSr** 268 — 182 1*Dk*					1900	..... Perth Amboy N.J.	**Scully'sTowing& Transportation Line**	109·3	24·5	15·2	Perth Amboy,NJ Utd.States			

Note signed "Derika XII." *see No. 44 in Supplement*

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Grèement. etc. / Capitaine / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Francbord au milieu du navire. Tirant d'eau correspondant. pds. pe.	15 Registres où cette cl e n est dans le L. de Surv. Cert. Lettres.
1302 86071 WHNK	**Coban** *A.McPhail* 95–04 Sub.Sig.	IronScSr 1063 920 689	✠ 100A1 *pt Awng dk with freeboard* 9,176	Bbo Cff	s	6,16 2,17	1882	W.Doxford & Sons Sunderland	BlackDiamondS.S. Co.of Montreal,Ld.	230·0 33·1 16·0 P35′F21′ FK			Montreal British *WB*	C.2Cy.31″&56″–36″ 150NHP W.Doxford&Sons,Sld.	18 ″ 9	
1303 117631	**Cobar** *S.Holm* –06	WoodScSr 159 143 69 1*Dk*					1903	G.De Fraine Sydney NSW	TheMayor,Councillors&Burgesses of the Borough of Eastbourne,N.Z.	113·3 24·9 10·1			Wellingtn, N.Z. British	C.2Cy.14″&29″–21″ 40RHP Campbell&Calderwood Gls		
1304 HGRV	**Cobetas** *F.A.Goitia* –18 ~~*F.Encinedo* –19~~ (*ex*Strathesk)	SteelScSr 2332 1731 1371 1*Dk*(*Stl*)&*Web frames&pt Awng dk*(*Stl*)	✠ 100A1 *pt Awng dk with freeboard* 9,176 ✠LMC6,16	Bbo Cff	s	6,16 2,17	1890 4mo	Russell& Co. Greenock A&CP	Cia.NavieraVascongada(F.de Abasolo, *Mgr.*) *WB*	290·9 38·1 19·4 P30′Q86′B118′F30′ FK = *Cell DB* 240′ 371*t*			Bilbao Spanish *BHCem* *APT*30*t*	T3Cy22½″35½″&58½″–39″(*s*) 160lb *100lb* NDB08 222NHP 2SB,*3pf*&*3cf*,GS107,HS3442 J.Howden&Co.Glasgow	22 ″ 1 s8 ″ 5½ 20 ″ 9	
1305 88777	**Coble Dene** *J.Wilkinson* 73–83 *ss*Nwc.No.2–89 1*Dk*	IronPad 125 125 23	✠ *For Tug purposes* 10,89 ✠	Nwc			1883 4mo	Hepple&C N.Shields	TyneImprovement Commissioners	90·0 19·6 9·5			Newcastle British *3BHCem*	L.2Cy.30″–48″ NB09 60RHP Hepple&Co.,N.Shields		
1306 QGJW	**Coblenz** *Schmitt* –14 *Elec.light* *Ref.Mchy.* 2*Dks*	SteelTwinScSr 3130 2516 1869					1897	Blohm& Voss Hamburg	Norddeutscher Lloyd	307·7 42·2 24·7 P&B200′			Bremen German	T.6Cy.17½″,28½″&49½″–33″ 281NHP Blohm & Voss,Hamburg		G
1307 87245 HJVP	— *H.G.Speed* –09 *ss*Lth.2ndNo.3–10,07 *ss*Shl.No.2–16 2*Dks*(*UIrn*–ws)	SteelSc3MstSr 1338 988 822	✠ 100A1 ~~10,16~~ 4,18 NB10,07 ✠LMC10,16 Bs2,18	Shl Lea Gen-	*o*	3,15 5,17	1883 2mo	R.Steele& Co. Greenock *Lloyd*	Leith,Hull&Ham. S.P.Co.Ld. (J. Currie&Co. *Mgrs.*)	254·5 33·2 16·8 P32′B50′F135′ ptND07 BK8½″ *WB* = *FPT* 20*t*			Leith British *6BHCem* *MT*44′399*t*	C.2Cy.36⅝″&59½″–42″ (*s*) 72lb *72lb* NDB07 200NHP 2SB,*6cf*,GS116,HS3908 R.Steele&Co.,Greenock	17 ″ 10 s 2 ″ 3½ 16 ″ 8	BT till 9,17
1308 RJFH	**Cobra** *H.Paulsen* 05–06 Wireless (*ex*St.Tudno, *ex* Cobra)	SteelPadSr 1146 824 412 1*Dk*	✠ 2,06 *Channel purposes*	Ham			1889 4mo	FairfieldCo (Lim.) Glasgow *& Heligoland*	Hamburg-Amerik. Packetf.Akt.Ges. (Ham-Amr.Linie)	264·8 33·1 14·7 BK5½″			Hamburg German *8BHpt Cem pt Asp*	DH.2Cy.50″&92″–66″ NB10 564NHP FairfieldCo,(Lim.),Gls.	15 ″ 3	G
1309 QJS	**Coburg** *G.Wendig* *Elec.light* Sub.Sig. Wireless	SteelSc 6750 *Now named "Poconé," See No. 31 in Supplement.* 2*Dks* 4201					1908	Bremer Vulkan Vegesack	Norddeutscher Lloyd	419·6 54·5 27·8 P&B286′F68′			Bremen German *WB*	Q.4Cy.24″,34½″,50¾″&72⅝″–53⅝″ 387NHP Bremer Vulkan, Vegesack		G
1310 109589 QGWP	— (Detained at Danzig) *J.A.Tait* –02	SteelSc3MstSr 928 801 471 2*Dks*(*U Irn*)	✠ 100A1 3.14 BS3,14 ✠LMC2,11	Lth		3,14	1898 9mo *Lloyd*	Gourlay Bros.& Co. Dundee *'s A&CP*	Leith,Hull&Hamburg Stm.Pkt.Co. Ld.(J.Currie&Co. *Mgrs.*) *WB*	225·0 30·1 15·5 P22′B50′F25′ FK&BK1½″ = *MT* 42′337*t FPT*			Leith British *6BHCem* 25*t APT* 20*t*	T.3Cy.16″,26½″&44″–33″ 165lb *85lb* (*o*) 84RHP 1SB,*3rf*,GS64,HS1968 GourlayBros.&Co.Dun.	16 ″ 7 s 2 ″ 4½ 14 ″ 7	
1311 115325	— *Young* *ss*Liv.No.3–11,14 1*Dk*(*Stl*)	SteelScSp 127 126 10	✠ 100A1 *For towing purposes* 1,17 ✠LMC MS11,14 BS5,~~16~~6,17	Liv		~~1,17~~ 2,18	1902 9mo *Lloyd*	Dundee Shipbuilders' CoLd Dundee *'s A&CP*	Alexandra Towing Co.Ld.	92·0 20·2 10·7 BK6½″ *WB*			Liverpool British *4BHCem* = *APT* 2*t*	C.2Cy.16″&42½″–27″ (*s*) 150lb 98RHP 1SB,*3cf*,GS60,HS1593 J.Cran&Co.Leith	12 ″ 0	
1312 129525 HRVD	**Coconada** *T.t.Lina* –16 *Elec.light* Wireless	SteelTwinScSr 3958 3111 2162 2*Dks*(*UStl*–ws)& *Shade dk*(*Stl*–teaks)	✠ *Shade dk* 11,10 ✠	Gls	*y*		1910 11mo	Barclay, Curle&CoLd. Glasgow	BritishIndiaStm. Nav.Co.Ld. *WB* = *Cell DB a f* 157′652*t DT a* 55′	390·5 50·2 21·7 F *on Shade dk* 56′ FK 120′*u E&B* 57′ 795*t FPT* 64*t APT*			Glasgow British *5BH to U dk* 1 ,, 2*nd dk* 32*t* *Cem*	T.6Cy.18″,30½″&52″–42″ 573NHP 3SB.*12cf*,GS214,HS8616 FD Barclay,Curle&Co.Ld.Gls.	24 ″ 0	
1313 NTVG	**Codan** *Schnach* –16 *Elec.light*	SteelScSr 190 110 95 1*Dk*					1916	Kjöbnhvns Flydk &Skbs Copenhagen	Moens Dampskibsselskab	110·0 22·5 8·7 Q8′B62′F16′			Stege Danish *WB*	C.2Cy.14½″&28″–18″ 28NHP KjbnhavnsFlydok&Skbs		V
1314 126886	**Codorus** *Mchy.Aft*	SteelSc 2166 — 1802					1892	Union DryDock Co Buffalo,N.Y.	GreatLakes TransitCorp.	275·5 40·1 26·0			Buffalo Utd.States *WB*	T.3Cy.20″,33″&54″–45″ 195NHP KingIronWorks,Buffalo		
1315 TCLJ	**Coen** *Visman* *Elec.light*	IronScSr 1331 9 823 2*Dks*&*Hurdk*					1890	Matschapij de"Schelde" Flushing	Koninkl.Paketv. Maats.	258·4 34·3 17·0			Batavia Dutch	T.3Cy.20″,31″&51″–42″ 169NHP Maats.de'Schelde'Flshing		V
1316 87351 HWCL	**Cogent** (Detained at Hamburg) *W.Davison* –10 6thSurvey,Shl.6,09 1stSurvey,Shl.5,14 *Well deck*	IronScSr 2051 1631 1309 1*Dk*(*Irn*)2*trB*	✠ A1* 1 5,14	Shl	Lv		1883 7mo	ShortBros. Sunderland	J.Westoll	275·0 38·6 20·6 P71*t*Q96*t*B172*t* H37*t*F44*t* BK9½″ *WB*			Sundrland British *5BH* *B* = *DBa&f*	C.2Cy.36″&67″–36″ NB10 224NHP T.Richardson&Sons,Hpl.		
1317 115320 TQFM	**Cognac** *J.McCallum* –13 *ss*Liv.No.3–7,14 *ss*Liv.No.1–17 2*Dks*(*UStl*)	SteelScSr 814 705 422	✠ 100A1 8,17~~11,16~~ BS11,16 ✠LMC7,16 5,17	Liv	*m*	11,16	1902 9mo *Lloyd*	C.Connell &Co.Ld. Glasgow *'s A&CP*	CharenteSS.Co.Ld (T.&J.Harrison, *Mgrs.*) *WB* = *Cell DB*	205·4 31·4 15·1 P24′B52′F26′ FK *a&u E*60′*u B*12′*f* 98′			Liverpool British *4BHCem* 222*t APT* 10*t*	T.3Cy.16″,26″&40″–30″ (*s*) 160lb *90lb* 90RHP 1SB,*3cf*,GS54,HS1697 Dunsmuir&Jackson,Gls.	17 ″ 4 s 1 ″ 7½ 16 ″ 0	
1318	**Cogne** *G.B.Razeto* *Elec.light*	SteelScSr 5479 4699 3269 1*Dk*					1916	Cant. Offic. Savoia Cornigliano Ligure	Soc.Nazionale Ital.diNav.	395·9 51·6 27·6 P37′B23′F37′ *WB*			Genoa Italian	T.3Cy.26″,42½″&69⅞″–48″ 337NHP Cant.OfficineSavoia		C
1319	**Coihueco** 1*Dk*(*Stl*–ws)	SteelScCtr 58 48 4	✠ A– *For towing purposes* 2,14 ✠LMC2,14	Psy		11,16	1914 2mo	Bow,Mc-Lachlan&Co. Ld. Paisley	Duncan,Fox&Co.	61·3 15·1 7·1 BK4″			Talcah'no Chilian *4BHCem*	C.2Cy.11″&22″–18″ (*s*) 120lb 29NHP 1SB,*2pf*,GS26,HS638 Bow,McLachln &CoLd Psy	7 ″ 6	
1320 131325 HSLW	**Coila** *G.Galbraith* –15 *ss*Bal.No.1–16 *Longitudinal framing* 1*Dk*(*pt Irn-pt Stl*)&*Web frames*	SteelScSr 4135 3891 2552	✠ 100A1 11,17~~5,16~~ BS11,17 ✠LMC5,16	Bal Grk		5,16	1911 3mo *Lloyd*	A.McMillan&Son,Ld. Dumbarton *'s A&CP*	KyleTransportCo. Ld. (Alex.Bicket, *Mgr.*) *WB* = *Cell DB a* 115′*u E&B* 37′ FK *f* 168′932*t FPT* 142*t*	370·0 51·0 25·3 P31′B201′F42′ FK *f* 168′932*t FPT* 142*t*			Liverpool British *6BHCem* *APT*232*t*	T.3Cy.25″,41″&68″–48″ (*s*) 180*lb* 368NHP 3SB.*3cf*,GS153,HS5961 D.Rowan&Co.Glasgow	27 ″ 8 s 4 ″ 3 23 ″ 9	
1321	**Coimbra** (*ex*Antares) *Elec.light* 1*Dk*&*Shelter dk*	SteelScSr 2512 2295 1529					1913	Akt.Ges. "Neptun" Rostock	Requisitioned by thePortuguese Government	329·3 46·1 18·8 F40′ 26·7 *WB*			Portuguese	T.3Cy.23½″,38½″&63″–43½″ 260NHP A.G."Neptun," Rostock		
1322 121287 HFKS	**Colaba** *J.W.Ross* –13 *Elec.light* Wireless	SteelScSr 6019 5808 3899 2*Dks*(*Stl*)3*trB*	✠ 9,09 ✠	Mdb	*a*†		1906 1mo	W.Denny &Bros. Dumbarton	BritishIndiaStm. Nav.Co.Ld. *WB* = *Cell DB a* 154′*u E&B* 87′*f* 143′ 1153*t*	430·6 54·2 31·9 B82′F56′ FK			Glasgow British *7BHCem* *APT*85*t*	T.3Cy.33″,53½″&86″–60″ 741NHP 4SB,*12cf*,GS266,HS10920 FD Denny&Co.Dumbarton	34 ″ 10	

1 No. in Book. / Official No. / Code Letters	2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys.	3 Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned / now expired. Equipment Letters.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines.	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L. R. Dates of B.of Trade Cert.
1323 JDTF	**Colberg** 1 *Dk*	**IronScSr**	225 164 110					1881	Act.Ges. "Vulcan" Stettin	R.Falk	122·0 Q39′	19·6 B39′	8·9 F22′	Stettin German	C.2Cy.15″&27½″–19½″ NB02 28NHP *WB* A.G."Vulcan,"Stettin		V
1324 HRWJ	**Colbert** *F.Commelin* 13–13 *ss* Liv.No.1–11 *Elec.light* 2 *Dks*(*Stl*) & *Web frames* & *Shelter dk*(*Stl*)	**SteelScSr**	5394 4868 3411	✠100A1 *Shelter dk with freeboard* 3,15	Hav	*y*	2,17	1908 1 mo	Forg.& Ch. de la Médit. Havre A&CP	E.Grosos&fils *WB* = *Cell D*	380·3 P49′B109′F38′ FK *Ba*124′ *u*E32′ *f* 148′	47·7 25·5	15·7 6 *BHCem* 900 *t APT* 38 *t*	Havre French	T.3Cy.25″,42″&71″–48″ (*s*) 185lb *100lb* 478NHP 3SB,*9pf*,GS520,HS6943 FD Forg.&Ch. de la Médit.Hav.	28 ″ 6 ~~2 ″ 0~~ ~~26 ″ 2~~	
1325 91332 LBQP	**Colchester** (Captured and taken to Zeebrugge) *F.Bennett* –16 *Elec.light* Sub.Sig. Wireless	**SteelTwinScSr**	964 855 394					1889	Earle's Co. (Lim.) Hull	Gt.EasternRly.Co.	280·8 P58′	31·0 B138′	15·2 F47′	Harwich British	T.8Cy.(2)14½″(2)23″(4)27″–33″ NE&B00 168NHP Earle's Co.(Lim.),Hull		
1326 135362 JKGS	**Colemere** *A.Cameron* 1–15 *Elec light* 1 *Dk*(*Stl*) & *Shelter dk*(*Stl*)	**SteelScSr**	2120 1836 1160	✠100A1 *Shelter dk with freeboard* ~~3,17~~ ~~3,12~~ 12,17	Liv	*l*	~~5,16~~ 12,17	1915 3 mo	Dunlop, Bremner& Co.Ld. Port Glasgow *Lloyd's*	Bromport S.S.Co. Ld.(H.R.Greenhaigh, *Mgr.*) *Inter mediate hold dispensed with* *BH in fore* *B* = *Cell D Ba* 90′ *uE* & B33′ *f* 140′ 687 *t FPT* 59 *t APT* 20 *t* *A&CP* FK *WB*	303·6 P58′	44·7 B138′	18·3 F47′	Manchestr British *Cem* 4 *BHonly*	T.3Cy.21½″,35″&59″–39″ (*s*) 180lb *100lb* NDB16 255NHP 2SB.*6cf*,GS110,HS4218 Dunlop Bremnr&Co Ld PG1	20 ″ 6 s 1 ″ 5 19 ″ 5	
1327 136618	**Coleus** *C.Sanson* –16 (*Trawler*) 1 *Dk*	**WoodScDy**	102 102 49					1916	Colby Bros. Ld. Lowestoft	Herring Fishing Co.Ld.	88·7 Q39′	19·5 B39′	10·0 F22′	Lowestoft British	C.2Cy.11¼″&24″–16″ 37RHP W.Burrell,Gt.Yarmouth		
1328 130174	**Colin Stuart** *A.G.Palmer* 17–17 (*ex* Hopper "Blyth") *Elec.light Mchy.Aft* 1 *Dk*	**SteelTwinScSr**	870 710 394				*rebuilt*	1892 1917	..... Renfrew Smith's Dock	R.W.J.Sutherland &Co. Co.Nwc.	178·0 B12′F22′	35·2	13·7	~~Blyth~~ British Cardiff	C.4Cy.19″&38″–24″ 141NHP		
1329 134347	**Colin W.** *W.H.Ransom* –14 (*ex* Stanstead) 2 *Dks*	**WoodSc**	1549 1320 970					1881	..... W.Bay City	Steamer Colin W. Ld.(L.C.Webster)	252·5 B12′F22′	36·4	19·5	Montreal British	C.2Cy.21″&50″–38″ 98RHP H.W.Trout,Buffalo,N.Y.		
1330 133629 JCRP	**Collairnie** *F.G.Cole* –16 *Well deck* *Mchy.Aft*	**SteelScSr**	435 311 176	✠100A1 ~~5,11~~ ~~11,16~~ 1 *Dk*(*Stl*)	Sld	*g*	~~11,16~~ 5,17	1913 7 mo	Ardrossan DD&SBCoLd Ardrossan *Lloyd's*	~~North British Ship-owners Ld.(G.Elsmie&Son,~~ *~~Mgrs.~~*) ~~Stephenson Clarke~~ &Co. *A&CP* *WB* = *FPT* 54 *t*	155·8 Q91′B9′F21′	25·2 BK7″	10·8	Aberdeen British	T.3Cy.12½″,21½″&34″–24″ 180lb *100lb* (*s*) 59RHP 1SB,*2pf*,GS36,HS1354 W.V.V.Lidgerwood.Gls.	11 ″ 8 s 3 ″ 8½ 12 ″ 2	
1331 137636	**Colleague** 1 *Dk*	**SteelScK**	207 203 90	✠100A1 *Stm Trawler* 4,15	Lth			1915 4 mo	Hawthorns &Co.Ld. Leith *Lloyd's*	T.L.Devlin *A&CP*	118·8 BK7½″ *WB* =	22·2 *DB f* 26′17 *t*	11·9 Granton British 3 *BHCem*	T.3Cy.12″,20″&34″–23″ (*s*) 180lb 74RHP 1SB,*3pf*,GS49,HS1329 Hawthorns&Co.Ld.Leith	12 ″ 9	
1332 80211	**Colleen** *J.Higarty* –15 *Salted* † *Paraffin Motor* Rest.Apl.04–6yrs. HT Ply.12 GIB 1 *Dk* (*See Sailing Ship Register*)	**WoodAuxScSr**	104 102 79 ~~83~~	✠ 10,15	Ply	12		1880 4 mo	Westacott Barnstaple	Kinsale Shipping Co.Ld. (T.Crowley &Co. *Mgrs.*)	85·3 retrld04 ND04NK04 10&12yrsMat	23·9	9·0	Cork British	Paraffin Motor 4S.C.SA 4Cy.5½″–7″ BergiusL.&E.Co.Gls.13	10 ″ 0	
1333 99762 VLFP	**Colleen Bawn** *D.Lyons* –12 *Elec.light* Wireless 2 *Dks*	**SteelTwinScSr**	1085 833 457					1903	Vickers Sns &Maxim,Ld. Barrow	Lan&Yorks.RlyCo	260·0 *WB*	35·7	15·0	Drogheda British	T.6Cy.21″,35″&52″–30″ 296NHP VickersSs.&MaximLdBrw		BT till 6,17
1334 110534 QPTN	**Collegian** *F.E.Vincent* –11 *ss* Liv.No.3–7,11 *Elec.light* Wireless *ss* Liv.No.1–16 2 *Dks*(*Stl*) *deep framing* & *Web frames*	**SteelSc4MstSr**	7520 6758 4909	✠100A1 7,17 12,16 BS7.17 *Carrying fuel oil F.P. above 150°F. in DB.*	Liv	*c* †	2,15	1899 1 mo	C.Connell &Co. Glasgow *Lloyd's*	Charente S.S.Co Ld (T.&J.Harrison, *Mgrs.*) *A&CP* FK *WB* = *Cell D Ba* 148′	470·0 P37′B162′F38′	56·2 *uE* & B59′ *f*	31·9 9 *BHCem*	Liverpool British	T.3Cy.27½″,45½″&75″–60″ 180lb (*s*) 580NHP 2D&1SB *15cf* GS308HS10318 Dunsmuir&Jackson,Gls. 208′1531 *t FPT* 116 *t APT* 58 *t*	34 ″ 10 s 8 ″ 5 26 ″ 10	
1335 138904	**Collena** *Elec.light* 1 *Dk*	**SteelScK**	293 269 116	✠100A1 *Stm Trawler* 4,15	Hul			1915 4 mo	Cochrane &Sons,Ld. Selby *Lloyd's*	J.Marr&Son,Ld. (J.A.Robertson, *Mgr.*) *A&CP* BK7½″ *WB* =	133·6 Q73′F21′	23·6 *DB f* 20′23 *t*	10·7 Fleetwood British 4 *BHCem*	T.3Cy.13″,23″&37″–24″ (*s*) 200lb 84RHP 1SB,*3pf*.GS46,HS1370 C.D.Holmes&Co.Ld.Hull	13 ″ 6	
1336 925 HBJP	**Collico** (*ex* Picaflor, *ex* Sexta)	**IronScSr** (*Tank Vessel*) 1 *Dk*	230 195 133			...		1874	W.Gray& Co. W Hartlepool	V.Valck&Co.	111·8 Q39′B10′ len82	20·1	12·8 Valparaiso Chilian	C.2Cy.17¾″&31½″–17¾″ NE82NB01 32NHP *WB* Möller&Holberg,Stettin		
1337 136355 JMGT	**Collin** *R.Aiken* 12–15 *Well deck* 1 *Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	**SteelScK**	284 193 100	✠100A1 8,17 ~~12,15~~	All Bel	*d*		1915 12 mo	A.Jeffrey &Co Alloa *Lloyd's*	Howden Bros. *A&CP* BK7″ *WB* = *FPT*	120·8 Q42′B9′F24′	22·1	9·1 Belfast British 3 *BHCem* 25 *t APT* 5 *t*	C.2Cy.14″&30″–22″ (*s*) 135lb 37RHP 1SB,*2pf*,GS35,HS1050 A.Jeffrey&Co.Alloa	10 ″ 0 s ″ 8½ 10 ″ 0	
1338 129069 HQJS	**Collingham** *H.Storey* –15 *ss* Bry.No.1–14 1 *Dk*(*Stl*) 2 *tr B* & *Web frames*	**SteelScSr**	4080 3830 2540	✠100A1 ~~4,17 12,15~~ 1,18 MS11,14	Bry	*u*	N11,15	1910 1 mo	J.L Thompson&Sons,Ld Sunderland *Lloyd's*	Turnbull Bros. Shipping Co.Ld. (Turnbull Bros. *Mgrs.*) *A&CP* *WB* = *Cell D Ba* 121′ *uE* & B45′ *f* 145′	351·7 P25′B145′F32′	51·0 2,18	25·7 London British 6 *BHCem*	T.3Cy.25″,42″&68″–48″ (*s*) 180lb *90lb* 350NHP 2SB,*6cf*,GS136 HS5415 J.Dickinson&Sons,Ld.Sld. 1006/*FPT* 104/*APT* 213 *t*	28 ″ 2 s4 ″ 10½ 23 ″ 8	
1339 117089	**Collingwood** *Elec.light* 1 *Dk*	**Iron&SteelSc**	4529 4209 3480					1907	Collingw'd S.B.Co.Ld. Collingwood	Farrar Transpt. Co.Ld.	386·0 *WB*	50·0	23·0 Collingwd British	T.3Cy.21″,35″&57″–42″ 211NHP CollingwoodS.B.Co.Ld.		
1340 122833 HDRS	— *C.E.Hack* –09 *ss* Rot.No.2–14 *Well deck* 1 *Dk*(*Stl*) & *deep framing* *Cargo battens not fitted*	**SteelScSr**	1278 1020 816	✠100A1 6,14 ~~4,16~~ MS4,14	Shl Bry	*o*	~~6,15~~ 6,17	1905 10 mo	Osbourne, Graham&Co. Sunderland *Lloyd's*	Furness,Withy& Co.Ld. *B* = *Cell D Ba* & *uE*	235·6 Q123′B10′F24′ 83′ *f* 102′ 313 *t FPT*	33·8	15·0 W.Hartlpl British 4 *BHCem* 59 *t APT* 78 *t*	T.3Cy.18½″,30″&49″–33″ (*s*) 180lb *80lb* 157NHP 1SB,*3cf*,GS61,HS2530 Richardsons,Westgarth& Co.Ld.Sld.	17 ″ 3 s 1 ″ 8 15 ″ 11	
1341 113229	— *E.J.Blake* –15 *ss* Gms.No.3–7,14 1 *Dk*	**SteelScK**	179 160 69	✠100A1 *Stm Trawler* 6,16	Gms		6,16	1902 8 mo	Cook,Welt'n&Gemmell Beverley *Lloyd's*	W.Grant *A&CP* BK7″	108·7 Q56′F19′	21·0	11·2 Grimsby British 3 *BHCem*	T.3Cy.11½″,19½″&32″–23″ 180lb (*s*) 55RHP 1SB,*2cf*,GS29,HS920 C.D.Holmes&Co.Hull	11 ″ 11	
1342 123975	— *Worrall* –12 1 *Dk*(*Irn*)	**SteelScSp**	149 131 5	✠100A1 *For Towing purposes* 1,16	Liv	*s*	1,16	1906 5 mo	J.Cran& Co. Leith *Lloyd's*	Alexandra Towing Co. *A&CP* BK7½″ *WB* = *APT* 4 *t*	92·7 P56′B10′F24′	20·3	10·7 Liverpool British 4 *BHCem*	C.2Cy.16″&42½″–27″ (*s*) 150lb 98RHP 1SB,*3cf*,GS59,HS1522 J.Cran&Co.Leith	12 ″ 0	
1343 126548	**Collis** (*Tug*) 1 *Dk*	**SteelSc**	206 — 103					1889	Union Iron Works San Francisco	Pacific Improvement Co.	110·0	23·0	13·0	S.Frncisco Utd.States	C.2Cy.22″&42″–24″ 72NHP Union Iron Works,S.Fo.		

Sunk(War Loss)

Wrecked 2

Now named "Hope," *See No. 21 in Supplement*

Now named "Sea Eagle," *See No. 55 in Supplement*

1 Numéro d'Ordre / Numéro Officiel / Signaux	2 Nom du Navire. Matériaux, Grément, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net	5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés matriculant spécial. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. pc.	15 Règlements en vigueur, si ceux-ci sont dans le L. R. Durée, Cote, Hors-bords.
1344	Cöln	SteelScSr	1495					1914	G.Seebeck Akt.Ges. Geestemünde	Dampfsch.Ges. Argo	265·0	38·5	15·3	Bremen German	T.3Cy.22½″,36½″&59″–39½″ 190NHP		
	Lambers –14 (Detained at Petrograd)		1165								F35′			*WB*	G.SeebeckAkt.Ges.Gst.		
	Elec.light	1 *Dk&Shelter dk*	648														
1345	—	IronScSr	1143					1884	Act.Ges. "Vulcan" Stettin	Neue DampferCo. Act.Ges.	222·2	30·5	15·1	Stettin German	C.2Cy.26½″&49″–31½″ NB09 112NHP		G
	H.Pagels 12–12	1 *Dk&Spar dk* 3 *tr B*	1107										20·2	*W/*	A.G."Vulcan,"Stettin		
JDVS			694														
1346	Colomb	SteelSc	559	100A– 8,15 Bs11,17	Qbc LMC'18		N8,15	1911	G.T.Davie &Sons Lévis,Ld.	LaTraverse de Lévis,Ld.	120·6	34·0	15·5	Quebec British	T.3Cy.15½″,25½″&42½″–30″ 175lb *Emade* 10 (r) 88RH		16 ″ 9
126926	*N.Thivierge* –10	*ss* Qbc.No.1–15	341					3mo					BK8″	3 *BHCem*	1SB.*2cf*,GS42,HS1896		
	Elec.light	1 *Dk(Stl-ptws)&Shade dk(Stl-ptws)*	338	*For ferry Service between Quebec & Lévis*							*WB=FPT* 100*t*			*APT* 110*t*	CanadnGen&ShoeMchyCo		
1347	Colomba	SteelScSr	3576	✠ 11,16	Gen	*v*		1894	C.Connell &Co. Glasgow	Dall'Orso&Co.	335·0	43·5	19·0	Spezia Italian	T.3Cy.24″,39″&64″–45″ NDB11 306NHP	29 ″ 0	I
27	*G.Devoto* –12	*ss* Shl.No.3–8,06	3167					9mo			P32′B82′F38′		26·5				
NPBh	(*ex* Lismore)	*ss* Shl.No.1–11	2238	*Spar dk* ✠									BK10½″	6 *BHCem*	2SB.*6rf*,GS94,HS4942		
	1 *Dk(Stl)&Spar dk(Stl)&Web frames*									*WB=CellDBa*	104′ *uE&B40′f* 140′			632*t APT* 81*t*	Dunsmuir&Jackson,Gls.		
1348	Colombia	SteelSc	5644	✠100A1 *Awng dk with freeboard* 7,17 ~~7,17~~ LMC'11,16 *Fitted for oil fuel* 1,17	NYk HKg	*y*	8,16	1915	Nederl. Schps. Maats. Amsterdam	PacificMailS.S.Co.	379·9	48·5	32·5	S.Frncisco Utd. States	T.3Cy.28″,43⅝″&74″–51⅞″ 180lb (*s*) 607NHP	35 ″ 3	
214660	*C.J.Holland* –16		4744					10mo			F44′		FK	6 *BHCem*	4SB.*12cf*,GS238,HS9470 FD	10″ 11	
LFSP	*Elec.light*	2 *Dks(Stl)&Awng dk(Stl-teak s)*	3448				*P.* above 150° F.	*Lloyd's A&CP*		*WB=CellDBa*	91′ *uE* 36′ *f* 152′ 654*t*			*FlT* 88*t*	NedFb.v.Wrk&Spoor,Ams	24″ 10	
1349	—	SteelScSr	794					1893	Bergens Mek.Verks Bergen	Acties.Dpsk. Colombia (A.Halvorsen)	206·2	29·7	12·0	Bergen Norwegian	T.3Cy.16½″,26½″&43″–30″ 101NHP		N
	H.Simonsen –14	1 *Dk*	607								Q57*t*B97*t*H5*t*F30*t*			*WB*	BergensMek.VerkstedBgn		
JTQF			456														
1350	Colombier	SteelScSr	*1815*					1910	Irvine's SB &D.D.Co.Ld. W Hartlepool	LloydRoyalBelge. Soc Anon. (~~Roy&~~ ~~Cyclon,Ld.~~)	279·3	40·1	18·3	Antwerp Belgian	T.3Cy.20½″.33″&54″–36″ Richardsons, 175NH		C
	J.Remy	(*ex* Graanhandel)	*1698*								P25′B66′F29′			*WB*	Westgarth&Co.Ld.Hpl		
MBJQ		1 *Dk*	*1115*														
1351	Colombo	IronScK	*122*			...		1889	J Scott&Co Kinghorn	J.A.J.Fialho	100·4	19·8	9·1	Lisbon Portuguese	C.2Cy.17″&34″–24″ 51NHP		
	F.A.da Matta –06		*122*										BK6½″		J.Scott&Co.,Kirkcaldy		
HJWQ	(*ex* Scottish Maid)	(*Trawler*) 1 *Dk*	*51*														
1352	Colombo Maru	SteelScSr	4585	✠100A1 *Spar dk* 8,17 ~~8,17~~ LMC'17,16 3,18 BS3,18	Kob Yka	*x*	N7,16 N3,18	1901	R.Craggs& Sons Middlesbro'	NipponYusen KabushikiKaisha	360·0	48·0	20·1	Tokio Japanese	T.3Cy.26⅜″,40″&68″–48″ (*s*) 180lb 380NHP	30 ″ 10	
8963	*H.Nomura*	*ss* Kob.No.3–9,12	4087					1mo			P29′B103′F35′		28·1	6 *BHCem*	3SB.*9cf*,GS148,HS6300	~ 6 ″ 8½	
JNGD	*Sakomoto* –17	*ss* Kob.No.1–16	2881				6,17	A&CP	*WB=*	*CellDBa* 118′ *uE&*	*B40′f* 148′ 779*t FPT*		FK	140*t APT* 10*t*	Richardsons,Westgarth &Co.Ld.Mdb	24 ″ 6	
	(*ex* Willowdene)	1 *Dk(Stl)&Spar dk (pt Irn&pt Stl-ws)* 3 *tr B*															
1353	Colon	SteelTwinScSr	5667					1899	W Cramp& SonsS&EBCo Philadelphia	PanamaCanal (PanamaR.R.Co. *Mgrs.*)	360·0	50·0	32·2	NewYork Utd.States	T.6Cy.25″,41½″&68″–42″ 599NHP		R
9293	*E.Hammond* 05–09	(*ex* Mexico) 3 *Dks*	—											*WB*	W.Cramp&SnsS&EBCPhl.		
KPBW	*Elec.light*	Sub.Sig. *Awng dk*	4193														
1354	—	IronSc3MstSr	737					1871	Bowdler, Chaffer&Co. Liverpool	FabregasyGarcias	184·3	28·5	16·9	Tarragona Spanish	C.2Cy.23″&46″–24″ 86NHP	17 ″ 6	
	G.Tarradas –10	2 *Dks*	—												J.Taylor&Co.,Sunderland		
HGSV	*Mchy.Aft*		408														
1355	—	IronScK	*149*	✠	Coruna			1894	Cook, Welt'n&Gemmell Hull	L.Lamigueiro	102·5	20·5	11·0	Corunna Spanish	T.3Cy.11½″,18″&30″–22″ 47NHP	11 ″ 9	
Wrecked 9,16	*G.Bellas*	*ss* Hul.No.3–11,06	*141*	*Stm Trawler* 10,12				8mo					ptND06	BK7½″	1SB.*2p f*,GS24,HS775		
HGST	(*ex* Cornelia)	*ss* Corunna No.1–11 1 *Dk*	*60*	~~LT'07,04~~										3 *BHCem*	C.D.Holmes&Co.Hull		
1356	—	WoodSc	104					1891	Jackson& SharpCo. Wilmgtn,Del	SaetiaSugarCo.	90·0	20·0	10·0	Santiago deCuba Cuban	C.2Cy.14″&26″–18″ 24NHP		
	O.Diaz 09–09	(*Tug*)	—												Pusey&Jones,Wilmington		
			59														
1357	Colonel	SteelScSr	3879					1901	Detroit S.B.Co. WyndtteMch	BristolTransitCo. (W.C.Richardson &Co. *Mgrs.*)	356·0	50·0	28·0	Detroit Utd.States	T.3Cy.18″,29″&48″–40″ 146NHP		
127553			—											*WB*	DetroitS.B.Co.Detroit		
	Mchy.Aft *Elec.light*	1 *Dk2tr B*	3044														
1358	Col. E. L. Drake	SteelScSr	4205					1903	W Cramp& SonsS&EBCo Philadelphia	StandardOilCo., California	360·0	50·0	21·5	S.Frncisco Utd.States	T.3Cy.25″,41½″&68″–42″ 300NHP		
127743	*C.W.Badger*		3981								B20′F31′			*WB*	W.Cramp&SnsS&EBC Phl		
KSJN	*Carrying Petroleum in bulk*	2 *Dks* 3 *tr B*	3307														
	Mchy.Aft Sub.Sig. Wireless																
1359	Col. James M. Schoonmaker	SteelScSr	8603					1911	Gt.Lakes Eng.Works Ecorse,Mich.	ShenangoS.S.& TransportationCo	590·0	64·2	34·2	Pittsburg Utd.States	Q4Cy22¾″,33¼″,48″&69″–42″ 309NHP		L
209185			—								F56′			*WB*	GtLakesEngWrks.Detroit		
	Mchy.Aft *Elec.light*	1 *Dk*	6650														
1360	Colonel John F. Gaynor	SteelSc	153					1893	Harlan& Hollingsworth,Wilmington	BreakwaterCo.	91·5	21·0	10·4	NewYork Utd.States			
126983		(*Tug*)	—														
			76														
1361	Colonel Thys	SteelScSr	218	✠ A1 *For towing purposes* 11,15 LMC'11,16	Matadi	*c*	12,15	1912	Boele&Pot Bolnes *Lloyd's A&CP*	Cie.BelgeMaritime duCongo	108·2	24·6		Antwerp Belgian	T3Cy14⅜″,23⅞″&38¾″–26¾″ 170lb (*s*) 105NHP	12 ″ 8	
	E.denHertog –12	*ss* Matadi No.1–15	210					1mo			B33′F10′		BK5¾″	1 *BHCem*	1SB,*3cf*,GS60,HS1975		
		1 *Dk*	39										*WB=FP* 115*t*	*APT* 32*t*	Maats.Fyenoord,Rot.		
1362	Colonia	SteelTwinSc4MstSr	7981	✠100A1 *Spar dk* 10,16 BS4,16 LMC'12,16	Lon	*d*†	~~12,14~~ 9,17	1902	Wigham-Richrdsn&Co Ld Newcastle	TelegraphConst.& MaintenanceCo Ld (F.R.Lucas, *Mgr.*)	487·0	56·0	27·6	London British	T.6Cy.24″,40½″&67″–48″ (*r*) 190lb 846NHP	39 ″ 0	
115810	*Cable Vessel*	*ss* Lon.No.3–12,14	5823					5mo			B134′		35·6	7 *BHCem*	3D&1SB2*cf*GS437HS15077	s 10″ 6	
TJDK	*V.R.d'A.Campos* –13	2 *Dks(Stl)&Spar Elec.light dk(Stl-teak s)&deep framing*	4980					*Lloyd's A&CP*					FK&BK2″		WghmRchrdsn&C.LdNwc	29 ″ 4	
	Wireless									*WB=Cell*	*DBa* 56′ *uE&*	*B104′f* 165′ 1305*t*	*tank between tunnel*	8*t side tanks a*	*ft* 880*t FPT* 200*t APT* 130*t*		
1363	—	SteelPad	1337					1906	NwprtNws S.B.&D.D.Co. Newprt News	Cia.Argentina de Nav.(Nicolas Mihanovich)Ltda.	252·3	38·3	13·5	Bns.Ayres Argentine	C.2Cy.30″&64″–66″ 267NHP		
		(*ex* Jamestown)	—												NewportNewsSB&DD.Co.		
	Wireless Sub.Sig.	4 *Dks*	700														
1364	—	SteelScSr	819			...		1885	L.Smit& Sons Kinderdyk		235·4	28·8	11·3	French	T.3Cy.14″,23″&37½″–24″ NE&B97 69NHP	12 ″ 2	V
		(*ex* Industrie)	630								Q41*t*B138*t*F16*t*			*WB*	FlensburgerSchiffsb.Ges.		
HSDK	*Well deck*	1 *Dk*	456								len 97		FK				

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. / No. of Decks, &c.	3	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned / now raised. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines.	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	Registers in which classed, if not in L. Date of Withdrawal from Class
1365 118005 TVMS	**Colonial** *E. I. Sawyer* –14 *ss*Liv. No. 3–7, 16 1 *Dk(Stl)* & *Spar dk(Stl)* *Web frames* & *Elec. light* *deep framing lower dk(Stl) fore hold*	Steel Sc Sr	5220 4956 4735 3174 3348	✠ 100 A 1 *Spar dk* 4,18 7,16 B 8.18 B 8.18 ✠ LMC 11.15 *Carrying oil fuel F.P. above 150° F. in D.B.*	Liv	*z*	N 7,16	1903 3 mo *Lloyd's*	Workman, Clark & Co. Ld Belfast *A & CP*	Charente S.S. Co. Ld (T. & J. Harrison, *Mgrs.*) *WB = Cell D B a f* 167′ 1025 *t*	400·0 | 48·5 | 19·2 P 28′ B 113′ F 51′ 30·2 FK 115′ *u E & B* 56′ *DT a* 29′ 730 *t FPT*	Liverpool British 7 *BH Cem* 35 *t APT* 40 *t*	T. 3 Cy. 25″, 41″ & 68″–54″ (*s*) 190 lb 470 NHP 2 DB & 1 Aux SB, *15 cf*, GS 274 HS 8448 Wrkman, Clark & Co. Ld Bel	33 ″ 1 s 7 ″ 4 26 ″ 21	
1366 HSDM	~~Collision 5,17~~ Sunk by *Valery* (*ex* Coloniale, *ex* Springhill, *ex* Mancunium) *Well deck* 1 *Dk*	Steel Sc Sr	651 534 386			...		1893	Tyne I. S. B. Co. Ld. Newcastle	L. Sicard & Co.	180·0 | 28·2 | 13·7 Q 94′ B 20′ F 22′ BK 7½″	Marseilles French *WB*	T. 3 Cy. 13½″, 22½″ & 36″–27″ NDB 05 77 NHP Wallsend Slipway Co. Nwc.	14 ″ 6	V
1367 115222 STDL	~~Wrecked~~ **Colonian** *T. McDonald* –14 *ss*Liv. No. 3–7, 14 3 *Dks(Stl)* & *Shelter dk(Stl–ws)* *Elec. light* Wireless	Steel Sc 4 Mst Sr	6440 5967 4141	~~✠ 100 A 1~~ *Shelter dk* 7,16 ~~M 8.16~~ ✠ ~~LMC 1.16~~	Lon	*c* †	7,16	1901 10 mo	Hawthorn, Leslie & Co. Ld. Newcastle *Lloyd's*	F. Leyland & Co. Ld. *WB = Cell D B a* 113′ *u E & B* 78′ *f* 137	450·5 | 54·2 | 30·6 Bon *Shelter dk* 126′ FK & BK 5″ 1001 *t DT a* 43′ 844 *t*	Liverpool British 7 *BH Cem* *APT* 64 *t*	T. 3 Cy. 27″, 45½″ & 76″–60″ (*r*) 200 lb *120 lb* NDB 14 552 NHP 2 DB. *12 cf*, GS 198, HS 9030 N. E. Marine Eng Co Ld. Nwc	34 ″ 9 ~~s 6 ″ 0~~ 28 ″ 6	BT till 7,17
1368 186177 JDWN	**Colorado** *T. Collins* –15 *Elec. light* 2 *Dks(Stl)* & *Shelter dk(Stl)* *Ref. Mchy.* 3 *rd dk(Stl) in No. 1 hold only* Wireless	Steel Sc Sr	7165 5361 5349	✠ 100 A 1 *Shelter dk with freeboard* 3,17 ✠ LMC 2.14 *Carrying fuel oil F.P. above 150° F. in DB*	Hul	*a* †	2,15	1914 2 mo *Lloyd's*	Russell & Co Port Glasgow *A & CP*	Ellerman's Wilson Line, Ld. *dk BH in No. 2 hold*	423·9 | 56·0 | 28·7 FK *dispensed with* { 1 *B H to Shltr dk* / 5 *B H to Upr dk* / 1 *B H to 2nd dk* *WB = Cell D B a* 132′ *u E & B* 48′	Hull British *Cem* *only* *f* 180′ 1262 *t FPT* 94 *t APT* 31 *t*	T. 3 Cy. 28½″, 46½″ & 78″–54″ (*s*) 180 lb 588 NHP 3 SB. *9 cf*, GS 189. HS 8382 FD J. G. Kincaid & Co. Ld. Grk.	39 ″ 1 s 11 ″ 1 28 ″ 4	
1369 822 HBCV	**Coloso** *R. Swartman* 08–08 *Elec. light* 1 *Dk*	Steel Twin Sc	104 93 52	✠ *For towing purposes* 1,08	Drt			1908 1 mo	Philip & Son, Ld. Dartmouth	Antofagasta Rly. Co.	87·0 | 18·0 | 9·2 BK 6′ *WB = Deep Tanks a* 3′ 13 *t f* 2′ 7 *t*	Antofagst Chilian 4 *BH Cem*	C. 4 Cy. 11¼″ & 23″–16″ 50 NHP 1 SB. *2 pf*, GS 45, HS 1253 Philip & Son, Ld. Dartmth.	9 ″ 9	
1370 656 QPRD	**Coltano** *V. Nicora* –17 ~~*Andreno* –15~~ (*ex* Maurizio, *ex* Harrovian, *ex* Claverdale) *ss* Msl. No. 3–3, 12 1 *Dk(Stl)* & *Spar dk(Stl)* & *deep framing*	Steel Sc Sr	3318 3147 2107	✠ 100 A 1 *Spar dk* 5.15 ~~Condemned 1.17~~ M 8.16 ✠ LMC ~~B 8.17~~ D 8.16	Nap	*v*	5.15 ~~7.17~~ N 1,18	1899 2 mo	Craig, Taylor & Co. Stockton A & CP *W*	Lloyd Sabaudo Soc. Anon. per Azioni *B = Cell D B a* 104′	330·0 | 45·2 | 18·0 P 69′ B 98′ F 41′ 26·0 FK *u E & B* 36′ *f* 138′ 664 *t*	Genoa Italian 5 *BH Cem* *APT* 57 *t*	T. 3 Cy. 24″, 38″ & 64″–42″ (*r*) 160 lb *150 lb* NDB 15 278 NHP 2 SB. *6 cf*, GS 100, HS 4360 T. Richardsn & Sons, Ld Hpl	28 ″ 6 s 5 ″ 2½ 23 ″ 8	
1371 124805 HMBQ	**Coltman** *T. Cheavers* –14 *ss* Hul. No. 1–12 1 *Dk*	Steel Sc K	312 273 128	✠ 100 A 1 *Stm Trawler* 7,14 ✠ LMC 7.15	Hul		1,14	1907 12 mo *Lloyd's*	Earle's Co. Ld. Hull *A & CP*	City Steam Fishing Co. Ld.	141·8 | 23·0 | 12·2 Q 72′ F 23′ BK 8″	Hull British 4 *BH Cem*	T. 3 Cy. 13″, 22″ & 37″–27″ (*s*) 200 lb 89 RHP 1 SB. *3 pf*, G 41, HS 1463 Earle's Co. Ld. Hull	13 ″ 0	
1372 78626 JKLM	**Columba** *J. McKechnie* –14	Steel Pad Sk	602 538 256					1878	J. & G. Thomson Clydebank	David MacBrayne, Ld.	301·4 | 27·1 | 9·4	Glasgow British	O. 2 Cy. 53″–66″ NB 00 351 NHP J. & G. Thomson, Clydebank		
1373 99903	— *A. Heron* –16 1 *Dk*	Iron Sc K	138 124 50			...		1893	Hawthorns & Co. Leith	T. L. Devlin	100·0 | 20·1 | 10·1 F 14′ BK 7″	Granton British *WB*	C. 2 Cy. 17″ & 34″–22″ 48 RHP Hawthorns & Co., Leith	11 ″ 3	
1374 115682 TJQK	**Columbella** *J. Black* –11 *Elec. light* Wireless 3 *Dks*	Steel Twin Sc Sr	8292 6559 4317					1902	D & W Hendersn & Co. Ld. Glasgow	Anchor Line (Henderson Bros.) Ld.	485·5 | 56·2 | 33·4 P 66′ B 229′ F 83″	Glasgow British *WB*	T. 6 Cy. 31½″, 51½″ & 85″–54″ 1060 NHP D & W. Hendersn & Co Ld Gls		C
1375 NTKS	**Columbia** *J. Thomsen* –15 *Elec. light* 2 *Dks(Stl)* & *Shelter dk(Stl)* *Tonnage opening closed 1918*	Steel Twin Sc	5570 5045 3490	✠ 100 A 1 *Shelter dk with freeboard* 9,17 11,16 ✠ LMC 11,16	Cpn NYk	*n* †	P 5,16	1915 10 mo *Lloyd's*	Akt. Burmeistr & Wain Copenhagen *A & CP*	Akties. det Östasiatiske Kompagni *WB = Cell D B a* 135′ *u E*	425·3 | 55·2 | 35·4 FK 42′ *f* 201′ 1266 *t FPT* 93 *t APT* 73 *t*	Copnhagn Danish 7 *BH pt Cem* *APT* 73 *t*	Oil Engines 4 S.C.SA 12 Cy. 24½″–37½″ 568 NHP DB *100 lb* Akt. Burmeistr & Wain, Cpn	38 ″ 6 s 11 ″ 2 28 ″ 0	
1376 HDVC	— *Diminak* *Elec. light* 1 *Dk(Stl)* & *Spar dk(Stl–ptws)* Wireless *ss* Tri. No. 1–13 & *deep framing*	Steel Sc Sr	*5465* *4475* *3558*	✠ 10,16 *Spar dk*	Tri	*z*		1908 5 mo	Russell & Co. Pt. Glasgow	Unione Austriaca di Nav. (Soc. Anon.)	400·0 | 52·1 | 27·3 P 78′ B 120′ F 41′ FK *B = Cell D B a* 134′ *u E & B* 43′ *f* 171′ 1264 *t APT* 35 *t*	Trieste Aust.-Hung. 6 *BH Cem*	T. 3 Cy. 27″, 44″ & 73″–48″ 502 NHP 3 SB. *9 cf*, GS 173, HS 7305 FD J. G. Kincaid & Co. Ld. Grk.	30 ″ 0	
1377 203972 KWBD	— *Elec. light* Wireless 2 *Dks* & *Shade dk*	Steel Sc	2582 — 1673					1907	New York S.B. Co. Camden, N.J.	Chesapeake SS. Co.	269·0 | 46·0 | 14·8	Baltimore Utd. States	T. 4 Cy. 26″, 41″ & (2) 50″–42″ 324 NHP New York SB Co. Camdn NJ		R
1378 210291 LCMQ	— *C. E. Allen* –12 *Elec. light* Wireless *Mchy. Aft* 1 *Dk* *Fitted for oil fuel*	Steel Sc Sr	1923 — 1188					1912	Harlan & Hollingsworth Co. Wlmgtn, Del.	Wilson Bros. & Co.	238·7 | 41·2 | 20·8 P 100′ F 36′	S. Frncisco Utd. States	T. 3 Cy. 19″, 30″ & 50″–36″ 150 NHP Harlan & Holling worth Co. Wilmington, Del.		R
1379 127665	— 1 *Dk*	Steel Sc	968 — 549					1902	Detroit S.B. Co. Wyandotte	Detroit & Windsor Ferry Co.	200·0 | 45·0 | 18·0	Detroit Utd. States	T. 3 Cy. 21½″, 34″ & 54″–36″ 175 NHP Detroit S.B. Co. Detroit		
1380 127422	— (*Tug*) 1 *Dk*	Steel Sc	114 — 77					1900	Johnston Bros. Frrysbg Mich	M. Sullivan	84·0 | 20·3 | 11·5	Buffalo Utd. States	C. 2 Cy. 16″ & 34″–26″ Johnston Bros. Ferrysburg, Mich.	49 NHP	
1381	— *Petrol Motor* 1 *Dk*	Wood Sc Sr	106 69 64					1910	Westmnstr Mar. Rly. Co. New Westminster, B.C.	Columbia Coast Mission, Inc.	86·6 | 16·4 | 7·1	Vancouver British	Petrol Motor 1 Cy. 9″–11″ Standard Motor Construction Co. Jersey City NJ		
1382	**Columbus** *Elec. light* 5 *Dks*	Steel Twin Sc	35000					1913	F. Schichau Danzig	Norddeutscher Lloyd	750·0 | 83·0 | 48·9 B 675′	Bremen German *WB*	T 8 Cy 50⅔″ 86⅔″ & (2) 96½″–70″ 3152 NHP F. Schichau, Elbing		
1383	— *P. de Kok* –10 *ss* Rot. No. 2–16 1 *Dk*	Steel Sc		✠ A– *For River purposes only* 1,17 7,16 ✠ LMC 7.16 ~~B 8.17~~	Rot		4,16	1910 8 mo	Bonn & Mees Rotterdam	Nederl.-Amerik. Stoomv. Maats. (Holland-Amerika Lijn)	108·5 | 24·6 | FK	Rottrdam Dutch 4 *BH Cem*	T. 3 Cy. 11⅔″, 17″ & 29″–18″ (*s*) 180 lb 65 NHP 1 SB, *2 cf*, GS 39, HS 1350 Machinefabrick Kinderdijk	11 ″ 0	
1384 MLGR	— *O. Rohde* (*ex* Reykjavik)	Iron	100 100 39					1887	..... Christiania	A. M. Berentsen	85·6 | 17·5 | 10·5	Chrstiania Norwegian			

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 / 3 Nom du Navire. Matériaux, Grément, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 6 7 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite	Port de Visite.	Terme assigné maintenant expiré. Lettre d'Empilement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille / Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. pc.	15
1385	**Colusa** *R.Lobez* –18 **SteelSc4MstSr**	5732	✠100A1	Sea	*z*	~~12,16~~	1913	**W.Hamilton&Co.Ld.**	**W.R.Grace&Co.**	408·0|55·2|26·8	**NewYork**	Q.4Cy.25″,35″,51″&74″–51″	29 ″ 2	
212859	*Colusa* –18 **SFe.No.1-18**	4894	3,18 ~~2,16~~	Cal.		4,17	3mo	Pt.Glasgow		P35′B129′F40′	Utd.States	220lb ~~120lb~~ (*s*) 580NHP	s 5 ″ 8	
LDWH	*Elec.light* 2*Dks*(*Stl*)&*Web frames*	3622	~~MS1,14~~ ✠LMC4,13				*Lloyd's*		*WB*=*Cell DBa*	123′*uE*&		3SB 9*cf*,GS172,HS8190 FD	25 ″ 10	
	Wireless *Longitudinal framing*						*above* 1	50F°	*B45′f173′1241tF*	*PT124t APT31t D*		D.Rowan&Co.Glasgow		
			Fitted for oil	*fuel* 6,13	*F.P. a*					7*BHCem* *Tf28′1152t*				
1386	**Colwith Force** **SteelSc3MstSr**	550	✠100A1	Liv	*h*	~~7,16~~	1906	**R.William-**	**LondonTransport**	164·5|26·6|10·9	~~Whitehall~~	T.3Cy.14″,22½″&37″–27″ (*s*)	13 ″ 2	
11313-	*T.Owens* –17 *ss*Liv.No.2–14	374	~~3,17 1,16~~ 11,17	Cit		11,17	7mo	**son&Son**	Co.Ld. (Brown,	Q95′B11′F21′	British	160lb *80lb* 90RHP	s ″ 7	
HJMC	*Mchy.Aft* 1*Dk*(*Stl*)	220	~~LMC~~					**Workington**	Jenkinson&Co,	FK	3*BHCem*	1SB,3*pf*,GS53,HS1655	12 ″ 10	
	Well deck *Now named "Sibyl Potter," See No. 136 in Supplement.*		~~1,16~~				*Lloyd's*		*Mgrs.*)	*WB*=*DB*f89′		Ross&Duncan,Glasgow		
										118*t FPT38t*				
1387	**Comal** **IronScSr**	2935					1885	**J.Roach&**	**MalloryS.S.Co.**	320·0|42·8|21·5	**NewYork**	C.2Cy.38″&74″–54″		R
26316	*J.L.Risk*	—						**Son**			Utd.States	NB10 335NHP		
KDFC	*Elec.light* Wireless 2*Dks*&*Promenade dk*	2251						**Chester,Pa.**				J.Roach&Son,DelawareR.		
1388	**Comanche** **SteelScSr**	3856					1895	**W.Cramp**	**ClydeS.S.Co.**	348·5|46·0|18·9	**NewYork**	Q.4Cy.24½″,34½″,49½″&70″–		R
127111	*J.N.Staples*	—						**&Sons**		len01 26·3	Utd.States	36″ 294NHP		
KMLR	*Elec.light* Wireless 3*Dks*&*Awng dk*	2477						**Philadelphia**				W.Cramp&Sons,Phl.		
1389	**—** **SteelSc**	547					1913	**SeattleCon-**	**PugetSoundNav.**	133·7|28·5|18·5	**Seattle**	T.3Cy.11″,18&31″–20″		
211319		—						**struction&**	**Co. (J.Green,**		Utd.States	43NHP		
		350						**DryDockCo.**	*Mgr.*)					
								Seattle,Wash						
1390	**Comanchee** **SteelSc3MstSr**	5588	✠100A1	Bkn	*y*	~~x6,16~~	1912	**Armstrong**	**Anglo-American**	395·5|51·7|29·0	**Newcastle**	Q.4Cy.23″,32½″,47″&68″–48″	30 ″ 9	
133506	*I.King* –17 *ss*Liv.No.1–17	4814	~~12,17 4,15~~ 1,18	~~Liv~~ Hull		12,17	6mo	**Whitworth**	**OilCo.Ld.**	P107′B26′F42′	British	220lb (*s*) 505NHP	s 6 ″ 0	
HWDP	*Elec.light* 2*Dks*(*Stl*)&*Webframes*	3420	*Carrying Petr*	*oleum*	*in*	*bulk*		**&Co.Ld.**	(*J.Hamilton,Mgr*)	FK	17*BHCem*	3SB,9*cf*,GS163,HS7877 FD	25 ″ 1	
	Mchy.Aft		~~BS8,16~~ ✠LMC~~4,16~~		13,17			**Newcastle**	*WB*=*CellDBu*&	*B70′*	12 *to Upr dk*	N.E.MarineEngCoLd.Nwc		
	Wireless						*Lloyd's*		173*tDTf*49′5	00*tFPT54tAPT22t*	5 ,, 2*nd dk*			
			Fitted for oil	*fuel* 4,15	*F.P. a*		*above* 1	50°F.						
1391	**Comber** **SteelScSr**	489	✠100A1	Ayr	*h*	10,16	1913	**Scott&**	**JohnKelly,Ld.**	160·1|25·6|12·3	**Belfast**	C.2Cy.18″&40″–27″ (*s*)	12 ″ 3	
132042	*A.Wilson*14-14 *ss*AyrNo.1–16	333	10,16				9mo	**Sons**	(*S.Kelly,Mgr.*)	Q89′B9′F29′	British	130lb 64RHP	s 4 ″ 5	
JLTW	*Well deck* 1*Dk*(*pt Stl*)	187		✠LMC10,16				**Bowling**		BK7½′	3*BHCem*	1SB,3*pf*,GS57,HS1778	12 ″ 7	
	Elec.light *Mchy.Aft*						*Lloyd's*		*WB*	=*DTf* 14′28*t FPT*	29*t APT19t*	Aitchison,Blair,Ld.Gls.		
1392	**—** **SteelScSr**	303	✠100A1	Chi-			1916	**Manitowoc**	**BayStateFishing**	135·5|22·7|12·3	**Boston**	T.3Cy.12¾″,21½″&35″–24″	13 ″ 3	
214472		265	*Stm Trawler*	**cago**			10mo	**S.B.Co.**	**Co.(H.I.Cole,*Mgr.*)**	Q73′F26′	Utd.States	180lb (*s*) 82NHP		
LGJV	*Elec.light* 1*Dk*	97	10,16	✠LMC10,16				**Manitowoc**		BK7″	3*BHCem*	1SB,2*cf*,GS44,HS1516		
								A&CP		*DTf* 10′35*tFPT5t*	*APT5t*	MarineIronWrks,Chicago		
1393	**Combo** **SteelSc**	170	✠100A1	Ams	*b*	N7,16	1911	**J.Berg**	**Maurel&H.Prom**	110·0|21·4| 8·4	**Dakar**	C.2Cy.12½″&26″–14½″ (*s*)	9 ″ 9	
	E.Marie –11	142	12,11				12mo	**Delfzyl**		F10′	French	180lb 48NHP	s 1 ″ 0	
	1*Dk*(*Stl*–ws)	89	BS7,16	✠LMC12,11				**A&CP**		FK	4*BHCem*	1SB,2*cf*,GS34,HS1038	9 ″ 6	
										WB=*FPT5t*		J.Berg,Delfzyl		
1394	**Comboyne** **WoodTwinScK**	281					1911	**E.Wright**	**A.Taylor&Co.Ld.**	137·2|29·7| 7·5	**SydnyNSW**	C.4Cy.11″&22″–16″		
131486	*R.J.Lucey* –12	211						**Tuncurry,**			British	40RHP		
	1*Dk*	151						**N.S.W.**			*WB*	Chapman&Co.Sydny NSW		
1395	**Comedian** **SteelScSr**	4889	✠100A1	Liv	*y*	10,16	1903	**C.Connell**	**CharenteS.S.CoLd**	399·5|48·5|19·1	**Liverpool**	T.3Cy.25″,41″&68″–54″ (*s*)	32 ″ 10	
115356	*D.J.Simmons* –13 *ss*Liv.No.3–10,16	4667	*Spar dk*				2mo	**&Co.Ld.**	**(T.&J.Harrison,**	P25′B120′F52′30·1	British	190lb 481NHP	s 6 ″ 11	
TVBH	1*Dk*(*Stl*)&*Spar dk*(*Stl*)&*Web frames*	3149	3,17	✠LMC				**Glasgow**	*Mgrs.*)	FK	7*BHCem*	2DB&1AuxSB,15*cf*,GS281,	26 ″ 4	
	Elec.light *lower dk*(*Stl*)*in forehold*		BS5,16	MS10,16			*Lloyd's*					HS8786		
							B=C		*E&B54′f176′1013t*	*DTa* 28′ 700*t FPT*	51*t APT26t*	Dunsmuir&Jackson,Gls.		
1396	**Comercio** **IronScSr**	539	✠	Liv	Lv		1863	**C.&W.**	**G.Goñalons**	207·4|24·2|15·7	**Mahon**	C.2Cy.24″&46″–26″		
	*M.SeguiDarder*08–11	—	9,90				4mo	**Earle**			Spanish	NE73NB02 90NHP		
HGTV	(*ex*Correo de 6thSurvey,Liv.6,87	277						**Hull**			4*BH*	Earle'sCo.(Lim.),Hull		
	Cartagena,*ex*Cecile) 2*Dks*(1*Irn*)													
1397	**—** **SteelPad**	272					1880	**R.Cham-**	**Soc.Anon.deNav.**	202·8|21·7| 7·1	**Ferrol**	C.D.2Cy.26″&48″–60″		
	V.Jaura (*ex*Chancellor)	214						**bers,jun.**	**LaHerculinaFer-**	H89*t*	Spanish	NE&B92 149NHP		
HGTW		58						**Dumbarton**	**rolana(M.Naveira,**			Blackwood&Gordon,P.Gl.		
									Mgr.)					
1398	**—** **IronScK**	149			...		1884	**W.Thomas**	**TeresaVila,Vda.**	95·2|18·4| 8·6	**Bilbao**	C.2Cy.14″&27″–20″	9 ″ 1	
	M.Fernandez	108						**&Son**	**deM.Caso**	Q38′B7′F15′	Spanish	27NHP		
HGVW	*Well deck* (*ex*Goëland, 1*Dk*	48						**Amlwch**				DeWinton&Co.Carnarvon		
	*ex*Comercio,*ex*Goeland,*ex*Anglesea)													
1399	**Comeric** **SteelScSr**	3979	✠100A1	Lon	*w*	~~11,16~~	1898	**Russell&**	**BritainS.S.Co.Ld.**	344·6|49·8|17·9	**Glasgow**	T.3Cy.25″,41″&67″–45″ (*s*)	28 ″ 5	
108757	*J.R.Ridland*06–16 *ss*Bkn.No.3–11,11	3654	*Spar dk*	~~Liv~~ Bry		2,18	9mo	**Co.**	(Watts,Watts&Co	P20′B72′F36′ 25·8	British	180lb *90lb* NDB16 364NHP	s 5 ″ 8	
QGTC	*Elec.light* *ss*Shl.No.1–16	~~3595~~	~~6,17 2,16~~	✠LMC3,16				**PortGlasgow**	**Ld.,*Mgrs.*)**	FK	6*BHCem*	2SB,6*cf*,GS112,HS4900 FD	23 ″ 2	
	1*Dk*(*Stl*)&*Spar dk*(*Stl*)&*deep framing*		2,16				A&CP	*WB*	=*Cell DBa* 112′*u*	*E&B36′f146′885t*	*APT133t*	Rankin&Blackmore,Grk.		
			MB26,17											
1400	**Comet** **SteelSc**	2486			...		1913	**American**	**StandardTrans-**	250·0|43·0|26·0	**NewYork**	T.3Cy.19″,31″&54″–42″	25 ″ 0	
211398	*Hone* 1*Dk*&*Web frames*	2136						**S.B.Co.**	**portationCo.**	P83′F53′	Utd.States	277NHP		
LDBV	*Elec light* *Longitudinal framing*	1258						**Lorain,O.**		FK	*WB*	AmericanSBCo.ClevelndO		
	Mchy.Aft *Carrying Petroleum in bulk*													
	Sub.Sig. Wireless													
1401	**—** **SteelScSr**	1471					1903	**Schömer&**	**Requisitioned by**	232·2|35·8|15·1	**London**	T.3Cy.16½″,27″&44½″–31½′		
136771	*A.G.Wilcock* –16	999						**Jensen**	**the Admiralty**	P15′Q51′B109′F27	British	109NHP		
JHWD	1*Dk*	934						**Tönning**	**(Everett&**		*WB*	Schömer&Jensen,Tönning		
									Newbigin,*Mgrs.*)					
1402	**—** **SteelSc**	202					1905	**H.C.Stülc-**	**Joh.von Eitzen**	115·9|21·7|11·2	**Altona**	T3Cy12¾″,19½″&32½″–21½′		G
	N.Mewes (*Trawler*)	181						**kenSohn**		F17′	German	48NHP		
LGPW	1*Dk*	77						**Hamburg**			*WB*	H.C.StülckenSohn,Ham.		
1403	**—** **IronPadSp**	132					1876	**J.&M.**	**LawsonStm.Tug**	106·7|19·4| 9·8	**S.Shields**	L.2Cy.28″–48″		
74712	*W.Mealey*91–97	132						**Gunn&Co.**	**BtCoLd(J.Lawson**		British	56RHP		
VFNT		24						**Cardiff**	*Mgr.*)			J.&M.Gunn&Co.,Cardiff		
1404	**Cometa** **SteelScSr**	1762					1913	**ClydeS.B.**	**DetBergenske**	280·5|42·2|16·6	**Bergen**	T.3Cy.22″,35″&59″–39″		C
	*M.Wold*09–14 (*ex*Florentine)	1496						**&Eng.Co.Ld.**	**Dampskibselsk.**		Norwegian	217NHP		
MKJP	*Elec.light* Wireless 1*Dk*&*Shelter dk*	914						**PortGlasgow**			*WB*	ClydeS.B.&E.Co.Ld.P.Gl.		

1 No. in Book. / Official No. / Code Letters	2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c.	3	4 Regist'd Tonnage Gross. / Under deck. / Net	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last survey	6 Port of Survey.	7 Yrs Assigned. now expired. Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When. / Ship. / Engines	9 By Whom. / Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L. R. Dates of Trade Cert.
1405 104466 TQHR	**Comic** Steel Twin Scr *F.Howells* –15 *ss* Liv. No. 3–5,09 *Elec. light* *ss* Liv. No. 1–13 1 *Dk (Stl–ws) lower dk fore & main holds*		878 766 373	✠100A1 8,16 ~~Examined 1,18~~ ✠LMC2,18	Liv	*n*	~~8,15~~ ~~2,16~~	1896 9mo *Lloyd's SA&CP*	Harland & Wolff (Lim.) Belfast *WB = Cell D Ba 40'*	Belfast S.S.Co.Ld.	236·3 P35'B113'F32' BK8″ *u E35' f62' 168t FP*	31·2	15·3 *5 B H Cem* *T24t A P T5t*	Belfast British	T.6Cy.16½″,26″&43″–28″ (*s*) 180lb 263NHP 2DB.*8cf*,GS149,HS4770 Harland & Wolff (Lim.),Bel	16 ″ 5 s 1·10½ 15 ″ 8	BT till 8,17
1406 121 NPDY	**Comm. C. Bruno** Steel Sc Sr *S.Scarpa* –16 (*ex* Poplar) 1 *Dk & Webframes*		813 715 508			…		1886	W.Gray & Co. W Hartlepool	C.Caprotti	180·0 P17'B39'F17' FK *WB*	36·1	15·2	Venice Italian	C.2Cy.26″&55″–33″ NB11,01 145NHP Cen.Mar.Eng.Wrks.W Hpl	16 ″ 4	V
1407	**Commandante Freitas** Iron Sc Sr (*ex* Itapeva, *ex* Cavour)		*632* *589* *396*					1881	Scott & Co. Greenock	Brazilian Light-house Service	209·0	32·2	12·6	R.Janeiro Brazilian	C.2Cy.23″&50″–30″ NB97 114NHP Scott & Co.,Greenock		
1408	**Commandante Macedo** Steel (*ex* Neptuno) Twin Sc Sr *Elec. light* 1 *Dk & Promenade dk*		*442* *339* *301*			…		1899	Murdoch & Murray Port Glasgow	D.O.Brazil	160·2 F16′ FK	32·1	9·7	Para Brazilian	C.4Cy.16″&32″–24″ 98NHP Hall-Brwn,Buttery & C.Gls	10 ″ 0	
1409	**Commandatuba** Steel Twin Sc Sr *Elec. light* Wireless 1 *Dk & Shelter dk*		*751* *481* *380*			…		1906	Ailsa S.B. Co.Ld. Troon	Empreza de Nav. Bahiana	200·4 Fk	32·2	11·2 *WB*	Bahia Brazilian	T.6Cy.13½″,22″&36″–24″ 151NHP Muir & Houston,Ld.Gls.	11 ″ 10	
1410 110739	**Commander Cawley** Steel & Iron Sc Sr *Mchy. Aft Elec. light* 1 *Dk*		218 184 89			…		1899	J.T.Eltringham & Co S.Shields	Humber Pilot Stm. Cutter Co.Ld.	120·5 BK7″	23·1	11·0 *WB*	Hull British	T.3Cy.12¼″,19½″&32″–22½″ 52RHP G.T.Grey,South Shields	11 ″ 4	
1411 136238 JKNM	**Commander Fullerton** Steel Sc K *J.Clark* –16 1 *Dk*		227 215 89	✠100A1 *Stm Trawler* 8,17 ~~3,17~~ ✠LMC3,18	Hul		3,17	1915 3mo *Lloyd's SA&CP*	Goole S.B. & Repg Co.Ld. Goole	Hellyers' Steam Fishing Co.Ld.	112·2 BK8″	22·6	12·5 *3 B H Cem*	Hull British	T.3Cy.10″,16¾″&28″–24″ (*s*) 200lb 60RHP 1SB.*2pf*,GS25,HS760 Amos & Smith,Ld.Hull	13 ″ 4	
1412 136225 JHRD	**Commander Holbrook** Steel Sc K *H.M.Johnson* –17 1 *Dk*		227 215 93	✠100A1 *Stm Trawler* 2,18 ~~5,16~~ ✠LMC1,18	Hul		2,18	1915 1mo *Lloyd's SA&CP*	Goole S.B. & Repg Co.Ld Goole	Hellyers' Steam Fishing Co.Ld.	112·2 BK8″	22·6	12·5 *3 B H Cem*	Hull British	T.3Cy.10″,16¾″&28″–24″ (*s*) 200lb 60RHP 1SB.*2pf*,GS25,HS760 Amos & Smith,Ld.Hull	13 ″ 4	
1413 136233 JKDB	**Commander Horton** Steel Sc K *F.Worthington* –16 1 *Dk*		227 215 89	✠100A1 *Stm Trawler* ~~5,18~~ ~~3,17~~ ✠LMC2,18	Hul		~~3,17~~ 5,18	1915 2mo *Lloyd's SA&CP*	Goole S.B. & Repg Co.Ld. Goole	Hellyers' Steam Fishing Co.Ld.	112·2 BK8″	22·6	12·5 *3 B H Cem*	Hull British	T.3Cy.10″,16¾″&28″–24″ (*s*) 200lb 60RHP 1SB.*2pf*,GS25,HS760 Amos & Smith,Ld.Hull	13 ″ 4	
1414 139266 JLRS	**Commander Nasmith** Steel Sc K *R.Syrett* –15 1 *Dk*		243 229 96	✠100A1 *Stm Trawler* 8,15 ✠LMC3,18	Hul			1915 8mo *Lloyd's SA&CP*	Cook, Welt'n & Gemmell Ld. Beverley	Hellyers' Steam Fishing Co.Ld.	115·5 BK8″	22·5	12·8 *3 B H Cem*	Hull British	T.3Cy.12″,21″&34″–24″ (*s*) 200lb 80RHP 1SB.*2pf*,GS31,HS1097 Amos & Smith,Ld.Hull	13 ″ 8	
1415 HSFD	**Commerce** Steel Sc *E.Duchatel* 96–13 (*Salvage Tug*) 1 *Dk*		119 109 —					1913	Wed.C. Roele & Zonen Slikkerveer	Soc.Dunkerquoise de Remorquage et de Sauvetage	85·4	18·6	9·5	Dunkirk French *WB*	T.3Cy.11 7/16″,18 7/16″&29 13/16″–21 13/16″ 42NHP Alblasserdam.Mach.Fab.		V
1416 HSFC	— Steel Sc *L.Dart* –10 (*Tug*) 1 *Dk*		103 97 —					1907	Gebr.van der Windt Vlaardingen	J.Perchot	90·2	18·4	10·2	Nantes French *WB*	C.2Cy.15⅝″&30/16″–19 7/16″ 34NHP Alblasserdam.Msch.Fab.		V
1417 LBGM	**Commercial** Iron Sc Sr *R.Krause* *ss* Ros. 2nd No. 3–3,04 (*ex* Norah) *ss* Rot. No. 2–13 *Well deck* 1 *Dk (Irn) 2 tr B*		1407 1106 866	✠ ~~——~~ 9,16 ~~NB5,04~~ ✠	Rot	*p*		1879 8mo	M.Pearse & Co. Stockton	Paulsen & Ivers	250·2 Q86'B58'F29' FK *WB =*	35·0	16·8 *4 B H Cem* *D Ba 70' f 86'*	Kiel German	C.2Cy.30″&55½″–36″ 160NHP 2SB,*4pf*,GS73,HS2692 Blair & Co.Ld.Stockton	18 ″ 1	
1418 NKQR	**Commewyne** *De Boer* –17 Steel Sc Sr ~~*Wageningen* –15~~ *ss* Ams No. 2–16 (*ex* St.Thomas) 2 *Dks (Stl–Upt* teaks) *Well deck Elec. light* Wireless		2476 1765 1565	✠100A1 ~~5,17~~ ~~0,16~~ 11,17 NYk ~~BS10,16~~ ✠LMC1,16 ~~BS11,17~~	Ams	*t*	~~12,15~~ 11,17	1907 7mo *Lloyd's SA&CP*	Akt. Burmeistr & Wain Copenhagen *WB =*	Koninkl.West-Indische Maildienst *Cell D Ba 84' u E22'*	310·8 P&B214'F32' FK *f 140'435t FP T20t*	40·7	18·8 *5 B H Cem* *A P T5t*	Amsterdm Dutch	T.3Cy.21¾″,34½″&60″–39″ (*r*) 180lb 281NHP 2SB.*6cf*,GS126,HS4840 Akt.Burmeistr & Wain,Cpn	21 ″ 9 s 2 ″ 3 19 ″ 9½	
1419 207346 LBKJ	**Commissioner** Steel Sc (*ex* Fleetwood) 1 *Dk*		403 — 274					1910	Staten Island S.B.Co. Pt.Richmond	Merritt & Chapman Derrick & Wrecking Co.	122·2	35·4	12·6	New York Utd. States			
1420 118158	— Steel Sc K *J.Thomson* –17 (*Trawler*) 1 *Dk*		161 161 61			…		1905	Hall, Russell & Co.Ld. Aberdeen	T.L.Devlin	112·1 BK7½″	21·1	11·1 *WB*	Granton British	T.3Cy.12″,20″&33″–22″ 65RHP Hall, Russell & Co.Ld.Abn.	12 ″ 0	
1421 45163 VCFS	— Wood Pad Sr *G.Taws* 70–83		102 102 34					1862 5mo	T.Hepple Newcastle	Tyne Improvement Commissioners	90·6	19·5	9·5	Newcastle British	L.1Cy.36½″–52″ 45RHP T.Hepple,Newcastle		
1422 122363	**Commodore** Wood Sc *H.H.Robinson* –15 1 *Dk*		318 266 216					1907	A.C. McDonald Vancouvr, BC	B.C.Mills Tug & Barge Co.Ld.	119·6	26·1	14·5	Vancouver British	T.3Cy.12″,20″&32″–24″ 52RHP McKie & Baxter,Glasgow		
1423 74986	— Iron Pad (*Tug*) 1 *Dk*		187 187 84					1877	J.T. Eltringham South Shields	J.Brown	130·9	20·7	10·3	Sydny NSW British *WB*	2Cy.34″–54″ 95RHP J.P.Rennoldson,S.Shields		
1424 97553	— Iron Sc K *J.Thomson* –16 1 *Dk*		137 125 50			…		1891	Hawthorns & Co. Leith	T.L.Devlin	100·0 F12′ BK7″	20·1	10·1 *WB*	Granton British	C.2Cy.17″&34″–22″ NB12 48RHP Hawthorns & Co.,Leith	11 ″ 3	
1425 MGNS	**Commodore Rollins** Steel Sc Sr *J.Garmann* 08–11 *Elec. light* 2 *Dks 3 tr B*		1576 945 962					1911	Bergens Mek.Værks Bergen	Akties.Commodore Rollins (A.Halvorsen)	249·9 H108*t*	34·6	15·4 22·4 *WB*	Bergen Norwegian	T.3Cy.23″,37″&63″–39″ 248NHP Bergens Mek Værks Bergen		N
1426 115916 TRNL	**Commonweal** Iron Sc K *J.F.W.Miller* –11 (*Tug*) (*ex* Commonwealth) *Elec. light* 1 *Dk*		115 114 5			…		1902	Hepple & Co.Ld. South Shields	G.Silvester	90·7 B9′ BK7″	19·6	10·8	London British	C.2Cy.18″&38″–25″ 98RHP Hepple & Co.Ld.S.Shields	11 ″ 9	
1427 115903 TRBP	**Commonwealth** Steel Twin Sc Sr *W.F.Cossey* –16 *ss* Lon. No. 2–11 2 *Dks (Stl 1 ptw s & Uws) deep framing* *Ref. Mchy. aft hold beams forward* *Elec. light* Wireless		6616 5627 4176	✠100A1 10,14 ~~BS8,15~~ ✠LMC10,14 ✠Lloyd's RMC12,16 ~~7,14~~ 5,18	Lon	*b* †	P5.16 s12,16	1902 10mo	Barclay, Curle & Co.Ld Glasgow *WB = Cell D B*	P.&O.Stm.Nav.Co	450·2 P70'B164'F90' FK&BK2½″ *a 82' u E & B 74' f 41'*	52·2	30·7 *7 B H Cem* *6291t FP T67t*	London British	T.6Cy.24″,40″&64″–48″ (*s*) 180lb 843NHP 2D&2SB.*18cf*,GS338, HS12912 FD Barclay, Curle & Co.Ld.Gls.	33 ″ 6 s 7 ″ 2 27 ″ 2	

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc / Capitaine. / Visites Périodiques.	3 Ex-nom, s'il y a lieu. / Nombres des Ponts	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Francs-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.
1428 205149 KWPJ	**Commonwealth** *Elec.light* Wireless	**SteelPad** 2 *Dks*	5980 — 2500					1907	W Cramp& SonsS&EBCo Philadelphia	NewEnglandS.S. Co.	437·9	55·0	19·3	FallRiver Utd.States *WB*	C.4Cy.50″&96″–114″ 1640NHP W.Cramp&SnsS&EBC Phl	
1429 106805 PLJV	— *J.Jones* –14 1 *Dk(Stl)&Spar dk(ptIrn&ptStl) &Webframes*	**SteelScSr** ssCff.No.3–4,09 ssBry.No.1–13	3353 3188 2183	✠100A1 *Spar dk* 1,16 BS6,16 ✠LMC11,13	Bel	*v*	~~7,16~~ 3,17	1896 9mo	Furness, Withy&CoLd W Hartlepool A&CP	KentS.S.Co.Ld. (S.Walton, *Mgr.*) *WB=CellDBo*	330·0 P25′B78′F31′ 26·4 FK 108′*uE&B*48′*f*116′	45·1	18·7	Cardiff British 5*BHCem* 587*tAPT*37*t*	T.3Cy.25″,38″&64″–42″ (*s*) 160lb *100lb* NDB06 260NHP 2SB,*6cf*,GS120,HS3824 SirC.Furness,Westgarth& Co.(Lim.),Mdb.	28 ″ 10 s 5 ″ 10½ 23 ″ 4
1430 MHQP	— *S.Sivertsen* (*Whaler*) Wireless	**SteelScSr** 1 *Dk*	179 171 64					1912	Akers Mek.Værks. Christiania	Hvalfangerslskab. NorgeÅkties(Chr. Nielsen&Co *Mgrs*)	106·4	21·5	13·0	Larvik Norwegian *WB*	T.3Cy.13½″,22″&37½″–24″ 69NHP Akers.Mek.Værks.Xia.	N
1431 213407 LFKS	**Communipaw** (*ex*Deutschland) *Elec.light Mchy.Aft* Wireless *Carrying Petroleum in bulk*	**SteelSc3MstSr** 2 *Dks&Spar dk*	3710 3321 2352					1893	Act.Ges. "Vulcan" Stettin	StandardOilCo. (NewJersey)	339·0 P42′B25′F32′	43·7	29·6	Baynne NJ Utd.States *WB*	T.3Cy.23¾″,40½″&64½″–49½″ NB13 289NHP A.G."Vulcan,"Stettin	G
1432 129291 HRQF	**Como** *A.Ashford* –13	**SteelScSr** 1 *Dk*	1246 1077 709					1910	Earle'sCo. Ld. Hull	Ellerman'sWilson Line,Ld.	250·0 P16′B136′F31′	35·2	15·7	Hull British *WB*	T.3Cy.16½″,27″&45″–33″ 116NHP Amos&Smith,Ld.Hull	C
1433 MBCG	**Compañia de Filipinas** *Arrizabalaga* *Elec.light*	**SteelScSr**	707 505 390					1890	Lobnitz& Co. Renfrew	Cia.Gen.deTabacos deFilipinas	180·0 Q56′B44′F32′	29·9	12·0	Manila Utd.States *WB*	T.3Cy.15″,25″&40″–30″ 88NHP Lobnitz&Co.,Renfrew	V
1434 110210	**Companion** *A.Linton* –16	**SteelScK** 1 *Dk*	163 163 65	✠ *StmTrawler* 3,03 ✠	Abn			1903 3mo	Hall,Russell&Co.Ld. Aberdeen	T.L.Devlin	112·1 BK7½″ *WB=DBf*25′19*t*	21·1	11·5	Granton British 3*BHCem* 1SB,*2cf*,GS36,HS1168 Hall,Russell&Co.Ld.Abn.	T.3Cy.12″,20″&33″–22″ 65RHP	12 ″ 1
1435 122842 HGJS	**Compass** *J.G.Carling* –15 (*ex*Lilian) *Mchy.Aft*	**SteelScSr** ssFlt.No.2–14 1 *Dk(Stl)*	320 227 130	✠100A1 9,16 BS9,16 ✠LMC11,14	Sld	*e*	9,16	1906 5mo *Lloyd*	GooleS.B. &RepgCo.Ld. Goole	DaleCoasters,Ld. ~~(Lythgoe,Amundsen&Co.*Mgrs.*)~~ (JamesLythgoe &Co..*Mors*) *WB=*	134·0 Q44′F20′ FK *'sA&CP*	24·0	10·2	Sundrland British 3*BHCem* *FPT*28*t*	C.2Cy.18″&36″–24″ (*s*) 130lb 54RHP 1SB,*3pf*,GS44,HS1328 G.T.Grey,SouthShields	11 ″ 3 s ″ 10½ 10 ″ 7
1436 124561 HLKC	**Competitor** *A.R.Rust* –16 1 *Dk(ptIrn–ptStl)&deep framing* ssBry.No.2–16	**SteelScSr** ~~ssBry.No.1–11~~	3526 3270 2216	✠100A1 ~~6,17 8,16~~ 2,18 ✠LMC ~~BS5,16~~ MS12,16 BS6,17	Bal Grv Hul	*v*	~~12,16~~ 2,18	1907 8mo *Lloyd*	Furness, Withy&CoLd W Hartlepool *Intermediate* *'sA&CP*	AustinFriarsSteam ShippingCo.Ld. Houlder,Middle- on&Co.Ld.*Mgrs*) *bulkhead in after* *WB=CellDBo*	348·5 P29′B100′F35′ FK *hold dispensed with* 108′*uE&B*40′*f*154′	49·7	23·2	Whitby British *Cem* 5*BHonly* 881*tFPT*71*t*	T.3Cy.24″,39″&66″–45″ (*s*) 180lb *100lb* 312NHP 2SB,*6cf*,GS104,HS4731 Richardsons,Westgarth& *APT*98*t* Co.Ld.Hpl.	25 ″ 8 s 4 ″ 7 21 ″ 6
1437 126596 HGVC	**Compostela** *P.Urruchua* –16 (*ex*Ariadne,*ex*GeneralGordon) *Well deck*	**SteelScSr** ssGls.2ndNo.3–3,06 ssBdx.No.2–15 1 *Dk(Stl)2trB*	1272 1017 781	✠100A– 2,17 ✠NB3,06 ✠LMC2,15 BS~~11,16~~ 4,18	Bbo	*o*	2,17	1885 8mo	A.Stephen &Sons Glasgow	~~Ustara y Leal~~ Cia.Maritima Euskalduna	240·4 Q84′B57′F28′ BK8″ *WB=CellDB*184′	34·1	16·0	Bilbao Spanish 4*BHCem* 326*tAPT*21*t*	T.3Cy.15″,24″&40″–36″ (*s*) 175lb ~~BB06~~ 106NHP 1SB,*3cf*,GS48,HS1753 A.Stephen&Sons,Glasgow	18 ″ 6 s 1 ″ 7 17 ″ 9
1438 126596	**Compton** *C.Fulcher*	**IronSc**	213 — 144					1889	..... Wilmington, Del.	Ocean FisheriesCo.	123·4	24·0	8·0	Wilmgton N.C. Utd.States		
1439 122981	**Comrade** *S.Swanney* –10 (*Trawler*)	**SteelScK** 1 *Dk*	161 161 61			...		1906	Hall,Russell&Co.Ld. Aberdeen	T.L.Devlin	112·4 BK7½″	21·1	11·1	Granton British *WB*	T.3Cy.12″,20″&33″–22″ 65RHP Hall,Russell&Co.Ld.Abn.	12 ″ 1
1440 118342 VHBP	**Comrie Castle** *G.Hinde* –16 *Ref.Mchy.* 2 *Dks*(1 *Stl*-ws&*UStl* teak s)& *Elec.light*Sub.Sig.Wireless *deep framing*	**SteelTwinScSr** ssLon.No.2–12	5173 4690 3316	✠100A1 6,15 ~~BS18,16~~ ✠LMC ~~10,17~~ BS~~7,15~~ *Carrying fuel oil F.P. above* 150°	Lon	*z*	~~8,14~~ ~~10,17~~ P1.18 SN1 19 *F.in D.*	1903 11mo *Lloyd*	Barclay, Curle&CoLd Glasgow *'sA&CP* *WB*	TheUnion-Castle MailS.S.Co.Ld. *=Cell DBa*96′*uE*	419·3 P61′B115′F52′ FK&BK2″ 27′*f*179′809*tDTf*31′	50·2	28·3	London British 7*BHCem* 872*tAPT*50*t*	T.6Cy.19″,31″&52″–48″ (*s*) 180lb 548NHP 4SB,*12cf*,GS242,HS10420 Barclay,Curle&Co.Ld.Gls.	31 ″ 1 s 6 ″ 11½ 24 ″ 8
1441 MBGH	**Comte de Flandre** *L.Verstraeten*08–11 1 *Dk(Stl)&deep framing &Shelter dk(Stl)* *Tonnageopening closed 1917*	**SteelScSr** ssMdb.No.2–15	1793 1677 1222	✠100A1 *Shelter dk with freeboard* 9,16 ✠LMC MS11,15 BS~~10,16~~ 12,17	Nwc	*s*	~~11,15~~ 11,17	1905 9mo *Lloyd*	W.Dobson &Co. Newcastle *'sA&CP*	OcéanSoc.Anon. Belged'Armement &deNav.(L.Dens& Co.*Mgrs.*)	280·6 FK *WB=*	42·1	18·3	Antwerp Belgian 5*BHCem* *CellDBa*84′	T.3Cy.22″,37″&61″–39″ (*s*) 180lb 264NHP 3SB,*6cf*,GS117,HS4230 Wllsnd Slpwy.Co.Ld.Nwc. *uE*22′*f*116′444*tAPT*40*t*	28 ″ 7 s 8 ″ 4 20 ″ 6
1442 MBLH	**Comte H. v. d. Burgh** *L.de.Zitter*	**SteelScK** 1 *Dk*	200 184 85	✠ *Stm Trawler* 5,10 ✠	Ams			1907 5mo	Mackie& Thomson Glasgow	SocAnonPêcheries d'Islande (J.Baels, *Mgr.*)	118·6 Q67′ BK8″ *WB=*	21·5	11·5	Ostend Belgian 3*BHCem* *DBf*19′22*t*	T.3Cy.12½″,20″&33″–23″ 69NHP 1SB,*2pf*,GS38,HS1247 W.V.V.Lidgerwood,Gls.	12 ″ 6 V
1443 127407 KPSB	**Comus** *C.P.Maxson*92–09 *Elec.light* Wireless	**SteelScSr** 2 *Dks&Awng dk*	4828 — 3000					1900	NwptNews S.&D.D.Co. Nwport News	SouthernPacificCo	391·6	48·3	27·5	NewYork Utd.States	T.3Cy.32″,52″&84″–54″ NewprtNws NB11 518NHP S.&DD.Co.NewptNews,Va	
1444 136232 JKCT	**Conan Doyle** *J.W.Forester* –17 *Elec.light*	**SteelScK** 1 *Dk*	314 278 126	✠100A1 *StmTrawler* 7,17 ~~9,15~~ ✠LMC2,15	Hul		7,17	1915 2mo *Lloyd*	Cochrane& Sons,Ld. Selby *'sA&CP*	NewingtonSteam TrawlingCo.Ld.	138·7 Q74′F19′ BK7½″	23·5	12·3	Hull British 4*BHCem*	T.3Cy.13″,23″&37″–26″ (*s*) 200lb 86RHP 1SB,*3pf*,GS48,HS1400 C.D.Holmes&Co.Ld.Hull	13 ″ 0
1445 139008 JLCH	**Conargo** *W.J.Snedden* –15 (*ex*Altona) *Elec.light*	**SteelScSr** ~~ssHam.No.2–11~~ 1 *Dk(Stl)&Spardk(Stl)& ssMel.No.3–7,16 Webframes*	4312 4029 2726	~~✠100A1~~ *Spar dk* ~~7,13 11~~ 12,17 ✠ ~~MC7,16~~ ~~BS12,17~~	Ham ~~Grv~~ Syd	*y*	~~1,16~~ 12,17	1902 10mo *Lloyd*	Flensburgr Schiffsb.Ges. Flensburg *'sA&CP*	Requisitioned by the Commonwealth of Australia *WB=Cel*	375·0 P&B250′F42′ FK *lDBa*113′*uE&B*40′	47·9	17·1	London British 7*BHCem* *f*173′1012*t*	T.3Cy.27¾″,46½″&76″–48″(*s*) 180lb 471NHP 3SB,*9cf*,GS147,HS6224 FD FlensburgerSchiffsb.Ges.	30 ″ 3
1446 22 NPHF	**Concettina** *A.Zapalà*07–09 (*ex*Labor, *Well deck* *ex*Isle of Anglesey)	**SteelScSr** ssCff.No.3–9,00 ssSly.No 2–09 1 *Dk(Irn)2trB*	1271 1005 773	✠ 3,13	Pal	*o*		1888 8mo	J Readhead &Co. SouthShields	A.Zapalà	230·0 Q85′B57′F32′ BK8″ *WB=Cell*	33·5	16·5	Catania Italian 4*BHCem* *DJ*192′355*t*	T.3Cy.18″,29″&48″–30″ NDB00 124NHP 1SB,*3cf*,GS55,HS1844 J.Readhead&Co.S.Shields	19 ″ 1 V
1447 126719 KJHD	**Concho** *F.G.Avery* *Elec.light* Wireless	**Steel&IronScSr** 2 *Dks&Saloondk*	3724 — 2640					1891	Delaware RiverCo. Chester,Pa.	MalloryS.S.Co.	329·5	47·0	21·2 29·0	NewYork Utd.States	T.3Cy.30″,45″&72″–54″ 381NHP DelawareRiverCo.	
1448 135198	**Concon** *L.Balza* –16 *Mchy.Aft*	**SteelSc** ssVpo.No.1–16 1 *Dk(Stl)*	442 442 253	✠ A1 *Hopper Barge* 12,16 ✠LMC12,16	Vpo	*g*	12,16	1913 3mo *Lloyd*	Lobnitz& Co.Ld. Renfrew *'sA&CP*	S.Pearson&Son, Ld.	145·0	28·6	13·0 FK	London British 4*BHCem*	C.2Cy.14″&32″–21″ (*s*) 150lb 51RHP 1SB,*2cf*,GS32,HS857 Lobnitz&Co.Ld.Renfrew	13 ″ 6 s 2 ″ 3 11 ″ 4

Sunk(War Loss)

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 6 7 Particulars of Classification. Character. / for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned. now expired. Equipment Letter.	7a Date when tail shaft last seen.	8 9 Built. When / By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Register in which classed at last Periodical Cert.
1449 130526 KJCV	**Concord** (*ex*Norfolk) *Elec.light* Wireless	**IronSc** 1 *Dk*	1249 — 697				1891	Harlan& Hollings-worthCo. WlmingtnDl.	**ColonialNav.Co.**	246·0	46·0	15·5	**NewYork** Utd.States	T.3Cy.22″,36″&55″–28″ NB01 160NHP Harlan&Hollingsworth Co.Wilmington,Del.		
1450 127289 KWVS	**—** (*Tug*) Sub.Sig.	**SteelSc** 1 *Dk*	353 — 186				1898	C.Hillman S.&E.B.Co. Philadelphia	**StaplesTransptn. Co.**	128·0	26·3	15·0	**Fall River, Mass.** Utd.States	T.3Cy.16″,24″&40″–28″ 85NHP C.HillmanS.&E.B.Co.Phl.		
1451 122711 HFCN	**—** *G.Sykes* –12	**SteelScK** *ss*Gms.No.2–14 1 *Dk*	235 217 96	✠100A1 *StmTrawler* 5,14 ✠LMC5,14	Gms		5,14	1905 12mo *Lloyd's*	Cochrane& Sons Selby *sA&CP*	**White&Willows**	120·7 Q64′F19′	21·7 BK7½″	11·6	**Grimsby** British	T.3Cy.12¼″,22″&35″–24″ (*s*) 180lb 63RHP 1SB,*2pf*,GS33,HS1096 C.D.Holmes&Co.Hull	12 ″ 6	
1452	**—** *Paraffin Motor* (*See Sailing Ship Register*)	**WoodAuxSc3MstSr** 1 *Dk*	187 170 146					1910	H.Gravdal Opsanger	**A.Lundgren**	111·0 Q14*t*	24·8	10·5	**Prnmbuco** Brazilian	Paraffin Motor 2Cy. M.Holdorsen&Sön, Oubbestadnæs		
1453 371	**Concordia** *Leisberg* –14 *Elec.light*	**SteelScSr** 1 *Dk&Hurdk*	304 — 168					1885	Björnborgs Mek.Werk. Björneborg	**B.Mölder**	142·3	23·0	8·5	**Reval** Russian *WB*	C.2Cy.17½″&31 7/16″–18″ NB03 36NHP Björneborgs Mek.Werk.		V
1454	**—** *P.Smit* –15 (*ex*City of Aberdeen)	**SteelScK** *ss*Ams.No.3–9,11 *ss*Ymu.No.1–16 1 *Dk*	173 166 32	✠100A1 *StmTrawler* 6,17~~9,16~~ ✠LMC ~~MS7,15~~ ~~BS9,16~~,17	Ymu		~~2,15~~ 6,17	1899 10mo *Lloyd's*	J.Duthie, Sons&Co. Aberdeen *sA&CP*	**N.V.Vereenigde Steenkölen Handel**	108·5 F20′	20·7 BK7½″	10·9	**Ymuiden** Dutch	T.3Cy.12″,21″&32″–23″ (*s*) 180lb 56NHP 1SB,*2pf*,GS29,HS916 J.Cran&Co.Leith	11 ″ 6	
1455 HSLN	**Condé** *LeChapelain*09–15 *Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	**SteelScSr**	7200 6442 4537	✠100A1 *Shelter dk with freeboard* ~~5,17~~10,18 5,18 ✠LMC8,15	Hav Msl	*a*† ~~9,17~~ 5,18		1915 8mo	Forg.& Ch. de la Médit. Havre A&CP	Cie.HavraisePén. deNav.àVap. *WB= CellDBa*	418·2 P43′B137′F47′ 34·3 *onShelter dk* FK 84′*uE*31′*f*199′1044*t*	53·8	26·4	**Havre** French 7*BHCem* *APT*31*t*	T.3Cy.27 9/16″,46 1/16″&77 3/16″– 52½½″ 200lb (*s*) 645NHP 3SB,1AuxSB,*11cf*,GS217, HS9507 FD Forg.&Ch.de la Médit.Hav.	29 ″ 8 s 3 ″ 0½ 26 ″ 10	
1456 HJDG	**Conde Wifredo** *L.Martinez*08–10 *Elec.light* Wireless 2*Dks*(*Stl–Uws*)&*Spardk*(*Stl–ws*)	**SteelScSr** *ss*Gen.No.3–7,07 *ss*Bcl.No.2–16	3774 3197 2765	✠100A1 *Spar dk* 11,17~~12,16~~ ~~BS11,17~~ ~~✠NB7,07~~ ✠LMC1,16	Bcl	*w* ~~1,16~~ 11,17		1889 1mo	JLThomp son&Sons Sunderland A&CP	Pinillos,Izquierdo &Co.S.enC. *WB = Cell DB*	363·0 P73′B95′F50′ 27·6 BK10″ 252′493*t*	44·1	20·1	**Cadiz** Spanish 7*BHCem* *APT*43*t*	T.3Cy.31″,51″&83″–54″ 160lb 491NHP 4SB,*12cf*,GS208,HS7128 J.Dickinson,Sunderland	30 ″ 2	
1457	**Conde de Zubiria** *Mchy.Aft*	**SteelScSr**		100A1 (*ClassContemplated*)				1917	Soc.Espa-nola de Const.Nav. Bilbao	**AltosHornos de Viscaya**	314·1	47·9	24·3	**Bilbao** Spanish	Steam Turbine Soc.Espanola deCnst.Nav.		
1458 137531 JNRC	**Condesa** *W.R.Coleman*10–16 *Elec.light* 3*Dks*(*Stl*)&*Shelter dk* *Ref.Mchy.* *CruiserStern* (*Stl–ws*)	**SteelTwinScSr**	8557 5700 5416	✠100A1 *Shelter dk with freeboard* 12,16 ✠LMC12,16 ~~✠Lloyd's RMC12,16~~ 4,17	Hul	*c*†		1916 12mo *Lloyd's*	Earle'sCo. Ld. Hull *sA&CP*	**FurnessHoulder ArgentineLines, Ld.**	430·5 *BonShelter dk*254′ FK *DB*361′1166*t*	61·4	36·0 *FPT6* *Cell*	**Liverpool** British 7*BHCem* 3*tAPT*85*t*	T.6Cy.25″,41½″&70″–48″ (*s*) 200lb 1095NHP 5SB.*20cf*,GS394,HS16800FD Earle'sCo.Ld.Hull	38 ″ 4 s 9 ″ 5 29 ″ 3	BT till 12,17
1459 HNOL	**Condor** *Busch* *ss*Rot.No.2–13 (*ex*Kalypso,*ex*Folgate) 1*Dk*(*Stl*)2*trB* &*deepframing*3*Dkrule*	**SteelScSr**	*3562* *3322* *2307*	✠100A1 8,14 ✠LMC8,17 ~~MS9,13~~ ~~BS7,14~~	Clf	*w* ~~8,14~~ 8,17		1904 1mo *Lloyd's*	Swan,Hun-ter&Wigham Richardson, Ld.Newcastle *sA&CP*	**WestRussianS.S. Co.Ld.** *WB= CellDBa*1	340·5 P28′B100′F34′ 14′*uE&B*38′*f*146′92	47·0	24·6 FK 7*tAPT*31*t*	**Petrograd** Russian 6*BHCem*	T.3Cy.23½″,39″&66″–45″ (*s*) 180lb *90lb* 314NHP 2SB,*6cf*,GS141,HS4800 WllsendSlpwyCo.Ld.Nwc.	27 ″ 3 s4 ″ 10 22 ″ 10	
1460 LNDV	**—** *H.Hansen* *Elec.light*	**SteelSc** 1 *Dk*	194 177 72					1907	Schiffsw(v. J&Sch.)A.G Hamburg	**Ver.Flensburg-Ekersunder&Son-derburg.Dampfs.G**	110·4 B25′	23·0	12·3	**Flensburg** German	T.3Cy.12½″,20″&32″–22″ 48NHP Schwft.(vJ&Sch)AGHam		G
1461 111350 RPGB	**—** *J.F.Knox* –10 *Elec.light*	**SteelScK** *ss*Ply.No.3–9,12 1 *Dk*	191 177 76	✠100A1 *StmTrawler* 2,14 ✠NB12,11 ✠LMC12,11	Ply		2,14	1900 4mo *Lloyd's*	A.Hall& Co. Aberdeen *sA&CP*	~~Chent&Paddon Ld~~ ~~J.Manwell Jones~~ H.Ford (J.M.Jones, *Mgr.*)	112·6 Q20′	21·1	11·6 BK7½″	**Plymouth** British 4*BHCem*	T.3Cy.12″,19″&32¼″–24″ (*s*) 185lb 63RHP 1SB,*2pf*,GS34,HS1055 A.Hall&Co.Aberdeen	12 ″ 2	
1462	**—** *L.Frontado* –15 (*ex*Wear)	**SteelScSp** 1 *Dk*	*180* *159* 79	✠ *Coasting with freeboard* 6,92 ✠	Psy	*b*		1892 6mo	J.McAr-thur&Co. Paisley	**W.Hadden**	120·0 B25′	21·1	8·7 FK	**Cristobal Colon** Venezuelan 6*BHCem*	C.2Cy.16″&32″–21″ 39NHP 1SB,*3pf*,GS49,HS1212 Bow,McLachlan&Co.Psy.	9 ″ 3	
1463 NJMT	**—** *K.Swart*07–09	**SteelScLr** 1 *Dk*	150 136 69					1907	M.van der Kuijl Slikkerveer	**Elsflether Herings fischereiGes.**	94·7 Q20′	21·4	9·9	**Elsfleth** German *WB*	C.2Cy.9 1/16″&18 1/16″–11⅛″ 9NHP vanDam&Gorter,Uithzn.		
1464 623	**—** *Kaigack* *Elec.light*	**SteelTwinSc** 1 *Dk*	138 — 86					1896	RH Mantel Riga	**Dampfsch.Ges. A.Augsburg**	124·0 H25′	20·0	9·0	**Riga** Russian	C.4Cy.11″&19″–12″ 21NHP R.H.Mantel,Riga		
1465 81606	**Conductor**	**IronPadSp**	165 148 63					1880	Eltringh'm &Co. S.Shields	**WCooper&Sons Ld**	117·6	19·6	10·3	**Liverpool** British	L.2Cy.30½″–54″ 62RHP Hepple&Co.,S.Shields		
1466 10209	**—** *W.Shasman* –14	**SteelScK** 1 *Dk*	163 163 65	✠ *StmTrawler* 6,06 ✠	Lth			1903 3mo	Hall,Rus-sell&Co.Ld. Aberdeen	**T.L.Devlin**	112·2 *WB=*	21·1	11·5 BK7½″ *DBf*25′19*t*	**Granton** British 3*BHCem*	T.3Cy.12″,20″&33″–22″ 65RHP 1SB,*2cf*,GS36,HS1168 Hall,Russell&Co.Ld.Abn.	12 ″ 1	
1467 206558	**Conemaugh** *Elec.light* *Mchy.Aft*	**SteelSc** 2*Dks*	3898 — 2967					1909	Detroit S.B.Co. Wyandotte	**Gt.LakesTransit Corp.**	350·0	46·0	31·0	**Buffalo** Utd.States *WB*	Q.4Cy.19″,27½″,40″&58″– 42″ 218NHP DetroitS.B.Co.,Detroit		
1468 200624 KSVL	**Conestoga** *C.Olsen*10–10 *Elec.light*	**SteelScSr** 1 *Dk*	617 — 420					1904	Maryland SteelCo. Sparro'PtMd.	**ReadingCo.**	158·0	29·1	17·0	**Baltimore** Utd.States *WB*	T.3Cy.18″,28″&45″–30″ 111NHP MarylandStl.Co.Sparr'.Pt.		R

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Grément, etc. / Capitaine. / Visites Périodiques.	3 Ex-nom, s'il y a lieu / Nombres des Ponts.	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille / Franc-bord au milieu du navire. / Tirant d'eau correspondant.	15
1469 131825	**Confederate** *W.Thomson* 98–13 1 *Dk*	Steel Sc K	202 198 77	✠100A1 *Stm Trawler* 9,13 ✠LMC 9,13	Abn			1913 9mo	A.Hall& Co.Ld. Aberdeen *Lloyd's A&CP*	T.L.Devlin	115·4 | 22·1 | 11·9 BK 7½″ *WB=DB f 26′14 t*	Granton British	T.3Cy.12″,20″&34″–23″ (*s*) 180lb 57RHP 3 *BH Cem* 1SB,*3pf*,GS44,HS1230 A.Hall&Co.Ld.Aberdeen	12 ″ 9	
1470 HSMC	**Confiance** *Cantagrel* (*Trawler*) (*ex* W.A.Mackie) 1 *Dk*	Steel&IronScYl	172 147 55			…		1895	Mackie& Thomson Glasgow	A.Dufresne& Godard	103·8 | 20·5 | 10·7 Q17′F16′ BK 7½″	Dieppe French	T.3Cy.11″,16½″&27″–22″ NB12 44NHP Muir&Houston,Glasgow	11 ″ 7	V
1471 91180	— (*ex* Navigator) (*Tug*)	Iron Twin Sc	141 137 —			…		1884	E.Foden Northwich	The Admiralty	107·1 | 19·4 | 10·3 BK 6″	London British	C.4Cy.16″&30″–19″ 85RHP E.Foden,Sandbach	10 ″ 8	
1472 45141	**Confidence** *W.Copperthwaite* –13 1 *Dk*	Wood Pad Sp	103 103 38					1861	F.J.Leach Middlesbro'	Nicholson Stm Tug &Salvage Co.Ld. (J.Nicholson, *Mgr*)	98·8 | 18·4 | 9·1	Leith British	C 2Cy.35″–46″ 50RHP J.P.Rennoldson,S.Shields		
1473 588 NPKR	**Confidenza** *P.Schiaffino* –17 ~~*E.Costa* 12–13~~ *ss* Shl No.3–7,07 (*ex* Gudhilde, *ex* Uniform, *ss* Gen.No.2–15 *ex* Clio, *ex* Aswanly) 1 *Dk*(*Stl*)& *Elec.light* *Spar dk*(*Stl*)&*Web frame*	Steel Sc Sr	3465 3223 2198	✠100A1 *Spar dk* 1,17 ✠LMC 9,15 BS ~~1,17~~ 12,17	Gen	*w*	1,17	1894 5mo	Sunderlnd S.B.Co.Ld. Sunderland A&CP	A.Corrado	345·0 | 44·0 | 18·7 P30′B86′F29′ 26·3 BK 9″ *WB=*	Genoa Italian 6 *BH Cem*	T.3Cy.24½″,40″&66″–45″ (*s*) 160lb 300NHP 2SB,*8pf*,GS126,HS4620 N.E.MarineEng.Co.Ld.Sld *Cell D Ba* 120′*f* 138′538*t*	29 ″ 0 *s* 5 ″ 11½ 24 ″ 0	
1474 133515 HWTN	**Confield** ~~*J.L.Ogilvie* –15~~ *ss* Cft.No.1–17 *Alley* –17 1 *Dk*(*pt Irn pt Stl*)	Steel Sc Sr	2804 2584 1718	✠100A1 2,185 ~~1,15~~ ~~Examined 6,17~~ BS1,17 ✠LMC ~~10,12~~ MS3,17	Shr	*u*	5,16	1912 10mo	W.Gray& Co.Ld. W Hartlepool *Lloyd's A&CP* *WB*	Confield S.S.Co.Ld. (E.J.Sutton&Co.) *= Cell D Ba* 96′*u E&*	314·0 | 46·6 | 21·2 P25′B98′F35′ FK *B41′f 137′758t FPT*	Newcastle British 5 *BH Cem* 62*t APT* 146*t*	T.3Cy.23″,36½″&62″–42″ (*s*) 180lb *100lb* 267NHP 2SB,*6cf*,GS104,HS4082 Cen.Mar.Eng.Wrks.WHpl	23 ″ 5 *s* 3 ″ 8 20 ″ 1	
1475 126268	**Congercoal** (*ex* A.Weston) 1 *Dk*	Wood Sc	672 476 333					1882	Wm. Dulac Mt.Clemens, U.S.A.	Conger Lehigh Coal Co.Ld.	164·0 | 31·3 | 13·0	Toronto British	C.2Cy.17″&34″–32″ 48RHP S.F.Hodge&Co.Detroit		
1476	**Congo** *G.N.Costa* –17 (*ex* Ingraban, *ex* Clara Menzell) *Elec.light* Sub.Sig. 1 *Dk*&*Shelter dk*	Steel Sc Sr	3077 2909 2355	G.L. Lis.9,17 (*See Footnote**)				1905	Flensburgr Schiffsb.Ges. Flensburg	Requisitioned by the Portuguese Government	300·8 | 45·3 | 19·0 H70′ 26·1	Lisbon Portuguese *WB*	T3Cy20 1/16″,33 3/16″&55 7/8″–37 1/8″ 192NHP FlensburgerSchiffsb.Ges.		
1477 108458	— *J.Taylor* –17 (*Trawler*) *Iron plating,Stl framing* 1 *Dk*	Iron&Steel Sc K	152 140 63			…		1897	Cook,Welt'n&Gemmell Hull	Ocean Stm. Fishing Co.Ld.	96·0 | 20·5 | 11·0 Q23′F18′ BK 7½″	Grimsby British	T.3Cy.10½″,17″&30″–21″ NB05 45RHP Earle'sCo.(Lim.),Hull	11 ″ 10	
1478 211442 LDCH	**Congress** *Vide light* "Nanking," *See No. 27 in Supplement* *H.C.Thomas* Wireless *fitted* *Elec.light* Sub.Sig. 4 *Dks*&*Shelter dk*	Steel Twin Sc Sr	8145 4957					1913	New York S.B.Co. Camden,N.J.	Pacific Coast Co. (Pacific S.S.Co. *Mngrs.*)	423·8 | 54·9 | 17·4 *WB*	New York Utd. States	T.6Cy.28½″,46½″&78″–54″ 894NHP New York S.B.Co.Cmdn NJ		R
1479 HKJV	**Coningbeg** *J.Eccley* –17 (*ex* Clodagh) *Elec.light* 2 *Dks*(*U–Stl*)	Steel Sc Sr	1279 1086 535	✠ 3,13 ✠	Liv	*q*		1904	Ailsa S.B. Co.Ld. Troon	Clyde Shppg.Co.Ld (W.Cuthbert *Mgr*) *WB = Cell D Ba* 52′*u*	270·6 | 36·1 | 16·6 P32′B142′F73′ BK 9″ *E25′f 84′232t FPT*	Glasgow British 5 *BH Cem* 34*t APT* 10*t*	T.3Cy.26½″,48″&69″–42″ 469NHP 2DB,*12cf*,GS252,HS7262 FD Dunsmuir&Jackson Ld Gls	17 ″ 6	C BT 100 A13
1480 113745	**Coningsby** *S.Melhuish* –13 *ss* Bos.No 1–10 1 *Dk*	Steel Sc K	257 231 106	✠100A1 *Stm Trawler* 5,13 BS1,14 ✠LMC 12,10	Bos		5,13	1906 2mo	Smith's Dock Co.Ld. North Shields *Lloyd's A&CP*	Boston Deep Sea Fishing&Ice Co.Ld (A.Lunn, *Mgr.*)	125·8 | 22·1 | 12·0 Q63′ BK 7½″	Boston British 3 *BH Cem*	T.3Cy.12½″,20″&34″–25″ (*s*) 180lb 70RHP 1SB,*2pf*,GS36,HS1660 Shields Eng.Co.Ld.N.Shl.	12 ″ 10	
1481 109511 QBMC	**Conisbro Castle** *G.Hatton* –15 *ss* Gms.No.3–1,11 *ss* Gms.No.1–14 1 *Dk*	Steel Sc Sr	192 175 86	✠100A1 *Stm Trawler* 11,15 ✠NB2,07 ✠LMC 11,15	Gms		N11,14	1898 3mo	Dundee Shipbuilders' Co Ld Dundee A&CP	G.F.Slelght	112·0 | 21·1 | 11·1 Q58′ BK 7½″	Grimsby British 3 *BH Cem*	T.3Cy.11½″,19″&32″–22″ (*s*) 200lb 57RHP 1SB,*2cf*,GS27,HS892 Cooper&Greig,Dundee	12 ″ 1	
1482 112429 SDLR	**Coniston** *J.J.Nicholson* –16 *ss* Nwc.No.3–1,13 1 *Dk*(*Irn*) 2*tr B*&*deep framing* 3 *Dk rule*	Steel Sc Sr	3544 3112 2278	✠100A1 11,16 *Stm Trawler* "Sheaf Brook," *See No. 96 in Supplement* BS10,16 ✠LMC 1,15	Cff	*v*	N10,16	1901 1mo	W.Gray& Co.Ld. W Hartlepool A&CP	Pyman S.S.Co.Ld. (G.Pyman&Co. *Mgrs.*) *WB = Cell D Ba*	337·0 | 47·0 | 24·6 P27′B84′F32′ FK *&uE 136′f 138′721t*	W.Hartlpl British 5 *BH Cem* *APT* 53*t*	T.3Cy.25½″,40½″&67″–45″ 180lb *75lb* (*s*) 321NHP 2SB,*6rf*,GS119,HS4884 Cen.Mar.Eng.Wrks.WHpl	27 ″ 4 *s* 5 ″ 1 22 ″ 8	
1483 12848 HDNB	**Coniston Water** *R.E.T.Dixon* –16 1 *Dk*	Steel Sc Sr	3738 3468 2362					1908	Bartram& Sons Sunderland	Coniston Water S.S.Co.Ld. (W.R. Smith&Sons *Mgs.*)	346·5 | 50·8 | 23·1 P23′B94′F36′	Cardiff British *WB*	T.3Cy.24½″,40″&66″–45″ 292NHP J.Dickinson&Sons,Ld.Sld.		C
1484 21406'	**Conneaut** *Mchy.Aft* 1 *Dk*	Steel Sc Sr	4749 — 3027					1916	Gt.Lakes Eng.Works Ecorse, Mich.	Wyandotte Transportation Co.	415·0 | 56·0 | 27·5	Wyndotte, Mich. Utd. States	Q.4Cy.19″,28″,41″&60″–42″ 233NHP Gt.Lakes Eng.Wks.Detroit		
1485 109671 RMTG	**Connie** *J.Price* –15 *ss* Flt.No.3–8,12 1 *Dk*	Steel Sc K	198 174 78	✠100A1 *Stm Trawler* 12,13 ✠LMC ✠NB12,13 MS8,12	Gms		8,13	1900 2mo	Earle's Co. Ld. Hull *Lloyd's A&CP*	Fleetwood Steam Fishing Co.Ld.	110·4 | 21·1 | 11·2 Q46 F18′ BK 7½″	Fleetwood British 3 *BH Cem*	T.3Cy.10¾″,20″&32″–23″ (*s*) 180lb 52RHP 1SB,*2pf*,GS33,HS990 Earle'sCo.Ld.Hull	12 ″ 0	
1486 116653	**Connors Bros.** *E.H.Warnock* –09 1 *Dk*	Wood Sc Sr	145 97 64					1904	J.A.Mc Gowan Shelburne NS	Maritime S.S.Co Ld	97·0 | 21·6 | 9·0	Yarmth NS British	C.2Cy.12″&24″–18″ New Burrell John-sonIrn Co Ld 30RHP Yarmouth,NS		
1487 128948 JDSF	**Conqueress** *W.Woodman* –13 1 *Dk*	Steel Sc Slp	121 118 —	✠100A– *For towing purposes* 10,13 ✠LMC 11,15	Shl			1913 10mo	Hepple& Co.Ld. South Shields	Tug Conqueress Ld ~~(R.P.Roberts)~~	95·9 | 20·1 | 9·8 BK 7¾″	Swansea British 4 *BH Cem*	T.3Cy.13″,21″&34″–24″ (*s*) 175lb 99RHP 1SB,*3pf*,GS41,HS1279 Hepple&Co.Ld.S.Shields	10 ″ 6	
1488 108177 PNSG	**Conqueror** *G.E.Washer* –16 1 *Dk*	Iron Pad K	224 193 37					1897	JT Eltringham&Co. South Shields	Dick&Page	131·0 | 21·7 | 10·0	London British	L.2Cy.31¼″–58″ 150RHP Hepple&Co.,South Shields		
1489 89619	— *C.Robson* –17 (*Tug*) (*ex* Conquérant, *ex* Conqueror) 1 *Dk*	Iron Pad Sp	177 165 16					1884	Hepple& Co. North Shields	R.Redhead&Son, Ld. A.Grant	123·5 | 20·1 | 10·1	Newcastle British Grimsby	L.2Cy.32″–58″ 68RHP ~~100NHP~~ Hepple&Co.North Shields		
1490 110201	— *W.Normandale* –17 (*Trawler*) 1 *Dk*	Steel Sc K	148 134 55			…		1899	Hawthorns &Co.Ld. Leith	~~Gamecock Steam Trawling Co.Ld.~~ ~~(J.S.Ellis, *Mngr.*)~~ ~~Grant&Sutherland Fishing Co.Ld.~~ ~~(A.Grant, *Mgr.*)~~	100·4 | 20·1 | 10·5 Q22′ BK 7½″ *WB*	~~Scarboro'~~ British	T.3Cy.11¼″,18″&30″–21″ 50RHP Hawthorns&Co.Ld.Leith	11 ″ 6	

* This vessel which was classed by the Germanischer Lloyd, has now been surveyed by the Surveyors to Lloyd's Register

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Master. Special Surveys.	3 Material, Rig, &c. Late Name if any. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when last staff last seen.	8 Built. When. Ship. Engines.	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
1491 28289	**Conqueror** *T. Heskett* –14 (*Tug*)	**Iron Pad** 1 *Dk*	144 — 14	✠ 5,67	Hpl	9		1861 7mo	Pile Spence & Co. W Hartlepool	J. Irwing	107·0 | 20·4 | 10·2			W. Hartlpl British	2 Cy. 30″–54″ NB08 60 RHP 3 *BHA sp* W. Huntley		
1492	— *J. F. Aranjo* (*Tug*)	**Steel Sc Sp** 1 *Dk*	*112* *112* —			…		1897	Cox & Co. Falmouth	Booth S.S. Co. Ld.	95·7 | 18·6 | 9·7 B23′ BK 6½″			Para Brazilian *WB*	C. 2 Cy. 20″ & 38″–24″ 71 NHP Cox & Co., Falmouth	10 ″ 6	
1493 122803	— *H. Workman* –15 (*Tug*)	**Steel Sc Sp** 1 *Dk*	102 101 5	*Now name "Criccieth," See No. 52 in Supplement*		…		1905	Cox & Co. (Falmouth) Ltd.	Stm Tug Conqueror	90·4 | 17·9 | 9·8 BK 6″			Swansea British	C. 2 Cy. 18″ & 36″–24′ 74 RHP Cox & Co. Falmouth	10 ″ 0	
1494 KRNP	**Conrad** *G. Löwner* (*Trawler*) 1 *Dk*	**Steel Sc** 1 *Dk*	208 190 74					1906	J. C. Tecklenborg A. G. Geestemunde	Grundmann & Gröschel	117·7 | 22·6 | 11·2 Q63′ F18′ *WB*			Gstemnde German	T. 3 Cy. 11 7/16″, 17 11/16″ & 29 13/16″ –21 5/8″ 39 NHP J. C. Tecklenborg A. G. Gst.		G
1495 MFTJ	**Conrad Mohr** *P. Einarsen* 15–15 *ss* Shl. No. 1–13 *Elec. light* 2 *Dks* (*Stl*) & *Web frames* *Mchy. Aft* *Longitudinal framing*	**Steel Sc Sr** 1 *Dk* (*Stl*) & *Spar dk* (*Stl*) & *deep framing*	4008 3699 2055 BS10,16 ~~BB4,15~~	✠100 A1 4,17 ~~12,16~~ *Carrying Petroleum in bulk* ✠LMC 10,15	Bgn NN.	*w*	3,16	1909 7mo	R. Craggs & Sons, Ld. Middlesbro'	A/S Chr. Michelsen & Co.	345·0 | 48·0 | 28·5 P97′ B25′ F44′ FF *WB = Cell D B u E & B* 75′ 223*t*			Bergen Norwegian	T. 3 Cy. 25″, 41″ & 67″–45″ (*s*) 180 lb HS 6486 357 NHP 12 *BHCem* 2SB, 1 Aux SB, *11cf*, GS 196, HS 4713 FD *APT* 201*t* N.E. Marine Eng Co Ld. Nwc	28 ″ 9 *s* 5 ″ 5½ 23 ″ 7	
1496	**Conselheiro Dantas** 1 *Dk & Shade dk*	**Steel Pad Sr** 1 *Dk & Shade dk*	*249* *166* *115*					1894	Russell & Co. Greenock	Empreza de Nav: Bahiana	135·0 | 22·0 | 8·6			Bahia Brazilian	T. 3 Cy. 11″, 17″ & 28″–18″ 33 NHP Kincaid & Co. (Lim.), Gnk.		
1497 120935 HFVT	**Consols** *J. White* –17 *ss* Bry. No. 2–14 (*ex* Shira) 1 *Dk* (*Stl*) & *Spar dk* (*Stl*) & *deep framing* Sub. Sig.	**Steel Sc Sr** *ss* Bry. No. 2–14 1 *Dk* (*Stl*) & *Spar dk* (*Stl*) & *deep framing*	3756 3495 2401	✠100 A1 *Spar dk* 9,17 ~~10,16~~ ~~BS1,16~~ ✠LMC 7,14 ~~1,17~~ 9,17	Cff Npt	*x*	~~1,16~~ 9,17	1906 4mo	W. Pickersgill & Sons Sunderland	Rome Stm. Shippg. Co. Ld. (Fisher, Alimonda & Co. Ld., *Mgrs.*)	361·0 | 46·3 | 17·7 P31′ B198′ F39′ 25·7 FK *WB = Cell D Ba*			Liverpool British	T. 3 Cy. 24″, 40″ & 67″–45″ (*s*) 180 lb *100 lb* 356 NHP 6 *BHCem* 2SB, 6*pf*, GS 108, HS 4713 FD G. Clark, Ld. Sunderland 516*t* *FPT* 103*t* *APT* 46*t*	28 ″ 2 *s* 4 ″ 3½ 24 ″ 3	
1498 127850	**Consort** *T. Barnes* –13 *ss* Gms. No. 1–14 1 *Dk*	**Steel Sc K** *ss* Gms. No. 1–14 1 *Dk*	181 164 80	✠100 A1 *Stm Trawler* 6,14 ✠LMC 6,14	Gms		5,13	1909 12mo	Cook, Welton & Gemmell Ld. Beverley	Queen Stm. Fishing Co. Ld.	110·0 | 21·0 | 11·2 Q56′ F18′ BK 7″			Grimsby British	T. 3 Cy. 11½″, 21″ & 33″–24″ (*s*) 180 lb 1 *BHCem* 1SB, *2pf*, GS 38, HS 1050 Crabtree & Co. Ld. Gt. Yar.	11 ″ 11	
1499	— *M. de Noya* *ss* Ferrol No 1–14 1 *Dk* (*Stl*)	**Steel Sc K** *ss* Ferrol No 1–14 1 *Dk* (*Stl*)	*115* *97* —	✠100 A1 *For towing purposes* 5,14 ~~BS9,16~~ ✠LMC 5,14 BS2,13	Ferrol		9,16	1910 3mo	J. Scarr & Son Howden	Soc. Española de Construccion Naval	84·9 | 20·1 | 8·2 BK 5½″			Ferrol Spanish	C. 2 Cy. 15″ & 30″–20″ (*s*) 120 lb 1 *BHCem* 1SB, *2pf*, GS 38, HS 1050 Crabtree & Co. Ld. Gt. Yar.	9 ″ 0	
1500 HSPT	**Constance** *Berthommé* 13–13 *Elec. light* 1 *Dk*	**Steel Sc Sr** 1 *Dk*	2468 2161 1531					1912	Atel. & Ch. de la Loire Nantes	Cie. Auxiliaire de Navigation (A. Capel & Cie, *Mgr.*)	285·5 | 43·3 | 20·2 P16′ B72′ F34′			Nantes French *WB*	T. 3 Cy 18 1/10″, 29 2/10″ & 49 1/2″–37½′ 148 NHP Atel. & Ch. de la Loire, Nts.		V
1501 124053 JLQP	— *A. Hughes* –15 *Mchy. Aft*	**Steel Sc K** *ss* Liv. No. 2–14 1 *Dk* (*Stl*)	209 159 84	✠100 A1 5,17 ~~8,16~~ ~~BS8,16~~ ✠LMC 5,14 BS3,17	Liv Bkn	*c*	~~8,16~~ 3,17	1907 4mo	W. J. Yarwood & Sons Northwich	Manchester, Liverp'l & N. Wales S.S. Co. Ld. (R. R. Clark, *Mgr.*)	112·0 | 22·0 | 8·9 Q34′ F21′ BK 6¾″ *WB*			Liverpool British	C. 2 Cy. 13½″ & 27″–20″ (*s*) 125 lb 3 *BHCem* 1SB. *2pf*, GS 31, HS 790 WJ Yarwood & Ss, Nrthwch	10 ″ 0 *s* ″ 8 10 ″ 0	
1502 115934 JHKW	— *W. Johnstone* –16	**Steel Sc Sr** 1 *Dk*	166 116 66					1902	Ardrossan D.D. & S.B. Co. Ld Ardrossan	A. F. Henry & MacGregor, Ld.	100·0 | 20·6 | 7·2 Q36′ F19′ *WB*			Leith British	C. 2 Cy. 12″ & 24″–18″ 24 RHP J. Menzies & Co. Ld. Leith		
1503 96338	— *J. Molyneux*	**Wood Sc Flat**	126 120 80					1889	J. Harland Tranmore	I. Thompson & Sons	85·6 | 20·2 | 9·3			Liverpool British	2 Cy. 10¼″–10″ 20 RHP Cochrane & Co., Birkenhead		
1504 94425 MLKN	**Constance Grech** *W. Brown* –08 (*ex* Helga)	**Steel Twin Sc Sr** *ss* Ldy. No. 3–10, 03 1 *Dk*	283 226 75	✠ 1,09 ✠	Qns	*e*		1891 11mo	S. M'Knght & Co. Ayr	R. A. Grech	145·5 | 23·0 | 10·7 F30′ *WB = Cell D B* 91′ 58*t*			London British	T. 6 Cy. 11″, 16½″ & 27″–22″ 80 RHP 1SB, *3pf*, GS 61, HS 1560 Muir & Houston, Glasgow	13 ″ 0	
1505 HGFR	**Constancia** *Marnoto* –10 (*ex* Constance, *ex* Hamburgh)	**Iron Sc 3 Mst Sr** 1 *Dk* 2 *tr B*	603 — 398			…		1871	Reiherst'g Schiffsw. Hamburg	Th. A. dos Santos	189·6 | 25·6 | 13·1 Q51*t* B30*t* H14*t* F15*t*			Lisbon Portuguese *WB* *Qp*	Q 4 Cy 10½″, 15″, 21½″ & 30″–26″ NB93 46 NHP *d* 93 Reiherst. Mschnnf, Ham		
1506 RPBC	**Constantia** *J. Koldeweg* (*ex* Hapsal, *ex* Constantia, *ex* Benares) *Elec. light*	**Steel Sc Sr** 2 *Dks* 3 *tr B*	3026 2867 1889			…		1890	Barclay, Curle & Co. Ld. Glasgow	Hamburg-Amerik. Packetf. Akt. Ges. (Ham.-Amr. Linie)	339·5 | 41·8 | 26·4 P20′ B80′ F42′ BK 10″			Hamburg German *WB*	T. 3 Cy. 24½″, 38″ & 64″–48″ 302 NHP Barclay, Curle & Co. Ld. Gls.	29 ″ 0	G
1507 142243 ~~WDBK~~ WDBK	— ~~*Grandell*~~	**Steel Sc Sr** 1 *Dk* 2 *tr B*	772 — 441					1890	W. Rosenlew & Co. Björneborg	The Shipping Controller (Gellatly, Hankey & Co *Mgrs.*)	~~186·6 | 29·4 | 13·8~~ 185 · 0 | 29 · 0 | 16 · 0			~~Nicolaistad~~ ~~Russian~~ London British	T. 3 Cy. 16″, 26″ & 43″–26″ NB07 94 NHP W. Rosenlew & Co Björnebg		V
1508 RPBC	**Constantin** (*ex* Highland Ghillie, *ex* Otarama, *ex* Sea King) *Elec. light Ref. Mchy.*	**Steel Sc Sr** *ss* Lon. No. 3–9, 02 *ss* Liv. No. 1–08 1 *Dk* (*Irn* & *Spar dk* (*Irn*) 3 *tr B*	*3935* *3609* *2537*	✠ *Spar dk* 7,12 ✠	Bkn	*w*		1890 4mo	W. Doxford & Sons Sunderland	M. Gumuchdjian	365·0 | 44·2 | 19·4 P28′ B88′ F37′ 27·3 FK *WB = Cell*			Varna Bulgarian	T. 3 Cy. 27″, 44″ & 72″–48″ 359 NHP 6 *BHCem* 2DB, *12cf*, GS 206 W. Doxford & Sons, Sld.	29 ″ 11	
1509 NSHT	— *S. O. Sonne* 12–12 *Ref. Mchy*	**Iron Sc Sr** 2 *Dks* & *Awng dk*	831 707 429	*Awng dk with load line* 4,80	Cpn	*o*		1880 1mo	Kockums Mek Vk Ak Malmö	Det Forenede Dampskibs Selsk.	230·0 | 30·2 | 14·2 20·7 *WB = DBa*			Aalborg Danish	C. 2 Cy. 35″ & 61″–39″ 194 NHP 4 *BHCem* Kockums Mek Verk, Malmö		
1510 513 HRCM	— *Birse* –14 *Elec. light*	**Iron Twin Sc Sr**	661 — 466					1866	Palmers' S. & I. Co. Newcastle	Russian East Asiatic S.S. Co., Ld. (Baltic Line)	213·4 | 29·7 | 11·8 Q78′ H–			Riga Russian	T. 6 Cy. 12″, 19″ & 32″–21″ NE & B 97 94 NHP N.E. Mar. E. Co. Lim. Nwc.		V
1511 28 MVBL	— *Von Bremsen* –12 *Elec. light*	**Iron Sc Sr** 1 *Dk*	379 — 219					1875	F. Schichau Elbing	Mme. W. W. Sokoloff	159·8 | 21·6 | 11·0 P125′ F21′			Odessa Russian	C. 2 Cy. 18¾″ & 41½″–21½″ NB 95 67 NHP F. Schichau, Elbing		V
1512 1222 LRDK	— (*ex* Earl of Bute)	**Iron Pad Sk** 1 *Dk*	145 132 56					1886	J T Eltringham S. Shields	C. Svorono Sons	108·0 | 18·7 | 9·9			Rostoff on Don Russian	L. 1 Cy. 36¼″–54″ 74 NHP J P. Rennoldson & Sn. S. Shl.		

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres clo noted, si on veut dans le L. R. Journal. Cote R. to Pilots.
1513 129740 HQDB	**Constantine** *J.Anderson* –13 *Well deck* *Elec.light*	SteelScSr ssShl.No.1–14 1Dk(Stl)&deep framing Cargo battens not fitted	1459 1183 880	✠100A1 10.17~~8~~,16 BS1,16	Bry Lth	p	6,15 10,17	1909 11mo Lloyd's	BlythS.B. &D.D.Co.Ld. Blyth sA&CP WB	ScrewCollierCo.Ld (J.Ridley,Son& Tully,*Mgrs.*) = CellDBa71'uE&f	245·0 Q91'B49'F24' B35'f102'402t	36·7 FK FPT	16·0	Newcastle British 4BHCem 62tAPT79t	T.3Cy.19″,31″&51″–36″ (s) 180lb *90lb* 181NHP 1SB,*4cf*,GS75,HS2945 N.E.MarineEng.CoLdNwc	18 ″ 4 s 1 ″ 9 16 ″10	
1514 1288 LRBK	**Constantine Svorono** (*ex*Ekatarina) *Mchy.Aft*	Steel TwinSc	449 — 312					1891	Stabilmnto Tecnico Trieste	C.SvoronoSons	179·5	28·7	9·2	Taganrog Russian	C.4Cy.13″&24″–20″ 44NHP StabilimentoTecnico,Tri.		
1515	**Constantino Nery** *N.Cardozo* –04 (*ex*Eden Vale)	SteelSc3MstSr ssLiv.No.3–6,01 1Dk&ptShadedk	*509* *416* *264*	✠ 2,07 ✠	Liv	i		1889 3mo	SM'Knight &Co. Ayr	M.D.deVasconcellos	180·0 P38'F30'	27·0 BK7½″ WB=FPT	13·0	Manaos Brazilian 4BHCem 36tAPT22t	T.3Cy.15″,25″&40″–27″ 80NHP 1SB,*3cf*,GS52,HS1160 Muir&Houston,Glasgow	13 ″ 11	
1516	**Constantinos** *P.Georgundas* –16 (*ex*GoldenCross)	SteelScSr ssCff.No.3–4,05 ssPir.No.2–14 1Dk(ptStlptIrn)2trB&Web frames&ptAwngdk(Irn)	*3014* *2296* *1944*	✠100A1 *pt Awng dk with freeboard* 5,16 BS6,16	Pir	u	6,16	1893 1mo	JLThompson&Sons Sunderland A&CP	P.Constantinidis, P.Cavafis&Co. WB	322·0 P29'Q100' *ptAwng dk*192' = Cell DB 230'	41·5 BK10″ 500t	21·5	Piræus Greek 6BHCem APT30t	T.3Cy.24″,39″&64″–42″ (s) 150lb *75lb* NDB04 266NHP 2SB,*6pf*,GS116,HS4000 J.Dickinson,Sunderland	24 ″ 0 s 8 ″ 4 23 ″ 5	
1517 HBNP	— *D.Fitile* *Well deck*	IronScSr ssPir.2ndNo.3–10,09 ssPir.No.1–14 1Dk(Irn)2trB	1781 1413 1073	✠100A1 3,17 BS3,17	Cff	q	~~2,17~~ N9,17	1884 8mo	M'Intyre& Co. Newcastle A&CP	HellenicCo.orMarineEnterprises (A.Pallios, *Mgr.*) WB=	260·0 Q88'B74'F33' *DBuE&B*34'100t	36·2 FK *FPT*65t	18·0 *APT*18t	Cephlonia Greek 6BHCem *M*T32'410t	C.2Cy.32″&60″–39″ (b) 80lb *86lb* NDB14 188NHP 2SB,*6pf*,GS90,HS3348 Blair&Co.(Lim.),Stockton	19 ″ 2 s 2 ″ 2 17 ″ 4	-
1518	— (*ex*Côte d'Azur, *ex*Emma,*ex*Delfino) *Now Named* "**Minerve**," *see Letter* **M.**	IronScSr 1Dk	738 — 442					1874	LloydAustro-Ungarico Trieste	Soc.LesAffréteurs Re'unis (J.Stern, *Mgr.*)	198·0	27·0	18·7	French	C.2Cy.20″&36″–23″ NB86 52NHP ArsenaleLloyd,Trieste		V
1519	**Constantinos Embiricos** ~~*C.Cialucia.*~~ *Elec.light* *A.Palaokrasas*–17	SteelScSr ssCff.No 3–8,15 1Dk(ptIrn&ptStl)2trB &deep framing3Dk rule	*2611* *2438* *1663*	✠100A1 *withfreeboard* 4,17~~8,15~~ BS4,17	Cff Lis	u	~~8,15~~ N3,17	1903 6mo Lloyd	Short Bros. Ld. Sunderland sA&CP	A.Embiricos WB= CellDBa96' uE24'f138'806tD	320·4 P35'B200'F35' Ta28'500t	44·9 FK FPT	20·9 86t	Andros Greek 6BHCem APT24t	T.3Cy.23″,38″&64″–42″ (s) 180lb *76lb* 278NHP 2SB,*6cf*,GS120,HS4141 G.Clark,Ld.Sunderland	23 ″ 6 s 2 ″ 7½ 21 ″ 2	
1520 HQLC	**Constantinos XII.** *G.Vafiadis* –16 *Elec.light*	SteelScSr 1Dk(Stl)	*3892* *3847* *2331*	✠100A1 7,17~~6~~ *Now Named "Tonia." See No. 23 in Supplement.*	Sws	x	3,16	1914 1mo Lloyd	J.Priestman&Co. Sunderland sA&CP D	HellenicTransport S.S.Co.(S. Iossifoglu, *Mgr.*) WB=Cell Ba127'uE&B42'f	380·0 P37'B238'F41' 165'	51·5 FK 1529t	22·1 FPT154t APT217t	Piræus Greek 6BHCem	T.3Cy.26″,42″&70″–48″ (s) 180lb 380NHP 3SB,*9cf*,GS184,HS6024 Blair&Co.Ld.Stockton	25 ″ 6 s 3 ″ 6 22 ″ 4	
1521 PFBD	**Constanza** *D.Dumitriu* *Elec.light*	SteelScSr 2Dks3trB	2213 2029 1426					1898	Howaldtswerke Kiel	RoumanianState MaritimeService	284·0 B42'F33'	40·0 WB	21·5	Braila Roumanian	T.3Cy.22″,34⅝″&57″–39⅝″ NB09 203NHP Howaldtswerke,Kiel		V
1522	**Constitucion** (*ex*Zeebrugge,*ex*Arizona) *Well deck*	SteelScSr ssCff.No.1–11 1Dk(Stl)	*646* *462* *385*	✠ 7,11	Cff	i		1907 7mo	R.Thompson&Sons,Ld Sunderland	Paraguayan Government WB=D	176·0 Q85'B17'F23' Ba33'f41'116t	29·8 FK FPT	10·6 23t APT16t	Paraguayan 4BHCem	T.3Cy.15½″,25″&41″–27″ 95NHP 2SB,*4pf*,GS56,HS1558 Richardsons,Westgarth& Co.Ld.Mdb.	13 ″ 0	
1523 5543 JTPC	**Consul Bratt** *C.G.A.Öberg*08–13 *Elec.light*	SteelScSr 1Dk	1117 970 624					1913	Trndhjms Mek.Værks. Trondhjem	Ångf.Aktieb.Adolf (A.Bratt&Co., *Mgrs.*)	225·3 P22'B48'F21'	36·3 WB	14·3	Gothenbrg Swedish	T.3Cy.17″,27½″&46″–30″ 116NHP TrondhjemsMV'Trondhjm		N
1524 5526 JTNB	**Consul Corfitzon** ~~*H.T.Hillestrøm* –15~~ (*ex*Melobesia) *A.J.Hassling* –17	SteelScSr ssSld.No.3–5,14 1Dk(Stl)2trB& *deep framing* 3Dk *Now named "Immeln." See No. 30 in Supplement.*	2806 2580 1656	✠100A1 12,17 ~~9,16~~ BS2,15	Grk NOs	u	N11,16 12,17	1901 11mo	Craig, Taylor&Co. Stockton WB	Rederiaktieb. Transatlantic (G.Carlsson,*Mgr.*) = Cell DBa102'uE	320·2 P31'B84'F31' 20'f134'592t	46·4 FK FPT	21·4 88t APT131t	Gothenburg Swedish 5BHCem	T.3Cy.23½″,39″&64″–42″ (s) 160lb ~~150lb~~ *100lb* 278NHP 2SB,*6cf*,GS123,HS4345 Blair&Co.Ld.Stockton	23 ″ 9 s 4 ″ 0½ 20 ″ 1	
1525 HSPQ	**Consul Horn** *Elec.light*	SteelScSr 1Dk	2504 2289 1596					1901	Helsingörs Jernsk&Msk. Elsinore		315·8 P19'B87'F36'	45·2	19·7	Bordeaux French WB	T.3Cy.22½″,37″&61″–42″ 241NHP HelsingörsJernsk.&Mskb.		
1526 5264 JSMC	**Consul Olsson** *W.Greek* –16 (*ex*Novington)	SteelScSr ssCff.No.3–1,11 ssCpn.No.1–16 1Dk(ptIrn&ptStl)&deep framing	2577 2386 1586	✠100A1 8,17 ~~8,16~~ *Now named "Salen." See No. 150 in Supplement.*	Cpn Shl	l	2,16	1899 5mo	Richardsn, Duck&Co. Stockton WB	Rederiaktieb. Transatlantic (G.Carlsson,*Mgr.*) = Cell D	313·0 P29'B60'F34' Ba110'uE24'f128'	44·5 FK	20·6	Gothenburg Swedish 5BHCem 669tAPT41t	T.3Cy.23″,37½″&61½″–39″(s) 160lb *90lb* 244NHP 2SB,*6rf*,GS100,HS3778 Blair&Co.Ld.Stockton	23 ″ 1 s 4 ″ 0½ 19 ″ 5	
1527 MLWJ	**Consul Persson** *O.Johannssen* –15 (*ex*Amie) *Well deck*	IronScSr ssBry.2ndNo.3–1,11 ssGot.No.1–15 1Dk(Irn)&Webframes	1835 1345 1112	✠100A1 9,16 MS10,15	Bgn	r	9,16	1890 3mo	E.Withy &Co. W Hartlepool A&CP	Thv.Halvorsen	270·0 P27'Q80'B110' F31'	36·1 BK7½″ CellDB228	16·7	Bergen Norwegian 4BHCem 306tAPT15t	T.3Cy.21½″,35″&57″–36″ (r) 160lb *80lb* NDB03 193NHP 1DB,*4cf*,GS63,HS2860 Blair&Co.Ld.Stockton	19 ″ 2 s 1 ″ 3 18 ″ 8	
1528 MCHJ	**Consul Smith** (*ex*Ranen,*ex*Storegut)	IronScSp 1Dk	134 130 47					1877	Rostocker Akt.Ges. Rostock	Ingv.Thorsen	83·9 H8t	20·2	13·3	Stavanger Norwegian	T.3Cy.12½″,19⅝″&32½″–24″ NB88 52NHP RostockerAktGesRostock		
1529 371 HMRA	**Consul Thorsöe** *L.R.Doebel*	SteelScSr (*ex*Chios) 2Dks3trB	1698 1203 961					1890	Wigham Richrdsn&Co Newcastle	NorthernSS.Co.Ld	266·8 Q72'F26' *ptAwng dk*162'	35·0 WB	20·4	Petrograd Russian	T.3Cy.20½″,33″&54″–36″ 175NHP WighmRichardsn&CoNwc		
1530 HDVK	**Conte Kalnoky**	SteelSc	161 — 81					1889	Stabilmnto Tecnico Trieste	N.Mihanovich	115·4	17·3	9·2	Trieste Aust.-Hung.	NB05 StabilimentoTecnico,Tri.		
1531 HDWL	**Contessa Adelma** *G.Tarabocchia*11–11	SteelScSr ssTri.No.2–10 1Dk(Stl)&Spar dk(Stl)& deep framing	3352 3308 2278	✠ 12,15 *Spar dk*	Cff	w		1901 12mo	Russell& Co. Pt.Glasgow	Soc.Anon.diNav. aVap.Lussino WB=CellDBa110'u	339·2 P20'B76'F36' Es&B40'f142'805t	46·0 25·7 FK	17·9 6BHCem APT56t	Lusinpiclo Aust.-Hung.	T.3Cy.24″,39″&65″–45″ NDB14 300NHP 2SB,*6cf*,GS132,HS4550 Rankin&Blackmore,Grk.	28 ″ 5	
1532 64996	**Contest**	CompPad 1Dk	274 208 123					18 7/95	H.Dinning Quebec *re-blt*,J.Chab	CanadianBankof Commerce ot,Levis	132·3	23·0	10·5	Quebec British	2Cy.30″–72″ 100RHP St MaryFoundry,Montreal		
1533 212630	**Contra Costa** (*Train ferry*)	WoodPad 1Dk	5373 — 4166					1914	Southern PacificShpd. Oakland,Cal.	SouthernPacific R.R.Co.	414·3	67·2	18·5	S.Frncisco Utd.States			

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned. now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught.	15 Registers in which classed, if not in L.R. Dates if Transferred.
1534	**Contramaestre Ortiz** SteelScCtr (*Tug*) 1*Dk*	*296* *268* *127*			...		1909	Bow, McLachlan&Co. Ld.Paisley	Chilian Government	110·2|25·1|12·2 BK6″	Tlcahuano Chilian *WB*	C.2Cy.22″&44″–30″ 100NHP Bow,McLachln&CoLdPsy	13 ″ 0	
1535	**Contreiras** SteelTwinScSr *J.A.M.Francs* ss Pra.No.3–4,10 1*Dk*(*Teak*)&*Promenade dk*(*Teak*) *Elec.light*	*335* *250* *228*	✠ *For River purposes only* 4,13 ✠	Pra			1900 9mo	Murdoch& Murray Pt.Glasgow	C.H.Contreiras de Oliveira	150·2|30·1| 8·0 F16′ FK	Pará Brazilian 5*BHCem*	C.4Cy.12″&24″–18″ 57NHP 1SB,*2pf*,GS40,HS1116 Lees,Anderson&Co.Gls.	8 ″ 4	
1536 131824	**Controller** SteelScK *J.Thomson*00–13 1*Dk*	201 197 76	✠100A1 *Stm Trawler* 7,13 ✠LMC7,13	Abn			1913 7mo *Lloyd's*	A.Hall& Co.Ld. Aberdeen	T.L.Devlin	115·4|22·1|11·9 BK7½″ *WB*= *DBf*26′14*t* *sA&CP*	Granton British 3*BHCem*	T.3Cy.12″,20″&34″–23″ (*s*) 180lb 57RHP 1SB,*3pf*,GS44,HS1294 A.Hall&Co.Ld.Aberdeen	12 ″ 9	
1537 112430 SDNT	**Conway** *W.Sellars* 16–17 SteelScSr ~~*LCooper* 13~~ ss Hpl.No.3–9,13 *Spar dk*(*ptIrn*&*ptStl*) *Elec.light* 2*trB*&*deep framing*	4003 3750 2591	✠100A1 *Spar dk* *with freeboard* 9,17 ~~9,16~~ ✠LMC9,15	Hpl	*w*	~~9,13~~ N9,17	1901 1mo	Irvine's SB &D.D.Co.Ld. WHartlepool A&CP	Furness,Withy& Co.Ld.	345·0|47·9|19·4 P31′B100′F34′ 27·6 FK *WB* = *Cell DBa*112′*uE*&*B*36′*f*144′	W.Hartlpl British 6*BHCem*	T.3Cy.25″,41″&67″–45″ (*s*) 165lb *100lb* NDB03 313NHP 2SB,*8pf*,GS124,HS4840 Richardsons,Westgarth& 872*tAPT*101*t* Co.Ld.Sld.	30 ″ 2 s 5 ″ 9½ 24 ″ 9	
1538 118636 VRTS	— *A.H.McKinnon* –18 SteelScSr ~~*Ettrick* 18~~ ~~ssShl.No.2–12~~ *Elec.light* 2*Dks*(*Stl*)&*deep framing* Sub. Sig. ssShl.No.3–1,18	2650 2521 1666	✠100A1 ~~1,13,16~~ BS6,16 ✠LMC8,12 BS8,17 MS6,17	Lon Shl	*u*	~~N1,16~~ 1,13	1904 6mo *Lloyd*	Armstrong Whitworth &Co.Ld. Newcastle *sA&CP*	RoyalMailSteam PacketCo.Ld.	318·0|43·7|23·3 P21′B87′F33′ FK *WB*= *CellDBa* 86′*uE*&*B*68′	Newcastle British 5*BHCem*	T.3Cy.25″,41″&68″–45″ (*s*) 180lb 360NHP 3SB,*9cf*,GS165,HS5900 Wllsnd Slpwy.Co.Ld.Nwc. *f*118′546*tFPT*60*tAPT*20*t*	25″10 s 4 ″ 5½ 21 ″ 9	
1539 118919 VSND	— SteelScK *W.S.Bishop* –15 ssGms.No.2–12 1*Dk*	228 203 105	✠100A1 *Stm Trawler* 4.15 ✠LMC ✠NB5,15 MS5,12	Gms		8,14	1904 2mo *Lloyd*	Cochrane& Sons Selby *sA&CP*	T.C.&F.Moss	119·3|21·5|11·5 Q48′F20′ BK7½″	Grimsby British 4*BHCem*	T.3Cy.12″,21″&34″–24″ (*s*) 180lb 58RHP 1SB,*2pf*,GS35,HS1149 C.D.Holmes&Co.Hull	12 ″ 4	
1540 136134	**Conway Castle** SteelScK 1*Dk*	274 245 107	✠100A1 *Stm Trawler* 3,16 ✠LMC3,16	Mdb			1916 3mo *Lloyd*	Smith's Dock Co.Ld. Middlesbro' *sA&CP*	CastleS.Trwlrs.Ld (C.Heron, *Mgr.*)	125·2|23·4|12·8 Q72′F21′ BK7½″	Swansea British 2*BHCem*	T.3Cy.12½″,21″&35″–26″ (*s*) 180lb 87RHP 1SB,*3pf*,GS51,HS1619 Smith'sDockCo.Ld.Mdb.	13 ″ 6	
1541 139015 JLBP	**Cooee** SteelScSr *W.F.Lewis* –15 ssHam.No.1–11 (*ex* Neumünster) 2*Dks*(*Stl*)&*deep framing lower dk in Nos.*1&3 *holds* *Elec.light*	4224 3943 2635	✠100A1 12.14 *Examined* 1,13 ~~BS4,16~~ ✠LMC~~13,14~~ MS10,17 BS7,17	Mel	*y*	~~8,15~~ 8,17	1907 5mo *Lloyd*	Flensburgr Schiffsb.Ges. Flensburg *sA&CP*	Requisitioned by the Commonwealth of Australia	387·8|51·0|25·2 P&B315′F50′ FK *WB*= *CellDBa*122	London British 7*BHCem*	T.3Cy.27¾″,46¼″&76″–48″(*s*) 180lb 473NHP 3SB,*9cf*,GS147,HS6255 FD FlensburgerSchiffsb.Ges. ′*uE*&*B*42′*f*175′1040*t*	27 ″ 9 s 4 ″ 0 24 ″ 2	
1542 115863 TNCF	**Cooeyanna** SteelScSr *S.A.Morgan* –16′ ssMel.No.2–10 *Elec.light* 1*Dk*(*Stl*)&*Spar dk*(*Stl*)&*deep framing*	3922 3551 2496	✠ *Spar dk* 8,13	Mel	*x*		1902 7mo	Hawthorn, Leslie&Co.Ld Newcastle	BritishIndiaStm. Nav.Co.Ld.	375·0|47·0|17·6 P32′B166′ 25·2 F101′ FK *WB* = *Cell DBa*104′*uE*&*B*64′*f*166′	Glasgow British 6*BHCem*	T.3Cy.27″,45″&74″–48″ 458NHP 3SB,*9cf*,GS162,HS6240 FD N.E.MarineCo.Ld.Nwc. 730*tDTf*20′450*tAPT*40*t*	28 ″ 0	
1543 93722 SLJF	**Coogee** SteelSc3MstSr *T.Easson* –16 ssMel.3rdNo.3–10,15 (*ex* LancashireWitch) *Elec.light* 1*Dk*(*ptStl*–ws)	762 536 330	100A1 12.16 ✠NB9,03 LMC12,16	Mel	*m*	12,16	1887 3mo	J.L.Thompson&Sons Sunderland A&CP	Huddart,Parker, Ld.	225·0|30·2|13·5 P*ptShadedk*&B136′ F34′ FK *WB* = *DBa*40′16*t FPT* 14*tAPT*21*t*	Melbourne British 4*BHCem*	T.3Cy.23″,37″&60″–36″ (*s*) 160lb *50lb* 281NHP 2DB,*12cf*,GS192,HS4540 J.Dickinson,Sunderland	14 ″ 3	
1544 131503 HTWS	**Coolebar** SteelTwinScSr *R.R.Watson* –16 *Elec.light* 1*Dk*	479 320 224					1911	Ardrossan D.D.Co.Ld. Ardrossan	NorthCoastSteam Nav.Co.Ld	150·3|30·0| 8·7 Q41′F27′	SydnyNSW British *WB*	C.4Cy.12½″&26″–18″ 89RHP Dunsmuir&JacksonLd Gls		
1545 82872 WCJS	**Coolgardie** IronScBn *H.A.Thomson* –16 ssMel.2ndNo.3–7,06 (*ex* BothwellCastle) ssMel.No.2–15 *Elec.light* 2*Dks*(1*Irn*)3*trB*	2542 2399 1653	✠100A1 8,16 BS8,16 ✠LMC3,15	Mel	*u*	3,15	1881 3mo *Lloyd*	R.Dixon & Co. Middlesbro' *sA&CP*	JamesWardle&Co.	329·1|38·3|26·0 F34′ ND02 BK10″ *WB*= *DBa*86′205*t*	Melbourne British 4*BHCem*	C.2Cy.40″&75″–42″ (*b*) 75lb *100lb* NDB02 304NHP 2DB,*8pf*,GS150 T.Richardson&Sons,Hpl.	27 ″ 3 s 5 ″ 9 22 ″ 9	
Wrecked 3/1/ since 3/1/ 1546 117678	**Cooloon** WoodScSr *S.Coulter*08–12 1*Dk*	239 191 141					1904	G.Mowatt Manning Riv. N.S.W.	LangleyBros,Ld.	127·4|25·3| 8·8 P14′B23′F19′	SydnyNSW British	C.2Cy.15″&30″–21″ 37RHP Mort'sDk.&E.CoLd Balmn		
1547 120735 TVPH	**Cooma** SteelScSr *R.L.Bailey* –15 Wireless 2*Dks*&*Shelter dk*	3839 3214 2121					1907	A.Stephen &Sons,Ld. Glasgow	AustralianSteam-ships,Ld. (*Man. Agents*,Howard, SmithLd.)	330·0|46·0|21·4	Melbourne British *WB*	T.3Cy.28″,46″&75″–48″ 390NHP 4SB,*12cf*,GS231,HS9200 FD A.Stephen&Sons,Ld.,Gls.		C
1548 131537 HWNR	**Coombar** SteelTwinScSr *R.Purdy* –16 *Ref.Mchy. Elec.light* 1*Dk*	581 381 232					1912	Murdoch& Murray,Ld. Pt.Glasgow	NorthCoastSteam Nav.Co.Ld.	166·0|30·1|10·1	SydnyNSW British *WB*	C.4Cy.14″&30″–18″ 99RHP D.Rowan&Co.Glasgow		
1549 93511 SLWH	**Coomonderry** SteelScSr *P.Hillien* –15 *Mchy.Aft* 1*Dk*	144 121 62	✠ 4,86	Drt	*b*		1886 2mo	T.B.Seath &Co. Glasgow	A.H.Hasell	110·2|20·1| 7·6 Q25′ B12′ F17′ *WB*= *FPT*24*t*	Melbourne British 3*BHCem*	C.2Cy.15″&30″–18″ 37RHP Kincaid&Co.,Greenock	8 ″ 1	
ng since 3/1/ 119149 WDHL	**Coonagh** SteelScSr *A.E.Clarke* –17 ssLiv.No.3–6,16 (*ex* Almagro) 1*Dk*(*Stl*)&*Spar dk* *Elec.light* (*ptIrnptStl*)&*deep framing*	1412 1300 876	~~✠100A1~~ *Spar dk* *with freeboard* 6,16 ~~MC6,16~~	Liv	*q*	5,16	1904 7mo *Lloyd*	Sir Raylton Dixon&CoLd Middlesbro' *sA&CP*	LimerickS.S.Co. Ld. *WB* = *CellDBa*61′	238·0|35·7|12·2 P41′B66′F51′ 19·7 FK *uE*&*B*31′*f*106′ 322*t*	Limerick British 4*BHCem* *APT*11*t*	T.3Cy.19¼″,32″&53″–33″ (*r*) 175lb *70lb* 165NHP 1SB,*4cf*,GS74,HS2479 N.E.MarineEng.CoLdNwc	21″10 ~~s 2 ″ 6~~ ~~19 ″ 5~~	
1551 123276	**Coot** SteelScK *G.West* –14 (*Trawler*) 1*Dk*	172 161 65			...		1906	Goole S.B. &RepgCo.Ld. Goole	KelsallBros.& Beeching,Ld. (G.Beeching&J.E. A.Kelsall, *Mgrs.*)	110·2|21·1|11·2 BK7½″	Hull British *WB*	T.3Cy.12″,20″&32″–21″ 60RHP Earle'sCo.Ld.Hull	12 ″ 0	
1552 LCBN	— SteelScK ssAbn.No.3–2,05 1*Dk*	142 136 44	✠ *Stm Trawler* 2,05 ✠	Abn			1892 10mo	W.Hamilton&Co. Pt.Glasgow	Islands fiskifjelag (A.Olafsson, *Mgr.*)	100·2|20·5|10·6 Q19′ F18′ BK7½″	Hafnarfjd. Iceland Danish 3*BHCem*	T.3Cy.11″,17″&27″–22″ 34NHP 1SB,*2pf*,GS31,HS916 D.Rowan&Son,Glasgow	11″11	
1553 106109 JVMG	**Copan** IronScSr *J.C.Taylor* (*ex* Alleghany) *Elec.light* 3*Dks*&*Awngdk*	1704 — 1079					1881 1907	Cramp& Sons Philadelphia	CuyamelFruitCo.	250·0|38·5|16·6 27·0	N-Orleans Utd.States	C.2Cy.34″&60″–45″ NB*blt*.98,*fitted*00 201NHP Cramp&Sons,Philadelphia		

1 Numéro d'Ordre / Numero Officiel / Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel: Total — Sous le Pont — Net.	5 6 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant ou à la prochaine Lettre d'Ajournement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 9 Construit. Quand. — Navire. — Mach.	Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Lorsqu'ils ne sont pas avec B ont dans le L. de Surveillance. Hull Mach.
1554 104565 NMKP	**Copeland** IronScSr *J.T.Brown* –14 2*Dks*	1184 907 512	✠100A1 9,17 ~~9,16~~	NYk	*y*	12,15	1894 8mo	W B Thompson & Co., Lim. Dundee	Clyde Shpg. Co. Ltd (W. Cuthbert *Mgr*)	246·5 | 33·7 | 16·2 P & B 150' F52'			Glasgow British *WB*	T.3Cy.23″,38″&61″–48″ 258 NHP W B Thmpsn & Co (Lm) Dun		C
1555 129509 HRMJ	**Copenhagen** SteelScSr *J.S.Crichton* 00–10 *ss* NYk.No.1–15 *Elec.light* 2*Dks*(1*pt Iron* & *pt Stl* & 1 *Stl*)	4540 4282 2910	~~BS8,16~~ ✠LMC2,15 BS0,17 *Carrying oil fuel F.P. above 150° F.*			*D,B*	1910 8mo	Russell & Co. Pt. Glasgow	Glasgow Shipowners' Co. Ltd. (Glen & Co. *Mgrs.*) *WB = Cell D B a* 124′ *u E* 22′ *f* 169′ 1029 *t D T a* 30′	385·0 | 52·0 | 26·5 P 34′ B 111′ F 51′ 784 *t A P T* 19 *t*	FK 1 *B*		Glasgow British *Cem* 5 *B Hto U dk* *Hto 2nd dk*	T.3Cy.26″,42″&68″–48″ (*s*) 180 lb *100 lb* 417 NHP 3SB,*9cf*,GS189,HS7394 J.G.Kincaid & Co. Ld. Grk.	29 ″ 0 s 5 • 5½ 23 ″ 11	
1556 212646 LDRM	**Coppename** SteelScSr *C.W.Whidden* 14–14 *ss* NOs.No.2–17 *Elec.light* 2*Dks*(*Stl*) & *Ref.Mchy.* Wireless *Spar dk*(*Stl*–ws)	3196 2157 2027	✠100A1 *Spar dk* 10,17 ~~9,15~~ ✠LMC ~~BS6,16~~ MS6,16 ~~BS9,17~~	NOs	*v*	~~8,15~~ 10,17	1908 2mo	Workman, Clark & Co. Ld Belfast	Coppename S.S. Corp. (United Fruit Co. Line) *d in after holddisp*	339·5 | 42·6 | 15·9 B 177′ F 41′ 23·6 FK & BK 2″ *ensed with 5 B H only*			New York Utd. States *Cem* *WB* =	T.3Cy.26″,41″&69″–48″ (*s*) 180 lb 486 NHP 3SB,*9cf*,GS177,HS7419 FD Workman, Clark & Co. Ld Bel *Cell D Ba* 66′ *u* E 28′ *f* 138′ 385 *t*	26 ″ 0 ~~s 4 • 6½~~ ~~22 ″ 2~~	
1557 114182	**Coquet** SteelScK *W.Duthie* –14 (*Trawler*) 1*Dk*	174 159 67				…	1901	Smith's Dock Co. Ld. North Shields	A. Stringer	110·5 | 21·1 | 10·6 Q 48′ F 20′ BK 7½″			~~Aberdeen~~ British Boston	T.3Cy.12″,20″&32″–23″ 52 RHP MacColl & Pollock, Sld.	11 ″ 10	
1558 127163 KMVQ	**Coquille River** WoodScSr 1*Dk*	415 368 265					1896	W. Muller Prosper, Or.	National S.S. Co.	146·2 | 34·2 | 12·4			S. Frncisco Utd. States	C.2Cy.13¾″&31″–24″ 39 NHP Deacon, San Francisco		
1559 100205	**Coquitlam** SteelScSp *N.Gray* –12 1*Dk* *Mchy.Aft*	256 217 166					1891	J. Mc Arthur & Co. Glasgow	Union S.S. Co. of Brit. Columbia, Ld.	120·0 | 22·0 | 9·6 H 9*t*			Vancouver British	C.2Cy.18″&26″–18″ 28 RHP Bow, McLachlan & Co. Psy.		
1560 HJKM	**Cor IV.** SteelSc *L.Goyencelaya* *ss* Lis.No.1–17 1*Dk*	112 107 —	✠100A1 *For towing purposes* 2,17 ✠LMC2,17	Lis		N2,17	1912 10mo	Jonker & Stans, Hndrik Ido Ambacht	Soc. Gen. de Oberas y Construcciones (J. de Uribasterra, *Mgr.*)	93·9 | 19·6 | BK 5″			Bilbao Spanish	T3Cy11¾″,17⅞″&29½″–15″ 192 lb (*s*) 57 NHP 1SB,*2cf*,GS35,HS1161 Machinefabriek, Bolnes	9 ″ 0 s 1 • 7 7 ″ 11	
1561 ~~4879F~~	**Cora M.** WoodSc3MstSr *W.C.Miller* –16 *Oil Eng.* 1*Dk*	142 116 112					1892	J. Hinckley Cherryfield, Me.	W. T. Weir	97·8 | 26·5 | 7·8			Charlotte-town P.E.I British	Oil Engine 4Cy.6″–6″ Canadian Fairbank Morse Co. Ld. Montreal		
1562 125598	**Cora P. White** WoodSc —	106 — 53					1877	…… Fall River, Mass.	Fisheries Co.	95·0 | 18·2 | 7·6			Grnprt NY Utd. States			
1563 127129	**Coralia** SteelSc *Mchy.Aft* *Elec.light* Sub.Sig.	4331 — 3351					1896	Globe Iron Works Cleveland	Pittsburgh S.S. Co.	413·2 | 48·0 | 24·0			Duluth Utd. States *WB*	T.3Cy.22″,39″&63″–42″ NB08 258 NHP Globe Iron Works, Clevelnd		
1564 114649 TSVF	**Coralie Horlock** SteelScSr (Detained at Hamburg) *F.Wolmer* *ss* Nwc.No.3–5,14 (*ex* Coronation) 1*Dk* & *Spar dk* *Elec.light* & *deep framing*	3920 3676 2476	✠100A1 *Spar dk* 5,14 ✠LMC5,14	Nwc	*x*	5,14	1903 1mo	Short Bros. Ld. Sunderland	F.W. Horlock *WB = Cell D Ba* 110′ *u E*	366·0 | 50·1 | 17·3 P 32′ B & F 308′ 25·9 FK 26′ *f* 154′ 971 *t I P T*			Sunderlnd British *BH Cem* 79 *t A P T* 68 *t*	T.3Cy.26″,42″&70″–18″ (*s*) 180 lb *100 lb* 384 NHP 2SB,*9pf*,GS247,HS6125 J. Dickinson & Sons, Ld. Sld.	27 ″ 0 s 3 ″ 2 24 ″ 3	
1565 131400 HTNQ	**Coramba** SteelTwinScSr *Elec.light* *Ref.Mchy.* 1*Dk*	531 341 224					1911	Ailsa S.B. Co. Ld. Ayr	North Coast Steam Nav. Co. Ld.	160·3 | 30·0 | 10·0 Q 76′ F 28′			Sydny NSW British *WB*	C.4Cy.14″&30″–18″ 73 RHP Ailsa S.B. Co. Ld. Troon		
1566 117711	**Corbeil** IronScSk *B.Rawles* –11 *ss* Hav.No.3–3,02 *Mchy.Aft* 1*Dk*(*Irn*)	149 117 76	✠ 1,05 ✠	Brs			1890 4mo	Hepple & Co. N.Shields	Mrs. M. J. Peters (F. E. Peters, *Mgr.*)	96·0 | 20·1 | 8·1 BK 6″			Bristol British 3 *BH Cem*	C.2Cy.13″&24″–18″ 1SB.2*pf*,GS13,HS364 25 RHP W. Hepple & Co., N. Shields	8 ″ 6 s 1 ″ 0 7 ″ 8	
1567 128285 HPDG	**Corbet** *R Milliken* –18 SteelScSr ~~*Foster* –16~~ ~~*ss* Gls.No.1–14~~ (*ex* Buteman) *ss* Bel.No.2–17 1*Dk*(*Stl*) *Well deck* *Mchy.Aft*	468 334 183	✠100A1 ~~10,17~~ ~~9,16~~ 5,18 ~~BS9,16~~ ✠LMC ~~7,15~~ 10,17	Bel	*h*	9,16	1909 6mo	Scott & Sons Bowling	Alexander King, Ld	160·0 | 25·6 | 11·3 Q 89′ B 10′ F 26′ BK 7″			Belfast British 3 *BH Cem* 45 *t A P T* 23 *t*	C.2Cy.18″&40″–27″ (*s*) 130 lb 98 RHP 1SB,*3pf*,GS56,HS1877 Ross & Duncan, Glasgow.	12 ″ 3 s 4 ″ 5 12 ″ 7	
1568 125712 HMTJ	**Corbet Woodall** SteelScSr *J.A.Brown* –16 *ss* Sld.No.2–16 *Well deck* 1*Dk*(*pt Irn pt Stl*) *Mchy.Aft* *Cargo battens not fitted*	917 684 544	✠100A1 4,17 ✠LMC8,16	Sld	*l*	8,16	1908 7mo	S. P. Austin & Son, Ld. Sunderland	Stephenson Clarke & Co.	200·1 | 33·0 | 12·5 Q 103′ B 11′ F 19′ FK			London British 4 *BH Cem* 60 *t A P T* 28 *t*	T.3Cy.16½″,27″&44″–30″ (*s*) 180 lb *90 lb* 131 NHP 1SB,*3pf*,GS57,HS2252 N.E. Marine Eng. Co. Ld. Sld	14 ″ 8 s 1 ″ 2½ 13 ″ 8	
1569 115220 SWCM	**Corby** SteelScSr *J.Reed* –16 *ss* Npt.No.3–11,13 1*Dk*(*Stl*) & *Spar dk*(*pt Irn pt Stl*) & *deep framing*	3499 3257 2279	✠100A1 *Spar dk* 11,17 ~~2,17~~ ✠LMC11,13 ~~MBS5,16~~ DBS2,17 MBS5,17	Bry Liv	*v*	~~2,17~~ 11,17	1901 10mo	J. L. Thompson & Sons, Ld. Sunderland	Corinthian Shpg. Co. Ltd. (R. Nicholson & Sons, *Mgrs.*) *WB = Cell D Ba* 110′ *u E* & *B*	331·0 | 48·0 | 17·0 P 27′ B 90′ F 30′ 25·0 FK 38′ *f* 136′ 770 *t D T f* 20′			Liverpool British 6 *BH Cem* 494 *t A P T* 31 *t*	T.3Cy.24″,40″&65″–42″ (*s*) 160 lb ~~150 lb~~ *100 lb* 291 NHP 2SB,*8pf*,GS112,HS4618 J. Dickinson & Sons, Ld. Sld.	27 ″ 4 s 5 ″ 0 22 ″ 8	
1570 RPVG	**Corcovado** SteelTwinSc *H.Looft* Sub.Sig. *Ref.Mchy.* *Elec.light* Wireless 2*Dks*	8099 5757 4898					1907	Frd. Krupp Akt. Ges. Kiel	Hamburg-Amerik. Packetf. Akt. Ges. (Ham.-Amr. Linie)	448·3 | 55·2 | 28·0 P 290′ F 79′			Hamburg German *WB*	Q.8Cy.21⅝″,31⅛″,45½″&65⅝″–47½″ 592 NHP Frd. Krupp A.G. Kiel		G
1571 106804 PLJF	— SteelScSr *E.R.Pape* –16 Wireless 3*Dks*	~~4590~~ 4422 ~~2912~~ 2555					1896	C.S. Swan & Hunter (Lim) Newcastle	Pacific Stm Nav Co.	390·0 | 47·2 | 30·0 F 52′			Liverpool British *WB*	T.3Cy.24″,40″&66″–51″ 311 NHP Wllsnd Slpwy Co. Ld., Nwc.		
1572 (*ex* Brazilian)	— SteelScSr *R.Leslie* –11 *ss* Trn.2nd No.3–3,11 *ss* Rio.No.1–14 2*Dks*(*Stl–Uws*) & *deep Ref.Mchy.* *Elec.light* *framing* 3*Dk rule*	3046 2826 1916	✠100A1 8,16 ✠NB3,11 ✠LMC10,14 ~~BS7,17~~	Rio	*v*	8,16	1890 4mo	D & W Henderson & Co. Glasgow	Cia. Commercio e Nav.	340·0 | 42·0 | 25·0 P 37′ B 70′ F 40′ FK			R. Janeiro Brazilian 7 *BH Cem* *FP* 770 *t*	T.3Cy.24″,40″&66″–48″ (*s*) 160 lb *100 lb* NDull 302 NHP 2SB,*6cf*,GS124,HS4550 D. & W. Henderson & Co. Gls	28 ″ 3 s 5 ″ 2½ 23 ″ 7	
1573 136003 JFKN	**Corcyra** SteelScK *J.Lawson* –17 1*Dk*	225 217 112	✠100A1 *Stm Trawler* 2,17 ✠LMC5,16	Yar		2,17	1914 5mo	Cook, Welt'n & Gemmell Ld. Beverley	White & Willows	117·0 | 22·0 | 12·7 Q 61′ BK 7½″			Grimsby British 4 *BH Cem*	T.3Cy.12″,21″&34″–24″ (*s*) 200 lb 68 RHP 1SB,*3pf*,GS32,HS1099 Amos & Smith, Ld. Hull	13 ″ 7	
1574 131437 HVWJ	**Cordelia** SteelScSr *J.P.Sanderson* –13 *Elec.light* 2*Dks*(*Stl*) & *Mchy.Aft* *Web frames* *Longitudinal framing*	6533 5770 4178	✠100A1 10,15 *Carrying Petroleum in bulk* ✠LMC5,12 *Fitted for oil fuel* 5,12	SFo	*a*†	~~11,14~~ 1,18 1,13 *F.P. above* 150° F.	1912 5mo	Swan, Hunter & Wigham Richardson, Ld Newcastle	The Oil Tanks S.S. Co Ld. (C.T. Bowring & Co. Ld. *Mgrs.*) *WB = Cell D Bu B* 26′ 78 *t D T f* 50′ 565 *t*	420·3 | 54·6 | 32·4 P 103′ B 25′ F 43′ FK			Liverpool British *Cem* 7 *B H to U dk* 10 „ 2*nd* „	T.3Cy.27″,45″&75″–48″ (*r*) 180 lb 484 NHP 3SB,*9cf*,GS214,HS8296 Wllsnd Slpwy. Co. Ld. Nwc.	32 ″ 8 s 6 ″ 7½ 26 ″ 5	

Founded 1917

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c.	3 Register Tonnage Gross. Under deck. Net.	4 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	5 Port of Survey.	6 Years Assigned now expired. Equipment Letter.	7* Date when last shaft last seen.	8 Built. When. Ship. Engines.	8 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	11 Breadth.	11 Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Dates of Build Certs.
1575 767 HBOM	**Cordillera** SteelScSr *C.Obervi* *Mchy.Aft* 1*Dk*	214 131 107			...		1903	H.H. Bodewes Millingen, Holland	Braun&Blanchard	99·9 F16′	20·3	8·4 FK	PntaArnas Chilian *WB*	C.2Cy.11″&24″–18″ 20NHP W.H.Jacobs,Haarlem	9 ″ 3	
1576 779 HBKW	— IronScSr *Cratchley* (*ex*Ambrosio *ss*Gls.No.3–9,89 *Mchy.Aft* Bolivar,*ex*Marie) 1*Dk*	123 — 106	8,90	Gls	*b*		1877 5mo	J Fullerton &Co. Paisley	Cia.Comercial yGanaderaChile-Arjentina	114·0 Q45′F19′	19·5 *WB=FPT*	9·2 13*t*	Pto.Montt Chilian 3*BHCem*	C.2Cy.18″&32″–22″ 40NHP W.King&Co.Glasgow	9 ″ 8	
1577 HSVN	**Cordillère** SteelSc *Cazol* –13 *Elec.light* Wireless 4*Dks&Spar dk*	6022 5212 3024					1895	Message. Maritimes LaCiotat	MessageriesMaritimes	462·6 H—	47·6	36·1	Marseilles French	T.3Cy.41½″,61⅝″&100¾″-51½″ 721NHP Message.Marit.,LaCiotat		V
1578 RKHT	**Cordoba** SteelScSr *C.Vick* *Elec.light* Wireless	4889 3900 3173					1895	Reiherst'g Schiffsw. Hamburg	Hamburg-Süd-Amerik.Dampfschifffahrts Ges.	376·5 P&B252′	46·3 F42′	27·2 *WB*	Hamburg German	Q.4Cy.21½″,31″,46″&66″–48″ 302NHP Reiherst.Maschinenf.Ham.		G
1579 HSVR	**Cordouan** SteelScK *Pailler* (*Trawler*) *Elec.light* 1*Dk*	251 194 70					1911	Smith's DockCo.Ld. Middlesbro'	Dahl&Garrigues	120·0 Q72′F20′	22·0	11·7	La Rochlle French	T.3Cy.12½″,20″&34″–24″ 57NHP Smith'sDockCo.Ld.Mdb.		V
1580 319 NPMZ	**Cordova** SteelTwinScSr *L.Carbone* (*ex*RiodeJaneiro, *ex*Cordova) *Ref.Mchy. Elec.light* Wireless 3*Dks*	4933 — 3002					1905	Lon.&Gls. Co.Ld. Glasgow	Soc.diNav.Lloyd Italiano	411·4 P88′B150′ F110′	47·2	18·8 27·0 *WB*	Genoa Italian	T.6Cy.23″,39″&64″–42″ 531NHP London&Glas.Co.Ld.Gls.		I
1581 93782 KSLV	— SteelScSr *ss*Trn.2ndNo.3–10,13 (*ex*Jessmore) *Well deck* 1*Dk*(*Irn*)*&Webframes Floors Irn*	2387 1781 1484	✠100A1 10,13 ✠LMC10,15	Trn	*s*	10,13	1888 7mo	Oswald, Mordnt&Co. Southampton *Lloyd's*	The Admiralty *WB=DBuE&B*34′119*t* *sA&CP*	294·0 Q94′B140′F35′ *MT*40′523*t*	40·3 FK	18·6 *FPT* 7*BHAsp* 53*tAPT*40*t*	Glasgow British	T.3Cy.21½″,36″&61″–39″ (*s*) 170lb 258NHP 3SB,*6rf*,GS120,HS4002 OswaldMordaunt&Co.Sou.	20 ″ 10 s 1 ″ 8 19 ″ 5	
1582 104344 NPQG	— SteelScSr *J.F.Williams* –16 *ss*Shl.No.3–1,08 *ss*Shl.No.2–16 ~~*ssShl.No.1–12*~~ 1*Dk*(*Irn*)2*trB&deep framing*	2284 1915 5,17 ~~4,15~~ 9,17 1430	✠100A1 Shl Blt ✠LMC5,16 BS2,17	Sld	*r*	~~5,16~~ 2,17	1894 11mo	Short Bros. Sunderland A&CP	J.Tully&Sons *B=Cell DBa* 84′*u*	281·0 P32′B66′F33′ *E22′f*106′454*t*	40·1 FK *FPT*	19·9 78*tAPT*114*t*	Sundrland British 1*BHCem*	T.3Cy.21″,35″&58″–39″ (*s*) 160lb *110lb* 218NHP 2SB,*6cf*,GS98,HS3400 J.Dickinson,Sunderland	22 ″ 4 s 3 ″ 3 19 ″ 4	
1583 209655 LCHP	— SteelScSr *T.Moore* *Elec.light* 2*Dks*	2273 — 1406					1912	Harlan& Hollings-worthCor. Wlmgtn.Del.	AlaskaS.S.Co.	238·7 P150′F33′	41·2	20·9	P.Twnsnd Wash. Utd.States	T.3Cy.19″,30″&50″–36″ 150NH Harlan&HollingswrthCor.		
1584 98398 PBCJ	**Corea** SteelScSr *J.W.Depledge* –16 *ss*Goo.No.3–5,07 *Well deck* *ss*Goo.No.2–15 1*Dk*(*Stl*)	751 567 315	✠100A1 2,16 ✠LMC12,15 DS8,17	Goo	*l*	12,15	1895 4mo	Earle'sCo. Ld. Hull *Lloyd's*	Bennett S.S.Co.Ld. *WB=DB*	210·0 Q99′B20′F29′	31·0 BK8″	13·6 *WB=DB* 5*BHCem* 38′*f*49′100*t*	Goole British	T.3Cy.19″,32″&52″–36″ (*s*) 160lb 170NHP 2SB,*4rf*,GS84,HS2670 Earle'sCo.(Lim.),Hull	14 ″ 3 s 1 ″ 0 14 ″ 1	
1585 125060 HLCW	**Corella** SteelScK *C.H.Garstang* –14 *ss*Gms.No.1–11 (*ex*Renown) 1*Dk*	243 224 95	✠100A1 *Stm Trawler* 10,14 BS10,14 ✠LMC8,11	Gms		12,12	1907 5mo	Cook, Welt'n&Gemmell Ld. Beverley *Lloyd's*	ThomasBaskcomb Ld.(T.W.Baskcomb, *Mgr.*)	120·5 Q76′	22·0 BK7½″	11·9 4*BHCem*	Grimsby British	T.3Cy.12½″,22″&35″–24″ (*s*) 200lb 70RHP 1SB,*2cf*,GS34,HS1115 C.D.Holmes&Co.Hull	12″10	
1586 114773 SQWT	**Corfe Castle** SteelScSr ~~*H.M.Cruiso* –16~~ *ss*Shl.No.3–6,14 *Wynne* –17 1*Dk*(*Stl*)*&Spar dk*(*Stl*) *Elec.light* *&deep framing* *Carrying fuel all F.P. above150 F in D.B.*	4592 4322 2958	✠100A1 *Spar dk* ~~5,17~~ ~~2,16~~ 2,18 BS12,16 ✠LMC6,14 *Carrying oil fuel F.P. above150 F in D.B.*	NYk Lon	*y*	~~7,16~~ 5,17	1901 10mo	Barclay, Curle&Co.Ld Glasgow A&CP *W*	TheUnion-Castle MailS.S.Co.Ld. *B=Cell DBa*116′*u*	401·7 P36′B112′F40′ *E&B*82′*f*154′1017*t*	48·6 FK	18·6 27·0 *DTa*32′707*t*	London British 6*BHCem*	T.3Cy.27″,43″&72″–48″ (*s*) 180lb FD 462NHP 2S,1AxSB,*9cf*GS179HS6792 Barclay, Curle&Co.Ld.Gls.	29 ″ 9 s 6 ″ 1½ 24 ″ 0	
1587 1553 HFVG	**Corfitz Beck-Friis** IronScSr *O.Börjesson* 16–16 1*Dk*	458 399 319					1870	MotalaCo. Gothenburg	RederiAktieb. Skåne(Henning Edling,*Mgr.*)	146·5 B34′	23·8 H9*t*	15·4	Hlsngborg Swedish	C.2Cy.15″&30″–22″ NB83 35NHP S.Almqvist,Gothenburg		V
1588 124084 HLMC	**Corfu** SteelScSr *R.Harris* –15 *ss*N.Yk.No.2–15 1*Dk*(*pt Irn&pt Stl*)2*trB deep framing&Web frames 3Dk rule*	3695 3449 2375	✠100A1 12,16 ✠LMC MS11,15 BS6,16	Gen	*w*	2,15	1907 9mo	J.L.Thompson&Sons, Ld Sunderland *Lloyd's*	Corinthian Shppg. Co.Ld. (R.Nicholson&Sons, *Mgrs.*) *WB=CellDBa*	346·5 P23′B94′F31′ 119′*u*	50·8 FK *E&B*33′*f*146′	22·9 6*BHCem* 889*tAPT*26*t*	Liverpool British	T.3Cy.24½″,40″&66″–45″ (*s*) 180lb *100lb* 307NHP 2SB,*8pf*,GS142,HS4600 J.Dickinson&Sons,Ld.Sld.	25 ″ 6 s 4 ″ 6 21 ″ 5	
1589 127867 HRPQ	**Corientes** SteelScK *A.Ellerton* –14 *Elec.light* 1*Dk*	280 257 119	✠100A1 *Stm Trawler* 12,13 ✠LMC9,10	Gms		11,14	1910 9mo	Cook, Welt'n&Gemmell Ld. Beverley *Lloyd's*	ThomasBaskcomb Ld.(T.W.Baskcomb, *Mgr.*)	131·6 Q73′	22·6 BK8″	11·7 5*BHCem*	Grimsby British	T.3Cy.13″,23″&37″–24″ (*s*) 198lb 80RHP 1SB,*3pf*,GS45,HS1350 C.D.Holmes&Co.Ld.Hull	12 ″ 7	
1590 130159 JFBD	**Coringa** SteelScCtr *E.Karsten* –14 *Elec.light* 1*Dk*(*pt Stl*)	287 271 118	✠100A1 *For Towing purposes* 6,17 ~~10,16~~ ✠LMC3,14	Bsb		10,16	1914 3mo	W.Denny& Bros. Dumbarton *Lloyd's*	Macdonald,Hamilton&Co. *WB=Cell*	135·4 B34′	25·1 H9*t*	13·0 FK *DBuE*22′12*t* *FPT*	Brisbane British 4*BHCem* 11*tAPT*27*t*	T.3Cy.20″,33″&54″–33″ (*s*) 180lb 230NHP 2SB,*6cf*,GS100,HS3400 FD McKie&Baxter,Glasgow	13 ″ 6 s 1 ″ 6 12 ″ 2	
1591 79252 QPLB	**Corinna** IronScSr *J.Scott* –15 *Ref.Mchy.* 2*Dks*(1*Irn*)	1271 1244 812	✠ 5,82	Gls	Lv		1882 4mo	D.&W. Henderson Glasgow	UnionS.S.Co.of NewZealand,Ld.	235·6 H35*t*	32·5 *WB=DB&f* FK	21·0 6*BH*1PBH	Launceston British Newcastle	2Cy.27″&54″–42″ 158NHP D.&W.Henderson,Gls.		
1592 113730 SWVJ	**Corinthia** SteelScSr *W.C.Speedy* –17 *ss*Cff.No.3–2,14 1*Dk*(*Irn*)2*trB deep framing&Web frames*	3625 3427 2359	✠100A1 2,18 ~~9,16~~ ✠LMC MS2,14	Bry Cff BS~~9,16~~ 2,18	*w*	~~8,0,16~~ 2,13	1901 11mo	J.L.Thompson&Sons,Ld Sunderland *Lloyd's*	SutherlandSS.Co Ld.(A.M.Sutherland,*Mgr.*) *WB=CellDBa*	342·0 P29′B100′F32′ 104′*u*	49·5 FK *E23′f*150′832*t*	25·0 6*BHCem* *APT*55*t*	Whitby British	T.3Cy.24½″,40″&66″–45″ (*s*) 160lb ½ 299NHP 3SB,*9pf*,GS133,HS4580 J.Dickinson&Sons,Ld.Sld.	27 ″ 6 s 5 ″ 1 22 ″ 10	
1593 111257 RQBH	**Corinthian** SteelScSr *D.Tamrock* –15 *Ref.Mchy.Elec.light* 2*Dks&deep framing* Sub.Sig. Wireless	7333 5146 5621					1900	Workman, Clark&Co.Ld Belfast	AllanLineSSCo.Ld CanadianPacific OceanServices,Ld. *Mgrs.*)	430·0 P44′B162′F47′	54·2	28·2	Glasgow British *WB*	T.3Cy.27″,46″&78″–54″ 447NHP Wrkman,Clark&Co.Ld Bel		C
1594 115296 TLWJ	**Corinthic** SteelTwinScSr *F.Hart* –09 *Ref.Mchy.* Sub.Sig. Wireless	12343 11395 7831	✠Lloyd'sRMC1~~1,16~~ 1,18 ~~7,17~~				1902	Harland& Wolff,Ld. Belfast	OceanicSteamNav. Co.Ld. (WhiteStarLine)	500·3	63·3	45·0	Liverpool British *WB*	Q.8Cy.22″,31½″,46″&66″–48″ 604NHP Harland&WolffLd.Belfast		
1595 MCHP	**Corinto** SteelScSr *A.Hauge* *Elec.light* 1*Dk*	999 729 629					1905	Bergens Mek.Værks. Bergen	Acties.Dpsk. Corinto (A.Halvorsen)	223·8 Q84*t*B129*t*	31·3 H56*t*	14·6 F22*t*	Bergen Norwegian *WB*	T.3Cy.19″,30″&50″–33″ 144NHP BergensMek VærksBergen		N

1 Numéro d'Ordre / Numéro Officiel / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. / Visites Périodiques	3 Ex-nom, s'il y a lieu. / Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✝ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7a Date de la dernière visite de cette portée-défilion.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où cote. si on n'est dans le L. R. Durée Cert. Ref Trade.
1596 109994 QJLT	**Corio** *C.A.Thorpe* –16 (*ex* Frances Holland) 1 *Dk* (*Stl*) *ss* Syd. No. 3–11, 10 *ss* Syd. No 1–14 *& deep framing*	**SteelScSr**	2061 1305	✝100A1 ~~1917 5,17 11,17~~ BS11,16 ✝LMC11,14 BS11,17	Syd	*s*	11,16	1898 10mo	W. Pickersgill & Sons Sunderland A&CP	Huddart, Parker, Ld. *WB = Cell D Ba*	286·0 | 43·2 | 18·7 P23′ B56′ F27′ FK 90′ *u* E 20′ *f* 108′ 575*t*	Melbourne British 5 *BHCem* *APT* 54*t*	T.3Cy. 21″, 35″ & 57½″–39″ (*s*) 160 lb *80 lb* 210 NHP 2SB. 6*pf*, GS 98, HS 3221 G. Clark, Ld. Sunderland	21 ″ 0 s 3 ″ 4 18 ″ 0	
1597 HGWL	**Corisco** *V. Eguia* 10–11 (*ex* Yt. Nerissa, *ex* Yt. La Marguerite, *ex* Yt. Nerissa) *Elec. light* 1 *Dk*	**SteelScSr**	320 — 118			…		1885	A. Stephen & Sons Glasgow	Cia. de los Vap. Correos Interinsulares de Fernando Poo	152·8 | 22·1 | 12·9	Bilbao Spanish	T.3Cy. 13″, 21″ & 35″–30″ 67 NHP A. Stephen & Sons, Glasgow		
1598 111023 RFLK	**Cork** *W.B. Mann* –13 2 *Dks*	**SteelScSr**	1232 944 532					1899	Blackwood & Gordon Pt. Glasgow	City of Dublin Stm. Packet Co.	260·3 | 34·1 | 15·7 P72′ B88′ F77′ *WB*	Dublin British	T.3Cy. 27″, 42″ & 69″–48″ 330 NHP Blackwood & Gordon, P Gls.		
1599 HTBF	**Cormoran** *A. Duchesne* *Elec. light* ~~*ss* La R. No 1–19~~ *ss* Hav. No. 2–18 1 *Dk*	**SteelScK**	231 193 74	✝100A1 *Stm Trawler* 2,18 ~~11,18~~ ~~BS11,16~~ ✝LMC ~~2,16~~ 2,18	Bou Hav		~~1,14~~ 2,18	1909 2 mo *Lloyd's*	Mackie & Thomson, Ld. Glasgow *SA&CP*	Rémy & P. Huret *WB* = *DB f* 25′ 25*t*	120·8 | 21·5 | 11·6 Q68′ F18′ BK 7½″	Boulogne French 3 *BHCem*	T.3Cy. 12½″, 20″ & 33″–23″ (*s*) 180 lb 69 NHP 1SB. 2*pf*, GS 37, HS 1248 W. V. V. Lidgerwood, Gls.	12 ″ 6	
1600 129308	**Cormorant** *E. Gregory* –14 (*Suction dredger*) *Elec. light* *ss* Bom. No. 1–17 1 *Dk* (*Stl*)	**SteelTwinSc**	1148 1043 511	✝ A1 *Hopper Dredg ex* Bom 7,17 ~~12,13~~ ✝LMC ~~9,15~~ 7,17	Rnf	N	7,17	1913 12 mo *Lloyd's*	W. Simons & Co. Ld. Renfrew *SA&CP*	Rangoon Port Commissioners	204·0 | 38·1 | 16·8 FK	Rangoon British 6 *BHCem*	T.6Cy. 13¾″, 20½″ & 34½″–22″ 160 lb (*s*) 249 NHP 2SB. 6*cf*, GS 127, HS 4636 FD W. Simons & Co Ld. Renfrew	17 ″ 6 3 ″ 3½ 14 ″ 4	
1601 87020 HCVQ	— *J.J. O'Reilly* –16 *Well deck*	**IronScSr**	744 632 461			…		1882	W. Walker & Co. London	General Stm. Nav. Co. Ld.	195·0 | 30·1 | 15·0 P119′ F29′ BK 8″	London British *WB*	C.2Cy. 27″ & 48″–30″ 95 RHP Gourlay Bros. & Co., Dundee	15 ″ 9	
1602 123671 HGPM	— *Cable Vessel* *J.H. Lyon* –12 *Well deck* *Elec. light*	**SteelScSr** *ss* MVo. No. 2–15 1 *Dk* (*Teak*) Wireless	470 302 219	✝100A1 10,17 ~~0,18~~ ✝LMC MS12,14 BS ~~1,16~~ 7,17	Rio MVo	*h*	9,16	1906 6 mo *Lloyd's*	Bow, Mc-Lachlan & Co. Ld. Paisley *SA&CP* *WB* = *Cell D Ba* 31′ *u* E *f* & *B* 30′ *f* 59′ 147*t* *FPT*	Western Telegraph Co. Ld.	156·7 | 25·9 | 9·7 P7′ Q37′ B54′ F25′ FK 4 *BHCem* 28*t* *APT* 6*t*	London British Bow, McLachln & Co. Ld Psy	T.3Cy. 13½″, 22″ & 37″–24″ (*s*) 180 lb *100 lb* 67 RHP 1SB, 2*cf*, GS 38, HS 1417	12 ″ 0 s ″ 10 11 ″ 7	
1603 98341	— *A. Abrahamsen* *Mchy. Aft* *Well deck*	**SteelSc**	445 322 185			…		1898 Comp	J. Mc Arthur & Co. Paisley leted by Shali	Borneo Co. Ld. mar Works Ld. Cal	146·0 | 27·0 | 10·2 Q84′ F19′ FK	Singapore British *WB*	T.3Cy. 11″, 18″ & 31″–24″ 47 RHP McKie & Baxter, Glasgow	11 ″ 0	
1604 94184	— *Johnston* –00 (*Tug*) 1 *Dk*	**SteelTwinSc**	162 135 63			…		1900	Fleming & Ferguson, Ld. Paisley	Queensland Government	100·0 | 21·0 | 8·4 B11′ FK	Brisbane British	T.6Cy. 9″, 14″ & 24″–22″ 57 RHP Fleming & Ferguson Ld Psy	9 ″ 0	
1605 108474 QGNL	**Cormorant IV.** *C. Doughty* –14 (*ex* Cormorant) *Elec. light*	**IronScK** *ss* Gms. No. 3–12, 12 1 *Dk*	162 150 69	✝100A1 *Stm Trawler* 6,14 ✝NB12,12 ✝LMC12,~~13~~	Flt		12,12	1897 6 mo *Lloyd's*	Cochrane & Cooper Beverley *SA&CP*	Savoy Stm. Fishing Co. Ld. (H.C. Baker, *Mgr.*)	100·0 | 20·5 | 11·0 Q17′ F18′ pt ND 12 BK 7½″	Grimsby British 3 *BHCem*	T.3Cy. 11½″, 18″ & 30″–22″ (*s*) 170 lb 45 RHP 1SB, 2*pf*, GS 29, HS 871 C.D. Holmes & Co. Hull	11 9	
1606 132142	**Corn Rig** *J. McK. Murray* –11 1 *Dk*	**SteelScK**	97 96 35	✝100A1 *For fishing pu rposes* 9,13 ✝LMC5,11	Gms		9,13	1911 5 mo *Lloyd's*	Mackay Bros. Alloa *SA&CP*	Wm. Murray, Senr.	87·0 | 18·6 | 9·0 BK 6″ *WB* = *FPT* 7*t*	Buckie British 3 *BHCem*	T.3Cy. 9½″, 15½″ & 26″–18″ (*s*) 180 lb 40 RHP 1SB, 2*pf*, GS 29, HS 770 W. V. V. Lidgerwood, Gls.	9 ″ 9	
1607 119594	**Cornbrook** (*Tug*) 1 *Dk*	**SteelScSp**	149 145 5			…		1905	J.P. Rennoldson & Sns South Shields	Manchester Ship Canal Co.	95·0 | 22·1 | 10·7 BK 6″ *WB*	Manchestr British	T.3Cy. 15½″, 25″ & 41″–27″ 95 RHP J.P. Rennoldsn & Sns. S. Shl.	11 ″ 6	
1608 129113 HRGS	**Corncrake** *J. Goodson* –16 *Elec. light* *Mchy. Aft*	**SteelScCtr** 1 *Dk* (*Stl*) & *Shelter dk* (*pt Stl–ws*) *Lower dk in No. 1 hold*	1171 860 555	✝100A1 *Shelter dk with freeboa* 5,13 ✝LMC7,10	Lon	*p*	5,13	1910 7 mo *Lloyd's*	Ailsa S.B. Co. Ld. Troon *SA&CP*	General Stm. Nav. Co. Ld. *WB* = *Cell D B* 144′	240·1 | 35·2 | 14·2 BK 7½″	London British 1 *BHCem* 208*t* *FPT* 22*t*	T.3Cy. 22″, 35″ & 59″–39″ (*s*) 170 lb *80 lb* 251 NHP 2SB, 6*cf*, GS 116, HS 4180 Ailsa S.B. Co. Ld. Troon	16 ″ 6 s ″ 7 16 ″ 8	
1609 HTBM	**Corneille** *Le Bacheley* –12 (*ex* Newquay) *Elec. light* *Well deck*	**SteelScSr** *ss* Bry. 2nd No. 3–7, 14 1 *Dk* (*Irn*) & *Web frames*	2233 1641 1408	✝100A1 3,17 ~~MS4,14~~ ✝LMC 8,17 ~~B86,16~~	Sws	*r*	~~3,17~~ 5,18	1889 8 mo *Lloyd's*	C.S. Swan & Hunter Newcastle *SA&CP*	Delmas frères *WB* = *Cell D B* 234′ 437*t*	280·0 | 37·5 | 19·3 P25′ Q72′ B122′ F27′ FK	La Rochlle French 5 *BHCem* *APT* 30*t*	T.3Cy. 20½″, 36″ & 59″–39″ (*s*) 160 lb *65 lb* NDB 00 218 NHP 2SB, 6*rf*, GS 104, HS 3265 Black, Hawthorn & Co. Gts.	21 ″ 8 s 1 ″ 8½ 20 ″ 2	
1610 214382 LGHK	**Cornelia** *Connors* –17 *Elec. light* Sub. Sig.	**SteelScSr** 2 *Dks* (*Stl*) & *Web frames* *Longitudinal framing*	3216 2620 2004	✝100A1 ~~0,17~~ ~~1,17~~ 1,18 ✝LMC8,16	N Yk	*u*		1916 8 mo	Bethlehem Steel Co. Sparro's Pt Md A&CP	Bull Insular Steamship Co. (A. H. Bull & Co. *Mgrs.*) *Cell D*	327·7 | 46·7 | 23·5 P38 B94′ F37′ FK *B* 255 662*t* *FPT* 50*t*	New York Utd. States 6 *BHCem* *APT* 145*t*	T.3Cy. 24½″, 41″ & 68″–48″ (*s*) 200 lb 487 NHP 3SB, 9*cf*, GS 169, HS 7237 FD Bethlehem Stl. Co. Sparr's Pt	26 ″ 3	
1611 772 NPQL	— (*ex* Cornelia Scotto, *ex* Sigvard, *ex* Skåne, *ex* Gadus) *Elec. light*	**IronScSr** 1 *Dk* & *Awng dk*	921 — 686					1875	Oskrshmns M.V. Aktieb. Oskarshamn	F. Baglietto	196·8 | 27·6 | 15·9 P20′ Q30′ 21·7 B116′ H12′ F26′	Genoa Italian	C.2Cy. 18½″ & 40″–24″ NB85 65 NHP Motala Co. Oskarshamn	·	V
1612	— (*ex* Yacht)	**IronScSr**	*422* *329* *179*					1880	Palmers' S.B. Co. Newcastle		187·4 | 25·1 | 13·6	Greek	C.2Cy. 26″ & 52″–33″ 129 NHP Palmers' S.B. Co. Newcastle		A
1613 78689	— ~~*J. Case* –12~~ *J. Home* 17–17 1 *Dk*	**IronScSr**	323 274 194					1878	Roy & Mitchell Montrose	~~Eastern Shipping Co. Ld.~~ ~~Carroll Brs.~~ ~~W. J. Carroll~~ China Coast Stmship Co Ld.	143·5 | 22·1 | 11·5 Q35′ B12′ F20′	Hong Kong ~~Penang~~ British *WB*	C.2Cy. 20″ & 36″–24″ 60 RHP W.B. Thompson, Dundee		
1614 138	**Cornelia Scotto** (*ex* Nina d'Asty VI., *ex* Yacht, *ex* Kittiwake, *ex* Arlequin. *ex* Kittiwake)	**SteelScSr** *ss* Shm. No. 1–10	169 — 95	4,15	Shm			1893 10mo	Scott & Co. Greenock	F. Scotto & Figli	123·0 | 20·3 | 11·5	Naples Italian *WB*	T.3Cy. 9¼″, 15″ & 24½″–18″ 26 NHP Scott & Co. Greenock		
1615 97614 NVHL	**Cornelian** *W. Morrison* –09 *Mchy. Aft* *Well deck*	**Steel&IronSc3MstSr** *ss* PGl. 2nd No. 3–9, 13 1 *Dk* (*Irn*) *Irn framing Stl plating* *ss* Bwg. No. 1–17	408 286 156	✝100A1 ~~1,17~~ 1,17 12,17 ~~Gls~~ ✝NB9,13 ✝LMC ~~0,13~~ 12,17	Bwg	*f*	~~1,17~~ 12,17	1890 3 mo	Scott & Co. Bowling A&CP	W. Robertson	142·5 | 25·1 | 11·1 Q68′ B9′ F24′ BK 7″ *WB* = *FPT* 26*t*	Glasgow British 3 *BHCem*	T.3Cy. 13½″, 21½″ & 34″–27″ 160 lb (*s*) 60 RHP 1SB. 3*pf*, GS 54 HS 1334 Muir & Houston, Glasgow	12 ″ 0 s ″ 7 12 ″ 2	
1616 139319 JQVW	— *Elec. light*	**SteelScK** 1 *Dk*	~~300~~ 262 230 104	✝100A1 *Stm Trawler* 9,17 (*Class Cont em plated*) ✝LMC9,17	Hul			1917 4mo *Lloyd's*	Cochrane & Sons, Ld. Selby *SA&CP*	Kingston Steam Trawling Co. Ld.	~~121·6 | 22·0 | 12·2~~ Q70′ ~~F19~~ F20′ 12·2 121·8 | 22·6 | BK 7½″	Hull British 4 *BHCem*	T.3Cy. 13″, 21½″ & 35″–24″ (*s*) 200 lb 76 RHP 3SB, 3*pf*, GS 48, HS 1250 C.D. Holmes & Co. Ld. Hull	13 ″ 0	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys. No. of Decks, &c.	3 / * Late Name if any.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years A/aligned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 Built. By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Dated 31.3.17=Trade Cert.
1617 KJSG	**Cornelie Wessels** G.Sielmann –08	Steel Sc 1 Dk	132 126					1908	Schiffsw(v. J.&Sch.)A.G. Hamburg	P.W.Wessels,Wwe.	89·0	20·0	9·2	Emden German	C.2Cy.14⅞″&28″–20½″ 30NHP Schwft.(v.J&Sch)AGHam		
1618 NLJC	**Cornelis** E.W.Jibben03–14 Elec.light	Steel ScSr 1 Dk(Stl)	2434 2223 1454	✠100A1 2,18 1,17 DBS1,17	Rot NYk ✠LMC4,14	t	1,17	1914 4mo	Craig,Taylor&Co.Ld. Stockton Lloyd's A&CP	A.C.Lensen Intermediate BH in fore hold dispensed with WB=Cell DBa 92′uE&B34′	295·0 P27′B78′F30′ FK	45·0	20·3 Cem 4BHonly f124′628t FPT83t APT94t	Terneuzen Dutch	T.3Cy.21½″,36″&59″–39″ (s) 160lb 100lb 226NHP 2SB,6cf,GS83,HS920 N.E.MarineEng Co.Ld.Sld.	22 ″ 6 s 3 ″ 5 19 ″ 5	
1619 127451	**Cornell** Mchy.Aft Elec.light Sub.Sig.	Steel ScSr 1 Dk2trB	5082 — 3986					1900	Chicago S.B.Co. Chicago	Pittsburgh S.S.Co.	454·0	50·2	24·5	Duluth Utd.States WB	Q.4Cy.18″,26½″,41″&63″–42″ 257NHP Chicago S.B.Co.		
1620 112453	**Cornet** J.J.Laarsen –15 (exReginald)	Iron ScK ss Ply.No.1–03 1 Dk	191 175 75	✠ Stm Trawler 3,10 ✠	Mil			1899 11mo	Cochrane& Cooper,Ld. Selby	G.F.Sleight	110·7 Q46′	21·0 BK7½″	11·2	Grimsby British 3BHCem	T.3Cy.12½″,19½″&32″–23″ NB13 55RHP 1SB,2cf,GS28,HS920 C.D.Holmes&Co.Hull	12 ″ 0	
1621 97958 MFGW	**Cornhill** J.W.Tate –14 ssGoo.2ndNo.3–11,17 ~~ssGoo.No.2–13~~ Well deck Floors Irn 1 Dk(Irn)	Steel ScSr ~~ssGoo.No.3–7,04~~	900 568 418	✠100A1 11,17 ~~15~~ NB8,04 ✠LMC11,16 BS11,17 -	Goo	k	11,16	1891 2mo	R.Stephenson&Co.Ld. Newcastle A&CP W	G.B.Wadsworth B=DBa47′f73′	195·4 P22′Q40′B86′F22′ BK7½″ uE&B36′242t FPT	31·6	12·2 4BHCem 30t APT27t	Goole British	T.3Cy.17″,28″&46″–33″ (s) 170lb 80lb NDB13 138NHP 1SB,3pf,GS54,HS1930 R Stephenson&Co.Ld.Nwc	14 ″ 6 s ″ 7 14 ″ 8	
1622 213098 LFBD	**Corning** (exMohican) 2Dks(Stl)&Webframes Elec.light 3rd dk(Stl)in No.1 hold only Mchy.Aft Wireless &Webframes Longitudinal framing	Steel ScSr	5073 4468 3026	✠100A1 11,16 ✠LMC9,16 Carrying Petroleum in Fitted for oil fuel 9,13	Gen	y	N11,16 bulk F.P. a	1913 9mo	Howaldtswerke Kiel Lloyd's A&CP above 1	Standard Oil Co. (New Jersey) WB=Cell L 221t DTf31′480t	385·7 P115′B22′F37′ FK BuE&B74′ FPT169t APT66t	52·4	28·5 10BHtoUdl 3 ,, 2nd ,,	New York Utd.States 13BHCem	Q.4Cy.19½″,28″,41″&59″ (s) –41⅜″ 213lb 120lb 320NHP 2SB,6cf,GS100,HS4512 FD Howaldtswerke,Kiel	28 ″ 8	
1623 136709 JGVC	**Cornish Point** D.Owen –14	Steel ScSr (exBlandHall) 1 Dk&Shelter dk	4259 4008 2738					1914	W Doxford &Sons,Ld. Sunderland	Norfolk&N.American Stm Shpg.Co Ld (Furness,Withy& Co.Ld.Mgrs.)	390·0	52·0	23·5	London British WB	T.3Cy.25″,42½″&70″–48″ 339NHP W.Doxford&Sons,Ld.Sld.		V
1624 97849 MCKD	**Cornishman** T.H.Musgrave –17 Ref.Mchy. Elec.light	Steel TwinSc4MstSr (exNomadic) Wireless	5749 4071 3678					1891	Harland& Wolff,Ld. Belfast	Brit.&N.Atlantic S.N.Co.Ld.	460·8 H258t	49·1	31·0	Liverpool British	T.6Cy.22½″,36½″&60″–48″ 499NHP Harland&Wolff,Ld.Bel.		
1625 HTBN	**Cornouaille** Hamon97–11 (exMelpomeni,exStefanoDandria, Well deck exCoot)	Steel ScSr 2 Dks	1888 1401 1162				…	1885	W.Gray& Co. W Hartlepool	Chevillotte frères	270·8 P29′Q80′B109′F31 BK9½″	37·0	18·5	Brest French WB	T.3Cy.19½″,32½″&53″–36″ NB02 175NHP Cen.Mar.Eng.Wrks W Hpl	19″11	V
1626 98599 MBHR	**Cornubia** ~~C.H.Empson17–17~~ ~~A.F.Callister –17~~ Well deck Elec.light	Steel ScSr (exValentia) 1 Dk	422 306 168				…	1890	W B Thmpson&Co.Ld Dundee	~~South Wales&~~ ~~Liverpool SS Co Ld~~ ~~R.Gilchrist&Co~~ W.H.Bowater Ld. (C.F.Eckles,Mgr.)	156·0 Q86′B9′F35′	24·6	11·2	Penzance British WB	T.3Cy.14″,22″&37″–30″ 70RHP W.B.Thompsn&CoLd.Dun	11″10	C
1627 132597 HTJP	**Cornwood** J.G.South –13 Well deck	Steel ScSr 1 Dk(Irn) Cargo battens not fitted	2152 1689 1310	✠100A1 9,15 MS10,16 ✠LMC DBS4,16 MBS10,16	Bry	r	10,16	1911 9mo	J.Blumer &Co. Sunderland Lloyd's A&CP	W France,Fenwick &Co.Ld. Intermediate BHd in fo WB=Cell DBa88′uE&B38′f120′	287·0 P20′Q114′B56 F26′ FK	41·0	17·2 Cem th–4BHonly 602t FPT46t APT112t	London British	T.3Cy.21½″,36″&59″–39″ (s) 180lb 100lb 246NHP 2SB,6cf,GS101,HS3922 N.E.Marine Eng.CoLd.Sld.	19 ″ 9 s 2 ″ 1 18 ″ 0	
1628 103673	**Corona** W.H.Solmes91–96 Wireless	Steel Pad 3 Dks	1274 714 649					1896	Bertram Eng.Co.,Ld. Toronto	Canada Steamship Lines,Ld.	270·3	32·4	12·5	Toronto British	C.2Cy.47″&85″–66″ E.&B.Blt.88-fttd96 489NHP Rankin,Blckmre&Co.,Grk		
1629 115846	— J.Roberts –02	Steel Sc (Barge) 1 Dk	127 119 78					1902	W.J. Yarwood Northwich	Price's Patent Candle Co.Ld. (J.Findlater,Mgr)	85·0	20·6	8·6	London British WB	2Cy.10″–12″ 7RHP W.J.Yarwood,Northwich		
1630 118405	— P.McMahon –10	Steel ScCtr (Tug) 1 Dk	126 97 54					1904	J.Kievits& v.Reede,Czn. Papendrecht	~~H.R.Glynn~~ ~~W.J.&C.E.Glynn~~ Shannon S.S.Co.Ld.	90·0	20·0	7·6	London British	C.2Cy.11″&22″–12″ 40RHP J.Kievits&vReede,Czn,Pdt		
1631 136350 JLDH	**Coronado** J.G.Parsons –17 Elec.light Ref.Mchy. Sub.Sig.	Steel TwinScSr 2 Dks&2pt dks	6539 5132 3995					1915	Workman, Clark&Co.Ld Belfast	Elders&Fyffes,Ld.	425·4 P43′B195′F50′	54·3	29·9	Belfast British WB	T.6Cy.23½″,39½″&67″–48″ 622NHP Wrkman,Clark&Co.LdBel		C BT till 5.17
1632 127468 KQHT	— H.Petersen Wireless	Wood ScSr 1 Dk	578 507 381					1901	G.H. Hutchings Abrd'n Wash.	Coronado Co. (T.Pollard)	186·1	36·2	12·5	S.Frncisco Utd.States	T.3Cy.12½″,20″&34″–24″ 57NHP Fulton E.&S.B.Wrks.S.Fo.		
1633 114521	**Coronatia** C.Andrews –10	Steel ScK (Trawler) 1 Dk	185 175 74				…	1902	Smith's Dock Co.Ld. North Shields	~~Miss M.Fawns~~ ~~(J.Thomsen,Mgr)~~ A.G.Brown	106·0 BK7½″	21·0	11·5	Granton British	T.3Cy.11″,18″&30″–22″ 45RHP MacColl&Pollock,Sld.	12 ″ 4	
1634 118050	**Coronation** Leigh (Sand Pump Hopper Dredger) Elec.light ssLiv.No.3–4,16 2Dks(UStl–ws)	Steel TwinScSp	3044 3036 1915	✠100A1 Hopper Dredger 8,17 ~~4,16~~ ✠LMC4,16 BS8,17	Liv	u	~~4,16~~ 8,17	1903 9mo	Vickers,Ss. &Maxim,Ld. Barrow Lloyd's A&CP	Mersey Docks& Harbour Board	332·0 FK WB=	53·0	20·4 8BHCem APT57t	Liverpool British	T.6Cy.19″,30″&49″–30″ (s) 180lb 340NHP 3SB,9rf,GS183,HS6045 Vickers Ss.&Maxim Ld Brw	21 ″ 9 s 5 ″ 2½ 17 ″ 2	
1635 112575 WHJQ	— (See Sailing Ship Register)	Wood Aux ScK Oil Eng. 1 Dk	104 87 59					1902	G.Frost Kincumber, N.S.W.	J.Smith&Co.Ld.	83·7	22·7	7·3	Auklnd NZ British	Oil Engine 3Cy.8″–10″ Emade11 Simpson Iron Works, California		
1636 99067 MPDH	**Coronda** T.Sinclair07–08 (exManica) 1 Dk(Stl)&Spardk(Irn)&Webframes	Steel ScSr ssShl.No.3–10,04 ssLth.No.2–13	2733 2559 1779	✠100A1 Spar dk 6,16 BS7,16 ✠LMC9,15	Liv	u	N7,15	1892 5mo	W.Gray& Co.Ld. W Hartlepool A&CP	Chr.Salvesen&Co. WB=Cell DB262′603t	310·3 P31′B34′F37′ BK10″	41·2	17·0 24·7 5BHCem APT16t	Leith British	T.3Cy.24″,38″&64″–42″ (s) 160lb 60lb 279NHP 2SB,6rf,GS125,HS4395 Cen.Mar.Eng.Wks.W.Hpl	27 ″ 6 s 5 ″ 4 23 ″ 2	
1637	**Coronel**	Steel ScSr 1 Dk(ptStl)	242 162 125	✠ — 1,16 ✠	Pra	c		1910 8mo	A.J.Otto& Zonen Krimpen a/d Yssel	Fernandes&Cia.	120·2 P37′F16′ FK WB=	20·1	9·0 3BHCem FPT35t	Para Brazilian	C.2Cy.15″&30″–18″ 43NHP 1SB,2pf,GS35,HS810 Earle's Co.Ld.Hull	9 ″ 9	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. pc.	15 Inscrits ou coté si ce n'est dans le L. R. Thames Cert. Ref. Trade
1638 79215 SGKL	**Coronilla** *F.W.Swinbanks*	**IronScSr** –16ssShl.3rdNo.3–2,16 1 *Dk(ptIrn)2trB* *Cargo battens not fitted*	1312 1274 822	✠100A1 7,17 ~~10,16~~ ✠NE&B6,06 ~~B5m14,18~~ ✠LMC2,16	Nwc Bly	*p*	10,16	1878 12mo	Tyne I.S.B. Co. Newcastle A&CP	TynesideLine,Ld. (J.Ridley,Son& Tully,*Mgrs.*)	258·0 B17′ ptND95&03 *WB=DBa*	32·0 BK9″	21·1	N.Shields British	T.3Cy.17″,28″&46″–30″ (*s*) 180lb 134NHP 2SB,*4cf*,GS59,HS2174 N.E.MarineECo(Lim)Nwc	22 ″ 2 s 3 ″10 19 ″ 6	
1639 208330 LBSV	**Corozal** *Baker* *Elec.light*	**SteelScSr** *ss*NYk.No.1–14 2 *Dks(Stl)*	3063 2890 1942	✠100A1 6,17 ~~7,16~~ ✠LMC5,15 BS6,17	NYk	*u*	~~5,15~~ 6,17	1911 2mo	NwprtNws S.B.&D.D.Co. NewprtNews A&CP	NewYork&Porto RicoS.S.Co. *WB=CellDBa95′ f147 s45′*	335·0 *uE&B41′ FPT85t APT43t*	46·8 FK	22·7	New York Utd.States *Cem* 4 *BH to U dk* 1 „ *2nd dk*	T.3Cy.21½″,36″&~~39″~~ 61½″–42″ (*s*) 190lb 309NHP 3SB,*0cf*,GS184,HS5040 NewportNewsSB&DD.Co.	25 ″ 0	
1640 908 HBLJ	**Corral** (*ex*MartinB.Stone,*ex*Carahue) *Elec.light*	**SteelTwinSc** 2 *Dks*	888 — 648					1908	Howaldts-werke Kiel	V.Valck	182·0 B46′	32·0	17·5 *WB*	Corral Chilian	T.6Cy.11½″,18½″&29½″–15½″ 69NHP Howaldtswerke,Kiel		
1641 874 HBPL	**—** *P.A.Rismyr* –14 (*ex*Njàll)	**SteelScSr** (*Whaler*) 1 *Dk*	160 — 81					1911	Nylands Værksted Christiania	A.A.Andresen	98·0 B39′	19·1	11·1 *WB*	Punta Arenas Chilian	T.3Cy.12″,19½″&33″–24″ 53NHP NylandsVærksted,Xia.		
1642	**Correntino** *E.Marello* –04	**SteelSc** (*Tug*) 1 *Dk*	132 127 83					1904	J.Marjori-banks Buenos Ayres	F.&S.Gotusso	95·0 B39′	20·0	10·0 *WB*	Bns.Ayres Argentine	C.2Cy.18″&36″–30″ 59NHP E&B*made85,re-fitted*04 BarrowS.B.Co.Barrow		
1643 136342 JHFM	**Corrib** *J.Robinson* –17 *Elec.light* *Mchy.Aft* *Well deck*	**SteelScSr** 1 *Dk(Stl)*	506 357 189	✠100A1 2,17 ✠LMC9,14	Trn	*l*	2,17	1914 9mo *Lloyd's*	Murdoch & Murray,Ld. Pt.Glasgow *sA&CP*	JohnKelly,Ld. (S.Kelly,*Mgr.*) *WB=CellD*	167·0 Q94′B9′F32′ *Bf90′134t FPT47t*	26·7 BK7½″	10·0	Belfast British *3BHCem* *APT23t*	T.3Cy.14″,24″&40″–30″ (*s*) 180lb 79RHP 1SB,*3cf*,GS61,HS2004 Ross&Duncan,Glasgow	12 ″ 8 s ″ 6½ 12 ″ 11	
1644 138937	**Corrie Roy** *Elec.light*	**SteelScK** 1 *Dk*	327 300 171	✠100A1 *StmTrawler* 10,15 ✠LMC9,15	Hul			1915 10mo *Lloyd's*	Cochrane& Sons,Ld. Selby *sA&CP*	OrientSteam FishingCo.Ld.	140·4 Q78′F21′	24·2 BK7½″	12·8	Grimsby British *4BHCem*	T.3Cy.13½″,23″&37″–26″ (*s*) 200lb 90RHP 1SB.*3pf*,GS44,HS1502 C.D.Holmes&Co.Ld.Hull	13 ″ 6	
1645 RVBN	**Corrientes** *U.Lehmann* –09 *Elec.light* Wireless	**SteelScSr** 2 *Dks&Web frames*	3726 3042 2388	*Now named "Guaratuba, See No.44 in Supplement*				1894	Blohm& Voss Hamburg	Hamburg-Süd-Amerik.Dampf-schifffahrtsGes.	342·8 P&B210′F41′	42·1	26·4 *WB*	Hamburg German	T.3Cy.23$\frac{9}{16}$″,37½″&63″–42″ 257NHP Blohm&Voss,Hamburg		G
1646	**Corriere di Genova**	**IronTwin ScSr** 1 *Dk(Irn)*	216 169 97	✠ 6,86 ✠	Shl	*c*		1886 6mo	T.&W. Smith N.Shields	F.Lepidi	125·5 Q15′B9′F14′	24·1 FK	7·0 *4BHAsp*	M.Video Uruguayan	C.4Cy.14″&25″–18″ 44NHP WallsndSlipwyC.Ld.,Nwc.	7 ″ 7	
1647 1 NPVD	**Corriere di Livorno** *G.B.Massa*87–90	**IronTwin ScSr** 1 *Dk*	222 141 99					1887	T.&W. Smith N.Shields	Soc.Italiana di Nav.Marittima e Fluviale	125·0 P17′B43′F14′	23·0	6·0	Romo Italian	C.4Cy.14″&25″–18″ 44NHP WallsndSlipwyC.Ld.,Nwc.		I
1648 12 NPVF	**Corriere di Salerno** *C.Paparone* (*ex*Regina Margherita, *ex*Lochaber)	**IronScSr** 1 *Dk*	304 193 183					1880	Dobson& Charles Grangmouth	Cia.Napoletana diNav.aVap.	134·5 Q32′B28′F26′	22·6	10·4	Naples Italian	C.2Cy.23″&38″–30″ NE94 NB04 66NHP D.Rollo&Sons,Liverpool		
1649 131496	**Corrimal** *T.McGrath* –14 *Elec.light* *Mchy.Aft*	**SteelSc3MstSr** 1 *Dk*	1140 890 682					1911	Greenock& Grangem'th DckyrdCoLd Grangem'th	G.S.Yuill&Co.,Ld.	230·0 Q124′B13′F25′	34·7	13·9 *WB*	SydnyNSW British	T.3Cy.18″,30″&48″–33″ 132NHP Muir&Houston,Ld.Gls.		C
1650 99465	**Corsair** *R.Ferguson* –14	**IronPadSp** 1 *Dk*	153 139 24					1892	J.P.Ren-noldson&Sns. S.Shields	J.White	105·0	19·1	9·8	S.Shields British	L.2Cy.28″–50″ 80RHP J.P.Rennoldson&Ss.,S.Shl		
1651 126474 LGBT	**Corsica** *York* *Mchy.Aft* *Elec.light*	**SteelSc3MstSr** 1 *Dk&Spardk*	2364 — 1787					1887	GlobeIron Works Cleveland,O.	CoastwiseTrans-portationCo.	299·5 H— F34′	40·8	21·0 *WB*	Boston Utd.States	T.3Cy.22″,38″&61$\frac{1}{16}$″–42″ 241NHP Globe Irnwks,Clvlnd,Ohio		
1652 HTCK	**—** *Coreil* –13 *Elec.light* Wireless	**SteelTwinScSr** 1 *Dk&Awng dk*	1295 1235 551					1904	Cie.Fran-çaise deNav. Nantes	Cie.Marseillaise de Nav.àVap. (Fraissinet&Co.*Mgrs.*)	260·7 H—	28·5	16·2 22·9	Marseilles French	T.6Cy.20″,31½″&52″–31½″ 305NHP Cie.Franç.deNav.Lyons		V
1653 104197 NWTC	**—** (Detained at Hamburg) *D.Forman* –10 *Elec.light*	**SteelScSr** *ss*Lth.No.3–8,08 *ss*Gmh.No.1–12 2 *Dks(UStl)*	1100 853 538	✠100A1 7,14 ✠NB8,13 ✠LMC5,12	Lth	*n*	7,14	1895 8mo *Lloyd's*	Ramage& Ferguson,Ld Leith *sA&CP*	Leith,Hull&Ham. Stm.Pkt.Co.Ld. (J. Currie&Co.*Mgrs.*) *WB=CellDBa52′uE6*	230·0 P27′B56′F28′ *B40′f94′213t FPT*	32·1 FK	15·1 *5BHCem* *34tAPT18t*	Leith British Ramage&Ferguson,Lth.	T.3Cy.19″,31″&50″–36″ (*o*) 165lb 167NHP 1SB,*4cf*,GS87,HS2750	17 ″ 4 s 2 ″ 2½ 15 ″ 5	
1654 124191 HKVJ	**Corsican** *G.Hamilton* –15 *Ref.Mchy.* *Elec.light*	**SteelTwinScSr** 3 *Dks* Sub.Sig. Wireless	11419 9057 7272					1907	Barclay, Curle&Co.Ld Glasgow	AllanLineSSCo.Ld (CanadianPacific Ocean Services,Ld. *Mgrs.*)	500·3 P&B350′F56′	61·2	38·0 *WB*	Glasgow British	T.6Cy.28″,47″&79″–54″ 917NHP Barclay,Curle&Co.Ld.Gls.		C BT till 6,17
1655 HFBT	**Corsinia** *M.Premuda*12–12	**SteelScSr** 1 *Dk(ptIrnptStl)*	*4448* *4135* *2727*	✠ — 4,16 ✠	Rot	*x*		1912 3mo	W.Doxford &Sons,Ld. Sunderland	Soc.diNav.aVap. EredìMatteo Premuda *WB=CellDBa100′uE26′*	369·5 P32′B115′F32′ *f174′846t FPT176t*	50·0 FK	26·3 *6BHCem* *APT225t*	Lusinpiclo Aust.-Hung. 3SB.*8cf*,GS162,HS6536 W.Doxford&Sons,Ld.Sld.		28 ″ 9	
1656 HTCP	**Corte II.** *Carries* –11 *Elec.light* Wireless	**SteelScSr** 2 *Dks*	1706 1364 627					1911	Swan,Hun-ter&Wigham Richardson, LdNewcastle	Cie.Marseillaise de Nav.àVap. (Fraissinet&Co.*Mgrs.*)	280·0 P45′F57′	37·0	23·6 *WB*	Marseilles French	T.4Cy.29″,45″&(2)52″–45″ 362NHP Swan,Hunter&Wigham-Richardson,Ld.Nwc.		V
Sunk by Gunfire 4.17 **1657** 109438 QDSK	**Cortes** *T.C.Taylor* –16 *Mchy.Aft*	**IronScSr** *ss*Ham.2ndNo.3–6,16 *ss*Shl.No.1–15 1 *Dk(Irn)&Spardk*	1275 1249 934	~~✠100A1~~ *Spar dk* *withfreeboard* 4,17 ~~4,16~~ ~~DS4,17~~ ~~DS4,16~~ ~~✠LMC10,16~~	Liv	*n*	~~10,14~~ 4,17	1884 7mo	J.Laing Sunderland A&CP	CortesSS.CoLd(R. MacAndrew&Co.)	228·0 B8′ ptND13	32·4 21·6 BK8″	13·9 *4BHCem*	Liverpool British	C.2Cy.26″&52″–30″ (*a*) 90lb *80lb* NDB95 123NHP 1DB,*4pf*,GS50,HS2072 J.Dickinson,Sunderland	22 ″ 7 ~~s 5 ″ 8~~ ~~18 ″ 6~~	
1658 134775 JCLR	**Cortina** *W.Dale* –13	**SteelScK** 1 *Dk*	213 206 89	✠100A1 *StmTrawler* 9,14 ✠LMC7,15	Gms			1913 7mo *Lloyd's*	Cook,Wel-t'n&Gemmell Ld.Beverley *sA&CP*	N.Green	117·1 Q61′F16′	21·5 BK7½″	12·1 *4BHCem*	Grimsby British	T.3Cy.12″,21″&34″–24″ (*s*) 200lb 66RHP 1SB,*2pf*,GS30,HS1020 C.D.Holmes&Co.Ld.Hull	13 ″ 1	

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Master. Special Surveys.	3 Material, Rig, &c. Late Name if any. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years assigned now and Equipment Letter.	7* Date when last seen.	8 Built. When. Ship. Engines.	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NP=Horse power by Society's formula; RP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed 1 and 2 L.R. Dates 1 L.R. Trade Cert.
1659 135192 JBRG	**Corton** *W.Street98–11)* *W.I.Dickson* –17	**SteelScSr** *ss*Sld.No.1–17 1*Dk*(*Stl*)	3405 3028 2034	✠100A1 10,17~~3,11~~	Sld	*v*	~~9,11~~ 10,17	1913 2mo	S.P.Austin &Son,Ld. Sunderland	CoryColliers,Ld. *Lloyd's SA&CP*	341·0|47·0|22·8 P25'B59'F28' FK *WB=Cell* *DBa*114' *uE&B*43'	London British 6*BHCem*	T.3Cy.24″,40″&65″–42″ (*s*) 180lb 302NHP 2SB,*Spf*,GS140,HS4721 G.Clark,Ld.Sunderland	25 3 s 4 ″ 7½ 20 ″ 11	
1660	**Corumba** *Elec.light*	**SteelPad** 1*Dk&Shadedk*	*738* *396* *534*					1906	W.Denny& Bros. Dumbarton	Cia.Argentina de Nav.(Nicolas Mihanovich)Ltda.	200·0|30·1| 8·8	Bns.Ayres Argentine	T.3Cy.16¼″,26½″&43″–54″ 136NHP Denny&Co.Dumbarton		
1661 MFHP	**Coruna** *N.Orum*	**SteelScSr** 1*Dk*	1467 1325 883					1908	W.Dobson &Co. Newcastle	Dpskintsk. Garonne(Fearnley &Eger,*Mgrs.*)	253·2|37·7|17·5 P13*tH*—*tF*32*t*	Chrstiania Norwegian *WB*	T.3Cy.19″,31″&51″–36″ 156NHP N.E.MarineEngCoLdNwc	19 ″ 9	N
1662 HJBQ	— *J.Moris*07–08 (*ex*Huascar) *Elec.light*	**SteelScSr** *ss*Liv.No.2–04 1*Dk*(*pt Stl–ws*)& *Web frames*	960 — 519	✠ 2,09	Liv	*m*		1896 3mo	Sunderlnd S.B.Co.Ld. Sunderland	D.TejeroPerez *WB=CellDBa*61'	215·0|31·1|14·6 P22'B44'F29' FK 60*tFPT*34*t*	Corunna Spanish 4*BHCem*	T.3Cy.16″,26″&43″–30″ 113NHP 1SB.*3pf*,GS54.HS1820 N.E.MarineEng.Co.Ld.Sld	15 ″ 6	V
1663 99224 MHLQ	**Corunna** *C.D.Kenney* –16	**SteelScSr** *ss*Hfx No.1–17 *ss*Pt.A.2ndNo.3–8,13 1*Dk*(*Stl*)&*Awngdk*	1269 1231 792	✠100A1 *Awng dk withfreeboard* 10,17~~10,16~~ LMC~~10,16~~ 10,17	Hfx	*n*	~~10,15~~ 10,17	1891 9mo	Ramage &Ferguson Leith	CorunnaShipping Co.Ld.(Dominion Iron&SteelCo.) *Lloyd's SA&CP* *WB=FPT*84*tAPT*25*t*	230·0|34·1|13·0 19 7 FK 5*BHCem* *MT*30'400*t*	Montreal British 2SB,*4pf*,	T.3Cy.17″,27″&44″–30″ (*s*) 160lb NB93 99RHP Ramage&Ferguson,Leith	20 ″ 9 ~~7 ″ 5½~~ 13 ″ 7	
1664	**Corvin** *G.Poszpisch* *Elec.light* *Well deck*	**SteelScSr** 1*Dk*(*Stl*)	*1444* *962* *884*	✠ —— 1,17	Cpl	*p*		1913 9mo	W.Dobson &Co. Newcastle	Hungarian Levant S.S.Co.Ld. *WB=Cell* *DBa*70' *uE&B*28' *f*98'309*tFPT*	240·0|36·1|14·4 P&B154'F30' FK 4*BHCem* 39*tAPT*3*st*	Fiume Aust.-Hung	T.3Cy.19″,31″&52″–36″ 212NHP 2SB,*6cf*,GS96.HS3776 N.E.MarineEng.CoLdNwc	16 ″ 7	
1665 ~~126893~~	**Corvo** ~~*H.L.Mack*~~ –08	**SteelScSp** (*tug*) 1*Dk*	112 99 5			…		1908	CHWalker &Co.Ld. Sudbrook	~~C.H.Walker&Co. Ld.~~	86·0|18·6| 9·7 BK6″	~~London.~~ British. Brazilian	T.3Cy.13″,22″&34″–22½″ 60RHP Plenty&Son,Ld.Newbury	10 ″ 4	
1666 200479	**Corvus** *Elec.light* *Mchy.Aft*	**SteelScSr** (*ex*J.L.Weeks) 1*Dk2trb*	4551 — 3451					1903	West Bay City S.B.Co. W.Bay City	InterlakeS.S.Co. (Picklands,Mather &Co.,*Mgrs.*)	416·0|50·0|24·0	Fairpcrt Utd.States	T.3Cy.22″,35″&58″–40″ 213NHP DetroitS.B.Co.Detroit		
1667 ~~1908~~ JRFS ~~SQBM~~	~~Wrecked 3.18~~ ~~*St.Nicolaas*~~	**SteelScSr** (*ex*Königsberg) 1*Dk*	~~570~~ ~~570~~ 326	571 ~~479~~				1902	Fredrkstad Mek.Verks Fredrikstad	TheShippingCon-troller (Everett& Newbigin,*Mgrs.*)	163·8|26·7|14·8 B51*tF*17*t* len11	~~Bergen~~ Norwegian ~~London~~ British *WB*	T.3Cy.12¼″,20″&32″–25½″ 52NHP FredrikstadM.V.Frdstad	15 ″ 6 s 1 ″ 11 14 ″ 1	N
1668 99715 NFGH	— *W.H.Stevenson* –15	**SteelScYl** (*Trawler*) 1*Dk*	140 127 56			…		1893	Mackie& Thomson Glasgow	Grimsby&N.Sea StmTrawlingCoLd	99·3|20·1|10·4 Q17'F19' BK7½″	Grimsby British	T.3Cy.11″,17″&27″–20″ 40RHP Muir&Houston,Glasgow	11 ″ 7	
1669	**Cory** *G.Toledo*	**SteelScSr** *ss*SantaCruzNo.1–17 1*Dk*(*S l*–teak s)	57 *46* —	✠ A– *For Towing purposes* 12,13~~,14~~	Gls		12,17	1914 9mo	Bow,Mc-Lachlan&Co. Ld. Paisley	Cory Hermanos y Cia.	61·5|15·1| 7·1 BK4″	Santa Cruz de Tenerife Spanish 3*BHCem*	C.2Cy.11″&22″–18″ (*s*) 120lb 29NHP 1SB.*2pf*,GS26,HS637 Bow,McLachln&CoLdPsy	7 ″ 6	
1670 127869 HRVP	**Corythaix** *W.Power* –14 *Elec.light*	**SteelScK** 1*Dk*	280 257 119	✠100A1 *StmTrawler* 4,13	Gms		4,13	1910 10mo	Cook,Wel-t'n&Gemmell Ld. Beverley *Lloyd's SA&CP*	ThomasBaskcomb Ld(TWBaskcomb. *Mgr.*)	131·6|22·5|11·7 Q73' BK8″	Grimsby British 5*BHCem*	T.3Cy.13″,23″&37″–24″ (*s*) 198lb 80RHP 1SB,*3pf*,GS45,HS1350 C.D.Holmes&Co.Ld.Hull	12 ″ 7	
1671 HJLN	**Cosme** *F.Basterrechea* (*ex*Darlington)	**SteelScSr** *Now named "Azperia" see Supplement* *ss*Bbo.2ndNo.3–2.16 1*Dk*(*Stl*)&*Webframes*& *ptAwngdk*(*Irn–ws*)	2520 1879 1535	✠100A1 *pt Awng dk withfreeboard* 4,17 MS6,15	Bbo	*s*	4,17	1890 6mo	Richardson, Duck&Co. Stockton *Lloyd's SA&CP*	Soc.Anon deNav. Palma *WB=Cell*	297·0|40·0|19·0 BK10″ *DB*248'552*t*	Bilbao Spanish 5*BHCem*	T.3Cy.22½″,37″&61″–42″(*a* 160lb *90lb* NDB03 245NHP 2SB,*6cf*,GS94,HS3740 Blair&Co.Ld.Stockton	21 ″ 8 ~~7 ″ 11½~~ 21 ″ 6	
1672 243 NACU	**Cossack** *L.Brimer* –98 *Well deck*	**SteelScSr** *ss*Oda.No.1–94 1*Dk*(*Irn*)	777 — 425	✠ 6,00	Oda	*k*		1890 4mo	Wood, Skinner&Co Newcastle	Sch.&E.Karapat-nitsky *WB=DBa*42'53*t FPT*	200·5|30·0|12·6 Q64'B53'F25' FK 18*tAPT*12*t*	Odessa Russian 4*BHCem*	T.3Cy.14½″,23½″&39″–27″ 85NHP 2SB,*4pf*,GS46,HS1378 N.E.MarineEng.CoLdNwc	13 ″ 8	
1673 21 NPVL	**Costa Azzurra** *V.Corradi* (*ex*Argo,*ex*Triomphante. *ex*YachtCaffa,*ex*Triomphante,*ex*Sybil. *ex*Palatine)	**IronSc3MstSr** 155	327 —			…		1870	Steele&Co. Greenock	Soc.Liguria Occidentale	160·2|25·1|14·4	Porto Maurizio Italian	T.3Cy.14½″,22″&37″–27″ NE&B91 71NHP Day,Summers&Co.Sou.		V
1674	**Costa Martins** *R.Baker* –05 *Elec.light*	**SteelSc** 1*Dk&Promdk*	*147* *121* *95*			…		1905	Murdoch & Murray Pt.Glasgow	M.daC.Chaves	110·0|22·1| 6·6 F15' FK	Para Brazilian	C.2Cy.12″&24″–18″ 20NH White&Hemphill,Ld.Grk.	7 ″ 0	
1675 126741 KJNP	**Costa Rica** *Elec.light*	**SteelScSr** 2*Dks&Saloondk*	1783 — 1167					1891	Delaware RiverCo. Chester,Pa.	L.A.Pedersen	221·5|36·0|19·3	NewYork Utd.States	T.3Cy.20″,32″&50″–36″ 150NHP DelawareRiverCo.		
1676 32 MPWH	**Costante** *G.Rosato* (*ex*Dragoman) *Elec.light*	**SteelScSr** 2*Dks&deepframing*	3479 3289 2226			…		1898	Palmers' Co.Ld. Newcastle	Dall'Orso&Co. *WB*	349·8|45·2|26·9 P39'B76'F45' FK	Spezia Italian	T.3Cy.24″,40″&64″–45″ 307NHP Palmers'Co.Ld.Newcastle	28 ″ 6	I
1677	— *C.Camalich,jun.* –11 *(See Sailing Ship Register)*	**SteelAuxSc3MstSr** *Petrol.Motor*	182 — 128					1911	F.Menetto Chioggia	C.Camalich	114·1|24·1| 9·9	Neresine Aust.-Hung.	Petrol Motor 4Cy.11½″–10½″		A
1678 186 NPWL	**Costantinopoli** *Elec.light* Wireless	**SteelScSr** (*ex*Città diTorino) 2*Dks&Spardk*	3836 3396 2782					1898	N.Odero& Co. Foce,Genoa	Soc.Italiana di ServiziMarittimi	363·2|43·6|19·2 Q48'B76'F52' 27·4	Genoa Italian *WB*	T.3Cy.25⅜″,42½″&67¾″–51½″ 383NHP N.Odero&Co.Foce		I
1679 220 NPWQ	**Costanza** *Jaccarino* (*ex*Città diNew York,*ex*Angiolina, *ex*Mendota,*ex*Caxton,*ex*Test) *Elec.light*	**IronScSr** *ss*Gen.2ndNo.3–2,09 *ss*Gen.No.1–13 2*Dks*(1*Irn*&1*ptIrn*)3*trB*	2545 2397 1547	✠100A1 12.15 Examined 6.17 MS6,17 MS6,16	Cff	*u*	6,16	1883 7mo	Oswald, Mordaunt& C Southampton, *Lloyd's SA&CP*	Soc.Anon.Maritt. "LaPlatense" (G.Palazio,*Mgr.*)	310·6|38·8|26·7 P28'B65'F36' ND95 BK10″ *WB=DBa*74'&*u*	Genoa Italian 6*BHCem* *E&B*70'507*t*	C.2Cy.31½″&74″–48″ 90lb ~~80lb~~ NDB01 316NHP 2SB,*6cf*,GS128 65lb Oswald,Mordaunt&Co.Sou	28 ″ 6 ~~5 ″ 7~~ 24 ″ 1	

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant exprimé Lettre d'Emplacement.	7* Date de la dernière visite de flanc ou porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L. R. Inscrits Cert. Not. Trade.
1680	**Costas**	**SteelScSr**	*3278*	✠100A1	Pir	*v*	9,16	1896	R.Thompson&Sons	**A.A.Embiricos**	328·1|47·1|15·9	Andros	T.3Cy.24″,39″&64″–42″ (*s*)	26 ″ 1
	D.Panghios –16	*ss*Ant.No.3–4,08	*3050*	*Spar dk*				1mo	Sunderland	(HellenicShip-owningCo.Ltd.	P29′B70′F35′ 23·3	Greek	160lb 277NHP	s 5 ″ 0
HSQC	(*ex*Augoustis*ex*Baltazan)	*ss*Hpl.No.1–13	*2096*	3,16	LMC				A&CP	*Mgrs.*) *Cell.D*	FK	6*BHCem*	2SB,*6pf*,GS120,HS4338	21 ″ 5
	1*Dk(Stl)&Spar dk(Irn)&deep framing*			Aground 6,17 MS12,17	BS6,16,17					*Ba*106′ *uE*22′*f*130′		714*tAPT*57*t*	G.Clark,Ld.Sunderland	
1681	**Costeira**	**SteelTwinScSr**	*300*					1895	J.Jones& Sons Liverpool	**Mello&Co.**(*in liq*)	165·0|33·2|…	Para Brazilian	T.6Cy.11″,16″&28″–24″ 77NHP	
	Jackson –95		—									*WB*	J.Jones&Sons,Liverpool	
			230											
1682	**Cotentin**	**IronSc**	132	✠	Lon	*a*		1884	R.&H. Green London	**LeRoux&Cie.**	90·0|18·1| 8·4	Brest French	C.2Cy.15″&27″–18″ 26NHP	8 ″ 11
	1*Dk*		98	4,84				3mo			B33′	4*BHCem*	A.Wilson&Co.,London	
HTCV			67	✠										
1683	**Cotovia**	**SteelScSr**	4020	✠100A1	Rio	*x*	1,17	1911	Irvine'sS B &D.D.Co.Ld. WHartlepool	**FrumentumS.S. Co.Ld.** (W.Hollick, *Mgr.*)	370·0|50·2|24·9 P29′B100′F35′ FK	London British	T.3Cy.25″,40″&68″–48″ (*s*) 180lb 375NHP	27 ″ 5 s 5 ″ 2
132617	*C.E.Hawkins*08–11	*ss*Rio.No.1–15	3766	5,17 ~~7,17~~	Cff			10mo				6*BHCem*	3SB,*9cf*,GS156,HS6162	22 ″ 7
HTNJ		1*Dk(pt Stl pt Irn)*	2527	LMC7,15				*Lloyd's A&CP*		*WB*	= *Cell DB a* 113′ *uE*	25′*f*163′859*t*	Richardsons,Westgarth& Co.Ld.Hpl.	
1684	**Cotsmuir**	**SteelScK**	243	✠100A1	Hul			1915	Cochrane &Sons,Ld. Selby	**D.Pettit**	120·3|21·5|11·7 Q69′F20′ BK7½″	Milford British	T.3Cy.12″,21″&34″–24″ (*s*) 180lb 75RHP	12 ″ 6
137763			211	*Stm Trawler*				6mo				3*BHCem*	1SB,*8pf*,GS42,HS1330	
	1*Dk*		105	6,15	LMC6,15			*Lloyd's A&CP*					C.D.Holmes&Co.Ld.Hull	
1685	**Couëron**	**SteelTwinSc**	140					1903	Cie.Franç de Nav.&de Const.Nav. Nantes	**Messageries de l'Ouest**(Cie.de **Transp.Mar.**)	119·0|19·7| 6·0	Nantes French	C.4Cy.10¼″&18⅛″–11″ 18NHP	V
	Bugeon		—										Cie. Franç. de Nav. & de Constr.Nav.,Nantes	
HTCW		1*Dk*	50											
1686	**Councillor**	**IronScK**	116	✠	Ant	*b*		1885	Hawthorns &Co. Leith	**T.L.Devlin**	94·5|20·0| 9·6	Granton British	C.2Cy.15″&28½″–21″ 40RHP	10 ″ 7
110207	*W.Jarvie* –17	*ss*Ant.No.2–94	107	4,94				10mo				4*BHCem*	1SB,*2pf*,GS28,HS690 NB03	
	(*ex*LeLillois) (*Trawler*)	1*Dk*	43							*WB*	= *FPT*8*t* BK7″		Hawthorns&Co.Leith	
1687	**Countess of Derby**	**SteelPad**	136					1884	Hepple& Co. N.Shields	**Crown Agents for the Colonies**	125·0|18·1| 8·2 B19′H25′F30′	Sra Leone British	2Cy.27″–36″ 48RHP	
			—									*WB*	Hepple&Co.NorthShields	
			86											
1688	**Countess of Mar**	**SteelSc**	2234	100A1	Nwc	*s*		1916	Forth S.B. &Eng.Co.Ld Alloa	**GasconyS.S.Co. Ld** (L.Walford(London)Ld. *Mgrs.*)	285·3|42·7|20·3 P24′B70′F32′ FK	London British	T.3Cy.20″,33″&54″–36″ (*s*) 180lb 207NHP	22 ″ 6 s 3 ″ 3
106270	*G.M.D.Dobbie*16–16		2039 5,17 ~~10,16~~	Npt				10mo				4*BHCem*	2SB,*6cf*,GS100,HS3438	19 ″ 7
JNKV	*Elec.light*	1*Dk(Stl)*	1363	LMC10,16				*Lloyd's A&CP*		*Cell*	*DB*236′418*t FPT*90*t APT*25*t*		N.E.MarineEng.CoLdNwc	
1689	**County of Fife**	**SteelScK**	114					1896	Hawthorns &Co.(Lim.) Leith	**F.Salmon&Son**	90·2|19·1| 9·6 BK6″	Yarmouth British	C.2Cy.14″&29″–21″ 34RHP	10 ″ 6
102209	*J.Wright* –17		105										Hawthorns&Co.(Lim),Lth	
		1*Dk*	43											
1690	**Courier**	**SteelScCtr**	728					1887	C.S.Swan &Hunter Newcastle	**Huddart,Parker, Ld.**	220·8|30·0|12·6 Q140′ F37′	Melbourne British	T.3Cy.30″,46″&73″–36″ FD 320NHP	13 ″ 3
95231	*G.Bates*09–12	1*Dk*	455					9mo					Hawthrn,Leslie& Co.,Nwc.	
KPMS	*Well deck*		315											
1691	—	**IronScSr**	151		Sou	*c*		1883	Day,Summers&Co. Northam	**T.N.Barbenson &Co.**	129·8|19·2| 9·7	Guernsey British	C.2Cy.20″&40″–24″ 65RHP	
86457	*J.Ingrouille* –11	1*Dk*	139	5,87				5mo				4*BHCem*	Day,Summers&Co.,Sou.	
			55	✠										
1692	**Courland**	**IronSc3MstSr**	1248					1872	R.Napier &Sons Glasgow	**BombayS.N.Co.Ld**	250·4|30·2|21·5 BK8½″	Bombay British	C.2Cy.30⅝″&54″–36″ NB85 131NHP	22 ″ 4
65777	*S.Dawood* –15		1221									*WB*	R.Napier&Sons,Glasgow	
WRGS		2*Dks3trB*	760											
1693	**Courlis**	**IronSc**	112	✠100A1	Arc	*b*	5,13	1884	Hawthorns &Co. Leith	**Soc.Immobilière du Moulleau et des Pêch. de l'Océan (MCamproger** *Mg.*)	101·5|18·0| 9·4 F12′ ND04 BK6½″	Bordeaux French	C.L.2Cy.15″&27″–21″ (*j*) 75lb 32NHP	10 ″ 1 s 1 ″ 3
	Duluc –11	*ss*Arc.2ndNo.3–11,09	110	12,14				6mo				4*BHCem*	1SB,*2pf*,GS19,HS647	9 ″ 7
HTDV		*ss*Arc.No.1–14	65					*Lloyd's A&CP*					Hawthorns&Co.,Leith	
		(*Trawler*) 1*Dk*		LMC12,14										
1694	**Courser**	**SteelScK**	227	✠100A1	Gms		5,16	1905	Cook,Welt'n&Gemmell Beverley	**H.Wood** (Baker&Green, *Mgrs.*)	124·9|22·0|11·6 Q69′F19′ BK8″	Grimsby British	T.3Cy.12½″,21½″&35″–24″(*s*) 180lb 63RHP	12 ″ 4
122698	*A.J.Dore* –15	*ss*Gms.No.2–13	209	*Stm Trawler*				7mo				4*BHCem*	1SB,*2pf*,GS33,HS1078	
VPTW		1*Dk*	95	5,16				*Lloyd's A&CP*					C.D.Holmes&Co.Hull	
				BS5,16	LMC11,15									
1695	**Courseulles**	**SteelScSr**	1611					1903	Superior S.B.Co. W.Superior	**Soc.Maritime Nationale**	255·0|41·0|18·0 Q88′F36′	Havre French	T.3Cy.14″,25″&42″–30″ 97NHP	V
	Josse	(*ex*H.G.Dalton)	—									*WB*	SuperiorS.B.Co.	
	Mchy. Aft Elec.light	1*Dk2trB*	921											
1696	**Courtfield** ~~*F.W.Pitt* –18~~	**SteelScSr**	4592	✠100A1	Shl	*y*	~~5,16~~ 1,15	1902	Ropner& Son Stockton	**Century Shipping Co.Ld. (Harris& Dixon,Ld.** *Mgrs.*)	391·0|51·6|26·7 FK	London British	T.3Cy.27″,45′&74′–48′ (*s*) 180lb *100lb* 468NHP	29 ″ 6 s 3 ″ 11
115919	~~*J.H.Gibson* –17~~	*ss*Mdb.No.2–10	4290	*Shelter dk*				10mo				6*BHCem*	3SB,*9cf*,GS165,HS6400 FD	26 ″ 0
TRNH		2*Dks*(*Stl*)*&deep framing&*	2874	10,13				*Lloyd's A&CP*					Blair&Co.Ld.Stockton	
	Elec.light	*Shelter dk*(*Stl–pt* ws)		~~BS8,16~~ LMC10,15						*WB* = *Cell D*	*Ba*125′ *uE*25′*f*167′	1028*t DT f*	33′879*t FPT*113*t APT*139*t*	
				BS8,17										
1697	**Courtown**	**SteelScSr**	4419	✠100A1	Cff	*y*	10,16	1909	J Readhead &Sons SouthShields	**TownLine(London),Ld.(Harrison Sons&Co.** *Mgrs.*)	375·0|51·5|25·6 FK	London British	T.3Cy.26½″,43″&71″–48″ (*r*) 180lb *90lb* 399NHP	28 ″ 3 s 3 ″ 6½
125756	*J.M.Jared* –15	*ss*Kob.No.3–5,11	4149	*Shelter dk*				1mo				6*BHCem*	3SB,*9rf*,GS173,HS6417	25 ″ 1
JLVD	(*ex*Bellevue,*ex*Koju Maru,*ex*Harford)	1*Dk(Stl)&deep*	2714	*with freeboard* 10,16	LMC			*Lloyd's A&CP*					J.Readhead&Sons,S.Shl.	
	Elec.light	*framing&Shelter dk*(*Irn*)		MS5,15	BS10,16					*Cell DB a* 127′ *uE&B*			44′*f*161′1113*t APT*248*t*	
1698	**Cove**	**SteelScSr**	2734	✠100A1	Lon	*t*	5,18	1912	S.P.Austin &Son,Ld. Sunderland	**Cory Colliers,Ld.**	312·5|45·3|20·8 P23′B60′F28′	London British	T.3Cy.22½″,37″&61″–42″ (*s*) 180lb 264NHP	23 ″ 1 s 3 ″ 11½
135160	*T.A.Haward*05–12		2427	1,15				11mo		*WB* = *Cell DB a*100	*uE&B*42′*f*112′ FK	5*BHCem*	2SB,*8pf*,GS125,HS4082	19 ″ 6
JBFN		1*Dk(Stl)*	1597	LMC11,12				*Lloyd's A&CP* 800*t*		*FPT*170*t APT*145*t*	*DTanks in ER* P12′	80*t* S 14′ 105*t*	G.Clark,Ld.Sunderland	
1699	**Covington**	**SteelSc**	401					1899	Neafie& Levy Co. Philadelphia	**SeaboardTransportationCo.**	135·0|27·5|15·7	Boston Utd. States	T.3Cy.16½″,24″&42″–30″ 97NHP	
127397			—										Neafie&LevyCo.Phl.	
KPQG	Sub.Sig. (*Tug*)	1*Dk*	196											
1700	**Cowichan**	**SteelTwinScSr**	962					1908	AilsaS.B. Co.Ld. Ayr	**UnionS.S.Co.of Brit.Columbia,Ld.**	157·1|32·1|13·5	Vancvr,BC British	T.6Cy.13½″,22″&36″–20″ 116NHP	C
126210	*C.Moody* –08		570											
	Elec.light	1*Dk&Awng dk*	520									*WB*	MacColl&Co.Ld.Belfast	

1 No. in Book. / Official No. / Code Letters	2 Steamer's Name. / Master. / Special Surveys.	3 Material, Rig, &c. / Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned. now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. / Ship. / Engines	9 Built. By Whom. / Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Dated from Trade Cert.
1701 133225	**Cowpen** *J.T.Randell* –13 *Elec.light*	**Steel Twin Sc** *ss*.Bly.No.1–16 (*Bucket Hopper Dredger*) 1*Dk*(*Stl*)	1122 1094 639	✠ **A1** *Hopper Dredger* 1,18 12,16 ✠LMC BS9,16 MS12,16	Bly		12,16	1913 4mo	Ferguson Bros.(Port Glasgow)Ld. Port Glasgow *Lloyd's A&CP*	**Blyth Harbour Commissioners**	205·0	41·1	14·8 FK	**Blyth** British 6*BHCem*	T.6Cy.16½″,26″&42″–27″ (*s*) 160lb 221NHP 2SB,*6cf*,GS126,HS3892 Ferguson Bros. (Pt.Glasgow),Ld.P.Gl.	16 ″ 9 s 3 ″ 1½ 14 ″ 3	
1702 105791 PFJK	**Cowrie** *A.G.Pope* –16 *Mchy.Aft* *Elec.light*	**Steel Sc 3 Mst Sr** *ss*Rot.No.3–5,08 *ss*Cff.No.1–12 2*Dks*(1*Irn* 1*Stl*) & *Web frames*	4893 4459 3155	✠100A1 Shl *y* 10,15 ~~Exd 9,13~~ BS3,13 6,17 ✠NB11,08 ✠LMC13,15 MS11,11 BS12,16 *Carrying P'etr'oleum in bulk* *Fitted for oil fuel* 5,00 *F.P. above*	Shl	*y*	9,15 6,17 bulk F.P. above	1896 1mo	Armstrong Mtchll&C.Ld Newcastle A&CP	**Anglo Saxon Petroleum Co.Ld.** *WB*=*Cell D Bu E&* 150° F	376·0 P92′B77′F45′	48·0	29·9 FK *B69′177t DT*	**London** British 12*BHCem*	T.3Cy27½″,43½″&73″–48″ (*s*) 160lb *100lb* NDB08 415NHP 3SB,*9cf*,GS189,HS6888 W Ilsnd Slpwy Co.Ld.,Nwc. *ƒ*23′331t *FPT*127t *APT*30t	31 ″ 8 s 6 ″ 5 25 ″ 8	
1703 104866 NTPM	**Coya** *P.Mann* –12 *ss*NYk.No.2–16 1*Dk*(*Stl*) & *Spar dk*(*Irn*) 3*trB*	**Steel Sc Sr** 3040 2809 1945 *Spar dk* 12,17 ~~M3b stld~~ Sws ~~6,17 12,16 5,17~~ ✠LMC MS9,16 MBS5,16 ~~BS9,16~~ 7,17	N Yk *u*				N 9,16	1895 5mo	J.L Thompson & Sons, Ld Sunderland A&CP	**New York & Pacific S.S.Co.Ld.** *WB*= *Cell D Ba*96′	322·0 P30′B80′F34′ 26·0 BK10″ *uE&B*36′*ƒ*124′558t	42·7	18·6	**London** British 160 7*BHCem* *APT*66t	T.3Cy.24½″,40″&66″–45″ (*s*) ~~160lb~~ *120lb* NDB13 299NHP 2SB,*6rf*,GS138,HS4600 J.Dickinson,Sunderland	28 ″ 6 s 5 ″ 3½ 24 ″ 2	
1704	**Crab** (*Bucket Dredger*) *Elec.light* *Mchy.Aft* 1*Dk*(*Teak*)	**Steel Sc** 212 202 85 ✠ *Dredger* 1,07	Rnf					1907 1mo	W.Simons & Co.Ld. Renfrew	**Crown Agents for the Colonies**	125·0 F23′	25·2	8·5 FK	**Penang** British 4*BHCem*	T.3Cy.11″,17″&28″–21″ 1SB,*2cf*,GS30,HS784 W.Simons & Co.Ld.Rnf.	9 ″ 0	
1705 JVRK	**Crabe** *F.Thueux*09–09 1*Dk*	**Steel Sc Sr** 285 262 99 (*Trawler*)						1907	Dela Brosse & Fouché Nantes	**L.Groselier-Duchochois**	139·8 Q52′	22·0	10·1	**Boulogne** French	T.3Cy.11¾″,19¾″&32½″–24⅜″ 51NHP De la Brosse & Fouché,Nts.		V
1706 106865 PSRB	**Craftsman** *W.M.Booth* –16 *ss*Liv.No.2–18 2*Dks*(*Stl*) & *deep framing* *Elec.light* & *Web frames*	**Steel Sc Sr** 6196 5830 4030 ~~*ss*Liv.No.1–13~~ ✠100A1 Liv *b*† 4,18 ~~9,16~~ ~~BS9,16~~ ✠LMC5,13 ~~BS11,17~~ 11,17					9,16	1897 7mo	C.Connell & Co. Glasgow *Lloyd's A&CP*	**Charente SS.Co.Ld (T.&J.Harrison,** *Mgrs.*)	450·0 P35′B158′F34′ *WB*=*Cell D Ba*132′	52·5	30·7 FK *uE&B*59′*ƒ*	**Liverpool** British 9*BHCem*	T.3Cy27½″,45½″&75″–60″ (*s*) 180lb ~~*120lb*~~ *110lb* 583NHP 2DB,*12cf*,GS220,HS8400 FD Dunsmuir & Jackson,Gls. 200′1464t *FPT*119t *APT*56t	33 ″ 9 s 7 ″ 10½ 26 ″ 4	
1707 113332 RDWS	**Cragoswald** *W.C.Munn* –15 *Spar dk*(*Stl*) 2*trB* & *deep framing*	**Steel Sc Sr** 3235 3034 2085 ✠100A1 Nwc *v* *Spar dk* *with freeboard* 11,16 ✠LMC MS7,15 MBS4,16					7,15	1899 6mo	W.Hamilton & Co. Pt.Glasgow *Lloyd's A&CP*	**Lunn & Maccoy** *WB*=*Cell DB*	330·4 P31′B118′F39′ *aƒuE*114′*ƒ*144′727t	45·5	16·2 FK	**Newcastle** British 6*BHCem*	T.3Cy.24″,40″&65″–42″ (*s*) 180lb *140lb* NDB15 296NHP 2SB,*6cf*,GS123,HS4539 D.Rowan & Co.Glasgow	26 ″ 6 s 4 ″ 6 22 ″ 4	
1708 101813 MVRF	**Cragside** *C.Wilyman* –04 *Well deck*	**Steel Sc Sr** 513 357 227 ✠100A1 Shl *g* 3,17 ~~Examined 2,18~~ ✠LMC3,17					~~9,17~~ 1,18	1892 12mo	Wood, Skinner & Co Newcastle A&CP	**L.S.Carr & Co.** ~~Charter Contractors Ltd. (A.P.Collie & Co. Mgrs.)~~ **D.Macleod & Co.** *WB*=*DBa*31′28t *FP*	160·3 Q81′B14′F21′	25·6	11·9 FK	**Newcastle** British 4*BHCem* *T17t APT7t*	T.3Cy.13″,21½″&34″–27″ (*s*) 160lb 60RHP 1SB,*3pf*,GS41,HS1120 N.E.Mar.E.Co.(Lim.),Sld.	12 ″ 6 s ″ 7½ 12 ″ 1	
1709 106546	**Craig Gowan** *A.Jenkins* –14 1*Dk*	**Steel Sc Sr** 126 119 50					…	1897	Hall, Russell & Co. Aberdeen	**T.Davidson**	95·0 BK6½″	19·6	10·5	**Aberdeen** British	C.2Cy.13″&32″–21″ 50RHP Hall,Russell & Co.,Abn.	11 ″ 0	
1710 135103	**Craig Island** *T.Hall*09–14 1*Dk*	**Steel Sc K** 210 207 89 ✠100A1 Lth *Stm Trawler* 11,14 ✠LMC11,14						1914 11mo	J.Cran & Co. Leith *Lloyd's A&CP*	**Leith Steam Fishing Co.Ld.** (T.H.Scales, *Mgr.*)	116·6 BK8″ *WB*=	22·0	12·0 *DBf*28′20t	**Leith** British 3*BHCem*	T.3Cy.12″,21″&33″–23″ (*s*) 180lb 74RHP 1SB,*3pf*,GS49,HS1360 J.Cran & Co.Leith	13 ″ 0	
1711 99443 MVNP	**Craigavad** *H.Gillespie*16–16 (*ex* Volney) *Well deck* *Mchy.Aft*	**Steel Sc 3 Mst Sr** 345 260 131 ✠100A1 Bel *e* 7,16 ✠LMC3,17					7,16	1892 8mo	Harvey & Co.Ld. Hayle *Lloyd's A&CP*	**Cullen, Allen & Co. Ld.**	140·0 Q84′B7′F20′ BK7″ *WB*	22·1	10·4 *FPT*30t	**Belfast** British 3*BHCem*	T.3Cy.15″,23″&38″–30″ (*s*) 120lb 73RHP 1SB,*3cf*,GS56,HS1703 Harvey & Co.Ld.Hayle	11 ″ 3 s ″ 5 11 ″ 7	
1712 104520	**Craigellachie** *J.Stenhouse* –16 1*Dk*	**Steel Sc Sr** 112 105 45 ✠ *For fishing purposes* 12,98 ✠	Abn					1896 1mo	Hall, Russell & Co. Aberdeen	**R.Irvin & Sons, Ld.**	90·8 BK6″	19·6	10·0	**N.Shields** British 4*BHCem*	C.2Cy.13½″&30″–21″ 1SB,*2pf*,GS27,HS749 45RHP Hall,Russell & Co.,Abn.	10 ″ 6	
1713 127114	**Craigendarroch** *R.W.Armstrong* –13 (*ex* John C.Meikle) 1*Dk*	**Steel Sc K** 198 196 77 ✠100A1 Shl *Stm Trawler* 7,13 BS5,15 ✠LMC11,10					7,13	1910 11mo	Hall, Russell & Co.Ld. Aberdeen *Lloyd's A&CP*	**R.Irvin & Sons, Ld.**	112·6 BK7½″ *WB*=	22·2	11·9 *DBf*18′13t	**Aberdeen** British 3*BHCem*	T.3Cy.12″,20″&34″–23″ (*r*) 180lb 77RHP 1SB,*3pf*,GS48,HS1429 Hall,Russell & Co.Ld.Abn.	12 ″ 9	
1714 125958	**Craigewan** *J.Mair* –13 *ss*Abn.No.1–14 1*Dk*	**Steel Sc K** 204 202 78 ✠100A1 Abn *Stm Trawler* 8,14 ✠LMC8,14					8,14	1910 1mo	Hall, Russell & Co.Ld. Aberdeen *Lloyd's A&CP*	**Peterhead Trawling Co.Ld. (J.G.Adam,** *Mgr.*)	117·2 BK7½″ *WB*=*DBf*32′	22·1	12·2 21t *FPT7t*	**Peterhead** British 4*BHCem*	T.3Cy.12″,20″&34″–23″ (*r*) 180lb 74RHP 1SB,*3pf*,GS41,HS1334 Hall,Russell & Co.Ld.Abn.	13 ″ 0	
1715 119075	**Craigiehall** *J.Graham* –03 1*Dk*	**Steel Twin Sc** 693 686 315						1903	W.Simons & Co.Ld. Renfrew	**Trustees of the Clyde Navigation**	192·0	38·1	12·2	**Glasgow** British	C.6Cy.(2)21″&(4)30″–24″ 147NHP W.Simons & Co.Ld.Rnf.		
1716 106532	**Craigievar** *J.Main* –08 1*Dk*	**Steel Sc Sr** 112 104 44					…	1896	Hall, Russell & Co. Aberdeen	**J.Main**	90·4 BK6″	19·6	10·0	**Aberdeen** British	C.2Cy.13½″&30″–21″ 45RHP Hall,Russell & Co.,Abn.	10 ″ 6	
1717 106533	**Craigmillar** *J.Walker* –17 1*Dk*	**Steel Sc Sr** 112 104 44					…	1896	Hall, Russell & Co. Aberdeen	**G.Robb**	90·5 BK6″	19·6	10·0	**Aberdeen** British	C.2Cy.13½″&30″–21″ 45RHP Hall,Russell & Co.,Abn.	10 ″ 6	
1718 139828	**Craigmore** 1*Dk*	**Steel Sc K** 210 196 91 ✠100A1 Abn *Stm Trawler* 6,16 ✠LMC6,16						1916 6mo	Hall, Russell & Co.Ld. Aberdeen *Lloyd's A&CP*	**R.H.Davison & Co.**	115·7 BK7½″	22·3	11·9 *DBf*19′13t	**Hartlpool** British 3*BHCem*	T.3Cy.12″,20″&34″–24″ (*r*) 180lb 78RHP 1SB,*3pf*,GS48,HS1429 Hall,Russell & Co.Ld.Abn.	12 ″ 9	
1719 58805 JBFD	**Craignair** *G.Redmore* –16 *Mchy.Aft* 1*Dk*	**Iron Sc Sr** 105 84 59					…	1881	Dobson & Charles Grang'mouth	**T.W.Ward, Ld.**	87·8 Q35′F11′ BK6″	18·5	7·2 *WB*	**Truro** British	C.2Cy.11″&24″–18″ NB *made & fitted* 15 25RHP R.H.Pearson & Co.Glasgow		
1720 136902	**Craik** 1*Dk*	**Steel Sc K** 219 194 85 ✠100A1 Mdb *Stm Trawler* 4,15 ✠LMC4,15						1915 4mo	Smith's Dock Co.Ld. Middlesbro' *Lloyd's A&CP*	**Wyre Steam Trawling Co.Ld.**	117·0 Q69′F20′ BK7½″	22·0	11·9 2*BHCem*	**Fleetwood** British	T.3Cy.12½″,20″&34″–24″ (*s*) 180lb 77RHP 1SB,*3pf*,GS42,HS1378 Smith's Dock Co.Ld.Mdb.	12 ″ 8	

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné nationalement expiré. Lettre d'Enfoncement.	7* Date de la dernière Visite de l'Arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L. R. Durée Cert. Ref. Frais.
1721 129400	**Cramond Island** *A.Main* –10	SteelScK 1*Dk*	180 178 70	✠100A1 *Stm Trawler* 6,13 ✠LMC11,10	Lth		6,13	1910 11mo	Mackie& Thomson, Ld. Glasgow	LeithSteam FishingCo.Ld.	112·3 | 21·9 | 11·3 BK8″ *WB*=			Leith British	T.3Cy.12″,20″&33″–23″ (*s*) 180lb 70RHP 1SB.2*pf*,GS38,HS1315 W.V.V.Lidgerwood,Gls.	12 ″ 4	
1722 118457 VTHS	**Crane** *G.N.Smith* –14 *ss*Lon.No.2–13 1*Dk*(*pt Stl&pt Irn*)*&lower dk*(*pt Stl*) *Web frames aft&pt Awng dk*(*Irn–pt ws*)	SteelScSr	2033 1471 1295	✠100A1 *pt Awng dk with freeboard* 6,16 ~~BS6,17~~ ~~BS9,16~~ MS10,17 ~~LMC9,16~~	Mdb	*r*	~~3,16~~ 10,17	1904 6mo *Lloyd*	Ropner& Son Stockton *'s A&CP* WB=	GeneralStm.Nav. Co.Ld.	270·5 | 38·2 | 17·8 P27′Q66′ *pt Awng dk*177′ FK *CellDBa*74′ *uE&B* 38′ *f*110′ 408*t FPT*			London British 6*BHCem* 72*t APT*28*t*	T.3Cy.22″,35″&59″–39″ (*r*) 170lb *100lb* 257NHP 2SB,*6cf*,GS131,HS4338 Richardsons,Westgarth& Co.Ld.Mdb.	20 ″ 0 s 9 • 1 19 ″ 0	
1723 118257 HMQW	**Cranley** *Whinster* –18 ~~*Exmain* –16~~ *ss*Rot.No.3–5,14 (*ex*Cameta,*ex*Cranley) 2*Dks*(*Stl*)*& Elec.light deep framing&Shelter dk*(*Stl*)	SteelScSr	4644 4294 29039,17 ~~9,17~~	✠100A1 *Shelter dk* Bry BS1,17 ~~LMC6,16~~ *Carrying oil fuel F.P. above* 150°	Lon	*y*	~~1,17~~ 9,17 ~~MS9,17~~ *F in DB.*	1903 3mo *Lloyd*	D&W Hendersn&Co.Ld. Glasgow *'s A&CP* WB=*C*	AngloNewfoundland Development Co.Ld.(Donaldson Bros.Ld.*Mgrs*) *ellDBa*164′ *uE*25′ *f*	390·0 | 51·5 | 26·5 FK 6*BHCem* 167′ 999*t DT*			London British 6*BHCem* *f*33′900*t FPT*92*t APT*137*t*	T.3Cy.27¾″,45″&73″–48″ (*s*) 180lb *100lb* 455NHP 3SB.9*cf*,GS165,HS6209 FD D&W.Hendersn&CoLdGls *f*33′900*t FPT*92*t APT*137*t*	29 ″ 6 s 3 • 11 26 ″ 0	
1724 120894 HDSG	**Cranmore** *E.Ellis* –12 *Elec.light*	SteelScSr 1*Dk*2*trB*	3157 2979 2010					1905	Richardsn, Duck&Co. Stockton	JohnstonLine,Ld. (Furness,Withy& Co.Ld.*Mgrs.*) WB	345·6 | 46·1 | 24·3 P24′B108′F36′			Liverpool British	T.3Cy.26″,42½″&69½″–45″ 324NHP Blair&Co.Ld.Stockton		C
1725 KLDW	**Cranz** *J.Ertel* –11 *Elec.light*	SteelSc (*Trawler*) 1*Dk*	164 144 44					1903	G.Seebeck Act.Ges. Bremerhaven	CranzerFisch-dmpfschGes. (OttoBröhan*Mgr*)	113·4 | 21·3 | 10·4 H14′			Cranz a/d Elbe German	T.3Cy.11⅛″,18½″&30⅝″–22½″ 43NHP G.SeebeckA.G.Bremerhvn		G
1726 113970 SMKW	**Craonne** *E.G.Humby*10–13 (*ex*Turnwell, *ex*Queen Alexandra) 1*Dk*(*Stl*)*&Spar dk*(*Stl*) *&Web frames*	SteelScSr *ss*Bry.No.3–1,12	4264 4132 2788	✠100A1 *Spar dk* 7,15 ~~5,18~~ *Carry oil fuel F.P.* ~~LMC9,17~~ ~~*Boyly* 9,17~~	Sws	*x*	~~6,15~~ N9,17	1901 7mo	Nthmblnd S.B.Co.Ld. Newcastle A&CP	EquinoxS.S.Co.Ld. (LeopoldWalford (London)Ld. *Mgs*) *CellDBa*114′	360·0 | 48·0 | 20·2 P32′B90′F33′ 28·1 FK *uE&B* 42′ *f*154′ 811*t*			London British 6*BHCem* *APT*65*t*	T.3Cy.24½″,40″&68″–48″ (*s*) 180lb 356NHP 3SB,9*cf*,GS174,HS5630 N.E.Marine EngCoLd.Nwc	30 ″ 10 s 6 • 3 25 ″ 0	
1727 212·86 LDQC	**Craster Hall** *A.C.Hostler* –15 *Elec.light* Wireless	SteelScSr *ss*NYk.No.2–17 2*Dks*(*Stl*)*&Web frames Longitudinal framing*	4319 4074 2758	✠100A1 4,18 ~~2,17~~ NYk Nts ~~LMC2,17~~		*y*	2,17	1909 5mo *Lloyd*	W.Hamil-ton&Co.Ld. Port Glasgow *'s A&CP*	UnitedStatesSteel ProductsCo. *WB*=*CellDBa*124′	380·0 | 50·0 | 26·2 P40′B114′F42′ FK *uE&B*36′ *f*171′ 1108*t*			NewYork Utd. States 6*BHCem* *tAPT*41*t*	T.3Cy.25½″,42″&70″–48″ (*s*) 180lb 414NHP 3SB,9*cf*,GS162,HS7023 D.Rowan&Co.Glasgow	29 ″ 0 s 5 •4½ 24 ″ 0	
1728 106669	**Crater** *W.Scott* –17 1*Dk*	SteelScYl (*Trawler*)	132 121 54			…		1896	Mackie& Thomson Glasgow	Ashworth&Taylor	99·3 | 20·1 | 10·4 Q17′F19′ BK7½″			Grimsby British	T.3Cy.10″,16″&27″–20″ NB05 45RHP Muir&Houston(Lim.),Gls.	11 ″ 6	
1729 WJTP	**Cratheus** *Fr.Gerner* –16 *Elec.light*	SteelTwinScSr 1*Dk*	1460 1175 799					1911	Akers Mek.Værks Christiania	Dampsk.Akties. Cratheus(L.Lorentzen)	251·6 | 38·2 | 15·7 P17′F29′ *WB*			Chrstiania Norwegian	T.6Cy.13½″,22″&27½″–28″ 80NHP AkersMek.Værks.Xia.		N
1730 MJPS	**Crathorne** *A.Bugge* *Well deck* 1*Dk*(*pt Stl pt Irn*)*&Web frames Cargo battens not fitted*	SteelScSr *ss*Xia.2ndNo 3–6,13	2619 2008 1654	✠100A1 11,16 MBS ~~11,16~~ 11,17 ~~LMC6,13~~	Shp	*t*	~~8,15~~ N11,17	1888 4mo	W.Gray&C W Hartlepool A&CP	Akties.Crathorne (O.A.T.Skjelbred)	300·0 | 40·7 | 21·0 P32′Q92′B112′ F35′ BK10″ *WB*=*DBa*100			Xiansand Norwegian 5*BHCem* *f* 112′ 506*t*	T.3Cy.23″,37½″&61½″–39″(*s*) 160lb *100lb* NDB14 236NHP 2SB,6*cf*,GS99,HS3528 Blair&Co.(Lim.),Stockton	23 ″ 0 s 1 • 11 22 ″ 0	
1731 135219	**Cray** 1*Dk*(*Irn*)	SteelSc	72 71 —	✠100A1 *For towing purposes* 12,13 ~~LMC4,13~~ 1,18	Lon		~~5,16~~ 1,18	1913 4mo *Lloya*	Philip& Son,Ld. Dartmouth *'s A&CP*	Port of London Authority	72·0 | 18·5 | 8·6 BK6″			London British 4*BHAsp*	C.2Cy.14″&30″–24″ (*s*) 130lb 37RHP 1SB.2*cf*,GS34,HS1030 FD Philip&Son,Ld.Dartmouth	9 ″ 3	
1732 132644 HTWP	**Crayford** *E.A.Pusey*06–11 *Well deck* 1*Dk*(*pt Irn pt Stl*) *Cargo battens not fitted*	SteelScSr *ss*Bly.No.1–16	1209 940 703	✠100A1 8,17 ~~8,16~~ ~~LMC8,16~~ ~~BS8,17~~	Bly	*n*	~~8,16~~ 8,17	1911 12mo *Lloyd*	BlythS.B. &D.D.Co.Ld. Blyth *'s A&CP*	CoryColliers,Ld. *WB*=*CellDBa*&*u*	230·0 | 35·3 | 14·4 Q79′B50′F24′ FK *E*79′ *f*98′ 300*t FPT*			London British 4*BHCem* 13*t APT*92*t*	T.3Cy.19″,31″&51″–36″ (*s*) 180lb *90lb* 170NHP 1SB,4*pf*,GS69,HS2643 G.Clark.Ld.Sunderland	16 ″ 6 s 1 • 4½ 15 ″ 5	
1733 QGBH	**Crefeld** *W.Vieth* *Well deck Elec.light* 2*Dks*(*Stl–U teaks*)*lower dk forehold*(*Stl*) Sub.Sig. Wireless *Web frames after hold*	SteelScSr *ss*Bhn.No.3–11,07 *ss*Bhn.No.1–11	3829 3674 2444	✠ — 12,16 ~~NB12,02~~ ✠	Bhn	*w*		1895 4mo	Act.Ges. "Vulcan" Stettin	Norddeutscher Lloyd *WB*=*CellDBa*	355·5 | 43·7 | 25·5 P219′F46′ BK11″ 108′ *uE&B*52′ *f* 138′			Bremen German 6*BHCem* 726*t FPT*55*t*	T.3Cy.22⅞″,38⅛″&60⅝″–49½″ 344NHP 1D&2SB,12*cf*,GS214,HS6124 A.G."Vulcan"Stettin	28 ″ 3	
1734	— *Elec.light*	SteelScK (*Trawler*) 1*Dk*	240					1914	H.C.Stülcken Sohn Hamburg	CranzerFisch-dampfschiffsGes. (OttoBröhan,*Mgr*)	118·7 | 23·6 | 11·4 F18′			German	T.3Cy.12⅜″,21⅛″&33½″–22″ 34NHP H.C.StülckenSohn,Ham.		
1735 NQDH	**Crema** (*ex*Segovia) *Elec.light* Wireless	SteelScSr *Fitted for oil fuel* 2*Dks*	4945 4656 3161					1900	Blohm &Voss Hamburg	Requisitioned by theItalianGovt. (ItalianStateRlys)	400·8 | 53·3 | 27·3 P271′F48′ *WB*			Italian	T.3Cy.27″,45½″&75½″–47½″ 387NHP Blohm&Voss,Hamburg		
1736 ~~55·1~~ ~~JTQD~~ 57252 JRKH	**Cremona** ~~*C.F.H.Schulz*11–14~~ *ss*Gls.No.2–16 1*Dk*(*Irn*)2*trB*	SteelSc3MstSr ~~*ss*Lth.2ndNo.3–3,07~~ ~~*ss*Glk.No.1–11~~	1219 1088 750	✠100A1 ~~9,13~~ 11,17 ~~Glk~~ Grk ~~LMC~~ MS3,16	Shl	*o*	~~3,16~~ 11,17 ~~BS4,16~~ BS10,17	1883 5mo *Lloyd*	R.Steele &Co. Greenock *'s A&CP*	TheShippingController(Bain,Gardner&Co.*Mgrs.*)	248·2 | 33·2 | 17·3 P24′B40′F33′ BK8½″ *WB*=*FPT*60*t*			London British 5*BHCem* *MT*38′350*t*	C.2Cy.30″&52″–36″ (*a*) 60lb *40lb* NDB95 111NHP 1SB,3*cf*,GS58,HS1726 R.Steele&Co.,Greenock	18 ″ 3 s 2•11½ 16 ″ 2	
1737 106869 JNLQ	**Crenella** *D.O.Davies* –16 (*ex*Montcalm) 2*Dks*(*Stl*)*&deep framing Ref.Mchy.* Wireless *&Shelter dk*(*Irn*) *Elec.light* Sub.Sig.	SteelSc4MstSr *ss*Brs.No.3–9,09 *ss*Liv.No.1–14	~~7035~~ ~~6819~~ ~~6871~~ 7062 6819 5357	✠100A1 11,16 ~~LMC~~ MS4,14 *Fitted for liquid fuel*	Liv	*a*†	~~4,16~~ 11,17 11,16	1897 8mo *Lloyd* *F.P.a*	Palmers' Co.Ld. Newcastle A&CP	TheShippingController(Anglo-SaxonPetroleumCoLd *Mgrs.*) *CellDBa*103′ *uE&B*58′ *f*201′ 1179*t* *arrying liquid fuel*	445·0 | 52·5 | 27·6 FK *l in bulk in holds &*			London British 7*BHCem* *APT*84*t* *DB. F.P. a*	T.3Cy30″50⅝″&81½″–54″(*s*) 180lb 664NHP 3DB,18*cf*,GS363,HS12030 Palmers'Co.Ld.Newcastle *bove* 150° F.	30 ″ 7 s 5 • 1½ 25 ″ 10	
1738 20425 KWDR	**Creole** *B.F.Jacobs*01–09 Wireless *Ref.Mchy.* 3*Dks*	SteelTwinScSr	6754 — 4302					1907	ForeRiver S.B.Co. Quincy,Mass.	SouthernPacific Co.	407·0 | 53·0 | 26·7 B176′			NewYork Utd.States	T.6Cy.27⅜″46″&79″–42″ NE&B10 820NHP W.Cramp&SonsCo.,Phl.		
1739 HJLS	**Cresalubi** *M.Monasterio* –12 *Well deck*	IronScSr (*ex*Tredegar) 1*Dk*2*trB*	1341 1093 755					1881	Palmers' Co.Ld. Newcastle	Saracho& Menchaca	244·2 | 33·1 | 15·4 Q86′B50′F29′ FK *WB*			Bilbao Spanish	C.2Cy.30″&57″–36″ B*made*98,*fitted*12 162NHP Palmers'Co.Ld.Newcastle	19 ″ 0	V
1740 76204	**Crescent** (*ex*FelixCarbray,*ex*JohnC.Gault) 1*Dk*	WoodSc	591 — 451					1881	Union Dry Dock Buffalo	SpanishAmerican IronCo.	218·0 | 32·6 | 13·4			Boston Utd.States	C.2Cy.24″&54″–36″ 146NHP		R
1741 127176	**Crescent City** *Mchy.Aft Elec.light* Sub.Sig.	SteelScSr 1*Dk*2*trB*	4213 — 3676			…		1897	Chicago S.B.Co. Chicago	PittsburghS.S.Co.	406·0 | 48·2 | 23·9			Duluth Utd.States *WB*	Q.4Cy.19″,28″,41″&60″–42″ 233NHP ChicagoS.B.Co.,Chicago		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. / *Master.* / Special Surveys.	3 Material, Rig, &c. / *Late Name if any.* / No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net	5 6 7 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now explod. Equipment Letter.	Date when tail shaft* last seen.
1742 140374 ~~H.Schield'sOo~~ ~~WLNR~~ JBGT	**Cresco** *Ref.Mchy.*	Steel Sc 1255 ~~1097~~ 1*Dk* 109 8 ~~726~~ 726	~~1254~~ ~~1097~~ ~~726~~				
1743 RSTL	**Cressida** *F.Bach* –13 *Elec.light*	Steel Sc Sr 1*Dk*	1212 1090 693				
1744 125709 HMRW	**Cressington Court** *F.W.Richardson* –16 ~~ssShl.No.1–18~~ 1*Dk*(*Stl*)2*trB*&*deep framing* *ss*Bry.No.2–16 3*Dk rule*	Steel Sc Sr	4396 4128 2716	✠100A1 5,18 ~~11,15~~ ~~Lancaster 8,17~~ BS5,18	Bry Mdb	*x*	N10,16
1745 137048 JNTQ	**Cresswell** *R.V.Scoble* –17 *Elec.light*	Steel Sc Sr 1*Dk*(*Irn*)	2829 2557 1761	✠100A1 6,17 ~~2,17~~	Hpl	*u*	
1746 208553 LBVJ	**Crest** (*Trawler*) *Elec.light*	Steel Sc Sr 1*Dk*	244 — 113				
1747 85715 JWBH	**Cretan** (*ex*Guyandotte) *Elec.light* Sub.Sig. Wireless	Iron Sc Sr 3*Dks*	2351 — 1651				
1748 204587	**Crete** *Elec.light* *Mchy.Aft*	Steel Sc Sr 1*Dk*	6189 — 4764				
1749 HFLJ	**—**	Iron Sc Sr 1*Dk*	492 — 290				
1750 115288 TKPV	**Cretic** *F.B.Howarth* –16 *ss*Gen.No.3–1,15 (*ex*Mayflower,*ex*Hanoverian) Wireless *Elec.light* 3*Dks*(*Stl U*–ws)&*Orlopdk*(*Stl*) *Ref.Mchy.* *in Nos.1&2 holds&Shelterdk* Sub.Sig. (*pt Stl*–ws)&*Web frames*	Steel Twin Sc 4 Mst Sr	13518 10602 8663	✠100A1 *Shelter dk* ~~5,17 12,16~~ 12,17 BS12,17	NYk Nrp Gen ~~LMC12,16~~	*k*†	12,16
1751 128005	**Crewe** *W.Roberts* *ss*Bng.No.1–13 *Elec.light* (*Bucket Dredger*) 1*Dk*(*Stl*)	Steel Sc	409 409 184	✠100A1 *Dredger* 8,16 BS8,16 ✠LMC9,15	Liv	*g*	8,16
1752 109484 QJWS	**Crewe Hall** *G.A.Frew* –14 *ss*Ant.No.3–7,12 2*Dks*(*Stl*)&*deep framing*	Steel Sc Sr	4218 3992 2691	✠100A1 12,15 ~~Lancaster 2,15~~ ~~5,17 C11,~~ MS3,17	NYk	*x*	~~5,15~~ 11,17
1753 211044 LCTR	**Cricket** *J.Wehman* –13 *Fitted for oil fuel* *Mchy.Aft* *Elec. light* 1*Dk*	Steel Sc Sr	1136 993 773				
1754 5229 JSHR	**Crimdon** *C.E.Magnusson*12–15*ss*Cff.2ndNo.3–8,04 *Well deck* *ss*Gfl.No.2–13 1*Dk*(*Irn*)2*trB* *Cargo battens not fitted*	Iron Sc Sr	1599 1284 950	✠100A1 3,16 ~~Lancaster 8,17~~ MS8,15	Shl ✠LMC ~~BS8,16~~ 8,17	*q*	~~8,16~~ 8,17
1755 HTMD	**Crimée** *Rat*09–09 (*ex*Shanghai) 2*Dks*(*Stl*-ws)3*Dk rule* *Elec.light*	Steel Sc Sr	3510 3064 2207	✠ 6,89 ✠	Grk	*w*	
1756	**Crios**	Steel Sc Sr 1*Dk*	*4116* *3786* *2643*				
1757 200448 KSRQ	**Crisfield** (*Tug*)	Steel Sc 1*Dk*	236 — 160				
1758 124098 HLWP	**Crispin** *F.Bell* –16 *ss*Liv.No.1–12 *Elec.light* 2*Dks*(*Stl*)&*deep framing* &*Shelter dk*(*Stl*)	Steel Sc Sr	3965 3402 2484	✠100A1 *Shelter dk with freeboard* 2,17 BS1,15 ✠LMC2,12	Sou	*x*	8,16
1759 HJLW	**Cristina** *I.Ortuzar* –15 *ss*Bbo.No.3–4,16 (*ex*Kiora,*ex*Cadiz 2) 1*Dk*(*Stl*) &*deep framing*	Steel Sc Sr	*2083* *1816* *1334*	✠100A1 2,17 ~~4,16~~ ✠LMC4,16 MBS4,17	Bbo Cfi	*r*	~~4,16~~ N10,17
1760	**Cristina Rueda** *J.Rey* –15 *ss*Nwc.2ndNo.3–9,98 (*ex*Sevilla,*ex*Città de Venezia, *ex*Caradoc) 1*Dk*&*Spar dk*3*trB*	Iron Sc Sr	1432 — 752	✠ *Spar dk* 8.01 ✠NB83	Sws	*p*	
1761 13592 JMNV	**Cristo** *Oil Eng.* *Mchy.Aft*	Steel Sc K 1*Dk*(*pt Stl*)	140 115 70	✠100A– ~~6,17~~ ~~4,16~~ 3,18 ✠LMC4,16 ~~5,17~~	Wyn Ips		
1762 145934 KRSV	**Cristobal** *J.F.Skilling*08–09 *Elec.light* Sub.Sig. 3*Dks*	Steel Twin Sc Sr (*ex*Tremont)	9332 — 7070				

8 9 Built. When. / Ship. / Engines.	By Whom. / Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.*	15 Registers with R. classed. If not in R. Dated R. of Trade Cert.
1916	Huiskens & van Dyk Dordrecht	The Shipping Controller (J.T. Salvesen & Co., *Mgrs.*)	237·1 P31′	36·8 B56′	15·9 F23′	~~Russ~~ Norwegian London British	T.3Cy.17½″,29″&46″–36″ 127NHP Huiskens & van Dyk, Dor.		N
1913	Schiffsw. v. Henry Koch Lübeck	A. Kirsten	240·7 P&B186′	36·2 F33′	15·9	Hamburg German *WB*	T3Cy18⅛″29⅛″&46⅛″–32½″ 121NHP Ottensener M. Fab. G. mbH.		G
1908 7mo	Richards'n Duck & Co. Stockton	Cressington SS. Co. Ld. (Haldin & Co. Ld. *Mgrs.*) *Cell D B A* 121′ *u E* 23′	354·4 P46′ B98′ F35′ *WB*= *f* 142′ 92*0t* *FPT* 167*t*	50·0 FK	27·6 *APT* 234*t*	London British 6 *BHCem*	T.3Cy26″,42½″&69½″–45″ (*s*) 180lb *100lb* 358NHP 2SB,6*cf*,GS127,HS5605 Blair & Co. Ld. Stockton	30 ″ 2 s 5 ″ 8½ 24 ″ 10	
1917 2mo	W. Gray & Co. Ld. W Hartlepool	Furness, Withy & Co. Ld.	317·9 P23′ B80′ F37′	46·0 FK	21·1 *CellDB* 276′ 736*t*	Greenock British 5 *BHCem*	T.3Cy.23″,36½″&62″–39″ (*s*) 180lb *140lb* 254NHP 2SB,6*cf*,GS100,HS3838 Cen. Mar. Eng. Wrks. W Hpl	23 ″ 6 s 3 ″ 11½ 19 ″ 11	
1911	Fore River S.B.Co. Quincy, Mass.	Bay State Fishing Co.	114·3 B29′	22·5 F24′	11·6 *WB*	Boston Utd. States	T.3Cy.12¾″,22″&36″–24″ 63NHP Fore River S.B.Co. Quincy		
1882	J. Roach & Son Chester, Pa.	Merchants & Miners Transprtn. Co.	267·0	40·5	24·4	Baltimore Utd. States	C.2Cy.38″&74″–54″ 335NHP J. Roach & Son, Chester, Pa.		
1907	American S.B.Co. Lorain, O.	Interlake S.S. Co. (Pickands, Mather & Co. *Mgrs*)	480·0	52·0	30·0	Cleveland Utd. States *WB*	T.3Cy.22½″,36″&60″–42″ 233NHP American S.B.Co Cleveland		
1881	H.M'Intyre & Co. Paisley	Hellenic Co. of Marine Enterprises (A. Pallios, *Mgr.*)	186·3 B29′ F24′	26·0	13·7 *WB*	Piræus Greek	C.2Cy.24″&48″–33″ 110NHP Hutson & Corbett, Glasgow		
1902 6mo	Hawthorn, Leslie & Co. Ld Newcastle	Oceanic Stm Nav Co Ld. (White Star Line) *Cell D Ba* 163′ *u E* &c.	582·0 FK&BK3″ *B* 104′ *f* 166′ 1660*t* *D*	60·3	38·3 *Ta* 49′ 1600*t*	Liverpool British 9 *BHCem*	T.6Cy.28″,47½″&80″–60″ (*s*) 200lb 1269NHP 3D&3SB27*cf*GS527HS21273 Hwthrn, Leslie & C. Ld. Nwc *DTf* 44′ 1680*t* *APT* 180*t*	42 ″ 6 s 10 ″ 3½ 32 ″ 10	
1751 128005	**Crewe** *W.Roberts* *ss*Bng.No.1–13 *Elec.light* (*Bucket Dredger*) 1*Dk*(*Stl*)	Steel Sc	409 409 184	✠100A1 *Dredger* 8,16 BS8,16 ✠LMC9,15	Liv	*g*	8,16
1909 10mo	Ferguson Bros. Port Glasgow	L. & N. W. Rly. Co.	148·0 FK	35·1	11·4 4 *BHCem*	Liverpool British	T.3Cy.15½″,24″&38½″–24″ (*s*) 150lb 77RHP 2SB,4*cf*,GS70,HS2100 Ferguson Bros. Pt Glasgow	12 ″ 0 s 1 ″ 8½ 10 ″ 5	
1752 109484 QJWS	**Crewe Hall** *G.A.Frew* –14 *ss*Ant.No.3–7,12 2*Dks*(*Stl*)&*deep framing*	Steel Sc Sr	4218 3992 2691	✠100A1 12,15 ~~Lancaster 2,15~~ ~~5,17 C11,~~ MS3,17	NYk	*x*	~~5,15~~ 11,17		
1898 11mo A&CP	Palmers' Co. Ld. Newcastle *WB*= *Cell D B*	Hall Line, Ld. *a* 129′ *u* E19′456*t* *M*	380·0 P37′ B108′ F34′ T33′ 690*t*	47·3 FK *FPT* 117*t*	29·2 *APT* 46*t*	Liverpool British 6 *BHCem*	T.3Cy.24½″,41½″&70″–45″ 200lb *90lb* (*s*) 404NHP 2SB,6*cf*,GS116,HS5280 FD Palmers' Co. Ld. Newcastle	30 ″ 10 s 5 ″ 10 25 ″ 5	
1753 211044 LCTR	**Cricket** *J.Wehman* –13 *Fitted for oil fuel* *Mchy.Aft* *Elec. light* 1*Dk*	Steel Sc Sr	1136 993 773						
1913	United Eng. Works Alameda, Cal.	Cricket S.S. Co. (F. Linderman)	210·0	41·0	15·4	S. Frncisco Utd. States	T.3Cy.16″,26″&44″–30″ 106NHP United Eng. Works		
1878 3mo	W. Gray & Co. W Hartlepool A&CP	~~Rederiaktieb. Emhla (Erik Brodin, *Mgr.*)~~ Erik Brodin's Rederiaktieb (Erik Brodin, *Mgr.*)	261·8 Q99′ B62′ F36′ ptND04	34·7 BK9″ *WB*=	19·3 *DBa* 84′ *f* 90′	~~Gefle~~-Torö Swedish 4 *BHCem*	C.2Cy.30½″&59″–33″ (*i*) 65lb *80lb* NDB97 167NHP 2B,GS74 T. Richardson & Sons, Hpl.	20 ″ 7 s 1 ″ 10½ 19 ″ 7	
1755 HTMD	**Crimée** *Rat*09–09 (*ex*Shanghai) 2*Dks*(*Stl*-ws)3*Dk rule* *Elec.light*	Steel Sc Sr	3510 3064 2207	✠ 6,89 ✠	Grk	*w*			
1889 6mo	Caird & Co. Ld. Greenock	Messageries Maritimes *WB*= *Cell D B* 298′ 622*t* *FPT*	349·4 P35′ B104′ F49′	42·1 BK9″	26·5 51*t* *APT* 50*t*	Marseilles French 7 *BHCem*	T.3Cy.24″,40″&68″–54″ 340NHP 2DB,12*rf*,GS206,HS4667 Caird & Co. Ld. Greenock	29 ″ 9	V
1756	**Crios**	Steel Sc Sr 1*Dk*	*4116* *3786* *2643*						
1912	W. Doxford & Sons, Ld. Sunderland	Embiricos Bros.	382·9 P32′ B252′ F37′	52·0	25·1	Andros Greek *WB*	T.3Cy.25″,42″&70″–45″ 329NHP W. Doxford & Sons, Ld. Sld.		C
1757 200448 KSRQ	**Crisfield** (*Tug*)	Steel Sc 1*Dk*	236 — 160						
1903	Maryland Steel Co. Sparro'Pt Md	N.Yk., Philadlphia & Norfolk R.R.Co.	110·5	24·1	12·6	Phildlphia Utd. States	T.3Cy.14½″,23″&39″–28″ 81NHP Maryland Stl. Co. Sparr'. Pt		
1907 12mo	Sir Raylton Dixon & Co Ld Middlesbro'	Booth S.S. Co. Ld. *WB*= *Cell D B a* 108′ *u* E24′ *f* 154′ 763*t*	355·1 FK *DT a* 32′ 610*t*	49·3	24·1 *FPT*	Liverpool British 7 *BHCem*	T.3Cy.25″,41″&68″–48″ (*r*) 180lb *100lb* 408NHP 2SB,5*cf*,GS128,HS5702 FD 78*t* *APT* 30*t* N.E. Marine Eng. Co. Ld. Sld	26 ″ 8 s 2 ″ 11½ 24 ″ 1	
1903 2mo	Const. Nav. Española Cadiz *WB*	Cia. Naviera Vasconcada (F. de Abasolo, *Mgr.*) = *Cell D B a* 74′ *f* 116′	281·7 P28′ B54′ F30′	40·0 FK	19·2 324*t* *APT* 87*t*	Bilbao Spanish 4 *BHCem*	T.3Cy.21″,33½″&53″–36″ (*s*) 165lb *80lb* NDB14 184NHP 2SB,6*rf*,GS71,HS2950 Cen. Mar. Eng. Wrks. W Hpl	21 ″ 8 s 3 ″ 0 18 ″ 11	
1760	**Cristina Rueda** *J.Rey* –15 *ss*Nwc.2ndNo.3–9,98 (*ex*Sevilla,*ex*Città de Venezia, *ex*Caradoc) 1*Dk*&*Spar dk*3*trB*	Iron Sc Sr	1432 — 752	✠ *Spar dk* 8.01 ✠NB83	Sws	*p*			
1872 12mo	A. Leslie & Co. Newcastle	D. Rueda	240·4	30·8 24·4	17·6	Gijon Spanish 5 *BHCem* *DBa*&*f* 115′	C.2Cy.26″&54″–33″ NDB95 134NHP 2SB,4*pf*,GS71,HS2390 Thompson, Boyd & Co. Nwc.	25 ″ 6	
1761 13592 JMNV	**Cristo** *Oil Eng.* *Mchy.Aft*	Steel Sc K 1*Dk*(*pt Stl*)	140 115 70	✠100A– ~~6,17~~ ~~4,16~~ 3,18 ✠LMC4,16 ~~5,17~~	Wyn Ips				
1916 4mo	Rennie Forrestt S.B.Co. Ld. Wivenhoe	W. Christopherson	89·0 Q24′ F15′	19·1 FK *FPT* 24*t*	9·1	Ipswich British 3 *BHpt Cem* *APT* 5*t*	Oil Engine 2S.C. SA 2Cy.15″–16½″ J. & C.G. Bolinder Co Ld Skm	10 ″ 0 s ″ 9 9 ″ 5	
1762 145934 KRSV	**Cristobal** *J.F.Skilling*08–09 *Elec.light* Sub.Sig. 3*Dks*	Steel Twin Sc Sr (*ex*Tremont)	9332 — 7070						
1902	Maryland Steel Co. Sparro'Pt Md	~~Panama R.R.Co.~~ Panama Canal (Panama R.R.Co. *Mgrs.*)	489·5 B178′	58·0	28·9	New York Utd. States *WB*	T.6Cy.23½″,39½″&63″–45″ 533NHP Maryland Stl. Co. Sparr.'Pt.		

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Grément, etc. / Capitaine. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenu et mark. Lettre d'Equipement.	7a Date de la dernière Visite de l'arbre porte-hélice.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L. R. Usuel. Cert. Equitable.
1763	**Cristobal Colon**	**WoodTwinSc**	283					1906	Nelson Yt. BuildingCo. Baltimore	**Isle of Pines S.S.Co.**	122·3	28·7	8·0	**Batabano** Cuban	C.4Cy.9″&20″–16″ 27NHP Pusey&JonesCo.Wlmngtn		
		1*Dk*	192														
1764	**Croatia**	**SteelScSr**	1991					1888	Blohm& Voss Hamburg	**DampRhedMerkur G.m.b.H.** (Emil R. Retzlaff, *Mgr.*)	290·7	36·4	22·2	**Stettin** German	T.3Cy.22″,35″&58″–39½″ 211NHP		
	E.Gaulke 11–11 (**Seized at Antwerp**)		1802								P50′B28′H50′F45′						
RHLW	Sub.Sig.	2*Dks* 3*tr B*	1261							*WB*=				*CellDB*350*t*	Blohm&Voss,Hamburg		
1765	—	**SteelScSr**	492	✠ — 8,16	Fin	*h*		1891	Howaldts- werke Kiel	**Soc.inAzioniUn-garoCroata diNav. Maritt.aVap.**	167·9	25·0	10·6	**Fiume** Aust.-Hung.	T.3Cy.17″,27½″&43⅜″–24½″ 117NHP	12 ″ 8	
	P.Raicic	*ss*Fiu.No.3–8,03	—								P45′B38′F41′						
		*ss*Fiu.No.2–13	303								BK7″				2SB,*4cf*,GS59,HS2047		
	Elec.light	1*Dk*(*Stl*)								*WB*= *CellDB*				*aduE*52′51*t*	Howaldtswerke,Kiel		
1766	**Croft**	**SteelTwinSc**	149	✠100A1	Bly		~~7,15~~	1913	Hepple& Co.Ld. SouthShields	**BlythHarbour Commissioners**	95·5	22·1	10·2	**Blyth** British	C.4Cy.15′&32″–24″ (*s*) 130lb 80RHP	11 ″ 0	
133226		*ss*Bly.No.1–18	146	*For towing purposes*			1,18	9mo							1SB,*3pf*,GS53,HS1818		
		1*Dk*	67	1,18 ~~7,15~~ ✠LMC ~~7,15~~ 1,18				*Lloyd's*			BK6½″				*4BHCem*	Hepple&Co.Ld.S.Shields		
1767	**Crofton Hall**	**SteelScSr**	5773	✠100A1	N Yk	*z*	1,17	1913	W.Hamil- ton&Co.Ld. Pt.Glasgow	**UnitedStatesSteel ProductsCo.**	405·2	52·1	27·9	**NewYork** Utd.States	T.3Cy.27½″,45″&75″–51″ (*s*) 180lb 507NHP	30 ″ 6	
212572	*C.S.Kilvert* –14	*ss*NYk.No.1–17	4738	1,18 ~~2,16~~				3mo			P38′B256′F39′				4SB,*12cf*,GS215,HS8800	s 4 ″ 10½	
LDPS	*Elec.light*	2*Dks*(*Stl*)&*Web frames*	3661	BS1,17 ✠LMC ~~5,15~~ 1,17				*Lloyd's*	*A&CP*	*W*	FK			6*BHCem*	D.Rowan&Co.Glasgow	26 ″ 0	
	Wireless	*Longitudinal framing*								*B*= *CellDBa*109′*u*	*E&B*60′*f*175′1060*t*			*APT*32*t*			
1768	**Croham**	**SteelScSr**	391	✠100A1	Shl	*f*	8,16	1912	J.Fullerton &Co. Paisley	**TowerS.Shipping Co.Ld.** (Woods, Tylor&Brown, *Mgrs.*)	142·4	24·1	10·5	**London** British	C.2Cy.17″&36″–24″ (*s*) 130lb 53RHP	11 ″ 6	
131410	*C.H.Rippon* –17	*ss*Shl.No.1–16	263	~~9,15~~ 8,16 11,17				1mo			Q81′B9′F25′				1SB,*2pf*,GS42,HS1388	s 4 ″ 3½	
HVJB	(*ex*Risedale)	1*Dk*(*Stl*)	154	BS5,18 ✠LMC 8,16				*Lloyd's*	*A&CP*		BK6″			*3BHCem*	Fishers,Ld.Paisley	11 ″ 9	
	Mchy.Aft	*Well deck*								*WB*=				*FPT*25*t*			
1769	**Cromarty**	**SteelScSr**	2742	✠100A1	Bly	*t*	12,16	1892	Tyne Iron S.B.Co.Ld. Newcastle	**Sutherland S.S.Co. Ld.** (A.M.Sutherland, *Mgr.*)	300·0	41·5	18·2	**Newcastle** British	Q.4Cy.18½″28½″42″&60″–39″ 200lb *100lb* (*r*) 247NHP	27 ″ 6	
97991	*J.M.Dunn* –17	*ss*Shl.No.3–10,04	2607	*Spar dk*	✠NB11,12			2mo			B68′F32′	25·1			2SB,*6cf*GS102HS3664NDB16	s 5 ″ 1½	
MLTW	(*ex*Abendana)	*ss*Nwc.No.2–12	1756	7,15	✠LMC 11,12				A&CP			FK		*6BHCem*	WighmRichrdsn&Co.Nwc	22 ″ 8	
	1*Dk*(*Stl*)&*Spar dk*(*Irn*)&*Web frames*			~~Spar dk~~ 7,15	BS12,16					*WB*= *CellDB* 250′ 451′				*APT*40*t*			
1770	**Cromer**	**SteelTwinScSr**	812					1902	Gourlay Bros.&Co. Dundee	**Gt.EasternRly.Co.**	245·3	31·1	15·3	**Harwich** British	T.6Cy.15½″,25½″&41″–36″ 201NHP		
109883	*T.E.Barren* –16		706								P71′B66′F60′						
THRC	*Elec.light*	2*Dks*	341							*WB*					Gourlay Bros.& Co.Dundee		
1771	**Cronshagen**	**SteelScSr**	1775					1904	Act.Ges. "Neptun" Rostock	**HeinrichF.C.Arp (S.Öllgaard& Thoersen,** *Mgrs.*)	261·1	38·1	17·5	**Hamburg** German	T.3Cy.18⅝″,29½″&50″–35⅞″ 149NHP		G
	H.Schmidt 12–12		1465								P15′Q98′B71′F24′				A.G."Neptun,"Rostock		
RNGF	*Elec.light*	1*Dk*	1124														
1772	**Cronstadt**	**SteelScSr**	1674	✠100A1	Sld	*q*	5,16	1907	Bartram& Sons Sunderland	**W.Thomson&Co.**	247·5	38·0	13·4	**Leith** British	T.3Cy.19″,31″&50′–36″ (*s*) 180lb *120lb* 162NHP	22 ″ 3	
123025	*R.Logan* –08	*ss*Sld.No.2–16	1484	*Spar dk*	Hul			3mo			P23′B60′F31′	20·0			2SB,*4cf*,GS78,HS2500	s 3 ″ 1½	
HKLG	~~*Elec.light*~~	1*Dk*(*Stl*)&*Spar dk*(*Stl*)	1042	*with freeboard*				*Lloyd's*	*A&CP*		FK			*4BHCem*	2SB,*4cf*,GS78,HS2500	19 ″ 5	
		&deep framing		4,17 ~~5,16~~	DBS4,17					*WB*= *CellDB* a73′	*uE&B*35′*f*98′378*t*			*APT*18*t*	N.E.MarineEng.CoLd.Sld.		
				MS3,15 ✠LMC													
				~~DBS12,16~~	MBS ~~5,16~~ 7,17												
1773	**Crosby Hall**	**SteelScSr**	4052					1903	C.S.Swan& Hunter,Ld. Newcastle	**EllermanLines,Ld.** (HallLineLd. *Mgrs.*)	365·0	46·7	27·3	**Liverpool** British	T.3Cy.23½″,39″&68″–48″ 320NHP		C
118017	*T.Field* –16		3799								P31′B94′F38′						
VBHR		2*Dks*	2597											*WB*	WllsndSlpwy.Co.Ld.Nwc		
1774	**Crostafels**	**SteelScSr**	4945	✠ — 9,16	Ham	*z*		1904	Swan,Hun- ter&Wigham Richardson Ld Newcastle	**DeutscheDmpfs-fahrts.Ges.Hansa**	400·0	52·2	20·5	**Bremen** German	Q.4Cy.23″,32″,48′&72″–54″ 492NHP	31 ″ 0	
	Schneider	*ss*Ham.No.2–13	4689	*Spar dk*				7mo			P50′B122′F52′	28·0			3SB,*9cf*,GS154,HS6462 FD		
QHTV		1*Dk*(*Stl*)&*Spar dk*(*Stl*–ws)	3081							*WB*= *CellD*	FK&BK2″			*6BHCem*	3SB,*9cf*,GS154,HS6462 FD		
	Elec.light	Wireless *&deep framing*								*weendk tanks a* 46′	*Ba*128′ *uE*24′*f*176′ 445*t f*42′460*t FPT*			*870t APT*45*t*	Swan,Hunter&Wigham-Richardson,Ld.Nwc.		
1775	**Croton**	**SteelScY**	150	✠100A1	Shl		N5,14	1898	Mackie& Thomson Glasgow A&CP	**OrientSteamFishingCo.Ld.** (F. Barrett, *Mgr.*)	100·6	20·5	10·7	**Grimsby** British	T.3Cy.11″,17″&28″–20″ (*s*) 170lb 41RHP	11 ″ 7	
109541	*A.O.Gjerde*	*ss*Shl.2ndNo.3–5,14	136	*Stm.Trawler*							Q17′F18′				1SB,*2pf*,GS28,HS730		
		1*Dk*	58	5,14							ptND14	BK7½″		*3BHCem*	Ross&Duncan,Glasgow		
				✠NB5,14 ✠LMC 5,14													
1776	**Croupier**	**SteelScK**	302	✠100A1	Hul			1914	Cochrane &Sons,Ld. Selby	**AnchorStm.Fishg. Co.Ld.** (G.S.Letten *Mgr.*)	135·2	23·5	12·3	**Grimsby** British	T.3Cy.13″,23″&37″–24″ (*s*) 200lb 84RHP	13 ″ 1	
136993			277	*Stm Trawler*				9mo			Q74′F21′				1SB,*3pf*,GS47,HS1400		
JGBH	*Elec.light*	1*Dk*	159	9,14	✠LMC 8,14			*Lloyd*	*s A&CP*		BK7½″			*4BHCem*	C.D.Holmes&Co.Ld.Hull		
1777	**Crown Prince**	**IronScSr**	103			...		1890	J T Eltring- ham&Co. S.Shields	**J.Strachan**	93·0	18·6	10·1	**Aberdeen** British	C.2Cy.16″&32″–22″ NB12 40RHP	10 ″ 3	
96515	*R.Baxter* –16		103														
		1*Dk*	44								BK6″				Baird&Barnsley,NShields		
1778	**Crown of Arragon**	**SteelSc**	4500	✠100A1	Hul	*y*	3,14	1905	D&W Hen- dersn&Co.Ld. Glasgow	**CrownS.S.Co.Ld.** (Prentice,Service &Henderson, *Mgrs.*)	383·5	53·3	25·6	**Glasgow** British	T.3Cy.27″,46″&76″–48″ (*s*) 180lb 488NHP	28 ″ 4	
121239	*R.F.Herschell* –11	**2TwinMasts**	4200	11,16				5mo			P84′B123′F41′				4SB,*12cf*,GS270,HS8250	s 5 ″ 0	
HCQM	*Elec.light*	*ss*Bkn.No.2–14	2828	✠LMC				*Lloyd's*	*A&CP*		FK			*6BHCem*	D&W.Hendersn&CoLdGls	23 ″ 8	
		2*Dks*(*Stl–Uptws*)		MS6,13 ~~BS4,16~~ 4,16						*WB*= *CellD B a*108′*u E*	*&B*58′*f*165′						
											1160*t FPT*115*t APT*21*t*						
1779	**Crown of Cadiz**	**SteelScSr**	4607	✠100A1	Gls	*y*	11,17	1916	Russell& Co. Port Glasgow	**CrownS.S.Co.Ld.** (Prentice,Service &Henderson, *Mgs*)	385·0	52·0	26·5	**Glasgow** British	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 502NHP	29 ″ 0	
137822	*T.S.Fyfe* 02–16		4322	11,17 ~~1,17~~	Lon			10mo			P34′B121′F49′				3SB,*9cf*,GS177,HS7299 FD	s 5 ″ 4½	
JNHR	*Elec.light*	2*Dks*(*Stl*)	2942	✠LMC 10,16				*Lloyd's*	*s A&CP*		FK			*6BHCem*	J.G.Kincaid&Co.Ld.Grk.	24 ″ 0	
											*CellDB*334′1018*t*			*APT*24*t*			
1780	**Crown of Cordova**	**SteelScSr**	3472	✠100A1	Gls	*v*	6,16	1901	W.Dobson &Co. Newcastle	**CrownS.S.Co.Ld.** (Prentice,Service &Henderson, *Mgs*)	345·0	46·2	16·3	**Glasgow** British	T.3Cy.24″,40″&64″–42″ (*r*) 180lb *90lb* 287NHP	26 ″ 8	
112809	*M.Campbell* –11	*ss*Rot.No.3–2,14	3255	*Spar dk*				2mo			P25′B82′F38′	24·4			2SB,*6rf*,GS140,HS4430	s 5 ″ 4½	
SFBW	(*ex*Rodney)	1*Dk*(*Stl*)&*Spar dk*(*Stl*)	2239	9,17 ~~1,16~~				*Lloyd's*	*s A&CP*	*WB*	FK			*6BHCem*	2SB,*6rf*,GS140,HS4430	21 ″ 8	
		&Web frames		BS4,16 ✠LMC 4,13						*= CellDBa* 114′*uE*	24′*f*142′618*t DTa*24′			182*t APT*39*t*	N.E.MarineEngCoLd Nwc		
				3,17													
1781	**Crown of Galicia**	**SteelSc**	4821					1906	A.Stephen &Sons Glasgow	**CrownS.S.Co.Ld.** (Prentice,Service &Henderson, *Mgs*)	400·0	52·0	27·1	**Glasgow** British	T.3Cy.26″,42′&70′–54″ 360NHP		C
124139	*A.S.Halliday* –06	**2TwinMasts**	4590								P33′B173′F42′						
HJGK	*Elec.light*	2*Dks*	3140											*WB*	A.Stephen&Sons,Gls.		
1782	**Crown of Granada**	**SteelScSr**	2746	✠100A1	Lon	*u*	~~4,16~~ 12,17	1902	Barclay, Curle&Co.Ld Glasgow	**CrownS.S.Co.Ld.** (Prentice,Service &Henderson, *Mgs*)	320·0	44·0	12·7	**Glasgow** British	T.3Cy.25″,41′&67′–45′ (*s*) 180lb 336NHP	25 ″ 0	
115724	*A.D.Falconer* –12	*ss*Lon.No.3–9,16	2537	*Spar dk*	Gls			11mo			*Turtle back*13′ 22·5				3SB,*9cf*,GS179,HS5310	s 4 ″ 3½	
TRPW		1*Dk*(*Stl*)&*Spar dk*(*Stl*–ws)	1764	~~12,17~~ ~~9,16~~				*Lloyd's*	*s A&CP*	*WB*=	FK			*5BHCem*	3SB,*9cf*,GS179,HS5310	21 ″ 1	
		&deep framing		4,18 ✠LMC						*Cell DBa* 82′*uE*34′	*f*130′531*t*				Barclay,Curle&Co.Ld.Gls.		
				MS11,14 ~~BS4,16~~ 12,17													
1783	**Crown of Leon**	**SteelScSr**	3391			...		1894	Barclay, Curle&Co.Ld Glasgow	~~**CrownS.S.Co.Ld.**~~ ~~(Prentice,Service& Henderson, *Mgrs.*)~~	330·0	43·1	18·4 27·1	~~**Glasgow**~~ ~~British~~ **Italian**	T.3Cy.23½″,39″&64″–42″ 269NHP	29 ″ 6	C
~~19400~~	~~*W.Oliver*~~ ~~–10~~		3249										FK	*WB*	Barclay,Curle&Co.Gls.		
~~NMLP~~		1*Dk*&*Spar dk*&*deep framing*	2155														

1 No. in Book. / Official No. / Code Letters	2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys.	3 Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. / Ship. / Engines	9 By Whom. / Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Dated list of Trade Cert.
1784 115715 TQRW	**Crown of Navarre** *W.Baird* –14 *ss*Lon.No.3–11,16 1 *Dk(Stl)&Spar dk(Stl–ws)&deep framing*	**SteelScSr** *ssLon.No.3–11,16*	2739 2542 1762	✠100A1 *Spar dk* 3,18 ~~11,16~~ ✠LMC MS8,16 BS~~11,16~~ 11,17	Lon	*u*	8,15	1902 10mo *Lloyd's*	Barclay, Curle&Co.Ld Glasgow *SA&CP*	CrownS.S.Co.Ld. (Prentice,Service &Henderson,*Mgs*) *W*	320·0|44·0|12·7 B98'F33' 22·5 *Turtle back* 13' FK *B=Cell DBa* 82'*uE*	Glasgow British	T.3Cy.25″,41″&67″–45″ (*s*) 180lb 336NHP 5 *BHCem* 3SB,*9cf*,GS179,HS5310 34'*f* 130'531*t* Barclay,Curle&Co.Ld.Gls.	25 ″ 0 s 4 ″ 3½ 21 ″ 1	
1785 133073 HWQN	**Crown of Seville** *A.Smith* –12 *Elec.light* Wireless 2 *Dks&Shelter dk*	**SteelSc2Twin MstSr**	7623 5448 4853					1912	Russell& Co. Pt.Glasgow	CrownS.S.Co.Ld. (Prentice,Service &Henderson,*Mgs*)	455·4|56·2|27·6 *WB*	Glasgow British	T.3Cy.28″,46″&77″–54″ 436NHP Dunsmuir&JacksonLd.Gls		C
1786 133002 HVCR	**Crown of Toledo** *G.Grindlay* –14 *Elec.light* Wireless 2 *Dks&Shelter dk*	**SteelSc** **2TwinMasts**	7619 5448 4874					1911	Russell& Co. PortGlasgow	CrownS.S.Co.Ld. (PrenticeService& Henderson *Mgrs.*)	455·4|56·2|27·6 *WB*	Glasgow British	T.3Cy.28″,46″&77″–54″ 436NHP Dunsmuir&JacksonLd.Gls		C
1787 132105	**Croxby** *R.Barber* –13 1 *Dk*	**SteelScK**	215 193 104	✠100A1 *StmTrawler* 1,14 ✠LMC7,11	Gms		1,14	1911 6mo *Lloyd's*	Cook,Welt'n&Gemmell Ld. Beverley *SA&CP*	W.Grant	118·9|21·5|11·5 Q67' BK8″	Grimsby British	T.3Cy.12½″,22″&35″–24″ (*s*) 180lb 67RHP 3 *BHCem* 1SB,*2pf*,GS33,HS1070 C.D.Holmes&Co.Ld.Hull	12 ″ 3	
1788 124316 HJWG	**Croxdale** *S.J.Henderson* –15 *ss*Hpl.No.2–14 *Well deck* 1 *Dk(ptIron&ptStl)&deep framing* *Cargo battens not fitted*	**SteelScSr**	1295 995 806	✠100A1 1,181,~~17~~ ~~BS5,16~~ ✠LMC10,14 BS11,17	Hpl Sou	*o*	11,16	1906 10mo *Lloyd's*	J.Crown& Sons,Ld. Sunderland *SA&CP*	Furness,Withy& Co.Ld. *WB=Cell*	230·0|36·0|14·7 P17'Q65'B48'F26' FK *DBa* 61'*uE* 19'*f* 96'	W.Hartlpl British	T.3Cy.17½″,29″&47″–33″ (*s*) 180lb *100lb* 147NHP 4 *BHCem* 1SB,*3rf*,GS61,HS2405 321*t APT* 34*t* N.E.MarineEng.Co.Ld.Sld	16 ″ 10 s 1 ″ 6 15 ″ 8	
1789 5226	**Croxteth Hall** *Elec.light*	**SteelScSr** *Cruiser Stern*	5580 3360	100A1 *For full particulars See No. 29 in Supplement.* (*Class Contemplated*)				1917	Palmers' Co.Ld. Newcastle	EllermanLines,Ld.	414·1|52·5|29·5 P90'B153'F95'	Liverpool British	T.3Cy.24½″,42″&73″–48″ Palmers'Co.Ld.Newcastle		
1790	**Crozet** (*Whaler*) 1 *Dk*	**SteelScSr**	138 135 52					1911	MossVærft Bjg.&Dyk.Co Moss		96·9|19·5|11·3 *WB*		T.3Cy.11½″,18½″&31″–22″ 45NHP MossVærft,B.&D.Co.Moss		N
1791 108669	**Cruden Bay** *H.Wyatt* –15 1 *Dk*	**WoodScK**	125 117 43			…		1899	W.Jarvis Anstruther	E.Chaplin (H.Paull,*Mgr.*)	96·7|20·3|10·7	Falmouth British	C.2Cy.12″&30″–20″ 47RHP J.Cran&Co.Leith		
1792 119123 VQPF	**Cruiser** *A.McInnes* –16	**SteelScSr** (*Tug*)	167 150 8					1904	A.Stephen &Sons,Ld. Glasgow	Steel&Bennie,Ld.	104·8|21·1|10·7 *WB*	Glasgow British	C.2Cy.18″&36″–27″ 99RHP A.Stephen&Sons,Ld.Gls.		
1793 104606 NSQR	**Cruizer** *J.F.Chapman* –14 (*ex*FlyingBuzzard) 1 *Dk*	**IronScSr** (*Tug*)	380 331 24					1895	W.Hamilton&Co. Pt.Glasgow	CruizerTowing Co.Ld.	150·0|24·5|13·0 *WB*	Halifax NS British	T.3Cy.18″,29″&47″–33″ 127NHP Rankin&Blackmore,Grk.		
1794 123997	**Crusader** *E.Lamb* –05 *Mchy.Aft* 1 *Dk*	**SteelScLighter**	144 133 89					1905	W.J.Yarwood Northwich	A.J.Thompson	90·5|21·1| 9·3	Liverpool British	C.2Cy.10½″&21″–12″ 18RHP W.J.Yarwood,Northwich		
1795 105079 TNCJ	**Crystal** *W.Billaney* –17 *ss*Hul.No.3–5 08 *ss*Hul.No.2–16 1 *Dk*	**IronScK**	149 137 62	✠100A1 *StmTrawler* 7,~~11~~,~~11,16~~ 11,17 ✠NB7,13 ✠LMC6,16	Hul		N11,16	1895 12mo *Lloyd's*	Cook,Welt'n&Gemmell Hull *SA&CP*	KingstonSteam TrawlingCo.Ld.	100·0|20·8|11·0 Q24' ptND08 BK7½″	Hull British	T.3Cy.11½″,18″&30″–22″ (*s*) 160lb 45RHP 3 *BHCem* 1SB,*2pf*,GS30,HS740 C.D.Holmes&Co.,Hull	11 ″ 9	
1796 MLGV	**Csardas** *L.Wilmann* *Mchy.Aft* 1 *Dk*	**SteelSc** *OilEng.*	271 219 147					1915	Y.deJong Groningen	A/S Csardas(R. Lien)	120·0|22·6| 9·7	Trndhjem Norwegian	Oil Engine 2Cy.16½″–18⅞″ J&C G.BolindersM.V.Skm		N
1797	**Cuatro** *Elec.light*	**SteelScK** *ss*Bry.No.2–16 1 *Dk*	270 236 100	✠100A1 *StmTrawler* 9,16 ✠LMC7,16	Bry		7,16	1908 3mo *Lloyd's*	Hall,Russell&Co.Ld. Aberdeen *SA&CP*	RussianGovt.	134·2|23·1|11·7 Q79'F25' BK7½″ *WB=*	Russian	T.3Cy.13″,21½″&36″–24″ (*r*) 185lb 86NHP 3 *BHCem* 1SB,*3pf*,GS53,HS1540 *DBf* 26'18*t* Hall,Russell&Co.Ld.Abn.	12 ″ 6	
1798 HFLJ	**Cuba** *B.J.Hagen* (*ex*Portugal) 2 *Dks*	**IronScSr**	730 666 451					1883 8mo	Act.Ges. "Weser" Bremen	AktiesDamp&Seil (Akties.Hansen& Hermansen,*Mgrs.*)	189·6|27·1|17·9 B37*t*H16*t*F10*t*	Porsgrund Norwegian *WB*	C.2Cy.19″&43″–29″ NB93 83NHP A.G."Weser,"Bremen		N
1799 127524 KQSM	**—** Sub.Sig.	**SteelSc** (*Tug*) 1 *Dk*	594 — 266					1901	BathIron Works Bath,Me.	StaplesTrnsprtn. Co.	150·5|29·4|17·7	FallRiver Utd.States	T.3Cy.17″,25″&43″		
1800 214053 LFWV	**Cubadist** *F.VanGilder* 10–16 *Elec.light* 2 *Dks(Stl)&Web frames* *Mchy.Aft* Sub.Sig.	**SteelSc3MstSr**	5788 5141 3606	✠100A1 5,16 ✠LMC5,16 *CarryingPetroleum in bulk* *Fitted for oil fuel* 4,17 *T.A. above* 50° F.	Bos	*z*		1916 5mo	ForeRiver S.B.Cor. Quincy,Mass. A&CP	CubaDistillingCo.	389·0|54·7|29·3 P106'B28'F28' FK *CellDBu* *E&B* 45'*f* 285'1733*t*	NewYork Utd.States	T.3Cy.25″,41″&68″–48″ (*s*) 190lb 488NHP 3SB,*9cf*,GS165,HS7407 FD 13 *BHCem* 6 „ *toU dk* 7 „ „ *2nd*„ ForeRiverS.B.Cor. Quincy	32 ″ 6	
1801	**Cubatão** 1 *Dk*	**SteelTwinScSr**	*1808* *1670* *1080*					1907	Craig,Taylor&Co.Ld. Stockton	LloydBrazileiro	275·0|44·8|16·5 F28'	R.Janeiro Brazilian *WB*	T.6Cy.14″,22″&37″–24″ 67NHP Blair&Co.Ld.Stockton		C
1802 215583<~~LHTR~~	**Cubore** ~~*B.Dr.Hale in* 15–17~~ *G.Miles* –17 *Elec.light* 1 *Dk(Stl)&Web frames* *Mchy.Aft* *Longitudinal framing*	~~SteelSc~~ SteelSc3MstSr	7117 6364 4498	✠100A1 ~~15,17~~ 2,18 (*Class Contem. plated*) ✠LMC~~9,17~~	Bal	*c*†		1917 9mo	Bethlehem SteelCo. Sparro'Pt Md A&CP	OreSteamship Corporation *CellDBuE&B* 58'*f*	~~450·0|57·0|37·0~~ ~~188'~~F39'P106 3·3 449·1,57·2 FK 2 *Intermediate* 20'1622*tFPT* 395*t*	NewYork Utd.States *Cem* *BHdispensed with* *PT* 213*t SideTanks Nos.1,2* 431*t*	1 Geared Steam Turbine(*s*) 2001b 3SB,*9cf*,GS186,HS7377 FD 5 *BHonly* GeneralElectricCo. 2950*t* Schenectady,N.Y.	37 ″ 0 s 9 ″ 11 27 ″ 5	
1803 105083 PHSJ	**Cuckoo** *D.Yell* –13	**IronScK** *ss*Hul.No.3–5,08 *ss*Hul.No.1–12 1 *Dk*	156 144 64	✠100A1 *StmTrawler* 11,13 ✠LMC3,12 ✠NB5,08 BS4,14	Hul		N11,13	1896 3mo *Lloyd's*	Cook,Welt'n&Gemmell Hull *SA&CP*	~~YorkshireSteam-FishingCo.Ld. (J. McCann,*Mgr.*)~~ J.S.Ellis	103·5|20·9|10·8 Q24' ptND08 BK7½″	Hull British	T.3Cy.12½″,19½″&32″–22½″ 170lb 50RHP 3 *BHCem* 1SB,*2pf*,GS25,HS850 C.D.Holmes&Co.,Hull	11 ″ 10	
1804 104169	**—** *A.Simonsen* (*Trawler*) 1 *Dk Irn framing&Stl plating*	**Iron&SteelScK**	135 130 62			…		1894	Earle'sCo. (Lim.) Hull	~~A.Gouldby~~ H.C.Baker	94·0|20·6|11·0 BK7½″	~~Lowestoft~~ British Grimsby	T.3Cy.9″,16″&25½″–20″ NB08,NE96 35RHP Earle'sCo.(Lim.)Hull	11 ″ 4	
1805 105345 PCFL	**Cufic** *R.G.Smith* –15 (*ex*American) *Ref.Mchy.* Sub.Sig. Wireless 3 *Dks*	**SteelTwinSc4MstSr**	8249 7860 5444	✠Lloyd'sRMC7~~10,~~ ~~12,~~ 11,17~~,17~~				1895	Harland& Wolff,Ld. Belfast	OceanicStmNavCo Ld. (WhiteStar Line)	475·9|55·2|35·9 B95'	Liverpool British *WB*	T.6Cy.19″,31″&52″–48″ 375NHP Harland&Wolff,Ld.Bel.		BT till 7,17

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. pc.	15 Registres où cest. si ce n'est dans le L.R. Darsus Cert. Surveys.
1806 137018 JKNB	**Cuirass** *F.Miles* –15 *Elec.light*	**SteelScK** 1*Dk*	321 285 139	✠100A1 *StmTrawler* 1,15 ✠LMC1,15	Hul			1915 1mo	Cochrane& Sons,Ld. Selby *Lloyd's*	CrownSteam FishingCo.Ld. *sA&CP*	130·3 Q76′	24·0 F22′	13·1 BK8″	Grimsby British 4*BHCem*	T.3Cy.13″,22½″&37″–26″ (*s*) 180lb 91RHP 1SB,*3pf*,GS47,HS1590 Amos&Smith,Ld.Hull	13 ″ 9	
1807 135360 JHGP	**Cuirassier** *H.J.Williams* –15 1*Dk*(*Stl*)*&Shelter dk*(*pt Stl&pt Irn*) *Tonnage opening closed 1917*	**SteelScSr**	1045 850 474	✠100A1 *Shelter dk withfreeboard* 6,17 ~~8,16~~ ✠LMC11,14	Mch Sws	*o*	6,17	1914 11mo	W.Dobson &Co. Newcastle *Lloyd's*	Fisher,Renwick Manchester-LondonSteamers,Ld. *WB=CellDB* *sA&CP*	230·6 a58′*uE*19′*f*100′205*t*	35·0	14·9 FK	Manchestr British 5*BHCem* *APT*17*t*	T.3Cy.18″,30″&49″–33″ (*s*) 180lb 170NHP 2SB,*4cf*,GS80,HS2918 N.E.MarineEngCoLd Nwc	24 ″ 0 s 6 ″ 4 17 ″ 11	
1808 129351	**Culblean** *R.B.Gill* –12 1*Dk*	**SteelScK**	210 207 78	✠100A1 *StmTrawler* 7,13 ✠LMC1,11	Abn		7,13	1911 1mo	J.Duthie TorryS.B.Co Aberdeen *Lloyd's*	GrampianFishing Co.Ld. *sA&CP*	115·1	22·6	12·2 BK7½″ *WB=DTf*5′12*t*	Aberdeen British 3*BHCem*	T.3Cy.12″,20″&34″–23″ (*s*) 180lb 56RHP 1SB,*3pf*,GS40,HS1250 J.Abernethy&Co.Abn.	13 ″ 0	
1809	**Cullera** *J.B.Madariaga* (*ex*Marguerite Franchetti) *Elec.light*	**IronSc3MstSr** 2*Dks&Awng dk*	898 — 449			...		1874	Henderson Coulburn&Co Renfrew	~~Ferrer Peset~~ ~~Hermanos~~ Cia Trasmediterranea	228·0 P32′F30′	30·2	16·4	Valencia Spanish	T.3Cy.18″,30″&48″–36″ NE&B92 138NHP Lobnitz&Co.Renfrew		V
1810 124164 HKDF	**Culna** *W.C.Morrison* –15 *Elec.light* Wireless	**SteelScSr** 2*Dks*(*Stl*)3*trB*	6152 5817 3966	✠ 9,10	Mdb	*a*†		1907 2mo	W.Denny &Bros. Dumbarton	BritishIndiaStm. Nav.Co.Ld. *WB=Cell DBa*154′*uE&B*	430·5 P31′B82′F39′ 87′*f*143′1153*t*	54·2	31·9 FK *FPT*	Glasgow British 7*BHCem* 135*t APT*77*t*	T.3Cy.33″,53½″&86″–60″ 760NHP 4SB,*12cf*,GS266,HS10920 FD Denny&Co.Dumbarton	34 ″ 10	
1811 139742 JMDF	**Cumberland** *Alf.Mc Gibbon*94–15 *Elec.light* 2*Dks*(*Stl*)*&Shelterdk*(*Stl*-ws) *Ref.Mchy.* *Cruiser Stern* *Cargo battens not fitted in U'tween decks*	**SteelTwinSc4MstSr**	9471 8318 6053	✠ ~~100A1~~ *Shelter dk withfreeboard* 2,17 ~~✠LMC11,16~~ ~~Lloyd's R.~~ ~~✠LMC9,14~~	Liv	*d*†		1915 9mo	W.Hamilton&Co.Ld. Pt.Glasgow *Lloyd's*	FederalStm.Nav. Co.Ld. *sA&CP* *WB=Cell DB a*117′*uE&B*	474·0 B186′F45′ 89′*f*189′1475*t*	60·0 *on shelter dk* *FPT*	36·6 FK 77*t APT*103*t*	London British 7*BHCem*	4 Steam Turbines geared to 2 Screw shafts 180lb (*s*) 5SB,*20cf*,GS357,HS14940 FD D.Rowan&Co.Glasgow	39 ″ 5 ~~9 ″ 2½~~ ~~30 ″ 6~~	
1812 102092 NQLV	— *J.Black* –17 *Mchy.Aft* *Well deck* 1*Dk*(*Irn*)	**Steel&IronSc3MstSr** *ss*Liv.No.3–2,06 *ss*Liv.No.2–14 *Steelframing Ironplating*	396 285 159	✠100A1 ~~6,17 7,11~~ 8,17 ~~BS3,17~~ ~~BS3,16~~ ✠LMC8,14	Liv BelTrn	*g*	~~5,16~~ 8,17	1893 4mo	J Fullerton &Co. Paisley	JohnKelly,Ld. (S.Kelly,*Mgr.*) A&CP	142·2 Q77′B9′F24′	25·2	11·5 BK6″ *WB=FPT*41*t*	Liverpool British 3*BHCem*	C.2Cy.20½″&40″–27″ (*s*) 100lb 67RHP 1SB,*2pf*,GS40,HS1283 Ross&Duncan,Glasgow	12 ″ 7 s ″ 6½ 12 ″ 8	
1813 127257 KNHD	— *S.Svendsen*02–07	**SteelSc** (*Tug*) 2*Dks*	377 — 209					1898	Columbian I.W.&D.D.Co Baltimore	Consolidation CoastwiseCo.	135·0	27·0	15·0 *WB*	Baltimore Utd.States	T.3Cy.16″,24″&41″–30″ Columbian 92NHP IronWrks.&DryDk.Co.Blt		
1814 89841	**Cumbrae** *G.Hepburn*82–82	**IronSc** (*Barge*)	389 389 178					1882	W.Simons &Co. Renfrew	N.EasternRly.Co.	153·8	26·0	12·2	Hull British	C.2Cy.19″&36″–24″ 55RHP W.Simons&Co.,Renfrew		
1815 104971 RKFH	**Cumbria** *G.C.Firth* –14 *Elec.light*	**SteelScSr** 2*Dks*	627 538 257			...		1896	AilsaS.B. Co. Troon	Tedcastle,McCormick&Co.Ld.	198·0 P35′B68′F62′	30·0	14·1 BK8″ *WB*	Dublin British	T.3Cy.19″,31″&51″–33″ 174NHP Dunsmuir&Jackson,Gls.	14 ″ 9	BT till 6,17
1816 84686 HKQF	**Cumbrian** *J.Shearer*07–07 *Well deck* 1*Dk*(*Stl*)*&deep framing*	**SteelScSr** *ss*Bry.No.2–17	1131 886 699	✠100A1 ~~6,17 8,17 8,17~~ 1,18 ~~BS3,17~~ ✠LMC9,15	Bry GlCliff	*n*	7,16 9,17	1907 5mo	A.Rodger &Co. PortGlasgow *Lloyd's*	~~J.Denholm&Co.~~ ~~T.E.Brocks~~ T.G.Beatley&Sou *sA&CP* *WB=Cell*	227·0 P12′Q71′B54′F27′ *DBa*~~&~~*uE* 81′*f* 104′	35·0	14·5 FK	Bo'ness British 4*BHCem* 297*t APT*21*t*	T.3Cy.~~14″~~ 14½″,28″&45″–33″ (*s*) 160lb *80lb* 124NHP 1SB,*3pf*,GS62,HS1988 A Rodger&Co.Glasgow	16 ″ 9 s 1 ″ 2½ 15 ″ 10	
1817 127432 HMQL	**Cundall** *R.H.Moore* –16 1*Dk*	**SteelScSr**	1851 1709 1146					1908	Nthmblnd S.B.Co.Ld. Newcastle	Furness,Withy& Co.Ld.	276·0 P24′B60′F29′	40·5	18·6	W.Hartlpl British	T.3Cy.20½″,33″&54″–36″ 175NHP Richardsons,Westgarth& Co.Ld.Sld.		C
1818	**Cunene** (*ex*Adelaide) *Well deck* Wireless *Elec.light* *Ref.Mchy.*	**SteelScSr** *ss*Lon.No.1–17 2*Dks*(*Stl*)3*rd dk* *inNo.1hold*	5898 5518 3706	✠100A1 9,17 ~~8,14~~ ~~✠LMC7,11~~ ~~Lloyd's R.~~ *Carrying oil fuel*	Syd Lon	*b*†	~~5,13~~ 2,17 9,17 ~~9,17~~	1911 7mo	Flensburgr Schiffsb.Ges. Flensburg *Lloyd's*	Requisitioned by thePortuguese Government *sA&CP* *Cell DBa* 182′*u E&B* 72′	450·0 P&B385′F54′	58·0	27·0 FK *FPT*	Portuguese 8*BHCem* *f* 149′1501*t*	T.3Cy.30⅛″,50⅛″&84″–54″ 185lb (*s*) 720NHP 4SB,*12cf*,GS247,HS10499 FD FlensburgerSchiffsb.Ges.	29 ″ 6	
1819	**Cunga** *A.Brandao*	**IronPad**	— — 140					1869	London& GlasgowCo Glasgow	NovaCia.deNav. noQuanza (Cia.Agricola de Cazengo,*Mgrs.*)	160·1	25·9	6·9	Loanda Portuguese	1Cy.27″		
1820 186 NQKR	**Cuore di Gesù** *F.Raiola* YM6,12 (*See Sailing Ship Register*)	**WoodAuxSc3MstSr** *Paraffin Motor*	130 — 104					1909	A.Donnarumma Tor.delGreco	R.Lauro	86·6	22·0	10·3	Cstllmare Italian	Paraffin Motor		
1821 93833 JMSQ	**Cupica** *S.Courtney* –16 (*ex*Elfleda, *ex*GretchenHartrodt,*ex*Cupica) *Mchy.Aft* (*See Sailing Ship Register*)	**SteelAuxTwinScBk** *Oil Eng.* *ss*Xia.2ndNo.3–5,15 2*Dks*	1240 1172 1069	✠100A1 4,17 ~~4,16~~ ✠NE5,15 DBS4,17 ~~✠LMC5,16~~ 4,17	Mdb Lon	*s*		1888 12mo	C.J.Bigger Londonderry *Lloyd's*	OceanShippingCo. Ld. *sA&CP*	226·0 Q41′F25′	36·4	21·9 BK8½″	SJhnsNFL British 2*BHCem*	Oil Engines 2S.C.SA 4Cy.15″–16½″ NDB11 *fitted*15 *80lb* J&CGBolindersCoLd.Skm	23 ″ 6 s 4 ″ 6 20 ″ 1	
1822	**Cupid** *S.H.Jaffer*05–09 *Elec.light*	**SteelScSr** 2*Dks*(*MStl*–teak s*&Stl*–ws*aft* *Wood fwd*)	611 379 243	✠ 4,09	Dun	*i*		1909 4mo	CaledonS. B.&E.Co.Ld. Dundee	Govt.ofZanzibar *WB=CellD*	155·1 P23′B66′F26′ *Ba*36′*f*46′62*t*	27·8	13·8 FK *FPT*	Zanzibar 4*BHCem* 13*t APT*6*t*	T.3Cy.14″,23″&38″–27″ 101NHP 1SB,*3cf*,GS50,HS1834 FD CaledonSB.&E.Co.Ld.Dun	14 ″ 6	
1823 135178 JBKN	**Curaca** *M.Ward* –15 *Elec.light* 3*rd dk in No.1hold only&Web frames* *Longitudinal framing*	**SteelScSr** *ss*N.Yk.No.1–16 2*Dks*(*Stl*)*&Shelter dk*(*Stl*)	6386 6102 4067	✠100A1 *Shelter dk withfreeboard* 8,17 ~~12,16~~ ✠LMC12,16	NYk Liv	*z*	7,16	1912 12mo	JLThompson&Sons,Ld Sunderland *Lloyd's*	NewYork&Pacific S.S.Co.Ld. *sA&CP* *WB=CellDBa*	403·0 132′*uE&B*48′*f*167′	52·3	26·8 FK	London British 7*BHCem* 1182*t DTf*32′	Q.4Cy.24″,34½″49″& 71″–48″ 220lb *120lb* (*s*) 480NHP 3SB,*3cf*.GS153,HS6480 N.E.MarineEng.CoLdNwc 1251*t FPT*116*t APT*35*t*	37 ″ 1 s 8 ″ 10 28 ″ 8	
1824 127113 KMNJ	**Curaçao**	**SteelScSr** 2*Dks*	1477 — 1069					1895	W.Cramp &Sons Philadelphia	PacificCoastCo. (PacificS.S.Co. *Mgrs.*)	241·3 F50′	38·0	16·3 *WB*	NewYork Utd.States	T.3Cy.18″,28″&45″–30″ 111NHP W.Cramp&Sons,Phl.		
1825 GSRB	— *E.TjonA.Kien* *Elec.light*	**SteelScSr** 2*Dks*	728 604 434					1899	Rijkee&Co Rotterdam	Government of Suriname	199·2 F15′	32·9	11·9 *WB*	Suriname Dutch	C.2Cy.21″&39″–24″ 62NHP Maats.deMaas,Rotterdam		

Sunk after explosion

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / *Master.* *Late Name if any.* / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	6 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	7 Port of Survey.	Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 Built. By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed in 1st Date of Trade Cert.
1826 — —	**Curamalan** IronScSr ssB.As.No.3–3,04 (*ex*Patagonia,*ex*Corcega,*ex*Felipe Lussich,*ex*Delcomyn) 2*Dks*(1*Irn*)3*trB* *Elec.light*	1827 1704 1221	✠ 7.07 ✠NB10,00*fitted*04 ✠	BAs	*s*		1880 10mo	Wigham Richrdsn&Co Newcastle	E.Tornquist&Co.	280·0|35·3|22·6 P26′B16′F30′ ptND91 BK9″ *WB=CellDB*			Bns.Ayres Argentine	C.2Cy.31″&62″–48″ NDB01*fitted*04 224NHP 2SB,*6pf*,GS115,HS3578 WghmRichardsn&C.Nwc.	25 ″ 6	V
1827 95950 RHFL	**Curlew** SteelSc *F.J.Toole* –14 ssRgn.No.1–11 1*Dk*(*Stl–pt* teaks)	860 818 498	✠ *Hopper Barge* 9,14 ✠	Rgn	*l*		1909 2mo	W.Simons &Co.Ld. Renfrew	SydneyHarbour Trus.Commissnrs.	206·1|33·1|14·3 F25′ FK			SydnyNSW British	T.3Cy.17″,27″&43″–27″ 95RHP 2SB,*4cf*,GS96,HS2834 W.Simons&Co.Ld.Rnf.	15 ″ 0	
1828 98343 WOLF	— SteelTwinScSr *W.Marsh* –16 *Elec.light* 1*Dk*&*Shade dk*	623 507 310					1899	W.Denny &Bros. Dumbarton	IndiaGeneral Nav. &RailwayCo.Ld.	201·0|33·0|10·8			Calcutta British *WB*	T.6Cy.13″,19½″&29½″–21″ 95RHP Denny&Co.Dumbarton		
1829 104744	— SteelScSr *A.King* –14 1*Dk*	125 117 45			...		1897	Dundee Shipbuilders' CoLd.Dundee	A.W.King	95·0|19·3|10·0 BK7½″			Aberdeen British	C.2Cy.13½″&30″–21″ 45RHP J.Carmichael&Co.Ld.Dun.	10 ″ 9	
1830 JDVK	**Curonia** IronScSr *O.Schünemann* –08 1*Dk2trB*	521 362 307					1883	Act.-Ges. "Vulcan" Stettin	KurlandDampfs-fahrts-A.G. (E.Haubuss, *Mgr*)	163·0|24·4|12·7 P&B94′ F27′			Stettin German *WB*	C.2Cy.21½″&39½″–27½″ NB02 68NHP A.G."Vulcan,"Stettin		G
1831 86660	**Curraghgour** SteelScSk *W.J.Delaney* –16 ssLim.No.1–16 1*Dk*(*Stl*)	393 379 173	✠100A1 *Hopper Dredger* Hul 10,17 ~~9,16~~ ✠LMC9,16	Lim	*f*	9,16	1912 5mo	Dublin DockyardCo. Dublin	M.Constant	140·0|29·6|11·5 FK *WB=FPT*50*t*			Limerick British 1*BHCem*	C.2Cy.15″&32″–24″ (*s*) 120lb 45RHP 1SB,*2pf*,GS39,HS1280 Fishers,Ld.Paisley	12 ″ 6 s 1 ▪ 8 11 ▪ 0	
1832 113502 RVWS	**Curran** SteelScSr *J.Bodle* –12 ssLth.No.3–4,12 *Well deck* 1*Dk*(*Irn*)&*deep framing*	1106 803 450	✠100A1 7,15 ~~Lmk~~ ~~1,13~~ ~~BS7,17~~ ✠LMC4,13	Trn	*n*	7,16	1900 9mo	AilsaS.B. Co. Troon	ShamrockShppg. Co.Ld.(T.Jack, *Mgr.*) *WB=CellDBa*56′	229·6|33·1|16·0 P23′Q53′B52′F26′ FK&BK1″ *uE*19′*f*84′330*tFPT*			Belfast British 4*BHCem* 57*tAPT*55*t*	T.3Cy.17⅞″,28″&45″–33″ (*s*) 175lb *100lb* NDB12 98RHP 1SB,*3cf*,GS59,HS2040 Muir&Houston,Ld.Gls.	17 ″ 0 s 1 ▪ 5½ 15 ▪ 11	
1833 208114 LBRF	**Currier** SteelSc3MstSr *Van Gilder* ssNYk.No.1–15 *Elec.light* 1*Dk*(*Stl*)&*pt2ndDk*(*Stl*)& *Mchy.Aft* ~~Sub.Sigs.~~Wireless *Web frames*	4711 4200 2869 *Fitted*	✠100A1 2,17 *Carrying Petr oleum in bulk* *for oil fuel* 12,16 *F.P.* .ab ove150 °F. BS2,17 ✠LMC2,15	Bal	*x*	2,17	1910 12mo	ForeRiver S.B.Co. Quincy,Mass	CubaDistillingCo. *WB=CellDB*315′ 1819*tFPT*	370·0|52·1|27·0 P98′B26′F30′ A&CP 225*tAPT*120*t*	FK 12 5to	NewYork Utd.States *BHTtoUdk* *2nd dk Cem*	T.3Cy.23½″,41″&68″–48″ (*s*) 190lb 448NHP 3SB,*9cf*,GS154,HS6501 FD ForeRiverS.B.Co.Quincy	30 ″ 0 s 7 ▪ 0 23 ▪ 4	
1834 2508 JFPD	**Curry** SteelScSr *C.H.Fallgren* –14 1*Dk*	129 105 70					1890	Kristine-hamn Mk Vrk Kristinehmn	Mora-Venerns Jernv.Aktieb. (K. Rosenquist,*Mgr.*)	92·2|17·3|11·2 B18′ H5*t*			Krstnhmn Swedish	C.2Cy.18½″&31½″–19¾″ 37NHP Kristinehamns MV.Aktieb		
1835 126696	**Curtis Bay** SteelSc *O.A.Thompson* (*ex*Gerard H.Keller,Jr., *ex*New York Central No.2,*ex*Chauncey M. Depew)	133 — 66					1890	..... Newburgh, N.Y.	CurtisBayTowing Co.	90·0|22·3|10·5			Baltimore Utd.States			
1836	**Curupayty** SteelScSr *Elec.light* 1*Dk*(*Stl*)	*489* *379* *252*	✠ ~~—~~ 9,15 ✠ *For Rivers Parana &Plate Navigation*	Bwg			1911 5mo	Scott& Sons Bowling	Acosta y Cia.	175·6|28·1|10·0 F23′ FK			Bns.Ayres Argentine	T.3Cy.13½″,22″&36″–24″ 95NHP	10 ″ 6	
1837	**Cururupu** SteelTwinScSr *Elec.light* 1*Dk*(*Stl–*teaks)& *Promenade dk*	758 458 440	✠ ~~—~~ 1,16 ✠ *withfreeboard Brazilian Coasting*	Gls	*k*		1912 10mo	Napier& Miller,Ld. Glasgow	Cia.deNav.aVap. doMaranhao	200·2|33·2|10·6 P54′F43′ FK *WB=FPT*			Maranhão Brazilian 4*BHCem* 14*tAPT*25*t*	C.4Cy.14″&30″–21″ 114NHP 1SB,*3cf*,GS70,HS2253 Miller&Macfie,Glasgow	11 ″ 3	
1838 135185 JBNS	**Curzon** SteelTwinScSr *G.W.M.Hitchins* –13 *Elec.light* 1*Dk*(*Teak*)& *ptProm dk*(*Teak*)	652 562 262	... *Water tube boilers* *For Service between Ramsgate &Dover* *Fitted for oil fuel* 1,13 *F. P.*			PN5,16 S5,16	1913 1mo	A.&J. Inglis,Ld. Glasgow	SouthIndian RailwayCo.	250·1|38·1| 9·5 F41′ FK *WB=DBf*23′			London British 9*BHAsp* 13*tAPT*16*t*	4 Steam Turbines geared to 2 Screw Shafts 180lb 2B, GS168,HS7000 FD A.&J.Inglis,Ld.Glasgow	10 ″ 2 ~~s 8 ▪ 5~~ ~~7 ▪ 1~~	
1839 212766 LDVT	**Cushing** *Hetland* –17 SteelScSr ~~*C.Downs* –14~~ ssNYk.No.3–10,15 (*ex*Prometheus) 2*Dks*(1*Stl*&*U pt Irn*& *Elec.light pt Stl*)&*Web frames* *Mchy.Aft* Wireless	6894 5847 4320	✠100A1 ~~5,11 10,16~~ 12,17 ✠LMC10,15 *Carrying Petroleum in bulk* *Fitted for oil fuel* 5,13 *F. P.*	NYk	*at*	~~10,15~~ 12,17	1903 11mo	Palmers' Co.Ld. Newcastle	StandardOilCo. (NewJersey)	428·0|54·7|30·5 P252′F46′ FK *WB=CellDB*			Bayonne, N.J. Utd.States 14*BHCem* *APT*130*t*	T.3Cy.28″,46½″&77″–54″ (*s*) 180lb *100lb* 564NHP 4SB,*12cf*,GS265,HS9950 Palmers'Co.Ld.Newcastle	32 ″ 0	
1840 110635 RMKF	**Custodian** SteelTwinSc4MstSr *P.Lord* –15 ssLiv.No.3–5,12 ssLiv.No.1–16 *Elec.light* 2*Dks*(*Stl*)&*Awng dk*(*Stl*)*deep* Wireless *framing*&*Web frames*	9214 9036 6023	✠100A1 *Awng dk* *withfreeboard* ~~8,17~~ 10,17 ✠LMC ~~BS10,15~~ ~~LS6,16~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 5,13 *F. P.*	Liv	*dt*	~~4,15~~ 4,17 BS4,17 *double bottom*	1900 2mo	C.Connell &Co. Glasgow	CharenteSS.Co.Ld. (T.&J.Harrison, *Mgrs.*) *WB=CellDBa*	482·0|57·2|31·9 39·4 FK 159′ *uE*&*B*59′*f*209′			Liverpool British 9*BHCem* 1610*tDTa*34	T.6Cy.21″,35″&58″–48″ (*s*) 180lb 608NHP 2D,1SB,*15cf*,GS315 HS10784 Dunsmuir&Jackson,Gls. 1135*tFPT*145*tAPT*55*t*	42 ″ 4 s11 ▪ ~~4½~~ 31 ▪ 5	
1841 120933 HFWC	**Cuthbert** SteelScSr *D.Morris* –15 ssLiv.No.2–15 *Elec.light* 2*Dks*(*Stl*)&*deep framing* &*Shelter dk*(*Stl*)	3843 3313 2452	✠100A1 *Shelter dk* *withfreeboard* ~~5,11 10,16~~ 10,17 *Carrying Coal F.P. above* 150°F. *in DBtanks* ~~BS10,16~~ ✠LMC7,14	NYk Liv	*x*	~~11,16~~ 10,17 BS12,17	1906 4mo	Hawthorn, Leslie&Co.Ld Newcastle	BoothS.S.Co.Ld.	355·1|49·3|23·9 FK			Liverpool British 7*BHCem* 81*tAPT*35*t*	T.3Cy.25″,41″&68″–48″ (*r*) 180lb *100lb* 409NHP 2SB,*6cf*,GS128,HS5740 FD N.E.MarineEng.CoLdNwc	26 ″ 6 s 2▪10½ 24 ▪ 0	
1842	**Cuyaba** SteelTwinSc 1*Dk*&*2Shade dks*	1082 831 640					1913	Jonker& Stans H.I.Ambacht	Cia.Navigaçao do Amazonas	224·0|45·0|10·8			Para Brazilian	T.3Cy.14″,23″&37½″–16½″ 57NHP Alblasserdam.Msch.Fab.		V
1843 137044 JGFV	**Cuyahoga** SteelScSr *A.W.W.Hart* –15 *Elec.light* 2*Dks*(*Stl*)&*Web frames* *Mchy.Aft.* *Longitudinal framing* Wireless	4586 4091 2738	✠100A1 2,17 *Carrying Petroleum in bulk* ✠LMC8,14	NYk	*x*		1914 8mo	Greenock& Grangem'th Dkyd.Co.Ld. Greenock	Anglo-American OilCo.Ld. (J. Hamilton,*Mgr.*) *WB=CellDBuE*&*DTf*31′325*t*	375·0|53·2|27·9 P113′B29′F56′ FK *B*86′188*t* *FPT*100*tAPT*72*t*			Greenock British 14*BHptCem* 10 „ *to U dk* 4 „ „ *2nd* „	T.3Cy.27″,44″&73″–48″ (*s*) 185lb *185lb* 529NHP 3SB,*9cf*,GS181,HS7869 FD Dunsmuir&Jackson,LdGls *only*	27 ″ 9 s 5 ▪ 3 22 ▪ 10	
1844 200012	**Cuyler Adams** SteelScSr (*ex*Sahara) *Elec.light* *Mchy.Aft* 1*Dk2trB*	5785 — 4497					1904	American S.B.Co. Lorain,O.	GlobeS.S.Co.(G.A. Tomlinson,*Mgr.*)	474·0|52·0|29·0			Duluth Utd.States *WB*	T.3Cy.22½″,36″&60″–42″ 233NHP DetroitS.B.Co.Detroit		

1 Numero d'Ordre / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Grément, etc. / Capitaine. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille / Franc-bord au milieu du navire. / Tirant d'eau correspondant. / pds. pc.	15 Registres ou cotes si le navire dans le L. R. Bureau Cuz. Hoffmann.
1845 WJCP	**Cuzco** *G.Jorgensen* –15 *Elec.light*	**SteelScSr** *ssS.Fo.No.3–5,12 ssSea.No.1–16 2Dks(1Stl&Upt Irn&ptStl) Wireless*	*4302 4028 2773*	✠100A1 1,17 *Fitted for oil*	Sea *fuel* 5,14	*x*	6,16 F. P.	1899 11mo *Lloyd's above*	Napier& Miller,Ld. Glasgow *sA&CP* 150°F.	Akties.Cuzco (W. Wilhelmsen) *Intermediate BH after holds*	375·0 P39'B102'F45' *in forward & dispensed with WB = Cell DB*	50·0 FK 6B 2B	25·9 *a* 127'*uE* 23'	Tönsberg Norwegian *Cem*	T.3Cy.25",41"&67"–48" (*s*) 200lb *200lb* NDB16 367NHP 2SB.*6cf*,GS115,HS4640 FD *H to Upr dk H to Main dk f* 163'1044*t APT*48*t* D.&W.Henderson&Co.Gls.	28 " 8 s 5 " 7 23 " 6	
1846 10870 PWTL	**Cycle** *A.Y.Catto* –16 (*ex*Boveric) *Elec.light*	**SteelScSr** *ssSyd.No.3–7,10 ssMel.No.1–15 1Dk(Stl)&Spar dk(Irn) &deep framing*	3987 3649 2578	✠100A1 5.15 *Spar dk* ~~2,17~~ 2,17 BS5,~~17~~ 5,15	Cff Hul LMC3,16	*w*	2,17	1898 2mo	Russell& Co. Pt.Glasgow A&CP	AustralianSteamships,Ld.(*Man. Agents*,Howard Smith,Ld.)	345·2 P20'B72'F36' *WB = Cell DBa*	49·8 FK 112'	17·9 *f* 146'757*t*	Melbourne British 6*BHCem APT*136*t*	T.3Cy.25",41"&66"–45" (*s*) 150lb *80lb* 346NHP 2SB,*6cf*,GS112,HS4804 FD Rankin&Blackmore,Grk.	28 " 5 s 5 " 8 23 " 2	
1847 NLSB	**Cyclop** *J.deGraaff* (*Tug*)	**SteelScK** *ssAms.No.3–5,10 ssAms.No.1–14 1Dk*	197 188 52	✠100A1 *For Towing purposes* ~~2,17~~ 7,17 BS~~7,16~~ 7,17 BS7,17	Ams Ymv LMC6,14	*b* *s*	7,16	1898 3mo	J.P.Rennoldson&Sns SouthShields A&CP	AmsterdamTug& SalvageCo.(A.D.& C.E.ZurMühlen, *Mgrs.*)	106·5 BK7'	21·1	11·2	Amstrdam Dutch 4*BHCem*	C.2Cy.22"&40"–26" (*r*) 100lb 82NHP 1SB,*3pf*,GS48,HS1605 J.P.Rennoldson&Sns,SShl	12 " 0 s 1 " 2 11 " 9	
1848 123978 HGNT	**Cyclops** *O.Jones* –16 *Elec.light* Wireless	**SteelTwinSc** *3Dks*	9033 6579 5762					1906	D&W Hendersn&Co.Ld Glasgow	OceanS.S.Co.Ld. (A.Holt&Co. *Mgrs*) *WB*	485·0	58·2	39·5	Liverpool British	T.6Cy.23',38½"&65"–48" 585NHP D&W Hendersn&CoLdGls.		
1849 HJCW	— *S.Gamulin*11–12 (*ex*Wrecker) *Well deck Elec.light*	**SteelTwinScSr** *ssTri.No.2–14 (Tug&SalvageVessel) 1Dk(ptStl–ws)*	447 326 135	✠ 9,16	Tri	*g*		1905 8mo	Ramage& Ferguson,Ld. Leith	CyclopsS.S.Co.Ld. (D.Tripcovich) *WB = Cell DBa*	131·7 Q45'B39'F21' 27'*f* 32'48*t FPT*29*t*	30·1 BK7'	12·3	Trieste Aust.-Hung. 4*BHCem APT*26*t*	C.4Cy.15"&30"–21" 74NHP 1SB,*3cf*,GS61,HS1798 Ramage&Ferguson,Ld.Lth	13 " 0	
1850 128762	**Cyelse** *G.C.Nichols* –13	**SteelScK** *1Dk*	237 215 93	✠100A1 *StmTrawler* 6,12	Hul LMC6,13		8,14	1912 6mo *Lloyd's*	Cochrane& Sons Selby *sA&CP*	D.Pettit	120·0 Q69'	21·5 BK7½'	11·8 3*BHCem*	Milford British	T.3Cy.12",21"&34"–24" (*s*) 180lb 58RHP 1SB,*3pf*,GS42,HS1330 C.D.Holmes&Co.Ld.Hull	12 " 6	
1851 115387 HBCM	**Cyfarthfa** *H.Roberts* –11	**SteelScSr** *ssBry.No.2–13 1Dk(Stl)2trB&Webframes 3Dk rule*	3014 2815 1959	✠100A1 *withfreeboard* 5.15 MS5,13	Bry LMC BS1,16	*v*	5,15	1904 4mo *Lloyd's*	R.Craggs& Sons,Ld. Middlesbro' *sA&CP*	CyfarthfaS.S.Co. Ld.(Morel,Ld.) *WB = Cell DBa*	330·1 P27'B166'F35' 100'*uE* 26'*f* 140'699*t*	45·9 FK	22·2 5*BHCem APT*108*t*	Cardiff British	T.3Cy.23½",39"&64"–42" (*s*) 180lb *90lb* 294NHP 2SB,*6rf*,GS106,HS4620 Blair&Co.Ld.Stockton	24 " 4 s 3 " 6 21 " 3	
1852 124687 HKNL	**Cygnet** *H.P.Jones* –14	**SteelScK** *ssFlt.No 1–11 1Dk*	300 255 117	✠100A1 *StmTrawler* 4.13 BS4,13	Flt LMC7,11		4,13	1907 4mo *Lloyd's*	Smith's Dock Co.Ld. North Shields *sA&CP*	CygnetSteam FishingCo.,Ld. (T.Cardwell, *Mgr*)	130·4 Q72'F21'	22·5 BK7½'	12·1 3*BHCem*	Fleetwood British	T.3Cy.12½",21"&34"–25" (*s*) 180lb 75RHP 1SB,*3pf*,GS45,HS1475 Shields Eng.Co.Ld.N.Shl.	13 " 0	
1853 11914 JKMF	— *C.Cameron* –16	**SteelScSp** *2Dks*	191 150 74					1904	A.&J. Inglis Glasgow	David MacBrayne, Ld. *WB*	135·0 Q34'B42'F36'	21·1	9·4	Glasgow British	C.2Cy.23½"&42"–24" 72RHP Barrow S.B.Co.Barrow		
1854 99694	— *W.Steward* –17	**SteelScYl** *1Dk*	138 135 59	✠ *StmTrawler* 6,93	Gls			1893 6mo	Mackie& Thomson Glasgow	R.Irvin&Sons, Ld. *WB = DTf* 14'27*t*	98·0 BK7½'	20·5	10·7 3*BHCem*	N.Shields British	T.3Cy.10",16"&25½"–20" NB06 35RHP 1SB,*2pf*,GS27,HS540 Muir&Houston,Glasgow	11 " 7	
1855 91893 KDTF	— *H.McLellan* –00	**SteelScSr** *1Dk*	124 120 66	✠ *For River purposes* 2,86	Lon			1885 9mo	Davis& Clow Abingdon	G.L.Stevenson	120·0 FK	17·3	8·7 5*BHCem*	Lyttltn NZ British	C.2Cy.16"&32"–18" 43RHP Bow&McLachlan,Paisley		
1856 82959	— *J.Douglas* –11	**IronScSr** *1Dk*	109 102 46			...		1882	J.T.Eltringham S.Shields	E.F.Mowatt	94·7	19·0	10·0	Montrose British	C.2Cy.17"&32"–22" NB98 40RHP J.P.Rennoldson&Ss.,S.Shl.		
1857 200414	**Cygnus** *Elec.light Mchy.Aft*	**SteelScSr** (*ex*JosephC.Gilchrist) 1*Dk2trB*	4725 — 3393					1903	American S.B.Co. Lorain,O.	InterlakeS.S.Co. (Pickands,Mather &Co. *Mgrs.*) *WB*	416·0	50·0	28·0	Fairport Utd.States	T.3Cy.22",35"&58"–40" 213NHP AmericanS.B.Co.Clevelnd		
1858 125900	—	**IronPad**	857 — 555					1881	J.Roach& Son Chester,Pa.	IronSteamboatCo.	212·6	31·4	11·3	NewYork Utd.States	1Cy.53"–144" 259NHP W.&A.Fletcher,NewYork		
1859 LMFT	— (Seized at Archangel) *H.Michelsen*	**SteelScSr** (*ex*Concurrent) 1*Dk*	821 608 510					1890	Flensburg Schiffsb.Ges. Flensburg	Vöge&Däcker	192·0 Q59'B49'F20'	30·7	13·2	Flensburg German *WB*	T.3Cy.14",21"&40½"–27" 85NHP FlensburgerSchiffsb.Ges.		
1860	**Cyklop** (*Tug*)	**SteelSc**	151 146 48					1908	Hong K'ng & Whampoa Dock Co.Ld. HongKong	Norddeutscher Lloyd	96·0	20·0	10·5	Bremen German	T.3Cy.9",14"&25"–15" 24NHP HongKong&Whampoa Dock Co.Ld.HongKong		
1861 120493 HBTJ	**Cymrian** *W.C.Roberts* –15 (*ex*Kingwood) *Well deck*	**SteelScSr** *ssCff.No.2–14 1Dk(Stl)&deep framing*	1014 750 609	✠100A1 6,16	Cff LMC6,16	*m*	6,16	1905 1mo *Lloyd's*	A.Vuijk Capelle a/d Ysel *sA&CP*	GoldenCrossLine, Ld. (O.&W.Williams&Co. *Mgrs.*) *WB = Cell DBa*	215·6 Q74'B61'F21' 61'*f* 81'	32·1 FK	15·3 1*BHCem* 232*t APT*15*t*	London British	T.3Cy.17",28½"&46"–30" (*s*) 180lb *100lb* 133NHP 1SB,*3pf*,GS52,HS2152 G.T.Grey,SouthShields	16 " 3 s 1 " 2 15 " 4	
1862 109715 SGBL	**Cymric Prince** (*WRECKED 2,17*) *D.O.Campbell* –15 (*ex*Kyleness, *ex*Jessie Burns)	**SteelScSr** *ssSld.No.3–3,07 ssNpt.No.2–16 1Dk(ptIrn ptStl)2trB &deep framing 3Dk rule*	3444 3260 2206	✠ 5,16	Npt	*w*		1901 3mo	Short Bros. Ld. Sunderland	Anglo-Belgique ShippingCo.Ld. (Owen&Williams, *Mgrs.*) *Cell DB*	340·3 P31'B132'F38' *a* 110' *uE* 24' *f* 128'	47·2 FK	26·1 6*BHCem* 809*t APT*15*t*	Cardiff British	T.3Cy.23",40"&66"–45" 313NHP 2SB,*3pf*,GS142,HS4800 J.Dickinson&Sons,Ld.Sld.	27 " 4	
1863 135345	**Cynfal** *Harvey* –17	**SteelSc K** 1*Dk(Teak)*	58 58 26	✠100A1 *For Ferry purposes* 6,17 (Class Continued)	Liv LMC6,17			1916 4mo *Lloyd's*	W.J.Yarwood&Sns Ld Northwich *sA&CP*	TheMayor,Aldermen,&Citizens of Bangor	~~68·0~~ 68·3	15·7	~~7·4~~ 17·6 BK5'	~~Bangor~~ British Beaumaris 3*BHCem*	C.2Cy.9½"&20"–15" (*s*) 146lb 13RHP 1SB,*2pf*,GS24,HS512 W.J.Yarwood&Sons,Ld.	S " 0	
1864 86226	**Cynosure** (*ex*Sailing)	**WoodScFlat**	119 111 81					1877	Ann Deakin Winsford	SaltUnion,Ld.	84·2	20·5	8·8	Liverpool British	2Cy.11"–17" NE&B84 22RHP Deakin&Co.,Winsford		
1865 99079 MPSG	**Cynthia** *W.McLaughlin* –07	**IronPadSp** *1Dk*	225 210 90					1892	J.T.Eltringham&Co. S.Shields	MevilleS.S.Co.Ld. (D.O'Donnell, *Mgr.*)	153·4 B21*t*	21·4 H13*t*	10·3	Lndnderry British	C.D.2Cy.23"&46"–36" 98RHP J.Stewart&Son(Lim.),Lon		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. *Master.* *Late Name if any.* Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned / now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 Built. By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NP=Horse power by Society's formulæ; RP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Datrol.B.of Trade Cert.
1866 108464	**Cynthia** **IronScK** *T.Wright* –16 *ss*Gms.No.3–7,09 (*ex*LordSelborne, *ss*Gms.No.1–17 *ex*Sargon) 1*Dk*		167 154 68	✠100A1 *StmTrawler* 1,17 ✠NB4,16 ✠LMC1,17	Gms		N1,17	1897 4mo *Lloyd*	Cook, Welt'n&Gemmell Hull *sA&CP*	AllenStm.Fishing Co.Ld.(W.J.Allen, *Mgr.*)	108·7 | 20·7 | 11·0 Q24'F19' ND10 BK7½"	Grimsby British *3BHCem*	T.3Cy.12½",19½"&32"–22½" 170lb (*s*) 50RHP 1SB,*2pf*,GS30,HS1027 C.D.Holmes&Co.Hull	11 ″ 10	
1867 125994	**Cynthia No. 2** **IronSc** *T.H.Laird*		109 — 54					1882	Neafie&Levy Philadelphia	PropellerTowBoat Co.	92·4 | 19·5 | 9·0	Savannah Utd.States	C.2Cy.17"&30"–24" 37NHP Neafie&Levy,Philadelphia		
1868 109406 QDRJ	**Cypria** **SteelScSr** *R.J.Johnstone* –17 *ss*Liv.No.3–7,10 *Elec.light* *ss*Liv.No.1–16 1*Dk*(*Stl*)&*Spar dk*(*Stl*)&*deep framing*		2950 2732 1881	✠100A1 *Spar dk* 5,18 2,17 BS1,18 BS12,16 ✠LMC6,15	Liv Mch	*u*	2,17	1898 1mo	Workman, Clark&Co.Ld Belfast A&CP	CunardS.S.Co.Ld. *WB*=*CellDBa*	332·1 | 45·7 | 15·0 P25'B76'F33' 22·5 FK 106'*uE*&*B*56'*f*108' 620*tAPT*35*t*	Liverpool British *6BHCem*	T.3Cy.24",40"&66"–45" (*s*) 200lb *80lb* 356NHP 2SB,*6cf*,GS113,HS4604 FD Wrkman,Clark&Co.Ld Bel	24 ″ 11 s 4 ″ 7½ 20 ″ 8	
1869 122699 HFTR	**Cyrano** **SteelScK** *F.Crocker* –15 *ss*Flt.No.2–13 1*Dk*		214 196 83	✠100A1 *StmTrawler* 8,14 BS8,14 ✠LMC7,13	Gms		7,13	1905 8mo *Lloyd*	Cochrane& Sons Selby *sA&CP*	StrandSteam FishingCo.Ld. (H.C.Baker, *Mgr.*)	117·0 | 21·6 | 11·7 Q62'F19' BK7½"	Grimsby British *4BHCem*	T.3Cy.12",21"&34"–24' (*s*) 180lb 60RHP 1SB,*2pf*,GS33,HS1096 C.D.Holmes&Co.Hull	12 ″ 6	
1870 135184 JBMQ	**Cyrena** **SteelScSr** *E.Evans* –16 *ss*Sng.No.1–17 *Elec.light* 1*Dk*(*Stl*) *Mchy.Aft*		2138 1848 1214	✠100A1 *Spar dk* ~~2,17~~ ~~6.16~~10,17 ~~BS6,16~~ ✠LMC ~~1·5 4,17~~ *Fitted for oil fuel* 1,13	Sng	*r*	~~11,15~~ 10,17 *F.P.*	1913 1mo *above Lloyd*	W.Gray& Co.Ld. WHartlepool 150° F. *sA&CP*	Anglo-Saxon PetroleumCo.Ld. *Intermediate* *BH in fore* *WB*=*Cell*	288·2 | 39·0 | 19·9 P73'B14'F35' FK *hold dispensed with* *DBf*184'456*tFPT*	London British *Cem* *4BHonly* 224*tAPT*36*t*	T.3Cy.22",36"&60"–39" (*s*) 180lb *100lb* 270NHP 2SB,*6cf*,GS86,HS3605 FD Cen.Mar.Eng.Wrks.WHpl	22 ″ 4 s 2 ″ 2 19 ″ 6	
1871 95272 KVGW	**Cyrene** **SteelScSr** *O.S.Johnson* –16 *ss*Nwc.2ndNo.3–10,14 1*Dk*(*Irn*)&*Spar dk*(*pt Irn–ws*)*3trB* *Keelsons Iron*		2904 2649 1834	✠100A1 ~~9.17~~ *Spar dk* ~~5,17 2,17~~ ✠LMC MS12,13 BS5,~~16~~ 2,17	Shl Cff	*t*	2,17	1888 10mo	Short Bros. Sunderland A&CP	CyreneShpg.CoLd (W.Coupland&Co) *WB*=*DBa*92'*f*50'354*t*	302·0 | 42·0 | 19·4 B65'F33' 27·4 BK10"	Sundrland British *5BHCem*	T.3Cy.23½",38"&62"–42" (*r*) 150lb *100lb* NDR17 233NHP 2SB,*6cf*,GS120,HS3407 G.Clark,Sunderland	28 ″ 4 s 6 ″ 9½ 22 ″ 10	
1872 4330 JNVR	— **SteelScSr** *N.P.Jönsson*04–08 (*ex*Sailing vessel) 1*Dk*		425 351 290					1904	Lödöse Varf Lödöse	Rederiaktieb. Unda (J.A.Waller, *Mgr.*)	138·7 | 25·9 | 12·8 Q14'H36*t*F15'	Gothenbrg Swedish *WB*	C.2Cy.12"&28"–18" E&B*fitted*07 28NHP LödöseVarf,Lödöse		V
1873 ~~946~~ JWAL 142324 JSMK	**Czar** *Marshall* –18 **SteelTwinScSr** ~~*Jbarclei* –15~~ *Elec.light* Wireless *ss*Gls.No.1–17 3*Dks*(*UStl*–teaks 2*nd dk Stl*–ws)		6516 4801 3812	✠100A1 ~~2,17~~ 2,18 ✠LMC2,17	Gls ~~Sun~~ NYk	*a*†	~~2,17~~ ~~2,17~~ ~~82,18~~	1912 5mo *Lloyd*	Barclay, Curle&Co.Ld. Glasgow *sA&CP*	~~RussianEast AsiaticS.S.Co.Ld.~~ ~~(RussianAmerica Line)~~ TheShipping Controller(CunardSSCo.Ld.,*Mgrs.*) *WB*=*CellDB*	~~426·1~~ | 53·2 | 29·4 P74'B203'F73' 425 · 0 FK *a*104'*uE*46'	London British *7BHCem*	Q.8Cy21½",30¾",44"&63"–48" 215lb (*s*) 889NHP 6SB,*18cf*,GS322,HS13302 FD Barclay,Curle&Co.Ld.Gls.	32 ″ 0 s 8 ″ 2½ 24 ″ 5	
1874 61 HKCS	— **SteelScBk** *Androunine* *Elec.light* 3*Dks*(1*Stl*)		2160 2007 1524	✠ 6,83	Nwc	*t*		1883 4mo	Armstrong Mitchell&Co. Newcastle	RussianStm.Nav. &TradingCo.	319·0 | 37·0 | 23·5 P59' B94' F55' *WB*=*CellDB*300*t*	Odessa Russian *8BHCem*	T.3Cy.24",40"&65"–48" NE&B95 293NHP Wallsend SlipC.(Lim)Nwc		
1875 103907	— **WoodScSp** *R.Jones*14–14 1*Dk*		152 127 93					1897	T.H. Trakey Victoria,B.C.	G.F.Payne	101·0 | 21·5 | 11·0	Vict'riaBC British	Q.4Cy.11",14",20"&31"–24" 56RHP Hnckly,Spears&HayesSFo		
1876	**Czar Nicolai II.** **SteelScSr** (Captured and taken to Malta) *Mchy.Aft* 2*Dks* *Elec.light* *Carrying Petroleum in bulk*		2076 1794 1305					1895	F.Schichau Danzig		268·0 | 38·1 | 22·9 P78'H22'F31'	 *WB*	Q.4Cy.19",27",39"&67"–35" 265NHP F.Schichau,Elbing		V
1877 70 HQCM	**Czarewitch** **SteelPadSr** 1*Dk*		208 — 101					1880	MotalaCo. Gothenburg	ZariaDampfsch. Ges.	158·0 | 20·6 | 7·5	Cronstadt Russian	C.2Cy.31"&53"–42" 152NHP MotalaCo.,Gothenburg		
1878 541 LMBK	**Czarewna** **SteelPadSr** *Th.Abadji*12– 1*Dk*		216 — 112					1880	MotalaCo. Gothenburg	M.T.Govallo	158·5 | 20·5 | 8·3	Taganrog Russian	2Cy.31"&53"–42" 152NHP MotalaCo.,Gothenburg		
1879 142335 ~~1WAC~~ JSMR	**Czaritza** **SteelTwinScSr** ~~*C.Ruseman*14–15~~ *Elec.light* 2*Dks*(*Stl–U* teaks &2*nd* *Ref.Mchy.* *dk*–ws)&*Shade dk*(*Stl*–ws)		6598 4793 4119	✠100A1 *Shade dk* 2,18 2,17 ~~Lloyd'sRM~~ ✠LMC5,15 ~~Lloyd'sRM~~ G1,16	NYk	*b*†	P1,16 S2,18	1915 5mo *Lloyd*	Barclay, Curle&Co.Ld Glasgow *sA&CP*	TheShippingCon-trol...(CunardS.S. Co.L...dgrs.) *WB*=*CellDBa* *f*182'705*t DTa*33'	440·0 | 53·4 | 29·3 104'*uE*46' FK 184*t DTf* *FPT*	London British *10BHCem* *5ltAPT*21*t*	Q.8Cy21½",30¾",44"&63"–48" 215lb (*s*) FD 889NHP 6SB,*18cf*,GS332,HS13302 Barclay, Curle&Co.Ld.Gls.	32 ″ 0 s 7 ″ 11½ 24 ″ 4	

*** Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 / 3 Nom du Navire. Matériaux, Grément, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L. R. Marine Cert. L. of Trade.
1 129479 TMNR	**D. A. Gordon** SteelScSr *J.A.McLeod* –16 *Mchy.Aft* 2*Dks* *Elec.light*	2301 2138 1434			…		1910	Clyde S.B. & Eng.Co.Ld. Port Glasgow	Canada Steamship Lines, Ld.	249·3 F39′	43·0	23·7 FK	Montreal British *WB*	T.3Cy.18″,30″&50″–36″ 166NHP Clyde S.B.&Eng Co.Ld.PG1	26 ″ 6	C
2 473 LMAQ	**D. Diamantidis** IronTwinScSr *Mchy.Aft* 1*Dk*	488 — 280					1895	Edwards Bros. N.Shields	P.Couroupos	200·0 P42′	31·3	10·0	Taganrog Russian	C.4Cy.14″&28″–21″ 60NHP N.E.Mar.E.Co.(Lim.),Sld.		
3 214147	**D. G. Kerr** SteelScSr *Elec.light* 1*Dk*(*Stl*)&*Web frames* *Mchy.Aft* Sub.Sig. *Longitudinal framing*	7756 6446 6026	✠100A— 6,16 *For Service on the Great Lakes* ✠LMC6,16	Clv			1916 6mo	American S.B.Co. Lorain,O.	Pittsburgh Steamship Co. *Cell D B u E & B55′ f & in Hopper side t*	580·0 F53′ 8′ *anks* 479 8724 *t FPT*	60·0 FK	32·0	Duluth Utd. States 3 *BH* 299 *t APT* 59 *t*	T.3Cy.24½″,41″&65″–42″ (*s*) 180lb 414NHP 3SB,*6cf*,GS137,HS6405 FD American S.B.Co. Lorain,O	32 ″ 0	
4 214353 LGHC	**D. G. Scofield** SteelScSr *G.E.Bridgett* 95–16 *Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Mchy.Aft* &*Web frames* Sub.Sig. *Longitudinal framing*	8651 8316 5193	✠100A1 *Shelter dk with freeboard* 8,17 ~~12,16~~ ✠LMC8,16 *Carrying Petroleum in bulk* *Fitted for oil fuel* 8 ,16 *F.P. above* 150° F.	S.Fo	*c* †		1916 8mo	Union Iron Works Co. San Francisco A&CP	Standard Oil Co. of California *Cell D B u E & B71′* 276 *t DT* 29′430 *t*	439·5 FK *FPT* 127 *t APT* 57 *t*	58·0	39·1	S.Frncisco Utd. States 16 *B Hpt Asp* 10 „ *to U dk* 6 „ „*2nd*„	Q.4Cy.24″,34″,51′&74″–54″ 220lb *220lb* (*r*) 699NHP 3SB,*9cf*,HS10695 FD Union Iron Works Co.S.Fo.	41 ″ 0 s 12 ″ 2 29 ″ 2	
5 136606 JLTR	**D. H. S.** SteelScK (*Drifter*) 1*Dk*	100 99 46					1915	J. Duthie Torry S.B.Co. Aberdeen	Digby, Hunts & Shreeve, Ld.	86·3	18·7	9·0	Lowestoft British	T.3Cy.9¾″,15″&22″–16″ Elliott &Garrood,Ld. 25RHP Beccles		
6 100725	**D. J. Purdy** WoodPad (*ex* Sincennes) 1*Dk*	228 179 129					1893	J.&R.Weir Montreal	Crystal Stream S.S. Co. Ld.	142·2	24·4	8·4	St John NB British	1Cy.32″–96″ 34RHP J.&R.Weir,Montreal		
7	**D. Luiz** SteelTwinScSr *J.Maria* –05 (*ex* Lady North) 1*Dk*	*195* *162* *24*					1900	Gourlay Bros.&Co. Dundee	Caminhos de Ferro do Sul e Sueste (State Railway)	160·0 B46′	21·1	7·0	Lisbon Portuguese *WB*	T.6Cy.9½″,14½″&22″–15″ 37NHP Gourlay Bros.&Co.Dundee		
8 214599	**D. M. Clemson** SteelScSr *Elec.light* 1*Dk*(*Stl*)&*Web frames* *Mchy.Aft* Sub.Sig. *Longitudinal framing*	7728 7462 6020	✠100A— *For Service on the Great Lakes* 1,17 ✠LMC1,17	Clv			1917 1mo	American S.B.Co. Lorain,O.	Pittsburgh S.S. Co. *Cell B Du E & B55′ 2 f & in Hopper side t*	580·0 F53′ 30 *t anks* 479′8724 *t FPT*	60·0 FK	32·0	Duluth Utd. States 3 *BH* 299 *t APT* 59 *t*	T.3Cy.24½″,41″&65″–42″ (*s*) 180lb 414NHP 2SB,*6cf*,GS137,HS6405 FD American SB.Co.Lorain O.	32 ″ 0	
9 201840	**D. M. Philbin** SteelScSr (*ex* Sylvania) *Elec.light* *Mchy.Aft* 1*Dk*	6272 — 4826					1905	West Bay City S.B.Co. West Bay City	Duluth S.S.Co. (G.A.Tomlinson, *Mgr.*)	504·0	54·0	26·7 *WB*	Duluth Utd. States	T.3Cy.22½″,36″&60″–42″ 233NHP Detroit S.B.Co. Detroit		
10 96476 KPNT	**D. N. Luckenbach** IronScSr *O'Leary* *ss* Liv.No.3–5.96 (*ex* Hector, *ex* Pedro, *ex* Lilburn Tower) Sub.Sig. 1*Dk*(*Irn*)&*Spar dk 3 tr B*	2929 — 1851	✠ *Spar dk* 9,97	Liv	*u*		1883 6mo	Wigham Richrdsn&Co Newcastle	E.F.Luckenbach *W B = D B a* 104′ *& u*	330·2 27·8 FK *E & B* 68′ 266 *t FPT*	38·3	20·2	New York Utd. States 6 *BHCem* 56 *t APT* 25 *t*	C.2Cy.40″&74″–48″ NB06 316NHP Wigham Richardson&Co. Nwc.	29 ″ 0	R
Wrecked 3,15 11 HQMJ	**D. Negropontes** SteelScSr *A.Dimadis* –15 *ss* Tri.No.3–5,11 *ss* Sws.No.1–15 1*Dk*(*Irn*)&*deep framing*	*2575* *2396* *1619*	~~✠100A1~~ 9,17 ~~8,15~~ Bry ~~Boilers~~ ✠ ~~Mchy~~	Sws	*t*	8,15 9.17	1902 3mo	R. Thompson&Sons Sunderland *Lloyd's* *SA&CP* *WB*	J.D.&A.D. Negropontes & Saliaris Bros. = *Cell D Ba* 96′ *u E &*	310·0 P29′B90′F35′ *B32′ f* 130′74 *t FPT*	45·0 FK	20·4	Piræus Greek 5 *BHCem* 71 *t APT* 121 *t*	T.3Cy.23″,38″&62″–42″ (*s*) 180lb *120lb* 265NHP 2SB,*6cf*,GS115,HS4020 J.Dickinson&Sons Ld.Sld.	22 ″ 10 s 3 ″ 7½ 19 ″ 6	
12 203979	**D. O. Mills** SteelScSr *Mchy.Aft* *Elec.light* Sub.Sig. 1*Dk*	6598 — 4850					1907	Gt. Lakes Eng. Works Ecorse, Mich.	Interlake S.S.Co. (Pickands, Mather &Co., *Mgrs.*)	532·0	58·2	32·0 *WB*	Cleveland Utd. States	T.3Cy.24″,37″&65″–42″ 274NHP Gt.Lakes Eng.Wks.Detroit		
13 74094	**D. P. Ingraham** WoodSc *M.Ross* 1*Dk*	113 69 69					1864	..... Philadelphia	R.G.Rendell (W.Strong, *Mgr.*)	102·0	21·4	8·1	SJhnsNFL British	C.2Cy.14″&30″–32″ NB91 75RHP *Cmp* 91 J.Angel&Co S.Johns		
14 203676	**D. R. Hanna** SteelScSr *Mchy.Aft* *Elec.light* 1*Dk*	7023 — 5491					1906	American S.B.Co. Lorain	Pioneer S.S.Co. (Hutchinson&Co., *Mgrs.*)	532·0	56·0	31·0 *WB*	Cleveland Utd. States	T.3Cy.23½″,38″&63″–42″ 257NHP American S.B.Co.Cleveland		
15 HFVG	**D. Siedler** SteelScSr *S.Sislaff* –12 1*Dk* 2*tr B*	502 383 289					1889	J.W.Klawitter Danzig	F.G.Reinhold	172·0 Q34′ B44′ F21′	25·0	13·0	Danzig German *WB*	T.3Cy.13″,22″&35″–26″ NB14 62NHP J.W.Klawitter,Danzig		G
16 137193	**D. W. Fitzgerald** SteelScK 1*Dk*	235 221 102	✠100A1 *Stm Trawler* 4,16 ✠LMC4,16	Abn			1916 4mo	Hall, Russell&Co.Ld Aberdeen *Lloyd's* *SA&CP*	R.Irvin& Sons, Ld.	122·5	22·2	12·3 BK7½″	Aberdeen British	T.3Cy.12″,20″&34″–24″ (*s*) 180lb 78RHP 1SB,*3pf*,GS48,HS1429 Hall,Russell&Co.Ld.Abn.	13 ″ 3	
17 2214 HTNC	**D. W. Lilliehöök** WoodScSr *J.D.Wickberg* 16–16 *Mchy.Aft* 1*Dk*	192 154 81					1888	J.O. Johansson Södra Garn	P.Ingvarsson	98·1 P26′H8′F11′	22·7	10·1	Brantevik Swedish	C.2Cy.9½″&21″–13½″ NE&B08 14NHP Wilhelmsbergs M.V.Got.		
18 480 NSFP	**D'Aosta** SteelScSr *ss* Nwc.No.3–2,06 (*ex* Elio, *ex* Aldgate) *ss* Gen.No.1–11 1*Dk*(*Stl*)&*Web frames* &*Spar dk*(*Irn*)	3344 3230 2135	✠ ~~—~~ 3,15 *Spar dk* ✠	Gen	*v*		1892 8 m o	Richardsn, Duck&Co Stockton *WB*	"Lloyd Sabaudo," Soc.Anon.per Azioni = *Cell D B* 288′566 *t*	340·5 P35′F35′ *FPT* 85 *t APT* 33 *t*	42·1 27·1 BK10″	19·2	Genoa Italian 6 *B Hpt Asp* *pt Cem*	T.3Cy.24″,40″&66″–45″ NDB10 300NHP 2SB,*6cf*,GS116,HS4626 G.Blair&Co.Ld.Stockton	29 ″ 6	IC
19 142708 1TGD ~~M F B T~~	**Dacapo** SteelScSr ~~*K Bros*~~ *Elec.light* 1*Dk*	~~724~~ 725 528 418					1908	J.Crown& Sons,Ld. Sunderland	The Shipping Controller (Alexander Bros., *Mgrs.*)	195·0 Q96 *t* B28 *t* H25 *t* F22 *t*	30·2	11·0	~~Trndhjem~~ Norwegian London *WB* British	T.3Cy.14″,23½″&38″–27″ ~~75RHP~~ 75NHP N.E.Marine Eng.Co.Ld.Sld.		N
20 PGBH	**Dacia** SteelTwinSc *G.Margineanu* *Fitted for oil fuel* *Elec.light* Wireless 2*Dks* &*Awng dk*	3147 — 1416					1907	Atel.&Ch. de la Loire St.Nazaire	Roumanian State Maritime Service	356·9	41·9	27·5 *WB*	Constanza Roumanian	T.6Cy.24⅜″,38⅜″&64⅜″–39⅜″ 525NHP Atel.&Ch.de la Loire,Nts.		V
Sunk (War Loss) 21 56907 HTLB	— *D.Morton* –16 *ss* Lon.3rd No.3–2,06 *Cable Vessel* *ss* Lon.No.2–14 Wireless 1*Dk* &*Spar dk 3 tr B*	**Iron Sc Bk** 1252 1473	✠ ~~A1~~ *Spar dk* 4,16 ~~B&T,16~~ ~~LMC6,16~~	Lon		6,15	1867 11mo	J.Laing Sunderland A&CP	India Rub. Gutta Percha & Telegrph Works Co. Ld.	283·0 P23′B170′F28′ len 70	34·7 25·3 BK8½″	17·9 *WB = DB*	London British 5 *BHCem* a 66′ *f* 91′414 *t*	C.4Cy.23″&45″–36″ (*i*) 70lb *50lb* NB75 207NHP 5 *BHCem* *Cmp.*75 G.Clark,Sunderlnd	26 ″ 10 s 6 ″ 4 23 ″ 10	
22 120920 HFPK	**Dacre Hill** SteelScSr (Detained at Hamburg) *I.Kendell* –10 *ss* Bry.No.1–10 1*Dk*(*pt Irn* &*pt Stl*)&*deep framing*	2674 2503 1714	✠100A1 12,13 ✠LMC12,13	Liv	*u*	12,13	1906 2mo	JL Thompson&Sons,Ld Sunderland *Lloyd's* *SA&CP*	Chart Shppg Co. Ld (W.Price&Co. *Mgs*) *WB* = *Cell D Ba* 102′ *u E &*	314·0 P23′B170′F28′ *B34′ f* 128′673 *t FPT*	46·5 FK	20·6	Liverpool British 5 *BHCem* 95 *t APT* 80 *t*	T.3Cy.23″,38″&62″–42″ (*s*) 160lb *80lb* 260NHP 2SB,*6pf*,GS111,HS4068 J.Dickinson&Sons,Ld.Sld.	23 ″ 1 s 3 ″ 0 20 ″ 5	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys.	3 Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed; if not in L.R. Date of L.of Trade Cert.
Now named "Marina," See No. 559 in M.																	
23 Dade 213863 Johnson LFRT Elec.light	IronScSr (exJosefita) 2Dks		1151 — 759					1887	Neafie& Levy Philadelphia	C.L.Dimon	207·3	33·0	18·0	NewYork Utd. States WB	C.2Cy.30″&50″–36″ 125NHP Neafie&Levy,Philadelphia		
24 Daffodil 123974 G.Cubbin Elec.light	SteelTwinScCtr (Ferry) 1Dk		465 465 134				...	1906	R.Stephenson&Co.Ld. Newcastle	TheMayor,Aldermen&Burgesses of theBorough of Wallasey	152·1	40·6	11·2 FK	Liverpool British WB	T.6Cy.16″,24″&41½″–21″ 145 257NHP D.Rollo&Sons,Liverpool	11 ″ 6	BT till 7,17
25 Dafila 135719 W.T.Shaw07–17 JNWV Elec.light	SteelScSr 1Dk(Slt)&Shltr dk(Stl) 2nd dk(Stl)in forehold		1754 1527 871	✠100A1 Shelter dk withfreeboard 3,17 ✠LMC2,17	Nwc	s		1917 3mo	Swan,Hunter&Wigham-Richardson, Ld.Newcastle	CorkS.S.Co.Ld.	285·0	40·0	19·4 FK	Cork British 6BHCem	T.3Cy.20½″,34″&56″–42″(s) 180lb 318NHP 3SB,6cf,GS126,HS5000 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc.	20 ″ 8 s 1 ″ 5 19 ″ 6	
								Lloyd's		*CellDBa82'u*	*E20'f118'433tFPT*			34tAPT36t			
26 Dafni D.Mexis –15 (exVaziryandjikis, exBeryl) Well deck	IronScSr ssShl.2ndNo.3–4,07 ssPir.No.1–12 1Dk(Irn)2trB Cargo battens not fitted		1190 876 774	✠ — 5,16 ✠	Pir	n		1881 2mo	W.B. Thompson Dundee	PandelisBros.	234·0 P136'F37' WB=CellDB187'	32·2	15·3 BK8″	Piræus Greek NDB07 Turkish WB	C.2Cy.27″&54″–36″ 157NHP 2SB,4cf,GS76,HS2985 W.B.Thompson,Dundee	17 ″ 7	
27 Daga 300 C.J.Olsson13–13 JBKV (exSiri.exFridolf,exDelfin)	CompScSr 1Dk		166 139 101					18$\frac{72}{84}$	EW Häggblad Norrköping	G.Övergaard	98·4 B19'	22·3	10·0	Karlstad Swedish	C.2Cy.7¼″&15¼″–10¾″ 6NHP P.Larsson,Thorskog		
28 Dagali O.Olsen MFPV Mchy.Aft	SteelScSr 1Dk		742 572 395					1909	Akers Mek.Værks. Christiania	Akties.Ocean (J.P.Pedersen& Sön,Mgrs.)	181·4 P90tH48tF19t	30·2	12·8	Chrstiania Norwegian WB	T.3Cy.13″,21″&33″–27″ 56NHP Akers.Mek.Værks.Xia.		N
29 Dagbjörg C.Pettersen MPTD	SteelSc 1Dk		787 621 437					1914	J.Meyer's S.B.Co. Zalt-Bommel	E.B.Aaby	200·6 B52'F22'	31·5	12·4	Drammen Norwegian	T.3Cy.14″,23″&38″–27″ 75NHP G.T.Grey,S.Shields		N
30 Dageid G.Evensen MBWD Elec.light	SteelScSr 1Dk		1252 1111 788					1904	Fredrkstad Mek.Værks. Fredrikstad	Akties.Ocean (J.P.Pedersen& Sön,Mgrs.)	241·2 P19tH65tF29t	35·6	17·6	Chrstiania Norwegian WB	T.3Cy.18″,29″&48″–33″ 132NHP FredrikstadM.V.Frdstad.		N
31 Dagfin A.J.Salvesen02–04 HFCQ Elec.light	SteelScSr 1Dk&Spar dk		1442 1329 896					1902	Fredrkstad Mek.Værks. Fredrikstad	Acties.Dagfin(J.P. Pedersen&Sön)	230·8 H112t	35·2	20·6	Chrstiania Norwegian WB	T.3Cy.16½″,27″&44″–32″ 109NHP FredrikstadM.V.Frdstad		N
32 Dagfred P.Jamvold06–06 HSWR	SteelScSr 1Dk		1072 840 659					1900	FevigsJrn-skibsbyggeri Fevig	Akties.Ocean (J.P.Pedersen& Sön,Mgrs.)	230·3 Q126tB58tH16t F30t	34·0	13·4	Chrstiania Norwegian WB	T.3Cy.16½″,27″&44″–30″ SirC.Furness, Westgarth&Co.Ld.Mdb. 106NHP		N
33 Daghestan 132070 J.Macfarlane09–12 HWNM	SteelScSr ssGls.No.1–17 1Dk(Stl)&Web frames Longitudinal framing		3691 3398 2288	✠100A1 2,18 ~~6,16~~ ✠LMC ~~8,12~~ 8,17	Npt AIS	w	5,16	1912 8mo	Short Bros. Ld. Sunderland	RomeSm.Shpg.Co. Ld.(Fisher,Alimonda&Co.Mgrs.)	346·5 P28'B101'F32'	50·8	23·3 FK	Sundrland British 6BHCem	T.3Cy.24½″,40″&66″–45″ (s) 180lb 180lb 316NHP 2SB,3pf,GS142,HS4859 J.Dickinson&Sons,Ld.Sld.	25 ″ 8 s 4 ″ 6 21 ″ 6	
								Lloyd's		*CellDBa110'uE&B*	40'f148'1116tFPT			93tAPT185t			
34 Daghild 139168 JNMQ Elec.light	SteelScSr		8000 7613 4862					1916	W.Doxford &Sons,Ld. Sunderland	TheShippingController (~~Jenkins Bros.,Mgrs.~~)(G. Heyn&Son,Mgrs.)	455·0	58·1	33·2	London British WB	T.3Cy.28½″,47″&78″–54″ 447NHP W.Doxford&Sons,Ld.Sld.		
35 Dagland O.Foyn MFJB	SteelScSr 1Dk		1140 996 684					1908	Akers Mek.Værks. Christiania	Akties.Ocean (J.P.Pedersen& Sön,Mgrs.)	228·6 H66tF33t	36·2	15·8	Chrstiania Norwegian WB	T.3Cy.16½″,27″&44″–33″ 111NHP AkersMek.Værks.Xia.		N
36 Dagmar 732 M.Urdsing 05–11 HQPF	SteelScSr ssRga.No.3–7,13 1Dk(Stl)&deep framing		2291 1976 1336	✠100A1 6,14 ✠LMC MS1,13 BS2,16	Cff	s	6,14	1900 6mo	Helsingörs Jernsk &Msk Elsinore A&CP	Russich-Baltische Dampfschfts.Ges. (Helmsing& Grimm,Mgrs.)	290·0 Q16'B70'F36' WB=CellD	42·5	19·3 FK	Riga Russian 5BHCem	T.3Cy.20½″,35″&57″–39″ (s) 180lb 90lb 215NHP 2SB,6rf,GS76,HS3247 HelsingörsJernsk.&Mskb.	21 ″ 10 s 3 ″ 6½ 18 ″ 7	
										Ba58'a&uE54'f1	20'578tFPT58tAP			T44t			
37 — C.Hansen NBMC	SteelPad (Ferry) 2Dks		438 424 238					1889	Burmeister &Wain Copenhagen	DeDanske Statsbaner	206·4 len04	26·3	10·9	Masndsnd Danish	C.2Cy.32″&60″–45″ 201NHP Burmeister&Wain,Cpn.		
38 — 4317 C.G.E.Hartzell71–04 JNVF	SteelScSr 1Dk		368 178 253					1904	Göteborgs M.V.Aktieb. Gothenburg	Rederiaktieb.Norden i Norrköping (F.Forsman,Mgr.)	120·2 P79'H53'F29'	24·1	10·3	Nrrköping Swedish	C.2Cy.17$\frac{15}{16}$″&39$\frac{3}{8}$″–23$\frac{5}{8}$″ 63NHP GöteborgsMV.Aktieb.Got		
39 — N.Kristensen16–16 JPWC	WoodScSr 1Dk2trB		273 234 161					1869	..... Sjötorp	Amundsens Dmpskaktiessk (B. Amundsen,Mgr.)	121·4 B37t len76	22·2	13·2	Trondhj'm Norwegian	C.2Cy.15″&29¾″–18″ NB99 NE76 31NHP LaxevaagsVerkst,Bergen		
40 — 340 A.Jakobson13–13 IACG	IronScSr 1Dk		220 — 106					1867	J.Schichau Elbing	RevalShippingCo. Ld.(J.Pitka&Co., Mgrs.)	145·8 P36'	19·3	11·8	Reval Russian	C.2Cy.14″&28″–18″ NE&B96 47NHP OscarshamnsM.V.		
41 — 4254 J.B.Henriksson –11 JNQM Mchy.Aft	CompScSr 1Dk		187 156 90					1903	Sixten Groth Sjötorp	Ångf.Aktieb. Örnen (A.Th.Assmundson,Mgr.)	99·8 B17'H5t	22·8	10·2	Gothenbrg Swedish	C.2Cy.9¼″&21″–13½″ 13NHP LundbyM.V.Aktieb.,Got.		
42 — 47614 W Ireland –15	IronPadSr		183 183 19					1863	Laird Bros. Birkenhead	ManchesterShip CanalCo.	138·0	21·0	8·4	Manchestr British	D.2Cy.38″–48″ 95RHP LairdBros.Birkenhead		
43 — A.Sten MJLQ	WoodScSr (exSailDagmar) 1Dk		166 152 93					1874	..... Sandefjord	Acties.Dagmar (O.Mathisen& N.Jacobsen)	93·4 H10t	23·4	11·5	Narvik Norwegian	E.fitted13		
44 Dagmara 1078 LRAV	IronPad 1Dk		223 — 108					1869	Richardson Newcastle	Azoff-BlackSea S.S.Co.	157·4	21·6	8·2	Rostoff Russian	2Cy.30″–42″ 45NHP		
45 Dagny NRSK	SteelScSr C.V.Torkildsen11–11 ssShl.No.3–5,14 1Dk(Irn)&deep framing		1220 1041 735	✠100A1 ~~6,17~~ 12,16 ~~14,17~~ ✠LMC ~~MS8,14~~ 8,17 BS1,16	Shl ~~Bly~~ SWS	o	~~5,16~~ 8,17	1901 5mo	W.Gray& Co.Ld. W Hartlepool A&CP	Dmps.Heimdal (M.Carl,Mgr.)	232·0 P22'B59 F28' WB=Cell DBa&uE88'f90'	34·0	16·7 FK	Copnhagn Danish 4BHCem 348tAPT24t	T.3Cy.18″,28½″&47½″–33″(s) 160lb ~~80lb~~ NDB17 125NHP 1SB,3rf,GS47,HS1830 100lb Cen.Mar.Eng.Wrks.W Hpl	18 ″ 10 s 2 ″ 5½ 16 ″ 8	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 / 3 Nom du Navire. Matériaux, Gréement, etc. / *Capitaine.* *Ex-nom, s'il y a lieu.* / Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 / 6 / 7 Détails de la Classification. Cote. / ✠ Surveillance Spéciale. Date de la dernière Visite. / Port de Visite. / Terme assigné maintenant expiré. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 / 9 Construit. Quand. Navire. Mach. / Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille / Franc-bord au milieu du navire. / Tirant d'eau correspondant. *pds. pc.*	15 Registres de voûte, et Franc-bord d'hiver. Hiver. Nord. Trans.
46	**Dagny** **IronScSr**	1104	✠100A1		1882	H.McIn-	Akties.Dmpsk.	235·4|32·8|16·3	Esbjerg	C.2Cy.26⅝″&52⅝″–42″ (*s*)	17 ″ 6	
	*C.J.Clausen*11–13 *ss*Kel.2ndNo.3–2,08	940	9,17 ~~8,16~~ Cpn		10mo	tyre&Co.	"Malm"	Q116'B15'F31'	Danish	80lb 135NHP	s 2 ″ 1½	
NLQH	(*ex*Nordstjernan, *ss*Els.No.2–16	670	✠NB9,12 ✠LMC8,16			Paisley	(H.Bach-Nielsen,	FK		2SB,*4pf*,GS63,HS2146	15 ″ 8	
	Well deck *ex*Costante,*ex*Bellmore) 1*Dk*(*Iron*)2*trB*				*Lloyd's*	*sA&CP*	*Mgr.*)	*WB=DBa*	59'*f*46'250*t*	4*BHCem* Muir&Houston,Glasgow		
47	**—** **CompScSr**	223			1915	Norra	CarlN.Andersson	102·0|23·2|10·5	Gothenbrg	C.2Cy.9½″&21″–13½″		
5745	*P.Thorell* –15		*Newnamed "Polcrag," See No.44 in Supplement.*					P24'H12'F11'	Swedish	13NHP		
JVKT	1*Dk*	115								VilhelmsbergsM.V.Got.		
48	**—** **CompScSr**	202			1877	P.Larsson	C.N.Andersson	100·7|20·7|11·8	Gothenbrg			
1724	(*ex*Vermland,*ex*OlofVenngren)	185				Thorskog		P16'H5*t*	Swedish			
HPJV	*Mchy.Aft* 1*Dk*	134										
49	**Dago** **SteelScSr**	1757			1902	CaledonSB	Ellerman'sWilson	296·0|37·2|17·4	Hull	T.3Cy.20″,33″&56″–39″		C
113643	*R.Ford* –13	1392				&E.Co.Ld.	Line,Ld.	P175'F33'	British	196NHP		
TKOR	*Ref.Mchy.* 1*Dk*	1057				Dundee		len09 *WB*		CaledonSB&E.Co.Ld.Dun.		
50	**Dagrun** **SteelScSr**	1085			1905	Fredrkstad	Akties.Ocean	230·2|35·1|15·9	Christiania	T.3Cy.16½″,27″&44″–32″		N
	*C.Biering*02-12	939				Mek.Værks.	(J.P.Pedersen&	P10*t*H67*t*F34*t*	Norwegian	104NHP		
MCKG	*Elec.light* 1*Dk*	670				Fredrikstad	Søn,*Mgrs.*)		*WB*	FredrikstadM.V.Frdstad.		
51	**Dahlia** **SteelSc4MstSr**	1057			1907	Lindhol-	NordiskaRederi	208·7|33·6|13·6	Gothenbrg	T.3Cy.16″,26½″&44″–30″		V
4801	*C.O.Roméo*03–07	764				mensV.A.	Aktiebolaget (W.	Q77'B50'F32'	Swedish	88NHP		
JQSt	*Well deck* 1*Dk*	577				Gothenburg	Lundqvist,*Mgr.*)		*WB*	LindholmensV.A.Got.		
52	**—** **SteelScYl**	216	✠100A1		1902	Schofield,	ScheepsExplotatie	113·8|21·4|12·0	Ymuiden	T.3Cy.12″,21″&34″–24″ (*s*)	12″10	
	A.deKoning –16 *ss*Ams.No.3–6,15	204	*StmTrawler*	Ams	4mo	Meeuwenrd&	M.Fredrik		Dutch	180lb 65NHP		
	1*Dk*	69	4,17 ~~12,16~~			Co. Grimsby	(C.G.Olie,*Mgr.*)	BK7½″		1SB,*2pf*,GS36,HS1063		
	Elec.light		✠NB12,16 ✠LMC6,16		*Lloyd's*	*sA&CP*		*WB=DBf*7'13*t*		C.D.Holmes&Co.Hull		
53	**Dahlia II.** **IronScK**	154		...	1889	Cochrane,	N.EasternSteam	100·9|20·7|11·0	Grimsby	T.3Cy.11½″,19½″&31½″–22½″	11″10	
96206	*W.M.Webb* –14 (*ex*Dahlia)	147				Coopr&Scho-	FishingCo.Ld.	Q16'F20'	British	NB10 50RHP		
LHDW	1*Dk*	91				fieldBeverley		BK7½″		C.D.Holmes&Co.Hull		
54	**Daian Maru** **SteelScSr**	470			1912	S.Nagata	OkawaUnyu	113·5|21·3|11·0	Tarumi	T.3Cy.11⅞″,19½″&32⅝″–22″		
15207	(*ex*FukuhakuMaruNo.7)	—				Osaka	KabushikiKaisha	Q61'F20'	Japanese	53NHP		
LWPD	1*Dk*	272							*WB*	S.Nagata,Osaka		
55	**Daichi Maru** **SteelScSr**	1202			1905	Osaka	OsakaShosen	230·0|33·0|17·3	Osaka	T.3Cy.15½″,25½″&42½″–30″		
9674		1073				IronWorks	KabushikiKaisha		Japanese	99NHP		
JTVG	2*Dks*	713				Osaka			*WB*	OsakaIronWorks,Osaka		
56	**—** **SteelScSr**	199			1908	Osaka	TaiwanSuisan	110·6|20·7|10·7	Kiirun,	T.3Cy.11″,18″&30″–22″		
50		161				IronWorks	KabushikiKaisha		Formosa	42NHP		
KBGJ	1*Dk*	107				Osaka			Japanese	OsakaIronWorks		
57	**Daigi Maru** **SteelScSr**	1494		...	1901	OsakaIron	OsakaShosen	254·3|32·9|12·7	Osaka	T.3Cy.22″,36″&59″–36″	22 ″ 0	
7022	*S.Tokushigi* –13 1*Dk*,*Spardk*ŷ	1278				Works	KabushikiKaisha	B73'F33' 19·7	Japanese	292NHP		
JCVP	*deep framing*	663				Osaka		FK	*WB*	OsakaIronWorks,Osaka		
58	**Daigo Maru** **IronScK**	192	✠	Abn	1897	Cochrane&	KobeSanbashi	112·7|21·0|11·6	Kobe	T.3Cy.12¼″,20″&32″–23″	12 ″ 3	
13203	*ss*Abn.No.3–6,10	174	*StmTrawler*		10mo	Cooper	KabushikiKaisha	Q20'	Japanese	65NHP		
LMTV	(*ex*Admiral) 1*Dk*	103	9,11			Beverley		BK7½″		1SB,*2pf*,GS35,HS1174		
			✠NB6,10 ✠							4*BHCem* Bailey&Leetham,Hull		
59	**Daihakusan Maru** **SteelScK**	466			1911	MitsuBishi	T.Hashimoto	163·0|22·5|16·7	Nagasaki	T.3Cy.12″,20″&33″–24″		
15183	(*ex*FukutomiMaruNo.2)	433		-	*Rblt*15	Dykd&EWks		F21'	Japanese	53NHP		
LWKV	*Elec.light* 1*Dk*	261				Nagasaki				MitsuBishiD&EWks.Nag.		
60	**Daiki Maru No. 2** **WoodScSr**	161			1897	Sora	MayedaYeijiro	117·0|16·3|11·7	Hakodate	C.2Cy.14¾″&29½″–18″		
1680		148				Ikutaro			Japanese	29NHP		
HLCM	2*Dks*	92				Osaka				NagataUsaburo,Osaka		
61	**Daikokusan Maru** **SteelSc**	234			1911	.....	HashimotoKisen	115·1|21·3|11·3	Nagasaki			
13189	(*ex*FukutomiMaruNo.2)	—					GomeiKaisha		Japanese			
LMTC		126										
62	**Dailwen** **SteelScSr**	4427	✠100A1	Bry	*x* ~~14,16~~	1910	Bartram&	W.&C.T.JonesS.S.	375·0|52·0|25·5	Sundrland	T.3Cy.26″,42″&71″–48″ (*r*)	27″11	
123964	*F.W.L.Polkinhorn* –14	4129	3,18 ~~9,16~~	Cff	3,18	3mo	Sons	Co.Ld.	P33'B113'F38'	British	180lb 404NHP	s 5 ″ 2	
HQSL	(*ex*Mozart) *ss*Bry.No.1–14	2750	~~B&A15~~ ~~BS4,16~~ ✠LMC2,14			Sunderland		FK		6*BHCem*	3SB,*9pf*,GS166,HS6568	23 ″ 1	
	1*Dk*(*Stl*)				*Lloyd's*	*sA&CP* C	*ell DBa* 131'*uE*21'		*f*164'1183*t*FPT106*t*	*APT*145*t*	J.Dickinson&Sons,Ld.Sld.	
63	**Daimler** **SteelScK**	257	✠100A1	Hul		1910	Cochrane	HoldernessStm.	130·0|22·5|11·8	Hull	T.3Cy.12¾″,22″&36″–24″ (*s*)	12 ″ 7	
129292	*F.Fearnley*14–14 *ss*Hul No.1–14	235	*StmTrawler*		4,14	10mo	&Sons	TrawlingCo.Ld.	Q70'F18'	British	200lb 75RHP		
HRSD	(*ex*S.L.Haldane) 1*Dk*	105	4,14				Selby	(E.Cargill,*Mgr.*)	BK7½″	3*BHCem*	1SB,*2pf*,GS36,HS1180		
			✠LMC4,14			*Lloyd's*	*sA&CP*				C.D.Holmes&Co.Ld.Hull	
64	**Daini Maru** **SteelScK**	185	✠	Mil		1899	W.Harkess	TaiwanSuisan	110·0|21·0|10·8	Kiirun,	T.3Cy.11¾″,20″&32″–24″	12 ″ 0	
51	*ss*Mil.No.2–09	159	*StmTrawler*			10mo	&Son	KabushikiKaisha	Q47'F20'	Formosa	63NHP		
KBGL	(*ex*Colwyn,*ex*Dorothy) 1*Dk*	100	2,09				Middlesbro'		BK7½″	Japanese	1SB,*2pf*,GS35,HS1130		
			✠NB2,09 ✠							3*BHCem*	SirC.Furness,Westgarth		
											&Co.Ld.Mdb.		
65	**Dainichi Maru** **SteelScSr**	3149	✠100A1	Kob	*u* ~~7,15~~	1893	C.Connell	ItayaShosen	320·0|42·1|20·9	Nishino-	T.3Cy.23″,38″&61″–42″ (*s*)	23 ″ 8	
7131	*N.Sadzuki* –13 *ss*Shl.No.3–3,07	2335	*pt Awng dk*		8,17	11mo	&Co.	KabushikiKaisha	P28'Q90' BK10½″	miya	1601b *80lb* 255NHP	s 8 ″ 5	
LDMF	(*ex*Eskdale) *ss*Kob.No.2–16	1953	*withfreeboard*				Glasgow		*pt Awng dk*200'	Japanese	2SB,*8pf*,GS130,HS1019	23 ″ 2	
	1*Dk*(*Stl–pt*ws)2*trB*ŷ		8,17 ~~7,16~~			*Lloyd's*	*sA&CP*			6*BHCem*	D.Rowan&Son,Glasgow		
	*deep framing*ŷ*pt Awng dk*(*Stl*)		✠LMC7,16 8,17					*WB=Cell DB* 268'542*t*		*APT*61*t*		
66	**Dainichizan Maru** **SteelScK**	544				1910	MitsuBishi	HashimotoKisen	109·8|21·2|11·4	Osaka	T.3Cy.12″,20″&33″–24″		
13373	(*ex*FukutomiMaru)	—					Dkyd&EWks	GomeiKaisha		Japanese	53NHP		
LMKs	1*Dk*	324					Kobe				MitsuBishiD&E.WksKobe		
67													

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. — Master. Late Name if any. — Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage — Gross. / Under deck. / Net.	5 Particulars of Classification. — Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years assigned now to read Equipment Letter.	7* Date when tail shaft last seen.	8 Built. — When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. — Length.	Breadth.	Depth.	12 Port of Registry. — Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed. If not in L.R. Date of Loss or Trade Cert.
68 8981 JNDT	Dairei Maru 2 Dks	Steel Sc Sr 1335 952 828					1904	Mitsu Bishi Dkyd & E Wks Nagasaki	Kita Nippon Kisen Kabushiki Kaisha	215·4 | 30·8 | 18·6 P34′ B75′ F33′			Osaka Japanese WB	T.3Cy.17″,28″&46″–33″ 122 NHP Mitsu Bishi D.&E.Wks Nag.		
69 35 QBFJ	Dairen Maru ~~S. Nishiyama –12~~ T. Kato –17 (ex Siam)	Steel Sc Sr 3974 3710 2498	✠ 100 A1 Spar dk ss Els. No. 3–10,11 ss Kob. No. 1–16 1 Dk (Stl) & Spar dk	Kob Hak	x	N 12,16 9,17 ~~12,16~~ ✠ LMC ~~12,16~~ 9,17	1898 2mo	Flensburg r Schiffsb. Ges. Flensburg	Goshi Kaisha, Kishimoto Shokai, Zensaburo Kishimoto FK	373·0 | 44·7 | 26·1 P30′ B158′ F39′			Dairen Japanese 6 BHCem	T.3Cy.24½″,41″&67″–48″ (s) 165 lb 369 NHP 3SB,9cf, Gs128, Hs6335	28 ″ 8 s 5 ″ 4½ 23 ″ 8	
	Elec. light	1 Dk (Stl–pt teak s) 3 tr B	*Lloyd's* s A & CP						WB = Cell DBa	122′ uE & B 40′ f 152′			775t APT 35t	Flensburger Schiffsb. Ges.		
70 41 QBFR	Daisai Maru *R. Tamai* (ex Ulysses)	Steel Sc Sr 3681 3296 2282	✠ 100 A1 9,17 ~~7,16~~ ~~BS 7,16~~ ✠ LMC ~~12,13~~	Cff NYk	w	3,15 9,17	1892 9mo	Scott & Co. Greenock	Fukagawa Kisen Kabushiki Kaisha (K. Fukagawa, Mgr.)	354·9 | 42·8 | 26·7 P32′ B92′ F50′ BK 10″			Dairen Japanese 6 BHCem	T.3Cy.23″,38″&62″–54″ (s) 160 lb 160 lb 379 NHP 1 DB,6cf, Gs144, Hs5702 FD	30 ″ 0	
	ss NYk. No. 1–17	*Now named "St. Medard," See No. 134 in Supplement*					*Lloyd's*	s A & CP	WB = Cell DB 260′ 646t				APT 64t	Scott & Co. Greenock		
71 13200 LMTS	Daisan Maru ss Abn. No. 2–11 (ex Loch Stenness)	Steel Sc K 189 171 102	✠ Stm Trawler 11,11 ✠	Lis			1902 12mo	J. Duthie, Sons & Co. Aberdeen	Kobe Sanbashi Kabushiki Kaisha	107·2 | 21·1 | 11·6 BK 7½′ WB = DT f 5′ 7t			Kobe Japanese 3 BHCem	T.3Cy.11¼″,20″&33″–22″ 67 NHP 1SB,2pf, Gs36, Hs1243 W.V.V. Lidgerwood, Gls.	12 ″ 3	
72 16244 MHBC	Daisei Maru 1 Dk	Wood Sc 187 161 101					1913	Matsuo Magohachi Nagasaki	Kyushu Kisen Kaisha	116·6 | 16·1 | 12·7			Tokitsu Japanese			
73 9742 JVFW	Daishin Maru 2 Dks	Steel Sc Sr 1238 1116 730					1905	Mitsu Bishi Dkyd & E Wks Nagasaki	Osaka Shosen Kabushiki Kaisha	228·0 | 34·0 | 16·6 P53′ B67′ F32′			Osaka Japanese WB	T.3Cy.15½″,25¾″&42½″–30″ 98 NHP Mitsu Bishi D.&E.Wks.Nag		
74 205082 KWPC	Daisy *E. M. Smith* 05–11	Wood Sc Sr 679 —					1907	..... Bandon, Or.	Daisy S.S. Co. (S.S. Freeman & Co.)	175·0 | 38·7 | 14·0			S. Frncisco Utd. States			
		1 Dk 379														
75 118114 JLSQ	— *J. Thomas* –10	Steel Sc Sr 297 223					1904	Scott & Sons Bowling	J. Monks & Co. Ld.	130·0 | 23·1 | 10·9 Q46′ B9′ F22′			Liverpool British WB	C.2Cy.16″&36″–24″ 52 RHP Fisher & Co. Paisley		
		1 Dk 112														
76 — *Elec. light*	— 1 Dk	Steel Sc K 248 216 131	✠ 1,12 ✠	Abn			1912 1mo	J. Duthie Torry S.B. Co. Aberdeen	The Admiralty	125·2 | 22·6 | 12·2 F24′ BK 7½″			British 6 BHCem	T.3Cy.12½″,21″&35″–27″ 1SB,3pf, Gs46, Hs1777 J. Abernethy & Co. Abn	13 ″ 0	
77 — TCND	— *Tug* 1 Dk	Steel Sc Ctr 197 170 9					1906	Shanghai E S.B.&D.Co Ld Shanghai	Bataafsche Petroleum Maats (Anglo-Saxon Petroleum Co. Ld. *Mgrs.*)	105·0 | 20·0 | 10·7			Batavia Dutch WB	C.2Cy.16″&36″–24″ 64 NHP Shanghai E.S.B.&DD Co Ld		
78 — *Elec. light*	— 1 Dk	Iron Sc Sr 129 124 52	✠ *For fishing purposes* 9,94 ✠	Abn			1891 1mo	Hepple & Co. N. Shields	R. Irvin & Sons, Ld.	99·0 | 18·8 | 9·8 H5t BK 6½″			British 1 BHCem	C.2Cy.16¾″&32¾″–22″ 1SB,2pf, Gs31, Hs977 40 NHP Hepple & Co., N. Shields	10 ″ 6	
79 203747 KVSF	Daisy Freeman *H. J. Devitt* –09	Wood Sc Sr 613 —					1906	H. D. Ben-dixsen S.B. Co. Fairhaven Cal	Fair & Moran	173·5 | 38·6 | 13·3			S. Frncisco Utd. States	C.2Cy.14″&32″–24″ 42 NHP		
		1 Dk 436														
80 209439 LCGJ	Daisy Gadsby *H. B. Smith* –06	Wood Sc Sr 818 —					1911	Mathews S.B. Co. Hoquiam, Wash.	Daisy Gadsby S.S. Co. (S.S. Freeman & Co.)	189·5 | 41·1 | 14·3			S. Frncisco Utd. States	T.3Cy.13″,22″&36″–24″ 64 NHP		
		1 Dk 478														
81 214266 LGDQ	Daisy Matthews	Wood Sc Sr 943 —					1916	G. F. Ma-thews Hoquiam, Wash.	S.S. Freeman & Co.	204·8 | 42·1 | 14·2			S. Frncisco Utd. States	T.3Cy.13″,22″&36″–24″ 64 NHP		
		1 Dk 513														
82 211723 LDHB	Daisy Putnam *A. Donaldson*	Wood Sc Sr 886 —					1913	Mathews S.B. Co. Hoquiam, Wash.	Daisy Putnam S.S. Co. (S.S. Freeman & Co.)	201·2 | 41·0 | 14·0			S. Frncisco Utd. States	T.3Cy.13½″,22″&36″–24″ 63 NHP		
		1 Dk 476														
83 125314	Daisy II. *W. May* –08	Steel Sc K 100 92 42	✠ *For fishing purposes* 4,13 ✠	Abn			1908 3mo	J. Duthie Torry S.B. Co. Aberdeen	Wm. May	86·1 | 18·2 | 8·8 BK 7″			Fraserbro British 3 BHCem	C.2Cy.11″&27″–16″ 1SB,2pf, Gs24, Hs685 28 RHP J. Abernethy & Co. Abn.	9 ″ 6	
		1 Dk														
84 7070 JDBH	Daitei Maru *S. Kusakari*	Steel Twin Sc 2711 1196					1901	Mitsu Bishi Dkyd & E Wks Nagasaki	Nisshin Kisen Kabushiki Kaisha	282·1 | 39·4 | 12·4 F34′			Tokio Japanese WB	T.6Cy.16″,26″&43″–30″ 202 NHP Mitsu Bishi D.&E.Wks.Nag		
		1 Dk 1681														
85 63 QBHF	Daiten Maru *W. Nakagawa* 13–13 (ex Lituania, ex Kina, ex Lancashire)	Steel Sc 4 Mst Sr 4555 3807 2824	✠ 100 A1 5,17 ~~12,15~~ ~~BS 12,15~~ ✠ LMC 7,14 ~~BS 5,17~~	HKg NNs	y	12,15	1889 8mo	Harland & Wolff, Ld. Belfast	Shosho Kisen Kabushiki Kaisha	400·7 | 45·2 | 28·1 P51′ B112′ F46′ AB 20′ BK 9½″			Dairen Japanese 7 BHCem	T.3Cy.28″ 47″&78″–60″ (s) 180 lb 526 NHP 3DB.17rf 1cf, Gs297, Hs8316	31 ″ 4 7 ″ 2½ 25 ″ 4	
	Elec. light ex Kina, ex Lancashire) 2 Dks (UStl–ws & 1 Irn–ws) 3 tr B						*Lloyd's*	s A & CP	WB = Cell DB	304′ 774t FPT 56t APT 44t				Harland & Wolff, Ld. Bel.		
86 13178 LMSJ	Daito Maru Sunk by collision 7,17	Steel Sc Sr 2056 1899 1274	(ex Korat, ex Centaur) 2 Dks				1895	Workman, Clark & Co. Ld Belfast	Sensho Kogyo Kabushiki Kaisha	284·3 | 40·1 | 21·0 B38′ F28′			Hamadera Japanese WB	T.3Cy.19⅜″,32″&52″–30″ 148 NHP Wrkman, Clark & Co. Ld. Bel		
87 11093 LBSP	Daito Maru No. 1 (ex Daito Maru)	Steel Sc Sp (Whaler) 1 Dk	109 — 37				1907	Akers Mek. Værks. Christiania	Daito Gyogyo Kabushiki Kaisha	98·2 | 17·5 | 10·4			Kochi Japanese	T.3Cy.11″,18″&29″–18″ 36 NHP Akers Mek. Værks. Xia.		
88 10367 LBRP	Daito Maru No. 2 (ex Bacalien)	Steel Sc Sp 1 Dk	103 — 34				1905	Akers Mek. Værks. Christiania	Daito Gyogyo Kabushiki Kaisha	96·3 | 17·5 | 10·4			Kochi Japanese	T.3Cy.10″,17″&28″–24″ 38 NHP Akers Mek. Værks. Xia.		
89 16465 MJCF	Daitoku Maru	Steel Sc K 249 204					1913	Kawasaki Dkyd. Co. Ld Kobe	Kawasaki Dock-yard Co. Ld.	119·4 | 21·9 | 11·8 P70′ F18′			Kobe Japanese WB	T.3Cy.12½″,20″&33″–23″ 52 NHP Kawasaki Dkyd Co Ld Kobe		
		1 Dk 134														

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. — Capitaine. Ex-nom, s'il y a lieu. — Visites Périodiques. Nombres des Ponts.	3 Tonnage Officiel. Total. — Sous le Pont. — Net.	4 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	5 Port de Visite.	6 Forme assignée maintenant, après Lettre d'Équilibrement.	7 Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pt.	15 Registres où cote, si on n'est dans le L. R. Marked Cert. Ll. or Trade.
90 7836 JPNV	**Dai-ya Maru** *ssNag.No.1-17* **SteelSc** *Y.Goto09-15 ssNag.No.3-4,12* *1Dk(Stl)2trB&Web frames* *Elec.light Cruiser Stern 3Dk rule* *Cargo battens not fitted*	2758 2563 1685	✠100A1 3,11 ~~2,16~~ 4,18	Nag Kob	*t*	~~8,15~~ N8,17	1902 6mo *Lloyd's*	MitsuBishi Dkyd&EWks Nagasaki *sA&CP WB*	MitsuBishiGoshi Kaisha *= CellDBa96'uE&*	332·1|41·3|22·2 P16'F31' FK *B62'f108'664tFPT*	Tokio Japanese *18tAPT67t*	Q.4Cy.20½",29",42"&60"–45" 200lb *100lb* (*s*) 278NHP 1DB,*6cf*,GS124,HS4297 MitsuBishiD.&E.Wks Nag	25 ″ 1	
91 52728 RFQH	**Dakahlieh** **IronScSr** *M.Emiris –15* *Elec.light 3Dks*	1438 1362 644					1865	Wigram& Sons London	KhedivialMailS.S. &GravingDockCo. Ld. (LordE Hamilton.*Mgr.*)	269·8|35·0|16·6 P78'B72'F96'	London British	C.2Cy.38"&70"–48" NE82 NB00 283NHP J.Jack&Co.,Liverpool		V
92 210753 LQGR	**Dakotan** **SteelScSr** ~~*Dance*~~ *Simmons –17* *Elec.light 2Dks(Stl)&Shelter dk(Stl)* *3rd dk in No.1 hold&Web frames* *Longitudinal framing* Sub.Sig. Wireless	6657 6431 4069	✠100A1 *Shelter dk* *withfreeboard* 10,16 *Fitted for oil fuel* ✠LMC11,12	NYk	*a*†	~~7,16~~ 3,17 *F.P. a*	1912 11mo *bove 1*	Maryland SteelCo. Sparro'PtMd A&CP	American-HawaiianS.S.Co.	407·7|53·7|36·1 FK *Intermediate 'tw een dkBHin (6 BH* *No.2 hold di spensedwith (1 BH* *WB=Cell DBa122'uE&B54'f*	New York Utd. States *Cem* *toUpr.dk.* *to2nddk only* 166'1234t *L*	Q4Cy.25½",37",53½"&78"–54" 215lb (*s*) 704NHP 3SB&1AuxSB,*14cf*,GS241, HS10618 FD MarylandStl.Co.Sparr'.Pt. *Ty30'866tFPT125tAPT52t*	39 ″ 6 s 10–3½ 29 ″ 6	
93 (*ex*Wentbridge)	**Daland** **SteelScSr** *ssGot.No.2–12* *1Dk(ptIrn&ptStl)&Web frames*	2743 2521 1632	✠100A1 3,14 BS6,13 ✠LMC5,12	Got	*u*	3,14	1903 12mo *Lloyd's*	J.Blumer &Co. Sunderland *sA&CP*	ClearkosKsegakis *WB=CellDBa*	314·0|46·4|20·6 P28'B88'F32' FK *104'uE&B40'f124'*	 5*BHCem* *717tAPT99t*	T.3Cy.23",38"&63"–42" (*s*) 180lb *80lb* 268NHP 2SB,*6pf*,GS111,HS3974 J.Dickinson&Sons,Ld.Sld.	23 ″ 0 s 3 ″ 7 19 ″10	
94 2904 JGPC	**Dalarne** **CompSc** *J.F.Carlsson05–05* *1Dk*	181 153 92					1896	L.Anders-son Sjötorp	MoraVenernsJern-vägsAktieb. (K. Rosenquist,*Mgr.*)	100·2|22·7| 9·8 *H5t*	Krstnhmn Swedish	C.2Cy.11½"&19½"–11½" 12NHP WilhelmsbergsM.V.,Got.		
95 2810 JGHN	**Dalarö** **IronSc** *H.Holmberg –07* (*ex*Dalaröström) *1Dk*	140 84 91					1876	Bergsunds M.V.Aktieb Stockholm	VaxholmsNya Angf.Aktieb. (B. vonSydow,*Mgr.*)	106·5|18·7| 8·0 Q36'B30'H15*t*	Vaxholm Swedish	2Cy.13½"&23½"–15½"&19½" 20NHP BergsundsM.V.Aktb.Skm.		
96 1166 JCKN	**Dalarö I.** **IronSc** *C.E.Andersson12–12* (*ex*Express, *ex*MariaII.) *1Dk*	104 67 71					1869	MotalaCo. Motala	VaxholmsNya Angf.Aktieb.(B. vonSydow,*Mgr.*)	106·0|15·1| 7·6 B34'H6*t*	Vaxholm Swedish	1Cy.15½"–21½" 9NHP MotalaCo.Motala		
97 124128 HGWC	**Dalblair** **SteelScSr** *W.G.James –14 ssAnt.No.2–14* *Elec.light 2Dks(Stl)&deep framing* 3*Dk* rule *Now named "Benmohr," See No. 61 in Supplement*	4661 4388 2999	✠100A1 ~~3,17~~ BS1,17 ✠LMC6,14	NNs Npt	*y*	~~4,16~~ 7,17	1906 8mo *Lloyd's*	Scotts'S.B. &Eng.Co.Ld. Greenock *sA&CP*	AllianceShppgCo. Ld.(J.M.Campbell &Son,*Mgrs.*) W.Thomson *WB=CellDBa119'uE&B12'f181*	390·0|52·2|26·4 P44'B121'F42' FK	Glasgow British 6*BHCem*	T.3Cy.26½",44"&72"–48" (*s*) 180lb *100lb* 441NHP 2SB,*6cf*,GS134,HS6014 FD Scotts'S.B.&E.Co.Ld.Grk. *1033tDTa35'888tAPT36t*	29 ″ 1 s 5 ″ 7 23 ″10	
98 128905	**Dale Castle** **SteelScK** *D.G.Harrison –13 ssSws.No.1–14* *1Dk*	246 216 95	✠100A1 *Stm Trawler* 12,14 ✠LMC5,14	Sws		10,13	1909 9mo *Lloyd's*	Smith's Dock Co.Ld. NorthShields *sA&CP*	CastleS.Trwlrs,Ld (C.Heron,*Mgr.*)	125·3|22·0|12·2 Q74'F21' BK7½"	Swansea British 3*BHCem*	T.3Cy.12½",21"&35"–26" (*s*) 180lb 81RHP 1SB,*3pf*,GS50,HS1420 ShieldsEng.Co.Ld.N.Shl.	13 ″ 0	
99 112419 RQTH	**Daleby** **SteelSc** *C.Hord –16 ssShl.No.3–8,12* *1Dk(Irn)2trB&Web frames* 3*Dk rule*	3628 3173 2353	✠100A1 4,16 BS10,16 ✠LMC8,12	Cff	*v*	4,16	1900 6mo	Ropner& Son Stockton A&CP	SirR.Ropner&Co. Ld. *WB=CellDBa*	330·5|46·6|24·4 P28'B86'F33' FK *104'uE24'f136'659t*	W.Hartlpl British 5*BHCem* *APT95t*	T.3Cy.24",40"&65"–42" (*s*) 160lb *80lb* 251NHP 2SB,*6rf*,GS119,HS3425 Blair&Co.Ld.Stockton	27 ″ 0 s 4–11½ 22 ″ 5	
100 134941 JDSC	**Dalegarth Force** **SteelSc3MstSr** *W.Cousins –17* *Mchy.Aft 1Dk(Stl)* *Well deck*	684 454 293	✠100A1 ~~3,17~~ 2,16	Bkn Goo	*i*	~~3,16~~ 3,17	1914 1mo *Lloyd's*	Dundee S.B.Co.Ld. Dundee *sA&CP*	WestCoastShppng Co.Ld.(W.S.Ken-naughn&Co.*Mgrs.*) *WB=CellDB99'142tFP*	175·1|28·0|11·3 Q100'B13'F24' FK	Whitehvn British 3*BHCem* *T50tAPT4t*	T.3Cy.14½",24½"&40"–27" (*s*) 180lb *80lb* 81RHP 1SB,*3pf*,GS54,HS1810 Earle'sCo.Ld.Hull	13 ″ 6 s – 7½ 13 ″ 1	
101 135296 JDPB	**Daleham** **SteelScSr** 623 *G.Dalziel91–13* *Elec.light 1Dk(Stl)&Shelter dk(Stl)* *Tonnage opening closed 1917* *Carrying fuel oil F.P.above150°F.inDB*	~~4809~~ 4425 ~~2878~~ 3843	✠100A1 *Shelter dk* *withfreeboard* 6,16 ✠LMC1 *Examined5,18*	Sws MS5,18 BS2,18	*z*	~~6,16~~ 2,18	1913 12mo *Lloyd's*	Richards n, Duck&Co.Ld. Stockton *sA&CP* *WB=CellD*	St.JustS.S.Co.Ld. (W.R.Smith&Sons *Mgrs.*) *Ba134'uE&B48'f*	411·2|55·0|24·3 FK 178'1341t *FPT121t*	London British 6*BHCem* *APT100t*	T.3Cy.27",44½"&73"–54" 180lb 488NHP 3SB&1AuxSB,*10cf&3pf*, GS239,HS8380 Blair&Co.Ld.Stockton	34 ″10 s 9 ″ 9 25 ″ 5	
102 129054 HQBM	**Dalemoor** **SteelScSr** *R.Taylor –13* *Turret deck 1Dk2trB*	4124 3456 2572					1909	W.Doxford &Sons,Ld. Sunderland	MoorLine,Ld. (W.Runciman&Co. Ld.*Mgrs.*)	350·0|51·1|24·0 P28'F41'	London British *WB*	T.3Cy.26',42'&68'–45' 310NHP W.Doxford&Sons,Ld.Sld.		V
103 132624 HTPQ	**Dalewood** **SteelScSr** *W.Crosby88–11 ssNpt.No.1–16* *Well deck 1Dk(ptIrn–ptStl)* *Cargo battens not fitted*	2420 1919 1492	✠100A1 8,17 ~~11,16~~ ✠LMC3,16	Npt Cff	*s*	11,16	1911 10mo *Lloyd's*	R.Thomp-son&Sons,Ld. Sunderland *sA&CP Interm*	WFrance,Fenwick &Co.Ld. *ediate blkhd in fore WB*	298·0|42·5|18·4 P21'Q123'B59'F26' FK *hold dispensed with = CellDBa98'uE*	London British *Cem* *–4BHonly &B36'f120'*	T.3Cy.22½",37"&61"–42" (*s*) 180lb *130lb* 274NHP 2SB,*6cf*,GS110,HS4390 N.E.MarineEng.Co Ld.Sld. *683tFPT46tAPT118t*	20 ″ 9 s 2 ″ 6½ 18 ″ 6	
104 97582 LKRF	**Dalhousie** **SteelTwinScSr** *W.C.Jarvis02–02 ssCal.No.3–5,02* (*Tug*) *1Dk2trB*	741 647 62	✠ 2,07 ✠	Cpl	*m*		1889 11mo	W.Denny &Bros. Dumbarton	R.A.Grech	216·0|32·1|15·6 B27' BK8" *WB=deep*	London British 6*BHCem* *tank16'35t*	C.4Cy.29"&54"–36" 308NHP 2DB,*12pf*,GS194,HS5267 Denny&Co.,Dumbarton	16 ″ 6	
105 130312	**Dalhousie City** **SteelScSr** *J.W.Maddick* *Elec.light* Wireless *2Dks*	1256 977 752					1911	Collingw'd S.B.Co.Ld. Collingwood	Niagara,St.Cath-erines&Toronto Nav.Co.	199·8|37·0|20·7 *WB*	Toronto British	T.3Cy.18",29"&48"–30" 126NHP CollingwoodS.B.Co.		C
106 112744 RTGK	**Dallington** **SteelScSr** *W.D.Treble –15 ssNwc.No.3–12,12* *1Dk(Stl&Irn)&deep framing* *ssCff.No.1–17*	2542 2367 1611	✠100A1 11,17 ~~9,16~~ ~~MS5,17~~ ~~BS9,16~~ ✠LMC~~12,12~~ 5,17	Cff Sld	*t*	~~9,16~~ ~~5,17~~ 11,17	1900 8mo *Lloyd's*	Richardsn, Duck&Co. Stockton *sA&CP*	SouthdownS.S.Co. Ld.(Bell,Symond-son&Co.*Mgrs.*) *WB=CellDBa*	313·1|44·6|20·6 P29'B70'F35' FK *110'uE24'f128'669t*	London British 5*BHCem* *APT41t*	T.3Cy.23",37½"&61½"–39"(*s*) 160lb *90lb* 244NHP 2SB,*6rf*,GS100,HS3778 Blair&Co.Ld.Stockton	23 ″ 1 s 3 ″ 11½ 19 ″ 5	
107 HFDT	**Dalmatia** **SteelScSr** *ssTri.No.2–12* *1Dk(Stl)Spar dk(Stl–ws)* *Elec.light &deep framing*	3104 2486 1925	✠ 5,16 *Spar dk* ✠	Tri	*v*		1903 5mo	Lloyd Austriaco Trieste *WB*	LloydAustriaco *=CellDBa112'uE*	337·5|42·2|14·8 P36'B96'F64' 23·0 FK 28'*f*134'583t *FPT*	Trieste Aust.-Hung. 6*BHCem* 10t*APT8t*	T.3Cy.24',40½"&68"–45' 394NHP 2SB,*6cf*,GS128,HS5266 FD LloydAustriaco,Trieste	25 ″ 4	A
108	**—** **IronScYl** (*Trawler*) *1Dk*	*155* *142* *57*			...		1891	Mackie& Thomson Glasgow	Soc.AnonPesquera Malagueña	100·5|20·5|10·7 Q19'F19' BK7½"	Malaga Spanish	T.3Cy.11",16½"&27"–22" NB09 39NHP Muir&Houston,Glasgow	11 ″11	
109 10159	**Dalmatian** **SteelScK** *J.F.Saunders –16 ssGms.No.3–7,13* *1Dk*	186 171 75	~~✠100A1~~ *Stm Trawler* 3,16 ~~BS9,16~~ ✠~~MC7,16~~	Bos		N1,16	1900 7mo *Lloyd's*	Smith's Dock Co.Ld. NorthShields *sA&CP*	~~BostonDeepSea Fishing&IceCo.Ld~~ A.Stringer	116·0|21·1|11·1 Q48'F20' BK7½"	Boston British 3*BHCem*	T.3Cy.12¾",20"&32"–23" (*s*) 180lb 52RHP 1SB,*2pf*,GS35,HS1000 MacColl&Pollock,Sld.	12 ″ 0	

Missing since 1917

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. *Master.* *Late Name if any.* Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned / now expired. Equipment letter.	7* D'te when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of th. of Trade Cert.
110	**Dalmazia** *Mihanovich* *Mchy. Aft*	IronScSr 1 *Dk(Irn)*	*350* *280* *238*	✠ 11,84 ✠	Crk	*f*		1884 9mo	Murray Bros. Dumbarton	Cia. Argentina de Nav. (Nicolas Mihanovich), Ltda.	141·3 Q18′ *WB=FPT*	29·1 B28′ 36*t* FK	9·7 F19′	Bns. Ayres Argentine 3 *BHCem*	C.2Cy.20″&40″–27″ 69NHP Muir&Houston, Glasgow	10 ″ 2	
111 48	— *V. Tomasich* 98–10 *Well deck*	IronScSr *ss* Fiu. No. 3–5, 98 *ss* Fiu. No. 1–02 1 *Dk(Irn)*	262 205 146	✠ 9,02 ✠	Fiu	*d*		1886 1mo	J. Knox & Co. (Lim.) Sunderland A&CP	Soc. in Azioni Ungaro Croata di Nav. Maritt. a Vap.	125·0 P29′ *WB=FPT*	21·2 Q38′ BK6½″ 35*t*	10·4 B6′ F20′ *APT* 15*t*	Fiume Aust.-Hung. 4 *BHCem*	C.2Cy.16″&30″–20″ 36NHP 1SB. *2pf*, GS25, HS664 G. Clark, Sunderland	11 ″ 0	
112 136696 JGBW	**Dalmeny** *H. Williams* –15	SteelScSp 1 *Dk(Stl)*	472 450 207	✠ 100A1 *Hopper Barge* 9,17 5,16 ✠ NB6,16 ✠ LMC8,14	Lth All	*g*	~~12,14~~ N8,17	1914 7mo *Lloyd's*	CH Walker & Co. Ld. Sudbrook A&CP	Topham, Jones & Railton, Ld.	166·5 *WB=FPT*	27·7	11·2 FK	London British 4 *BHCem*	T.3Cy.13″, 22″ & 34 1/16″ –22½″ 165lb (*s*) 60RHP Plenty & Son, Ld. Newbury	11 ″ 11 s 1 ″ 9½ 10 ″ 3	
113 119151	**Dalmuir** *A. Stewart* –10	SteelTwinScSp (*Sludge Vessel*) *ss* Gls. No. 3–11, 16 2 *Dks(Stl)*	928 914 533	✠ 100A– 10,17 ~~1,16~~ ✠ LMC11,16 BS10,17	Gls		N11,16	1904 8mo	W. Beardmore & Co. Ld. Glasgow	Glasgow Corporation	234·0 *WB=FPT*	38·2	13·4 FK	Glasgow British 7 *BHCem* *APT* 4*t*	T.6Cy.11⅛″, 22″ & 37″–24″ (*r*) 180lb 158NHP 2SB, *6cf*, GS99, HS2604 W. Beardmore & Co. Ld Gls.	14 ″ 6	
114 131288 HRPJ	**Dalrazan** ~~*N.C. King* –13~~ 1 *Dk(Stl)* & *Shelter dk* (*pt Irn pt Stl*) & *C. Crow* 0·12–17 *Web frames* *Carrying fuel oil F.P. above 150° F in DB.* *Longitudinal framing*	SteelScSr *ss* Liv. No. 1–16 *Shelter dk with freeboard* 12,17 ~~8,16~~ ✠ LMC2,16 BS7,17	3392 3094 2072	✠ 100A1	NNs Oil	*w*	~~8,16~~ *12,17*	1910 9mo *Lloyd's*	Richardsn, Duck & Co. Stockton A&CP	Liverpool Shipping Co. Ld. (H. Fernie & Sons, *Mgrs.*) Moss S.S. Co. Ld. (J. Moss & Co., *Mgrs.*)	365·0 P22′ *WB=CellDBa* 117′ *uE* 25′ *f* 157′	48·6 F40′ *on Shltr dk* 825*t*	21·6 FK *DTf* 18′ 530*t*	Liverpool British 7 *BHCem* *APT* 183*t*	T.3Cy.25″, 41″ & 67″–45″ (*s*) 180lb *120lb* 359NHP 2SB, *6cf*, GS134, HS5983 Blair & Co. Ld. Stockton	24 ″ 0 s 2 ″ 3½ 22 ″ 1	
115 MGTB	**Dalsfjord** *P. Honningsvaag* (*ex* Mandal)	WoodScCtr *Petrol Motor* 1 *Dk*	104 96 76					1911	..... Mandal	Akties. Dalsfjord (B.H. Morcken)	84·8	28·0	7·0	Bergen Norwegian	Petrol Motor		
116 4737 JQMP	**Dalsland** *O.P. Svensson* 06–07 *Mchy. Aft*	SteelScSr 1 *Dk*	204 158 120	*Now named "Thore," See No. 22 in Supplement*				1907	Thorskogs Mek. Værks. Ltd.	Åmåls Rederi-aktieb. (G. Andersson, *Mgr.*)	100·4 P26′ *WB*	22·3 H13*t*	9·9 F11′	Åmål Swedish	C.2Cy.10″&16″–15″ 8NHP Thorskogs Mek Vrk Lödöse		
117 115163 VNFL	**Dalton** *A. Hope* –05	SteelScSr *ss* Npt. No. 2–12 1 *Dk(Stl)* 2 *trB* & *Web frames* 3 *Dk rule*	3504 3286 2225	✠ 100A1 10,15 ✠ LMC2,17	Bry	*w*	2,17	1904 1mo *Lloyd*	R. Craggs & Sons, Ld. Middlesbro' *sA&CP* *WB*	Webster & Barraclough, Ld. *=CellDBa* 100′ *uE* 27′ *f* 146′ 775*t*	340·0 P37′ B200′ F35′ *FPT*	47·0 FK	24·6 *BHCem* 64*t* *APT* 104*t*	W. Hartlpl British 6 Blair & Co. Ld. Stockton	T.3Cy.25″, 41″ & 67″–45″ (*r*) 180lb *90lb* 319NHP 2SB. *6cf*, GS126, HS4800	27 ″ 3 s 3 ″ 11 23 ″ 8	
118 76215 WVKH	— ~~*J. Gair* –16~~ *Well deck* *W.G. Lockey* –13	IronScSr *ss* Nwc. 2nd No. 3–5, 04 *ss* Shl. No. 2–12 1 *Dk 2 trB*	1275 1012 791	✠ 100A1 10,15 Examined 7/17 ✠ LMC4,12 ✠ NB4,07 BS ~~5,16~~ 11,17	Nwc	*o*	~~1,17~~ 7,17	1877 10mo	M. Pearse & Co. Stockton A&CP	W. Swanston & Sons	235·0 Q80′ *WB=*	32·5 B57′ BK8½″ *DBa* 63′	17·9 F34′ *f* 86′	Newcastle British 4 *BHCem*	C.2Cy.30½″&55½″–36″ (*r*) 72lb *80lb* NDB02 136NHP 1SB, *4cf*, GS61, HS2161 Blair & Co. (Lim.), Stockton	18 ″ 10 s 1 ″ 8½ 18 ″ 0	
119	**Damão** ~~*The bald* –17~~ (*ex* Brisbane) *Well deck* *Elec. light*	SteelScSr *ss* Bom. No. 1–17 2 *Dks(Stl)* 3rd *dk(Stl)* in Nos. 1 & 4 holds Wireless *Carrying fuel oil F.P. above 150° F in DB.*	5668 5304 3577	✠ 100A1 8,17 ~~8,14~~ 11,17 Bom. Liv ✠ LMC8,12 ~~8,12~~ 8,17	Ham	*b* †	~~8,16~~ 8,17	1911 8mo *Lloyd's*	Swan, Hunter & Wigham Richardson. Ld. Newcastle *sA&CP*	Requisitioned by the Portuguese Government *CellDBa* 140′ *uE&B* 68′ *f* 186′ 1289*t*	442·9 P&B373′ F51′	57·4 FK	26·7 *BHCem* *APT* 20*t*	Portuguese 9	T.3Cy.31½″, 52″ & 86″–54″ (*r*) 180lb 701NHP 4SB. *12cf*, GS257, HS9852 FD Swan, Hunter & Wigham-Richardson, Ld. Nwc	29 ″ 3	
120 HTRP	**Damier** *Le Pluhard* –12 *Elec. light*	SteelScK 1 *Dk*	283 230 130	✠ 100A1 *Stm Trawler* 5,14 ✠ LMC1,12	Bdx		5,14	1912 1mo *Lloyd's*	J. Duthie Torry S.B. Co. Aberdeen *sA&CP*	Soc. de Pêcheries Marit. Les Damiers	130·5 Q77′	22·1 BK7½″ *WB=*	12·0 F *DBf* 30′ 25*t*	Nantes French 3 *BHCem*	T.3Cy.12½″, 21″ & 35″–27″ (*s*) 180lb 85NHP 1SB, *3pf*, GS54, HS1535 W. V. V. Lidgerwood, Glss.	12 ″ 9 s 1 ″ 9½ 12 ″ 8	
121 1162	**Dan** *J. Eliseeff* –11	IronScSr (*ex* Heimdal) 1 *Dk*	322 — 191					1873	Burmeister & Wain Copenhagen	I. Burkoff	127·8 Q49′ *B41′ H13t*	21·4	9·7 F22′	Archangel Russian	C.4Cy.16½″&34″–20″ NB95 86NHP Burmeister & Wain, Cpn.		
122 5240 JSKH	**Dana** *J. Nilson* 17–17 ~~*E. H. Mellin* 13–13~~ (*ex* Clieveden) *Well deck*	IronScSr *ss* Got. 3rd No. 3–8, 12 1 *Dk(Irn)* 2 *trB* *Cargo battens not fitted.* *ss* Got. No. 1–17	1620 1309 976	✠ 100A1 8,17 ~~5,15~~ ~~BS5,16~~ ✠ LMC8,12	Mdb Got	*q*	~~5,15~~ 8,17	1883 11mo	J. Blumer & Co. Sunderland A&CP	~~O. Banck~~ H. Unér Aktieb (R. Göhle, *Mgr.*)	258·0 P27′ *WB=DBa* 74′	36·0 Q72′ BK9″ *uE&*	16·5 B54′ F32′ *B* 36″ 240*t*	Norrköping Swedish 4 *BHCem*	C.2Cy.32″&60″–39″ (*a*) 80lb *80lb* NDB04 178NHP 2SB. *6pf*, GS99, HS3006 N.E. Marine Eng Co Ld. Gts.	19 ″ 7 s 1 ″ 11 18 ″ 6	
123 NPLD	— *J.S. Schmidt* 02–05	SteelScSr 1 *Dk*	1590 1285 1007					1905	Akt. Burmeistr & Wain Copenhagen	Det Danske Kulkompagni	255·0 Q68′ *WB*	27·2 B56′ F19′	17·1	Copnhagn Danish	T.3Cy.18″, 29″ & 50″–33″ 144NHP Akt. Burmeistr & Wain, Cpn		V
124 JQMF	— *H. Lie* *Well deck*	IronScSr *ss* Bgn. No. 1–88 1 *Dk 2 trB*	514 374 294	✠ 1,90 ✠	Bgn	*h*		1882 11mo	Bergens Mek. Verk. Bergen	Gjerdsjö & Bakkevig *WB=*	170·0 Q37*t* *APT* 13*t*	24·2 B79*t* *MT* 12′ 60*t*	12·9 F28*t*	Haugesnd Norwegian 4 *BHCem*	C.2Cy.20½″&39″–24″ 62NHP Bergns Mek. Vrks., Bergen		N
125 ~~NLVB~~	**Danaë** ~~*J.A. Berkhout*~~	SteelScSr 2 *Dks*	1137 951 693					1894	Rijkee & Co Rotterdam	Koninkl. Nederl. Stoomb. Maats. The Shipping Controller (Lewis Longbar & Co. *Mgrs.*)	229·0 H55′	32·0 F27′	18·5	Amstrdam Dutch London *WB* British	T.2Cy.17½″, 28″ & 45″–36″ 121NHP Kon. Nederlandsche Stoomv. Maats., Fyenoord		V
126	— *Djanacos*	SteelSc (*Tug*)	105 — —					1905	J.P. Renoldson & Sns. South Shields	Fotius C. Svorono	100·7	18·6	9·5	Taganrog Russian	T.3Cy.10½″, 17½″ & 28″–21″ 36NHP		
127 104626	**Dandie Dinmont** *D. McArthur* –12	SteelPadSp 1 *Dk*	343 232 135					1895	A. & J. Inglis Glasgow	N. British Railway Co.	209·6 Q9′ len 12 *Promenade dk* 135′	22·1	7·2	Glasgow British	D.1Cy.48″–66″ NB00 144NHP A. & J. Inglis, Glasgow		BT till 5,17
128	**Dandini** *For full particulars See No. 6 in Supplement*	SteelScK 1 *Dk*	200	100A1 *Stm Trawler* (*Class Contemplated*)				1917	A. Hall & Co. Ld. Aberdeen	A.L. Black	115·0	22·0	12·7	Grimsby British	T.3Cy.12″, 20″ & 34″–24″ J. Abernethy & Co. Ld. Abn.		
129 132235 HSMC	**Dane II.** *G.E. Goff* –14 (*ex* Dane) *Elec. light*	SteelScK 1 *Dk*	346 306 135	✠ 100A1 *Stm Trawler* 8,14 ✠ LMC4,11	Hul		8,13	1911 4mo *Lloyd's*	Cook, Welt'n & Gemmell Ld. Beverley *sA&CP*	Imperial Steam Fishing Co. Ld.	140·3 Q76′	24·1 BK8″ *WB*	12·5 *BHCem* *=DTf* 8′ 25*t*	Hull British 4	T.3Cy.13″, 22½″ & 37″–24″ (*s*) 200lb 87RHP 1SB, *3pf*, GS51, HS1476 Amos & Smith, Ld. Hull	13 ″ 4	
130 NKDJ	**Danebod** *H.S. Hausgaard* 16–16 (*ex* Else. *ex* Lynton) *Web frames*	SteelScSr *ss* Abg. 2nd No. 3–1, 16 *Web frames* 1 *Dk(Irn)* &	1665 1270 1034	✠ 100A1 11,17 ~~10,16~~ NNs ~~BS10,16~~ ✠ LMC5,15 BS1,17	Cpn	*q*	10,16	1890 8mo	J. Blumer & Co. Sunderland A&CP	Dampskselsk. Oceana (Suensen & Jespersen, *Mgrs.*)	250·0 P24′ *Cell*	35·1 Q64′ B110′ *DB*	17·0 F33′ FK 200′ 345*t*	Aalborg Danish 4 *BHCem*	T.3Cy.18½″, 30″ & 49″–33″ (*s*) 160lb *100lb* NDB00 135NHP 2SB, *4rf*, GS66, HS1984 G. Clark, Ld. Sunderland	19 ″ 4 s 1 ″ 2½ 18 ″ 5	

1 Numéro d'Ordre / Numéro Officiel / Signaux	2 3 Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 6 7 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettres d'Epilissement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 9 Construit. Quand. — Navires. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille / Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L. R. Durée Cert. Bot Trade
131 NTMK	**Danebrog** SteelScSr *A.S.Thing* –16 *ss*Pir.2nd No.3–5,14 (*ex*Paul Pagh, *ex*Theodoros, 1 *Dk*(*Irn*) *ex*North Flint) 2 *trB Inner bottom pt Irn Well deck*	2229 1718 1384	✠100A1 10,17~~16~~ ✠LMC ~~MS5,14~~ ~~BS5,15~~ 10,17	Cpn Phl	*s*	~~9,16~~ 10,17	1888 11mo	J.Readhead &Co. S.Shields A&CP	**J.Readhead &Co. S.Shields** Quarto (*V. Egenfeldt-Nielsen Mgr.*)	290·0 | 39·0 | 18·8 P28′ Q82′ B118′ F33′ BK10″ *Cell DB250′5*			**Aalborg** Danish 6 *BHCem* *00t APT41t*	T.3Cy.22″,36″&60″–39″ (*s*) 160lb ~~150~~ NDB01 223NHP 2SB,*3cf*(*s*)*3rf*,GS195, HS3303 J.Readhead&Co.S.Shields	21 ″ 5 s 1 ″ 8 20 ″ 8	
132 ~~137865~~ ~~SPHQ~~	**Danefærd** IronScSr ~~Cinderson~~ (*ex*Amalienborg) *Well deck C.A.Woolock* –17	1344 1025 887					1884	Burmeister &Wain Copenhagen	**TheShippingController (Foster, Hain&Read, *Mgrs.*)**	~~248·8 | 28·1 | 15·5~~ P155′F28′ | 15·4 246·5 | 32·0			London British ~~Steel~~ *WB* ~~Brocklebank~~	C.2Cy.30″&52″–33″ NB06 129NHP Burmeister&Wain,Cpn.		V
133 134708 JLDT	**Danegarth** SteelSc *D.Duff* –17 1 *Dk*(*Stl*)	139 117 —	✠100A1 *For towing purposes* 6,18 ~~7,16~~ ✠LMC6,15	~~Brs~~Son			1915 5mo *Lloyd's*	LythamSB &Eng.Co.Ld. Lytham *A&CP*	**ReaTranportCoLd (R&HJRea, *Mgrs*)** *WB=FPT5t*	85·0 | 21·2 | 9·6 BK6″			**Bristol** British 4 *BHCem* *APT13t*	C 2Cy.16″&34″–24″ (*s*) 140lb 80RHP 1SB,*3pf*,GS55, HS1616 LythamSB&EngCoLdLyt	10 ″ 0 s ″ 11 9 ″ 8½	
134 127945	**Danehurst** CompSc *R.Parry* –17 1 *Dk*	168 151 94					1904	W.J.Yarwood&Sns,Ld Northwich	**KymoShippingCo. Ld. (~~W.B.Kyding~~ *Mgr.*)** (H.M.Grayson, *Mgr.*)	90·5 | 21·8 | 10·2			**Liverpool** British	C2.Cy.13″&27″–18″ W.J.Yarwood &Sons,Ld.Northwich 30RHP		
135 NSVP	**Danelag** SteelScSr *A.Ingemann Jörgensen* 16–14 (*ex*Peter Bom, *ex*Consul Poppe) 1 *Dk*	924 708 514					1904	F.Schichau Danzig	**Dpsk.Selsk.Dana (Suensen& Jespersen, *Mgrs.*)**	210·8 | 33·5 | 13·4 Q73′ B53′ F23′			**Thurō** Danish *WB*	T.3Cy.16½″,27½″&42½″–27½″ 94NHP F.Schichau,Elbing		G
136 NPFS	**Danery** SteelScSr *A.Nielsen* (*ex*Roma) 1 *Dk*	1517 1252 938					1905	Schpw. v. Jan.Smit,Czn. Alblasserdm	**Dpsk.Selsk.Dana (Suensen& Jespersen, *Mgrs.*)**	251·4 | 37·8 | 16·3 P14′ Q76′ B108′ F28′			**Copnhagn** Danish *WB*	T.3Cy.20½″,33″&54″–36″ 175NHP Maats.deSchelde,Flushing		V
137 137161	**Daneston** SteelScK *F.Fraser* 15–15 *Elec.light* 1 *Dk*	239 236 93	✠100A1 *Stm Trawler* 2,15 ✠LMC2,15	Abn			1915 2mo *Lloyd's*	J.Duthie, Torry S.B. Co. Aberdeen *A&CP*	**J.Graham** *WB=*	120·4 | 22·6 | 12·7 BK7½			**Aberdeen** British 3 *BHCem* *DTf5′12t*	T.3Cy.12″,20″&34″–23″ (*s*) 180lb 70RHP 1SB,*3pf*,GS38, HS1250 Lidgerwood,Ld.Glasgow	13 ″ 6	
138 RNLH	**Dania** SteelScSr *C.Bonath* 01–05 *Elec.light* Wireless 2 *Dks & Webframes*	3898 3237 2470					1904	Reiherst'g Schiffsw. Hamburg	**Hamburg-Amerik. Packetf.Act.Ges. (Ham.-Amr.Linie)**	355·3 | 44·0 | 26·0 P38′ B112′ F41′			**Hamburg** German *WB*	T3Cy23⅝″,42⅝″&67⅜″–47½″ 314NHP Reiherst.Maschinenf.Ham		G
139 NHKS	— SteelScSr *W.Jorgensen* *ss*Rot.No.3–7,08 *ss*Cpn.No.1–13 1 *Dk*(*Stl*) & *Spar dk*(*Stl*) & *deep framing*	3464 3160 2221	✠100A1 *Spar dk* 12,15 ✠LMC11,15	Cpn	*v*	~~12,15~~ 4,15	1895 8mo *Lloyd's*	Russell& Co. PortGlasgow *A&CP*	**DetForenede Dmps.Selskab** *WB=CellDBa*	339·6 | 43·0 | 19·0 P32′ B66′ F38′ 26·2 FK 104′ *u E6′ B42′ f146′*			**Copnhagn** Danish 6 *BHCem* *701t APT55t*	T.3Cy.25″,40″&64″–42″ (*s*) 165lb ~~900~~ 695 276NHP 2SB,*6cf*,GS130,HS4268 *65t* Fleming&Ferguson,Psy.		
140 3127 JHKS	— SteelScSr *J.E.Paulsson* (*ex*Færder) *Elec.light* 1 *Dk*	467 365 255			...		1885	Hnry Koch Lubeck	**Stockholms Rederiaktieb.Svea (Hj.Blomberg, *Mg*)**	157·5 | 25·9 | 12·6 P90′ H22*t* F21′			**Stockholm** Swedish *WB*	C.2Cy.18½″&32″–21½″ NB94 40NHP H.Pauksch,Landberg	13 ″ 8	V
141 120474 HRJV	— SteelScK *C.H.Bullock* –15 *ss*Liv.No.2–13 1 *Dk*	196 175 74			...	11,16	1904 11mo *Lloyd's*	Smith's Dock Co.Ld. North Shields *A&CP*	**CrostonStm.TrawlingCo.Ld. (~~E. Taylor, *Mgrs.*~~)** (Taylor&TomlinsonLd, *Mgrs*)	115·2 | 21·5 | 11·2 Q49′ BK7½″			**London** British 3 *BHCem*	T.3Cy.12″,20″&32″–23″ (*s*) 180lb 52RHP 1SB,*2pf*,GS33,HS1318 MacColl&Pollock,Ld.Sld.	12 ″ 4	
142 20350	**Daniel J. Morrell** SteelScSr *Elec.light* *Mchy.Aft* 1 *Dk*	7239 — 5419					1906	W.BayCity S.B.Co. West BayCityMich	**CambriaS.S.Co. (M.A.Hanna&Co. *Mgrs.*)**	580·0 | 58·0 | 27·4 *WB*			**Cleveland, Ohio** Utd.States	T.3Cy.24″,39″&65″–42″ 274NHP DetroitS.B.Co.,Detroit		L
143 204110 KWCL	**Daniel Kern** WoodScSr *J.E.Copeland* –11 (*ex*Manzanita) 1 *Dk*	297 — 112					1879	..... Baltimore	**ColumbiaContract Co.**	152·2 | 26·0 | 11·5			**Portlnd,O.** Utd.States			
144 112065 TMKD	**Daniel M. Munro** SteelAuxScSr *A.McDonald* *OilEng.* Barge (*ex*Sailing Vessel Olivia) 1 *Dk* 2 *trB* (*See Sailing Ship Register*) Sub.Sig.	1216 1138 888			...		1892	AM'Millan &Son,Ld. Dumbarton	**NewportPlaster Mining&Manufacturing Co.Ld.**	220·7 | 35·0 | 21·0 P28′ F29′ BK8½′			**Windsor, N.S.** British *WB*	2 Oil Engines 4Cy.16½″–18¾″ J.&C.G.Bolinders,Skm.		R
145 129374	**Daniel Stroud** SteelScK *D.Stroud* 12–12 1 *Dk*	209 206 78	✠100A1 *Stm Trawler* 4,15 ✠LMC1,12	Abn		4,15	1912 1mo *Lloyd's*	A.Hall& Co.Ld. Aberdeen *A&CP*	**Stroud'sSteam FishingCo.Ld.**	115·6 | 22·5 | 12·4 BK7½″ *WB*			**Aberdeen** British 3 *BHCem* *=DTf5′10t*	T.3Cy.11⅝″,20″&33″–23″ (*r*) 180lb 66RHP 1SB,*3pf*,GS51,HS1149 A.Hall&Co.Ld.Aberdeen	13 ″ 0	
146 QJWL	**Dankward** SteelScLr *Fr.Vehling* –12 *OilEng.* 1 *Dk*	138 128 92					1911	J.Frerichs &Co.A.G. Einswarden	**FischereiGes. "Brema" m.b.H.**	90·8 | 21·4 | 9·9 Q22′			**Bremen** German	OilEngine 4S.C. 2Cy.11⅝″–12⅝″ J.Frerichs&Co.A.G.Osthlz		G
147 NPSR	**Danmark** WoodAux3MstSr *C.A.Hansen* (*ex*Magdalena, *ex*Sir Colin Campbell) *Stm.Eng.* 2 *Dks* (*See Sailing Ship Register*)	445 373 298					1855	..... Sunderland	**GrönlandskeMinedriftsAkties. (M.I.Nyeboe, *Mgr.*)**	122·5 | 30·2 | 17·5			**Copnhagn** Danish	T.3Cy.9″,15″&24″–18″ NE&B92 24NHP AkersMek.Værks.Xia.		N
148 174 HVGL	**Dansätter** CompScSr *S.F.Ekmann* –15 1 *Dk*	159 129 71					1890	G.Persson Nylandsö	**J.Svensson**	98·2 | 22·3 | 8·5 B22′			**Marstrand** Swedish	C.2Cy.10¾″&21½″–15¾″ 15NHP MotalaCo..Motala		
149	**Dantas Barreto** SteelScSr *Jansen* (*Whaler*) 1 *Dk*	144 140 51					1912	Akers Mek.Værks. Christiania	**Cia.dePescaNortedoBrazil**	99·3 | 20·1 | 11·5			**Prnmbuco** Brazilian *WB*	T.3Cy.12″,20″&33″–24″ 53NHP AkersMek.Værks.Xia.		N
150 739 NSDG	**Dante Alighieri** SteelTwinScSr *A.Sturlese* *Elec.light* Wireless	9754 — 5810	100A1 *Shelter dk with freeboard* (*Class Contemplated*)				1915	Soc.Esercizio Bacini Genoa	**Soc.diNav. Transatlantica Italiana**	479·8 | 59·3 P102′ B184′ F135′			**Genoa** Italian	Q8Cy25½″,37⅜″,58⅛″&78⅛″–53⅛″ Soc.EsercizioBacini,Gen.		
151 49 NSDK	— SteelTwinScSr *D.Capezza* (*ex*Yoronha) (*Tug*) 1 *Dk* & *Awngdk*	178 173 84			...		1891	S.Mc Knight&Co. Ayr	**ImpresaGeometra G.Fogliotti**	82·5 | 21·1 | 7·9 15·0 BK6″			**Naples** Italian *WB*	C.4Cy.12″&24″–18″ 41NHP Muir&Houston,Glasgow	16 ″ 2	
152 102868 NJWQ	**Danube** SteelSc3MstSr *S.N.Braithwaite* –17 4 *Dks*(2 *Stl*–ws) *Ref.Mchy.* *Uteaks*) & *Promenade dk* *Elec.light* Sub.Sig. Wireless	5885 4952 3121	✠ 5,95	Sou	*b*†		1893 11mo	J.&G. Thomson,Ld. Clydebank	**RoyalMailSteam PacketCo.**	420·0 | 52·0 | 33·5 P42′ F73′ BK10″ *Promenade dk217′*			**London** British 10 *BHCem*	T.3Cy.38″,60″&94″–66″ 934NHP 4DB,*32cf*,GS624,HS17292 J&GThomsonLdClydebnk	35 ″ 5	BT till 9,17

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / *Master.* / *Late Name if any.* / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years assigned now assigned. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 Built. By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Dates of Trade Cert.
153 Danube HTVB	*Christol* –13 (*ex*Bombay) *Elec.light*	SteelScSr 3508 3064 2207	✠ 7,89 ✠	Lon	*w*		1889 3mo *WB*	Caird&Co. Ld.Greenock = *CellDB298'*	MessageriesMaritimes	349·4|42·1|26·5 P35'B104'F49' 622*t FPT51t APT* 50*t* BK9"			Marseilles French 7*BHCem*	T.3Cy.24",40"&62"–54" 282NHP Caird&Co.Ld.Greenock	29 ″ 9	V
154 Danube II. 129105 HRNQ	*H.R.Jewiss* –15 *Elec.light*	SteelScK 227 193 3	✠100A1 *For towing purposes* 9,14 BS7,16 ✠LMC11,14	Lon		7,16	1910 6mo *Lloyd's*	Philip& Son.Ld. Dartmouth	TilburyContracting&DredgingCo. Ld.	100·2|25·6|12·4 BK7" *WB* = *FPT3t*			London British 4*BHCem*	T.3Cy.15",24"&40"–27" (*s*) 180lb 97NHP 1SB,*2cf*,GS50,HS1590 Earle'sCo.Ld.Hull	13 ″ 1 s 1 ″ 4½ 12 ″ 5	
155 Danubian 125769 HNRB	*G.Grieve* –16 *Elec.light*	SteelScSr 5064 4786 3166	✠100A1 2,16 *Carrying Petroleum in bulk*	Shl	*y*	2,16	1909 3mo *Lloyd's*	Swan,Hunter& Wigham Richardson, Ld Newcastle	PetroleumSSCoLd (Lane&Macandrew Ld. *Mgrs.*) (BritishTankerCo. Ld. *Mgrs.*)	387·2|51·8|27·9 P31'B83'F37' *WB*=	FK		London British 16*BHCem* 14 *to U dk* 2 *to M dk*	T.3Cy.27",45"&74"–48" (*s*) 180lb *120lb* 447NHP 3SB,*9cf*,GS192,HS7380 Wllsnd Slpwy.Co.Ld.Nwc.	30 ″ 3 s 6 - 3½ 24 ″ 4	
Now named "BritishKnight," See No 38 in Supplement			✠LMC4,13 DBS6,16 DBS5,17													
156 Danubio 88 HFGL		IronScSr 817 2*Dks* 697 491					1866	Act.Ges. "Vulcan" Stettin	Soc.Anon. Austriaca diNav.a Vap."Dalmatia"	198·0|30·5|18·2			Trieste Aust.-Hung.	T.3Cy.17½",28"&46"–30" NE&B92 116NHP Wllsnd.Slpwy.Co.Ld.Nwc.		A
157 Danubius HVCK	*N.R.Patrikios* –13 (*ex*Seawall)	SteelScSp 109 108 49 (*Tug*) 1*Dk*(*Irn*)	✠ A1 *For River purposes only* 2,13 ✠LMC2,13	Shl			1913 2mo *Lloyd's*	J.P.Rennoldson&Sns. South Shields	J.G.Matsoukis	100·0|19·1| 8·8 *WB* = *APT8t*	FK		Braila Roumanian 4*BHCem*	T.3Cy.11½",20"&22"–22" (*s*) 180lb 60NHP 1SB,*2pf*,GS34,HS1020 J.P.Rennoldsn&Sns,S.Shl.	9 ″ 6 s 2 ″ 4 7 ″ 4	
158 Daphne HVCK	*G.Z.Lykiardopulo* –15 (*ex*Seawall)	SteelScSr 3047 2853 1900 1*Dk*(*ptIrnptStl*)	✠100A1 11,17 ~~11,16~~ Msl ✠LMC MS1,15 BS1,17	NNs	*u*	1,16	1910 5mo *Lloyd's*	Richardsn. Duck&Co. Stockton	N.D.Lykiardopulo *WB*= *CellDBa*	325·1|47·0|22·5 P27'B173'F31' 112'*uE*24'*f*140'703*t*	FK		Argostoli Greek 5*BHCem* *APT*103*t*	T.3Cy.23½",39"&64"–42"(*s*) 180lb *90lb* 278NHP 2SB,*6cf*,GS118,HS4142 Blair&Co.Ld.Stockton	24 ″ 10 s 3 ″ 5½ 21 ″ 9	
159 —		SteelScSr 1543 (*ex*Seamew) 1060				...	1888	Palmers' Co.Ld. Newcastle	J.J.MacDowall	260·0|36·7|17·3 P133'F62'	BK9"		Greek *WB*	T.3Cy.31",50"&76"–45" NB99 419NHP Palmers'Co.Ld.Newcastle	19 ″ 8	
160 Daphné HTVJ	*Well deck Elec.light* *Leroy* –11	2*Dks* 686 SteelScSr 1467 1131 1*Dk* 691					1911	Sunderlnd S.B.Co.Ld Sunderland	Soc.NavaleCaennaise (G.Lamy& Cie.,*Mgrs.*)	257·0|35·0|14·5 Q90'B56'F25'			Caen French *WB*	T.3Cy.19½",32"&53"–36" 169NHP N.E.MarineEngCo.Ld.Sld		V
161 Daphne 122922	*A.Stephenson*	WoodScSr 192 137 1*Dk* 100					1907	WH Brown Auckland	NorthernSSCo.Ld.	111·6|20·5| 8·1			AuklndNZ British	C.2Cy.15"&31"–21" *Emade*87 *fitted*07 55RHP Blackwood&Gordon,P.Gl.		
162 Dara 137473 JLSR	*E.Loftus* –15 *Elec.light*	SteelScSr 4922 4545 3083 2*Dks*(*Stl*)&*Shade dk* (*Stl*–teak s)	✠100A1 *Shade dk* ~~Iron~~Bty ~~9,17~~ 10,16 12,17 ~~8,17~~ Cpt ✠LMC9,16	Bom	*z*	8,17	1915 9mo *Lloyd's*	Russell& Co. PortGlasgow	Bombay&Persia Stm.Nav.Co.Ld. *'sA&CP WB*= *Cell DBa*119'*uE*&	400·2|53·0|27·4 *B65'f*1651105*t FPT*	FK		Bombay British 6*BHCem* 66*t APT*29*t*	T.3Cy.26½",44"&73"–51"(*r*) 200lb *100lb* 601NHP 3SB,*9cf*,GS172,HS9147 FD Dunsmuir&JacksonLdGls	30 ″ 0 s4 ″ 8½ 25 ″ 8	
163 Dardania HFJM	*G.Crampus*09–12	SteelScSr 3548 3362 2265 1*Dk*(*ptIrn*&*ptStl*)2*trB* &*deep framing*3*Dk rule*	✠ ~~12,16~~ 5,16 ✠	Shl	*u*		1901 5mo	J Readhead &Sons S.Shields	DardaniaSSCo.Ld. (D.Tripcovich) *WB*= *CellDBa*	341·2|46·7|25·9 P41'B101'F32' 116' *uE*20'*f*140'	FK		Trieste Aust.-Hung. 6*BHCem* 825*t APT*39*t*	T.3Cy.24",40"&65"–45" 295NHP 2SB,*6rf*,GS116,HS4590 J.Readhead&Sons,S.Shl.	27 ″ 4	
164 Dardanus NLWB	*J.C.Vervooren*	SteelScSr 4335 3918 2761 2*Dks*					1894	Scott&Co. Greenock	Nederlandsche Stoomv.Maats Oceaan	392·0|47·1|26·0 P44'B106'F48'			Amstrdam Dutch *WB*	T.3Cy.25½",43"&69"–54" 350NHP Scott&Co.,Greenock		C
165 Darent 125673	*Elec.light*	SteelScSp 172 149 6 ssLon.No.2–16 1*Dk*(*Stl*–teak s)	✠100A1 3,16 ✠LMC MS5,16 BS1,17 2,18	Lon	*b*	~~3,16~~ 2,18	1908 3mo *Lloyd's*	Ferguson Bros. PortGlasgow	Port of London Authority *WB*= *Cell D*	96·0|23·1|10·3 BK6" *Bin Stokehold*			London British 4*BHAsp* *DT f*12'24*t*	T.3Cy.14",21½"&35"–24" (*s*) 180lb 63RHP 1SB,*3rf*,GS60,HS1540 FergusonBros.Pt Glasgow	12 ″ 9 s 2 ″ 6 11 ″ 0	
166 Daring 73715 QLMP	*C.Robson* –10	IronPadSk 135 135 7					1876	J.Read-head&Co. S.Shields	R.Redhead&Son, Ld.	106·9|19·1|10·0			London British	L.2Cy.28"–51" 70RHP J.Readhead&Co.,S.Shields		
167 Darino 139323 JRKV	*C.A.Groves* –17 *Elec.light* 2*Dks*(*Stl*)	SteelScSr ~~1859~~ 1433 1226 885 *CruiserStern*	✠100A1 10,17 (*ClassContem. plated*) ✠LMC10,17	Lth	*p*		1917 10mo *Lloyd's*	Ramage& Ferguson,Ld. Leith	~~EllermanLine~~, ~~Ld.~~ Ellerman's WilsonLine,Ld. *CellDB*	~~236·0|36·2|19·2~~ P33'B79'~~F27~~F26' 236 3|36·5|17·1 203'31*t APT*75*t* FK			Hull British 4*BHCem*	T.3Cy.16½",28¼"&48½"–33" 210lb *100lb* (*s*) 203NHP 2SB,*4cf*,GS74,HS2976 FD Ramage&FergusonLd.Lth	19 ″ 3 2 ″ 2½ 17 ″ ¼	
168 Darius 114656 VGPL	*T.L.Rees* –16 (*ex*Pennine Range)	SteelScSr 3426 3421 2207 ssHpl.No.3–11,16 1*Dk*(*ptIrn*&*ptStl*)2*trB* &*deep framing*3*Dk rule*	✠100A1 11,16 ✠LMC BS4,16 MS11,16	Hpl	*w*	11,16	1903 10mo *Lloyd's*	JLThompson& Sons,Ld Sunderland	TempusShppg.Co. Ld.(W.H.Seager& Co.*Mgrs.*) *'sA&CP WB*= *Cell DBa* 117'*uE*&	345·0|47·1|24·9 P31'B198'F32' 6*BHCem* *B35'f*144'792*t FPT* 97*t APT*51*t*	FK		Sundrland British	T.3Cy.24½",40"&66"–45" (*s*) 180lb *180lb* 316NHP 2SB 6*pf*,GS138,HS4870 G.Clark,Ld.Sunderland	27 ″ 8 s 4 ″ 4 23 ″ 9	
169 Darket NTKM	*Rasmussen*15–15 *Mchy.Aft*	SteelSc 189 *OilEng.* 145 1*Dk* 118					1915	P.T.Stuhrs Mask.&Skibs. Aalborg	Akties.Dmpsksk. RödbyHavn (A. Andersen,*Mgr.*)	101·0|21·6|9·3 B22'F20'			RödbyHvn Danish *WB*	Oil Engine 2Cy. J.&C.BolindersCo.Ld.Skm		V
170 Darlington 29282 HRMF	*T.Myers* –10 *Well deck* *Elec.light*	SteelScSr 1076 897 425 ssHul.No.1–15 1*Dk*(*Stl–ptws*)	✠100A1 9,17 ~~6,15~~ BS10,16 ✠LMC1,18 3,18	Hul Lon	*p*	~~4,14~~ 9,17	1910 8mo *Lloyd's*	Earle'sCo. Ld. Hull	Wilsons&N.E.Rly. ShippingCo.Ld. *WB*= *Cell DBa* 44'	256·0|36·2|15·0 P&B169'F54' *uE*23'*f*121'196*t FP*	FK		Hull British 5*BHCem* *T12t APT8t*	T.3Cy.23½",38"&62"–39" (*s*) 180lb 373NHP 2SB,*8cf*,GS154,HS5840 FD Earle'sCo.Ld.Hull	17 ″ 4 s 1 ″ 5 16 ″ 5	
171 Darloo 112507	*W.H.Burrell* –16	WoodScK 175 (*ex*Pretoria) 154 1*Dk* 96					1900	R.Davis Brisbane Water,NSW	G.W.Whatmore	108·1|25·7| 8·8			Brisbane British	C.2Cy.12"&24"–16" NB07 24RHP Bow&McLaughlin,Psy.		
172 Darmstadt	(Captured and taken to Newcastle)	SteelSc 158 (*Trawler*) 146 1*Dk* 54					1896	Bremer Vulkan Vegesack		105·8|21·0|10·2			*WB*	C.2Cy.14$\frac{1}{16}$"&26"–19$\frac{3}{4}$" 25NHP Bremer Vulkan,Vegesack		
173 Darnholme 131836 HTBK	*W.H.Boagey* –16	SteelScSr 3693 3448 2331 ssCff.No.1–16 1*Dk*(*ptIrn*&*ptStl*)	✠100A1 ~~6,17~~ ~~12,16~~ 12,15 ~~Cpt~~ Mdb 4,18 ✠LMC4,16 BS1,18	Cff	*w*	~~12,16~~ 1,18	1911 7mo *Lloyd's*	R.Thompson&Sons,Ld. Sunderland	~~T.Smailes&Sons'~~ ~~S.S.Co.Ld.~~ Gordon Stm.Shppng Co.Ld. *WB*= *Cell DBa*	350·0|50·0|23·4 P35'B102'F35' 106'*uE*25'*f*148'743*t*	FK		Whitby British 6*BHCem* *APT*102*t*	T.3Cy.25",42"&68"–45' (*r*) 180lb *100lb* 340NHP 2SB,*8pf*,GS125,HS5302 N.E.MarineEng.Co.Ld.Sld.	25 ″ 10 s 4 ″ 5 21 ″ 9	

1 Numéro d'Ordre / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / ✝ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme soldré maintenant expiré. Lettre d'Entretenement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NP = Force en chevaux d'après les formules de la Société. RP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
174 137001	**Darogah** *J.G.Bowering* –15 *Elec.light*	SteelScK 1Dk	221 198 86	✝100A1 *StmTrawler* 9,14 ✝LMC9,14	Mdb			1914 9mo	Smith's DockCo.Ld Middlesbro' *Lloyd'sA&CP*	Bowering'sSteam FishingCo.Ld. (E.Sleight, *Mgr.*)	117·5 Q72′F19′	22·0 BK7½′	11·9	Grimsby British	T.3Cy.12¼″,20″&34″–24″ (s) 180lb 78RHP 3*BHCem* 1SB,*3pf*,GS44,HS1405 Smith'sDockCo.Ld.Mdb.	12 ″ 8	
175 129290 HRQG	**Darracq** *G.H.Booth* –14 (*ex*H.A.L.Russell)	SteelScK *ss*Hul.No.1–14 1Dk	256 235 103	✝100A1 *StmTrawler* 12,14 ✝LMC4,14	Hul		12,14	1910 9mo	Cochrane &Sons Selby *Lloyd'sA&CP*	HoldernessStm. TrawlingCo.Ld. (E.Cargill, *Mgr.*)	130·0 Q70′	22·5 BK7½′	11·8	Hull British 3*BHCem*	T.3Cy.12¾″,22″&36″–24″ (s) 200lb 80RHP 1SB,*2pf*,GS36,HS1320 Amos&Smith,Ld.Hull	12 ″ 7	
176 132026 JBCW	**Darro** *H.W.Stump* –16 Sub.Sig. Wireless *Elec.light* *Ref.Mchy.* 2*Dks*&3*pt dks*	SteelTwinScSr	11484 9855 ~~7231~~ 7252	✝Lloyd'sRMC ~~1,16 7,17~~ 2,18				1912	Harland& Wolff,Ld. Belfast	RoyalMailSteam PacketCo.	500·7 P50′B181′F59′	62·3	40·2	Belfast British *WB*	Q.8Cy.23″,34″,48″&69″–51″ 680NHP Harland&Wolff,Ld.Bel.		
177 108395 QGBV	**Dart** *Mitchell* –16	SteelScSr *ss*Shl.No.3–6,11 *ss*Sld.No.1–16 *ptDk*(*Stl*)&*Webframes*&*Awng dk*(*Irn*)	3207 3086 2056	✝100A1 *Awng dk withfreeboard* 8,16 ✝LMC BS2,16 MS8,16	Sld	*u*	5,16	1898 7mo	JLThomp-son&Sons,Ld. Sunderland A&CP *W*	MercantileS.S.Co. Ld.(E.Hain&Son, *Mgrs.*) *B=Cell DB a* 106	325·0 26·4 FK *uE&B39′f*132′637*t*	44·5	19·7	London British 6*BHCem* *APT34t*	T.3Cy.20″,34″&62″–42″ (s) 240lb *100lb* 280NHP 2SB,*6cf*,GS94,HS4139 T.Richardsn&Sons,Ld.Hpl	28 ″ 11 s 7 ″ 1½ 22 ″ 2	
178 139088 JLWQ	— *A.H.Mackinnon* –15 *Elec.light* *Ref.Mchy.* *Mchy.Aft*	SteelTwinScSr 1Dk(*Stl*)	1104 635 697	✝100A1 *Lighter* 8,16 ✝LMC10,13 ✝Lloyd'sRMC ~~1,17 2,17~~ 1,18	Lon	*m*	~~12,14~~ 2,17 ~~13,17~~ PN8,17 S9,17	1912 10mo	Cammell Laird&Co.Ld. Birkenhead *Lloyd'sA&CP*	RoyalMailSte m PacketCo. *WB=CellDBf*116′256*t*	180·0 B&F136′ FK	42·2	9·8	London British 3*BHCem* *FPT152t*	C.4Cy.15′&32″–21″ (s) 140lb 83RHP 2SB,*6cf*,GS118,HS3200 CammellLaird&CoLd.Bkn	12 ″ 7 s 3 ″ 3½ 9 ″ 8	
179 99465 MRKS	**Dartmoor** *T.C.Huston* –16	SteelScSr *ss*Gls.No.3–7,08 *ss*Shl.No.1–12 1*Dk*(*ptStlptIrn*)2*trB* &*Webframes*&*ptAwngdk*(*Irn*)	2870 2191 1844	~~✝100A1~~ *pt Awng dk withfreeboard* 6,16 ~~✝LMC6,16~~	Gls		6,16	1892 8mo	J.Read-head&Sons S.Shields A&CP	J.&P.Hutchison	306·0 P29′Q92′B126′ F31′RFD28′	41·7 FK *WB=CellDBa*	21·2	S.Shields British 5*BHCem* 98′*f*120′492*t*	T3Cy.23″,37⅞″&61½″–42″(r) 160lb *100lb* NDB05 246NHP 2SB,*4rf*,*2cf*,GS110,HS3713 J.Readhead&Sons,S.Shl.	24 ″ 4 s 8 ″ 5 23 ″ 0	
180 84147 WCGB	**Dartmore** *W.G.Calder* –10 1st Survey,Lth.4,12 *Well deck* 6th Survey,Gmb.10,07 1*Dk*(*Irn*)2*trB*	IronScBn	1579 1254 993	✝A1* 1 9,15	Lth	Lv		1881 8mo	Richardsn, Duck&Co. Stockton	J.Cormack&Co.	260·0 Q91*t*B160*t*H21*t* F39*t* FK *WB=DBuE&B*	36·0	18·2	Leith British 4*BH2PRH* *APT FPT*	C.2Cy.32″&60″–39″ 187NHP 2SB,*4pf*,GS75,HS2411 Blair&Co.(Lim.),Stockton	19 ″ 7 s 2 ″ 2½ 17 ″ 7	
181 130192	**Dartmothian** *T.Weeks* –15	SteelSc 1Dk	50 49 2	✝100A– *For towing purposes* ~~12,17 ✝15~~ ✝LMC5,15	Drtply		12,17	1915 5mo	Philip& Son,Ld. Dartmouth	Renwick,Wilton& Co.	63·2 BK6″ *WB=FPT5t*	15·0	7·9	Drtmouth British 4*BHCem* *APT129t*	C.2Cy.11′&23″–16″ (s) 150lb 60RHP 1SB,*2pf*,GS26,HS774 Philip&Son,Ld.Dartmouth	8 ″ 3	
182 95765	**Dartmouth** *C.H.Jackson* –15	IronScK (*Trawler*) 1Dk	139 131 56			...		1890	W.Harkess &Sons Middlesbro'	Davies&Grand-G.W.White (A.Black, *Mgr.*)	95·5 Q14′	20·1 BK7½″	10·7	~~Milford~~ British Grimsby	C.2Cy.15½″&30″–22″ *Emade*74 NB07 40RHP W.King&Co.,Glasgow	11 ″ 10	
183 132880 JBTF	**Dartwen** (Detained at Hamburg) *H.D.Neil*06–13	SteelScSr 1Dk(*Irn*)	4793 4556 3022	✝100A1 12,13 ✝LMC3,13	Cff	*x*	12,13	1913 3mo	Richardsn, Duck&Co.Ld Stockton *Lloyd'sA&CP*	W.&C.T.JonesS.S. Co.Ld. *WB=CellDBa* 127′*uE&B45′f*	380·2 P34′B111′F31′ FK 168′1116*t* *FPT162t*	50·9	28·0	Cardiff British 6*BHCem* *APT129t*	T.3Cy.26′,42″&70″–48″ (s) 180lb *120lb* 385NHP 3SB,*9cf*,GS173,HS6169 Blair&Co.Ld.Stockton	30 ″ 4 5 ″ 11 24 ″ 9	
184 QJBK	**Darvel** *E.Littmann* *Elec.light*	SteelScSr 2*Dks*	1508 1172 899					1905	Schiffsw.v. Henry Koch Lübeck	Norddeutscher Lloyd	260 8 P33′B93′F36′	37·2	16·1	Bremen German *WB*	T.3Cy.21⅛″,34⅜″&55⅛″ –33½″ 176NHP J.F.Ahrens,Altona		G
185 106992 QKJS	**Datchet** *A.Hodgson* –16 (*ex*Tantallon)	SteelScSr *ss*Shl.No.3–9,11 *ss*Cff.No.1–15 1*Dk*(*ptIrn*&*ptStl*)2*trB*&*deep framing*3*Dk rule*	3076 2900 1984	✝100A1 *withfreeboard* 2,18 ~~✝16~~ ✝LMC MS4,15 ~~BS11,15~~ ~~BS1 17~~ 2,18	Cff Brs	*u*	11,16	1898 11mo	J Readhead &Sons S.Shields A&CP	BritainS.S.Co.Ld. (Watts,Watts& Co Ld. *Mgrs*) *Cell DBa* 104′	323·0 P29′B82′F32′ FK *uE&B20′f*132′726*t*	47·2	22·5	London British 5*BHCem* *APT30t*	T.3Cy.24″,40″&64″–42″ (r) 160lb ~~80lb~~ 278NHP 2SB,*6rf*,GS90,HS4366 J.Readhead&Sons,S.Shl.	25 ″ 0 s 4 ″ 3 21 ″ 1	
186 12111 LGHM	**Date Maru** (*ex*NipponkaiMaruNo.6)	SteelSc 1Dk	199 — 107					1909	..... Niigata	K.Shimizu	115·9	17·7	12·0	Hakodate Japanese	T.3Cy.		
187 2 NSFH	**Dauno** *F.Cacace*	IronScSr *ss*Gen.No.1–88 1*Dk*(*Irn*)	455 391 239	10,83	Gen	*h*		1878 8mo	HM'Intyre &Co. Paisley	Soc.Anon.diNav.a Vap.Puglia	179·3 F23′	24·7 *WB=DBa&f*	12·5	Bari Italian 4*BHCem*	C.2Cy.20″&38″–30″ NB97 66NHP Muir&Houston,Glasgow		I
188 ~~Named~~ 130468 KSRT	**Dauntless** ~~Named~~ Luckenbach No. 5., *See No. 26 Supplement* *Elec.light*	SteelSc 1Dk	270 ~~215~~ 144	✝ *For towing purposes* 4,07 ✝	S.Fo			1903 11mo	Risdon IronWorks S.Francisco	Shipowners&Mer-chantsTugboatCo.	121·5 BK7″ *WB=FPT*	24·5	15·0	S.Frncisco Utd.States 5*BH* 9*tAPT22t*	T.3Cy.15′,24½″&40″–28″ 136NHP 2B,GS62,HS2500 RisdonIronWks.S.Fo.	15 ″ 0	
189 157368 KRHT	—	SteelScSr	153 — 76					1893	J.H.Dia-logue&Son Camden,N.J.	NewportNews S.B.&D.D.Co.	102·0	20·7	10·6	Newport News Utd.States	C.2Cy.17″&32″–24″ NB06 42NHP J.H.Dialogue&Son,Cmd.NJ		
190 96331	—	WoodScFlat	137 129 93					1886	J.Wood-cock Northwich	SaltUnion,Ld.	84·0	21·0	10·0	Liverpool British	2Cy.9½″–12″ 20RHP E.Bates,Leftwich		
191 113607	— *W.Burton* –17 *Elec.light*	SteelScK 1*Dk*(*Teak*)	132 108 9	✝ *Tug* 7,02 ✝	Pts			1901 5mo	Cook,Wel-t'n&Gemmell Hull	NorthEasternRly. Co. *WB=*	90·0 RFD43′ *FPTanks8t* BK6″	18·1	9·2	Hull British 4*BHCem*	T.3Cy.11¾″,20″&32″–23″ 1SB,*2cf*,GS36,HS879 55RHP Bailey&Leetham,Hull	10 ″ 0	
192 111599	— *W.Somerville*03–03	WoodScSr 1Dk	128 107 89					1901	J.Moir N.Westmin-ster,B.C.	WestminsterTow-ing&FishCo.Ld. (J.Mayers, *Mgr.*)	92·0	20·5	9·5	N Wstmstr B.C. British	C.2Cy.12″&26″–18″ 27RHP PolsonI.W.Co.Ld.Toronto		
193 157637	— *R.E.L.Freeburger*	WoodSc (*Tug*)	123 — 83					1901	..... Baltimore	P.DoughertyCo.	97·2	22·0	10·5	Baltimore Utd.States			
194 118328 VGJN	— *J.Raye*90–11	SteelScK (*Tug*) 1Dk	109 99 3			...		1903	Willo'ghby Bros.Ld. Plymouth	W.H.Tucker&Co. Ld.	86·4	18·0	10·5	London British	C.2Cy.17″,34″–21′ 90RHP WilloughbyBros.Ld.Ply.	11 ″ 1	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Register Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned. now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NP=Horse power by Society's formulæ; RP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Dates of R. of Trade Cert.
195 HTWG	**Dauphin** SteelScK *Stephan* –12 (*Trawler*) (*ex* Ladysmith) 1 *Dk*	207 187 23			...		1900	J. Duthie, Sons & Co. Aberdeen	L. Ballias & A Mahé	115·2 | 21·8 | 11·6 BK 7½″			Lorient French *WB*	T. 3 Cy. 11½″, 19½″ & 32″-22″ 62 NHP W. V. V. Lidgerwood, Glasgow.	12 ″ 6	V
196 HTWL	— IronScYl *P. Cousteyn* –15 *ss* Hul. No. 3–8, 11 (*ex* Ruby) 1 *Dk*	151 145 53	✠100A1 *Stm Trawler* 4,15 BS4,15 LMC8 11	Arc		2,12	1891 6mo	Mackie & Thomson Glasgow *Lloyd's SA & CP*	C. Pupin	100·5 | 20·5 | 10·7 Q 19′ F 19′ pt ND 07 BK 7½″			Arcachon French 3 *BH Cem*	C. 2 Cy. 16″ & 32″-22″ (*s*) 110 lb 42 NHP 1 SB, *2pf*, GS 30, HS 690 Muir & Houston, Glasgow	11 ″ 11	
197	— WoodSc *Caradjas* –12 (*Tug*) F & Y M 8, 12	125 112 23					1895	A. Berrachini Sestri P'nente	J. Compte Calix (G. P. Lscos., *Mgr.*)	85·7 | 19·6 | 11·5			Constanpl French	C. 2 Cy. 17½″ & 33½″-19½″ 41 NHP Wilson & MacLaren Smpna		V
198 86902	**Davaar** SteelScSr *J. Galbraith* –16 1 *Dk*	495 422 202			..		1885	Lon. & Gls. Co. (Lim.) Glasgow	Campbeltn & Gls. S. Pkt. Joint Stock Co.	217·8 | 27·0 | 12·9 Q 56′ B 63′ F 48′			Campb'ltn British *WB*	C. 2 Cy. 29″ & 58″-42″ NB 03 182 NHP Lon. & Gls. Co. (Lim.), Gls.	13 ″ 7	3T till 2,18
199 WLKG	**Davanger** SteelScSr *E. Hille* 16–16 2 *Dks* (*Stl*) *Web frames* *Elec. light* *Longitudinal framing*	5876 5541 3716	✠100A1 10,16 LMC8,16	N Yk	*z*		1916 7mo	Union Iron Works Co. San Francisco A & CP	Westfal Larsen	399·7 | 56·2 | 29·5 P 40′ B 70′ F 40 FK			Bergen Norwegian 6 *BHpt Asp*	1 Geared Steam Turbine 210 lb (*s*) 3SB, *9cf*, GS 162, HS 8055 FD General Electric Co. N. Yk.	32 ″ 0 s 6 ″ 11 25 ″ 5	
200 132409 HVLF	**Davara** SteelScK *J. R. Carter* –14 1 *Dk*	291 269 116	*Fitted for oil* *fuel* 8,16 ✠100A1 *Stm Trawler* 3,14 LMC8,12	Flt		*F.P. a* 9,14	1912 3mo	Cochrane & Sons Selby *Lloyd's SA & CP*	*above* 150° F. *Cell D* 53·5′ 1236*t* Mount Steam Fishing Co. Ld.	*D Tat sides of tunnel* 130·0 | 23·5 | 12·5 Q 79′ F 23′ BK 8″			*f* 30′ 223*t D T f* Fleetwood British 4 *BH Cem*	30′ 405*t FPT* 780*t APT* 200*t* T. 3 Cy. 13½″, 23″ & 37″-26″ (*s*) 180 lb 89 RHP 1 SB, *3pf*, GS 47, HS 1540 C. D. Holmes & Co. Ld. Hull	30′ 223*t D T f* 13 ″ 3	
201 210507 LQNQ	**Davenport** WoodScSr *G. Dettmers* 12–13 *Elec. light* *Mchy. Aft* 1 *Dk*	911 742 525					1912	Kruse & Banks Coos Bay, Or.	S.S. Davenport Co. (J. O. Davenport)	200·1 | 40·0 | 14·5			S. Frncisco Utd. States	T. 3 Cy. 13½″, 23″ & 40″-30″ 88 NHP United Eng. Works S. Frisco		
202 NLVW	**Daventria** SteelSc *K. E. Seven* –12 *Oil Eng.* *Mchy Aft Carrying Petroleum in bulk* 1 *Dk*	102 101 75					1912	E. J. Smit & Zoon Hoogezand	Ph. van Ommeren	103·3 | 17·8 | 7·5			Rottrdam Dutch *WB*	Oil Engine 1 Cy. 14″-14½″ Standrd Crude Oil Motor Co		V
203	**David Campista** SteelSc ~~*ss* Pra. No. 2–14~~ *Mchy. Aft* (*Bucket Dredger*) 1 *Dk* (*Stl*) *Elec. light* *ss* Pra. No. 3–7,17	*642* *591* *317*	✠ A– *Dredger* 7,17 ~~7,14~~ LMC7,17	Pra		7,17	1907 9mo	Lobnitz & Co. Ld. Renfrew	Port of Para	208·5 | 35·1 | 11·8 Q 11′ FK *WB*			Para Brazilian 7 *BH Cem* = *APT* 14*t*	C. 2 Cy. 20″ & 42″-24″ ~~1200~~ 1200 lb 100 NHP 2SB, *4cf*, GS 78, HS 1973 Lobnitz & Co. Ld. Renfrew	12 ″ 6	
204 121037	**David Dale** SteelTwinSc (*Bucket Hopper Dredger*) *Elec. light* 1 *Dk* (*Stl*)	1562 1520 999	✠ *Hopper Dredger* 3,05 ✠	Rnf	*q*		1905 3mo	Lobnitz & Co. Ld. Renfrew	N. Eastern Rly. Co.	259·0 | 45·2 | 18·3 F 32′ FK			Hull British 7 *BH Cem*	T. 6 Cy. 17″, 27″ & 43″-27″ 215 NHP 2SB, *6cf*, GS 134, HS 3448 Lobnitz & Co. Ld. Renfrew	19 ″ 5	
205 109418	**David Fernie** SteelScSr *J. Lewis* –12 *ss* Liv. No. 3–2, 11 *ss* Liv. No. 1–15 *Elec. light* ~~Stub. Sig.~~ 1 *Dk*	275 240 112	✠100A1 ~~6,16 6,17~~ 1,18 BS2,16 LMC6,16 ~~BS2,17~~ 3,17	Liv Pk. Liv	*d*	~~6,16~~ ~~3,17~~ N1,18	1898 4mo	Murdoch & Murray Pt Glasgow A & CP	Mersey Docks & Harbour Board	128·4 | 24·1 | 11·7 B 13′ BK 7½″			Liverpool British 4 *BH Cem*	T. 3 Cy. 12″, 18″ & 30″-22″ (*s*) 180 lb 53 RHP 1 SB, *2rf*, GS 35, HS 927 D. Rowan & Son, Glasgow	13 ″ 0	
206 126986	**David Gillies** SteelTwinSc *J. E. Watson* –13 1 *Dk*	375 369 92					1908	Hong K'ng & Whampoa Dock Co. Ld. Hong Kong	Hong Kong & Whampoa Dock Co. Ld.	150·0 | 27·0 | 13·6 B 68′			Hong Kong British *WB*	T. 6 Cy. 13″, 22″ & 35″-30″ 125 RHP Hong Kong & Whampoa Dock Co. Ld. Hong Kong		
207	**David Lloyd George** SteelScSr *For full particulars See No. 10 in Supplement* *Elec. light*	4170 2550	100A1 (*Class Contemplated*)				1917	Craig, Taylor & Co. Ld. Stockton	Williams & Mordey	370·1 | 51·5 | 24·0 P 52′ B & F 285′			Cardiff British	T. 3 Cy. 26″, 42½″ & 69½″-45″ N.E. Marine Eng. Co. Ld Sld		
208 212389 LDMT	**David W. Burbage** WoodSc *J. A. Ketcham* *Elec. light* 1 *Dk*	286 — 147					1914	W G Abbott Milford, Del.	Coast Fish, Oil & Fertilizer Co. Inc.	139·6 | 24·2 | 11·5			Phildlphia Utd. States	C. 2 Cy. 16″ & 33″-26″ 46 NHP		R
209 202931	**David Z. Norton** SteelScSr *Elec. light* *Mchy. Aft* 1 *Dk*	5667 — 4250					1906	American S.B. Co. Cleveland	Norton Transit Co. (W. C. Richardson & Co. *Mgrs.*)	480·0 | 52·0 | 30·0			Cleveland Utd. States *WB*	T. 3 Cy. 22½″, 36″ & 60″-42″ 233 NHP American S.B. Co Cleveland		L
210 MLVJ	**Davida** SteelScSr *A. Aambö* 16–16 (*Trawler*) (*ex* North Wind) 1 *Dk*	*111* *106* *42*			...		1890	Hall, Russell & Co. Aberdeen	O. Moene	96·7 | 19·6 | 10·1 H 5*t* BK 6½″			Aalesund Norwegian	C. 2 Cy. 15″ & 34″-24″ NB 01 47 NHP Hall, Russell & Co. Abn.	10 ″ 9	
211 73718	**Dawn** IronScSr *C. E. Egan* –06 1 *Dk* & *Awng dk*	522 504 328			...		1876	W. Pile & Co. Sunderland	Samoa Shipping & Trading Co. Ld.	154·6 | 24·0 | 12·5 H 12*t* 18·4 BK 7″			Melbourne British *WB*	C. 2 Cy. 20″ & 40″-27″ NB 88 75 RHP Rankin & Blackmore, Grk.		
212 214491 LGHK	**Dawnlite** Steel AuxScSr *Armstrong* –17 *Oil Eng.* *Elec. light* *Mchy. Aft* 1 *Dk* (*pt Stl*) 2 *tr B* (*See Sailing Ship Register*) ~~*Supplement*~~	1976 1789 1601	✠100A1 ~~6,16~~ 10,16 ~~3,18~~ LMC ~~10,16~~ 3,18	~~De~~ N Yk	*u*		1916 10mo	Toledo S. B. Co. Toledo A & CP	Standard Oil Co. of New Jersey *Cell D*	252·0 | 43·7 | 21·2 P 49′ F 41′ FK *f* 168′ 236*t FPT* 135*t*,			Bayonne Utd. States 4 *BH Cem* *APT* 14*t*	Oil Engine 2S. C. SA 4 Cy. 16½″-18½″ DB *150lb* J. & C. G. Bolinders Mek. Verks. A. B. Skm.	23 ″ 6	
213 132809 HTVC	**Daybreak** SteelScSr *S. T. Pope* 11–15 *ss* Hpl. No. 1–17 1 *Dk* (*Stl*) *Cargo battens not fitted*	3238 3044 2004	✠100A1 4,17 ~~4,15~~ LMC ~~12,15~~ 4,17	Off Hpl	*v*	~~10,14~~ 4,17	1911 12mo	W. Gray & Co. Ld. W Hartlepool *Lloyd's SA & CP*	Scarisbrick S.S. Co. Ld. (Elvidge & Morgan, *Mgrs.*) *WB* = *Cell D B*	340·0 | 48·5 | 22·6 P 27′ B 99′ F 37′ FK *a* 131′ *f* 149′ 827*t FPT*			W. Hartlpl British *BH Cem* 67*t APT* 153*t*	T. 3 Cy. 25″, 40½″ & 67″-45″ (*s*) 180 lb *100lb* 330 NHP 2SB, *6cf*, GS 129, HS 5124 Cen. Mar. Eng. Wrks. W Hpl	25 ″ 0 s 4 ″ 4 21 ″ 0	
214 214568 LGNB	**Daylite** Steel AuxScSr *Oil Eng.* *Elec. light* *Mchy. Aft* 1 *Dk* (*See Sailing Ship Register*) ~~*Supplement*~~	1976 1601	100A1 *For full particulars See No. 9 in Supplement* (*Class Contemplated*)				1916	Toledo S. B. Co. Toledo	Standard Oil Co. of New Jersey	252·0 | 43·7 | 21·9 P 49′ F 41′			New York Utd. States	Oil Engine J. & C. G. Bolinders Mek. Verks. A. B. Skm.		
215 213095 LFCR	**Dayton** *L. S. Stratton* ~~–15~~ –18 SteelScSr ~~Recues. –17~~ *ss* N. Yk. No. 2–16 (*ex* Harport) 1 *Dk* (*pt Irn–pt Stl*) Wireless *& deep framing*	5335 5134 3352	✠100A1 *Shelter dk with freeboard* ~~5,15 9,16~~ 11,17 *Carrying Petroleum in bulk* *Fitted for oil fuel* 10,12	N Yk	*x*	~~9,16~~ ~~11,17~~ BS1,18 LMC9,16 *F.P.*	1907 11mo	J Readhead Sons South Shields *Lloyd's SA & CP*	Standard Oil Co. (New Jersey) *WB* = *Cell D B a*	370·0 | 50·1 | 32·1 FK 27′ *u* E 25′ *f* 56′ 277*t*			Bayonne, N.J. Utd. States 13 *BH Cem* *APT* 133*t*	T. 3 Cy. 26″, 42″ & 70″-45″ (*r*) 180 lb *90lb* 374 NHP 2SB, *6rf*, GS 122, HS 6004 J. Readhead & Sons, S. Shl.	35 ″ 0 s 8 ″ 3 27 ″ 2	
			above 150° F.													

1 Numero d'Ordre / Numero Officiel / Signaux	2 Nom du Navire. Matériaux. Gréement, etc / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite	6 Port de Visite.	7 Ferme assignée maintenant pour. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant.	15 Registres où noté. et date de la dernière Décis. Surv. Trade
216	**De Carpentier**	**SteelScSr**	1244					1890	Nederland-scheStmbMts Rotterdam	Koninkl.Paketv. Maats.	234·5	32·8	16·6	Batavia Dutch WB	T.3Cy.21″,34″&55″–45″ 203NHP Nederl.Stoomb.MaatsRot.		V
TOMP	*Pool* *Elec.light*	1*Dk&Spardk*	766														
217	**De Dageraad**	**SteelScSr**	140					1908	Werf. Hubertina Haarlem	N.V.TexelsEigen Stoomboot Onderneming	115·0 Q40′	19·7 B29′	8·7 F12′	Texel Dutch WB	C.2Cy.14¾″&29½″–17¾″ 31NHP Werf.Hubertina,Haarlem		V
	*C.L.Duinker*08–08 *Elec.light*	1*Dk*															
218	**De Een**	**IronScK**	150	✠100A1	Ymu		5,16	1895	Cook, Welt'n&Gemmell Hull	N.V.Stoomviss. Maats"deEen" (Gebr.Vriend)	102·5 ptND07	20·5	11·0 BK7½″	Ymuiden Dutch	T.3Cy.11½″,18″&30″–22″ (*s*) 160lb 43NHP 1SB,*2pf*,GS24,HS660 C.D.Holmes&Co.Hull	11 ″ 9	
	H.Visser (*ex*Ariadne)	*ss*Hul.No.3–10,07 *ss*Ymu.No.2–15 1*Dk*	148 50	*StmTrawler* 5,16	✠LMC6,15 ✠NB8,09	BS5,16 5,17		9mo									
								Lloyd'sA&CP									
219	**De Eerens**	**SteelSc**	1315					1902	Kon.Maats deSchelde Flushing	Koninkl.Paketv. Maats.	224·6 P59′	36·0 F50′	15·0	Batavia Dutch WB	T.3Cy.17″,26¾″&46½″–36″ 128NHP Maats.deSchelde,Flushing		V
TCMV	*Wilhelmus* *Elec.light*	2*Dks* *Fitted for oil fuel*	795														
220	**De Fontaine**	**SteelScSr**	1721	✠100A1	Sld	*r*	~~12,16~~ 3,18	1901	S.P.Austin &Son,Ld. Sunderland	Lambton&Hetton Collieries,Ld.(E.T. Nisbet,*Mgr.*)	268·2 P27′Q74′	37·7 B50′F29′	17·0 FK	Sundrland British	T.3Cy.20½″,33″&54″–39″ (*s*) 160lb *90lb* 194NHP	19 ″ 9	
109714	*J.S.Liddle* –13	*ss*Sld.No.3–8,13	1330	3,18 ~~2·14~~				3mo							4*BHCem*	s 2 ″ 1½	
SGBJ	*Well deck*	1*Dk(Irn)&Web frames* *Cargo battens not fitted* *ss*Sld.No.1–13	1063	~~BS12,16~~	~~LMC~~ 3,18			A&CP	WB	= *CellDBa*78′*uE&*	B30′*f*112′510*t FPT*				2SB,*6pf*,GS89,HS3100 Richardsons,Westgarth &Co.Ld.Sld.	17 ″ 11	
221	**De Greve**	**SteelScSr**	3670			...		1907	BlythS.B. Co.Ld. Blyth	Koninkl.Paketv. Maats.	330·2 P29′B168′F34′	47·2	21·8 FK	Batavia Dutch WB	T.3Cy.24″,38″&64″–42″ 287NHP N.E.MarineEngCoLd Nwc	24 ″ 5	V
	deVries		2892														
TDMG		1*Dk&deep framing*	2256														
222	**De Haan**	**SteelSc**	1692					1908	Maats. Feyenoord Rotterdam	Koninkl.Paketv. Maats.	270·3 P33′B73′F30′	40·2	16·9	Batavia Dutch WB	T.3Cy.19″,31½″&51½″–39″ 66NHP Maats.Feyenoord,Rot.		V
	Rab		1327														
TDMW	*Elec.light*	1*Dk*	904														
223	**de Hoop**	**SteelAuxScSr**	140	✠100A1	Ams	*d*	5,16	1912	N.V.Werf Conrad Haarlem	Nederl.Ver.ten behoeve van Zeelieden van elke Nation	105·7	21·3	10·2 FK	Amstrdam Dutch	Paraffin Motor 4S.C.SA 2Cy.11½″–15″	12 ″ 1 s 1 • 7	
	T.Harding –12	*Paraffin Motor*	135	~~9,17 5,15~~ 5,18	~~Ymu~~			5mo							3*BHCem*	10 ″ 10	
PBVJ	*Mchy.Aft*	*ss*Ymu.No.1–17 1*Dk*	77		✠LMC~~6,16~~ 2,17			A&CP		WB=	*DBf*10′10*t*				D.Goedkoop,jun.Ams.		
	(*See Sailing Ship Register*)																
224	**De Jongh**	**SteelSc**	207					1914	N V Schpw. Dordrecht Dordrecht	Nederl.Indische Steenkolen HandelsMaats.	108·6	24·2	11·4	Batavia Dutch	T.3Cy.13¾″,22½″&37″–19½″ 61NHP Alblasserdam.Msch.Fab.		V
	B.Barends –14	(*Tug*)	188														
	Elec.light	1*Dk*	—														
225	**De Klerk**	**SteelScSr**	2035					1900	Nederl. Schpsb Maats Amsterdam	Koninkl.Paketv. Maats.	300·0 P60′H68′F61′	40·5	21·5 29·2	Batavia Dutch WB	T.3Cy.23″,36″&60″–42″ Ned.Fab. 233NHP v.Werkt.&SpoorMat.Ams		V
	Winkel	2*Dks&Shadedk*	1718														
TFVG	*Elec.light*	*Fitted for oil fuel*	1265														
226	**De Kock**	**SteelTwinScSr**	566					1902	Kon.Maats deSchelde Flushing	Koninkl.Paketv. Maats.	170·0	27·5	11·0	Batavia Dutch	C.4Cy.16″&32″–18″ 72NHP Maats.deSchelde,Flushing		V
	Roelevelt	1*Dk&Awng dk*	—														
TCMR	*Elec.light*	*Fitted for oil fuel*	336														
227	**De Soto**	**SteelScSr**	6268	✠	Ham	*a*†		1903	DJ.Dunlop &Co. Pt.Glasgow	StandardOilCo. (NewJersey)	418·7	53·2	29·0 FK	NewYork Utd.States	T.3Cy.29″,48″&78″–54″ 597NHP	32 ″ 6	G
212872	*A.Courtin*14–14	(*ex*Phoebus)	5586	*Shelter dk*				1mo							13*BHCem*		
LFCD	*Elec.light*	2*Dks*(*Stl–Uptws*)*&Web*	3637	10,05 ✠					WB	= *CellDBuE*42′24	7*tDTf*14′150*t FPT*			87*tAPT*150*t*	3DB.*18cf*,GS315,HS11006 D.J.Dunlop&Co.P.Gl.		
	Wireless *frames&Shelter dk*(*Stl–ptws*)			*CarryingPetroleum in bulk*													
228	**de Toekomst**	**SteelSc**	132					1913	Gebr.v.d. Meer Vlaardingen	A.van deToorn	91·8	21·9	9·3	Scheven-ingen Dutch	Petrol Motor 2Cy. D.Goedkoop,jun.Ams.		
	C.Westerduin –13	*Petrol Motor*	130														
PTVR	(*Fishing*)	1*Dk*	83														
229	**De Twee**	**SteelScK**	192	✠100A1	Ymu		~~8,16~~ 7,17	1899	Earle'sCo. Ld. Hull	N.V.Stoomviss. Maats."deTwee" (Gebr.Vriend)	115·0 Q46′F19′	21·0	11·2 BK7½″	Ymuiden Dutch	T.3Cy.11″,20″&32″–23″ (*s*) 200lb 60NHP 1SB,*2pf*,GS29,HS975 Earle'sCo.Ld.Hull	12 ″ 0	
	H.Blok	*ss*Gms.No.3–5,11	179	*StmTrawler*	Ams			1mo							4*BHCem*		
	(*ex*Conqueror)	*ss*Ymu.No.1–16 1*Dk*	63	7,17 ~~8,16~~	~~BS5,17~~ ✠NB7,12 ✠LMC8,16	6,18		*Lloyd'sA&CP*									
230	**De Weert**	**SteelScSr**	1784					1912	Maats. Fyenoord Rotterdam	Koninkl.Paketv. Maats.	270·3 P33′	40·2	17·0	Batavia Dutch WB	T.3Cy.19″,31½″&51½″–39″ 165NHP Maats.Fyenoord,Rot.		V
	Hut	*Fitted for oil fuel*	1337														
TCNW	*Elec.light*	2*Dks*	965														
231	**Deal**	**SteelTwinScSr**	572					1896	W.Denny &Bros. Dumbarton	S.Eastrn&Chathm RlyCos.'Managing Committee	195·0 B61′F39′	28·1	14·3	London British WB	T.6Cy.13½″,20½″&31″–21″ 104RHP Denny&Co.Dumbarton		
95360	*H.Emery* –16		456														
PKJG	(*ex*PrinceArthur)	2*Dks*	240														
232	**Dean Swift**	**SteelScSr**	1141	✠100A1	Lon	*p*	~~5,14~~ 5,17	1911	Ramage& Ferguson,Ld. Leith	GeneralStm.Nav. Co.Ld.	244·8	34·6	14·2 BK8¼″	London British	T.3Cy.23″,37½″&62″–39″ (*s*) 180lb 337NHP 2SB,*8cf*,GS148,HS5052 FD	16 ″ 6 s •9½ 16 ″ 6	
132632	*W.E.Barren* –15		899	*Shelter dk*				11mo							5*BHCem*		
HTRD	(*ex*Swift)	2*Dks*(*U Stl*)*&Shelter dk*	466	*withfreeboard*													
	Elec.light	(*Stl–ws*)		8,15	~~LMC~~ 8,18			*Lloyd'sA&CP*		WB= *CellD*	*Ba*45′*uE&B*53′*f*94′			286*tFPT*36*t*	Ramage&Fergusn,Ld.Lth.		
233	—	**IronScK**	181	✠100A1	Dub		~~9,14~~ 7,17	1898	Cook, Welt'n&Gemmell Hull	DublinStm.Trawl-ingCo.Ld. (A. Richardson,*Mgr.*)	110·0 Q20′ ND15	21·0	11·3 BK7½″ WB=	Dublin British	T.3Cy.12″,20″&33″–24″ (*s*) 180lb 58RHP 1SB,*2cf*,GS27,HS940 C.D.Holmes&Co.Hull	12 ″ 1	
109030	*F.W.Mackereth* –08	*ss*Dub.No.3–10,10	169	*StmTrawler*	Flt		7,17	5mo							3*BHCem*		
TDJG	(*ex*City of Hull)	*ss*Dub.No.1–14 1*Dk*	74	7,17 ~~12,16~~	~~BS7,17~~ ~~BS10,16~~ ✠LMC9,14			*Lloyd'sA&CP*							*DBf*17′8*t*		
234	**Deane**	**SteelScSr**	138					1913	Kaldnæs Mek.Værk Tönsberg	~~UnionWhaling&~~ ~~FishingCo.Ld.~~	94·9	19·5	12·7	~~PortNatal~~ ~~British~~ French WB	T.3Cy.12″,20″&32″–21″ 70RHP Crabtree&CoLdGtYarmth		
~~180367~~	~~*E.Hansen* –13~~	(*Whaler*)	135														
		1*Dk*	49														
235	**Deansgate**	**SteelScSr**	236	✠100A1	Lon	*c*	9,16	1898	Exors.of T.A.Walker Sudbrook	~~FerrumS.S.Co.Ld.~~ ~~(G.T.Gillie&Co.,~~ ~~*Mgrs.*)~~	128·0 Q46′B14′F17′	20·1	9·2 FK	Newcastle British	C.2Cy.17″&34″–20″ (*o*) 100lb 58RHP	10 ″ 0	
108832	*C.A.Cook* –17	*ss*Bkn.No.3–9,09	183	10,16				10mo							3*BHCem*		
RBGC	*Well deck*	*ss*Lth.No.1–14	92	~~Examined~~ ~~BS~~ ✠NB8,05 *refitted*				*Lloyd'sA&CP*		WB= *DBf*	14′17*t FPT*11*t*				1SB,*2pf*,GS30,HS1080 Plenty&Son,Newbury		
	Mchy.Aft	1*Dk*(*Irn*)		~~BS4,17~~	~~LMC9,14~~												
236	**Dearne**	**SteelScSr**	984	✠100A1	Goo	*o*	9,13	1909	Swan,Hunter&Wigham Richardson, Ld Newcastle	Lancashire& YorkshireRly.Co.	240·2 P38′B88′F29′	34·1	15·4 FK	Goole British	T.3Cy.22″,36″&61″–39″ (*r*) 180lb 331NHP 2SB,*6cf*,GS125,HS4952 FD	16 ″ 4 s 2 ″1½ 14 ″ 6	
122970	(Detained at Hamburg)		813	2,14				3mo							4*BHCem*		
HNPV	*J.E.Taylor* –13	*ss*Goo.No.1–13	398		✠LMC										2SB,*6cf*,GS125,HS4952 FD Swan,Hunter&Wigham-		
	Elec.light 1*Dk*(*Stl–ptws*)*&deep framing*				MS9,13	BS2,14		*Lloyd'sA&CP*		WB= *CellDBa* 61′	*uE* 15′ *f* 90′ 185*t F*			*PT*12*tAPT* 25*t*	Richardson,Ld.Nwc		
237	**Deauville**	**IronScK**	157	✠	Liv	*b*		1885	W.Pickers-gill&Sons Sunderland	Cie.Normande de Nav.àVap.	110·0 Q35′B6′	20·0	7·8	Havre French	C.L.2Cy.13″&26″–18″ NB09 24NHP	8 ″ 7	V
	Vanypre –07	(*ex*PrinceEdward)	127	6,88				4mo							3*BHCem*		
HTWV	*Mchy.Aft*	1*Dk*(*Irn*)	73							WB= *FPT*12*t*					G.Clark,Sunderland		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned / now expired. Equipment Letter.	7* Date when tail shaft last tested.	8 Built. When	9 Built. By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Distinctive of Trade Cert.
238 RTVC	**Decade I.** SteelSc *E.Jager* –14 (*Tug*) *Elec.light* 1*Dk*	108 — 59					1914	Schiffsw(v. J&Sch.) A.G. Hamburg	DeutschesKohlen-DepotG.m.b.H.	80·2	19·7	9·4	Hamburg German	C.2Cy.14⅞″&26¾″–18⅞″ 25NHP Schwft.(vJ&Sch)AGHam		
239 81367	**Decempedes** SteelScFlat (*ex*Sailing)	169 154 141					1879	H.E.Falk Winsford	SaltUnion,Ld.	90·0	21·1	10·5	Liverpool British	2Cy.10½″–14″ NE&B88 7RHP W.E.Bates,Northwich		
240 118779 VGLC	**Deddington** SteelScSr *J.W.Percival* –11 ~~*ssRev.No.2–10*~~ *Elec.light* 1*Dk*(*Irn*)2*trB&Web frames* *ss*Dub.No.3–12,16 3*Dk rule*	2827 2644 1806	✠100A1 *withfreeboard* 2,15 5,18 MS12,15 ✠LMC DB82,16 MDS7,15	Hul DulCf	*u* ~~x12,15~~ 7,17 5,18		1903	Ropner& Son Stockton	~~DeddingtonS.S.Co. Ld. (H.Samman& Co.)~~ HSamman&Co. FK *WB=CellDB*	320·0	46·0	21·3 P29′B78′F37′	Hull British 5*BHCem* *APT*117*t*	T.3Cy.23″,38″&62½″–42″ (*s*) 160lb 256NHP 2SB,*6cf*,GS123,HS3900 Blair&Co.Ld.Stockton	23 *n* 6 *s* 4 *n* 2 19 *n* 8	
241 601 NSHF	**Dedenne** IronScSr *G.Profumo*13–13 6thSurvey,Sld.5,04 (*ex*Consent) 2ndSurvey,Gen.5,13 *Well deck* 1*Dk*(*Irn–ptws*)2*trB*	1239 1043 767	✠A1✱1 8,15 *Examined* 8,17	Gen	Lv		1879 4mo	Bartram, Haswell&Co. Sunderland	G.&P.Vitulli Montaruli	251·0	34·1	18·2 P28′Q60′B60′F29′ BK8½″ *WB=D*	Genoa Italian 3*BH*1PBH *Ba&f APT*	C.2Cy.32″&59″–33″ NB04 167NHP 1SB,*4pf* T.Richardson&Sons,Hpl.		
242 550	**Dedoushka Kriloff** IronPad 1*Dk*	141 — 55					1888	..... Briansk	RussianBlackSea-DnieprS.N.Co.	130·8	17·2	6·9	Odessa Russian	C.2Cy.18″&32″–28″ 45NHP		
243 113903 TJDL	**Dee** *F.t.S.Eccleston* –17 SteelScSr ~~*G.T.Walker* —14~~ *ss*Rot.No.3–8,14 1*Dk*(*Stl*)&*Spar dk*(*Stl*)&*Web frames* *Elec.light* Sub.Sig.	1871 1747 1182	✠100A1 *Spar dk withfreeboard* 8,17 LM BS2,17 ✠LMC5,14	Mdb	*r*	~~12,15~~ 8,17	1902 4mo	Craig, Taylor&Co Stockton	~~RoyalMailSteam PacketCo.~~ John Hall,Jr.&Co.Ld. FK *WB=Cell*	282·0	38·6	12·8 B74′F34′ 20·3 *DBa*82′*uE*18′*f*116′	Middlsbro' British 5*BHCem* 351*t APT*22*t*	T.3Cy.23½″,37″&61″–42″(*s*) 160lb 258NHP 2SB,*6cf*,GS109,HS4130 N.E.MarineEng.Co.Ld.Sld	22 *n* 7 *s* 3 *n* 9 19 *n* 2	
244 99700 NMLQ	— IronScK *G.Howlett* –16 1*Dk*	151 140 61			...		1893	Earle'sCo. (Lim.) Hull	G.Smith (W.Ellis,*Mgr.*)	98·0	20·7	11·1 Q18′F19′ BK7½″	Grimsby British	T.3Cy.11″,17″&30″–21″ NB06 45RHP Earle'sCo.(Lim.),Hull	11 *n* 9	
245	**Deepwater** SteelScSr *Elec.light* Sub.Sig.	5266 4737 3354	100A1 (*ClassContemplated*)				1917	NewYork S.B.Corp. Camden,N.J.	DarrowMannCo.	368·6	55·2	30·5 P26′B72′F31′	Boston Utd.States	T.3Cy.27″,45″&75″–51″ NewYorkS.B.Corp.		
246 87030 HGKB	**Deerhound** IronScSr *A.Findlay* –16 *ss*Sws.3rdNo.3–8,16 *Well deck* 1*Dk*	420 307 218	✠100A1 ~~5,17 6,14~~ 2,18 NB1,04 ✠LMC8,16 BS2,17	Sws ~~Lon~~ Hul	*g*	8,16 ~~5,17~~ 2,18	1882 10mo *Lloyd's*	Forrestt& Son London *sA&CP*	FerrumS.S.Co.Ld. (G.T.Gillie&Co. *Mgrs.*)	159·6	24·0	12·2 Q73′B15′F23′ BK7″ *FPT*	Newcastle British 3*BHCem* 46*t APT*22*t*	C.2Cy.20″&38″–30″ (*s*) 80lb 70RHP 1SB,*2pf*,GS43,HS1319 R.H.Pearson&Co.Gls.	12 *n* 11 *s* *n* 11½ 12 *n* 11	
247 114184	**Deeside** SteelScK *W.C.Olley* –10 (*Trawler*) 1*Dk*	197 177 78			...		1901	A.Hall& Co. Aberdeen	G.F.Paul	115·2	21·2	11·3 Q36′F20′ BK7½″	Aberdeen British	T.3Cy.12″,19½″&32″–22″ 60RHP A.Hall&Co.Aberdeen	12 *n* 0	
248 137459 JLKH	**Defender** SteelScSr *W.W.Bond* 85–15 8520 *Elec.light* 2*Dks*(*Stl*)&3*rd dk*(*Stl*) *in No.*1 *hold*	~~8078~~ 7398 ~~7,17 5,10~~ 0,17 ~~5170~~ 5458	✠100A1 Cal ✠LMC6,16 *Carrying fuel oil F.P.above 150°F.in D.B.*	Liv	*d*†		1915 6mo *Lloyd's*	C.Connell &Co.Ld. Glasgow *sA&CP*	CharenteS.S.Co. Ld. (T&J Harrison, *Mgrs.*) *WB=CellDBa* *E&B*75*f*210′1539*t*	482·3	58·3	33·4 P54′B188′F51′ FK 135′*u* *DTa* 30′ 1066*t FPT*	Liverpool British 9*BHCem* 101*t APT*49*t*	Q.4Cy.25½″,36½″,52½″&75″–54″ 220lb 720NHP 2DB&2SB,*18cf*,GS379, HS13788 Dunsmuir&Jackson LdGls	35 *n* 10 *s* 7 *n* 9 28 *n* 7	
249 112520 VBJW	— WoodScK *J.Jamieson* –04 1*Dk*	185 166 109					1901	G.Frost Kincumber, N.S.W.	WestlandShipping Co.Ld.	118·5	25·4	7·4	SydnyNSW British	C.2Cy.12″&24″–16″ 36RHP HallidayBrs.SydneyNSW.		
250 110981	— SteelScSr *T.Hall* –15 (*Trawler*) 1*Dk*	128 116 50			...		1899	Gourlay Bros.&Co. Dundee	Leith Stm.Fishing Co.Ld.(T.H. Scales,*Mgr*)	100·0	20·1	8·0 BK7½″	Leith British *WB*	T.3Cy.11½″,18″&31″–21″ 57RHP GourlayBros.&Co.Dun.	11 *n* 0	
251 141021 KGPH	**Defiance** IronScSr 1*Dk* (*ex*L.Luckenbach) (*SalvageSteamer*) *Elec.light* *Fitted for oil fuel*	255 — 128					1889	J.H.Dialogue&Son Camden,N.J.	Shipowners'& Merch.TugB.Co.	122·0	22·2	14·2	S.Frncisco Utd.States	T.3Cy.16″,24″&40″–28″ NB06 85NHP J.H.Dialogue,Camden,N.J		
252 157683 KSGD	— WoodSc *G.H.Sarks* (*Tug*) 1*Dk*	154 — 104					1903	T.McCosker&Co. Baltimore	P.DoughertyCo.	107·0	22·5	10·7	Baltimore Utd.States	C.2Cy.14″&32″–24″ 42NHP T.C.BasshorCo.Baltimore		
253 87413	— IronPadSk *C.McLachlan* –15	115 115 15					1884 7mo	Hepple&Co N.Shields	D.McKellar (T.G.Wilson,*Mgr*)	101·0	18·4	9·0	Greenock British	1Cy.36″–54″ NB98 80RHP Hepple&Co.,NorthShields		
254 QJNM	**Deike Rickmers** SteelSc *W.Strecker* *Elec.light* Sub.Sig. Wireless 2*Dks*	4176 3854 2657	*Now named "HwahTing," See No. 50 in Supplement*				1908	Rickmers, Bremerhaven	RickmersReismühlen,Reed&Schffb.Akt.Ges.	367·2	47·7	27·3 B91′F44′ *WB*	Brmrhavn German	T.3Cy.23½″,38⅝″&62″–43½″ 253NHP OttenserMasch.Ottensen		G
255 271 NSHG	**Deipara** IronScSr *F.Marini*11–16 *ss*Gen.2ndNo.3–5,11 (*ex*Etna,*ex*Pera) *ss*Gen.No.1–16 *Well deck* 1*Dk*(*Irn*)2*trB*	2282 1960 1402	✠100A1 7,17 7,16 BS7,16 ✠LMC8,15 BS8,17	Gen	*l*	~~7,16~~ 8,17	1886 3mo *Lloyd's*	Earle'sCo. Ld. Hull *sA&CP*	D.&E.Flli.Bozzo	310·0	37·0	20·1 Q104′B58′F43′ FK *WB=CellDB*248′	Genoa Italian 5*BHCem* 523*t FPT*35*t*	C.2Cy.34″&65″–39″ (*s*) 95lb *100lb* NDB09 206NHP 2SB,*6cf*,GS107,HS3148 Bailey&Leetham,Hull	23 *n* 3 *s* 3 *n* 2½ 20 *n* 5	
256 157295 LFGC	**Del Norte** WoodSc 	450 — 279					1890	..... Tiburon,Cal.	CrescentCity Trans.Co.	158·0	32·2	12·5	S.Frncisco Utd.States			
257 NTLS	**Delagoa** SteelScSr *E.Y.Hansen* –15 *Elec.light* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	3541 3348 2234	✠100A1 *Shelter dk withfreeboard* 8,17 11,16 ✠LMC5,14	NYk NNs	*x*	11,15	1914 3mo *Lloyd's*	W.Dobson &Co. Newcastle *sA&CP*	Dmpsk.Akties. Orient	360·0	52·0	23·7 F33′ FK *WB=CellDBa*119′	Copnhagn Danish 6*BHCem* *u* *E*23′ *f*155′	T.3Cy.25″,41″&69″–48″ (*s*) 180lb 365NHP 3SB,*9cf*,GS141,HS5700 Richardsons,Westgarth& 899*t APT*72*t* Co.Ld.Hpl.	26 *n* 0 *s* 2 *n* 8½ 23 *n* 8	
258 MHLT	— SteelScSr *A.Christensen* –14 (*Whaler*) *Elec.light* 1*Dk*	170 168 62					1912	Kaldnæs Mek.Værks. Tönsberg	Akties.South AfricanWhaling Co.(J.Bogen, *Mgr.*)	106·6	20·1	12·4	Sandefjrd Norwegian *WB*	T.3Cy.12″,20″&33″–24″ 53NHP BergensMekVærksBergen		N

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel: Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant après Lettre d'Equipement.	7* Tirant d'eau Moyen. — Dernière visite de arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NP=Force en chevaux d'après les formules de la Société. RP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Les navires ou ont été cotés dans le Red. Book Brit. Ports.
259	**Delamere**	**SteelScSr**	1525	✠100A1	Liv	*r*		1915	Sunderlnd	**BromportS.S.Co.**	267·3	38·8	16·7	Manchestr	T.3Cy.19½″,33″&54″–36″ (*s*)	18 ″ 10	
135365	*W.R.Glenny* 11–15		1346	*Shelter dk*				4mo	S.B.Co.Ld.	**Ld.(H.R.Green-**				British	180lb *100lb* 224NHP	s ″ 11½	
JKSH	*Elec.light* 1*Dk(Stl)&Shelter dk(Stl)*		878	*withfreeboard* 10,16	✠LMC4,15			*Lloyd's*	Sunderland *sA4CP WB=*	halgh, *Mgr.*) *CellDBa*61′ *uE*29′	FK			5*BHCem*	2SB,*6cf*,GS116,HS3932	18 ″ 3	
260	**Delaware**	**SteelScSr**	3901					1905	Gt.Lakes	**Gt.LakesTransit**	350·0	46·2	30·2	**Buffalo**	Q.4Cy.19″,27″,40″&58″–42″		
202625			—						Eng.Works	**Corp.**				Utd.States	218NHP		
	Mchy.Aft Elec.light 2*Dks*		3250						Ecorse,Mich.					*WB*	GtLakesEngWrks.Detroit		
261	—	**SteelScSr3MstSr**	3855	✠100A1	Shl	*w*	~~7,15~~	1893	D.J.	**Anglo-American**	345·0	44·3	23·0	London	T.3Cy.27″,43½″&70″–51″ (*s*)	31 ″ 6	
102775	*A.S.Rooke* –17 *ss*Cff.No.3–1,06		3458	*Spardk*	Gls		7,17	6mo	Dunlop&Co.	**OilCo.Ld.** (J.	P96′B30′F47′		30·3	British	160lb *125lb* NDB03 413NHP	s 6 ″ 8½	
NCLR	*Mchy.Aft Elec.light ss*Nwc.No.2–14		2469	7,17 ~~11,16~~					Pt.Glasgow	**Hamilton,** *Mgr.*)			FK	15*BHCem*	2DB,*12cf*,GS230,HS7150	25 ″ 2	
	1*Dk(Stl)&Spardk(Stl)&Webframes* Wireless			*CarryingPetroleum in bulk*				A&CP	*WB*	*= CellDB*72′ 192*t*	*FPT*165*t APT*100*t*			*DTf*22′390*t*	D.J.Dunlop&Co.,P.Gls.		
				BS11,14 ✠LMC6 14													
262	—	**SteelScSr**	1907					1907	Harlan&	**ClydeS.S.Co.**	250·5	40·0	25·0	**NewYork**	T.3Cy.19″,30″&50″–30″		R
203811	*W.S.French*		—						Hollings-					Utd.States	137NHP		
KVTD		2*Dks*	1382						worth Corp						Harlan&HollingsworthCo		
									Wlmgtn,Del.								
263	—	**WoodSc**	246					1913	E.J.Tull	**DelawareFishOil**	129·3	22·9	10·4	**Wlmngton**	C.2Cy.15″&30″–24″		
211346			—						Pocomoke,	**Co.**				(Del.)	37NHP		
LDRS		1*Dk*	127						Md.					Utd.States			
264	**Delet**	**IronScSr**	203					18 5 6 8 9	MotalaCo.	**Ångf.Aktieb.Bore**	95·0	22·0	6·3	**Åbo**	C.2Cy.13½″&26½″–17½″		
	E.L.Bamberg 11–11	(*ex*Astrea,*ex*	61						Motala		B32′H9*t*F15′		13·3	Russian	NE&B99 22NHP		
TGKD	ArbogaII,*ex*Vadstena) 1*Dk&Shelter dk*		111												BergsundsMek.Verk.Stk.		
265	**Delfin**	**SteelScSr**	1253	✠A1* –	Bcl	Lv	13·78	1885	Harland&	**SociedadNav.é**	243·9	31·9	15·3	**Barcelona**	C.2Cy.35″&70 –45	16 ″ 3	
	J.Gelpi 6thSurvey,Bcl.7,08		736	7.16			14·56	11mo	Wolff	**Industria**				Spanish	274NHP	s 3 ″ 6	
HJWB	(*ex*Optic) 1stSurveyBcl.1,14		624	*Awng dk*			15·34		Belfast		ptND98		BK8″	4*BH3PBH*	2DB,*8cf*,GS185,HS4894	13 ″ 10	
	Elec.light 2*Dks*(1*ptStl*)			*withfreeboard*			16·12							*WB=APT*	Harland&Wolff,Belfast		
266	—	**SteelScK**	169			...		1892	T.R.Os-	**Häller&Odenberg**	112·6	21·1	9·7	**Smögen**	T.3Cy.12″,19″&32″–22½″	11 ″ 6	
5708	*O.Henriksson* –15 (*ex*Thora,*ex*Carew		161						wald Co.Ld.		len00			Swedish	NE&B00 49NHP		
JVGR	Castle,*ex*WestwardHo, (*Trawler*) 1*Dk*		61						Milford Havn		H8*t*		BK6½″		N.E.MarineEng.CoLd.Sld.		
	*ex*Thora)																
267	—	**CompScSr**	161					1884	P.Larsson	**O.B.Belon**	97·5	21·5	9·0	**Stockholm**	C.2Cy.11″&22″–18″		
532	*A.Modig* –15	1*Dk*	130						Thorskog		P24′ H31*t*	F12′		Swedish	17NHP		
JBPQ	*Mchy.Aft* (*ex*GötaKanalIV.,*ex*Delfin)		79												MotalaCo.,Gothenburg		
268	—	**CompScSr**	145					18 6 6 8 8	.....	**Hj.Nilsson**	98·9	23·0	7·7	**Gothenbrg**	C.2Cy.7¾″&15½″–10¾″		
1897	*O.Larsson* 09–09		117						Sikhall		P21′ Q5′ H6*t*	F17′		Swedish	NE&B88 7NHP		
JDFM	(*ex*Werner,*ex*Dalsland)	1*Dk*	80												LundbyM.V.,Gothenburg		
269	**Delfinus**	**SteelScSr**	1294					1912	Laxevaags	**DetBergenske**	230·1	35·2	16·1	**Bergen**	T.3Cy.17½″,29″&48″–33″		N
	J.Palmström –12		977						Msk.&Jrnskb	**Dampskibsselskab**	Q82′B58′F28′			Norwegian	132NHP		
MHVN	*Elec.light* Sub.Sig.	1*Dk*	751						Bergen					*WB*	LaxevaagsMsk.&Jrns.Bgn		
270	**Delfland**	**SteelScSr**	4302					1905	Napier&	**Konink.Holland-**	385·0	48·5	29·7	**Amstrdam**	T.3Cy.27″,44″&73″–48″		C
	J.Tresfon 10–12		4050						Miller,Ld.	**scheLloyd.**	P38′B104′F38′			Dutch	369NHP		
NLWC		2*Dks*	2763						Glasgow					*WB*	D.Rowan&Co.Glasgow		
271	**Delhi**	**SteelScK**	171	✠100A1	Hul		~~3,17~~	1903	Cook, Wel-	**HullSteamFishing**	105·0	21·2	11·2	**Hull**	T.3Cy.10″,17″&28″–21″ (*s*)	12 ″ 1	
118751	*H.Abbey* –17 *ss*Hul.No.3–11,16		161	*StmTrawler*			5,18	6mo	t'n&Gemmell	**&IceCo.Ld.**	Q19′			British	200lb 45RHP		
JMRQ		1*Dk*	67	~~4,16 6,17~~ 5,18					Beverley				BK7″	4*BHCem*	1SB,*2pf*,GS25,HS750		
				BS1,16				*Lloyd's*					*WB=*	*DTf*13′27*t*	Amos&Smith,Hull		
				~~BS11,16~~ ✠LMC11 16													
272	**Deli**	**SteelScSr**	6799					1912	Kon.Maats	TheShippingCon-	430·4	55·3	34·7	**London**	T.3Cy.28¾″,48″&82½″–54″		V
	K.A.Bunge	(*ex*Pontianak)	6551						deSchelde	troller (British	B57′			British	501NHP		
NLWL	*Elec.light* Wireless	3*Dks*	4366						Flushing	IndiaS.N.Co.Ld.,				*WB*	Maats.deSchelde,Flushing		
										Mgrs.)							
273	—	**SteelSc**	1394					1899	Act.Ges.	~~Norddeutscher~~	257·0	35·6	13·6	~~Bremen~~	T.3Cy.19½″,31½″&48¾–27¾″		G
	~~*W.Hübner*~~		989						vorm.	~~Lloyd~~ (under Requisition	F36′			~~German~~	122NHP		
QGVN	*Elec.light*	2*Dks*	726						Weser	by the Japanese				Siamese *WB*	A.G."Weser," Bremen		
									Bremen	Government							
274	**Delia**	**SteelScSr**	1224			...		1907	WoodSkin-	**Dampfschifffahrts**	225·0	34·0	14·1	**Bremen**	T.3Cy.17″,28″&46″–33″	16 ″ 6	G
	C.Schwarz 97–12		836						ner&Co.Ld.	**Ges.Neptun**	Q81′RFD19′F28′			German	141NHP		
QJLP		1*Dk&pt Awng dk*	740						Newcastle		*pt Awng dk*98′		FK	*WB*	N.E.MarineEng.Co.Ld.Sld		
275	**Delimi**	**SteelSternWheel**	199					1911	Lobnitz	**NigerCo.Ld.**	120·0	24·0	5·1	**London**	H.2Cy.13″&28″–42″		
			106						&Co.Ld.		F14′			British	54RHP		
132553																	
HSWK	*Elec.light*	1*Dk*	161						Renfrew					*WB*	Lobnitz&Co.Ld.Renfrew		
276	**Deliverance**	**WoodTwinScSr**	280					1914	Southern	**SouthernSalvage**	110·8	32·0	10·4	**Liverpl,NS**	C.4Cy.14″&28″–18″	65RHP	
131204	*H.H.Bdenhen* –14		193						SalvageCoLd	**Co.Ld.**				British	A.G.Mumford& Bmade12		
	Wireless	1*Dk*	78						Liverpool,NS						Co.Ld.Colchester		
277	**Delmar**	**SteelSc**	294					1900	T.S.Marvel	**NewYorkPhiladel-**	122·3	26·9	11·7	**Philadlpha**			
157568	*G.B.Kirwin* –03		—						&Co.New-	**phia&NorfolkR.R.**				Utd.States			
KQGF		(*Tug*)	138						burgh,N.Y.	**Co.**							
278	**Delmira**	**SteelScSr**	3459	✠100A1	Gls	*w*	~~3,16~~	1905	Short Bros.	**KyleTransport**	352·2	45·2	17·2	**Liverpool**	T.3Cy.24½″,40″&66″–45″ (*s*)	27 ″ 9	
120844	*W.Lancefield* 14–14 *ss*Nwc.No.3–3,16		3272	*Spardk*	Hpl		3,18	4mo	Ld.	**Co.Ld.(Alex.**	P36′B110′		25·2	British	180lb *100lb* 342NHP	s4 ″ 11½	
HCML	*Elec.light* 1*Dk(Stl)&Spardk(Stl)&*		2211	3,18 ~~1,17~~	✠LMC4,16			*Lloyd's*	Sunderland	**Bicket,** *Mgr.*)	*WB=CellDBa*		FK	*Cem*	2SB,*6pf*,GS106,HS4488	FD 23 ″ 2	
	deepframing								*sA4CP* 111′ *uE*	24′*f*152′817*t*′*FPT*	31*t APT*107*t*		7B	*H to Spar dk*	G.Clark,Ld.Sunderland		
				Carrying Mol asses in bulk									3 ,,	,, *Main dk*			
279	**Deloraine** *ss*Grk.No 1–18	**SteelScSr**	265	✠100A1	Grk	*c*	~~9,15~~	1900	J.Mc	**DeloraineSS Co.Ld**	120·2	22·1	8·8	**Glasgow**	C.2Cy.14½″&30″–21″ (*s*)	9 ″ 9	
113920	*A.McPhail* –15 *ss*Grk.No.3–5,13		170	4,18 ~~3,15~~			4,18	11mo	Arthur&Co.	**(J.G.Frew&Co.)**	Q46′B9′F20′			British	120lb 37RHP	s ″ 7	
6BVC	*Mchy.Aft*	1*Dk(Stl)*	104						Paisley				BK7″	6*BHCem*	1SB,*2pf*,GS39,HS992	9 ″ 10	
	Well deck			~~BS7,16~~ ✠LMC5,15					A&CP				*WB*	*=FPT*22*t*	Bow,McLachln&CoLd.Psy		
							4,18										
280	**Delos (Seized at Antwerp)**	**SteelScSr**	2214			...		1889	J.Laing	**DeutscheLevante**	287·0	39·0	16·3	**Hamburg**	T.3Cy.21″,34″&56″–42″	24 ″ 7	G
	W.Kunath		1973						Sunderland	**Linie**	B70′F33′		23·7	German	215NHP		
RLGF	(*ex*Olympo) 1*Dk&Spardk&Webframes*		1415										BK7½″	*WB*	Black,Hawthorn&Co.,Gts.		

Sunk by Collision 6.17

Now named "Den-Samud." See No. 37 in Addenda

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / *Master.* *Late Name if any.* / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 Built. By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NP=Horse power by Society's formulæ; RP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of Ft. Trade cert.
281 116786	**Delos W. Cooke** Steel Sc (*ex* Starruca) *Mchy. Aft* *Elec. light* 1 *Dk* & *Spar dk*	3398 — 2067					1897	Union D.D Co. Buffalo	Great Lakes Transit Corp.	326·5 | 44·0 | 14·9 29·3			Buffalo N.Y. Utd. States *WB*	T.3Cy.22″,38½″&64″–42″ 265NHP King Iron Works, Buffalo		
282 106851 PQTS	**Delphic** Steel Twin Sc 4 Mst Sr *E. Davies* –17 *Ref. Mchy.* Sub. Sig. Wireless 3 *Dks*	8273 7865 5401	Lloyd's RMC 8,17				1897	Harland & Wolff (Lim.) Belfast	Oceanic Stm Nav Co Ld. (White Star Line)	475·9 | 55·2 | 35·9 B125′			Liverpool British *WB*	T.6Cy.19″,31″&52″–48″ 375NHP Harland & Wolff (Lim.), Bel		BT till 6,17
283 HRQS	**Delphin** Iron Sc Sr (*ex* Batavier I., *ex* Batavier) 2 *Dks*	731 565 437					1872	Nederland Stmbt. Maats. Rotterdam	Nav. à Vap. "Ionienne" G. Yannoulato Frères	226·3 | 29·9 | 13·6 P44′Q19′B37′			Piræus Greek	C.2Cy.25″&45″–30″ NE84 NB92 92NHP Nederl. Stmbt. Maats. Rot.		
284 QJBG	— Steel Pad *Elec. light* 1 *Dk*	381 320 146					1905	Akt. Ges. "Weser" Bremen	Norddeutscher Lloyd	190·2 | 23·7 | 9·1 B79′			Bremen German *WB*	T3Cy.19 7/16″,30 13/16″&50⅜″–47½″ 174NHP A.G. "Weser," Bremen		G
285 LNGV	— Steel Sc *Chr. Hansen* 02–11 *Mchy. Aft* 1 *Dk* & *Shelter dk*	256 181 96					1910	Flensburg r Schiffsb. Ges. Flensburg	Ver. Flensburg-Ekersunder & Sonderburg. Dampfs. G	125·1 | 25·1 | 8·3			Flensburg German *WB*	C.2Cy.13 7/16″&27½″–16″ 25NHP Flensburger Schiffsb. Ges.		G
286 LGRJ	— Steel Sc *S. Wriede* (*Trawler*) *Elec. light* 1 *Dk*	203 181 70					1906	H.C. Stülcken Sohn Hamburg	Joh. von Eitzen	117·6 | 22·4 | 12·0 H—F17′			Altona German *WB*	T.3Cy.12 5/16″,19½″&32 5/16″–22 1/16″ 49NHP H.C. Stülcken Sohn, Ham.		G
287	— Steel Sc Sr *Elec. light* 1 *Dk*	180					1914	T.W. Klawitter Danzig	Königl. Wasserbauams Stettin	104·3 | 20·6 | 12·1			Stettin German *WB*	T.3Cy.33½″,21½″&13½″–23½″ 9NHP T.W. Klawitter, Danzig		
288 453	— Steel Sc Sr *G. Daglaris* 12–13 (*Salvage Vessel*) (*ex* Dr. Giese)	151 — 46					1895	Akt. Ges. "Neptun" Rostock	M S. Abramowitsch (V.A. Abkin, *Mgr.*)	109·5 | 24·2 | 10·4 B35′			Kertch Russian *WB*	C.2Cy.17¾″&33½″–22″ 44NHP A.G. "Neptun," Rostock		
289 135979	**Delphine** Steel Sc K *T.M. Leo* –14 *Elec. light* 1 *Dk*	250 230 96	✠100A1 *Stm Trawler* 6,14	Gms ✠LMC 14		6,14	1914 1 mo *Lloyd's*	Smith's Dock Co. Ld. Middlesbro' *sA&CP*	Consolidated Stm. Fishing & Ice Co. (Gms.) Ld. (J.D. Marsden, *Mgr.*)	125·0 | 23·5 | 12·4 Q74′F20′ BK7½″			Grimsby British 3 *BHCem*	T.3Cy.12½″,21″&35″–26″ (*s*) 180lb 85RHP 1SB, *3pf*, GS54, HS1522 Smith's Dock Co. Ld. Mdb.	13 ″ 0	
290 120653 JFLC	**Delphinus** Steel Sc K *W. Williams* –14 *ss* Sws. No. 2–13 (*ex* Amelia) 1 *Dk*	257 232 98	✠100A1 *Stm Trawler* 12,13	Sws ✠LMC 12,13		N1,13	1906 1 mo *Lloyd's*	Smith's Dock Co. Ld. North Shields *sA&CP*	Grimsby & N. Sea Stm Trawling Co Ld	125·9 | 22·1 | 12·0 Q63′ BK7½″			Grimsby British 3 *BHCem*	T.3Cy.12½″,20″&34″–25″ (*s*) 180lb 75RHP 1SB, *2pf*, GS36, HS1697 Shields E&DD Co. Ld. N. Shl	12 ″ 10	
291 120709 HDMF	**Delta** Steel Twin Sc Sr *W. R. Le Mare* –13 3 *Dks* (*US tl*–ws *pt* teak & 1 *Stl*–ws) *Elec. light* Wireless	8089 6413 4780	✠ 10,05 ✠	Lon	*dt*		1905 9 mo	Workman, Clark & Co. Ld Belfast	P. & O. Stm. Nav. Co. *WB = Cell*	470·2 | 56·5 | 31·6 P96′B182′F103′ FK&BK3″ *DBa* 83′ *uE&B* 115′			Belfast British 8 *BHpt Cem* *f* 178′ 1191*t*	Q.8Cy.25½″,36½″52″&74″–51″ FD 1251NHP 2D&4SB *24cf* GS456 HS18586 Wrkman, Clark & Co. Ld. Bel	34 ″ 10	
292 LMWG	— Steel Sc Sr *K. Krag* –05 *Elec. light* 1 *Dk* & *Shelter dk*	2775 2644 1741					1905	Akt. Ges. "Neptun" Rostock	Ahrenkiel & Clausen	291·1 | 41·3 | 18·5 H18′ 25·7			Apenrade German	T3Cy.20¾″,35 7/16″&55½″–35 7/16″ 181NHP A.G. "Neptun," Rostock		G
293 NLWS	— Steel Sc Sr ~~*C. Adema* –16~~ *ss* Ams. No. 3–9,16 *R. Lowe* –17 1 *Dk* (*Stl*) & *deep framing* & *pt A wng dk* (*Stl*)	2363 2016 1519	✠100A1 *pt A wng dk* *with freeboar* ~~8,17~~ 9,16 10,17	Ams ~~Wks~~ LMC 9,16 ~~LS7,17~~	*s*	~~9,16~~ 3,17	1904 11 mo *Lloyd's*	W. Gray & Co. Ld. W Hartlepool *sA&CP*	Vrachtv. Maats. Bothnia (B.J. van Hengel, *Mgr.*) *WB = Cell D Ba* 84′	281·0 | 42·6 | 16·6 P17′Q90′F31′ *pt A wng dk* 175′ FK *u E&B* 30′ *f* 114′ 522*t*			Amstrdam Dutch 4 *BHCem* *APT* 177*t*	T.3Cy.21″,33″&56″–36″ (*s*) 160lb *80lb* 194NHP 2SB, *6rf*, GS73, HS3008 Cen. Mar. Eng. Wrks. W Hpl	19 ″ 0 s 7 ″ 8½ 18 ″ 7	
294	— Iron Twin Sc Sp	289 262 182					1886	J. Jones & Sons Liverpool	P. Besana	135·6 | 28·1 | 7·9			Bns. Ayres Argentine	D.2Cy.15″–30″ 19NHP J. Jones & Sons, Liverpool		
295 MBGQ	**Delta A.** Steel Sc K *P. Zonnekeyn* (*Trawler*) 1 *Dk*	241 211 77				…	1908	Goole S.B. & Repg. Co. Ld Goole	Soc. Anon. "Delta"	125·0 | 22·0 | 9·4 Q74′F20′ BK7½″			Ostend Belgian	T.3Cy.12½″,21″&34″–24″ 73NHP Earle's Co. Ld. Hull	12 ″ 6	V
296 128721 VJQN	**Delver** Steel Sc *R. R. Macgregor* –12 *Bucket Dredger* *ss* CTn. No. 1–17 1 *Dk* (*Stl*)	217 217 131	✠ A1 *Dredger* 5,17 ~~8,16~~	CTn LMC 5,17 5,17		~~8,16~~ 5,17	1912 8 mo *Lloyd's*	Lobnitz & Co. Ld. Renfrew	Union Gov. of South Africa (South African Rlys. & Harbour Department)	128·0 | 25·1 | 9·5 FK 5 *BHCem*			Cape Town British *sA&CP*	C.2Cy.13″&26″–18″ (*s*) 120lb 35RHP 1SB, *2pf*, GS33, HS729 Lobnitz & Co. Ld. Renfrew	10 ″ 0 s 2 ″ 0 8 ″ 1	
297 132024 HWLR	**Demerara** Steel Twin Sc Sr *G. S. Gillard* –12 2 *Dks* & 3 *pt Dks* *Elec. light Ref. Mchy.* Sub. Sig. Wireless	11484 9855 7292	Lloyd's RMC 4,17 ~~5,17~~			~~6,17~~ 6,17	1912	Harland & Wolff, Ld. Belfast	Royal Mail Steam Packet Co.	500·7 | 62·3 | 40·2 P50′B181′F59′			Belfast British *WB*	Q.8Cy.23″,34″,48″&69″–51″ 680NHP Harland & Wolff, Ld. Bel.		BT till 7,17
298 113527 RSFG	**Demetian** *ss* Cff. No. 1–17 Steel Sc Sr *J. Evans* –15 *ss* Bry. No. 3–5,13 1 *Dk* (*Irn*) & *deep framing* *Well deck*	1108 820 696	✠100A1 1,13 ~~1,17~~	Nap Hull LMC 11,17 MS6,13 BS11,17	*n*	~~12,16~~ 11,17	1900 6 mo	W. Harkess & Son Middlesbro'	S.S. Demetian & Ordovician Co. Ld. (O. & W. Williams & Co) = *DBa & u E* 79′ *u B* A&CP *WB*	225·0 | 34·0 | 14·2 P15′Q67′B57′F24′ FK 15′ *f* 92′ 350*t FPT*			Cardiff British 4 *BHCem* 39*t APT* 28*t*	T.3Cy.17″,28½″&46″–33″ (*s*) 180lb *100lb* NDB09 131NHP 1SB, *3cf*, GS59, HS2025 MacColl & Pollock, Sld.	16 ″ 6 s 1 ″ 3½ 15 ″ 6	
299 JGDK	**Demmin Packet I.** Iron Sc Sr *R. Winter* 98–98 *Mchy. Aft* 1 *Dk*	110 107 60					1883	Aron & Gollnow Stettin	Ludw. Zimmermann	110·6 | 17·6 | 7·0			Demmin German	NB05 Aron & Gollnow, Stett n		
300 JGDL	**Demmin Packet II.** Iron Sc Sr *A. Fischbein* 09–09 *Mchy. Aft* 1 *Dk*	110 107 59					1884	Aron & Gollnow Stettin	Ludw. Zimmermann	110·5 | 17·6 | 6·9			Demmin German	NB07 Aron & Gollnow, Stettin		
301 JGDM	**Demmin Packet III.** Steel Sc Sr *O. Köhn* 02–02 *Mchy. Aft* 1 *Dk*	121 119 72					1889	Stettiner Masch. & Sch. A.G. Stettin	Ludw. Zimmermann	117·8 | 17·1 | 7·6			Demmin German	Stettiner Masch. & NB08 Schiffsbw. A.G.		
302 JFVR	**Demmin Packet IV.** Steel Sc Sr *A. Elfers* 07–07 1 *Dk*	257 202 121					1907	Stettiner Oderwerke Stettin	Ludw. Zimmermann	128·3 | 23·4 | 8·9 B32′F15′			Demmin German *WB*	C.2Cy.12¾″&23¾″–14¾″ 18NHP Stettiner Oderwerke		
303 JGKL	**Demmin Packet V.** Steel Sc *P. Mittag* (*ex* Stadt Anklam)	112 — 64					1904	G. Koch Stettin	Ludw. Zimmermann	122·7 | 16·5 | 7·0			Demmin German	C.2Cy.8 5/16″&17 1/16″–10½″ NE&B12 8NHP Stettiner Oderwerke, A.G.		
304																

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux. Gréement etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite. Terme assigné/ maintenant expiré. Lettre d'Equipement.	7	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. / Tirant d'eau correspondant. Registres où coté. Si c'est dans le L. I. Durée. Cert. Particulier.	15
305 120099	**Democrat** *J.T.Welch* –10 *Salted*† *OilEng.* HTApl.16 GIB 1*Dk* *(See Sailing Ship Register)*	**WoodAuxScK**	62 60 43	✠ 12A1 12,16	Apl			1909 9mo *Lloyd's*	J.&W. Francis Milford *SA&CP*	H.S.G.Clarke	71·2 | 19·0 | 7·7 10&12yrs.Mat. KeelsonOregon pine			Barnstple British	OilEngine2S.C.SA 1Cy.9¾″–10½″ Petters,Ld.Yeovil	8 ″ 4 s 1 ″ 0	
306 131435 HVTM	**Demodocus** *L.M.Bevan* –16 *Elec.light* 2*Dks*	**SteelScSr**	6689 5553 4269					1912	Workman, Clark&Co.Ld Belfast	ChinaMutualStm. Nav.Co.Ld.(A. Holt&Co.*Mgrs.*)	443·0 | 52·8 | 32·1 P50′B162′F53′			Liverpool British *WB*	T.3Cy.30″,50″&83″–60″ 532NHP Wrkman,Clark&Co.Ld Bel		BT till 6,17
307 129362 HTFB	**Demosthenes** *G.A.Elrick* –16 *Elec.light*Wireless 2*Dks*(*Stl*)&*Awng dk* *Ref.Mchy.* (*Stl–pt* ws)3*rd dk in No.3* Sub.Sig. *& after holds*(*Stl in after holds*)	**SteelTrpScSr** *ss*Lon.No.1–15	11223 9550 7034	✠100A1 *Awng dk* *withfreeboard* 5,17 ~~9,16~~ ✠LMC MS4,15 BS10,15 ✠Lloyd's RMC~~8,16~~ 9,17 ~~1,18 4,17,17~~	Lon	*g*†	S N 3,16 P & C 10,14 C3,17	1911 8mo *Lloyd's*	Harland& Wolff,Ld Belfast *SA&CP*	G.Thompson&Co. Ld. *WB= CellDB a113′uE&B*	500·6 | 62·3 | 39·4 P47′B245′F64′ *on Awng dk* FK&BK2′ 97′*f*223′ 1674*t FPT* 1 low pres			Aberdeen British 10*BHptCem* 155*tAPT*85*t* sure turbine	T.8Cy.(2)23″,(2)37″&(4) 41½″–48″ 215lb (*s*) 3D&1SB*21cf*GS413HS17840 Harland&Wolf,Ld.Bel. FD J.Brown&Co.Ld. ~~Glas.~~ Clydebank	42 ″ 8 s13*s*8½ 29 ″ 6	BT till 8,17
308 124016 HJQB	**Denbigh Hall** *J.Hay* –15 *Elec.light* Wireless 2*Dks*	**SteelScSr**	4943 4775 3211					1906	Barclay, Curle&Co.Ld. Glasgow	EllermanLines,Ld (HallLine,Ld. *Mgrs.*)	401·0 | 50·2 | 29·5 P40′B115′F40′			Liverpool British *WB*	T.3Cy.24½″,42″&71½″–48″ 353NHP Barclay,Curle&Co.Ld.Gls.		C
309 112630 RKMT	**Denbighshire** *Purvis* ~~*C.P.Matthews* –15~~ *ss*Yka.No.3–12,11 *Elec.light* 1*Dk*(*Stl*)*&Spar dk*(*Stl*) Wireless Sub.Sig. *&deep framing* *ss*~~Nag~~.No.1–17	**SteelScSr**	3844 3451 2489	✠100A1 *Spar dk* ~~7,17 8,15 8,17~~ 4,18 ~~heel~~ Liv BS4,16 ✠LMC~~9,12~~ 4,17	Hul	*w*	N5,16	1899 11mo	Sunderlnd S.B.Co.Ld. Sunderland A&CP	RoyalMailSteam PacketCo. *WB= CellDBa* 110′*uE&B* 97′*f*154′631*t*	356·0 | 45·2 | 18·7 P38′B92′F46′ 26·5 FK			London British 6*BHCem*	T.3Cy.24″,40″&64″–42″ (*s*) 170lb ~~190lb~~ 50lb 292NHP 2SB,*6cf*,GS120,HS4680 N.E.MarineCo.Ld.Sld.	29 ″ 4 s 5 ″ 10 23 ″ 10	
310 132831 HWSR	**Denby Grange** *F.R.Clarke* –17 2*Dks*2*trB*	**SteelScSr**	4252 4021 2729					1912	Nthmblnd S.B.Co.Ld. Newcastle	HoulderLineLd. (HoulderBros.& Co.Ld.*Mgrs.*)	380·1 | 49·0 | 26·4 P30′B94′F36′			W. Hartlpl British *WB*	T.3Cy.25″,41″&69″–48″ Richardsons, Westgarth&Co.Ld.Sld.		C
311 129446	**Dencade** *W.H.Ireland* –09 *ss*Hul.No.1–13 1*Dk*/*ptStl–ptWood*)	**SteelScCtr**	58 58 18	✠100A1 *For Towing purposes* 9,15 BS8,16 ✠LMC6,13	Ply	*s*	9,15	1909 1mo *Lloyd's*	Scott& Sons Bowling *SA&CP*	Denaby&Cadeby MainCollieries,Ld. (H.J.Tremellen, *Mgr.*)	72·2 | 16·1 | 7·8 BK5″			Brixham British 4*BHCem*	C.2Cy.13″&26″–18″ (*s*) 130lb 50RHP 1SB,*2pf*,GS29,HS753 Gauldie&Gillespie,Gls.	8 ″ 6	
312	**Denderah** *Elec.light* 3*Dks*	**SteelScSr**	7100					1914	J.C.Tecklenborg A.G. Geestemünde		471·0 | 60·8 | 39·2 F50′			German *WB*	T.3Cy.29 $\frac{9}{16}$″,48 $\frac{5}{8}$″&80 $\frac{7}{16}$″–55″ 484NHP J.C.TecklenborgA.G.Gst.		
313 140387 JRLN ~~MCWD~~	**Deneb** ~~*N.Lobnitz* 13–15~~ 1*Dk*&*ptAwng dk*	**SteelScSr** (*ex*Ulefos)	~~1230~~ 1231 ~~805~~ 806 749					1906	Nylands Værksted Christiania	TheShippingController (H.Doughty&Co.,*Mgrs.*)	221·1 | 34·2 | 14·7 Q74*t*H37*t*F289*t*			London British *WB*	T.3Cy.16½″,27″&44″–30″ 106NHP NylandsVærksted,Xania		N
314 136760 JKCG	**Denebola** *J.Flause* –16 1*Dk*	**SteelScSr**	1481 1200 910					1899	Act.Ges. "Neptun" Rostock	Requisitioned by the Admiralty (Everett& Newbigin.*Mgrs.*)	241·7 | 36·1 | 17·0 P25′B58′F29′			London British *WB*	T.3Cy.18″,30½″&48″–33½″ 133NHP A.G."Neptun,"Rostock		
315 132051 HRQO	**Deneside** *G.Sutherland* –16 *ss*Hpl.No.1–14 *Well deck* 1*Dk*(*Irn*) *Mchy.Aft*	**SteelScSr**	329 226 130	✠100A1 12,16 BS12,16 ✠LMC9,14	Sld	*d*	12,16	1910 8mo *Lloyd's*	JTEltringham&Co. S.Shields *SA&CP*	Wearshipping Co (1917)Ld.(Thomas Rose&Partners,Ld, *Mgrs.*)	133·9 | 23·1 | 9·3 Q48′B9′F21′ FK *WB=FPT*			Sunderlnd British 3*BHCem* 33*tAPT*4*t*	C.2Cy.16″&34″–24″ (*s*) 130lb 48RHP 1SB,*3pf*,GS37,HS1225 G.T.Grey,SouthShields	10 ″ 6 s ″ 8 10 ″ 0	
316 131341 HSQT	**Denis** *P.B.Steer* –16 *ss*Liv.No.1–16 *Elec.light* 2*Dks*(*Stl*)*&Shelter dk*(*Stl*) Wireless *Carrying fuel oil F.P.above 150°F. in DB& deep tank*	**SteelScSr**	4435 3607 2807	✠100A1 *Shelter dk* *withfreeboard* ~~6,17 10,16~~ ✠LMC ~~1,18~~ MS1,16 ~~BS2,17~~ 5,16 *Carrying fuel oil in D.B.above 150°F.in DB&DTs*	Liv NYk	*x*	~~1,16~~ 8,17	1911 5mo *Lloyd's*	Hawthorn, Leslie&Co.Ld Newcastle *SA&CP*	BoothS.S.Co.Ld. *WB= CellDBo uE23′f*171′804*t*	376·4 | 50·3 | 23·6 *Bon Shelter dk*116′ 108′ FK *FPT*60*t APT*32*tD*			Liverpool British 7*BHCem* 7*a*33′625*t*	T.3Cy.24″,40″&67″–48″ (*r*) 180lb GS167,HS6955 446NHP 2SB(FD)&1AuxSB,*8cf*, N.E.MarineEng.CoLdNwc	26 ″ 0 s 2 ″ 11 23 ″ 5	
317 HVDW	**Denise** *E.Lebasnier*01–12 *ss*Sws.No.1–17 *Well deck* 1*Dk*(*Stl*)	**SteelScSr**	1598 1264 802	✠100A1 2,18 ~~1,16~~ ✠LMC1,17	Cff	*p*	~~4,17~~ 2,18	1912 10mo *Lloyd's*	Osbourne, Graham&Co. Sunderland *SA&CP*	F.Bouet *WB= CellDBa*81′*uE&B*	260·0 | 36·5 | 15·8 P22′Q73′B56′F22′ FK			Caen French 4*BHCem* 5*tAPT*170*t*	C.2Cy.19″,31″&51″–36″ (*s*) 180lb 189NHP 2SB,*4pf*,GS82,HS3190 N.E.MarineEng.Co.Ld.Sld	18 ″ 0 s 1 ″ 7 16 ″ 7	
318 206152	**Denmark** *Mchy.Aft Elec.light*	**SteelScSr** 1*Dk*	5448 — 4434					1909	ToledoS.B. Co. Toledo	GreatLakesSS.Co.	440·0 | 56·0 | 28·0			Cleveland Utd.States *WB*	T.3Cy.22½″,36″&60″–42″ 233NHP ToledoS.B.Co.Toledo		
319 128659 JMTF	**Denpark** *W.Taylor* –17 *Elec.light* 1*Dk*(*Stl*)	**SteelScSr** 212	~~1965~~ 1785 ~~1199~~ 1305	✠100A1 ~~7,17 1,16~~ 16 ✠LMC6,16	Gls	*r*	7,17	1916 6mo *Lloyd's*	Greenock& Grngemouth Dkyd.Co.Ld. Grngemouth *SA&CP*	DenholmLine Steamers,Ld.(J&J Denholm,*Mgrs.*) *CellDBa*70′*uE28′*	280·2 | 41·9 | 18·9 P21′B68′F29′ FK *f*124′523*t FPT*55*t*			Greenock British 4*BHCem* *APT*46*t*	T.3Cy.21″,35″&57″–36″ (*r*) 180lb *100lb* 228NHP 2SB,*6cf*,GS113,HS3734 Cooper&Greig,Ld.Dun.	20 ″ 9 s 3 ″ 1 18″ 1	
320 347 HBLM	**Denshin Maru** *KawakamiSakujiro* 2*Dks*	**IronTwinScSr** (*ex*KobeMaru)	294 241 171					1873	Saigaye Tokio	Amagasaki Isaburo	117·8 | 18·5 | 14·6			Osaka Japanese	2Cy.16″–16″ NE87,NB12 16NHP NiikumaMasajiro,Osaka		
321 1131 HGST	**Denshin Maru No.3** *SakaiChozo* 2*Dks*	**WoodScSr**	164 145 101					1889	Niikuma Masajiro Osaka	Amagasaki Isaburo	108·5 | 14·7 | 13·6			Osaka Japanese	C.2Cy.14″&24½″–15″ NB96 19NHP NiikumaMasajiro,Osaka		
322 127822 HMDN	**Dentaria** *J.Olsen* –14 1*Dk*	**SteelScK**	259 238 103	✠ *Stm Trawler* 9,11 ✠	Abn			1908 1mo	Charlton& Doughty,Ld Grimsby	N.EasternSteam FishingCo.Ld.	130·5 | 22·5 | 11·6 Q71′F20′ BK8″			Grimsby British 4*BHCem*	T.3Cy.13″,22½″&37″–24″ 86RHP 1SB,*2cf*,GS41,HS1500 Amos&Smith,Hull	12 ″ 3	
323 JBRS	**Der Preusse** *H.Sponholz*12–12 1*Dk*	**IronScSr**	290 241 157					18 $\frac{56}{65}$	J.Scott Russell&Co London	Neue Dampfer-Co. Act.Ges.	146·4 | 19·8 | 11·7 Q25′ B29′ F18′			Stettin German	C.2Cy.20½″&35½″–25″ 53NHP A.G."Vulcan,"Stettin		
324 136706	**Derbent** *Elec.light* *Carrying Petroleum in bulk* *Mchy.Aft* 1*Dk*&*Spar dk*2*trB*	**SteelScSr**	3178 2882 1924					1907	Armstrong Whitworth &Co.Ld. Newcastle	The Admiralty	310·0 | 43·0 | 26·8 P87′B31′F37′			London British *WB*	T.3Cy.23½″,39″&66″–45″ 258NHP WllsndSlpwy.Co.Ld.Nwc.		V
325 106683	**Derby** *J.Whiting* –15 *ss*Gms.No.3–12,08 *ss*Gms.No.1–14 1*Dk*	**IronScK**	144 139 54	✠100A1 *Stm Trawler* 3.15 ✠NB1,14 ✠LMC1,14	Gms		8,13	1896 11mo *Lloyd's*	Edwards Bros. Newcastle *SA&CP*	ConsolidatedStm. Fishing&IceCo. (Grimsby)Ld. (J. D.Marsden,*Mgr.*)	104·0 | 20·7 | 10·5 BK7½″			Grimsby British 3*BHCem*	T.3Cy.9″,16″&25½″–19½″ (*s*) 200lb 45RHP 1SB,*2pf*,GS26,HS654 N.E.MarineCo.(Lim.),Sld.	11 ″ 7	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. — for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years assigned, now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NP=Horse power by Society's formulæ; RP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of H. of Trade Cert.
326 106876 PVFL	**Derbyshire** SteelTwinSc4MstSr *W.C.Stanley* –10 ~~exBkn.No.3–1,10~~ *Elec.light* ~~ssBkn.No.1–14~~ Sub.Sig. Wireless 3*Dks*(*Stl–Uws*)	6776 5618 4329	✠100A1 ~~9,15~~ 9,18 ~~1915,17~~ 2,17	Liv	*b*†	~~9,16~~ N1,18	1897 10mo	Harland& Wolff,Ld. Belfast *Lloyd's*	Bibby S.S.Co.Ld. (Bibby Bros.&Co. *Mgrs.*) *WB=Cell DBa*108′*uE&B*	452·0 | 52·2 | 30·5 P56′B152′F56′ FK&BK3″ 65′*f*175′1234*tFPT*	Liverpool British *7BHCem* 62*tAPT*47*t*	T.6Cy.23½″,39″&66″–48″ (*s*) 185lb 795NHP 2D&2SB*24cf*GS411HS14020 Harland&Wolff,Ld.,Bel.	34 ″ 1 s 7 ″ 10½ 27 ″ 0	BT till 10,17
327 137255 JLNR	**Deretown** SteelScSr *G.Gray* –16 (*ex*Ernst) 1*Dk*	653 461 373	*Steel bq "Denetown," See No. 11 in Supplement*				1915	Hlsingbrgs Sdbt.Co. Helsingborg	TownLine(London) Ld.(Harrison, Sons&Co.*Mgrs.*)	176·0 | 30·1 | 12·0 *WB*	London British	C.2Cy.16¾″&31½″–21½″ 80RHP HelsingborgsVarf.Aktieb.		V
328	**Derna** IronScSr ssMsl.2ndNo.3–4,04 (*ex*Meloria, ssMsl.No.1–09 *ex*R.F.Matthews) 2*Dks*(1*Irn*)3*trB*	1774 1633 1121	✠ 8.12 ~~NB2.04~~	Msl	*s*		1879 4mo	Palmers' Co.Ld. Newcastle	TurkishGovernment	270·0 | 35·3 | 24·3 P30′F36′ ptND91 *WB=DBa*81′	Turkish	C.2Cy.22″&58½″–42″ NDB03 203NHP 2SB,*6pf*,GS124,HS2896 Palmers'Co.Ld.Newcastle	25 ″ 10	
329 101 NSJY	— SteelScSr *Elec.light* 2*Dks*	1749 — 903					1912	Cant.Nav. Riuniti Palermo	Soc.Italiana di ServiziMarittimi	277·2 | 36·4 | 18·2 P43′B62′F38′ *WB*	Venice Italian	T.3Cy 19⅜″,32¾″&55½″–39¾″ 191NHP N.Oderof uA.StriPonente		I
330 120773 HDVL	**Derrymore** SteelSc3MstSr *J.Mahony* –08 ssLiv.No.2–14 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft*	485 340 189	✠100A1 1,17 ~~LMC BS8,16~~ MS1,17	Dub	*h*	1,17	1905 11mo	AilsaS.B. Co.Ld. Troon *Lloyd's*	R.McCowen&Sons Ld. *WB=Cell DBf* 93′ 130*tFPT*	170·0 | 25·6 | 10·1 P16′Q79′B9′F33′ BK7″	Tralee British 3*BHCem* 50*tAPT*10*t*	C.2Cy.20″&42″–30″ (*s*) 130lb 75RHP 1SB,*3pf*,GS58,HS1733 Muir&Houston,Ld.Gls.	12 ″ 10 s ″ 6½ 13 ″ 0	
331 81603 PVQB	**Derwent** IronSc3MstSr *H.W.Holmes* –17 ~~exH.Kg.2ndNo.3–10,04~~ (*ex*Lilia, ~~ssH.Kg.No.2–13~~ *ex*Derwent) 2*Dks*(1*Irn*&1*ptIrn*)3*trB* ssH Kg 3rdNo 3–1,17	2410 2160 1562	✠100A1 1,17 ~~10,15~~ ~~LMC1,17~~	H Kg	*u*	N1,17	1879 10mo	R.Thompson,jun. Sunderland A&CP	Cie.Thai-Thuan (YengSang, *Mgr.*)	329·1 | 36·0 | 25·5 P70′B68′F34′ *WB=DBa*94′*f*58′	HongKong British 6*BHCem* 296*tFPT*63*t*	C.2Cy.42″&73″–48″ (*k*) 80lb *80lb* NB93 298NHP 2DB,*12pf*,GS ,HS5120 N.E.MarineEng CoLd.Sld.	26 ″ 10	
332 91316 KTHQ	— SteelScSr *G.W.Proudfoot* –14 ssGoo.No.1–17 ssGoo.2ndNo.3–4,13 1*Dk*(*Irn*)	830 668 418	✠100A1 10,17 ~~8,15~~ ~~NB3,00~~ ~~LMC~~ 10,17	Nwc Goo	*m*	~~7,18~~ 10,17	1888 7mo	W.Dobson &Co. Newcastle *Lloyd's*	Lancashire& YorkshireRly.Co.	230·0 | 30·7 | 14·7 P29′B54′F31′ BK7″ *WB=Cell DB*115′128*t*	Goole British 5*BHCem* WlsndSlpwyCo(Lm.)Nwc	T.3Cy.19″,33½″&54″–33″ (*s*) 160lb 185NHP 2SB,*6rf*,GS108,HS3046 T.3Cy.11″,17″&30″–21″ 45RHP Earle'sCo.(Lim.),Hull	15 ″ 8 s 2 ″ 1 14 ″ 3 11 ″ 9	
333 99706 NMJR	— IronScK *F.G.Piercy* –17 (*Trawler*) 1*Dk*	151 140 61			…		1893	Earle'sCo. (Lim.) Hull	A.Stringer	98·0 | 20·7 | 11·1 Q18′F19′ BK7½″	Boston British			
334 137426 JHTS	**Derwent River** SteelScSr *J.J.Felkins* –16 1*Dk*	4724 4368 2984					1915	Irvine'sSB &D.D.Co.Ld. WHartlepool	BritishEmpire Stm.Nav.Co.Ld. (HoulderBrs.&Co. Ld.,*Mgrs.*)	385·1 | 52·0 | 27·1 P36′B126′F38′ *WB*	Liverpool British	T.3Cy.25″,40″&68″–48″ 320NHP Richardsons,Westgarth& Co.Ld.Hpl.		C
335 132022 HWFJ	**Deseado** SteelTwinScSr *G.S.Gillard* –17 2*Dks*&3*ptDks* *Elec.light Ref.Mchy.* Sub.Sig. Wireless	11477 9849 7258	~~Lloyd'sRMC~~ ~~5,17~~ ~~3,17~~ 12,17 3,18				1912	Harland& Wolff,Ld. Belfast	RoyalMailSteam PacketCo.	500·7 | 62·3 | 40·2 P50′B181′F59′ *WB*	Belfast British	Q.8Cy.23″,34″,48″&69″–51″ 680NHP Harland&Wolff,Ld.Bel.		BT till 11,17
336	— SteelScSr *G.Bregliani* 1*Dk*	314 200 173			…		1890	Newall& Co. Bristol	L.Mascarello	151·0 | 26·4 | 8·3 P30′F19′ len93 FK	Bns.Ayres Argentine	T.3Cy.13″,19″&32½″–20″ 51NHP Newall&Co.,Bristol	9 ″ 0	
Wrecked 11,16 337	**Desertas** SteelScSr (*ex*Hochfeld,*ex*Wittenberg. *Elec.light* *ex*Thekla) 2*Dks*3*trB*	3689 3146 2363					1895	Flensburgr Schiffsb.Ges. Flensburg	Requisitioned by thePortuguese Government	354·7 | 42·0 | 26·2 P216′F44′ *WB*	Portuguese	T.3Cy.27″,41″&66″–42″ 282NHP FlensburgerSchiffsb.Ges.		
338 134753 JBGK	**Desirée** SteelScK *L.E.Storey* –12 *Elec.light* 1*Dk*	213 206 88	✠100A1 *StmTrawler* 12,12 ~~LMC12,12~~	Hul			1912 12mo	Cook,Welt'n&Gemmell Ld. Beverley *Lloyd's*	N.Green (A.Black, *Mgr.*)	117·2 | 21·5 | 12·1 Q61′ BK7½″	Grimsby British 1*BHCem*	T.3Cy.12″,21″&34″–24″ (*s*) 200lb 58RHP 1SB,*2pf*,GS32,HS1086 Amos&Smith,Ld.Hull	13 ″ 1	
339 132025 HWSM	**Desna** *A.P.Dix* SteelTwinScSr ~~J.G.K.Chard –16~~ 2*Dks*&3*ptDks* *Elec.light Ref.Mchy.* Sub.Sig. Wireless	11483 9855 7255	~~Lloyd'sRMC~~ ~~11,17~~ ~~3,17~~ ~~6,18~~ ~~5,17~~ ~~7,17~~				1912	Harland &Wolff,Ld Belfast	RoyalMailSteam PacketCo.	500·7 | 62·3 | 40·2 P50′B180′F59′ *WB*	Belfast British	Q.8Cy.23″,34″,48″&69″–51″ 680NHP Harland&Wolff,Ld.Bel.		BT till 7,17
340 157556 KPMF	**Despatch** WoodScSr *W.F.Hanson* *Elec.light* Wireless *Fitted for oil fuel*	1101 — 837					1899	H.D.Bendixsen Eureka,Cal.	BorderLineTransportationCo.	175·0 | 36·0 | 14·0	Seattle Utd.States	C.2Cy.12″&26″–20″ 25NHP Fulton IronWorks,S.Frsco		
341 73531	— IronPad	130 127 10					1875	J.Stewart London	Gt.Eastern Rly.Co.	99·4 | 18·5 | …	Lowestoft British	L.2Cy.30″–42″ 60RHP J.Stewart,London		
342	**Despina Aivadoglou** IronScSr *Constantino* (*ex*Heraclia,*ex*Yildiz. *ex*Beatriz) 1*Dk*2*trB*	774 667 478			…		1864	J.Laing Sunderland	AivadoglouFrères	195·1 | 28·9 | 16·6 P34′B39′F22′ BK7″	Constanpl Turkish *WB*	C.4Cy.17¾″&42″–30″ NB88 160NHP *Cmp.*80Fawcett&Co.Liv.	16 ″ 10	V
343 HRTG	**Despina G.Michalinos** SteelScSr *S.Psarras* –13 ssShl.No.2–16 1*Dk*(*Stl*)&*deep framing*	2851 2620 1784	✠100A1 10,16 ~~LMC1,16~~	Shl	*u*	2,15	1907 6mo	W.Gray& Co.Ld W Hartlepool *Lloyd's*	MichalinosMaritime& Commercial Co.Ld. *WB=CellDBa* 110′*uE&*	321·0 | 47·5 | 20·1 P27′B176′F34′ FK *B40′f*140′898*tFPT*	Piræus Greek 5*BHCem* 58*tAPT*58*t*	T.3Cy.23½″,38″&64″–42″ (*s*) 180lb *180lb* 292NHP 2SB,*6rf*,GS111,HS4562 Cen.Mar.Eng.Wrks.W Hpl	22 ″ 6 s 2 ″ 10½ 20 ″ 0	
344	**Dessau** SteelScSr *Elec.light* 2*Dks*&*Shelter dk*3*trB*	6700 6200 4200					1914	Flensburgr Schiffsb.Ges. Flensburg	Norddeutscher Lloyd	472·5 | 59·2 | 31·2 *WB*	Bremen German	T.3Cy.32¼″,52¾″&86½″–55″ 554NHP FlensburgerSchiffsb.Ges.		
*345	**Desterro** SteelScSr *M.Schütze* –11 1*Dk*&*Spar dk* RVBC *Elec.light* Wireless &*Web frames*	2540 2232 1601					1894	Blohm& Voss Hamburg	Hamburg-Süd-Amerik.Dampfschifffahrts Ges.	300·7 | 38·2 | 23·7 P36′B84′F44′ *WB*	Hamburg German	T.3Cy.21″,33½″&56″–42″ 203NHP Blohm& Voss,Hamburg		G
346 137005 JGTW	**Destinn** SteelScK 1*Dk*	226 218 109	✠100A1 *StmTrawler* 10,14 ~~LMC10,14~~	Hul			1914 10mo	Cook,Welt'n&Gemmell Ld. Beverley *Lloyd's*	~~A.W.Baxter~~ ~~(A.Black, *Mgrs.*)~~ J.Harris	117·0 | 22·0 | 12·7 Q61′ BK7½″	Grimsby British 4*BHCem*	T.3Cy.12″,21″&34″–24″ (*s*) 200lb 74RHP 1SB,*3pf*,GS31,HS1279 Amos&Smith,Ld.Hull	13 ″ 7	
347 136194 JFRG	**Destro** SteelScSr *E.B.Johnson* –15 *Elec.light* 1*Dk*)*Stl*) *Well deck* *Cruiser Stern*	859 697 394	✠100A1 9,17 ~~8,16~~ ~~LMC6,14~~	Hul	*m*	2,15	1914 6mo	Earle'sCo. Ld. Hull *Lloyd's*	Ellerman'sWilson Line,Ld. *WB=CellDBa*	210·2 | 33·1 | 13·9 P&B130′F50′ FK &*u E*53′51*tFPT*33*t*	Hull British 5*BHCem* *APT*18*t*	T.3Cy.15″,24½″&40″–30″ (*s*) 180lb 81RHP 2SB,*4pf*,GS63,HS2010 Earle'sCo.Ld.Hull	15 ″ 0 s ″ 9 14 ″ 6	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Grément, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7a Date de la dernière visite à flotter pour hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. nHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. pe.	15 Registres où cotés. Lloyd's Reg. Brit. & Foreign. Bureau Central. Bureau Veritas.
389	**Diana**	**SteelScSr**	~~1108~~ 887	1119 809				1899	Bergens Mek.Værks. Bergen	TheShippingCo troire.(PeltonS.S. Co.Ld.,*Mgrs.*)	232·1 33·1 13·7 Q124*t*B50*t*F29*t* H23*t*			London British *WB*	T.3Cy.15¾″,25″&42″–30″ 97NHP BergensM.V.Bergen		N
1400[illegible]	*N.Sorbo* –99																
JQPB		1*Dk*	~~891~~ 675														
390	—	**SteelScSr**	942 689					1911	Kjöbnhvns Flydk.&Skbs. Copenhagen	DetForenede DampskibsSelsk.	252·1 33·9 21·2			Odense Danish *WB*	T.3Cy.19½″,32″&53″–36″ 169NHP KjbnhavnsFlydk.&Skbsv.		V
	*I.C.Christensen*12–12																
NRSJ	*Elec.light Ref.Mchy.*	1*Dk*	431														
391	—	**SteelScSr**	783 618					1901	Maats. Feyenoord Rotterdam	Koninkl.Nederl. Stoomb.Maats.	201·2 30·2 13·6 Q73′F24′			Amstrdam Dutch *WB*	T.3Cy.15″,25″&40″–36″ 96NHP Maats.Feyenoord,Rot.		V
	W.Piket																
NMBS		2*Dks*	474														
392	— (Seized at Riga)	**SteelScSr**	516 403					1901	Act.Ges. "Weser" Bremen	Dampfschifffahrts Ges.Neptun	167·6 26·1 11·7 Q49′B41′F22′			Bremen German *WB*	T3Cy12⅝″,19½″&31½″–21⅝″ 46NHP A.G."Weser,"Bremen		
	J.Mammes																
QHGV		1*Dk*	299														
393	—	**WoodScBk**	473					1870	A.Stephen &Sons Dundee	JamesBaird,Ld.	151·1 24·1 16·6 F22*t* pt rebuilt91			St.John's British *WB*	2Cy. NB91 70RHP		
59083	*D.Scanlon* –16	(*ex*Hector)	405														
QVJR	*Mchy.Aft*	1*Dk*	275														
394	—	**SteelScYl**	172	✠100A1 *StmTrawler* 6,14 ✠NBmade99,refitted02 BS11,14 ✠LMC7,11	Flt		N1,14	1899 4mo	Mackie& Thomson Glasgow A&CP	Milne&Davidson	110·0 21·0 10·9 Q22′ BK7½″			Aberdeen British *WB*	T.3Cy.12″,19½″&32″–22″ (*s*) 180lb 50RHP 1SB.*2pf*,GS33,HS800 Muir&Houston,Ld.Gls.	12 ″ 0	
110711	*R.Smith*14–14	*ss*Flt.No.3–7,11	159														
SDRV		1*Dk*	67														
395	**Diane**	**IronScSr**	590 —					1882	Aron& Gollnow Stettin	Soc.LesAffrêteurs Réunies(J.Stern, *Mgr.*)	170·0 23·6 16·9			Marseilles French *WB*	C.2Cy.19¾″&36½″–23½″ NB96 54NHP Aron&Gollnow,Stettin		V
	Drouaillet –16																
HWBC	(*ex*Magali,*ex*Silesia)	1*Dk*&*Spar dk*	362														
396	**Diaz**	**SteelScK** (*Whaler*)	106 104					1909	Akers Mek.Værks. Christiania		91·8 18·0 10·7				T.3Cy.11″,18″&29″–18″ 35NHP AkersMek.Værks.Xia.		
	(*ex*Burra)	1*Dk*	36											*WB*			
397	**Dich-taoo**	**SteelScSr**	1112 924			...		1907	Hawthorn, Leslie&Co.Ld Newcastle	RussianStm.Nav. &TradingCo.	240·2 35·0 12·8 Q29′B42′F42′ FK			Odessa Russian *WB*	T.3Cy.16″,26″&44″–33″ 143NHP Ross&Duncan,Glasgow	14 ″ 10	
496	*Glinsky*																
NABI		1*Dk*	664														
398	**Dicido**	**SteelScSr**	1527	✠100A1 1,18 ~~0,10~~ ~~B07,14~~ BS8,17 ✠LMC9,15	Mdb Hul	*q*	1,17	1903 5mo	Craig,Tay-lor&Co. Stockton	RederiakKarnan (B.Ingelsson, *Mgr.*)	250·0 37·2 18·9 P31′B58′F29′ FK			Hlsngborg Swedish	T.3Cy.19″,31″&51″–36″ (*s*) 160lb *100lb* 168NHP 2SB.*4pf*,GS74,HS2710 4*BHCem* *APT60t* N.E.MarineEng.CoLd.Sld.	21 ″ 2 s 3 ″ 0 18 ″ 6	
5309	*L.A.Larsson*14–14	*ss*Gfl.No.3–8,15	1404														
JBPM	1*Dk*(*Stl&Irn*)&*deep framing* *Cargo battens not fitted*		882					*Lloyd's*	*SA&CP WB=*	*CellDBa72′uE16*	*f*104′ 370*t* *FPT57t*			6			
399	**Diciembre**	**SteelSc**	3482					1895	W.Doxford &Sons,Ld. Sunderland	CiaBilbainadeNav (S.Innerarity, *Mgr.*)	341·0 45·6 23·1 F33′			Bilbao Spanish *WB*	T.3Cy.26″,42″&68″–42″ 300NHP W.Doxford&Sns(Lm.),Sld		V
	*M.Sampedro*05–06	2*Dks*3*trB*	2867														
HKBW	*Turret deck*		2223														
400	**Dicky** *ss*Goo.No.1–17	**SteelSc3MstSr**	507	✠100A1 8,17~~11,14~~ ~~NB8.17~~ ~~MS11,12~~ ~~LMC8,17~~ ~~BS8,17~~	Goo	*h*	~~11,14~~ 8,17	1901 2mo	Ritson&Co Maryport A&CP	Goole&HullSteam TowingCo.Ld.	166·0 27·2 11·4 Q91′B11′F21′ BK7″ *WB=*			Liverpool British	T.3Cy.14″,22½″&37″–27″ (*s*) 160lb ~~*80lb*~~ 180lbNDB17 52RHP 1SB.*3pf*,~~GS49~~GS46,HS1363 Ross&Duncan,Glasgow	12 ″ 4 s ″ 0½ 12 ″ 6	
113939	*B.Tasker* –14	*ss*Goo.No.3–9,13	365														
SFMC	(*ex*Hopeful,*ex*PointClear)	1*Dk*(*Stl*)	210								*FPT43t*						
	Mchy.Aft Well deck																
401	**Dictator**	**SteelScSr**	989 880					1904	Stavanger Stöberi&Dok Stavanger	Dpskacties. Svithun(Holdt& IsachsenA.S., *Mgrs.*)	231·8 33·1 15·1 P11*t*H46*t*F30*t*			Stavanger Norwegian *WB*	T.3Cy.17″,28″&47″–33″ 127NHP StavangerStöberi&Dok		N
	E.Ellingsen																
MOBQ	*Elec.light*	1*Dk*	623														
402	**Dicto**	**SteelScSr**	2363	✠100A1 8,16 ✠LMC BS1,16 MS2,16	Cff	*l*	2,16	1904 10mo	Short Bros. Ld. Sunderland	Akties.Dmpsk. Dicto(B.Stolt-Nielsen)	295·0 45·1 20·8 P25′B82′F32′ FK			Haugesnd Norwegian	T.3Cy.22½″,37″&61″–42″ (*s*) 180lb *80lb* 258NHP 5*BHCem* 2SB,*6pf*,GS107,HS3912	22 ″ 0 s 3 ″ 4 19 ″ 0	
403	*E.Hansen*	*ss*Bgn.No.3–2,16	2194														
MBWL	(*ex*Fjordheim)	1*Dk*(*pt Irn&pt Stl*)& *deep framing*	1440					*Lloyd's*	*SA&CP WB*	*=CellDBa96′uE*	20′*f*122′663*t* *FPT*			82*t*	*APT42t*	N.E.Marine Eng.Co.Ld.Sld	
403	**Diedrich**	**SteelScLr**	145					1910	G.Seebeck Akt.Ges. Bremerhaven	Geestemünder Herings&Hochsee-fischereiAkt.Ges.	102·4 22·1 10·0 Q18′			Gstemnde German	C.2Cy.9⅝″&17⅞″–11⅞″ 9NHP G.SeebeckA.G.Bremerhvn.		G
	F.Dettmeyer –10																
KRSG	*Elec.light* Wireless	1*Dk*	67														
404	**Diedrich Schmidt**	**SteelScSr**	201					1912	G.Seebeck Act.Ges. Geestemünde	Grundmann& Gröschel	118·7 22·1 8·5 Q60′F21′			Gstemnde German *WB*	T3Cy10⅝″,17⅞″&28⅛″–21⅜″ 38NHP G.Seebeck,A.G.,Gstemnde		G
	*G.Löwner*05–12	(*Trawler*)	167														
KRTG		1*Dk*	64														
405	**Dieppe**	**SteelTrpScSr**	1228			...		1905	Fairfield Co.Ld. Glasgow	LondonBrighton& S.CoastRailwayCo	273·5 34·8 13·8 FK			Newhaven British *WB*	3 Steam Turbines FD 950RHP FairfieldCo.Ld.Glasgow	22 ″ 1	
108655	*S.Marmery* –16	Wireless	814														
HCRB	*Elec.light*	2*Dks*&*Promenade dk*	520														
406	**Diez**	**SteelScK**	*251*	✠100A1 *StmTrawler* 7,16 ✠LMC7,16	Npt		7,16	1909 7mo	J.Duthie Terry&B.Co. Aberdeen *Lloyd's*	RussianGovt.	120·2 22·4 12·1 Q80′F20′ BK7½″ *WB=*			Russian 3*BHCem* *DBf28′18t*	T.3Cy.12½″,21″&34″–24″ (*s*) 180lb 73NHP 1SB.*3cf*,GS42,HS1297 W.V.V.Lidgerwood,Gls.	13 ″ 0	
	*ss*B.As.No.1–13		215														
	(*ex*Elsie)	1*Dk*(*Stl–ws*)	97														
	Elec.light																
407	**10 (Diez) De Octubre**	**SteelScSr**	*186* *164*	✠ 9,11 ✠	Cws			1911 9mo	J.S.White &Co.Ld. Cowes,I.W.	CubanGovernment	108·7 20·0 10·0 RFD38′ FK			Havana Cuban	C.2Cy.12″&24″–15″ 32NHP 1SB.*2cf*,GS30,HS700 J.S.White&Co.Ld.Cowes	10 ″ 6	
		1*Dk*(*Teak*)	—											4*BHCem*			
408	**Digby**	**SteelScSr**	3966	✠100A1 *Shelter dk with freeboard* 12,14 MS4,14 ✠LMC4,13	Lon	*x*	4,14	1913 4mo	Irvine's SB &D.D.Co.Ld. W Hartlepool	Furness,Withy& Co.Ld. *WB=Cell*	350·8 50·0 23·1 B128′F43′*onShelter dk* FK			W.Hartlpl British	T.3Cy.28″,46″&77″–48″ (*s*) 180lb 602NHP 6*BHCem*	25 ″ 6 s 2 ″ 4½ 23 ″ 6	
132840	*J.H.Trinick*94–13		2926														
JCDG	*Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) Wireless		2233					*Lloyd's*	*SA&CP*	*DBa108′uE&B*	54′*f*144′ 701*t* *FPT*			26*t*	*APT44t*	3SB,*12cf*,GS207,HS9142 FD Richardsons,Westgarth& Co.Ld.Hpl.	
409	**Dikho**	**SteelTwinSc**	147 —					1916	RiversStm. Nav.Co.Ld. Calcutta	RiversSteamNav. Co.Ld.	100·0 22·5 6·5			Calcutta* British	C.4Cy.11¼″&20½″–16½″ Denny&Co.Dumbarton		
	Elec.light	2*Dks*	100														
410	**Dikili**	**IronSc**	161 —					1885	W.Allsup& Sons Preston	HamidiehCo.	120·8 18·0 9·0 Q32′ B12′ F22′			Smyrna Turkish	C.2Cy.17″&34″–20″ 43NHP W.Allsup&Sons,Preston		
		1*Dk*	85														

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character.	6 Port of Survey.	7 Years Assigned. now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 Built. By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NP=Horse power by Society's formulæ; IP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Dates of Trade Cert.
411 95262 KQPC	**Diligent** SteelScSr *W.C.Lamb* –17 *ss*Sld.2ndNo.3–5,13 *Well deck* 1*Dk*(*Stl*)&*Webframes*	2184 1668 1429	✠100A1 11,16 BS6,16 ✠LMC5,16	Bry	*r*	N10,15	1888 3mo	Short Bros. Sunderland A&CP	J.Westoll *WB*=*Cell DBa*80′*f*104′244*t*	292·3|39·1|18·9 P33′Q76′B111′ F35′ pt ND08 BK10″	Sundrland British 6*BHCem* *APT*36*t*	T.3Cy.21½″,35″&58″–39″ (*s*) 150lb *100lb* NDB00 205NHP 2SB,*6pf*,GS90,HS3125 J.Dickinson,Sunderland	21 ″ 2 s 1 ″ 7 20 ″ 7	
412 117411 TQSB	**Dilkera** SteelScSr *G.Simmonds* –16 *ss*Syd.No.3–1,15 1*Dk*(*Irn*)&*deep framing* &*Shade dk*(*Irn*)	2667 2504 1694	✠100A1 *Shade dk* 2,17 1,~~19~~ 3,18 BS~~3,14~~ 2,18 BS1,14 ✠LMC~~11~~ 11S3,18	Syd	*u*	~~1,18~~ 2,18	1902 5mo *Lloyd's*	Tyne Iron S.B.Co.Ltd. Newcastle *SA&CP*	Adelaide S.S.Co.Ltd *WB*= *Cell DBa*&*uE*114′	326·0|45·3|21·8 P41′B&F253′ FK *f*128′661*t FPT*144*t*	P.Adelaide British 7*BHCem* *APT*162*t*	T.3Cy.23″,38″&61″–42″ (*s*) 180lb *80lb* 277NHP 2SB,*6cf*,GS126,HS4504 WllsndSlpwyCo.Ld.Nwc.	23 ″ 0 s 2 ″ 2 21 ″ 2	
413 133308 JBTP	**Dilston** SteelScSr *E.H.E.Burdon* –14 *Well deck* Sub.Sig. 1*Dk*(*Stl*) *Elec.light*	1530 1196 812	✠100A1 1,15 ✠LMC5,15	Lon	*p*	1,15	1913 3mo *Lloyd's*	Blyth S.B. &D.D.Co.Ld. Blyth *SA&CP*	Tyneside Line,Ld. (Ridley,Sons & Tully *Mgrs.*) *WB*=*Cell DB* FK a65′*uE*&*B*35′	244·7|37·2|16·4 Q124′B13′F26′ *f*107′434*t FPT*40*t*	N.Shields British 4*BHCem* *APT*95*t*	T.3Cy.20″,33″&54″–36″ (*s*) 180lb 224NHP 2SB,*6pf*,GS100,HS3918 N.E.MarineEng.Co.Ld.Sld	18 ″ 10 s 1 ″ 10½ 17 ″ 3	
414 113062	**Dilston Castle** SteelScK *W.Tindall* –16 (*Trawler*) 1*Dk*.	129 115 50				...	1900	Clelands GravngDck& SlipwyCo.Ld Newcastle	R.Irvin&Sons,Ld.	96·7|19·4|10·4 Q25′ BK7½″	N.Shields British	C.2Cy.16″&34″–22″ 50RHP TweedyBros.N.Shields	11 ″ 0	
415 102645 NGDL	**Dilwara** SteelSc3MstSr *W.Walker* –15 3*Dks*(2*Stl*–*ws*)& *Elec.light* *Webframes*	5378 4637 3460	✠ 3,95 ✠	Sou	*z*		1891 12mo	A&J.Inglis Glasgow	BritishIndia Stm.Nav.Co.Ld.	425·4|48·2|30·6 P51′B164′F54′ BK10″	Glasgow British 6*BHCem*	T.3Cy.33″,52″&86″–60″ 616NHP 3DB,*18rf*,GS342,HS9681 A.&J.Inglis,Glasgow	32 ″ 2	
416 133505 HWFG	**Dimboola** SteelScSr *W.Miller* *ss*Mel.No.1–16 *Elec.light* 1*Dk*(*Stl*)&2*nd dk*(*Stl*) Wireless *in Nos.*1,3&4 *holds* *Well deck* *Ref.Mchy.*	3854 2863 2104	✠100A1 1,17 ~~10,16~~ BS11,17 ✠LMC12,15	Syd	*x*	~~10,15~~ 11,17	1912 7mo *Lloyd's*	Swan,Hunter &Wigham Richardson, Ld Newcastle *SA&CP*	Melbourne S.S.Co. Ld. *WB*=*Cell DBa*	360·2|50·1|23·6 P&B288′F39′ FK 116′*uE*&*B*69′*f*131′	Melbourne British 7*BHCem* 595*t APT*55*t*	Q.4Cy 23″,31½″,48″&71″–45″ 210lb (*r*) FD 553NHP 3SB,*12cf*,GS216,HS8379 Swan,Hunter&Wigham-Richardson,Ld.Nwc.	26 ″ 0 s 3 ″ 3½ 23 ″ 2	
417	**Dimitri** IronScSr *DeStefano* 4thSurvey,Shl.12,98 (*ex*LeoT.,*ex*Abrota) 1*Dk*(*Irn*)2*trB* *Well deck*	1159 882 680	✠ 10,03	Shl	Lv		1882 12mo	Short Bros. Sunderland	A.D.Tchirkovitch	228·0|32·7|16·5 Q87*t*B104*t*F28*t* BK7½″ *WB*=*DBa*&*f*	Odessa Russian 3*BH*1PBH	C.2Cy.29″&56″–36″ 157NHP 2SB,*4pf*,GS60,HS2400 N.E.MarineEng.Co.Ld.Sld	17 ″ 6	V
418 273	— SteelScSr *V.N.Starikoff* *ss*Oda.No.3–11,98 *ss*Oda.No.1–03 *Elec.light* 1*Dk*(*Stl*)&*Awngdk*	1018 986 594	✠ *Awng dk* *with freeboard* 5,06 ✠NB96,*fitted*05	Oda	*l*		1887 12mo	W.Dobson &Co. Newcastle	Russian Transport &Insurance Co.	210·0|30·2|20·8 ptNDS98 FK *WB*=*DB* a&*f*141′154*t*	Odessa Russian 5*BHCem*	T.3Cy.17″,28″&47″–30″ NDB05 123NHP 2SB,*4cf*,GS66,HS1920 N.E.MarineEC.(Lim.)Nwc	21 ″ 7	
419 489 LMAR	— IronTwinScSr *P.Klintchnikoff*02–07 1*Dk*	613 — 375					1890	Pastuchoff Rostoff	D.Diamantidi&fils	199·0|30·2|12·6	Taganrog Russian	C.4Cy.11′&23″–26″ 45NHP		
420 1201 LRAW	— IronTwinScSr *J.A.Glagolieff* 1*Dk*	401 — 291					1871	Seath&Co. Glasgow	A.&D.Skanavi &G.Sevastopulo	180·0|27·2| 9·6	Rostoff Russian	C.4Cy.10½″&21″–18″ 31NHP		
421 607	**Dimitri Geroi** SteelScK *S.A.Rogoff* 12–13 *ss*Sws.No.2–09 (*ex*Tyne) 1*Dk*	210 179 116	✠ *Stm Trawler* 4,14 ✠	Oda			1901 1mo	Smith's Dock Co.Ld North Shields	M.Macklin	115·5|21·1|11·2 BK7½″	Odessa Russian 3*BHCem*	T.3Cy.12″,20″&32″–22½″ 61NHP 1SB,*2pf*,GS29,HS1066 N.E.MarineEng.CoLd.Sld.	12 ″ 6	
422 1082	**Dimitri Solounsky** WoodSc *Motor* 1*Dk*	132 — 67					1908	..... Podboryek	D.N.Maslennikoff	96·2|24·6|10·4	Archangel Russian	Motor		
423 HFMJ	**Dimitrios Pateras** SteelScSr *A.Pateras* –13 (*ex*Lyell) *ss*Pir.2ndNo.3–12,14 1*Dk*(*Stl*)&*Webframes*&*pt Awngdk*(*Irn*)	*2434* *1845* *1558*	✠100A1 *pt Awng dk* *with freeboard* 11,17 ~~12,14~~ ~~BS11,15~~ ✠LMC11,14	Pir Cff	*s*	~~1,15~~ 12,17	1890 6mo	Bartram, Haswell&Co. Sunderland A&CP	A.&A.Callinicos (*Mng*)(Stathatos &Co.,*Mgrs.*) *WB*=*DBa*88′	300·0|39·0|20·3 P30′Q80′ *pt Awngdk*189′ FK *f*120′430*t APT*32*t*	Piræus Greek 6*BHpt Asp* *pt Cem*	T.3Cy.22″,36½″&60″–42″ (*s*) ~~120~~ ~~160~~lb 160lb NDB03 243NHP 2SB,*6rf*,GS100,HS3800 ~~75t~~ J.Dickinson,Sunderland	21 ″ 7 s 8 ″ 1½ 20 ″ 9	
424 MCTD	**Dina Lea** SteelScSr *A.Teilmann*16–16 (*ex*Vitalia) *Elec.light* 1*Dk*	1159 991 723					1906	Fredrkstad Mek.Værks. Fredrikstad	ErikGrantLea	230·3|36·1|14·4 P27*t*H84*t*F31*t* 15·7	Bergen Norwegian *WB*	T.3Cy.16½″,27″&44″–32″ 109NHP FredrikstadM.V.Frdstad.		N
425 JRTF	— CompScSr *A.Iversen* (*ex*Forsög,*ex*Fia) *Mchy.Aft* 1*Dk*	225 174 146					1889	P.Larsson Thorskog	Siglufjord Silde-salteri og Anlægs-kompani (T. Klausen,*Mgr.*)	110·1|22·7| 9·6 Q15*t*B30*t*H5*t*	Aalesund Norwegian	C.2Cy.11¾″&17½″–17½″ 11NHP P.Larsson,Thorskog		N
426 139265 JMVS	**Dinah Leetham** SteelScK *J.C.Brown* –16 *Mchy.Aft* 1*Dk*(*Stl*)	147 121 66	✠100A1 *For Coasting* *purposes* 1,18 ~~12,15~~ ✠LMC8,15	Hul	*a*	~~12,15~~ N1,18	1915 9mo *Lloyd's*	Livingstne &Cooper,Ld. Hessle,Hull *SA&CP*	H.Leetham&Sons, Ld.	99·1|18·6| 8·7 Q34′F18′ FK *WB* =*FPT*18*t*	Hull British 4*BHCem*	C.2Cy.13½″&27″–18″ (*s*) 145lb 30RHP 1SB,*2pf*,GS30,HS889 A.Dodman&Co.Ld.KLy n	9 ″ 6 s ″ 9½ 18 ″ 10	
427	**Dinara** SteelSc	118 — 39					1888	Stabilmnto Tecnico Trieste	Soc.Anon. Austriaca di Nav. Vap."Dalmatia"	120·0|16·1| 8·2	Macarsca Aust.-Hung	T.3Cy.12″,18″&30″–18″ 38NHP StabilimentoTecnico,Tri.	10 ″ 10	A
428 128747	**Dinas** SteelScK *J.S.Barker* –12 *ss*Mil.No.1–13 1*Dk*	219 192 85	✠100A1 *Stm Trawler* 1.15 BS5,14 ✠LMC6,15	Lon		1,15	1909 2mo *Lloyd's*	Smith's Dock Co.Ld. North Shields *SA&CP*	~~G.H.D.Birt~~ ~~Taylor&Tomlin-son Ld. (E.Taylor, *Mgr.*)~~ J.Utley (E.Taylor,*Mgr.*)	117·4|21·6|11·8 Q67′F20′ BK7½″	Milford British 3*BHCem*	T.3Cy.12″,20″&33″–24″ (*s*) 180lb 72RHP 1SB,*2pf*,GS38,HS1307 ShieldsEng.Co.Ld.N.Shl.	12 ″ 6	
429 15 31 NSMP	~~**Dinnamare** SteelScSr~~ ~~*Corriano* –16 *ss*Nap.No.3–1,14~~ *G.Falconi* 1*Dk*(*Stl*)2*trB*&*deep framing* 3*Dk rule*&*Shelter dk*(*pt Stl*)	4137 4010 2623	✠100A1 *Shelter dk* *with freeboard* 1,18 ~~2,16~~ ~~Stamboul 18~~ ✠LMC ~~MS1,18~~ BS2,17	Gen	*v*	~~11,15~~ 1,18	1900 12mo	Cant.Nav. di Muggiano Spezia A&CP	~~Peirce Bros.~~ ("Transoceanica" Soc.Italiana di Nav. *WB*=*Cell DBa*	339·0|47·6|24·0 FK 92′*uE*22′*f*138′759*t*	~~Naples~~ Messina Italian 6*BHCem* *APT*88*t*	T.3Cy.24″,40″&56″–48″ (*s*) 180lb *100lb* 357NHP 2SB,*6cf*,GS111,HS4744 FD G.Clark,Ld.Sunderland	24 ″ 3 s ″ 11½ 23 ″ 8	
430 HWCV	**Dinorah** SteelScSr 1*Dk*	4208 — 2640					1912	W.Doxford &Sons,Ld. Sunderland		369·4|52·0|25·9 P32′B231′F31′	Bordeaux French *WB*	T.3Cy.24″,~~40~~ 42″&68″–45″ 310NHP W.Doxford&Sons,Ld.Sld.		C
431 118304	— SteelScK *D.M.Craig* –14 (*ex*Picton Castle) (*Trawler*) 1*Dk*	192 170 72				...	1903	Smith's Dock Co.Ld. North Shields	~~W.H.Dodds~~ Overseas Stm Fishing Co.Ld. (W.H. Beeley,*Mgr.*)	110·0|21·0|11·2 Q48′ BK7½″	~~Aberdeen~~ British Grimsby	T.3Cy.12″,19″&32″–22½″ 56RHP N.E.MarineEng.Co.Ld.Sld	11 ″ 10	V

Numéro d'Ordre / Numéro Officiel / Signaux	2 Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	3	4 Tonnages Officiels. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite. Terme assigné maintenant expiré.	7 Lettre d'Equirement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Inspections spéciales. Lettres du code. Load Line Rules. Date of last Docking. Boiler Rule.
432	**Dinorwic**	**SteelScSr**	276	✠100A1	Bng	*d*	~~8,16~~	1892	S.Mc-	**W.W.Vivian**	128·0	23·0	10·4	**Carnarvon**	C.2Cy.18″&38″–24″ (*s*)	11 ″ 3	
92305	*R.Pierce* –16	*ss*Bng.2ndNo.3–2,16	212	3,18 ~~3,16~~			3,18	1mo	Knight&Co.	(T.LloydWilliams,	Q44′B14′F20′			British	120lb 60RHP	s 1 ″ 0½	
MLWT	*Well deck*	1*Dk*(*Stl*)	111	~~BS4,17~~ ✠LMC2,18					Ayr	*Mgr.*)	ptND04&08	BK7″		3*BHCem*	1SB,*2pf*,GS41,HS1276	10 ″ 11	
	Mchy.Aft			BS3,18				*Lloyd's*A&CP				*WB*=*FPT*20*t*		W.Kemp,Glasgow			
433	**Dio Fili**	**WoodPadSk**	*107*					1885	Wouldhave	**CorneloStathi**	99·0	18·6	9·9	**Syra**	L.1Cy.34¾″–52″		
	S.Compothecra –02	(*Tug*)	*107*						&Johnston					Greek	67NHP		
	(*ex*Pera)		*18*						N.Shields						Findlay&Co.,N.Shields		
434	**Diomedes**	**SteelSc**	169					1899	H.C.Stül-	**Verein. Bugs.-& Frachtschfhrt Ges**	97·5	20·6	13·3	**Hamburg**	C.2Cy.18″&34½″–24″		
	I.Hansen	(*Tug*)	160						ckenSohn					German	HS1400 69NHP		
RLKW		1*Dk*	7						Hamburg						H.C.StülckenSohn,Ham.		
435	**Dione**	**SteelScSr**	1207					1905	Laxevaags		228·7	35·2	15·7		T.3Cy.16″,25½″&43″–30″		V
		(*ex*Fenix)	967						Msk.&Jrnskb		P19′B61′F25′			German	101NHP		
		1*Dk*	690						Bergen					*WB*	LaxevaagsMsk&JrnsBgn.		
436	**Dionisios Valerianos**	**SteelSc**	110	✠	Rot			1910	Gebr.Pot	**Geo.Portolo**	92·1	19·6		**Braila**	T.3Cy.11½″,17½″&29½″–	8 ″ 8	
	*A.Lykiardopulo*12–12		109	*For Towing purposes*				7mo	Bolnes					Roumanian	14½″ 57NHP		
	(*ex*MariaHendrikaIII)	1*Dk*(*ptStl*)	8	11,13									BK5″	4*BHCem*	1SB,*2cf*,GS35,HS1161		
				✠									*WB*	=*APT*15*t*	MachinefabriekBolnes		
437	**Dionysios**	**IronPad**	*115*					1883	J.T.El-	**N.Sulariotes**	103·0	18·6	9·3	**Galatz**	L.1Cy.34½″–54″		
	(*ex*SarahSmart)	(*Tug*)	*115*						tringham					Roumanian	66NHP		
			23						South Shields						J.P.Rennoldson&S.,S.Shl.		
438	**Dionysios Vaglianatos**	**Steel**	*2862*	✠ ——	Pir	*u*		1889	E.Withy&		320·0	40·1	21·6		T.3Cy.23½″,38″&64″–42″	24 ″ 3	
		*ss*Liv.No.3–3,02	*2186*	4,16				4mo	Co.		P35′Q98′B132′F31′			Russian	NDB05 265NHP		
	(*ex*Filinis,	*ss*Pir.No.2–11	*1845*	✠					WHartlepool				FK	5*BHAsp*	2DB,*8rf*,GS120		
	*ex*Wastwater)	1*Dk*(*ptStlptIrn*)2*trB*									*WB*=*CellDB*270′			578*tAPT*29*t*	T.Richardson&Sns,WHpl		
	Well deck	*&Web frames*(*ptIrn*)															
439	**Dioula**	**SteelScSr**	*222*			…		1898	Crmichael,	**Maurel&H.Prom**	115·3	21·6	8·3	**St.Louis, Senegal**	C.2Cy.14″&29″–21″	9 ″ 4	
	*SaraN'Diaye*00–00	(*ex*Abbotsford)	*148*						McLean&Co.		Q42′B7′F23′			French	32NHP		
	Well deck	1*Dk*	*34*						Greenock						Walker,Henderson&C.Gls.		
440	**Dipton**	**SteelScSr**	3811	✠100A1	Nwc	*w*	~~1,16~~	1906	Furness,	GrindonSS.Co.Ld.	340·0	47·1	27·4	**Newcastle**	T.3Cy.24″,39″&66″–45″ (*s*)	29 ″ 10	
122853	*G.W.Young* –15	*ss*Nwc.No.2–15	3570	*Spar dk*	NYk		11,17	8mo	Withy&Co.Ld	(A.M.Sutherland	P31′B105′F31′			British	180lb *90lb* 317NHP	s 5 ″ 8½	
HGVQ		*Spar dk*(*ptIrn&ptStl*)2*trB*	2471	*withfreeboard*					W Hartlepool	*Mgr.*)			FK	6*BHCem*	2SB,*6cf*,GS105,HS4891	24 ″ 6	
		&Web frames		11,17 ~~1,16~~ ✠LMC				*Lloyd's*A&CP		*WB*=*CellDBa*	112′*uE&B*47′*f*131′			695*tAPT*31*t*	Richardsons,Westgarth&		
				MS12,14	BS8,16	11,17									Co.Ld.Hpl.		
441	**Director**	**SteelScSr**	4931	✠100A1	Liv	*y*	N5,16	1903	C.Connell	**CharenteSS.CoLd.**	398·5	48·5	19·0	**Liverpool**	T.3Cy.25″,41″&68″–54″ (*s*)	32 ″ 10	
118028	*W.N.Neilsen* –17	*ss*Liv.No.3–5,16	4674	*Spar dk*				7mo	&Co.Ld.	(T.&J.Harrison,	P25′B120′F52′	30·0		British	190lb 481NHP	s 6 ″ 11	
VCsQ	1*Dk*(*Stl*)*&Spar dk*(*Stl*)*&Web frames*		3166	5,16	✠LMC				Glasgow	*Mgrs.*)			FK	7*BHCem*	2DB&1AuxSB,*15cf*,GS281,	26 ″ 4	
	Elec.light	lower dk(*Stl*)*in fore hold*		MS5,15	BS12,16			*Lloyd's*A&CP							HS8786		
	*Carrying fuel oil F.P.above*150°*F.inDB*						*W*	*B*=*CellDBa*116′*uE&B*54′*f*176′1013*t*			*DTa* 28′700*t FPT*			51*tAPT*26*t*	Dunsmuir&Jackson,Gls.		
442	**Director Gerling**	**IronSc**	166			…		1892	Cook, Wel-	**Soc.Anon.de**	116·0	22·0	11·4	**Antwerp**	T.3Cy.15″,24½″&39″–24″	12 ″ 3	
	*H.v.d.Poel*85–	(*Tug*)	166						t'n&Gemmell	**Remorq.à Hélice**				Belgian	NB02 68NHP		
		1*Dk*	36						Hull				BK6½″		C.D.Holmes&Co.,Hull		
443	**Direktor Schwarz**	**SteelScSr**	210					1912	G.Seebeck	**Cuxhavener**	120·7	22·6	8·6	**Cuxhaven**	T.3Cy.11⅞″,18⅛″&30⅜″		G
	H.Hyda –12	(*Trawler*)	175						Akt.Ges.	**Hochseefischerei**	Q61′F21′			German	–22⅛″ 42NHP		
RSMT	*Elec.light*	1*Dk*)	61						Geestemünde	**Akt.Ges.**				*WB*	G.SeebeckA.G.Gstemnde.		
444	**Dirk**	**SteelScSr**	181	✠	Gls	*d*		1909	Scott&	**DavidMacBrayne, Ld.**	125·3	19·6	8·6	**Glasgow**	C.2Cy.15′&32″–24′	9 ″ 0	C
128399	*A.McKechnie* –17		128	2,13				7mo	Sons		Q68′B13′F34′			British	70RHP		BT till 12,17
JKMG	*Well deck*	1*Dk*	69	✠					Bowling				BK7″	1*BHCem*	1SB,*3pf*,GS52,HS1448		
	Elec.light												*WB*	=*FPT*8*t*	Ross&Duncan,Glasgow		
445	—	**SteelSc**	83				6·06	1914	Shanghai	**Netherland**	78·0	17·0	7·3	**Shanghai**	C.2Cy.12½″&26′–16′ (*s*)	8 ″ 6	
			69					5mo	D.&E.Co.Ld.	**HarbourWorksCo.**				Dutch	135lb 47NHP		
		1*Dk*	31						Shanghai				FK	4*BHAsp*	1SB,*2cf*,GS32,HS1093		
								*Lloyd's*A&CP							ShanghaiD.&E.Co.Ld.Shi.		
446	**Dirksland**	**SteelSc**	1858	✠100A1	Rot	*q*	9,17	1915	JanSmit	**Stoomv.Maats. Nederl.Lloyd**	262·2	38·2	17·4	**Rotrdam**	T.3Cy.20″,32″&52″–39″ (*s*)	19 ″ 9	
	A.deJel –15		1383	9,17 ~~7,16~~				8mo	Czn.		P69′Q78′F25′			Dutch	180lb 203NHP	s 2 ″ 0	
NMFD	*Well deck*	1*Dk*(*Stl*)	1057	✠LMC8,16					Alblasserdm	*WB*=*Cell*			FK	5*BHCem*	2SB,*6cf*,GS101,HS3450	13 ″ 1	
	Mchy.Aft	*Cargo battens not fitted*						*Lloyd's*A&CP		*DBf*92′447*tD*7				*amidsh* 10′221*t FPT*	65*tAPT*42*t*	Maats.deSchelde,Flushing	
447	**Dirphys**	**SteelScSr**	2795	✠100A1	Clf	*u*	N10,16	1906	W.Gray&	**Nav.àVapeur**	331·0	47·5	20·1	**Piræus**	T.3Cy.24″,38″&64″–42″ (*s*)	22 ″ 6	
	E.Papaconstantopoulos	*ss*Pir.No.2–15	*3608*	~~10,17~~ ~~9,16~~ 3,18	Sba			11mo	Co.Ld.	**Panhellénique**	P26′B176′F33′			Greek	180lb *80lb* 294NHP	s 2 ″ 10½	
HRST	*Elec.light*	1*Dk*(*ptIrn&ptStl*)	*1800*	✠LMC10,16					W Hartlepool	*WB*=			FK	5*BHCem*	2SB,*6cf*,GS108,HS4608	20 ″ 0	
		&deep framing		BS2,16				*Lloyd's*A&CP		*CellDBa*114′*uE&*	*B*40′*f*140′905*t FPT*			85*tAPT*74*t*	Cen.Mar.Eng.Wrks.WHpl		
				7,18													
448	**Disa**	**CompScSr**	206					1899	K.Olsson	**J.A.Waller**	98·4	23·0	9·8	**Gothenbrg**	C.2Cy.9½″&21″–13⅜″		
3488	*G.W.Swensson*13–13	1*Dk*	155						Gamla-		Q38B25′H15*t*F12′			Swedish	13NHP		
JKRF			94						Lödöse						LundbyM.V.Gothenburg		
449	**Discoverer**	**SteelScSr**	5927	✠100A1	Liv	*z*	9,16	1913	C.Connell	**CharenteS.S.CoLd**	410·0	52·4	30·5	**Liverpool**	T.3Cy.24½″,42½″&72″–54″(*s*)	32 ″ 10	
135528	*R.H.Pugh* –16	*ss*Liv.No.1–17	5080	7,17 ~~9,16~~				12mo	&Co.Ld.	(T.&J Harrison,	P35′B138′F52′			British	215lb HS9339 538NHP	s 6 ″ 6	
JDPS	*Elec.light*	2*Dks*(*Stl*)3*rd dk*(*Stl*)	3745	✠LMC12,15					Glasgow	*Mgrs.*) *WB*=*Cell*	*DBa*116′*uE&*		FK	7*BHCem*	2DB&1Aux.SB,*15cf*,GS281,	26 ″ 9	
		in No.1 hold		*Carrying fuel oil 7,17 F.P.above*				*Lloyd's*A&CP		*B*58′*f*180′1118*tD*				*APT*22*t*	Dunsmuir&JacksonLd.Gls		
450	**Discovery**	**WoodAuxScSr**	751					1901	Dundee	**Hudson'sBayCo.**	179·3	33·8	18·5	**London**	T.3Cy.14½″,22½″&36″–30″		
114678	*S.Hiles* – 6	*Stm.Eng.*	670						Shipbuilders'		H22*t*F43*t*			British	67RHP		
		2*Dks*3*trB*	421						CoLd.Dundee					*WB*	Gourlay Bros.&Co.Dundee		
	(*See Sailing Ship Register*)																
451	**Dispatch**	**IronScSk**	~~167~~					1870	R.Duncan	~~J.B.Hayes&W.J.~~	119·0	21·1	10·6	**Belfast**	2Cy.24″–24″		
63778	~~J.B.Hayes~~ –16	*T.Jones* –17 230	167						&Co.	~~Barlow~~ Yule&Smrs	B34′F18′			British	NB09 ~~NB83~~ 70RHP		
	Mchy.Aft		99 ~~96~~						Pt.Glasgow	Trading Co.Ld.				*WB*	FinniestonCo.,Glasgow		
										(T.B.Stott,*Mgr.*)								
452	**Disperser**	**IronTwinSc**	139					1871	J.&G.	**W.H.Loveridge& Co.**	85·0	26·1	8·9	**W.Hartlpl**	H.2Cy.16′–15′		
127450	*W.H.Peek* –16	(*ex*H.M.Gunboat	129						Rennie					British	NB08 100RHP		
	Bonetta)	(*SalvageVessel*) 1*Dk*	57						Greenwich						J.&G.Rennie,Greenwich		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned. now expired. Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When	9 Built. By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; HP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of Trade Cert.
453	**Districto Federal** Steel Twin Sc *Elec.light* 1 *Dk* & 2 *Shade dks*	1082 831 640					1912	Jonker & Stans Hendrik Ido Ambacht	Cia. Navegaçao do Amazonas	224·0 | 45·0 | 10·8			Para Brazilian *WB*	T.6Cy.14″,23″&37½″–16½″ 114NHP Alblasserdam.Msch.Fab.		V
454 LGRK	**Dithmarschen** Steel Sc (*Trawler*) *Elec.light* 1 *Dk*	256 221 64					1906	Eiderwerft Tönning	Hansa Hochseefischerei Akt.Ges.	124·8 | 23·0 | 12·2 F18′			Altona German	T.3Cy.12¾″,20½″&32½″–22⅛″ 52NHP Eiderwerft,Tönning		G
455 (*ex* Marienfels) *Elec.light* Wireless	**Diu** Steel Sc Sr *ss* Ham.No.3–8,13 1 *Dk* (*Stl*) & *Spar dk* (*Stl–pt* teak s) & *Web frames*	5556 5284 3509	✠100A1 *Spar dk* 4,17~~,16~~ ~~B87,16~~ ✠LMC~~8,18~~	Bom Cff	*z* 1f	7,16	1901 8mo *Lloyd's*	Flensburgr Schiffsb.Ges. Flensburg	Requisitioned by the Portuguese Government *Cell D Ba* 144′ *u E* &	418·1 | 54·8 | 20·4 P58′B100′F52′ 28·5 BK10″ B44′ *f* 177′ 1137 *t Tw*			Lisbon Portuguese 6 *BHCem* *een dk Tanks*	Q.4Cy.24″,34″,51″&74″–54″ 213lb *121lb* (r) 505NHP 3SB,*9cf*,GS145,HS6500 FD FlensburgerSchiffsb.Ges. *a* 50′ 514 *t f* 46′ 567 *t APT* 20 *t*	31 ″ 3 s 6 ″ 10½ 25 ″ 5	
456 WKQF	**Diva** Steel Sc Sr *J.Jörgensen* (*ex* Sheng Ta) *Elec.light* 2 *Dks*	1625 1347 833					1911	Napier & Miller,Ld. Glasgow	Dmpsk.Akties. Dovre (Bruusgaard.Kiösterud & Co. *Mgrs.*)	265·0 | 38·2 | 18·0 P28′B88′F39′			Drammen Norwegian *WB*	T.3Cy.19″,31″&51″–36″ 156NHP Dunsmuir&JacksonLdGls		C
457 113211 SBJW	**Diver** Steel Sc Y1 *H.Lumbard* –17 (*Trawler*) 1 *Dk*	207 195 91			…		1900	Schofield, Hagerup & Doughty,Ld Grimsby	G.F.Sleight	116·2 | 21·5 | 11·3 Q48′F20′ BK7½″			Grimsby British	T.3Cy.12″,21″&34″–24″ NB11 58RHP C.D.Holmes&Co.Hull	12 ″ 1	
458 87466 JBWK	**Divis** Iron Sc Sr *R.M.C.Master* –15 *ss* Trn.2nd No.3–7,11 (*ex* Treherbert,*ex* Penarth) *Well deck* 1 *Dk* (*Stl*) & *Web frames 2tr B*	1634 1322 929	✠100A1 4,15 *Examined* 8,17 ~~B87,11~~ ✠LMC~~7,11~~	Bry	*q*	~~11,13~~ 9,17	1883 4mo	Palmers' Co. Newcastle	Shamrock Shppg. Co.Ld.(T.Jack, *Mgr.*) *WB* = *D*	258·3 | 36·2 | 17·3 Q94′B60′F30′ FK *B* 220′ 365 *t FPT* 120 *t*			Belfast British *BHCem* *APT* 75 *t*	C.2Cy.24½″&50″–39″ (*s*) 120lb 155NHP 2SB,*4pf*,GS82,HS2720 Palmers'Co.Ld.Newcastle	19 ″ 2 s 1 ″ 9½ 17 ″ 8	
459 HWFG	**Divona** Steel Sc 4 Mst Bk *Rolland* (*ex* Ormuz) *Elec.light Ref.Mchy.* Wireless 4 *Dks*	6484 5663 3096			…		1886	Fairfield Co.Ld. Glasgow	Cie.de Nav.Sud Atlantique	465·5 | 52·1 | 19·1 P46′F74′ 34·1 BK12″			Bordeaux French *WB*	T3Cy.45½″,73″&112″–72″ 1307NHP FairfieldCo.Ld.Glasgow	37 ″ 0	V
460 138871	**Dixon** Wood Sc Dy (*Fishing*) 1 *Dk*	104 103 44					1916	Colby Bros. Ld. Oulton Broad	~~Dogger Bank Stm. Trawling Co.Ld.~~	88·6 | 20·3 | 10·0			Scarboro' British	T.3Cy.10½″,15″&24″–16″ 31RHP Crabtree&Co.Ld.Gt.Yar.		
461 139037 JLFD	**Diyatalawa** Steel Sc Sr *D.G.Brown* –15 (*ex* Rappenfels) *Elec.light* Wireless 2 *Dks*	5883 5538 3675	G.L.~~Bohrs.~~17 Hul.~~s~~18 (*See Footnote**)				1912	Bremer Vulkan Vegesack	Requisitioned by the Admiralty (Grahams&Co. *Mgrs.*)	419·5 | 56·2 | 29·9 P60′B129′F55′			London British *WB*	T.3Cy.28¾″,46⅞″&75⅝″–53½″ 422NHP BremerVulkan,Vegesack		V
462 NMFS	**Djebres** Steel Sc Sr *J.J.de Boer* (*ex* Solo) *Elec.light* 2 *Dks* & *Spar dk* 3 *tr B*	3553 3334 2275					1899	Wigham Richrdsn&Co Newcastle	Rotterdamsche Lloyd (W.Ruys& Zonen, *Mgrs.*)	332·9 | 44·2 | 28·1 B81′F52′			Rottrdam Dutch *WB*	T.3Cy.22″,37″&62″–42″ 265NHP WighmRichrdsn&Co.Nwc.		V
463 NMFV	**Djember** Steel Sc *H.G.Ruhaak* *Elec.light* Wireless 3 *Dks*	7057 6682 4481					1914	Bonn& Mees Rotterdam	Rotterdamsche Lloyd (W.Ruys& Zonen, *Mgrs*)	445·7 | 54·3 | 34·2			Rottrdam Dutch *WB*	T.3Cy.28¾″,48″&82½″–54″ 500NHP Maats.deSchelde,Flushing		V
464 HWGM	**Djemnah** Iron Sc Bk *Antonorsi* *Elec.light* Wireless 3 *Dks*	3716 3548 2251					1875	Mesageries Maritimes La Ciotat	Messageries Maritimes	394·6 | 39·7 | 32·8			Marseilles French	C.3Cy.43¼″&(2)60½″–43½″ NB00 398NHP MessageriesMar.,La Ciotat		V
465 128910 HQWD	**Djerissa** Steel Sc Sr *J.McGregor* –15 *ss* Rot.No.1–14 *Elec.light* 1 *Dk* (*Stl*)	3723 3424 2361	✠100A1 ~~5,13~~ 2,16 ~~MS5,13~~ ✠LMC~~8,14~~	Cff Liv	*w*	~~6,15~~ 5,18	1910 5mo *Lloyd's*	W.Gray& Co.Ld. W Hartlepool	La Tunisienne S.N. Co.Ld. (F.C.Strick &Co.Ld. *Mgrs.*) *WB* = *Cell D*	350·1 | 50·1 | 23·6 P29′B67′F33′ FK *Ba* 113′ *u E* 23′ *f* 154′			Swansea British 6 *BHCem* 997 *t APT* 41 *t*	T.3Cy.24″,38″&64″–42″ (*s*) 180lb *90lb* 320NHP 2SB,*6pf*,GS99,HS4299 Cen.Mar.Eng.Wrks.WHpl	25 ″ 11 s 4 ″ 10½ 21 ″ 5	
466 140394 ~~MDCF~~ JRNC	**Djerv** ~~*G.L.Dahl* –17~~ Steel Sc Sr ~~*G.L.Dahl*~~ *ss* Rot No.2–15 1 *Dk* (*Stl*) & *deep framing*	1527 1393 959	✠100A1 ~~4,17~~ 4,16 10,17 ~~B84,16~~ ✠LMC~~8,14~~	Cff Xia Hul	*q*	4,16	1906 11mo *Lloyd's*	Chant. Nav Anversois Hoboken	~~Bachke & Co.~~ The Sterling Controller (E.P.Atkinson & Sons, *Mgrs.*) *WB* = *Cell D B*	256·0 | 38·3 | 18·2 P22′B64′F29′ FK *a* 72′ *u E* 16′ *f* 108′ 399 *t*			London British 4 *BHCem* *APT* 23 *t*	T.3Cy.19″,31″&51″–36″ (*s*) 180lb 171NHP 2SB,*4pf*,GS86,HS2792 N.E.Marine Eng.Co.Ld.Sld.	20 ″ 6 s 3 ″ 0 17 ″ 10	
467 HWGP	**Djibouti** *G.Gaynen* –17 Steel Sc Sr ~~*Excelsior* 06–12~~ *ss* Hav.No.3–10,13 2 *Dks* (*Stl*) & *Web frames* & *Shelter dk* *Elec.light*	4305 3892 2798	✠100A1 *Shelter dk* 6,17~~,16~~ ~~M~~~~S~~16,15 ~~B~~~~S~~~~8~~,~~12~~ ✠LMC	NYk Msl	*y*	~~6,14~~ ~~6,17~~ 1,18 1,18	1901 8mo *Lloyd's*	Sir J. Laing &Sons,Ld. Sunderland	Cie. Havraise Pén. de Nav. à Vap. *B* = *Cell D Ba* 119′ *u*	388·0 | 47·8 | 27·0 FK *E* 21′ *f* 169′ 900 *t FPT*			Havre French 6 *BHCem* 123 *t APT* 33 *t*	T.3Cy.25¾″,42⅞″&71″–48″ 180lb *100lb* (*s*) 418NHP 3SB,*9pf*,GS139,HS5604 FD G.Clark,Ld.Sunderland	29 ″ 8 s 4 ″ 4½ 25 ″ 8	
468 654	**Djiyit** Steel Sc *Bavro* (*Icebreaker*) 1 *Dk*	116 — 63					1911	I.L.Borst-cheanoff Kherson	C.Svorono Sons	90·5 | 19·0 | 9·4			Odessa Russian	C.2Cy.16″&32″–20″ 38NHP		
469 NMFT	**Djocja** Steel Sc Sr *H.v.Vollenhoven* *ss* Rot.No.2–14 1 *Dk* (*Stl*) & *Spar dk* (*Stl–pt* ws) *Elec.light* & *deep framing*	4171 3901 2658	✠100A1 *Spar dk* 5,16 ~~NB7,10~~ ✠LMC~~10,16~~	Rot PS~~0~~,17	*x*	1,15	1905 8mo *Lloyd's*	Sir J. Laing &Sons,Ld. Sunderland	Rotterdamsche Lloyd (W.Ruys& Zonen, *Mgrs.*) *WB* = *Cell D Ba*	384·5 | 47·3 | 18·3 P37′B120′F39′ 27·2 FK 116′ *u E* 20′ *f* 166′ 827 *t*			Rottrdam Dutch 6 *BHCem* *APT* 28 *t*	T.3Cy.25″,41″&67″–45″ (*s*) 180lb 376NHP 3SB,*6cf*,GS121,HS5190 FD G.Clark,Ld.Sunderland	30 ″ 2 s 6 ″ 1 24 ″ 6	
470	**Dnjepr** Steel Sc (*Tug*) *Elec.light* 1 *Dk*	194 178 47					1914	Motala Vrk.Nya Akt. Motala	General Construction Co.	100·7 | 22·1 | 13·2 B32′			Odessa Russian *WB*	T.3Cy.14″,22½″&38″–26″ 74NHP Motala V.Nya Akt.Motala		V
471	**Dnjestr** Steel Sc (*Tug*) *Elec.light* 1 *Dk*	194 178 47					1914	Motala Vrk.Nya Akt. Motala	General Construction Co.	100·7 | 22·1 | 13·2 B32′			Odessa Russian *WB*	T.3Cy.14″,22½″&38″–26″ 74NHP Motala V.Nya Akt.Motala		V
472 133891	**Doane** Wood Aux Sc 3 Mst Sr *E.Godfrey* –15 *Oil Eng.* 1 *Dk* (*See Sailing Ship Register*)	352 309 291					1913	G.M. Cochrane P Greville,NS	T.Rice	129·6 | 33·9 | 11·8			Parrsboro, N.S. British	Oil Engines 1 Cy.10″–16″ Lloyd Manufacturing Co.Kentville,N.S.		R
473 PFBG	**Dobrogea** Steel Sc Sr *I.Mihailescu* *Elec.light*	2268 2088 1452					1897	R.Napier& Sons(Lim.) Glasgow	Roumanian State Maritime Service	300·0 | 39·7 | 22·1 P22′B92′F28′			Braila Roumanian *WB*	T.3Cy.22″,35″&58″–39″ NB12 210NHP R.Napier&Sons (Lim.),Gls		V

*This vessel which was classed in the Germanischer Lloyd, has now been surveyed by the Surveyors to Lloyd's Register.

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Capitaine. Visites Périodiques.	3 Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Hangars ou ponts, et ce qui est dans le Lt. de Tonn. Cert. Il est Taxable
474	**Dobrovoletz**	SteelSc	*105*	✠100A1	Bwg			1913	Scott&	RussianVolunteer	90·1|18·1| 8·4	Odessa	T.3Cy.12″,18″&30″–21″ (*s*)	9 ″ 0	
	N.Jakovlew13–13	*89*	*For Towing purposes*				6mo	Sons	Fleet Association		Russian	160lb 60NHP		
	Wireless	1*Dk*	—	6,13 ✠LMC6,15				Bowling		BK6″	*4BHCem*	1SB,*2pf*,GS38,HS1182	s ″ 9½	
							Lloyd's SA&CP			*WB*=	*APT3t*	Fishers,Ld.Paisley	9 ″ 0	
475	**Dochra**	SteelScSr	4309	✠100A1	NYk	*x*	5,16	1906	Swan,Hun-	Barber&Co.Inc.	376·0|51·0|17·7	NewYork	T.3Cy.25″,41″&68″–45″ (*r*)	28 ″ 2	
212798	~~*C.H.ft.Longbottom* —11~~	*ss*NYk.No.2–14	4087	*Spar dk*			N 1,17	9mo	ter&Wigham		P33′B114′F38′ 25·7	Utd.States	190lb *100lb* 379NHP	s 5 ″ 7½	
LDTJ	*Smith* –17	1*Dk*(*Stl*)&*Spar dk*(*Stl*)	2763	~~4,11 3,11~~ 4,17					Richardson,		FK	6*BHCem*	2SB,*6cf*,GS122,HS5034 FD	22 ″ 11	
	Ref.Mchy.	&*deep framing*		BS1,16 ✠LMC9,14					Ld Newcastle	*WB = Cell D Ba*	116′		Swan,Hunter&Wigham-		
				✠Lloyd's RMC ~~1,14~~ 4,17				*Lloyd's SA&CP*		*uE18′f174′995t*	*DT f 36′ 900t FPT*	75t*APT*130t	Richardson,Ld.Nwc.		
				Fitted for oil	*fuel* 11	,11	*F.P.*	*above*	150°F.						
476	**Dockyard II.**	SteelSc	—	✠	Rot			1911	N.V.Werf.	Rotterdamsche	74·4|17·5| 7·2	Rottrdam	C.2Cy.12⅝″&26″–15¾″	8 ″ 2	
	*H.van Rumpf*09–11		—	*Tug for River purposes*				11mo	Hubertina	DroogdokMaats.		Dutch	43NHP		
		1*Dk*(*Stl*)	41	11,14 ✠					Haarlem		FK	4*BHCem*	1SB,*2cf*,GS31,HS916		
											WB=*FPT5t*	*APT8t*	N.V.Werf.Hubertina,Hlm.		
477	**Dr. Adolf Schmidt**	SteelScSr	2247					1910	Frd.Krupp	Fried.Krupp,	287·4|43·1|20·2	Hamburg	T.3Cy.19½″,31½″&53½″–39½″		G
	*C.Waschow*08–12		2026						Akt.Ges.	Akt.Ges.	P21′B71′F44′	German	177NHP		
RQNL	*Elec.light* Sub.Sig.	1*Dk*	1328						Kiel			*WB*	Frd.KruppA.G.Kiel		
478	**Dr. Coutinho**	WoodTwinSc	130					1886	.....	LeopoldinaRly.Co.	118·0|22·0| 7·0	R.Janeiro	C.4Cy.12″&24″–14″		
	A.G.Ejgreaja –98		—						RioJaneiro	Ld.		Brazilian	NB02 *fitted* 04 36NHP		
			—										Ross&Duncan,Glasgow		
479	**Dr. Ehrenbaum**	SteelScSr	180					1891	C.Jürgens	Albrecht von	116·6|21·6|11·5	Altona	C.2Cy.16½″&30½″–23″		V
	Cl.Lührs	(*Trawler*)	169						&Co.	Appen		German	37NHP		
RJQN		1*Dk*	63						Hamburg			*WB*	C.Jürgens&Co.,Hamburg		
480	**Dr. Kemmerich**	SteelTwinScSr	526					1912	Stocks&	Hermann,Krabb &	182·2|30·4| 8·3		T.6Cy 10¼″,15¾″&25 5/16″–15½″		
	*Wiehmann*12–12		427						Kolbe	Co.	B25′F24′	German	Christensen& 53NHP		
	Elec.light	1*Dk*	277						Kiel			*WB*	Meyer,Harburg		
481	**Doctor Lee**	SteelScK	307	✠100A1	Hul			1914	Cochrane&	Pickering&Hal-	136·7|23·2|12·3	Hull	T.3Cy.13″,23″&37″–26″ (*s*)	13 ″ 0	
136186	*T.Dales* –15		270	*StmTrawler*				4mo	Sons,Ld.	dane'sStm.Trawl-	Q74′F20′	British	200lb 93RHP		
JFGK		1*Dk*	124	4,14 ✠LMC4,14					Selby	ingCo.Ld.	BK7½	4*BHCem*	1SB,*3pf*,GS48,HS1440		
								Lloyd's SA&CP					C.D.Holmes&Co.Ld.Hull		
482	**Dr. Robitzsch**	SteelSc	202					1911	G.Seebeck	Grundmann&	118·7|22·1| 8·5	Gstemnde	T.3Cy.10⅝″,17 9/16″&28 7/16″–		
	(Captured at Aberdeen)	(*Trawler*)	167						Akt.Ges.	Gröschel	Q60′F21′	German	21 7/16″ 39NHP		
KRTC	*S.Diekmann*06–12	1*Dk*	66						Geestemünde			*WB*	G.SeebeckA.G.Gst.		
483	**Doctor Saboia**	SteelSc	*949*	✠ A1	Pra	*l*	7,17	1907	Lobnitz&	Port of Para	200·8|34·2|16·2	Para	T.3Cy.18″,30″&48″–36″ (*s*)	17 ″ 6	
	~~*ss*Pra.No.2–14~~		*917*	*Hopper Barge*				10mo	Co.Ld.			Brazilian	170lb 161NHP	~~12′ 8½~~	
	Elec.light ~~*ss*Pra.No.3 6,17~~	1*Dk*(*Stl*)	*474*	4,14 3,14					Renfrew		FK	5*BHCem*	2SB,*4cf*,GS88,HS2700	11′ 11	
				✠LMC7,17				*Lloyd's SA&CP*					Lobnitz&Co.Ld.Renfrew		
484	**Dr. von Stephan**	SteelScSr	139					1892	E.J.Smit&	BorkumerKlein-	97·8|20·3| 7·0	Emden	C.2Cy.13″&21½″–12″		G
	J.Fürst	1*Dk*	108						Zoon	bahn&Dampfsch.	Q32′ B24′ F21′	German	NB03 14NHP		
KHNC			81						Hoogezand	Akt.Ges.			E.J.Smit&Zoon,Hoogeznd.		
485	**Dr. Ziegner Gnüchtel**	Steel	177					1906	J.L.Meyer	Magistrat	112·0|22·5| 8·5	Wilhelms-	C.4Cy.10⅝″&18½″–14 7/16″		G
	R.Brandis –09	TwinSc	137						Papenburg	derStadt	Q40′B19′F8′	haven	17NHP		
KJQL	*Elec.light*	1*Dk*	70							Wilhelmshaven		German	J.L.Meyer,Papenburg		
486	**Dogger Bank**	SteelScK	274	✠100A1	Hul		4,15	1913	Cochrane	~~Ct.NorthernSt.S.~~	142·0|22·2|11·0	Hull	T.3Cy.13″,22″&37″–27″ (*s*)	11 ″ 9	
133424	*H.R.Barnes* –14		245	*StmTrawler*				2mo	&Sons,Ld.	~~FishingCo.Ld.~~	Q64′	British	200lb 100RHP		
JGNP		1*Dk*	117	1,16 ✠LMC5,15				*Lloyd's SA&CP*	Selby	HullStm.Fishing&	BK7″	3*BHCem*	1SB,*3pf*,GS47,HS1430		
										IceCo.Ld.			W.V.V.Lidgerwood,Gls.		
487	**Dogra**	SteelScSr	5138	✠100A1	Bom	*y*	~~1,17~~	1914	Russell&	AsiaticStm.Nav.	404·7|52·2|27·4	Liverpool	T.3Cy.26″,42″&70″–48″ (*r*)	30 ″ 0	
137395	*J.P.Toms* –14		4702	~~9,17 1,17~~ 3,18	Cal Liv		9,17	8mo	Co.	Co.Ld.	P36′B119′F45′	British	180lb *100lb* 442NHP	s 5 ″ 10½	
JGBF	*Elec.light*	2*Dks*(*Stl*)	3281	✠LMC8,14					Pt.Glasgow		FK	*Cem*	2SB,*8cf*,GS150,HS6264 FD	24 ″ 6	
								Lloyd's SA&CP		*'Twe hold*	*endk B Hin after* 5	*BHtoUprdk*	Rankin&Blackmore,Grk.		
											dispensed with 1	„ 2nd „	*only*		
								WB=CellD	*Ba121′uE24′f184′*		1125t *DT*a37′ 976	*APT28t*			
488	**Dohle**	SteelScLr	152					1908	M.van der	ElsfletherHerings	95·0|21·4| 9·8	Elsfleth	C.2Cy.9 7/16″&18½″–12½″		
	*R.Ryke*00–10		138						Kuijl	Fischerei,Ges.	Q21′	German	10NHP		
NJPS		1*Dk*	70						Slikkerveer			*WB*	J.H.vanCappellen,Bolnes		
489	**Dokai Maru No.3**	SteelSc	495			...		1901	Lobnitz&	Wakamatsu Har-	150·0|33·0|12·0	Wakamat-	C.2Cy.20″&42″–24″	12 ″ 0	
6866		(*Dredger*)	440						Co.Ld.	bourWorksCo.	Q10′	su	83NHP		
JMGV		1*Dk*	267						Renfrew		FK	Japanese	Lobnitz&Co.Ld.Renfrew		
								Completed by		Mitsu Bishi Dkyd.	&E.Wks.Nagasaki				
490	**Dokka**	SteelScSr	1115					1908	Laxevaags	Akties.Dpsk.	228·7|35·2|15·9	Bergen	T.3Cy.16″,25½″&43″–30″	16 ″ 10	N
Sunk by Collision 10,17	*J.Kleppe* –12		989						Msk.&Jrnskb	Dokka	P10*t*H53*t*F29*t*	Norwegian	106NHP		
MFLH		1*Dk*	651						Bergen	(L.W.Hansen)		*WB*	LaxevaagsMsk&Jrns.Bgn		
491	**Doktor Krugler**	SteelSc	218					1912	G.Seebeck	DeutscheHoch-	123·8|22·6| 8·3	Brmrhavn	T.3Cy.11⅝″,18 7/16″&30 7/16″		
	(Captured and taken to Grimsby)		180						Akt.Ges.	seefischereiBolte&	Q67′F19′	German	–22 1/16″ 42NHP		
QKDN	*E.Harder* –12	(*Trawler*)	76						Geestemünde	Steenken G.m.b.H.		*WB*	G.SeebeckA.G.		
		1*Dk*													
492	**Dola**	WoodSc	176	✠11 A–	Ver		2,17	1907	Wallace	VancouverTug&	96·3|21·8|10·9	Vancouvr	T.3Cy.10′,17′&28″–20″ (*s*)	13 ″ 0	
122517	*W.J.Verge* –12	HTVcr.14 (*Tug*)	134	4,14				6mo	Shipyards,	BargeCo.Ld.		British	180lb 39RHP		
	GIB *Roof Salted*†	1*Dk*	112	LMC					Ld.				1SB,*2cf*,GS33,HS995		
				BS~~1,16~~ 3,12 MS2,17					Vancouver				McKie&Baxter,Glasgow		
493	**Dolfijn**	SteelScK	162	✠100A1	Ams		~~10,14~~	1905	Smith's	N.V.VissherijMij.	105·5|20·8|11·2	Ymuiden	T.3Cy.11″,18″&30″–21″ (*s*)	12 ″ 1	
	J.Koper	*ss*Ymu.No.2–14	160	*StmTrawler*			4,17	3mo	DockCo.Ld.	"Dolfijn"(N.V.		Dutch	180lb 51NHP		
	Elec.light	1*Dk*	57	10,15 ✠LMC					NorthShields	Sheeps Exploitatie	BK7½	3*BHCem*	1SB,*2pf*,GS31,HS880		
				MS9,15 BS~~1,16~~,17				*Lloyd's SA&CP*		Mij.de Marezaten)	*WB*=	*DBf*14′10*t*	MacColl&Pollock,Ld.Sld.		
494	**Dolfin**	SteelScSr	299					1914	M.U.Mar-	I.R.Governo	141·2|23·9|10·9	Trieste	T.3Cy.12½″,18½″&30″–18″		
			232						tinolich&fig.	Marittimo	F30′	Aust.-Hung.			
		1*Dk*	151						Lussinpiccolo				Plenty&Son,Ld.Newbury		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✝ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year As. / good now expired. / Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 Built. By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke / Boiler Pressure. NHP=Horse power by Society's formula; / RHP=power by Ship's Register. / Particulars of Boilers & Furnaces. / Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of ✝ of Trade Cert.
495 133937	**Dollard** Steel Twin Sc Sr *S.Sauvagean* –13 *Fitted for oil fuel* *Elec.light* 1 *Dk* *Mchy.Aft* Wireless	761 596 323				...	1913	Kingston S.B.Co. Kingstn,Ont.	Canadian Government	178·6 F29′	31·9	15·3 FK	Ottawa British *WB*	T.6Cy.12½″,21″&34″–21″ 182NHP Collingwood S.B.Co.	15 ″ 6	
496 RSMN	**Dollart** Steel Sc *H.Witt* –12 *Elec.light* 1 *Dk*	535 433 268					1912	Stettiner Oderwerke Stettin	Verein.Bugs.-& Frachtschfhrt Ges	165·8 P112′F22′	28·6	11·5	Hamburg German *WB*	C.2Cy.17⅞″&31½″–21½″ 38NHP Stettiner Oderwerke		G
497 HKFN	**Dolly** Iron Sc Sr *K.Y.Blomberg* 13–13 (*ex* Neuss, *ex* Neptun) 1 *Dk*	265 202 168					1870	W.Lindbergs Aktieb. Stockholm	Åbo Kakelfabriks Aktieb.	112·8	22·3	11·7	Åbo Russian	C.2Cy.12″&25″–19½″ NB79 23NHP Motala Co.Gothenburg		
498 HKFN	**Dolores** Steel Sc Yawl *J.A.Iraundegui* 97–97 (*ex* Sotileza) *Mchy.Aft* 1 *Dk*	114 96 71	✝ 5,87 ✝	Gls			1887 4mo	D.Macgill & Co. Irvine	Hijos de Luis Castillo	92·0 Q13′B16′F16′	18·0 *WB=FPT* 16*t*	7·8 3 *BHCem*	Bilbao Spanish	C.2Cy.13″&24″–18″ 20NHP Ross&Duncan,Glasgow	8 ″ 6	
499 106938 KLHD	**Dolphin** Steel&Iron Twin Sc *J.Livingston* (*ex* The Foster, *Elec.light* *ex* Al.Foster) 1 *Dk*	824 — 498					1892	Harlan& Hollingswrth Wlmngtn Del	Alaska S.S.Co.	213·0	32·0	15·0	P.Twnsnd Utd.States	T.6Cy.16″,22″&40″–26″ 163NHP Harlan&Hollingsworth		
500 104898 LPQR	— Steel Sc Sr *W.G.Wright* –15 *ss* Bkn.No.3–11,07 *ss* Shl.No.2–15 *Mchy.Aft* 1 *Dk*(*Stl*)	353 314 196	✝100A1 10,17~~12,16~~2,18 Nwc ✝LMC MS11,15 BS10~~,16~~ 2,18	Shl	*e*	~~9,16~~ ~~10,17~~ N2,18	1895 5mo	Montrose S.B.&E.Co Ld Montrose A&CP	Elswick Stm.Shipping Co.Ld. (Weidner, Hopkins&Co. *Mgrs.*)	130·2 F15′	25·2 BK7″ *WB=DBf* 72′	11·5 3 *BHCem* 88 *t APT* 7 *t*	Manchestr British	C.2Cy.15″&32″–24″ (*s*) 130lb 95RHP 1SB,2*pf*,GS33,HS930 Hall Brwn,Buttery&C.,Gls	13 ″ 11 s 1 ″ 8½ 12 ″ 11	
501 93767	— Wood Sc Flat *A.Molyneux*	143 136 97					1887	J.Wood-cock Northwich	Salt Union,Ld.	89·7	20·9	10·0	Liverpool British	C.4Cy.8″&15½″–19½″ 60RHP J.H.Wilson&Co.,Liv.		
502 112647	— Steel Sc *Mchy.Aft* 1 *Dk*	110 94 67					1899	G.Napier& Son Southampton	J.Crosfield& Sons,Ld.	85·4	20·9	6·9	London British *WB*	C.2Cy.10″&20″–9″ 19RHP G.Napier&Son,Sou.		
503 3212 JHQP	**Domald** Steel Sc Sr *O.Plomgren* 16–16 *ss* Got.No.1–17 (*ex* Alford) *ss* Gms.2nd No.3–4,13 *Well deck* 1 *Dk*(*Stl*) & *Web frames*	2015 1505 1239	✝100A1 6,17 ~~3,16~~ ~~BS7,15~~ ✝LMC ~~4,16~~ ~~Mid~~ 6,17	Liv Got	*r*	3,16	1889 5mo	Hall, Russell&Co. Aberdeen *Lloyd's SA&CP*	Ångf.Aktieb. Svithiod (H.Metcalfe, *Mgr.*)	270·2 P32′Q52′B124′ F29′	37·0 BK9½″ *WB=Cell*	17·8 4 *BHCem* *DB* 186′324*t*	Gothenbrg Swedish	T.3Cy.20½″,33″&54″–39″ (*s*) 160lb NDB00 190NHP 2SB,6*rf*,GS93,HS2982 Hall,Russell&Co.,Abn.	20 ″ 2 s 1 ″ 5 19 ″ 9	
504 746 NSWH	**Domingo** Iron Sc Sr *E.Olcese* –16 *ss* Gls.2nd No.3–3,06 (*ex* Amalia Scotto, *ss* Gen.No.1–10 *ex* Gaspare,*ex* Felicina,*ex* Earnwood, *ex* Roxburgh) 2 *Dks*(1 *Irn*)3 *trB*	2131 2003 1327	✝ 6.14 ✝	Gen	*t*		1881 12mo	Palmers' Co.Ld. Newcastle	Soc.Anon.Ilva	290·6 P30′B28′F36′ ptND93	37·2 BK10″ *WB=Cell DBa*	23·1 4 *BHCem* 93′*f* 115′301*t*	Genoa Italian	C.2Cy.33″&68″–45″ 231NHP 2SB,8*pf*,GS120,HS3604 Palmers' Co.Ld.Newcastle	25 ″ 11	V
505 110587 RFTP	**Domingo de Larrinaga** Stl Sc Sr *G&E.Nickels* –15 2 *Dks*	4076 3822 2651					1899	R.Duncan &Co.Ld. Pt.Glasgow	Domingo de Larrinaga S.S.Co.Ld. (Larrinaga&Co.)	375·6 P38′B100′F38′	48·0	26·1	Liverpool British *WB*	T.3Cy.27″,43″&72″–48″ 359NHP Hall-Brwn,Buttery&C.Gls		C
506	**Domingo Mumbrú** Iron Sc Sr *F.Arguelles* *ss* Sld.2nd No.3–7,98 (*ex* José Roca,*ex* Milton) *ss* Bcl.No.1–03 2 *Dks*3 *trB*	1207 — 807	✝ 2,07 ✝NB6,85	Bcl	*p*		1874 7mo	E.Withy& Co. Hartlepool	D.Mumbrú	245·0 ND90	31·6 BK9″ *WB=DBa*	22·6 4 *BHCem* 74′*f* 68′222*t*	Barcelona Spanish	C.2Cy.29″&55″–33″ NDB98 125NHP 1DB,4*pf*,GS60,HS1976 Richardson&Sons,Hpl.	23 ″ 9	
507 105350 POSH	**Dominic** Steel Sc Sr *F.Scott* –16 *ss* Liv.No.3–3,08 *Elec.light* ~~*ss* Liv.No.1–13~~ 1 *Dk*(*Stl*) & *Spardk*(*Irn*) & *deep framing* *ss* Liv.No.2–16	2966 2884 1893	✝100A1 *Spar dk* ~~5,17 1,16~~ ✝LMC 3,18 ~~MS9,16~~ MBS~~9,16~~ BS9,17	Liv	*u*	~~2,16~~ N3,18	1895 10mo	Barclay, Curle&Co.Ld. Glasgow A&CP	Booth S.S.Co.Ld.	322·0 25′6 FK *WB=Cell*	42·3	16·9 5 *BHCem* *DB* a 125′*f* 138′598*t* *APT* 40*t*	Liverpool British	T.3Cy.23½″,39″&64″–42″ (*s*) 160lb ~~80lb~~ NDB11 277NHP 2SB,6*cf*,GS126,HS4328 Barclay,Curle&Co.Ld.Gls.	28 ″ 0 s 5 ″ 11½ 22 ″ 5	
508 109417 QCLT	**Dominion** Steel Twin Sc 4 Mst Sr *J.Harries* –17 (*ex* Prussia) 3 *Dks* *Ref.Mchy.* *Elec.light* Sub.Sig.Wireless	7037 5246 4436					1894	Harland& Wolff,Ld. Belfast	Brit.&N.Atlantic S.N.Co.Ld.	445·5 P58′B207′F102′	50·2	29·9	Liverpool British *WB*	T.6Cy.22½″,36½″&60″–48″ 499NHP Harland&Wolff,Ld.Bel.		
509	— Steel Sc K (*Tug*) *Elec.light* 1 *Dk*	*152* *148* 7				...	1903	J.P.Ren-noldson&Sns. South Shields	E.N.Casares	100·0	22·2 BK6¾″	11·0	Argentine *WB*	T.3Cy.14½″,23″&38″–27″ 75NHP J.P.Rennoldsn&Sns,S.Shl.	12 ″ 0	
510	**Dominion Miller** Steel Sc Sr *Elec.light*	5400	100A1 (*Class Contemplated*)				1917	Sir R Dixon &Co.Ld. Middlesbro'	Furness,Withy& Co.Ld.	420·0	55·0	30·9	British	T.3Cy.29″,49″&80″–54″ N.E.Marine Eng Co Ld Nwc.		
511 MHNT	**Dominion I.** Steel Sc Sr *H.Jespersen* (*Whaler*) 1 *Dk*	157 147 50					1912	Porsgrund Mek.Værks. Porsgrund	Akties.Dominion Whaling,Ld. (T.Dannevig&Co. *Mgrs.*)	104·1	20·1	11·8	Sandefjrd Norwegian *WB*	T.3Cy.12″,20″&33″–24″ 53NHP Bergens Mek Værks Bergen		N
512 MHQS	**Dominion II.** Steel Sc Sr *Sigwarth* (*Whaler*) 1 *Dk*	156 146 50					1912	Porsgrund Mek.Værks. Porsgrund	Akties.Dominion Whaling,Ld. (T.Dannevig&Co. *Mgrs.*)	104·0	20·1	11·8	Sandefjrd Norwegian	T.3Cy.12″,20″&33″–24″ 53NHP Porsgrund M.V.Porsgrund		N
513 130322 JRFC	**Domino** Steel Sc Sr 1 *Dk*(*Stl*) 112 3 *Elec.light* *Well deck* *Cruiser Stern*	~~1129~~ ~~930~~ 874 536	~~✝100A1~~ 10,17 (*Class Contemplated*) ✝LMC 10,17	Goo	*p*		1917 10mo	Dundee S.B.Co.Ld. Dundee *Lloyd's SA&CP*	Ellerman's Wilson Line (Ld.) *Cell DB* 213′24~~9~~*t* *FPT* 25*t* *APT* 42*t*	~~255·6~~ 255·5 P&B156′F61′	~~36·0~~ 36·2 FK	~~17·0~~ 14·9 *6 BHCem*	Hull British	T.3Cy.21″,35″&57″–36″ (*s*) 180lb 249NHP ~~2SB,6pf,GS118,Hs4360~~ Earle's Co.Ld.Hull	17 ″ 0 s 1 ″ 2 16 ″ 1	
514 121255 HDJQ	**Domira** *ss* Gls No.1–18 Steel Sc Sr *T.A.Smith* –16 *ss* Nwc.No.3–9,12 1 *Dk*(*Irn*) & *deep framing* *Cargo battens not fitted*	3113 2914 2001	✝100A1 4,18 ~~9,16~~ ~~Examined~~ ✝LMC ~~0,13~~ ~~MS7,15~~ ~~BS8,17~~	Hul Gls	*u*	3,17 ~~12,17~~ N4,18	1905 9mo	W.Gray& Co.Ld. W Hartlepool *Lloyd's SA&CP* *W*	S.S.Domira Co.Ld. (Maclay& McIntyre) *B = Cell DBa* 108′	331·0 P29′B88′F33′	47·5 FK	22·3 5 *BHCem* *u E&B* 40′*f* 140′828*t*	Glasgow British *APT* 39*t*	T.3Cy.24½″,38″&64″–42″ (*s*) 180lb *85lb* 283NHP 2SB,6*cf*,GS109,Hs4304 Cen.Mar.Eng.Wrks.W Hpl	24 ″ 9 s 4 ″ 5 20 ″ 8	
515 41 LRBC	**Don** Iron Pad 1 *Dk*	306 — 137					1859	Laird Birkenhead	Azoff-Black Sea S.S.Co.	185·0	23·1	7·5	Rostoff Russian	C.2Cy.21′&36½″–42″ 72NHP		

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine / Visites Périodiques.	3 Ex-nom, s'il y a lieu. / Nombres des Ponts.	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille / Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. pc.	15 Registres où cette Marque a été Enregistrée.
516 Don 109084	*R.J.Fisher* –14	SteelScY1 ss Hul.No.2-07 1 *Dk*	168 154 65	✠ *Stm Trawler* 12,11 ✠	Hul			1898 11mo	Irvine S.B. &E.Co.Ld. Irvine	R.W.Lewis	105·6 Q17′F19′	21·0 BK7½″ *WB*=	10·7 Aberdeen British	T.3Cy.10″,16″&27″–20″ 40RHP 1SB,*2pf*,GS26,HS536 Muir&Houston,Ld.Gls.	11 ″ 7
517 Don Alberto 906 HBFC	*G.Hurtado*08–09 *Well deck Elec.light*	SteelScSr (*ex*LuisAlberto, *ex*Titanic) 1 *Dk*2tr *B*	1628 1252 1051			…		1888	M'Ilwaine, Lewis&Co Ld Belfast	Cia.deLota y Coronel	280·0 Q92′B86′F35′	35·1 *WB*	16·3 Valparaiso Chilian	T.3Cy.21½″,35″&57½″–36″ 180NHP M'Ilwne,Lewis&Co.Ld Bel	19 ″ 4
518 Don Arturo 120680 HFSL	*J.Atkinson* –12	SteelScSr ss Off.No.2–14 1 *Dk*(*Stl*)*&deep framing*	3680 3421 2360	✠100A1 5,17 12,16 BS12,16 ✠LMC10,14	Npt Cff	*w*	4,16	1906 3mo *Lloyd's*	Craig, Taylor&Co.Ld. Stockton	Buenos Ayres& PacificRailway Co. Ld.(G.Dodd,*Mgr.*) *SA&CP*	350·0 P48′B100′F35′ FK *WB* = *Cell DB a*	50·1 6 *BHCem* *uE*	23·3 London British *&B38′f152′*	T.3Cy.25″,41″&67″–45″ (*s*) 180lb *100lb* 322NHP 2SB,*6cf*,GS124,HS4900 Blair&Co.Ld.Stockton 856*t FPT* 110*t APT* 143*t*	25 ″ 10 s 4 ″ 7 21 ″ 7
519 — 905 HBMD	*J.Holbrook* (*ex*Piquero,*ex*Condorsol,*ex*Montataire) *Well deck*	IronScSr ss Qns.2ndNo.3–10,06 1 *Dk*(*Irn*)2tr *B*	981 — 778	✠ 11,03 ✠NB10,06✠	Qns	*o*		1880 8mo	Palmers' Co.Ld. Newcastle	Cia.deLota y Coronel *WB*=*DBa*	241·0 Q130′B23′F25′ FK 54′*f*71′233*t APT* 17*t*	33·2 4 *BHCem* *MT* 29′256*t*	17·1 Valparaiso Chilian NDB91	C.2Cy.30″&57″–36″ 162NHP 1SB,*3pf*,GS71,HS2182 Palmers'Co.Ld.Newcastle	18 ″ 1
520 Don Bartolo *Mchy. Aft*	(*Tug*)	SteelScSp (*ex*Bismarck) 1 *Dk*(*Irn*)	*142 148 12*			…		1906	Smith's Dock Co.Ld. North Shields	Cia. Argentina de Nav.(Nicolas Mihanovich)Ltda.	80·2 BK6½″	21·5 *WB*	13·2 Bns.Ayres Argentine	C.2Cy.20″&43″–27″ 109NHP MacColl&Pollock,Ld.Sld.	13 ″ 9
521 Don Benito 123636 HGBK	*H.J.Fenwick* –16 1 *Dk*(*Stl*)2tr *B deep framing & Web frames* 3 *Dk rule*	SteelScSr ss Npt.No.2–14	3749 3443 2395	✠100A1 5,16 BS3,17 ✠LMC13,14	Cff		5,16	1906 4mo *Lloyd's*	Short Bros. Ld. Sunderland	Buenos Ayres& Pacific Railway Co. Ld.(G.Dodd,*Mgr.*) *SA&CP WB*=	350·4 P45′B96′F35′ FK *Cell DB a*	50·1 6 *BHCem* 111′*uE*	23·1 London British	T.3Cy.25″,41″&67″–45″ (*s*) 180lb *100lb* 322NHP 2SB,*6cf*,GS124,HS4900 Blair&Co.Ld.Stockton	25 ″ 9 s 4 ″ 8 21 ″ 6
522 Don Carlos 731 HBGM	*J.Lunstedt* *Elec.light*	SteelScSr 1 *Dk*(*Stl*)*&deep framing*	2017 1593 1114	✠ 12,05 ✠	PGl	*r*		1905 12mo	Clyde S.B. &E.Co.Ld. Port Glasgow	Cia.deLota y Coronel *WB* = *Cell DB a*	280·0 P27′B66′F37′ BK9″ 84 *uE&*	40·0 4 *BHCem* *B34′f*116′533*t FPT*	18·3 Valparaiso Chilian 72*t APT* 85*t*	T.3Cy.22″,35″&59″–39″ 244NHP 2SB,*6cf*,GS106,HS3880 Clyde S.B.&E.Co.Ld.Pt Gls	20 ″ 7
523 —	*J.Martinez* –11 *Mchy. Aft* *Elec.light*	SteelSc 1 *Dk*(*Stl*)	418 324 167	✠ 7,10 ✠	Sou	*f*		1910 7mo	Day, Summers&Co.Ld. Southampton	Liebig's Extract of Meat Co.Ld.	140·0 F23′ FK *WB*=	25·1	11·6 Argentine	T.3Cy.14″,22′&37″–27″ 91NHP 1SB,*3cf*,GS54,HS1656 DaySummers&Co.Ld.Sou.	12 ″ 6
524 Don Cesar 123655 HGLK	*C.Ritch* –13 1 *Dk*(*pt Irn&pt Stl*)2tr *B deep framing & Web frames* 3 *Dk rule*	SteelScSr ss Cff No.2-15	3655 3385 2343	✠100A1 5,17 12,16 MS1,15 ✠LMC MBS8,16 DB612,16	Nwc	*w*	~~9,15~~ 5,17	1906 6mo *Lloyd's*	JL Thompson&Sons,Ld. Sunderland	Buenos Ayres& Pacific Rly. Co.Ld. (G.Dodd,*Mgr.*) *SA&CP WB*	350·0 P46′B94′F33′ FK = *Cell DB a*	50·3 6 *BHCem* 119′*uE*	23·2 London British 23′*f*148′864*t*	T.3Cy.25″,41″&67″–45″ (*s*) 180lb *100lb* 322NHP 2SB,*6cf*,GS124,HS4900 Blair&Co.Ld.Stockton *FPT* 74*t APT* 100*t*	25 ″ 9 s 4 ″ 7½ 21 ″ 6
525 Don Diego 123681 HGSL	*F.Ellis* –11 1 *Dk*(*pt Irn&pt Stl*)*&deep framing* 2tr *B* 3 *Dk rule*	SteelScSr ss Npt.No.3-7,13	3632 3412 2321	✠100A1 9,16 BS5,16 ✠LMC7,13	Npt	*w*	9,16	1906 7mo *Lloyd's*	J.Read-head&Sons South Shields	Buenos Ayres& Pacific Railway Co. Ld. (G.Dodd,*Mgr.*) *SA&CP WB*	350·0 P47′B94′F34′ FK = *Cell DB a*	50·1 6 *BHCem* 117′*uE*	23·2 London British 23′*f*152′891*t APT*	T.3Cy.25″,41″&67″–45″ (*r*) 180lb *100lb* 326NHP 2SB,*6cf*,GS126,HS5013 J.Readhead&Sons,S.Shl.	25 ″ 9 s 4 ″ 6½ 21 ″ 7
526 Don Eduardo	*Juan Tirone* –13 ss BAs No.2–17	SteelTwinScSp ~~ss BAs No.1–14~~ 1 *Dk*(*Stl*–ws)	*60* 57 27	✠100A1 *For towing purposes* 5,17 10,14 DS1,13 ✠LMC 5,17 ~~MS5,14~~ BS2,16	BAs		~~10,14~~ 3,17	1909 8mo *Lloyd's*	Cammell Laird&Co.Ld Birkenhead	Brit.&Argentine Meat Co.Ld. *SA&CP*	75·0 F11′ FK *WB*	17·6	6·2 Bns.Ayres Argentine	C.4Cy.10″&20″–14″ (*s*) 140lb 48NHP 1SB,*2pf*,GS31,HS1055 Vauxhall&West Hydraulic Eng.Co.Ld.Luton	7 ″ 0
527 Don Emilio 123732 HJMR	*W.Harvard* –15 1 *Dk*(*pt Irn&pt Stl*)2tr *B deep framing & Web frames* 3 *Dk rule*	SteelScSr ss Npt.No.2–14	3651 3374 2345	✠100A1 ~~4,12,16~~ 6,17 For Bry BS13,15 ✠LMC16,14 4,17	Npt	*w*	8,16	1906 10mo *Lloyd's*	JL Thompson&Sons,Ld Sunderland	Buenos Ayres& Pacific Railway Co. Ld (G.Dodd,*Mgr.*) *SA&CP W*	350·0 P46′B94′F33′ FK *B* = *Cell DB a*	50·2 6 *BHCem* 119′*u*	23·2 London British *E23′f*148′864*t FPT*	T.3Cy.25″,41″&67″–45″ (*s*) 180lb *100lb* 322NHP 2SB,*6cf*,GS124,HS4900 Blair&Co.Ld.Stockton	25 ″ 9 s 4 ″ 7½ 21 6
528 Don Ernesto		SteelTwinScSr (*Whaler*) 1 *Dk*	221 214 84					1910	Framnes Mek.Værks. Sandefjord	Cia. Argentina de Pesca	124·0	20·0	14·0 Bns.Ayres Argentine	T.6Cy.11″,18′&29″–18″ 72NHP *WB* Akers Mek.Værk.Xia.	
529 Don Federico 135260 JCVK	*A.Wood* –14 *Elec.light*	SteelTwinSc (*Bucket Dredger*) 1 *Dk*(*Stl*)	481 478 184	✠ *Dredger* 4,09 ✠	PGl			1909 4mo	Ferguson Bros. Pt.Glasgow	James Dredging, Towage&Trans-port Co.Ld. (R.E.V.James *Mgr*)	160·0 F18′ FK *WB*	35·1 5 *BHCem* = *MT* 10′20*t*	11·3 London British	T.6Cy.12″,19″&32″–24″ 134NHP 2SB,*4cf*,GS74,HS2400 Ferguson Bros.Pt.Glasgow	12 ″ 0
530 Don Luis 774 HBKR	*G.Lundsteadt* (*ex*Teno) *Elec.light* Wireless	SteelScSr ss Vpo.No.2–15 2 *Dks*(*Stl*)*&deep framing*	2629 2394 1653	✠100A1 2,15 DS11,15 ✠LMC2,15	Vpo	*u*	2,15	1906 10mo *Lloyd's*	Earle's Co. Ld. Hull	Cia.de Lota y Coronel *SA&CP* *WB*=*Cell DB*	340·0 P15′B72′F39′ FK *a88′uE&B40′f*166′	40·2 5 *BHCem* 536*t APT* 13*t*	21·5 Valparaiso Chilian	T.3Cy.23″,37″&61″–42″ (*s*) 170lb *100lb* 270NHP 2SB,*6cf*,GS135,HS4382 Earle's Co.Ld.Hull	24 ″ 0
531 Don Neil	*S.Bendizen* (*ex*ClaraJebsen)	SteelScSr 1 *Dk*&*Spardk*	1735 1615 1103					1902	Chant Nav. Anversois Antwerp	Don S.S.Co.	259·6 B63′F30′	36·6 20·7	16·2 Manila Utd. States	T.3Cy.19″,31′&51″–36″ 156NHP *WB* N.E.Marine Eng.Co Ld Nwc	
532 Don Pancho	*M.Belendia* *Elec.light*	SteelSc (*Barge*) 1 *Dk*	251 229 195	✠ 12,04	BAs			1904 11mo	J.Marjori-banks Buenos Ayres	Cia.Sansinena de Carnes Congeladas	120·5	23·2 FK	11·1 Bns.Ayres Argentine	C.2Cy.11″&22½″–16″ 1SB,*2pf*,GS29,HS701 31NHP Ross&Duncan,Glasgow	11 ″ 6
533 Don Pedro	*J.Ross* (*ex*Duncan)	SteelTwinScSr (*ex*Knight of the Cross, 1 *Dk*	*249 221 52*			…		1888	Pearce Brs. Dundee	Cia. Nacional de Remolcadores	120·0 BK7″	24·1 *WB*	10·6 Valparaiso Chilian	T.6Cy.12″,18″&30″–20″ 80NHP Pearce Brothers,Dundee	11 ″ 3
534 Don Ricardo 913 HBDV		SteelTwinScSr (*ex*Maule)	922 — 621					1900	J.Reid& Co.Ld. Glasgow	Cia.deLota y Coronel	180·0	35·2	11·1 Valparaiso Chilian	T.6Cy.13″,22′&35″–24″ 120NHP Dunsmuir&Jackson,Gls.	
535 Don Tomas	*Cave* –09 ss BAs No.2–17	SteelTwinScSp ~~ss BAs No.1–14~~ 1 *Dk*(*Stl*–ws)	*60* 57 27	✠100A1 *For towing purposes* 10,17 ~~1,17~~ ~~BS5,15~~ ✠LMC10,17	BAs		~~1,17~~ 10,17 10,17	1909 8mo *Lloyd's*	Cammell Laird&Co.Ld. Birkenhead	British&Argentine Meat Co.Ld. *SA&CP*	75·0 F11′ FK *WB*	17·6	6·2 Bns.Ayres Argentine	C.4Cy.10″&20″–14″ (*s*) 140lb 48NHP 1SB,*2pf*,GS31,HS1055 Vauxhall&West Hydraulic Eng.Co.Ld.Luton	7 ″ 0
536 Don Zoilo		SteelScSr (*ex*Mathilde) 1 *Dk*&*Spar dk*	1372 1198 831					1906	Howaldts-werke Kiel	Don S.S.Co.	230·8 P20′B68′F36′	34·1 *WB*	19·3 Manila Utd. States	T.3Cy.17″,27⅞″&43⅞″–24½″ 94NHP Howaldts,werke,Kiel	

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. *Master.* *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 6 7 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	Port of Survey.	Year Assigned or Last Special Survey.	Equipment Letter.	7* Date when tail shaft last seen.	8 9 Built. When	By Whom — Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Discontd. of Trade Cert.
537 MCBJ	**Dona Catalina** SteelScSk *(Tug)* 1*Dk* *ex*Cosmopolita) F&YM6,12	195 156 30				...		1896	J Fullerton &Co. Paisley	Cia. Argentina de Nav.(Nicolas Mihanovich)Ltda.	100·0	21·6	11·3 BK6′	Bns. Ayres Argentine	C.2Cy.20″&42″–27″ 93NHP Ross&Duncan,Glasgow	12 ″ 0	
538 MCBJ	**Doña Paula** Wood (*ex*Isla de Negros, *ex*Cosmopolita) F&YM6,12	250 — 159						1891	Geo.Fenwick&Co.Ld HongKong	F.Tarnate	124·6	23·6	8·8	Manila Utd.States	T.3Cy.13″,21″&32″–21″ 47NHP Geo.Fenwick&Co.Ld.HKg		
539 HWJK	**Donai** SteelScSr *Lheureux* 1*Dk2trB*	800 — 376						1895	R.Napier &Sons,Ld. Glasgow	MessageriesFluviales deCochinchine	212·0 P22′B74′F39′	28·0	13·7	Saigon French *WB*	T.3Cy.18″,29½″&47″–30″ NB04 121NHP R.Napier&Sons,Glasgow		V
540 136011 JFSG	**Donalda** SteelScK 1*Dk*	226 218 113	✠100A1 *StmTrawler* 8,14	Hul ✠LMC8,14				1914 8mo *Lloyd's*	Cook,Welton&Gemmell Ld.Beverley	VictorianSteam FishingCo.Ld. (W.Hill,*Mgr.*)	117·0 Q61′	22·0	12·7 BK7½″	Grimsby British	T.3Cy.12″,21″&34″–24″ (*s*) 200lb 68RHP 1SB,*3pf*,GS33,HS1099 Amos&Smith,Ld.Hull	13 ″ 7	
541 HKSP	**Donata** IronScSr *S.Mendezona*01–04 1*Dk2trB* *Well deck*	*810* *659* *456*	✠ 11,82 ✠	Liv	*m*			1880 2mo	Lon.& Glas Co. Glasgow	Linea deVapores Serra *WB*=	210·0 Q80′ B44′ F35′ *DBa60′FPT*	28·8	16·0	Bilbao Spanish	C.2Cy.25″&46″–36″ 107NHP London&Gls.C.(Lim.),Gls.		
542 NMGP	**Donau** SteelScSr *W.Weltevreden* –10 *ss*Rot.No.1–14 (*Tug*) 1*Dk*	239 201 14	✠100A1 ~~11–16~~10,17 ~~BS11,16~~ BS10,17	Rot ✠LMC8,14	*c*	~~9,15~~ 10,17		1910 5mo	Wilton's E.&SlpwyCo. Rotterdam A&CP	Internationale SleepdienstMaats.	115·3 B37′F10′	22·9	11·2 BK6¾″ *WB*=*APT*	Rottrdam Dutch 15t*DTf*5′14t	T.3Cy.12½″,20″&33″–25″ (*s*) 185lb 79NHP 1SB,*2cf*,GS43,HS1477 Wilton'sE&SlpwyCo.Rot.	12 ″ 0 s1 ″ 3½ 11 ″ 7	
543 135268 JDBV	**Donax** SteelScSr *W.L.Ralling* –15 *ss*Cal.No.1–17 *Elec.light* 2*Dks*(*Stl*)&*Web frames* *Mchy.Aft*	3717 3304 2262	✠100A1 9,17~~12,16~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 9,13	HKg Cal 9,17 ✠LMC9,16 *Lloyd's* *F.P.ab*	*v* *sA&CP* *ove* 150°F.	~~11,15~~ 9,17		1913 9mo	Palmers' Co.Ld. Newcastle	Anglo-Saxon PetroleumCo.Ld. *WB*=*Cell* *DTf*30′37*t*	348·5 P79′B34 F34′	47·0	25·0 FK *DBuE*30′29*t* *FPT*58*tAPT*53*t*	London British 14*BHCem* 10*BHtoUdk* 4 „ 2*nd* „	T.3Cy.25″,41″&66″–45″ (*s*) 180lb *100lb* 382NHP 2SB,*6cf*,GS132,HS5418 FD Palmers'Co.Ld.Newcastle	27 ″ 0 s 5 ″ 0½ 22 ″ 4	
544 HBTK	**Dondo** SteelScSr *J.A.Ferreira*91–08 ~~*ss*Cdf.No.1–13~~ *Elec.light* 1*Dk*(*Stl*)&*Spar dk*(*Stl*) *ss*Lis.No.2–17 &*deep framing*	*3978* *3721* *2574* ~~D8,14~~ ~~BS11,16~~	✠100A1 *Spar dk* ~~9,17~~ ~~9,16~~ 9,18	Lis ✠LMC MS8,16	*w*	~~8,16~~ 9,18		1908 6mo *Lloyd's*	Russell& Co. PortGlasgow *sA&CP*	EmprezaNacional deNav.aVap para a AfricaPortugueza *DBa*120′*uE&B*38	360·0 P30′B90′F40′ *WB*=*Cell* *f*154′1002*t DTa*28′	49·2	17·5 25·4 FK *CellDBa*119′*uE*25′	Lisbon Portuguese 6*BHCem* 636t*APT*36t	T.3Cy.25″,41″&68″–48″ (*s*) 180lb *80lb* 355NHP 2SB,*8cf*,GS149,HS5562 J.G.Kincaid&Co.Ld.Grk.	28 ″ 0 s 5 ″ 1½ 23 ″ 3	
Sunk(War Loss) 115618 HMSD	**Donegal** SteelTwinScSr *J.Jackson* –17 Wireless 3*Dks*	1885 1385 773						1904	Caird&Co. Ld. Greenock	MidlandRailway Co.	331·0	42·1	17·2	Belfast British	T.8Cy(2)23″,(2)36″&(4)42″–30″ 386NHP Caird&Co.Ld.Greenock		
546 257 LRBA	**Donetz** IronPad 1*Dk*	205 — 119						1859	Moffei Regensburg	Azoff-BlackSea S.S.Co.	159·4	21·1	7·2	Rostoff Russian	C.2Cy.21″&32″–32″ 48NHP		
547 139016 JLBQ	**Dongarra** SteelScSr *R.Mackenzie* –16 *ss*Mel.No.2–15 (*ex*Stolzenfels) 1*Dk*(*Stl*)&*Spar dk* *Elec.light* (*Stl–pt* teak s)&*Web frames* Wireless	5553 5294 3554	✠100A1 *Spar dk* 9,17 ~~9,16~~	Mel Syd ✠LMC9,16	*a*†	~~11,14~~ 2,17		1906 3mo *Lloyd's*	Flensburgr Schiffsb.Ges. Flensburg *sA&CP*	Requisitioned by theCommonwealth ofAustralia *WB*=	422·0 P53′B119′F52′ 28·6 FK&BK2½ *CellDBa*119′*uE*25′	55·0	20·5 London British 6*BHCem* *f*182′1450*t*	Q.4Cy.24″,34″,51″&74″–54″ 213lb *120lb* (*s*) 505NHP 3SB,*9cf*,GS153,HS6488 FD FlensburgerSchiffsb.Ges.	31 ″ ? s 6 ″ 7 25 ″ 2	
548 TCQP	**Donggala** SteelSc 1*Dk*	333 275 164						1909	Wilton's E. &SlipwayCo. Rotterdam	Koninkl.Paketv. Maats.	153·1 P34′B12′F20′	26·1	8·9	Batavia Dutch	C.2Cy.11¾″&23½″–17¾″ 19NHP Wilton'sE.&Slpwy.Co.Rot		V
549 121270 HDTL	**Dongola** SteelTwinScSr *C.E.S.Spicer* –11 3*Dks*(*MStl*–ws&*UStl*–ws pt teak) *Elec.light* Wireless	8056 6319 4742	✠ 8,06 ✠	Lon	*d*†			1905 11mo	Barclay, Curle&Co.Ld Glasgow	P.&O.Stm.Nav.Co. *WB*=*CellDBa*86′	470·0 P95′B182′F102′ FK&BK3′ *uE&B*115′*f*158′10	56·2	23·2	Glasgow British *sBHptCem* 21t*APT*50t	Q8Cy.25½″36½″52″&74″–51″ FD 1252NHP 2D&4SB*24cf*GS467HS18717 Barclay,Curle&Co.Ld. Gls.	34 ″ 10	
550 139209 JMGW	**Donna Nook** SteelScK 1*Dk*	307 285 150	✠100A1 *StmTrawler* 1,16	Hul ✠LMC1,16				1916 1mo *Lloyd's*	Cochrane& Sons,Ld. Selby *sA&CP*	MountStm.Fshg. Co.Ld.(G.E.J. Moody,*Mgr.*)	132·0 Q74′F23′	24·0	12·8 BK8′	Fleetwood British 4*BHCem*	T.3Cy.13½″,23″&37″–26″ (*s*) 180lb 89RHP 1SB,*3pf*,GS47,HS1540 C.D.Holmes&Co.Ld.Hull	13 ″ 6	
551 31 MABH	**Doob** SteelScSr *A.Biocino* –12 (*ex*Triton, *ex*Clio)	631 — 348						1896	J.Laing Sunderland	NovorossiskS.S.Co (Ehrtmann&Geelmuyden,*Mgrs.*)	185·0 Q64′B45′F26′	27·6	12·5	Novorossk Russian *WB*	T.3Cy.16½″,26½″&43½″–30″ 103NHP G.Clark,Ld.Sunderland		
552	**Doon** SteelTwinScSr *R.W.Riis* –13 *ss*B.As.No.1–17 *Elec.light* *Ref.Mchy.* 1*Dk*	*1353* *803* *751*	✠ A1 *For River pur* 2,17 ✠Lloyd's RMC2,17	BAs *poses only* ✠LMC2,17		2,17		1913 4mo *Lloyd's*	Cammell Laird&Co.Ld Birkenhead *sA&CP*	RoyalMailSteam PacketCo. *WB*=	220·0 B&F166′	42·1	9·9 FK *CellDBa*70′*f*52′	Bns.Ayres Argentine 5*BHCem* 350t*FPT*75t	C.4Cy.15″&32″–19″ (*s*) 140lb 181NHP 2SB,*6cf*,GS104,HS3465 FD CammellLaird&CoLdBkn	12 ″ 7	
553 110929 HCFW	— IronScK *W.Jenner* –16 *ss*Gms.No.3–9,12 1*Dk*	199 183 80	✠100A1 *StmTrawler* 6,16 ~~Boiler 9,11~~ MS6,16 ✠LMC ✠NB2,08 BS1,17	Gms		~~6,16~~ 7,17		1899 12mo *Lloyd's*	J.Duthie, Sons&Co. Aberdeen *sA&CP*	D.LineStmFishing Co.Ld. (A.Jeffs,*Mgr.*)	112·3 Q46′F24′	21·3	11·7 BK7½″	Grimsby British 4*BHCem*	T.3Cy.10¾″,20″&32″–23″ (*s*) 180lb 55RHP 1SB,*2pf*,GS34,HS990 Tindall&Co.Hull	12 ″ 4	
554 102647	**Doon Glen** Steel&IronScSk *W.Clarke* –17 1*Dk* *Mchy.Aft*	128 105 49						1893	J.Mc Arthur&Co. Paisley	~~WelshSand&GravelCo.Ltd~~ ~~A.L.DOWER~~ Oakley,Sollas&Co.Ld.	83·0 Q30′ F11′	19·1	8·5	Manchester ~~Pool,I.M.~~ British *WB*	C.2Cy.12″&24″–18″ 24RHP Bow,McLachlan&Co.,Psy.	9 ″ 2	
555 124070 HKSR	**Doonholm** SteelScSr *A.A.Mankin* –16 *ss*Shl.No.2–15 (*ex*Hillglen) 1*Dk*(*Stl*)&*Spar dk*(*Stl*) *Elec.light* &*deep framing*	4291 4115 2777	✠100A1 *Spar dk* 2,18 ~~2,16~~ ~~BS10,16~~ 2,18	Phl ✠LMC12,16	*x*	2,17		1907 6mo *Lloyd's*	Russell& Co. PortGlasgow *sA&CP*	FreshfieldS.S.Co. Ld.(J.Esplen, *Mgr.*) *WB*=*CellDBa* *uE&B*40′*f*170′107	385·0 P30′B108′F41′ 126′ 0t*DTa*32′765t *APT*	49·9	18·4 26·4 FK	Liverpool British 5*BHtoSpdk* 1*BHtoMdk* 15t *Cem*	T.3Cy.25″,42″&68″–48″ (*s*) 180lb 384NHP 3SB,*9cf*,GS150,HS6417 J.G.Kincaid&Co.Ld.Grk.	29 ″ 0 s 5 ″ 6½ 23 ″ 10	
556	**Dooribang** IronSc *G.H.Gibson*97–99 (*Tug*)	128	*Now named "Casino," See No. 112 in Supplement.*					1899	Govt. of N.S.W. Sydney NSW	Government of NewSouthWales	85·0	20·0	8·1	British	C.2Cy.12″&24″–18″ Bow,McLachln&CoLdPsy.		
557 HFND	**Dora** SteelScSr *Dminak* –13 *Elec.light* 2*Dks*(*Stl*)& Wireless *Shelter dk*(*Stl*–ws)	7037 6197 4536	✠ —— 2,17 *Shelter dk with freeboard*	Tri ✠	*a*†			1913 11mo	Cant.Nav. Triestino Monfalcone	UnioneAustriaca diNav.(Soc.Anon.) *WB*=*CellDB* *a*155′*uE&B*	411·8 54·0 B116′ *on Shelter dk* 47′*f*170′1490*t FPT*	51·7	26·3 FK	Trieste Aust.-Hung. 7*BHCem* 66t*APT*27t	T.3Cy.27″,44″&73″–48″ 519NHP 3SB,*9cf*,GS177,HS7701 D.Rowan&Co.Glasgow	37 ″ 0	

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Enfoncement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Hors tout au centre et au bout de la flèche. Largeur hors tout.
558	**Dora**	SteelScSr	2662					1906	Eiderwerft Akt.Ges. Tönning	FlensburgerDmpf. Co. (H.Schuldt, *Mgr.*)	291·1	43·9	23·6	Flensburg German *WB*	T.3Cy.20⅝″,36″&56⅞″–37½″ 196NHP		G
LNCP	*F.Hansen*02–06 *Elec.light*	1*Dk&Spardk*	2511 1678														
559	—	IronScSr	1526	✠100A1	Skm	*q*	~~1·16~~	1881	R.Thomp-	~~E.Brodin~~ Erik	271·3	34·1	16·9	~~Gefle~~Torö	T.3Cy17¼″,30½″&55″–36″(*s*)	18 ″ 2	
5263	*H.J.Cronberg*99–11 *ss*Rga.No.3–7,08		1175	~~11,11,16~~	Got		11,17	9mo	son&Son Sunderland	BrodinsRederiakt (E.Brodin, *Mgr.*)	Q75′B87′F28′ len87 BK8½″			Swedish	180lb 175NHP	s 1 ″ 9	
JSMB	(*ex*Varus,*ex*Westwood) *ss*Gfl No.2–15		896	✠NB5,01 ✠LMC MS6,15 BS1,16 5,17				*Lloyd's*	*A&CP*	*WB=DBa*	55′*f*30′260*t*	*FPT*40*t*		*Tpd*06	2SB,*4pf*,GS65,HS2418 Reiherst.Maschinenf.Ham.	17 ″ 3	
	Well deck	1*Dk*(*Irn*)2*trB*															
560	—	SteelScSr	466					1890	G.Evers Lübeck	Lübeck-Bremer Dmpfsfahrts.Ges.	167·5	23·2	9·8	Lübeck German *WB*	C.2Cy.16½″&30″–21″ NB13 34NHP Masch.Buckau,Magdburg.		G
PBKL	*C.Klingenberg*02–08	1*Dk*	354 278								Q35′B35′F16′ len99						
561	—	WoodScBn	320					1880	M.Turner S.Francisco	AlaskaS.S.Co.	112·0	27·2	13·2	P.Twnsnd Utd.States	C.2Cy.11″&20″–18″ 14NHP W.McAffee,SanFrancisco		
157000	*C.B.McMullen*	1*Dk2trB*	— 217														
562	—	SteelScSr	296			...		1900	J.Fullerton &Co. Paisley	Aberdovey&Barmouth S.S.Co.Ld. (R.Owen&Co. *Mgrs.*)	130·0	23·1	9·2	Liverpool British *WB*	C.2Cy.16″&32″–24″ 60RHP Ross&Duncan,Glasgow	9″11	
113396	*D.Williams* –09 *Well deck Mchy.Aft*	1*Dk*	199 99								Q67′B14′F25′	BK6″					
563	—	IronSc	133					1892	F.W. Wencke Bremerhaven		105·1	21·0	9·3	*WB*	C.2Cy.17½″&31½″–19½″ 36NHP R.Küchen,Bielefeldt		
	(Captured & taken to Grimsby)	(*Trawler*) 1*Dk*	122 43														
564	**Dora Baltea**	SteelScSr	4080	✠100A1	Gen	*v*	~~15,16~~	1901	Cant.Nav.	Nav.AltaItalia	343·0	47·5	23·7	Genoa	T.3Cy.21½″,35″&59″–39″ (*s*)	24 ″ 1	
8	*C.Giarotti* –16 *ss*Gen.No.3–8,13		2895	*Shelter dk*			1,18	3mo	diMuggiano Spezia	(Soc.Anon.)			FK	Italian	180lb *100lb* 267NHP	s 2 ″ 1½	
NTBS	1*Dk*(*Stl*)&1*ptStl dk&Web frames*		2617	*withfreeboard* 5,16					A&CP	*WB=CellDB*	*a*94′*uE&B*42′*f*142′9			7*BHCem* 30*tAPT*58*t*	2SB,*6cf*,GS96,HS3653 FD Richardsons,Westgarth& Co.Ld.Hpl.	22 ″ 3	
	Elec.light	&*Shelter dk*(*ptStl*–ws)		~~Examined 11 Jul MC~~	~~BS4,17~~	~~MS1,18~~											
565	**Dora Duncan**	IronScSr	126			...		1891	J.T.Eltring- ham&Co. SouthShields	C.Duncan&Sons, Ld.	97·0	19·3	10·6	Middlsbro' British	C.2Cy.17″&34″–24″ 46RHP Baird&Barnsley,N.Shields	10 ″ 9	
96523	*F.Plumley* –16	(*ex*Lionel)	117										BK6½″				
JLNV		1*Dk*	23														
566	**Dora Hugo Stinnes 12**	SteelScSr	1751					1912	G.Seebeck Akt.Ges. Geestemünde	"DoraHugoStinnes12" Dampfsch. Ges.m.b.H. (Hugo Stinnes, *Mgr.*)	258·8	38·1	18·2	Hamburg German *WB*	T.3Cy.17⅞″,28⅜″&44½″–35½″ 118NHP G.SeebeckAG.Geestemnde		G
	*W.Bette*12–12		1460								P69′F24′						
HWPC	*Elec.light Mchy.Aft* Sub.Sig.	1*Dk* Wireless	876														
567	**Dora Lea**	SteelSc2TwinMsts	1163	✠100A1	Rot	*n*		1916	Wilton's E. &SlipwayCo. Rotterdam	~~ErikGrantLee~~ TheShippingController (JamesCormack&Co. *Mgrs.*)	230·2	34·0	13·2	London British	T.3Cy15½″,25½″&41″–36″(*s*)	16 ″ 0	
140371	~~*E.Bang* –16~~		867	10,11~~1,16~~	Lth			11mo			Q131′B13′F24′		FK		180lb *100lb* 93RHP~~120NHP~~	s 1 ″ 5	
~~WLKF~~	*Mchy.Aft*	1*Dk*(*Stl*)	673	✠LMC10,16					A&CP	*CellDBaB*15′	*f*159′ 389*t*	*FPT*88*t*		4*BHCem* *APT*48*t*	1SB,*3cf*,GS60,HS1982 Wilton'sE.&SlipwyCoRot	14 ″ 10	
JRGS	*Well deck*	*Cargo battens not fitted*															
568	**Dorado**	SteelPad	156					1898	..... Salto, Urugy	Cia.Argentina de Nav.(Nicolas Mihanovich),Ltda.	121·0	17·0	5·6	Bns.Ayres Argentine	C.2Cy.11″&22″–30″ 22NHP D.Rowan&Co.Glasgow		
			— 126														
569	**Doralia**	SteelScSp	155	✠100A1	Shl			1914	J.P.Ren- noldson&Sns. SouthShields	A.Pattison	90·3	22·1	10·7	London British	C.2Cy.18″&40″–26″ (*s*) 140lb 90RHP	11 ″ 9	
136661			135	*For Towing purposes*				4mo					BK7″		1SB,*3pf*,GS54,HS1780		
JFPM		1*Dk*	3	4,14				*Lloyd's*	*A&CP*				*WB=FPT*	3*BHCem* 9*tAPT*15*t*	J.P.Rennoldsn&Sns,S.Shl.		
				✠LMC4,14													
570	**Dorcas**	SteelScK	173	✠100A1	Hul		5,13	1906	Cook,Welt'n&Gemmell Ld. Beverley	~~Hellyers'Steam FishingCo.Ld.~~ Lady Beardmore (C.Curzon, *Mgr.*)	108·5	21·6	11·5	Hull British	T.3Cy.10″,16½″&27″–24″ (*s*) 200lb 45RHP	12 ″ 4	
124731	*F.Webb* –11	*ss*Hul.No.1–11	166	*StmTrawler*				12mo					BK8″	4*BHCem*	1SB,*2pf*,GS25,HS750		
		1*Dk*	68	5,13				*Lloyd's*	*A&CP*				*WB=*	*DTf*13′30*t*	Amos&Smith,Hull		
				BS5,13 ✠LMC7,11													
571	**Dorchester**	IronScSr	2537					1889	Harlan& Hllngswth Co Wilmington	Merchnts&Miners TransportationCo	261·0	40·0	23·0	Baltimore Utd.States	T.3Cy.24″,39″&59″–48″ Harln&Hol- NB01 241NHP lngswrthCoWlmngtn,Del.		
157238		3*Dks*	—									30·0					
KGDQ	*Elec.light* Sub.Sig.	Wireless	1876														
572	**Dordrecht**	SteelScK	150	✠100A1	Ams		10,16	1902	J.T.Eltring- ham&Co. S.Shields	~~Maatstot Behoer vanSteamtrawlers~~ VisscheryMyZaanstroom9. (P.J.D.& Joh.Dil&SYlf, *Mgrs.*)	104·0	20·2	11·4	Ymuiden Dutch	T.3Cy.11″,18″&32″–22″ (*s*) 170lb 59NHP	12 ″ 0	
	~~*A.Schagen*~~		149	*StmTrawler*				9mo					BK7″	3*BHCem*	*Emade*02*refitted*15		
	(*ex*CelticPrince)	*ss*Ams.No.3–11,14	51	10,16				*Lloyd's*	*A&CP*						1SB,*2pf*,GS32,HS1031		
		1*Dk*		✠LMC											ShieldsEng.Co.Ld.N.Shl.		
	F.Croonenburg –17			MS7,15	BS8,16	6,17											
					BS4,18												
573	**Dordt**	SteelScSr	191					1901	Nederl. Schps. Maats. Amsterdam	Koninkl.Paketv. Maats.	118·0	21·0	9·5	Batavia Italian *WB*	C.2Cy.12⅝″&20⅛″–17⅞″ 18NHP NedFb v.Wrk&Spoor,Ams		
		(*Salvage Steamer*)	157								Q21′						
TCQS		1*Dk*	65														
574	**Doreen**	SteelScK	194			...		1903	J.T.Eltring- ham&Co. S.Shields	WearStm.Fishing CoLd(J.Hall, *Mgr*)	112·5	21·7	12·2	Sundrland British *WB*	T.3Cy.11½″,19″&32″–23″ 50RHP G.T.Grey,SouthShields	12″10	
118176	*A.V.Potter* –11	(*Trawler*)	183										BK7½″				
	(*ex*Braconhill)	1*Dk*	75														
575	**Doria**	SteelScK	150	✠100A1	Lon	*b*	1,15	1909	Philip& Son,Ld. Dartmouth	~~J.S.Watkins~~ WilliamWatkins Ld. (J.S.Watkins *Mgr.*)	96·2	20·6	10·9	London British	T.3Cy.13″,21′&34″–24″ (*s*) 165lb 99RHP	11 ″ 4	
125767	*T.J.Keable* –15	*ss*Lon.No.1–13	133	*For Towing purposes*				3mo					BK6½″	4*BHCem*	1SB,*2pf*,GS35,HS1500	s 1 ″ 5	
HNQR		1*Dk*	—	1,15				*Lloyd's*	*A&CP*						Philip&Son,Ld.Dartmth	10 ″ 9	
				✠LMC6,15													
576	**Doric**	SteelScSr	2359					1903	Bertram E. Works Co Ld. Toronto	~~CanadaSteamship Lines,Ld.~~	260·0	43·2	25·2	~~Toronto~~ ~~British~~ French *WB*	T.3Cy.17″,28″&46″–32″ 120NHP BertramE.W.Co.Ld.Trnto.		
~~H6268~~		(*ex*Tadousac)	2234								F42′						
	Mchy.Aft	1*Dk2trB*	1452														
577	**Dorie**	SteelScSr	3264	✠100A1	Npt	*v*	11,16	1911	Richardsn, Duck&Co. Stockton	DorieS.S.Co.Ld. (Burdick&Cook)	343·0	49·0	22·0	London British	T.3Cy.24″,40″&65″–42″ (*s*) 180lb *90lb* 299NHP	24 ″ 5	
129173	*T.O.Shaddick* –12	*ss*Npt.No.1–15	3065	~~11,11,16~~ 3,18	Bry			3mo		*WB=*	P29′B98′F36′		FK	6*BHCem*	2SB,*6cf*,GS122,HS4612	s 4 ″ 2½	
HSFL		1*Dk*(*ptIrn ptStl*)	2056	~~BS8,17~~ ✠LMC6,15				*Lloyd's*	*A&CP*	*CellDBa*117′*u*	*E*23′*f*150′571*t*	*FPT*		8*6tAPT*76*t*	Blair&Co.Ld.Stockton	20 ″ 7	
578	**Dorinda**	SteelScK	270	✠100A1	Dun			1917	Dundee S.B.Co.Ld. Dundee	~~J.Marr&Son,Ld.~~ (J.A.Robertson, ~~*Mgr.*~~) Active Fishg.CoLd.(J.A. Robertson, *Mgr.*)	128·8	23·0	12·6	Fleetwood British	T.3Cy.13″,22″&36″–24″ (*s*) 200lb 87RHP	13 ″ 6	
139216			249	*StmTrawler*				2mo			Q72′F20′		BK7½″		1SB,*3pf*,GS47,HS1542		
JNVQ	*Elec.light*	1*Dk*	105	2,17				*Lloyd's*	*A&CP*					4*BHCem*	W.Beardmore&Co.Ld.Gls.		
				✠LMC2,17													

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. Late Name if any. / Special Surveys. No. of Decks, &c.	3	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned / now employed. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 Built. By Whom / Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Dated Ho. of Trade Cert.
579 136786 JKBT	**Dorington Court** *H.C.Barcham* –15 *Elec.light* Wireless	**SteelScSr** 1*Dk*(*Stl*)2*trB*	4777 4546 3019	✠100A1 8,17 ~~1,17~~ ✠LMC8,16	NYk Bry	*y*	1,17	1915 2mo	Richards n. Duck & Co. Ld Stockton	CressingtonS.S.Co Ld.(Haldin&Co. Ld.*Mgrs.*) *Lloyd's SA&CP WB* = *CellDBa*130′*uE*	389·6 53·4 26·4 P45′B108′F35′ FK 26′*f*165′1091*t FPT*	London British	T.3Cy.26″,42″&70″–48″ (*s*) 180lb HS7167 419NHP 2SB&1AuxSB,*10cf*,GS209, Blair&Co.Ld.Stockton	28 ″ 10 s 5 • 6½ 23 ″ 8	
580 26 NTBW	**Doris** *G.Casavecchia* *ss*Gen.No.1–07 1*Dk*(*Stl*)&*Spar dk*(*Stl*)3*trB*	**SteelScSr**	3979 3604 2478	✠ *Spar dk* 1,09 ✠	Cff	*w*		1901 10mo	N.Oderofù A. SestriPnente	Soc.Commerciale Italiana diNav. *WB*=*Cell DBa*88′*uE&B*42′*f*	340·5 45·0 19·8 P25′B66′F41′ 27·3 FK 156′730*t MT*32′820*t*	Genoa Italian	T3Cy.22⅔″36⅔″&60½″–39⅜″ 322NHP 2SB,*6cf*,GS151,HS4841 FD N.OderofùA.SestriPnente.	29 ″ 9	CI
581 205272 KWQB	— *H.E.Olsen* 1*Dk*	**WoodScSr**	736 — 421					1908	..... Raymond, Wash.	E.T.Kruse	178·5 40·0 13·3	S.Frncisco Utd.States			
582 JFQL	— *G.Clausen*08–11 *Elec.light* 1*Dk*	**SteelScSr**	535 406 324					1901	Nuescke& Co. Stettin	Sartori&Berger	167·2 26·4 11·2 Q49′B52′F23′	Kiel German	C.2Cy.17¾″&30¾″–19¾″ 36NHP *WB* "Kette" Uebigau,Uebigau		G
583 *Elec.light*	— 1*Dk*	**SteelScK**	202 192 —			...		1914	Rennie Forrestt SB.&E.Co.Ld Wivenhoe	BombayPortTrust	100·0 23·6 12·6 BK7½″	Bombay British	C.2Cy.21″&44″–28″ Crabtree&Co.Ld.Gt.Yar.	13 ″ 6	
584 106758 PSWN	— *E.Oliver* –17 *ss*Hul.No.3–9,10 *ss*Flt.No.1–15 1*Dk*	**IronScK**	174 164 73	✠100A1 *StmTrawler* 4,17 ~~11,15~~ ✠LMC6,16 ✠NB9,10 ~~BS9,10~~ 4,17	Flt		~~6,15~~ 4,17	1897 7mo	Cochrane& Cooper Beverley *Lloyd's SA&CP*	Armitage'sSteam TrawlingCo.Ld. (G.T.Armitage, *Mgr.*).	110·0 21·0 11·3 Q20′ ptND10 BK7½″ *WB*	Hull British	T.3Cy.12″,20″&33″–24″ (*s*) 180lb 58RHP 1SB,*2pf*,GS27,HS850 C D.Holmes&Co.,Hull	12 ″ 0	
585 115343	— *J.Davies* 1*Dk*	**SteelScSp**	122 113 72					1902	W.J.Yar- wood Northwich	W.Gossage&Sons, Ld.	74·3 19·4 9·5	Liverpool British	C.2Cy.10″&21″–12″ 18RHP W.J.Yarwood,Northwich		
586 139101 JMCT	**Dorisbrook** *N.H.Carlstrom*06–15 1*Dk*(*Stl*)	**SteelScSr**	3431 3208 2146	✠100A1 10,17 ~~9,16~~ ✠LMC11,15	Mdb Bry	*v*	10,17	1915 11mo	J.Blumer &Co. Sunderland	BrookS.S.Co.Ld (Miller&Richard ~~*Mgrs.*~~)Ld. *Mgrs.*) *Lloyd's SA&CP Interm*	348·5 48·7 23·3 P35′B106′F30′ FK *ediate BH in after hold dispensed with WB*=*CellDBa* 123′*uE*25′	London British *Cem* 5*BH only* *a*	T.3Cy.24″,40″&65″–42″ (*s*) 180lb *120lb* 301NHP 2SB,*6cf*,GS115,HS4700 N.E.MarineEng.CoLd.Sld *f*147′86*t FPT*59*t APT*108*t*	25 ″ 4 s 4 • 4 21 ″ 5	
587 (*ex*St.Petersburg) *Elec.light*	**Dorostor** 1*Dk*&*Awng dk*	**SteelScSr**	1309 1118 784			...		1911	Kjöbnhvns Flydk.&Skbs Copenhagen	RoumanianState MaritimeService	217·0 34·0 21·4 *Bon Awng dk*69′ FK	Roumanian *WB*	T.3Cy.16½″,27″&44″–30″ 138NHP KjbnhavnsFlydk.&Skbsv.	22 ″ 8	
588 4976 JRKT	**Dorotea** *A.E.Blomberg*16–16 1*Dk*	**SteelScSr** (*ex*Kattegat)	1049 929 603					1909	Fredrkstad Mek.Værks. Fredrikstad	RederiAktieb. Wilhelmina (J. Mannerheim,*Mgr*)	226·4 35·1 14·3 P20′B57′H95*t*F18′	Kramfors Swedish	T.3Cy.16½″,26″&44″–30″ 106NHP FredrikstadM.V.Frdstad		V
589 KJQD	**Dorothea** *Chr.Sölter* 1*Dk*	**SteelScLr**	153 146 73					1906	Danziger Schfw&Msch Danzig	LeererHerings-fischereiAct.Ges.	93·8 21·3 9·8 Q15′	Leer German	C.2Cy.9½″&18″–12½″ 10NHP Christiansen&Meyer,Hrbg		
590 QJLK	**Dorothea Rickmers** Wireless *Elec.light* Sub.Sig. 2*Dks*	**SteelScSr**	4177 3862 2665					1907	Rickmers Act.Ges. Bremerhaven	DeutscheLevante Linie	367·2 47·7 27·4 B91′F44′	Hamburg German	T.3Cy.23½″,38⅝″&63″–43½″ 261NHP Pommé&Ahrens,Ottensen		G
591 HTPK	**Dorothy** *G.Condylis*09–14 (*ex*DorothyT.Short) *Elec.light* Sub.Sig.	**SteelScSr** 1*Dk*(*Stl*)& *Shelter dk*(*Stl*)&*Web frames* *Longitudinal framing*	*4494* *4118* *2674*	✠100A1 *Shelter dk* *with freeboard* 11,16 ✠LMC9,14	NNs	*y*		1914 9mo	ShortBros. Ld. Sunderland	S.G.Embiricos *WB*=*CellDBa* 117′*uE*&*B*40′*f* *Lloyd's SA&CP*	392·7 52·0 24·0 FK 171′1367*t FPT*143*t*	Andros Greek	T.3Cy.25½″,43″&72″–48″ (*s*) 180lb *100lb* 386NHP 2SB,*8cf*,GS162,HS5869 J.Dickinson&Sons,Ld.Sld.	26 ″ 3 s 3 • 0 23 ″ 8	
592 157662 KRSQ	—*A.P.Nash* –17 ~~*T.J.Sammon*~~ *ss*N.Yk.No.3–5,15 (*ex*Wilster) Sub.Sig. 1*Dk*(*Irn*)&*deepframing*	**SteelScSr**	2214 1920 1629	✠100A1 6,17 ~~12,15~~ ~~DBS6,16~~ ✠LMC8,14 BS2,17	NYk	*s*	~~5,15~~ 6,17	1898 7mo	W.Gray& Co.Ld. WHartlepool	A.H.BullS.S.Co. (A.H.Bull&Co. *Mgrs.*) *WB*=*CellDBa* &*uE*110′*f*120′ 608*t* A&CP	290·0 42·2 19·2 P25′B69′F29′ FK 5*BH Cem* *APT*54*t*	NewYork Utd.States	T.3Cy.21½″,35″&58″–39″ (*s*) 180lb *65lb* 223NHP 2SB,*6rf*,GS73,HS3370 Cen.Mar.Eng.Wks.WHpl	21 ″ 9 s 3 • 6 18 ″ 7	
593 (*ex*Yacht,*ex*Laranda,*ex*Greta) *Elec.light*	— *ss*Gos.No.3–5,15	**SteelScSr**	232 — 115	✠100A1 *Yacht* 6,16 BS6,16 ✠LMC5,15	Sou		5,15	1895 3mo *Lloyd's*	Scott&Co. Greenock	SiberianS.S.Mfg. &TradingCo.Ld.	152·2 22·1 11·5	Russian 4*BH Cem*	T.3Cy.12¼″,20″&32″–26″ 170lb 76NHP 1B,*3cf*,GS52,HS1473 Scott&Co.Greenock		
594 (*ex*Margarita)	— (*Tug*) 1*Dk*	**SteelScSr**	*108* *95* *1*			...		1895	Montrose S B.&E.Co.Ld Montrose	B.AyresG.S'thrn. Rly.Co.Ld.(A.Hol-land&Co.*Mgrs.*)	85·9 17·9 9·8 B15′ BK6″	BnsAyres Argentine	C.2Cy.15′&32″–24″ NB14 42NHP Hall-Brwn,Buttery&C.Gls	10 ″ 5	
595 126587 KGPQ	**Dorothy Bradford** (*ex*Charlotte) *Elec.light* 2*Dks*	**IronSc**	1747 — 1198					1889	Neafie& Levy Philadelphia	CapeCodS.S.Co.	228·9 38·0 22·0	Boston Utd.States	T.3Cy.21″,31″&55″–36″ 181NHP Neafie&Levy,Philadelphia		
596 125956	**Dorothy Gray** *R.A.Mennie* –14 *ss*Abn.No.1–13 1*Dk*	**SteelScK**	199 198 76	✠100A1 *StmTrawler* 2,14 ✠LMC8,15	Abn		5,12	1908 11mo *Lloyd's*	Hall,Rus- sell&Co.Ld Aberdeen	Peterhead TrawlingCo.Ld. (J.G.Adam,*Mgr.*)	115·3 22·0 12·3 BK7½″ *WB*=*DB*	Peterhead British	T.3Cy.12″,20″&34″–23″ (*r*) 180lb 74RHP 1SB.*3pf*,GS41,HS1347 Hall,Russell&Co.Ld.Abn.	13 ″ 0	
597 118256 TWNQ	**Dorset** *A.L.Hughes* –16 *ss*Lon.No.3–1,16 2*Dks*(*Stl*)&*deepframing*&*Shelter* *Ref.Mchy. Elec.light dk*(*Stl–ws*) Wireless	**SteelTwinSc4MstSr**	8695 6537 5600	✠100A1 *Shelter dk* 3,17 BS7,16 ✠LMC4,16 ✠Lloyd's RMC3,17	Liv	*d*†	7,16	1903 4mo *Lloyd's*	J.Brown &Co.Ld. Clydebank	Potter,Trinder& Gwyn *WB*=*Cell DBa*113′*uE*&*B*63′	460·0 58·2 31·0 FK *f*225′1418*t FPT*12	London British 7*BH Cem* 4*t APT*70*t*	T.6Cy.25½″,42″&69″–48″ (*r*) 180lb FD 918NHP 5SB,*15rf*,GS295,HS13560 J.Brown&Co.Ld.Clydebnk	34 ″ 3 s 6 • 5 28 ″ 2	BT till 7,17
598 79257	— 1*Dk*	**WoodScSr**	102 98 41					1883	W.Knight &Co. Melbourne	NewZealandRe-frigeratingCo.Ld.	103·2 17·5 8·5	Lyttleton British	C.2Cy.14″&28″–16½″ 32RHP Buchanan,Nodram&CoVic		
599 NTHP	**Dorte Jensen** *C.Abildgaard* *ex*Romsdal)	**SteelScSr** (*ex*Hugin, 1*Dk*	2086 1702 1283					1901	WoodSkin- ner&Co.Ld. Newcastle	DpskHamletAktie s (HakonThomsen, *Mgr.*)	280·0 39·6 18·5 P20*t*H83*t*F51*t*	Copnhagn Danish	T.3Cy.21″,34″&56″–36″ 188NHP N.E.MarineEngCo.LdNwc		N

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Grèement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière Visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Lignières où coté, si ce n'est dans le L. R. Tranche Cours. Hors-bords.
600	**Dortmund** SteelScSr	986					1900	Bremer Vulkan Vegesack	Dampfsch.Ges. Argo	221·6	33·1	13·5	Bremen German	T.3Cy.13½″,21½″&34½″–23½″ 58NHP		G
	N.Meyer	789								Q75′B49′F16′			*WB*			
QGWS	1*Dk2trB*	629												BremerVulkan,Vegesack		
601	— SteelScLr	168					1910	J.L.Meyer Papenburg	EmderHeringsfischereiA.G.	98·5	23·0	10·6	Emden German	C.2Cy.9⅞″&18⅛″–12½″ 9NHP		G
	*C.Müller*10–10	165											*WB*	J.L.Meyer,Papenburg		
KJWB	1*Dk*	83														
602	**Dorunda** IronScSr	102	✠	Lon	*a*		1890	Steward& Latham London	A.Pattison	85·2	19·1	10·2	London British	C.2Cy.17″&32″-24″ 70RHP	10 ″ 4	
38096	*H.Aldrich* –14	102	*For Towing purposes*				5mo			B10′				1SB,*2pf*,GS40		
LSKJ	1*Dk*	2	5,90 ✠									BK5½″		4*BHCem* Ross&Duncan,Glasgow		
603	**Dos** SteelScK	*195*	✠100A1	Npt		7,16	1907	Hall,Russell&Co.Ld. Aberdeen	RussianGovt.	112·5	21·6	11·7		T.3Cy.11½″,20″&33″–22″ (*r*)	12 ″ 6	
	*ss*BAs.No.2–14	*184*	*StmTrawler*				4mo						Russian	180lb 69NHP		
	1*Dk*	*50*	6,16 ✠LMC7,16				*Lloyd's*A&CP					BK7½″	3*BHCem*	1SB,*2pf*,GS34,HS1255 Hall,Russell&Co.Ld.Abn.		
604	**Dos Hermanos** IronScSr	816	✠	Man	*l*		1882	R.Napier &Sons Glasgow	Gutierrez Hermanos	204·5	26·4	10·0	Manila	C.2Cy.26″&45″–36″		
	M.Morales *ss*Man.No.3–10,95	761	*Awng dk*				6mo					17·0	Utd States	NB00 102NHP		
MBCD	(*ex*AntonioMuñoz) 1*Dk&Awngdk*	541	*with load line* 4,00 ✠									BK7″	4*BHCem*	R.Napier&Sons,Glasgow		
												WB=CellDBa	22′*f*26′56*t*			
605	**Dotsch** SteelScSr	3371	✠100A1	Gtz	*u*	5,14	1893	W.Gray& Co.Ld. West Hartlepool	P.Spoliansky	330·6	43·2	21·6	Odessa	T.3Cy.24″,38″&64″–42″ (*s*)	24 ″ 4	
87	*A.Katounsky* *ss*Bel.No.3–5,05	2623	*pt Awng dk*				1mo			Q131′			Russian	160lb *100lb* NDB11 277NHP	s8 ″10½	
	(*ex*Bangor,*ex* *ss*Gtz.No.2–14	2164	*withfreeboard*	BS3,17						*pt Awng dk* 199′ FK			5*BHCem*	2SB,*6rf*,GS91,HS4320	22 ″ 10	
	SaintGiles) 1*Dk(Irn)2trB&Web frames&ptAwng dk(Irn)*		8,14 ✠LMC2,14						A&CP	*WB=CellDB284′*			780*tAPT*37*t*	Cen.Mar.Eng.Wks.W.Hpl.		
606	**Dotshka** IronPad	201					1879	Mayer Linz	Russian BlackSea-Dniepr.S.N.Co.	144·7	21·2	8·4	Odessa Russian	C.2Cy.24″&36″–44″ 72NHP		
430		—												Escher,Wyss&Co.,Zürich		
		108														
607	**Douglas** SteelScSr	950	✠100A1	Goo	*n*	x3,15	1907	ClydeS.B. &E.Co.Ld. Pt.Glasgow	Lancashire& YorkshireRly.Co.	236·6	32·1	13·6	Goole British	T.3Cy.21″,35″&58″–36″ (*s*)	16 ″ 2	
122958	*A.Harrison* –16 *ss*Goo.No.2–15	765	9,17 ~~8,16~~				2mo			P30′B79′F31′			5*BHCem*	180lb 227NHP	s 1 ″9½	
HKFS	*Elec.light* 1*Dk(Stl)&deepframing*	418	✠LMC3,16				*Lloyd's*A&CP		*WB=Cell DBa*48′*uE*			BK7″	2SB,*6cf*,GS134,HS3620	ClydeS.B.&E.Co.Ld.P.Gl.	15 ″ 1	
	Ref.Mchy.		BS10,17							21′*f*67′185*t*						
608	— SteelScSr	774			...		1889	R.Napier &Sons Glasgow	IsleofManSteam PacketCo.Ld.	240·0	30·0	14·3	DouglasIM British	T.3Cy.27″,40″&65″–36″ 253NHP	15 ″ 2	BT till 12,17
94515	*H.Quinn* –14	596								B&Q142′F59′			*WB*	R.Napier&Sons,Glasgow		
LCSW	(*ex*Dora) 2*Dks*	322														
609	— SteelScK	116	✠	Hul			1905	W.Chalmers&Co. Rutherglen	N.EasternRly.Co.	98·0	18·9	9·7	Hull British	T.3Cy.11¾″,20″&32″–28″ 55RHP	10 ″ 6	
121038	*A.W.H.Reidpath* –17	113	*For towing purposes*				2mo			B23′				1SB,*2cf*,GS30,HS879		
	1*Dk*	—	6,05 ✠									BK6″	4*BHCem*	Bailey&Leetham,Hull		
												WB	*=APT2t*			
610	— IronScSr	103	✠	Lth	*a*		1876	Murdoch & Murray Pt.Glasgow	~~J.Waldie&Sons~~ J.G.Hammond	97·2	17·2	7·9	Granton British	C.2Cy.15″&26″–21″ 30RHP		
73860	*C.Conolly* –13 *ss*Lth.No.2–84	84	8,88				8mo			Q38′ F11′			4*BHCem*	Muir,Houston&Co.Gls.		
	Mchy.Aft 1*Dk*	39	✠NB84													
611	**Douglas Houghton** SteelSc	5332					1899	GlobeIron WorksCo. Cleveland,O.	PittsburghS.S.Co.	456·0	50·0	24·2	Duluth	Q4Cy18½″,26½″,39″&56″–42″		
157552	Sub.Sig.	—											Utd.States	NB10 203NHP		
	Elec.light *Mchy.Aft* 1*Dk3trB*	4034											*WB*	GlobeIrn.Wrks.C.Clvnd.O		
612	**Douglas Mawson** WoodTwinScK	333					1914	A.W.Settree Bawley Point N.S.W.	~~A.&E.Ellis,Ld.~~ W.J.Sumpton	141·6	30·7	7·8	SydnyNSW British	C4.Cy.11″&22″–18″ 40RHP		
136387	*W.Donovan* –14	255												Chapman&Co.Ld.Sydney		
	1*Dk*	167														
613	**Douglass H. Thomas** SteelScSr	212					1892	Maryland SteelCo. MarylandUS	DominionCoalCo. Ld.	116·5	21·0	13·0	SJhnsNFL British	T.3Cy.12½″,20½″&34″–24″ NB02 58RHP		
101291	*D.McLean* 1*Dk*	195												MarylandSteelCo.Mrylnd		
	Wireless	98														
614	**Doukkala** SteelScSr	4368			...		1900	Maats. Fyenoord Rotterdam	Cie.deNav.Maroc. &Arménienne (Cie.deNavigation Paquet)	392·8	45·0	28·2	Marseilles French	Q.4Cy.27½″,39″,55″&82″–60″ 718NHP	29 ″ 9	V
	G.Vergnes	3445								P&B286′F79′			*WB*	Maats.Fyenoord,Rot.		
HWLK	(*ex*KoningWillemII.) 3*Dks*	2731								FK&BK3″						
	Elec.light Wireless															
615	**Dounai** SteelTwinScSr	715					1910	..... Budapest	E.T.Paramonoff Sons Co.	201·2	33·2	11·1	Rostoff Russian	C.4Cy.12″&14″–16″ 13NHP		
1317		—														
LRBD	1*Dk*	529														
616	**Douro** SteelScSr	2450	✠ —	Hul	*s*		1889	Richardson Duck&Co. Stockton	Ellerman'sWilson Line,Ld.	297·0	40·1	19·0	Hull British	T.3Cy.22½″,37″&61″–39″ 232NHP	21 ″ 8	C
95796	*H.Scales* –17 *ss*Hul.2ndNo.3–12,05	1810	2,15				6mo			Q120′		BK10″				
LFPK	*ss*Hul.No.1–11	1585	*pt Awng dk*							*pt Awngdk*175′				2SB,*6cf*,GS101		
	1*Dk(Stl)&ptAwngdk(Irn)&Webframes*		*withfreeboard* ✠							ND05		*WB=Cell*	*DB*208′463*t*	T.Richardson&Sons,Hpl.		
617	— SteelScSr	806					1889	Burmeister &Wain Copenhagen	DetForenede DampskibsSelsk.	180·7	28·7	12·5	Copnhagn Danish	T.3Cy.14½″,23″&36″–24″ 63NHP		V
	Kanu 1*Dk&Awngdk*	477										19·9	*WB*	Burmeister&Wain,Cpn.		
NBJP		485														
618	— SteelScK	*302*	✠100A1	Lis		~~9,15~~ 7,17	1907	J.Duthie Torry S.B.Co. Aberdeen	EmprezaPescarias dePortugal,Ld.	140·3	22·7	12·2	Lisbon Portuguese	T.3Cy.13″,22″&36″–24″ (*r*)	13 ″ 0	
	L.P.Santos *ss*Lis.No.2–16	*257*	*StmTrawler*				3mo			Q73′F21′		BK7½″	4*BHCem*	180lb 80NHP		
	(*ex*BenBheula) 1*Dk*	*111*	7,17 ~~2,16~~ ✠LMC2,16				*Lloyd's*A&CP			*WB=DBf*28′18*tD*			1*f*17′24*t*	1SB,*3pf*,GS46,HS1415		
			BS7,17											Clyne,Mitchell&CoLtdAbn.		
619	— Iron&SteelScK	152	✠100A1	Gms		~~8,15~~ N11,17	1897	Cook,Welt'n&Gemmell Hull	OceanStm.Fishing Co.Ld.	96·0	20·5	11·0	Grimsby British	T.3Cy.10½″,17″&30″–21″ (*s*)	11 ″ 10	
108465	*C.H.Johnson* –17 *ss*Gms.No.3–10,09	140	*Stm Trawler*	11,17			4mo			Q23′F18′				180lb 45RHP		
	*ss*Gms No.2–17 ~~*ss*Gms.No.1–18~~	63	1,17 ~~11,16~~ ✠LMC10,15										3*BHCem*	1SB,*2pf*,GS29,HS786		
	1*DkIrn plating Stl framing*		✠NB2,09	BS11,16			*Lloyd's*A&CP			DD05		BK7½″		Earle's Co.(Lim.),Hull		
620	**Dove** IronScK	168			...		1897	Edwards Bros. North Shields	KelsallBros.& Beeching,Ld. (G. Beeching&J.E.A. Kelsall,*Mgrs.*)	118·0	20·7	10·9	Hull British	T.3Cy.12″,18″&30″–21″ 41RHP	11 ″ 10	
108535	*J.Harris* –14 (*Trawler*)	165								len11		BK7½″	*WB*	N.E.MarineCo.(Lim.),Sld.		
	1*Dk*	66														
621	— SteelScSr	128					1911	Framnæs Mek.Værks Sandefjord		100·4	18·4	10·8		T.3Cy.11″,18″&29″–24″ 41NHP		N
	(*Whaler*)	126											*WB*	Fredrikstad M.V.Frdstad		
	(*ex*DonLouis) 1*Dk*	49														

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. / Master. / Special Surveys.	3 Material, Rig, &c. / Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 6 7 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	Port of Survey.	Year Assigned / now expired. / Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of H.of Trade Cert.
622 106681	**Dover** *J.Farmery* –12	**SteelScYl** ss Gms. No. 3–5.09 ss Gms. No. 1–13 1 *Dk*	163 150 69	✠100A1 *Stm Trawler* 7.14 ✠NB7,13 ✠LMC7,13	Gms		2,13	1896 11mo	Mackie& Thomson Glasgow A&CP	Consolidated Stm. Fishing&Ice Co. (Gms.) Ld. (J.D. Marsden, *Mgr.*)	104·2 Q17′F19′	20·5 BK7½″	10·7	Grimsby British	T.3Cy.10″,16″&27½″–20″ (*s*) 180lb 45RHP 1SB,*2pf*,GS26,HS656 Muir&Houston (Lim.),Gls.	11 ″ 7	
623 119237	— *J.Mason*	**WoodScCtr** 1 *Dk*	115 103 52					1905	J.Wilson Pt.Cygnet, Tasmania	Huon Channel Peninsula S.S.Co. Ld.	104·2	21·4	9·2	Hobart British	C.2Cy.14″&28″–20″ 35RHP Ross&Duncan,Glasgow		
624 118409 VQHD	**Dover Castle** *T.H.Wilford* –16 3 *Dks* (*St M*–ws & *Ut* eak s) & *deep framing* *Elec.light* *Ref.Mchy.* Sub.Sig. Wireless	**SteelTwinScSr** ss Sou. No. 2–13	8271 6564 5221	✠100A1 4,16 BS6,16 ✠LMC MS8,16	Sou	*e*†	4,15	1904 4mo *Lloyd's* *WB*=	Barclay, Curle&Co.Ld Glasgow *sA&CP* *Cell DBa* 108′	The Union-Castle Mail S.S.Co.Ld.	476·4 P&B314′F70′ *nE* 37′ *f* 176′ 943*t*	56·7 FK&BK3″ *DTf* 41′1095*t*	31·9 *FPT* 76*t*	London British 8 *BHCem* *APT* 60*t*	Q.8Cy.22½″32″,46½″&68″–51″ 220lb (*s*) 969NHP 3D&1SB,*21cf*,GS422, HS16943 Barclay,Curle&Co.Ld.Gls.	35 ″ 0 s 9 ″ 5½ 26 ″ 4	
625 MCSB	**Dovre** *I.Sigveland* 1 *Dk* & *Spar dk*	**SteelScSr**	1181 1090 732					1906	Trndhjms Mek.Værks. Trondhjem	Acties.Dmpsk. Dovre (Bruusgaard Kjösterud&Co.)	225·4 H74*t*	33·5 *WB*	18·6	Drammen Norwegian 116NHP	T.3Cy.16½″,27½″&46″–30″ Trondhjems MV.Trndhjem		N
626 119958 HBKT	**Dowlais** *J.H.Hinton* –16 1 *Dk* (*pt Irn* & *pt Stl*) 2 *tr B* & *Web frames* 3 *Dk rule*	**SteelScSr** ss Bry. No. 2–13	3016 2820 1958	✠100A1 *with freeboard* 8.16 *Examined* 7.17 BS11.16 ✠LMC MS7,17	Bry	*v*	N8,16	1904 10mo *Lloyd*	R.Craggs& Sons,Ld. Middlesbro' *sA&CP*	Dowlais S.S.Co.Ld. (Morel,Ld., *Mgrs.*) *WB*= *Cell DBa*	330·1 P28′B166′F36′ 100′*u* *E*26′ *f* 140′699*t*	46·0 FK	22·2 5 *BHCem* *APT* 108*t*	Cardiff British	T.3Cy.23½″,38″&64″–42″ (*r*) 180lb *90lb* 289NHP 2SB,*6rf*,GS129,HS4466 Richardsons,Westgarth& Co.Ld.Mdb.	24 ″ 4 s 3 ″ 6 21 ″ 3	
627 130217	**Downiehills** *K.Cormack* –17 1 *Dk*	**SteelScK**	227 208 98	✠100A1 *Stm Trawler* 2.17 ~~*Class Contem plated*~~ ✠LMC 1.17	Lth			1917 2mo *Lloyd's*	Hawthorns &Co.Ld. Leith *sA&CP*	Peterhead Trawling Co.Ld. (J.G.Adam, *Mgr.*)	~~117·0~~ 117·1 BK7¼ *DBf* 29′21*t* *FPT* 4*t*	~~22·0~~ 22·1	~~13·5~~ 12·6 4 *BHCem*	Peterhead British	T.3Cy.12″,20″&34″–23″ (*s*) 180lb 82RHP 1SB,*3pf*,GS41,HS554 Hawthorns&Co.Ld.Leith	13 ″ 6	
628 121222 HCJQ	**Downshire** *A.Harvey* –16 (*ex*Dunsford) (*ex*Bel No 3 ~~ss Ard. No. 2–13~~ –9,17 1 *Dk* (*pt Stl*) *Well deck* *Mchy.Aft*	**SteelSc3MstSr** ss Bel No 3 –9,17	368 238 143	✠100A1 9,17 ~~10,16~~ BS10,16 ✠LMC ~~9,13~~ 9,17	Bkn Bel	*f*	~~10,16~~ N9,17	1905 4mo *Lloyd*	Mackie& Thomson Glasgow *sA&CP*	East Downshire S.S.Co.Ld. (E.G. Henesey, *Mgr.*) *WB*= *FPT*	142·6 Q83′B9′F22′ 18*t*	23·8 FK *APT* 4*t*	9·9 3 *BHCem*	Belfast British	C.2Cy.18⅞″&38″–27″ (*s*) 120lb 75RHP 1SB,*3pf*,GS52,HS1448 D.Rowan&Co.Glasgow	10 ″ 10 s 4 ″ 3½ 10 ″ 9	
629 1417 HJWT	**Doyo Maru** *Hayashi* (*ex*Benalder) 2 *Dks* 3 *tr b*	**IronScSr**	2167 1943 1343			…		1880	A.Stephen &Sons Glasgow	Yamashita Kisen ~~Gomei Kaisha~~ Kabushiki Kaisha	309·5 P32′B36′F36′	35·0 BK10″ *WB*	23·6	Yokohama Japanese	C.2Cy.38″&69″–45″ 248NHP A.Stephen&Sons,Glasgow	26 ″ 8	
630 HWLP	**Draa** *Gregori* 1 *Dk* & *Spar dk* 2 *tr b*	**SteelScSr** (*ex*Phu-Yen)	2140 1611 1299					1902	Craig, Taylor&Co. Stockton	Cie.de Nav.Maroc. &Arménienne (Cie. de Nav.Paquet)	270·4 P29′H78′F34′	38·2	20·0 *WB*	Marseilles French	T.3Cy.20″,33″&54″–39″ 182NHP N.E.Marine Eng.Co.Ld.Sld		V
631 HFPL	**Drache** *Joh.Krause* 1 *Dk*	**IronPad**	149 112 62					1892	J.W.Klawitter Danzig	"Weichsel" Danziger Dampfschiff. &Seebad A.G.	119·0 len92	17·0	7·7	Danzig German	C.2Cy.21¾″&34½″–39″ 62NHP J.W.Klawitter,Danzig		
632 QGWM	**Drachenfels** *C.Bulling* 1 *Dk* (*Stl*) & *Spar dk* (*Stl–pt* teaks) *Elec.light* Wireless	**SteelScSr** ss Ham. No. 3–6,11 & *Web frames*	7002 6694 4515	✠ — 4,16 *Spar dk* ✠	Ham	*b*†		1899 12mo	Wigham Richrdsn&Co Ld. Newcastle	Deutsche Dmpfs-fahrts.Ges.Hansa *WB*= *Cell*	456·0 P62′B110′F51′ *DBa* 154′*u*	58·1 BK10″ *E* & *B*48′	22·5 6 *BHCem* *f* 186′1455*t*	Bremen German FD	Q4Cy26½″,36½″,56″&82″–54″ 588NHP 3SB,*9cf*,GS180,HS7326 WghmRchrdsn&C.Ld Nwc	33 ″ 8	
633 QJFN	— *H.Lübben* 02–07 1 *Dk*	**SteelSc** (*Trawler*)	207 170 72					1906	G.Seebeck Akt.Ges. Bremerhaven	Deutsche Dampfis-chereiGes. Nordsee	118·8 Q70′F17′	22·0	10·9	Nordnham German	T.3Cy.11¾″,18¾″&30½″–22″ 44NHP G.Seebeck A.G.Bremerhvn		G
634 MDRP	**Draco** *O.Juel* (*ex*Senator Krüger) 1 *Dk*	**SteelScSr** (*ex*Smaragd,	428 357 239					1900	Schömer& Jensen Tönning	Bergenske Dampskibsselskab	143·2 B45*t*	24·8 F14*t*	12·9 *WB*	Bergen Norwegian	C.2Cy.16½″&30″–22″ 35NHP Schömer&Jensen, Tönning		N
635 105529	— *R.H.Harwood* –14 1 *Dk*	**SteelScYl** (*Trawler*)	139 127 56			…		1895	Mackie& Thomson Glasgow	Grimsby&N.Sea Stm Trawling Co Ld	99·3 Q17′F19′	20·1 BK7½″	10·4	Grimsby British	T.3Cy.10″,16″&27″–20″ NB12 45RHP Muir&Houston,Glasgow	11 ″ 6	
636 123591	**Dragon** *F.Miller* –14 1 *Dk*	**SteelScK** ss Gms. No. 1–11	214 193 99	✠100A1 *Stm Trawler* 7.14 BS7,14 ✠LMC 5,11	Gms		7,14	1906 11mo *Lloyd's*	Smith's Dock Co. Ld North Shields *sA&CP*	Mackrill&Sons	117·8 Q65′F20′	21·5 BK8″	11·2 3 *BHCem*	Grimsby British	T.3Cy.12″,20″&32″–23″ (*s*) 180lb 52RHP 1SB,*2pf*,GS35,HS1312 MacColl&Pollock,Ld.Sld.	12 ″ 0	
637 HKMD	— (*ex*Imperial Queen)	**IronScK** (*Trawler*) 1 *Dk*	173 156 58			…		1897	Cook, Welt'n&Gemmell Hull	Pesqueria Gallega Soc.Anon.	108·5 Q47′	20·6 BK7½″ *WB*	11·0	Corunna Spanish	T.3Cy.12″,20″&33″–24″ 49NHP C.D.Holmes&Co.Hull	11 ″ 10	
638 99157 NHJL	— *S.Collins* –14	**SteelScSp** 1 *Dk*	153 153 51			…		1893	Cox&Co. Falmouth	Falmouth Towage Co.Ld. (C.L.Fox, *Mgr.*)	114·7	20·1 BK7″ *WB*	10·5	Falmouth British	T.3Cy.15″,23″&38″–25″ 99RHP Cox&Co.,Falmouth	11 ″ 0	
639 HFKC	**Dragset** *A.Jensen* 15–15	**SteelScSr** (*ex*Sarp)	622 488 354					1896	Akers Mek.Værks. Christiania	Rederiakties. Orkla	175·6 Q42*t*	27·6 B52*t*	12·3 H19*t* F17*t*	Trndhjem Norwegian *WB*	T.3Cy.12″,20″&32″–27″ 53NHP Akers.Mek.Værks.Xia.		N
640 TGLR	**Dragsfjärd** *Andersen* –11 *Elec.light*	**IronScSr**	200 130 103					1911	W.Crighton&Co. Åbo	Åbo Skärgårds Angb.Aktieb.	103·6	21·5	9·8	Åbo Russian	C.2Cy.14″&30″–18″ 32NHP W.Crighton&Co.Åbo		V
641 122820	**Draig Goch** *A.Wynd* 14–14 1 *Dk*	**SteelScCtr**	43 43 9	✠100A1 *For towing purposes* 3,14 ✠LMC 3,14	Gls			1914 3mo *Lloyd's*	P.Mc Gregor&Sons Kirkintilloch *sA&CP*	Portmadoc Towage Co.Ld. (E.Andrews, *Mgr.*)	69·0 BK5″ *WB*=	16·0	6·8 4 *BHCem* *APT* 4*t*	Carnarvon British	C.2Cy.11″&22″–16″ (*s*) 130lb 26RHP 1SB,*2pf*,GS22,HS520 Miller&Macfie,Ld Glasgow	7 ″ 6 s ″ 9 7 ″ 5	
642 125677 HMLD	**Drake** *F.J.Carter* 01–08 (*ex*Wildrake, *ex*Drake) *Elec.light*	**SteelScSr** ss Lon. No. 1–13 2 *Dks* (*M Stl*) & *Awng dk* (*Stl*–ws)	2267 2188 1423	✠100A1 *Awng dk* *with freeboard* 12,15 ✠LMC 11,16	Lon	*r*	11,16	1908 4mo *Lloyd's*	Ailsa S.B. Co.Ld. Troon *sA&CP* *WB*	General Stm.Nav. Co.Ld. = *Cell DBa* 76′*u* *E* &	270·2 B48	39·6 *f* 100′440*t*	17·8 25·2 FK 6 *BHCem* *FPT* 68*t* *APT* 13*t*	London British	T.3Cy.23″,37½″&62″–39″ (*s*) 170lb *170lb* HS6063 301NHP 2SB&1 Aux SB,*10cf*,GS185, Ailsa S.B.Co.Ld.Troon	27 ″ 6 s 6 ″ 10½ 21 ″ 1	
643 113170 SDWP	**Drake II.** *H.Hutton* –11 (*ex*Drake)	**SteelScK** ss Gms. No. 3–2,14 1 *Dk*	207 186 83	✠100A1 *Stm Trawler* 2.14 ✠NB2,14 ✠LMC 2,14	Gms		2,14	1900 4mo *Lloyd's*	Earle's Co. Ld. Hull *sA&CP*	W.Grant	112·3 Q56′F18′	21·6 BK7½″	11·6 3 *BHCem*	Grimsby British	T.3Cy.11″,20″&32″–23″ (*s*) 180lb 52RHP 1SB,*2pf*,GS35,HS1147 Earle's Co.Ld.Hull	12 ″ 4	

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc / Capitaine. / Visites Périodiques.	3 Ex-nom, s'il y a lieu. / Nombres des Ponts.	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terms assigned maintenant, expiré. Lettre d'Appel.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où cote, ces renseignements sont publiés.
644 10482 WKRV	**Drammenseren** SteelSc3MstSr *N.Ihlen-Hansen.* (*ex*GeorgiosAntippa, *ex*Beltor,*ex*Progressist) *Turret dk 2Dks*		~~3488~~ ~~2844~~ ~~2025~~	3188 2844 2025				1894	W.Doxford &Sons,Ld. Sunderland	~~E.B.Axby~~ The Shipping Controller (Yeoward Bros.,*Mgrs.*)	340·0|45·5|23·5	London ~~Drammen~~ ~~Norwegian~~ British *WB*	T.3Cy.26″,42″&68″–42″ 300NHP W.Doxford&Sons,Ld.Sld.		CV
645 MLBN	**Drammensfjord** SteelScSr *S.Stenmarck* –15 *ss*Xia.No.1–16 (*ex*ChilternRange) 2*Dks*(*Stl*) *Elec.light* Wireless		4338 4048 2755	✠100A1 ~~6,17~~ ~~6,162~~,18 ✠LMC9,18 ~~DS6,18~~	N Yk	*x*	~~6,16~~ ~~3,17~~ 2,18	1911 12mo *Lloyd's*	Nthmblnd S.B.Co.Ld. Newcastle *sA&CP* *WB* = *Cell D B*a129	Den Norske Amerikalinie FK	380·0|49·0|26·4 P31′B94′F36′ *u E&F* B42′*f* 59′1108*t*	Chrstiania Norwegian 6 *BHCem*	T.3Cy.25″,41″&69″–48″ (*s*) 180lb 372NHP 3SB,9*cf*,GS150,HS5940 *APT*42*t* Richardsons,Westgarth& Co.Ld.Sld.	29 ″ 0 s 5 ″ 8½ 23 ″ 8	
646 MHGN	**Draugen** SteelScSr *K.Berg* –15 (*ex*East,*ex*Star of the East) 1*Dk*		183 166 75			…		1901	A.Hall&Co Aberdeen	L.Fladmark	110·4|21·1|11·4 H9*t* BK7½′	Aalesund Norwegian	T.3Cy.10¾″,18″&31″–22″ 45NHP A.Hall&Co.Aberdeen	12 ″ 0	
647	**Drava** SteelScSr *Elec.light* 1*Dk*		199 156 108	✠ —— 1,17 ✠ *withfreeboard* *For Service in*	Tri *theAdr*	*iat*	*ic*	1913 7mo	M.U.Martinolich Lussinpiccolo	Soc.inAzioniUngaroCroata diNav Maritt.aVap.	140·0|19·2|9·8 Q42′ 20·1 BK6′	Fiume Aust.-Hung.	T.3Cy.12¼″,18½″&30″–18″ 59NHP 5 *BHCem* 1SB,2*cf*,GS37,HS1142 Plenty&Son,Ld.Newbury	11 ″ 6	
648	— SteelSc *S.Tomanovich* –11		138 — 57					1898	Lloyd Austriaco Trieste	Soc.diNav.aVap Boka	129·7|15·4|8·6	Cattaro Aust.-Hung.	T.3Cy.10½″,16½″&27½″–20″ 34NHP Plenty&Co.Ld.Newbury		A
649 131148 HVGW	**Dreadful** SteelScSr *J.Barberie* –17 *ss*Vcr.No 1–16 *Elec.light* 1*Dk*		253 231 92	✠100A1 *For towing pu* 11 ,16	Ver *rposes* ✠LMC11,16		11,16	1912 3mo *Lloyd's*	Hepple& Co.Ld. SouthShields *sA&CP*	CanadianTughoat Co.Ltd.Canadian WesternLumber Co.Ld *WB* = *FPT*20*t APT*35*t*	118·5|25·2|13·8 BK7″	Vancouver British	T.3Cy.15″,23½″&38″–30″ (*s*) 180lb 74RHP 6 *BHCem* 1SB,3*cf*,GS63,HS1970 *DT*f15′15*t* Hepple&Co.Ld.S.Shields	14 ″ 6 s 1 ″ 7½ 13 ″ 9	
650 123386	**Dreadnought** SteelScK *J.Morrice*07–07 *ss*Abn.No.2–15 1*Dk*		150 141 61	✠100A– *For fishing pu* 12,15 BS12,16	Abn *rposes* ✠LMC12,15		12,15	1907 7mo	Hall,Russell&Co.Ld. Aberdeen	J.Milne& J.Morrice	103·4|21·2|10·5 BK7½′	Aberdeen British	T.3Cy.11″,18½″&32″–21″ (*r*) 180lb 61RHP 3 *BHCem* 1SB,2*pf*,GS33,HS1090 Hall,Russell&Co.Ld.Abn.	11 ″ 7	
651 NMHC	**Drechterland** SteelScSr *F.J.Hoogkamer* –15 *ss*Ams.No.3–10,15 (*ex*Steenbergen, *ex*Wensleydale) 1*Dk*(*Stl*)&*Spar dk* (*Stl–pt*ws)&*deep* *Elec.light* *framing*		3935 3599 2456	✠100A1 *Spar dk* ~~3,17~~ ~~2,16~~ 3,13 ✠LMC MS10,15 BS12,16	Ams NNs	*x*	~~10,15~~ 8,17	1903 6mo *Lloyd's*	SirJ.Laing &Sons,Ld. Sunderland *sA&CP*	Koninkl.Holland-scheLloyd	366·0|46·8|17·4 P37′B112′F41′ 26·4 FK *WB* = *Cell D Ba*110′*u E*20′*f*156′740*t APT*45*t*	Amstrdam Dutch 7 *BHCem*	T.3Cy.25″,41″&67″–45″ (*s*) 180lb *100lb* 366NHP 3SB,6*pf*,GS121,HS5118 FD G.Clark.Ld.Sunderland	28 ″ 11 s 5 ″ 4½ 23 ″ 11	
652 135984	**Dredger No. 2** SteelSc (*Grab Hopper*) 1*Dk*(*Stl*)		350 319 137	*Hopper Grab Dredger*			2,16	1913 11mo *Lloyd's*	WoodSkinner&Co.Ld Newcastle *sA&CP*	GreatCentralRly.	125·0|28·7|11·8 FK	Grimsby British	T.3Cy 13″,18″&31″–21″ (*s*) 180lb 64RHP 4 *BHCem* 1SB,2*pf*,GS37,HS1210 Earle'sCo.Ld.Hull	12 ″ 6	
653 114915	**Dredger No. 9** SteelScSr *T.Hughes* –17 *Elec.light* 1*Dk*(*Stl*)		553 519 296	✠ *Hopper Suctio* 10,10	Bkn *n Dred* ✠	*h* *ger*		1907 1mo	Ferguson Bros. Pt.Glasgow	Corporation of Preston *WB*=4*Deep tanks at sides of Hopp*	165·0|32·1|12·9 F19′ FK *er each* 28′42*t* = 168*t*	Preston British 6 *BHCem*	T.3Cy.16″,25″&40″–24″ 82RHP 1SB,3*cf*,GS63,HS1946 *DT*f22′134*t* FergusonBros.Pt.Glasgow	13 ″ 6	
654 114914	**Dredger No. 10** SteelScSr *R.E.Coppack* -16 *Elec.light* 1*Dk*(*Stl*)		554 519 297	✠ *Hopper Suctio* 10,10	Bkn *n Dred* ✠	*h* *ger*		1906 12mo	Ferguson Bros. Pt.Glasgow	Corporation of Preston *WB*=4*Deep tanks at sides of Hopper*	165·0|32·1|12·9 F19′ FK *each* 28′42*t* = 168*t*	Preston British 6 *BHCem*	T.3Cy.16″,25″&40″–24″ 83RHP 1SB,3*cf*,GS63,HS1946 *DT*f 22′134*t* FergusonBros.Pt.Glasgow	13 ″ 6	
655 134365	**Dredger No. 14** SteelSc (*Bucket Dredger*) *Elec.light* *Mchy.Aft* 1*Dk*		838 744 332			…		1914	Collingw'd S.B.Co.Ld. Collingwood	CanadianGovt. (Dept.of Marine& Fisheries)	223·0|37·5|13·0 FK *WB*	Sorel,P.Q. British	T.3Cy.15″,25″&42″–26″ FD 87RHP CollingwoodS.B.Co.Ld.	14 ″ 0	
656 134366	**Dredger No. 15** SteelSc (*Bucket Dredger*) *Elec.light* *Mchy.Aft* 1*Dk*		838 744 332			…		1914	Collingw'd S.B.Co.Ld. Collingwood	CanadianGovt. (Dept.of Marine& Fisheries)	223·0|37·5|13·0 FK *WB*	Sorel,P.Q. British	T.3Cy.15″,25″&42″–26″ FD 87RHP CollingwoodSBCo.Ld.Ont.	14 ″ 0	
657	**Drente** SteelScSr		289 236					1916	Gebr. Jonker Kinderdijk	BureauWijsmuller	115·0|26·2|13·0	The Hague Dutch *WB*	T.3Cy. Machinefabriek Bolnes		
658 67845 JMSN	**Dresden** SteelScSr *J.Steen* –16 *ss*Hul.No.3–3,96 *ss*Goo.No.2–04 1*Dk*(*pt Stl*-ws)		880 675 481	✠ 6,08 ✠NB2,96 ✠	Goo	*m*		1884 6mo	W.B. Thompson Dundee	Mann,Macneal& Co.Ld.	230·0|32·0|13·6 P51′B74′F25′ BK8″ *WB* = *DBa*49′*f* 65	W.Hartlpl British 5 *BHCem* *u E*15′203*t*	C.2Cy.29$\frac{3}{16}$″&60½″–33″ 169NHP 2SB,6*rf*,GS112,HS2660 W.B.Thompson,Dundee	14 ″ 8	C
659 QGLD	— SteelSc *J.Hündling*07– (*Trawler*) 1*Dk*		158 146 55					1897	Bremer Vulkan Vegesack	DeutscheDmpfsch ereiGes.Nordsee	105·9|20·9|10·2 B34′ *WB*	Nordnham German	C.2Cy.14$\frac{1}{16}$″&26″–19$\frac{5}{8}$″ 25NHP Bremer Vulkan,Vegesack		G
660 MJTR	**Driftig** WoodScK *A.Larsen* (*Fishing*) 1*Dk*		121 111 64					1913	NBolsönæs Molde	BrödreneLarsen	94·3|22·8|9·8 Q26′	Aalesund Norwegian	C.2Cy.9″&19″–12″ 10NHP AalesundM.V.Aalesund		N
661	**Drina** SteelSc *Elec.light* 1*Dk*		246					1913	M.U.Martinolich Lussinpiccolo	Soc.inAzioniUngaroCroata diNav. Maritt.aVap.	150·0|21·5|11·0	Fiume Aust.-Hung.	T.3Cy.13½″,23″&35″–18″ 52NHP Plenty&Son,Newbury		
662	**Driskos** SteelScSr *ss*Msl.2ndNo.3–3,17 (*ex*DemetriosFafalios,*ex*Mab) *Well deck* 1*Dk*(*Stl*)2*tr B&Web frames*		*2833* *2224* *1846*	✠100A1 3,17 ✠LMC5,17	Msl	*t*	N3,17	1891 9mo	W.Gray &Co.Ld. W Hartlepool A&CP	G.Hadzikyriakos *WB*	314·5|40·6|20·7 P29′Q102′B118′ F35′ BK10″ = *Cell D B*268′573*t*	Chios Greek *BHCem* *APT*25*t*	T3Cy.23″,36½″&62½″–39″(*s*) 160lb *100lb* NDB05 239NHP 2SB,6*cf*,GS78,HS3580 Cen.Mar.Eng.Wks.W.Hpl.	23 ″ 9 s 2 ″ 2½ 22 ″ 5	
663 124457 HMFD	**Driva** SteelScSr *A.T.Anderson* –12 *ss*Lth.No.1–12 *Well deck* 1*Dk*(*Stl*)&*deep framing*		1274 1027 753	✠100A1 10,13 BS4,14 ✠LMC5,13	Shl	*o*	5,12	1908 1mo *Lloyd's*	Cmpbltwn S.B.Co. Campbeltwn *sA&CP*	Crosby,Ker&Co. *WB* = *Cell B*	229·4|35·0|16·0 Q79′B58′F28′ FK *a*54′*u E&F* B33′*f* 102	Grngemth British 4 *BHCem* 315*t APT*95*t*	T.3Cy.18″,27½″&45″–33″ (*s*) 180lb *100lb* 131NHP 1SB,3*cf*,GS65,HS2086 Hutson&Sons,Ld.Gls.	18 ″ 3 s 1 ″ 11 16 ″ 10	
664 MFSC	— SteelScSr *H.B.Christie*03–09 *Elec.light* 1*Dk*		325 160 182					1909	Trndhjms Mek.Værks. Trondhjem	Nordmöre Dampskibsselsk.	136·9|21·2|9·6 F102*t* Q32*t* H31*t*	Xiansund Norwegian	T.3Cy.13¾″,23″&38″–22″ NB12 68NHP Trondhjems M.V.Thjem.		N

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. / Master. / Special Surveys.	3 Material, Rig, &c. / Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned / now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of Ft. of Trade Cert.
665	**Driver**	Steel Sc K	207 / 183	✠ *Stm Trawler* 3,11	Abn			1910	J. Duthie	The Admiralty	110·3 | 21·0 | 11·4	British	T. 3 Cy. 12″, 19″ & 32″–22½″	12 ″ 3	
		1 *Dk*	76	✠				3mo	Torry S.B. Co. Aberdeen		Q65′F18′ BK7½″		62 RHP		
											WB=	*3 BHCem* *DT f* 11′20*t*	1 SB, *2pf*, Gs 34, Hs 1017 W. V. V. Lidgerwood, Gls.		
666	**Dröbak**	Steel Sc Sr	128 / 51					1897	Trndhjms Mek. Værks. Trondhjem	Acties. Næsoddens Dpsksels. (Joh. Johnsen, *Mgr.*)	95·6 | 18·0 | 5·8 P83*t*F5*t*	Chrstiania Norwegian	C. 2 Cy. 12″ & 26″–18″ 24 NHP		
HFDL	*L. Grönneberg* (*ex* Bygdö)	1 *Dk*	73										Trondhjems M. V. Thjem.		
667	**Dromaine**	Steel Sc K	161	100 A1 (*Class Contemplated*)				1917	A. Jeffrey & Co. Ld. Alloa	Howden Bros.	112·9 | 21·1 | 8·9 P45′F24′	Belfast British	C. 2 Cy. 14″ & 30″–22″		
	For full particulars See No. 4 in Supplement												A. Jeffrey & Co. Ld. Alloa		
	Mchy. Aft														
668	~~Dromoe~~ Dromore	Steel Sc Sr	4398					1913	Richardsn, Duck & Co. Ld. Stockton	Johnston Line, Ld. (Furness, Withy & Co. Ld. *Mgrs.*)	375·5 | 52·0 | 25·6 P30′B116′F36′	Liverpool British	T. 3 Cy. 25′, 41″ & 68″–48″ 320 NHP		C
135491 JCSQ	*D. T. Phillips* –13 *Longitudinal framing* *Elec. light*	1 *Dk 2 tr B*	4154 2714								*WB*		G. Clark, Ld. Sunderland		
669	—	Steel Sc Sr	268	✠ 100 A1 12,16	Npt	*e*	12,16	1903	J. Fullerton & Co. Paisley	S. W. Oakley	142·5 | 21·3 | 10·2 Q46′B7′F25′ BK6″	London British	C. 2 Cy. 16″ & 34″–24″ (*s*) 130 lb 61 RHP	11 ″ 2 s ″11½ 10 ″ 10	
115632 HFKN	*A. Kerr* –16 *Well deck*	*ss* Npt. No. 3–5,16 1 *Dk* (*Stl*)	215 106		LMC 5,16			6mo *Lloyd's*			*WB*	*3 BHCem* = *FPT* 34*t*	1 SB, *2pf*, Gs 39, Hs 1109 A. Rodger & Co. Glasgow		
	Mchy. Aft														
670	**Dronning Maud**	Steel Sc Sr	1761					1906	Akt. Burmeistr & Wain Copenhagen	Det Forenede Dampskibs Selsk.	273·0 | 38·2 | 22·8	Copnhagn Danish	T. 4 Cy. 25″, 42½″ & (2) 51″–42″ 337 NHP		V
NPVS	*T. Gjerlöff* 01–06 *Elec. light*	2 *Dks*	1013 871								*WB*		Akt. Burmeistr & Wain, Cpn		
671	**Dronningen**	Steel Sc Sr	661					1893	Fevig Jernskibsbyggeri Arendal	Arendals Dampskibsselskab	186·6 | 27·0 | 20·1 H36*t*	Arendal Norwegian	T. 3 Cy. 16½″, 26½″ & 43″–30″ NB06 101 NHP		N
JVPQ	*H. Gjertsen*	1 *Dk & Awngdk*	625 400								*WB*		Bergens Mek. Verkst, Bgn		
672	**Dront**	Steel Sc Sr	3488	✠ 100 A1 *Shelter dk with freeboard* 3,17 ~~3,14~~	Nwc Bry	*v*	12,15	1907	Irvine's SB & D. D. Co. Ld. W Hartlepool	West Russian S. S. Co. Ld.	324·7 | 47·0 | 22·4	Petrograd Russian	T. 3 Cy. 24″, 38″ & 64″–42″ (*s*) 160 lb *100 lb* 287 NHP	24 ″ 10 s 2 ″ 4 22 ″ 10	
232	*A. Paswick* –14 (*ex* Richmond)	~~*ss* Nwc. No. 1–11~~ 1 *Dk* (*Stl*) 2 *tr B* & *deep framing* & *Shelter dk* (*Stl*) *ss* Bry. No. 2–17	2749 2220					4mo *Lloyd's*			FK *WB* = *Cell D Ba* 104′*u*	5 *BHCem* *E* 24′*f* 138′554*t* *FPT*	2 SB, *6cf*, Gs 105, Hs 4640 Richardsons, Westgarth & Co. Ld. Hpl.		
				BS 6,15	LMC 1,11							81*t* *APT* 115*t*			
673	**Drossel**	Steel Sc Lr	136					1906	Bremer Vulkan Vegesack	Bremen Vegescker Fischerei Ges.	90·8 | 21·4 | 9·8 Q21′	Vegesack German	C. 2 Cy. 9 1/16″ & 16½″–12⅝″ 8 NHP		G
QJCW	*A. Gastmann*	1 *Dk*	129 67										Bremer Vulkan, Vegesack		
674	**Drot**	Steel Sc Sr	2923				...	1891	Laxevags Msk. & Jrnskb Bergen	S. M. Kuhnle & Sön	313·3 | 41·3 | 20·4 P24′Q92′B132′F36′ BK10′	Bergen Norwegian	T. 3 Cy. 23⅝″, 37½″ & 61″–42″ 245 NHP	23 ″ 1 s 2 ″ 1½ 21 ″ 11	N
JVHD	*P. Pedersen* *Well deck*	1 *Dk & Webframes*	2273 1802								*WB*		T. Richardson & Sons, Hpl.		
675	—	Wood Sc	100					1906	K. Skaaluren Rosendal	Feddersen & Nissen	89·0 | 22·0 | 9·3	Hammerfest Norwegian	C. 2 Cy. 8½″ & 16″–12″ NE & B12 7 NHP		
MHCB	*J. Johansen*	(*ex* Sailing vessel) 1 *Dk*	95 47										Sandbrogd. M. V. Bergen		
676	**Drott**	Steel Sc Sr	1760	✠ 100 A1 2,16	Cff	*r*	N 9,16	1900	Grngem'th Dockyard Co. Grngemouth	Rederiaktieb Henckel (N. P. Swensson, *Mgr.*)	270·0 | 42·2 | 17·6 B52′F30′ FK	Hlsngborg Swedish	T. 3 Cy. 19⅜″, 33″ & 53″–36″ (*s*) 160 lb 204 NHP	19 ″ 10 s 3 ″ 7 16 ″ 10	
4207 JNLP	*J. P. Johnsson* 00–13 (*ex* Alexey Goriainow) *Elec. light*	*ss* Nwc. No. 3–1,13 1 *Dk* (*Stl–ws*) *deep framing*	1617 1069	*Now classed "Smaland" See No. 80 in Supplement*				10mo *Lloyd's*	A & CP	*WB* = *Cell D Ba* 72′	4 *BHCem* *APT* 23*t*		2 SB, *6cf*, Gs 96, Hs 3576 Hutson & Sons, Ld. Glasgow		
				MS 1,13	BS 12,15										
677	—	Iron Sc Sr	109					1849	Motala Co. Motala	Rederiaktieb Freja (I. Mossige-Norheim, *Mgr.*)	89·0 | 17·9 | 9·9 H22*t* F12′	Stockholm Swedish	2 Cy. 25¼″–17½″ 41 NHP		
2470 JFMV	*J. Sjölander* 15–12	(*ex* Carl v. Linné) 1 *Dk*	84 27										Motala Co. Motala		
678	**Drottning Sophia**	Steel Sc Sr	4932					1901	Howaldtswerke Kiel	Rederiaktieb Nordstjernan (A. A. Johnsen, *Mgr.*)	407·3 | 52·6 | 23·0 P28′ H32*t* F38′	Stockholm Swedish	T. 3 Cy. 26½″, 42″ & 69″–43″ 312 NHP		V
3812 JLVT	*Broström* *Trunk deck* *Elec. light*	1 *Dk*	4198 2980								*WB*		Howaldtswerke, Kiel		
679	—	Iron Sc Sr	727					1875	Bergsunds Mek. Verkst. Stockholm	Stockholms Rederiaktieb. Svea (Hj Blomberg *Mgr*)	184·9 | 25·0 | 13·1 H58*t* 20·3	Stockholm Swedish	C. 2 Cy. 24″ & 48″–27″ 100 NHP		V
540 HPVT	*T. H. Wiberg* 09–07	2 *Dks* & *Shelter dk*	401 423										Bergsunds Mek. Vks., Skm.		
680	**Drottning Victoria**	Steel Twin Sc	3074					1909	Swan, Hunter & Wigham Richardson, Ld Newcastle	Svenska Statens Jernvägar (H. Lemke, *Mgr.*)	368·3 | 50·1 | 22·2 H675*t*	Trelleborg Swedish	T. 6 Cy. 23½″, 38½″ & 63″–36″ 476 NHP		G
5044 JRPQ	*C. E. Ljungberg* 09–09 *Elec. light* Wireless	(*Ferry*) Sub. Sig. 1 *Dk 2 tr B*	2399 1150								*WB*		Swan, Hunter & Wigham-Richardson, Ld. Nwc.		
681	**Drufar**	~~*ss* HKg. No. 3–10,17~~ Steel Sc Sr	1739	✠ 100 A1 *Spar dk with freeboard* 2,17 ~~2,16~~ 10,17	HKg	*r*	~~5,16~~ 10,17	1905	Fevigs Jernskibsbyg Fevig	Acties. Dmpsk. Drufar (Wiel & Amundsen)	269·7 | 39·0 | 11·2 B75′F32′ 19·0 FK	Frdrkshld Norwegian	T. 3 Cy. 20½″, 33″ & 56″–39″ (*r*) 180 lb *100 lb* 206 NHP	21 ″ 3 s 4 ″ 7 16 ″ 11	
MOGJ	*N. Hjorth* –16	~~*ss* HKg. No. 3–16~~ 1 *Dk* (*Stl*) & *Spar dk* (*pt Stl–teak s*)	1605 1102		BS 3,17			4mo *Lloyd's*				*4 BHCem*	2 SB, *4pf*, Gs 83, Hs 3078 Richardsons, Westgarth & Co. Ld. Mdb.		
	Elec. light	& *deep framing*		~~BS 3,16~~	LMC 5,13					*WB* = *Cell D B a* 75′*u E*		*APT* 14*t*			
682	**Drug**	Iron Pad	238					1889	Hartmann Budapest	Russian Black Sea-Dnieper S. N. Co.	124·0 | 22·4 | 10·9	Odessa Russian	C. 2 Cy. 24½″ & 36″–51⅝″ NB05 69 NHP		
195		1 *Dk*	— 123												
683	**Druid**	Steel Twin Sc Sr	503	✠ 4,07	Qbc	*h*		1902	Fleming & Ferguson, Ld. Paisley	Canadian Government *WB* = *Cell DB f* 35′31*t* *DT a* 22′	160·0 | 30·1 | 12·5 B28′F28′ *Shade dk* 63′ FK 44*t* *DT f* 13′27*t* *FPT*	Ottawa British *5 BHCem* 18*t* *APT* 11*t*	T. 6 Cy. 13″, 21″ & 34″–24″ 59 RHP	13 ″ 0	
112393	*M. Gagnon* –09 *Elec. light* Sub. Sig.	*ss* Qbc. No. 1–07 1 *Dk* (*Stl–ws*) Wireless	367 193					7mo					3 SB, *6cf*, Gs 95, Hs 2580 Fleming & Fergus Ld. Psy.		
684	**Drujba**	Steel Sc Sr	3810	✠ 100 A1 6,14	Hpl	*x*		1914	W. Gray & Co. Ld. W Hartlepool	F. C. Svorono & E. di Pollone	370·0 | 51·0 | 22·7 P29′B227′F39′ FK	Mariupol Russian	T. 3 Cy. 25″, 41″ & 68″–48″ (*s*) 180 lb 371 NHP	25 ″ 1 s 3 ″ 5½ 22 ″ 1	
48	*P. Kroger* 07–14 *Elec. light*	1 *Dk* (*Stl*)	3539 2358		LMC 6,14			6mo *Lloyd's*				*6 BHCem*	2 SB & 1 Aux SB, *8cf*, Gs 151, Hs 6045		
										WB = *Cell D Ba* 123′*u E*	23′*f* 163′1001*t* *FPT*	90*t* *APT* 140*t*	Cen. Mar. Eng. Wrks. W Hpl.		
685	**Drumblade**	Steel Sc K	195	✠ *Stm Trawler* 1,07	Abn			1900	J. Duthie & Co. Montrose	North of Scotland Steam Fishing Co. (W. Meff, *Mgr.*)	114·7 | 21·7 | 12·0 BK7½″	Aberdeen British	T. 3 Cy. 11¾″, 20″ & 33″–22″ 1 SB, *2pf*, Gs 39, Hs 951 58 RHP	12 ″ 6	
108675	*H. G. Dunn* –15	*ss* Abn. No. 1–05 1 *Dk*	186 78					4mo				*3 BHCem*	S. & H. Morton & Co. Leith		
686	**Drumblair**	Steel Sc K	196	✠ *Stm Trawler* 6,07	Abn			1900	J. Duthie & Co. Montrose	N. of Scotland Stm. Fishing Co. Ld. (W. Meff, *Mgr.*)	114·7 | 21·7 | 12·0 BK7½″	Aberdeen British	T. 3 Cy. 11¾″, 20″ & 33″–22″ 1 SB, *2pf*, Gs 39, Hs 951 58 RHP	12 ″ 6	
108674	*G. Smith* –16	*ss* Abn. No. 1–04 1 *Dk*	187 79					1mo				*3 BHCem*	S. & H. Morton & Co. Leith		

1 Numéro d'Ordre / Numéro Officiel / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. / Visites Périodiques.	3 Ex-nom, s'il y a lieu. / Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'hélice porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. IHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où cette classe est insérée.
Now named "Kelvinbank," See No. 3 in Supplement															
687	**Drumcliffe**	**SteelScSr**	4072	✠100A1	Nwc	*x*	3,16	1905	R.Thompson&Sons	S.S.Drummond Co. Ld. (JosephChadwick&Sons, *Mgrs.*)	374·0 | 49·7 | 17·2	Liverpool	T.3Cy.25″,41″&67″–48″ (*s*)	27 ″ 8
120874	*W.Hall* –15	*ss*Liv.No.3–3,11	3874	*Spar dk*				8mo	Sunderland	P31′B120′F38′ 25·1	British	180lb *100lb* 361NHP	s 5 ″ 4½
HDKJ		*ss*Lon.No.1–16	2568	1,17 ✠LMC5,16				*Lloyd*	*sA&CP* W	FK	6*BHCem*	3SB.*9cf*,GS168,HS5880	22 ″ 8
		1*Dk*(*Stl*)&*Spar dk*(*pt Irn&pt Stl*)								*B*=*CellDBa*124′*u*	*E*24′*f*156′957*t FPT*	76*t APT*48*t*	N.E.MarineEng.Co Ld.Sld.	
		Elec.light Wireless &*deep framing*												
688	**Drummer Boy**	**SteelScK**	240	100A1				1916	Cochrane &Sons,Ld. Selby	MarshallLineStm. FishingCo.Ld. (A.Black, *Mgr.*)	115·5 | 21·5 | Q67′F18′	Grimsby British	T.3Cy.11½″,19½″&32″–24″	
138984	*W.Wiseman* –16			*StmTrawler*									Crabtree&Co.Ld.Gt.Yar.	
				For full particulars See No. 2 in Supplement										
				(*Class Contemplated*)										
689	**Drumtochty**	**SteelScK**	211	✠100A1	Abn			1915	J.Duthie	N.of ScotlandStm.	115·9 | 22·1 | 12·0	Aberdeen	T.3Cy.12″,20″&34″–23″ (*s*)	12 ″ 9
137176			207	*StmTrawler*				10mo	Torry S.B.Co. Aberdeen	FishingCo.Ld. (H.H.Girdlestone, *Mgr.*)	BK7½″	British	180lb 79RHP	
		1*Dk*	81	10,15 ✠LMC10,16				*Lloyd*	*sA&CP*	*WB*=	3*BHCem*	1SB.*2pf*,GS39,HS1485	
											*DT*75′12*t*		W.Beardmore&Co.Ld.Gls.	
690	**Drusilla**	**SteelScK**	250	✠100A1	Gms			1914	Smith's	ConsolidatedStm.	125·0 | 23·5 | 12·4	Grimsby	T.3Cy.12½″,21″&35″–26″ (*s*)	13 ″ 0
135993	*W.F.Jenner* –14		230	*StmTrawler*				1mo	DockCo.Ld. Middlesbro'	Fishing&IceCo. (Gms.Ld.) (J.D. Marsden, *Mgr.*)	Q74′F20′ BK7½″	British	180lb 85RHP	
	Elec.light	1*Dk*	96	4,15 ✠LMC1,14				*Lloyd*	*sA&CP*		3*BHCem*	1SB.*3pf*,GS54,HS1522		
													Smith'sDockCo.Ld.Mdb.	
691	**Dryade**	**SteelScSr**	1833					1906	Act.Ges. "Neptun" Rostock	Requisitioned by theAdmiralty (Everett& Newbigin, *Mgrs.*)	251·7 | 37·2 | 14·9 21·8	London British	T.3Cy.17⅞″,30½″&48″–33″ 133NHP	
Sunk by Collision 1,17												*WB*	A.G."Neptun,"Rostock	
136778	*C.Peters* –15		1707											
JHWR	*Elec.light*	1*Dk*&*Spar dk*	1147											
692	**Dryden**	**SteelScSr**	5839	✠100A1	Mch	*a*†	1,16 12,17	1912	W.Hamilton&Co.Ld. Pt.Glasgow	LivBrazil&RPlate SN.CoLd(Lamport &Holt,Ld. *Mgrs.*)	424·4 | 53·0 | 29·9 P36′B145′F50′ FK	Liverpool British	T.3Cy.27½″,45″&75″–51″ (*s*)	32 ″ 6
131463	*R.Thomas* –16		5413	2,16				10mo					180lb 536NHP	s 6 ″ 7
HWVM	*Elec.light*	2*Dks*(*Stl*)&*Web frames*	3699	*Examin d12,17* ✠LMC12,18				*Lloyd*	*sA&CP*	*Intermediate BHin after hold omitted*	*Cem*		1SB,*12cf*,GS231,HS9640	26 ″ 3
		Longitudinal framing								*WB*=*CellDBa*124′*u*	6*BH to Udk* 1*BH to 2nd* &*B*58′*f*179′		D.Rowan&Co.Glasgow *dk only* 1230*t FPT*64*t APT*40*t*	
693	**Drypool**	**SteelScK**	331	✠100A1	Hul		6,13	1911	Cochrane &Sons Selby	CitySteamFishing Co.Ld.	141·8 | 24·0 | 12·5 Q74′F23′ BK8″	Hull British	T3Cy.12¾″,22¾″&37″–26″ (*s*) 200lb 94RHP	13 ″ 4
132281	*T.Cheeves* –15		291	*StmTrawler*				11mo						
HTSP		1*Dk*	132	6,14 ✠LMC11,11				*Lloyd*	*sA&CP*	*WB*=	1*BHCem*	1SB,*3pf*,GS49,HS1628		
											*DBf*23′25*t*		Amos&Smith,Ld.Hull	
694	**Duala**	**SteelScSr**	3511	✠ —	Ham	*v*		1911	W.Gray& Co.Ld. WHartlepool	Hamburg-Amerik. Packetf.Akt.Ges. (Ham-Amr.Linie)	360·0 | 47·1 | 22·8 P25′B86′F37′ FK	Hamburg German	T.3Cy.25″,40″&65″–42″ 386NHP	25 ″ 3
	C.Hoff		3174	8,16				2mo			*WB*=*CellDB* a 116′*u*E25′*f*159′	6*BHCem* 870*t APT*25*t*	2SB,*6pf*,GS125,HS5733 FD	
RSMJ	(*ex*Armanistan)	2*Dks*(*Stl*)	2202	✠									Cen.Mar.Eng.Wrks WHpl	
	Elec.light													
695	**Dubac**	**SteelScSr**	2819	✠ —	Shl	*u*		1901	J.Blumer &Co. Sunderland	Nav.aVap.Napried (R.Negrini, *Mgr.*)	319·7 | 46·1 | 21·2 P28′B91′F31′ FK	Ragusa Aust.-Hung.	T.3Cy.22½″,37″&61″–42″ NBD14 257NHP	23 ″ 9
	*N.Hrdalo*09–09	*ss*Shl.No.3–7,13	2623	1,17				8mo				5*BHCem*	2SB.*6cf*,GS118,HS4106	
HFQC		1*Dk*(*pt Irn&pt Stl*)	1804	✠						*WB*=*CellDBa*110′	*uE&B*34′*f*128′796*t*	*APT*110*t*	G.Clark,Ld.Sunderland	
		deep framing &Web frames												
696	**Dubhe**	**SteelScSr**	3233					1912	Rotterdam Droogd.Maat Rotterdam	VanNievelt, Goudriaan&Co's Stoomv.Maats.	332·0 | 48·2 | 22·2 P25′	Rotterdam Dutch	T.3Cy.23″,38″&62″–42″ 249NHP	V
	K.E.Dik		2949										RotterdamDroogd.Maats.	
NMPB	*Elec.light*	1*Dk*	1968											
697	**Dublin**	**SteelTwinScSr**	*1307*			...		1912	CaledonS. B.&E.Co.Ld. Dundee	Cia.Argentina de Nav.(Nicolas Mihanovich)Ltda.	250·2 | 40·1 | 10·7 Q73′B78′F26′ FK	Bns.Ayres Argentine	T8Cy(2)12″,(2)20″&(4)24″ –24″ 182NHP	11 ″ 6
			882								*WB*		CaledonSB.&E.Co Ld.Dun	
	Well deck Elec.light	1*Dk*	*745*											
698	—	**SteelSc3MstSr**	711	✠100A1	Dub Liv	*k*	7,16	1904	J Fullerton &Co. Paisley	Tedcastle, McCormick&Co. Ld.	200·0 | 29·0 | 11·3 Q111′B11′F35′ BK7½″	Dublin British	T.3Cy.18″,29″&48″–36″ (*s*) 170lb *90lb* 156NHP	14 ″ 0
117518	*P.Cooling* –14	*ss*Dub.No.3–7,16	500	6,17 7,16				4mo				4*BHCem*	1SB.*4cf*,GS75,HS2540	s ″ 9½
JHDF	*Mchy.Aft Well deck*	1*Dk*(*Irn*)	283	BS6,17 ✠LMC7,16				*Lloyd*	*sA&CP*	*WB*=*Cell*	*DBf*117′178*t FPT*	85*t APT*5*t*	Ross&Duncan,Glasgow	13 ″ 11
	Elec.light	*Cargo battens not fitted*												
699	**Dubrovnik**	**SteelScSr**	*4238*	✠ —	Bry	*x*		1912	Nthmblnd S.B.Co.Ld. Newcastle	Nav.aVap.Napried (R.Negrini, *Mgr.*)	380·1 | 49·0 | 26·8 P31′B94′F33′ FK	Ragusa Aust.-Hung.	T.3Cy.25″,41″&69″–48″ 372NHP	29 ″ 4
	M.Karaman –13		*4069*	2,17				5mo				6*BHCem*	3SB,*9cf*,GS150,HS5540	
	(*ex*Ockley)	1*Dk*(*Stl*)	*2729*	✠						*WB*=*CellDBa*129′	*uE&B*42′*f*165′1108*t*	*APT*42*t*	Richardsons,Westgarth& Co.Ld.Sld.	
700	—	**SteelScSr**	481	✠ —	Tri	*h*		1892	AilsaShipbuildingCo. Troon	Nav.aVap. Ragusea (M. Marinovic, *Mgr.*)	170·0 | 25·0 | 11·5 P40′B64′F39′ BK7″	Ragusa Aust.-Hung.	T.3Cy.16″,26″&40″–30″ 100NHP	12 ″ 0
	V.Lujak	*ss*Tri.2ndNo.3–2,14	347	11,16				9mo			*WB*=*FPT*	4*BHCem*	1SB,*3cf*,GS50,HS1673	
HFQM	*Well deck*	1*Dk*(*pt Stl*)	235	✠								20*t APT*18*t*	Dunsmuir&Jackson,Gls.	
701	**Duc d'Aumale**	**SteelTwinScSr**	4452					1912	Atel.&Ch. deProvence Marseilles	Cie.Générale Transatlantique	378·8 | 49·3 | 28·2 P39′B189′F34′	Marseilles French	T.8Cy.(2)23⅜″,(2)38⅛″& (4)47⅜″–43⅝″ 589NHP	V
	*Reynaud deTrets*09–12		—									*WB*	Atel.&Ch.deProvence,Msl.	
HWMP	*Elec light* Wireless	3*Dks*	1964											
702	**Duc-de-Bragance**	**SteelScSr**	2023					1889	Cie.Génerl. Trnsatlntq. St.Nazaire	Cie.Générale Transatlantique	334·6 | 34·7 | 16·8 H— F46′ 24·1	Marseilles French	T.3Cy.33″,49″&78″–49″ NB99 426NHP	V
	*Allard*08–12	1*Dk*&*Spardk*3*trB*	1832										Cie.Gén.Trans.St.Nazaire	
HWND	*Elec.light* Wireless		840											
703	**Duc-du-Brabant**	**SteelPad**						1912	LythamSB &Eng.Co.Ld. Lytham	LeverBros.Ld.	182·0 | 31·0 | 7·0 F14′	Liverpool British	C.2Cy.17″&37″–60″	
	Elec.light Mchy.Aft	4*Dk*											LythamS.B.&E.Co.Ld.Lyt	
704	**Duca D'Aosta**	**SteelTwinScSr**	8169					1909	Cant.Nav. Siciliani Palermo	Nav.Gen.Italiana	476·1 | 53·5 | 18·9 30·3	Genoa Italian	Q.8Cy.23⅝″,33⅞″,49⅜″&72⅝″– 51½″ 760NHP	I
517	*F.Schiaffino*12–12	3*Dks*&*Shelter dk*4*trB*	—										N.Odero fuA&Co.Sestri-Pe	
NTOD	*Elec.light* Wireless	Sub.Sig.	4507											
705	**Duca degli Abruzzi**	**SteelTwinSc**	8249					1907	Cant.Nav. Riuniti Spezia	Nav.Gen.Italiana	475·8 | 53·4 | 18·7 30·3	Genoa Italian	Q.8Cy.23⅝″,33⅞″,49⅜″&72⅝″– 51½″ 760NHP	I
368	*M.Bottone*12–12	3*Dks*&*Shelter dk*	—									*WB*	N.Odero fuA&Co.Sestri-Pe	
NTOE	*Elec.light* Wireless	Sub.Sig.	4577											
706	**Duca di Genova**	**SteelTwinScSr**	7893					1907	Cant.Nav. Riuniti Spezia	LaVeloceNav. Italiana	475·8 | 53·4 | 18·7 30·3	Genoa Italian	Q.8Cy.23⅝″,33⅞″,49⅜″&72⅝″ –51½″ 760NHP	
400	*M.Motta* Wireless		—									*WB*	N.Odero fuA.&Co.S.Pnte.	
NTCH	*Elec.light Ref.Mchy.*	3*Dks*&*Shelterdk*	4203											
707	**Duchess**	**SteelScCtr**	308	✠	Gls	*d*		1897	Mackie& Thomson Glasgow	TheMayor,Councillors&Burgesses of theBorough of Eastbourne,N.Z.	133·6 | 26·0 | 10·3 F18′ BK7½″	Wellingtn N.Z. British	T.3Cy.15″,25″&40″–27″ 81RHP	11 ″ 3
108079	*H.E.Schmidt* –11		229	12,02				7mo			*WB*=*FPT*9*t*	4*BHCem*	1DB,*4cf*,GS51,HS1840	
	Elec.light	1*Dk*&*Shadedk*	137	✠									Muir&Houston(Lim.),Gls.	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys.	3 Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under decks. / Net.	5 6 7 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned more than Equipment Letter.	7* Date when tail shaft last seen.	8 9 Built. When / By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. / Breadth. / Depth.	12 Port of Registry. Flag.	15 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Dates if Transferred.
708 105233	**Duchess** *G.Gillard* –17 ~~*Jolie Coffesty* –08~~ *ss*Bkn.No.3–10,08 *Mchy.Aft* *ss*Shl.No.2–16 1*Dk*(*Stl*)*Keelson*&*Webframespt Irn*	**SteelScK**	155 118 70	✠100A1 ~~5.15~~ 9,17 ✠NB10,08 ✠LMC5,16 BS6,17	Shl ~~Acc~~ Hul	*a* 5,17	~~5,16~~ 5,17	1897 1mo *Lloyd's*'s A&CP	Allsup&Co.(Lim.) Preston ~~J.M.Paton C.A.Hill&Co.~~ ~~Donald Macleod~~ D.MacLeod	97·2|19·6| 8·3 Q30′B6′F14′ FK *WB*=	Hull ~~Preston~~ British *FPT24t*	T.3Cy.9″,15″&24″–18″ (*s*) 160lb 30RHP 1SB.*2pf*,GS22,HS560 Allsup&Co.(Lim.),Preston	8 ″ 9 ~~8 ″ 9½~~ 8 ″ 1	
709 95116	**Duchess of Albany** *C.J.Gubbey* –90	**SteelPadSp** 1*Dk*	256 226 108					1889	Scott&Co. Greenock	L.&S.W.Rlwy.Co. &L.B.&S.C.Rly.Co	170·4|22·1| 8·5 B53′	Portsmth British	C.D.2Cy.23″&54″–54″ NB02 179NHP Scott&Co.,Greenock		BT till 5,17
710 121333	**Duchess of Argyll** *J.M.Macnaughton* –11 *Elec.light*	**SteelTrpScSp** 2*Dks*	593 445 238					1906	W.Denny &Bros. Dumbarton	CaledonianSteam PacketCo.Ld.	250·0|30·1|10·1 Q10′B&F240′	Glasgow British	3 Steam Turbines 399RHP Denny&Co.Dumbarton		
711	**Duchess of Buccleuch** *Elec.light*	**Steel PadSp**						1915	A&J Inglis Ld. Glasgow	GallowaySaloon SteamPacketCo.	224·5|28·0| 8·4 Q23′ *Promenade dk* 201′	Leith British	C.2Cy.37″&67″–66″ 303NHP A.&J.Inglis,Ld.Glasgow		
712 95904 LFHJ	**Duchess of Cornwall** *W.Irvine* –14 *ss*Bry.2ndNo.3–3,14 *Well deck* 1*Dk*(*Stl*)&*Webframes*	**SteelScSr**	1706 1295 1070	✠100A1 2,16 ✠LMC MS3,14 BS11,16	Lon	*q*	11,16	1889 5mo	W.Gray& Co.(Lim.) WHartlepool A&CP	Duchess of Cornwall S.S.Co Ld. (R.B.Chellew) *WB*=	260·5|36·6|18·3 P27′Q80′B104′ F25′ BK9″ *DBa* 82′ *f* 100′ 378*t*	Falmouth British *BHCem* *APT15t*	T.3Cy.19″,30½″&51″–36″ (*s*) 150lb *100lb* NDB01 156NHP 2SB,*4rf*,GS133 Cent.Mar.E.Wks.,W.Hpl.	19 ″ 5 s 1 ″ 3 19 ″ 1	
713 99941 PRVT	**Duchess of Devonshire** *J.Buchanan* –07 *Elec.light* Wireless	**Steel TwinScSr** 2*Dks*	1200 970 505					1897	NavalCon. &Arm.Co.Ld. Barrow	MidlandRly.Co.	300·0|35·1|15·7 P68′B131′F60′ *WB*	Barrow British	T.6Cy.21″,32″&50″–30″ NB10 273NHP NavalCon.&A.Co.,Ld.,Brw		
714 85956 MPCH	— *W.J.S.Carter* –11	**SteelPadSr** 1*Dk*	221 185 92					1891	R.&H. Green London	DevonDock,Pier& S.S.Co.Ld.	170·0|20·0| 8·1 B84′	Exeter British	C.D.2Cy.22½″&45″–36″ 101NHP J.Penn&Sons(Lim.),Lon.		
715 110219	**Duchess of Fife**	**SteelPadSr** 1*Dk*	443 344 186					1899	Clydebank E&SB.Co.Ld. Clydebank	L.&S.W.Rlwy.Co. &L.B.&S.C.Rly.Co	215·0|26·1| 9·5	Portsmth British	C.2Cy.26″&55″–54″ Clydebank 185NHP E&SBCo.Ld.Clydebank		
716 115767	— *D.McDougall* –12 *Elec.light*	**SteelPad** 1*Dk*	336 291 138					1903	Fairfield Co.Ld. Glasgow	CaledonianSteam PacketCo.Ld.	210·3|25·0| 8·5	Glasgow British	T.4Cy.(2)15½″,35″&52″–54″ 199NHP FairfieldCc.Ld.Glasgow		
717 108009	**Duchess of Kent** 1*Dk*&*Promenade dk*	**SteelPad**	399 318 164					1897	Day,Summers&Co. Southampton	L.&S.W.Rlwy.Co. &L.B.&S.C.Rly.Co	195·4|26·1| 9·0 *Promenade dk* 135′	Portsmth British	C.2Cy.32″&59″–60″ 225NHP Day,Summers&Co.,Sou.		
718 115687	**Duchess of Montrose** *J.Thomson* –12 *Elec.light*	**SteelPad** 1*Dk*	322 293 129					1902	J.Brown& Co.Ld. Clydebank	CaledonianSteam PacketCo.Ld.	210·2|25·1| 8·7	Glasgow British	T.4Cy(2)16¾″,35½″&53″–54″ 206NHP J.Brown&Co.Clydebank		
719 131994	**Duchess of Norfolk** *Elec.light*	**SteelPad** 1*Dk*	381 303 154					1911	D&W Hendersn&Co.Ld. Glasgow	L.&S.W.Rlwy.Co. &L.B.&S.C.RlyCo	190·0|26·1| 8·7	Portsmth British	C.D.2Cy.27″&51″–54″ 159NHP D&W.Hendersn&CoLdGls		
720 128414	**Duchess of Richmond** *A.Cottrell* *Elec light*	**SteelPadSp** 1*Dk*	354 286 144					1910	D&W Hendersn&Co.Ld. Glasgow	L.&S.W.Rlwy.Co. &L.B.&S.C.Rly.Co	190·2|26·1| 8·7	Portsmth British	C.D.2Cy.27″&51″–54″ 162NHP D&W.Hendersn&CoLdGls		
721 104622	**Duchess of Rothesay** *J.Buie* –10	**SteelPadSk** 1*Dk*	385 309 150					1895	J.&G. Thomson,Ld. Clydebank	CaledonianSteam PacketCo.Ld.	225·6|26·1| 8·6 H24*t* *Promenade dk* 212′	Glasgow British	C.D.2Cy.27½″&58″–54″ NB14 206NHP J&GThomsonLdClydebnk		
722 103342	**Duchess of York** *J.Gray*	**SteelPad** 1*Dk*	490 297 262					1895	W.C.White Montreal	KingEdwardPark Co.Ld.	156·8|25·3| 9·4 H140*t*	Montreal British	1Cy.34″–108″ 39RHP *re-blt*.95J.&R.Weir,Montrl		
723 106903	— *T.W.Gandy* –15	**SteelPadSr** 1*Dk*	302 232 127					1896	Barclay, Curle&Co.Ld Glasgow	Sou.I.ofWight& S.of Eng.Royal MailStmPktCo.Ld	185·5|22·1| 8·6	S'thamptn British	D.2Cy.24″&45″–64″ 135NHP Barclay,Curle&Co.Ld.Gls.		
724 127245	**Duck** (*Tug*)	**SteelPad** 1*Dk*	110 94 43					1903	ShanghaiE S.B.&D.CoLd Shanghai	ShanghaiDock& Eng.Co.Ld.	105·0|18·3| 6·5	Shanghai British	C.D.2Cy.14½″&24″–30″ 26RHP ShanghaiE.S.B.&DDCoLd		
725 94114 WNVS	**Duckenfield** *G.Nelson* –11 *Well deck* *ss*Syd.2ndNo.3–7,15 *Elec.light* 1*Dk*(*Stl*)2*trB*	**SteelTwinScSr**	912 726 552	✠100A1 ~~4,17~~ ~~3,16~~ 12,17 ✠NB4,12 ✠LMC7,15 DBS1,17 BS12,17	Syd	*m*	~~3,16~~ ~~1,17~~ ~~3,16,17~~ 12,17	1890 6mo *Lloyd's*	Fleming& Ferguson Paisley *sA&CP*	J.&A.Brown *WB*=*DBa*57′100*t*	220·0|31·0|13·1 Q109′B22′F24′ BK8″ *FPT42′APT28t*	Newcastle N.S.W. British *BHCem*	Q.4Cy.13″,18″,25″&36″–29″ 200lb *60lb* (*r*) 170NHP 2SB,*6cf*,GS102,HS2760 Fleming&Ferguson,Psy.	15 ″ 6 s 1 ″ 6½ 14 ″ 8	
726 HWNQ	**Ducouëdic** *Vary* –10	**SteelScK** (*Trawler*) 1*Dk*	260 — 82					1908	Smith's Dock Co.Ld. NorthShields	Cie.Lorientaise de Chalutage	125·2|22·1|12·2 Q72′F21′	Lorient French	T.3Cy.12½″,21″&34″–25″ 58NHP W.V.V.Lidgerwood,Gls.		V
727 63254	**Duddon** *H.Edmondson* –07	**IronPadSp**	107 106 27					1866	Harland& Wolff Belfast	W.J.Barratt (S.P.Wilson,*Mgr.*)	94·4|18·1| 9·3	Liverpool British	L.2Cy.27½″–46″ 50RHP G.K.Stothert&Co.,Bristol		
728 120947 HGFW	**Duendes** *T.Manden* –16 *ss*Liv.No.2–14 *Elec.light* 2*Dks*(*Stl*)&*deep framing*& *Shelter dk*(*Stl*)*lower dk*(*Stl*)*in No.1hold* Wireless Sub.Sig.	**SteelScSr**	~~4615~~ 4158 2948	✠100A1 *Shelter dk* *with freeboard* 6,17 ~~1.17~~ BS1,17 ✠LMC1,14	Npt Cff	*y*	7,16	1906 5mo *Lloyd's*	Sir J.Laing &Sons,Ld. Sunderland	PacificStmNavCo. *WB*=*CellDBa* 108′*uE*	390·0|50·0|25·8 FK&BK2″ &*B*63′*f*165′956*t*F1′	Liverpool British 7*BHCem* 750*APT49t*	T.3Cy.25½″,42″&70″–51″ (*s*) 190lb 464NHP 3SB,*12cf*,GS219,HS8118 G.Clark,Ld.Sunderland	28 ″ 6 s 3 ″ 8 25 ″ 4	
729 116896	**Dufferin** *W.J.Murdoch* –05	**WoodScSr** 1*Dk*	211 117 99					1905	J.McGill Shelburne, N.S.	W.A.Murdoch	108·0|25·0| 8·6	YarmthNS British	C.2Cy.15″&32″–24″ 42RHP NewBurrellJohnson IronCo.Ld.Yarmouth,N.S.		
730 122865 HJTB	**Duffield** *E.Biddick* –09 *Turret deck*	**SteelScSr** 1*Dk*	3838 3128 2442					1906	W.Doxford &Sons,Ld. Sunderland	N.PetroleumTank S.S.Co.Ld. (Hunting&Son,*Mgrs.*)	350·3|50·1|22·4 P32 F31′ *WB*	Newcastle British	T.3Cy.25″,41″&66″–45″ 292NHP W.Doxford&Sons,Ld.Sld.		C
731															

1 Numéro d'Ordre / Numéro Officiel. / Signaux	2 / 3 Nom du Navire. Matériaux, Grèement, etc. — Capitaine. Ex-nom, s'il y a lieu. — Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Lorsqu'ires où cote, si on est dans le L. R. Survey Cert. Rectified.
732	**Dugong** IronSc	116					1875	.....	Carpentaria	109·4	17·8	6·5	SydnyNSW		
73316	*T.W.Robinson*00–00	—						Pyrmont, N.S.W.	LighterageCo.Ld.				British	25RHP	
		79													
733	**Dugueselin** SteelScSr	530	✠	Cff	*i*		1891	McIlwaine	Vicomte leGualès	180·6	27·6	12·7	St.Brieuc	T.3Cy.13½″,23″&40″–30″	13 ″ 10	V
	Josselin –16 *ss*N.Yk.No.3–7,09	393	5,05				10mo	&M'Coll,Ld.	deMézaubran	Q91′B48′F30′		BK7½″	French	88NHP		
HWQC	(*ex*Pioneer,*ex*ValentinFierro, 1*Dk*(*Irn*)	272	✠					Belfast	*Cell*	*DBa*49′61*t*	*FPT*42*t*		*4BHCem*	1SB,*2pf*,GS42,HS1366		
	*ex*Castillejos,*ex*Compostela,*ex*Pioneer)												*APT*13*t*	McIlwaine&M'Coll,Ld.Bel		
734	**Duilio** SteelQuadScSr	22000	100A1				1917	G.Ansaldo &Co.	Nav.Gen.Italiana	601·4	75·9	50·1		4 SteamTurbines		
			(*ClassContem plated*)					SestriPonent.					Italian			
	Elec.light													G.Ansaldo&Co.Smp.		
735	**Duitschland** SteelPadSr	1653			...		1886	FairfieldCo	Stoomv.Maats.	286·5	35·3	22·9	Flushing	C.O.2Cy.60″&104″–84″		
	1*Dk*&*Awngdk*	1542						(Lim.)	Zeeland				Dutch	826NHP		
NMQB	Wireless	871						Glasgow				FK		FairfieldS.&E.Co.(Ld),Gls		
736	**Duke of Argyll** SteelTrpScSr	~~2052~~ 2036					1909	W.Denny	Lan&Yorks.&Lon.	330·9	41·1	17·1	Fleetwood	3 Steam Turbines		BT till 2,18
127575	*A.Gibson* –14	1399						&Bros.	&N.W.Rly.Cos.	P27′B149′F66′			British			
HPGS	*Elec.light* Wireless 2*Dks*	83 1 ~~887~~						Dumbarton					*WB*	Denny&Co.Dumbarton		
737	**Duke of Clarence** SteelTwinScSr	1635					1892	Laird Bros.	Lancs.&Yorks.Rly	312·5	36·2	15·9	Goole	T.6Cy.22″,34″&51″–33″		
89707	*T.M.Steel* –15 2*Dks*	994						Birkenhead	Co.	P75′ B128′ F72′			British	NB07 299NHP		
MNSP	Sub.Sig. Wireless	696												LairdBros.,Birkenhead		
738	**Duke of Connaught** SteelTwin	1564					1902	J.Brown&	Lancashire&York-	315·0	38·2	16·7	Fleetwood	T8Cy(2)23″(2)34″&(4)38½″		BT till 6,17
114299	*E.A.Lloyd* –15 Sc	1173						Co.	shire&L.&N.W.R.	P80′B130′F72′			British	–33″ 340NHP		
TSDC	*Elec.light* Wireless 2*Dks*	659						Clydebank	Cos.				*WB*	J.Brown&Co.Clydebank		
739	**Duke of Cornwall** SteelScSr	1704	100A1	Cff	*q*	~~4,16~~ 4,17	1888	W.Gray&	Duke of Cornwall	260·5	36·6	18·2	Falmouth	T.3Cy.19″,30½″&51″–36″ (*s*)	19 ″ 5	
92237	*W.H.Roberts* –16	1293	4,16				6mo	Co.	S.S.Co.Ld.	P27′Q80′B104′			British	150lb NDB03 *60lb* 156NHP	s 1 ″ 2½	
KSCP	*Well deck* *ss*Osc.2ndNo.3–10,12	1081	Examined at	✠LMC10,17		2,18		W Hartlepool	(R.B.Chellew)	F25′ BK9″			4*BHCem*	2SB,*4cf*,GS133	19 ″ 1	
	1*Dk*(*Stl*)&*Webframes*		BS7,16 4,17	MS2,18				A&CP	*WB*=*DBa*82′	*f*100′378*t*	*APT*15*t*			CntrlMarineEng.Co WHpl		
740	— SteelTwinScSr	1528					1898	VickersSns	Lan&Yorks.&Lon.	315·0	37·1	16·5	Fleetwood	T8Cy.22½″,34″&(2)38½″–33″		
109661		1117						&Maxim,Ld.	&N.W.Rlwy.Cos.	P74′B132′F73′			British	170NHP		
QFWM	*Elec.light* 2*Dks*	636						Barrow					*WB*	VickersSs&MaximLd.Brw		
741	**Duke of Cumberland** SteelTrp	2036					1909	W.Denny	Lan&Yorks.&Lon.	330·7	41·1	17·1	Fleetwood	3 Steam Turbines		BT till 1,18
127574	*J.P.Hall* –13 ScSr	1399						&Bros.	&N.W.Rlwy.Cos.	P77′B149′F66′			British			
HPBN	*Elec.light* Wireless 2*Dks*	830						Dumbarton					*WB*	Denny&Co.Dumbarton		
742	**Duke of Devonshire** SteelPadSr	250					1896	R.&H.	DevonDock,Pier&	175·0	20·6	8·2	Exeter	C.2Cy.23″&46″–36″		
104431	*W.H.Blackmore* –09	205						Green(Lim.)	S.S.Co.Ld.				British	106NHP		
	1*Dk*	99						London					*WB*	J.Penn&Sons(Lim.),Lon.		
743	**Duke of Edinburgh** IronScSr	157		Hul			1873	Humphrys	Sessions&Sons,Ld	114·5	19·9	8·2	Cardiff	C.2Cy.15″&30″–15″		
68707	*A.Yeatman* –15	120	3,74				12mo	Pearson&Co.	(A.Sessions,*Mgr.*)	len81			British	NB99 25RHP		
	1*Dk*	60						(Lim.)Hull					3*BHCem*	Humphrys,Pearson&CoLd		
744	**Duke of Normandy** SteelTwinSc	66	100A1	Jer	*a*	7,15	1903	Philip&	TheJerseyStates	73·8	17·2	8·2	Jersey	C.2Cy.9″&18″–12″ (*s*)	8 ″ 5	
76295	*C.Philips* *ss*Jer.No.3–7,15	64	7.15				5mo	Son				BK7″	British	125lb 20RHP		
	(*Tug*) 1*Dk*	22	~~BS7,16~~ ✠LMC7,15					Dartmouth					4*BHCem*	1SB,*2pf*,GS28,HS745		
			BS8,17				*Lloyd's*	*sA&CP*						Philip&Son,Dartmouth		
745	**Duluth** SteelScSr	4623					1903	Chicago	GreatLakes	381·6	50·2	26·0	Buffalo,	Q4Cy.20½″,30″,43½″&63″–42″		
200593		—						S.B.Co.	TransitCorp.				N.Y.	257NHP		
	Elec.light *Mchy.Aft* 2*Dks*	3785						Chicago					*WB*	Utd. States	DetroitS.B.Co.Detroit	
746	**Dulwich** SteelScSr	1460	100A1	Shl	*p*		1916	Dublin	SouthMetro-	240·3	36·1	18·3	London	T.3Cy.18″,30″&50″–33″ (*s*)	20 ″ 6	
139126	*C.H.Abbott*15–16	1251	10,16				4mo	DckydCo.Ld	politanGasCo.	B52′F23′			British	180lb 169NHP	s 2 ″ 9½	
JMPQ	*Elec.light* 1*Dk*(*Stl*)	767		✠LMC4,16				Dublin				FK	4*BHCem*	2SB,*4cf*,GS82,HS2805	18 ″ 0	
	Cargo battens not fitted						*Lloyd's*	*sA&CP*	*Cell*	*DB*200′3	30*t*	*DTa*29′95*t*	*FPT*	61*t* *APT*55*t*	J.G.Kincaid&Co.Ld.Grk.	
747	**Duma** IronScSr	177	✠	Liv	Lv		1882	Edward&	Sanjurjo&	105·6	17·9	10·5	Santander	C.2Cy.12½″&22″–18″	10 ″ 4	
	*J.Aizpurua*10–10 1stSurveyWrk.4,86	—	9,88				10mo	Symes	Jaureguizar	Q21*t*			Spanish	NB99 17NHP		
HKTG	(*ex*Diana,*ex*Ville de 1*Dk*(*Irn*)	56						London				FK	3*BH*	C.Burrell&Son,Thetford		
	Bordeaux,*ex*Calder)												*WB*=*FPT*			
748	**Dumbarton** SteelTwinScSp	172					1891	W.Denny	RiversStm.Nav.Co	111·0	22·0	9·3	Calcutta	C.2Cy.20″&38″–24″		
98337	*AmeerAli* –07 2*Dks*	166						&Bros.	Ld. (Macneill&Co.				British	75RHP		
WCNQ		80						Dumbarton	*Mgrs.*)					W.Denny&Bros.,Dmb.		
749	**Dumbea** SteelSc3MstSr	5695					1889	Forges&C.	MessageriesMari-	463·9	46·4	32·5	Marseilles	T.3Cy.45½″,63″&102″–51″		V
	*Rebufat*04–09 Wireless	5039						de la Médit.	times				French	NB05 743NHP		
HWPT	(*ex*Brésil) *Elec.light* 3*Dks*&*Spar dk*	3225						LaSeyne					*WB*	Forges&C.de la Médit.Msl.		
750	**Dumra** SteelScSr	1695	✠	Bom	*r*		1894	A.&J.	BritishIndiaStm.	275·0	35·0	17·8	Glasgow	T.3Cy.28½″,46″&74″–48″	26 ″ 6	
102694	*H.Hobday* –14	1632	*Awng dk*				6mo	Inglis	Nav.Co.Ld.			25·3	British	409NHP		
NKCV	*Elec.light* 2*Dks*(*UStl*–ws)	762	*withfreeboard*					Glasgow				BK9″	4*BHCem*	2DB,*12rf*,GS226,HS6534		
	&*Awng dk*(*Teak*)		8,94 ✠									*WB*=	*DBa*54′103*t*	A.&J.Inglis,Glasgow		
751	**Dun Ængus** SteelScSk	234			...		1912	Dublin	GalwayBay	120·8	24·1	9·2	Galway	C.2Cy.17″&38″–24″	10 ″ 7	BT till 6,17
121008	*P.Meagher* –12	184						DockyardCo.	SteamboatCo.Ld.	B26′F21′			British	94RHP		
	1*Dk*	89						Dublin				BK6″	*WB*	Ross&Duncan,Glasgow		
752	**Duna** SteelScSr	281					1897	Stabilmnto	Soc.inAzioni	139·0	22·2	11·5	Fiume	T.3Cy.12″,18½″&30″–18″		A
	*A.Kurelich*02–08	—						Tecnico	UngaroCroata di				Aust.-Hung.	38NHP		
	1*Dk*	163						Trieste	Nav.Maritt.a Vap.				*WB*	StabilimentoTecnico,Tri.		
753	**Düna** IronScSr	594					1868	Randolph,	RussianEast	186·9	26·1	18·0	Riga	C.2Cy.23″&40″–21″		V
85	*W.Strauch* –13 1*Dk*2*trB*	—						Elder&Co.	AsiaticS.S.Co.Ld.				Russian	61NHP		
MBHW	*Elec.light*	327						Glasgow	(BalticLine)				*WB*	Randolph,Elder&Co.,Gls.		
754	**Dunachton** SteelScSr	5201	100A1	Syd	*z*	~~2,16~~ 1,18	1912	C.Connell	DonaldsonLineLd	410·5	52·3	28·6	Glasgow	T.3Cy.26½″,44″&73″–51″ (*s*)	31 ″ 2	
129418	*A.B.Clarke* –16 *ss*Rgn.No.1–17	4954	1,18 ~~1,16~~	Mch			10mo	&Co.Ld.	(DonaldsonBros	P34′B130′F44′		FK	British	200lb *100lb* 536NHP	s 6 ″ 0½	
JBCQ	*Elec.light* 2*Dks*(*Stl*)	3311	Examined at 1,16					Glasgow	Ld.,*Mgrs.*)				*Cem*	3SB,*9cf*,GS157,HS7680 FD	25 ″ 6	
			~~BS12,16~~ ✠LMC14,17				*Lloyd's*	*sA&CP*	*Intermediate*B H in fo	*rehold*&*tween*	5*B*		*H to Upr dk*	Dunsmuir&JacksonLdGls		
			12,16						*dk BH in afterhold*	*dispensed with*	1*B*		*Hto2nd dk o*	*nly*		
									WB=*CellDBa*117′*u E*				&*B45′ f*190′	1145*t* *DTa*30′847*t* *APT*40*t*		

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c.	3	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years in good now expired Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of Exit of Trade Cert.
755 136370 JSNF	**Dunaff Head** *S.Orr* –18 *Elec.light*	SteelScSr 4844 2 *Dks*	5877 ~~4850~~ 3698					~~1917~~ 1918	Workman, Clark&Co.Ld Belfast	UlsterS.S.Co.Ld. (G.Heyn&Sons, *Mgrs.*)	390·4|51·8|29·8 P41′B114′F43′	Belfast British *WB*	T.3Cy.26½″,44″&74″–48″ 380NHP Wrkman,Clark&Co.Ld Bel		
756 70319 JHNC	**Dunara Castle** *J.McDougall* –98	IronScSr	454 339 197					1875	Blackwood &Gordon Pt.Glasgow	M.Orme&Co.	180·4|24·5|12·5 P70*t*	PtGlasgow British	C.2Cy.30″&52″–30″ NB94 123NHP *Cmp.*82Blkwd&GrdnP.Gl.		
757 98692 JLPV	**Dunard** *J.Tyrrell* –16 *ss*Ard.2ndNo.3–5,14 (*ex*Bute) 1 *Dk*(*Irn*) *Well deck Mchy.Aft*	SteelScSr	200 148 81	✠100A1 4.16 ✠NB4.16 ✠LMC5.14 BS4.16	Sws	*c*	N12,15	1892 1mo *Lloyd's*	J Fullerton &Co. Paisley *SA&CP*	Kynoch-Arklow, Ld.	125·7|20·0| 9·0 Q42′F18′ len02 BK6″ *WB*=	Glasgow British 3 *BHCem FPT*17*t*	C.2Cy.16″&32″–24″ (*s*) 100lb 43RHP 1SB,*2pf*,GS32,HS908 Cameron,Mills&Co.Gls.	9 ″ 7 s 1 ″ 0 9 ″ 2	
758 PHBG	**Dunarea** *G.E.Panas* (*ex*Adelfotis, *ex*Scawsby) *Well deck*	SteelScSr *ss*Pir.No.3–3.06 *ss*Bla.No.2–14 1 *Dk*(*Irn*)&*Web frames Cargo battens not fitted*	*2341* *1851* *1471*	✠100A1 7.17 ~~11.16~~ ✠LMC MS11,14	Sws Nts BS6,16	*s*	N11,16	1893 6mo	S.P.Austin &Son Sunderland A&CP	MariaValerianos, T.&B.ElLyckiardopoulos(B.El Lyckiardopoulos, *Mgr.*)	290·0|41·0|18·8 P17′Q98′B64′F33′ *WB*=*Cell DB* 244′ 566*t* FK *FPT*	Braila Roumanian 6 *BHCem* 84*t APT*38*t*	T.3Cy.22″,36″&59″–39″ (*s*) 160lb *65lb* 219NHP 2SB,*6pf*,GS94,HS3324 G.Clark,Ld.Sunderland	21 ″ 7 s 2 ″ 3½ 19 ″ 7	
759 JDFG	**Dunav** *B.Andrianic* 1 *Dk*(*Stl*)&*Spar dk*(*pt Irn&pt Stl*) *&deep framing*	SteelScSr *ss*Fiu.No.2–12	3836 3604 2445	✠ — 5.16 *Spar dk* ✠	Sws	*w*		1903 9mo	R.Thompson&Sons Sunderland	Soc.inAzioniUngaroCroata per la Nav.Libera *WB*=*Cell D*	356·0|45·2|18·7 P29′B88′F37′ 26·6 FK *Ba*118′*u*E 22′*f* 146′	Fiume Aust.-Hung. 6 *BHCem* 846*t APT*53*t*	T.3Cy.24″,39″&64″–42″ 287NHP 2SB,*6pf*,GS120,HS4664 G.Clark,Ld.Sunderland	29 ″ 4	
760 109604 SCFN	**Dunbar** *W.Savage* –16 *ss*Yka.No.3–1,13 2 *Dks*(*Stl*)&*Web frames*	SteelScSr	3672 3412 2357	✠100A1 11.16 ✠LMC2.17	Cal	*w*	11,16	1900 11mo 91 in Sweden	C.Connell &Co. Glasgow A&CP	BritainS.S.Co.Ld. (Watts,Watts& Co.Ld.,*Mgrs.*) *WB*= *Cell DBa* 114′	355·1|45·0|25·8 P34′B106′F36′ FK *uE&B*38′*f*152′801*t*	Leith British 6 *BHCem APT*62*t*	T.3Cy.25″,41″&66″–45″ (*s*) 170lb *100lb* NDB11 353NHP 2SB,*6cf*,GS94,HS4862 FD Dunsmuir&Jackson,Gls.	28 ″ 6 s 5 ″ 4½ 23 ″ 6	
761 95535	**Duncan** *J.Giles*89–89 *Elec.light* 1 *Dk*(*pt Stl*) *Stl plating Irn framing*	Iron&SteelPad *ss*Lon.No.3–6.08 *ss*Lon.No.1–12	493 361 311	✠ A1 *For Woolwich* 5,14 ✠LMC11,16 DS3,17	Lon *Ferry*	*pu*	*rposes*	1889 2mo *Lloyd's*	R.&H. Green London *SA&CP*	LondonCounty Council	164·6|42·1| 6·3 B60′ FK	London British 6 *BHCem*	D.4Cy.33″–36″ (*s*) 30lb 152NHP 2SB,*4pf*,GS88,HS2232 J.Penn&Son,Greenwich	7 ″ 0	
762 102007	**Duncannon** *D.Ivor* –13 1 *Dk*	SteelScSk	141 139 55					1909	G.Brown & Co.Ld. Greenock	Waterford&Duncannon StmboatCo Ld(W.Poole, *Mgr.*)	130·3|20·5| 8·4	Waterford British	C.2Cy.13″&28″–18″ 56RHP Gauldie,Gillespie&Co.Gls.		BT till 5,17
763 129480 HQRF	**Dunclutha** *D.Jones*09–10 1 *Dk*(*Stl*)&*Spar dk*(*Stl*)&*deep framing*	SteelScSr *ss*Shl.No.1–15	3973 3745 2552	✠100A1 *Spar dk* 11.16 ✠LMC10,14 MBS1,16 DBS10,16	Cff	*w*	4,15	1910 4mo *Lloyd's*	Russell& Co. PortGlasgow *SA&CP*	ScottishNav.Co. Ld.(Glen&Co. *Mgrs.*) *WB*=*Cell D*	360·0|49·2|25·5 P29′B90′F40′ FK *Ba*120′*u*E22′*f*154′9	Glasgow British 6 *BHCem* 20*t APT*36*t*	T.3Cy.25″,41″&68″–48″ (*s*) 180lb *80lb* 355NHP 2SB,*8cf*,GS148,HS5562 J.G.Kincaid&Co.Ld.Grk.	28 ″ 0 s 5 ″ 1½ 23 ″ 3	
764 107003 RWMH	**Dundalk** *H.O'Neill* –12 *Elec.light* 2 *Dks*(*UStl*–ws)*lower*(*Stl aft*)	SteelTwinScSr *ss*Liv.No.3–5,11 *ss*Liv.No.1–16	794 703 327	✠100A1 ~~6.16~~ 6.16 BS6,15 ✠LMC7,15	Liv	*n*	6,16	1899 6mo	A.&J. Inglis Glasgow A&CP	Dundalk&Newry Stm.Packet Co.Ld. (S.J.Cocks, *Mgr.*) *WB*=*Cell DB*	236·0|32·1|15·2 P57′B103′F48′ FK *a*56′ *f* 48′ 75*t FPT*	Dundalk British 5 *BHCem* 17*t APT*15*t*	T.6Cy.17″,28″&46″–30″ (*s*) 170lb *100lb* 283NHP 2DB,*8cf*,GS156,HS4908 A.&J.Inglis,Glasgow	16 ″ 0 s 2 ″ 3 14 ″ 3	BT till 6,17
765 89802	**Dundas** *J.Marshall* –09	IronPadSp (*ex*Blucher)	117 106 18					1885	Hepple& Co. NorthShields	Grangemouth& ForthTowingCoLd	95·8|18·4| 8·9	Grngemth British	2Cy.34½″–52″ 40RHP Hepple&Co.N.Shields		
766 123338 HTRJ	**Dundee** *E.H.Edwards* –15 *Well deck* *Elec.light*	SteelScSr 3 *Dks*(*Stl*)	2709 1541 1506	✠100A1 5,14 ✠LMC11,11	Dun	*s*	12,15	1911 11mo *Lloyd's*	CaledonS. B.&E.Co.Ld Dundee *SA&CP*	Dundee,Perth& LondonShppg.Co. Ld. *WB*=*Cell D*	290·1|41·2|26·1 P&B171′F49′ BK8″ *B a* 42′*u E*30′*f* 114′263*t FPT*	Dundee British 5 *BHCem* 55*t APT*45*t*	T.3Cy.26″,42″&70″–42″ (*r*) 180lb 452NHP 3SB,*12cf*,GS240,HS8476 CaledonS.B.&E.Co.Ld Dun	20 ″ 0 s 1 ″ 10 19 ″ 0	
767 113007	**—** *D.Blandford* –00 *Elec.light* 1 *Dk*&*Web frames lower dk in main hold*	SteelScSr *ss*NFL.No.3–4,12 *ss*NFL.No.1–16	439 342 199	✠100A1 ~~5.16~~ 5.18 ~~6.17~~ 6.18 ✠LMC5,16	NFL	*g*	~~5,16~~ 5,18	1900 6mo	A&J Inglis Glasgow A&CP	ReidNewfoundlandCo. *WB*=*Cell DBa*&*uE*&*B*	154·7|25·1|12·6 F15′ ND12 BK7″	SJhnsNFL British 4 *BHCem* 47*f*61′84*t*	T.3Cy.15″,24″&40″–30″ (*s*) 160lb 99RHP 1SB,*3rf*,GS51,HS1325 FD A.&J.Inglis,Glasgow	15 ″ 0 s 2 ″ 1½ 13 ″ 10	
768 72550	**—** ~~*J.McBain*07–07~~ *J.Todd*12–17	IronPad	264 206 160					1875	W.Simons &Co. Renfrew	TaySteamboatCo Ld	149·3|27·1| 7·1	Dundee British	C.D.2Cy.23″&42″–42″ NE95NB14 80RHP W.Simons&Co.,Renfrew		BT till 7,17
769 133056 HWDM	**Dundrennan** *J.Cruddace*10–12	SteelScSr 2 *Dks*(*Stl*)	4248 4033 2731	✠100A1 2.13 Essence 6.17 BS3.16 ✠LMC6,12	Npt	*x*	5,16	1912 6mo *Lloyd's*	Russell& Co. Pt.Glasgow *SA&CP*	ScottishNav.Co.Ld (Glen&Co.*Mgrs.*) *WB*=*Cell D*	385·3|49·7|26·0 P32′B104′F43′ FK *Ba* 123′*u* E21′*f* 167′	Glasgow British 6 *BHCem* 957*t APT*14*t*	T.3Cy.25″,41′&68″–48″ (*s*) 180lb 361NHP 3SB,*9cf*,GS174,HS5749 J.G.Kincaid&Co.Ld.Grk.	28 ″ 6 s 5 ″ 4½ 23 ″ 6	
770 125496 HPFQ	**Dunedin** *D.A.Addison* –17 *ss*Yka.No.1–13 *Elec.light* 1 *Dk*(*Stl*)&*Spar dk*(*Stl*) *&deep framing*	SteelScSr	4796 4546 3051	✠100A1 *Spar dk* 5.16 ✠LMC MS7,15 BS8,16	Npt	*y*	11,16	1909 6mo *Lloyd's*	C.Connell &Co.Ld. Glasgow *SA&CP*	DunedinS.S.CoLd. (Henderson& McIntosh) *WB*=*Cell DBa* 118′*u E*&*B*50′*f* 180′	400·0|51·9|17·9 P37′B120′F44′ 26·9 FK	Leith British 6 *BHCem*	T.3Cy.27″,43″&72″–48″ (*s*) 180lb *100lb* 513NHP 3SB,*9cf*,GS150,HS7680 FD Dunsmuir&JacksonLd.Gls	29 ″ 7 s 5 ″ 11½ 24 0	
771 127816	**—** *D.Spence*01–14 *Elec.light*	SteelTwinScSp 1 *Dk*(*Stl*–teak s)	345 284 125	✠100A1 *For Towing purposes* 12,16 ✠LMC6,14	Ddn	*d*	N6,16	1914 6mo *Lloyd's*	Stevenson &Cook P.Chalmers, N.Z. *SA&CP*	OtagoHarbour Board *WB*=*Cell DBa* 118′*u E*&*B*50′*f* 180′	125·0|25·0|12·2 BK7″ *WB*=*FPT*	Dunedin British 4 *BH* 15*t APT*12*t*	T.6Cy.13½′,22½′&37″–27″ 180lb (*s*) 184NHP 1SB,*3cf*,GS58,HS2584 FD Stevenson&Cook,PChlmrs	13 ″ 6	
772 137258 JNBC	**Dunelm** ~~*J.F.Williams*16–16~~ *LWJackson*17–17 *Well deck* *Mchy.Aft*	SteelScSr 1 *Dk*(*Stl*) *Cargo battens not fitted*	964 721 473	✠100A1 5,17 ~~7.16~~ ✠LMC7,16 Now named "Preston" See No. 8	Sld	*l*	4,17	1916 7mo *Lloyd's*	R.Thompson&Sons,Ld. Sunderland *SA&CP*	PeltonS.S.Co.Ld. (*Mgrs.*) *Cell DB*	203·0|33·0|13·0 Q98′B9′F21′ FK 129′213*t FPT*	Newcastle British 3 *BHCem* 42*t APT*35*t*	T.3Cy.17½″,29″&48″–33″ (*s*) 180lb *100lb* 150NHP 1SB,*3pf*,GS58,HS2397 N.E.MarineEng.Co.Ld.Sld	15 ″ 1 s 1 ″ 3½ 14 ″ 1	
773 98623 MFDH	**Dunera** *R.P.Fysh* –16 *Elec.light* Wireless	SteelScSr 3 *Dks* (2 *Stl*-ws)&*Web frames*	5414 4637 3420	✠ 12,94	Lon	*z*		1891 5mo	A&J Inglis Glasgow	BritishIndiaStm. Nav.Co.Ld.	425·4|48·2|30·6 P51′B164′F54′ BK10″	Glasgow British 6 *BHCem*	T.3Cy.33″,52″&86½″–60″ 621NHP 3DB,*18rf*,GS327,HS9681 A.&J.Inglis,Glasgow	32 ″ 2	
774 106050 PNDC	**Duneric** *C.C.Brown* –15 *ss*Shl.2ndNo.3–3,14 1 *Dk*(*Stl*)&*deep framing*&*pt Awng dk*(*Stl*–ws)	SteelScSr	1868 1417 1125	✠100A1 *pt Awng dk with freeboard* 3.17 ~~9.16~~ MBS9,15 ✠LMC3,15 BS12,17	Npt Sld	*r*	5,16 3,17 12,17	1896 12mo	Campbeltown S.B.Co. Campbelt'wn A&CP	TheCalypso Co.Ld. (HenryJohnson Sons&Co.Ld. *Mgrs.*) *WB*=*Ce*	270·6|36·7|18·7 Q98′ *pt Awng dk*171′ FK *lDBa*66′*f*112′282*t*	Glasgow British 4 *BHCem APT*102*t*	T.3Cy.19″,32″&53″–36″ (*s*) 165lb *100lb* NDB14 166NHP 2SB.*2rf*&*2cf*,GS88,HS2475 Rankin&Blackmore,Grk.	19 ″ 10 s 7 ″ 9 19 ″ 4	

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. — Capitaine. Ex-nom, s'il y a lieu. — Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où noté, si à un deuxième pont. Insubmersible Frank.
775	**Dungeness**	SteelScSr	2748	✠100A1	Bry	*u*	~~6,16~~	1904	Richardsn,	LetricheuxLine,	331·0	47·5	20·0	Swansea ~~London~~	T.3Cy.23″,38″&62½″–42″ (*s*)	22 ″ 6	
118468	~~*E.C.Rait* –00~~	*ss*Nwc.No.2–13	2602	6,16			8,17	7mo	Duck&Co.	Ld. ~~(J.H.Davies,~~	P30′B170′F29′			British	160lb 257NHP	s 2 11½	
WBMN	~~*W.H.Rea* –07~~	1*Dk*(*pt Stl*&*pt Irn*)	1747						Stockton	~~*Ligrs.*~~) Letricheux				5*BHCem*	2SB,*6cf*,GS123,HS3900	19 ″ 11	
	Jones 17–17	&*deep framing*						*Lloyd*	*'sA&CP*	&DavidLd.*Mgrs*)	FK				Blair&Co.Ld.Stockton		
				~~Examined 17.18~~						*W B = Cell DBa*108′*u*	*E*24′*f*144′802*t FPT*			80*t APT*71*t*			
				~~BS6,18~~	~~2[illegible]~~												
				BS7,17	MS8,17												
776	—	IronScSr	1183				...	1892	Gourlay	ClydeShppg.Co.Ld	246·3	33·7	16·2	Glasgow	T.3Cy.23½″,39″&61″–48″	17 ″ 3	C
99829	*T.Hewitt* –17		912						Bros.&Co.	(*W.Cuthbert Mgr*)	P&B150′F52′			British	NB99 303NHP		
MQPW	*Well deck Elec.light*	2*Dks*	500						Dundee		BK8″			*WB*	Gourlay Bros.&Co.,Dundee		
777	**Dunkerquois**	SteelScSr	2087	✠100A1	Dnk	*r*	~~12,16~~	1911	Campbel-	Cie.desBateaux	281·7	40·0	19·3	Dunkirk	T.3Cy.21″,33″&54″–36″ (*s*)	21 ″ 8	
	Bodo –13	~~*ss*Dnk No.1–15~~	1785	6,17~~12,16~~			6,17	7mo	townS.B.Co.	&Vap.duNord	P27′B60′F31′			French	180lb *100lb* 194NHP	s 3 ″ 0	
HWQV		1*Dk*(*Stl*)&*deep framing*	1313	~~BS12,16~~ ✠LMC9,16				*Lloyd*	Campbeltwn *'sA&CP*	*WB = Cell DBa*	FK			4*BHCem*	2SB,*6cf*,GS110,HS3056	18 ″10	
		*ss*Dnk No.3–6,17									82′*uE*20′*f*122′460*t*			*APT*83*t*	Hutson&Sons,Ld.Glasgow		
778	**Dunleary**	SteelScSr	470	✠100A1	Liv	*h*	~~4,15~~	1905	A&J Inglis	W.O.McCormick&	159·9	26·1	10·4	Dublin	C.2Cy.20″&42″–30″ (*s*)	12 ″ 9	
117530	*R.Tyrrell* 81–05	~~*ss*Liv.No.2–14~~	335	~~6,16~~ 3,16 4,18			6,17	12mo	Ld.	Co.	Q86′B11′F32′			British	180lb 96RHP	s ″ 6	
HFKV	*Mchy.Aft*	*ss*Liv.No.3–1,18 1*Dk*(*Irn*)	189	~~BS8,16~~ ✠LMC3,14					Glasgow		BK7″			3*BHCem*	1SB,*3pf*,GS55,HS1619	12 ″11	
	Well deck	*Cargo battens not fitted*		~~Exam 4,18~~				*Lloyd*	*'sA&CP*	*WB = Cell DBa*	*f*84′96*t FPT*40*t*			*APT*5*t*	A.&J Inglis,Ld.Glasgow		
779	**Dunleith**	SteelScSr	292	✠100A1	Shl	*d*	11,16	1896	J.Fuller-	FerrumS.S.Co.Ld.	140·0	21·1	9·8	Aberdeen	C.2Cy.16″&32″–24″ (*s*)	10 ″ 6	
102023	*A.Hadlow* –16	*ss*Cff.No.3–3,10	202	11,16				9mo	ton&Co.	G.T.Gillie&Co.	Q46′B7′F26′			British	120lb 45RHP	s ″ 11	
HFKR	(*ex*JosephFisher)	*ss*Abn.No.1–14	111	~~Exam 10,18~~					Paisley	*Mgrs.*)				3*BHCem*	1SB,*2pf*,GS35,HS933	10 ″ 2	
	Well deck Mchy.Aft	1*Dk*(*Stl*)		~~BS11,16~~ ✠LMC4,14					A&CP		BK6″			*FPT*31*t*	Hall-BrwnBttery&Co.Gls.		
				BS3,18							*WB =*						
780	**Dunluce Castle**	SteelTwinScSr	8124	✠100A1	Sou	*e*†	12,16	1904	Harland&	TheUnion-Castle	475·5	56·9	31·7	London	Q8Cy.22½″,32″,46½″&68″–51″	35 ″ 1	
118490	*M.D.Butterwick* –14	*ss*Sou.No.2–13	6578	1,14			*sx*1,18	9mo	Wolff,Ld.	MailS.S.Co.Ld.	P&B315′F70′			British	220lb (*s*) 965NHP	s 8 ″11½	
HBFR	*Ref.Mchy.*	3*Dks*(*Stl–U* teak s)	5108	~~Exam 11,14~~				*Lloyd*	Belfast *'sA&CP*		FK&BK3″			8*BHCem*	3D&1SB*21cf*GS411HS16899	27 ″ 0	
	Elec.light Sub.Sig.	Wireless		~~BS1,14~~ ✠LMC2,13						*WB = Cell DBa*	112′*uE*&*B*97′*f*191′			1327*t DTf*	Harland&Wolff,Ld.Bel.		
				BS1,18											43′1115*t FPT*84*t APT*50*t*		
781	**Dunmore**	WoodScSr	277					1891	R.Davis	SouthCoastRoad	130·5	25·6	10·8	SydnyNSW	T.3Cy.12″,20″&32½″–24″		
101027	*P.Kerr* –17		244						Blackwall,	MetalQuarries,Ld.				British	70RHP		
VMPL		1*Dk*	171						N.S.W.						Muir&Houston,Glasgow		
782	—	SteelScSr	237	✠100A1	Goo	*c*	~~11,16~~	1901	Bow,Mc-	R.Hughes&Co.	120·3	22·1	8·8	Liverpool	C.2Cy.14½″&30″–21″ (*s*)	9 ″ 9	
113926	*A.Owens* –15	*ss*Goo.No.3–11 15	170	12,17~~11,15~~			12,17	1mo	Lachlan&Co.		Q46′B9′F20′			British	120lb 37RHP	s ″ 6	
	Mchy.Aft	1*Dk*(*Stl*)	90	~~BS10,16~~ ✠LMC11,16					Ld. Paisley					3*BHCem*	1SB,*2pf*,GS39,HS992	9 ″ 11	
	Well deck			1,18					A&CP		BK7″			*FPT*22*t*	Bow,McLachln&CoLd Psy		
											WB						
783	**Dunmore Head**	SteelScSr	2293	✠100A1	Bry	*s*	12,15	1889	Workman,	UlsterS.S.Co.Ld.	302·4	40·2	19·5	Belfast	T.3Cy.22″,36″&60″–42″ (*s*)	22 ″ 4	
96254	*W.McFerran* –10	*ss*Bel.2ndNo.3–8,14	1868	1,17				7mo	Clark&Co.Ld	(G.Heyn&Ss.*Mgs*)	Q112′B80′F34′			British	170lb 258NHP		
LGHS	*Well deck*		1459	BS12,15 ✠LMC5,14					Belfast	*WB =*	BK10″			5*BHCem*	2SB,*6rf*,GS230,HS3362 FD		
	Elec.light Sub.Sig.	1*Dk*(*Stl*)2*trB*						*Lloyd*	*'sA&CP*	*Cell DB*228′492*t F*	*PT* 15*t Dp tnk a*16′			90*t*	J.&J.Thomson,Glasgow		
784	**Dunnet**	SteelScK	204	✠100A1	Hul			1914	Cochrane&	HullSteamFishing	112·2	22·5	12·4	Hull	T.3Cy.10″,17″&28″–24″ (*s*)	13 ″ 2	
136188	*S.Greaves* –16		204	*StmTrawler*				4mo	Sons,Ld.	&IceCo.Ld.				British	200lb 49RHP		
JNCQ		1*Dk*	79	4,14	✠LMC4,14				Selby		BK8″			4*BHCem*	1SB,*2pf*,GS27,HS835		
								Lloyd	*'sA&CP*		*WB =*			*DTf*13′31*t*	Amos&Smith,Ld.Hull		
785	**Dunnet Head**	SteelSc3MstSr	426	✠100A1	Hul	*f*	~~9,16~~	1905	G.Brown &	CatchesideS.S.Co.	142·4	25·1	10·9	Leith	C.2Cy.18″&40″–27″ (*s*)	12 ″ 0	
121264	*J.Falconer* –16	*ss*N.F.L.No.2–14	291	3,17~~14,16~~ 9,17	~~Nwc~~ Cff		9,17	10mo	Co.	Ld.(T.H.Catche-	Q83′B9′F23′			British	130lb 91RHP	s ″ 4	
HDQR	(*ex*CantLose,*ex*Kintail)	1*Dk*(*Stl*)	163	~~BS3,16~~ ✠LMC7,13				*Lloyd*	Greenock *'sA&CP*	side&Co.*Mgrs.*)	BK7″			3*BHCem*	1SB,*3pf*,GS53,HS1440	12 ″ 4	
	Well deck Mchy.Aft			BS9,17							*FPT*			47*t APT*7*t*	Muir&Houston,Ld.Gls		
786	**Dunolly** *J.Stubbs* ~~–17~~	SteelScSr	3281	✠100A1	Shl	*v*	~~9,13~~	1901	A.Rodger	ScottishNav.CoLd	325·5	48·2	23·8	Glasgow	T.3Cy.24″,40″&65″–42″ (*s*)	26 ″ 4	
113993	~~*D.Brooks* –14~~	*ss*Shl.No.3–5,14	3133	2,18~~5,14~~	Gls		2,18	11mo	&Co.	(Glen&Co.*Mgrs.*)	P29′B84′F30′			British	160lb 278NHP	s 4 ″ 6½	
TCHP		1*Dk*(*Stl*)2*trB*&*deep framing*	2127	~~BS5,14~~ ✠LMC3,~~12~~,15				*Lloyd*	Pt.Glasgow *'sA&CP*	*WB = Cell DB*	FK			6*BHCem*	2SB,*6cf*,GS118,HS4240	22 ″ 3	
		3*Dk rule*									*a*&*uE*122′*f*138′781*t*			*APT*120*t*	ClydeS.B &E.Co.Ld PtGls.		
787	**Dunraven**	SteelScSr	3117	✠100A1	Cff	*v*	12,16	1910	Tyne I.S.B.	DunravenS.S.Co.	331·0	48·1	21·8	London	T.3Cy 24″,40″&65″–42″ (*s*)	24 ″ 4	
128502	*S.H.Mathias* –13	*ss*Hul.No.1–14	2909	12,16				2mo	Co.Ld.	Ld. (E.Thomas,	P27′B98′F34′			British	180lb *90lb* 298NHP	s 4 ″ 2	
HQKS	(*ex*Boverton)	1*Dk*(*pt Irn*&*pt Stl*)	1953	BS7,16 ✠LMC1,14				*Lloyd*	Newcastle *'sA&CP*	Radcliffe&Co.,	FK			5*BHCem*	2SB,*6cf*,GS125,HS4616	20 ″ 7	
		&*deepframing*								*Mgrs.*)					N.E.MarineEngCoLd.Nwc		
										WB = Cell DBa	104′			*uE*&*B*40′*f*	142′818*t FPT*86*t APT*88*t*		
788	**Dunraven Castle**	SteelScK	276	✠100A1	Mdb			1917	Smith's	CastleS.Trwlrs.Ld	125·5	23·4	12·8	Swansea	T.3Cy.12½″,21″&35″–26″ (*s*)	13 ″ 6	
136144	*J.Brown* –17		246	*StmTrawler*	Abd			1mo	DockCo.Ld.	(C.Heron,*Mgr.*)	Q72′F21′			British	180lb 87RHP		
		1*Dk*	107	4,17~~1,17~~	✠LMC1,17				Middlesbro'		BK7½″			3*BHCem*	1SB,*3pf*,GS50,HS1619		
								Lloyd	*'sA&CP*						Smith'sDockCo.Ld.Mdb.		
789	**Dunrobin**	SteelScSr	3617					1903	W.Doxford	SutherlandS.S.Co	339·9	50·2	22·6	Newcastle	T.3Cy.26″,42″&68″–42″		V
118626	*H.Ison* –16		3024						&Sons.Ld.	Ld.(A.M.Suther-	P30′F38′			British	300NHP		
VJRG	*Turret deck*	1*Dk*	2319						Sunderland	land,*Mgr.*)				*WB*	W.Doxford&Sons,Ld.Sld.		
790	**Duns Law**	SteelScSr	4077	✠100A1	Gls	*y*	7,13	1905	Hawthorn,	North of England	380·5	49·0	25·7	Glasgow	T.3Cy.27″,45′&74″–48″ (*s*)	28 ″ 6	
120598	(Detained at Nordenham)		3832	*Shelt.r dk*				8mo	Leslie&Co.Ld	Protecting&In-				British	180lb *180lb* 434NHP	s 3 ″11½	
HDGS	*W.Wright* –13	*ss*Nwc.No.1–09	2602	*withfreeboard*					Newcastle	demnityAssociatn.	FK			6*BHCem*	2SB,*8cf*,GS137,HS5624 FD	24 ″ 11	
	(*ex*PortChalmers)	2*Dks*(*Stl*)&*deep*		7,13				*Lloyd*	*'sA&CP*	(J.S.Todd,*Mgr.*)					N.E.MarineEng CoLdNwc		
	Elec.light	*framing*&*Shelter dk*(*Stl*)		BS7,14 ✠LMC12,11							*WB = Cell*			*DBa*120′*uE*	28′*f*16s′813*t APT*21*t*		
791	**Dunscore**	SteelScSr	176	✠100A1	Grk	*b*	~~12,16~~	1898	J.McAr-	HomeTradeSteam	100·0	20·1	8·3	Glasgow	C.2Cy.12″&24″–18″ (*s*)	9 ″ 0	
108773	*J.Layzell* –16	*ss*Grk.No.3–1,13	122	1,16			2,18	12mo	thur&Co.	CarryingCo.Ld.	Q39′			British	120lb 24RHP	s ″ 8	
	Mchy.Aft	1*Dk*(*Irn*)	68	~~Exam 2,18~~					Paisley	(J.G.Frew&Co.	BK6½″			3*BHptCem*	1SB,*2pf*,GS27,HS667	9 ″ 0	
	Well deck			BS1,16 ✠LMC1,~~17~~					A&CP	*Mgrs.*)	*WB = FPT* 19*t*			*ptAsp*	Bow,McLachlan&Co.Psy.		
				~~Examined~~			2,18										
792	**Dunstan**	SteelScSr	2966	✠100A1	Liv	*u*	~~1,17~~	1896	Barclay,	BoothS.S.Co.Ld.	322·0	42·3	16·9	Liverpool	T.3Cy.23½″,39″&64″–42″ (*s*)	28 ″ 0	
105365	*W.E.Downing* –14	*ss*Liv.No.3–10,08	2884	*Spar dk*			10,17	2mo	Curle&Co.Ld			25·6		British	180lb *80lb* NDB13 277NHP	s 5 ″11½	
PFSV	*Elec.light*	~~*ss*Liv.No.1–10~~	1893	2,13~~2,18~~					Glasgow			FK		5*BHCem*	2SB,*6cf*,GS126,HS4328	22 ″ 5	
	*ss*Liv.No.2–18	1*Dk*(*Stl*)&*Spar dk*(*Irn*)		~~Exam 10,17~~					A&CP	*WB = Cell*	*DBa*&*uE*125′*f*138			598*t APT*40*t*	Barclay,Curle&C.(L.),Gls.		
		&*deep framing*		~~BS5,16~~ ✠LMC6,13													
							~~2,17~~										
793	**Dunster Castle**	SteelScSr	155	✠~~100A1~~	Adl	*a*	9,15	1909	Garston	G.Bell	95·0	20·1	7·6	Melbourne	C.2Cy.12½″&28″–18″ (*s*)	8 ″ 6	
Wrecked 7,16		~~*ss*Liv.No.1–10~~	109	1,14				11mo	G.D.&S.B.Co.		Q37′B7′F18′			British	130lb 31RHP	~~s 6~~	
126lb		*ss*Adl.No.1–14							Ld. Garston							~~8 ″ 6~~	
		1*Dk*(*Stl*)	62	~~BS9,15~~ ✠LMC4,14				*Lloyd*	*'sA&CP*		FK			3*BHCem*	1SB,*2pf*,GS33,HS757	s 8 ″ 2	
	Well deck										*WB =*			*FPT*20*t*	Miller&MacfieLd.Glasgow		
	Mchy.Aft																

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. / Master. / Special Surveys.	3 Material, Rig, &c. / Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. (✠ for Special Survey. Date of last Survey.)	6 Port of Survey.	7 Years as. / now expired. / Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NP=Horse power by Society's formulæ; RP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Discontinued Trade Mark.
794 / 80430 / MBQS	**Dunure** *M.McDougall* –15 (*ex*Cedar)	**IronScSr**	705 / 612 / 290	✠100A1 11,16	Npt	*e*	6,16	1878	D.&W. Henderson Glasgow	AyrStm.Shipping Co.Ld. (Rowan& Bain, *Mgrs.*)	217·7 P46′	30·4 B74′	15·4 F46′	Glasgow British *alt.*92	C.2Cy.30½″&68″–42″ NB08 220NHP D.&W.Henderson,Gls.	15 ″ 9	
795 / 87741 / JDQN	**Dunvegan** *E.A.Speight* –16 *Mchy.Aft* *Well deck*	**IronSc3MstSr** ssAyr2ndNo.3–3,09 ssAyrNo.1–13 1*Dk*(*Irn*)	304 / 236 / 126	✠100A1 11,16	Npt	*e*	6,16	1883 12mo *Lloyd's*	Scott&Co. Bowling *A&CP*	~~J.B.Sutcliffe~~ Sutcliffe&Co.,Ld.	140·0 Q73′	22·2 B7′	10·5 F19′ BK7′ *WB*=*FPT*34*t*	Boston British 80lb	C.2Cy.18″&34″–28″ (*s*) 50RHP 1SB,*2pf*,GS36,HS1002 J.Gilmour&Co.,Glasgow	11 ″ 1 s ″ 10½ 10 ″ 11	
796 / 105854 / PKGT	**Dunvegan Castle** *G.H.Owen* –16 *Ref.Mchy.* Wireless 2*Dks*(*UStl*–ws)& *Spar dk*(*Stl*–teaks)&*Webframes*	**SteelSc3MstSr** ssSou.No.3–12,10 ssLiv.No.1–16	6124 / 5236 / 3320	✠100A1 *Spar dk* 11,17	Lon	*b*†	7,16	1896 7mo *Lloyd's*	Fairfield Co.(Lim.) Glasgow *A&CP*	TheUnion-Castle MailS.S.Co.Ld. *WB*=*Cell*	450·5 P20′B180′F88′ *LDBa*87′*uE*&*B*105′	50·9	23·7 31·7 FK *f*143′860*t*	London British 170lb *WB*=*FPT*34*t*	T.3Cy38″,62½″&102″–66″ (*s*) 1152NHP 2S&3DB26*rf*GS588HS21337 FairfieldCo.(Lim.),Gls.		
797 / HWRJ	**Dupleix** *Gloro* –14 *Elec.light* *Ref.Mchy.* 2*Dks*	**SteelScSr**	7418 / 6645 / 4651					1913	Atel.&Ch. de laLoire Nantes	ChargeursRéunis	415·0 B148′	53·8	34·8	Havre French *WB*	T3Cy27$\frac{21}{64}$″,46$\frac{1}{16}$″&76″–51$\frac{13}{32}$″ 416NHP Atel.&Ch.de laLoire,Nts.		V
798 / HWRF	— *Plancheur* *Elec.light* 3*Dks*&*Promenade dk*	**SteelScBn**	2394 / — / 1445					1897	Forges&C. de la Médit. LaSeyne	MessageriesMaritimes	320·7 H151′F93′	39·4	24·9	Marseilles French *WB*	T.3Cy.31½″,45½″&69″–39½″ 300NHP Forges&C.de laMédit.Msl		V
799 / 67338 / LNRM	**Duplex** *R.L.Boyd* (*ex*Nentwater) *Elec.light*	**IronScSr** ssLon.3rdNo.3–8,09 1*Dk*(*Irn*–ws)2*trB*	874 / 746 / 434	✠ 8,06 NE4.94 ✠ NB10,07	Lon	*m*		1872 11mo	C.Mitchell &Co. Newcastle	Cowasjee,Dinshaw &Bros.	214·3 P33′F28′	30·2	17·1 FK *WB*=*DB*	Aden British NDB07 *a*51′*f*66′190*t*	T.3Cy.16½″,26½″&44″–33″ 141NHP 1SB,*3cf*,GS46,HS2053 FD WlsndSlpwy&EC(L)Nwc	17 ″ 8	
800 / TVQS	**Duquesa** *Elec.light* *Ref.Mchy.*	**SteelTwinScSr** *CruiserStern*	8500	100A1 *Shelter dk* (*ClassContemplated*)				1917	IrvinesS.B &D.D.Co.Ld. WHartlepool	Furness,Houlder &ArgentineLines, Ld.	440·0 B260′	61·4	35·7	London British	T.6Cy.25″,41½″&70″–48″ Richardsons,Westgarth& Co.Ld.Hpl		
801	**Duquesne** *Boyenval* (*ex*AbeilleVI.)	**IronSr** (*Tug*)	115 / 87 / 4					1877	Vve.Barbot Havre	Leveau&Gosselin	82·0	16·4	10·6	Fécamp French	C.2Cy.19$\frac{7}{10}$″&31½″–23$\frac{5}{10}$″ NB93 40NHP Soc.deConstr.NavalesHav		V
802 / HWSJ	— *Wattez*13–13	**SteelScSp** (*Trawler*)	101 / — / —					1896	E.Lucas &Co. Dieppe	Germe&Jouy	90·2	18·3	8·9	Boulogne French	C.2Cy.16″&27½″–18″ NB97 27NHP E.Lucas&Co.,Dieppe		
803 / 11758 / TVQS	**Duranbah** *T.W.Fletcher* –16	**SteelScSr** 1*Dk*	284 / 202 / 131					1905	Scott of Kinghorn,Ld Kinghorn	NorthCoastSteam Nav.Co.Ld.	130·0	23·1	9·2	SydnyNSW British	C.2Cy.14″&30″–21″ 37RHP Scott of Kinghorn,Ld.Kgn.		
804 / HKTB	**Durango** ~~*ex*Totorica~~ –15 (*ex*Maling) *F.Frias* –18	**SteelScSr** ssBbo.No.3–2,08 ssBbo.No.1–12–17 1*Dk*(*Stl*)2*trB*&*Webframes*	3067 / 2894 / 1856	✠100A1 5,17 8,15 LMC MS8,17 MS9,18	Shl Bbo	*u*	~~8,15~~ ~~5,17~~ 6,17 BS9,16	1895 2mo	W.Gray& Co.Ld. WHartlepool A&CP	Cia Naviera Vascongada(Felix de Abaroglo, *Mgr.*) *WB*=*Cell*	325·0 B72′F32′	47·1	22·4 FK *DBa*&*uE*132′*f*130′	Bilbao Spanish 160lb ~~90lb~~ 5*BHCem* 728*tAPT*62*t*	T.3Cy.24″,38″&64″–42″ (*s*) 258NHP 2SB,*6cf*,GS85,HS3750 Cen.Mar.Eng.Wrks,WHpl	24″10 s 4 ″ 9 20 ″ 5	
805 / 104349 / NRKP	— *F.W.Chambers* –09 *Spar dk*	**SteelScSr** ssHpl.No.3–6,08 ssLiv.No.1–12 1*Dk*(*Irn*)&*Spar dk*(*Irn*–ws)3*trB*	3008 / 2839 / 1927	✠100A1 *Spar dk* 9,15 Examined 5,17 LMC9,16	Liv	*u*	9,16	1895 3mo	Bartram &Sons Sunderland A&CP	Furness,Withy& Co.Ld. *WB*=*Cell*	332·0 P8′B82′F36′ *DBa*&*uE*&*B*36′*f*126′535*t*	41·7	18·0 BK10″	Sunderlnd British 160lb *90lb* 5*BHCem* *APT*65*t*	T.3Cy.25¼″,40″&66″–45″ (*s*) NDB09 299NHP 2SB,*8pf*,GS143,HS4600 J.Dickinson,Sunderland	28 ″ 8 s 5 ″ 1 24 ″ 7	
806 / 71844	**Duras** *W.Williamson* –15	**IronScK** 1*Dk*	131 / 110 / 56				...	1893	J.P.Rennoldson& Sons S.Shields	GalwayBay SteamboatCo.Ld.	95·5	18·1	9·7 BK6′	Galway British	C.2Cy.16″&32″–21″ 42RHP JPRennoldson&Sns,S.Shl.	10 ″ 0	
807 / 10677 / JNCR	**Durban** *W.G.Farr* –17	**IronScK** ssHul.No.3–6,10 ssHul.No.1–14 1*Dk*	152 / 145 / 60	✠100A1 *Stm Trawler* 11,16 ~~BS11,16~~ LMC3,14	Hul		~~10,15~~ ~~8,17~~ N11,17 BS11,17	1897 11mo *Lloyd's*	Cook,Welt'n&Gemmell Hull *A&CP*	HullSteamFishing &IceCo.Ld.	101·8 ptND10	20·6	11·0 BK7½″ *WB*=	Hull British 200lb 3*BHCem* *DTf*17′30*t*	T.3Cy.9½″,16″&25½″–20″ (*s*) 35RHP 1SB,*2pf*,GS22,HS573 Amos&Smith,Hull	11″10	
808 / HWSJ	**Durbana** (*Whaler*) 1*Dk*	**SteelScSr**	131 / 128 / 46					1911	KaldnæsP. slip&MekVks Tönsberg		95·4	19·0	11·2	*WB*	T.3Cy.11″,18″&29″–24″ 41NHP Fredriksstad M.V.		N
809 / 13210 / HTQF	**Durga** *J.Curtis* –12	**SteelScK** 1*Dk*	216 / 195 / 83	✠100A1 *StmTrawler* 12,13 LMC5,11	Gms		11,13	1911 6mo *Lloyd's*	Smith's Dock Co.Ld. Middlesbro' *A&CP*	E.Sleight	117·4 Q73′F18′	21·5	11·7 BK7½″	Grimsby British 180lb 3*BHCem*	T.3Cy.12¼″,20″&34″–24″ (*s*) 76RHP 1SB,*3pf*,GS40,HS1400 ShieldsEng.Co.Ld.N.Shl.	12 ″ 6	
810 / 118499 / HBJN	**Durham** *J.Watkins* –15 *Ref.Mchy.* 2*Dks*(*Stl*)&*deep framing* *Elec.light* Wireless &*Shelter dk*(*Stl*)	**SteelScSr** ssLon.No.2–13	~~5760~~ ~~5220~~ ~~3886~~ 6975 5220 5299	✠100A1 *Shelter dk* *withfreeboard* 4,16 MS12,15 Lloyd's RMC 8,17	Gls	*a*†	12,16	1904 11mo *Lloyd's*	Hawthorn, Leslie&Co.Ld. Newcastle *A&CP*	FederalSteam Nav.Co.Ld. *WB*=*Cell*D*Ba*100′*u*	420·7 E30′*f*195′911*t*	54·0	28·6 FK *FPT*	London British 180lb *180lb* 7*BHCem* 139*tAPT*15*t*	T.3Cy.28″,47″&78″–54″ (*s*) 518NHP 3SB,*9cf*,GS183,HS6759 FD N.E.MarineEng.CoLdNwc	31 ″ 9 s 5 ″ 2 27 ″ 0	BT till 6,17
811 / 109713 / SDFH	— *M.Jameson* –11	**SteelScSr** ssShl.No.3–12,10 ssSws.No.1–16 1*Dk*(*Irn*)&*deep framing*	2626 2462 1686	✠100A1 1,16 LMC MS2,16 BS8,16	Cff	*t*	3,17	1900 12mo	R.Thompson&Sons Sunderland A&CP	ThompsonS.Shpg. Co.Ld.(V.T.Thompson&Co.*Mgrs.*) *WB*=*Cell*D*Ba*	313·0 P29′B94′F34′ 98′*uE*22′*f*128′655*t*	45·0	20·5 FK *APT*59*t*	Sunderlnd British 180lb 5*BHCem*	T.3Cy.23″,38″&61″–39″ (*s*) 256NHP 2SB.*6pf*,GS108,HS4015 G.Clark,Ld.Sunderland	23 ″ 1 s 3 ″ 6½ 19 ″ 10	
812 / 118387 / VNRH	**Durham Castle** *B.Burt* –15 *Elec.light* *Ref.Mchy.* &*deep framing* Sub.Sig. Wireless	**SteelTwinScSr** ssLon.No.2–12 3*Dks*(*Stl*–*Mws*&*U*–teaks)	8228 6585 5180	✠100A1 1,16 LMC7,16 BS3,17	Lon	*e*†	SN3,15 P3,15	1904 2mo *Lloyd's*	Fairfield Co.Ld. Glasgow *A&CP*	TheUnion-Castle MailS.S.Co.Ld. *WB*=*Cell*D*B*	475·4 P&B315′F70′ *a*107′ *uE*36′*f*191′	56·7	31·6 FK&BK3″	London British 8*BHCem* 975*t* *DTf*43′	Q.8Cy.22½″,32″,46½″&68″– 51″ 220lb (*s*) 969NHP 3D&1SB21*cf*GS420HS16943 FairfieldCo.Ld.Glasgow 1120*tFPT*85*tAPT*60*t*	35 ″ 0 s 8 ″10 26 ″ 11	BT till 6,17
813 / 132887 / JCRF	**Durley Chine** *J.F.Chapman* –17 Wireless	**SteelScSr** 1*Dk*(*Stl*)	1918 1766 1157	✠~~100A1~~ 6,14 ~~LMC7,17~~	Hfx	*r*	6,16	1913 7mo *Lloyd's*	Osbourne, Graham&Co. Sunderland *A&CP*	CanadianGovt. *WB*=*Cell*D*Ba*80′*uE*	279·0 P21′B72′F27′ 28′*f*116′476*t*	40·1	18·4 FK *FPT*	Ottawa British 180lb 4*BHCem* 57*tAPT*86*t*	T.3Cy.20½″,33″&56″–36″ (*s*) 209NHP 2SB.*6pf*,GS100,HS3288 G.Clark,Ld.Sunderland	20 ″ 8 ~~s 3 ″ 0~~ ~~18 ″ 0~~	

Sunk by Collision 4,17 *Cargo battens not fitted*

1 Numero d'Ordre / Numero Officiel / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane, Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Francbord au Milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres ou coté, si on est dans le L. R. Darse ou à Bor'mais.
814	**Duroby**	**WoodScSr**	195					1902	D.Sullivan	LangleyBros.Ld.	121·8	24·7	8·4	SydnyNSW	C.2Cy.14″&28″–18″		
112567	*E.Dedman* –16		164						Coopernook, N.S.W.					British	40RHP		
		1*Dk*	119												Chapman&Co SydnyNSW		
815	**Dusit** *A.Møller* –18	**SteelTwinScSr**	*480*	✠100A1	Bgk	*q*	~~10,15~~ 4,18	1911	G.Brown &	Chino-SiamStm.	160·0	26·1	11·4	**Bangkok**	C.4Cy.12″&24″–15″ (*s*)	12 ″ 3	
	~~*N.S.L.Siemen*~~	*ss*Bgk.No.1–15	*397*	10,15				4mo	Co.	Nav.Co.Ld.	B7′F21′		FK	Siamese	130lb 58NHP	s 1 ″ 7	
	Mchy.Aft	1*Dk*(*Stl*)	*261*	✠LMC10,18					Greenock				3*BHCem*		1SB.*2pf*,GS39,HS1192	10 ″ 10	
				BS4,18				*Lloyd's SA&CP*			*WB*=*FPT*		53*t APT*27*t*		Gauldie,Gillespie&Co.Gls.		
816	**Düsseldorf**	**SteelScSr**	5877	✠ ——	Ham	*b*†		1912	J.C.Teck-	Deutsch-Austral.	450·8	57·2	27·0	**Hamburg**	T3Cy27½″ 46½″&78¾″–53¾″	29 ″ 8	
	*C.B.Saegert*98–12		5490	2,17				3mo	lenborgA.G.	Dmpfsch.Ges.	P&B392′F45′		FK	German	697NHP		
RSFV	*Well deck*	2*Dks*(*Stl*)&3*rd dk*	3717	✠					Geestemünde				9*BHCem*		4SB,*12cf*,GS236,HS10334 FD		
	Elec.light Wireless	*in No.1hold only*								*WB*=*Cell*	*DBa*146′ *uE&B* 71′		*f*190′1453*t*		J.C.TecklenborgA.G.Gst.		
817	— (Seized at Libau)	**SteelSc**	901					1899	Bremer	Dampfsch.Ges.	211·2	27·2	14·9	**Bremen**	T.3Cy.13⅜″,21⅜″&34⅜″–23⅜″		
	M.Finger		764						Vulkan	Argo	B78′			German	58NHP		
QGSF		2*Dks3trB*	644						Vegesack		len01		*WB*		BremerVulkan,Vegesack		
818	**Duster**	**SteelScK**	192				...	1911	GooleS.B.	KelsallBros.&	110·0	21·6	12·0	**Hull**	T.3Cy.12″,21″&33″–21″	12 ″ 11	
132253	*H.W.Walker* –11	(*Trawler*)	189						&RepgCo.Ld	Beeching,Ld.(G.				British	55RHP		
		1*Dk*	72						Goole	Beeching&J.E.A.			BK7½″		*WB*	Earle'sCo.Ld.Hull	
										Kelsall,*Mgrs.*)							
819	**Düsternbrock**	**SteelScSr**	166					1912	Howaldts-	NeueDampferCo.	105·8	22·5	9·4	**Kiel**	T3Cy.11½″,18⅞″&29½″–15½″		G
	H.Lewerenz –12		124						werke	Akt.Ges.	H—			German	35NHP		
LBSN	*Elec.light*	1*Dk*	25						Kiel						Howaldtswerke,Kiel		
820	**Duva**	**SteelScSr**	1203	✠100A1	Navc	*o*	6,16	1909	Campbel-	T.G.Beatley&Son	229·9	35·0	16·0	**Grngemth**	T.3Cy.18″,27½″&45″–33″ (*s*)	18 ″ 4	
124458	*J.Nelson* –16	*ss*Gmh.No.1–14	1028	1,17				3mo	townS.B.Co.		Q79′B58′F28′		FK	British	180lb *100lb* 130NHP	s 1 ″ 8½	
HNQV	*Well deck*	1*Dk*(*Stl*)&*deep framing*	716	~~Same as Midas~~ 7,16			*See No. 85 in Supplement*	*Lloyd's SA&CP*	(Campbell & Co.)	*WB*=*CellDB*	*a*54′*uE&B*33′	*f*102′	4*BHCem* 315*t APT*95*t*		1SB,*3cf*,GS63,HS2078 D.Rowan&Co.Glasgow	16 ″ 11	
821	**Dux**	**SteelScSr**	1349			...		1904	Fredrkstad	TheShippingCon-	241·1	35·7	16·2	~~**Christania**~~	*T*.3Cy.18″,30″&49″–33″	18 ″ 9	N
140383	~~*C.F.Steen*18–18~~		1113						Mek.Værks.	troller (H.W.&	P30′B67′F23′			~~Norwegian~~	179NHP		
MBTW	(*ex*Pollux)	1*Dk*&*deep framing*	733						Fredrikstad	C.M.Ezard,*Mgrs.*)			FK	London *WB*	FredrikstadM.V.Frdstad.		
~~PKLQ~~	*Elec.light*													British			
822	—	**SteelScSr**	1006	✠90A†	Skm	*m*	6,16	1878	MotalaCo.	Stockholms	207·8	29·7	17·1	**Stockholm**	T.3Cy.16½″,24⅝″&43¾″–33″	18 ″ 1	
2606	*W.Nyman*16–16 *ss*Skm.3rdNo.3–6,16		751	6,17 ~~6,16~~	Bgo			11mo	Norrköping	Rederiaktieb.Svea	P124′H22*t*F25′		BK7″	Swedish	140lb *70lb* NDB08 94NHP	s 2 ″ 1½	
HDNP	*Well deck*	1*Dk2trB*	582	✠NB3,91	LMC6,16					(Hj.Blomberg)			4*BHCem*		1SB,*3cf*,GS47,HS1300	16 ″ 11	
													WB=		*Tpd*.91MotalaCo.,Motala		
823	**Duymaer van Twist**	**SteelSc**	1994					1905	Nederl.	Koninkl.Paketv.	296·0	38·0	20·9	**Batavia**	T.3Cy.21⅝″,36½″&59″–43⅜″		V
			—						Schps.Maats.	Maats.	P76′H56′F76′			Dutch	NB08 229NHP		
TCRH	*Elec.light*	2*Dks*&*Awng dk*	1240						Amsterdam				*WB*		NedFb.v.Wrk&Spoor,Ams		
824	**Dwarka**	**SteelScSr**	1695	✠	Gls	*r*		1894	A.&J.Inglis	BritishIndiaStm.	275·0	35·0	17·8	**Glasgow**	T.3Cy.28½″,46″&74″–48″	26 ″ 6	
102669	*C.C.McNair* –17	2*Dks*(*UStl*–ws)	1632	*Awng dk*				3mo	Glasgow	Nav.Co.Ld.			25·3	British	409NHP		
NHTC	*Elec.light*	&*Awngdk*(*Teak*)	759	*withfreeboard*									BK9″		2DB,*12rf*,GS224,HS6534		
				3,94 ✠									*WB*=*DB*		A.&J.Inglis,Glasgow		
825	**Dwina**	**IronSc3MstSr**	756	✠ Ⓐ1	Shl		4,16	1861	Barclay,	Leith,Hull&Ham.	241·6	27·7	15·0	**Leith**	C.2Cy.24″&42″–30″ (*s*)	15 ″ 6	
28757	*J.McNaughton* –16	*ss*Lth.3rdNo.3–3,07	701	3,17 4,16	SWS			3mo	Curle&Co.	S.P.Co.Ld.(J.Cur-	P21′B36′F18′	BK8″		British	75lb *55lb* NDB90 70RHP	s 2 ″ 8½	
QBTD		*ss*Mdb.No.2–15	465	✠NB7,90	LMC				Glasgow	rie&Co.*Mgrs.*)	pptF&s68len70		5*BHCem*		1SB,*3cf*,GS45,HS1290 NE74	13 ″ 11	
		1*Dk2trB*		MS12,15	BS2,17						ND02	*WB*=	*MT*39′194*t*		J.Penn&Sons,London		
826	**Dwinsk**	**SteelTwinScSr**	8173		Rot			1897	Harland&	TheShippingCon-	470·0	53·4	37·0	London	T.6Cy.26½″,43½″&72″–51″	41 ″ 5	V
142312	*Chr.Neumann*02–14	*ss*Rot.No.1–01	7385	*Awng dk*				7mo	Wolff,Ld.	troller (Cunard				British	954NHP		
~~TWAR~~	(*ex*C.F.Tietgen,	3*Dks*(*StlU*-ws)&	~~5142~~	*withfreeboard*					Belfast	S.S.Co.Ld.,*Mgrs.*)	*Promenade dk*189′			8*BHCem*	3D&2SB24*cf*GS426HS16750		
JSKH	*ex*Rotterdam)	*Awngdk*(*ptStl*-ws)	5039	7,05							FK&BK3′				Harland&Wolff,Ld.Bel.		
	Elec.light	Wireless								*WB*=*CellDBa*	116′*uE&B*116′	*f*139′	1058*t MT*48′		1050*t FPT*96*t APT*73*t*		
827	**Dykland**	**SteelScSr**	4291	✠100A1	Cff	*x*	5,15	1914	Sunderlnd	FredDrughorn,Ld.	370·0	51·0	26·2	**London**	T.3Cy.25′,41′&69″–48″ (*s*)	28 ″ 9	
136671	*W.R.Bennett* –16		4014	5,16				5mo	S.B.Co.Ld.		P29′B100′F35′		FK	British	180lb 371NHP	s 5 ″ 4½	
JFLT		1*Dk*(*Stl*)	2683		✠LMC5,16				Sunderland				6*BHCem*		3SB,*9cf*,GS174,HS5898	23 ″ 9	
								Lloyd's SA&CP		*WB*=	*Cell DBa*117′ *uE&*		*B*40′*f*166′961*t FPT*	96*t APT*151*t*	G.Clark,Ld.Sunderland		
828	**Dyle**	**IronScSr**	1510	✠	Npt	*r*		1879	A.Leslie	The Admiralty	260·0	33·2	23·0		C.2Cy.32″&62″–36″	24 ″ 0	
		*ss*Ant.2ndNo.3–2,05	1420	3,14				11mo	&Co.		F33′			British	NDB03 177NHP		
		*ss*Ant.No.1–10	1154	✠					Newcastle		ND00	BK9″	5*BHCem*		2SB,*6pf*,GS80,HS3000		
	(*ex*Widdrington)	2*Dks*(1*Irn*)3*trB*								*WB*=*DBa*64′*f*56′			229*t APT*26*t*		Black,Hawthorn&Co.Gts.		
829	**Dynevor Castle**	**SteelScK**	283	✠100A1	Sws		5,17	1914	Smith's	CastleS.Trwlrs,Ld	128·8	23·5	12·8	**Swansea**	T.3Cy.12½″,21″&35″–26″ (*s*)	13 ″ 6	
136111	*H.Pride* –16		253	*StmTrawler*				3mo	DockCo.Ld.	(C.Heron,*Mgr.*)	Q76′F23′			British	180lb 85RHP		
		1*Dk*	112	5,17 ~~5,17~~	✠LMC5,16				Middlesbro'			BK7½″	2*BHCem*		1SB,*3pf*,GS54,HS1522		
				Examined 5,18				*Lloyd's SA&CP*							Smith'sDockCo.Ld.Mdb.		
830	**Dyrö**	**SteelScSr**	372					1915	Trndhjms	TromsöAmts	138·2	23·1	16·1	**Tromsö**	T.3Cy.12″,20″&33″–21″		N
MLCP	*O.Bottolfsen*		341						Mek.Værks.	Dampskibsselskab				Norwegian	49NHP		
	Elec.light	2*Dks*	201						Trondhjem				*WB*		TrondhjemsM.V.Trndhjm		
831	**Dysart**	**WoodAuxScSr**	162					1868	K.K.Oxtre	Akties.Höyang-	96·2	23·9	10·9	**Stavanger**	Oil Engine		N
Wrecked 12/17	*H.Rasmussen*	*OilEng.*	146						Stavanger	faldene	H6*t*			Norwegian	NE *fitted*16		
MPHT	(*ex*Progress)	1*Dk*	81														

(*See Sailing Ship Register.*)

*** Additional Ships are inserted in the Supplement at the end of the Register.

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years assigned or required. Distinguishing Letter.	7* Date when tail shaft last seen.	8 Built. When	9 Built. By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; IHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of ft. of Trade Cert.
1 HKVQ	**E.** *(ex Reina Cristina)* 1 *Dk*	140 — 111					1883	Sons of T. Haynes Cadiz	Cia. Gaditana de Pesca	101·7 P28′	16·4	9·5	**Cadiz** Spanish	C.2Cy.12″&24″–16″ 19NHP Sons of T. Haynes, Cadiz		
2 128725 VJQT	**E. A. O.** *O. Stökken* –11 *(ex Snar)*	**SteelScK** *(Whaler)* 1 *Dk*	111 111 38				1911	Nylands Værksted Christiania	Shepstone Whaling & Fishing Co. Ld.	93·4 H5*t*	18·2	10·7	Cape Town British	T.3Cy.10½″,17″&28½″–20″ 51RHP Nylands Værksted, Xania		N
3 204664	**E. A. S. Clarke** *Mchy. Aft Elec. light*	**SteelScSr** *(ex H. P. Bope)* 1 *Dk*	5750 — 4422				1907	Superior S.B.Co. Superior, Wis	Interlake S.S.Co. (Pickands, Mather & Co. *Mgrs.*)	540·0	56·0	30·0	Cleveland Utd. States *WB*	Q.4Cy.18½″,28½″,43½″&66″–42″ 282NHP Superior S.B.Co. Superior		
4 125977	**E. B. Osler** *J. Williams* –13 *Elec. light*	**SteelSc** 1 *Dk*	6787 6493 4361				1908	Canadian S.B.Co. Ltd. Bridgeburg On	Canada S.S. Lines Ld.	491·3	56·0	26·5	Toronto British *WB*	Q.4Cy.19″,28″,40″&58″–42″ 218NHP Canadian S.B.Co. Ld. Trnto.		
5 200666	**E. C. Collins** *(ex Edwin F. Holmes)* *Mchy. Aft Elec. light* 1 *Dk 2 tr B*	**SteelSc**	4787 — 3517				1904	American S.B.Co. Lorain, O.	Pittsburgh S.S.Co.	420·0	50·0	28·0	Duluth Utd. States *WB*	T.3Cy.22″,35″&58″–40″ 213NHP American S.B.Co Cleveland		
6 136192	**E. C. Pope** 1 *Dk 2 tr B* *Elec. light Mchy. Aft*	**SteelSc 3 MstSr**	2637 — 2064				1891	Detroit Dry Dock Co. Wyandotte	Lake Transit Co. (H. L. Shaw, *Mgr.*)	317·2	42·2	20·5	Duluth, Minn. Utd. States *WB*	T.3Cy.22″,35″&56″–44″ 208NHP Detroit Dry Dock Co., Wynd		
7 132756 JGDV	**E. D. J.** ~~*Portville* 1–14~~ *ss* Bel. No. 1–18 *Oil Eng.* *Mchy. Aft H. Chambers* –17 1 *Dk (Stl)* *(See Sailing Ship Register)*	**SteelAuxScK**	76 69 57	✠100A1 4,18 7,16 LMC7,16 4,18	Ply Bel		7,16 4,18	1914 3mo *Lloyd*	Willough-by Bros. Plymouth *sA&CP*	**Douglas Shipping Co. Ld. (G. E. Kelly, *Mgr.*)** T. Pallister	67·1 BK6″	18·0	7·8	**Douglas IM** British	Oil Engines 2S.C.SA 3Cy.7½″–9″ 45NHP 2 *BHCem* W. Beardmore & Co. Ld. Gls.	8 ″ 6 s 1 ″ 2 7 ″ 11	
8 80861	**E. G. Crosby** *(ex Naomi, ex Wisconsin)* *Mchy. Aft Elec. light* Wireless	**IronSc**	2142 — 1457				1881	Detroit Dry Dock Co. Wyandotte	Crosby Transportation Co.	203·9	40·0	24·6	Milwaukee Wis. Utd. States	C.2Cy.27″&44″–42″ NB99 104NHP Detroit Dry Dcks Eng. Wrks		
9 207568	**E. H. Utley** *Mchy. Aft Elec. light* 1 *Dk*	**SteelScSr**	6287 — 4861				1910	Detroit S.B.Co. Wyandotte	Beaver S.S.Co. (H. K. Oakes, *Mgr.*)	504·0 F44′	54·2	31·0	Duluth Utd. States *WB*	T.3Cy.23½″,38″&63″–42″ 257NHP Detroit SB Co. Detroit, Mch.		
10 127944 HNKC	**E. Hayward** *Joseph Ashton* –15 *Well deck* 1 *Dk (Stl–pt teak s)* *Mchy. Aft*	**SteelScSr** ~~*ss* Bkn. No. 1–13~~ *ss* Liv. No. 2–17	444 355 161	✠100A1 8,17 5.15 BS6,16 ✠LMC1,16 8,17 MS4,17	Liv	*g*	5,15 8,17	1908 11mo *Lloyd*	Ailsa S.B. Co. Ltd. Ayr *'sA&CP*	Zillah Shipping & Carrying Co. Ld. (W. A. Savage, Ld. *Mgr.*) *WB=Ce*	157·0 Q50′B10′F28′ BK7″ *ll D B f 81′ 120 t FPT*	26·2	10·5	Liverpool British *3 BHCem 54 t A P T 6 t*	C.2Cy.18″&40″–27″ (*a*) 130lb 64RHP 1SB, *3pf*, GS53, HS1842 Ailsa S.B.Co.Ld. Troon	13 ″ 1 s 1 • 1 12 ″ 9	
11 203108	**E. J. Earling** *Elec. light Mchy. Aft* Sub. Sig. 1 *Dk*	**SteelSc**	6657 — 5140				1906	Superior S.B.Co. Superior, Wis	Franklin S.S.Co. (H. K. Oakes, *Mgr.*)	535·5	55·0	31·0	Duluth Utd. States *WB*	T.3Cy.23½″,38″&63″–42″ 257NHP Detroit S.B.Co. Detroit		
12 207448	**E. L. Pierce** *(ex St. Clair)* *Elec. light Mchy. Aft* 1 *Dk*	**SteelSc**	5494 — 4153				1910	Gt. Lakes Eng. Works Ecorse, Mich.	Pioneer S.S.Co. (Hutchinson & Co. *Mgrs.*)	444·0	56·2	31·0	Fairport Utd. States *WB*	T.3Cy.22½″,36″&60″–42″ 233NHP Gt. Lakes Eng Wrks Detroit		
13 136724 KNTS	**E. L. Russell** *J. Carlson* 04–09 1 *Dk*	**SteelScSr**	206 — 100				1899	J. H. Dialogue & Son Camden, N.J.	Gulf Refining Co.	108·9	22·6	12·2	Pt. Arthur Utd. States	C.2Cy.20″&30″–26″ 38NHP J. H. Dialogue & Sn, Camden		
14 NJRW	**E. M. Dalgas** *E. Böye* *ss* Els. No. 3–1,11 *ss* Cpn. No. 1–15 1 *Dk (Stl) & deep framing*	**SteelScSr**	1527 1368 920	✠100A1 9,17 11,16 BS11,16 ✠LMC11,13 BS9,17	Cpn Els	*q*	10,15 9,17	1898 5mo *Lloyd*	Grngemth Dockyard Co. Grangmouth *'sA&CP WB=*	Dpskselsk. Vendila (Svendsen & Christensen, *Mgs.*) *Cell D Ba & u E 94′ u*	254·0 P25′B62′F25′ FK *B 16′ f 94′ 391 t FPT*	36·8	18·1	Copnhagn Danish *4 BHCem 41 t A P T 17 t*	T.3Cy.19″,31″&51″–36″ (*a*) 160lb *90lb* 160NHP 1SB, *3cf*, GS62, HS2451 Hutson & Son, Glasgow	20 ″ 4 s 2 • 9 17 ″ 11	
15 118321 VFQK	**E. O. Saltmarsh** *T. Rogers* –04 *Turret deck Elec. light* 1 *Dk*	**SteelScSr**	3630 3025 2319				1903	W. Doxford & Sons, Ld. Sunderland	Pensacola Trading Co Ld (Watts Watts & Co. Ld. *Mgrs.*)	340·0	50·2	22·6	London British *WB*	T.3Cy.26″,42″&68″–42″ 300NHP W. Doxford & Sons, Ld. Sld.		V
16 RQFM	**E. Russ** *H. Winter* *Elec. light* 1 *Dk*	**SteelSc**	2439 2210 1456				1909	Stettiner Oderwerke Stettin	E. Russ	306·2 P16′B77′F28	44·1	19·0	Hamburg German *WB*	T.3Cy.21½″,34½″&55½″–39⅜″ 191NHP Stettiner Oderwerke		G
17 98967 MGPQ	**E. Sang** *W. P. Baker* –14	**SteelScSr** 2 *Dks*	1783 1619 1127				1891	Lon. & Gls. Co. (Lim.) Glasgow	Indo-China Steam Nav. Co. Ld.	260·0 B64′	36·1	22·0	London British	T.3Cy.20″,32″&52″–39″ 169NHP Lon. & Gls. Co. (Lim.), Gls.		
18 NTQP	**E. T. Nygaard** *G. J. Ingerslev-Nielsen* –16 1 *Dk (Stl)*	**SteelScSr**	1927 1718 1158	✠100A1 5,17 7,16 LMC1,16	Els Xia	*r*	1916 1mo	Schpw. v. Jan Smit, Czn. Alblasserdam A&CP	Dampskactieselsk. Atalanta (M. Nissen, *Mgr.*) *WB=Cell DB*	274·7 P22′B147′F35′ FK *a 96′ u E & B 35′ f 102′*	41·1	19·2	Copnhagn Danish *4 BHCem 540 t A P T 62 t*	T.3Cy.19½″,32″&53″–36″ (*s*) 180lb 206NHP 2SB, *6cf*, GS84, HS3450 Maats. de Schelde, Flushing	21 ″ 3 s 2 • 2 19 ″ 5	
19 135958	**E. V. McCaulley**	**IronSc**	136 — 68				1887	J. H. Dialogue Camden, N.J.	Lamberts Point Towboat Co.	96·5	20·5	10·5	Norfolk Va Utd. States	T.3Cy13″,21″&32″–24″ 50NHP J. H. Dialogue, Camden		
20 136547	**E. W. Oglebay** *Elec. light Mchy. Aft*	**SteelScSr** 1 *Dk 2 tr B*	3666 — 3019				1896	F. W. Wheeler & Co. W. Bay City	Gilchrist Transprtn. Co.	375·6	45·8	23·6	Cleveland Utd. States *WB*	T.3Cy.23″,37½″&63″–44″ 262NHP F W Wheeler & Co. W Bay Cy		
21 132962	**Eager** *S. G. Allerton* –12	**SteelScDy** *(Fishing)* 1 *Dk*	102 100 47				1912	Cochrane & Sons Selby	S. G. Allerton	88·0	19·1	9·0	Lowestoft British	T.3Cy.10¼″,15½″&26″–18″ 35RHP Crabtree & Co. Ld. Gt. Yar.		
22 118052 NTKM	**Eagle** *C. C. Couch* –16 *(ex Sophie)* Wireless	**WoodScSr** 1 *Dk 2 tr B*	677 545 458				1902 rblt. 1908	Christen-sen Sandefjord	Bowring Bros. Ld.	176·2	29·8	15·1	S Jhns NFL British	T.3Cy.18″,30″&49″–33″ NE&B05 82RHP J. S. Vaux & Co. Ld. Sld.		
23 108355 QDFG	— *J. R. Hardman* –14	**SteelPadSr** 2 *Dks*	647 536 273				1898	Gourlay Bros. & Co. Dundee	General Stm. Nav. Co. Ld.	265·0 Q23′ *Promenade dk 189′*	30·1	10·1	London British	C.D.2Cy.37″&70″–60″ NB06 316NHP Gourlay Bros. & Co. Dundee		
24 95971	— *W. H. Poynter* 07–08 *ss* Adl. 2nd No. 3–8,15 *(Tug)* 1 *Dk*	**SteelScSp**	229 226 17	✠100A1 8,15 LMC7,16 BS5,17	Adl	*d*	7,15	1890 4mo *Lloyd*	J. T. Eltringham & Co. S. Shields *'sA&CP*	Huddart, Parker Ld.	125·4 BK7″ *WB=FPT 6 t*	22·6	12·8	Melbourne British 150 *4 BHCem A P T 18 t*	T.3Cy.16″,26″&43″–30″ ~~160lb~~ 95RHP 1SB, *3cf*, GS54, HS1826 J. P. Rennoldson & S., S. Shl.		

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. / Visites Périodiques.	3 Ex-nom, s'il y a lieu. / Nombres des Ponts.	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où le navire est coté. L. R. Bur. Ver. Hoff. Veds.
25	**Eagle**	Steel Sc K	182	✠100A1	Sou	*b*	~~11,14~~	1902	G. Brown &	J.G. Pirrell	106·3 | 21·2 | 8·7	Guernsey	C.2Cy.14″&28″–20″ (*s*)	9 ″ 6	
116089	*H. Perry* –17	*ss* Lth. No. 3–11,14	134	4,17 ~~6,16~~	Lon		4,17	9mo	Co.	~~H.H. Poole & Co.~~	Q38′F14′	~~London~~	130lb 41RHP	s ″ 10	
TQKW	*Mchy. Aft*	1 *Dk* (*Stl*)	73	~~BS2,16~~ ✠LMC11,14				Greenock		(Shipping) Ltd.		British	1SB, *2pf*, GS33, HS785	8 ″ 9	
				~~BS4,17~~				*Lloyd's SA&CP*		(H.H. Poole, *Mgr.*)	FK	*3 BHCem*	W. White & Son, Greenock		
												WB = *FPT 25t*			
26	—	Steel Sc Sr	179					1911	Akers		106·4 | 21·1 | 12·3		T.3Cy.18½″,22″&37½″–24″		N
		(*Whaler*)	170						Mek. Værks.		H9*t*		69NHP		
	Mchy. Aft	1 *Dk*	64						Christiania			*WB*	Akers Mek. Værks. Xia.		
27	—	Iron Sc K	146			...		1891	Cochrane,	Taylor, Olsen &	97·1 | 20·5 | 11·0	Grimsby	T.3Cy.10½″,18″&30″–22″	11 ″ 10	
99181	*H.W. Grice* –16	(*Trawler*)	134						Coopr & Scho-	Pennell (H.L.	Q17′F17′	British	NB15 45RHP		
MJRV		1 *Dk*	70						field Beverley	Taylor, *Mgr*)	BK7½″		C.D. Holmes & Co., Hull		
28	—	Iron Sc	102			...		1883	Harvey & C.	Elliott Steam Tug	100·2 | 17·1 | 10·0	London	C.2Cy.16¾″&31½″–21″		
86128	*E.E. Tracey* –15	(*Tug*)	102						Hayle	Co. Ld. (J. Page,		British	NB01 80RHP		
HWSV		1 *Dk*	13							*Mgr.*)			Harvey & Co., Hayle		
29	**Eagle III.**	Steel Pad Sp	432					1910	Napier &	Buchanan Steamrs	215·0 | 25·1 | 8·1	Glasgow	D.1Cy.52″–72″		
129495	*D. Dewar* –11		317						Miller, Ld.	Ld. (J.D.		British	176NHP		
		2 *Dks*	172						Glasgow	Buchanan, *Mgr.*)			A. & J. Inglis, Ld. Gls.		
30	**Eaglet**	Steel Sc Yl	168	✠100A1	Hul		N7,14	1899	Mackie &	~~Gt. Northern S.S.~~	104·0 | 21·0 | 10·7	Hull	T.3Cy.10″,16½″&28″–20″ (*s*)	11 ″ 7	
110712	*J. Pettman* –14	*ss* Hul. No. 3–7,11	160	*Stm Trawler*				4mo	Thomson	~~Fishing Co. Ld.~~		British	200lb 40RHP		
JGNR	(*ex* Eagle)	1 *Dk*	66	7,14					Glasgow	W. Massey & Sns Ld	BK7½″		1SB, *2pf*, GS26, HS642		
				BS7,14 ✠LMC7,11					A&CP		*WB* = *DTf 14′20t*		Muir & Houston, Ld. Gls.		
3	**Earl Essex**	Steel Sc K	225	✠100A1	Hul			1914	Cook, Wel-	Baker & Green	117·0 | 22·0 | 12·7	Grimsby	T.3Cy.12″,21″&34″–24″ (*s*)	13 ″ 7	
136002			217	*Stm Trawler*				4mo	t'n & Gemmell		Q61′	British	200lb 68RHP		
JFHB		1 *Dk*	112	4,14 ✠LMC4,14					Ld. Beverley		BK7½″	*4 BHCem*	1SB, *3pf*, GS37, HS1099		
								Lloyd's SA&CP					Amos & Smith, Ld. Hull		
32	**Earl Granard**	Steel Sc K	211	✠100A1	Cff		7,13	1904	Cook, Wel-	W.U.C. Westoby	115·4 | 21·6 | 11·5	Grimsby	T.3Cy.12″,21″&34″–24″ (*s*)	12 ″ 3	
118938		*ss* Gms. No. 2–13	194	*Stm Trawler*				12mo	t'n & Gemmell		Q58′F19′	British	180lb 65RHP		
	(*ex* Pauline, *ex* Grotius,	1 *Dk*	83	5,15					Beverley		BK7″	*3 BHCem*	1SB, *2pf*, GS32, HS1050		
	ex Courtland)			BS5,15 ✠LMC7,13				*Lloyd's SA&CP*					Amos & Smith, Hull		
33	**Earl Hereford**	Steel Sc K	273	✠ ~~——~~	Gms			1906	Cook, Wel-	Akties. Eggert	128·1 | 22·6 | 13·0	Reykjavik	T.3Cy.12½″,22″&35″–24″	12 ″ 7	
	H.K. Thorsteinsson	*ss* Flt. No. 1–10	227	12,15				6mo	t'n & Gemmell	Olafsson	Q68′	(Iceland)	71NHP		
LCDT		1 *Dk*	112	*Stm Trawler*					Beverley		BK7½″	Danish	1SB, *2cf*, GS33, HS1115		
				✠								*4 BHCem*	C.D. Holmes & Co. Hull		
34	**Earl Kitchener**	Steel Sc K	348	✠100A1	Hul			1915	Cook, Wel-	Imperial Steam	140·2 | 24·1 | 13·0	Hull	T.3Cy.13″,22½″&37″–24″ (*s*)	13 ″ 10	
136258	*O. Henricksen* –15		311	*Stm Trawler*				7mo	t'n & Gemmell	Fishing Co. Ld.	Q76′F23′	British	200lb 100RHP		
JLNP	*Elec. light*	1 *Dk*	162	7,15 ✠LMC7,15					Ld. Beverley		BK8″	*4 BHCem*	1SB, *3pf*, GS48, HS1476		
								Lloyd's SA&CP					Amos & Smith, Ld. Hull		
35	**Earl Lennox**	Steel Sc K	226	✠100A1	Hul			1914	Cook, Wel-	Strand Steam Fish-	117·0 | 22·0 | 12·7	Grimsby	T.3Cy.12″,21″&34″–24″ (*s*)	13 ″ 7	
137014			218	*Stm Trawler*				11mo	t'n & Gemmell	ing Co. Ld.	Q61′	British	200lb 75RHP		
JHGF		1 *Dk*	109	11,14 ✠LMC11,14					Ld. Beverley	(Baker & Green,	BK7½″	*4 BHCem*	1SB, *3pf*, GS32, HS1280		
								Lloyd's SA&CP		*Mgrs.*)			C.D. Holmes & Co. Ld. Hull		
36	**Earl Warwick**	Steel Sc K	208	✠100A1	Cff		12,14	1905	Cook, Wel-	Yarborough Stm.	117·0 | 21·6 | 11·4	Grimsby	T.3Cy.12″,21″&34″–24″ (*s*)	12 ″ 3	
122694		*ss* Flt. No. 2–14	190	*Stm Trawler*				7mo	t'n & Gemmel	Fishing Co Ld (J.E	P59′F19′	British	180lb 60RHP		
	(*ex* Thora, *ex* Earl Warwick)	1 *Dk*	82	5,15 ✠LMC12,14					Beverley	Rushworth, *Mgr.*)	BK7″	*4 BHCem*	1SB, *2pf*, GS33, HS1096		
								Lloyd's SA&CP					C.D. Holmes & Co. Hull		
37	**Earl of Buchan**	Steel Sc K	227	✠100A1	Lth			1916	Hawthorns	Peterhead Steam	117·2 | 22·1 | 12·6	Peterhead	T.3Cy.12″,20″&34″–23″ (*s*)	13 ″ 6	
130213			208	*Stm Trawler*				6mo	& Co. Ld.	Trawling Co. Ld.		British	180lb 82RHP		
		1 *Dk*	98	6,16 ✠LMC6,16					Leith	(J.G. Adam, *Mgr.*)	BK7½″	*4 BHCem*	1SB, *3pf*, GS41, HS1554		
								Lloyd's SA&CP			*DBf 29′21t*	*FPT 4t*	Hawthorns & Co. Ld. Leith		
38	**Earl of Devon**	Iron Sc Sr	194	✠	Hul			1891	Mackie &	R.K. Bishop	119·8 | 20·7 | 10·7	S Jhns NFL	T.3Cy.12″,19″&31″–22″	11 ″ 11	
98743	*A. Carter* –12	*ss* Hul. No. 3–11,99	180	*Stm Trawler*				6mo	Thomson		Q19′F19′	British	50RHP		
		ss Hul. No. 1–04	84	5,09 ✠					Glasgow		len99 BK7½″	*3 BHCem*	1SB, *2pf*, GS35, HS750		
		1 *Dk*											Muir & Houston, Glasgow		
39	**Earl of Dunraven**	Iron Pad Sp	174					1888	J T Eltring-	Moville S.S. Co. Ld.	122·5 | 20·3 | 10·7	Lndnderry	L.1Cy.41½″–60″		BT till 5,17
95157	*D. Doherty* 96–96		173						ham	(D. O'Donnell *Mgr*)		British	NB05 98RHP		
LWVJ			72						S. Shields				J.P. Rennoldson & Ss. S. Shl.		
40	**Earl of Elgin**	Steel Sc Sr	4448					1909	Russell &	Anglo-American	384·7 | 49·7 | 26·3	Glasgow	T.3Cy.25″,42″&68″–48″		C
129434	*J. Leslie* –12		4120						Co.	Oil Co. Ld.	P38′B108′F44′	British	320NHP		
HPSQ	*Elec. light*	2 *Dks*	2811						Pt. Glasgow	(J. Hamilton, *Mgr.*)		*WB*	Rankin & Blackmore, Grk.		
41	**Earl of Ellesmere**	Iron Pad	114					1857	Ogle & Co.	Manchester Ship	109·9 | 20·0 | 8·0	Manchestr	L.2Cy.31″–42″		
20774	*T. Houghton* –16		114						Preston	Canal Co.		British	60RHP		
			52										Ogle & Co., Preston		
42	**Earl of Erne**	Iron Pad Sr	698					1855	R. Napier &	Dundalk & Newry	219·4 | 31·5 | 14·7	Dundalk	C.2Cy.37″&70″–72″		
22810	*O. McCabe* –13		613						Sons	Stm Packet Co. Ld.	Q26*t*	British	NE85 NB88 347NHP		
NPBQ			315						Glasgow	(S.J. Cocks, *Mgr.*)			A. & J. Inglis, Glasgow		
43	**Earl of Powis**	Iron T'win Sc Sk	116			...		1882	R. Duncan	Nicholson Steam	105·6 | 21·3 | 7·6	Leith	C.2Cy.18″&34″–24″		
76559	*W. Nicholson* –14		116						& Co.	Tug & Salvage Co Ld		British	50RHP		
			41						Port Glasgow	(J. Nicholson, *Mgr*)	FK		Rankin & Blackmore, Grk.		
44	**Earl of Zetland**	Iron Sc Sr	232	✠90A1	Abn	*c*	N12,16	1877	J Fullerton	N. of Scotland Ork-	144·8 | 20·2 | 8·9	Aberdeen	C.2Cy.18½″&33″–21″ (*s*)	9 ″ 6	BT till 12,17
68187	*W. Clifford* –15	*ss* Abn. 3rd No. 3–10,12	172	5,12 ~~12,16~~				3mo	& Co.	ney & Shetland Stm	P53′B25′F28′	British	70lb 50RHP	s ″ 11	
JGDH		*ss* Abn. No. 1–16	145	~~NB84~~ ✠LMC12,16					Paisley	Nav. Co.	len84 BK6″	*4 BHCem*	1SB, *3pf*, GS37, HS867	9 ″ 5	
		1 *Dk*		~~BS5,15~~					A&CP		pt ND96&16		J. Howden & Co., Glasgow		
45	**Earlswood**	*ss* Lv. No. 1–11 Steel Sc Sr	2353	✠100A1	Shl	*t*	~~X1,16~~	1898	R. Craggs &	Federated Coal &	300·0 | 43·0 | 20·4	Middlsbro'	T3Cy.22½″,36½″&61″–42″(r)	23 ″ 0	
109234	*R.C. Young* –16	*ss* Shl. No. 3–10,11	2181	~~9,15~~ 8,17	C~~S~~		~~9,17~~	10mo	Sons	Shipping Co. Ld.	P27′B58′F53′	British	160lb *120lb* ND B13 245NHP	s 3 ″ 10½	
QJSR		1 *Dk* (*Stl*) *& deep framing*	1480	MBS3,16 ✠LMC10,11					Middlesbro'		FK	*5 BHCem*	2SB, *6pf*, GS111, HS3732	19 ″ 5	
				DBS10,16					A&CP	*WB* = *Cell D Ba92′*	*uE & B36′ f 120′ 625t*	*APT 41t*	Sir C. Furness, Westgarth & Co. Ld. Mdb.		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. / *Master.* / *Late Name if any.* / Special Surveys.	3 Material, Rig, &c. / No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey	6 Port of Survey.	7 Years assigned now expired. Equipment Letter.	Date when tail shaft last seen.	8 Built. When. / Ship. / Engines	9 By Whom. / Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. / Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L. R. Date of Rec. Trade Cert.
46	**Earn**	**IronScSr**	*181*					1884	Blackwood & Gordon Port Glasgow	Cia. de Embarcaciones Canarias	113·8 len 89	22·0	8·0	Las Palmas Spanish	C.2Cy.11½″&19¼″–16″ 12NHP		
	P. Zamora –11		*176*												*Cmp* 87 White & Cooper, Dun		
	Mchy. Aft		*143*														
47	**Earnholm**	**IronScSr**	418	✠100A1 5,17 ~~4,16~~	Shl	*h*	~~0,14~~ N5,17	1874	A. & J. Inglis Glasgow A&CP	Stornoway Shppng Co. Ltd.	170·0 F46′ ND 87 pt ND 00	24·3 19·8 BK 7″	13·0	Strnoway British	T.3Cy.17″,27″&48″–30″ (*r*) 160lb ~~ND 92~~ 111NHP 1SB, *3pf*, GS 50, HS 1437 *Tpd* 87 Hall Russell & CA bn	13 ″ 9 s 1 ″ 2 13 ″ 7	
68107 NHCL	*A. Robertson* –16 *ss* Dun. 3rd No. 3–3,13		321	~~NB 5,13~~ LMC ~~5,16~~													
	Elec. light *ss* Gls. No. 1–17 2 *Dks*		191	~~DBS 6,16~~ 5,17							*P & pt Awng dk* 98′ *WB* = *DB a* 31′ *u*				*E* 22′ *f* 36′ 67 *t*		
48	**Easingwold**	**SteelScSr**	3107	✠100A1 2,17	Off	*u*	N5,16	1898	W. Gray & Co. Ltd. W Hartlepool A&CP *WB*	Italian Export Shipping Co. Ltd. (D. P. Barnett, *Mgr.*) = *Cell DB a* 106′ *u*	330·1 P27′B82′F30′	48·5	21·6 FK	London British	T.3Cy.24″,38″&64″–42″ (*s*) 170lb *100lb* NBB 16 292NHP 5*BHCem*	24 ″ 0 s 4 ″ 0½	
109370 QGVK	*J. L. Norwell* 16–16	*ss* Off. No. 3–12,10 *ss* Shl. No. 1–15	2870 1980	~~BS 5,16~~ ~~LMC 3,16~~													
	1 *Dk* (*Irn*) 2 *tr B & deep fram* ~~Wood~~ 3 *Dk rule*		named "P.L.M.10.." *See No. 13 in P.*								*E & B* 40′ *f* 136′ 765 *t*				*APT* 72 *t*	2SB, *6rf*, GS 111, HS 4680 Cen. Mar. Eng. Wrks. W Hpl	20 ″ 4
49	**East Coast**	**SteelScK**	202	✠100A1 *Stm Trawler* 11,14	Abn		11,14	1907	A. Hall & Co. Ltd. Aberdeen	~~East Coast Steam Fishing Co. (A. Hall & Co. Aberdeen) (J. Moir, Mgr.)~~	115·5	21·7	11·9	~~Hartlepool~~ ~~Aberdeen~~ British	T.3Cy.11½″,20″&33″–22″ (*r*) 180lb 68RHP	12 ″ 6	
123378	*W. Morrison* –11 (*ex* Horace Stroud)	*ss* Abn. No. 1–12 1 *Dk*	189 77	~~BS 11,14~~ ~~LMC 4,12~~									BK 7½″		3 *BHCem*		
								Lloyd's	*SA&CP*	*WB* = *J. T. Graham*			*WB* =		*DT* 5′ 12 *t*	A. Hall & Co. Ltd. Aberdeen	
50	**East Cock**	**SteelScSp**	139					1909	Cammell Laird & Co. Ltd Birkenhead	G. R. Nicholson	95·1	22·0	11·4	Liverpool British	C.2Cy.19″&42″–27″ 99RHP		
127961	*H. Mooney* –17	(*Tug*) 1 *Dk*	139 —													Cammell Laird & Co Ltd. Bkn	
51	**East Neuk**	**WoodScK**	118			...		1895	W. Jarvis Anstruther	W. Hutchison (J. G. Adam, *Mgr.*)	92·0	19·9	10·5	Kirkcaldy British	C.2Cy.16″&32″–22″ NE&B 94 *refitted* 95 50RHP	10 ″ 3	
102206	*A. P. Robertson* –16	1 *Dk*	105 44													N.E. Marine E.Co (Lim.), Sld	
52	**East Wales**	**SteelScSr**	4321	✠100A1 *Shelter dk*	Bry	*y*	10,16	1915	W. Dobson & Co. Newcastle	East Wales S.S. Co. Ltd. (Gibbs & Co.)	400·6	52·0	25·1	Cardiff British	T.3Cy.26″,43″&72″–48″ (*s*) 180lb 455NHP 3SB, *9cf*, GS 142, HS 6333 FD	27 ″ 7 s 3 ″ 5½ 24 ″ 6	
136975 JKTN	*J. H. Pearson* 11–15		4089	with freeboard	Npt			4mo					FK	6 *BHCem*			
	Elec. light 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*)		2682	~~11,11~~ ~~10,16~~	~~LMC 4,15~~			*Lloyd's*	*SA&CP* *WB*	= *Cell DB a* 131′ *u E*	23′ *f* 180′ 1087 *t*		*FPT* 1 02 *t*	*APT* 136 *t*	N.E. Marine Eng Co Ld Nwc		
53	**Eastbourne**	**SteelScYawl**	163			...	9,15	1896	Mackie & Thomson Glasgow A&CP	E. Taylor	104·2 Q17′F19′	20·5	10·7 BK 7½″	Grimsby British	T.3Cy.10″,16″&27½″–20″ (*s*) 180lb 45RHP	11 ″ 7	
106684	*G. Davidson* –17	*ss* Gms. No. 3–1,09 *ss* Gms. No. 1–13 1 *Dk*	150 69					11mo						4 *BHCem*	1SB, *2pf*, GS 26, HS 656 Muir & Houston (Lim.) Gls.		
54	**Eastcheap**	**SteelSc3MstSr**	768	✠100A1 5,16	Nwc	*k*	1,15	1900	S McKnght & Co. Ltd. Ayr A&CP	J. & P. Hutchison	200·0 Q103′B13′F27′	30·6	11·5 FK	London British	T.3Cy.17″,27½″&44″–33″ (*s*) 160lb *100lb* ND 81 116NHP	14 ″ 0 s 1 ″ 2½	
111241 RSFW	*J. McAlister* –15 (*ex* Val de Travers)	*ss* Lon. No. 3–5,13 1 *Dk* (*Irn*)	546 276	~~BS 5,16~~ ~~LMC 3,16~~ BS 3,17				1mo						3 *BHCem*	1SB, *3cf*, GS 60, HS 1830 Ross & Duncan, Glasgow	13 ″ 0	
	Mchy. Aft *Well deck*									*WB* = *Cell*	*DBf* 115′ 183 *t*		*FPT*	70 *t*	*APT* 8 *t*		
55	**Eastella**	**SteelScK**	183	✠100A1 *Stm Trawler* 1.13	Hul		1,13	1903	Mackie & Thomson Glasgow	~~Gt. Northern S.S. Fishing Co. Ltd.~~ Hull Steam Fishing & Ice Co. Ltd.	109·1	21·5	10·6	Hull British	T.3Cy.11″,18″&30″–22″ (*s*) 200lb 48RHP	11 ″ 6	
118774 JGPV	*T. A. Jessop* –15	*ss* Hul. No. 2–12 1 *Dk*	172 72	~~BS 7,14~~ ~~LMC 6,12~~				9mo					BK 7″	4 *BHCem*	1SB, *2pf*, GS 24, HS 680 Muir & Houston, Ld. Gls.		
								Lloyd's	*SA&CP*		*WB* = *Deep Tanks*			*f* 12′ 22 *t*			
56	**Eastern**	**SteelScSr**	3586	✠100A1 *Spar dk*	H Kg Bom	*w*	N6,16	1899	R. Napier & Sons Glasgow A&CP	Eastern & Australian S.S. Co. Ltd.	352·0 P69′B128′F40′	42·2	19·8 FK	London British	T.3Cy.27½″,45″&73″–48″ (*s*) 185lb *185lb* 469NHP 2DB, *12cf*, GS 181, HS 6464 FD	30 ″ 2 s 6 ″ 9 24 ″ 0	
110096 RCHJ	~~*Ex Carter* –14~~ *Bartram* –17	*ss* Syd. No. 3–5,11 *ss* Syd. No. 1–15	2958 2272	11,17 ~~10,16~~ ~~BS 5,16~~ ~~LMC 3,15~~				4mo			0·5		FK	6 *BHCem*			
	1 *Dk* (*Stl*) & *Spar dk* (*pt Stl* teak s) 3 *tr B*			~~Lloyd's RMC 2,17~~ 11,17													
	Ref. Mchy. Elec. light *lower dk forehold* Wireless									*WB* = *Cell DB a* 72′	*u E & B* 68′ *f* 138′ 520 *t*		*FPT* 38 *t*		R. Napier & Sons, Ld. Gls.		
57	—	**SteelSc**	211					1896	Nwprt News S.B. & D.D. Co. Newprt News	Eastern Trans-portation Co.	105·0	21·1	14·2	Wilmgton (Del.) Utd. States	C.2Cy.16″&32″–26″ 44NHP		
116734 KMTW	(*ex* Sommers N. Smith) *Elec. light*	(*Tug*) 1 *Dk*	— 80												Newport News SB & DD. Co.		
58	**Eastern City**	**SteelScSr**	5992					1917	J. L. Thomp-son & Sons, Ld underland	St. Just S.S Co. Ltd. (W R. Smith & Son, *Mgrs.*)	400·0	53·0	32·7	Bideford British	T.3Cy.28″,46″&75″–51″ 402NHP		
135963	*Elec. light*	1 *Dk* & *Shelter dk*	5709 4283												*WB* Blair & Co. Ld. Stockton		
59	**Eastern Coast**	**SteelScSr**	1607	✠100A1 8,16	Liv	*r*	N8,16	1903	Swan Hun-ter & Wigham Richrdsn, Ld. Newcastle	~~Powell, Bacon & Hough Lines, Ld.~~ Coast Lines Ld.	270·4 P164′F74′	36·0	19·3 FK	Liverpool British	T.3Cy.21½″,34″&56″–42″ (*r*) 160lb 238NHP 2SB, *3pf*, GS 132, HS 4096	20 ″ 6 s 3 ″ 5½ 18 ″ 6	
118034 VDPK	*E. M. Lewis* –14 (*ex* Powerful)	*ss* Llv. No. 3–8,16 1 *Dk* (*Stl*) & *deep framing*	1296 860	~~LMC~~ MS 11,15	~~BS 8,16~~ BS 6,17			7mo						4 *BHCem*			
	Elec. light *lower dk* (*Stl*) 28′ *in forehold* Sub. Sig.							*Lloyd's*	*SA&CP*	*WB* = *Cell DB a* 74′	*& u E* 20′ 133 *t*		*FPT*	38 *t*	*APT* 21 *t*	Wghm Rchrdsn & CLd Nwc	
60	**Eastern Prince**	**SteelScSr**	2885	✠100A1 *Shelter dk*	NYk Phl	*v*	11,16	1910	J. Priest-man & Co. Sunderland	Prince Line, Ld. (Furness, Withy & Co. Ld., *Mgrs.*)	340·0 F35′ *on Shelter dk*	46·2	21·6 FK	Newcastle British	T.3Cy.25″,42″&69″–45″ (*r*) 180lb *100lb* 383NHP	22 ″ 11 s 2 ″ 0	
129747 HQTR	*T. Hodson* –16	*ss* NYk. No. 1–14	2641	with freeboard				4mo						6 *BHCem*	2SB, *6cf*, GS 123, HS 5122	21 ″ 4	
	Elec. light ~~*W. Ellis* –17~~	1 *Dk* (*Stl*) & *Shelter dk* (*Stl* ~~& WS~~)	1789	6,17 ~~11,16~~ ~~BS 8,16~~ ~~LMC 5,14~~				*Lloyd's*	*SA&CP* *W*	*B* = *Cell DB a* 104′ *u*	*E* 22′ *f* 145′ 651 *t*		*FPT*	102 *t*	*APT* 19 *t*	George Clark, Ld. Sld.	
	Carrying fuel oil F.P. above 150°F. *in D.B.*																
61	**Eastern States**	**SteelPad**	3077					1902	Detroit S. B. Co. Wyan-dotte, Mich.	Detroit & Cleve-land Nav. Co.	350·0	44·0	19·9	Detroit, Mich. Utd. States	C.3Cy.52″&(2)72″–84″ 792NHP		
136981	*Elec. light* Wireless		— 1566												Detroit S. B. Co. Detroit		
62	**Eastfield**	**SteelScSr**	2145	✠100A1 6,17 ~~2,16~~	Npt Bry	*s*	~~2,16~~ N7,17	1901	Osbourne, Graham & Co. Sunderland A&CP	Field Line (Cardiff) Ld. (E. Jones & Co., *Mgrs.*)	286·0 P39′B70′F33′	43·0	18·6 FK	London British	T.3Cy.21″,35″&57½″–39″ (*s*) 160lb *100lb* NDB 17 212NHP 2SB. *6pf*, GS 99, HS 3282	21 ″ 0 s 3 ″ 1½ 18 ″ 3	
112797 SGBH	*J. Humphreys* –13	*ss* Hpl. No. 3–2,10 *ss* Npt. No. 1–16	1991 1306	~~LMC 2,16~~ BS 7,17				1mo						5 *BHCem*			
	1 *Dk* (*pt Irn* & *pt Stl*) & *deep framing*									*WB* = *Cell DB a*	98′ *u E* 18′ *f* 112′ 492 *t*			*APT* 57 *t*	G. Clark, Ld. Sunderland		
63	**Eastgate**	**SteelScSr**	4277	✠100A1 2,17 ~~1,16~~ 1,18	NYk Cff	*y*	~~3,16~~ N4,17	1915	W. Gray & Co. Ld. W Hartlepool A&CP	Turnbull, Scott Shipping Co. Ld. (Turnbull, Scott & Co. *Mgrs.*)	380·1 P27′B230′F36′	53·5	24·1 FK	London British	T.3Cy.25″,41″&68″–48″ (*s*) 180lb HS 7501 421NHP 2SB & 1 Aux SB. *10cf*, GS 184, Cen. Mar. Eng. Wrks. W Hpl	26 ″ 8 s 4 ″ 1 22 ″ 11	
139100 JMCL	*D. S. Ramsdale* 88–15	1 *Dk* (*Stl*)	4034 2694	~~LMC 11,16~~				11mo						6 *BHCem*			
								Lloyd's	*SA&CP*								
										WB = *Cell DB a*	128′ *u E & B* 45′ *f* 166′ 1270 *t*			*APT* 130 *t*			
64	**Eastham**	**SteelSc**	103			...		1899	J. G. Fay & Co. Ld. Southampton	Manchester Ship Canal Co.	80·3	19·0	9·9 BK 6″	Manchestr British	C.2Cy.17″&35″–24″ 63RHP	10 ″ 3	
108841	*E. Hankinson* 91–99	(*Tug*) 1 *Dk* (*Irn*)	92 —												J. G. Fay & Co. Ld. Sou.		
65	**Eastland**	**SteelTwinScSr**	1961					1903	Jenks S. B. Co. Pt Huron Mch	Eastland Nav. Co.	265·0	38·2	19·5	Cleveland Utd. States	T.6Cy.21″,34″&56″–30″ 343NHP		
200031	*Elec. light* Wireless	3 *Dks* & *Spar dk*	— 1218												*WB* Jenks S.B. Co. Pt Huron Mch		

1 Numero d'Ordre / Numero Officiel / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de hélice porte-hélice.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille / Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. pc.	15 Registres on coast, if on it see in L. H. Index Chart Trade
66 119868 HDBP	**Eastlands** SteelScSr *D.Lloyd* 07–07 *ss* Cff. No. 2–14 1 *Dk (Irn) & deep framing*		3113 2914 2001	✠100A1 8,16 RS2,17 LMC6,14	Cff	*u*	~~8,12~~ 12,17	1905 5mo *Lloyd's*	W.Gray & Co.Ld. W Hartlepool *A&CP* *W*	WilsonShppg.Co. Ld. (J.F.Wilson & Co. *Mgrs.*) *B = Cell D B a* 108′	331·4 | 47·5 | 22·3 P 29′ B 88′ F 33′ FK *uE & B* 40′ *f* 140′ 828 *t*	W.Hartlpl British	T.3Cy.24″,38″&64″–42″ (*s*) 180lb *85lb* 283 NHP 2SB,*6cf*,GS109,HS4304 Cen.Mar.Eng.Wrks.W Hpl	24 ″ 9 *s* 4 ″ 5 20 ″ 8	
67 132069	**Easton** SteelScSr *G.C.Holloway* –12 *Mchy.Aft Elec.light* 1 *Dk*		1757 1478 1129					1912 *Lloyd's*	Sunderlnd S.B.Co.Ld. Sunderland	MathewsS.S.Co. Ld. (J.T.Mathews, *Mgr.*) BoothFisheriesCo.	250·0 | 42·7 | 16·4 Q 97′ F 37′ *WB*	Sundrland British	T.3Cy.17″,28″&46″–33″ 122 NHP N.E.MarineEng.Co.Ld.Sld		C
68 136568	— Steel&IronSc *Elec.light* 2 *Dks*		461 — 313					1896	C.Reeder &Son Baltimore		154·8 | 30·0 | 9·7	Duluth Utd.States	C.2Cy.20″&38″–28″ NB06 64 NHP C.Reeder&Son,Baltimore		
69 114515 TGVP	**Eastville** SteelScSr *R.McKay* –12 *ss* Shl. No. 3–2,16 1 *Dk (pt Irn & pt Stl) 2tr B & deep framing 3 Dk rule*		3545 ~~3373~~ 3373 2255	✠100A1 ~~6,17~~ 2,18 MS2,16 LMC	Shl ~~Nil~~ Liv	*v*	~~1,15~~ ~~5,17~~ 2,18	1902 3mo *Lloyd's*	J Readhead &Sons South Shields *A&CP*	VilleSteamships, Ld. (Balls&Stansfield, *Mgrs.*) *WB = Cell D Ba*	341·3 | 46·7 | 25·9 P 41′ B 92′ F 32′ FK 116′ *uE* 20′ *f* 142′ 826 *t*	N.Shields British	T.3Cy.24″,40″&65″–45″ (*r*) 160lb *80lb* NDB17 294 NHP 2SB,*6rf*,GS90,HS4557 *JOH* J.Readhead&Sons,S.Shl.	27 ″ 4 *s* 4 ″ 10½ 22 ″ 9	
70 ~~82815~~ JGNL	**Eastward** IronScK ~~*J.E.Cripps* –16~~ *ss* Hul. 2nd No. 3–5,07 *J.Inkster* 10–17 *ss* Hul. No. 2–16 1 *Dk*	Wrecked 9.17	248 ~~215~~ 141	~~✠100A1~~ ~~5,17 6,16~~ 3,18 NB5,95	Hul Hpl	*e*	~~10,15~~ N9,17	1882 2mo *Lloyd's*	Earle's Co. (Lim.) Hull *A&CP*	~~St.NorthernS.S. Fishing Co. Ld.~~ W.A Massey & Sons Ld.	135·4 | 22·0 | 11·0 Q 19′ F 23′ ND 95 BK 7″	Hull British	C.2Cy.20″&40″–27″ (*s*) 90lb 60 RHP 1SB,*2cf*,GS33,HS1110 Earle'sCo.(Lim.),Hull		
71 109058	**Eastward Ho** IronScK *W.A.Jefferson* –14 *ss* Hul. No. 3–6,11 1 *Dk*		162 150 63	✠100A1 *Stm Trawler* 8,14 NB10,07	Hul		8,14	1898 9mo *Lloyd's*	Cook, Welt'n&Gemmell Hull *A&CP*	S.T.White&Co.Ld.	105·2 | 20·7 | 11·0 Q 20′ BK 7½″	Hull British	T.3Cy.11¾″,20″&32″–23″ (*s*) 180lb 55 RHP 1SB,*2pf*,GS33,HS1003 Tindall&Co.Hull	11 ″ 10	
72 115170 HBJK	**Eastwood** SteelScSr *P.K.Barnet* –16 *ss* Shl. No. 2–13 1 *Dk (pt Irn & pt Stl) 2tr B & deep framing 3 Dk rule*		3582 3378 2335	✠100A1 10,15 MS8,13 LMC 5,17 BS8,16	Shl	*v*	~~4,15~~ N5,17	1904 10mo *Lloyd's*	W.Gray & Co.Ld. W Hartlepool *A&CP*	Macbeth&Co.Ld. *WB = Cell D Ba* 111′ *uE & B* 40′	340·0 | 48·0 | 24·8 P 25′ B 113′ F 32′ FK *f* 146′ 952 *t DT f* 21′ 666 *t*	W.Hartlpl British	T.3Cy.24½″,40″&65″–42″ (*s*) 180lb 296 NHP 2SB,*6rf*,GS112,HS4562 Cen.Mar.Eng.Wrks.WHpl	27 ″ 4 *s* 5 ″ 0½ 22 ″ 8	
73 119951 WCSJ	**Eaton Hall** SteelScSr *R.Ward* –14 *Turret deck* 1 *Dk 2tr B*		3711 3134 2380					1904	W.Doxford &Sons,Ld. Sunderland	EatonHallS.S.Co. Ld. ~~(E.Nicholl & Co.)~~ (Hansen,Bros. Ld., *Mgrs.*)	342·1 | 46·6 | 24·7 P 21′ F 35′ *WB*	London British	T.3Cy.26″,42″&68″–42″ 300 NHP W.Doxford&Sons,Ld.Sld.		V
74 131462 HWTS	**Ebani** SteelScSr *A.Faill* –14 2 *Dks (Stl) & Shelter dk (Stl–ws)* *Elec.light Ref.Mchy.*		4862 4254 2963	✠100A1 *Shelter dk with freeboard* 11,15 LMC10,12	Liv	*z*	9,16	1912 10mo *Lloyd's*	Palmers' Co.Ld. Newcastle *A&CP*	British&African S.N.Co.Ld.(Elder, Dempster&Co.Ld. *Mgrs.*) *WB = Cell D Ba* 125′ *uE* 28′ *f*	405·1 | 54·0 | 23·5 P 31′ B 78′ F 47′ *on Shelter dk* FK 172′ 1016 *t FPT* 120 *t APT* 80 *t*	Liverpool British	T.3Cy.26″,44″&74″–51″ (*s*) 205lb 566 NHP 3SB,*9cf*,GS191,HS8100 FD Palmers'Co.Ld.Newcastle	26 ″ 0 *s* 3 ″ 1 23 ″ 3	
75 VBKF	**Ebba Munk** SteelScSr *J.A.Börman* 1 *Dk & Awngdk*		322 — 209					1888	W.Crichton&Co. Åbo	ÅboLänsKust-Ångf.Aktieb.	121·7 | 21·9 | 10·5	Åbo Russian	T.3Cy.10″,17½″&26″–21″ 31 NHP W.Crichton&Co.,Åbo		
76 139311 JNSC	**Ebbrix** SteelSc3MstSr *J.Alliston* –17 *Well deck* 1 *Dk (Stl)* *Mchy.Aft*		429 303 203	✠100A1 11,17 ~~3,17~~ LMC3,17	Shl Hul	*g*		1917 3mo *Lloyd's*	Cochrane& Sons,Ld. Selby *A&CP*	R.Rix&Sons	150·2 | 24·6 | 11·0 Q 86′ B 9′ F 18′ BK 7½″ *FPT* 53 *t*	Hull British	T.3Cy.12′,20″&34″–24″ (*s*) 180lb 69 RHP 1SB,*2pf*,GS33,HS1175 ShieldsE.&DDCo.Ld.NShl	12 ″ 0 *s* 3 ″ 11 12 ″ 4	
77 QHWL	**Ebernburg** SteelScSr *G.Direnga* *ss* Ham. No. 2–13 1 *Dk (Stl) & Spar dk (Stl–pt ws) &* *Elec.light* Wireless *Web frames*		4275 4015 2732	✠ — 9,16 *Spar dk*	Ham	*y*		1905 3mo *Lloyd's*	Flensburger Schiffsb.Ges. Flensburg *A&CP* *WB*	DeutscheDmpfsfahrts.Ges.Hansa *WB = Cell D Ba* 120′ *uE* 22	387·5 | 51·5 | 17·0 P 48′ B 116′ F 42′ 25·0 FK&BK 2″ *f* 176′ 1115 *t FPT* 80 *t*	Bremen German	Q.4Cy.23″,31½″,48″&71″–48″ 447 NHP 2SB,*6cf*,GS124,HS5847 FD FlensburgerSchiffsb.Ges.	27 ″ 6	
78 QDRH	**Ebersberg** IronScSr *F.Dormien* –13 1 *Dk 2tr B* *Well deck* (*ex* Eberstein)		1036 832 648					1883	J.C.Tecklenborg Gestemünde	Herm.Kimme	228·8 | 30·2 | 16·3 Q 73′ B 53′ F 25′	Bremen German	C.2Cy.26″&47½″–31½″ NB91 105 NHP O.Henniges,Berlin	17 ″ 0	G
79 99746 NGBS	**Eblana** SteelScSr *R.Harrison* –12 *Mchy.Aft Elec.light* 2 *Dks*		808 673 366			…		1892	Ardrossan S.B.Co(Lim) Ardrossan	Tedcastle,McCormick&Co.Ld.	213·0 | 32·1 | 15·0 P 64′ B 15′ F 42′ BK 9″	Dublin British	C.2Cy.32″&64″–39″ 204 NHP Hutson&Corbett,Glasgow	16 ″ 0	
80 135174 JBKD	**Eboe** SteelScSr *H.E.Millson* –16 *Elec.light* 2 *Dks (Stl)* *Ref.Mchy* *& Shelter dk (Stl–ws)*		4866 4245 2965	✠100A1 *Shelter dk with freeboard* 12,16 LMC12,12	Liv	*z*	7,16	1912 12mo *Lloyd's*	Palmers' Co.Ld. Newcastle *A&CP* *WB*	AfricanS.S.Co. (Elder,Dempster& Co.Ld. *Mgrs.*) *= Cell D Ba* 125′ *uE*	405·1 | 54·1 | 23·5 P 31′ B 78′ F 47′ *on Shelter dk* FK 28′ *f* 172′ 1016 *t FPT*	London British	T.3Cy.26″,44″&74″–51″ (*s*) 205lb 566 NHP 3SB,9*cf*,GS191,HS8100 FD 120 *t APT* 80 *t* Palmers'Co.Ld.Newcastle	26 ″ 0 *s* 3 ″ 1 23 ″ 3	BT till 7,17
81 106755	**Ebor** SteelScYl *W.Aldridge* –17 *ss* Hul. No. 3–7,09 *ss* Hul. No. 1–13 1 *Dk*		165 152 64	✠100A1 *Stm Trawler* 3,17	Mil		3,17	1897 6mo	Mackie& Thomson Glasgow A&CP	B.S.Massey	104·2 | 21·0 | 10·7 Q 17′ F 17′ pt ND 09 BK 7½″ *WB = DT f* 14′ 25 *t*	Hull British	T.3Cy.11½″,17″&28″–20″ (*s*) 170lb 45 RHP 1SB,*2pf*,GS27,HS690 Muir&Houston(Lim.),Gls.	11 ″ 7	
82 136346 JHMV	**Ebro** SteelTwinScSr *J.G.K.Cheret* –15 *Elec.light* 2 *Dks (Stl) & 3rd dk (Stl)* *Ref.Mchy.* *except in Boiler space* Wireless Sub.Sig. *& Cross Bunker*		8480 5942 5174	✠100A1 1,15 LMC1,15 Lloyd's RMC1,15	Bel	†		1915 1mo *Lloyd's*	Workman, Clark&Co.Ld Belfast *A&CP*	RoyalMailSteam PacketCo. *WB = Cell D B a* 117′ *uE & B*	450·3 | 57·8 | 30·6 P 78′ B 218′ F 71′ FK 101′ *f* 171′ 1475 *t FPT*	Belfast British	Q.8Cy.22′31½″45½″&65″–45″ 215lb (*s*) 1055 NHP 2DB&2SB,*24cf*,GS429, HS16790 FD Wrkman,Clark&Co Ld.Bel	34 ″ 0 *s* 8 ″ 9 25 ″ 6	
83 109547	— IronScK *F.G.Piercy* –14 *ss* Gms. No. 3–7,10 *ss* Gms. No. 1–14 1 *Dk*		175 159 71	✠100A1 *Stm Trawler* 5,14 NB2,12 LMC5,14	Gms		N4,13	1898 6mo *Lloyd's*	Cochrane& Cooper,Ld. Beverley *A&CP*	OceanStm.Fishing Co.Ld.	100·2 | 21·0 | 11·6 Q 45′ F 18′ BK 7½″	Grimsby British	T.3Cy.10½″,18″&30″–22″ (*s*) 180lb 45 RHP 1SB,*2pf*,GS30,HS1057 Amos&Smith,Hull	12 ″ 3	
84 135284 JDLR	**Eburna** SteelScSr *E.Jones* –16 *ss* H.Kg. No. 1–18 *Elec.light* 2 *Dks (Stl) & Web frames* *Mchy.Aft* *Longitudinal framing*		4735 4471 2957	✠100A1 ~~5,18~~ 9,16 LMC~~1,16~~ 3,18 *Carrying Petroleum in bulk* *Fitted for oil fuel* 11,13	NNs H.Kg	*y*	~~7,15~~ 5,18 *F.P.ab*	1913 11mo *Lloyd's*	Swan, Hunter&Wigham Richardson, Ld.Newcastle *A&CP*	Anglo-Saxon PetroleumCo.Ld.	380·2 | 52·7 | 29·1 P 95′ B 27′ F 63′ FK *WB = Cell D Bu B*	London British	T.3Cy.26″,43′&72″–48″ (*s*) 180lb 466 NHP 3SB,9*cf*,GS176,HS6600 FD WllsndSlpwy.Co.Ld.Nwc.	29 ″ 3 *s* 5 ″ 7½ 24 ″ 0	
85 MBPH	**Eburoon** SteelScSr ~~*J.Julian*~~ (*ex* Legia) *Elec.light* 1 *Dk*	Wrecked 9.17	*1879* — *1144*					1909	ShortBros. Sunderland	~~Lloyd Royal Belge Antwerpsche Zeev. Maats (Brys& Gylsen,Ld. *Mgrs.*)~~ Lloyd Royal Belge Soc.Anon.	281·0 | 41·0 | 18·1 P 22′ B 165′ F 30′ *WB*	Antwerp Belgian	T.3Cy.21″,33″&56″–36″ 188 NHP N.E.MarineEng.Co.LdSld		V

Now named "Acary," See No. 73 in Supplement

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / *Master.* / *Late Name if any.* / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned 100 A 1 pted. Equipment Letter.	7* Date when tail shaft last secn.	8 Built. When. — Ship. — Engines	9 Built. By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed. If not in L. R. Date of ✠ of Trade Cert.
86 HPQL	**Ecaterina Couppa** SteelScSr *Coundouris* –16 *ss*Msl.No.3–8,13 1*Dk(Stl)*2*trB*&*deep framing* 3*Dk rule*	2819 2576 1774	✠100A1 11,16 BS2,16 ✠LMC8,15 DBS8,16	Msl	*u*	4,16	1901 6mo	Craig, Taylor&Co. Stockton A&CP *WB*	GerasimosC. Vergotis = *Cell DBa*102′*uE*	319·6|46·2|21·4 P31′B84′F31′ FK 20′*f*134′592*t FPT*	Cephalonia Greek 6*BHCem* 88*t APT*131*t*	T.3Cy.23½″,39″&64″–42″ (*s*) 160lb *70lb* 277NHP 2SB,6*cf*,GS123,HS4345 Blair&Co.Ld.Stockton	23 ″ 9 s 4 ″ 1½ 20 ″ 0	
87	**Ecaterini C. D.** SteelScSr *J.Vrondisis* *ss*Bry.No.2–14 (*ex*Gorsefield) 1*Dk(Stl)*&*Spar dk* (*pt Irn pt Stl*)&*deep framing* *Floors,intercostals,tank top*& *tank margin plates under Boilers,Iron*	3739 3489 2414	✠100A1 *Spar dk* 11,15 4,16 BS8,16 ✠LMC5,14 BS4,17	NNs Npt	*w*	11,16	1906 4mo	J.L.Thompson&Sons,Ld Sunderland *Lloyd's*A&CP	Cambanis& Dendrinos *WB*=*Cell DBa*	351·0|50·8|15·3 P23′B96′F32′ 23·3 FK 119′*uE*33′*f*150′857*t*	Andros Greek 6*BHCem* *APT*92*t*	T.3Cy.24½″,40″&66″–45″ (*s*) 180lb *100lb* 322NHP 2SB,8*pf*,GS142,HS5020 J.Dickinson&Sons,Ld.Sld.	25 ″ 10 s 4 ″ 10½ 21 ″ 4	
88 119593	**Eccles** SteelPad 1*Dk(pt Stl)*	158 141 7	✠ *For Towing purposes* 5,05 ✠	Shl			1905 5mo	J.T.Eltringham&Co. S.Shields	ManchesterShip CanalCo.	100·0|20·1|10·0 BK6″	Manchestr British 3*BHCem*	L.2Cy.30″–54″ 66RHP 2SB,4*pf*,GS72,HS1393 Hepple&Co.SouthShields	10 ″ 4	
89 132284 JGPW	**Eccleshill** SteelScK *G.W.Brewer* –16 *ss*Hul.No.1–16 1*Dk*	226 216 87	✠100A1 *Stm Trawler* 11,16 ✠LMC6,15	Hul		8,16	1911 12mo *Lloyd's*A&CP	Cochrane& Sons Selby	Gt.NorthernS.S. FishingCo.Ld.	112·1|22·5|12·5 Q21′ BK7″	Hull British 4*BHCem*	T.3Cy.10″,17″&28″–24″ (*s*) 200lb 51RHP 1SB,2*pf*,GS25,HS872 Amos&Smith,Ld.Hull	13 ″ 2	
90 98823 MGHD	**Echo** SteelScSr *W.A.Carey* –17 ~~*ss*Brs.No.3–3,04~~ *ss*Brs.2ndNo.3–4,17 ~~*ss*Cff.No.2–12~~ *Well deck* 1*Dk(Irn)*	961 708 570	✠100A1 3,18 ✠NB4,17 ✠LMC 4,17 ~~BS4,12~~ ~~BS6,15~~	Brs	*m*	~~12,15~~ ~~0,17~~ 1,18	1891 8mo	R.Dixon &Co. Middlesbro' A&CP	Bristol Stm.Nav. Co.Ld.	230·0|32·1|11·4 Q83′B59′F26′ FK *WB*=*Cell DB*189′	Bristol British 4*BHCem* 329*t FPT*45*t*	T.3Cy.18½″,30″&48″–36″ (*s*) NDB00*fitted*15 160lb *75lb* 136~~+34~~NHP 1SB,~~3*cf*,1*cf*~~,GS58,HS1940 Blair&Co.(Lim.),Stockton 3*cf*,GS65,HS2010	14 ″ 4 s 1 ″ 0 13 ″ 7	
91 HFVL	— IronScSr *L.Kähler*04–04 *ss*Dnz.2ndNo.3–5,07 *ss*Dnz.No.1–11 *Well deck Elec.light* 1*Dk(Irn)*2*trB*	923 747 579	— 6,16 ✠NB5,00	Dnz	*m*		1883 7mo	P.Smit,jr. Slikkerveer	Danziger Rhederei Akt.Ges. (Behnke &Sieg,*Mgrs.*)	213·9|30·6|15·4 Q81′B42′F27′ BK8″ *WB*=*DB*	Danzig German 4*BHCem* *a*68′*f*33′150*t*	C.2Cy.23⅛″&44½″–30⅛″ NDB14 105NHP 1SB,3*pf*,GS53,HS1866 P.Smit,jun.,Slikkerveer		
92 142336 JBPQ	— IronScSr ~~*L.A.Mac*16–16~~ (*ex*Stamford) 3 *Well deck* 1*Dk* 2	500 79378 93292			…		1883	Stavanger Stöberi&Dok Stavanger	The Shipping Controller(Robinson, Brown&Co.*Mgrs.*)	172·2|24·8|~~13·6~~ Q84′B26′F25′|11·4 BK7″	London British *WB*	C.2Cy.20″&40″–24″ NB98 65RHP NorthernMar.E.Co.Ld.Gts		N
93 106762 JGQB	— SteelScY1 *C.W.Brown* –14 *ss*Hul.No.3–6,09 *ss*Hul.No.1–13 1*Dk*	165 152 64	✠100A1 *Stm Trawler* 5,14 BS5,14 ✠LMC7,15	Hul		5,14	1897 7mo	Mackie& Thomson Glasgow A&CP	The Admiralty	104·2|21·0|10·7 Q17′F17′ ptND09 BK7½″ *WB*= *DT*14′25*t*	Hull British 4*BHCem* 1SB,2*pf*,GS27,HS690 Muir&Houston(Lim.),Gls.	T.3Cy.11″,17~~+8~~&28″–20″ (*s*) 170lb 45RHP Muir&Houston(Lim.),Gls.	11 ″ 7	
94 125623 HLPW	**Echunga** SteelScSr *J.W.Balchin* –17 *Mchy.Aft Elec.light* 1*Dk*&*deep framing* *Cantilever framed Topside Tanks*	6285 5982 3863					1907	Sir Raylton Dixon&Co.Ld Middlesbro'	AdelaideS.S.Co.Ld	390·1|56·0|~~23·6~~ 33·0	P.Adelaide British *WB*	T.3Cy.27½″,44″&75″–48″ 390NHP Richardsons,Westgarth& Co.Ld.Mdb.		C
95	**Eclair** SteelScSr (*Whaler*) 1*Dk*	165 155 63					1908	Nylands Værksted Christiania	Parry,Leon&Hayhoe,Ld.	100·8|20·1|11·9 H10*t*	British *WB*	T.3Cy.11½″,18½″&31″–22″ 45NHP NylandsVærksted,Xania		
96 HWVT	**Eclaireur** SteelScSr *Péné* –00 *ss*Hul.No.3–2,00 (*ex*Jubilee) 1*Dk* *Mchy.Aft*	234 — 92	✠ 3,05 ✠	Nts	*d*		1887 2mo	W.B.Thmpson&Co.Ld. Dundee	E.Dufilholet fils	130·0|21·0|10·8 Q49′ BK7″	La Rochlle French 3*BHCem*	C.2Cy.20″&40″–27″ 77NHP 1SB,2*cf*,GS38,HS1442 W.B.Thrapsn&Co.Ld.Dun.	11 ″ 4	
97	**Eclipse** WoodAuxScBk *O.Kopstad* *Stm.Eng.* *Mchy.Aft* 1*Dk* (*See Sailing Ship Register*)	441 405 232					1867	A.Hall& Co. Aberdeen	RussianGovernment (Sverderups PolarExpedition)	149·8|29·4|16·0 P35*t*	Russian	C.2Cy.23″&40″–27″ NB03 NE77 69NHP Hall,Russell & Co.,Abn.		
98 136785 KPSG	— WoodSc *Petrol Motor* 1*Dk*	221 — 163					1900	M.Turner Benicia,Cal.	InsularTransCo.	104·0|27·0|10·2	Manila Utd.States	PetrolMotor		
99 93010	— SteelScY1 *J.Morgan* –15 *ss*Abn.No.3–2,12 1*Dk*	185 166 75	✠100A1 *Stm Trawler* 6,14 BS5,16 ✠LMC2,12	Abn		~~6,14~~ 6,17	1899 10mo	IrvineS.B. &E.Co.Ld. Irvine A&CP	Peterhead Trwling Co.Ld(J.G.Adam, *Mgr.*) *WB*	117·3|21·2|10·5 Q52′ BK7″ =*DB*′16′16*t FPT*	Peterhead British 4*BHCem* 15*t APT*4*t*	T3Cy.11½″,19½″&32″–22″ (*s*) 180lb 50RHP 1SB,2*pf*,GS37,HS1081 W.V.V.Lidgerwood,Gls.	11 ″ 9	
100 214368 LFSQ	**Ecuador** SteelScSr ~~*J.K.Bossinga* –16~~ *H.Nelson* –17 2*Dks*(*Stl*)&*Awng dk*(*Stl*-teak s) *Elec.light*	5688 4740 3517	✠100A1 *Awng dk* *with freeboard* ~~3,17~~ 7,16 ✠LMC10,15 *Fitted for oil fuel* 7,16 *F.P. above*	NYk HKg	*y*	~~3,16~~ ~~N~~5,17	1915 9mo *Lloyd's*A&CP e 150° F.	Kon.Maats deSchelde Flushing	PacificMail S.S. Co. *WB*=*Cell DBa*94′*uE*36′*f*147′	380·6|48·7|32·6 FK	NewYork Utd.States 6*BHCem* 559*t FPT*93*t*	T.3Cy.29″,47″&77″–48″ (*s*) 180lb 624NHP 4SB,12*cf*,GS248,HS9660 FD Maats.deSchelde,Flushing	35 ″ 3 s 10 ″ 11½ 24 ″ 10	
101 84127 WBJD	— SteelSc3MstSr *C.Busse* –15 2*Dks*(1*Stl*)& *Shade dk*	1768 1589 1310	✠ 8,81	Liv	Lv		1881 6mo	Laird Bros. Birkenhead	Pacific StmNavCo.	300·0|36·2|19·3 F24*t* *WB*=*Cell DB*	Liverpool British 5*BH*1PBH	C.2Cy.34″&60″–42″ NB96 90RHP Laird Bros.,Birkenhead		
102	— SteelTwinScSr (*ex*Itamby) 1*Dk*	660 586 489					1896	Scott&Co. Greenock	Cia.Argentina de Nav.(Nicolas Mihanovich)Ltda.	181·5|35·0|10·6 B26′F25′	Bns.Ayres Argentine	T.6Cy.9″,15″&25″–21″ 57NHP Scott&Co.Greenock		
103 120684 HFTG	**Eda** SteelScSr ~~*J.R.Durkie* –16~~ *ss*Sws.No.2–14 *A.G.Palmer* –18 1*Dk(pt Irn*&*pt Stl)*& *deep framing*	2525 2357 1627	✠100A1 11,17 ~~3,17~~ BS2,17 ✠LMC6,14	Cff	*i*	~~2,17~~ ~~11,17~~ 4,18	1906 3mo *Lloyd's*A&CP	Richardsn, Duck&Co. Stockton *WB*=	TownLine(London)Ld(Harrison, Sons&Co.,*Mgrs.*) *Cell DBa*110′*uE*22′	313·0|44·6|20·6 P32′B78′F36′ ~~&Cof~~ FK *f*128′694*t FPT*74*t*	Cardiff British 5*BHCem* *APT*75*t*	T.3Cy.23″,38″&62½″–42″ (*s*) 160lb *90lb* 257NHP 2SB,6*cf*,GS110,HS3900 Blair&Co.Ld.Stockton	23 ″ 1 s 3 ″ 8 19 ″ 9	
104 129544 HSFN	**Edavana** SteelTwinScSr *J.A.Davidson* –15 *Elec.light* 2*Dks*(*UStl*-ws)& Wireless *Shade dk*(*Stl*-teak s)	5284 3715 2686	✠ *Shade dk* 4,11 ✠	Gls	*z*		1911 4mo	Barclay, Curle&Co.Ld Glasgow	BritishIndiaStm. Nav.Co.Ld. *WB*=*Cell DBa*85′	400·4|52·5|25·5 B on *Shade dk* 166′ FK *uE*&*B*100′ *f*151′748*t*	Glasgow British 7*BHCem* (5*BHtoUdk* 2 „ 2*nd dk*)	T.6Cy.23¼″,39½″&67″–48″ 1086NHP 2DB&2SB,24*cf*,GS4429, FD HS16851 Barclay,Curle&Co.Ld.Gls.	28 ″ 0	
105 3563 JLBN	**Edda** *C.E.Anderson* 17–17 IronScSr ~~*A.L.Rundberg*14–14~~ *ss*Hbg.2ndNo.3–4,07 *Well deck* *ss*Hbg.No.2–16 1*Dk(Irn)*	967 740 557	✠100A1 11,17 ~~5,16~~ Got ✠LMC5,16 BS11,17	Hbg	*m*	5,16	1881 8mo	S.P.Austin &Son Sunderland A&CP	Rederiaktieb. Wiken(P.L.Pahlson,*Mgr.*)Rederi aktiebSteam (A.Smith.*Mgr.*)	216·0|31·0|13·9 P26′Q48′B48′F28′ FK *WB*=*Cell*	Uddevalla Swedish 4*BHCem* *DB*185′218*t*	C.2Cy.27⅞″&50″–36″ (*i*) 70lb *90lb* NDB07 118NHP 1SB,3*pf*,GS50,HS2059 J.Dickinson,Sunderland	16 ″ 2 s 1 ″ 3½ 15 ″ 2	

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux. Grément, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / ✝ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné matériaux expiré. Lettre d'Entretenement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres ou cert. d'exemption de la Soc. Board of Trade.
(Sunk War Loss)															
106	**Edda**	SteelScSr	526					1910	Göteborgs N.V.Aktieb. Gothenburg	Ångfaktieb. Commerce (W. Lundqvist, *Mgr.*)	166·0 | 27·2 | 11·1 P50′F23′H48*t*	Gothenbrg Swedish *WB*	T.3Cy.13⅝″,22½″&37⅝″–23½″ 68NHP GöteborgsNV.Aktieb.Got.		V
5155	*J.N.Carlsson* –10		395												
JSCP	*Mchy.Aft* 1*Dk*		265												
107	—	SteelScSr	127					1908	Akers Mek.Værks. Christiania	Bryde&Dahls Hvalfangerselskb	95·7 | 18·6 | 11·0	Sandefjrd Norwegian *WB*	T.3Cy.11″,18″&29″–20″ 37NHP AkersMek.Værks.Xia.		N
	Christiansen		124												
MFJS	1*Dk*		45												
108	**Eddi**	SteelScSr	1121					1904	Stettiner Oderwerke Stettin	Rud.Christ.Gribel	224·1 | 35·4 | 14·7 Q75′B98′F27′	Stettin German *WB*	T.3Cy.17″,28″&43″–32″ 104NHP StettinerOderwerke		G
	*P.Stowahse*02–09		921												
JFSP	1*Dk*		647												
109	**Eddie**	SteelScK	219	✝100A1	Nwc	*c*	2,17	1904 6mo	WoodSkinner&Co.Ld. Newcastle	J.S.Cole	115·0 | 20·1 | 9·0 Q39′B9′F18′ FK	London British	C.2Cy.14″&28″–21″ (*r*) 100lb 35RHP	10 ″ 0 s ″ 10	
118447	*G.Croxford* –17	*ss*Nwc.No.2–18	148	2,17 ~~4,15~~				*Lloyd's*	*sA&CP*		*WB*= *FPT*32*t*	3*BHCem*	1SB,*2pf*,GS22,HS707	9 ″ 4	
VRQB	*Well deck*	1*Dk*(*pt Irn & pt Stl*) *ss*Nwc.No.3–2,17	86	✝LMC2,17									N.E.MarineEng.CoLd Nwc		
110	**Eddystone**	SteelScSr	4214	✝100A1	Cff	*x*	12,16	1912 7mo	Richardsn, Duck&Co.Ld. Stockton	GriffithsLewis Stn Nav Co Ld (J.C. Gould&Co.*Mgrs*.)	380·0 | 51·0 | 24·8 P34′B240′F34′ FK	London British	T.3Cy.26″,42″&70″–48″ (*s*) 180lb *100lb* 394NHP	27 ″ 3 s 3·11½	
132748	*M.J.Andrews*05–12	*ss*Liv.No.1–16	3993	~~4,17&10,14~~ 12,17	Swa			*Lloyd's*	*sA&CP*	*WB*= *Cell DBa*123′*uE*27′	*f*173′1151*t FPT*136*t*	6*BHCem*	3SB,9*cf*,GS178,HS6435	23 ″ 8	
HWKC	1*Dk*(*pt Irn pt Stl*)		2614	✝LMC12,16							*APT*102*t*		Blair&Co.Ld.Stockton		
Now named "Grelstone," See No. 65 in Supplement.				*Carrying fuel oil F,P,above 50°F.in D.B*											
111	—	SteelScSr	853			...		1886	W.B. Thompson Dundee	ClydeShppg.Co.Ld (W.Cuthbert, *Mgr.*)	233·3 | 33·2 | 15·7 P142′ F54′	Glasgow British *WB*	T.3Cy.23″,37″&58″–48″ 233NHP W.B.Thompson,Dundee	16 ″ 10	C
93263	*P.McNeill* –17		813												
KGRH	*Well deck* 2*Dks*		386												
112	—	SteelScYl	165	✝	Hul			1897 8mo	Mackie& Thomson Glasgow	E.Taylor	104·2 | 21·0 | 10·7 Q17′F17′ ptND09 BK7½″	Hull British	T.3Cy.11″,17″&28″–20″ 45RHP	11 ″ 7	
106764	*J.Litten* –17	*ss*Hul.No.3–6,09	152	*Stm Trawler* 10,14							*WB*= *DTf*14′25*t*	4*BHCem*	1SB,*2pf*,GS27,HS690		
JGQC		*ss*Hul.No.1–13 1*Dk*	64	✝									Muir&Houston(Lim.),Gls.		
113	**Edea**	SteelScSr	2486					1903	Reiherst'g Schiffsw. Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	301·2 | 40·7 | 23·3 B90′F36′	Hamburg German *WB*	T.3Cy.18⅛″,30″&50″–39⅜″ 157NHP Reiherst:Maschinenf.Ham.		G
	H.Nachtwey (*ex*Emilie Woermann)		2287												
RMWD	*Elec.light*	2*Dks & Web frames*	1571												
114	**Eden**	IronScSr	1304			...		1879	W.Gray& Co. W.Hartlepool	Actieselsk.Eden (H.S.Horgen)	246·0 | 34·2 | 17·2 Q97′B57′F32′ FK	Christiania Norwegian *WB*	C.2Cy.29″&55″–33″ NDB03 NB03 136NHP T.Richardson & Sons,Hpl.	18 ″ 8	N
	*O.Kopstad*16–15		1106												
MFSN	*Well deck*	1*Dk2trB*	786												
115	—	SteelTwinScSr	693			...		1900	Russell& Co. Pt.Glasgow	Illawarra&SCoast Steam Nav.Co.Ld. (D.J.M.Sim *Mgr.*)	197·0 | 26·6 | 8·2 Bon *Awng dk* 28′16·0 FK	Sydney NSW British *WB*	C.4Cy.25″&48″–30″ 268NHP Rankin&Blackmore,Grk.	16 ″ 6	
112502	*W.Swanson*–15		634												
	Ref.Mchy. Elec.light	1*Dk & Awng dk*	361												
116	—	SteelScSr	261			...		1896	R.William-son&Son Workington	~~Ribble Shpg.Co.Ld (J.S.Sellers, *Mgr.*)~~ ~~J.&J.Paton~~ D.Paton	131·2 | 22·2 | 8·5 Q46′B9′F20′ FK	Maryport British *WB*	C.2Cy.17″&34″–24″ 64RHP Ross&Duncan,Glasgow	10 ″ 9	
104683	*S.Murdoch* –17		197												
	Mchy.Aft Well deck	1*Dk*	98												
117	**Eden Hall**	IronScSr	3610	✝ ——	Lon	*w*		1883 4mo	Gourlay Bros.& Co. Dundee	Westcott&Laurance Line,Ld. (J.R.Westcott, *Mgr.*)	360·0 | 42·6 | 28·2 P40′B76′F50′ BK11″	Liverpool British 5*BHCem*	C.2Cy.40″&76″–54″ 350NHP 2DB,*12cf*,GS192,HS5992 Gourlay Bros.& Co.,Dundee	29 ″ 2	
87841	*A.Kemp* –09	*ss*Gls.2nd No.3–3,07	3351	11,16											
HQRG		*ss*Ant.No.1–12 2*Dks*(*Irn*)*3trB*	2332												
118	**Edendale**	SteelScSr	2405			...		1888	J.Laing Sunderland	Weardale Steam Shipping Co.Ld.	308·0 | 39·0 | 23·4 P45′B82′F42′ BK10″	Sundrland British *WB*	T.3Cy.23″,38″&62″–42″ 244NHP G.Clark,Sunderland	26 ″ 2	C
95267	*R.J.Chick* –16		2254												
KTJS		1*Dk2trB & Web frames*	1566												
119	—	IronScSr	1141	✝	Shi	*n*		1879 1mo	J.Laing Sunderland	Heap Eng Moh.S.S. Co.Ld.	227·0 | 29·5 | 15·9 22·5 *WB*= *DBa*55′*f*28′	Singapore British 4*BHCem*	C.2Cy.27″&50″–36″ NB93 125NHP G.Clark,Sunderland		
68994	*J.T.Simpson* –13	*ss*Nag.No.2–86	1104	*Awng dk*											
WDHR	(*ex*Baikal,*ex*Edendale)	1*Dk*(*Irn*)*& Awng dk*	703	*with load line* 5,88											
120	**Edengarth**	SteelSc	66	✝100A1	Bkn		~~1,15~~ 2,18	1903 11mo	Lytham SB &Eng.Co. Lytham	Rea Transport Co. Ld.(R.&J.H.Rea, *Mgrs.*)	70·9 | 16·7 | 8·4 BK6″ *WB*	Liverpool British 4*BHCem*	C.2Cy.14″&30″–21″ (*s*) 130lb 52RHP 1SB,*2pf*,GS28,HS1050	9 ″ 0	
118059	*J.Weaver*	*ss*Bkn.No.3–2,16	65	*For towing purposes*	BS2,18			*Lloyd's*	*sA&CP*				= *APT*3*t*		
		1*Dk*(*Stl*)	—	~~2,15 1,17~~									Lytham S.B.&E.Co.Lytham		
121	**Edenwood**	SteelScSr	863	✝100A1	Mdb	*k*	5,17	1915 8mo	Ropner& Son,Ld. Stockton	Meteor S.S.Co.Ld. (R.A.Constantine& Donking, *Mgrs.*)	198·0 | 30·7 | 12·4 Q111′B13′F25′ FK	Middlsbro British 3*BHCem*	T.3Cy.16″,27″&44″–30″ (*s*) 180lb *100lb* 132NHP 1SB,3*pf*,GS60,HS2262	14 ″ 5 s ″ 10 13 ″ 10	
136076	*A.H.Perrin* –17		615	~~5,17 2,16~~ 4,18	Hul Shl			*Lloyd's*	*sA&CP*	*WB*= *Cell DB f* 118′180*t FP*7		105*t APT*34*t*	Blair&Co.Ld.Stockton		
JLQV	*Well deck*	1*Dk*(*pt Stl pt Irn*)	414	✝LMC~~1,16~~			5,17								
	Mchy.Aft														
122	**Edernian**	SteelScSr	3588	✝100A1	Nwc	*v*	N8,16	1906 8mo	Craig,Taylor&Co.Ld. Stockton	S.S.Demetian& Ordovician Co.Ld. (O.&W.Williams & Co.*Mgrs.*)	342·0 | 51·0 | 22·7 P46′B102′F31′ FK	Cardiff British 6*BHCem*	T.3Cy.24″,40″&66″–45″ (*s*) 180lb *100lb* 308NHP 2SB,6*cf*,GS116,HS4610	25 ″ 1 s 4 ″ 5 21 ″ 1	
123166	*H.Roberts* –15	*ss*Hul.No.2–14	3302	8,17 ~~1,17~~	Dieppe			*Lloyd's*	*sA&CP*	*WB*= *Cell DBa* 111′*uE*	*f* 38′*f* 146′		N.E.MarineEng.Co.Ld.Sld.		
HGTV		1*Dk*(*Stl*)2*trB & deep framing* 3*Dk rule*	2284	~~BS8,16~~ ✝LMC~~2,16~~									931*t FPT*118*t APT*155*t*		
123	**Ederra Mendi**	SteelTwinSc	70	✝100A1	Bbo		~~10,15~~ 1,18	1907 10mo	Jonker& Stans Hendrik Ido Ambacht	Cia.de Remolcadores Ibaizabal (Sota y Aznar, *Mgrs.*)	84·6 | 16·1 | 7·1 FK *WB*=	Bilbao Spanish 4*BHCem*	T.6Cy.8½″,13″&21½″–12½″ 165lb (*s*) 52NHP 1SB,2*cf*,GS32,HS1076	9 ″ 0	
HKVW	*E.Zulueta*06–07	*ss*Bbo.No.2–15	53	1,18 ~~10,16~~				*Lloyd's*	*sA&CP*		*APT*13*t*		AlblasserdamMsch.Fab.		
	(*Tug*)	1*Dk*(*Stl*)	17	~~BS1,13~~ ✝LMC~~10,16~~											
124	**Edgar F. Coney**	SteelScSr	153					1904	J.H.Dialogue&Son Camden,N.J.	P.Shore	102·0 | 20·8 | 10·6	Tampa Utd. States	C.2Cy.17″&32″–24″ 42NHP JH Dialogue&Sn,Cmdn NJ		
201104	(*Tug*)		—												
KTFP	1*Dk*		104												
125	**Edgar F. Luckenbach**	SteelSc	8061	✝100A1	NNs	*b*†		1916 5mo	Nwprt News S.B.&D.D.Co. Newport News A&CP	Luckenbach Co.Inc	425·0 | 57·3 | 29·4 FK	New York Utd. States	T.3Cy.29″,49″&84″–54″ (*r*) 195lb *120lb* 709NHP 3SB,*12cf*,GS240,HS10005FD Newport News SB&DD.Co	42 ″ 0 s 10 ″ 7½ 31 ″ 9	
214040	*W.McLean*16–16	4MstSr	7720	*Shelter dk*	Syd										
LFWN	*Elec.light*	2*Dks*(*Stl*) *& Shelter dk*(*Stl*)	6252	*with freeboard*						1*BH in forward*	*hold dispensed with Collision BH*	6*BHonly*			
	Sub.Sig.			3,18 ~~1,17~~ ✝LMC~~5,16~~							*T*173*t APT*80*t DTa*	*to U dk only*			
				Fitted for oil fuel 5,16			*F.P. a*			*Cell DB*366′1680*t FP*		12′ 158*t Top*	*side tanks in E & B* 54′330*t*		
126	**Edie**	SteelScSr	1035	✝100A1	Cff	*m*	~~2,15~~ 2,18	1903 8mo	Dundee Shipbuilders' Co Ld Dundee	Yorkshire Coal & Stm Shpg Co Ld.(H.W. & C.M.Ezard.*Mgrs.*)	220·0 | 34·1 | 12·5 P22′Q52′B48′F30′ FK	Goole British 4*BHCem*	T.3Cy.18″,30″&49″–33″ (*s*) 180lb 161NHP 2SB,4*pf*,GS67,HS2636	14 ″ 8 s 1 ″ 2½ 13 ″ 9	
114042	*E.L.Willmott* –14	*ss*Hul.No.2–10	737	2,18 10,14	Goo			*Lloyd's*	*sA&CP*	*WB*= *Cell DBa*42′	*uE*17′*f*92′249*t FPT*	62*t APT*69*t*	MacColl&Pollock,Sld.		
VFBM	*Well deck*	*ss*Goo.No.3–7,16 1*Dk*(*Stl*)	538	~~BS2,14~~ ✝LMC~~9,16~~											
	Elec.light			BS2,18											

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. / *Master.* / Special Surveys.	3 Material, Rig, &c. / *Late Name if any.* / No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.*	15 Registers in which classed. If not in L.R. Dated list of Trade Certs.
127 451 NWBZ	**Edilio** *G.Colla* 1*Dk*	**SteelSc**	4719 4418 2969					1910	W.Doxford Sons,Ld. Sunderland	Soc.Commerciale Italiana diNav.	392·6 P37′	51·5 B123′	27·6 F37′	Genoa Italian *WB*	T.3Cy.25½″,43″&71″–45″ 338NHP W.Doxford&Sons,Ld.Sld.		CI
128	**Edimburgo** *Well deck* *Elec.light*	**SteelTwinScSr** 1*Dk*(*Stl*)	*1308* *882* *745*	✠ *For service on Rivers Plate* ✠ 11,12	Dun			1912 11mo	CaledonS. B.&E.Co.Ld. Dundee	Cia.Argentina de Nav.(Nicolas Mihanovich)Ltda.	250·2 Q33′B78′F26′	40·1 FK	10·7 *WB*=*FPT*	Bns.Ayres Argentine	T.8Cy.(2)12″(2)20″&(4)24″ –24″ 182NHP 2SB,*4cf*,GS78,HS2892 FD CaledonS.B.&E.Co.LdDun	11 ″ 6	
129 10286 HFGW	**Edina** *A.Gillies* –16 *Elec.light* *Mchy.Aft*	**IronScSr** *ss*Lth.3rdNo.3–12,04 *ss*Lth.No.2–13 2*Dks*	455 368 262	✠ A1 7,16 *Examined* 4.17 ✠NE 90 ✠NB 3.02 BS 7.16 ✠LMC 2.13	Lon		12,15	1865 3mo	Aitken& Mansel Glasgow A&CP	Leith,Hull&Ham. S.P.CoLd(J.Currie &Co.,*Mgrs.*)	191·0 P31′B44′F26′ len70ND80 BK6½″ ptND04&13 *WB*=	23·7 FK	12·9 5*BHCem* 57*t APT*23*t*	Leith British	C.2Cy.23″&40″–27″ (*o*) 65lb *65lb* NDB92 70RHP 1SB,*3pf*,GS50,HS1155 Hawthorns&Co.,Leith	13 ″ 10 s 2 ″ 0 12 ″ 9	
130 11136 KRJH	— *W.C.Forbes*83–83 2*Dks*	**IronScSr**	380 289 223					1854	Barclay, Curle&Co. Glasgow	AustralianSteam-shipsLd.(*Man. Agents*,Howard Smith,Ld.)	171·0 P54*t*F31*t*	23·6	12·7	Melbourne British	2Cy.22″&40″–26″ NE&B82 85RHP D.Rollo&Sons,Liverpool		
131 110877 RFCV	**Edinboro' Castle** *J.Campbell* –13 (*ex*Magnific) 1*Dk*	**SteelScK** *ss*Gms.No.3–11,12	241 215 94	✠100A1 *Stm Trawler* 8.14 ✠NB 1.09 ✠LMC 8.14	Hul		6,13	1899 4mo	Dundee S.B.Co.Ld. Dundee A&CP	A.Bannister	119·3 Q66′F19′	22·1 BK7½″	11·6 4*BHCem*	Grimsby British	T.3Cy.13″,23″&37″–24″ (*s*) 200lb 80RHP 1SB,*3pf*,GS45,HS1445 Cooper&Greig,Dundee	12 ″ 0	
132 129088 HQSW	**EdinburghCastle** *J.W.M.Creaghe* –10 *Elec.light* Sub.Sig. *Ref.Mchy.* Wireless 4*Dks*(*Stl–Uteaks*)	**SteelTwinScSr**	13326 10682 7395	✠100A1 3.14 BS 1.14 ✠LMC 4.10	Sou	*j*†		1910 4mo	Harland& Wolff,Ld. Belfast	TheUnion-Castle MailS.S.Co.Ld.	570·2 P83′B115′F116′ *Lloyd's A&CP* *WB*= *CellDBa*127′*u*	64·7 FK&BK3″	38·7 *E&B*186′*f*168′178*3t*	London British	Q 8Cy.32″,46″,66½″&96″–60″ 220lb (*s*) HS38982 2174NHP 6D&4SB.*52cf*,GS1019, Harland&Wolff,Ld.Bel.	42 ″ 5 s11 ″10 31 ″ 5	
133 91088	— *H.McInnes* –14	**SteelPadSp**	158 153 65					1886 4mo	J.Scott& Co. Kinghorn	TheShippingCon-troller	160·0 *E&B*186′*f*168′178*3t*	20·1	7·0	Leith British	D.Cy.46″–60″ NB97 85RHP J.Scott&Co.,Kirkcaldy		
134 5709 JVQS	**Edit** *O.T.Stranne* –15 (*ex*Retriever) 1*Dk*	**SteelScSr** (*Trawler*)	155 150 58			…		1891	Hall,Russ-sell&Co.Ld. Aberdeen	N.W.Stranne	104·5 BK6½″	21·4	11·0	Gothenbrg Swedish	C.2Cy.15½″&36″–24″ NB07 53NHP Hall,Russell&Co.Ld.Abn	11 ″ 8	
135 213472 LFMD	**Edith** *H.McDonald* –15 *Elec.light* 2*Dks*(*Stl*)&*Web frames* Sub.Sig. *Longitudinal framing*	**SteelScSr** 352*t*	3628 2846 ~~3721~~ 2230	✠100A1 ~~7–9,16~~ 10,17 ~~Yt 16~~ ✠LMC 7.15 *Fitted for oil fuel* 7, 15	NNs	*u* *F.P. a*	5,17 *bove* 1	1915 7mo	Maryland SteelCo. Sparro' Pt Md 50°F. A&CP *WB*=	A.H.BullS.S.Co. (A.H.Bull&Co. *Mgrs.*)	320·8 P35′B98′F38′ *CellDBa*90′*uE*20′	45·2 FK	22·9 5*BHCem* *f*146′69*1t FPT*78*t*	NewYork Utd.States	T.3Cy.22″,37½″&60″–42″ (*s*) 190lb *190lb* 293NHP 2SB,*6cf*,GS143,HS4933 MarylandStl.Co.Sparr'.Pt.	25 ″ 6	
136 2662 JFTH *Well deck*	— *G.Gustafsson* –17 ~~*Is.O.Norrman*10–16~~ (*ex*StorraLee) ~~*ss*Rot.No.1–18~~ 1*Dk*(*Irn*)2*tr B* *Cargo battens not fitted*	**IronScBn** *ss*Brs.No.2–17 *ss*Hbg.2ndNo.3–4,08	1639 1305 975	✠100A1 8,17 ~~7,15~~ ~~BS 5.16~~ ✠LMC 4.12 9,17	Shl Brs	*q*	8,16	1882 6mo	W.Gray& Co. WHartlepool A&CP	~~N.P.Swensson~~ ~~Ex. Cornelius~~ Aktiebolaget Rederikompaniet	257·5 Q103′B66′H28*t* F28′ ptND07 BK9″ *WB*=*DBa*	35·8 *f*146′69*1t FPT*78*t*	18·9 *APT*296*t*	Stockholm Swedish	C.2Cy.29½″&60″–39″ (*i*) 80lb ~~60lb~~ NDB00 170NHP 2SB,*6pf*,GS79,HS2702 Blair&Co.(Lim.),Stockton	20 ″ 3 s 1 ″ 9 19 ″ 5	
137 133312 JNWR	— ~~*T.Ashton*02–17~~ *Elec.light* *J.Ainsley* –17 *Mchy.Aft* *Well deck*	**SteelScSr** 1*Dk*(*Stl*)	710 538 297	✠100A1 ~~2,17~~ 10,17 ~~Cff~~ ✠LMC 2.17	Shl	*j*	5,17	1917 2mo	J.P.Ren-noldsn&Sons, Ld. S.Shields	~~C.R.Huller,Ld.~~ Trinsavan Co Ld. (E.Jones,*Mgr.*)	178·2 Q92′B15′F18′ *Lloyd's A&CP* *C*	30·0 FK	13·1 *ellDBf*61′64*t FPT* 60*t APT*40*t*	Hull British	T.3Cy.16″,26½″&43″–30″ (*s*) 180lb 98RHP 2SB,*4pf*,GS68,HS2432 J.P.Rennldsn&SnsLdS3hl	14 ″ 6 s ″ 10½ 13 ″ 10	
138 69 HVTM	— *C.H.Jönsson*06–07 (*ex*Avance)	**IronScSr** *ss*Skm.No.3–4,96 *ss*Skm.No.1–00 1*Dk*(*Irn*)	339 295 175	✠ 9,05 ✠NE&B 8.03	Skm	*f*		1884 2mo	G.Howaldt Kiel	MotalaRederi-aktiebolag (C.A. Arvidson,*Mgr.*)	142·8 B9*t*F15′ *WB*=*DBuE&B*29′34*t*	22·3 BK7″	13·4 *MT*17′60*t*	Motala Swedish	C.2Cy.14⅝″&26⅛″–17½″ NDB03 40NHP 1SB,*2pf*,GS27,HS850 W.Lindberg'sAktieb.Skm.	14 ″ 0	V
139 132660	— 1*Dk*	**SteelTwinSc**	283 241 169					1911	A.W. Robertsn&Co London	MidlandRailway Co.	131·6 *E&B*186′*f*168′178*3t*	28·5	8·4	London British	C.4Cy.12″&24″–18″ 48RHP A.W.Robertson&Co.Lon.		
140 110628	— *W.Evans* –16 *Mchy.Aft*	**SteelScSr** 1*Dk*(*Stl*)	229 182 90	✠ 2,03	Bwg	*b*		1900 1mo	Scott& Sons Bowling	J.Monks&Co.Ld.	100·0 F16′ *WB*=*FPT*	23·1 38*t APT*10*t*	10·8 BK7″	Liverpool British	C.2Cy.14″&29″–20″ 1SB,*2pf*,GS26,HS771 35RHP 3*BHCem* Fisher&Co.Paisley	11 ″ 4	
141 4778 JQPT	— *Sjögren* *Mchy.Aft*	**SteelScSr** 1*Dk*	225 180 133					1907	Klippans VarfsAkt. Gothenburg	Ångf.Aktieb.Daga (A.ThAssmundsen *Mgr.*)	103·5 P28′H15*t*F12′	22·4	11·0	Gothenbrg Swedish *WB*	C.2Cy.10″&22½″–15″ 16NHP LundbrgM.V.Aktieb.Got.		V
142 99488 NCVF	— *T.Cooper* –17 ~~*S.Burley* –18~~ *Well deck* *Mchy.Aft*	**SteelScK** *ss*Hul.No.3–10,05 *ss*Hul.No.2–14 1*Dk*(*Irn*)	181 135 98	✠100A1 5,11 11.14 ~~Engine 5.13~~ ~~BS 11.16~~ ✠LMC 7.16 5,17	Goo Hul	*a*	~~7,14~~ ~~5,17~~ N10,17	1893 7mo	A.Hall& Co. Aberdeen *Lloyd's A&CP*	Oliver S.S.Co.Ld. (SWOakley,*Mgr.*)	113·0 Q55′B7′F11′ len14 BK6½″ *W*	20·1	7·6 *B*=*FPT*18*t*	Hull British 3*BHCem*	C.2Cy.13″&26″–18″ (*s*) 100lb 30RHP 1SB,*2pf*,GS23,HS530 A.Hall&Co.,Aberdeen	8 ″ 2 s ″ 7½ 8 ″ 3	
143 120990	— 1*Dk*	**SteelTwinSc**	133 129 43					1905	Hong K'ng &Whampoa Dock Co.Ld. HongKong	HongKong& WhampoaDock Co.Ld.	106·0	20·5	10·3	HongKong British	T.6Cy.9″,14″&25″–15″ 60RHP HongKong&Whampoa DockCo.Ld.HongKong		
144 96330	—	**WoodScFlat**	116 112 79					1880	J.Thomp-son Northwich	Kymo Shpg.Co.Ld. ~~(W.B.Kyffin,*Mgrs.*)~~ (HM.Grayson,*Mgr*)	87·6 ND15	20·0 BK6″	9·0 4*BHCem*	Liverpool British	D.2Cy.15″–16″ NB12 30RHP W.E.Bates,Leftwich		
145 102911	— *ss*Hul.2ndNo.3–9,11 *ss*Hul.No.~~1–12~~–17 1*Dk*	**IronSc**	33 33 —	✠ A1 ~~10,17~~ ~~10,16~~ *For Towing purposes* ✠NB 9.15 ✠LMC ~~9.16~~ 10,16	Hul		~~9,15~~ 10,17	1893 7mo	Cook,Wel-t'n&Gemmell Hull	J.A.Scott,Ld.	60·1 ND15	14·0 BK6″	7·0 4*BHCem*	Hull British	C.2Cy.12″&22″–18″ (*s*) 85lb E.*made*85 20RHP 1SB,*2pf*,GS24,HS445 C.D.Holmes&Co.,Hull	7 ″ 6	
146 106429 QGFD	**Edith Cavell** *J.Mitchell* –15 (*ex*Wagner) 1*Dk*(*Stl*)&*Spardk*(*Irn*)&*deep framing*	**SteelScSr** *ss*Shl.No.3–1,11 *ss*Bry.No.1–15	3475 3221 2207	✠100A1 *Spar dk* 9,17 ~~8,15~~ ~~BS 7.16~~ ✠LMC 2.15 3,17	Nwc Msl	*v*	8,16	1898 7mo	Bartram& Sons Sunderland A&CP	SeftonS.S.Co.Ld. (H.E.Moss&Co. *Mgrs.*)	350·0 P32′B68′F36′ 112′*uE*26′*f*142′71*4t*	46·5 24·3 FK	16·2 6*BHCem* *APT*36*t*	Liverpool British	T.3Cy.24″,39½″&65″–42″ (*s*) 180lb *100lb* 298NHP 2SB,*3pf*,GS138,HS4620 J.Dickinson&Sons,Ld.Sld.	26 ″ 9 s 5 ″ 2½ 21 ″ 10	

1 Numero l'Ordre. / Numero Officiel. / Signaux	2 / 3 Nom du Navire. Matériaux, Gréement, etc. — *Capitaine.* — *Ex-nom, s'il y a lieu.* — Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné ou proposé. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Registres où coté, si on est dans le L. R. Durée Cert. Hull Trade.
147	**Edith Cavell** SteelScSr	*1367*	✠100A1	Msl	*o*	~~3,16~~	1908	Dundee	Soc.Anon du	235·3	37·1	14·4	Marseilles	T.3Cy.17″,28″&46″–30″ (*s*)	15 ″ 6	
	ssMsl.No.2–16	*979*	~~2,16~~ 2,18	Shl		4,18	5mo	S.B.Co.Ld.	S.S.EdithCavell	Q74′B70′F31′			French	180lb *100lb* 141NHP	s 1 ″ 1½	
JBFK	(*ex*Tropeiro) 1*Dk(Stl)&deep framing*	*789*	✠LMC					Dundee				FK		1SB.*3cf*,GS64,HS2373	14 ″ 6	
	Elec.light Well deck		~~B9,16~~ MS7,16				*Lloyd*	*'sA&CP*	*CellD*	*Ba* 50′ 72*t FPT* 105*t*			*APT* 115*t*	N.E.MarineEng.Co.LdSld.		
			~~BS1,18~~ 1,16													
148	**Edith Fische** SteelScSr	*1818*	✠100A1	Shl	*q*	~~12,15~~	1893	R.Thomp-	TrampS.S.Co.	263·2	36·0	16·8	Bodo	T.3Cy.20″,33″&54″–36″ (*r*)	19 ″ 2	
	*E.M.Mathiesen*14–16 *ss*Msl.No.3–4,06	*1316*	*pt Awng dk*	~~Mpt~~		~~9,15~~ 9,18	10mo	son&Sons	(M.Fische, *Mgr.*)	P31′Q64′			Norwegian	160lb 182NHP	s 8 ″ 3½	
WKTC	(*ex*MikraAssia, *ex*Avni-Huda, *ex*Aristea) *ssPir.No.2–14* 1*Dk(ptStl ptIrn) &pt Awng dk(Irn)2tr B*	*1132*	*withfreeboard* 11,17 ~~1,15~~	✠LMC MS5,14				Sunderland		*ptAwng dk* 168′	FK		5*BHCem* 40*t APT* 69*t*	2SB.*6pf*,GS90,HS2850 G.Clark,Ld.Sunderland	18 ″ 2	
								A&CP	*WB=CellDB*	202′348*t FPT*						
149	**Editor** SteelScYl	169	✠100A1	Hul		11,14	1899	Mackie&	~~Gt.NorthernS.S.~~	104·0	21·0	10·7	Hull	T3Cy.10¼″,16⅞″&28″–20″(*s*)	11 ″ 7	
109100	*A.E.Whiting* –14 *ss*Hul.No.3–9,11	160	*Stm Trawler*				1mo	Thomson	~~FishingCo.Ld.~~				British	200lb 40RHP		
JGNT	1*Dk*	67	11,14					Glasgow	C Dobson			BK7½″	4*BHCem*	1SB.*2pf*,GS26,HS642		
			~~BS9,14~~ ✠LMC9,11					A&CP					*WB=DTf* 14′20*t*	Muir&Houston,Ld.Gls.		
150	**Edle** SteelScSr	156					1912	Bergens	HvalfSelskHektor	103·7	20·1	11·9	Tönsberg	T.3Cy.12″,20″&33″–24″		N
	J.Olsen (*Whaler*)	151						Mek.Værks.	(N.Bugge, *Mgr.*)				Norwegian	53NHP		
MHQL	1*Dk*	54						Bergen					*WB*	BergensMek VærksBergen		
151	**Edlington** SteelScSr	3864	✠100A1	Hul	*x*	~~2,15~~	1913	Sir Raylton	Denaby&Cadeby	360·4	52·3	24·0	Hull	T.3Cy.25″,40″&67″–45″ (*s*)	26 ″ 5	
133426	*L.T.Durham* –13 *ss*Hul No.1–17	3684	~~8,17~~ ~~8,16~~ 1,18	Bry		8,17	2mo	Dixon&CoLd	MainCollieries,Ld.	P32′B220′F36′			British	180lb 332NHP	s 3 ″ 8½	
JBRD	*Elec.light* 1*Dk(Stl)*	2442	✠LMC ~~8,15~~					Middlesbro'	*WB=CellDBa*	120′*uE&B*39′	FK		7*BHCem*	3SB.*9pf*,GS175,HS5182	23 ″ 0	
	Carrying fuel oil F.P. above 150°*F. in D.B.*		6,07				*Lloyd*	*'sA&CP*	*f*155′1015*t*	*DT f* 21′ 750*t FPT*			55*t APT* 65*t*	G.Clark,Ld.Sunderland		
152	**Edmond-Gustave** SteelScSr	2721	✠100A1	Msl	*t*	N1,13	1896	W.Gray&	Soc.Française d'	314·0	44·0	20·8	Marseilles	T.3Cy.23″,36½″&62″–39″ (*s*)	23 ″ 3	
	*G.Aguesse*09–12 *ss*Msl.No.3–2,09	2425	7,14					Co.Ld.	ArmementEm.	P27′B70′F31′			French	160lb *80lb* 244NHP	s 3 ″ 10½	
JBFL	(*ex*Greylands) *ss*Stn.No.1–13	1713	✠LMC					WHartlepool	Frisch&Cie.			FK	5*BHCem*	2SB.*4rf,2cf*,GS83,HS3720	19 ″ 6	
	1*Dk(Irn)2tr B&Webframes*		*Now named* **Norrköping,** *' See No. 642 for* **N.**						*WB=Cell*	*DBa&uE* 128′*f* 126′			684*t APT* 40*t*	Cen.Mar.Eng.Wrks.WHpl		
153	**Edmond-René** SteelScK	*288*			...		1907	Smith's	L.&E.Lepore	130·9	22·5	12·1	Fécamp	T.3Cy.12½″,21″&35″–26″	13 ″ 0	V
	(*Trawler*)	*258*						DockCo.Ld.		Q72′F21′			French	89NHP		
JBFM	(*ex*Coronet) 1*Dk*	*244*						NorthShields				BK8″		ShieldsEng.Co.Ld.N.Shl.		
154	**Edmonton** SteelScSr	1983					1906	R.Stephen	~~MathewsS.S.Co.~~	249·2	42·7	20·6	Newcastle	T.3Cy.17½,28″&46″–33″		C
122856	*L.Legendre* –15	1846						son&Co.Ld.	~~Ld.(I.T.Mathews,~~	F36′			British	122NHP		
HJCS	*Mchy.Aft* 2*Dks*	1341						Newcastle	~~*Mgrs.*~~) CanadaS.S.				*WB*	N.E.MarineEng.CoLdNwc		
									Lines Ld.							
155	**Edmund Burke** SteelScK	213	✠100A1	Flt		10,16	1903	G.Cooper	DublinSteam	118·2	21·5	11·2	Dublin	T.3Cy.12″,21″&34″–24″ (*s*)	12 ″ 1	
113242	*Leach* *ss*Dub.No.3–9,15	190	*Stm Trawler*				3mo	Hull	TrawlingCo.Ld.	Q48′F20′			British	190lb 60RHP		
HKST	(*ex*Sceptre) 1*Dk*	84	10,16	~~BS8,17~~			*Lloyd*	*'sA&CP*	(A.Richardson, *Mgr.*)			BK7½″	4*BHCem*	1SB.*2pf*,GS32,HS1060		
			~~BS10,16~~ ✠LMC11,14											C.D.Holmes&Co.Hull		
156	**Edmund Hugo Stinnes 4** Steel	2713					1909	Bremer	"EdmundHugo	327·3	45·2	19·7	Hamburg	T3Cy23½″,39⅞″&64″–43⅝″		G
	*W.Siegemeyer*11–12 ScSr	2349						Vulkan	Stinnes4"Dampfs.	P22′B77′F26′			German	270NHP		
HWNG	*Elec.light* Sub.Sig. Wireless 2*Dks*	1621						Vegesack	Ges.m.b.H. (Hugo				*WB*	BremerVulkan,Vegesack		
									Stinnes, *Mgr.*)							
157	**Edmund Ironside** SteelPad	116			...		1905	Napier&	W.E.Frost	130·0	18·5	6·8	London	C.D.Cy.16″&31″–36″	7 ″ 0	
120570	*A.H.Dean* –16	116						Miller,Ld.					British	53RHP		
JMHF	*Elec.light* 1*Dk*	54						Glasgow				FK		Scott'sS.B.&E.Co.Ld.Grk.		
158	**Edmund Moran** SteelSc	102					1906	Neafie&	MoranTowing&	72·5	20·1	8·4	NewYork	C.2Cy.12½″&25″–18″		
203547		—						LevyCo.	TransportationCo				Utd.States	22NHP		
KVPW	*Elec.light* 1*Dk*	70						Philadelphia						Neafie&LevyCo.		
159	**Edna** SteelSc	1025					1909	Flensburgr	Dampskibsselskbt	210·0	34·3	14·1	Copnhagn	T.3Cy.15″,25⅝″&44½″–29½″		G
	C.Clausen (*ex*PrésidentCorty)	822						Schiffsb.Ges.	af 1911 (H.A.	P16′Q47′B47′F25′			Danish	106NHP		
NRPB	*Elec.light* 1*Dk*	628						Flensburg	Christensen, *Mgr*)				*WB*	FlensburgerSchiffsb.Ges.		
160	— SteelScSr	634					1907	Göteborg	TheShippingCon-	171·0	28·3	11·6	~~Bergen~~	T.3Cy.14 $\frac{5}{16}$″,22 $\frac{1}{4}$″&37 $\frac{7}{16}$″–		V
142218		453						M.V.Aktieb.	troller(A.Nicholls	Q77′B66′H26*t*F24′			Norwegian	28⅝″ 100RHP ~~68NHP~~		
~~JSRF~~	~~*A.Eriksen*~~ (*ex*Ernst)	~~347~~						Gothenburg	&Co. *Mgrs.*)				London	British *WB*	GoteborgsMV.Aktieb.Got.	
~~M.V.~~	*Dk*															
161	**Edna G.** SteelSc	154					1896	Cleveland	Duluth&Iron	92·5	23·0	7·5	Duluth	C.2Cy.18″&40″–30″		
136545	(*Tug*)	—						S.B.Co.	RangeR.R.Co.				Utd.States	73NHP		
	Elec.light 1*Dk*	67						Cleveland					*WB*	ClevelandS.B.Co.,Clevelnd		
162	**Edoardo Musil** SteelScSr	4725	✠100A1	Bry	*x*	9,12	1907	Russell&	Nav.Gen.	370·3	49·8	19·2	Trieste	T.3Cy.26′,42″&70″–48″ (*s*)	29 ″ 8	
	(Seized and taken to Mariupol)	4016	*Spar dk*				5mo	Co.	Austriaca-	P36′B108′F40′ 27·0			Aust.-Hung.	180lb *100lb* 410NHP	s 5 ″ 10	
HGBC	*N.Suttora* *ss*Tri.No.1–12	3076	4,13	✠LMC10,11				PortGlasgow	Gerolimich&Co.	FK 5*B*			*Hto Spar dk*	2SB,*6cf*,GS118,HS5523 FD	24 ″ 3	
	1*Dk(Stl)&Spar dk(Stl)& deep framing*						*Lloyd*	*'sA&CP*	Soc.inAzioni	1*BHto*			*Maindk Cem*	Rankin&Blackmore,Grk.		
									WB	*=CellDBa* 116′ *uE*			24′*f* 162′949*t*	*DTa* 28′686*t APT* 45*t*		
163	**Edouard Corbière** SteelSc	475					1907	Forg.&Ch.	Cie.Anon.desPaq.	170·6	24·0	13·8	Havre	T.3Cy.15″,23⅝″&37″–27⅝″		V
	*F.Jourdren*04–07	—						de laMédit.	àVap.duFinistère	P36′B59′F46′			French	72NHP		
JBGN	*Elec.light* 1*Dk*	120						Havre					*WB*	Forg.&Ch.de la Médit.Hav.		
164	**Edouard Jéramec** SteelTwinScSr	2316					1913	Forg.&Ch.	Cie.Française des	289·2	41·1	23·7	Havre	T.6Cy.15″,24″&37″–28″		V
	CableVessel LeMarteleur –14	1980						de laMédit.	CâblesTélégra-	B94′			French	290NHP		
JBGP	*Elec.light* Wireless 2*Dks*	1116						Havre	phiques				*WB*	Forg.&Ch.de laMédit.Hav.		
	Sub.Sig.															
165	**Edouard Shaki** *ss*Alg.No.1–15 SteelSc	4425	✠100A1	Alg	*w*	~~8,16~~	1912	Atel.&Ch.	Soc.lesAffrêteurs	361·9	48·8	25·1	Rouen	T.3Cy.24″,40″&66″–45″ (*s*)	27 ″ 10	
	*Burolland*12–12	3612	11,17 8,16	Cff		11,17	8mo	deFrance	Réunis (J.Stern,	P39′B122′F43′			French	180lb *100lb* 383NHP	s 4 ″ 10	
JBHD	*Elec.light* 1*Dk(ptIrn&ptStl)*	2772		✠LMC8,16				Dunkirk	*Mgr.*)		FK		6*BHCem*	2SB.*6cf*,GS106,HS5458 FD	23 ″ 3	
	2*nd dk(Stl)in holds only*							A&CP	*WB=CellDBa* 111′ *uE*				80*t APT* 27*t*	Atel.&Ch.deFrance,Dnk.		
										23′*f* 156′ 918*t FPT*						
166	**Edrémid** IronScSr	*414*	✠	Cpl	*h*		1887	Sld.S.B.Co	Administ.deNav.	180·5	25·1	12·9	Constanpl	T.3Cy.15″,25″&40″–27″	13 ″ 6	
	(*ex*Kydoniai)	*333*	11,88				7mo	(Lim.)	àVap.Ottomane	P32′ B40′ F24′			Turkish	83NHP		
	1*Dk(Irn)*	*178*						Sunderland				BK7″	4*BHCem*	N.E.MarineE.Co(Lim.)Sld		
167	**Eduard** SteelTwinScSr	472					1896	Stabilmnto	G.P.Gripari	187·0	31·0	8·9	Rostoffo/D	C.4Cy.13″&24″–20″		
1149	*A.Slessaroff*01–07	408						Tecnico					Russian	43NHP		
LRDG	1*Dk2tr B*	314						Trieste						StabilimentoTecnico,Tri.		
168	**Eduard Bary** SteelScSr	1794			...		1889	Helsingörs	~~NorthernSS.Co.Ltd~~	260·0	37·2	14·5	~~Petrograd~~	T.3Cy.21″,35″&56½″–36″		
361	~~*Ex Lind*12–13~~	1676						Jernsk&Msk.	TheShippingCon-	P144′B58′F34′ 21·5			Russian	190NHP		
HNAE	(*ex*Argos,*ex*Heimburg) 1*Dk&Spar dk*	1125						Elsinore	troller				*WB*	HelsingörsJernsk.&Mskb.		
													British			

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned / now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Register in which classed, if not in L.R. Date of ch. of Trade Cert.
169 MDWH	**Eduard Martini** Steel Sc Sr *K.Schmiedendorf* –13 (*ex* Glenwood) ss N.Yk.No.3–10,02 ss Shl.No.2–12 *Well deck* 1 *Dk* (*Stl*) & *Web frames*	*1972* *1467* *1257*	✠ — 11,15	Rot	*r*		1892 9mo	Furness, Withy & Co Ld W Hartlepool	A.Fahrenheim	270·0 | 37·0 | 17·7 Q107′B112′F31′ FK *WB = Cell DB 224′ 360t*			Rostock German	T.3Cy.20″,31½″ & 53″–36″ NDB03 168 NHP 2SB,*4cf*,GS62,HS2513 T.Richardson & Sns,Hpl.	20 ″ 0	
170 QHRJ	**Eduard Woermann** Steel Sc *Ch.Schmidt* –08 (*ex* Alabama) *Elec.light* 3 *Dks*	5609 4376 3500					1903	Bremer Vulkan Vegesack	Woermann Linie Akt.Ges.	403·4 | 49·2 | 27·1 P&B262′F51′ *WB*			Hamburg German	T.3Cy.27 9/16″,45¼″ & 74 13/16″–51 3/8″ 400 NHP Bremer Vulkan,Vegesack		G
171	**Eduardo** Steel Sc *Oscar* –12 (*Tug*) 1 *Dk*	130 — 31					1912	Astilleros del Nervion Bilbao	A.Morijon	90·1 | 19·4 | 8·7			Gijon Spanish	T.3Cy.10″,14″ & 28″–18″ 33 NHP *WB* McKie & Baxter,Glasgow		V
172 MBKR	**Edvard Grieg** Steel Sc Sr *R.Sandvik* 1 *Dk*	989 763 597					1903	Stavanger Stöberi & Dok Stavanger	Akties.Dpsk. Edvard Grieg (V. Torkildsen)	215·4 | 32·7 | 12·7 Q113*t* B43*t* H36*t* F32*t*			Bergen Norwegian *WB*	T.3Cy.16″,26″ & 43½″–30″ 103 NHP Stavanger Stöberi & Dok		N
173 KRSV	**Edward** Steel Sc Lr *W.Peters* –11 *Elec.light* Wireless 1 *Dk*	146 138 68					1911	Schiffb.Ges. Unterweser, m.b.H.,Lehe	Geestemünder Herings & Hochsee fischerei Akt.Ges.	102·6 | 22·1 | 10·3 Q13′			Gstemnde German *WB*	C.2Cy.10 7/8″ & 19 1/8″–12 3/8″ 11 NHP Ottenser Msch.Fab.Altona		G
174 203927	**Edward A. Uhrig** Steel Sc Sr (*ex* Sheldon Parks) *Elec.light* *Mchy.Aft* 1 *Dk*	6611 — 5049					1907	Superior S.B.Co. W.Superior	Scott S.S.Co. (M.A.Hanna & Co. *Mgrs.*)	540·0 | 56·0 | 31·0			Fairport Utd.States *WB*	T.3Cy.23½″,38″ & 63″–42″ 257 NHP American SB.Co.Cleveland		L
175 126923	**Edward Alfred** Wood Sc *E.Levesque* –10 (*Tug*) 1 *Dk*	139 76 51					1910	Société des Const.Mec. Chicoutimi	Cie.Gen.du Port.de Chicoutimi	85·5 | 21·0 | 7·5			Quebec British	C.2Cy.16″ & 27″–18″ E *made* 81,B *made* 93 32 RHP		
176 208272	**Edward J. McKeever, Jr.** Wood Sc *Elec.light* 1 *Dk*	223 — 104					1910	R.Palmer & Son S.B.Co. Noank,Ct.	McKeever Co.	127·0 | 22·3 | 9·6			New York Utd.States	C.2Cy.15″ & 30″–24″ 37 NHP J.W.Sullivan Co.New York		
177	**Edward Jackson** Steel Twin Sc (*Bucket Hopper Dredger*) ~~*W.Morrison*~~ ~~ss Krh.No.3–11,11~~ *C.Vidler* –18 1 *Dk* (*Stl–pt* teak s) 2 *tr B* ss Krh.2nd No 3–2,17	1141 1131 613	✠ A1 *Hopper Dredger* 2,17 ~~11,11~~ ~~B8,18~~ ~~LMC8,14~~ 2,17	Krh BS1,13		8,14 ~~2,17~~	1905 8mo *Lloyd's A & CP*	W.Simons & Co.Ld. Renfrew	Karachi Port Trust	238·5 | 42·6 | 15·5 F21′ FK 5 *BH Cem*			Karachi British	T.6Cy.18″,28″ & 48″–27″ (*s*) 160 lb ~~*160lb*~~ ~~*90lb*~~ 242 NHP 2SB,*6cf*,GS120,HS3680 W.Simons & Co Ld.Renfrew	16 ″ 0	
178 212683 LDTM	**Edward L. Doheny** Steel Sc Sr *Nutman* ss N.Yk.No.1–17 *Elec.light* 2 *Dks* (*Stl*) & *Web frames* *Mchy.Aft* *Longitudinal framing* Wireless	6170 5785 3791	✠ 100A1 ~~8,17~~ 2,16 *Carrying Petroleum in bulk* ~~B8,17~~ ~~LMC9,15~~ 2,17 *Fitted for oil fuel* 9,13 *F.P. above* 150° F.	Bal NYk	*z*	7/16 12,17 *bulk*	1913 9mo *Lloyd's A & CP*	Swan, Hunter & Wigham Richardson, Ld Newcastle	Petroleum Transport Co. *WB = Cell DB u E & B 61′ 235t DT f 45′ 430t FPT 130t APT 20t*	415·0 | 54·6 | 32·7 P88′B26′F42′ FK			L.Angeles Utd.States	T.3Cy.27″,45″ & 75″–48″ (*r*) 180 lb *100lb* 456 NHP 2SB,*6cf*,GS139,HS6038 FD Swan,Hunter & Wigham-Richardson,Ld.Nwc.	33 ″ 0 s 7 ″ 4 26 ″ 0	
179 *For full particulars see No. 14 in Steamers*	~~**Edward L. Doheny Junior**~~ ~~Steel Sc Sr~~ *Elec.light* *Longitudinal framing* *Mchy.Aft*	7794 ~~7886~~ 4800	100A1 (*Class Contem plated*) *Carrying Petroleum in bulk*				1917	New York S.B.Corp. Camden,N.J.	~~Pan American Transportation Co.~~ Petroleum Transport Co.	467·6 | 62·7 | 32·0			Los Angls Utd.States	Q4Cy.24″,35″,51″ & 75″–51″ New York S.B.Corp.		
180 214560 LGMP	**Edward Luckenbach** Steel Sc Sr *W.H.Coonan* 08–16 2 *Dks* (*Stl*) & *Shelter dk* (*Stl*) *Elec.light* Sub.Sig. *Cruiser Stern*	8151 7749 6141	✠ 100A1 *Shelter dk with freeboard* 10,17 ~~11,16~~ ~~LMC11,16~~ *Fitted for oil fuel* 1	Bos NYk	*b*†	6,17 1,1 6 *F.P.*	1916 11mo A & CP *dispensed* 150° F. *above*	Fore River S.B.Corp. Quincy,Mass.	Luckenbach Co.Inc 1 *BH in forward deck tanks in E & B* *Cell DB383′ 1651t ′tween*	436·6 | 57·2 | 37·6 *ehold* FK *ly ~~Collision BH to upper dk only~~ space* 51′ 598*t*			New York Utd.States *pt Cem*	1 Geared Steam Turbine 195 lb *125lb* (*r*) 3SB,*12cf*,HS10640 FD Gen.Elec.Co.Schenectady, *FPT* 196*t APT* 319*t* N.Y.	41 ″ 7 s 10″4½ 31 ″ 7	
181 76896	**Edward N. Breitung** Steel Sc Sr (*ex* John W.Moore) *Elec.light* *Mchy.Aft* 2 *Dks*	1962 — 1689					1890	Craig S.B.Co. Toledo,O.	Juliet Graver a et S.S.Co. (E.N.Breitung & Co. *Mgrs.*)	246·0 | 40·6 | 21·0 *WB*			Cleveland, Ohio Utd.States	C.2Cy.26″ & 50″–42″ 135 NHP S.F.Hodge & Co.Detroit		L
182 202876	**Edward N. Saunders, Jr.** Steel Sc Sr (*ex* Abraham Stearn) *Elec.light* 1 *Dk*	6657 — 5140					1906	Superior S.B.Co. W.Superior	Scott S.S.Co. (M.A.Hanna & Co. *Mgrs.*)	535·5 | 55·0 | 31·0 *WB*			Fairport Utd.States	T.3Cy.23½″,38″ & 63″–42″ 257 NHP W.Superior S.B.Co.		L
183 132432	**Edward Northcote** Steel Sc Ctr (*Hopper Barge*) (*ex* Hopper No.405) 1 *Dk*	495 460 199			…		1912	Fleming & Ferguson,Ld. Paisley	Melb'rne Harbour Trust Commisionrs	159·8 | 28·1 | 12·6 FK			Melbourne British	C.2Cy.18″ & 36″–24″ 54 RHP Fleming & Fergusn,Ld.Psy	13 ″ 3	
184 212756 LDVR	**Edward Peirce** Steel Sc Sr *H.Rawding* 12–14 *Elec.light* *Mchy.Aft* 1 *Dk* (*Stl*) Sub.Sig.	4388 3900 3228	✠ 100A1 6,17 ~~7,16~~ ~~LMC11,14~~	NNs	*w*	2,18	1914 11mo	Nwprt Nws S.B.& D.D.Co. Newprt News	Crowell & Thurlow S.S.Co.	354·2 | 49·0 | 27·4 P94′B19′F31′ FK			Boston Utd.States	T.3Cy.23″,39″ & 66″–45″ (*s*) 180 *lb* 365 NHP 2SB,*6cf*,GS124,HS5070 FD	30 ″ 0	
185 76556	**Edward Pyke** Iron Twin Sc Sp (*ex* George Stanton)	124 123 44	✠ 9,80	Liv	Lv		1880 8mo	Laird Bros. Birkenhead	The Port of Chicoutimi Co.Ld. (H.Tyrer, *Mgr.*)	100·0 | 21·5 | 7·9			Liverpool British	C.4Cy.15″ & 26″–15″ 70 RHP Laird Bros.Birkenhead		
186 203449	**Edward Y. Townsend** Steel Sc Sr *Mchy.Aft* *Elec.light* Sub.Sig. 1 *Dk*	7438 — 5673					1906	Superior S.B.Co. Superior,Wis	Cambria S.S.Co. (M.A.Hanna & Co., *Mgrs.*)	586·0 | 58·0 | 32·0 *WB*			Cleveland, Ohio Utd.States	T.3Cy.24″,39″ & 65″–42″ 274 NHP Detroit S.B.Co.,Detroit		L
187 121609	**Edward VII.** Steel Sc K *H.James* –12 ss Mil.No.1–10 1 *Dk*	231 206 88	✠ 100A1 *Stm Trawler* 1,14 BS10,13 ~~LMC12,10~~	Mil		1,13	1906 8mo *Lloyd's A & CP*	Smith's Dock Co.Ld. North Shields	~~J.Thomas Wyre Stm Trawling Co~~ (J.N.Ward & Co. *Mgrs.*) W.H.Beeley	120·6 | 21·6 | 11·5 Q66′ ~~BK~~ 7½″			Milford British	T.3Cy.12½″,20″ & 34″–24″ (*s*) 180 lb 75 RHP 1SB,*2pf*,GS36,HS1513 Shields Eng.Co.Ld.N.Shl.	12 ″ 4	
188 132135	**Edwardian** Steel Sc K *C.Mackenzie* –15 1 *Dk*	295 264 121	✠ 100A1 *Stm Trawler* 9,15 ~~LMC8,12~~	Gms		10,13	1912 5mo *Lloyd's A & CP*	Cook, Welt'n & Gemmell Ld. Beverley	Loyal Stm.Fishing Co.Ld.	130·0 | 23·0 | 12·2 Q72′ ~~BK~~ 8″			Grimsby British	T.3Cy.13½″,22½″ & 37″–24″ 185 lb (*s*) 89 RHP 1SB,*3pf*,GS47,HS1595 Amos & Smith,Ld.Hull	13 ″ 1	
189 205349	**Edwin E. Slick** Steel Sc Sr (*ex* Daniel B.Meacham) *Elec.light* *Mchy.Aft* 1 *Dk*	6971 — 5482					1908	Gt.Lakes Eng.Works Ecorse,Mich.	Johnstown S.S.Co. (M.A.Hanna S.S. Co. *Mgrs.*)	530·0 | 56·2 | 32·0 *WB*			Niagara Falls,N.Y. Utd.States	T.3Cy.23″,37″ & 63″–42″ 257 NHP Great Lakes E. Works,Det.		L R

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / *Capitaine.* *Ex-nom, s'il y a lieu.* / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant ou plus tôt. Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le R. U. Tonnage Cert. Rul. Trans.
190 128884 JFQS	**Edwin Hunter** *W.Cook03–14* (Detained at Nordenham) *Well deck* *Elec.light*	SteelScSr 1Dk(*Irn*)	1337 968 719	✠100A1 6,14 ✠LMC6,14	Nwc	*o*		1914 6mo *Lloyd's*	WoodSkinner&Co.Ld., Newcastle *sA&CP*	YorkshireCoal&Stm.ShippingCo.Ld. (H.W.&C.M.Ezard *Mgrs.*) *WB=CellDBa63'*	238·4|36·1|14·1 Q140'F27'B*n*Q52' FK *uE18'f99'382tFPT*	Goole British *4BHCem* *51tAPT83t*	T.3Cy.18½",30"&50"–33" (*s*) 180lb 176NHP 2SB,*6pf*,GS98,HS2984 G.Clark,Ld.Sunderland	16 " 3 s 1 "4½ 15 " 2	
191 187601	**Edwin L. Booth** (*ex*DavidM.Whitney) *Elec.light* *Mchy.Aft*	SteelSc 1*Dk2trB*	4626 — 3584					1901	Detroit S.B.Co. Wyandotte, Mich.	AmericanS.S.Co. (Boland&Cornelius, *Mgrs.*)	412·9|51·5|28·0	Buffalo Utd.States *WB*	T.3Cy.22",35"&58"–42" 218NHP DetroitS.B.Co.		
192 204630	**Edwin N. Ohl** *Mchy.Aft* *Elec.light*	SteelScSr 1*Dk*	5141 — 3818					1907	Detroit S.B.Co. Wyandotte	ValleyS.S.Co. (WH.Becker, *Mgr*)	420·0|54·2|29·0	Cleveland Utd.States *WB*	T.3Cy.22",35"&58"–42" 218NHP DetroitS.B.Co.Detroit		
193 ~~LGQM~~	**Edwin Reith** (*ex*Landratt~~Kaulmann~~) *Elec.light*	SteelScSr 1*Dk*&*Spar dk*	1640 — 1012					1906	Schiffsw.V. ~~Lae.–Lamud~~, Lübeck	~~J.MK.Blumenthal~~ Requisitioned by the Siamese Govt.	265·7|37·7|18·3 P31'B75'F39'	~~Altona~~ German Siamese *WB*	T.3Cy.20½",33½"&53½"–33½" 164NHP OttensenerMasch.,Altona		G V
194 139204	**Edwina** *A.Brown* –15 *Elec.light*	SteelScK 1*Dk*	267 246 104	✠100A1 *StmTrawler* 9,15 ✠LMC9,15	Dun			1915 9mo *Lloyd's*	Dundee S.B.Co.Ld. Dundee *sA&CP*	J.Marr&Sons,Ld. (J.A.Robertson, *Mgr.*)	127·2|23·0|12·7 Q72'F20' BK7½"	Fleetwood British *4BHCem*	T.3Cy.12½",22"&36"–24" (*s*) 200lb 84RHP 1SB,*3pf*,GS49,HS1438 W.Beardmore&Co.Ld.Gls.	13 " 6	
195 NMTB	**Eemdijk** *D.deVries02–11*	SteelScSr *ss*Rot.No.1–15 1*Dk*(*Stl*)	3048 2808 1870	✠100A1 1,17 ✠LMC MS12,15 BS6,16	Rot	*u*	6,16	1910 12mo *Lloyd's*	Rotterdam Droogd.Maat Rotterdam *sA&CP*	Solleveld,van der Meer&T.H.van Hattum'sStoomv. Maats. *WB=Cell*	325·4|47·2|21·8 P21'B94'F31' FK *DBa90'uE21'f150'*	Rottrdam Dutch *5BHCem* 690t*APT77t*	T.3Cy.22½",37½"&62"–42"(*s*) 160lb *100lb* 266NHP 2SB,*6cf*,GS120,HS4268 RotterdamDroogd.Maats.	24 " 2 s 4 " 1 20 " 4	
196 NMTP	**Eemstroom** *G.Boerhave* *Elec.light*	SteelScSr 1*Dk2trB*	1053 816 465					1899	Carmichael Maclean&Co. Greenock	Hollandsche Stoomb.Maats.	235·3|33·0|16·0 Q72'B66'F36'	Amstrdam Dutch *WB*	T.3Cy.20",33"&55"–36" 181NHP Muir&Houston,Ld.Gls.		V
197 8888 NMTK	**Eendracht** *J.Wiersma15–15*	SteelSc 1*Dk*	332 261 181					1914	J.Th.Wilmink Gideon	A.vanGelder& Zonen	130·2|23·1|10·6 P9'Q12'B81'	Velsen Dutch	T3Cy11⅞",17 7/16"&29½"–17 7/16" D.H.Landweer 36NHP &Zn.Martenshoek		V
198	**Eendracht I.** *I.Gouda08–11*	SteelScK *ss*Ams.No.2–15 1*Dk*	212 204 76	✠100A1 *StmTrawler* 6,17 ~~2,15~~ ✠LMC MS2,15 ~~BS5,16~~ BS5,17	Ymu		~~2,15~~ 5,17	1906 2mo *Lloyd's*	Wilton E.&SlpwyCo. Rotterdam *sA&CP*	N.V.Stoom.Maats. Eendracht (Handelsven Firma Wed S.J.Groen, *Mgr.*)	121·1|21·1|10·2 BK7" *WB=DBf23'19t*	Ymuiden Dutch *3BHCem* *DTf12'10t*	T.3Cy.12⅛",20"&32"–23" (*s*) 180lb 65NHP 1SB,*2cf*,GS33,HS1166 Wilton'sE.&Slpwy.Co.Rot	13 " 1	
199	**Eendracht II.** *P.Prins06–06*	SteelScK *ss*Ams.No.2–15 1*Dk*	212 204 76	✠100A1 *StmTrawler* ~~9,17~~ ~~4,16~~ ✠LMC MS2,15 ~~BS5,16~~ BS5,17	Ams Ymu		~~8,15~~ 9,17	1906 3mo *Lloyd's*	Wilton E.&SlpwyCo. Rotterdam *sA&CP*	N.V.Stoom.Maats. Eendracht (Handelsven Firma Wed S.J.Groen, *Mgr.*)	121·1|21·1|10·2 BK7" *WB=DBf23'19t*	Ymuiden Dutch *3BHCem* *DTf12'10t*	T.3Cy.12⅛",20"&32"–23" (*s*) 180lb 65NHP 1SB,*2cf*,GS33,HS1166 Wilton'sE.&Slpwy.Co.Rot	13 " 1	
200 365 IACE	**Eestimaa** (*ex*Onyx, *ex*Strathness) *Mchy.Aft*	IronSc3MstSr 1*Dk*	376 306 141			…		1883	Burrell&S. Dumbarton	RevalShipping Co. Ld. (Joh.Pitka& Co.)	160·3|24·7|11·1 Q47'B7'F26' BK7"	Reval Russian *WB*	C.2Cy.19"&38"–30" NB94 63NHP Hutson&Corbett,Glasgow	11 " 9	
201 98678 MKBW	**Effie Gray** *G.P.Lee* –16 *Mchy.Aft*	IronSc3MstSr *ss*Ard.2ndNo.3–5,09 ~~*ssTrim.No.1–16*~~ *ss*Hul.No.2–18	388 267 155	✠100A1 3,18 ~~1,16~~ ~~BS5,16~~ ✠LMC6,14	Sld Hul	*f*	~~2,16~~ 3,18	1891 11mo	Murdoch &Murray PortGlasgow A&CP	Thos.Walker&Co. (Hull)Ld.	141·8|25·0|10·9 Q72'B9'F24' BK7" *WB=FP*	Glasgow British *3BHCem* *T45tAPT4t*	T.3Cy.13½",21½"&34"–27"(*s*) 140lb 60RHP 1SB,*3pf*,GS45,HS986 Muir&Houston,Glasgow	12 " 1 s " 6 12 " 3	
202 204730	**Effingham B. Morris** (*ex*JosiahG.Munro) *Mchy.Aft* *Elec.light*	SteelScSr 1*Dk*	6971 — 5482					1907	Gt.Lakes Eng.Works Ecorse,Mich.	JohnstownS.S.Co. (M.A.HannaS.S. Co.*Mgrs.*)	530·0|56·2|32·0 *WB*	Niagara Falls,N.Y. Utd.States	T.3Cy.23",37"&63"–42" 257NHP Great LakesEng.Wks.Det.		L R
203 181844 HRPV	~~**Effra** *R.Kearney* –16~~ **Effra** ~~*R.L.Keating* –16~~ (*ex*Broompark) *Well deck*	~~W.Gentry~~ *Abbot* –18 SteelScSr *ss*Shl.No.1–15 1*Dk*(*Stl*) *Cargo battens not fitted*	1325 1119 805	✠100A1 ~~7,11~~ ~~6,16~~ 7,18 ~~BS5,16~~ BS4,17 ✠LMC5,15	Shl Nwc	*p*	~~10,16~~ 7,17	1910 9mo *Lloyd's*	Greenock& Gr'ngemouth Dkyd. Co. Ld. Greenock *sA&CP*	SouthMetropolitanGasCo. *WB=CellDBa61'f92'263t*	243·8|37·2|16·3 P20'Q63'B60'F27' BK8½"	London British *4BHCem* *APT38t*	T.3Cy.18",27½"&45"–33" (*r*) 160lb *100lb* 132NHP 1SB,*3cf*,GS66,hs2227 Dunsmuir&JacksonLd.Gls	17 " 5 s 1 " 7 16 " 8	
204	**Efi** *Yannagas* *Well deck*	IronScSr (*ex*Foldin) 1*Dk2trB*	698 555 424			…		1884	Helsingörs Jernsk&Msk. Elsinore	Cie.deRemorquage dePilotage et de Sauvetage(S.Pandermaly, *Mgr.*)	184·5|29·3|14·5 Q51*t*B71*t*H9*t*F24*t*	Constanpl French *WB*	C.2Cy.23½"&44"–27" NB11 84NHP HelsingörsJernsk.&Mskb.	15 " 0	V
205	**Efstathios** *P.Totolos* –15 (*ex*Norfolk) *deep framing* 3*Dk rule*	SteelScSr *ss*Cff.No.2–14 1*Dk*(*Stl*)2*trB*	3847 3664 2504	✠100A1 12,14 ✠LMC MS12,14 BS10,15	Cff	*w*	5,15	1907 3mo	Nthmblnd S.B.Co.Ld. Newcastle *WB=CellDBa117'u*	N.E.Ambatielos (*AmbatielosBrs.* *In liq.*) *Mgrs.*)	360·0|50·0|24·7 P24'B91'F32' FK *E&B41'f158'1001t*	Argostoli Greek *6BHCem* *APT72t*	T.3Cy.24",40"&67"–45" (*s*) 180lb *100lb* 323NHP 2SB,*8cf*,GS144,HS4919 G.Clark,Ld Sunderland	27 " 6 s 5 "2½ 22 " 8	
206	**Eftichia Vergotti** *P.Vergottis* –13 (*ex*Rowtor,*ex*Asiana) *Spar dk*(*Stl*)2*trB*&*deep framing*	SteelScSr *ss*Shl.No.1–13	2993 2819 1867	✠100A1 *Spar dk* *withfreeboard* 8.16 ~~BS5,16~~ ~~BS12,16~~ ✠LMC6,15	NNs	*u*	~~12,15~~ ~~8,15~~ ~~14,17~~ 5,18	1909 6mo *Lloyd's*	Irvine's SB &D.D.Co.Ld. W Hartlepool *sA&CP* *W*	G.Vergottis *B=CellDBa102'u*	325·0|47·0|22·4 P32'B101'F31' FK *E24'f138'573tFPT*	Argostoli Greek *5BHCem* *60tAPT77t*	T.3Cy.23½",38"&64"–42" (*s*) 180lb *100lb* 290NHP 2SB,*6cf*,GS97,HS4488 Richardsons,Westgarth& Co.Ld Hpl.	24 "10 s 4 " 1 21 " 1	
207 HQLS	**Eftimios** *N.Tsaplaris* (*ex*Giano,*ex*Fedele Primavesi)	IronScSr *ss*Pir.2ndNo.3–1,06 *ss*Msl.No.1–11 2*Dks*(*Irn*)3*trB*	1460 ~~1,06~~ 991	✠ ~~Renamed~~ 6,14 ✠	~~Msl~~	*r*		1881 2mo	Palmers' Co. Newcastle *WB*	N.&D.Katsoulis *=DBa76'f28'&uE*	250·4|33·8|23·0 P20'B17'F33' ptND00 FK *&B34'330t FPT15t*	Piræus Greek *4BHCem* *APT20t*	C.2Cy.31"&58"–36" NDB12 151NHP 2SB,*4pf*,GS72,HS2383 Palmers'Co.Ld.Newcastle	24 " 4	
208 105254	**Egad** *H.Bibby*16–16 (*ex*Greville Vernon)	SteelTwinScSp (*Tug*) 1*Dk*	170 150 —					1898	A.Rodger &Co. PortGlasgow	EgadTug,Ld.	105·0|21·6|10·2	Liverpool British *WB*	C.4Cy.14"&28"–20" 75RHP Ross&Duncan,Glasgow		C
209 254 NWDK	**Egadi** *Well deck* *Elec.light*	IronSc3MstSr *ss*Gen.No.3–12,83 (*ex*Galatea,*ex*Surprise)	1909 1619 1135	✠ 12,83	Gen	*r*		1872 2mo	Henderson Coulbrn&Co. Renfrew	Soc.Marittima Italiana	279·6|34·6|23·5 P&B181' H100*t* F49'	Genoa Italian *5BHCem*	C.2Cy.33½"&67½"–48" NB95 258NHP Henderson,Clbrn.&C.,Rnf.		I
210 136655 JFGM	**Egba** *E.J.Hughes* –17 *Elec.light* Wireless	SteelScSr 2*Dks*(*Stl*)& *Shelter dk*(*Stl*–ws)	4989 4326 3024	✠100A1 *Shelter dk* ~~NT~~ ~~2,17~~ ~~1,15~~ ✠LMC4,14 *Carrying fuel oil F.P.above* 150° *F.in D.B.*	Liv	*z*	2,17	1914 4mo *Lloyd's*	Harland& Wolff,Ld. Glasgow *sA&CP* *WB=*	AfricanS.S.Co. (Elder,Dempster& Co.Ld.*Mgrs.*) *CellDBa124'uE28'*	405·9|54·3|23·5 P31'B82'F48' *onShelter dk* FK *f176'961tFPT116t*	London British *7BHCem* *APT65t*	T.3Cy.26",44'&74"–51" (*s*) 205lb FD 574NHP 3SB,*9cf*,GS186,HS8295 Harland&Wolff,Ld.Gls.	26 " 2 s 3 " 1 23 " 5	BT till 9,17

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys.	3 Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned. now explnd. Equipment Letter	7* Date when tail shaft last scrn.	8 Built. When. / Ship. / Engines	9 By Whom. / Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L. R. Date of R. of Trade Cert.
211 JPSR	**Egda** *A.Gjerding* (*ex*Ulverston)	**SteelScSr** ssBgn.No.2–06 1*Dk(Stl)2trB & deepframing*	2527 2387 1610	✠ *Spar dk withfreeboard* 3,09 ✠	Bos			1897 7mo	A.Rodger &Co. Pt.Glasgow	J.L.Mowinckel *WB=*	314·0 P29′B76′F29′ *CellDBa*	44·1 FK 102′	20·7 *f* 130′	Bergen Norwegian	T.3Cy.22½″,37″&61″–42″ 249NHP 2SB,*6pf*,GS107,HS3862 583*tAPT*34*t*	23 ″ 3	N
212 ~~120385~~	**Egeland** ~~*G.Karlsen*~~ 12	**SteelScSr** (*Whaler*) 1*Dk*	153 148 55					1912	Akers Mek.Værks. Christiania	~~UnionWhaling FishingCo.Ld.~~	104·6	20·0	11·8	~~Port Natal~~ British French *WB*	T.3Cy.12″,20″&33″–24″ 85RHP AkersMek.Værks.Xia.		
213 715 NWDL	**Egeo** (*ex*Sicily,*ex*Rhenania)	**IronScSr** (*ex*Lourdes, 2*Dks3trB*	1787 — 1056			…		1881	Dobie&Co. Glasgow	Soc.Marittima Italiana	293·0 B13′F28′	34·5	23·1	Genoa Italian	C.2Cy.34½″&62½″–42″ 209NHP J.Howden&Co.Glasgow		
214 RPFQ	**Eger** *F.Wenke*07–07 (Seized at Cronstadt) *Elec.light*	**SteelScSr** 1*Dk&Spar dk*	2613 2466 1648					1906	Flensburgr Schiffsb.Ges. Flensburg	SyndikatsRhed. G.m.b.H.	291·4 H–	44·0 23·7	16·6	Hamburg German *WB*	T.3Cy.20⅛″,33½″&55½″–37½″ 192NHP FlensburgerSchiffsb.Ges.		
215 QGMN	**Egeria** *H.Delvendahl*03–05	**SteelSc** 1*Dk&Hur dk*	627 617 382					1898	Bremer Vulkan Vegesack	Dampfschifffahrts Ges.Neptun	171·2	27·2	16·4	Bremen German *WB*	T.3Cy.13¾″,21⅝″&34½″–23¾″ 58NHP BremerVulkan,Vegesack		G
216 64935 PBSQ	**Egerton** *M.T.Randell* (*PumpHopperDredger*) *Elec.light*	**SteelTwinSc** ssForcadosNo.1–10 1*Dk*(*Stl–pt* teak s)	1197 1149 607	✠ *Hopper Dredg* 10,10 ✠	Forca- *er* dos	*n*		1907 4mo	W.Simons &Co.Ld. Renfrew	Government of SouthernNigeria	230·0 F16′	41·2 FK	14·8	Lagos British	T.6Cy.14½″,23″&37″–24″ 167NHP 2SB,*4cf*,GS94,HS2883 W.Simons&CoLd.Renfrew	15 ″ 3	
217 131381 HVFC	— *R.J.Collingwood* –14 *Elec.light*	**SteelScSp** ssLiv.No.1–15 1*Dk*	272 216 108	✠100A1 *For Towing purposes* 10.16 ✠LMC10,16 BS11,11	Liv	11,15		1911 8mo *Lloyd's*	J.Cran& Co. Leith *sA&CP*	Alexandra Towing Co.Ld.	105·2 B63′	25·1 BK6¾″ *WB=DT*	12·3 *f* 23′	Liverpool British *5BHCem* *38tAPT4t*	C.2Cy.21″&44″–27″ (*s*) 130lb 110NHP 1SB,*3cf*,GS65,HS2000 J.Cran&Co.Leith	13 ″ 6 s 1 ″ 5½ 12 ″ 11	
218	—	**SteelScSp** (*Tug*) 1*Dk*	168 150 3			…		1908	J.Cran& Co. Leith	TheAdmiralty	91·9	21·1 BK7½″	12·0	British *WB*	C.2Cy.21′&44″–27″ 79RHP J.Cran&Co.Leith	13 ″ 3	
219 LRMJ	**Eggert Olafsson** ~~*J.Bjornsson* 14~~ (*ex*Invicta)	**SteelScK** ss Flt.No.2–15 1*Dk*	263 232 115	✠100A1 *StmTrawler* 10,15 BS2,17 ✠LMC10,15	Flt		10,15	1906 5mo *Lloyd's*	Cook, Welt'n&Gemmell Beverley *sA&CP*	~~Akties.Eggert Olafsson (Elias Stefansson).~~	128·4 Q68′	22·0 BK7½″	11·8	French *4BHCem*	T.3Cy.12½″,22″&35″–24″ (*s*) 200lb 70NHP 1SB,*2cf*,GS33,HS1115 C.D.Holmes&Co.Hull	12 ″ 7	
220 136962 JHFW	**Eggesford** *T.Johnstone*09–14 *Elec.light*	**SteelScSr** ssCff.No.1–17 1*Dk*(*Stl*)	4414 4116 2787	✠100A1 ~~5,15~~ 8,15 12.17 ✠LMC~~11,16~~ 6,17	Cff	*x*	8,15 6,17	1914 11mo *Lloyd's*	R.Thomp- son&Sons,Ld. Sunderland *sA&CP*	AtlanticShppg& TradingCo.Ld.(W. J.Tatem Ld.*Mgrs.*) *WB=Cell D Ba*	385·0 P35′B240′F37′ *u E* 25′	52·0 FK *f* 167′	24·0 1046*t*	Cardiff British *6BHCem* *APT*178*t*	T.3Cy.25′,41″&68″–45″ (*s*) 180lb *100lb* 348NHP 2SB,*6cf*,GS130,HS5512 N.E.MarineEng.Co.Ld.Sld.	26 ″ 6 s 3 ″ 11 22 ″ 11	
221 JSBW	**Egil** *O.M.Meyer*	**WoodScSr** 1*Dk&Awng dk*	424 414 227					1889	..... Christiania	AktiesEgil (M.K.Giæver)	135·5 H11*t*	24·2	18·1	Christiania Norwegian	T.3Cy.11″,18″&29″–22″ 39NHP A.L.Thune,Christiania		N
222	**Egill Skallagrimsson**	**SteelScK** 1*Dk*	*312* *286* *160*	✠100A1 *StmTrawler* 6,16 ✠LMC9,16	Hul			1916 5mo *Lloyd's*	Cochrane &Sons,Ld. Selby *sA&CP*	Hlutafelagio Kveldulfur,Ld.	140·3 Q74′F21′ *DBf* 56′48*t*	24·0 BK7½″ *APT*8*t*	10·9	Reykjavik Iceland Danish *4BHCem*	T.3Cy13½″,22½″&37″–26″(*s*) 200lb 93NHP 1SB,*3pf*,GS49,HS1612 Amos&Smith.Ld.Hull	13 ″ 3	
223 HMKL	**Egina** *M.Emmanuil*	**WoodScSr** 1*Dk*	— — 96					1890	McDowall &Barbour Piræus	Pepas&Co.	105·0	18·0	10·9	Piræus Greek	C.2Cy.17½″&32″–22″ 40NHP McDowll&Barbour,Piræus		
224 JBHS	**Eglantine** *A.Fourny* –06	**SteelScK** (*Trawler*) 1*Dk*	297 271 121					1905	Atel.&Ch. deFrance Dunkirk	L.Soublin&J. Malandain AfricanS.S.Co.	138·7	23·1	11·7	Fécamp French *WB*	T.3Cy.13″,21½″&35″–24″ 60NHP Caillard&Co.Havre		V
225 135588 JFSQ	**Egori** *P.G.West* –17 *Elec.light*	**SteelScSr** *Tonnage opening closed.1917* 2*Dks*(*Stl*)& *Shelter dk*(*Stl–ws*)	6694 4329 4876	✠100A1 *Shelter dk withfreeboard* ~~6,17~~ 7,17 ~~11,17~~ 11,17 ✠LMC6,14	Liv	*z*	1,17	1914 6mo *Lloyd's*	Harland& Wolff,Ld. Glasgow *sA&CP*	Elder Line,Ld. (Elder Dempster& Co.Ld.*Mgrs.*) *WB=Cell D Ba*	405·6 P31′B82′F48′ *onShelter dk* 124′	54·3 FK	32·7	Liverpool British *7BHCem* *u E* 28′ *f* 176′	T.3Cy.26″,44″&74″–51″ (*s*) 205lb 574NHP 3SB,*9cf*,GS186,HS8295 FD Harland&Wolff,Ld.Gls. 961*tFPT*116*tAPT*65*t*	35 ″ 5 s10″10 24″11	BT till 1,18
226 129570 HSTB	**Egra** *J.F.Downing* –16 *Elec.light* Wireless	**SteelTwinScSr** 2*Dks*(*U Stl–ws*)& *Shade dk*(*Stl–*teak s)	5108 3725 2345	✠ *Shade dk* 8,11 ✠	Bel	*z*		1911 8mo	Workman, Clark&Co.Ld Belfast	BritishIndiaStm. Nav.Co.Ld. *WB=CellDBa* 76′ *f* 156′732*t*	410·0 B *on Shade dk* 158′ *uE&B* 108′ *FPT*58*tAPT*44*t*	52·8 FK	24·7	Glasgow British *7BHCem* (5*BHtoUdk* 2 ,, 2*nd dk*)	T.6Cy.24½″,41″&69″–48″ FD 1062NHP 2DB&2SB,*24cf*,GS390, HS16302 Wrkman,Clark&Co.Ld Bel	27 ″ 3	
227 131388 HTND	**Egremont Castle** *E.Woodhead* –17 *Elec.light* Wireless	**SteelScSr** ssHKg.No.1–16 2*Dks*(*Stl*)& *Web frames* *Longitudinal framing*	5294 4978 3343	✠100A1 ~~5,17~~ ~~10,17~~ 1,18 DBS8,17 ✠LMC5,16 MBS1,18	Kob Nag	*z*	~~3,16~~ 1,18	1911 10mo *Lloyd's*	Craig,Tay- lor&Co.Ld. Stockton *sA&CP*	LancashireShppg. CoLd (J.Chambers &Co.*Mgrs.*) *WB=CellDBa*	410·0 P38′B140′F50′ 135′	52·0 FK	29·4	Liverpool British *Cem* 6*BHonly* *uE&B* 41′ *f*	T.3Cy.28″,46″&75″–48″ (*s*) 180lb *110lb* 535NHP 3SB,*9cf*,GS177,HS7833 FD Blair&Co.Ld.Stockton 174′1273*tFPT*95*tAPT*39*t*	32 ″ 0 s 6 ″ 4½ 26 ″ 0	
228 115117 VHKD	**Egret** *W.Ellis* –11 *Well deck* *Elec.light*	**SteelScSr** ~~ssMch.No.2–11~~ 2*Dks*(*Upt Irn&pt Stl*) ssLiv.No.3–6,16	1394 1171 691	✠100A1 7,17 ~~8,16~~ BS7,17 ✠LMC7,16	Sou Lon	*q*	7,16	1903 10mo *Lloyd's*	Swan,Hun- ter& Wigham Richardson, Ld Newcastle *sA&CP*	CorkS.S.Co.Ld. *WB=CellDBa*	260·0 P&B150′F55′ 66′ *u*	34·7 BK9″ *E*20′ *f* 108′	18·6 266*t FPT*	Cork British *4BHCem* 25*tAPT*20*t*	T.3Cy.21′,33½″&54″–39″ (*s*) 160lb *80lb* NDB11 209NHP 2SB,*6pf*,GS106,HS3554 Swan,Hunter&Wigham- Richardson,Ld.Nwc.	19 ″ 9 s 2 ″ 2½ 18 ″ 5	
229 110864 QVDP	— *W.Sandall* –17	**IronScK** ssGmsNo.3–3,08 ssGms.No.1–13 1*Dk*	224 209 91	✠ —— 9,15 *StmTrawler* ✠	Gms			1899 2mo	Cochrane& Cooper,Ld. Beverley	ThomasBaskcomb, Ld. (T.W.Bask- comb,*Mgr.*)	123·0 Q46′F20′ len08 pt ND08	21·0 BK7½″	11·6	Grimsby British *4BHCem*	T.3Cy.13″,21″&34″–24″ 60RHP 1SB,*2cf*,GS29,HS1037 C.D.Holmes&Co.Hull	12 ″ 3	
230 110691 JGQD	— *J.H.Warman* –16	**SteelScYl** ssHul.No.3–6,11 ssHul.No.1–15 1*Dk*	169 160 67	✠100A1 *StmTrawler* 1,17 ~~BS7,16~~ ✠LMC6,15 BS8,17	Hul	N1,17		1899 2mo	Mackie& Thomson Glasgow A&CP	Gt.NorthernS.S. FishingCo.Ld.	104·0 Q46′F20′	21·0 BK7½″ *WB=*	10·7 *DTf* 14′20*t*	Hull British *4BHCem*	T.3Cy.10″,16½″&28″–20″ (*s*) 200lb 40RHP 1SB,*2pf*,GS26,HS642 Muir&Houston,Ld.Gls.	11 ″ 7	

Stranded & Condemned

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux. Grément, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant aux Lettre d'Equipement.	7* Date de la dernière visite de l'hélice porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L. R. Divise Cert. Nat'l Trade
	Tonnage opening																
231	**Egwanga** *closed 1917*	**SteelScSr**	3646	✠100A1	Liv	*u*	~~N2,15~~	1902	ClydeS.B.	British&African	325·9|45·0|19·6			Liverpool	T.3Cy.23″,37″&61″–42″ (*s*)	30 // 2	
115284	*H.W.Pantin* –17 *ss*Liv.No.3–9,15		2386	*Shelter dk*			11,17	6mo	&E.Co.Ld.	S.N.Co.Ld.(Elder,	F40′			British	160lb 251NHP	~~3 // 1½~~	
TKMG	2*Dks*(*Stl*)&*Shelter dk*(*Stl*–ws)		2793	~~P.17 2.17~~ 11,17					Pt.Glasgow	Dempster&Co.Ld.			FK	5*BHCem*	2SB,*6cf*,GS110,HS3920	21 // 4	
	Elec.light			~~Spar dk~~				*Lloyd*		*Mgrs.*)					ClydeS.B.&E.Co.Ld.P.Gls.		
				BS11,17						*WB*=*Cell DBa* 92′	*uE&B* 24′ *f* 146′ 677*t*			*APT* 27*t*			
232	**Egypt**	**SteelScSr**	7941	✠	Grk	*d*†		1897	Caird&Co.	P.&O.Stm.Nav.Co.	499·8|54·3|24·5			Greenock	T.4Cy.42¼″,68″&(2)74½″–72″	36 // 9	
105581	*D.Asbury* –11		6443	*Spar dk*				9mo	(Lim.)		P46′ B268′ F78′ 32·9			British	FD 1355NHP		
PTGD	*Elec.light* 3*Dks*(*UStl*–teak s)		4207	9,97 ✠					Greenock				BK9″	9*BHCem*	3D&3SB27*cf*GS531HS20864		
	Wireless &*Spar dk*(*Stl*–teak s)														Caird&Co.(Lim.),Grk.		
										WB=*Cell DBa* 70′	*uE&B* 131′ *f* 164′			962*t DTa* 38′	82*t FP Tanks* 108*t*		
233	—	**IronScK**	*145*	✠	Hul			1891	Cook,Wel-	Haller&Odenberg	100·5|20·3|10·8			Smögen	T.3Cy.11½″,18″&30″–22″	11 // 10	
		*ss*Hul.No.1–95	*136*	*Stm Trawler*				2mo	t'n&Gemmell		F18′			Swedish	1SB,*2cf*,GS25,HS711 40NHP		
		1*Dk*	*53*	5,95 ✠					Hull				BK7½″	3*BHCem*	C.D.Holmes&Co.,Hull		
234	**Egyptian Prince**	**SteelScSr**	3117	✠100A1	Liv	*v*	12,15	1902	BlythS.B.	PrinceLine,Ld.	330·5|44·3|17·4			Newcastle	T.3Cy.25″,42″&69″–45″ (*s*)	27 // 3	
114422	*A.H.McKegg* –16 *ss*Shl.No.3–10,14		2903	*Spar dk*				4mo	Co.Ld.	(Furness,Withy&	P36′ B110′ F39′ 26·2			British	180lb *100lb* 361NHP	s 4 // 6½	
THRM	*Elec.light* 1*Dk*(*Stl*)&*Spar dk*		2017	3,17 ✠LMC					Blyth	Co.Ld. *Mgrs.*)			FK	6*BHCem*	2SB,*8cf*,GS147,HS5760	23 // 1	
	(*Stl*–ws)&*deep framing*			MS2,14 BS9,16				*Lloyd*		*WB*=	*Cell DBa* 100′ *uE* 20			*APT* 42*t*	Blair&Co.Ld.Stockton		
											f 140′ 551*t FPT* 86*t*						
235	**Egyptian Transport**	**SteelScSr**	4648					1914	Irvine's SB	EmpireTransport	385·0|52·0|27·0			W.Hartlpl	T.3Cy.25″,40″&68″–48″		C
135900	*J.W.Paine* –14		4380						&D.D.Co.Ld.	Co.Ld.(Houlder	P36′ B119′ F36′			British	320NHP		
JDTV		1*Dk*	2923						W Hartlepool	Bros&CoLtd *Mgrs*)				*WB*	Richardsons,Westgarth& Co.Ld.Hpl.		
236	**Egyptiana**	**SteelScSr**	3818	✠100A1	Lon	*w*	3,16	1905	Furness,	Furness,Withy&	340·1|47·1|27·4			W.Hartlpl	T.3Cy.24½″,39″&66″–45″ (*s*)	29 // 10	
119876	*J.S.Williamson* –16 *ss*Nwc.No.2–13		3592	*Spar dk*				7mo	Withy&CoLtd	Co.Ld.	P31′ B105′ F31′			British	180lb *80lb* 317NHP	s 5 // 8½	
HCWB	(*ex*Sandown) *Spar dk*(*pt Irn&pt Stl*)		2476	*with freeboard*					W Hartlepool				FK	5*BHCem*	2SB,*6cf*,GS105,HS4891	24 // 6	
	2*tr B&S Web frames*			3,16 ✠LMC				*Lloyd*		*WB*=*Cell DBa*	112′ *uE&B* 47′ *f* 131′			695*t APT* 31*t*	Richardsons,Westgarth& Co.Ld.Hpl.		
				MS12,13 BS3,16													
237	**Ehrenfels**	**SteelScSr**	4450	✠	Ham	*y*		1903	Swan,Hun-	DeutscheDmpfs-	375·5|50·5|27·3			Bremen	Q.4Cy.23″,32″,48″&72″–54″	30 // 2	
	B.Weyhausen	*ss*Ham.No.2–11	3863	~~—~~				9mo	ter&Wigham	fahrts.Ges.Hansa	P46′ B119′ F51′			German	476NHP		
QHPS	2*Dks*(*Stl–Upt* teak s)		2780	7,16 ✠					Richardson,				BK10″	7*BHCem*	3SB,*9rf*,GS147,HS6108 FD		
	Elec.light Wireless &*Web frames*								LdNewcastle						Swan,Hunter&Wigham-		
										WB=*Cell DBa* 111′	*uE* 25′			*f* 171′ 816*t DT f* 31′	Richardson,Ld.Nwc.		
														780*t APT* 50*t*			
238	—	**SteelSc**	208					1907	G.Seebeck	DeutscheDmpfis-	118·8|22·0|10·9			Nordnham	T.3Cy.11¾″,18¾″&30½″–22″		G
		(*Trawler*)	169						Akt.Ges.	chereiGes.Nordsee	Q73′ F19′			German	44NHP		
QJHP		1*Dk*	72						Bremerhaven					*WB*	G.SeebeckA.G.Bremerhvn		
239	**Eibergen**	**SteelScSr**	~~4751~~ 476	~~—~~				1914	W.Pickers-	Furness,Withy&	385·0|~~52·0~~|27·1			~~Rotterdam~~	T.3Cy.25″,40″&68″–48″		C
140318	*W.H.deJonge*								gill&Sons,Ld	Co.Ld.	P36′ B119′ F41′ 27·2			Dutch	320NHP		
~~NPDL~~		1*Dk*	4501 ~~2065~~ 2074						Sunderland		|52·1|		London British	*WB*	Richardsons,Westgarth& Co.Ld.Sld.		
240	**Eichsfeld**	**SteelScSr**	4552	✠	Ham	*x*		1896	C.Connell	Continentale	370·5|46·6|27·2			Hamburg	Q4Cy.21½″,31½″,45″&64″–45″	30 // 0	
	*J.Höh*01–13	*ss*Ham.No.3–12,08	3800	~~—~~				11mo	&Co.	Rhederei.Akt.Ges.	P228′ F46′			German	365NHP		
RKNJ	(*ex*Amasis) *ss*Ham.No.1–12		2938	4,16 ✠					Glasgow				FK	6*BHCem*	3SB,*9rf*,GS153,HS6161		
	Well deck Elec.light 2*Dks*(*Stl–U* teak s)&*Web frames*									*WB*=	*Cell DBa* 102′ *uE&B*			76′ *f* 137′ 881*t*	D.Rowan&Son,Glasgow		
241	**Eidanger**	**IronScSr**	219					18$\frac{57}{94}$	MotalaCo.	ArendalsDamp-	116·7|18·8| 9·3			Arendal	2Cy.15″&30″–20″		
	O.Thorsen	(*ex*Laban,*ex*Vingäker)	124						Motala	skibsselskab	Q18*t* B52*t* H10*t* F14*t*			Norwegian	NE&B98 34NHP		
HQNJ	*Elec.light*	1*Dk*	125												Xiansands M.V.Xiansands		
242	**Eide Siebs**	**SteelSc**	145					1895	Akt.Ges.	EideSiebs	106·2|21·0|10·3			Brmrhavn	T.3Cy.12¼″,19½″&31½″–21½″		G
	A.Schäfer –11	(*Trawler*)	134						"Weser"		F15′			German	46NHP		
QGCT		1*Dk*	27						Bremen					*WB*	A.G."Weser,"Bremen		
243	**Eider**	**SteelScSr**	1236	✠100A1	Lon	*n*	6,16	1900	Campbel-	RoyalMailSteam	230·5|32·7|16·4			Glasgow	T.3Cy.18″,27½″&45″–33″ (*a*)	17 // 4	
113912	*W.H.Pearse* –17 *ss*Sou.No.3–3,13		911	*pt Awng dk*				10mo	townS.B.Co.	PacketCo.	Q79′			British	160lb *80lb* 120NHP	s 7 // 4	
RWSG	Sub.Sig. 1*Dk*(*Stl*)&*deep framing*		779	*with freeboard*					Campbeltwn		*pt Awng dk* 151′		FK	4*BHCem*	1SB,*3pf*,GS65,HS1871	17 // 3	
	&*pt Awng dk*(*Stl–pt* ws)			6,16 ✠LMC					A&CP		*WB*=*Cell DBa* 54′ *f* 94′			205*t APT* 80*t*	Hutson&Sons,Ld.Glasgow		
				~~Spar dk~~ MS~~,18~~ ~~M.2,16~~													
244	—	**SteelScSr**	1038					1907	Nüscke&	Verein.Bugs.&	218·1|34·7|13·8			Hamburg	T.3Cy.15″,24″&38″–27″		G
		(*ex*Gertrude,*ex*Marianne)	831						Co.	Frachtschiffhrt	Q75′ B51′ F26′			German	75NHP		
JFVW	*Elec.light Well deck*	1*Dk*	638						Stettin	Ges.				*WB*	DresdenMchf.Sch.Uebigau		
245	—	**IronScSr**	257	90A1	Lon	*d*	~~N5,16~~	1856	C.Lungley	~~CancerS.S.Co.Ld.~~	124·3|20·1|11·6			London	C.2Cy.15″&30½″–20″ (*r*)	12 // 2	
9490	~~*P.H.Taylor* –16~~ *ss*Shl.5th No.3–9,15		212	1,18 ~~5,16~~	Wyn		1,18		London	(Moller&Co.	Q35′ B7′			British	100lb NE71 35NHP	s 1 // 5½	
KHNQ	*Mchy. Aft*		125	~~NB11,00~~				*Lloyd*		~~*Mgrs.*)~~			BK6″	4*BHCem*	1SB,*2pf*,GS24,HS664	11 // 4	
	Allman 18–18	1*Dk*(*pt Irn&pt Stl*)		BS2,17						~~J.W.Wyndham~~					Blair&Co.(Lim.),Stockton		
										Wyndham,Bros.							
246	—	**SteelScY1**	168	✠100A1	Hul		7,14	1899	Mackie&	~~Gt Northern S.S.~~	104·0|21·0|10·7			Hull	T.3Cy.10″,16½″&28″–20″ (*s*)	11 // 7	
110718	*H.Palmer* –14	*ss*Hul.No.3–7,11	160	*Stm Trawler*				5mo	Thomson	~~Fishing Co.Ltd.~~				British	200lb 40RHP		
JGQF		1*Dk*	66	7,14					Glasgow	W.A.Massey&Sons			BK7½″	4*BHCem*	1SB,*2pf*,GS26,HS642		
				BS7,14 ✠LMC7,11					A&CP	Ld.			*WB*=	*DT f* 14′ 20*t*	Muir&Houston,Ld.Gls.		
247	—	**SteelScSr**	164	✠100A1	Arc		12,14	1897	J.Duthie,	Soc.Immobilière	105·8|20·7|11·2			Arcachon	C.2Cy.13½″&32½″–21″ (*s*)	11 // 9	
	Lebon –14	*ss*Arc.No.3–8,09	150	*Stm Trawler*				7mo	Sons&Co.	duMoulleau et des				French	140lb 45NHP	s ~~//~~ 11½	
JBHM	(*ex*Weasel) *ss*Arc.No.1–14		37	12,14					Aberdeen	Pêch.de l'Océan(M			BK7½″	3*BHCem*	1SB,*2pf*,GS28,HS894	11 // 8	
		1*Dk*		✠LMC12,14				*Lloyd*		Camproger,*Mgr.*)					Hall,Russell&Co.Abn.		
248	—	**SteelScK**	142				...	1892	W.Hamil-	~~T.Lauder~~	100·2|20·5|10·6			~~Aberdeen~~	T.3Cy.11″,17″&27″–22″	11 // 11	
93938	*J.Craig* –15	(*Trawler*)	136						ton&Co.	J.W.Smethurst	Q19′ F18′			British	45RHP		
		1*Dk*	54						Pt.Glasgow				BK7½″	Grimsby	D.Rowan&Son,Glasgow		
249	—	**SteelSc**	31	✠100A–	Cbo		~~11,16~~ 2,17	1908	P.Mc	TheMaduraCo.	54·0|13·3| 5·8			Madras	C.2Cy.10″&20″–16″ (*s*)	6 // 3	
		*ss*Cbo.No.1–13	—	*For towing purposes*				10mo	Gregor&Sons					British	120lb		
		1*Dk*(*Stl*)	1	11,15 ✠LMC11,16					Kirkintilloch				BK5″	4*BHCem*	1SB,*1pf*,GS14,HS413		
				B39,17											Fisher&Co.Ld.Paisley		
250	**Eidsfjord**	**SteelScSr**	165					1891	AkersMek.	Haalogalands	112·8|17·4|10·8			Harstad	T.3Cy.11″,18″&29″–18″		
	J.Ditlefsen	1*Dk*	148						Værksted	Dmpsselskab	Q8*t* H10*t* F4*t*			Norwegian	36NHP		
JTDO			71						Christiania		len08				AkersMek.Værksted,Xia.		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	8 Built. When	9 Built. By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NP=Horse power by Society's formulæ; RP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Dates of Trade Certs.
251	**Eidsfos** Steel Sc Sr *H.Johannessen* MDCQ 2 *Dks*	1350 1270 829					1906	Nylands Værksted Christiania	Acties. Manchester (Thor. Thoresen, jr. Ld. Akties. *Mgrs.*)	221·1 | 34·2 | 21·7 H56*t*			Chrstiania Norwegian *WB*	T.3Cy.16½", 27" & 44"–30" 106 NHP Nylands Værksted, Xania.		N
252 Wrecked 12.17 ~~Eidsiva~~ ~~*K.Knutsen*~~ Steel Sc Sr 1406 ~~1914~~ (*ex* Vincenzo di Giorgio) ~~1914~~ *Elec. light* 1 *Dk* & *Spar dk*		1053 919 615					1907	Framnes Mek. Værks Sandefjord	The Shipping Controller (Pelton S.S. Ld. ... *Mgrs.*)	216·0 | 31·0 | 20·1 H98*t*			London British *WB*	T.3Cy.18", 29" & 48"–33" 132 NHP Akers Mek. Værks. Xia.		N
253 Sunk by Collision 1918 **Eidsvaag** Steel Sc Sr *M.Hvig* –16 MNGP 1 *Dk*		924 614 386					1916	Porsgrund Mek. Værks. Porsgrund	Akties. Dmspk. Eidsvaag (Nordgreen & Larsen) P63'Q70'B11'F26'	202·1 | 32·1 | 14·7			Norwegian *WB*	T.3Cy.14", 23" & 38"–27" 75 NHP Porsgrund M.V. Porsgrund		N
254 **Eidsvold** Steel Sc Sr *J.Johnsen* –15 (*ex* Vika, *ex* Sjoa. HKJF *Elec. light* *ex* Frutera) 1 *Dk* & *Spar dk*		1570 978 969					1902	Akt. Burmeistr & Wain Copenhagen	A/S Eidsvold (A.T.Simonsen)	250·0 | 34·7 | 15·7 Q88*t* 22·7			Chrstiania Norwegian *WB*	T.3Cy.21½", 34½" & 60"–39" 225 NHP Akt. Burmeistr & Wain, Cpn		N
255 **Eiger** Steel Sc Sr *E.Fingalsen* –06 MBVN *Elec. light* 1 *Dk* & *Spar dk*		1405 1309 874					1904	Nylands Værksted Christiania	Acties. Uto (C.Eitzen & Co. *Mgrs.*)	231·5 | 35·2 | 14·7 H80*t* 20·4			Chrstiania Norwegian *WB*	T.3Cy.18", 29" & 48"–33" 132 NHP Nylands Værksted, Xania		N
256 **Eik** Steel Sc Sr *A.Andersen* (*Whaler*) MGFL 1 *Dk*		159 151 54					1910	Porsgrund Mek. Værks. porsgrund	Akties. Hvalfselsk Norge (Chr. Nielsen & Co. Akties. *Mgrs*)	99·7 | 20·1 | 11·9 H8*t*			Larvik Norwegian *WB*	T.3Cy.12", 20" & 32"–24" 50 NHP G.T Grey, South Shields		N
257 **Eika** Steel Sc Sr *L.Solbjörg* (*ex* Rex) MBLG 1 *Dk* 2 *tr B*		695 559 394					1903	Framnes Mek. Værks. Sandefjord	Aalesunds Dampskibsrederi (Hj. Wesenberg, *Mgr.*)	181·7 | 28·2 | 13·2 Q44*t* B55*t* H12*t* F16*t*			Aalesund Norwegian *WB*	T.3Cy.13", 21" & 33"–27" 56 NHP Akers Mek. Værks. Xia.		N
258 **Eika II.** Steel Sc Sr *J.H.Hansen* –16 *ss* Cpn. No.2–15 (*ex* King Edward) 1 *Dk* (*pt Irn* & *pt Stl*) *Well deck* & *deep framing* *Cargo battens not fitted*		1268 1010 793	✠100A1 11,16 BS8,16 ✠LMC5,15	Got	*o*	11,16	1906 5mo	Osbourne Graham & Co. Sunderland	Akties. Eika II. (H. Haraldsen) *Lloyd's SA & CP* *WB = Cell D Ba & u E*	235·3 | 33·8 | 15·0 Q124'B9'F24' FK 83' *f* 102' 313*t* *FPT*			Skien Norwegian 4 *BHCem* 59*t* *APT* 78*t*	T.3Cy.18½", 30" & 49"–33" (*s*) 157 NHP 180lb *80lb* 1SB, *3cf*, GS61, HS2520 Richardsons, Westgarth & Co. Ld.	17 " 3 s 1 " 8 15 " 11	
259 **Eika III.** Steel Sc Sr *A.G.Gundersen* –16 MNVL 1 *Dk*		1109 980 656					1916	Akers Mek. Værks. Christiania	Rederiaktieselsk. Kragerö (K.Sandaas, *Mgr.*)	226·2 | 36·3 | 16·6 P18'B56'F24'			Kragerö Norwegian *WB*	T.3Cy.17", 29" & 47"–33" 127 NHP Akers Mek. Værks. Xia.		N
260 **Eikland** Steel Sc Sr *H.I.Lund* –16 MPHF *Elec. light* 1 *Dk* (*Stl*)		1303 1131 778	✠100A1 12,17 ~~14,16~~ ✠LMC4,16	Shl	*o*	12,17	1916 4mo	Jonker & Stans Hendrik Ido Ambacht A&CP	Akties. Eikland (Isak M. Skaugen)	237·7 | 36·4 | 15·9 P20'B59'F24' FK *Cell D B* 111'342*t*			Risor Norwegian 4 *BHCem* *APT* 39*t*	T.3Cy.17⅛", 28⅜" & 46⅛"–36" 180lb (*s*) 165 NHP 2SB, *4cf*, GS80, HS2894 Alblasserdam. Msch. Fab.	18 " 0 s 2 " 4½ 15 " 11	
261 **Eilbeck** Steel Sc K *Hass* 11–13 *ss* Ham. No.3–8,09 RNCP (*ex* Duchess) *ss* Ham. No.1–14 1 *Dk*		153 146 32	✠ ~~12,16~~ *Stm Trawler* ✠	Ham			1897 10mo	J.T.Eltringham & Co. South Shields	Wilhelm Bortfeld	104·5 | 21·2 | 11·7 BK7"			Hamburg German 3 *BHCem*	T.3Cy.11", 18" & 30"–22" 58 NHP 1SB, *2pf*, GS36, HS1118 Clyne, Mitchell & Co. Abn.	12 " 0	
262 **Eileen Duncan** Steel Sc K 131306 *P.Kelly* –14 HSOW *Elec. light* 1 *Dk*		223 204 86	✠100A1 *Stm Trawler* 4.14 BS11,14 ✠LMC11,10	Liv		10,12	1910 10mo	Cochrane & Sons Selby *Lloyd's SA & CP*	J.Duncan, Son & Co.	120·1 | 22·0 | 11·5 Q69' BK7½			Liverpool British 3 *BHCem*	T.3Cy.12½", 21½" & 35"–24" (*s*) 180lb 67 RHP 1SB, *2pf*, GS33, HS1070 C.D.Holmes & Co. Ld. Hull	12 " 4	
263 **Eileen Emma** Steel Sc Dy 136576 *H.G.Wright* –15 (*Fishing*) 1 *Dk*		102 101 46					1914	J.Chambers, Ld. Lowestoft	J.V.Breach	86·7 | 20·2 | 10·5			Lowestoft British	T.3Cy.9¾", 15" & 22"–16" 25 RHP Elliott & Garrood Ld Beccles		
264 **Eileen Ward** Steel Twin Sc Sr 121383 *G.A.Simpson* –10 (*Suction Hopper Dredger*) 1 *Dk* *Elec. light*		1023 956 472			...		1909	Fleming & Ferguson, Ld. Paisley	Westport Harbour Board	205·0 | 36·2 | 15·8 FK			Wellingtn, N.Z. British *WB*	T.6Cy.13", 23" & 34"–22½" 207 NHP Fleming & Fergusn, Ld. Psy.	16 " 9	
265 **Eilian** Steel Aux Sc 3 Mst Sr 127943 *H.Hughes* –09 *Paraffin Motor* HNJR *ss* Bng. No.1–13 1 *Dk* (*See Sailing Ship Register*)		140 136 77	✠100A1 7,16	Liv	*d*		1908 11mo	W.Thomas & Son Amlwch *Lloyd's SA & CP*	D.Richardson (W.Thomas & Sons, *Mgrs.*)	102·6 | 21·9 | 9·4 BK6⅝"			Liverpool British 1 *BHCem*	Paraffin Motor 4S.C.SA. 2Cy.10¼"–13⅞" D.Goedkoop, jun., Ams.	10 " 3 s 1 " 4½ 9 " 9	
266 **Einar** Iron Sc Sr 5739 *A.H.Mattson* 16–16 (*ex* Mälaren, JVKQ *ex* Nordpol) 1 *Dk* & *Spar dk* 3 *tr B*		1413 955 857			...		1879	Flensburgr Schiffsb. Ges. Flensburg	Rederiaktieb Einar (Einar Olander)	245·0 | 32·5 | 15·3 H22*t* 22·0			Stockholm Swedish	C.2Cy.30" & 57"–33" NB04 156 NHP Flensburger Schiffsb. Ges.		V
267 **Einar Tambarskjælver** Stl Sc Sr *M.B.Larsen* 1 *Dk* JSQG		146 88 87					1889	Moss Jernstöberi & M.V. Moss	Fosens Aktie-Dmpskselsk.	113·3 | 17·2 | 7·7 Q10*t* B44*t* len95			Trondhjm Norwegian	C.2Cy.13" & 28"–16½" NB01 27 NHP Moss Jernstöbri & M V Moss		N
268 **Eir** Steel Sc Sr *ss* Bly. No.1–11 1 *Dk* (*pt Irn* & *pt Stl*) 2 *tr B* *deep framing* & *Web frames* 3 *Dk rule*		3787 3586 2448	✠ ~~6,16~~ ✠	Shl	*w*		1907 4mo	J.L Thompson & Sons, Ld Sunderland	*WB = Cell D B a* 117'*u E* &	346·0 | 49·5 | 25·3 P23'B94'F31' FK B42' *f* 146'951*t* *FPT*			6 *BHCem* 61*t* *APT* 158*t*	T.3Cy.25", 42" & 68"–48" 350 NHP 2SB, *8pf*, GS143, HS5428 J.Dickinson & Sons, Ld. Sld	27 " 11	
269 **Eira** Steel Sc Sr *E.Ellingsen* –03 JRPB 1 *Dk*		132 62 61					1896	Akers Verksted Christiania	Romsdals Dpskslsk (U.Möller, *Mgr.*)	116·6 | 16·4 | 7·2 Q13*t* B42*t* H5*t* F9*t*			Molde Norwegian *WB*	T.3Cy.10½", 15" & 24"–17" 24 NHP Akers Verksted, Xia.		N
270 **Eirini** Steel Sc Sr *Lefcockilis* –11 *ss* Pir. No.2–12 HROW (*ex* Maygrove) 1 *Dk* (*Stl*) 2 *tr B* & *deep framing* 3 *Dk rule*		*2662* *2502* *1702*	✠100A1 6,15 BS10,14 ✠LMC MS9,15	Cff	*t*	9,16	1903 9mo	Swan, Hunter & Wigham Richardson, Ld Newcastle *Lloyd's SA & CP*	Embiricos & Dracopulos Maritime Company, Ltd. Hellenic Shipowning Co Ltd *WB = Cell D B a* 98'*u*	314·5 | 46·2 | 21·2 P32'B78'F32' FK *E22' f* 132'632*t* *FPT*			Andros Greek 5 *BHCem* 96*t* *APT* 45*t*	T.3Cy.22", 36½" & 60"–42" (*r*) 160lb *70lb* 249 NHP 2SB, *6cf*, GS102, HS3972 Swan, Hunter & Wigham-Richardson, Ld. Nwc.	23 " 3 s 3 " 11 19 " 9	
271 — Steel Sc Sr *N.Simbouras* 15–15 *ss* Pir. No.3–3,10 HSTL (*ex* Irina, *ex* Arranmoor) *ss* Pir. No.1–14 1 *Dk* (*pt Irn* & *pt Stl*) & *deep framing* & *pt Awng dk* (*Irn*)		*2452* *1768* *1552*	✠100A1 *pt Awng dk with freeboard* 5,17 ~~3,15~~ MS3,14 ✠LMC BS2,17	Cff Bry	*s*	N5,16	1897 2mo	J.Blumer & Co. Sunderland A&CP	N.G.Kyriakides *WB = Cell*	290·0 | 42·0 | 17·4 P27'Q82' *pt Awng dk* 181' FK *D Ba* 96'*u E* 24' *f* 114'			Piræus Greek 5 *BHCem* 556*t* *APT* 54*t*	T.3Cy.22", 36" & 59"–39" (*s*) 160lb *100lb* NDB17 227 NHP 2SB, *6pf*, GS102, HS3530 J.Dickinson & Sons, Ld. Sld.	19 " 9 s 7 " 10½ 19 " 2	

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Grément, etc. / Capitaine. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau corres-pondant. pds. pc.	15 Registres où coté, si ce n'est dans le L. R. Hurre. Ost. Hurr. Italie.
272 1160 LRBN	Eisbrecher der Don (*Icebreaker*) 1 *Dk*	Steel Twin Sc Sr	269 — 127					1897	Howaldts-werke Kiel	Don River Mouth Commission	130·0 F22′	28·5	10·3	Rostoff Russian	C.4Cy.17¼″&30″–15½″ 60 NHP Howaldtswerke, Kiel		
273 QJSL	Eisenach *J.Jaburg* *Elec.light* Sub.Sig. Wireless 2 *Dks*	Steel Sc Sr	6757 3620 4212	*Now named "Santarem," See No. 75 in Supplement.*				1908	Bremer Vulkan Vegesack	Norddeutscher Lloyd	419·6 P&B286′F68′	54·5	27·8	Bremen German *WB*	Q.4Cy.24″,34½″,50½″&72½″–53⅝″ 387 NHP Bremer Vulkan, Vegesack		G
274 310 PCGN	Eitoku Maru	Wood	240 — 138					1913	.....	Chosen Yusen Kabushiki Kaisha	122·4	18·8	14·6	Fusan, Corea Japanese			
275 5338 JSRH	Ejdern *N.Nillsson* –15 (*ex* Cricket)	Iron Sc Yl (*Trawler*) 1 *Dk*	161 147 55				...	1891	Mackie& Thomson Glasgow	Nils Ahlner	103·4 Q19′F19′ BK 7½″	20·7	11·3	Smögen Swedish	C.2Cy.16$\frac{5}{16}$″&32″–22″ 40 NHP Muir&Houston, Glasgow	11 ″ 11	
276 3509 JKSM	— *C.Larsson* –10	Steel Sc Sp	151 85 84					1899	Eriksbergs M.V.Aktieb. Gothenburg	Göteborgs nya Angslups Aktieb. (Th.Lilljeqvist, *Mgr.*)	87·9 B34′ H19*t*	21·0	8·0 F11′	Gothenbrg Swedish	C.2Cy.13″&27″–18″ 26 NHP Eriksbergs M.V.Actieb.Gt.		
277 MGWL	Ek *Dehli* –11	Steel Sc Sr 1 *Dk*	995 707 578					1911	Akers Mek.Værks. Christiania	Dpsk. Akties. Ganger Rolf (Fred Olsen&Co. *Mgrs.*)	220·0 F12*t* B121*t* Q84*t* H70*t*	34·6 *WB*	13·7	Chrstiania Norwegian *WB*	T.3Cy.16½″,27″&45″–33″ 116 NHP Akers Mek.Værks.Xia		N
278 1027	Ekaterina *W.R.Taube* –14 (*ex* Mavis) *Elec.light*	Steel Sc Sr *ss* Rot. No.3–5,14 1 *Dk* (*Stl*–ws) & *pt* 2*nd dk* & *Shelter dk* (*Stl*–ws)	1508 889 857	✠100A1 *Shelter dk with freeboard* 5.14 B57,15 ✠LMC6,14	Rot	*p*	5,14	1912 1mo	Ailsa S.B. Co.Ld. Troon *Lloyd's A&CP*	J.Whishaw *WB = Cell D*	245·1 Bon *Shelter dk* 64′ BK 7½″ *Ba* 54′ *u E&B* 51′ *f* 96	34·5	14·6	Riga Russian 5 *BHCem* 310*t FPT* 17*t*	T.3Cy.23″,37½″&62″–39″ (*s*) 1801b 359 NHP 2SB,*8cf*,GS148,HS5504 FD Ailsa S.B.Co.Ld.Troon	16 ″ 7 s ″ 8½ 16 ″ 8	
279 142333 JSPB	Ekaterinoslav ~~*A Bletta*~~ (*ex* Sveaborg, *ex* Assyria) *Elec.light* Wireless 2 *Dks* & *Awng dk*	Steel Sc Sr	6581 6452 4175					1898	J.C.Tecklenborg A.G. Geestemünde	The Shipping Controller (Royal Mail Steam Packet Co. *Mgrs.*)	420·7 H126′	54·4	34·4	~~Libau~~ ~~Russian~~ London *WB* British	Q 4Cy.23′,33″,48′&70″–54″ NB13 360 NHP J.C.Tecklenborg A.G.Gst.		
280 MLPV	Eker *M.Nielsen* –15 (*ex* Kis, *ex* Rusland) *Well deck*	Steel Sc Sr *ss* Bgn.2nd No.3–11,15 1 *Dk* (*Stl*) 2 *tr B*	855 671 496	✠100A1 5,17 ~~U.15~~ B85,17 ✠LMC11,15	Bgn Bry	*k*	N11,15	1890 7mo	Burmeister & Wain Copenhagen A&CP	A/S Eker (Finn Friis&C.O. Lund) *WB = D B u E*	200·8 Q63′B50′F30′ BK 7½″ 11′ *FPT* 27*t* *APT* 18*t*	28·7	14·4	Drammen Norwegian 5 *BHCem* *MT* 40′272*t*	C.2Cy.25½″&44″–27″ 75lb ~~3635~~ NDB03 80 NHP 1SB,*3pf*,GS52,HS1375 Burmeister&Wain,Cpn.	15 ″ 4	
281 2484 JFNL	Ekerö *K.J.Holtz* (*ex* Säbyholm)	Iron Sc 1 *Dk*	123 78 79					1885	Aktiebol. "Atlas" Gefle	Ångf Aktieb. Drott-ningholm-Fittja (H.A.Bertheau, *Mgr.*)	94·0 Q6′B33′ H11*t*	16·3	8·9 F13′	Stockholm Swedish	C.2Cy.13¾″&27½″–17½″ 27 NHP Aktieb.Atlas,Stockholm		
282 2485 JFNM	Ekholmen *C.B.Pettersson* –05	Iron Sc 1 *Dk*	164 76 123					1876	Bergsunds M.V.Aktieb Stockholm	Ångf Aktieb. Drott-ningholm-Fittja (H.A.Bertheau, *Mgr.*)	104·8 Q31′	18·0 B36′	8·2 H37*t*	Stockholm Swedish	C.2Cy.13$\frac{1}{16}$″&26$\frac{5}{16}$″–17$\frac{5}{16}$″ NE12,NB09 24 NHP Bergsunds Mek.Vks.Skm.		
283 132099 HVBS	Ekma *F.V.Holyoake* –16 *Elec.light* Wireless 2 *Dks* (*UStl*–ws) & *Shade dk* (*Stl*–teaks)	Steel Twin Sc Sr	5108 3724 2356	✠ *Shade dk* 12,11 ✠	Bel	*z*		1911 12mo	Workman, Clark&Co Ld. Belfast	British India Stm. Nav.Co.Ld. *WB = Cell D Ba* 108′ *f* 156′ 732*t*	410·0 Bon *Shade dk* 158′ FK 76′ *u E&B* *FPT* 58*t* *APT* 44*t*	52·6	24·7	Glasgow British 7 *BHCem* 5 *BH to U dk* 2 *BH 2nd dk*	T.6Cy.24½″,41″&69″–48″ 1062 NHP 2D&2SB,*24cf*,GS390, HS16302 FD Wrkman,Clark&Co.Ld Bel	27 ″ 3	
284	Ekmet *ss* Cpl. No.2–13 (*ex* L.26B.) *Elec.light*	Steel Twin Sc 1 *Dk*	*114* *114*	✠ ~~—~~ 4,16 *Bosphorus & Sea of Marmora* ✠	Cpl			1908 4mo	Thames Iron Works SB.&E.Co.Ld London	Chirket i Hairie Hamedie Co.	114·9 P17′ FK	18·0	8·8	Constanpl Turkish 5 *BHCem*	C.4Cy.11′&22″–18″ 59 NHP 1SB,*2pf*,GS40,HS1060 FD Thames Irn.Wrks SB&ECo Ld.Lon.	9 ″ 3	
285 2674 JFVB	Ekolsund *C.E.Eriksson* –14	Iron Sc 1 *Dk*	159 86 112					1883	Bergsunds M.V.Aktieb Stockholm	Ångf Aktieb. Gamla Svartsjölandet (J. W.Rickander *Mg.*)	110·2 Q26′B44′H16*t* F13′	18·0	8·2	Stockholm Swedish	C.2Cy.14½″&25½″–19½″ 23 NHP Bergsunds Mek.Vks.,Stkm		
286	El Aguila *Elec.light*	Steel Sc 1 *Dk* (*Stl*–*pt* teaks)	*429* *364* *166*	✠100A1 *For towing purposes* 1,17 ~~1,16~~ ✠LMC7,14 *Fitted for oil fuel* 7,14	NOs Gal		~~1,16~~ 11,17 *F.P.*	1914 7mo	Lobnitz& Co.Ld. Renfrew *Lloyd's A&CP above*	Cia. Mexicana de Petroleo "El Aguila," S.A. *WB = DT f* 32′84*t* 150° F.	130·0 FK	28·1	13·7	Tampico Mexican 6 *BHCem* *APT* 40*t*	T.3Cy.18″,30′&48″–30″ (*s*) 170lb 199 NHP 2SB,*4cf*, HS3218 FD Lobnitz&Co.Ld.Renfrew	14 ″ 6 s 2 ″ 4 12 ″ 7	
287 136902 KRLC	El Alba *C.H.Freeman* 04–11 *Elec.light* Wireless	Steel Sc Sr 2 *Dks* & *Awng dk*	4614 — 2897					1901	Nwprt Nws S.B.&D.D.Co. Newprt News	Southern Pacific Co	391·7	48·3	26·0 33·8	New York Utd. States	T.3Cy.32″,52″&84″–54″ NB12 518 NHP Newport News SB&DD.Co.		
288	El Almirante *Elec.light*	Steel Sc Sr *Fitted for oil fuel* 3 *Dks*	4000					1917	Nwprt Nws S.B.&D.D.Co. Newprt News	Southern Pacific Co.	364·0	51·0	25·3	New York Utd. States *WB*	T.3Cy.24½″,41½″&72″–48″ 359 NHP Newport News SB&DD.Co.		
289 HLFV	El Atlantico *M.G.Romero* 04–04	Iron Sc Sr 1 *Dk*	151 138 30	✠ *Stm Trawler* 7,03 ✠	Bhn			1903 7mo	G.Seebeck Act.Ges. Bremerhaven	E.Vazquez Casa-nova	106·8 BK 6½″	20·9	10·2	Huelva Spanish 4 *BHCem*	C.2Cy.16½″&30½″–22½″ 54 NHP 1SB,*2cf*,GS34,HS1141 G.Seebeck A.G.Bremerhvn	11 ″ 6	
290	El Capitan *Elec.light*	Steel Sc Sr *Fitted for oil fuel* 3 *Dks*	4000					1917	Nwprt Nws S.B.&D.D.Co. Newprt News	Southern Pacific Co.	364·0	51·0	25·3	New York Utd. States *WB*	T.3Cy.24½″,41½″&72″–48″ 359 NHP Newport News SB&DD.Co.		
291 210689 LCSJ	— *Hansen* *Elec.light* *Fitted for oil fuel*	Steel Sc 3 Mst Sr (*ex* Oliver J.Olson) 2 *Dks*	1881 — 1132					1913	Harlan& Hollings-worth Cor. Wlmgtn,Del.	Standard Oil Co. (New Jersey)	238·7	41·0	20·8	New York Utd. States	T.3Cy.19″,30″&50″–36″ 150 NHP Harlan&Hollingswrth Cor		R
292	El-Caratal *M.Olivares* –89	Iron Sc Sr	271 — 140					1886	Maats.de Maas Rotterdam	Linea de Vapores de Oriente	146·9 B96*t*	20·3	9·8	La Guayra Venezuelan	C.2Cy.19″&35″–22″ 48 NHP Maats.de Maas,Rot.		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys.	3 Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	6 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned. now expired. Equipment letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NP=Horse power by Society's formulæ; RP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of ft. of Trade Cert.
293 136771 KPMH	**El Cid** *W.Delahanty* 09–12 Wireless	**SteelScSr** 2 *Dks & Awng dk*	4608 — 2921					1899	NwprtNws S.B.&D.D.Co. Newprt News	SouthernPacificCo	391·3	48·3	26·0 32·2	NewYork Utd.States	T.3Cy.32″,52″&84″–54″ NB09 518NHP NewportNewsSB&DD.Co.		
294	**El Coloso** *M.L.Peeps* 14–14 *Elec.light*	**SteelScSr** 1 *Dk (Stl–pt teak s)*	*335* *303* *111*	✠100A1 NOs *For Towing purposes* 6,16 ✠LMC9,14 *Fitted for oil fuel* 9,14			6,16 *F.P. a*	1914 9mo *Lloyd's* above 1	JTEltringham&Co.Ld. Newcastle *SA&CP* 50° F.	Anglo-Mexican PetroleumCo.Ld.	125·0 *WB=DT f* 29′	28·1 BK 7′	13·2	Puerto Mexico Mexican	T.3Cy.17″,28″&46″–30″ (s) 180lb 162NHP 1SB,4cf,HS2400 FD 6 *BHCem* 78 *t APT* 25 *t* ShieldsEng.Co.Ld N.Shl	14 ″ 3 s 1 ″ 9 13 ″ 5	
295 110639 RMWV	**El Cordobes** *C.Webb* –15 (*ex* ChaseSide, *ex* Indradevi) *Ref.Mchy. Elec.light*	**SteelScSr** *ss* Nwc.No.3–7,13 2 *Dks (Stl)* & *deep framing* & *Shelter dk (Stl)* Wireless	5683 5423 3702	✠100A1 *Shelter dk* 7 17 3,17 Examined 12,17 ✠LMC5,17	Lon Swa	*a*†	12,16 9,17	1900 3mo *Lloyd's*	Sir J.Laing &Sons,Ld. Sunderland *SA&CP*	British&Argentine S.N.Co.Ld. *WB=Cell*	420·6 *DB a* 108′ *u E&B* 65′	53·2 FK	29·4 *f* 181′ 1146 *t*	Liverpool British	T.3Cy.27″,46″&76″–51″ (s) 200lb 520NHP 6 *BHCem* 3SB,9cf,GS174,HS6900 FD *FPT* 209 *t APT* 50 *t* J.Dickinson&Son,Ld.Sld.	32 ″ 3 s 5 ″ 6 27 ″ 2	
296 136916 KRDQ	**El Dia** *G.P.Woodward* 07–11 *Elec.light* Wireless	**SteelScSr** 2 *Dks & Awng dk*	4613 — 2899					1901	NwprtNws S.B.&D.D.Co. Newprt News	SouthernPacificCo	391·7	48·3	26·0 33·8	NewYork Utd.States	T.3Cy.32″,52″&84″–54″ 518NHP NewportNewsSB&DD.Co.		
297 3022 JGVK	**El Dorado** *JK Johanssen* 16–16 *S.P.Pihl* –15 *Well deck*	**IronScSr** *ss* Cpn.2nd No.3–5,08 *ss* Hbg.No.2–16 1 *Dk (Irn)* 2 *tr B*	1500 1194 912	✠100A1 3,17 BS12,17 ✠LMC6,16	Brs	*q*	2,16	1883 6mo	JLThompson&Sons Sunderland A&CP	Rederi Aktieb. Hallandia (C.H. Nielsen, *Mgr.*) *WB*	259·9 P32′ *Q* 72′ B48′ F26′ *=Cell DB* 210′ 432 *t*	38·0 FK	14·4	Halmstad Swedish	C.2Cy.32″&60″–39″ (i) 80lb *80lb* NDB00 173NHP 4 *BHCem* 2SB,4pf,GS84,HS2796 *APT* 25 *t* G.Clark,Sunderland	17 ″ 0 s 1 ″ 9½ 15 ″ 6	
298 HLFW	**El Gaitero** *F.Barturen* –10 *Mchy.Aft* (*ex* Essex)	**SteelScK** 1 *Dk (Irn)*	116 95 70	✠ 2,00 ✠	Sld	*a*		1894 11mo	R.Thompson&Sons Sunderland	Valle,Ballina y Fernandez (S.A.) *WB*	85·0 Q 28′ F 14′ *=FPT* 17 *t*	18·5 FK	6·8	Gijon Spanish	C.2Cy.11″&22″–16″ 1SB,2pf,GS20,HS460 23NHP 3 *BHCem* Hedley&Boyd,N.Shields	7 ″ 5	
299 HLGN	**El Gallo** ~~*L.Menendez* –08~~ *M.Medio* –15 *Mchy.Aft* *Elec.light*	**SteelScSr** *Carrying Petroleum in bulk* 1 *Dk*	672 485 380					1892	Armstrong Mitchell&Co. Ld Newcastle	A.Navajas	170·5 P55′	28·0 F22′	14·5	~~Santander~~ Spanish Bilbao *WB*	T.3Cy.16½″,26″&43″–27″ 96NHP WallsndSlp.C.(Lim.)Nwc.		
300 110140 RFSC	**El Kahira** *G.Williams* –16 *Elec.light*	**SteelScSr** 2 *Dks & Spar dk*	2034 — 853				…	1892	R.Napier &Sons Glasgow	KhedivialMail S.S. &GravingDockCo., Ld. (Lord E. Hamilton, *Mgr.*)	300·0 F35′ *Promenade dk* 122′	37·5 BK 9¼″	15·8 23·5	London British *WB*	T.3Cy.29¾″,47″&79″–54″ 510NHP R.Napier&Sons,Glasgow	26 ″ 3	V
301 JBQC	**El Kantara** *Lassirice* 06–07 *Elec.light* Wireless	**SteelTwinScSr** 2 *Dks & Spar dk*	6888 6121 4427					1905	Message. Maritimes La Ciotat	MessageriesMaritimes	447·2 P64′	52·6 H–	32·6 F54′	Marseilles French *WB*	T.6Cy.26¾″,39¾″&63″–47½″ 545NHP Forg.&Ch.de la Médit.,Msl.		V
302 125746 HNKG	**El Lobo** *L.I.Jones* –14 *Elec.light* *Mchy.Aft*	**SteelScSr** ~~*ss* SFo.No.1–13~~ 2 *Dks (Stl)* & *Web frames* *ss* Vcr.No.2–17	4800 4279 2948	✠100A1 9,176~~16~~ *Carrying Petroleum in bulk* BS7,16 ✠LMC7,16 9,17 *Fitted for oil fuel* 12,08	SFo Vcr	*x* *in*	9,15 N9,17 *F.P. a*	1908 11mo *Lloyd's* above 1	Armstrong Whitworth &Co.Ld. Newcastle *SA&CP* 50° F.	LobitosOilfields, Ld.(C.T.Bowring &Co.Ld. *Mgrs.*) *WB=Cell DB a* 42′ 75 *t FPT* 58 *t*	385·2 P105′ *APT* 21 *t*	51·0 B28′ *DT f* 44′ 428 *t*	27·0 F47′	London British 15 *BHCem* 9 *to U dk* 6 *to M dk*	T.3Cy.26″,43″&72″–48″ (r) 180lb 440NHP 3SB,9cf,GS196,HS7488 Wllsnd Slpwy.Co.Ld.Nwc.	28 ″ 6 s 5 ″ 9 23 ″ 1	
303 802 HBMV	—	**SteelScK** (*ex* Privateer) 1 *Dk (Irn)*	107 98 54	✠ *For Towing purposes* 4,00 ✠	Lon		1898 3mo	Willoughby Bros.Ld Plymouth	Soc.Anon.de Hauts Fourneaux Forges &Aciéries du Chili	85·2 B10′	18·0 BK 6″	10·5	Corral Chilian	C.2Cy.17″&34″–21″ 44NHP 4 *BHCem* 1SB,2pf,GS38,HS1372 Willoughby Bros.Ld.Ply.	11 ″ 1	
304 136064 KGLW	**El Mar** *M.B.Mattson* 08–12	**IronSc4MstSr** 2 *Dks & Awng dk*	3531 — 2539					1889	W.Cramp &Sons' Co. Philadelphia	SouthernPacificCo	331·8	42·6	22·6	NewYork Utd.States	T.3Cy.29″,45″&74″–54″ NB02 402NHP W.Cramp&Sons,Phl.		
305 135897 KDMN	**El Monte** *E.T.Pinchin* 10–12	**IronSc4Mst** 2 *Dks & Awng dk*	3531 — 2562					1886	W.Cramp &Sons Philadelphia	SouthernPacificCo	331·8	42·6	22·6	NewYork Utd.States *WB*	C.2Cy.38″&76″–54″ NB08 354NHP W.Cramp&Sons,Phl.		
306 207947 LBQK	**El Mundo** *E.F.Parker* 89–10 *Elec.light* Wireless	**SteelScSr** *Fitted for oil fuel* 3 *Dks*	6008 — 3747					1910	NwprtNws S.B.&D.D.Co. Newprt News	SouthernPacificCo	405·6	53·1	27·4	NewYork Utd.States *WB*	T.3Cy.34½″,57″&96″–60″ 714NHP NewportNewsSB&DD.Co.		
307 136756 KPJC	**El Norte** *C.H.Knowles* 06–10 *Elec.light* Wireless	**SteelScSr** *Fitted for oil fuel* 2 *Dks & Awng dk*	4605 — 2925					1899	NwprtNws S.B.&D.D.Co. NwportNews	SouthernPacificCo	391·9	48·3	26·0 33·7	NewYork Utd.States *WB*	T.3Cy.33″,52″&84″–54″ NB11 518NHP NewportNewsSB&DD.Co.		
308 208166 LBRM	**El Occidente** *M.Baker* 91–10 *Elec.light* Wireless	**SteelScSr** 3 *Dks*	6008 — 3747					1910	NwprtNws S.B.&D.D.Co. NewportNws	SouthernPacificCo	405·6	53·1	27·4	NewYork Utd.States *WB*	T.3Cy.34½″,57″&96″–60″ 714NHP NewportNewsSB&DD.Co.		
309 208080 LBRC	**El Oriente** *C.D.Prescott* 98–10 *Elec.light* Wireless	**SteelScSr** 3 *Dks*	6008 — 3747					1910	NwprtNws S.B &D.D.Co. Newprt News	SouthernPacificCo	405·6	53·1	27·4	NewYork Utd.States *WB*	T.3Cy.34½″,57″&96″–60″ 714NHP NewportNewsSB&DD.Co.		
310 131434 HVSQ	**El Paraguayo** ~~*Crichton* –17~~ *E.Legge* –18 *Elec.light* *Ref.Mchy.*	**SteelTwinScSr** ~~*ss* Liv.No 1–17~~ 3 *Dks (Stl)* & *Shelter dk (Stl)* Wireless	8508 7433 5161	✠100A1 *Shelter dk with freeboard* ~~9·17 4,16~~ 1,13 MS6,16 ✠LMC BS9,16 Lloyd's RMC~~17 7,17~~ 9,17 ~~13~~ 1,18	Liv	*c*†	~~R1,15~~ ~~S1,16~~ ~~9,17~~ 1,18	1912 4mo *Lloyd's*	Irvine'sSB &D.D.Co.Ld. W Hartlepool *SA&CP*	Houlder Line,Ld. (Houlder Bros.& Co.Ld. *Mgrs.*) *WB=Cell DB a* 113′ *u E&B* 81′ *f* 189′	440·0 B135′ F37′ *on Shelter dk* 1079 *t FPT*	58·9	35·7 FK	Liverpool British 7 *BHCem* 6SB,18cf,GS376,HS15588 FD 63 *t APT* 76 *t* Richardsons,Westgarth& Co.Ld.Hpl	T.6Cy.25″,41½″&70″–48″ (s) 200lb 1042NHP 6SB,18cf,GS376,HS15588 FD Richardsons,Westgarth& Co.Ld.Hpl	38 ″ 1 s 9 ″ 2 29 ″ 4	
311 135800 KCRG	**El Paso** *H.D.Wetmore* 11–13	**IronSc4Mst** 2 *Dks & Awng dk*	3531 — 2562					1884	W.Cramp &Sons Philadelphia	SouthernPacificCo	331·8	42·6	22·6	NewYork Utd.States *WB*	C.2Cy.38″&76″–54″ NB08 354NHP W.Cramp&Sons,Phl.		
312	**El Progresso**	**IronPadSr**	— — 225					1878	Pusey& Jones Co. Wilmington	Pinedo,Garcia&Co	150·0	25·0	7·0	Maracaibo Venezuelan	2Cy.18″–72″ 42NHP Pusey&JonesCo.,Wilmgtn		
313 136761 KPJW	**El Rio** *J.Burns* 06–10 Wireless	**SteelScSr** 2 *Dks & Awng dk*	4604 — 2918					1899	NwprtNws S.B.&D.D.Co Nwport News	SouthernPacificCo	391·9	48·3 32·2	26·0	NewYork Utd.States	T.3Cy.32″,52″&84″–54″ NB10 518NHP NewportNewsSB&DD.Co.		

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Periodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. — Tirant d'eau correspondant. Registres où coté, si n'est dans le L. R. Tourelle. Livret. Hauteur.	15
314	**El Segundo**	**SteelScSr**	3664	✠100A1	SFo	*v*	⊠3,18	1912	NewYork	StandardOilCo.,	321·7	46·2	27·5	S.Frncisco	T.3Cy.21″,35″&58″-42″ (*r*)	27 ″ 0	
210635	*J.McKellar jun.*06–12		3168	3,16				12mo	S.B.Co.	California	P116′B30′F43′			Utd.States	200lb *200lb* 318NHP		
LCPV	*Elec.light*	2*Dks*(*Stl*)&*Webframes*	2223	*CarryingPetroleum*		*in*	*bulk*		Camden,N.J.	*WB*=*Cell*			FK	13*BHCem*	2SB,8*cf*,GS160,HS5762		
	Mchy.Aft Wireless	Sub.Sig.		✠LMC12,12					A&CP	*DBu E&B*62′132*t*	*FPT*82*t APT*52*t*			9*BH to Udk*	NewYorkSB.Co.CamdnNJ		
				Fitted for oil fuel 12,	12	*F.P. a*			50°F.					4 „ 2*nd* „			
315	**El Siglo**	**SteelScSr**	4616					1901	NwprtNws	SouthernPacificCo	391·7	48·3	26·0	NewYork	T.3Cy.32″,52″&84″-54″		
136951	*O.T.Nelson*08–11		—						S.B.&D.D.Co.				33·8	Utd.States	518NHP		
KRHL	*Elec.light*	2*Dks*&*Awngdk*	2900						NwportNews						NewportNewsSB&DD.Co		
	Wireless																
316	—	**IronPad**	123					1883	Lawson,	A.Garzolini	96·5	21·1	10·8	Almeria			
	V.Lopez		—						Eltringham					Spanish			
JRHF			46						S.Shields						G.P.Hepple,N.Shields		
317	**El Sol**	**SteelScSr**	6008					1910	NwprtNws	SouthernPacificCo	405·6	53·1	27·4	NewYork	T.3Cy.34½″,57″&96″-60″		
207751	*G.W.Mason*85–10		—						S.B.&D.D.Co.					Utd.States	712NHP		
LBPK	*Elec.light* Wireless	3*Dks*	3747						NewprtNews					*WB*	NewportNewsSB&DD.Co.		
318	**El Sud**	**SteelScSr**	4572					1899	NwprtNws	SouthernPacificCo	390·9	48·3	26·0	NewYork	T.3Cy.33″,52″&84″-54″		
136747	*A.G.Forbes*08–13		—						S.B.&D.D.Co.				33·7	Utd.States	NB09 518NHP		
KPGH	Wireless	2*Dks*&*Awng dk*	2903						NwportNews					*WB*	NewportNewsSB.&DD.Co		
319	**El Taif**	**SteelSc**	165					1905	Soc.Eser-	PilotCorporation	107·0	20·4	11·0	Alexndria	T.3Cy.11$\frac{5}{16}$″,16$\frac{7}{8}$″&27$\frac{1}{8}$″-19$\frac{1}{2}$″		
	*MchammedHattab*04–06	(*Tug*)	—						cizioBacini	(AhmedBeyBakri,				Egyptian	35NHP		
		1*Dk*	91						RivaTrigoso	*Mgr.*)					Soc.EsercizioBacini,Genoa		
320	**El Toro**	**SteelScSr**	5958	✠100A1	Bfs	*z*	4,16	1913	Swan,Hun-	LobitosOilfields,	420·0	54·4	32·2	London	T.3Cy.27″,45″&75″-48″ (*r*)	32 ″ 6	
135242	*W.T.Tamlin* –16		5678	4,16				7mo	ter&Wigham	Ld.(C.T.Bowring	P91′B27′F43′		FK	British	180lb 513NHP	s7 ″ 2½	
JCPG	*Elec.light*	2*Dks*(*Stl*)&*Webframes*	3621	*CarryingPetroleum*		*in*	*bulk*		Richardson,	&Co.Ld.*Mgrs.*)				18*BHCem*	3SB,9*cf*,GS219,HS9153	25 ″ 7	
	Mchy.Aft	*Longitudinal framing*		✠LMC7,13					Ld Newcastle	*WB*=*CellDBuB*	30′80*t*			11 *to Upr dk*	Swan,Hunter&Wigham-		
	Wireless									*DTf*45′415*t*	*FPT*117*t APT*17*t*			7 „ 2*nd* „	Richardson,Ld.Nwc.		
				Fitted for oil fuel 7,	13	*F.P.*		*Lloyd's*	*SA&CP*								
								above	150° F.								
321	**El Uruguayo**	**SteelTwinScSr**	8361					1911	A.Stephen	Brit.&Argentine	439·9	58·8	35·7	W.Hartlpl	T.6Cy.25″,41½″&70″-48″		C
132817	*H.F.Harrison*12–12	3*Dks*&*Shelterdk*	7247						&Sons,Ld.	S.N.Co.Ld.	B135′F34′			British	679NHP		
HVMT	*Elec.light Ref.Mchy.*	Wireless	4967						Glasgow					*WB*	A.Stephen&Sons,Ld.Gls.		
322	**El Valle**	**SteelScSr**	4605					1901	NwprtNws	SouthernPacificCo	391·7	48·3	26·0	NewYork	T.3Cy.32″,52″&84″-54″		
136882	*A.C.Patten*98–03		—						S.B.&D.D.Co.				33·8	Utd.States	NB12 518NHP		
KQTV	*Elec.light* Wireless	2*Dks*&*Awng dk*	2896						NwportNews						NewportNewsSB&DD.Co.		
323	**El Zarate**	**SteelTwinScSr**	*1143*					1910	Greenock&	Smithfield&	210·0	42·1	9·6	Bns.Ayres	C.2Cy.15″&30″-22″		C
			718						Grngemouth	ArgentineMeatCo.				Argentine	35NHP		
	Elec.light Mchy.Aft	1*Dk*	7 8						Dkyrd Co.Ld.	Ld.				*WB*	Cooper&Greig,Dundee		
	Ref.Mchy.								Grngemouth								
324	**Elaine**	**SteelSc**	272					1888	.....	St.JohnRiverS.S.	112·7	23·8	7·8	SJhnsNFL	C.2Cy.16″&26″-18″		
111156	*M.Lundry* –16		—						Newburgh,	Co.Ld.				British	31RHP		
		1*Dk*	156						N.Y.	ElaineSSCoLd					T.S.Marvel&Co.Newburgh		
325	**Elantsobe**	**SteelScSr**	2424	✠100A1	Bbo	*s*	6,15	1899	W.Gray&	Cia.Nav.Sotay	290·5	42·2	18·0	Bilbao	T.3Cy.23″,36½″&62″-39″ (*s*)	20 ″ 2	
	~~*L.Lopizna*~~ 99–02	~~*ss*~~Bbo.No.3–5,12	1767	*ptAwng dk*				5mo	Co.Ld.	Aznar (Sotay	P25′Q86′			Spanish	160lb *80lb* 246NHP	s7-10½	
HLBR	*J.Bageneta* –17	1*Dk*(*Irn*)&*Webframes*&	1451	*withfreeboard*					WHartlepool	Aznar,*Mgrs.*)			FK	5*BHCem*	2SB,6*rf*,GS94,HS3784	19 ″ 8	
		ptAwng dk	(*Yo'*	*named "Akeri-Mendi," See No. 53 in Supplement*						*WB*=*CellDB*	*a&uE*118′*f*114′557*t*			*AP*30*t*	Cen.Mar.Eng.Wrks.WHpl		
				~~BS6.11~~ ~~Bbo.No.3~~													
326	**Elba**	**SteelScSr**	4963					1907	American	InterlakeS.S	420·0	52·0	28·0	Cleveland,	T.3Cy.22″,35″&58″-42″		
204727			—						S.B.Co.	Co.(Pickands,				Ohio	218NHP		
	Elec.light Mchy.Aft	1*Dk*	3621						Cleveland,O.	Mather&Co.*Mgrs*)			*WB*	Utd.States	AmericanS.B.Co.Clevel'nd		
327	—	**SteelScSr**	1081	✠100A1	Lth	*n*	~~4,14~~	1899	Ramage&	LeithHull&Ham.	225·2	33·5	14·8	Leith	T.3Cy.18½″,30″&49″-33″ (*o*)	16″11	
109597	*J.Mitchell* –11	~~*ss*~~Lth.No.3–4,11	853	3,18 ~~4,14~~	Bly		3,18	7mo	Ferguson,Ld.	Stm.Pkt.Co.Ld.(J.	P27′Q50′B44′F27′			British	165lb *80lb* 146NHP	s1 ″ 7	
RGMK	*Well deck*	1*Dk*(*Irn*)&*Webframes*	650						Leith	Currie&Co.*Mgrs.*)			FK	5*BHCem*	1SB,4*pf*,GS68,HS2290	15 ″ 8	
		~~*ss*~~Bly.No.1–18		~~BS4,14~~ ✠LMC4,11			3,18	*Lloyd's*	*SA&CP*	*WB*=*CellDBa*52′*uE&*	*B*34′*f*94′239*t FPT*			5½*t APT*84*t*	Ramage&Ferguson,LdLth		
328	**Elbe**	**SteelScSr**	3621	✠ ——	Ham	*w*		1905	W.Dobson	SyndikatsRhed.	354·8	48·1	26·0	Hamburg	T.3Cy.24½″,40″&67″-45″	28 ″ 5	
	*K.Eisfeld*06–07	~~*ss*~~Ham.No.2–14	3447	12,16				10mo	&Co.	G.m.b.H.	P41′B110′F37′		FK	German	361NHP		
RNVM	(*ex*Orissa)	2*Dks*(*Stl*)&*deepframing*	2326	✠					Newcastle					6*BHCem*	3SB,9*cf*,GS122,HS4830 FD		
	Elec.light									*WB*=*CellDBa*	114′*uE&B*46′*f* 150′			720*t APT*54*t*	N.E.MarineEng.CoLdNwc		
329	—	**SteelScSr**	1028					1910	Schiffsw. v.	Verein.Bugs.-&	224·2	35·7	12·5	Hamburg	C.2Cy.19½″&36″-25⅝″		G
	H.Henning –10		802						HenryKoch	FrachtschfhrtGes.	P11′Q62′B53′F29′			German	55NHP		
RQLC	*Elec.light*	1*Dk*	596						Lübeck					*WB*	OttensenerMsch.Fab.Alt.		
330	—	**SteelScSr**	641					1886	Hy.Koch	Hanseatische	180·5	26·0	13·9	Lübeck	C.2Cy.28″&39½″-25½″		G
	F.Hünemörder		458						Lübeck	Dmpfsfahrts.Ges.	P&B110′F23′			German	NB03 66NHP		
PBJV			399											*WB*	BerlinerAct.Ges.,Berlin		
331	—	**SteelScLr**	167					1911	J.L.Meyer	Glückstädter	99·2	23·1	10·5	Glückstdt	C.2Cy.9½″&18$\frac{1}{10}$″-12⅝″		G
	*K.Schwartze*00–11		164						Papenburg	FischereiA.G.				German	9NHP		
LWMH		1*Dk*	84												J.L.Meyer,Papenburg		
332	—	**SteelScYl**	165	✠100A1	Hul		⊠8,16	1897	Mackie&	~~Gt.NorthernS.S.~~	104·2	21·0	10·7	Hull	T.3Cy.11″,17″&28″-20″ (*s*)	11 ″ 7	
106753	*C.Odell* –17	~~*ss*~~Hul.No.3–5,09	152	*StmTrawler*			⊠12,17	6mo	Thomson	~~FishingCo.Ld.~~	Q17′F17′			British	170lb 45RHP		
JGNW		~~*ss*~~Hul.No.1–10	64 ~~5,17 8,16~~ 11,17	MS5.17					Glasgow	F.Crimlis	ptND09	BK7½″		4*BHCem*	1SB,2*pf*,GS27,HS690		
		*ss*Hul.No.2–17 1*Dk*	~~BS10,17 BS7,16~~	✠LMC6,15					A&CP			*WB*=		*DTf*14′25*t*	Muir&Houston,Ld.Gls.		
333	—	**SteelSc**	150					1904	A.Vuijk	Soc.Anon.de	93·2	21·3	11·4	Antwerp	T.3Cy.12⅝″,20$\frac{5}{16}$″&33$\frac{1}{16}$″-24″		
	J.Philipse	(*Tug*)	—						Capelle a/d	Remorq.àHélice				Belgian	54NHP		
	Elec.light	1*Dk*	39						Yssel					*WB*	Alblasserdam.Msch.Fab.		
334	**Elberfeld**	**SteelScSr**	1037					1904	Schömer&	Dampfsch.Ges.	222·6	33·6	14·0	Bremen	T.3Cy.17$\frac{5}{16}$″,28⅝″&46⅛″-31½″		
	(Seized at Petrograd)		843						Jensen	"Argo"	P12′Q53′B60′F29′			German	122NHP		
LRMJ	*J.Driebold*05–07	(*ex*Minna Horn)	643						Tönning					*WB*	Schömer&Jensen,Tönning		
	Elec.light	1*Dk*&*deepframing*															

1 No. in Book. / Official No. / Code Letters	2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys.	3 No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned. now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. / Ship. / Engines	9 By Whom. / Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; IHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed 1st Jan. 1918. L. Liverpool. B. of T. Sailed.
335 202014 HJCD	**Elbert H. Gary** Steel Sc Sr *Mchy. Aft* *Elec. light* Sub. Sig. 1 *Dk*		6331 — 4988					1905	Chicago S.B.Co. Chicago	Pittsburgh S.S.Co.	557·8	56·0	26·5	Duluth Utd. States *WB*	T. 3Cy. 24″, 39″ & 65″–42″ 274 NHP American S.B.Co., Cleveland		
336 RKVW	**Elbing** (Seized at Antwerp) Steel Sc Sr *Fr. Timm* *ss* Ham. No. 3–6, 10 1 *Dk* (*Stl*) & *Spar dk* (*Stl*) & *tr B* *Elec. light* *Lower dk in* 1, 2 & 4 *holds*		4884 4624 3108	✠ 12.15 *Spar ak* ✠	Ham	*z*		1898 5mo	Flensburg Schiffsb. Ges. Flensburg	Deutsch-Austral. Dmpfsch. Ges. *WB = Cell DBa* 110′ *uE* & *B* 64′	404·0 P 236′ F 47′	49·5 28·4 FK	20·9 *f* 170′ 940 *t*	Hamburg German *WB*	T. 3Cy. 30½″, 51″ & 84″–54″ 623 NHP 4SB, *12cf*, Gs 216, Hs 10805 Flensburger Schiffsb. Ges.	31 ″ 3	
337 HJOD	**Elbing I.** Steel Sc Sr *Elec. light* 1 *Dk*		452 396 274					1893	F. Schichau Elbing	Elbinger Dmpfsch. Reed. (F. Schichau, *Mgr.*)	164·4 B 38′ F 10′	27·7	11·9	Elbing German *WB*	T. 3 Cy. 12½″, 20½″ & 31½″–19½″ 44 NHP F. Schichau, Elbing		G
338 HJCG	**Elbing II.** Steel Sc Sr *H. Westholm* *Elec. light* 1 *Dk*		563 419 340					1895	F. Schichau Danzig	Elbinger Dmpfsch. Reed. (F. Schichau, *Mgr.*)	179·2 Q 59′ B 39′ F 20′	27·6	11·9	Elbing German *WB*	T. 3Cy. 12¾″, 20½″ & 31½″–19¾″ 44 NHP F. Schichau, Elbing		G
339 HJCK	**Elbing III.** Steel Sc Sr *W. Rhetz* –09 1 *Dk*		315 253 186					1898	F. Schichau Elbing	Elbinger Dmpfsch. Reed. (F. Schichau, *Mgr.*)	144·8 Q 37′ B 30′ len 08	22·2	9·7	Elbing German *WB*	T. 3Cy. 10⅜″, 16½″ & 24″–11⅛″ 20 NHP F. Schichau, Elbing		G
340 HJOL	**Elbing IV.** Steel Sc Sr *A. Jahnke* 99–08 1 *Dk*		314 254 185					1899	F. Schichau Danzig	Elbinger Dmpfsch. Reed. (F. Schichau, *Mgr.*)	144·8 Q 34′ B 30′ len 07	22·4	9·7	Elbing German *WB*	T. 3Cy. 10⅜″, 16½″ & 24″–11⅛″ 20 NHP F. Schichau, Elbing		G
341 HJKT	**Elbing VIII.** Steel Twin Sc Sr *M. Preuschoft* *Elec. light* 1 *Dk*		882 731 493					1912	F. Schichau Elbing	Elbinger Dmpfsch. Rhed (F. Schichau, *Mgr.*)	220·4 Q 66′ B 50′ F 25′	33·5	12·6	Elbing German *WB*	T 6Cy 11 7/10″ 19⅜″ & 31½″–17 7/16″ 84 NHP F. Schichau, Elbing		G
342 HJKV	**Elbing IX.** Steel Twin Sc Sr *W. Krumreich* *Elec. light* 1 *Dk*		886 733 497					1913	F. Schichau Elbing	Elbinger Dmpfsch. Rhed (F. Schichau, *Mgr.*)	219·3 Q 66′ B 50′ F 25′	33·6	12·6	Elbing German *WB*	T 6Cy 11 7/10″ 19⅜″ & 31½″–17 7/16″ 84 NHP F. Schichau, Elbing		G
343 364 HBGV	**Elborus** Steel Sc Sr *G. Djanbekoff* 1 *Dk*		970 816 546					1898	Howaldts-werke Kiel	Russian Stm. Nav. & Trading Co.	220·7 Q 18′ B 42′ F 30′	35·0	12·7	Odessa Russian *WB*	T. 3Cy. 17⅛″, 27⅝″ & 43½″–25″ 94 NHP Howaldtswerke, Kiel		
344 HJKW	**Elbruz** Steel Twin Sc Sr *R. L. H. Paret* 08–14 *Oil Eng.* *Elec. light* 2 *Dks* (*Stl* & *Udk Irn*) *Mchy. Aft* & *Web frames*		*4881* *4418* *2943*	✠ 100 A1 7,14 *Carrying Petroleum in bulk* ✠ LMC 07,14	Ams	*x*		1914 7mo	Tyne I.S.B. Co. Ld. Newcastle *Lloyd's A & CP*	Soc. Anon. d'Armement, d'Industrie & de Commerce *WB = Cell DBu*	375·2 P 102′ B 33′ F 43′ *E* 46′ 92 *t DT*	51·3 FK	27·4 *f* 42′ 608 *t FPT* 171 *t APT* 56 *t*	Antwerp Belgium	Oil Engines 4S.C.SA 12Cy. 22″–39⅜″ 457 NHP 2DB *180lb* *150lb* 16 *BH Cem* 10 *BH to Udk* 6 „ *to 2nd dk* *only* Ned Fb. v. Wrk & Spoor, Ams	29 ″ 0 s 5 ″ 10½ 23 ″ 6	
345 HLBW	**Elcano** Iron Sc K *J. Olaveaga* (*ex* Britannia) 1 *Dk*		125 122 23			…		1886	Cook, Welt'n & Gemmell Hull	Ana Huarte	89·8 BK 7½″	20·7	10·9	S. Sebast'n Spanish	C. 2Cy. 15″ & 29″–21″ 32 NHP C.D. Holmes & Co. Hull		
346 122986	**Elcho** Steel Sc K *J. Paton* –14 (*Trawler*) 1 *Dk*		155 151 59			…		1908	Hawthorns & Co. Leith	General Steam Fishing Co. Ld.	105·4 Q 23′ BK 7½″	21·6	10·5	Granton British *WB*	T. 3Cy. 12″, 19″ & 33″–22″ 66 RHP Hawthorns & Co. Leith	11 ″ 6	
347 HNSG	**Elda** Iron Sc Sr *E. Stavrou* –08 (*ex* Grampus, *Elec. light* *ex* North-Western)		670 — 309			…		1877	A & J Inglis Glasgow	Achaia S.S. Co. Ld. (W. Morphy & Son & Crowe & Stevens, *Mgrs.*)	208·6 P 58′ B 59′ F 46′	27·2	14·1	Patras Greek	C. 2Cy. 36″ & 64″–36″ NB 90 205 NHP A. & J. Inglis, Glasgow		
348 122801 HDQN	**Elder Branch** Steel Sc Sr *H. Richardson* –16 *ss* Shl. No. 2–12 (*ex* River Delaware, *ex*' 2 *Dks* (*Stl*) & *deep framing* *Elec. light* Afghanistan)		4443 4165 2849	✠ 100 A1 5,17 ~~12,16~~ ✠ LMC M 89,15 BS ~~5,16~~ ~~4,18~~	Liv	*y*	~~12,16~~ 4,18	1905 9mo	Scotts' S.B. & Eng. Co. Ld. Greenock *Lloyd's A & CP*	Nautilus Stm Shpg. Co. Ld. (F. & W. Ritson, *Mgrs.*) *WB = Cell DBa* 115′ *uE* 2	380·3 P 36′ B 113′ F 45′ 1′ *f* 175′ 902 *t DTa* 33′	49·7 FK	26·9	Sunderlnd British 6 *BH Cem* 809 *t APT* 46 *t*	T. 3Cy. 27″, 43½″ & 73″–48″ (*s*) 180 lb *100lb* 457 NHP 2SB, *6cf*, Gs 118, Hs 6266 FD Scotts' S.B. & E. Co. Ld. Grk.	29 ″ 9 s 5 ″ 8 24 ″ 6	
349 *Mchy. Aft*	**Elderita** Steel Sc *Oil Eng*			100 A1 (*Class Contem plated*)				1917	I. J. Abdela & Mitchell, Ld Queens Ferry	J. Summers & Sons, Ld.	108·0 Q 35′ F 21′	22·0	10·5	Chester British	Oil Engines 2S.C. 2Cy. J & C G Bolinders Co. Ld Skm		
350 90 PACJ	**Eldorado** Iron Sc Sr *Worontzoff* 10–12 1 *Dk* & *Awng dk* (*ex* Donna Isabel)		1211 1176 898	✠ *Awng dk with load line* 6,78	Lon			1874 8mo	Cunliffe & Dunlop Pt. Glasgow	Steam Nav. of Count H. H. Keyserling	240·5 8	32·9	12·8 20·0 FK	Vladvostk Russian 4 *BH Cem*	C. 2Cy. 31″ & 54″–33″ 140 NHP Cunliffe & Dunlop, Pt. Gls.		
351 116115 JGQH	— Steel Sc K *G. Blackshaw* –17 *ss* Hul. No. 3–6, 15 1 *Dk*		180 171 70	✠ 100 A1 *Stm Trawler* 5,17 ~~8,16~~ ~~8,16~~ ✠ LMC 6,16	Hul		~~4,15~~ 5,17 ~~5,17~~	1902 12mo	Mackie & Thomson Glasgow *Lloyd's A & CP*	Gt. Northern S.S. Fishing Co. Ld.	109·2 BK 7½″ *WB = Deep Ta*	21·6	10·6	Hull British 4 *BH Cem* *nks f* 14′ 22 *t*	T. 3Cy. 11″, 18″ & 30″–22″ (*s*) 200 lb 48 RHP 1SB, *2pf*, Gs 24, Hs 750 Muir & Houston, Ld. Gls.	11 ″ 6	
352 MLRP	**Eldrid** Steel Sc Sr *T. Björvig* –15 1 *Dk*		1712 1515 998					1915	Nylands Værksted Christiania	Dampsk. Akties. Eldrid (Bachke & Co.)	264·5 P 22′ B 65′ F 29′			Trondhjm Norwegian *WB*	T. 3Cy. 19″, 31″ & 51½″–33″ 152 NHP Nylands Værksted, Xania.		N
353 88816 KVNF	**Eleanor** Steel Sc Sr *A. T. Brain* –16 *ss* Nwc. 2nd No. 3–11, 13 *Well deck* 1 *Dk* (*Irn*) & *Web frames* *Cell DB* & *Web frames Irn*		1980 1525 1239	✠ 100 A1 6,16 ~~BS 8,16~~ ✠ LMC 11,15	Lon	*r*	11,13	1888 11mo	H. S. Edwards & Sons Newcastle A & CP	Eleanor S.S. Co. Ld. (J. Ridley, Son & Tully)	270·0 P 31′ Q 68′ B 113′ F 32′ *WB = Cell*	36·5 BK 9″	19·7	S. Shields British 5 *BH Cem* *DB* 220′ 471 *t*	T. 3Cy. 21″, 34½″ & 55″–36″ (*s*) 160 lb 186 NHP 2SB, *6pf*, Gs 108, Hs 2844 J. P. Rennoldson & Sons S.Sh	22 ″ 3 s 1 ″ 8 21 ″ 6	
354 135177 JBPD	— Steel Sc Sr *J. Sunley* –17 *ss* Sws. No. 1–17. *Well deck* 1 *Dk* (*Stl*) *Cargo battens not fitted*		1277 1004 767	✠ 100 A1 7,17 ~~8,16~~ ✠ LMC ~~11,15~~ 7,17	Sws	*o*	~~8,16~~ 7,17	1912 11mo	Antwerp Eng. Co. Ld. Hoboken *Lloyd's A & CP*	Harries Bros. & Co. *WB = Cell DB a* 65′ *uE* & *B* 35′ *f* 92′ 352 *t FPT*	229·5 P 12′ Q 75′ B 46′ F 24′	35·7 FK	14·7	London British 4 *BH Cem* 34 *t APT* 66 *t*	T. 3Cy. 17″, 28″ & 46″–33″ (*s*) 180 lb 141 NHP 2SB, *4cf*, Gs 63, Hs 2330 MacColl & Pollock, Ld. Sld.	17 ″ 0 s 1 ″ 5 15 ″ 10	
355 137394	— Steel Sc *D. Alcock* –14 (*Lighter*) *Mchy. Aft* 1 *Dk*		193 176 121					1914	W. J. Yarwood & Sns Ld Northwich	Brunner, Mond & Co. Ld.	96·0	22·0	10·2	Liverpool British *WB*	C. 2Cy. 13″ & 27″–18″ W. J. Yarwood & Sons, Ld. Northwich 30 RHP		
356 49613 WDQL	— Iron Pad Sr (*Tug*) 1 *Dk*		167 167 99					1864	..... Newcastle	W. R. Cave	130·3	20·2	10·6	Adelaide British	2Cy. 30″ 80 RHP		

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux. Gréement, etc / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, et en cet dans le L. M. Durée Cert. Rel. Trade
357 135755	**Eleanor F. Peck**	WoodSc	357 — 218					1884	..... Brooklyn, N.Y.	NewEnglandS.S. Co.	105·0	30·0	8·0	N.London Utd. States	1Cy.20″-24″ NB12 15NHP J.W.Sullivan,NewYork		
358 104515	**Eleazar** *R.Grimmer* –15	SteelScSr 1*Dk*	111 104 44				...	1895	Hall, Russell&Co. Aberdeen	~~Stroonshalt Fishg.~~ Co.Ld. (W.Barton, *Mgr.*) J.Crebbin	90·0	19·6	10·0 BK7½″	Whitby British	C.2Cy.13″&31″–21″ 45RHP Hall,Russell&Co.,Abn.	10 ″ 6	
359 109093 JGQL	**Elector** *J.W.Reveler* –17	SteelScYl *ss*Hul.No.3–8,11 *ss*Hul.No.1–15 1*Dk*	169 160 67	✠100A1 *Stm Trawler* ~~BS7,17~~ ~~BS9,16~~ ✠LMC10,18	Hul		N11,16	1898 12mo	Mackie& Thomson Glasgow A&CP	Gt.NorthernS.S. FishingCo.Ld.	104·0	21·0	10·7 ptND11 BK7½″ *WB*= *DT*f14′20*t*	Hull British	T.3Cy.10½″,16½″&28″–20″ 200lb (*s*) 40RHP 1SB,*2pf*,GS26,HS642 Muir&Houston,Ld.Gls.	11 ″ 7	
360 LMHK	**Electra** *H.Scharmberg* –09	SteelScSr 1*Dk*2*trB*	1261 926 796					1893	Flensburgr Schiffsb.Ges Flensburg	Holm&Molzen	228·1 Q71′	34·3 B57′	14·1 F27′ *WB*	Flensburg German	T.3Cy.16″,26″&43″–33″ 106NHP FlensburgerSchiffsb.Ges.		G
361 89675 JTRM	— *Cable Vessel* *T.W.Smythe* –16 *Elec.light* Wireless	SteelScSr *ss*Dun.2ndNo.3–7,10 *ss*Nwc.No.1–14 2*Dks*(1*pt Stl*)*&* *Awngdk*	1236 787 611	✠100A1 *Awng dk* *with freeboard* 9,15 ~~BS5,16~~ ~~NB12,05~~ ✠LMC9,14	Lis	*o*	9,14	1885 1mo	R.Napier& Sons Glasgow *Lloyd's A&CP*	EasternTelegraph Co.Ld. *WB*=*DT*f22*tDT*	237·4 ptND05	32·1 BK7½″ *Ta*40′121*t DB*f42′	16·6 23·8	London British	C.2Cy.32½″&64″–42″ (*o*) 90lb *80lb* NDB02 220NHP 4*BHCem* 2SB,*6cf*,GS109,HS3723 *&uE*21′166*t* R.Napier&Sons,Glasgow	24 ″ 9 s9 ″2½ 16 ″ 6	
362 93190 VSWM	— *Elec.light Ref.Mchy.*	SteelTwinScSr 1*Dk*	395 355 210	✠ 6,87	Cly	*g*		1887 4mo	Russell& Co. Pt.Glasgow	NorthCoastSteam Nav.Co.Ld. *WB*=*DT*f22*tDT*	160·5 *Dk3″thick* a15*t*	27·0 FK *FPT*10*t APT*	10·9 33*t* 4*BHAsp*	SydnyNSW British	C.2Cy.23″&42″–30″ 76RHP Rankin&Blackmore, Grnk.	11 ″ 5	
363 118840 HBQR	**Electra II.** *J.F.Cant* –15 (*ex*Electra)	SteelScK *ss*Hul.No.2–13 1*Dk*	269 243 109	✠100A1 *Stm Trawler* 7,14 ~~BS7,14~~ ✠LMC6,15	Hul		5,16	1904 11mo	Cook,Wel- t'n&Gemmell Beverley *Lloyd's A&CP*	F.&T.Ross,Ld.	130·0 Q53′	22·2 BK7″	11·6	Hull British	T.3Cy.12½″,22″&36″–24″ (*s*) 200lb 70RHP 1SB,*2cf*,GS35,HS1220 C.D.Holmes&Co.Hull	12″10	
364 96312 LPDH	**Electric** *W.Macfee* –17	IronScK *ss*Gms.No.3–2,11 *ss*Gms.No.1–15 1*Dk*	183 163 79	✠100A1 *Stm Trawler* 10.17 2.152,18 ~~NB2,11~~ ✠LMC3,15	Gms Hul		~~8,17~~ 2,18	1890 2mo	Earle'sCo. (Lim.) Hull *Lloyd's A&CP*	~~T.Grimlick~~ Electric Stm Fishing Co.(F. W.Simpson, *Mgr*)	107·4 Q42′F20′ ptND06	20·5 BK7½″	11·5 3*BHCem*	Scarboro' British	T.3Cy.12¾″, 20″&32″–22″ (*s*) 150lb 55RHP 1SB,*2pf*,GS29,HS760 Earle'sCo.(Lim.),Hull	12 ″ 0	
365 JBLW	**Electrolyse III.** *Carré* 11–11 (*ex*SainteUrsula)	SteelSc (*Tug*)	118 — 2					1908	Thysing& Co.,Raams- donkveer	Soc.deRemorq.et deTransports par chalands et allèges remorqués	90·3	18·8	8·1	Havre French	T.3Cy.10½″,17″&28″–16″ 31NHP Alblassardam.Msch.Fab.		V
366 JBLX	**Electrolyse IV.** (*ex*Nicolaas)	SteelSc (*Tug*)	108 108 14					1911	Jonker& Stans HendrikIdo Ambacht	Soc.deRemorq.et deTransports par chalands remorqués	87·0	18·7	9·3	Havre French	T.3Cy.11″,17¾″&29½″–18 1/16″ 37NHP AlblasserdamMach.Fab.		V
367 HTNS	**Elefsis** *P.Ventouras* –16 (*ex*Tasso)	SteelScSr	1467 949 936					1890	Earle'sCo. Ld. Hull	OD&GAnghelatos	270·0 P158′F37′ len01	32·0	14·8 *WB*	Piræus Greek	T.3Cy.21″,37″&61″–42″ NB99 241NHP Amos&Smith,Hull		
368	**Eleftherios K. Venizelos** *V.Velivanakis* –11 (*ex*Angola)	Steel ScSr *ss*Gls.No.3–3,10 *ss*Pir.No.1–14 2*Dks*(1*StlUIrn*)*&deep framing*	*4307* *4065* *2801*	✠100A1 4,16 ~~MS9,14~~ ✠LMC4,18 ~~BS8,14~~ ~~BS10,16~~	NYk	*x*	~~4,16~~ 4,18	1898 4mo	D&W Hen- derson&Co Glasgow *Lloyd's A&CP*	Sifneo,Tavaniotis Inglesellis&Co.	375·0 P40′B98′F40′ *WB*=*C*	50·0 FK *ell DBa* 123′	25·6 6*BHCem* *uE*25′*f*160′1100*tAPT*95*t*	Piræus Greek Swedish	T.3Cy.25″,41″&67″–48″ (*s*) 175lb 368NHP 2SB,*6cf*,GS111,HS4930 FD D.&W.Henderson&Co.Gls.	28 ″ 3 s5 ″7½ 23 ″ 0	
369 68 HGBL	**Elektra** 3*Dks*	IronScBk	3199 2918 1992					1884	LloydAus- tro-Ungarico Trieste	LloydAustriaco	375·0	39·0	28·0	Trieste Aust.-Hung.	C.2Cy.43″&80″–52″ 385NHP ArsenaleLloyd,Trieste		
370 3229 JMKH	**Elektra III.** *J.Åsberg* –10 (*ex*Nämdö,*ex*Nystad)	IronScSr 1*Dk*	143 98 98	*Now named "Öhrviken," See No. 17 in Supplement*				1875	Göteborgs M.V.Aktieb. Gothenburg	Elektri.Svetsnings Aktieb.iStockholm (J.Asberg, *Mgr.*)	102·1 Q25′B47′H5*t*F13′	17·6	7·5	Stockholm Swedish	C.2Cy.13″&28¾″–19½″ 31NHP GöteborgsMV.Aktieb.Got		
371 135462 JCKL	**Elele** *J.E.Pierce* –16 *Elec.light Ref.Mchy.*	SteelScSr 2*Dks*(*Stl*) *&Shelter dk*(*Stl*–ws)	6557 4235 4783	✠100A1 *Shelter dk* *with freeboard* 6,16 ✠LMC6,15	Liv	*z*		1913 5mo	IrvinesS.B. &D.D.Co.Ld. W Hartlepool *Lloyd's A&CP*	British&African Stm.Nav.Co.Ld. (Elder,Dempster& Co.Ld.,*Mgrs.*) *WB*=*CellDBa*124′*uE*	405·0 P36′B80′F49′ *on Shelter dk*	54·1 FK 28′*f*176′1030*tFPT*	23·4 7*BHCem* 116*tAPT*60*t*	Liverpool British	T.3Cy.26″,44″&74″–51″ (*s*) 205lb 577NHP 3SB,*9cf*,GS186,HS8379 FD Richardsons,Westgarth& Co.Ld.Hpl.	26 ″ 0 s3 ″0½ 23 ″ 3	
372 PGBQ	**Elena** *G.Mavris* (*ex*Lido)	SteelScSr (*ex*Helen, 2*Dks*	975 882 602				...	1881	Murdoch& Murray Pt.Glasgow	Condougouris (J.Arvanitides fils *Mgr.*)	225·4 B36′F29′	30·1 BK8″	16·8 *WB*	Sulina Roumanian	C.2Cy.28½″&52″–33″ NB92 113NHP Kincaid,Donald&Co.Grk.	18 ″ 5	
373 — 06	— *A.Perlini*	SteelSc 1*Dk*	433 350 235	*Now named "Hani I." See No. 24 in Supplement*			...	1904	J.Fullerton &Co. Paisley	C.H.Walker&Co. Ld.	160·3 FK	31·1	9·3 *WB*	Bns.Ayres Argentine	C.2Cy.13″&26″–18″ 40NHP C.Houston&Co.Glasgow	9″10	
374 31	—	IronPad (*Tug*) 1*Dk*	203 — 82					1871	Readhead, Softley&Co. Newcastle	RussianBlackSea- DnieprS.N.Co.	119·8	20·9	10·7	Odessa Russian			
375 950 HBMG	— (*ex*Roma, *ex*Ramuntcho,*ex*Hercules,*ex*Milcavi)	Steel (*Tug*)	142 — 71						.....	CorderoHnos.	80·1	20·8	9·8	Taltal Chilian			
376 191 LGAB	**Elena Couppa** *N.Zizos*00–07 *Mchy.Aft*	SteelTwinScSr 1*Dk*	398 — 240					1893	Stabilmnto Tecnico Trieste	K.A.Bytchichin& W.O.Couppa	185·0	29·0	9·0	Berdiansk Russian	C.4Cy.13½″&24″–20″ 42NHP Stabilimento Tecnico,Tri.		
377 224	**Elena D.** *Klutschnikow* *Well deck*	SteelScSr (*ex*Swan,*ex*Deak) 1*Dk*2*trB*	1252 957 699				...	1880	Blackwood &Gordon PortGlasgow	N.D.Diamantidi	243·4 Q86′B60′F31′	32·5 BK8″	15·7 *WB*	Odessa Russian	C.2Cy.23″&52″–36″ NB94 137NHP Blackwood&Gordon,PGls	17″10	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. No. of Decks, &c.	3	4 Register'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. (✠ for Special Survey. Date of last Survey)	6 Port of Survey.	7 Years Assigned. now expired. Equipment letter	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed. If not in L. R. Date of Ref. Trade Cert.
378	**Elena Margarita**	Steel Sc Sr	2538	✠100A1	Pir	t	12,15	1890	Palmers'	W.F.Henry van der Zee	300·0	40·2	19·4	Piræus	T.3Cy.20″,35″&58″–42″ (a)	22 ″ 0	
	Metaxas	*ss* Pir.2nd No.3–12,15	1871	*pt Awng dk*	BAs			3mo	Co.Ld.	A.Capparis	Q68′	B&F	190′	Greek	160lb *80lb* NDB07 239NHP	s 8 ″ 6½	
	(*ex* Helena Margareta,		1556	*with freeboard*					Newcastle	&G.Gregos			FK	6 *B II pt Asp*	2SB,*6rf*,GS102,HS3908	20 ″ 10	
	ex Benan, *ex* Georgios P.	1 *Dk*(*Irn*) 2 *trB*		5,17 4,16 ✠LMC12,15					A&CP				*WB*=	*pt Cem*	Palmers' Co.Ld. Newcastle		
	Bouboulis, *ex* Amalia	*&pt Awng dk*(*Irn*)		BS5,17										*Cell DB* 254′	605*t DT* at 24′ 390*t APT* 10*t*		
	Elec.light	Vlassopulo)															
379	**Eleni**	Iron Sc Sr	883	✠	Hul	m		1881	Murdoch &	D.Los	212·6	30·5	12·6	Piræus	C.2Cy.28″&50″–36″		G
	D.Los	(*ex* Hittfeld, *ex* Kehr, *ex*	644	Now named "Vendée," *See No.20 in Supplement*				Aug10	Murray		P130′	B12′	F32′	Greek	125NHP		
	Well deck	Corsican) 1 *Dk* 2 *trB*	539	7,08 ✠					Pt.Glasgow	*WB*=*DB* a 42′ *f* 33′	150*t*	*FPT*	35*t*	4 *BHCem*	W.King&Co.Glasgow		
380	—	Iron Sc Sr	679			...		1877	A.&J.Inglis	Achaia S.S.Co.,Ld.	210·7	28·4	14·4	Patras	C.2Cy.36″&64″–36″		
	A.Tsiforos –12		525						Glasgow	(W.Morphy&Son	P58′	B59′	F46′	Greek	NB90 205NHP		
HQJG	(*ex* Seal, *ex* North-Eastern)		269							and Crowe&			BK7½″		A.&J.Inglis,Glasgow		
	Elec.light									Stevens, *Mgrs.*)							
381	—	Iron Sc Sr	423		Gls	*i*		1883	A.Stephen	Nav.Orientale	177·0	25·3	13·4	Syra	C.2Cy.20″&35″–24″	14 ″ 2	
	J.Varoutskos	2 *Dks*	364	12,84		Lv		7mo	&Sons	(P.Pantaleon)	P25′	F33′		Greek	50NHP		
HMFG	*Elec.light*	(*ex* Ianthe, *ex* Rose)	223	✠					Glasgow		lrp84			4 *BHCem*	PearceBrothers,Dundee		
382	—	Wood Sc Sr	111					1894	McDowall	Yannoropoulos	92·0	18·0	9·6	Piræus	C.2Cy.13¼″&26½″–18″		
		(*ex* Agios Ioannis)	—						&Barbour	Bros.	Q21′	B13′	F22′	Greek	25NHP		
HRGN			65						Piræus						McDowall&Barbour,Pir.		
383	**Eleni Stathatos**	Steel Sc Sr	3016	✠100A1	Npt	*v*	N11,16	1907	R.Craggs&	D.A.Stathatos	336·1	47·0	21·8	Ithaca	T.3Cy.23″,39″&65″–42″ (*s*)	23 ″ 0	
	~~*D.A.Caravias*~~	*ss* Npt.No.2–16	2705	11,16				7mo	Sons,Ld.		P36′	B18′	F37	Greek	180lb *100lb* 296NHP	s 2 ″ 8½	
HMQW		1 *Dk*(*Stl*) *&deep framing*	1871	✠LMC7,15					Middlesbro'				FK	6 *BHCem*	2SB,*8pf*,GS143,HS4536	20 ″ 8	
	G.Vlassopoulos –17			BS11,16 2,13					*Lloyd's* *SA&CP*	*WB* = *Cell DB a* 106′ *u*	*E* 24′ *f* 142′ 9	41*t*	*FPT*	86*t* *APT* 108*t*	Richardsons,Westgarth& Co.Ld.Mdb.		
384	**Eleonora Mærsk**	Steel Sc Sr	1927	✠100A1	Rot	*r*	N8,16	1895	W.Gray&	Akties.Dmpsks-	270·0	37·0	17·2	Svendborg	T.3Cy.19″,30½″&51″–36″ (*s*)	19 ″ 6	
	P.Hansen –12	*ss* Cff.No.3–9,07	1412	8,16				5mo	Co Ld	selsk.Svendborg	P27′	Q74′	B116′	F29′	160lb *90lb* NDB11 156NHP	s 1 ″ 4	
NSBV	(*ex* Elfie)	*ss* Rot.No.2–16	1203	BS4,17 ✠LMC5,16					W Hartlepool	(P.M.Möller *Mgr.*)	*WB*=*DB*		FK	4 *BHCem*	2SB,*4rf*,GS48,HS2330	18 ″ 5	
	Well deck	1 *Dk*(*Stl*) *&Web frames*							A&CP		*as&u E* 102′ *f* 110′			413*t* *APT* 23*t*	Cen.Mar.Eng.Wks.W Hpl.		
385	**Elephanta**	Steel Twin Sc Sr	5292	✠	Gls	*z*		1911	Barclay,	British India Stm.	400·4	52·5	25·5	Glasgow	T.6Cy.23¼″,39½″&67″–48″	28 ″ 0	
129562	*R.H.Coope* 84–11		3717	*Shade dk*				5mo	Curle&Co.Ld	Nav.Co.Ld.	*WB*=*Cell DB a* 85′			*on Shade dk* 166′	HS16851 1086NHP		
HSQB	*Elec.light*	2 *Dks*(*UStl*–ws) *&Shade dk*	2695	5,11 ✠					Glasgow		*uE*		FK	7 *BHCem*	2DB&2SB,*24cf*,GS419, FD		
	Wireless	(*Stl*–teak s)									*FPT* 39*t* *APT* 31*t*			(5 *BH to Udk* 2 *to 2nd dk*)	Barclay,Curle&Co.Ld.Gls.		
386	**Elettrico**	Steel Sc Sr	1347			...		1887	A.Stephen	Soc.Italiana di	259·8	33·0	14·9	Venice	T.3Cy.30″,48″&77″–48″	23 ″ 10	
107			1227						&Sons	Servizi Marittimi			22·8	Italian	NB98 411NHP		
NWHV	*Elec.light*	2 *Dks&Awng dk*	432						Glasgow						A.Stephen&Sons,Glasgow		
387	**Elf**	Steel Sc Yl	165			...		1897	Mackie&	Hesketh Steam	104·2	21·0	10·7	Hull	T.3Cy.11″,17″&28″–20″	11 ″ 7	
106756	*A.R.Miller* –17	(*Trawler*)	152						Thomson	Trawlers Ld.	Q17′	F17′		British	45RHP		
JGQM		1 *Dk*	64						Glasgow	(E.Taylor, *Mgr.*)			BK7½′	*WB*	Muir&Houston(Lim.),Gls.		
388	**Elf King**	Steel Sc K	289	✠100A1	Hul		12,14	1913	Cochrane	J.H.Robins & Co Ld	133·4	23·0	12·0	Hull	T.3Cy.13″,22″&36″–24″ (*s*)	12 ″ 9	
133466	*W.J.Parish* –16		253	*Stm Trawler*				10mo	&Sons,Ld.		Q72′	F19′		British	200lb 79RHP		
JDCK		1 *Dk*	115	12,15 ✠LMC10,13					Selby				BK7½″	4 *BHCem*	1SB,*3pf*,GS46,HS1295		
								Lloyd's	*SA&CP*						C.D.Holmes&Co.Ld.Hull		
389	**Elfängen**	Steel Sc Sr	173					1899	Eriksberg	Ångb.Aktieb.Nohl	96·0	19·9	8·9	Lilla Edet	C.2Cy.11¼″&24¾″–16½″		
3550	*K.G.Jönsson* 12–12		103						Mek.Verks	(A.Berg, *Mgr.*)	Q25′	B41′	H10*t*	Swedish	21NHP		
JKVS		1 *Dk*	120						Gothenburg						Eriksberg M.V.Aktieb.Got		
390	**Elfdalen**	Steel Sc Sr	223					1907	Klippans	Nya Ångf.Aktieb.	102·3	22·4	11·0	Karlstad	C.2Cy.10″&22½″–15″		V
4813	*O.L.Johansson* 09–09		170						Varfs Aktieb	Elfdalen (J.Ber-	P28′	H14*t*	F13′	Swedish	14NHP		
JQSR	*Mchy.Aft*	1 *Dk*	127						Gothenburg	gendorff, *Mgr.*)				*WB*	LundbyM.V.Aktieb.Got.		
391	**Elfi**	Steel Sc Sr	1120	✠100A1	Shl	*n*	~~8,16~~ 11,17	1908	Rotterdam	T.O.Hannevig&	230·4	34·2	13·8	Chrstiania	T.3Cy.17″,28″&46″–36″ (*s*)	16 ″ 0	
	Th.Thorbjörnsen –16	*ss* Shl.No.2–16	893	~~8,16~~ 11,17				2mo	Droogd.Maat	Co.	Q128′	B13′	F25′	Norwegian	180lb *100lb* NDB16 147NHP	s 1 ″ 5	
MPLH	(*ex* Johanna)	1 *Dk*(*Stl*) *&deep framing*	652	✠LMC					Rotterdam				FK	4 *BHCem*	1SB,*3cf*,GS62,HS2240	14 ″ 10	
	Well deck	*Cargo battens not fitted*		~~BS8,16~~ MS8,15				*Lloyd's*	*SA&CP*	*WB*=*Cell*	*DBf* 173′	336*t*	*FPT*	66*t* *APT* 33*t*	RotterdamDroogd.Maats.		
	Mchy.Aft			BS11,17													
392	**Elfie**	Iron Sc Sr	1068	✠ —	Dnz	*o*		1880	W.Gray&	Behnke&Sieg	238·0	32·1	17·0	Danzig	C.2Cy.28″&53½″–33″	18 ″ 2	
	Bose	*ss* Dnz.2nd No.3–3,05	912	9,16				6mo	Co.		Q78′	B136*t*	F33′	German	NB99 140NHP		
HFWJ		*ss* Dnz.No.2–13	650						W Hartlepool				BK8″	4 *BHCem*	HS2470 NDB99		
	Well deck	1 *Dk*(*Irn*) 2 *trB*											*WB*=*DBa*	63′ *f* 86′ 254*t*	Blair&Co.(Lim.),Stockton		
393	**Elfkungen**	Iron Sc Sr	100					1881	Oscar-	Elfkungens Ångb.	94·2	17·6	7·3	Trollhättn	C.2Cy.13″&27″–18″		
1362	*O.F.Stahre* 02–02	(*ex* Blekinge)	66						shams Mk Wk	Aktieb.	Q25′	H17*t*	F30′	Swedish	26NHP		
JCQV		1 *Dk*	62						Oscarshamn	(C.Wassberg)					OscarshamnsMek.Werk.		
394	**Elford**	Steel Sc Sr	1739	✠100A1	Bly	*q*		1915	W.Pickers-	Sharp Steamship	255·0	38·2	17·3	Newcastle	T.3Cy.22″,36″&60″–39″ (*s*)	19 ″ 6	
133574	*D.Gillan* –15		1359	8,16				6mo	gill&Sons,Ld	Co.Ld.(Sharp&	Q132′	B14′	F27′	British	180lb 299NHP	s 1 ″ 11	
JLKG	*Well deck*	1 *Dk*(*Stl*)	929	✠LMC6,13					Sunderland	Co.*Mgrs.*)			FK	4 *BHCem*	2SB,*8pf*,GS148,HS5360	17 ″ 11	
	Elec.light	*Cargo battens not fitted*						*Lloyd's*	*SA&CP*	*WB*= *Cell DB a* 71′ *u E&B*	37′ *f* 104′ 393*t*	*FPT* 7		3*t* *APT* 101*t*	MacColl&Pollock,Ld.Sld.		
395	**Elg**	Steel Sc Sr	1157					1901	Burmeister	Dpsk aktiesBjörn	231·3	34·3	13·6	Lyngör	T.3Cy.16″,26″&45″–30″	16 ″ 2	N
	P.L.Taraldsen		917						&Wain	(T.Hansen, *Mgr.*)	Q132*t*	B53*t*	H16*t*	Norwegian	111NHP	s 1 ″ 6½	
HSGM		1 *Dk*	697						Copenhagen		F28*t*			*WB*	Burmeister&Wain,Cpn.	15 ″ 1	
396	**Elgin**	Steel Sc Sr	3835					1906	W.Doxford	Sutherland S.S.Co	350·5	50·1	22·4	Newcastle	T.3Cy.25″,41″&66″–45″		V
122855	*R.Barker* –16		3132						&Sons,Ld.	Ld. (A.M.	P31′	F31′		British	292NHP		
HJBC	*Turret deck*	1 *Dk*	2443						Sunderland	Sutherland, *Mgr.*)				*WB*	W.Doxford&Sons,Ld.Sld.		
397	—	Steel Twin Sc Sr	654			...	5,16	1913	A.&J.	South Indian	250·3	38·1	9·5	London	4 Steam Turbines geared to	10 ″ 2	
135220			563						Inglis,Ld.	Railway Co.Ld.	F41′			British	two screw shafts	~~8 ″ 6~~	
JCGL	*Elec.light*	1 *Dk*(*Teak*) *&*	263	*Water Tube Boilers*					Glasgow				FK	9 *BH Asp*	*180lb* FD	~~7 ″ 1~~	
		pt Promenade dk(*Teak*)						*Lloyd's*	*SA&CP*						2B,GS168,HS7000		
				For Service between		*Rameswa*		*Tale Manaar*			*WB*=*DBf* 23′ 13*t*			*APT* 16*t*	A.&J.Inglis,Ld.Glasgow		
				Fitted for Oil fuel 4, 13		*F.P. a*		*ram & above* 1 50° F.									
398	**Eli Lindöe**	Steel Sc Sr	1116					1916	Akers	P.Lindöe	226·2	36·3	16·8	Haugesnd	T.3Cy.17″,29″&47″–33″		N
	K.Gröneng –16		987						Mek.Værks.		P18′	B5ó′	F24′	Norwegian	127NHP		
MNHW		1 *Dk*	659						Christiania					*WB*	AkersMek.Værks.Xia.		

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Grément, etc. / Capitaine. / Visites Périodiques.	3 Ex-nom, s'il y a lieu. / Nombres des Ponts.	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille / Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L. R. (Voir Clef Page Précédente)
399	**Eliane**	**SteelScSr**	136					1911	Gebr. Boot	L. de Munter & G. de	92·3 | 22·6 | 10·1	Vlaardngn	Motor		
	D. Wapenaar 11–11	*Motor*	135						Leiderdorp	Coninck (J.		Dutch			
		1 *Dk*	88							Schippers, *Mgr.*)			Kromhout Motor Fabr Am-		
400	**Elias Sehlstedt**	**IronScSr**	321					1882	Oskrshmns	Stockholms	120·4 | 21·1 | 10·8	Stockholm	C.2Cy.19″&38″-21″		
519	*E. A. Öberg* 13–06		179						M.V. Aktieb.	Rederiaktieb. Svea	P89′ B89′ H16′ F33′	Swedish			
HRCT	(*ex* Excellensen Posse)	1 *Dk*	188						Oskarshamn	(Hj Blomberg *Mgr.*)			55 NHP Oskarshamns M.V. Aktieb.		
401	**Elidir**	**SteelScSr**	398	✠ 100 A1	Bng	*g*	~~4,16~~	1903	Ailsa S. B.	W. W. Vivian	151·6 | 25·1 | 9·9	Carnarvon	T.3Cy.14½″,22½″&37″-27″	12 ″ 6	
118502	*W. Evans* 03–09 *ss* Bng. No. 3–4, 16		300	3,18 ~~3,17~~			3,18	10mo	Co. Ld.	(T. Lloyd Williams.	Q55′ B13′ F23′	British	170lb *coal* (r) 91 RHP	8 1 ″ 0	
	Well deck	1 *Dk* (*Irn*)	152	~~B3&,17~~ ✠ LMC 4,16					Ayr	*Mgr.*)	BK 7½		4 SB, *3cf*, GS 50, HS 1640	12 ″ 3	
	Mchy. Aft			~~BS3,16~~				*Lloyd*	*sA&CP*	*WB* = *Cell*	*DB f* 77′ 99 *t* *FP T* 43 *t*		4 *BHCem* *APT* 8 *t* Ross & Duncan, Glasgow		
402	**Elie Chenevière**	**IronScK**	154	✠ 100 A1	Ymu		10,15	1898	Edwards	N.V. Scheeps-	104·7 | 20·5 | 10·8	Ymuiden	T.3Cy.11½″,18½″&30″-22″ (*s*)	11 ″ 8	
	A. van Strien –09 *ss* Ams. No. 3–12, 09		148	*Stm Trawler*				2mo	Bros.	exploit. Maats "De	Q18′ F19′	Dutch	180lb 58 NHP		
		ss Ymu. No. 1–15	45	10,15					N. Shields	Marezaten"	ND 10 BK 7½		1 SB, *2pf*, GS 30, HS 1057		
	(*ex* Söbjörnen, *ex* Catalonia)	1 *Dk*		~~NB12,12~~ ✠ LMC ~~BS11,13~~ MS 1,16				*Lloyd*	*sA&CP*	(J. Polderman)			Gt. Centrl Co-op Eng. & Ship Repairing Co. Ld. Gms		
403	**Elihu Thomson**	**IronScSr**	896	✠	Nwc	*l*		1888	W. Dobson	Pacific Cold	195·1 | 28·0 | 13·6	Tacoma,	T.3Cy.15″,23″&40″-30″	21 ″ 8	
136156	*C. W. Ames*	(*ex* Italia)	—	*Spar dk*				9mo	& Co.	Storage Co.	H 20 *t* 20·6	Wash.	88 NHP		
KHQD	1 *Dk* (*Irn*) & *Spar dk* & *Web frames*		448	*with freeboard*					Newcastle			Utd. States	NE Marine E Co. (Lim) Nwc		
				3,91 ✠						*WB* = *DBa* 5	1′ *f* 79′ 132 *t* *APT* 30 *t*	*BHAsp*			
404	**Elin**	**SteelSc**	596					1903	Act. Ges.	Dampfschifffahrts	179·7 | 27·2 | 11·9	Bremen	T.3Cy.13″,20½″&33⅞″-21½″		G
	J. Blendermann 98–10		463						"Weser"	Ges. Neptun	Q52′ B43′ F22′	German	51 NHP		
QHNJ		1 *Dk* 2 *tr B*	348						Bremen			*WB*	A.G. "Weser," Bremen		
405	**Eliofilo**	**SteelScSr**	3583	✠ 100 A1	Gen	*w*	~~4,16~~	1897	Russell	D. & E. Fratelli	339·3 | 45·9 | 17·8	Genoa	T.3Cy.25″,40″&64″-45″ (*s*)		
716	*S. Schiaffino* 08–14	*ss* Shl. No. 3–8, 10	3348	*Spar dk*	Hul		3,17	4mo	& Co.	Bozzo	P28′ B72′ F36′ 25·8	Italian	160lb *80lb* NDB 12 294 NH		
NWHZ	(*ex* Devonshire)	*ss* Gen. No. 1–16	2295	3,17 ~~3,16~~	✠ LMC				Port Glasgow		FK		2 SB. *6cf*, GS 132, HS 4700		
	1 *Dk* (*Stl*) & *Spar dk* (*Irn*) & *deep framing*			~~MS 4,14~~	~~BS 3,17~~				A&CP	*WB* = *Cell DBo*	110′ *uE&B* 36′ *f* 142		792 *t* *APT* 56 *t* Rankin & Blackmore, Grk.		
406	**Eliopoli** *G. Pezzolo* –17	**SteelScSr**	3544	✠ 100 A1	Gen	*w*	~~3,16~~	1897	Russell &	D. & E. Fratelli	340·4 | 45·9 | 17·8	Genoa	T.3Cy.25″,40″&64″-45″ (*s*)		
624	~~*Iuliano* 16~~	*ss* Liv. No. 3–1, 11	3344	*Spar dk*			5,17	11mo	Co.	Bozzo	P20′ B72′ F35′ 25·8	Italian	160lb *80lb* NDB 08 294 NHP		
NWJB	(*ex* Labuan)	1 *Dk* (*Stl*) & *Spar dk* (*Irn*)	2283	8,14					Port Glasgow		FK		2 SB. *6cf*, GS 132, HS 4700		
		& *deep framing*		*Examined* ~~5,17~~ 1,18 ~~MS 1,18~~					A&CP	*B* = *Cell DBa* 110′	*uE&B* 36′ *f* 142 *t*		4 *PT* 56 *t* Blackwood & Gordon, P. Gls		
				~~BS 5,17~~ ✠ LMC 1,15											
407	**Elisa**	**IronSc3MstSr**	429					1856	Caird & Co.	A. Bertorello	183·2 | 27·0 | 14·9	Genoa	C.2Cy.22½″&42½″-25½″		V
770			408						Greenock			Italian	*B made* 89–*refitted* 05 78 NHP		
NWJD	(*ex* Blidah, *ex* Alba)	2 *Dks*	234									*Cmp* 88	Fraissinet & Co. Marseilles		
408	**Elisabet**	**SteelSc**	585					1909	Nüscke &	Ragnar Nilsson	170·7 | 30·1 | 11·2	Wismar	T.3Cy.13″,21″&33″-22″		G
	C. Karstedt		442						Co.		Q47′ B43′ F21′	German	Christiansen & 51 NHP		
MSKG		1 *Dk*	287						Stettin			*WB*	Meyer, Harburg		
409	**Elisabeth** *J. Sjölund* 16–16	**SteelScSr**	2554	✠ 100 A1	Els	*t*	~~3,15~~	1898	R. Napier &	Rederi. Aktieb.	310·0 | 44·2 | 20·4	Malmö	T.3Cy.23″,38″&62″-39″ (*s*	23 ″ 0	
5355	~~*A. Ellberg* 16~~	*ss* Gls. No. 3–4, 10	2341	~~12,17~~ ~~3,16~~	NYk		12,17	7mo	Sons, Ld.	Malmö (Nils	P29′ B82′ F31′	Swedish	160lb *80lb* 245 NHP	s 3 ″ 9	
JSTG	(*ex* Camperdown)	*ss* Els. No. 1–15	1563		✠ LMC				Glasgow	Aschan, *Mgr.*)	FK		2 SB, *6cf*, GS 108, HS 3736	19 ″ 7	
	Cargo battens not fitted	1 *Dk* (*Irn*) & *deep framing*		~~MS 10,14~~	~~BS 2,17~~		12 17	*Lloyd*	*sA&CP*	*B* = *Cell DBa* 100′	*uE&B* 38′ *f* 128′ 645 *t*		5 *BHCem* *APT* 105 *t* R. Napier & Sons, Ld. Gls.		
410	—	**SteelScSr**	2038					1902	Act. Ges.	Ozean Dampfer	291·3 | 41·2 | 18·9	Flensburg	T3Cy 20⅝″,37 7/16″&55½″-35 7/16″		G
	G. Kaselow		1868						"Neptun"	Akt. Ges	P13′ B172′ F29′	German	180 NHP		
LMTB	*Elec. light*	1 *Dk*	1287						Rostock	(H. Schuldt, *Mgr.*)		*WE*	A.G. "Neptun," Rostock		
411	—	**SteelScSr**	1798	✠ 100 A1	Rot	*r*	1,17	1907	Craig, Tay-	Zuid Nederl.	280·0 | 38·3 | 18·2	Terneuzen	T.3Cy.19″,31″&51″-33″ (*s*)	20 ″ 7	
	K. Matroos	*ss* Ams. No. 2–16	1604	12,16,	-			5mo	lor & Co. Ld.	Stoomv. Maats.	P26′ B75′ F28′	Dutch	180lb *90lb* 167 NHP	s 3 ″ 1	
NPGF	*Elec. light*	1 *Dk* (*Stl*) & *deep framing*	1133	~~BS 1,17~~ ✠ LMC 1,16					Stockton	(A. C. Lensen *Mgr*)	FK		2 SB, *4cf*, GS 66, HS 2654	17 ″ 10	
								Lloyd	*sA&CP*	*B* = *Cell DBa* 90′	*E16′ f* 116′ 434 *t* *FP T*		79 *t* *APT* 40 *t*. N.E. Marine Eng. Co Ld. Sld.		
412	—	**IronScSr**	964	✠	Sld			1875	R. Thomp-	A. Lipovatz &	210·5 | 20·3 | 15·4	Trieste	C.2Cy.27″&51″-33″		V
	Mazzarovich	(*ex* Hermes.	676	8,75				7mo	son, jun.	G. Nicolaidis	P110′ F40′ FK	Aust.-Hung.	NB 12 125 NHP		
HGCP	*ex* Luis des Cuadra)	1 *Dk* 2 *tr B*	724						Sunderland	*WB*	= *DBu E&B* 48′ 144 *t*	5 *BHCem*	J. Dickinson, Sunderland		
413	—	**SteelScK**	302	✠ 100 A1	Dnk		12,15	1904	Cook, Wel-	Duchêne &	126·6 | 22·0 | 11·8	Boulogne	T.3Cy.12¾″,22″&36″-21″ (*s*)	12 ″ 10	
	H. Lefevre 15–15	*ss* Hul. No. 2–13	224	*Stm Trawler*				10mo	t'n & Gemmell	Legrand frères	Q51′	French	200lb 75 NHP		
JBNF	(*ex* Lord Wolseley)	1 *Dk*	97	1,16	✠ LMC				Beverley		BK 7′	4 *BHCem*	1 SB, *2pf*, GS 35, HS 1206		
				~~MS 3,17~~	~~BS 10,16~~			*Lloyd*	*sA&CP*				Amos & Smith, Hull		
414	—	**IronScK**	*133*			...		1891	Sir Raylton	Zeeviss. Maats	96·5 | 20·3 | 10·7	Ymuiden	T.3Cy.11½″.18″&29″-21″ (*s*)	11 ″ 8	
	H. Koningsbrugge	(*ex* Exmouth)	*127*						Dixon & Co.	"Elisabeth"	Q20 F19′	Dutch	NB 04 39 NHP		
		1 *Dk*	*49*						Middlesbro'	(G. Haak & A.	BK 7½		Worth, McKenzie & Co. Stk.		
										Ossendorp, *Mgrs.*)					
415	**Elisabeth Brock**	**SteelSc**	3679					1912	Bremer	Woermann Linie	355·9 | 49·7 | 23·7	Hamburg	Q.4Cy.21″,31½″,45⅝″&66½″-		G
	C. Oesterreich –12		3251						Vulkan	Akt. Ges.	P229′ F48′	German	17½″ 303 NHP		
RSKQ	*Elec. light*	2 *Dks*	2275						Vegesack			*WB*	Bremer Vulkan, Vegesack		
416	**Elisabeth Marie**	**SteelScK**	616					1914	Atel & Ch.	Soc. Gen. d'Arme-	174·5 | 28·0 | 15·5	Arcac ho	T.3Cy.15⅝″,24¾″,40½″-26″		V
	Hamonet –14	(*Trawler*)	469						de Bretagne	ment (G. Belot,	F29′	French	84 NHP		
JBND	*Elec. light* Wireless	1 *Dk*	260						Nantes	*Mgr.*)		*WB*	Atel. & Ch. de Bretagne, Nts.		
417	**Elisabeth Mærsk**	**SteelScSr**	1794	✠ 100 A1	Cpn	*q*	N1,16	1890	J. Laing	~~Th. Just~~ Dampsk.	265·5 | 35·6 | 16·5	Copnhagn	T.3Cy.19″,31″&51″-33″ (*s*)	18 ″ 8	
	S. af Jerne –17	*ss* Cpn. No. 3–3, 08	1342	7,17 ~~2,16~~	Phl			6mo	Sunderland	Selsk. "Gylfe"	Q112′ B100′ F31′	Danish	160lb *100lb* NDB 08 155 NH	s 1 ″ 2	
NKWP	(*ex* Silkeborg, *ex* Aros)	*ss* Cpn. No. 2–16	1116		✠ LMC				A&CP	(Th. Just, *Mgr.*)	FK		2 SB, *4rf*, GS 60, HS 2895	17 ″ 10	
	Well deck	1 *Dk* (*Irn*) & *Web frames*		~~MS 1,16~~	~~BS 1,17~~		1,17			*WB* = *Cell DBa* 88′	*uE* 16′ *f* 100′ 333 *t*		N.E. Marine Eng. Co Ld. Sld.		
418	**Elisabeth Rickmers**	**SteelScSr**	4174					1906	Rickmers	Rickmers Reis-	367·0 | 47·7 | 27·3	Brmrhavn	T.3Cy.23¾″,38 5/16″&63″-43½″		
	D. Dirks 07–11 (Seized at Antwerp)		3880						Akt. Ges.	mühlen Reed. &	B91′ F44′	German	261 NHP		
QJFM	*Elec. light* Sub. Sig. Wireless	2 *Dks*	2678						Bremerhaven	Schiff b. Akt. Ges.		*WB*	Bremer Vulkan, Vegesack		
419															

1 No. in Book / Official No. / Code Letters	2 Steamer's Name. Master. Special Surveys.	3 Material, Rig, &c. Late Name if any. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned / now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 Built. By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of L.R. Certificate.
420 MBXR	**Elisabeth van Belgie** *Van Schoonbeek* (*ex* Elisabeth von Belgien) *Elec.light*	**SteelScSr** –96 ~~ssNpt.No.1-15~~ ssRot.No.2-17 2*Dks*(*Stl*)&*deep framing lower dk in Nos.1&3hold*	4241 3933 2581	✠100A1 ~~12-17 F1-16~~ 5,18 BS8,16 ✠LMC8,16 MS11,17 BS7,17	Rot	*y*	~~2,17~~ N11,17	1909 1mo	Flensburgr Schiffsb. Ges. Flensburg *Lloyd's A&CP*	Cie. Royale Belgo-Argentine (Armament Adolf Deppe, *Mgrs.*)	387·0|51·0|25·2 P&B312'F50' *WB=Cell* FK *DBa*122'*uE*&*B*41'	Antwerp Belgian *WB*	T.3Cy.27¾″,46½″&76″–48″ 180lb (*s*) 473NHP 3SB,*9cf*,GS147,HS6255 FD Flensburger Schiffsb. Ges.	27 ″ 9	
421 MBLF	**Elisabethville** *H. Lutens* –12 Wireless	**SteelTwinScSr** 2*Dks*&*Shelter dk*	7017 5695 4385					1910	A. Stephen &Sons, Ld. Glasgow	Cie. Belge Maritime du Congo	415·0|55·2|25·6 P56'F53'	Antwerp Belgian *WB*	Q.8Cy.22″,31″,44″&64″–48″ 568NHP A.Stephen&Sons, Ld. Gls.		C BT till 10,17
422 124697 HMCK	**Elise** *J.W.Walsh* –15	**SteelScK** *ss*Flt.No.1-12 1*Dk*	239 210 99	✠100A1 *Stm Trawler* 1,15 BS6,16 ✠LMC5,12	Flt		10,14	1907 12mo	J. Duthie Torry S.B.Co. Aberdeen *Lloyd's A&CP*	J. Marr&Son, Ld. (J.A. Robertson, *Mgr.*)	126·5|22·0|11·6 BK7½″ *WB*	Fleetwood British	T.3Cy.12½″,20″&33″–24″ (*r*) 180lb 68RHP 1SB,*2pf*,GS35,HS1175 W.V.V. Lidgerwood,Gls.	12 ″ 6	
423 HCBG	**Elite** *A.V.Dionysio* *Elec.light*	**SteelScK** *ss*Lis.No.1-13 1*Dk*&*deep framing*	487 439 305	✠100A1 *Stm Trawler* 1,17 BS1,17 ✠LMC11,13	Lis		11,15	1909 7mo	Cochrane &Sons Selby *Lloyd's A&CP*	Parceria Geral de Pescarias	160·0|27·0|14·1 Q84'F27' BK7½″ *WB=*	Lisbon Portuguese	T.3Cy.15″,25″&42″–27″ (*s*) 180lb 117NHP 1SB,*3cf*,GS59,HS2050 Amos&Smith Ld. Hull	15 ″ 0 s 1 ″ 8 14 ″ 4	
424 116120	— *J.Whelan* –13	**SteelScK** *ss*Hul.No.2-11 1*Dk*	180 171 70	✠100A1 *Stm Trawler* 9,14 BS7,14 ✠LMC3,11	Hul		7,13	1902 12mo	Mackie& Thomson Glasgow *Lloyd's A&CP*	Gt. Northern S.S. Fishing Co. Ld.	109·1|21·6|10·6 BK7½″ *WB=Deep Ta*	Hull British 1*BHCem* *nks f*14'22*t*	T.3Cy.11″,18″&30″–22″ (*s*) 200lb 48RHP 1SB,*2pf*,GS24,HS750 Muir&Houston,Ld. Gls.	11 ″ 6	
425 297	**Elizabeta Volonta di Dio** *N.Fabiano*	**Wood TwinSc** *Motor*	126 — 71					1889	..... Kertch	R. Patrone& N. Fabiono	103·0|21·4| 9·4	Kertch Russian	Motor		
426 537 LMAC	**Elizabeth** *I.Feisack* –06 *Elec.light*	**SteelScSr** *ss*Cff.No.1-10 2*Dks*(*Stl*)&*deep framing*	4444 4293 2877	✠100A1 2,14 ✠LMC MS6,10 BS10,13	Shl	*y*	2,14	1906 6mo	A. McMillan&Sons, Ld Dumbarton *Lloyd's A&CP*	F.C. Svorono& E. di Pollone *WB=Cell* *DBa*125'*uE*25'*f*	395·1|53·0|25·8 P46'B121'F43' FK 175'1231*t* *FPT*120*t*	Taganrog Russian 6*BHCem* *APT*156*t*	T.3Cy.27″,43″&72″–51″ (*s*) 180lb 452NHP 3SB,*9cf*,GS177,HS7653 Dunsmuir&Jackson,Ld Gls	28 ″ 9 s 5 ″ 9½ 23 ″ 4	
427 3191 JHPN	— *R.Nyberg* –17 ~~*C.W.Ewald*10-10~~ (*ex* Elizabeth Allen) *Well deck*	**IronScSr** ~~*ss*Hbg.2ndNo.3-4,07~~ *ss*Hbg.No.2-16 1*Dk*(*Irn*)2*trB* *Cargo battens not fitted*	1519 1227 963	✠100A1 ~~6,17 F1-16~~ BS6,17 ~~BS6,16~~ ✠LMC5,16	Hbg	*q*	~~N4,16~~ 6,17	1881 5mo	Bartram Haswell&Co Sunderland A&CP	Rederi Aktieb Nordstjernan (A.A. Johnson *Mgr.*) *WB=DB*	257·2|35·0|18·7 P29'Q58'B62'F34' BK9″ 5*BHCem* a64'*f*40'169*t* *FPT*	Stockholm Swedish 5*BHCem* 46*t* *APT*22*t*	C.2Cy.29½″&60″–39″ (*i* 90lb *80lb* NDB01 193NHP 2SB,*6pf*,GS96,HS3300 J. Dickinson, Sunderland	19 ″ 10 s 1 ″ 11 18 ″ 10	
428 200554 KSTQ	— *T.Olsen*	**WoodScSr** 1*Dk*	363 — 284					1903	W.F. Stone San Francisco	E.T. Kruse	142·0|35·8| 9·9	S. Frncisco Utd. States			
429 1 3423 JMVR	**Elizabeth Bromley** *G.R.Wilkinson* –17 *Mchy.Aft*	**SteelScK** 1*Dk*(*Stl*)	147 125 67	✠100A1 9,15 MS7,17 ✠LMC9,16 BS9,18	Hul	*a*	~~9,15~~ 7,17	1913 4mo	J. Scarr& Son Howden *Lloyd's A&CP*	H. Leetham &Sons, Ld.	99·0|18·7| 8·3 FK *WB=*	Hull British 5*BHCem* *DTf* 12'14*t*	C.2Cy.13″&28″–18″ (*s*) 150lb 41RHP 1SB.*2pf*,GS28,HS750 C.D. Holmes&Co. Ld. Hull	9 ″ 0 s 1 ″ 1½ 8 ″ 0	
430 1214 LRBF	**Elizabetha** *J.Kissliakoff* 97-03 (*ex* Flying Arrow)	**IronPadSp**	140 — 59					1882	J.T Eltringham S. Shields	Russian Export Co.	108·0|18·9| 9·8	Rostoff Russian	L.1Cy.36″–54″ 73NHP J.P. Rennldsn&S.S Shields		
431 137 22	**Elizabetha** *Mchy.Aft*	**SteelSc** 1*Dk*	153 141 102					1916	W.J. Yarwood&Sns Ld Northwich	Lever Bros. Ld.	90·3|21·7| 9·3	Liverpool British *WB*	C.2Cy.13″&27″–18″ 30RHP W.J. Yarwood&Sns Ld Nth		
432 131382 HTLQ	**Elizabetta** *J.Lewis* –16 (*ex* Lord Bacon) *Mchy.Aft*	**SteelScSr** *ss*Liv.No.1-17 1*Dk*(*Stl*)	335 244 130	✠100A1 5,17 ~~5,15~~ ✠LMC7,15 5,17	Liv	*f*	~~5,15~~ 5,17	1911 9mo	G. Brown & Co Greenock *Lloyd's A&CP*	James Henry Monks (Preston) Ld.	142·1|24·1| 9·9 Q83'F26' FK *WB=FPT*	Liverpool British 3*BHCem* 31*t* *APT*28*t*	C.2Cy.17½″&36″–24″ (*s*) 140lb 70RHP 1SB,*3pf*,GS52,HS1370 Gauldie,Gillespie&Co.Gls	0 ″ 10 s 3 ″ 7 10 ″ 8	
433 113235	**Elk** *W.M.Worth* –14	**SteelScK** *ss*Gms.No.2-10 1*Dk*	181 160 70	✠100A1 *Stm Trawler* 7,14 BS7,14 ✠LMC9,10	Gms		N5,13	1902 10mo	Cook, Welt'n&Gemmell Beverley *Lloyd's A&CP*	Morris&Fisher	108·7|21·0|11·2 Q56'F19' BK8″	Grimsby British 4*BHCem*	T.3Cy.11½″,20″&33″–24″ (*s*) 180lb 62RHP 1SB,*2pf*,GS33,HS1000 Amos&Smith,Hull	12 ″ 1	
434 109095 JGQN	— *R.W.Powell* –14	**SteelScYl** *ss*Hul.No.3-9,11 1*Dk*	169 160 67	✠100A1 *Stm Trawler* 9,13 BS5,14 ✠LMC9,11	Hul		9,12	1898 12mo	Mackie& Thomson Glasgow A&CP	~~Gt. Northern S.S. Fishing Co. Ld.~~ G. Dobson	104·0|21·0|10·7 BK7½″ *WB=*	Hull British 4*BHCem* *DTf*14'20*t*	T.3Cy.10″,16½″&28″–20″ (*s*) 200lb 40RHP 1SB.*2pf*,GS26,HS642 Muir&Houston,Ld. Gls.	11 ″ 7	
435	**Elka** *E.Curentis* 12-13 (*ex* Helka, *ex* Florence)	**IronScSr** *ss*Shl.2ndNo.3-2,07 *ss*Pir.No.2-16 2*Dks*(1*Irn*)3*trB*	*2128* *1956* *1347*	✠100A1 4,18 ~~8,16~~ ~~NE&B4,94~~ ✠LMC6,10 MBS11,17	Pir	*s*	~~8,16~~ N11,17	1881 5mo	T. Turnbull&Son Whitby A&CP	J. Charopoulos	281·2|38·0|23·8 P32'F35' pt ND02 *WB=DBa*	Piræus Greek 5*BHCem* 36'*f*105'352*t*	T.3Cy.22″,35″&59″–39″ (*s*) 170lb *100lb* NDB14 220NHP 2SB.*6cf*,GS84,HS3273 T. Richardson&Sns, W.Hpl	15 ″ 4 4 ″ 1 22 ″ 9	
436 RNHP	**Elkab** *F.Schwank* *Elec.light* Wireless	**SteelScSr** 2*Dks*	6118 4922 3916					1904	Blohm& Voss Hamburg	Deutsche-Dmpfs-fahrts.Ges.Kosmos	410·8|50·9|28·5 P&B248'F54'	Hamburg German *WB*	Q.4Cy.24⅞″,35 1/16″,50¾″&72⅝″–54″ 389NHP Blohm&Voss,Hamburg		
437 3100 JHGL	**Ella** *O.S.Ohrström* 11-11 (*ex* Montrose) *Well deck*	**IronScSr** *ss*Skm.2ndNo.3-10,97 1*Dk*2*trB*	1153 924 676	✠ 8,03	Sld	*n*		1877 12mo	W. Gray& Co. W Hartlepool	C.A. Banck&Co. *WB*	231·5|32·3|15·5 Q84'B59'H19*t*F32' BK8″ *=DBa*72'*f*90'&*uE* &*B*36'302*t*	Hlsngborg Swedish 4*BHCem*	C.2Cy.29¼″&54½″–36″ NDB88 134NHP 2SB,*6pf*,GS54,HS2157 Blair&Co.,Ld.,Stockton	18 ″ 3	V
438 4238 JNPL	— *T.Follin* 99-05 *ss*Got.No.2-17 (*ex* A.R.Thorp, *ex* Kathleen) *Well deck*	**SteelScSr** *ss*Got.No.3-5,08 ~~*ss*Got.No.1-18~~ 1*Dk*(*Stl*)& *Web frames*	1027 822 614	✠100A1 2,18 ~~F1,15~~ ~~Surrendered 17~~ ✠LMC6,12	Got	*m*	~~6,15~~ 6,17	1894 8mo	Craig, Taylor&Co. Stockton A&CP	Ångf. Aktieb. Enar (F.W. Forsberg, *Mgr.*) *WB=*	218·0|33·1|13·8 Q73'B46'F27' FK *Cell DBa*52'*uE*&*B*	Gothenbrg Swedish 4*BHCem* 26'*f*90'255*t*	T3.Cy.17½″,29″&47″–33″ (*s*) 160lb *100lb* NDB13 130NHP 2SB,*4pf*,GS62,HS2000 J. Dickinson, Sunderland	16 ″ 0 1 ″ 6 14 ″ 9	
439 82420 WBHL	— *J.G.Gray* –14	**IronSc** 2*Dks*	813 645 318				...	1881	Aitken& Mansel Glasgow	Shipping Federation Ld.	235·5|29·1|14·2 Q126'F60'	S'thamptn British	C.2Cy.37″&69″–39″ NB97 248NHP J.&J. Thomson, Glasgow		
440	— *Rasmussen* *Elec.light*	**SteelScSr** 1*Dk*	375 272 217					1890	Helsingör Skibsbygri Elsinore	Det Forenede Dampskibs Selsk.	149·1|24·1|10·9 Q57*t*B22*t*F14'	Copnhagn Danish *WB*	C.2Cy.19″&35″–21″ 47NHP Helsingörs Maskinbyggeri		V

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registre roi cotés et ports de la L. R. Divis. Cert. R. of Trade.
441 HKDL	**Ella Ober** *H.Gringmann* –12 1*Dk*	SteelScSr (*Trawler*)	218 180 75					1912	G.Seebeck Akt.Ges. Geestemünde	DeutscheHochseefischereiBolte&Steenken G.m.b.H.	123·8 Q67′F19′	22·6	8·3	Brmrhavn German *WB*	T.3Cy.11⅞″,18⅞″&30⅝″–22½″ 42NHP G.SeebeckA.G.Gstemnde.		G
442 106643 QHFG	**Ella Sayer** *J.W.Doughty* –12 1*Dk*(*Irn*)&*deep framing*	SteelScSr ss Nwc.No.3–6,11 ssSws.No.1–16	2549 2372 1618	✠100A1 *with freeboard* 9,16 ✠LMC9,16	Nwc	*t*	2,17	1898 9mo	TyneIron S.B.Co.Ld. Newcastle A&CP	EllaSayerS.S.Co. Ld. (Fisher,Renwick&Co.) *WB=CellDBa*	313·0 P29′B72′F34′ 100′*uE*22′*f*126′663*t*	45·0 FK	20·8	Newcastle British 6*BHCem APT*21*t*	T.3Cy.22″,36″&61″–39″ (*s*) 180lb *80lb* NDB14 249NHP 2SB,*6cf*,GS102,HS3800 N.E.MarineCo.Ld.Nwc.	23 ″ 1 s 3 ″ 11 19 ″ 6	
443 123173 JPSG	**Ellaline** *G.R.Cuthbertson* –17 1*Dk*(*ptIrn&ptStl*)2*trB&deep framing*,3*Dk rule*	SteelScSr ssMsl.No.2–15	3875 3668 2491	✠100A1 ~~12,14~~ 42,15 4,18 ~~Mau~~ Cff ✠LMC9,15	Msl	*w*	~~11,15~~ N1,18	1906 12mo	J.Readhead &Sons SouthShields *Lloyd's*A&CP	Fairar,Groves &Co.,Ld. *WB=CellDBa*	346·0 P30′B96′F33′ 115′*uE*25′*f*148′9	49·6 FK	26·5	London British 6*BHCem APT*65*t*	T.3Cy.25″,42″&68″–45″ (*r*) 180lb *80lb* 331NHP 2SB,*6cf*,GS121,HS5026 J.Readhead&Sons,S.Shl.	28 ″ 0 s 5 ″ 2½ 23 ″ 1	
444 136072 JKSV	**Ellawood** *F.M.Jones* –17 1*Dk*(*ptIrn ptStl*)	SteelSc	3100 2928 1911	✠100A1 2,17 ✠LMC4,16	Liv	*v*	11,16	1915 4mo	Ropner& Sons,Ld. Stockton *Lloyd's*A&CP	~~Constantine&~~ ~~PickeringS.S.Co.~~ JosephConstantine *WB=CellD*	335·5 P31′B&F261′ *Ba*110′*uE*22′*f*145′	48·1 FK	23·3	Middlsbro' British 5*BHCem* 799*tAPT*86*t*	T.3Cy.24″,40″&65″–42″ (*s*) 180lb *120lb* 301NHP 2SB,*6cf*,GS123,HS4690 Blair&Co.Ld.Stockton	24 ″ 10 s 2 ″ 7½ 22 ″ 6	
445 MDJT	**Ellen** *O.Jacobsen*16–08 *Cantilever framed Topside Tanks* *Elec.light Mchy.Aft* 1*Dk*	SteelScSr	3877 3583 2474					1907	SirRaylton Dixon&CoLd Middlesbro'	Dmpsk.Akties. Corona (H.M. Wrangel&Co. Akties.*Mgrs.*)	360·1 P78*t*H117*t*	52·1	25·7	Haugesnd Norwegian *WB*	T.3Cy.26″,42″&70″–48″ 339NHP N.E.MarineEng.Co.Ld.Sld		N
446 3054 JHCM	— *G.J.Larsson*17–17 ~~*J.A.Lock* –19~~ (*ex*Hathersage) *Well deck* 1*Dk*(*Irn*)2*trB* *ss*Bty.3rdNo 3–5,16 *Cargo battens not fitted*	IronScSr ~~ssHbg.2ndNo.3–5,09~~ ~~ssHbg.No.2–18~~	1598 1267 965	✠100A1 12,17 ~~7,16~~ ~~12,17~~ ✠LMC5,16	Hbg Osc	*q*	N5,16	1878 12mo	W.Gray& Co. WHartlepool A&CP	~~Rederiaktieb.~~ ~~MagnusStenbock~~ ~~(T.Persson,*Mgr.*)~~ RederiAktiebÅtran (F.Hultman,*Mgr.*)	258·0 Q100′B61′F27′ ptND04 *WB=DBa*	34·8 BK9″	19·3	Falkenburg Swedish 4*BHCem* 84′*f*90′330*t*	C.2Cy.31″&61″–33″ (*i*) 75 ~~55~~lb *80lb* NDB02 178NHP 2B,GS80 T.Richardson&Sons,Hpl.	20 ″ 7	
447 NQPB	— *A.Hansen*03–07 1*Dk*(*ptIrn&ptStl*)&*deep framing* *Th.Brinck* –17	SteelScSr ~~ssBmn.No.1–12~~ ssCpn.No.2–17	786 677 443	✠100A1 3,17 ~~3,15~~ ~~BS10,16~~ ✠LMC ~~3,12~~ 3,17	Cff Cpn	*l*	~~5,14~~ 3,17	1907 12mo	Kjöbnhvns Flydk.&Skbs. Copenhagen *Lloyd's*A&CP	Dmpskselsk. Vesterhavet(I. Lauritzen,*Mgr.*) *WB=CellDBa*	211·2 P22′B59′F21′ *uE*68′*f*88′237*t*	30·7 FK	13·1	Esbjerg Danish 4*BHCem* 39*tAPT*26*t*	T.3Cy.14″,23″&37″–24″ (*s*) 180lb 79NHP 2SB,*4cf*,GS40,HS1300 Kjbnhavns Flydk.&Skbsv.	15 ″ 6 s 1 ″ 9 14 ″ 0	
448 71780	— *H.King*88– 1*Dk*	IronPad	324 263 161					1876	Sheltiff Goolwa,S.A.	GemNav.Co.Ld.	120·0 H17*t*	18·9	7·5	P.Adelaide British	C.2Cy.12″&18″–42″ Roberts& Sons,Sandhurst,Victoria 80RHP		
449 3561 JLBK	— *C.B.Mattsson*12–12 *Mchy.Aft* 1*Dk*	CompScSr	186 158 132					1899	Eckerna Warf Lödöse	Agnhammar BruksAktieb. (CarlMatton,*Mgr*)	97·4 P20′H4*t*F15′	22·6	10·0	Agnhammar Swedish	C.2Cy.7½″&18″–11″ 9NHP F&OLindmanHelsingborg		
450 739 JCDH	— *K.Jansson*11–11 1*Dk*	WoodScSr	167 137 78					1893	J.Jakobsson Köpmannabro	Aktieb.Sigfrid (F.B.Wahlquist, *Mgr.*)	97·7 P23′H5*t*	22·2	9·4	Gothenbrg Swedish	C.2Cy.11½″&19½″–11½″ 11NHP WilhelmsbergsM.V.,Got.		
451 129543 HSFM	**Ellenga** *H.McClelland* –14 2*Dks*(*Stl*–ws)&*Shade dk* *Elec.light* Wireless (*Stl*–teak s)	SteelTwinScSr	5196 3692 2558	✠ *Shade dk* 3,11 ✠	Gls	*z*		1911 3mo	A.Stephen &Sons,Ld. Glasgow	BritishIndiaStm. Nav.Co.Ld. *WB=CellDBa*	410·0 B *on Shade dk*157′ 77′*uE&B* 121′ *f*165′ 781*t*	52·4 FK	24·7 *FPT*37*tAPT*47*t*	Glasgow British 7*BHCem* 5*BHtoUpdk* 2 ,, 2*nd* ,,	T.6Cy.24½″,41″&69″–48″ 1078NHP 2DB&2SB,*18cf*,GS385, HS16668 FD A.Stephen&Sons,Ld.Gls.	27 ″ 3	
452 HGCQ	**Ellenia** *F.Kriletich* –13 1*Dk*(*Stl*)&*Spar dk*(*Stl*)&*Web frames*	SteelScSr ssShl.No.3–7,13	4197 4134 2726	✠ 6,16 *Spar dk* ✠	Shl	*x*		1900 11mo	Nthmblnd S.B.Co.Ld. Newcastle	ElleniaS.S.Co.Ld. (D.Tripcovich) *WB=CellDBa*	360·0 P32′B90′F32′ 114′ *uE&B*42′*f*154′81*lt*	48·0 28·1 FK	20·1 *FPT*45*t*	Trieste Aust.-Hung. 6*BHCem APT*65*t*	T.3Cy.24½″,40″&68″–48″ 356NHP 3SB,*9cf*,GS163,HS5630 N.E.MarineCo.Ld.Nwc.	30 ″ 10	
453	**Ellensborg** 1*Dk*	SteelScSr	1250 950 750					1917	PPhStuhrs Msk.ogSkbs. Aalborg	C.K.Hansen	237·0 P14′Q71′B94′F29′	36·0	15·6	Copnhagn Danish *WB*	T.3Cy.15″,24″&40″–27″ 83NHP A/S"Frichs,"Aarhus		
454 102463 PGRJ	**Eller** *M.Tracey* –15 *Well deck* *Mchy.Aft* 1*Dk*(*Stl*)	SteelScSr ssBkn.No.3–11,06 ssLiv.No.1–11	249 165 100	✠100A1 4,14 ✠NB9,12	Liv	*c*	N12,16	1896 4mo	J Fullerton &Co. Paisley A&CP	Kynoch-Arklow Ld.	125·0 Q45′B7′F22′	20·1 BK6″ *WB=FPT*45*t*	9·2	Chester British 3*BHCem*	C.2Cy.16″&32″–24″ (*s*) 120lb 43RHP 1SB,*2pf*,GS35,HS952 Ross&Duncan,Glasgow	10 ″ 1 s ″11½ 10 ″ 0	
455 122830 HDJG	**Elleray** *R.Carr* –13 1*Dk*(*ptIrn&ptStl*) *Well deck* &*deep framing*	SteelScSr ssShl.No.2–14	1201 957 718	✠100A1 6,17 ~~12,16~~ ~~BS4,17~~ ✠LMC4,14	Nwc Abn	*n*	~~12,14~~ 12,15	1905 9mo	BlythS.B. Co.Ld. Blyth *Lloyd's*A&CP	SharpS.S.Co.Ld. (Sharp&Co.*Mgrs*) *WB=CellDBa*	230·7 Q120′B10′F21′ 63′*uE&* B37′*f*94′339*t FPT*	33·5 FK	15·0	Newcastle British 4*BHCem* 52*tAPT*73*t*	T.3Cy.19″,31″&51″–36″ (*s*) 180lb *80lb* 166NHP 1SB,*4cf*,GS69,HS2512 N.E.MarineEng.CoLdNwc	17 ″ 3 s 1 ″ 9 15 ″ 9	
456 133657 JDFN	**Ellerdale** ssNYk.No.1–17 ~~*E.Calvert*~~ *C.McFadyen* –17 1*Dk*(*ptIrn ptStl*)	SteelScSr	3721 3442 2332	✠100A1 ~~2,17~~ 9,17 ~~BS12,17~~ ✠LMC ~~10,16~~ 9,17	Bry	*w*	~~4,16~~ N3,17	1913 10mo	R.Thompson&Sons,Ld Sunderland *Lloyd's*A&CP	~~T.Smailes&Sons~~ ~~S.S.Co.Ld.,T.~~ ~~Smailes&Sons,~~ ~~*Mgrs.*~~ Gordon StmShpg.Co.Ld	350·0 P35′B102′F35′ *WB=Cell*	50·1 FK	23·4 *DBa*106′*uE*	Whitby British 6*BHCem* 25′*f*148′808*tAPT*127*t*	T.3Cy.25″,42″&68″–45″ (*r*) 180lb *100lb* 340NHP 2SB,*8pf*,GS125,HS5302 N.E.MarineEng.Co.Ld.Sld	25 ″ 10 s 4 ″ 5 21 ″ 9	
457 106084 PRQV	**Elleric** *T.Spink* –17 1*Dk*(*Stl*)&*Spar dk*(*Irn*) &*deep framing*	SteelScSr ssCal.No.3–12,09 ssShl.No.1–14	3559 3348 2304	✠100A1 *Spar dk* ~~7,17~~ ~~1,16~~ 12,17 ✠LMC MS3,14 ~~BS2,16~~ 7,17	Mch (~~Gls~~ Bry	*w*	~~N9,15~~ 7,17	1897 6mo	Russell& Co. Pt.Glasgow A&CP	LowlandsSteam ShippingCo.Ld. (J.Crass&Co. *Mgrs.*) *WB=CellDBa*	339·5 B72′F35′ 110′*uE&* B36′*f*142′	46·0 25·8 FK	17·8 792*tAPT*56*t*	Glasgow British 6*BHCem*	T.3Cy.25″,40″&64″–45″ (*s*) 160lb NDB11 294NHP 2SB,*6cf*,GS128,HS4700 Rankin&Blackmore,Grk.		
458 123171 HJLQ	**Ellerslie** *E.W.Lawson* –16 1*Dk*(*ptIrn&ptStl*)2*trB&deep framing*,3*Dk rule*	SteelScSr ssCff.No.3–9,11 ssNpt.No.1–16	3854 3651 2488	✠100A1 5,16 ✠LMC5,16	Npt	*w*	5,16	1906 10mo	J.Readhead&Sons SouthShields *Lloyd's*A&CP	HansenShipping Co.Ld. (Hansen Bros.Ld.*Mgrs.*) *WB=CellD*	346·0 P30′B96′F33′ *Ba*115′*uE*25′*f*148′	49·5 FK	26·5 905*tAPT*65*t*	Cardiff British 6*BHCem*	T.3Cy.25″,42″&68″–45″ (*r*) 180lb *80lb* 334NHP 2SB,*6cf*,GS121,HS5026 J.Readhead&Sons,S.Shl.	28 ″ 0 s 5 ″ 2½ 23 ″ 1	
459 118770 JGQP	**Ellesmere** *J.W.Reveler* –17 1*Dk*	SteelScK ssHul.No.3–7,16	183 172 72	✠100A1 *StmTrawler* 1,17 ✠LMC7,16	Hul		1,17	1903 9mo	Mackie& Thomson Glasgow *Lloyd's*A&CP	~~Gt.NorthernS.S.~~ ~~FishingCo.Ltd.~~ HullStm.Fishing&IceCo.Ld.	109·1 *WB=DeepTanks*	21·5 BK7″	10·6	Hull British 4*BHCem*	T.3Cy.11″,18″&30″–22″ (*s*) 200lb 48RHP 1SB,*2pf*,GS24,HS680 Muir&Houston,Ld.Gls.	11 ″ 6	
460	**Elli** (*ex*Adalet, *ex*Anadolou,*ex*GipsyQueen) 1*Dk2trB*	IronScSr	*700* *592* *422*					1856	M.Pearse &Co. Stockton	S.Livanos&Co.	207·1 P54′B65′F60′	26·3	15·7	Greek	C.2Cy.26″&50″–33″ ND95 NE73 120NHP T.Richardson&Sons,Hpl.	16 ″ 7	

1 No. in Book. / Official No. / Code Letters	2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. / No. of Decks, &c.	3	4 Register'd Tonnage: Gross. / Under deck. / Net.	5 Particulars of Classification. Character. † for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned. now expired. Equipment	7* Date when tail shaft last secn.	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of Trade Cert.
461	**Ellida**	**SteelScSr**	1124					1901	Bergen Mek. Værks Bergen	Akties Dpsk. Ellida (A. Halvorsen)	228·5	35·4	15·9	Bergen Norwegian	T.3Cy.16″,25″&43″–30″ 101NHP		N
	J. Torgersen		989								P44*t*	H60*t*	F30*t*	*WB*	Bergen Mek. Værks. Bergen		
JPQD		1*Dk*	694														
462	—	**IronScSr**	605					1873	Bergsunds Mek. Vrks. Stockholm	Stockholms Rederiaktieb. Svea (Hj. Blomberg *Mg*)	165·2	24·8	13·2	Stockholm Swedish	T.3Cy.13⅜″,21¼″&35⅛″–25 7/16″ NE&B07 65NHP		
557	*G. Asschier* –15	2*Dks* & *Shelterdk*	350								H22*t*		20·3		Göteborg Mek Verkst., Got.		
HQND	(*ex* Svea, *ex* Norra Helsingland)		355														
463	**Ellin**	**SteelScSr**	4577	✠100A1	Npt	*y*	12,16	1913	Short Bros. Ld. Sunderland	S.G. Embiricos	390·0	52·0	23·9	Andros Greek	T.3Cy.25½″,42½″&72″–48″ 180lb *100lb* (*s*) 386NHP	26 *v* 2	
	J.D. Goulandris 99–13		*4035*	*Shelter dk*				3mo					FK		6*BHCem*	2SB,*8cf*,GS162,HS5869	s 2 *v* 11½	
HSQP		1*Dk*(*Stl*) & *Shelter dk*(*Irn*)	*2780*	*with freeboard* 12,16	✠LMC3,15			*Lloyd's*							J. Dickinson & Sons, Ld. Sld.	23 ″ 7	
		& *Web frames* *Longitudinal framing*						*SA&CP*		*WB* = *Cell*	*DBa* 117′	*uE*			1332*t* *FPT* 143*t* *APT* 320*t*		
464	**Ellind**	**SteelScSr**	2826	✠100A1	Hpl	*t*	12,16	1897	Irvine & Co. West Hartlepool	J. Linde The Shipping Controller (Ellerman's Wilson Line Ld., *Mgrs.*)	314·0	44·0	20·8	London British	T.3Cy.23″,36½″&62″–39″ (*s*) 160lb *160lb* NDB09 240NHP	23 ″ 3	
~~398~~	~~*Fidlergeson* –14~~	*ss*Bly. No.3–4,09	2494	*with freeboard*				2mo			P31′	B76′	F33′	FK		s 3 *v* 10	
~~1 BR~~	(*ex* Jacob Bright)	*ss*Bly. No.1–14	1671	12,16	BS7,17					*WB* = *Cell*	*DBa*	*uE*	130′ *f* 122′	5 *BHCem*	596*t* *APT* 60*t*	19 ″ 9	
105676		1*Dk*(*Irn*) 2*tr B* & *Web frames*		*Examined* 13	✠LMC5,14										Cen. Mar. Eng. Wrks. W Hpl		
JSNG																	
465	**Ellington**	**IronScSr**	703	✠~~100A1~~	Nwc	*j*	3,16	1882	D. Baxter & Co. Sunderland	J. & A. Davidson, Ld.	184·5	30·4	13·0	Aberdeen British	C.2Cy.24″&48″–33″ (*i*) 80lb ~~80lb~~ NDB 17 95RHP	13 ″ 9	
Sunk by Collision 1917	~~36397~~ *T. Shepherd* –16	*ss*Bly. 3rd No.3–3,16	533	2,17				9mo			Q95′	B18′	F22′	BK7½″	4*BHCem*	s ~~3 *v* 10~~	
WVTK	*Well deck*	1*Dk*(*Irn*)	440	~~Surveyed~~	✠~~LMC16~~				A&CP	*WB* = *D*	*Ba* 42′	*f* 51′	135*t* *FPT*	25*t* *APT* 10*t*	1SB,*3pf*,GS50,HS1793 *100lb*	~~10 ″ 8~~	
		Cargo battens not fitted													Baird & Barnsley, N. Shields		
466	**Ellis**	**SteelScSr**	2012					1904	Bergens Mek. Værks. Bergen	Akties. Dpsk. Ellis (O. & A. Irgens)	284·8	37·9	22·6	Bergen Norwegian	T.3Cy.23½″,37″&62″–39″ 240NHP		N
	R.L. Olsen 99–11		1728								P30′	H154*t*	F36*t*	*WB*	Bergens Mek Værks Bergen		
MBSV	Wireless *Elec.light*	1*Dk* & *Spar Dk*	1251														
467	**Ellora**	**SteelTwinScSr**	5201	✠	Gls	*z*		1911	A. Stephen & Sons, Ld. Glasgow	British India Stm. Nav. Co. Ld.	409·8	52·4	24·7	Glasgow British	T.6Cy.24½″,41″&69″–48″ 1078NHP	27 ″ 3	
129577	*T.W.J. Hewitt* –16		3698	*Shade dk*				7mo			Bon *Shade dk*	157′	FK	7*BHCem*	2DB&2SB,*18cf*,GS369,		
HSVN	*Elec.light*	2*Dks*(*Stl*–ws)	2567	7,11	✠					*WB* = *Cell*	*DBa*	*uE* & *B*	121′	5*BHtoUdk*	HS16668 FD		
	Wireless	& *Shade dk*(*Stl*–teaks)									*f* 165′	78*1t*		*FPT* 37*t* *APT* 47*t*	2 ,, 2*nd dk*	A. Stephen & Sons, Ld. Gls.	
468	**Elm**	**SteelScYl**	168	✠100A1	Hul		*S*8,13	1899	Mackie & Thomson Glasgow	~~Great Northern SS. Fishing Co. Ld.~~ O. Dobson	104·0	21·0	10·7	Hull British	T.3Cy.9¾″,16½″&28″–20″ (*s*) 200lb 40RHP	11 ″ 7	
110693	*W.T. Shepherd* –15	*ss*Hul. No.3–6,11	160	*Stm Trawler*				3mo					BK7½″	4*BHCem*	1SB,*2pf*,GS26,HS642		
JGQS		1*Dk*	66	3.14						*WB* =	*DT*	*f* 14′	20*t*		Muir & Houston, Ld. Gls.		
				BS6,14	✠LMC6,11												
469	**Elm Branch**	**SteelScSr**	3265					1895	W Doxford & Sons (Lim.) Sunderland	Nautilus Stm Shpg Co. Ld. (F. & W. Ritson, *Mgrs.*)	340·0	45·5	24·0	Sundrland British	T.3Cy.26″,42″&68″–42″ NB06 300NHP		CV
106404	*A.R. Moodie* –17		2867								H30*t*	F35*t*		*WB*	W. Doxford & Sons (Lm) Sld		
PDRQ	*Turret deck*	1*Dk* 2*tr B*	2065														
470	**Elm City**	**SteelSc**	379					1910	Staten Isld. S.B.Co. Pt. Richmond	Long Island Nav Co	118·2	27·0	11·3	New York Utd. States	Petrol Motor		R
208268		*Petrol Motor*	—														
LBSD		1*Dk*	249														
471	**Elma**	**SteelSc**	133					1895	J.C. Tecklenborg Geestemünde		105·3	20·7	9·7		T.3Cy.11 7/32″,17 5/16″&28 5/16″–21⅜″ 37NHP		
	(Captured & taken to Grimsby)		124											*WB*	J.C. Tecklenborg, Gstmnde		
	(*Trawler*)		24														
	1*Dk*																
472	**Elmer A. Keeler**	**SteelScSr**	236					1904	Burlee D.D. Co. Pt. Richmond	E.A. Keeler	111·4	23·9	12·9	New York Utd. States	C.2Cy.20″&40″–28″ 71NHP		
201556		(*Tug*)	—												Burlee D.D. Co. Pt. Rchmnd		
KTMR	Wireless	1*Dk*	160														
473	**Elmina**	**SteelScSr**	4792					1906	A. Stephen & Sons, Ld. Glasgow	African S.S.Co. (Elder, Dempster & Co. Ld. *Mgrs.*)	380·4	47·4	22·9	London British	T.3Cy.29″,46″&77″–51″ 424NHP		C
129183	*J. Hughes* –12	(*ex* Albertville)	4249											*WB*	A. Stephen & Sons, Ld. Gls.		
HSJQ	*Elec.light* Wireless	2*Dks* & *Shelter dk*	2997														
474	**Elmira**	**SteelScK**	197	✠100A1	Gms			1914	Smith's Dock Co. Ld. Middlesbro'	Consolidated Stm. Fishing & Ice Co. (Gms.) Ld. (J.D. Marsden, *Mgr.*)	112·5	21·5	11·7	Grimsby British	T.3Cy.11½″,19½″&32″–24″ 180lb (*s*) 68RHP	12 ″ 4	
135934	*J.J. Osborne* –14		180	*Stm Trawler*				1mo			Q67′		BK7½″	2*BHCem*	1SR,*2pf*,GS38,HS1221		
	Elec.light	1*Dk*	76	7,14	✠LMC1,14			*Lloyd's*	*SA&CP*						Smith's Dock Co. Ld. Mdb.		
475	**Elmmoor**	**SteelScSr**	3744	✠100A1	Bry	*w*	2,17	1910	J Readhead & Sons, Ld. South Shields	Moor Line, Ld. (W. Runciman & Co. Ld., *Mgrs.*)	347·0	49·1	25·2	London British	T.3Cy.25″,42″&68″–45″ (*r*) 160lb *80lb* 320NHP	26 ″ 8	
129092	*G. Williamson* –13	*ss*Cff. No.1–15	3531	2,17	✠LMC			5mo			P31′	B93′	F32′	FK	6*BHCem*	s 4 *v* 11	
HQVC		1*Dk*(*Stl*) 2*tr B* & *deep framing*	2390	MS8,15	BS5,16			*Lloyd's*	*SA&CP*	*WB* = *Cell*	*Ba* 117′	*uE* 22′	*f* 150′		813*t* *APT* 78*t*	22 ″ 2	
		3*Dk rule*								*D*					J. Readhead & Sons Ld. S. Shl		
476	**Elmpark**	**SteelScSr**		100A1				1917	Brys & Gylsen, Ld. Glasgow	Denholm Line Steamers, Ld. (J. & J. Denholm, *Mgrs.*)	280·0	41·8	19·1	Greenock British		20 ″ 9	
	For full particulars See No. 1 in Supplement		1825	(*Class Contem*	*plated*)						P21′	B67′	F29′			s 3 *v* 1	
	Elec.light															18 ″ 1	
477	**Elmsgarth**	**SteelScSr**	3503	✠100A1	Hul	*w*	~~10,16~~ 5,17	1896	Short Bros. Sunderland	Garth Shpg Co. Ld. (L. Macarthy *Mgr*)	352·0	45·0	17·2	Newcastle British	T.3Cy.24½″,40″&66″–45″ (*s*) 180lb ~~80lb~~ 313NHP	27 ″ 9	
105847	*A. Robertson* –14	*ss*Sld. No.3–4,10	3221	*Spar dk*	Bry			7mo			P34′	B80′	F38′	25·1		s 5 *v* 5½	
PJQS	(*ex* Juanita North)	*ss*Brs. No.1–14	2233	5,17 ~~10,16~~	BS5,17				A&CP					FK	6*BHCem*	2SB,*6pf*,GS97,HS3837 FD	
		1*Dk*(*Stl*) & *Spar dk*		~~BS2,16~~	✠LMC12,14					*WB* = *Cell*	*Ba* 117′	*uE* 24′	*f* 143′		s32*t* *APT* 65*t*	22 ″ 7	
		(*Stl*) & *deep framing*								*D*					G. Clark, Ld. Sunderland		
478	**Elmshorn**	**SteelScSr**	4594	✠	Ham	*z*		1910	Flensburgr Schiffsb. Ges. Flensburg	Deutsch-Austral. Dmpfsch. Ges.	397·0	54·0	25·5	Hamburg German	T.3Cy.28¾″,47¼″&78″–54″ 594NHP	28 ″ 0	
	A. Hoppe	*ss*Ham. No.1–14	4266	~~1,17~~				11mo			P&B320′	F49′	FK	8*BHCem*	3SB,*9cf*,GS198,HS8414 FD		
RQMS	*Well deck*	2*Dks*(*Stl*) & *lower dk beams*	2871							*WB* = *Cell*	*DBa* 124′	*uE* & *B* 50′		*f* 178′	1275*t*		
	Elec.light	*in No.1 hold*													Flensburger Schiffsb. Ges.		
479	**Elmtree**	**SteelScSr**	2686	✠100A1	Sld	*s*		1916	J. Priestman & Co. Sunderland	Tree S.S.Co. Ld. (Howard Jones & King, *Mgrs.*)	290·0	43·0	21·0	Cardiff British	T.3Cy.21½″,36″&59″–39″ (*s*) 180lb 257NHP	22 ″ 4	
139594	*D. Baker* 14–16		2160	10,16				8mo			P77′	B10′	F26′	FK	5*BHCem*	s 3 *v* 2½	
JNKB	*Elec.light*	1*Dk*(*Stl*)	1333		✠LMC10,16			*Lloyd's*	*SA&CP*	*Cell D*	*Bu E* 28′	45*t*	*Side tanks*	*f* 202′	1146*t* *FPT*	19 ″ 6	
	Mchy. Aft														2SB,*6pf*,GS111,HS4268		
															123*t* *APT* 20*t* N.E. Marine Eng. Co Ld. Sld.		
480	**Elna**	**SteelScSr**	1332	✠100A1	Shl	*o*	~~5,16~~ 8,17	1898	Sir Raylton Dixon & Co Ld Middlesbro'	Dpsksl sk. Heimdal (M. Carl, *Mgr.*)	240·0	35·4	16·9	Copnhagn Danish	T.3Cy.18″,29″&48″–33″ (*s*) 160lb *100lb* NDB16 135NHP	19 ″ 2	
	E. Rathje	*ss*Shl. No.3–8,11	1165	~~8,17 9,16~~ 3,18	Bge Cpn			7mo			P22′	B64′	F30′	FK	4*BHCem*	s 2 *v* 6	
NJTV		*ss*Cpn. No.1–14	817	BS9,16	✠LMC7,14				A&CP	*WB* = *Cell*	*Ba* 72′	*uE* 16′	*f* 94′	310*t*	1SB,*4pf*,GS62,HS2092	16 ″ 11	
		1*Dk*(*pt Irn* & *pt Stl*) & *deep framing*		MBS10,17						*D*				*APT* 50*t*	G. Clark, Ld. Sunderland		
481	—	**SteelScSr**	110				...	1891	Hall, Russell & Co. Aberdeen	O. Moene	95·6	19·4	9·7	Aalesund Norwegian	C.2Cy.17″&34″–24″ 47NHP	10 ″ 9	
	P. Sjöstrand	(*Trawler*)	108										BK6½″		Hall, Russell & Co. Abn.		
MLVF	(*ex* Rosa, *ex* North Breeze)	1*Dk*	35														

Numéro d'Ordre / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant après Levée d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L.R. Thames Port Roll Trade
Foundered 10,17																	
482	**Elobey**	IronSc3MstSr	278	✠	Cws			1870	Blackwood	Cia. de los Vapores	160·1	23·7	13·4	Bilbao	C.2Cy.28″&47″–30″		
	J.Basabe 12–12	*ss*Cws.No.3–7,82	—	2,94				4mo	&Gordon	Correos interinsu-				Spanish	NE&B76 101NHP		
HLCJ	(*ex*Leon deOro,	*ss*Cws.No.2–91	125						Pt.Glasgow	lares deFernando				5*BHCem*	J.Penn&Sons, London		
	*ex*Pandora, *ex*Thistle)	2*Dks*								Poo							
483	**Eloby**	SteelScSr	6545	✠100A1	Liv	*z*	2,16	1913	Irvine'sS.B.	British&AfricanS.	405·0	54·1	32·6	Liverpool	T.3Cy.26″,44″&74″–51″ (*s*)	26 ″ 0	
135437	*W.Wright* –13		4231	*Shelter dk*				2mo	&D.D.Co.Ld.	Nav.Co.Ld.(Elder,	P36′B80′F49′			British	205lb 577NHP	s 3 ″ 0½	
JBNW	*Elec.light Ref.Mchy.*	2*Dks*(*Stl*)&	4772	*withfreeboard*					WHartlepool	Dempster&Co.Ld.	*on Shelter dk* FK			7*BHCem*	3SB,9*cf*,GS186,HS8379 FD	23 ″ 3	
		Shelter dk(*Stl*–w s)		8,16 ✠LMC8,16				*Lloyd*	*sA&CP*	*Mgrs.*)					Richardsons,Westgarth& Co.Ld.Hpl.		
									WB=Cell	*DBa*124′*uE*28′*f*	176′1030*t*	*FPT*116*t*		*APT*60*t*			
484	**Elorrio**	SteelScSr	2485	✠100A1	Sld	*t*	N11,18	1896	ShortBros.	Cia.deNav.La	304·1	44·1	20·6	Bilbao	T.3Cy.23″,37½″&61½″–39″	23 ″ 2	
Now name Gregona No.1, Spanish flag, 1918 Supplement				BS18,18 ✠LMC8,18				3mo	Sunderland	Estrella(JuanL.	P31′B68′F27′			Spanish	170lb (*r*) 242NHP	s 3 ″ 8	
HLFD	(*ex*KingEdgar)	*ss*Bbo.No.1–13	1514						A&CP	Prado)	FK			5*BHCem*	2SB,6*cf*,GS115,HS3648	19 ″ 9	
	1*Dk*(*Irn*)2*trB&deepframing*									*WB=Cell*	*DBa&uE*118′*f*118′			657*tAPT*61*t*	Blair&Co.Ld.Stockton		
485	**Elout**	SteelScSr	1775					1910	Maats.	Koninkl.Paketv.	270·3	40·2	16·9	Batavia	T.3Cy.19″,31½″&51½″–39″		V
	Pakst		1336						Feyenoord	Maats.	P&B175′F33′			Dutch	165NHP		
TCRL	*Elec.light*		966						Rotterdam					*WB*	Maats.Feyenoord,Rot.		
486	**Elpenor**	SteelScSr	7901					1917	Hawthorn,	ChinaMutualS.N.	455·3	56·3	32·5	Liverpool	T.3Cy.31″,51½″&86″–60″		
137536			6298						Leslie&Co.Ld	Co.Ld. (A.Holt&	P53′B162′F60′			British	572NHP		
VB	*Elec.light*	2*Dks*	4824						Newcastle	Co.*Mgrs.*)				*WB*	N.E.MarineEng.CoLdNwc		
487	**Elpidifor**	SteelTwinScSr	672					1905	Howaldts-	E.T.Paramonoff	210·0	33·8	10·3	Rostoff-on	T.6Cy.11½″18½″&29½″–15½″		
1265	*Ronovaloff* –05		587						werke	SonsCo.	Q53′			Don	69NHP		
LRBG		1*Dk*	394						Kiel	*WB*				Russian	Howaldtswerke,Kiel		
488	**Elpidophoros**	SteelScSr	*2336*	✠100A1	Nap	*s*	N5,16	1890	Russell&	ElpidLadopoulo	293·8	40·2	18·3	Syra	T3Cy22½″35½″&58½″–39″(*s*)	20 ″ 9	
	A.Mavros –10	~~*ss*Pir.No.3–4,08~~	*1774*	*pt Awng dk*	Pir			7mo	Co.	Fils	P24′Q86′B118′			Greek 150	~~100lb~~ *100lb* NDB12 335NHP	s 8 ″ 8½	
HPVR	(*ex*Strathallan)	~~*ss*Pir.No.3–12~~	*1489*	*withfreeboard*					Greenock		F31′ FK			5*BHCem*	2SB,6*pf*,GS90,HS5472 FD	19 ″ 4	
	1*Dk*(*Stl*)&*pt Awng dk*(*Stl*)*deepframing*			5,17 ~~8,16~~					*Lloyd*	*sA&CP*	*WB=Cell*	*DB*242′		505*tAPT*54*t*	J.Howden&Co.Glasgow		
	*ss*Pir.2nd No 3–5,17			~~BS8,16~~ ✠LMC8,17													
489	**Elpis**	IronScSr	1481	✠100A1	Pir	*r*	~~2,16~~	1879	A.Leslie&	P.Mesolongitis	260·0	34·2	23·3	Piræus	C.2Cy.32″&61″–36″	24 ″ 7	
	S.Margaronis	~~*ss*Pir.2nd No.3–10,08~~	1540	9,17 ~~7,15~~	Msl		N9,17	4mo	Co.		P40′F36′			Greek	60lb NDB91 167NHP	s 4 ″ 4	
HQGF	*ss*Msl.3rd No.3–9,17	~~*ss*Pir.No.2–13~~	968		LMC2,16				Newcastle		ptND91 ND17 BK9½″			2SB,*4pf*,GS74,HS2770		21 ″ 6	
	(*ex*Bellingham)	2*Dks*(1*Irn*)3*trB*		BS9,17					A&CP	*WB=D*	*Ba* 72′140*t*	*APT*20*t*		5*BHCem*	N.E.MarineEng.Co Ld.Sld		
														*MT*14′210*t*			
490	**Elsa**	SteelScSr	3581					1904	TyneIron	Norweg'n.Africa&	335·0	48·1	25·5	Tönsberg	T.3Cy.24″,39″&66″–45″		N
	I.Isaksen		3358						S.B.Co.Ld.	AustraliaLine(W.	P29′B100′F34′			Norwegian	292NHP		
MCBK		1*Dk*	2304						Newcastle	Wilhelmsn&Fearn				*WB*	N.E.MarineEngCoLd.Nwc		
										ley&Eger, *Mgrs.*)							
491	—	IronScSr	1180	✠100A1	Got	*o*	~~N6,15~~	1884	J.Smit,Czn	RederiaktiebEster	244·4	33·2	15·5	Nrrköping	C.2Cy.28″&52⅛″–33″ (*s*)	17 ″ 10	
3025	~~*A.Boström* 15–16~~	*ss*Got.2nd No.3–4,09	997	2,18 ~~8,16~~	Els		2,18	1mo	Rotterdam	~~(JE Österland, *Mgr.*)~~	B59′H26*t*(F21′			Swedish	90lb 75*lb* NDB00 132NHP	s 1 ″ 10	
JGVM	(*ex*Erasmus)	*ss*Got.No.3–2,12	646	~~NB8,16~~ ✠LMC				*Lloyd*	*'sA&CP*	(John E.Osterlund	BK8½″			4*BHCem*	1DB,6*cf*,GS71,HS2300	16 ″ 10	
	K.A.S.Boström 16–16	*ss*Got.No.1–16		~~MS8,16~~ ~~DBS8,16~~ 17						*Mgr.*)	*WB=*			*DB*172′300*t*	KonMaats deSchldeFlshng		
		1*Dk*2*trB*															
492	—	SteelScSr	816					1898	Flensburgr	Neue Dampfer-Co.	198·6	29·0	12·0	Stettin	C.2Cy.23″&42″–27″		G
	C.Gollatz 99–11	1*Dk*	539						Schiffsb.Ges.	Act.Ges.	P116′F23′			German	76NH		
JFMQ	*Elec.light*		504						Flensburg					*WB*	FlensburgerSchiffsb.Ges.		
493	—	SteelScSr	590					1911	Nüscke&	RagnarNilsson	186·1	30·2	11·1	Wismar	T.3Cy.12⅔″,20½″&33½″–22 1/16″		G
	E.Scheel		492						Co.Act.Ges.		Q43′B67′F20′			German	53NHP		
MSKL		1*Dk*	335						Stettin					*WB*	OttensenerMaschf.Altona		
494	—	SteelSc	203					1904	W.C.Boele	NaamloozeVen.	119·7	21·3	12·6	Ymuiden	T.3Cy.10½″,17″&28″–18″		
	W.Prins 06–09	(*Trawler*)	200						&Zonen	"NationaleStoom-				Dutch	33NHP		
		1*Dk*	109						Slikkerveer	visscherij"				*WB*	Wilton'sEng.&SlpyCoRot		
495	**Elsass**	SteelScSr	6591					1912	Bremer	Norddeutscher	471·2	59·3	28·9	Bremen	T.3Cy.28″,52⅛″&86⅜″–55 1/16″		G
	C.Ehlert Wireless		6199						Vulkan	Lloyd				German	560NHP		
QKDF	*Elec.light Ref.Mchy.* Sub.Sig.	3*Dks*	4154						Vegesack					*WB*	BremerVulkan,Vegesack		
496	**Elsborg**	SteelScSr	1547					1907	Howaldts-	Acties.Dmpskselsk	241·2	36·1	16·5	Copnhagn	T.3Cy.16½″,29 9/16″&42½″–29½″		V
	H.Sörensen	(*ex*Ove Gjedde)	1165						werke	af1896 (C.K.	P13′Q73′B105′F29′			Danish	96NHP		
NQKJ		1*Dk*	954						Kiel	Hansen, *Mgr.*)				*WB*	Howaldtswerke,Kiel		
497	**Elsdon**	SteelScSr	1522	✠100A1	Bly	*p*		1914	BlythS.B.	SharpS.S Co.Ld.	245·0	37·3	16·4	Newcastle	T.3Cy.20″,33″&54″–36″ (*s*)	18 ″ 11	
133547	*J.L.Hedley* –14		1184	3,14				2mo	&D.D.Co.Ld	(Sharp&Co.*Mgrs.*)	Q123′B14′F26′			British	180lb 224NHP	s 1 ″ 10½	
JDVN	*Elec.light*	1*Dk*(*Stl*)	805	✠LMC2,14					Blyth	*WB=*				4*BHCem*	2SB,6*pf*,GS100,HS3918	17 ″ 4	
	Well deck							*Lloyd*	*'sA&CP*	*CellDBa*65′*uE&*	*B35′f*107′441*tFPT*			40*tAPT*86*t*	N.E.MarineEng.CoLd.Sld.		
498	**Else** Wood ~~Auxr. Twin Scr~~	4MstSr	814					1916	Barbare	A.O.Anderson&Co.	185·6	42·0	13·7	Portland			R
214121	*Zolling* –16 *Sailing Vessel—See Letter E. in Sailing Ship Register*								Bros.	Inc.(G.M.Mc	P41′F36′			(Oreg.)			
LGJD		1*Dk*	724						Tacoma,Wsh	Dowell)				Utd.States			
	(*See Sailing Ship Register*)																
499	**Else Kunkel**	SteelSc	218					1912	Schiffs.Ges	HansKunkel	124·1	22·6	9·0	Gstemnde	T.3Cy.11⅛″,18½″&30 7/16″–		
	(Captured at Aberdeen)		182						Unterweser		Q69′F19′			German	22 1/16″ 44NHP		
KRTH	*J.deWall* –12 (*Trawler*)	1*Dk*	68						G.mb.H.Lehe					*WB*	J.C.Tecklenborg,Gstmnde		
500	**Elsena**	SteelScSr	335	✠100A1	Liv	*f*	~~8,15~~	1911	G.Brown&	Joseph Monks&Co.	142·0	24·1	9·9	Liverpool	C.2Cy.17½″&36″–24″ (*s*)	10 ″ 10	
131373	*G.Griffiths* –13	*ss*Bkn.No.1–15	244	7,17 ~~8,16~~			7,17	8mo	Co.	Ld.	Q83′F26′			British	140lb 70RHP	s 3 ″ 7	
HTJG	(*ex*Lady Bacon)	1*Dk*(*Stl*)	131	✠LMC ~~8,15~~					Greenock		FK			3*BHCem*	1SB,3*pf*,GS52,HS1370	10 ″ 8	
	Mchy.Aft			7,17				*Lloyd*	*'sA&CP*		*WB=FPT*			31*tAPT*28*t*	Gauldie,Gillespie&Co.Gls.		
501	**Elsie**	IronScSr	1400	✠100A1	Brs	*p*	~~5,10~~	1882	J.Read-	Rederiakt.Anglos	249·0	36·1	17·5	Höganäs	C.2Cy.29½″&54″–36″ (*i*)	18 ″ 7	
5314	*P.Norrthon* –16 *ss*Nwc.2nd No.3–4,07		1128	12,17 ~~9,17~~	NYk		2,18	7mo	head&Co.	(CarlNorrthon,	Q96′B52′F31′			Swedish	80lb *80lb* NDB99 135NHP	s 1 ″ 7½	
JSPV	(*ex*Cairnlyon, *ss*Cpn.No.2–15		840	✠LMC					S.Shields	*Mgr.*)	ptND07 BK9″			4*BHCem*	1SB,4*pf*,GS61,HS2196	17 ″ 10	
	*Well deck ex*Trelyon)	1*Dk*(*Irn*)2*trB*		MS8,15 BS2,17					A&CP		*WB=DBa*			74′*f*100′371*t*	J.Readhead&Co.S.Shields		
502	—	SteelScSr	*1372*	✠100A1	Dub	*p*	2,16	1891	AilsaS.B.	~~Nav.Hellénique,~~	273·5	34·1	16·6	Piræus	T.3Cy.25″,40″&65″–42″ (*o*)	17 ″ 6	
	E.Nikolakis –18	*ss*Trn.No.3–4,04	*1030*	6,14				10mo	Co.	~~John McDowall~~	P67′B94′F50′			Greek	160lb *90lb* NDB12 284NHP	s 2 ″ 7	
	(*ex*Lady Hudson-	*ss*Dub.No.2–12	*651*	✠LMC					Troon	Hellenic Co.of Mar-	BK9″			5*BHCem*	2DB,8*cf*,GS130,HS4408	16 ″ 1	
	Kinahan) *Elec.light*	2*Dks*(*UStl*–ws)		~~BS4,14~~ MS2,16				*Lloyd*	*'sA&CP*	itime Enterprises	*WB=CellDB*103′			157*tFPT*22*t*	Dunsmuir&Jackson,Gls.		
				BS2,18						(A.Palios, *Mgr.*)							

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys.	3 Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned / now xpired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. / Ship. / Engines	8 By Whom. / Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L. R. Dates of Last Trial Cert.
503 105100 PHWT	**Elsie** *G.Elliott* –14 *See Sailing Ship Register)*	**IronScK** *ss*Hul.No.3–9,09 *ss*Hul.No.1–13 1*Dk*	184 170 79	✠100A1 *Stm Trawler* 1,15 ~~NB9,09~~ LMC5,13	Flt		1,15	1896 4mo *Lloyd's*	Cochrane &Cooper Beverley *s.A&CP*	GamecockSteam TrawlingCo.Ld. (J.S.Ellis,*Mgr.*)	110·9|21·3|11·3 Q20′ ptND09 BK7½″	Hull British 3*BHCem*	T.3Cy.13″,21″&34″–24″ (*s*) 170lb 60RHP 1SB,*2pf*,GS30,HS1000 C.D.Holmes&Co.,Hull	12 ″ 1	
504 112525 NTSC	**Elsie Mary** *W.E.Barnes* *(Now a Sailing Schooner,* 1*Dk* *See Sailing Ship Register)*	**Wood ~~Aux.Sc~~Sr** ~~*Oil Engs*~~	131 110 85					1901	R.Davis Brisbane Water,N.S.W	**F.Hall**	92·9|23·7| 7·9	Auklnd NZ British	Oil Engine 2Cy.9″–13″ W.Beardmore&Co.Ld.Gls.		
505 137797 JLXB	**Elsiston** *F.Johnston* –17 *Elec.light*	**SteelScSr** *ss*Shl.No.3–11,16 1*Dk*(*Stl*)	2908 2725 1843	✠100A1 11,16 ~~LMC11,16~~	Shl	*v*	11,16	1915 6mo *Lloyd's*	Russell& Co. PortGlasgow *s.A&CP*	ElsistonS.S.Co.Ld. (W.S.Miller&Co.) *WB*=*CellDBa*111′	345·0|48·0|20·8 P32′B201′F35′ FK *uE&B*36′*f*153′830*t*	Glasgow British 6*BHCem* *APT*65*t*	T.3Cy.23″,38″&61″–42″ (*r*) 180lb *100lb* 285NHP 2SB.*6cf*,GS122,HS4702 Rankin&Blackmore,Grk.	23 ″ 3 s 3 ″ 0 25 ″ 7	
506 QJKP	**Elster** *F.Heumann* 1*Dk*	**SteelScLr**	136 129 67					1907	Bremer Vulkan Vegesack	**Bremen-Vegesacker FischereiGes.**	90·9|21·4| 9·8 Q21′	Vegesack German	C.2Cy.9½″&16½″–12½″ 8NHP Bremer"Vulkan"Vegesack		G
507 RTWB	**Elstorf** *W.Deertz* –13 *Elec.light* 1*Dk*	**SteelSc** (*Trawler*)	237 210 53					1913	Gebr.Sachsenberg A.G. Cologne	**J.Pickenpack**	120·6|22·6|10·5 H13′F16′	**Hamburg** German *WB*	T.3Cy12¾″,20½″32⅝″–22½″ 49NHP Gebr.Sachsenberg,Rosslau		G
508 99618 MWLG	**Elstree Grange** *L.Millar* –17 (*ex*Constance) 1*Dk*(*Stl*)&*Spardk*(*Stl–ws*)&*Webframes* *Ref.Mchy. Elec.light*	**SteelScSr** *ss*Liv.No.3–2,05 *ss*Npt.No.2–13	3930 3640 2538	✠100A1 *Spar dk* 11,16 ~~LMC~~ *Examined*8,17 ~~MS1,18~~ ~~Monaco~~ ~~BS8,17~~ ~~Lloyd's~~ ~~RMC~~ 1,18	Npt	*w*	~~N5,14~~ 11,16	1892 11mo	Short Bros. Sunderland A&CP	HoulderLine,Ld. (HoulderBros.& Co.Ld.,*Mgrs.*) *WB*=*CellD*	365·0|45·0|19·5 P36′B72′F44′ 27·4 FK *B*288′940*t FPT*105*t*	London British 6*BHCem* *APT*55*t*	T.3Cy.26″,42″&68″–45″ (*r*) 160lb 320NHP 2DB,*12pf*,GS147,HS4959 G.Clark(Lim.)Sunderland	30 ″ 0 s 8 ″ 0½ 24 ″ 6	
509 122945 HJCM	**Elswick** *W.Fairclough* –15 1*Dk*	**SteelScK** *ss*Flt.No.2–14	215 202 83	✠100A1 *Stm Trawler* 6,15 ~~LMC~~10,14	Flt		10,14	1906 9mo *Lloyd's*	Scott& Sons Bowling *s.A&CP*	LuneSteam FishingCo.Ld. (H.Melling,*Mgr*)	120·2|21·6|11·6 BK7″	Fleetwood British 3*BHCem*	T.3Cy.12⅛″,20″&32″–23″(*s*) 180lb 66RHP 1SB,*2pf*,GS37,HS1174 Gauldie,Gillespie&Co.Gls.	12 ″ 6	
510 114413 SPMR	**Elswick Grange** *B.Edwards* –13 *Spar dk*(*Stl*)*2trB&Webframes*	**SteelScSr** *ss*Shl.No.3–8,14	3926 3675 2572	✠100A1 *Spar dk* *withfreeboard* ~~11,17~~~~3,16~~,18 ~~LMC~~ ~~MS8,14~~ ~~BS8,17~~ 1,18	Npt ~~Liv~~ Cff	*w*	2,16	1901 9mo	R.Stephenson&Co.Ld. Newcastle A&CP	ElswickStm.Shpg. Co.Ld. (Weidner, Hopkins&Co.Ld. *Mgrs.*) *WB*=*CellDBa*110′	340·0|47·1|20·0 P31′B105′F32′ 27·3 FK *uE&B*44′*f*133′733*t*	Newcastle British 6*BHCem* *APT*41*t*	T.3Cy.25″,41″&67″–45″ (*s*) 165lb 347~~344~~NHP 2SB.&1Aux.SB15,*fitted*17,*3cf* *2pf*,GS153,HS5837 Richardsons,Westgarth&Co.Ltd.Sld.	29 ″ 10 s 5 ″ 9 24 ″ 5	
511 114415 SWCP	**Elswick Hall** *J.O.T.Berlin* –09 1*Dk*(*pt Stl, pt Irn*)*2trB&deepframing &Webframes3Dk rule*	**SteelScFr** *ss*Shl.No.3–9,16	3797 3508 2459	✠100A1 ~~—0,16~~ 12,17 ~~Cff~~ NYk ~~LMC~~9,16 BS1,18	Shl	*w*	9,16	1901 11mo *Lloyd's*	Richardsn, Duck&Co. Stockton *s.A&CP*	ElswickStm.Shpg. Co.Ld. (Weidner, Hopkins&Co.Ld. *Mgrs.*) *WB*=*CellDBa*106′*uE*25′	340·0|48·1|25·9 P32′B206′F34′ FK *f*146′891*t FPT*180*t*	Newcastle British 6*BHCem* *APT*106*t*	T.3Cy.25″,42″&68″–45″ (*s*) 160lb 335NHP 2SB,*6cf*,GS128,HS5400 Blair&Co.Ld.Stockton	28 ″ 4 s 4 ″ 1½ 24 ″ 7	
512 114416 TCGN	**Elswick House** *R.Smith* –05 *Spar dk*(*Stl*)*2trB&Webframes*	**SteelScSr** *ss*Shl.No.3–5,14	3923 3656 2545	✠100A1 *Spar dk* *withfreeboard* ~~10,16~~ ~~2,17~~4,18 ~~LMC~~ MS7,13 BS3,17	Npt ~~Del~~ Cff	*w*	2,16	1901 11mo	R.Stephenson&Co.Ld. Newcastle A&CP	ElswickStm.Shpg. Co.Ld. (Weidner, Hopkins&Co.Ld. *Mgrs.*) *WB*=*CellDBa*	340·0|47·2|20·0 P31′B105′F32′ 27·3 FK 110′*uE&B*44′*f*133′	Newcastle British 6*BHCem*	T.3Cy.25″,41″&67″–45″ (*s*) 165lb [*100lb* NDB17 314NHP 2SB,*8pf*,GS122,HS4840 Richardsons,Westgarth& Co.Ld.Sld	29 ″ 10 s 5 ″ 9 24 ″ 5	
513 110360 RVFH	**Elswick Lodge** *J.R.Hamilton* –16 *ss*.Liv.No.1–16 1*Dk*(*pt Irn&pt Stl*)*2trB&deepframing &Webframes 3Dk rule*	**SteelScSr** *ss*Shl.No.3–3,11	3558 326 2300	✠100A1 3,17~~10,16~~ MBS4,17 ~~LMC~~ MS6,15 BS6,18	Shl Cff	*w*	~~11,16~~ 4,17	1900 9mo *Lloyd's*	Richardsn, Duck&Co. Stockton *s.A&CP*	ElswickStm.Shpg. Co.Ld. (Weidner, Hopkins&Co.Ld. *Mgrs.*) *WB*=*CellDBa*108′	340·0|48·1|24·6 P32′B206′F33′ FK *uE23′f* 146′	Newcastle British 6*BHCem* 733*t APT*41*t*	T.3Cy.24″,40″&66″–45″ (*s*) 160lb *80lb* NDB14 306NHP 2SB,*6cf*,GS136,HS4800 Blair&Co.Ld.Stockton 870*t FPT*133*t APT*113*t*	27 ″ 3 s 4 ″ 0 23 ″ 7	
514 110370 SFDM	**Elswick Manor** *J.Gentles* –11 *Spar dk*(*Stl*)*2trB&Webframes*	**SteelScSr** *ss*Bly.No.3–8,16	3940 3675 2580	✠100A1 *Spar dk* *withfreeboard* 4,17 ~~LMC~~8,16	Hul	*w*	N8,16	1901 2mo	R.Stephenson&Co.Ld. Newcastle A&CP	ElswickStm.Shpg. Co.Ld. (Weidner, Hopkins&Co.Ld. *Mgrs.*) *WB*=	340·0|47·2|20·1 P31′B105′F32′ 27·3 FK *CellDBa*110′*uE&B*	Newcastle British 6*BHCem* 44′*f*133′733*t*	T.3Cy.25″,41″&67″–45″ (*s*) 165lb *80lb* 314NHP 2SB,*8cf*,GS124,HS4840 Richardsons,Westgarth& Co.Ld.Sld.	29 ″ 10 s 5 ″ 9 24 ″ 5	
515 114407 SKBM	**Elswick Tower** *H.Byers* –09 *Spardk*(*Stl*)*2trB&Webframes*	**SteelScSr** *ss*Shl.No.3–8,13	3929 3662 2570	✠100A1 *Spar dk* *withfreeboard* 4,17 ~~5,16~~ MBS8,17 ~~MS12,17~~ ~~LMC~~	Mch Liv	*w*	~~5,16~~ ~~10,17~~ 4,18	1901 6mo	R.Stephenson&Co.Ld. Newcastle A&CP	ElswickStm.Shpg. Co.Ld. (Weidner, Hopkins&Co.Ld. *Mgrs.*) *WB*=*CellDBa*110′	340·0|47·2|20·1 P31′B105′F32′ 27·3 FK *uE&B*44′*f*133′733*t*	Newcastle British 6*BHCem* *APT*41*t*	T.3Cy.25″,41″&67″–45″ (*s*) 165lb *100lb* NDB15 314NHP 2SB,*8pf*,GS128,HS4840 Richardsons,Westgarth& Co.Ld.Sld.	29 ″ 10 s 5 ″ 9 24 ″ 5	
516 13058 JKSI	**Eltham** *S.Milliken* –15 *Mchy.Aft* *Well deck* 1*Dk*(*Stl*)	**SteelSc3MstSr**	687 485 272	✠100A1 8,16 ~~LMC~~4,16	Goo	*j*		1915 4mo *Lloyd's*	Dublin Dkyd.Co.Ld. Dublin *s.A&CP*	JohnHarrison,Ld. *WB*=*Cell*	188·5|28·6|11·3 Q97′B11′F24′ FK *DBf*108′130*t FPT*	Dublin British 3*BHCem* 60*t APT*27*t*	T.3Cy.15″,25½″&41″–30″ (*s*) 180lb *90lb* 114NHP 1SB,*3cf*,GS57,HS1938 J.G.Kincaid&Co.Ld.Grk.	13 ″ 7 s ″ 8 13 ″ 2	
517 92920 KPVL	**Elton** *Well deck* 1*Dk*(*Stl*)&*Webframes*	**SteelScSr** *ss*Shl.2ndNo.3–1,10	2461 1946 1596	✠100A1 4,13 ~~BS7,13~~ ~~LMC~~	Shl	*s*	N5,14	1888 1mo	W.Gray& Co. WHartlepool A&CP	**The Admiralty**	300·0|38·6|22·0 P27′Q98′B112′ F32′ BK10″ *WB*=*DBa*100′	W. Hartlpl British 5*BHCem* *f*112′505*t*	T.3Cy.23″,37½″&61½″–39″(*s*) 160lb *100lb* NDB98 236NHP 2SB,*6cf*,GS99,HS3528 Blair&Co.Ld.Stockton	23 ″ 2 s 2 ″ 1½ 22 ″ 1	
518 135191 JBQS	**Elvaston** ~~*E.H.Francis08–19*~~ *Elec.light* 1*Dk*(*Stl*)	**SteelScSr**	4130 3827 2556	✠100A1 2,16 ~~LMC~~	Cff	*w*	2,16	1913 2mo *Lloyd's*	J.L.Thompson&Sons,Ld. Sunderland *s.A&CP*	~~CenturyShppgCo. Ld.(Harris&Dixon Ld.,Mgrs.)~~ ~~Soc.Veneziana di Nav.a Vap.~~	351·7|50·9|25·9 P25′B145′F32′ FK *WB*=*CellDBa*121	~~London~~ ~~British~~ ~~Italian~~ 6*BHCem* *uE&B*42′*f* 1	T.3Cy.25″,42″&68″–48″ (*s*) 180lb *90lb* 350NHP 2SB,*6cf*,GS136,HS5415 J.Dickinson&Sons,Ld.Sld. 46′1045*t FPT*96*t APT*214*t*	28 ″ 5 4 ″ 10½ 23 ″ 10	
519 NPRT	**Elve** *J.Zoethout* *Elec.light* 1*Dk*	**SteelSc**	958 781 483					1916	Maats. Fyenoord Rotterdam	**P.A.vanEs&Co.**	222·0|34·4|15·2 P&B169′F31′	Rotterdam Dutch *WB*	T.3Cy.17½″,29″&46″–36″ 127NH Maats.Fyenoord,Rot.		
520 ~~JPVS~~ ~~KPRV~~	~~*Lost since 10,17*~~ ~~*Aberdeen*~~ *K.Gough* –17 1*Dk*	**SteelScSr**	899 740 438					1904	Bremer Vulkan Vegesack	~~Nederl.Stoomv. Maats;Oceaan~~ L.D.Holt	212·0|31·5|14·5 P&B120′F58′	Liverpool British *WB*	T.3Cy.16⅞″,26½″&44½″–29½″ 107NHP Bremer Vulkan, Vegesack		
521 129797 HVPL	**Elvet** ~~*J.R.Vickers* –14~~ *Elec.light E.F.Hammond* –18 *Well deck* 1*Dk*(*Stl*)	**SteelScSr**	1289 980 678	✠100A1 10,15 ~~Examined~~3,18 ~~LMC~~3,18 ~~BS3,18~~	Shl	*o*	9,15	1912 4mo *Lloyd's*	W.Dobson &Co. Newcastle *s.A&CP* *WB*	SharpS.S.&Co.Ld. (Sharp&Co.*Mgrs*) =*CellDBa*69′*uE&*	240·0|33·5|15·4 Q127′B13′F25′ *B*35′*f*100′294*t FPT*	Newcastle British 4*BHCem* 40*t APT*66*t*	T.3Cy.19″,31″&51″–36″(*s*) 180lb 201NHP 2SB,*6pf*,GS84,HS3524 N.E.MarineEngCoLd.Nwc	17 ″ 3 s 1 ″ 7½ 15 ″ 11	

1 Numéro d'Ordre / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Grément, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Longueurs où coté, si ce n'est dans la L. R. Diaires Corr. R. of Yachts
522 136998 JFLK	**Elvina** *J.R.Seaman* –14 *1Dk*	**SteelScK**	201 185 78	✠100A1 *StmTrawler* 9,14 ✠LMC9,14	Mdb			1914 9mo *Lloyd's*	Smith's Dock Co. Ltd. Middlesbro' *SA&CP*	Consolidated Stm. Fishing & Ice Co. (Gms.) Ld. (J.D. Marsden, *Mgr.*)	112·3 | 21·6 | 11·6 Q67′F19′ BK7½″	Grimsby British 2 *BHCem*	T3Cy.11½″,19½″&32″–24″ (*s*) 180lb 68RHP 1SB,*2pf*,GS38,HS1201 Smith's Dock Co. Ltd. Mdb.	12 ″ 4	
~~523 Elvina~~ Wrecked 12.17 HLFK	~~**Elvina**~~ *Basterrechea* 07–07 *1Dk 2trB*	**IronScSr**	*989* *807* *595*					1871	Tod & Macgregor Glasgow	Linea de Vapores Serra	231·5 | 30·3 | 16·0	Bilbao Spanish *WB*	C.2Cy.28″&48″–36″ NB01 115NHP Tod & Macgregor, Glasgow		
524 HLFP	— *C.Perez* –08 *ss*Gib.2ndNo.3–5,10 *Elec.light* *ss*Gib.No.1–12–16 *1Dk (Teak)*	**SteelPadSk**	136 107 63	✠ A1 *withfreeboard* 5,17 ~~5,14~~ *For Ferry purposes. Gibraltar*	Gib			1892 7mo A&CP	Blackwood & Gordon Pt. Glasgow *r & Algeciras*	Cia. de los Ferro-carriles Andalucis	113·2 | 18·5 | 7·6 ptND05 FK	Algeciras Spanish 3 *BHCem*	C.D.2Cy.20″&34″–36″ (*s*) 110lb 59NHP 1SB,*2pf*,GS32,HS933 Blackwood & Gordon, P.Gls	8 ″ 1 s 2 ″ 5 6 ″ 0	
525 140676 JQLN	**Elwick** *R.Carr* 13–17 *Elec.light* *Well deck* *1Dk (Stl)* *Cargo battens not fitted*	**SteelScSr**	1717 1330 892	✠100A1 LMC 4,18 Bly ~~Glass Contem. plated~~ ✠LMC,17	Bly	*q*	4,18	1917 7mo *Lloyd's*	Blyth S.B. & D.D. Co. Ltd. Blyth *SA&CP*	Sharp S.S. Co. Ltd. (Sharp & Co., *Mgrs.*)	~~255·0~~ | 38·2 | 17·3 Q132′ ~~B14′F29~~′F30 255 · 3j Bon Q14′ FK *CellDB 212′286t FPT 10t APT 8Ct*	Newcastle British 4 *BHCem*	T.3Cy.22″,36″&60″–39″ (*s*) 180lb 299NHP 2SB,8*pf*,GS148,HS5360 McColl & Pollock, Ld. Sld.	19 ″ 6 81 ″ 10 17 ″ 11	
526 JFSR	**Elwine Köppen** *P.Brose* 99–07 *ss*Stn.No.2–13 *Elec.light* *1Dk (Stl) & deep framing* *Well deck*	**SteelScSr**	2050 1651 1289	✠ — 6,16	Sws	*r*		1905 4mo	Stettiner Oderwerke Stettin *WB = CellDB a 78′ uE & B42′ f 110′ 435t FPT 93t APT 45t*	R. Köppen	276·6 | 41·2 | 18·0 P14′Q76′B66′F34′ FK	Stettin German 4 *BHCem*	T.3Cy.18″,29″&47″–36″ 158NHP 2SB,*4cf*,GS82,HS2669 Stettiner Oderwerke	20 ″ 6	
527 137400 JGSW	**Elwy** ~~*P.Rehorst* 14–14~~ *R.O.Morris* 17–17 *Mchy.Aft* *1Dk (Stl)* *Well deck*	**SteelScK**	293 208 135	✠100A1 1,18 4,15 ✠LMC9,14	Bkn Off	*d*	~~1,17~~ 8,17	1914 9mo *Lloyd's*	C Rennold-son & Co. South Shields *SA&CP*	Elwy S.S. Co. Ltd. (Claude Langdon Ld., *Mgrs.*)	128·0 | 23·0 | 9·8 Q41′B8′F22′ FK *WB = FPT 31t*	Liverpool British 3 *BHCem*	C.2Cy.15½″&33″–24″ (*s*) 130lb 40RHP 1SB,*2pf*,GS34,HS1080 Shields Eng. Co. Ld. N.Shl.	10 ″ 6 s ″ 8½ 10 ″ 0	
528 118776 JGQT	**Ely** *W.D.Coates* –10 *ss*Hul.No.2–12 *1Dk*	**SteelScK**	183 172 72	✠100A1 *StmTrawler* 5.15 BS7,14 ✠LMC7,15	Hul		5,15	1903 9mo *Lloyd's*	Mackie & Thomson Glasgow *SA&CP*	~~Gt. Northern S.S. Fishing Co. Ltd.~~ Hull Stm. Fishing & Ice Co. Ld.	109·1 | 21·5 | 10·6 BK7″ *WB = Deep Tanks*	Hull British 4 *BHCem*	T.3Cy.11″,18″&30″–22″ (*s*) 200lb 45RHP 1SB *2pf*,GS24,HS663 W.V.V. Lidgerwood, Gls.	11 ″ 6	
529 128224 HNDW	**Elysia** *J.Kinnaird* –14 *Elec.light* Wireless *2Dks*	**SteelScSr**	6397 5560 4002					1908	D & W Hen-dersn & Co. Ld. Glasgow	Anchor Line (Hen-derson Bros.) Ld.	440·5 | 53·3 | 29·7 P47′B157′F48′	Glasgow British *WB*	T.3Cy.29½″,49″&81″–54″ 482NHP D & W. Hendersn & Co Ld Gls		C BT till 11,17
530 132117 JGDQ	**Elysian** *G.W.Turrell* –15 *1Dk*	**SteelScK**	214 196 83	✠100A1 *StmTrawler* 6,15 ✠LMC2,13	Gms		5,14	1912 1mo *Lloyd's*	Cochrane & Sons Selby *SA&CP*	~~Gt. Central Co. Op. Eng. & Ship Repg. Co. Ltd.~~ J.W. Smethurst	120·0 | 21·5 | 11·4 Q69′ BK7½″	Grimsby British 4 *BHCem*	T.3Cy.12″,21½″&34″–24″ (*s*) 180lb 70RHP 1SB,*2pf*,GS35,HS1340 Gt. Centrl Co-Op Eng. & Ship Repairing Co. Ld. Gms	12 ″ 3	
Sunk by collision 1917 MBGW	**Elza Alexander** *G.Ryland* *1Dk 2trB*	**SteelScSr**	678 (*ex* Helene) 495 398					1890	Howaldts-werke Kiel	F. Alexander	179·6 | 27·8 | 12·2 Q54′B49′F25′	Antwerp Belgian *WB*	T.3Cy.14¼″,22½″&36⅝″–19¾″ 60NHP Howaldtswerke, Kiel		
532 NVLB	**Em. Z. Svitzer** *A.L.Fabricius* 04–10 (*Salvage Steamer*) *1Dk*	**IronScSr**	365 344 133					1885	Burmeister & Wain Copenhagen	Em. Z. Svitzer's Bjerg. Entreprise	158·8 | 25·3 | 12·7 B10*t*	Copnhagn Danish *WB*	C.2Cy.30″&52″–33″ NB16 129NHP Burmeister & Wain, Cpn.		
533 3204 JHQF	**Emanuel** *J.P.Jönsson* 13–13 *ss*Rot.No.3–3,10 *ss*Nwc.No.1–14 *1Dk (Irn) & deep framing*	**SteelScSr**	1626 1474 972 *Now named "Roland," See No. 47 in Supplement*	✠100A1 2.16 BS6,16 ✠LMC4,14	Shl	*q*	2,16	1898 4mo	W. Gray & Co. Ld. W Hartlepool	Aktiebolaget Svecia. (J.P. Jönsson, *Mgr.*)	265·0 | 38·5 | 17·4 B68′H121*t*F27′ FK *WB = CellDB a 82′ uE & B36′ f 106′*	Hlsngborg Swedish 4 *BHCem*	T.3Cy.19″,30½″&51″–36″ (*s*) 160lb *80lb* 150NHP 1SB,*3rf*,GS51,HS2140 Cen. Mar. Eng. Wrks. W Hpl	19 ″ 9 s 3 ″ 0 17 ″ 0	
534 NQHJ	— *A.Svane* *1Dk*	**SteelScSr**	1284 825 794					1907	Helsingörs Jernsk & Msk. Elsinore	Akties. Emanuel (H.C. Christensen)	226·3 | 34·9 | 12·4 P11′Q59′B105′F27′	Marstal Danish *WB*	T.3Cy.16½″,26½″&44″–30″ 106NHP Helsingörs Jernsk. & Mskb.		V
535 MBVG	**Emanuel Nobel** *Versticheles* *Carrying Petroleum in bulk Oil Eng. Mchy.Aft Elec.light 2Dks*	**SteelTwinSc**	4665 4199 3663					1912	Nederl. Schps. Maats. Amsterdam	Soc. Anon. d'Arme-ment. d'Industrie & de Commerce	375·0 | 51·0 | 29·0 P88′B33′F40″ *WB*	Antwerp Belgian *WB*	2 Oil Engines 4S.C.SA 12Cy.22″–39⅜″ 457NHP Ned Fb. v. Wrk & Spoor. Ams		V
536 4931 JRGB	**Embla** *N.M.G.Toll* 08–11 *Elec.light* *1Dk*	**SteelScSr**	1045 891 586					1908	Lindhol-mens V.A. Gothenburg	Stockholms Rederiaktieb. Svea (Hj Blomberg, *Mgr.*)	227·2 | 33·6 | 14·1 H72*t* B60′F28′ *WB*	Stockholm Swedish *WB*	T.3Cy.14½″,24″&40″–27″ 83NHP Lindholmens V.A. Got.		V
537 213089	**Emblane** *H.A.Young* –15 *Elec.light Mchy.Aft* *1Dk*	**SteelSc**	471 — 296					1915	Bath Iron Works, Ld. Bath, Me.	E.W. Bliss Co.	125·0 | 30·0 | 9·7 P29′~~B228′F37′~~ B227′F38′ FK *CellDB 310′ 116t APT 174t*	New York Utd. States *WB*	T.3Cy.8″,13″&21″–15″ 17NHP Bath Iron Wrks Ld Bath, Me		
538 140328 JQRK	**Embleton** *Roddam* –17 *1Dk (Stl)*	**SteelScSr** 537 ~~1130~~ 421 ~~876~~ 3970	4380 2760	✠100A1 8,17 ~~Class Contem. plated~~ ✠LMC8,17	Stk	*y*		1917 8mo *Lloyd's*	Ropner & Sons, Ld. Stockton *SA&CP*	Ildverton S.S. Co. Ld. (Steel, Young & Co., *Mgrs.*)	385·0 | 53·0 | 25·0 P29′~~B228′F37′~~ B227′F38′ FK *CellDB 340′ 116t APT 174t*	London British 6 *BHCem*	T.3Cy.26″,42″&70″–48″ (*r*) 180lb *100lb* 399NHP 2SB,*6cf*,GS134,HS6565 Blair & Co. Ld. Stockton	27 ″ 6 s 4 ″ 3 25 ″ 7	
539 RTVB	**Emden** *B.Kotzte* 06–13 (*ex* Laucefield) *2Dks (Stl) &* *Elec.light* Wireless *Shelter dk (Stl)*	**SteelScSr**	5746 5566 3641	✠ — 9,16 *Shelter dk with freeboard*	Ham	*y*		1913 2mo	C. Connell & Co. Ld. Glasgow	Hamburg Amerik. Packetf. Act. Ges. (Ham.-Amr. Linie) *WB = CellDB a*	390·3 | 52·2 | 34·6 FK *BH in after 5 BH pensed with 1 ″ 'Tween dk hold dis 2nd dk only 111′ uE & B66′ f 154′ 977t DTa 30′*	Hamburg German *Cem to Shltr dk*	T.3Cy.27′,44′&73″–48′ 525NHP 3SB,*9cf*,GS179,HS7794 FD Dunsmuir & Jackson Ld. Gls *793t FPT 58t APT 22t*	37 ″ 1	
540 RPMG	— *P.Zeplien* –07 *Elec.light* *1Dk*	**SteelSc**	699 498 394					1907	Stettiner Oderwerke Stettin	Verein. Bugs.-& Frachtschf hrt Ges.	181·4 | 29·0 | 12·2 Q51′P11′B46′F21 *WB*	Hamburg German	T.3Cy.12⅛″,20½″&33½″–23¾″ 55NHP Stettiner Oderwerke		G
541 KHPL	— *Kerjös* –07	**SteelPad**	217 199 98					1893	Act. Ges. "Weser" Bremen	Act. Ges. Ems	159·3 | 19·7 | 8·8 BK7″	Emden German	C.D.2Cy.24⅝″&42″–20½″ NB07 67NHP A.G. "Weser," Bremen		G
542 119153 HBOD	**Emerald** *S.Masson* –15 *ss*P.Gl.No.2–13 *Well deck* *1Dk (Stl)* *Elec.light Mchy.Aft*	**SteelSc3MstSr**	736 532 305	✠100A1 ~~8,15~~ 7,17 ~~Exempt 7,17 LMC~~ ~~BS7,17~~ ~~BS6,13,17~~ MS7,17 ✠LMC	Shl	*k*	~~6,15~~ 7,17	1904 8mo *Lloyd's*	A. Rodger & Co. Pt. Glasgow *SA&CP*	W. Robertson *WB = CellDB a*	195·0 | 30·1 | 11·2 Q103′B11′F32′ BK7″ 57′*f* 59′ 170*t* *FPT* 75*t*	Glasgow British 3 *BHCem*	T.3Cy.16″,27½″&44″–33″ (*s*) 160lb 99RHP 1SB,*3pf*,GS61,HS1856 A. Rodger & Co. Glasgow	13 ″ 6 s ″ 9 13 ″ 6	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys.	3 Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned / now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. / Ship. / Engines.	9 By Whom. / Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard & midships / Corresponding draught. ft. in.	15 Registers in which classed. If not in L.R. Date of Ref. Trade Cert.
543 133433 JCBL	**Emerald** *J.W.Lown* –15 1 *Dk*	**SteelScK**	289 253 115	✠100A1 *Stm Trawler* 1,14 ✠LMC4,13	Hul			1913 4mo *Lloyd's*	Cochrane &Sons,Ld. Selby *SA&CP*	KingstonSteam TrawlingCo.Ld.	133·4 Q73′F20′	23·0 BK7½″	12·2 *4 BHCem*	Hull British	T.3Cy.13″,22½″&37″–24″ (*s*) 200lb 83RHP 1SB,*3pf*,GS47,HS1350 C.D.Holmes&Co.Ld.Hull	13 ″ 0	
544 112503 JBTR	— *J.S.Johnston* –09 1 *Dk*	**WoodTwinScSr**	189 128 117					1900 *Lloyd's*	W.Reeks Sydney, N.S.W. *SA&CP*	HumpyBongS.S. Co.Ld.	124·0 Q19′F19′ ptND11	25·2 BK7½″	7·4 *3 BHCem*	SydnyNSW British	C.4Cy.11″&22″–16″ 25RHP J.Downey,Liverpool		
545 JBTR	— *A.Fourny*11–11 *ss*Hul.No.3–6,03 *ss*Hul.No.2–11 1 *Dk*	**IronScY1**	165 142 70	✠100A1 *Stm Trawler* 8,11 BS9,13 ✠LMC8,11	Hul		9,13	1891 8mo *Lloyd's*	Mackie& Thomson Glasgow *SA&CP*	Pochet-Decroix	100·5 Q19′F19′ ptND11	20·5 BK7½″	10·7 *3 BHCem*	Boulogne French	C.2Cy.16″&32″–22″ (*s*) 110lb 45NHP 1SB,*2pf*,GS37,HS780 Muir&Houston,Glasgow	11 ″ 11	
546 104172 NMJB	— *J.C.Lambert* –16 1 *Dk*	**IronScK** (*Trawler*)	150 139 63				...	1894	Cochrane& Cooper Beverley	T.C.&F.Moss	101·0 Q17′F18′	20·5 BK7½″	11·0	Grimsby British	T.3Cy.11½″,18″&30″–22″ NB05 45RHP C.D.Holmes&Co.,Hull	11 ″ 10	
547 132610 HTMG	**Emerald Wings** *W.H.Halley*09–11 1 *Dk*(*Stl*) *&deep framing* *Now named "Kilbana," See No. 5*	**SteelScSr** *ss*Syd.No.1–16 *in Supplement*	3139 2933 1985	✠100A1 ~~6,179,16~~ ✠LMC9,16	Syd	*v*	4,16	1911 9mo *Lloyd's*	Russell& Co. Pt.Glasgow *SA&CP*	~~WingS.S.Co.Ld.~~ ~~(N.Hallett&Co.~~ ~~Limerick~~SSCo.Ld. *WB=CellDBa*	331·3 P31′B98′F38′ 104′*uE*18′*f*150′932	49·0 FK *t*	21·8 *APT83t*	SydnyNSW British	T.3Cy.23″,37″&61″–42″ (*s*) 180lb *180lb* 287NHP 2SB,*6cf*,GS126,HS4786 ClydeS.B.&E.Co.Ld.P.Gls.	24 ″ 3 *s* 4 ″ 1 20 ″ 7	
548 GQBJ	**Emeraude** 1 *Dk*	**IronPadSr**	204 185 92					1858	..... England	BelgianGovernment	169·0 B—	20·0	6·0	Antwerp Belgian	2Cy.39¼″–39¼″ 148NHP Thms.I.W.&S.E.Co.,Bkwl.		
549 101 JGQV	**Emérence** *J.Scaritsch* –08 (*ex*LaFrance,*ex*Susan) *ss*Oda.No.2–04 *Well deck* 1 *Dk*(*pt Irn pt Stl*)2 *trB*	**IronScSr** *ss*Shl.No.3–4,95	1416 1133 812	✠ 5,08 ✠NB4,04 ✠	Msl	*p*		1882 4mo	J.Read- head&Co. South Shields	A.O.&A.D.Walik& J.Ostrowsky	249·0 Q96′B52′F31′ *WB=DBa*	36·1 BK9″	17·5 *4 BHCem* 74′*f*100′371*t*	Odessa Russian	C.2Cy.29″&54″–36″ NDB04 135NHP 1SB,*3pf*,GS66,HS2118 J.Readhead&Co.S.Shields	18 ″ 7	V
~~10582~~ *Elec.light*	**Emerson** (*Tug*) 1 *Dk*	**SteelSc**	276 221 188					1903	Collingwd. S.B.Co.Ld. Collingwood	~~MontrealTrans-portationCo.Ld.~~	108·0	23·0	14·0	~~Montreal~~ British French	T.3Cy.15′,25½″&43″–36″ 91RHP CollingwoodS.B.Co.Ont.		L
551 WKQL	**Emil** *A.Rohde* *Mchy.Aft* 1 *Dk*	**SteelSc**	415 — 215					1915	Johs. Berg Delfzijl	Akties.Dampsk. Emil (L.Poulsen&Co.)	137·0	23·5	11·0	Chrstiania Norwegian	T.3Cy.12⅜″,20″&31½″–21$\frac{7}{10}$″ 46NHP Johs.Berg,Delfzijl		
552 4790 JQRM	**Emil R. Boman** *C.H.Jönsson*07–15 (*ex*Coranian) 1 *Dk*(*pt Irn&pt Stl*) *&deep framing* *Cargo battens not fitted*	**SteelScSr** *ss*Bly.No.3–7,14	1223 865 711	✠100A1 ~~7,17~~ ~~8,16~~11,17 ✠LMC6,13 ~~DBS9,16~~ ~~MBS7,16~~ BS7,17 M11,17	Shl Skm	*n*	~~10,15~~ ~~7,17~~ 10,17	1901 11mo *Lloyd's*	W.Harkess &Son Middlesbro' *SA&CP*	MotalaRederi Aktieb. (C.A. Arvidson,*Mgr.*) *WB=DBa&uE*	225·0 Q85′B55′RFD85′ F21′H90*t* 79′ *uB* 15′ *f* 92′351*t*	35·1 FK	17·8 *4 BHCem* *APT29t*	Motala Swedish	T.3Cy.17″,28½″&46″–33″ (*s*) 180lb *90lb* 131NHP 1SB,*3cf*,GS59,HS2025 MacColl&Pollock,Sld.	16 ″ 6 *s* 7 ″ 4 16 ″ 6	
553 JCBQ	**Emile Solacroup** *Daigre* 1 *Dk*	**SteelSc**	157 — 43					1897	Fouchard Nantes	Messageries de l'Ouest (Cie.de Transp.Mar.)	101·8 B—	19·7	8·9	Nantes French	C.2Cy.15″&29½″–15½″ 29NHP Daydé&Pillet,Creil		V
554 HGJM	**Emilia** *A.Cosulich* 1 *Dk*(*Stl*) *&Spar dk*(*Stl*) *&deep framing*	**SteelScSr** *ss*Tri.No.3–5,13	3597 3310 2321	✠ 8,16 *Spar dk* ✠	Tri	*w*		1900 8mo	Russell& Co. Pt.Glasgow	UnioneAustriaca diNav.(Soc.Anon.) *WB=CellDBa*	338·0 P21′B72′F36′ *uE&B*	46·0 25·7 FK 40′*f*142′805*t*	17·8 *6 BHCem* *APT56t*	Trieste Aust.-Hung.	T.3Cy.24″,39″&65″–45″ 300NHP 2SB,*6cf*,GS132,HS4550 Rankin&Blackmore,Grk.	28 ″ 5	
555 110381	— (*ex*Violet,*ex*Emilia,*ex*Violet) 1 *Dk*	**WoodScK**	101 89 49					1900	S.Atkinson Newcastle	P.D'Aigneaux	78·8	20·7	8·9	SJhnsNFL British	C.2Cy.12″&21″–18″ NB06 30RHP Shott&Co.Goole		
556 *Elec.light*	**Emilia B.** *Messina* 1 *Dk*(*Stl*)	**SteelTwinScSr** (*ex*Emilia)	686 585 373					1905	J.Reid&Co Ld. Glasgow	D.Barthe	205·0 B56′F22′	33·7	10·7	Bns.Ayres Argentine *WB*	T.6Cy.11″,18″&30″–22″ 84NHP Muir&Houston,Ld.Gls.		V
557 HLJS	**Emilia de Mallol** *A.Lubet* –14 (*ex*Emilia,*ex*Sandfield) *ss*Bly.No.2–11 *Well deck* 1 *Dk*(*pt Irn pt Stl*) *&Web frames*	**SteelScSr** *ss*Bly.No.3–11,02	*2009* *1499* *1294*	✠100A1 10,14 BS4,16 ✠LMC1,14	Brs	*r*	4,16	1890 1mo	E.Withy& Co. W Hartlepool A&CP	T.MallolBosch *CellD*	275·0 P35′Q74′B112′ F30′ *B*	36·5 FK 232′385*t*	19·5 *APT17t*	Barcelona Spanish *pt Cem*	T.3Cy.21″,35″&57″–36″ (*r*) 160lb *100lb* NDB07 193NHP 1DB,*4cf*,GS63,HS2860 Blair&Co.Ld.Stockton	21 ″ 9 *s* 1 ″ 7½ 20 ″ 5	
558 HLJS	**Emilia S. de Perez** *F.Aguirre*10–13 *Elec.light* (*ex*Matin) *ss*Bcl.No.2–14 2 *Dks*(*Irn*) *&deep framing* 3 *Dk rule*	**SteelScSr** *ss*Nwc.No.3–10,04	3997 3546 2351	✠100A1 12,15 ~~BS8,16~~ ✠LMC9,~~16~~ 1,13	Cdz	*w*	~~2,17~~ 1,18	1893 5mo *Lloyd's*	Gourlay Bros.&Co. Dundee *SA&CP*	AngelF.Perez *WB=CellD*	363·0 P15′B100′F43′ *B*294′490*t*	45·1 BK10″ *FPT*157*t*	26·7	Santander Spanish	T.3Cy.24″,40″&64″–54″ (*s*) 160lb ~~80lb~~ 351NHP 2SB,*6rf*,GS107,HS4803 FD GourlayBros.&Co.Dun.	29 ″ 6 *s* 5 ″ 10½ 24 ″ 8	
559 91842 JWSV	**Emilie** *G.Skea* –09 *Well deck* 1 *Dk*(*Irn*) *&Web frames*	**IronScSr** *ss*Gmh.2ndNo.3–3,10	1635 1262 1027	✠100A1 2,13 BS4,15 ✠LMC12,08	Lth	*q*	2,13	1885 6mo	E.Withy &Co. W Hartlepool A&CP	J.Cormack&Co. *WB=*	260·0 P26′Q72′B60′F31′ *DBa* 76′*f*40′ *&uE*	36·1 BK7½″	17·9 *4 BHCem* *B*105′224*t*	London British Spanish	T.3Cy.21″,34″&56″–36″ (*s*) 160lb *90lb* NDB11 183NHP 1DB,*4cf*,GS68,HS2656 Blair&Co.(Lim.),Stockton	19 ″ 4 *s* 1 ″ 11 18 ″ 2	
560 JWSV	— *S.Alipranti*94–96 (*ex*Magpie,*ex*Resolute)	**IronPadSp**	*113* *113* *31*					1880	J.T. Eltringham S.Shields	Flli.B.Mendl	100·0	18·4	9·6	Braila Roumanian	L.1Cy.36″–54″ 73NHP J.P.Rennoldson,S.Shields		
561 NQOT	— *B.K.Pedersen* –07 1 *Dk*	**SteelSc**	110 86 50					1907	Kjöbnhvns Flydk.&Skbs. Copenhagen	Dampskibsselsk. Cathrine	85·0 Q11′B21′F15′	18·0	8·6	Copnhagn Danish *WB*	C.2Cy.11″&21″–14″ 16NHP KjbnhavnsFlydk.&Skbsv.		
562 (*ex*Hellespont)	**Emilie Wender** (*Tug*) 1 *Dk*(*Irn*)	**SteelSc**	*116* *104* —	✠ *For River purposes only* 5,94 ✠	Shl			1894 5mo	J.P.Ren- noldson&Sns S.Shields	Wender&Co.	100·4 *WB=FPT*13*t*	19·2 FK	9·2 *4 BHCem*	Braila Roumanian	T.3Cy.12″,20″&32″–22″ 1SB,*2pf*,GS27,HS952 56NHP J.P.Rennoldsn&Sns,S.Shl.	9 ″ 6	
563 137000	**Emilion** 1 *Dk*	**SteelScK**	201 185 78	✠100A1 *Stm Trawler* ~~10,17,14~~ ✠LMC9,14	Mdb Liv		10,17	1914 9mo *Lloyd's*	Smith's Dock Co.Ld Middlesbro' *SA&CP*	ConsolidatedStm. Fishing&IceCo. (Gms.)Ld. (J.D. Marsden,*Mgr.*)	112·3 Q67′	21·6 BK7½″	11·6 *2 BHCem*	Grimsby British	T3Cy.11½″,16½″&32″–24″(*s*) 180lb 68RHP 1SB,*2pf*,GS38,HS1210 Smith'sDockCo.Ld.Mdb.	12 ″ 4	
564 TCSN	**Emily** *Soedin bin Dol*08–12 1 *Dk*	**WoodScSr**	266 — 94					1889	..... Singapore	OeiTiangTjai	117·2	15·0		Tandjong, Pinang Dutch	Hall,Russell&Co.Abn.		

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Grément, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'hélice porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP= Force en chevaux d'après les formules de la Société. RHP= Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres ou le nom est dans le R. Durée Cert. R. of Trade.
565 105379	**Emily** *T.Anson* –95 *Mchy.Aft*	SteelScSr 1*Dk*	154 152 99					1895	J.Scott& Co. Kinghorn	TheMayor,Alder-men&Burgesses of the Borough of Wallasey	97·4|19·0| 9·3			Liverpool British	C.2Cy.12″&20″–16″ 36RHP J.Scott&Co.,Kinghorn		
566	—	SteelSc *ss*Rio.No.2–15 1*Dk*(*Teak*)	86 *76* *1*	✝100A1 *For towing purposes* 7,16 ✠MC BS10,17 ~~BS12,15~~ MS7,16	Rio		7,16	1908 6mo *Lloyd's*	Day,Sum-mers&Co.Ld. Southampton *sA&CP*	Rio deJaneiro LighterageCo.Ld.	80·0|16·2| 8·4 BK6″			R.Janeiro Brazilian	C.2Cy.15″&30″–24″ (*s*) 120lb 50NHP 4*BHCem*	9 ″ 0	
567 104953 JLPK	**Emily Charlotte** ~~*W.Williams* –15~~ *E.Taylor* –17	SteelScSp *ss*Sws.2ndNo.3–6,14 1*Dk*	122 106 3	✝100A1 *For Towing purpose* 9,16 LMC6,14 ✠NB5,04 BS~~12~~7,17	Sws	*s*	9,16	1896 11mo *Lloyd's*	Mordey, Carney&Co. Ld. Newport *sA&CP*	PortTalbotRly.& DocksCo.	90·2|18·1| 9·7 BK6″			Pt.Talbot British	C.2Cy.20″&36″–25″ (*s*) 100lb 60RHP 4*BHCem*	11 ″ 0	
568 89927 JLPX	**Emily Eveson** *IsRoberts* –16 (*ex*Yungay,*ex*Virago, *Mchy.Aft* *ex*Snipe)	IronScSr 1*Dk*(*Irn*)	319 252 128	✝ 1,87	Cly	*e*		1884 4mo *Lloyd's*	Campbel-townS.B.Co. Campbeltwn	~~CookShippingCo. Ld. (*J.H. Davies, Mgrs.*)~~	142·0|23·2|11·0 Q45′F20′ *FPT28t APT11t*			Liverpool British	C.2Cy.19″&36″–27″ NB94 55RHP 3*BHCem*	11 ″ 9	
569 132292 JGQV	**Emley** *Cameron*18-18 *J.W.Mecklenburgh* –13	SteelScK 1*Dk*	223 216 88	✝100A1 *StmTrawler* 3,14 ✠LMC12,13	Hul		3,14	1911 12mo *Lloyd's*	Cochrane& Sons Selby *sA&CP*	~~Gt.NorthernS.S. Fishing Co.Ld.~~ HullSteamFishing &IceCo,Ld.	112·1|22·5|12·5 Q21′ BK7″ *WB=MT11′35t*			Hull British	T.3Cy.10″,17″&28″–24″ (*s*) 200lb 51RHP 4*BHCem* *DTf12′35t*	13 ″ 2	
570 102130 NHJT	**Emlyn** *G.H.Warren* –16 (*ex*Queen'sChannel) *Mchy.Aft* *Well deck*	Iron&SteelSc3MstSr *ss*Bkn.No.3–11,06 *ss*Bry.No.2–16 1*Dk*(*Irn*) *Iron framing Steel plating*	370 273 142	✝100A1 ~~3,17 2,16~~ 7,17 ✠LMC ~~ME2,15~~ ~~BS10,16~~ BS4,16	Bry Gms	*f*	~~3,16~~ ~~3,17~~ 7,17	1894 2mo *Lloyd's*	R.William-son&Son Workington *sA&CP*	EmlynLine,Ld. (Emlyn-Jones& Co.Ld.,*Mgrs.*)	153·2|23·6| 9·0 Q86′B10′F20′ BK7″ *WB=DBf79t*			Cardiff British	C.2Cy.19″&38″–27″ (*s*) 110lb 60RHP 3*BHCem* 94t*FPT23t*	11 ″ 3 s ″ 8½ 1SB,3*pf*,GS45,HS1873 11 ″ 3 Dunsmuir&Jackson,Gls.	
571 119861 JDGC	**Emlyndone** *T.Lamb* –17 (*ex*Kilroot,*ex*Llandaff) *Well deck* *ss*Brs.No.3–8,17	SteelScSr ~~*ssTrn.No.2–12*~~ 1*Dk*(*Irn*) *& Web frame.*	495 399 220	✝~~100A1~~ 11,17 ~~2,16~~ Brs ~~ME2,15~~ ~~MS10,12~~ ~~BS10,16~~	Sld	*h*	~~4,15~~ 8,17	1904 11mo *Lloyd's*	Murdoch& Murray PortGlasgow *sA&CP*	EmlynLine,Ld. (Emlyn-Jones& Co.Ld.,*Mgrs.*) *WB=DB*	170·6|23·6|14·5 Q72′B23′F25′ BK7½″ *a26′f37′53t FPT14t*			Cardiff British	T.3Cy.15″,25″&40″–27″ (*s*) 180lb 99RHP 4*BHCem* *APT11t*	15 ″ 2 s 1 ″ 2½ 1SB.3*cf*,GS47,HS1660 14 ″ 8 Muir&Houston,Ld.Gls.	
572 105193 QBSV	**Emma** *C.Roe* –14	SteelScSr *ss*Cff.No.3–2,10 *ss*Cff.No.1–14 1*Dk*(*Irn*)*& Web frames*	2520 2345 1572	✝100A1 9,16 ✠LMC MS10,14 ~~MS11,16~~	Cff	*l*	4,16	1898 4mo	T.Turnbull &Son Whitby A&CP	TurnbullBrosShip-pingCo.Ld. (Turn-bullBros.*Mgrs.*) *WB=CellDBa*	309·8|44·0|20·4 P30′B61′F32′ FK 100′*uE22′f124′66t*			Cardiff British 6*BHCem* *APT68t*	T.3Cy.23″,37½″&61½″–39″(*s*) 160lb *100lb* NDB15 236NHP 2SB,6*cf*,GS99,HS3525 Blair&Co.Ld.Stockton	22 ″ 10 s 3 ″ 10½ 19 ″ 4	
573	— *H.Kruse*05–05 *Elec.light*	IronScSr 2*Dks*	872 845 547					1883	G.Howaldt Kiel	Sartori&Berger	203·5|27·0|20·5			Kiel German *WB*	C.2Cy.25″&40″–27″ NB97 69NHP Gebr.Howaldt,Kiel		G
574 JCKT	— *Fromentin* *Elec.light* Wireless	SteelScSr (*Trawler*) 1*Dk*	252 214 100					1902	Bonn& Mees Rotterdam	G.Vidor fils&Co.	131·8|21·5|12·5			Boulogne French *WB*	T.3Cy.13″,21½″&35″–24″ NB10 60NHP Amos&Smith,Hull		V
575	— *J.Krijger* (*ex*Nemophila)	SteelScK *ss*Ams.No.3–5,11 1*Dk* *ss*Ymu.No.1–15	175 171 43	✝100A1 *StmTrawler* 3,16 ~~5,15~~ ~~BS~~ ~~BS6,16~~ ✠LMC5,15	Ymu		N3,16	1899 2mo *Lloyd's*	J.Duthie, Sons&Co. Aberdeen *sA&CP*	N.V.Scheepsex-ploitatieMaats.de Marezaten (Joh.Polderman)	111·0|20·8|11·3 Q23′ ptND17 BK7½″			Ymuiden Dutch 3*BHCem*	T.3Cy.12″,19½″&32″–22″ (*s*) 180lb 60NHP 1SB.2*pf*,GS32,HS1060 Whyte&Mair,Dundee	12 ″ 0	
576 1212	— (*ex*Alster,*ex*Fock & Hubert)	SteelScSr (*Trawler*) 1*Dk*	171 — 56					1894	Act.Ges. "Neptun" Rostock	W.Antufieff	112·6|21·4|10·4 H8*t*			Archangel Russian *WB*	C.2Cy.17¾″&33½″–19½″ 41NHP A.G."Neptun,"Rostock		
577	— *L.Berg*13–13 (*ex*NorthCoast)	SteelScSr (*Trawler*) 1*Dk*	111 106 42				…	1890	Hall, Russell&Co. Aberdeen	GadusFabriker (H.Larsson, *Mgr.*)	95·3|19·6|10·1 BK6½″			Gothenbrg Swedish	C.2Cy.15½″&34″–24″ 47NHP Hall,Russell&Co.Abn.	10 ″ 9	
578 5711 JVGT	**Emma Fernström** *J.V.Söderström*15–15 (*ex*Margarete)	SteelScSr 1*Dk*	1007 588 588	*Now engaged "Polstream," See No. 45 in Supplement*				1905	Grugeon&Co. &GrnkDkCo Grngemouth	Estate of Emma Fernström	204·6|34·8|12·6 Q69′B56′H70*t*F20′ *WB=CellDBa*			Karlshmn Swedish *WB*	T.3Cy.16¼″,27″&44″–30″ 106NHP Cooper&Greig,Dundee		G
579 98882 JHWF	**Emma Minlos** *J.Tinmouth* –16 (*ex*Refugio)	SteelScSr 1*Dk*&*Web frames* *ptAwng dk*	1286 908 782				…	1894	Campbel-townSB.Co Campbeltwn	Requisitioned by the Admiralty (Everett& Newbigin,*Mgrs.*)	230·0|32·6|16·4 Q79 *ptAwng dk*151′ FK			London British *WB*	T.3Cy.17½″,27½″&45″–33″ 115NHP Kincaid&Co.Ld.Greenock	17 ″ 4	
580 RQGW	**Emma Sauber** *P.Eckler*12–12 *Mchy.Aft* *Elec.light*	SteelScCtr (*ex*Pallion) 1*Dk*	2474 2109 1307					1909	W Doxford &Sons,Ld. Sunderland	SauberGebr.	269·3|44·7|22·1 P55′F27′			Hamburg German *WB*	T.3Cy.21″,35″&59″–39″ 217NHP W.Doxford&Sons,Ld.Sld.		
581 HQBW	**Emmanuel** *Pappas* (*ex*Graphic)	SteelScSr *ss*Syr.No.3–9,07 *ss*Pir.No.2–16 1*Dk*(*Stl*)2*trB*&*Web frames*	*2490* *2312* *1598*	✝100A1 7,17 ~~5,16~~ ~~BS6,17~~ ✠LMC5,16	Pir	*t*	~~3,15~~ N11,17	1895 1mo	W.Gray& Co.Ld. WHartlepool A&CP	C.A.Tsiropinas& Fils *WB=CellDBa*	304·2|44·1|20·7 P27′B68′F31′ FK 102′*uE22′f120′65t*			Syra Greek 5*BHCem* *APT59t*	T.3Cy.23″,36½″&62″–39″ (*s*) 160lb *100lb* NDB11 239NHP 2SB,6*rf*,GS79,HS3580 Cen.Mar.Eng.Wks.W.Hpl.	23 ″ 2 s 3 ″ 11½ 19 ″ 6	
582 HPVJ	— *Liaroutsos* (*ex*Frosso,*ex*Miniera)	IronScSr 5thSurveyMsl.4,04 2*Dk*	*1432* *1298* *1122*	✝ 11,08 ✠	Msl	Lv		1882 9mo *Lloyd's*	R.&J. Evans&Co. Liverpool	A.A.Embiricos	255·3|33·0|20·5 P49*t*B90*t*H12*t*F29*t* BK9″			Spezie Greek 3*BH*1*RBH* *CellDB*	C.2Cy.28″&50″–30″ NDB01 134NHP 2SB,4*f*,GS84,HS2734 DeWinton&Co.Carnarvon	23 ″ 4	V
583 552 LMAH	— *J.Bredsky* (*ex*Zoodohos,*ex*Elsinore,*ex*Isle of Jura) *Well deck*	SteelScSr *ss*Oda.2ndNo.3–5,14 1*Dk*(*Irn*)2*trB*	1002 737 596	✝100A1 5,14 ✠LMC5,14	Oda	*m*	N5,14	1889 9mo	T.&W. Smith N.Shields A&CP	F.C.Svorono& E.diPollone *WB=DBa*	215·0|30·7|15·0 Q71′B60′F30′ BK8″ 59′*f86′222t FPT*			Mariupol Russian 4*BHCem* 11*t APT8t*	T.3Cy.16″,26″&43″–30″ (*s*) 160lb 103NHP 1SB,3*pf*,GS47,HS1590 N.E.MarineEng.CoLdNwc	15 ″ 11	
584	— *J.Decleisq*97–12	SteelScK 1*Dk*	*218* *194* *101*	✝~~100A1~~ *StmTrawler* ~~7,17~~ 5,14 ✠LMC7,13	Ght		5,14	1912 7mo *Lloyd's*	Cochrane &Sons Selby *sA&CP*	Pêcheries àVapeur Soc.Anon. (John Bauwens,*Mgr.*)	115·0|21·5|11·7 Q65′ BK7½″			Ostend Belgian 4*BHCem*	T.3Cy.12″,20″&32″–23″ (*s*) 180lb 70NHP 1SB,2*cf*,GS32,HS1300 Earle'sCo.Ld.Hull	12 ″ 6	
585 JCLG	**Emmanuella** *Debris*11–11 *Elec.light*	SteelScSr (*Trawler*) 1*Dk*	285 262 99					1907	DelaBrosse &Fouché Nantes	Soc.Française de Pêcheries a Vap. (Vve.Christiaens& A.Bourgain,*Mgs.*)	139·8|22·0|10·8 Q52′			Boulogne French *WB*	T.3Cy.11¾″,19¾″&32½″–24½″ 51NHP E.de la Brosse&Fouché,Nts		V

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. / Master. / Special Surveys.	3 Material, Rig, &c. / Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned / now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Register in which classed, if not in L.R. Date of lt. of Trade Cert.
586 RPJW	**Emmi Arp** *H.Fulda* *Elec.light*	**SteelScSr** 1 *Dk & Spar dk*	2767 2599 1734					1906	Akt.Ges. "Neptun" Rostock	HeinrichF.C.Arp (S.Öllgaard& Thoersen, *Mgrs.*)	291·2	43·9	16·9 24·2	Hamburg German *WB*	T3Cy20½",36$\frac{7}{16}$"&56$\frac{5}{16}$"–37$\frac{5}{8}$" 195NHP A.G."Neptun,"Rostock		G
587 QFNL	**Emmy** *B.Brosin* –10 *Elec.light*	**IronSc** (*Trawler*) 1 *Dk*	132 121 53					1891	J.C.Tecklenborg Geestemünde	C.C.H.Bösch	102·6 H33'	20·3	9·7	Brmrhavn German	C.2Cy.17"&32"–22" 40NHP J.C.Tecklenborg,Gstmnde		G
588 214318	**Emory L. Ford** *Elec.light* 1 *Dk(Stl) & Web frames* *Mchy.Aft* *Longitudinal framing* Sub.Sig.	**SteelScSr**	7986 7670 6226	✠100A– 8,16 *For Service on the Great Lakes* ~~LMC6,16~~	Clv			1916 8mo	American S.B.Co. Lorain,O.	H.K.Oakes *Cell D Bu E & B55' f & in hopper side ta*	580·0 F53 *nks 479' 8724t FPT*	60·0	32·0 FK	Duluth Utd.States *3 BH* 290t *APT59t*	T.3Cy.24½",41"&65"–42" (*s*) 180lb 414NHP 3SB,*6cf*,GS137,HS6405 FD AmericanS.B.Co.Lorain,O	32 " 0	
589 126654	**Emperor** *G.G.Pearson* *Elec.light*	**SteelScSr** 1 *Dk*	7031 6780 4641					1910	Collingwd. S.B.Co. Collingwood	Canada Steamship Lines Ld.	525·0	56·1	27·0 *WB*	Midland, Ont. British	T.3Cy.23",38½"&63"–42" 257NHP CollingwoodS.B.Co.		L
590 *Elec.light*	— *Guido* –04	**WoodSc** (*Tug*) 1 *Dk*	196 119 78					1904	A.D.&M. Lussich Monte Video	A.D.&M.Lussich	108·0	24·0	13·0	M.Video Uruguayan			
591 116170 JMSC	— *R.W.Powell* –16	**SteelScK** *Stm Trawler* *ss* Hul.No 3 5,15 1 *Dk*	181 172 71	✠100A1 6,17~~3,18~~ ~~BS6,16~~ ~~LMC6,16~~	Hul		4,15 5,17	1903 6mo	Cook,Welt'n&Gemmell Beverley *Lloyd's*	Gt.NorthernS.S. FishingCo.Ld. G.F.Sleight	109·0 BK7" *WB=*	21·5	11·0 *DT f 13'30t*	Hull British 4 *BH Cem*	T.3Cy.11",18"&30"–22" (*s*) 200lb 46RHP 1SB,*2pf*,GS24,HS668 Amos&Smith,Hull	11 " 9	
592 104197	— *G.Bird* 99–02	**IronScK** 1 *Dk*	130 120 54				...	1895	Cochrane& Cooper Beverley	~~Dublin Steam Trawling Co. Ld (A. Richardson,~~ *Mgr.*)	93·6 Q17'	20·5	11·0 BK7½"	Dublin British	T.3Cy.11",17"&28"–21" 40RHP C.D.Holmes&Co.,Hull	11 " 10	
593	—	**IronScSp** (*Tug*) 1 *Dk*	*106* *106* *56*	✠ 2,80	Hay	*a*		1880 7mo	Harvey& Co. Hayle	Wilson Sons&Co. Ld.	90·1	18·0	10·5	Uruguayan 4 *BH Cem*	C.2Cy.21"&38"–21" 55NHP Harvey&Co.,Hayle		
594 NAOM	**Emperor Alexander III.** *M.Heyman* 69–14 *Elec.light* 2 *Dks* (*Stl*–ws) & Wireless *Shade dk* (*Stl*–ws) 3 *rd dk in Nos.* 1,2 & 3 *holds*	**Steel TwinScSr**	*5153* *3687* *3256*	✠100A1 *Shade dk* 1,14 ~~LMC1,14~~	Dmb	*y*		1914 1mo	W.Denny & Bros. Dumbarton	Russian Stm.Nav. & Trading Co. *Lloyd's* *SA & CP* *WB=* *Cell D Ba* 91' *u E* 59'	381·1 FK&BK2" *f* 154'506t *FPT* 29t	51·8	27·8	Odessa Russian 6 *BH Cem* *APT48t*	T.6Cy.22",36"&58"–48" (*s*) 180lb 788NHP 4SB(FD)&1AuxSB.*18cf*, GS336.HS13000 Denny&Co.Dumbarton	30 " 6 s 5 " 1 26 " 0	
595 703 NACL	**Emperor Nicholas I.** *S.Brileff* –13 2 *Dks* (*Stl*–ws) & *Shade dk* (*Stl*–ws) 3 *rd dk in Nos.* 1, 2 & 3 *holds* *Elec.light* Wireless	**SteelTwin ScSr**	5642 3686 3388	✠100A1 *Shade dk* 12,13 ~~LMC12,13~~	Gls	*y*		1913 12mo	J.Brown& Co.Ld. Clydebank	RussianStm.Nav. &TradingCo. *Lloyd's* *SA & CP* *WB=Cell D Ba* 91' *u*	381·1 FK&BK2" *E* 59' *f* 154'504t *FPT*	51·8	27·7	Odessa Russian 6 *BH Cem* 27t *APT45t*	T.6Cy.22",36"&58"–48" (*s*) 180lb 788NHP 4SB(FD)&1AuxSB.*18cf*, GS336,HS13000 J.Brown&Co.Ld.Clydebnk	30 " 6	
596 49 HBDG	**Emperor Nicolas II.** *Elec.light* Wireless 3 *Dks*	**SteelScSr**	4166 3289 2407				...	1895	W.Denny & Bros. Dumbarton	RussianStm.Nav. &TradingCo.	371·2 P62'B146'F38'	45·1	27·5 FK	Odessa Russian *WB*	T.3Cy.28¼",47½"&76"–54" 501NHP Denny&Co.,Dumbarton	30 " 1	
597 842 HBLN	— *M.Viazmin* 96–09 1 *Dk* (*Stl*) & *Spar dk & deep framing* *Elec.light*	**SteelTwinScSr**	1212 853 640	✠ *Spar dk* *with freeboard* 4,96	Nwc	*o*		1896 4mo	W.Dobson &Co. Newcastle	Archangel-Mourman Stm.Nav.Co. *WB=Cell D Ba* 66' *f* 92'173t	238·0 P63'B52'F57'	32·0	12·2 19·4 FK	Archangel Russian 5 *BH Cem* *APT42t*	T.6Cy.14",22½"&37"–27" 169NHP 2SB,*6cf*,GS108,HS2920 N.E.MarineCo.(Lim.)Nwc	20 " 0	
598 701 NACJ	**Emperor Peter the Great** *H.Trenerte* –13 2 *Dks* (*Stl*–ws) & *Shade dk* (*Stl*–ws) *Elec.light* 3 *rd dk in Nos.* 1,2 & 3 *holds* Wireless	**SteelTwinScSr**	5556 3684 3342	✠100A1 *Shade dk* 10,13 ~~LMC10,13~~	Gls	*y*		1913 10mo	J.Brown& Co.Ld. Clydebank	RussianStm.Nav. &TradingCo. *Lloyd's* *SA & CP* *WB=Cell D Ba* 91' *u*	380·7 FK&BK2" *E* 59' *f* 154'504t *FPT*	51·8	27·7	Odessa Russian 6 *BH Cem* 27t *APT45t*	T.6Cy.22",36"&58"–48" (*s*) 189lb 788NHP 4SB(FD)&1AuxSB.*18cf*, GS336,HS13000 J.Brown&Co.Ld.Clydebnk	30 " 6	
599 119739	**Emperor of India** *J.W.Tilsed* –08 (*ex* Princess Royal) *Elec.light* 2 *Dks & Promenade dk*	**SteelPad**	482 326 206					1906	J.I.Thornycroft&Co.Ld. Southampton	Cosens&Co.Ld.	217·2 Q20' len07 *Prom.dk* 133'	25·1	8·5	Wymouth British	C.2Cy.30"&57"–60" 210NHP J.I.Thornycroft&CoLdSou		
600 115896 TQCV	**Empire** *G.L.Smith* 16–16 2 *Dks* (*Stl–U* teak s) 3 *tr B* *Elec.light* *Ref.Mchy.*	**SteelScSr**	4496 3582 2843	✠100A1 3,17 ~~BS2,16~~ ~~LMC M6,16~~ ~~BS4,18~~ ~~LMC2,17~~	HKg	*y*	6,16	1902 9mo	W.Beardmore&Co. Glasgow	R.L.Connell (R.L.Connell&A. Bicket, *Mgrs.*) *Lloyd's* *SA & CP*	386·1 P72'B158'F52'	46·7	27·7 FK	London British 6 *BH Cem*	T.3Cy.28½",47"&78"–51" (*s*) 200lb *200lb* 613NHP 2DB,*12cf*,GS220,HS8756 FD W.Beardmore&Co.Gls.	30 " 4 s 5 " 11 25 " 1	
601 *Elec.light*	— (*Tug*) 1 *Dk*	**IronScK**	*115* *114* *3*				...	1902	Hepple& Co.Ld. South Shields	*WB=Cell D Ba* 86' *u E & B73' f* 158'644t *DT a4'100t* Cia.Argentina de Nav.(Nicolas Mihanovich)Ltda.	90·5 B9'	19·6	10·9 BK7"	*FPT44t* Bns.Ayres Argentine	C.2Cy.18"&38"–25" 60NHP Hepple&Co.Ld.S.Shields	11 " 9	
602 136623 *Elec.light* *Mchy.Aft*	**Empire City** 1 *Dk 2 tr B* Sub.Sig.	**SteelScSr**	4118 — 3269					1897	Cleveland S.B.Co. Cleveland,O.	Pittsburgh S.S.Co.	405·4	48·0	24·4 *WB*	Duluth, Minn. Utd.States	Q.4Cy.17",26",39"&60"–40" 228NHP Cleveland S.B.Co.,Cleveld.		
603 98536 HBCR	**Empress** ~~ss No.1~~ ~~2nd No.3~~ ~~3–5,17~~ *A.Armstrong* –16 ~~ss Sld.No.3–3,14~~ (*ex* Cadiz, *ex* Empress) ~~ss Nwc.No.2–13~~ 1 *Dk* (*pt Stl pt Irn*) 2 *tr B & Web frames & pt Awng dk* (*pt Stl pt Irn*)	**SteelScSr**	2914 2233 1873	✠100A1 *pt Awng dk* *with freeboard* ~~5,17 1,16~~ ~~DS7,16~~ ~~LMC4,13~~	Shl	*t*	N1,16	1893 2mo	Furness, Withy&Co.Ld W Hartlepool A&CP	Amaryllis Shppg. Co.Ld. (W.Coupland&Co. *Mgrs.*) *WB=Cell D Ba*	314·0 Q131' *pt Awng dk* 183' FK 106' *u E* 20' *f* 124'482t	40·5	21·4	Cardiff British 6 *BH Cem* *APT30t*	T.3Cy.21½",38"&62"–42" (*s*) 160lb *100lb* NDB04 249NHP 2SB,*6cf*,GS89,HS3730 T.Richardson&Sons,Hpl.	23"10 s 8 " 7 22 " 7	
604 123846 HKSW	— *G.T.Blaxland* –14 *Elec.light* Wireless 2 *Dks & Awng dk*	**SteelTrpScSr**	1695 1165 697					1907	W.Denny & Bros. Dumbarton	S.Eastrn&Chathm Rly Cos.'Managing Committee	311·3	40·1	15·8 *WB*	London British	3 Steam Turbines 800RHP Denny&Co.Dumbarton		
605 116309	— *A.McDonald* –16 *Elec.light* 1 *Dk* (*pt Stl*–ws) & *Awng dk* (*pt Stl*–ws)	**SteelTwinSc**	1342 1050 612	✠100A1 *Awng dk* *with freeboard* 5,16 ~~LMC MS5,14~~ ~~BS3,16~~	Hfx	*o*	~~5,16~~ 6,17	1906 5mo	Swan,Hunter& Wigham Richardson, Ld Newcastle	Canadian Pacific Railway Co. *Lloyd's* *SA & CP* *WB=Cell D B f* 61'27t & 9'7t	235·0 BK6"	34·2	20·0	Charlottetown P.E.I. British 4 *BH Cem* *APT30t*	T.6Cy.18½",28½"&46"–33"(*r*) 160lb *80lb* 366NHP 2SB,*8cf*,GS154,HS5862 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc.	21"11 s 9 " 5½ 13 " 4	

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. / Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expire. Lettre d'Entretenement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe.	15
606 96040	**Empress** *M.Gillis* 89–90	SteelPadSk	229 143 95					1888	Napier, Shanks&Bell Glasgow	Dumbarton& BallochJointLine Committee (L.H. Gilchrist, *Mgr.*)	165·0	20·1	6·3	Glasgow British	D.2Cy.36″–48″ 138NHP D.Rowan&Son,Glasgow		
607 63915 TFBC	— *J.J.Marshallsay* –16	IronPad	173 164 87					1879	Samuda Bros. London	Cosens&Co.Ld.	160·1	18·1	8·3	Weymouth British	O.2Cy.30″–33″ NB04 52RHP J.Penn&Sons,Greenwich		
608 98395	— ~~*I.Todd* 11–16~~ *W.Shaw* 00–18	SteelPadSk 1*Dk*	156 130 79					1893	J.Reid& Co.(Lim.) Glasgow	~~TaySteamboatCo. Ld.~~Cork.Blackrock &PassageRlwyCo. (R.H.Good, *Mgr.*)	140·2	17·1	7·3	Goole Cork British ~~Dundee~~	T.3Cy.9″,15″&24″–12″ NB07 25RHP Kincaid&Co.,Greenock		
609 81032	— *J.Whitburn* –98	IronPadSp	101 68 54					1880	W.Allsup &Sons Preston	PlymouthPromenadePier&Pavilion Co.Ld.	115·0	16·2	4·9	Plymouth British	C.O.2Cy.16″&30″–30″ NB08 40RHP W.Allsup&Sons,Preston		BT till 1,18
610 702 NACK	**Empress Ekaterina II.** *A.E.Dinne* –13 *Elec.light* 2*Dks*(*Stl*–ws)&*Shade dk* (*Stl*–ws)3*rddk in Nos.* 1, 2, & 3 *holds* Wireless	Steel TwinScSr	5545 3686 3341	✠100A1 *Shade dk* 9,14 ~~LMC11,15~~	Gen	*y*		1913 11mo	W.Denny &Bros. Dumbarton *Lloyd's SA&CP*	RussianStm.Nav. &TradingCo. *WB=CellDB a*91′*uE*	381·0	51·8	27·7 FK&BK2″ 59′*f*154′506*t FPT*	Odessa Russian 6*BHCem* 29*tAPT*48*t*	T.6Cy.22″,36″&58″–48″ (*s*) 180lb 788NHP 4SB(FD)&1AuxSB,*18cf*, GS336,HS13000 Denny&Co.Dumbarton	30 ″ 6 s 5 ″ 1 26 ″ 0	
611 135226 JCKF	**Empress of Asia** ~~*C.Robinson* 13~~ *W.Davison* –17 *Elec.light* Wireless *CruiserStern* Sub.Sig. *ss*HKg.No.1–17 4*Dks*(*Stl*)& *Shelter dk*(*Stl*–teak s)	SteelQuadScSr	16909 12545 8883	✠100A1 ~~2,15 4,16 7,15~~ 2,13 ~~BS5,15~~ ~~LMC5,13~~ ~~BS2,17 2,15~~ 4,16	HKg	*k*†	PF2,13 SF2,13 PAN2,13 ~~SA2,17~~	913 5mo	Fairfield Co.Ld. Glasgow *Lloyd's SA&CP*	CanadianPacific Rly.OceanLines (CanadianPacific OceanServices,Ld. *Mgrs.*) *WB=Cell*	570·1 B&F394′ *on Shelter dk* FK&BK3″	68·2	42·0 *DBa*63′*uE*&	~~Vancouver~~BC ~~London~~ British 12*BHCem*	4 Steam Turbines (*s*) 190lb HS54251 6D&4SB,*64cf*,GS1344, FD Fairfield Co.Ld.Glasgow *B*295′*f*100′1548*t FPT*160*t*	46 ″ 0 s 17 ″ 6 29 ″ 0	
612 120940 HGCJ	**Empress of Britain** *W.S.Main* –15 *ss*Liv.No.2–14 4*Dks*(*Stl–U&M* ws)& *Webframes* *Elec.light* & *Shelter dk*(*Stl*–teak s) *Ref.Mchy.* Wireless Sub.Sig.	SteelTwin ScSr	14189 9774 8024	✠100A1 *Shelter dk* 11,15 BS5,15 ~~LMC2,14~~	Bkn	*k*†	~~5,15~~	1906 4mo	Fairfield Co.Ld. Glasgow *Lloyd's SA&CP*	CanadianPacific Rly.OceanLines (CanadianPacific OceanServices,Ld. *Mgrs.*) *WB=Cell*	548·8 F95′ *Promenade dk*405′	65·7 FK	36·7 *DBa*81′*uE*& *B*225′	Liverpool British 10*BHCem*	Q.8Cy.36″,52″75″&108″–69″ 220lb (*s*) 3168NHP 6D&3SB,*60cf*,GS1125, HS47141 FD Fairfield Co.Ld.Glasgow *Sidetanks*a23′185*t FPT*49*t*	40 ″ 0 s 9 ″ 9 31 ″ 1	
613 77197	**Empress of India** *S.Jamieson* –12	IronPadSp	174 160 69					1877	J.&M. Gunn Cardiff	NicholsonStmTug &SalvageCo.Ld. (J Nicholson, *Mgr*)	117·4	19·7	10·3	Leith British	L.2Cy.28½″–48″ NB86 90RHP J.&M.Gunn,Cardiff		
614 98911 MCHQ	**Empress of Japan** *W.D.Hopcraft* –13 *ss*H.Kg.2ndNo.3–11,15 *Elec.light* 3*Dks*(2*Stl*–ws)4*trL* Wireless	SteelTwinSc 3MstSr	5940 ~~5,16,16~~ 5098 3039	✠100A1 ~~5,15~~ 5,15 ~~LMC11,15~~ ~~4,17~~ 5,15	HKg	*b*†	~~11,15~~ ~~3,17~~	1891 3mo	NavalCon. &Arm.Co.Ld Barrow *Lloyd's SA&CP*	CanadianPacific Rly.OceanLines (CanadianPacific OceanServices,Ld. *Mgrs.*) *WB=CellDB*	455·6 P65′F79′ B&*Prom.dk*217′	51·2 BK12″ 337′	33·1 *DBa* *WB=Cell*	~~Vancouver~~BC ~~London~~ British 12*BHCem* 755*tAPT*86*t*	T.6Cy.32″,51″&82″–54″ (*s*) 160lb *160lb* 1167NHP 4DB,*32cf*,GS710,HS20193 Nvl.Con&Amts.C.(L)Brw	36 ″ 0 s 8 ″ 5 29 ″ 0	
615 135197 JBSQ	**Empress of Russia** *S.Robinson* –16 *ss*HKg.No.1–17 *Elec.light Cruiser Stern* 4*Dks*(*Stl*)& Sub.Sig. Wireless *Shelter dk*(*Stl*–teak s)	SteelQuadScSr	16810 12557 8789	✠100A1 ~~2,17 3,16~~ 3,13 ~~BS5,15~~ ~~LMC5,13~~ ~~BS4,17~~ 2,15	HKg	*k*†	SFN3,13 PP3,16 ~~PA3,17~~ ~~SA3,17~~ 3,13	1913 3mo	Fairfield Co.Ld. Glasgow *Lloyd's SA&CP*	CanadianPacific Rly OceanLines (CanadianPacific OceanServices,Ld. *Mgrs.*) *WB=Cell*	570·2 B&F*onShltr dk*394′	68·2 FK&BK3″	42·0 *DBa*69′*uE*&	~~Vancouver~~BC ~~London~~ British 12*BHCem*	4 Steam Turbines (*s*) 190lb HS54251 6D&4SB,*64cf*,GS1344, FD Fairfield S.B.&E.Co.Ld.Gls *B*295′*f*100′1548*t FPT*160*t*	46 ″ 0 s 17 ″ 6 29 ″ 0	
616 136986	**Empyrean** 1*Dk*	SteelScK	215 200 98	✠100A1 *Stm Trawler* 7,14 ~~LMC7,14~~	Goo			1914 7mo	GooleS.B. &RepgCo.Ld. Goole *Lloyd's SA&CP*	Grimsby&N.Sea StmTrawlingCoLtd	120·4 Q66′F19′ B7 ½″	22·0	11·6	Grimsby British 3*BHCem*	T.3Cy.12″,21½″&35″–24″ (*s*) 180lb 76RHP 1SB,*2pf*,GS33,HS1313 C.D.Holmes&Co.Ld.Hull	12 ″ 6	
617 JCMB	**Emu** *Cafani* 13–13	IronScSr *ss*Adl.No.1–81 1*Dk*& *Awng dk*	*616* *611* *362*	✠ *Awng dk with load line* 7,81	Adl	*i*		1876 9mo	Blackwood & Gordon Pt.Glasgow	UnionCom.et de Nav.Calédonienne	179·4	25·1	11·7 18·7	Noumea French 4*BHCem*	C.2Cy.24″&46″–33″ B *built–refitted* 11 101NHP Blackwood&Gordon,P.Gls		
618 113579 JGQW	— *F.Thompson* –15 *ss*Hul.No.3–6,13 1*Dk* *Stl framing Irn plating*	Iron&SteelScK	164 155 65	✠100A1 *Stm Trawler* 1,15 BS5,15 ~~LMC6,15~~	Hul		6,13	1900 10mo	Cook, Welt'n&Gemmell Hull *Lloyd's SA&CP*	Gt.NorthernS.S. FishingCo.Ld.	105·0	21·0	11·0 ptND13 BK7½″ *WB=DTanks*	Hull British 3*BHCem* *f*15′30*t*	T.3Cy.10″,17″&28″–21″ (*s*) 200lb 40RHP 1SB,*2pf*,GS26,HS635 Amos&Smith,Hull	11 ″ 9	
619 105534 QNRS	— *R.Smith* –17 *Elec.light*	IronScK (*Trawler*) 1*Dk*	154 142 65				...	1895	Cochrane &Cooper Beverley	H.L.Taylor,Ld.	102·7 Q17′F19′	20·5 BK7½″	11·0	Grimsby British	T.3Cy.11¾″,19½″&32″–22½″ NB07 50RHP C.D.Holmes&Co.,Hull	11 ″ 10	
620 110727 JGRB	**Emulator** *W.E.March* –17 *ss*Hul.No.3–8,11 *ss*Hul.No.1–15 1*Dk*	SteelScYl	168 160 66	✠100A1 *Stm Trawler* ~~4,17 6,15~~ BS8,17 ~~LMC6,15~~	Hul		~~6,15~~ N4,17	1899 7mo	Mackie& Thomson Glasgow *Lloyd's SA&CP*	Gt.NorthernS.S. FishingCo.Ld.	104·0	21·0	10·7 BK7½″ *WB=DT*	Hull British 4*BHCem* *f*14′20*t*	T.3Cy.10″,16½″&28″–20″ (*s*) 200lb 40RHP 1SB,*2pf*,GS26,HS642 Muir&Houston,Ld.Gls.	11 ″ 7	
621 108635	— *G.Bushell* –07	IronScSp 1*Dk*	106 105 7	✠ 9,85	Bel	*a*		1885 4mo	P.Rodgers Carrickfrgus	WestonPoint TowingCo.Ld. (G.Cook, *Mgr.*)	95·4	18·1	10·0	Runcorn British 4*BHCem*	C.2Cy.18″&34″–21″ 49RHP D.&W.Grant,Belfast	10 ″ 6	
622 RSML	**Enak** *W.Giesegh* –12 *Elec.light*	SteelSc (*Tug*) 1*Dk*	180 160 6					1912	Schiffsw(v. J.&Sch.)A.G. Hamburg	Verein.Bugs.-& FrachtschfhrtGes.	105·0	22·8	13·2	Hamburg German *WB*	C.2Cy.18½″&29½″–23½″ HS1450 69NHP Schwft.(v.J&Sch)AG Ham		G
623	—	IronScCtr (*Tug*) 1*Dk*	122 116 —					1874	Janssen& Schmilinsky Hamburg	P.Mendisco	90·3 H5*t*	20·0	11·2	Bhia Blnca Argentine *WB*	C.2Cy.20″&40″–24″ 65NHP Janssen&SchmilinskyHam		
624 113594 JGRC	**Encore** *A.Ives* –16 *Stl framing Irn plating*	Iron&SteelScK *ss*Hul.No.3–5,13 1*Dk*	164 155 65	✠100A1 *Stm Trawler* 3,16 ~~BS5,16~~ ~~LMC5,15~~	Hul		~~3,16~~ 1,18	1900 12mo	Cook, Welt'n&Gemmell Hull *Lloyd's SA&CP*	Gt.NorthernS.S. FishingCo.Ld.	105·0	21·0	11·0 BK7½″ *WB=DTanks*	Hull British 3*BHCem* *f*15′30*t*	T.3Cy.10″,17″&28″–21″ (*s*) 200lb 40RHP 1SB,*2pf*,GS26,HS635 Amos&Smith,Hull	11 ″ 9	
625 132859 HVFG	**Enda** *J.R.Godfrey* 06–11 *Elec.light* 1*Dk*(*Stl*) *Mchy.Aft Well deck*	SteelSc3MstSr	~~842~~ ~~593~~ ~~296~~ 863 593 423	✠100A1 ~~5,16~~ 6,16,17 ~~LMC6,16~~	Dub	*l*	6,16	1911 12mo	Dublin DockyardCo. Dublin *Lloyd's SA&CP*	MichaelMurphy, Ld.(J.O'Dowd, *Mgr.*) *WB=CellDB*	200·2 Q115′B9′F34′ a64′*f*53′ 159*t FPT*	30·6 BK7″	12·5	Cardiff British 3*BHCem* 64*tAPT*15*t*	C.2Cy.22″&46″–30″ (*s*) 135lb *90lb* 87RHP 1SB,*3cf*,GS69,HS2370 Ross&Duncan,Glasgow	14 ″ 9 s ″ 9 14 ″ 9	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. / *Master.* / *Late Name if any.* / Special Surveys.	3 Material, Rig, &c. / No. of Decks, &c.	4 Regist'd Tonnage: Gross. / Under deck. / Net.	5 Particulars of Classification. Character.	6 ✠ for Special Survey. Date of last Survey.	7 Port of Survey. Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines.	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught.	15 Registers in which classed, if not in L.R. Dated Cl. of Trade Cert.
626 131316 JCDF	**Endcliffe** *W.S.Jolly* –11 *Well deck* *Mchy.Aft*	**SteelScSr** *ss*Lan.No.3–1,14 1*Dk*(*Stl*)	368 253 138	✠100A1 10.17 ~~5,16~~ ~~BS7,17~~	Sld Dun ~~LMC1,14~~	*e*	9,16	1911 1mo *Lloyd's*	W.Walker Maryport *sA&CP*	T.W.Ward,Ld.	135·2|25·1|10·3 Q49′B7′F28′ FK *WB=FPT*			Liverpool British 3*BHCem* 51*tAPT*2*t*	C.2Cy.17″&36″–24″ (*s*) 130lb 53RHP 1SB,*3pf*,GS47,HS1278 J.Ritchie,Glasgow	11 ″ 5 s ″ 8 10 ″ 11	
627	**Endeavour** *Elec.light* Wireless	**SteelTwinScSr** 2*Dks*(*Stl*)&*Awng dk*	1090 1064 641	✠ *Awng dk* *withfreeboard* 6,12	Gls			1912 6mo	Fairfield Co.Ld. Glasgow	TheAdmiralty *WB=*	214·8|34·1|22·6 FK *CellDBf*14′26*tDtan*			British 8*BHCem* *ks f*20′52*t*	T.6Cy.13″,20½″&33″–24″ 186NHP 2SB,*6cf*,GS143,HS4050 FairfieldCo.Ld.Glasgow	23 ″ 6	
628 102943	— *W.Duthie* –12	**Iron&SteelScK** (*Trawler*) 1*Dk*	156 145 64			...		1894	Mackie& Thomson Glasgow	G.Craig	103·7|20·5|10·7 Q17′RFD16′ BK7½″			Aberdeen British *WB*	T.3Cy.11″,17″&27½″–20″ 45RHP Muir&Houston,Glasgow	11 ″ 7	
629 136212 JHCS	**Endon** *J.W.Mecklenburgh* –14	**SteelScK** 1*Dk*	235 217 92	✠100A1 *StmTrawler* 10,14	Mdb ~~LMC10,14~~			1914 10mo *Lloyd's*	Smith's DockCo.Ld. Middlesbro' *sA&CP*	~~Gt.NorthernS.S.~~ ~~FishingCo.Ld.~~ HullSm.Fishing& LeeCo.Ld. *WB=MT*11′30*t*	112·0|22·5|12·6 Q22′ BK7″ *DTf*12′37*t*			Hull British 3*BHCem* *APT*15*t*	T.3Cy.10″,17″&28″–24″ (*s*) 200lb 51RHP 1SB,*2pf*,GS25,HS810 Lidgerwood,Ld.Glasgow	13 ″ 2	
630 129422 HPNV	**Endymion** *W.H.McMillan* –16 *ss*Bkn.No.1–13 *Elec.light* 1*Dk*(*Stl*)&*Shelterdk*(*Stl*) *Mchy.Aft*	**SteelSc3MstSr** *ss*Hul.No.3–7,13	887 674 415	✠100A1 *Shelter dk* *withfreeboard* 6,15 ~~BS7,16~~ ~~LMC1,13~~	Gls	*m*	6,15	1909 8mo *Lloyd's*	J.Fuller- ton&Co. Paisley *sA&CP*	J.&P.Hutchison *WB=Cell*	210·0|32·7|13·5 FK *DBf*22′41*t FPT*55*t*			Glasgow British 3*BHCem* *APT*15*t*	T.3Cy.17″,27½″&45″–33″ (*s*) 170lb *90lb* 129NHP 1SB,*3cf*,GS61,HS2074 Ross&Duncan,Glasgow	14 ″ 6 s ″ 6 14 ″ 3	
631 113588 JGRF	— *C.E.Brett* –17 1*Dk Stl framing&Irnplating*	**Iron&SteelScK** *ss*Hul.No.3–7,13	164 155 65	✠100A1 *StmTrawler* 6,17~~6,16~~ ~~BS6,16~~ ~~LMC7,13~~	Hul ~~BS8,17~~ ~~LMC~~		~~6,16~~ 6,17 ~~3,17~~	1900 11mo *Lloyd's*	Cook,Wel- t'n&Gemmell Hull *sA&CP*	Gt.NorthernS.S. FishingCo.Ld.	105·0|21·0|11·0 ptND13 BK7½″ *WB=Deeptanks*			Hull British 3*BHCem* *f*15′30*t*	T.3Cy.10″,17″&28″–21″ (*s*) 200lb 40RHP 1SB,*2pf*,GS26,HS635 Amos&Smith,Hull	11 ″ 9	
632 JBRN	**Ener** *Isachsen*16–15 *Well deck*	**SteelScSr** (*ex*Bors,*ex*Gyda) 1*Dk*2*trB*	1208 961 734			...		1890	Wood, Skinner&Co. Newcastle	Dampsk.Akties. Rap(LouisPoulsen &Co.*Mgrs.*)	230·8|33·1|15·4 Q73′B65′F25′ FK			Chrstiania Norwegian *WB*	T.3Cy.17″,28″&46″–30″ 116NHP N.E.MarineEng.Co.Nwc.	18 ″ 0 s 1 ″ 9 16 ″ 6	N
633 NJSC	**Energi** *K.Jensen* 1*Dk*&*Webframes*	**SteelScSr**	1104 788 685					1898	Flensburgr Schiffsb.Ges. Flensburg	H.C.Christensen	219·2|34·9|12·6 Q68′B58′F25′			Marstal Danish *WB*	T.3Cy.16″,26″&43″–33″ 106NHP FlensburgerSchiffsb,Ges.		V
634 1096 LRDH	**Energia** *M.Gorosko* –91	**SteelTwinScSr** 1*Dk*	664 — 391					1891	Stabilmnto Tecnico Trieste	W.S.Theofani	212·4|31·8|12·8 B24′ F28′			Rostoff Russian *WB*	C.4Cy.14½″&29″–20″ 63NHP StabilimentoTecnico,Tri.		
635 89557 MBFS	**Energy** *J.Gallagher*77–99 *ss*Dub.2ndNo.3–3,06 *ss*Dub.No.2–14 1*Dk*	**IronScK**	203 202 108	✠100A1 11,17~~11,16~~ ~~BS7,16~~ ~~LMC6,14~~	Dub ~~BS~~ 1,17	*c*	11,16	1884 4mo A&CP	R.Dixon& Co. Middlesbro'	DublinPort& DocksBoard	123·5|21·0|11·6			Dublin British 4*BHCem*	C.2Cy.19″&36″–24″ (*j*) 85lb 55RHP Blair&Co.(Lim.)Stockton	12 ″ 1	
636 106626 PVRW	**Enfield** *J.Evans* –15	**SteelScSr** *ss*Sld.No.3–10,10 *ss*Lon.No.1–16 1*Dk*(*Stl*)&*Webframes* *Cargo battens not fitted*	2124 2067 1364	✠100A1 *Trunk dk* ~~4,17~~4,16 ~~MS12,14~~ ~~M~~	Lon Cft ~~LMC~~ ~~BS6,15~~	*s*	4,16	1897 11mo	J.Priest- man&Co. Sunderland A&CP	EnfieldS.S.Co.Ld. (S.Marshall&Co.)	288·0|40·0|19·4 FK *WB=DBa*90′			Newcastle British 5*BHCem* *f*112′608*t*	1SB,*2pf*,GS84 T.3Cy.21″,35″&58″–39″ (*s*) 160lb *100lb* NDB16 210NHP 2SB.*6pf*,GS86,HS3150 W.Allan&Co.,Ld.,Sld.	21 ″ 4 s 2 ″ 6½ 18 ″11	
637 132640 HTVD	**Engadine** *C.F.Hancock* –11 *Elec.light* Wireless	**SteelTrpScSr** 2*Dks*&*Awng dk*	1676 1204 648					1911	W.Denny &Bros. Dumbarton	S.Eastrn&Chathm RlyCos.'Managing Committee	316·0|41·1|15·8			London British *WB*	3 Steam Turbines 850RHP Denny&Co.Dumbarton		
638 3931 JMKN	**Engelbrekt** *C.O.Dahlman*01–01 *Mchy.Aft*	**SteelScSp** 1*Dk*	151 100 89					1901	OABrodin Stockholm	Ångf.Aktieb.Hjel- maren (A.Rönnow,*Mgr.*)	96·4|20·4| 6·8 H46*t* F11′			Stockholm Swedish *WB*	C.2Cy.11$\frac{5}{16}$″&18$\frac{3}{8}$″–13$\frac{1}{2}$″ 11NHP JönköpingsM.V.Aktieb.		
639	**Engelsberg** *Mchy.Aft*	**SteelScSr** 1*Dk*	550 400 272					1917	Göteborgs Nya Værks. Gothenburg	Rederiaktieb. Nordstjernan(A. A.Johnson,*Mgr.*)	165·4|27·3|11·0 P51′F23′			Stockholm Swedish *WB*	T.3Cy.13$\frac{3}{8}$″,22$\frac{1}{4}$″&37$\frac{3}{8}$″–23$\frac{1}{2}$″ 68NHP GöteborgsNya Værks.Got.		
640 127942 HNJB	**Engineer** *ss*Liv.No.2–17 *J.McMullan* –17 ~~*ss*Liv.No.1–19~~ *Elec.light* Wireless	**SteelScSr** 2*Dks*(*Stl*)&*deep framing* &*Shelter dk*(*Stl*) *Lower dk* (*Stl*) *in No.* 1 *hold*	5883 5688 3797	✠100A1 *Shelter dk* *withfreeboard* ~~6,17~~ 6,16 5,18 MS7,16 BS1~~7~~ 2,18	Liv ~~LMC~~	*z*	~~11,14~~ 6,17	1908 11mo	Swan,Hun- ter&Wigham Richardson, Ld Newcastle *sA&CP*	CharenteSS.CoLd (T.&J.Harrison, *Mgrs.*) *WB=CellD*	399·0|51·0|26·7 FK *Ba*116′*uE&B*68′*f*			Liverpool British 8*BHCem* 162′1033*t D*	T.3Cy.25″,41″&68″–54″ (*s*) 190lb HS9056 491NHP 2DB&1AuxSB,*15cf*,GS281, N.E.MarineEngCoLd Nwc *Ta*28′670*tFPT*62*tAPT*19*t*	37 ″ 6 s 9 ″ 1 28 ″10	
641	— *Elec.light*	**SteelSc** (*Tug*) 1*Dk*	*214* *138* *69*					1914	Kiangnan Dk.&E.Wks. Shanghai		110·0|22·1|10·7			Russian *WB*	C.2Cy.14″&28″–18″ 28NHP KiangnanDk.&Eng.Wks.		
642 943 OABC	**Engineer Avdakoff** *J.Porcelli*05–07 1*Dk*(*Stl*)&*deep framing*	**SteelScSr** *ss*Shl.No.2–13	1823 1680 1045	✠100A1 7,14 BS3,14 ~~LMC2,13~~	Oda	*r*	2,13	1904 3mo *Lloyd's*	Osbourne, Graham&Co Sunderland *sA&CP*	P.Regier&Son *WB=CellDBa*90′	275·1|40·1|18·1 P29′B68′F30′ FK *uE&B* 34′*f*108′488*t*			Riga Russian 4*BHCem* *APT*55*t*	T.3Cy.20½″,33″&54″–36″ (*s*) 180lb *100lb* 195NHP 2SB,*4pf*,GS80,HS3080 G.Clark,Ld.Sunderland	20 ″ 6 s 2 ″10½ 17 ″11	
643 123685 HGTC	**England** *J.W.G.Boxhall* –17 1*Dk*(*Stl*)2*trB*&*deep framing* 3*Dk rule*	**SteelScSr** *ss*Gls.No.2–15	3798 3562 2471	✠100A1 1,16 ~~BS11,16~~ ~~LMC8,15~~	Liv	*w*	N1,16	1906 8mo *Lloyd's*	Nthmblnd S.B.Co.Ld. Newcastle *sA&CP*	F.Drughorn,Ld. *WB=CellDBa*117′*uE*	360·0|51·0|23·8 P29′B85′F32′ FK &*B* 41′*f*158′1000*t*			London British 6*BHCem* *APT*70*t*	T.3Cy.24″,40″&67″–45″ (*s*) 180lb *90lb* 323NHP 2SB,*8cf*,GS144,HS4919 G.Clark,Ld.Sunderland	26 ″ 6 s 5 ″ 4 21 ″ 7	
644 121292 HFMJ	**English Monarch** *R H Potter* –15 *Elec.light*	**SteelScSr** 2*Dks*	4947 4589 3207					1906	Napier& Miller,Ld. Glasgow	Monarch SS.Co.Ld (Raeburn&Verel, Ld.*Mgrs.*)	400·0|52·2|27·3 P43′B119′F40′			Glasgow British *WB*	T.3Cy.27″,44″&73″–48″ 369NHP D.Rowan&Co.Glasgow		C
645 135077	**English Rose** *S.R.F.Spillings* –14	**SteelScK** 1*Dk*	188 181 82	✠100A1 *StmTrawler* 4,14	Hul ~~LMC5,14~~			1914 4mo *Lloyd's*	Cochrane& Sons,Ld. Selby *sA&CP*	R.Sutton *WB=DTf*	115·2|21·6|11·2 BK7½″			Lowestoft British 3*BHCem* 14′15*t*	T.3Cy.9¾″,15″&22″–16″ (*s*) 180lb 25RHP 1SB,*2pf*,GS32,HS805 Elliott&GarroodLd.Beccls	12 ″ 0	
646 133447	**Englishman** *R.Hunt* –13	**SteelSc** 1*Dk*(*Stl*)	62 61 28	✠ A– *Tug for River* 9,17 ~~4,16~~	Hul *Service* ~~LMC6,13~~		1,16	1913 6mo	H.Scarr Hessle	T.Gray&Co.Ld.	71·0|16·2| 7·0 BK5″			Hull British 4*BHAsp*	C.2Cy.12½″&26″–20″ (*s*) 140lb 28RHP 1SB,*2pf*,GS26,HS711 Vauxhall&WestCo.Luton	7 ″ 6	
647 2809 JGHM	**Engsö** *G.Thorslund*13–13	**IronScSp** (*ex*Upsala) 1*Dk*	144 86 108					1860	W.Lind- bergsAktieb. Stockholm	Västerås-Tor- shättaÅngbAktieb (C.A.Palmer *Mgr*)	94·4|18·3| 8·2 Q26′ B30′ F17′			Vesterås Swedish	C.2Cy.14″&29″–17″ 29NHP WLindbergsMk.VrkstSkm		

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / Surveillance Speciale. Date de la dernière Visite.	6 Port de Visite.	7 Forme spéciale maintenant expiré. Lettre d'Enfoncement.	7a Date de la dernière Visite de l'arbre porte-hélice.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines	14 Creux sur Quill. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L. R. Particulars, if otherwise.
648 4662 JQGF	**Enid** *Now named "Barken," See No. 57 in Supplement* *(ex Monmouth-shire)* *Well deck*	**IronScSr** *N.Zimmerdahl* 11–11 *ss* Npt. 2nd No. 3–11,06 *ss* Hbg. No. 2–15 1 *Dk (Irn) & Web frames* *Cargo battens not fitted*	1094 866 645	✠100A1 12,16 BS7,16 ✠LMC2,16	Got	*n*	12,16	1883 10mo	W. Pickersgill & Co. Sunderland A&CP	Rederiaktieb. Kullaberg (E. Johnsson, *Mgr*)	225·2 Q74′ *WB=DBa59′f89′*	32·2 B54′F29′ FK	16·1	Höganäs Swedish *4 BHCem* *270t APT 9t*	C.2Cy.27″&53″–36″ (*i*) 80lb *100lb* NDB16 129NHP 1SB.*3pf*, GS53, HS2092 G.Clark, Sunderland	17 ″ 4 s 1 ″ 7 16 ″ 0	
649 118501	— *J. Jones* –15 *Mchy. Aft* *Well deck*	**SteelScSr** *ss* Bng. No. 3–10,15 1 *Dk (Irn)*	250 175 92	✠100A1 4,18 ~~2,17~~ BS2,17 ✠LMC10,16	Bng	*d*	~~10,16~~ 4,18	1903 8mo	Ailsa S.B. Co. Ltd. Ayr *Lloyd's A&CP*	W. W. Vivian (T. Lloyd Williams, *Mgr.*)	131·5 Q49′ *WB=CellDBf63′*	22·3 B12′F22′ BK 7½″	7·8	Carnarvon British *3 BHCem* *63t FPT 23t*	C.2Cy.16½″&34″–24″ (*r*) 130lb 64RHP 1SB.*2pf*, GS36, HS1206 Ross & Duncan, Glasgow	10 ″ 0 s ″ 7 10 ″ 2	
650 115753	— *J. McCafferty* –15	**SteelScSk** 1 *Dk*	131 111 70					1903	Marshall & Co. Glasgow	A. Robertson (R. Robertson, *Mgr.*)	90·9 len.09	18·4	8·5	Fleetwood British *WB*	C.2Cy.10″&20″–16″ NB09 17RHP Walker, Henderson & C. Gls		C
651 108435	— *W. H. Chichester* 13–13 *Salted†* GIB *(See Sailing Ship Register)*	**WoodAuxScK** *Par. Motor* 1 *Dk*	44 42 30	✠ 5,07	Pmd	15		1899 2mo	J. & W. Francis Pembroke Dk.	H.S.G. Clarke	61·4 12&16yrsMat	18·1	7·1	Brnstaple British	Paraffin Motor 1 Cy.8″–10″ *made09 fitted16* Fairbnk, Morse & Co. Chicgo	7 ″ 11	
652 109785 RGJP	**Enidwen** *R. William* –16 *ss* Bry. No. 3–2,11 *ss* Shl. No. 1–16 1 *Dk (pt Irn & pt Stl)* 2 *tr B & deep framing* 3 *Dk rule*	**SteelScSr**	3594 3360 2315	✠100A1 *with freeboard* 5,16 ✠LMC5,16	Shl	*v*	5,16	1899 7mo	J Readhead & Sons SouthShields A&CP	W. & C.T. Jones S.S. Co. Ltd. (W. & C.T. Jones) *WB=CellDBa114′*	341·0 P29′ *uE20′f140′847t A*	46·6 B84′F32′ FK	24·8	Cardiff British 6 *BHCem* *PT 35t*	T.3Cy.24″,40″&65″–45″ (*r*) 160lb *110lb* NDB10 293NHP 2SB.*6rf*, GS90, HS4557 J. Readhead & Sons, S. Shl.	27 ″ 4 s 5 ″ 0½ 22 ″ 7	
653 NDLK	**Enigheden** *M. Jensen* *Well deck*	**SteelScSr**	649 493 390					1891	Burmeister & Wain Copenhagen	Dmpsk. Akties. Victoria (A. Skibsted, *Mgr.*)	186·4 Q61′	30·1 B49′	11·7 F27′	Rödby Haven Danish	C.2Cy.25″&44″–27″ 84NHP Burmeister & Wain Cpnhgn		V
654 1888 JDQF	**Enköping I.** *A.F. Pettersson* 16–78	**IronScSp** 1 *Dk*	183 104 124					1885	W. Lindbergs Aktieb. Stockholm	Angf. Aktieb. Drottningholm-Fitja	109·7 Q28′	19·0 B45′	9·6 H13t	Stockholm Swedish	C.2Cy.17″&30″–21″ 34NHP W Lindbergs Mk. Vrks. Skm		
655 1889 JDQG	**Enköping II.** *C.E. Larsson* 04–04 (*ex* Nya Enköping)	**IronSc** 1 *Dk*	149 79 107					1872	W. Lindbergs Aktieb. Stockholm	Enköpings Angf. Aktieb. (A. Ostlund, *Mgr.*)	107·8 P65′	17·6 H7t	7·3 F11′	Enköping Swedish	C.2Cy.11″&24″–31″ NB93 27NHP W Lindbergs Mk. Vrks. Skm		
656 85 PBHR	**Enna** *Elec. light*	**IronScBkn** 1 *Dk & Spardk 3 tr B*	1814 1635 1001					1874	F^lli Orlando Leghorn	Siciliа Società di Navigazione	276·5	32·5	25·1	Palermo Italian	T.3Cy.24″,38½″&62½″–36½″ NE&B97 231NHP C.&T.T. Pattison, Naples		
657 118777 JGRH	**Ennerdale** *T.S. Glenton* –17	**SteelScK** *ss* Hul. No. 3–8,16 1 *Dk*	183 172 72	✠100A1 *Stm Trawler* ~~8,16~~ 8,16 BS10,17 ✠LMC8,16	Hul		~~8,16~~ 6,17	1903 9mo	Mackie & Thomson Glasgow *Lloyd's A&CP*	Gt. Northern S.S. Fishing Co. Ld.	109·1 *WB=DeepTanks*	21·5 BK 7″	10·6	Hull British 4 *BHCem* *f12′22t*	T.3Cy.11″,18″&30″–22″ (*s*) 200lb 45RHP 1SB.*2pf*, GS24, HS663 W.V.V. Lidgerwood, Gls.	11 ″ 6	
658 136697 JFWK	**Ennisbrook** *J.R. Vickers* 14–14	**SteelScSr** 1 *Dk (pt Stl pt Irn)*	3382 3183 2127	✠100A1 ~~6,16 8,16 6,17~~ 1,18 ✠LMC7,14	Cff	*v*	N1,18	1914 7mo	J. Blumer & Co. Sunderland *Lloyd's A&CP*	The Brook S.S. Co. Ld. (Miller & Richards, *Mgrs.*) *Intermediate BH in after hold dispensed with* *WB=t′ell DBa 123′ uE25′f149′861t FPT59*	348·5 P35′ B106′F30′ Ld. *Mgrs.* FK	48·7	22·9	London British *Cem* *5 BH only* *APT 108t*	T.3Cy.24″,40″&65″–42″ (*s*) 180lb *120lb* 301NHP 2SB.*6cf*, GS116, HS4700 N.E. Marine Eng. Co. Ld. Sld	25 ″ 4 s 4 ″ 4 21 ″ 4	
659 84056 TWBD	**Ennismore** *J. Bain* –17 *Well deck*	**IronScSr** 6th Survey, Shl. 6,98 4th Survey, Shl. 6,13 1 *Dk (Irn)* 2 *tr B*	1499 1185 927	✠ A1* 1 9,17 ~~2,17~~ NB5,16 ~~DB5,16~~ LMC8,16	Nwc	Lv	~~10,16~~ 9,17	1880 10mo	Barrow S.B. Co. (Lim.) Barrow	J. Cormack & Co. *WB=DBf*	260·0 Q107t B157t H9t F33t 31′100t & *E & BAPT*	34·2 FK	17·9	Leith British *4 BH2PBH* *FPT Cem*	C.2Cy.22½″&50½″–36″ (*s*) 140lb *80lb* NDB05 173NHP 2SB.*6pf*, GS88, HS3150 Barrow S.B.C. (Lim.), Brw.	19 ″ 6 s 2 ″ 3½ 17 ″ 5	
660 5531 JTNH	**Enon** *V. Borthy* 13–13 (*ex* Biarritz, *ex* Royal Exchange)	**SteelScSr** *ss* Cff. No. 3–2.11 *ss* Els. No. 1–16 1 *Dk (pt Irn & pt Stl)* *& deep framing*	2121 1938 1271	✠100A1 ~~6,16~~ 6,16 *Now named "Vesman," See No. 31 in Supplement* ✠LMC5,16	Els	*s*	N3,16	1898 8mo	R. Craggs & Sons Middlesbrough A&CP	Rederiaktieb. Kronan (O. Wiens, *Mgr.*) *WB=CellDBa88′*	292·0 P27′ B56′F33′ *uE & B36′f114′607t*	43·2 F	18·9	Malmö Swedish 5 *BHCem* *1PT48t*	T3Cy.21½″,36″&58½″–39″ (*a*) 160lb *100lb* NDB14 233NHP 2SB.*6pf*, GS112, HS 7·6 Furness, Westgarth & Co. Ld. Mdb	21 ″ 4 s 3 ″ 7 18 ″ 1	
661 125 PBJO	**Enrichetta** *A. Ribera*	**SteelScSr** (*ex* Royal Crown) 1 *Dk*	5011 4599 3088					1910	W. Doxford & Sons, Ld. Sunderland	V. De Luca	394·8 P37′ B123′F37′	51·7	27·8	Genoa Italian *WB*	T.3Cy.25½″,43″&71″–45 338NHP W. Doxford & Sons, Ld. Sld.		C
662 28 PBHW	— *G. Torrioni* (*ex* Folmina)	**SteelScSr** 1 *Dk & Spar dk*	*3638* *3497* *2339*					1899	J. Priestman & Co. Sunderland	Dall'Orso & Co.	340·0 P31′ B86′F35′ FK	48·0	20·5 27·8	Spezia Italian *WB*	T.3Cy.25″,41″&67″–45″ 343NHP W. Allan & Co. Ld. Sld.	29 ″ 3	I
663 241 LGAF	— *D. Peria* 04–04	**SteelTwinScSr** (*Barge*) 1 *Dk*	442 — 328					1904	Smith's Dock Co. Ld North Shields	O. Vetter (Dall'Orso & Co. *Mgrs.*)	185·4 P44′	30·2	12·6	Berdiansk Russian *WB*	C.4Cy.12″&26″–20″ 50NHP Shields Eng. Co. N. Shields		
664 62 PBKH	**Enrico** (*ex* Sicily, *ex* Yacht *Elec. light*	**WoodScSr** Rest. Sly. 12,00–9yrs. 1 *Dk* Guinevere)	152 — 81	✠ 3,07	Sly	17		1868 6mo	Camper & Nicholson Gosport	A. Scimone	134·8	23·6	13·3	Messina Italian	C.2Cy.16″&30″–18″ NE&B *fitted92* 41NHP 1B, *2pf*, GS36 Day, Summers & Co. Sou.		
665	**Enrico Tazzoli** (*ex* Fausto Cosulich) *Mchy. Aft*	**SteelSc** 1 *Dk (Stl)*	374 274 187	✠ 12,16	Tri	*e*		1909 9mo	Greenock & Grngemouth Dockyard Co. Grngemouth	Requisitioned by the Italian Govt. (Ministry of Marine)	139·2 Q41′F25′	27·0 FK *FPT*	9·8	Italian *3 BHCem* *15t APT 13t*	C.2Cy.15¾″&30″–21″ 55NHP 1SB.*2pf*, GS35, HS1136 S. & H. Morton & Co. Ld. Lth.	10 ″ 3	
666	**Enriqueta de Mallol** *A. Rodriguez* –16 (*ex* Nautik) *Well deck*	**SteelScSr** *ss* Bcl. 2nd No. 3 1,16 1 *Dk (pt Irn pt Stl)* & *Web frames*	1081 830 686	✠100A1 10,16 *Now named "Santiago Mumbru," See No. 522 in S* ✠LMC7,16	Bbo	*n*	2,16	1897 6mo	Carmichael Malean & Co. Greenock *Lloyd's A&CP*	T. Mallol Bosch *Cell DB a6*	225·8 Q81′B54′F27′ *uE71′f90′253t FPT*	24·1 FK	14·0	Barcelona Spanish *4 BHCem* *31t APT 16t*	T.3Cy.17″,27½″&44″–33″ (*a*) 160lb *100lb* NDB05 114NHP 1SB.*3pf*, GS61, HS1756 Hutson & Son, Glasgow	16 ″ 0	
667 65 PBMG	**Entella** *Elec. light*	**IronScBn** 2 *Dks 3 tr B*	2256 2062 1396					1883	Blackwood & Gordon Pt. Glasgow	Siciliа Società di Navigazione	310·4 P30′	37·2 B54′	23·6 F49	Palermo Italian *Tpd.96*	T.3Cy.22″,35½″&62½″–41½″ NB96 254NHP Fonderia Oretea, Palermo		I
668 136868 KQKD	**Enterprise** *J.O. Youngren* –03 (*ex* St. Georg, Wireless *ex* Ehrenfels)	**Iron&SteelScSr** *ss* Bhn. No. 3–11,94 *ss* SFo. No. 2–02 1 *Dk (Irn) & Spardk 3 tr B*	2675 2437 1681	✠ *Spar dk* 10,08 *Fitted for oil fuel*	SFo	*t*	~~NB10,86~~ 3,02	1882 3mo	Wigham Richrdsn & Co Newcastle	Matson Nav. Co. *WB=DBa92′ & uE & B46′f36′375t FP*	322·8 B106′H28′F31′ pt N94 & 97 len 94 *T30t APT 20t* BK 9″	35·8	26·6	S. Frncisco Utd. States *5 BHCem* *Tpd86*	T.3Cy.25″,38″&72″–48″ NDB91 328NHP 2SB.*6cf*, GS99, HS4658 Wighm Richrdsn & Co. Nwc	28 ″ 4	V

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys.	3 Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned. How Propelled. Equipment.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines.	9 Built. By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	11 Breadth.	11 Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L. R. Dated Text-Cert.
669 119217 HDMG	**Enterprise** *J.J.Huntley* –14 *Well deck* *Elec.light*	**SteelScSr** *ss*Bly.No.2–14 1*Dk*(*Irn*)&*deep framing* *Cargo battens not fitted*	1114 871 690	✠100A1 12,16 ~~BS6,14~~ ✠LMC1,14 ~~7,17~~ 3,18	Trn	*n*	~~2,16~~ 3,18	1905 9mo	J.Crown&Sons,Ld. Sunderland	Harris&Sharpe *WB*= *Lloyd's SA&CP*	222·0|33·2|14·4 Q77'B48'F25' FK *B33'f92'302t FPT*	Glasgow British	T.3Cy.19″,31″&51″–33″ (*s*) 160lb *90lb* 166NHP 4*BHCem* 1SB.*4pf*,GS77,HS2746 39t*APT*92t N.E.MarineEng.CoLd.Sld.	16 ″ 6 s 1 ″ 5 15 ″ 4	
670 98606 MBWF	— *G.R.Sealy* (*ex*Samaritan,*ex* *Elec.light* FlyingEagle)	**SteelTwinScSr** *ss*Sou.No.3–6,04 *ss*Gos.No.1–09 1*Dk*	337 — 53	*Yacht* 2,11	Wyn			1890	W B Thmpson&Co.Ld. Dundee	SudanGovernment	145·0|24·1|12·0 BK6″ *WB*= *DT*/22'29*t*	Glasgow British	T.6Cy.12½″,18½″&30″–30″ NB03 107NHP 1B,3*cf*,GS52,HS1706 WBThompson&CoLdDun.		
671 122460	— *J.R.Renouf* –16	**WoodScSr** 1*Dk*	211 117 98					1907	NwBurrell JohnsnICoLd Shelburne NS	~~ThreeRiversS.Sr Co.Ld~~ ~~W.M.Love.~~ Farquhar&Co.Ld	108·0|25·0| 8·6	Charlottetown,P.E.I British	C.2Cy.15″&32″–24″ 42RHP NewBurrellJohnson Iron Co.Ld.Yarmouth,N.S.		
672 97449	— *J.W.Cooke* –15	**IronTwinScSp** (*Tug*) 1*Dk*	185 182 9	*Now* ~~"Enterprise"~~ "Enterprise II," *See No.* ~~34~~ 17		…		1894	J.P.Rennoldson&Sons, SouthShields	Mayor&Corporation of Preston	120·8|22·6| 9·9 BK7″	Preston British *WB*	C.4Cy.17″&34″–24″ 98RHP JP.Rennoldson&Sns S.Shl	10 ″ 6	
673 89665 KNFQ	— *J.Brooking* –94	**IronPadSk**	157 156 8					1885	Hepple&Co. N.Shields	~~EnterpriseTug,Ld~~ ~~O.L.Griffiths~~	118·4|19·7|10·2	Liverpool British	2Cy.31½″–58″ 114NHP Hepple&Co.,N.Shields		
674 125917	— *R.Buchan* –13 (*Fishing*)	**SteelScK** 1*Dk*	100 92 36			…		1907	Hall,Russell&Co.Ld. Aberdeen	R.Irvin&Sons,Ld.	86·4|18·6| 9·1 BK7½″	Peterhead British *WB*	C.2Cy.12″&30″–18″ 41RHP Hall,Russell&Co.Ld.Abn.	9″10	
675 6 QBCK	**Ento Maru** (*Tug*) 1*Dk*	**SteelSc**	257 215 138					1908	Kawasaki Dkyd.Co.Ld. Kobe	Minamimanshu Tetsudo Kabushiki Kaisha	117·9|23·3|11·4	Dairen Japanese *WB*	T.3Cy.12½″,20″&33″–21″ 50NHP KawasakiDkyd CoLdKobe		
676	**Envira** *M.Sinclair* –07 1*Dk*(*Teak*)&*Promenade dk*(*Teak*) *Elec.light*	**SteelTwinScSr** *ss*Pra.No.1–10	*293* *197* *199*	✠ ~~—~~ ~~1,16~~ *For River pur poses o nly* ✠	Pra			1907 10mo	Murdoch&Murray Pt.Glasgow	Nicolaus&Co.	145·1|31·1| 6·2 F27' FK	Para Brazilian	C.4Cy.12″&24″–18″ 57NHP 5*BHCem* 1SB,*2pf*,GS38,HS1140 Ross&Duncan,Glasgow	6 ″ 6	
677 102948	**Envoy** *J.Gaudie* –16	**Iron&SteelScK** (*Trawler*) 1*Dk*	150 145 63			…		1894	Mackie&Thomson Glasgow	~~Scarisbrick Steam~~ Trawlers(Fleetwood),Ld. (J.A.Taylor,*Mgr.*)	103·7|20·5|10·7 Q17'RFD16' BK7½″	Aberdeen British *WB*	T.3Cy.11″,17″&27½″–20″ 45RHP Muir&Houston,Glasgow	11 ″ 7	
678 209352 LCFV	**Eocene** *J.H.Lingo* *Carrying Petroleum in bulk* *Elec.light* *Fitted for oil fuel* *Mchy.Aft* Wireless Sub.Sig. 1*Dk*	**SteelScSr**	2217 — 1156					1911	American S.B.Co. Cleveland,O.	Standard Transprtn.Co.	250·0|43·0|23·0 P92'F52'	NewYork Utd.States *WB*	T.3Cy.19″,31″&54″–42″ 189NHP AmericanS.B.Co.Clevelnd		
679 1672 HTBD	**Eol** *S.A.Edensvärd*05–08 (*ex*DronningSophie) 1*Dk* *Elec.light* (*SalvageSteamer*)	**IronScSr**	152 144 94					1876	Nylands Værksted Christiania	Bergnings&Dykeriaktieb.Neptun (W.R.Edlind,*Mgr*)	121·9|16·6|10·9 H8*t*	Stockholm Swedish	C.2Cy.16½″&33½″–23⅝″ NB07 45NHP Nylands Værksted,Xania		
680	**Eole** *H.LeLievre*15–16 1*Dk*(*Stl*)&*2nd dk*(*Stl*)*in holds*	**SteelSc**	*3143* *2987* *1986*	✠100A1 11,17~~8,16~~ ✠LMC7,16	Nwc Rot	*u*	N11,16	1916 8mo *Lloyd*	Jos.T.Eltringham&Co.Ld. Willington Quay	Soc.Les Affrêteurs Réunis (J.Stern,*Mgr.*) *SA&CP*	330·8|47·9|22·5 P29'B94'F34' FK *CellDB270'790t*	Rouen French	T.3Cy.23½″,39″&64″–42″ (*s*) 180lb 305NHP *BHCem* 3SB,*9cf*,GS124,HS4945 *APT* 75t Richardsons,Westgarth&Co.Ld.Sld.	24 ″ 10 s 3″11¼ 21 ″ 1	
681	— (Seized at Constantinople) *Polychronis* (*Tug*)	**WoodSc**	108 — 25					1895	F.Barachini SestriPnente	Cie.de Remorquage de Pilotage et de Sauvetage (S.Pandermaly,*Mgr.*)	85·8|19·7|11·5	Constanpl French	C.2Cy.17¾″&33½″–19⅜″ 42NHP Wilson&Maclaren,Samprd		V
682 HLNR	**Eolo** *Goiri*08–11 (*ex*Tremont) 1*Dk*(*Stl*)&*Spar dk*(*Irn*) &*deep framing*	**SteelScSr** *ss*Bbo.No.3–3,11 *ss*Bbo.No.1–16	3803 3403 2523	✠100A1 *Spar dk* ~~8,17~~ 8,~~16~~,13 ✠LMC8,16 BS6,17	Bbo Cal	*w*	~~8,16~~ 3,18	1898 3mo *Lloyd*	TyneIron S.B.Co.Ld Newcastle	Cia.Anon Maritima Union(JM.Garteiz *Mgr.*) *SA&CP*	350·0|47·0|17·2 P38'B103'F36' 25·6 FK *WB*=*CellDB*	Bilbao Spanish	T.3Cy.25½″,41″&68″–48″(*s*) 160lb 353NHP 6*BHCem* 3SB,*9pf*,GS162,HS5805 *a&uE* 144' N.E.MarineE.Co.Ld.Nwc. *f*144'800*t FPT*31t*APT*32t	28 ″ 3 s 5 ″ 6 23 ″ 1	
683 12 PBMQ	— *Elec.light* 1*Dk*(*pt Stl*)&*Awngdk* Wireless	**SteelPadSr**	*1749* *932* *969*	*Awng dk* 9,86 *For River pur poses o nly*	Dmb			1886 6mo	W.Denny&Bros. Dumbarton	Cia.Argentina de Nav.(Nicolas Mihanovich),Ltda.	299·0|35·1|12·8 FK	Bns.Ayres Argentine	C.D.2Cy.44″&87″–72″ NB04 535NHP 4*BHCem* Denny&Co.,Dumbarton		
684 12 PBMQ	— *E.Massa* –16 (*ex*Generosità.*ex* Alleanza*ex*LordDerby)2*Dks*(1*Irn*)3*trB*	**IronScSr** *ss*Gen.3rdNo.3–2,16	1679 1535 1020	✠100A1 9,16 ~~NB11,96~~ LMC ~~MS11,16~~ BS3,17	Gen	*r*	9,16	1877 12mo	TyneI.S.B Co.Ld. Newcastle	Chiarella&Carbone A&CP	270·0|34·0|24·5 Q42' BK9½ *WB*=*DBa82'f24*	Genoa Italian	C.2Cy.32″&62″–36″ (*s*) 75lb NDB08 *refitted*11173NHP 2SB,*6pf*,GS92,HS2734 *100lb* R.&W.Hawthorn,Nwc.	25 ″ 10 s 4 ″ 6 22 ″ 7	
685 23 PBMT	— *F.Giannoni*10–12 (*ex*Elsa,*ex*Guillaume le Conquérant, *ex*Albert,*ex*Visconde di Attagonia)	**IronScSr** 1*Dk*2*trB*	567 407 236			…		1856	C&W Earle Hull	Soc.Anon.Siderurgica di Savona	199·3|25·7|12·6 Q52'F30' len81ND81	Savona Italian	C.2Cy.23″&48½″–33″ NDB81 120NHP NE81NB91,*fitted*98 Earle'sCo.Ld.Hull	13 ″ 5	
686 NKVR	**Eos** *I.Techou*06–08	**IronScSr** (*ex*Aranmore) 2*Dks*	838 708 444			…		1881	W.Simons&Co. Renfrew	Det Forenede Dampskibs Selsk.	219·7|29·8|15·2 P43'H28*t*F30' *pt Shade dk*133'	Copnhagn Danish *WB*	C.2Cy.26″&54″–48″ 168NHP W.Simons&Co.,Renfrew		
687 1587 JDFB	— *A.Berndtsson*06–06	**CompScSr** 1*Dk*	199 155 138					18$\frac{73}{92}$	G.Bäährnhjelm Upperud	Ångb.Aktieb.Eos (A.Hjorthén)	100·3|20·0|12·0 B35' H9*t*	Lidköping Swedish	C.2Cy.10¾″&24¾″–20″ NB06 23NHP MotalaCo.,Gothenburg		
688	**Eperoki** (*ex*Insulaire.*ex*Victoria) *Elec.light* 1*Dk*(*Stl*-ws)2*trB*&*Shade dk*	**SteelScSr** *ss*Msl.No.3–4,05	900 556 478	✠ *Shade dk* *withfreeboard* 12,09	Msl	*m*		1892 6mo	Earle'sCo. Ld. Hull	Nav.àVap. "Ionienne"G. Yannoulato Frères	230·6|26·5|14·8 BK7″ *WB*=*FPT*30*t*	Piræus Greek	T.3Cy.23¾″,35″&57″–33″ NB15 215NHP 4*BHCem* *APT*35*t* Earle'sCo.Ld.Hull	15 ″ 6	
689	**Epidauro** *Soltoru* –13 (*ex*Coulsdon) 1*Dk*(*Stl*)&*Spar dk*(*Stl*) &*Webframes*	**SteelScSr** *ss*Bry.No.3–11,13	*4292* *4108* *2789*	✠ ~~—~~ ~~4,16~~ *Spar dk* ✠	Bry	*x*		1901 2mo	Nthmblnd S.B.Co.Ld. Newcastle	G.Racich&Co. *WB*=*CellDBa*	360·0|48·0|20·1 P26'B90'F32' 28·1 FK 116'*uE*&*B*40'*f*154'	Ragusa Aust.-Hung.	T.3Cy.23½″,39″&66″–48″ 339NHP 6*BHCem* 3SB,*9cf*,GS163,HS5412 811t*APT*65*t* Wllsnd Slpwy.Co.Ld.Nwc.	30″10	

1 Numéro d'Ordre / Numéro Officiel / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Dounane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Navires qui ont été classés et qui n'ont plus de L. R. Navires Cess. Roof Trade
690 3 PBMW	**Epiro** *V.Conenna* 1 *Dk*	**SteelScSr**	513 369 297					1901	Flli. Orlando Leghorn	Soc.Anon.diNav.a Vap.Puglia	170·9 P48′	23·9 B42′	11·8 F29′	Bari Italian *WB*	T.3Cy.16½″,25½″&40½″–22″ 77NHP Flli.Orlando,Leghorn		I
691 133548	**Epiros** *C.Pouplos* –17 ~~*ssDub.No.3–07*~~ (*ex*LadyOlive) 2 *Dks* *ssPir.3rdNo.3–9,17*	**IronScSr**	*1084* *850* *615*	✠ 100A1 9,13 ~~,32~~	Dub Pir LMC9,17	*o*	9,17	1878 12mo	A&J Inglis Glasgow	Nav à Vap. ~~"Ionienne" G. Yannoulato Frères~~ N.J.Lyras	249·8 P57′	30·3 B36′	15·9 F64′	Pirœus ~~Andros~~ Greek 5 *BHCem*	C.2Cy.36″&67″–42″ (*s*) ~~70lb~~ *60lb* NB96 ~~206~~ 2SB,*6cf*,GS121,HS3186		
692 133548	**Eppleton Hall** *J.Davison* –14	**SteelPadK**	166 153 27					1914	Hepple& Co.Ld. SouthShields	Lambton&Hetton Collieries,Ld. (E.T.Nisbet, *Mgr.*)	100·5	21·1	10·8	Newcastle British	L.2Cy.30″–51″ 80RHP Hepple&Co.Ld.S.Shields		
693 114806 TDCS	**Epsom** *J.C.Hill* –12 *ssSea.No.3–5,15* *Elec.light* 1 *Dk*(*Irn*)&*Spar dk*(*Irn*)& *Web frames*	**SteelScSr**	4556 4347 2970	✠ 100A1 *Spar dk* ~~7,17~~ 11,17 ~~BS8,16~~	Msl Liv Cff BS7,17 ~~BS8,16~~ ✠LMC~~7,16~~ 15	*x*	~~3,15~~ 7,17	1902 1mo	Ropner &Son Stockton	BritainS.S.Co.Ld. (Watts,Watts&Co. Ld. *Mgrs.*) *WB*= *Cell DBa* &*uE*136′ *Lloyd's A&CP*	370·0 P29′ B78′ F37′ 28·2 FK *f*168′932*t FPT*163*t*	50·6	19·2	London British 6 *BHCem* *APT*132*t*	T.3Cy.25″,43″&73″–48″ (*a*) 200lb 429NHP 3SB.9*cf*,GS174,HS6712 Blair&Co.Ld.Stockton	31 ″ 0 s 6 ″ 7½ 24 ″ 9	
694 136717 JHBW	**Eptapyrgion** *E.Fletcher*13–14 (*ex*Essex Baron) 1 *Dk*(*Stl*)	**SteelScSr**	4307 4025 2749	✠ 100A1 5,16 ✠LMC10,14	Npt	*x*	5,16	1914 10mo	TyneI.S.B. Co.Ld. Newcastle *Lloyd's A&CP*	OgnamShipping Co.Ld. (J.A.Mango, *Mgr.*) *Cell DBa* 125 *u*	385·2 P31′B242′F35′ FK	51·0	24·6	London British 6 *BHCem* *APT*84*t*	T.3Cy.26″,43″&71″–48″ (*s*) 180lb *100lb* 420NHP 2SB,8*pf*,GS144,HS5640 FD G.Clark,Ld.Sunderland	27 ″ 2 s 3 ″ 11½ 23 ″ 7	
695 JGRK	**Epulo** *G.Petronio* (*ex*Leme,*ex*Budapest) 1 *Dk*	**WoodScSr**	129 120 66					1883	Schiavon PortoRase	Nav.aVap. Municipalizzata diMuggia	118·4	15·7	9·7	Muggia Aust.-Hung.	C.2Cy.17″&28″–18″ NB96 28NHP M.Bartlett,Trieste	10 ″ 10	
696 132293 JGRK	**Epworth** *G.H.White* –14 1 *Dk*	**SteelScK**	223 216 88	✠ 100A1 *StmTrawler* 10,14 ✠LMC1,12	Hul		10,14	1912 1mo	Cochrane& Sons Selby *Lloyd's A&CP*	Gt.NorthernS.S. FishingCo.Ld.	112·1 Q21′	22·5 *WB*=*MT*11′35*t* BK7″	12·5	Hull British 4 *BHCem* *DTf*12′35*t*	T.3Cy.10″,17′&28″–24″ (*s*) 200lb 51RHP 1SB,2*pf*,GS25,HS872 Amos&Smith,Ld.Hull	13 ″ 2	
697 JCQL	**Equateur** *Liparelli*05–09 *Elec.light* 3 *Dks*	**IronScBk**	3854 3559 2350					1875	Messageris Maritimes LaCiotat	MessageriesMaritimes	394·6	39·7	32·8	Marseilles French	C.3Cy.43¼″&(2)60¼′–43¼″ NB87 398NHP MessageriesMar.,LaCiotat		V
698 110722 JGPD	**Equator** *W.J.Mitchell* –13 *ss*Hul.No.3–5,11 1 *Dk*	**SteelScYl**	168 160 66	✠ 100A1 *StmTrawler* 3,15 BS9,14 ✠LMC5,11	Dub		N2,14	1899 6mo	Mackie& Thomson Glasgow A&CP	~~Gt.NorthernS.S. FishingCo.Ld.~~ W.A.Massey& Sons,Ld	104·0 ptND11	21·0 BK7½″ *WB*=	10·7	Hull British 4 *BHCem* *DTf*14′20*t*	T.3Cy.9⅛″,16½″&28″– (*s*) 200lb 20″ 40RHP 1SB.2*pf*,GS26,HS642 Muir&Houston,Ld.Gls	11 ″ 7	
699 110699 JGRM	**Equerry** *J.Marsham* –17 *ss*Hul.No.3–7,11 *ss*Hul.No.1–15 1 *Dk*	**SteelScYl**	168 160 66	✠ 100A1 *StmTrawler* 3.17 BS5,16 ✠LMC8,15	Hul		N3,17	1899 3mo	Mackie& Thomson Glasgow A&CP	Gt.NorthernS.S. FishingCo.Ld.	104·0	21·0 BK7½″ *WB*=	10·7	Hull British 4 *BH Cem* *DTf*14′20*t*	T.3Cy.10″,16½″&28″–20″ (*s*) 200lb 40RHP 1SB,2*pf*,GS26,HS642 Muir&Houston,Ld.Gls.	11 ″ 7	
700 91317 KTVQ	**Equity** (Detained at Hamburg) *W.T.Burder* –15 *ss*Goo.2ndNo.3–9,12 *Elec.light* 1 *Dk*(*Irn*–ws)	**IronScSr**	931 721 413	✠ 100A1 1,14 ✠NB4,00 ✠LMC MS12,11 BS2,14	Goo	*n*	2,14	1888 9mo	Earle'sCo. (Lim.) Hull *Lloyd's A&CP*	Lancashire& YorkshireRly.Co. *WB*=*Cell DBa* 62′94*tf*21′42*tf*33′	247·4 P42′B134′F30′ len00	32·4 BK8″	11·4	Goole British 5 *BHpt Asp* *ptCem*	T.3Cy.24″,39″&64″–33″ (*s*) 160lb 258NHP 2SB,6*cf*,GS132,HS4208 Earle'sCo.(Lim.),Hull	14 ″ 7 s 1 ″ 4½ 14 ″ 3	
701 105090	— *D.Smith* –16	**Steel&IronScYl**	158 146 63				…	1896	Mackie& Thomson Glasgow	~~Amaranth~~Fishing Co.Ld (Lake, Greece, *Mgrs*)	104·2 Q17′F16′	20·5 BK7½″	10·8	~~Hilda Hvas~~ British Grimsby *WB*	T.3Cy.11″,17″&27½″–20″ 45RHP Muir&Houston (Lim.),Gls	11 ″ 7	
702 95955 SLHT	**Era** *ss*Mel.No.1–17 *D.MacRae* –16 *ss*Mel.2ndNo.3–4,13 *Well deck* 1 *Dk*(*Stl*–ws)& *Web frames Frames pt Irn*	**SteelScSr**	2379 1851 1550	✠ 100A1 11,17 ~~10,16~~ ✠LMC10,16 BS~~1~~,17	Mel	*t*	3,16	1888 9mo	E.Withy& Co. W Hartlepool A&CP	Australian Steam-shipsLd.(*Man. Agents*,Howard SmithLd.)	299·2 P35′Q88′B122′ F31′ *WB*=*Cell DB* 256	38·5 BK8″	20·7	Melbourne British 5 *BHCem* 560*t APT*32*t*	T.3Cy.23″,36½″&62″–39″ (*s*) 145lb NDB97 240NHP 2SB,6*rf*,GS98 CntrlMarineEngCo.WHpl	23 ″ 3	
703 HLNS	**Erandio** *R.Ibarra*	**SteelScSr**	2873 2661	✠ 100A1 *Bbo.No.3–2,10 Bbo.No.2–10 Bbo.No.1–15*	Bbo	*u*	5,15	1897 1mo	Ropner& Son Stockton A&CP	Cia.Nav.Sota y Aznar (Sota y Aznar, *Mgrs.*)	320·0 P29′B64′F37′	46·0	21·2 FK	Bilbao Spanish 3 *BHCem* 561*t APT*74*t*	T.3Cy.22½″,37″&61″–42″ (*s*) 160lb *100lb* NDB14 246NHP 2SB,6*rf*,GS104,HS3760 Blair&Co.(Lim.),Stockton	23 ″ 6 s 4 ″ 3 19 ″ 7	
704 125317	**Erastus** *A.S.Cow* –08	**SteelScK**	100 92 42	✠ *For fishing pu* 4,08 ✠	Abn *rposes*			1908 4mo	J.Duthie Torry S.B.Co. Aberdeen	JamesBuchan (J.F.Cardno, *Mgr*)	86·1	18·2 BK7″	8·8	Fraserbro British 3 *BHCem*	C.2Cy.11″&27″–16″ 28RHP 1SB,2*pf*,GS24,HS685 J.Abernethy&Co.Abn.	9 ″ 6	
705 132249 HTCB	**Erato** *C.A.Groves* –16 *Elec.light* 1 *Dk*& *Shelter dk*	**SteelScSr**	2041 1736 1133					1911	ClydeS.B. &Eng.Co.Ld. PortGlasgow	Ellerman'sWilson Line,Ld.	301·1	43·1	20·5	Hull British *WB*	T.3Cy.22″,35″&59″–39″ 217NHP ClydeS.B.&E.Co.Ld.P.G		C
706 447 PBQT	**Ercole** (*ex*Kingsbridge Packet) 1 *Dk*	**IronScSr**	122 — 31					1879	Harvey& Co. Hayle	Soc.Ligure Metallurgica	102·0 Q5*t*	19·5	9·0	Genoa Italian	C.2Cy.16″&30″–21″ NB97 34NHP Harvey&Co.Hayle		
707 JFQT	**Erdély** *R.Udvardy* 1 *Dk*(*pt Irn–pt Stl*) 2*tr B in Nos.1 & 4 holds*	**SteelScSr**	5035 3968 3251	✠ ~~—~~ 1,16 ✠	Ham	*x*		1911 3mo	Palmers' Co.Ld. Newcastle	HungarianLevant S.S.Co.Ld. *WB*=*Cell DBa* *f*158′950*t*	378·0 P36′B230′F36′ 126′*uE*34′ *DTa* 26′ 910*t*	53·2 FK	24·4 *FPT*	Fiume Aust.-Hung. 6 *BHCem* 85*t APT*25*t*	T.3Cy.24″,39″&66″–45″ 342NHP 3SB,9*cf*,GS174,HS5613 Palmers'Co.Ld.Newcastle	26 ″ 11	
708 HLNT	**Ereaga** *J.Bilbao* –16 *ss*Bbo.2ndNo.3–6,16 (*ex*Inverness) *Well deck* 1 *Dk*(*Irn–pt ws*)& *Web frames*	**SteelScSr**	2233 1716 1602	✠ 100A1 6,16 ✠LMC6,16	Bbo	*r*	6,16	1890 6mo	Ropner& Son Stockton A&CP	Cia.Marit.del Nervion(Urquijoy Aldecoa, *Mgrs.*)	272·3 P27′Q84′B108′ F29′ DS08	38·9 BK9″ *WB*=*Cell*	18·6	Bilbao Spanish 4 *BHCem* *DB*218′480*t*	T.3Cy.21″,35″&57″–39″ (*s*) 160lb *100lb* NDB12·201NHP 2SB,4*cf*,GS74,HS2990 Blair&Co.Ld.Stockton	21 ″ 1 s 2 ″ 8½ 2 1	
709 HLNW	**Eretza Mendi** *V.Goitia*00–14 *ss*Bbo.No.1–14 1 *Dk*(*pt Irn*& *pt Stl*)& *deep framing*	**SteelScSr**	4126 3831 2578	✠ 100A1 6,16 ~~BS8,16~~ ✠LMC~~6,16~~ 5,17	Bel	*x*	~~6,16~~ 5,17	1909 3mo	W.Gray& Co.Ld. W Hartlepool *Lloyd's A&CP*	Cia.Nav.Sota y Aznar (Sota y Aznar, *Mgrs.*) *WB*=*Cell DBa*&	365·0 P27′B94′F34′ *uE*144′ *f*161′940*t*	50·3 FK	25·2	Bilbao Spanish 6 *BHCem* *APT*113*t*	T.3Cy.27″,43″&72″–45″ (*s*) 180lb *90lb* 379NHP 3SB,9*rf*,GS145,HS5875 Cen.Mar.Eng.Wks.W.Hpl	24 ″ 10 s 5 ″ 5½ 22 ″ 9	
710 95295 LHDG	**Eric Calvert** *J.Greenwood*15–15 *ss*Cff.2ndNo.3–3,09 (*ex*Elmville) *ss*Cff.No.1–13 *Well deck* 1 *Dk*(*Irn*)& *Web frames*	**SteelScSr**	1862 1394 1173	✠ 100A1 6,16 *Framing* 6,17 ✠LMC7,17	Cff	*r*	6,16	1889 9mo	W.Gray& Co.Ld. W Hartlepool A&CP	~~Calvert S.S.Co.Ld.~~ ~~(A.Calvert, *Mgrs.*)~~ Mitchell&Sons	270·2 P29′Q80′B108′F27′ *WB*=*DBa*84′*f*106′	37·0 BK9½″	18·5	~~Goole~~ Dundee British 4 *BHCem* 410*t APT*19*t*	T.3Cy.20″,31½″&53″–36″ (*s*) 150lb *100lb* NDB05 169NHP 2SB,4*cf*,GS79 Cen.Mar.Eng.Wks.WHpl	20 ″ 0 s 1 ″ 4 19 ″ 7	

Note named "Ance Mendi," See Vol. No. 2 Page 2 Part 2 with freeboard

ERI-ERI

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys.	3 No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned / now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 Built. By Whom. — Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B.of Trade Cert.
711 / — / MDVS	**Eric Petersen** *I.Schall* (*ex*Dwina,*ex*KaraSea)	SteelScSr *ss*Rot.No.2–13 1*Dk*(*Stl*)& *deepframing*	1926 1784 1194	✠ —— 11,16 ✠	Rot	*r*		1905 7mo *W*	Craig, Taylor&Co. Stockton	EricPetersen Dmpfs.Ges. G.m.b.H.(O.Zelck) *B = CellDBa88'u*	280·0 | 42·2 | 19·5 P26'B70'F28' FK *E16'f112'470t FPT 88t APT92t*			Rostock German	T.3Cy.21",35"&57"–39" 210NHP 4*BHCem* 2SB,*6pf*,GS188,HS3248 N.E.Marine Eng.Co.Ld.Sld	20 " 7	
712 / 137146	**Eric Stroud** *D.Stroud*12–14	SteelScK 1*Dk*	213 210 79	✠100A1 *StmTrawler* 3,15 ✠LMC7,14	Abn			1914 7mo *Lloyd's*	A.Hall& Co.Ld. Aberden	Stroud'sSteam FishingCo.Ld.	115·4 | 22·6 | 12·2 BK7½" *WB*			Aberdeen British	T.3Cy.11¾",20"&34"–23" (*s*) 180lb 57RHP 3*BHCem* 1SB,*3pf*,GS44,HS1230 A.Hall&Co.Ld.Aberdeen	13 " 0	
713 / ~~140521~~ / 2Q[illegible]	**Erica** ~~*A.W.Fenstad*15–15~~ *J.H.Wright*17–17	SteelScSr (*ex*Vinga) 1*Dk*	747 563 422					1900	Lindholmens,V.A. Gothenburg	TheShippingController(Morgan& CadoganLd *Mgrs*).	192·5 | 30·6 | 12·5 Q94'B18'H39*t*F21' *WB*			London British	T.3Cy.14½",24"&40"–27" 93RHP ~~93NHP~~ Lindholmens V.A.Got.		V
714 —	*C.Gravenmaker*	SteelScYl *ss*Ams.No.3–8,15 1*Dk*	216 204 69	✠100A1 *StmTrawler* 7,17 ~~9,16~~ ✠LMC8,15	Ams		9,16	1902 5mo *Lloyd's*	Schofield, Meeuwenoord&Co. Grimsby	Scheveningsche Stoomviss.My 1 *WB=DBf7'13t*	113·8 | 21·4 | 12·0 BK7½"			Scheveningen Dutch 3*BHCem*	T.3Cy.12",21"&34"–24" (*s*) 180lb 65NHP 1SB,*2pf*,GS36,HS1063 C.D.Holmes&Co.Hull	12 " 10	
715 / MLQP	**Erich Lea** ~~*Hans Andersen* 17~~ ~~*G.Samuelsen*16–16~~ (*ex*Bora,*ex*Margit, *ex*Elsiston) *O.Haaversen* –17	~~SteelScSr~~ ~~*ssCff.No.2–12*~~ 1*Dk*(*Stl*)& *deepframing* *ss*Cff.No.3–0,16	1630 1517 1004	~~✠100A1~~ ~~10–16,15~~ 1,18 ~~BS8,16~~ ✠LMC9,~~10~~ BS12,17 10,16	Lon Cff	*r* Sld	~~4,16~~ 12,17	1904 2mo *Lloyd's*	R.Duncan &Co.Ld. Pt.Glasgow	BergenLloydAktiererederi (Björnstad&Brœxhus, *Mgrs.*) *CellDBa*	260·0 | 37·2 | 18·1 P23'B68'F29' FK 80'*u*E18'*f*114'451*t*			Bergen Norwegian	T.3Cy.19½",31'&51"–36"(*s*) 180lb ~~*160lb*~~ 172NHP 4*BHCem* 2SB.*6pf*,GS90,HS2686 D.Rowan&Co.Glasgow	20 " 6 s 2 " 9 18 " 1	G
716 / 136624	**Ericsson** *J.W.Grace* –97	SteelSc	897 — 748					1897	Neafie& Levy Co. Philadelphia	Baltimore&PhiladelphiaSteamboat Co.	198·2 | 23·3 | 9·2			Phildlphia Utd.States	T.3Cy.14",21"&36"–26" 66NHP Neafie&LevyCo.Phl.		
717 / ~~3880~~ / JLCK	**Erik** ~~*Hans Andersen* 17~~ *A.Berg*16–16 (*ex*L'IsleAdam, *ex*Perfero)	IronScSr *ss*Hbg.2ndNo.3–2,06 *ss*Hbg.No.2–14 *Well deck* 1*Dk2trB*	785 621 450	~~✠100A1~~ 4,16 ~~✠NB5,06~~ ~~BS8,16~~ ~~LMC10,14~~ ~~BS8,16~~	Nwc	*l*	4,16	1883 6mo *Lloyd's*	W.A.Stevens Birkenhead	Aktieb.H.Unér (Rob.Göhle,*Mgr.*) *WB=DBa44'f40'u*	200·9 | 28·1 | 15·7 Q73'B49'F26' BK7½" *E&B49'179t*			Nrrköping Swedish 4*BHCem*	C.2Cy.18¼"&40"–36" (*s*) 100lb *90lb* NDB06 91NHP 1SB,*3cf*,GS45,HS1578 D.Rollo&Sons,Liverpool	16 " 8 ~~1 " 7~~ ~~16 " 1~~	
718 —	*C.F.Taylor* –16 *Mchy.Aft*	WoodSc3MstSr 1*Dk*	583 583 461					1865 rblt. 1908	..... Dundee	JamesBaird,Ld.	161·8 | 29·5 | 18·5			SJhnsNFL British	C.2Cy.23"&44"–24" NB85 80RHP GourlayBros.&Co.,Dundee	19 " 9	
719 — 4391 JPFB	*Nilsson* (*ex*Princess,*ex*Jessie)	SteelSc3MstSr 1*Dk* *Mchy.Aft Well dk*	357 230 96					1890	Grngem'th Dockyard Co. Grngemouth	A.K.Fernström	145·6 | 23·4 | 9·5 Q77'B9'H35*t*F22' BK7" *WB*			Sternö Swedish	C.2Cy.20"&40"–30" NB13 73NHP Hutson&Corbett,Glasgow	10 " 7	V
720 / NLFP	**Erik II.** *H.P.Christensen* –15	SteelScSr *ss*Cpn.No.3–1,15 1*Dk*(*Irn*)& *deepframing*	1918 1677 1202	~~✠100A1~~ ~~1,15~~ 9,17 ~~BS8,16~~ ✠LMC1,16 ~~BS8,17~~	Els NNs	*r*	6,16	1900 10mo	W.Gray& Co.Ld. W Hartlepool	Dmpsksels.Gorm (L.H.Carl,*Mgr.*) *WB=CellDBa* A&CP	280·4 | 40·1 | 18·2 P25'B69'F29' FK 88'*u*E20'*f*118'541*t*			Copnhagn Danish 4*BHCem* *APT35t*	T.3Cy.21",33"&56"–36" (*s*) 160lb *80lb* 194NHP 2SB,*4rf*,GS70,HS3008 Cen.Mar.Eng.Wrks.W Hpl	20 " 6 s 3 " 2 17 " 8	
721 / JSWD	**Erik Jarl** *O.E.Sörlie*	Steel&IronScSr 1*Dk*	213 119 118					1889	Trondhjems M.V. Dampskselsk. (A.Kleven,*Mgr.*) Drontheim	IndherredsAkties. Dampsksels. (A.Kleven,*Mgr.*)	119·6 | 18·2 | 8·6 Q18*t*B34*t*H14*t*F6*t*			Stenkjær Norwegian	T.3Cy.11",18"&29"–20" NE91 NB01 38NHP TrondhjemsMek.Verks.		
722 / LNCH	**Erika** *H.Beck* (Seized at Antwerp) *Elec.light*	SteelScSr 1*Dk*&*Spar dk*	2666 2504 1682					1906	Akt.Ges. "Neptun" Rostock	OzeanDampfer Akt.Ges. (H.Schuldt,*Mgr.*)	291·1 | 44·0 | 16·6 23·7 *WB*			Flensburg German	T.3Cy.20½",35 7/16"&55 7/8"–37 7/8" 191NHP A.G."Neptun,"Rostock		
723 / RLQB	**Erika Fischer** *C.Langhinrichs*12–12 (Seized at Onega) (*ex*Tristan,*ex*EmilR.Retzlaff, *Elec.light* *ex*Siegfried)	SteelScSr 1*Dk*	1300 1057 801					1900	Akt.Ges. "Neptun" Rostock	F.W.Fischer	245·7 | 35·5 | 15·2 P14'Q58'B112'F26' *WB*			Rostock German	T.3Cy.17⅛",27½"&46¾"–33" 125NHP A.G."Neptun,"Rostock		
724 / 136997	**Erillus**	SteelScK 1*Dk*	201 185 78	✠100A1 *StmTrawler* 9,14 ✠LMC9,14	Mdb			1914 9mo *Lloyd's*	Smith's Dock Co.Ld. Middlesbro'	ConsolidatedStm. Fishing&IceCo. (Gms.)Ld. (J.D. Marsden,*Mgr.*)	112·3 | 21·6 | 11·6 Q67'F19' BK7½"			Grimsby British *2BHCem*	T3Cy.11½",19½"&32"–24"(*s*) 180lb 68RHP 1SB.*2pf*,GS38,HS1210 Smith'sDockCo.Ld.Mdb.	12 " 4	
725 / ~~137343~~ / NLPW / ~~JBFC~~	**Erindring** ~~*Nielsen* *J.Duncan*~~ –17	SteelScSr 1*Dk*	1229 954 760					1901	Akt.Burmeistr&Wain Copenhagen	~~TheShippingController(J.Gardiner&Co.,*Mgrs.*)~~ (J.Gardiner&Co.*Mgrs.*)	229·7 | 36·7 | 14·2 Q81'B60'F27'			London British *WB*	T.3Cy.16",26"&45"–30" 111NHP Akt.Burmeistr&Wain,Cpn		V
726 / 108734 / QDHM	**Erinier** *G.Ross* –15 (*ex*Dongola)	SteelScSr *ss*Cff.No.3–8,09 *ss*Gls.No.1–14 2*Dks*(1*Stl*&*U-Irn*)& *deep framing*	4362 4122 2820	✠100A1 3,17 ✠LMC MS8,12 ~~MBS1,16~~ BS8,17	Bom	*x*	6,15	1898 5mo *Lloyd's*	D&W Henderson&Co. Glasgow	LloydRoyalBelge (GreatBritain) Ld *sA&CP WB=CellDBa121'uE38'*	375·0 | 50·0 | 26·0 P40'B98'F40' FK *f161'1143t FPT135t APT120t*			London British 6*BHCem*	T.3Cy.25¾",41⅜"&67"–48"(*s*) 175lb *100lb* NDB14 368NHP 2SB,*6cf*,GS111,HS4930 FD D.&W.HendersonGlasgow	28 " 8 s 5 " 9 23 " 4	
727 / 132998 / HVBL	**Erinpura** *A.B.H.D'Cruz* –13 *Elec.light* Wireless	SteelTwinScSr 2*Dks*(*UStl*) & *Shade dk*(*Stl*-teaks)	5128 3725 2759	✠ *Shade dk* 12,11 ✠	Dmb	*z*		1911 12mo	W.Denny &Bros. Dumbarton	BritishIndiaStm. Nav.Co.Ld. *WB=CellDBa89' f160'740t*	411·0 | 52·5 | 24·7 B on *Shade dk* 177' FK *uE&B116' FPT95t APT63t*			Glasgow British 7*BHCem* 6*BH to U dk* 1 „ *2nd dk*	T.6Cy.24½",41"&69"–48" 1059NHP 2D&2SB,*18cf*,GS381, HS16280 FD Denny&Co.Dumbarton	27 " 3	
728 / 132023	**Erin's Isle** *R.Lascelles* –15 *Elec.light*	SteelPadK 1*Dk*&*Promenade dk*	633 365 292	✠ A1 5,15 *For Service in Lough-Belfast* ✠LMC7,12	Bel	*Belfast & Bangor*		1912 7mo *Lloyd's*	A.&J. Inglis,Ld. Glasgow	Belfast&County DownRailwayCo.	225·3 | 29·2 | 8·7 BK4			Belfast British 9*BHAsp*	C.2Cy.31"&56"–66" (*s*) 120lb 244NHP 1DB,*6cf*,GS132,HS4122 A.&J.Inglis,Ld.Glasgow	9 " 1 s 2 " 8½ 7 " 0	
729 / PBLT	**Eriphia** *F.Andreis* *Elec.light*	SteelScSr 1*Dk*	2043 1875 1289					1902	Act.Ges. "Neptun" Rostock	DmpschffsReeder. Horn,Akt.Ges.	291·1 | 41·2 | 18·8 P30'B171'F35'			Lübeck German *WB*	T3Cy.20 7/8"&55 1/2"–35 7/16" 180NHP A.G."Neptun,"Rostock		G
730 / HRDJ	**Erissos** *G.Emiris* (*ex*Acacia)	SteelScSr *ss*Cff.No.3–8,15 *Spar dk*(*pt Irn*&*pt Stl*)2*trB*& *deep framing*	*2885* *2685* *1848*	~~✠100A1~~ *Spar dk with freeboard* 1,18 ~~3,17~~ ✠LMC ~~BS1,16~~ ~~BS3,16~~ MS8,16	Npt Cff	*u*	~~8,16~~ 1,18	1902 8mo *Lloyd's*	Irvine's SB &D.D.Co.Ld. W Hartlepool	GregoryJ. Theophilatos *WB=CellDBa*	315·0 | 45·1 | 14·4 P21'B190'F30' 22·6 FK 100'*u*E22'*f*134'690*t*			Argostoli Greek 5*BHCem* *APT77t*	T.3Cy.24",38"&64"–42" (*s*) 160lb *100lb* NDB15 260NHP 2SB,*6cf*,GS95,HS3825 Richardsons,Westgarth& Co.Ld.Hpl.	25 " 0 s 3 " 4 22 " 0	
731 — HQMT	— (*ex*Medea,*ex*MedeaD.)	IronSc *ss*Cpl.2ndNo.3–6,07 1*Dk2trB* *Well deck*	*819* 674 *519*	✠ 2,09 ✠NB5,93 ✠	Pir	*m*		1884 10mo	Palmers' Co. Newcastle	Nav.àVap. "Ionienne"G. YannoulatoFrères	219·0 | 30·2 | 14·7 P&B123'F25' BK8" *WB=DBa22'f22'60t*			Piræus Greek 5*BHCem*	C.2Cy.28"&54"–36" 128NHP 1SB,*4pf*,GS70,HS1846 Palmers'Co.Ld.Nwc.	15 " 6	

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Grément, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel: Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Entretenement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant.	15 Registres où existent les plans de Bord et Burt Tonnage.
732 110715 JGRP	**Erith** *R.W.Powell* –17	**SteelScYl** *ssHul.No.3–7,11* *ssHul.No.1–15* 1*Dk*	168 160 66	✠100A1 *StmTrawler* 7,16 BS7,16 ✠LMC3,16	Hul		N7,16	1899 5mo	Mackie& Thomson Glasgow A&CP	Gt.NorthernS.S. FishingCo.Ld.	104·0 | 21·0 | 10·7 BK7½″ *WB*=			Hull British *DTf*14′20*t*	T.3Cy.10″,16½″&28″–20″ (*s*) 200lb 40RHP 1SB,*2pf*,GS26,HS642 Muir&Houston,Ld.Gls.	11 ″ 7	
733 779 PABZ	**Erivan** *Milovzoroff* –13 *Elec.light* Wireless	**SteelScSr**	2693 2546 1511					1912	NevskyS.B &Mch.Works Petrograd	Russian Volunteer Fleet Association	286·0 | 40·6 | 26·9			Vladvostk Russian	T.3Cy.20″,32″&52″–39″ 169NHP *Nevsky*S.B.&MchWkPtr.		V
734 136708	— *T.Davies* –16 *Carrying Petroleum in bulk* *Mchy.Aft*	**SteelSc3MstSr** 2*Dks*	2419 2285 1817					1893	Palmers' Co.(Lim.) Newcastle	TheAdmiralty	285·2 | 38·7 | 26·0 B24′ F38′			London British	T.3Cy.22½″,36½″&60″–42″ NB12 233NHP Palmers'Co.(Lim.),Nwc.		V
735 (*ex*Gwyneth)	**Erla**	**SteelScK** *ssBcl.No.2–16* 1*Dk*	*252* *214* *96*	✠100A1 *StmTrawler* 4,16 ✠LMC4,16	Npt		4,16	1908 4mo *Lloyd's*	Dundee S.B.Co.Ld. Dundee *SA&CP*	Trillo,Galiana y delValle,S.enC.	125·2 | 22·1 | 12·0 Q72′F22′ BK7½″			Barcelona Spanish 3*BHCem*	T.3Cy.12½″,21″&34″–24″ (*s*) 180lb 76NHP 1SB,*3pf*,GS51,HS1360 W.V.V.Lidgerwood,Gls.	13 ″ 0	
736 QHLT	**Erlangen** *C.Fuchs* *Elec.light* Sub.Sig. Wireless	**SteelScSr** 2*Dks&Hur.Dk*	5285 3863 3337					1902	Bremer, Vulkan Vegesack	Norddeutscher Lloyd	378·3 | 47·5 | 26·8 P&B227′F48′ *WB*			Bremen German	T.3Cy.26¾″,43½″&70″–47½″ 337NHP BremerVulkan,Vegesack		G
737 131838 HTML	**Erlesburgh** *J.W.Leng* –16	**SteelScSr** *ssNpt.No.1–16* 1*Dk*(*pt Irn pt Stl*)*&Web frames* *Longitudinal framing*	3809 3484 2375	✠100A1 8,17 3,17 4,18 Glas Off BS3,15 ✠LMC6,16	Bry	*w*	6,16	1911 10mo *Lloyd's*	W.Pickers-gill&Sons,Ld Sunderland *SA&CP*	Rowland&Marwood'sS.S.Co.Ld. (Headlam&Rowland,*Mgrs.*)	348·5 | 50·2 | 23·5 P30′B100′F37′ FK *WB*=*Cell*			Whitby British 6*BHCem* *DBa*111′*uE*	T.3Cy.24″,40″&66″–45″ (*s*) 180lb *180lb* 307NHP 2SB,*8cf*,GS142,HS4600 J.Dickinson&Sons,Ld.Sld. *&B*40′*f*155′910*t APT*134*t*	25 ″ 10 s 4 ″ 6½ 21 ″ 8	
738 JSNP	**Erling Jarl** *Bendiksen* *Elec.light*	**SteelScSr** 1*Dk&Awngdk*	737 405 427					1895	Trondhjms Mek.Verks. Drontheim	Nordenfjeldske Dampskibsselskab	196·2 | 26·8 | 12·0 H32*t* len09 *WB*			Trondhjm Norwegian	T.3Cy.17½″,28″&46″–30″ NB09 116NHP TrondhjmsMek.Verks.		N
739	**Erling Lindoe**	**SteelScSr** 1*Dk*						1917	N.V.Werf deNoord Alblasserdm	P.Lindoe	236·0 | 36·2 | 18·0 P32′B65′F23′ *WB*			Haugesnd Norwegian	T.3Cy.17½″,29″&46″–36″ 127NHP AlblasserdamMsch.Fab.		
740 HJDW	**Erling Skjalgson** *T.Stave* *Mchy.Aft* (*ex*Zillah)	**WoodScFlat** (*Salvage Steamer*) 1*Dk*	147 135 63					1891	J.Harland &Co. Tranmere	Akties.Tjörve (A.Meling,Jr., *Mgr.*)	91·2 | 22·2 | 9·6 H6*t*			Stavanger Norwegian	C.2Cy.13″&26″–18″ 24NHP Cochrane&Co.Birkenhead		
741 323 HDEV	**Ermack** *Faehlmann* (*Icebreaker*) *Elec.light*	**SteelSc** *Three screws aft,one forward* 3*Dks*	4817 — 2831					1898	SirW.G. Armstrong, Whitworth &Co.Ld. Newcastle	RussianGovernment	320·0 | 71·0 | 35·6			Petrograd Russian *WB*	T.12Cy.25″,39″&64″–42″ 1062NHP Wilsnd SlipwyCo.Ld.Nwc.		
742 74627 QNDS	**Erme** *A.S.Smith* –12 8&14yrs.Mat.	**WoodAuxScSr** CF *OilEng.* HTPly.92 1*Dk* (*See Sailing Ship Register*)	116 114 72	✠ 5,92	Ply	11 C7		1876 11mo	Marshall Plymouth	SabellumTrading Co.Ld.	92·2 | 23·3 | 8·5 ptOM			Plymouth British	Oil Engine 2S.C.SA. 1Cy.9″–12″ Plenty&Son,Newbury	9 ″ 4	
743 133068 HWPN	**Ermine** *J.Bruce* –15 *Elec.light*	**SteelTwinScSr** 2*Dks*(*UStl*–ws)	1777 1268 757	✠100A1 *withfreeboard* 7,16 ✠LMC9,16 7,16	Gen	*s*	~~6,15~~ 6,17	1912 9mo *Lloyd's*	Fairfield Co.Ld. Glasgow *SA&CP*	G.&J.Burns,Ld. *Intermediate* *BH in fore* *WB*=*CellD*	300·0 | 40·2 | 16·7 P52′B158′F43′ UpperB150′ BK8″			Glasgow British *Cem* *hold dispensed with* *Ba*51′*f*74′150*t FPT*	T8Cy(2)21½″(2)34″&(4)39″ –33″ 175lb *90lb* (*s*) 518NHP 2DB&1SB,*15cf*,GS339, HS9885 FairfieldCo.Ld.Glasgow	17 ″ 6 s 2 ″ 9 15 ″ 10	
744 118760 JGRQ	— *W.G.O'Dell* –13	**SteelScK** *ssHul.No.2–12* 1*Dk*	181 172 71	✠100A1 *StmTrawler* 11,14 BS8,14 ✠LMC7,12	Hul		11,14	1903 8mo *Lloyd's*	Cook,Welt'n&Gemmell Beverley *SA&CP*	~~Gt.NorthernS.S.~~ ~~FishingCo.Ld.~~ HullStm.Fishing& IceCo.Ld.	109·0 | 21·5 | 11·0 BK7″ *WB*=*Deep tanks*			Hull British 4*BHCem* *f*13′30*t*	T.3Cy.11″,18″&30″–22″ (*s*) 200lb 46RHP 1SB,*2pf*,GS24,HS668 Amos&Smith,Hull	11 ″ 9	
745 HGMK	**Erna** **(Seized and taken to Mariupol)** *N.Nikolovic* (*ex*Gelderland) *Well deck*	**SteelScSr** *ssRot.No.3–2,12* 1*Dk*(*Irn*)*&* *deep framing*	1539 1189 962	✠100A1 10,13 BS4,13 ✠LMC9,12	Tri	*p*	11,13	1900 1mo	BlythS.B. Co.Ld. Blyth A&CP	J.Vesely(Brajak& Arnerich,*Mgrs.*) *WB*=*CellDBa*78′	249·0 | 36·7 | 16·1 Q90′B68′F26 FK *u E&B*52′*f*76′404*t*			Trieste Aust.-Hung. 4*BHCem* *APT*51*t*	T.3Cy.20½″,33″&54″–36″ (*s*) 170lb *90lb* 190NHP 2SB,4*pf*,GS87,HS3073 MacColl&Pollock,Sld.	18 ″ 4 s 1 ″ 6 17 ″ 1	
746 136905 JLDB	— *Elec.light*	**SteelScK** 1*Dk*	330 287 135	✠100A1 *StmTrawler* 8,15 ✠LMC5,15	Lon			1915 5mo *Lloyd's*	J.Duthie TorryS.B.Co. Aberdeen *SA&CP*	NewDocksSteam TrawlingCo. (Fleetwood),Ld. (Taylor&TomlinsonLd.,*Mgrs.*)	139·5 | 23·2 | 12·9 Q82′F18′ BK7½″			Fleetwood British 4*BHCem*	T.3Cy.13¼″,23″&37″–27″ (*s*) 80lb 94RHP SB,*3pf*,GS53,HS1682 J.Abernethy&Co.Ld.Abn.	13 ″ 6	
747 99137 MKSL *ss*	**Ernaston** *J.L.Mouat* –16 (*ex*WhiteCross) Shl.2ndNo.3–1,17	**SteelScSr** ~~*ssGlf.No.6–1,04*~~ ~~*ssHul.No.8–13*~~ 1*Dk*(*ptStlptIrn*)*2trBd&* *Elec.light Web frames&ptAwngdk*(*Irn*)	3020 2296 1944	✠100A1 *ptAwng dk* ~~3,11~~ *withfreeboard* ~~4,17~~ 6,15 1,18 ~~BS7,12~~ ✠LMC4,17 ~~BS8,16~~	Gls	*u*	~~6,15~~ ~~N4,17~~	1891 12mo	JLThomp-son&Sons Sunderland A&CP	~~ErnastonS.S.Co.Ltd.~~ (~~W.S.Miller&Co.~~) J.Crass&Co. *WB*=*Cell DB*230′500*t*	322·0 | 41·5 | 21·5 P29′Q100′ BK10″ *ptAwng dk*192′			Glasgow British 6*BHCem* *APT*30*t*	T.3Cy.21½″,39″&64″–42″(*s*) 160lb *90lb* NDN03 265NHP 2SB,6*pf*,GS116,HS3960 JohnDickinsonSunderland	24 ″ 0 s 8 ″ 4 23 ″ 5	
748 110725 JGRS	**Erne** *J.Odling* –12	**SteelScYl** *ssHul.No.5–6,11* 1*Dk*	168 160 66	✠100A1 *StmTrawler* 6,13 BS7,14 ✠LMC6,11	Hul		6,13	1899 6mo	Mackie& Thomson Glasgow A&CP	Gt.NorthernS.S. FishingCo.Ld.	104·0 | 21·0 | 10·7 ptND11 BK7½″ *WB*=			Hull British 4*BHCem* *DTf*14′20*t*	T.3Cy.10½″,16½″&28″–20″ 200lb (*s*) 40RHP 1SB,*2pf*,GS26,HS642 Muir&Houston,Ld.Gls.	11 ″ 7	
749	**Ernest**	**SteelScK** *ssPra.No.2–13* 1*Dk*(*Irn*)	*115* *85* *32*	✠ 100A– *For Towing p* 12,13	Pra			1906 11mo	VnDamme frères& Adam Baesrode	Port of Para	85·0 | 18·6 | 9·5 BK6″			Para Brazilian 4*BHCem*	C.2Cy.16″&30″–18″ 32NHP 1SB,*2pf*,GS37,HS680 Crabtree&Co.Ld.Gt.Yar.	10 ″ 3	
750 JCSW	**Ernest Simons** *Bruno* *Elec.light* Wireless	**SteelSc** 4*Dks&Spar dk*	5555 4746 2896					1893	Mssageries Maritimes LaCiotat	MessageriesMaritimes	442·9 | 47·1 | 36·7			Marseilles French *WB*	T.3Cy.41⅝″,61½″&100½″–51½″ 727NHP Message.Marit.,LaCiotat		V
751	**Ernestina** ~~*Talaviera* –16~~ (*ex*Theophilo deMattos,*ex*Adelaide)	**SteelScK** *ssBah.No.2–15* 1*Dk*	300 228 82	✠100A– *StmTrawler* 9,16 BS9,16 ✠LMC7,16	NYk		7,15	1907 9mo	Smith's Dock Co.Ld. NorthShields	~~PaulePassos&Co.~~	125·8 | 22·1 | 12·0 Q70′F19′ BK7½″			French 3*BHCem*	T.3Cy.12½″,20″&34″–25″ (*s*) 180lb 78NHP 1SB,*2pf*,GS38,HS1410 Shields Eng.Co.Ld.N.Shl.	12 ″ 10	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. *Master.* *Late Name if any.* Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Regist'd Tonnage Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years assigned now expired. Master.	7a Date when tail shaft last seen. Mean draft.	8 Built. When. — Ship. — Engines.	9 Built. By Whom. — Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught.	15 Registers in which classed, if not in L.R. Date of Transfer.
752	**Ernestina**	SteelScK	*115*	✠	Yar			1906	VnDamme	Madeira-Mamoré	85·0 | 18·6 | 9·5	Manaos	C.2Cy.16″&30″–18″	10 ″ 3	
		1*Dk(Irn)*	*85*	*For Towing purposes*				11mo	frères&Adam	RailwayCo.		Brazilian	1SB.*2pf*,GS37,HS680 32NHP		
			32	3,12					Baesrode		BK6″	4*BHCem*	Crabtree&Co.Ld.Gt.Yar.		
753	**Ernestine Pauline**	SteelScK	254	✠100A1	Ymu		4,15 5,17	1903	Cook,Wel-	Zeevisscherij	130·0 | 22·0 | 12·1	Ymuiden	T.3Cy.13″,21½″&35″–24″ (*s*)	12 ″ 10	
	~~*DeRoobol*~~ *ssAms.No.3–7,16*		238	*StmTrawler*				3mo	t'n&Gemmell	Maats.Ernestine	Q53′	Dutch	200lb 78NHP		
	(*ex*Plutarch) *J.deGroot* –17	1*Dk*	82	5,17 ~~7,16~~ M87,16	LMC BS9,16			*Lloyd's*	Beverley *sA&CP*	Pauline(P. Dykson)	BK7″	4*BHCem*	1SB.*2cf*,GS36,HS1323 Amos&Smith,Hull		
754	**Ernesto**	SteelScSr	*2573*	✠100A1	Bbo	*u*	~~6,14~~ 4,17	1890	Harland&	Compania Nav	320·7 | 39·2 | 24·3	Bilbao	T.3Cy.22″,36″&60″–48″ (*s*)	27 ″ 6	
	*J.Arostegui*10–10		*2428*	8,16				12mo	Wolff(Lim.)	Mundaca	P31′B83′F44′	Spanish	180lb 282NHP	s 5 ″ 1½	
HLPB	*ssBbo.2ndNo.3–8,16*		*1653*		LMC9,16			*Lloyd's*	Belfast	Liverpool,*Agents*)	BK9″	6*BHCem*	1D&2SB,*8cf*,GS133HS4515	23 ″ 3	
	2*Dks*(1*Stl*&1*Irn*)&*Deepframing*3*Dkrule*							*Lloyd's*		*WB=Cell D B242′514t FPT*		37t*APT*48t	Harland&Wolff(Lim.),Bel		
755	**Ernst**	IronScSr	558	✠	Ham	*h*		1884	Kon.Maats	Sartori&Berger	170·8 | 25·3 | 13·2	Kiel	C.2Cy.20½″&38½″–29½″	14 ″ 1	G
	*P.Langhinrichs*02–08 *ssHam.No.2–92*		406	6,97				4mo	deSchelde			German	NB04 66NHP		
LCQV	(*ex*Wolf)	1*Dk(Irn)*	340						Flushing		BK7″	*Cem*	Maats.deSchelde,Flushing		
										WB=DBa24′80t FPT		38t*APT*15t			
756	—	CompScSr	238					1872	S.Olsson	Akties.Arvid	115·1 | 21·5 | 11·8	Bergen	C.2Cy.13″&22¾″–16½″		N
	P.Sælen	1*Dk*	196						Oscarshamn	(Rud.Olsen,*Mgr.*)	B35*t* H3*t* F6*t*	Norwegian	NB05 *fitted*07 17NHP		
JWQS			141										OskarshamnsM.V.Aktieb.		
757	**Ernst Günther**	IronScSr	144					1885	Flensburgr	Ver.Flensburg-	109·3 | 21·5 | 6·9	Flensburg	C.2Cy.18½″&34″–21″		
	Chr.Spanger	1*Dk*	102						Schiffsb.Ges	Ekensunder&	B&H69′	German	44NHP		
LMCK			54						Flensburg	Sonderburger Dampfs.Ges.			FlensburgerSchiffsb.Ges.		
758	**Ernst Hugo Stinnes 11**	SteelScSr	1751					1912	G.Seebeck	"ErnstHugoStin-	258·7 | 38·1 | 18·2	Hamburg	T.3Cy.17¾″,28¾″&44½″–35½″		G
	*F.Forst*10–12		1460						Akt.Ges.	nes11"Dampfsch.	P69′F24′	German	118NHP		
HWNT	*Elec.light Mchy.Aft*	1*Dk*	875						Geestemünde	Ges.m.b.H. (Hugo		*WB*	G.SeebeckAG.Geestemnde		
	Wireless Sub.Sig.									Stinnes,*Mgr.*)					
759	**Ernsti**	SteelSc	114					1908	Howaldts-	Wender&Co.	95·5 | 20·0 | 8·3	Braila	T.3Cy.12″,18¾″&29½″–15½″		
		1*Dk*	25						werke Kiel			Roumanian	34NHP Howaldtswerke,Kiel		
760	**Erny** *C.E.Blackler* –17	SteelScSr	6515	✠	Tri	*z*		1914	Cant.Nav.	~~UnioneAustriaca~~	402·0 | 51·8 | 30·9	NewYork	T.3Cy.27″,44″&73″–48″	34 ″ 0	
215293	~~*W.Martinolich*~~	1	5429	2,17				4mo	Triestino	diNav.(Soc.Anon.)	B152′F34′	Uld.States	520NHP		
~~HGMR~~	1*Dk(Stl)*&*Shelter dk* (*Stl*-ws)		4171						Monfalcone	UnitedStatesShip-	*on Shelter dk* FK	8*BHCem*	3SB.*9cf*,GS177,HS7719 FD		
LHKV	2*nd dk(Stl)inNos.*1,2,4&5*holds*			*Shelter dk with freeboard*						pingBoard			J.G.Kincaid&Co.Ld.,Grk.		
	Elec.light			✠						*WB=CellDBa146′u*	*E&B44′f160′1443t*	*APT*14t			
761	**Erodiade**	SteelScSr	4507	✠	Tri	*w*		1912	Pickersgill	M.U.Martinolich	348·5 | 50·1 | 23·5	Lusinpiclo	T.3Cy.24″,40″&66″–45″	25 ″ 10	
	U.Scopinich –12	*Now named*	2879	Kerasan,"	*See No. 43 in Supplement*				Shipbuilding	&Co.	P31′B211′F33″	Aust.-Hung.	323NHP		
HGMQ	(*ex*Electra)	1*Dk(Stl)*&*Web frames*	2891						Co.Ltd.	*WB=Cell*	FK	6*BHCem*	2SB.*8pf*,GS156,HS5081		
		Longitudinal framing							Sunderland	*DBa108′uE&B*	*41′f156′1018t FPT*	87t*APT*134t	G.Clark,Ld.Sunderland		
762	**Eroican**	SteelScK	225	✠100A1	Hul			1914	Cook,Wel-	Baker&Green	117·0 | 22·0 | 12·7	Grimsby	T.3Cy.12″,21″&34″–24″ (*s*)	13 ″ 7	
136001			217	*StmTrawler*				3mo	t'n&Gemmell		Q61′F16′	British	200lb 68RHP		
JFCR		1*Dk*	112	3,14	LMC3,14			*Lloyd's*	Ld. Beverley *sA&CP*		BK7½″	4*BHCem*	1SB,*3pf*,GS37,HS1099 Amos&Smith,Ld.Hull		
763	**Eros**	SteelScSr	2781	✠	Tri	*t*		1899	R.Thomp-	ErosS.S.Co.Ld.	313·0 | 44·2 | 20·6	Trieste	T.3Cy.22″,36½″&60″–42″	23 ″ 0	
	N.Bielich	*ssTri.No.3–4,13*	2400	12,16				11mo	son&Sons	(T.Cossovich)	P29′B94′F34′	Aust.-Hung.	NDB13 253NHP		
HGMT		1*Dk(Irn)*&*deep framing*	1762	✠					Sunderland		FK	5*BHCem*	2SB.*6pf*,GS97,HS3910		
										WB=CellDBa	*98′uE22′f128′662t*	*APT*55t	N.E.MarineCo.Ld.Sld.		
764	— 2ndSurveyMdb.11,17	IronScBn	1843	✠ A1*1	Shl	Lv	17·12	1883	Richardsn,	L.Wright&Co.	260·0 | 36·0 | 20·0	Newcastle	C.2Cy.32″&60″–39″	21 ″ 3	
88139	*H.B.Rae* –14	6thSurvey.Nwc.4,09	1537	12,16 11,17	Mdb		18·27	7mo	Duck&Co.		P50*t*Q80*t*B122*t*	British	187NHP	s 2 ″ 8	
HWKP		1stSurvey.Shl.12,13	1203				19·41		Stockton		F33*t* BK8½″	4*BHIPBH*	2SB.*4pf*,GS80,HS2580	19 ″ 5	
	Well deck	1*Dk(Irn)*2*trB*					20·55			*WB=DBa70′133t*		*MT20′227t*	Blair&Co.(Lim.),Stockton		
765	—	SteelScSr	1122	—				1900	Laxevaags	TheShippingController	230·7 | 34·2 | 13·5	London Newcastle	T.3Cy.16″,25½″&42″–30″		N
140687	~~*K.Madsen*10–10~~		891						Msk.&Jrnskb	~~G.Koncw~~	Q129*t* B51*t* H18*t*	British			
~~JQHM~~									Bergen	(Fisher,Renwick	F32*t*	*WB*	LaxevaagsMsk.&Jrns.Bgn		
~~LPMF~~		1*Dk*	700							&Co *Mgrs.*)					
766	—	SteelScSr	762	✠100A1	Liv	*l*	~~10,13~~	1905	Sunderlnd	Rederiaktieb.	200·0 | 31·0 | 12·0	Hlsngborg	T.3Cy.15½″,25″&41″–27″ (*s*)	14 ″ 3	
4384	*B.Nilsson*13–13	*ssSld.No.2–13*	600	10,16			8,17	4mo	S.B.Co.Ld.	Luggude (O.	P13′Q46′B53′F21′	Swedish	160lb *100lb* 96NHP	s 1 ″ 2½	
JPDM	*Well deck*	1*Dk(ptIrn*&*ptStl)*&	406	~~BS6,16~~ BS8,17	LMC3,14				Sunderland	Hillerstrom,*Mgr.*)	FK	4*BHCem*	1SB,*3pf*,GS47,HS1565	13 ″ 3	
		deep framing						*Lloyd's*	*sA&CP WB*	*=CellDBa42′uE&*	*B29′f94′209t FPT*	27t*APT*26t	N.E.MarineEng.CoLd.Sld.		
767	—	SteelScSr	444					1892	P.Larsson	RussianEast	153·2 | 24·4 | 13·4	Riga	C.2Cy.18″&30″–22″		V
984	*Bersin*		374						Thorskog	AsiaticS.S.Co.Ld.	Q45′ B33′ H15*t*	Russian	NB05 35NHP		
IABD	*Elec.light*	1*Dk*	251							(BalticLine)	F19′		ThorskogsM.V.Thorskog		
768	—	SteelScK	286	✠100A1	Gms		7,13	1907	Cook,Wel-	Roberts&Ruthven	135·0 | 22·5 | 12·0	Grimsby	T.3Cy.13″,23″&37″–24″ (*s*)	12 ″ 10	
125064	*W.Smith* –10	*ssGms.No.1–11*	256	*StmTrawler*				7mo	t'n&Gemmell	Ld.	Q73′F19′	British	180lb 80RHP		
HLCM		1*Dk*	122	7,14				*Lloyd's*	Ld. Beverley *sA&CP*		BK8″	4*BHCem*	1SB,*2cf*,GS36,HS1470 C.D.Holmes&Co.Hull		
				BS7,14	LMC8,11										
769	—	SteelScK	181	✠100A1	Hul		2,17	1903	Cook Wel-	Gt.NorthernS.S.	109·0 | 21·5 | 11·0	Hull	T.3Cy.11″,18″&30″–22″ (*s*)	11 ″ 9	
119773	*J.W.Mecklenburg* –16		172	*StmTrawler*				9mo	t'n&Gemmell	FishingCo.Ld.		British	200lb 46RHP		
JGRT		*ssHul.No.3–10,16*	71	12,17 2,17				*Lloyd's*	Beverley *sA&CP*		BK7″	4*BHCem*	1SB,*2pf*,GS24,HS668		
		1*Dk*		BS7, 8 BS8,16	LMC10,16					*WB=Deep tanks*		*f*13′30*t*	Amos&Smith,Hull		
770	—	SteelSc	174	✠100A1	Lon	*b*	12,16	1900	SelbyS.B.	NamaquaCopper	112·6 | 18·1 | 8·6	Hull	C.2Cy.10″&23″–18″ (*s*)	9 ″ 4	
113563	*R.Browne* –17	*ssHul.No.3–6,13*	137	*Coasting*				6mo	&E.Co.Ld.	Co.Ld. (A.W.	Q80′B7′F12′	British	140lb 28RHP	s ″ 10	
JHNB	(*ex*Ceres)	1*Dk(Stl)*	74	3,17					Selby	Outram,*Mgr.*)	len02 BK4½″	3*BHCem*	1SB,*2pf*,GS25,HS700	8 ″ 11	
	Mchy.Aft			BS11,15				*Lloyd's*	*sA&CP*		*WB*	*=FPT8t*	Crabtree&Co.G.Yarmouth		
				NB5,11	LMC6,15										
771	**Errington Court**	SteelScSr	4461	✠100A1	Bku	*x*	2,17	1909	Nthmblnd	CourtLine,Ld.	380·0 | 52·3 | 25·4	London	T.3Cy.26″,42″&70″–48″ (*s*)	28 ″ 0	
129030	*O.H.Lewis* –13	*ssShl.No.1–14*	4224	7,16				8mo	S.B.Co.Ld.	(Haldin&Co.Ld.	P45′B96′F34′	British	180lb HS7378 427NHP	s 5 ″ 5	
HPKV		1*Dk(Stl)*2*trB*&*deep framing*	2782					*Lloyd's*	Newcastle	*Mgrs.*)	FK	6*BHCem*	2SB&1AuxSB,*3cf*,GS180,	22 ″ 11	
		3*Dk rule*		BS9,16	LMC3,14				*sA&CP WB=*	*Cell DBa&uE150′*	*f167′1087t FPT105*	*t APT*134t	Blair&Co.Ld.Stockton		
772	**Erris**	SteelScSr	*141*					1912	MossVærft		96·9 | 19·3 | 11·4		T.3Cy.11½″,18½″&31″–22″		N
		(*Whaler*)	*135*						Moss		H6*t*	Russian	45NHP		
	Elec.light (*ex*Gama)	1*Dk*	*61*									*WB*	MossVærft,Moss		

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 / 3 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 / 6 / 7 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. / Port de Visite. / Terme assigné maintenant quille. Lettre d'Enfoncement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 / 9 Construit. Quand. — Navire. — Mach. / Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
773 Erroll SteelScSr 118701 L.S.James –08 ssH.Kg.No.2–14 HBWC Elec.light 1Dk(Stl)&Spar dk(Stl) &deep framing	4465 3524 2892	✠100A1 Spar dk 10,16 ✠LMC MS9,17 ~~MS8,15~~ BS4,17 4,16	Lon	x	~~10,16~~ N0,17	1905 2mo Lloyd	C.Connell &Co.Ld. Glasgow 'sA&CP	J.Warrack&Co. P&F Dks(Stl-ws) Cell DBa 118' uE& B44'f156'864t FPT	365·0|47·4|17·9 P39'B210'F48' 25·9 BDk(Stl-teaks)FK WB	Leith British	T.3Cy.26″,42″&70″–48″ (s) 190lb 120lb 385NHP 2SB,8cf,Gs170,Hs6000 67t APT96t Dunsmuir&Jackson,LdGls	28 ″ 3 s 4 · 2½ 24 · 5	
774 Ervi IronScSr 339 (exAxelhuus) 2Dks	506 — 184					1884	Lobnitz& Co. Renfrew	Russisch-Baltis-cherBergungs Verein WB	183·7|27·2|14·9 P39'B45'F32'	Reval Russian	C.2Cy.25″&44″–33″ 93NHP Lobnitz&Co.Renfrew.		
775 Erviken SteelScSr MNGH (exTrevethoe) E.Blytt ssShl.No.3–4,08 ~~ssShi.No.1–13~~ 1Dk(ptStl&ptIrn)2trB &ptAwng dk(Irn) ssShl.No.2–16	2134 1517 1305	✠100A1 ptAwng dk withfreeboard 5,17 ~~4,16~~ ✠LMC MS4,16 ~~MBS1,14~~ 5,17	Rot Npt	r	~~N8,15~~ 5,17	1895 5mo	J Readhead &Sons S.Shields A&CP	Akties.Dmps. Erviken (H.J.Wallem) WB=Cell DBa	284·3|39·0|16·8 P28'Q76' ptAwng dk180' FK 90' uE& B42'f110'481t APT26	Bergen Norwegian	T3Cy.20½″,33½″&55″–36″(r) 160lb 100lb NDB13 185NHP 2SB,4rf,Gs70,Hs2824 tJ.Readhead&Sons,S.Shl.	19 ″ 0 s 7 · 7½ 18 · 7	
776 Erzherzog Franz Ferdinand 139051 Elec.light ssBom.No.1–17 SteelScSr JLGQ Wireless Hughes –17 ssTri.No.3–12,12 2Dks(Stl-ws)3trB&Webframes	6105 5478 3906	✠100A1 8,17 ~~8,13~~ ~~MS3,14~~ ✠LMC ~~MS2,15~~ BS14,16 MS8,17	Tri Bom	a†	12,12 ~~8,17~~ 12,17	1899 7mo	Lloyd Austriaco Trieste	Requisitioned by the Admiralty WB=Cell DBa66'	426·0|51·0|31·9 P53'B140'F50' FK uE&B77'f162'980t	London British	T.3Cy.30″,50″&80″–54″ (s) 180lb ~~170lb~~ 626NHP 6BHCem APT27t 2DB,12cf,Gs226,Hs9010 FD LloydAustriaco,Trieste	34 ″ 10 s 8 · 9 26 · 9	
777 Esbern Snare IronScSr NPKB H.Pettersson07–07 2Dks&Hurdk	399 334 228					1875	Burmeister &Wain Copenhagen	DetForenede DampskibsSelsk.	170·2|23·7|12·0 P36' H13t F23t WB	Vejle Danish	C.4Cy.16½″&34″–20″ 86NHP Burmeister&Wain,Cpn.		
778 Esbjerg IronScSr NKTP A.Strufve –06 1Dk&Hurdk	453 380 255					1872	Cunliffe& Dunlop Pt.Glasgow	DetForenede DampskibsSelsk.	175·2|26·9|12·8 P37t F22t 19·3	Aarhus Danish WB	C.2Cy.23¼″&40½″–28″ 71NHP Cunliffe&Dunlop,Pt.Gls.		
779 Escallonia SteelScK 132101 H.Rowson –14 (Trawler) HSRG 1Dk	285 262 123			...		1911	Cook, Welt'n&Gemmell Ld. Beverley	N.EasternSteam FishingCo.Ld.	132·0|22·5|11·7 B73' BK8″	Grimsby British	T.3Cy.13″,23″&37″–24″ 80RHP C.D.Holmes&Co.Ld.Hull	12 ″ 7	
780 Escalona SteelScSr 135435 J.D.Parsell –15 JBML Elec.light Wireless 1Dk Fitted with cylindrical tanks in holds for carrying petroleum	4968 3897 3105					1913	Short Bros. Ld. Sunderland	British&Chilian S.S.Co.Ld. (Lowden,Connell& Co.,Mgrs.)	370·0|51·0|25·0 P35'B199'F34' WB	Liverpool British	T.3Cy.25′,41′&68′–48′ 320NHP G.Clark,Ld.Sunderland		C
781 Escaut SteelScSr MBWN Sahlender95–13 (exItauri) ssHam.No.3–10,09 ssHam.No.1–13 Elec.light 2Dks(Stl–Upteaks)&Web Well deck frameslowerdk(Stl)forehold	4143 3752 2492	✠100A1 10,17 ~~1,17~~ ✠LMC1,17	Cff Rot	x	N1,17	1897 9mo Lloyd	Flensburgr Schiffsb.Ges. Flensburg 'sA&CP	Armement Adolf Deppe FK	368·0|45·8|27·0 P&B228'F46' WB=CellDBa102'uE&B66'f137'910t	Antwerp Belgian	T.3Cy.25½″,41½″&69″–48″(s) 178lb 100lb 402NHP 3SB,9cf,Gs136,Hs6824 FlensburgerSchiffsb.Ges.	29 ″ 9	
782 Escondido SteelScSr MHCW J.Jacobsen Elec.light 1Dk	1066 894 642					1912	Stavanger Stöberi&Dok Stavanger	Akties.Dpsk. Escondido (C.Mathisen)	231·4|33·1|15·2 P44tH75tF29t WB	Bergen Norwegian	T.3Cy.17″,28″&47″–33″ 127NHP StavangerStöberi&Dok		N
783 Escort SteelScSr 96075 J.W.Livingstone –97 1Dk LGFD	234 233 55	✠ For Towing purposes 7,89	Lon			1889 7mo	Edwards& Symes London	BritishIndiaStm. Nav.Co.Ld.	112·5|23·0|12·8 WB	Glasgow British	C.2Cy.26″&52″–36″ NB02 135NHP J.Stewart&Sons,London	13 ″ 7	
784 — SteelScYl 106759 T.Barker –14 ssHul.No.3–8,09 JGRV ssHul.No.1–13 1Dk	165 152 64	✠100A1 Stm Trawler 1,14 BS6,14 ✠LMC3,15	Hul		N3,13	1897 7mo	Mackie& Thomson Glasgow A&CP		104·2|21·0|10·7 Q17'F17' ptND09 BK7½″ WB=	Hull British	T.3Cy.11″,17″&28″–20″ (s) 170lb 45RHP 4BHCem 1SB,2pf,Gs27,Hs690 DTf14'25t Muir&Houston(Lim.),Gls	11 ″ 7	
785 Escort No. 2 WoodSc ~~110121~~ ~~P.Foster –10~~ (Tug) To be Broken up	192 153 131					1882	..... CoosBay,Or.	~~GrandTrunkPacificRy.Co.~~	95·0|24·0|13·5	~~Vancvr BC~~ ~~British~~ Utd.States	C.2Cy.20″&38″–30″ 61RHP UnionIronWorks,S.Fo.		
786 Escrick SteelScSr 129157 ~~J.Hodgson –17~~ HRWN ssBry.No.1–15 1Dk(Stl)&Shelter dk(Stl) F.W.Farr –17	4151 3860 2581	✠100A1 Shelter dk withfreeboard ~~4,17,16~~ 9,17 ~~BS12,16~~ ✠LMC3,15	NNs Liv Hpl	x	~~N3,15~~ ~~4,17~~ 8,17	1910 12mo Lloyd	W.Gray& Co.Ld. WHartlepool 'sA&CP	StJustS.S.Co.Ld. (W.R.Smith&Sons Mgrs.)	384·0|53·5|23·0 WB=Cell DBa128'uE&B45'f162'1233t FPT	London British	T.3Cy.25′,41′&68′–48′ (s) 180lb 100lb 342NHP 6BHCem 2SB,8cf,Gs147,Hs5202 83t APT91t Cen.Mar.Eng.Wrks.WHpl	25 ″ 5 s 2 · 8½ 23 · 1	
787 Esemplare SteelScSr 47 Troja ssNap.No.3–1,15 PCDJ (exDelamere) 1Dk(Stl)&deepframing Well deck Cargo battens not fitted	999 838 627	✠100A1 1,15 BS7,16 ✠LMC1,15	Nap	n	1,15	1902 11mo Lloyd	A.Rodger &Co. Pt.Glasgow 'sA&CP	A.Napoli WB=CellDBa50'uE1	224·7|34·1|14·3 Q66'B65'F28' FK 5'f105'257tFPT25t	Catania Italian	T.3Cy.17″,28″&45″–33″ (s) 180lb 90lb 130NHP 1SB,3rf,Gs60,Hs2054 APT22t A.Rodger&Co.Glasgow	16 ″ 7 s1 · 2½ 15 · 8	
788 Esher SteelScK 136313 G.Blackshaw –14 JHDN 1Dk	235 217 92	✠100A1 StmTrawler 10,14 ✠LMC10,14	Mdb			1914 10mo Lloyd	Smith's Dock Co.Ld. Middlesbro' 'sA&CP	~~Gt.NorthernS.S. FishingCo.Ld.~~ HullStm.Fishing& IceCo.Ld.	112·0|22·5|12·6 Q22' BK7″ WB=MT11'30t	Hull British	T.3Cy.10″,17″&28″–24″ (s) 200lb 51RHP 3BHCem DTf12 37t Lidgerwood,Ld.Glasgow	13 ″ 2	
789 Esk IronSc 93368 G.Coward –09 Mchy.Aft	224 221 96					1887	W.Simons &Co. Renfrew	UrbanDistrict Council of Whitby	112·0|26·1|11·4	Whitby British	C.2Cy.15″&28″–21″ NB13 35RHP W.Simons&Co.,Renfrew		
790 Eskasoni ssBka.No.2–17 SteelScSr 112672 W.G.Jarvis –16 ssNwc.No.3–4,09 TWLN (exWilhelmina) ~~ssNPh.No.1–16~~ 1Dk(Irn)2trB&deepframing	2671 2430 1682	✠100A1 withfreeboard Bkn 7,17 ~~5,16~~ ~~BS5,16~~ ✠LMC ~~MS3,16~~ 7,17	NYk	t	N11,15	1896 6mo	Short Bros. Sunderland A&CP	Gaston,Williams& Wigmore of Canada,Ld. WB=CellDBa	314·0|43·1|21·4 P27'B72'F35' FK 100'uE24'f124'699t	SJhnsNFL British	T.3Cy.21″,37⅝″&61″–42″ (s) 180lb 100lb 239NHP 5BHCem APT53t Blair&Co.Ld.Stockton	23 ″ 10 s 3 · 10½ 20 · 3	
791 Eskbridge SteelScSr 132821 J.Porter –14 ssCff.No.1–17 HVQP 1Dk(Stl)&Webframes Longitudinalframing	3409 3196 2107	✠100A1 ~~10,17~~ ~~1,17~~ 2,18 Bry Nwc ✠LMC1,17	Cff	v	~~1,17~~ ~~10,17~~ 2,18	1912 4mo Lloyd	W.Pickers-gill&Sons,Ld. Sunderland 'sA&CP	North of England SS.Co.Ld.(Crosby, Magee &Co.Mgrs.)	331·0|48·2|23·2 P29'B90'F33' WB=CellDB FK a99'uE&B39'	W.Hartlpl British	T.3Cy.24″,39″&65″–45″ (s) 180lb 100lb 313NHP 5BHCem APT170t 2SB,6cf,Gs124,Hs4890 Richardsons,Westgarth& Co.Ld.Sld.	25 ″ 8 s 4 · 3 21 · 9	
792 Eske SteelScK 123218 C.H.Brocklesby –14 ssHul.No.2–14 HFLB 1Dk	290 254 119	✠100A1 StmTrawler 7,14 ✠LMC7,14	Hul		7,14	1906 1mo	Cochrane &Sons Selby	J.H.Collinson	137·0|22·4|12·3 Q75'F21' BK8″	Hull British	T.3Cy.13½″,22½″&37″–24″(s) 200lb 70RHP 1SB,2cf,Gs36,Hs1472 C.D.Holmes&Co.Hull	13 ″ 2	
793 Eskilstuna I. SteelSc 1748 F.G.W.Jansson91–91 1Dk JDLT	209 94 152					1886	W.Lind-bergsAktieb Stockholm	EskilstunaNya Rederiaktiebolag (Jac.Svensson.Mg)	101·6|21·0| 8·4 P71' H24t F12'	Eskilstuna Swedish	C.2Cy.14″&26″–18″ 24NHP WLndbrgsMek.Verk.Skm.		

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1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. — Master. Late Name if any. — Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage — Gross. — Under deck. — Net.	5 6 7 Particulars of Classification. — Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years As. & good now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 9 Built. — When. — Ship. — Engines. By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. — Length. Breadth. Depth.	12 Port of Registry. — Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. — Freeboard amidships. — Corresponding draught. ft. in.	15 Registers in which classed, if not in L. R. Date of Ex. of Trade Cert.
794 1749 JDLV	**Eskilstuna II.** IronScSp *E.H.Olsson74–86* (*ex*Eskilstuna) 1*Dk*	143 74 97					1868/87 MotalaCo. Motala	EskilstunaNya Rederiaktiebolag (Jac.Svensson*Mg*)	102·2|19·5| 7·0 Q32′B33′H15*t* F15′	Eskilstuna Swedish	1Cy.16″–22″ 9NHP MotalaCo.,Motala		
795 4909 JRDV	**Eskilstuna III.** SteelSc *J.Hammarlund16–16* *Mchy.Aft* 1*Dk*	173 128 83					1908 Kockums M.V.Aktieb. Malmö	EskilstunaNya Rederiaktiebolag (Jac.Svensson*Mg*)	104·4|19·1| 9·1 B34′H7*t*F14′	Eskilstuna Swedish *WB*	C.2Cy.12⅜″&25⅜″–13½″ 20NHP KockumsM.V.Akt.Malmö		
796 129266 HRBN	**Eskimo** SteelTwinScSr (Captured and taken to Swinemunde) *A.H.Bean* –12 *Elec.light* Sub.Sig. Wireless 3*Dks*	3326 2536 1636					1910 Earle'sCo. Ld. Hull	Ellerman'sWilson Line,Ld.	331·2|45·2|25·6 B176′F36′	Hull British *WB*	Q.8Cy.20″,28″,39½″&57″–33″ 373NHP Earle'sCo.Ld.Hull		C
797 MNLT	— WoodAuxScSr *K.Schjeldrup16–16* *Oil Eng.* (*See Sailing Ship Register*)	122 — 99					1882 ..... Sandefjord	G.Örjansen& E.Berg	93·3|22·6|10·3	Svolvær Norwegian	Oil Engines 2S.C.SA. 2Cy.13″–13$\frac{5}{16}$″ NE.*fitted*16 J.&C.G.BolindersMV.Skm		N
798 137514	**Eskmere** SteelScSr *W.R.Caley* –16 *Elec.light* 1*Dk*(*Stl*) *Arch deck*	2293 1989 1216	✠100A1 9,17 ~~7,16~~ ✠LMC6,18	Ldy Bry	*r*	9,17	1916 7mo *Lloyd's*	N.of Irelnd S.B.Co.Ld. Londonderry *SA&CP*	TheBromportS.S. Co.Ld. (Henry Tyrer&Co.*Mgrs.*) *BHin forward*	287·2|40·6|22·8 P23′F22′ FK *hold dispensed with* *CellDB242′*	Liverpool British *Cem*	T.3Cy.21″,34″&56″–39″ (*s*) 180lb 240NHP 2SB.*6pf*,GS123,HS4080 MacColl&Pollock,Ld.Sld. 210*t FPT*97*t APT*84*t*	25 ″ 1 s 6 ″ 10 18 ″ 9	
799 128813 HTGW	**Eskwood** SteelScSr *S.B.Asplet* –17 *ss*Shl.No.1–16 *Mchy.Aft* 1*Dk*(*pt Irn&pt Stl*) *Well deck* *Cargo battens not fitted*	791 562 370	✠100A1 6,16 ✠LMC6,18 BS7,17	Shl	*k*	6,16	1911 8mo *Lloyd's*	W.Harkess &Son,Ld. Middlesbro'	MeteorS.S.Co.Ld. (R.A.Constantine &Donking,*Mgrs.*) *SA&CP*	195·0|30·0|11·6 Q109′B13′F24′ FK *W B = Cell DB*	Middlsbro' British	T.3Cy.16″,27″&44″–30″ (*s*) 180lb *100lb* 131NHP 1SB,*3pf*,GS60,HS2262 Blair&Co.Ld.Stockton *f*117′158*t FPT*79*t APT*3*t*	13″10 s ″ 9½ 13 ″ 3	
800 118753 JGRW	**Esmeralda** SteelScK *C.L.Read* –17 *ss*Hul.No.3–8,15 1*Dk*	181 172 71 ~~11,17~~ ~~13,18~~ 6,18	✠100A1 *Stm Trawler* ~~BS8,16~~ ✠LMC8,18	Hul		~~2,16~~ 6,18	1903 7mo *Lloyd's*	Cook,Welt'n&Gemmell Beverley *SA&CP*	Gt.NorthernS.S. FishingCo.Ld. *WB = DTanks*	109·0|21·5|11·0 ND15 BK7″ *f*13′30*t*	Hull British *4BHCem*	T.3Cy.11″,18″&30″–22″ (*s*) 200lb 46RHP 1SB,*2pf*,GS24,HS668 Amos&Smith,Hull	11 ″ 9	
801 127925 HNCR	**Esneh** SteelScSr *C.Crawford* –16 *Elec.light* 2*Dks*	3247 3017 1995					1908	J.Blumer &Co. Sunderland	MossS.S.Co.Ld.(J. Moss&Co.*Mgrs.*)	336·0|47·0|24·0 P28′B102′F42′	Liverpool British *WB*	T.3Cy.24″,40″&67″–42″ 291NHP J.Dickinson&Sons,Ld.Sld.		C
802 JOVF	**Espagne** SteelTwinSc *Laurent06–10* *Elec.light* Wireless 6*Dks*	11155 8419 5649					1909	Ch.&Atel. deProvence PortdeBouc	Cie.Générale Transatlantique	537·8|60·8|39·0 P53′F62′	Havre French *WB*	T.8Cy.(2)33½″,(2)53½″& (4)66½″–59″ 1376NHP Ch.&Atel.deProvence,Msl.		V
803 JOVG	— SteelSc3MstSr *Talon96–08* Wireless 2*Dks&Spardk* *Ref.Mchy.*	3952 — 2478	✠Lloyd's RMC8,17 (13 1.15 16,17 7,17				1891	Forges&C. de la Médit. LaSeyne	Cie.deNav.France Amérique (Soc.Gen.deTransp Mar.àVap.,*Mgrs.*)	398·8|41·9|22·5 H– 30·4	Marseilles French *WB*	T.3Cy.32″,51″&82″–49″ NB04 471NHP Forges&C.delaMédit,Msl.		V
804 MBHL	— SteelScSr *Adriaenssens04–* *ss*Ant.No.1–13 1*Dk*(*Stl*)*&Spardk* (*pt Irn&pt Stl–ptwrs*)*&deep framing*	1463 1349 1070	✠100A1 *Spar dk* *with freeboard* 8,16 ~~BS8,16~~ ✠LMC8,18	Cff	*p*	~~4,15~~ 5,17	1909 3mo *Lloyd's*	Chant.Nav Anversois Hoboken *SA&CP*	ArmamentAdolf Deppe *WB = Cell*	235·5|36·1|12·3 B52′F30′ 19·5 FK *DBa*67′*u*E17′*f*100′	Antwerp Belgian *4BHCem*	T.3Cy.18″,29′&48″–33″ (*s*) 180lb *100lb* 150NHP 2SB,*4cf*,GS67,HS2404 272*t APT*13*t* N.E.MarineEng.CoLdNwc	22 ″ 0 s 4 ″ 1 18 ″ 5	
805 HLQC	**Españoleto** SteelScSr *J.Pongo* *ss*Nap.No.2–98 (*ex*MatiasF.Bayo,*ex*Adriatico) *Well deck* 1*Dk*(*Irn*)*&Web frames*	1358 957 856	✠ 2,99 ✠	Cff	*o*		1890 7mo	S.P.Austin &Son Sunderland	~~FerrerPeset Hermanos~~ Cia. Trasmediterranea	232·0|35·1|15·0 P29′Q54′B102′F29 FK *WB*	Valencia Spanish *4BHpt Asp pt Cem*	T.3Cy.19″,31″&51″–33″ 147NHP 1SB,*3rf*,GS45,HS2180 N.E.MarineEng.Co.Ld.Sld	17 ″ 5	V
806 212406 LDRF	**Esparta** SteelScSr *A.Mader* –13 3*Dks&Shelterdk* *Elec.light Ref.Mchy.* Sub.Sig. Wireless	3297 3095 2108					1904	Workman Clark&Co.Ld Belfast	EspartaS.S.Corp. (UnitedFruitCo. Line)	330·6|44·5|28·9	NewYork Utd.States *WB*	T.3Cy.25″,41″&68″–48″ 320NHP Wrkman,Clark&Co.LdBel		C
807 HLQC	**Espartero** IronScK *J.SanClaudio* *ss*Hul.No.3–10,03 (*ex*Sparta) *ss*CorunnaNo.1–08 1*Dk*	*146* *138* *56*	✠ *Stm Trawler* 4,10 ✠	Cor-unna			1891 5mo	Cook,Welt'n&Gemmell Hull	L.Lamigueiro	101·3|20·3|10·9 F18′ ND03 BK7½″	Corunna Spanish *3BHCem*	T.3Cy.11½″,18″&30″–22″ 45NHP 1SB,*2cf*,GS26,HS711 C.D.Holmes&Co.Hull	11″10	
808 JOVH	**Espelette** SteelScSr *E.Amestoy15–15* *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	*1205* *856* *670*	✠100A1 ~~3.18~~ ~~1.16~~ ✠LMC7,18	LaR Cff	*n*	~~1,16~~ 3,18	1915 1mo *Lloyd's*	G.Brown & Co. Greenock *SA&CP*	Faustin&Co. *WB = Cell DBa*60′*u*	235·0|33·2|13·6 Q166′F28′ FK *E15′f*103′294*t FPT*	LaRochelle French *5BHCem*	T3Cy.17½″,27½″&45″–33″(*s*) 180lb 152NHP 2SB,*4cf*,GS82,HS2716 39*t APT*32*t*	15 ″ 9 s 5 ″ 0¼ 14 ″ 10	
809	**Esperança** SteelTwinScSr *J.P.Bevis* –87 1*Dk&Shade dk&pt Shade dk*	*500* *362* *340*	*Shade dk* 9,87	Liv			1887 9mo	LairdBros. Birkenhead	AmazonRiverStm. Nav.Co.(1911) Ld.	182·0|28·1| 9·6 F28′ FK	Para Brazilian *7BHCem*	T.6Cy.13″,19½″&33″–24″ 107NHP LairdBros.,Birkenhead	10 ″ 2	
810	**Espérance** SteelScSr *Guérin* (*Trawler*) 1*Dk*	130 — 2					1900	Soc.Anon. deConstructionsMarits. Boulogne	L.Calamel	89·4|19·7|10·9	LeTréport French *WB*	T.3Cy.10″,15½″&26″–22″ NB02 32NHP Soc.Anon.deConstructions Maritimes,Boulogne		
811 25752 JGLV	**Esperanto** SteelScYl *D.Roberts06–15* *ss*Bkn.No.2–16 *Mchy.Aft* 1*Dk*(*Stl*)	217 158 81	✠100A1 ~~3,17~~ 5,18 ✠NB10,11 ✠LMC11,18 BS10,17	Liv	*c*	~~11,16~~ ~~10,17~~ 4,18	1908 12mo *Lloyd's*	Cochrane &Sons Selby *SA&CP*	EsperantoS.S.Co. Ld. (R.Owen&Co.)	115·2|22·1| 8·1 Q39′F18′ FK *WB = FPT*21*t*	London British *3BHCem*	C.2Cy.14″&28″–20″ (*s*) 130lb 33RHP 1SB,*2pf*,GS32,HS850 Crabtree&Co.Ld.Gt.Yar.	9 ″ 0 s ″ 8 8 ″ 7	
812 JDCQ	— SteelScK *DeCatelano* ~~ssBdx.No.1–10~~ (*ex*Prompt) 1*Dk*(*Stl*) *Mchy.Aft* *ss*Fort deFranceNo.2–14	209 148 90	✠100A1 1,17 ~~12,13~~ ✠LMC12,18	Fort de Fran ce	*b*	12,15	1906 11mo *Lloyd's*	Hepple& Co.Ld. SouthShields *SA&CP*	CieGénérale Transatlantique	110·0|21·1| 8·2 Q35′F19′ FK *WB =*	Ft.deFrnce French *3BHCem*	C.2Cy.14¼″&28″–20″ (*s*) 130lb 42NHP 1SB,*2pf*,GS31,HS800 *FPT*30*t* Hepple&Co.Ld.S.Shields	9 ″ 0 s ″ 8½ 8 ″ 5	
813 136870 KQRN	**Esperanza** SteelTwinSc *J.R.Curtis* –03 *Ref.Mchy.* 2*Dks&* *Elec.light* Wireless *Hurricane dk&tr B*	4702 — 2948					1901	W.Cramp& SonsCo. Philadelphia	NewYork&Cuba MailS.S.Co.	341·0|47·7|16·9	NewYork Utd.States *WB*	T.6Cy.23½″,39″&65″–42″ NB15 548NHP W.Cramp&SonsCo.Phl.		R
814 JDFM	— SteelScK *E.Dubost15–16* (*Trawler*) (*ex*Gertie) 1*Dk*	178 163 66			…		1898	Earle'sCo. Ld. Hull	J.F.Castaing	105·0|21·0|11·3 Q44′F18′ BK7½″	LaRochelle French	T.3Cy.10½″,20″&32″–23″ 53NHP Earle'sCo.Ld.Hull	12 ″ 0	V

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. / Total. / Sous le Pont. / Net.	5 6 7 Détails de la Classification. Cote. / ✠ Surveillance Spéciale. Date de la dernière Visite	Port de Visite.	Terme assigné maintenant expire. Lettre d'Equipement.	7* Date de la dernière visite de l'hélice porte-hélice.	8 9 Construit. Quand. Navire. Mach.	Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. / Tirant d'eau correspondant.	15 Registres où cette N. a été rayée dans le Lt. Journal Cert. Bur. Vessels
815	**Esperanza de Larrinaga**	4981	✠100A1	Mch	*y*	3,17	1907	Russell&	Miguel deLar-	400·0	52·0	19·3	Liverpool	T.3Cy.27″,44″&73″–48″ (*s*)	30 ″ 0	
124034	*T.H.S.Newton* –17 **SteelScSr**	4665	*Spar dk*				11mo	Co.	rinagaS.S.Co.Ld.	P36′B120′F40′		27·3	British	180lb *110lb* 471NHP	s 6 ″ 0	
HLVN	*Elec.light* *ss*Mch.No.2–16	3226	2,18 ~~3,17~~					Pt.Glasgow	(Larrinaga&Co.			FK		2SB,*8cf*,GS144,HS6576 FD	24 ″ 4	
	1*Dk*(*Stl*)&*Spar dk*(*Stl*)		BS5,17 ✠LMC2,18				*Lloyd's SA&CP*		*Mgrs.*)			1*B*		Rankin&Blackmore,Grk.		
	&*deep framing*		*Carrying fuel oil F.P. above 150°*				*F.in DL&DT*			*WB* = *Cell DBa* 136′ *uE*				&*B* 42″ *f* 172		
	~~*Carrying oil fuel E.P. above 150° Flash R.C.B. only*~~													1187*t DTa* 32′831*t APT* 44*t*		
816	**Esperia**	11138					1917	Soc. Eserci-	Soc.Italiana di	496·1	61·7	42·2	Naples	Steam Turbines		
		—						zioBacini	ServiziMarittimi				Italian	SestriPonente		
	Elec.light *Ref Mchy.* 5*Dks*	5368						RivaTrigoso					*WB*	N.Odero fuA.		
816*	— **SteelTwinScSr**	*1835*					1893	Earle'sCo.	National S.Nav.	300·4	34·5	16·2	Andros	T.6Cy.26″,39½&61″–36″		C
	2*Dks*&*pt*	*1076*						Ld.	Co.Ld.ofGreece	P39′			Greek	447NHP		
	(*ex*Bretoune,*ex*Chelmsford) *Awng dk*	*596*						Hull	(EmbiricosBrs.	*pt Awng dk* 247′				Earle'sCo.Ld.Hull		
									Mgrs.)							
817	**Espero** **IronScSr**	1698	✠ —	Pal	*r*		1882	Hodgson &	LuigiGhirardi	265·1	35·8	22·8	Genoa	C.2Cy.32″&62″–42″	24 ″ 3	V
46	*P.Gennaro* –12 *ss*Gen.2ndNo.3–10,07	1567	12,16				3mo	Soulsby		P34′B68′F29′		BK9½″	Italian	NDB97 186NHP		
PCFE	(*ex*Tigullio, *ss*Pal.No.1–12	999	✠					Blyth						2SB,*6pf*,GS97,HS2900		
	*ex*BuenosAyres,*ex*SpanishPrince,									*WB* = *DBa* 78′ 177*t* &*uE*				Black,Hawthorn&Co.Gts.		
	*ex*Castlehill) 2*Dks*(1*Irn*&1*pt Irn*)3*trB*															
818	**Espinho** **SteelTwinSc**	740			...		1887	Armstrong	Requisitioned by	231·0	30·1	12·2		T.6Cy.10½″,17″&28″–20″	13 ″ 1	V
	(*ex*Energie)	656						Mitchell&Co.	thePortuguese	B40′F29′			Portuguese	NB03 85NHP		
	Elec.light 1*Dk*	452						Newcastle	Government	len96		FK	*WB*	WllsndSlpwyCo.Ld.Nwc.		
819	**Esposende** **SteelScSr**	1781					1906	C.Seebeck	Requisitioned by	260·8	37·3	21·4		T.3Cy.19⅝″,32½″&52″–42½″		
	(*ex*Arkadia)	1644						Akt.Ges.	thePortuguese	P22′B65′F22′			Portuguese	174NHP		
	Elec.light 1*Dk*&*Spar dk*	1106						Bremerhaven	Government				*WB*	G.Seebeck A.G.Bremerhvn		
820	**Essequebo** **SteelTwinScK**	202			...		1891	C.S.Swan&	Sproston's,Ld.	140·3	22·5	7·7	Georget'n,	T.6Cy.9½″,15″&24″–18″	8 ″ 0	
96528	*J.Northy*	180						Hunter		B14′F16′			Dem.	NB07 60RHP		
	1*Dk*	121						Newcastle		*KeelChannelIrn* 4″			British	WllsndSlpwyCo(Lm)Nwc		
821	**Essequibo** **SteelTwinScSr**	8464	✠100A1	Liv	*c*†	4,18	1914	Workman,	RoyalMailSteam	450·3	57·8	30·6	Belfast	Q8Cy 22″,31½″,45½″&65″–45″	34 ″ 0	
136344	*W.H.B.Trigge* –15	5949	4,18 ~~2,17~~	Sou			11mo	Clark&Co.Ld.	PacketCo.	P78′B218′F71′			British	215lb (*s*) 1055NHP	s 8 ″ 9	
JHDM	2*Dks*(*Stl*)&*3rd dk*(*Stl*)*except in*	5178		✠LMC4,14				Belfast	*WB* = *CellDB*			FK		2DB&2SB,*24cf*,GS429,	25 ″ 6	
	Elec.light *Boiler Space&Cross Bunker*			4,18			*Lloyd's SA&CP*		*a*117′*uE&B*101′	*f* 171′ 1475*t FPT*				HS16790 FD		
	Ref.Mchy. Sub.Sig. Wireless													Wrkman,Clark&Co.Ld.Bel		
822	**Essex** **SteelTwinScMstSr**	8722	✠100A1	Liv	*d*†	s 10,15 p 2,17	1902	J.Brown&	FederalStm.Nav.	460·4	58·2	31·2	London	T.6Cy.24½″,P42½′S42⅜″&69″	34 ″ 3	BT till 1,18
115939	*R.Williams* –16 *ss*NYk.No.3–7,16	6547	*Shelter dk*				12mo	Co.Ld.	Co.Ld.				British	–48″ (*s*) 180lb 918NHP	s 6 ″ 5	
TSJQ	*Ref.Mchy.* 2*Dks*(*Stl*)&*deep framing*&	5645	9,17 ~~2,17~~					Clydebank	*WB* = *Cell*			FK		5SB,*15rf*,GS295,HS13560FD	28 ″ 2	
	Elec.light Wireless *Shelter dk*(*Stl*–ws)		BS2,17 ✠LMC3,18				*Lloyd*	*SA&CP*	*DBa* 113′ *uE&B*	63′ *f* 225′ 1418*t FPT*				124*t APT* 70*t*	J.Brown&Co.Ld.Clydebnk	
			✠Lloyd's RMC2,17 10,17													
823	— **IronScSr**	3018					1890	W.Cramp	Merchnts &Miners	295·0	40·0	23·7	Baltimore	T.3Cy.24″,30″&59″–48″		
136138		—						&Sons	Transportation Co.	len06		30·7	Utd.States	241NHP		
KJLW	*Elec.light* Wireless 3*Dks*&*Hurdk*	2155						Philadelphia						WCramp&Ss.Philadelphia		
824	— **SteelPadSr**	297					1896	Earle'sCo.	A.Calvert	175·5	23·1	7·2	Harwich	C.2Cy.24″&48″–42″		
105420	*J.A.Carr* –16	186						(Lim.)					British	124NHP		BT till 6,17
PJWC	1*Dk*	126						Hull						Earle'sCo.(Lim.),Hull		
825	— **SteelScK**	220	✠100A1	Mil		5,14	1906	Smith's	Morley&Price	120·7	21·6	11·3	Milford	T.3Cy.12″,20″&33″–24″ (*r*)	12 ″ 0	
121607	*J.Ronson* –14 *ss*Mil.No.2–14	202	*StmTrawler*				4mo	DockCo.Ld.		Q61′		BK7½″	British	180lb 54RHP		
	1*Dk*	105	5,14	✠LMC5,14			*Lloyd's*	NorthShields					3*BHCem*	1SB,*2pf*,GS38,HS1200		
								SA&CP						W.V.V.Lidgerwood,Gls.		
826	— **SteelScK**	183	✠100A1	Hul		11,16	1903	Mackie&	Gt.NorthernS.S.	109·1	21·5	10·6	Hull	T.3Cy.11″,18″&30″–22″ (*s*)	11 ″ 6	
118765	*C.Lane* –16 *ss*Hul.No.3–9,15	172	*StmTrawler*				8mo	Thomson	FishingCo.Ld.				British	200lb 48RHP		
JGSC	1*Dk*	71	11,16					Glasgow		ND15		BK7″	4*BHCem*	1SB,*2pf*,GS24,HS680		
			BS8,16 ✠LMC9,16				*Lloyd's*	*SA&CP*		*WB* = *DeepTanks*			*f* 12′22*t*	Muir&Houston,Ld.Gls.		
827	**Esslingen** **SteelScSr**	4902	✠ —	Ham	*z*		1911	Blohm&	Deutsch-Austral.	406·7	55·2	25·6	Hamburg	T.3Cy.26″,43¾″&74¾″–54″	28 ″ 1	
	T.Orgel 02–12	4417	2,16				1mo	Voss	Dmpfsch.Ges.	P&B333′F46′		FK	German	619NHP		
RQNM	*Well deck* Wireless 2*Dks*(*Stl*)&	3067						Hamburg						3SB,*9cf*,GS194,HS8945 FD		
	Elec.light 3*rd Dk in No.* 1 *hold*								*WB* = *Cell*	*DBa* 126′ *uE&B* 50′			*8BHCem*	Blohm&Voss,Hamburg		
													f 185′1178*t*			
828	**Estafette** **SteelScSr**	267			...		1897	Mackie&	FrenchGovern-	130·0	22·5	10·5		T.3Cy.14″,23″&36″–27″	11 ″ 6	
	(*ex*CityofGlasgow)	*198*						Thomson	ment	Q58′B7′F24′			French	67NHP		
	Elec.light 1*Dk*	*66*						Glasgow				BK7½″	*WB*	Muir&Houston,Ld.Gls.		
829	**Este** **SteelScSr**	199					1904	H.C.Stül-	CranzerFisch-	116·1	21·7	11·1	Cranz a/d.	T3Cy.12⅝″,19⅛″&32¼″–21¾″		G
	J.Hinrichs –08 (*Trawler*)	172						ckenSohn	dampfschiffsGes.	Q33′F17′			Elbe	48NHP		
KLHC	1*Dk*	71						Hamburg	(OttoBröhan *Mgr*)			*WB*	German	H.C.StülckenSohn,Ham.		
830	**Estebrügge** **SteelSc**	245					1907	J.H.N.	J.Pickenpack	125·6	23·0	10·0	Hamburg	T3Cy12¼″20⅛″&32⅝″–22½″		G
	H.Sietas (*Trawler*)	213						Wichorst		F16′			German	49NHP		
RPSG	*Elec.light* 1*Dk*	56						Hamburg						J.H.N.Wichorst,Hamburg		
831	**Esteburg** **SteelSc**	241					1907	Eiderwerft		125·1	23·0	12·2		T.3Cy.12¾″,20½″&32¼″-22⅛″		
	(*Trawler*)	222						Tönning		F18′				49NHP		
	Elec.light 1*Dk*	92												Eiderwerft,Tönning		
832	**Estella** **IronScSr**	330		Cly			1864	A.Stephen	Flli.E.&A.Halfon	171·8	20·9	12·0	Bengasi	C.2Cy.19″&32″–22″	2 ″ 6	V
6	*ss*Cly.No.2–74	270	2,78				7mo	&Sons		Q65′			Italian	NE91NB95 40NHP		
PCFK	(*ex*Aida,*ex*Marigo,*ex*Clara) 1*Dk*2*trB*	176						Glasgow		ND74			4*BHCem*	Thomson,Glasgow		
833	**Estella Maria** **SteelScSr**	602					1901	M.U.Mar-	P.Grabowsky&	180·5	29·5	13·7	Taganrog	C.2Cy.17½″&35″–20½″		
523	*P.Grabowsky* –06 (*ex*Smaragda)	570						tinolich	A.Emerik				Russian	Soc.Co- 46NHP		
LMAN		360						Lussinpiccolo					*WB*	operative,Sampierdarena		
834	**Estelle** **WoodSc**	130					1880	.....	FisheriesCo.	112·4	18·3	8·7	Greenport			
135429		—						East Deering,					N.Y.			
		91						Me.					Utd.States			
835	**Ester** **SteelScSr**	2632	✠100A1	Shl	*t*	6,15	1901	R.Thomp-	SvenskaAmerika-	313·0	45·0	20·5	Hlsngborg	T.3Cy.23″,38″&61″–39″ (*s*)	23 ″ 1	
3935	*N.O.Horndahl* 13–13 *ss*Cff.No.3–6,14	2455	3,16				10mo	son&Sons	MexicoLine	P29′B94′F34′		FK	Swedish	180lb *80lb* 254NHP	s 3 ″ 7½	
JMKR	1*Dk*(*Irn*)&*deep framing*	1641	BS6,16 ✠LMC6,16				*Lloyd's*	Sunderland					5*BHCem*	2SB,*6pf*,GS108,HS3946	19 ″ 9	
								SA&CP	*WB* = *CellDB*	*a*98′*uE*22′*f*128′655*t*			*APT* 59*t*	G.Clark,Ld.Sunderland		

Now named "Eriksholm," See No. 20 in Supplement

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Master. Special Surveys.	3 Material, Rig, &c. Late Name if any. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net	5 Particulars of Classification. Character. For Special Survey. Date of last Survey	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines.	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught.	15 Registers in which classed, if not in L. Dates of Alt. of Trade Cert.
836	**Ester**	SteelScSr	1207	✠100A1	Cpn	*o*		1917	Kjöbnhvns	Dmpskelsk.	239·9|35·7|14·5	Esbjerg	T.3Cy.15″,24″&40″–27″ (*s*)	17 ″ 3	
	H.Lund –17		999	1,17				1mo	Flydk&Skbs	Vesterhavet(I.	P27′B54′F25′	Danish	185lb 98NHP	s 2 ″ 0	
NVHG		1*Dk*(*Stl*)	731	✠LMC1,17					Copenhagen	Lauritzen,*Mgr.*)	FK	4*BH*	2SB,*4cf*,GS48,HS1604	15 ″ 6	
										CellDB	*FPT19t APT18t*		Kjbnhavns Flydk.&Skbsv.		
837	**Esterel**	SteelScSr	2574	✠100A1	Msl		8,16	1904	A.McMillan	CieMarseillaise de	295·0|41·6|14·7	Marseilles	T.2Cy.22″,36″&59″–39″ (*s*)	24 ″ 6	
	Franconi	*ss*Msl.No.3–8,16	2176	*Spar dk*				3mo	&Son,Ld.	Nav.àVap.(Fraissinet	P24′B88′F30′ 22·3	French	180lb *80lb* 261NHP	s 3 ″ 9¼	
JDKB		*Spar dk*(*Stl*)2tr*B*&*deep framing*	1640	8,16	✠LMC8,16				Dumbarton	&Co.*Mgrs.*)	FK	5*BHCem*	2SB,*6cf*,GS121,HS4364	20 ″ 11	
								Lloyd's		*WB*=*CellDB*a86′	*u E*&*B*40′*f*126′520*t*	*APT45t*	Duunsmuir&JacksonLdGls		
838	**Estevan**	SteelTwinScSr	1161					1912	Collingwood	CanadianGovernment (Ministryof	212·0|38·0|15·3	Ottawa	T.6Cy.15″,25½″&42″–26″	17 ″ 6	
131136			846						SBCoLd	Marine&Fisheries)		British	188NHP		
	Elec.light Wireless	1*Dk*	607						Collingwood				CollingwoodS.B.Co.Ld.		
839	**Esther**	SteelScK	248	✠	Abn			1912	J.Duthie	TheAdmiralty	125·6|22·6|12·2		T.3Cy 12½″ 21″&35″–27″	13 ″ 0	
			216	3,12				3mo	TorrySB.Co.		F24′	British	1SB,*3cf*,GS46,HS1777		
	Elec.light	1*Dk*	131	✠					Aberdeen		BK7½″ 6*BHCem*		J.Abernethy&Co.Abn.		
840	**Estoy**	IronSc	101					1870	J.&K.Smit	~~E.Bewley~~	98·5|16·4| 9·1	London	T.3Cy.11½″,17¼″&28″–20″		
139153	*H.E.Wenman* –16	(*Tug*)	101						Kinderdijk	EstoyTowing&		British	44RHP		
JNGD		1*Dk*	30							SalvageCo.Ld.			Lels&Smit,Kinderdijk		
841	**Estrella**	SteelScSr	1740					1912	ClydeS.B.	(J.W.M.Frv.*Mgr.*)	280·5|42·2|16·6	~~Bergen~~	T.3Cy.22″,35″&59″–39″		C
12	*J.Øveseth*	(*ex*Sanwarine)	1498						&Eng.Co.Ld.	TheShippingController (Elder,		Norwegian	217NHP		
~~LSDH~~	*Elec.light* Wireless	1*Dk*&*Shelter dk*	881						PortGlasgow	Dempster&Co.Ld.		London *WB*	ClydeS.B.&E.Co.Ld.P.Gl.		
										Mgrs.)		British			
842	**Estrellano**	SteelScSr	1161					1910	Ramage&	EllermanLines,Ld.	230·1|34·8|16·5	Liverpool	T.3Cy.16½″,28¼″&48″–33″		C
131302	*T.Q.Jarvis* –17		1067						Ferguson,Ld	(GrahamSmith,	P12′B71′F26′	British	132NHP		
HRTL	*Elec.light*	2*Dks*	703						Leith	*Mgr.*)		*WB*	Ramage&Fergusn,Ld.Lth.		
843	**Estremadura**	SteelSc	3771					1908	Akt.Ges.	Requisitioned by	351·8|50·2|15·4		T.3Cy.22 1/16″,36⅜″&60½″–41⅜″		
		(*ex*SantaUrsula)	3352						"Neptun"	thePortuguese	P24′B216′F43′ 23·4	Portuguese	231NHP		
	Elec.light	1*Dk*&*Spar dk*	2340						Rostock	Government		*WB*	A.G."Neptun,"Rostock		
844	**Estrid**	SteelScSr	1049					1905	Helsingörs	DampskibsSelsk	226·3|34·9|12·4	Copnhagn	T.3Cy.16½″,26½″&44″–30″		V
	J.Dam		831						Jernsk&Msk.	Torm(C.Kraemer	P12′Q59′B106′F27′	Danish	106NHP		
NPHV	*Elec.light* (*ex*Selandia)	1*Dk*	619						Elsinore	*Mgr.*)		*WB*	HelsingörsJernsk.&Msk.		
845	**Esturia**	SteelScSr	2143	✠100A1	Sng	*r*	2,17	1910	Armstrong	BritishBurmah	275·0|39·0|23·8	London	T.3Cy.20″,33″&54″–36″ (*s*)	23 ″ 9	
129151	*L.Jones*11–12	*ss*Syd.No.1–15	1886	2,17				10mo	Whitworth	PetroleumCo.Ld.	P66′B24′F27′	British	180lb *120lb* 196NHP	s 3 ″ 9	
HRWL	*Elec.light*	2*Dks*(*Stl*)&*Web frames*	1280	*Carrying Petroleum in bulk*					&Co.Ld.	*WB*=	FK	9*BH to Udk*	2SB,*4cf*,GS90,HS3102	20 ″ 3	
	Mchy.Aft	*Longitudinal framing*		BS1,17 ✠LMC3,15					Newcastle	*Cell DBu B*20′22*t*	*FPT46t APT27t* 3	*BHto 2nddk*	N.E.MarineEng.CoLdNwc		
				Fitted for oil fuel 10,10 *F.P.*				*Lloyd's*	*sA&CP*			*Cem*			
								above	150° F.						
846	**Etal Manor**	SteelScSr	1875	✠100A1	Bry	*q*		1916	J.Crown&	JohnFenwick&	268·0|37·9|17·6	Newcastle	T.3Cy.20½″,33″&54″–39″ (*s*)	19 ″ 9	
133582	*W.Turnbull*02–16		1489	4,17				7mo	Sons,Ld.	Son	P24′Q82′B51′F30′	British	180lb *100lb* 199NHP	s 2 ″ 0½	
	Well deck	1*Dk*(*Stl*)	1097	✠LMC7,16					Sunderland		FK	4*BHCem*	2SB,*4pf*,GS80,HS3092	18 ″ 0	
	Elec.light							*Lloyd's*		*CellDBa*,*uE*&*y*	205′383*t FPT*105*t*	*APT*100*t*	N.E.MarineEng.Co.Ld.Sld		
847	**Etelvina**	SteelScSr	*242*	✠	Hul	*c*		1910	A.J.Otto	Cia.Naviera de	120·2|20·1| 9·0		C.2Cy.15″&30″–18″	9 ″ 9	
	A.Vasquez		*162*	1,16				12mo	&Zonen	Cuba	P37′F16′	Cuban	43NHP		
		1*Dk*(*ptStl*)	*125*	✠					Krimpen a/d		FK	3*BHCem*	1SB,*2pf*,GS35,HS810		
									Ysel		*WB*=	*FPT35t*	Earle'sCo.Ld.Hull		
848	**Etha Rickmers**	SteelSc	4101					1909	Rickmers	RickmersReismühlen,Reed.&	367·0|47·7|27·3	Brmrhavn	T.3Cy.23½″,38 5/16″&63″–43½″		
	(Seized and taken to Nicolaieff)		3821						Akt.Ges.	Schiffb.Akt.Ges.	B94′F44″	German	261NHP		
QJRN	*F.A.Scotti*12–12		2563						Bremerhaven			*WB*	BremerVulkan,Vegesack		
	Elec.light Sub.Sig. Wireless	2*Dks*													
849	**Ethel**	SteelScSr	2336	✠100A1	Npt	*s*	~~2,16~~ ~~6,17~~ 9,17	1898	Richardsn,	Burdick&Cook	290·3|42·1|16·7	London	T.3Cy.23″,37½″&61½″–39″(*s*)	20 ″ 0	
109955	*F.J.D.Luckes* –14	*ss*Bry.No.3–4,11	1725	*ptAwng dk*				8mo	Duck&Co		P31′Q76′	British	160lb *90lb* 247NHP	s 7 ″ 4	
QGNS		*ss*Npt.No.1–15	1491	*withfreeboard*					Stockton		*ptAwng dk*183′ FK	6*BHCem*	1DB,*6cf*,GS53,HS3880	19 ″ 5	
		1*Dk*(*Stl*)&*ptAwng dk*(*Irn*)		2,16 ✠LMC							*u E*&*B*54′*f*100′563*t*	*APT*40*t*	Blair&Co.Ld.Stockton		
		&*Webframes*		M86,15 BS8,16						*WB*=*CellDBa* 92′					
										A&CP					
850	—	IronScSr	1505	✠100A1	Osc	*q*	~~4,16~~ 8,17	1882	J.Readhead	Angf.Aktieb.Norr	259·0|36·0|17·5	Råå	C.2Cy.26½″&58″–36″ (*i*)	18 ″ 7	
5411	*A.S.Persson*16–16	*ss*Shl.2ndNo.3–10,07	1223	8,17 ~~11,16~~				9mo	&Co.	(A.Th.Jonasson,	Q136′B26′F32′	Swedish	80lb 161NHP	s 1 ″ 10	
JTDC	(*ex*Malta)	*ss*Osc.No.2–16	909	BS11,16 ✠LMC11,15					SouthShields	*Mgr.*)	BK9″	4*BHCem*	2SB,*4pf*,GS71,HS2706	17 ″ 11	
	Well deck	1*Dk*(*Irn*)2tr*B*									*WB*=*DBa*	78′*f* 72′340*t*	J.Readhead&Co.S.Shields		
										A&CP					
851	—	SteelScK	278	✠100A1	Flt		3,14	1907	GooleS.B.	ActiveFishingCo.	130·0|22·6|12·1	Fleetwood	T.3Cy.13″,21″&35″–25″ (*r*)	13 ″ 0	
124698	*J.W.Walsh* –14	*ss*Flt.No.1–11	239	*StmTrawler*				12mo	&RepgCo.Ld.	Ld.(J.A.Robertson,*Mgr.*)	Q76′F22′	British	180lb 76RHP		
HMCP		1*Dk*	109	7,14					Goole		BK7½″	3*BHCem*	1SB,*3pf*,GS43,HS1258		
				B66,15 ✠LMC9,11				*Lloyd's*					W.V.V.Lidgerwood,Gls.		
852	—	IronScSr	178	✠100A1	Ard	*b*	N11,15	1878	R.Craggs	J.J.Murphy	120·2|19·9| 8·4	Glasgow	C.2Cy.15″&28″–18″ (*r*)	8 ″ 11	
67509	*E.Murphy* –16	*ss*Mdb.3rdNo.3–6,08	160	11,15				5mo	&Sons		len85	British	85lb 30RHP	s 1 ″ 1	
SCQN		*ss*Shl.No.1–13	91	Examined 5,18					Middlesbro'		BK6″	3*BHCem*	1SB,*2pf*,GS22,HS608	8 ″ 5	
	Mchy.Aft	1*Dk*(*Irn*)		✠NB12,95 ✠LMC1,13					A&CP			*WB*=*FPT*	Pattison&Atkinson,Nwc.		
				BS9,15											
853	—	IronScSp	114					1870	J.Payne	R.Burton&Son,Ld	83·2|18·6| 8·4	Newport	1Cy.18″–16″		
63385	*G.Bellamy* –16		96						Vauxhall,			British	J.Payne, 11RHP		
	Mchy.Aft		48						Som.				Vauxhall,Somerset		
854	**Ethel Nutten**	SteelScK	182				...	1906	Hall,Russ-	T.L.Devlin	110·2|21·8|11·7	Granton	T.3Cy.12″,20″&33″–21″	12 ″ 7	
123375	*G.R.Cook* –15	(*Trawler*)	182						sell&Co.Ld.			British	67RHP		
		1*Dk*	70						Aberdeen		BK7½″		Hall,Russell&Co.Ld.Abn.		
855	**Etheläida**	SteelScSr	2669	✠100A1	Shl	*t*	~~7,15~~ 2,18	1891	J.Readhead	~~Russian Govt.~~	300·4|41·5|20·2	London	T3Cy.23″,37½″&61½″–42″(*r*)	23 ″ 0	
~~99126~~	~~*A.Kulukes* –17~~		2049	Examined 5,17				10mo	&Sons	Finnish Prng.Controller(Ellerman's	P28′Q79′B132′	~~Russian~~ British	160lb *90lb* NDB05 248NHP	s 2 ″ 0	
JTCH	*Well deck*	*ss*Nwc.No 2–13	1705	BS6,16 ✠LMC10,18					S.Shields	WilsonLineLd.*Mgr*	F33′ BK10″	6*BHCem*	2SB,*6rf*,GS110,HS3750	21 ″11	
		1*Dk*(*ptStlptIrn*)2tr*B*		BS5,18						*WB*	*=Cell DB*254′582*t*	*APT*30*t*	J.Readhead&Sns,S.Shields		
										A&CP					
856	**Ethelaric**	SteelScSr	3232	✠100A1	Stk	*v*		1917	Ropner&	Harrowing S.S.Co.	335·0|48·1|23·4	Whitby	T.3Cy.23½″,39″&64″–42″ (*s*)	24 ″ 10	
137074	*A.Cuthbert* –17		3009	4,17 2,17	Npt			2mo	Sons,Ld.	Ld.(Robt.Harrowing&Co.*Mgrs.*)	P31′B100′F35′	British	180lb *120lb* 278NHP	s 4 ″ 2	
JNVD		1*Dk*(*ptIrn*&*ptStl*)	2013	✠LMC2,17				*Lloyd's*	Stockton	*CellDBa*	FK	5*BHCem*	2SB,*6cf*,GS119,HS4142	21 ″ 0	
									sA&CP		110′*uE*22′*f*145′812*t*	*APT*96*t*	Blair&Co.Ld.Stockton		

1 Numero d'Ordre / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille / Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L. L. Dartmouth, Cert. Lett. Trade.
857	**Ethelhilda**	SteelScSr	2902	✠100A1	Hul	*u*	~~10,16~~	1897	C.S.Swan &	ZodiacShippingCoLd.	326·0	41·0	24·4	Whitby	T.3Cy.23″,38″&61″–39″ (*s*)	27 ″ 1	
106105	*A.Hughson* –16	*ss*Shl.No.3–8,10	2696	*withfreeboard*	Lmc	Cff	4,18	8mo	Hunter,Ld.	AnglaBalticShip.	P24′	B60′	F34′	British	160lb *80lb* 251NHP	s 5 ″ 1½	
PTDB		*ss*Nwc.No.1–16	1874	~~4,13~~ ~~12,16~~ ✠LMC					Newcastle	pingCo.Ld.			FK	5*BHCem*	2SB,*6pf*,Gs107,Hs4060	22 ″ 4	
		1*Dk*(*pt Stl & pt Irn*)2*tr B&Deep framing* 3*Dk rule*		BS12,15	MS6,16			*Lloyd's*	*A&CP*	(Moller&Co.*Mgrs.*) *WB=Cell*	*DBa* 100′	*uE&B* 38′	*f* 140′624*t*	N.E.MarineCo.,Ld.,Nwc.		
858	**Ethelreda**	SteelScSr	2218	✠100A1	Shl	*s*	×10,16	1889	JLThomp-	~~Lucovich,Parsons~~	292·0	39·0	19·1	Glasgow	T.3Cy.23″,37½″&61½″–39″(*s*)	21 ″ 9	
96543	*H.J.Naidley* –17	*ss*Sld.2ndNo.3–4,11	1703	9,14 ~~9,16~~	Bkn		9,17	7mo	son&Sons	&Co.Ld. The	P29′Q80′B124′			British	160lb *90lb* NDB97 246NHP	s 1 ″10	
LGFC	*Well deck*	*ss*Shl.No.1–16	1403	✠LMC					Sunderland	Transport&Trad-	F33′		BK10″	6*BHCem*	2SB,*6rf*,Gs110,Hs3840	20 ″ 10	
		1*Dk*(*pt Stl&Irn*)*&Web frames*		BS3,16	MS10,16				A&CP	ingCo.Ld.			*WB=Cell*	*DB* 244′502*t*	J.Dickinson,Sunderland		
859	**Ethelstan**	SteelScSr	3875	✠100A1	Nwc	*w*	~~5,13~~	1905	R.Stephen-	Robt.Harrowing	340·1	47·1	20·0	Whitby	T.3Cy.25″,41″&67″–45″ (*s*)	29 ″10	
118854	*W.H.Trowsdale* –09	~~*ss*Nwc.No.2–14~~	3633	*Spar dk*	Bkn		9,17	8mo	son&Co.Ld.	&Co.	P26′B93′F33′		27·3	British	165lb *90lb* 340NHP	s 5 ″10½	
HDGQ	*Spar dk*(*Stl*)2*tr B&deep framing*		2454	*withfreeboard*					Newcastle				FK	6*BHCem*	2SB.*6cf*,Gs128,Hs5620	24 ″ 3	
		*ss*Bkn.No.3–12,17		12,17 10,15	✠LMC 12,17			*Lloyd's*	*A&CP*	*WB=CellDBa* 110′	*uE&B* 42′	*f* 138′739*t*		*APT* 181*t*	Blair&Co.Ld.Stockton		
				~~MS6,13~~	~~BS12,15~~												
860	**Ethelwolf**	SteelScSr	4317	✠100A1	Nwc	*x*	3,16	1906	R.Stephen-	Harrowing S.S.Co.	354·8	50·1	27·5	Whitby	T.3Cy.26″,42½″&69½″–45″	30 ″ 2	
118859	*J.Boyle* –13	*ss*Nwc.No.2–16	4040	3,17 ~~3,16~~				11mo	son&Co.Ld.	Ld.(Robt.Harrow-	P46′B98′F34′			British	180lb *90lb* (*r*) 358NHP	s 5 ″10½	
HJQL		1*Dk*(*pt Irn&pt Stl*)2*tr B&*	2815	✠LMC3,16					Newcastle	ing&Co.*Mgrs.*)			FK	6*BHCem*	2SB,*6cf*,Gs129,Hs5620	24 ″ 8	
		*deep framing*3*Dk rule*		BS3,17				*Lloyd's*	*A&CP*	*WB=Cell DBa* 117′	*uE&B* 40′	*f* 150′976*t*	*FPT* 58*t*	*APT* 202*t*	Blair&Co.Ld.Stockton		
861	**Ethelwulf**	SteelScK	185			...		1903	Smith's	J.Smart&Co.Ld.	106·0	21·0	11·5	N.Shields	T.3Cy.11″,18″&30″–22″	12 ″ 4	
117853	*R.Stedman* –16		175						Dock Co.Ld.		Q47′		BK7½″	British	45RHP		
	(*Trawler*)	1*Dk*	75						North Shields						MacColl&Pollock,Sld.		
862	**Ethelwynne**	SteelScSr	3230					1904	W.Doxford	HarrowingS.S.Co.	332·1	46·6	22·0	Whitby	T.3Cy.24″,39″&64″–42″		V
118851	*W.Cotton* –15		2684						&Sons,Ld.	Ld.(Robt.Harrow-				British	265NHP		
VRLS	*Turret deck*	1*Dk*	2067						Sunderland	ing&Co.,*Mgrs.*)				*WB*	W.Doxford&Sons,Ld.Sld.		
863	**Ethie**	SteelSc	1282					1917	Verschure	V.Muller	237·0	36·5	18·0	Copnhagn	T.3Cy.17½″,29″&46″–36″		
									&Co.		P32′B60′F26′			Danish	127NHP		
		1*Dk*							Amsterdam					*WB*	Verschure&Co.Ams.		
864	—	SteelScSr	441	✠100A1	NFL	*g*	~~5,16~~	1900	A&J.Inglis	ReidNewfound-	154·7	25·1	12·6	SJhnsNFL	T.3Cy.15″,24″&40″–30″ (*s*)	15 ″ 0	
113009	*J.Gooby* –16	*ss*NFL.No.3–4,12	344	~~6,17~~ ~~5,16~~			5,18	7mo	Glasgow	landCo.	F15′			British	160lb 99RHP	s 2 ″ 1½	
NTJF	*Elec.light*	*ss*NFL.No.1–16	202	5,18	✠LMC5,16				A&CP				BK7″	4*BHCem*	1SB,*3rf*,Gs51,Hs1325 FD	13 ″ 10	
		1*Dk&Web frames lower deck in main hold*			BS5,17,18					*WB=Cell DBa&uE&*				*B* 47′*f* 61′84*t*	A.&J.Inglis,Glasgow		
865	**Ethyl**	*ss*Sld.No 2–14 SteelScSr	3082	✠100A1	Sld	*u*	~~2,14~~	1906	Ropner&	LetricheuxLineLd	331·0	47·6	22·3	Swansea	T.3Cy.23½″,39″&64″–42″ (*s*)	24 ″ 9	
123277	*C.H.Davis* –12	~~*ss*Hul.No.1–10~~	2834	~~7,17~~ ~~2,14~~ 4,18	Hul Gls		~~7,17~~	9mo	Son	(Letricheux &	P31′B100′F36′			Hull-	180lb *100lb* 280NHP	s 4 ″ 4½	
HJBM		1*Dk*(*pt Irn&pt Stl*)&	1950	BS7,14	✠LMC7,16		4,18		Stockton	DavidLd.*Mgrs.*)			FK	5*BHCem*	2SB,*6cf*,Gs120,Hs4200	20 ″ 9	
		deep framing						*Lloyd's*	*A&CP*	*WB=CellDBa*	104′*uE24′f* 142′751*t*			*APT* 85*t*	Blair&Co.Ld.Stockton		
866	**Etienne**	SteelSc	132					1898	Lobnitz&	E.Beauvois	100·2	20·1	10·2	Boulogne	C.2Cy.14″&32″–21″		V
	*E.Beauvois*09–09	(*Trawler*)	122						Co.					French	NB10 39NHP		
	(*ex*Ker Hino)	1*Dk*	43						Renfrew						Lobnitz&Co.Renfrew		
867	**Etna**	SteelScSr	5604					1914	Cant.Nav.	Nav.Gen.Italiana	394·9	51·7	27·6	Genoa	T.3Cy.26″,42½″&69½″–48″		Cl
686	*F.Re* –14		4714						Riuniti					Italian	337NHP		
PCKH	*Elec.light* Sub.Sig.		3554						Palermo					*WB*	Cant.Nav.Riuniti,Palermo		
868	—	IronScBn	603					1862	Scott&Co.	Soc.Siciliana di	198·4	26·6	15·7	Messina	T.4Cy.18″(2),26″&55″–30″		
48		2*Dks*	517						Greenock	Nav.aVap.				Italian	NE73 NB88 166NHP		
PCKL			283											*Tpd.*88	Fonderia Orotea,Palermo		
869	—	SteelScK	189	✠100A1	Hul		2,15	1907	Mackie&	Gt.NorthernS.S.	110·0	22·0	10·8	Hull	T.3Cy.11″,18″&30″–22″ (*s*)	11 ″ 7	
124753	*W.E.March* –17	*ss*Hul.No.2–15	174	*StmTrawler*				3mo	Thomson	FishingCo.Ld.	Q22′			British	200lb 56RHP		
JGSD		1*Dk*	74	3,16					Glasgow				BK7″	4*BHCem*	1SB,*2pf*,Gs29,Hs819		
				BS6,16	✠LMC5,15			*Lloyd's*	*A&CP*				*WB=D*	*tanks f* 14′32*t*	W.V.V.Lidgerwood,Gls.		
870	**Etoile**	SteelScr	165					1908	Nylands	Parry,Leon&	100·8	20·1	11·9		T.3Cy.11½″,18½″&31″–22″		
		(*Whaler*)	155						Værksted	Hayhoe,Ld.	H10*t*			British	45NHP		
		1*Dk*	63						Christiania					*WB*	Nylands Værksted Xania.		
871	**Etoile de l'Est**	SteelScK	*278*	✠100A1	Nwc			1916	Jos.T.El-	LeClaire&Cie.	141·7	23·1	10·6	Boulogne	T.3Cy.13½″,22″&36″–27″ (*s*)	13 ″ 1	
			262	*StmTrawler*				7mo	tringham&Co					French	180lb 91NHP		
		1*Dk*	*126*	7,16	✠LMC7,16				Ld. Willing-				BK7″	4*BHCem*	1SB,*3cf*,Gs58,Hs1645		
									tonQuay					*DBf* 50′35*t*	Jos.T.Eltringham&Co.Ld.		
								Lloyd's	*A&CP*								
872	**Etoile Polaire**	SteelScSr	278	✠100A1	Nwc			1915	Jos.T.El-		141·7	23·1	10·5		T.3Cy.13½″,22″&36″–27″ (*s*)	13 ″ 1	
			262	*StmTrawler*				3mo	tringham&					British	180lb		
		1*Dk*	108	3,15	✠LMC3,15				Co.Ld.Wil-				BK7″	4*BHCem*	1SB,*3cf*,Gs58,Hs1645		
									lingtonQuay				*WB=*	*DBf* 50′35*t*	Jos.T.Eltringham&Co.Ld.		
								Lloyd's	*A&CP*					Newcastle			
873	**Etolia**	SteelScSr	3733	✠100A1	Cff	*w*	~~8,16~~	1911	TyneI.S.B.	SutherlandSS.Co	348·5	50·1	23·4	Whitby	T.3Cy.24″,40″&66″–45″ (*s*)	25 ″10	
131834	*G.Norton* –15	*ss*Sws.No.1–15	3469	9,17 ~~3,17~~	Shl		9,17	5mo	Co.Ld.	Ld. (A.M Suther-	P30′B102′F39′			British	180lb *90lb* 307NHP	s 4 ″ 8½	
HSPK		1*Dk*(*pt Irn&pt Stl*)*&Web frames*	2371	✠LMC6,15					Newcastle-	land,*Mgr.*)			FK	6*BHCem*	2SB,*8pf*,Gs142,Hs4600	21 ″ 5	
		Longitudinal framing		BS9,17				*Lloyd's*	*A&CP*	*WB=CellD*	*Ba* 111′*uE23′ f* 155′			801*t APT* 95*t*	J.Dickinson&Sons,Ld.Sld.		
874	**Eton**	SteelScYl	165	✠100A1	Lon		×2,15	1897	Mackie&		104·2	21·0	10·7	Hull	T.3Cy.11″,17″&28″–20″ (*s*)	11 ″ 7	
106780	*T.A.Jessop* –14	*ss*Hul.No.3–9,09	152	*StmTrawler*				11mo	Thomson		Q17′F18′			British	170lb 45RHP		
JGSF		*ss*Hul.No.1–13	64	2,15					Glasgow		ptND09		BK7½″	4*BHCem*	1SB,*2pf*,Gs27,Hs690		
		1*Dk*		BS7,14	✠LMC9,15				A&CP				*WB=*	*DT f* 14′25*t*	Muir&Houston(Lim.),Gls.		
875	**Etonian**	SteelSc4MstSr	6515	✠100A1	Ant	*c*†	~~10,15~~	1898	Furness,	F.Leyland&Co.Ld.	475·5	52·3	23·2	Hull	T.3Cy.32″,54″&90″–66″ (*s*)	34 ″ 6	
109069	*J.Gardner* –16	*ss*Liv.No.3–8,11	6192	2,14			×9,17	10mo	Withy&CoLd		P78′B277′F87′		31·1	British	200lb 842NHP	s 6 ″10	
QJGS	(*ex*Chicago)	3*Dks*(*Stl*)*&Web frames*	4172	✠LMC4,16				A&CP	W Hartlepool				FK&BK3″	8*BHCem*	2D&2SB*18rf* Gs327Hs14110	28 ″ 2	
	Ref.Mchy.	*Elec.light* Wireless		B&4,17						*WB = Cell DBa* 135′*u*	*E&B* 78′*f* 148′1135*t*			*APT* 26*t*	Cen.Mar.Eng.Wrks.W.Hpl		
876	Now named "ClanKeith," *See No. 110 in Supplement*	SteelScSr	4306	✠100A1	Msl	*y*	10,15	1914	Bartram&	CambrianStmNav	385·0	52·0	25·1	London	T.3Cy.26″,43″&71″–48″ (*s*)	27 ″ 8	
136654	*W.H.Davies*04–14		4449	*Shelter dk*	Nwc			3mo	Sons,Ld.	Co.Ld.(J.Mathias				British	180lb 401NHP	s 3 ″ 4½	
JFGB	*Elec.light*	1*Dk*(*Stl*)*&Shltr dk*(*Stl*)	2685	*withfreeboard*					Sunderland	&Sons,*Mgrs.*)	*WB=Cell*		FK	6*BHCem*	3SB,*9cf*,Gs180,Hs6483	24 ″ 8	
	*Carrying fuel oil F.P.above*150°*F.in D.B.*			10,17 ~~2,17~~	✠LMC3,14			*Lloyd's*	*A&CP*	*DBa* 133′*uE23′*	*f* 168′908*t FPT* 130*t*			*APT* 104*t*	J.Dickinson&Sons,Ld.Sld.		
877	**Etruria**	SteelScSr	4437			...		1900	Nthmblnd	Hamburg-Amerik.	378·4	48·0	27·8	Hamburg	T.3Cy.26″,42″&70″–48″	30 ″10	G
	A.Breicke		4192						S.B.Co.Ld.	Packetf.Act.Ges.	P27′B93′F32′			German	393NHP		
RLTQ		2*Dks&deep framing*	2855						Newcastle	(Ham.-Amr.Linie)			FK	*WB*	Blair&Co.Ld.Stockton		

Now named "Ingá," *See No. 14 in Supplement*

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned Boilers and Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 Built. By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	11 Breadth.	11 Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of b. of Trade Cert.
878 75 PQKM	**Etruria** SteelScSr (*ex* Halifax City) *Master.* *Elec.light* 1 *Dk & Spar dk & deep framing*	2218 1898 1358			...		1894	A. Stephen & Sons Glasgow	Sicilia Società di Navigazione	311·3 P25′ 23·2 FK9½″	37·0 B94′F31′	15·8	Palermo Italian *WB*	T.3Cy.25″,40″&66″–45″ 301NHP A.Stephen&Sons,Glasgow	25 ″ 9	I
879	— IronScYl *ss* Gms.No.3–8,05 *ss* Bly.No 2–13 1 *Dk*	*154* *141* *59*	✠100A1 *Stm Trawler* 2.13 [1]NB5,11 ✠LMC2,13	Bly		1,15	1893 5mo	Mackie& Thomson Glasgow A&CP	Soc. Anon. Las Pesqueras Canarias	100·5 Q19′F19′ ND05	20·5	10·7 BK7½″	Las Palmas Spanish 3 *BH Cem*	T.3Cy.11″,16½″&27″–22″ (*s*) 160lb 38NHP 1SB,*2pf*,GS26,HS617 Muir&Houston,Glasgow	11 ″ 11 s 1 ″ 5 11 ″ 5	
880 104160	**Etrurian** SteelScK *R. Batchelor* –11 *ss* Bos.No.3–8,13 1 *Dk*	186 171 75	✠100A1 *Stm Trawler* 8,13 ✠LMC8,13	Bos		8,13	1900 7mo	Smith's Dock Co. Ld. North Shields *Lloyd's A&CP*	Boston Deep Sea Fishg.&Ice Co. Ld. (A. Lunn, *Mgr.*)	116·0 Q48′F20′	21·1	11·1 BK7½″	Boston British 3 *BH Cem*	T.3Cy.11″,20″&32″–23″ (*s*) 180lb 52RHP 1SB,*2pf*,GS35,HS1000 MacColl&Pollock,Sld.	12 ″ 0	
881 135990	**Etruscan** SteelScK *E. Marchant* –14 1 *Dk*	202 185 90	✠100A1 *Stm Trawler* 4,15 ✠LMC12,13	Gms			1913 12mo	Cook, Welt'n&Gemmell Ld. Beverley *Lloyd's A&CP*	T. Robinson	115·4 Q57′	21·6	11·5 BK7½″	Grimsby British 3 *BH Cem*	T.3Cy.12″,21″&34″–24″ (*s*) 180lb 67RHP 1SB,*2pf*,GS33,HS1044 C.D.Holmes&Co.Ld.Hull	12 ″ 3	
882 104577 NMRS	**Ettrick** SteelScSr *N. Darroch* –17 2 *Dks*	965 777 465					1894	R. Napier & Sons Glasgow	W. Sloan&Co.	230·0 P140′F40′	32·1	15·6	Glasgow British *WB*	T.3Cy.21½″,34″&57″–42″ NDB12 211NHP R.Napier&Sons,Glasgow		C BT till 5,17
883	**Etty** SteelScLr *C. Zwart* 08–08 1 *Dk*	192 — 92					1902	Gebr. van der Windt Vlaardingen	Naaml. Ven. Nederlandsche Stoomvisscherij	116·7	21·4	11·4	Ymuiden Dutch	T.3Cy.9¾″,15¾″&25″–15″ 24NHP Wilton's Mch.&Schp.,Rot.		
884 RQTM	**Etzel** IronScSr *ss* Liv. 2nd No.3–5,02 (*ex* Cyclone) *ss* Liv.No.1–07 1 *Dk* (*Irn*) 2 *trB*	967 398 577	✠ 3,09 [1]NB9,98	Liv	*n*		1878 4mo	R. Napier & Sons Glasgow	Behnke&Sieg	229·0 B14′F23′	32·0	18·0 BK8″ *WB*=	Danzig German 5 *BH Cem* *DBa* 56′*f* 69′	C.2Cy.28″&48″–39″ NDB95 124NHP 1SB,*4rf*,GS70,HS2326 R.Napier&Sons,Glasgow	19 ″ 2	G
885 QJWF	— SteelScLr *C. Meusing* –11 *Oil Eng.* 1 *Dk*	138 128 92					1911	J. Frerichs & Co. A.G. Einswarden	Fischerei Ges. "Brema" m.b.H.	90·8 Q22′	21·4	9·9	Bremen German	Oil Engine 4S.C. 2Cy.11⅞″–12⅜″ J.Frerichs&Co.A.G.Osthlz.		G
886 115233 TCSG	**Eucla** SteelSc3MstSr *A.E. Douglas* *ss* Fre.No.3–11,13 (*ex* Wexford) 2 *Dks & Shade dk* *Elec.light*	564 452 292	✠100A1 *Shade dk* 12.16 ~~BS12,16~~ ✠LMC11,15	Fre		N12,16	1901 12mo	S. Mc-Knight&Co. Ld. Ayr *Lloyd's A&CP*	Government of Western Australia	187·9	28·0	12·9 FK *WB*	Fremantle British 4 *BH Cem* = *FPT* 50*t*	T.3Cy.15″,25½″&41″–30″ (*s*) 170lb *150lb* NDB12 97RHP 1SB,*3cf*,GS54,HS1888 Ross&Duncan,Glasgow	13 ″ 11 s 1 ″ 8½ 12 ″ 9	
887 132574 HTFC	**Euclid** SteelScSr *D.W. Hughes* –16 *ss* Liv.No.1–16 (*ex* Horley) 2 *Dks* (*Stl*) *& Shelter dk* (*Stl*)	4770 4636 3096	✠100A1 *Shelter dk with freeboard* 6,15 ✠LMC7,14	Cff Liv	*z*	~~7,15~~ 10,17	1911 7mo	Nthmblnd S.B.Co.Ld. Newcastle *Lloyd's A&CP*	Liv Brazil&R Plate S.N.Co.Ld. (Lamport&Holt Ld. *Mgs*) *DBa* 143′ *uE&B* 48′	410·2 *WB*= *Cell* *f* 169′1097*t*	52·0 FK	28·0 *APT* 28*t*	Liverpool British 7 *BH Cem* *DTa* 37′ 105*t* Grimsby	T.3Cy.28″,46½″&78″–54″ (*s*) 200lb *100lb* 587NHP 3SB,*9cf*,GS183,HS8001 FD Earle's Co.Ld.Hull	30 ″ 6 s 4 ″ 3 26 ″ 7	
888 98727 MSFL	**Eudocia** IronScK *A. Smith* –15 (*Trawler*) 1 *Dk*	147 138 61			...		1891	Cook, Welton&Gemm'll Hull	~~T. Lauder~~ J.W. Smethurst	101·3 ND03	20·3	11·0 BK7½″	Aberdeen British	T.3Cy.11½″,18″&30″–22″ 45RHP C.D.Holmes&Co.,Hull	11 ″ 10	
889 138341	**Eugene F. Moran** SteelSc *T. Hutton* –16 (*Tug*) (*ex* Charles E. Mathews) 1 *Dk*	192 155 49					1902	Neafie& Levy Co. Philadelphia	Canadian Salvage Assn. Ld.	96·0	22·1	10·9	Halifax. NS British	C.2Cy.16″&32″–24″ 43RHP Neafie&Levy SE&BCo. Phl		
890 JDVG	**Eugène Grosos** SteelScSr *P. Duverger* 11–12 *ss* Hav.No.1–13 2 *Dks* (*Stl*) *& Web frames* *Elec.light* *& Shelter dk* (*Stl*)	4836 4357 3012	✠100A1 *Shelter dk with freeboard* 12.16 ~~BS7,16~~ ✠LMC8,13	Npt	*x*	~~N4,15~~ 7,17	1909 1mo	Atel.& Ch. de France Dunkirk A&CP	Cie. Havraise Pén. de Nav. à Vap. *WB*= *Cell DB* *a* 90′ *uE* 26′ *f* 146′ 636*t*	349·3 P38′B104′F34′	46·2 FK	25·2 6 *BH Cem* *APT* 24*t*	Havre French	T.3Cy.24½″,40″&66″–45″ (*s*) 185lb *120lb* NDB16 325NHP 3SB,*6pf*,GS102,HS3990 FD Caillard&Co.Havre	28 ″ 0 s 2 ″ 0 26 ″ 3	
891 136489 KMDV	**Eugene Hughes** SteelSc (*Tug*) 1 *Dk*	111 — 56					1895	Harlan& Hollingsw'th Wilmington	River&Harbour Improvement Co.	84·5	19·0	9·6	New York Utd. States	NB12		
892 206147	**Eugene J. Buffington** SteelSc *Elec.light* *Mchy. Aft* Sub.Sig. 1 *Dk*	7528 — 5839					1909	American S.B.Co. Lorain,O.	Pittsburgh S.S.Co.	580·0	58·0	32·0	Duluth Utd. States *WB*	T.3Cy.24″,39″&65″–42″ 274NHP American S.B.Co.Lorain,O.		
893 JDWQ	**Eugène Pereire** SteelScSr *Porre* –14 2 *Dks & Spar dk* *Elec.light* Wireless	2014 1957 819					1888	Cie. Gén. Trnsltq. St. Nazaire	Cie. Générale Transatlantique	334·6 H–F45′	35·1	16·4 23·9	Marseilles French	T.3Cy.31½″,49″&79″–49″ NB98 437NHP Cie.Gén Trnsatlntiq,St.Naz		V
894 214747	**Eugene W. Pargny** SteelSc *For full particulars See No. 7 in Supplement* *Elec.light* *Longitudinal framing* *Mchy. Aft* Sub.Sig.	7742 6020	100A *Bds Service on the Great Lakes* (*Class Contemplated*)				1917	American S.B.Co. Lorain,Ohio	Pittsburgh S.S.Co.	580·0	60·0	32·0	Duluth Utd. States	T.3Cy.24½″,41″&65″–42″ American S.B.Co.Lorain,O.		
895 PCMS	**Eugenia** SteelScSr *E. Tasso* –16 *ss* Gen.No.2–15 (*ex* Lombardia, *ex* Eugenia) *Elec.light* 1 *Dk* (*Stl*) *& Spar dk* (*Stl–ptws*) Wireless *& deep framing*	4835 4051 3153	✠100A1 *Spar dk* 7,17 ~~9,16~~ ~~BS1,17~~ ✠LMC11,13	Gen Liv	*y*	~~9,16~~ 7,17	1906 10mo	Kussell& Co. Pt. Glasgow *Lloyd's A&CP*	Requisitioned by the Italian Govt. (Italian State Rlys) *Cell DB* *a* 126′ *u E&B* 40′ *f* 170′1095*t*	385·0 P76′B108′F41′ FK	49·7	18·4 26·3 6 *BH Cem* *APT* 32*t*	Genoa Italian	T.3Cy.26″,42″&70″–48″ (*s*) 180lb *100lb* 429NHP 3SB,*9cf*,GS184,HS5955 FD D.Rowan&Co.Glasgow	29 ″ 0 s 5 ″ 2 24 ″ 3	
896 HQKV	— SteelScSr *M. Lemos* –15 *ss* PirNo.3–12,15 (*ex* Sesostris, *ex* Viotia) 1 *Dk* (*Stl*) 2 *tr B* *Web frames* 3 *Dk rule*	3029 2800 1968	✠100A1 *with freeboard* 9.16 BS6,16 ✠LMC4,13	Gen	*v*	8,15	1902 10mo	R. Craggs Sons, Ld. Middlesbro' *Lloyd's A&CP*	M. Livanos *Cell DB* *a* 102′ *uE&B* 40′ *f* 140′747*t*	330·2 P27′B166′F35′ FK	46·0	22·2 5 *BH Cem* *APT* 108*t*	Piræus Greek 86 *APT* 108*t*	T.3Cy.24″,38″&64″–42″ (*r*) 160lb *110lb* 289NHP 2SB,*6cf*,GS129,HS4677 Richardsons,Westgarth& Co.Ld.Mdb.	24 ″ 4 s 3 ″ 6 21 ″ 3	
897 ~~000~~ NKOD	— IronScSr *Weide* *ss* Nwe.2nd No.3–5,05 (*ex* Zenobia) *ss* Bkn.No.1–10 *Elec.light* *Ref. Mchy.* 2 *Dks* (1 *lrn*) 3 *tr B*	2079 1914 1233	✠ 6,14 ✠	Rga	*s*		1881 9mo	T. Turnbull & Son Whitby	~~S. Grooschetzky & Co.~~ The Shipping Controller (Turner, Morrison&Co. *Mgrs.*)	286·0 P26′B62′F35′ ptND00	36·0	24·1 BK9½″ *WB*= *DBa*	Odessa Russian 5 *BH Cem* 88′*f* 113′360*t*	C.2Cy.34½″&64″–42″ 241NHP 3SB,*9pf*,GS130,HS4618 Blair&Co.Ld.Stockton	25 ″ 5	V
898	**Eugenia J. Diacakis** SteelScSr *E. Diacakis* –12 *ss* Shl.No.3–5,07 (*ex* Blodwen) ~~*ss* Pwy No. 1–11~~ *ss* Syr.No.2–16 1 *Dk* (*pt Stl pt Irn*) 2 *tr B* *& deep framing & pt Awng dk* (*Irn*)	*2978* *2264* *1945*	✠100A1 *pt Awng dk with freeboard* ~~1,17~~ ~~6,14~~ 4,18 ✠LMC12,16 BS4,13	Cff Msl	*t*	12,16 4,18	1894 8mo	J. Read-head&Sons South Shields A&CP	J. Diacakis&Co. *WB*= *Cell D*	315·0 Q127′ *pt Awng dk* 188′ *Ba* 104′ *uE* 20′ *f* 124′	41·5 FK	22·3 5 *BH Cem* 556*t* *APT* 35*t*	Syra Greek	T3Cy.23″,37½″&61½″–42″(*r*) 160lb *90lb* NDB12 243NHP 2SB.*6rf*,GS87,HS3603 J.Readhead&Sons,S.Shl.	23 ″ 7 s 8 ″ 6 22 ″ 4	

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Donane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP= Force en chevaux d'après les formules de la Société. RHP= Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille / Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L. R. Bureau Cent. Bur. Feuile
899	**Eugénie**	**SteelScSr**	1495			...		1895	Wigham Richrdsn&Co Newcastle	L.Castel	254·1 | 33·5 | 17·1 P27'B50'F26' BK9"			Cette French	T.3Cy.21",33½"&54"–39" 195NHP	19 " 8	V
JFBL	*F.Harsan*13–13 (*ex*Condor,*ex*Lestris)	*2Dks*	1180 915											*WB*	WighmRchrdsn&Co.Nwc.		
900	—	**SteelScSr**	101					1893	Lobnitz& Co. Renfrew	A.&F.Anquetin	82·0 | 19·1 | 10·0			Dieppe French	C.2Cy.13"&24"–18" 20NHP		V
JDWT	*Elec.light*	(*Trawler*) *1Dk*(*Stl*-ws)	95 11												Lobnitz&Co.Renfrew		
901	**Eugenie S. Embiricos**	**SteelScSr**	4139	✠100A1 *Shelter dk*	NNs Bry	*x*	12,15	1907 4mo	Short Bros. Ltd. Sunderland	S.G.Embiricos	373·1 | 50·1 | 25·2			Andros Greek	T.3Cy.25",42"&70"–48" (*s*) 180lb *100lb* 364NHP	27 " 7	
HRVJ	*A.G.Embiricos*99–07 *ss*Bry.No.2–15 1*Dk*(*Stl*)*deep framing&Web frames&Shelter dk*(*Stl*)		3891 2670	*with freeboard* 8,17 8,16 ✠LMC12,16			N8,17			*WB=Cell DBa* 117'*uE&B25'f*	FK 158'1063*t FPT*174*t*			*Lloyd's*A&CP	2SB,*8cf*,GS159,HS5536 *APT*175*t*	24 " 8	s 3 " 4
902	**Eugenio**	**SteelSc3MstSr**	540	✠ 5,16	Lon	*h*		1899 2mo	IrvineS.B. &E.Co.Ld. Irvine	C.Camalich	172·0 | 27·7 | 10·3 Q92'B13'F25' BK7"			Neresine Aust.-Hung.	C.2Cy.19"&42"–24" 88NHP	12 " 9	
	C.Mohovich –12 (*ex*Player) *Mchy.Aft*	*ss*Lon.No.3–2,12 1*Dk*(*Stl*) *Well deck*	382 161							*WB=Cell*	*DBf*92'140*t FPT*			3*BHCem* 55*t APT*10*t*	1SB,*2pf*,GS46,HS1362 Campbell&Calderw'd,Psy.		
903	—	**IronSc**	102					1883	..... Budapest	E.Fanciotti	90·0 | ... | ...			Leghorn Italian	C.2Cy.16⅛"&25"–26⅝" 27NHP		
33	*M.Vulieri*01–92	(*Tug*)	— 31												PragerMschbAGBudapest		
904	**Eule**	**SteelScLr**	152					1908	M.van der Kuijl Slikkerveer	ElsfletherHerings FischereiGes.	95·0 | 21·4 | 9·9 Q21'			Elsfleth German	C.2Cy.9½"&18½"–12⅝" 10NHP		
NJPT	*W.Salge*05–10	1*Dk*	138 70											*WB*	J.H.vanCappellen,Bolnes		
905	**Eumaeus**	**SteelScSr**	6696					1913	Workman, Clark&Co.Ld Belfast	OceanS.S.Co.Ld. (A.Holt&Co.*Mgrs*)	443·0 | 52·8 | 32·1 P50'B162'F52'			Liverpool British	T.3Cy.30",50"&83"–60" 534NHP		BT till 9,17
135485 JCRG	*F.Bactens* –13 *Elec.light*	*2Dks*	5553 4266											*WB*	Wrkman,Clark&CoLd.Bel		
906	**Eumeralla** *J.Rowland* –17 ~~*C.D.Forsyth*~~	**SteelScSr** *ss*Mel.No.2–16	916 545	✠100A1 10,17 ~~2,17~~	Mel	*l*	~~8,15~~ 10,17	1908 10mo	Scott of Kinghorn,Ld Kinghorn	WesternDistrict S.S.Co.Proprietary Ld.	190·0 | 30·1 | 12·5 P&B122'F28' FK			Melbourne British	T.3Cy.16",27"&44"–30" (*s*) 180lb 97RHP 2SB,*4cf*,GS77,HS2466	15 " 0	s 1 " 3
120754 TVPQ	*Elec.light* *Well deck*	1*Dk*(*Stl-pt* ws) *&deep framing*	489	✠LMC8,16 10,17				*Lloyd's*A&CP		*WB=Cell DBa*35'*u*	*E22'f*84'136*t FPT*			4*BHCem* 30*t APT*19*t*	Scott of Kinghorn,Ld. Kgn	14 " 3	
907	**Eunice**	**WoodAuxTwinScSr**	188					1902	D.M.Dar-roch Auckland	NewZealand RefrigeratingCo., Ld.	110·4 | 27·5 | 7·2			Lyttelton British	Oil Engines 4Cy.9"–13" NE14		
Wrecked 1917 102313 NFLT	*R.L.Sproule*	*Oil Eng* 1*Dk*	145 129												W.Beardmore&Co.Gls.		
	(*See Sailing Ship Register*)																
908	**Euphemia**	**SteelScSr**	2741					1903	Act.Ges. "Neptun" Rostock	Dmpschffs Reeder. Horn,Akt.Ges.	291·5 | 41·2 | 25·8			Lübeck German	T.3Cy.19½",35⅜"&55½"–35⅜" 180NHP		G
PBMG	*E.Jordt* *Elec.light*	1*Dk&Spar dk*	2607 1753												A.G."Neptun,"Rostock		
909	**Euphrate**	**SteelScSr**	3217					1905	NevskyS.B &Mech.Wrks Petrograd	RussianStm.Nav. &TradingCo.	327·0 | 43·0 | 22·0 P40'H–F48'			Odessa Russian	T.3Cy.22",35"&56½"–40" 202NHP		V
520 NABE	*Tchelov* –06 *Elec.light* Wireless	1*Dk&Spar dk3trB*	— 2035												NevskyS.B.&Mech.Works		
910	**Euphrates**	**IronScK**	125			...		1886	W.B. Thompson Dundee	EuphratesS.S.Co. Ld.(F.McNamara, *Mgr.*)	103·8 | 20·3 | 10·2 len92			SJhnsNFL British	C.2Cy.15"&27"–15" 30RHP		
93075	*W.Crocker* –11 *Mchy.Aft*	1*Dk*	125 47												W.B.Thompson,Dundee		
911	**Eupion**	**SteelScSr**	3575	✠100A1 9,17 ~~2,17~~	Shl Pbl	*u*	1,17	1914 2mo	Mackay Bros. Alloa	BritishTankerCo. Ld.	325·3 | 44·7 | 28·2 P89'B28'F26' FK			London British	T.3Cy.23½",39"&66"–45" (*r*) 185lb *120lb* 401NHP	28 " 6	s 5 " 2
135320 JFCB	~~*R.R.Williams* –17~~ *C.A.Harvey*17–17 *Elec.light* *Mchy.Aft* Wireless	2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	3095 2201	✠LMC2,14 *Carrying Petroleum in bulk Fitted for oil fuel* 2,14			*F.P. a*	*Lloyd's*A&CP		*WB=Cell DBuE&B*54'1	30*t FPT*68*t APT*70*t*			13*BHpt Cem* 9*BHto U dk* 4 " *2nd dk*	2SB,*8cf*,GS129,HS5800 FD N.E.MarineEng.Co.Ld.Sld	23 " 8	
912	**Euplectela**	**SteelSc3MstSr**	3873	✠100A1 *Spar dk*	HKg Sng	*w*	~~12,15~~ 10,17	1894 2mo	Armstrong Mitchell&Co. Ld.Newcastle	Anglo-Saxon PetroleumCo.Ld.	340·0 | 44·0 | 22·9 P85'B24'F35' 29·9			London British	T.3Cy.25",41"&67"–48" (*s*) 160lb *100lb* NDB07 340NHP	31 " 2	s 6 " 2½
102844 NHDM	*G.H.Mayne* –17 *Mchy.Aft Elec.light*	*ss*Nwc.No.3–5,06 *ss*HKg.No.2–16 1*Dk*(*Stl*)&*Spar dk*(*Irn*)&*Web frames*	3506 2360	2,18 ~~10,16~~ ~~10,17~~ *Carrying Petroleum in bulk* ✠NB7,13 ✠LMC10,16			DBS10,17	A&CP		*WB=DB*	ptND06 FK *uE&E* 38*t FPT*			2SB,*6cf*,GS152,HS4430 180*t APT*65*t*	WallsendSlip Co.(L.),Nwc	25 " 4	
913	**Eurana**	**SteelScSr**	5915	✠100A1	NYk Bal	*z*		1916 1mo	UnionIron WorksCo. SanFrancisco	~~SouthlandS.S. Corp.~~ TheNafraCo Inc.	399·7 | 56·2 | 30·5 P57'B229'F40' FK			SavannhG. Utd.States	1GearedSteamTurbine (*s*) 210lb	32 " 0	s 5 " 9
213861 LFRS	~~*Jefferson* –16~~ *C.B.Kenney* –18 *Elec.light*	2*Dks*(*Stl*)&*Webframes* *Longitudinal framing*	5540 ~~11,17~~ ~~12,16~~ 3579	4,18 ✠LMC4,16				A&CP		*CellDB*315'1236*t* *of tunnel* 30' 223*t*	*DT at sides* *DTf* 30'405*t FPT*			6*BHAsp* 0*t APT*200*t*	3SB,HS8055 RS7704 GeneralElectricCo. Schenectady,N.Y.	26 " 7	
				Fitted for oil fuel 1,16			*F.P. a*	*bove* 1 50°F.									
914	**Eureka**	**WoodSc**	471					1912	..... Bath,Me.	RoweBros.Co.	149·8 | 35·0 | 12·5			Prtlnd,Me. Utd.States			
210334 LCMS		1*Dk*	— 306														
915	—	**SteelSc**	353					1898	C.Hillman S.&E.B.Co. Philadelphia	StaplesTransptn. Co.	128·0 | 26·3 | 15·0			FallRiver, Mass. Utd.States	T.3Cy.16",24"&40"–28" 85NHP C.HillmanS.&E.B.Co.Phl.		
136692 KNPJ		(*Tug*) 1*Dk*	— 186														
916	—	**SteelScSr**	170	✠ 5,98	Qbc	*b*		1893 4mo	W.Hamil-ton&Co. Pt.Glasgow	CanadianGovern-ment	94·7 | 22·0 | 11·9 BK7"			Quebec British	C.2Cy.19"&38"–24" 60RHP 1SB,*2rf*,GS42,HS1382	12 " 9	
93940	*J.B.Belanger* –10	*ss*Qbc.No.1–98 (*Tug*) 1*Dk*(*Stl*-ws)	163 70											3*BHCem*	D.Rowan&Son,Glasgow		
917	—	**SteelScYl**	165	✠100A1 *Stm Trawler* 3,14	Hul		2,18	1897 9mo	Mackie& Thomson Glasgow A&CP		104·2 | 21·0 | 10·7 Q17'F17' BK7½" ptND09 *WB=*			Hull British	T.3Cy.11",17"&28"–20" (*s*) 170lb 45RHP	11 " 7	
106772 JGSK	*J.Allan* –14	*ss*Hul.No.3–8,09 *ss*Hul.No.1–13 1*Dk*	152 64	BS9,14 ✠LMC8,15										4*BHCem* *DT*/14'25*t*	1SB,*2pf*,GS27,HS690 Muir&Houston(Lim.),Gls.		
918	**Eureuk**	**SteelSc**	*891*			...		1885	A.&J. Inglis Glasgow	Administration de Nav.aVap. Ottomane	230·0 | 31·2 | 15·3 P51'B82'F41' BK8"			Cnstntnpl Turkish	T.3Cy.24",38"&60"–42" NB06 234NHP	16 " 0	
	(*ex*Wren,*ex*Duke of Gordon,*ex*GeneralGordon) 2*Dks*		*694* *376*												A.&J.Inglis,Glasgow		
919	**Euripides**	**SteelTripleScSr**	14947	✠100A1	Lon	*j*†	~~cr~~ ~~10,15~~ 6,17	1914 6mo	Harland& Wolff,Ld. Belfast	G.Thompson&Co. Ld.	550·7 | 67·4 | 44·1 P51'B215'F94'			Aberdeen British	T8Cy(2)24"(2)38½"&(4)44" –48"&1L.P. turbine (*s*) 215lb	47 " 11	s 16 " 2½
133648 JFRC	*A.H.H G.Douglas* –14 *Elec.light* Sub.Sig. 3*Dks*(*Stl*)&*Awng dk* *Ref.Mchy.* Wireless (*Stl*-ws)4*th dk*(*Stl*) *in No.3 hold only*		12753 9399	*Awng dk* *with freeboard* 6,17 ~~11,16~~ ✠LMC6,14 ✠Lloyd's RMC1,16 ~~6,17~~ 1,18				*Lloyd's*A&CP		*WB=Cell DBa* 125'*uE&B*128'	*on Awng dk* FK&BK2" *f*223'1966*t FPT*125*t*			11*BHpt Cem* *APT*152*t*	5DB,*30cf*,GS605,HS25075 Harland& Wolff,Ld.Bel	32 " 3	BT till 6,17
920	—	**SteelScK**	307	✠100A1 *Stm Trawler* 7,15	Hul		7,15	1907 9mo	Mackie& Thomson,Ld. Glasgow *Lloyd's*A&CP	CityStm.Fishing Co.Ld.	140·3 | 23·0 | 11·9 Q74'F20' BK8"			Hull British	T.3Cy.13",22"&37"–27" (*s*) 200lb 84RHP	12 " 10	
124790 HLSW	*F.Bridgeman* –15	*ss*Hul.No.2–15 1*Dk*	270 120	✠LMC7,14										3*BHCem*	1SB,*3cf*,GS46,HS1401 W.V.V.Lidgerwood,Gls.		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. / *Master.* / Special Surveys.	3 Material, Rig, &c. / *Late Name if any.* / No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years assigned now thirtd. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. / Ship. / Engines	9 By Whom. / Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. m.*	15 Registers in which classed, if not in L.R. Date of Build or Trade Cert.
921 104742 PQSV	**Euro** *J.Cavender* *(Tug)*	**SteelScSr** 1 *Dk*	255 231 105				...	1897	Gourlay Bros.&Co. Dundee	AdelaideStm.Tug Co.Ld.	130·0 | 22·5 | 12·2 BK6″			P.Adelaide British *WB*	T.3Cy.16″,26″&43″–30″ 92RHP GourlayBros.& Co.,Dundee	13 ″ 3	
922 342 PCNE	**Europa** *E.Lavarello* Sub.Sig. *Elec.light* Wireless 3 *Dks&Shelterdk4trB*	**SteelTwinScSr**	7870 — 4547					1907	Cantieri Nav.Siciliani Palermo	LaVeloceNav. Italiana	454·7 | 53·4 | 20·5 39·2			Genoa Italian *WB*	T.6Cy.26″,42½″&71″–51½″ Ansaldo,Arm- 720NHP strong&Co.Sampierdarena		I
923 NPWK	— *Chr.Nielsen*15–15 1 *Dk*	**SteelScSr**	1432 1172 876					1906	Howaldts-werke Kiel	Dmpskibssk.ai 1912(A.P.Möller, *Mgr.*)	241·2 | 36·1 | 16·5 P13′Q73′B105′F29′			Copnhagn Danish *WB*	T.3Cy.16½″,26$\frac{5}{16}$″&42⅛″–29½″ 96NHP Howaldtswerke,Kiel		V
924 JPFW	— *M.Johannesen* 1 *Dk*	**SteelScSr**	1042 828 634					1899	Bergens Mek.Værks. Bergen	Akties.Dpsk. Europa(A. Halvorsen)	225·3 | 32·2 | 13·3 Q116*t*B48*t*H20*t* F28*t*			Bergen Norwegian *WB*	T.3Cy.15¾″,25″&42″–30″ 97NHP BergensMek.Værks.Bgn.		N
925 13913 LRPV	**Europa Maru No. 2** *M.Tanaka* –16 *ss*Kob.2ndNo.3–2,15 (*ex*Dundas,*ex*Eiffel Tower) 1 *Dk(Stl)&Spardk(Stl)3trB*	**SteelScSr**	3078 2816 2213	✠100A1 *Spar dk* 2,16	Kob	*u*	2,16	1891 4mo	W.Dobson &Co. Newcastle	UchidaKisenKab-ushikiKaisha	330·0 | 40·3 | 19·1 P48′B80′F43′ 26·7 BK10″ *WB = Cell*			**Tarumi** Japanese *5BHCem DB*264′433*t*	T.3Cy.23″,38″&61″–42″ (*s*) 160lb *80lb* NDB00 258NHP 2SB,*6cf*,GS120,HS4120 WllsndSlpwy.Co.Ld.Nwc	29 ″ 4 s 6 ″ 0 24 ″ 4	
	Would be "Yoroppa Maru No. 2," See No. 28 in Y.																
926 JFLP	**Europe** *Esnouf*08–11 *Elec.light* Wireless 2 *Dks3trB*	**SteelTwinScSr**	4769 3303 2891					1905	Atel.&Ch. de la Loire St.Nazaire	ChargeursRéunis	369·0 | 46·0 | 23·6 P275′F52			**Havre** French *WB*	T.6Cy.21¼″,35″&58$\frac{5}{16}$″–41$\frac{7}{16}$″ NB14 438NHP Atel.&Ch.de la Loire,Nts.		V
927 JFLM	— *Duchastelle* 1 *Dk*	**SteelScDy** *(Tug)*	119 105 —					1909	Jonker& Stans,Hndrik Ido-Ambacht	Soc.Dunkerquoise deRemorq.&de Sauv.	85·3 | 18·6 | 10·1			**Dunkirk** French *WB*	T.3Cy.11$\frac{7}{16}$″,18$\frac{5}{16}$″&29$\frac{13}{16}$″– 21$\frac{13}{16}$″ 40NHP Alblasserdam.Mch.Fab.		V
928 128881 JCQD	**Eurus** *R.Anderson* –17 *Well deck* *Mchy.Aft* 1 *Dk(Irn)*	**SteelScSr**	825 574 389	✠100A1 7,17 ~~12,14~~ LMC7,13	Goo	*k*	~~12,14~~ 7,17	1913 7mo	J.Fuller-ton&Co. Paisley	G.B.Wadsworth	195·0 | 31·1 | 11·4 Q99′B11′F26′ FK *WB = Cell DB f* 110′			**Goole** British *3BHCem*	T.3Cy.16″,26″&44″–33″ (*s*) 180lb 96RHP 2SB,*4pf*,GS72,HS2246	14 ″ 0 s ″ 11 13 ″ 4	
929 JFLT	**Eurvin** *Battel*10–10 *ss*Bou.No.3–11,12 (*ex*Assyrian) 1 *Dk*	**IronScK**	190 166 54	✠100A1 *Stm Trawler* 11,12 ~~BS7,15~~ LMC11,12	Bou		N6,13	1899 10mo	Cochrane& Cooper,Ld. Beverley		110·6 | 21·0 | 11·2 Q47′F22′ BK7½″			**Boulogne** French *3BHCem*	T.3Cy.11½″,18½″&30½″–22″ 180lb (*s*) 60NHP 1SB*2pf*GS33HS1105 Gt.CentrlCo-op.Eng&Ship RepairingCo.Ld.Gms.	12 ″ 0	
930 135488 JCSD	**Euryades** *J.C.Alexander*08–13 *H.S.Andrews* –17 (*ex*Indra) Wireless 2 *Dks(Stl)* *Elec.light* Carrying fuel oil F.P.above150°F. in D.B.	**SteelScSr**	5713 5311 3620	✠100A1 ~~6,17~~ 7,17 LMC8,15 BS10,17	Liv NYk	*a*†	4,16	1913 8mo	C.Connell &Co.Ld. Glasgow	OceanS.S.Co.Ld. (A.Holt&Co *Mgrs*)	430·0 | 54·0 | 30·4 P80′B153′F80′ FK *Lloyd's SA&CP* *Cell DBa* 118′ *uE&B* 75′*f* 195′1260*t FPT*			**Liverpool** British *7BHCem* *98t APT58t*	T.3Cy.26½″,45″&75″–54″ (*r*) 200lb *110lb* 592NHP 2DB,*12cf*,GS216,HS10730 Dunsmuir&JacksonLdGls	33 ″ 1 s 6 ″ 3 27 ″ 3	
931 101720 VBWR	**Euryalus** *S.N.Rowe* –16 *ss*Cal.No.3–8,11 *Elec.light* 2 *Dks(Irn)&Webframes* *Ref.Mchy.* Wireless	**SteelScSr**	3570 3189 2308	✠ 9,12 ✠		Sng	*w*	9,12	1898 8mo	Palmers' Co.Ld. Newcastle	BritishIndiaStm. Nav.Co.Ld.	360·0 | 45·7 | 24·1 P35′B102′F45′ BK10″ *WB = Cell DB* 116′			**Glasgow** British *6BHCem* *APT24t*	T.3Cy.27″,45½″&74″–48″ 458NHP 2SB,*8rf*,GS136,HS6165 FD Palmers'Co.Ld.Nwc.	26 ″ 9	
932 128023 HQMD	**Eurybates** *F.H.Towill* –16 *ss*Yka.No.1–14 (*ex*Indradeo) 1 *Dk(Stl)&Spar dk(Stl)* *Elec.light* Wireless *&deepframing* Carrying fuel oil F.P.above150°F. in D.B.	**SteelScSr**	5559 5200 3507	✠100A1 *Spar dk* ~~9,16~~ 8,18 BS10,17 ~~BS9,16~~ LMC8,14 M12,18	Liv Lon	*a*†	9,16	1910 3mo	C.Connell &Co.Ld. Glasgow	OceanS.S.Co.Ld. (A.Holt&Co *Mgrs*)	430·2 | 50·2 | 30·7 P39′B146′F51′ FK *Lloyd's SA&CP* *Cell DBa* 116′ *uE&B* 55′*f* 207′1235*t FPT*			**Liverpool** British *7BHCem* *85t APT70t*	T.3Cy.26″,44″&73″–48″ (*r*) 200lb *110lb* 517NHP 2DB,*12cf*,GS195,HS9202 D.Rowan&Co.Glasgow	33 ″ 1 s 7 ″ 0 26 ″ 6	
933 115214 SRBP	**Eurydamas** *N.P.Pilcher* –16 *ss*Bos.No.3–8,14 (*ex*Indrasamha) 2 *Dks(Stl)&* *Elec.light* *deepframing* Carrying fuel oil F.P.above150°F. in D.B.	**SteelScSr**	5197 4832 3367	✠100A1 5,18 ~~8,16~~ BS3,17 LMC10,13 BS6,18	Yka Lon	*z*	8,16	1901 10mo	C.Connell &Co. Glasgow	ChinaMutual Stm. Nav.Co.Ld.(A. Holt&Co. *Mgrs.*)	410·1 | 49·3 | 29·6 P29′B146′F50′ FK *Lloyd's SA&CP* *Cell DBa* 113′ *uE&B* 56′*f* 192′1200*t FPT*			**Liverpool** British *6BHCem* *101t APT50t*	T.3Cy.26″,44″&73″–48″ (*s*) 200lb *100lb* 500NHP 3SB,*9cf*,GS150,HS6957 FD D.Rowan&Co.Glasgow	32 ″ 4 s 6 ″ 11 25 ″ 10	
934 131424 HVJW	**Eurylochus** *W.Charters* –15 (*ex*Indraghiri) 2 *Dks(Stl)* *Elec.light* Wireless	**SteelScSr**	5723 5277 3600	✠100A1 12,15 LMC7,16	N Yk	*a*†	~~7,16~~ 4,17	1912 3mo	Lon.&Gls. Co.Ld. Glasgow	ChinaMutual Stm. Nav.Co.Ld.(A Holt &Co. *Mgrs.*)	430·5 | 53·9 | 30·3 P79′B148′F85′ FK *Lloyd's SA&CP* *Cell DBa* 96′ *uE&B* 93′*f* 186′ 116*t FPT*			**Liverpool** British *7BHCem* *100t APT70t*	T.3Cy.26½″,45″&75″–54″ (*r*) 200lb 672NHP 2D&1SB*15cf*GS300HS12905 London&Glas.Co.Ld.Gls.	33 ″ 1 s 6 ″ 4 27 ″ 2	
935 124001 HJGP	**Eurymachus** *F.Adcock* –14 *ss*Shi.No.2–15 (*ex*Inverclyde) 2 *Dks(Stl)&deep* *Elec.light* *framing*	**SteelScSr**	4995 4759 3214	✠100A1 7,17 ~~8,16~~ BS~~8,16~~ LMC1,15 7,17	Sng Bkn	*z*	~~5,16~~ 7,17	1906 10mo	C.Connell &Co.Ld. Glasgow	OceanS.S.Co.Ld. (A.Holt&Co *Mgrs*)	400·6 | 52·3 | 29·3 P36′B142′F47′ FK *Lloyd's SA&CP* *Cell DBa* 123′ *uE&B* 48′*f* 174′			**Liverpool** British *6BHCem* 1086*t D T a*	T.3Cy.26″,44″&73″–48″ (*s*) 200lb *100lb* 495NHP 3SB,*9cf*,GS210,HS7218 FD Dunsmuir&JacksonLdGls 32′859*t FPT*103*t APT*31*t*	32 ″ 1 s 6 ″ 5 26 ″ 1	
936 115294 TLFB	**Eurymedon** *J.P.Jones* –17 (*ex*Indrawadi) 2 *Dks(Stl)&* *Elec.light* *deepframing* Carrying fuel oil F.P.above150°F. in D.B.	**SteelScSr**	5194 4817 3361	✠100A1 ~~7,17~~ ~~11,16~~ ~~11,17~~ Liv 2,18 LMC BS~~9,14~~ ~~BS6,16~~ 17	Shi	*z*	~~8,15~~ 6,17	1902 6mo	C.Connell &Co. Glasgow	OceanS.S.Co.Ld. (A.Holt&Co.*Mgrs*)	410·3 | 49·3 | 29·5 P31′B147′F52′ FK *Lloyd's SA&CP* *Cell DBa* 112′ *uE&B* 56′*f* 191′1202*t FPT*			**Liverpool** British *7BHCem* *101t APT50t*	T.3Cy.26″,44″&73″–48″ (*s*) 200lb *100lb* 500NHP 3SB,*9cf*,GS150,HS6957 FD D.Rowan&Co.Glasgow	32 ″ 4 s 6 ″ 11 25 ″10	
937 131445 HWGT	**Eurypylus** *ss*Liv,No.1–17 *R.Hill* –16 (*ex*Indrakuala) *Elec.light* Wireless 2 *Dks(Stl)* Carrying fuel oil F.P.above150°F. in D.B.	**SteelScSr**	5691 5307 3607	✠100A1 ~~4,17~~ ~~5,16~~ 7,17 LMC~~7,15~~ ~~BS9,14~~ ~~BS6,16~~ 17 9,16	Nag Liv Yka	*a*†	~~7,16~~ 7,17	1912 7mo	C.Connell &Co.Ld. Glasgow	ChinaMutual Stm. Nav.Co.Ld.(A.Holt &Co.*Mgrs.*)	430·0 | 54·0 | 30·5 P80′B148′F80′ FK *Lloyd's SA&CP* *Cell DBa* 118′ *uE&B* 75′*f* 195′1260*t FPT*			**Liverpool** British *7BHCem* *98t APT58t*	T.3Cy.26½″,45″&75″–54″(*r*) 200lb HS13405 687NHP 2D&1AuxSB,*15cf*,GS300, Dunsmuir&Jackson,LdGls	33 ″ 1 s6 ″ 3 27 ″ 3	
938 135889 JCTS	**Eustace** *A.Duntar* –18 ~~*E.Husband*01–13~~ 1 *Dk(Stl)&Shelter dk(Stl)*	**SteelScSr** *ss*Sou.No.1–18	3995 3828 2484	✠100A1 *Shelter dk* *withfreeboard* 3,18 ~~6,16~~ LMC~~6,16~~ 3,18 Carrying oil fuel F.P.above150°F. in D.B.	Lon Sou	*x*	~~2,15~~ 3,18	1913 8mo	Irvine'sSB. &D.D.Co.Ld. W Hartlepool	Hindustan Steam Shipping Co.Ld. (Common Bros., *Mgrs.*)	381·0 | 51·2 | 24·4 FK *Lloyd's SA&CP WB = Cell DBa* 110′ *uE&B* 62′*f* 156′944*t FPT*			**W.Hartlpl** British *6BHCem* *12t APT140t*	T.3Cy.25″,42″&68″–48″ (*s*) 180lb HS7902 435NHP 2SB&1AuxSB,*9cf*,GS189, Blair&Co.Ld.Stockton	26″10 s 3 ″ 0½ 24 ″ 2	
939 128504 HQSK	**Euston** *W.B.Berwick* –17 *ss*Npt.No.1–14 1 *Dk(Stl)&deepframing*	**SteelScSr**	2841 2662 1750	✠100A1 7,17 ~~6,16~~ BS~~6,16~~ LMC4,14 7,17	Bry	*u*	~~6,16~~ 7,17	1910 4mo	J.Blumer &Co, Sunderland	EustonS.S.Co.Ld. (E.ThomasRad-cliffe&Co.)	315·5 | 46·5 | 21·1 P26′B94′F30′ FK *Lloyd's SA&CP WB = Cell DBa* 104′ *uE&B* 38′*f* 126′639*t A*			**London** British *5BHCem* *PT135t*	T.3Cy.23″,38″&62″–42″ (*s*) 160lb *90lb* 260NHP 2SB,*6pf*,GS112,HS4068 J.Dickinson&Sons,Ld.Sld.	23 ″ 3 s 3 ″ 7 20 ″ 1	
940 HMJF	**Eustratios** *E.Andréades* ~~*C.Tsapis* –16~~ (*ex*Thraki) 2 *Dks(UStl-ws)* *Elec.light*	**SteelScSr** *ss*Pir.2ndNo.3–10,15	*1481* *1261* *881*	✠100A1 9,16 ~~BS9,16~~ LMC10,16 BS3,18	Pir	*q*	~~10,15~~ N3,18	1887 4mo	A.M'Mil-lan&Son Dumbarton	PandeliBros.	264·0 | 34·0 | 19·8 P26′B74′F59′ BK9″ *FPT*38*t* *Lloyd's SA&CP*			**Piræus** Greek *5BHCem* *APT16t*	T.3Cy.25″,38″&62″–42″ 140lb *90lb* NDB13 235NHP 2DB,*8cf*,GS140,HS3470 D.Rowan&Son,Glasgow	21 ″ 0 s 3 ″ 3 18 ″ 11	
941 114762 SPMG	**Euterpe** *A.Smith* –14 *ss*Hpl.No.3–6,13 *Spar dk(pt Irn&pt Stl)2trB&* *ss*Msl.No.1–18 *deep framing*	**SteelScSr**	3540 3364 2298	✠100A1 *Spar dk* *withfreeboard* 3,18 ~~8,16~~ ~~BS8,16~~ LMC~~8,15~~ 7,17	Bry Msl	*w*	~~12,16~~ 3,18	1901 9mo	SirRDixon &Co.Ld. Middlesbro'	London-American Maritim Trading Co.Ld.(Petersen& Co.Ld.,*Mgrs.*)	339·5 | 47·1 | 17·2 P&B216′F34′ 25·2 FK *WB = Cell DBa* 112′ *uE* 16′*f* 148′709*t FPT*			**London** British *6BHCem* *76t APT144t*	T.3Cy.25″,41″&67″–45″ (*s*) 180lb *110lb* NDB12 318NHP 3SB,*6cf*,GS115,HS4818 Cen.Mar.Eng.Wrks.WHpl	27 ″ 6 s4 ″ 2 23 ″ 8	

1 Numéro d'Ordre / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	11 Largeur.	11 Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, et ce qui est dit sur la Classification.
942	**Euterpe**	SteelScSr	2302	✠	Sld	*t*		1886	J.L.Thompson&Sons	Lloyd Austriaco	315·0	38·1	24·3	Trieste	T.3Cy.26″,42″&69″–48″	27 ″ 0	
			2032	9,86 ✠				6mo	Sunderland	*WB = Cell D B236′*	B86′F33′			Aust.-Hung.	330 NHP		
HGRD	*Elec.light*	2 *Dks* (1 *Stl* & 1 pt *Stl*) 3 *tr B*	1392							260*t*	*FPT 26t APT 10t*			5 *BHCem*	T.Richardson&Sons,Hpl.		
943	—	SteelScSr	897					1903	Rijkee&Co	Koninkl.Nederl.	213·4	30·5	13·3	Amstrdam	T.3Cy.15″,25″&40″–36″		V
	H.F.Drescher		676						Rotterdam	Stoomb.Maats.	Q69′B48′F26′			Dutch	96 NHP		
NRFB		2 *Dks*	543											*WB*	Maats.Feyenoord,Rot.		
944	**Euthamia**	IronScK	142			...		1890	A.W.Robertson&Co.	N.EasternSteam	96·2	20·2	10·7	Grimsby	T.3Cy.11″,18″&30″–22″	11 ″ 10	
96234	*W.Webb* –16	(*Trawler*)	139					12mo	London	FishingCo.Ld.	Q16′			British	NE&B03 45 RHP		
MJSC		1 *Dk*	54								ND03		BK7½″		Amos&Smith,Ld.Hull		
945	**Euxeinos**	SteelScSr	*2891*	✠100A1	NYk	*v*	4,16	1901	W.Pickersgill&Sons	L.Nicolaides	324·0	47·1	21·7	Piræus	T.3Cy.23″,38″&64″–42″ (*r*)	24 ″ 1	
	Hokkosis –16	*ss* Bla.No.3–4,14	*2695*	11,16 ✠LMC				11mo	Sunderland		P31′B176′F33′			Greek	180 lb 291 NHP	s 3 ″ 2	
HSTQ	(*ex* Arabistan)	1 *Dk* (*Stl*) 2 *tr B* & *deep framing* 3 *Dk rule*	*1819*	MS1,14	BS~~6,16~~ 11,17			*Lloyd's*	*SA&CP*	*WB = Cell D Ba*	104′ *u* E20′ *f* 132′ 712*t*	FK		6 *BHCem* *APT* 39*t*	2SB,*6pf*,GS89,HS3640 FD G.Clark,Ld.Sunderland	21 ″ 4	
946	**Euzkadi**	IronScSr	844					1884	Bremer Schiffsb.Ges. Vegesack	Aldecoa&Co.	190·6	27·2	14·9	Manila	C.2Cy.20″&35″–27″		
		(*ex* Cebu, *ex* Rheingold)	—								Q56′B52′F28′			Utd.States	GuteHoff- NB93 53 NHP nungshütteSterkrade		
MBRH	*Well deck*	1 *Dk* 2 *tr B*	648														
947	**Eva**	SteelScSr	237	✠100A1	Got	*b*	~~2,15~~	1913	Aktieb. LödöseVarf	Rederiaktieb. Unda (J.A.Waller,	100·4	22·4	11·2	Gothenbrg	C.2Cy.10″&22½″–15″ (*s*)	12 ″ 0	
5452	*A.H.Zimmerman* 10–13	*ss* Got.No.1-17	186	~~9,17 c,16~~	✠LMC~~4,14~~		9,~~17~~	4mo	Lödöse	*Mgr.*)	P26′RFD14′			Swedish	120 lb 20 NHP	s 1 ″ 0	
JTGQ	*Mchy.Aft*	1 *Dk* (*Stl*)	108	3,18			9,17 3,18	*Lloyd's*	*SA&CP*	*WB = FPT 27t APT 6t*		FK		3 *BHCem*	1SB,*1cf*,GS12,HS363 AktiebLödöseVarf,Lödöse	11 ″ 2	
948	—	Iron&SteelScK	*186*	✠	Gms			1899	Edwards Bros. NorthShields	D.TejeroPerez	114·5	21·1	10·8	Corunna	T.3Cy.12¼″,19½″&32″–22½″	11 ″ 10	V
	Suarez –15	*ss* Gms.No.1–03	*169*	*Well fishing vessel*				3mo			Q56′F21′			Spanish	61 NHP		
HMBP	(*ex* Sirdar)	1 *Dk*	*68*	9,08 ✠									BK7½″	3 *BHCem*	1SB,*2pf*,GS34,HS1060 G.T.Grey,SouthShields		
		Iron framing & Steel plating															
949	—	SteelSc	148					1895	G.Seebeck Geestemünde	Norddeutsche Hochseefischerei A.G.	105·8	21·0	10·3	Gstemnde	C.2Cy.16$\frac{15}{16}$″&30$\frac{15}{16}$″–22$\frac{15}{16}$″		G
	O.Habbe 12–12	(*Trawler*)	138											German	37 NHP		
KRHC		1 *Dk*	52											*WB*	G.Seebeck,Geestemünde		
950	**Eva Wales**	SteelScK	251	✠100A1	Goo			1915	GooleS.B. &RepgCo.Ld. Goole	~~T.J.Wales~~ RedRoseSteam Trawlers Ld.(J.A. Taylor, *Mgr.*)	125·0	22·7	12·1	Fleetwood	T.3Cy.12½″,22″&36″–24″ (*s*)	13 ″ 0	
136900			232	*StmTrawler*				1mo			Q69′F19′			British	180 lb 77 RHP		
		1 *Dk*	101	1,15 ✠LMC1,16				*Lloyd's*	*SA&CP*				BK7½″	4 *BHCem*	1SB,*3pf*,GS46,HS1305 Lidgerwood,Ld.Glasgow		
951	**Evadne**	SteelScK	189	✠100A1	Hul		9,12	1907	Mackie& Thomson Glasgow	Gt.NorthernS.S. FishingCo.Ld.	110·3	22·0	10·8	Hull	T.3Cy.11″,18″&30″–22″ (*s*)	11 ″ 7	
124755	*W.Morley* –14	*ss* Hul.No.1–11	175	*StmTrawler*				4mo			Q22′			British	200 lb 56 RHP		
		1 *Dk*	74	7,14				*Lloyd's*	*SA&CP*				BK7″	4 *BHCem*	1SB,*2pf*,GS29,HS819		
				BS7,14 ✠LMC7,11									*WB = D tanks f* 14′ 32*t*		W.V.V.Lidgerwood,Gls.		
952	**Evangel**	SteelScK	197	✠100A1	Gms			1914	Smith's DockCo.Ld. Middlesbro'	ConsolidatedStm. Fishing&IceCo. (Gms.)Ld. (J.D. Marsden, *Mgr.*)	112·5	21·5	11·7	Grimsby	T.3Cy 11½″,19½″&32″–24″(*s*)	12 ″ 4	
135995	*H.S.Andrews* –14		180	*StmTrawler*				2mo			Q67			British	180 lb 68 RHP		
	Elec.light	1 *Dk*	76	2,14 ✠LMC2,14				*Lloyd's*	*SA&CP*				BK7½″	2 *BHCem*	1SB,*2pf*,GS38,HS1221 Smith's DockCo.Ld.Mdb.		
953	**Evangeline**	SteelTwinScSr	3798	✠100A1	Hfx	*w*	~~12,15~~	1912	Lon.&Gls. Co.Ld. Glasgow	~~Oriental Navigation Corporation~~ J.W.Elwell&Co.	350·7	46·0	30·3	New York ~~Boston,Mas.~~ Utd.States	T8Cy(2)24″(2)38½″&(4)44″	33 ″ 0	
212951	*F.W.Hawes* –15	2 *Dks* & *Awng dk*	3500	*Awng dk*	NYk		10,17	10mo							–33″ 180 lb (*r*) 638 NHP	~~15 ″ 5~~	
LFGJ	*Elec.light* Wireless	(*Stl*–ws) 3 *tr B*	2314	*with freeboard*											2DB,*12cf*,GS242,HS9590 FD	~~18 ″ 2~~	
		ss NYk.No.1–17		10,17 ~~12,15~~ ✠LMC10,~~12~~ ~~10,17~~				*Lloyd's*	*SA&CP*	*WB = Cell D Ba* 70′ *u* E&*B* 86′ *f* 135′ 455*t*		FK		6 *BHCem*	86′ *f* 135′ 455*t* London&Glas.Co.Ld.Gls.	8 ″ 9 24 ″ 10	
954	**Evaristo**	SteelSc	107	✠	Trn			1894	Mackie& Thomson Glasgow	Hijos de Ochoa	80·4	18·0	7·6	Bilbao	C.2Cy.10″&20″–14″	8 ″ 6	
	R.Casariego –11		91	3,96				1mo			Q23′			Spanish	12 NHP		
HMBQ	(*ex* Buffalo)	1 *Dk* (*Stl*)	60	✠							len96		BK5″	3 *BHCem*	1SB,*1pf*,GS12,HS318		
	Mchy.Aft		*Coasting, River & Canal p*			*ur*	*poses*						*WB = FPT 10t*		Muir&Houston,Glasgow		
955	**Eveleen**	SteelScSr	434	✠100A1	Bel	*h*	~~12,16~~	1891	Workman, Clark&CoLd. Belfast	J.Milligen&Co.Ld.	171·8	26·1	10·2	Belfast	T.3Cy.16″,26″&42″–30″ (*s*)	12 ″ 8	
96274	*R.Lascelles* –17	~~*ss* Bel.2nd No.3–12~~	351	10,17 ~~12,16~~			10,17	3mo			P19′Q80′B50′F24′			British	160 lb 90 RHP	s ″ 8	
	Well deck	1 *Dk* (*pt Stl & pt Irn*) *ss* Bel.2nd No.3–12,16	171	✠NB6,00 ✠LMC12,16				*Lloyd*	*SA&CP*	*WB = Cell DB* 80′ 81*t FPT*			BK6″	4 *BHCem* 15*t APT* 10*t*	1SB,*3cf*,GS60,HS1598 Muir&Houston,Glasgow	12 ″ 8	
956	**Eveline**	SteelScSr	2605	✠100A1	Bry	*t*	~~1,16~~	1897	W.Gray& Co.(Lim.) W Hartlepool	Pyman,Bell&Co. (Lim.)	314·0	44·1	20·7	Newcastle	T.3Cy.23″,36½″&62″–39″ (*s*)	23 ″ 3	
106615	*B.Burgess* –10	*ss* Shl.No.3–5,10	2405	~~6,17 4,17~~ 9,17	Bry Shl		9,17	5mo			P27′B70′F31′			British	160 lb *80 lb* 244 NHP	s 4 ″ 0	
PQVL		*ss* Cff.No.1–14	1660	BS6,16 ✠LMC5,14									FK	5 *BHCem*	2SB,*6rf*,GS83,HS3718	19 ″ 7	
		1 *Dk* (*Irn*) 2 *tr B* & *Web frames* 3 *Dk rule*						A&CP		*WB = Cell DBa*	106′ *u* E&*B* 38′ *f* 126′			726*t APT* 40*t*	Cen.Mar.Eng.Wrks.WHpl		
957	—	SteelScK	208	✠100A1	Ymu		~~7,15~~	1900	Bonn& Mees Rotterdam	Stoomvisscherij Maats.Mercurius	120·9	21·1	12·7	Ymuiden	T.3Cy.12″,20″&32″–22″ (*s*)	13 ″ 6	
	J.van Loosen 03–08	*ss* Ams.No.3–9,11	202	*StmTrawler*	Ams		6,17	4mo			Q23′			Dutch	180 lb 60 NHP		
		ss Ymu.No.1–16	76	6,17 ~~11,16~~ ✠LMC									BK7″	3 *BHCem*	1SB,*2cf*,GS330,HS1054		
		1 *Dk*		MS1,15	~~BS5,16 9,17~~ BS7,15			A&CP					*WB = DBf* 19′ 14*t*		Earle's Co.Ld.Hull		
958	**Eveline Nutten**	SteelScK	183	✠100A1	Abn			1915	Hall,Russell&Co.Ld Aberdeen	E.C.Nutten	110·3	21·8	11·7	Aberdeen	T.3Cy.12½″,20′&33′–21′ (*r*)	12 ″ 7	
137167			183	*StmTrawler*				4mo						British	160 lb 67 RHP		
		1 *Dk*	78	4,15 ✠LMC4,16				*Lloyd's*	*SA&CP*				BK7½″	3 *BHCem*	1SB,*2pf*,GS36,HS1258 Hall,Russell&Co.Ld.Abn.		
959	**Evelyn**	SteelScSr	3141	✠100A1	NYk	*u*	7,16	1912	NwprtNws S.B.&D.D.Co. Newprt News	A.H.BullS.S.Co. (A.H.Bull&Co. *Mgrs.*)	313·6	46·1	22·9	NewYork	T.3Cy.22″,37″&60″–42″ (*s*)	25 ″ 6	
210004	*H.Jensen* –16	*ss* NYk No 1–17	2759	~~12,15~~ 11,17 NNs				6mo			P36′B94′F31′			Utd.States	180 lb *180 lb* 280 NHP		
LCKQ	*Elec.light*	2 *Dks* (*Stl*) & *Web frames*	2443	✠LMC6,~~12~~ 9,17				A&CP	*WB = Cell DBa*	100′ *u* E20′ *f* 136′ 679*t FPT*		FK		5 *BHCem*	2SB,*6cf*,GS138,HS4680		
	Sub.Sig.	*Longitudinal framing*												78*t APT* 248*t*	Newport News SB&DD.Co.		
960	—	SteelScK	235	✠100A1	Flt		7,14	1906	GooleS.B. &RepgCo.Ld. Goole	J.Marr&Son,Ld. (J.A.Robertson, *Mgr.*)	125·0	22·6	11·5	Fleetwood	T.3Cy.12½″,21′&33′–24′ (*s*)	12 ″ 6	
122937	*A.E.Haywood* –13	*ss* Flt.No.1–10	205	*StmTrawler*				3mo			Q68′			British	180 lb 56 RHP		
		1 *Dk*	92	11,13				*Lloyd's*	*SA&CP*				BK7½″	3 *BHCem*	1SB,*2pf*,GS33,HS1250		
				BS11,13 ✠LMC6,10											G.T.Grey,SouthShields		
961	**Everest**	SteelScSr	2109	✠100A1	Cff	*s*	~~11,14~~	1898	W.Gray& Co.Ld. W Hartlepool	J.E.Murrell&Son	289·8	42·1	19·2	W.Hartlpl	T.3Cy.21½″,35″&58″–39″ (*s*)	21 ″ 9	
106991	*J.Dower* –03	*ss* Hpl.No.3–12,10	1918	11,14			N3,18	11mo			P27′B69′F29′			British	160 lb *125 lb* NDB10 217 NHP	s 3 ″ 6	
QKBR		1 *Dk* (*Irn*) & *deep framing*	1332	~~BS7,14~~ ✠LMC12,10				A&CP		*WB = Cell DB*		FK		5 *BHCem*	2SB,*6rf*,GS73,HS3370	18 ″ 7	
											a & u E 110′ *f* 120′ 607*t*			*APT* 54*t*	Cen.Mar.Eng.Wrks.WHpl		
962	—	SteelScK	189	✠100A1	Hul		4,13	1907	Mackie& Thomson Glasgow	~~Gt.NorthernS.S. FishingCo.Ld.~~ HullSteamFishing &IceCo.Ld.	110·3	22·0	10·8	Hull	T.3Cy.11″,18′&30″–22″ (*s*)	11 ″ 7	
124754	*G.H.White* –09	*ss* Hul.No.1–11	175	*StmTrawler*				3mo			Q22′			British	200 lb 56 RHP		
JGSM		1 *Dk*	74	6,14				*Lloyd's*	*SA&CP*				BK7″	4 *BHCem*	1SB,*2pf*,GS29,HS819		
				BS6,14 ✠LMC7,11									*WB = D tanks f* 14′ 32*t*		W.V.V.Lidgerwood,Gls.		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. / No. of Decks, &c.	3	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years assigned now expired. Distinguishing letter.	7* Date when tail shaft last scrd.	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of L.R. or Trade Cert.
963 204579 KWHT	**Everett** *E.J.Giles* 07–11 *Elec.light Mchy.Aft*	**SteelSc3MstSr** Sub.Sig. 1*Dk*	5065 — 3097	✠100A1 *StmTrawler* 70	Hul		6,16 1,18	1907	ForeRiver S.B.Co. Quincy, Mass.	NewEnglandCoal &CokeCo.	373·2	52·7	29·8	Boston Utd.States *WB*	T.3Cy.28″,44″&73″–48″ 369NHP ForeRiverS.B.Co.Quincy		C R
964 116124 JGSN	**Evergreen** *W.Grantham* –17 *ss*Hul.No.3–6,15	**SteelScK** 1*Dk*	180 171 70	✠100A1 *StmTrawler* LMC6,16	Hul			1903 1mo	Mackie& Thomson Glasgow *Lloyd's SA&CP*	Gt.NorthernS.S. FishingCo.Ld.	109·1	21·6	10·6 BK7½″ *WB=DeepTa*	Hull British *1BHCem*	T.3Cy.11″,18″&30″–22″ (*s*) 200lb 48RHP *nks f*14′22*t* 1SB,*2pf*,GS24,HS750 Muir&Houston,Ld.Gls.	11 ″ 6	
965 106736 PQUR	**Everilda** *ss*Gls No.2–17 **SteelScSr** *W.J.Park* –16 *ss*Shp.No.3–10,09 (*ex*Aldersgate, *ss*~~Nwo.No.1 14~~, *ex*Britannic) *Elec.light* 1*Dk*(*Irn*)2*trB*&*F* *Web frames*3*Dk rule*		3080 2870 1971	✠100A1 ~~2,14~~2,16,18 ~~BS4,16~~ LMC10,16 6,17	Nwc	*u*	8,16 3,18	1897 4mo	W.Gray& Co.Ld. WHartlepool A&CP	S.S.EverildaCo.Ld (Maclay&McIntyre, *Mgrs.*) *WB=Cell*	325·0	47·0	22·4 P27′B82′F32′ FK *DBa*&*uE* 130′*f* 136′	Glasgow British 5*BHCem* 731*tAPT*53*t*	T.3Cy.24″,38″&64″–42″ (*s*) 160lb ~~100lb~~ NDB17 281NHP 2SB,*4rf*&*2cf*,GS90,HS4455 Cen.Mar.Eng.Wrks.WHpl	24 ″ 10 s 4 ″ 5½ 20 ″ 8	
966 136242 JKWF	**Everton** *G.Blackshaw* –15	**SteelScK** 1*Dk*	239 217 90	✠100A1 *StmTrawler* 5,15 LMC5,15	Hul			1915 5mo	Cochrane& Sons,Ld. Selby *Lloyd's SA&CP*	~~Gt.NorthernS.S. FishingCo.Ld.~~ HullStm.Fishing& IceCo.Ld.	116·0	22·5	12·5 Q27′ BK7″ *WB=MT*11′40*t*	Hull British 4*BHCem*	T.3Cy.10″,17″&28″–24″ (*s*) 200lb 51RHP 1SB,*2pf*,GS25,HS810 Gidgerwood,Ld.Glasgow	13 ″ 2	
967 136243 JKWG	**Evesham** *J.Mecklenburgh* –15	**SteelScK** 1*Dk*	239 217 90	✠100A1 *StmTrawler* 6,15 LMC6,15	Hul			1915 6mo	Cochrane &Sons,Ld. Selby *Lloyd's SA&CP*	~~Gt.NorthernS.S. FishingCo.Ld.~~ HullStm.Fishing& IceCo.Ld.	116·0	22·5	12·5 Q27′ BK7″ *WB=MT*11′40*t*	Hull British 4*BHCem*	T.3Cy.10″,17″&28″–24″ (*s*) 200lb 51RHP 1SB,*2pf*,GS25,HS810 Lidgerwood,Ld.Glasgow	13 ″ 2	
968 123126 HJML	**Ewell** *W.G.Tickner* –16 *ss*Cff.No.2–15 (*ex*Balham,*ex*Berne) 1*Dk*(*Stl*)&*deep* *Well deck Mchy.Aft Elec.light framing*	**SteelScSr**	1036 763 526	✠100A1 ~~12,16~~5,16 LMC ~~MS4,14~~ ~~BS5,16~~	Shl	*m*	~~5,16~~ 3,17	1906 10mo	Dublin Dockyard Co. Dublin *Lloyd's SA&CP*	Wandsworth, Wimbledon& EpsomDistrict GasCo. *WB=Cell*	220·0	34·2	13·4 Q107′B14′F27′ FK *DBf*134′231*t FPT* 117*tAPT*10*t*	London British 4*BHCem*	T.3Cy.17″,27½″&44″–33″ (*r*) 180lb *75lb* 127NHP 1SB,*3cf*,GS63,HS2055 Ross&Duncan,Glasgow	15 ″ 6 s 1 ″ 3½ 14 ″ 6	
969 5524 JTMW	**Ewy** *C.L.Lundgren* 13–14 *Mchy.Aft* 1*Dk*	**SteelSc3MstSr**	252 205 142					1913	Eriksbergs M.V.Aktieb. Gothenburg	H.Silvén	101·3	22·4	11·4 P31′F15′	Seffle Swedish *WB*	C.2Cy.10″&22½″–15″ 16NHP Eriksberg M.V.Aktieb,Got		V
970 125309	**Excel** *J.Downie* –07 1*Dk*	**SteelScK**	103 94 43	✠ *For fishing purposes* 10,12 ✠	Abn			1907 9mo	J.Duthie, Sons&Co.Ld. Aberdeen	R.Bisset&Co.	86·6	18·1	8·8 BK6″	Fraserbro' British 3*BHCem*	C.2Cy.11½″&27″–16″ 36RHP 1SB.*2pf*,GS29,HS819 J.S.Vaux&Co.Sunderland	9 ″ 6	
971 92906	**Excellence Pleske** *L.Tannebeck* 00–12 *ss*Rot.2ndNo.3–1,11 (*ex*Abeona) *ss*Cpn.No.1–16 *Well deck* 1*Dk*(*Stl*)2*trB*	**SteelScSr**	2059 1575 1298	✠100A1 ~~4,14~~ 6,16,17 LMC4,16 BS6,17	Cpn	*r*	N4,16	1886 8mo	W.Gray& Co. WHartlepool A&CP	~~LambertBros.Ld.~~ TheShippingController (Lambert Bros.Ld., *Mgrs.*)	275·3	37·3	19·8 P29′Q76′B108′F36′ BK9½″ *WB=DBa*	London British 4*BHCem*	T.3Cy.21″,35″&57″–39″ (*s*) 150lb 203NHP 2SB,*4cf*,GS73 88′*f*104′483*t* Cen.Mar.Eng.Wrks.WHpl	21 ″ 9	
972 JCPG	**Excellencen** *Taxt* (*ex*ExcellencenToll) 2*Dks*	**IronScSr**	425 378 241					1859	MotalaCo. Norrköping	ArendalsDampskibsselskab	159·2	23·1	16·5 Q36*t* H6*t*	Arendal Norwegian	C.2Cy.33″&57¾″–23¼″ NE76&NB84 134NHP MotalaCo.,Gothenburg		N
973 135626 JWNR	**Excelsior** *W.Birney* 97–12 *Ref.Mchy.* Wireless 3*Dks*	**IronSc4MstSr**	3542 — 1876					1882	Harlan& Hollingwth C Wilmngtn Dl.	SouthernPacific Co.	340·0	42·5	23·5 32·6 *WB*	N.Orleans, La. Utd.States	C.2Cy.38″&76″–54″ NB08 354NHP Harlan&Hollingsworth C.		
974 3470 JKQC	— ~~*O.Hammarlund* 16–12~~ (*ex*Billio,*ex*Wylo) *ss*Hbg.2ndNo.3–3,09 *Well deck* *ss*Hbg.No.1–14 1*Dk*(*Irn*)2*trB*	*J.Nordgren* –18 **IronScSr**	1395 1128 841	✠100A1 3,16 ~~DBS4,16~~ LMC4,14 ~~MBS1,17~~ 2,18 ~~DBS3,17~~ 4,18	Got	*p*	~~3,16~~ 3,17	1883 8mo	J.Readhead &Co. S.Shields *Lloyd's SA&CP*	H.Unér Aktieb. (Rob.Göhle, *Mgr.*)	250·0	36·2	17·6 Q95′B52′F26′ BK9″ *WB=DBa*	Nrrköping Swedish 4*BHCem*	C.2Cy.29″&54″–36″ (*i*) 80lb *90lb* NDB06 *fd*08135NHP 1SB.*4pf*,GS60,HS2196 J.Readhead&Co.S.Shields	18 ″ 8 s 1 ″ 7 18 ″ 0	
975 86326 WPJD	— *ss*Mel.No.3–5,00 *ss*Mel.No.2–08 1*Dk*(*pt Stl*)	**SteelScCtr**	340 287 172	✠ 7,14 NB11,92 ✠	Mel	*g*		1882 9mo	Day,Summers&Co. Southampton	Huddart,Parker, Ld.	186·6	21·1	10·7 Q92′ BK7½″	Melbourne British 5*BHCem*	Q.4Cy.15″,21″,31″&43″–30″ 143NHP 2SB,*4rf*,GS78,HS2600 *Qpd*92Rnkn&BlckmreGrk		
976 104743	— *Evans* 1*Dk*(*Stl*) *Elec.light*	**SteelScSr**	301 249 155	✠ 5,97 ✠	Dun	*d*		1897 5mo	Gourlay Bros.&Co. Dundee	S.Australian FarmersCo-operativeUnion,Ld.	131·0	24·2	11·0 B16′F16′ BK5″ *WB=FPT*	P Adelaide British 4*BHCem* 13*tAPT*14*t*	C.2Cy.16″&36″–24″ 60RHP 1SB,*3pf*,GS49,HS1245 GourlayBros.&Co.,Dun.	11 ″ 7	
977 76525	—	**WoodScFlat**	122 117 96					1864	W.Cross Winsford	SaltUnion,Ld.	82·0	19·5	10·0	Liverpool British	2Cy.9¼″–12″ NB83 19RHP W.Gaulton,Manchester		
978 108482	**Exeter** *R.Porter* –16 *ss*Gms.No.3–4,10 *ss*Gms.No.1–15 1*Dk*	**SteelScYl**	165 152 64	✠100A1 *StmTrawler* 10,16 NB3,16 LMC3,16	Gms		10,16	1897 10mo	Mackie& Thomson Glasgow A&CP	ConsolidatedStm. Fishing&IceCo. (Gms.)Ld.(J.D. Marsden, *Mgr.*)	104·2	21·0	10·7 Q17′F19′ DptF&s10 BK7½″	Grimsby British 4*BHCem*	T.3Cy.10″,16″&27″–20″ (*s*) 180lb 45RHP 1SB.*2pf*,GS26,HS656 Muir&Houston,Ld.Gls.	11 ″ 7	
979 91064 KQJD	**Exeter City** *H.C.Allen* –16 *ss*Brs.2ndNo.3–7,12 *ss*Brs.No.1–16 2*Dks*(*Irn*)3*trB*	**SteelScSr**	2140 1977 1359	✠100A1 ~~3,17~~ ~~4,16~~ 11,17 LMC11,16 BS11,17	Brs	*s*	N11,16	1887 12mo	BlythS.B., Co.(Lim.) Blyth A&CP	C.Hill&Sons *WB=*	285·0	38·0	23·9 P29′B62′F36′ BK10″ *DBa*36′&*uB*26′261*t*	Bristol British 6*BHCem* *MT*30′336*t*	T.3Cy.22½″,37″&61″–42″ (*s*) 160lb *100lb* NDB10 247NHP 2SB,*6cf*,GS108,HS3796 Blair&Co.(Lim.),Stockton	25 ″ 3 s 4 ″ 0 22 ″ 3	
980 136941 JHCV	**Exford** *G.M.Carter* –16 *Elec.light* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) 2*nd dk Beams in Nos.1&4holds* *Tonnage opening closed 1917*	**SteelScSr**	5886 4264 3774	✠100A1 *Shelter dk* *withfreeboard* 1,17 LMC10,14	Cff	*y*	N1,17	1914 10mo	Bartram& Sons,Ld. Sunderland *Lloyd's SA&CP*	TatemStm.Nav. Co.Ld.(W.J. Tatem,Ld. *Mgrs.*) *WB=CellDBa*140′*uE*	400·0	52·0	25·4 FK 25′*f*173′989*t FPT* 130*tAPT*100*t*	Cardiff British 6*BHCem*	T.3Cy.27½″,45″&75″–48″ (*s*) 180lb *120lb* 453NHP 3SB,*9cf*,GS195,HS7379 J.Dickinson&Sons,Ld. Sld.	36 ″ 0 s10 ″ 3 26 ″ 2	
981 132720 HVWK	**Exmoor** *J.M.Hardy* –15 1*Dk*(*pt Irn pt Stl*)2*trB* *Carrying fuel oil F.P.above 150°F.in D.B.*	**SteelScSr**	4329 4091 2759	✠100A1 12,15 ~~Framed 12,16~~ LMC BS7,16 ~~MS4,17~~	Shl	*x*	~~4,15~~ 4,17	1912 5mo	J.Readhead &Sons,Ld. SouthShields *Lloyd's SA&CP*	MoorLine,Ld. (W.Runciman& Co.Ld. *Mgrs.*) *WB=CellD*	363·2	51·1	27·1 P32′B98′F34′ FK *Ba*114′*uE* 23′ *f* 158′	London British 6*BHCem*	T.3Cy.26″,42″&69″–48″ (*r*) 180lb *100lb* 385NHP 2SB,*6cf*,GS132,HS6330 960*tAPT*59*t* J.Readhead&Sons,Ld.SShl	28 ″ 9 s 5 ″ 7 23 ″ 6	
982 109787 RKCJ	**Exmouth** *A.Gill* –13 *ss*Cff.No.3–7,12 1*Dk*(*Irn*)2*trB* *deep framing&Web frames*	**SteelScSr**	3923 3486 2499	✠100A1 5,15 ~~BS5,16~~ LMC1,15 ~~MS4,17~~ ~~BS5,16~~ 5,18	Lon	*w*	~~5,16~~ ~~5,14~~ 1,18	1899 10mo	Richardsn, Duck&Co. Stockton A&CP	ExmouthSS.Co.Ld (AnningBros.) *WB=CellDBa*117′*uE*23′	340·0	48·1	25·9 P32′B181′F33′ FK *f*140′892*t FPT*160*t*	Cardiff British 6*BHCem* *APT*114*t*	T.3Cy.25″,42″&68″–45″ (*s*) 180lb ~~90lb~~ 343NHP 2SB,*6rf*,GS124,HS5400 Blair&Co.Ld.Stockton	28 ″ 4 s 4 ″ 3 24 ″ 6	

1 Numéro d'Ordre / Numéro Officiel / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Forces assignés maintenus et expiré. Lettre d'Enlignement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
983 127096	**Exmouth** *B.H.Galvin* –12 1*Dk*	**SteelScK**	236 214 92	✠100A1 *StmTrawler* 6,14 ✠LMC4.12	Mil		6,14	1912 4mo *Lloyd's*	Cochrane &Sons Selby *sA&CP*	WesternSteam TrawlingCo.Ld. (S.M.Price,*Mgr.*)	120·0|21·5|11·7 Q69'F19' BK7½"			Bristol British	T.3Cy.12",21"&34"–24" (*r*) 180lb 66RHP 3*BHCem* 1SB,*2pf*,GS35,HS1075 C.D.Holmes&Co.Ld.Hull	12 ″ 6	
984 135254 JCST	**Exmouth II.** *E.H.Edwards* –13 Wireless (*See Sailing Ship Register*)	**SteelAuxSc3MstSr** *Stm.Eng.* (*TrainingShip*) 2*Dks*	350 305 222					1913	Rennie, Forrestt S.B.Co.Ld. Wivenhoe	Managers of Metropolitan AsylumDistrict	146·3|27·1|13·3			London British	C.2Cy.12"&24"–16" 24RHP A.G.Mumford,Ld.Colchstr		
985 200749	**Expansion** *H.Wilhelmsen* 1*Dk*	**WoodSc** *PetrolMotor*	175 — 113					1904	..... Oakland,Cal.	NorthAlaska SalmonCo.	104·6|24·6| 8·2			S.Frncisco Utd.States	Petrol Motor		
986 102917 JMSB	**Expedient** *B.Ellis* –16 1*Dk*	**IronScK** *ss*Hul.No.3–5,06 *ss*Hul.No.2–14	145 138 61	✠100A1 *Stm Trawler* 8,16 B88,16 ✠LMC12.14	Hul		N3,15	1893 8mo *Lloyd's*	Mackie& Thomson Glasgow *sA&CP*	Gt.NorthernS.S. FishingCo.Ld	100·5|20·5|10·7 ptND06 BK7½" *WB*=			Hull British	C.2Cy.15"&30"–20" (*s*) 110lb 40RHP 3*BHCem* 1SB,*2pf*,GS33,HS813 Muir&Houston,Glasgow	11 ″ 7	
987 73601	**Experiment** *W.H.Scarborough* –16	**IronScSr**	240 240 163					1875	Aitken& Mansel Glasgow	~~J.H.Pounder~~ J.Fletcher	113·0|26·1|11·1			W. Hartlpl British	C.2Cy.15"&30"–16" 40RHP Rait&Lindsay,Glasgow		
988 102944	**Expert** (*Trawler*) 1*Dk*	**Iron&SteelScK**	156 145 64			...		1894	Mackie& Thomson Glasgow	T.Lauder	103·7|20·5|10·7 Q17'RFD16' BK7½"			Aberdeen British	T.3Cy.11",17"&27½"–20" 45RHP *WB* Muir&Houston,Glasgow	11 ″ 7	
989 119615	— *J.N.Stephen*07–07 1*Dk*	**SteelScK**	100 92 39			...		1907	Hall,Rus- sell&Co.Ld. Aberdeen	Leask,Stephen& Buchan	86·4|18·6| 9·1 BK7½"			Peterhead British	C.2Cy.13"&28"–18" 38RHP *WB* Hall,Russell&Co.Ld.Abn.	9 ″ 10	
990 99044 JNFH	— *W.Bradley*16–16 1*Dk*	**SteelScSr** (*Tug*)	100 100 20			...		1892	R.&H. Green London	SteamTugExpert Co.Ld. (D.L. Griffiths)	86·9|18·0|10·4 BK6"			London British	C.2Cy.18"&36"–24" 70RHP J.Stewart&Son,Lon.	11 ″ 6	
991 131295 HRSB	**Explorer** *C.Netherton* –15 2*Dks*(*Stl*)&3*rd dk*(*Stl*)*in No.1hold* *Elec.light* Wireless	**SteelSc4MstSr** *ss*Liv.No.1–14 3*Dk rule*	7969 6958 5109	✠100A1 6,17 2,16 ✠LMC MS2,14 BS10,14 2,15 *Carrying fuel oil F.F.above*150°	Liv	*c* †	~~3,16~~ 6,17	1910 10mo *Lloyd's* *F in D.*	C.Connell &Co.Ld. Glasgow *sA&CP* *B.&D.T.*	CharenteS.S.Co Ld (T.&J.Harrison, *Mgrs.*) *WB*=*Cell DB a* *E&B*68'*f*203'1543*t*	469·5|57·2|32·4 P54'B179'F51' FK 137'*u* *DT a* 30' 995*t FPT*			**Liverpool** British 9*BHCem* 100*t APT*44*t*	Q4 Cy25½",36½",52"&74"–54" 215lb (*s*) 604NHP 2D&1AuxSB,*15cf*,GS316, HS10741 Dunsmuir&Jackson,LdGls	35 ″ 0 s 7 ″ 6½ 27 ″ 10	
992 512 LMAB	**Export** *A.Wezkalnin* 1*Dk*(*Irn*)2*trB&Web frames* 3*Dk rule*	**SteelScSr** *ss*Shl.No.2–11	2712 2527 1818	✠100A1 *with freeboard* 4,14 ✠LMC7,16	Shl	*u*	7,16	1902 8mo *Lloyd's*	R.Craggs& Sons.Ld. Middlesbro' *sA&CP*	RussianCom- mercialS.S.Co. (P.Regier,*Mgr.*) *WB*=*CellDB*	320·1|45·1|21·4 P27'B90'F35' FK *a*98' *uE&B* 40'*f*134'			Taganrog Russian 5*BHCem* 723*t FPT*68*t*	T.3Cy.22½",36½"&62"–42"(*r*) 180lb *90lb* 263NHP 2SB,*6cf*,GS125,HS3944 Richardsons,Westgarth& *APT*55*t* Co.Ld.Mdb.	23 ″ 6 s 3 ″ 11 20 ″ 0	
993 NSRH	**Expres** *H.Buhr* *Ref.Mchy.* 1*Dk&Awng dk*	**IronScSr**	629 526 350					1881	Flensburgr Schiffsb.Ges. Flensburg	DetForenede DampskibsSelsk.	210·1|27·5|13·6 P48*t* H21*t* 20·2 F29*t*			Aalborg Danish *WB*	C.2Cy.32½"&60"–36" 180NHP FlensburgerSchiffsb.Ges.		
Sunk Collision 4.17 93208 WJRL	**Express** *W.Anderson* –17 *Mchy.Aft*	**IronScSr** *ss*Lth.3rdNo.3–6,06 *ss*Lth.No.2–15 1*Dk*	217 159 98	✠ ~~A1~~ 7,15 ✠NB10,01 ~~EMC~~ ~~BS10,14 MS1,16~~	Lth		7,15	1869 2mo	Readhead, Softley&Co. S.Shields A&CP	S.Reid&Son	138·1|19·1|10·2 Q28'B44' len82 BK6" *WB*=*DB*			Kirkwall British 4*BHCem* *a*20' *f*43' 45*t*	C.2Cy.18"&34½"–22" (*i*) 75lb *80lb* NDB04 50RHP *Cmp.*75 1SB,*2pf*,GS31HS880 Readhead,Softley&CoS.Sb	11 ″ 0 ~~s 1 ″ 0½~~ ~~10 ″ 9~~	
995 76397	— 1*Dk*	**WoodScFlat**	125 116 80					1872	R.Evans Winsford	SaltUnion,Ld.	83·2|19·4|10·1			Liverpool British	2Cy.10¾"–12" 8RHP W.Allen,Manchester		
996 JFPN	— *Magnan*08–08 1*Dk*	**SteelSc**	125 96 19					1894	A.Blasse& fils Chantenay	Cie.Rhétaise(L. Berjon&Co.*Mgrs.*)	96·2|18·4| 8·0 B38'			LaFlotte French *WB*	C.2Cy.14 7/16"&23⅝"–19 7/16" NB03 21NHP Faivre,Nantes		
997 LMPS	— *H.Davidsen*04–07 1*Dk*	**SteelSc**	124 102 36					1899	Danziger Schiffsw.& Maschb. Danzig	Ver.Flensburg Ekensunder& Sonderburger Dampfs.Ges.	90·6|20·3| 7·7 Q12'B28'F16'			Flensburg German *WB*	C.2Cy.12½"&21⅝"–13½" NB12 14NHP C.Steinmig&Co.Danzig		G
998 5319 JSQG	— *P.Melinder*12–12 1*Dk*	**SteelSc**	100 57 54					1912	Eriksbergs M.V.Aktieb. Gothenburg	NoraströmsNya Ångb.Akt.(P Wessman)	76·5|17·1| 7·9 B33' H9*t*			Nora Swedish	C.2Cy.11⅝"&25¼"–16½" 21NHP EriksbergM.V.Aktieb.Got		
999 111384	— *J.Alvarez* –04 1*Dk*	**WoodScSp** (*Tender*)	74 70 12					1904	M.H.Bland &Co.Ld. Gibraltar	M.H.Bland&CoLd	80·0|15·7| 7·8			Gibraltar British	C.2Cy.14"&28"–18" 33RHP Ross&Duncan,Glasgow		
1000 3724 JLPV	**Express I.** *G.A.Johansson*13–13 (*ex*Express) 1*Dk*	**SteelScSp**	357 162 208					1900	W.Lind- bergsM.V. Stockholm	VaxholmsNya Angft.Aktieb. (B. vonSydow,*Mgr.*)	144·6|26·6| 7·6 B68' H79*t*			Vaxholm Swedish	T3Cy.15 5/16",25 7/16"&41⅝"–25⅝" 86NHP W.LindbergsM.V.Skm.		
1001 5010 JRMN	**Express II.** *J.R.B.Blomqvist*13–14 *Elec.light* 1*Dk*	**SteelSc** (*ex*Brevik)	395 167 251					1909	Eriksbergs Mek.Værks. Gothenburg	VaxholmsNya Ångf.Aktieb.(B. vonSydow,*Mgr.*)	123·1|25·4| 9·3 B84'H96*t*			Vaxholm Swedish *WB*	T.3Cy.13",17½"&35"–24 7/16" 61NHP EriksbergsM.V.Gothnbrg		
1002 136012 JFSH	**Exyahne** 1*Dk*	**SteelScK**	226 218 113	✠100A1 *StmTrawler* 6,14 ✠LMC6,14	Hul			1914 6mo *Lloyd's*	Cook,Wel- t'n&Gemmell Ld. Beverley *sA&CP*	SavoyStm.Fishing Co.Ld.(Baker& Green,*Mgrs.*)	117·0|22·0|12·7 Q61' BK7½"			Grimsby British 4*BHCem*	T.3Cy.12",21"&34"–24" (*s*) 200lb 68RHP 1SB,*3pf*,GS32,HS1099 Amos&Smith,Ld.Hull	13 ″ 7	
1003 JFPV	**Eylau** *E.Dubois*13–13 1*Dk*	**SteelScK** (*Trawler*)	304 — 110					1911	Bonn& Mees Rotterdam	Huret-Sauvage	137·8|22·0|10·8			Boulogne French *WB*	T.3Cy.13¾",22"&36"–24" 64NHP Alblasserdam.Msch.Fab.		V
1004 122969 HNLJ	**Ezardian** ~~*W.Green* –17~~ *Elec.light* *Well deck*	*J.R.Charnley* –17 **SteelScSr** *ss*Hul.No.1–13 1*Dk*(*Irn*)	875 619 426	✠100A1 7,16 ~~B87,16~~ ✠LMC2,15 BS10,17	Goo	*k*	~~7,16~~ 10,17	1909 1mo *Lloyd's*	W.Pickers- gill&Sons,Ld Sunderland *sA&CP*	TheStevenLineLd. (T.C.Steven&Co. *Mgrs.*)	200·0|31·7|11·5 P23'Q39'B50'F27' FK *WB*=*CellD*			Goole British 4*BHCem* *Ba*39' *uE*17'	T.3Cy.17",28½"&46"–33" (*r*) 160lb 138NHP 2SB,*4pf*,GS68,HS2314 G.Clark,Ld.Sunderland *f*92'186*t FPT*29*t APT*55*t*	13 ″ 7 s ·10½ 13 ″ 0	

*** Additional Ships are inserted in the Supplement at the end of the Register.

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. / Master. / Special Surveys.	3 Material, Rig, &c. / Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. † for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years elapsed since original Equipment. Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines.	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of Rule of Trade Cert.
1 200640 KSVR	F. A. Kilburn *T.McLellan* Wireless	WoodScSr 2*Dks*	997 — 612					1904	..... FairhavenCal	NorthPacificS.S. Co.	201·2|29·7|20·0 len12′			S.Frncisco Utd.States			
2 135167 JBGP	F. A. Tamplin *A.A.L.French*98–12 *Elec.light* *Mchy.Aft*	SteelScSr ssShl.No.1–17 2*Dks(Stl)&Webframes*	4004 3579 2525	†100A1 5,16 5,16 *CarryingPetr* *Fitted for oil*	Shl Lon *oleum* *l fuel*	*w* *in* 1 2,1	5,16 N4,18 *bulk* 2 *F.P.* †LMC19,17 6,17	1912 12mo *above* *Lloyd's*	Palmers' Co.Ld. Newcastle 150°F.	F.A.TamplinS.S. Co.Ld.(T.W. Tamplin&Co.) *WB=CellDBuE* 115*t DT f* 29′ 106*t*	350·0|47·5|26·5 P86′B26′F29′ FK *&B57′* *FPT*111*tAPT*62*t*		London British 13*BHCem* 10 *to U dk* 3 „ 2*nd dk*	T.3Cy.25″,41″&66″–45″ (*s*) 180lb *100lb* 346NHP 2SB,8*cf*,GS143,HS5756 Palmers'Co.Ld.Nwc.	28 „ 0 s 5 „ 4 23 „ 0	
3 200560	F. B. Squire *Elec.light*	SteelScSr 1*Dk2trB*	4582 — 3694					1903	JenksS.B. Co. Port Huron, Mich.	JenksS.S.Co. (C.O.Jenkins, *Mgr.*)	410·0|50·2|24·0			Cleveland Utd.States	T.3Cy.23″,38″&63″–40″ 251NHP JenksS.B.Co.Pt.Huron		
4 107 PDVG	F. D. Guerrazzi *Elec.light*	SteelScSr 2*Dks*	637 368 328					1912	Fratelli Orlando&Co. Leghorn	ServiziMarittimi ArcipelagoTos-cano (Comm.G Orlando,*Mgr.*)	184·9|24·4|13·7 P33′B41′F30′			Leghorn Italian *WB*	T.3Cy.16″,26½″&43″–30″ 100NHP FratelliOrlando&Co.		I
5 111123	F. D. Underwood *Elec.light Mchy.Aft*	SteelSc (*ex*Ramapo) 1*Dk&Spar dk*	3314 — 2499					1896	Union Dry Dock Co. Buffalo	Great Lakes TransitCorp.	319·5|44·0|27·8			Buffalo NY Utd.States *WB*	T.3Cy.23″,38½″&64″–42″ 266NHP KingIronWorks,Buffalo		
6 116593	F. Dupré *J.Bibeau*90–10	SteelSc 1*Dk*	114 107 70					1904	Sincennes McNaughton Line,Ld. Sorel,P.Q.	Sincennes McNaughtonLine, Ld.	73·6|20·1| 9·9			Montreal British	C.2Cy.18″&36″–24″ 48RHP Cie.Pontbriand,Sorel		
Wrecked 7 JSCG	F. Heredia *T.Olsen*16–16 (*ex*Möringen,*ex*Saga)	IronScSr ssShl.No.3–7,82 1*Dk2trB*	572 474 316	7,90	Lon	*i*		1871 5mo	Aitken& Mansel Glasgow	Dmpsk.Akties. Adine (C.H. Engelhart,*Mgr.*)	190·2|25·7|14·4 Q82′F30′ *WB*			Chrstiania Norwegian 5*BHCem*	C.2Cy.17½″&39″–26″ NB94 65NHP R.Napier&Sons,Glasgow	15 „ 7	N
8 JRKF	— *J.Borch* –16	SteelScSr (*ex*Möringen) 1*Dk*	100 75 47	*Should be "Möringen," See No. 56 in Supplement*				1901 12mo	Xiansands Mek.Værks. Xiansand	Akties.F.Heredia .(Chr.Nielsen)	91·2|16·2| 8·3 B21*t*			Chrstiania Norwegian	C.2Cy.10⅜″&22″–15″ 16NHP XiansandsM.V.Xiansand		
9	F. J. Luckenbach	SteelTwinScSr	8200 5800	100A1 *Shelter dk*				1917	ForeRiver S.B.Corp. Quincy,Mass.	LuckenbachCo.Inc	447·0|55·9|40·6 B61′			NewYork Utd.States	2 Geared Steam Turbines		
	Elec.light	*CruiserStern*	6200	*withfreeboard*											ForeRiverS.B.Cor.Quincy		
				(*ClassContem plated*)													
10 211084	F. P. Jones *Elec.light Mchy.Aft*	SteelScSr 1*Dk*	1706 — 1059					1913	Detroit S.B.Co. Wyandotte	GeorgeHallCoal Co.	244·0|43·0|21·8 Q59′F38′			Ogdensbrg Utd.States *WB*	T.3Cy.18″,29″&48″–40″ 146NHP DetroitS.B.Co.Detroit		L
11 *For full particulars See No. 1 in Supplement*	F. Q. Barstow *Elec.light* *Mchy.Aft*	SteelTwinScSr	10300	100A1 *Shelter dk* *withfreeboard* (*ClassContem plated*) *CarryingPetr oleum in bulk*				1917	NwprtNws S.B.&D.D.Co. NewprtNews	StandardOilCo. (NewJersey)	500·0|68·0|38·3			BaynneNJ Utd.States	T.6Cy.20½″,35″&60″–42″ NewportNewsSB&DD.Co.		
12 207283	F. R. Hazard *Mchy.Aft Elec.light*	SteelSc (*ex*Ontario) 1*Dk*	5494 — 4153					1910	Gt.Lakes Eng.Works. Ecorse,Mich.	PioneerS.S.Co. (Hutchinson&Co. *Mgrs.*)	444·0|56·2|31·0			Fairport Utd.States *WB*	T.3Cy.22½″,36″&60″–42″ 233NHP GtLakesEngWrks.Detroit		
13 204464 KWHC	F. S. Loop *H.Levenson*06–08	WoodScSr 1*Dk*	794 642 445					1907	..... Marshfield, Or.	LoopLumberCo.	193·0|39·0|13·6			S.Frncisco Utd.States	T.3Cy.12½″,22″&36″–42″ 64NHP UnitedEngWrks.S.Frisco.		
14 113782	F. W. Roebling *F.Stevens* –16 (*ex*GeorgeW.Pride)	WoodScSr 1*Dk*	162 140 78					1890	..... Milford,Del.	F.W.RoeblingCo. Ld. (G.S.Campbell &Co.*Mgrs.*)	102·2|22·1|12·7			Halifax NS British	C.2Cy.16″&32″–24″ NB12 40RHP J.H.DialogueCamdenUSA		
15 84156 WDJK	Fabian *J.G.Bickerstaff* –17	IronScSr 2*Dks(Irn)*	2246 2155 1445	† 10,81	Sou	Lv		1881 8mo	Oswald, Mordaunt &C Southampton	EllermanLinesLd. (GrahamSmith, *Mgr.*)	342·0|34·4|23·5 F32*t*			Liverpool British 6*BH*1PBH	C.2Cy.23″&60″–48″ NB96 249NHP Oswald,Mordaunt&Co.Sou	25„10	C
16 MBTK	Faci *Foulon* –18 ssGib No.1–18 *Elec.light* Wireless *Mchy.Aft*	SteelScK 1*Dk*	*153* *150* *68*	†100A1 2,18 2,15 †LMC2,16 2,18	Gib	*b*	12,18 2,18	1911 9mo	Cochrane &Sons Selby	Délégués á Dette Marocaine	105·1|21·0|11·2 BK7½″ *WB=*			Tangier French 3*BHCem* *DBf*19′10*t*	T.3Cy.11½″,20″&33″–24″ (*s*) 180lb 61NHP 1SB,2*pf*,GS32,HS980 Amos&Smith,Ld.Hull	12 „ 0 s „10¼ 12 „ 0	
17 MBTK	Facto *J.Danielsen* –15 ~~ssShl.No.2–13~~ (*ex*Hekla) *Well deck*	ssRot.No.3–6,17 SteelScSr 1*Dk(ptIrn&ptStl)&deepframing*	2372 2194 1449	†100A1 5,17 8,16 B87,15 †LMC1,15 4,17	Shl Rot	*t*	~~N7,15~~ 6,17	1904 7mo	ShortBros. Ld. Sunderland	Akties.Dmpsk. Facto (B.Stolt-Nielsen) *B=CellDBa*96′*u* E20*f*122′663*t FPT*	295·0|45·1|20·8 P25′B82′F32′ FK			Haugesnd Norwegian 5*BHCem* 82*tAPT*42*t* Leith	T.3Cy.22½″,37″&61″–42″ (*s*) 180lb *80lb* 257NHP 2SB,6*pf*,GS107,HS3912 N.E.MarineEng.Co.Ld.Sld	22 „ 0 s 3 „ 4 19 „ 0	
18 VHDW	Factor *E.Johnston* 16–18 ~~*HxBroomfield*03–03 ssNwc.No.3–7,16~~ ~~*Dawson* 17~~ *Well deck*	SteelScSr 1*Dk(Stl)&Webframes* *Cargo battens not fitted*	1178 934 730	†100A1 ~~4,17 11,16~~ 3,17 12,17 †LMC B82,16 MS7,16 BS4,17	Nwc Bpl	*n*	~~11,16~~ 4,17 12,17	1903 11mo	S.P. Austin &Son,Ld. Sunderland	G.Gibson&Co.Ld. *=CellDBa*67′*uE* B33′*f*88′324*t FPT*	227·9|35·0|14·6 P22′Q63′B48′F26′ FK			London British 4*BHCem* 54*tAPT*49*t*	T.3Cy.19″,31″&51″–36″ (*s*) 160lb 173NHP 2SB,4*pf*,GS78,HS2847 N.E.MarineEng.Co.Ld.Sld	16 „ 9 s 1 „ 4½ 15 „ 8	
19 MNJH	Fager *C.O.Olsen* –16	SteelScSr 1*Dk*	1121 980 656					1916	Trndhjms Mek.Værks. Trondhjem	Nilson,Nyquist& Co.	226·2|36·5|14·8 P12′B61′F26′			Chrstiania Norwegian *WB*	T.3Cy.17″,27½″&46″–30″ 115NHP Trondhjems M.V.Trndhjm		N
20 815	Fagernes *M.Razeto* –17 (*ex*MeikaiMaru) *Elec.light*	SteelScSr 3191 2*Dks(Stl)&Webframes* *Longitudinal framing*	~~3186~~ 2757 2005	†100A1 10,16 †LMC2,16	Cal	*t*	4,18	1916 2mo	OsakaIron Works,Ld. Osaka	Soc.Nazionale di Nav (G.Ansaldo &Co.*Mgrs.*) *CellDB*255′51 *tDTa*25′534*t FPT*	305·0|43·7|27·2 P19′B82′F32′ FK			Genoa Italian 5*BHCem* 112*tAPT*20*t*	T.3Cy.22″,37″&61″–42″ (*s*) 180lb FD 288NHP 2SB,6*cf*,GS90,HS3824 OsakaIronWrks.Ld.Osaka	27 „ 3 s 4 „ 4½ 23 „ 2	
21 MCRP	Fagersand *A.Andersen* *Elec.light*	SteelScSr 1*Dk&Spar dk*	1021 834 486					1906	A.Vuijk& Zonen Capelle Ysel.	Acties.Fagersand (Alf.Monsen)	210·8|32·2|16·9 P42*t*H42*t*F26*t*			Tönsberg Norwegian *WB*	T.3Cy.17½″,28½″&47″–30″ 121NHP G.T.Grey,SouthShields		N
22 1406 MBNS JQNR	~~Fagertun~~ Fagerton ~~*E.Bache* W.M.Pepperell –17~~ (*ex*Fagertun) *Elec.light*	SteelScSr 1*Dk&Spar dk*	851 747 478					1903	Soc.Anon. Chant.Nav. Anversois Hoboken	~~Skogland&~~ ~~Rasmussen~~ ~~K.P.Martin~~ The Shipping Controller (H.A. Brightman&Co.,*Mgrs.*)	210·0|30·2|15·8 H10*4t*			~~Haugesund~~ ~~Norwegian~~ London British *WB*	T.3Cy.17″,28″&46″–30″ 116NHP N.E.MarineEng.Co.Ld.Sld		N

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné pour la Date après l'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. pe.	15 Registres où coté. (si ce n'est dans le L. R.) Bureau Corr. Bur of Trade.
23 NJQP	**Fahrewohl** *H.Könemann06–09*	**SteelScLr** 1*Dk*	143 135 74					1908	G.H. Thyen Brake	**BrakerHeringsfischereiAkt.Ges.**	93·8 Q14′	21·4	10·2	**Brake** German *WB*	C.2Cy.9$\frac{7}{16}$″&18$\frac{1}{4}$″–12$\frac{1}{2}$″ 10NHP J.H.vanCapellen,Rot.		G
24 LNJC	**Fahrwohl** *J.Carstens* –13 (*ex*Hans) *(See Sailing Ship Register)*	**SteelAuxSc3MstSr** *OilEng.* 1*Dk*	122 101 88					1913	Erven J. van Aller Hasselt	**H.Propfe&Co.**	89·3 Q11′	19·6	7·1	**Hamburg** German *WB*	OilEngines 2S.C. 2Cy.10$\frac{3}{4}$″–10$\frac{3}{4}$″ D.Goedkoop,Jr.Ams.		G
25 78110 SPDV	**Fair Head** *J.Mulligan* –13 *Well deck* *Elec.light*	**IronScSr** *ss*Ard.3rdNo.3–2,12 1*Dk*(*Irn*)2*trB*	1093 835 663	✠100A1 6,15 ~~Barn~~ ~~MS8,18~~	Bkn	*n* LMC2,18 ~~BS7,18~~	3,14 6,17	1879 5mo	Harland& Wolff Belfast A&CP	**UlsterS.S.Co.Ld.** (**G.Heyn&Ss.** *Mgs*)	232·3 Q84′B65′F31′	31·2	17·0 BK8″ *WB*=	**Belfast** British 3*BHCem* *DBa*63′*f*67′	C.2Cy.27″&51″–38″ (*i*) 70lb 184NHP 2SB,*4pf*,GS75,HS2498 D.Rowan,Glasgow	18 ″ 5 s 1 ″ 5 17 ″ 9	
26 132684 HVKL	**Fair Helga** *M.Wieke* –12	**SteelScK** (*Whaler*) 1*Dk*	175 172 64					1912	Smith's Dock Co.Ld. Middlesbro'	**PremierWhaling Co.Ld.** (C. Schlesinger, *Mgr.*)	110·7	20·8	12·0	**London** British *WB*	T.3Cy.12¼″,20″&34″–24″ 73RHP Smith'sDockCo.Ld.Mdb.		C
27 122987 JMKD	**Fair Isle** *J.Shaw* –16	**SteelScK** *ss*Gms.No.3–2,16 1*Dk*	192 192 85	✠100A1 *Stm Trawler* 2,16	Gms	✠LMC2,16	K2,16	1909 3mo *Lloyd's*	Hall,Russell&Co.Ld. Aberdeen *SA&CP*	~~W.W.Crampin~~ Baker&Green	112·6	22·1	11·6 BK7½″ *WB*	**Grimsby** British 3*BHCem* =*DTf*5′11*t*	T.3Cy.11½″,20″&33″–22″ (*r*) 180lb 69RHP 1SB,*3pf*,GS41,HS1270 Hall,Russell&Co.Ld.Abn.	12 ″ 6	
28 132685 HVKJ	**Fair Magda** *H.O.H.Solberg* –12	**SteelScK** (*Whaler*) 1*Dk*	175 172 64					1912	Smith's Dock Co.Ld. Middlesbro'	**PremierWhaling Co.Ld.** (C. Schlesinger, *Mgr.*)	110·7	20·8	12·0	**London** British *WB*	T.3Cy.12¾″,20″&34″–24″ 73RHP Smith'sDockCo.Ld.Mdb.		C
29	**Fair Maid** *Elec.light*	**SteelPadSp** 1*Dk*						1915	A.&J.Inglis Ld. Glasgow	**NorthBritishRly. Co.**	235·0 Q27′B208′	28·0	8·4	**Glasgow** British	C.2Cy.37″&67″–66″ 304NHP A.&J.Inglis,Ld.Glasgow		
30 111262 KPQJ	**Fair Oaks** *A.Ahlin*	**WoodSc** (*ex*RobertDollar) 1*Dk*	798 — 533					1900	G.H.Hutchings,Hoquiam,Wash.	**SladeShippingCo.**	199·0	38·0	13·1	**S.Frncisco** Utd.States	T.3Cy.13″,20½″&36″–24″ 64NHP		
31 122988	**Fair View** *S.Swanney* –14	**SteelScK** *ss*Lth.No.1–13 1*Dk*	187 185 71	✠100A1 *Stm Trawler* 6,14	Abn	✠LMC6,14	5,13	1909 3mo *Lloyd's*	A.Hall& Co.Ld. Aberdeen *SA&CP*	**T.L.Devlin**	112·4	22·0	11·8 BK7½″ *WB*=	**Granton** British 3*BHCem* *DTf*5′11*t*	T.3Cy.11½″,20″&33″–22″ (*r*) 180lb 61RHP 1SB,*3pf*,GS46,HS1025 A.Hall&Co.Ld.Aberdeen	12 ″ 6	
32 137165 JKVW	**Fairfield** *P.Ross*02–15 *Well deck* *Elec.light*	**SteelScSr** 1*Dk*(*Stl*) *Cargo battens not fitted*	1074 765 443	✠100A1 11,16	Abn	*n* ✠LMC4,15	1,16	1915 4mo *Lloyd's*	Jos.T.Eltringham& Co.Ld.Willington Quay *SA&CP*	**AberdeenCoalCo. Ld.** *WB*=*Cell DBa*54′	220·1 Q131′B *on* Q16′F27′ *uE20′f*90′293*t*	33·4 FK *FPT*	13·9	**Aberdeen** British 4*BHCem* 34*tAPT*73*t*	T.3Cy.17½″,28″&47″–33″ (*r*) 180lb *100lb* 174NHP 2SB,*6cf*,GS100,HS3188 ShieldsEng.Co.Ld.N.Shl.	16 ″ 4 s 1 ″ 3 15 ″ 5	
33 133655 JCKS	**Fairhaven** *D.Campbell* –17	**SteelScSr** 1*Dk*(*ptIrn ptStl*)	3124 2947 1948	✠100A1 3,17	Bry	*u* ✠LMC6,15	~~3,17~~ 3,17	1913 6mo *Lloyd's*	J.Blumer &Co. Sunderland *SA&CP*	(Whitby Stm.Shpg Co.Ld.(H Brewer *Mgr.*) *WB*= *Cell DBa* 108′	331·3 P27′B94′F30′ *uE&B43′f*137′ 856′	47·7 FK	22·5	**Whitby** British 5*BHCem* *APT*184*t*	T.3Cy.24″,40″&65″–42″ (*r*) 180lb *100lb* 299NHP 2SB,*6cf*,GS118,HS4640 N.E.MarineEng.Co.Ld. Sld	24 ″ 6 s 3 ″ 10½ 21 ″ 1	
34 205054 KWNR	— *H.Paulsen*	**WoodScSr** 1*Dk*	751 — 437					1908	..... NorthBend, Or.	**FairhavenCo. (J.E.Davenport)**	185·5	38·0	14·0	**S.Frncisco** Utd.States	C.2Cy.14″&32″–24″ 42NHP		
35 137788 JKLB	**Fairmuir** *N.McNeil* –17 *Mchy.Aft* *Well deck*	**SteelSc3MstSr** 1*Dk*(*Stl*)	593 420 260	✠100A1 ~~9,17~~ ~~11,16~~ 5,18	Shl Cff	*i* ✠LMC6,15	9,17	1915 3mo *Lloyd's*	Ardrossan DD&SBCoLd Ardrossan *SA&CP*	**EirinnSteamers Co.** *WB*=*Cell*	175·8 Q101′B11′F26′ *DBf*97′150*t*	28·1 BK8″ *FPT*	10·4	**Glasgow** British 3*BHCem* 31*tAPT*5*t*	T.3Cy.14″,23″&38″–27″ (*r*) 180lb *100lb* 99RHP 1SB,*3pf*,GS58,HS1814 LidgerwoodLd.Coatbridge	12 ″ 6 s 3 ″ 10½ 12 ″ 10	
36 RMBC	**Fairplay V.** *E.Kiekebusch*	**SteelSc** (*Tug*) 1*Dk*	102 95 —					1901	H.C.Stülcken Sohn Hamburg	**Schleppdampfsch. Reed.CarlTiedemann&Pauls& Blohm,A.G.**	78·3	18·4	10·5	**Hamburg** German	C.2Cy.14¾″&29½″–20⅝″ 33NHP H.C.StülckenSohn,Ham.		
37 RSDG	**Fairplay X.** *J.Meier*10–11 *Elec.light*	**SteelSc** (*Tug*) 1*Dk*	159 — —					1911	Schiffsw(v. J&Sch.)A.G. Hamburg	**Schleppdampfsch. Reed.CarlTiedemann&Pauls& Blohm,A.G.**	102·3	22·7	9·8	**Hamburg** German	T.3Cy.12⅔″,20⅛&32⅔″–22″ 48NHP Schwft.(vJ&Sch)AGHam.		
38 93655	**Fairy** *J.W.Jessop* –15 *Mchy.Aft* *Well deck*	**SteelSc3MstSr** *ss*Hul.No.3–8,15 1*Dk*(*Stl*)	249 159 99	✠100A1 11,17 ~~8,15~~ ~~BS11,17~~ Ba11,17	Hul	*c* ✠LMC8,15	~~8,15~~ 11,17	1902 12mo *Lloyd's*	J Fullerton &Co. Paisley *SA&CP*	**E.Coast S.S.Co.Ld.**	120·0 Q64′B9′F18′	22·1 BK6″ *WB*=	8·9	**KngsLynn** British 3*BHCem* *FPT*29*t*	C.2Cy.14″&29″–21″ (*s*) 125lb 35RHP 1SB,*2pf*,GS36,HS900 Walker&Henderson,Gls.	9 ″ 9 s ″ 5½ 9 ″ 11	
39 98629	**Fairy Queen** *S.Ismail*85–16	**SteelTwinScSr**	286 246 120					1891	T.B.Seath &Co. Glasgow	**BombayStm.Nav. Co.Ld.**	170·0 B120′	22·1	9·4	**Bombay** British	C.4Cy.14″&28″–18″ 65RHP Fisher&Co.,Paisley		
40 97934	**Faith** *D.F.Noble* –14	**SteelScK** *ss*Abn.No.3–8,03 *ss*Abn.No.1–07 1*Dk*	135 129 56	✠ *Stm Trawler* 6,11 ✠	Abn			1891 7mo	J Scott&Co Kinghorn	~~S.Williamson~~ ~~(J.Doig, *Mgr.*)~~ T.Davidson	100·3 F7′	20·1 BK6″	10·3	**Aberdeen** British 4*BHCem*	T.3Cy.11″,17″&30″–20″ 50RHP 1SB,*2pf*,GS34,HS798 J.Scott&Co.,Kinghorn	11 ″ 1	
41 135743	**Faithful Friend** *J.Forster* –13	**WoodScDy** (*Fishing*) 1*Dk*	110 109 38					1913	J.Chambers Lowestoft	**Gilbert&Co.Ld.**	91·2	20·2	10·6	**Lowestoft** British	T.3Cy.9¾″,15′&22″–16″ Elliott& Garrood,Ld.Beccles 25RHP		
42 205095 KWPF	**Falcon** *L.J.Schage*	**SteelScSr** 1*Dk*	1838 *Now named "SantaInez," See No. 105 in Supplement* 955					1908	MoranCo. Seattle, Wash.	**CharlesNelsonCo.**	240·0	41·0	20·0	**S.Frncisco** Utd.States *WB*	T.3Cy.17″,28′&47½″–36″ 135NHP MoranCo.Seattle,Wash.		
43 73616 RBJG	— *T.J.Dunn* –17	**IronScSr** 2*Dks*	675 511 366				...	1876	C.Mitchell &Co. Newcastle	**GeneralStm.Nav. Co.Ld.**	200·0 P59′ Q51′	27·2 F45′ FK	14·0	**London** British *WB*	C.2Cy.30″&56″–33″ NB91 150NHP Thompson&Co.,Newcastle		

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Master. Special Surveys.	3 Material, Rig, &c. Late Name if any. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character.	6 Port of Survey.	7 Year Equipment now explained. Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When. Ship. Engines.	9 Built. By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Dates of Trade Cert.
44 106414 PLFM	**Falcon** ~~P.Collins –17~~ ~~C.A.Vickery –18~~ *Mchy.Aft Taylor* –18	**SteelScSr** *ss*Adn.No.3–3,10 *ss*Adn.No.1–14 1*Dk*&*Shadedk*	351 250 136	✠100A1 *Shade dk* *withfreeboard* 5,14 ~~BS9,16~~ ✠LMC5,14	Adn	*g*	~~8,15~~ 1,18	1896 8mo	Sunderlnd S.B.Co.(Lim) Sunderland A&CP	Cowasjee,Dinshaw &Bros. *WB*	152·0|25·6|11·5 P17′F21′ BK7″ *=DBf*35′57*t FPT*	Sundrland British 3*BHCem* 28*tAPT*4*t*	T.3Cy.13½″,22″&36″–24″ (*r*) 160lb ~~80lb~~ 90RHP 1SB,*2pf*,GS44,HS1414 SirC.Furness,Westgarth& Co.(Lim.),Mdb.	12 ″ 4 s 1 ″ 2 12 ″ 1	
45 105525 QNSH	— *R.Smith* –15	**IronScK** (*Trawler*) 1*Dk*	154 142 65			…		1895	Cochrane &Cooper Hull	Taylor,Olsen &Pennell (H.L.Taylor,*Mgr.*)	102·7|20·5|11·0 Q17′F19′ BK7½″	Grimsby British	T.3Cy.11¾″,19½″&32″–22½″ 50RHP C.D.Holmes&Co.,Hull	11 ″ 10	
46 89631	— *E.Hipkins*10–10	**IronScSr** 1*Dk*	134 133 25	✠ *For Towingpurposes only* 10,84 ✠	Lth			1884 9mo	S.&H.Morton&Co. Leith	Huddart,Parker, Ld.	96·9|19·3|11·2	Melbourne British 3*BHCem*	C.2Cy.20½″&40″–24″ 90RHP A.Shank&Son,Arbroath	11 ″ 10	
47 99090 MPWN	— *R.H.Hawkins* –01	**IronSc** (*Tug*) 1*Dk*	124 124 5			…		1892	G.Rennie &Co. London	GamecockSteam TowingCo.	91·5|19·1|10·9 B12′ BK7″	London British	C.2Cy.18″&38″–24″ NB13 98RHP J.Stewart&Son(Lim.)Lon.	11 ″ 7	
48 120632	— *Johnson*	**WoodSc**	117 — 59					1886	…… S.Francisco	Wilmington Transprtn.Co.	100·0|23·0| 9·5	LosAngeles,Cal. Utd.States			
49 122807	— *Rees*	**SteelScSk** *ss*Lly.No.2–14 1*Dk*	88 88 38	✠100A1 *For Towingpurposes* 6,16 ~~BS6,16~~ ✠LMC5,14	Lly		6,16 ~~BS10,17~~	1905 12mo	AilsaS.B. Co.Ld. Ayr *Lloyd's A&CP*	LlanellyHarbour Trustees BK6″ *WB=*	84·9|17·1| 9·1 *APT*13*t*	Swansea British 4*BHCem* 649*tAPT*11*t*	C.2Cy.15″&32″–24″ (*s*) 130lb 75RHP 1SB,*2pf*,GS38,HS930 J.Ritchie,Glasgow	10 ″ 0	
50 135597 JFVK	**Falernian** *J.A.Singleton* –15 *Well deck* 1*Dk*(*Stl*)&2*nd dk*(*Stl*) *in Elec.light* *Nos.*1&2*holds Cruiser Stern*	**SteelScSr** 1*Dk*(*Stl*)&2*nd dk*(*Stl*) *in Nos.*1&2*holds Cruiser Stern*	3419 2349 2197	✠100A1 ~~6,16~~ 6,16 2,18 ~~BS~~Lon ✠LMC7,14	N Yk	*u*	6,17	1914 7mo	W.Harkess &Son,Ld. Middlesbro' *Lloyd's A&CP*	EllermanLines,Ld (GrahamSmith, *Mgr.*) FK *WB=CellDB*	318·0|42·4|21·6 P&B205′F40′ *a*98′*uE&B*53′*f* 130′	Liverpool British 6*BHCem* 649*tAPT*11*t*	T3Cy20½″,35¼″&60″–42″ (*s*) 215lb 344NHP 3SB,*6cf*,GS115,HS4896 FD Richardsons,Westgarth& Co.Ld.Mdb.	26 ″ 9 s 3 ″6½ 23 ″ 7	
51 MFGC	**Falk** Sunk by collision 11.17 *P.Markussen*16–16	**SteelScSr** 1*Dk*	1831 1667 1125					1908	W.Dobson &Co. Newcastle	A/SPrebensens Dpsk.Selsk (Jac. Prebensen,jr*Mgr*)	280·0|40·0|18·3 P17*t*H63*t*F48*t*	Risör Norwegian *WB*	T.3Cy.20½″,33″&54″–36″ 175NHP N.E.MarineEng.CoLdNwc	20 ″ 8 s 2″11½ 18 ″ 0	N
52 JGFT	— *R.Zielke* (Seized at Riga)	**SteelScSr** 1*Dk*	1459 1027 857					1911	Stettiner Oderwerke Stettin	RenataDmpfsch. Ges.Th.Gribel (R.C.Gribel,*Mgr.*)	230·9|36·4|15·0 Q75′B101′F25′	Stettin German *WB*	T3Cy16⅝″27⅜″&43⅜″–31 1/16″ 104NHP StettinerOderwerke		
53 4406 JPFT	**Falka** *C.A.Lundgren*16–16 ~~*E.O.Andersson* –16~~ *Well deck*	**SteelScSr** *ss*Mmo.2ndNo.3–8,14 1*Dk*(*Stl*)&*Webframes*	1704 1298 1041	✠100A1 8,17 ~~8,16~~ ✠LMC MS8,14 BS6,12 8,17	Cpn	*q*	~~1,16~~ 8,17	1889 3mo	W.Gray& Co.(Lim.) W Hartlepool A&CP	HelmerModin FK *WB=DBa*	260·0|36·7|18·2 Q107′B104′F31′ 82′*f*102′383*t*	Stockholm Swedish 4*BHCem*	T.3Cy.19″,30½″&51″–36″ (*s*) 160lb *90lb* NDB03 156NHP 1SB,*3rf*,GS40 Cntrl.Mrne.EWrks.W.Hpl	19 ″ 5 s 1 ″ 2½ 18 ″ 5	
54	**Falkaas** 1*Dk*	**SteelSc**						1916	N.V.Werf Zeeland Hansweert	Christoffelsen Akties.	177·7| Q60′B49′F21′	Brevik Norwegian *WB*	T.3Cy.15″,25″&40″–24″ 78NHP Schippers&v.Dongen		
55 QFVK	**Falke** *H.Braue*12–12	**SteelScSr** 1*Dk*2*trB*	1025 703 607					1894	Stettiner Act.Ges. Stettin	Dampfsch.Ges. Argo	213·3|30·1|14·8 P148′ H55*t* F24′	Bremen German *WB*	T.3Cy.17″,27½″&43½″–31½″ 105NHP StettinerA.G.,Stettin		G
56 NJPV	— *C.Kastning*99–08	**SteelScLr** 1*Dk*	152 138 70					1908	M.van der Kuijl Slikkerveer	ElsfletherHerings-fischereiGes.	95·0|21·4| 9·9 Q21′	Elsfleth German *WB*	C.2Cy.9 7/16″&18¾″–12¾″ 9NHP J.H.vanCappellen,Bolnes		
57 LRNK	— *C.Clausen* (*Ferry*)	**IronSc** 1*Dk*	139 139 28					1878	Akt.Ges. "Weser" Bremen	Königl.Eisenbahn-Direction	92·0|22·9| 9·9	Tönning German			
58 577 JBQV	**Falken** ~~*J.C.L.Olin*14–14~~ *Well deck* 1*Dk*(*Irn*)&*Webframes* ~~*L.Hallberg*17–17~~ *H.Engström*17–17	**SteelScSr** *ss*Gfl.2ndNo 3–10,15	1308 1026 706	✠100A1 5,17 ~~6,16~~ ~~BS6,16~~ ✠LMC10,16 BS10,17	Skm Osc	*o*	~~10,15~~ ~~5,17~~	1893 5mo	Craig,Taylor&Co. Stockton *Lloyd's A&CP*	Aktieb.Svenska AmerikaMexico Line (Dan Broström,*Mgr.*) *WB=CellD*	237·0|34·5|15·3 Q89′B58′H65*t*F29′ *B*190′273*t FPT*109*t*	Gothenburg ~~Stockholm~~ Swedish 4*BHCem* *APT*100*t*	T.~~8~~Cy.18½″,30″&49″–33″ (*s*) 160lb *80lb* 136NHP 2SB,*4pf*,GS68,HS2000 N.E.Mar.E.Co.(Lim.),Sld.	17 ″ 9 s 1 ″ 8½ 16 ″ 4	
59 NRMJ	— *Olsen* *Elec.light*	**SteelScSr** 1*Dk*	369 253 159					1911	Helsingörs Jernsk&Msk. Elsinore	DetForenede DampskibsSelsk.	160·9|26·1| 9·6 P96′F24′	Svendborg Danish *WB*	T.3Cy.13½″,22″&36″–24″ 63NHP HelsingörsJernsk.&Mskb.		V
60 5115 JRVG	— *J.W.Jörgensen* –12 *Mchy.Aft*	**SteelScSp** 1*Dk*	328 249 134					1910	Lindholmens M.V. Gothenburg	HallandsAngbåts Aktiebolag (R.H. Möller,*Mgr.*)	125·4|24·1|11·3 P44′F21′H8*t*	Halmstad Swedish *WB*	T.3Cy.12″,20″&33″–21″ 50NHP LindholmensM.V.Got.		V
61 MDOW	— *L.P.Somerhus*16–16 (*ex*Libra)	**IronScSr** (*Trawler*) 1*Dk*	138 127 60			…		1885	Earle'sCo. Ld. Hull	BrödreneKalve	99·5|20·1|10·6 BK8″	Bergen Norwegian	T.3Cy.11½″,17″&30″–18″ NB99 38NHP Earle'sCo.Ld.Hull	11 ″ 7	
62	— *E.Johansson*15–15	**WoodSc** *OilEng.* 1*Dk*	130 103 84					1915	…… Örebro	ÖrebroNyaRederi-aktieb. (J.A.H. Källström,*Mgr.*)	90·3|21·5| 7·7 H20*t*	Örebro Swedish	Oil Engine 2Cy.10 3/32″&10 3/32″–11¾″		
63 QHGF	**Falkenberg** *M.Reemts*12–12 (*ex*Falkenstein)	**SteelScSr** 1*Dk*	1434 1262 882					1901	Schiffsw.v. Henry Koch Lübeck	Herm.Kimme	244·9|36·1|17·2 P16′B62′F24′	Bremen German *WB*	T.3Cy.16¾″,28″&44½″–32½″ OttenseneMasch. 113NHP J.F.Ahrens,Ottensen		G
64 MKLJ	**Falkland** *H.L.Eriksen* *Elec.light* Wireless	**SteelScSr** (*ex*Bavaria) 2*Dks*	4877 4544 2963					1897	D&W Henderson&Co. Glasgow	Akties.Rethval (H.Fredriksen, *Mgr.*)	400·0|49·2|28·0 P18′B106′F46′	Chrstiania Norwegian *WB*	T.3Cy.26″,43″&71″–48″ 349NHP D.&W.Henderson&Co. Gls		N
65 NTLF	— *H.Hansen* –15 *ss*Bbo.2ndNo.3–10,14 (*ex*UriarteNo.4,*ex*Thorntondale) *Well deck* 1*Dk*(*Irn*)2*trB* *Floors&pt1Inner bottomIrn*	**SteelScSr**	2224 1712 1391	✠100A1 6,17 ~~12,16~~ ~~BS12,16~~ ✠LMC10,14	Bry Bal	*s*	N12,16	1888 10mo	J.Readhead&Co. S.Shields A&CP	~~Dampskibs.Libra Akties. (C.F.Andersen,*Mgr.*)~~ Akties.Det Dansk Franske Dampskibsslsk (A.N Pytersen,*Mgr.*) BK10″ *WB=Cell*	290·0|39·0|18·8 P29′Q82′B118′F33′ *DB*250′500*t*	Copnhagn Danish 6*BHCem*	T3Cy.23″,37½″&61½″–39″(*r*) 160lb *100lb* NDB12 234NHP 2SB,*6cf*,GS105,HS3490 J.Readhead&Co. S.Shields	21 ″ 5 s 1 ″ 8½ 20 ″ 8	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. / Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant aux visites de l'Extérieur.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L.R. Russian Corr. Reg. of Trade
66 123164 HGRF	**Falkland** *P.Saanum* –14 (*ex*Wheatsheaf) *Elec.light*	**SteelSc3MstSr** *ss*Liv.No.2–13 1*Dk*(*Stl*) *Mchy.Aft* *Well deck*	452 287 158	✠100A1 12,13 BS9,16 ✠LMC11,13	Liv	*g*	8,16	1906 7mo *Lloyd's*	AilsaS.B. Co.Ld. Ayr *sA&CP*	FalklandIslands TransportCo.Ld. (Lowden,Connell &Co. *Mgrs.*)	152·0 Q88′	24·9 B24′	10·0 F24′ BK7″ *WB*=	Pt.Stanley F.I. British *3BHCem*	C.2Cy.18″&39″–27″ (*s*) 130lb *100lb* 97RHP 1SB,*3pf*,GS53,HS1720 Muir&Houston,Ld.Glas.	12 ″ 6 s 4 ″ 4½ 12 ″ 9	
67	**Falkum** *Mchy.Aft*	**SteelSc**	1000					1917	N.V.Werf Zeeland Hansweert	Chr.Christoffersen &Co.	177·5 P68′	30·0 F25′	14·5	Brevik Norwegian *WB*	T.3Cy.15½″,25½″&41½″–27″ 89NHP Schippers&v.Dongen		
68 118348 VHWK	**Fallodon** *A.Lodge* –16	**SteelScSr** *ss*Cff.No.3–7,16 1*Dk*(*Irn*)&*deep framing* 3*Dk rule*	3012 2854 1914	✠100A1 11,17 ~~3,16~~ BS10,17 ✠LMC7,16	Cff Sws	*v*	~~5,16~~ 10,17	1903 11mo *Lloyd's*	Bartram& Sons Sunderland *sA&CP*	~~Pyman,Watson&~~ ~~Co.Ld.~~ StJustS.S. Co.Ld.(W.R.Smith &Sons,*Mgrs.*) *WB*	339·0 P30′B189′F33′	48·1 FK	22·1 = *CellDBa* 104′ *uE*	London British 6*BHCem*	T.3Cy.24″,38″&64″–42″ (*s*) 180lb *100lb* 293NHP 2SB,6*rf*,GS120,HS4604 J.Dickinson&Sons,Ld. Sld. &B48′ *f* 139′ 904*t*FPT56*t*APT44*t*	24 ″ 6 s 3 ″ 4 21 ″ 7	
69 135957 JDNP	**Falls City** *G.H.Mead* –16	**SteelScSr** 1*Dk*	4729 4471 2917					1913	Ropner &Sons,Ld. Stockton	St.JustS.S.Co.Ld. (W.R Smith& Sons,*Mgrs.*)	378·5 P37′B125′F38′	51·5	27·5	Bideford British *WB*	T.3Cy.26″,42″&70″–48″ 339NHP Blair&Co.Ld.Stockton		C
70 124225 HLNM	**Falls of Nith** *G.King* –14	**SteelScSr** *ss*Shl.No.1–11 2*Dks*(*Stl*)&*deep framing*	4712 4418 3021	✠100A1 7,14 BS1,14 ✠LMC10,11	Ham	*y*	7,14	1907 9mo *Lloyd's*	Scotts'S.B. &Eng.Co.Ld. Greenock *sA&CP*	FallsLineSSCo.Ld (Wright,Graham &Co. *Mgrs.*) *WB*=	390·0 P45′B121′F42′	52·2 FK	26·4 *CellDBa* 121′	Glasgow British 6*BHCem*	T.3Cy.26½″,44″&72″–48″ (*r*) 180lb *100lb* 471NHP 2SB,6*cf*,GS120,HS6694 FD Scotts'S.B.&E.Co.Ld.Grk. *uE* 21′ *f* 181′ 957*t*DTa31′763*t*APT36*t*	29 ″ 0 s 5 ″ 6½ 23 ″ 10	
	Elec.light *Now named "Benito," See No. 51 in Supplement*																
71 108483	**Falmouth** *J.Wigg* –14	**SteelScYl** *ss*Gms.No.3–12,09 *ss*Gms.No.1–14 1*Dk*	165 152 64	✠100A1 *Stm Trawler* 10,14 ✠NB10,14 ✠LMC10,14	Gms		8,13	1897 10mo *Lloyd's*	Mackie& Thomson Glasgow A&CP	ConsolidatedStm. Fishing&IceCo. (Gms.)Ld. (J.D. Marsden, *Mgr.*)	104·2 Q17′F19′	21·0 BK7½″	10·7	Grimsby British 4*BHCem*	T.3Cy.10″,16″&27″–20″ (*s*) 180lb 45RHP 1SB,2*pf*,GS26,HS656 Muir&Houston,Ld.,Gls.	11 ″ 7	
72 123956 HNPG	**Falmouth Castle** *J.Scott* –15 (*ex*Braeside) *Well deck*	**SteelScSr** *ss*Fal.No.2–16 *Mchy.Aft* 1*Dk*(*Irn*) *Cargo battens not fitted*	407 272 168	✠100A1 12,16 ~~L.S11,17~~ 12,17 ✠LMC12,16	Fal	*f*	12,16	1909 2mo *Lloyd's*	J.Crown& Sons,Ld. Sunderland *sA&CP*	HarrisBros. *WB*=	141·5 Q78′B7′F22′	23·6 FK	9·8 *FPT35tAPT6t*	Falmouth British 3*BHptCem* *ptAsp*	C.2Cy.18″&38″–27″ (*s*) 130lb 59RHP 1SB,3*pf*,GS41,HS1403 MacColl&Pollock,Ld.Sld.	10 ″ 10 s ″ 6 10 ″ 7	
73 123292 JHPR	**Falstaff** *A.Ward* –15	**SteelScK** *ss*Hul.No.2–15 1*Dk*	173 166 68	✠100A1 *Stm Trawler* 5,15 BS5,15 ✠LMC10,14	Hul		10,14	1906 11mo *Lloyd's*	Cook,Welton&Gemmell Ld. Beverley *sA&CP*	~~Hellyers'Steam~~ ~~FishingCo.Ld.~~ SirW.Beardmore (C.Curzon,*Mgr.*)	108·5	21·6 BK8″ *WB*=	11·5 *DTf*13′30*t*	Hull British 4*BHCem*	T.3Cy.10″,16½″&27″–24″ (*s*) 200lb 45RHP 1SB,2*pf*,GS25,HS750 Amos&Smith,Hull	12 ″ 4	
74 3999 JMQD	**Falster** *O.G.Andersson*02–12	**SteelScSr** 1*Dk*	581 424 336					1902	Hlsingbrgs Varfs.Aktieb. Helsingborg	Ångb Aktieb.Ferm (AxelBroström &Son,*Mgrs.*)	164·5 Q55′B29′H27′	28·4	11·0 F18′	Krstnhmn Swedish *WB*	C.2Cy.17″&35″–26½″ 53NHP HelsingborgsVarfsAktieb.		V
75 NKTC	**—** *P.Clausen* –06	**IronScSr** 1*Dk*	160 128 82					1866	Burmeister &Wain Copenhagen	DetForenede DampskibsSelsk.	133·8 Q43′	18·6 B4*t*	9·0 F4*t*	Stege Danish	C.4Cy.14″&28″–18″ 55NHP Burmeister&Wain,Cpnhgn		
76 NTDL	**Falstria** *J.B.Cortsen*01–15 *Elec.light*	**SteelTwinScSr** *Oil Eng.* 2*Dks*(*Stl*)	4344 3911 2780	✠100A1 ~~4,17~~ ~~9,16~~ 12,17 ✠LMC~~13,16~~ 14,17	Cpn	*w*	~~9,16~~ ~~14,17~~	1915 3mo *Lloyd's*	Harland& Wolff,Ld. Glasgow *sA&CP*	AktiesDetÖstasiatiskeKompagnie *WB*=	365·3 P22′B91′F36′	50·1 FK	26·5 *CellDBa* 88′ *uE*	Copnhagn Danish 1*BHto Udk* 5 ,, 2*nd* ,, 42′ *f* 174′770*t*	OilEngine4S.C.SA 398NHP 12Cy.22″–29½″ DB80*lb* Burmeister&Wain,Ld.Gls. *only* FPT49*t*APT50*t*	29 ″ 2 s 6 ″ 3 23 ″ 3	
77	**Fame** (*Tug*)	**IronTwinSc** 1*Dk*	*226* *220* *140*			…		1857	T.D.Marshall S.Shields	FrenchGovernment	133·2 alm.rb.88	22·3	11·8	Haiphong French	C.4Cy.15″&30″–18″ NE&B4,88 64NHP H.Kg.&WhampoaD.Co.Ld		
78 600 PFMH	**Famiglia** *L.Approsio*15–12 (*ex*Chatfield) *Well deck*	**SteelScSr** *ss*Cpl.No.3–2,02 *ss*Bly.No.2–11 1*Dk*(*pt Irn&pt Stl*)&*Webframes*	2942 2253 1799	✠ — 2,15 ✠	Gen	*l*		1891 2mo	Irvine&Co. W Hartlepool	Federazione Italiana dei Consorzi Agrari	314·8 P31′Q38′B128′F33′	40·6 BK10″ *WB*=	21·0 *CellDBa*1	Genoa Italian 5*BHCem*	T.3Cy.24″,38″&64″–42″ NDB06 270NHP 2DB,8*cf*,GS126,HS4105 T.Richardson&Sons,Hpl.	23 ″ 8	V
79 29 PFML	**—** *G.Costanzo* *ss*Nap.2ndNo.3–10,13 (*ex*Wylam,*ex*Zorroza,*ex*Wylam)	**SteelScSr** *Beams&CellDBIrn*1*Dk*(*Irn*)	*844* *688* *513*	✠100A1 3,16 ✠NB7,09 ✠LMC10,13 MBS6,16	Nap	*l*	3,16	1888 6mo	Sunderlnd S.B.Co.Ld. Sunderland A&CP	A.Napoli *WB*= *Cell*	209·8 Q103′B15′F22′ BK8″	30·1	13·5 *DB*163′207*t*	Catania Italian 4*BHCem*	T.5Cy 16¾″,26″&48″–30″ (*s*) 150lb *100lb* NDB11 99NHP 1SB,3*cf*,GS51,HS1498 N.E.MarineEng.Co.Ld.Sld	15 ″ 9 s 1 ″ 7½ 14 ″ 11	
80 136361 JQOM	**Fanad Head** *W.J.Finlay* –17 *Elec.light* Sub.Sig.	**SteelScSr** 2*Dks*	~~5000~~ ~~4750~~ 4845 3623					~~1915~~ 1917	Workman, Clark&Co.Ld Belfast	UlsterS.S.Co.Ld. (G.Heyn&Ss.*Mgs*)	~~390·3~~ ~~51·7~~ P41′B114′F42′ 390·4 51·8		29·8 *WB*	Belfast British	T.3Cy.26½″,44″&74″–48″ 379NHP Wrkman,Clark&Co.Ld.Bel		
81 JPLD	**Fane** *O.Thomsen*	**SteelScSr** 1*Dk*	1119 987 697					1901	Bergens Mek.Værks. Bergen	V.Torkildsen	228·5 P45*t*H56*t*F30*t*	35·3	15·9	Bergen Norwegian *WB*	T.3Cy.16″,25″&43″–30″ 101NHP BergenMek.Værks.Bergen		N
82 124686 HKJB	**—** *N.J.Olsen* –14	**SteelScK** *ss*Flt.No.1–11 1*Dk*	269 229 108	✠100A1 *Stm Trawler* 4,13 BS7,14 ✠LMC6,11	Flt		4,13	1907 3mo *Lloyd's*	JT Eltringham&Co. S.Shields *sA&CP*	WyreSteam TrawlingCo.Ld. (J.N.Ward&Son, *Mgrs.*)	130·7 Q72′F21′	22·5 BK8½″	12·0	Fleetwood British 4*BHCem*	T.3Cy.12½″,21″&34″–25″ (*s*) 180lb 85RHP 1SB,3*pf*,GS45,HS1436 ShieldsEng.Co.Ld.N.Shl.	13 ″ 0	
83 QJPN	**Fangturm** *E.Tilemann* *Elec.light* Wireless	**SteelScSr** *ss*Ham.No.1–12 1*Dk*(*Stl*)&*Spardk*(*Stl–pt* teaks)&*deepframing*	4933 4723 3113	✠ — 7,16 *Spar dk* ✠	Ham	*z*		1908 10mo	Swan,Hunter&Wigham Richardson, Ld Newcastle	DeutscheDampfschifffahrtGes. Hansa *WB*= *CellDBa* *'tween dk tanks* a44′	401·2 P50′B122′F51′ 130′*uE*24′*f*180′966*t* 434*t*f42′456*t*	52·5 28·2	20·2 FK *FPT6*	Bremen German 6*BHCem* 0*tAPT*50*t*	Q.4Cy.23″,31½″,48″&71″–51″ 470NHP 3SB,9*cf*,GS153,HS6216 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc	31 ″ 0	
84 9694	**Fanita** *Mchy.Aft*	**IronScSr** 1*Dk*	432 — 289					1868	ThePusey &JonesCo. WlmngtnDel	LykesBros.	161·0	26·0	8·8	Tampa Fla Utd.States	1Cy.28″–28″ 32NHP Pusey&JonesCoWlmngtn		
85 120446	**Fannie A. Smith** (*See Sailing Ship Register*)	**WoodAuxScSr** *Oil Eng.* 1*Dk*	124 110 94					1903	A.Story Essex,Mass.	WestIndies ChemicalWorks, Ld.	103·2	24·0	10·4	KingstnJa British	Oil Engine *made* 14 LathropeEng.Co.Conn.		

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c.	3	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned and now expired. Equipment Letter	Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
	J.W.Ewaldh –17																
86	**Fanny** ~~Mby~~ 3rdNo.3–5,17 **SteelScSr**		1450	✠100A1	Els	*o*	~~9,15~~	1887	Craig,	A.B.Svenska Amerika Mexico Linien (Dan Brostrom, *Mgr.*)	236·0 | 33·7 | 16·7		Gothenburg ~~Stockholm~~	T.3Cy.18″,29″&48″–36″ (*s*)	19 ″ 2	
5750	~~*N.B Lund* 12–15~~ ~~*ss*Skm.2ndNo.3–7,04~~		1142	5,17 ~~9,15~~	Hby		5,17	7mo	Taylor&Co.		Q87′B59′F26′		FK	Swedish	150lb ~~160lb~~ NDB02 147NHP	s 1 ″ 7½	
JVLK	(*ex*Karen,*ex*Bengar) *ss*Ant.No.2–18		845	~~B&I 16~~ LMC 5,17					Stockton		*WB=Cell DB* 201′ 319*t FPT*			4 *BHCem*	2SB,*4cf*,GS63,HS2405 ~~3,06~~	17 ″ 10	
	Well deck Elec.light 1 *Dk*(*Stl*)2*trB*								A&CP					66*t APT* 18*t*	Carr&Co.Ld.Sunderland		
87	— **IronScSr**		484					1883	Gothenburg		145·7 | 24·6 | 15·2				C.2Cy.19″&31″–20″		
	~~1 *Dk*2*trB*~~		423	"Teilfeld," *See No. 45 in Supplement*					Mek.Verkst.		B49*t* H7*t* F4*t*				NB95 36NHP		
			275						Gothenburg						GothenburgMek.Verkst.		
88	— *(MISSING SINCE 2,17)* **SteelScK**		235	✠	Flt			1906	J.Duthie	Rossall Steam Fishing Co.Ld. (John D.Gibson, *Mgr.*)	126·3 | 22·0 | 11·8		Fleetwood	T.3Cy.12½″,20″&33″–24″	12 ″ 6	
122949	*D.Nolan* –15 *ss*Flt.No.2–15		207	*Stm Trawler*				10mo	Sons&Co.Ld				British	68RHP		
	1 *Dk*		94	11,15 ✠					Aberdeen		BK 7½″		3 *BHCem*	1SB,*2pf*,GS37,HS1247	W.V.V.Lidgerwood,Gls.		
89	**Fantasma** **SteelScK**		*264*			...		1904	A.Hall&	Italian Government	130·4 | 22·1 | 12·0			T.3Cy.12¾″,22″&36″–24″	12 ″ 8	
			239						Co.Ld.				Italian	78NHP		
	(*ex*LordCharlesBeresford) 1 *Dk*		*91*						Aberdeen		BK 7½″			A.Hall&Co.Ld.Aberdeen			
90	**Fantoft** **SteelScSr**		1034					1898	Bergens	Rasmus F.Olsen	225·5 | 32·1 | 13·2		**Bergen**	T.3Cy.15¾″,25″&42″–30″		N
	B.Fosse		815						Mek.Verk.		Q107′B29′F30′		Norwegian	97NHP			
JRDV	1 *Dk*		599						Bergen				*WB*	BergensM.V.Bergen			
91	**Faraday** **IronTwinSc3MstSr**		5028	✠100A1	Lon	*x*	~~5,16~~	1874	C.Mitchell	Siemens Bros.&Co. Ld.	360·4 | 52·3 | 34·7		London	C.4Cy.30″&68″–48″ (*s*)	36 ″ 6	
68535	*Cable Vessel* *ss*Nwc.3rdNo.3–6,09		4884	~~*Lon* 5,16~~ 4,18	Liv		1,18	2mo	&Co.		F49′		British	100lb *110lb* 536NHP	s 8 ″ 9		
NGJD	*A.D.Gange* –08 ~~*ss*Lon.No.1–14~~		2934	~~NB 6,09~~ ~~M 8,12~~	~~LMC 8,17~~ ~~HS 5,15~~				Newcastle		*pt Shade dk* 208′ FK		3 *BHCem*	NDB10 *fitted* 12	28 ″ 6		
	Wireless 2 *Dks*4*trB*			~~BS 8,17~~	~~BS 5,18~~				A&CP		*WB=DBf* 146′			4SB,*12cf*,GS302,HS8668	T.Clark&Co.,Newcastle		
	*ss*Liv.No.2–17																
92	— **SteelScK**		322	✠100A1	Hul			1916	Cochrane&	F.&T.Ross,Ld.	136·2 | 24·0 | 12·9		Hull	T.3Cy.13″,23″&37″–26″ (*s*)	13 ″ 7	
139291	*J.F.Cant* –16		286	*Stm Trawler*				6mo	Sons,Ld.		Q76′F20′		British	200lb 86RHP		
JNBW	*Mchy.Aft Elec.light* 1 *Dk*		131	8,16 ~~LMC 9,16~~					Selby		BK 7½″		1 *BHCem*	1SB.*3pf*,GS48,HS1387	C.D.Holmes&Co.Ld.Hull		
								Lloyd's A&CP								
93	**Faraman** **SteelSc3MstSr**		338	✠ ~~——~~	Msl	*e*		1899	R.Thomp-	M.Mazella&Cia.	136·0 | 23·2 | 8·8		Oran	C.2Cy.16½″&37″–24″	11 ″ 2	V
	Morelli –15 *ss*Msl.No.3–5,11		220	~~2,15~~				2mo	son&Sons		Q77′B12′F18′		French	NDB02 74NHP			
JFRP	(*ex*Fremington) 1 *Dk*(*Irn*)		121						Sunderland		FK		3 *BHCem*	1SB,*2pf*,GS35,HS1400	Hedley&Boyd,N.Shields		
	Well deck Elec.light Mchy.Aft										*WB=DBf* 65′			77*t FPT* 18*t*			
94	**Färdig** **IronScSp**		111					1871	MotalaCo.	E.A.Norlinder	85·6 | 19·4 | 10·9		Mårvik	C.2Cy.15⅞″&30½″–21⅜″		
164	*N.O.Melinder* –16		108						Motala				Swedish	35NHP			
JBDG	1 *Dk*		37											MotalaCo.Motala			
95	**Färjan I.** **SteelTwinSc**		325					1914	Lindhol-	Gothenburg Harbour Commissionrs (K.Borgstedt, *Mgr*)	97·1 | 36·2 | 12·0		Gothenbrg	T.6Cy.12″,20″&33″–18″		V
5766	*J.Samuelsson* –15 (*Ferry*)		221						mens V.A.		B49′H4*t*		Swedish	46NHP			
JVMN	*Elec light* 1 *Dk*		184						Gothenburg				*WB*	LindholmensV.A.Got.			
96	**Farley** **SteelScSr**		3692	✠100A1	Liv	*x*	N2,17	1916	J.Priest-	Mitre Shppg.Co.Ld (Houlder,Middle- ton&Co.Ld. *Mgrs.*)	365·0 | 51·5 | 22·1		London	T.3Cy.25″,41″&67″–45″ (*s*)	24 ″ 6	
139133	*A.E.Lawson* 09–16		3488	*Shelter dk*				7mo	man&Co.				British	180lb 330NHP	s 2 ″ 6½	
JMVN	*Elec.light* 1 *Dk*(*Stl*) & *Shelter dk*(*Stl*)		2275	*with freeboard*					Sunderland		FK		6 *BHCem*	3SB,*6cf*,GS120,HS5146	Richardsons,Westgarth&	22 ″ 4	
				2,17 ~~LMC 7,16~~				*Lloyd's A&CP*		*Cell DB* 315′ 1077*t FPT*			115*t APT* 85*t*	Co.Ld.Sld.		
97	**Farmanden** **IronScSr**		134					1865	MotalaCo.	Dampsk.Akties. Farmanden (T. Gulbrandsen)	101·5 | 20·6 | 7·6		Drammen	1Cy.11¾″–25″		
	H.Guldbrandsen 1 *Dk*		86						Motala		P10*t* H25*t*		Norwegian	NB05 5NHP			
HDWB			68											MotalaCo.,Motala			
98	**Farmann** **IronSc3MstSr**		195					1881	T.B.Seath	Akties Bergen Sardine Export Co. (A. Schreuder, *Mgr.*)	155·2 | 19·8 | 10·0		Bergen	C.2Cy.17″&34″–20″		
	O.Langeland 15–15 (*ex*Yt.BlackPearl.		163						&Co.		B12*t* H19*t*		Norwegian	NB00 45NHP			
MFKN	*ex*Yt.HeatherBell) 2 *Dks*		104						Rutherglen					A.Campbell&Sons,Gls.			
99	**Farmsum** **SteelScSr**		2544	✠100A1	Rot	*t*	~~N6,15~~	1902	Nederl.	Stoomv.Maats. Oostzee (Vinke& Co. *Mgrs.*)	302·8 | 45·9 | 19·8		Amstrdam	T.3Cy.21¼″,33″&56¾″–39⅜″	22 ″ 4	
	W.Salomons –14 *ss*Rot.No.3–6,15		2311	4,18 ~~9,16~~			4,18	9mo	Schps.Maats.		P22′B72′F32′		Dutch	160lb (*s*) 221NHP	s 3 ″ 6		
NRHT	1 *Dk*(*Stl*) & *deep framing*		1597	~~BS 9,16~~	~~LMC 6,15~~				Amsterdam		FK		5 *BHCem*	2SB,*4cf*,GS102,HS3613	19 ″ 2		
				BS 10,17				*Lloyd's A&CP*		*WB=Cell DB* a 88′	*uE & B* 36′ *f* 130′ 711*t*		*APT* 125*t*	NedFb.v.Wrk&Spoor,Ams			
100	**Farn** **SteelScSr**		4393	~~✠100A1~~	Bry	*x*	11,17	1910	W.Doxford	The Shipping Controller (Farrar, Groves&Co.,Ld. *Mgrs.*)	369·5 | 50·0 | 26·1		London	T.3Cy.25″,41″&68″–45″ (*s*)	28 ″ 9	
129135	~~(Captured and taken to Porto Rico)~~		4107	11,17	Lon			9mo	&Sons,Ld.		P32′B118′F32′		British	180lb *100lb* 356NHP	s 5 ″ 6½		
HRQD	*G.T.Alleyne* 03–10		2735		LMC 11,17				Sunderland		FK		6 *BHCem*	2SB,*6cf*,GS133,HS5738	W.Doxford&Sons,Ld.Sld.	23 ″ 7	
	*ss*Lon.No.2–17 1 *Dk*(*Stl*)							*Lloyd's A&CP*						174′ 901*t FPT* 176*t APT* 129*t*			
											WB=Cell DB a 100′			*uE & B* 43′ *f*			
101	**Farnham** **SteelScSr**		3102	✠100A1	Cff	*u*	2,17	1898	R.Thomp-	Thompson S.Shpg. Co Ld (V.T.Thomp- son&Co. *Mgrs.*)	325·4 | 48·6 | 21·5		Sundrland	T.3Cy.24″,39″&64″–42″ (*s*)	24 ″ 0	
106423	*C.S.Westerby* –06 *ss*Hul.No.3–3,11		2878	2,17				3mo	son&Sons		P31′B102′F35′		British	180lb *100lb* 289NHP	s 3 ″ 10		
QBDN	*ss*Cff.No.1–16		1994	~~LMC 7,16~~					Sunderland		FK		5 *BHCem*	2SB,*6pf*,GS120,HS4480	G.Clark,Ld.Sunderland	20 ″ 6	
	1 *Dk*(*Irn*) 2*trB* & *deep framing* 3 *Dk rule*								A&CP	*WB=Cell DB* a 94′ *uE*	30′ *f* 134′ 760*t FPT*			82*t APT* 138*t*			
102	**Farnworth** **SteelScSr**		5964	100A1				1917	Richards n,		400·3 | 51·6 | 32·9		Newcastle	T.3Cy.27″,44½″&74″–48″		
			5638	*Aging dk*					Duck&Co.Ld.		F35′		British				
	Elec.light		3776	*For full particulars see*					Stockton								
				No. 5 in Supplement										Blair&Co.Ld Stockton			
				(*Class Contemplated*)													
103	**Faro** **SteelScSr**		4044	✠ 100A1	Stn Hul	*u*	5,17	1905	W.Hamil-	Requisitioned by the Portuguese Government	360·1 | 50·3 | 17·0			T.3Cy.25″,41″&67″–45″ (*s*)	27 ″ 6	
	*ss*Ham.No.1–09		3788					11mo	ton&Co.Ld.		P31′B101′F31′ 25·6		Portuguese	180lb *100lb* 364NHP			
	(*ex*Galata,*ex*Mansfeld,*ex*Woglinde,		2580	*Spar dk*	LMC 5,17				Pt.Glasgow		FK		6 *BHCem*	2SB,*6pf*,GS119,HS4906 FD	D.Rowan&Co.Glasgow		
	*ex*Bardistan) 1 *Dk*(*Stl*) & *Spar dk*(*Stl*)			9,17				*Lloyd's A&CP*									
	Elec light & *deep framing*									*Cell DB a*	122′ *uE* 24′ *f* 146′ 843*t*			*DTa* 34′ 802*t*	*APT* 133*t*		
104	— **SteelScSr**		1143					1900	Schiffsw.v.	Oldenbrg-Portug. Dmpfsch.Reed.	210·8 | 31·1 | 17·8		Oldenburg	T.3Cy.15⅝″,25⅝″&40⅜″–27½″		G
	H.Oetken 12–12		945						H.Koch		B70′F25′		German	85NHP			
NGVF	*Elec.light* 1 *Dk* & *Spar dk*		720						Lübeck				*WB*	H.PauschActGes.Lndsbg			
105	**Farraline** **SteelScSr**		1226			...		1903	Ramage&	London&Edinburgh Shipping Co. Ld.	230·0 | 33·6 | 14·5		Leith	T.3Cy.17¼″,27″&46″–36″	17 ″ 0	C
115670	*T.Parrott* –14		870						Ferguson,Ld.		P&B129′F29′		British	138NHP			
VDPM	*Well deck* 1 *Dk* & *Web frames*		765						Leith		BK 7″		*WB*	Ramage&Fergusn,Ld.Lth.			
106	**Farrapo** **SteelScSr**		207					1893	Howaldts-	Cie Française de la construction du port	137·8 | 23·0 | 10·9		Rio Grande do Sul	T.3Cy.11⅛″,18⅛″&29½″–		
	1 *Dk*		—						werke				Brazilian	15¾″ 35NHP			
			89						Kiel		*WB*			Howaldtswerke,Kiel			

1 Numero d'Ordre. / Numero Officiel, / Signaux	2 Nom du Navire. Matériaux, Greement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Ferme assigné maintenant expiré. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe.	15 Registres où coté, et leurs Nos. & Marques. Dates. Cons. Rectif. Trade.
107 VMJK	**Fart** *M.Tuikkala* 09–09	SteelSc (*Tug*) 1 *Dk* (*Stl*)	137 — 79					1907	Drammens Jernst & M.V. Drammen	W.Schauman, Aktieb.	85·0 20·0 8·9			Jacobstad Russian *WB*	C.2Cy.15″&30″–18″ 32NHP DrammensJernst.&M.V.		
108 MNDS	**Fart I.** *A.A.Nilsen* –16 (*ex*Ada) *Mchy.Aft*	SteelScSr *ss*Got.No.2–14 1 *Dk* (*Stl*)	232 187 107	✠100A1 4,16 BS11,16 ✠LMC9,14	Xia	*c*	2,16	1906 4mo *Lloyd's*	Aktieb. Lödöse Varf. Lödöse	Akties.Fart (N.M. Nielsen)	100·1 22·4 11·2 P27′H12*t*F13′ FK *WB*=*FPT*26*t*			Chrstiania Norwegian	C.2Cy.10½″&22½″–15″ (*s*) 120lb 20NHP 3*BHCem* *APT*11*t*	12 ″ 0 s 1 ″ 1 11 ″ 1	
Sunk by collision 10,17 MNBW	**Fart II.** *ss*Hul.No 3–8.17 *Isaksen* ~~*ss*Got.No.2–13~~ (*ex*Jenny) *Mchy.Aft*	SteelScSr 1 *Dk* (*Stl*)	235 186 115	✠~~100A1~~ ~~8,17~~ 9,16 ~~BS8,16~~ ✠~~LMC4,15~~ 9,15	Hul	*c*	~~8,16~~ 9,17	1905 5mo *Lloyd's*	Aktieb. Lödöse Varf. Lödöse	Akties.Fart (N.M. Nielsen)	101·6 22·3 11·0 P23′F13′ FK *WB*=*FPT*27*t*			Chrstiania Norwegian	C.2Cy.10½″&22½″–15″ (*s*) 120lb 20NHP 3*BHCem* *APT*6*t*	12 ″ 0 ~~8 ″ 1~~ ~~11 ″ 1~~	
110	**Farwater** *Elec.light*	SteelSc 1 *Dk* (*Stl*)	167 140 34	✠100A1 *For towing purposes* 3,14 ✠LMC3,14	Shi			1914 3mo *Lloyd's*	New Eng.& SB.Works,Ld Shanghai	Russian Government	112·0 20·1 9·3 FK *WB*=*FPT*			Vladvostk Russian	T.3Cy.11″,18″&29″–20″ (*s*) 160lb 64NHP 1SB,2*cf*,GS33,HS1347 14*t* *APT*16*t*	10 ″ 0	
111 123123	**Father O'Flynn** *W.Wright*	SteelScK *ss*Dub.No.2–14 1 *Dk*	223 195 88	✠100A1 *Stm Trawler* 7,17 ~~7,16~~ ~~BS7,16~~ ✠~~LMC10,14~~	Dub		~~11,15~~ 7,17	1906 5mo *Lloyd's*	Cochrane & Sons Selby	Dublin Steam Trawling Co.Ld (A. Richardson, *Mgr.*)	120·0 21·6 11·5 Q70′ BK8″			Dublin British	T.3Cy.12½″,22″&35″–24″ (*s*) 180lb 68RHP 1SB,2*pf*,GS33,HS1110 4*BHCem* C.D.Holmes&Co.Hull	12 ″ 3	
112 88843	**Fatshan** *R.D.Thomas* 98–05 *Elec.light*	SteelTwinSc 1 *Dk*,*Shade dk* & *Promenade dk*	1727 943 998					1887 3mo	Ramage& Ferguson Leith	China Nav.Co.Ld.	280·0 54·0 10·2 F651*t*			Hong Kong British	T.6Cy.17″,27″&42″–24″ 173NHP Ramage&Ferguson,Leith		
113 105800 PFRL	**Fau Sang** *G.F.Matthews* –17	SteelScSr 1 *Dk*&*Spar dk*&*deep framing*	2251 2088 1410			...		1896	Wigham Richrdsn&Co Newcastle	Indo-China Steam Nav.Co.Ld.	290·0 40·0 15·6 B60′F38′ 22·7 FK *WB*			London British	T.3Cy.21″,34″&56″–42″ 209NHP WighmRichrdsn&Co.Nwc	25 ″ 0 s 4 ~~11½~~ 20 ″ 5	
114 122197	**Faultless** *W.Somerville*	WoodScSp 1 *Dk*	145 110 95					1907	A.Brown New Westminster, B.C.	Westminster Towing&Fish Co.Ld.	102·0 21·0 10·5			N.Wstmtr, B.C. British	T.3Cy.10″,11″&28″–20″ 40RHP McKie&Baxter,Glasgow		
115 NRJH	**Fauna** *S.de Boer* *Elec.light*	SteelScSr 1 *Dk*&*Shelter dk*	1254 1081 728					1912	N.V.Werf Rijkee&Co. Rotterdam	Koninkl.Nederl. Stoomb.Maats.	251·5 36·2 16·0			Amstrdam Dutch *WB*	T.3Cy.19½″,31″&50″–36″ 150NHP Maats.Fyenoord,Rot.		V
116 24 PFNV	**Faustina** *ss*Dun.No.1–10 (*ex*KinfaunsCastle)	SteelTwinSc 1 *Dk*	221 — 112	✠ *For River & Towing purposes* 3,13 ✠	Gen			1906 6mo	Dundee Shipbuilders' Co Ld. Dundee	Soc. Anglo-Romana Trasp. Maritt. e Fluviali	120·0 21·1 7·4 Q41′F57′ FK *WB*=*DBa*35′			Rome Italian	C.4Cy.9″&20″–15″ 52NHP 1SB.2*cf*,GS33,HS1109 FD 25*t* *FPT*16*t* Aitchison,Blair&Co.Gls.	8 ″ 0	I
117 PFQT	**Faustino R. San Pedro** *R.Scala* –16 (*ex*Charito,*ex*Trevalgan) *Well deck*	SteelScSr *ss*Bbo.2ndNo.3–6,16 1 *Dk* (*Irn*) 2*trB*	2420 1857 1530	✠100A1 10,17 ~~6,16~~ BS9,17 ✠LMC6,16	Bbo	*s*	~~6,16~~ 10,17	1890 3mo	J Readhead & Sons S.Shields A&CP	Altos Hornos de Vizcaya	290·5 40·0 19·8 P28′Q82′B118′F33′ BK10″ *Cell*			Bilbao Spanish	T.3Cy.23″37½″&61½″–39″(*r*) 160lb *80lb* NDB03 234NHP 2SB,6*rf*,GS104,HS3190 *DB* 250′545*t* J.Readhead&Sons,S.Shl	22 ″ 6 s 1·10½ 21 ″ 7	
118 117 PFQT	**Favignana** *Figari* (*ex*Isola di Favignana) *Elec.light*	SteelScSr 1 *Dk*&*Spar dk* & *Web frames*	3719 3157 2284			...		1900	Flli. Orlando Leghorn	Società Marittima Italiana	339·6 46·3 17·7 P43′*Shelter dk a* 21′ B103′*Sheltr dk f* 25′ F41′ FK			Naples Italian *WB*	T.3Cy.22²⁵⁄₃₂″,37½″&61²⁵⁄₃₂″–39⅘″ 296NHP Flli.Orlando,Leghorn	27 ″ 5 s 5 ″ 8 22 ″ 2	I
119 139913	**Favorita**	SteelScK 1 *Dk*	314 290 162	✠ 100A1 *Stm Trawler* 11,17 ~~*Class Contemplated*~~ ✠LMC11,17	Dun			1917 1916 12mo *Lloyd's*	Cochrane & Sons, Ld. Selby	Consolidated Stm. Fishing & Ice Co. (Gms.) Ld. (J.D. Marsden, *Mgr.*)	~~136·6~~ 24·0 12·8 Q74′F21′ 137·0 BK8″			Grimsby British	T.3Cy.13″,23″&37″–26″ (*s*) 180lb 87RHP 1SB,3*pf*,GS47,HS1468 4*BHCem* Cooper&Greig,Ld. Dundee	13 ″ 6	
120	**Favorita Clara** *F.Köhler* –07 *Elec.light*	SteelTwinSc 1 *Dk*	512 388 262	*Now named "Longston," See No. 57 in Supplement*				1907	G.Seebeck Akt.Ges. Bremerhaven	S.Ferrando	152·0 29·6 11·6			Bns.Ayres Argentine *WB*	C.4Cy.11″&20″–15½″ 26NHP G.Seebeck A.G.Bremerhvn		
121	**Favorita Doña Catalina**	SteelTwinSc 1 *Dk*	496 — 259	*Now named "Newston," See No. 36 in Supplement*				1906	G.Seebeck Akt.Ges. Bremerhaven	S.Ferrando	145·3 29·3 11·3 P15′B37′F19′			Bns Ayres Argentine *WB*	C.4Cy.11″&20″–15½″ 26NHP G.SeebeckA.G.Bremerhvn		
122 203983	**Favorite** *Elec.light* Wireless	SteelSc (*Salvage vessel*) 2 *Dks*	1223 — 691					1907	Buffalo Dry Dock Co. Buffalo	Great Lakes Towing Co.	180·7 43·0 20·6			Duluth Utd.States *WB*	T.3Cy.22″,36″&60″–30″ 197NHP American SB.Co.Cleveland		
123 120967	—	WoodTwinSc 1 *Dk*	399 — 271					1894	..... Tompkins' Cove,N.Y.	Tampa Bay Transportation Co.	127·6 30·6 8·2			Tampa Fla. Utd. States	C.4Cy.13″&26″–18″ 48NHP		
124	**Favorito Don Santiago** *Elec.light*	Steel TwinScSr 1 *Dk*	615 462 302					1911	G.Seebeck Akt.Ges. Geestemünde	S.Ferrando	164·0 31·2 12·1			Bns.Ayres Argentine *WB*	C.4Cy.14²⁵⁄₃₂″&22⅝″–15½″ 34NHP G.SeebeckA.G. Geestemnd		G
125	**Favorito Santiago Fernando** *Elec.light*	SteelTwinScSr 1 *Dk*	462 227 235	*Now named "Swanston," See No. 141 in Supplement*				1905	G.Seebeck Akt.Ges. Bremerhaven	S.Ferrando	130·7 29·4 11·7 P24′B16′F29′			Bns.Ayres Argentine *WB*	C.4Cy.10¹³⁄₁₆″&20⅛″–15⅝″ 27NHP G.SeebeckA.G.Bremerhvn		
126 109842 TDLS	**Fawn** *R.A.Sutherland* –14	IronScK *ss*Gms.No.3–1,12 *ss*Gms.No.1–15 1 *Dk*	210 197 88	✠100A1 *Stm Trawler* 9,17 ~~9,16~~ ~~BS9,16~~ ✠~~LMC8,15~~	Gms		~~8,15~~ 9,17	1898 12mo *Lloyd's*	Cook, Welton & Gemmell Hull	~~Baker&Green~~ John L.Green Ld. (Baker&Green *Mgrs*)	119·5 21·0 11·5 Q46′F20′ len12ptND12 BK8″			Grimsby British	T.3Cy.11″,20″&32″–24″ (*s*) 200lb 50RHP 1SB,2*pf*,GS33,HS900 5*BHCem* Amos&Smith,Hull	12 ″ 0	
127 105152 PSWJ	— *J.L.Audoire* –15 *Well deck Mchy.Aft*	SteelScSr 1 *Dk*	150 112 58			...		1897	J Fullerton & Co. Paisley	St.Malo&Binic S.S Co.Ld. (J.Piprell& Sons, *Mgrs.*)	105·0 18·1 8·4 Q43′B10′F24′ BK6″			Guernsey British *WB*	C.2Cy.14″&30″–21″ 42RHP Ross&Duncan,Glasgow	9 ″ 2	
128 128889 JMTR	**Faxfleet** *A.E.Willmott* –16 *Well deck Mchy.Aft*	SteelScSr 1 *Dk* (*Stl*)	843 588 420	✠100A1 1,18 ~~6,16~~ ✠LMC6,16	Psy God	*k*		1916 6mo *Lloyd's*	J Fullerton & Co. Paisley	Ouse S.S.Co.Ld (E.P.Atkinson)	195·1 31·1 11·6 Q99′B11′F24′ FK *Cell*			Goole British	T.3Cy.16″,26″&44″–33″ (*s*) 180lb 96RHP 3*BHCem* 57*t* *APT*45*t* Ross&Duncan,Glasgow	14 ″ 3 s 1 ″ 0 13 ″ 6	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material. Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	6 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	7 Port of Survey. Years Assigned now expired. Equipment Letter.	7a Mean drafts. Date when tail shaft last seen.	8 Built. When	9 Built. By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of Ft. of Trade Cert.
129 98578 LVMS	**Fazilka** SteelScSr *J.V.LeGrand* –16 3*Dks*(2*Irn-Uws*)	4152 3799 2698	✠ 10,90 ✠	Sld	*x*	1890 10mo	Doxford & Sons Sunderland	BritishIndiaStm. Nav.Co.Ld. *WB=CellDB*312′ 915*t FPT*	366·0 | 48·2 | 26·5 P40′B98′F48′ FK 6*BHCem* 94*t APT*29*t*	Glasgow British	T.3Cy.28″,46″&74″–51″ 462NHP 3DB,*12cf*,GS261,HS7988 W.Doxford&Sons,Sld.	29 ″ 3	
130 121098	**Fearless** SteelScSr (*Tug*) 1*Dk*	167 — 85				1899	Union Iron Works S.Francisco	Shipowners'& Merchants'Tug-boatCo.	99·6 | 22·7 | 12·6	S.Frncisco Utd.States *WB*	C.2Cy.20″&42″–24″ 72NHP UnionIronWorks,S.Frisco		
131 120286	— WoodSc	106 — 71				1877	..... FallRiver, Mass.	FisheriesCo.	89·8 | 17·4 | 8·7	Greenport N.Y. Utd.States			
132 94121	— WoodScCtr *M.Mattson*93–08 1*Dk*	104 104 27				1895	P.Callen Newcastle, N.S.W.	Macdonald,Hamilton&Co.	112·0 | 20·0 | 9·6	Brisbane British *WB*	C.2Cy.15½″&31″–20″ 40RHP Ross&Duncan,Glasgow		
133 132963	**Feasible** SteelScDy *A.J.Coleman* –14 (*Fishing*) 1*Dk*	103 102 46				1912	J.Duthie Torry S.B.Co. Aberdeen	W.Catchpole	86·0 | 18·6 | 9·1	Lowestoft British	T.3Cy.9¾″,15″&22″–16″ Elliott& Garrood,Ld.Lowestoft 25RHP		
134 121 PFRG	**Febo** SteelScSr *Gazzolo* (*ex*Forsteck,*ex*Rheinfels) 1*Dk*&*Spar dk*&*Webframes*	2843 2619 1764			…	1889	Sunderlnd S.B.Co.Ld. Sunderland	OfficinaComunale delGasdiBologna	323·0 | 41·0 | 26·0 B66′F41′ BK8″	Leghorn Italian *WB*	T.3Cy.23½″,39″&64″–42″ NDB04 280NHP N.E.MarineEngCo.Ld.Sld	28 ″ 8	V
135 33 PFSQ	**Fede** SteelScSr *F.Bennati* –13 *ss*Ant.No.3–7,13 (*ex*ThurlandCastle) 1*Dk*(*Stl*)&*Spar dk* *Elec.light* (*pt Irn*&*pt Stl*)&*deep framing*	3814 3561 2458	✠ 100A1 *Spar dk* 10,14 ~~BS10,15~~ ✠LMC7,13	Gen	*w* ~~8·4,16~~ 9,17 BS12,17	1901 10mo *Lloyd's*	Bartram& Sons Sunderland	Becchi&Calcagno *B=CellDB a* 118′ *W*	360·1 | 46·0 | 17·9 P31′B108′F37′ 25·8 FK *uE*&*B*42′ *f* 146′780*t*	Savona Italian 6*BHCem* *APT*56*t*	T.3Cy.25″,42″&68″–48″ (*s*) 180lb ~~*100lb*~~ NDB09 345NHP 2SB,*8pf*,GS116,HS5275 J.Dickinson&Sons,Ld.Sld.	28 ″ 6 s 5 ″ 5½ 23 ″ 5	
136 796 PFSR	— IronScSr *D.Cacace*16–16 6thSurvey,Gen.7,11 1stSurvey,Nap 9,15 (*ex*Etruria,*ex*Laertes,*ex*Countess) 1*Dk*(*Irn*)*2trB*	1987 1872 1256	✠ A1 ✠ 1 9,15 ✠NB4,98 MS9,15	Nap	Lv 20·60 21·88 23·15 24·41 5,16 ~~BS5,16~~	1885 5mo	Short Bros. Sunderland	G.Kahn	275·0 | 40·1 | 22·4 Q48*t*B166*t* BK10″ *WB=DBa*68′*f*92′	Genoa Italian 5*BH* &*uB*32′407*t*	C.2Cy.33″&62″–42″ (*r*) 100lb NDB98 203NHP 2SB,6*pf*,GS110,HS3636 Carr&Co.Ld.Sunderland	25 ″ 2 s 4 ″ 1½ 22 ″ 0	
137 137832 JNWQ	**Fedelma** SteelScSr *J.MacFarlane* –17 *ss*PGl.No.3–2,17 (*ex*SaldanhaDaGama) 1*Dk* *Elec.light*	495 406 280	✠ 100A1 11,17 ~~2,17~~ ✠NB3,09	PGl Sws	*h* ~~2,17~~ 11,17 ✠LMC2,17	1899 6mo	Dundee Shpbldrs.Co. Ld. Dundee	~~BirunSteamers Co.~~Cleeves'WesternValleysAnthracite CollieriesLd. (T.D.John,*Mgr.*)	170·0 | 26·7 | 12·0 B65′F20′ FK *FPT*33*t*	Swansea Glasgow British 4*BHCem* *APT*28*t*	T.3Cy.14″,23″&38″–27″ (*s*) 180lb *100lb* 97RHP 1SB,*2cf*,GS35,HS1470 N.E.MarineEng.Co.Ld.Sld	12 ″ 7 s 1 ″ 5½ 11 ″ 7	
138 91307 KJTW	**Federation** SteelScSr *G.Harland* –16 *Elec.light* 1*Dk*	820 590 377			…	1886	S.P.Austin &Son Sunderland	BedeMetal&ChemicalCoLd(J.Ridley, Son&Tully,*Mgrs.*)	220·0 | 30·7 | 12·6 P35′B65′F30′ BK7″	W.Hartlpl. British *WB*	T.3Cy.19″,31″&51″–33″ NB00 161NHP NEMarineE.Co.(Lim.)Sld.	14 ″ 5	C
139 HGVF	**Federica** SteelScSr *Vidulich* *ss*Tri.No.3–2,13 1*Dk*(*Stl*)&*Spar dk*(*Stl*) &*deep framing*	3530 3325 2261	✠ — 10,16 *Spar dk*	NYk	*w*	1899 10mo	Russell& Co. PortGlasgow	UnioneAustriacadiNav.(Soc.Anon.) *WB=CellDBa*	340·0 | 46·1 | 17·9 P21′B72′F36′ 25·9 FK 110′*uE*&*B*40′ *f*142′	Trieste Aust.-Hung. 6*BHCem* 805*t APT*56*t*	T.3Cy.24″,39″&65″–45″ NDB13 300NHP 2SB,6*cf*,GS132,HS4550 Rankin&Blackmore,Grk.	28 ″ 5	
140 (*ex*Gijon)	**Federico** IronScSr (Captured and taken to Toulon) 2*Dks*	808 552 466	✠ 8,75	Dun		1875 8mo	Gourlay Bros. Dundee		198·7 | 28·0 | 15·1 P&B121½′F36′ 5*BHCem*		C.2Cy.31″&54″–30″ 133NHP GourlayBros.&Co.Dundee		
141	**Federiko Glavic** SteelScSr *V.Milos*07–13 *Elec.light* 1*Dk*(*Stl*)&*2nd dk*(*Stl*) *in Nos.* 1 *&* 4 *holds only*	*5280* *4989* *3391*	✠ — 2,17	Nwc	*z*	1913 4mo	Earle'sCo. Ld. Hull	Nav.aVap.Unione *WB=CellDBa* 153′*uE*25′ *f*168′	420·0 | 54·1 | 26·2 P49′B250′F45′ FK 1253*t DT f* 25′ 980*t*	Dubrovnik Aust.-Hung. 7*BHCem* *APT*175*t*	T.3Cy.26″,42½″&70″–51″ 467NHP 3SB,9*cf*,GS168,HS6735 FD Earle'sCo.Ld.Hull	28 ″ 11	
142 1244 LRDA	**Fedor Theofani** SteelTwinScSr *G.Franovich*03–04 1*Dk*	537 — 294				1904	Stabilmnto Tecnico Trieste	Heirs of Th.Theofani	190·5 | 30·5 | 9·8 Q40′	Rostoff Russian *WB*	C.4Cy.13″&24″–20″ 44NHP StabilimentoTecnico,Tri.		
143 991	**Fedor Tschishoff** SteelScSr *I.Burkoff*91–95 1*Dk*(*Stl*)&*Awng dk*	832 737 465	✠ *Awng dk with freeboard* 10,07	Gls	*j*	1902 7mo	J.Reid&Co Ld. Glasgow	ArchangelMourmanStm.Nav.Co. *WB=DB*	195·0 | 28·9 | 11·9 18·8 FK *a*47′ *f*26′101*t FPT* 4*BHCem* 27*t APT*26*t*	Archangel Russian	T.3Cy.16″,26″&43″–30″ 118NHP 1SB,*3cf*,GS59,HS1930 Muir&Houston,Ld.Gls.	19 ″ 6	
144 HGVP	**Fedora** SteelScSr *M.Maver* –12 *ss*Liv.No.2–11 (*ex*CheviotRange) 1*Dk*(*Stl*)*2trB* &*deep framing* 3*Dk rule*	3352 3268 2178	✠ — 8,16	Tri	*w*	1903 11mo	Sunderlnd S.B.Co.Ld. Sunderland	M.U.Martinolich &Co.	345·0 | 47·0 | 25·0 P52′B190′F31′ FK *WB=CellDBa*112′ *u E*&*B* 33′	Lusinpiclo Aust.-Hung. 6*BHCem* *u E*&*B* 33′	T.3Cy.24″,40″&66″–45″ 317NHP 2SB,6*cf*,GS134,HS4900 N.E.MarineEng Co.Ld.Sld *f*148′728*t FPT*96*t APT*44*t*	27 ″ 8	
145 22 PFWG	**Fedra** IronScSr *G.Luporini*11–11 (*ex*FrancescaV., *Well deck* *ex*Ituna) 1*Dk*2*trB*	620 513 333			…	1877	J.Key Kinghorn	Soc. Anon. Siderurgica di Savona	181·2 | 28·3 | 14·3 Q60′B26′F17′ BK7½″	Savona Italian *WB*	C.2Cy.23″&40″–30″ NB96 70NHP TaylorBros.Birkenhead	15 ″ 4	
146 521 NABQ	**Fedya** SteelScK *P.S.Lambert* *ss*Oda.No.2–11 (*ex*PrincessMay) 1*Dk* *Ref.Mchy.*	201 196 82	✠ *StmTrawler* 2,14	Oda		1902 11mo	Smith's Dock Co.Ld. North Shields	S.Grooshetzky& Co.	113·0 | 21·6 | 12·0 BK7½″ *WB*	Odessa Russian 3*BHCem* *=DTf*5′8*t*	T.3Cy.12″,20″&32″–23″ 82NHP 1SB,*2rf*,GS35,HS1352 MacColl&Pollock,Sld.	12 ″ 10	
147 LBDH	**Fehmarn** SteelScSr *Th.Schacht* –96 1*Dk*	176 142 71				1896	Schiffsw(v. J.&Sch.)A.G. Hamburg	RhedereiS.S. "Fehmarn" (Heinr.Speck)	114·9 | 20·2 | 10·0 Q42′B30′F13′	Burg German	C.2Cy.14″&27″–20″ NB07 27NHP Schwft.(vJ&Sch)AGHam		G
148	**Feiching** IronScSr *A.A.Crawford* 1*Dk*&*Spar dk* (*ex*Falabah,*ex*Feiching,*ex*Falabah)	*1539* *1397* *980*				1883	Claparède &Co. Rouen	ChinaMerchants' Stm.Nav.Co.	253·0 | 36·0 | 13·3 H142*t* 21·1	Shanghai Chinese *WB*	C.2Cy.35″&59″–42″ 188NHP Claparède&Co.Rouen		
149 ~~BMVB~~	**Feldmarschall** SteelTwinScSr ~~(Captured at Dar-es-Salaam)~~ ~~*GrPass*~~ Wireless *Elec.light* Sub.Sig. 2*Dks*	6181 4721 3844	*Now named "FeldMarschall," See No. 82 in Supplement*			1903	Reiherst'g Schiffsw. Hamburg	~~DeutscheOst-Afrika Linie~~ Union-CastleMail S.S.Co.,Ld.	415·8 | 50·4 | 28·1 P&B272′F86′	~~Hamburg~~ German London British *WB*	T.6Cy.23¾″,38½″&64½″–48″ 577NHP Reiherst.Maschinenf.Ham.		
150 134358	**Felicia D.** SteelSc *G.Mongeau* –14 (*Tug*) 1*Dk*	161 128 80				1914	Sincennes McNaughton Line,Ld.Sorel	Sincennes McNaughtonLine, Ld.	81·0 | 22·2 | 11·6	Montreal British	C.2Cy.18″&36″–24″ 54RHP Cie.Pontbriand,Ld.Sorel		

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné aux machines. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L. R. Durée des Certificats
151 MDHB	**Felix** *T.Torkildsen* 16-16 *Mchy.Aft*	**SteelScSr** Cantilever framed *Elec.light* topside tanks 1 *Dk*	1837 1663 1123					1907	W.Dobson &Co. Newcastle	Acties.Felix (J.Ringen,Akties)	290·4 | 42·0 | 19·2 P68*t*H37*t*F36*t*	Haugesnd Norwegian *WB*	T.3Cy.22″,36″&60″–39″ 225NHP N.E.MarineEng.CoLdNwc	21 ″ 10	N
152 KRLN	— *J.Frese*	**SteelSc** (*Trawler*) 1 *Dk*	185 162 59					1902	G.Seebeck Act.Ges. Bremerhaven	Norddeutsche Hochseefischerei A.G.	120·2 | 22·5 | 10·7 H13′F13′	Gstemnde German *WB*	T.3Cy.11½″,18″&30½″–22″ 43NHP G.Seebeck A.G.Bremerhvn		G
153 2478 JFND	— *O.E.Jonsson* 14–14	**CompScSr** 1 *Dk*	165 134 98					1887	P.Larsson Thorskog	Agnhammars BruksAktieb. (CarlMatton)	98·6 | 23·4 | 8·7 B23′	Anghmmar Swedish	C.2Cy.8½″&17″–14″ 9NHP P.Larsson,Thorskog		
154 JGBT	**Félix Faure** *L.Dubois* –06	**SteelTwinSc**	122 — 37					1896	E. de la Brosse& Fouché Nantes	Cie.Rouennaise de Nav.	153·9 | 22·5 | 8·6 B—	Rouen French	T.6Cy.10½″,16½″&26″–10½″ 43NHP E.de la Brosse&Fouché, Nantes		V
155 HMKJ	**Felix Pizcueta** *R.Suarez* –11 *ss*Bbo.2ndNo.3–5,11 (*ex*Oscar deOlavarria,*ex*Benita) 2 *Dks*(1 *Irn*) *Floors,Beams,&KeelsonIrn*	**SteelScSr**	1520 — 1027	✠ 5.16 ✠	Bbo	*r*		1887 3mo	Oswald, Mrdaunt&Co. Southampton	FerrerPeset Hermanos	261·0 | 34·3 | 20·7 B68′F36′ BK9½″ *DBa*60 *&uE*	Gijon Spanish 4 *BHCem*	T.3Cy.21½″,33″&55″–39″ NDB03 190NHP 1DB,*6cf*,GS100,HS3000 Oswld,Mordaunt&Co.Sou.	22 ″ 2	
156 214726 LGRC	**Felix Taussig** ~~*Lady Enid*~~ 10–17 *Balaus* –17 *Elec.light*	**SteelScSr** 2 *Dks*(*Stl*)	6253 5418 4544	✠100A1 ~~2,17~~ 2,17 11.17 ~~Vac~~ ✠LMC2.17	NNs	*z* Phl		1917 2mo	NwprtNws S.B.&D.D.Co Newprt News	Crowell&Thurlow S.S.Co. *Cell DB*	395·0 | 55·1 | 31·0 P27′B117′F37′ FK 326′1711*t*FPT316*t*	Boston Utd. States 6 *BHCem* *APT*334*t*	T.3Cy.24½″,41½″&72″–48″(*s*) 180lb 467NHP 3SB,*12cf*,GS240,HS8235 NewportNewsSB&DD.Co.	34 ″ 6	
157 JGDQ	**Félix Touache** *Canal* 99–04	**SteelScSr** 2 *Dks&Spardk*	1444 1372 760					1889	Wigham Rchrdsn&Co Newcastle	Cie.deNav.Mixte	251·5 | 32·2 | 17·0 H— 24·0	Marseilles French *WB*	T.3Cy.25″,38½″&65″–42″ NB99 274NHP WighamRichrdsn&C Nwc.		V
158 ~~125418~~	**Fell** ~~*Stokken* –08~~ (*ex*CarstenBruun)	**SteelSc** (*Whaler*) 1 *Dk*	117 113 52					1908	Nylands Værksted Christiania	~~Union Whaling& Fishing Co.Ld.~~	91·3 | 17·9 | 10·8	~~Durban~~ British French *WB*	T.3Cy.10½″,17″&28½″–20″ 40RHP NylandsVærksted,Xania		
159 115302	**Fellgarth** *Griffiths*	**SteelSc** *ss*Bkn.No.3–6,15 1 *Dk*(*Stl*)	67 65 —	✠100A1 *For Towingpurposes* ~~2,17 11,16~~ 4,18 ~~BS4,17~~ ~~BS4,16~~ ✠LMC6.16	Liv	~~11,16~~ 4,18		1902 7mo	Lytham S.&E.Co. Lytham	ReaTransportCo. Ld. (R.&J.H.Rea, *Mgrs.*)	70·8 | 16·5 | 8·5 BK6″	Liverpool British 4 *BHCem* =*APT*3*t*	C.2Cy.14″&30″–21″ (*s*) 130lb 52RHP 1SB,*2pf*,GS28,HS1050 LythamS.&E.Co.Lytham	9 ″ 0	
160 111037 JHKP	**Fellside** *J.T.Nelson* –18 ~~*J.P.Worrall* 17~~ *ss*Nwc.No.3–12,14 (*ex*Gent,*ex*Patricia) *Well deck*	**SteelScSr** 1 *Dk*(*Irn*) *&Web frames*	872 648 377	✠100A1 10,11,~~17~~ ✠LMC MS11.14 DBS7.17	Nwc Cff MBS11.17 2.16	*l* 1,17		1901 12mo	Murdoch & Murray Pt.Glasgow	J.W.Little(R.L. Kemp, *Mgr.*) = *Cell DBa* 37′*uE*	208·8 | 30·1 | 12·8 Q63′B48′F29′ BK7½″ 18′*f*90′188*t*FPT31*t*	Belfast British 4 *BHCem* *APT*22*t*	T.3Cy.17″,27″&44″–33″ (*s*) 150lb *90lb* NDB11 114NHP 1SB,*3cf*,GS59,HS1745 D.Rowan&Co.Glasgow	15 ″ 6 s 1 ″ 8½ 14 ″ 7	
161 128196 HMRL	**Felspar** *P.McGlashan* –12 *ss*AyrNo.1–13 *Well deck Elec.light Mchy.Aft*	**SteelScSr** 1 *Dk*(*Stl*)	799 580 331	✠100A1 11,15 ~~BS11,15~~ ✠LMC6.15	Lth	*k* 11,15		1908 6mo	A.Rodger &Co. Pt.Glasgow	W.Robertson *WB*=*Cell*	199·0 | 30·1 | 11·3 Q110′B11′F35′ BK8″ *DBf*117′175*t*FPT	Glasgow British 3 *BHCem* 63*t*APT12*t*	T.3Cy.17″,27½″&44″–33″ (*s*) 160lb 99RHP 2SB,*4pf*,GS79,HS2468 A.Rodger&Co.Glasgow	13 ″ 7 s ″ 8½ 13 ″ 8	
162 215733 LJDR	**Feltore** *R.Webb* –17 *Elec.light Mchy.Aft* *Longitudinal framing* 1 *Dk*(*Stl*) *&Web frames*	SteelSc3MstSr **SteelSc**	7300 7117 6365 ~~4498~~	✠100A1 4,18 ~~10,17~~ (*Class Contemplated*) ✠LMC10.17	Bal	*c*†		1917 10mo	Bethlehem SteelCo. Sparrp'Pt Md	OreS.S. Corporation *Cell DBa*	449·1 | 57·2 | 34·0 P106′F39′ FK 2 *Intermediate BH with* 5 *B.only Cem* *Side tanks in Nos* 1,2,3 *holds P.S.*	NewYork Utd. States	2SB,*9cf*,GS185,HS7877 FD GeneralElectricCo. Schenectady,N.Y.	37 ″ 0	
163 PFWT	**Feltre** (*ex*Rhenania) *Elec.light* Wireless	**SteelScSr** 2 *Dks*	6455 4739 3935					1904	Bremer Vulkan Vegesack	Requisitioned by theItalianGovt. (ItalianStateRlys)	409·4 | 52·8 | 28·0 P255′F46′	Genoa Italian *WB*	Q.4Cy.24″,34½″,50½″&72½″– 53½″ 387NHP Bremer Vulkan, Vegesack	30 ″ 9 ″ 6 ″ ½ 25 ″ 3	1
164 98663 HNWs	**Feltria** *W.G.Price* –16 *ss*Bry.2ndNo.3–5,16 (*ex*Uranium,*ex*Avoca,*ex*Átlanta,*ex* Avoca,*ex*SanFernando,*ex*Avoca) Sub.Sig. Wireless *Elec.light*	**SteelScSr** 3 *Dks*(2 *Stl*–ws)	5254 4460 3287	✠100A1 5.16 ✠LMC5.16	Bry	*z* N5,16		1891 8mo	W.Denny &Bros. Dumbarton	Cunard S.S.Co.Ld.	420·0 | 48·2 | 30·6 P45′B165′F49′ BK11″	London British 6 *BHCem*	Q4Cy.31″,46½″,64½″&92″–60″ 180lb (*s*) 666NHP 3DB,*18cf*,GS351,HS9630 W.Denny&Co.Dumbarton	32 ″ 4 s 6 ″ 10 26 ″ 10	
165 3568 JLBR	**Femern** *J.A.Ludvigsson* 10–13 (*ex*Rolf)	**IronScSr** 1 *Dk*	592 408 335					1890	Nylands Værksted Christiania	Ångb.Aktieb.Ferm (AxelBroström &Son, *Mgrs.*)	167·2 | 27·2 | 12·0 P90′ H19*t* F16′	Krstnhmn Swedish *WB*	T.3Cy.11⅞″,17½″&30″–24″ 44NHP NylandsVærksted,Xiania		V
166 125768 HNQW	**Fenchurch** *J.Johnson* –16 (*ex*Harlesden) 1 *Dk*(*Stl*) *&Spar dk*(*Stl*) *&deep framing*	**SteelScSr** *ss*Shl.No.1–15	4334 4131 2724	✠100A1 *Spar dk* 4.16 BS6.17 Examined 5.18 ✠LMC1.15	Hav	*x* ~~1,15~~ N6,17		1909 3mo	Sunderlnd S.B.Co.Ld. Sunderland	MondrichS.S.CoLd (Japp,Hatch&Co. Ld. *Mgrs.*) *Cell DBa* 115′*uE&*	365·0 | 50·5 | 19·0 P30′B106′F39′ 26·9 FK B41′*f*160′892*t*FPT	London British 6 *BHCem* 82*t*APT160*t*	T.3Cy.26″,42″&72″–48″ (*s*) 180lb *100lb* 396NHP 3SB,*9cf*,GS167,HS6183 N.E.MarineEng.CoLd.Sld.	29 ″ 6 s 5 ″ 10 24 ″ 1	
167 76303 JCTG	**Fenella** *R.Clucas* –14	**IronTwinScSr** 2 *Dks*	563 402 238	✠ 8,82	Whn	*j*		1881 6mo	Barrow S.B Co.(Lim.) Barrow	Isle of ManSteam PacketCo.Ld.	200·0 | 26·0 | 13·0 P65′ B49′ F60′	DouglasIM British 7 *BHCem*	C.4Cy.23″&42″–24″ NB93 144NHP BarrowSB.Co.(Lim.),Brw.		BT till 2,18
168	**Fener-Bagthtché** (*ex*Number160)	**SteePad** 1 *Dk*	286 220 121					1894	Gourlay, Bros.&Co. Dundee	Administr. deNav. à Vap.Ottomane	180·0 | 23·1 | 8·0	Constnple Turkish	C.2Cy.22″&42″–48″ 102NHP Gourlay Bros.&Co.,Dundee		
169	**Feng Yang Maru** *Elec.light*	**SteelTwinSc** 4 *Dks*	4140					1915	Osaka Iron Works Osaka	NisshinKisen Kaisha	320·0 |	Japanese	T.6Cy.15½″,26″&43″–30″ 202NHP Osaka Iron Works,Osaka		
170 120532 HCPT	**Fengtien** *W.McIntosh* –16 *Elec.light*	**SteelScSr**	1765 1347 1073					1905	Scott's S. B. &E.Co.Ld. Greenock	ChinaNav.Co.Ld.	267·5 | 40·1 | 17·1 B50′F34′	London British *WB*	T.3Cy.21″,34″&56″–39″ 196NHP Scott's S.B.&E.Co.Ld.Grk.		
171	**Fenice** (*ex*Ivy,*ex*Padilla,*ex*Ivy) 1 *Dk*(*pt Stl*–ws) *Elec.light*	**SteelScSr** *ss*Vpo.2ndNo.3–12,05	468 451 210	✠ 4,12 ✠	Vpo	*j*		1888	C.J.Bigger Londonderry	F.G.Piaggio&Co.	190·0 | 28·2 | 13·3 P41′B66′F53′ ptND0 BK7½″	Callao Peruvian 5 *BHCem*	T.3Cy.17½″,29″&47″–36″ 125NHP 2SB,*4cf*,GS70,HS1770 Lees,Anderson&Co.Gls.	14 ″ 0	
172 126903 KLHQ	**Fenimore** (*ex*FrankJones)	**WoodPadSr** 3 *Dks*	1634 — 1079					1892	..... Bath,Me.	HudsonNav.Co.	253·2 | 36·3 | 13·8	NewYork Utd. States	C.2Cy.29″&59″–108″ 302NHP BathIronWorks,Bath,Me.		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
173	**Fenix** SteelScSr	120 — 85					1906	Soc.Astil-leroBehrens Valdivia	A.Solari	82·0|20·3| 9·5	Callao Peruvian	C.2Cy.		
174 VKCS	**Fennia** *ss*Gfl.No.2-17 SteelScSr *E.Wallenius*82-97 *ss*Bhn.No.3-5,09 *Well deck* ~~*ssHam.No.1-19*~~ *Elec.light* 1*Dk*(*pt Stl*-ws)2*trB*	1538 952 715	✠100A1 ~~1,17~~ ~~10,18~~ ~~BS6,15~~ ~~LMC6,15~~ ~~BS9,17~~ 3,17	Ham GfI	*n*	5,13 11,17	1897 7mo	Murdoch & Murray Pt.Glasgow A&CP	WasaNordsjöÅngf Aktieb. (Karl Kurtén, *Mgr.*) *WB*	229·9|33·2|16·3 Q77'B63'F30' BK8" = *Cell DBa*48' *f*96'	Wasa Russian	T.3Cy.17½",27½"&45"–33" 165lb (*s*) 118NHP 2SB,4*pf*,GS69,HS1801 4*BHCem* 205*t APT*20*t* J.G.Kincaid&Co.,Grk.	17 " 3 s 1 " 8 16 " 8	
175 MFNP	**Fenris** *E.Falch*17-17 ~~*H.Steffensen* –17~~ (*ex*Ituna) ~~*ssXia.No.1-18*~~ *Well deck* *ss*Bgn.No.2-17 1*Dk*(*pt Irn*)	454 342 234	✠100A1 9,17 ~~12,15~~ ~~NB1,15~~ ~~LMC3,17~~	Bgn Dnk	*g*	3,17	1884 11mo	Dobson& Charles Grngemouth *Lloyd's*	~~**E.Evangen**~~ Ingvald Björne bosRederiA/S. *WB*	160·0|25·2|12·0 Q51'B43'F21' FK = *DT f*22' 86*t FPT*	Xiansand Norwegian	C.2Cy.16½"&38"–30" (*a*) 100lb *80lb* NDB98 63NHP 1SB,2*pf*,GS44,HS1125 4*BHCem* 38*t APT*28*t* Hutson&Corbett,Glasgow	12 " 9 s " 9 12 " 3	
176 134757	**Fentonian** SteelScK *R.E.George* –14 1*Dk*	226 196 99	✠100A1 *StmTrawler* 8,13 ~~LMC1,15~~	Gms			1913 1mo	Cochrane &Sons,Ld. Selby *Lloyd's*	W.Grant *sA&CP*	120·4|21·5|11·5 Q69'RFD20' BK7½"	Grimsby British	T.3Cy.12",21½"&34"-24" (*s*) 180lb 70RHP 1SB,2*pf*,GS35,HS1340 4*BHCem* Gt.CentrlCo-opEng.&Ship RepairingCo.Ld.Gms.	12 " 3	
177 LMNQ	**Feodora** SteelScSr *Th.Asmussen*05-08 1*Dk*	149 114 54					1898	Schiffsw(v. J.&Sch.)A.G. Hamburg	Ver.Flensburg-Ekensunder& Sonderburger Dampfs.Ges. *WB*	110·5|21·1| 9·1 B28'F14'	Flensburg German	C.2Cy.14½"&27½"–20" 28NHP Schwft.(v.J&Sch)AGHam		G
178 LCNJ	**Ferdinand** IronScSr *H.Kirchner*99-06 1*Dk&Awngdk* *Elec.light*	550 524 340					1883	G.Howaldt Kiel	Sartori&Berger	161·7|23·6|17·9 H36'	Kiel German *WB*	C.2Cy.17¾"&35½"–23½" NB97 51NHP Gebr.Howaldt,Kiel		G
179 KRPF	— SteelSc *A.Topall* (*Trawler*) 1*Dk*	179 156 49					1907	G.Seebeck Akt.Ges. Bremerhaven	Norddeutsche Hochseefischerei A.G.	111·5|21·6|11·1 Q63'F18'	Gstemnde German *WB*	T.3Cy.11",18"&28½"–21" 37NHP G.Seebeck A.G.Bremerhvn		G
180 JGFR	**Ferdinand A.** SteelScSr *Chevalier* (*ex*Brunel) *ss*Hav.No.3-9,00 *ss*Rou.No.2-09 2*Dks*(1*Stl*)3*trB*	2062 1816 1299	✠ 1,14 ~~NB9,04~~ ✠	Rou	*s*		1888 11mo	TyneI.S.B. Co.(Lim.) Newcastle	Soc.lesAffrêteurs Réunis (J.Stern, *Mgr.*) *WB*=	286·7|37·0|22·1 P29'B56'F27' BK9½" *CellDB*(*pt Irn*)236' 403*t APT*16*t*	Rouen French	T.3Cy.22",36½"&60"–39" NDB03 229NHP 6*BHCem* 2SB,6*cf*,GS95,HS3520 N.E.MarineEng.Co.,Nwc.	24 " 7	V
181 206343	**Ferdinando Gorges** SteelPad	1312 — 826					1909	BathIron Works Bath,Me.	MaineCentralR.R. Co.	240·0|47·4|15·7	Prtlnd,Me. Utd.States			
182 PGHF	**Ferdinando Palasciano** SteelTwinScSr *G.Bertolini* (*ex*KönigAlbert) 4*Dks* *Elec.light* *Ref.Mchy.*Sub.Sig. Wireless	10484 8227 6290					1899	Akt.Ges. "Vulcan" Stettin	Requisitioned by theItalianGovt. (ItalianStateRlys) *WB*	499·3|60·2|34·6 P110'B234'F74'	Italian	Q.8Cy.27½",40",57½"&82½"–55" 1010NHP A.G."Vulcan,"Stettin		I
183	**Ferencz Ferdinánd** SteelScSr *J.Merlato*83-14 *Elec.light* *Ref.Mchy.* 2*Dks*(*Stl-Uws*) Wireless	*3539* *2474* *2159*	✠ ~~3,17~~ ✠	PGl	*v*		1914 5mo	ClydeS.B. &E.Co.Ld. PortGlasgow	Royl.Hungar'nSea Nav.Co.Adria,Ld. *WB*=*CellDBa*1	335·0|46·4|22·6 P41'B135'F41' FK 10'*uE&B*59'*f*128'5	Fiume Aust.-Hung. 6*BHCem* 87*t APT*16*t*	Q.4Cy.22½",32",47"&68"–48" 497NHP 4SB,12*cf*,GS212,HS7128 FD ClydeS.B.&E.Co.Ld P.Gl.	25 " 0	
184	**Ferencz József Király** SteelScSr *G.Matisz*93-13 *Elec.light* 2*Dks*(*Stl-Uws*) *Ref.Mchy.* Wireless	*3542* *2474* *2154*	✠ ~~2,17~~ ✠	PGl	*v*		1913 12mo	ClydeS.B. &Eng.Co.Ld PortGlasgow	Royl.Hungar'nSea Nav.Co.Adria,Ld. *WB*=*CellDBa*	335·0|46·4|22·6 P41'B135'F41' FK 110'*uE&B*59'*f*128'	Fiume Aust.-Hung. 6*BHCem* 587*t APT*16*t*	Q.4Cy.22½",32",47"&68"–48" 492NHP 4SB,12*cf*,GS210,HS7016 FD ClydeSB&EngCo.Ld.PGls	25 " 0	
185 4627 JQDM	**Fermia** SteelScSr *K.G.Sjögren*10-14 1*Dk*(*Stl*) *Mchy.Aft*	522 417 274	✠100A1 3,18 ~~12,16~~ ~~BS16,16~~ ~~LMC4,14~~ ~~BS2,18~~	Got Shl	*i*	12,16	1906 8mo	Eriksbergs M.V.Aktieb Gothenburg A&CP	Ångb.Aktieb.Ferm (S.G.Jansson *Mgr*) *WB*=*Cell*	166·5|28·2|12·0 P54'F22'H28*t* FK *DBf*106'166*t FPT*	Krstnhmn Swedish	T.3Cy.13½",22"&36"–24" (*s*) 180lb *100lb* 65NHP 3*BHCem* 1SB.2*cf*,GS36,HS959 29*t APT*23*t* Eriksberg M.V.Aktieb.Got	13 " 10 s 1 " 3½ 12 " 9	
186 109805	**Fermo** IronScK *F.G.Piercy* –15 *ss*Gms.No.3-7,11 *ss*Gms.No.1-15 1*Dk*	175 159 71	✠100A1 *StmTrawler* 3,16 ~~LMC9,15~~ ~~NB2,07~~ ~~BS2,16~~ 17	Gms		3,16	1898 7mo	Cochrane& Cooper,Ld Beverley *Lloyd's*	OceanStm.Fishing Co.Ld. *sA&CP*	100·2|21·0|11·6 Q45'F18' BK7½"	Grimsby British 3*BHCem*	T.3Cy.10½",18"&30"–22" (*s*) 185lb 45RHP 1SB,2*pf*,GS30,HS865 Amos&Smith,Hull	12 " 3	
187 111274 RSND	**Fern** SteelScSr *D.MacArthur* –15 *ss*Gls.No.3-10,12 *ss*Gls.No.1-16 *Elec.light* 1*Dk*	444 444 175	✠100A1 12,17 ~~10,16~~ ~~BS12,17~~ ~~LMC10,16~~	Gls Trn	*i*	10,16	1900 7mo	AilsaS.B. Co. Troon A&CP	LairdLine,Ld. *WB*=*D*	180·2|29·0|12·1 P29'B74'F43' BK7" *Ba*39' *f*48'99*t FPT*	Glasgow British 4*BHCem* 20*t APT*10*t*	T.3Cy.16",26½"&43"–30" (*s*) 170lb *80lb* 120NHP 1SB,3*cf*,GS58,HS2046 Dunsmuir&Jackson,Gls.	12 " 9 s 1 " 5 12 " 4	BT till 10,17
188 JGHD	**Fernande** SteelScSr (Seized at Emden) *Esnol* *Well deck* *ss*Nwc.No.1-13 1*Dk*(*Stl*)*&deepframing*	1326 944 611	✠100A1 6,14 ~~LMC9,15~~	Sws	*o*	6,14	1909 4mo	J.Priest-man&Co. Sunderland *Lloyd's*	F.Bouet *WB*=*Cell DBa*66'*uE&B*40' *sA&CP*	238·0|34·0|14·3 Q91'B56'F20' FK *f*86' 329*t FPT*61*t*	Caen French 4*BHCem* *APT*104*t*	T.3Cy.18",30"&49"–36" (*s*) 180lb 177NHP 2SB,4*pf*,GS73,HS2998 N.E.MarineEng.Co.Ld.Sld	16 " 6 s 1 " 5 15 " 3	
189	**Fernandez Hermanos** SteelScSr *E.Sison* (*ex*Juno) 1*Dk&Awng dk*	*767* *702* *483*			...		1895	Gourlay Bros.&Co. Dundee	FernandezHnos.	180·0|28·0|10·7 17·7 FK	Manila Utd.States *WB*	T.3Cy.14",22½"&36"–27" 67NHP GourlayBros.&Co.,Dundee	19 " 10	
190 127430 HMKR	**Fernandina** SteelScSr *J.W.Anderson* –13 1*Dk*	1851 1708 1146					1908	Nthmblnd S.B Co.Ld. Newcastle	Furness,Withy& Co.Ld.	276·0|40·5|18·6 P24'B60'F29'	W.Hartlpl British *WB*	T.3Cy.20½",33"&54"–36" Richardsons, 175NHP Westgarth&Co.Ld.Sld.		C
191	**Fernando de Noronha** SteelScSr *Mchy.Aft* 1*Dk*	*124* *111* *56*			...		1894	Lytham S.B.&E.Co. Lytham	BrazilianGovern-ment	94·8|18·1| 8·0 BK6"	Prnmbuco Brazilian	C.2Cy.14"&28"–18" 36NHP LythamS.&E.Co.,Lytham	8 " 10	
192	**Fernão Veloso** SteelScSr *M.dos Santas Vilgas* (*ex*Khalif) *Elec.light* 2*Dks*	5105 4752 3244	G.L.Lon ~~4,15~~ ~~13,18~~ (*See foot(p. 6*)*) *Carrying oil fuel*				1906	Bremer Vulkan Vegesack	Requisitioned by thePortuguese Government	409·3|52·7|28·0 P260'F48'	Lisbon Portuguese *WB*	Q.4Cy.24½",34½",50⅝"&72½"–53⅝" 390NHP BremerVulkan,Vegesack		
193 110342 RHLW	**Ferndene** SteelScSr *T.M.Pelton* –16 *ss*Nwc.No.3-5,12 2*Dks*(1*Stl&Upt Irn pt Stl*) *&deepframing*	3770 3546 2444	✠100A1 2,16 BS2,16 ~~LMC11,11~~	Nwc	*w*	N12,14	1899 9mo	Nrthmber-landSB.Co.Ld Newcastle A&CP	DeneS.ShppgCoLd (JTLunn&Co.*Mgs*) *WB*=*CellDBa*	340·0|48·0|25·9 P30'B89'F36' FK 104'*uE*22'*f*150'830*t*	Newcastle British 7*BHCem* *MT*26'630*t*	T.3Cy.24",39"&66"–45" (*s*) 180lb *80lb* 316NHP 2SB,6*cf*,GS102,HS4870 T.Richardsn &Sns,Ld.Hpl.	28 " 5 s 5 " 3 23 " 7	

*This vessel which was classed in the Germanischer Lloyd, has now been surveyed by the Surveyors to Lloyd's Register

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pa.	15 Registres du Cabotage et Long Cours. Limites Ocean Trade.
194	**Fernfield**	**SteelScSr**	3142	✠100A1	Mch	*v*	~~8,16~~	1895	Furness,	TowerSteam	331·0	42·0	18·5	London	T.3Cy.24″,40″&66″-45″ (*s*)	28 ″ 9	
105704	*D.Harries* –16 *ss*Bly.No.3–1,08		2919	*Spar dk*	~~Bly,Shl~~		12,17	7mo	Withy&CoLd	ShippingCo.Ld.	P31′B66′F34′	26·4		British	160lb *100lb* NDB11 301NHP	s 5 ″10	
NVWC	*ss*Bly.No.2–17 ~~*ss*Bly.No.1–13~~		2025	~~2,17~~ ~~*ss*153,18~~	BS12,17				W.Hartl'pool	(Woods,Tylor&	*WB=CellD*	FK		6*BHCem*	2SB,*6cf*,GS124,HS4650	23 ″ 3	
	1*Dk(Stl)*&*Spar dk(Stl)*&*Web frames*			~~Examined 1917~~ ~~LMC~~					A&CP	Brown,*Mgrs.*)	*Ba*108′*uE*24′*f*134′			579*tAPT*42*t*	Blair&Co.(Lim.),Stockton		
195	**Ferngarth**	**SteelScSr**	4629	✠100A1	~~Bat~~	*y*	~~4,16~~	1911	Craig,Tay-	~~R.S.Dalgliesh~~	380·0	52·0	28·2	Glasgow ~~Newcastle~~	T.3Cy.25½″,43″&70″-45″ (*s*)	29 ″ 6	
129764	~~*R.S.Smith*92–14~~ *ss*Msl.No.1–15		4396	~~4,17~~ ~~3,16~~	~~LMC1,15~~		4,17	3mo	lor&Co.Ld.	Barr,Crombie&Co.	P48′B120′F33′			British	180lb 369NHP	s 5 ″ 9	
HSGM	*A.Hunter* –15 1*Dk(Stl)*		2899		Hpl				Stockton	(*WB=CellDBa*	126′*uE*21′	FK		*Cem*	3SB,*9cf*,GS166,HS5863	24 ″ 1	
	Carrying fuel oil P.P. above 130° F in D.B			~~Boiler~~				*Lloyd's*	*sA&CP*	*f*169′1241*t*	*FPT*162*tAPT*147*t*			5*BH only*	MacColl&Pollock,Ld.Sld.		
				BS5,16					*Intermediate*		*hold dispensed with*						
196	**Fernhill**	**SteelScSr**	2378	✠100A1	Lth	*s*	12,15	1908	Richardsn,	W.J.Tillett S.S.Co.	303·3	42·5	19·9	Cardiff	T.3Cy.22½″,37″&61″-42″(*a*)	22 ″ 4	
123194	*E.Hosking* –14 *ss*Bry.No.1–13		2157	12,15				2mo	Duck&Co.	Ld. (W.J.Tillett&	P22′B54′F23′			British	180lb ~~960~~ ~~80lb~~ 279NHP	s 3 ″ 8	
HMGS	1*Dk(pt Irn&pt Stl)&deep framing*		1457	BS12,15	LMC6,12				Stockton	Co.*Mgrs.*)		FK		5*BHCem*	2SB,*6rf*,GS118,HS4530	19 ″ 0	
	Cargo battens not fitted							*Lloyd's*	*sA&CP*		*WB=CellDBa*106′				Blair&Co.Ld.Stockton		
											*uE*22′*f*114′				661*tFPT*116*tAPT*112*t*		
197	**Fernley**	**SteelScSr**	3820	✠100A1	Bry	*w*	2,17	1901	W.Gray&	Chr.Salvesen&Co.	340·0	49·6	25·6	W.Hartlpl	T.3Cy.25½″,40½″&67″-45″(*s*)	28 ″ 3	
113515	*D.R.Potts*99–15 *ss*Cff.No.3–1,15		3581	10,17~~2,17~~	Qns			12mo	Co.Ld.		P28′B87′F31′			British	160lb *80lb* 297NHP	s 5 ~~4½~~	
TOJP	1*Dk(Irn)*2*tr B deep framing*&		2471	BS11,15	LMC1,15				WHartlepool			FK		6*BHCem*	2SB,*6rf*,GS113,HS4404	23 ″ 3	
	Web frames 3*Dk rule*							*Lloyd's*	*sA&CP*	*WB=Cell*	*DBa*&*uE*133′*f*144′			911*tAPT*70*t*	Cen.Mar.Eng.Wrks WHpl.		
198	**Fernmoor**	**SteelScSr**	3098	✠100A1	Npt	*u*	N10,15	1894	J.Read-	MoorLine,Ld.	321·0	41·5	21·9	Newcastle	T.3Cy.24″,40″&64″-42″ (*r*)	24 ″ 4	
104256	*R.C.Collins* –13 *ss*Bly.No.3–5,07		2403	*pt Awng dk*				7mo	head&Sons	(W.Runciman&	P28′Q98′B130′			British	160lb *100lb* NDB11 281NHP	s 8 ″ 9	
NKWH	*ss*Npt.No.2–16		1992	*with freeboard*					S.Shields	Co.Ld.*Mgrs.*)	F34′RFD30′	FK		5*BHCem*	2SB,*6rf*,GS89,HS4445	22 ″ 11	
	1*Dk(pt Stl pt Irn)*2*tr B&deep framing*			6,16	LMC				A&CP	*WB=*	*CellDBa*104′*uE&B*			44′*f*128′692*t*	J.Readhead&Sons,S.Shl.		
	&*pt Awng dk(Irn)*			MS10,15	BS6,16												
199	**Feronia**	**SteelScSr**	691			...		1899	W.Harkess	Dampfschifffahrts	184·3	28·5	13·9	Bremen	T.3Cy.14″,22½″&37″-27″	14 ″ 10	
	B.Noordhoff (Seized at Antwerp)		523						&Son	Ges.Neptun	Q93′B16′F22′			German	80NHP		
QGPM	*Well deck* 1*Dk*		375						Middlesbro'			FK		*WB*	MacColl&Pollock,Sld.		
200	**Ferrah**	**SteelPadSp**	*257*					1887	S.&H.Mor-	Administr.deNav.	190·0	21·1	7·7	Constanpl	D.Cy.45″-66″		
	(*ex*TantallonCastle)		*241*					4mo	ton&Co.	àVap.Ottomane	Q9*t*			Turkish	126NHP		
	Elec.light		*65*						Leith						S.&H.Morton&Co.Leith		
201	**Ferrara**	**SteelScSr**	5660	✠100A1	Gen	*a*†	3,17	1912	J.C.Teck-	Requisitioned by	421·2	55·5	28·6	Genoa	Q4Cy24″34½″50¾″&74″-53½″	31 ″ 3	
	Bertolotto			4,16				11mo	lenborgA.G.	theItalianGovt.	P78′B124′F54′			Italian	213lb *121lb* (*r*) 510NHP		
PGHN	(*ex*Sturmfels) 2*Dks*(*Stl–U* teak s)		3554	LMC11,12					Geestemünde	(ItalianStateRlys)		FK		*Cem*	3SB,*9cf*,GS161,HS6780 FD		
	Elec.light Wireless							*Lloyd's*	*sA&CP*	1*BH in lower hold*	*frwd dispensed with*			6*BHonly*	J.C.TecklenborgA.G.Gst.		
								CellD	*Ba*148′*uE*24′	*f*133′1230*t*′*tween*	*dk tanks f*40′472*t*′*tw*			*een dk tanks*	*a*42′448*tFPT*62*tAPT*85*t*		
202	—	**SteelSc3MstSr**	1175	✠100A1	Bom	*o*	10,15	1880	R.Steele&	BritishTankerCo.	248·3	33·2	17·0	Leith	C.2Cy.30″&52″-36″ (*a*)	18 ″ 3	
82009	*T.M.Feathers* –12 *ss*Lth.2ndNo.3–4,05		1049	10.15				8mo	Co.	Ld.	P21′F29′			British	65lb ~~55lb~~ NDB90 135NHP	s 3 ″ 1	
TMBS	*Elec.light* *ss*Bom.No.2–13		718	NB5.01, fitted 05					Greenock			BK8½″		6*BHCem*	1SB,*4rf*,GS66,HS2128 ~~487~~	16 ″ 4	
	2*Dks*			BS4,15	LMC7,13			*Lloyd's*	*sA&CP*		*WB=MT*			35′300*t*	R.Steele&Co.,Greenock		
				Fitted for oil fuel 7,12		*F.P. a*		*bove* 1	50°F.								
203	**Ferret**	**IronScSr**	445					1871	J.&G.	AdelaideS.S.Co.Ld	170·9	23·2	12·7	Adelaide	C.2Cy.23″&40″-33″		
63864	*P.Balleine*		343						Thomson					British	99RHP		
QKBM	1*Dk*		246						Glasgow					*WB*	J.&G.Thomson,Glasgow		
204	**Ferriby**	**SteelScK**	324	✠100A1	Hul			1913	GooleS.B.	J.H.Collinson	140·0	23·8	12·4	Hull	T.3Cy.13″,23″&37″-26″ (*s*)	13 ″ 3	
133421	*G.H.Booth* –14		285	*Stm Trawler*				2mo	&RepgCo.Ld		Q76′F21′			British	200lb 84RHP		
JBPT	1*Dk*		128	4,15	LMC2,15			*Lloyd's*	Goole			BK8″		4*BHCem*	1SB,*3pf*,GS58,HS1350		
									sA&CP						C.D.Holmes&Co.Ld.Hull		
205	**Ferric**	**SteelScSp**	191	✠100A1	Brs	*b*	3,17	1912	C.Hill&	Osborn,Wallis&Co	116·9	20·0	7·8	Bristol	C.2Cy.14″&28″-18″ (*s*)	8 ″ 9	
134697	*H.Allen* –12 *ss*Brs.No.1–16		153	3,17				12mo	Sons		Q36′			British	130lb 32RHP	s 1 ″ 1	
	Mchy.Aft 1*Dk(Stl)*		69	*For Bristol Channel service*					Bristol			BK5½″		3*BHpt Asp*	1SB,*2pf*,GS31,HS926	8 ″ 3	
	Cargo battens not fitted			LMC8,16				*Lloyd's*	*sA&CP*	*WB=FPT*50*tAPT*10*t*				*pt Cem*	Plenty&Son,Ld.Newbury.		
206	**Ferro**	**SteelScSr**	2153			...		1899	WoodSkin-	Skibs.Akties.	290·0	42·1	20·5	Chrstiania	T.3Cy.21½″,35½″&58″-39″	21 ″ 9	N
	*E.Eriksen*16–16 (*ex*Falkanger,		1972						ner&Co.Ld.	Astoria (P.A.	P23′B64′F30′			Norwegian	215NHP		
HMNR	*ex*Brynhild,*ex*Hirundo) 1*Dk&deep*		1340						Newcastle	Jensen&K.Bögh		FK		*WB*	N.E.MarineEngCoLd.Nwc		
	framing									Henriksen,*Mgrs.*)							
207	**Ferrona**	**SteelScSr**	4591	✠100A1	N Yk	*y*	5,17	1914	Short Bros.	British&Chilian	399·0	51·0	25·7	Liverpool	T.3Cy.26″,42″&70″-48″ (*s*)	28 ″ 4	
137411	*J.C.Connell*11–14		4222	6,17 ~~4,16~~	Bry			11mo	Ld.	S.S.Co.Ld.(Lowden	P39′B222′F36′			British	180lb 399NHP	s 4 ″ 7	
JHFL	*Elec.light* 1*Dk(Stl)*&*Web frames*		2802	LMC11,14					Sunderland	Connell&Co.*Mgs.*)	*WB=CellDBa*	FK		6*BHCem*	3SB,*9cf*,GS177,HS6561	24 ″ 1	
	Longitudinal framing							*Lloyd's*	*sA&CP*	125′*uE&B*	42′*f*173′1237*t FPT*			99*tAPT*172*t*	G.Clarke,Ld.Sunderland		
208	**Ferrum**	**SteelScSr**	235	✠100A1	Lon	*c*	10,16	1900	J M'Arthur	FerrumSSCo.Ld.	120·0	22·1	8·8	Glasgow	C.2Cy.14½″&30″-21″ (*s*)	9 ″ 9	
111299	*J.Henderson* –15 *ss*Shl.No.3–9,12		170	11,15				10mo	&Co.	(G.T.Gillie&Co.	Q46′B9′F19′			British	120lb 37RHP	s ″ 6½	
HWRM	*Mchy.Aft* 1*Dk(Stl)*		89	~~Examined 1917~~ ~~11,17~~	~~11,17~~				Paisley	*Mgrs.*)		BK7″		3*BHCem*	1SB,*2pf*,GS39,HS992	9 ″ 11	
	Well deck			~~BS8,16~~	~~LMC3,16~~				A&CP		*WB=FPT*22*t*				Bow,McLachlan&Co.Psy.		
209	**Ferryhill**	**SteelScSr**	411	✠100A1	Lon	*g*	1,17	1909	Hall,Rus-	~~C.R.Davidson&Co.~~	160·5	24·1	9·5	Aberdeen	T.3Cy.12″,20″&34″-23″ (*r*)	11 ″ 9	
129335	*A.Robertson* –14 *ss*Abn.No.1–14		300	1,17				8mo	sell&Co.Ld.	Ferrum S.S.Co.Ld.	Q95′B10′F18′			British	180lb *100lb* 81RHP	s 3 ″ 9½	
HPSC	*Well deck Mchy.Aft* 1*Dk(Stl)*		169	~~BS1,17~~	LMC3,14				Aberdeen	(G.T.Gillie&Co.,		BK7″		3*BHCem*	1SB,*3pf*,GS46,HS1540	12 ″ 1	
								Lloyd's	*sA&CP*	*Mgrs.*)	*WB=Cell*			*DBf*95′122*t*	Hall,Russell&Co.Ld.Abn.		
210	**Fert**	**SteelScSr**	5567	✠100A1	Gen	*y*	7,15	1909	A.McMil-	Nav.AltaItalia	381·1	52·0	23·9	Genoa	T.3Cy.25½″,43″&73″-48″ (*s*)	34 ″ 8	
669	*F.Toscanino*09–09 *ss*Gen.No.1–13		4075	*Shelter dk*				4mo	lan&Son,Ld.	(Soc.Anon.)		FK		Italian	200lb *100lb* 460NHP	s 8 ″ 6	
PGHV	(*ex*Aspromonte) 1*Dk(Stl)*		3542	*with freeboard*					Dumbarton					6*BHCem*	2SB,*6cf*,GS126,HS6056 FD	26 ″ 9	
	&*deep framing*&*Shelter dk(Stl–ws)*			4,16				A&CP	*WB=*	*CellDBa*111′*uE*21	′*f*179′1074*tDTf*42′			953*tAPT*69*t*	ClydeS.B.&ECo.Ld.Pt.Gls		
	&*M dk(Stl)in Nos.*1,3&5*holds*			BS4,16 ~~LMC5,13~~													
211	**Feugh**	**SteelScK**	227	✠100A1	Abn			1917	Cochrane&	R.W.Lewis&Sons	121·2	22·2	12·3	Aberdeen	T.3Cy.12″,20″&34″-24″ (*s*)	13 ′ 0	
139782	*W.Duthie* –17		214	*Stm Trawler*				1mo	Sons,Ld.					British	180lb 80RHP		
	1*Dk*		87	2,17	LMC2,17				Selby			BK7½″		3*BHCem*	1SB,*3pf*,GS47,HS1430		
								Lloyd's	*sA&CP*					*DTf*5′11*t*	R.W.Lewis&Sons,Ld.Abn.		
212	**Fez**	**IronScSr**	493					1889	O.A.Brodin	Cie. des Chargeurs	179·8	26·2	10·5	Bordeaux	C.2Cy.17¼″&31½″-21½″		V
	R.Robert –17		404						Gefle	Marocains(Plisson	Q63′B40′H6*t*F19*t*			French	NB11 38NHP		
JGLD	(*ex*QuebrachoArgentino,*ex*Rio) 1*Dk.*		271							&Co.*Mgrs.*)				*WB*	J.&C.G.BolindersMVSkm.		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / *Master.* *Late Name if any.* / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 6 7 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 9 Built. When / By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Details of Transfers.
213 137019	**Fezenta** **SteelScK** 1 *Dk*	228 217 95	✠100A1 *Stm Trawler* 6,14 ✠LMC6,14	Hul			1914 6mo *Lloyd's SA&CP*	Cook, Welt'n&Gemmell Ld. Beverley	SavoyStm.Fishing Co.Ld. (Baker&Green, *Mgrs.*)	117·0 Q61'	22·0 BK7½"	12·7 *4BHCem*	Grimsby British	T.3Cy.12",21"&34"-24" *(s)* 200lb 68RHP 1SB,*3pf*,GS32,HS1099 Amos&Smith,Ld.Hull	13 " 7	
214 139044	**Fiat** **SteelScK** 1 *Dk*	314 290 162	✠100A1 *Stm Trawler* 8,17 ✠LMC8,17 ~~*(Class Contemplated)*~~	Dun			1916 12mo *Lloyd's SA&CP*	Cochrane& Sons,Ld. Selby	ConsolidatedStm. Fishing&IceCo. (Gms.)Ld. (J.D. Marsden, *Mgr.*)	~~136·6~~ 135·0 Q74'F21 137·0	24·0 BK8"	12·8 *4BHCem*	Grimsby British	T.3Cy.~~12~~13",23"&37"-26" *(s)* 180lb 87RHP 1SB,*3pf*,GS47,HS1468 Cooper&Greig,Ld. Dundee	13 " 6	
215 NHTQ	**Ficaria** **SteelScSr** *V.Rasch*07-07 *Ref.Mchy. Elec.light* 2*Dks&Spar dk*	1524 878 677					1896	Lobnitz& Co.(Lim.) Renfrew	DetForenede DampskibsSelsk.	270·9	34·1	14·7 21·9	Copnhagn Danish	T.3Cy.25",40"&64"-42" 265NHP Lobnitz&Co.(Lim.),Rnfw.		V
216 PHWR	**Fidelense** **SteelTwinScSr** *J.F.C.Borbolela* (*ex*Pilcomayo, *ex*Fidelense,*ex*Pilcomayo) 1*Dk*	*433* *401* *259*				...	1890	Murdoch& Murray Pt.Glasgow	Cia.deNav.S.João deBarra eCampos	160·3 B26'	33·1 FK	9·0 *WB*	R.Janeiro Brazilian	T.4Cy.(2)9",18"&32"-22" 57NHP Rankin&Blackmore,Grk.	9 " 7	
217 99544 PHWR	**Fidelia** **IronScK** *R.A.Thomas* -16 *ss*Hul.2ndNo3-7,14 1*Dk*	147 136 61	✠100A1 *Stm Trawler* 10,17 ~~2·16~~ ✠LMC7,14 ✠NB6,09 BS3,16 ~~8,18~~ 5,18	Hul		N3,16	1891 11mo *Lloyd's SA&CP*	Cook, Welt'n&Gemmell Hull	F.&T.Ross,Ld.	100·0 Q20' ptND02&14	20·5 BK7½"	11·0 *3BHCem*	Hull British	T.3Cy.12½",19½"&31½"-22½" 160lb (*s*) 50RHP 1SB,*2pf*,GS29,HS630 C.D.Holmes&Co.,Hull	11 " 10	
218	**Fidelity** **WoodScTug** (*ex*U.S."Ordnance")	155 — 43					1883	..... Wilmington, Del.	F.Suarez	95·8	19·7	11·5	Havana Cuban	C.2Cy.15½"&31½"-Vulcan NB04 IronWork,JerseyCity.N.J.		
219 664 PGNH	**Fido** **SteelScBn** *S.Schiaffino* (*ex*Libano,*ex*Sabah, *ex*Reichstag,*ex*Eduard-Bohlen) *Elec.light* 1*Dk&Spar dk*	2014 1745 1263					1889	Blohm& Voss Hamburg	O.A.Raimondo e Soci	323·1 P79'B88'F38'	38·2	20·6 *WB*	Genoa Italian	T.3Cy.24",38"&63"-42" 257NHP Blohm&Voss,Hamburg		V
220 123248 HGBW	— **SteelScSr** *A.Proctor* -16 1*Dk*	602 510 267					1906	Earle'sCo. Ld. Hull	Ellerman's WilsonLine,Ld.	178·0 P101'F22'	29·6	14·1 *WB*	Hull British	T.3Cy.14",24½"&40"-27" 79RHP Earle'sCo.Ld.Hull		C
221 LMTF	**Fiducia** **SteelScSr** *N.Holst*04-05 1*Dk*	1560 1068 988					1903	Flensburgr Schiffsb.Ges. Flensburg	J.Jost	245·6 P14'Q58'B112'F30'	35·4	15·3 *WB*	Flensburg German	T.3Cy.16",26"&43"-33" 106NHP FlensburgerSchiffsb.Ges.		G
222 HMNP	**Fierros** **IronSc3MstSr** *F.Arriandiaga* -12 (*ex*CaboTres Forcas,*ex*Soto) *Mchy.Aft* 1*Dk&Awngdk*	933 911 650				...	1880	Napier, Shanks&Bell Glasgow	T.Fierros é Hijos	212·8 B7'	28·8 20·9 BK7½"	13·9 Gijon Spanish	C.2Cy.23"&46"-30" NDB02 87NHP Dunsmuir&Jackson,Gls.	22 " 2	V
223 107031	**Fife Ness** **SteelScSr** *W.J.Goodrun* -17 1*Dk*	123 123 53				...	1897	Hall,Russell&Co. Aberdeen	T.Davidson	95·7	19·6 BK7½"	10·5 Aberdeen British	C.2Cy.13½"&30"-21" 45RHP Hall,Russell&Co.,Abn.	11 " 0	
224 22682 NMLC	**Fifeshire** **IronPadSk** *D.Allan*99-99	243 198 153					1858	R.Napier& Sons Glasgow	Trustees of the Harbour of Dundee	130·8	30·1	6·6	Dundee British	D.2Cy.36"-42" NB92 80RHP R.Napier,Glasgow		BT till 12,17
225 93386 PQMF	— **IronPadSp** *T.Wales* -17 (*ex*FlyingSwallow)	146 132 20					1887	JTEltringham S.Shields	~~Kirkcaldy Towing Co.~~ C.Duncan& Sons,Ld.	108·0 B8'	18·6	9·8	Kirkcaldy British	L.1Cy.36"-54" 80RHP J.P.Rennoldson&Sns.S.Shl		
226 139042	**Fifinella** **SteelScK** 1*Dk*	~~330~~ 314 290 162	✠100A1 *Stm Trawler* 7,17 ✠LMC7,17 ~~*(Class Contemplated)*~~	Dun			1916 11mo *Lloyd's SA&CP*	Cochrane &Sons,Ld. Selby	ConsolidatedStm. Fishing&IceCo. (Gms.)Ld. (J.D. Marsden, *Mgr.*)	~~136·6~~ ~~24·3~~ 135·0 Q74'~~F20~~F21' 137·0	24·0 BK8"	12·8 *4BHCem*	Grimsby British	T.3Cy.13",23"&37"-26" *(s)* 180lb 87RHP 1SB,*3pf*,GS47,HS1468 Cooper&Greig,Ld.Dundee	13 " 6	
227	**Figaro** **SteelSc4MstSr** *C.Nielsen* 1*Dk*	1136 983 674					1911	Fredrkstad Mek.Værks Fredrikstad	Dmpskibsakties. Figaro(O.Dahl)	228·4 P38*t*H57*t*F5*t*	36·2	15·7 *WB*	Chrstiania Norwegian	T.3Cy.16½",27"&45½"-31" 115NHP FredrikstadM.V.Frdstad		N
228 JGLK	— *Y.Martin* -17 **SteelSc3MstSr**<br~~*L.Lacg* -12~~ (*ex*Voreda) 1*Dk*(*Stl*) *Well deck Mchy.Aft*	566 386 182	✠100A1 ~~7,17 8,16~~ 1,18 Class Contemplated ~~BS8,16~~ ✠LMC8,18 BS8,17	Dnk *h*		8,16	1907 11mo *Lloyd's SA&CP*	R.William- son&Son Workington	Soc.d'Importation duNord&de l'Est (~~M.Ramet, *Mgr.*~~) (R.Bonssac, *Mgr.*)	164·5 Q95'B11'F21' *WB=DBf*89'118*t*	26·6 FK	10·9 *3BHCem* *FPT38t*	Rouen French	T.3Cy.14⅞",22½"&37"-27" 160lb *80lb* (*s*) 90NHP 1SB,*3pf*,GS53,HS1655 RenfrewBros.&Co.Irvine	13 " 2 s " 6 12 " 10	
229 MKJQ	**Figga** **CompScSr** *S.Pedersen* (*ex*Dana) 1*Dk* *Mchy.Aft* *Carrying Petroleum in bulk*	202 164 105					1897	C.Olssen Gamla Lödöse	IndherredsAkt. Dpsks.(A.Kleven, *Mgr.*)	98·4 P23'H10*t*F13'	22·6	10·7 *WB*	Stenkjær Norwegian	C.2Cy.10"&18"-14" NE&B02 10NHP ThorskogM.V.Got.		V
230 89653 JSRN	**Fighting Cock** **SteelScSr** *T.Male* -15 (*ex*Mona)	119 118 11					1884	L.Smit& Zoon Kinderdijk	LiverpoolScwTowing&Lighterage Co(G.R.Nicholson)	97·9	19·1	11·4	Liverpool British	C.2Cy.20"&40"-24" NB12 80RHP C.Burrell&Sons,Thetford		
231	**Figueira** **SteelScSr** (*ex*Rotterdam) *Elec.light* 1*Dk&Shelter dk*	2168 2016 1385	G.L.Cff.~~9·17~~5,18 (*See Footnote**)				1905	Schiffsw. v. Henry Koch Lübeck	Requisitioned by the Portuguese Government	260·8 H18	38·7	17·1	Portuguese *WB*	T.3Cy.20½",33½"&53½"-33½" 164NHP J.F.Ahrens,Altona		
232 118370 VMHP	**Figuig** ~~*ss*Bdx No.3-5,17~~ **SteelScSr** *G.H.Stewart* -16 ~~*ss*Syd.No.2-16~~ (*ex*Grantala) 2*Dks*(*Stl*-1wsc*U*teaks) *Elec.light* *&Web frames* *Ref.Mchy.* Wireless	3655 2902 1787	✠100A1 8,17 ~~8,15~~ ✠LMC7,18 BS1,18	Syd Bdx	*r*	7,16	1903 12mo *Lloyd's SA&CP*	Armstrong Whitworth &Co.Ld. Newcastle	RedFunnel ShippingCo.Ld.	350·0 P75'F45' *Promenade dk*140' *CellDB*	45·2 FK	27·2 *7BHCem* *a*50' *u E* 60'	London British	T.3Cy.32",51½"&84"-54' *(s)* 180lb 690NHP 5SB,*15cf*,GS365,HS12410 WllsndSlpwy.Co.Ld.Nwc *f*108'290*t*FPT73*t*APT43*t*	30 " 0 s 6 " 2½ 24 " 5	
233 MLNW	**Filefjeld** **SteelSc** *K.Langva*16-16 (*ex*Zeester) *Mchy.Aft* 1*Dk*	221 173 121					1910	W.van Goor Kampen	A/S.Filefjeld (N.M.Nielsen)	109·9 Q38'F10'	19·9	9·8 *WB*	Chrstiania Norwegian	C.2Cy.11"&22"-14" Botje,Ensing&Co. 15NHP Groningen		G
234	**Filipino** **Wood**	171 — 85					1884	..... Binondo	YangcoS.S.Co.	122·0	21·5	7·0	Manila Utd.States	NB15		
235 14 PGRS	**Filippo** **SteelSc** (*Tug*) (*ex*Dolly,*ex*NuovoP.Queirolo) 1*Dk*	128 113 41					1891	E.Cravero &Co. Genoa	P.Cacciari	98·6	17·7	10·0	Ancona Italian	C.2Cy.15"&27⅞"-25½" 32NHP E.Cravero&Co.Genoa		

*This vessel which was classed in the Germanischer Lloyd, has now been surveyed by the Surveyors to Lloyd's Register

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Grément, etc. / Capitaine. Ex-nom, s'il y a lieu / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille / Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. pe.	15 Registres où existe le Rapport de Const. Reg. Trade
236	**Filippo Artelli**	SteelScSr	5820	✠ —— 8,16	Shl	a†		1904	Nthmblnd	FilippoArtelliS.S.	417·9|54·0|29·2	Trieste	T.3Cy.27″,45″&74″–48″	32 ″ 2	
	R.Ravasini	ssShl.No.2–14	5497	✠				12mo	S.B.Co.Ld.	Co.Ld.(D.Trip-	P36′B138′F39′	Aust.-Hung	458NHP		
HJDN			3782						Newcastle	covich)	FK	7*BHCem*	3SB,*12cf*,GS218,HS7713		
	Elec.light	2*Dks*(*Stl*)&*deepframing*								*WB*=*CellD*	*Ba*142′ *uE*25′ *f*181′	1149*t DTa*	N.E.MarineEng.CoLdNwc		
													39′1145*t FPT*125*t APT*66*t*		
237	**Filstad**	SteelSc		100A1				1917	Jonker&	J.ConstantKievits	236·5|36·2|18·0				
									Stans	&Co.'sIndustrielle					
		1*Dk*		(*ClassContem plated*)					HenrikIdo	My.					
									Ambacht				Machinefabriek Bolnes		
238	**Finby**	IronScSr	128					18$\frac{73}{92}$	Göteborgs	FinbyAngbAktieb	95·7|18·2| 8·0	Åbo	T.3Cy.–,10¼″&22½″–16½″		
	*F.F.Holmros*11–11		70						M.V.Aktieb.	(F.Forsström.	Q34′B33′H7′F10′	Russian	NE&B92 20NHP		
TGFP	(*ex*Särö,*ex*LillaEdet)	1*Dk*	95						Gothenburg	*Mgr.*)			ThorskogM.V.Thorskog		
239	**Findhorn**	SteelScSr	1122					1903	AilsaS.B.	W.Sloan&Co.	242·3|33·0|16·2	Glasgow	T.3Cy.22¼″,35″&59″–42″		C
115763	*D.McMillan* –15		844						Co.Ld.		P151′F47′		NDB15 226NHP		
VBTQ		2*Dks*	482						Troon		*WB*	British	D.Rowan&Co.Glasgow		
240	**Fingal**	IronScSr	1640	✠100A1	Got	*q*	~~10,16~~	1883	Palmers'	~~J.Ingmansson~~	257·2|36·2|17·5	~~Karlshmn.~~	C.2Cy.31$\frac{5}{16}$″&60″–39″ (*a*)	19 ″ 3	
5196	*J.N.Nillson*29–17	ssGtms.2ndNo.3–5,11	1337	9,17 ~~10,16~~			9,17	5mo	Co.(Lim.)	Aktiebol.Svenska	Q98′B59′H47*t*F28′	Swedish	80lb *100lb* NDB06 143NHP	s 1-10½	
JSFT	*F.Ingmansson* -15	ssGot.No.1–16	954		✠LMC ~~10,16~~ 9,17				Newcastle	Amerika	FK	1*BHCem*	2SB,*4pf*,GS77,HS1708	17″ 8	
	(*ex*Forest,	1*Dk*(*Irn*)2*trB*						*Lloyd's*A&CP		Mexicolinien	*WB*=*CellDB*218′	361*t APT*21*t*	Palmers'Co.(Lim.),Nwc.		
	*ex*Allende)	*Cargo battens not fitted*								(DanBrostrom, *Mgr.*)					
241		IronScSk	124					1877	A&JInglis	DavidMacBrayne	115·3|18·1| 7·3	Glasgow	C.2Cy.15″&26″–20″		
Founded 9.17	*J.Cameron* –15		96						Glasgow	Ld. H Fling	Q27*t*	British	30RHP		
78555			54										Muir&Caldwell,Glasgow		
JKLH															
242	**Finistère**	SteelScSr	*2112*					1908	AM'Millan	Cie.Générale	249·0|43·0|21·8		T.3Cy.18″,30″&48″–33″		L
		(*ex*Kinmount)	*1896*						&Son,Ld.	Transatlantique	F39′	French	92NHP		
	Elec.light Mchy.Aft	1*Dk*	*1598*						Dumbarton		*WB*		Muir&Houston,Ld.Gls.		
243	—	IronScSr	456			...		1875	W.B.	Ch.Schiaffino,A	179·5|24·1|14·3	Algiers	C.2Cy.27″&50″–33″		V
	*Bertholi*12–12		—						Thompson	Jouvet&Co.	P35′F17′	French	NB97 104NHP		
JGMP	(*ex*Scotia)		244						Dundee		BK7″		W.B.Thompson,Dundee		
244	—	SteelScSp	*265*	✠100A1	Ferrol		1,14	1905	Dundee		126·2|25·1| 8·2		C.2Cy.16″&36″–27″ (*s*)	10 ″ 6	
		ssFerrolNo.2–14	*194*	*For Salvage &*				1mo	Shipbuilders'		Q50′F18′	French	140lb 68NHP		
	Mchy.Aft	1*Dk*(*Stl*)	*103*	*Towing purposes*					CoLd.Dundee		FK	3*BHCem*	1SB,*3cf*,GS45,HS1114		
	Elec.light			1,14				*Lloyd's*A&CP			*WB*=*DBf*58′73*t*	*FPT*27*t*	Cooper&Greig,Dundee		
				B8 10,15 ✠LMC 1,14											
245	**Fink**	SteelScSr	1459					1913	Stettiner	Rud.Christ.Gribel	230·9|36·4|15·0	Stettin	T3Cy16$\frac{3}{16}$″,27$\frac{3}{8}$″&43$\frac{3}{16}$″–31½″		G
	A.Hoffmann –13		1026						Oderwerke		Q75′B101′F29′	German	105NHP		
JGLC	*Elec.light*	1*Dk*	857						Stettin		*WB*		StettinerOderwerke		
246	—	SteelScLr	136					1906	Bremer	BremenVegescker	90·8|21·4| 9·8	Vegesack	C.2Cy.9$\frac{1}{16}$″&16½″–12⅜″		G
121238	*W.Büschen* –06		129						Vulkan	FischereiGes.	Q21′	German	8NHP		
QJDF		1*Dk*	67						Vegesack				Bremer Vulkan,Vegesack		
247	**Finkenwärder**	SteelSc	188					1905	G.Seebeck	Hambg.-Cuxhaven	115·5|21·6|11·3	Hamburg	T.3Cy.11$\frac{5}{16}$″,19$\frac{13}{16}$″&30$\frac{5}{16}$″–		G
	*H.Marquard*11–11	(*Trawler*)	167						Akt.Ges.	Fischd.A.G."Alte	F18′	German	22$\frac{1}{16}$″ 43NHP		
LGNS	*Elec.light*	(*ex*Möve) 1*Dk*	28						Bremerhaven	Liebe"	*WB*		G.Seebeck A.G.Bremerhvn		
248	**Finland**	SteelTwinSc4MstSr	12222	✠100A1	NYk	*i*†	8,16	1902	W Cramp&	International	560·0|60·2|38·4	NewYork	T6Cy32½″,54½″&89½″–54″(*s*)	42 ″ 0	
	W.J.Close –17	ssSou.No.3–7,14	10141	9,17 ~~1,15~~ 2,18				9mo	SonsS&EBCo	Mercantile Marine	P48′B273′F88′	Utd.States	170lb *170lb* 1540NHP	s 11 ″ 3	
KSBC	4*Dks*(3*Stl*–*M&Uws*)&*Webframes*		7447		✠LMC				Philadelphia	Co.	*Prmnde dk on*B273′	11*BHptAsp*	9SB,*36cf*,GS643,HS22408 FD	31 ″ 4	
	Elec.light	Sub.Sig. Wireless		MS7,14	BS9~~,15~~ 3,17				A&CP		FK	*ptCem*	W.Cramp&SnsS&EBCPhl		
										WB	*E&B*153′*f*173′2008*t*	*Tanks at sid*	*es of Tunnels*246*t FPT*167*t*		
249	—	IronScSr	1828			...		1884	Earle'sCo.	= *Cell DBa* 153′*u*	271·1|35·1|18·6	Hull	T.3Cy.20″,32″&56″–36″	19″10	
88168	*T.W.Moss* –13		1351						(Lim.)	Ellerman'sWilson	P160′F29′	British	164NHP		
JGLC	*Well deck*	1*Dk2trB*	1170						Hull	Line,Ld.	BK9½″	*WB*	Earle'sCo.(Lim.),Hull		
250	—	IronScSr	279					1855	Brownlow,	Ångf.Aktieb.	152·5|20·0|12·4	Åbo	C.2Cy.15$\frac{3}{8}$″&28$\frac{3}{8}$″–23$\frac{3}{8}$″		
	*E.K.Mattsson*12–12		—						Lumsden&Co	Transito (H.		Russian	NE84NB98 33NHP		
VKBH		1*Dk*	208						Hull	Wilén, *Mgr.*)			LübeckerMasch.Akt.-Ges.		
251	**Finlandia**	SteelScSr	1665					1892	Helsingörs	Dmpsk.Hafnia	260·0|35·8|16·6	Copnhagn	T.3Cy.19½″,31½″&51½″–36″		V
	Nielsen	(*ex*CarlHecksher)	1239						Jernsk&Mskb	Akties. (P.Brown,	Q70′ B126′ F32′	Danish	159NHP		
NFMC	*Well deck*	1*Dk*	1018						Elsinore	jr.&Co., *Mgrs*)			HelsngörsJerns.Mskinb.		
252	**Finlay**	SteelSc	73	✠100A1	Hul		~~1,16~~	1914	Scott&	PremierTugCo.Ld.	75·1|17·1| 7·8	Hull	C.2Cy.13″&28″–18″ (*s*)	8 ″ 6	
136179	*C.Atkinson* –14		65	*For towing purposes*			4,17	2mo	Sons	(W.H.Miller, *Mgr*)		British	140lb 55RHP	s ″ 9	
JGBN		1*Dk*	—	4,17 ~~1,15~~ ✠LMC 2,14					Bowling		BK5″	4*BHCem*	1SB,*2pf*,GS29,HS800	8 ″ 6	
				BS4,18				*Lloyd's*A&CP			*WB*=	*APT*5*t*	Gauldie,Gillespie&Co Gls.		
253	**Finmarken**	SteelScSr	1119					1912	Trndhjms	Vesteraalens	214·2|31·7|20·2	Stokmark-	T.3Cy.19½″,30½″&52″–33″		N
	*F.O.Hegge*96–12		988						Mek.Værks	Dampskibsselskab	H129*t*	næs	155NHP		
MHRD	*Elec.light*	1*Dk&Awng dk*	659						Trondhjem		*WB*	Norwegian	Trondhjems M.V.Trndhjm		
254	**Finn**	IronScSr	230					1862	.....	ActiesSkien	115·7|20·8| 7·2	Skien	C.2Cy.13″&28$\frac{3}{8}$″–24$\frac{3}{8}$″		
	*A.Albretsen*06–99		117						Gothenburg	(P.Landgraff,	P71*t* H11*t* F24*t*	Norwegian	NE75&NB88 34NHP		
HFPR		1*Dk*	125							*Mgr.*)	*WB*		NylandsVerksted,Xia.		
255	**Finnland**	SteelSc	2229					1898	Bremer	Dampfsch.Ges.	281·5|41·8|16·2	Bremen	T.3Cy.18$\frac{15}{16}$″ 30$\frac{11}{16}$″&49″–31½″		G
	B.Weber		1512						Vulkan	Argo	Q92′B25′	German	135NHP		
QGNS	*Elec.light*	1*Dk*	1441						Vegesack		*WB*		Bremer Vulkan,Vegesack		
256	**Finse**	SteelScSr	971					1895	Bergens	H.Kuhnle. The	216·4|31·6|12·8	Bergen	T.3Cy.15½″,25″&42″–30″	15 ″ 3	N
140218			761						Mek.Værks.	Shipping Control-	Q107*t*B55*t*H14*t*	Norwegian	96NHP	s 1 ″ 4½	
~~JRPH~~	*Westergaard*	(*ex*Genova)	~~569~~	5/0					Bergen	ler (Robinson,	F27*t*	London *WB*	BergensMekVærksBergen		
~~JVWZ~~	*Well deck*	1*Dk&Webframes*								Brown&Co., *Mgrs.*)		British			
257	**Fiona**	ssSyd.No.2–17 SteelSc3MstSr	4471	✠100A1	Syd	*x*	~~1,15~~	1909	Sir Raylton	ColonialSugar	360·5|52·0|25·7	SydnyNSW	T.3Cy.26″,42″&70″–48″ (*s*)	28 ″ 4	
125196	*J.A.Wallis* –15	~~ssSyd.No.1–13~~	4010	~~3,17~~ 10,16 2,18			N3,17	3mo	Dixon&CoLd	RefiningCo.Ld.	P&B215′F33′	British	180lb 403NHP	s 4 ″ 7½	
TVQN	*Elec.light*	*Spar dk*(*pt Irn&pt Stl*)	2615	~~BS13,15~~ ✠LMC ~~3,15~~					Middlesbro'		FK	6*BHCem*	3SB,*9cf*,GS132,HS5346 FD	24 ″ 1	
	Mchy.Aft	&*deepframing Spar dk Rule*		BS4,18 3,17				*Lloyd's*A&CP					N.E.MarineEng.Co.Ld.Sld		
		Cantilever framed topside tanks								*WB*=*CellDBuE&*	*B54′f*262′957*t Tops*	*idetanks*258′	1060*t FPT*100*t APT*125*t*		
	Wireless														

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys.	3 Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification Character. / for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years assigned now Period. Equipment Letter.	7* Date when tail shaft last scen.	8 Built. When. / Ship. / Engines	9 By Whom. / Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed. If not in L. R. Date of Build Cert.
258 118709 HDKM	**Fiona** *T.W.Harris* –13 *Elec.light*	**SteelScSr** 2 *Dks*	1611 1131 679					1905	CaledonS. B.&E.Co.Ld Dundee	London&Edinburgh ShippingCo. Ld.	280·0 P73′	36·1 B68′	18·0 F76′	Leith British *WB*	T.3Cy.32″,49″&80″–48″ 443NHP CaledonS.B.&E.CoLd.Dun		C
259 NCSG	— *P.Houmann*03– *Elec.light*	**SteelScSr**	367 256 186					1890	Burmeister &Wain Copenhagen	**DetForenede DampskibsSelsk.**	160·6	24·1	11·2	**Frdrkshvn** Danish *WB*	T.3Cy.14″,23″&36″–24″ 63NHP Burmeister&Wain,Cophgn		
260 NSMB	**Fionia** *O.Hansen-Raun* –16 *Elec.light* Wireless	**SteelTwinSc4Mst** *OilEng.* 1 *Dk(Stl)&Awng dk* (*Stl*-teak s)	5219 4297 3337	✠100A1 *Awng dk* *withfreeboard* ~~5,17~~ ~~1,17~~ 2,18 DBS~~5,17~~	Cpn	*y*	~~9,16~~ 2,18 LMC~~9,16~~ 5,17	1914 3mo	Akt.Burmeistr& Wain Copenhagen *Lloyd's*	**Aktien.detÖstasiatiskeKompagni** *B=CellDBa*68′*u*	394·4 P26′B168′F37′ *mAwng dk* FK *E*46′*f*213′988*t FPT*	53·2	27·0	**Copnhagn** Danish *WB*	Oil Engines 4S.C.SA 12Cy.29½″–43⅞″ 835NHP DB*80lb* Akt.Burmeistr&Wain,Cpn	30 ″ 0 s 6 ″ 1 24 ″ 6	
261 115 PHBM	**Fiorenza** *Canepa* *exFyen*)	**IronSc3MstSr** (*exPaoloPadre,* 1 *Dk&Spar dk3trB*	1391 973 870					1874	Norddeut. Schiffb.A.G Kiel	**A.Passigli& V.Pisa**	231·5 H15*t*	32·5	17·8 24·6	**Leghorn** Italian *WB*	C.2Cy.32″&52″–36″ NB89 135NHP Schweffel&Co.Kiel		V
262 789 PHBK	— *L.Fanchiotti* –13 (*exZena,exAchilles*) *Mchy.Aft*	**IronSc3MstSr** *ssVen.3rdNo.3–4,08* *ssGen.No.2–15* 1 *Dk*	419 323 238	✠90A1 7,15 NB5,85 BS9,16	Gen	*h*	10,14 9,17 LMC7,15	1874 4mo	BarrowS.B Co.Ld. Barrow A&CP	**N.Chiozza(Vassallo&Narizzano,** *Mgrs.*)	182·0 Q46′F25′	24·1	12·4 BK7″	**Genoa** Italian	C.2Cy.20″&37½″–32″ (*a*) 60lb 58NHP 1SB,*2cf*,GS36,HS978 BarrowS.B.Co.Barrow	13 ″ 3 s 1 ″ 9½ 12 ″ 2	
263 ~~4262~~ ~~JPKN~~	**Firda** *J.Jensen* 1 *Dk*	**WoodScSr** ~~622~~ 622 491 370						1900	J.Hauge Lervik	~~**A.Halvorsen**~~ The Shipping Controller (U.S.R. Newbigin, *Mgr.*)	168·8 Q35*t*B73*t*H6*t*F19*t*	28·3	15·6	~~**Bergen**~~ ~~Norwegian~~ London ~~British~~	T.3Cy.12¼″,20″&32″–26″ 52NHP LaxevaagsMsk&Jrns.Bgn.		N
264 JPBK	— *M.Lie* *Elec.light*	**SteelScSr** 1 *Dk3trB*	500 316 269					1900	Fevigs Jernskibsbyg Arendal	**NordreBergenhus AmtsDampskibe**	162·2 P64*t*H62*t*F57*t*	24·3	13·5	**Bergen** Norwegian	T.3Cy.16½″,27″&44″–30″ SirC.Furness, 106NHP Westgarth&Co.Ld.Mdb.		
265 JSVB	**Firdo** *R.Olsen*	**SteelScSr** (*exLevanger*) 1 *Dk*	159 108 95					1892	Trondhjems M.V. Trondhjem	**Transp.Akties. Ferro(R.Blakstad,** *Mgr.*)	103·3 Q8*t*B32*t*H11*t*	17·3	7·7 *WB*	**Chrstiania** Norwegian	T.3Cy.10″,15″&24″–16″ 23NHP NE95 B*made89refitted12* AkersMek.Værks.Xia.		
266 ~~JPKN~~	**Firefly** (*Fire Float*) 1 *Dk*	**SteelTwinSc**				…		1904	G.Rennie& Co. Greenwich	**ManchesterCorporation**	90·0 FK	23·0	5·6 *WB*	**Manchestr** British	C.4Cy.8″&15″–8″ T.&J.Hosking,London	6 ″ 0	
267 105860 PKWB	**Firelight** *R.Waiter*16–16 (*ex*Rookwood) 1 *Dk(Irn)&Web frames* *Cargo battens not fitted*	**SteelScSr** *ssSld.No.3–7,09* *ssSld.No.1–13*	1143 948 677	✠100A1 9,16 BS9,16	Sld	*n*	9,16 LMC5,15	1896 8mo	J.Blumer& Co. Sunderland A&CP	**GasLight&Coke Co. (S.Clarke&Co.** *Mgrs.*) *WB=CellDBa*35′	236·0 Q18′B74′F26′ *uE&B*38′*f*121′453*t*	32·0 FK	14·9 4 *BHCem* *APT*16*t*	**London** British	T.3Cy.20″,32½″&53″–36″ (*s*) 160lb *50lb* 180NHP 2SB,*6pf*,GS90,HS2870 J.Dickinson&Sons,Ld.Sld.	18 ″ 3 s 2 ″ 5 16 ″ 1	
268 135916 JHSL	**Firfield** *W.Clarke*00–15 1 *Dk(ptStl&ptIrn)*	**SteelScSr**	4029 3801 2520	✠100A1 12,16	Sws	*x*	12,16 LMC2,15	1915 2mo	W.Gray& Co.Ld. WHartlepool *Lloyd's*	**DoughtyShppg.Co. Ld.(H.Doughty& Co.** *Mgrs.*) *WB=CellDBa&uE* 1	376·2 P25′B232′F37′ 49′*f*166′1054*t FPT*	51·8 FK *sA&CP*	24·2 6 *BHCem* 96*t APT*140*t*	**W.Hartlpl** British	T.3Cy.25″,41″&68″–48″ (*r*) 180lb HS6918 401NHP 2SB&1AuxSB.*10cf*,GS164, Cen.Mar.Eng.Wrks.WHpl	26 ″ 8 s 4 ″ 0 23 ″ 1	
269 104269 NQHS	**Firoozi** *H.Jones* –16 (*ex*Carlton) 1 *Dk(Stl)&Awng dk(Irn)3trB*	**SteelScSr** *ssBom.No.3–10,08* *ssBom.No.2–17*	3102 3044 2029	✠100A1 *Awng dk* *withfreeboard* 1,17	Bom	*l*	1,16 LMC1,17	1894 12mo	Ropner& Son Stockton A&CP	**Bombay&Persia Stm.Nav.Co.Ld.** *WB=*	301·1 29·0 BK10″ *CellDBa*58′*uE*20′	42·5	21·7	**Bombay** British	T.3Cy.23″,37½″&61½″–39″(*s*) 160lb 236NHP 2SB,*6cf*,GS99,HS3528 Blair&Co.Ld.Stockton	32 ″ 6 s 9 ″ 8½ 23 ″ 9	
270	**Firwood** *Elec.light*	**WoodTwinScSr** 2 *Dks*	1774 1586					1917	Pacific American Fisheries Bellingham	**Pacific-American Fisheries**	226·4	41·8	23·1	**Bellinghm** Utd. States	T.6Cy.13″,21″&35″–24″ 120NHP SeattleMachineWorks		
271	**Fischereidirektor Lübbert** 1 *Dk*	**SteelScK**	217 193 83					1914	Schiffb.Ges Unterweser Lehe	**Cuxhavener Hochseefischerei Akt.Ges.**	127·7 Q74′F19′	22·6	9·2	**Cuxhaven** German *WB*	T 3Cy.12⅝″,19 3/16″&31 5/16″–22″ 48NHP OttensenerMsch.Fab.Alt.		G
272 *For full particulars See No.2 in Supplement* *Elec.light*	**Fiscus**	**SteelScSr**	4170 2742 2550	100A1 (*ClassContemplated*)				1917	Craig,Taylor&Co.Ld. Stockton	**W.H.Seager**	370·1 P52′B284′	51·4	24·0	**Cardiff** British	T.3Cy.26″,42½″&69½″–45′ N.E.MarineEng.Co.Ld.Sld		
273 120516	**Fishergate** *T.E.Hooper* –13 1 *Dk*	**SteelScK** *ssMil.No.2–13*	205 183 77	✠100A1 *StmTrawler* 3.14 MS4,15	Mil LMC BS12,14		4,13	1905 4mo *Lloyd's*	Smith's Dock Co.Ld. NorthShields *sA&CP*	**PhœnixTrawling Co.Ld. (G.H.D. Birt,** *Mgr.*)	117·8 Q49′	21·6	11·5 BK7½″	**London** British	T.3Cy.12″,20′&32″–23″ (*s*) 180lb 52RHP 1SB,*2pf*,GS35,HS1330 MacColl&Pollock,Ld.Sld.	12 ″ 4	
274 132822 HVTQ	**Fishpool** *T.Forrest*06–12 1 *Dk(ptIrnptStl)* *Carrying fuel oil F.P.above 150°F.in D.B*	**SteelScSr** *ssCff.No.1–16*	4533 4263 2823	✠100A1 ~~10,16~~ 6,17 BS10,16	Cff Bey LMC MS4,16	*y*	10,16 6,17	1912 5mo *Lloyd's*	Ropner& Sons,Ld. Stockton *sA&CP*	**PoolShppg.Co.Ld. (SirR.Ropner&Co. Ld.** *Mgrs.*) *WB=uE*24′*f*	379·0 P30′B221′F39′ *CellDBa*127′ 167′1046*t FPT*157*t*	56·0 FK	24·4 6 *BHCem* *APT*184*t*	**W.Hartlpl** British	T.3Cy.26″,42″&70″–48″ (*s*) 180lb *100lb* 380NHP 3SB,*9cf*,GS175,HS6012 Blair&Co.Ld.Stockton	26 ″ 9 s 4 ″ 1 23 ″ 0	
275 113742	**Fishtoft** *G.Smalley* –13 1 *Dk*	**SteelScK** *ssBos.No.3–6,14*	188 170 76	✠100A1 *StmTrawler* 6,14	Bos LMC6,14		6,14	1901 3mo *Lloyd's*	Smith's Dock Co.Ld. N.Shields *sA&CP*	**BostonDeepSea Fishing&IceCo. Ld.**(*A.Lunan, Mgr*)	116·0 Q48′F20′	21·1	10·9 BK7½″	**Boston** British	T.3Cy.12″,20″&32″–23″ (*s*) 180lb 52RHP 1SB,*2pf*,GS32,HS1051 MacColl&Pollock,Sld.	12 ″ 0	
276 MKFV	**Fisk** *H.Öyen*15–16 Bremerhaven)	**SteelSc** (*exCuxhaven,ex* (*Trawler*) 1 *Dk*	189 174 72					1892	G.Seebeck Geestemünde	**Akties.Dmpsk. Fisk(Knoph& Östrem,Akties.)**	130·7 len99	22·0	10·7	**Kopervik** Norwegian	C.2Cy.17″&32″–22″ 40NHP G Seebeck,Geestemünde		G
277 4733 JQMH	**Fiskmåsen** *O.Johansson*11–12 (*ex*Anglia) 1 *Dk*	**IronScK** (*Trawler*)	147 127 60			…		1890	Cook,Welt'n&Gemmell Hull	**J.N.Sanne**	101·5 Q22′F20′	20·4	10·9 BK7½″	**Uddevalla** Swedish	T.3Cy.12½″,19½″&31½″–22½″ NB06 47NHP C.D.Holmes&Co.Hull	11 ″ 10	
278 120569 JMHG	**FitzAilwin** *W.Frost* –16 *Elec.light* 1 *Dk*	**SteelPad**	116 116 53			…		1905	Napier& Miller,Ld. Glasgow	**W.E.Frost**	130·0 FK	18·5	6·8	**London** British	C.2Cy.16″&31″–36″ FD 53RHP Scott'sS.B.&E.Co.Ld.Grk.	7 ″ 0	
279 131512 HVPO	**Fitzroy** *J.Colvin*06–12 *Well deck Elec.light Ref.Mchy.* 1 *Dk*	**SteelScSr**	623 359 282			…		1912	Napier& Miller,Ld. Glasgow	**LangleyBros.Ld.**	170·2 P&B95′F28′	30·2 FK	10·6	**SydnyNSW** British *WB*	T.3Cy.14″,23″&38″–24″ 72RHP Aitchison,Blair,Ld.Gls.	11 ″ 3	

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Ajournement.	7* Date de la dernière visite de Partie porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
280 JGCF	**Fiume** *C.Huszar* 10–12 *Elec.light*	SteelScSr 1 *Dk* (*pt Stl–pt Irn*)	3663 2984 2326	✠ 5,16	Cff	*v*		1911 4mo	Richardsn, Duck & Co. Stockton	Atlantica Sea Navigation Co. Ltd. *WB*= *Cell DB a* 110′ *u E&*	331·0 | 48·3 | 22·2 P25′ B127′ F31′ FK 5 *BH Cem* 81 *t APT* 84 *t*	Fiume Aust.-Hung.	T.3Cy.24″,40″&65′-42″ 296 NHP 2SB,*6cf*,GS121,HS454 Blair & Co. Ld. Stockton	24 ″ 7	
281	— *M.Paoletich* 94–98	SteelScSr 1 *Dk*	369 — 189					1888	Howaldts-werke Kiel	Soc. in Azioni Ungaro Croata di Nav. Maritt. a Vap.	157·8 | 23·1 | 11·1 P26′ B36′ F32½′	Lusinpiclo Aust.-Hung.	T.3Cy.14⅜″,22½″&36⅜″-23⅝″ 65 NHP Howaldtswerke, Kiel		A
282 125217	**Five Islands** *E. Mabb* –11 *Elec.light* *Mchy. Aft*	SteelScSr *ss* Syd. No.2–16 1 *Dk* (*Stl*) *& deep framing*	941 798 536	✠ 100A1 12,17~~,16~~ ✠ LMC9,16 BS10,17	Syd	*m*	12,17	1909 8mo *Lloyd's*	Napier & Miller, Ld. Glasgow	Mount Kembla Coal & Oil Co. Ld. *WB*= *Cell DB*	215·2 | 33·1 | 13·9 P18′ B10′ F27′ FK *f* 146′ 264 *t FPT* 45 *t sA&CP*	Sydny NSW British	T.3Cy.16″,27″&44″-30″ 180 lb 138 NHP 4 *BH Cem* *APT* 15 *t*	16 ″ 0 s 2 ″ 1½ 14 ″ 2	
283 JSNF	**Fjæra** (*ex* Tautra, *ex* Orkla)	IronScSr 1 *Dk*	106 66 62					1869 1894	Trolla	Hardanger-Söndhordlandske Dmpskslsk.	90·0 | 16·8 | 7·8	Bergen Norwegian	C.2Cy.13″,25″-14″ *E made* 89 *B made* 00 20 NHP Trondhjems M.V. Trondh.		
284 JPBF	**Fjalir** *O.Hille*	IronScSr 1 *Dk*	244 178 141					1858	A. Denny Dumbarton	Nordre Bergenhus Amts Dampskibe	131·7 | 20·9 | 11·1 Q20 *t* H16 *t* F29 *t*	Bergen Norwegian *WB*	C.2Cy.17½″&35″-24¾″ 51 NHP *Cmp.*74, Nylands Vrks, Xia.		
285 HFRG	**Fjeldli** *Hamre* 16–16 (*ex* Banan)	SteelScSr (*ex* Munk, *ex* Solli, *Well deck* 1 *Dk* 2 *tr B*	954 742 574			…		1888	W. Doxford & Sons Sunderland	Akt. Dmpsk. Fjeldli (Ellingsen & Johannessen)	215·5 | 30·5 | 15·7 Q71 *t* B97 *t* H23 *t* F34 *t* BK8′	Bergen Norwegian *WB*	T.3Cy.16½″,27½″&44″-30″ 111 NHP W. Doxford & Sons, Sld.	16 ″ 6	N
286	**Fjeldtind** *Should be "Bacchus," See No. 24 in Supplement* *Elec.light*	SteelScSr	2118 1889 1259	100A1 (*Class Contem plated*)				1917	Detroit S.B.Co. Wyandotte	J. Leborg	251·0 | 43·8 | 18·2 P27′ B64′ F26′	Aalesund Norwegian	T.3Cy.20″,33″&54″-40″ Detroit S.B.Co. Detroit		
Sunk by Collision 4,18 MDVB	**Fjell** *H. Olsen* *Elec.light*	SteelScSr 1 *Dk*	947 714 581					1908	Akers Mek. Værks. Christiania	Carl Traae	221·6 | 32·2 | 11·9 Q111 *t* B58 *t* H21 *t* F24 *t*	Bergen Norwegian *WB*	T.3Cy.17″,29″&47″-33″ 127 NHP Akers Mek. Værks. Xia.		N
288 JWPQ	**Fjelland** *N. Larsen* (*ex* Tore Hund, *ex* Snefond) *Elec.light*	SteelScSr 1 *Dk*	387 272 225					1898	Stavanger Stöberi & Dok Sön	T.H. Skogland &	144·6 | 23·1 | 11·1 Q68′ B21′ F18′	Haugesnd Norwegian *WB*	T.3Cy.10″,16″&26″-18″ 29 NHP Stavanger Stöberi & Dok.		N
289 JGNB	**Flamant** *Castels* (*ex* Magnetic)	SteelScK *ss* Gms. No.3–11,07 *ss* Gms. No.1–11 1 *Dk*	135 125 33	✠ — *Stm Trawler* 12,16 ✠ NB12,07	Arc			1895 10mo	Earle's Co. Ld. Hull	Soc. Immobilière du Moulleau et des Pêch. de l'Océan (M Camproger, *Mgr.*)	94·5 | 20·5 | 10·4 Q18′ ptND07 BK7½′	Arcachon French	T.3Cy.10½″,17″&30″-21″ 46 NHP 3 *BH Cem* 1SB,*2pf*,GS23,HS745 Earle's Co. Ld. Hull	11 ″ 3	
290 91527 JWGL	**Flamingo** *S. Salvesen* –16	IronSc 1 *Dk*	266 224 125	✠ 1,89	Lon	*e*		1885 5mo	Earle's Co. Ld. Hull	Canadian Fishing Co. Ld. (A. L. Hager, *Mgr.*)	137·9 | 21·5 | 11·2 Q16′	Gt Yarmth British	T.3Cy.15½″,24″&40″-24″ 80 RHP 4 *BH Cem* Earle's Co. (Lim.), Hull	12 ″ 0	
291	— *E. Sloot* (*ex* Dowlais)	SteelScK *ss* Ymu. No.3–4,15 1 *Dk*	175 170 62	✠ 100A1 *Stm Trawler* 6,17~~5,16~~ ✠ NB4,15 ✠ LMC4,15	Ymu		5,16 N6,17	1899 11mo *Lloyd's*	J. Duthie, Sons & Co. Aberdeen	N.V. Zeevis Maats. Flamingo (W. & J. Polderman) *sA&CP*	108·5 | 20·7 | 11·0 P26′ F20′ BK7½′	Ymuiden Dutch	T.3Cy.11″,17′&28″-20″ (*s*) 180 lb 35 NHP 3 *BH Cem* 1SB,*2pf*,GS31,HS908 W.V.V. Lidgerwood, Gls.	11 ″ 6	
292 140521 JQHV	**Flaminian** *Elec.light*	SteelScSr *Cruiser Stern* 2 *Dks*	3227 2526 2063					1917	W. Harkess & Son, Ld. Middlesbro'	Ellerman Lines, Ld.	315·0 | 42·4 | 23·6 P73′ B140′ F33′	Liverpool British *WB*	T.3Cy.20½″,34½″&59″-42″ 226 NHP Richardsons, Westgarth & Co. Ld. Mdb.		
293	**Flamma** *Elec.light* *Mchy. Aft*	SteelScSr	1920 1500 1100	100A1 (*Class Contem plated*) *For full particulars See No. 6 in Supplement*				1917	Wood Skin-ner & Co. Ld. Newcastle	Gas Light & Coke Co. (Stephenson Clarke & Co. *Mgrs.*)	270·0 | 38·1 | 18·1 Q163′ B11′ F29′	London British	T.3Cy.20½″,33″&54′-39″ Geo. T. Grey, S. Shl.		
294 JGNK	**Flandre** *Boisson* –14 *Elec.light* Wireless	SteelQuadScSr 5 *Dks*	8503 — 2898					1913	Chant. de l'Atlantique St. Nazaire	Cie. Générale Transatlantique	464·4 | 57·0 | 33·4 P50′ B220′ F50′	St. Nazaire French *WB*	C.8Cy.25½″&43½″-35½″ & 2 Low pressure turbines Chant. de l'Atlantique St. N		V
295 JGMW	— *Fabre* 97–14 *ex* Valdivia, *ex* Tijuca) *Elec.light*	SteelScSr (*ex* Tom G. Corpi, 2 *Dks*	2192 1935 1377					1886	Armstrong Mitchell & Co. Ld. Newcastle	Soc. Gén. de Transp. Mar. à Vap.	309·1 | 36·8 | 24·0 P150′ H70′ F46′ *WB*	Marseilles French	T.3Cy.24″,39″&64″-42″ 265 NHP Wllsnd. Slpwy. Co. Ld. Nwc		V
296 JGMT	— *Mauffret* –13 *Well deck*	SteelScSr (*ex* Flandria, *ex* Saint Fergus) 1 *Dk* 2 *tr B*	430 339 250			…		1889	Fleming & Ferguson Paisley	H. Julia & Co.	165·0 | 24·1 | 12·0 Q77′ B17′ F22′ BK7″ *WB*	Bayonne French	Q.4Cy.13″,18″,25″&36″-29″ . NB12 66 NHP Fleming & Ferguson, Psy.	12 ″ 10	V
297 137033	—	SteelScK 1 *Dk*	226 218 109	✠ 100A1 *Stm Trawler* 9,15 ✠ LMC9,16	Hul			1915 9mo *Lloyd's*	Cook, Welt'n & Gemmell Ld. Beverley	Rushworth Steam Fishing Co. Ld (J. E. Rushworth. *Mgr.*)	117·0 | 22·0 | 12·7 Q61′ BK7½′	Grimsby British	T.3Cy.12″,21″&34″-24″ (*s*) 200 lb 70 RHP 4 *BH Cem* 1SB,*3pf*,GS32,HS1099 Amos & Smith, Ld. Hull	13 ″ 7	
Sunk (War) 4,18 MBVW	**Flandres** *ss* Rot. No.2–17 *Mellums* 09–13 (*ex* Ammon) *Elec.light* *Well dk* 2 *Dks* (*Stl–Uteaks*) *& Web frames*	SteelScSr *ss* Ham. No.3–7,08 *ss* ~~Hum. No.1–12~~	4157 3801 2493	~~✠ 100A1~~ ~~8,17 9,15~~ 4,18 ~~BS9,16~~ ~~LMC9,16~~ 2,17	Gls Rot	*x*	~~9,15~~ N8,17	1896 9mo *Lloyd's*	C. Connell & Co. Glasgow	Cie Nationale Belge de Trnsprts. Marits (Arm. Adolf Deppe, *Mgrs.*) *WB*=	370·5 | 46·6 | 27·2 P228′ F46′ FK *Cell DB a* 102′ *u E&* 76′ *f* 137′ 881 *t*	Antwerp Belgian 6 *BH Cem*	Q4Cy.21½″,31½″,45″&64″-45′ 210 lb (*s*) 365 NHP 3SB,*9rf*,GS153,HS6161 D. Rowan & Son, Glasgow	30 ″ 0	
299 3320 JKCN	**Flandria** *K.A.S. Hoffman* –15 Sub.Sig.	SteelScSr 1 *Dk*	1179 800 662					1898	Hesingörs Jernsk & Msk. Elsinore	Förnyade Ångf. Aktieb. Göta (F. Sternhagen, *Mgr.*)	228·2 | 33·1 | 13·1 P141′ H85 *t* F11′ *WB*	Gothenbrg Swedish	T.3Cy.18½″,30″&50″-36″ 150 NHP Helsingörs Jernsk. & Mskb.		V
300 119871 HCSM	**Flandrier** *F.C.S. Berner* –15 (*ex* Muriel Coverdale)	SteelScSr ~~Hyde No.2–16~~ *Spar dk* (*Stl*) 2 *tr B* *& deep framing* *ss* Bcl. No.3–8,17	3893 3645 2531	✠ 100A1 *Spar dk with freeboard* 8,17~~,12,16~~ ~~BS8,16~~ ~~LMC12,16~~ ~~NB8,15~~ ~~DS4,17~~ ~~M8,17~~	Nap Bcf	*w*	~~10,16~~ 8,17	1905 6mo *Lloyd's*	R Stephen-son & Co. Ld Newcastle	~~Bays & Gylsen, Ld~~ Lloyd Italo Belge (Great Britain) Ltd. *WB*= *Cell DB a* 110′	340·2 | 47·1 | 20·0 P26′ B100′ F33′ 27·3 FK *u E&* B 42′ *f* 138′ 739 *t*	London British 6 *BH Cem* *APT* 18 l *t*	T.3Cy.25″,41″&67″-45′ (*s*) 165 lb *80 lb* 312 NHP 2SB,*6cf*,GS123,HS4812 NE Marine Eng. Co Ld. Nwc	29 ″ 10 s 5 ″ 10 24 ″ 4	
301 203808 KVTC	**Flaurence Ward** *G.H. Piltz* –07 *Salted* CB *Stm. Eng.* F&C 3,14 HT Honolulu, 14 1 *Dk* (*See Sailing Ship Register*)	WoodAuxScSr	267 212 152	✠ 13 A1 3,14 ~~BS4,16~~ ✠ ~~LMC5,16~~ 0,17	Hono-lulu		~~4,15~~ 0,17	1907 1mo	Bendixsen S.B.Co. Eureka, Cal. A&CP	Commerc'l Pacific Cable Co.	105·9 | 24·4 | 14·2	New York Utd. States	C.2Cy.8″&17½″-12″ (*o*) 140 lb 19 NHP 1SB,*Icf*,GS14,HS432 United Eng. Works, S. Fo.	15 ″ 1	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. / Master. / Special Surveys.	3 Material, Rig, &c. / Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned / now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. / Ship. / Engines.	9 Built. By Whom. / Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught.	15 Register ✠ which classed, if not in L.R. Date of ✠ Trade Cert.
302 115224 JMNF	**Flavia** *E.T.C.Fear* –15 (*ex*Campanello,*ex*Campania,*ex*British Empire) 2*Dks*(*Stl*)3*tr B&deep framing&* *Elec.light* Wireless Sub.Sig.	**SteelTwinSc4MstSr** *ss*Rot.No.3–4,14 *Shelter dk*(*Irn*) 1*Dk*	9291 8880 5843	✠100A1 *Shelter dk* 10,17 ~~11,16~~ ~~BS8,16~~ ✠LMC~~4,14~~ ~~BS8,17~~	Msl Mtl	*d*†	PN 8,16 ~~8,16~~ ~~10,17~~	1902 2mo *Lloyd's*	Palmers' Co.Ld. Newcastle *sA&CP*	Cunard S.S.Co.Ld. *CellDBa1*	470·0|56·8|32·1 *Shade dk on* *Shelter dk* 110′ FK 30′*uE&B*45′*f* 197′	1425*tDTf* 35′ 1345*t*	London British 9*BHCem* *APT*114*t*	T.6Cy.26″,43″&71″–48″ (*s*) 190lb 795NHP 2DB&2SB-2Aux.SB10,06 *18cf*, GS356, HS12445 Palmers' Co.Ld.Newcastle	35 ″ 0 s 6″11½ 28 ″ 5	
303 123296 HJRQ	**Flawyl** *C.F.Brown* –15 1*Dk*(*Stl*)2*tr B&deep framing&* *Web frames*3*Dk rule*	**SteelScSr** *ss*Hul.No.2–15 *Web frames*3*Dk rule*	3592 3382 2345	✠100A1 ~~9,17~~ 11,17 BS7,16 ✠LMC4,16	Cff Liv	*w*	~~7,16~~ 7,17	1906 11mo *Lloyd's*	Sunderlnd S.B.Co.Ld. Sunderland *sA&CP*	Amyl S.S.Co.Ld. (W.Tulley&Co. *Mgrs.*) *WB*=*CellDBa*	346·0|50·6|23·0 P25′B96′F28′ FK 115′*uE*23′*f* 150′862*t*			Hull British 6*BHCem* *APT*125*t*	T.3Cy.24″,40″&66″–45″ (*s*) 180lb *100lb* 318NHP 2SB,*6cf*, GS123, HS4904 N.E.MarineEng.Co.Ld.Sld	25 ″ 8 s 4 ″ 10 21 ″ 2	
304 135363 JKGT	**Flaxmere** *W.H.Wilson*06–15 *Elec.light* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	**SteelScSr** *Shelter dk with freeboard* ~~9,17~~ 1,13 ✠LMC5,15	1525 1346 877	✠100A1 *Shelter dk with freeboard* ~~9,17~~ 1,13 ✠LMC5,15	Liv	*r*	9,17	1915 3mo *Lloyd's*	Sunderlnd S.B.Co. Ltd. Sunderland *sA&CP* *WB*=*CellDBa*61′ *uE*	Brompton S.S.Co. Ltd. (H.R.Greenhalgh, *Mgr.*) 61′ *uE*	267·3|38·8|16·7 FK 29′*f* 125′ 396*t FPT*			Manchestr British 5*BHCem* 31*tAPT*31*t*	T.3Cy.19½″,33″&54″–36″ (*s*) 180lb *100lb* 224NHP 2SB,*6cf*, GS116, HS3932 G.Clark,Ld.Sunderland	18″10 s ″11½ 18 ″ 3	
305 125421 HKQV	**Fleetwing** (Detained at Harburg) *J.Cook* –12 *Elec.light* 1*Dk*(*Stl*)&*deep framing* *Well deck*	**SteelScSr** *ss*Nwc.No.1–11 1*Dk*(*Stl*)&*deep framing*	1351 1076 837	✠100A1 10,13 BS10,13 ✠LMC8,11	Nwc	*o*	10,13	1907 5mo *Lloyd's*	S.P.Austin &Son,Ld. Sunderland *sA&CP*	John George Hill Stm.Shppg.Co.Ld. (Witherington& Everett, *Mgrs.*)	240·0|36·0|15·5 P24′Q59′B50′F27′ FK *WB*=*CellD*			Newcastle British 4*BHCem* *Ba*65′ *uE*17′	T.3Cy.19″,31″&51″–36″ (*s*) 160lb *90lb* 170NHP 1SB,*4pf*, GS66, HS2746 N.E.MarineEng.CoLd.Sld. *f* 104′351*t FPT*61*tAPT*73*t*	17 ″ 9 s 1 ″ 8 16 ″ 4	
306 94024	— *J.Crockett* –12 1*Dk*	**SteelScSr**	119 110 51			…		1896	Mackie& Thomson Glasgow	T.Davidson	95·0|19·9| 9·8 BK7½″			Aberdeen British	C.2Cy.13½″&30″–21″ 40RHP Muir&Houston(Lim.),Gls.	10 ″ 9	
307 124681	**Fleetwood** *E.Anyon* –06 *Elec.light* (*Bucket Dredger*) 1*Dk*	**SteelSc**	479 479 235			…		1906	Ferguson Bros. Port Glasgow	Lan&Yorks.&Lon. &N.W.Rlwy.Cos.	166·0|35·1|11·4 FK			Fleetwood British	T.3Cy.16″,24″&38½″–24″ 77RHP FergusonBros.Pt.Glasgow	12 ″ 0	
308 106688	— *N.Leo* –16 *ss*Gms.No.2–17 ~~*ss*Gms.No.1–10~~ 1*Dk*	**SteelScYl** *ss*Gms.No.3–12,08	163 150 69	✠100A1 *Stm Trawler* 9,17 ~~9,16~~ ~~BS8,16~~ ✠NB6,13 ✠LMC6,~~15~~	Gms		~~4,15~~ 9,17 9,17	1896 12mo	Mackie& Thomson Glasgow A&CP	Consolidated Stm. Fishing&Ice Co. (Gms.)Ld. (J.D. Marsden, *Mgr.*)	104·2|20·5|10·7 Q17′F19′ BK7½″			Grimsby British 4*BHCem*	T.3Cy.10″,16″&27″–20″ (*s*) 180lb 45RHP 1SB,*2pf*, GS26, HS656 Muir&Houston(Lim.),Gls	11 ″ 7	
309 71721	— (*ex*Ibrahimieh) *Mchy.Aft*	**IronTwinSc**	122 122 55					1872	W.Simons &Co. Renfrew	East Downshire S.S.Co.Ld. (J.Tyson, *Mgr.*)	82·0|24·4| 8·4			Whitehvn British	C.2Cy.18″&30″–24″ 60RHP W.Simons&Co.,Renfrew		
310 102470 HPNF	**Fleswick** *A.G.Spicer* –17 *Mchy.Aft Well deck*	**SteelSc3MstSr** *ss*Liv.No.3–6,09 *ss*Liv.No.1–14 1*Dk*(*Irn*)	648 438 258	✠100A1 11,15 ~~BS9,16~~ ✠LMC~~10,13~~ 7,17	Liv	*i*	~~11,15~~ 7,17	1900 3mo *Lloyd's*	AilsaS.B. Co. Troon *sA&CP*	Stmship Fleswick Co.Ld.(J.J.Mack& Sons) *WB*=*DBf* 94′137*t FPT*	179·3|28·0|11·2 Q101′B10′F35′ FK&BK1″			Liverpool British 3*BHCem* 65*tAPT*8*t*	C.2Cy.21″&47″–33″ (*s*) 130lb 90RHP 1SB,*3pf*, GS63, HS1730 McKie&Baxter,Glasgow	13″10 s ″7½ 13 ″ 7	
311 135426 JMKV	**Fleurdelys** (*ex*Garonne, *ex*Lucellum) *Elec.light Mchy.Aft*	**SteelScSr** 2*Dks*(*Stl*)&*Web frames*	5179 4641 3220	✠100A1 6,16 ✠LMC6,16 *Carrying Petroleum in bulk* *Fitted for oil fuel* 12,12	Cff	*x*	3,17 *F.P.a*	1912 12mo *Lloyd's above* 1	Sir J.Laing &Sons,Ld. Sunderland *sA&CP* 50°F.	Lane&Macandrew Ld. *CellDB uE&B*60′ *DTf* 38′341*t*	380·0|50·8|29·2 P98′B28′F40′ FK 141*t* *FPT*88*t APT*50*t*			London British 16*BHCem* 11*BHto Udk* 5 „ 2*nd* „)	T.3Cy.26″,44″&72″–48″ (*s*) 180lb *100lb* 475NHP 2SB,*8cf*, GS164, HS6794 FD G.Clark,Ld.Sunderland	31 ″ 0 s 6 ″ 4½ 25 ″ 0	
312 124627 JDNL	**Fleurita** *B.J.Bennett* –13 1*Dk*	**SteelSc** *Oil Eng.*	171 149 92					1913	L.J Abdela& Mitchell,Ld Queen's Ferry	J.Summers&Sons, Ld.	103·2|22·1| 8·3 *WB*			Chester British	Oil Engines 2S.C.SA 2Cy.16½″–18¾″ J&CG Bolinders Co Ld.Skm		
313	**Flevo** (*ex*Carolina Johanna)	**IronScSr** 1*Dk*	*234* *205* *129*					1891	Boon, Molema& deCock Hoogezand	Teo Huay Sio	149·2|23·0| 9·0			Sarawak	C.2Cy.16″&27½″–16″ 25NHP Boon,Molema&deCock, Hoogezand		
314 73	**Flévo III.** *L.Muis* –13 1*Dk*	**SteelSc**	167 — 84					1902	M.van der Kuijl Slikkerveer	P.H.van Abshoven	111·6|21·0|11·9 *WB*			Vlaardngn Dutch	T.3Cy.8½″,13½″&22″–16″ 19NHP Alblassrdm Machinef.Alb.		
315 70676 NPWJ	**Flinders** *ss*Adl.No.1–79 1*Dk*	**IronScSr**	521 381 278	✠ 4,79	Adl	*i*		1874 10mo	J.Laing Sunderland	Collin Co.Ld.	195·7|25·0|12·1 P47′ B45′ F22′			Brisbane British 5*BHCem*	C.2Cy.26″&50″–30″ 90RHP G.Clark,Sunderland		
316 MDTN	**Flint** *Christensen*17–17 (*ex*Mia,*ex*Ocean) *Mchy.Aft Elec.light* 1*Dk*	**SteelScSr**	4314 3977 2459					1908	W.Dobson &Co. Newcastle	Damps.Akties. Flint(Kubon& Sem-Olsen)	360·1|52·0|25·6 P66*t*H99*t*			Bergen Norwegian *WB*	T.3Cy.26″,42″&70″–48″ 339NHP N.E.MarineEngCoLdNwc	28 ″ 4	N
317 136140	**Flint Castle** 1*Dk*	**SteelScK**	275 245 107	✠100A1 *Stm Trawler* 12,16 ✠LMC12,16	Mdb			1916 12mo *Lloyd's*	Smith's Dock Co.Ld. Middlesbro' *sA&CP*	Castle S.Trwlrs,Ld (C.Heron, *Mgr.*)	125·4|23·4|12·8 Q72′F21′ BK7½″			Swansea British 2*BHCem*	T.3Cy.12½″,21″&35″–26″ (*s*) 180lb 87RHP 1SB,*3pf*, GS50, HS1616 Smith's Dock Co.Ld.Mdb.	13 ″ 6	
318 3344 JKDS	**Flintrännan** *N.Månsson*06–06 1*Dk*	**SteelSc** (*Tug*)	117 112 6					1898	Kockums M.V.Aktieb. Malmö	Malmö Bogser Aktieb.(H. Ramstèn, *Mgr.*)	88·8|22·1|11·8 B6′H5*t* *WB*			Malmö Swedish	C.2Cy.16½″&31½″–20½″ 37NHP Kockums Aktieb.Malmö		
319 128965 JMQD	**Flintshire** 1*Dk*	**SteelScK**	215 193 100	✠100A1 *Stm Trawler* 5,16 ✠LMC5,16	Hul			1916 4mo *Lloyd's*	Cochrane &Sons,Ld. Selby *sA&CP*	North Lincolnshire Stm.Fishing Co. Ld	117·3|22·0|11·5 Q71′F19′ BK7½″			Grimsby British 4*BHCem*	T.3Cy.12″,21″&34″–24″ (*s*) 180lb 66RHP 1SB,*2pf*, GS33, HS1070 C.D.Holmes&Co.Ld.Hull	12 ″ 3	
319* Flirt	**Flirt** *Elec.light* *Ref.Mchy. Mchy.Aft*	**WoodSc** 1*Dk*	1474 — 867					1917	Slidell S.B. Co. Slidell,La.		228·0|43·0|16·0 P69′Q46′B42′F29′				C.2Cy. John W.Sullivan Co.N.Yk.		
320 133404 HWPB	**Flixton** *J.Trewin*00–12 1*Dk*(*Stl*)	**SteelScSr** *ss*Bry.No.1–16	4286 4049 2705	✠100A1 ~~2,18~~ ~~8,16~~ ✠LMC8,16 *Carrying fuel oil F.P. above 150°F. in D.B.*	Bry Mch	*x*	~~8,16~~ 10,17	1912 8mo *Lloyd's*	W.Gray& Co.Ld. W.Hartlepool *sA&CP*	Deddington S.S.Co. Ld. (H.Samman& Co. *Mgrs.*)	380·0|51·0|24·9 P27′B241′F37′ FK *WB*=*CellDBa* 128′ *uE*			Hull British 6*BHCem*	T.3Cy.26″,42″&70″–48″ (*s*) 180lb *100lb* 404NHP 3SB,*9cf*, GS165, HS6729 Cen.Mar.Eng.Wrks.WHpl	27 ″ 3 s 4 ″ 0 23 ″ 7	
321 135076	**Floandi** 1*Dk*	**SteelScK**	99 98 42	✠100A– *For fishing purposes* 5,14 ✠LMC5,14	Yar			1914 5mo	Crabtree& Co.Ld. Yarmouth	Baker&Co.Ld.	87·5|18·6| 9·1 BK7½″			Yarmouth British 3*BHCem*	&*B*43′ *f* 166′ 1099*tFPT*102*tAPT*94*t* T.3Cy.10″,15″&24″–16″ (*s*) 180lb 33RHP 1SB,*2pf*, GS29, HS760 Crabtree&Co.Ld.Yar.	9 ″ 9	

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme auquel maintenant expire Le titre d'Enrôlement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NP=Forcé en chevaux d'après les formules de la Société. RP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pt.	15 Registres mis à jour en 1916
Now named "Americano," See No. 8 in Supplement																	
322	**Flora**	**SteelScSr**	1715	✠100A1	Vpo	*r*	5,15	1908	WoodSkinner&Co.Ld.				250·5|38·2|15·7		T.3Cy.19″,31″&51″–36″ (*s*)	18 ″ 0	
		*ss*Vpo.No.1–12	1710	*Shade dk*				6mo	Newcastle				22·7	Argentine	160lb 218NHP	s 2 ″ 0	
	Elec.light	2*Dks*(*UIrn*)&*Shade dk*	1143	10,12										5*BHCem*	3SB.*8pf*,GS137,HS4198	16 ″ 4	
				Valparaiso &	*Pana*	*ma*		*Lloyd's*	*sA&CP*		*Promenade dk*214′		FK		G.Clark,Ld.Sunderland		
				BS6,15 ✠LMC10,12					*WB*	= *CellDBa*41′*uE&*	*B*34′*f*116′361*tFPT*			70*tAPT*14*t*			
323	—	**SteelScSr**	1652	✠100A1	Sld	*p*	10,17	1915	A.Vuijk&	**Dmpskselsk.Dania**	246·8|38·3|16·3			**Esbjerg**	T.3Cy.19″,31″&51″–36″ (*s*)	18 ″ 6	
	P.Lorentzen –15		1259	10,17~~10,16~~	Cpn			8mo	Zonen,Capelle a/d Ysel	(**Chr.Andresen,**	P21′Q67′B63′F22′			Danish	180lb 180NHP	s 1 ″ 7	
NTJB	*Well deck*	1*Dk*(*ptStl ptIrn*)	995		✠LMC8,15				A&CP *W*	*Mgr.*) *B* = *CellDB a*77′*u*	*E*17′*f*104′429*tFPT*		FK	4*BHCem* 35*tAPT*20*t*	2SB,*6cf*,GS90,HS2920 G.T.Grey,SouthShields	17 ″ 2	
324	—	**IronScSr**	1283	✠	Hul	Lv		1882	Earle'sCo.	**UnionS.S.Co.of**	250·8|32·2|16·6			**Hobart T'n**	C.2Cy.34″&64″–35″		
82526	*L.C.Adkins* –16	2*Dks*	949	8,82				4mo	(Lim.)	**NewZealand,Ld.**	P289*t* F24*t*			British	213NHP		
WLPR	*Well deck*		818						Hull		*WB*=*MT FPT*			3*BH*3PBH	Bailey&Leetham,Hull		
325	—	**SteelScSr**	1218					1909	Akt.Burmeistr&Wain	**DetForenede**	253·5|34·6|16·8			**Copnhagn**	T.3Cy.21″,35″&60″–39″		V
	Petersson		1040						Copenhagen	**DampskibsSelsk.**	P19′B104′F25′			Danish	225NHP		
NRGS	*Ref.Mchy. Elec.light*	2*Dks*	664											*WB*	Akt.Burmeistr&Wain,Cpn		
326	—	**SteelScSr**	818					1891	Nederland.	**Bergenske**	207·3|27·7|14·7			**Bergen**	T.3Cy.16″,25″&41″–27″		
	E.Hansen	(*ex*OlafKyrre)	559						Stmb.Maats.	**Dampskibsselskab**	P240*t*H16*t*F20*t*			Norwegian	NB10 87NHP		
MDJS	*Elec.light*	2*Dks*	494						Rotterdam						Nedrl.Stoombt.Maats,Rot.		
327	—	**IronScSr**	710	✠	Oda	*j*		1885	Wigham	Sch.&E.Karapat-	189·5|29·2|11·6			**Odessa**	C.2Cy.25″&48″–33″	14 ″ 0	
183	*K.Chetchinoff* –96	*ss*Oda.No.3–4,36	543	1,01				12mo	Richrdsn&Co	nitsky	Q62′B48′F23′			Russian	110NHP		
NADC	*Well deck*	1*Dk*(*Irn*)	380						Newcastle				FK	4*BHCem*	1SB,*3pf*,GS49		
										WB=*DBa*44′	*&uE&B*31′90*t FPT*			24*tAPT*14*t*	WighamRhrdsn.&C.,Nwc.		
328	—	**SteelScSr**	344					1891	Eriksbergs	**Dampfschifffahrts**	140·9|22·4|11·9			**Bremen**	C.2Cy.13½″&26⅝″–17½″		G
	*F.Ruchel*06–12	1*Dk*	284						Mek.Werks.	**Ges.Neptun**	Q31′ B24′ F12′			German	NB03 24NHP		
QFNK			196						Gothenburg		len93				EriksbergsMek.Wrks.Got.		
329	—	**CompScSr**	179					1897	K.Olsson	**MariestadsRederi-**	99·6|22·5| 9·7			**Mariestad**	C.2Cy.7¾″&19½″–19″		
3018	*C.L.Wulcan* –10		149						GmlaLödöse	**aktieb(A.Hemberg**	P20′H7*t*			Swedish	E*built*'70; B*built*'86 14NHP		
JGVC		1*Dk*	94							*Mgr.*)					BergsundsM.V.Stockholm		
330	—	**SteelSc**	149					1899	Soc.Esercizio Bacini	**Soc.Siciliana di**	121·4|17·6| 9·1			**Messina**	C.2Cy.12¾″&23⅝″–18″		I
28			124							**Nav.aVap.**	P8′Q52′			Italian	20NHP		
PHFT	(*ex*Ester)	1*Dk*	69						RivaTrigoso					*WB*	Soc.EsercizioBacini,Genoa		
331	**Flore**	**SteelScSr**	*3553*	✠100A1	Cff	*w*	1,17	1906	Furness,	**Soc.LesAffrêteurs**	347·0|47·4|25·2			**Rouen**	T.3Cy.24″,39″&66″–45″ (*s*)	27 ″ 10	
	Y.Bobchier –14	*ss*Liv.No.2–13	*3300*	1,17				9mo	Withy&CoLd	**Réunis (J.Stern,**	P30′B106′F34′			French	180lb *100lb* 292NHP	s 5 ″ 3½	
JGRN	(*ex*Harpenden)	2*Dks*(*Stl*)&*deep framing* 3*Dk rule*	*2302*	BS1,17 ✠LMC7,15					W Hartlepool	*Mgr.*)			FK	6*BHCem*	2SB,*6cf*,GS105,HS4933	22 ″ 11	
								Lloyd's	*sA&CP*	*WB*=*CellDBa*	114′*uE&B*42′*f*144′			778*tAPT*21*t*	Richardsons,Westgarth& Co.Ld.Hpl.		
332	**Floreal**	**SteelScSr**	902	✠ ——	Sws	*l*		1891	Osbourne,	**Soc.Anon.Ilva**	208·3|29·3|15·2			**Genoa**	T.3Cy.16¾″,26½″&43½″–30″	16 ″ 1	I
798	*C.Monti*	*ss*Apl.2ndNo.3–2,09	639	7,15				5mo	Graham&Co.		P118′F53′		BK7½″	Italian	NDB04 109NHP		
PHFX	(*ex*Lenuccia M.,*ex*Usk)	1*Dk*(*Stl*)&	530	✠NB2,06 ✠					Sunderland					4*BHCem*	1SB,*3pf*,GS52,HS1720		
	Well deck	*Web frames*								*WB*=	*DBa*51′67*tFPT*21*t*				G.Clark,Ld.Sunderland		
333	**Florence**	**SteelScSr**	317			...		1898	S.Mc-	**JamesHenry**	141·7|24·1| 9·8			**Liverpool**	C.2Cy.18″&38″–27″	11 ″ 0	
109396	*G.Parry*16–16		239						Knight&Co.	**Monks(Preston)**	Q51′B14′F27′			British	NB15 70RHP		
	Well deck Mchy.Aft	1*Dk*	121						Ld. Ayr	**Ld(H.Smart,** *Mgr*)			BK7″	*WB*	Ross&Duncan,Glasgow		
334	—	**IronScSr**	220	✠100A1	Hul	*c*	~~5,15~~	1881	R.Craggs	**E.W.Broadbent**	121·8|21·2| 8·7			**Stockton**	C.2Cy.16″&30″–20″ (*s*)	9 ″ 7	
67515	*C.Jones*		175	12,17~~8,16~~	Lon		12,17	2mo	&Sons		Q20′			British	80lb 35RHP	s 1 ″ 0	
WGJC		*ss*Hul.3rdNo.3–8,16	99	✠NB10,12 ✠LMC12,15					Middlesbro'						1SB,*2pf*,GS29,HS760	9 ″ 6	
	Mchy.Aft	1*Dk*(*Irn*)*ptwsa*							A&CP		*WB*=*FPT*20*t*			*APT*8*t*	Blair&Co.(Lim.),Stockton		
335	—	**SteelScYl**	179					1900	Scott&	**J.Monks&Co.Ld.**	95·0|21·6|10·0			**Liverpool**	C.2Cy.13″&28″–18″		
110634	*J.Edwards* –17		145						Sons	Wynnfield Shipbg.	F15′			British	36RHP		
	Mchy.Aft	1*Dk*	71						Bowling	Co.Ld.(J.W.Eason, *Mgr.*)				*WB*	Ross&Duncan,Glasgow		
336	—	**WoodScSr**	133					1883	H.Dinning	**W.Robidoux**	91·2|22·8| 9·5			**Quebec**	1Cy.11″–11″		
85453	*T.Simpson* –99	1*Dk*	128						Quebec					British	25RHP		
			90												F.Drolet,St.Rocks,Quebec		
337	—	**IronPad**	117			...		1879	R.William-	**TeesTugCo.Ld.**	94·6|18·6|19·5			**Middlsbro'**	L.2Cy.31″–48″		
76145	*C.Walker*15–15	(*Tug*)	117						son&Son	**(W.H.Crosthwaite**				British	E*made*59 NB96 70RHP		
		1*Dk*	26						Harrington	*Mgr.*)					J.P.Almond,N.Shields		
338	**Florence Carlin**	**WoodPad**	143					1906	E.A.Wood	**ColumbiaRiver**	97·5|20·4| 4·6			**Vict'riaBC**	2Cy.12″–36′		
121975			65						Knalt,B.C.	**LumberCo.Ld.**				British	10RHP		
		1*Dk*	90												Vnco'vrEngWrkCoLdVcr		
339	**Florence Dombey**	**SteelScK**	182	✠100A1	Abn		1,14	1900	Smith's	**R.Milne**	115·5|21·1|11·5			**Fleetwood**	T3Cy.12⅛″,20″&32″–22½″(*s*)	12 ″ 6	
109673	*R.G.F.McR.Smith* –15		179	*StmTrawler*				4mo	DockCo.Ld					British	180lb 52RHP		
RQTN	(*ex*Wyre)	*ss*Flt.No.3–5,12	71	6,15					N.Shields				BK7½″	3*BHCem*	1SB,*2pf*,GS29,HS1066		
		1*Dk*		1BS9,14 ✠LMC5,12				*Lloyd's*	*sA&CP*						N.E.MarineEng.CoLd.Sld.		
340	**Florence Luckenbach**	**SteelScSr**	5505	✠100A1	NYk	*y*	~~9,15~~	1910	A.Stephen	**E.F.Luckenbach**	401·8|52·2|27·3			**NewYork**	T.3Cy.25′,41″&67″–51″ (*s*)	29 ″ 10	
210387	*Coonan* –14	*ss*S.Fo.No.1–14	4691	3,181~~3,18~~			8,17	5mo	&Sons,Ld.		P45′B125′F38′		FK	Utd.States	175lb 425NHP	s 5 ″ 11½	
LCPJ	(*ex*Damara)	2*Dks*(*Stl*)	4202		✠LMC				Glasgow					6*BHCem*	3SB,*9cf*,GS150,HS6144 FD	24 ″ 5	
	Elec.light Sub Sig. Wireless			MS9,14	BS6,15			*Lloyd's*	*sA&CP*	*WB*=*CellDB*					A.Stephen&Sons,Ld.Gls.		
				Fitted for oil	*fuel* 12	,13	*F.P.a*	*bove* 1	50° F.	*a*131′*uE&B*4	2′*f*181′994*tFPT*141			*&APT*265*t*			
341	**Florentia**	**SteelScSr**	3688	✠100A1	Cff	*w*	~~2,14~~	1912	TyneI.S.B.	SutherlandSS.Co.	348·7|50·1|23·5			Newcastle **Whitby**	T.3Cy.~~24~~″,40″&66″–45″ (*s*)	25 ″ 10	
133651	*W.Mallett* –14	*ss*Hpl.No.1–17	3434	7,17 2,14	Hpl		7,17	3mo	Co.Ld.	Ld. (A.M.Sutherland,*Mgr.*)	P30′B102′F38′		FK	British	180lb ~~30lb~~ 307NHP	s 4 ″ 8	
WHVL		1*Dk*(*ptIrnptStl*)&*Web frames Longitudinal framing*	2338		✠LMC ~~7,17~~ 7,17			*Lloyd's*	Newcastle *sA&CP*	*WB*=*CellD*	*Ba*111′*uE*23′ 155′			6*BHCem* 801*tAPT*95*t*	2SB,*4pf*,GS142,HS4600 J.Dickinson&Sons,Ld.Sld.	21 ″ 6	
342	**Florentino** *J.T.Alderson* -18	**SteelScSr**	3411	✠100A1	Cff	*v*	~~4,16~~	1900	JLThomp-	**Houlder,Middle-**	331·2|48·0|24·5			**Liverpool**	T3Cy.24½″,40¼″&65′–42″(*s*)	27 ″ 0	
113403	~~Stolwijk 11–14~~	*ss*Bry.No.3–8,13	3172	5,17 4,16	Gls		N3,18	9mo	son&Sons,Ld.	**ton&Co.Ld.**	P27′B90′F30′		FK	British	160lb *115lb* 290NHP	s 4 ″ 8½	
SBPR	(*ex*Gunwell, *ex*Cycle)	1*Dk*(*ptStl&ptIrn*)2*trB&* *deep framing* 3*Dk rule*	2227	~~BS6,15~~ ✠LMC8,15 BS4,17	MS11,17				Sunderland A&CP *W*	*B*=*Cell D B a*110′	*uE&B*38′*f*135′ 818*t*			6*BHCem* *APT*31*t*	2SB,*8pf*,GS112,HS4616 J.Dickinson&Sons,Ld.Sld.	22 ″ 9	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig. &c. / *Master.* / *Late Name if any* / Special Surveys.	3 No. of Decks, &c.	4 Register Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned. now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Dates of Roll of Trade Cert.
343	**Florenz**	**SteelScSr**	1826					1905	Flensburgr Schiffsb.Ges. Flensburg	Rob.M.Sloman, Jun.	268·8 / H73′	37·8	14·0 / 21·0	Hamburg German *WB*	T.3Cy.20$\frac{7}{16}$″,33½″&55½″-37$\frac{3}{4}$″ NB13 190NHP		G
	H.Rieke –12		1708														
RNVC	*Elec.light*	1*Dk&Shelter dk*	1152														
344	**Flores**	**SteelSc**	3610					1899	Nederl. Schp.Maats. Amsterdam	Skibs.Akties. Flores(G.Berg& Co.Akties.)	340·0 / B78′F45′	44·5	31·0	Chrstiania Norwegian *WB*	T.3Cy.23″,38″&62″–42″ 249NHP		V
WLCR	*A.Wiig*16–16		3430														
		1*Dk&Spar dk3trB*	2813												Ned.Fab.v.Werk.Mat.Ams		
345	**Florianopolis**	**SteelTwinScSr**	*1495*	✠	Nwc	*p*		1889	Hawthorn Leslie&Co.Ld Newcastle	LloydBrazileiro	265·7 / 10mo	34·1	17·8 / BK6″	R.Janeiro Brazilian	T.6Cy.18″,28″&44″–27″ 205NHP	19 ″ 0	
		(*ex*Desterro)	*1329*	10,89													
	Elec.light	2*Dks*(*UptStl*–ws)	*918*	✠									*WB*=	*4BHCem*	2SB,*6pf*,GS216,HS3120		
														*DBa*70′123*t*	Hwthrn,Leslie&C.Ld.Nwc		
346	—	**SteelTwinSc**	1491					1912	Gebr.Pot Bolnes	Cia.Navegaçao do Amazonas	224·0 /	45·0	10·8	Para Brazilian	T.6Cy.14″,23″&37½″–16½″ 114NHP		V
	Borg –12		1149												Alblasserdam.Msch.Fab.		
	Elec.light	1*Dk&2Shade dks*	985														
347	**Florida**	**SteelScSr**	4335			...		1898	W.Dobson &Co. Newcastle	DetForenede DampskibsSelsk.	378·9 / P35′B168′F37′	48·0	20·0 / 27·9 / FK	Copnhagn Danish *WB*	T.3Cy.26″,43″&72″–45″ 376NHP	30 ″ 8	V
	*H.W.Andersen*93–07		4159												N.E.MarineCo.Ld.Nwc.		
NKOT	*Elec.light*	1*Dk&Spar dk&deep framing*	2827														
348	—	**SteelScSr**	3238	✠100A1	Tri	*v*	N1,12	1900	Russell& Co. PortGlasgow	Soc.Anon.diNav. aVap.Lussino	330·1 / P20′B72′F33′	48·1	15·9 / 23·3 / FK	Lusinpiclo Aust.-Hung.	T.3Cy.24″,40″&65″–42″ (*s*) 180lb *80lb* NDB14 291NHP	26 ″ 0	
	(Seized and taken to Mariupol)		3038	*Spar dk* 8,13 ✠LMC				9mo						A&CP *W*	5*BHCem*	2SB,*6cf*,GS126,HS4400	s 5 ″ 0
HJGP	*G.Suttora*12–12	*ss*Tri.No.3–8,13	2051	MS8,13	BS6,14					*B* = *Cell DBa*102′	*uE&B*40′*f* 140′877*t*			*APT*63*t*	J.G.Kincaid&Co.Greenock		21 ″ 5
	1*Dk*(*Stl*)*&Spar dk*(*Stl*)*&deep framing*																
349	—	**SteelSc**	2185					1907	Maryland SteelCo Sparro'Pt Md	BaltimoreSteam PacketCo.	298·0 /	45·0	16·1	Baltimore Utd.States	T.4Cy.24½″,40″&(2)47″–42″ 286NHP		R
204629	*W.C.Almy* –07		—														
KWJF		2*Dks*	1486												MarylandStl.Co.Sparr'Pt.		
350	—	**SteelScSr**	1596			...		1887	R.Duncan &Co. Pt.Glasgow	TheTexasCo.	230·0 /	35·5	18·5 / 26·9	Pt.Arthur Tex. Utd.States	T.3Cy.22″,35½″&57″–39″ NB14 203NHP	27 ″ 10	
120926	*E.Jonassen*		—												Muir&Houston,Glasgow		
KLPD	(*ex*Hondo) Wireless	1*Dk&Spar dk3trB*	1052														
	Carrying Oil in bulk	*Fitted for oil fuel*															
351	—	**SteelScSr**	386					1894	J.Jones& Sons Liverpool	Archipelago AmericanS.N.Co. (G.Farkouh,*Mgr.*)	158·0 / P39′H45′F25′	24·4	11·7	Smyrna Utd.States *WB*	T.3Cy.14″,22″&36″–24″ NB05 63NHP		
	(*ex*Smyrni,*ex*St.Brieuc)		—												J.Jones&Sons,Liverpool		
		2*Dks*	171														
352	—	**IronScK**	114			...		1902	Hepple& Co.Ld. SouthShields	A.Pattison	90·5 / B9′	19·6	10·8 / BK7″	London British	C.2Cy.18″&38″–25″ 98RHP	11 ″ 9	
115929	*J.W.Pike* –14		114												Hepple&Co.Ld.S.Shields		
TSDW	(*Tug*)	1*Dk*	4														
353	—	**Iron&SteelScSp**	77	✠100A1	Rio		~~7,15~~ 6,17	1908	Cox&Co. Falmouth	Rio deJaneiro LighterageCo.Ld.	80·0 /	16·1	8·3 / BK6″	R.Janeiro Brazilian	C.2Cy.15″&30″–21″ (*s*) 120lb 48NHP	9 ″ 0	
		~~*ss*Rio No 1–13~~	77	*For Towing purposes*				12mo						*4BHCem*	1SB,*2pf*,GS35,HS955		
	1*Dk*	*Irn framing&Stl plating*	23	6,17 ~~7,15~~				*Lloyd's*	*SA&CP*						Cox&Co.Falmouth		
		*ss*Rio No.2–17		~~DS6,16~~ ✠LMC2,15													
354	**Floridian**	**SteelScSr**	6930	✠100A1	Bal	*a*†	K4,18	1915	Maryland SteelCo. of Baltimore County Sparro'Pt Md	American-HawaiianS.S.Co.	415·0 /	53·7	28·1 / FK	NewYork Utd.States	Q.4Cy.25½″,37″,53½″&78″ -54″ 215lb (*s*) 666NHP	39 ″ 6	
213813	*Nicols* –15		6466	*Shelter dk*	NNs			12mo						*Cem*	3SB,*12cf*,GS205,HS9519 FD	s 10 ″ 3½	
LFRG	*Elec.light*	2*Dks*(*Stl*)*&Shelter dk*(*Stl*)	4311	*with freeboard*				A&CP		*Intermediate No.2 h*	*'Tween dk BH in*			6*BH to Udk*	MarylandStl.Co.Sparr'Pt.	29 ″ 6	
	Sub.Sig.	3*rd dk in No.1 hold&*		~~3,7~~ 12,15						*WB*=*Cell D*	*old dispensed with*			1 ,, ,,2*nd*,,	*only*		
		Web frames		4,13 ✠LMC12,15							*B a*122′*uE&B*54′*f* 1			66′125*t DT*	*f*30′866*t FPT*125*t APT*52*t*		
		Longitudinal framing		*Fitted for oil fuel* 12,15			*F.P. above* 1										
355	**Florinda**	**SteelScSr**	2078					1909	Swan,Hunter&Wigham Richardson, Ld Newcastle	Linea deVapores Serra	290·0 / P22′B70′F32′	42·0	20·7 /	Bilbao Spanish *WB*	T.3Cy.22″,35″&58″–39″ 210NHP		C
	*D.Cirarda*99–09		1898												Swan,Hunter&Wigham-Richardson,Ld.Nwc.		
HMSJ	*Elec.light*	2*Dks*	1297														
356	**Florio**	**SteelScK**	~~330~~ 314	✠100A1	Dun			1916	Cochrane& Sons,Ld. Selby	ConsolidatedStm. Fishing&IceCo. (Gms.)Ld. (J.D. Marsden,*Mgr.*)	~~136·6~~ / Q74′F21′ / 137·0	24·0	~~12·9~~ / 12·3 / BK8″	Grimsby British	T.3Cy.12″,23″&37″–26″ (*s*) 180lb 87RHP	13 ″ 6	
13946			289	*Stm Trawler* 11,17	✠LMC11,17			12mo						*4BHCem*	1SB,*3pf*,GS17,HS1408		
		1*Dk*	~~162~~	*(Class Contemplated)*				*Lloyd's*	*SA&CP*						Cooper&Greig,Ld. Dundee		
357	**Florizel**	**SteelScSr**	3081	~~✠100A1~~	NYk	*u*	4,16	1909	C.Connell &Co.Ld. Glasgow	NewYork,Newfnd-land&HalifaxS.S. CoLd(CT.Bowring &Co.Ld.*Mgrs.*)	305·5 / F38′	43·1	29·6 / FK	Liverpool British	T.3Cy.24″,40″&64″–42″ (*r*) 180lb 437NHP	32 ″ 0	
Wrecked 2/19	*W.J.Martin* –14	*ss*NYk.No.1–13	2767	*Shelter dk*				1mo						5*BHCem*	3SB,*9cf*,GS146,HS7038 FD	s 9 ″ 9½	
127957	*Elec.light*	2*Dks*(*Stl Upt*–ws)	1980	*with freeboard*											Dunsmuir&Jackson LdGls.	22 ″ 8	
HNLT		*&deep framing&Shelter dk*(*Stl*–ws)		10,16				*Lloyd's*	*SA&CP*								
	Sub.Sig. Wireless			~~DS9,16~~ ✠LMC9,15						*WB*=	*Cell DBa* 70′ *uE&*			*B58′f* 118′471*t FPT* 47*t APT* 21*t*			
358	**Florrieston**	**SteelScSr**	3366	✠100A1	Gls	*v*	7,16	1901	W.Gray& Co.Ld. W Hartlepool	FlorriestonS.S.Co. Ld. (W.S.Miller& Co.)	331·0 / P27′B171′F30′	47·1	24·7 / FK	Glasgow British	T.3Cy.25$\frac{3}{16}$″,40″&65″–42″(*s*) 160lb *80lb* 268NHP	27 ″ 4	
114781	*J.R.Cunningham* –17	*ss*Gls.No.3–8,14	3165	3,17 ~~8,14~~	Off			10mo						5*BHCem*	2SB,*6rf*,GS96,HS3957	s 4 ″ 3½	
STDP	(*ex*Battersea Bridge)	1*Dk*(*Irn*)*2trB&*	2171	✠LMC				*Lloyd's*	*SA&CP*	*WB*= *Cell*	*DBa & uE*132′*f*136′			725*t APT*77*t*	Cen.Mar.Eng.Wrks.W Hpl	23 ″ 5	
		deep framing 3*Dk rule*		MS6,14	BS9,15	,17											
359	**Flosshilde**	**SteelScLr**	137					1908	J.Frerichs &Co.A.G. Einswarden	"Visurgis" Heringsfischerei Akt.Ges.	90·9 / Q14′	21·4	9·8	Nordenhm German	C.2Cy.9$\frac{1}{16}$″&16½″–12½″ 8NHP		G
	Th.Rijkee –14		130												J Frerichs&Co.A.G.Ostrhlz		
NJQF		1*Dk*	67														
360	**Fluent**	**SteelScSr**	3660	✠100A1	Bry	*w*	3,16	1911	J.Priest-man&Co. Sunderland	J.Westoll	350·0 / P&B223′F34′	50·9	24·4 / FK	Sundrland British	T.3Cy.25″,41′&67″–45″ (*s*) 180lb 325NHP	26 ″ 0	
132063	*L.Hutchinson* –16	*ss*Bry.No.1–16	3524	5,17 ~~12,16~~	Lig			11mo						6*BHCem*	3SB,*6cf*,GS116,HS4995	s 3 ″ 8½	
HTQM	*Well deck*	1*Dk*(*Stl*)	2326	✠LMC				*Lloyd's*	*SA&CP*	*WB*= *Cell DBa*	110′*uE*21′*f*154′816*t*			4*PT*105*t*	N.E.MarineEng.Co Ld.Sld	22 ″ 7	
	Elec.light			BS5,16	MS12,16									London			
361	**Flugt**	**IronScSr**	798			...		1871	T.Turn-bull&Son Whitby	TheShippingCon-troller(Withering-ton&Everett,*Mgrs*)	200·0 / Q58′B73′H15′F10′	28·5	16·9 /	Newcastle British *WB*	T.3Cy.15″,25″&42″–33″ NB87 *refitted*91 101NHP	18 ″ 0	N
58787	*A.Olsen* –11		657												*Tpd*91 J.Stwrt&C.(L.)Lon		
~~HMRQ~~	(*ex*Whitehall)	1*Dk2trB*	476														
362	**Fluor**	**SteelSc3MstSr**	884	✠100A1	Trn	*l*	9,13	1898	Scott& Sons Bowling *Lloyd's*	W.Robertson	200·0 / Q106′B11′F36′	31·1	11·9 / BK7½″	Glasgow British	T.3Cy.16½″,26″&42″–33″ (*s*) 160lb 90RHP	14 ″ 2	
108712	*D.McKinnon* –10	*ss*Ayr No 3–4,11	641	9,13				3mo		*WB* = *Cell DBf*122′255*t*				3*BHCem* *FPT*98*t*	1SB,*3pf*,GS55,HS1550 Muir&Houston,Ld.Gls.	s ″10½ 14 ″ 1	
QBRG	*Well deck*	1*Dk*(*Stl*)	361	BS9,13	✠LMC4,11												
	Mchy.Aft	*Elec.light*															
363	**Flush**	**WoodSc**	1474					1917	Slidell S.B. Co. Slidell,La.		228·0 / P69′Q46′B42′F29′	43·0	16·0		C.2Cy.		
			—														
	Elec.light	1*Dk*	867												JohnW.SullivanCo.N.Yk.		
	Mchy.Aft	*Ref.Mchy.*															
363*	**Flushing**	**WoodScSr**	178					1882	..... Athens,N.Y.	~~P.Glacier~~ Saint John River Log Driving Co.	115·9 / H102*t*	24·0	8·2	S.John,NB British	1Cy.20″–22″ McEntee&Dillon, 61RHP Rondont,N.Y.		
90751	*F.P.Shields* –08		120														
	(*ex*Ingersoll)	1*Dk*	73														

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. / Visites Périodiques.	3 Ex-nom, s'il y a lieu. / Nombres des Ponts.	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille / Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. pc.	15 Registres où coté. si ce n'est dans le L. R. Espace Cure R. et T. si navire.
364 QHNR	Fluth *C.Kleine* 1 *Dk*	SteelScLr	129 129 67					1903 Bremer Vulkan Vegesack	Bremen-Vegesacker Fischerei Ges.	90·9	21·4	9·8	Vegesack German	C.2Cy.9½″&16⅝″–12⅝″ 8NHP Bremer Vulkan, Vegesack		G
365 95843 MSQJ	Fly *J.Wignall* –16 *ss* Flt.2nd No.3–8,16 1 *Dk*	IronScK	158 145 60	✠100A1 *Trawler* 7,17 ~~8,16~~ ✠LMC10.15 ✠NBS,03 BSS,~~16~~ 7,17	Flt Liv		8,16	1890 8mo *Lloyd's*	Cochrane, Coopr&Scho-field Beverley *sA&CP*	Active Fishing Co. Ld.(J.A.Robertson *Mgr.*)	101·4 Q20′B20′F19′	20·6	11·0 BK7½″	Fleetwood British 3 *BH Cem*	T.3Cy.11½″,18″&30″–22″ (*s*) 160lb 45RHP 1SB2*cf*, GS27, HS806 C.D.Holmes&Co.Hull	11 ″ 10	
366 120876	Flyer	WoodSc	452 — 283					1891	U.B.Scott Portland, Or.	Puget Sound Nav. Co.(J.Green, *Mgr.*)	170·0	21·0	15·0	P.Twnsnd Utd.States	T.3Cy.21¾″,33½″&54½″–30″ 163NHP Neafie&Levy, Philadelphia		
367 89940	Flying Bat *J.Russell* –15	IronPadSp	130 130 50					1884	J.T.Eltring-ham S.Shields	Nicholson Steam Tug&Salvage Co. Ld.(J.Nicholson, *Mgr.*)	108·3	18·9	9·7	Leith British	L.1Cy.36″–54″ 80RHP J.P.Rennldsn&S.,S.Shields		
368 135529 JDQB	Flying Breeze *A.T.Johns* –14 *Elec.light* (*Tug*) 1 *Dk*	SteelScSr	387 325 129	✠100A1 3,17 ~~7,16~~ ✠LMC12.13	Liv	*g*		1913 12mo *Lloyd's*	J.T.Eltring-ham&Co. S.Shields *sA&CP*	Alexandra Towing Co.Ld. *WB*	125·0 BK7″ = *DTf* 35′ 71*t FPT*	28·6	13·4 5 *BH Cem* 10*t APT* 32*t*	Liverpool British	T 3Cy.17″,28½″&46″–30″ (*s*) 180lb 132NHP 1SB,3*cf*, GS58, HS2111 Shields Eng.Co.Ld.N.Shl.	14 ″ 9 s 2 ″ 5 13 ″ 3	
369 133027 HVNB	Flying Buzzard *J.Blair* –12 (*Tug*) 1 *Dk*	SteelSc	200 188 3					1912	Ferguson Bros. Port Glasgow	Clyde Shppg.Co.Ld (W.Cuthbert *Mgr*)	115·0	23·6	10·0	Glasgow British *WB*	C.2Cy.20″&42″–27″ 99RHP Ferguson Bros. Pt. Glasgow		C
370 136314 JGFL	Flying Condor *J.Monroe* –14 (*Tug*) 1 *Dk*	SteelScSp	202 192 3					1914	Ferguson Bros.(Port Glasgow)Ld Pt.Glasgow	Clyde Shppg Co.Ld. (W.Cuthbert, *Mgr*)	110·0	24·1	11·1	Glasgow British *WB*	C.2Cy.20″&42″–27″ 72RHP Ferguson Bros.(Port Glasgow)Ld.Pt.Gls.		C
371 128246 HNMG	Flying Cormorant *J.Monroe* –16 *Elec.light* (*Tug*) 1 *Dk*	SteelScSp	203 192 2					1908	Ferguson Bros. Pt.Glasgow	Clyde Shppg.Co.Ld (W.Cuthbert *Mgr*)	115·1	23·6	10·3	Glasgow British *WB*	C.2Cy.20″&42″–27″ 99RHP Ferguson Bros. Pt Glasgow		C
372 99873	Flying Dutchman *D.Nicholson* –11 (*Tug*)	IronPadSp	165 153 28					1892	J.P.Ren-noldson&Sns S.Shields	Clyde Shppg.Co.Ld (W.Cuthbert *Mgr*)	116·0	19·6	10·5	Glasgow British	L.1Cy.38″–56″ NB08 48RHP J.P.Rennldsn&S.,S.Shields		
373	Flying Eagle 2 *Dks*	IronPadSk (*ex* Mount Etna)	232 225 34	✠ 4,86	Grk	Lv		1880 2mo	R.Cham-bers Dumbarton	The Admiralty	139·6	21·9	11·4	British 3 *BH*	C.D.2Cy.25″&48″–60″ 98RHP Rankin&Blackmore, Grk.		
374 96044	Flying Elf *A.Black* –15	IronPadSp	146 131 25					1889	J.T.Eltring-ham S.Shields	Clyde Shppg.Co.Ld (W.Cuthbert *Mgr*)	108·0	18·5	9·7	Glasgow British	L.1Cy.36″–54″ NB07 80RHP J.P.Rennldsn&S.,S.Shields		
375 119181 HBMP	Flying Falcon *J.Gillies* –10 *Elec.light* (*Tug*)	SteelScSp	184 175 2					1904	Ferguson Bros. Pt.Glasgow	Clyde Shppg.Co.Ld (W.Cuthbert *Mgr*)	107·0	23·1	9·2	Glasgow British	C.2Cy.20″&42″–27″ 99RHP Muir&Houston, Ld.Gls.		C
376 93248	Flying Fish *T.Brierley* –91	IronPadSk	187 177 75					1886	J.T.Eltring-ham S.Shields	Clyde Shppg.Co.Ld (W.Cuthbert *Mgr*)	122·0	20·4	10·7	Glasgow British	L.1Cy.41″–60″ 98RHP J.P.Rennldsn&S.,S.Shields		
377 85014	— *W.Simpson* –14	IronPadSp	169 151 71					1882	J.T.Eltring-ham S.Shields	J.S.Wilson	116·0	19·6	10·3	Borrow-stoness British	L.2Cy.30″–54″ NE&B07 76RHP Hepple&Co.Ld.,S.Shields		
378 137831 JNWL	Flying Foam *Elec.light* (*Tug*) 1 *Dk*	SteelScSp	217 205 2					1917	Ferguson Bros.(Port Glasgow)Ld. Port Glasgow	Clyde Shppg.Co.Ld (W.Cuthbert *Mgr*)	115·2	24·1	10·9	Glasgow British *WB*	C.2Cy.20″&42″–27″ 72RHP Ferguson Bros.(Port Glasgow)Ld.Port Glasgow		C
379 90041	Flying Fox *R.Barry* –13	IronPadSk	185 174 73					1885	J.T.Eltring-ham S.Shields	Clyde Shppg.Co.Ld (W.Cuthbert *Mgr*)	122·5	20·3	10·9	Glasgow British	L.1Cy.41″–60″ 98RHP J.P.Rennldsn&S.,S.Shields		
380 135455 JFNT *Lloyd's*	Flying Kestrel *C.E.Vigar* –14 *Elec.light* 1 *Dk* & *Promenade dk* *sA&CP*	SteelSc	516 406 180	✠100A1 *t'or towing purposes* 4,16 ✠LMC4.13	Lth 6,17		5,14 5,17	1913 4mo	J.T.Eltring-ham&Co. SouthShields	Alexandra Towing Co.Ld. *WB*=	140·2 B52′ BK8″ *DTf* 34′93*t FPT* 17*t*	30·3	14·1 4 *BH Cem* *APT* 44*t*	Liverpool British	T.3Cy.18½″,31″&50″–30″ (*s*) 180lb 166NHP 2SB,4*cf*, GS88, HS2810 G.T.Grey, South Shields	15 ″ 7 s 3 ″ 5½ 13 ″ 2	
381 119105 VPQR	Flying Linnet *D.Urquhart* –16 *Elec.light* (*Tug*) 1 *Dk*	SteelScSp	185 175 2					1904	Ferguson Bros. Pt.Glasgow	Clyde Shppg.Co.Ld (W.Cuthbert *Mgr*)	107·0	23·1	9·2	Glasgow British *WB*	C.2Cy.20″&42″–27″ 99RHP Muir&Houston, Ld.Gls.		C
382 99858	Flying Mist *D.Leslie* –15 (*Tug*) 1 *Dk*	IronPadSp	148 134 30					1892	J.P.Ren-noldson&Sns S.Shields	Clyde Shppg.Co.Ld (W.Cuthbert *Mgr*)	108·0	18·5	9·7	Glasgow British	L.1Cy.36″–54″ NB12 80RHP J.P.Rennoldson&Sns S.Shl		
383 102642	Flying Phantom *C.Dovis* –17 (*Tug*) 1 *Dk*	IronPadSk	166 153 29					1893	J.P.Ren-noldson&Sns S.Shields	Clyde Shppg.Co.Ld (W.Cuthbert *Mgr*)	116·6 B15′	19·6	10·3	Glasgow British	L.1Cy.38″–56″ 90RHP J.P.Rennoldson&Sns,SShl		
384 108767	Flying Scotsman *J.Clark* –15 (*Tug*) 1 *Dk*	IronPadCtr	177 157 29					1898	J.P.Ren-noldson& Sns South Shields	Clyde Shppg.Co.Ld (W.Cuthbert *Mgr*)	118·0	20·1	10·1	Glasgow British	L.1Cy.38¼″–56″ 90RHP J.P.Rennoldson&Sns.S.Shl		
385 129545 HSGD	Flying Serpent *A.Anderson* –14 (*Tug*) 1 *Dk*	SteelSc	199 188 4					1911	Ferguson Bros. Pt.Glasgow	Clyde Shppg.Co.Ld (W.Cuthbert *Mgr*)	115·0	23·6	10·0	Glasgow British *WB*	C.2Cy.20″&42″–27″ 72RHP Ferguson Bros. Pt Glasgow		C
386 99882	Flying Spindrift *A.Stewart* –12 (*Tug*) 1 *Dk*	IronPadSp	146 131 24					1893	J.P.Ren-noldson&Sns S.Shields	Clyde Shppg.Co.Ld (W.Cuthbert *Mgr*)	108·0	18·6	9·8	Glasgow British	L.1Cy.36″–54″ NB12 80RHP J.P.Rennoldson&Sns S.Shl		
387 86703	Flying Sportsman *W.Kirby* –12	IronPadSp	187 174 74					1882	J.T.Eltring-ham S.Shields	Clyde Shppg.Co.Ld (W.Cuthbert *Mgr*)	122·0	20·2	10·7	Glasgow British	L.1Cy.41″–60″ NB93 98RHP J.P.Rennoldson&Sns S.Shl		

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c.	3	4 Regist'd Tonnage Gross. Under deck. Net.	5 6 7 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 9 Built. When	By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NIP=Horse power by Society's formulæ; RIP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed. If not in L.R. Date of L.R. Trade Cert.
388 137836 JPFV	Flying Spray *Elec.light*	SteelScSp (*Tug*) 1 *Dk*	217 205 2					1917	Ferguson Bros.(Port Glasgow) Ld. PortGlasgow	ClydeShppg.Co.Ld (W.Cuthbert *Mgr*)	115·0 | 24·1 | 11·0	Glasgow British *WB*	C.2Cy.20″&42″–27″ 72RHP FergusonBros.(PortGlasgow)Ld.PortGlasgow		
389 96048 PQMH	Flying Sprite *P.McIntyre* –12	IronPadSk	145 130 24					1889	J T Eltringham S.Shields	ClydeShppg.Co.Ld (W.Cuthbert *Mgr*)	108·0 | 18·6 | 9·6	Glasgow British	L.1Cy.36″–54″ NB08 80RHP J.P.Rennoldson&Sns S.Shl		
390 121254 HDGC	Flying Swallow *J.Everett* –11	SteelScSp (*Tug*) 1 *Dk*	185 175 1					1905	Ferguson Bros. Pt.Glasgow	ClydeShppg.Co.Ld (W.Cuthbert, *Mgr*)	107·1 | 23·1 | 9·1	Glasgow British *WB*	C.2Cy.20″&42″–27″ 99RHP FergusonBros.Pt.Glasgow		C
391 138939 JLWF	Flying Wing	SteelScK 1 *Dk*	226 218 109	✠100A1 *Stm Trawler* 10,15 ✠LMC10,15	Hul			1915 9mo *Lloyd's*	Cook, Welt'n&Gemmel Ld. Beverley	~~H.C.Baker~~ W.Baynton *SA&CP*	117·0 | 22·0 | 12·7 Q61′ BK7½	Grimsby British *4BHCem*	T.3Cy.12″,21″&34″–24″ (*s*) 200lb 70RHP 1SB,*3pf*,GS32,HS1099 Amos&Smith,Ld.Hull	13 ″ 7	
392 98675	Flying Witch *J.Stewart* –15	IronPadSk (*Tug*) 1 *Dk*	142 131 25					1891	J.P.Rennoldson&Sns S.Shields	ClydeShppg.Co.Ld (W.Cuthbert *Mgr*)	108·0 | 18·7 | 9·7	Glasgow British	L.1Cy.36″–54″ NB11 80RHP J.P.Rennoldson&Sns S.Shl		
393 98680	Flying Wizard *W.McBride* –17	IronPadSp (*Tug*) 1 *Dk*	142 131 25					1891	J.P.Rennoldson&Sns S.Shields	ClydeShppgCo.Ld. (W.Cuthbert *Mgr*)	108·0 | 18·7 | 9·7	Glasgow British	L.1Cy.36″–54″ NB11 80RHP J.P.Rennoldson&Sns S.Shl		
394 NLQG	Flynderborg *Grove*	SteelScSr 1 *Dk&deep framing*	1400 1240 825			...		1901	Helsingörs Jernsk&Msk. Elsinore	DampskibsSelsk. Dannebrog(C.K. Hansen, *Mgr.*)	251·5 | 36·1 | 16·9 P16′B64′F34′ FK	Copnhagn Danish *WB*	T.3Cy.18½″,30″&50″–36″ 166NHP HelsingörsJernsk.&Mskb.	19 ″ 6	V
395 207916 LBQJ	Foam *R.S.Thomas* –10 *Elec.light*	SteelScSr (*Trawler*) 1 *Dk*	244 210 114					1910	ForeRiver S.B.Co. Quincy,Mass.	BayStateFish.Co.	114·3 | 22·5 | 11·6	Boston Utd.States	T.3Cy.12¾″,22″&36″–24″ 64NHP ForeRiverS.B.Co.		
396 120776	-- *A.Alborne*–16	SteelSc *ss*Sou.No.2–13 1*Dk*(*pt Stl*)	92 79 3	✠100A1 *For Towing p* 4,16 ~~17~~ ~~18~~ ~~BS6,17~~ ~~BS5,16~~ ✠LMC ~~1,18~~	Gmh *urpose s* MS1,18		~~5,15~~ 1,18	1904 10mo *Lloyd's*	J Fullerton &Co. Paisley *SA&CP*	Topham,Jones& Railton,Ld.	80·0 | 17·1 | 8·0 BK5″ *WB=FPT*	London British *4BHCem* *7tAPT4t*	C.2Cy.14″&28″–20″ (*s*) 120lb 41RHP 1SB,*2pf*,GS29,HS826 Ross&Duncan,Glasgow	8 ″ 7	
397 HSFK	Focata (*ex*Sissie,*ex*St.Barnabé.*ex* Algérie,*ex*Berbice) *Well deck* 1*Dk2trB*	IronScSr	1248 — 740			...		1883	Whitehavn S.B.Co.Ld. Whitehaven	A.G.Focata	221·6 | 33·3 | 15·8 Q112*t*B123*t*F39*t* FK	Syra Greek *WB*	C.2Cy.23″&46″–42″ NB95 148NHP J.Jones&Sons,Liverpool		V
398 102605 NCRQ	Fodhla *J.McNeill* –16 (*ex*Beryl) *Well deck* *Mchy.Aft*	Steel&IronSc3MstSr *ss*Ayr2ndNo.3–1,12 *ss*PG1.No.1–16 1*Dk*(*Irn*) *Irn framing&Stl plating*	402 284 149	✠100A1 2,18 ~~9,16~~ ✠LMC9,16 BS2,18	PG1	*f*	9,16	1893 7mo	Scott&Sns Bowling A&CP	EirinnSteamers Co.	142·3 | 25·2 | 10·7 Q68′B9′F24′ BK7″ *WB*	Glasgow British *3BHCem* *=FPT18t*	C.2Cy.18⅝″&40″–27″ (*s*) 110lb 66RHP 1SB.*2pf*,GS38,HS1283 Ross&Duncan,Glasgow	12 ″ 1 s ″ 6 12 ″ 4	
399 WKDJ	Fogo *L.W.Larsen* (*ex*Flamme)	SteelScSr (*Whaler*) 1*Dk*	157 153 55					1911	Akers Mek.Værks. Christiania	Akties.Minerva (L.Christensen, *Mgr.*)	104·1 | 20·1 | 11·8	Sandefjrd Norwegian *WB*	T.3Cy.12″,20″&33″–24″ 53NHP AkersMek.Værks.Xia.		N
400 127785 TWLJ	Fogota *Dalton* –17 *Elec.light* *Well deck*	SteelScSr *ss*NFL.No.1–15 1*Dk*	411 252 238	✠100A1 *Shelter dk* 5,18 ~~1,17~~ ~~BS5,16~~ ✠LMC5,15	NFL	*f*	1,17	1910 6mo *Lloyd's*	Dundee S.B.Co.Ld. Dundee *SA&CP*	J.C.Crosbie	145·2 | 24·5 | 9·7 FK *WB=FPT12t*	SJhnsNFL British *1BHCem* *APT11t*	C.2Cy.18″&40″–27″ (*s*) 130lb 64RHP 1SB,*3pf*,GS54,HS1778 J.Abernethy&Co.Abn.	10 ″ 6 s ″ 5 10 ″ 3	
401 LNFM	Föhr Amrum *P.Christiansen* *Elec.light*	SteelTwinSc 1*Dk*	220 171 87					1908	Howaldtswerke Kiel	WykerDampfsch. ReedereiG.m.b.H. (Ed.Boetius, *Mgr.*)	120·1 | 24·1 | 8·2 H41′	Wyk a Föhr German	C.4Cy.10⅝″&19½″–11½″ 22NHP Howaldtswerke,Kiel		
402 MLWF	Føina *O.J.Vikse*	SteelScSr 1*Dk*	1674 1159 998					1915	Helsingörs Jernsk&Msk Elsinore	K.Knudsen	248·0 | 38·0 | P17′Q77′B96′F29′	Haugesnd Norwegian *WB*	T.3Cy.18″,30″&50″–36″ 150NHP HelsingörsJernsk.&Mskb.		
403 84892 JCQB	Folda *J.M.LeSeelleur* –17 (*ex*SoldierPrince) *Well deck*	IronScSr *ss*Lth.2ndNo.3–4,08 *ss*Lth.No.1–12 1*Dk*(*Irn*)2*trB*	1300 1038 801	✠100A1 3,16 ~~3,18~~ *Exam'ne* ~~8,17~~ ✠LMC ~~6,17~~ ~~NB1,96~~ ~~7,98~~ ~~6,14~~	Npt	*o*	~~N9,16~~ 6,17 5,18	1883 8mo *Lloyd's*	C.S.Swan& Hunter Newcastle	Franco-British S.S.Co.Ld.(Olivier &Co.Ld. *Mgrs.*) *SA&CP*	245·2 | 34·1 | 17·3 Q84′B63′F27′ BK8½″ *WB=D Ba69′f49′&u*	Leith British *4BHCem* *E&B34′270t*	T.3Cy.16½″,28″&46″–33″ (*s*) 170lb *70lb* NDB96 118NHP *E.made79fitted96* 1SB.*3rf*,GS58,HS1671 *Tpd* 96S&HMorton&C.Ltd	18 ″ 6 s 1 ″ 8 17 ″ 7	
404 MCJH	Folden *J.Johnson* *Elec.light*	SteelScSr 1*Dk&Awng dk*	303 286 176					1905	Akers Mek.Værks. Christiania	Saltens Dmpskslsk	135·1 | 20·6 | 15·8 H17*t*	Bodö Norwegian	T.3Cy.11″,18″&29″–20″ E&B*made*00,*fitted*05 38NHP AkersMek.Værks.Xia.		
405 HDTN	Foldin *K.Johansen*	SteelScSr (*ex*KongRagnar) 1*Dk*	639 488 364					1889	Akers Mek.Værks. Christiania	Dmpskibsacties. GangerRolf(Fred. Olsen&Co. *Mgrs.*)	189·3 | 27·4 | 13·5 Q37*t*B70*t*H39*t*F23*t*	Chrstiania Norwegian *WB*	T.3Cy.16″,26″&42″–30″ 97NHP AkersMek.Værks.Xia.		N
406	Folee	SteelScSr (*ex*Fri) 1*Dk&Spar dk*	1376 1302 859					1900	Nylands Værkstad Christiania	ChingKee&Co.	231·5 | 35·0 | 20·4 H74*t*	Chefoo Chinese *WB*	T.3Cy.16½″,27″&44″–32″ 109NHP NylandsVerks.Christiania		
407 118353 VKMT	Folkestone *R.H.Kilbee* –14 *Elec.light*	SteelTwinScSr 1*Dk*	496 438 196					1903	W.Denny &Bros. Dumbarton	S.Eastrn&Chathm RlyCos.'Managing Committee	192·2 | 28·1 | 14·3 B66′F37′	London British *WB*	T.6Cy.13⅜″,20½″&31″–21″ 88NHP Denny&Co.Dumbarton		
408 MPTW	Folkvard *W.F.Koren* –16 (*ex*Bandon) *Elec.light*	SteelScSr *Oil Eng.* 1*Dk*(*Stl*)*&deep framing&* *Awng dk*(*Stl*–teak s)	3462 3145 2172	✠100A1 *Awng dk withfreeboard* 4,17 ~~9,16~~ ✠NE8,14 ✠LMC ~~9,16~~ 12,17	Cpn Xia	*v*	9,16	1909 1mo *Lloyd's*	Barclay, Curle&Co.Ld Glasgow *SA&CP*	StatensSkibsfartsdirektorat (L.Kloster, *Mgr.*) *CellDBa106′u*	330·1 | 47·3 | 25·7 P31′B65′F37′ FK *E16′f150′687tFPT*	Chrstiania Norwegian *5BHCem* *28tAPT14t*	Oil Engines 4S.C.SA alt14 6Cy.26¾″–39¾″ 324NHP 2NDB14 *100lb* Burmeister&WainOilEng. Co.Gls	28 ″ 0 s 7 ″ 3½ 21 ″ 1	
409 MBNP	Follo *H.Johansen* (*ex*Asmund.*ex*Tramp, *ex*Skarp,*ex*JeanneA.,*ex*SaintDonats) 1*Dk2trB*	IronScSr	1536 1403 934			...		1881	Schlesnger, Davis&Co. Newcastle	Skibs.Akties. Astoria (P.A. Jensen&K.Bögh Henriksen, *Mgrs.*)	261·0 | 35·3 | 20·7 B50′F26′ BK7½″	Chrstiania Norwegian *WB*	T.3Cy.20″,32½″&53″–36″ NE&B91 168NHP N.E.MarineEng.Co.Ld.Sld	22 ″ 0 s 3 ″ 11 18 ″ 11	N

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Grément, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant après Lettre d'Rétablissement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Forcé en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
410	**Folla**	SteelScSr	249					1909	Örens Mek.Værks Trondhjem	Namdalens Actiedmpskselsk. (C.Hustad, *Mgr.*)	115·1	20·4	14·9	Namsos Norwegian	T.3Cy.11″,18″&29½″–18″ 37NHP		N
MFSH	*S.Christiansen* 92–09 *Elec.light*	2 *Dks*	237 138											*WB*	ÖrensM.V.Drontheim		
411	**Folmina**	SteelSc	1158	✠100A1	Bgn	*n*	3,16	1915	Wilton's E.	Holland-Gulf	230·2	34·0	13·2	Rottrdam	T.3Cy.15½″,25½″&41″–36″	16 ″ 0	
	H.A.Prins –15		866	4,17 ~~3,16~~	Ams			11mo	&SlpwyCo. Rotterdam	Stoom.Maats.(Jos. dePoorter, *Mgr.*)	Q131′B13′F24′		FK	Dutch	180lb *100lb* (*s*) 120NHP	s 1 ″ 5	
NRQK	*Well deck* 1 *Dk*(*Stl*)		673		✠LMC8,14				A&CP	*WB*=*CellDBu*	*B*15′*f*159′389*tFPT*		88*tAPT*48*t*	4 *BHCem*	1SB,*3cf*,GS65,HS1982	14 ″ 10	
	Mchy.Aft *Cargo battens not fitted*														Wilton'sE.&Slpy.Co.Rot.		
412	**Fönix**	WoodScSr	170					1871	J.Bang	Akties.Nordlands Olie&Kraftfoder-fabrik(O.J.Kaarböe, *Mgr.*)	99·9	22·9	10·1	Svolvær	C.2Cy.12¾″&25½″–22″		
	C.Svendsen –06		137						Gmla Lödöse		B28*t*			Norwegian	NB*made*03, *fitted*09 25NHP		
JTMP	(*ex*Phönix,*ex*Ostergotland) 1 *Dk*		90												LindholmenWorks,Got.		
413	**Foo Shing**	SteelScSr	2284	✠	Nwc	*t*		1903	Swan,Hunter& Wigham Richardson, Ld.Newcastle	Indo-ChinaSteam Nav.Co.Ld.	290·8	42·1	15·5	London	T.3Cy.21″,34″&56″–42″	25 ″ 0	
118365	*J.M.Hay* –13		2126	*Spar dk*				12mo			B67′F38′		22·7	British	226NHP	s 4 ″ 6	
VLTC	1 *Dk*(*Stl*)&*Spar dk*(*Stl*–teak s)		1433	12,03 ✠						*WB*=*CellDBa*	84′*uE*22′*f*108′		FK	5 *BHCem*	1SB,*4rf*,GS76,HS2913 FD	20 ″ 10	
	Elec.light &*deep framing*									399*tDTf*18′256*t*	*DTa*24′374*tFPT*		56*tAPT*25*t*		Swan,Hunter&Wigham-Richardson,Ld.Nwc.		
414	**Foochow**	SteelScSr	1994					1895	Scott&Co. Greenock	ChinaNav.Co.Ld.	275·6	38·2	21·4	London	T.3Cy.20″,32″&52″–39″		
105721	*C.E.Plunkett-Cole* –16		1783								P9′B58′F31′			British	169NHP		
NWRD	2 *Dks*		1228											*WB*	Scott&Co.,Greenock		
415	**Fook Sang**	SteelScSr	3100	✠	Nwc	*v*		1905	W.Dobson &Co. Newcastle	Indo-ChinaSteam Nav.Co.Ld.	331·3	44·2	16·2	Newcastle	T.3Cy.23½″,39″&66″–45″	26 ″ 6	
120586	*T.Grant* –17		2807	*Spar dk*				7mo		*WB*=*Cell*	P27′B96′F38′		24·2	British	370NHP	s 4 ″ 11	
HDBL	1 *Dk*(*Stl*)&*Spar dk*(*Stl–pt* teak s)		1987	7,05 ✠						*DBa*102′*uE*&*B*	44′*f*140′619*tDTa*26′		FK	5 *BHCem*	2SB,*6cf*,GS116,HS5150 FD	21 ″ 11	
	Elec.light &*deep framing*													484*tAPT*44*t*	N.E.MarineEng CoLdNwc		
416	**Forcados**	SteelScSr	397					1907	W.Harkess &Sons,Ld. Middlesbro'	ElderLine,Ld. (Elder,Dempster& Co.Ld.*Mgrs.*)	170·0	26·0	8·5	Liverpool	C.2Cy.18½″&40″–26″		
124063	*C.Bott* –14		275								P33′B59′F24′			British	65RHP		
HKPV	*Elec.light* 1 *Dk*		191											*WB*	MacColl&Pollock,Ld.Sld.		
417	**Ford Castle**	SteelScSr	1879	✠100A1	Sld	*q*	11,16	1911	J.Crown& Sons,Ld. Sunderland	Lambton&Hetton Collieries,Ld. (E.T.Nisbet, *Mgr.*)	268·0	37·9	17·6	Newcastle	T.3Cy.20½″,33″&54″–39″ (*s*)	19 ″ 9	
129785	*W.Strutt* 96–11	*ss*Sld.No.1–16	1489	12,17 ~~10,16~~	Lth			12mo			P24′Q82′B51′F31′		FK	British	180lb *100lb* 199NHP	s 2 ″ 0½	
HTVL	*Elec.light* 1 *Dk*(*Stl*)		1104		✠LMC11,16					*Lloyd'sA&CP WB*=	*Cell DBa*&*uE* 102		*f*104′383*tFPT*105*t*	4 *BHCem*	2SB,*4pf*,GS80,HS3092	18 ″ 0	
	Well deck													*APT*100*t*	N.E.MarineEng.CoLd.Sld.		
418	**Förde**	SteelScSr	2155					1900	Schwf.v. Jan Smit,Czn. Alblasserdam	H.Kuhnle	293·0	42·9	22·3	Bergen	T.3Cy.21½″,35½″&58″–39″		V
WKHS	*F.Dahl*	(*ex*Katendrecht)	1966 1363								P31′B70′F32′			Norwegian *WB*	210NHP N.E.MarineEng.CoLd.Sld.		
419	**Fordham**	SteelSc3MstSr	458	✠100A1	Shl	*g*	~~9,16~~ 1,18	1897	S.Mc-Knight&Co. Ld. Ayr A&CP	JohnHarrison,Ld. (Iron Transport C.L.td Brown,Jen-kinson&Co.*Mgrs.*)	160·0	24·1	9·3	London	C.2Cy.16½″&35″–27″ (*s*)	11 ″ 10	
105677	*A.T.Lewis* –16	*ss*Liv.No.3–9,09	302	9,16				6mo			Q89′B16′F24′		BK7″	British	140lb 90RHP	s ″ 8½	
PSWT	(*ex*Latchford)	*ss*Ard.No.1–14	181	~~B98,16~~ ✠LMC8,14										3 *BHCem*	1SB,*3pf*,GS52,HS1320	11 ″ 10	
	Well deck *Mchy.Aft*	1 *Dk*(*Stl*)		B98,17						*WB*=*CellDBf*	88			114*tAPT*7*t*	Shanks,Morrice&Co.Gls.		
420	**Fordonian**	SteelScSr	*2368*			...		1912	ClydeS.B. &E.Co.Ld. PortGlasgow	A.J.Auterhridge. A.W.Ducket&Co.	250·0	42·6	23·6	NewYork Utd.States	Oil Engines 2S.C.SA	26 ″ 6	C
214598	*H.A.Rowan* –16	*OilEng.*	*2157*								F37′				4Cy.18⅛″–32½″ 186NHP		
LGNS	*Elec.light* 1 *Dk*&*Awng dk*s		*1905*										FK	*WB*	ClydeS.B.&E.Co.Ld P.Gl		
	Mchy.Aft *Web frames*																
421	**Forelle**	IronPadSp	319					1881	H.F. Ulrichs Vegesack	Norddeutscher Lloyd	200·5	20·2	8·8	Bremen German	C.D.2Cy.23½″&41¾″–48″ NE&B98 101NHP		G
	R.Büssenchütt	1 *Dk*	256												G.SeebeckA.G.Gstemünde		
QDKL			125														
422	**Foremost**	SteelSc	123					1915	J.Constant Kievits&Co. Ld Dordrecht	R.E.V.James,Ld.	93·8	19·3	8·6	S'thamptn British	T.3Cy.12″,18″&30″–16″ 65RHP		
135686		(*Tug*) 1 *Dk*	109 22											*WB*	MachineFabriek,Bolnes		
423	**Foremost II.**	SteelSc	123					1915	J.Constant Kievits&Co. Ld Dordrecht	~~R.E.V.James,Ld.~~ Tilbury Contracting&DredgingCo., Ld.	93·8	19·3	8·6	S'thamptn British	T.3Cy.12″,18″&30″–16″ 65RHP		
135687		(*Tug*) 1 *Dk*	109 22											*WB*	MachineFabriek,Bolnes		
424	**Foreric**	SteelScSr	3974	✠100A1	Msl	*w*	4,16	1898	Russell& Co. Pt.Glasgow	BathamptonStm NavCoLd(Christie &Co.*Mgrs.*)	345·3	49·8	17·9	Glasgow	T.3Cy.25″,41″&67″–45″ (*s*)	28 ″ 5	
108771	*Young*	*ss*Bry.No.3–5,10	3662	*Spar dk*				12mo			P20′B72′F36′		25·8	British	180lb *90lb* NDB14 364NHP	s 5 ″ 8	
QKVD	*Elec.light*	*ss*Hpl.No.1–14	2557	7,16					A&CP	*WB*=*Cell DB a* 112′	*uE*&*B* 36′*f*146′885*t*		FK	6 *BHCem*	2SB,*6cf*,GS112,HS4900 FD	23 ″ 2	
		1 *Dk*(*Stl*)&*Spar dk*(*Stl*) &*deep framing*		~~MB8,11,16~~ ✠LMC11,14 MB16,17										*APT*133*t*	Rankin&Blackmore,Grk.		
425	**Forest City**	SteelPad	571					1891	Harlan& Hollings-worthCo. Wlmgtn,Del.	~~SilverIsletNav. Co.Ld.~~ M.McCulloch	175·0	31·0	9·0	SJhnsNFL British	1Cy.38″–108″		
113897		(*ex*KingEdward.	571														
	Elec.light	*ex*Montauk)	449												Harlan&HollsngworthCo.		
426	**Forestay**	SteelScCtr	44	✠100A–	PSd		~~1,15~~ 6,17	1910	Bow,Mc-Lachlan&Co. Ld. Paisley	Hull,Blyth&Co. (PortSaid)Ld.	55·0	15·0	7·4	Glasgow British	C.2Cy.11″&21″–15″ (*s*) 120lb 18RHP	8 ″ 0 s ″ 7½	
129516		*ss*P.Sd.No.1–15	38	*For towing purposes*				9mo					BK5′	4 *BHCem*	1SB,*1pf*,GS19,HS500	7 ″ 10	
		1 *Dk*	3	1,15											Bow,McLachln&CoLd Psy		
				B82,17 ✠LMC1,15													
427	**Forestmoor**	SteelScSr	2844	✠100A1	Bry	*u*	11,16	1910	J.Blumer& Co. Sunderland	MoorLine,Ld. (W.Runciman& Co.Ld.*Mgrs.*)	315·5	46·5	21·3	London	T.3Cy.23″,38″&62″–42″ (*s*)	23 ″ 4	
129116	*J.M.Hardy* –14	*ss*Bry.No.1–15	2664	8,17 ~~11,16~~				7mo			P28′B94′F32′		FK	British	160lb *80lb* 257NHP	s 3 ″ 7	
HRKB		1 *Dk*(*Stl*)	1749	✠LMC					*Lloyd'sA&CP*	*WB*=*CellDBa*	104′*uE*22′*f*128′650*t*			5 *BHCem*	2SB,*6pf*,GS111,HS3974	20 ″ 2	
				MS12,14 BB10,16										*APT*161*t*	J.Dickinson&Sons,Ld.Sld.		
428	**Forfar**	SteelScSr	3827					1907	W.Doxford &Sons,Ld. Sunderland	SutherlandS.S.Co. Ld. (A.M.Sutherland,*Mgr.*)	350·2	50·1	22·4	Newcastle British	T.3Cy.24″,41″&68″–45″ 310NHP		C
124328	*J.E.Venus* –15	(*ex*Braziliana)	3128											*WB*	W.Doxford&Sons,Ld.Sld.		
HKFW	*Turret deck*	1 *Dk*	2439														
429	**Forfarshire**	SteelPad	115					1861	Gourlay Bros.&Co. Dundee	D.Wilson&Son	120·5	20·1	6·6	Dundee British	D.2Cy.22″–36″ NB04 40RHP		
29486	*J.Methven* 75–75		115												GourlayBros.&Co.,Dundee		
QFRP			72														
430	**Forland**	WoodScK	131					1916	Tromsö Skibsverft Tromsö	C.Normann	92·1	21·7	11·4	Aalesund Norwegian	C.2Cy.9½″&19″–14″ 11NHP		
MNGS			119 67												BergensMekVærksBergen		
431	**Formby**	SteelScSr	1282					1914	CaledonS. B.&E.Co.Ld. Dundee	ClydeShppg.Co.Ld (W.Cuthbert,*Mgr*)	270·2	36·2	16·7	Glasgow British	T.3Cy.26″,42″&70″–42″ 318NHP		C
130311	*C.Minards* –14		1058								P38′B134′F73′			*WB*	CaledonS.B.&E.Co.Ld.Dun		
JFWP	*Elec.light* *Ref.Mchy.*	2 *Dks*	526														

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432	**Formentera**	**WoodSc**	112					1907	Borelly& Sebille Marseilles	Isleña Maritima, Cia. Mallorquina de Vapores	86·6|19·5|11·1	Palma Spanish	C.2Cy.16½"&33½"–19 7/16" 42NHP Stapfer, Duclos & Co. Msl.		V
IMSR	*M.Leopoldo* (*ex*Albatros)		—												
	1*Dk*		45												
433	**Formosa**	**SteelTwinScSr**	4471					1906	Lon.&Gls. Co.Ld. Glasgow	Soc.Gén.de Transp. Mar.à Vap.	408·0|47·4|29·5 P48'B150'F62'	Marseilles French	T.6Cy.23",39"&64"–42" 531NHP		IV
HCQ	*Fabre*98–14		—									*W.5*	London & Glas. Co.Ld. Gls.		
	Ref.Mchy. Elec.light Wireless 3*Dks*		2812												
434	—	**SteelPadPol**	1085	✠	Dun			1911	Dundee S.B.Co.Ld. Dundee	D.Barthe	215·0|32·1| 8·6 P58'F48'	Bns.Ayres Argentine	T.3Cy.18½",30"&50"–60" 232NHP	9 " 0	
	J.O'Neil –11		*438*	*For River purposes only*				12mo			FK	*5BHAsp*	2SB,*4cf*,GS79,HS3087 Bow,McLachln&CoLdPsy		
	(*ex*Porvenir) 1*Dk&Promenadedk*		*673*	12,11 ✠											
	Elec.light Wireless														
435	—	**SteelScSr**	137					1912	Akers Mek.Værks. Christiania		99·3|19·6|11·6	*WB*	T.3Cy.12",20"&33"–21" 50NHP Akers Mek.Værks.Xia.		N
		(*Whaler*)	133												
	Elec.light 1*Dk*		48												
436	**Fornaes**	**SteelSc3MstSr**	729					1890	Abercorn S.B.Co. Paisley	S.S.Co.Oregon,Ld. (K.S.Bartholdy, *Mgr.*)	185·1|28·0|18·8 H46*t* BK7"	Copnhagn Danish	T.3Cy.15½",25"&40"–33" 92NHP		RV
IVFS	*E.A.Claussen*17–17(*ex*Usken.*ex*Oregon. *ex*Uller.*ex*Sama)		690									*WB*	Hanna, Donld & Wilsn. Psy.		
	Mchy.Aft 1*Dk&Awng d*		423												
437	**Fornebo**	**SteelScSr**	4401					1906	Sir Raylton Dixon&Co Ld Middlesbro'	Fornebo S.S.Co.Ld (H.A.DeMattos)	360·2|52·0|25·2 P76*t*H105*t*	London British	T.3Cy.26",42"&70"–48" 339NHP		N
35200	*H.Cass* –17	1*Dk*	3944									*WB*	N.E.Marine Eng.Co.Ld.Sld.		
IBSV	*Mchy.Aft Cantilever framed Topside tanks*		3180												
438	**Fornel**	**SteelScK**	105	✠	Liv	*a*		1892 1mo	J.Wilson &Co. Queensferry	L.Jardon	85·0|18·0| 7·6 BK6 *WB=FPT6t*	Gijon Spanish	C.2Cy.12"&24"–18" 1SB,*2pf*,GS25 20NHP	8 " 2	
MSW	*L.Garzia* –06		93	1,92								*3BHCem*	J.Cran&Co.Leith		
	(*ex*Langreo,*ex*Reliance) 1*Dk(Stl)*		47												
439	**Forsete**	**WoodScSr**	523					1894	Knud Flage Bergen	Acties.Forsete (N.Wiborg)	162·7|26·1|14·5 Q33*t*B60*t*H6*t*F18*t*	Kragerö Norwegian	T.3Cy.11½",18"&29½"–24" 43NHP Laxevaags Mskinbyggeri		N
TSH	*B.Thorsen*		408												
	1*Dk2trB*		299												
440	**Forshaga**	**SteelScSp**	203					1887	Eriksbergs Mek.Vkst. Gothenburg	Forshaga Ångb. Aktieb. (J.Bergendorff, *Mgr.*)	102·2|22·3|10·3 P31' H6*t*	Carlstad Swedish	C.2Cy.12"&24"–15" NB02 19NHP Eriksbergs Mek Verks.Got.		
1588	*A.A.Hammer*13–13	1*Dk*	166												
DFC	*Mchy.Aft*		129												
441	**Forshaw**	**SteelScSk**	821					1897	Lobnitz& Co.Ld. Renfrew	Corporation of Preston	163·6|36·1|14·0	Preston British	T.3Cy.15",25"&40"–30" 94RHP		
5234	*H.Williams*		713									*WB*	Lobnitz&Co.Ld.Renfrew		
	(*Sand Pump Hopper Dredger*) 1*Dk*		354												
442	**Forsvaret**	**SteelScSr**	314					1910	Gebr. Niestern Delfzijl	Akties.Egil (Magnus K.Giæver *Mgr.*)	129·5|21·4| 8·0	Chrstiania Norwegian	T.3Cy.8½",13½"&22"–12½" 17NHP		VN
VN	*E.Owren*16–16 (*ex*Leonhard Nilsen,		190									*WB*	Machf.Fulton, Martenshk.		
	*ex*Helgoland) 1*Dk*		187												
443	**Fort Albert**	**SteelScK**	193	✠100A1	Abn		5,13	1906	A.Hall& Co.Ld. Aberdeen	United Stm Fishng Co.of Aberdeen,Ld. (H.A.Holmes, *Mgr.*)	112·2|21·8|11·9 BK7½"	Aberdeen British	T.3Cy.11½",20"&33"–22" (*r*) 180lb 68RHP	12 " 6	
3359	*R.R.Digby* –13 *ss*Abn.No.1–11		181	*Stm Trawler*				7mo							
	1*Dk*		74	5,13								*3BHCem*	1SB,*2pf*,GS34,HS1239		
				B33,14 ✠LMC9,11				*Lloyd*	*sA&CP*	*WB*	*=DTf*5'11*t*		A.Hall&Co.Ld.Aberdeen		
444	**Fort Bragg**	**WoodScSr**	705					1910	Bendixsen S.B.Co. Fairhavn,Cal	C.H.Higgins&Co.	154·0|40·0|14·3	S.Frncisco Utd.States			
7985			—												
BQP	1*Dk*		445												
445	**Fort-de-France**	**SteelScSr**	142			...		1895	Lobnitz& Co Ld. Renfrew	Messageries Antillaises	123·9|18·0|10·0	Fort de France French	T.3Cy.10",16½"&26"–18" 29NHP Lobnitz&Co.Ld.Renfrew		V
WF	*Angélique* (*ex*YachtSt.Kilda,*ex*		—												
	Elec.light Hesperia,*ex*Doris)		43												
446	**Fort Edward**	**SteelScK**	208	✠100A1	Abn		3,15	1908 1mo	A.Hall&Co Ld. Aberdeen	United Stm Fishng Co.of Aberdeen,Ld. (H.A.Holmes, *Mgr.*)	115·9|22·0|12·1 BK7½"	Aberdeen British	T.3Cy.12",20"&33"–23" (*r*) 180lb 66RHP	12 " 9	
7140		*ss*Abn.No.1–13	195	*Stm Trawler*											
		1*Dk*	80	3,15				*Lloyd*	*sA&CP*	*WB*	*=DTf*5'11*t*	*3BHCem*	1SB,*3pf*,GS51,HS1149		
				B33,13 ✠LMC9,14									A.Hall&Co.Ld.Aberdeen		
447	**Fort Gaines**	**SteelScSr**	1121			...		1902	Fevigs Jernskibsbyg Fevig	Akties.Fort Gaines Dmpskslsk. (A.E.Leganger)	225·2|30·1|12·1 Q72'*pt Awng dk*152' FK	Bergen Norwegian	T.3Cy.20",32"&53"–33" 186NHP	14 " 5	N
	*M.Knudsen*02–05		636									*WB*	Richardsons, Westgarth& Co.Ld.Mdb.		
QDL	*Elec.light* 1*Dk&pt Awng dk*		629												
448	**Fort George**	**SteelScK**	180			...		1902	Hall, Russell&Co.Ld. Aberdeen	W.Lyle	108·5|21·7|11·6 BK7½"	Granton British	T.3Cy.12",20"&33"–21" 62RHP	12 " 1	
5583	*P.Seaton* –17	(*Trawler*)	179										Hall,Russell&Co.Ld.Abn.		
	1*Dk*		69												
449	**Fort Morgan**	**SteelScSr**	1120			...		1902	Fevigs Jernskibsbyg Fevig	Akties.Fort Morgans Dmpskslsk. (A.E.Leganger)	225·0|30·1|12·1 Q72' *pt Awng dk*152' FK	Bergen Norwegian	T.3Cy.20",32"&53"–33" 186NHP	14 " 5	N
QDO	*K.Olsvik*02–02		636									*WB*	Richardsons, Westgarth& Co.Ld.Mdb.		
	1*Dk&pt Awng dk*		632												
	Elec.light														
450	**Fort William**	**SteelScK**	178			...		1903	Hall, Russell&Co.Ld. Aberdeen	John L.Green,Ld.	112·1|21·6|11·5 BK7½"	Grimsby British	T.3Cy.12",20"&33"–21" 62RHP	12 " 1	
5595	*J.Smith* –16	(*Trawler*)	178									*WB*	Hall,Russell&Co.Ld.Abn.		
IRD	1*Dk*		69												
451	**Fortaleza**	**SteelTwinSc**	1082					1913	Jonker& Stans Hendrik Ido Ambacht	Cia.Navegaçao do Amazonas	224·0|45·0|10·8	Para Brazilian	T.6Cy.14",23"&37½"–16½" 114NHP		V
			831									*WB*	Alblasserdam.Msch.Fab.		
	Elec.light 1*Dk&2Shade dks*		640												
452	**Forte**	**WoodPad**	116			...		1870	..... Genoa	Djevdad Bey	94·0|25·0|12·5	Constanpl Turkish	L.2Cy.24"–42" 57NHP London		
	Theonis	(*Tug*)	110												
	1*Dk*		48												
453	**Forth**	**IronTwinSc**	601					1883	W.Simons &Co. Renfrew	Caledonian Rly.Co.	163·3|34·2|13·7	Grngemth British	C.4Cy.18"&33"–24" 95RHP		
1139	*J.Matheson* –15		571										W.Simons&Co., Renfrew		
	Mchy.Aft		363												
454	—	**IronPadSk**	129					1883	J.T.Eltringham S.Shields	Grangemouth& Forth Towing Co.Ld	108·7|18·6| 9·7	Grngemth British	L.1Cy.36"–54" 80RHP		
7729	*R.Marshall*95–95 (*ex*FlyingOwl)		129										J.P.Rennoldson&Sns S.Shl		
			50												

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Lett. de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
455	**Forto**	Steel Sc Sr	~~1188~~ 980	✠100A1 7,17 ~~4,15~~	Bry	*n*	3,16	1904	Fevigs	Akties. Dmps Forto	225·2 | 34·5 | 15·9	Bergen	T.3Cy.16½″,27″&44″–30″ (*r*)	18 ″ 3	
	L. Pettersen 15–15		~~720~~ 711	~~BS5,16~~ ✠LMC4,15				1 mo	Jernskibsbyg Fevig	(Leif Erichsen)	P31′B59′F25′ FK	Norwegian	175lb *80lb* 120 NHP	~~2 ″ 8~~	
MBRC	(*ex* Fevig)	*ss* Npt. No. 2–12						*Lloyd's*	*sA&CP*	*WB = Cell DB*	*a*48′ *u*E17′ *f*94′255*t*		1SB, *3pf*, GS56, HS1954	~~16 ″ 4~~	
		1 *Dk* (*Stl*) 2 *tr B*											Richardsons, Westgarth & Co. Ld. Mdb.		
456	**Fortuna**	Steel Sc Sr	513					1893	Act. Ges. "Weser" Bremen	Dampfschifffahrts Ges. Neptun	159·1 | 25·9 | 11·9 Q44′ B38′ F21′	Bremen German *WB*	C.2Cy.18¾″&31½″–21½″ NB10 38 NHP A.G. "Weser," Bremen		V
QFSP	*F. Knapp* 11–12	1 *Dk*	385 304												
457	—	Steel Sc K	259	✠100A1	Gms		~~11,15~~ 8,17	1906	Cook, Welt'n & Gemmell Beverley	G.F. Sleight	128·4 | 22·0 | 11·8 Q68′ BK7½″	Grimsby British	T.3Cy.12½″,22″&35″–24″ (*s*) 200lb 70 RHP	12 ″ 7	
123567	*W. Sessions* –17	*ss* Gms. No. 2–14	227	*Stm Trawler* 10,15				5 mo					1SB, *2cf*, GS33, HS1115		
HGDS		1 *Dk*	111	BS6,16 ✠LMC10,14				*Lloyd's*	*sA&CP*			4 *BHCem*	C.D. Holmes & Co. Hull		
458	—	Steel Sc K	224	✠100A1	PAr	*c*	10,16	1906	Montrose S.B. Co. Montrose	~~Cia. de Nav. "La Fortuna"~~ Soc. José Montes y Jente Grande	111·9 | 20·6 | 8·6 P10′Q28′F22′ FK	Pnta Arnas Chilian	C.2Cy.14″&28″–18″ (*s*) 120lb 36 NHP	9 ″ 6	
788	*O Fugelli*	~~*ss* P. Ar. No. 1–08~~	134	10,16 ~~10,07~~				11 mo					1SB, *2pf*, GS37, HS680	s ″ 9	
HBLS	*Mchy. Aft*	*ss* P. Ar No. 2–16 1 *Dk* (*Stl*)	148	✠LMC10,16				*Lloyd's*	*sA&CP*	*WB =*		3 *BHCem* *FPT* 50*t*	Crabtree & Co. Ld. Gt. Yar.	8 ″ 11	
459	—	Steel & Iron Pad	204					1905	..... Königsberg	Dampfsch. Ges. A. Augsburg	174·0 | 18·6 | 8·5	Riga Russian			
1010		1 *Dk*	— 105												
460	—	Wood Aux Sc Bkn	164					1885	Chr. Christensen Sandefjord	H. Fagelund-Gjersöe	100·5 | 22·0 | 11·6	Tönsberg Norwegian	C.2Cy.12¾″&22¾″–15½″ 17 NHP		N
HNLF	*O. Akselsen* 13–14	*Stm. Eng.*	138										Akers Mek. Værks. Xia.		
	Mchy. Aft	1 *Dk* 2 *tr B*	83												
	(*See Sailing Ship Register*)														
461	—	Steel Sc Sk	164					1904	Framnes Mek. Værks Sandefjord	Cia. Argentina de Pesca	99·5 | 20·0 | 13·0	Bns. Ayres Argentine	T.3Cy.11″,18″&29″–24″ 41 NHP		
	C.A. Larsen –04	(*Whaler*)	150										Akers Mek. Værks. Xia.		
		1 *Dk*	50												
462	**Fortunata**	Iron Sc Sr	3348	✠	Cff	*v*		1883	D.P. Garbtt Hull	Soc. Anon. Ilva	340·5 | 42·1 | 27·8 B75′F34′ BK11″	Genoa Italian	T.3Cy.24″,39″&64″–42″ NDB08 266 NHP	29 ″ 6	Cl
134	*U. Vivaldi*	*ss* Cff. 2nd No. 3–10,06	3117	11,09 ✠				5 mo			*WB = DBa*98′*u*	7 *BHCem*	2SB, *6pf*, GS116, HS4000		
PHMR	(*ex* Fortunata R., *ex* Bell Rock)	2 *Dks* (*Irn-Uws*) 3 *tr B*	2125	✠NE&B12,92 *refitted* 6,94								*B&f* 126′478*t*	J. Dickinson, Sunderland		
463	**Fortunato Cagy**	Iron Twin Sc Sr	445					1884	Laird Bros. Birkenhead	Mosqueiro & Soure	185·0 | 26·0 | 12·0 P54′B62′F44′	Para Brazilian	C.4Cy.19″&35″–24″ 100 NHP		
		(*ex* Cabral) 1 *Dk*	— 305										Laird Bros., Birkenhead		
464	**Fortunatus**	Iron Sc Sr	*1360*	✠100A1	Hbg	*o*	12,15	1884	Irvine & Co.	~~Aktieb. Svecia~~ (J. P. Jönsson, ~~*Mgr.*~~)	245·0 | 33·0 | 16·0 Q94′B61′H25 F31′	~~Bandskrifna~~ Halmstad Swedish	C.2Cy.30″&57″–33″ (*b*) 75lb *90lb* NDB03 156 NHP	18 ″ 11	
2876	~~*K. Johansson* 15–16~~	*ss* Hbg. 2nd No. 3–4,08	*1058*	9,16				3 mo	W Hartlepool		BK8½″		2SB, *4pf*, GS66	s 1 ″ 7½	
JGMP	*Well deck*	*ss* Hbg. No. 2–16	*806*	✠LMC9,16				A&CP		Rederiaktieb. Hallandia (CH Nielsen *Mgr.*)	*WB = Cell DB* 201′315*t*	4 *BHCem*	T. Richardson & Sons, Hpl.	18 ″ 1	
	L.B. Hansson 17–17	1 *Dk* (*Irn*) 2 *tr B*													
	Cargo battens not fitted														
465	**Forward**	Wood Sc Sr	255					1882	..... Wilmington, Del.	Yankee Salvage Association	137·6 | 24·8 | 10·0	New York Utd. States	1 Cy. 24″–28″ 23 NHP		
210907		(*U.S. Revenue Cutter*)	— 173												
LCSV		1 *Dk*													
466	**Forward II.**	Steel Sc K	250	✠100A1	Gms		3,14	1906	Cochrane & Sons Selby	A.W. Green	127·0 | 22·1 | 11·5 Q67′F21′ BK7½″	Grimsby British	T.3Cy.12½″,21½″&35″–24″ (*s*) 180lb 70 RHP	12 ″ 4	
122713	*J.F. Dales* –15	*ss* Gms No. 2–14	231	*Stm Trawler* 10,14				1 mo					1SB, *2cf*, GS33, HS1135		
HFLM	(*ex* Forward)	1 *Dk*	105	✠LMC10,14				*Lloyd's*	*sA&CP*			4 *BHCem*	C.D. Holmes & Co. Hull		
467	**Forward Ho**	Steel Sc K	269	✠100A1	Hul			1915	Cook, Welt'n & Gemmell Ld. Beverley	S.T. White & Co. Ld.	123·8 | 22·7 | 12·2 Q71′F19′ BK8″	Hull British	T.3Cy.12½″,21½″&35¼″–24″ 200lb (*s*) 78 RHP	13 ″ 1	
136250			236	*Stm Trawler* 5,15				5 mo					1SB, *3pf*, GS45, HS1305		
JLDG		1 *Dk*	107	✠LMC6,15				*Lloyd's*	*sA&CP*			4 *BHCem*	Amos & Smith, Ld. Hull		
468	**Fosdyke**	Steel Sc K	245	✠100A1	Bos		9,13	1908	Smith's Dock Co. Ld. North Shields	Boston Deep Sea Fishing & Ice Co. Ld (A. Lunn, *Mgr.*)	125·5 | 22·1 | 12·0 Q69′ BK7½″	Boston British	T.3Cy.12½″,20″&34″–25″ (*s*) 180lb 87 RHP	12 ″ 10	
113749	*W. Cox* –14	*ss* Bos. No. 1–13	229	*Stm Trawler* 9,13				9 mo					1SB. *2pf*. GS37, HS1687		
		1 *Dk*	95	✠LMC9,13				*Lloyd's*	*sA&CP*			3 *BHCem*	Shields Eng. Co. Ld. N. Shl.		
469	**Fosen**	Steel Sc Sr	273					1905	Xiansands Mek. Værks. Xiansand	Fosens Aktie-dampskibselskab.	125·6 | 19·5 | 15·6 H12*t*	Trndhjem Norwegian	T.3Cy.11″,18″&30″–20″ 40 NHP		N
	C. Fahlvik		259										Xiansands M.V. Xiansand		
MCNG	*Elec. light*	1 *Dk* & *Awngdk*	162												
470	**Foss**	Steel Sc K	275	✠100A1	Mdb			1916	Smith's Dock Co. Ld. Middlesbro'	Wyre Steam Trawling Co. Ld. (J. N. Ward & Son, *Mgrs.*)	125·4 | 23·4 | 12·8 Q72′F21′ BK7½″	Fleetwood British	T.3Cy.12½″,21″&35″–26″ (*s*) 180lb 87 RHP	13 ″ 6	
139212			245	*Stm Trawler* 5,16				5 mo					1SB, *3pf*, GS50, HS1616		
	Elec. light	1 *Dk*	108	✠LMC5,16				*Lloyd's*	*sA&CP*			2 *BHCem*	Smith's Dock Co. Ld. Mdb.		
471	**Fossli** ~~*G. Knutsen* 17–17~~ ~~*Knutsen* 17–17~~ ~~*Gurnelbussen* 15–17~~	Steel Sc Sr	1626 1141	✠100A1 *pt Awng dk*	Bly ~~Sws~~	*p* ~~Cff~~	~~4,16~~ 4,18	1890	W. Doxford & Sons Sunderland	A.S. D/S. Lalla (J. Mörk-Nikolaisen, *Mgr.*) ~~Fridtjof H. Johannessen~~	244·0 | 35·8 | 15·8 P34′Q59′	Bergen Norwegian	T.3Cy.21⅛″,33⅛″&54½″–36″ 160lb 60*lb* (*s*) 204 NHP	18 ″ 6	
WLFM	(*ex* Saga, *ex* Réaumur)	*ss* Sws. No. 1–17	1144	*with freeboard* ~~6,17&6,15~~ 4,18	Sld ~~BS5,15~~ ~~BS7,15~~			A&CP		*Cell D B* 209′376*t*	*pt Awngdk* 159′ *FPT* 68*t*	4 *BHCem* *APT* 82*t*	NB *made* 90 *refitted* 11 2SB, *4pf*, GS84, HS3486	s 7 ″ 6½ 18 ″ 3	
	Cargo battens not fitted	1 *Dk* (*Irn*) & *Webframes* & *pt Awngdk* (*Irn*)		✠LMC9,15 6,17							FK		W. Doxford & Sons, Sld.		
472	**Fotis**	Steel Sc Sr	*3526*	✠100A1	Cff	*w*	N3,17	1912	R. Thompson & Sons, Ld Sunderland	N.D. Lykiardopulo	352·7 | 50·8 | 21·4 P30′B216′F38′	Argostoli Greek	T.3Cy.24½″,40″&66″–45″ (*s*) 180lb *120lb* 331 NHP	24 ″ 0	
	S.P. Vaglianos 09–12		*3268*	1,16				12 mo		*WB = Cell D Ba*	108′*u*E&B FK	7 *BHCem*	2SB. *6cf*, GS130, HS5296	s 3 ″ 0	
HPQM		1 *Dk* (*pt Irn pt Stl*)	*2158*	✠LMC3,17				*Lloyd's*	*sA&CP*	43′ *f* 147′ 1015*t D*	*Ta* 18′538*t FPT* 124*t*	*APT* 176*t*	N.E. Marine Eng. Co. Ld. Sld	21 ″ 4	
473	**Foula**	Steel Sc Sr	115					1910	Akers Mek. Værks. Christiania	Chr. Salvesen & Co.	92·0 | 18·0 | 10·3	Leith British	T.3Cy.11″,18″&29″–18″ 50 RHP		
129388	*O. Christensen* –16		114									*WB*	Akers. Mek. Værks. Xia.		
HRDT		1 *Dk*	41												
474	**Fountains Abbey**	Iron Sc Sr	1285	✠100A1	Lth	*o*	3,14	1879	Palmers' Co. (Lim.) Newcastle	J. Cormack & Co.	243·0 | 33·2 | 18·0 Q86′B54′F32′	Leith British	C.2Cy.23″&50″–36″ (*s*) 140lb 149 NHP	18 ″ 11	
81776	*A. Brown* –05	*ss* Lth. 3rd No. 3–5,13	1044	11,~~08~~,~~14~~	Pet			8 mo			ptND07 BK8½″	3 *BHCem*	2SB, *6pf*, GS82, HS3458	s 1 ″ 9½	
SRPM	*Well deck* *Ref. Mchy.*		795	✠NB4,11	LMC5,13			A&CP			*WB =*	*DBa* 75′*f* 94′	Palmers' Co. (Lim.), Nwc.	18 ″ 0	
		1 *Dk* (*Irn*) 2 *tr B lower dk forward*													
475	**Fox**	Iron Sc Sp	139	✠	Hul	Lv		1869	Backhouse & Dixon Middlesbro'	Thos. Walker & Co. (Hull) Ld.	108·7 | 20·2 | 8·8	Hull British	C.2Cy.10½″&20″–13″ NB95 17 RHP	9 ″ 4	
58867	*A. Savage* –17	5th Survey, Hul. 9,86	135	9,88				11 mo				3 *BH*	*Cpd.* 86 C.D. Holmes, Hull		
JKVP	*Mchy. Aft*	1 *Dk*	78												

1 No. in Book. / Official No. / Code Letters	2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned and Signal Letters	7* Date when last classed. last seen.	8 Built. When. — Ship. — Engines.	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L. R. Date of B. of T. Trade Cert.
476 NGDW	**Fox II.** *Rasmussen* WoodSc3MstSr 2*Dks*	405 354 228					1893	Forenede Oplags Pladsr og Værfter Copenhagen	KryolithMine-og HandelsSelskbt. (O.C.Krüger, *Mgr*)	144·7 | 28·0 | 15·1			Copnhagn Danish	C.2Cy.21½″&37″–18″ 48NHP Burmeister&Wain,Cpn.		V
477 116062 TPLF	**Foy** *T.Rundell* –14 SteelSc3MstSr *ss*Ard.No.3–4,15 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft*	354 236 143	✠100A1 4,15 BS5,16 ✠LMC4,16	Ard	*e*	4,15	1902 7mo	R.William-son&Son Workington *Lloyd's*A&CP	Fowey(No.3)S.S. Co.(Toyne,Carter &Co.*Mgrs.*)	136·4 | 23·8 | 9·9 Q78′B9′F25′ FK WB			Fowey British 3*BHCem* = *FPT*31*t*	C.2Cy.18″&36⅛″–24″ (*s*) 125lb 69RHP 1SB,*2pf*,Gs40,Hs1300 Ross&Duncan,Glasgow	10 ″ 9 s 4 ″ 4 10 ″ 7	
478 139093 JLVH	**Foyle** *E.Jones* –17 SteelScSr 2*Dks*(*Stl*) *Carrying oil fuel*	4703 4424 2948	✠100A1 9,17 ~~L1,16~~ ✠LMC10,15	Liv Lon	*y*	9,17	1915 10mo	J.L Thomp-son&Sons,Ld Sunderland *Lloyd's*A&CP	Mercantile S.S. Co. Ld.(E.Hain&Son *Mgrs.*) *Cell DBa* 139′*uE*&*B*	400·0 | 53·0 | 26·0 P27′B241′F39′ FK 41′*f* 176′1222*t FPT*			London British 6*BHCem* 8*tAPT*121*t*	T.3Cy.26″,43″&71″–48″ (*s*) 180lb 421NHP 3SB,*9cf*,Gs192,Hs7060 Blair&Co.Ld.Stockton	28 ″ 7 ~~4 ″ 7½~~ 24 ″ 4	
479	— IronTwinSc *ss*Dub.No.3–2,10 *ss*Dub.No.2–16 1*Dk*	58 57 39	A– *Barge* 3,16 *For River purposes only* ~~B6~~MS3,16	Dub		3,16	1897 3mo	Ross& Walpole Dublin	A.Guinness,Son& Co.Ld.	80·4 | 15·5 | 5·9 ptND8 FK			Dublin British 2*BHCem*	C.2Cy.10″–14″ (*s*) 100lb 6NHP 1SB,*1pf*,Gs8,Hs407 Ross&Walpole,Dublin	6 ″ 5	
480 13136 HTGP	**Foylemore** *E.J.Dickinson* –17 *Elec.light* SteelScSr 1*Dk*2*trB*	3831 3559 2371					1911	JL Thomp-son&Sons,Ld Sunderland	JohnstonLineLd. (Furness,Withy& Co.Ld.*Mgrs.*)	360·0 | 50·0 | 24·1 P23′B113′F32′ WB			Liverpool British	T.3Cy.24″,40″&67″–45″ 301NHP G.Clark,Ld.Sunderland		C
481 MHPG	**Fragtemand 2** *J.Ellingsen* (*ex*Motala) *Mchy.Aft* SteelScSr 1*Dk*	198 158 89					1910	Motala Vrk.NyaAkt Motala	Akties.Sörlandske Kystfart (L.S. Daae,*Mgr.*)	100·8 | 22·3 | 9·4 B25′H6*t*F13′ WB			Chrstiania Norwegian	C.2Cy.11⅛″&23⅜″–17½″ 19NHP Motala V.Nya.Akt.Motala		NV
482 MJVD	**Fragtemand 3** *O.Jensen* *Mchy.Aft* SteelScSp 1*Dk*	211 162 85					1913	Moss Jrnst. &Mek.Værks. Moss	Akties. Sörlandske Kystfart (L.S. Daae,*Mgr.*)	100·3 | 21·6 | 9·8 P39′H8*t* WB			Chrstiania Norwegian	C.2Cy.11″&24″–16″ 19NHP MossJernst.&M.V.Moss		N
483 MDKR	**Fram** *R.Svendsen* SteelScSr 1*Dk*2*trB*	2749 2527 1762					1907	Tyne I.S.B. Co.Ld. Newcastle	H.M.Wrangell &Co.Aktieselsk.	313·0 | 47·0 | 20·4 H77*t*F44*t* WB			Haugesnd Norwegian	T.3Cy.23″,38″&62″–42″ 249NHP N.E.MarineEng.CoLdNwc		N
484 HGTN	— SteelScSr *G.Vidulich* *ss*Tri.No.2–13 (*ex*MontePromina) 1*Dk*(*Stl*)& *Elec.light* *Web frames*	617 513 265	✠ ~~4,16~~ ✠	Tri	*i*		1903 11mo	W.Harkess &Son,Ld. Middlesbro'	C.Martinolich& figlio	174·8 | 28·3 | 15·1 P18′B44′F20′ BK7½″ WB = *Cell DBuE*15′21*t*			Trieste Aust.-Hung. 4*BHCem* *FPT*33*t*	T.3Cy.14″,22½″&37″–27″ 128NHP 2SB,*4pf*,Gs74,Hs2682 Richardsons,Westgarth &Co.Ld.Mdb.	16 ″ 0	
485 GQPW	— WoodAuxSc3MstSr *Oil Eng.* *Elec.light* 1*Dk* (*See Sailing Ship Register*)	510 341 358					1892	C.Archer Larvik	DenNorskeStat	117·2 | 36·0 | 16·2 Q39*t*H5*t*F124*t*			Horten Norwegian	Oil Engines 2S.C. NE*fitted*09 Akt.Diesels Motorer.Skm.		
486 129188 HSMW	**Framlington Court** *W.A.Isaacs*11–11 SteelScSr *ss*Bry.No.1–16 1*Dk*2*trB*	4153 3914 2592	✠100A1 6,16 ~~7,16~~ ~~BS5,16~~ ✠LMC ~~BS6,17 BB7,16~~ MS11,16	Bry	*x*	7,16	1911 4mo	Hawthorn, Leslie&Co.Ld Newcastle *Lloyd's*A&CP WB=	CourtLineLd. (Haldin&Co. Ld.*Mgrs.*) *Cell DBa* 114′*uE*2	375·7 | 51·3 | 24·3 P41′B231′F36′ FK 7′ *f* 160′808*t FPT*96			London British 6*BHCem* *tAPT*176*t*	T.3Cy.26″,42″&70″–48″ (*s*) 180lb 385NHP 3SB,*9cf*,Gs189,Hs6169 Blair&Co.Ld.Stockton	26 ″ 9 s 3 ″ 9 23 ″ 4	
487 JPWB	**Framnæs** *W.Riivnæs* *Elec.light* IronScSr 1*Dk*	307 181 163					1858	A.Denny Dumbarton	NordreBergenhus AmtsDampskibe	134·9 | 21·0 | 11·1 Q15*t*B49*t*H17*t*F30*t* WB			Bergen Norwegian	T.3Cy.11″,18″&29″–20″ NE&B09 38NHP AkersM.V.,Xania		
488 4928 JRFT	**Framnäs** *E.K.J.Taube*04–13 SteelScSr 1*Dk*	1031 870 590					1908	Fredrkstad Mek.Værks Fredrikstad	Ång.Aktieb.Ferm (AxelBroström& Son,*Mgrs.*)	218·2 | 35·0 | 14·0 P26′B61′F27′H94*t* WB			Krstnhmn Swedish	T.3Cy.16½″,26½″&45″–31″ 113NHP Fredrikstad M.V.Frdstad.		V
489	**Franc Tireur** 1*Dk*	330	100A1 *Stm Trawler* *For full particulars see No. 7 in Supplement* (*Class Contemplated*)				1916	Cochrane &Sons,Ld. Selby	ConsolidatedStm. Fishing&IceCo. (Gms.)Ld. (J.D. Marsden,*Mgr.*)	136·6 | 24·0 | 12·8 Q74′F20′			Grimsby British	T.3Cy.13″,23″&37″–26″ Cooper&Greig,Ld.Dundee		
490 JHFL	**France** *Poncelet*99–12 *Elec.light* Wireless Sub.Sig. 5*Dks* SteelQuadScSr	23666 18073 8432					1912	Ch.&Atel. deSt.Nazaire St.Nazaire	Cie.Générale Transatlantique	689·2 | 75·6 | 48·5 F133′H– WB			Havre French	4SteamTurbines Ch.&Atel.deSt.Nazaire		V
491 JHGT	— SteelTwinSc5MstBk *L.Gaudé* –17 *Oil Eng* *Elec.light* 2*Dks*(*Stl*)& *Web frames* *Mchy.Aft* Wireless (*See Sailing Ship Register*)	5633 4698 4544	✠100A1 2,16 ~~Examined 2,17~~ ✠LMC2,16 DB~~2,17~~ ~~2,17~~	Gls		2,16	1912 5mo	Ch.&Atel. de la Gironde Bordeaux	Cie.Française deMarine et deCommerce WB = *Cell DB*	418·8 | 55·8 | 24·9 P106′B117′F87′ BK12″ *f* 256′ 845*t DTa*40′			Rouen French 7*BHCem* 390*t MT*38′1	Oil Engines 2S.C.SA 8Cy.17¾″–22″ 295NHP DB*113lb* Schneider&Cie.LeCreusot 062*tFPT*312*t WBuE*35′76*t*	28 ″ 3	
492 139063	— SteelTwinSc *F.Brown* –16 *Elec.light* 1*Dk*	994 721 201					1899	Forges&C. de la Médit. Havre	TheAdmiralty	264·0 | 29·5 | 15·1 B160′F68′			London British	T.6Cy24⅜″35⅛⅜″&53⅛″–25⅝″ 285NHP Forges&C.de la Médit.Hav.		V
493 JVMS	— IronScSr *T.Morel* –12 *Mchy.Aft* (*ex*Ringmoor) 1*Dk*	257 229 134				...	1889	Schlesingr Davis&Co. Newcastle	T.Johnston	142·0 | 21·1 | 9·9 Q27′B5′F17′ BK7″ WB			Nouméa French	T.3Cy.13½″,21″&35″–27″ 64NHP E.Scott&Co.,Newcastle	10 ″ 7	
494 JHFK	— IronSc *Francione* –12 *ss*Msl.3rdNo.3–9,13 (*ex*Tilsco) 1*Dk*(*Irn*) *Mchy.Aft*	195 165 86	✠ ~~10,16~~ ✠	Alg	*c*		1885 4mo	Wood, Skinner&Co. Newcastle	M.Mazzella&Co.	120·0 | 21·1 | 9·8 Q36′B15′ BK5″ W *B* = *FPT*21*t*			Oran French 3*BHCem*	C.2Cy.16″&30″–20″ NB98,*fitted*01 34NHP 1SB,*2pf*,Gs36,Hs900 N.E.MarineEng.CoLdNwc	10 ″ 6	
495	— SteelScSp (Seized at Constantinople) *Vafiadis* (*Tugs Salvage Vessel*) (*ex*Penguin) 1*Dk*	*187* *187* *25*				...	1901	Cox&Co. Falmouth	Cie.deRemorquage dePilotage et deSauvetage (S. Pandermaly,*Mgr.*)	120·0 | 21·1 | 12·0 B36′ BK7″			Constanpl French	T.3Cy.15½″,25″&40″–26″ 81NHP Cox&Co.Falmouth	12 ″ 6	V
496 87882	— WoodSc *Flat*	126 111 86					1878	C.Gibson Northwich	SaltUnion,Ld.	86·5 | 20·7 | 9·0			Liverpool British	2Cy.9½″–12″ 24RHP E.Bates,Northwich		

1 Numéro d'Ordre / Numero Official / Signaux	2 Nom du Navire. Matériaux. Gréement. etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel: Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Forme assignée ultérieurement après. Lettre d'Emplacement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15
497 JHFG	**France** *A.Duchatel* 96–10	**SteelScDy** (*Tug*) 1 *Dk*	119 105 —					1909	Jonker & Stans, Hndrik Ido-Ambacht	Soc. Dunkerquoise de Remorq. & de Sauvet.	85·3	18·6	10·0	Calais French *WB*	T.3Cy.11⅞″,18⅛″&29⅛″–21½″ 40NHP Alblasserdam. Mch. Fab.		V
498 JHGV	**France-Aimée** *J.Laroque* –16 (*ex* Algarve, *ex* Laura) *Well deck*	**SteelScSr** *ss* Lis. No. 3–11, 14 1 *Dk*(*Stl*)	699 495 337	✠ ~~100A1~~ 6,17 ~~2,17~~ ~~LMC6,15~~ ✠LMC6,16 10,17	Cff Hav	*j*	~~5,16~~ 10,17	1901 6mo	Irvine S.B. & E.Co.Ld. Irvine A&CP	Soc. d'Importation du Nord & de l'Est (R.Boussac, *Mgr.*) *Cell DB* ~~a 13~~	190·0 Q97′B20′F27′ *uE* 18′*f* 70′165*t FPT*	28·1 FK 38*t APT* 9*t*	11·9	Rouen French *WB*	T.3Cy.16″,26½″&43″–30″ 180lb *100lb* NDB15 114NHP 1SB,*3cf*,GS60,HS1810 Muir & Houston, Ld. Gls.	14 ″ 0 s ″ 9 13 ″ 6	
499 98409 JNQB	**France Chérie** ~~*K.Wedderborn* –17~~ *W.Fox* –17 *Mchy.Aft*	**IronScSr** *ss* Bwg. 2nd No. 3–9, 16 1 *Dk*(*Irn*)	141 111 55	✠100A1 9,17 ~~1,17~~ BS9,17 ✠LMC10,16	Goo Abu	*a*	~~4,17~~ 9,17	1891 3mo	Penarth SB Co.Ld. Penarth *Lloyd's*	Mitchell & Rae, Ld., Grimsby Express Packet Co. Ld. (J. Speed, *Mgr* *SA&CP*	90·8 B15′ BK6′	20·1	7·6	London British *WB*	C.2Cy.11½″&21″–15″ (*s*) 100lb 18RHP 1SB,*2pf*,GS18,HS370 W.Sisson & Co. Gloucester	8 ″ 3 1 ″ 0 7 ″ 10	
500 MDTC	**Frances** *A.Blehr*	**SteelScSr** 1 *Dk*	1141 997 689					1907	Laxevaags Msk. & Jrnsk. Bergen	Akties. Dmpsk. Francés (K.S.Nordgreen)	228·4 P12*t* H56*t* F29*t*	36·2	15·9	Bergen Norwegian *WB*	T.3Cy.16½″,27″&44″–30″ 106NHP Laxevaags Msk & Jrns. Bgn		N
501 125185 HLDB	**Frances Duncan** *F.W.Rees* 01–07 *Well deck* *Elec.light*	**SteelScSr** *ss* Cff. No. 1–11 1 *Dk*(*Stl*) & *deep framing*	2384 1832 975	✠100A1 4.15 BS6,16 ✠LMC10,11	Cff	*s*	5,16	1907 8mo	Palmers' Co.Ld. Newcastle *Lloyd's*	Frances Duncan S.S.Co.Ld. (J.T. Duncan & Co.) *WB* = *Cell*	297·2 P22′Q88 B63′F33′	41·5 FK *DBu E* 28′*f* 102′358*t*	20·8	Cardiff British *D tanks a t*	T.3Cy.25″,41″&67″–45″ (*s*) 180lb 438NHP 2SB.*6cf*,GS144,HS6656 FD Palmers' Co.Ld. Newcastle	22 ″ 0 s 2 ″ 5 19 ″ 11	
502 202426 KVBR	**Frances Hyde** Wood Aux Sc 4 Mst Sr *M.Kirby* –13 1 *Dk* (*See Sailing Ship Register*)		739 — 383					1905	Kelley, Spear & Co. Bath, Me.	Coplay Cement Mfg. Co. (H.H. Breerwood, *Mgr.*)	174·0	39·1	12·7	New York Utd. States	T.3Cy.10″,14½″&28½″–14″ 31NHP		R
503 HJLC	**Francesca** *P.Zar* *Elec.light* 1 *Dk*(*Stl*) & *Spar dk*(*Stl*) & *Ref.Mchy.* Wireless *deep framing*	**SteelScSr** *ss* Tri. No. 2–13	4996 3329 3185	✠ ~~—~~ 6,16 *Spar dk with freeboard* ✠	Tri	*y*		1905 8mo	Russell & Co. Pt. Glasgow	Unione Austriaca di Nav. (Soc. Anon.)	359·8 P127′B&F217′ 25·5 *Prom dk on* B108′	48·0 FK *WB* = *C*	17·3	Trieste Aust.-Hung. *Cell DBa* 100	T.3Cy.27″,43′&72″–48″ 478NHP 3SB,*9cf*,GS161,HS6798 FD J.G.Kincaid & Co. Greenock	28 ″ 0	
504 44 PHTN	— *S.Comisi* –13 (*ex* Mostar) 1 *Dk*(*Stl*) & *deep framing* *Well deck*	**SteelScSr** *ss* Nap. No. 2–14	1323 1016 819	✠100A1 3,18 ~~5,16~~ ✠LMC MS12,14 BS~~8,16~~3,16	Gen Nap	*o*	6,16	1906 6mo	Chant. Nav Anversois Hoboken *Lloyd's*	C. Saglimbene *WB* = *Cell*	229·7 Q87′B54′F26′ *DBa* 61′*uE* 13′*f* 111′	35·5 FK 4 *BHCem* 29*t APT* 12*t*	14·7	Catania Italian *WB*	T.3Cy.17″,28″&46″–33″ (*s*) 160lb *100lb* 133NHP 1SB,*3cf*,GS60,HS2159 N.E.Marine Eng. Co. Ld. Sld.	17 ″ 3 s 1 ″ 5½ 16 ″ 1	
505 — *Mchy.Aft* (*Barge*)	— 1 *Dk*	**IronSc3MstSr**	*313* *279* *187*			…		1889	T A Walker Sudbrook	~~Amaral, Suther-land & Co.~~ Standard Oil Co.	150·6	26·5	8·3	~~Rio Janeiro~~ Brazilian Utd. States	Q.4Cy.9″,12″,16″&25″–21½″ 29NHP Fleming & Ferguson, Psy.	8 ″ 6	
506 25 PHTZ	**Francesco** *G.B.Bancalari* 93–12 (*ex* Bierawa, *ex* Holsatia, *ex* Deike Rickmers) 1 *Dk* & *Spar dk* & *Web frames*	**SteelScSr**	3438 3116 2160			…		1896	J. Priestman & Co. Sunderland	Flli. Sanguineti fu G.	353·0 P19′B76′F47′ 25·3	44·0 FK	18·8	Spezia Italian *WB*	T.3Cy.23″,38″&65″–42″ 286NHP W.Allan & Co. Ld. Sld.	28 ″ 9	Cl
507 16 PHVT	**Francesco Ciampa** *A.Guastaferri* (*ex* Brinkburn) 1 *Dk*(*Irn*) & *Spar dk*(*Irn*) & *Web frames*	**SteelScSr** *ss* Nap. No. 3–4, 14	3705 3389 2338	✠100A1 *Spar dk* ~~3,17 5,15~~ ✠LMC ~~Examined 18~~ ~~BS4,15~~ ~~4,17~~ ~~BS6,17~~ ~~BS4,18~~	NYk Spz	*w*	~~5,15~~ ~~5,17~~	1899 7mo	T Turnbull & Son Whitby A&CP	F.S.Ciampa & figli *WB* = *D*	351·5 P30′B104′F32′ 28·5 *Ba* 120′ *uE* 24′*f* 140′	43·0 FK 6 *BHCem* 81*t APT* 40*t*	20·6	Ostilmare Italian Blair & Co. Ld. Stockton	T.3Cy.24″,40″&65″–42″ (*s*) 160lb 70*lb* 282NHP 2SB,*6cf*,GS123,HS4345	29 ″ 8 s 6 ″ 1½ 23 ″ 11	
508 JHKG	**Francette** *P.Ringot* (*ex* Argonaut)	**IronScK** *ss* Hul. No. 3–3, 06 *ss* Bou. No. 2–14 1 *Dk*	173 159 59	✠100A1 *Stm Trawler* 3,17 ~~6,16~~ ✠NB9,12 ✠LMC8,14 ~~BS8,16~~	Bou ~~Bdx~~		6,16	1895 8mo	Cook, Welt'n & Gemmell Hull *Lloyd's*	Ferton & Delporte *WB* = *DT*	115·8 len 06 pt ND 06	20·5 BK7½″	11·0	Boulogne French *WB*	T.3Cy.11½″,18″&30″–22″ (*s*) 160lb 48NHP 1SB,*2pf*,GS26,HS812 C.D.Holmes & Co. Hull	11 ″ 10 s 1 ″ 0 11 ″ 8	
509 136806 JKHD	**Francia** *J.W.Bubb* 15–15 *Cargo battens not fitted*	**SteelScSr** 1 *Dk*(*Stl*)	1166 960 688	✠100A1 ~~12,17 1,17~~ ✠LMC3,16	Sou Hul	*o*	1,17	1915 3mo	Osbourne, Graham & Co. Sunderland *Lloyd's*	C. Doresa *WB* = *Cell DBa* 75′	240·3 P16′B58′F23′ *uE* 15′*f* 96′345*t FPT*	36·5 FK 40*t APT* 45*t*	14·3	London British N.E.Marine Eng. Co. Ld. Sld	T 3Cy 17″,28″&46″–33″ (*s*) 180lb *90lb* 148NHP 1SB,*3cf*.GS62,HS2500 4 *BHCem*	15 ″ 4 s 2 ″ 2½ 13 ″ 5	
510 — *Elec.light*	— 1 *Dk*	**SteelTwinScSr**	*695* *583* *364*					1905	Scott of Kinghorn, Ld. Kinghorn	Cia. Argentina de Nav. (Nicolas Mihanovich) Ltda.	207·0	33·8	10·0	Bns. Ayres Argentine *WB*	T.6Cy.11″,17″&30″–21″ 83NHP Scott of Kinghorn Ld. Kgn.		
511 128015 HQJC	**Francis** *J.A.Burns* –16 *Elec.light* 2 *Dks*(*Stl*) & *deep framing* Wireless & *Shelter dk*(*Stl*)	**SteelScSr** *ss* Liv. No. 1–15	3960 3383 2512	✠100A1 *Shelter dk with freeboard* ~~8,17 12,16~~ 1,18 ~~BS4,17~~ ~~BS4,18~~ ✠LMC12,13	NYk Liv	*x*	12,16	1910 1mo	Barclay, Curle & Co. Ld. Glasgow *Lloyd's*	Booth S.S.Co.Ld. *WB* = *Cell DBa* *uE* 22′*f* 154′773*t*	355·0 107′ *DTa* 32′ 615*t*	49·2 FK *FPT*	24·2	Liverpool British *T BHCem* 77*t APT* 26*t*	T.3Cy.24″,40″&67″–48″ (*r*) 180lb *100lb* 401NHP 2SB,*6cf*,GS129.HS5638 FD Barclay, Curle & Co. Ld. Gls	26 ″ 6 s 2 ″ 11 23 ″ 11	
512 206346	**Francis B. Hackett** (*Tug*) *Now named "E.P.Morse," See No. 35 in Supplement* *Elec.light*	**SteelSc**	194 126	*Carrying fuel oil P. above 150° F. in D. tanks*				1909	Johnston Bros. Ferrysburg, Mich.	Hackett Towing & Wrecking Co.	96·0	24·6	14·0	Detroit Utd. States	C.2Cy.20″&40″–30″ E *made* 00 *fitted* 09, B *made* 98 *fitted* 09 73NHP Montague Iron Works		
513 133563 JHCW	**Francis Batey** *G.Anstwick* –14 *Elec.light*	**SteelScSr** 1 *Dk*	151 127 7	✠100A1 *For Towing purposes* 9,14 ✠LMC9,14	Shl		8,17	1914 9mo	Hepple & Co. Ld. South Shields *Lloyd's*	J. Batey & Son, Ld. *WB* =	95·3 BK6½″	21·2	10·8	Newcastle British *APT* 20*t*	C.2Cy.20″&42″–27″ (*s*) 140lb 99RHP 1SB,*3pf*,GS60,HS1634 Hepple & Co. Ld. S. Shl.	11 ″ 9 s 1 ″ 3 11 ″ 4	
514 203917	**Francis E. House** (*ex* William B. Kerr) *Elec.light* Sub.Sig. *Mchy.Aft* 1 *Dk*	**SteelScSr**	7769 — 5943					1907	Chicago S.B. Co. Chicago	Pittsburgh S.S. Co.	605·0	60·0	32·0	Duluth Utd. States *WB*	T.3Cy.22¼″,37½″&65″–42″ 274NHP American SB. Co. Cleveland		R
515 JHKS	**Francis Garnier** *Venturini*	**IronScSr**	318 — 102					1881	Scott & Co. Greenock	Messageries Fluviales de Cochinchine	135·7 H39*t*	19·9	7·2	Saïgon French	C.2Cy.15″&27″–30″ 33NHP Greenck Foundry Co., Grk.		
516 212805 LDWR	**Francis Hanify** *F.B.Zaddart* –14 *Elec.light* *Carrying Petroleum in bulk* *Mchy.Aft* *Fitted for oil fuel* 1 *Dk*	**SteelSc3MstSr** Wireless	2588 2286 1552					1914	Harlan & Hollingsworth Cor. Wlmgtn, Del.	J.R.Hanify Co. (J.R.Hanify, *Mgr.*)	294·0 P32′B20′F32′	45·0	22·5	S.Frncisco Utd. States *WB*	T.3Cy.21″,34″&56″–42″ 203NHP Harlan & Hollingsworth Cor.		

Now named "Freeport Sulphur Co. No. 1," See No. 14 in Supplement

Sunk by Collision 4.18

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys.	3 Late Name if any. / No. of Decks, &c.	4 Register Tonnage Gross / Under deck / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	8 Built. When. Ship. Engines.	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of Withdrawal.
Now named "Pickavance," See No. 59 in Supplement																	
517 106814	**Francis Henderson** *N.Morgan* –16 *Elec.light* ~~Sub.Sig.~~	**SteelScSr** *ss*Liv.No.3–10,09 *ss*Liv.No.1–13 1*Dk*	275 245 119	✠100A1 6,16 ~~8.16~~ ✠LMC10,16 5,17	Liv	*d*	8,15	1896 10mo	Murdoch & Murray Pt.Glasgow A&CP	MerseyDocks& HarbourBoard	128·2|24·1|11·7 B8′ BK7½″			Liverpool British	T.3Cy.12″,18″&30″–22″ (*s*) 180lb 53RHP 4*BHCem*	13 ″ 0	
518 201802	**Francis L. Robbins** *Elec.light Mchy.Aft*	**SteelScSr** 1*Dk*	4222 — 3036					1905	American S.B.Co. Cleveland	ValleyS.S.Co. (W.H.Becker, *Mgr.*)	380·0|50·0|28·0			Cleveland Utd.States *WB*	T.3Cy.19″,30″&52–40″ E *made*88 *fitted*05 171NHP ClevelandS.B.Co.Clevelnd		
519 200910	**Francis Widlar** *Elec.light Mchy.Aft*	**SteelScSr** 1*Dk2trB*	4682 — 3368					1904	American S.B.Co. Cleveland,O.	ColumbiaS.S.Co. (W.H.Becker, *Mgr.*)	416·0|50·0|28·0			Cleveland Utd. States *WB*	T.3Cy.22″,35″&58″–40″ 213NHP AmericanSBCoClevelnd,O		
520 132209 HRWT	**Francisco** *E.W.Warden* –17 *Elec.light Ref.Mchy.* Wireless	**SteelScSr** 3*Dks*	6272 4576 4746					1910	Nthmblnd S.B.Co.Ld. Newcastle	Ellerman'sWilson LineLd.	410·0|52·0|27·8			Hull British *WB*	T.3Cy.28″,45½″&76″–54″ 424NHP EarlesCo.Ld.Hull		C
521 HMTV	**Francisco Garcia** *F.Toraya*13–13 (*ex*España,*ex*Gerona,*ex*Westbury) *Well deck*	**IronScSr** 1*Dk*	390 — 170			…		1884	C.Hill& Sons Bristol	F.Garcia	151·5|22·4|11·6 Q80′B14′F20′ BK7″			Bilbao Spanish *WB*	C.2Cy.21″&37″–26″ NB93*refitted*01 67NHP Plenty&Son,Newbury	12 ″ 2	
522	**Franciscus Antonius** *W.v d.Velde*92–03	**SteelScCtr** (*Trawler*) 1*Dk*	155 153 78					1901	Gebroeders vanderWindt Vlaardingen	Vlaardingsche Stoomv.(A.H.C.M. J.Yzerman, *Mgr.*)	105·2|20·7|11·1			Vlaardngn Dutch *WB*	T.3Cy.9¾″,15′&22″–16″ 19NHP Elliot&Garrood,Beccles		
523 126454	**François C.** *F.Crepeau* –09	**SteelSc** 2*Dks*	126 59 49					1909	F.Crepeau Sorel,P.Q.	F.Crepeau	86·0|17·1| 5·8			Sorel,P.Q. British	C.2Cy.9″&18″–12″ 13RHP LaCie.PontbriandLd.Sorel		
524 HMWJ	**Francoli** *S.Colomé* Wireless	**IronSc** 1*Dk2trB*	1241 — 589			…		1865	J.Laing Sunderland	~~Linea de Vapores~~ Tintoré– Cia. Trasmediterranea	236·5|31·2|18·4 P98′F44′ BK8″			Barcelona Spanish	C.2Cy.27″&52″–36″ NB83 135NHP T.Richardson&Sons,Hpl.		
525 HJLQ	**Franconia** *P.Sciolitch*06–11 1*Dk(Stl)&Spar dk(Stl)&Web frames*	**SteelScSr** *ss*Shl.No.2–11	4637 4125 3019	✠ ~~—~~ 5,16 *Spar dk* ✠	Tri	*x*		1903 4mo	Nthmblnd S.B.Co.Ld. Newcastle	FranconiaS.S.Co. Ld.(D.Tripcovich) *WB=CellD*	360·8|48·0|20·2 P32′B96′F33′ 28·1 FK *Ba*118′ *uE*24′*f*160′			Trieste Aust.-Hung. 6*BHCem* 822*tAPT*63*t*	T.3Cy.24½″,40″&68″–48″ 357NHP 3SB,*9cf*,GS162,HS5629 N.E.MarineEng.CoLdNwc	30″10	
Now named "Keresaspa," See No. 41 in Supplement																	
526	—	**IronScK** (*Trawler*) 1*Dk*	*154* *140* *65*			…		1894	Cook,Welt'n&Gemmell Hull	Soc.AnonPesquera Malagueña	102·2|20·7|11·0 Q24′F19′ BK7½″			Malaga Spanish	T.3Cy.12½″,19½″&32″–22½″ NB07 49NHP C.D.Holmes&Co.,Hull	11″10	
527 207284	**Frank Billings** *Mchy.Aft Elec.light*	**SteelSc** (*ex*Champlain) 1*Dk*	5494 — 4153					1910	Gt.Lakes Eng.Works Ecorse,Mich.	PioneerS.S.Co. (Hutchinson&Co. *Mgrs.*)	444·0|56·2|31·0 F48′			Fairport Utd.States *WB*	T.3Cy.22½″,36″&60″–42″ 233NHP GtLakesEngWrks.Detroit		
528 202770	**Frank C. Ball** *Elec.light Mchy.Aft*	**SteelScSr** 1*Dk*	6909 — 5459					1906	Gt.Lakes Eng.Works Ecorse,Mich.	GlobeS.S.Co. (G.A.Tomlinson, *Mgr.*)	530·0|56·2|32·0			Duluth Utd.States *WB*	T.3Cy.23″,37″&63″–42″ 257NHP Gt.LakesE.Wrks.Detroit		
529 JHLC	**Frank Delmas** *Proux*06–11 (*ex*Tregarthen) 1*Dk(pt Irn&pt Stl)2trB*	**SteelScSr** ~~ss~~Bry.No.2–13 *ss*Bdx.No.3–4,17	2365 2003 1466	✠100A1 4,17 9,16 ~~BS9,16~~ ✠LMC3,15 5,17	Bry Bdx	*s*	~~2,15~~ 3,17	1904 3mo *Lloyd's*	J.Readhead &Sons South Shields A&CP	DelmasFrères *WB=CellDBa*	289·0|43·0|20·1 P29′B78′F32′ FK 88′*uE*20′*f*120′546*t*			LaRochlle French 5*BHCem* *APT*20*t*	T.3Cy.22″,36″&60″–39″ (*r*) 180lb *80lb* 239NHP 2SB,*6cf*,GS92,HS3628 J.Readhead&Sons,S.Shl.	21 ″ 5 s 3 ″ 2½ 18 ″ 6	
530 120796	**Frank E. Kirby** *Elec.light*	**SteelPad** 2*Dks*	533 — 375					1890	Detroit Dry Dock Co Wyandotte	Ashley&Dustin	195·5|30·1|10·2			Detroit, Mich. Utd.States	B.1Cy.48″–108″ 180NHP DetroitDryDckCo.,Detroit		
531 212090 LDKH	**Frank H. Buck** *G.B.Macdonald* –14 *Elec.light* *Mchy.Aft* Wireless Sub. Sig.	**SteelSc3MstSr** 2*Dks(Stl)&Web frames* *Longitudinal framing*	6077 5536 3850	✠100A1 ~~5,17~~ ~~9,16~~ 12,17 *Carrying Petroleum in bulk* ✠LMC4,14 *Fitted for oil fuel* 4,14	SFo	*z*	9,16 *F.P.*	1914 4mo *above*	Union Iron Works S.Francisco A&CP 150°F.	AssociatedOilCo. *WB=CellDB* *uE&B*92′*f*45′553*t*	408·8|55·5|31·7 P126′B52′F42′ FK *FPT*70*t APT*52*t*			S.Frncisco Utd.States 12*BH pt Asp* 8 *to U dk* 4 „ 2*nd* „	T.3Cy.26½″,45″&75″–48″ (*s*) 200lb 534NHP 4SB,*12cf*,HS9360 UnionIronWorks,S.Fo.	31 ″ 0	
532 121187	**Frank H. Peavey** *Mchy.Aft Elec.light*	**SteelScSr** 1*Dk2trB*	5002 3871					1901	American S.B.Co. Lorain,O.	PeaveyS.S.Co. (G.A.Tomlinson, *Mgr.*)	430·0|50·0|28·5 *WB*			Duluth, Minn. Utd.States	Q.4Cy.15″,23¾″,36½″&56″–40″ 198NHP AmericanS.B.Co.		
Now named "William A. Reiss," See No. 45 in Supplement																	
533 112764 RWQC	**Frank Parish** *D.B.Jones* –02 1*Dk(Irn)2trB&deep framing* 3*Dk rule*	**SteelScSr** *ss*Npt.No.3–8,13	2893 2695 1825	✠100A1 ~~5,17~~ ~~12,16~~ 7,17 ~~BS1,16~~ ✠LMC8,16 ~~BS4,17~~	Mdb Cff	*u*	~~1,16~~ 5,17	1900 10mo	W.Pickersgill&Sons Sunderland A&CP	B.AyresG.S'thrn Rly.Co.Ld.(A.Holland&Co.*Mgrs.*) *WB=CellDBa*	324·0|47·1|21·7 P31′B96′F35′ FK 104′*uE*20′*f*128′709*t*			London British 6*BHCem* *APT*39*t*	T.3Cy.23″,38″&64″–42″ (*s*) 180lb ~~90lb~~ *80lb* 283NHP 2SB,*8pf*,GS125,HS4285 G.Clark,Ld.Sunderland	24 ″ 1 s 4 ″ 0 20 ″ 6	
534 121015	**Frank Rockefeller** *Mchy.Aft Elec.light*	**SteelScSr** (*Whaleback*) 1*Dk*	2760 2597 2014					1896	American Steel Brge Co. Wst.Superior	PittsburghS.S.Co.	366·5|45·0|26·0			Duluth Utd.States *WB*	T.3Cy.23″,38″&63″–40″ 250NHP ClevelandS.B.Co.Clevelnd		
535	**Frank Somers**	**WoodSc**	309					1912	American Car&Fndy Co Wlmgtn,Del.	FangsselskActiva Akties.(Karl Kvie, *Mgr.*)	144·4|24·2| 9·8 P69′Q40′F46′			Stavanger Norwegian	C.2Cy.16″&33″–26″ 46NHP Harlan& HollingswrthCor		V
Now named "Björongen," See No. 37 in Supplement																	
536 121205	**Frank T. Heffelfinger** *Mchy.Aft Elec.light*	**SteelScSr** 1*Dk2trB*	4897 3630					1901	Chicago S.B.Co. Chicago	PeaveyS.S.Co (G.A.Tomlinson, *Mgr.*)	430·0|50·2|24·5			Duluth Utd.States *WB*	Q4Cy15″,23¾″,36½″&56″–40″ 198NHP ChicagoS.B.Co.		
Now named "Clemens A. Reiss," See No. 46 in Supplement																	
537 209289 LCFP	**Frank Tenney** *O.Diaz*09–11	**SteelSc** 1*Dk2trB*	260 — 143					1911	Maryland Steel Co. Sparrow P'nt	SpanishAmerican IronCo.	119·6|25·1|11·7			Baltimore Utd.States	T.3Cy.12½″,20½″&34″–24″ 57NHP		R
538 121219	**Frank W. Hart** *Mchy.Aft Elec.light*	**SteelScSr** 1*Dk2trB*	4307 — 3374					1902	American S.B.Co. Lorain,O.	NationalS.S.Co. (G.A.Tomlinson, *Mgr.*)	380·0|50·0|28·0			Cleveland Utd.States *WB*	T.3Cy.22″,35″&58″–40″ 213NHP AmericanSB.Co.Cleveland		
539 HSBG VMNR	**Frankby** *Griffiths* –16	**SteelScSr** ~~ss~~Shl.No.2–12 2*Dks*(1*Stl–Upt Irn&pt Stl*) *Elec.light* *&deep framing*	4182 3936 2618	Wrecked 12,17 ✠ ~~100A1~~ 9,17 ~~11,16~~ ~~BS9,16~~ ✠LMC ~~10,16~~ M2 10,16	NYk NNs	*y*	10,16	1904 1mo *Lloyd's*	C.Connell &Co.Ld. Glasgow A&CP	PalaceShppg CoLd (Macvicar,Marshall&Co.*Mgrs.*) *WB=Cell*	385·0|50·0|25·7 P34′B246′F42′ FK *DBa*121′*uE&B*48′*f*164′ 985*t DT* a31′740*t FPT* 51*t APT*30*t*			Liverpool British 6*BHCem*	T.3Cy.25″,42″&70″–48″ (*r*) 200lb *100lb* ND516 443NHP 2SB,*6cf*,GS107,HS6026 FD Dunsmuir&Jackson,Gls.	28 ″ 6 s 4 ″ 5 24 ″ 6	

1 Numero d'Ordre / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné aux navires après leur Établissement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où cette classe n'est pas inscrite dans le L.R.
540 124028 HJTW	**Frankdale** (Detained at Hamburg) *J.E.Roop* –12 *Elec.light*	**SteelScSr** *ss*Syd.No.1–11 2*Dks*(*Stl*)&*deep framing* *Lower dk beams in No.* 1 *hold*	4856 4616 3113	✠100A1 4,14 BS2,14 ✠LMC1,11	Rot	*z*	N4,14	1906 12mo	C.Connell &Co.Ld. Glasgow *Lloyd*	PalaceShippingCo Ld.(Macvicar, Marshall&Co. *Mgrs.*) *WB*=*Cell*	400·0|52·2|28·8 P34'B136'F47' FK *DBa* 123' *uE&B*48'			Liverpool British	T.3Cy.25″,42″&70″–48″ (*s*) 200lb *100lb* 6 *BHCem* 3SB,*9cf*,GS123,HS7548 FD Dunsmuir&JacksonLd.Gls *f*176'1054*tD*	31 ″ 4 s 6 ″ 1½ 25 ″ 7	
541 QJBM	**Franken** *Lindrob* 2*Dks*(*Stl–Upt*teak s)*lower dk*(*Stl*) *Elec.light* Sub.Sig.	**SteelScSr** *ss*Bhn.No.1–10 *forehold*s,*Web frames after holds* *Now named* "Tau	5099 4872 3228	✠ — 11,15 ✠	Bhn	*a*†		1905 10mo	Bremer Vulkan Vegesack	Norddeutscher Lloyd *WB*=*Cell* *DBa*123'*uE&B*	409·6|52·7|27·9 P&B331'F37' FK 78'*f*156'1172*tFPT*			Bremen German 6 *BHCem* 18*tAPT*13*t*	Q.4Cy.24″,34⅝″,50⅝″&72⅝″–53⅛″ 528NHP 3SB,*9cf*,GS165,HS7104 FD BremerVulkan,Vegesack	30 ″ 9	
542 139041 JLFV	**Frankenfels** *E.L.L.Webb* –15 *Elec.light* Wireless 2*Dks*(*Stl U*–teak s)	**SteelScSr**	5854 5499 3672	✠100A1 ~~6,17,18~~ 11,17 ✠LMC1,14	Bry	*a*†	~~10,15~~ 4,17	1914 1mo	Akt.Ges. "Weser" Bremen *WB*=*Ce*	Requisitioned by theAdmiralty (Grahams&Co. *Mgrs.*) 1 *BH in forward* *llDBa* 139'*u* E23'*f*	421·8|56·2|29·6 P60'B126'F54' FK *hold dispensed with* 189'1187*tFPT*48*tA*			London British *Cem* 6 *BH only* *PT*56*t*'*Twee*	T3Cy28¾″,46⅞″&75⅛″–53½″ 192lb *121lb* (*s*) 520NHP 3SB,*9cf*,GS148,HS6950 FD A.G."Weser,"Bremen *n dk tanks f*36'494*t a*36'470*t*	32 ″ 6	
543 RQBK	**Frankenwald** *W.Spangenberg* *Elec.light* Wireless	**SteelScSr** 2*Dks*	3898 3171 2391					1908	Furness, Withy&CoLd W Hartlepool	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr. Linie)	352·1|45·1|26·0 P40'B115'F72' *WB*			Hamburg German	T.3Cy.25½″,43″&72″–48″ Richardsons, Westgarth&Co.Ld.Hpl.		G
544 QGWB	**Frankfurt** *A.Koenemann* *Elec.light* Sub.Sig.	**SteelTwinSc** Wireless 2*Dks*&*Awng dk*4*trB*	7431 7251 4739					1899	J.C.Teck-lenborgA.G Geestemünde	Norddeutscher Lloyd	429·0|54·3|39·4 B32'F34' *WB*			Bremen German	T.6Cy.22⅝″,38½″&62½″–43½″ 509NHP J.C.TecklenborgA.G.Geest		G
545 QKCF	— *Joh.Habben*07–12 *Elec.light*	**SteelScSr** 2*Dks*	1661 1413 944					1912	Bremer Vulkan Vegesack	Dampfsch.Ges. Argo	260·5|37·1|19·5 B69'F33'			Bremen German *WB*	T.3Cy23⅝″,38½″&61½″–41⅞″ 245NHP BremerVulkan,Vegesack		G
546	— *Elec.light*	**SteelTwinScSr** 1*Dk*	1180					1914	Stettiner Oderwerke Stettin	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	243·0| B45'F26'			Hamburg German *WB*	T.6Cy.11⅞″,17 7/10″&26½″–18½″ 62NHP Stettiner Oderwerke A.-G.		
547 QGKV	— *A.Renken*11– (*Trawler*) 1*Dk*	**SteelSc**	158 146 55					1897	Bremer Vulkan Vegesack	DeutscheDmpfis-chereiGes.Nordsee	106·1|21·0|10·2 H34'			Nordnham German *WB*	C.2Cy.14 1/10″&26″–19⅝″ 25NHP BremerVulkan,Vegesack		G
548 KJTR	— *W.Heiné* –13 *Mchy.Aft*	**SteelScLr** 1*Dk*	144 137 67					1908	M.van der Kuijl Slikkerveer	EmderHerings-fischereiAct.Ges.	96·2|21·4|10·1 Q21'H16'			Emden German *WB*	C.2Cy.9 7/10″&18⅛″–12⅝″ 9NHP J.H.vanCappellen,Bolnes		
549 122850 HGTL	**Frankier** *W.G.McLennan* –16 (*ex*Newbiggin) *Turret deck*	**SteelScSr** 1*Dk*	3836 3130 2443					1906	W Doxford &Sons,Ld. Sunderland	~~Brys&Gylsen,Ld.~~ LloydRoyalBelge (GreatBritain)Ld.	350·4|50·2|22·4 P32'F31'			London British *WB*	T.3Cy.25″,41″&66″–45″ 292NHP W.Doxford&Sons.Ld.Sld.		V
550 213624 LFPD	**Franklin** *H.C.Simmon* *Elec.light*	**SteelScSr** 1*Dk*(*Stl*)&*Web frames* *Cargo battens not fitted*	5266 4737 3354	✠100A1 ~~5,17,18~~ 10,17 ~~NYk~~ ✠LMC9,16	NNs	*y*	~~N9,16~~ N10,17	1915 9mo	NewYork S.B.Co. Camden,N.J.	CoastwiseTrans-portationCo. (J.G.Crowley, *Mgr.*) *WB*=*Cell DBa* 104' *uE*&*B*43'*f* 173	368·6|55·2|30·5 P27'B72'F31' FK			Boston Utd.States 7 *BHCem* 1832*tFPT*220*tAPT*201*t*	T.3Cy.25″,41½″&70″–46″ (*r*) 195lb 462NHP 3SB,*9cf*,GS150,HS6624 FD NewYorkSB.CoCamdnNJ	34 ″ 5	
551 QKGV	— *J.Sarmanho* (*ex*Pampa,*ex*L'Italia) 1*Dk*	**SteelSc**	346 314 218					1890	E.Cravero &Co. Genoa	Correa e Cia.	157·6|27·2|10·9			Para Brazilian	C.2Cy.15¾″&31½″–19¾″ 37NHP E.Cravero&Co.Genoa		
552 HWFB	— *J.Normann* –16 *Mchy.Aft* (*See Sailing Ship Register*)	**WoodAuxScBkn** *Stm.Eng* 1*Dk*2*trB*	149 124 96					1872	..... Arendal	J.R.Normann	99·9|22·4|10·3			Bodö Norwegian	C.2Cy.10 3/10″&18½″–10 3/10″ E.&B.*made*85 9NHP AkersMek.Værks.Xia.		N
553 120811 HBQD	**Franklyn** *A.Purvis* –16 *Elec.light*	**SteelScSr** *ss*Cff.No.2–12 2*Dks*(*Stl*)&*deep framing* *Orlop beams in forehold*	4919 4666 3161	✠100A1 ~~Exam'd 11,17~~ 12,16 ~~BS5,15~~ ✠LMC3,14 ~~BS5,17~~	NNs	*z*	~~12,16~~ 6,17	1904 12mo	C.Connell &Co.Ld. Glasgow *Lloyd*	PalaceShppg.Co. Ld.(Macvicar, Marshall&Co*Mgs*) *WB*=*Ce*	400·0|52·1|28·5 P37'B138'F41' FK *llDBa* 122'*uE*&*B*48'			Liverpool British 6 *BHCem* *f*180'1086*tD*	T.3Cy.25″,42″&70″–48″ (*r*) 200lb *100lb* 480NHP 2SB,*6cf*,GS120,HS6642 FD Dunsmuir&JacksonLdGls	31 ″ 3 s 6 ″ 4 25 ″ 4	
554 131359 HTBW	**Frankmere** *D.T.Evans* –15 *Elec.light* *ss*NYk.No.3–1,18	**SteelScSr** ~~ssGrk.No.1–15~~ 2*Dks*(*Stl*)	5330 4996 3381	✠100A1 1,18 ~~1,17~~ ✠LMC~~9~~,15	Bry NYk	*z* ~~4,15~~	~~1,17~~ 1,18	1911 7mo	C.Connell &Co.Ld. Glasgow *Lloyd*	PalaceShpg.Co.Ld (Macvicar,Mar-shall&Co.*Mgrs.*) *WB*=*Cell DB* *a*108'*uE*&*B*56'*f*	410·1|52·2|28·8 P34'B137'F50' FK 189'1143*tFPT*93*tA*			Liverpool British 6 *BH only* *PT*40*t Cem*	T.3Cy.25″,42″&70″–48″ (*r*) 200lb *110lb* 460NHP 2DB.*12cf*,GS187,HS8060 Dunsmuir&Jackson,LdGls	31 ″ 2 s 6 ″ 0 25 ″ 7	
555 *Should be* "Warfield," *See Letter W.*	**Frankmount** *Elec.light*	**SteelScSr**	6250 5870 3940	*Carrying oil fuel. F.P.above* 150°F *in D.B.* 100A1 *Shelter dk* (*Class Contem plated*)				1917	Russell& Co. Pt.Glasgow	Macvicar, Marshall&Co.	415·0|52·7|33·9			Liverpool British	T.3Cy.26″,44″&73″–48″ Dunsmuir&JacksonLdGls	36 ″ 6 s 8 ″ 9½ 28 ″ 1	
556 QJVD	**Frankopan** *I.Dujmic* –12 (*ex*HedwigMenzell, *ex*Shandon)	**SteelSc** 1*Dk*(*Irn*)2*trB* *deep framing* &*Web frames*3*Dk rule*	144 — 46 632 490 369	✠ — 2,16 ✠	Rot	*u*		1908 1899	M.U.Mar-tinolich Lussinpiccolo Kockums MekVerkst Malmö	Soc.diNav.aVap. Austro-Croata TrelleborgsÅngf. NyaAktieb. (F.D. Malmros,*Mgr.*)	121·3|18·7| 9·2 171·3|26·6|13·1 Q61' B41' H20*t* F19'			Ponte Aust.-Hung. Trelleborg Swedish *WB*	T.3Cy.12¾″,18⅝″&30″–18⅝″ Bromowsky, Schulz&Sohn,Adamsthal T.3Cy.13¾″,21⅝″&36″–23⅝″ 63NHP KockumsM.V.,Malmö		A V
557 2146 HVJQ 558 559	**Frans** *J.L.vonEkensteen*08–11 *Elec.light* **Franz** (*Trawler*) 1*Dk* **Franz Wilke** *Streckwald* –12	1*Dk*2*trB* **SteelScK** **SteelScSr** *ss*Gst.No.3–1,11	247 229 92 3916 3605					1913 1899	G.Seebeck Akt.Ges. Bremerhaven Richardsn, Duck&Co. Stockton	Norddeutsche Hochseefischerei, A.G. VulkanReederei DmpferFranz WilkeG.m.b.H. (N.V.Handelsen TransportMaats. Vulcaan,*Mgrs.*)	127·1|23·4|10·9 F21' 340·0|48·1|25·8 P33'B186'F34' FK *WB*= *Cell DB a* 110'			Gstemnde German *WB* Hamborn German 6 *BHAsp*	T.3Cy12½″,19 7/10″&31½″–23⅝″ 48NHP G.SeebeckA.G.Bremerhvn T.3Cy.25″,42″&68″–45″ 335NHP		G 28 ″ 4
560	**Franziska** (*ex*MabelRickmers) *Elec.light* Wireless	**SteelScSr** 2*Dks*	5130 4723 3163					1914	Rickmers Werft Bremerhaven	C.Wohlenberg	400·0|53·2|30·0 P49'B134'F38'			Hamburg German *WB*	T.3Cy.28¼″,45½″&74″–53½″ 400NHP A.G."Weser,"Bremen		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. / *Master.* / Special Surveys.	3 Material, Rig, &c. / *Late Name if any.* / No. of Decks, &c.	4 Regist'd Tonnage: Gross / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 Built. By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Dates of Bot Trade Cert.
561	**Franziska**	Steel Sc Sr	350					1888	Stettiner Act.Ges. Stettin	Sartori&Berger	151·6	22·3	11·3	Kiel	C.2Cy.15″&27″–18″		G
	*H.Prignitz*99–99		290								B23′F14′			German	NB97 26NHP		
JFBC	(*ex*StadtRostock)	1 *Dk*	202								len91				Stettiner A.G.Stettin		
562	**Franziska Fischer**	Steel Sc Sr	1414					1900	Akt.Ges. "Neptun" Rostock	OttoZelck	245·2	36·1	17·2	Rostock	T.3Cy.18″,30½″&48″–33½″		G
	L.Mau	(*ex*HildaHorn)	1246								P24′B58′F26′			German	133NHP		
MDTH	*Elec.light*	1 *Dk*	864											*WB*	A.G. "Neptun," Rostock		
563	**Franzius**	Steel Sc	244					1907	G.Seebeck Akt.Ges. Bremerhaven	Hochseefischerei BremerhavenAkt. Ges.	127·1	22·4	11·6	Brmrhavn	T.3Cy.11⅛″,18¾″&30″–22″		G
	*C.Bojahr*05–07	(*Trawler*)	207								F20′			German	42NHP		
QJGV		1 *Dk*	88											*WB*	G.Seebeck A.G.Bremerhvn		
564	**Frascati**	Steel Sc Sr	1756					1913	Akt.Ges. "Neptun" Rostock	Rob.M.Sloman, Jun.	287·0	41·1	16·8	Hamburg	T.3Cy.22$\frac{1}{16}$″,35$\frac{7}{16}$″&53⅜″–37$\frac{7}{16}$″		
	(Captured and taken to Raumo)		1558								P&B226′F31′			German	174NHP		
RTSF	*M.Maizen* –13		1034											*WB*	A.G. "Neptun," Rostock		
	Elec.light Sub.Sig.	1 *Dk*															
565	—	Steel Sc K	220	✠100A1 *Stm Trawler* 11,14	Gms ✠LMC12,14			1914 11mo *Lloyd's*	Cochrane &Sons,Ld. Selby *A&CP*	Strand Steam Fishing Co.Ld. (H.C.Baker, *Mgr.*)	120·2	21·5	11·5	Grimsby British	T.3Cy.12″,21½″&34″–24″ (*s*)	12 ″ 3	
137006	*H.Wicks* –14		195								Q69′F20′		BK7½″	*4 BH Cem*	1801b 70RHP		
		1 *Dk*	98												1SB.*2pf*,GS35,HS1340 Gt.Centrl Co-op Eng.&Ship Repairing Co.Ld.Gms.		
566	**Fraser**	Steel Twin Sc 3 Mst Sr	1240					1904	Armstrong Whitworth &Co.Ld. Newcastle	Bengal Government	258·0	35·2	18·1	Calcutta	T.6Cy.18″,30″&48″–33″		
	*L.F.G.Smyth*05–09		1083								P37′B36′F50′			British	265NHP		
GVWT	Wireless	2 *Dks*	215											*WB*	Wilsnd Slpwy.Co.Ld.Nwc.		
567	—	Steel Sc K	310	✠100A1 *Stm Trawler* 7,15 BS7,14 ✠LMC6,11	Gms		2,13	1907 7mo *Lloyd's*	Cook, Welt'n&Gemmell Ld. Beverley *A&CP*	Neptune Steam Fishing Co.Ld.	137·5	22·7	12·5	Hull British	T.3Cy.13½″,23″&37″–24″ (*s*) 200lb 84RHP	13 ″ 4	
124778	*S.M.Nielsen* –12	*ss*Hul.No.1–11	260								Q72′		BK8″	*4 BH Cem*	1SB.*2pf*,GS36,HS1415 C.D.Holmes&Co.Hull		
HLBQ		1 *Dk*	125														
568	**Fraser River**	Steel Sc Sr	3805					1915	Irvine's S B &D.D.Co.Ld. W Hartlepool	British Empire Stm.Nav.Co.Ld. (Houlder Bros.& Co.Ld. *Mgrs.*)	350·2	51·1	24·0	Liverpool British	T.3Cy.25″,40″&67″–45″		C
137479	*A.R.Anderson* –15		3490								P31′B104′F39′			*WB*	302NHP Richardsons,Westgarth& Co.Ld.Hpl.		
JLVF		1 *Dk*	2376														
569	**Fratelli B. Mendl**	Steel Pad	281					1894	Howaldts-werke Kiel	Flli.B.Mendl	137·8	23·0	10·7	Trieste Aust.-Hung.	T.3Cy.20½″,32¾″&51½″–39½″ 165NHP Howaldtswerke,Kiel		
		(*Tug*)	—														
HJLR	*Elec.light*	1 *Dk*	98														
570	**Fratelli Bandiera**	Steel Twin Sc	4956	✠100A1 *Awng dk with freeboard* 9,16 DBS5,16 ✠LMC9,16	Gen	*x*	9,16 1,18	1912 6mo *Lloyd's*	Akt. Burmeistr&Wain Copenhagen *A&CP*	Requisitioned by the Italian Govt. (Italian State Rlys) *Cell*	370·4	53·2	27·1	Genoa Italian	Oil Engines 4S.C.SA 16Cy.20$\frac{5}{8}$″–28$\frac{1}{2}$″ 468NHP DB80lb	30 ″ 0 s 6 ″ 4 24 ″ 3	
	*G.Monzali*16–16	*Oil Eng.* 3 Mst Sr	4272								P25′*aft* B54′						
PJGZ	(*ex*Christian X.)	*ss*Gen.No.1–16	3133								*frwd* B77′F32′		FK	*7 BH Asp*	Akt Burmeistr&Wain,Cpn		
	Elec light	1 *Dk*(*Stl*)&*Awng dk*									*on Awng dk*						
	Wireless	(*Stl*–teak s)									*DBa* 60′*uE*39′*f*225′			1050*t FPT*	*8t APT8 4t DT f* 19′610*t*		
571	**Fratelli Bianchi**	Steel Sc Sr	3542	✠100A1 9,16 ✠LMC MS1,15 BS5,16	Gen	*w*	9,16	1898 6mo	Palmers' Co.Ld. Newcastle	Fratelli Bianchi *WB*=*Cell DBa* 122′*uE* 18′3	350·0	45·2	27·0	Genoa Italian	T.3Cy.24″,40″&64″–45″ (*a*) 180lb *90lb* 317NHP 2SB.*6cf*,GS131,HS4879 Palmers' Co.Ld.Newcastle	28 ″ 6 s 5 ″ 1 23 ″ 9	
540	*L.Bertolotto*15–16	*ss*Npt.No.3–5,10	3298								P39′B76′F45′		FK	*6 BH Cem*			
PJHG		*ss*Gen.No.1–16	2237											*7 5t APT 50t*			
	(*ex*Khalif)	2 *Dks*(1 *Stl*–*U Irn*)									47*t MT* 30′510*t FPT*						
	Elec.light	&*deep framing*															
572	**Fraternity**	Steel Sc Sr	676	✠100A1 8,16 MS8,16 ✠LMC MBS5,16 BS8,16	Mch	*j*	8,16	1903 11mo *Lloyd's*	Murdoch& Murray Pt.Glasgow *A&CP*	Co-operative Wholesale Soc.Ld. *WB*=*Cell DBa* 29′	180·2	28·1	13·0	Manchester British	T.3Cy.16″,27″&43½″–30″ (*s*) 180lb *100lb* NDB14 116NHP	15 ″ 6 s ″ 11 14 ″ 9	
113126	*R.Bell* –09	*ss*Mch.No.3–8,16	460								Q52′B59′F20′		FK	*4 BH Cem*	1SB,*3c f*,GS62,HS1960		
VLDK		1 *Dk*(*Stl*)&*Web frames*	281								*uE* 17′*f* 81′152*t FPT*			*14t APT 33t*	Lees,Anderson&Co.Ld.Gls		
	Elec.light																
573	**Fred. E. Richards**	Steel Sc	357					1900	Neafie& Levy Co. Philadelphia	Rockland&Rock-port Lime Co.	121·4	26·5	14·2	Rockland, Me. Utd. States	T.3Cy.15″,23″&39″–28″ 80NHP Neafie&Levy Co.Phl.		
121152		(*Tug*)	327														
KQJB		1 *Dk*	174														
574	**Fred. G. Hartwell**	Steel Sc Sr	6223					1908	Toledo S.B. Co. Toledo	Mutual S.S.Co. (G.A.Tomlinson, *Mgr.*)	514·0	58·0	25·6	Duluth Utd. States	Q.4Cy.20″,29″,42″&61″–42″ 241NHP Toledo S.B.Co.Toledo		
204987			—											*WB*			
	Elec.light *Mchy.Aft*	1 *Dk*	4865														
575	**Fred Salmon**	Steel Sc Dy	102					1912	Crabtree& Co.Ld. Gt.Yarmouth	J.T.C.Salmon	89·1	19·1	8·8	Yarmouth British	T.3Cy.10½″,15½″&26″–18″ 35RHP Crabtree&Co.Ld.Gt.Yar.		
132378	*S.Bensly* –14	(*Fishing*)	102														
		1 *Dk*	46														
576	**Fred W. Weller**	Steel Twin Sc Sr	10000	100A1				1917	Union Iron Works Co. San Francisco	Standard Oil Co. (New Jersey)	500·0	68·0	29·8	New York Utd. States	T.6Cy.20½″,35″&60″–42″	38 ″ 0 s 11 ″ 1 27 ″ 5	
			9830														
	Elec.light *Longitudinal framing*		7720	(*Class Contem plated*)													
	Mchy.Aft Sub.Sig.			*Carrying Petroleum in bulk*											Union Iron Works Co.S.Fo.		
577	**Freda**	Steel Sc Sr	1813					1914	Fredrkstad Mek.Værks Fredrikstad	Akties.Freda (L.Kloster, *Mgr.*)	265·0	42·0	20·0	Stavanger Norwegian	T.3Cy.20½″,33″&56″–36″ 188NHP		N
	T.Wiich		1619								P22′B71′F29′			*WB*	Fredrikstad M.V.Frdstad.		
MKNS		1 *Dk*	1097														
578	—	Steel Sc Sp	58	✠ A– *For towing purposes* 4,14	Fal ✠LMC5,14		4,17	1914 4mo	Cox&Co. (Engineers), Ld. Falmouth	Elder,Dempster& Co.Ld.	70·5	16·0	6·6	Liverpool British	C.2Cy.11″&24″–16″ (*s*) 130lb 30RHP	7 ″ 0 s ″ 9	
135576	*Billett* –14		51										BK6″	*4 BH Cem*	1SB.*2pf*,GS27,HS611	7 ″ 0	
JFMD		1 *Dk*	7												Cox&Co.(Engineers),Ld.		
579	**Frédéric Franck**	Iron Sc Sr	973	✠ 6,85	Hav	*n*		1875 7mo	Lobnitz Coulburn&C. Renfrew	Cie.Générale Transatlantique *WB*=	231·2	30·6	16·6	Marseilles French	C.2Cy.32″&60″–42″ NB99 194NHP		V
	Leroux –15	*ss*Hav.No.2–83	867								P33′ F33′			*6 BH Cem*	Lobnitz,Clborn&C.,Rnfrw		
JHRD		2 *Dks*	544								*MT* 42′320*t APT* 10*t*						
580	**Fredericia**	Steel Sc Sr	1272					1916	P.Ph. Stuhr's Msk& Skbs Aalborg	Akties.Nord-Ostersö Rederiet (A.Krohn, *Mgr.*)	238·7	36·3	13·4	Copnhagn Danish	T.3Cy.15″,24″&40″–27″ 83NHP		
			949								P14′Q71′B94′F29′			*WB*	Akties. "Frichs," Aarhus		
NVHD		1 *Dk*	749														
581	—	Iron Pad	295					1877	F.Schichau Elbing	De Danske Statsbaner	138·9	26·2	10·8	Fredericia Danish	2Cy.36″–45″ 134NHP F.Schichau,Elbing		
	*G.J.Nagel*05–05	(*Ferry*)	286														
NRFJ		1 *Dk*	121														
582	**Frederick B. Wells**	Steel Sc Sr	4897					1901	Chicago S.B.Co. Chicago	Peavey S.S.Co. (G.A.Tomlinson, *Mgr.*)	430·0	50·2	24·5	Duluth Utd. States	Q.4Cy.15″,23¾″,36½″&56″ –40″ 198NHP		
121208				*Now named "Custom Reefer," See No. 13 in Supplement*										*WB*	Chicago S.B.Co.		
	Mchy.Aft *Elec.light*	1 *Dk* 2 *trB*	3630														

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné initialement, et pour l'équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille / Franc-bord au milieu du navire. / Tirant d'eau correspondant.	15 Registres où cotés. Lettres d'Identité. Radio. Certificats.
583	**Frederick D. Underwood**	**SteelSc**	217					1911	Staten Isld. S.B.Co. Pt.Richmond	Baltimore & Ohio Railroad Co.	109·6 | 25·1 | 11·6	Baltimore Utd. States	C.2Cy.20″&42″–28″ 78NHP		
209601	*A.Bohlen* 90–12	*(Tug)*	—									*WB*	StatenIslandsS.B.Co.		
	Elec.light	1 *Dk*	147												
584	**Frederick Knight**	**SteelScSr**	3604	✠100A1	Hul	*v*	1,17	1898 5mo	J.Readhead &Sons S.Shields	W.& C.T.Jones S.S. Co.Ld. (W.&C.T.Jones)	341·0 | 46·6 | 24·7 P29′B84′F32′ FK	**Cardiff** British	T.3Cy.24″,40″&65″–45″ (*r*) 160lb *110lb* NDB11 293NHP	27 ″ 4 s 5 ″ 0½	
105195	*H.C.James* –15	*ss*Bry.No.3–4,11	3386	*with freeboard*											
QCPW		*ss*Cff.No.1–16	2325	1,17 ✠LMC1,16										22 ″ 7	
	1 *Dk(pt Irn & pt Stl)* 2 *tr B & deep framing* 3 *Dk rule*									A&CP *WB = Cell D Ba*	114′*uE* 20′*f* 140′847*t*	*6 BHCem APT* 35*t*	J.Readhead&Sons,S.Shl.		
585	**Fred'k Luckenbach**	**SteelScSr**	2903			...		1888	J.Read-head&Co. South Shields	E.F.Luckenbach	317·5 | 40·2 | 24·1 P51′B80′F38′ BK 10″	**New York** Utd. States	T.3Cy.23″,37½″&60″–39″ 206NHP	26 ″ 10	R
116972	*Read* (*ex*San Mateo, *ex* Charters Towers)		2535									*WB*	J.Readhead&Co.S.Shields		
KQCJ	*Elec.light* Sub.Sig. Wireless	2 *Dks* 3 *tr B*	1714												
586	**Frederik VIII.**	**SteelTwinScSr**	11850	✠100A1	NYk	*g* †	2,16	1913 12mo	Akt.Ges. "Vulcan" Stettin	Det.Forenede Dampskibs.Selsk. *WB = Cell D Ba* 113′*uE & B* 172′183*tf* 1869*t FPT*	523·5 | 62·3 | 38·3 P42′B221′F52′ *on Awng dk* FK	**Copnhagn** Danish	T.3Cy.(2)32½″,(2)52¾″&(4) 62½″–55½″ 215lb (*s*) 200lb *at Engines* 1702NHP	41 ″ 6 s 10 ″ 2 31 ″ 8	N
NSMC	*A.Thomsen*		7013	*Awng dk*								9 *BHCem*			
	Elec.light Wireless	2 *Dks(Stl) & Awng*	7555	*with freeboard*								8 *BG*,*GS*512,*HS*24100			
	Ref.Mchy.	*dk(Stl–ws)* 3 *rd dk(Stl) in*		2,16								66*t APT* 106*t*	FD		
	Sub.Sig.	*Nos.* 1 *& 3 holds*		*Water tube boilers*									A.G." Vulcan," Stettin		
				BS1,17 ✠LMC17,18											
587	**Frederiksborg**	**SteelSc4MstSr**	1811					1916	Akties Sor-landets Skibs. Fevig	Akties Dmpskselsk (C.K. Dannebrog Hansen, *Mgr.*)	265·0 | 42·2 | 17·6 P22′B71′F29′	**Copnhagn** Danish	T.3Cy.20½″,35″&56″–36″ 188NHP		N
	A.M.Agerlind		1600									*WB*	FredrikstadM.V.Frdstad		
NVPJ	*Elec.light*	1 *Dk*	1108												
588	**Fredheim**	**IronScSr**	1098			...		1878	Whitehavn S.B.Co. Whitehaven	Acties.Fredheim (Alf.Monsen)	240·2 | 33·2 | 16·6 FK	**Tönsberg** Norwegian	C.2Cy.25″&50″–36″ NB02 121NHP	18 ″ 2 s 2 ″ 11	N
	H.Henriksen		958									*WB*	J.Jones&Sons,Liverpool	15 ″ 6	
HMLB	(*ex*Benan)	1 *Dk* 2 *tr B*	665												
589	**Frednes**	**SteelScSr**	1601					1903	Bergens Mek.Værks. Bergen	J.C.Knudsen	245·1 | 36·0 | 15·5 B60′H105*t* 20·8 F32*t*	**Porsgrund** Norwegian	T.3Cy.19″,30″&50″–33″ 144NHP		N
	H.Andersen		1462									*WB*	BergensMk.Værks,Bergen		
MBND		1 *Dk & Spar dk*	998												
590	**Fredrik Wilhelm**	**SteelScSr**	331					1893	W.Rosen-lew&Co. Björneborg	ÅboLänsKust Angf.Aktieb.	135·0 | 23·0 | 9·6 *Hurricane dk* 92′	**Åbo** Russian	C.2Cy.21″&38″–22″ 56NHP		
	A.Ekbom		—									*WB*	W.Rosenlew&Co.		
VGDJ	*Elec.light*	1 *Dk & Shade dk*	215												
591	**Fredrika**	**Steel&IronScSr**	1851	✠100A1	Osc	*r*	5,16	1890 6mo	J.Blumer &Co. Sunderland	Rederiaktieb. Fredrika (J.Mannerheim, *Mgr.*)	270·0 | 37·1 | 17·1 P27′Q82′B106′F31′ FK	**Hernosnd** Swedish	T.3Cy.20″,32½″&53″–36″ (*s*) 160lb *80lb* NDB06 170NHP	19 ″ 3 s 1 ″ 4	
4036	*K.A.Nyberg* –15	*ss*Osc.3rdNo.3–5,16	1398	5,16								4 *BHCem*	2SB,*4pf*,*GS*76,*HS*2560	18 ″ 2	
JMSL	(*ex*Clara)	1 *Dk(Irn) & Web frames*	1128	✠LMC5,16					A&CP	*Cell*		*DB* 220′415*t*	N.E.MarineEng.Co Ld,Sld.		
	Well deck	*Irn framing Stl plating*													
592	**Fredrikke**	**WoodAuxScSr**	136					1892	James& Tarr Essex,Mass	J.J.Öien	94·6 | 25·0 | 10·4	**Tromsö** Norwegian	Motor		
	J.J.Öien	*Motor*	—												
MPSH	(*ex*Sailing vessel Governor Russell)		129												
	(*See Sailing Ship Register*)														
593	**Fredriksberg**	**SteelScSr**	258					1912	Eriksbergs M.V.Aktieb. Gothenburg	The Shipping Con-troller (Mann, Mac-neal & Co Ld *Mgrs*)	102·6 | 22·4 | 11·6 B31′H13*t* F15′	~~London~~ British	C.2Cy.10″&22½″–15″ 16RHP ~~10NHP~~		V
142310	~~*Hj.Olsen*~~	(*ex*Gudrun)	209									*WB*	EriksbergM.V.Aktieb.Got		
JSQG															
~~MNDP~~	*Mchy.Aft*	1 *Dk*	150												
594	**Fredrikshald I.**	**SteelSc**	108					1890	Nylands Værksted Christiania	Fredrikshalds Dmpskselsk.(M.A. Martinsen, *Mgr.*)	86·9 | 17·2 | 7·9 P18*t*	**Frdrikshld** Norwegian	C.2Cy.9½″&16¾″–12″ NB06 9NHP		
	J.Ellingsen –13		88										NylandsVærksted,Xania		
HBPT		1 *Dk*	47												
595	**Fredrikshald 3**	**SteelScSp**	126					1900	Fredriks-stad M.V. Fredrikstad	Fredrikshalds Dmpskselsk.(M.A. Martinsen, *Mgr.*)	93·1 | 18·9 | 8·3 P32*t*	**Frdrikshld** Norwegian	C.2Cy.10¾″&21″–13″ 13NHP		
	G.Möller		98									*WB*	FredriksstadMek.Verk.		
HBLQ	*Mchy.Aft*	1 *Dk*	64												
596	**Fredsæl**	**IronScSr**	1416	✠100A1	Bry	*p*	6,16	1880 12mo	R.Duncan &Co. Pt.Glasgow	~~Aktien.Fredsæl (Pettersen & Ulleness)~~	244·6 | 34·1 | 15·7 Q89′B129*t* F27′ FK	~~Porsgrund~~ Norwegian	C.2Cy.22″&58″–36″ (*s*) 120lb *100lb* NDB14 153NHP	18 ″ 6 s 2 ″ 0	
~~HPLW~~	~~*M.Olsen* –16~~	~~*ss*~~Shl.2ndNo.3–2,09	1080	7.16								4 *BHCem*	1DB,*4pf*,*GS*65,*HS*2800	16 ″ 9	
	(*ex*Sisto, *ex* Advance)	*ss*Shl.No.1–13	888	~~*Examined* 5,17 MBS10,16~~								*DB* 212′320*t*	Rankin&Blackmore,Grk.		
	Well deck	1 *Dk(Irn) 2 tr B*		~~✠NB7,08 ✠LMC4,13~~											
597	**Freesia**	**SteelScK**	285			...		1911	Cook,Wel-t'n&Gemmell Ld. Beverley	N.EasternSteam Fishing Co.Ld.	132·0 | 22·5 | 11·7 Q73′ BK 8″	**Grimsby** British	T.3Cy.13″,23″&37″–24″ 80RHP	12 ″ 7	
132102	*H.Rowson* –14	(*Trawler*)	262										C.D.Holmes&Co.Ld.Hull		
HSVL	*Elec.light*	1 *Dk*	123												
598	**Freia**	**SteelPadSr**	858					1885	Blohm& Voss Hamburg	Stettiner Dmpfsch. Ges J.F.Braeunlich G.m.b.H.	234·6 | 26·9 | 13·2 H154′	**Stettin** German	C.2Cy.40″&66½″–72″ NB02 310NHP		G
	C.Wenzel 97–07		596										Blohm&Voss,Hamburg		
RGTP	*Elec.light*	2 *Dks*	350												
599	—	**SteelScK**	247	✠100A1	Ams		~~4,16~~ 4,18	1906 9mo	Bonn& Mees Rotterdam	Naam.Ven.Zeevis-scherij Maats. Ysland (R.de Boer, *Mgr.*)	135·2 | 22·7 | 11·2 BK 6″	**Ymuiden** Dutch	T.3Cy.12¼″,20″&33″–24″ (*s*) 180lb 69NHP	13 ″ 10	
	J.A.Bakhuizen 06–06	*ss*Ymu.No.2–14	233	*Stm Trawler*								4 *BHCem*	1SB,*2cf*,*GS*37,*HS*1237		
		1 *Dk*	87	8,17 ~~7,16~~ ✠LMC ~~MS9,14 4,16 BS8,16~~				*Lloyd's*		*WB = Cell*		*DB f* 61′30*t*	Wilton'sE.&Slpwy.Co.Rot		
600	**Freiberg**	**SteelScSr**	5811	✠ ~~—~~	Ham	*b* †		1914 4mo	J.C.Teck-lenborg A.G. Geestemünde	Deutsch-Austral. Dmpfsch.Ges.	450·8 | 57·2 | 27·0 P&B381′F51′ FK	**Hamburg** German	T3Cy27½″&46½″&78¾″–53½″ FD 734NHP	29 ″ 8	
	T.Renz –14		5436	2,17								9 *BHCem*	4SB,*12cf*,*GS*258,*HS*11192		
RVDO	*Elec.light*	2 *Dks(Stl) & 3rd Dk in*	3687	✠						*WB = Cell*	*DBa* 146′*uE & B* 71′	*f* 190′1453*t*	J.C.TecklenborgA.G.Gst.		
	Well deck Wireless	*No.1 hold only*													
601	**Freidig**	**IronScSr**	726					1882	F.Schichau Elbing	Jens J.Salvesens Rederi Akties (J.J. Salvesen, *Mgr.*)	194·7 | 30·4 | 12·9 B50′H77*t* F26′	**Chrstiania** Norwegian	C.2Cy.20½″&41″–21½″ NB96 65NHP		N
	S.Falnes 16–16		642									*WB*	F.Schichau,Elbing		
HCKW	(*ex*Osiria, *ex* Lahneck)	1 *Dk 2 tr B*	527												
602	**Freienfels**	**SteelScSr**	5633	✠100A1	Ham	*a* †	~~2,16~~ 11,17	1910 11mo	J.C.Teck-lenborg A.G. Geestemünde	Requisitioned by the Admiralty (Grahams&Co. *Mgrs*)	421·0 | 55·1 | 28·7 P60′B124′F51′ FK	**London** British	Q.4Cy.24¼″,34¾″,50¾″& 74½″–53½″ (*r*) 213lb *121lb* 517NHP	31 ″ 3	
139043		*ss*Ham.No.1–14	5323	~~11,17~~	Bom										
JLGB	*Elec.light* Wireless	2 *Dks(Stl–U teaks)*	3545	~~BS3,16~~ ✠LMC8,14 BS7,17				*Lloyd's*		*Interm WB = Cell D*	*ediate B Hd in fore Ba* 141′*uE* 24′*f* 183′	*hold dispensed with* 1225*t* *Tween dk ta*	*Cem* 6 *BH only nks a* 42′451*t*	3SB,*9cf*,*GS*161,*HS*6780 FD J.C.TecklenborgA.G.Gst. *f* 40′496*t FPT* 85*t APT* 50*t*	
603	**Freighter**	**SteelScK**	297	✠100A1	Nwc	*e*	~~3,14~~ 11,17	1910 10mo	Smith's Dock Co.Ld. Middlesbro'	"T" Stm.Coasters, Ld. (Robinson, Brown& Co. *Mgrs.*)	129·8 | 25·1 | 8·8 Q46′B8′F25′ FK	**Newcastle** British	C.2Cy.16″&34″–24″ (*s*) 130lb 63RHP	10 ″ 0 s ″ 8½	
127085	*W.Fittez* –13	*ss*Nwc.No.1–14	214	~~11,17~~								3 *BHCem*	1SB,*2pf*,*GS*35,*HS*1131	9 ″ 6	
HRVS	(*ex*Liscannor)	1 *Dk(Stl)*	106	~~BS3,16~~ ✠LMC8,14 BS7,17				*Lloyd's*		*WB = FPT* 63*t*		*APT* 15*t*	ShieldsEng.Co.Ld.N.Shl.		
	Well deck *Mchy.Aft*														
604	**Freikoll**	**SteelScSr**	1169					1900	Bergens Mek.Værks. Bergen	Kristiansunds Dpsk.Rederi (H. Schnitler, *Mgr.*)	230·9 | 34·3 | 13·6 Q126*t* B52*t* H17*t* F30*t*	**Xiansund** Norwegian	T.3Cy.16′,25″&42″–30″ 97NHP		N
	E.Getz	(*ex*Bjorn)	927									*WB*	BergensMek Værks Bergen		
HSBW		1 *Dk*	696												

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys. No. of Decks, &c.	3 Late Name if any.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. (✠ for Special Survey. Date of last Survey.)	6 Port of Survey.	7 Years Assigned / now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 Built. By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Dates of Last Trade Cert.
605 MBCG	**Freire de Andrade** *Master:* ~~*L.A.Reis* —12~~ *F.H.Pereira* –18	**SteelTwinScSr**	*249* *197* *131*	✠100A1 2,16	Lourenço	*d* M	2,16	1907 12mo	Earle's Co. Ld. Hull	Empreza do Limpopo A.Couto	125·0 P16′	25·1 B37′	9·1 F19′	Lourenço Marques Portuguese	C.4Cy.11″&25½″–16″ (*s*) 130lb *90lb* 53NHP 1SB,*2pf*,GS28,HS910	9 ″ 6	
	ss Lourenço Marques No.2–16			BS2,18 ✠LMC2,18									FK&BK2″				
	Elec.light 1*Dk*							*Lloyd's*	*SA&CP*	*WB=*	*FPT15t*	*APT10t*		*4BHCem*	Earle's Co.Ld.Hull		
606	**Freirecastro** *Kearney* –10	**SteelTwinScSr**	*297* *227*	✠ *For River purposes only*	Liv			1910 9mo	Lytham SB & E.Co.Ld. Lytham	F.Castro&Co.	145·0 B22′	28·1 F26′	7·6 FK	Para Brazilian	C.4Cy.12½″&28″–18″ 82NHP	8 ″ 0	
	Elec.light 1*Dk*(*Teak*) & *Promenade dk*(*Teak*)		*202*	9,10 ✠										5*BHCem*	1SB,*3pf*,GS50,HS1520 Lytham S.B.& E.Co.Ld.Lyt		
607	**Frej** *W.Bergstrom*85–~~17~~ ~~*W.Markland*88–13~~	**SteelScSr**	*555* *438*	✠100A1 10,15	Wasa	*h*	~~10,15~~ 5,18	1900 2mo	A.McMillan&Son.Ld. Dumbarton A&CP	Wasa-Nordsjö Angbåts Aktieb (Karl Kurtén, *Mgr.*)	170·0 B53′	26·0 F23′	13·3 BK5″	Wasa Russian	T.3Cy.15″,25″&40″–27″ (*s*) 160lb *70lb* 102NHP	14 ″ 0 s 1 ″ 7	
	ss Lbc.No.3–5,12 *ss* Wasa.No.1–15		*292*	BS5,13 ✠LMC10,18									*WB=FPT*	*4BHCem*	1SB,*3pf*,GS63,HS1800	12 ″ 11	
	(*ex* Vladimir) 1*Dk*(*Stl*)													*62t APT38t*	McKie & Baxter, Glasgow		
608 1815 HNLJ	— *G.Karlsen*16–16	**CompScSr**	207 168					1876	Oscrshmns Mek.Verks. Oscarshamn	H.J.Bäckström	99·9 B27′	21·9 H7*t*	10·2	Stockholm Swedish	C.2Cy.9″&19½″–15½″ 13NHP		
	1*Dk*		122												Oskarshamns M.V.Aktieb.		
609 3325 JKCS	**Freja** *O.Abrahamsson*13–13 ~~*J.H.Söderström* —15~~ (*ex* Harrogate) *ss* Sld.2nd No.3–3,07	**IronScSr**	1955 1575 1202	✠100A1 6,17 5,16 ✠LMC	Got Skm	*r*	~~2,15~~ 6,17	1883 8mo	Short Bros. Sunderland A&CP	Ångf.Aktieb. Pallas (Alex. Pedersen, *Mgr.*)	275·0 P28′	38·6 Q78′	20·5 B70′ F29′	Gothenbrg Swedish	C.2Cy.36″&67″–36″ (*b*) 65lb *80lb* NDB06 224NHP	22 ″ 1	
	Well deck *ss* Got.No.2–16			MS3,16 ~~BS5,15~~ 6,17									BK9½″	*5BHCem*	1DB.*6pf*,GS93		
	1*Dk*(*pt Irn*)2*tr B*												*WB=D*	*20t APT20t*	T.Richardson & Sons, Hpl.		
	Cargo battens not fitted			*Now named "Fragaria." See No. 34 in Supplement*													
610 1730 HSCM	— *G.A.Gustafsson*10–14 *Well deck* (*ex* Rievaulx Abbey, *ex* Ithaca)	**IronScSr** 1*Dk*2*tr B*	1070 798 606			...		1873	R Thompson, jun. Sunderland	Stockholm Rederiaktieb. Svea (Hj Blomberg, *Mg*)	217·4 P130′	30·3 H22*t*	16·6 F30′ BK8″	Stockholm Swedish *WB*	C.2Cy.27″&51″–33″ NB10 125NHP J.Dickinson, Sunderland	18 ″ 3	V
611 NKBL	— *J.T.Borch* *Elec.light*	**SteelTwinScSr** 1*Dk*&*Shaded*	895 618 354					1898	Burmeister & Wain Copenhagen	De Danske Statsbaner	220·0	31·5	12·9	Korsör Danish *WB*	T.6Cy.15″,25″&40″–24″ NB08 157NHP Burmeister & Wain, Cpn.		
612 NPBK	— *A.Jacobsen*17–17 ~~*S.P.Clausen* —15 *ss* Hamm.No.2–18~~ (*ex* Svanen, *ex* Ester) *Well deck*	**SteelScSr** 1*Dk*(*Stl*) *ss* Off.No.3–12,17	437 346 254	✠100A1 12,17 ~~11,15~~ ✠LMC12,17 MS11,12 ~~D9/11,16~~	Cpn Off	*g*	~~11,15~~ 12,17	1904 7mo	Thorskogs Mek.Verks. Thorskog *Lloyd's*	A/S Rederiet Quarto (V.Egenfeldt-Nielsen, *Mgr.*) *SA&CP*	149·5 Q49′	25·2 B33′	11·3 F20′ FK	Rödby Havn. Danish	C.2Cy.15½″&24⅜″–17½″ (*s*) 120lb *80lb* 32NHP 1SB,*2cf*,GS26,HS675 Thorskogs M.V.Thorskog	13 ″ 9 s 1 ″ 4 12 ″ 7	
										WB=CellD	*Ba31′f71′74t FPT*			*4BHCem* *15t APT12t*			
613 161 HMSN	— *Horst*	**CompScSr** 1*Dk*	143 — 61					1859	Motala Co. Motala	Russisch-Baltischer Bergungs-Verein	101·3	21·8	9·8	Reval Russian	C.2Cy.13″&28″–20″ 30NHP Motala Co., Motala		
614 2503 JFPB	— *J.E.Bengtsson*09–09 (*ex* Kalmarsund No.5)	**IronScSp** 1*Dk*	127 62 89					1877	Motala Co. Motala	Kungelfs Nya Angf.Aktieb.(J. Johansson, *Mgr.*)	91·6 Q25′	17·2 B42′	6·7 H10*t* F26′	Kungelf Swedish	C.2Cy.12″&25⅜″–19½″ NB05 24NHP Motala Co., Motala		
615 NTLV	**Frejr** *M.Mikkelsen*11–12 *Ref.Mchy.*	**IronScSr** 2*Dks*&*Hurdk*	499 413 269					1883	Lobnitz & Co. Renfrew	Det Forenede Dampskibs Selsk.	166·4 B13*t*	26·5	13·3 19·7	Odense Danish *WB*	C.2Cy.24″&44″–30″ NB85 88NHP Lobnitz&Co.,Renfrew		
616 NQPD	**Frem** *P.Sörensen*90–90	**Iron&SteelSc** (*Tug*)	115 107 23					1890	Motala Mek.Verk. Oscarshamn	Aalborg Byes Havn	89·6	19·1	10·4	Aalborg Danish	C.2Cy. NB02 Motala Mek.Verk.Oscarshn		
617 RQTB	**Fremantle** *C.Madsen*02–11 *Well deck* *Elec.light* Wireless	**SteelScSr** 2*Dks*(*Stl*)3*rd dk in No.1 hold only*	5872 5490 3719	✠ ~~——~~ 6,18 ✠	Ham	*b*†		1911 5mo	J.C.Tecklenborg A.G. Geestemünde	Deutsch-Austral. Dmpfsch.Ges. *WB=CellD*	450·8 P&B392′	57·2 F45′	27·0 FK 146′	Hamburg German *9BHCem*	T.3Cy.27⅛″,46⅛″&78¾″ –53″ 540NHP 4SB,*12cf*,GS236,HS10334 FD J.C.Tecklenborg A.G.Gst.	29 ″ 8	
										Ba	*uE&B71′f189′*			1453*t*			
618 93470 KPVL	**Fremona** *A.W.Melling* –14 Wireless	**SteelScSr** *ss* Shl.2nd No 3–3,13 *ss* Mlt.No.1–16 2*Dks*(1*Irn*&1*Stl*)&*Webframes*	3028 2766 1926	✠100A1 12,16 ✠LMC12,18	Mlt	*v*	N12,16	1887 12mo	Gourlay Bros.&Co. Dundee A&CP	Cairn Line of Stmships,Ld. (Cairns, Noble&Co. *Mgrs.*) *Ld.Mgrs WB=Cell*	328·0 P50′	42·2 B154′	25·9 F95′ BK10″	Dundee British	T.3Cy.26″,41″&66″–48″ (*s*) 160lb *90lb* NDB06 295NHP 2DB,*12cf*,GS155,HS4312	28 ″ 6 s 4 ″ 1 25 ″ 5	
										DB	*278′ 390t*	*FPT*		*30t APT37t*	Gourlay Bros.&Co.,Dundee		
619 137455 JLHC	**French Rose** *Well deck*	**SteelSc3MstSr** 1*Dk*(*Stl*)	465 308 223	✠100A1 5,15 ✠LMC6,15	Bwg	*g*		1915 5mo	NV Schpsw DeMerwede Hardinxveld *Lloyd's*	R.Hughes&Co. *SA&CP*	153·0 Q94′	25·1	10·9 FK *WB=*	Liverpool British *3BHCem* *FPT43t*	T.3Cy.13″,20′&33″–24″ (*s*) 180lb 75RHP 1SB,*3pf*,GS51,HS1364 W.Beardmore&Co.Ld.Gls.	11 ″ 11 s 4 ″ 6 11 ″ 7	
620 101802	**Frenchman** *G.Spence* –05 (*ex* Coquet)	**IronPadCtr** 1*Dk*	137 124 62			...		1892	J.P.Rennoldsn&Sons S.Shields	T.Gray&Co.Ld.	100·4 len.06	19·2	9·3 BK6″	Hull British	L.2Cy.25″–45″ NB15 45RHP J.P.Rennoldsn&Sns,S.Shl.	9 ″ 6	
621 137433 JKNF	**Fresco** 1*Dk*	**SteelSc**	74 66 —	✠100A1 *For towing purposes* 4,15 ✠LMC3,15	Bwg			1915 3mo	Scott& Sons Bowling *Lloyd's*	~~Eider, Dempster& Co.Ltd.~~ *SA&CP*	75·1	17·1	7·8 BK5″ *WB=*	Liverpool British *4BHCem* *APT5t*	C.2Cy.13″&28″–18″ (*s*) 140lb 42RHP 1SB,*2pf*,GS29,HS800 Gauldie,Gillespie&Co.Gls.	8 ″ 6 s ″ 9 8 ″ 6	
622 139077 JLSD	**Freshet** *J.H.Steel* –17 *Mchy.Aft* *Well deck*	**SteelSc4MstSr** 1*Dk*(*Stl*) *Now named "Doretta," See No. 14 in Supplement*	794 544 363	✠100A1 2,17 ✠LMC8,16	Shl	*k*	2,17	1915 8mo	R William-son&Son Workington *Lloyd's*	E.H.Sollas *SA&CP*	186·3 Q116′	29·4 B9′	12·4 F25′ FK *WB=CellDB*	London British *3BHCem* *f112′ 162t FPT*	T.3Cy.15½″,26″&44″–30″(*s*) 180lb *120lb* 95RHP 1SB,*3cf*,GS58,HS1972 Richardsons,Westgarth& Co.Ld.Mdb.	14 ″ 7 s ″ 8½ 14 ″ 1	
623 106022 PKTH	**Freshfield** *J.H.Goodwin* –16 (*ex* Clement, *ex* La Plata) Wireless *Ref.Mchy.* *Elec.light*	**SteelScSr** *ss* Liv. No.1–15 2*Dks*(1*pt Stl*-ws&*U Stl*-teak s)3*tr B*	3445 2939 2166	✠100A1 ~~5,17 11,16~~ ~~BS3,16~~ 5,17 ✠LMC2,18	N Yk	*v*	~~3,16~~ ~~5,17~~ 10,17	1896 8mo	R.Napier& Sons,Ld. Glasgow	R.Lawrence Smith Ld. *SA&CP* *WB=CellD*	345·7 P30′ *Ba68′uE&*	44·1 B96′	24·6 F42′ BK9″ *B74′f140′560t FPT*	Montreal British *8BHCem* 43*t APT14t*	T.3Cy.26″,39″&70″–54″ (*s*) 180lb *180lb* 441NHP 3SB,*9cf*,GS173,HS6000 FD R.Napier&Sons,Ld.Gls.	27 ″ 3 s ″ 4 23 ″ 1	
624																	

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Matériaux, Grément, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Ferme assignée maintenant expire. Lettre d'Enlèvement	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP= Force en chevaux d'après les formules de la Société. RHP= Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Inscriptions où cotés ci-contre sont dans le Lloyd's Register Book
625 139079 JMFS	**Freshwater** *J.J.Kerr* 15–15 (*ex* Tina, *ex* Perm. 1 *Dk*) (*ex* Sungari, *ex* Tiberius) Wireless	SteelScSr *ss* Liv. No. 3–1,16 *Stl*) & *Spar dk* (*Stl*) & *Web frames*	4238 4109 2790	✠ 100 A1 *Spar dk* 1,18 1,16 ✠ LMC 1,18 BS 5,17 5,18	Cff	*x*	N 11,16	1903 11mo	Nthmblnd S.B.Co.Ltd Newcastle A&CP	Sefton S.S.Co.Ltd. (H.E.Moss & Co. *Mgrs.*) *WB* = *Cell D Ba*	360·6 P 30′ 118′ *u*	48·0 B 92′ *E*	20·2 F 32′ & *B* 42′	London British 6 *BHCem* 857 *t*	T.3Cy.26″,42″ & 72″–48″ (*s*) 180lb 400 NHP 3SB, 9*cf*, GS 171, HS 6340 Richardsons, Westgarth & Co.Ld.Sld.	30 ″ 10 s 6 ″ 3½ 24 ″ 11	
626 899 HBGN	**Fresia** *F. Carrasco* 13–13 (*ex* Antofagasta, *ex* Ercilla, *ex* Presidente Bulnes, *Well deck* *ex* Raphael)	IronScSr 1 *Dk* 2 *tr B*	1753 1491 1205			…		1885	J.L Thompson & Sons Sunderland	R.W.James & Co.	271·4 P 38′ 118′	36·1 Q 68′ *f*	20·5 B 68′ F 30′ BK 9½″	Valparaiso Chilian *WB*	C.2Cy.34″ & 63″–36″ 198 NHP T.Richardson & Sons, Hpl.	21 ″ 9	
627 JTSF	**Frey** *Johannesen* –17	SteelScSr *ss* Bgn. No. 3–9,05 *ss* Shl. No. 2–14 1 *Dk* (*pt Stl pt Irn*) 2 *tr B* & *Web frames* & *pt Awng dk* (*Irn*)	3015 2273 1948	✠ 100 A1 *pt Awng dk with freeboard* 1,17 BS 10,17 ✠ LMC 6,14	NYk	*u*	11,15 11.17	1893 2mo	Ropner & Son Stockton A&CP	Akties. Jacob R. Olsen Rederiaktieb. "Frey" (N.O. Olsen *Mgr.*)	321·6 P 25′ *pt Awng dk* 183′	41·6 Q 114′ *WB* = *Cell D B* 250′	20·5 BK 10″	Christiania Bergen Norwegian 5 *BHCem* 561 *t*	T.3Cy.23½″,38½″ & 61½″–39″ 160lb *100lb* (*s*) 235 NHP NDB 09 2SB, *10pf*, GS 95, HS 3520 Blair & Co. (Lim.), Stockton	24 ″ 0 s 8 ″ 7 23 ″ 2	
628 5246 JSKR	— *H.G.Lindhé* 06–11 *Elec.light* *Well deck*	SteelScSr 1 *Dk*	1102 864 595					1911	Oskrshmns M.V.Aktieb. Oskarshamn	Stockholms Rederiaktieb. Svea (Hj Blomberg *Mgr*)	223·1 P 18′ H 90 *t*	35·3 Q 59′ F 27′	13·3 B 106′	Stockholm Swedish *WB*	T.3Cy.17½″,29″ & 48″–30″ 126 NHP Oskarshamns M.V.Aktieb.		V
629 JRPK	— *S.Oiehaug* –00	WoodScSr 1 *Dk*	290 210 164			…		1873	J Bonnesen Malmö	C.E.Rönneberg & Sönner	131·1 Q 15 *t*	25·3 B 61 *t*	11·2	Aalesund Norwegian	C.4Cy.12″ & 24″–18″ NB 10 41 NHP Burmeister & Wain, Cpn.		
630 128724 VJQS	— *H.Monsen* (*Whaler*)	SteelScK 1 *Dk*	129 124 44					1908	Framnes Mek.Værks. Sandefjord	Shepstone Whaling & Fishing Co. Ld.	95·3 P 18′ 4 H 90 *t*	18·4 Q 59′ F 27′	11·2 B 106′	Cape Town British	T.3Cy.11″,18″ & 29″–21″ 52 RHP G.T.Grey, South Shields		N
631 JSKR	**Freya** *A. Macdonald* 78–04 *Elec.light*	SteelScSr 1 *Dk*	280 242 60			…		1904	Hall, Russell & Co. Ld. Aberdeen	Fishery Board for Scotland	138·0 Q 29′	24·1	12·2 BK 7″	British *WB*	T.3Cy.13″,21½″ & 35″–24″ 83 RHP Hall, Russell & Co. Ld. Abn.	13 ″ 0	
632 KRQJ	— *F.Brockema* *Elec.light*	SteelSc (*Trawler*) 1 *Dk*	256 211 88					1908	J. Frerichs & Co. A.G. Einswarden	Kohlenberg & Putz Seefischerei Akt. Ges.	132·2 Q 74′ F 17′	23·1	10·1	Gstemnde German *WB*	T3Cy.12¾″,19⅛″ & 32⅛″-23½″ 51 NHP J.Frerichs & Co.A.G.		G
633 LMVK	— *M.Hansen* 90–11	SteelPad 1 *Dk*	149 127 61					1904	Schiffsw (v. J.&Sch.) A.G. Hamburg	Sylter Dmpfsfhrt. Ges.A.G.	116·3	19·5	6·8	Munkmarsch German	C.2Cy.13¾″ & 27¼″–26″ 32 NHP Schwft. (v J&Sch) AG Ham		
634 140380 JBNP ~~HBQR~~	**Fri** ~~*O.Walther*~~	SteelScSr 1 *Dk*	925 744 558			…		1901	Fredrkstad Mek.Værks. Fredrikstad	The Shipping Controller (E P Atkinson & Sons, *Mgrs.*)	209·5 Q 56 *t* H 53 *t* F 33 *t*	32·1	13·3	~~Fdrikstad~~ Norwegian London British *WB*	T.3Cy.14½″,24″ & 39″–27″ 79 NHP Fredrikstad M.V.Frdstad		N
635 LBJW	**Frida** *D.Langhinrichs*	SteelScSr 1 *Dk*	184 151 103					1902	Howaldtswerke Kiel	Sartori & Berger	102·9 P 33′ F 13′	21·1	10·8	Kiel German *WB*	C.2Cy.11⅞″ & 20¾″–13½″ 13 NHP Howaldtswerke, Kiel		G
636 Sunk (War Loss) JSCM	**Fridland** *O.E.Svensson* 94–10 *Elec.light*	SteelScSr *ss* ~~Shl. No. 1–14~~ *ss* Mmo. No. 3–1,17 1 *Dk* (*Stl*) *Cell Sides & Wing tanks*	4960 4668 2737	✠ ~~100 A1~~ ~~1,17 9,15~~ 11,17 ~~Mmo~~ ~~✠ LMC 9,14~~ ~~2,17~~	Rot	*y*	~~9,15~~ 4,17	1910 9mo	W.Gray & Co.Ld. W Hartlepool *Lloyd's SA & CP*	Ångf.Aktieb. Tirfing (Axel Brostrom & Son, *Mgrs.*) *B* = *Cell D B a* 134′ *Cell Sides & Wing tanks*	400·0 P 29′ *u*	52·8 B 226′ *E* 26″ 247′	26·0 F 44′ *f* 175′ 1136 *t* 1390 *t* *F P T* 127 *t*	Gothenbrg Swedish 6 *BHCem* *D Ta* 41′300 *t* *A P T* 137 *t*	T.3Cy.27½″ 43½″ & 73″–48″ (*s*) 180lb 497 NHP 2SB (FD) & 1 Aux SB, 8*cf*, GS 179, HS 7432 Cen.Mar.Eng.Wrks.W Hpl	28 ″ 6 s 4 ″ 10½ 24 ″ 0	
637 MDPW	**Fridtjof Nansen** *Kr. Andersen* (*ex* Cilurnum) 2 *Dks* (1 *Irn* 1 *tr B*)	IronScSr *ss* Xia. 2nd No. 3–10,07 *ss* Xia. No. 2–16	2190 1992 1325	✠ 100 A1 9,16 ✠ LMC 9,16	Xia	*s*	9,16	1881 8mo	C.S.Swan & Hunter Newcastle *Lloyd's SA & CP*	Sandefjords Hvalfangerselsk. (P.Bogen) *WB* = *D Ba* 90′ *f* 70′ & *u E* & *B* 36′ 426 *t*	295·8 P 28′ 90′	36·2 B 67′ F 29′	24·6 BK 10″	Sandefjrd Norwegian 5 *BHCem* *D Ta* 41′300 *t* *A P T* 137 *t*	C.2Cy.28″ & 64″–42″ (*s*) 75lb *80lb* NDB 97 221 NHP 2SB, 6*pf*, GS 112, HS 4000 R.& W.Hawthorn, Nwc.	26 ″ 0	
638 210837 LQRT	**Frieda** *R.Blaustein* *Elec.light* Sub.Sig. *Mchy.Aft*	SteelSc2MstSr *ss* NYK. No. 1–17 1 *Dk* (*Stl*) *Cantilever framed topside tanks*	~~2993~~ 2459 ~~1633~~ 1901	✠ 100 A1 ~~2,16~~ 2,16 9,17 ✠ LMC ~~2,16~~ *Fitted for oil & fuel* 2,13	NYk	*u*	~~9,15~~ 8,17 *F.P.a*	1913 2mo	Fore River S.B.Co. Quincy, Mass.	Union Sulphur Co. *WB* = *Cell D Ba* 6 *t* *A P T* 62 *t* *Topside tanks*	~~200·6~~ P 80′ B 25′ 348′ 7	45·1 F 39′ len 17	25·4 FK 166·5 05 *t*	New York Utd. States 6 *BHCem* *Transverse topside tanks*	T.3Cy.22½″,39″ & 63″–48″ (*s*) 190lb 372 NHP 2SB, 6*cf*, GS 120, HS 5277 FD Fore River S.B.Co. Quincy 223 *t*	28 ″ 0	
639 NSHR	— *Bonn* –15 *Well deck* *T.V.J.Schiødt* –17	~~ss~~ Els. 2nd No. 3–5,17 ~~*ss* Hpl. No. 3–10,00~~ ~~*ss* Ray. No. 3–10~~ 1 *Dk* (*Irn*) & *Web frames*	2031 1372 1270	✠ 100 A1 ~~5,17 5,16 5,17~~ 5,18 ✠ LMC 5,16 BS ~~5,17~~	Els Bry	*r*	~~5,16~~ ~~6,17~~ 9,17 5,18	1890 12mo	W Gray & Co.(Lim.) W Hartlepool A&CP	~~Dmpsclek Trafic~~ (P.L.Fisker, *Mgr.*) (D/S A/S "Senta") (L.R.Schmith, *Mgr.*) *WB* = *D Ba* 88′	275·0 P 27′ F 28′	37·2 Q 86′ B 106′	20·0 BK 9½″	Copnhagn Danish 4 *BHCem* 477 *t*	T.3Cy.21½″,34″ & 57″–39″ (*s*) 160lb *100lb* NDB 12 207 NHP 2SB, 6*cf*, GS 82, HS 3180 Central Mrne E Wks W Hpl	21 ″ 10 s 1 ″ 7 21 ″ 2	
640 JFNK	— *O.Brüske* 12–12 (*ex* Franz Lansert) *Elec.light*	SteelScSr 1 *Dk*	513 395 299					1899	Nüscke & Co. Grabow	F.W.Koepke	168·4 Q 56′	25·7 B 43′	12·5 F 21′	Stlpmünde German *WB*	C.2Cy.17¾″ & 30¾″–19¾″ "Kette" Deutsche 35 NHP Elbsch.Ges.Uebigau		G
641 MDWG	**Frieda Fahrenheim** *G.Rützfeldt* 12–13 (*ex* Regnator. *ex* Rendsburg) *Elec.light*	SteelScSr 1 *Dk* & *deep framing*	2072 1786 1278					1906	Eiderwerft Akt.Ges. Tönning	A.Fahrenheim	273·3 Q *aft* 15 *t* F 32 *t*	39·6 Q 88 *t*	19·8 H 73 *t*	Rostock German *WB*	T.3Cy.18½″,30¾″ & 49½″–33½″ 140 NHP Eiderwerft A.G. Tönning		G
642 RVDG	**Frieda Leonhardt** (*ex* Burbo Bank) Sub Sig.	SteelScSr ~~*ss* Liv. No. 3–9,09~~ *ss* Shl. No. 1–14 1 *Dk* (*pt Irn* & *pt Stl*) *deep framing* & *Web frames*	2789 ~~2610~~ 1731	✠ ~~10,16~~ ✠	Ham	*u*		1902 6mo	J.Blumer & Co. Sunderland	Leonhardt & Blumberg *WB* = *Cell D Ba* 108	319·7 P 28′ *u E* & *B* 42′ *f* 124′ 802 *t*	46·0 B 91′ F 31′	21·2 FK	Hamburg German 5 *BHCem* *A P T* 110 *t*	T.3Cy.23″,38″ & 63″–42″ 276 NHP 2SB, 8*cf*, GS 117, HS 4190 J.Dickinson & Sons, Ld. Sld	23 ″ 9	
643 RHJK	**Frieda Woermann** *A.Wulff* 03–09 (*ex* Adolph Woermann, *ex* Belgrano) *Elec.light*	SteelScSr 2 *Dks*	2523 ~~2127~~ 1569	"Macapá," *See No. 66 in Supplement*				1888	Reiherst'g Schiffsw. Hamburg	Woermann Linie Akt.Ges.	322·4 P 88′	40·0 D 78′	22·2 F 54′	Hamburg German	T.3Cy.25″,40½″ & 65″–42″ 274 NHP Reiherst. Maschinenf. Ham		G
644 NJVS	**Friedeburg** (*ex* Oldambt) (*See Sailing Ship Register*)	SteelAuxSc3MstSr *Oil Eng.* *Mchy.Aft* 1 *Dk* (*Stl*)	211 174 146	✠ ~~10,16~~ ✠	Bmn			1912 3mo	E.J.Smit & Zoon Westerbroek	C.J.Klingenberg & Co.	115·6 Q 25′	23·6 BK 8″ *WB* = *F P T*	9·8	Bremen German 3 *BHCem* 30 *t* *A P T* 18 *t*	Oil Engines 2S.C.SA 2Cy.12 ¾″–13″ E.J.Smit & Zoon, Hoogezand	10 ″ 6	
645 119802 HDNG	**Friederike** *J.R.Rae* –14 1 *Dk* (*pt Irn* & *pt Stl*) 2 *tr B* & *deep framing* 3 *Dk rule*	SteelScSr *ss* Nwc. No. 2–14	3574 3335 2297	✠ 100 A1 0,14 ✠ LMC BS 6,13 MS 10,13	Cff	*w*	10,13	1905 9mo	Tyne I.S.B. Co.Ld. Newcastle *Lloyd's SA & CP*	Rahtkens Shipping Co Ld (F.Rahtkens & Co. *Mgrs.*) *WB* = *Cell D Ba*	350·0 P 35′ 116′ *u E* 22′ *f* 150′ 862 *t*	49·5 B 208′ F 36′	23·3 FK	Middlsbro' British 6 *BHCem* *A P T* 138 *t*	T.3Cy.24½″,41″ & 67″–45″ (*o*) 180lb *100lb* 322 NHP 2SB, 8*rf*, GS 132, HS 4911 J.Dickinson & Sons, Ld. Sld.	25 ″ 10 s 3 ″ 5 22 ″ 9	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned / now xpired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 Built. By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of Roll of Trade Cert.
646 JHSK	**Friedland** Steel Sc *Huret-Sauvage* –11 (*Trawler*) 1 *Dk*	256 242 102					1906	Bonn& Mees Rotterdam	Huret-Sauvage	135·5	21·7	12·5	Boulogne French *WB*	T.3Cy.13″,21½″&35″–24″ 60NHP Alblasserdam.Msch.Fab.		V
647 MDRV	**Friedrich Carow** Steel Sc Sr *Fr.Suhr* –08 *Elec.light* 1 *Dk*	873 720 538					1903	Act.Ges. "Neptun" Rostock	Aug.Cords	210·9	32·0	13·1 Q65′B57′F26′	Rostock German *WB*	T.3Cy.14⅜″,24⅜″&38⅝″–26¾″ 77NHP A.G."Neptun,"Rostock		G
648 QGHR	**Friedrich der Grosse** Steel Twin *R.Pesch* Sub.Sig. Wireless Sc Sr *Ref.Mchy. Elec.light* 4 *Dks*	10771 8807 6585					1896	Act.Ges. "Vulcan" Stettin	Norddeutscher Lloyd	523·0	60·1	34·8 P82′B262′F66′	Bremen German *WB*	Q.8Cy.25¼″,38¼″,52⅜″,&75½″–55″ 845NHP A.G."Vulcan,"Stettin		G
649 MDSC	**Friedrich Franz IV.** Steel Pad *M.Jantzen*94–03 (*Ferry*) *Elec.light* Sub.Sig. 2 *Dks*	1746 1555 696					1902	F.Schichau Elbing	Grossherz.Mecklenb.Gen.Eisenbahn Direction	338·6	35·6	18·8 B92′F37′ len06	Rostock German	T.3Cy.31½″,52″&78¾″–63″ 492NHP F.Schichau,Elbing		G
650 QKCD	**Friedrich Ludwig** Steel Sc *G.Schädde*13–12 (*Trawler*) 1 *Dk*	205 168 64					1911	G.Seebeck Akt.Ges. Geestemünde	"DieSee"Fisch. Ges.m.b.H.	118·7	22·1	8·5 Q60′F21′	Gstemnde German *WB*	T.3Cy.10⅝″,17 9/16″&28 7/16″–21 5/16″ 39NHP G.Seebeck A.G.Gst.		G
651 QJTR	**Friedrich Schröder** Steel Sc Sr *D.Jelden* ss Ant.No.3–5,10 (*ex* Britta, *ex* City of Liverpool) 1 *Dk*	264 222 30	✠ — 11,15 *For fishing purposes*	Bmn	*e*		1898 4mo	Mackie& Thomson Glasgow	Deutsche Hochseefischerei Ges. Bolte&Steenken, G.m.b.H.	140·5	23·5	10·0 Q61′F23′ BK 7½″ *WB*	Brmrhavn German 3 *BHCem* = *FPT* 22 *t*	T.3Cy.13″,22″&35″–27″ 76NHP 1SB,*3cf*,GS51,HS1270 Muir&Houston,Ld.Gls.	11 ″ 2	
652 LBNT	**Friedrichsort** Steel Sc *Joh.Rudolfsen*07–12 *Elec.light* 1 *Dk*	111 93 25					1907	Gebr.Sachsenberg Köln Deutz	Hafenrundfahrt A.G.	84·4	21·4	8·9 H—	Kiel German	C.2Cy.11¼″&20 1/16″–14 3/16″ 12NHP Gebr.Sachsenberg,Kln Dtz		G
653 HDNW	**Frierfjord** Steel Sc Sr *E.Henschien*15–15 (*ex* Tresfond, *ex* May, *ex* Salamanca) 1 *Dk&pt Awng dk*	939 603 573					1897	Akers Mek Værks. Christiania	Den Norske Amerikalinje Akties.	201·2	30·2	12·5 Q62*t*H51*t*F217*t*	Chrstiania Norwegian *WB*	T.3Cy.15¼″,25″&40½″–30″ 90NHP Akers.Mek.Verks.Xia.		N
654 NJWL	**Friesenland** Steel Aux Sc 3 Mst Sr *Oil Eng.* *Mchy.Aft* 1 *Dk* (*See Sailing Ship Register*)	280 256 200					1913	C.Lühring Hammelwarden	C.J.Klingenberg &Co.	133·6	25·2	9·9 Q26′H6′	Bremen German *WB*	Oil Engines 2S.C.SA 2Cy.13⅛″–13⅜″ Deutsche Kromhout Motoren Werke,Brake		G
655 ~~NRWL~~ JSRW	**Friesland** Steel Sc Sr ~~Wielemaa~~ ss Rot.No.1–13 *Well deck* 1 *Dk*(*Stl*)	686 513 333	✠100A1 5,15 ~~Examined 5,13~~ BS1,17	Rot ~~2,13~~ LMC1,13	*j* ~~1,13~~	~~5,15~~ 6,17 2,18	1908 5mo *Lloyd's*	Van Vliet &Co. Hardinxveld *SA&CP*	The Shipping Controller(G.B. Wadsworth&Sns.*Mgrs* *WB*=*Cell D*	183·0 Q92′B15′F21′ FK *Ba*37′*f*75′139*t FPT*	29·0	11·8 4 *BHCem* 48*t APT* 18*t*	London British	T.3Cy.15″,25 3/16″&41″–27″(*s*) 180lb *100lb* 110NHP 1SB,*3cf*,GS50,HS1915 N.E.Marine Eng.Co.Ld.Sld.	14 ″ 0 s 1 ″ 0 13 ″ 3	
656 —	— Steel Sc (*Tug*) 1 *Dk*	269 196 7					1914	Jonker& Stans Hendrik Ido Ambacht		116·0	25·0	11·3 B31′F12′	Russian	T.3Cy.15″,24″&40″–24″ 78NHP Maschinenfab.Bolnes, Bolnes		V
657 110904 HQLV	— Steel Sc K *G.A.Ridley* –13 ss Gms.No.3–9,11 (*ex* Balmoral Castle) 1 *Dk*	268 241 121	✠100A1 *Stm Trawler* 11,14 LMC9,11 NB11,07 BS11,14	Gm		6,13	1899 8mo	Dundee S.B.Co.Ld. Dundee A&CP	~~H.Burns~~ Zaree Stm Fishing Co.Ld (H.Burns,*Mgr.*)	125·0 Q69′F19′ BK 7½″	22·1	11·2 5 *BHCem*	Grimsby British	T.3Cy.12½″,23″&37″–24″(*s*) 200lb 80RHP 1SB,*2cf*,GS40,HS1384 Cooper&Greig,Dundee		
658 2415 HTQM	**Frigg** Steel Sc Sr *P.Söderberg*13–13 (*ex* Amerika) 1 *Dk*	398 308 226					1889	Bergsunds Mek.Værks. Stockholm	Stockholms Rederiaktieb.Svea (Hj Blomberg *Mgr*)	140·8	24·5	10·3 Q49′B35′H10*t*F12′	Stockholm Swedish *WB*	T.3Cy.10¾″,17″&28¼″–23½″ 39NHP BergsundsM.V.Stockholm		V
659 KRQG	— Steel Sc *O.Schoon*08–13 (*Trawler*) *Elec.light* 1 *Dk*	251 208 76					1908	G.Seebeck Akt.Ges. Bremerhaven	Kohlenberg& Putz.Seefischerei Akt.Ges.	131·8	23·0	9·2 Q76′F17′	Gstemnde German *WB*	T.3Cy.12″,19¼″&31½″–23⅝″ 48NHP G.Seebeck A.G.Bremerhvn.		G
660 MFJR	— Steel Sc Sr *H.Hansen* (*Whaler*) 1 *Dk*	128 124 43					1908	Framnes Mek.Værks Sandefjord	AS.Dominion Whaling.Ld. (T.Dannevik&Co. *Mgrs.*)	95·3	18·4	11·2	Sandefjrd Norwegian	T.3Cy.11″,18″&29″–21″ 39NHP G.T.Grey,South Shields		N
661 JPDN	**Frigga** Steel Sc Sr *S.Steen* 1 *Dk*	1046 818 646					1900	Laxevaags Msk.&Jrnskb Laxevaags	Akties Inger (J.Kjöde,Akties. *Mgrs.*)	225·8	32·2	13·3 Q125*t*B48*t*H19*t* F35*t*	Bergen Norwegian *WB*	T.3Cy.15½″,25½″&42″–30″ 97NHP Laxevaags Msk&Jrns.Bgn.		N
662 NSBC	**Frisia** Steel Twin Sc Sr *R.H.Wytima* –16 ss Ams.No.1–14 2 *Dks*(*Stl*–ws)&*deep framing* *Elec.light Shelter dk*(*Stl*–teak s) Sub.Sig. Wireless *Ref.Mchy.*	7442 6066 4608	✠100A1 *Shelter dk* *with freeboard* 10,16 ~~BS7,16~~ LMC4,13	Ams	*b*†	12,15 8,17 ~~10,17~~	1909 7mo *Lloyd's*	Kon.Maats de Schelde Flushing	Koninklijke Hollandsche Lloyd	421·0 P54′B170′F67′ FK *WB*=*Cell DB*	54·1	34·3 *a* 79′*u*E73′*f*	Amstrdam Dutch 7 *BHCem*	T.6Cy.23½″,39½″&66″–48″(*s*) 200lb *100lb* FD 870NHP 3DB,*18cf*,GS351,HS12600 Maats.deSchelde,Flushing 165′836*t FPT*149*t APT*116*t*	37 ″ 6 s 10 ″ 10 27 ″ 2	
663 NHSD	— Steel Sc Sr *C.E.Larsen*15–16 ss Cpn.2nd No.3–9,12 (*ex* Kathleen) *Well deck* 1 *Dk*(*Irn*) 2 *tr B*	1707 1333 1056	✠100A1 11,15 ~~BS10,16~~ ~~LMC9,13~~	Cpn	*q*	10,16	1888 6mo	Osbourne, Graham&Co. Sunderland A&CP	Akties.Det.Dansk. Norske Dampskibs (R.A Robbert *Mgr*) *WB*=*Cell*	258·0 P33′Q62′B62′F36′ FK *DBa*76′*u*E16′*f*104′	37·0	16·9 4 *BHCem* 335*t APT* 35*t*	Copenhgn Danish	T.3Cy.20″,33″&54″–36″(*o*) 150lb *70lb* 164NHP 2SB,*4cf*,GS81,HS2403 G.Clark,Sunderland	19 ″ 3 ~~s 1 ″ 6~~ ~~17 ″ 10~~	
664 5056 JRQG	— Steel Sc Sr *J.A.Andersson*15–14 ss Got.No.1–12 (*ex* Karlsborg) 1 *Dk*(*Stl*)&*deep framing*	1063 874 617	✠100A1 6,16 LMC8,17 ~~MS4,13~~ ~~BS8,16~~	Got	*n*	3,16	1909 7mo *Lloyd's*	Bergens Mek.Værks. Bergen	Rederiaktieb. Svenska Lloyd (H.Metcalfe, *Mgr.*) *WB*=*Cell D Ba*69′*u*E13′*f*88′209*t FPT*	222·8 P16′B62′H92*t*F24′ FK	35·0	13·5 4 *BHCem* 77*t APT* 29*t*	Gothenbrg Swedish	T.3Cy.17″,26½″&46″–30″(*s*) 180lb 139NHP 2SB,*4cf*,GS65,HS2317 Bergens Mek Værks Bergen	15 ″ 10 s 1 ″ 11 14 ″ 2	
665 114421	— Steel Sc Sr *E.A.Stewart* –13 1 *Dk*	153 123 100					1896	Schömer& Jensen Tonning	British Portland Cement Manufacturers,Ld.	96·0	21·0	8·0	Newcastle British *WB*	C.2Cy.5½″&11″–4¾″ 8RHP Mentz&Hambrock Ottnsn.		
666 LMQK	— Steel Pad *C.Christiansen*03–04 1 *Dk*	150 127 62					1900	Schiffsw(v. J&Sch.)A.G. Hamburg	Sylter Dmpfsfahrt. Ges.A.G.	124·1	18·5	6·7	Munkmarsch German	C.2Cy.13 13/16″&27 15/16″–26″ 31NHP Schwft.(vJ&Sch)AG Ham.		
667																

Sunk by collision 10,17

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Grément, etc. / Capitaine. / Visites Périodiques.	3 Ex-nom, s'il y a lieu. / Nombres des Ponts.	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant a spécifié. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. pc.	15 Registres on coté, si ce n'est dans le L. R. Durée Cert. If offtrade.
668 KJRL	**Frisia I.** *D.Wedermann*08–09	**SteelSc** (*ex*DenBommel) 1*Dk*	168 154 60					1903	P.Boele,Pz. Slikkerveer	**NeueDampfsch. Rhed.Frisia**	132·5 H36′ | 19·9 | 8·6	**Norderney** German	T.3Cy.11″,18$\frac{2}{10}$″&28$\frac{3}{4}$″–14″ Arnhemsche Stoomsleephelling Maats. 30NHP		
669 KJRH	**Frisia II.** *A.Theesen*09–09 (*ex*Burgem.Jonkh.Coenen) 1*Dk*	**Steel&IronTwinSc**	123 101 50					1896	..... Rotterdam	**NeueDampfsch. Rhed.Frisia**	120·1 Q32′ | 16·8 | 6·8	**Norderney** German	C.4Cy.8$\frac{7}{10}$″&15$\frac{7}{10}$″–9$\frac{7}{10}$″ H.Ritter,Rotterdam 13NHP		
670 KJSW	**Frisia III.** *U.Rass*07–08 *Elec.light*	**SteelTwinSc** 2*Dks*	243 194 80					1908	Machnf. Delftshaven Rotterdam	**NeueDampfsch. Rhed.Frisia**	141·0 H79′ | 22·1 | 8·4	**Norderney** German	T.6Cy.10$\frac{1}{2}$″,15$\frac{1}{2}$″&25$\frac{3}{4}$″–12″ Machnf.Delftshaven,Rot. 46NHP		G
671 KJQG	**Frisia IV.** *S.Saathoff*09–09 *Elec.light*	**SteelPadSr** (*ex*Hohenzollern) 1*Dk*	274 225 89					1906	Gebr.Sachs enbrg Gm.bH Rosslau a.E.	**NeueDampfsch. Rhed.Frisia**	167·7 | 22·0 | 8·4	**Norderney** German	C.2Cy.22″&41$\frac{7}{10}$″–41$\frac{7}{10}$″ Gebr.Sachsenberg G.m.bH 93NHP		G
672 437 HSRM	**Frithiof** *Jönsson* –16	**SteelScSr** (*ex*Rurik) 1*Dk&Awngdk*	439 237 232					1886	O.A.Brodin Gefle	**N.A.Nihlen**	145·1 H14*t* len92 | 22·2 | 8·1 15·2	**Landskrna** Swedish	C.2Cy.17$\frac{3}{4}$″&37$\frac{1}{2}$″–23$\frac{1}{2}$″ Atlas Mek.Verks.,Skm. 57NHP		V
673 HMDC	**Frithjof** *J.Christensen* *Elec.light*	**SteelScSr** *ss*HKg.No.3–1,15 1*Dk(Stl)&Spar dk(Stl–ws)&deep framing*	1389 1308 891	✠100A1 *Spar dk withfreeboard* 5,17 ~~10,15~~ BS8,16 ✠LMC1,15	HKg Liv	*o*	8,16	1902 2mo	Selby Co.Ld. Selby	**Acties.Frithjof (Alf.Monsen)** *WB=Cell DBa58′*	231·1 *uE19′f92′169t FPT* | 35·1 | 12·5 19·5 FK	**Tönsberg** Norwegian	T.3Cy.11″,18″&29″–21″ 2SB.4*cf*,GS55,HS1880 C.D.Holmes&Co.Hull 39NHP	21 ″ 9 s4 ″ 6½ 17 ″ 7	
674	—	**SteelScSp** (*Whaler*) 1*Dk*	117 115 42					1907	Framnes Mek.Værks. Sandefjord		92·0 | 18·1 | 11·1		T.3Cy.11″,18″&29″–21″ G.T.Grey,SouthShields 39NHP		
675 MHJW	— *J.M.Alexandersen* (*See Sailing Ship Register*)	**WoodAuxScSr** *Stm.Eng.*	106 102 57					1906	H.Gravdal Opsanger	**G.Robertson**	92·4 | 22·2 | 10·0	**Hammrfst** Norwegian	C.2Cy.7$\frac{1}{2}$″&17″–12″ Harstad M.V.Harstad 8NHP		N
676 ~~WLVM~~ MRDQ	**Frithjof Eide** *A.Anestad* –16 (*ex*Troja,*ex*Ostergotland, *ex*Dos deAbril, *ex*Ostergötland)	**SteelScSr** ~~*ss*Skm.No.2–12~~ 1*Dk(Stl)* *deep framing* *ss*Bgn.No.3–10,17	1207 978 727	✠100A1 10,17 ~~Lon~~ ~~Mdb~~ BS8,15 ✠LMC5,15 10,17 ~~BS8,15~~	Bly Bgn	*n*	~~8,15~~ 10,17	1904 3mo	Howaldts-werke Kiel	**Akties.Dmpsk. Frithjof Eide (B. Pedersen&Son, Mgrs.) Cell DBa**	~~225·0~~ Q12′B60′F26′ 226·6 *uE12′f100′320t* | 34·6 | ~~15·0~~ 15·6 FK	**Haugesnd** Norwegian	T.3Cy.16$\frac{1}{2}$″,27$\frac{1}{2}$″&43$\frac{1}{2}$″–24$\frac{1}{2}$″ 178lb (*s*) 117NHP 2SB.4*cf*,GS64,HS1785 Howaldtswerke,Kiel	18 ″ 1	
								1900 8mo	Hall,Russell&Co.Ld. Aberdeen	**Ångf.Aktieb.Thule (H.Metcalfe, Mgr.) WB=Cell D B a 73′ f**	250·0 Q86′B100′F27′ 98′ 290*t APT* 80*t* | 36·2 | 15·1 FK	**Gothenbrg** Swedish	T.3Cy.18″,29″&48″–36″ (*a*) 165lb *80lb* 147NHP 2SB.4*rf*,GS79,HS2292 Hall,Russell&Co.Ld.Abn.	16 ″ 1 s 1 ″ 0 15 ″ 4	
677 4645 JQFN	**Fritiof** *M.W.Ekström*10–10 (*ex*Gilcomston) *Well deck*	~~*GM.Lundqvist*10–17~~ *ss*Got.No.1–15 1*Dk(Stl)&deep framing*	1395 1012 840	✠100A1 7,17 ~~7,16~~ BS7,17 ~~BS6,16~~ ✠LMC5,15	Got	*o*	5,15 7,17	1905	Farnham, Boyd&Co.Ld. Shanghai	**Netherlands Harbour Works Co.** *WB=Cell DBa73′f*	96·0 *98′ 290t APT 80t* | 20·1 | 11·0	**Shanghai** Dutch	C.2Cy.16″&36″–24″ Farnham,Boyd&Co.Ld.Shi 53NHP		
678	**Frits**	**SteelSc** (*ex*ShunFung) 1*Dk*	*159* *134* *26*												
679 QGBP	**Fritz Baum** *Dreesen* (*ex*Spiekeroog)	**SteelSc** (*Trawler*) 1*Dk*	144 130 50					1895	Rickmers Akt.Ges. Geestemünde	**Hansa-Molkerei FritzBaum**	110·2 H23′ len01 | 20·0 | 9·9	**Stettin** German	T.3Cy.10$\frac{3}{4}$″,16$\frac{3}{4}$″&26$\frac{3}{16}$″–20$\frac{1}{2}$″ G.Seebeck,Geestemünde 32NHP		V
680 KRNQ	**Fritz Busse** *M.Spitzkowsky*	**SteelScK** (*Trawler*) 1*Dk*	213 207 49					1906	Scott& Sons Bowling	**F.Busse**	124·4 F21′ | 21·8 | 11·6	**Gstemnde** German *WB*	T.3Cy 12″,20″&32″–24″ Aitchison&Blair,Glasgow 50NHP		V
681 KRSB	**Fritz Homann** *O.deBuhr*09–11	**SteelSc** (*Trawler*) 1*Dk*	198 161 62					1910	G.Seebeck Akt.Ges. Bremerhaven	**Grundmann& Gröschel**	117·0 Q62′F18′ | 22·1 | 9·6	**Gstemnde** German	C.2Cy.15″&26$\frac{3}{4}$″–21$\frac{1}{2}$″ G.Seebeck A.G.Bremerhvn 33NHP		G
682 MKTJ	**Fritzöe** *H.Augestad* –15 (*ex*Atlas) *Mchy.Aft*	**SteelScSr** *ss*Got.No.1–13 1*Dk(Stl)*	641 509 421	✠100A1 1,16 BS8,16 ✠LMC2,15	Xia		1,16	1909 4mo	Thorskogs Mek.Verks Lödöse	**Skibsakties. Fritzöe (Bugge& Olsen) WB=Cell DB**	181·5 P58′H17′F21′ *f115′ 151t FPT22t* | 29·7 | 12·2 FK	**Larvik** Norwegian	C.2Cy.16″&30″–22″ (*s*) 120lb *80lb* 46NHP 1SB,2*cf*,GS23,HS870 Thorskogs M.V.Lödöse	14 ″ 4 s 1 ″ 8 12 ″ 11	
Missing since 1917	**Frixos** *C.Fafalios*	**SteelScSr** *ss*Pir.No.2–16 1*Dk(Stl)&deep framing*	*3531* *3279* *2254*	~~✠100A1~~ 2,16 ✠LMC3,16	Pir	*w*	~~2,16~~ 4,17	1907 6mo	W.Gray& Co.Ld. W Hartlepool	**NationalSteam Nav.Co.Ld.of Greece (Embiricos Bros. Mgrs.) WB**	356·0 P25′B192′F32′ *=Cell DBa 121′ uE &B42′f152′* | 50·7 | 21·6 FK	**Andros** Greek	T.3Cy.25″,40½″&67″–45″ (*s*) 180lb *90lb* 323NHP 2SB.8*rf*,GS143,HS4939 Cen.Mar.Eng.Wrks WHpl 1066*t FPT* 62*t APT* 225*t*	24 ″ 3 s 3 ″ 6½ 21 ″ 1	
684 TGNR	— *P.Eriksson*10–16 (*ex*Hawkhurst) *Well deck*	**SteelScSr** (*ex*Bösbon,*ex*Fos, 1*Dk&Web frames*	2471 2311 1412				...	1888	Richardson Duck&Co. Stockton	**Rederiaktieb. Argonaut (Alex.G. Zachariassen *Mr.*)**	297·8 P69*t*Q151*t*B285*t* H47*t*F35*t* | 40·4 | 19·0 BK10″	**Åbo** Russian *WB*	T.3Cy.21$\frac{3}{4}$″,35″&59″–39″ T.Richardson&Sons,Hpl. 217NHP	21 ″ 8	
685 KRSW	**Fro** *F.Duwe*09–11	**SteelScSr** (*Trawler*) 1*Dk*	214 183 49					1911	Schiff.Ges. Unterweser Lehe	**Kohlenberg&Putz Seefischerei A.G.**	118·8 F20′ | 22·3 | 10·0	**Gstemnde** German *WB*	T.3Cy.12″,18½″&30$\frac{7}{10}$″–22″ J.C.Tecklenborg A.G.Gst. 35NHP		G
686 788 HTRS	**Frode** *Söderström*01–15	**SteelScSr** 1*Dk*	332 282 187					1889	Göteborgs M.V. Gothenburg	**B.Below**	130·3 B31′ H9*t* | 22·4 | 13·4	**Stockholm** Swedish *WB*	C.2Cy.15½″&28½″–19½″ GöteborgsM.V.Gothenbrg 29NHP		V
687 136747 JHRQ	**Frodingham** *A.C.Aikman* –15 (*ex*Gyula) *Well deck*	**SteelScSr** 1*Dk(Stl)* *Cargo battens not fitted*	1081 841 561	✠100A1 ~~1,16~~ 1,18 ~~Mdb~~ BS4,17 ✠LMC2,14	Lon	*m*	~~1,16~~ 1,18	1914 3mo	Osbourne, Graham&Co Sunderland	**P.&O.Stm.Nav.Co.** *WB=CellDBd50′*	210·0 Q108′B10′F20′ *uE21′f90′243t FPT* | 32·0 | 15·4 FK	**London** British	T.3Cy.17″,28″&46″–30″ (*s*) 180lb 2=B.4*pf*,GS69,HS2400 G.T.Grey,SouthShields 142NHP 4*BHCem* 26*t APT* 81*t*	17 ″ 6 s 1 ″ 4½ 16 ″ 3	
688 MDSN	**Frogner** *O.Lehman*	**SteelScSr** 1*Dk*	1476 1315 875					1907	Nylands Værksted Christiania	**DmpskactiesAker (Fearnley&Eger, Mgrs.)**	260·1 P8′B108′F28′ P21*t*H59*t*F36*t* | 37·2 | 17·1	**Chrstiania** Norwegian *WB*	T.3Cy.19″,31″&51½″–33″ Nylands Værksted,Xania 152NHP		N
689	**Frohn I.** *K.J.Oldenburg* –12 (*ex*Germania,*ex*Kuno)	**SteelScK** *ss*Gms.No.3–4,12 *ss*Ams.No.1–16 1*Dk*	*190* *176* *64*	✠100A1 *StmTrawler* ~~5,16~~ NB11,06 ✠LMC5,16 BS6,17	Ams Ymu		~~4,16~~ 6,17	1900 1mo	Smith's Dock Co.Ld. North Shields	**N.V.Stoom.Zeevis Maats.Nederland (J.Visser,Hzn. *Mgr.*)**	116·0 Q48′F20′ | 21·1 | 11·2 BK7½	**Ymuiden** Dutch	T.3Cy.12″,19″&31″–24″ (*s*) 180lb 1SB,2*pf*,GS30,HS1032 Shanks,Anderson&Co.Gls. 44NHP 3*BHCem*	12 ″ 0	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c / *Master.* / *Late Name if any.* / Special Surveys. / No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned / now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 Built. By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. / Breadth. / Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of Roll of Trade Cert.
690 WLNJ	**Froland** Steel Sc Sr *O.Denstad Jun.* –16 1 *Dk (Stl)*	1297 1133 768	✠100A1 12,16 ✠LMC12,16	Rot	*o*		1916 12mo	Jonker & Stans, Hndrik Ido Ambacht A&CP	Dmpsk. Selsk. "Vest-Norge" a/s (H. Schnitler, *Mgr.*)	237·7 | 36·5 | 15·8 P 20' B 59' F 24' FK *Cell D B 339t*	Xiansund N Norwegian *BHCem*	T 3 Cy 17½", 29½" & 46 1/16" – 36½" 180 lb (*s*) 177 NHP 2 SB, *4cf*, GS 89, HS 3260 *APT 37t* Machinefabriek Bolnes	18 " 0 s 2 " 4½ 15 " 11	
691 114865	**Frome** Steel Twin Sc *M. Ray* *ss* Brs. No. 3–8, 09 *ss* Brs. No. 2–15 1 *Dk (Stl)*	521 490 222	✠ A1 *Hopper Barge* 9,16 BS 12,17 ~~B 09,16~~ ✠LMC 07,16	Brs	9,16		1900 10mo	W. Simons & Co. Ld. Renfrew A&CP	The Lord Mayor, Aldermen & Burgesses of the City of Bristol	166·2 | 27·6 | 12·0 FK *Wood Side Keels 6"*	Bristol British *4 BHCem*	T. 6 Cy. 11", 17" & 28"–21" (*s*) 160 lb 76 RHP 1 SB. *3cf*, GS 55, HS 1636 W. Simons & Co. Ld. Rnf.	13 " 0	
692 193 LGAE	**Fronia Couppa** Steel Twin Sc *G. Blevkoritis* –07 (*Barge*) 1 *Dk*	450 407 274					1895	St bilimnto Tecnico Trieste	K. A. Bytchichin & O. W. Couppa	186·0 | 30·0 | 9·0 Q 40'	Berdiansk Russian *WB*	C. 4 Cy. 13" & 24"–20" 43 NHP Stabilimento Tecnico, Tri.		
693 JHSW	**Fronsac** Steel Sc 3 Mst Sr *Hunault* *Mchy. Aft* 1 *Dk 2 tr B*	518 355 174					1906	Scott of Kinghorn, Ld Kinghorn	Worms & Co.	160·0 | 26·1 | 11·5 P 106' F 27'	Havre French *WB*	T. 3 Cy. 12", 19" & 33"–24" 53 NHP Scott of Kinghorn, Ld. Kgn.		V
694 120750	**Frontenac** Steel Sc *Mchy. Aft* 2 *Dks*	2004 — 1676					1889	Cleveland S.B.Co. Cleveland, O.	Cleveland Cliffs Iron Co.	270·4 | 40·2 | 19·8 H—F 42'	Marquette Mich. Utd. States *WB*	T. 3 Cy. 20", 31" & 52"–40" 171 NHP Cleveland S.B.Co., Clevelnd		
695 107668	— Steel Sc *L. Desrochers* 2 *Dks*	304 184 206					1899	Carrier, Lainé & Co. Levis	Cie. Maritime & Industrielle de Levis	119·6 | 28·1 | 9·6	Quebec British	1 Cy. 12"–12" 48 RHP Carrier, Lainé & Co. Levis		
696 MBHF	**Frontera** Steel Sc Sr *S. Knudsen* (*ex* Joseph Di Giorgio) *Elec. light* 1 *Dk & Awng dk*	1274 1165 777					1903	Framnes Mek. Værks. Sandefjord	Akties. Neptun (B. Hanssen, *Mgr.*)	227·8 | 31·7 | 15·1 H 104*t* 22·1	Flekkefjrd Norwegian *WB*	T. 3 Cy. 20", 32" & 52"–33" 155 NHP Akers. Mek. Værks. Xia.		N
697 JHSW	— Iron Sc Bn *A. Urrutia* –13 (*ex* Amalia, *ex* Squinabol, *ex* Italica)	385 — 242			...		1860	Wingate & Co. Glasgow	Bellizia y Llergo	159·8 | 25·4 | 11·0	Tabasco Mexican	C. 2 Cy. 14" & 27½"–21½" NB 80 29 NHP T. Wingate & Co. Glasgow		
698 90135	**Frontier** Steel Twin Sc K *J. E. M. Rice* –16 (*Tug*) (*ex* Limpopo, *ex* Frontier) 1 *Dk*	191 160 61					1896	Ramage & Ferguson, Ld. Leith	~~C. G. Smith~~ J. Goldman. Frontier SS Co Ld (Julius Goldman)	112·3 | 24·0 | 8·4	Pt. Natal British	T. 6 Cy. 8", 13" & 21"–18" 52 RHP Ramage & Fergusn, Ld. Lth.		
699 JFNL	**Frost** Iron Sc Sr *P. Vindenæs* 16–16 (*ex* Fryseri I. *ex* Kar-*Ref. Mchy.* möy, *ex* Karmsund) 1 *Dk*	159 90 81					1874	Trndhjms Mek. Værks Trondhjem	Bergens Brisling Komp. Akties. (Jac Birkeland, *Mgr.*)	106·1 | 18·8 | 8·0 Q 14*t* B 35*t* H 8*t* F 11*t* len 83	Bergen Norwegian	C. 2 Cy. 16" & 28"–21½" NB 99 30 NHP Trondhjems M.V. Trndhjm		
700 JSHT	**Frosta** Steel Sc Sr *J. Lenvik* –14 1 *Dk*	124 71 61					1899	Trndhjems Mek. Værks. Drontheim	Frosta Dmpskselsk (H. Rochseth)	95·9 | 16·6 | 8·0 B 31*t* H 6*t*	Trondhjm Norwegian	T. 3 Cy. 9½", 15" & 24"–16" 23 NHP Trndhjems M.V. Drontheim		
701 MHJC	**Fröya** Steel Sc Sr *H. P. Bachen* –14 *Elec. light* 2 *Dks*	285 265 164					1912	Trndhjms Mek. Værks. Trondhjem	Fosens Aktie-Dampskibsselskab	120·3 | 21·0 | 15·6 H 20*t*	Trondhjm Norwegian *WB*	T. 3 Cy. 12", 20" & 33"–21" 50 NHP Trondhjems M.V. Trndhjm		
702 4381 JPDH	**Fryken** Steel Sc Sr *A. Börjesson* 96–09 1 *Dk*	920 695 538					1905	F Schichau Danzig	Ångb. Aktieb. Ferm (Axel. Broström & Son, *Mgrs.*)	209·3 | 33·5 | 13·7 Q 73' B 53' H 32*t* F 25'	Krstnhmn Swedish *WB*	T. 3 Cy. 16½", 27⅝" & 42½"–27½" 95 NHP F. Schichau, Danzig		G
703 72837	**Fu Yun** Iron Sc *R. A. Carr* –95 1 *Dk*	104 85 16					1895	Boyd & Co. (Lim.) Shanghai	Taku Tug & Lighter Co. Ld.	81·3 | 17·5 | 10·2 H 8*t*	Shanghai British	C. 2 Cy. 14" & 32"–18" 40 RHP Boyd & Co. (Lim.) Shanghai		
704 10741 LCQG	**Fubuki Maru** Wood Sc 2 *Dks*	140 — 71					1907	..... Habu	Funkawan Kisen Kabushiki Kaisha	103·2 | 18·3 | 11·2	Hakodate Japanese	C. 2 Cy.		
705 QJNP	**Fuchs** Steel Sc Sr *W. Sudmeier* 08–08 1 *Dk*	137 130 67					1908	Bremer Vulkan Vegesack	Hochseefischerei Bremerhaven, Akt. Ges.	90·9 | 21·4 | 9·8 Q 21'	Brmrhavn German	C. 2 Cy. 9 1/16" & 16½" & 12½" – 9 NHP Bremer Vulkan, Vegesack		G
706 10324 LBNW	**Fudo Maru** Steel Sc Sr (*ex* Emma Luyken, *ex* Löwenburg) *ss* H. Kg. No. 3–10, 03 1 *Dk (Stl) & Webframes & Spar dk (pt Stl–ws)*	1889 1679 1171	✠ *Spar dk* 8,06 ✠	HKg	*r*		1891 2mo	Flensburg r Schiffsb. Ges. Flensburg	K. Hamane	268·1 | 36·2 | 14·5 B 70' F 30' 21·3 BK 8½" *WB = Cell D B* 71' *u E* 19' *f* 108' 282*t*	Nishino-miya Japanese *5 BHCem*	T. 3 Cy. 22½", 35" & 60"–42" 246 NHP 2 SB, *4rf*, GS 79, HS 3850 Flensburger Schiffsb. Ges.		
707 LGAE	**Fueguino** Steel Sc Sr (*Tug*) 1 *Dk*	*171* *150* *3*			...		1900	Day, Summers & Co. Southampton	Argentine Government	100·7 | 20·0 | 11·7 BK 6"	Bns. Ayres Argentine *WB*	T. 3 Cy. 13", 20½" & 33"–24" 73 NHP Day, Summers & Co. Sou.	12 " 7	
708 RNQG	**Fuerst Bismarck** Stl Twin Sc Sr *W. Müller* Wireless *Elec. light Ref. Mchy.* Sub. Sig. 3 *Dks*	8332 5983 5067					1905	Fairfield Co. Ld. Glasgow	Hamburg-Amerik. Packetf. Act. Ges. (Ham.-Amr. Linie)	469·2 | 55·1 | 29·7 P 56' B 217' F 91'	Hamburg German *WB*	Q. 8 Cy. 23½", 34½", 49⅝" & 73"–54" 783 NHP Fairfield Co. Ld. Glasgow		G
709 LBNQ	**Fuerteventura** Steel Sc Sr *Valderama* –12 *ss* La P. No. 1–16 *Elec. light* 1 *Dk & Shelter dk (Teak)*	*478* *270* *187*	✠100A1 *Shelter dk* *with freeboard* 7,16 ✠LMC 07,16	La P	*h*	7,16	1912 4mo	Smith's Dock Co. Ld. Middlesbro' *Lloyd's*	Cia. de Vap. Correos Interinsulares Canarios *WB = Cell D Ba* 33'	160·0 | 25·9 | 10·4 FK *u E* 14' *f* 66' 87*t F P T*	Santa Cruz Spanish *4 BHCem* *10t APT 10t*	T. 3 Cy. 13", 22" & 36"–26" (*s*) 180 lb *100 lb* 100 NHP 1 SB, *3cf*, GS 57, HS 1940 Smith's Dock Co. Ld. Mdb.	18 " 3 s 7 " 7½ 11 " 0	
710 72750 SDHR	**Fuh Wo** Iron Sc Sr *D. J. S. Evans* –15 *Fitted for oil fuel* 1 *Dk & pt Awng dk*	608 423 290					1879	Boyd & Co. Shanghai	Anglo-Saxon Petroleum Co. Ld.	201·0 | 26·1 | 10·0	London British	C. 2 Cy. 16" & 36"–36" NB 02 52 RHP Boyd & Co., Shanghai		
711 63559	**Fuhlee** Iron Sc *C. Walton* –16 1 *Dk*	101 101 22					1870	R. Irvine & Co. Hartlepool	Shanghai Tug & Lighter Co. Ld.	95·2 | 18·1 | 9·1	Shanghai British *WB*	2 Cy. 21" – 18" 60 RHP D. Joy & Co., Middlesbro'		
712 132865 HVQT	**Fuji** Steel Sc K *E. W. Halbert* –12 1 *Dk*	255 228 100	✠100A1 *Stm Trawler* 6,14 ✠LMC 06,12	Cff		6,14	1912 4mo	Smith's Dock Co. Ld. Middlesbro' *Lloyd's*	Neale & West, Ld.	125·0 | 23·0 | 12·3 Q 74' F 21' BK 7½"	Cardiff British *3 BHCem*	T. 3 Cy. 12½", 21" & 35"–26" (*s*) 180 lb 82 RHP 1 SB, *3pf*, GS 51, HS 1445 Smith's Dock Co. Ld. Mdb.	13 " 0	
713 12122 LJST	**Fuji Maru** Wood Sc Sr 1 *Dk*	199 182 115					1912	S. Nagamatsu Niigata	Matsuda Kisen Gomei Kaisha	119·9 | 17·8 | 11·9 P 18'	Nishino-miya Japanese	T. 3 Cy. 9¼", 15" & 24⅝"–18" E & B *made* 08, *fitted* 12 26 NHP		

1 Numero d'Ordre / Numero Officiel / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres ou code. L. R. el. or Rad. Bur. Rot. Trade
714	**Fujikawa Maru**	SteelScSp	565					1890	Kawasaki Dkyd Co. Ld. Kobe	OsakaShosen KabushikiKaisha	163·7	22·3	19·2	Osaka Japanese	C.2Cy.20″&38″–26″ NB12 61NHP Kawasaki Dockyard Co. Ld.		
1233			554														
HJFQ		2 *Dks*	316														
715	**Fujisan Maru**	SteelScSr	1944			...		1897	A. McMillan&Son (Ld) Dumbarton	MitsuiBussan Kaisha, Ld.	280·0	37·9	12·3	Mikawa Japanese	T.3Cy.22½″,38″&62″–42″ 281NHP D.Rowan&Son, Glasgow	22 ″ 0	
1670	*K. Kawamura*		1763								P8′B74′F44′		22·0				
HLBS	*Elec. light*	1 *Dk&Spar dk*	1123										FK	*WB*			
716	**Fukagawa Maru No. 1**	Wood ScSr	703					1904	Okawa Unyu Kabushiki Kaisha Okawa	OkawaUnyu KabushikiKaisha	179·5	24·6	15·4	Tarumi Japanese	T.3Cy.13″,21½″&35″–24″ 60NHP		
8863			605														
JRMH		2 *Dks*	436														
717	**Fukagawa Maru No. 2**		738					1908	Fukagawa Dockyard Co. Wakatsu	OkawaUnyu KabushikiKaisha	199·2	26·8	18·5	Tarumi Japanese	T.3Cy.14″,23″&36″–28″ 69NHP Fukagawa Dockyard Co.		
10869		Wood ScSr	—														
LDCN		2 *Dks*	457														
718	**Fukaye Maru**	IronScK	160			...		1898	Cook, Welt'n&Gemmell Hull	MitsuBishiGoshi Kaisha	105·5	20·7	11·0	Wakamatsu Japanese	T.3Cy.12¼″,19½″&32″–22½″ NB08 54NHP C.D.Holmes&Co.Hull	11 ″ 10	
10857	*Kodama* –08	(*Trawler*)	150								Q20′		BK 7½″				
LDRR	(*ex* Hene Castle)	1 *Dk*	55														
719	**Fuku Maru**	SteelScSr	182					1912	Osaka Iron Works Osaka	ToyoTororu KabushikiKaisha	109·1	21·2	10·8	Osaka Japanese	T.3Cy.11½″,19″&32″–22″ 48NHP Osaka Iron Works		
14927			—								P56′F20′						
LVJD		1 *Dk*	62											*WB*			
720	**Fukubiki Maru**	WoodScSr	176						..... Bath, Me.	I. Amagasaki	118·6	15·6	13·0	Osaka Japanese	C.2Cy.13¼″&23½″–14″ 18NHP		
11755		(*ex* Junshin Go)	161														
LHQK		2 *Dks*	109														
721	**Fukuhaku Maru No. 1**	SteelScK	207	✠	Mil			1905	Smith's Dock Co. Ld. North Shields	HakataYenyo GyogyoKabushiki Kaisha	119·6	21·5	11·4	Kobe Japanese	T.3Cy.12″,20″&32″–23″ 70NHP 3 *BHCem* ISB.2*pf*, GS33, HS1318 MacColl&Pollock, Ld. Sld.	12 ″ 4	
13888		*ss* Mil. No. 1-09	181	*Stm Trawler*				2mo			Q49′		BK 7½″				
LNVM	(*ex* Gwalia)	1 *Dk*	112	1,11 ✠													
722	**Fukuhaku Maru No. 2**	SteelScSr	255					1911	Kawasaki Dkyd. Co. Ld. Kobe	HakataYenyo GyogyoKabushiki Kaisha	121·1	22·0	11·9	Kobe Japanese	T.3Cy.12½″,20″&33″–23″ 52NHP Kawasaki Dkyd Co Ld Kobe		
14464			206											*WB*			
LSFB		1 *Dk*	138														
723	**Fukuhaku Maru No. 3**	SteelScSr	233					1911	Kawasaki Dkyd. Co. Ld. Kobe	HakataYenyo GyogyoKabushiki Kaisha	121·1	22·0	11·9	Kobe Japanese	T.3Cy.12½″,20″&33″–23″ 52NHP Kawasaki Dkyd Co Ld Kobe		
14466			—											*WB*			
LSFD		1 *Dk*	92														
724	**Fukuhaku Maru No. 5**	SteelScSr	233					1911	Kawasaki Dkyd. Co. Ld. Kobe	HakataYenyo GyogyoKabushiki Kaisha	121·1	22·0	11·9	Kobe Japanese	T.3Cy.12½″,20″&33″–23″ 52NHP Kawasaki Dkyd Co Ld Kobe		
14469			—											*WB*			
LSFJ		1 *Dk*	92														
725	**Fukuhaku Maru No. 8**	SteelScSr	251					1912	Kawasaki Dkyd. Co. Ld. Kobe	HakataYenyo GyogyoKabushiki Kaisha	119·4	21·9	11·8	Kobe Japanese	T.3Cy.12½″,20″&33″–23″ 52NHP Kawasaki Dkyd Co Ld Kobe		
15008			204														
LVPW		1 *Dk*	135														
726	**Fukuhaku Maru No. 10**	SteelScSr	251					1912	Kawasaki Dkyd. Co. Ld. Kobe	HakataYenyo GyogyoKabushiki Kaisha	119·4	21·9	11·8	Kobe Japanese	T.3Cy.12½″,20″&33″–23″ 52NHP Kawasaki Dkyd Co Ld Kobe		
15012			204														
LVQF		1 *Dk*	135														
727	**Fukuhaku Maru No. 11**	SteelScSr	199					1911	Osaka Iron Works Osaka	GomeiKaisha SuzukiShoten	109·1	21·2	10·8	Nishinomiya Japanese	T.3Cy.11½″,19″&32″–22″ 48NHP Osaka Iron Works, Osaka		
14440		(*ex* Hinode Maru No. 2)	156														
LSCT		1 *Dk*	107														
728	**Fukui Maru**	SteelScSr	4189	✠ 100 A1	Kob	*w*	~~8,16~~ 1,18	1890	T. Royden &Sons Liverpool	~~S. Toyasaki~~ UchidaKisen KabushikiKaisha	369·8	44·0	27·7	~~Konoura~~ Japanese	T.3Cy.27″,44″&71″–48″ (*s*) 150lb ~~100lb~~ 372NHP 2DB, *12cf*, GS220, HS6164 Fawcett, Prstn&Co.Ld.Liv.	30 ″ 9	
8952	~~Suwadu~~ *A. Nakanishi*	*ss* Kob. 2nd No. 3–3,16	3769	~~5,17 9,16~~ 1,18			1,18	3mo	&Sons		P24′B86′F41′						
JRPT	(*ex* Westminster, *ex* Indrapura)	2 *Dks* (1 *Stl&1 Irn*) 3 *tr S*	3087	✠ LMC 10.17					Liverpool				FK				
									A&CP								
										KabushikiKaisha	*WB*						
											= *Cell DB* 222′744*t*			*MT* 30′420*t*			
729	**Fukuju Maru**	IronScSr	1817	✠	Bom	*q*		1883	Wigham	MuraoKisenGoshi	255·5	35·1	24·5	Dairen	C.2Cy.31″&62″–42″	25 ″ 8	
96		*ss* Bom. 2nd No. 3–3,08	—	*Spar dk*				7mo	Rchrdsn&Co. Newcastle	Kaisha	B46′		BK 9″	Japanese	NDB95 195NHP		
QBKJ	(*ex* Moshtari, *ex* Gorji)	1 *Dk* (*Irn*) 4	1099	5,13 ✠										4 *BHCem*	2SB, *6pf*, GS90, HS3080		
		Spar dk 3 *tr B*												28*t APT* 17*t*	Wgm. Richardson&C. Nwc.		
										WB	= *DB* a76′57*t FPT*						
730	—	WoodScSr	380					1896	Mihara Mannosuke Osaka	Nishide Magozayemon	146·9	21·1	16·8	Hakodate Japanese	C.2Cy.17½″&34½″–24″ 48NHP Ono Seikichi, Osaka.		
1623	*N. Zendayu* –96	2 *Dks*	—														
HKTP			227														
731	**Fukuoka Maru**	IronScSr	2744	✠	Kob	*t*		1885	C.S.Swan &Hunter Newcastle	GoshiKaisha AkitaShokwai	317·0	38·0	24·5	Nishinomiya Japanese	C.2Cy.38″&72″–48″ NDB97 299NHP 2SB, *6pf*, GS135, HS4604 R.&W.Hawthorn, Nwc.	27 ″ 0	
1404		*ss* Nag. 2nd No. 3–2,05	2145	8,13				1mo			P38′B76′F41′		BK 10″				
HJWB	(*ex* Denbighshire)	*ss* Kob. No. 1-09	1998	✠													
	Elec. light	2 *Dks* (1 *Irn&1pt Irn*) 3 *tr B*								*WB*	= *Cell DB* 234′440*t*			*FPT* 220*t APT* 230*t*	7 *BHCem*		
732	**Fukura Maru**	SteelScSr	3114			...	N 2,17	1894	Nylands Værksted Christiania	MitsuBishi GoshiKaisha	325·0	41·8	21·2	Tokio Japanese	T3Cy.23″,37½″&61½″–42″ (*s*) 160lb GS100, HS3403 258NHP 1SB(FD)&1AuxSB2,10,*5cf* NB06 *refitted* 10 Nylands Værksted, Xania.	24 ″ 0	~~8 ″ 8~~ ~~22 ″ 8~~
9395	*T. Okazaki* 13-14	*ss* Nag. No. 3–6,05	2345								P28′Q100′		BK 10″				
JTCF	(*ex* Bogstad)	*ss* Nag. No. 2–13	1930								*pt Awng dk* 194′						
		1 *Dk* (*Stl*–ws) 2 *tr B&Web frames* &*pt Awng dk* (*Stl*–ws)								*WB* = *Cell DBa*	116′ *uE&B* 46′ *f* 130′			678*t APT* 50*t*			
733	**Fukuri Maru**	SteelScSr	511					1913	I. Aizawa Osaka	TaishoKisen KabushikiKaisha	113·0	21·0	10·0	Tarumi Japanese	T.3Cy.11″,18″&30″–22″ 42NHP T. Hirao		
15838			—														
MDNP		1 *Dk*	281														
734	**Fukuryo Maru**	SteelScSr	222					1911	G.S.K. Harada Shoko Osaka	K. Horiuchi	114·6	21·4	11·1	Osaka Japanese	T.3Cy.11″,19″&32″–22″ 48NHP G.S.K. Harada Shoko Osaka		
14360			179														
LSCB		1 *Dk*	120														
735	**Fukusei Maru**	Wood	162					1902	..... Hong Kong	RinBundo	100·2	16·5	13·8	Kiirun, Formosa Japanese			
32			—														
KBFD		2 *Dks*	92														
736	**Fukushima Maru**	WoodScSr	114					1885	Tsuji Matsunojo Hakodate	S. Hattori	96·3	12·6	11·6	Hakodate Japanese	C.2Cy.9½″&19″–11″ NE&B94 10NHP Yamas Fukuzo, Hakodate		
905		(*ex* Oshima Maru)	104														
HFTR		2 *Dks*	70														

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. — for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year assigned now Applied Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Dated Ref to Trade Cert.
737 10843 LCWQ	**Fukushima Maru** SteelScSp (*Whaler*) (*ex*Röskva, *ex*QueenAlexandra) 1*Dk*	111 105 60					1904	Nylands Værksted Christiania	TosaHogeiGomei Kaisha	94·8 H6*t*	17·0	10·8	Nagasaki Japanese	T.3Cy.10½″,17″&28⅞″–20½″ NB12 37NHP NylandsVærksted,Xania.		
738 9445 JTPS	**Fukushu Maru** SteelScSr (*ex*Standard) 1*Dk*&*Spar dk*	1455 1335 1019					1903	Framnes Mek.Værks. Sandefjord	OsakaShosen KabushikiKaisha	237·1	34·2	19·2	Osaka Japanese *WB*	T.3Cy.16½″,27″&44″–33″ 111NHP Akers.Mek.Værks.Xia.		
739 15183 LWKV	**Fukutomi Maru No. 5** SteelScSr (*ex*UratoMaru) 1*Dk*	215 169 116					1912	OsakaIron Works Osaka	T.Hashimoto	114·1 Q54′F21′	21·2	10·8	Nagasaki Japanese *WB*	T.3Cy.11½″,19″&32″–22″ 48NHP OsakaIronWorks		
740 8801 JRFD	**Fukuyama Maru No. 2** Wood ScSp 2*Dks*	133 — 73					1903	I.Shioaku Osaka	KyushuKisen KabushikiKaisha	103·8	15·1	12·1	Higashi Kawazoye Japanese	C.2Cy.11″&22″–13″ 15NHP K.Omitsu		
741 8809 JNDB	**Fukuyama Maru No. 3** Wood ScSp 2*Dks*	172 151 98					1904	I.Shioaku Osaka	KiodoKisen KabushikiKaisha	112·4	15·9	11·6	Nemuro Japanese	C.2Cy.11⅜″&24⅛″–15″ 19NHP		
742 8985 JNFC	**Fukuyama Maru No. 4** Wood ScSp 2*Dks*	159 — 92					1904	I.Shioaku Osaka	NanyoUnyu KabushikiKaisha	104·8	15·6	12·1	Misho Japanese	C.2Cy.11$\frac{13}{16}$″&24¼″–18″ 21NHP		
743 9289 JSQB	**Fukuyama Maru No. 6** SteelScSr *ss*Sng.No.3–6,01 (*ex*Alboin) 1*Dk*(*Irn*)&*pt Awng dk*(*Irn*) &*Web frames* *Cell D B Beams Stringers &Web frames Iron*	994 688 616	✠ *pt Awng dk with freeboard* 7,04 ✠	Bom	*m*		1889 6mo	Sunderlnd S.B.Co. Sunderland	T.Shimatani	210·0 P23′Q46′ BK8″ *pt Awng dk* 141*t* *WB=Cell*	30·1	13·4	Nishino-miya Japanese 4 *BHCem* *DB* 174′210*t*	T.3Cy.17″,28″&46″–30″ 117NHP 1SB,*3pf*,GS52,HS1777 N.E.MarineEng.CoLdNwc	15″10	
744 10356 LBQV	**Fukuyo Maru** SteelScSr (*ex*Skuld) 1*Dk*2*trB*	1571 1128 963					1892	Wood, Skinner&Co. Newcastle	K.Uyenishi	250·3 Q90′B108′F31′	34·0	15·5	Tarumi Japanese *WB*	T.3Cy.18½″,30″&49″–33″ 138NHP N.E.MarineEngCoLd.Nwc		
745 929 HFWK	**Fukuzawa Maru No. 3** Wood *KanekoKiyoshi* PadCtr 1*Dk*	116 53 66					1883	Fukuzawa Tatsuzo Tokio	TokiowanKisen KabushikiKaisha	97·6	13·7	5·8	Tokio Japanese	C.4Cy.10½″&17¾″–22″ NB91 23NHP		
746 QJKM	**Fulda** SteelSc *P.Reemts*01–09 (*Trawler*) 1*Dk*	254 156 87					1907	G.Seebeck Akt.Ges. Bremerhaven	DeutscheDmpfis-chereiGes.Nordsee	128·8 Q74′F23′	23·1	11·6	Nordenhm German *WB*	T.3Cy.12″,19½″&31½″–23½″ 48NHP G.Seebeck A.G.Bremerhvn		G
747 RSVB	**Fullah** (Captured at Duala) SteelSc *Breckwoldt* –13 *Elec.light Mchy.Aft* 1*Dk*	367 289 177					1913	H.C.Stülcken Sohn Hamburg	WoermannLinie Akt.Ges.	144·6 Q46′	26·3	8·9	Hamburg German	C.2Cy.13⅜″&26¾″–18½″ 25NHP H.C StülckenSohn,Ham.		
748 133410 HWSG	**Fullerton** SteelScSr *W.H.Wheaton* –13 *Elec.light* *ss*Bry.No.1–16 1*Dk*(*Stl*) *Cargo battens not fitted*	2811 2648 1736	✠ ~~100A1~~ ~~3,17~~11,18 ✠ ~~LMC 10,16~~ 11,16	Liv Off Bry	*u*	~~5,15~~ 8,17 ~~12,17~~	1912 10mo	Sir Raylton Dixon &CoLd Middlesbro' *Lloyd's*	Denaby&Cadeby MainCollieries,Ld *WB=Cell D B a uE&f B35′f144′740t*	325·0 P29′B196′F33′ 100′ FK *DT′f* 21′ 600*t FPT*	46·9	21·3	Hull British 7 *BHCem* 43*t APT*60*t*	T.3Cy.24″,40″&65″–42″ (*s*) 473NHP 1801b 302NHP 3SB,*9pf*,GS154,HS4728 G.Clark,Ld.Sunderland	23 ″ 6 s 2 ″ 9 21 ″ 1	
749 98589 LWMB	**Fultala** SteelScSr *R.G.Dagge* –16 3*Dks*(2*Irn*–*Uws*)	4164 3797 2708	✠ 12,90 ✠	Sld	*x*		1890 12mo	W Doxford &Sons Sunderland	BritishIndiaStm. Nav.Co.Ld.	366·0 P40′B98′F48′ FK *WB=Cell DB* 312′915*t FPT*	48·1	26·6	Glasgow British 6 *BHCem* 94*t APT*29*t*	T.3Cy.28″,46″&76″–51″ (*s*) 473NHP 3DB,*12cf*,GS261,HS7988 W.Doxford&Sons,Sld.	29 ″ 3	
750 121064 KNGT	**Fulton** WoodSc *Fitted for oil fuel* *Elec.light* 2*Dks*	605 — 393					1898	H.D.Ben-dixen Fairhvn,Cal.	BorderLine TransportationCo.	152·7	33·5	11·4	Tacoma Utd.States	C.2Cy.12″&26″–20″ 25NHP FultonE.&S.B.Co.S.Fo.		
751 112601	**Fulwood** SteelScSr *Alff.Corkill* –13 *Mchy.Aft* *Well deck*	235 159 81	✠ ~~100A1~~ *Coasting* 11,16 ~~Zero 10,11 11,16~~ ~~2311,16~~	Liv		~~11,16~~ 3,18	1900 4mo	Lytham S.B.&E.Co. Lytham *Lloyd's*	~~H.Tyser&Co.Ld.~~ ~~F.W.Oakley~~ T.G.Beatley&Son	120·1 Q41′B13′F17′ FK *WB=*	20·6	8·8	~~London~~ British 3 *BHCem* *FPT*12*t*	C.2Cy.16″&32″–21″ (*s*) 110lb 70RHP 1SB,*2pf*,GS34,HS1115 LythamSB.&E.Co.Lytham	9 ″ 7 s ″ 8 9 ″ 1	
752 8944 JRPG	**Fumi Maru** IronSc3MstSr *ss*Mdb.No.3–9,92 (*ex*RobertDickinson) *ss*Nwc.No.2–01 *Elec.light* 2*Dks*(*Irn*)3*trB*	2079 1672 1569	✠ 10,09 *Carrying Petroleum in bulk* ✠	Nag	*r*		1881 4mo	A.Leslie& Co. Newcastle	K.Inugami	278·7 P176′F36′ BK9½″ *WB=D Ba* 12′*f* 16′65*t FPT*	35·4	22·5	Kobe Japanese 5 *BHCem* 52*t APT*41*t*	C.2Cy.36″&68″–42″ NDB92 240NHP 2SB,*6pf*,GS96,HS4195 J.Dickinson,Sunderland	23 ″ 6	
753 14457 LVGM	**—** SteelScSr 1*Dk*	190 — 68					1912	OsakaIron Works Osaka	OsakaIronWorks	114·1	21·2	10·8	Osaka Japanese	T.3Cy.11½″,19″&32″–22″ 48NHP OsakaIronWorks,Osaka		
754 1762 HLKV	**—** WoodScSr 1*Dk*	156 122 96					1897	Y.Matsu-saki Ominato	SagaraShosen GoshiKaisha	96·5	16·9	11·2	Sagara Japanese	C.2Cy.10″&18¾″–14″ 11NHP		
755 6280 JLQV	**Funatama Maru** WoodScSr 2*Dks*	116 101 72					1900	Nagata Sanjuro Osaka	SanukiKisen KabushikiKaisha	97·2	14·6	10·9	Taka-matsu Japanese	C.2Cy.11½″&23″–13″ 16NHP NagataSanjuro,Osaka		
756 HJKL	**Funchal** IronScSr *C.P.Vidinha*99–05 *Elec.light* Wireless 1*Dk*&*Spar dk*3*trB*	1779 1660 1222			...		1884	J.Laing Sunderland	EmprezaInsulana deNav.	280·0 B12′F26′ 22·0 BK9″	34·6	14·1	Lisbon Portuguese *WB*	C.2Cy.34½″&64″–42″ 214NHP Blair&Co.(Lim.),Stockton		
757 117 758	**Funding** SteelSc (*Whaler*) 1*Dk*	117 117 42					1908	Nylands Værksted Christiania		92·0	17·8	11·6 *WB*	T.3Cy.10½″,17″&28½″–20″ 36NHP NylandsVærksted,Xania		
758	**Füred** SteelSc *M.Kosovich*05–12	216 — 110					1912	M.U.Mar-tinolich Lussinpiccolo	Soc.inAzioniUn-garo-Croata di Nav.Maritt.aVap.	136·4	19·7	8·4	Fiume Aust.-Hung.	T.3Cy.13″,21¼″&34¼″–18$\frac{15}{16}$″ 50NHP Plenty&Sons,Newbury		A
759 JHTO	**Furet** SteelSc *Virgilio* (*Tug*) (*ex*N.Strong)	124 — 32					1890	TynesideE. Wks.Co.Ld. Cardiff	Ch.Schiaffino, A.Jouvet&Co.	111·5	20·4	9·2	Bougie French	C.2Cy.18″&36″–24″ 53NHP TynesideE.W.Co.,Ld.,Cff.		V

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 / 3 Nom du Navire. Matériaux, Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Dt de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.
760	**Furness** SteelTwinScK	225	✠	Brw	*d*		1898	J.P.Ren-	**FurnessRailway**	128·8	23·6	11·1	Barrow	C.4Cy.20″&40″–24″	12 ″ 0
99943	*J.Kendall*01–10 *ss*Brw.No.3–2,11	220	*For Towing p*		*urpose*		6mo	noldson&S'ns					British	143NHP	
RGQB	1 *Dk*	16	12,13 ✠		*s*			S.Shields				BK6½″		2SB,*4pf*,GS78,HS2416 5*BHCem*	
														J.P.Rennoldson&SonsSShl	
761	**Fürst Blücher** IronPadSr	147					1878	Reiherstieg	**E.Möller**	134·3	19·0	7·6	Rostock	C.2Cy.20″&34″–33″	
	E.Möller –00	—						Schiffswerfte					German	NB01 55NHP	
MDRF	*Elec.light* (*ex*Delphin) 1 *Dk*	47						Hamburg						ReiherstiegSchiffsw.,Ham	
762	**Fürst Bülow** SteelTwinSc	7638					1910	Bremer	**Hamburg-Amerik.**	468·8	58·2	32·4	Hamburg	C.4Cy.25⅝″&62⅝″–53⅜″	G
	F.Jäger –11	7237						Vulkan	**Packetf.Akt.Ges.**	P52′B121′F58′			German	475NHP	
RQST	*Elec.light* Wireless 4 *Dks*	4799						Vegesack	**(Ham.-Amr.Linie)**				*WB*	BremerVulkan,Vegesack	
763	**Fusan Maru** IronScSr	2502	✠	Yka	*t*		1883	Flensburgr	**M.Nakamura**	294·6	37·1	19·4	Nishino-	C.2Cy.38″&70″–45″	29 ″ 8
1393	*ss*Nag.No.3–4,98	2349	*Spar dk*				10mo	Schiffsb.Ges.		B70′		26·7	miya	NDB98 276NHP	
HJVG	(*ex*Pemptos) *ss*Yka.No.2–08	1551	2,12 ✠					Flensburg				BK9″	Japanese	2SB,*6pf*,GS114,HS4796	
	1 *Dk*(*Irn*)&*Spar dk*3*trB*								*WB* = *CellDB* 260′ 278*t*					5*BHCem* FlensburgerSchiffsb.Ges.	
764	**Fuse** IronScSr	172					1875	MotalaCo.	**Midthordlandske**	111·8	19·0	8·9	Bergen	C.2Cy.13″&27″–18″	
	O.Haugland (*ex*Haugesund,*ex*	116						Gothenburg	**Dampskibselsk.**	Q15*t*B27*t*H10*t*F9*t*			Norwegian	NE04 NB98 26NHP	
HCKG	Hankö,*ex*Kinnekulle,*ex*Särö) 1 *Dk*	96								len08				MotalaCo.Gothenburg	
765	**Fushiki Maru** IronScSr	1839	✠	Yka	*r*		1885	TyneI.S.B.	**TaikoKisenKabu-**	275·0	37·5	20·4	Amaga-	C.2Cy.35″&68″–45″	21 ″ 7
1047	*ss*Nag.No.3–2,98	1542	9,07				4mo	Co.(Lim.)	**shikiKaisha**	P29′B60′F30′			saki	258NHP	
HGMF	*ss*Yka.No.2–06	1140	✠					Newcastle		ptND04 FK			Japanese	2SB,*6pf*,GS115	
	1 *Dk*(*Irn*)2*trB*						*WB*	= *DBa*84′*f*56′	256*t FPT*36*t APT*	12*t MT*30′320*t*			5*BHCem*	HwthrnLslie&C(Lm)Nwc	
766	**Fushimi Maru** SteelTwinScSr	10940	✠100A1	Yka	*q*†	5,15	1914	MitsuBishi	**NipponYusen**	513·0	63·5	37·5	Tokio	T.6Cy.28″,47″&79″–51″ (*s*)	37 ″ 6
17741	*T.Irisawa*02–14 *ss*HKg.No.1–18	8971	~~10,16~~ 10,17 ~~Kob~~ HKg			~~3,17~~	12mo	Dkyd&EWks	**KabushikiKaisha**	P99′B191′F56′			Japanese	2001b FD 1337NHP	s 9 ″ 1½
MQNC	*Elec.light* 2 *Dks*(*Stl–U* ws)&*3rd Dk*	6873	3,18			3,18		Nagasaki				FK	8*BHCem*	7SB,*21cf*,GS443,HS19742	29 ″ 0
	Wireless (*Stl*) *in Nos.*1,3&4*holds*		~~BS10,16~~ ~~LMC~~				*Lloyd*	*'sA&CP*						MitsuBishiD.&E.Wks.Nag	
			3,18						*WB* = *Cell DBa*157′ *uE&B*92′*f*193′					2056*t FPT*148*t APT*57*t*	
767	— IronScBg	1272			…		1864	A.Denny	**H.Tada**	233·7	30·3	22·5	Nishino-	C.2Cy.30½″&50½″–36″	24 ″ 3
10293		1165						Dumbarton		F54′			miya	NB80 127NHP	
LBKW	(*ex*SunChangMaru, 2 *Dks*&*Spar dk*	788										BK8″	Japanese	*Cmp.*80H.Kg.Dk.Co.H.Kg.	
	*ex*FushimiMaru,*ex*Veteran,*ex*Thales)														
768	**Fusilier** Iron&SteelPadSk	280					1888	M'Arthur	**David MacBrayne,**	202·0	21·6	8·1	Glasgow	D.2Cy.49″–60″	
95065	*A.McArthur* –16	242						&Co.	**Ld.**				British	NB01 285NHP	
JKLT		114						Paisley						Hutson&Corbett,Glasgow	
769	**Fuso Maru** SteelSc	987					1909	OsakaIron	**TokiowanKisen**	217·7	29·1	19·0	Tokio	T.3Cy.13″,21½″&36″–27″	
12181		—						Works	**KabushikiKaisha**				Japanese	67NHP	
LHDS	1 *Dk*	580						Osaka						OsakaIronWorks,Osaka	
770	— WoodScSr	334					1895	OsakaIron	**OsakaShosen**	138·0	19·7	15·5	Osaka	C.2Cy.17¼″&34¼″–22″	
1533		289						Works	**KabushikiKaisha**				Japanese	46NHP	
HKMQ	2 *Dks*	195						Osaka						OsakaIronWorks,Osaka	
771	**Futami Maru** SteelScSr	883					1888	Rostocker	**KitaNipponKisen**	195·9	28·3	18·1	Osaka	T.3Cy.13⅝″,22½″&36⅝″–27½″	
1511		—						Act.Ges.	**KabushikiKaisha**	B41′			Japanese	NB04 70NHP	
HKLD	(*ex*Presto) 1 *Dk*&*Spar dk*	548						Rostock				*WB*		RostockerA.G.,Rostock	
772	**Fuyo Maru** IronScSr	1262			…		1878	ShortBros.	**GoshiKaisha**	238·5	35·0	18·0	Amaga-	C.2Cy.31″&57″–36″	
1011	*D.Murakami*03–13 (*ex*PrinzHeinrich)	1091						Sunderland	**HaradaShoko**	Q92′B44′F27′			saki	NB91 162NHP	
HGJT	*Well deck* 1 *Dk*2*trB*	782										BK8½″ *WB*	Japanese	J.Dickinson,Sunderland	
773	**Fylde** SteelTwinScSp	256					1904	Ferguson	**Lan&Yorks.&Lon**	123·0	22·6	10·7	Fleetwood	T.6Cy.11″,17″&28″–22″	
114304	*I.Coulthard* –13 (*Tug*)	223						Bros.	**&N.W.Rlwy.Cos.**				British	94RHP	
	1 *Dk*	98						Pt.Glasgow				*WB*		FergusonBros.Pt.Glasgow	
774	**Fylla** SteelScSr	775	✠100A1	Cpn	*l*	~~6,16~~	1906	Kjöbnhvns	**Dmpskselsk.**	211·2	30·7	13·1	Esbjerg	T.3Cy.14″,22½″&37″–24″ (*s*)	15 ″ 6
	*N.Brinck*05–11 *ss*Cpn.No.2–14	667	~~3,18 6,16~~	Sws		3,18	5mo	Flydk.&Skbs.	**Vesterhavet(I.**	P13′B59′F28′			Danish	180lb 79NHP	s 1 ″ 9
NPRS	1 *Dk*(*ptIrn*&*ptStl*)&*deep*	455		~~BS6,17~~				Copenhagen	**Lauritzen,** *Mgr.*)			FK	4*BHCem*	2SB,*4cf*,GS40,HS1300	14 ″ 0
	framing			~~P&C6,16~~ ~~LMC2,16~~			*Lloyd*	*'sA&CP*	*WB* = *Cell DBa*&	*uE*68′*f*88′237*t FPT*			39*t APT*26*t*	Kjbnhavns.Flydk.&Skbsv.	
775	— IronScSr	159					1881	Flensburgr	**Ver.Flensburg**	113·9	19·4	9·8	Snderburg	C.2Cy.18″&31″–21″	
	*Th.Thomsen*88–90 1 *Dk*	120						Schiffsb.Ges.	**Ekensunder&Son-**	Q42′ B27′ F32′			German	NB97 37NHP	
LKVB		84						Flensburg	**derburgerDampfs.**					FlensburgerSchiffsb.Ges.	
									Ges.						
776	**Fynd** SteelScSr	165					1911	Porsgrund		104·0	20·2	11·8		T.3Cy.12″,20″&32″–24″	N
	(*Whaler*)	154						Mek.Værks.		H11*t*				50NHP	
	1 *Dk*	56						Porsgrund				*WB*		G.T.Grey,SouthShields	
777	**Fyr** SteelScSr	158					1911	Framnæs	**Soc.Ballenera de**	100·4	18·3	10·9	Corral	T.3Cy.11″,18″&29″–24″	N
887	*G.Andersen* –12 (*Whaler*)	126						Mek.Værks.	**Corral**				Chilian	41NHP	
HBPR	1 *Dk*	79						Sandefjord				*WB*		FredrikstadM.V.Frdstad.	
778	**Fyris I.** SteelScSr	213					1889	Bergsunds	**Ångf.Aktieb.Gari-**	106·7	19·0	8·2	Upsala	T.3Cy.12¼″,19½″&31¼″–23½″	
1616	*E.E.Thelin*13–13	98						Mek.Verks.	**baldi(H.W.Söder-**	P67′ H13*t* F32′			Swedish	47NHP	
JDGH	1 *Dk*	155						Stockholm	**man,** *Mgr.*)					BergsundsM.V.Stockholm	
779	**Fyris II.** IronScSp	144					1876	Bergsunds	**Ångf.Aktieb.Gari-**	103·1	18·7	7·9	Upsala	C.2Cy.17½″&31¼″–19½″	
1617	*C.A.Holmgren*88–94 (*ex*Fyris) 1 *Dk*	80						Mek.Verks.	**baldi(H.W.Söder-**	Q31′ B36′ H6*t* F17′			Swedish	NB02 36NHP	
JDGK		107						Stockholm	**man,** *Mgr.*)					BergsundsM.V.Stockholm	

***Additional Ships are inserted in the Supplement at the end of the Register.

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. *Master.* Special Surveys.	3 Material, Rig, &c. *Late Name if any.* No. of Decks, &c.	4 Register Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey. Years as to good now apparent. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines.	8 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Dates of Re-Trade Cert.
1 206423	G. A. Boeckling *Elec.light*	SteelPad (*Ferry*) 1*Dk*	328 — 157				1909	Gt.Lakes Eng.Works Ecorse	CedarPointResort Co.	155·2	30·0	9·1	Sandusky Utd.States	C.2Cy.25½″&44½″–72″ *Emade—refitted*09		
2 86559	G. A. Flagg *Mchy.Aft* *Elec.light*	SteelScSr 1*Dk2trB*	3062 — 2128				1901	Superior S.B.Co. W.Superior, Wis.	CalumetTransprtn Co. (M.A.Hanna &Co.*Mgrs.*)	332·0	42·0	22·7	Cleveland Utd.States *WB*	T.3Cy.20″,33″&54″–40″ 184NHP SuperiorS.B.Co.		L
3 91392 VNTS	G. A. Savage *Mchy.Hardley* –14 *Mchy.Aft* *Well deck*	SteelScSr *ss*Bkn.No.3–4,13 1*Dk*(*Stl–pt* teak s)	357 258 141	✠~~100A1~~ 6,15 ~~NB11,10~~ ✠~~LMC4,15~~	Bkn	*f*	6,15	1900 2mo	AilsaS.B. Co. Troon A&CP	ZillahShipping& CarryingCoLd(W. A.SavageLd.*Mgr*) Q46′B10′F25′ BK7″ *WB=FPT*	143·3	24·1	11·1	Troon British *3BHCem* *56tAPT9t*	C.2Cy.16½″&37″–24″ (*s*) 130lb 71RHP 1SB,*3pf*,GS47,HS1360 Ross&Duncan,Glasgow	12 ″ 0 ~~s ″ 10½~~ ~~11 ″ 10~~	
4 206623	G. A. Tomlinson *Elec.light Mchy.Aft*	SteelSc 1*Dk*	6361 — 4862				1909	American S.B.Co. Lorain,Ohio	PioneerS.S.Co. (Hutchinson&Co. *Mgrs.*)	504·0	54·0	30·0	Buffalo N Y Utd.States *WB*	T.3Cy.23½″,38″&63″–42″ 257NHP AmericanS.B.Co.Lorain,O.		
5 105353	G. B. Crow *Wallace* (*Sand Pump Hopper Dredger*)	SteelTwinScSp *ss*Liv.No.3–6,08 *ss*Liv.No.2–16 2*Dks*(*UStl*–ws)	2384 2381 1523	✠100A1 *Hopper Dredger* 10,17~~,16~~ ~~M87,16~~ ✠LMC ~~BS10,14~~ 10,17	Liv	*t*	~~N6,15~~ 10,17	1895 11mo	NavalCon. &Arm.Co.Ld. Barrow A&CP	MerseyDocks& HarbourBoard FK *WB=MT*25′140*t*	320·0	47·0	19·4	Liverpool British *8BHptAsp ptCem*	T.6Cy.18″,29″&47″–30″ (*s*) 180lb 300NHP 3SB,*9cf*,GS172,HS5133 NavalCon.&A.Co.Ld.,Brw	20 ″ 6	
6	G. B. Vierci *U.Braunstein* (*ex*Fortuna,*ex*Perseo)	SteelPadSr 1*Dk*	578 — —					1886	W.Denny &Bros. Dumbarton	Nav.aVap. (Vierci Hnos.)S.A.	162·9	22·1	6·7	Asuncion Paraguayn.	C.D.2Cy.21″&37″–42″ 74NHP Denny&Co.Dumbarton		
7 39975	G. C. Lindauer *O.J.Sundman* –07	WoodSc 1*Dk*	453 387 287					1902	McWhinneys Aberdeen,Wash.	WilsonBros.&Co.	158·1	36·1	11·5	S.Frncisco Utd.States	C.2Cy.14″&32″–24″ 42NHP FultonE.&S.B.Wrks.S.Fo.		
8 127858	G. C. R. A. *Lighter*	SteelScSp 1*Dk*(*Stl*)	119 106 67			...		1910	H.Scarr Hessle,Hull	GreatCentralRly.	77·6	18·6	9·2 Q30′F12′ BK6″	Grimsby British	C.2Cy.9″&18″–10″ 13RHP F.T.Harker,Stockton	10 ″ 0	
9 67 PKWN	G. D'Henry (*Tug*)	WoodSc —	111 — 14					1910	F.Parodi Pegli	Corpo dei Piloti Pratici	74·6	20·2	12·2	Naples Italian	C.2Cy.19″&35″–16″ *Emade*86 41NHP Guppy,Naples		I
10 5792 JVPG	G. E. Broms *P.V.Sandell*16–16 (*ex*H.C.Andersen,*ex*Dunmore,*ex*Propel, *ex*Dunmore) *Well deck* *Inner bottom plating Irn*	SteelScSr *ss*Cpn.2ndNo.3–4,16 1*Dk*(*Irn*)2*trB*	1347 1022 775	✠100A1 ~~4,17~~ ~~4,16~~ ~~BS4,17~~ ✠LMC4,16	Cpn Rig	*o*	~~4,16~~ 4,17	1888 11mo	S.M'Knght &Co. Ayr *Lloyd'sA&CP*	Broms&Dam	245·0	34·1	15·7 Q85′B73′F33′ BK9″ *CellDB*197	Stockholm Swedish 160lb *80lb* NDB01 136NHP 1SB,*2rf*&*2pf*,GS62,HS2007 220*tAPT*17*t* Hutson&Corbett,Glasgow	18 ″ 0	
11 134744 HWSL	G. E. Foster *R.Dillon* –12 *Elec.light* *ss*PrinceRupertNo.1–17	SteelScK 1*Dk*	229 203 96	✠100A1 *StmTrawler* 2,17 ~~3,12~~ ✠LMC~~3,12~~ 2,17	Hul Prince Rupert		~~1,17~~ 2,17	1912 9mo	Cochrane& Sons Selby *Lloyd'sA&CP*	~~AtlinConstruction Co.Ld.~~ Canadian Atlin Construction Co.Ld. (T.H.Johnson,*Mgr.*)	118·0	22·0	11·5 Q61′F19′ BK7½″ *WB=DBf*13′15*t*	Grimsby British 180lb 58RHP 4*BHCem* 1SB,*3pf*,GS48,HS1290 C.D.Holmes&Co.Ld.Hull	12 ″ 3 s 1 ″ 0½ 12 ″ 2	
12 128837	G. F. B. *W.Cooper* –16 *Paraffin Motor* (*ex*Sailing Vessel) (*Lighter*) 1*Dk*	SteelScSr	127 105 83					1909	W.H. Warren NewHolland	G.F.Birch&SonLd	91·3	18·6	7·3	Hull British	Paraffin Motor 2Cy.12⅛″–15¾″ NE*fitted*11 P.Jörgensen,Copenhagen		
13 120727	G. F. Holden *J.Pugh* 07–09 (*ex*Pelican) *Elec.light*	SteelTwinSc *ss*Mel.No.2–08 1*Dk*	222 191 30	✠ *For Towing purposes* 6,08 ✠	Mel			1898 11mo	Fleming& Ferguson Paisley	GeelongHarbour TrustCommissioners	115·0	22·1	10·0 Q41′ BK7″	Geelong British 4*BHCem*	T.6Cy.10″,16½″&27″–22″ 40RHP 2SB,*2cf*,GS44,HS1113 Fleming&Ferguson,Psy.	10 ″ 6	
14 86610	G. J. Grammer *Mchy.Aft* *Elec.light*	SteelScSr 1*Dk2trB*	4471 — 3703					1902	Superior S.B.Co. W.Superior, Wis.	SeitherTransitCo. (W.H.Becker, *Mgr.*)	438·0	48·0	24·0 len05	Cleveland Utd.States *WB*	T.3Cy.20″,33½″&55″–40″ 191NHP SuperiorS.B.Co.		
15 128750 JDFH	G. M. *E.Garnham* –13	SteelScK 1*Dk*	225 198 89	✠100A1 *StmTrawler* 3,14 ✠LMC6,10	Mil		5,13	1910 7mo	Smith's DockCo.Ld. Middlesbro' *Lloyd'sA&CP*	J.H.Dove	120·0	21·5	11·7 Q67′F19′ BK7½″	MilfrdHvn British 3*BHCem*	T.3Cy.12½″,20″&34″–24″ (*s*) 180lb 74RHP 1SB,*2pf*,GS37,HS1340 ShieldsEng.Co.Ld.N.Shl.	12 ″ 6	
16 5751 JVLM	G. P. Braathen *P.H.Pontoppidan*15–15 *Elec.light* Heidmann) *Mchy.Aft*	SteelScSr (*Whaling*) 1*Dk*	1818 — 987	*Now named "Elfsborg," See No. 18 in Supplement.*				1904	Schiffsw. v. Koch Lübeck	Aktieb.Nordiska Lloyd (H.Modin, *Mgr.*)	264·4	38·5	16·7 P15′Q59′B68′ H133*t*F21′ *WB*	Gothenbrg Swedish 152NHP J.F.Abrens,Altona	T.3Cy.19¾″,32½″&51½″–33½″		G
17 123324 HLKS	G. R. Crowe *J.H.Hudson* *Elec.light* *Mchy.Aft*	SteelScSr 1*Dk*	2940 2668 2347					1907 *rblt*10	Caledon SB &Eng.Co. Dundee by Collingwo	Mntezuma Transportation Co.Ld. odSB.Co.Ld.,Colli	331·0 F41′	43·4	22·9 ngwood,Ont.	Toronto British *WB*	T.3Cy.18″,29½″&48″–36″ 138NHP CaledonS.B.&Eng.Co.Dun.		
18 85527	G. S. Allyn *G.E.Bowen* –11	WoodSc —	145 — 89					1878	..... Mystic,Conn.	C.E.Davis Packing Co.	117·5	19·2	8·7	Greenport N.Y. Utd.States			
19 137587	G. S. P. *Mchy.Aft* *Elec.light*	WoodScDy (*Fishing*) 1*Dk*	100 99 49					1916	Colby Bros. Ld. OultonBroad	Pitchers,Ld. (G.Pitchers,*Mgr.*)	89·1	19·5	9·9	Yarmouth British	C.2Cy.11¾″&26″–18″ 26RHP F.W.Carver&Co.Gt.Yar.		
20 (*ex*Hornsea)	G. Voyazides *T.Mitzis* –16 *deep framing*3*Dk rule*	SteelScSr *ss*Hul.No.2–13 1*Dk*(*Irn*)2*trB*	*3040* *2875* *1952*	✠100A1 6,16 ~~Examine 3,13~~ ✠LMC~~3,16~~ ~~BS8,17~~ 3,13	Pir	*v*	~~3,17~~ N3,18	1904 12mo	BlythS.B. Co.Ld. Blyth *Lloyd'sA&CP* *WB*	SaliarisBros. *B = CellDBa*108′	330·8 P29′B168′F34′ FK *uE&B*38′*f*136′762*t*	47·3	21·8 *5BHCem* *APT*118*t*	Piræus Greek 180lb 274NHP 3SB,*6cf*,GS109,HS4020 N.E.MarineEng.CoLdNwc	T.3Cy.23″,38″&64″–42″ (*s*) 24 ″ 5 s 3 ″ 4 21 ″ 5		
21 86667	G. Watson French *Mchy.Aft* *Elec.light*	SteelScSr 1*Dk2trB*	3883 — 3064					1903	West Bay CityS.B.Co Bay Cty,Mich	Republic Trnsprtn. Co. (M.A.Hanna& Co.*Mgrs.*)	356·0 F48′	50·0	24·0 *WB*	Duluth Utd.States Chicago	T.3Cy.20″,33½″&55″–40″ 191NHP S.B.Co.Chicago		L
22 14350 ~~NSPH~~ JSRY	Gaasterland ~~*J.Knoppert*~~ *Well deck*	SteelScSr 1*Dk*(*Stl*)	1091 767 625	✠100A1 ~~Nov 4,16~~ ~~1st Hul~~ 5,18 ✠LMC5,15 ~~BS4,13~~	Rot Hul	*n*	7,17 Shl	1915 5mo	Wrf.voorh. Rijkee&Co. Rotterdam A&CP *WB*	TheShippingController(JohnGood &Sons,*Mgrs.*) *=CellDBa* 58′ *uE*	225·2 Q72′B55′F22′ FK 19′*f*98′291*tFPT*21*t*	33·2	14·2 4*BHCem* *APT*20*t*	London British	T.3Cy.17½″,29″&46″–36″ (*r*) 180lb 155NHP 2SB,*4cf*,GS78,HS2620 Maats.Fyenoord,Rot.	15 ″ 0 s 1 ″ 2½ 14 ″ 0	

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Grément, etc. / Capitaine. / Visites Périodiques.	3 Ex-nom, s'il y a lieu. / Nombres des Ponts.	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Temps assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pt.	15
23 127848	**Gabir** *A.Oxborough* –15	**SteelScK** *ss*Gms.No.1–14 1*Dk*	219 197 106	✠100A1 *Stm Trawler* 7,14 ✠LMC6,14	Gms		6,14	1909 11mo *Lloyd's*	Cook, Welt'n & Gemmell Ld. Beverley *sA&CP*	**A.Black** John L. Green Ltd	117·0 | 21·6 | 11·5 Q66′ BK8″	Grimsby British 3*BHCem*	T.3Cy.12″,21½″&34″–24″ (*s*) 180lb 69RHP 1SB,*2pf*,GS35,HS1172 Gt.CentralEng.Co Ld.Gms	12 ″ 3	
24	**Gablonz** *Elec.light* Wireless 3*rd dk*(*Stl*)*in Nos.*1,2,3&5*holds*	**SteelTwinScSr** 2*Dks*(*Stl–Uws*) &*Awng dk*(*Stl*–teak s)	8448 6985 4975	✠ — 7,16 *Awng dk with freeboard*	Tri	*c* †		1912 11mo	Cantiere San Rocco Trieste	**Lloyd Austriaco** *WB=CellDB a85′u E&B162′*	452·4 | 53·9 | 29·6 56·3 FK *f* 143′ 1142*t FPT*	Trieste Aust.-Hung. 9*BHCem* 61t*APT*57t	Q.8Cy.26″,37″,53″&76″–51″ 1290NHP 8SB,*24cf*,GS474,HS18880FD StabilimentoTecnico,Tri.	39 ″ 11	
25 73541 QHSD	**Gabo** *J.Selmes*18–18 ~~*StirPerche*~~ *ss*Mel.2ndNo.3–11,08 *Well deck* ~~*ssMel.No.1–10*~~ *Elec.light* *ss*Syd.No.2–18 1*Dk*(*Stl*)2*trB*	**SteelScSr** *ss*Mel.2ndNo.3–11,08 *ss*Syd.No.1–07	2060 1642 1246	✠100A1 3,18 ~~1,16~~ ✠LMC~~11~~ 3,18	Mel Syd	*r*	N1,17	1883 6mo *Lloyd's*	J.Key&Sns Kinghorn *sA&CP*	~~Australian Steamships Ld. (J.Lem. Agents, Howard Smith, Ltd.)~~ Williams Lumb Ld. *WB=DBa56′&u*	279·7 | 38·4 | 20·0 P&B149′F43′ ptND02 BK9½″ *E&B60′285t*	Melbourne British 5*BHCem*	C.2Cy.36″&70″–48″ 80lb 283NHP 4SB,*8pf*,GS140 J.Key&Sons,Kirkcaldy		
26 137434 JKLP	**Gaboon** *J.A.Nelson* –15 *Elec.light*	**SteelScSr** 2*Dks*(*Stl U-ws*)	3297 2971 2005	✠100A1 ~~5,17 3,17 1,17~~ *b*,18 ~~1,18~~ ✠LMC~~11~~ 5,18	Liv SouCf	*v* Lon	9,17	1915 3mo *Lloyd's*	TyneI.S.B. C .Ld. Newcastle *sA&CP*	British&African S.N.Co.Ld. (Elder,Dempster& Co.Ld. *Mgrs.*) *WB=CellDB a96′u*	337·0 | 48·5 | 22·6 P36′B108′F41′ FK *E25′f* 149′741*t FPT*	Liverpool British 6*BHCem* 129t*APT*93t	T.3Cy.25″,41″&68″–45″ (*s*) 180lb 429NHP 2SB(FD)&1SB,*6cf*,*2pf*, GS152,HS6484 N.E.MarineEngCo.Ld Nwc	25 ″ 0 s 4 ″ 2½ 21 ″ 2	
27 JHTV	**Gabriella** *Coppin*07–07 *Elec.light*	**SteelScSr** (*Trawler*) 1*Dk*	285 262 99					1907	E.de la Brosse& Fouché Nantes	Soc.Française de Pêcheries à Vap. (Vve Christiaens& A.Bourgain *Mgrs.*)	139·8 | 22·0 | 10·8 Q52′ *WB*	Boulogne French	T.3Cy.11⅛″,19¹¹⁄₁₆″&32²⁵⁄₃₂″– 24½″ 51NHP E.de la Brosse&Fouché,Nts		V
28	**Gaby** *E.Vansteenberghe*02–12 (*Trawler*) 1*Dk*	**SteelSc** 185 69	210					1909	Chantier Cockerill Hoboken	Pêcheries à Vap. (Soc.Anon.) (John Baurvens, *Mgr.*)	115·0 | 21·5 | 12·6 *WB*	Ostend Belgian	T.3Cy.12″,20″&32″–23″ 49NHP Earle'sCo.Ld.Hull		V
29	**Gaditano** (*ex*Barrister) *Elec.light*	**SteelScSr** *ss*Liv.No.3–10,05 *ss*Liv.No.1–09 2*Dks*(*Stl–Uws*)3*trB*	4750 4397 3080	✠ — 2,15 ✠	Liv	*y*		1893 2mo	SirR Dixon &Co. Middlesbro'	**The Admiralty** *WB=CellDB* 112′ 252*t*	400·0 | 45·2 | 29·7 P58′B102′F48′ FK	British 6*BHCem* *MT*33′652*t*	T.3Cy.25″,41″&68″–54″ NDB08 419NHP 2DB,*12cf*,GS210,HS7159 T.Richardson&Sons,Hpl.	31 ″ 3	
30 127847	**Gadra** *F.Rowe* –14	**SteelScK** *ss*Gms.No.1–14 1*Dk*	219 197 106	✠100A1 *Stm Trawler* 6,14 ✠LMC6,14	Gms		6,14	1909 10mo *Lloyd's*	Cook, Welt'n & Gemmell Ld. Beverley *sA&CP*	**Grant&Baker S. F. Co.Ld.**	117·0 | 21·6 | 11·5 Q66′ BK8″	Grimsby British 3*BHCem*	T.3Cy.12″,21½″&34″–24″ (*s*) 180lb 69RHP 1SB,*2pf*,GS35,HS1172 Gt.CentralEng.Co Ld.Gms	12 ″ 3	
31 44394 JKMH	**Gael** *J.McKinlay* –11	**IronPadSr**	361 336 151					1867	Robertson &Co. Greenock	**David MacBrayne, Ld.**	211·0 | 23·2 | 10·6 Q27*t*	Glasgow British	O.2Cy.45″–63″ NB92 247NHP Rankin&Blackmore,Grk.		
32 115769	— *J.G.Hay* –03 *Well deck* *Mchy.Aft*	**SteelScK** *ss*Bwg.No.3–5,16 1*Dk*	108 80 40	✠ 5,16 ✠	Bwg	*a*		1903 6mo	G.Brown& Co. Greenock	**P.W.Gibb**	83·4 | 19·9 | 8·1 Q36′F17′ BK6″ *WB=FPT5t*	Glasgow British 3*BHCem*	C.2Cy.12″&26″–18″ 37RHP 1SB,*2pf*,GS28,HS746 Muir&Houston,Ld.Gls.	8 ″ 9	
33 96220 LRTJ	**Gaelic** *A.Waters* –15	**IronScK** *ss*Gms.2ndNo.3–6,10 *ss*Gms.No.1–14 1*Dk*	159 142 64	✠100A1 *Trawler* 4,17 ~~3,18~~ ✠LMC7,14 ✠NB12,07 BS8,10 4,17	Gms		~~3,16~~ 4,17	1890 5mo *Lloyd's*	Earle'sCo. (Lim.) Hull *sA&CP*	~~Popplewell Curing Co. (Grimsby), Ld.~~ G.F.Sleight	100·9 | 20·5 | 10·7 Q44′F19′ ptND02&10 BK7½″	Grimsby British 3*BHCem*	T.3Cy.10½″,20″&32″–22″ (*s*) 150lb 55RHP 1SB,*2pf*,GS28,HS790 Earle'sCo.(Lim.),Hull	11 ″ 7	
34	**Gaelic Prince** *Elec.light*	**SteelScSr**	6410 5850 Sold	100A1 *Shelter dk* (*Class Contemplated*)				1917	Palmers' Co.Ld. Newcastle	**Prince Line, Ld.** (Furness, Withy& Co.Ld. *Mgrs.*)	451·7 | 57·2 | 27·7	British	Q.4Cy.25½″,36½″,52½″&76″ –54″ Palmers'Co.Ld.Newcastle		
35 42 PLBJ	**Gaetana Costanzo** *D.Strazzulu* *Elec.light*	**SteelScSr** (*ex*Dott) 1*Dk*	1027 748 598					1901	Fredrkstad Mek.Værks. Fredrikstad	**G.Costanzo di F.**	209·3 | 32·1 | 13·2 Q59*t*B106*t*H78*t* F33*t* *WB*	Catania Italian	T.3Cy.14½″,24″&39″–27″ 79NHP FredrikstadM.V.Frdstad.		N
36 JHVM	**Gafsa** *Yvon*03–10 (*ex*Cento) 1*Dk*,*pt Awng dk*&*Web frames*	**SteelScSr**	2146 — 1359			...		1895	J.L.Thompson&Sons,Ld. Sunderland	**Delmas frères**	290·0 | 39·9 | 17·1 P29′Q82′ *pt Awng dk* 179′ FK *WB*	La Rochlle French	T.3Cy.20½″,34″&56″–39″ 196NHP J.Dickinson&Sons,Ld.Sld	19 ″ 2	V
37	**Gagara** *E.Klingenberg* –13 (*ex*Zandbergen,*ex*Bacchus) *Elec.light*	**SteelScSr** *ss*Liv.No.3–9,12 1*Dk*(*Stl*) &*deep framing*&*Web frames* 3*Dk rule*	3145 2852 1984	✠100A1 7,14 BS9,15 ✠LMC9,12	Sld	*u*	7,14	1902 7mo	R.Duncan &Co.Ld. Pt.Glasgow	**West Russian S.S. Co.Ld.** *WB=CellDBa11*	325·2 | 48·7 | 21·4 P29′B92′F36′ FK 0′*u E&B38′f* 140′78	Petrograd Russian 6*BHCem* 6t *Poop tank*	T.3Cy.24″,40″&65″–42″ (*s*) 180lb *80lb* 294NHP 2SB,*6pf*,GS118,HS4508 D.Rowan&Co.Glasgow 12′62t*FPT*100t*APT*119t	24 ″ 0 s 4 ″ 0½ 20 ″ 4	
38	**Gaja** *Aagnar* *Elec.light* Sub.Sig.	**SteelScSr** (*ex*Girgenti) 1*Dk*	1758 1560 1036	G.L. ~~May 7.17~~ Lgn 5,18 (*See Footnote**)				1913	Akt.Ges. "Neptun" Rostock	**Requisitioned by the Portuguese Government**	287·3 | 41·1 | 16·9 P&B226′F31′ *WB*	Lisbon Portuguese	T.3Cy.22¹⁵⁄₁₆″,35⁷⁄₁₆″&53⅜″ –37⁷⁄₁₆″ 175NHP A.G."Neptun,"Rostock		
39 106908 PQGK	**Gaika** *D.Samuel* –16 *Ref.Mchy.* Sub.Sig. Wireless 3*Dks*	**SteelTwinSc3MstSr**	6392 5186 3963					1897	Harland& Wolff(Lim.) Belfast	**The Union-Castle Mail S.S.Co.Ld.**	430·0 | 52·2 | 29·0 P67′B172′F69′ *WB*	S'thamptn British	T.6Cy.19″,31″&52″–48″ 375NHP Harland&Wolff(Lim.),Bel		
40 73 PLDW	**Gaiola** (*ex*YachtSantanna) *Elec.light*	**SteelScSr** 2*Dks*	347 — 211			...		1887	Scott&Co. Greenock	**Cia. Napoletana di Nav.**	206·7 | 24·1 | 14·2 BK7″	Naples Italian	T3Cy.16¾″,27⅝″&45⅛″–29½″ 112NHP Scott&Co.Greenock		I
41 42537	**Gairlochy** *N.McKellar* –14 (*ex*Ardmore,*ex*Sultan)	**IronPadSk**	142 115 56					1861	Barclay, Curle&Co. Glasgow	**David MacBrayne, Ld.**	148·3 | 16·6 | 6·6 len65	Glasgow British	1Cy.45″–42″ NB77 60RHP Barclay,Curle&Co.,Gls.		BT till 8,17
42	**Gaivota** 1*Dk*(*Teak*)&*Promenade dk*(*Teak*)	**SteelTwinScSp**	*203* *157* *102*	✠ *For River purposes only* 5,96 ✠	PGl			1896 5mo	A.Rodger &Co. Pt.Glasgow	**DeRosa&Moraes**	120·2 | 22·6 | 8·2 FK	Pará Brazilian 4*BHpt Asp pt Cem*	T.6Cy.8″,13″&20″–18″ NB08 53NHP 1SB,*2rf*,GS33,HS1076 Rankin&Blackmore,Grk.	8 ″ 6	
43 133263 JMBK	**Galacum** *Well deck* *Mchy.Aft*	**SteelSc3MstSr** 1*Dk*(*Stl*)	585 391 243	✠100A1 9,16 ✠LMC11,15	Cff	*h*		1915 11mo *Lloyd's*	R.William-son&Son Workington *sA&CP*	**R.Williamson& Son**	165·7 | 26·6 | 11·0 Q100′B9′F21′ FK *WB=CellDBf* 97′	Workngtn British 3*BHCem* 123t*FPT*38t	T.3Cy.13″,21½″&35″–27 (*s*) 170lb *80lb* 86RHP 1SB,*3pf*,GS50,HS1598 Ross&Duncan,Glasgow	13 ″ 2 s ″ 7 12 ″ 10	

*This vessel which was classed in the Germanischer Lloyd, has now been surveyed by the Surveyors to Lloyd's Register

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. No. of Decks, &c.	3	4 Regist'd Tonnage — Gross. / Under deck. / Net.	5 Particulars of Classification. Character. — for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned / now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of L.R. Trade Cert.
44 140[illegible] [illegible]	Galatea *E.Lepsoe* ~~-14~~ *1Dk*	SteelScSr	1151 115 2 [illegible] 100 5-[illegible]					1912	Laxevaags Msk &Jrnskb Bergen	The Shipping Controller, L.S.Carr& Co., *Mgrs.*)	228·2 P10*t* | 35·2 H49*t* | 15·9 F32*t*			London ~~Newcastle~~ ~~Bergen~~ Norwegian British *WB*	T.3Cy.16″,25½″&43″–30″ 101NHP LaxevaagsMsk&Jrns.Bgn		N
45 120024 HGLD	— *J.W.Forrest* -14 *ss*Bkn.No.2-14 *Elec.light* 2*Dks*(*Upt Stl*-teak s) Sub.Sig.	SteelTwinScSr	569 475 ~~9.17 3.16~~ 1,18 221	✠100A1 Bkn ~~B&S8.18~~ ✠LMC3,14 ~~BS9,17~~	Liv	*i*	7,16	1906 2mo	J.P.Rennoldson&Sns, SouthShields *Lloyd's A&CP*	MerseyDocks& HarbourBoard	170·0 | 30·3 | 13·8 BK7″ *WB*=			Liverpool British 4 *BHCem* *DTf*15′60*t*	T.6Cy.12¼″,21″&33″–24″ (*s*) 180lb 137NHP 2SB,*4cf*,GS71,HS2415 J.P.Rennoldsn&Sns,S.Shl.	15 ″ 0 s 4 ″ 9 11 ″ 2	
46 [illegible]	— *F.J.Shakeshaft* 89–96	IronSc (*Tug*)	133 94	*Now named "Cardiff," See No. 113 in Supplement*				1895	Govt. of N.S.W. Sydney NSW	Government of NewSouthWales	85·0 | 17·9 | 9·2			British	C.2Cy.13″&26″–20″ Mort's Dock Co.Syd.NSW		
47 110521	— *Mchy.Aft*	WoodScFlat 1*Dk*	111 100 76					1875	W.Bloor& Son Liverpool	LiverpoolLighterageCo.Ld. (W.D. Mack, *Mgr.*)	80·1 | 20·6 | 8·9			Liverpool British	C.2Cy.14″&20″–18″ 20RHP Jensen&Co.Birkenhead		
48 JHVS	Galatée *LeCalvez* -16 1*Dk*&*Spar dk*&*deep framing*	SteelScSr	*3034* *2441* *1918*				...	1908	J.Blumer& Co. Sunderland	Cie.Française des Chemins de Fer de Paris-Orléans (Soc. Mar.Aux de Transports, *Mgrs.*)	321·5 | 46·0 | 14·0 P38′B102′F41′ 24·9 FK *WB*			Nantes French	T.3Cy.23″,38″&63″–42″ 280NHP J.Dickinson&Sons,Ld.Sld.	27 ″ 3	V
49 124391 HJMN	Galava *H.Noste* -11 *Well deck* *Mchy.Aft*	SteelSc3MstSr *ss*Syd.No.2-15 1*Dk*(*Stl*)	400 262 ~~2,16~~ 2,18 158	✠100A1 ~~BS2.16~~ ✠LMC1,16 ~~BS1,17~~ 2,18	Syd	*f*	~~7,15~~ 4,17	1906 10mo	R.William-son&Son Workington *Lloyd's A&CP*	GalavaS.S.Co.Ld. (C.G.Warburton)	141·4 | 23·9 | 10·6 Q79′B11′F19′ FK *WB*			SydnyNSW British 3 *BHCem* =*FPT*30*t*	C.2Cy.19″&38″–27″ (*s*) 120lb 81RHP 1SB,*3pf*,GS47,HS1499 Ross&Duncan,Glasgow	11 ″ 9 s ″ 6 11 ″ 5	
50 81953	Galgorm Castle *G.H.Payne* -12 *ss*Cly.No.3-8,88 *Mchy.Aft* 1*Dk*	IronScSr	181 146 4,91 74 ~~NB8,86~~	✠	Npt	*b*		1879 6mo	Harland &Wolff Belfast	~~Tilton's Trading Steamers,Ld.~~ (W.G.Tilton, *Mgr.*)	111·0 | 19·4 | 9·0 Q43′ F20′			Bristol British 3 *BHCem*	C.2Cy.14″&26″–24″ NB15 45RHP J.Rowan&Sons(Lim),Bel.	9 ″ 7 s ″ ~~11½~~ 9 ″ 5	
51 136047 TMNQ	Galiano *G.J.Wheeler* -13 (*Fishery Protection Cruiser*) *Elec.light* 1*Dk*(*Stl*-teak s)& Wireless 2*nd dk*(*Stl*) *in fore*& *after holds*	SteelScSr 1*Dk*(*Stl*-teak s)&	393 324 12,13 129	✠ ✠	Gls	*l*		1913 12mo	Dublin Dkyd.Co.Ld. Dublin	CanadianGovernment	162·3 | 27·1 | 13·1 B11′F37′ BK7″ *WB*=*Cell DBu E*&*B*			Ottawa British 6 *BHCem.* 44′39*t DTf* 15′38*t PT*9*t APT*5*t*	T.3Cy.16″,24½″&40″–30″ 161NHP D.Rowan&Co.Glasgow	13 ″ 11	
52 113487 SMVW	Galicia *A.W.A.Pearce* -15 Wireless	SteelTwinScSr 3*Dks*	5922 5762 3779					1901	Wigham-Richrdsn&Co Ld Newcastle	PacificStmNavCo.	400·5 | 50·0 | 33·3			Liverpool British *WB*	T.6Cy.20½″,34″&57″–40″ 411NHP WghmRchrdsn&C.LdNwc		
53 HJNG	— 1*Dk*(*Stl*)&*Spar dk* *Elec.light* (*Stl*-ws)&*deep framing*	SteelScSr	2836 2282 1746	✠ *Spar dk* 5,02 ✠	Tri	*t*		1902 5mo	Lloyd Austriaco Trieste	LloydAustriaco *WB*=*Cell DBa*96′	315·0 | 42·2 | 17·2 P36′B88′F66′ 25·2 FK *u E*24′*f* 132′454*t FP*			Trieste Aust.-Hung. 6 *BHCem* *T*10*t APT*8*t*	T.3Cy.23⅛″,39″&65½″–45″ 354NHP 2SB,*6cf*,GS113,HS4634 FD ArsenaleLloyd,Trieste		A
54 109502 RCGH	— *T.R.Wilson* -17 *ss*Liv.No.3-6,11 (*ex*Tervoe,*ex*Jabiru) *ss*Bkn.No.1-15 *Well deck* 2*Dks*(*U-Stl*)	SteelScSr	1400 1200 9,16 697	✠100A1 ~~BS9,16~~ ✠LMC8,15	Lon	*q*	9,16	1899 4mo	Wigham Richrdsn&Co Newcastle *Lloyd's A&CP*	J.Hall,Jun.&Co. *WB*=*Cell DB*	260·0 | 34·7 | 18·6 P142′F63′ BK9″ *a*64′*f* 94′197*t FPT*			London British 4 *BHCem* 25*t APT*20*t*	T.3Cy.21″,33½″&54″–39″ (*s*) 160lb *80lb* NDB06 195NHP 2SB,*6pf*,GS98,HS3120 WighmRichrdsn&Co.Nwc.	19 ″ 9 s 2 ″ 2 18 ″ 5	
55 MCGR	— *Chr.Brekke* 1*Dk*	SteelScSr	1187 1056 741					1905	Nylands Værksted Christiania	Dampskibintsk Garonne(Fsarnley &Eger, *Mgrs.*)	237·0 | 31·3 | 16·2 P25*t* H51*t*′F35*t*			Chrstiania Norwegian *WB*	T.3Cy.16½″,27″&44″–32″ 109NHP NylandsVærksted,Xania		N
56 HNCQ	— *C.Piñole* -97	IronScSr 1*Dk*	279 — 146					1853	T.&W. Smith Newcastle	D.TejeroPerez	137·2 | 20·9 | 11·7 Q31′ F16′			Bilbao Spanish	C.2Cy.17¾″&33½″–21½″ 43NHP Chantiers&AdeBacal.,Bdx		
57 128102 HNBR	Galileo *A.M.Brown* -15 *Elec.light* 2*Dks*(*Stl*)&*deep framing* *Ref.Mchy.* Wireless &*Shelter dk*(*Stl*)	*Tonnage opening closed 1917* SteelScSr *ss*Hul.No.1-13	6287 4630 4091	✠100A1 *Shelter dk with freeboard* 7,15 ~~Examined 9.17~~ ~~BS10,16~~ *Examined* ✠LMC10,16 *Carrying fuel oil F.P. above 150°F. in D.B.*	Hul	*a*	~~8,14~~ 8,17	1908 8mo	Nthmblnd S.B.Co.Ld. Newcastle *Lloyd's A&CP*	Ellerman's Wilson LineLd. *WB*=*Cell DBa*144′*uE*&*B*52′	410·0 | 52·0 | ~~27·6~~ 26·1 FK *f* 166′1137*t DTa* 34′			Hull British 7 *BHCem* 860*t APT*38*t*	Q.4Cy.25½″,36½″,52″&75″–54″ 220lb (*s*) 567NHP 3SB,*9cf*,GS180,HS7636 FD Palmers'Co.Ld.Newcastle	~~30 ″ 6~~ ~~s 4 ″ 3~~ ~~26 ″ 8~~ 39 ″ 0 811 ″ 3 28 ″ 2	A
58 HNCQ	Galiola *Motor* (*See Sailing Ship Register*)	WoodAuxScSr	196 — 74					1909	O.Picinich Lussin-piccolo	C.Camalich	81·4 | 20·3 | 9·8			Neresine Aust.-Hung.	Motor		
59 699 PLGN	Gallia *Baracchini* -14 *ss*Sld.2nd No.3-6,12 (*ex*Olive Branch) 1*Dk*(*Stl*)& *Spar dk*(*pt Stl*)3*tr B*	SteelScSr	2728 2606 1733	✠100A1 *Spar dk* 10.15 ✠LMC *Examined* ~~5.16~~ MS6,16 ~~BS5.17~~	Bry	*t*	6,16	1887 8mo	Bartram, Haswell&Co. Sunderland	~~Medici Lucotti~~ Cerrano Federazione Italiana dei Consorzi &arari A&CP	300·0 | 39·3 | 19·9 B60′F31′ 28·6 BK10″ *WB*=*DBa*86′*f*120′			Genoa Italian 6 *BHCem* 412*t APT*31*t*	T.3Cy.23½″,38″&62″–42″ (*s*) 150lb *80lb* NDB00 242NHP 2SB,*6cf*,GS100,HS3675 J.Dickinson,Sunderland	30 ″ 1 s 6 ″ 2 24 ″ 10	
60 NWQG	— *H.T.Meinertz* -16 *ss*Shl.No.3-11,09 *ss*Cpn.No.1-14 1*Dk*(*Irn*)&*deep framing*	SteelScSr	1862 1702 10,16 1183	✠100A1 ✠LMC MS12,15 ~~BS10,15~~ 12,17	Mch	*r*	10,15	1897 2mo	W.Gray& Co.(Lim.) W Hartlepool	Dmpsk.Hafnia Akties. (P.Brown, jun.,&Co. *Mgrs.*) *WB*=*Cell DBa*&*uE* A&CP	280·0 | 40·2 | 18·2 P17′B72′F29′ FK 106′*f* 118′535*t FPT*			Copnhagn Danish 4 *BHCem* 45*t APT*49*t*	T.3Cy.20″,31½″&53″–36″ (*s*) 160lb ~~66lb~~ 188NHP 2SB,*4rf*,GS63,HS3110 Cen.Mar.Eng.Wrks.WHpl	20 ″ 6 s 3 ″ 2 17 ″ 8	
61 81099 TVRN	— *E.S.Salter* -16 *Elec.light* 1*Dk*&*Awng dk*	SteelTwinScSr	1305 1136 555					1904	Cie. Franç. de Nav.&de Const. Nav. Nantes	JoakinNahapiet &Co.	260·7 | 28·5 | 16·2 H– 22·9			Bombay British	T.6Cy.20″,31½″&52″–31½″ NB09 305NHP Cie.Franç.deNav&deConst Nav.Lyons		V
62 NSFT	— *G.Coerkamp* -14 *Oil Eng.* *Mchy.Aft* Sub.Sig. 1*Dk*(*Stl*)	SteelTwinScSr	1113 883 690	✠100A1 2,17 *Carrying Petroleum in bulk* ✠LMC~~6.15~~17	Rot	*l*	11,15	1914 3mo	Gebr.Pot Bolnes A&CP	N.V.Motorschip Gallia(Ph. van Ommeren)	190·0 | 33·5 | 17·0 P44 F21′ FK *WB*=			Rottrdam Dutch 11 *BHpt Cem* *APT*79*t*	Oil Engines 2S.C.SA 8Cy.16½″–18½″ J&CG Bolinder Co.Ld.Skm	18 ″ 0 s 1 ″ 10½ 16 ″ 5	
63 136726 JHKM	Gallier *C.A.Goodwin* 14–14 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Carrying fuel oil F.P. above 150°F. in D.B.*	SteelScSr	4592 4331 2885	✠100A1 *Shelter dk with freeboard* ~~6,17~~ 11,16 ✠LMC12,14	Nap	*y*	6,17	1914 12mo	Ropner& Sons,Ld. Stockton *Lloyd's A&CP*	~~Brys&Gylsen,Ld.~~ LloydRoyalBelge (GreatBritain)Ld. *WB*=*Cell DBa* 126′	385·0 | 53·5 | 25·6 *uE* 26′ *f* 171′ 1039*t* FK			London British 6 *BHCem* *APT*171*t*	T.3Cy.25″,42″&68″–48″ (*s*) 180lb 362NHP 3SB,*9cf*,GS163,HS5769 Blair&Co.Ld.Stockton	28 ″ 0 s 3 ″ 5½ 24 ″ 10	
64 124108 HRJM	Gallinule *Hosier* *Elec.light*	SteelScK *ss*Liv.No.1-12 1*Dk*	238 200 90	✠100A1 *Stm Trawler* 11,14 BS5,14 ✠LMC4,12	Liv		11,14	1907 12mo	Smith's Dock Co.Ld. North Shields *Lloyd's A&CP*	Harley&Miller,Ld	120·5 | 21·6 | 11·6 Q67′F20′ BK7½″ *WB*=			Liverpool British 3 *BHCem* *DTf*4′15*t*	T.6Cy.12½″,20″&34″–24″ (*s*) 180lb 57RHP 1SB,*2pf*,GS38,HS1423 MacColl&Pollock,Ld.Sld.	12 ″ 6	

1 Numéro d'Ordre / Numéro Officiel / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Forme assignée inalternativement expirée. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pt.	15 Registered as a Yacht.
65	**Gallipoli**	SteelScSr	1042					1898	Flli. Orlando Leghorn	Soc.Anon.diNav.a Vap.Puglia	224·3 | 29·0 | 17·0 P&B122'F35'	Bari Italian WB	T.3Cy.17½″,26¾″&45¾″–33″ 120NHP Flli.Orlando,Leghorn		I
21	*B.Gentile*		799												
PLGW	*Elec.light*	2*Dks*	653												
66	—	IronScSr	*282*	✠	Lon			1867	Blackwood &Gordon Pt.Glasgow	Administr.deNav. àVap.Ottomane	147·5 | 22·1 | 11·5 Q34*t*	Constanpl Turkish	2Cy.24″–24″ NB83 43NHP	12 ″ 3	
	(*ex*Blonde)	*ss*Lon.No.3–5,79	*248*	11,90				10mo				*4BHCem*	Blackwood&Gordon,P.Gls		
		*ss*Lon.No.2–88 1*Dk*	*175*												
67	**Gallito**	SteelSc	130					1902	J.Shearer& Son,Ld. Glasgow	PacificStmNavCo.	86·0 | 19·0 | 8·9	Liverpool British WB	C.2Cy.11″&22″–15″ 23RHP Hutson&Son,Glasgow		
115348		(*Tug*)	123												
		1*Dk*	69												
68	**Galtee**	IronScSr	565	✠100A1 2,17	Sws	*h*	N2,17	1881	J.T.El- tringham SouthShields	W.W.Coombs	182·5 | 25·4 | 12·9 Q85'B35'F22' len95 BK7″	Llanelly British	C.2Cy.22″&40″–30″ (*s*) 85lb *100lb* NDB10 70RHP	13 ″ 5	
63380	*R.Thomas* –16	*ss*Apl.3rdNo.3–2,14	421	✠NB8,99 ✠LMC5,13				10mo				*4BHCem*	1SB.*3pf*,GS45,HS1280	s ″ 9	
WFLS	*Well deck*	1*Dk*(*Irn*)	258	~~BS8,171,15~~				*Lloyd's*		WB=	*DBa* 40'56*tf*21'35*t*	*FPT*20*t*	J.P.Rennoldson,S.Shields	13 ″ 4	
69	**Galtee More**	SteelTwinScSr	1112					1898	W.Denny &Bros. Dumbarton	L.&N.W.Rlwy.Co.	276·1 | 35·1 | 14·2 P64'B126'F56'	Dublin British WB	T.8Cy.(2)19″,(2)29″&(4) 31½″–30″ 217NHP Denny&Co.,Dmb.		BT MB 1,14
108816	*J.E.Telfer*		766												
QGHC	Sub.Sig. Wireless	2*Dks*	469												
70	**Galway Castle**	SteelTwinScSr	7988	✠100A1 11,13	Lon	*c*†	~~2,16~~ SN3,18 P3,18	1911	Harland& Wolff,Ld. Belfast	TheUnion-Castle MailS.S.Co.Ld.	452·3 | 56·3 | 30·8 P&B272'F71' FK&BK2″	London British	Q.8Cy.19¾″,28″,41″&60″–48″ 220lb (*s*) 722NHP	33 ″ 9 s 6 ″ 11	BT MB 10,17
132616	*H.Strong* –14		6195					10mo				*8BHCem*	2D&1SB*15cf*GS325HS12540	27 ″ 5	
HTNG	*Well deck*	2*Dks*(*Stl–U* teaks &2*nd dk*–	4967	~~Exam'd 25,13~~ ~~BS10,16~~ ✠LMC11,15 ~~BS3,16~~				*Lloyd's*		WB=	*CellDBa* 128′*uE*&*B*87′*f*171′	1204*t FPT* 70*t APT*80*t*	Harland&Wolff,Ld.Bel.		
	Elec.light Sub.Sig.	ws)&*3rd dk*(*Stl*) *in*													
	Ref.Mchy. Wireless	*Nos.*1,3,4&5 *holds*													
71	**Gama**	SteelScSr	107					1910	Akers Mek.Værks. Christiania	Akties.South Atlantic(L.Bruun, *Mgr.*)	92·0 | 18·0 | 10·6	Tönsberg Norwegian WB	T.3Cy.11″,18″&29″–18″ 36NHP Akers.Mek.Værks.Xia		
	*H.B.Vinge*14–14	(*Whaler*)	105												
MKFC	Wireless (*ex*Erris)	1*Dk*	36												
72	**Gambia**	SteelScSr	3296	✠100A1 ~~11,16~~ 7,17	Liv	*v*		1915	TyneI.S.B. Co.Ld. Newcastle	British&African S.N.Co.Ld. (Elder, Dempster&Co.Ld. *Mgrs.*)	337·0 | 48·5 | 22·6 P36'B108'F41' FK	Liverpool British	T.3Cy.25″,41″&68″–45″ (*s*) 180lb 429NHP	25 ″ 0 s 4 ″ 2½	
137484	*A.J.Day* –15		2973	Low				10mo				*6BHCem*	2SB(FD),1AuxSB,	21 ″ 2	
JMBC	*Elec.light*	2*Dks*(*Stl–Uwss*)	~~2003~~ 1997	✠LMC10,15				*Lloyd's*		WB=	*CellDBa*96′*uE*25′	*f*149′741*tFPT*129*t*	*6cf*&*2pf*,GS152.HS6484		
												*APT*93*t*	N.E.MarineEngCoLd Nwc		
73	**Gambia River**	SteelScSr	4729					1915	Irvine's SB &D.D.Co.Ld. W Hartlepool	BritishEmpire Stm.Nav.Co.Ld. (HoulderBros.& Co.Ld.*Mgrs.*)	385·1 | 52·0 | 27·0 P36'B126'F38'	Liverpool British WB	T.3Cy.25″,40″&68″–48″ 320NHP Richardsons,Westgarth& Co.Ld.Hpl.		C
137470	*R.T.Cutcliffe* –16		4375												
JLQF		1*Dk*	2988												
74	**Gambri**	SteelScK		100A1 *StmTrawler*				1917	Cook,Welt'n&Gemmell Ld. Beverley	A.Grant	125·0 | 22·7 | 12·2 Q71'	Grimsby British	T.3Cy.12¾″,22″&36″–24″ C.D.Holmes&Co.Ld.Hull		
	For full particulars See No.3 in Supplement	1*Dk*		(*Class Contem plated*)											
75	**Gamecock**	SteelScK	171	✠	Hul			1905	GooleS.B. &RepgCo.Ld. Goole	KelsallBros.& Beeching,Ld. (G. Beeching&J.E.A. Kelsall,*Mgrs.*)	110·3 | 21·1 | 11·2 BK7½″ WB=	Hull British	T.3Cy.12″,18″&30″–21″ 45RHP	12 ″ 0	
121048	*J.Heinze* –12		161	*StmTrawler*				5mo				*8BHCem*	1SB,*2pf*,GS25,HS902		
		1*Dk*	65	11,05 ✠							*DTf*23′42*t*		C.D.Holmes&Co.Hull		
76	**Gamleby**	SteelScSr	247					1892	W.Lindbergs Aktieb. Stockholm	Ångf.Aktieb.Gamleby(G.Haak*Mgr*)	109·4 | 22·0 | 8·9 P72' H28*t* F17'	Vestervik Swedish	C.2Cy.14½″&26½″–17½″ NB02 24NHP		
678	*J.Ugarph*79–92	1*Dk*	118										W.LindbergsM.V.,Skm.		
JBVD			175												
77	**Gamma**	SteelScSr	2234					1902	Schiffsw.v. HenryKoch Lübeck	Ahrenkiel& Clausen	260·3 | 38·2 | 17·0 P14'B162'F30'23·9	Apenrade German WB	T.3Cy.17¾″,29½″&47½″–33½″ 129NHP J.F.Ahrens,Altona		G
	P.Maasbol		2104												
LMSQ		1*Dk*&*Spar dk*	1433												
78	**Ganelon**	SteelScSr	5586	✠	Bmn	*a*†		1907	Swan,Hunter&Wigham Richardson, Ld Newcastle	RolandLinieAct. Ges.	425·5 | 53·1 | 29·3 P37'B181'F44' FK	Bremen German	T.3Cy.28″,46″&77″–54″ 556NHP	32 ″ 0	
	(Seized at Antwerp)		5212	6,16				7mo				*7BHCem*	3SB.*9cf*,GS191,HS7785 FD		
QJML	*Jansen*	*ss*Bmn.No.1–11	3627	✠									Wallsnd SlpwyCo.Ld.Nwc		
	Elec.light Wireless	2*Dks*(*Stl*)&*deep framing*								WB=	*CellDBa*150′*uE*23′	*f*181′ 1049*t*	*FPT*83*tAPT*25*t*		
79	**Gange**	SteelTwinScSr	6886					1905	Message. Maritimes LaCiotat	Messageries Maritimes	447·2 | 52·6 | 32·6 P63'B31'F57'	Marseilles French WB	T.6Cy.26¾″,39⅝″&63″–47½″ 545NHP Message.Marit.LaCiotat		V
	Froment		6121												
JKBQ	*Elec.light* Wireless	2*Dks*&*Spar dk*	4425												
80	**Ganger Rolf**	SteelScSr	1280					1901	Nylands Værksted Christiania	Actieselsk.Ganger Rolf (Fred.Olsen &Co.*Mgrs.*)	219·5 | 32·9 | 21·6 H52*t*	Chrstiania Norwegian WB	T.3Cy.16″,26″&43″–30″ 101NHP NylandsVærksted,Xania		N
	*F.C.Jensen*00–01		1209												
HFLK	*Elec.light*	2*Dks*	774												
81	—	IronScSr	121					1876	Bergens Mek.Verks. Bergen	Nordmör Dampskibsselskab	104·9 | 16·7 | 7·8 Q9*t* B30*t*	Xiansund Norwegian	C.2Cy.15″&29″–19″ NB94 31NHP		
	C.F.Olsen	1*Dk*	79										BergensMek.Verks.,Bgn.		
JSGH			73												
82	**Ganges**	SteelScSr	4177	✠100A1 *Spar dk*	Sws Bry	*w*	6,16	1902	Bartram& Sons Sunderland	MercantileS.S.Co. Ld.(E.Hain&Son, *Mgrs.*)	360·2 | 46·9 | 17·9 P30'B102'F36'26·5 FK	London British	T.3Cy.24½″,40″&66″–45″ (*s*) 180lb *100lb* 305NHP	29 ″ 0 5 ″ 7½	
114821	*S.A.Mace* –14	*ss*Sld.No.3–7,14	3737	3,17 ~~6,16~~ ~~BS3,17~~ ~~BS8,16~~ ✠LMC7,14				1mo				*6BHCem*	2SB,*6cf*,GS124,HS4520	23 ″ 9	
TFDJ		1*Dk*(*Stl*)&*Spar dk*(*pt Irn*&*pt Stl*) &*deep framing*	2721					*Lloyd's*		WB=	*CellDBa* 118′*uE*&*B*42′*f*150′	844*tAPT*59*t*	J.Dickinson&Sons,Ld.Sld.		
83	—	SteelScSr	3497	✠100A1 *Awng dk*	Cal Bry	*v*	2,16	1906	C.Connell &Co.Ld. Glasgow	JamesNourse,Ld.	349·5 | 44·1 | 19·5 P41'F45' 27·7 FK	London British	T.3Cy.24½″,40″&68″–45″ (*s*) 200lb *100lb* 426NHP	30 ″ 0 s 6 ″ 5½	
123638	*R.Brown* –13	*ss*Bkn.No.2–14	3260	*withfreeboard* 2,13 ~~3,17~~				5mo				*6BHCem*	2SB,*6cf*,GS124,HS6000 FD	24 ″ 1	
HGBT		1*Dk*(*Stl–ws*)&*deep framing*	2149	~~BS5,17~~ ✠LMC3,14				*Lloyd's*		WB=	*CellDBa* 106′*uE*&	*B*68′*f*126′690*tFPT* 49*tAPT*36*t*	D.Rowan&Co.Glasgow		
	Elec.light Wireless	&*Awng dk*(*Stl–ws*)													
84	**Gann**	SteelScSr	366					1903	Stavanger Stöberi&Dok Stavanger	SandnæsDpsk. Aktiesselsk.	143·1 | 23·5 | 8·3 P96*t*B34*t*H20*t*F32*t*	Sandnæs Norwegian WB	T.3Cy.14¼″,23″&38″–26″ 74NHP StavangerStöberi&Dok		
	E.Reime	(*ex*Sandnæs)	184												
MBGV		1*Dk*&*Awng dk*	210												
85	**Gannet**	IronScK	~~271~~ 260	✠	Hul	*d*		1884	Earle'sCo. Ld. Hull	WynnfieldShipping Co.Ld. (J.W.Eason *Mgr.*)	133·7 | 21·7 | 11·0 Q45' F23'	~~Pocker~~ British	C.2Cy.21″&40″–24″ NB01 68RHP	12 ″ 0	
90353	*E.D.Tovee* –17		214	5,84				5mo				*4BHCem*	Earle'sCo.(Lim.),Hull		
LJQG		1*Dk*	~~93~~ 104												
86	—	IronPadSr	~~240~~ 243					1884	Barrow S.B.Co.(Lm.) Barrow	R.R.Fenwick J.Fenwick&Co.Ld	134·1 | 22·1 | 11·0 B12′	SydnyNSW British	C.D.4Cy.20″&35″–48″ NB02 141NHP		
88928	*F.G.Hine*08–08		243										BarrowS.B.Co.(Lim.),Brw.		
SVJQ		(*Tug*) 1*Dk*	6 ~~50~~												

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys.	3 Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned. Date expired. Equipment Letter.	7* Date when last classed. Last seen.	8 Built. When. — Ship. — Engines.	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L. R. Date of ✠ of Trade Cert.
87	**Gansfjord**	Steel Sc Sr	1087					1913	Stavanger Stöberi & Dok Stavanger	Akties. Dmpsk. Gansfjord (K. Olsen)	237·5	33·1	15·2	Stavanger Norwegian	T. 3 Cy. 19″, 30½″ & 51″–33″		N
	E. Nordböe –13		918								P12*t*	H48*t*	F36*t*		149 NHP		
MJQH	*Elec. light*	1 *Dk*	602											*WB*	Stavanger Stöberi & Dok		
88	**Gantoise**	Steel Sc Sr	*3897*	✠ 100 A1	Rot	*w*	1,16	1902	Palmers' Co. Ld. Newcastle	Soc. Anon. Anversoise de Nav.	365·0	48·2	25·4	Antwerp Belgian	T. 3 Cy. 24½″, 41½″ & 70″–45″	28 ″ 4	
	A. L. Beyns 12–12	*ss* Nap. No. 3–8, 15	*3078*	6,17 ~~10,16~~				5mo			B78′F41′			Belgian	200 lb *150 lb* (*s*) 392 NHP	s 5 ″ 10½	
MBSJ	(*ex* Ripley)	2 *Dks* (*Stl*) & *Web frames*	*2440*	BS 3,17 ✠ LMC 8,15									FK	6 *B H Cem*	2SB, 6*cf*, GS 120, HS 4993 FD	22 ″ 10	
	Elec. light							*Lloyd's*	*SA & CP*	*WB = Cell D B a* 126′ *u E* 26′	*f* 148′	819*t*	*D Ta* 28′		664*t A P T* 34*t* Palmers' Co. Ld. Newcastle		
89	**Ganton**	Steel Sc K	330	✠ 100 A1	Hul			1914	Cochrane & Sons, Ld. Selby	J. H. Collinson (J. F. Johnston, *Mgr.*)	140·3	23·7	12·4	Hull British	T. 3 Cy. 13″, 23″ & 37″–26″ (*s*)	13 ″ 3	
136198	*C. E. Brett* –15		289	*Stm Trawler*				7mo			Q75′F21′		BK 8″		200 lb 84 RHP		
JFWS	*Elec. light*	1 *Dk*	131	7,14	✠ LMC 7,14			*Lloyd's*	*SA & CP*					4 *B H Cem*	1SB, 3*pf*, GS 48, HS 1350 C. D. Holmes & Co. Ld. Hull		
90	**Ganymedes**	Steel Sc	2671					1917	J. & K. Smit Kinderdijk	Koninkl. Nederl. Stoomb. Maats.	~~840·0~~	~~48·0~~	21·0	Amstrdam Dutch	T. 3 Cy. 23″, 37″ & 61″–45″		
		Cruiser Stern	2319								348·0	48·3	18·3		249 NHP		
	Elec. light	*Fitted for oil fuel* 3 *Dks*	~~1633~~												Werkspoor, Amsterdam		
91	**Garant**	Steel Sc Sr	735					1904	Laxevaags Msk. & Jrnskb Bergen	Akties. Garant (K. M. Pedersen)	194·8	30·1	10·9	Kragerö Norwegian	T. 3 Cy. 14″, 23½″ & 38″–27″		N
	Th. Thomassen 15–15	(*ex* Roar,	557								Q91*t*	B47*t*	F30*t*		75 NHP		
MBVG	*ex* Concordia)	1 *Dk*	410											*WB*	Laxevaags Msk. & Jrns. Bgn		
92	**Garcia No. 2**	Steel Sc K	196					1897	R. Thompson & Sons Sunderland	F. Garcia	115·0	20·1	9·0	Bilbao Spanish	C. 2 Cy. 14″ & 28″–21″	9 ″ 8	
	H. Lopez –12	(*ex* Asturias.	150								Q37′B7′F18′		FK	*WB*	37 NHP		
HNDP	*Well deck* *ex* Lewis)	1 *Dk*	85												N.E. Marine Eng. Co Ld. Sld.		
93	**Garcia No. 3**	Iron Sc Sr	180					1865	Caird & Co. Greenock	F. Garcia	117·3	17·1	10·4	Bilbao Spanish	4 Cy. 9″ & 18″–20″		
	J. Mendez 03–11	(*ex* Luis Pinzon,	—												24 NHP		
	ex Juana. *ex* Andaluz, *ex* Pedro)	1 *Dk*	110														
94	**Garda**	Steel Sc	570					1899	Lloyd Austriaco Trieste	A. Feltrinelli	179·7	28·9	13·6	Naples Italian	T. 3 Cy. 11½″, 19″ & 30″–22″	14 ″ 5	V
126	*M. Olivetti* –12	(*ex* Benaco)	—								B40′F21′				42 NHP	s 1 ″ 11½	
PLGZ		1 *Dk*	343												Plenty & Son, Newbury	12 ″ 11	
95	**Gardar**	Iron Sc K	136					1885	Hewett & Co. London	Tönnes Wathne	99·4	19·8	11·5	Stavanger Norwegian	C. 2 Cy. 12″ & 24″–18″		
	M. Ertresvaag –12	(*ex* Sweetheart)	136												24 NHP		
MGQD			50												J. Stewart & Son, London		
96	**Garden City**	Steel Pad	637					1892	John Doty Engine Co. Toronto	Niagara, St. Catharines & Toronto Nav. Co. Ld	177·9	26·1	10·0	Toronto British	C. 2 Cy. 28″ & 54″–48″		
100035	*C. D. Enright* –02	2 *Dks*	557												168 NHP		
	Elec. light Wireless		401												J. Doty E. Co (Lim.) Toronto		
97	**Gardenia**	Steel Sc Sr	3228	✠ —	Ham	*u*		1908	A. Rodger & Co. Pt. Glasgow	Soc. di Nav. a Vap. Eredi Matteo Premuda	330·5	46·0	13·4	Lusinpiclo Aust.-Hung.	T. 3 Cy. 23″, 37″ & 61″–42″	24 ″ 8	
	G. Premuda	*ss* Cff. No. 1–12	2738	1,17				1mo			P29′B88′F34′	22·3	FK	5 *B H Cem*	274 NHP		
HJNM	*Spar dk* (*Stl*) 2 *tr B & deep framing*		2087	*Spar dk* ✠ *with freeboard*						*WB = Cell*	*D Ba & u E* 124′	*f* 148′		650*t A P T* 70*t*	2SB, 6*cf*, GS 128, HS 4616 A. Rodger & Co. Glasgow		
98	—	Steel Sc Sr	3108					1914	Tyne I. S. B. Co. Ld. Newcastle	Stag Line, Ld. (J. Robinson & Sons, *Mgrs.*)	331·2	48·0	22·2	N. Shields British	T. 3 Cy. 22½″, 36½″ & 62″–42″		C
133327	*G. Howse* –17		2873								P30′B94′F34′				249 NHP		
JFTM		1 *Dk*	1899											*WB*	N.E. Marine Eng. Co Ld Nwc		
99	—	Iron Sc K	146			...		1891	Cochrane, Coopr & Schofield Beverley	N. Eastern Steam Fishing Co. Ld.	97·2	20·6	11·0	Grimsby British	T. 3 Cy. 11½″, 18″ & 30″–22″	11 ″ 10	
99190	*G. F. Johnston* –14	(*Trawler*)	134								Q17′F17′		BK 7½″		NB 12 45 RHP		
MJVB		1 *Dk*	70												C. D. Holmes & Co., Hull		
100	**Garesfield**	Steel Sc Sr	1757	✠ 100 A1	Shl	*q*	4,14	1911	R. Thompson & Sons, Ld. Sunderland	Gordon Stm. Shppg Co. Ld.	268·0	38·5	17·0	London British	T. 3 Cy. 21″, 34″ & 56″–36″ (*r*)	19 ″ 8	
129189	(Detained at Hamburg)		1373	4,14				4mo			P20′Q84′B56′F25′		FK	4 *B H Cem*	180 lb 218 NHP	s 2 ″ 2	
HSNR	*T. B. Storey* 06–11	1 *Dk* (*Stl*)	1088		✠ LMC 4,11			*Lloyd's*	*SA & CP*	*WB = Cell D Ba* 80′ *u E &*	*B* 35′ *f* 110′	523*t*	*F P T*	35*t A P T* 53*t*	2SB, 6*cf*, GS 100, HS 3550 Blair & Co. Ld. Stockton	17 ″ 10	
	Well deck	*Cargo battens not fitted*															
101	**Gargoyle**	Steel Sc Sr	4433	✠ 100 A1	N Yk	*x*	~~9,16~~ 4,13	1903	Grngem'th & Greenock Dockyard Co. Greenock	Vacuum Oil Co.	363·8	50·1	27·5	New York Utd. States	T. 3 Cy. 26¾″, 42″ & 70″–48″ (*r*)	30 ″ 3	
212825	*Smith*	*ss* Phl. No. 3–12, 14	4203	~~4,17~~ ~~9,16~~ 6,17	4			1mo			P28′B78′F39′		FK	10 *B H Cem*	180 lb *100 lb* 426 NHP	s 6 ″ 6	
LFBK	(*ex* Pennoil)	2 *Dks* (*Stl*) & *Web frames*	2819	*Carrying Petroleum in bulk*											3SB, 9*cf*, GS 205, HS 7365 D. Rowan & Co. Glasgow	24 ″ 0	
	Elec. light Sub. Sig. Wireless			BS 2,17 ✠ LMC ~~12,14~~ 2,17				*Lloyd's*	*SA & CP*	*WB =*	*Cell D Bu E &*	*B* 68′ 217*t*	*F P T* 320*t A P T* 80*t*				
102	**Garibaldi**	Steel Twin Sc	5181					1906	Soc. Esercizio Bacini Riva Trigoso	Soc. di Nav "Transatlantica Italiana"	381·4	48·1	25·7	Genoa Italian	T. 6 Cy. 22½″, 37½″ & 61½″–40″		I
326	*M. Pastine* –11	(*ex* Virginia)	4580												477 NHP		
PLKN	*Elec. light*	2 *Dks* & *Shelter dk* 4 *tr B*	3162												G. Ansaldo, Armstrong & Co. Sampierdarena		
	Ref. Mchy. Wireless																
103	—	Steel Sc Sr	776					1902	Stavanger Stöberi & Dok Stavanger	The Shipping Controller (J. Currie & Co., *Mgrs.*)	195·0	30·0	11·0	London British	T. 3 Cy. 14″, 23½″ & 38″–27″		N
M5111	~~*P. Wiig*~~ *J. Thorburn* 17–17		585								Q97*t*	B50*t*	H13*t*	F32*t*	150 NHP		
JQRF		1 *Dk*	442											*WB*	Stavanger Stöberi & Dok		
104	—	Steel Sc Sr	277					1904	Cie. Franç. de Nav. & de Const. Nav. Arles	Soc. per Lavori Portuali e Salvataggi Marittimi	151·3	20·0	11·0	Spezia Italian	C. 2 Cy. 23⅜″ & 38½″–24″		V
41	*G. Barsella*		—								Q26′H38′F19′				60 NHP		
PLKF	(*ex* Labor, *ex* Vizzavone)	1 *Dk*	99												Cie. Franç. de Nav. & de Const. Nav. Lyons		
105	**Garlandstone**	Wood Sc K	76	✠ —	Mil			1909	J. Goss Calstock	J. J. D. Russan	76·0	20·2	9·0	Milford British	Paraffin Motor 4 S. C S A	9 ″ 4	
128746	*J. Russan* –09	*Paraffin Motor*	75	5,16				1mo							2 Cy. 8¾″–10¾″		
	Salted† GIB	1 *Dk*	54	✠											Brazil, Straker & Co. Ld. Brs.		
106	**Garm**	Steel Sc Sr	1231	✠ 100 A1	Skm	*o*	4,16	1912	Campbeltown S. B. Co. Campbeltwn	Stockholms Rederiaktieb. Svea (Hj Blomberg *Mgr*)	230·0	35·8	15·6	Stockholm Swedish	T. 3 Cy. 18½″, 27½″ & 45″–33″	17 ″ 7	
5375	*E. R. Linton* 07–12	*ss* Skm. No. 1–16	1008	4,16				9mo			Q79′B58′F28′		FK	4 *B H Cem*	180 lb (*s*) 136 NHP	s 1 ″ 4	
JSVP	*Well deck*	1 *Dk* (*Stl*)	709		✠ LMC 4,16			*Lloyd's*	*SA & CP*	*WB = Cell D Ba* 56′	*u E &*	*B* 33′ *f* 102′	395*t*	*A P T* 85*t*	2SB, 4*cf*, GS 70, HS 2228 J. G. Kincaid & Co. Ld. Grk.	16 ″ 7	
107	—	Steel Sc Sr	725					1916	N V Schpsw de Merwede Hardinxveld	Akties. Garm (A. Prebensen)	179·9	28·0	12·5	Risör Norwegian	T. 3 Cy. 15″, 25 & 40″–27″		V
	Z. Svensen		—												83 NHP		
WLCJ		1 *Dk*	310												Verschure & Co. Amsterdam		
108	**Garmoyle**	Steel Sc Sr	1229					1896	Caledon S. B. & E. Co., Ld. Dundee	Clyde Shppg. Co. Ld (W. Cuthbert *Mgr*)	250·0	33·8	16·3	Glasgow British	T. 3 Cy. 25″, 40″ & 65″–48″		C
106055	*D. McTavish* –17		923								P154′F50′			*WB*	293 NHP		BT till 5,17
PNGD		2 *Dks*	535												Caledon SB & E Co., Ld., Dun		

1 Numéro d'Ordre / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite du navire portefeuille.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudière & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
109 119163 HBGR	**Garmoyle** SteelSc *A.B.Swanson* –13 (*Lighter*) 1 *Dk*		100 81 39					1904	W.Denny& Bros. Dumbarton	A.F.Henry&MacGregor,Ld.	66·5|18·3| 8·8			Leith British *WB*	C.2Cy.10″&20″–16″ 7RHP Denny&Co.Dumbarton		
110 MPRQ	**Garnes** SteelAuxSc3MstSr *J.Johannesen*16–16 *Oil Eng.* (*ex*Jens Riis) 1 *Dk* *See Sailing Ship Register Supplement*		137 118 99					1913	P.PStuhr's Mask.&Skibs. Aalborg	Acties.Kystfart (K.Dahl, *Mgr.*)	90·0|23·0| 9·7 P24′			Bergen Norwegian *WB*	Oil Engines 2S.C.SA 2Cy.13″–13$\frac{5}{8}$″ J&CG Bolinders Co Ld.Skm		V
111 139300 JNGP	**Garnet** SteelScK *J.W.Town* –16 *Elec.light* 1 *Dk*		251 230 98	✠100A1 *Stm Trawler* 10,16 ✠LMC10,16	Hul			1916 7mo *Lloyd's*	Cochrane &Sons,Ld. Selby	KingstonSteam TrawlingCo.Ld.	121·8|22·6|12·2 Q70′F20′ BK7$\frac{1}{2}$″			Hull British 4 *BHCem*	T.3Cy.13″,21$\frac{1}{2}$″&35″–24″ (*s*) 200lb 76RHP 1SB,*3pf*,GS43,HS1250 C.D.Holmes&Co.Ld.Hull	13 ″ 0	
112 JKCM	**Garoet** SteelSc 7133 *Cruiser Stern* 6754 *Elec.light* 3 *Dks* 4543 (*ex*Avondale Castle) — *Elec.light Ref.Mchy.* Wireless 3531							1916	Kon.Maats deSchelde Flushing	Rotterdamsche Lloyd (W.Ruys& Zonen, *Mgrs.*)	446·6|54·3|34·3 B75′F57′			Rottrdam Dutch *WB*	Steam Turbines geared Maats.deSchelde, Flushing		
113 132127	**Garola** SteelScK 249 *E.J.Blake* –14 224 1 *Dk* 134			✠100A1 *Stm Trawler* 7,14 ✠LMC4,12	Gms		7,14	1912 4mo *Lloyd's*	Cochrane& Sons Selby	Grant&BakerStm. FishingCo.Ld.	125·0|22·0|11·7 Q67′ BK8″			Grimsby British 3 *BHCem*	T.3Cy.12$\frac{3}{4}$″,22″&36″–24″ (*s*) 180lb 75RHP 1SB,*2pf*,GS39,HS1224 C.D.Holmes&Co.Ld.Hull	12 ″ 6	
114 JKCM	**Garonna** SteelSc4MstSr 5562 *Barbot*12–12 — (*ex*Avondale Castle) 3531 *Elec.light Ref.Mchy.* Wireless					…		1897	Fairfield Co.Ld. Glasgow	Cie.deNav.Sud Atlantique	425·2|50·0|22·2 P56′B170′F56′ 30·0 FK&BK3″			Bordeaux French *WB*	T.3Cy.30$\frac{3}{4}$″,51″&82″–57″ 620NHP FairfieldCo.Ld.Glasgow	25 ″ 5	V
115 NWVS	**Garonne** SteelScSr 1491 *C.Kroman*93–01 1102 *Well deck Elec.light* 2 *Dks* 890							1899	R.Stephenson&Co.Ld. Newcastle	DetForenede DampskibsSelsk.	249·7|35·2|15·5 Q97′B60′F32′			Copenhagn Danish *WB*	T.3Cy.19$\frac{1}{2}$″,32$\frac{1}{2}$″&54″–36″ 175NHP R.Stephenson&CoLd.Nwc		V
116 132037 JCKW	**Garron Head** SteelScSr 1933 *T.Wilson* –17 1758 *Elec.light* Sub.Sig. 1 *Dk* 1175							1913	Irvine's SB &D.D.Co.Ld. W Hartlepool	UlsterS.S.Co.Ld. (G.Heyn&Sons, *Mgrs.*)	283·2|40·2|18·6 P27′B88′F29′			Belfast British *WB*	T.3Cy.20$\frac{1}{2}$″,33″&54″–36″ 175NHP Richardsons,Westgarth& Co.Ld.Hpl.		C
117 594 HDMP	**Garryowen** IronScSr 403 *J.Hamaham* –96 (*ex*Saxon) 390 185					…		1854	Samuda Bros. London	J.Bannatyne& Sons,Ld.	167·0|24·6|15·6			Limerick British	C.2Cy.16″&30″–16″ NE&B84 40RHP J.Stewart&Son,London		
118 124236 HLRT	**Garryvale** SteelScSr 3917 *J.W.D.Kearncey*16–15 3214 *Turret deck* 1 *Dk* 2456							1907	W.Doxford &Sons,Ld. Sunderland	DawsonBros.& Rowan	349·8|49·1|24·0 P32′F31′			Glasgow British *WB*	T.3Cy.25″,41″&66″–45″ 292NHP W.Doxford&Son,Ld.Sld.		C
119 JNKF	**Garsöy** SteelScSr 642 *B.K.Skjöllingstad* 493 (*ex*Garsö,*ex*Haugesund) 349 1 *Dk* *Well deck*			✠ 9,90 ✠	Mdb	*i*		1890 9mo	W.Harkess &Son Middlesbro'	KnutKnutsen	180·0|27·9|13·8 Q49*t*B58*t*H14*t*F17*t* BK7$\frac{1}{2}$″ *WB=DBa*42′			Haugesnd Norwegian 4 *BHCem* 45*t FPT*30*t*	T.3Cy.15″,25″&40″–27″ 85NHP 1SB,*3pf*,GS50,HS1295 Gourlay Bros.&Co.Dundee	14 ″ 8	N
120 129078 HQMP	**Garth Castle** SteelTwinScSr 7715 *L.A.Millard* –14 *ss*Lon.No.1–14 6001 *Elec.light* 2 *Dks* (*Stl M–ws U teak s*) *¢deep* 4871 *Well deck Ref.Mchy.* Sub.Sig. *framing* Wireless *Lower dk* (*Stl*) *in Nos.*1,3&4 *holds*			✠100A1 5,16 BS12,16 ✠LMC6,14	Lth	*c*†	s6,13 PN 12,14	1910 3mo *Lloyd's*	Barclay, Curle&Co.Ld Glasgow	TheUnion-Castle MailS.S.Co.Ld.	452·6|54·3|30·7 P&B272′F66′ FK&BK2$\frac{1}{2}$″ *WB=C*			London British 8 *BHCem* *ell DBa* 128	Q.8Cy.18$\frac{3}{4}$″26$\frac{3}{4}$″39″&57″–48″ 220lb (*s*) 647NHP 2D&1SB*15cf*,GS302,HS11225 Barclay,Curle&Co.Ld.Gls. *uE*48′*f*171′1144*t FPT*71*t*	33 ″ 6 s 6 ″ 9 27 ″ 3	
121 98246 MLGF	**Gartland** SteelScSr 2613 *G.Walker* –17 ~~*ssShl.No.3–11,04*~~ 1989 (*ex*Trewidden) ~~*ssShl.No.3–1*~~ 1683 1 *Dk* (*pt Stl pt Irn*) 2*tr B* *ss*Shl.2ndNo.3–6,17 & *pt Awng dk* (*Irn*)			✠100A1 *pt Awng dk* *with freeboard* 6,17 ~~11.16~~ ✠LMC 6,17 ~~MS6,13~~ ~~BS6,13~~	Sws Shl	*l*	~~7,15~~ 6,17	1892 1mo	J Readhead &Sons S.Shields A&CP	GartS.S.Co.Ld. (Whimster&Co. *Mgrs.*)	298·5|40·1|20·1 P28′Q86′ BK10″ *pt Awng dk* 182′ *WB=*			Glasgow British 5 *BHCem* *Cell DB* 260′ 530*t*	T.3Cy.23″37$\frac{1}{2}$″&61$\frac{1}{2}$″–39″(*r*) 160lb ~~80lb~~ NDB04 234NHP 2SB,*6rf*,GS104,HS3491 *50lb* J.Readhead&Sons,S.Shl.	23 ″ 2 s 8 ″ 0½ 22 ″ 9	
122 79229 SWNK	**Gartmore** IronScSr 1774 *ss*Gls.2ndNo.3–5,06 1629 (*ex*Castilla, *ex*Bedford) *ss*Bkn.No.1–11 1122 2 *Dks* (1 *Irn*) 3*tr B*			✠100A1 11,13 BS1,13 ✠LMC12,11	Liv	*r*	4,13	1879 12mo *Lloyd's*	TyneI.S. B.Co. Newcastle	The Admiralty	270·0|35·0|24·4 P25′B68′F32′ BK9½″ *WB=DBa*80′			Glasgow British 5 *BHCem* *DBa* 80′	C.2Cy.33″&63″–39″ 80lb NDB88 187NHP 2SB,*4pf*,GS78,HS2960 N.E.MarineEng.Co Ld.Sld	25 ″ 8 s 4 ″ 1 22 ″ 10	
123 95198 LTPD	**Gartness** SteelScSr 2422 *H.A.Owens*16–17 *ss*Shl.2ndNo.3–6,16 1857 (*ex*Charles T.Jones) 1562 *Well deck* 1 *Dk* (*pt Irn & pt Stl*) 2*tr B*			✠100A1 12,16 ✠LMC8,16	Gls	*s*	6,16	1890 8mo *Lloyd's*	J Readhead &Sons S.Shields A&CP	TheLaurium TransportCo.Ld. (LeopoldWalford (London)Ld. *Mgrs.*) *WB*	290·4|40·0|19·8 P29′Q82′B118′F33′ BK10″ *= Cell DB* 250′ 545*t*			Glasgow British 6 *BHCem* *APT*41*t*	T3Cy.23″,37$\frac{1}{2}$″&61$\frac{1}{2}$″–39″(*r*) 160lb *110lb* NDB12 234NHP 2SB,*6rf*,GS104,HS3490 J.Readhead&Sons,S.Shl.	22 ″ 6 s 1 ″ 10 21 ″ 7	
124 81969 TKSH	**Gartshore** IronScSr 1564 *ss*Gls.2ndNo.3–7,06 1465 (*ex*Iberia, *ex*Saint Gothard) *ss*Bkn.No.1–12 966 2 *Dks* (1 *Irn*) 3*tr B*			✠100A1 9,13 BS8,14 ✠LMC1,12	Gls	*r*	9,14	1880 4mo	J Readhead &Co. S.Shields A&CP	The Admiralty	255·0|34·2|23·0 P27′F24′ ND02 BK9″ *WB=DBa*			S.Shields British 4 *BHCem* 78′*f*66′263*t*	C.2Cy.31″&59″–36″ 70lb *80lb* NDB02 154NHP 2SB,*4pf*,GS66,HS2497 J.Readhead&Co.S.Shields	24 ″ 2 s 4 ″ 0 21 ″ 4	
125 132108	**Garu** SteelScK 215 *E.J.Blake* –15 193 1 *Dk* 104			✠100A1 *Stm Trawler* 5,14 ✠LMC7,11	Gms		5,14	1911 7mo *Lloyd's*	Cook, Welt'n &Gemmell Ld.Beverley	Grant&Baker SteamFishingCo. Ld.	118·9|21·5|11·5 Q67′ BK8″			Grimsby British 3 *BHCem*	T.3Cy.12$\frac{1}{2}$″,22″&35″–24″ (*s*) 180lb 67RHP 1SB,*2pf*,GS33,HS1070 C.D.Holmes&Co.Ld.Hull	12 ″ 3	
126 114058 SKQP	**Garvelpark** SteelScSr 927 (Detained at Danzig) 677 *H.Jones* –12 1 *Dk* 549							1901	Scott&Co. Greenock	N.ofEnglandProtecting&IndemnityAssociation (J.S.Todd, *Mgr.*)	215·0|31·5|14·2 Q152′B19′F29′			Greenock British *WB*	T.3Cy.16″,26″&44″–33″ 99RHP Scott&Co.Greenock		C
127 5689 JVGC	**Gasaccumulator III.** SteelSc 133 *K.Vesterberg*15–15 *Oil Eng.* 65 1 *Dk* 89							1915	Bergsunds M.V.Aktieb Stockholm	Svenska Aktieb. Gasaccumulator	77·5|22·3| 8·7 B47′			Stockholm Swedish	Oil Engine 2 S.C.SA 3Cy.13$\frac{5}{8}$″–14$\frac{3}{16}$″ BergsundsM.V.Aktb.Skm.		
128 106907 PNLS	**Gascon** SteelTwinSc3MstSr 6341 *W.F.Stanley* –14 5186 *Ref.Mchy.* Sub.Sig. Wireless 3 *Dks* 3954							1897	Harland& Wolff(Lim.) Belfast	TheUnion-Castle MailS.S.Co.Ld.	430·0|52·2|29·0 P67′B172′F69′			S'thamptn British *WB*	T.6Cy.19″,31″&52″–48″ 375NHP Harland&Wolff(Lim.),Bel		
129 137448 JKTP	**Gasconia** SteelScSr 3801 *A.Parker* –16 (*ex*Pennar River) 3488 1 *Dk* 2373							1915	Irvine's SB &D.D.Co.Ld. W Hartlepool	GasconyS.S.Co.Ld (LeopoldWalford (London)Ld. *Mgrs.*)	350·3|51·1|24·0 P31′B104′F39′			Liverpool British *WB*	T.3Cy.25″,40″&67″–45″ 301NHP Richardsons,Westgarth& Co.Ld.Hpl.		C

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. / Master. / Special Surveys.	3 Material, Rig, &c. / Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage Gross / Under deck. / Net.	5 Particulars of Classification. Character.	6 ✝ for Special Survey. Date of last Survey.	7 Port of Survey. / Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of Tod or Trade Cert.
130 MBVN	Gasconier *Carton* –16 (*ex*Fruithandel, *ex*Ripon)	Steel Sc Sr *ss* Hpl. No.1–10 *Spar dk (Stl) 2 tr B & deep framing*	2986 2768 2070	✝100A1 *Spar dk with freeboard* 2,14 ~~Exempt 1,18~~ MS2,17 ✝LMC DBS7,15 MBS12,15	Ant	*u*	~~N2,17~~ 10,17 1,18	1906 9mo *Lloyd's*	Irvine's SB & D.D. Co. Ld. W Hartlepool *s A & CP*	LloydRoyalBelge Soc. Anon. *Cell D B a 104' u*	324·6 | 47·0 | 13·7 P32' B100' F32' 22·6 FK *E 24' f 138' 539 t F P T*			Antwerp Belgian *81 t A P T 30 t*	T.3Cy.24″,38″&64″–42″ (*s*) 160lb *100lb* 275NHP 2SB,*6cf*,GS100,HS4264 Richardsons, Westgarth & Co.Ld.Hpl.	24 ″ 10 s 4 ″ 1½ 21 ″ 1	
131 127948 HNKT	Gascony *H.W.Smith* –14 *Elec.light*	Steel Sc Sr 2 *Dks & Shelter dk 3 tr B* *Longitudinal framing*	3133 2888 1942					1908	R.Craggs & Sons, Ld. Middlesbro'	D.McIver, Sons & Co.Ld.	360·0 | 48·0 | 21·2 P35' F39'			Liverpool British *WB*	T.3Cy.25″,40″&68″–45″ 310NHP Blair & Co.Ld. Stockton		C
132 70228 RHQC	Gaspesien *J.Vezina* –16 (*ex*Warkworth, *ex*Théodore Conseil, *ex*Warkworth)	Iron Sc Sr *ss* Qbc.3rd No.3–4,11 1 *Dk*	593 4×6 319	✝90A1 12,13 ✝NBS.01 LMC4,16 TS.2,17	Qbc	*h*	4,16	1874 5mo	C.S.Swan & Hunter Newcastle A&CP	~~Gaspé & Baie des Chaleurs S.S. Co. Ld.~~ Canadian Maritime Co.Ld. *WB = D B a 40' f*	160·8 | 27·1 | 11·3 Q88' F25' ND87 BK6½″ 49' *A P T 12 t*			Quebec British *4 B H Cem*	C.2Cy.20½″&41″–28″ (*s*) 80lb 70RHP 1SB,*3pf*,GS30,HS1197 Christie, Gutch & Co.N.Shl.	13 ″ 3 s 1 ″ 4½ 12 ″ 9	
133 HJNL	Gastein *Elec.light*	Steel Sc Sr *ss* Tri No.1–14 1 *Dk (Stl)* & *Awng dk (Stl–ws)* 3 *tr B*	3817 3090 2361	✝ ~~—~~ 2,17 *Awng dk with freeboard*	Tri	*v*		1910 1mo	Lloyd Austriaco Trieste	LloydAustriaco *WB = Cell*	344·2 | 45·5 | 25·2 B160' FK *D B a 98' u E 36' f 122'*			Trieste Aust.-Hung. *6 B H Cem* *476 t A P T 64 t*	T.3Cy.23¼″,37″&66″–48″ 390NHP 2SB,*6cf*,GS126,HS5379 FD Lloyd Austriaco, Trieste	28 ″ 5	
134 85685 JVND	Gaston *R.H.Smullen*	Iron Sc 2 *Dks*	847 — 464					1881	Harlan & Hollngsw th C Wlmngtn Del	BaltimoreSteam PacketCo.	212·0 | 31·5 | 19·0			Baltimore Utd. States *WB*	C.2Cy.26″&44″–36″ 97NHP Harlan & Hollingsworth Co		
135 121030 HBTS	Gaul *S.Hewitt* –14	Steel Sc K *ss* Hul.No.2–13 1 *Dk*	270 245 108	✝100A1 *Stm Trawler* 7,14 B87,14 ✝LMC7,15	Hul		7,13	1905 1mo *Lloyd's*	Cook, Welt'n & Gemmell Beverley *s A & CP*	~~Imperial Steam Fishing Co. Ld.~~ The New Docks Steam Trawling Co (Fleetwood) Ld. (Taylor & Tomlinson Ld., *Mgrs.*)	130·0 | 22·0 | 12·4 Q53' BK7″			Hull British *4 B H Cem*	T.3Cy.13″,22″&36″–24″ (*s*) 200lb 80RHP 1SB,*2c f*,GS37,HS1335 Amos & Smith, Hull	13 ″ 1	
136 MGCH	Gaula ~~*S.Solberg*~~	Steel Sc Sr 1 *Dk*	1085 10 808 6 ~~646~~					1910	Bergens Mek. Værks. Bergen	Kulkompagniet af 1871	223·9 | 33·2 | 15·2 Q88 *t* B113 *t* H27 *t* F28 *t*			Bergen Norwegian *WB*	T.3Cy.17″,26½″&46″–30″ 116NHP Bergens Mek Værks Bergen		N
137 JKFD	Gaulois *Ambroselli* –16	Steel Sc Sr 1 *Dk*	464 — 275					1903	Claparède frères Argenteuil	Soc. Anon. des Transp. Côtiers	164·3 | 25·3 | 16·7 H—F21'			Marseilles French *WB*	C.2Cy.20 3/10″&35 3/8″–25½″ 53NHP Claparède frères, Argnteuil		V
138 JKFN	— *Fourmentin* 12–12 *Elec.light*	Steel Sc (*Trawler*) 1 *Dk*	301 283 102					1907	Atel. & Ch. de France Dunkirk	Emile Altazin & Co.	143·2 | 22·9 | 11·7			Boulogne French *WB*	T.3Cy.13″,22″&36″–25″ 65NHP Atel. & Ch. de France, Dun.		V
139 98386 MLKQ	Gauntlet *P.H.Milton* –13 (*ex*Goole No.8)	Iron Sc K (*Tug*) 1 *Dk*	149 139 12				...	1891	J.P.Rennoldson & Sns. S.Shields	Elliott Stm.Tug Co. Ld. (J.Page, *Mgr.*)	100·0 | 19·6 | 11·4 BK6½″			London British	T.3Cy.13¼″,22″&36″–24″ 75RHP J.P.Rennoldson & Sns. S Shl	11 ″ 9	
140 118275 MDPG	Gaupen ~~*Y.Wold* 10–10~~ (*ex*Regent, *ex*Stord)	Wood Sc Sr (*ex*Oddfrid, 1 *Dk*	~~613~~ 522 ~~493~~ 402 ~~358~~ 281					1900	T. Hauge Stord, near Bergen	~~The Shipping Controller (Freeman & Dix, *Mgrs.*)~~	~~166·9 | 28·0 | 15·9~~ Q33 *t* B17 *t* F16 *t* 15 7 167·0			~~Bergen~~ Norwegian ~~London~~ British	T.3Cy.12¼″,20″&32″–26″ 52NHP Laxevaags Msk & Jrns. Bgn.		N
141 QDPK	Gauss *E.Gieseler* 11–12	Iron Sc Sr 1 *Dk 2 tr B*	442 337 255					1882	Stettiner Act. Ges. Stettin	Dampfschifffahrts Ges. Neptun	147·6 | 22·5 | 13·7 Q49' B35' F20'			Bremen German *WB*	C.2Cy.17½″&30″–20″ NB99 34NHP Stettiner A.G., Stettin		V
142 NPSH	Gautatyr *C.Nielsen*	Steel Sc Sr (*ex*Austa) 1 *Dk*	1127 1003 690					1906	Sunderlnd S.B.Co.Ld. Sunderland	Dmpsk selsk. Gefion A.S. (Holm & Wonsild, *Mgrs.*)	229·0 | 35·0 | 14·2 P21' B61' F26'			Copnhagn Danish *WB*	T.3Cy.16½″,27″&44″–33″ 111NHP N.E.Marine Eng.Co. Ld. Sld		V
143 WLGT	Gaute *C.Paaske* 16–16 *Elec.light*	Steel Sc Sr 1 *Dk (Stl)*	2118 1681 1259	✝100A1 10,17 ~~11,10~~ ✝LMC8,16	Sws Hul	*r*		1916 8mo	Detroit S.B.Co. Wyandotte A&CP	Dmpsk. Akties. Avenir (Biörn Biörnstad & Co. *Mgrs.*)	251·0 | 43·8 | 18·2 P28' B65' F27' FK *Cell D B 212' 545 t F P T 68 t*			Chrstiania Norwegian *4 B H Cem* *A P T 77 t*	T.3Cy.20″,33″&54″–40″ (*s*) 180lb 274NHP 2SB,*6cf*,GS126,HS5426 Detroit S.B.Co. Detroit	20 ″ 2 s 2 ″ 9½ 17 ″ 9	
144 1669 HLFT	Gauthiod *C.A.Hammarström* 05–12	Iron Sc Sr 1 *Dk & Shlt rdk*	730 402 442					1873/8/8	J.&W. Dudgeon London	Stockholms Rederiaktiebsvea (Hj. Blomberg, *Mgr.*)	191·1 | 24·8 | 11·6 19·1 P123' H47 *t* F19'			Stockholm Swedish	T.3Cy.18″,29¾″&48 3/4″–29½″ 128NHP W.Lindbergs M.V., Skm.		
145 ~~133344~~	Gavião ~~*J.Faria* –13~~ *Elec.light*	Steel Sc Sp 1 *Dk*	149 132 133					1913	Cox & Co. Engineers, Ld Falmouth	~~Blandy Bros. & Co.~~	106·4 | 21·0 | 10·3			~~Falmouth~~ British Portuguese	C.2Cy.13½″&26″–30″ 29RHP E&B *made 97 refitted 13* Ramage & Fergusn, Ld., Lth		
146 139207 JMDB	Gavina *H.Clark* –16 *Elec.light*	Steel Sc K 1 *Dk*	289 266 115	✝100A1 *Stm Trawler* 1,16 ✝LMC1,16	Hul			1916 1mo *Lloyd's*	Cochrane & Sons, Ld. Selby *s A & CP*	J.Marr & Son, Ld. (J.A.Robertson, *Mgr.*)	130·2 | 23·5 | 12·8 Q73' F19' BK7½″			Fleetwood British *4 B H Cem*	T.3Cy.13″,23″&37″–24″ (*s*) 200lb 84RHP 1SB,*3pf*,GS46,HS1370 C.D.Holmes & Co.Ld. Hull	13 ″ 6	
147	Gavrion *G.Dimessianos* 12–12 (*ex*Englishman)	Steel Sc K *ss* Hul.No.2–11 (*Tug*) 1 *Dk*	*101* *87* *6*	✝ 12,13 *For River service* ✝	Hul			1904 9mo	J.P.Rennoldson & Sns. South Shields	M.Embiricos & Co.	90·2 | 18·1 | 9·3 BK5″ *WB = A P T 8 t*			Andros Greek *4 B H Cem*	C.2Cy.16″&34″–22″ 58NHP 1SB,*2pf*,GS31,HS1062 J.P.Rennoldsn & Sns, S.Shl.	10 ″ 0	
148 54	Gavrül (*ex*Abos)	Steel (*Tug*) 1 *Dk*	350 — 124					1897	..... Glasgow	Vladivostok Merchants' Mutual Credit Co.	80·0 | 16·0 | 9·0			Vladvostk Russian	C.2Cy.13″&18″–26″ 14NHP		
149 86151 KJCG	Gay Head *C.H.Furber* 98–11	Wood Pad 1 *Dk*	701 — 443					1891	..... Philadelphia	N Bedford, Marthas Vineyard & Nantucket Steamb t Co.	203·0 | 34·0 | 11·6			N.Bedford Utd. States	B.1Cy.50″–120″ Pusey & Jones Co. 212NHP Wilmington, Del		
150	Gaza (*ex*Hof) Wireless *Well deck Elec.light*	Steel Sc Sr 2 *Dks (Stl)* & *lower dk* *beams in No.1 hold*	4705 4331 2891	✝100A1 6,14 ✝LMC5,14	Syd	*z*		1914 3mo *Lloyd's*	Akt.Ges. "Neptun" Rostock *s A & CP*	Requisitioned by the Portuguese Government *Ce*	400·0 | 53·9 | 26·0 P&B321' F54' FK *ll D B a 121' u E & B 56' f 178' 1254 t F P T*			Portuguese *7 B H Cem* *85 t A P T 5 t*	T.3Cy.28¾″,47½″&77½″–48″ 213lb (*s*) 653NHP 3SB,*9cf*,GS261,HS9688 FD A.G. "Neptun," Rostock	28 ″ 6	
151 93436 MBFT	Gazelle *Elec.light*	Steel Twin Sc Sr	613 1479 226					1889	Laird Bros. Birkenhead	Gt. Western Rly. Co	235·5 | 27·6 | 13·1 Q22 *t* F3 *t*			Milford British	T.6Cy.16½″,26″&41″–30″ 184NHP Laird Bros., Birkenhead		

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Formes assignés maintenant expirés. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No & Dia. des Cylindres.—Course. Pression des Chaudières. NH=Force en chevaux d'après les formules de la Société. RH=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L. R. Durcq Cert. Nat'l Trade
152	**Gazelle**	**SteelPadSr**	173					1884	A.Normand	Cie.Normande de Nav.àVap.	154·2	20·3	9·6	Havre	C.2Cy.29½″&47¼″–38″		V
JKFV	*Bisson* –95	1*Dk*	72						Havre					French	NB10 115NHP A.Normand.Havre		
153	**Gebrüder Bracke**	**SteelSc**	248					1907	Eiderwerft Act.Ges. Tönning	F.A.Pust	125·2	23·1	12·4	Gstemnde	C.3Cy.(2)10⅝″&24½″–22½″		G
	G.Kohnert II.	(*Trawler*)	223								F18′			German	E *built*07,*altered*09 23NHP		
KRPH	*Elec.light*	1*Dk*	53											*WB*	Eiderwerft,A.G.,Tönning		
154	**Gebr. Jürgens**	**SteelSc**	208					1906	J.C.Tecklenborg A.G. Geestemunde	Grundmann& Gröschel	177·7	22·6	11·2	Gstemnde	T.3Cy.11⅞″,17½″&29½″ –21⅝″ 42NHP		G
	*E.Modersitzky*10–11	(*Trawler*)	183								Q64′F18′			German			
KRNM		1*Dk*	73											*WB*	J.C.TecklenborgA.G.Gst.		
155	**Gebr. Wrede**	**SteelSc**	139					1894	Schiffsw(v. J.&Sch.)A.G. Hamburg	Schrader&Wrede	95·8	19·6	11·7	Hamburg	C.2Cy.16¾″&30½″–22″		
	*P.Backhaus*09–12	(*Tug*)	131											German	36NHP		
RKDH		1*Dk*	—												Schwft(vJ&Sch)A.G.Ham		
156	**Geddington Court**	**SteelScSr**	3989	✠100A1	Bry	*x*	12,15	1912	Nthmblnd S.B.Co.Ld. Newcastle	CourtLine,Ld. (Haldin&Co.Ld. *Mgrs.*) *WB*=	375·1	51·3	24·2	London	T.3Cy.26″,42″&70″–48″ (*s*)	26 ″ 9	
132665	*J.W.Cleghorn* –12	*ss*BryNo.1–16	3819	1,17 7,16	Spz		11,17	1mo			P45′B225′F34′		FK	British	180lb 385NHP	s 3 ″10	
HVFS		1*Dk*(*Stl*)	2495	LMC7,16											6*BHCem*	23 ″ 3	
			Carrying fuel oil F.P.above150°F.inDB					*Lloyd's*A&CP		*CellDBa&uE150′r*	160′1056*t*	*FPT*126*t*	*APT*103*t*		3SB.9*cf*,GS183,HS6169 Blair&Co.Ld.Stockton		
157	**Geertruida X.**	**SteelSc**	113					1916	Wed.van Suylekom Raamsdonk-veer		83·4	20·4	10·0		T.3Cy.11½″,18″&30½″–19½″		V
		(*Tug*)	108											Italian	41NHP		
		1*Dk*	1											*WB*	Schipper&vanDongen, Geertruidenberg		
158	**Geertruida XI.**	**SteelSc**	136					1916	Scheepswrf Baanhoek Sliedrecht	L.Gardella	90·2	20·0	10·8	Genoa	T.3Cy.12½″,21″&33″–18″		V
		(*Tug*)	130											Italian	46NHP		
		1*Dk*	—											*WB*	L.Straatman,Dordrecht		
159	**Geeste**	**SteelScSr**	247					1911	J.Frerichs &Co.A.G. Einswarden	DeutscheDampfis-chereiGes.Nordsee	118·2	22·6	12·5	Nordnham	T3Cy.12⅜″,19½″&31½″–22 1/16″		G
	H.Sleur	(*Trawler*)	217								F18′			German	47NHP		
NJTW		1*Dk*	85											*WB*	J.Frerichs&Co.Osterholz		
160	**Geestemünde**	**SteelSc**	107					1908	Bremer Vulkan Vegesack	Schleppschiff.Ges. Unterweser	84·3	19·7	9·9	Bremen	T.3Cy.9⅜″,15 7/16″&26″–17 7/16″		G
	H.Lobigkeit	(*Tug*)	97											German	HS1076 52NHP		
QJNV		1*Dk*	9											*WB*	BremerVulkan,Vegesack		
161	**Gefion**	**SteelScSr**	1123					1914	Bergens Mek.Værks. Bergen	TheShippingCon-troller (Mordey, Jones&Co.,*Mgrs.*)	226·3	36·5	15·8	London	T.3Cy.17″,26½″&46″–30″		N
~~130454~~	*T.L.Storaas* —*ld*	1*Dk*	985								P9′B50′F26′			British	115NHP		
~~JRGQ~~			671											*WB*	BergensMekVærksBergen		
162	—	**SteelScSr**	640	✠100A1	Skm	*i*	2,17	1913	VanVliet &Co. Hardinxveld	Stockholms Rederiaktieb.Svea (~~Hj~~Blomberg *Mgrs.*)	169·3	28·3	12·3	Stockholm	T.3Cy.14″,23″&37″–24″ (*s*)	13 ″ 5	
5440	*L.Gräslund*06–13 *N.Gräslund*07–13		441	6,17 6,16				2mo			Q89′B15′F24′		FK	Swedish	180lb *100lb* 94NHP	s ″ 7	
JTFV	*Well deck*	1*Dk*(*Stl*)	260		LMC~~9,15~~ 5,17										4*BHCem*	13 ″ 0	
		*ss*Skm.No.1–17						*Lloyd's*A&CP		(H.Ericson *Mgr*) *WB*	= *DBa*33′ 35*t*	*FPT* 44*t*	*APT*18*t*		1SB,3*pf*,GS51,HS1750 ShieldsEng.Co.Ld.N.Shl.		
163	—	**IronPadSr**	362					1874	Burmeister &Wain Copenhagen	Dmpskib.Selskabt Öresund(J.D. Krogh,*Mgr.*)	192·6	23·1	10·2	Copenhgn	C.4Cy.22″&44″–42″		V
	V.Petersen	1*Dk*	295								P33*t*	H59*t*	len90	Danish	209NHP		
NMJB			194												Burmeister&WainCpnhgn		
164	**Gefle** *H.J.Cronberg* –17	**IronScSr**	1615	✠100A1	Shl	*r*	1,17	1883	J.Blumer &Co. Sunderland	Ångf.Aktieb.Gefle (E.Brodin,*Mgr.*)	261·6	38·0	17·3	~~Gefle~~ Torö	C.2Cy.31″&60″–39″ (*e*)	19″10	
4567	*ss*~~Rothpfeffer~~99–06–*ss*	Hbg.2ndNo.3–6,07	1389	1,17				1mo			P32′B53′H42*t*F26′		BK9½″	Swedish	80lb 177NHP	s 3 ″ 0½	
JPTQ	(*ex*Real,*ex*Aquitaine)	*ss*Shl.No.2–16	964	NB10,93	LMC1,17										4*BHCem*	17 ″ 9	
		1*Dk*(*Irn*)2*trB*						A&CP		*WB*=*CellDBa*70′*uE*&*B*34′					2SB,6*pf*,GS87,HS2948 *f*108′456*t* T.Clark&Co.Newcastle		
165	—	**IronScSr**	520					1871	Bergsund Mek.Verks. Stockholm	Stockholms Rederiaktieb. Svea (HjBlomberg *Mgr*)	164·1	25·0	11·5	Stockholm	C.2Cy.19½″&38″–26½″		
2585	*J.F.Ternström*96–96		260								H28*t*		18·6	Swedish	62NHP		
HPFV		1*Dk*&*Shltrdk*	376												BrgsndsMek.Vrks.,Skm.		
166	**Geir**	**SteelSc**	319					1908	G.Seebeck Akt.Ges. Bremerhaven	Em.Z.Svitzer's Bjerg.Entreprise	137·7	25·9	12·7	Copnhagn	T3Cy14¾″23 5/16″&38 5/16″–25½″		
	*P.R.Ungerskov*06–09	(*Tug*)	286											Danish	HS1774 98NHP		
NRBT	*Elec.light*	1*Dk*	115											*WB*	G.Seebeck A.G.Bremerhvn		
167	**Geiranger**	**Iron&SteelScSr**	201					1885	Martens, Olsen&Co. Bergen	Acties.Söndmöre Dampskibsselskab	110·0	18·3	7·6	Aalesund	C.2Cy.15″&29″–18″		N
	G.Fuglseth	1*Dk*	100								Q24*t* B25*t* F15*t*	H6*t*		Norwegian	NB96 30NHP		
JRNS			113											*WB*	Martens,Olsen&Co.Bergen		
168	**Geiyo Maru**	**WoodScSp**	164					1905	N.Nakajo Misato	OsakaShosen KabushikiKaisha	107·7	16·2	12·5	Osaka	T.3Cy.9¼″,15″&24¾″–13″		
8850			154											Japanese	26NHP		
JQKT		2*Dks*	83														
169	**Gekko**	**SteelTwinSc**	233					1916	Burn&Co. Ld. Calcutta	ChittagongPort Commissioners	120·0	23·0	12·0		C.4Cy.15″&30″–21″		
		1*Dk*												British			
														WB			
170	—	**SteelTwinScSr**	213			…		1892	Cox&Co. Falmouth	ChittagongPort Commissioners	119·9	21·2	12·1	Chttagong	C.4Cy.15″&30″–21″	12 ″ 9	
	*AbdulKarim*10–11		200										BK7″	British	NB13 75RHP		
		1*Dk*	3											*WB*	Cox&Co.,Falmouth		
171	**Gelderland**	**SteelScSr**	1877	✠100A1	Rot	*r*	N1,17	1913	Schpw.v. JanSmit,Czn. Alblasserdm	Stoomv.Maats. Nederl.Lloyd	272·0	40·0	18·1	Rottrdam	T.3Cy.20″,32″&52″–39″ (*s*)	20 ″ 6	
	*L.Leujez*08–13		1587	1,16				2mo			B63′F31′		FK	Dutch	180lb 203NHP	s 3 ″ 2	
NSWJ		1*Dk*(*Stl*)	1150	BS1,17	LMC2,15										4*BHCem*	17 ″ 8	
		Cargo battens not fitted						A&CP		*WB*=*CellDBa*82′	*uE*&*B*35′	*f*112′	571*t*	*APT*142*t*	2SB,6*cf*,GS101,HS3450 Maats.deSchelde,Flushing		
172	—	**SteelScSr**						1917	Gebr. Jonker Kinderdijk	BureauWijsmuller	115·0	25·0	13·6	s'Graven-hage			
		(*Tug*)											*WB*	Dutch	MaschinefabriekBolnes		
		1*Dk*															
173	**Gelida**	**IronScSr**	112					1874	T.B.Seath &Co. Rutherglen	UnioneAustriaca diNav.(Soc. Anon.)	131·2	19·0	8·5	Trieste	C.2Cy.17″&34″–20″		
	(*ex*Blanes)	(*ex*Ste.Marthe,	—											Aust.-Hung.	43NHP		
	Elec.light	*ex*Evangeline,*ex*Cinderella)	47												A.Campbell&Son,Glsgow		
174	**Gellivare**	**SteelSc**	1928					1905	W.Doxford &Sons,Ld. Sunderland	Trafikaktiebola-getGrangesberg-Oxelosund (P.A.Welin,*Mgr.*)	276·4	38·5	18·9	Stockholm	T.3Cy.21″,35″&57″–39″		V
4463	*U.H.Ljungberg* –15		1597								P34′H68*t*			Swedish	202NHP		
JPLD	*Turret deck Elec.light Mchy.Aft*	1*Dk*	1144								*Turret*280*t*			*WB*	W.Doxford&Sons,Ld.Sld.		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Master. Special Surveys.	3 Material, Rig, &c. Late Name if any. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character.	6 Port of Survey.	7 Years assigned / now expired. Equipment Letter	7a Date when tail shaft last seen.	8 Built. When. / Ship. / Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught.	15 Registers in which classed, if not in L.R. Date of Build or Trade Cert.
175	**Gelria**	**SteelTwinScSr**	13868	✠100A1	Ams	*i* †	P9,15	1913	A.Stephen	Koninkl.Holland-	541·1	65·8	35·3	Amstrdam	Q.8Cy.28″,40″,57″&82″–54″	39 ″ 0	
	D.H.Doeksen –13	*ss*Ams.No.1–17	9451	*Shelter dk*			SN	10mo	&Sons,Ld	scheLloyd	P&B395′F99′			Dutch	220lb (*r*) 1725NHP	s 12 ″ 10½	
NSWM	*Elec.light*	2*Dks*(*Stl*)&*Shelter dk*	8520	*withfreeboard*			11,15		Glasgow	*WB*=*CellDB*			FK		3D&3SB(FD).&3SB,*36cf*,	26 ″ 8	
	Wireless Sub.Sig.	(*Stl*-teak s)		2,17 ~~3,17~~				*Lloyd's*	*SA&CP*	*a*125′*uE*&*B*150′*f*	206′1781*t*	*FPT*147*t*	*APT*117*t*		GS718,HS27867 FD		
					✠LMC ~~10,13~~										A.Stephen&Sons,Ld.Gls.		
176	**Gelsina**	**SteelScK**	226	✠100A1	Hul			1916	Cook,Wel-	W.Olney(A.L.	117·0	22·0	12·7	Grimsby	T.3Cy.12″,21″&34″–24″ (*s*)	13 ″ 7	
138946			218	*StmTrawler*				2mo	t'n&Gemmell	Black,*Mgr.*)	Q61′			British	200lb 75RHP		
JMKS		1*Dk*	109	2,16					Ld. Beverley				BK7½″		1SB,*3pf*,GS31,HS1268		
				✠LMC2,16				*Lloyd's*	*SA&CP*					*4BHCem*	Amos&Smith,Ld.Hull		
177	**Gem**	**IronScSr**	120					1880	Boyd&Co.	TakuTug&Lighter	80·0	16·5	8·7	Shanghai	C.2Cy.18″&36″–16″		
72758		1*Dk*	89						Shanghai	Co.	H31*t*			British	35RHP		
			33												Boyd&Co.,Shanghai		
178	**Gemini**	**SteelScSr**	2128	✠100A1	HKg	*r*	~~N2,17~~	1892	BlythS.B.	~~GeminiS.S.Co.Ltd.~~	275·5	37·6	18·5	~~Cardiff~~ Shanghai	T.3Cy.20″,33″&54″–36″ (*s*)	20 ″ 9	
98428	~~*ssWMatthews* –17~~	~~*ss*Off.No.3–1,06~~	1577	*ptAwng dk*	Sou		4,18	12mo	Co.Ld.	(~~Moller&Co.~~)	P27′Q80′B&F169′		FK	British	160lb *100lb* NDB09 181NHP	s7 ″ 11½	
MVQC	(*ex*Dingwall)	~~*ss*Off.No.2–16~~	1366	*withfreeboard*					Blyth	Brit.S.China SSCo					T.3Cy.20″,33″&54″–36″ (*s*)	20 ″ 9	
	1*Dk*(*Irn*)&*Webframes*&*ptAwngdk*(*Irn*)			4,18 ~~4,18~~				*Lloyd's*	*SA&CP*	Ltd. ~~*ex-Iran*~~ *WB*	P27′Q80′B&F169′		FK	*5BHCem*	160lb *100lb* NDB09 181NHP	s7 ″ 11½	
	W.Wetherall –18 *ss*Wvn 2ndNo.? 8,17			~~BS8,17~~ ✠LMC ~~12,16~~ 3,17						~~Boxer,Mgr.~~	= *Cell D B*232′379*t*			*APT*22*t*	2SB,*4pf*,GS64,HS2800	20 ″ 2	
										(Moller&Co,*Mgrs.*)					Black,Hawthorn&Co.Gts.		
179	**Gemma**	**SteelScSr**	1847					1914	Fredrkstad	L.Kloster	265·0	42·0	20·0	Stavanger	T.3Cy.20½″,33″&56″–36″		
	Should be "Freda," *See letter* **F.**		1645						Mek.Værks.		P22′B71′F29′			Norwegian	188NHP		
	1*Dk*		1114						Fredrikstad					*WB*	FredrikstadM.V.Frdstad		
180	—	**SteelScSr**	1385					1904	Flensburgr	Requisitioned by	256·1	35·9	15·2	London	T.3Cy.16″,26″&43″–33″		
136796	*A.Green* –16	(*ex*Königsau)	1137						Schiffsb.Ges.	the Admiralty	P16′Q65′B112′F30′			British	106NHP		
JKBP		1*Dk*&*deep framing*	870						Flensburg	(Everett&				*WB*	FlensburgerShiffsb.Ges.		
										Newbigin,*Mgrs.*)							
181	**Gena**	**SteelScSr**	2784	✠100A1	Cff	*t*	N11,16	1893	T Turnbull	Thos.Turnbull&	312·5	40·8	22·0	Whitby	T.3Cy.23″,37½″&62⅞″–39″(*s*)	23 ″ 2	
99147	*F.G.W.Randall* –16	*ss*Nwc.No.3–4,06	2144	*pt Awng dk*				7mo	&Son	Son.Shppg.Co.Ld.	P29′Q90′			British	160lb *90lb* NDB09 236NHP	s 8 ″ 5½	
NCRS		*ss*Cff.No.2–14	1795	*withfreeboard*					Whitby	(T.Turnbull&Son,	*ptAwngdk*194′		FK	6*BHCem*	2SB,*6cf*,GS99,HS3528	22 ″ 0	
		1*Dk*(*Irn*)&*Webframes*		11,16	✠LMC				A&CP	*Mgrs.*)	*WB*=*DBa*102′			*f*122′574*t*	Blair&Co.(Lim.),Stockton		
		&*ptAwngdk*(*Irn*)		MS10,14	BS11,16												
182	**General**	**SteelTwinScSr**	8063					1910	Blohm&	DeutscheOst-	449·1	54·3	29·6	Hamburg	Q.8Cy.22⅝″,32½″,48″&70½″		G
	F.Fiedler		5730						Voss	AfrikaLinie	P&B303′F88′			German	-49½″ 690NHP		
RQPH	Sub.Sig. Wireless	*Elec.light* 2*Dks*	4541						Hamburg					*WB*	Blohm&Voss.Hamburg		
183	—	**SteelSc**	332					1889	.....	NewEnglandS.S.	130·0	25·1	9·4	Newport,	C.2Cy.17″&32″–24″		
86056			—						Brooklyn NY	Co.				R.I.			
			201											Utd.States	42NHP		
184	—	**IronScK**	191	✠	Flt			1898	Cochrane&	Hesketh Steam	112·7	21·0	11·6	Aberdeen	T.3Cy.11¾″,20″&32″–23″	12 ″ 3	
109031	*L.J.Larsen* –16	*ss*Gms.No.3–8,10	175	*StmTrawler*				5mo	Cooper,Ld.	Trawlers,Ld.	Q27′			British	50RHP		
QDJH		*ss*Gms.No.1–14	76	1,16					Beverley	(Taylor&Tomlin-	ptND12		BK7½″	*4BHCem*	1SB*2pf*,GS34,HS1080		
		1*Dk*		✠NB8,12 ✠						son,Ld.*Mgrs.*)					Bailey&Leetham,Hull		
185	**General A. A. Brousiloff**		395					1885	Akt.Ges.	Azoff-BlackSea	191·2	21·8	10·5	Taganrog	C.2Cy.32¼″&61″–49¼″		
539	(*ex*Peterhof,	**SteelPadSr**	—						"Vulcan"	S.S.Co.	B60′H40*t*			Russian	– NB97 218NHP		
LMAV	*Elec.light ex*König Christian)	1*Dk*	182						Stettin						A.G."Vulcan,"Stettin		
186	**General Archinard**	**SteelScSr**	461	✠100A1	Ams	*g*	4,16	1912	JohsBerg	Soc.Anon.des	165·9	25·2	9·9	Dakar	C.2Cy.14²⁄₁₆″&29⅝″–16½″ (*s*)	11 ″ 4	
	*E.Laborie*07–12		343	10,12				10mo	Delfzijl	Messageries	P23′B58′F27′		FK	French	150lb 66NHP	s 1 ″ 1⅜	
		1*Dk*	296	BS4,16 ✠LMC10,12					A&CP	Africaines				*4BHCem*	1SB,*2cf*,GS42,HS1525	10 ″ 6	
															JohsBerg,Delfzijl		
187	**General Botha**	**SteelScK**	245	✠100A1	Shl			1916	Cochrane&	RossSteamTrawl	124·8	22·7	12·3	Aberdeen	T.3Cy.13″,21½″&35″–24″ (*s*)	13 ″ 0	
139779	*B.Rivett* –16		228	*StmTrawler*				11mo	Sons,Ld.	FishingCo.Ld.	F21′			British	180lb 83RHP		
		1*Dk*	92	3,17	✠LMC11,16				Selby				BK7½″	*3BHCem*	1SB,*3pf*,GS46,HS1510		
								Lloyd's	*SA&CP*					*DTf*5′11*t*	A.Hall&Co.Ld.Aberdeen		
188	**General Diaz**	**SteelTwinSc**	939	✠ A1	Lon		3,16	1905	Lobnitz&	S.Pearson&SonLd	194·2	36·2	13·2	London	C.4Cy.20″&42″–24″ (*s*)	16 ″ 0	
120593	*J.R.Hudson* –15	*ss*St.J.No.3–7,15	889	*Hopper Dredg*	er			8mo	Co.Ld.		Q13′F21′			British	120lb 166NHP	s 3 ″ 6	
HDCS	*Elec.light*		617	3,16					Renfrew				FK	7*BH pt Cem*	2SB,*6cf*,GS110,HS2808	12 ″ 9	
	(*Bucket Hopper Dredger*)	1*Dk*(*Stl*)		✠LMC7,15				*Lloyd's*	*SA&CP*	*WB*=*DTf*6′39*t*	*FPT*43*t*	*APT*29*t*		*pt Asp*	Lobnitz&Co.Ld.Renfrew		
189	—	**IronScSr**	741					1881	Lobnitz&	Cia.Naviera del	214·0	25·0	14·7	Mazatlan	C.2Cy.32″&60″–36″		
		2*Dks*&*Spar dk*	732						Co.	Pacifico,S.A.			21·6	Mexican	180NHP		
MCSR	(*ex*SanBenito,*ex*Douglas,*ex*Horsa)		459						Renfrew					*WB*	Lobnitz&Co.Renfrew		
190	**Général Dodds**	**IronScSr**	1987	✠100A1	Msl	*r*	~~*s*11,16~~	1882	Campbell	Maurel&H.Prom	277·0	37·6	23·2	Bordeaux	C.2Cy.29½″&54⅞″–39½″ (*a*)	24 ″ 3	
	*Granger*00–04	*ss*Msl.2ndNo.3–12,04	—	*Spar dk*			7,17	8mo	Mackintosh					French	78lb *71lb* NB12,99 162NHP	s 6 ″ 0¼	
JKLB	(*ex*Galveston)	*ss*Msl.No.2–12	1241	11.15					&Bowstead				FK	6*BHCem*	2SB,*6pf*,GS97,HS3050	18 ″ 8	
		1*Dk*(*Irn*)&*Spar dk*(*Irn*-ws)3*trB*		~~NB12,04~~ ~~LMC~~					Newcastle				*WB*=*DBa*	80′*f*68′271*t*	NDB93		
				~~BS2,14,17~~ ~~MS7,17~~											Forg.&Ch.de laMédit.Msl		
191	**General Dragomirow**	**SteelScSr**	1970	✠100A1	Bly	*r*	1,12	1899	BlythS.B.	Gebr.Seeberg	274·2	40·7	18·2	Riga	T.3Cy.20½″,33″&54″–36″ (*s*)	20 ″ 6	
973	*H.Pukne*98–10	*ss*Rga.No.3–8,12	1694	7,13				8mo	Co.Ld.		B70′F31′		FK	Russian	170lb *80lb* 190NHP	s 3 ″ 1½	
HDFT	(*ex*Somerford)	1*Dk*(*Irn*)&*deepframing*	1150	✠LMC					Blyth					*4BHCem*	2SB,*4pf*,GS87,HS3073	17 ″ 8	
				MS11,11 ~~BS8,14~~					A&CP	*WB*=*CellDBa*	&*uE*104′*uB*&*f*124′			590*t*	*APT*45*t* MacColl&Pollock,Sld.		
192	**General Fernandez Silvestre**		*364*	✠	Gls			1890	Fairfield	~~Cia.Valenciana de~~	166·0	27·1	15·2	Valencia	T.3Cy.14½″,24″&39″–24″		V
	Segarra –13	**SteelAuxScBkn**	—	12,11				1mo	Co.Ld.	~~Vap.Correos de~~				Spanish	NDB08 74NHP		
	(*ex*YachtLadyTorfrida)	*Stm.Eng.*	*171*						Glasgow	Africa Cia	ND01			5*BHCem*	1SB,*2cf*,GS43,HS1335		
HNGP	*Elec.light*	*ss*Sou.No.3–11,01		✠NB12,11 ✠						Trasmediterranea			*WB*=	*MT*30′13*t*	FairfieldCo.Ld.Glasgow		
	Wireless	*ss*Cws.No.2–10															
	(*See Sailing Ship Register*)	2*Dks*															
193	**General Foch**	**SteelScCtr**	248					1916	Montrose	Cie.deTransports	126·0	25·2	8·0	Majunga,	T.3Cy.11″,17″&28″–18″		V
	Pellegrini –17		196						S.B.Co.	etRemorquages à				Madagascar	52RHP		
		1*Dk*	140						Montrose	Madagascar				French			
														WB	W.Beardmore&Co.Ld.Gls.		
194	**General Garretson**	**SteelScSr**	6765					1907	W.BayCity	WilsonTransitCo.	520·0	54·0	26·2	Cleveland	T.3Cy.22½″,36″&60″–42″		
203974			—						S.B.Co.					Utd.States	233NHP		
	Mchy.Aft Elec.light	1*Dk*	5371						W.BayCity					*WB*	DetroitS.B.Co.Detroit		

1 Numero d'Ordre / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Grément, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe.	15 Registres où cela et où il est daté le K. Darrie. Cert. R. of Trade
195	**General Gordon**	SteelScSr	2994	✠100A1	Gls	*u*	8,16	1899	W.Gray&	SteamshipGordon	325·0	47·1	22·4	Glasgow	T.3Cy.24″,38″&64″–42″ (*s*)	24 ″ 10	
110751	*T.Dunbar* –15	*ss*Cff.No.3–12,11	2812	~~6,16~~ 9,11,18	Blt Brt		4,17	11mo	Co.Ld.	Co.Ld.(Maclay&	P29′	B92′	F30′	British	160lb 264NHP	s 4 ″ 4½	
RLQM	(*ex*Kilusea)	*ss*Gls.No.1–17	1945		✠LMC 4,17		N1,18		WHartlepool	McIntyre, *Mgrs.*)			FK	5*BHCem*	3SB,6*pf*,GS96,HS3963	20 ″ 10	
		1*Dk*(*Irn*)2*trB* & *deep framing*3*Dk rule*			~~MS10,10~~ ~~BS1,16~~				A&CP	*WB*=*CellDB*	*a*&*uE*130′*f*136′731*t*			*APT*53*t*	Cen.Mar.Eng.Wks.W.Hpl		
196	—	SteelScK	267	✠100A1	Flt		4,15	1905	A.Hall&	J.S.Boyle	130·6	22·1	12·0	Hull	T.3Cy.12¾″,22″&36″–24″ (*r*)	12 ″ 8	
121092	*G.S.Sutherland* –16	*ss*Gms.No.2–14	237	*StmTrawler*				11mo	Co.Ld.		Q69′			British	200lb 75RHP		
HFBS		1*Dk*	106	3,16					Aberdeen				BK7½″	4*BHCem*	1SB,3*pf*,GS46,HS1188		
				B84,15 ✠LMC8,14				*Lloyd's*A&CP							A.Hall&Co.Ld.Aberdeen		
197	—	IronScK	200	✠	Hul			1900	Cook,Wel-	L.Lamigueiro	113·4	21·0	11·5	S.Sebast'n	T.3Cy.12¼″,21″&34″–24″	12 ″ 4	
	V.Barreiro	*ss*Hul.No.1–04	181	*StmTrawler*				9mo	t'n&Gemmell		Q48′			Spanish	57NHP		
HNGL		1*Dk*	75	3,09 ✠					Hull				BK7½″	4*BHCem*	1SB,2*cf*,GS32,HS1128		
															C.D.Holmes&Co.Hull		
198	**General Guerrero**	SteelScSr	*1400*	✠	Brw	*q*		1908	Vickers Ss.	MexicanGovern-	245·0	35·1	15·4	VeraCruz	T.3Cy.20″,31″&50″–36″	17 ″ 6	
	M.Azueta –08		*980*	*withfreeboard*				7mo	&Maxim,Ld.	ment	P51′	F96′		Mexican	211NHP		
	Elec.light	2*Dks*(*UptStl*-teaks)	*780*	8,08 ✠					Barrow				FK	4*BHAsp*	2SB,4*cf*,GS82,HS3166 FD		
		& *Promenade dk*(*Teak*)								*WB*=*CellDBa*54′*uE*&	*B*46′ *f*88′255*t FPT*			38*tAPT*75*t*	VickersSs.&MaximLdBrw		
199	**General Havelock**	SteelScSr	733			...		1884	J.Reid&	TyneTeesStm.	201·6	29·1	12·9	Newcastle	C.2Cy.19″&50″–36″	13 ″ 10	
67843	*R.G.Little*12–13		493						Co.	Shippg.Co.Ld.	P28′	B57′	F32′	British	NB97 153NHP		
JGKF	(*ex*Leona)	1*Dk*	366						Pt.Glasgow				BK7½″	*WB*	Kincaid&Co.Greenock		
200	**Gen.James A.Dumont**	WoodPad	309					18$\frac{6}{8}\frac{6}{0}$	.....	E.D.Booz	145·0	26·0	9·0	Baltimore	B.1Cy.40½″–108″		
86521		(*ex*WilliamH.Crawford,	—						Williams-					Utd.States	131NHP		
	*ex*Nansemond,*ex*JamesF.Freeborn)	1*Dk*	195						burg,N.Y.								
201	**General Joffre**	SteelScK	194	✠100A1	Nwc			1914	Jos.T.El-	Rayner&Boyle	115·5	22·0	11·9	N.Shields	T.3Cy.12″,20″&33″–24″ (*s*)	12 ″ 9	
137364	*T.W.Hadaway* –15		191	*StmTrawler*				12mo	tringham&	(R.Boyle, *Mgr.*)				British	180lb 79RHP		
		1*Dk*	86	12,14	✠LMC12,14				Co.Ld.Wil-				BK7½″	3*BHCem*	1SB,3*pf*,GS47,HS1350		
									lingtonQuay				*WB*=	*DBf*19′13*t*	Jos.T.Eltringham&Co.Ld.		
								*Lloyd's*A&CP									
202	**General Leman**	SteelScSr	1255	✠100A1	Alx	*n*	2,17	1903	TyneIron	FrenchGovern-	220·0	33·0	14·8		T.3Cy.17″,28″&46″–33″ (*s*)	24 ″ 0	
	Chevallier –15	*ss*Lon.No.3–10,14	1218	*Awng dk*				6mo	S.B.Co.Ld.	ment			21·8	French	180lb *80lb* 149NHP	s 5 ″ 3½	
JKGW	(*ex*Hussar)	1*Dk*(*Stl*)&*deep framing*	798	*withfreeboard*					Newcastle				FK	5*BHCem*	1SB,4*cf*,GS72,HS2560	19 ″ 0	
	Elec.light *Ref.Mchy.*	& *Awng dk*(*Irn*)		2,17 ✠LMC				*Lloyd's*A&CP							N.E.MarineEngCoLd.Nwc		
				MS10,14 BS6,16									*WB*	= *Cell DBa*	&*uE*73′*f*96′221*tAPT*17*t*		
				Lloyd's RMC 2,11,17													
203	—	SteelScSr	963					1896	J.W.Kla-	BelgianGovern-	217·8	30·7	13·2	Ostend	T.3Cy.17″,27′&41$\frac{7}{10}$″–27$\frac{3}{8}$″		
	A.Grayet –16	(*ex*Minna)	728						witter	ment	Q71′	B54′	F23′	Belgian	NB07 91NHP		
		1*Dk*2*trB*	595						Danzig					*WB*	J.W.Klawitter,Danzig		
204	**General Mena**	IronSc	*116*	✠	Guay-	*a*		1881	W.Walker	Cia.Naviera del	101·5	16·4	9·2	Mazatlan	C.2Cy.16″&28″–18″		
		*ss*S.Fo.No.3–10,90 (*Tug*)	*112*	2,01	mas			10mo	&Co.	Pacifico,S.A.				Mexican	NB88 NDB88 28NHP		
HCST	(*ex*Altata)	*ss*GuaymasNo.2–97 1*Dk*	*79*						London				FK	4*BHCem*	J.Watt&Co.Birmingham		
205	**General Munthe**	SteelScSr	1142					1914	Laxevaags	Akties.Dpsk.	228·6	35·2	15·8	Bergen	T.3Cy.16¾″,27″&44″–30″		N
Sunk by U 88 3.9.18	*M.Eke*		1002						Msk.&Jrnskb	GeneralMunthe	P19′	B61′	F25′	Norwegian	106NHP		
MKRC		1*Dk*	676						Bergen	(J.M.Johannssen)				*WB*	LaxevaagsMsk&Jrns.Bgn		
206	**General N. W. Rouzsky**		395					1885	Akt.Ges.	Azoff-BlackSea	190·8	21·6	10·6	Taganrog	C.2Cy.32½″&61″–49½″		
538		(*ex*GregoryKozloff, SteelPadSr	—						"Vulcan"	S.S.Co.	B71′	H38′	F32′	Russian	NB96 218NHP		
LMAP	*Elec.light*	*ex*KaiserWilhelm) 1*Dk*	182						Stettin						A.G."Vulcan," Stettin		
207	**General Orlando M.Poe**	SteelSc	5619					1900	American	PittsburghS.S.Co.	470·0	50·0	29·0	Duluth	Q.4Cy.17″,25″,38½″&60″–		
86501		1*Dk*2*trB*	—						S.B.Co.					Utd.States	42″ NB02 233NHP		
	Mchy.Aft *Elec.light*	Sub.Sig.	4144						Cleveland,O.					*WB*	AmericanS.B.Co.Clevelnd		
208	**General Pau**	SteelScCtr	*255*					1915	Montrose	Cie.Générale	126·0	25·2	8·0	Majunga	T.3Cy.11″,17″&28″–18″		V
	Gray –15		*195*						S.B.Co.	Frigorifique				French	33NHP		
		1*Dk*	*120*						Montrose					*WB*	W.Beardmore&Co.Ld.Gls.		
209	**General Pueyrredon**	IronScSr	521	✠	BAs	*h*		1883	J.Eltring-	LloydComercial	165·5	25·3	12·7	Mar del	C.2Cy.22″&40″–30″	13 ″ 4	
	F.Miglianelli	*ss*Liv.No.3–5,95	391	7,06				3mo	ham	Mar del Plata (E.	Q84′	B17′	F20′	Plata	NB09 NDB00 73NHP		
	(*ex*NorthCoast,	*ss*Liv.No.2–03	268						S.Shields	Miglianelli, *Mgr.*)				Argentine	J.P.Rennoldson,S.Shields		
	Well deck *ex*Creaden)	1*Dk*(*Irn*)								*WB*=	*DBa*42′56*tFPT*20*t*			4*BHCem*			
210	**General Skobelew**	SteelScSr	1993					1900	Bonn&	Gebr.Seeberg	268·0	39·0	17·1	Riga	T.3Cy.21″,35″&57″–39″		V
1001	*Chr.Russmann*11–11	(*ex*Texel)	—						Mees		Q108′			Russian	203NHP		
HDFQ		1*Dk*&*pt Awng dk*	1260						Rotterdam		*pt Awng dk*156′			*WB*	Blair&Co.Ld.Stockton		
211	**General Suworow**	SteelScSr	1892	✠100A1	Lon	*r*	2,17	1888	Short Bros.	Gebr.Seeberg	290·0	38·8	17·7	Riga	T.3Cy.21½″,35″&58″–39″ (*s*)	20 ″ 0	
952	*F.Mahlder*	*ss*Rga.2ndNo.3–10,12	1541	7,16				1mo	Sunderland		P33′	Q68′	B72′ F27′	Russian	150lb NDB00 205NHP	s 2 ″ 0	
HCRL	(*ex*ScottishPrince)		1140	~~Boilers 2,07~~ 2,15					A&CP				BK10″	4*BHCem*	2SB,6*cf*,GS90,HS3125	19 ″ 0	
	Well deck	1*Dk*(*Stl-ptws*)2*trB*		~~BS1,16~~ ✠LMC10,12									*WB*=*CellDB*206′3	00*tAPT*25*t*	J.Dickinson,Sunderland		
				~~BS9,17~~ ~~6~~													
212	**General Wergeland**	SteelScSr	3188	✠100A1	Kob	*t*		1916	OsakaIron	A/S NordiskDamp.	305·0	43·7	27·2	Haugesund	T.3Cy.22″,37″&61″–42″ (*s*)	27 ″ 3	
	O.F.Hansen –17		2757	7,17 11,16	NYk			5mo	Works,Ld.	(O.Rosenvold,	P19′	B82′	F32′	Norwegian	180lb 288NHP	s 4 ″ 4½	
WLPT	(*ex*YesakiMaru)2*Dks*(*Stl*)&*Web fram.ex*		1984		✠LMC5,15				Osaka	*Mgr.*)JohnK.Haa-			FK	5*BHCem*	2SB,6*cf*,GS90,HS3824 FD	23 ″ 2	
	Elec.light	*Longitudinal framing*		*Now named "Aslaug" See No. 36 in Supplement*						land's Reder *Cell*	*DB* 255′	519*t FPT*		76*tAPT*20*t*	OsakaIronWrks.Ld.Osaka		
213	**General Zimmermann**	IronSc	1552					1882	Lobnitz&	Gebr.Seeberg	248·6	33·7	17·4	Riga	C.2Cy.32″&60″–36″		V
871	*Fr.Baeberow*	3MstSr	1151						Co.		P162′	B16′	F29′	Russian	NB09 180NHP		
HDFG	(*ex*Dan)	1*Dk*2*trB*	757						Renfrew					*WB*	Lobnitz&Co.Renfrew		
214	**Generalconsul Pallisen**	StlScSr	2130	✠100A1	Els	*l*	~~11,16~~	1905	ClydeS.B.	DanskRussiske	294·8	42·0	19·5	Copnhagn	T.3Cy.22″,35″&59″–39″ (*s*)	22 ″ 0	
	*C.H.Christensen*06–07	*ss*Rot.No.2–14	1969	5,17 11,16 10.17	Cpn	NNs	10,17	5mo	&E.Co.Ld.	Dmpskselsk.	P27′	B172′	F33′	Danish	180lb *100lb* 225NHP	s 2 ″ 5	
NPHG	*Elec.light*	1*Dk*(*Stl*)&*deep framing*	1350	~~BS4,16~~ ✠LMC ~~1,17~~			5,17		Pt.Glasgow				FK	5*BHCem*	2SB,6*cf*,GS106,HS3200	19 ″ 11	
		*ss*Cpn No.2–5,17						*Lloyd's*A&CP		*WB*=*Cell DBa*36′	*uE*&*B*34′ *f*130′605*t*			*APT*65*t*	ClydeS.B.&E.Co.Ld.Pt.Gls		
215	**Generaldirektor Ballin**	SteelScK	201					1912	H.C.Stülc-	Cuxhavener	118·5	22·2	11·9	Cuxhaven	T.3Cy12$\frac{5}{16}$″,21$\frac{1}{4}$″&33$\frac{3}{4}$″–22$\frac{1}{16}$″		G
	*A.Belke*08–12		191						kenSohn	Hochseefischerei	F17′			German	52NHP		
RSLW	*Elec.light*	1*Dk*	76						Hamburg	Akt.Ges.					H.C.StülckenSohn,Ham.		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys.	3 Late Name if any / No. of Decks, &c.	4 Register'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years assigned / now expired. Equipment Letter.	7* D-te when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L. R. Dates of Exit & Trade Cert.
216 763 PLSK	**Generale Ameglio** *O.Tomei* –12 (*ex*Odessa, *ex*Marmara, *ex*Windsor)	IronScSr *ss*Lth.3rd No.3–4,04 *ss*Nap.No.2–12 2*Dks*	775 497 430	✠ — 3,17 ✠NB7.86	Msl			1866 7mo	Blackwood &Gordon PortGlasgow	GiovanniMordini	210·5 P117′F55′	28·4	13·5 BK7″	Genoa Italian 5*BHCem*	T.3Cy.18″,30″&56″–30″ NDB86 128NHP 1SB,*2cf&1pf*,GS64,HS1420 *Tpd*86Hawthorns&Co.Lth	14 ″ 7	
217 670 PLSF	**Generale Salsa** *R.Massa* –13 (*ex*Cuban) *Elec.light*	SteelScSr *ss*Liv.No.3–6,04 *ss*Liv.No.1–09 2*Dks*(*Stl*)&*Webframes*	4009 — 2440	✠ *Shelter dk with freeboard* 10,18 ✠	Liv	*x*		1891 11mo	NavalCon. &Arm.Co.Ld Barrow	C.Devoto fuG.B. *WB*=*CellD*	360·0 B282′593*t*	43·2 *FPT*127*t*	33·8 BK8″	Genoa Italian 7*BHCem*	T.3Cy.27″,44″&72″–48″ NDB04 396NHP 2DB,*12rf*,GS226,HS6507 NavalC.&A.Co.Ld.Brw.	29 ″ 3	V
218 7 PLTD	**Generoso** *U.Russo* (*ex*Nitocris)	SteelScSr *ss*Gen.No.3–8,09 *ss*Gen.No.1–13 1*Dk*(*Stl*)&*Spardk*(*Irn*) &*Webframes*	2695 2544 1665	✠100A1 *Spar dk* 7,14 ✠LMC M12.12 BS9.15	Gen	*t*	7,14	1896 11mo	Sir Raylton Dixon&Co. Middlesbro' A&CP	E.Ghirardi *WB*=*Cell*	308·0 P31′B72′F35′ *DBa*96′*uE*24′*f*118′	43·3 22·7 FK	14·8 *APT*41*t*	Savona Italian 5*BHCem* 508*t*	T.3Cy.23″,36″&59″–42″ (*s*) 180lb *100lb* NDB09 246NHP 2SB,*4cf*,GS871,HS3064 FD N.E.MarineEngCoLd.Nwc	25 ″ 0 s 4 ″ 4½ 20 ″ 11	
219 127058 JMNG	**Genesee** *H.C.Hood* –17 (*ex*Finland, *ex*Condylis, *ex*Avristan)	SteelScSr *ss*PirNo.3–5,14 1*Dk*(*Stl*)2*trB* &*deep framing* 3*Dk rule*	2892 2699 1783	✠100A1 ~~12,16~~ 8,17 B812.16 ✠LMC5.14	Shl Nwc	*u*	~~12,16~~ 8,17	1900 12mo	W.Pickersgill&Sons Sunderland A&CP	Government of St. Lucia *WB*=*CellDBa* 104′*uE*20′*f*128′	324·0 P31′B96′F33′ 709*t*	47·1 *APT*39*t* FK	21·7	Castries St.Lucia British 6*BHCem*	T.3Cy.23⅝″,38⅜″&64″–42″ 180lb (*s*) 283NHP 2SB,*8pf*,GS125,HS4285 G.Clark,Ld.Sunderland	24 ″ 1 s 4 ″ 0 20 ″ 6	
220 95522 LBGC	— *J.King* –15 (*ex*Darial) *Carrying Petroleum in bulk* *Mchy.Aft* *Elec.light* Wireless	SteelSc3MstSr 1*Dk*&*Spar dk*	2830 2718 1833					1889	Armstrong Mitchell&Co. Newcastle	Anglo-American OilCo.Ld. (J. Hamilton, *Mgr.*) *WB*	310·0 B66′F9′	40·2	28·3	London British	T.3Cy.23″,37″&60″–39″ 225NHP WllsndSlpwy.Co.Ld.Nwc.		V
Sunk 1918 79149 SDCJ	**Geneva** *G.H.Nelson* –12	IronScSr ~~*ssLth.2nd No.3–1,04*~~ ~~*ssLth.No.2–12.*~~ *ss*M.lth.3 dNo.3–12,16 2*Dks*	711 619 412	✠~~100A1~~ 12,16~~11,15~~ ✠NB2,92 ~~LMC11.13~~	Sld Mdb	*l*	11,15	1878 8mo	Blackwood &Gordon Pt.Glasgow A&CP	Leith,Hull&Ham. Stm.Pkt.Co.Ld.(J. Currie&Co.*Mgrs.*)	198·2 P34′F18′ ND12	28·3	15·5 BK7½″	Leith British 5*BHCem*	C.2Cy.27″&47″–33″ (*s*) 65lb *65lb* NDB92 98RHP 1SB,*3rf*,GS54,HS1524 Blackwood&Gordon,PGls.	16 ″ 7 s 2 ″ 4 15 ″ 3	BT till 12,17
222 102897	**Geneva Cross** *Calizi*98–02	SteelPad 1*Dk*	260 181 126					1894	J.Stewart &Son(Lim.) London	Managers of Metropolitan Asylum District	137·0	22·1	8·0	London British	C.D.2Cy.23″&46″–42″ 114NHP J.Stewart&Son(Lim.),Lon		
223 JKLG	**Geneviève** *E.Lebasnier*01–12 *Well deck*	SteelScSr 1*Dk*(*Stl*)	1598 1264 802	✠100A1 9,16 ~~Examined 12.17~~ ✠LMC12.13 3,17	Sws	*p*	~~5,15~~ 12,17	1912 12mo	Osbourne, Graham&Co. Sunderland *Lloyd's*A&CP	F.Bouet *WB*=*CellDBa* 81′*uE*&*B*28′	260·0 P22′Q73′B56′F22′ *f*107′ 460*t*	36·5 *FPT*65*t* FK	15·8	Caen French 4*BHCem*	T.3Cy.19″,31″&51″–36″ (*s*) 180lb 189NHP 2SB,*4pf*,GS82,HS3190 N.E.MarineEng.Co.Ld.Sld.	18 ″ 0 s 1 ″ 7 16 ″ 7	
224 1256 HJKD	**Genkai Maru** *T.Yoshizaki*	SteelScSr 2*Dks*&*pt Shaded dk*	1447 1206 897					1891	Napier, Shanks&Bell Glasgow	Z.Hotta *WB*	244·9 F30′ *pt Shaded dk*157′	32·3	20·0	Osaka Japanese	T.3Cy.18″,30″&48″–33″ 132NHP J.&J.Thomson,Glasgow		
225 626 PLWQ	**Genova** *N.Cuneo* (*ex*Hillbrook)	SteelScSr *ss*Bry.No.2–12 1*Dk*(*Stl*)&*Spar dk*(*Stl*) &*deep framing*	3486 3361 2220	✠ *Spar dk* 10,13 ✠	Cff	*w*		1904 6mo	Nthmblnd S.B.Co.Ld. Newcastle	Soc.Anon.A. Parodi fuB. *WB*=*Cell*	340·5 P32′B92·F34′ *DBa*108′*uE*&*B*40′	48·0 27·4 FK *f*148′ 862*t*	19·5 *DTa*28′ 695*t*	Genoa Italian 6*BHCem* *APT*63*t*	T.3Cy 24⅛″,39″&66″–48″ 335NHP 2SB,*6cf*,GS116,HS5268 Richardsons,Westgarth& Co.Ld.Hpl.	30 ″ 0	CI
226 1485 HKGM	**Genzan Maru No. 2** *J.Uyeno* –13 (*ex*Arisoura Maru, *ex*Lauderdale)	SteelScSr *ss*Nag.No.3–7,96 2*Dks*(*UStl*)	1838 1652 1140	✠ 7,96	Nag	*r*		1882 11mo	W.B. Thompson Glasgow	S.Sawaguchi *WB*=*Cell*	265·7 P32′B52′F32′	35·4 BK9¼″	21·1 *DB*212′324*t*	Osaka Japanese 6*BHCem*	C.2Cy.33⅜″&66¼″–42″ 237NHP 2SB,*6pf*,GS132,HS2917 Rankin&Blackmore,Grk.		
227 139056 JLHV	**Geo**	SteelScSr 1*Dk*	3048 2871 1924					1915	Russell& Co. Port Glasgow	PrestonStm.Nav. Co.Ld.(Becker& Co.Ld.*Mgrs.*) *WB*	331·3 P27′B97′F35′	49·0	21·9	London British	T.3Cy.23″,38″&61″–42″ 241NHP ClydeS.B.&E.Co.Ld.PtGls		C
228	**Geopotes III.** *Elec.light* *Mchy.Aft*	SteelTwinSo 1*Dk*	868 370					1916	J.&K. SmitsSchp. Kinderdijk	L.Volker,Azn	196·8	32·8	16·4	Sliedrecht Dutch	T.6Cy.11½″,17″&29″–18″ 71NHP Msch.Kinderdijk,Kndrdijk		
229 NMWO	**Georg** *H.Andreassen*92–12 *Ref.Mchy.*	IronScSr 2*Dks*&*Hur dk*	772 636 468					1875	Norddeut. Schiffb.A.G. Kiel	DetForenede DampskibsSelsk.	210·5	28·5	14·7 21·5	Aalborg Danish *WB*	C.2Cy.30″&56″–36″ 157NHP Schweffel&Co.,Kiel		
230 3753 JLRN	— *B.Persson*16–16 ~~*K.A.H.Johansson*10–05~~ *Well deck* (*ex*China)	IronScSr *ss*Skm.3rd No.3–5,14 1*Dk*	479 355 231	✠100A1 7,17 ~~3,15~~ ✠NB84 LMC5.14 BS8,14 4,17	Skm	*h*	~~9,15~~ 7,17	1877 10mo	J.Readhead&Co. S.Shields A&CP	~~Angf.Aktiebl Uman~~ ~~(C.G.Bayard, *Mgr.*)~~ Rederiakt Falkvig (N.Fremberg, *Mgr.*)	169·6 Q77′B14′F19′ *WB*=	25·7 BK7″ *DBa*30′*f*52′	12·2	Sölvesborg Stockholm Swedish 5*BHCem*	C.2Cy.22⅛″&40″–27″ (*s*) 80lb *80lb* NDB05 80NHP 1SB,*2pf*,GS36,HS1600 J.Readhead&Co.S.Shields	13 ″ 0 s 1 ″ 4 12 ″ 8	
231 KRSM	— *R.Moosmüller*10–12	SteelSc (*Trawler*) 1*Dk*	199 161 59					1910	G.Seebeck Akt.Ges. Geestemünde	Grundmann& Gröschel *WB*	117·1 Q60′F21′	22·1	9·6	Gstemnde German	C.2Cy.15″&27″–21¼″ 28NHP G.SeebeckA.G.Bremerhvn		G
232	**Georg Lionosoff** *Elec.light*	SteelTwinScSr *Motor* 1*Dk*	115 68 69					1912	Bergsunds M.V.Aktieb. Stockholm	G.S.Lionosoffs Nachf.	96·2 Q36′B23′F19′	17·5	6·2	Russian	2 Motors 4Cy.13″–13¾″ J.&C.G.Bolinders,Skm.		
233 MSHL	**Georg Mahn** *Paul Vick* *Elec.light*	SteelScSr	1081 930 674					1893	Akt.Ges. "Neptun" Rostock	F.W.Fischer *WB*	234·1 B50′ F22′	34·4	14·0	Rostock German	T.3Cy.13¾″,22½″&36½″–27½″ 68NHP A.G."Neptun,"Rostock		G
234 QGCV	**Georg Siebs** *A.Tietz* –05	SteelSc (*Trawler*) 1*Dk*	145 134 27					1895	Akt.Ges. "Weser" Bremen	Eide Siebs *WB*	106·2	21·0	10·3	Brmrhavn German	T.3Cy.12¼″,19¼″&31½″–21½″ 46NHP A.G."Weser,"Bremen		G
235 NTGD	**Georg Stage** *C.Myhre* (*ex*Steamer) *(See Sailing Ship Register)*	IronAuxScS Motor 2*Dks*	203 199 149					1882 1906	Burmeister &Wain Copenhagen	StiftelsenGeorg StagesMinde	100·8	25·2	13·2	Copnhagn Danish	Motor 4S.C. 2Cy. NE16 Houmöller,Fredrikshavn		
236 97228	**George** *N.Hough* –91 *Mchy.Aft*	SteelScSp 1*Dk*	155 151 78					1891	W.Allsup& Sons(Lim.) Preston	J.Crosfield&Sons, Ld.	90·0	21·0	9·9	Runcorn British	C.2Cy.12″&24″–30″ 24RHP W.Allsup&Sns(Lim.),Prs.		

1 Numero d'Ordre / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Enrôlement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Donane. Superstructures, &c. Longueur. / Largeur. / Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP.=Force en chevaux d'après les formules de la Société; RHP.=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille / Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L. R. Bureau Cent. Lloyd's.
237 964	George *B.Rikard* (*ex*Tweed) *Mchy.Aft* 1*Dk*	SteelScSr	*117* *89* *43*			...		1895	J Fullerton & Co. Paisley	M.Weide	90·0 | 18·6 | 7·8 Q12'F14' BK6"	Riga Russian *WB*	C.2Cy.12"&24'–18" 28NHP Fisher&Co.Paisley	8 " 6	
238	— *A.J.Hughes* *ss*~~VeraCruzNo.2–15~~ *ss*Tampico No.3–9,17 1*Dk*	SteelSc	*103* *103* *4*	✠100A1 9,17 ~~12,13~~ *For towing purposes* ~~Steam~~ ✠LMC2.~~15~~,17 *Fitted for oil fuel* 2,13	~~Vera~~ *a* Tampico	~~9,15~~ 9,17 *F.P. a*		1903 10mo *Lloyd's*	Lobnitz& Co.Ld. Renfrew *sA&CP* *bove* 150°F.	Cia.Mexicana de Petroleo "El Aguila" S.A.	84·0 | 19·1 | 10·1 BK6"	VeraCruz Mexican *4BHCem*	C.2Cy.~~14"~~&32'–21' (*s*) 150lb 14½' 50NHP 1SB,*2cf*,Gs35,Hs835 Lobnitz&Co.Ld.Renfrew	10 " 9 s 2 " 1 9 " 6	
Wrecked 1917 13100	George A. Graham *H.F.Leuart* –17 *Elec.light* *Mchy.Aft*	SteelSc	2410 2160 1498					1891	Chicago S.B.Co. Chicago,Ill.	MontrealTransportationCo.Ld	310·5 | 39·1 | 21·3 H—F38' *WB*	Montreal ~~Pt.Arthur~~, Ont. British	T.3Cy.21",34"&55'–42" 241NHP GlobeIrnWks.Co.Clevelnd	·	L
240 97527 LRSN	George Allen *W.Manson* –16 *ss*Bly.2ndNo.3–12,16 1*Dk*(*Irn*)3*trB&Webframes* *Cargo battens not fitted*	SteelScSr	2257 1922 1371	✠100A1 6,17 ~~12,16~~ ~~LMC12,16~~ *Now named "Coalgas." See No. 23 in Supplement*	Bly Shl	*s* 6,17	~~12,16~~	1890 6mo	Short Bros. Sunderland A&CP	J.Westoll *WB*	290·2 | 39·0 | 21·7 P32'B78'F34' BK10" = *Cell DB* 208'398*t*	Sundrland British *APT60t*	T.3Cy.21",35"&58"–36" (*s*) 150lb *100lb* 196NHP P NDB10 1DB,*4pf&2rf*,Gs85,Hs2965 T.Richardson&Sons,Hpl.	24 " 3 s 3 " 5 21 " 10	
241 117960	George Armstrong 1*Dk*	SteelPad	111 93 50					1904	Hepple& Co.Ld. SouthShields	TyneImprovement Commissioners	80·0 | 20·1 | 8·7	N.Shields British	C.D.4Cy.11½"&22"–30" 50RHP Hepple&Co.Ld.S.Shields		BT till 5,17
242 208984 LCBS	George B. Cluett *Petrol Motor* 1*Dk*	WoodSc	210 — 155					1911	..... Tottenville, N.Y.	GrenfellAssoc.of America	113·3 | 25·9 | 11·0	NewYork Utd.States	PetrolMotor		
243 86671	George B. Leonard *Elec.light* *Mchy.Aft* 1*Dk*2*trB*	SteelScSr	4037 — 2844					1902	Chicago S.B.Co. Chicago	GreatLakesSS.Co.	380·0 | 50·0 | 23·6 F48' *WB*	OswegoNY Utd.States	T.3Cy.22",35"&58"–40" 213NHP ChicagoS.B.Co.Chicago		
244 85661	George Curtis 1*Dk*	WoodSc	182 — 53					1881	..... Boothbay,Me	FisheriesCo.	121·2 | 20·3 | 10·6	Greenport N.Y. Utd.States			
245 129360	George D. Irvin *S.Husband* –13 1*Dk*	SteelScK	194 191 75	✠100A1 *StmTrawler* 5,14 ✠LMC6,11	Abn	2,14		1911 6mo *Lloyd's*	Hall,Russell&Co.Ld. Aberdeen *sA&CP*	R.Irvin&Sons,Ld.	115·3 | 22·1 | 11·9 BK7½" *WB*= *DBf* 18'18*t*	Aberdeen British *3BHCem*	T.3Cy.12",20"&34"–24" (*r*) 180lb 78RHP 1SB,*3pf*,Gs48,Hs1429 Hall,Russell&Co.Ld.Abn.	12 " 9	
246 86231	George Deakin *J.Clingan* –15	WoodScFlat	105 98 71					1866	Ann Deakn Winsford	LiverpoolLighterageCo.Ld.	81·9 | 19·1 | 8·6	Liverpool British	I.2Cy.12"–14" NE&B76 24RHP G.Deakin,Winsford		
247 133224	George Dinsdale *J.W.Morgan* –13 1*Dk*	SteelScSk	105 89 —	✠100A1 *For Towing purposes* 6,16 ✠LMC5,15	All			1913 3mo *Lloyd's*	Scott& Sons Bowling *sA&CP*	Grangemouth& ForthTowng Co.Ld	90·0 | 18·1 | 8·4 BK6' *WB*= *APT3t*	Grngemth British *4BHCem*	T.3Cy.12",18"&30"–21" (*s*) 160lb 60RHP 1SB,*2pf*,Gs38,Hs1182 Fishers,Ld.Paisley	9 " 0 s " 9½ 9 " 0	
248 214161 LGCJ	George E. Paddleford *J.Barry* 14–16 *Elec.light* 2*Dks*(*Stl&Webframes* *Mchy Aft* *Longitudinal framing*	SteelScSr	4788 4293 3665	✠100A1 ~~9,14~~ ~~10,16~~ 9,17 ✠LMC7,16 *Carrying Petroleum in bulk* *Fitted for oil fuel* 7,16	NYk	*y* *F.P.*		1916 6mo *above*	Harlan& Hollings-worthCor. Wlmgtn.Del. A&CP	PetroleumTransportCo. *Cell D Bu E&* *B*72'216*t* *DT f* 65'8	391·8 | 51·3 | 38·8 P99'B34'F44' FK 18*t FPT* 89*t APT* 30*t*	LosAngels Cal. Utd.States	T.3Cy.27",45"&75"–48" (*s*) 190lb *190lb* 511NHP 3SB,*9cf*,Gs174,Hs7127 FD 14*BHptCem* 7 „ *to Udk* 7 „ „2*nd*„	30 " 2	
249 210590 LCPM	George E. Warren ~~*A.L.Hodgdon* –16.~~ *ss*NYk.No.1–16 *Mchy.Aft* *Elec.light* 1*Dk*(*Stl*) *Cantilever framed Tops* ~~*Now named "McCullum"–17.*~~	SteelScSr	3093 2156 1616	✠100A1 ~~12,16~~ 4,17 ✠LMC7,16 *Carrying Petroleum in bulk* *Fitted for oil fuel* 12,16	NYk NOs HenryFairfax	*s* - *F.P. a*	~~12,16~~ 4,17 ~~LMC12,16~~	1912 10mo *above*	Toledo S.B.Co. Toledo,Ohio A&CP	BostonVirginia Transpn.Co.(C.G Stoddard, *Mgr.*) *WB*= *Cell D Bu E&* *B*44'*f* 167'580*t FP*	246·7 | 43·8 | 25·3 P76'B19'F24' FK	Boston Utd.States *4BHCem* *T* 133*t APT*	T.3Cy.21",34½"&57"–42" (*s*) 175lb 275NHP 2SB,*4cf*,Gs86,Hs3954 FD ToledoS.B.Co.Toledo,O 24*t Topside tanks* 142'425*t*	27 " 6	
250 204225	George F. Baker *Elec.light* *Mchy.Aft* Sub.Sig. 1*Dk*	SteelScSr	7210 — 5459	*Now named "Henry Fairfax." See No. 39 in Supplement* *Fitted for oil fuel* 12,16		*F.P. a*		1907 *above*	Superior S.B.Co. Superior,Wis 150°F.	PittsburghS.S.Co.	586·0 | 58·0 | 25·5	Duluth Utd.States *WB*	T.3Cy.24",38"&65"–42" 274NHP AmericanS.B.Co.Clevel'nd		
251 203325 KVML	George F. McCaffrey (*ex*PlinyFisk) 1*Dk*	WoodScSr	156 — 106					1906	..... Tompkins Cove,N.Y.	O.McCaffreySons, Inc.	85·9 | 27·0 | 10·6	NewYork Utd.States			
252 85524	George F. Morse 1*Dk*	WoodSc	134 — 91					1878	..... East Deering, Me.	FisheriesCo.	112·0 | 18·5 | 8·9	Greenport N.Y. Utd.States			
253 77206 RKFB	George Fisher *G.H.Tremoulet* –15 *ss*Nwc.2ndNo.3–4,07 *ss*Shl.No.2–16 *Well deck* 1*Dk*2*trB*	IronScSr	1231 1005 779	✠100A1 6,17 9,16 ~~LMC 12,17~~ ~~BS2,16~~	Shl Cdf	*o* LMC MS5,16	5,16	1877 11mo	Richardsn, Duck&Co. Stockton A&CP	~~Gepper,Alexander &Co.~~ T.McLeod	236·4 | 31·2 | 18·5 Q73'B51'F29' FK *WB*= *D3*	London British *5BHCem* *a*42'*f* 59'249*t*	C.2Cy.28"&53"–33" (*i*) 70lb *100lb* NDB16 134NHP 1SB,*3pf*,Gs58 T.Richardson&Sons,Hpl.	19 " 9 s 2 " 3 17 " 9	
254 202088	George G. Barnum (*ex*Socapa) *Elec.light* *Mchy.Aft* 1*Dk*	SteelScSr	6272 — 4826					1905	West Bay City S.B.Co. W.BayCity	SuperiorS.S.Co. (G.A.Tomlinson, *Mgr.*)	504·0 | 54·0 | 26·7	Duluth Utd.States *WB*	T.3Cy.22½",36"&60"–42" 233NHP DetroitS.B.Co.,Detroit		
255 204251	George G.Crawford (*ex*LeGrandS.DeGraff) *Elec.light* *Mchy.Aft* Sub.Sig. 1*Dk*	SteelScSr	7971 — 6196					1907	American S.B.Co. Lorain	PittsburghS.S.Co.	585·0 | 60·0 | 32·0	Duluth Utd.States *WB*	T.3Cy.22¼",37½"&65"–42" 274NHP AmericanSB.Co.Cleveland		R
256 215154 LHPW	George G. Henry *H.F.Weeden* –17 *Elec.light* *Longitudinal framing* *Mchy.Aft* 2*Dks*(*Stl*)*&Webframes*	SteelScSr	7000 ~~6450~~ ~~4320~~ 6144 4294	✠100A1 11,17 ~~6,17~~ (~~*Class Contem. plated.*~~) *Carrying Petroleum in bulk* *Fitted for oil fuel* 6,17	SFo NYk	*b* *F.P. a*		1917 6mo A&CP *above*	Union Iron Works Co. S.Francisco 150°F.	PetroleumTransportCo. *Cell D Bu E&* *B*64'197*t DT f* 56'10	435·0 | 56·0 | ~~33·5~~ ~~P134'~~ B50' ~~F43'~~ 32.0 P106'F42' FK 38*t FPT* 97*t APT* 174*t*	Los Angels Cal. Utd.States *1BHptAsp* (1 „ *to Udk* ½ „ 2*nd*„	1GearedSteamTurbine (*s*) 220lb 3SB,*8cf*,Hs8265 FD GeneralElectricCo. Schenectady,N.Y.	33 " 6	
257 137382	George H. Hastie *A.Rigsby* 10–16 1*Dk*	SteelScK	229 214 89	✠100A1 *StmTrawler* 5,16 ✠LMC5,16	Abn			1916 5mo *Lloyd's*	A.Hall& Co.Ld. Aberdeen *sA&CP*	R.Hastie&Sons, Ld.	117·0 | 22·6 | 12·2 BK7½"	N.Shields British *3BHCem* *DTf* 6*t*	T.3Cy.13",21½"&35"–24" (*s*) 180lb 83RHP 1SB,*3pf*,Gs46,Hs1412 A.Hall&Co.Ld.Aberdeen	13 " 0	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. / Master. / Special Surveys.	3 Material, Rig, &c. / Late Name if any. / No. of Decks, &c.	4 Register Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned / now expired. Equipment Letter.	7* Date when laid up or last heard.	8 Built. When. / Ship. / Engines	9 By Whom. / Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NP=Horse power by Society's formula; RP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed. If not in L. R. Date of Rec. or Tr.-Cert.
258 136756 JHTW	George Harper *P.P.Wragg* –17 *Elec.light*	SteelSc 1 *Dk*	1613 1336 991					1907	Akt.Ges. "Neptun" Rostock	Requisitioned by the Admiralty (Everett & Newbigin, *Mgrs.*)	261·4	38·1	16·5	London British *WB*	T.3Cy.17⅞″,30½″&48″–33″ 132NH A.G. "Neptun," Rostock		
259 210735 LCQM	George Hawley *Moses* *Elec.light Mchy.Aft* *Cantilever framed Topside tanks* ~~*Cargo battens not fitted*~~	SteelScSr ~~*ssNYk.No.1*~~ *Now named "Ce Crawley," See No. 43 in Supplement* 1 *Dk(Stl)* ✠LMC 6,16 *Carrying Petroleum in bulk* *Fitted for oil fuel* 3,11 *F.A. above*	3185 ~~3774~~ 2489	✠100A1 ~~Carrying Petroleum in bulk~~ ~~Fitted for oil fuel 3,11 F.A. above~~	N Yk	s	12,15	1912 11mo A&CP	Gt.Lakes Eng.Works Ecorse, Detroit *WB=Cell D B u E 3 B 15 f 162′600t F P T 180t A P T 50t Top tanks 175 468t*	Boston Virginia Transptn.Co.(C.G. Stoddard, *Mgr.*) ~~*Cell D B u E 3 B 15 f 162′600t F P T 180t A P T 50t Top tanks 175 468t*~~	304·7 P122′F25′ len17	43·7 FK	25·3 10 *BHCem* ~~*side tanks 129 330t*~~	Boston Utd.States ~~*WB*~~	T.3Cy.21″,34½″&57″–42″ (*s*) 175lb 274NHP 2SB,*4cf*,GS82,HS3908 FD Gt.LakesEng.Wks.Detroit	27 ″ 6	
260 85609	George Hudson	WoodSc —	131 —					1880	..... Kennebunk, Me.	FisheriesCo.	114·6	18·5	9·2	Greenport N.Y. Utd.States			
261 86662	George L. Craig ~~*Now named "Robert R. Paisley," See No. 17 in Supplement*~~ *Elec.light Mchy.Aft*	SteelScSr 1 *Dk2trB*	81 3762 3130					1903	Craig S.B. Co. Toledo, O.	GrandIslandS.S. Co(ClevelandCliffs IronCo. *Mgrs.*)	370·8 F50′	50·2	24·2	Detroit Utd.States *WB*	T.3Cy.21″,35″&58″–40″ 213NHP CraigS.B.Co.Toledo,Ohio		L
262 214023	George L. Eaton *Elec.light*	SteelScSr 1 *Dk*	2008 — 1216					1916	Detroit S.B. Co. Wyandotte	G.HallCoalCo.	244·0	43·2	20·5	Ogdensbrg Utd.States *WB*	T3Cy.18,″29″&48″–40″ 146 NHP Detroit S.B.Co.Detroit		L
263 206876 LBGS	George L. Potter *H.Morris87–09* (*Tug*)	SteelSc 1 *Dk*	220 — 149					1909	SkinnerSB &D.D.Co. Baltimore	Baltimore&Ohio R.R.Co.	112·3	24·1	11·5	Baltimore Utd.States	C.2Cy.20″&40″–28″ 49NHP		
264 86340 KMNQ	George Loomis *C.R.Phillips* *Fitted for oil fuel* 1 *Dk&Web frames* *Elec.light Carrying Petroleum in bulk*	SteelScSr 691 614 402				...		1896	Union Iron Works SanFrancisco	StandardOilCo., California	175·0 Q50′F20′	27·4	16·5 FK	S.Frncisco Utd.States *WB*	T.3Cy.12¾″,19″&32″–24″ 74NHP UnionIronWorks,S.Fo.	17 ″ 6	
265 137191	George Milburn *W.Cowling04–16* 1 *Dk*	SteelScK 235 221 102	✠100A1 *StmTrawler* 3,16 ✠LMC5,16	Abn				1916 3mo *Lloyd's A&CP*	Hall, Russell&Co.Ld. Aberdeen	R.Irvin&Sons,Ld.	122·5 BK7½″	22·2	12·3 3 *BHCem* *DBf* 22′14*t*	Aberdeen British	T.3Cy.12″,20″&34″–24″ (*r*) 180lb 78RHP 1SB,*3pf*,GS48,HS1429 Hall,Russell&Co.Ld.Abn.	13 ″ 3	
266 86350	George N. Orr ~~*Wrecked 12,17*~~ *Mchy.Aft Elec.light*	SteelScSr — 2 *Dks*	2872 — 2280					1896	Chicago S.B.Co. Chicago	Canada Atlantic Trans.Co.	326·0	42·2	21·8	Duluth Utd.States *WB*	T.3Cy.20″,32″&54″–40″ 184NHP ClevelandS.B.Co.,Clevelnd		
267 56905 NJRV	George Peabody *A.J.Lawson* –16 1 *Dk*	IronPad *ss*Lly.No.3–2,92	115 115 21	*For Towing purposes* 1,92	Lly			1867 12mo	Readhead, Softley&Co. S.Shields	RobinsonTugCo. Ld.(C.W.Robinson *Mgr.*)	100·4	18·3	9·9	Middlsbro' British 3 *BHCem*	C.2Cy.27½″–48″ NB92 55RHP 2SB,*4pf*,GS50,HS972 Readhead,Softley&C.S.Shl	10 ″ 3	
268 112426 SBFJ	George Pyman *H.H.Hill* –14 1 *Dk(Stl)&Spar dk(Stl) &deep framing*	SteelScSr *ss*Nwc.No.3–9,13	3859 3566 2508	✠100A1 *Spar dk* 11,16 ✠LMC ~~BS1,16~~ MS11,16	Bry	*w*	N11,16	1900 10mo	Bartram& Sons Sunderland A&CP	PymanS.S.Co.Ld. (G Pyman&Co. *Mgrs.*) *WB=Cell D Ba*	365·2 P30′B102′F36′ 118′*u*E22′*f*146′726*t*	46·0 25·8 FK	17·9 6 *BHCem* *APT* 110*t*	W.Hartlpl British	T.3Cy.24½″,40″&66″–45″ (*s*) 180lb *120lb* NDB13 313NHP 2SB,*8pf*,GS130,HS4800 J.Dickinson&SonsLd.Sld.	28 ″ 6 s 5 ″ 6 23 ″ 5	
269 137377	George Scott 1 *Dk*	SteelScK 209 196 90	✠100A1 *StmTrawler* 3,16 ✠LMC5,16	Abn				1916 3mo *Lloyd's A&CP*	Hall, Russell&Co.Ld. Aberdeen	R.Irvin&Sons,Ld.	115·4 BK7½″	22·1	11·9 3 *BHCem* *DBf* 19′13*t*	N.Shields British	T.3Cy.12″,20″&34″–24″ (*r*) 180lb 78RHP 1SB,*3pf*,GS48,HS1429 Hall,Russell&Co.Ld.Abn.	12 ″ 9	
270 80367	George Stephenson *Mchy.Aft Elec.light* Sub.Sig. 1 *Dk2trB*	SteelScSr — 3503	4564					1896	F.W. Wheeler&Co. W.BayCity	PittsburghS.S.Co.	407·4	49·3	23·8	Duluth Utd.States *WB*	T.3Cy.25″,40″&67″–44″ 298NHP FWWheelr&C,W.BayCity		
271 123354	George Stroud *H.E.Stroud* –13 (*ex*LochEarn) 1 *Dk*	SteelScK (*Trawler*)	202 189 73			...		1906	A.Hall& Co.Ld. Aberdeen	Stroud'sSteam FishingCo.Ld. (H.E.Stroud, *Mgr*)	115·4 BK7½″	21·6	11·8	Aberdeen British *WB*	T.3Cy.11½″,20″&33″–22″ 68RHP A.Hall&Co.Ld.Aberdeen	12 ″ 6	
272	George W. Barnes *Elec.light* *Mchy.Aft* *Longitudinal framing*	SteelScSr	6678 6064 5045	100A1 (*Class Contemplated*) *Carrying Petroleum in bulk*				1917	Fore River S.B.Corp. Quincy, Mass.	Pan-American Petroleum& TransportCo.	416·8 P107′B35′F33′	56·1	31·1	Los Angels Cal. Utd.States	T.3Cy.26½″,44″&74″–51″ ForeRiverS.B.Cor.Quincy		
273 85189 JLHW	George W. Clyde *E.E.Curry* 2 *Dks*	IronScBkn —	1849 — 1514					1872	W.Cramp &Sons Philadelphia	ClydeS.S.Co.	256·0 len76	35·0	19·2	NewYork Utd.States	C.2Cy.24″&38″–36″ 72NHP W.Cramp&Sons,Phl.		
274 85321 JPHT	George W. Elder *A.C.Paulsen* *Elec.light* Wireless	IronScBn 2 *Dks&Hurdk*	1710 — 1225					1874	J.Roach& Son Chester, Pa.	NorthPacific S.S.Co.	250·0	38·5	21·0	S.Frncisco Utd.States	T.3Cy.23″,34″&56″–36″ NE89,NB13 188NHP UnionIrnWks,S.Francisco		
275 86582	George W. Peavey ~~*Now named "Richard J.Reiss," See No. 16 in Supplement*~~ *Mchy.Aft Elec.light* ~~*Now named "Richard J.Reiss," See No. 16 in Supplement*~~ 1 *Dk2trB*	SteelScSr 3861	4997					1901 S.B.Co. Lorain	American	PeaveyS.S.Co. (G.A.Tomlinson, *Mgr.*)	430·0 ~~*Cell D B u E 3 B 15 f 162′600t F P T 180t A P T 50t Top tanks 175 468t*~~	50·0	28·5 *WB*	Duluth, Minn. Utd.States	Q.4Cy.15″,23¾″,36½″&56″–40″ 198NHP AmericanS.B.Co.		
276 202166	George W. Perkins *Elec.light Mchy.Aft* Sub.Sig. 1 *Dk*	SteelScSr —	6406 — 4922					1905	Superior S.B.Co. Superior Wis.	PittsburghS.S.Co.	558·2 ~~*Cell D B u E 3 B 15 f 162′600t F P T 180t A P T 50t Top tanks 175 468t*~~	56·0	26·5 *WB*	Duluth, Minn. Utd.States	T.3Cy.24″,39″&65″–42″ 274NHP AmericanSB.Co.Cleveland		
277 135261	George W. Yates *R.Dillon* –14 (*ex*No.80)	SteelScSp (*Tug*) 1 *Dk(Irn)*	111 105 3	✠ *For River purposes only* 6,14 ✠	Bel			1913 2mo	G.Brown &Co. Greenock	Canadian Government	100·0 ~~*Cell D B u E 3 B 15 f 162′600t F P T 180t A P T 50t Top tanks 175 468t*~~	19·1	8·9 FK 4 *BHCem*	Ottawa British	T.3Cy.11½″,20″&32″–22″ 52RHP 1SB,*2pf*,GS35,HS1050 McKie&Baxter,Glasgow	9 ″ 6	
278 QJRH	GeorgeWashington *L.Franck* 5 *Dks&3 Promdks* *Elec.light Ref.Mchy* Sub.Sig. Wireless	SteelTwinSc 20816 15379	25570					1908	Akt.Ges. "Vulcan" Stettin	Norddeutscher Lloyd	699·1 B367′F111′	78·2	50·1 *WB*	Bremen German	Q.8Cy.38″,57″,80″&112″–67″ 2052NHP A.G. "Vulcan," Stettin		G
279 MPHV	— *E.Thomle* –16 *Elec.light* 2 *Dks(Stl)&Shade dk(Stl)*	Steel TwinSc3MstSr *Oil Eng.*	5633 5166 3486	✠100A1 *Shade dk* ~~6,15~~ 11,16 11,17 ✠LMC11,16	Cpn sFo	*a*†		1916 11mo *Lloyd's A&CP*	Akt.Burmeistr&Wain Copenhagen	Akt.Borgä (P.Olsen, *Mgr.*) *Cell D*	425·5 B377′1266*t*	55·3 *FPT* 90*t*	27·7 FK 7 *BH pt Cem* *APT* 82*t*	Chrstiania Norwegian	Oil Engines 4S.C.SA 12Cy.24½″–37½″ 568NHP DB *100lb* Akt.Burmeistr&Wain,Cpn	30 ″ 6 84 ″ 5½ 26 ″ 5	

1 Numéro d'Ordre / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite à la cloche porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille / Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. pc.	15 Registres où cotés, et ce qui est dit sur la Classification.
280 133567 JKSF	**George V.** *W.Nicholson08–15* *Elec.light*	**SteelScSr** *1Dk*	224 192 3	✠100A1 *For towing purposes* 6,17 ~~7,16~~ ✠LMC2.15	Shl		5,17	1915 1mo	J.P.Rennoldson&Sns. Ld. S.Shields *Lloyd's SA&CP*	R.Redhead&Son Ld. *WB*	106·1|24·4|12·3 B15′ BK7″ *=DT f 7′19t FPT*			Newc stl British	T.3Cy.16″,26″&43″–27″ (*s*) 180lb 98NHP 1SB.*3cf*,GS64,HS2281 *4BHCem* *6tAPT14t* J P Rennoldsn&SnsLdSSh	13 ″ 3 ″ 1 ″ 6 12 ″ 8	
281 214587 LGNK	**Georgeanna Weems** *L.G.Hudgans06–16* *Elec.light Well deck*	**SteelScSr** *2Dks(Stl)*	2089 1273 1556	✠100A1 6,17 ~~3,17~~ ✠LMC11.16	NYk	*q*		1916 11mo	Harlan& HollingsworthCor. Wlmgtn. Del. A&CP	Baltimore& CarolinaS.S.Co.	242·2|39·0|18·0 P&B191′F41′ FK *FPT32t*			Baltimore Utd.States	T.3Cy.17″,27″&44″–30″ (*s*) 180lb 150NHP 2SB,*4cf*,GS87,HS2793 *4BHCem* *APT11t* Harlan&HollingsworthCor	19 ″ 4	
282 86467 KPJT	**Georges Creek** *W.D.Brooks12–12 (Tug)* *Elec.light*	**WoodSc** *1Dk2trB*	398 — 184					1899	BurleeD.D. Co. Pt.Richmond,S.I,NY	Consolidation CoastwiseCo.	128·9|28·7|16·7			Baltimore Utd.States	T.3Cy,16½″,25″&43″–30″ 101NHP BurleeD.D.Co.Pt.Richmnd		
283 JKNL	**Georges & Henri** *Manya* *Mchy.Aft (ex*ElaghCastle)	**IronScSp** *1Dk*	145 107 74			…		1879	HM'Intyre &Co. Paisley	Scotto,Ambrosino &Pugliese	105·0|17·6|8·2 B5′ F12′ BK6″			Oran French	C.2Cy.13″&23½″–18″ NB9,97 31NHP Muir&Houston,Glasgow	8 ″ 10	
284	**Georgetown** *(FOUNDERED 3,17)* *Mchy.Aft Elec.light*	**SteelScSr** *1Dk2trB*	1358 — 919					1900	UnionDry DockCo. Buffalo		243·0|40·2|15·3			French *WB*	T.3Cy.20″,33″&54″–40″ 184NHP AmericanS.B.Co.Clevel'nd		
285 10328 LBPG	**Georgi Maru** *(ex*Georgi)	**SteelScSr** *1Dk*	126 — 46					1894	AkersMek. Værksted Christiania	ToyoHogei KabushikiKaisha	95·2|18·3|13·5			Osaka Japanese *WB*	T.3Cy.11½″,18½″&29″–20″ 38NHP Akers.Mek.Værksted		
286 205362 KWQL	**Georgia** *A.Martinolich04–08 ssTri.No.1–13* *Elec.light 1Dk(Stl)&Spar dk(Stl–ptws)* *(ex*Texas) *Elec.light Fitted for oil fuel* *Mchy.Aft* Wireless *1Dk&Spar dk*	**SteelScSr**	5380 4468 3538 3746	✠ — 6.16 *Spar dk* ✠	Tri	*z*		1908 9mo	Russell& Co. Pt.Glasgow	UnioneAustriaca diNav.(Soc.Anon.) *W*	400·0|52·0|18·9 P78′B120′F41′ 27·3 FK *B=CellDBa 134′u*			Trieste Aust.-Hung. *6BHCem* *APT35t*	T.3Cy.27″,44″&73″–48″ 502NHP 3SB,*9cf*,GS173,HS7305 FD J.G.Kincaid&Co.Ld.Grk.	30 ″ 0	
287 205362 KWQL	— *J.A.Pattson Carrying Petroleum in bulk* *(ex*Texas) *Elec.light Fitted for oil fuel* *Mchy.Aft* Wireless *1Dk&Spar dk*	**SteelScSr**	5106 — 3746					1908	NwprtNws S.B.&D.D.Co. Newprt News	TheTexasCo.	389·4|52·1|29·1			Pt.Arthur Texas Utd.States	T.3Cy.27″,44″&74″–51″ 391NHP NewportNewsSB&DD.Co.		V
288 85961	— *I.Kelley04–09*	**IronSc** *3Dks*	1749 — 1189					1887	Harlan& HollngswthC WilmngtnDl.	Hartford&New YorkTransprtn. Co.	280·0|40·0|15·0			Baltimore Utd.States	C.2Cy.34″&64″–42″ 221NHP Harlan&HollingswrthCo.		
289 4086 JNBP	— *A.G.Tengwall10–10 ssHbg.2ndNo.3–4,10* *ssGot.No.3–3,14* *Well deck 1Dk(Irn)2trB*	**IronScSr**	1700 1297 1023	✠100A1 ~~12,17~~ 2,18 ~~BS6,16~~ LMC11,17	Mmo ~~Skm~~ Hbg	*q*	~~10,16~~ 11,17	1885 3mo	W.Gray& Co. WHartlepool	Rederiakt. Kistransport (LloydLundstom *Mgr.*)	261·5|36·8|18·2 P29′Q68′B100′ F28′ BK9″ *WB=DB*			Hlsngborg Swedish *4BHCem* *a80′f98′364t*	C.2Cy.32½″&60″–39″ 80lb *100lb* NDB99 173NHP 2SB,*6pf*,GS80,HS2800 Black,Hawthorn&Co.,Gts.	19 ″ 5 s 1 ″ 4 19 ″ 0	
290 101846 NFTC	**Georgian Prince** *W.P.Waters –14 ssNwc.No.3–1,06* *ssShl.No.2–14* *1Dk(Stl)&Spar dk(Irn)* *Mchy.Aft Elec.light &Webframes*	**SteelSc3MstSr**	3245 2826 2078	✠100A1 *Spar dk.* 8,17 ~~8,16~~ *Carrying Petroleum in bulk* ~~BS8,17~~ ~~BS6,16~~ LMC3,14	NYk Gls	*v*	~~3,16~~ 8,17	1893 11mo	Armstrong Mitchell&Co.	BritishTanker Co.Ld.	328·0|42·0|20·1 P82′B22′F39′ 26·8 A&CP *WB=CellDB56′172t FPT*			~~Newcastle~~ British *6BHCem* *130tAPT39t*	T.3Cy.24″,40″&65″–42″ (*s*) 160lb *100lb* NDB09 282NHP 2SB,*6cf*,GS123,HS4343 Blair&Co.(Lim.),Stockton	28 ″ 0 s 5 ″ 5½ 22 ″ 11	
291 JKQF	**Georgie** *Elec.light*	**SteelScSr** *2Dks&Shelter dk*	6669 6403 4224					1913	Ch.deNormandie Gnd Quevilly	Cie.Générale Transatlantique	410·1|52·5|27·1			Havre French *WB*	T.3Cy.27½″,44½″&74½″–50½″ 399NHP Chant.de l'Atlantique,StN		V
292 100 PACI	**Georgii** *Osol10–11 (ex*Amur,*ex* *Elec.light* Ochotsk,*ex*ChungKing)	**SteelTwinScSr**	1298 — 777					1882	Scott&Co. Greenock	Stm.Nav.ofCount H.H.Keyserling	251·6|32·5|18·9			Vladvostk Russian	C.4Cy.25″&50″–30″ 228NHP Scott&Co.Greenock		
293 1318 LRAC	— *1Dk*	**SteelTwinSc**	716 — 468					1910	..... Budapest	F.C.Svorono& E.diPollone	201·6|33·2|11·4			Rostoff Russian	C.4Cy.12″&22″–16″ 32NHP		
294 377	— *(ex*NyaSöderhamn) *1Dk*	**IronScSr**	412 — 242					1865	W.Lind- bergsAktieb Stockholm	G.Kuman, Wolochin&Co.	144·1|24·0|10·9 Q43′B66′H23tF38′			Odessa Russian	C.2Cy.20″&41″–24″ 69NHP W.Lindbergs Aktieb.,Skm.		
295 HBVF	**Georgina** *C.M.Jardim (Trawler)* *(ex*Cairngorm) *1Dk*	**SteelScK**	*198* *186* *54*			…		1902	J.Duthie, Sons&Co. Aberdeen	J.Carvalho,Ld.	116·1|21·7|11·8 BK7½″			Lisbon Portuguese *WB*	T.3Cy.12″,19½″&32″–22″ 61NHP W.V.V.Lidgerwood,Gls.	12 ″ 6	
296	**Georgios** *Maris –13* *Elec.light 1Dk(ptIrn,ptStl)*	**SteelScSr**	*3124* *2952* *1926*	✠100A1 8,13 ✠LMC5,16	Sld	*u*	8,16	1913 8mo	J.Blumer &Co. Sunderland *Lloyd's SA&CP*	N.G.Kyriakides *WB=CellDBa 108′uE&B43′*	331·3|47·8|22·5 P27′B97′F32′ FK *f137′885t FPT79t*			Piræus Greek *5BHCem* *APT173t*	T.3Cy.24″,39″&65″–42″ (*s*) 180lb *100lb* 303NHP 2SB,*6cf*,GS130,HS4736 J.Dickinson&Sons,Ld.Sld.	24 ″ 6 s 3 ″ 9½ 21 ″ 2	
297 Wrecked 2,18 HNLT	~~**Georgios**~~ ~~*S.Livanos –14*~~ *(ex*Georgios Michalinos) ~~ssSld.No.2–13.~~ *1Dk(ptStlptIrn)&Webframes&* *ssBdx.2ndNo.3–12,17 ptAwngdk(Irn)*	~~**SteelScSr**~~ ~~*sslHpl.No.3–5,05*~~	2969 2320 1870	~~✠100A1~~ *ptAwngdk* *withfreeboard* 12,17 ~~6,16~~ ~~MS4,13~~ ~~BS10,15~~	~~Ale~~ Bdx	*u*	~~4,15~~ ~~3,17~~ K12,17	1893 2mo	SirR Dixon &Co. Middlesbro'	M.Livanos *WB=CellD*	323·0|42·1|20·3 P31′Q82′ *ptAwngdk210′* FK *B266′661t FPT67t*			Piræus Greek *6BHCem* *APT126t*	T.3Cy.22½″,37″&64′–42″ (*s*) 160lb *80lb* 265NHP 2SB,*6cf*,GS104,HS3960 J.Dickinson,Sunderland	22 ″ 9 s 8 ″ 7½ 21 ″ 7	
298 14001 JFRM ~~RTMV~~	**Georgios Antippa** *(ex*Elpiniki,*ex*PrinsWillemII.) *Elec.light 2Dks&Shade dk*	**SteelScSr**	1960 1339 1192			…		1890	NedrlndschStoom. Maats Rotterdam	~~The Shipping Controller~~ ~~S.G.Antippa~~ (Cairns,Noble&Co. Ld. *Mgrs.*)	~~265·4|35·6|20·9~~ 272·0|36·0 BK9½″			~~London~~ ~~Argostoli~~ Greek ~~Newcastle~~ British	T.3Cy.22 7/16″,34″&56″–40″ NDB09 243NHP Nederl.Stoom.Maats.Rot.	22 ″ 3	V
299	**Georgios Markettos** *N.Gambiteris ssPir.2ndNo.3–3,15* *(ex*Maleas,*ex*Coroniadis, *ex*Badminton,*ex*Llanberis) *1Dk(Irn)* *Well deck &Webframes*	**SteelScSr**	*2269* *1761* *1444*	✠100A1 3,17 BS6,16 ✠LMC3,15	Pir	*s*	3,17	1890 2mo	Osbourne, Graham&Co. Sunderland	C.P.Markettos	290·0|38·0|20·0 P27′Q92′B33′F114′ BK10″ *Cell DB240′460t*			Piræus Greek *6BHCem*	T.3Cy.21″,35″&57½″–39″ (*s*) 160lb *60lb* NDB94 208NHP 2SB,*6pf*,GS92,HS3140 N.E.MarineEng.Co.Ld.Sld	22 ″ 6 s 1 ″ 11 21 ″ 7	
300	**Geraldine Wolvin** *Elec.light* *Mchy.Aft Oil Eng.* *(See Sailing Ship Register)*	**WoodAux TwinSc5MstSr**	1474 1300 917	12A1 *(Class Contemplated)* *For full particulars See No. 16 in Supplement*				1917	Wallace Shipyards,Ld Vancouver, B.C.	H.W.Brown	240·0|43·3|19·2 P36′F45′			Vancouver British	Oil Engines 2Cy.16″–20″ J&CGBolindersCoLdSkm		

See No. 92 in Supplement

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / *Master.* / Special Surveys.	3 *Late Name if any.* / No. of Decks, &c.	4 Register'd Tonnage: Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines.	9 Built. By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in Lr. R. Date of Rof Trade Cert.
301 HJNS	**Gerania** (Seized and taken to Mariupol) *Pesut* *Elec.light*	**SteelScSr** ss Tri. No. 1–14 1 *Dk (Stl) & Spar dk (Stl) & deep framing*	4940 4610 3143	✠100A1 *Spar dk* 3,14 ✠LMC1,14	Tri	*y*	3,14	1909 10mo *Lloyd's*	Nthmblnd S.B.Co.Ld. Newcastle *A&CP*	**Geranias.S.Co.Ld.** (D.Tripcovich) *WB = CellDBa132 f169'1010*	390·0 P31'B112'F42' *uE24'* FK *t DTa37'915t APT*	52·5	27·1	Trieste Aust.-Hung. *6BHCem* 50*t*	T.3Cy.26″,42″&72″–48″ (*s*) 180lb 415NHP 3SB,*9cf*,GS189,HS6738 N.E.MarineEngCoLd.Nwc	29 ″ 8 s 5 ″ 11 24 ″ 1	
302	**Gerasimos** *S.Chelmis* 13–13 *Elec.light*	**SteelScSr** 1 *Dk (Stl)*	*3845 3635 2379*	✠100A1 3,17 ✠LMC6,15	Msl	*x*	6,15	1913 6mo *Lloyd's*	Napier& Miller,Ld. Glasgow *A&CP*	**ND.Lykiardopulos** *WB = CellDB a119'uE&B42'f*	375·8 P38'B227'F41' 160' 1328*t FPT*	51·6 FK	22·7 101*t*	Argostoli Greek *6BHCem APT* 231*t*	T.3Cy.25″,41″&68″–48″ (*s*) 180lb 361NHP 3SB,*9cf*,GS165,HS5749 J.G.Kincaid&Co.Ld.Grk.	25 ″ 6 s 3 ″ 6 22 ″ 4	
303	**Gerberdina & Johanna** *C.Dekker* (*ex* Orinoco)	**IronScK** ss Ymu. 2nd No. 3–8,15 1 *Dk*	157 153 52	✠100A1 *Stm Trawler* ~~6,17 8,15~~ ✠NB5,15 ✠LMC8,15	Ymu		~~8,15~~ 6,17	1891 7mo *Lloyd's*	Cochrane, Coopr& Schofield Beverley *A&CP*	**N.V.Algemeene Viss.Maats.**	103·2 Q19' BK 7½	21·0	10·8	Ymuiden Dutch *3BHCem*	T.3Cy.12½″,19½″&31½″–22½″ 160lb (*s*) 50NHP 1SB,*2cf*,GS39,HS732 C.D.Holmes&Co.Hull	11 ″ 7	
304 JRDM	**Gerbrig** *A.vanPel* ss ~~Ams. No. 2–12.~~ ss Ymu. No. 3–10,17	**SteelScSr** 1 *Dk*	222 210 63	✠100A1 *Stm Trawler* 10,17 ~~6,16~~ ✠LMC MS10,17 ~~MS10,15~~ ~~BS5,16,17~~ BS5,16	Ams Ymu		6,16	1904 8mo *Lloyd's*	Nederl. Schps.Maats. Amsterdam *A&CP*	**N.V.Algemeene Viss.Maats.**	129·0 BK 7½ *WB = DBuBkr*	22·2	8·4 16'15*t*	Ymuiden Dutch *6BHCem*	T.3Cy.12″,21″&32″–22½″ (*s*) 160lb 67NHP 1SB,*2pf*,GS36,HS1300 NedFb.v.Wrk&Spoor,Ams	12 ″ 0	
305 4807 JQSL	**Gerd** *K.F.Falkenberg* 13–07 *Elec.light*	**SteelScSr** ss Osc. No. 3–2,15 1 *Dk (Stl) & deep framing*	2092 1907 1227	✠100A1 10,17 ~~5,16~~ ~~BS4,16~~ ✠LMC2,15 BS6,17	Skm	*s*	~~2,15~~ 10,17	1907 7mo *Lloyd's*	Murdoch &Murray Pt.Glasgow *A&CP Inter*	**StockholmsRederiaktiebSvea.** (Hj. Blomberg, *Mgr.*) *mediate BH in fore*	285·3 P27'B74'F35' FK *holddispensedwith4* *WB = CellDBa*	42·1	19·6	Stockholm Swedish *BHonlyCem* 82'*u E&B*53'	T.3Cy.21″,35″&57″–39″ (*s*) 180lb *100lb* 230NHP 2SB,*6cf*,GS107,HS3705 D.Rowan&Co.Glasgow *f*108'567*t FPT*62*t APT*72*t*	22 ″ 0 s 3 ″ 1 19 ″ 2	
306 JRDP	**Gerda** *W.Marstrander*	**SteelScSr** 1 *Dk*	979 767 590					1898	Bergens Mek.Verks. Bergen	**Akties.Dpsk.Gerda (K.S.Nordgreen)**	216·4 Q107*t* B58*t* H19*t* F28*t*	31·5	12·9	Bergen Norwegian *WB*	T.3Cy.15¾″,25″&42″–30″ 97NHP BergensM.V.Bergen		N
307 LGSF	— *O.Lang* –12 *Elec.light*	**SteelScK** ss Abn. No. 3–12,09 ss Ham. No. 1–14 1 *Dk*	233 207 48	✠ ~~12,16~~ *Stm Trawler* ✠	Ham			1907 6mo	J.Duthie, Sons&Co.Ld. Aberdeen	**ReedereiGerda& Gudrun (H.Popp, *Mgr.*)**	120·9 BK 7½ *WB = DBf* 18'20*t*	21·9	9·6	Altona German *3BHCem*	T.3Cy.12½″,20″&34″–24″ 71NHP 1SB,*2pf*,GS36,HS1245 W.V.V.Lidgerwood,Gls.	13 ″ 0	
308 918 HBKV	— *A.Diaz* (*Trawler*) (*ex* Salvador, *ex* Don Vicente, *ex* Gœland)	**IronScK** 1 *Dk*	153 142 93			…		1889	Cochrane, Coopr&Schofi'ld,Beverley	**F.C.Sievers&Co.**	101·2 Q20' BK 7½	20·3	11·0	Coquimbo Chilian	T.3Cy.11½″,18″&30″–22″ 42NHP C.D.Holmes&Co.Hull	11 ″ 10	
309	— *A.Olsson* 15–12	**IronScK** (*ex* Comus) 1 *Dk*	139 130 50			…		1891	R.Dixon& Co. Middlesbro'	**Fiskeriaktieb. Svea (And. Stönner, *Mgr.*)**	99·8 Q25'F14' BK 7½	20·3	10·7	Gothenbrg Swedish	T.3Cy.11″,17″&28″–21″ 36NHP N.E.MarineEng.Co Ld.Sld	11 ″ 8	
310 NJWB	— *E.Hartmann* –13 (*Trawler*)	**SteelScK** *Oil Eng.* 1 *Dk*	136 128 90					1913	C.Lühring Hammelwarden	**ElsfletherHeringsfischereiA.G.**	91·3 Q13'	21·4	9·6	Elsfleth German *WB*	Oil Engines 2S.C.SA 2Cy.8 7/10″–10½″ Gasmotorenfabriek "Deutz," Cöln-Deutz		G
311 RQNH	**Gerda Kunstmann** *Pfeiffer* *Elec.light* *Mchy.Aft*	**SteelSc** (*ex* Vulcan) 1 *Dk*	676 559 320					1910	Akt.Ges. "Vulcan" Stettin	**W.Kunstmann**	166·1 P56'F26'	32·0	14·1	Stettin German	2Cy.22⅞″–23⅝″ 39NHP A.G."Vulcan," Stettin		G
312	**Gerda With** (Captured by Russians) *Elec.light* (*ex* MargareteGelpcke)	**SteelScSr** 1 *Dk*	1777 1456 1073					1909	Akt.Ges. "Neptun" Rostock		266·4 P12'Q89'B107' F31'	40·2	16·7	*WB*	T.3Cy.18 2/10″,20 2/10″&50″–35⅜″ 149NHP A G."Neptun," Rostock		
313 QJWM	**Gerenot** *D.Speckmann*	**SteelScLr** *Oil Eng.* 1 *Dk*	138 128 92					1911	J.Frerichs &Co.A.G. Einswarden	**FischereiGes. "Brema" m.b.H.**	90·8 Q22'	21·4	9·9	Bremen German	Oil Engine 4S.C. 2Cy.11⅜″–12⅝″ J.Frerichs&Co.A.G. Osthlz		G
314 95268 KTLS	**Gerent** *J.Scott* –14	**SteelScSr** ss Shl. No. 3–12,16 1 *Dk (Irn) 2tr B* *Cargo battens not fitted*	2283 1941 1467	✠100A1 ~~12,16~~ 1,18 ~~Sws~~ Bry ✠LMC12,16 BS1,18	Shl	*s*	~~N6,16~~ 1,18	1888 8mo	ShortBros. Sunderland *A&CP*	**J.Westoll**	290·0 P32'Q32'B74'F34' BK 10″ *WB = CellDB (Irn)*	39·0	21·8	Sunderlnd British *4BHCem* 210'367*t*	T.3Cy.21½″,35″&58″–39″ (*s*) 150lb *90lb* NDB02 205NHP 2SB,*6cf*,GS90,HS3120 J.Dickinson,Sunderland	24 ″ 4 s 3 ″ 6 21 ″ 10	
315 JKQV	**Gergovia** *Bonafos* –12	**IronScSr** 2 *Dks 3tr B*	1981 1874 1269					1883	Scott&Co. Greenock	**Cie.Française de Nav.àVap. (C. Fabre&Co. *Mgrs.*)**	280·1 P33' H43'	36·7 F24'	24·6	Marseilles French *WB*	C.2Cy.38″&68″–45″ NB04 258NHP Scott&Co.,Greenock		V
316 JKQM	**Germaine** *Graffard* –11 *Well deck*	**SteelScSr** ss Shl. No. 1–14 1 *Dk (Stl) & deep framing* *Cargo battens not fitted*	1428 1020 635	✠100A1 6,17 ~~8,16~~ BS1,16 ✠LMC3,14 6,17	Cff Sws	*o*	~~8,16~~ 6,17	1909 10mo *Lloyd's*	Sunderlnd S.B.Co.Ld. Sunderland *A&CP WB*	**F.Bouet** *= CellDBa75'uE&*	246·0 P22'Q67'B56'F19' FK *B29'f*100'334*t FPT*	34·2	14·5	Caen French *4BHCem* 82*t APT* 74*t*	T.3Cy.18″,30″&49″–36″ (*s*) 180lb 177NHP 2SB,*4pf*,GS77,HS2998 N.E.MarineEngCo.Ld.Sld.	16 ″ 9 s 1 ″ 4½ 15 ″ 6	
317 JKQN	**Germaine F.** *Lacuilherou* *Elec.light*	**SteelSc** (*Trawler*) 1 *Dk*	224 200 74					1907	DelaBrosse &Fouché Nantes	**A.Fimbel (Castaing, *Mgr.*)**	118·1	22·0	12·3	La Rochlle French *WB*	T3Cy11 13/16″,19 11/16″,32 9/32″–24 13/32″ 52NHP Atel.&Ch.de la Loire,Nts.		V
318 86122	**German** *Mchy.Aft* Sub.Sig.	**SteelSc** 2 *Dks*	2348 — 1875					1890	GlobeIron WorksCo. Cleveland,O.	**Pittsburgh S.S.Co.**	296·2 H— F36'	40·4	21·1 *WB*	Duluth, Minn. Utd.States	T.3Cy.24″,38″&61″–42″ 241NHP GlobeIrnWksCo.,Clevelnd		
319 JFNP	**Germania** *A.Kohler* –11 *Well deck*	**SteelScSr** (*ex* Haverstoe) 1 *Dk 2tr B*	1933 1661 1215			…		1887	W.Doxford &Sons Sunderland	**W.Kunstmann**	275·0 P25'Q72'B68'F29' FK	39·5	18·6 *WB*	Swnemnde German	T.3Cy.21″,35″&57″–39″ NB13 205NHP W.Doxford&Sons,Sld.	20 ″ 11	G
320 4903 JRDM	— *J.E.Risberg* 14–14	**SteelScSr** 1 *Dk*	1064 900 499					1908	Rotterdam Droogd.Maat Rotterdam	**FörnyadeÅngf. Aktieb.Svenska Lloyd (H.Metcalfe, *Mgr.*)**	232·8 P25'B138'H81*t*	34·6	14·2	Gothenbrg Swedish *WB*	T.3Cy.17½″,28″&46″–36″ 127NHP RotterdamDroogd.Maats.		V
321 131310	— *T.Balcom*	**SteelScSr**	106 101 41					1903	Akers Mek.Værks. Christiania	~~**Victoria Whaling Co.Ld.**~~ Canadian Northern Steamships, Ld.	94·3	16·8	10·0	~~Liverpool~~ British Toronto	T.3Cy.10½″,15″&24″–17″ 30RHP AkersMek.Værks.Xia.		

1 Numéro d'Ordre / Numéro Officiel / Signaux	2 Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Forme assignée maintenant, expire, Lettre d'équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	
322 121011 HBRP	**Germanic** SteelScSr *J.Bullock* –17 *ss*Bly.No.2–12 1*Dk*(*pt Stl&pt Irn*)*&deep framing*		3377 3148 2171	✠100A1 5.16 *Examined* 6,17 ✠LMC MS9,12 BS1.17	Bry	*v*	8,15 6,17	1905 1mo	Irvine'sS.B &D.D.Co.Ld. W Hartlepool *Lloyd's SA&CP*	W.H.Cockerline& Co. *WB=CellD*	342·4|49·5|22·8 P31′B100′F30′ FK *Ba110′uE25′f148′*	Hull British 6*BHCem*	T.3Cy.23½″,39″&66″–45″ (*s*) 180lb *90lb* 312NHP 2SB,*6cf*,GS105,HS4742 Richardsons,Westgarth& *848tFPT80t* *APT50t* Co.Ld.Hpl	25 ″ 2 s 4 ″ 6 21 ″ 1	
323 RLWB	**Germanicus** SteelSc *W.Berndt*89–04 *ss*Shl.No.3–11,13 Sub.Sig. 1*Dk*(*Stl*)*&Spar dk*(*Stl*)*& Web frames*		3967 3768 2575	✠ — 7,16 *Spar dk* ✠	Shl	*w*		1901 1mo	Ropner& Son Stockton	C.Andersen *WB=CellDBa* 106′*uE26′f154′*	350·0|49·0|19·2 P29′B70′F35′ 27·2 FK *805t D T a 24′ 602t*	Hamburg German 6*BHCem* *APT73t*	T.3Cy.25″,42″&68″–45″ 332NHP 2SB,*6cf*,GS127,HS5050 Blair&Co.Ld.Stockton	29 ″ 9	
324 HGCK	**Germano** SteelScK *L.d'Almeida*12–12 (*Trawler*) (*ex*LordKitchener) 1*Dk*		236 — 106			...		1899	A.Hall &Co. Aberdeen	Salles,Limitada	129·3|21·2|11·6 Q20′ len04 BK7½″	Lisbon Portuguese *WB*	T.3Cy.12″,20″&33″–24″ NB09 65NHP A.Hall&Co.Aberdeen	12 ″ 2	V
325 210760 LCQT	**Germantown** SteelScSr *F.H.Camp*04–12 (*Tug*) *Elec.light* 1*Dk*		619 564 384					1912	Harlan& Hollings-worthCor. Wlmgtn,Del.	ReadingCo.	158·5|30·1|18·2	Phildlphia Utd.States *WB*	T.3Cy.18′,28′&45″–30″ 111NHP Harlan&Hollingswrth.Cor		V
326 QKJV	**Gernis** SteelScSr *Henken*07–14 (*ex*Harlow) 1*Dk*(*Stl*)2*nd dk*(*Stl*) *in holds&Shelter dk*(*pt Irn pt Stl*) *Elec.light* Wireless		*6550* *6156* *4135*	✠ — 12,16 *Shelter dk with freeboard* ✠	Cff	*c* †		1913 5mo	W.Doxford &Sons,Ld. Sunderland	Roland-LinieA.G. 1*BH in forward* *WB=CellDBa*149′*uE*	470·0|58·0|28·5 B147′*onShelter dk* FK *hold dispensed with* 29′*f*212′1339*t FPT*	Bremen German *Cem* 6*BH only* *95tAPT258t*	T.3Cy.29′,49″&80″–60″ 723NHP 3SB(FD)&1AuxSB,*15cf*, GS269,HS11309 W.Doxford&Sons,Ld.Sld.	31 ″ 2	
327 HNGT	**Geró** SteelScK *F.Fernandez* –08 (*Trawler*) (*ex*Annie,*ex*Dalanes,*ex*Annie) 1*Dk*		158 152 50			...		1898	Edwards Bros. N.Shields	D.TejeroPerez	105·8|20·9|10·9 BK7½″	Corunna Spanish	T.3Cy.11¼″,19″&32″–24″ 57NHP H.S.Edwards&Sons,S.Shl.	11 ″ 10	V
328 NSBX	**Gerolamo Ulloa** SteelScSr ~~*G.Bonomolo* –15~~ *ss*Rot.No.1–12 (*ex*Dan) 1*Dk*(*pt Irn&pt Stl*)2*tr B* *B.Raimondo* –18 *&deep framing*3*Dk rule*		4283 3411 2759	✠100A1 10,13 ~~Examined~~ ✠LMC8,16	Gms	*w*	~~7,15~~ 11,17	1907 6mo	J.Read-head&Sons SouthShields *Lloyd's SA&CP*	Requisitioned by theItalianGovt. (ItalianStateRlys) *CellDBa*	350·4|49·1|24·8 P41′B179′F32′ FK 115′*uE21′f150′103*	Genoa Italian 6*BHCem* 6*tAPT136t*	T.3Cy.24½″,41″&66″–45″ (*r*) 180lb *80lb* 326NHP 2SB,*6cf*,GS126,HS5210 J.Readhead&Sons,S.Shl.	26 ″ 4 s 3 ″ 11 22 ″ 9	
329 MKFJ	**Gerona** SteelSc4MstSr *C.L.Anonsen* –14 1*Dk*		1019 900 609					1914	Akers Mek.Værks. Christiania	Akties.Gerona (K.Andersen)	225·0|34·8|16·3 P20′B59′F29′	Frdrikstad Norwegian *WB*	T.3Cy.16½″,27″&45″–33″ 116NHP AkersMek.Værks.Xia.		N
330 102927	**Geronimo** SteelScSr *A.Mallona*16–16 (*ex*Eptalofos,*ex*Murillo) 1*Dk&Web frames&pt Awng dk*		*2419* *1851* *1556*			...		1893	J.Priest-man&Co. Sunderland	Hijos deG.Escudero (A. de laSota, *Mgr.*)	301·0|39·5|19·9 Q112′ *pt Awng dk* 187′ FK	Bilbao Spanish *WB*	T.3Cy.22½″,37″&61″–42″ 242NHP W.Allan&Co.Sunderland	21 ″ 2	C
331 115333 HMTS	**Gertie** SteelScSr *R.McCann* –12 *ss*Bry.No.2–11 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck*		341 264 132	✠100A1 12,13 ✠LMC 4,17 ~~M83,17~~ ~~BS8,15~~	Bkn	*f*	1,16	1902 11mo	Dublin DockyardCo. Dublin *Lloyd's SA&CP*	JamesHenry Monks(Preston)Ld	150·0|24·2|10·2 Q54′B14′F28′ BK7″ *WB=*	Liverpool British 3*BHCem* *FPT47t*	C.2Cy.20″&42″–27″ (*s*) 180lb 94RHP 1SB,*3pf*,GS52,HS1621 Ross&Duncan,Glasgow	11 ″ 8 s ″ 8½ 11 ″ 8	
332 *Mchy.Aft*	— SteelScSr 1*Dk*		250					1916	Eriksbergs M.V.Aktieb Gothenburg	Aktieb.Malmö StoraValskvarn (R.Rubow)	101·9|22·4|12·2 P30′F16′	Malmö Swedish *WB*	C.2Cy.11¾″&24¾″–16½″ 21NHP EriksbergM.V.Aktieb.Got		V
333 102054	— WoodSc *F.Houghton* –06 *Mchy.Aft*		114 106 55					1892	J.Wood-cock Northwich	Exors.of I.Bradburn	76·7|20·5| 8·6	Liverpool British	C.2Cy.13″&26″–12″ Cleghorn& Wilkinson,Northwich		
334 (*ex*WillyRickmers)	**Gertrud** SteelScSr		5091					1915	Rickmers Werft Bremerhaven	C.Wohlenberg		Hamburg German			
335 2978 JGSC	— IronScSr *O.W.Holm*06–06 6thSurvey,Got.1,07 (*ex*MaudHart-mann) 2ndSurvey,Got.2,16 *Well deck* 1*Dk*(*pt Irn pt Stl*)2*tr B* *Elec light*		1691 1412 999	✠A1* 1 9.17 ~~2.16~~ ~~BS8.15~~ LMC MS2,16	Got	Lv	~~2.16~~ 9,17	1881 7mo	Schlesinger Davis&Co. Newcastle	Ångf.Aktieb. Nordsjön (A.Bratt &Co.*Mgrs.*)	260·2|35·2|20·9 Q167*t*B12*t*H14*t* F27′ ptND07 BK7½″ *WB=DBa&*	Gothenbrg Swedish 4*BH* IPBH *f&uE APT*	C.2Cy.27″&59″–39″ (*i*) 80lb *80lb* NDB00 181NHP 2SB,*4pf*,GS68 T.Clark&Co.,Newcastle	22 ″ 2 s2″10½ 20 ″ 1	
336 JFMW	— SteelScSr *P.Pust*99–00 *Elec.light* 1*Dk*		816 541 504					1899	Flensburgr Schiffsb.Ges Flensburg	NeueDampfer-Co. Act.Ges.	199·1|29·0|12·0 B115′F23′	Stettin German *WB*	C.2Cy.23″&42″–27″ 76NHP FlensburgerSchiffsb.Ges.		G
337 RPNQ	**Gertrud Woermann** Steel *H.Carstens*99–08 Wireless TwinScrew *Elec.light* Sub.Sig. 2*Dks&deep framing*		6456 3967	*Renamed* "Curvello," *See No. 74 in Supplement.*				1907	Reiherst'g Schiffsb. Hamburg	WoermannLinie Akt.Ges.	415·6|50·7|28·6 P&B267′F60′	Hamburg German *WB*	T.6Cy.22⅛″39⅜″&63⅛″–42½″ NB11 528NHP Reiherst.Maschinenf.Ham.		G
338 123755	**Gertrude** SteelTwinSc 1*Dk*		255 211 159					1906	A.W.Rob-ertson&Co. London	MidlandRlwy.Co.	125·0|26·7| 8·5 H44*t*	London British	C.4Cy.12″&24″–18″ 48RHP A.W.Robertson&Co.Lon.		BT till 8,17
339 86815	— WoodSc *J.S.Rogers*		122 — 61					1883	..... Brooklyn, N.Y.	ThamesTowBoat Co.	88·2|22·5|10·3	N.London, Conn. Utd.States	C.2Cy.17″&30″–24″ NB98 37NHP		
340 137106	**Gertrude Cappleman** SteelScK 1*Dk*		195 192 85	✠100A1 *Stm Trawler* 1,15 ✠LMC1,16	Abn			1915 1mo	Hall,Rus-sell&Co.Ld. Aberdeen *Lloyd's SA&CP*	J.B.Graham	115·3|22·1|11·9 BK7½″ *WB=* *DBf*19′19*t*	Hartlepool British 3*BHCem* *DBf*19′19*t*	T.3Cy.12″,20″&34″–24″ (*r*) 180lb 78RHP 1SB,*3pf*,GS48,HS1429 Hall,Russell&Co.Ld.Abn.	12 ″ 9	
341 HYNT	**Gerty** SteelScSr *Zacevich* *ss*Tri.No.2–12 *Elec.light* 1*Dk*(*Stl*)*&Spar dk*(*Stl*) *&deep framing*		4212 3195 2715	✠ — 7,16 *Spar dk* ✠	Tri	*w*		1903 6mo	J.Readhead &Sons SouthShields	UnioneAustriaca diNav. (Soc.Anon) *B=Cell DBa* 118′	346·0|45·0|17·0 P77′B&F217′ 25·3 FK *uE&B42′f142′805t*	Trieste Aust.-Hung. 6*BHCem* *APT48t*	T.3Cy.25″,42″&68″–45″ 402NHP 2SB&1AuxSB(*made*02, FD *fitted*04),*8cf*,GS151,HS5926 J.Readhead&Sons,S.Shl.	28 ″ 0	
342 *D.Poot* –10 1*Dk*	**Gesina** SteelScSr		183 — 79					1903	Gebroeders Pot Bolnes	ZeevisschrijMaats Rotterdam(Yzer-mans&Co.,*Mgrs.*)	111·5|21·6|11·6 *WB*	Vlaard-ingen Dutch	T.3Cy.10¼″,17′&28″–18″ 33NHP Alblasserdam.Msch.Fab.		
343 2602 JFRQ	**Gestrikland** IronScSr *E.Lené*15–98 *OilEng.* (*ex*Bråviken) 1*Dk*		356 192 284					1858/73	Motala Co. Norrköping	StockholmsRederi Aktieb.Svea (Hj. Blomberg,*Mgr.*)	141·7|22·2|10·5 P83′H19*t*F45′	Stockholm Swedish	OilEngine 2S.C.SA. 47NHP 4Cy.11 1/8″–16½″ *fitted*12 Diesels Motorer,Akt.,Skm.		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. / Master. / Special Surveys.	3 Material Rig, &c. / Late Name if any. / No. of Decks, &c.	4 Register Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years assigned first / Subsequent Repairs	7* Date when tail shaft last seen.	8 Built. When. / Ship. / Engines.	9 By Whom. / Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed if not in L. R. Date of last Survey.
	Now named "Arza-Mendi," *See No. 55 in Supplement*																
344 / HNJF	Getso / *L.Sagarduy* 09–13	SteelScSr / *ss*Bbo.No.2–14 1*Dk*(*pt Irn*&*pt Stl*)	1235 — 632	✠100A1 12,15	Bbo	*o*	12,15	1905 6mo	Cia.Euscalduna de Con.y Rp.de Buques Bilbao	Cia.Nav.Sotay Aznar (Sotay Aznar, *Mgrs.*)	226·0 Q87'B59'F24'	34·0	15·1 FK	Bilbao Spanish	T.3Cy.16½",26"&44"–33" (*s*) 180lb *100lb* 4 *BHCem* 1SB.*3pf*,GS44,HS1673	17 ″ 6 s 1 ″ 5½ 16 ″ 3	
	Well deck	&*Web frames*		✠LMC MS5,13 BS6,16				*Lloyd's*	*SA&CP*	*WB=Cell D*	*Ba67'uE&B29'f86'*		*301t APT57t*	Cen.Mar.Eng Wrks.W.Hpl		
345 85937 LGHB	Gettysburg / *Now named "Barnstable," See No. 34 in Supplement* / *Mchy.Aft*	WoodScSr / 1*Dk*	838 — 464					1887	..... Trenton, Mich.	Moore&McCormack Co.Inc.	208·5 P80'F38'	35·5	14·5	New York Utd.States	C.2Cy.24"&44"–42" 104NHP S.F.Hodge&Co.Detroit		
346 86417 KPJQ	— / *W.J.Minford,jr.* 09–11	SteelSc (*Tug*) 2*Dks*	558 — 352					1898	Harlan& Hollingsworth Co. Wlmgtn,Del.	Reading Co.	158·0	29·0	18·0	Phildlphia Utd.States	T.3Cy.18",28"&45"–30" NB11 111NHP Harlan&Hollingsworth Co.		R
347 7 HVSP	Gevalia / *O.T.Slögren* 16–16 (*ex*Örnen)	SteelScSr / *ss*Nwc.2nd.No.3–2,16 1*Dk*(*Irn*)&*Web frames*(*pt Irn*)	1188 1050 708	✠100A1 1,17 BS12,17	Got	*o*	1,17	1891 7mo	J.Blumer &Co. Sunderland A&CP	H.Modin *WB=Cell DB*	236·4 B54'H32*t*F22'	34·1	16·6 FK 4 *BHCem* 194'314*t FPT*	Stockholm Swedish British	T.3Cy.18½",30"&49"–33" (*s*) 160lb *100lb* NDB12 142NHP 2SB,*4rf*,GS68,HS2200 64*t APT17t*	19 ″ 0 s 2 ″ 9 16 ″ 6	
348 NTGJ	Geziepa / *Now named "Havmaagen," See No. 28 in Supplement* / (*See Sailing Ship Register*)	SteelAuxScLr Motor / 1*Dk*	139 106 105					1912	J.W. Boerma Martenshoek	A.G.de Priester	101·0	20·7	6·8	Goes Dutch	Motor D.Goedkoop,Jun.Ams.		V
349 JKRP	Gharb / *Lemarois* –15 / *Mchy.Aft* *Elec.light*	SteelTwinSc / 1*Dk*	1129 811 627					1915	Forg.&Ch. de la Médit. La Seyne	Leroux&Heuzey	216·5 P75'F29'	34·1	14·8 WB	Rouen French	T.6Cy.12⅝",19½"&31½"–15½" 80NHP Forg.&Ch.de la Médit.Msl.		V
350 80S PMCQ	Giacomo Feltrinelli / *G.Malato* 14–14 / *Well deck*	SteelScSr / 1*Dk*(*Stl*)	1171 1027 654	✠100A1 6,16 ✠LMC4,14	Sws	*o*	3,17	1914 4mo	Campbeltn S.B.Co. Campbelt'wn *Lloyd's*	Transporti Maritimi Feltrinelli *WB=Cell D*	229·8 Q79'B58'F28 *u E&B33'f102'*	35·8	15·6 FK 4 *BHCem* *APT85t*	Genoa ~~Venice~~ Italian	T.3Cy.18½",27½"&45"–33" 180lb *100lb* (*s*) 138NHP 2SB.*4cf*,GS72,HS2298 J.G.Kincaid&Co.Ld.Grk	17 ″ 7 s 1 ″ 4 16 ″ 7	
351 88050	Giang Ann / *E.Uldall*	SteelScSr / *ss*Sng.2nd No.3–4,13 *ss*Sng.No.1–17 1*Dk*(*pt Stl*-ws)2*tr B*	873 708 557	✠100A1 1,18 ~~1,17~~ BS1,18 ✠LMC1,17	Sng	*n*	~~1,17~~ 1,18	1888 10mo	Wigham Richrdsn&Co Newcastle *Lloyd's*	HeapEng.Moh S.S. Co.,Ld.	230·0 P38'F56' *pt Shade dk*	31·1 BK8"	15·2 1 *BHCem*	Singaopre British	T.3Cy.17½",27½"&46"–33"(*s*) 150lb *60lb* 120NHP 1SB,*4cf*,GS69,HS1838 Wigham Richrdsn&Co. Nwc	16 ″ 0 s 2 ″ 8½ 14 ″ 4	
352 105821	Giang Seng / *Dunlop* –15	SteelScSr / *ss*Sng.No.3–3,08 *ss*Sng.No.2–16 1*Dk*(*pt Stl*–teaks)2*tr B*&*Shade dk*(*Teak*)	1183 992 722	✠100A1 *Shade dk* 8.17 7,16 BS8.17 ✠LMC7,16	Sng	*o*	~~5,15~~ 8,17	1896 4mo	J.Scott& Co. Kinghorn A&CP	HeapEng.Moh S.S. Co.,Ld.	235·3 P44'B42'F54'	34·1 BK8"	16·6 1 *BHCem*	Singapore British	T.3Cy.19½",31"&51"–36" (*s*) 160lb *80lb* 182NHP 2SB,*6pf*,GS198,HS3132 J.Scott&Co.,Kinghorn	17 ″ 6	
353 10 PMNA	Gianicolo / *F.Spadaro* 11–13 / *Mchy.Aft* *Elec.light*	SteelTwinScCtr / 1*Dk*	262 199 140					1907	N.Odero fuA.&Co. Sestri Ponent	Soc.Italiana di Nav.Marittima e Fluviale	129·1 P7'Q49'F19'	24·8	7·7	Rome Italian	C.4Cy.12⅜"&24⅜"–15" Soc.Ven.Ind Nav.e Mecc.Venice 38NHP		I
354 ~~Giannicola~~ 30 PMLZ	~~Giannicola~~ Giannicolo / *G.Saccamone* / (*ex*Concordia,*ex*Lapad, *ex*Ladas)	SteelScSr / *ss*Tri.2nd No.3–9,14 1*Dk*(*Irn*) *Well deck*	754 578 467	✠100A– 7,17 ~~8,16~~ ~~BS2,17~~ ✠LMC~~9,16~~ 7,17	Lgn Gen	*j*	12,16	1894 8mo	R.Craggs &Sons Middlesbro'	Armamenti Maritimi Nicolò Gavagnin,fuG. *D*	188·1 Q98'B16'F23' *Ba48',37 147t FPT*	28·1 BK7½"	13·5 4 *BHCem* 21*t APT10t*	Rome Italian	T.3Cy.14",22½"&37"–27" 150lb *50lb* NDB05 82NHP 1SB,*2pf*,GS37,HS1381 Wstgrth,English&Co.Mdb	14 ″ 2	
355	Gibara / *J.Gomez*	SteelScSr (*ex*Cecilia) 1*Dk*	1156 994 721					1906	Fredrkstad Mek.Værks. Fredrikstad	S.A.Empresa Naviera de Cuba	230·3 P22*t*H83*t*F32*t*	36·1	14·4 WB	Havana Cuban	T.3Cy.16½",27"&44–32" 109NHP Fredrikstad M.V.Frdstad.		N
356 122911 TQVC	Gibel-Derif / *A.C.Byng* –15 / *Elec.light*	SteelScSr (*ex*Elsa) 1*Dk*	804 607 504					1888	Flensburgr Schiffsb.Ges. Flensburg	M.H.Bland&Co.Ld	191·3 Q59'B50'F26'	30·5	13·4 WB	Gibraltar British	T.3Cy.14",25"&40½"–27" 85RHP Flensburger Schiffsb.Ges.		V
357 78608 RMHP	Gibel Dersa / *G.Imrie* –15 / *Elec.light*	IronScSr (*ex*Mastiff)	890 693 370					1878	J.&G. Thomson Clydebank	M.H.Bland&Co. Ld.	230·4 P124*t*F44*t*	30·3	14·8	Gibraltar British	C.2Cy.37½"&67¼"–48" NB91 261NHP J.&G.Thomson,Clydebank		V
358 111278 RSTP	Gibel Habib / *G.G.Sinclair* –16 / (*ex*CapeClear) *Well deck* *Mchy.Aft*	SteelSc3MstSr / *ss*P.Gl.No.3–1,13 1*Dk*(*Stl*)	367 228 142	✠100A1 7,15 *Examined 18* NB10,06 ~~BS12,15~~	Cdz	*e*	7,16 ~~7,15~~ ✠LMC~~7,15~~ 7,17	1900 7mo	SM Knight &Co.Ld. Ayr A&CP	M.H.Bland&Co Ld.	141·2 Q77'B9'F28' *WB=FPT*	23·6	9·9 FK 3 *BHCem* 50*t APT2t*	Gibraltar British	C.2Cy.18¼"&40"–27" (*s*) 130lb 86RHP 1SB,*2pf*,GS41,HS1550 Ross&Duncan,Glasgow	11 ″ 1 s 4 ″ 0½ 10 ″ 11	
359 104275 NSBQ	Gibel-Hamam / *J.McKirdy* –15 / (*ex*Bamburgh) *Well deck*	SteelScSr / *ss*Sld.No.3–5,07 *ss*Cdz.No.2–16 1*Dk*(*Irn*)	647 ~~468~~ 335	✠100A1 ~~7,16~~ 4,18 BS7,17 ✠LMC2,16	Cdz	—	7,16 ~~Npt Bty~~	1895 3mo	Wood, Skinner&Co. Newcastle A&CP	M.H.Bland&Co. Ld. *WB=Cell DBa35'uE&B 31'f72'177t FPT*	180·4 Q90'B16'F27'	29·1	11·4 FK 4 *BHCem* 37*t APT18t*	Gibraltar British	T.3Cy.15",25"&40"–27" (*s*) 160lb ~~*100lb*~~ NDB07 90RHP 1SB,*3pf*,GS49,HS1570 *75lb* N.E.Marine Eng.Co Ld Nwc	13 ″ 6 s ″ 8½ 13 ″ 1	
360 106375 QFNT	Gibel Kebir *G.O Luplin* –17 / ~~*W.Francis* –15~~ / *Well deck* (*ex*Canisbay, / *ex*Antverpia,*ex*Eugalia)	SteelScSr / *ss*Bly.2nd No.3–9,12 1*Dk*(*Irn*)	551 439 331	✠100A1 5,17 7,15 ~~BS6,16~~ ✠LMC~~3,16~~ 6,17	Cdz	*i*	~~7,15~~ 6,17	1887 11mo	R.Dixon& Co. Middlesbro' A&CP	M.H.Bland&Co.Ld *WB – Cell DBa 37'f66'*	175·0 Q105'F22'	26·6 BK7½"	12·3 1 *BH pt Asp* *102t pt Cem*	Gibraltar British	T.3Cy.15",25"&40"–30" (*s*) 160lb *50lb* 80RHP 1SB.*2cf*,GS86,HS1497 Blair&Co.Ld.Stockton	14 ″ 5 s 1 ″ 3½ 13 ″ 10	
361 105975 NJGM	Gibel Musa / *W.Williams* –17	SteelPadSr / *ss*Gib.No.3–8,09 *ss*Gib.No.1–14 1*Dk*	374 295 180	✠100A1 9,14 *Examined 18* ~~BS2,17~~ ✠LMC~~4,16~~,18	Gib	*f*		1896 1mo	R.Duncan &Co.(Lim.) Port Glasgow A&CP	M.H.Bland&Co.Ld	150·2 P16'	25·2 BK7"	11·4 3 *BHCem*	Gibraltar British	C.2Cy.23"&43"–45" (*s*) 100lb 79RHP 1SB,*3pf*,GS57,HS1580 Rankin&Blackmore,Grk.	12 ″ 3 s 1 ″ 9 11 ″ 5	
362 89761 SLBP	Gibel-Tarik / *J.Silva* –15	SteelTwinScSr / *ss*Gib.2nd No.3–3,08 *ss*Gib.No.2–16 1*Dk*	228 196 123	✠100A1 9,16 BS2,18 ✠LMC8,16	Gib	*d*	N8,15	1884 12mo	Armstrong Mitchell&Co. Ld. Newcstle *Lloyd's*	M.H.Bland&Co.Ld *WB=DBa21'8t*	135·0 F20'	22·1 FK	10·0 3 *BHCem*	Gibraltar British	C.4Cy.17"&32"–20" (*s*) 80lb 100RHP 1SB,*3pf*,GS34,HS1815 WallsendSlipway Co.,Nwc.	10 ″ 6 s 1 ″ 6½ 9 ″ 5	
363 90913 NJMP	Gibel-Yedid / *G.W.Doran* 11–15 / (*ex*Narova) *Well deck* *Elec.light*	SteelScSr / *ss*Lth.No 3–2,06 *ss*Npt.No.2–14 1*Dk*(*Irn*)	949 692 514	✠100A1 2,17 ✠NB2,10 ✠LMC2,17	Bkn	*m*	N2,17	1894 4mo	Ramage& Ferguson,Ld Leith A&CP	M.H.Bland&Co.Ld *WB=Cell D B132'243t*	213·0 Q67'B60'F28'	32·0 FK	12·3 4 *BHCem* *APT27t*	Gibraltar British	T.3Cy.17",27"&44"–30" (*s*) 160lb *80lb* NDB04 99RHP 1SB,*3cf*,GS60,HS1650 Ramage&Ferguson Ld.Lth	14 ″ 6 s 1 ″ 3 13 ″ 6	
364 114017 TFWV	Gibraltar / *C.F.Semple* –14	SteelScSr / *ss*PGl.No.3–7,14 1*Dk*(*Stl*)&*Spar dk*(*Stl*) &*deep framing*	3803 3637 2473	✠100A1 *Spar dk* 10,16 BS11,15 ✠LMC7,14	Brs	*w*	11,15	1902 2mo	Russell &Co. Port Glasgow *Lloyd's*	Glasgow Shipowners Co.Ld. (Glen&Co.,*Mgrs.*) *WB=Cell DBa*	344·6 P26'B74'F37' *112'uE&B40'f146'*	49·8 25·8 FK	17·9 6 *BHCem* 899*t APT71t*	Glasgow British	T.3Cy.25",41"&67"–45" (*s*) 180lb 335NHP 3SB,*9cf*,GS152,HS5280 Kincaid&Co.Greenock	28 ″ 5 s 5 ″ 7½ 23 ″ 2	

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux. Grèment. etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance ▲ Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expire. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	
365 128122 JNCS	**Gibraltar** *W.Addy* –17 *Capitaine.*	**SteelScK** *ss*Hul.No.2–16 *Ex-nom, s'il y a lieu.*	188 188 73	✠100A1 *Stm Trawler* 8,16 ✠LMC7,16 Visites Périodiques. Nombres des Ponts. 1*Dk*	Hul		4,16	1908 10mo *Lloyd's*	Cook, Welt'n&Gemmell Ld. Beverley *sA&CP*	HullSteamFishing &IceCo.Ld.	110·5 | 21·6 | 11·7 BK8″ *WB=DTf13′30t*			Hull British 4*BHCem*	T.3Cy.10″,17″&28″–24″ (*s*) 200lb 49RHP 1SB,*2pf*,GS27,HS835 Amos&Smith,Hull	12 ″ 7	
366 QJMW	**Giessen** *Th.Obenauer* Sub.Sig. Wireless *Elec.light* 2*Dks&Shelter dk*	**SteelScSr**	6964 5159 4376					1907	Bremer Vulkan Vegesack Lloyd	Norddeutscher Lloyd	428·6 | 54·5 | 27·8 *WB*			Bremen German	Q.4Cy.24″,34½″,50½″&72½″–53½″ 387NHP Bremer Vulkan,Vegesack		G
367 133145 JCTW	**Gifford** (Detained at Hamburg) *J.Mathie* –13 *Elec.light* 1*Dk*(*Stl*)*&Shelter dk*(*Stl*)	**SteelScSr**	5119 4780 3197	✠100A1 *Shelter dk with freeboard* 5,14 ✠LMC8,13	Nwc	*z*	2,14	1913 8mo *Lloyd's*	W.Doxford &Sons,Ld. Sunderland *sA&CP*	Gifford,Ld. (A.Weir&Co.) 1 *BH in fore* *WB=Cell*	420·0 | 54·1 | 26·3 FK *hold dispensed with DBa132′uE&B43′*			Glasgow British *Cem* 6*BH only*	T.3Cy.27″,44½″&75″–54″ (*s*) 180lb 577NHP 3SB,*9cf*,GS189,HS8530 FD W.Doxford&Sons,Ld.Sld.	29 ″ 0 s 3 ″ 10½ 25 ″ 6	
368 HNJQ	**Gijon** *A.Perez* –09 (*ex*Vivero,*ex*Howdenshire) *Mchy.Aft*	**IronScK** *ss*Hul.No.1–97 1*Dk*(*Irn*)	161 139 86	✠ 3,00 ✠	Lon	*b*		1893 1mo	Cochrane& Cooper Beverley	PedroRodriguez	100·7 | 20·2 | 8·8 Q10′F15′ BK7″ *WB*			Gijon Spanish 3*BHCem*	C.2Cy.14″&26″–20″ 30NHP 1SB,*2pf*,GS23,HS560 C.D.Holmes&Co.Hull	9 ″ 8	
369 WLGP	**Gijon-Musel** *G.Bustello* –15 *Elec.light*	**SteelScK** 1*Dk*(*Stl*)	— 18	✠100A1 12,15 *For towing purposes* ✠LMC12,15	San-tander			1915 12mo *Lloyd's*	Corcho Hijos Santander *sA&CP*	LaJunta deObras delPuerto deGijon	77·2 | 14·7 | 6·5 BK6″ *WB=FPT*			Gijon Spanish 4*BHCem* 3*tAPT5t*	T.3Cy.7½″,12″&20″–15″ (*s*) 180lb 24NHP 1SB.*2cf*,GS21,HS468 Ross&Duncan,Glasgow	7 ″ 10	
370 WLGP	**Gijonès** *D.E.Lugaard* –16 *Elec.light* 1*Dk*(*Stl*) *Cargo battens*	**SteelScSr**	2050 1683 1275	✠100A1 7,17 ~~8,16~~ ~~✠LMC8,16~~	Clv NNs	*r*		1916 8mo	American S.B.Co. Cleveland,O.	Akties.Dampskibs. Gijonès (M.Blikstad) *CellD*	251·0 | 43·5 | 18·2 P28′B64′F27′ FK *B212′545t FPT67t*			Chrstiania Norwegian 4*BHCem*	T.3Cy.20″,33″&54″–40″ (*s*) 180lb 274NHP 2SB,*6cf*,GS126,HS5246 AmericanS.B.Co.Lorain	20 ″ 2 s 2 ″ 9½ 17 ″ 9	
371 HJPG	**Gil Eanes** (*ex*Lahneck) *Elec.light* 1*Dk&Shelter dk*	**SteelScSr**	1775 1449 786					1914	G.Seebeck Akt.Ges. Geestemünde	Requisitioned by thePortuguese Government	278·2 | 41·1 | 16·8 F32′			Portuguese *WB*	T.3Cy.23½″,38½″&63″–43⅜″ 261NHP G.SeebeckA.G.Gst.		
372 HJPG	**Gilbert** (*ex*Moth)	**IronScSr** 1*Dk*	149 142 57			…		1891	Mackie& Thomson Glasgow	Fiskeriaktiebol. Salen(A.Th. Assmundson *Mgr.*)	100·5 | 20·5 | 10·7 Q19′F19′ BK7½″			Gothenbrg Swedish	C.2Cy.16″&32″–22″ 40NHP Muir&Houston,Glasgow	11 ″ 11	
373 131208 TMJW	**Gilbert Islands** *A.Pry* –16 (*See Sailing Ship Register*)	**WoodAuxSc** *Motor* 3MstSr 1*Dk*	302 245 245					1915	AbramW. Hendry LiverpoolNS	AbramW.Hendry	119·8 | 30·9 | 11·6			Liverpl NS British	Motor		
374 HJPG	**Gilda** *A.Ivancich* (*ex*Italia)	**IronScSr** 1*Dk&Spar dk*	859 852 500					1881	Act.Ges. "Vulcan" Stettin	UnioneAustriaca diNav.(Soc.Anon.)	206·0 | 26·6 | 18·7 *WB*			Trieste Aust.-Hung.	C.2Cy.24½″&43½″–27½″ NB96 82NHP A.G."Vulcan,"Stettin		A
375 943 HBGL	— *A.Johannesen* (*ex*FoamQueen,*ex*Boreas) *Well deck*	**SteelScSr** *ss*Lon.No.1–11 1*Dk*(*Stl*)	*518* *367* *234*	✠ 1.13 ✠	Lon	*g*		1906 7mo	VanVliet &Co. Hardinxveld	A.Haverbeck& Hijos	159·0 | 26·3 | 11·2 Q82′B14′F18′ FK *WB=FPT56t*			Valdivia Chilian	T.3Cy.13″,21″&34″–24″ 76NHP 1SB,*3pf*,GS44,HS1377 G.T.Grey,SouthShields	12 ″ 0	
376 110872	**Gilderoy** *A.Sleight* –15	**Iron&SteelScSr** *ss*Gms.No.1–03 1*Dk* *Iron framing Steel plating*	153 136 61	✠ *Stm Trawler* 10,08 ✠	Gms			1899 3mo	WoodSkinner&Co.Ld. Newcastle	AlderoydeStm FishingCo.Ld. (E.Beacock.*Mgr.*)	101·0 | 20·5 | 10·7 Q47′F18′ BK7½″			Grimsby British 3*BHCem*	T.3Cy.11″,17″&30″–21″ 40RHP 1SB,*2pf*,GS24,HS814 N.E.MarineCo.Ld.Sld.	11 ″ 6	
377 105198 QFRN	**Gileston** *J.Roberts* –15 (*ex*Euston)	**SteelScSr** *ss*Cff.No.3–11,10 *ss*Liv.No.1–15 1*Dk*(*Irn*)2*trB&Webframes* 3*Dk rule*	2728 2576 1747	✠100A1 *withfreeboard* 2,18 ~~1,17~~ ✠LMC MS6,15 ~~MBS9,16~~ 11,17	Cff.	*u*	~~N6,15~~ 2,18	1898 7mo	Ropner& Son Stockton A&CP	AnneThomasSSCo. Ld. (EvanThomas, Radcliffe&Co.) *WB=CellD*	320·0 | 44·0 | 21·9 P29′B68′F37′ FK *Ba112′uE22′f126′*			London British 5*BHCem*	T.3Cy.22½″,37″&61″–42″ (*s*) 160lb *120lb* NDB14 245NHP 2SB,*6rf*,GS100,HS3760 Blair&Co.Ld.Stockton	24 ″ 3 s 4 ″ 2½ 20 ″ 5	
378 139021 JLBW	**Gilgai** *J.Buchanan* –17 (*ex*Wildenfels) *Elec.light* (*Stl-pt* teaks) Wireless	**SteelScSr** *ss*Ham.No.3–10,13 1*Dk*(*Stl*)*&Spar dk* *&Webframes*	5512 5295 3536	✠100A1 *Spar dk* 7,16 ~~BS6,16~~ ✠LMC 12,17	Syd		~~10,15~~ 11,17	1901 4mo *Lloyd's*	Wigham-Richrdsn&Co Ld Newcastle *sA&CP*	Requisitioned by the Commonwealth ofAustralia *WB=CellD*	420·3 | 55·2 | 20·5 P60′B96′F48′ 28·7 BK11″ *Ba142′uE27′f177′1115t*			London British 6*BHCem*	Q.4Cy.24″,34″,51″&74″–54″ 210lb *120lb* (*r*) 494NHP 3SB,*9cf*,GS150,HS6303 FD WghmRchrdsn&C.LdNwc *Twen dk tanks a50′490t f46′570t APT40t*	31 ″ 4	
379 120624	**Gillygate** *T.J.Hawkings* –15 1*Dk*	**SteelScK** *ss*Mil.No.2–14	207 184 81	✠100A1 *StmTrawler* 3,14 ✠LMC3,14	Mil		N3,13	1905 10mo *Lloyd's*	Smith's Dock Co.Ld. NorthShields *sA&CP*	PhœnixSteam TrawlingCo.Ld. (G.H.D.Birt, *Mgr.*)	117·5 | 21·6 | 11·5 Q49′ BK7½″			London British 3*BHCem*	T.3Cy.12″,20″&32″–23″ (*s*) 180lb 52RHP 1SB,*2pf*,GS35,HS1330 MacColl&Pollock,Ld.Sld.	12 ″ 4	
380 104748	**Gilroy** *W.Meldrum*13–13	**IronPadCtr** (*Tug*) 1*Dk*	151 136 58					1898	J.P.Rennoldson&Sns SouthShields	Trustees of the Harbour of Dundee	105·0 | 19·7 | 9·8			Dundee British	L.2Cy.28″–50″ 80RHP J.P.Rennoldsn&Sns,S.Shl		
381 MBQS	**Gimle** *H.Olsen*	**SteelScSr** 1*Dk*	1131 1003 699					1904	Laxevaags Msk.&Jrnskb Bergen	AktiesDpsk.Gimle (V.Torkildsen)	228·6 | 36·3 | 15·9 P17*t*H82*t*F27*t*			Bergen Norwegian *WB*	T.3Cy.18″,29″&48″–33″ 132NHP LaxevaagsMsk&Jrns.Bgn.		N
382 14449 LSDN	**Ginsui Maru** 1*Dk*	**SteelScSr**	129 — 67					1911	T.Shirato Osaka	Natt.SmithKisen GoshiKaisha	112·2 | 21·3 | 10·8			Wakayma Japanese	T.3Cy.11″,18″&30″–22″ 42NHP T.Hirao,Osaka		
383 15214 MDKG	**Ginzan Maru** (*ex*ShinshoMaru) 1*Dk*	**SteelScSr**	440 — 256					1912	S.Nagata Osaka	S.Hara	118·8 | 21·2 | 10·9			Nishino-miya Japanese	T.3Cy.11¾″,19½″&32¾″–22″ 53NHP S.Nagata,Osaka		
384 HJPM	**Gioconda**(Seized at Kertch) *G.Antoncich*12–12 (*ex*Bertholey) *deep framing&Webframes*3*Dk rule*	**SteelScSr** *ss*Bry.No.2–11 1*Dk*(*Stl*)2*trB*	3701 3474 2343	✠100A1 5,14 ✠LMC MS5,14 BS9,15	Ant	*w*	5,14	1902 7mo *Lloyd's*	R.Craggs &Sons,Ld. Middlesbro' *sA&CP*	M.U.Martinolich &Co. *WB=CellD*	339·9 | 48·5 | 25·6 P28′B98′F35′ FK *Ba102′uE29′f150′*			Lusinpiclo Aust.-Hung.	T.3Cy.25″,41″&67″–45″ (*s*) 160lb *100lb* 311NHP 2SB,*6rf*,GS124,HS4800 Blair&Co.Ld.Stockton	28 ″ 3 s 5 ″ 3½ 23 ″ 4	
385 72 PNBK	**Giovanna** *Well deck* (*ex*Mercia)	**IronScSr** 1*Dk2trB*	1491 1276 934			…		1883	Schlesingr Davis&Co. Newcastle	G.Miceli&Co.	248·6 | 34·7 | 20·5 Q99*t*B113*t*H22*t* F34*t* BK8″			Palermo Italian *WB*	C.2Cy.29″&56″–42″ 169NHP NEMarineECo.(Lim.)Nwc	21 ″ 11	

Continued in Tune, ... See No. 47 in Supplement.

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / *Master.* *Late Name if any.* / Special Surveys. No. of Decks, &c.	3	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines.	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.*	Registers in which classed, if not in L. Date of R. of Trade C.
386 754 PNDC	**Giovanni Battista** (*ex* Wipper)	**IronScSr** 1 *Dk 2 tr B*	511 366 316	✠		Shl	*w*		1880	Act. Ges. "Vulcan" Stettin	**E.P.D'Entrèves**	168·1 | 23·6 | 11·5 Q 94 *t*			**Genoa** Italian *WB*	C.2Cy. 21⅝" & 39½" – 27⅝" NB 93 68 NHP A.G. "Vulcan," Stettin		V
387 625 PNJH	**Giovanni G.** *Faggiani* –13 (*ex* Blythswood, *ex* Bedouin) *Elec. light* & *Spar dk (Irn)* & *deep framing*	**SteelScSr** *ss* Bry. No. 3–10,08 1 *Dk (Stl)*	3428 3322 2206	✠ *Spar dk* 12,13 ✠		Shl	*w*	1895 8 mo	Palmers' Co. Ld. Newcastle	**Flli. Gavarone** *WB = Cell D Ba u E 22' 352 t*	350·0 | 45·2 | 19·4 P 35' B 78' F 42' 27·2 122' FK *MT 22' 552 t FPT 75 t*			**Genoa** Italian 6 *BHCem* *APT 40 t*	T.3Cy. 21½", 38" & 64" – 42" NDB 09 310 NHP 2SB, *6cf*, GS 110, HS 4860 Palmers' Co. Ld. Newcastle	28 " 5	IV
388 46 PNMY	**Giovannina** *F. Spano* 13–13 (*ex* Lindisfarne) 1 *Dk (Stl)* 2 *tr B* & *Web frames* & *pt Awng dk (Irn)*	**SteelScSr** *ss* Sld. No. 3–8,06 *ss* Msl. No. 2–15	*3030* *2368* *1944*	✠ 100 A1 *pt Awng dk with freeboard* 8,15 BS 11,15 ✠ LMC 8,16		Msl	*u*	8,15	1892 12 mo	R. Thompson & Sons Sunderland A&CP	**R. & V. Prinzi**	328·5 | 40·5 | 21·4 P 29' Q 96' pt ND 06 *pt Awng dk* 193' FK *WB = Cell DB 246' 5*			**Catania** Italian 6 *BHCem* 17 *t APT 43 t*	T.3Cy. 24", 39" & 64" – 42" (*s*) 160 lb *80 lb* 269 NHP 2SB, *8pf*, GS 120, HS 4100 N.E. Marine Eng. Co. Ld. Sld.	23 " 11 s 8 " 8 22 " 6	
389	**Giove** *Carrying Oil in bulk* *Elec. light* *Mchy. Aft* 2 *Dks*	**SteelTwinScSr**	5037 2613						1916	Cantieri Navali Riuniti Palermo	**Ferrovie dello Stato (Italian State Railways)**	400·3 | 51·1 | 31·1 P 59' B 104' F 56'			**Italian**	T.6Cy. Cant. Riuniti, Ancona		
390 120753	**Gippsland** *A.L.P. Neilson* 2 *Dks*	**WoodSc**	159 131 90						1908	P. Tierney Paynesville, Victoria	**Jane L. Dahlsen**	113·0 | 22·9 | 9·6			**Melbourne** British	T.3Cy. 11", 18" & 28" – 18" 41 RHP Buchanan, Brock & Co. Mel.		
unk (War Loss) HNJT	**Giralda** *Jose Heredia* –13 (*ex* Ural, *ex* Ackworth) *Well deck* 1 *Dk (Irn)* & *Web frames*	**SteelScBn** *ss* Hpl. No. 3–9,00 *ss* Bbo. No. 2–09	2194 1694 1293	✠ 2,14 ✠		Bbo	*r*		1889 10 mo	Ropner & Son Stockton	**Cia. Sevillana de Nav. à Vap.**	272·5 | 38·9 | 18·6 P 27' Q 86' B 106' F 29' BK 9" *WB = Cell DBa*			**Seville** Spanish 4 *BHCem* 90 *f* 92' 346 *t*	T.3Cy. 21", 35" & 57" – 39" NDB 00 201 NHP 2SB, *4cf*, GS 74, HS 2990 Blair & Co. Ld. Stockton	21 " 11	V
392 95233 KQHB	— *McFarlane* –18 ~~*W.S. Harrison* –15~~ *Williams* –17 *Well deck*	**IronScSr** *ss* Lth. 2nd No. 3–4,12 *ss* Lth. No 1–16 1 *Dk (Irn)* 2 *tr B*	1100 856 676	✠ 100 A1 ~~5,17 2,17~~ 4,18 ~~4,19~~ ✠ LMC BS 3,16 MS 8,16		Lth Nwc	*n*	~~2,17~~ ~~2,17~~ 4,18	1887 12 mo	Osbourne, Graham & Co. Sunderland A&CP	~~**G. Salvesen & Co.**~~ South Metropolitan Gas Co.	225·0 | 33·0 | 16·1 Q 75' B 52' F 31' BK 8" *WB = DBa*			**Leith** British 4 *BHCem* 59 *f* 50' 240 *t*	C.2Cy. 28" & 53" – 36" (*a*) 80 lb *65 lb* NDB 94 128 NHP 1SB, *3pf*, GS 58, HS 2060 G. Clark, Sunderland	17 " 1 s 1 " 5½ 16 " 5	
393 104624 NVDH	**Girasol** *D. McGilp* –15 ~~*Elec. light*~~ *Well deck* *Mchy. Aft* 1 *Dk (Irn)*	*ss* Bwg. No. 2–17 **SteelSc3MstSr** *ss* P. Gl. No. 3–10,07 ~~*ss* Bwg. No. 1–12~~	602 434 237	✠ 100 A1 ~~4,18 5,14~~ 5,18 MS 1,12 ~~MS 4,17~~		Ayr Bry & Cff LMC BS 11,16	*i*	~~12,15~~ ~~N 1,15~~ ~~12,17~~ 5 18	1895 5 mo	Scott & S'ns Bowling A&CP	**W. Robertson**	180·0 | 29·1 | 10·6 Q 90' B 11' F 37' BK 7½" *WB = Cell DB 95'*			**Glasgow** British 3 *BHCem* 140 *t FPT 22 t*	T.3Cy. 16", 26" & 42" – 33" (*s*) 160 lb 90 RHP 1SB, *3pf*, GS 55, HS 1550 Muir & Houston, Gls.	13 " 0 s " 8½ 13 " 1	
394 QJWN	**Giselher** *C. Geiken* 1 *Dk*	**SteelScLr** *Oil Eng.*	138 128 92						1911	J. Frerichs & Co. A.G. Einswarden	**Fischerei Ges. "Brema" m.b.H.**	90·8 | 21·4 | 9·9 Q 22'			**Bremen** German	Oil Engine 4S.C. 2Cy. 11⅝" – 12⅜" J. Frerichs & Co. A.G. Osthlz		G
395 118402 VQBK	**Gisella** *J.T. Muir* –16 (*ex* Gisella Groedel) ~~*Elec. light*~~	~~*ss* Liv. No 3–9,17~~ **SteelScSr** ~~*ss* Shl. No. 2–12~~ 1 *Dk (Irn)* & *deep framing*	2502 2341 1603	✠ 100 A1 9,17 ~~6,15~~ ~~BS 6,16~~ ✠ LMC ~~7,16~~ 9,17		Bry Liv	*t*	~~11,16~~ 9,17	1904 3 mo	W. Gray & Co. Ld. West Hartlepool *Lloyd's SA & CP*	**S.S. "Mary" Co. Ld. (Alexander & Mair, Mgrs.)**	313·5 | 44·3 | 20·5 P 30' B 66' F 33' FK *WB = Cell DBa 100' u E & B 38' f 134' 719 t FPT*			**London** British 5 *BHCem* 88 *t APT 42 t*	T.3Cy. 22½", 36½" & 62" – 39" 180 lb *100 lb* (*s*) 255 NHP 2SB, *6cf*, GS 95, HS 3863 Cen. Mar. Eng. Wrks W Hpl	23 " 1 s 3 " 11 19 " 6	
396 9121 JSOF	**Gishu Maru** 2 *Dks*	**SteelScSr**	750 680 427						1904	Osaka Iron Works Osaka	**Osaka Shosen Kabushiki Kaisha**	183·6 | 27·3 | 18·2 B 42'			**Osaka** Japanese *WB*	T.3Cy. 14½", 24½" & 39" – 30" 83 NHP Osaka Iron Works, Osaka		
issing since QBGT	**Gishun Maru** *S. Kawabara* 13–13 (*ex* Abergeldie) 1 *Dk (Stl)* & *Spar dk (Stl)* *Elec. light* & *deep framing*	**SteelScSr** *ss* Shl. No 3–11,11 *ss* Kob. No. 1–16	3860 3462 2367	~~✠ 100 A1~~ *Spar dk* 9,16 ~~LMC 6,16~~		Kob	*w*	8,15	1898 12 mo	Sunderlnd S.B.Co. Ld. Sunderland A&CP	**Goshi Kaisha Tatsuuma Shokai (Tatsuuma Kisen Goshi Kaisha Mgr.)** *WB = Cell DBa 110'*	356·0 | 45·2 | 18·7 P 38' B 92' F 42' 26·5 FK *u E & B 34' f 148' 631 t*			**Dairen** Japanese 6 *BHCem* *APT 50 t*	T.3Cy. 25", 41½" & 69" – 45" (*s*) 175 lb *100 lb* 329 NHP 2SB, *8pf*, GS 125, HS 4904 N.E. Marine Eng Co. Ld. Sld.	29 " 4 ~~s 5 " 10~~ ~~23 " 10~~	
398 HKGF	**Giskö** *R. Schage* –12 (*ex* Hilda) *Well deck* 1 *Dk (Irn)* 2 *tr B*	**IronScBn** *ss* Shl. 2nd No. 3–4,10 *ss* Bgn. No. 1–14	1643 1307 1022	✠ 100 A1 3,16 ✠ LMC MS 4,14 BS 3,17		Sws	*q*	3,16	1880 9 mo	W. Gray & Co. West Hartlepool A&CP	**Akties Giskö (P.A. Musœus)**	256·4 | 34·6 | 19·8 P 24' Q 72' B 149 *t* F 30' BK 9" *WB = DB*			**Aalesund** Norwegian 4 *BHCem* a 80 *f* 94' 335 *t*	C.2Cy. 33" & 61" – 33" (*i*) 80 lb NDB 08 178 NHP 2SB, *4pf*, GS 80 T. Richardson & Sons, Hpl.	20 " 10 s 2 " 0½ 19 " 9	
399 WLGS	**Gisla** *O. Gram* 16–16 *Elec. light* 1 *Dk (Stl)* ~~*Cargo battens not fitted*~~	**SteelScSr**	2118 1681 1259	✠ 100 A1 6,17 12,16 ✠ LMC 7,16		Qns Liv	*r*	12,16	1916 7 mo	Detroit S.B.Co. Wyandotte A&CI	**Dmpsk. Akties. Avenir (Biörn Biörnstad & Co. Mgrs.)**	251·0 | 43·8 | 18·2 P 28' B 65' F 27' FK *Cell DB 212' 545 t FPT*			**Christiania** Norwegian 4 *BHCem* 68 *t APT 77 t*	T.3Cy. 20", 33" & 54" – 40" (*s*) 180 lb 274 NHP 2SB, *6cf*, GS 126, HS 5246 Detroit S.B.Co. Detroit	20 " 2 s 2 " 9½ 17 " 9	
400 133428 JBSM	**Gitano** *W.J. Decent* –14 *Elec. light* *Ref. Mchy.* 1 *Dk*	**SteelScSr** *Cruiser Stern*	1687 969 1013						1913	Earle's Co. Ld. Hull	**Ellerman's Wilson Line, Ld.**	250·4 | 37·2 | 14·7			**Hull** British *WB*	T.3Cy. 19", 31" & 53" – 36" 168 NHP Earle's Co. Ld. Hull		C
401 HJWP	**Giulia** *C. Ivancich* 2 *Dks (Stl)* & *deep framing* & *Shelter dk (Stl – ws)*	**SteelScSr** *ss* Tri. No. 2–13	4337 4113 2821	✠ ~~——~~ 2,16 *Shelter dk with freeboard* ✠		Tri	*w*		1904 6 mo	Russell & Co. Pt. Glasgow	**Unione Austriaca di Nav. (Soc. Anon.)** *WB = Cell D Ba 98'*	346·1 | 45·0 | 25·3 FK *u E & B 44' f 140' 742 t*			**Trieste** Aust.-Hung. 6 *BHCem* *APT 30 t*	T.3Cy. 26", 42" & 70" – 48" 346 NHP 2SB, *8cf*, GS 163, HS 5080 J.G. Kincaid & Co. Greenock	28 " 0	
402 681 PQBK	**Giulio Cesare** *L. Martini* 13–13 (*ex* Kurrachee) 2 *Dks* (1 *Irn* & 1 *Stl*) & *Web frames*	**SteelScSr** *ss* Sld. No. 3–5,07 *ss* Shl. No. 1–12	3447 3339 2469	✠ ~~——~~ 8,16		Cff	*w*		1894 2 mo	Edwards' S.B.Co. Ld. Newcastle	**G. & P. Vitulli Montaruli** *WB = Cell DB 278' 568 t FPT*	350·0 | 43·0 | 26·6 Q 29' B 70' F 35' FK 101 *t APT 73 t*			**Genoa** Italian 6 *BHCem*	T.3Cy. 24", 40" & 66" – 45" 301 NHP 2SB, *6rf*, GS 119, HS 4636 Blair & Co. Ld. Stockton	29 " 3	
403 16 PQJD	**Giuseppe** *A. Zino* –09 (*ex* Giulio Mazzino) 1 *Dk* & *pt Awng dk* 3 *tr B*	**IronScSr**	1856 1632 1133				…		1884	J Readhead & Co. South Shields	**Dall'Orso & Co.**	257·4 | 36·1 | 18·8 P 30' Q 96' BK 9"			**Spezia** Italian *WB*	C.2Cy. 33" & 61" – 36" NDB 01 186 NHP J. Readhead & Co., S. Shields	19 " 10	I
404 12 PQGJ	— *R. Loffredo* –13 *Well deck* (*ex* Adour) 1 *Dk (Irn)* 2 *tr B* *Now named* "Vittorio Max,"	**IronScSr** *ss* LaR. No. 1–87	1221 1023 748 *see letter* V.	✠ 12,91		Cff	*o*		1882 9 mo	Palmers' Co. Ld. Newcastle	**D. del Gatto** *WB = DBa*	240·0 | 32·2 | 16·0 P 27' Q 93' B 16' F 28' *73' f 78' 276 t APT 17 t*			**Torre del Greco** Italian 4 *BHCem*	C.2Cy. 30" & 57" – 36" (*d*) NB 94 162 NHP Palmers' Co. Ld. Newcastle		I
405 203 PQLG	**Giuseppe Accame** *V. Gotuzzo* –13 1 *Dk (Stl)* & *Spar dk (Stl)* & *Web frames*	**SteelScSr** *ss* Gen. No. 3–3,13	3224 2840 1980	✠ 100 A1 *Spar dk* 1,17 ✠ LMC 1,17		Gen	*u*	1,17	1899 6 mo	Hofer, Manaira & Co. Spezia A&CP	**E. Accame & Figli** *WB = DB*	345·8 | 47·3 | 15·3 P 32' B 108' F 32' 23·3 FK *a 94' u E & B 36' f 142'*			**Genoa** Italian 6 *BHCem* 945 *t APT 58 t*	T.3Cy. 21½", 35" & 59" – 39" (*s*) 180 lb *100 lb* 228 NHP 2SB, *6cf*, GS 89, HS 3416 T. Richardsn & Sons, Ld. Hpl	24 " 3	

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Capitaine. Visites Périodiques.	3 Matériaux. Gréement, etc. Ex-nom, s'il y a lieu. Nombres des Ponts.	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Details de la Classification. Cote.	6 Surveillance Spéciale. Date de la dernière Visite.	7 Port de Visite.	Terme assigné maintenant après Livraison.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. pc.	Registre ou cedé.
406 671 PQLN	**Giuseppe G.** *F.Faggioni* 12–13	Steel ScSr (*ex* Cleveland Range, *ex* Forest Dale, *ex* Heathdene) 1 *Dk* *Turret deck*	3456 3002 2228						1898	Hawthorn, Leslie & Co Ld Newcastle	Fratelli Gavarone	340·0 45·7 24·8			Genoa Italian *WB*	T.3Cy.24″,39″&66″–45″ 292NHP T.Richardsn & Sns.Ld.Hpl.		IV
407	**Giuseppe Gorup** (*ex* Marius Chambon)	Steel Sc	100 — 17						1894	P.Oriolle Nantes	Impresa Adriatica di Lavori Portuali	97·3 17·3 9·2			Trieste Aust.-Hung.	T.3Cy.13$\frac{23}{32}$″,20$\frac{3}{32}$″&32$\frac{23}{32}$″–15$\frac{1}{4}$″ 42NHP P.Oriolle, Nantes		
408 1268 LRAV	**Giuseppe P.** *Petruzzi* –05 *Mchy.Aft*	Steel Twin ScSr 1 *Dk*	494 — 280						1905	Howaldts-werke Kiel	Mme. Despoina P. Petruzzi	188·0 34·9 9·0 Q52′			Rostoff Russian	T.6Cy.9$\frac{1}{2}$″,14$\frac{1}{2}$″&24$\frac{1}{2}$″–13$\frac{1}{2}$″ 44NHP Howaldtswerke, Kiel		
409 757 PQSW	**Giuseppe Verdi** *Zannoni* –17 *Elec.light*	Steel Twin ScSr	9757 5965	100A1 *Shelter dk with freeboard* (*Class Contemplated*)		Cff	*r*		1915	Soc. Esercizio Bacini Riva Trigoso	Soc. di Nav. Transatlantica Italiana	479·8 59·3 37·3 P102′B184′F135′			Genoa Italian	Q.8Cy.25$\frac{1}{2}$″,37$\frac{7}{8}$″53$\frac{7}{10}$″&78$\frac{1}{10}$″–53$\frac{3}{10}$″ Soc. Esercizio Bacini, Genoa		
410 6 PRBM	**Giuseppina Ilardi** *V.Di Bella* (*ex* Teresina Galatioto, *ex* Woodfield, *ex* Gladys)	Iron ScSr *ss* Cff. 2nd No. 3-9,95 *ss* Mes. No. 2–04 2 *Dks* (1 *Irn*) 3 *tr B*	1630 1506 982	✠ 1,09 ✠NB5,00 ✠		Cff	*r*		1872 5mo	Denton, Gray & Co. W Hartlepool	E.Ilardi & Figli	258·2 33·0 24·1 P26′F30′ ND94 BK9″ *W b*			Messina Italian	C.2Cy.30″&60″–33″ NDB00 145NHP 2SB, *4pf*, GS76, HS2089 N.E.Marine Eng.Co Ld, Sld	24 ″ 8	
411 MHSN	**Gjægnalund** *O.Hofseide* 16–16 *Mchy.Aft*	Wood ScSr 1 *Dk*	146 133 80						1912	G.Ottesen Bergen	A.C.Normann	105·5 23·6 10·6 Q16′			Aalesund Norwegian	C.2Cy.9″&20″–14″ 12NHP Mjellem & Karlsen, Bergen		N
412 MNFH	**Gjallarhorn** *L.B.Saure* –16	Wood ScSr 1 *Dk*	121 110 54						1916	Brödr. Bolsönæs Fuglestrand, Molde	B.H.Olsvik	88·6 22·6 10·1 Q27′			Aalesund Norwegian	C.2Cy.9″&18$\frac{1}{2}$″–12″ 10NHP A.M.Liaaen Skibsv.& Mek. Værks, Aalesund		N
413 MGSJ	**Gjertrud** *C.M.Thuestad* –14 (*ex* Constant, *Well deck* *ex* F.C.Andersen)	Steel ScSr *ss* Nwc.No.3–8,05 *ss* Stv.No.2–14 1 *Dk* (*Irn*)	593 443 299	✠100A1 7,17 ~~6,16~~ ✠NB2,07 ✠LMC11,13 BS~~8,15~~ ~~6,14~~		Sws	*h*	11,15	1893 10th o	W.Dobson & Co. Newcastle A&CP	N.Mjelde	173·6 26·1 13·1 Q89′B20′F20′ *WB = DBa* 40′*f* 46′		FK	Haugesnd Norwegian *IBHCem* 98 *tAPT* 10*t*	T.3Cy.13$\frac{1}{2}$″,22″&36″–27″ (*r*) 170lb *100lb* NDB10 73NHP 1SB, *3pf*, GS41, HS1060 G.Clark, Ld. Sunderland	14 ″ 0 s ″ 11 13 ″ 3	
414 RJMB	**Gladiator** *J.v.Riegen* (*Tug*)	Iron Sc 1 *Dk*	208 195 22						1892	Schiffsw (v. J&Sch.) A.G. Hamburg	Verein.Bugs.-& Frachtschfhrt Ges.	108·6 21·6 13·1 H8*t* *WB*			Hamburg German	C.2Cy.20″&38″–26″ HS1419 75NHP Schwft.(vJ&Sch) AG Ham		
415 57885	**Gladisfen** *W.D.Lent* (*Tug*)	Iron ScSr 1 *Dk*	118 118 59						1885	J.H. Dialogue Camden, N.J.	W.E.Meyer & Co.	93·0 20·0 10·7			Hamilton, Bermuda British	C.2Cy.16″&32″–24″ 33RHP J.H.Dialogue, Camden, NJ.		V
416 137515 JMWK	**Gladstone** *J.Haig* 03–16 *Elec.light*	Steel ScSr 1 *Dk* (*Irn*)	214 197 79	✠100A1 *For towing purposes* ~~10,16~~ 12,17 ✠LMC7,16		~~Liv~~ Shl		12,17	1916 7mo *Lloyd's*	J.Cran & Co. Leith *SA&CP*	Alexandra Towing Co.Ld.	100·1 23·7 12·6 B34′ BK7$\frac{1}{2}$			Liverpool British	C.2Cy.21″&44″–27″ (*s*) 130lb 104NHP 1SB, *3cf*, GS66, HS1850 J.Cran & Co. Leith	13 ″ 6 s 1 ″ 7 12 ″ 8	
417	—	Steel ScSp 1 *Dk* (*Irn*	*214* *197* 78	✠100A1 *For towing purposes* 7,15 ✠LMC7 15		Lth			1915 7mo *Lloyd's*	J.Cran & Co. Leith *SA&CP*	French Government	100·1 23·7 12·7 B18′ BK7$\frac{1}{2}$ H			French *IBHCem* *B = APT* 3*t*	C.2Cy.21″&44″–27″ (*s*) 130lb 104NHP 1SB, *3cf*, GS66, HS1850 J.Cran & Co. Leith	13 ″ 6 s 1 ″ 7 12 ″ 8	
418 3852 JMDG	— *E.A.Nilsson* 13–13 *Mchy.Aft*	Steel ScSr 1 *Dk*	188 151 95						1901	C.A.Lundahl Gothenburg	Svenska Cement Forsäljningsaktieb (CA Ödmann, *Mgr*)	101·8 22·3 10·0 P26′H11*t*F11′			Malmö Swedish	C.2Cy.9$\frac{1}{2}$″&21″–13$\frac{1}{2}$″ 14NHP Wilhelmsbergs M.V.Got.		V
419 94022	— *H.Clyne* –04 *Mchy.Aft*	Steel Sc 1 *Dk*	122 121 60						1885	Fleming & Ferguson Paisley	Wick & Pulteney Hrb'r Trustees (D. W.Georgeson *Mgr*)	100·6 22·4 6·9			Wick British	C.2Cy.14″&28″–18″ NB04 45RHP Fleming & Ferguson, Psly.		
420 HQGF	**Gladys**	Steel ScSr *ss* Sng.No.1–14 1 *Dk* (*pt Stl*–teak s)	356 236 173	✠100A1 *with freeboard* 3,17 ~~3,16~~ *Singapore, Pontiana &* BS~~3,17~~ ~~BS2,16~~ ✠LMC4,14		Sng	*f*	~~3,16~~ 3,17 *Brunei Bay*	1910 1mo *Lloyd's*	Goole S.B. & Repg.Co.Ld Goole *SA&CP*	Sarawak & Singapore S.S.Co.Ld.	150·5 25·1 8·2 P13′B63′F31′ *WB*		FK	Kuching Sarawak *IBHCem* 30*t APT* 12*t*	C.2Cy.18″&36″–24″ (*r*) 180lb 76RHP 1SB, *3pf*, GS53, HS1494 Richardsons, Westgarth & Co.Ld. Mdb.	9 ″ 0 s 1 ″ 4 8 ″ 1	
421 110638	— *G.Muskett* –17 *Mchy.Aft*	Steel ScYl 1 *Dk*	179 145 71						1900	Scott & Sns Bowling	~~Yarmouth Carriers Ltd (V.S.Lovell, Mgrs)~~ Wyndam, Bros	95·0 21·6 10·0			Liverpool British *WB*	C.2Cy.13″&28″–18″ 36RHP Ross & Duncan, Glasgow		
422 2190 JFBM	**Glafsfjorden** *B.H.Johansson* 15–15 (*ex* Väddö, *ex* Arholma, *ex* Skokloster, *ex* Osthammar, *ex* Enköping)	Iron Sc 1 *Dk*	126 61 93						1868	Oskrshmns M.V.Aktieb. Oskarshamn	Ångbåtsaktieb. Glafsfjorden (F.Fredriksson)	95·8 17·8 6·8 Q23′B43′F11′			Arvika Swedish	1Cy.13$\frac{1}{2}$″–18″ 6NHP Oskarshamns M.V.Aktieb.		
423 2278 JFDV	**Glafva** *C.Olson* –92 *Mchy.Aft*	Comp ScSr 1 *Dk*	170 143 117						1891	S.Groth Sjötorp	Ångb.Aktieb.Hoppet (J.A.Fridlund)	100·5 21·5 9·2 B21′			Glafva Swedish	C.2Cy.10$\frac{3}{4}$″&18″–13$\frac{3}{4}$″ 10NHP Lundby M.V., Gothenburg		
424 186 JBFK	**Glafva Glasbruk III.** *J.C.Ekeberg* –15 (*ex* Express, *ex* Express) *Mchy.Aft*	Comp ScSr 1 *Dk*	202 166 88						1890	S.Groth Sjötorp	Glafva Glasbruks Aktieb. (Th.Weinberg)	100·4 21·8 10·6 Q4′B23′H5*t*			Glafva Swedish	C.2Cy.11$\frac{3}{4}$″&23$\frac{1}{4}$″–14$\frac{1}{2}$″ 17NHP Eriksberg M.V.Aktieb, Got		
425 115719	**Glamis Castle** *E.Warwick* –14	Steel ScK (*Trawler*) 1 *Dk*	203 193 82				...		1902	Mackie & Thomson Glasgow	J.S.Boyle	115·4 21·6 11·9 BK7$\frac{1}{2}$′			Glasgow British	T.3Cy.12$\frac{1}{2}$″,20″&33″–22″ 55RHP W.V.V.Lidgerwood, Gls	12 ″ 6	
426 123170 HJLM	**Glamorgan** *T.L.Davies* –15	Steel ScSr *ss* Bry.No.2–15 1 *Dk* (*Stl*) 2 *tr B* & *deep framing*. 3 *Dk rule*	3539 3319 2258	✠100A1 6,11 ~~6,11~~ 5,15 2,18 ~~BS10,16~~ ✠LMC5,16 BS3,13		Mdb Cff	*v*	~~2,16~~ 6,17 6,18	1906 10mo *Lloyd's*	Craig, Taylor & Co.Ld. Stockton *SA&CP*	~~Royston~~ S.S.Co.Ld. (Jenkins Brs *Mgrs*) *WB = Cell DBa* 111′*uE & B* 38′	342·0 51·0 22·7 P46′B102 F31′ *f* 146′93*t FPT* 11*8t*		FK	Cardiff British *6 BHCem* *APT* 155*t*	T.3Cy.24$\frac{1}{2}$″,40″&66″–45″ (*s*) 180lb *100lb* 307NHP 2SB, *8pf*, GS142, HS4600 J.Dickinson & Sons, Ld. Sld.	25 ″ 1 s 4 ″ 5 21 ″ 1	
427 JKWD	**Glaneuse** *Floch* *Mchy.Aft*	Steel ScSr 1 *Dk*	148 — 69						1888	A.Hall & Co. Aberdeen	Chevillotte frères	95·0 20·1 7·9 Q38′B10′F20′			Brest French	C.2Cy.15″&30″–20″ NB01 34NHP A.Hall & Co., Aberdeen		V

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys.	3 Late Name if any. / No. of Decks, &c.	4 Registd Tonnage Gross. / Under deck. / Net.	5 6 7 Particulars of Classification. Character. for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned / now explod. Equipment Letter.	7* Date when tail shaft last seen.	8 9 Built. When	By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Register in which classed. Date of Build Cert.
428 102662 NHDT	**Glasgow** *D.McTavish* –12 *Elec.light*	**SteelScSr** 2 *Dks*	1068 854 492			...		1894	W B Thompson & Co., Lim. Dundee	Rankine Line, Ld.	240·0 P43′	32·0 B76′	16·1 F57′ BK 8″	Glasgow British *WB* London	T.3Cy. 21½″, 34″ & 56″–42″ 228 NHP W.B.Thmpsn & Co.Ld.Dun.	16 ″ 10	C
429 84374 HTFJ	**Glassalt** *H.George* –16 *Well deck*	**IronScSr** *ss* Shl. 2 nd No. 3–5,06 *ss* Sws. No. 2–14 1 *Dk* (*pt Irn*) 2 *tr B*	621 497 361	✠100A1 5,18	Sws Lon LMC9,14	*j*	1,17 N7,17	1883 6 mo *Lloyd*	J. Duthie Sons & Co. Aberdeen *'s A & CP*	Harries Brs. & Co. London Transport Co. Ld. (Brown, Jenkinson & Co. *Mgrs*) *WB* =	183·1 Q50′	26·3 B36′	14·1 F21′ BK 7½″	Aberdeen British *DBf* 44′ 110 *t*	C.2Cy. 23″ & 44″–30″ (*s*) 90 lb *80 lb* NDB 99 80 RHP 1SB, 3 *pf*, GS 53, HS 1339 Hall, Russell & Co., Abn.	15 ″ 0 s 1 ″ 7 14 ″ 2	
430 134783 JGFC	**Glatian** *W.Evans* –13	**SteelScK** 1 *Dk*	220 195 97	✠100A1 *Stm Trawler* 10,14	Gms LMC8,13			1913 8 mo *Lloyd*	Cochrane & Sons, Ld. Selby *'s A & CP*	Gt. Central Co-operative Eng. & Ship Repairing Co. Ld. J. W. Smethurst. J. H. Mein	120·3 Q69′ F20′ BK 7½″	21·6	11·5	Grimsby British *4 BHCem*	T.3Cy. 12″, 21½″ & 34″–24″ (*s*) 180 lb 70 RHP 1SB. *2 pf*, GS 35, HS 1340 Gt. Centrl Co-op Eng. & Ship Repairing Co. Ld. Gms.	12 ″ 3	
431 106794 PJRD	**Glaucus** *T.W.Hanney* –15	**SteelScSr** 2 *Dks*	5295 4761 3369					1896	Scott & Co. Greenock	Ocean S.S. Co. Ld. (*A.Holt & Co. Mgrs*)	423·2 P38′	49·2 B114′	28·3 F45′	Liverpool British *WB*	T.3Cy. 29″, 50″ & 82″–60″ 521 NHP Scott & Co., Greenock		C BT till 7,17
432 68988 WVPN	— *Reynolds* –18 *Well deck*	**IronScSr** *ss* Mel. 3 rd No. 3–12,12 *ss* Mel. No. 1–16 1 *Dk* (*Irn–pt* ws) 2 *tr B*	1363 1154 884	✠100A1 1,18 12,16 LMC12,16	Mel	*o*	10,15 1,18	1878 10 mo	J. Laing Sunderland	H. B. Black & Co.	238·5 Q92′	34·2 B42′	18·0 F22′ BK 8½″ *WB* = *DBa* 69′ *f* 24′	Melbourne British *4 BHCem*	C.2Cy. 31½″ & 57″–36″ (*s*) 80 lb *60 lb* NB 90 162 NHP 2SB, *4 pf*, GS 88 NDB 90 G. Clark, Sunderland		
433 98913 MCKG	**Gledhow** *E.W.Jones* –16 *Well deck*	*ss* Cff. 2nd No. 3–1,17 **SteelScSr** *ss* Shl. No. 3–7,08 *ss* Shl. No. 2–12 1 *Dk* (*Stl*) *& Web frames*	2661 2042 1723	✠100A1 1,17 1,13 0,17 BS2,15 LMC7,12	Cff NOs	*t*	4,15 9,16	1891 3 mo	W. Gray & Co. (Lim.) W Hartlepool	Lucovich Parsons & Co. Ld. The Transport & Trading Co. Ld.	306·3 P29′ Q88′	41·5 B124′	19·6 F33′ BK 10″ *WB* = *Cell DB* 254′	London British *5 BHCem*	T.3Cy. 23″, 36½″ & 62″–39″ (*s*) 160 lb *100 lb* NDB 08 239 NHP 2SB, *6 rf*, GS 87, HS 3580 580 *t APT* 21 *t* Centrl Marine E Wks W Hpl	23 ″ 0 s 1 ″ 10½ 22 ″ 0	
434 130645	**Glen Allan** *A.G.Clark* –12	**CompSc** 1 *Dk*	276 210 113					1912	Davis D. D. Co. Kingstn, Ont.	Ottawa Transportation Co. Ld.	112·8	26·4	8·5	Ottawa British	C.2Cy. 11″ & 22″–16″ 20 RHP Davis DD Co. Kingston, Ont.		L
435 129325	**Glen Avon** *H.Chidgey* –14 *Elec.light*	**SteelPadSk** 2 *Dks*	509 351 213					1912	Ailsa S.B. Co. Ld. Troon	P. & A. Campbell, Ld.	220·0 *Promenade dk* 205′	27·1	8·9	Newport, Mon. British	C.D.2Cy. 26½″ & 52″–54″ 165 NHP Ailsa S.B. Co. Ld. Troon		
436 84351 VKTP	**Glen Gelder** *A.D.Ritchie* –17 *Well deck*	**IronScSr** *ss* Shl. 3 rd No. 3–3,16 1 *Dk* (*Irn*) 2 *tr B*	746 560 453	✠100A1 10,17 3,16 NB3,99 LMC4,16	Shl Nwc	*k*	4,16	1881 2 mo *Lloyd*	A. Hall & Co Aberdeen *'s A & CP*	J. Cook & Son	195·2 Q62′	31·2 B40′	13·5 F23′ FK *WB* = *DBa*	Aberdeen British *5 BHCem* 37′ *f* 44′ 180 *t*	C.2Cy. 18″ & 49″–30″ (*s*) 140 lb *100 lb* NDB 95 99 RHP 1SB, *3 pf*, GS 47, HS 1457 Hall, Russell & Co., Abn.	14 ″ 5 s 1 ″ 2 13 ″ 6	
437 87851 HSGJ	**Glen Head** *G.A.Johnson* –16 (*ex* Nant Gwynant) *Well deck*	**Iron ScSr** *ss* Trn. 2 nd No. 3–1,08 *ss* Dub. No. 1–12 1 *Dk* (*Irn*) 2 *tr B*	1600 1247 995	✠100A1 4,13 Examined 9,17 BS7,16 LMC8,12	Trn	*q*	4,13 9,17	1883 6 mo *Lloyd*	J Readhead & Co. S. Shields *'s A & CP*	Ulster S.S. Co. Ld. (*G. Heyn & Ss. Mgs*) *WB* = *DBa* 74′ *f* 104′ *& u*	256·5 Q95′	34·5 B60′	17·9 F30′ BK 9″	Belfast British *4 BHCem* *E & S* B38′ 378 *t*	C.2Cy. 33″ & 61″–36″ (*i*) 85 lb 173 NHP 2SB, *6 pf*, GS 81, HS 2745 J. Readhead & Co., S. Shields	20 ″ 9 s 2 ″ 0 19 ″ 7	
438 76161 RJVW	**Glen Rosa** *J J.Ashford* –15	**IronPadSk**	323 223 122					1877	Caird & Co. Greenock	P. & A. Campbell, Ld	206·1 Q29 *t*	20·1	7·5	Bristol British	D.1Cy. 50″–72″ NB 91 NE 87 163 NHP Caird & Co., Greenock		
439 102599	— *J.Murchie* –13	**SteelPadSk** 1 *Dk & Promenade dk*	306 269 116					1893	J. & G. Thomson, Ld. Clydebank	Glasgow & South Western Rlwy. Co.	200·0 *Promenade dk* 150′	25·0	8·3	Glasgow British	C.D.2Cy. 26″ & 55″–54″ 185 NHP J & G Thomson Ld Clydebnk		BT till 6,17
440 105174	— *J.Mason* –14	**SteelSc** (*Tug*) 1 *Dk*	110 110 2			...		1895	J. Shearer & Son Glasgow	Tees Tug Co. Ld. (W. H. Crosthwaite *Mgr.*)	96·0 len 96	18·5	9·7 BK 6″	Middlsbro' British	C.2Cy. 19″ & 38″–24″ 95 RHP Muir & Houston, Glasgow	10 ″ 6	
441 99814	**Glen Sannox** *A.Fowler* –13	**SteelPadSk** 1 *Dk*	610 486 241					1892	J. & G. Thomson, Ld. Clydebank	Glasgow & South Western Rlwy. Co.	260·5 H41 *t* F20 *t*	30·1	10·1	Glasgow British	C.D.2Cy. 34½″ & 74″–60″ 353 NHP J & G Thomson Ld Clydebnk		BT till 10,17
442 127170 HPRJ	**Glen Tanar** *R.B.Smart* –14 *Well deck*	**SteelScSr** *ss* Abn. No. 1–13 1 *Dk* (*Irn*)	817 600 448	✠100A1 5,16 BS2,17 LMC12,13	Shl	*k*	2,17	1909 6 mo *Lloyd*	Hall, Russell & Co. Ld. Aberdeen *'s A & CP*	J. Cook & Son *WB* = *Cell D*	195·2 Q97′ B13′	32·1 F21′ FK *Ba* 37′ *f* 92′ 191 *t*	11·4	Aberdeen British *4 BHCem* 25 *t*	T.3Cy. 16″, 26″ & 43″–27″ (*r*) 180 lb *100 lb* 121 NHP 1SB. *3 cf*, GS 62, HS 2090 *FPT* 35 *t APT* 35 *t* Hall, Russell & Co. Ld. Abn.	13 ″ 8 s 1 ″ 0½ 12 ″ 10	
443 86110 HMPN	**Glen Tilt** *W.Stephen* –16 (*ex* Hartside) *Well deck*	**IronScSr** *ss* Abn. 2 nd No. 3–5,08 *ss* Shl. No. 1–13 *ss* Gls. No. 2–16 1 *Dk* (*Irn*)	666 524 398	✠100A1 7,17 5,14 BS7,17 LMC7,16	Lth Nwc	*j*	N7,16	1883 2 mo *Lloyd*	D. Baxter & Co. Sunderland *'s A & CP*	J. Cook & Son *WB* =	184·9 Q62′	29·2 B45′	13·1 F23′ FK *DBa* 44′ 75 *t*	Aberdeen British *4 BHCem*	C.2Cy. 25″ & 48″–30″ (*s*) 80 lb *100 lb* NDB 08 95 RHP 1SB. *3 pf*, GS 47, HS 1678 R. & W. Hawthorn, Nwc.	13 ″ 10 s 1 ″ 0½ 13 ″ 1	
444 135796	**Glen Usk** *Elec.light*	**SteelPadSr** 2 *Dks*	524 367 226					1914	Ailsa S.B. Co. Ld. Troon	P. & A. Campbell, Ld	224·3 *Promenade dk* 212′	28·1	8·9	Newport British	C.2Cy. 26½″ & 52″–54″ 165 NHP Ailsa S.B Co. Ld. Troon		
445 WKMT	**Glena** *J.W.Björness* 16–16 (*ex* Marietta Ralli) 1 *Dk* (*pt Stl & pt Irn*) *& Web frames & pt Awng dk* (*Irn*)	**SteelScSr** *ss* Cff. No. 3–2,05 *ss* Pir. No. 2–13	2301 1803 1454	✠100A1 *pt Awng dk with freeboard* 3,16 Examined LMC7,17 MS4,13 MBS12,15	Cff	*s*	3,16 4,18	1891 12 mo *Lloyd*	Furness, Withy & Co Ld W Hartlepool *'s A & CP*	Dmpsk. Akties. Glena (F. Siegwarth) *WB* = *Cell DB*	290·0 P33′ Q84′ *pt Awng dk* 173′ 248′ 37 *t MT* 22′ 350 *t*	38·0	19·9 FK	Tönsberg Norwegian *5 BHCem* *APT* 30 *t*	T.3Cy. 22″, 36″ & 59″–39″ (*s*) 160 lb *60 lb* NDB 13 217 NHP 2SB. *6 pf*, GS 84, HS 3260 W. Allan & Co. Sunderland	22 ″ 5 s 8 ″ 0½ 21 ″ 4	
446 86550 JHVS	**Glenaan** *J.Nickle* 03 –17 (*ex* Theme, *ex* Cultra, *ex* Volante, *ex* Theme)	**IronScSr** *ss* Liv. 2 nd No. 3–8,08 *ss* Ayr No. 1–13 1 *Dk* (*Irn*)	332 284 140	✠100A1 8,16 3,13 Examined LMC MS10,12 BS4,17 3,18	Bel	*y*	5,16 3,17 N3,18	1884 3 mo *Lloyd*	M'Ilwaine, Lewis & Co. Belfast *'s A & CP*	Antrim Iron Ore Co. Ld.	159·2 Q25′	23·1 B42′	11·3 F30′ BK 7″ *WB* = *FPT*	Belfast British *4 BHCem* 20 *t APT* 22 *t*	C.2Cy. 19 3/5″ & 36″–30″ (*a*) 85 lb 60 RHP 1SB, *2 cf*, GS 36, HS 1089 M'Ilwaine, Lewis & Co. Bel.	12 ″ 2 s ″ 11 11 ″ 11	
447 121213 HOBR	**Glenaffric** *R.M.McClure* –17 *W.O.Griffiths* –17 2 *Dks* (*Stl*) *& deep framing*	**SteelScSr** *ss* Shl. No. 2–13 *ss* Liv. No. 3–10,17	4144 3913 2658	✠100A1 10,17 4,16 MS 10,17 BS11,16 LMC8,16 BS4,17 *Carrying fuel on F.P. above*	Bkn Liv	*z*	10,14 5,17 10,17	1905 3 mo *Lloyd*	C. Connell & Co. Ld. Glasgow *'s A & CP*	Bio Cape Line Ld. (Furness, Withy & Co. Ld., *Mgrs.*) *Mgrs.*) *WB* = *Cell D Ba* 110′ *u E & B* 42′	376·9 P39′ B112′ F46′ FK *f* 173′ 976′ *DTa* 33′	49·5	26·3	Glasgow British *4 BHCem* 810 *t APT* 32 *t*	T.3Cy. 25½″, 42″ & 68″–48″ (*s*) 180 lb *100 lb* 423 NHP 2SB, *6 cf*, GS 118, HS 6044 FD Dunsmuir & Jackson Ld Gls	28 ″ 10 s 5 ″ 5½ 23 ″ 9	
448 137826 JNKL	**Glenamoy** *F.T.Jones* –16 *Elec.light* 2 *Dks* (*Stl*) *& Shelter dk* (*Stl*) *Ref. Mchy.*	**SteelTwinScSr** *Oil Eng.*	7269 6837 4656	✠100A1 *Shelter dk with freeboard* 7,17 10,16 LMC10,16 Lloyd's RMC 10,15 7,17	Irv Hul	*b* †		1916 10 mo *Lloyd*	Harland & Wolff, Ld Irvine *'s A & CP*	Glen Line Ld (McGregor, Gow & Co.) Ld. *Cell D*	436·0 B159′ F43′ on *Shelter dk* FK B375′ 1081 *t FPT* 84 *t*	55·3	35·2	Glasgow British *7 BHCem* *APT* 54 *t*	Oil Engines 4S.C.SA 12Cy. 26 3/5″–39 3/5″ 655 NHP DB *100 lb* Burmeister & Wain, Gls.	38 ″ 1 s 9 ″ 2 29 ″ 2	BT till 10,17

1 Numero d'Ordre / Numero Officiel / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 6 7 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. / Port de Visite. / Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 9 Construit. Quand. — Navire. — Mach.	Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille / Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. ps.	15 Registres où on trouve les détails de la Machine.
449 119143 HCNQ	**Glenarm** SteelScSr *J.T.Kineh* –16 *ss*Gls.No.2–12 *Mchy.Aft* 1*Dk*(*pt St l*) *Well deck*		281 217 109	✠100A1 Bwg *d* 10,14 *Examined* 11,17 ✠LMC11,17	9,16	1904 6mo	Bow,Mc Lachlan&Co. Ld. Paisley *Lloyd's* *sA&CP*	Kynoch-Arklow, Ld. *WB*= *FPT*	132·8|23·1| 9·7 Q46'B7'F21' BK7″ 30*t APT*8*t*	Glasgow British	C.2Cy.16$\frac{7}{16}$″&34″–24″ (*s*) 125lb 47RHP 3*BHCem* 1SB,*2pf*,GS40,HS1254 Bow,McLachln&CoLdPsy	10 ″ 6 s ″ 9 10 ″ 5	
450 108617 PTBC	**Glenarm Head** SteelScSr *R.Macaulay* –16 *ss*Bel.No.3–2,09 *ss*Dub.No.1–14 1*Dk*(*Stl*)&*Spar dk*(*Stl–pt w s*)& *Elec.light* *deep framing*		3908 3698 2527	✠100A1 Dub *w* *Spar dk* 6,16 BS9,16 ✠LMC1,14	6,16	1897 7mo	Workman, Clark&Co.Ld Belfast *Lloyd's* *sA&CP*	UlsterS.S.Co.Ld. (G.Heyn&Ss.*Mgs*) *WB*= *Cell DBa*108′*uE*&*B*52′	360·0|46·1|19·9 P25′B78′F37′ 28·0 BK9″ *f*122′ 755*t DTa* 12′	Belfast British	T.3Cy.25″,42″&68″–48″ (*s*) 180lb *90lb* 379NHP 2SB,*6cf*,GS118,HS4928 FD 125*t APT*55*t*	30 ″ 6	
Sunk (War Loss) 451 113334 SCHK	**Glenart Castle** SteelTwinScSr *E.W.Day* –14 (*ex*Galician) *Elec.light* *Ref.Mchy.* 3*Dks* Sub.Sig. Wireless		6824 5566 4400			1900	Harland& Wolff,Ld. Belfast	TheUnion-Castle MailS.S.Co.Ld.	440·3|53·2|29·6 P74′B178′F70′ *WB*	S'thamptn British	T.6Cy.19″,31″&52″–48″ 375NHP Harland&Wolff,Ld.Bel.		BT xiii 8,17
452 137812 JMQC	**Glenartney** SteelTwinScSr *H.J.Henderson* 11–16 *Oil Eng.* *Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)		7263 6837 ~~4599~~	✠100A1 Irv *b*† *Shelter dk* Sng *with freeboard* ~~12,17 5,16~~ ✠LMC5,16 16,17	12,17	1915 9mo	Harland& Wolff,Ld. Irvine *Lloyd's* *sA&CP*	GlenLine Ld. (~~MacGregor,Gow & Co.,Ltd.~~) *Cell DB*	435·9|55·3|35·2 B159′F43′ *on Shelter dk* FK 375′ 1081*t FPT* 84*t*	Glasgow British	Oil Engines 4S.C.SA 12Cy.26$\frac{3}{8}$″–39$\frac{3}{8}$″ DB*100lb* 655NHP 7*BHCem* *APT* 54*t* Burmeister&Wain,Gls.	38 ″ 1 s 9 ″ 2 29 ″ 2	BT xiii 8,17
453 137805	**Glenbervie** SteelScK *G.S.Sutherland* –15 1*Dk*		224 216 100	✠100A1 Hul *Stm Trawler* 4,16 ✠LMC9,16	4,16	1915 9mo	Hall,Russell&Co.Ld. Aberdeen *Lloyd's* *sA&CP*	J.S.Boyle	120·7|22·7|12·2 F18′ BK7½″ *WB*= *DB f* 27′ 17*t*	Glasgow British	T.3Cy.12″,20″&34″–24″ (*r*) 180lb 83RHP 1SB,*3pf*,GS46,HS1578 Hall,Russell&Co.Ld.Abn.	13 ″ 0	
454 137803	**Glenboyne** SteelScK 1*Dk*		224 217 100	✠100A1 Abn *Stm Trawler* 8,15 ✠LMC8,16		1915 8mo	Hall,Russell&Co.Ld. Aberdeen *Lloyd's* *sA&CP*	J.S.Boyle	120·9|22·7|12·2 F18′ BK7½″ *WB*= *DB f* 27′ 17*t*	Glasgow British	T.3Cy.12″,20″&34″–24″ (*r*) 180lb 83RHP 1SB,*3pf*,GS46,HS1578 Hall,Russell&Co.Ld.Abn	13 ″ 0	
455 131837 HTQS	**Glenbridge** SteelScSr ~~*F.Taylor* –18~~ *H.Sayer* –18 *ss*Nwc.No.1–14 1*Dk*(*Stl*)		3845 3595 2431	✠100A1 Bry *w* 2,17 ✠LMC12,14	N2,17	1911 8mo	Irvines S.B &D.D.Co.Ld. W Hartlepool *Lloyd's* *sA&CP*	~~Glenbridge S.S.Co. Ld.(Milburn,Lund &Co.)~~ Leeston ShippingCo.Ld. *WB*= *Cell D*	350·0|51·1|23·9 P31′B101′F34′ FK *Ba*113′*uE*23′*f*156′	Whitby British	T.3Cy.25″,40″&67″–45″ (*s*) 180lb *100lb* 340NHP 2SB,*6cf*,GS112,HS5438 Richardsons,Westgarth& Co.Ld.Hpl.	26 ″ 3 s 4 ″ 6½ 22 ″ 0	
456 129732 HPRO	**Glenbrook** *Perry* –18 SteelScK ~~*F.W.Sparling* –17~~ ~~*ss*Shl.No.1–14~~ *Well deck* *ss*Nwc No.2–17 1*Dk*(*pt Stl*) *Mchy.Aft*		251 ~~183~~ 113	✠100A1 Shl *c* ~~2,17 1,17~~ 2,18 Nwe ~~BS0,16~~ ✠LMC7,14 ~~8,17~~	1,17	1909 9mo	Hepple& Co.Ld. South Shields *Lloyd's* *sA&CP*	"T"Stm.Coasters, Ld. (Robinson, Brown&Co.,*Mgrs*)	120·2|21·6| 8·9 Q39′B9′F17′ FK *WB*=	Newcastle British	C.2Cy.14″&30″–24″ (*s*) 130lb 50RHP 3*BHCem* 1SB.*2pf*,GS31,HS785 Hepple&Co.Ld.S.Shields	10 ″ 0 s ″ 8 9 ″ 6	
457 Elec.light	**Glencarron** SteelScSr		4861	100A1 (*Class Contemplated*)		1917	Ayrshire Dkyd.Co.Ld. Irvine	J.Gardiner&Co. Ld.	400·0|53·0|27·4 P35′B119′F46′	Glasgow British	T.3Cy.27″,43″&72″–48″ Dunsmuir&JacksonLd Gls		
	For full particulars See No. 1 in Supplement												
458 111286	**Glencarse** SteelScK (Captured and taken to Hamburg) *W.Wright* –15 (*Trawler*) 1*Dk*		188 178 76		...	1900	J.Duthie, Sons&Co. Aberdeen	W.Hutchison	115·6|20·7|11·2 BK7½″	Aberdeen British	C.2Cy.14″&34″–22″ 54RHP J.Cran&Co.Leith	12 ″ 0	
459 124563 HQML	**Glencliffe** SteelScSr *H.Rendall* –17 Sub.Sig. 1*Dk*		3673 3447 2296			1910	Irvine's S B &D.D.Co.Ld. W Hartlepool	NationalSSCo.Ld. (Fisher,Alimonda &Co.Ld.*Mgrs.*)	347·3|51·1|23·1 P32′B98′F34′ *WB*	Whitby British	T.3Cy.25″,40″&67″–45″ Richardsons, Westgarth&Co.Ld.Hpl.		C
460 99655	**Glenclova** SteelScK *J.D.Lees* –16 *ss*Abn.No.2–02 (*ex*JohnBrown) 1*Dk*		161 152 62	✠ Abn *Stm Trawler* 2,05 ✠		1894 5mo	Hall,Russell&Co. Aberdeen	J.S.Boyle	102·4|21·6|10·9 BK6½″	Glasgow British	T.3Cy.13″,19″&30″–21″ 52RHP 3*BHCem* 1SB,*2pf*,GS31,HS868 Hall,Russell&Co.Abn.	11 ″ 6	
461 128279 HNWM	**Glencluny** SteelScSr *J.Henderson* –15 *ss*Shl.No.1–14 1*Dk*(*Stl*)&*Spar dk*(*Stl*) *Elec.light* &*deep framing*		4812 4562 3067	✠100A1 Bom *y* *Spar dk* 3.17 BS9,16 ✠LMC7,14	3,17	1909 5mo	C.Connell &Co.Ld Glasgow *Lloyd's* *sA&CP*	WesternS.S.Co.Ld. (J.Gardiner&Co. *Mgrs.*) *WB*	400·2|51·9|17·9 P37′B120′F44′ 26·9 FK = *Cell DBa*118′*u E*&*B*50′*f* 180′	Glasgow British	T.3Cy.27″,43″&72″–48″ (*s*) 180lb *100lb* 513NHP 3SB,*9cf*,GS150,HS7680 FD Dunsmuir&JacksonLd.Gls 1067*t DTa*34′878*t APT*29*t*	29 ″ 7 s 5 ″ 11½ 24 ″ 0	
462 111142 SKHT	**Glencoe** SteelScSr *A.Blandford* –11 *ss*NFL.No.3–4,12 *ss*NFL.No.1–16 *Elec.light* 2*Dks*&*Web frames*		767 682 336	✠100A1 NFL *l* 1,17 BS1,17 ✠LMC3,16	1,17	1899 12mo	A&J Inglis Glasgow A&CP	ReidNewfoundlandCo. *WB*= *Cell DBa*28′*uE*&	208·0|30·1|16·7 F29′ BK8″ *B*39′*f*71′135*t FPT*	SJhnsNFL British	T.3Cy.18″,30″&50″–36″ (*s*) 160lb FD 185NHP 2SB,*5rf*,*1cf*,GS102,HS2650 A.&J.Inglis,Glasgow	19 ″ 0 s 2 ″ 11½ 17 ″ 1	
463 6359 JNLV	— IronPadSk *A.Baxter* –05 (*ex*MaryJane)		226 223 122			1846	Tod& McGregor Glasgow	David MacBrayne, Ld.	165·4|20·2 9·4 len75	Glasgow British	1Cy.56″–54″ NE80 NB88 177NHP Tod&McGregor,Glasgow		
464 125436 HMCB	**Glencona** SteelScK *F.C.Doy* –15 *ss*Shl.No.2–16 *Mchy.Aft* 1*Dk*(*Stl*)		282 203 100	✠100A1 Sld *d* ~~3,17 1,16~~ Bkn ✠LMC11,16 BS8,18	N11,16	1907 12mo	Hepple& Co.Ld. South Shields *Lloyd's* *sA&CP*	TheWilson,Bros. BobbinCo.Ld. (E.W.Turner,*Mgr.*)	125·5|22·6| 8·9 Q42′F16′ FK *WB*= *FPT* 35*t*	Liverpool ~~Newcastle~~ British	C.2Cy.15″&32″–24″ (*s*) 130lb 60RHP 3*BHCem* 1SB,*2pf*,GS30,HS912 Hepple&Co.Ld.S.Shl.	10 ″ 0 s ″ 9½ 9 ″ 5	
465 131839 HTWD	**Glendene** SteelScSr *J.H.Hurst* –16 *ss*Npt.No.1–15 1*Dk*(*Stl*)		3841 3593 2428	✠100A1 Cff *w* 7,17 ~~8,16~~ Dry ✠LMC5,16	8,16	1911 11mo	Irvine's S B &D.D Co.Ld W Hartlepool *Lloyd's* *sA&CP*	Brand-AdamsS.S Co.Ld.(D &T.G. Adams,*Mgrs.*) *WB*= *Cell DBa*113′*u*	350·0|51·1|23·9 P31′B101′F34′ FK *E*23′*f*156′808*t FPT*	Newcastle ~~Whitby~~ British	T.3Cy.25″,40″&67″–45″ (*s*) 180lb *100lb* 340NHP 2SB,*6cf*,GS112,HS5438 Richardsons,Westgarth& Co.Ld.Hpl.	26 ″ 3 s 4 ″ 6½ 22 ″ 0	
466 124243 HLVP	**Glendevon** SteelScSr *G.Lumsden* –09 *ss*BryNo.1–12 *Elec.light* 2*Dks*(*Stl*)&*deep framing*		4169 3925 2656	✠100A1 Shl *x* 3.15 *Examined* 1,17 ✠LMC BS5,17 MS7,16	~~6,16~~ ~~5,17~~ 10,17	1907 11mo	C.Connell &Co.Ld. Glasgow *Lloyd's* *sA&CP*	RioCapeLineLd. (Furness,Withy &Co.Ld.,*Mgrs.*) *WB*= *Cell DBa*107′*uE*&*B*42′*f*168′	377·0|49·5|26·1 P38′B113′F34′ FK	Newcastle Glasgow British	T.3Cy.25½″,42″&68″–48″ (*s*) 180lb *100lb* 422NHP 2SB,*6cf*,GS118,HS6044 FD Dunsmuir&JacksonLd.Gls 976*t DTa*33′810*t APT*32*t*	28 ″ 10 s 5 ″ 5½ 23 ″ 9	
467 121277 HFBQ	**Glendhu** *H.H.Hill* –17 SteelScSr ~~*F.T.Norrie* –17~~ *ss*Shl.No.2–14 *Elec.light* 2*Dks*(*Stl*)&*deep framing*		4129 3881 2629	✠100A1 Bry *x* ~~3,17 1,16~~ 12,17 ~~Lnd~~ Mch ~~BS9,16~~ ✠LMC7,14 BS11,16	~~11,16~~ 12,17	1905 12mo	C.Connell &Co.Ld. Glasgow *Lloyd's* *sA&CP* *Cell*	RioCapeLineLd (Furness,Withy &Co.Ld.*Mgrs.*) *DBa*110′*uE*&*B*42′	376·9|49·5|26·1 P39′B112′F46′ FK *f*173′976*t DTa*33′8	Newcastle Glasgow British	T.3Cy.25½″,42″&68″–48″ (*s*) 180lb *100lb* 423NHP 2SB,*6cf*,GS118,HS6044 FD 12*t APT*32*t*	28 ″ 10 s 5 ″ 5½ 23 ″ 9	
	Carrying fuel oil F.P.above 150°F.in DB & D.T.												

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c.	3	4 Regist'd Tonnage Gross: — Under deck. — Net.	5 6 7 Particulars of Classification. Character. ✝ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned. Letters Omitted. Explanatory Letter.	7* Date when tail shaft last seen.	8 9 Built. When. — Ship. — Engines	By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RiP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed if not in L. R. Date of Build or Trade Cert.
468 116003 VDGN	**Glendun** *A.Agnew* –06 *ss*Bel.No.3–11,16 *Well deck* 1*Dk*(*Stl*)*&deep framing* *Elec.light* *lower dk in No.1 hold*	**SteelScSr**	1013 712 423	✝100A1 3,17 BS4,15 ✝LMC11,16	Hpl	*n*	11,16	1903 7mo *Lloyd*	Londndrry S.&E.Co.Ltd. Londonderry *'sA&CP WB*	AntrimIronOre Co.Ltd. *= Cell DBa* 46′ *uE*	226·0|33·1|13·9 P25′Q106′B63′F50′ BK7″ 15′*f*98′195*t FPT* 35*t*			Belfast British *4BHCem APT* 27*t*	T.3Cy.18″,30″&50″–36″ *(s)* 180lb *100lb* 177NHP 1SB,*4cf*,GS84,HS2859 MacColl&Co.Ld.Belfast	16 ″ 0 s 1 ″ 1½ 15 ″ 7	
469 88864 JVDF	**Gleneagles** *G.Carachi* *ss*Mlt.2ndNo.3–2,05 *ss*Mlt.No.1–09 1*Dk*(*Irn*)	**IronScSr**	207 204 93	✝ 6,17 ✝LMC4,14	Mlt	*d*	4,14	1884 11mo *Lloyd*	Hall,Russll &Co. Aberdeen *'sA&CP*	G.Gollcher	135·9|23·3|11·3 BK7″ *WB*			Malta British *4BHCem* *= MT* 10′24*t*	C.2Cy.22″&41″–27″ *(s)* 75lb 72RHP 1SB,*3pf*,GS42,HS1127 Hall,Russell&Co.,Abn.	11 ″ 9	
470 135307 JDRW	**Glenearn** (Detained at Hamburg) *W.L.Hartnell*91–13 *Elec.light* 2*Dks*(*Stl*)	**SteelScSr**	4828 4588 3032	✝100A1 1,14 ✝LMC1,14	Sld			1914 1mo *Lloyd*	Bartram& Sons,Ld. Sunderland *'sA&CP*	GlenLine Ld (McGregor,Gow& Co.)Ld. *WB*= *Cell DBa* 135′*uE* 23′*f*	390·0|50·5|28·1 P33′B115′F36′ FK 168′1036*t FPT* 120*t*			London British *6BHCem APT* 188*t*	T.3Cy.26″,43″&71″–48″ *(s)* 180lb 401NHP 3SB,*9cf*,GS180,HS6483 J.Dickinson&Sons,Ld.Sld.	30 ″ 6 s 6 ″ 1½ 24 ″ 9	
471 128280 HNWT	**Gleneden** *T.Graham*09–09 *ss*Shl.No.1–14 *Elec.light* 1*Dk*(*Stl*)*&Spar dk*(*Stl*) *&deep framing*	**SteelScSr**	4735 4490 3018	✝100A1 *Spar dk* 12,16 BS12,16 ✝LMC4,14	Nwc	*y*	12,15	1909 6mo *Lloyd*	Scotts'S.B. &Eng.Co.Ld. Greenock *'sA&CP*	GlenedenS.S.CoLd (J.Napier) *WB*= *Cell DBa* 130′*uE&B* 42′	400·0|52·0|17·8 P36′B120′F48′ 27·0 FK *f* 180′ 1002*t DTa* 32′			Glasgow British *6BHCem APT* 188*t*	T.3Cy.27″,43″&72″–48″ *(s)* 180lb *100lb* 526NHP 3SB,*9cf*,GS153,HS7989 FD Scotts'SB&Eng Co Ld.Grk.	29 ″ 7 s 5 ″ 10½ 24 ″ 1	
472 119169 HBKW	**Glenelg** *B.Morrison* –12 ~~*ssShl.No.2–13*~~ 2*Dks*(*Stl*)*&deep framing* *ssShl.No.3–9,17*	**SteelScSr**	4160 3915 2669	✝100A1 9,17 ~~2,16~~ BS3,15 ✝LMC ~~4,13~~ MS9,17 BS5,17	Bry Shl	*x*	2,16	1904 10mo *Lloyd*	C.Connell &Co.Ld. Glasgow *'sA&CP WB*=	RioCapeLineLd. (Furness,Withy& Co.Ld.,*Mgrs.*) *CellDBa* 110′*uE&B*	376·8|49·5|26·2 P39′B112′F46′ FK 42′*f* 173′976*t DTa* 33′			Newcastle Glasgow British *6BHCem APT* 32*t*	T.3Cy.25½″,42″&68″–48″ *(s)* 180lb *100lb* 423NHP 2SB,*6cf*,GS118,HS6044 FD Dunsmuir&JacksonLd Gls	28 ″ 9 s 5 ″ 5½ 23 ″ 8	
473 76187 WVNL	— *Jonas* *Mchy.Aft* 1*Dk*	**IronSc3MstSr**	288 192 156					1878	Blackwood &Gordon PortGlasgow	J.SmithCo.Ld.	134·8|22·2|9·1 Q53′ B62′			Auckland British *WB*	C.2Cy.22″&40″–27″ 75RHP Blackwood&Gordon,P.Gls		
474 112205	**Glenellah** *J.C.McCarty* –16 *Elec.light* *Mchy.Aft* 2*Dks*	**SteelScSr**	2272 2041 1454					1905	CaledonS. B.&E.Co.Ld. Dundee	CanadaSteamship Lines,Ld.	250·0|43·2|23·5 F37′			Hamiltn,O British *WB*	T.3Cy.19½″,33″&54″–36″ 175NHP Caledon SB.&E.Co.Ld.Dun		C
475 124215	**Glenesk** *J.Swanson* –12 (*Trawler*) 1*Dk*	**SteelScK**	226 208 88	…				1907	A.Hall& Co.Ld. Aberdeen	J.S.Boyle	121·3|22·0|11·9 BK7½″			Glasgow British *WB* Newcastle	T.3Cy.12″,20″&33″–22″ 61RHP A.Hall&Co.Ld.Aberdeen	12 ″ 6	
476 129600 HTKW	**Glenetive** *W.Higgins* –17 *ss*Cll.No.1–17 *Elec.light* Wireless 2*Dks*(*Stl*) *Carrying fuel oil F.P. above 150°F. in DB & DT*	**SteelScSr**	5212 4960 3322	✝100A1 ~~4,17 7,15~~ 10,17 ~~GK~~ BS10,17	Shl	*z*	~~1,16~~ 10,17	1911 9mo *Lloyd*	C.Connell &Co.Ld. Glasgow *'sA&CP*	RioCapeLine Ld. (Furness,Withy& Co.Ld.,*Mgrs.*) *WB*= *Cell DBa* 117′*uE&B* 48′ *f* 199′1143*t D Ta* 30′ 865*t APT* 40*t*	410·3|52·3|28·6 P35′B129′F44′ FK			Glasgow British *Cem* 6*BH only* 5*BH to Updk* 1 „ 2*nd dk*	T.3Cy.26½″,44″&73″–51″ *(s)* 200lb *100lb* 536NHP 3SB,*9cf*,GS157,HS7680 FD Dunsmuir&JacksonLd Gls	31 ″ 2 s 6 ″ 0½ 25 ″ 6	
477 68036 MBGL	**Glenfalloch** *A.Mackenzie* –16 *ss*Sng.3rdNo.3–7,09 *ss*HKg.No.1–13 2*Dks*(1*Irn*&1*pt Irn*)*3trB*	**IronSc3MstSr**	2180 2088 1434	✝100A1 11,14 NB5,89 LMC1,16	HKg	*s*	1,16	1873 5mo	Lon.& Gls. Co.(Lim) Glasgow A&CP	HoHongSS.Co.Ld.	330·0|34·3|24·8 F41′ BK11″			Singapore British *6BHCem*	T.3Cy.21½″,36″&58″–45″ *(s)* 160lb *100lb* NDB03 223NHP 1DB,*6rf*,GS110,HS3303 *Tpd* 89 Hall,Russell&C.Abn	26 ″ 0 s 5 ″ 9 21 ″ 7	
478 191296 HFND	**Glenfinlas** *R.Edwards* –11 *ss*Cff.No.2–15 1*Dk*(*Stl*)*&deep framing*	**SteelScSr**	3095 2928 2015	✝100A1 9,17 ~~9,16~~ MS3,15 LMC Nwc BS2,17	Bry	*v*	~~9,16~~ 9,17	1906 2mo *Lloyd*	A.Rodger &Co. PortGlasgow *'sA&CP*	S.S.GlenfinlasCo. Ld.(Easton,Greig &Co.) *WB*= *Cell*	320·0|47·6|23·1 B118′F30′ FK *DBa&uE* 124′ *f* 138′			Glasgow British *6BHCem APT* 77*t*	T.3Cy.24″,40″&65″–42″ *(s)* 160lb *80lb* 278NHP 2SB,*6cf*,GS112,HS4240 A.Rodger&Co.Glasgow	25 ″ 7 s 4 ″ 1½ 21 ″ 10	
479 126659	**Glenfinnan** *W.E.Linton*09–14 (*ex*Minnetonka, *Mchy.Aft* *ex*Alva) 2*Dks*	**SteelSc**	2406 2271 1472					1893	Cleveland S.B.Co. Cleveland,O.	Gt.LakesTrans- portationCo.Ld.	324·0|42·0|19·5 *WB*			Midland, Ont. British	T.3Cy.24″,38″&62″–42″ 241NHP Cleveland S.B.Co.Clevelnd		L
480 86010 WFHR	**Glenford** *J.McDonald* –16 *ss*Liv.No.3–9,06 (*ex*Christina) *ss*Ard.No.2–14 *Well deck* *Mchy.Aft* 1*Dk*(*Stl*)	**SteelSc3MstSr**	494 346 192	✝100A1 5,17 ~~12,15~~ ~~BS5,15~~ ~~LMC 3,14~~ MS6,17 BS2,17	Gls Ard	*h*	~~3,16~~ 5,17	1893 7mo	S.Mc Knight&Co Ayr A&CP	FordShppgCo.Ld. (Mann,Macneal &Co.Ld.*Mgrs.*) *WB*= *DBf* 91′120*t FP*	165·0|26·1|10·8 Q79′B14′F26′ BK7″ *T* 37*t APT* 8*t*			Glasgow British *3BHCem*	C.2Cy.20″&40″–33″ *(s)* 120lb 90RHP 1SB.*3pf*,GS70,HS1820 Muir&Houston,Glasgow	13 ″ 4 s „ 9 13 ″ 4	
481 135641 JOVQ	**Glenfoyle** *A.A.Dowden* –17 *Elec.light* *Mchy.Aft* 1*Dk*	**SteelSc**	1680 1519 1051					1913	N.of Irelnd S.B.Co.Ld. Londonderry	GreatLakesTrans- portationCo.Ld. (J.Playfair, *Mgr.*)	250·0|42·5|17·4 F39′ *WB*			Midland, Ont. British	T.3Cy.16″,27″&44″–30″ 97RHP MacColl & Pollock,Ld.Sld.		CL
482 119134 VRLN	**Glenfruin** *E.B.Mockness* –15 *ss*Mch.No.3–7,16 1*Dk*(*Stl*)*&deep framing*	**SteelScSr**	3097 2965 2026	~~✝100A1~~ 6,17 ~~7,15~~ ~~LMC~~ ~~MS7,16~~ ~~BS2,16~~	Bry	*v*	7,16	1904 5mo *Lloyd*	A.Rodger &Co. Pt.Glasgow *'sA&CP*	S.S.GlenfruinCo. Ld.(Easton,Greig &Co.) *WB*= *Cell DBa*	320·1|47·5|23·0 P25′B118′F30′ FK *&uE* 124′ *f* 138′ 751*t*			Glasgow British *6BHCem APT* 95*t*	T.3Cy.24″,40″&65″–42″ *(s)* 160lb 275NHP 2SB,*6cf*,GS124,HS4140 A.Rodger&Co.Glasgow	25 ″ 7 s 4 ″ 0½ 21 ″ 11	
483 101837 NDPM	**Glengariff** *A.Cole* –15 *Ref.Mchy.* *Elec.light* *ss*Qns.No.3–5,04 *ss*Qns.No.2–12 2*Dks*(*UStl*–ws)	**SteelScSr**	1286 983 548	✝100A1 1,15 NB6.08 BS11,16	Qns	*p*	10,16	1893 8mo	Wigham Richrdsn&Co Newcastle A&CP	City of CorkSteam PacketCo.Ld.	264·2|35·2|17·1 P36′B146′F40′ BK9″ *WB*= *Cell DB* 155′			Cork British *6BHCem* 148*t APT* 10*t*	T.3Cy.28″,44″&72″–48″ *(r)* 160lb *80lb* NDB03 419NHP 2DB,*12cf*,GS252,HS7175 Wghm Rchrdson&Co.Nwc.	18 ″ 1 s 2 ″ 2½ 17 ″ 2	
484 87241 HDJN	**Glengoil** *ss*Sld.2ndNo.3–7,10 1*Dk*(*Irn*)*&Spar dk*(*Irn*–ws) 3*trB*	**IronScSr**	2963 2917 1915	✝100A1 *Spar dk* *with freeboard* 10,13 NB4,96 ✝LMC7,10 BS10,13	Npt	*u*	N10,13	1882 11mo	JLThomp- son&Sons Sunderland A&CP *W*	The Admiralty *B*= *Cell DBa* 92′ *u*	320·0|40·0|20·2 ptND93 27·5 NDS01 BK10″ *E* 16′*f* 136′466*t APT* 38*t*			Newcastle British *6BHCem* *Tpd*.96	T.3Cy.21″,35″&56″–48″ *(s)* 160lb NDB96 225NHP 2SB,*6cf*,GS102,HS3480 N.E.MarineE. Co. Ld.,Nwc.	30 ″ 4 s 7 ″ 2 24 ″ 6	
485 109290 QJRW	**Glengorm Castle** *D.H.Hoskins* –11 (*ex*German) *Ref.Mchy.* Sub.Sig. Wireless 3*Dks*	**SteelTwinScSr**	6769 4036 4299					1898	Harland& Wolff,Ld. Belfast	TheUnion-Castle MailS.S.Co.Ld.	440·3|53·2|21·6 P231′*H*297*t* 29·6 F113*t*			S'thamptn British	T.6Cy.19″,31″&52″–48″ 375NHP Harland&Wolff,Ld.Bel.		
486 137487 JMCG	**Glengyle** *O.C.Simpson*15–16 (*ex*Bostonian) *Elec.light* 2*Dks*(*Stl*)*& Awng dk*(*Stl*)	**SteelTwinScSr**	6225 5892 3964	✝100A1 *Awng dk* *with freeboard* 8,18 2,16 ✝LMC12,16	Lon ~~Nap~~	*z*	4,16	1915 12mo *Lloyd*	Harland& Wolff,Ld. Glasgow *'sA&CP*	GlenLine Ld (McGregor,Gow& Co.)Ld. *CellDB* 338′1126*t*	399·1|52·2|33·9 Ba 69′*f* 37′ *on Awng dk* FK&BK2″ *DT* a 28′ 540*t FPT*			London British *8BHptCem* 90*t APT* 61*t*	Oil Engines 4S.C.SA 12Cy.24⅛″–33½″ 534NHP DB*100lb* Burmeister&Wain,Gls.	37 ″ 8 s 9 ″ 2 28 ″ 11	
487 13⅜052 JLGW	**Gleniffer** *G.Roger* –17 *Elec.light* 2*Dks*(*Stl*)*3rd dk*(*Stl*) *Ref.Mchy.* *in No.6 hold* *Carrying fuel oil F.P. above 150°F. in D.B.*	**SteelTwinScSr**	9429 8712 6021	✝100A1 12,17 ~~3,17~~ ✝LMC 6,15 ✝Lloyd's LMC ~~8,16~~ ~~11,17~~ 11,17	Hul Lon	*f*		1915 6mo *Lloyd*	Hawthorn, Leslie&Co.Ld Newcastle *'sA&CP*	GlenLine Ld (McGregor,Gow& Co.)Ld. *WB*= *Cell DB*	500·1|62·3|34·6 P60′B192′F88′ FK&BK2½″ *a* 132′*uE* 45′*f* 195′15			London British *8BHCem* 16*t FPT* 174*t*	T.6Cy.24″,40½″&68″–48″ *(r)* ~~200lb~~ 180lb 988NHP 5SB,*20cf*,GS380,HS14775FD Wlls dSlpwy.Co.Ld.Nwc. *APT* 49*t DTa* 33′ 1170*t*	37 ″ 6 s 8 ″ 5 29 ″ 7	BT till 8.17
488 78677 RHCT	**Glenisla** *J.Mitchell* –13 6thSurvey,Bly.9,08 2ndSurvey Npt6,17 ~~1stSurvey Nwc 5,13~~ 2*Dks*(1*Irn*)	**IronScSr**	1266 1169 787	✝ A1* 1 6,17 ~~4,16~~ NB5,13	Bry Npt	Lv		1878 1mo	W.B. Thompson Dundee	J.Mitchell&Sons	250·1|32·7|20·3 P33′B61′F34′ ptND90,03 BK8″ &08 *WB*= *DBa*			Dundee British *3BH* 2PBH 60′*f* 42′81*t*	C.2Cy.32″&54″–33″ *(s)* 80lb 70 [illegible] 17 150NHP 2SB,*4pf*,GS70,HS2650 W.B.Thompson,Dundee	21 ″ 4 s 3 ″ 3 19 ″ 2	

Numéro d'Ordre. / Numéro Officiel. / Signaux	2 3 Nom du Navire. Matériaux. Gréement, etc. — Capitaine. Ex-nom, s'il y a lieu. — Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. — Total. — Sous le Pont. — Net.	5 6 7 Détails de la Classification. — Cote. — Surveillance Spéciale. Date de la dernière Visite. — Port de Visite. — Terme assigné maintenant expiré. Lettre d'Enfoncement.	7* Date de la dernière visite à flot pour ports-hélice.	8 9 Construit. — Quand. Navire. Mach. — Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. — Longueur. Largeur. Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. — Tirant d'eau correspondant.	15 Registre pour le N. et Home Fort Rest Trade.
489 141872	*For full particulars See No.47 in Supplement* **Glenlee** SteelScSr *Elec.light*	5200	100A1 (*Class Contem plated*)		1917	C.Connell &Co.Ld. Glasgow	~~J.Gardiner&Co. Ld.~~ RioCapeLine Ld.(Furness,Withy &Co.Ld.,*Mgrs.*)	400·0|53·0|27·4 P35′B120′F44′	Glasgow British	T.3Cy.27″,43″&72″–48″	
490 134261	**Glenlivet** SteelScSr *E.Murphy* –14 (*ex*Wawatam) *Mchy.Aft Elec.light* 2*Dks*	1860 1738 1089			1891	Cleveland S.B.Co. Cleveland,O.	GreatLakesTrans-portationCo.Ld. *WB*	266·0|38·0|20·0 Midland, Ont. British	Dunsmuir&JacksonLdGls T.3Cy.17″,29″&47″–36″ 133NHP ClevelandS.B.Co.Clevelnd		L
491 105990 PGMJ	**Glenlochy** SteelScSr *E.E.Williams* –14 *ss*Ant.No.3–6.08 *Elec.light* Wireless *ss*Ant.No.1–12 2*Dks*(1*Stl&UptStl pt Irn–ptws*)3*trB*	4654 4418 2997	✠100A1 Shi *y* 9,15 ~~Examined 6,17~~ ~~BS2,16~~ ✠LMC5,13 *Carrying fuel oil in F.P.above 150ft F.in DB*	~~3,15~~ 11,17	1896 4mo *Lloyd's*	Lon.&Gls. Co.(Lim.) Glasgow *WB*	GlenLine Ld (~~McGregor,Gow & Co.) Ld.~~ *= Cell DBa* 113′ *uE*	400·0|49·2|29·6 Glasgow British BK9″	T.3Cy.29″,47″&77″–54″ (*s*) 170lb *70lb* 525NHP 3SB,*9rf*,GS157,HS7201 FD 29′*f*136′83*t*	31 ″ 2 s 6 ″ 4½ 25 ″ 9	
492 137859 JRBL	**Glenlyon** SteelScSr *A.W.Saddaby*14–17 *For full particulars See No.42 in Supplement* *Elec.light*	5200	100A1 (*Class Contem plated*)		1917	C.Connell &Co.Ld. Glasgow	~~J.Gardiner&Co. Ld.~~ RioCapeLine L'd.(Furness,Withy &Co.Ld.,*Mgrs.*)	400·0|53·0|27·4 P35′B120′F44′	~~Glasgow~~ British Newcastle	T.3Cy.27″,43″&72″–48″	
493 126660	— SteelSc3MstSr *W.Lavigne* –14 (*ex*Minnekahta,*ex*WilliamH.Gratwick) *Elec.light Mchy.Aft* 1*Dk&Spar dk*	2759 2396 1644			1893	F.W. Wheeler&Co. W.BayCity	GreatLakesTrans-portationCo.Ld. *WB*	328·0|42·5|20·5 Midland, Ont. British	Dunsmuir&JacksonLdGls T.3Cy.20″,32″&54″–42″ NB08 189NHP F.W.Wheeler&Co.West BayCity,Mich.		L
494 ~~For full particulars See No.2 in Supplement~~ *Elec.light* *Mchy.Aft*	**Glenmaroon** SteelScSr		100A1 (*Class Contem plated*)		1917	J.Fuller-ton&Co. Paisley	J.Kelly,Ld.	190·0|29·6|11·1 Q99′B13′F32′	Belfast British	T.3Cy.16″,26″&44″–33″	13 ″ 9 s 4 ″ 10 13 ″ 2	
495 133533 JCKR	**Glenmavis** SteelSc *J.S.H.Rodgers* –16 *Mchy.Aft Elec light* 1*Dk*	1686 1524 1055			1913	N.ofIre-landS.B.CoLd Londonderry	GreatLakesTrans-portationCo.Ld. (*J.Playfair,Mgr.*) *WB*	250·0|42·5|17·4 Midland, Ont. British	Ross&Duncan,Glasgow T.3Cy.16″,26″&44″–30″ NB06 96RHP Richardsons, Westgarth&Co.Ld.Mdb.		CL
496 119874 HCVM	**Glenmay** SteelScSr *E.Howe* –17 *ss*Shl.No.2–13 1*Dk*(*pt Irn&pt Stl*)*&Web frames*	2485 2337 1571	✠100A1 Cff *u* 6,16 5,17 ~~6,16~~ BS6,16 ✠LMC12,13		1905 7mo *Lloyd's*	Ropner& Son Stockton *WB = Cell DB*	CamboShppg.Co. Ld. (Morgan& Cadogan,Ld.*Mgrs*) *a*90′*uE&B*34′*f*138′ FK	310·0|44·1|20·5 P29′B184′F37′ 5*BHCem* 613*tAPT*87*t*	W. Hartlpl British 180lb *90lb* 242NHP 2SB,*6cf*,GS97,HS3580 Blair&Co.Ld.Stockton	22 ″ 10 s 2 ″ 9 20 ″ 5	
497 102899	— SteelScSr *A.Green* –17 (*ex*Ready,*ex*Marche *Mchy.Aft* Droit,*ex*Ready) 1*Dk*	155 110 63	…		1894	T.B.Seath &Co. Glasgow	W.Darlington *WB*	101·6|17·5| 8·4 Q34′F16′ len95 BK6″	Peel,I.M. British NB06 31RHP Kincaid&Co.Ld.Greenock	C.2Cy.13½″&27″–18″	9 ″ 0
498 91460 JLMT	**Glenmona** SteelScK *J.Elliott*00–13 *ss*Liv.No.1–17 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft*	217 158 80	✠100A1 Liv *c* 3,18 ~~3,17~~ Bkn ✠LMC~~7,13~~ 12,17	~~4,16~~ 12,17	1913 7mo *Lloyd's*	Cochrane &Sons,Ld. Selby *WB = FPT*22*t*	JohnPattinson& Son,Ld.	112·3|21·6| 8·9 Q39′B7′F19′ BK6″	Castletwn, I.M. British	C.2Cy.15″&32″–22″ (*s*) 140lb 56RHP 1SB.2*pf*,GS33,HS1040 3*BHCem*	9 ″ 9 s ″ 6 9 ″ 10	
499 124150 HJRN	**Glenmorag** SteelScSr *C.M.McKenzie* ~~–16~~ *ss*Nwc.No.2–15 1*Dk*(*Stl*)*&deep framing* *E.B.Mackness* –17	3535 3333 2280	✠100A1 Cff *w* ~~6,17 11,16~~ 3,18 Gls BS7,16 ✠LMC6,15 BS11,17	~~11,16~~ 11,17	1906 11mo *Lloyd's*	A.Rodger &Co. Pt.Glasgow *WB = Cell DBa&uE* 133*f*156	S.S.GlenmoragCo. Ld.(Easton,Greig &Co.) FK	350·0|48·0|24·3 P25′B96′F38′ 933*tAPT*86*t*	Glasgow British 6*BHCem*	T.3Cy.24″,40″&65″–42″ (*s*) 160lb *80lb* 300NHP 2SB,*6cf*,GS120,HS4720 A.Rodger&Co.Glasgow	27 ″ 0 s4·10½ 22 ″ 6	
500 86267 WHBF	**Glenmore** SteelScSr *ss*Trn.2ndNo.3–2,08 *ss*Ard.No.1–12 *Well deck* 1*Dk*(*Irn*)2*trB*	1656 1301 1053	✠100A1 Gls *r* 12,15 BS8,14 ✠LMC5,12	4,14	1882 10mo *Lloyd's*	J.Key& Sons Kinghorn *WB = DBu E&B*32′97*t*	The Admiralty	265·0|37·1|18·7 Q84′B78′F33′ FK *FPT* 55*t APT* 23*t*	Glasgow British 5*BHCem* *MT*36′500*t*	C.2Cy.30″&60″–39″ (*s*) 90lb 187NHP 2SB,*6pf*,GS99NDB91*fitted*08 J.Key&Sons,Kirkcaldy	20 ″ 5 s 2 ″ 5½ 18 ″ 4	
501 214644 LGPK	**Glenmount** SteelScSr *W.H.Norcott* –16 *ss*N.Yk.No.2–15 *Elec.light* 1*Dk&deep framing* *Mchy.Aft*	*1957* *1791* *1246*	✠100A1 N Yk *r* 12,16 BS10,16 ✠LMC5,15	12,16	1907 5mo *Lloyd's*	AM'Millan &Son,Ld. Dumbarton *WB = Cell DB*	OrientalNav.Co.	249·1|42·6|20·6 F36′ FK *u E&B*42′*f*168′529*t*	NewYork Utd.States 4*BHCem* *FPT*129*t*	T.3Cy.20½″,33″&54″–36″ (*s*) 185lb 202NHP 2SB,*6cf*,GS102,HS3250 Muir&Houston,Ld.Gls.	23 ″ 0	
502 *For full particulars See No.1 in Supplement* *Elec.light*	**Glennevis** SteelScSr	1861	100A1 (*Class Contem plated*)		1917	Ayrshire Dckyd.Co.Ld Irvine	J.Gardiner&Co.	400·0|53·0|27·4 P35′B119′F46′	Glasgow British	T.3Cy.27″,43″&72″–48″	29 ″ 7 s 5·10½ 24 ″ 1	
503 114425	**Gleno** SteelScK (*FOUNDERED 3,17*) *ss*Shl.No.3–1,15 *Mchy.Aft* 1*Dk*(*pt Stl & pt Wood*) *Well deck Cargo battens not fitted*	187 137 75	✠ Lon *b* *Coasting* 3,17 ✠		1902 1mo	LarneS.B. Co. Larne	J.H.Allen	111·7|19·0| 8·5 Q33′F15′ BK6½″ *WB*	Belfast British 3*BHCem* *= FPT*20*t*	Dunsmuir&JacksonLdGls C.2Cy.12″&26″–18″ 30RHP 1SB,*2pf*,GS28,HS750 C.Houston&Co.Glasgow	9 ″ 3	
504 115716	**Glenogil** SteelScK *J.Wood* –15 (*Trawler*) 1*Dk*	203 193 82	…		1902	Mackie& Thomson Glasgow	J.S.Boyle	115·4|21·6|11·9 BK7½″	Glasgow British	T.3Cy.12½″,20″&33″–22″ 55RHP W.V.V.Lidgerwood,Gls.	12 ″ 6	
505 85913 WHMN	**Glenogle** IronScBkn *W.McGhie* –15 *ss*Sng.2ndNo.3–10,06 *ss*HKg.No.2–15 2*Dks*(*Irn–Uws*)3*trB*	3750 3404 2399	✠100A1 HKg *y* 9,15 3,17 ~~3,16~~ 3,17 ✠NB12,90 ✠LMC3,16 ~~4,15~~		1882 2mo *Lloyd's*	London& Glas.Co. Glasgow *WB = Cell DBa*48 *uE*	LimChinTsong	420·5|45·1|25·3 P60′B144′F58′ BK11″ 39 *f*68′176*t*	Rangoon British 6*BHCem* *Tpd*.90	T.3Cy.32″,52″&83½″–60″ (*s*) 160lb *80lb* NDB04 554NHP 3DB,*18rf*,GS312,HS8493 Lon.&Gls.Co.,Gls	28 ″ 4 s 6 ″ 4 23 ″ 4	
506 128286 HPDK	**Glenorchy** SteelScSr ~~*J.Craig* –16~~ *ss*Shl.No.1–14 *Elec.light* *Dk*(*Stl*)*&Spar dk*(*Stl*) *G.D.Durrant*17–17 *&deep framing*	4737 4490 3019	✠100A1 Bry *y* ~~12,15~~ *Spar dk* Cff 9,17 5,17 ~~8,16~~ ~~BS5,17~~ ✠LMC1,15 *Examined 9,17* *Carrying fuel oil in F.P.above 150ft F.in DB*		1909 6mo *Lloyd's*	Scotts'S.B. &Eng.Co.Ld. Greenock *Cell DBa*130 *uE&B*42′	RioCapeLineLd. (Furness,Withy &Co.Ld.,*Mgrs.*) FK	400·0|52·0|17·8 P36′B120′F48′ 27·0 *f*180·1002*t DTa*32	~~Glasgow~~ British 6*BHCem* 798*tAPT*20*t*	T.3Cy.27″,43″&72″–48″ (*s*) 180lb *100lb* 526NHP 3SB,*9cf*,GS153,HS7989 FD Scotts'SB&EngCo.Ld.Grk	29 ″ 7 s 5·10½ 24 ″ 1	
507	**Glenpark** SteelScSr *Elec.light*	1980	100A1 (*Class Contem plated*)		1915	Greenock& Grngemouth Dkyd.Co.Ld. Grngemouth	DenholmLine Steamers,Ld. (J.&J.Denholm, *Mgrs.*)	280·0 P24′B68′F30′	British	T.3Cy.21″,35″&57″–36″ Dunsmuir&Jackson,LdGls		
508 213369 LFKR	**Glenpool** SteelTwinScSr *ss*NYk.No.1–17 *Oil Eng.* (*ex*Hagen) 2*Dks*(*Stl*)*&Web frames* *Elec.light Mchy Aft* Wireless	5459 5056 3087	✠100A1 N Yk *z* ~~7,15~~ 6,17 ~~6,16~~ 6,17 *Carrying Petroleum in bulk*		1913 3mo *Lloyd's*	Frd.Krupp Akt.Ges. Kiel *WB = Cell DBu* £87′214*t*	StandardOilCo. (NewJersey) FK	400·0|53·2|30·0 P107′B42′F44′ *DT f* 36′ 308*t FPT*	Baynne NJ Utd.States 14*BHCem* 159*tAPT*72*t*	Oil Engines 2S.C.SA 12Cy.18½″–31½″ 586NHP DB*100lb* Frd.KruppA.G.Kiel	32 ″ 4	
509 134238	**Glenprosen** SteelScK *J.H.Lawrence* –12 1*Dk*	224 207 86	✠ Abn *Stm Trawler* 8,09 ✠	~~6,16~~ 6,17	1907 10mo	A.Hall& Co.Ld. Aberdeen	J.S.Boyle	121·0|21·9|11·9 BK7½″ *WB =*	Glasgow British 3*BHCem* *DTf*5′11*t*	T.3Cy.12″,20″&33″–22″ 61RHP 1SB,*3pf*,GS46,HS1025 A.Hall&Co.Ld.Aberdeen	12 ″ 6	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys.	3 Late Name if any. / No. of Decks, &c.	4 Register Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned / now expired. Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When. — Ship. / Engines.	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Dated Roll of Trade Cert.
510 135496 JCVW	Glenrazan *R.J.Milestone* 98–13 1 *Dk(Stl)* & *Shelter dk(pt Irn pt Stl)* & *Web frames Longitudinal framing* *Carrying fuel oil F.P. above 150° F. in D B*	Steel Sc Sr	4044 3719 2561	✠100A1 *Shelter dk* *with freeboard* 8,13 ~~8,16~~ ✠LMC 9,13	Brs Npt	*x*	3,16	1913 9mo	Antwerp Eng. Co. Ltd. Hoboken *Lloyd's A & CP*	Moss S.S. Co. Ltd. ~~Liverpool Shipping Co. Ltd. (H. Fernie & Sons, Mgrs.)~~ *WB = Cell D B a*	370·4 | 51·9 | 24·3 P 22′ F 36′ *on Shelter dk* FK 115′ *u* E 24′ *f* 167′ 103 *t*	Liverpool British 7 *B H Cem*	T. 3 Cy. 25″, 41″ & 68″–48″ (*s*) 180 lb 374 NHP 3SB, *9cf*, GS 177, HS 6116 G. Clark, Ld. Sunderland 8*t A P T* 140*t* *D T f* 18′ 636*t*	26 ″ 9 s 2 ″ 11½ 24 ″ 1	
511 125448 HNKQ	Glenrose *A. Burnitt* –17 *Mchy. Aft* ~~ss~~ Shl. No. 1–13 ss Shl. No. 2–17 1 *Dk(Stl)*	Steel Sc K	286 205 109	✠100A1 ~~10,16~~ 11,17 ~~BS6,16~~ ✠LMC ~~11,13~~ ~~BS8,17~~ MS 11,17	Shl	*d*	~~9,16~~ 11,17	1908 12mo	Hepple & Co. Ld. South Shields *Lloyd's A & CP*	"T." Stm. Coasters, Ld. (Robinson, Brown & Co. *Mgrs.*) *WB*	125·4 | 22·6 | 9·0 Q 42′ F 16′ FK *Cell D B a* 118′ FK *f* 180′ 1067*t D T a* 34′	Newcastle British 3 *B H Cem* = *F P T* 35*t*	C. 2 Cy. 15″ & 32″–24″ (*s*) 130 lb 60 RHP 1SB. *2pf*, GS 34, HS 946 Hepple & Co. Ld. S. Shields	10 ″ 0 s ″ 9½ 9 ″ 5	
512 105527	Glenroy *W. Corrick* –14 1 *Dk*	Iron & Steel Sc K	137 133 55				…	1895	Sir Raylton Dixon & Co. Middlesbro'	W. Ellis	100·0 | 20·4 | 10·6 Q 20′ F 20′ BK 7½″	Grimsby British	T. 3 Cy. 11″, 17″ & 30″–21″ NB 14 40 RHP N.E. Mar. E. Co. (Lim.), Sld.	11 ″ 8	
513 134511	Glenshee *W. A. Lavigne* –15 *Elec. light* 1 *Dk* (*ex* Howard M. Hanna, Jr.) *Mchy. Aft*	Steel Sc Sr	5667 5345 3789					1908	American S.B. Co. Cleveland	Great Lakes Transportation Co. Ld.	480·0 | 54·0 | 26·0 *WB*	Midland Ont British	T. 3 Cy. 22½″, 36″ & 60″–42″ American NB 15 233 NHP S.B. Co. Cleveland		L
514 102112 NGPW	Glenshesk *J. McCalmont* 16–17 ss Bkn. 2nd No. 3–9, 14 (*ex* Calchfaen) 1 *Dk(Irn)* *Well deck* *Mchy. Aft*	Steel Sc 3 Mst Sr	421 306 163	✠100A1 3.17 ✠NE 10,92, *refitted* 10,93 ~~NB 3,06~~ ✠LMC 9,14 ~~BS 5 17~~	Gls	*g*	N 11,16	1893 10mo	Ailsa S.B. Co. Troon A & CP	Ailsa Shipbuilding Co. Ltd.	160·0 | 24·6 | 10·8 Q 84′ B 12′ F 26′ BK 7″ *F P T* 47*t*	Belfast British 3 *B H Cem* *A P T* 3*t*	C. 2 Cy. 19″ & 40″–27″ (*s*) 115 lb 66 RHP 1SB, *3pf*, GS 50, HS 1484 Ross & Duncan, Glasgow	11 ″ 9 s ″ 8½ 11 ″ 9	
515 129423 HPNL	Glenshiel *D. G. Griffiths* –10 ss Shl. No. 1–14 *Elec. light* 1 *Dk(Stl)* & *Spar dk(Stl)* Wireless & *deep framing*	Steel Sc Sr	4798 4549 3054	✠100A1 *Spar dk* 4,17 ~~4,16~~ ~~BS 12,15~~ ✠LMC 3,14	Shl Bry	*y*	~~5,15~~ ~~4,17~~ 11,17	1909 8mo	C. Connell & Co. Ld. Glasgow *Lloyd's A & CP*	Rio Cape Line Ld. (Furness, Withy & Co. Ltd., *Mgrs.*) *u E & B* 50′	400·0 | 52·0 | 26·9 P 37′ B 120′ F 44′ *Cell D B a* 118′ FK *f* 180′ 1067*t D T a* 34′	Newcastle ~~Glasgow~~ British 6 *B H Cem* 878*t A P T* 29*t*	T. 3 Cy. 27″, 43″ & 72″–48″ (*s*) 180 lb *100 lb* 513 NHP 3SB, *9cf*, GS 149, HS 7680 FD Dunsmuir & Jackson Ld. Gls	29 ″ 7 s 5 ″ 11½ 24 ″ 0	
516 120758 HRPD	Glenside *H. Evans* –16 *Mchy. Aft* *Well deck*	Steel Sc K	261 185 97	✠100A1 ~~1.18~~ ~~4,15~~ ~~BS 5.17~~ ✠LMC 4,15	Bkn Lan	*c*	~~4,15~~ 1,18	1910 9mo	Hepple & Co. Ld. South Shields *Lloyd's A & CP*	Joseph Monks & Co. Ld.	120·5 | 21·6 | 9·0 Q 41′ B 9′ F 17′ FK *W B*	Newcastle British 3 *B H Cem* = *F P T* 45*t*	C. 2 Cy. 14″ & 30″–24″ (*s*) 130 lb 50 RHP 1SB, *2pf*, GS 31, HS 785 Hepple & Co. Ld. S. Shields	10 ″ 0 s ″ 8 9 ″ 6	
517 132986 HTrJ	Glensloy *Edwards* 1 *Dk(Stl)*	Steel Sc Sr	3674 3446 2342	✠100A1 ~~8,17~~ ~~12,15~~ 2,18 ✠LMC 3,18 BS 2.18	Cff Ltv N wc	*w*	~~11,16~~ 2,18	1911 10mo	A. Rodger & Co. Pt. Glasgow *Lloyd's A & CP*	SS. Glensloy Co. Ld. (Easton, Greig & Co.) *WB = Cell*	360·3 | 49·6 | 23·5 P 28′ B 93′ F 41′ FK *D B a* & *u E* 137′ *f* 160′	Glasgow British 6 *B H Cem* 879*t A P T* 78*t*	T. 3 Cy. 24″, 40″ & 65″–42″ (*s*) 180 lb *100 lb* 318 NHP 2SB, *6cf*, GS 120, HS 5196 A. Rodger & Co. Glasgow	26 ″ 0 s 4 ″ 6½ 21 ″ 9	
518 133007 HVFK	Glenspean ~~J. Lairgriece~~ –17 *Elec. light* Ferne –17 *Carrying fuel oil F.P. above 150° F. in D B*	Steel Sc Sr ss Bry. No. 1–17 2 *Dks(Stl)*	5221 4962 3322	✠100A1 11,17 9,15 ✠LMC 1,12, 16	Bry	*z*	~~7,16~~ 11,17	1912 1mo	C. Connell & Co. Ld. Glasgow *Lloyd's A & CP*	Rio Cape Line, Ld. (Furness, Withy & Co., Ld., *Mgrs.*) *WB = Cell D B a* *f* 199′ 1143*t D T a* 30	410~~2~~ | 52·3 | 28·6 P 35′ B 129′ F 44′ FK 6 *B* 117′ *u E & B* 48′ 865*t A P T* 40*t* 1	Newcastle ~~Glasgow~~ British *H only Cem* 5 *B H to U dk* *B H to 2nd dk*	T. 3 Cy. 26½″, 44″ & 73″–51″ (*s*) 200 lb *100 lb* 536 NHP 3SB, *9cf*, GS 157, HS 7680 FD Dunsmuir & Jackson, Ld Gls	31 ″ 2 s 6 ″ 0½ 25 ″ 6	
519 120503 HCBL	Glenstrae *G.S. Roger* –15 *Elec. light*	Steel Sc 2 *Dks* 3 *tr B*	4718 4497 3054					1905	Hawthorn, Leslie & Co. Ld. Newcastle	Glen Line, Ld. ~~(McGregor, Gow & Co. Ld.)~~	400·0 | 49·3 | 28·2 P 33′ B 113′ F 55′ *W B*	London British	T. 3 Cy. 28″, 46″ & 75″–48″ 390 NHP Wllsnd Slipwy. Co. Ld. Nwc		C
520 119711 HCPJ	Glentaise *J.G. Wallace* –16 (*ex* Pioussa) 1 *Dk(Irn)* & *deep framing* *Elec. light* ~~ss Ltn. No. 2–13~~ ss Lou. No. 3–3, 18	Steel Sc Sr	1001 714 512	✠100A1 3,18 11,16 ~~BS 12,16~~ ✠LMC ~~4,13~~ 3,16	Mdb Lon	*n*	~~7,15~~ 10,17	1905 5mo	Ramage & Ferguson, Ld Leith *Lloyd's A & CP*	Antrim Iron Ore Co. Ltd. *Cell D B a* 36′	218·3 | 33·1 | 14·2 Q 77′ B 63′ F 45′ FK *u E* 38′ *f* 82′ 269*t F P T*	Belfast British 4 *B H Cem* 23*t A P T* 21*t*	T. 3 Cy. 18″, 30″ & 49″–33″ (*s*) 170 lb 155 NHP 4 *B H Cem* 23*t A P T* 21*t*	15 ″ 0 s 1 ″ 2 14 ″ 1	
521 106031 PLGH	Glenturret, ~~ss~~ Shl No. 2–17 *W.H. Baker* –16 *Elec. light* 2 *Dks* (1 *Stl* & *Upt Stl pt Irn–pt ws*) 3 *tr B*	Steel Sc Sr ss Ant. No. 3–3, 09 ~~ss Ant. No. 1–10~~	4696 4418 3026	✠100A1 ~~3,17~~ 10,15 8,17 ~~MS 3,15~~ ✠LMC ~~DBS 2,16~~ MBS 10,16	Hul ~~Shl~~ Cff	*y*	~~3,15~~ 3,17	1896 9mo	Lon. & Gls. Co. (Lim.) Glasgow *Lloyd's A & CP*	Glen Line, Ld. ~~(McGregor, Gow & Co. Ld.)~~ *WB = Cell D B a* 113′ *u E*	400·0 | 49·2 | 29·6 B 94′ F 52′ BK 9″ 7 *B H Cem* 29′ *f* 136′ 835*t*	Glasgow British 525 NHP 3SB, *9rf*, GS 157, HS 7201 FD Lon. & Gls. Co. (Lim.), Gls.	31 ″ 2 s 6 ″ 4½ 25 ″ 9	
522 WKSD	Glittertind *Neergaard* –15 (*ex* Sophia, *ex* Barendrecht) 1 *Dk(Stl)* 2 *tr B&S* *Web frames*	Steel Sc Sr	3269 3072 2127	✠100A1 *with freeboard* 6,17 ~~11,16~~ ~~BS 11,16~~ ✠LMC 1,14 BS 11,17	Ams Bal	*v*	~~10,16~~ ~~6,17~~ 4,18	1901 10mo	R. Craggs & Sons Middlesbro' *Lloyd's A & CP*	Kjeld Stubs Dmpsk Akties. (Kjeld Stub, *Mgr.*) *WB = Cell D B a* 106′ *u E &*	330·7 | 47·1 | 24·0 P 29′ B 180′ F 36′ FK *B* 42′ *f* 138′ 730*t D T a*	Christiania Norwegian 6 *B H Cem* 24′ 475*t A P T*	T. 3 Cy. 24″, 38″ & 64″–42″ (*s*) 160 lb *100 lb* 284 NHP 2SB, *6cf*, GS 100, HS 4531 Richardsons, Westgarth & Co. Ld. Hpl.	26 ″ 6 s 3 ″ 11 23 ″ 0	
523 137519	Glitto *Mchy. Aft* 1 *Dk*	Steel Sc	166 147 102					1916	W. J. Yarwood & Sns Ld Northwich	J. Crosfield & Sons, Ld.	95·1 | 21·6 | 9·1 *WB*	Liverpool British	C. 2 Cy. 13″ & 27″–18″ 30 RHP W. J. Yarwood & Sons, Ld.		
524 127547 HPDT	Globe *G.P. Williams* –15 ss Rot. No. 1–13 (*ex* Ardgoil) 1 *Dk(Stl)* & *Spar dk(Stl)* *Elec. light* Sub. Sig. & *deep framing*	Steel Sc Sr	4395 4100 2817	✠100A1 *Spar dk* 12,16 ✠LMC 11,16 BS 12,17	Liv	*x*	11,16	1909 7mo	Russell & Co. Pt. Glasgow *Lloyd's A & CP*	Rome S.S. Co. Ltd. (Fisher, Alimonda & Co. Ld., *Mgrs.*) *WB = Cell D B a* *f* 170′ 1071*t D*	385·0 | 49·8 | 18·4 P 30′ B 108′ F 45′ 26·4 FK 126′ *u E* 24′ *Ta* 32′ 760*t A P T* 45*t*	London British *Cem* 5 *B H to Spdk* 1 *B H to M dk*	T. 3 Cy. 26″, 42″ & 70″–48″ (*s*) 180 lb *100 lb* 411 NHP 2SB, *6cf*, GS 118, HS 5534 FD Clyde S.B. & E. Co. Ld. P. Gls.	29 ″ 0 s 5 ″ 6 23 ″ 10	
525 136976 JKTR	Glocliffe *A.O. Welch* –17 1 *Dk(Stl)*	Steel Sc Sr	2211 2007 1333	✠100A1 1,17 ✠LMC 4,16	Cff	*s*	1,17	1915 4mo	Craig, Taylor & Co. Ld Stockton *Lloyd's A & CP*	Globe Shipping Co. Ld. (Humphries (Cardiff) Ld. *Mgrs.*) *WB = Cell D B a* 90′ *u E &*	287·0 | 44·0 | 19·1 P 27′ B 72′ F 30′ FK *B* 32′ *f* 120′ 605*t F P T*	Cardiff British 5 *B H Cem* 84*t A P T* 89*t*	T. 3 Cy. 21″, 35″ & 57″–39″ (*s*) 180 lb *100 lb* 214 NHP 2SB, *6cf*, GS 78, HS 3232 N.E. Marine Eng. Co. Ld. Sld	21 ″ 4 s 3 ″ 3 18 ″ 5	
526 124328 HKBJ	Hodale *H.A. Sperring* –15 ss Liv. No. 2–15 (*ex* Myra Fell) *Spar dk(Stl)* 2 *tr B&S* *deep framing*	Steel Sc Sr	3033 2812 1919	~~✠100A1~~ *Spar dk* *with freeboard* 6,17 ~~1,15~~ ~~BS 12,16~~ ✠~~LMC 12,16~~	Cff Bry	*u*	~~1,17~~ N 6,17	1907 1mo	Irvine's S.B. & D.D. Co. Ld. W. Hartlepool *Lloyd's A & CP*	~~Globe Shpg Co. Ld.~~ (Humphries (Cardiff) Ld., *Mgrs.*) *Cell D B a* 106′ *u*	324·7 | 47·0 | 13·8 P 32′ B 100′ F 32′ 22·5 FK *E* 24′ *f* 138′ 615*t F P T*	Cardiff British 5 *B H Cem* 100*t A P T* 35*t*	T. 3 Cy. 24½″, 38″ & 64″–42″ (*s*) 160 lb *100 lb* 275 NHP 2SB, *6cf*, GS 100, HS 4264 Richardsons, Westgarth & Co. Ld. Hpl.	24 ″ 10 s 4 ″ 2½ 21 ″ 0	
527 JKWH	Gloire de Marie *P. Pourre* 13–13 1 *Dk*	Steel Sc Sr	235 216 73					1912	Crabtree & Co. Ld. Gt. Yarmouth	P. Sergent-Herbez	119·6 | 22·5 | 10·7 *WB*	Boulogne French	T. 3 Cy. 12″, 20″ & 34″–24″ 56 NHP Crabtree & Co. Ld. Gt Yrmth		V
528 MGLJ	Glommen I. *Abrahamsen* *Mchy. Aft* 1 *Dk*	Steel Sc Sr	137 103 67					1911	Moss Værft, Bjg. & Dyk. Co Moss	Akties. Alpha (J. Chr. Olsen, *Mgr*)	91·1 | 19·4 | 8·6 P 31*t*	Moss Norwegian *WB*	C. 2 Cy. 9½″ & 19″–14″ 11 NHP Moss M.V. Moss		
529 MHPJ	Glommen II. *C. Thronsen* –12 *Mchy. Aft* 1 *Dk*	Steel Sc	137 105 69					1912	Moss Jrnst. & Mek. Værks Moss	Akties. Alpha (J. Chr. Olsen, *Mgr*)	91·4 | 19·4 | 8·7 P 26′ F 15′	Moss Norwegian	C. 2 Cy. 9½″ & 19″–14″ 11 NHP Moss Jernst. & M.V. Moss		N

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / *Capitaine.* *Ex-nom, s'il y a lieu.* / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'hélice porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Hélices en cuivre et en acier. Diam. Pas. Surface développée.
530	**Gloria** *ssBbo.No.2–18*	**SteelScSr**	*2142*	✠100A1	Bbo	*s*	N10,16	1896	W.Gray&	CiaNavVasconga-	295·0	42·0	19·3	Bilbao	T.3Cy.22″,35″&59″–39″ (*s*)	21 ″ 9	
	~~*Baltmayas*~~ *T.Villa*	*ssShl.No.3–5,09*	*1975*	9,16 9,16			9,16		Co.Ld.	da(F.deAbasalo,	P29′B69′F29′			Spanish	1601b *100lb* NDB12 224NHP	s 3 ″ 6½	
HNJK	(*ex*Nanette)	~~*ssSld.No.1–12*~~	*1368*	~~MBS9,16~~ ✠LMC6,17				1mo	W.Hartlepool	*Mgr.*)		FK		5*BHCem*	2SB,*6rf*,GS73,HS3468	18 ″ 6	
		1*Dk(Irn)&Web frames*		~~9,16~~ 9,17					A&CP	*WB=CellDB*	*a&uE110′f120′607t*			*APT54t*	Cen.Mar.Eng.Wrks.W Hpl		
531	—	**WoodPadSr**	1867					1873	J.English	Menendez&Co.	232·6	34·1	12·7	Cienfuegos	1Cy.54″–132″		
	Acarregui		—						&Son					Cuban	258NHP		
			1350						NewYork						QuintardIronWorks		
532	— *K.J.A.Svenner12–17*	**SteelScSr**	1882	✠100A1	Got	*r*	N4,16	1901	Osbourne,	Rederiaktieb	275·0	40·2	17·8	Norrköping	T.3Cy.20″,32½″&53″–36″ (*s*)	20 ″ 2	
5243	~~*J.Svenner17–17*~~	*ssCpn.No.3–7,14*	1688					10mo	Graham&Co.	Urania(K.Hen-	P29′B66′F30′			Swedish	1601b *80lb* 180NHP	s 2 ″ 9	
JSKN	(*ex*Rossija)	1*Dk(Stl)&deep framing*	1106	~~BS4,16~~ ✠LMC7,14					Sunderland	nigson.*Mgr.*)		FK		4*BHCem*	2SB,*4pf*,GS61,HS2865	17 ″ 9	
				~~BS5,17~~					A&CP	*WB=CellDBa86′*	*uE&B34′f108′491t*			*APT45t*	N.E.MarineEng.Co Ld.Sld.		
533	—	**SteelScK**	264	✠100A1	Mil		N3,15	1907	Cochrane	James&	120·0	22·0	12·1	MilfrdHvn	T.3Cy.12″,21″&34″–24″ (*s*)	13 ″ 0	
127409	*R.S.Longthorpe* –07	*ssMil.No.1–11*	230	*StmTrawler*				12mo	&Sons	Longthorpe	Q69′F18′			British	1801b 72RHP		
HQLT		1*Dk*	105	3,15					Selby			BK7½″		4*BHCem*	1SB,*2pf*,GS37,HS1267		
				~~BS3,15~~ ✠LMC11,11				*Lloyd's*	*sA&CP*						Amos&Smith,Hull		
534	—	**SteelScK**	187	✠100A1	Abn		7,13	1907	Hall,Rus-	Paton'sTrawlers	115·4	21·7	11·6	Aberdeen	T.3Cy.11½″,20″&33″–22″ (*r*)	12 ″ 6	
123382	*G.Liston* –12	*ssAbn.No.1–11*	183	*StmTrawler*				4mo	sell&Co.Ld.	Ld.(C.F.Paton,		BK7½″		British	1801b 70RHP		
		1*Dk*	70	11,14					Aberdeen	*Mgr.*)		*WB=*		3*BHCem*	1SB,*2pf*,GS34,HS1275		
				~~BS7,14~~ ✠LMC8,11				*Lloyd's*	*sA&CP*					*DTf4′8t*	Hall,Russell&Co.Ld.Abn.		
535	**Gloria de Larrinaga**	**SteelScSr**	4649	✠100A1	Liv	*z*	~~9,16~~	1908	Russell&	Miguel deLarri-	405·1	52·0	25·6	Liverpool	T.3Cy.27⅝″,44″&73″–48″ (*r*)	28 ″ 5	
127922	*A.E.Norfolk* –16	*ssMch.No.1–12*	4340	*Shelter dk*			8,17	9mo	Co.	nagaS.S.Co.Ld.				British	1801b *110lb* 470NHP	s 3 ″ 8½	
HNBQ		2*Dks(Stl)&deep framing*	2972	*withfreeboard*					Pt.Glasgow	(Larrinaga&Co.		FK		5*BHtoUdk*	2SB,*8cf*,GS113,HS6556 FD	25 ″ 1	
		&Shelterdk(Stl)		9,16						Ld.)				1*toMdkCem*	D.Rowan&Co.Glasgow		
	Carrying fuel oil F.P.above150°F.in D.B.			~~Exempted~~ ✠LMC8,12				*Lloyd's*	*sA&CP*		*WB=CellDBa137′uE*			*&B46′f171′*	1297*tDTa43′1024tAPT25t*		
536	**Gloucester**	**SteelScSr**	2542					1893	Maryland	Merchnts&Miners	272·7	42·0	16·0	Baltimore	T.3Cy.28″,45″&72″–48″		
86269		Wireless	—						SteelCo.	TransportationCo.	H—			Utd.States	359NHP		
KLTC	*Elec.light* Sub.Sig.	3*Dks&Saloondk*	1977						Maryland						MarylandSteelCo.,Md.		
537	**Gloucester Castle**	**SteelTwinScSr**	7999	✠100A1	Cff	*c*†		1911	Fairfield	TheUnion-Castle	452·7	56·2	30·7	London	Q.8Cy.19¾″,28″,41″&60″–48″	33 ″ 9	
132592	*H.M.Cruise* –15		6196	2,15				8mo	Co.Ld.	MailS.S.Co.Ld.	P&B272′F68′			British	2201b (*s*) 722NHP	s6 ″ 10	
HTFW	*Ref.Mchy.*	2*Dks(Stl–Uteaks&*	4974	~~BS5,16~~ ✠LMC8,11					Glasgow			FK&BK2″		8*BHCem*	2D&1SB*15cf*GS325HS12570	27 ″ 4	
	Elec.light 2*nddk–ws)&3rddk(Stl)in*							*Lloyd's*	*sA&CP*	*WB=CellDBa85′uE*	*87′f191′1103tFPT*			*75tAPT80t*	FairfieldCo.Ld.Glasgow		
	Sub.Sig. Wireless	*Nos.1,3,4&5holds*															
538	**Gloucester Coast**	**SteelScSr**	919	✠100A1	Liv	*m*	~~6,14~~	1913	G.Brown&	~~Powell,Bacon&~~	210·2	33·2	13·3	Liverpool	T.3Cy.16″,26″&44″–30″ (*s*)	15 ″ 7	
135448	*H.E.Williams* –16	*ssLiv.No.1–17*	704	9,17 9,15			9,17	3mo	Co.	~~HoughLines,Ld.~~	P&B124′F28′			British	1801b 96RHP	s 1 ″ 1	
JBVC	(*ex*SirWalterBacon)	1*Dk(Stl)*	453	~~BS5,15~~ ✠LMC					Greenock	CoastLinesLd.		FK		3*BHCem*	2SB,*6pf*,GS99,HS2740	14 ″ 9	
	Elec.light Mchy.Aft Well deck			9,17				*Lloyd's*	*sA&CP*	*WB=CellDBf137′203tFPT*				30*tAPT14t*	Ross&Duncan,Glasgow		
539	**Gloucestershire**	**SteelTwinScSr**	8124	✠100A1	Liv	*c*†	P11,14	1910	Harland&	BibbyS.S.Co.Ld.	467·2	54·3	31·7	Liverpool	Q8Cy.22″,31½″46″&65½″–48″	35 ″ 1	
131296	*E.Robin* –13	*ssBkn.No.1–14*	6310	12,15			s12,15	10mo	Wolff,Ld.	(BibbyBros.&Co.	P52′B243′F78′			British	2151b (*s*) HS14094 823NHP	s 7 ″ 8	
HRSK	*Elec.light* Sub.Sig. Wireless		5079						Belfast	*Mgrs.*) *WB=Cell*		FK		7*BHCem*	2SB&2DB,*24cf*,GS372,	27 ″ 10	
	Ref.Mchy. 3*Dks(Stl–Uws)&Web frames*			✠LMC11,14				*Lloyd's*	*sA&CP*	*DBa115′uE&B*	*73′f207′1238tFPT*			*83tAPT55t*	Harland&Wolff,Ld.Bel.		
540	**Glow**	**SteelScSr**	1141	✠100A1	Nwc	*o*	~~12,16~~	1900	J.Blumer	GasLight&Coke	235·3	33·1	14·5	London	T.3Cy.20″,32½″&53″–36″ (*a*)	17 ″ 9	
112687	*J.Howden* –16	*ssSld.No.3–3,12*	892	4,17 ~~12,16~~			3,17	4mo	&Co.	Co.(S.Clarke&Co.	P19′Q71′B48′F22′			British	1601b 179NHP	s 1 ″ 9	
RNMS	(*ex*Monkwood)	*ssNwc.No.1–16*	715	~~LMC12,16~~	Sld				Sunderland	*Mgrs.*)		FK		4*BHCem*	2SB,*6pf*,GS86,HS2860	16 ″ 3	
	1*Dk(ptIrn&ptStl)&Web frames*								A&CP	*CellDBa63′*	*uE&B35′f90′487t*			*APT40t*	J.Dickinson&SonsLd.Sld.		
	Well deck *Cargo battens not fitted*																
541	**Glückauf**	**SteelSc**	2205					1909	Flensburgr	KohlenHandels-	297·4	42·6	19·0	Flensburg	T.3Cy.20 1/16″,33½″&55⅞″–37⅜″		G
	Chr.Sörensen09–09		1962						Schiffsb.Ges.	gesellschaft	P30′B54′F28′			German	192NHP		
LNGK	*Elec.light*	1*Dk*	1213						Flensburg	m.b.H.				*WB*	FlensburgerSchiffsb.Ges.		
542	—	**SteelScSr**	361					1889	Act.Ges.	EmmaFernström	139·7	23·5	10·2	Karlshmn	C.2Cy.18½″&39¾″–19¾″		
3044	*J.A.Karlsson*		1998	*Name changed "Holger," See No. 891 in H.*					"Vulcan"		Q42′B39′H9*tF18′			Swedish	57NHP		
JHBS	*Elec.light*	1*Dk*	165						Stettin					*WB*	A.G."Vulcan,"Stettin		
543	—	**SteelScSr**	138					1907	C.Lühring	BrakerHerings-	94·6	21·4	10·2	Brake	C.2Cy.9 1/16″&18 1/16″–11⅜″		G
	Aug.Nahrwold08–12		133						Hammel-	fischereiAct.Ges.	Q14′			German	VanDam 10NHP		
NJMV		1*Dk*	67						warden					*WB*	&Gorter,Uithuizen		
544	**Glücksburg**	**SteelScSr**	227					1912	J.H.N.	Johs.Thode&	116·8	22·2	10·0	Altona	T.3Cy.12⅜″,20 1/16″&32 1/16″–		G
		(*Trawler*)	201						Wichhorst	N.Ebeling	F15′			German	22 1/16″ 49NHP		
LGVD	*Elec.light*	1*Dk*	77						Hamburg					*WB*	J.H.N.Wichhorst,Ham.		
545	**Glückstadt**	**SteelScLr**	168					1910	J.L.Meyer	Glückstädter	98·6	23·0	10·6	Glückstdt	C.2Cy.9 7/16″&18⅛″–12 3/32″		G
	H.Deterding98–10		165						Papenburg	FischereiA.G.				German	9NHP		
LWKN		1*Dk*	83											*WB*	J.L.Meyer,Papenburg		
546	**Glyg**	**SteelScSr**	358					1889	Motala	Gjerdsjö&	135·5	23·7	9·0	Haugesnd	T.3Cy.11½″,18¾″&30″–20″		N
	J.Iversen	(*ex*SaintAlban)	268						M.V.Aktieb.	Bakkevig	Q18*tB50tH9tF9t			Norwegian	40NHP		
JNMS		1*Dk*	205						Oscarshamn					*WB*	MotalaM.V.Aktieb.Motala		
547	**Glyndwr**	**SteelScSr**	2425	✠100A1	Cff	*t*	6,13	1904	A.Rodger	ScarisbrickS.S.Co.	313·6	43·8	13·2	Cardiff	T.3Cy.21″,35″&57″–39″ (*s*)	23 ″ 3	
118698	(Detained at Memel)		2309	*Spar dk*				10mo	&Co.	Ld.(Elvidge&	P29′B82′F30′	20·7		British	1801b *80lb* 248NHP	s 3 ″ 10	
HBKM	*S.F.Pope11–11*	*ssCff.No.2–13*	1572	*withfreeboard*					Pt.Glasgow	Morgan,*Mgrs.*)		FK		5*BHCem*	2SB,*6cf*,GS110,HS4210	19 ″ 9	
	(*ex*Craigronald)	*Spardk(Stl)2trB*		6,13				*Lloyd's*	*sA&CP*	*WB=CellDBa*	*&uE118′f136′623t*			*APT67t*	A.Rodger&Co.Glasgow		
		&deep framing		~~LMC6,13~~													
548	**Glynn**	**SteelScSr**	1106	✠100A1	Cff	*n*	~~11,15~~	1899	AilsaS.B.	ShamrockShppgCo	230·3	33·1	16·0	Belfast	T.3Cy.17″,28″&45″–33″ (*s*)	17 ″ 0	
110509	*J.T.Moore* –17	*ssLth.No.3–3,10*	805	3,17 ~~11,15~~ 12,17	Shl		12,17	11mo	Co.	Ld.(T.Jack,*Mgr.*)	P24′Q54′B53′F26′			British	1701b *100lb* NDB14 98RHP	s 1 ″ 5½	
RLTC	*Well deck*	*ssTrn.No.1–14*	450	~~MBS1,17~~ ✠LMC6,14					Troon			FK&BK1″		4*BHCem*	1SB,*3cf*,GS59,HS2040	15 ″ 11	
		1*Dk(Irn)&deep framing*		~~MBS5,17~~					A&CP	*WB=CellDBa56′*	*uE19′f84′330tFPT*			*57tAPT55t*	Muir&Houston,Ld.Gls.		
549	**Gneisenau**	**SteelTwinScSr**	8185					1903	Act.Ges.	Norddeutscher	453·9	55·7	35·8	Bremen	T.6Cy.23⅝″,40″&69½″–49½″		
	F.Rehm	(Seized at Antwerp)	7103						"Vulcan"	Lloyd	P77′B178′F92′			German	674NHP		
QHPK	*Elec.light* Sub.Sig. Wireless	3*Dks*	4947						Stettin					*WB*	A.G."Vulcan,"Stettin		
550	**Gnosithea**	**IronScSr**	777	✠	Ant	*k*		1871	Withy,Al-	CavounidisFrères	194·9	28·6	15·9	Piræus	C.2Cy.25′&48 1/16″–36′	17 ″ 0	V
		ssLon.3rdNo.3–3,09	*619*	4,14				2mo	exander&Co.		Q80′B44′F25′			Greek	NDB91 102NHP		
	(*ex*RiverScheldt,*ex*Halling,		*475*						Hartlepool		ND05	BK8″		4*BHCem*	1SB,*3cf*,GS40,HS1634 NB81		
	*ex*Terneuzen,*ex*Halling,	1*Dk2trB*								*WB*	*=DBa57′f40′121t*			*APT22t*	T.Richardson&Sons,Hpl.		
	Well deck	*exEmmaTrechmann*)															

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. / Master. / Special Surveys.	3 Material, Rig, &c. / Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned / now expired. Equipment Letter.	* Date when tail shaft last seen.	8 Built. When	9 Built. By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	11 Breadth.	11 Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught.	15 Registered as WATCH classed, if not in L.R. Dates of Trade Cert.
551	**Goa**	ss Bom. No. 3–7,16 Steel Sc Sr	5605	✠ 100 A1	Ham	a†	7,16	1903	Flensburgr	Requisitioned by the Portuguese Government	425·0	53·0	21·2	Marmagoa	Q. 4 Cy. 24″, 34″, 51″ & 74″–54″	32 ″ 2	
	P. de Sousa –15	~~ss Hamm. No. 3–11~~	5353	*Spar dk*	Lis				3mo Schiffsb. Ges. Flensburg		P59′B119′F50′ 29·4 FK & BK 2½″			Portuguese	213 lb *121 lb* (s) 506 NHP	s 7 ″ 1	
	(*ex* Lichtenfels) 1 *Dk* (*Stl*) & *Web frames* &		3528	3,18 ~~6,14~~	✠ LMC			*Lloyd's*	*SA & CP*		*7 BH Cem*				3SB, *9cf*, GS 145, HS 6500 FD	25 ″ 7	
	Elec. light Wireless	*Spar dk* (*Stl–pt* teak s)		~~BS 9,13~~	~~MS 7,16~~					*Cell D*	*Ba* 138′ *u E* 25′ *f* 184′			1110 *t D T f*	Flensburger Schiffsb. Ges.		
				BS 3,18											31′820 *t FPT* 115 *t APT* 25 *t*		
552	**Goathland**	Steel Sc Sr	3044	✠ 100 A1	Npt	*t*	6,15	1906	Tyne I.S.B.	Headlam &	331·0	48·1	21·8	Whitby	T. 3 Cy. 24″, 40″ & 65″–42″ (s)	24 ″ 4	
124556	*J. Roe* –16	ss Cff. No. 2–15	2888	7,16					Co. Ld. Newcastle	Rowland	P34′B98′F27′		FK	British	180 lb *90 lb* 292 NHP	s 4 ″ 2	
HJTV	1 *Dk* (*pt Irn & pt Stl*) & *deep framing*		1973		✠ LMC			*Lloyd's*	*SA & CP*	*WB* = *Cell D Ba* 104′ *u E* &				5 *BH Cem*	2SB, *6cf*, GS 122, HS 4383	20 ″ 7	
				MS 6,15	BS 12,16						B40′ *f* 142′ 818 *t FPT*			86 *t APT* 88 *t*	J. Dickinson & Sons, Ld. Sld.		
553	**Gobernador**	Steel Sc Sr	480					1891	Stavanger	Vera Cruz S.S. Co.	162·0	24·6	12·6	Vera Cruz	T. 3 Cy. 11″, 18″ & 29″–24″		
		(*ex* Fulton)	356						Stöberi & Dok	(J. C. Caskey *Mgr.*)	Q37 *t* B59 *t* H6 *t* F16 *t*			Mexican	41 NHP		
		1 *Dk*	291						Stavanger					*WB*	Akers Mek. Værks. Xia.		
554	**Gobernador Bories**	Iron Sc Sr	2332	✠ 100 A1	Bkn	*s*	10,12	1882	W. Gray &	The Admiralty	285·7	36·0	24·2		C. 2 Cy. 36½″ & 67″–36″ (b)	25 ″ 6	
		ss Xia. 2nd No. 3–10,06	1866	9,13				10mo	Co. W Hartlepool	*WB* = *D Ba* 90′ *f* 60′	P26′B56′F30′			British	75 lb *100 lb* NDB 02 224 NHP	s 4 ″ 3	
	(*ex* Wordsworth)	ss Bkn. No. 1–11	1816	BS 9,13	✠ LMC 10,11			A&CP		295 *t D Tanks f* 44′60	ptND 93 BK 9½″			5 *BH Cem*	2SB. *6pf*, GS 94	22 ″ 4	
		2 *Dks* (1 *Irn*) 3 *tr B*									0 *t D Ta* 32′299 *t FPT*			51 *t APT* 14 *t*	T. Richardson & Sons, W Hpl		
555	**Godhem**	Steel Sc Sr	515					1908	Göteborgs	Ångf. Aktieb.	160·7	27·5	11·1	Gothenbrg	T. 3 Cy. 13⅜″, 22¼″ & 37⅜″–23⅝″		V
4965	*J. Stenström*		390						Nya M.V.A.B	Nornan (O. Ahren-	P50′H48 *t* F23′			Swedish	68 NHP		
JRKG	*Mchy. Aft*	1 *Dk*	251						Gothenburg	berg, *Mgr.*)				*WB*	Göteborgs Nya M.V. Got.		
556	**Godö**	Steel Sc Sr	870					1904	Laxevaags	Acties. Dpsk. Godö	200·7	31·3	12·5	Aalesund	T. 3 Cy. 15½″, 25½″ & 42″–30″		N
	O. Holck		662						Msk. & Jrnskb	(P. A. Musæus)	Q99 *t* B48 *t* H10 *t* F30 *t*			Norwegian	97 NHP		
MBWS		1 *Dk*	525						Bergen					*WB*	Laxevaags Msk & Jrns. Bgn		
557	**Gödöllö**	Steel Sc Sr	782	✠ —	Fiu	*m*		1902	Wigham-	Soc. in Azioni Un-	225·0	29·1	12·6	Fiume	Q. 4 Cy. 17″, 24″, 36″ & 52″–36″	15 ″ 1	
	T. Prossen 88–02	ss Fiu. No. 3–6,13	492	6,16				2mo	Richrdsn & Co	garo Croata di Nav.			BK 7″	Aust.-Hung.	203 NHP		
	Elec. light	2 *Dks* (*Stl M pt* teak s) &	394	*with freeboard*					Ld Newcastle	Maritt. a Vap.	*WB* = *Cell D B a* 42′ *u E* 24′			5 *BH Cem*	2SB, *6cf*, GS 116, HS 3338		
		Shade dk (*Teak*)		✠										*f* 66′ 95 *t*	Wghm Rchrdsn & C. Ld Nwc		
558	**Godthaab**	Wood Sc 3 Mst Sr	287					1898	C. Christen-	Styrelsen af	112·4	25·1	12·7	Copnhagn	C. 2 Cy. 14″ & 28″–18″		V
	H. Schoubye –02		210						sen	Kolonierne i Grön-	P47′			Danish	28 NHP		
NJWB		1 *Dk*	162						Sandefjord	land					Akers Mek. Verks. Xia.		
559	**Goeben**	Steel Twin Sc Sr	8800					1906	Akt. Ges.	Norddeutscher	462·1	57·6	35·8	Bremen	Q. 8 Cy. 23½″, 34 5/10″, 50″ & 72″–		G
	A. Ahlborn		7316						"Weser"	Lloyd	P83′F40′			German	53 1/10″ 756 NHP		
QJLB	*Elec. light* Sub. Sig. Wireless	3 *Dks*	5108						Bremen					*WB*	Akt. Ges. "Weser," Bremen		
560	**Goëland**	Steel Sc	268					1906	Bonn &	F. Courtois &	135·5	21·7	12·5	Boulogne	T. 3 Cy. 13″, 21″ & 35″–24″		V
	Eug. Delpierre, fils 09–12 (*Trawler*)		—						Mees	A. Hovelaque (Aug.				French	60 NHP		
JLBS		1 *Dk*	129						Rotterdam	Bourgain-Bourgain & fils, *Mgrs.*)				*WB*	Alblasserdam. Msch. Fab.		
561	—	Steel Sc K	264	✠ 100 A1	LaR		8,13	1910	Mackie &	A. Brière (V.	125·4	23·0	12·0	La Rochlle	T. 3 Cy. 13″, 21″ & 34″–24″ (s)	13 ″ 0	
	Darso		220	*Stm Trawler*				10mo	Thomson, Ld.	Bousquet, *Mgr.*)	Q70′F20′			French	180 lb 78 NHP	s 2 ″ 1	
JLBR	*Elec. light*	1 *Dk*	62	8,13	✠ LMC 10,10				Glasgow				BK 7½″	3 *BH Cem*	1SB, *3pf*, GS 52, HS 1430	12 ″ 9	
								Lloyd's	*SA & CP*				*WB* =	*DB f* 28′32 *t*	W. V. V. Lidgerwood, Gls.		
562	—	Iron Sc K	235	✠ 100 A1	Arc		6,14	1900	Cochrane &	Soc. Immobilière	117·2	21·6	12·0	Bordeaux	T. 3 Cy. 12″, 20″ & 32″–24″ (s)	12 ″ 9	
	A. Reder	ss Bdx. No. 3–8,12	206	*Stm Trawler*				3mo	Cooper, Ld.	du Moulleau et des	Q48′F20′			French	200 lb 66 NHP	s ″ 10½	
JLCN	(*ex* King Haakon)	1 *Dk*	54	6,14					Selby	Pêch. de l'Océan (M			BK 7½″	4 *BH Cem*	1SB, *2pf*, GS 34, HS 1130	12 ″ 9	
				BS 6,14	✠ LMC 8,12			A&CP		Camproger, *Mgr.*)					Amos & Smith, Hull		
563	**Goëland II.**	Steel Sc K	245	✠ 100 A1	Abn			1915	A. Hall &	Harley & Miller, Ld	120·7	22·6	12·1	Liverpool	T. 3 Cy. 13″, 22″ & 36″–27″ (s)	13 ″ 0	
137432			219	*Stm Trawler*				3mo	Co. Ld.		Q73′F18′			British	180 lb 91 RHP		
JKRP	*Elec. light*	1 *Dk*	93	3,15	✠ LMC 3,15				Aberdeen				BK 7½″	3 *BH Asp*	1SB, *3cf*, GS 50, HS 1636		
								Lloyd's	*SA & CP*				*WB* =	*DB f* 25′15 *t*	A. Hall & Co. Ld. Aberdeen		
564	**Goentoer**	Steel Twin Sc Sr	5891					1902	Kon. Maats	The Shipping Con-	425·9	50·0	31·0	~~Rotterdam~~	Q. 8 Cy. 20½″, 29″, 43″ & 65″–45″		V
	~~*H. M. L. Oudendijk.*~~		4392						de Schelde	troller (British	P82′B172′F84′			Dutch	567 NHP		
~~NWSR~~	*Elec. light* Sub. Sig. Wireless	3 *Dks*	3706						Flushing	India S.N. Co. Ld.,				British	Maats. de Schelde, Flushing		
										Mgrs.)				London *WB*			
565	**Goffredo Mameli**	Steel Sc	4124					1912	W. Doxford	Requisitioned by	370·3	50·3	25·0		T. 3 Cy. 25″, 41″ & 68″–45″		C
			3865						& Sons, Ld.	the Italian Govt.				Italian	310 NHP		
	(*ex* Maria Racich)	1 *Dk* & *Shelter dk*	2579						Sunderland	(Ministry of Mar.)				*WB*	W. Doxford & Sons, Ld. Sld.		
566	**Gogovale**	Steel Sc Sr	5388	✠ 100 A1	Grk	*z*		1916	Greenock &	Dalglieshs Steam	410·2	53·5	28·4	Glasgow	T. 3 Cy. 27″, 44″ & 73″–48″ (s)	31 ″ 0	
137828	*J. W. Steel* 05–16		4986	5,17 ~~10,16~~	Mch			10mo	Grngemouth	Shpg Co. Ld. (R. S.	P35′B171′F41′		FK	British	180 lb 488 NHP	s 5 ″ 11½	
JNLB	*Elec. light*	2 *Dks* (*Stl*)	3418						Dkyrd Co. Ld.	Dalgliesh, *Mgr.*)				*Cem*	3SB. *9cf*, GS 165, HS 6972 FD	25 ″ 5	
	Now named "Pennyworth," *See No. 9 in Supplement*				✠ LMC 10,16				Greenock	*Tween dk BH in after*	*hold dispensed with*			6 *BH to U dk*	J. G. Kincaid & Co. Ld. Grk.		
								Lloyd's	*SA & CP*	*Cell D B* 354′ 1245 *t D*	*Ta* 33′985 *t APT* 49 *t*			1 ,, 2nd ,,	*only*		
567	**Gogsjö**	Steel Sc 4 Mst Sr	1838					1913	Sörlandets	Dpsk. A/S Gogsjö	265·0	42·0	17·9	Sandefjrd	T. 3 Cy. 20½″, 33″ & 56″–36″		N
	B. Larsen	(*ex* Libra)	1645						Skibsbyggeri	(C. Wildhagen &	P50 *t* H56 *t*			Norwegian	219 NHP		
MJRN		1 *Dk*	1109						Fevig	J. Rosendal, *Mgrs.*)				*WB*	Fredrikstad M.V. Frdstad		
568	**Gokensan Maru**	Steel Sc Sr	1641			...		1898	Strand	Mitsui Bussan	257·9	36·5	19·0	Kobe	T. 3 Cy. 19″, 31″ & 51″–33″	19 ″ 2	
16938	*K. Nakagawa* –14	(*ex* Abchurch)	1308						Slipway Co.	Kaisha, Ld.	P28′Q62′B50′F31′		FK	Japanese	159 NHP		
MLDR	*Well deck*	1 *Dk* 2 *tr B*	1170						Sunderland					*WB*	N.E. Marine Eng. Co Ld. Sld.		
569	**Golaa**	Steel Sc Sr	~~5400~~	✠ 100 A1	~~Chester~~	*z*		1917	Chester S.B.	F. Siegwarth	~~401·0~~	~~54·0~~	~~32·7~~	~~Bergen~~	2 Steam Turbines geared	32 ″ 9	
	K. Tischendorf 15–17	5672	4550	2,18 ~~6,17~~	~~De~~ Mch			5mo	Co. Ld.		P99′B27′F50	61·4	FK	Norwegian	to 1 Screw Shaft 180 lb (r)	67 ″ 0	
	Mchy. Aft *Elec. light*	1 *Dk* (*Stl*)	3516	(*Class Contem. plated*)	✠ LMC 6,17				Chester, Pa.		405′8/51′3			Consters	3SB, *9cf*, GS 176, HS 8862 FD	26 ″ 0	
	Fitted with cylindrical tanks for carrying Petroleum ~~in bulk~~			*Fitted for oil fuel* 6,17	*F. P. above* 150° F.			A&CP		*Cell D B* 350′ 1611	*FPT* 111 *t APT* 144 *t*			10 *BH*	Westinghouse Machine Co. E. Pittsburgh		
570	**Gold Coast**	Steel Sc Sr	4255					1900	D. J. Dun-	Elder Line, Ld.	341·5	44·3	26·7	Liverpool	T. 3 Cy. 24″, 38″ & 63″–42″		
137489	*E. E. Allen* –15	(*ex* Hans Woermann)	3292						lop & Co.	(Elder, Dempster &	P& B230′F43′			British	257 NHP		
JMDC	*Elec light*	2 *Dks*	2714						Port Glasgow	Co. Ld. *Mgrs.*)				*WB*	D. J. Dunlop & Co. P. Gl.		
571	**Gold Shell**	Steel Sc Sr	5614	✠ 100 A1	Rot	*z*	11,16	1916	Harlan &	Shell Co. of	411·6	53·4	29·8	Wilmgton	T. 3 Cy. 27″, 45″ & 74″–48″ (s)	31 ″ 0	
213873	*F. Rouse* 16–16		5310	~~9,17~~ ~~11,16~~ 4,18	~~Nna~~ NYk			2mo	Hollings-	California	P110′B29′F40′		FK	(Del.)	180 lb 550 NHP	s 6 ″ 9½	
LFSB	*Elec. light*	2 *Dks* (*Stl*) & *Web frames*	3420	*Carrying Petroleum in bulk*					worth Cor.	*Cell D B u E* & *B* 74′				Utd. States	3SB, *9cf*, GS 192, HS 8332 FD	24 ″ 7	
	Mchy. Aft	*Longitudinal framing*			✠ LMC 2,16				Wlmgtn, Del.	199 *t DT f* 32′337 *t*	*FPT* 114 *t APT* 106 *t*			16 *BH pt Cem*	Harlan & Hollingsworth Cor		
				Fitted for oil fuel 2,16	*F. P. above* 1 50° F.			A&CP						(12 ,, *to Udk* 4 ,, 2nd ,,)			

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné matériel. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté. Si ce n'est dans le L. R. le numéro d'inscription est donné.	16
572 106711 QCMP	**Golden Crown** *W.Ellis* –15 *Elec.light*	**IronScK** *ss*Hul.No.3–2,08 1*Dk*	184 169 66	✠ *Stm Trawler* 5,11 ✠NB12,07✠	Sng			1896 8mo	Cochrane& Cooper Beverley	**Troesen Estates, Ld.**	110·2 | 21·0 | 11·4 Q20′ ptND08 BK7½″			British 3*BHCem*	T.3Cy.13″,21″&34″–24″ 60RHP 1SB,*2cf*,GS29,HS965 C.D.Holmes&Co.Hull	12 ″ 1		
573 129003 HRJM	**Golden Eagle** *F.J.Adams*01–09 *Elec.light*	**SteelPad** 1*Dk&Prom.dk*	793 585 435		...			1909	J.Brown& Co.Ld. Clydebank	**Gen.SteamNav.Co. Ld.**	275·7 | 32·1 | 10·1 Q16′ FK *Promenade dk*259′			London British	D.3Cy.30½″,46½″&71″–60″ 455NHP J.Brown&Co.Ld.Clydebnk	10 ″ 9		
574 105018 TJBS	**Golden Gleam** *G.A.Mobbs* –17 *Elec.light*	**IronScK** *ss*Hul.No.3–8,07 *ss*Hul.No.1–11 1*Dk*	191 179 91	✠ ~~100A~~ – *Stm Trawler* 8,15 ~~HLMC8,13~~ ~~Examined8,17~~ ~~BS11,15~~ ~~✠NB8,13~~	Hul		11,16	1895 1mo	Cochrane &Cooper Beverley	**F.W.Simpson**	121·3 | 21·0 | 11·1 Q20′ len00 BK7½″			Grimsby British 3*BHCem*	T.3Cy.13″,21″&34″–24″ (*s*) 170lb 60RHP 1SB,*2pf*,GS29,HS885 C.D.Holmes&Co.,Hull	11 ″ 8		
575 98282	**Golden Monarch** *A.Ritchie* –15 (*ex*Ella)	**IronScSr** *ss*Shl.No.1–95 1*Dk*	105 105 45	✠ *Stm Trawler* 4,99	Abn			1891 5mo	JTEltring- ham&Co. S.Shields	**A.Ritchie**	93·0 | 18·6 | 10·1 BK6″			Aberdeen British 3*BHCem*	C.2Cy.16″&32″–22″ NB14 45RHP 1SB,*2pf*,GS28,HS719 G.T.Grey,S.Shields	10 ″ 3		
576 211466 LDCK	**Golden State** **WoodAuxSc3MstSr** *S.W.Walstedt*13–13 *Elec.light* (*See Sailing Ship ~~Supplement~~ Register*)	*Petrol Motor* 1*Dk*	354 279 224					1913	W.F.Stone Oakland,Cal.	**UnionFishCo.**	128·2 | 31·7 | 11·6 B75*t*			S.Frncisco Utd.States	Petrol Motor 4Cy. UnionGasEngineCo.S.Fo.			
577 QKBW	**Goldenfels** *P.Diedrichsen* –11 *Elec.light* Wireless	**SteelScSr** 2*Dks*(*Stl–Uteaks*)	7438 7029 4704	✠ ~~——~~ 12,16 ✠	Ham	*c*†		1911 11mo	Swan,Hun- ter&Wigham Richardson, Ld Newcastle	**DeutscheDmpfs-fahrtsGes.Hansa** *WB=CellDBa*156′ *Tween dk tanks aft*	468·3 | 58·4 | 32·0 P65′B131′F57′ FK *uE*28′ *f* 210′1435*t* 42′*forward*40′1150*t*			Bremen German *Cem* 6*BHonly* *APT*95*t*	Q4Cy.26½″,39″,56″&80″–54″ 606NHP 3SB,*9cf*,GS189,HS7955 FD Swan,Hunter&Wigham- Richardson,Ld.Nwc.	34 ″ 9		
578 118345 VHPN	**Goldfinch** *J.Hill* –13 *Mchy.Aft*	**SteelScK** 1*Dk*(*Stl*)	246 185 97	✠ 1,05 ✠	Lon	*c*		1903 10mo	SelbyS.B. &E.Co.Ld. Selby	**GeneralStm.Nav. Co.Ld.**	118·7 | 23·2 | 8·8 Q40′F17′ FK *WB=FPT*18*t*			London British 4*BHCem*	C.2Cy.16½″&35″–24″ 50RHP 1SB,*3pf*,GS47,HS1278 G.T.Grey,SouthShields	9 ″ 9		
579 — MHTG	**Goldseeker** *P.J.H.Murray*03–03 *ss*Lth.No.2–09 *Elec.light*	**SteelScK** 1*Dk*	206 187 75	✠ *Stm Trawler* 12,10 ✠	Lth			1900 5mo	J.Duthie, Sons&Co. Aberdeen	**FisheryBoard for Scotland**	116·7 | 21·8 | 11·5 Q21′ BK7½″			British 3*BHCem*	T.3Cy.11¾″,20″&33″–22″ 1SB,*2pf*,GS39,HS951 49RHP S.&H.Morton&Co.Leith	12 ″ 0		
580 98997 MHTG	**Golfer** *R.Heddle* –17 *ss*Lth.2ndNo.3–4,16 *Well deck* *Mchy.Aft*	**SteelSc3MstSr** 1*Dk*(*ptStl*) *Cargo battens not fitted*	377 299 189	✠100A1 4,17 BS4,18 ✠NB2,12 ✠LMC2,16	Lon	*f*	10,15	1891 10mo *Lloyd's*	J.Duthie, Sons&Co Aberdeen *sA&CP*	**M.Taylor**	147·5 | 23·1 | 12·0 Q73′B6′F21′ BK7″			Methil British 3*BHCem* *WB*	T.3Cy.12¾″,18¼″&30″–21″ 160lb (*r*) 60RHP 1SB,*2pf*,GS33,HS900 Gourlay Bros.&Co.Dundee	12 ″ 9 s 1 ″ 0 12 ″ 5		
581 204800 KWLP	**Goliah** *T.Nielsen* Wireless	**SteelScSr** (*Tug*) 1*Dk*	414 — 221					1907	J.H.Dia- logue&Son Camden,N.J	**PugetSoundTug-boatCo.**	134·9 | 27·1 | 15·2			Seattle Utd.States	T.3Cy.17″,24″&41″–30″ 92NHP J.H.Dialogue&Sn,CmdnNJ			
582 75819	— *J.A.McKinnon* –12	**WoodScSr** 1*Dk*	147 147 100					1863	..... Philadelphia	**W.McFatridge**	88·4 | 18·4 | 14·7			Halifax NS British	C.2Cy.18″&34″–26″ 49NHP A.Moir&Sons,Halifax,N.S.			
583 — —	**Goliat** *O.Brand* (*Tug&SalvageSteamer*) —	**SteelSc** 1*Dk*	237 206 24					1906	Schiffsw(v. J&Sch.) A.G. Hamburg	**Hamburg-Süd-Amerik.Dampf-schifffahrtsGes.**	110·0 | 22·4 | 13·2			Bns.Ayres Argentine	T3Cy13$\frac{3}{16}$″,21$\frac{3}{8}$″&34¼″–23$\frac{5}{8}$″ 57NHP Schwft.(vJ&Sch)AG.Ham			
584 95942	**Goliath** *S.LeFevre*06–06 2*Dks*(*UIrn–LTeak*)	**Iron&SteelScSr**	498 475 244	✠ 5,06 ✠	Nwc			1906 5mo	Armstrong Whitworth &Co.Ld. Newcastle	**RangoonPort Commissioners**	155·0 | 29·0 | 14·3 BK7½″ *WB* = *FPT*24*t*			Rangoon British 4*BHCem*	T.3Cy.12½″,20″&33″–24″ 72RHP 1SB,*2f*,GS35,HS1297 N.E.MarineEng.CoLdNwc	15 ″ 0		
585 — —	— (*Tug*) 1*Dk*	**SteelTwinSc**	220					1902	Bow,Mc Lachlan&Co. Ld. Paisley	**CrownAgents for theColonies**	115·0 | 26·1 | 12·2			Colombo British *WB*	C.4Cy.20″&42″–24″ 144NHP Bow,McLachln&CoLd.Psy			
586 — JLCP	**Golo** *Olivieri*04–06 *Elec.light* Wireless	**SteelScSr** 1*Dk&Awngdk2trB*	1380 1231 476					1905	Swan,Hun- ter&Wigham Richardson, Ld Newcastle	**Cie.Marseillaisede Nav.àVap.(Frais-sinet&Co.***Mgrs.*)	263·0 | 34·5 | 18·1 F35′ 24·2			Marseilles French *WB*	T.4Cy.29″,45″&(2)52″–45″ 363NHP Swan,Hunter&Wigham- Richardson,Ld.Nwc.			V
587 — —	**Golondrina II.** 1*Dk2trB* *Elec.light*	**SteelTwinScSp**	706 439 422					1893	Mackie& Thomson Glasgow	**Cia.Argentina de Nav.(Nicolas Mihanovich)Ltda.**	200·0 | 28·0 | 10·0 *Shade dk*154′			Bns.Ayres Argentine	T.6Cy.18″,21″&33″–22″ NB11*fitted*13 102NHP Muir&Houston,Glasgow			
588 — HNKP	**Gomera-Hierro** *W.Christian* –12 *Elec.light*	**SteelScSr** *ss*LaP.No.1–16 1*Dk&Shelter dk*(*Teak*)	447 270 237	✠100A1 *Shelter dk* *with freeboard* 12,16 ✠LMC12,16	LaP	*h*	12,16	1912 3mo *Lloyd's*	CaledonS. B &E.Co.Ld. Dundee *sA&CP*	**Cia.deVap.Correos Interinsulares Canarios** *WB=CellDBa*	160·3 | 26·0 | 10·1 FK 29′*uE*16′*f*61′101*tF*			LasPalmas Spanish 5*BHCem* *PT7tAPT8t*	T.3Cy.13″,21½″&35″–27″ (*s*) 180lb *100lb* 100NHP 1SB,*3cf*,GS57,HS1964 CaledonS.B.&E.CoLd.Dun	18 ″ 3 s 7 ″ 7 11 ″ 0		
589 56141	**Gondolier** *D.Cameron* –14	**IronPadSk**	173 167 80					1866	J.&G. Thomson Glasgow	**DavidMacBrayne, Ld.**	148·2 | 20·2 | 7·8			Glasgow British	O.2Cy.33″–39″ 80RHP J.&G.Thomson,Glasgow			BT till 5,17
590 776 PRDW	**Gonzaga** ~~*G.Schiaffino*15–15~~ (*ex*Luna) *G.Schiappacassa* –17	**SteelScSr** 1*Dk*(*ptIrn&ptStl*) *&deep framing*	2765 2584 1779	✠100A1 8,17 ~~9,16~~ BS8,17 ✠LMC2,16	Gen	*u*	8,16	1907 12mo *Lloyd's*	ClydeS.B. &E.Co.Ld. PortGlasgow *sA&CP*	**Soc.Nazionale di Navigazione** *WB=CellDBa*	315·1 | 46·5 | 21·0 P37′B94′F31′ FK 106′*uE*18′*f*134′703*t*			Genoa Italian 5*BHCem* *APT*54*t*	T.3Cy.23″,38″&61″–42″ (*s*) 180lb *100lb* 269NHP 2SB,*6cf*,GS120,HS4244 ClydeS.B.&EngCoLd.PG]	23 ″ 4 s 3 ″ 8 20 ″ 0		
591 123265 JHPS	**Gonzalo** *T.Barker* –15	**SteelScK** *ss*Hul.No.2–14 1*Dk*	173 166 68	✠100A1 *Stm Trawler* 9,14 BS6,15 ✠LMC9,14	Hul		1,14	1906 7mo *Lloyd's*	Cook,Wel- t'n&Gemmell Beverley *sA&CP*	~~Hellyers Steam Fishing Co.Ltd.~~ W.A.Massey&Sons Ld.	108·5 | 21·6 | 11·5 BK8″ *WB*=			Hull British 4*BHCem* *DTf*13′30*t*	T.3Cy.10″,16½″&27″–24″ (*s*) 200lb 45RHP 1SB,*2pf*,GS25,HS750 Amos&Smith,Hull	12 ″ 4		
592 118312 VDPR	**Good Hope** *G.R.Lloyd* –16 *Turret deck*	**SteelScSr** 1*Dk*	3618 3031 2308					1903	W Doxford &Sons,Ld. Sunderland	**Houlder, Middle-ton&Co.Ld.**	340·1 | 50·2 | 22·6 P30′F38′			London British *WB*	T.3Cy.26″,42″&68″–42″ 300NHP W.Doxford&Sons,Ld.Sld.			V

Sunk 2 Collision 1917

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. / Master. / Special Surveys.	3 Material, Rig, &c. / Late Name if any. / No. of Decks, &c.	4 Register Tonnage: Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned. How expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Dates of Port Certs.
593 116128 TVHR	**Good Hope** *H.A.Fletcher* –14	**SteelScK** *ss*Hul.No.2–11 1*Dk*	256 232 103	✠100A1 *Stm Trawler* 7,14 BS7,14 ✠LMC8,11	Hul		5,13	1903 2mo *Lloyd's*	Cook, Welt'n&Gemmell Hull *sA&CP*	CargillS.Trawling Co.Ld.	128·4 | 22·0 | 12·0 Q52′ BK7″			Hull British 4*BHCem*	T.3Cy.13″,22″&37″–27″ (*s*) 200lb 75RHP 1SB.*2cf*,GS36,HS1288 C D.Holmes&Co.Hull	12 ″ 10	
594 133406 HWTQ	**Good Luck** *J.Page* –14	**SteelScK** 1*Dk*	294 261 131	✠100A1 *Stm Trawler* 4,14 ✠LMC10,12	Hul			1912 10mo *Lloyd's*	Cook, Welt'n&Gemmell Ld. Beverley *sA&CP*	HumberSteam TrawlingCo.Ld.	130·0 | 23·5 | 12·2 Q74′F19′ BK8″ *WB=DTf*7′20*t*			Hull British 4*BHCem*	T.3Cy.13″,22½″&37″–24″ (*s*) 200lb 87RHP 1SB,*3pf*,GS46,HS1390 Amos&Smith,Ld.Hull	13 ″ 3	
595 137815 JPVM	**Goodwin** *Elec.light*	**SteelScSr** 2*Dks*	~~1928~~ 1160 1036					~~1916~~ 1917	CaledonS. B.&E.Co.Ld. Dundee	ClydeShppg.Co.Ld (W.Cuthbert*Mgr*)	~~270·0 | 37·0 | 18·5~~ 270·3 | 37·2 | 17·3 *WB*			Glasgow British	T.3Cy.21″,34″&56″–39″ 196NHP CaledonSB.&E.Co.Ld.Dun		
596 109239 RVDS	**Goodwood** *R.Sargent* –16 1*Dk*(*Irn*)2*trB&Web frames* 3*Dk rule*	**SteelSc** *ss*Nwc.No.3–5,13 *with freeboard* 10.16 BS1,16 ✠LMC5,13	3086 2867 1977	✠100A1 DS5,17	Gls	*u*	N7,16	1900 9mo	Ropner& Son Stockton A&CP *W*	Constantine& PickeringS.S.Co. *B=CellDBa*106′	325·0 | 48·1 | 21·9 P30′B166′F36′ FK *uE&B*22′*f*138′631*t*			Middlsbro' British 5*BHCem* *APT*60*t*	T.3Cy23½″,39″&64½″–42″(*s*) 160lb *70lb* 273NHP 2SB.*6rf*,GS119,HS4200 Blair&Co.Ld.Stockton	24 ″ 3 s 3 ″ 4½ 21 ″ 3	
597 NTSV	**Gooiland** *ss*Ams.No.3–3,17 *P.W.A.Ohr* –15 (*ex*KingRobert) *Elec.light* Spar *dk*(*Stl*)& *deep framing*	**SteelScSr** ~~*ss*Ams.No.2–12~~ 1*Dk*(*Stl*)&	3898 3641 2486	✠100A1 3,18 *Spar dk* ~~3,17 7,13 5,17~~ ~~DS6,17~~ ~~BS6,16~~ ✠LMC12,12	Ams NYk	*w*	~~N7,15~~ 6,17	1904 1mo *Lloyd's*	Russell& Co. PortGlasgow *WB=CellDBa*	Koninkl.Holland-scheLloyd	344·8 | 49·8 | 17·9 P26′B78′F37′ FK 112′*uE*24′*f*146′842*t*			Amstrdam Dutch 6*BHCem* *APT*71*t*	T.3Cy.25″,41″&67″–45″ (*s*) 180lb 335NHP 3SB,*9cf*,GS149,HS5274 D.Rowan&Co.Glasgow	28 ″ 5 s 5 ″ 7½ 23 ″ 2	
598 114046 VTLH	**Goole** *F.King* –07 *Mchy.Aft* *Cargo battens not fitted*	**SteelScSr** ~~*ss*Goo.No.2–12~~ *ss*Goo.No.3–5,17 1*Dk*(*Stl*)	358 261 148	✠100A1 5,17 ~~1915~~ ✠LMC5,17 ~~MS7,11~~ ~~BS5,16~~	Goo	*e*	~~1,15~~ 5,17	1904 7mo *Lloyd's*	J.P.Renoldson&Sns. SouthShields *sA&CP*	Goole&HullSteam TowingCo.Ld.	145·0 | 24·6 | 10·0 Q51′F20′ FK *WB=FPT*57*t*			Goole British 3*BHCem*	C.2Cy.19″&40″–26″ (*s*) 125lb *80lb* 75RHP 1SB,*3pf*,GS45,HS1419 J.P.Rennoldsn&Sns.S.Shl.	10 ″ 9 s 1 ″ 1 9 ″ 10	
599 67850 RKJC	**Goole No. 6** *B.Mitchell* –12	**IronScK** 1*Dk*	108 99 11					1885	T.Scott Goole	Goole&HullSteam TowingCo.Ld.	100·0 | 16·2 | 8·8			Goole British	C.2Cy.17″&34″–21″ NB01 50RHP T.Scott,Goole		
600 90941 STKC	**Goole No. 7** *H.E.Koppleman* –17 (*Tug*) (*ex*Southesk)	**SteelScSr** 1*Dk*	184 173 19			...		1885	J.T.Eltringham S.Shields	Goole&Hull Steam TowingCo.Ld.	120·0 | 21·2 | 11·5			Goole British	C.2Cy.20″&40″–26″ NB04 65RHP J.P.Rennoldsn&Sns,S.Shl.	11 ″ 10	
601 104213 PNJL	**Goole No. 10** *B.Mummery* –14 (*Tug*)	**IronScK** 1*Dk*	169 155 5			...		1896	J.P.Rennoldsn&Sons SouthShields	Goole&HullSteam TowingCo.Ld.	105·0 | 21·2 | 11·2 BK7″			Goole British	T.3Cy.13½″,22″&36″–24″ NB08 75RHP JPRennoldson&Sons,SShl	12 ″ 0	
602 TGHK	**Goole Trader** *J.F.Karlsson*10–12 (*ex*Ouse)	**SteelScSr** *ss*Goo.2ndNo.3–7,08 *ss*Abo.No.1–12 1*Dk*(*Irn*)	738 601 442	✠100A1 5,13 ✠NB5,96 ✠LMC5,12 BS6,16	Hul	*m*	5,14	1884 7mo *Lloyd's*	W.Dobson &Co. Newcastle *sA&CP*	Ångf.Aktieb. Transito (H.Wilén,*Mgr.*)	220·8 | 30·4 | 13·8 P29′B51′F28′ BK7″ *WB=FPT*			Åbo Russian 5*BHCem* 60*t APT*61*t*	C.2Cy.28″&58″–33″ (*s*) 105lb *80lb* NDB02 163NHP 1SB.*4pf*,GS80,HS2664 R.&W.Hawthorn,Nwc.	14 ″ 7 s 1·10½ 13 ″ 5	
603 106917 PTHQ	**Goorkha** *J.B.Whitton* –15 *Elec.light Ref.Mchy.* Sub.Sig. Wireless	**SteelTwinSc3MstSr** 3*Dks*	6335 5186 3931					1897	Harland& Wolff(Lim.) Belfast	TheUnion-Castle MailS.S.Co.Ld.	430·0 | 52·2 | 29·0 P67′B172′F69′			S'thamptn British *WB*	T.6Cy.19″,31″&52″–48″ 375NHP Harland&Wolff(Lim.),Bel		
604 124111 HRJN	**Goosander** *W.H.Hosier* –12 *Elec.light*	**SteelScK** *ss*Liv.No.1–12 1*Dk*	238 200 90	✠100A1 *Stm Trawler* 1,15 BS3,14 ✠LMC4,12	Liv		1,15	1908 1mo *Lloyd's*	Smiths' Dock Co.Ld. NorthShields *sA&CP*	Harley&Miller,Ld	120·4 | 21·6 | 11·6 Q67′F20′ BK7½″ *WB=DTf*4′15*t*			Liverpool British 3*BHCem*	T.3Cy.12½″,20″&34″–24″ (*s*) 180lb 57RHP 1SB,*2pf*,GS38,HS1423 MacColl&Pollock,Ld.Sld.	12 ″ 6	
605 131308	**Gopher** *J.Guy* –14	**SteelScSp** *ss*Qbc.No.1–14 1*Dk*	198 185 4	✠100A1 *For towing purposes* 11.17 ~~11,14~~ BS12,16 ✠LMC10,14	Qbc Hfx		12,16	1910 11mo *Lloyd's*	Garston G.D.&S.B.Co. Ld. Garston *sA&CP*	QuebecSalvage& WreckingCo.Ld. (G.McL.Brown, *Mgr.*)	100·3 | 23·1 | 12·0 BK6¾″ *WB—APT*19*t*			Quebec British 5*BHCem*	T.3Cy.16″,26′&42″–27″ (*s*) 180lb 90RHP 1SB.*3cf*,GS59,HS2115 Crabtree&Co.Ld.Gt.Yar.	13 ″ 1	
606 HNLB	**Gorbea Mendi** *DeUrquide* –17 *Elec.light*	**SteelScSr** *ss*Bcl.No.1–17 1*Dk*(*pt Stl&pt Irn*)	4291 3949 2678	✠100A1 ~~8,17~~ 1,17 12,17 SbaBcl ✠LMC9,16 12,17	N Yk	*w*	~~8,17~~ 12,17	1913 9mo *Lloyd's*	Cia. Euscalduna deConst Bilbao *sA&CP*	Cia.Nav.Sotay Aznar *WB=CellDBa*	365·0 | 50·2 | 25·2 P29′B99′F38′ FK 119′*uE*26′*f*162′884*t*			Bilbao Spanish 6*BHCem* *APT*152*t*	T.3Cy.27″,44½″&73″–48″ (*s*) 180lb 401NHP 3SB,*9cf*,GS189,HS6169 Blair&Co.Ld.Stockton	27 ″ 10 s 5 ▪ 5½ 22 ″ 8	
607 95534	**Gordon** *C.D.Young*89–89 *Elec.light* 1*Dk*(*pt Stl*) *Steel plating Iron framing*	**Iron&SteelPad** *ss*Lon.No.3–10,08 *ss*Lon.No.2–14	493 362 311	✠ A1 4,16 *For Woolwich Ferry purposes* BS6,16 ✠LMC10,14	Lon		12,17	1889 2mo *Lloyd's*	R.&H. Green London *sA&CP*	LondonCounty Council	164·6 | 42·1 | 6·3 B60′ FK			London British 6*BHCem*	D.4Cy.33″–36″ (*s*) 30lb 152NHP 2SB,*4pf*,GS88,HS2232 J.Penn&Son,Greenwich	7 ″ 0	BT till 5,17
608 114677 SJPG	**Gordon Castle** *W.M.Betts* –15 *Elec.light* 2*Dks*(1*Stl&Upt Irn&pt Stl*)& *deep framing* *Carrying fuel oil F.P.above150° F. in D.B.*	**SteelScSr** *ss*Lon.No.3–11,13 *ss*Liv.No.1–16	4408 4068 2824	✠100A1 12,17 ~~9,16~~ BS12,17 ✠LMC8,16	Liv Hul	*x*	~~1,16~~ 12,17	1901 6mo *Lloyd's*	C.Connell &Co. Glasgow *sA&CP*	TheUnion-Castle MailS.S.Co.Ld.	385·0 | 50·2 | 26·5 P40′B108′F50′ FK *WB=Cell BDa*122′*uE&B*43′*f*166′1008*t FPT*			London British 6*BHCem* 75*t APT*85*t*	T.3Cy.27″,43″&72″–48″ (*s*) 180lb 484NHP 2SB&1Aux.,*11cf*,GS186, HS7019 FD Dunsmuir&JacksonLd.Gls	29 ″ 0 s 5 ▪ 7½ 23 ″ 10	
609 125663 HMFB	**Gordonia** *J.R.Kidner*06–08 1*Dk*(*pt Irn&pt Stl*)2*trB&deep framing* 3*Dk rule*	**SteelScSr** *ss*Shl.No.2–17	3860 3657 2461	✠100A1 ~~2,17~~ 3,18 Hul Cdf ✠LMC2,17	Shl	*w*	2,17	1908 1mo *Lloyd's*	J.Readhead &Sons SouthShields *sA&CP*	GordonStm.Shppg Co.Ld. *WB=CellD*	346·1 | 49·6 | 26·5 P30′B96′F33′ FK *Ba*115′*uE*25′*f*148′905*t APT*65*t*			London British 6*BHCem*	T.3Cy.25″,42″&68″–45″ (*r*) 180lb *100lb* 331NHP 2SB,*6cf*,GS121,HS5026 J.Readhead&Sons,S.Shl.	27 ″ 11 s 5 ″ 2 23 ″ 2	
610 127935 HNFS	**Gorgon** *A.L.Gordon* –16 *Elec.light*	**SteelSc** 2*Dks*	2885 2297 1734					1908	Scott's S.B. &Eng.Co.Ld. Greenock	OceanS.S.Co.Ld. (A.Holt&Co. *Mgrs.*)	303·6 | 42·2 | 23·8 P40′B104′F36′			Fremantle British *WB*	T.3Cy.19½″,33″&55″–39″ 189NHP Scott'sSB.&EngCoLd.Grk		
611 213000 LFHB	**Gorgona** 1*Dk*	**SteelSc**	351 — 184					1915	Staten Island S.B.Co. PRchmndNY		119·0 | 29·9 | 15·9			New York Utd.States			
612 HKGV	**Goritia** *ss*Tri.No.2–12 1*Dk*(*Stl*)& *Spar dk*(*Stl–ws*)& *deep framing* *Elec.light*	**SteelScSr**	3104 2486 1925	✠ ~~5,16~~ *Spar dk* ✠	Tri	*v*		1903 7mo	Lloyd Austriaco Trieste	LloydAustriaco	337·5 | 42·3 | 14·8 P36′B96′F64′ FK *E28′f*134′583*t FPT*			Trieste Aust.-Hung. 6*BHCem* 10*t APT*8*t*	T.3Cy.24″,40½″&68″–45″ 394NHP 2SB,*6cf*,GS128,HS5266 FD LloydAustriaco,Trieste	25 ″ 4	
613 38 PLWX	**Gorizia** *P.Catania* –17 (*ex*Germania, *ex*Eptanisos,*ex*Dacia, *Well deck* *ex*Chelona)	**IronScSr** *ss*Pir.2ndNo.3–10,07 *ss*Bdx.No.2–16 1*Dk*(*Irn*)2*trB*	1507 — 912	✠100A1 ~~4,17 1,17~~ 7,17 ✠LMC1,17	Nap Pal	*q*	~~N2,15~~ 4,17	1883 11mo	Bartram Haswell& Co. Sunderland A&CP	Fratelli Biriaco	258·0 | 36·1 | 18·6 P28′Q66′B66′F28′ BK9″ *DB*			Catania Italian 4*BHCem* a66′*f*60′ 250*t*	C.2Cy.33″&61″–33″ (*b*) 80lb *60lb* NDB02 178NHP 1DB,*4pf*,GS82 T.Richardson&Sons,Hpl.	20 ″ 0 s 2 ″ 2 18 ″ 8	

1 Numéro d'Ordre / Numéro Officiel / Signaux	2 3 Nom du Navire. Matériaux, Grément, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 6 7 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné ou maintenu, expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 9 Construit. Quand. — Navire. — Mach.	Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où codés.
614	**Gorjistan** SteelScSr	*3261*			...		1900	W.Gray& Co.Ld. W Hartlepool	H.R.Matthaei	350·0 P24'B84'F35'	45·1 24·2 FK	16·3	Hamburg German	T.3Cy.28″,43½″&72″–48″ FD 457NHP	26 ″ 8	
	Elec.light 1*Dk*&*Spar dk*&*deep framing*	*3015*														
		2093											*WB*	Cen.Mar.Eng.Wrks.W Hpl		
615	**Gorliz** SteelScSr	1805	✠100A1	Bbo	*q*	3,16	1891	J Readhead &Sons S.Shields	Cia.Nav.Sota y Aznar (Sota y Aznar, *Mgrs.*)	259·5 P28'Q70'	36·0 BK9″	17·9	Bilbao Spanish	T3Cy.20½″,33½″&55″–36″(r)	20 ″ 6	
	C.Ugalde –16 *ss*Bbo.2nd No.3–3,16	1339	*pt Awng dk*				3mo							150lb *100lb* NDB11 181NHP	s 7 ″ 8½	
HNKB	(*ex*Salisbury)	1050	*with freeboard*								*WB*=*Cell*			2SB,*4rf*,GS70,HS2701	20 ″ 4	
	Well deck 1*Dk*(*St*)*2trB*		*See Vol. B, 5,16 Supplement*				*Lloyd's*A&CP	S.Shields			BK9″			*DB*216'375*t* J.Readhead&Sons,S.Shl.		
	Now named "Astondo Mendi"		BS9,16 ✠LMC5,16													
616	**Gorm** SteelScSr	2130					1916	Nylands Værksted Christiania	Akties.Dpskslsk. Gorm(L.H.Carl, *Mgr.*)	289·2 P25'B144'F32'	44·2	19·2	Copnhagn Danish	T.3Cy.21½″,34½″&60″–39″ 225NHP		N
	C.Danholt	1909											*WB*	Nylands Værksted,Xania.		
NVHQ	1*Dk*	1282														
617	**Gorontalo** SteelSc	5884					1908	Bonn& Mees Rotterdam	Rotterdamsche Lloyd(W.Ruys& Zonen, *Mgrs.*)	395·8 P25'B144'F32'	51·5	34·3	Rottrdam Dutch	T.3Cy.26½″,43″&72″–48″ 359NHP		V
	G.H.Ruhaak	5653											*WB*	Maats deSchelde,Flushing		
NTVC	*Elec.light* Wireless 3*Dks*	3787														
618	**Gorredijk** SteelScSr	6463	✠100A1	Rot	*z*	~~3,15~~ 0,17	1902	Furness, Withy&CoLd W Hartlepool	Nederl.Amerik Stoomv.Maats. (Holland-Amerika Lijn)	401·0 P25'B69'F148'	52·1 FK	29·3	Rottrdam Dutch	T.3Cy.28″,46″&77″–48″ (*s*) 180lb 489NHP	32 ″ 1	
	S.deJong –09 *ss*Rot.No.3–7,15	6303	*Shelter dk*	NYk			7mo							4SB,*12cf*,GS216,HS8140	s 3 ″ 11	
NTVF	(*ex*Como) 2*Dks*(*Stl*)*3trB*	4154	~~5,13,16~~ 1,18 ✠LMC				*Lloyd's*A&CP							6*BHCem* Richardsons,Westgarth&	28 ″ 7	
	Elec.light &*Shelter dk*(*Stl*)		MS7,16 BS~~3,16~~ 5,17				*WB*=	*Cell DB a*127′	*uE*&*B*69′*f*148′908*t*	*DTf*25*t*790*tDTa*29′			869*tFPT*77*t*	*APT*46*t* Co.Ld.Hpl.		
619	**Gorsemore** SteelScSr	3079					1899	Richardsn, Duck&Co. Stockton	JohnstonLineLd. (Furness,Withy& Co.Ld. *Mgrs.*)	330·9 P25'B144'F32'	46·0	24·2	Liverpool British	T.3Cy.22½″,39½″&67″–42″ 291NHP		C
110538	*W.J.Gorley* –15	2917											*WB*	Blair&Co.Ld.Stockton		
QRFB	1*Dk*2*trB*	1980														
620	**Gosford II.** WoodScSr	100					1911	W.Dunn Brisbane Water,NSW	C.Stephenson	92·0	23·2	7·9	SydnyNSW British	C.2Cy.12″&24″–16″ 25RHP		
131480	*D.J.O'Brien* –11	89												Halliday Bros.Sydny NSW		
	1*Dk*	40														
621	**Gosforth** SteelScSr	1077	✠100A1	Sws	*n*	11,16	1898	WoodSkinner&Co.Ld. Newcastle	HarriesBros.&Co.	220·0 Q109'B10'F26'	33·1 FK	14·3	Newcastle British	T.3Cy.17½″,28″&46″–33″ (*s*) 160lb *100lb* NDB14 132NHP	16 ″ 6	
106642	*J.Bie* –15 *ss*Ham.No.3–8,10	857	5,15				8mo							4*BHCem*	s 1 ″ 6½	
	(*ex*Altona,*ex*Gosforth) *ss*Sws.No.1–14	644	BS11,16 ✠LMC5,14				*Lloyd's*A&CP	*WB*=*Cell DBa*48′*uE*&	*B*35′*f*96′286*t FPT*				42*tAPT*63*t*	1SB,*4pf*,GS ,HS2160 N.E.MarineEng.CoLdNwc	15 ″ 2	
	Well deck 1*Dk*(*Irn*)& *Web frames* *Cargo battens not fitted*															
622	**Goshawk II.** IronScK	208			...		1900	Cochrane& Cooper,Ld. Selby	Thomas Baskcomb Ld.(T.W.Baskcomb, *Mgr.*)	117·0 Q48'F20'	21·5 BK7½″	11·2	Grimsby British	T.3Cy.12″,21″&34″–24″ NB12 60RHP	12 ″ 0	
113200	*C.H.Johnston* –14	189	*(Trawler)*											C.D.Holmes&Co.Hull		
RVMP	(*ex*Goshawk) 1*Dk*	87														
623	**Gösta** WoodScSr	267					1916	F.Börjesson Matarvarfet	P.Wersen	123·4	25·1	10·2	Södertelje Swedish	Oil Eng. C.2Cy.16″–16$\frac{2}{16}$ J.V.SvenssonsMtrfab.Skm		V
	Mårtensson *Oil Eng.*	235														
		186														
624	— SteelScSr	242					1908	Eriksbergs M.V.Aktieb. Gothenburg	Ångf.Aktieb. Örnen (A.Th Assmundson *Mgr*)	102·4 P32'H12*t*F14'	22·4	11·5	Gothenbrg Swedish	C.2Cy.10″&22½″–15″ 16NHP		V
4904	*Chr.Rohman*16–16	197											*WB*	EriksbergM.V.Aktieb.Got		
JRDN	*Mchy.Aft* 1*Dk*	105														
625	**Gösta Berling** SteelScSr	153					1900	Aktieb. Karlstad's Mek.Verkst. Karlstad	Ångb.Aktieb. Fryksdalen (N.Pehrsson, *Mgr*)	96·3 Q24'B40'H11*t*	20·5	8·2	Fryksände Swedish	C.2Cy.14$\frac{3}{16}$″&24½″–15$\frac{3}{4}$″ 20NHP		
3777	*C.B.Hallgren*10–10	85												Aktieb.Karlstad'sM.V.		
JLSR	1*Dk*	100														
626	**Göta** IronScSr	1128	✠	Shl	*o*		1877	J Readhead &Co. S.Shields	Handelsbolaget SölvsbrgSkppvsrf. (J.Ingmansson, *Mgr.*)	238·9 Q93'B49'H17*t*F31'	30·9 BK8½″	17·2	Sölvesbrg Swedish	C.2Cy.26½″&51″–33″ NDB94 125NHP	18 ″ 4	V
3310	*E.Karlsson*13–13 *ss*Npt.No.3–8,89	886	3,97				3mo				*WB*=			1B,GS49		
JKBV	(*ex*Rishanglys) *ss*Shl.No.1–94	712												J.Readhead&Co.S.Shields		
	Well deck 1*Dk*(*Irn*)*2trB*									*DB*172′						
627	— IronScSr	245					1877	MotalaCo. Norrköping	RederiAktieb. Norden i Norrköping (F. Forsman, *Mgr.*)	105·3 P58′ H18*t* F34′	22·8	8·6	Norköping Swedish	C.2Cy.15½″&31″–22″ NE&B92 38NHP		
696	*J.S.Lönneberg*13–13 1*Dk*	119												MotalaCo.,Gothenburg		
JBVN		181														
628	— CompScSp	171					1877	C.F.Svartling Spången	C.L.Hellström	100·1 B12′ H13*t* F14′	22·3	10·2	Gothenbrg Swedish	C.2Cy.12¼″&25″–20″ 23NHP		
2191	*A.Jönsson* –02 (*ex*Forshaga)	148												MotalaCo.,Motala		
JFBN	*Mchy.Aft* 1*Dk*	90														
629	— IronScK	*146*			...		1895	Edwards Bros. N.Shields	N.W.Stranne	96·0 Q18'F17'	20·7 BK7½″	11·0	Smögen Swedish	T.3Cy.11″,17″&30″–21″ 41NHP	11 ″ 10	
	L.Stranne –14 *(Trawler)*	*134*												N.E.MarineEng.Co Ld.Sld		
	(*ex*Aldgate) 1*Dk*	*55*														
630	— SteelScSp	121					1895	Eriksbergs M.V.Aktieb. Gothenburg	GöteborgsNya AngslupsAktieb. (Herm.Hiutze, *Mgr.*)	92·5 B33′ H20*t* F12′	19·1	6·6	Gothenbrg Swedish	C.2Cy.14″&27″–18″ 26NHP		
2818	*I.Hagström* –08 1*Dk*	57												EriksbergM.V.Aktieb,Got		
JGHV		84														
631	— SteelSc	*111*			...		1889	Hall, Russell&Co. Aberdeen	GadusFabriker (H.Larsson, *Mgr.*)	96·7 H5*t*	19·6 BK6½″	10·1	Gothenbrg Swedish	C.2Cy.17″&34″–24″ 47NHP	10 ″ 9	
	*E.Udbuldt*13–13 *(Trawler)*	*106*												Hall,Russell&Co.Abn.		
	(*ex*NorthPole) 1*Dk*	*42*														
632	**Göta Kanal II.** Steel&IronScSr	165					1888	MotalaCo. Gothenburg	Ångf.Aktieb.Göta Kanal (A.Rönnow, *Mgr.*)	97·3 H35*t* F13′	22·4	8·1	Stockholm Swedish	C.2Cy.11″&22″–16″ NB08 16NHP		
2359	*K.D.Danielsén*88–88 1*Dk*	126											*WB*	MotalaCo.,Gothenburg		
JFKH	*Mchy.Aft*	100														
633	**Göta Kanal IV.** SteelScSr	172					1892	P.Larsson Thorskog	Ångf.Aktieb.Göta Kanal (A.Rönnow, *Mgr.*)	97·4 P27'H7*t*F13'	22·0	8·1	Stockholm Swedish			
2205	*O.E.Forssell*05–10 1*Dk*	129														
JFCN	*Mchy.Aft*	94														
634	**Göta Kanal VI.** SteelScSr	160					1890	MotalaCo. Motala	Ångf.Aktieb.Göta Kanal (A.Rönnow, *Mgr.*)	96·9 P30′ H7*t* F14′	21·8	8·2	Stockholm Swedish	C.2Cy.10¾″&21½″–15½″ 15NHP		
1837	*L.A.Edman*06–06 1*Dk*	129											*WB*	MotalaCo.,Motala		
HVFB	*Mchy.Aft*	94														
635	**Götaland** *ss*Mmo No 1–17 SteelScSr	3538	✠100A1	Rot	*w*	~~10,16~~ 7,17	1899	Irvine'sSB. &D.D.Co.Ld. W Hartlepool	Ångf.Aktieb.Tirfing (AxelBroström&Son, *Mgrs.*)	340·0 *uE*&*B*35′*f*140′909*t*	48·0 FK	25·0	Gothenbrg Swedish	T.3Cy.24″,39″&66″–45″ (*s*) 180lb *90lb* 297NHP	27 ″ 9	
4219	*J.V.G.Nóren*13–13 *ss*Bly.No.3–5,12	3341	~~7,17~~ 4,18 Mmo	NYks			9mo						6*BHCem*	2SB,*6cf*,GS100,HS4307	s 5 ″ 3	
JNMH	(*ex*Robert Irvine) 1*Dk*(*Irn*)*2trB*	2236	BS~~10,16~~ ✠LMC~~5,13~~ 7,17				A&CP	*WB*=*Cell DBa* 115′					*APT*82*t*	T.Richardson&Sns,Ld.Hpl	22 ″ 10	
	deep framing&*Web frames* *Cargo battens not fitted*															

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. *Master.* *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Register'd Tonnage Gross. / Under deck. / Net.	5 6 7 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned / now expired. Equipment letter.	7* Date when tail shaft last seen.	8 9 Built. When. / Ship. / Engines	By Whom. / Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught.	15 Registers in which classed, if not in L.R. Dated B of Trade Cert.
636 500 JBNR	**Göteborg** *ssGot.2nd No.3-5,17* **SteelScSr** *~~BrBoltheni 6-15~~* *~~ssGot. No.3-7,06~~* *Well deck* *ssGot. No.2-13* *Elec.light* 1*Dk*(*ptStl*)&*Webframes* *J.A.Bengtson* 16-16	857 704 340	✠100A1 5,17 ~~11,15~~ ~~BS10,16~~ ✠LMC5,15 BS5,18	Got	*n*	11,15	1893 4mo *Lloyd*	Act.Ges. "Neptun" Rostock *'sA&CP*	Rederiaktieb. SvenskaLloyd (H.Metcalfe, *Mgr.*)	219·0 P&B149 FK	29·8 H34*t* *WB=Cell*	14·4 F54′ *DB*	**Gothenbrg** Swedish 5*BHCem*	T3Cy20½″&32½″&51½″-35½″ 156lb (*s*) 181NHP 2SB,*4cf*,GS84,HS3075 A.G."Neptun,"Rostock	16 ″ 10 s 1 ″ 7½ 15 ″ 6	
637 738 HVPC	— **SteelScSr** *G.A.Miltopæus* 78–91 1*Dk*&*ptShelterdk*	407 215 231					1891	Bergsunds Mek.Verks. Stockholm	Ångb.Aktieb.Bo-huslänskaKusten (C.Thorburn)	148·6 H59*t* *ptShelterdk*	25·2 17·9 143*t*	10·8 *WB*	**Uddevalla** Swedish	T.3Cy.15⅝″,24⅜″&41″-27½″ NB98 88NHP Bergsunds M.V.Stockholm		
638 QJMG	**Gotha** **SteelScSr** *G.Hillmann* *Elec.light* Sub.Sig. Wireless 2*Dks*	6653 5130 4235					1907	Bremer Vulkan Vegesack	Norddeutscher Lloyd	428·5 P&B285′F75′	54·5	27·9 *WB*	**Bremen** German	Q.4Cy.24″,34⅜″,50⅜″&72½″-53½″ 387NHP BremerVulkan,Vegesack		G
639 2700 JGBD	**Götha** **SteelScSr** *C.M.L Lundberg* Sub.Sig. 1*Dk*2*trB*	720 498 414					1895	Act.Ges. "Neptun" Rostock	FörnyadeÅngf. Aktieb.Götha (F.Sternhagen)	186·2 P113′ H29*t*	27·9 F17′	12·4 *WB*	**Gothenbrg** Swedish	T.3Cy.16″,26″&42″-29″ 95NHP A.G."Neptun,"Rostock		V
640 2550 HFLR	**Göthe** **IronScSr** *C.S.E.Cederström* 14–14 (*ex*Motala) 1*Dk*	740 677 431					1870	Motala M.V.Aktieb. Norrköping	Stockholms Rederiaktieb.Svea (HjBlomberg *Mgr*)	192·4 B38′H9*t*	27·2	18·0	**Stockholm** Swedish	T.3Cy.14½″,22½″&37½″-27½″ NE&B93 73NHP BergsundsM.V.Skm.		V
641 4671 JQGS	— **SteelScSr** *G.Nordmark* 13–13 (*ex*Herma, *ex*WilhelmLüdke) *Elec.light* 1*Dk*	399 318 216					1892	Nüscke &Co. Stettin	Karlshamns Ångb. Aktieb. (O.E.Lundström)	154·9 Q58′B24′H13*t*F17′	23·3	12·0	**Karlshmn** Swedish	C.2Cy.17¾″&30¾″-19¾″ DeutscheElbschifff.35NHP Ges."Kette,"Uebigau		G
642 5374 JSVN	**Gothia** *ssMmo No.2–17* **IronSc** *A.A.Nyberg* 06–12 *ss*Cff.2nd No.3–6,08 (*ex*NinianStuart) ~~*ssCpn.No.1–18*~~ *Well deck* 1*Dk*(*Irn*)2*trB*	1826 1475 1075 BS1,18	✠100A1 ~~11,17 5,16~~ 1,18 ✠NB7.00 ✠LMC MBS8,16 MS12,16	Mmo Cpn	*r*	12,16	1883 9mo	W.Pickers-gill&Sons Sunderland A&CP	~~RederiTrelleborg~~ (G.Österberg, *Mgr.*) R.Göhle	270·2 Q96′B64′F32′ ptND05 FK *WB=DBa80′f108′*	40·3	18·6	~~**Trelleborg**~~ Norrköping Swedish 4*BHCem* 474*t APT16t*	C.2Cy.30¼″&62″-42″ (*s*) 95lb *100lb* NDB11 198NHP 2SB,*4pf*,GS75,HS3110 G.Clark,Sunderland	20 ″ 0 s 2 ″ 1 18 ″ 2	
643 1726 JQLV	~~& Sunk 6,17~~ **SteelScSr** *D.Moberger* –15 *Elec.light* (*ex*Alpha) 1*Dk*	659 463 334					1901	Const.Méc. &Mar. Boulogne	Stockholm Rederiaktieb.Svea (Hj.Blomberg)	174·9 Q93′B14′H39*t*F22′	27·1	13·2 *WB*	**Stockholm** Swedish	T.3Cy.12⅛″,19 7/16″&33½″-22″ 53NHP Const.Méc.&Mar.Boulgne		V
644 123247 HGBP	**Gothic** **SteelScSr** *E.Woodhead* –13 *ss*Hul.No.1–10 (*ex*Bessborough) *Spar dk*(*ptIrn ptStl*) 2*trB*&*Webframes*	3807 3586 2463	✠100A1 *Spar dk with freeboar* 7,13 ✠LMC Examined 10,17 BS10,17	Cff	*w*	~~6,14~~ 10,17	1906 4mo *Lloyd*	Furness, Withy&CoLd W Hartlepool *sA&CP*	W.H.Cockerline& Co. *WB=*	340·0 P31′B105′F35′ FK *CellDBa112′uE&B*	47·0 27·4	20·4 *40′f142′708t*	**Hull** British 6*BHCem* *APT31t*	T.3Cy.24″,39″&66″-45″ (*s*) 180lb *90lb* 317NHP 2SB,*6cf*,GS105,HS4891 Richardsons,Westgarth& Co.Ld.Hpl.	29 ″ 10 s 5 ″ 8½ 24 ″ 6	
645	**Gothic Prince** **SteelScSr** *Elec.light*	6350 3780	100A1 (*Class Contemplated*)				1917	Short Bros. Ld. Sunderland	PrinceLine,Ld. (Furness,Withy& Co.Ld. *Mgrs.*)	448·0	57·4	28·1	British	Q.4Cy.25½″,36¼″,52½″&76″-48″ N.E.MarineEng.Co Ld Nwc		
646 MBVR	**Gothland** **SteelTwinSc4MstSr** *Holme* –16 (*ex*Gothic,*ex*Gothland,*ex*Gothic) *Elec.light* Sub.Sig. Wireless 3*Dks*	7660 6644 5489					1893	Harland& Wolff,Ld. Belfast	Soc.Anon.deNav. Belge-Américaine	490·7 P58′F61′	53·2	33·5 *WB*	**Antwerp** Belgian	T.6Cy.26″,42½″&70″-51″ FD 700NHP Harland&Wolff,Ld.Bel.		V
647 62298 KGPN	— **IronSc3MstSr** *ssLiv.2nd No.3–7,07* *ssMch.No.1–12* 1*Dk*&*Spardk for passengers only*	1485 998 867	100A1 *Spar dk* 6,14 ✠LMC ✠NF&B6,99 MS1,12 BS6,14	Mch	*o*	6,14	1871 1mo	J.&G. Thomson Glasgow A&CP	The Admiralty	251·6 ND99	32·0 23·9 BK9′	16·7 *5BHCem*	**Liverpool** British	T.3Cy.20½″,34″&55″-39″ (*s*) 165lb *70lb* NDB99 199NHP 2SB,*6cf*,GS97,HS3110 D.Rollo&Sons,Liverpool	25 ″ 3 s 8 ″ 4½ 18 ″ 1	
648 PBQJ	**Gotland** **SteelScSr** *Stieg* 02–13 *Elec.light* 1*Dk*	990 752 591					1913	Antwerp Eng.Co.Ld Hoboken	L.Possehl&Co.	210·0 Q70′B50′F22′	33·3	13·6 *WB*	**Lübeck** German	T.3Cy.15¾″,26″&44″-27″ 101NHP MacColl&Pollock,Ld.Sld.		G
649 1975 JDSC	— **IronScSr** *R.F.Ljungholm* 98–05 1*Dk*	299 171 212					1868	Bergsunds Mek.Verks Stockholm	Ångf.Aktieb.Got-land (CarlE. Ekman)	120·7 Q40′ B35′ H27*t* F29′	24·6	10·5	**Visby** Swedish	C.2Cy.19½″&39″-23½″ 61NHP Brgsunds Mk. Vrks.,Skm.		
650 3502 JKSC	**Gottfrid** **SteelScSr** *C.I.Nygren* 16–16 *ss*Cpn.No.3–4,12 *Well deck* *ss*Els.No.1–16 *Cargo battens not fitted* 1*Dk*(*Irn*)2*trB*	1610 1264 980	✠100A1 ~~4,18~~ ~~5,16~~ ~~4,18~~ ✠LMC5,16 BS8,17	Els Shl	*q*	~~5,16~~ 4,18	1899 6mo	Strand Slipway Co. Sunderland A&CP	Rederiaktieb. Gottfrid (G.Erstad, *Mgr.*) *WB=CellDBa68′*	258·0 P26′Q64′B50′F31′ FK *uE&B34′f112′476t*	36·8	16·7 *4BHCem* *APT31t*	**Malmö** Swedish	T.3Cy.19¼″,31″&51″-33″ (*s*) 160lb *80lb* 159NHP 1SB,*4pf*,GS66,HS2535 N.E.MarineEng.Co.Ld.Sld.	19 ″ 2 s 2 ″ 2 17 ″ 4	
651 QJLG	**Göttingen** **SteelScSr** *C.Nauss* *Elec.light* Sub.Sig. 2*Dks*	5441 5127 3451					1907	Bremer Vulkan Vegesack	Norddeutscher Lloyd	428·7 P&B285′F52′	54·5	27·9 *WB*	**Bremen** German	Q.4Cy.24″,34⅜″,50⅜″&72½″-53½″ 387NHP BremerVulkan,Vegesack		G
652 150476	**Goudreau** **SteelScSr** (*ex*Pontiac) *Mchy.Aft. Elec.light* 1*Dk*&*Spardk*	2298 — 1788					1889	Cleveland S.B.Co. Cleveland,O.	ClevelandCliffs IronCo.	300·0 H—F31′	41·0 *WB*	12·4	**Cleveland** Utd.States	T.3Cy.24″,38″&61″-42″ 241NHP Cleveland S.B.Co.Clevelnd		
653	**Goukama** **SteelScSr** (*Whaler*) *Elec.light* 1*Dk*	138 133 48					1913	Akers Mek.Værks. Christiania		99·3	19·6	11·6		T.3Cy.12″,20″&33″-21″ 50NHP AkersMek.Værks.Xia.		N
654 136742 JHNQ	**Goulburn** **SteelScSr** *H.L.Dunsford* –16 *Elec.light* 1*Dk*(*ptIrn,ptStl*)	2363 2101 1412	✠100A1 7,16 ✠LMC1,15	Mel	*t*	7,16	1915 1mo *Lloyd*	Sunderlnd S.B.Co.Ld. Sunderland *'sA&CP*	HuddartParker, Ld. *WB=Cell DBa94′uE&*	295·0 P27′B68′F30′ FK *B38′f124′675t FPT*	45·0	20·1 *5BHCem* *52t APT66t*	**Melbourne** British	T.3Cy.22½″,37″&61″-42″ (*r*) 180lb *100lb* 286NHP 2SB,*6cf*,GS128,HS4750 G.Clark,Ld.Sunderland	22 ″ 3 s 3 ″ 5½ 19 ″ 2	
655 JLCR	**Goulfar** **SteelScK** *Hamond* –16 (*ex*MariaAnnunciata, *ex*PenriceCastle) 1*Dk*	*259* *222* *84*				...	1907	W.Walker Maryport	O.Dahl	120·0 Q67′F19′	22·0 BK7½	11·7	**La Rochlle** French	T.3Cy.12½″,20″&34″-24″ 78NHP MacColl&Pollock,Ld.Sld.	12 ″ 6	V
656 132295 HVDB	**Gourko** **SteelScSr** *J.R.Owen* –12 *Cruiser Stern* *Elec.light* *Ref.Mchy.* 2*Dks*	1975 1653 1073					1911	Earle's Co. Ld. Hull	Ellerman's Wilson Line,Ld.	318·0	42·2	17·3 *WB*	**Hull** British	T.3Cy.22″,36″&60″-42″ 233NHP Earle's Co.Ld.Hull		C
657 JLCS	**Gouverneur Ballay** **IronScSr** *Laborie* –14 (*ex*Mongibello, *ex*Beny) *Well deck* 1*Dk*2*trB*	1235 947 738				...	1882	Whitehavn S.B.Co.Ld. Whitehaven	Ch.Scholl	220·7 Q103*t*B128*t*F44*t* FK	33·3	15·8 *WB*	**Bordeaux** French	C.2Cy.23″&46″-36″ NB91 127NHP J.Jones&Sons,Liverpool	17 ″ 4	V

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 Nom du Navire. Matériaux Grécment. etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Renouvellement maintenant expiré. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP= Force en chevaux d'après les formules de la Société. RHP= Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.
658	**Gouverneur de Lantsheere** Steel		4147	✠100A1	Bel	*s*	2,17	1905	A. Rodger	Cie. Royale Belgo-Argentine (Arme	359·7 | 47·9 | 20·4	Antwerp	T.3Cy.25″,41″&68″–48″ (*s*)	30 ″ 10
	D. Persyn 06–17 *ss* Ant. No. 2–14 Sc Sr		4009	*Spar dk*			3,18	11 mo	& Co.	ment Adolf Deppe.	P33′B92′F35′ 28·3	Belgian	180lb 355NHP	s 6 ″ 5
MBJG	(*ex* Mariana) 1 *Dk* (*Stl*) & *Spar dk* (*Stl*) & *deep framing*		2667	4,17 ✠LMC 2,17 BS 5,16					Pt. Glasgow	*Mgrs.*) *Cell D B*	*W B* = FK		3SB, *9cf*, GS 162, HS 5580	24 ″ 9
								Lloyd's	*S & C P*		*a & u* E 140′ *f* 160′ 778*t*		A. Rodger & Co. Glasgow	
659	**Gouverneur Generaal Daendels**		1265					1902	Nederl.	Koninkl. Paketv.	224·0 | 36·0 | 15·0	Batavia	T.3Cy.17″,26½″&46½″–36″	
	Resner	Steel Sc	—						Schps. Maats.	Maats.	P 58′ F 50′	Dutch	127NH	
TDLQ	*Elec. light*	1 *Dk* & *Awng dk*	773						Amsterdam		*W B*		Ned Fb. v. Wrk & Spoor, Ams	
660	**Gouverneur Jaeschke** Steel Sc Sr		1738					1900	Howaldts-werke Kiel	Hamburg-Amerik. Packetf. Act. Ges. (Ham.-Amr. Linie)	240·4 | 36·0 | 20·9 P 22′ B 90′ F 38′	Hamburg German *W B*	T.3Cy.22 1/16″,33½″&57 1/16″–39½″] 204NH Howaldtswerke, Kiel	G
	W. Vogeler		1322											
LMRC	*Elec. light* Wireless	1 *Dk* & *Spar dk*	1045											
661	**Gouverneur Ponty** Steel Sc		434					1908	A. Dubi-geon & fils Nantes	Soc. Anon. des Messageries Africaines	159·1 | 24·6 | 11·5 P 39′ H 41′ F 37′	Dakar French	C.2Cy.18½″&31½″–23½″ 40NH Brissonneau et Lotz, Nts.	T
	Geffroy 12–13		300											
JLOT			245											
662	**Gouverneur von Puttkamer**		779					1903	Bremer Vulkan Vegesack	Woermann Linie Akt. Ges.	213·8 | 30·5 | 11·3 P 18′ Q 53′ B 75′ F 26′	Hamburg German *W B*	T.3Cy.13½″,21½″&35 7/16″–23½″ 61NHP Bremer Vulkan, Vegesack	G
	K. Engell –12	Steel Sc Sr	585											
RNBG	*Elec. light*	1 *Dk*	464											
663	**Gouwzee**	Steel Sc	172					1906	L. Smit & Zoon Kinderdijk	L Smit & Co's Sleep-dienst, Ld.	105·8 | 21·3 | 12·8	Rotterdam Dutch	T.3Cy.13½″,21″&34½″–20½″ 163·6lb HS 1638 82NH L. Smit & Zoon, Kinderdijk	T
	J. Verschoor 06–13	(*Tug*)	—											
NTVH			1											
664	**Goverdina**	Steel Sc	143					1916	Gebr. Boot Leiderdorp	Scheeps Exploitatie My de Marezaten (J Polderman *Mgr*)	102·0 | 20·4 | 10·2	Ymuiden Dutch	T.3Cy.9½″,15½″&27½″–21½″ 36NH N.V. Indust. My Hera, Ymu	
	M. Prins –16	(*Fishing*) 1 *Dk*	— 47											
665	**Governador**	Steel Twin Sc	355	✠ A1	Bom		~~11,15~~	1908	W. Simons & Co. Ld. Renfrew	West of India Portuguese Rlwy. Co.	138·0 | 28·1 | 11·6 P 11′ FK	Bombay British	C.4Cy.13″&26″–15″ (*s*) 140lb 56RH	12 ″ 0
	G. McLean	*ss* ~~Bom. No. 2–15~~	345	*Hopper Dredger*			12,17	11 mo				6 *B H Cem*	1SB, *3cf*, GS 57, HS 1460	- 2 ″ 5
	ss Bom. No. 3–12,17 1 *Dk* (*Stl–pt* teaks) (*Sand Pump Hopper Dredger*)		176	12,17 ~~11,15~~ ✠LMC ~~11,16~~ 12,17				*Lloyd's*	*S & C P*				W. Simons & Co. Ld. Rnf.	9 ″ 9
666	**Governor**	Steel Twin Sc Sr	5475					1907	New York S.B. Co. Camden, N.J.	Pacific Coast Co. (Pacific S.S. Co. *Mgrs.*)	391·9 | 48·2 | 19·7	New York Utd. States	T.6Cy.25½″,40½″&70″–48″ 679NH New York S.B. Co.	R
204314	*R. Jepsen* 91–06		—											
KWFN	Sub. Sig.	*Fitted for oil fuel*	2550											
	Elec. light Wireless	3 *Dks* & *Shelter dk*												
667	**Governor Cobb**	Steel Trp Sc Sr	2522					1906	Delaware River Co. Chester, Pa.	Eastern Steamship Corporation	289·1 | 54·0 | 18·0	Boston Utd. States *W B*	Steam Turbines W. & A. Fletcher Co. Hn. N.J.	
203584			—											
KVQJ	Wireless	1 *Dk*	1556											
668	**Governor Dingley**	Steel Sc Sr	3826					1899	Delaware River Co. Chester, Pa.	Eastern Steamship Corporation	298·9 | 60·8 | 17·8	Boston Utd. States *W B*	T.3Cy.27½″,44½″&70″–36″ 294NH Delaware River Co.	
86483			—											
KPLG	*Elec. light* Wireless	2 *Dks* & *Hurricane Dk*	2856											
669	**Governor Forbes**	Steel Twin Sc	2007					1905	G. Seebeck Akt. Ges. Bremerhaven	Akties. Baja California (A.O. Lindvig, *Mgr.*)	261·1 | 40·0 | 19·5 P 8′ B 59′ H—F 28′	Christiania Norwegian *W B*	T.6Cy.14⅝″,23½″&38½″–25⅝″ 148NH G Seebeck A.G. Bremerhvn	V
	Chr. Christophersen 16–16 (*ex* Admiral von Tirpitz)	*Elec. light* 1 *Dk* & *Spar dk*	1644 1199											
670	**Gowan**	Steel Sc K	173	✠100A1	Lth		12,12	1905	Mackie & Thomson Glasgow	Paton's Trawlers Ld. (C.F. Paton. *Mgr.*)	110·4 | 21·0 | 11·0 BK 7½″ *W B*	Glasgow British	C.2Cy.16″&34″–22″ (*s*) 140lb 47RH	12 ″ 0
121229	*W. Seaton* –13	*ss* Lth. No. 2–14 1 *Dk*	173 69	*Stm Trawler* 5,14 ✠LMC 5,14				5 mo				3 *B H Cem* = *D T* 5′ 13*t*	1SB *2pf*, GS 37, HS 1150 W. V. V. Lidgerwood, Gls.	
								Lloyd's	*S & C P*					
671	**Gower Coast**	Steel Sc 3 Mst Sr	804	✠~~100A1~~	Liv	*l*	11,16	1899	Dundee Shipbuilders' Co Ld. Dundee	Ford Shipp g Co Ld. (Mann, Macneal & Co. Ld. *Mgrs.*)	198·1 | 30·2 | 13·1 Q 98′ B 13′ F 23′ FK	Liverpool British	T.3Cy.16″,26″&40″–30″ (*s* 180lb *100lb* NDB 12 98RH	15 ″ 4
106238	*J. Clements* –17	*ss* Liv. No. 3–4,12	611	11,16				8 mo				3 *B H Cem*	1SB, *3cf*, GS 62, HS 2005	~~1 ″ 8~~
RHCD	(*ex* Sir George Bacon, *ex* Prestonian) 1 *Dk* (*Irn*) & *deep framing*	*ss* Liv. No. 1–16	368	~~NB 2.08~~ ~~LMC~~ ~~BS 5,16~~ ~~MS 11,16~~				*Lloyd's*	*S & C P*	*W B* = *Cell D B f* 134′ 205*t*		*F P T* 30*t*	Cooper & Greig, Dundee	~~11 ″ 1~~
	Well deck	*Elec. light* *Mchy. Aft*												
672	**Gowrie**	Steel Sc Sr	1031	✠100A1	Dun	*o*	5,16	1909	Caledon S. B. & E. Co. Ld Dundee	Dundee, Perth & London Shppg. Co. Ld.	240·1 | 32·2 | 16·6 P 33′ B 59′ F 38′ BK 8½″	Dundee British	T.3Cy.20″,33″&54″–36″ (*r*) 180lb 216NH	17 ″ 6
123330	*G. Boyd* –14	*ss* Dun. No. 1–13	904	10,16				8 mo				5 *B H Cem*	2SB, *6cf*, GS 120, HS 3696	- 2 ″ 0½
HQDT	*Elec. light*	2 *Dks* (*Stl*)	441	BS 2,16 ✠LMC 7,13				*Lloyd's*	*S & C P*	*W B* = *Cell D Bu*	*E* 29′ *f* 50′ 119*t*	*F P T* 21*t*	Caledon S. B. & E. Co. Ld. Dun	16 ″ 3
												A P T 37*t*		
673	**Goyaz**	Steel Sc Sr	1851	✠	N Yk	*s*		1902	Craig, Taylor & Co. Stockton	Lloyd Brazileiro	280·2 | 40·3 | 17·6 25·1 FK	R. Janeiro Brazilian	T.3Cy.24″,40″&65″–42″ 291NH	27 ″ 6
		ss N Yk. No. 2–11	1542	*Shelter dk with freeboard* 2,14				8 mo				4 *B H Cem*	2SB, *6cf*, GS 121, HS 4610	
	(*ex* Castro Alves, *ex* Morea)	2 *Dks* (*Stl–Ref. Mchy.* Uws) & *Shelter dk* (*Stl–ws*)	981							*W B* = *Cell D B a* 74′ *u E* & *B* 36′ *f* 122′ 446*t*		19*t* *A P T* 55*t*	Blair & Co. Ld. Stockton	
	Wireless													
674	—	Steel Twin Sc	1491					1912	Jonker & Stans Hendrik Ido Ambacht	Cia. Navegaçao do Amazonas	224·0 | 45·0 | 10·8	Para Brazilian	T.6Cy.14″,23″&37½″–16½″ 114NH Alblasserdam. Msch. Fab.	V
			1149											
	Elec. light	1 *Dk* & 2 *Shade dks*	985											
675	**Gozan Maru**	Steel Sc Sr	3383	✠100A1	Sws	*v*	5,15	1898	R. Thompson & Sons Sunderland	Hashimoto Kisen Kabushiki Kaisha	340·2 | 45·0 | 15·3 P 29′ B 70′ F 37′ 23·0 FK	Dairen Japanese	T.3Cy.24 3/16″,39″&64″–42″ (*s*) 180lb *90lb* 286NH	25 ″ 9
72	*R. McKinnon* –16	*ss* Ant. No. 3–7,10	2988	*Spar dk* 4,16				7 mo				6 *B H Cem*	2SB, *6pf*, GS 118, HS 4412	- 4 ″ 10½
QBHS	(*ex* Ormazan)	*ss* Kob. No. 1–13	2114	✠LMC 5,16				*Lloyd's*	*S & C P*	*W B* = *Cell D Ba*	112′ *u E* 22′ *f* 136′ 791*t*	*A P T* 48*t*	G. Clark, Ld. Sunderland	21 ″ 2
	1 *Dk* (*Stl*) & *Spar dk* (*Irn*) & *deep framing*													
	Now named "Arnus," see Supplement													
676	**Gozo**	Steel Sc K	172	✠100A1	Hul		8,13	1902	Cook, Welt'n & Gemmell Hull	Hull Steam Fishing & Ice Co. Ld.	108·4 | 21·3 | 11·2 BK 7½″	Hull British	T.3Cy.10″,17″&28″–21″ (*s*) 200lb 45RH	12 ″ 1
113639	*T. Walsh* –09	*ss* Hul. No. 3–5,14	166	*Stm Trawler* 10,14 ✠LMC 2,14				4 mo				4 *B H Cem*	1SB, *2pf*, GS 24, HS 740	
		1 *Dk*	68					*Lloyd's*	*S & C P*	*W B* = *Deep tanks*	*f* 13′ 30*t*		Amos & Smith, Hull	
677	**Graafaxe**	Steel Sc Sr	1537	✠100A1	N Yk	*p*	2,17	1907	Helsingörs Jernsk & Msk. Elsinore	Dana (Suenson & Jespersen, *Mgrs*)	237·9 | 36·7 | 14·2 P 12′ Q 77′ B 10·0′ F 28′ FK	Copnhagn Danish	T.3Cy.17″,27½″&47″–33″ (*s*) 180lb 148NHP	16 ″ 9
	Petersen 15–16	*ss* Hul. No. 2–15	1033	5,13 ~~Rud~~				3 mo				4 *B H Cem*	2SB, *4cf*, GS 55, HS 2426	s ″10
NQCR	(*ex* Jens Bang)	1 *Dk* (*Stl*) & *deep framing*	949	~~BS 13,15~~ ✠LMC 4,15 BS 5,17				*Lloyd's*	*S & C P*	*Cell D Ba* 77′ *u E* & *B* 33′ *f* 96′ 415*t*		*F P T* 26*t*	Helsingörs Jernsk. & Mskb.	16 ″ 2
	Well deck											*A P T* 15*t*		
678	**Graakallen**	Steel Sc Sr	2002	✠100A1	Rot	*r*		1917	A. Vuijk & Zonen Capelle a/d Ysel	Rederi Akties. Orkla (N. E. Linander, *Mgr.*)	281·3 | 40·3 | 19·2 P 23′ B 72′ F 24′ FK	Trondhjem Norwegian	T.3Cy.21″,34½″&57″–36″ (*r*) 190lb 225NHP	21 ″ 4
	O Jentoft –17		1764	3,17				3 mo				4 *B H Cem*	2SB, *6cf*, GS 104, HS 3560	s 3 ″ 2
	Elec. light	1 *Dk* (*Stl*)	1186	✠LMC 3,17				A & C P		*Cell D*	*B* 244′ 538*t*	*F P T* 8 1*t*	Arnhemsche Stoomsleep.	18 ″ 6
	Now named "Vecht," See No. 32 in Supplement											*A P T* 41*t*		

Missing since 1917

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Master. Special Surveys.	3 Material, Rig, &c. Late Name if any. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom. Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of last Trade Cert.
679 101745 WHFC	**Gracchus** *B.Smith* –15 *Elec.light*	**SteelScSr** *ss*Syd.No.2–10 2 *Dks*(*Stl*)*&deep framing* *&Shelter dk*(*pt Stl–*teak s)	3760 3398 2411	✠ *Shelter dk* 5,13 ✠	Cal	*x*		1902 9mo	Palmers' Co.Ld. Newcastle	BritishIndiaStm. Nav.Co.Ld. *WB=CellDBa*	360·7|48·8|24·6 FK&BK1¾″ 116′*uE&B*48′*f*144′	Glasgow British 6*BHCem*	T.3Cy.27″,45½″&74″–48″ 483NHP 3SB,*9cf*,GS151,HS6768 FD 849*tAPT*21*t* Palmers'Co.Ld.Newcastle	27 ″ 6	
680 130469 HBMW	**Grace** *W.Earle* –16 *Well deck* *Mchy.Aft*	**SteelScSr** ~~*ss*Goo.No.2–13~~ *ss*Goo.No.3–2,17 1*Dk*(*Stl*) *Cargo battens not fitted*	354 277 139	✠100A1 11,17 ~~9,15~~ BS2,17 ✠LMC4,13 MS11,17	Hul Goo	*e*	9,15 11,17	1904 11mo	GooleS.B. &Rpng Co.Ld Goole	Goole&HullSteam TowingCo.Ld. *Lloyd's A&CP*	140·0|25·0| 9·3 Q44′B11′F17′ FK *WB=Cell*	London British 3*BHCem*	C.2Cy.17″&38″–27″ (*r*) 90RHP 130lb 90RHP 1SB,*3pf*,GS58,HS1577 *DBf*79′97*t* Richardsons,Westgarth& Co.Ld.Mdb.	11 ″ 8 s 1 ″ 3½ 10 ″ 7	
681 122722	**Grace Darling** *I.L.Fransson* –13 *Well deck Elec.light*	**SteelScSr** 1*Dk*	622 403 327			…		1907	VanVliet &Co. Hardinxveld	J.Darling&Son	175·0|27·0|12·8 Q88′B23′F36′ FK	P.Adelaide British *WB*	T.3Cy.15″,25″&41″–27″ 90RHP G.T.Grey,SouthShields	13 ″ 5	
682 210948 LCTG	**Grace Dollar** *Now named "Admiral Wainwright"* *Elec.light Mchy.Aft*	**SteelScSr** 1*Dk*	1327 809	*See No. 46 in Supplement*				1913	CraigS.B. Co. Long Beach,Cal.	GraceDollarS.S. Co. (RobertDollar Co.*Mgrs.*)	221·5|40·2|14·0	PrtInd.Me. Utd.States	C.4Cy.13″&30″–24″ 74NHP CraigS.B.Co.		V
683 *For full particulars See No. 7 in Supplement*	**Grace Wetherly** 1*Dk*	**SteelScK**	250	100A1 *Stm Trawler* (*Class Contem plated*)				1917	J.Duthie Torry S.B.Co. Aberdeen	Wetherly'sSteam FishingCo.Ld. (W. R.Wetherly, *Mgr.*)	121·7|22·5|13·5	Aberdeen British	T.3Cy.12″,20″&34″–24″ W.Beardmore&Co.Ld.Gls.		
684 122835 HFBC	**Gracefield** *E.Thomas* –16 1*Dk*(*pt Irn&pt Stl*)*&deep framing*	**SteelScSr** *ss*Nwc.No.2–14	2733 2523 1695	✠100A1 ~~9,17~~ ~~4,16~~ ✠LMC MS1,14 ~~BS2,16~~ DBS6,17 MBS9,17	Cff	*u*	~~4,16~~ 1,18	1905 11mo	Swan,Hunter&Wigham Richardson, Ld Newcastle *Lloyd's A&CP*	GracefieldS.S.Co. Ld.(E.J.Sutton& Co.) *WB=CellDBa*98′*uE&B* 36′*f*136′770*t FPT*	313·5|46·5|21·1 P30′B96′F35′ FK 72*tAPT*93*t*	Newcastle British 5*BHCem*	T.3Cy.22″,37″&62″–42″ (*r*) 180lb *100lb* 267NHP 2SB,*6cf*,GS104,HS4070 Swan,Hunter&Wigham-Richardson,Ld.Nwc.	23 ″ 1 s 3 ″ 9 19 ″ 9	
685 118054 VLSQ	**Graciana** *J.Griffiths* –16 (*ex*SierraMorena) *Elec.light &Spar dk*(*Stl*)*&deep framing*	**SteelScSr** *ss*Liv.No.3–12,11 1*Dk*(*Stl*)	3536 3346 2283	✠100A1 *Spar dk* 10,15 *Examined* 6,17 ✠LMC12,13	Liv ~~MS3,16~~ ~~BS3,17~~	*x*	3,16	1903 10mo	C.Connell &Co.Ld. Glasgow *Lloyd's A&CP*	Furness,Withy& Co.Ld. *WB=CellDBa* 120′*uE*24′*f*146′72	361·0|46·2|17·7 P31′B200′F40′ 25·6 FK *tDT a*24′540*t FPT*	W.Hartlpl British 6*BHCem*	T.3Cy.24″,40″&67″–45″ (*s*) 185lb *120lb* 364NHP 2SB,*6cf*,GS118,HS4856 FD 99*tAPT*42*t* D.Rowan&Co.Glasgow	28 ″ 2 s 4 ″ 4 24 ″ 3	
686 136226	**Grackle** 1*Dk*	**SteelScK**	191 189 72			…		1915 2mo	GooleS.B. &Rpg.Co.Ld Goole *Lloyd's A&CP*	Kelsall Bros.& Beeching,Ld.(G. Beeching&J.E.A. Kelsall.*Mgrs.*)	110·2|21·6|12·0 BK7¼″ *WB=DTf*21′30*t*	Hull British 3*BHCem*	T.3Cy.12″,21″&33″–21″ (*s*) 160lb 55RHP 1SB,*2pf*,GS20,HS900 Earle'sCo.Ld.Hull	12″11	
687 Grado *Oil Eng.* *Elec.light* 1*Dk*	**SteelTwinScSr**	177 144 62	✠ *withfreeboard* 6,14 ✠ *For Service in the Ad riatic*	Tri			1914 6mo	Cantiere San Rocco Trieste	ItalianGovt. (Ministry of Marine)	137·0|18·7| 9·8 19·8 Q44′F20′ FK	Italian 4*BHCem*	Oil Engines 2S.C.SA. 8Cy.10¼″–14$\frac{9}{16}$″ Benz&Co.Mannheim	9 ″ 6	
688 5740 JVKR	**Graecia** *C.Crafoord*14–16 (*ex*MariettaN.)	**SteelScSr** *ss*Sws.No.1–15 1*Dk*(*pt Irn pt Stl*)	2951 2693 1727	✠100A1 ~~3,11~~ ~~1,16~~ 3,18 ✠LMC8,15 BS3,18	Skm NYk	*u*	11,16	1911 11mo	J.Blumer& Co. Sunderland *Lloyd's A&CP*	RederiaktSvenska Lloyd(H.Metcalfe, *Mgr.*) *WB=CellDBa* 110′*uE&B* 43′*f*137′915*t FPT*	331·0|47·5|20·7 P28′B176′F38′ FK 78*tAPT*110*t*	Gothenbrg Swedish 5*BHCem*	T.3Cy.23½″,38″&64″–42″ (*s*) 180lb *180lb* 294NHP 2SB,*6cf*,GS124,HS4619 J.Dickinson&Sons,Ld.Sld	23 ″ 2 s 2 ″ 10½ 20 ″ 8	
689 40 HPRV	**Graf Ignatieff** *K.Kremenetzky*03–03 1*Dk*	**IronPad**	205 — 22					1889	J.Jones& Sons Liverpool	RussianDanube Stm.Nav.Co.	143·4|20·2| 7·9	Odessa Russian	C.D.4Cy.14½″&28″–42″ 85NHP J.Jones&Sons,Liverpool		
690 272 HBCT	**Graf Platoff** *Mirochnitchenko* 1*Dk*	**SteelPadSr**	684 — 331					1894	Stabilmnto Tecnico Trieste	RussianStm.Nav. &TradingCo.	211·6|26·0|10·8	Odessa Russian	C.2Cy.26½″&47″–50″ 130NHP StabilimentoTecnico,Tri.		
691 946	**Graf Schuwalow** *P.Bauer*99–06 *Well deck* (*ex*Gorm) 1*Dk*2*trB*	**SteelSc3MstSr**	1608 1274 950			…		1889	Lobnitz& Co. Renfrew	Gebr.Seeberg	263·4|35·0|17·8 P172′F28′ BK8″	Riga Russian *WB*	T.3Cy.20″,33″&54″–39″ 173NHP Lobnitz&Co.Renfrew	19 ″ 0	V
692 ~~379~~ HNAG 115156 JTBP	**Graf Stroganoff** ~~*M.Swiklon*~~ (*ex*Porpoise)	**SteelScS** *ss*.Lon No 3–4,17 1*Dk*(*pt Irn&pt Stl*)2*trB* *&Web frames 3Dk rule*	2871 2579 1952	✠100A1 4,17 ✠LMC4,17	Lon	*u*	8,16	1903 10mo	Furness, Withy&Co.Ld W Hartlepool *Lloyd's A&CP*	~~NorthernSS.Co.Ld~~ TheShipping Controller(Ellerman's WilsonLine Ld.*Mgrs*) *WB=CellDBa*	324·7|47·0|22·3 P25′B94′F32′ FK 102′*uE&B*48′*f*126′	London British 5*BHCem* 616*tFPT*78*t*	T.3Cy.23½″,38″&64″–42″ (*r*) 180lb *100lb* 301NHP 2SB,*6cf*,GS116,HS4815 Richardsons,Westgarth& Co.Ld.Hpl. *APT*78*t*	24″10 s 4 ″ 2½ 21 ″ 0	
693 903 HDFC	**Graf Tolstoi** *M.Albert* (*ex*Erato)	**IronScSr**	1333 — 731			…		1870	Humphrys &Co. Hull	Gebr.Seeberg	252·4|34·8|17·5 P139′H13*t*F32′ FK	Riga Russian	C.2Cy.32″&60″–33″ NB07 172NHP Humphrys&Co.Hull		V
694 161 HKBL	**Graf Totleben** *Grosdokoff*	**IronPadSr** 1*Dk*	671 — 421					1880	Samuda London	RussianStm.Nav. &TradingCo.	210·7|25·0|13·4	Odessa Russian	C.2Cy.35″&62½″–51″ 232NHP MaudslaySons&Field,Lon.		
695 RLGB	**Graf Waldersee** *P.Fröhlich* *Elec.light Ref.Mchy.*	**SteelTwinScSr** Sub.Sig. Wireless 4*Dks*	13193 10520 8375					1898	Blohm& Voss Hamburg	Hamburg-Amerik. Packetf.Act.Ges. (Ham.-Amr.Linie)	561·2|62·2|37·7 B160′	Hamburg German *WB*	Q.8Cy.23″,33″,48″&69¾″–54″ 714NHP Blohm&Voss,Hamburg		G
696 HKJP	**Graf Wurmbrand** *Well deck* *Elec.light*	**SteelTwinScSr** *ss*Tri.2ndNo.3–3,14 2*Dks*(*UStl–*ws)	960 660 397	✠ —— 10,16 ✠	Tri	*n*		1895 9mo	Stabilmnto Tecnico Trieste	D.Tripcovich *WB=MT*11′50*tFPT*5*t*	241·0|30·0|14·6 Q40′B58′F30′ FK	Trieste Aust.-Hung. 4*BHCem* *APT*7*t*	T.6Cy.17½″,28″&46″–30″ 343NHP 2DB,*8cf*,GS140,HS5400 FD StabilimentoTecnico,Tri.	15 ″ 6	
697 MHTL	**Graham** (*Whaler*)	**SteelScSr** 1*Dk*	163 154 53					1912	Porsgrund Mek. Værks Porsgrund	Hvalfanger Akties.Sydhavet TheSthnWhlgCo. Ld.(P.Bogen.*Mgr*)	104·0|20·1|11·8	Sandefjord Norwegian *WB*	T.3Cy.12″,20″&33″–24″ 53NHP BergensMekVærksBergen		N
698 126506	**Grainer** *J.E.Noe* –13	**WoodScSp** 1*Dk*	144 125 88					1909	D.J.Butler Victoria,B.C.	ButlerFreighting &TowingCo.Ld.	100·5|23·0| 8·0	Vict'riaBC British	C.2Cy.9″&22″–16″ 19RHP Ross&Duncan,Glasgow		
699 129766 HSKM	**Grainton** *JW Henderson* –13 ~~*W.Hale* –16~~ 1*Dk*(*Stl*)*&Awng dk*(*Stl*) *Carrying fuel oil F.P.above 150°F.in D B*	**SteelScSr** *ss*Msl.No.1–16	6042 5877 4411	✠100A1 *Awng dk* *withfreeboard* ~~9,17~~ ~~12,16~~ 5,18 ✠LMC MS2,15	Msl ~~BayLiv~~	*z*	12,16 ~~12,16~~ 5,18	1911 3mo	Ropner& Sons,Ld. Stockton *Lloyd's A&CP*	CarltonS.S.Co.Ld. (R.Chapman& Son,*Mgrs.*) *WB=CellDBa*111′*u*	415·0|55·0|30·6 FK *E&B*56′*f*17	Newcastle British 7*BHCem* 1′1565*t FPT*377*tAPT*191*t*	T.3Cy.25″,43″&71″–48″ (*s*) 180lb HS7626 440NHP 2SB&1Aux.SB,*9cf*,GS182, Blair&Co.Ld.Stockton	34 · 7 s 8 ″ 7 26 ″ 4	

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant, expiré. Lettre d'Autrement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NH^P=Force en chevaux d'après les formules de la Société. IH^P=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
700 124220 HLKW	**Grampian** SteelTwinSc *J.Hall* –15 Sub.Sig. Wireless *Elec.light Ref.Mchy.* 2*Dks&Shelterdk*		10955 6712 7029					1907	A.Stephen &Sons,Ld. Glasgow	AllanLineSSCoLd (CanadianPacific OceanServices, Ld.*Mgrs.*)	485·7|60·2|38·1 P&B341 F58′	Glasgow British *WB*	T.6Cy.27″,45″&75″–51″ 825NH^P A.Stephen&Sons,Ld.Gls.		C Sep 1917 6.17
701 140566 ~~JSFM~~	**Grampian Range** SteelScSr *Elec.light* 1*Dk*		4′67 4372 2968					1917-18	Irvine's SB &D.D.Co.Ld WHartlepool	NeptuneStmNav. Co.Ltd.(Furness, Withy&CoLd.*Mgrs.*)	385·0|52·0|~~27·1~~ P36′ B126′F38|27·0	Liverpool British *WB*	T.3Cy.25″,40″&68″–48″ Richardsons, Westgarth&Co.Ld.Hpl. 320NH^P		
702 101580	**Grampus** SteelTwinSc *J.P.Storm*02–02 1*Dk* *Elec.light* (*SandPumpHopperDredger*)		1029 924 603			…		1902	W.Simons &Co.Ld. Renfrew	~~C.H.Walker&Co. Ltd.~~ LondonTrans-portCoLd.(Brown, Jenkinson&Co.*Mgrs*)	218·2|36·6|14·9 Q71′RFD53′F28′ FK	London British *WB*	T.6Cy.16½″,24½″&39″–24″ 164NH^P W.Simons&Co.Ld.Rnf.	15 ″ 7	
703 MDLG	**Gran** SteelSc *T.Larsen*16–16 1*Dk&deepframing*		1153 993 678					1907	Bergens Mek.Værks. Bergen	AgdesidensRederi Akties(Wilson& Mörland,*Mgrs.*)	229·1|35·1|15·9 P43*t*H23*t*F34*t*	Arendal Norwegian *WB*	T.3Cy.16½″,26″&44″–30″ 106NH^P BergensMek Værks Bergen		N
704 RNWV	**Granada** SteelScSr *G.Jesse* (*ex*Sestrorezk, *ex*Granada) 2*Dks&Webframes&* *Elec.light* Wireless *Shelterdk*		5144 4842 3284			…		1899	J.Priest-man&Co. Sunderland	Hamburg.Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	395·9|52·2|27·8 B*onShelterdk*102′ FK	Hamburg German *WB*	T.3Cy.27″,43″&72″–48″ 436NH^P T.Richardsn&Sns,Ld.Hpl.	30 ″ 10	G
705 MGTW	**Granat** SteelScSr *O.Amundsen* (*Whaler*) *Mchy.Aft* 1*Dk*		159 149 51					1911	Bergens Mek.Værks. Bergen	Akties.Laboremus (T.Dannevig&Co. *Mgrs.*)	103·7|20·1|11·9 H10*t*	Sandefjrd Norwegian *WB*	T.3Cy.12″,20″&33″–24″ 53NH^P BergensMek.Vrks.Pergen		N
706 151 HBCR	**Grand Duchess Xenia** SteelScSr *Stratonov* *Elec.light* Wireless 2*Dks&Awngdk*		2006 — 1155			…		1896	Hawthorn, Leslie&Co.Ld Newcastle	RussianStm.Nav. &TradingCo.	298·0|37·0|16·9 25·1 BK8″	Odessa Russian *WB*	T.3Cy.27″,44″&72″–48″ 404NH^P HwthornLeslie&C.Ld.Nwc		
707 835 HBLG	— Steel *A.Koitoff*00–05 TwinScSr 1*Dk*(*ptStl*)*&Awngdk* *Elec.light*	✠	805 785 480	✠ *Awngdk withfreeboard* 1,01 ✠	Nwc	*k*		1895 9mo	W.Dobson &Co. Newcastle	ArchangelMour-manStm.Nav.Co.	206·6|28·0|13·3 20·8 FK *WB=Cell* *DBa&uE* 61′ *f* 62′	Archangel Russian 4*BHCem* 99*t*APT15*t*	T.6Cy.12½″,20″&33″–24″ 122NH^P 2SB.*4pf*,GS70,HS2060 N.E.MarineE.Co.Ld.Nwc.	21 ″ 6	
708 138938	**Grand Duke** SteelScK *J.N.Pidgen* –15 *Elec.light* 1*Dk*	✠100A1 *StmTrawler* 10,15 ✠LMC10,15	327 300 171		Hul			1915 10mo	Cochrane& Sons,Ld. Selby	F.Barrett	140·4|24·2|12·8 Q78′F21′ BK7½″	Grimsby British 4*BHCem*	T.3Cy.13½″,23″&37″–26″(*s*) 200lb 90RH^P 1SB.*3pf*,GS44.HS1502 C.D.Holmes&Co.Ld.Hull	13 ″ 6	
709 674 NACF	**Grand Duke Alexander Michailovitch** SteelTwinScSr *G.Pakomoff*03–12 (*ex*Prinsessan Margareta) 2*Dks3trBShelterdk* *Elec.light*		1482 — 566					1907	Kockums M.V.Aktieb. Malmö	RussianDanube S.N.Co.	243·3|34·6|15·9 H255*t*	Odessa Russian *WB*	T.6Cy.17⅜″,27½″&47½″–27½″ 230NH^P KockumsM.V.Akt.Malmö		
710 157 HQTL	**Grand Duke Alexis** SteelScSr *A.Guron* *Elec.light* Wireless2*Dks*(1*Stl*)*&Awngdk*	✠	1850 — 1079	✠ *Awngdk withfreeboard* 8,90 ✠ *Coasting in the Black Sea*	Nwc	*r*		1890 8mo	R&W Haw-thorn,Leslie &Co.(Lim.) Newcastle	RussianStm.Nav. &TradingCo.	294·4|36·9|17·0 BK8″	Odessa Russian 4*BHCem*	T.3Cy.30″,46″&73″–48″ 457NH^P 4SB.*12pf*,GS234.HS6772 FD Hwthrn,Leslie&C.Ld.Nwc		
711 147 HBCV	**Grand Duke Constantine** SteelScSr *Boulgoikoff* 2*Dks*(1*Stl*–ws)*&Awngdk* *Elec.light* Wireless	✠	1915 1904 1122	✠ *Awngdk withfreeboard* 1,92 ✠ *Coasting in the Black Sea*	Nwc	*r*		1892 1mo	R&W Haw-thorn,Leslie &Co.(Lim.) Newcastle	RussianStm.Nav. &TradingCo.	295·0|37·2|17·0 25·2 BK8″ *WB=Cell*	Odessa Russian 6*BHCem* *DB*214′240*t*	T.3Cy.27″,44″&71″–48″ NB10 445NH^P 4SB.*12pf*,GS234.HS6718 FD Hwthrn,Leslie&C.Ld.Nwc		
712 LRAG	**Grand Duke Nicolas Nicolaie-vitch** SteelTwinScSr *Zotoff* (*ex*Woroschdenie) 1*Dk*		859 — 507					1898	Stabilmnto Tecnico Trieste	Azoff-BlackSea S.S.Co.	235·8|31·5|12·1 P56*t*B38*t*F59*t*	Rostoffo/D Russian	T.6Cy.13″,20½″&34½″–20½″ 108NH^P StabilimentoTecnico,Tri.		
713 688 HMVC	**Grand Duke Vladimir** IronScSr *I.Zamiatin*04–06 (*ex*Victoria) 1*Dk*		332 277 202			…		1871	Scott&Co. Greenock	ArchangelMour-manStm.Nav.Co.	156·3|23·8|13·0 Q34 B16′F25′	Archangel Russian	C.2Cy.20″&38″–24″ 59NH^P NB06 GreenockFoundryCo.Grk.	13 ″ 8	
714 200007	**Grand Haven** SteelTwinScSr *J.J.Doyle* –10. (*CarFerry*) 2*Dks3trB*		2320 — 1678					1903	CraigS.B. Co. Toledo,Ohio	GrandTrunkMil-waukeeCarFerry Co.	306·0|54·4|17·3	Milwaukee Utd.States	T.6Cy.22″,37″&61″–36″ 447NH^P CraigS.B.Co.Toledo,O.		
715 202711	**Grand Island** SteelScSr (*ex*EugeneZimmerman) *Mchy.Aft Elec.light* 1*Dk*		5630 — 4772					1906	CraigS.B. Co. Toledo,O.	GrandIslandSS.Co (ClevelandCliffs IronCo.*Mgrs.*)	488·6|52·0|31·0	Marquette Utd.States *WB*	Q.4Cy.15″,23″,36″&55″–40″ 191NH^P CraigS.B.Co.Toledo		L
716 130245	**Grand Manan** WoodSc *H.B.McNiel* –16 2*Dks*		363 146 179					1911	DCMulhall Liverpool,NS	GrandManan SteamboatCo.Ld.	130·0|26·3|11·0	Livrpl,N.S British	C.2Cy.15″&27″–22″ *Emade*93 32RH^P J.L.Sullivan,NewYork		
717	**Grand Remorqueur** SteelTwinSc (*Tug*) 1*Dk*		234 234 55					1898	Maats.de Maas. Rotterdam	BelgianGovern-ment	135·0|24·0|12·0	Ostend Belgian *WB*	T.6Cy.11⅛″,18⅜″&29½″–23⅝″ 85NH^P Maatschappij deMaas.Rot.		
GQCD **718**	**Grande Rivière** SteelScSr *Charles* 1*Dk* *Weldeck Elec.light*	✠ 6,87 ✠	310 192 146		Gmh	*e*		1887 5mo	Grngemth Dk.YardCo. Grngemouth	Cie.B.Rivière	156·0|22·1| 9·5 Q&B91′F26′	P.auPrnce Haytian 4*BHCem*	C.2Cy.18″&34″–24″ 47NH^P Dunsmuir&Jackson,Gls.	10 ″ 0	
719 JVTB	**Grane** SteelScSr *H.Lassen* 1*Dk*		1122 902 682					1899	Bergens Mek.Verks. Bergen	Dpsk.Granes Rederi (Schjel-derup&Schjött)	231·1|33·2|13·7 Q121*t*B51*t*H13*t* F29*t*	Bergen Norwegian *WB*	T.3Cy.15¾″,25″&42″–30″ 97NH^P BergensM.V.Bergen		N
720 NCVQ	— SteelSc *A.Kreipke*85–91 (*Ice breaker&Tug*)		120 120 12					1891	Burmeister &Wain Copenhagen	Kjöbenhavns Havneforvaltning	83·2|21·9|11·1	Copnhagn Danish	C.2Cy.19″&37″–18″ 48NH^P Burmeister&Wain,Cpn.		
721 MJNV	**Granfos** SteelScSr *N.Pedersen* –13 1*Dk*		1461 1327 890					1913	Nylands Værksted Christiania	Akties.Manchester (ThorThoresen,jr. Ld.Akties.*Mgrs.*)	254·2|39·2|16·5 P46*t*H78*t*	Chrstiania Norwegian *WB*	T.3Cy.19″,31″&51½″–33″ 152NH^P NylandsVærksted,Xania		N

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. *Master.* Special Surveys.	3 Material, Rig, &c. *Late Name if any.* No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years As good now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines.	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Dated if R. of Trade Cert.
722 82332	**Grange** *L.Hall* –14 (*ex* Flying Dutchman)	**Iron Pad Sp** 1 *Dk*	125 112 16					1880	J T Eltringham S.Shields	Y.A.Cappon	100·0 | 18·1 | 9·4			Dundee British	L.1Cy.34″–54″ 70 RHP J.P.Rennldsn&Son,S.Shl.		
723 194259 HMLB	**Grangemouth** *G.H.Wilson* –11 *Elec.light*	**Steel Sc Sr** 2 *Dks*	1560 1187 656					1908	Grngem'th & Greenock Dockyard Co. Grngemouth	Rankine Line, Ld.	275·2 | 36·1 | 17·3 P38′ B96′ F58′			Glasgow British *WB*	T.3Cy.25″,42″&68″–45″ 310 NHP Dunsmuir&Jackson Ld Gls		C
724	**Grangetown** *For full particulars See No. 13 in Supplement*	**Steel Sc Sr**	1133	100A1 (*Class Contemplated*)				1917	Murdoch & Murray, Ld. Port Glasgow	Harrison, Sons & Co.	257·2 | 36·6 | 15·0 Q188′ F31′			British	T.3Cy.19″,31″&50″–36″ Ross&Duncan, Glasgow	17 ″ 2 s 6 ″ 1 16 ″ 4	
725 KBMV	**Grani** *J.Mortensen* –12 (*ex* Centaur)	**Steel Sc Yl** (*Trawler*) 1 *Dk*	126 120 51			…		1896	Mackie & Thomson Glasgow	Chr.Evensen	99·1 | 20·0 | 10·3 Q17′ F19′ BK 7½″	Trngsvaag Faroe Islnds Danish	T.3Cy.10″,16″&27″–20″ 35 NHP Muir&Houston,Ld.Gls.	11 ″ 6	
726 SQDV	**Granit** *G.Ginman* (*ex* Sirius) 1 *Dk*	**Wood Sc Sr**	212 — 137					1886	S.Groth Sjötorp	Aktieb.Granit (Gustaf Zitting)	99·7 | 22·5 | 13·0	Helsingfrs Russian	C.2Cy.10½″&25½″–17½″ 23 NHP		
727 84369	**Granite City** *G.Newton*86–86 (*Tug*)	**Wood Pad** 1 *Dk*	113 109 8			…		1882	Wouldhave & Johnson N.Shields	R.Taylor	95·5 | 18·7 | 10·4	Aberdeen British	1Cy.34¼″–52″ 40 RHP R.B.Findlay&Sons,N.Shl.		
728 MPWC	**Granja** (*ex* Picador)	**Steel Sc Sr** 1 *Dk* (*Stl*)	765 625 327	✠100A1 5,13 ✠LMC 11,12	Cff	*l*	5,13	1912 11 mo *Lloyd*	Schiffsb Ges Unterweser Lehe *sA&CP*	Requisitioned by the Portuguese Government *Cell DBa* 51	204·5 | 32·4 | 11·7 P19′ B&F161′ FK 4 *BHCem* *uE* 13′ *f* 88′ 225 *t FPT*	Portuguese 192 lb (*s*) 120 NHP 2SB,*4cf*,GS70,HS2271 122 *t APT* 12 *t*	T.3Cy.15″,24⅝″&40¾″–24⅞″ 2SB,*6pf*,GS90,HS3260 Ottenser Maschf. Altona	13 ″ 9	
729 MPWC	**Granli** ~~*C.Andersen*16–16~~ *T.Stenersen*17–17 (*ex* Susana, *ss* Bbo.No.3–10,14 *ex* Gotland, *ex* Ithamo) 1 *Dk* (*Stl*) 2 *tr B* *Well deck* *Floors pt Irn*	**Steel Sc Sr**	~~2206~~ ~~1741~~ 1397	✠100A1 ~~10,17~~ 6,16 MS10,14	Sws ~~Mdb~~ ✠LMC BS5,17	*s*	6,16	1890 11 mo	J Priestm'n & Co. Sunderland A&CP	~~A.S.D.S.Granli (A.Jacobsen&C. Andersen, Jr.)~~ A/S. Rhdlf (Olsen&Ugelstad, *Mgrs.*) *WB* = *DBa*	299·5 | 39·1 | 19 9 P25′ Q38′ B116′ F25′ ptND05 BK 10″ 90′ *f* 86′ 490 *t*	Bergen Norwegian 6 *BHCem* 90′ *f* 86′ 490 *t*	T.3Cy.22″,36″&59″–39″ (*s*) 160 lb *80 lb* NDB05 217 NHP 2SB,*6pf*,GS90,HS3260 W.Allan&Co.Sunderland	21 ″ 3 s 2 ″ 2½ 20 ″ 0	
730 111364 SJQV	**Gransha** *J.McKinty* –12 *ss* Lth.No.3–1,13 1 *Dk* (*Irn*) & *deep framing* *Well deck* *Cargo battens not fitted*	**Steel Sc Sr**	1192 879 487	✠100A1 12,16 ✠LMC MS1,13	Lon BS~~12,16~~ 11,17	*n*	~~5,16~~ 11,17	1901 6 mo	Ailsa S.B. Co. Troon A&CP	Shamrock Shippg. Co.Ld. (T.Jack, *Mgr.*) *WB* = *Cell DBa* 56′	235·5 | 33·1 | 16·6 P24′ Q54′ B55′ F27′ FK&BK 1″ *uE* 21′ *f* 90′ 341 *t FPT*	Troon British 4 *BHCem* 56 *t APT* 50 *t*	T.3Cy.17″,28″&45″–33″ (*s*) 180 lb 98 RHP 2SB,*4cf*,GS76,HS2800 Muir&Houston,Ld.Gls.	17 ″ 6 s 1 ″ 6½ 16 ″ 4	
731 127425 HMDS	**Grantley** *J.W.C.Meldrum* –16	**Steel Sc Sr** 1 *Dk*	1869 1733 1154					1908	Osbourne, Graham&Co. Sunderland	Furness,Withy& Co.Ld.	279·1 | 40·1 | 18·1 P25′ B60′ F29′	W.Hartlpl British *WB*	T.3Cy.20½″,33″&54″–36″ 175 NHP MacColl&Pollock,Ld.Sld.		C
732 115126 TGNW	**Grantleyhall** *J.Wilson* –16 *ss* Bry.No.3–4,14 *Spar dk* (*pt Irn* & *pt Stl*) 2 *tr B* & *deep framing*	**Steel Sc Sr**	4008 3766 2570	✠100A1 *Spar dk* *with freeboard* 2,17 ✠LMC MS4,14	Shl BS1,17	*x*	2,17	1902 3 mo *Lloyd*	Irvine's S.B. & D.D.Co.Ld. W Hartlepool *sA&CP*	West Hartlepool Stm.Nav.Co.Ld. *WB* = *Cell DBa* 112′ *uE* & *B* 36′ *f* 148′	345·2 | 47·8 | 19·4 P31′ B216′ F34′ 27·6 FK 6 *BHCem*	W.Hartlpl British 2SB,*6cf*,GS114,HS4615 Richardsons,Westgarth& 876 *t APT* 101 *t* Co.Ld.Hpl.	T.3Cy.25″,40″&67″–45″ (*s*) 165 lb 306 NHP Richardsons,Westgarth& 876 *t APT* 101 *t* Co.Ld.Hpl.	30 ″ 2 s 4 ″ 11 25 ″ 8	
733 131823	**Granton N.B.** *J.Crombie*09–12 1 *Dk*	**Steel Sc K**	180 178 70	✠100A1 *Stm Trawler* 10,12 ✠LMC 10,12	Abn			1912 10 mo *Lloyd*	Hall, Russell&Co.Ld. Aberdeen *sA&CP*	Dow&Carnie	110·1 | 21·8 | 11·7 BK 7½″ *WB* = *DBa* 25′ 15 *t*	Granton British 3 *BHCem* 1SB,*2pf*,GS36,HS1258 Hall,Russell&Co.Ld.Abn.	T.3Cy.12½″,20″&33″–21″ (*r*) 160 lb 67 RHP 1SB,*2pf*,GS36,HS1258 Hall,Russell&Co.Ld.Abn.	12 ″ 7	
734 129058 HQFC	**Grantully Castle** **Steel Twin Sc Sr** *J.George* –11 *Well deck* 2 *Dks* (*Stl–Mws Uteak s*) & *deep* *Ref.Mchy. Elec.light* Sub.Sig. *framing* Wireless *Lower dk* (*Stl*) *in Nos.*1,3 & 4 *holds*		7612 5989 4798	✠100A1 12,13 *Examined* 4,18 BS5,17 ✠LMC 12,13	Lon	*c* †	~~7,13~~ 5,17	1910 1 mo *Lloyd*	Barclay, Curle&Co.Ld. Glasgow *sA&CP*	The Union-Castle Mail S.S.Co.Ld. *WB* = *Cell DBa* 128′	450·7 | 54·3 | 30·7 P&B270′ F66′ FK&BK 2½″ *uE* 48′ *f* 171′ 1124 *t*	London British 8 *BHCem* *FPT* 71 *t*	Q.8Cy.18½″,26½″,38½″&56″–48″ 220 lb (*s*) 625 NHP 2D&1SB,*15cf*,GS295, HS10847 Barclay,Curle&Co.Ld. Gls.	33 ″ 6 s 6 ″ 9 27 ″ 3	
735 127163	**Granuweal** *J.Morgan*09–09 *ss* Abn.No.1–13 1 *Dk*	**Steel Sc K**	174 172 65	✠100A1 *Stm Trawler* 9,14 ✠LMC 5,13	Abn		5,13	1909 4 mo *Lloyd*	A.Hall& Co.Ld. Aberdeen *sA&CP*	J.S.&W.Milne &J.Morgan	110·0 | 21·6 | 11·5 BK 7½″	Aberdeen British 3 *BHCem*	T.3Cy.12″,20″&33″–22″ (*r*) 180 lb 61 RHP 1SB,*3pf*,GS46,HS1025 A.Hall&Co.Ld.Aberdeen	12 ″ 2	
736 68127 HTRW	**Granville** *J.J.Moffatt* –13 (*Tug*) 1 *Dk*	**Iron Pad Sp**	160 150 4	✠ 5,76	Lon			1876 4 mo	Westwood & Bailey London	Seaham Harbour Dock Co.	101·0 | 19·1 | 10·4	Sundrland British 3 *BHAsp*	L.2Cy.30″–54″ *Bmade*91 *fitted*07 70 RHP J.Stewart,London		
737 122587	— *B.S.Collins* –14 1 *Dk*	**Wood Sc Sr**	140 100 60					1909	J.McGill Shelburne, N.S.	Valley S.S.Co.Ld.	90·0 | 22·0 | 9·0	Yarmth NS British	C.2Cy.12″&24″–18″ New Burrell Johnsn 25 RHP Iron Co.Ld.Yar.N.S.		
738 86267	**Granville A.Richardson** (*ex* George J.Gould) *Elec.light* *Mchy.Aft* 2 *Dks*	**Steel Sc**	2237 — 1790					1893	Union Dry Dock Co. Buffalo, N.Y.	Great Lakes Transit Corp.	265·6 | 40·6 | 25·0	Buffalo Utd. States *WB*	T.3Cy.18″,30″&48″–42″ 149 NHP H.G.Trout,Buffalo		
739 HNLK	**Grao** *J.Seoane* *ss* Msl.No.3–6,97 Wireless 1 *Dk* (*Irn*) & *Spar dk*	**Iron Sc Sr**	1488 912 1110	✠ *Spar dk* 4,00 ✠	Msl	*p*		1885 6 mo	J Readhead & Co. S.Shields	Cia. Valenciana de Vap.Correos de Africa Cia Trasmediterranea *WB* = *DBa* 25′ 36′ & *uE* & *B* 40′ 197 *t*	240·0 | 32·6 | 15·4 22·6 BK 8″	Valencia Spanish 4 *BHCem* & *B* 40′ 197 *t*	C.2Cy.30″&56″–36″ NDB97 162 NHP 2SB,*6pf*,GS120,HS2832 J.Readhead & Co.,S.Shields		V
740 HNLK	**Grão Para** *J.F.Vieira* –99 Wireless	**Wood Pad**						1877	P.Taves Rio Janeiro	Leopoldina Rly. Co. Ld.	161·0 | 18·0 | 4·3	R.Janeiro Brazilian	O.2Cy.32″–30″ 86 NHP		
741 120714 HJDB	**Graphic** *A.Magill* –12 *ss* Bel.No.2–12 *Elec.light* 2 *Dks* (*U Stl–ws*)	**Steel Twin Sc Sr**	1871 1333 865	100A1 *with freeboard* 2,16 LMC 3,16 *Examined* 1,17 BS1,17	Liv	*t*	2,15	1906 *Lloyd*	Harland& Wolff,Ld. Belfast *sA&CP*	Belfast S.S.Co.Ld. *WB* = *Cell DBa* 58′ *uE* 24′ 109 *t FPT*	320·2 | 41·3 | 16·8 P51′ B160′ F76′ FK&BK 1½″	Belfast British 6 *BHCem* 15 *t APT* 25 *t*	Q8Cy.21″,29″41″&58″–36″ (*s*) 200 lb 788 NHP 2DB(FD)&1AuxSB,*19cf*, GS374,HS13577 Harland&Wolff,Ld.Bel.	18 ″ 2 s 2 ″ 0½ 16 ″ 6	
742 118643 HDBM	**Grasmere** *C.W.Hart* –16 *ss* Nwc.No.2–12 *Well deck* 1 *Dk* (*Stl*) *Mchy.Aft* *Cargo battens not fitted*	**Steel Sc Sr**	600 433 317	✠100A1 8,16 *Examined* 3,17 ✠LMC MS10,12	Bly	*i*	8,16	1904 9 mo *Lloyd*	Blyth S.B. Co.Ld. Blyth *sA&CP*	~~Coombes, Marshall & Co.Ld.~~ T.G. Beatley&Son *WB* = *Cell DBa*	178·0 | 26·5 | 11·6 Q92′ B9′ F20′ FK 3 *BHCem* *DB f* 108′ 150 *t FPT*	Middlsbro' British 3 *BHCem* 52 *t APT* 6 *t*	T.3Cy.15″,25″&41″–27″ (*s*) 180 lb *60 lb* 83 RHP 1SB,*3cf*,GS50, HS1617 G.T.Grey,South Shields	13 ″ 9 s 1 ″ 1 12 ″ 11	

Now named "Mademoiselle Edmore," See No. 109 in Supplement

1 Numéro d'Ordre / Numéro Officiel / Signaux	2 Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equilibrement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NP=Force en chevaux d'après les formules de la Société. RP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille / Franc-bord au milieu du navire. / Tirant d'eau correspondant.
743	**Gratangen**	SteelScSr	2484	✠100A1	Bgn	*s*	.	1916	Gt.Lakes	O.V.Jentoft	253·0	43·5	27·5	Bergen	T.3Cy.21″,34½″&57″–42″ (*s*)	27 ″ 6
	P.Pedersen		2019	2,17				6mo	Eng.Works		P97′F26′			Norwegian	175lb 284NHP	s 4 ″ 6
MPVJ	*Elec.light Mchy.Aft*	1*Dk*(*Stl*)	1503	✠LMC6,16					Ashtabula				FK	5*BHCem*	2SB,*6cf*,GS104,HS4160 FD	23 ″ 4
	Cantilever framed topside tanks								A&CP						Gt.LakesEng.Works,Ash.	
	Cargo battens not fitted									*Cell DB 209′ 575t FPT*				130t*APT*52t	*Topside tanks*164′461t	
744	**Gratia** (Seized at Ghent)	SteelScSr	2068					1905	Eiderwerft	J.Jost	274·0	39·7	15·8	Flensburg	T.3Cy.18½″,30¾″&49½″–33½″	
	*H.Nicolaisen*93–05		1780						Akt.Ges.		P11′B82′F24′			German	139NHP	
LMWJ	*Elec.light*	1*Dk*&*deepframing*	1300						Tönning					*WB*	Eiderwerft A.G.Tönning	
745	**Gray**	SteelSc3MstSr	707	✠100A1	SFo	*j*	~~2,15~~	1909	R.William-	Victoria Whaling	182·7	27·9	12·3	Workngtn	T.3Cy.14″,25½″&41″–30″ (*s*)	14 ″ 7
124395	*G.J.Hawes* –15	~~ssVcr.No.1–15~~	511	11,17 ~~1,16~~	Vcr		~~4,17~~	3mo	son&Son	Co.Ld.	Q101′B11′F22′			British	160lb *90lb* 90NHP	s ″ 10
HNRK	(*ex*Petriana)	1*Dk*(*Stl*)	280	~~BS1,15~~ ✠LMC~~5,16~~			11,17		Workington				FK	3*BHCem*	1SB3*pf*GS58,HS2048	14 ″ 0
	Well deck Mchy.Aft	ssVcr.No.2–17		11,17				*Lloyd's*SA&CP			*WB*=*DB*f101′138t			*FPT*53t	Ross&Duncan,Glasgow	
746	**Graygarth**	SteelSc	139	✠100A1	Liv		8,17	1915	LythamS.	ReaTransportCo.	85·0	21·2	9·6	S'thamptn	C.2Cy.16″&34″–24″ (*s*)	10 ″ 0
135691	*G.Griffin*03–15		117	*For towing purposes*				9mo	B.&E.Co.Ld.	Ld.(R.&J.H.Rea,				British	140lb 80RHP	s ″ 11
		Dk(*Stl*)	—	8,17 ~~8,15~~	✠LMC9,15			*Lloyd's*SA&CP	Lytham	*Mgrs.*)			BK6″	4*BHCem*	1SB.*3pf*,GS55,HS1616	9 ″ 8
													WB=*FP*	f5t*APT*13t	LythamS.B.&E.Co Ld.Lyt	
747	**Grays Harbor**	WoodAuxTwinSc	~~2599~~	✠12A –	Tac			1917	Grays Har-	G.Williams,	~~268·0~~	~~48·0~~	~~24·1~~	Wilmingtn	Oil Engines 2S.C.SA.	26 ″ 9
215389	*E.Green* –16	5MstSr	2373	8,17				2mo	bourS.B.Co.	Gaston,Williams	266·1	48	23·8	Del.	8Cy.16½″–22″ DB*110lb*	
LHNV	*Elec.light* 1*Dk*2*trB pt*Salted *Oil Eng.*		2100	(~~Class Contemplated~~)				Aberd'n,Wsh		WigmoreSSCorp				Utd.States	PugetSoundIron&Steel	
	Mchy.Aft (*See Sailing Ship Register*)		1908												Works,Tacoma	
				~~LMC8,17~~												
748	—	WoodScSr	659					1907	J.Lind-	Sudden&Christ-	172·0	38·0	12·4	S.Frncisco	C.2Cy.14″&32″–24″	
204656	*O.Johnson* –11		—						strom	enson				Utd.States	42NHP	
KWJL		1*Dk*	374						Aberd'n,Wsh						WillametteI.&S.Wrks,Pld	
749	**Grayson**	SteelScSr	2551	✠100A1	Bal	*s*	~~5,16~~	1911	Gt.Lakes	GarlandS.S.Co.	247·0	43·7	29·3	NewYork	T3Cy.22⅛″,34½″&58″–42″	28 ″ 5
209356	*Frantzen*	ssNYk.No.1–15	2198	~~15~~ 10,16,17			3,17	11mo	Eng.Works		P19′B68′F23′			Utd.States	180lb (*s*) 303NHP	s 4 ″ 9½
LCFT	*Elec.light*	2*Dks*(*Stl*)	1993	BS0,17 ~~LMC10,15~~					Ecorse,Mich.	*WB*=*Cell*	*DBa*56′		FK	2SB,*6cf*,GS105,HS4458 FD	23 ″ 11	
	~~*Carrying fuel oil F.P. above 150° F. in DB. Deep & Side tanks*~~			*Fitted for oil fuel 1917 F.P. above 150°F.*					A&CP	*uE&B*42′*f*110′404t	*FPT*44t*APT*22t			4*BHCem*	Gt.LakesEngWrksDetroit	
				Carrying fuel oil F.P. above 150° F. in DB & Deep Side tanks												
750	—	WoodScBk	*354*					1871	J.Jörgensn	RussianGovt.	135·5	29·0	15·8	Archangel	C.2Cy.16″&24″–24″	
		(*ex*Diana)	*324*						Drammen	(Ministry of				Russian	McFarlane, NB13 28NHP	
	Mchy.Aft	2*Dks*	*130*							Commerce)					*Cmp.*92 Machen&Co.Dun.	
751	**Graz**	SteelScSr	3905	✠	Tri	*w*		1908	Lloyd	LloydAustriaco	356·0	44·2	22·9	Trieste	T.3Cy.26′,43½″&73″–48″	25 ″ 10
	*G.Knezevich*03–08	ssTri.No.1–13	2822	1,17				4mo	Austriaco		P&B246′F65′			Aust.-Hung.	495NHP	
HKJW	*Elec.light* 1*Dk*(*Stl*)&*Spar dk*(*Stl*–ws)		2386	*Spar dk* ✠					Trieste				FK	6*BHCem*	3SB,*9cf*,GS165,HS6855 FD	
	Wireless	&*deepframing*								*WB*=*CellD*	*Ba*108′ *uE*38′ *f*142′			669t*APT*21t	LloydAustriaco,Trieste	
752	**Graziella**	SteelScK	241			...		1906	J.Duthie	R.Petit&	120·6	22·9	13·2	Dieppe	T.3Cy.12″,21″&34″–23″	13 ″ 9
	Plé	(*ex*Star of Liberty)	—						TorryS.B.Co.	J.Anquetin				French	55NHP	
JLKW		1*Dk*	53						Aberdeen				BK7½″		J.Abernethy&Co.Abn.	
753	**Great Admiral**	SteelScK	284	✠100A1	Hul		~~2,16~~	1908	Cook,Wel-	A.&M.Smith,Ld.	135·0	22·5	12·0	Grimsby	T.3Cy.13″,23″&37″–24″ (*s*)	12 ″ 10
127825	*J.Frost* –17	ssHul.No.2–16	256	*Stm Trawler*			3,18	2mo	t'n&Gemmell	(H.A.Holmes,	Q73′			British	200lb 82RHP	
JMTB		1*Dk*	117	9,16	✠LMC9,16				Ld. Beverley	*Mgr.*)			BK8″	4*BHCem*	1SB,*2cf*,GS36,HS1338	
	Elec.light							*Lloyd's*SA&CP							C.D.Holmes&Co.Hull	
754	**Great Bear**	Wood3MstScSr	367					1916	.....	L.L.Lane	126·6	32·1	11·7	Seattle	Motor	
214235		*Motor*	—						Pt.Blakley,					Utd.States		
LGDM		1*Dk*	223						Wash.							
755	**Great City**	SteelScSr	~~5525~~	6999				1914	Ropner&	(St.TrustS.S.Co.Ld.	420·0	56·7	26·4	Bideford	T.3Cy.28″,46″&75″–48″	C
135958	*D.R.Thomas* –17		5123						Sons,Ld.	](W.R.Smith&Sons				British	390NHP	
JFGV	Wireless	1*Dk*&*Shelter dk*	3359	5319					Stockton	(*Mgrs.*)&Sons*Mgrs*)				*WB*	Blair&Co.Ld.Stockton	
756	**Gt. Emperor**	SteelScSp	171	✠100A1	Shl		~~7,16~~	1909	JTEltring-	JohnDrySteam	95·4	22·1	10·8	S.Shields	C.2Cy.21″&43″–27″ (*s*)	11 ″ 6
119907	*A.L.Legg* –10	~~ssSub Nord 1–15~~	149	*For Towing purposes*			7,17	1mo	ham&Co.	Tugs,Ld.				British	125lb 80RHP	s 1 ″ 4½
JDMP	ssShl.No.2–17	1*Dk*(*Stl*)	6	4,17 ~~12.16~~	~~LMC5,15~~ ✠LMC~~5,17~~17			*Lloyd's*SA&CP	S.Shields		BK7½″ *WB*=*APT*12t			1*BHCem*	1SB,*3pf*,GS43,HS1700	10 ″ 10
															BairdBros.NorthShields	
757	**Great Northern**	SteelTrpScSr	8255	✠100A–	SFo		~~5~~,17	1915	WCramp&	GreatNorthern	509·5	63·1	21·0	Astoria,	(Steam Turbines (*s*)	34 ″ 6
212719	*A.Ahman*15–15		4071	*withfreeboard*				1mo	SonsS&EBCo	PacificS.S.Co.	*Promdk*482′			Oreg.	2201b *104lb*	s 13 ″ 0
LDVH	*Elec.light* Sub.Sig.	2*Dks*(*Stl*)3*rd dk*	4184	~~11,16~~ 0,17					Philadelphia				FK	Utd.States	12B,HS59808 FD	21 ″ 9
	Ref.Mchy Wireless	(*Stl*)*forward*&*aft*		*For service between Sandy Hook and Boston*			*Francisco* &		*Columbian Rover*					10*BHAsp*	W Cramp&SnsS&EBCPhl.	
		Shade dk(*Stl*)		*Water Tube Main Boilers*									*WB*=*CellDBa*90′ *uE*&		*B* 178 *f* 130	1005t*FPT*24t*APT*69t
				Fitted for Oil Fuel 1,15			*F.P. above*									
				MBS1,17 ✠LMC1,18												
				~~Admiralty LMC 1,17~~												
758	**Great Southern**	SteelTwinScSr	1225			...		1902	LairdBros.	Gt.WesternRly.Co	275·8	36·3	15·2	London	T.4Cy.19″,29½″&(2)33″–30″	16 ″ 9
115823	*F.C.Pike*		960						Ld.					British	443NHP	
TJSN	*Elec.light* Wireless	2*Dks*&*Shelterdk*	501						Birkenhead		FK			*WB*	LairdBros.Ld.Birkenhead	
759	**Great Western**	SteelTwinScSr	1225			...		1902	Laird Bros.	Gt.WesternRly.Co	275·8	36·3	15·2	London	T.4Cy.19″,29½″&(2)33″–30″	16 ″ 9
115805	*F.Browning*		960						Ld.					British	443NHP	
THVN	*Elec.light* Wireless	2*Dks*&*Shelterdk*	501						Birkenhead				FK	*WB*	LairdBros.Ld.Birkenhead	
760	**Greatham**	SteelScSr	2338	✠100A1	Mdb	*s*	~~2,15~~	1890	W.Gray&	~~DawsonS.S.Co.Ld.~~	290·0	38·1	20·3	~~Glasgow~~ Middlsbro	T.3Cy.21½″,35″&58″–39″(*s*)	22 ″ 2
97390	*R.Harrison* –16		1780	~~6,15~~ 7,16 9,17	~~BLGms~~		~~8,17~~	4mo	Co.(Lim.)	~~(P.L.Dawson,~~	P29′Q92′B112′			British	160lb *65lb* NDB00 210NHP	s 1 ″ 9
LQRP	(*ex*Bussorah)	ssP.G1.2ndNo.3–2,15	1501	5,18 ~~BS1,15~~ ✠LMC2,15			N1,18		W Hartlepool	~~Hons~~	F31′		BK10″	5*BHCem*	2SB.*Grf*,GS90	21 ″ 4
	Well deck	1*Dk*(*Irn*)&*Webframes*		~~BS0,17~~				*Lloyd's*SA&CP		Coombes, Marshall	*WB*=*DBa*96′			*f* 108′452t	Cen.Mar.Eng.Wrks.WHpl	
		Cargo battens not fitted								&Co.,Ld						
761	—	IronPadSp	132					1893	J.P.Ren-	N.EasternRly.Co.	95·0	19·1	9·8	W.Hartlpl	L.2Cy.28″–50″	
102703	*W.Catterick* –15	(*Tug*) 1*Dk*	118						noldson&Sns.		B15′			British	75RHP	
			10						S.Shields						J.P.Rennoldson&Ss.,S.Shl	
762	**Greavesash**	SteelScSr ~~SteelSc~~	1263	✠100A1	Shl	*o*		1917	C.Rennold-	NewbiginSteam	235·5	36·1	14·2	Newcastle	T.3Cy.18″,29″&48″–33″ (*s*)	16 ″ 4
140675	*J.Lynn*15–17	1*Dk*(*Stl*)	975	10,17 ~~6,17~~	Bly			6mo	son&Co.	ShippingCo.Ld.	P20′B51′F25′		FK	British	180lb *100lb* 167NHP	s 1 ″ 0
JQGD	*Elec.light*		687	(~~Class Contemplated~~)					South Shields	(E.R.Newbigin,				4*BHCem*	2SB,*4pf*,GS80,HS2904	13 ″ 10
				~~LMC7,17~~ ✠LMC7,17				*Lloyd's*SA&CP		*Mgr.*) *CellDB*196′352t*FPT*68t*APT*75t					MacColl&Pollock,Ld.Sld.	
763	**Grebe**	SteelScSr	761			...		1887	Gourlay	GeneralStm.Nav.	210·0	30·1	15·0	London	T.3Cy.19″,29″&48″–33″	15 ″ 10
94312	*E.M.Elgar* –16		662						Bros.&Co.	Co.Ld.	P153′F31′		BK7″	British	112NHP	
KRJM	*Well deck*	1*Dk*2*trB*	454						Dundee					*WB*	Gourlay Bros.&Co.,Dundee	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. *Master.* *Late Name if any.* Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Register Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✝ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned or expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines.	9 Built. By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers to which classed. If not in L.R. Date of Rel. of Trade Port.
764 123597 HJSW	**Grebe** — *W.Evans* –15 *Elec.light* — Special Surveys.	**SteelScK** — ssGms.No.2–16 1*Dk* — No. of Decks, &c.	265 243 108	✝100A1 *Stm Trawler* 2,16 ✝LMC2,16 BS9,17	Gms		2,16	1906 12mo *Lloyd's*	Cook, Welton&Gemmell Ld. Beverley *s.A&CP*	Thomas Baskcomb Ld. (T.W.Baskcomb, *Mgrs.*)	130·0 Q71′	22·5 BK8″	11·4	Grimsby British *1 BHCem*	T.3Cy.13″,23″&37″–24″ (*s*) 180lb 80RHP 1SB,*2cf*,GS36,HS1338 C.D.Holmes&Co.Hull	12 ″ 4	
765 JLMD	**Grèbe** — *Bourgès* –12 — (*Trawler*) 1*Dk*	**SteelScK** —	204 — 52					1907	Smith's Dock Co.Ld. North Shields	Cie.Lorientaise de Chalutage	112·0	21·0	10·9	Lorient French *WB*	T.3Cy.12″,19½″&32″–23″ 49NHP W.V.V.Lidgerwood,Gls.		V
766 JLMF	— — *Cloudic* –14 ss Arc.No.3–8,10 (*ex* Lily) 1*Dk*	**SteelScK**	181 163 45	✝100A1 *Stm Trawler* 5,13 ✝LMC8,10 ✝NB11,06 BS12,14	Arc		12,14	1898 7mo *Lloyd's*	Earle's Co. Ld. Hull *s.A&CP*	Soc.Immobilière du Moulleau et des Pêch.de l'Océan (M Camproger, *Mgr.*)	105·0 Q44′F18′	21·0 BK7½″	11·2	Bordeaux French *3 BHCem*	T.3Cy.10½″,20″&32″–23″ (*s*) 190lb 56NHP 1SB,*2pf*,GS35,HS926 Earle's Co.Ld.Hull	12 ″ 0 s ″ 11½ 11 ″ 11	
767 88491 KPSF	**Grecian** — Sub.Sig. Wireless	**SteelScSr** — 3*Dks & Hur Dk*	2827 1490 1994					1900	Harlan & Hollingsworth Co. Wlmgtn, Del.	Merchnts&Miners Transportation Co.	265·0	42·0	36·0	Baltimore Utd. States *WB*	T.3Cy.25″,41½″&68″–42″ 300NHP Harlan & Hollingsworth Co., Wilmington, Del.		R
768 103540	— — *W.Smalley* –17 (*Trawler*)	**IronScK** — 1*Dk*	119 110 47			…		1896	Cook, Welton&Gemmell Hull	T.Whitehead	88·5 Q18′	20·1 BK7½″	10·7	Scarboro' British	T.3Cy.10½″,17″&30″–21″ NB03 45RHP Earle's Co.(Lim.),Hull	11 ″ 4	
769 110750 RKVP	**Grecian Empire** — *H.Gallon* –14	**IronScK** — ss Hul.No.3–8,12 1*Dk*	195 172 76	✝100A1 *Stm Trawler* 5,14 ✝NB5,14 ✝LMC8,12	Hul		N8,13	1899 11mo	Cook, Welton&Gemmell Hull A&CP	Cargill Steam Trawling Co.Ld.	115·5 Q50′ ND12	21·0 BK7½″ *WB* = *DB f* 10′5*t*	11·2	Hull British *1 BHCem*	T3Cy.12½″,21½″&35″–24″ (*s*) 200lb 63RHP 1SB,*2pf*,GS35,HS1022 C.D.Holmes&Co.Hull	12 ″ 1	
770 109900	**Grecian Prince** — *A.Fraser* –15 (*Trawler*)	**SteelScK** — 1*Dk*	126 117 49			…		1899	J.T.Eltringham&Co S.Shields		96·0	19·1	10·7 BK7″	N.Shields British	C.2Cy.16″&34″–22″ 47RHP G.T.Grey,South Shields	11 ″ 0	
771 131339	**Green** — (*Whaler*)	**SteelScSp** — 1*Dk*	102 100 37					1910	Akers Mek.Værks. Christiania	Victoria Whaling Co.Ld.	91·8	18·0	10·6	Liverpool British *WB*	T.3Cy.12″,18″&30″–18″ 46RHP Akers Mek.Værks.Xia.		
772 119864 HBVN	**Greenbank** — *E.Witten* –15 — *deep framing & Web frames*	**SteelScSr** — ss Shl.No.2–13 1*Dk*(*Stl*) *3 tr B*	3881 3223 2474	✝100A1 *Turret dk* 10,16 BS8,16 ✝LMC9,13	NNs	*v*	10,16	1905 2mo *Lloyd's*	W.Doxford & Sons,Ld. Sunderland *s.A&CP*	G.B.Harland&Co. *WB* = *Cell DB a* 92′*u E & B* 46′*f* 172′	352·0 P27′F41′	48·1 FK	23·4	W.Hartlpl British *7 BHCem*	T.3Cy.23½″,39″&66″–45″ (*s*) 180lb *100lb* NDB17 307NHP 2SB,*6cf*,GS97,HS4603 Richardsons,Westgarth& Co.Ld.Hpl	26 ″ 0 s 11 ″ 1 22 ″ 1	
773 125447 HNJW	**Greenbatt** — *A.S.Taylor* –17 — *Well deck* ss Nwc.No.2–17 1*Dk*(*Stl*)	**SteelScSr** — ~~ss Nwc.No.1–18~~	1407 1118 842	✝100A1 ~~*Stm Trawler* 7,17~~ 5,18 ~~BS7,16~~ ✝LMC8,15 BS9,18	Bry	*o*	~~4,15~~ 4,17	1908 11mo *Lloyd's*	J.Priestman&Co. Sunderland *s.A&CP* *WB* = *Cell DB a* 70′*u E & B* 32′*f* 96′ 372*t FPT*	Newbigin Steam Shipping Co.Ld.(E. R.Newbigin, *Mgr.*)	240·0 Q129′B10′F21′	36·0 FK	15·8	Newcastle British *1 BHCem* 63*t APT* 94*t*	T.3Cy.19″,31″&51″–36″ (*s*) 180lb *100lb* 180NHP 1SB,*4cf*,GS74,HS2938 N.E.Marine Eng.Co.Ld.Sld	17 ″ 8 s 2 ″ 0 15 ″ 11	
774 ~~Greenhill~~ 12/17 TGFW	**Greenhill** — *Sutherland* –17 ss Nwc.No.3–5,14 (*ex* Corneille) 1*Dk*(*pt Stl pt Irn*) & *deep framing* — *Cargo battens not fitted*	**SteelScSr** —	1900 1653 1205	~~✝100A1~~ 2,16 ~~BS6,15~~ ~~✝LMC6,14~~	Bry	*r*	2,16	1901 3mo	Sir Raylton Dixon&Co Ld Middlesbro' A&CP	W.J.Tillett S.S.Co. Ld. (W.J.Tillett &Co., *Mgrs.*) *WB* = *Cell DB a* 84′*u E* 18′*f* 112′	272·5 P26′B60′F31′	40·0 FK	18·1	Cardiff British *1 BHCem* 149*t APT* 82*t*	T.3Cy.20½″,33″&56″–36″ (*s*) 160lb *80lb* 191NHP 2SB,*4cf*,GS68,HS2897 Richardsons,Westgarth& Co.Ld.Hpl	20 ″ 6 s 3 ″ 0 17 ″ 10	
775 113506 SGJR	**Greenisland** — *S.Davison* –16 *Mchy. Aft* *Well deck*	**SteelScSr** — ss Gls.No.3–10,06 ss Bel.No.2–15 1*Dk*(*Stl*)	232 200 110	✝100A1 ~~3,18~~ ~~BS11,16~~ ✝LMC10,15 BS3,18	Bel	*d*	~~10,15~~ 3,18	1901 1mo	Ailsa S.B. Co. Troon A&CP	C.M.Legg&Son,Ld *WB* = *FP t*	145·3) 12′B11′F23′ en06	22·1 FK&BK1″	9·1	Belfast British *3 BHCem* 24*t APT* 5*t*	C.2Cy.16″&34″–24″ (*s*) 120lb 58RHP 1SB,*2pf*,GS36,HS1030 Wrkman,Clark&Co.Ld Bel	10 ″ 0 s ″ 9½ 9 ″ 6	
776 132510 HWKF	**Greenore** — *J.E.Telfer* *Elec.light* Wireless Sub.Sig.	**SteelTrpSc** — 2*Dks*(*Mpt Stl*–ws)	1488 1045 607	✝ — *with freeboard* *For Iris' Channel Service* 12,13 *Water Tube Boilers*	Bng	*s*		1912 7mo	Cammell Laird&Co. Ld Birkenhead	L.&N.W.Rly.Co. *WB* = *DT a* 18′	306·0 P75′B134′F67′	40·7 FK&BK1″ *29t DT f* 10′63*t FPT*	14·5	Dublin British *3 BHAsp* 29*t APT* 12*t*	3 Steam Turbines 5B,GS538,HS15910 FD Cammell Laird&Co Ld.Bkn.	15 ″ 6	BT till 3,17
777 86228	**Greensborough** — *D.S.Brockway* –92	**WoodSc** —	163 — 111					1892	W.E. Woodall&Co. Baltimore Md	D.S.Brockway	117·5	21·5	6·8	Wilmgton (Del.) Utd.States	C.2Cy.10″&18″–14″ 10NHP		
778 110058 QRLW	**Greenwich** — *T.H.Masters* –14 — *Cargo battens not fitted*	**SteelSc** — ss Bkn.No.3–2,11 1*Dk*(*Irn*) & *Web frames* ss Bkn No.1–17	2938 2474 1863	✝100A1 *Trunk dk* 3,17 ~~12,14~~ ✝LMC13,16	Shl Bkn	*n*	3,17	1899 2mo *Lloyd's*	Ropner& Son Stockton *s.A&CP*	Britain S.S.Co.Ld. (Watts,Watts&Co Ld. *Mgrs.*) *WB* = *Cell DB a* 100′*u E* 24′*f* 126′ 644*t*	315·0 P31′B62′F32′	46·6 FK	20·8	London British *5 BHCem* *APT* 145*t*	T.3Cy.23″,38″&62½″–42″ (*s*) 160lb *100lb* NDB17 256NHP 2SB,*6rf*,GS106,HS3900 Blair&Co.Ld.Stockton	22 ″ 2 s 3 ″ 2½ 19 ″ 6	
779 85921 KDJL	**Greenwood** — Wireless	**WoodSc** — 1*Dk*	196 — 144					1886	C.G.White S.Francisco	Greenwood S.S.Co. (T.P.H.Whitelaw)	114·0	31·0	9·0	S.Frncisco Utd.States	C.2Cy.11″&22″–18″ 17NHP Hinkley Spiers&Hayes SFo		
780 139796	**Greg Ness** —	**SteelScK** — 1*Dk*	227 208 98	✝100A1 *Stm Trawler* 4,17 ✝LMC4,17 (*Class Contemplated*)	Lth			1917 4mo *Lloyd's*	Hawthorns &Co.Ld. Leith *s.A&CP*	J.G.Adam	117·1 BK7½″ *DB* / 2	22·1	12·6 2′21*t FPT* 4*t*	Aberdeen British *4 BHCem*	T.3Cy.12″,20″&34″–23″ (*s*) 180lb 82RHP 1SB,*3pf*,GS41,HS1554 Hawthorns&Co.Ld.Leith	13 ″ 6	
781 QGCD	**Gregor** (Seized at Odessa) — *E.Meyer* 10–12 (*ex* Bonn) — 2*Dks*(*Stl U*–teak s) *lowerd/forehold*(*Stl*) *Well deck Elec.light Web frames afterhold*	**SteelScSr** — ss Bhn.No.3–7,07 ss Bmn.No.1–11	3969 3200 2568	✝100A1 11,12 BS9,13 ✝LMC8,11	Bmn	*w*	8,11	1895 8mo	Germania-werft Kiel A&CP	Jebsen& Diederichsen *WB* = *Cel*	355·1 P&B218′F47′ *DBa* 104′*u E & B* 54′*f*	43·6 BK11″	25·6	Hamburg German 36′718*t*	T.3Cy.26″,42⅞″&66¾–43½″(*s*) 185lb 365NHP 2SB&1 DB *12rf* GS207HS6214 A.G. "Germania," Berlin	28 ″ 2	
782 97978 MHGT	**Gregory** — *W.King* –16 (*ex* Cresswell) — *Spar dk* 1*Dk*(*Stl*) & *Spar dk 3 tr B*	**SteelScSr** — ss NYk.2nd No.3–9,16	2030 1883 1287	✝100A1 *Spar dk* Gms 2,18 ~~3,17~~ ~~BS11,17~~ ~~BS6,16~~ ✝LMC MS9,16	Liv	*r*	3,17	1891 9mo	Palmers' Co.Ld. Newcastle A&CP	Booth S.S.Co.Ld.	265·0 F33′ ND13 *WB* = *Cell DB* 220′	40·0 22·3 FF	15·9 *4 BHCem* 46*8t APT* 20*t*	Liverpool British	T.3Cy.22″,35″&58″–42″ (*r*) 150lb *70lb* 222NHP 2SB,*6cf*,GS84,HS3523 Palmers' Co.Ld.Nwc.	24 ″ 7 s 4 ″ 9 20 ″ 4	
783 98345 WOLG	**Gregory Apcar** — *H.G.Ellis* –16 — *Elec.light* Wireless	**SteelScSr** — ss HKg.No.2–10 2*Dks*(*Stl–U* teak s) & *deep framing*	4604 4328 2961	✝ — 10,11 ✝	HKg	*y*		1902 11mo	Workman, Clark&Co.Ld Belfast	British India Stm. Nav.Co.Ld. *WB* = *Cell DB a* 123′*u E & B*	410·0 P45′B109′F46′	49·2 FK	27·6 *7 BHCem* 63′ *f* 150′ 1115*t FPT*	Calcutta British 70*t APT* 45*t*	T.3Cy.28″,47″&77″–60″ 629NHP 2DB,*12cf*,GS230,HS9012 FD Wrkman,Clark&Co.Ld Bel	30 ″ 6	

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné (mille-huit cents) Lettre d'Entretoisement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Lettres ou code. Voir Introduction.
784	**Gregory Gaponoff**	**IronScSr**	1180			...		1870	C.Mitchell & Co. Newcastle	Sch.Bespaloff	230·0	32·1	17·3	Odessa Russian	C.2Cy.23″&56″–36″ NB96 137NHP	18 ″ 3	
585	*W.Kustareff* 12-12 (*ex*NorthTyne)		974								P&B128'F36'		BK7½″	*WB*	Blair&Co.Ld.Stockton		
	Well deck	1*Dk*2*trB*	646														
785	**Gregynog**	**SteelScSr**	1701	✠100A1	Cff	*r*	~~4·16~~	1899	S.P.Austin &Son,Ld. Sunderland A&CP	Lambton&Hetton Collieries,Ld. (E.T.Nisbet,*Mgr.*)	268·3	37·7	17·0	Sundrland British	T.3Cy.20½″,33″&54″–39″ (*s*) 160lb *90lb* 194NHP	19 ″ 9	
109700	*A.Way* –12 *ss*Sld.No.3–4,12		1380	~~9.17 6.16~~	Sld	8,17		7mo			P27'Q74'B50'F29'		FK		2SB,*6pf*,GS90,HS3080	s 2 ″ 1½	
RGPK	*ss*Sld.No.1–16		1048	10,17	✠LMC2,16												
	Well deck	1*Dk*(*Irn*)&*Web frames*		BS9,17							4*BHCem*						
	Cargo battens not fitted									*WB*= *Cell DBa*76′ *u E*&	*B30′f*112′510*t FPT*			37*t APT*51*t*	J.Dickinson&Sons,Ld.Sld.		
786	**Greif**	**SteelSc**	1165					1912	Stettiner Oderwerke Stettin	Dampfsch.Ges. Argo	235·9	32·5	13·7	Bremen German	T.3Cy.21⅛″,35½″&57⅞″–39″ 206NHP		
	H.Schier (Captured and taken to Reval)		828								P&B146'F28'			*WB*	StettinerOderwerke		
QKFW	*Elec.light*	1*Dk*	533														
787	—	**SteelSc**	617					1909	Stettiner Oderwerke Stettin	Rud.Christ.Gribel	177·8	29·0	11·5	Stettin German	T.3Cy.14″,22″&36″–25″ 65NHP		G
	*E.Tank*93–09		476								Q52'B43'F21'			*WB*	StettinerOderwerke		
JGBV		1*Dk*	337														
788	**Greiffenfels**	**SteelScSr**	5852	✠ 2,17	Bmn	*a*†		1914	Akt.Ges. "Weser" Bremen	DeutscheDmpfs-fahrts.Ges Hansa	421·7	56·2	29·6	Bremen German	T.3Cy.28¾″,46⅝″&75⅞″–53⅛″ 520NHP	32 ″ 6	
	*H.F.Soeken*93–14		5501	✠				3mo			P60'B126'F54'		FK	*Cem*	3SB,*9cf*,GS148,HS6950 FD		
QKLM	*Elec.light*	2*Dks*(*Stl–U* teaks)	3661							1*BH in forward*	*hold dispensed with*			6*BH only*	A.G."Weser,"Bremen		
	Wireless									*WB*= *Cell D Ba*139′ *u E*23′ *f*189′	1187*t FPT*48*t APT*			56*t′Tweendk*	*tanks f*36′494*t a*36′470*t*		
789	**Greip**	**IronScK**	110			...		1885	T.Charlton Grimsby	J.Orseth	89·1	19·5	10·3	Xiansund Norwegian	C.2Cy.12½″&26″–18″ NB03 26NHP	11 ″ 1	
	Frisvold	(*ex*Catherine)	103								Q16′		BK8′		T.Charlton,Grimsby		
JSHW		1*Dk*	42														
790	**Grekland**	**SteelScSr**	2751	✠100A1	Got	*u*	8,16	1905	J.Blumer& Co. Sunderland	Ång.Aktieb. Tirfing (AxelBros-tröm&Son, *Mgrs.*)	314·0	46·5	20·7	Gothenbrg Swedish	T.3Cy.23′,38″&62″–42″ (*s*) 160lb *80lb* 257NHP	23 ″ 0	
4401	~~*Nordeman*12–16~~	~~*ss*Got.No.2–13~~	2544	8,17 ~~8,16~~	Cpn			4mo			P30'B151'F32'		FK		2SB,*6pf*,GS111,HS3974	s 2 ″ 11	
JPFN	(*ex*St.Eric)	1*Dk*(*pt Irn*&*pt Stl*)&	1671	~~BS11,16~~	✠LMC~~6,16~~			*Lloyd's A&CP*		*WB*= *Cell DBa*	106′ *u E*22′ *f*120′662*t*			5*BHCem*	J.Dickinson&Sons,Ld.Sld.	20 ″ 6	
	*C.Nordeman*12–16	*deep framing*		~~MS8,17~~	~~8,17~~						*APT*97*t*						
791	**Greldon**	*ss*Cpn **SteelScSr**	3322	✠100A1	Npt	*v*	7,16	1903	Richardsn, Duck&Co. Stockton	DulciaS.S.CoLd (J. C.Gould&Co.(StmshipManagers) Ld.)	325·0	47·0	22·7	Cardiff British	T.3Cy.23½″,39″&64″–42″ (*s*) 180lb *60lb* 280NHP	24 ″ 10	
115380	*G.T.Clark* –16	*ss*Npt.No.3–7,16	2899	9,17 7,16	Cff			9mo			P31'B174'F31'		FK		2SB,*6rf*,GS118,HS4200	s 3 ″ 3	
VHLB	(*ex*Dartmouth)	1*Dk*(*Irn*)2*trB*& *Web frames*3*Dk rule*	2125		✠LMC7,16			*Lloyd's A&CP*		*WB* = *Cell DBa* 114′ *u*	*E24′f*132′706*t FPT*			83*t APT*105*t*	Blair&Co.Ld.Stockton	22 ″ 0	
792	**Grelmay**	**SteelScSr**	2340	✠100A1	Bry	*t*	~~N2,17~~	1903	Craig,Tay-lor&Co. Stockton	KelvinShipping Co.Ld.(H.Hogarth &Sons,*Mgrs.*)	306·0	44·2	20·0	Ardrossan British	T.3Cy.22″,36″&58″–39″ (*s*) 160lb *80lb* 247NHP	22 ″ 6	
118624	*T.Owens* –16	*ss*Cff.No.3–8,15	2214	~~4·17 2,17~~	Swn	Nwc	~~3,17~~	10mo			P27'B76'F29'		FK		2SB,*6cf*,GS116,HS4140	s 3 ″ 8	
VGWB	(*ex*Neath 1*Dk*(*pt Irn*&*pt Stl*)& *Web frames*		1502	11,17	✠LMC		11,17	*Lloyd's A&CP*		*WB*= *Cell D Ba*	100′ *u E* 18′ *f* 126			5*BHCem*	N.E.MarineEng.CoLdNwc	19 ″ 2	
	Abbey,*ex*Kildare) *Cargo battens not fitted*			~~MS8,15~~	~~BS6,16~~									567*t APT*84*t*			
793	**Grelorm**	**SteelScSr**	3433	✠100A1	Msl	*v*	~~11,16~~	1901	W.Gray& Co.Ld. W Hartlepool A&CP	Du'cia^S.Co.Ld.(J. C.Gould&Co.(StmshipManagers)Ld.)	331·0	47·2	24·8	Cardiff British	T.3Cy.25″,40″&65″–42″ (*s*) 160lb *160lb* 285NHP	27 ″ 4	
109711	*E.J.Lloyd* –14	*ss*Shl.No.3–6,14	3104	~~5,17 11,16~~	✠LMC	Cff	5,17	2mo			P27'B82'F30'		FK		2SB,*6pf*,GS106,HS4474	s 5 ″ 1½	
SFOB	(*ex*Winnfield,	1*Dk*(*Irn*)2*trB*	2205	~~6,17~~	~~BS8,16~~	MS11,16	~~N6,17~~			*Cell DBa*	110′ *u E*& *B* 40′ *f*134′			793*t APT*77*t*	Cen.Mar.Eng.Wrks.WHpl	22 ″ 7	
	*ex*LouiseRoth)	&*deep framing*3*Dk rule*		~~BS8,17~~													
794	**Grena**	**SteelScSr**	6371					1912	W.Doxford &Sons,Ld. Sunderland	Akties. J.L.Mowinckels Dmpsk Selsk.(J.L.Mowinckel,*Mgr.*)	439·5	57·0	26·3	Bergen Norwegian	T.3Cy.25′,41′&70′–48′ 340NHP		N
	O.Olsen		5586								P94'H313*t F*71′			*WB*	W.Doxford&Sons,Ld.Sld.		
MHTW	*Elec.light*	1*Dk*& *Shelter dk*	3487														
795	**Grenada**	**SteelScK**	219	✠100A1	Gms		11,14	1907	Cook,Wel-t'n&Gemmell Ld. Beverley *Lloyd's A&CP*	Grant&BakerStm. FishingCo.Ld.	117·0	21·6	11·5	Grimsby British	T.3Cy.12′,21′&34′–24′ (*s*) 180lb 67RHP	12 ″ 3	
125077	*A.H.Ellis* –14	*ss*Gms.No.1–11	197	*Stm Trawler*				10mo			Q67 F19′		BK7½	*5BHCem*	1SB,*2pf*,GS32,HS1095		
		1*Dk*	112	7,13											C.D.Holmes&Co.Hull		
				BS7,15	✠LMC7,11												
796	—	**SteelScK**	183	✠100A1	Hūl		6,14	1907	Earle'sCo. Ld. Hull *Lloyd's A&CP*	HullSteamFishing &IceCo.Ld.	110·6	21·6	11·8	Hull British	T.3Cy.10″,17′&28″–24′ (*s*) 200lb 49RHP	12 ″ 7	
124759	*J.McDonnell* –14	*ss*Hul.No.1–11	176	*Stm Trawler*				4mo					BK8′	4*BHCem*	1SB,*2pf*,GS27,HS820		
		1*Dk*	72	6,14									*WB*=	*DTf*13′33*t*	Earle'sCo.Ld.Hull		
				BS2,14	✠LMC1,11												
797	**Grenadier**	**SteelPadSk**	357					1885	J.&G. Thomson Clydebank	David MacBrayne, Ld.	222·9	23·1	9·3	Glasgow British	C.O.2Cy.30″&58″–51″ NB03 200NHP		
90038	*McCallum*76–86		300												J.&G.Thomson,Clydebank		
JKLQ			148														
798	**Grenen**	**SteelScSr**	217					1908	Helsingörs Jernsk&Msk. Elsinore	DagöDampfsch-Ges. (A.Baron Huene,*Mgr.*)	122·5	20·8	11·3	Dagö Russian	T.3Cy.12¼″,19′&31′–18′ 41NHP		V
78	*G.Oengo*91–10		—								Q40'B37'F17'			*WB*	Helsingörs Jernsk.&Mskb		
		1*Dk*	98														
799	**Grenland**	**SteelScSr**	966	✠	Bgn	*m*		1888	HSEdwrds &Sons Newcastle	Akties.Grenland (H.Haraldsen)	214·0	31·2	13·8	Skien Norwegian	T.3Cy.16′,26½″&44″–33″ NDB00 108NHP	16 ″ 3	N
	(Captured and taken to Swinemunde)		763	11,01				7mo			Q77'B51'F28'		FK	4*BHCem*	1SB,*3pf*,GS58,HS1500		
JPBL	*J.H.Hansen*	*ss*Bly.No.2–95	568	✠NB10,00✠						*WB*= *Cell DB*192′ 290*t FPT*				36*t APT*30*t*	E.Scott&Co.Newcastle		
	(*ex*Björn,*ex*PierreAndré,*ex*Shearwater)																
	1*Dk*(*Irn*) *Beams Stringers* & *Dbl Btm Iron*																
800	**Grenville**	**SteelScSr**	497	✠100A1	Tto	*h*		1915	PolsonIron Works Co.Ld. Toronto *Lloyd's A&CP*	CanadianGovern-ment(Dept.Marine &Fisheries)	155·0	30·9	10·9	Ottawa British	T.3Cy.14″,22½″&38″–24′ (*s*) 180lb 75RHP	13 ″ 0	
134547	*H.Esford* –15		349	9,15	✠LMC9,15			5mo			P&B78'F28'		FK	6*BHpt Asp pt Cem*	2SB,*4cf*,GS72,HS2594		
	Elec.light	1*Dk*(*Stl*-ws)	232										H		PolsonI.W Co.Ld.Toronto		
	Mchy.Aft													*B= Cell DB*	*f*31′24′*F/T*30*t APT*31*t*		
80	**Gresham** *ss*Sld.No.3–10,17	**SteelScSr**	3774	✠100A1	Big	*w*	~~3,14~~	1905	J.L.Thomp-son&Sons,Ld. Sunderland	ThompsonS.Shpg. CoLd (V.T.Thomp-son&Co. *Mgrs.*)	346·0	49·5	25·3	Sunderlnd British	T.3Cy.25″,42″&68″–48′ (*s*) 180lb *90lb* 350NHP	27 ″ 11	
119216	*R.S.Thompson* –05 ~~*ssB.y.No.1–16*~~		3597	~~10,17 1,18~~	✠LMC~~3,14~~		8,17	9mo			P23'B94'F31'		FK	6*BHCem*	2SB,*8pf*,GS143,HS5428	s 8 5	0½
HDJR	1*Dk*(*pt Irn*&*pt Stl*)2*trB deep framing*		2447		11,17			*Lloyd's A&CP*	*WB*=	*Cell DBa* 117 *u E*&	*B42 f* 146 951*t FPT*			61*t APT*60*t*	J.Dickinson&Sons,Ld.Sld.	23 ″ 3	
	&*Web frames*3*Dk rule*																
802	**Greta**	**SteelScSr**	297					1903	Scott& Sons Bowling	J.Monks&Co.Ld.	130·2	23·1	10·9	Liverpool British	C.2Cy.16″&36″–24″ 52RHP		
118035	*J.J.Wilson* –16		230								Q45'B9'F23'				Fisher&Co.Paisley		
		1*Dk*	112														
803	—	**SteelSc3MstSr**	248					1914	Eriksbergs M.V.Aktieb Gothenburg	H.Silfvén	103 8	22·4	11·6	Seffle Swedish	C.2Cy.11½″&27½″–16½″ 26NHP		V
5623	*B.P.Larsson*07–14		201								P33'H55*t*F15'			*WB*	EriksbergM.V.Aktieb.Got		
JTVR		1*Dk*	137														
804	**Greta II.**	**SteelScK**	273	✠100A1	Bkn		2,17	1906	J.Duthie Torry S.B.Co. Aberdeen *Lloyd's A&CP*	WyreSteamTrawl-ingCo.Ld.(J.N. Ward&Son, *Mgrs.*)	130·6	22·3	12·2	Fleetwood British	T.3Cy.12½″,21′&34″–25′ (*s*) 180lb 73RHP	13 ″ 0	
122946	*W.Freshney* –12	*ss*Flt.No.1–10	238	*Stm Trawler*				9mo			F21′		BK7½″	*3BHCem*	1SB,*3pf*,GS51,HS1494		
HJLP	(*ex*Greta)	1*Dk*	107	5,14	✠LMC2,17										W.V.V.Lidgerwood,Gls.		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. / Master. / Special Surveys.	3 Material, Rig, &c. / Late Name if any. / No. of Decks, &c.	4 Register Tonnage. Gross / Under deck. / Net.	5 Particulars of Classification. Character. (✝ for Special Survey. Date of last Survey.)	6 Port of Survey.	7 Years Assigned / now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. / Ship. / Engines.	9 By Whom. / Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Register in which classed if not in L.R. Date of last Trade Cert.
Missing since 4,17																	
805 114670 SHTQ	**Gretaston** *W.Niven* –16 (*ex*VauxhallBridge)	**SteelScSr** *ss*Gls.No.3–4,14 1*Dk*(*Irn*)2*trB*&*deepframing*3*Dk rule*	3395 3159 2178	✝100A1 ~~7.16~~ ~~BS8,15~~ ✝LMC~~8,14~~	Bry	*v*	11,16	1901 5mo	W.Gray& Co.Ld. W Hartlepool A&CP	GretastonSSCo Ld (W.S.Miller&Co.) *WB=Cell DBa*&*uE*	331·0|47·2|24·7 P27′B82′F30′ FK			Glasgow British 5*BHCem* 6*BH to Udk* 1 „ 2*nd* „ *APT77t*	T.3Cy.25¾″,38½″&65″–42″ 160lb *80lb* (*s*) 268NHP 2SB,*6rf*,GS96,HS3957 Cen.Mar.Eng.Wrks W Hpl	27 ″ 4 ~~5 ″ 9~~ ~~22 ″ 6~~	
806 137830 JNSR	**Gretavale** ~~*D.Clinton* –17~~ *Elec.light*	**SteelScSr** ~~*J.Morris* 13–17~~ 2*Dks*(*Stl*)	5388 4986 3418	✝100A1 ~~5.17 1,17~~ 3,18 ✝LMC1,17	Grk		4,18	1917 1mo	Greenock& Grangem'th Dkyd.Co.Ld Greenock *Lloyd's A&CP*	TheDonaldsonLine Ld.(DonaldsonBros Ld.,*Mgrs.*) *WB=Cell DB354′ 1245t DBa*&*uE*	410·2|53·5|28·4 P35′B171′F41′ FK			Glasgow British *Cem* 6*BH to Udk* 1 „ 2*nd* „ *APT49t*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 485NHP 3SB.9*cf*,GS165,HS6972 FD J.G Kincaid&Co.Ld.Grk. *only*	31 ″ 0 s5 ″ 11½ 25 ″ 5	
807 RQGB	**Gretchen Müller** *Lührs* –14 *Elec.light*	**SteelScSr** 1*Dk*	1421 1098 720					1909	Akt.Ges. "Neptun" Rostock	O.A.Müller	256·1|35·7|14·7 Q94′B59′F30′ *WB*			Hamburg German	T.3Cy.17⅛″,27⅝″&46¾″–31½″ 124NHP A.G."Neptun,"Rostock		G
808 MDSB	**Grete Cords** *H.Suhr* *Elec.light*	**SteelScSr** 1*Dk*	873 720 538					1903	Akt.Ges. "Neptun" Rostock	Aug.Cords	210·9|32·0|13·1 Q65′B57′F26′ *WB*			Rostock German	T.3Cy.14⅜″,24⅝″&38⅞″–26¾″ 76NHP A.G."Neptun,"Rostock		G
809 KRTW	**Grete Frerichs** *P.Külper* *Elec.light*	**SteelScSr** (*Trawler*) 1*Dk*	222 184 69					1913	Schiffb.Ges. Unterweser Bremerhaven	G.Frerichs Fischhallen	124·2|22·6| 9·0 *WB*			Gstemnde German	T3Cy.12¾″,19⅞″&31⅛″–22⅛″ 48NHP OttenseneMsch.Altona		G
810 HWNP	**Grete Hugo Stinnes 8** *K.Overbeck* Wireless *Mchy.Aft Elec.light* Sub.Sig. 1*Dk*	**SteelScSr**	1551 1296 788					1911	Flensburgr Schiffsb.Ges. Flensburg	GreteHugoStinnes 8 Dampfsch. Ges.m.b.H. (Hugo Stinnes, *Mgr.*)	243·3|37·7|17·7 P70′F24′ *WB*			Hamburg German	T.3Cy.17¾″,29⅛″&48″–34⅞″ 136NHP FlensburgerSchiffsb.Ges.		G
811	**Greuvers** *J.Gravemaker* –12 (*ex*Umtali)	**SteelScK** *ss*Gms.No.3–9,11 *ss*Ams.No.1–15 1*Dk*	188 170 57	✝100A1 *StmTrawler* 6.16 ~~BS8,15~~ ✝NB9,11 ✝LMC8,15	Ams		11,15	1899 7mo	Earle'sCo. Ld. Hull *Lloyd's A&CP*	N.V.Stoom.Zeevis Maats.Duitsch-land(J.Visser, Hzn.*Mgr.*)	110·5|21·2|11·2 Q46′F18′ BK7½″			Ymuiden Dutch 3*BHCem*	T.3Cy.11″,20″&32″–23″ (*s*) 180lb 44NHP 1SB,*2pf*,GS30,HS1035 Earle'sCo.Ld.Hull	12 ″ 0	
812 86621	**Greyhound** *Elec.light*	**SteelPad**	1392 — 748					1902	Detroit S.B.Co. Wyandotte	WhiteStarLine (B.W.Parker, *Mgr.*)	276·0|38·0|15·0			Detroit Utd.States	1Cy.60″–144″ *Eblt86 fitted02* 332NHP 3B(2*blt.86*,*fitd02*&1*blt.02*) S.F.Hodge&Co.Detroit		
813 104237	— *T.Hudson* –05	**SteelPadSk**	542 372 221					1895	J&G Thom-son (Lim.) Clydebank	BlackpoolPassen-gerStmBt CoLd(T. Bickerstaffe,*Mgr.*)	230·0|27·1| 9·7 *Promenade dk218′*			Fleetwood British	CD.4Cy.21″&45″–48″ NB03 234NHP J&GThomson(Ld)Clydbk.		
814	—	**IronScK** 1*Dk*	*140 140 60*			…		1889	Cook,Wel-t'n&Gemmell Hull		100·6|20·9|10·9 BK7½″			Swedish	C.2Cy.17″&33″–22″ 42NHP Bailey&Leetham,Hull	11″11	
815 120919 HFPC	**Greystoke Castle** *W.Griffith* –16 *Elec.light*	**SteelScSr** *ss*Lon.No.2–14 1*Dk*(*Stl*)&*Spar dk*(*Stl*) &*deepframing*	3828 3515 2432	✝100A1 *Spar dk* 11.16 ✝LMC MS8,14 BS5,17	NYk	*x*	11,16	1906 2mo	W.Pickers-gill&Sons Sunderland *Lloyd's A&CP*	LancashireShipp-ingCoLd (JCham-bers&Co,*Mgrs.*) *WB=CellDBa* 110′ *uE*&*fB44′f154′*	361·0|46·3|17·7 P29′B200′F39′ 25·7 FK			Liverpool British 6*BHCem*	T.3Cy.24″,40″&67″–45″ (*s*) 180lb *100lb* 356NHP 2SB,*6pf*,GS108,HS4713 FD G.Clark,Ld.Sunderland 839t *DT f*28′638t *APT46t*	28 ″ 2 s4 ″ 3½ 24 ″ 3	
816 128	**Greza** *N.Schapovaloff* –11	**SteelSc** 1*Dk*	150 — 17					1896	Smit Kinderdijk	TheArmavir-TouapseRailway Co.	106·3|20·8|11·0			Odessa Russian	T.3Cy.11″,17″&29″–14″ 31NHP		
817 WJLD	**Grib II.** *S.Samuelsen*	**SteelScK** (*Whaler*) 1*Dk*	175					1911	Smith's Dock Co.Ld Middlesbro'	Akties.Örnen (S.L.Christensen, *Mgr.*)	110·0|20·7|12·5			Sandefjrd Norwegian	T.3Cy.12¼″,20″&34″–24″ 56NHP W.V.V.Lidgerwood,Gls.		C
818 86140	**Griffin** *Mchy.Aft* *Elec.light*	**SteelSc3MstSr** 2*Dks*	1879 — 1526					1891	Cleveland S.B.Co. Cleveland,O	AtlasS.S.Co.	266·0|38·2|19·6 H— F40′ *WB*			Duluth, Minn. Utd.States	T.3Cy.17″,29″&47″–36″ 133NHP ClevelandS.B.Co.,Clevelnd		
819 113240	— *G.Aldred* –17 *Elec.light*	**SteelScK** *ss*Gms.No.3–7,15 1*Dk*	183 161 71	✝100A1 *StmTrawler* ~~11.17 1.17~~ ~~BS6,16~~ ✝LMC7,15	Goo Gms		1,17	1903 2mo	Smith's Dock Co.Ld North Shields *Lloyd's A&CP*	Mackrill&Sons	105·0|21·0|11·0 Q55′ BK7½″			Grimsby British 3*BHCem*	T.3Cy.11½″,20″&33″–22½″ (*s*) 180lb 54RHP 1SB,*2pf*,GS29,HS940 N.E.MarineEng.Co.Ld.Sld	11″10	
820	**Grigorios Zlatanos** *Nicolaou* –11 (*ex*Netherfield)	**SteelScSr** *ss*Cff.No.3–5,09 *ss*Pir.No.1–13 1*Dk*(*pt Stl pt Irn*) 2*trB*&*Web frames*3*Dk rule*	*3125 2876 2021*	✝100A1 *withfreeboard* 10.16 ~~MS8,13~~ ~~MS12,~~ ✝LMC ~~BS8,16~~ ~~BS9,17~~	Pir	*u*	~~10,16~~ 10,17	1896 5mo	JLThomp-son&Sons,Ld Sunderland A&CP	G.Nicolaou& J.A.Cosmetto *WB=CellDBa*	325·0|45·4|23·7 P23′B69′F34′ FK 104′*uE*&*fB37′f134′*			Syra Greek 5*BHCem* 627t *APT31t*	T.3Cy.23″,38″&62″–42″ (*s*) 160lb *90lb* NDB11 257NHP 2SB,*6pf*,GS104,HS4000 J.Dickinson&Sons,Ld.Sld.	26 ″ 4 s4 ″ 11½ 21 ″ 9	
821 QHKO	**Grille** *N.Vogler*	**SteelScCtr** (*Tug*) 1*Dk*	112 106 41					1901	N.Odero& Co. Genoa	Norddeutscher Lloyd	85·2|20·0| 9·5			Bremen German	C.2Cy.10⅞″&20⅛″–13″ 13NHP N.Odero fu A.SestriPnente		G
822 110878	**Grimenco** *C.W.Crawford* –15 (*ex*Alroy)	**Iron&SteelScK** *ss*Gms.No 1–03 *Iron framing,Stl plating* 1*Dk*	153 136 60	✝ *StmTrawler* 10,08	Gms			1899 4mo	Wood, Skinner&Co Ld.Newcastle	J.W.Smethurst	101·0|20·5|10·7 Q47 F18′ BK7½″			Grimsby British 3*BHCem*	T.3Cy.11″,17′&30″–21″ NB15 40RHP N.E.MarineEng.Co.Ld.Sld	11 ″ 6	
823 98719	**Grimsby** *R.Wills* –01 *Elec.light*	**SteelPadSp** 1*Dk*	351 233 161					1888	Earle'sCo. (Lim.) Hull	GreatCentralRly.	180·0|25·4| 7·4 *pt Awng dk100′*			Hull British	CD.2Cy.32″&60″–48″ NB06 208NHP Earle'sCo.(Lim.),Hull		BT till 2,18
824 106689	— *S.Hawkes* –14	**SteelScYl** *ss*Gms.No.3–3,09 *ss*Gms.No.1–13 1*Dk*	163 150 69	✝100A1 *StmTrawler* 9.13 ✝NB9,13 ✝LMC9,13	Gms		4,13	1896 12mo	Mackie& Thomson Glasgow A&CP	ConsolidatedStm. Fishing&IceCo. (Gms.)Ld. (J.D. Marsden,*Mgr.*)	104·2|20·5|10·7 Q17′F19′ BK7½″			Grimsby British 4*BHCem*	T.3Cy.10″,16″&27″–20″ (*s*) 180lb 45RHP 1SB,*2pf*,GS26,HS656 Muir&Houston(Lim.),Gls.	11 ″ 7	
825 HDNL	**Grimstad** *A.Abrahamsen* *Mchy.Aft*(*ex*Transport,*ex*TransportIII)	**SteelScSr** 1*Dk*	263 205 128					1892	Fredriks-stads M.V. Fredrikstad	Dmpsksl.Veritas (BertrandJacob-sen,*Mgr.*)	122·8|21·5|10·7 P44t H9t F5t			Arendal Norwegian *WB*	C.2Cy.14½″&30″–18″ 32NHP VulkanMek.Værksted,Xia		N

Numéro d'Ordre / Numéro Officiel / Signaux	2 / 3 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 / 6 / 7 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant expiré. Lettre d'Enjoignement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille / Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. pe.	15 Registres où cotés, et où ces dans le L. R. Numéro dans le L. R. Feuille
826 128482 HNBK	**Grindon Hall** SteelScSr *W.M.Brewis* –15 *Turret deck* 1 *Dk*	3712 3117 2365					1908	W.Doxford &Sons,Ld. Sunderland	LeadenhallS.S.Co Ld.(Wm.McAllum &Co.,*Mgrs.*)	342·2|46·6|24·7 P21′F36′			London British *WB*	T.3Cy.26″,42″&68″–42″ 300NHP W.Doxford&Sons,Ld.Sld.		V
827 133329	**Grinkle** SteelScSp *J.Willcox*13–14 *Mchy.Aft* 1 *Dk*(*Stl*)	322 284 172	✠100A1 *Lighter* 8,17~~9,17~~ ✠LMC8,14	Nwc Mdb	*e*	2,17	1914 8mo *Lloyd*	WoodSkinner&Co.Ld. Newcastle *sA&CP*	JarrowTug&LighterCo.Ld. (G.W.Todd,*Mgr.*)	138·1|26·1| 9·2 F17′ FK *WB=FPT*40*t*			N.Shields British *APT*23*t*	C.2Cy.12″&28″–18″ (*s*) 140lb 35RH 3BH*Cem* Lidgerwood,Ld.Glasgow	10 ″ 3 s 1 ″ 4 9 ″ 2	
828	**Grip** SteelScSc *P.Pedersen* –15 *Elec.light* 1 *Dk*	161 157 58					1915	MossVærft Moss	NorgesFyrvæsen	108·3|21·5|11·2			Chrstiania Norwegian *WB*	T.3Cy.11½″,18½″&31″–22″ 45NHP MossVærft,Moss		N
829 129760	**Gripfast** SteelScSr *J.Kell* –12 *ss*Nwc.No.1–16 1 *Dk*(*Stl*	1109 903 636	✠100A1 9,17~~10,16~~ ~~BS9,17~~ ✠LMC10,16	Nwc	*n*	~~10,16~~ 9,17	1910 9mo *Lloyd*	J.Crown& Sons,Ld. Sunderland *sA&CP* *WB*	NewbiginSteam ShippingCo.Ld.(E. R.Newbigin,*Mgr.*) *=Cell DBa* 62′*uE&B*32′*f*96′338*tFPT*	225·0|35·6|13·6 P19′B45′F24′ FK 4 *BHCem* 51*t APT*49*t*			Newcastle British Lon	T.3Cy.18″,30″&49″–33″ (*s*) 180lb *100lb* 164NHP 1SB,*4cf*,GS67,HS2732 N.E.MarineEng.Co.Ld.Sld	15 ″ 8 s 2 ″ 0 13 ″ 11	
830 2598 JFRM	**Gripsholm** IronSc *C.L.Ekström*05–05 1 *Dk*	158 85 117					1878	W.Lind-bergsAktieb. Stockholm	Gripsholms-Marie-fredsAngf.Aktieb (J.Norquist,*Mgr.*)	108·2|18·1| 7·9 Q35′ B42′ H11*t*			Mariefred Swedish *WB*	C.2Cy.16″&31″–21′ 37NHP W.LindbergsM.V.,Skm.		
831 115933 TSFQ	**Griqua** SteelScSr *G.E.Hammersley* ~~*ss*Gls.No.2–11~~ *Elec.light* 1 *Dk*(*Stl*)&*Spar dk*(*Stl*) *ss*Lon.No.3–3,16 &*deep framing*	3344 3054 2099	✠100A1 *Spar dk* 3,18~~10,14~~ ✠LMC ~~BS9,14~~ MS3,15 BS2,17	Mdb Loa	*w*	~~10,14~~ 6,17	1902 12mo *Lloyd*	Armstrong Whitworth &Co.Ld. Newcastle *sA&CP* *WB=*	Ellerman&BucknallS.S.Co.Ld.	330·0|45·2|17·3 P33′B180′F39′25·2 FK *CellDB a* 90′*uE&B*			N.Shields British *6 BHCem*	T.3Cy.23½″,42″&68″–48″ (*r*) 180lb 387NHP 3SB,*9cf*,GS108,HS5276 FD N.E MarineEng.CoLdNwc *APT*57*t*	27 ″ 7 s 4 ″ 2 23 ″ 10	
832 Sunk in War Loss) KQSJ HCND	**Grive** SteelScSr *T.Taylor* –12 *ss*Lon.No.2–13 *Well deck* 2 *Dks*(*UStl*) *Elec.light* Wireless	2037 1520 1048	~~✠100A1~~ 4.17 ~~MS3,16~~ ~~✠LMC16,16~~	Bkn	*l*	~~3,16~~ 6,17	1905 5mo *Lloyd*	CaledonS. B.&E.Co Ld. Dundee *sA&CP* *WB = Cell D Ba*70′*u*	GeneralStm.Nav. Co.Ld.	291·4|41·1|17·7 P&B231′F34′ BK9″ *E*22′*f*124′337*t FPT*			London British 6 *BHCem*	T.3Cy.24½″,39″&64″–45″(a) 170lb HS6327 353NHP 2SB&1AuxSB,*10cf*,GS187 CaledonSB.&E Co.Ld.Dun	20 ″ 0 s 2 ″ 0½ 18 ″ 10	
833 MNHB	**Gro** *ss*Npt.No.2–17 SteelScSr *N.Sörensen*16–16 *ss*Brs.No.3–3,08 (*ex*Ros,*ex*Alagonia) ~~*ss*Rot No.1–12~~ 1 *Dk*(*Stl*)&*deep framing*&*pt Awngdk*(*Stl*	2667 2041 1667	100A1 *pt Awng dk* *withfreeboard* 7,17~~8,16~~ ~~BS8,16~~ LMC5,~~11~~7,17	Xia Npt	*t*	~~7,16~~ ~~6,17~~ 7,17	1895 1mo *Lloyd*	W Hamiltn &Co. Pt.Glasgow *sA&CP*	Dmpsk.Akties. "Avenir" (Biörn Biörnstad&Co. *Mgrs.*)	309·7|42·6|20·5 Q78′*pt Awng dk*232 FK *Cell DB a* 90′*f* 120′			Chrstiania Norwegian 6 *BHCem*	T.3Cy.22½″,37″&61″–42″ (*s*) 160lb *60lb* 241NHP 2SB,*6pf*,GS120,HS3621 Rankin&Blackmore,Grk.	21 ″ 9 s 1 ″ 0½ 21 ″ 0	
834 113533 SBFV	**Groeswen** SteelScSr *F.R.Jones* –13 *ss*Bry.No.3–11,12 1 *Dk*(*pt Irn&pt Stl*)2*tr t* &*deep framing*3*Dk rule*	3570 3366 2303	✠100A1 6.16 ✠LMC MS6,13 MBS7,16	Cff	*v*	7,16	1900 10mo	J Readhead &Sons S.Shields A&CP	W.&C.T.JonesS.S. Co.Ld.(W.&C.T. Jones) *WB=Cell L*	341·4|46·7|26·0 P29′B82′F32′ FK *Ba*116′*uE*20′*f*140′			Cardiff British 6 *BHCem* 825*t APT*39*t*	T.3Cy.24″,40″&65″–45″ (*r*) 160lb ~~140lb~~ NDB13 293NHP 2SB,*6rf*,GS111,HS4557 J.Readhead&Sons,S.Shl.	27 ″ 4 s 5 ″ 0½ 22 ″ 7	
835	**Gróf Khuen Héderváry** SteelScSr *A.Radán*07–11 *Elec.light* 1 *Dk*(*Stl*)	4988 3960 3241	✠ — 6,16 ✠	Rot	*x*		1911 4mo	Armstrong Whitworth &Co.Ld. Newcastle	AtlanticaSeaNav. Co.Ld. *WB=* *CellDBa*132′*uE&B*78′*f* 161′987*tFPT*	378·2|52·3|23·9 P23′B201′F34′ FK			Fiume Aust.-Hung. 6 *BHCem* 131*t APT*95*t*	T.3Cy.26″,42″&68″–48″ 391NHP 2SB,*8cf*,GS155,HS6624 Blair&Co.Ld.Stockton	26 ″ 4	
836 JGVR	**Gróf Serényi Béla** SteelScSr *F.Juhász*12–12 *ss*Shl.No.1–11 *Elec.light* 1 *Dk*(*pt Irn&* *pt Stl*)2*tr B*&*deep framin*	3665 2929 2365	✠ — 6,16 ✠	Hul	*v*		1907 4mo	W.Gray &Co.Ld. WHartlepool	AtlanticaSeaNav. Co.Ld. *WB=*	331·0|48·3|22·0 P25′B124′F30′ FS *Cell DBa*112′*uE&B*40′*f*142′922*tFPT*			Fiume Aust.-Hung. 5 *BHCem* 75*t APT*45*t*	T.3Cy.24″,40″&65″–42″ 292NHP 2SB,*6rf*,GS108,HS4424 Cen.Mar.Eng.Wrks.WHpl	24 ″ 6	
837 JGVS	**Gróf Tisza István** SteelScSr *M.Bubanj* *ss*Tri.No.2–13 *Elec.light* 1 *Dk*(*Stl*)2*tr Ba* *deep framing*	2939 2518 2203	✠ — 8,16 ✠	Npt	*u*		1904 11mo	W.Dobson &Co Newcastle	Hungarian Levant S.S.Co.Ld. *WB=Cell DBa*96′	319·3|45·3|21·4 P27′B96′F30′ FK *uE&B*44′*f* 138′621*t*			Fiume Aust.-Hung. 5 *BHCem* *APT*45*t*	T.3Cy.23½″,39″&66″–45″ 311NHP 2SB,*6cf*,GS128,HS4712 N.E.MarineEng.Co.Ld.Nwc	23 ″ 9	
838 JLMN	**Grondin** SteelScK *V.Pené*16–16 (*Trawler*) *Elec.light* (*ex*Raven) 1 *Dk*	127 121 38			...		1897	SirRaylton Dixon&Co Middlesbro'	L.Ballias&A.Mahé	95·9|20·4|10·8 Q19′F17′ DptF&s09 BK7½″			Lorient French	T.3Cy.10″,17½″&30″–21″ NB04 40NHP N.E.MarineEng Co.Ld.Sld	11 ″ 8	V
839 QJFG	**Gröning** SteelSc *J.Pupkes* (*Trawler*) 1 *Dk*	244 208 87					1906	G.Seebeck Akt.Ges. Bremerhaven	Hochseefischerei Bremerhaven Akt. Ges.	127·1|22·5|11·6 F20′			Brmrhavn German *WB*	T.3Cy.11¾″,18¾″&30½″–22″ 43NHP G.SeebeckA.G.Bremerhvn		G
840	**Groningen** SteelSc3MstSr *Mchy.Aft* 1 *Dk*						1916	Gebr.Nies-tern Delfzijl	Gebr.vanUden	195·0|32·0|15·0 Q126′B12′F23′			Rottrdam Dutch	Alblasserdam.Msch.Fab.		
841 98058 ~~MTWQ~~ JQMH	**Gröntoft** *A.E.Carter*17–17 SteelScSr ~~*O.Johannesen*~~ *ss*Msl.No.3–1,04 (*ex*Mistral, *ss*Bgn.No.2–12 *ex*Liguria P.,*ex*VirginiaPeirano) 1 *Dk*(*Irn*)&*W eb frames*&*pt Awngdk*(*Irn*)	2056 1506 1264	✠100A1 *pt Awng dk* *withfreeboard* 6,14 ~~Exempted,18~~ ✠LMC4,17	Nwc	*r*	N4,17	1891 7mo	J.Blumer &Co. Sunderland A&CP	TheShippingController (H.Cail&Co.,*Mgrs.*)	275·0|38·1|18·0 P27′Q86′ *pt Awngdk*162′ FK *WB = Cell DB*224′426*t*			London ~~Newcastle~~ British 4 *BHCem* *APT*35*t*	T.3Cy.21″,33″&54″–42″ (*s*) 160lb *100lb* NDB15 194NHP 2SB,*6rf*,GS106,HS3000 Alley&MacLellanGlasgow	20 ″ 3 s7 ″ 10½ 19 ″ 8	
842 MLPH	**Grorud** SteelScSr *H.G.Nielsen*16–16 *ss*Els.No.2–15 (*ex*Tello,*ex* 1 *Dk*(*Stl*)&*deep framing* *Well deck* Allan) *Cargo battens not fitted*	1307 1042 805	✠100A1 11,17~~12,16~~ ~~BS2,16~~ ✠LMC9,15 10,17	Xia	*o*	9,15	1907 3mo *Lloyd*	Mackay Bros. Alloa *sA&CP*	SkibsaktiesFritzoe (Bugge&Olsen, *Mgrs.*) *CellDBa*56	230·0|34·3|16·0 Q120′B10′F26′ FK *uE*16′*f*99′236*tFPT*			Larvik Norwegian 4 *BHCem* 46*t APT*43*t*	T.3Cy.18″,30″&48″–33″ (*s*) 180lb *80lb* 149NHP 1SB,*4cf*,GS72,HS2385 Hutson&SonsLd.Glasgow	18 ″ 3 s 1 ″ 7 16 ″ 11	
843 129281	**Grosbeak** SteelScK *H.Ware* –14 1 *Dk*	192 190 71	✠ *Stm Trawler* 8,10✠	Goo			1910 8mo	GooleS.B. &RepgCo.Ld. Goole	KelsallBros.& Beeching,Ld. (G. Beeching&J.E.A. Kelsall,*Mgrs.*)	110·1|21·6|11·9 BK7½″ *WB=* *DTf*21′40*t*			Hull British 3 *BHCem*	T.3Cy.12″,21″&33″–21″ 55RHP 1SB,*2pf*,GS24,HS900 Earle'sCo.Ld.Hull	12″11	
844	**Grosholm** SteelSc *J.Tellefsen* *MKDR* 1 *Dk*	1847 1645 1114					1914	Fredrkstad Mek.Værks Fredrikstad	Skibsakties.Grimstad(Markussen, Jörgensen&Co. *Mgrs.*)	265·0|42·1|17·9 P56′B71′H73*t*F29′			Grimstad Norwegian *WL*	T.3Cy.20½″,33″&56″–36″ 188NHP FredrikstadM.V.Frdstad		N
845 QGWK	**Grosser Kurfürst** StlTwinScSr *M.Dietrich* 4 *Dks*&*tr b* *Elec.light Ref.Mchy.* Sub.Sig. Wireless	13102 10248 7881					1899	F.Schichau Danzig	Norddeutscher Lloyd	560·6|62·3|35·9 Q109′B280′F81′			Bremen German *WB*	Q.8Cy.27½″,41″,59″&83½″– 53½″ 1016NHP F.Schichau,Elbing		G
846 QKHV	**Grossfürst** IronScSr *R.Schmidt* –13 (*ex*Storfursten) *Well deck*	555 372 187					1875	R.Dixon& Co. Middlesbro'	BremerQuarantaineGes.m.b.H.	170·6|24·9|13·0 P104′F25*t* BK7″			Bremen German	C.2Cy.25″&48″–30″ NB85 103NHP Black,Hawthorn&Co.,Gts.		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys.	3 Late Name if any. / No. of Decks, &c.	4 Registered Tonnage: Gross. / Under deck. / Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned. Now expired. Equipment Letter.	7* Date when last shaft last seen.	8 Built. When. — Ship. — Engines.	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NIP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Register in which classed with L.R. Dated first Class Cert.
847	**Grossherzog Friedrich August** Wireless *OilEng.* **SteelAuxScBk** *Elec.light* (*TrainingShip*) 3*Dks* (*See Sailing Ship Register*)							1914	J.C.Tecklenborg A.G. Geestemünde	DeutscherSchulschiffVerein	239·5 P88′	41·3 F35′	24·0	Oldenburg German	OilEngine 2S.C.SA 4Cy.15 7/10″–21½″ 114NHP J.C.TecklenborgA.G.Gst.		
848 MSJH	**Grossherzog Friedr. Franz IV.** *P.Regenstein* **SteelScSr** 1*Dk*		954 724 538					1901	Schömer& Jensen Tönning	F.W.Fischer	201·0 Q71′B59′F18′	32·2	14·4	Rostock German *WB*	T.3Cy.16½″,27″&44″–31½″ 109NHP Schömer&Jensen,Tönning		G
849 NJLC	**Grossherzog von Oldenburg** *CableVessel* *A.Gehrke*03–06 **TwinSc** *Elec.light* Wireless 1*Dk*&*Spar dk*	**Stl**	2691 2328 1113					1905	F.Schichau Danzig	Norddeutsche Seekabelwerke Akt.Ges.	304·2 B106′F80′	41·7	25·5	Nordnham German *WB*	T.6Cy.18 7/10″,30 7/10″&49½″–29½″ 263NHP F.Schichau,Elbing		G
850 124107 JLVN	**Grosvenor** *A.T.Sutherland*16–16 *ssIrv.No.2–17* *Well deck* 1*Dk*(*Stl*) *Mchy.Aft*	**SteelScSr**	267 196 98	✠100A1 ~~6,17 2,17~~ 3,18 *Shelter dk* ~~Mar~~ ✠LMC2,17	Irv	*d*	~~2,17~~ 2,18	1908 1mo *Lloyd's*	Garston G.D.&S.B.Co Ld. Garston *sA&CP*	~~InvernessShipping Co. (S.H.Gordon& W.J.Cran)~~ John HarrisonLd.	120·1 Q48′B9′F25′ FK *WB*=	23·1	9·3	Newcastle British *FPT20t*	C.2Cy.17″&35″–22″ (*s*) 130lb 40RHP 3*BHCem* 1SB.*2pf*,GS33,HS1234 Crabtree&Co.Ld.Gt.Yar.	10 ″ 5 s ″ 6½ 10 ″ 0	
851 NVGR	**Grotius** *T.Alberts* –17 ~~*G.Bain*~~ *ssAms.No.2–16* *Elec.light* 2*Dks*(*UStl-ws*)3*trB*& *Shelter dk* (*Stl-teak s*) Sub.Sig. Wireless	**SteelScSr**	5867 5144 3706	✠100A1 *Shelter dk* *with freeboard* ~~8,17 10,18~~ 12,17 ✠LMC BS~~4,15~~ BS~~6,16~~ 8,17	Ams	*a*†	7,15 8,17	1907 7mo *Lloyd's*	Maats. Fyenoord Rotterdam *sA&CP* *WB*=*CellD*	Stoomv.Maats. Nederland	420·1 B102′F75′ FK&BK3″ *Ba*106′*uE*&*B*83′*f*	48·0	35·0	Amstrdam Dutch *6BHCem* 148′657*tFWtanks o*	Q.4Cy.28½″,41″,58″&88″–60″ 210lb *210lb* (*s*) 805NHP 3DB.*18cf*,GS280HS10900 FD Maats Fyenoord,Rot. *n lower dk a* 29′100*tFPT*43*tAPT*6*t*	37 ″ 6 s11 ″ 1 27 ″ 3	
852 98646 MFRT	**Grouse** *N.Campbell* 16	**SteelScSr**	386 380 178					1891	Caird&Co (Lim.) Greenock	G.&J.Burns.Ld.	175·4	28·0	11·9	Glasgow British	T.3Cy.15″,24½″&40″–30″ 85RHP Caird&Co.(Lim),Greenock		
853 108525	— *A.Land* –14	**IronScK** (*Trawler*) 1*Dk*	167 164 65			…		1897	Edwards Bros. NorthShields	KelsallBros.& Beeching,Ld.(G. Beeching&J.E.A. Kelsall,*Mgrs.*)	118·3 len10 BK7½″	20·5	11·0	Hull British *WB*	T.3Cy.12″,18″&30″–21″ 41RHP N.E.MarineEng.CoLd.Sld.	11 ″ 10	
854 HPCQ	**Grove** *S.Knudsen* (*ex*Aurora) 1*Dk*2*trB*	**SteelScSr**	1072 970 665			…		1902	Fevigs Jernskibsbyg Fevig	H.Kuhnle	225·1 P31′B59′F25′ FK	34·2	17·1	Bergen Norwegian *WB*	T.3Cy.16½″,27″&44″–30″ Richardsons, 117NHP Westgarth&Co.Ld.Mdb.	18 ″ 3	N
855 BSDN	**Grunewald** *H.Brock* –11 *Elec.light* Wireless 2*Dks*	**SteelSc**	4707 3179 2883					1911	Bremer Vulkan Vegesack	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	353·1 P&B276′F45′	48·7	25·0	Hamburg German *WB*	Q.4Cy.24″,34½″,50½″&74″–53½″ 400NHP BremerVulkan,Vegesack		G
856	**Grusin** *Fitted for oil fuel* (*Tug*) *Elec.light* 1*Dk*	**SteelTwinSc**	200					1917	Motala Vrk.NyaAkt. Motala	NobelBros.	120·0 B20′	21·7	9·0	Petrograd Russian	C.4Cy.11¼″&23¼″–16½″ 37NHP MotalaV.NyaAkt.Motala		
857 121326 HGCQ	**Gryfevale** *A.Hunter* –17 *ssMdb.No.2–14* *Elec.light* 1*Dk*(*Stl*)&*Spar dk*(*Stl*)& *deep framing*	**SteelScSr**	4437 4114 2841	✠100A1 *Spar dk* 3,17 ~~7,16~~ BS~~7,15~~ 4,17 ✠LMC1,14	Cff Gls	*x*	7,16	1906 4mo *Lloyd's*	Grngem'th &Greenock DockyardCo. Greenock *sA&CP*	GryfevaleS.S.Co. Ld.(Barr,Crombie &Co.) *WB*=*Cell*	370·0 P25′B92′F41′ FK *DBa*124′*uE*&*B*44′	52·2	17·5 25·5 *f*152′ 1115*t*	Glasgow British 6*BHCem*	T.3Cy.25″,41″&68″–48″ (*s*) 180lb *100lb* 374NHP 2SB,*6cf*,GS104.HS4900 FD J.G.Kincaid&Co.Greenock *DTa*28 670*tAPT*123*t*	28 ″ 0 s 5 ″ 5½ 22 ″ 11	
858 130855	**Gryme** (*Fishing*) *Petrol Motor* (*ex*Edrie) 1*Dk*	**WoodScSr**	110 72 75						U.S.A.	Vancouver&San DiegoNav.Co.Ld.	92·3	18·0	6·8	Vancouver B.C. British	Petrol Motor 4Cy.12″–16″ UnionGasolineE.Co.S.Fo.		
859 HNMQ	**Guadalquivir** *P.Canales*13–13 (*ex*GeorgiosJ. Coutzis,*ex*Sturton) *Elec.light*	**SteelScSr** *ssPir.No.3–8,09* *ssPir.No.1–13* 1*Dk*(*Irn*)& *Web frames*	2078 1953 1378	~~✠100A1~~ 10,16 ~~BS2,17~~ ✠LMC2,15	Bbo	*s*	10,16	1897 6mo	W.Gray& Co.Ld. WHartlepool A&CP	Hijos.deJose.Tays S.en C. *WB*=*Cell*	290·0 P25′B69′F29′ FK *DBa*&*uE*110′*f*120′	42·1	19·1	Seville Spanish *5BHCem* 607*tAPT*54*t*	T.3Cy.21½″,35″&58″–39″ (*s*) 170lb *80lb* 220NHP 2SB,*6rf*,GS873,HS3380 Cen.Mar.Eng.Wrks.WHpl	21 ″ 9 s 3 ″ 6½ 18 ″ 6	
860 JLNF	**Guadiana** *Cochery* 3*Dks*	**SteelScBn**	2573 — 1608					1888	Forges&C. de la Médit. Havre	MessageriesMaritimes	334·6 B52′	37·7	29·4	Marseilles French *WB*	T.3Cy.25″,37″&55″–43″ 198NHP Forges&C.de la Médit.,Hav		V
861	**Guahyba** *P.N.Guerra*91–08 *Elec.light* 1*Dk*(*Stl*)&*deep framing*	**SteelTwinScSr** *ssHav.No.2–17*	*1891* *1660* *1119*	✠100A1 *Brazilian Co* ~~*Hav*~~ 6,17 ~~5,18~~ ✠LMC3,16	Grk	*r*	6,17	1908 2mo *Lloyd's*	Grngem'th &Greenock DockyardCo Ld.Greenock *sA&CP*	CompanhiaCommercio e Nav.	275·5 P24′B56′F27′ FK *DBa*54′&*uE*	43·5	17·5	R.Janeiro Brazilian 6*BHCem*	T.6Cy.15″,25″&40″–27″ (*s*) 180lb *100lb* 211NHP 2SB,*6cf*,GS107,HS3673 Cooper&Greig,Dundee 40′236*tFPT*116*tAPT*104*t*	17 ″ 6	
862	**Guajara** *ssLiv.No.3–12,91* (*ex*Gregory, *ex*Laurium) 1*Dk*(*Irn*)&*Spar dk*3*trB*	**IronScSr** *ssLiv.No.1–96*	*1498* *1465* *927*	✠ *Spar dk* 11,00	Rio	*q*		1879 8mo	Schlesinger Davis&Co Newcastle	LloydBrazileiro *WB*=*DBa*	253·0 81′*f*92′&*uE*&*B*16′	33·3 BK8½″	16·9 23·2	Para Brazilian 4*BHCem* *APT FPT*	C.2Cy.30″&58″–36″ NDB89 168NHP 2B,GS90 R.&W.Hawthorn,Nwc.	24 ″ 5	V
863	**Guan Kim Seng** *Bunnol* *Elec.light* 2*Dks*&*Shade dk*	**IronScSr** (*ex*Japara)	1198 — 748	✠ *Shade dk* 1,79	Sng			1876 6mo	Caird&Co. Greenock	HahHimSeng	256·2 P81′F78′	31·6	17·3	Singapore British 4*BHCem*	C.2Cy.34″&60″–39″ NB92 187NHP Caird&Co.,Greenock		V
864	**Guana** *P.J.Ferrer* –13 ~~*ssBAs.No.1–15*~~ *Elec.light* *ssBAs.No.2–17* 1*Dk*(*Stl*) *Mchy.Aft*	**SteelScCtr**	599 517 308	✠ A– *For River purposes only* ~~5,17 2,16~~ 10,17 ✠LMC2,15 6,17	BAs		~~N2,15~~ 6,17	1911 9mo	J Fullerton &Co. Paisley	C.Casado,Lda.	195·1 F21′ FK *WB*=*FPT*107*t*	34·1	9·6	Bns.Ayres Argentine 3*BHCem*	T.3Cy.13″,22″&36″–24″ (*s*) 180lb *90lb* 83NHP 1SB,*3pf*,GS52,HS1474 Ross&Duncan,Glasgow	10 ″ 0	
865	**Guanabacoa** *Elec.light* *Screws fore*&*aft* 1*Dk*&*Promenade dk*	**SteelSc** (*Ferry*)	*389* *380* *175*			…		1909	Cammell Laird&CoLd Birkenhead	HavanaCentral RailroadCo.	138·8	38·1	13·1 FK	Havana Cuban	C.2Cy.14″&42″–27″ *Water tube boilers* 146NHP CammellLaird&CoLd.Bkn	14 ″ 2	
866	**Guanabara** *Elec.light* 1*Dk*(*Teak*)& *Promenade dk*(*Teak*)	**SteelScSr**	*324* *232* *175*	✠ ~~——~~ 11,15 *For River purposes only* ✠	Dun			1911 9mo	Dundee S.B.Co.Ld. Dundee	A.M.Chaves	140·5	29·0	7·9 FK *WB*=*FPT*20*t*	Para Brazilian 5*BHCem* *APT*8*t*	T.3Cy.13½″,21″&35″–24″ 86NHP 1SB,*3pf*,GS58,HS1625 W.V.V.Lidgerwood,Gls.	8 ″ 6	
867	**Guanaco** *F.Bido*12–12 (*ex* Langosta) *Mchy.Aft*	**SteelScSp** *ssB.As.2ndNo.3–7,11* 1*Dk*(*Stl*)	*396* *331* *239*	✠ —— 1,17 *River Plate&Coasting* ✠NB7,11✠	BAs	*f*		1889 12mo	Blackwood &Gordon Pt.Glasgow	Hartridge&Cia	153·0 F23′ FK *WB*=*FPT*20*t*	28·1	8·8	Pto.Alegre Brazilian 4*BHCem*	T.3Cy.9½″,15″&25″–18″ 26NHP 1SB,*2pf*,GS30,HS735 Blackwood&Gordon,P.Gl.	9 ″ 4	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / *Capitaine.* *Ex-nom, s'il y a lieu.* / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. / Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Ferme assigné maintenant expiré. Lettre d'Publiquement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Francbord au milieu du navire. / Tirant d'eau correspondant. *pds.* *pc.*	15 Registres où coté, si on n'est dans le L. R. Heures Cert. Lr. Cr. Franch.
868	**Guanche**	**SteelScSr**	*257*	✠100A1	LaP	*c*	8,16	1904	R.William-son&Son	Cia.Maritima	120·6	22·2	8·8	SantaCruz	C.2Cy.16″&34″–24″ (*s*)	10 ″ 0	
	A.Saavedra –05	*ss*LaP.No.3–8,16	*176*	8,16	✠LMC8,16			2mo	Workington	Canaria	Q44′B9′F19′		BK7″	Teneriffe	130lb 47NHP	s ″ 9½	
HNPB	*Well deck*	1*Dk*(*Stl–pt*ws)	*58*					*Lloyd's*	*SA&CP*				*WB=FPT21t*	Spanish	1SB,*2pf*,GS36,HS1130	10 ″ 2	
	Mchy.Aft														Ross&Duncan,Glasgow		
869	**Guantanamo**	**SteelScSr**	3292			...		1910	W.Gray& Co.Ld.	NewYork&Cuba MailSS.Co.	350·7	46·5	22·4	NewYork	T.3Cy.25″,40″&65″–42″	24 ″ 9	R
2 2946	*F.Seeley*	(*ex*Registan)	3004						W Hartlepool		P25′B86′F35		FK	Utd.States	FD 386NHP		
LFGB	*Elec.light* Wireless	2*Dks*	2076										*WB*		Cen.Mar.Eng.Wrks.WHpl		
870	**Guarany**	**SteelPad**	*1200*					1908	A.&J. Inglis,Ld. Glasgow	Cia.Argentina de Nav.(Nicolas Mihanovich)Ltda.	240·0	34·0	17·7	Bns.Ayres Argentine	T.3Cy.21″,35″&54″–66″ 320NHP		
	Elec.light Wireless	2*Dks*													A.&J.Inglis,Ld.Glasgow		
871	—	**SteelTwinScSk**	*325*	✠	Grk			1890	Scott&Co.	AmazonRiverStm.	160·1	26·3	7·3	Para	T.6Cy.9″,14″&22″–18″	7 ″ 9	
	*A.J.Jackson*82–90		*240*	*For River pur*	*poses o nly*			10mo	Greenock	Nav.Co.(1911)	F23′		FK	Brazilian	1SB*2cf*GS37HS1106 57NHP		
		1*Dk*&*Shadedk*	*229*	10,90	✠						*WB=FPT23t*			6*BHAsp*	Scott&Co.,Greenock		
872	**Guardia Nacional**	**SteelScSr**	*3079*	✠100A1	BBl	*w*	N1,16	1890	Barclay,	ArgentineGovern-	365·0	41·5	26·0	Bns.Ayres	T.3Cy.32″,49″&77″–48″ (*s*)	28 ″ 3	
	L.Harratt –15	*ss*B.As.No.3–10,06	*2877*	11.16				5mo	Curle&Co.Ld.	ment	P21 B92′F48′		BK10″	Argentine	160lb 515NHP		
	(*ex*PingSuey)	*ss*B.As.No.2–16	*1982*	✠NB07. *filter*7,11					Glasgow				*WB=Cell*	6*BHCem*	1SB,*12cf*,GS245,HS9280		
		2*Dks*(*Stl–Uws*)3*trB*		✠LMC1,16				*Lloyd's*	*SA&CP*					*DB*244′386*t*	Barclay,Curle&Co.Ld.Gls		
873	**Guardian**	**SteelTwinScSr**	1768	✠100A1	Clo	*r*	~~10,15~~ 10,17	1907	Swan,Hun-	Central&South	278·4	36·0	14·9	NewYork	T.6Cy.15½″,25″&43″–30″ (*r*)	24 ″ 9	
	Cable Vessel	*ss*CloNo.2–15	1655	*Spar dk*				9mo	ter& Wigham	AmericanTel.Co.			22·5	Utd.States	180lb *100lb* 265NHP	24 ″ 8½	
HLKN	*A.Taylor* –07	1*Dk*(*Stl*)&*Spar dk*	981	10,15	✠LMC10,15				Richardson,				FK	4*BHCem*	2*SB.6cf*,GS102,HS3762 FD	20 ″ 6	
	Elec.light	(*Stl*–teak s)*deep framing amidships*&*lower dk*(*Stl*)*in holds*							LdNewcastle	*WB=CellDBa*33′ *Tank between*	*uE*21′*f*134′250*t*			*DB*244′386*t*	Swan,Hunter&Wigham-Richardson,Ld.Nwc.		
	Wireless							*Lloyd's*	*SA&CP*		*tunnels* 23′ 27*t FPT*			25*t APT*30*t*			
874	—	**SteelSc3MstSr**	381	✠100A1	Shl	*f*	~~7,16~~	1896	Cumming	CheviotCoasters	146·0	23·7	9·3	Newcastle	C.2Cy.18½″&40″–30″ (*s*)	10 ″ 1	
96565	*A.E.Hastings* –16	*ss*Pnz.No.3–6,08	259	3,18 ~~1·17~~	Lon		3,18	8mo	&Ellis	Ld.(G.T.Gillie&Co	Q77′B11′F25′		BK7″	British	125lb 64RHP	s 3 ″ 7½	
PLCS	*Mchy.Aft*	*ss*Goo.No.2–16	162	~~BS1,19~~	✠LMC1,16				Inverkeithng	*Mgrs.*)			*WB=FPT*	3*BHCem*	1SB,*3pf*,GS31,HS1268	10 ″ 6	
	Well deck	1*Dk*(*Stl*)		BS3,18					A&CP					30*t APT*1*t*	Clyne,Mitchell&Co.,Abn.		
		Cargo battens not fitted															
875	**Guardsman**	**SteelScK**	102	✠ A1	Hul		5,16	1905	AilsaS.B.	T.Gray&Co.Ld.	90·0	18·1	9·6	Hull	C.2Cy.15″&32″–24″ (*s*)	10 ″ 4	
121068	*C.L.Hoylett* –11	*ss*Hul.No.3–2,15	99	*For Towing p*	*urpose s*			9mo	Co.Ld.				BK6″	British	130lb 60RHP		
HFVR		1*Dk*	6	9,16					Ayr				*WB=APT*1*t*	4*BHptCem*	1SB,*2pf*,GS35,HS1136		
				~~BS5,16~~	✠LMC2,15			*Lloyd's*	*SA&CP*					*ptAsp*	J.Ritchie,Glasgow		
876	**Guatemala**	**SteelTwinScSr**	3327					1899	Caird&Co.	PacificStmNavCo.	359·3	43·3	19·1	Liverpool	T.6Cy.19¾″,32″&52″–36″	22 ″ 3	
110578	*R.J.Rowlands* –15		2359						Ld.		P34′F59′			British	324NHP		
RFGJ	Wireless	2*Dks*	1757						Greenock				*WB*		Caird&Co.Ld.Greenock		
877	**Guayana**	**IronScSr**	1066	✠	Marti-	*m*		1880	Forg.& Ch.	Cie.Anon.deNav.	235·7	29·5	13·6	LaGuayra	C.2Cy.27½″&55″–35½′		
	Rivero –10	*ss*Nts.No.3–3,91	—	*Awng dk*	nique			8mo	de la Médit.	Fluvial y	H52*t*		20·9	Venezuelan	NDB97 134NHP		
	Elec.light	*ss*MartiniqueNo.2–99	564	*withfreeboard*					Havre	Costanera de			BK8″	6*BHCem*	2SB,*4pf*,GS78,HS2088NB91		
	(*ex*Ville deTanger)	1*Dk*&*Awng dk*		8,99						Venezuela					Forg.&Ch.de la Médit.Hav.		
878	**Guazú**	**SteelScK**	*363*	✠	Dun			1907	DundeeSB	M.Camuyrano	160·0	27·1	9·4	Bns.Ayres	T.3Cy.13″,21′&34″–24″	10 ″ 0	
	*G.Muojo*02–07		*277*	7,11	✠			2mo	Co.Ld.		F27′		FK	Argentine	76NHP		
	Elec.light Mchy.Aft	1*Dk*(*Stl*	191	*Awd awned "Mekpes"*	*See No. 85 in Supplement*				Dundee		*Shade dk* 80′		*WB=*	3*BHCem*	1SB,*3pf*,GS43,HS1377		
				Rivers Parana & Plate									*FPT*20*t*		G.T.Grey,SouthShields		
879	**Guben**	**SteelSc**	4900					1914	Akt.Ges "Neptun" Rostock	Deutsche-Austral. DmpfschGes.	418·0	54·0	26·8	Hamburg	T3Cy.29½″,48¾″&80¾″–55½″		
											P&B340′F49′			German	484NHP		
	Elec.light														A.G."Neptun,"Rostock		
880	**Gudmund**	**SteelScK**	150			...		1894	Hall,Rus-	Akties.Gudmund	102·5	21·7	11·0	Haugesnd	T.3Cy.13″,19″&30″–21″	11 ″ 7	
	*M.Knudsen*13–13	(*ex*Strathspey)	150						sell& Co.	(G.Sandvik)			BK6½″	Norwegian	41NHP		
MJDN	(*Trawler*)	1*Dk*	58						Aberdeen						Hall,Russell&Co.Abn.		
881	**Gudrun**	**SteelScSr**	1906	✠100A1	Shl	*q*	4,16	1901	J.Crown	DampskibsSelsk	257·9	38·2	16·2	Copnhagn	T3Cy.19½″,32½″&53″–36″(*s*)	18 ″ 6	
	J.A.Sonnichsen	*ss*Cpn.No.3–1,14	1328	*pt Awng dk*	Cpn			7mo	Sunderland	Torm (C.Kraemer,	Q82′			Danish	160lb *80lb* 174NHP	s 7 ″ 6	
NLPB	(*ex*Gratia)	1*Dk*(*pt Stl*&*pt Irn*)&*deep framing*&*pt Awng dk*(*Irn*)	1172	*withfreeboard*				A&CP		*Mgr.*)	*pt Awng dk*174′	FK		4*BHCem*	2SB.*4pf*,GS79,HS2700	18 ″ 4	
				5,17 ~~4·16~~	BS6,17					*WB=*	*f*116′452*t FPT*31*t*			*APT*48*t*	G.Clark,Ld.Sunderland		
				~~BS4,10~~	✠LMC1,14												
882	—	**SteelScSr**	928					1880	Burmeister &Wain Copenhagen	Rederiaktieb. Svenske (Karl Anchér,*Mgr.*)	224·8	30·1	15·5	Stockholm	C.4Cy.21″&42″–30″		V
5460	*G.W.Wennberg*	(*ex*Moskov)	802								P113′H21*t*F29′			Swedish	161NHP		
JTHG	*Well deck*	1*Dk*	485												Burmeister&Wain,Cpn.		
883	—	**SteelScK**	233	✠	Ham			1907	J.Duthie,	ReedereiGerda&	120·5	22·0	9·6	Altona	T.3Cy.12½″,20″&34″–24″	13 ″ 0	
	P.Loop –10	*ss*Ham.No.1–11	207	9,16				9mo	Sons&Co.Ld.	Gudrun			BK7½″	German	72NHP		
LGSD	*Elec.light*	1*Dk*	48	*StmTrawler*					Aberdeen	(H.Popp,*Mgr.*)			*WB=*	3*BHCem*	1SB,*2pf*,GS36,HS1245		
				✠										*DBf*18′20*t*	W.V.V.Lidgerwood,Gls.		
884	**Gudvangen**	**SteelScSr**	572					1903	Bergens Mek.Værks Bergen	NordreBergenhus AmtsDampskibe	148·1	25·1	12·9	Bergen	T.3Cy.14″,23½′&38″–27″		
	*K.Simondsen*90–03		530								H43*t*		19·0	Norwegian	75NHP		
MBLK		1*Dk*&*Spar dk*	335												BergensMekVærksBergen		
885	**Guelder Rose**	**SteelSc4MstSr**	700	✠100A1	Goo	*j*	4,16	1913	NVScheep.	R.Hughes&Co.	180·0	28·1	12·2	Liverpool	T.3Cy.15″,25″&40″–27″ (*s*)	14 ″ 6	
135512	*G.Robinson* –16		504	4,16				11mo	DeMerwede		Q105′B11′F22′			British	180lb 82RHP	s ″ 8½	
JDLC	*Well deck*	1*Dk*(*Stl*)	302		✠LMC11,15				v/h Van Vliet &Co.				FK	3*BHCem*	2SB.*4pf*,GS59,HS1800	14 ″ 0	
	Mchy.Aft								Hardinxveld						Earle sCo.Ld.Hull		
											WB=CellDBf			105′144*t FP*			
								Lloyd's	*SA&CP*					*163t APT*7*t*			
886	**Güemes**	**IronSc**	130					1884	Blackwood &Gordon Pt.Glasgow	LiebigsExtract of MeatCo.Ld.	160·0	17·5	7·5	Bns.Ayres	C.2Cy.15½″&30″–21″		
	A.Zorovich –10		—											Argentine	NB01 34NHP		
		1*Dk*	34												Blackwood&Gordon,PtGls		
887	**Guernsey**	**SteelScSr**	4375	✠100A1	Cpn	*x*	~~7,16~~ 12,17	1898	W.Doxford	Dampsk.Acties.	365·6	50·3	26·5	Tönsberg	T.3Cy.26″,43⅜″&70″–45″ (*s*)	29 ″ 0	
	~~*J.Williams*~~	*ss*Hpl.No.3–3,10	3702	*Turret dk*				8mo	&Sons,Ld.	Guernsey (W.	F38′			Norwegian	180lb *90lb* NDB13 396NHP		
HMJQ	*H.Hansen* –13	*ss*Nag No.1–14	2808	1.17	MBS3,15			A&CP	Sunderland	Wilhelmsen)			FK	2SB,*6cf*,GS112,HS5316 FD			
		2*Dks*(*Stl*)&*deep framing*		~~MBS10,16~~	✠LMC6,14			*WB*	*B=Cell DBa*	102′*uE*&*B*44′*f*162′	1004*t MT*44′1042*t*			*APT*73*t*	W.Doxford&Sons,Ld.Sld.		
888	—	**IronScK**	137			...		1895	Cook,Wel-t'n&Gemmell Hull	SvenOlsson	98·7	20·5	11·0	Gullholmn	T.3Cy.10″,16″&25½″–20″	11 ″ 10	
	O.Pettersson –13	(*Fishing*)	134								ND07			Swedish	35NHP		
		1*Dk*	50											*WB*	Amos&Smith,Hull		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys.	3 Late Name if any / No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned / now expired. Equipment Letter.	7* Date when tail-shaft last seen.	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of b.of Trade Cert.
889	**Guéthary**	Steel Sc Sr	*1731*	✠100A1	Nwc	*q*		1916	Wood Skinner & Co. Ld. Newcastle	Plisson & Co.	260·2	37·7	16·4	Bayonne	T.3Cy.20½″,33″&54″–39″ (*s*)	18 ″ 7	
	J.Bihan –17		*1325*	1,18 ~~2,17~~	Sws			12mo			Q153′Bon Q52′F29′			French	180lb 202NHP	~1 ″ 7	
JLNR	*Well deck*	1 *Dk*(*Stl*)	*1030*		✠LMC2,17						FK			4 *BHCem*	2SB,*6pf*,GS112,HS3178	17 ″ 2	
								Lloyd's		*Cell D*	*B* 214′ 422*t* *FPT* 92′			*APT* 101*t*	G.T.Grey & Co.Ld.S.Shl.		
890	**Guiana**	Steel Sc Sr	3657	✠100A1	N Yk	*w*	7,15	1907	Sir J. Laing & Sons, Ld. Sunderland	Quebec SS. Division Canada Steamship Lines, Ld.	345·0	44·2	16·8	~~Montreal~~ ~~London~~	T.3Cy.26″,43″&71″–45″ (*s*)	27 ″ 6	
125603	*J.W.Carey* 98–08	*ss* NYk. No.2–16	3001	*Spar dk*				8mo			P29′B138′F42′		24·8	~~British~~	180lb 445NHP	s 4 ″ 9	
HLDP	*Elec.light*	1 *Dk*(*Stl*) & *Spar dk*(*pt Stl* &	2294	10,16							FK			~~*BHCem*~~	3SB,*9pf*,GS174,HS6341 FD	23 ″ 2	
	Wireless	*pt Irn*) *pt deep framing*		BS11,17	✠LMC10,16			*Lloyd's*							G.Clark, Ld. Sunderland		
		*lower dk beams in Nos.*1,2 & 3 *holds*									*WB* = *Cell D*	*Ba* 96′ *uE*			696*t* *FPT* 86*t* *APT* 39*t*		
891	—	Iron Pad Sr	241			…		1879	R. & H. Green London	Sproston's, Ld.	175·6	19·1	7·5	Georget'n British	C.D.2Cy.28″&47″–42″		
81567	*F.Renton* 08–08		175								B50′				NB05 70RHP		
		1 *Dk*	152										BK5″		J.Penn & Sons, London		
892	—	Iron Sc K	166	✠	Ply			1885	Usk. SB. Co	~~J.S.Watkins~~	110·5	19·5	10·9	London	T.3Cy.15″,23″&40″–25″	11 ″ 10	
~~81809~~	*A.F.Wood* –14	(*ex* Power)	149	6,87				11mo	Newport	William Watkins, Ld. (J.S. Watkins, *Mgr.*)				British	NB96 99RHP		
QCWH	(*Tug*)	1 *Dk*	4											4 *BHCem*	Newall & Co., Bristol		
893	**Guide**	Iron Twin Sc	818					1889	WB Thmpson & Co. Ld. Dundee	Bengal Govt. (Marine Depart.)	215·0	30·2	15·3	Calcutta British	T.6Cy.20″,32″&54″–36″		
	H.L.Emerson –10		—											*WB*	150NHP		
GWBL	*Elec.light*	2 *Dks*	218												WB. Thompson & Co Ld Dun		
894	—	Steel Sc K	156			…		1891	W. Denny & Bros. Dumbarton	J.E.Bernier	114·3	21·0	11·4	Glasgow British	C.2Cy.12½″&24″–15″	12 ″ 3	
98982	*J.E.Bernier* –14		155												24RHP		
MHLF		1 *Dk*	82										BK6½″		M.Paul & Co., Dumbarton		
895	**Guide Me II.**	Steel Sc K	100	✠	Abn			1907	Hall, Russell & Co. Ld. Aberdeen	J.Mitchell & J.Cow (R.L.Mitchell, *Mgr.*)	86·4	18·6	9·1	Peterhead British	C.2Cy.13″&28″–18″	9 ″ 10	
119616	*J.Cow* –07		92	*For fishing purpose s*				3mo					BK7½″	3 *BHCem*	38RHP		
		1 *Dk*	37	3,07									*WB* = *FPT* 8*t*		1SB,*2pf*,GS27,HS724		
															Hall, Russell & Co. Ld. Abn.		
896	**Guido Möring**	Steel Sc K	217					1914	Schiffb. Ges. Unterweser, m.b.H., Lehe	Cuxhavener Hochseefischerei Akt. Ges.	127·7	22·6	9·2	Cuxhaven German	T.3Cy.12⅜″,19$\frac{3}{16}$″&31$\frac{3}{16}$″–22″		G
	H.Dickkoff –14	(*Trawler*)	194								Q69′19				48NHP		
RVCD	*Mchy. Aft*	1 *Dk*	83											*WB*	Ottensener Msch. Fab. Alt.		
897	**Guildford Castle**	Steel Twin Sc Sr	8036	✠100A1	Lon	*c*†	8.16	1911	Barclay, Curle & Co. Ld Glasgow	The Union-Castle Mail S.S. Co. Ld.	452·1	56·2	30·8	London British	Q.8Cy.19$\frac{3}{4}$″28″,41″&60″–48″	33 ″ 9	BT
132611	*T.M.Lang* –16	*ss* Lon. No.1–16	6242	3,18 ~~8,16~~	Brs			10mo			P&B 272′F67′				220lb (*s*) 720NHP	s 6 ″ 9½	till
HTMN	*Well deck*	2 *Dks*(*Stl–U* teaks, 2 *nd dk*–ws)	5055	~~BS7,18~~	✠LMC8,16						FK & BK2″			8 *BHCem*	2D & 1SB,*15cf*,GS323,	27 ″ 4	7,17
	Elec.light Sub.Sig.	& 3 *rd dk*(*Stl*) *in*						*Lloyd's*							HS12540		
	Ref.Mchy. Wireless	*Nos.*1,3,4 & 5 *holds*								*WB* = *Cell D Ba* 128′ *uE*	43′ *f* 171′ 1082*t* *FPT*			68*t* *APT* 79*t*	Barclay, Curle & Co. Ld. Gls		
898	**Guildhall**	Steel Sc Sr	2609	✠100A1	Mdb	*t*	~~x1,17~~	1898	Tyne Iron S.B. Co. Ld. Newcastle A&CP	Letricheux Line Ld (Letricheux & David, Ld. *Mgrs.*)	290·0	43·0	19·5	~~Swansea~~ ~~W. Hartlpl~~	T.3Cy.22½″,37″&61″–39″ (*s*)	22 ″ 0	
106978	*J.P.Morgan*–17	*ss* Ant. No.3–3,11	1973	*pt Awng dk*	Msl		5,17	5mo			P29′Q80′			British	160lb *100lb* NDB15 250NHP	s 8 ″ 3	
QDBF		*ss* NYk No.1–15	1659	*with freeboard*							*pt Awng dk* 181′ FK			5 *BHCem*	2SB,*6cf*,GS102,HS4025	21 ″ 2	
		1 *Dk*(*Stl*) & *deep framing*		5,17 ~~1,17~~	MS5,17					*WB* = *Cell D Ba*	& *uE* 110′ *f* 116′ 519*t*			*APT* 51*t*	N.E. Marine Eng Co Ld Nwc.		
		& *pt Awng dk*(*Irn*)		BS7,16	✠LMC ~~1,16~~												
899	**Guillemot**	Steel Sc Yl	208			…		1900	Schofield, Hagerup & Doughty, Ld. Grimsby	Thomas Baskcomb Ld. (T.W. Baskcomb *Mgr.*)	116·1	21·5	11·3	Grimsby British	T.3Cy.12″,21″&34″–24″	12 ″ 1	
113204	*W.Webb* –14		165								Q48′F20′				58RHP		
RVNS	(*Trawler*)	1 *Dk*	90										BK7½″		C.D.Holmes & Co. Hull		
900	**Guillermo Schulz**	Steel Sc Sr	2538	✠100A1	Bel	*s*	~~5,15~~	1892	R. Thompson & Sons Sunderland A&CP	Cia. de Nav. Vasco-Asturiana	295·0	41·0	18·5	Bilbao Spanish	T3Cy23″,37½″&61½″–39″ (*r*)	21 ″ 0	
	M.Fernandez –05	*ss* Bbo. No.3–9,05	1915	*pt Awng dk*			4,17	7mo			P29′Q83′				155lb *80lb* NDB04 238NHP	s 8 ″ ~~0~~½	
HNQC		*ss* Bbo. No.2–14	1473	*with freeboard*							*pt Awng dk* 184′ FK			6 *BHCem*	2SB,*6pf*,GS108,HS3590	20 ″ 3	
	(*ex* Gatton)	1 *Dk*(*pt Stl pt Irn*)		4,17 ~~4,16~~	BS4,17						*WB* = *Cell D B* 242′			481*t* *APT* 51*t*	G. Clark, Ld. Sunderland		
		& *Web frames* & *pt Awng dk*(*Irn*)		BS4,16	✠LMC11,13												
901	**Guipaniss**	Steel Sc	319					1900	Danubius Schoenichen Hartmann Budapest	Russian Government	150·0	29·5	11·5	Nicolaïeff Russian	C.2Cy.21″&32″–18″		
			311											*WB*	36NHP		
			195												Danubius Schoenichen Hartmann, Budapest		
902	**Guirrit**	Iron Sc Sr	*694*			…		1865	R. Napier & Sons Glasgow	Administr. de Nav. à Vap. Ottomane	219·3	25·5	14·2	Constanpl Turkish	C.2Cy.24″&42″–30″	15 ″ 3	
		(*ex* Crete, *ex* Florence)	*523*								P87′B37′F35′				NE&B73 81NHP		
	Well deck	1 *Dk* 2 *trB*	*431*								len 73				J.Penn & Sons, London		
903	**Gujarat**	Steel Sc Sr	4435	✠100A1	Cal	*x*	~~8,16~~	1895	Armstrong, Mitchell & Co. Ld. Newcastle A&CP	Bank Line, Ld. (A. Weir & Co. *Mgrs.*)	360·0	47·0	27·8	Glasgow British	T.3Cy.28″,50″&80″–54″ (*s*)	30 ″ 7	
104851	*W.E.Clayton* –14	*ss* Ant. No.3–5,08	3816	9,17 ~~11,16~~				3mo			P38′B98′F39′			7 *BHAsp*	180lb 578NHP	s 6 ″ 2	
NSMC	(*ex* Vincent, *ex* Fort	*ss* Cal. No.2–16	2809		✠LMC8,16						FK				3SB,*9cf*,GS189,HS7875 FD	24 ″ 9	
	Elec.light Salisbury)	2 *Dks*(1 *Stl* 1 *Irn*)													Hwthrn, Leslie & C.Ld Nwc		
	Wireless	& *deep framing* 3 *Dk rule*								*WB* = *Cell*	*D Ba* 96′ *uE* & *B* 58′			*f* 142′ 1005*t*	*Tunnel Tank* 130*t* *APT* 60*t*		
904	**Gul Bahtché**	Iron Pad Sp	*165*					1876	J. Key & Sons Kinghorn	Hamidieh Co.	125·4	24·3	7·4	Smyrna Turkish	C.D.2Cy.17″&32″–36″		
	N.Gavriel 99–99	(*ex* John Beaumont)	*147*												NE80 NB77 51NHP		
			36												Lees, Anderson & Co. Gls.		
905	**Gul-Djémal**	Iron Sc 4 Mst Sr	*5071*					1874	Harland & Wolff Belfast	Administr. de Nav à Vap. Ottomane	455·0	45·2	34·0	Constanpl Turkish	T.3Cy.35½″,58½″&96″–69″	36 ″ 1	
		(*ex* Ottawa, *ex* Germanic)	*4736*								P50′F104′				NE&B95 765NHP		
	Ref.Mchy. *Elec.light*	3 *Dks*	*2991*							*WB*				8 *BH*1PBH	Harland & Wolff, Ld. Bel.		
906	**Gula**	Steel Sc Sr	264					1910	Akers Mek. Værks Christiania	Nordre Bergenhus Amts Dampskibe	117·0	21·6	10·3	Bergen Norwegian	T.3Cy.11″,18″&29″–21″		
	W.Riisnæs		147								Q18*t* B42*t* H21*t* F33*t*				38NHP		
MFWK	*Elec.light*	1 *Dk*	130											*WB*	Akers Mek. Værks. Xia.		
907	**Guldborg**	Wood Aux Sc Sr	138					1877	F. Sparre Nysted	Rederiaktieb. Louise (K. Engström, *Mgr.*)	93·9	21·8	10·2	Gothenbrg Swedish	Motor *fitted* 1913		V
5410	*J.A.Hernfeldt* 16–16	*Motor*	127														
JTDB	(*ex* Sailing Vessel)		106														
	(*See Sailing Ship Register*)																
908	**Guldborgland**	Steel Sc Sr	122					1900	Kjöbnhvns Flydk. & Skbs. Copenhagen	Östlollands Dampskibsselskab (F. Rasmussen, *Mgr.*)	96·9	17·9	6·5	Saxkjöbng Danish	C.2Cy.10½″&21″–14″		
	A.Jörgensen –03		99								B20′F12′				14NHP		
NLFG	*Mchy. Aft*	1 *Dk*	63								len 11				Kjbnhavns Flydk. & Skbsv.		
909	**Gulf of Mexico**	Steel Sc Sr	7794	100A1				1917	New York S.B. Corp. Camden, N.J.	Gulf Refining Co.	467·6	62·7	32·0	Pt. Arthur, Texas Utd. States	Q.4Cy.24″,35″,51″&75″–51″	32 ″ 0	
	For full particulars See No. 38 in Supplement		4888													5 ″ 4½	
	Elec.light	*Longitudinal framing*	4800	(*Class Contemplated*)												27 ″ 0	
	Mchy. Aft			*Carrying Petroleum in bulk*											New York SB Corp. Camden		

1 Numero d'Ordre. / Numero Official. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / ✝ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Forme assignée aux initiales, chiffres, Lettre d'Attribution.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Francbord au milieu du navire. / Tirant d'eau correspondant. pds. pc.	15 Registres où cotés. A ce qui est dans le Lloyd's Register Book.
910	**Gulf of Suez**	**IronScSr**	1608	✝100A1	Lon	*r*	8,15	1880	W.Gray&	GulfofSuezS.S.Co.	260·0	34·0	21·7	London	T.3Cy.19½″,32″&52″–39″ (*s*)	24 ″ 3	
81799	*T.H.Prudhames* –15		1439	8,15				5mo	Co.	Ld.(Westcott&	P167′F35′			British	160lb *100lb* NDB15 167NHP	s 2 ″ 8	
TGQW	*Well deck*	*ss*Ant.2ndNo.3–4,05	991	~~A.~~ ~~6,17~~ 7,15					W.Hartlpool	Laurance,Ld.)			BK9″		2SB.*4cf*,GS58,HS2483	22 ″ 6	
	Elec.light	*ss*Ant.No.2–13		✝NB3,87 ✝LMC6 15					A&CP				*WB=Cell*		*D* B204′262*t*		
		2*Dks*(*Irn*)3*trB*		BS12,15 4,17											*Tpd*87Blair&Co.(Lim)Stk.		
911	**Gulfaxe**	**SteelScSr**	1684					1909	Helsingörs	DetDnsk-Franske	249·2	38·1	14·9	Copnhagn	T.3Cy.18″,30″&50″–36″		V
	G.Petersen –15		1152						Jernsk&Msk	Dmpsk.(A.N.	P17′Q77′B102′F29			Danish	Helsingörs 150NHP		
NRFM		1*Dk*	1046						Elsinore	Petersen,*Mgr.*)			*WB*		Jernsk&Mskb.,Elsinore		
912	**Gulfcoast**	**SteelScSr**	5189	✝100A1	NYk	*y*	1,18	1915	New York	GulfRefiningCo.	383·0	51·2	30·1	Pt.Arthur,	T.3Cy.27″,45″&75″–48″ (*r*)	30 ″ 2	
213099	*H.Kort*03–16		4591	11,15				5mo	S.B.Co.		P97′B34′F33′			Texas	190lb *120lb* 543NHP		
LFHV	*Mchy.Aft*	2*Dks*(*Stl*)&*Web frames*	3202	✝LMC5 15					Camden,N.J.					Utd.States	3SB,*9cf*,GS173,HS7843 FD		
	Elec.light	*Longitudinal framing*		*Carrying Petroleum in bulk*					A&CP				FK		14*BHCem*		
				Fitted for oil fuel 5,15			*F.P. above*		150°F.				(		8 *to Upr dk*		
									WB=Cell	*DBu E&B* 62′222*t*	*FPT*159*t*	*APT*30*t*	6 *to Main dk*		„ 2nd dk)		
913	**Gulflight**	**SteelScSr**	5189	✝100A1	NNs	*y*	7,17	1914	New York	GulfRefiningCo.	383·0	51·2	30·1	Pt.Arthur	T.3Cy.27″,45″&75″–48″ (*r*)	30 ″ 2	
212524	*A.Gunter*02–14		4591	~~7,16~~ 7,16 4,18	NYk			8mo	S.B.Co.		P97′B34′F32′			(Texas)	190lb *120lb* 543NHP		
LDNR	*Elec.light*	2*Dks*(*Stl*)&*Web frames*	3202	*Carrying Petroleum in bulk*					Camden,N.J.	*WB=Cell DB*				Utd.States	3SB,*9cf*,GS173,HS7843 FD		
	Mchy.Aft	*Longitudinal framing*		✝LMC8,14					A&CP	*uE&B*62′222*t*	*FPT*159*t*	*APT*30*t*	FK		14*BHCem*		
	Wireless			*Fitted for oil fuel* 8,14			*F.P. above*		150° F.						8 *„to Uprdk*		
															6 „ „ 2*nd* „		
914	**Gulfmaid**	**SteelScSr**	5188	✝100A1				1917	New York	GulfRefiningCo.	383·0	51·2	30·1	Pt.Arthur,	T.3Cy.27′,45′&75′–48′		
	For full particulars See No.5in Supplement		4886						S.B.Corp.		P97′B34′F32′			Texas			
	Elec.light	*Longitudinal framing*	3202	(*Class Contem plated*)					Camden,N.J.					Utd.States			
	Mchy.Aft			*Carrying Petroleum in bulk*											NewYorkSBCorp.Camden		
915	**Gulfoil**	**SteelScSr**	5189	✝100A1	NNs	*y*	~~8,15~~ 6,17	1912	New York	GulfRefiningCo.	383·0	51·2	30·0	Pt.Arthur	T.3Cy.27″,45′&75′–48″ (*r*)	30 ″ 2	
210514	*Sigona* –15		4591	7,16				12mo	S.B.Co.		P98′B34′F32′			(Texas)	190lb *120lb* 543NHP		
LCNR	*Elec.light*	2*Dks*(*Stl*)&*Web frames*	3202	*Carrying Petroleum in bulk*					Camden,N.J.					Utd.States	3SB,*9cf*,GS173,HS7843 FD		
	Mchy.Aft	Wireless *Longitudinal framing*		✝LMC12,12					A&CP	*WB=Cell*			FK		14*BHCem*		
				Fitted for oil fuel 12,12			*F.P.above*		150° F.	*DBuE&B*62′222*t*	*FPT*159*t*	*APT*30*t*			8 *„toUprdk*		
															6 „ „ 2*nd* „		
916	**Gulfport**	**SteelSc**	224					1902	Neafie&	Gulfport Shipping	102·0	24·0	11·7	Gulfport,	C.2Cy.18″&36″–26″		
86656	*S.S.Richards*08–09		—						LevyCo.	Co.				Miss.	55NHP		
KSFW	(*Tug*)	1*Dk*	152						Philadelphia					Utd.States	Neafie&LevyS&EBCo.Phl.		
917	**Gulfstream**	**SteelScSr**	5189	✝100A1	NYk	*y*	6,17	1914	New York	GulfRefiningCo.	383·0	51·2	30·1	Pt.Arthur	T.3Cy.27″,45″&75″–48″ (*r*)	30 ″ 2	
212676	*O.Anderson*08–14		4591	6,17 ~~7,16~~				10mo	S.B.Co.		P97′B34′F33′			(Texas)	190lb *120lb* 543NHP		
LDTH	*Elec.light*	2*Dks*(*Stl*)&*Web frames*	3202	*Carrying Petroleum in bulk*					Camden,N.J.	*WB=CellDB*				Utd.States	3SB.*9cf*,GS173,HS7843 FD		
	Mchy.Aft	*Longitudinal framing*		✝LMC10,14					A&CP	*uE&B*62′222*t*	*FPT*159*t*	*APT*30*t*	FK		14*BHCem*		
	Wireless			*Fitted for oil fuel* 10,14			*F.P. above*		150°F.						8 *„toUprdk*		
															6 „ „ 2*nd* „		
918	**Gulhaug**	**SteelScSr**	1226					1910	Kjöbnhvns	Dpsk.Akties.Haug	231·5	36·2	14·4	Haugesnd	T.3Cy.16½″,27″&44′–30″		V
	*A.Alne*15–15	(*ex*Activ)	960						Flydk &Skbs.	(L.Mæland,*Mgr.*)	P12′Q73′B42′F26′			Norwegian	106NHP		
MLSQ		1*Dk*	741						Copenhagen				*WB*		KjbnhavnsFlydk.&Skbsv.		
919	**Gull**	**IronScK**	166			...		1897	Edwards	KelsallBros.&	118·1	20·5	11·0	Hull	T.3Cy.12″,18″&30″–21″	11 ″ 10	
108533	*W.Wilson* –14		163						Bros.	Beeching,Ld.(G.	len12			British	41RHP		
	(*Trawler*)	1*Dk*	67						NorthShields	Beeching&J.E.A.			BK7½″		*WB*	N.E.MarineCo.(Lim.),Sld.	
										Kelsall,*Mgrs.*)							
920	**Gullborg**	**SteelScSp**	649	✝100A1	Got.	*i*	N 6,16	1910	Akers.	StockholmsReder-	183·7	29·0	12·3	Stockhlm	T3Cy.13½″,22″&35½″–26′(*e*)	14 ″ 3	
5149	*H.B.Hall*15–15	*ss*Xia.No.1–14	504	5,17~~5,15~~	Skm			8mo	Mek.Værks.	aktieSvea (Hj.	P64′F27′			Swedish	185lb 86NHP	s 1 ″ 7½	
JSCH	*Mchy.Aft*	1*Dk*(*Stl*)	359	BS12,16 ✝LMC5,14				*Lloyd's*	Christiania	Blomberg,*Mgr.*)			FK		3*BHCem*	12 ″ 10	
									A&CP	*WB=CellDBu*	*E11′f*112′152*t*	*FPT*			27*t* *APT*18*t*	Akers.Mek.Værks.Xia.	
921	**Gullfoss**	**SteelScSr**	1414					1915	Kjöbnhvns	H.f.Eimskipafélag	230·1	25·2	21·1	Reykjavik	T.3Cy.20″,32″&53″–36″		V
	S.Petursson –15		1256						Flydk.&Skbs.	Islands,Ld.				Iceland	169NHP		
LCDM	*Elec.light* *Ref.Mchy*	2*Dks*	886						Copenhagen	(E.Nielsen,*Mgr.*)			*WB*	Danish	KjbnhavnsFlydk.&Skbsv		
922	**Gulnare**	**SteelScSr**	262			...		1893	C.Connell	Government of	137·0	20·5	13·6	Ottawa	T.3Cy.13″,20″&33″–24″	14 ″ 4	
97071	*T.G.Taylor*93–97		248						&Co.	Canada				British	64RHP		
VSPW		2*Dks*	106						Glasgow				BK7½″		Dunsmuir&Jackson,Gls.		
923	**Gulos**	**SteelScSr**	132					1904	Xiansands	GulosensAktie-	102·9	17·2	7·5	Trondhjm	C.2Cy.12½″&26″–18′		
	M.Römer		80						Mek.Værks.	dampskibselskab	Q12*t*B33*t*H6*t*			Norwegian	24NHP		
MCBG		1*Dk*	69						Xiansand						XiansandsM.V.Xiansand		
924	**Gunbar**	**SteelTwinScSr**	482					1911	Ardrossan	NorthCoastSteam	150·3	30·0	8·7	SydnyNSW	C.4Cy.12½″&26′–18′		C
131807	*T.W.Fletcher* –17		319						S.B.Co.Ld.	Nav.Co.Ld.	Q41′F27′			British	89RHP		
HVFN	*Elec.light* *Ref.Mchy.*	1*Dk*	196						Ardrossan				*WB*		Dunsmuir&Jackson,LdGls		
925	**Gunborg** *ssOsc.No.3–4,17*	**SteelScSr**	2278	✝100A1	Shl	*s*	~~1,16~~ 4,17	1898	W.Gray&	Angf.Aktieb.	302·0	43·0	19·9	Gothenbrg	T.3Cy.22″,35″&59″–39″ (*s*)	22 ″ 3	
5362	~~*Kaufeson*05–12 *ss*Ery.No.3–1,12~~		2106	4,17~~1,16~~	Osc			12mo	Co.Ld.	Thorsten	P27′B69′F29′			Swedish	160lb NDB13 *100lb* 223NHP	s 3 ″ 8	
JSTP	(*ex*MilesCoverdale)	1*Dk*(*Irn*)3	1411	MBS8,15 ✝LMC1,12					WHartlepool	(G.Corin,*Mgr.*)			FK		2SB,*4cf*,*2rf*,GS82,HS3445	18 ″ 11	
	*J.M.Petterson*16–16	*deep framing*					4,17		A&CP	*WB=CellDB*	*a&uE*120′*f*124′643*t*				5*BHCem* *APT*40*t*	Cen.Mar.Eng.Wrks WHpl	
926	**Gundiah**	**WoodScSr**	193					1901	D.Sullivan	JohnBurke,Ld.	117·9	24·5	7·4	Brisbane	C.2Cy.14″&28″–18″		
112530	*H.Young* –15	(*ex*Hastings)	157						Camden					British	47RHP		
		1*Dk*	95						Haven.NSW						Chapman&Co.SydnyNSW		
927	**Gundomar**	**SteelScSr**	3786	✝ —	Ham	*x*		1912	Akt.Ges.	Hamburg-Bremer	354·5	50·2	23·3	Bremen	T.3Cy.25⅝″,41⅛″&67½″–	26 ″ 0	
	*W.Zeplien*07–12		3416	3,17				9mo	"Weser"	AfrikaLinie,A.G.	P226′F43′			German	47½″ 432NHP		
QKDH	*Well deck*	2*Dks*(*Stl–Uws*)&*Web frames*	2295	✝					Bremen				FK		3SB,*9cf*,GS129,HS6135 FD		
	Elec.light Sub.Sig.	*Longitudinal framing*								*WB=CellDBa*116′*u*	*E26′f*164′830*t*	*FPT*			4SB*t* *APT*14*t*	A.G."Weser,"Bremen	
928	**Gundrun**	**SteelScSr**	4772		Ham	*z*		1909	J.C.Teck-	Hamburg-Bremer	392·5	51·9	27·3	Bremen	Q4Cy24′34⅜′50⅜″&74″–53⅛″	30 ″ 1	G
	*O.Floeter*08–10		4419	11,12				12mo	lenborgA.G.	AfrikaLinieA.G.	P&B225′F55′			German	639NHP		
QJTD	*Elec.light* Sub.Sig.	2*Dks*(*Stl–Uws*)&	2984						Geestemünde				FK		3SB(FD)&1AuxSB,*12cf*,		
		deep framing								*WB=CellDB*					GS241,HS9759		
	Now named "Barbacena," See No.54 in Supplement									*a*100 *uE&B*	103′*f*130′1156*t*	*FPT*			80*t* *APT*52*t*	J.C.TecklenborgA.G.Gst.	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys.	3 Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. — ✝ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year assigned. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines.	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders —Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RH =power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L. R. Dated Half Freshcoat.
929 2969 JGRQ	**Gunhild** SteelScSr *K.T.Starkenberg*96–07 *Well deck* *ss*Mmo.No.3–4,10 *Elec.light* *ss*Mmo.No.~~1~~2-17 1*Dk*(*pt Irn&pt Stl*)2*trB*		1559 1182 860	✝100A1 8,177~~15~~ ~~BS8,16~~ ✝LMC~~6~~ ~~BS8,16~~ 8,17	Cpn Mmo	*p*	N8,16	1896 11mo	R.Craggs& Sons Middlesbro'	Rederiaktieb. Sigurd (O.S. Hedberg, *Mgr.*) A&CP	255·0|37·0|15·4 Q94'B68'F28' FK *WB=CellDBa/u* *E*100'*f*94'303*t FPT*	Malmö Swedish 1*BHCem*	T.3Cy.19″,31½″&52″–36″ (*s*) 160lb *65lb* 173NHP 2SB.*6cf*,GS90,HS2760 SirC.Furness,Westgarth& Co.(Lim.),Mdb	17 ″ 9 s 1 ″ 8½ 16 ″ 4	
930 NPGQ	— *A.S.Hansen*94–05 (*ex*Fionia) *Elec.light* 1*Dk*	SteelScSr	966 777 581					1905	Howaldts-werke Kiel	DampskibsSelsk Torm(C.Kraemer, *Mgr.*)	226·5|35·1|12·5 P12'Q58'B103'F28'			Copnhagn Danish	T3Cy.16¾″26⅞″&42½″–27.⅝′ 93NHP Howaldtswerke,Kiel		V
931 2569 JFQR	— *C.E.Eriksson*12–12 (*ex*Ljusterö,*ex*Blidö,*ex*Engsö) 1*Dk*	IronSc	111 58 82					1866	Nyköpings M.V. Nyköping	Ångfartygsaktieb. GamlaSvartsjö-landet (J.W. Rickander, *Mgr.*)	104·3|16·7| 6·4 Q29' B36' H9*t* F11'			Stockholm Swedish	1Cy.14″–18″ NB93 6NHP NyköpingsM.V.Nyköping		
932 JFQR	**Gunlog** SteelSc *Elec.light* 1*Dk*		1357 699					1917	J.&A.Van derSchuyt Papendrecht	SveaRederij	237·0|36·5|18·0 P36'B70'F25'			Stockholm Swedish *WB*	T.3Cy.17½″,29″&46″–36″ 127NHP J.&A.Van derSchuyt		
933 4472 JPLS	**Gunnar** SteelScSr ~~*H.S.Sorensen*00–10~~ *ss*Mmo.No.3–5,13 (*ex*Scotian) 1*Dk*(*Stl*)&*deep framing* *Well deck* *J.L.von Ekenstein* –13		1195 900 669	✝100A1 8,16 ~~BS8,16~~ ✝LMC~~6,13~~ ~~BS8,16~~ ✝LMC~~6,13~~	Mmo	*n*	~~9,15~~ ~~11,17~~ 3,18	1901 7mo	Mackie& Thomson Glasgow	Trelleborgs Ångf. Nya Aktieb. (F.D. Malmros, *Mgr.*) *Lloyd's A&CP*	227·9|34·5|14·4 P16'Q67'B59'F30' FK ~~*WB=Cell/Ba*~~ 68'*f*94'270*t FPT*~~-0t.APT26t~~ *CellDB*190'4 38'*f*T50*t APT*26*t*	Trelleborg Swedish 1*BHCem*	T.3Cy.17″,27½″&46″–33″ (*s*) 180lb *100lb* 135NHP 1SB.*3cf*,GS64,HS2134 W.V.V.Lidgerwood,Gls.	16 ″ 7 s 1 ″ 4 15 ″ 6	
934 140347<br~~MKHR~~ JQWN	— ~~*A.E.Jacobsen* –15~~ *ss*Rot.No.3–4,09 (*ex*ZuidHolland) *ss*Bly.No.1–13 *Well deck* 1*Dk*(*Stl*)2*trB* *Cargo battens not fitted*	SteelScSr	1164 ~~935~~ ~~713~~ 938 ~~714~~	✝100A1 3,17 ~~BS3,17~~ ✝LMC~~8,15~~ ~~BS3,17~~ ✝LMC~~8,15~~	Xia	*n*	~~N8,17~~ ~~7,17~~ 4,18	1896 7mo	Sir Raylton Dixon&Co. Middlesbro'	TheShippingCon-troller(Turnbull, Scott&Co., *Mgrs.*) A&CP	220·0|34·0|15·4 Q83'B59'F26' FK *WB=* *Cell DBa* 63' *uE&b* 81'*f*83'285*t*	London British 1*BHCem*	T3Cy19¼″31½″&51½″–36″(*s*) 170lb *100lb* NDB08 163NHP 2SB.*4pf*,GS68,HS2460 N.E.MarineEng.Co Ld.Sld.	17 ″ 6 s 1 ″ 4½ 16 ″ 5	
935	— (*Trawler*) (*ex*Wasp) 1*Dk*	IronScYl	*149* *142* *55*			...		1890	Mackie& Thomson Glasgow	Fiskeriaktiebol. Salen(A.Th. Assmundson)	100·5|20·5|10·7 Q19'F19' BK7½'	Gothenbrg Swedish	C.2Cy.16″&32½″–22″ NB91 41NHP Muir&Houston,Glasgow	11 ″ 11	
936 DPFD	**Gunther** SteelScSr *P.Mussmann*12–12 *Elec.light* 2*Dks*		3037 2586 1913	*Now rigged as "Maranguape," See No. 38 in Argentine Section*				1906	Irvine's SB. & D.Co.Ld. W Hartlepool	Hamburg-Süd-Amerik.Dampf-schifffahrts Ges.	318·8|44·9|22·2 P38'B102'F40' *WB*	Hamburg German	T.3Cy.23½″,38″&64″–42″ Richardsons, 265NHP Westgarth&Co.Ld.Hpl		G
937 NJSC	— *Chr.deVries*09–11 *Mchy.Aft* 1*Dk*	SteelScLr	137 129 70					1909	J.Frerichs &Co.A.G. Einswarden	" Visurgis " Heringsfischerei Akt.Ges.	91·0|21·4| 9·9 Q21'	Nordenhm German	C.2Cy.9⅛″&16½″–12½″ J.Frerichs&Co.A.G. 7NHP Osterholz		G
938	**Gunundaal** SteelScK 1*Dk*		217 191 83			...		1915	Smith's Dock Co.Ld Middlesbro'	New South Wales Government	115·0|22·0|11·9 Q68'F20' BK7½'	Sydny NSW British *WL*	T.3Cy.12¼″,20″&34″–24″ 74NHP Smith'sDockCo.Ld.Mdb.	12 ″ 8	
939	**Gunvor III.** SteelSc *B.Jacobsen* (*ex*Frida)		844 730 489					1915	Schiffb.Ges. Unterweser Lehe	ErikRuston	211·8|31·3|13·3	Bergen Norwegian			
940 MNDC	~~**Gurli**~~ **Gurly** ~~*T.Iversen*16–16~~ (*ex*Sita) *Mchy.Aft*	SteelScSr *ss*Got.No.1–13 1*Dk*(*Stl*)	578 435 323	~~✝100A1~~ 11,16 ~~BS8,16~~ ~~✝LMC8,16~~	Cff	*i*	12,15	1908 5mo	Aktieb. Lödöse Varf./ Lödöse	D/S.A/S.Viksfiord (T.A.Hoeg,jr,*Mgr.*) *Lloyd's A&CP*	166·9|28·2|11·8 P54'F26'H36*t* FK *WB=Cell* *DBf* 106'166*t FPT*	Larvik Norwegian 1*BHCem* 29*t APT*23*t*	C.2Cy.15¾″&36″–24″ (*s*) 125lb 66NHP 2SB.*4cf*,GS60 HS1165 Aktieb.LödöseVarfLödöse	13″10 -1 ″ 3½ 12 ″ 9	
941 NJDT	**Gurre** SteelScSr *N.P.Nielson* *ss*Els.2ndNo.3–12,15 (*ex*Cimbria,*ex*Guernsey) *Well deck* 1*Dk*(*Irn*)&*Webframes2trB*		2866 2215 1847	✝100A1 12,15 ✝LMC12,15	Els	*t*	N12,15	1891 1mo	W.Gray& Co.Ld. W Hartlepool	Dmpsk.Selsk. "Patria" (T.Niel-sen, *Mgr.*) A&CP	314·2|40·6|22·2 P29'Q102'B118' H39*t*F35' BK10" *WB=* *DBa* 106'*f*120'562*t*	Copnhagn Danish 1*BHCem* *APT*31*t*	T.3Cy.23″,36½″&62″–39″ (*s*) 160lb *100lb* NDB06 241NHP 2SB,*4rf.2cf*,GS87,HS3630 Gen.Mar.Eng.Wks.W Hpl	23 ″ 8 s 2 ″ 2½ 22 ″ 5	
942 MKHV	— *G.Johannsen* –17 *ss*Xia.2ndNo.3–10,15 (*ex*Fagerli,*ex*Mango,*ex*Sixty- 1*Dk*(*Irn*) *Well deck* four,*ex*Crimea) &*Webframes*	IronScSr	1733 1322 1045	✝100A1 1.17 ✝LMC1,17	Cpn	*q*	N1,17	1889 8mo	BlythS.B. Co.Ld. Blyth A&CP	C.Gran	260·0|36·6|16·9 Q96'B108'F31' FK *CellDB*190' 353*t APT*21*t*	Bergen Norwegian 1*BHCem*	T.3Cy.20″,33″&54″–36″ (*o*) 160lb *72lb* NDB95 174NHP 2SB,*4rf*,GS77,HS2600 Black,Hawthorn&Co.Gts.	19 ″ 2 s 1 ″ 2 18 ″ 3	
943 1	**Gursouf** IronSc 1*Dk*		105 — 60					1896	W.Rosen-lew&Co. Björneborg	M.Govallo	87·0|17·6| 7·3	Yalta Russian			
944 MFVS	**Gurth** SteelScSr *Thorkildsen* *ss*Bgn.No.1–14 1*Dk*(*Stl*)&*deep framing*		1340 1213 826	✝100A1 6,16 BS6,16 ✝LMC3,14	Npt	*p*	3,15	1910 4mo	Trndhjms Mek.Værks. Drontheim *Lloyd's A&CP*	DetSelmerske Rederi	244·1|36·2|16·6 P18'B64'F27' FK *WB=CellDB* *a*68'*uE*18'*f*98'310*t*	Trondhjm Norwegian 1*BHCem* *APT*46*t*	T.3Cy.18″,29″&50″–33″ (*s*) 180lb *100lb* 166NHP 1SB.*3cf*,GS69,HS2690 TrondhjemsM.V.Dronthm	19 ″ 0	
945 118941 HBVJ	— *J.Axelson* –14 *ss*Gms.No.2–13 1*Dk*	SteelScK	226 210 91	✝100A1 *Stm Trawler* 9,14 BS9,14 ✝LMC8,13	Gms		8,13	1905 1mo	Cochrane& Sons Selby *Lloyd's A&CP*	UnitedSteam FishingCo.Ld.	123·2|21·5|11·4 Q48'F20' BK7½' *WB=Cell* *DBa*80' 107*t f* 110'	Grimsby British 1*BHCem* 159*t APT*25*t*	T.3Cy.12″,21″&34″–24″ (*s*) 180lb 60RHP 1SB.*2cf*,GS31,HS1046 C.D.Holmes&Co.Hull	12 ″ 4	
946	**Gurupy** SteelScSr *ss*N.Yk.No.3–1,0 (*ex*RomanPrince) *ss*Mch.No.2–08 *Well deck* 1*Dk*(*Stl*)2*trB*		*1934* *1539* *1221*	✝ 3,12 ✝	Brs	*r*		1887 8mo	Short Bros. Sunderland	Cia.Commercio e Nav.	290·0|38·8|17·6 P33'Q68'B70'F27' BK10" *WB=Cell* *DBa*80' 107*t f* 110'	R.Janeiro Brazilian 4*BHCem* 159*t APT*25*t*	T.3Cy.21″,34″&56″–42″ NDB02 198NHP NB12*fitted*14 2SB,*6cf*,GS116,HS3019 G.Clark,Sunderland	20 ″ 0	
947 4859 JRBM	**Gustaf** SteelScSr *N.M.Sundblad* –15 1*Dk*		194 155 119					1908	Thorskogs Mek.Værks. Lödöse	Ångf.Aktieb. Örnen (A.Th. Assmundson, *Mgr.*)	99·4|22·3| 9·7 P24'H12*t*F11'	Gothenbrg Swedish *WB*	C.2Cy.11″&18″–16″ 11NHP ThorskogsM.V.Lödöse		
948 3949 JMLP	**Gustaf Adolf** SteelScSr *T.H.Edström*10–11 *ss*Rot.2ndNo.3–4,08 (*ex*Lingfield) *Elec.light* ~~*ss*Stn.No.1–12~~ *Well deck* 1*Dk*(*Irn*)&*Webframes* *ss*Got.No.2–17		2506 1881 1497	✝100A1 11,17~~12,15~~ ~~BS9,15~~ ✝LMC~~8,15~~ 11,17	Cff Got	*s*	~~4,15~~ ~~11,17~~ 1,18	1889 9mo	C.S.Swan& Hunter Newcastle *Lloyd's A&CP*	Ångf.Aktieb. Nordsjön (A. Bratt&Co.*Mgrs.*) *WB=Cell* *DBa*84' *uE&B*38'	290·0|39·8|19·8 P25'Q94'B118'F31' FK *DBa*84' *uE&B*38' *f*122'533*t*	Gothenbrg Swedish 5*BHCem*	T.3Cy.22″,36″&59″–39″ (*s*) 160lb *80lb* NDB02 223NHP 2SB,*6pf*,GS108,HS3420 WllsndSlpwy.&E.Co.Nwc	22 ″ 3 s 1-10½ 20 ″ 8	
949 2282 JFGH	**Gustaf Lagerbjelke** SteelScSp *K.H.Zettergren* –15 1*Dk*		170 78 119					1890	Bergsunds Mek.Verkst. Stockholm	Örebro Nya Rederi-aktieb. (J.A.H. Källström, *Mgr.*)	96'4|19·7| 7·4 B61'H22*t*F10'	Örebro Swedish	C.2Cy.13½″&23½″–17½″ 19NHP BergsundsMekVerkstSkm		

Numéro d'Ordre / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / *Capitaine.* *Ex-nom, s'il y a lieu.* / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Renouvellement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
950	**Gustaf Wasa**	SteelScSr	479					1895	Helsingörs Skibsbyggri Elsinore	Stockholm Rederiaktieb. Svea (Hj. Blomberg, *Mgr.*)	169·4 Q39′	25·0 B51′	12·0 H12*t* F26′ len04	Stockholm Swedish *WB*	T.3Cy.13½″,22″&37″–24″ 67NHP HelsingrsMskbyggeri		V
2509	*Carlsson*	1*Dk*	350														
JFPG	*Elec.light*		283														
951	—	IronTwinScSp	127					1876	W.Lind-bergsM.V. Stockholm	Österdalarnes Angb Aktieb. (B.A. Persson, *Mgr.*)	94·5 Q34′	17·5 B31′	6·6 H6*t* F14′	Mora Swedish	C.4Cy.7¾″&15¼″–11¾″ NE&B97 13NHP Hernösand V.&V.Aktieb.		
2845	*K.A.Westerlund* 12–12		74														
JGKR	(*ex* Osterdalarne)	1*Dk*	89														
952	**Gustafsberg**	SteelScSr	1379					1910	Oskrshmns M.V.Aktieb. Oskarshamn	Akt.Gustafsbergs Fab.Intressenter (OWOdelberg, *Mg*)	227·9 P26′	36·8 B52′	15·9 H63*t* F28′	Gustafsbg Swedish *WB*	T.3Cy.17½″,29″&48″–30″ 126NHP OskarshamnsM.V.Aktieb.		V
5185	*C.E.Lutteman* 99–11		1109														
JSFD	*Elec.light*	1*Dk*	775														
953	**Gustafsberg II.**	IronSc	152					1878	MotalaCo. Motala	Akt.Gustafsbergs Fab.Intressenter (OWOdelberg, *Mg*)	83·2 B56′ H20*t*	18·7	7·5	Gustafsbg Swedish	C.2Cy.10¾″&21″–17½″ 17NHP MotalaCo.,Motala		
2709	*J.B.R.Sundberg* –04	1*Dk*	70														
JGBN			93														
954	**Gustafsberg III.**	SteelSc	192					1905	Bergsunds M.V.Aktieb Stockholm	Akt.Gustafsbergs Fab.Intressenter (OWOdelberg, *Mg*)	106·1 B44′ H16*t*	21·8	9·2	Gustafsbg Swedish *WB*	C.2Cy.16⅜″&34½″–19½″ 43NHP BergsundsM.V.Aktb.Skm.		
s 4444	*J.E.Larsson* 05–12		118														
JPKB		1*Dk*	115														
955	**Gustafsberg IV.**	IronSc	118					1884	Bergsunds Mek.Verks. Stockholm	Akt.Gustafsbergs Fab.Intressenter (OWOdelberg, *Mg*)	99·7 B25′ H8*t*	18·0	8·5	Gustafsbg Swedish	C.2Cy.14½″&25½″–19½″ 24NHP Bergsunds Mek Vrks.,Skm.		
2711	*T.W.Ährlund* 05–12	1*Dk*	80														
JGBQ			79														
956	**Gustafsberg V.**	IronSc	130					1888	Bergsunds Mek.Verks. Stockholm	Akt.Gustafsbergs Fab.Intressenter (OWOdelberg, *Mg*)	102·1 B35′ H10*t*	18·6	8·6	Gustafsbg Swedish	C.2Cy.18″&32″–20″ 38NHP BergsundsMekVks.,Skm.		
2712	*F.Carlsson* 97–02	1*Dk*	83														
JGBR			79														
957	**Gustafsberg VII.**	SteelScSr	313					1912	Oskrshmns M.V.Aktieb. Oskarshamn	Akt.Gustafsbergs Fab.Intressenter (O.W.Odelberg, *Mgr.*)	112·4 B77′ H55*t*	23·3	9·4	Gustfsbrg Swedish *WB*	C.2Cy.16¾″&31½″–23⅜″ 48NHP OskarshamnsM.V.Aktieb		
5323	*K.J.M.Westerberg* 87–12		151														
JSQL	*Elec.light*	1*Dk*	193														
958	**Gustav**	SteelScSr	257					1899	Kjöbnhvns Flydk.Skbsv. Copenhagen	Acties.DeDanske Sukkerfabrikker	122·9 B22′ F20′	24·2	9·2	Assens Danish *WB*	C.2Cy.12″&24″–15″ 19NHP KjöbnhvnsFlydkSkbsCpn		V
	N.Lisborg 02–09		222														
NKRP	*Mchy.Aft*	1*Dk*	124														
959	**Gustav Boldt**	SteelScSr	1305					1904	Act.Ges. "Neptun" Rostock	Aug.Cords	239·3 P14′	35·8 Q60′	15·2 B108′ F27′	Rostock German *WB*	T.3Cy.16½″,25⅜″&41⅜″–31½″ 98NHP A.G."Neptun," Rostock		G
	P.Dethloff –04		1072														
MDSJ	*Elec.light*	1*Dk*	815														
960	**Gustav Fischer**	IronScSr	264					1881	Göteborgs M.V.Aktieb Gothenburg	F.W.Fischer	109·3 B27′	22·6	12·6	Rostock German	C.2Cy.12″&26″–17″ NB99 23NHP GöteborgsM.V.Aktieb.Got		G
	H.Oelrichs (*ex* Aurora)		227														
MDRN	*Elec.light*	1*Dk*	151														
961	**Gustav Vigeland**	SteelScSr	3667					1901	C.S.Swan& Hunter,Ld. Newcastle	Akties.Dmpselsk. GustavVigeland (O.Örvig)	344·5 P72′	46·0 B24′	31·0 F32′	Bergen Norwegian *WB*	T.3Cy.23½″,39″&66″–48″ 302NHP WllsndSlpwy.Co.Ld.Nwc.		C R
	(*ex* Joseph W.Fordney.		3171														
WLQC	*ex* Beaumont.*ex* Mira)	1*Dk*	2297														
	MchyAft Elec.light																
962	**Gute**	IronScSr	352					18 5/6 6/9	MotalaCo. Motala	Ångf.Aktieb. Gotland (CarlE.Ekman)	120·7 H26*t*	21·9	10·4 17·4	Visby Swedish	C.2Cy.17½″&34″–19½″ NB04 43NHP BergsundsM.V.Stockholm		
525	*C.G.Tigerhjelm* –05	1*Dk*&*Shelterdk*	174														
HDCK	(*ex* Söderhamn,*ex* Transit No.3)		264														
963	**Gutheil**	SteelScLr	136					1908	C.Lühring Hammel-warden	BrakerHerings-fischereiAkt.Ges.	95·3 Q13′	21·4	8·8	Brake German *WB*	C.2Cy.9¾″&17⅞″–11 7/16″ 9NHP G.SeebeckA.G.Bremerhvn		G
	Fr.Starke 08–11		130														
NJQG			66														
964	**Gutztaff**	IronSc	136					1886	Boyd&Co. Shanghai	P.&O.Stm.Nav.Co.	105·5	19·4	9·2	Shanghai British	C.2Cy.20″&38″–27″ 65RHP D.Rowan,Glasgow		
72799		1*Dk*	119														
			18														
965	**Guyane**	SteelScSr	2917					1907	Swan,Hunter &Wigham Richardson, Ld Newcastle	Cie.Générale Transatlantique	325·2 P15′	43·7 B69′	23·3 F38′	Havre French *WB*	T.3Cy.22″,36½″&60″–42″ 233NHP Swan,Hunter&Wigham-Richardson,Ld.Nwc		V
	Guimont 12–12		2640														
JLSV	*Elec.light*	2*Dks*	2068														
966	**Gvas**	SteelScK	175					1911	Smith's Dock Co.Ld. Middlesbro'	Akties.Örnen (S.L.Christensen, *Mgr.*)	110·0	20·7	12·5	Sandefjrd Norwegian	T.3Cy.12¼″,20″&34″–24″ 56NHP W.V.V.Lidgerwood,Gls.		C
	A.Kristiansen	(*Whaler*)															
WJLC		1*Dk*															
967	**Gwalia**	SteelScSr	415					1907	Neafie& Levy Co. Philadelphia	NewEnglandCoal &CokeCo.	130·0	27·5	15·9	Boston Utd.States	T.3Cy.16½″,24″&40″–30″ 88NHP Neafie&LevyCo.		
204294	*J.W.Johnson* 10–12	(*Tug*)	—														
KWFL		1*Dk*	282														
968	**Gwenllian**	SteelScK	220	✠100A1 *Stm Trawler* 5,11 ✠LMC5,11	Mdb		12,12	1911 5mo	Smith's Dock Co.Ld. Middlesbro' *Lloyd's A&CP*	~~M.W.Howell~~ J.W.Smethurst	114·7 Q67′F20′	21·6	11·8 BK7½″	Milford British	T.3Cy.12″,20″&34″–24″ (r) 180lb 76RHP 1SB,*2pf*,Gs37,Hs1266 W.V.V.Lidgerwood,Gls.	12 ″ 6	
128752	*R.M.Limbrick* –13		193														
		1*Dk*	85														
969	**Gwennith**	SteelScK	119					1910	A.Pannivis Alphen-on-Rhine	DominionDredging Co.Ld.	85·4	18·1	9·1	Ottawa British *WB*	T.3Cy.10¾″,17⅞″&29½″–14″ 50RHP NVMachinefabriek,Bolnes		
129159	*F.R.Evans* –14	(*Tug*)	102														
HSBL		1*Dk*	3														
970	**Gwladmena**	IronScSr	928	✠100A1 6,15 8,16 ✠NB00 *fitted 06* ✠LMC8,16	Bkn	*m*	8,16	1878 4mo	R.Irvine& Co. W Hartlepool A&CP	Stone&Rolfe	220·0 Q54′F23′ ptDS04	30·0 BK8′	16·1 *WB*=	Liverpool British	C.2Cy.30″&55″–36″ (s) 80lb 136NHP 2SB,*6pf*, ,Hs2320 Blair&Co.Ld.Stockton	17 ″ 0 s 1 ″ 10 15 ″ 11	
78771	*T.Hughes* –15	*ss*Bkn.3rd No.3–8,16	803														
RSNP	(*ex* Mary Hough, *ex* Maggie Warrington)	1*Dk*2*trB*	539														
		Cargo battens not fitted															
971	**Gwladys**	SteelScSr	3929	✠100A1 6,15 ~~Examined 5,17~~ 1,13 ~~DS10,16~~ ✠LMC1,~~16~~ MS5,17 LS1,18	Bry	*w*	~~6,15~~ 5,17	1908 9mo	R.Stephen-son&Co.Ld. Newcastle *Lloyd's A&CP*	UniversalStmNav. Co.Ld. (P.Samuel &Co.Ld., *Mgrs.*)	340·6 P31′	50·5 B96′	24·7 F32′ FK	London British	T.3Cy.25″,40″&67″–45″ (r) 165lb *100lb* 314NHP 2SB,*6cf*,Gs113,Hs4849 Richardsons,Westgarth&	27 ″ 2 s 5 ″ 0½ 22 ″ 6	
128484	~~*D.W.Vigors* –15~~	*ss*Cff.No.1–13	3648														
HNDQ	~~*Walker* –16~~	1*Dk*(*pt Irn*&*pt Stl*)2*trB*	2530														
	J.Foster –17	&*deep framing*3*Dk rule*									WB=	*CellDBa*110′*uE*&*B*	42′*f*140′905*t*		*APT*168*t*	Co.Ld.Hpl.	
	Carrying fuel oil F P above 150° F.*inD.B*																
972	**Gwynwood**	SteelScSr	1084	✠100A1 2,17 ✠NB10,15 ✠LMC10,15	Goo	*n*	~~10,15~~ 3,16	1899 3mo	W.Dobson &Co. Newcastle A&CP	WFrance,Fenwick &Co.Ld.	212·5 P18′	35·0 Q44′	13·9 B46′ F24′ FK	London British	T.3Cy.18½″,30″&49″–33″ (s) 170lb *100lb* 148NHP 1SB,*4pf*,Gs62,Hs2328NDB15	16 ″ 5 s 1 ″ 8 15 ″ 0	
110088	*J.W.Collier* –08	*ss*Sld.No.3–9,12	882														
RBGD		*ss*Hul.No.1–15	674														
	Well deck	1*Dk*(*Irn*)&*Web frames*								WB	=*CellDBa*48′*uE*&	*B*27′*f*100′309*t*	*FPT*		81*t* *APT*26*t*	N.E.MarineCo.Ld.Nwc.		
		Cargo battens not fitted															

Name changed "Egon" No. 21 in Supplement

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. *Master.* *Late Name if any.* Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned / now xpired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines.	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. / Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L. R. Date of Reg. of Trade Cert.
973	**Gyldenlöve II.**	**SteelSc**	126					1910	Moss Værft	Akties. Gyldenlöve	90·8	19·3	8·7	Drammen	C.2Cy.9½″&19″–14″		N
	H.Lund		102						Bj.&Dyk.	(Johansen&				Norwegian	11NHP		
MFVN	*Mchy.Aft*	*1Dk*	60						Co.	Egelien.*Mgrs.*)	P16*t*F8*t*			*WB*	MossJernst.&M.V.Moss		
974	**Gyldenpris**	**SteelScSr**	2667	100A1	NYk	*t*	12,16	1906	ForeRiver	A/S D/S Gyldenpris	300·0	41·0	25·8	Bergen	T.3Cy.18″,28½″&48″–40″(*s*)	27 ″ 9	
	*S.Kahrs*17–17	*ss*N.Yk.No.3–12,16	2515	12,16					S.B.Co.	(JohanWaage)	P64′		FK	Norwegian	150lb 199NHP	s6 ″ 4½	
	(*ex*Ogeechee)	1*Dk*&2*nd dk*(*Stl*)&	2039		LMC12.16				Quincy,Mass.					*Cem*	2SB,*6cf*,68130,HS3920	22 ″ 0	
	Mchy.Aft *Elec.light*	*Webframes*							A&CP	3′*Tween dk*	*BH dispensed with*			2*BH to Udk*	ForeRiverS.B.Co.Quincy		
										*DBuB*28′/68′ 218*t*	*DT*f10′108*t*FPT66′			3 ,, ,, 2*nd*,,	*only*		
975	**Gylfe**	**SteelScSr**	541					1914	Göteborgs	Ångf.Aktieb.	163·4	27·2	12·6	Gothenbrg	T.3Cy.13⅜″,22¼″&37⅛″–23¾″		V
5641	*O.Andersson* –14		406						Nya V Aktieb	Nornan(Th.	P23′H49*t*F50′			Swedish	68NHP		
JVBT	*Mchy.Aft*	*1Dk*	271						Gothenburg	Ahrenberg,*Mgr.*)				*WB*	GöteborgsNyaVærks.Got.		
976	—	**IronPadSr**	401					1874	Burmeister	SvenskaRederi-	196·7	23·1	10·2	Malmö	C.4Cy.22″&44″–42″		
3661	*E.Hultberg*08–13		296						&Wain	Aktieb.Öresund	P33*t*B66′H101*t*			Swedish	209NHP		
JLKD		*1Dk*	196						Copenhagen	(C.Faxe,*Mgr.*)					Burmeister&Wain,Cpn.		
977	**Gyller**	**SteelScSr**	533				...	1892	AkersMek.	Holmestrands	171·9	26·6	12·9	Hlmestrnd	T.3Cy.13″,21″&33″–27″	13 ″ 10	N
	O.M.Andreassen		399						Værksted	Rederi.Akties	Q34*t*B65*t*F30*t*			Norwegian	63NHP		
JWQR	*Well deck*	*1Dk2trB*	318						Christiania	(E Harstad,*Mgr.*)			BK7″	*WB*	Akers.Mek.Verks.,Xia.		
978	**Gylsboda**	**SteelScSr**	340					1905	Act.Ges.	SvenskaGra-	131·7	24·9	10·4	Stockholm	C.2Cy.14$\frac{3}{16}$″&27$\frac{3}{16}$″–19$\frac{1}{16}$″		G
4478	*G.R.Ahrdahl* –05		244						"Neptun"	nitindustriAktieb.	Q50′H62*t*F20′			Swedish	27NHP		
JPMD	*Mchy.Aft* *Elec.light*	*1Dk*	135						Rostock	(H.Jæger,*Mgr.*)				*WB*	A.G."Neptun,"Rostock		
979	**Gymeric**	**SteelScSr**	6138	✠100A1	Liv	*t*		1917	Hawthorn,	~~A.Weir&Co.~~	~~420·0~~	~~54·5~~	32·3	London	T.3Cy.27″,45″&74″–48″ (*r*)	32 ″ 8	
23?851	*S.Shotton*01–17		5743	1,18 ~~1,17~~	✠LMC8,17				Leslie& CoLd	BankLine,Ltd.(A.	P99′B30′F48′			British	180lb 586NHP	s7 ″ 0½	
JQMD	*Elec.light*	*Longitudinal framing*	3838	(~~Class Contem plated~~)				8mo	Newcastle	Weir&Co.*Mgrs.*)	420·3 54 6		FK	17*BHptCem*	3SB,*9cf*, HS7983 ED	26 ″ 0	
	Mchy.Aft	2*Dks*(*Stl*)&*Webframes*		*Carrying Petroleum in bulk*				*Lloyd's*	*sA&CP*					(9*BHfoUdk*	Hwthrn,Leslie&CoLdNwc		
				Fitted for oil fuel 3,17 *F.A. above*						150°F.	*CellDBuB*41′1164*t*DT46′57*t*FPT83*t*APT87*t*			8 ,, ,,2*nd dk*)			
980	**Gyne**	**SteelTwinScLr**	297					1887	W.Denny	Irrawaddy Flotilla	165·3	27·2	9·2	Glasgow	C.2Cy.21½″&38″–24″		
93376			297						&Bros.	Co.Ld.				British	42RHP		
	Elec.light		181						Dumbarton						Denny&Co.,Dumbarton		
981	**Gyp**	**SteelScSr**	3290	✠100A1	Bkn	*v*	~~5,17~~	1905	Craig,	PrestonStm.Nav.	340·0	47·8	23·7	London	T 3Cy.24″,40″&65″–45″ (*r*)	26 ″ 0	
120863	*G.Clark* –16	*ss*Bkn.No.3–3,16	3108	~~3,17~~ 2,17 2,18	Dry Off		N2,18	6mo	Taylor&Co.	Co.Ld.(Becker&	P30′B94′F33′			British	180lb *100lb* 308NHP	s4 ″ 9½	
HCTL	(*ex*Kylestrome,*ex*Ballochmyle)		2105		BS2,17 ✠LMC3,16				Stockton	Co.Ld.*Mgrs.*)			FK	6*BHCem*	2SB,*6cf*,68140,HS4750	21 ″ 7	
		1*Dk*(*ptIrn&ptStl*)2*trB*			BS2,18			*Lloyd's*	*sA&CP*					Richardsons,Westgarth&		
		&*deep framing*3*Dk rule*								*WB*=*CellDBa*10	4′*u E&B*38′/150′74			8*t FPT*133*t*	*APT*136*t* Co.Ld.Mdb.		
982	**Gypsum King**	**SteelScSr**	581					1906	BurleeD.D.	J.B.KingTrans-	151·9	29·6	18·2	NewYork	T.3Cy.17″,27″&45″–36″		R
203583			—						Co. Port	portationCo.				Utd.States	122NHP		
KVQH	Sub.Sig.	*1Dk*	331						Richmnd.NY								
983	**Gyptis**	**SteelScSr**	2482				...	1889	Reiherst'g	J.Castanié	302·4	40·1	23·7	Oran	T.3Cy.23½″,37½″&60″–42″	26 ″ 6	V
	Baix (*ex*Myrtoon,*ex*Canadia,*ex*Revel,		—						Schiffsw.		P12′B58′F36′			French	233NHP		
JLTF	*ex*Canadia,*ex*Steinhöft)	2*Dks3trB*	1602						Hamburg					*WB*	Reiherst.Maschinenf.Ham		
934	—	**SteelScSr**	1194				...	1891	Irvine&Co	Ch.Scholl	231·5	32·5	13·4	Bordeaux	T.3Cy.16½″,26″&44″–33″	16 ″ 0	V
	Roubinet		—						WHartlepool		P27′Q61′B96′F30′		BK8″	French	109NHP		
JLTD	(*ex*KingArthur,*ex*Silvia)		725											*WB*	Cen.Mar.Eng.Wks.W.Hpl.		
	Well deck	1*Dk*&*Webframes*															

*** Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux. Grément, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de chaque port-hôtelier.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant.	15 Lettres du code international de signaux. Lettres du Code Morse.
Now named "Borg," Loc No. 35 in Engagement																	
1	**H. A. Hansen**	**SteelScSr**	762	✠	Sou	*k*		1901	Grngem'th	Akties.Dpskselsk.	184·7	31·2	13·9	Thurö	T.3Cy.13⅞″,25″&40″–30″	14 ″ 8	G
	*L.Hansen*07–09	*ss*Brs.No.1–05	598	11,07				2mo	&Greenock	Thurö (H.A.	Q59′B54′F20′			Danish	88NHP		
NRGW	(*ex*AlbertZelck,*ex*Ionian)	1*Dk*(*Stl*)	385	✠					DockyardCo.	Hansen,*Mgr.*)			FK	4*BHCem*	1SB,*3cf*,GS55,HS1701		
	Well deck								Greenock	*WB*	= *Cell DBa*31′*f* 73′			146*tAPT*9*t*	W.V.V.Lidgerwood,Gls.		
2	**H. A. Nolze**	**SteelScSr**	687					1893	Flensburgr	Dampfschiffahrts	179·0	27·0	20·4	Bremen	T.3Cy.14″,21½″&37″–24″		V
	*G.Bullerdieck*77–93		622						Schiffsb.Ges.	Ges.Neptun	Q115′	B46′	F19′	German	67NHP		
QFSR		1*Dk*&*Webframes*	410						Flensburg					*WB*	FlensburgerSchiffsb.Ges.		
3	**H. B. Christian**	**CompScSr**	106					1902	Hawthorns	SouthAfricanGovt	85·4	18·8	9·8	P.Elizabth	C.2Cy.15″&31″–20″		
115056	*H.Liston*02–03		97						&Co.Ld.	(HarbourDept.)				British	56RHP		
		1*Dk*	13						Leith						Hawthorns&Co.Ld Lth.		
4	**H. B. Kennedy**	**SteelSc**	499					1909	Willamette	H.B.Kennedy	179·2	28·1	11·3	PTwnsnd	T.4Cy.17″,28″&(2)34″–24		
206030	2*Dks*&*Promenade dk*&*Hurricane dk*		—						Irn&StlWks					Utd.States	113NHP		
	Fitted for oil fuel		216						Portland,Or.						WillametteIron&Stl.Wks.		
5	**H. B. Plant**	**SteelPad**	189					1900	Merrill-	AtlanticLand&	125·5	21·7	7·4	TampaFla.	1Cy.24″–60″		
96477	*A.Crawford*		—						Stevens E.Co.	ImprovementCo				Utd.States	34NHP		
	Elec.light	1*Dk*	70						Jacksonville					*WB*	Merrill-StevensEng.Co.		
6	**H. C. Folger**	**SteelScSr**	7186	✠100A1 SFo		*b*†		1916	UnionIron	AtlanticRefining	435·0	56·0	32·0	Phildlphia	1 Geared Steam Turbine	33 ″ 6	
214615	*C.Adolfsen* 16–16		6444	4,18~~1,16~~ NNs				12mo	WorksCo.	Co.Inc.	P134′B50′F42′			Utd.States	220lb	s7 ″10½	
LGNV	*Elec.light*	2*Dks*(*Stl*)&*Webframes*	4456	*Carrying Petroleum in bulk*					SanFrancisco	*CellDB uE*&			FK	15*BHptAsp*	38B,*9cf*,GS165,HS8325 FD	26 ″ 0	
	Mchy.Aft	*Longitudinalframing*		*Fitted for oil fuel* 12,16			*F.P. above*		50°F.	*B*64′197*tDT*56′10				10*BHtoUdk*	GeneralElectricCo.		
				✠LMC12,16					A&CP					5 ,, 2*nd*,,	Schenectady,N.Y.		
7	**H. C. Örsted**	**IronScSr**	716					1872	Burmeister	Acties.StoreNord-	182·3	28·2	15·5	Copnhagn	C.4Cy.21″&44″–30″		V
	CableVessel		544						&Wain	iskeTelegraf	P94′	F28′		Danish	NB04 176NHP		
NJBK	*F.C.G.Örsted*80–80		353						Copenhagen	Selskab				*WB*	Burmeister&Wain,Cpn		
8	**H. C. Pigott**	**SteelScCtr**	495			...		1912	Fleming&	Melb'rneHarbour	160·0	28·1	12·6	Melbourne	C.2Cy.18″&36″–24″	13 ″ 3	
132439	*J.McBeath*12–12	(*HopperBarge*)	460						Ferguson,Ld	TrustCommisionrs				British	54RHP		
		1*Dk*	200						Paisley				FK		Fleming&Fergusn,Ld.Psy.		
9	**H. C. Rowe & Co.**	**WoodScSr**	500					1886	Bayles& Sn	H.C.Rowe&Co.	144·8	28·4	10·0	Nw. Haven	C.2Cy.20″&34″–26″		
126376	*J.Howard*	1*Dk*&*light dk*	—						Pt.Jefferson,					Conn.	49NHP		
KDMB	(*ex*Rosalie,*ex*City of Bridgeport)		340						L.I.					Utd.States	Neafie&Levy,Philadelphia		
10	**H. E. Stroud**	**SteelScK**	214	✠100A1 Abn				1915	A.Hall&	H.E.Stroud	115·4	22·6	12·0	Aberdeen	T.3Cy.12″,20″&34″–23″ (*s*)	13 ″ 0	
			211	*StmTrawler*				4mo	Co.Ld.					British	180lb 69RHP		
		1*Dk*	79	4,15 ✠LMC4,15					Aberdeen				BK7½″	3*BHCem*	1SB,*3pf*,GS44,HS1230		
								Lloyd'sA&CP					*WB*=	*DTf*7′12*t*	A.Hall&Co.Ld.Aberdeen		
11	**H. F. Dimock**	**IronScSr**	2626					1884	W.Cramp	EasternSteamship	271·8	41·6	19·2	Boston	C.2Cy.36″&68″–54″		
95803	*Colbert*	2*Dks*&*Spardk*	—						&Sons	Corporation			29·9	Utd.States	283NHP		
KCMV	Sub.Sig.		1786						Philadelphia					*WB*	W.Cramp&Sons,Phl.		
12	**H. H. Meier**	**SteelSc**	244					1906	G.Seebeck	Hochseefischerei	127·0	22·4	11·6	Brmrhavn	T.3Cy.11⅝″,18¾″&30″–22″		G
	*H.Winter*09–10	(*Trawler*)	207						Akt.Ges.	BremerhavenAkt.	F20′			German	42NHP		
QJGN		1*Dk*	88						Bremerhaven	Ges.				*WB*	G.SeebeckA.G.Bremerhvn		
13	**H. H. Rogers**	**SteelTwinSc3MstSr**	10050	✠100A1 NYk		*f*†	~~e11,16~~	1916	NwprtNws	StandardOilCo.	500·0	68·0	35·5	ByonneNJ	T.6Cy.20½″,35″&60″–42″ (*s*)	38 ″ 3	
214066	~~*U.S.Wkfc*02–16~~ *Downs* –17		9825	*Shelter dk*			~~e,f~~	5mo	S.B.&D.D.Co.	(NewJersey)				Utd.States	200lb *180lb* 628NHP	s 11 ″ 5	
LGBH	*Elec.light*	2*Dks*(*Stl*) *Shelter dk*(*Stl*)	7716	*withfreeboard*			3,18		Newprt News				FK	19*BHCem*	3SB,*12cf*,GS213,HS8700 FD	27 ″ 3	
	Mchy.Aft	&*Webframes*		3,18~~1,16~~ ✠LMC5,16					A&CP					15 *to Upr dk*	Newport.NewsSB&D D.Co.		
	Sub.Sig.	*Longitudinalframing*		*CarryingPetroleum in bulk*										4 ,, 2*nd* ,,			
				Fitted for oil fuel 5,16			*F.P. above*		150° F.	*CellDBuE*&*B*57′184*t*				*f*17′71*tDTf*	54′673*tFPT*243*tAPT*127*t*		
14	**H. M. Pellatt**	**SteelScSr**	1591					1903	Russell&	~~CanadianNorth-~~	239·7	37·0	21·8	Newcastle	T.3Cy.21″,35″&57″–36″		
114446	*M.G.Easton* –03	160	81525						Co.	~~ernSteamships,~~				British	196NHP		
VBMJ	*Mchy.Aft. Elec.light*	2*Dks*	~~1088~~						Pt.Glasgow	~~La Canada SS.~~				*WB*	D.Rowan&Co.Glasgow		
			1027							~~Line Ld.~~							
15	**H. M. Whitney**	**IronScSr**	2707					1890	W.Cramp	EasternSteamship	271·8	43·0	19·2	Boston	T.3Cy.29″,45″&74″–48″		
96039		2*Dks*&*Awngdk*	—						&SonsCo.	Corporation			29·0	Utd.States	NB05 379NHP		
KHCD	*Elec.light*	Sub.Sig.	1791						Philadelphia					*WB*	Wm.Cramp&SonsCo.Phl.		
16	**H. P. McIntosh**	**SteelScSr**	6765					1907	WestBay	WilsonTransitCo.	520·0	54·0	26·2	Cleveland	T.3Cy.22½″,36″&60″–42″		
203980			—						CityS.B.Co.					Utd.States	233NHP		
	Mchy.Aft	*Elec.light* 1*Dk*	5371						W.BayCity					*WB*	DetroitS.B.Co.Detroit		
17	**H.P.&H.C.No.4**	**SteelTwinSc**	402	✠ A1 Hpl		*e*	12,16	1906	JTEltring-	HartlepoolPort&	127·0	29·1	11·4	Hartlpool	C.4Cy.15″&32″–22″ (*s*)	12 ″ 0	
109729	*Davidson* –07	*ss*Hpl.No.3–9,15	357	*Hopper Barge*				5mo	ham&Co.	HarbourCommis-				British	130lb 90RHP		
		1*Dk*(*Stl*)	179	11,16 ~~BS12,16~~ 4,18					S.Shields	sion			FK	4*BHCem*	1SB,*3cf*,GS52,HS1938		
				~~BS6,16~~ ✠LMC7,16				*Lloyd'sA&CP*							Hepple&Co.Ld.S.Shields		
18	**H. P. & H. C. No. 5**	**SteelSc**	540	✠100A1 Nwc		*h*		1915	Jos.T.El-	HartlepoolPort&	160·2	30·0	13·4	Hartlpool	T.3Cy.15″,24½″&41″–27″ (*s*)	14 ″ 6	
137108	~~*R.Davison*72–15~~		514	*Hopper Barge*	Hpl			12mo	tringham&	HarbourCommis-				British	180lb 113NHP		
	W.H.Scarborough –17	1*Dk*(*Stl*)	226	11,17~~12,15~~					Co.Ld.Wil-	sion			FK	4*BHCem*	1SB.*3cf*,GS61,HS1999		
				✠LMC12,16					lingtonQuay					*WB*=*DTf*13′	62*tAPT*31*t*		
								Lloyd'sA&CP							J.T.Eltringham&Co.Ld.		
19	**H. Pontoppidan**	**SteelScSr**	2222	✠100A1 Cpn		*l*	~~x6,16~~	1903	Irvine'sSB	Dpskselsk.Vendila	300·3	45·1	18·1	Copnhagn	T.3Cy.22″,35″&59″–39″ (*s*)	20 ″ 6	
	P.Rasmussen –16	*ss*Cpn.No.3–6.16	2081	6,17 ~~6,16~~			6,17	8mo	&D.D.Co.Ld.	(Svendsen&	P21′B182′F34′			Danish	160lb *90lb* 223NHP	s 2 ″ 3	
NMKG	(*ex*Olympic)	1*Dk*(*pt Irn*&*pt Stl*)	1366						WHartlepool	Christensen *Mgrs*)			FK	5*BHCem*	2SB,*6cf*,GS85,HS3431	18 ″ 7	
		&*deep framing*		BS6,17 ✠LMC6,16				*Lloyd'sA&CP*							Richardsons,Westgarth&		
										WB=	*Cell DBa* 96′*uE*&*B*			34′*f*126′668*t*	*APT*70*t* Co.Ld.Hpl.		
20	**H. V. Fisker**	**SteelScSr**	1749	✠100A1 Els		*r*	~~16,16~~	1890	W.Gray&	Dampskactieselsk	270·0	37·0	18·3	Copnhagn	T3Cy.20½″,31½″&53″–36″ (*s*)	20 ″ 0	
	~~*A.Nielsen* –11~~	*ss*Els.2ndNo.3–10,16	1432	~~7,17 10,16~~ 11,17 Gpn	Bry		7,17	11mo	Co.Ld.	Atalanta	P29′Q72′B116′F31′			Danish	160lb *100lb* NDB12 168NHP	s 1 ″3½	
NPCJ	(*ex*Oaklands) ~~*B.M.Jensen* –17~~		1101						WHartlepool	(M.Nissen,*Mgr.*)			FK	4*BHCem*	2SB,*4cf*,GS65,HS2500	19 ″ 0	
	Well deck	1*Dk*(*Irn*)&*Webframes*		~~MDS7,17~~ ✠LMC10,16					A&CP	*WB*=	*DBa* 84′*f* 104′ 442*t*			*APT*22*t*	Cen.Mar.Eng.Wrks.WHpl		
21	**H. Wicander**	**SteelScSr**	1229	~~✠100A1~~ Cpn		*n*	6,15	1892	Cmpbltwn	StockholmsRede-	227·0	32·6	16·4	Stockholm	T.3Cy.17″,27″&44″–33″ (*s*)	17 ″ 4	
Sunk(War Loss)	*H.Hellsten*13–15	*ss*Skm.No.3–4,05	883	*pt Awng dk*				4mo	S.B.Co.	riaktieb.Svea. (Hj.	Q82′H29*t*			Swedish	160lb *100lb* NDB12 103NHP	~~6 ″ 1~~	
JBCD		*ss*Skm.No.2–13	709	*withfreeboard*					Campbeltwn	Blomberg,*Mgr.*)	*ptAwngdk*148′		FK	4*BHCem*	1SB,*3rf*,GS63,HS1418	~~11 ″ 6~~	
		1*Dk*(*Stl*)&*Webframes*&*ptAwngdk*(*Stl*)		12,15				*Lloyd'sA&CP*			*WB*=*DBa*57′*f*55′			227*t*	Kincaid&Co.(Lim.),Grk.		
				~~MDS7,16~~ ✠LMC6,15													

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys.	3 Late Name if any. / No. of Decks, &c	4 Register'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned / now expires. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of Ref. to Trade Cert.
22	H. & B. Rly. Dredger No. 4	Steel Sc	336 318 133	✠100A1 *Hopper Barge* 9,16 ✠LMC10,14	Hul	*e*	9,16	1914 10mo *Lloyd's*	Gebr. Jonkers Kinderdijk	Hull & Barnsley Railway Co.	125·0	28·6	11·8 FK WB=	Hull British	T.3Cy.13″,18″&31″–21″ (*s*) 180lb 1SB.*2pf*,GS37,HS1210 Earle's Co. Ld. Hull	12 ″ 6	
		1*Dk*(*Stl*)															
23 67810	Haakon	Iron Pad Sp (*ex* Goole No.1)	110 110 20					1874	J. Softley & Co. S Shields	Goole & Hull Steam Towing Co. Ld.	96·6	18·4	9·4	Goole British	L.2Cy.25⅝″–46″ 40RHP Hepple & Co. S. Shields		
24 JSMD	Haakon Adalstein *A. Aas*	Iron Sc Sr 2*Dks* & *Awngdk*	710 681 430					1873	Mitchell & Co. Newcastle	Nordenfjeldske Dampskibsselskab	180·2 H29*t*	26·4	16·7 21·2 WB	Trondhjm Norwegian	T.3Cy.16½″,26″&44″–30″ NE&B02 106NHP Trondhjems M. V. Dronth.		
25 JSPG	Haakon Jarl *T. v. Horsten*	Steel Sc Sr 2*Dks* & *Awngdk*	899 843 548					1879	Motala Co. Gothenburg	Nordenfjeldske Dampskibsselskab	197·3 H30*t* len91	27·1	21·5 WB	Trondhjm Norwegian	T.3Cy.17″,29″&47″–33″ NE&B06 127NHP Akers Mek. Værksted, Xia.		
26 MDBV	Haakon VII. *H.E. Thuestad* 07–07 *Elec. light*	Steel Sc Sr 1*Dk*(*Stl*) & *Web frames*	2175 2003 1379	✠ 8,09 ✠	NYk	*s*		1907 1mo	Schpw. v. Jan Smit, Czn. Alblasserdm	I. A. Christensens Rederi (I. A. Christensen, *Mgr.*) *WB = Cell DB*	281·4 P20′B72′F32′ *a*80′ *u E* & *B*36′	42·2 FK *f*118′	20·6 4 *BHCem* 642*t APT*50*t*	Chrstiania Norwegian	T.3Cy.21″,35″&57″–39″ 228NHP 2SB,*6cf*,GS108,HS3586 Maats. de Schelde, Flushing	23 ″ 0	N
27 MDGT	— *van Severen* Wireless	Steel Sc Sr 1*Dk* & *Spar dk*	1347 1258 831					1906	Trondhjms Mek. Værks. Trondhjem	Nordenfjeldske Dampskibsselskab	250·3	33·2	21·6 WB	Trondhjm Norwegian	T.3Cy.22″,35″&61″–36″ 223NHP Trondhjems M. V. Trndhjm		N
28 JTMH	Haalogaland *J. L. Nilsen* (*Fishing*)	Steel Sc Sr 1*Dk*	222 194 89					1891	Fredrikstd Mek Værkstd Fredrikstad	Haalogaland's Dampskibsselsk.	120·0 H8*t*	19·0	12·9 WB	Harstad Norwegian	T.3Cy.12¾″,19½″&31″–24″ 47NHP Fredrikstad Mek Værksted		
29 MHJB	Haarfagre *E. Olsen* –16 (*ex* Alma) *Mchy. Aft*	Steel Sc Sr *ss* Xia. No.2–14 1*Dk*(*Stl*)	561 427 314	✠100A1 8,16 BS8,16 ✠LMC8,14	Xia	*i*	8,16	1906 5mo *Lloyd's*	Lödöse Varf Aktieb. Lödöse	Akties. Haarfagre (H. H. Holta) *WB = D*	167·8 P52′H32*t*F23′ BK7½″ *Bf*83′ 164*t*	28·1 3 *BHCem* *FPT*20*t*	10·9 *APT*24*t*	Skien Norwegian	C.2Cy.16½″&36″–24″ (*s*) 125lb 66NHP 2SB,*4cf*,GS60,HS1165 Lödöse Varf Aktieb, Lödöse	13 ″ 4 s 1 ″ 4 12 ″ 9	
30	Haarlem *O. Bogeholt* –10	Steel Sc (*ex* Biene) 1*Dk*	110 99 65					1895	..... Alblasser-dam	L. de Groot	115·6 Q28′	17·8	6·4	Zaandam Dutch	C.D.2Cy.11⅞″&19⅛″–14½″ Noord Neder-land Masch. Winschoten NB08 12NHP		
31	Habana *M. Jaume* –12 *Elec. light*	Steel Sc Sr 1*Dk*	1494 1342 862					1906	W. Hamil-ton & Co. Ld. Port Glasgow	S. A. Empresa Naviera de Cuba	235·0 P20′B165′F50′	35·2	15·5	Havana Cuban	T.3Cy.19″,32″&52″–36″ 162NHP Muir & Houston, Ld. Gls.		C
32	— (*ex* Crusader)	Steel Sc K *ss* Bcl. No.3–1,16 1*Dk*	*259* *234* *93*	✠100A1 *Stm Trawler* 4,16 ✠LMC4,16	Bcl		4,16	1904 1mo *Lloyd's*	Cook, Welt'n & Gemmell Hull		130·0 Q54′	22·2 BK7″	12·0 4 *BHCem*		T.3Cy.13″,22″&37″–24″ (*s*) 200lb 82NHP 1SB.*2cf*,GS36,HS1330 C.D. Holmes & Co. Hull	12 ″ 10	
33 LMKR	Habicht *S. Sandersen* 08–11	Steel Sc Sr 1*Dk*	165 131 65					1897	Schiffsw (v. J & Sch.) A.G. Hamburg	Ver. Flensbrg-Ek-ensundr & Sonder-burger Dampfs. G.	120·8 Q46′B29′F13′	20·1	9·8 WB	Flensburg German	C.2Cy.13¾″&25″–18″ NB11 22NHP Schwft. (v. J & Sch) AG Ham		G
34 JWRK	Habil *E. Enoksen* 15–08	Steel Sc Sr 1*Dk* 2*tr B*	636 462 349					1896	Stavanger Stöberi & Dok Stavanger	Det Stavangerske Depsk-Selsk	173·6 Q41*t*B82*t*H11*t*F35*t*	26·7	13·0 WB	Stavanger Norwegian	T.3Cy.13¾″,22″&34″–27″ 60NHP Laxevaags Msk & Jrns. Bgn.		N
35 RPGD	Habsburg *L. Maass* *Elec. light* Sub. Sig. Wireless	Steel Sc 2*Dks*	6437 4737 4076					1906	Bremer Vulkan Vegesack	Hamburg-Amerik. Packetf. Akt. Ges. (Ham.-Amr. Linie)	409·8 P&B260′F48′	52·8	28·0 WB	Hamburg German	Q.4Cy.24″,34½″,50⅜″&72⅝″ –53¾″ 387NHP Bremer Vulkan, Vegesack		G
36 HKMC	— *Klausberger* 2*Dks*(1*Stl*–ws) & *Spar dk*(*Stl*–teak s) *Elec. light* Wireless	Steel Sc Sr *ss* Tri. No.2–03 1*Dk*(*Stl*) & *Spar dk*	3985 3326 2395	✠ *Spar dk* 9,05 ✠	Tri	*x*		1895 7mo	Lloyd Austriaco Trieste	Lloyd Austriaco *WB = Cell DBa*	374·0 P78′B95′F85′ *80′ u E* & *B*	44·4 FK	19·5 6 *BHCem* 97′*f*125′444*t*	Trieste Aust.-Hung.	T.3Cy.35½″,57″&92″–54″ NDB05 758NHP 5SB,*20rf*,GS430,HS13130 Lloyd Austriaco, Trieste	30 ″ 6	A
37 16019 MFNL	Hachiro Maru (*ex* Sultan, *ex* Virginia)	Steel Sc Sr 2*Dks*3*tr B*	2654 2328 1645					1891	Blohm & Voss Hamburg	N. Naguchi	324·2 P&B202′F51′	40·0	23·5 WB	Kobe Japanese	T.3Cy.25⅝″,40⅛″&66″–42″ 282NHP Blohm & Voss, Hamburg		
38 117961 KVWQ	Hackensack *E. J. Niblett* –16 (*ex* Stephanotis)	Steel Sc Sr *ss* Cal. No.2–12 1*Dk*(*Stl*) & *Spar dk* (*pt Irn pt Stl*) & *deep framing*	4060 3607 2584	✠100A1 *Spar dk* 1,16 ✠LMC MS8,12 BS1,16	Npt	*w*	1,16	1904 5mo *Lloyd's*	Tynel. S.B. Co. Ld. Newcastle	Hackensack S.S. Co. Ld. (Brown, Jenkinson & Co.) *WB =*	350·0 P32′B92′F35′ *Cell DBa*112′ *u E*& *B*42′*f*148′815*t*	48·0 FK	17·9 25·9 *FPT* 6 *BHCem* 58*t APT*40*t*	London British	T.3Cy.24½″,41″&68″–48″ (*r*) 180lb 372NHP 3SB,*9cf*,GS171,HS6084 N.E. Marine Eng. Co Ld Nwc	28 ″ 5 s 5 ″ 7½ 23 ″ 2	
39 MLRB	Hadaröy *O. Garshol*	Steel Sc Sr	115 111 37					1915	Rosenberg Mek. Verks. Stavanger	Akties. Hadaröy Havfiskeselsk. (O. Garshol, *Mgr.*)	93·5	19·5	9·9	Aalesund Norwegian	C.2Cy.10½″&23″–18″ 19NHP Rosenberg Mek. Verk. Stv.		N
40 RMSD	Hadassa	Steel Sc Sr 1*Dk*	227 177 133					1902	H. C. Stülc-ken Sohn Hamburg	Verein Bugs. & Frachtschiffhrt Ges.	131·2 P34′F15′	22·4	8·7 WB	Hamburg German	C.2Cy.11¼″&19⅝″–14⅜″ NE&B04 12NHP H. C. Stülcken Sohn, Ham.		G
41 116764	Haddington *Elec. light*	Steel Sc 1*Dk*	1603 1409 1010					1904	Bertram E. Works Co. Ld. Toronto	Canada Steamship Lines, Ld.	256·0	42·6	15·0 WB	Toronto British	T.3Cy.15″,25″&42″–30″ 87RHP Bertram E. W. Co. Ld. Trnto.		
42 JTDL	Hadsel *O. M. Jensen*	Iron & Steel Sc Sr 1*Dk* & *Awngdk*	330 293 185					1892	Trond-hjems M. V. Trondhjem	Vesteraalens Dampskibsselskab	129·2 H36*t*	20·7	15·7	Stkmrkns Norwegian	T.3Cy.12″,20″&32″–21″ 47NHP Trondhjems Mek. Verksted.		
43	Hae-an *F. H. Wallace* –96 (*ex* Hae-an, *ex* Shingking)	Iron Sc Sr (*ex* Kung Yi, 2*Dks*	*1344* *1033* *837*					1873	A & J Inglis Glasgow	China Merchants' Stm. Nav. Co.	244·0	33·0	18·2	Shanghai Chinese	T.3Cy.20″,32″&52″–39″ 169NHP Lees, Anderson & Co., Gls.		
44 MBTF	Haelen *Standaert* –17 (*ex* Bulgarie, *ex* Heidelberg, *ex* Irene) *Elec. light*	Steel Sc Sr *ss* Bhn. No.3–6,06 *ss* Rot. No.2–16 2*Dks* (*Stl–Uws*)3*tr B*	3290 3085 2170	✠100A1 2,17 BS4,16 ✠LMC6,15	Rot	*w*	3,17	1893 5mo *Lloyd's*	Reiherst'g Schiffsw. Hamburg	Cie Nationale Belge de Transp. Marit. (Armement Adolf Deppe, *Mgrs.*)	351·6 P54′B85′F45′	42·0 BK10″ *WB = Cell*	25·7 6 *BHCem* *DB*302′530*t*	Antwerp Belgian	T3Cy.25½″,41″&65¼″–42″(*s*) 167lb *80lb* 329NHP 2DB,*8cf*,GS160,HS5670 Reiherst. Maschinenf. Ham.	28 ″ 8 s 5 ″ 5½ 24 ″ 6	

Missing since 11,16

Numéro d'Ordre / Numéro Officiel / Signaux	2 Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel: Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant après le 1er Juillet.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Double. Superstructures, &c. Longueur. / Largeur. / Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe.	15
45	**Haflidi**	**WoodScSr**	511					1892	Laxevaags Skibsbyggeri Bergen	L.Fladmark	164·4 | 25·8 | 14·5 Q30t B56t F18t	Aalesund Norwegian	T.3Cy.11½″,18″&29½″–24″ 43NHP Laxevaags Msk.&Jrns.Bgn		N
	S.Andersen 14–15	(*ex* Urania)	393												
MLJP		1 *Dk 2 tr B*	281												
46	**Hafnia**	**SteelScSr**	1619					1888	Helsingörs Jrns&Mskbg. Elsinore	Dampsk.Hafnia Akties. (P.Brown, jr.&Co. *Mgrs.*)	260·7 | 36·0 | 16·7 P154′ F24′ *WB*	Copnhagn Danish	T.3Cy.19½″,31½″&51½″–36″ 159NHP = *DB* 324*t* Helsingör Maskin Byggeri		V
	Nielsen		1234												
NWSP	*Well deck*	1 *Dk 2 tr B*	1013												
47	**Hafsörnen**	**IronScK**	152			...		1898	Cook, Welt'n&Gemmell Hull	Aktieb.J.N.Sanne (J.N.Sanne, *Mgr.*)	105·2 | 20·7 | 11·0 Q20′ BK 7½	Uddevalla Swedish	T.3Cy.12¼″,19½″&32″–22½″ NB05 53NHP C.D.Holmes&Co.Hull	11 ″ 10	
	J.Hansson 08–12	(*Trawler*)	139												
	(*ex* Walwyns Castle)	1 *Dk*	58												
48	**Hafsten** *ss* Got.No 2–17	**IronScSr**	1192	✠100A1	Got	*n*	3.15	1883	Strand Slipway Co. Sunderland A&CP	Aktieb.J.N.Sanne (J.N.Sanne, *Mgr.*)	224·8 | 34·3 | 15·9 Q81′B46′F27′ FK *WB = DBa* 57′*f* 90′	Uddevalla Swedish	C.2Cy.26½″&52″–36″ (*a*) 80lb *80lb* NDB02 135NHP 4 *BH Cem* 338*t APT* 20*t*	17 ″ 4	
5127	*H.S.Edman* 10–16 *ss* Npt.2nd No.3–4,09		923	9.176.16 3,18			9,17	9mo						s 1 ″ 5	
JRVS	(*ex* Alassio) ~~*ss* Ham.No.1–13~~		668											16 ″ 2	
	Well deck 1 *Dk* (*Irn*) *& Webframes*			B&S 16 ✠LMC'13 B&S,18			9,17						1SB,*3pf*,GS57 N.E.MarineEng.Co.Nwc.		
49	**Hafursfjord**	**IronScSr**	1669			...		1882	W.Gray& Co. W Hartlepool	Akties.Borch II. (A.F.Borch&Sönner,Ld. *Mgrs.*)	257·1 | 35·7 | 18·8 Q140*t* B151*t* H30*t* F37*t* BK 9′	Drammen Norwegian *WB*	C.2Cy.32½″&60″–39″ NB07 187NHP Blair&Co.(Lim.),Stockton	20 ″ 1	N
	A.L.Haarde 16–16	(*ex* Beechville)	1322												
JWRG	*Well deck*	1 *Dk 2 tr B*	1032												
50	**Haga**	**IronScSr**	1339	✠	Shl	*p*		1877	T.Turn-	C.A.Banck&Co.	248·6 | 33·6 | 20·0 Q92′B58′H15*t* F31′ pt ND93 BK 9″ *WB = DBa*	Hlsngborg Swedish	C.2Cy.31″&58″–36″ NDB88 147NHP 2SB,*6pf*,GS55,HS2299	20 ″ 3	V
3456	*O.B.Ohrström* 03–03	*ss* Cff.No.3–2,89	1003	*named "Erken," See No. 19 in Supplement*											
JKPL	(*ex* Barendrecht,	*ss* Nwc.No.1–93	830						Whitby						
	Well deck (*ex* Golden Grove)	1 *Dk 2 tr B*											Blair&Co.(Lim),Stockton		
51	**Hagen**	**SteelScSr**	4210	✠	Ham	*y*		1906	Flensburgr Schiffsb.Ges. Flensburg	Deutsch-Austral. Dmpfsch.Ges.	388·0 | 51·0 | 25·2 P&B315′ F50′ FK *WB = Cell*	Hamburg German	T.3Cy.27¾″,46½″&76″–48″ 472NHP	27 ″ 9	
	A.Weber 12–12	*ss* Ham.No.1–11	3933	12.16				11mo							
RPJ	*Elec.light*	2 *Dks* (*Stl*) *& deep framing*	2624	✠							*DBa* 122′ *uE&B* 42′		3SB,*9cf*,GS147,HS6225 FD		
		Lower dk in Nos.1&3 holds													
52	—	**SteelScLr**	137					1909	J.Frerichs &Co.A.G. Einswarden	"Visurgis" Heringsfischerei Akt.Ges.	91·0 | 21·4 | 9·9 Q21′	Nordenhm German	C.2Cy.9½″&16½″–12½″ J.Frerichs &Co.A.G.Osterholz 7NHP		G
	D.Volbriede 09–12		129												
NJS	*Mchy.Aft*	1 *Dk*	70												
53	**Lagfors**	**SteelScS**	255					1916	Eriksbergs M.V.Aktiet. Gothenburg	Uddeholms Aktieb	102·9 | 22·4 | 11·5 P30 F15′ *WB*	Uddeholm Swedish	C.2Cy.11¼″&24½″–16½″ 21NHP Eriksbergs M V.AktiebGot		V
	O.L.Johansson –16		205												
		1 *Dk*	154												
54	**Hai**	**SteelScSr**	112					1908	Aalesund Mek.Værks Aalesund	P.Godö& E.Tonning	93·8 | 19·7 | 9·1	Aalesund Norwegian	C.2Cy.10⅝″&23″–18″ 18NHP Aalesund Mek.Værks.		
	J.Fiskestrand –08	(*Trawler*)	104												
MFGR		1 *Dk*	40												
55	**Hai Hong**	**SteelTwinScSr**	2067					1899	Armstrong Whitworth &Co.Ld. Newcastle	Douglas SS.Co.Ld.	300·0 | 40·6 | 20·1	Hong Kong British *WL*	T.8Cy.(2)17″(2)27½″&(4) 31″–30″ 210NHP Wigham Richrdsn&Co.Nwc		
101726	*J.W.Evans* –16		1773												
PRTD	*ex* Moura,	2 *Dks*	1270												
	ex North Lyell)														
56	**Hai Nam**	**WoodScSr**	274					1903	..... Hong Kong	SoonKeckCo.Ld.	144·0 | 22·1 | 11·4 B41′F19′	Singapore British	C.2Cy.14″&28″–18″ 33RHP		
123878	*De Cruz* –07		232												
		1 *Dk*	126												
57	**Haiching**	**SteelScSr**	2080			...		1898	D.J.Dunlop &Co. Pt.Glasgow	DouglasS.S.Co.Ld.	280·9 | 38·2 | 16·9 P62′B70′F50′ 23·9 BK 8″ *WB*	Hong Kong British	T.3Cy.22″,35″&57″–39″ 239NHP D.J.Dunlop&Co.P.Gl.	25 ″ 0	
107029	*W.C.Passmore* 99–02		1875												
PVND	*Elec.light*	1 *Dk & Spar dk 3 tr B*	1267												
58	**Haidamak**	**SteelScSr**	828					1898	Howaldts-werke Kiel	RussianGovernment	188·0 | 42·0 | 19·0	Nicolaieff Russian *WB*	T.3Cy.22″,35″&57″–39½″ 205NHP Howaldtswerke,Kiel		
687		(*Ice Breaker*)	—												
KHAC		2 *Dks*	182												
59	**Haidar Pacha**	**SteelPad**	*285*					1894	Gourlay Bros.&Co. Dundee	Administr. de Nav. à Vap. Ottomane	180·0 | 23·1 | 8·0	Constanpl Turkish	C.2Cy.22″&42″–48″ 102NHP Gourlay Bros.&Co.,Dun.		
		(*ex* Number 161)	*220*												
		1 *Dk*	*121*												
60	**Haigh Hall**	**SteelSc3MstSr**	4809					1908	W.Doxford &Sons,Ld. Sunderland	Haigh Hall S.S.Co. Ld. (~~E.Nicholl&Co.~~ ~~*Mgrs.*~~ (Hansen Bros Ltd., *Mgrs.*)	360·1 | 53·1 | 26·1 P28′F26′ *WB*	London British	T.3Cy.26″,42″&68″–45″ 310NHP W.Doxford&Sons,Ld.Sld.		V
128481	*D.J.Bowen* –16		3970												
HMTN	*Turret deck*	1 *Dk*	3069												
61	**Hailan**	**IronScSr**	*416*	✠	HKg	*h*		1880	R.Cham-bers.jun. Dumbarton	D.Bazin	174·8 | 24·3 | 11·8 BK 7″ W	Saigon French	C.2Cy.20″&38″–27″ NDB95 62NHP 1SB,*2pf*,GS34,HS1060	19 ″ 5	V
	Nicolai –16	*ss* H.Kg.2nd No.3–7,09	*350*	*Awng dk*				11mo							
	(*ex* Activ)	1 *Dk & Awng dk*	*249*	*with freeboard* 11,11							*B = MT* 61*t*		M.Paul&Co.,Dumbarton		
62	**Haileybury**	**SteelScSr**	2888	✠100A1	Cff	*u*	2.16	1902	W.Pickers-gill&Sons Sunderland *Lloyd's SA&CP*	Wm.Thomas& Sons(Timber Importers)Ld.(J.E. Fisher&Co. *Mgrs.*) (J.Montgomery Williams)	324·0 | 47·1 | 21·7 P31′B96′F33′ *WB = Cell DB* FK *a* 104′ *uE* 20′ *f* 12*s*′	London British *WB*	T.3Cy.23″,38″&64″–42 (*s*) 180lb *80lb* 282NHP 6 *BH Cem* 709*t APT* 28*t*	24 ″ 1	
114833	*J.T.Evans* 16–16	*ss* Cff.No.3–11,14	2698	4.17 2.16 2,18 Bry Gls			x2,13	2mo						s 3–11½	
TFSN		1 *Dk* (*Stl*) *2 tr B & deep framing*	1809	B&S 16 ✠LMC 11,14									2SB,*8pf*,GS125,HS4285	20 ″ 6	
		3 Dk rule		B&S 4,17									G.Clark,Ld.Sunderland		
63	**Hailsham** *C.Claxton* –17	**SteelScSk**	145	✠100A1	Grk	*a*	~~3.14~~ 4,17	1911	Mackie& Thomson,Ld. Glasgow	~~JohnHarrisonLd.~~ Francis,Bayer&Co (London)Ld.	92·4 | 19·1 | 7·6 Q31′B8′F13′ FK *WB = FPT* 11*t*	London British	C.2Cy.12″&26″–18″ (*s*) 120lb 35RHP 3 *BH pt A sp pt Cem*	8 ″ 6	
132676	~~*Mdk.Potter* –16~~	~~*ss* Lon.No.1–17~~	105	~~4.17~~ 5,15 3,18	Lon			12mo						s ″ 8½	
HWFQ	(*ex* Wilmington, *ex* Merlin)	1 *Dk* (*Stl*)	57	✠LMC 10,14									1SB, ,GS33,HS730	8 ″ 0	
	Well deck *Mchy.Aft*			B&S 3,18			4,17	*Lloyd's SA&CP*					Muir&Houston,Ld.Gls.		
64	**Haimara**	**SteelTwinSc**						1914	Philip& Son,Ld. Dartmouth	Crown Agents for the Colonies	100·0 | 23·0 | F13′	Georget'n, Dem. British	C.4Cy.10″&20″–14″ 25NHP Philip&Son,Ld.Drt.		
	Elec.light	1 *Dk*													
65	**Haimon**	**SteelScSr**	4924	✠	Rot	*z*		1911	Flensburgr Schiffsb.Ges. Flensburg	Roland Linie,Akt. Ges.	402·3 | 54·0 | 26·6 FK *WB = Cell DBa* 131′ *uE* 20′	Bremen German	T.3Cy.28¾″,47½″&78″–54″ 580NHP 3SB,*9cf*,GS189,HS8106 FD Flensburger Schiffsb.Ges.	29 ″ 0	
	G.Knieper		4676	3.16				2mo							
QJVH	*Elec light*	2 *Dks* (*Stl*) *& Shelter dk* (*Stl*)	3071	*Shelter dk with freeboard*									7 *BH Cem* /185′1119*t*		
	Wireless			✠											
66	**Hai-mun**	**SteelScSr**	1316			...		1896	W.Hamil-ton&Co. Port Glasgow	PoShunS.SiCo.Ld.	239·7 | 35·6 | 17·8 B60′F50′ BK 6″ *pt Promenade dk* 80′	Hong Kong British *WB*	T.3Cy.22″,35″&55″–36″ 214NHP Hutson&Son,Glasgow	19 ″ 0	
95869	*H.M.Russell* –16		1055												
VJPW	*Elec.light*	2 *Dks*	641												
67	**Hainan**	**SteelScSr**	334					1898	A.Dubi-geon Nantes	Messageries Fluviales de Cochinchine	159·4 | 23·2 | 8·5 H7′	Saigon French	T.3Cy.11¾″,19½″&31½″–20½″ 45NHP Brissonneau fils&Lotz,Nts.		V
	Renoult	1 *Dk & Awng dk*	270												
JLVP			130												

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines.	9 Built. By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula MHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard midship. Corresponding draught. ft. in.	15 Registers in which classed. If not in L.R. Dated 1st of Trade Cert.
68 JLVG	**Hai-phong** SteelSc *Peroneille* 09–09 2 *Dks*	1548 — 874					1885	Messgeries Maritimes La Ciotat	MessageriesMaritimes	278·5 H133*t*	33·1	22·4	Marseilles French	C.2Cy.31½″&56¾″–43½″ NB93 176NHP MessageriesMar.,LaCiotat		V
69 88844 SLRC	**Haitan** SteelScBn *A.E.W.Hodgins* 94–16 2 *Dks 3tr B*	1856 1657 1183			…		1887	R.Dixon& Co. Middlesbro'	DouglasS.S.Co.Ld.	275·0 B36′F56′	35·0	24·0 BK10″	HongKong British *WB*	T.3Cy.21″,42″&67″–42″ 291NHP T.Richardson&Sons,Hpl.	26 ″ 1	
70 JLVN	**Haïti** SteelTwinScSr *Leprêtre* *Elec.light* Wireless 5 *Dks*	6288 4795 3799					1913	Atel.&Ch. deProvence Port de Bouc	Cie.Générale Transatlantique	410·1 F45′	51·2	29·1	Havre French	T.6Cy.22″,34¼″&56¾″–39½″ 400NHP Atel.&Ch.deProvence,Msl.		V
71 127001 VJPS	**Haiyang** SteelScSr *A.H.Stewart* –16 *Elec.light* 1 *Dk* & *Spar dk* (*Stl*–teak s) 3 *tr B*	2289 2033 1363	✠ *Spar dk* 7,10	HKg	*t*		1908 9mo	D.J.Dunlop&Co. Port Glasgow	DouglasS.S.Co.Ld. *WB*= *CellDBa* 84′*u*	300·5 B71′F48′ *E*20′*f*124′390*t FPT*	38·1 22′0 FK&BK1½″	15·1 *5BHCem* 15*t APT* 24*t*	HongKong British	T.3Cy.21½″,35″&57″–39″ 247NHP 2SB,6*cf*,GS120,HS4176 D.J.Dunlop&Co.Pt.Gls.	25 ″ 0	
72 5036 JRPH	**Hajen** IronScSr *C.Stranne* (*Trawler*) (*ex* Cuxhaven) 1 *Dk*	156 148 45					1891	Act.Ges. "Neptun" Rostock	Häller&Odenberg (A.Odenberg, *Mgr.*)	105·6 H8*t*	20·7	10·5	Smögen Swedish	C.2Cy.17¾″&33½″–20″ 42NH A.G."Neptun,"Rostock		
73 83491 JMRK	**Håkan** IronScSr *ss* Got.2nd No.3–4,04 (*ex* Marie Fleurie) *ss* Got.No.1–08 *Well deck* 1 *Dk* (*Iru*)	499 371 271	✠ 4,13 NB6,00 ✠	Gls	*h*		1880 7mo	J.T.Eltringham South Shields	Requisitioned by the Admiralty (Everitt&Newbigin, *Mgrs.*)	166·0 Q84′B17′F22′ *WB*=*DBa* 38′	25·2 BK7″	12·9	London British	C.2Cy.19″&40″–30″ NDB00 74NH 1SB,3*pf*,GS46,HS1292 J.P.Rennoldson,S.Shields	13 ″ 4	V
74 1661 HLBF	**Hakata Maru** StlTwinSc4MstSr *S.Kawashima* *ss* Yka.No.3–4,09 *Elec.light* *ss* Yka.No.2–16 2 *Dks* (*Stl–U* teak s) & *deep framing*	5810 5390 3599	✠ ~~100A1~~ ~~(5,16)~~ 4,18 ~~NB6,00~~ ~~DS6,17~~	Yka Kob ~~LMC~~	*a*†	~~2,16~~ N4,18 ~~0,18~~	1897 2mo *Lloyd's*	D&W Henderson&Co. Glasgow	NipponYusen KabushikiKaisha *B*=*Cell DBa* 125′*u* *E*&*B*55′*f*190′1151*t*	445·0 P36′B97′F57′ *MT* 25′ 441*t*	49·4 FK&BK1½″	30·5	Tokio Japanese	T.6Cy.20″,33½″&56″–48″ (*s*) 200lb 550NHP 2D&2SB,18*cf*,GS300,HS9157 D.&W.Henderson&Co.,Gls	33 ″ 6	
75 13407 LNCP	**Hakata Maru No. 1** SteelScSr 1 *Dk*	465 — 267					1910	Osaka Iron Works Osaka	GomeiKaisha SuzukiShoten	109·1	21·2	10·8	Tarumi Japanese	T.3Cy.11½″,19″&32″–22″ 48NH Osaka Iron Works		
76 14400 LRWF	**Hakata Maru No. 2** SteelScSr 1 *Dk*	237 184 128					1911	Osaka Iron Works Osaka	HakataYenyo GyogyoKabushiki Kaisha	114·1	21·2	10·8	Nishinomiya Japanese	T.3Cy.11½″,19″&32″–22″ 48NH Osaka Iron Works,Osaka		
77 14510 LSJM	**Hakata Maru No. 3** SteelScSr 1 *Dk*	237 184 128					1911	Osaka Iron Works Osaka	HakataYenyo GyogyoKabushiki Kaisha	114·1	21·2	10·8	Nishinomiya Japanese	T.3Cy.11½″,19″&32″–22″ 48NH Osaka Iron Works,Osaka		
78 14527 LSKP	**Hakata Maru No. 5** SteelScSr 1 *Dk*	236 184 127					1911	Osaka Iron Works Osaka	HakataYenyo GyogyoKabushiki Kaisha	114·1	21·2	10·8	Nishinomiya Japanese	T.3Cy.11½″,19″&32″–22″ 48NH Osaka Iron Works,Osaka		
79 14548 LSNC	**Hakata Maru No. 6** SteelScSr 1 *Dk*	236 184 127					1911	Osaka Iron Works Osaka	HakataYenyo GyogyoKabushiki Kaisha	114·1	21·2	10·8	Nishinomiya Japanese	T.3Cy.11½″,19″&32″–22″ 48NH Osaka Iron Works,Osaka		
80 14444 LSDC	**Hakata Maru No. 7** SteelScSr 1 *Dk*	236 184 127					1911	Osaka Iron Works Osaka	HakataYenyo GyogyoKabushiki Kaisha	114·1	21·2	10·8	Nishinomiya Japanese	T.3Cy.11½″,19″&32″–22″ 48NH Osaka Iron Works,Osaka		
81 14446 LSDJ	**Hakata Maru No. 8** SteelScSr 1 *Dk*	206 — 75					1911	Osaka Iron Works Osaka	HakataYenyo GyogyoKabushiki Kaisha	114·1	21·2	10·8	Nishinomiya Japanese	T.3Cy.11½″,19″&32″–22″ 48NH Osaka Iron Works,Osaka		
82 15210 LWPM	**Hakata Maru No. 11** SteelScSr (*ex* Hanta Maru No.2) 1 *Dk*	214 169 115					1912	Osaka Iron Works Osaka	NattSmithKisen GoshiKaisha	114·1 Q58′F21′	21·2	10·8	Nishinomiya Japanese *WB*	T.3Cy.11½″,19″&32″–22″ 48NH Osaka Iron Works		
83 14436 LSCM	**Hakata Maru No. 12** SteelScSr (*ex* Hogyo Maru) 1 *Dk*	215 174 116					1911	S.Ono Osaka	HakataYenyo GyogyoKabushiki Kaisha	111·7	21·4	11·1	Nishinomiya Japanese	T.3Cy.12″,19″&32″–22″ 48NH S.Ono,Osaka		
84 3863 HWDV	**Hakuai Maru** SteelScSr *T.Irisawa* *ss* Yka.No.2–06 2 *Dks* & *Spar dk* (*Stl*–teak s) *Elec.light*	2633 2484 1316	✠ *Spar dk* 11,06	Yka	*t*		1898 12mo	Lobnitz& Co.Ld. Renfrew	NipponYusen KabushikiKaisha *WB* = *Cell DBa* 90′*uE* & *B*90′*f*88′468*t FPT*	312·0 B8′	39·2 26·2 BK10′	18·7	Tokio Japanese	T.3Cy.25″,42″&67″–48″ 374NHP 2DB,12*cf*,GS233,HS6300 Lobnitz&Co.Ld.Renfrew	29 ″ 6	
85 17376 MPCG	**Hakusan Maru** SteelScSr 1 *Dk*	184 — 101					1914	G.Namura Osaka	GoshiKaishaSato Shokai	110·6 F14′	18·8 *WB*	11·0	Yoichi Japanese	T.3Cy.9″,15″&24½″–18″ 23NH A.Yorita,Osaka		
86 106 QBLC	**Hakushin Maru** SteelScSr 1 *Dk* (*Stl*) 2nd *dk* (*Stl*) in No.2 hold only *Mchy. Aft* *Elec.light* *Cruiser Stern*	1482 1161 826	✠ ~~100A1~~ 5,14 ~~LMC~~ 5,14	Kob	*p*		1914 5mo *Lloyd's*	MitsuBishi Dkyd&EWks Kobe *sA*&*CP* *WB*	Minamimanshu TetsudoKabushikiKaisha = *CellDBuE*&*B*35′	253·9 P58′B15′F27′ *f*165′587*t FPT* 197*t*	38·3 FK	15·0 *4BHCem* *APT* 107*t*	Dairen Japanese	T.3Cy.16″,26½″&43″–30″ (*s*) 200lb *130lb* 150NHP 2SB,4*cf*,GS82,HS2740 MitsuBishiD.&E.Wks.Kob	17 ″ 8	
87 12438 LKHR	**Hakuun Maru No. 1** SteelScSr (*Whaler*) (*ex* Foula) 1 *Dk*	107 — 39					1906	Akers. Mek.Værks. Christiania	ToyoHogei KabushikiKaisha *WB*	95·6	17·3	10·4	Nishinomiya Japanese	T.3Cy.11″,18″&29″–18″ 36NHP Akers.Mek.Værks.Xia.		
88 12439 LHKS	**Hakuun Maru No. 2** SteelScSr (*Whaler*) (*ex* Busta) 1 *Dk*	107 — 39					1906	Akers. Mek.Værks Christiania	ToyoHogei KabushikiKaisha *WB*	95·6	17·3	10·4	Nishinomiya Japanese	T.3Cy.11″,18″&29″–18″ 36NHP Akers.Mek.Værks.Xia.		
89 TDNB	**Halaban** SteelSc *G.W.de Bouvé* *ss* Sng.No.3–3,10 *ss* Sng.No.1–14 *Mchy. Aft* 1 *Dk* (*Stl*) & *pt Shade dk* (*pt Stl*) *Elec.light*	624 405 395	✠ 100A1 *pt Shade dk* 11,17 ~~4,17~~ ~~B5,17~~ ~~LMC~~	Sng	*h*	1,17 1,14	1897 8mo *Lloyd's*	Rijkee&Co Rotterdam	Nederl.Indische Tankstoomboot Maats	185·5 F20′ *pt Shade dk* 150′	25·9 FK *WB*	10·3 *11BHCem* = *FPT* 40*t*	Batavia Dutch	T.3Cy.12¾″,20″&33¾″–21″ (*s*) 175lb *90lb* NDB90 64NHP 1SB,2*cf*,GS28,HS1115 Maatschappy de Maas,Rot.	11 ″ 0 s ″ 9 10 ″ 5	
			Carrying Petroleum in bulk Fitted for oil fuel 8,97 F.P. above 150° F. For Coasting purpose s in the Indian Archipelago.													

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. / Visites Périodiques	3 Ex-nom, s'il y a lieu. / Nombres des Ponts.	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant entre Lettre d'Institution.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NP = Force en chevaux d'après les formules de la Société. RP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille / Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. pc.	15 Réglages du côté. Si ce n'est dans le Lt. H. Dernier Cert. Classif.
90 135364 JKHQ	**Halberdier** *D.G.Ball* 92–15	**SteelScSr** 1 *Dk (Stl) & Shelter dk (Irn)*	1049 845 465	✠100A1 *Shelter dk* *with freeboard* ~~6,174~~ 11,17 ✠LMC5,16	Mch	*o*	6,17	1915 3mo *Lloyd's*	Ropner & Sons, Ld. Stockton *WB = Cell*	Fisher, Renwick Manchester-LondonStmrs. Ld. *DBa* 54′ *u* *E* 19′ *f* 100′ FK	230·0 | 35·0 | 14·9	Manchster British	T.3Cy 18″,30″ & 49″–33″ (*s*) 180lb 170NHP 5 *BHCem* 2SB, *4cf*, GS80, HS2918 211 *t APT* 11 *t* N.E.MarineEngCoLdNwc	24 ″ 0 s 6 ″ 4 17 ″ 11	
91 HQDV	**Halcyon** (*ex* Piræus, *ex* Holly)	**IronScSr**	398 324 195	✠ *Tonnage opening closed* 19.17	Cpl	*f*		1875	D. & W. Henderson Glasgow	Nav. àVap Ionienne G. Yannoulato Frères	170·4 | 23·2 | 13·4 Q36′ B54′ F40′	Piræus Greek	C.2Cy. 22″ & 44″–30″ NB82 88NHP T. Wingate & Co. Glasgow	14 ″ 0	
92 HPWC	— *A. Nikas* 10–12 (*ex* Ann)	**IronScSr** *ss* Cpl. 2nd No. 3–1,02 *ss* Cpl. No. 1–06 1 *Dk*	301 254 188	✠ 9,03 ✠NB9,93	Cpl	*f*		1876 9mo	A. & J. Inglis Glasgow	Issaakidès & Co. (P. G. Lambros, *Mgr.*)	150·8 | 21·7 | 11·6 Q48′ *WB* = *APT* 7 *t*	Syra Greek	C.2Cy. 18″ & 34″–24″ NDB07 49NHP 4 *BHCem* 1SB, *2pf*, GS32, HS885 A. & J. Inglis, Glasgow	12 ″ 3	
93 109044 QGFL	— *J.W. Bland* –17	**IronScK** *ss* Gms. No. 3–11,10 1 *Dk*	190 174 80	✠ 8,16 *Stm Trawler* ✠NB11,10✠	Gms			1898 8mo	Cochrane & Cooper, Ld Beverley	J. Leyman, Jun.	112·7 | 21·0 | 11·5 Q27′ BK 7½″	Hull British	T.3Cy. 11¾″, 20″ & 32″–23″ 50RHP 4 *BHCem* 1SB, *2pf*, GS31, HS1069 Bailey & Leetham, Hull	12 ″ 3	
94 99695	— *J. Grimes* –17	**SteelScYl** 1 *Dk*	141 135 60	✠ *Stm Trawler* 10,95 ✠	Gms			1893 6mo	Mackie & Thomson Glasgow	R. Irvin & Sons, Ld.	98·0 | 20·5 | 10·7 BK 7½″ *WB* =	N. Shields British	T.3Cy. 10″, 16″ & 25½″–20″ NB07 35RHP 3 *BHCem* 1SB, *2pf*, GS27, HS540 *DTf* 14′ 27 *t* Muir & Houston, Glasgow	11 ″ 7	
95 HCGD	**Haldane** (*Whaler*) *Elec. light*	**SteelSc** 1 *Dk*	117 113 54					1909	Nylands Værksted Christiania	Russian Government	91·6 | 18·0 | 10·7	Russian	T.3Cy. 10½″, 17″ & 28½″–20″ 36NHP Nyland Værksted, Xania		
96 HCGD	**Halden** *B. Olsen* *Elec. light*	**SteelScSr** 1 *Dk & Awngdk*	329 137 174					1890	Fredrkstds Mek. Værkstd Fredrikstad	Arendals Dampskibsselskab	128·5 | 21·9 | 9·9 P87 *t* H25 *t* F30 *t* 16·8	Arendal Norwegian	T.3Cy. 14″, 22″ & 37″–20″ 61NHP *WB* Fredrikstad M.V.		N
97 99	— *Ref. Mchy.* *Elec. light*	**SteelScSr** 1 *Dk* 2 *Dks & Spar dk*	200 88 103					1909	Akers Mek. Værks. Christiania		110·5 | 19·1 | 8·2 P78 *t* H9 *t* F20 *t*		T.3Cy. 11″, 18″ & 29″–20″ 38NHP Akers Mek. Værks. Xia.		N
98 HGDB	**Haldis** *A. Sveen* –15 1 *Dk (Stl) & Spar dk (Stl–ws)* *Elec. light*	**SteelScSr** *ss* HKg. No. 3–5,15 *deep framing*	1700 1576 1065	✠100A1 *Spar dk* *with freeboard* 5,17~~12,16~~ ~~B&S5,16~~ ✠LMC5~~6~~5,17	HKg	*r*	N12,16	1902 5mo *Lloyd's*	J. Priestman & Co. Sunderland *sA & CP*	Bruusgaard Kiösteruds Dampskibs. Akties. *WB* = *Cell DB*	265·0 | 37·0 | 12·2 B66′ F24′ 19·8 FK *a* 76′ *u* *E* 20′ *f* 108′ 336 *t*	Drammen Norwegian	T.3Cy. 20½″, 33″ & 56″–36″ (*s*) 160lb *100lb* 189NHP 4 *BHCem* 2SB, *4pf*, GS82, HS2861 *APT* 70 *t* G. Clark, Ld. Sunderland	22 ″ 0 s 4 ″ 0 18 ″ 3	
99	**Halep** *Ref. Mchy.* *Elec. light*	**IronScBkn** (*ex* Aberdeen) 2 *Dks & Spar dk*	*3684* *3556* *2386*			…		1881	R. Napier & Sons Glasgow	Administr. de Nav. àVap. Ottomane	362·5 | 44·4 | 23·5 B43′ 31·2 FK	Constanpl Turkish *WB*	T.3Cy. 28″, 42″ & 70″–54″ NB92 415NHP R. Napier & Sons, Glasgow	33 ″ 1	
100 JNCR	— (*ex* Highlands) *Well deck*	**SteelPad** *ss* Cpl. No. 3–8,13 1 *Dk*	434 303 149	5,16 *For service on the Bosphorus &*	Cpl			1904 *Sea of*	Howaldtswerke Kiel *Marmora*	Administr. de Nav. àVap. Ottomane	189·0 | 24·0 | 9·2 H83′ BK 6″ *WB* =	Constanpl Turkish	T.3Cy. 20″, 32½″ & 51⅝″–48″ 139NHP 2SB, *6cf*, GS92, HS1360 *DBu* B6′ 5 *t* Howaldtswerke, Kiel	10 ″ 0	
101 4102 JNCR	**Halfdan** *H. Johansson* 17–17 ~~*G. Jonsson*~~ (*ex* Highlands) *Well deck*	**IronScSr** *ss* Got. 2nd No. 3–2,09 *ss* Got. No. 1–13 1 *Dk (Irn)* 2 *trB*	1249 848 758	✠100A1 *pt Awning dk* *with freeboard* 11,16 ✠LMC5,13 *Tonnage* 12,17; ~~B&S1~~2,16 12,1 ✠NB5,13	Got	*n*	~~7,16~~ 12,17	1884 1mo *Lloyd's*	A. Hall & Co Aberdeen *sA & CP*	~~Angb. Aktieb. Sune~~ ~~(G.T. Schöle, *Mgr.*)~~ H. Uner Aktieb Rob. Göhle, *Mgr.*) *WB* = *DBa*	230·0 | 33·1 | 16·2 Q90′ B57′ F24′ BK 8″	~~Halmstad~~ Nörrköping Swedish	C.2Cy. 28″ & 54″–36″ (*s*) 80lb *80lb* NDB07 142NHP 4 *BHCem* 1SB, *3cf*, GS90, HS2465 71 *f* 82′ 329 *t* Blaikie Bros. Aberdeen	17 ″ 0 s ″ 11½ 16 ″ 10	
102 JLWC	**Halicor** *Sené* (*ex* Ben Macdhui)	**SteelScK** *ss* Arc. No. 1–08 1 *Dk*	198 195 57	✠ *Stm Trawler* 8,11 ✠	Arc			1903 3mo	Smith's Dock Co. Ld. North Shields	Kerihuel & Tregouët	112·8 | 21·6 | 12·0 BK 7½″ *WB* =	Lorient French	T.3Cy. 12″, 19½″ & 34″–23″ 68NHP 3 *BHCem* 1SB, *2pf*, GS35, HS1213 *DTf* 5′ 8 *t* Shields Eng. Co. Ld. N.Shl.	12 ″ 10	V
Missing since 12.17 98099 KVOR	**Halifax** *H.W. Boyle* –15 *Elec. light* Wireless	**SteelScSr**	1875 1318 1078					1888	Lon. & Gls. Co. (Lim.) Glasgow	Canada, Atlantic & Plant S.S. Co. Ld.	250·3 | 35·0 | 21·5	Halifax NS British	T.3Cy. 30″, 48″ & 75″–48″ 390NHP Lon. & Glas. Co. (Lim.), Gls.		
104 129590 HTFN	— *R. Williams* –12 *Elec. light*	**SteelDoubleSc** (*Ferry Steamer*) (*Screws fore & aft*) 1 *Dk*	595 339 268			…		1911	Napier & Miller, Ld. Glasgow	Dartmouth Ferry Commission	125·1 | 48·1 | 12·5 BK 7″	Halifax NS British	C.4Cy. 12″ & 24″–18″ 97NHP Aitchison Blair, Ld. Gls.	13 ″ 1	
105 108485	— *A.W. Melhuish* –16	**SteelScYl** *ss* Gms. No. 3–5,10 *ss* Gms. No. 1–15 1 *Dk*	165 152 64	✠100A1 *Stm Trawler* 5,16 ✠NB6,16 ✠LMC6,15	Gms		5,16	1897 11mo	Mackie & Thomson Glasgow A&CP	Consolidated Stm. Fishing & Ice Co. (Gms.) Ld. (J.D. Marsden, *Mgr.*)	104·2 | 21·0 | 10·7 Q17′ F19′ opt r & s 10 BK 7½″	Grimsby British	T.3Cy. 10″, 16″ & 27″–20″ (*s*) 180lb 45RHP 4 *BHCem* 1SB, *2pf*, GS26, HS656 Muir & Houston, Ld., Gls.	11 ″ 7	
106 TDNQ	**Haliotis** *A. Van der Wal* –16 1 *Dk (Stl) & Web frames* *Mchy. Aft* *Elec. light*	**SteelSc3MstSr** *ss* Sng. No. 3–10 10 *ss* Sng. No. 1–14	1739 1320 1070	✠100A1 *Trunk dk* 8,17~~12,16~~ *Carrying Pet* ~~B&S 17~~ *rol*~~B&S 16~~ ✠LMC5,15 *Fitted for oil* *fuel* 8,98	Hkg Sng *down in bulk*	*p*	N12,16 *F.P.*	1898 8mo *Lloyd's* above	Armstrong & Co. Ld. Newcastle *sA & CP* 150° F.	Nederl. Indische Tankstoomboot Maats	242·0 | 40·2 | 17·3 P35′ F37′ FK *WB* = *FPT* 10 1 *t*	Batavia Dutch	C.2Cy. 30″ & 63″–39″ (*s*) 100lb *100lb* NDB01 217NHP 2SB, *6pf*, GS123, HS3734 *APT* 39 *t* Wallsnd Slpwy Co. Ld. Nwc	17 ″ 4 s 2 ″ 0½ 15 ″ 10	
107 131549	**Hall Caine** *C. Andersen* –16 *Mchy. Aft*	**WoodTwinScSr** 1 *Dk*	214 177 98					1912	D. Sullivan Coopernook	J.S. Rodgers	131·2 | 29·0 | 7·2 F24′	Sydny NSW British	C.4Cy. 10″ & 20″–14″ 33RHP Poole & Steel, Balmain, Syd.		
108 1326 HSBN	**Halland** *A F. Kollberg* –07	**SteelTwinScSr** 1 *Dk & Awngdk*	420 244 196					1884	Motala Co. Gothenburg	Hallands Ångb. Aktieb. (R.H. Möller)	158·8 | 24·6 | 10·6 P99′ H18 *t* F22′ 18·5	Halmstad Swedish	C.4Cy. 20″ & 35″–35″ NB00 121NHP Motala Co., Motala		V
109 WKRL	**Halldor** *H. Sjursen* 17–17 (*ex* Corona, *ex* Stefania, *ex* Boxgrove) 1 *Dk (Stl)* 2 *trB & Web frames*	**SteelScSr** *ss* Pir. No 3–4,09 *ss* Syr. No. 1–14	*3046* *2855* *1939*	✠100A1 *with freeboard* 5,16 ~~B&S~~6,16 ✠LMC11,15	NYk	*u*	5,16	1896 6mo	J. Priestman & Co. Sunderland A&CP	A/S D/S "Halldor" (Abr. & Fr. Odfjell)	325·0 | 47·0 | 23·6 P31′ B88′ F36′ FK *DBa* 110′ *f* 120′ 776 *t*	Bergen Norwegian	T.3Cy. 24″, 40″ & 66″–45″ (*s*) 160lb 304NHP 5 *BHCem* 2SB, *8pf*, GS124, HS4740 *APT* 100 *t* W. Allan & Co. Ld. Sld.	24 ″ 10 s 4 ″ 5 20 ″ 9	
110 129243 HPVM	**Haller** *C. Burgess* –17 *Well deck* *Elec. light*	**SteelScSr** *ss* Hul. No. 1–13 1 *Dk (pt Stl)*	679 518 283	✠100A1 4,16 ~~BS6,16~~ ✠LMC7,15 4,15	Hul	*j*	10,15	1909 9mo *Lloyd's*	Cochrane & Sons Selby *sA & CP*	G.R. Haller, Ld. *WB* = *Cell DBa*	178·0 | 30·0 | 12·3 Q83′ B12′ F24′ FK *u* *E* 33′ *f* 86′ 142 *t* *FPT*	Hull British	T.3Cy. 16″, 26½″ & 43″–30″ (*s*) 180lb 93RHP 4 *BHCem* 2SB, *4pf*, GS66, HS2140 28 *t* *APT* 4 *t* C.D. Holmes & Co. Ld. Hull	14 ″ 6 s ″ 11 13 ″ 10	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. / Master. / Special Surveys.	3 Material, Rig, &c. / Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 Built. By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Initial Port of Registry.
111 MKPV	~~Hallfrid~~ Hallfrid / ~~Sanderson 15-16~~ / (ex Magdalene, ex Duke of York)	Bakke –17 ss Shl. No. 2–14 / 1 Dk (Stl) deep framing	3125 / 2907 / 1908	✠100A1 / ~~4,15~~ 2,18 / BS11,16 ✠LMC9,~~14~~ 2,18	NYk	u	~~10,16~~ 2,18	1907 / 5mo / Lloyd's	J. Blumer & Co. Sunderland	Akties. Dmpsk. Hallfrid (P. Kleppe) / Cell DBa 116' uE &	330·8 / P30' B94' F31' / B40' f 139' 801t	47·8	22·2 FK / FPT	Bergen Norwegian / 5 BHCem / 82t APT 106t	T. 3Cy. 24", 39" & 65"–42" (s) 180lb 80lb 284 NHP 2SB, 6cf, GS 99, HS 4216 N.E. Marine Eng. Co. Ld. Sld	24 " 3 / s 3 " 10 / 20 " 10	
112 RQCL	Halmstad / W. Toaspern 99–09 / Elec. light	Steel Sc Sr / 1 Dk	814 / 625 / 471					1909	Akt. Ges. "Neptun" Rostock	Bissmark Linie G.m.b.H.	216·1 / P13' Q62' B52' F23'	30·6	12·0 / WB	Hamburg German	T. 3Cy. 16½", 25⅝" & 41½"–29½" 95 NHP A.G. "Neptun," Rostock		G
113 5369 JSVG	Hälsingborg / C. V. F. Sällström 08–13 / Elec. light	Steel Sc Sr / 1 Dk	669 / 471 / 252					1912	Kjöbnhvns Flydk. & Skbs. Copenhagen	Svenska Rederi-aktieb. Öresund (C. Faxe, Mgr.)	195·1 / B69' H19 4t F28'	33·0	12·7	Malmö Swedish	T. 3Cy. 16½", 27" & 44"–30" 106 NHP Kjbnhavns Flydk. & Skbsv.		G
114 118025 VCWP	Halstead / Mchy. Aft	Steel Sc / 1 Dk	132 / 104 / 62			...		1903	Cochrane & Sons Selby	John Holt & Co. (Liverpool) Ld.	95·0 / FK	20·1	6·4	Liverpool British	C. 2Cy. 10" & 20"–15" 20 RHP Tindall Earle & Hutchinson Ld. Hull	7 " 0	
115 135598 JFWR	Halton / (ex Heimat)	Steel Sc 3 Mst Sr / 1 Dk	460 / 317 / 191					1914	Montrose S.B.Co. Montrose	Overton S.S.Co. Ld. (R. Clark, Mgr.)	150·0 / WB	25·2	10·9	Liverpool British	T. 3Cy. 13", 22" & 36"–24" 80 RHP Lidgerwood, Ld. Glasgow		C
116 ~~HGDN~~	Halvard / ~~C. Beck~~	Steel Sc Sr / ss HKg. No 3–7, 15 / 1 Dk (Stl) & Spar dk (Stl–ws) & deep framing	1701 / 1577 / 1066	✠100A1 Spar dk with freeboard 6,17 ~~6,16~~ ✠LMC6~~,18~~ 6,17	HKg	r	~~7,15~~ 6,17	1902 / 7mo / Lloyd's	J. Priest-man & Co. Sunderland	The Shipping Controller (W H Seager & Co. Ld. Mgrs.) / WB = Cell DB	265·0 / B66' F24' / a 76' uE 20' f 108' 336t	37·0 FK	12·3 19·8 / 4 BHCem / APT 70t	London British	T. 3Cy. 20½", 33" & 56"–36" (s) 160lb 120lb NDA 191 NHP 2SB, 4pf, GS 82, HS 2909 G. Clark, Ld. Sunderland	22 " 1 / s 3 " 5 / 18 " 11	
117 265093 KWPD	Hamakua / Fitted for oil fuel / (ex Shoshone)	Wood Sc Sr / 1 Dk	646 / — / 341					1908	Bendixsen S.B.Co. Fair-haven, Cal.	Inter-Island Stm. Nav. Co.	175·6	38·0	12·8	Honolulu Utd. States	T. 3Cy. 12", 18½" & 32"–24" 50 NHP		
118 135908 JFWV	Hambleton Range / ~~J. de Gruchy 96–11~~ E. W. Sutherland 11–18 / Tonnage opening closed 1917 / Cargo battens not fitted in Shltr 'tween decks	Steel Sc Sr / 1 Dk (Stl) & Shelter dk (Stl)	4779 / 3386 / 3580	✠100A1 Shelter dk with freeboard ~~9,15 1,17~~ 3,18 MS9,15 ✠LMC7,14 Carrying fuel in F.P. & after deep tks	Phl Liv Mch	w	1,17	1914 / 7mo / Lloyd's	Irvine S.S. & D.D. Co. Ld. W Hartlepool	Neptune Stm. Nav. Co. Ld. (Furness, Withy & Co. Ld. Mgrs.) / WB = Cell DBa 113' uE & B 44'	350·3 / F34' on Shelter dk / f 152' 838t	51·1 FK / FPT 59t	23·8 / 6 BHCem / APT 44t	W. Hartlpl British	T. 3Cy. 25", 40" & 67"–45" (s) 180lb 100lb 341 NHP 2SB, 6cf, GS 118, HS 5450 Richardsons, Westgarth & Co. Ld. Hpl.	34 " 3 / s 9 " 7½ / 25 " 0	
119 134464 TMKH	Hamborn / ~~Asseliou 15~~ J. Jenn –18 / (ex Trim, ex Tenger) / Well deck	Steel Sc Sr / 1 Dk (Stl) & deep framing	1229 / 1019 / 742	✠100A1 10,13 Examined 3,15 ✠LMC11,16	Gmb	o	~~7,16~~ 9,17	1910 / 11mo / Lloyd's	Antwerp Eng. Co. Ld. Hoboken	Canadian Government / WB = Cell DBa 65' uE & B 35' f 92' 302t	229·1 / Q87' B52' F25'	35·8 FK / FPT 52t	14·9 / 4 BHCem / APT 33t	Halifax NS British / 4 BHCem	T. 3Cy. 17", 28" & 46"–33" (s) 180lb 100lb 142 NHP 1SB, 3cf, GS 63, HS 2316 N.E. Marine Eng. Co. Ld. Nwc	16 " 10 / 1 " 4½ / 15 " 9	
120 RLNC	Hamburg / F. Porzelius / Elec. light Ref. Mchy. Sub. Sig. Wireless	Steel Twin Sc / 4 Dks	10531 / 8229 / 6420					1899	Act. Ges. "Vulcan" Stettin	Hamburg-Amerik. Packetf. Act. Ges. (Ham.-Amr. Linie)	499·3 / P90' B234' F74'	60·2	34·7 / WB	Hamburg German	Q 8Cy 27½" 40" 57½" & 82⅝"–55" 1016 NHP A.G. "Vulcan," Stettin		G
121 LGRH	— / I. Müller 11–12 / (ex Hebburn) / Well deck	Steel Sc Sr / ss Ham. No. 3–4, 12 / 1 Dk (Irn) & deep framing / Cargo battens not fitted	1045 / 817 / 657	✠ — 4,16 ✠	Gms	n		1900 / 9mo / WB	Wood Skin-ner & Co. Ld. Newcastle	Hambrg-Altonaer Kohlen Import G.m.b.H. / = Cell DBa 52' uE & B 33' f 94' 285t	220·0 / Q112' B10' F25'	33·2 FK / FPT 42t	14·4 / 4 BHCem / APT 63t	Altona German / 4 BHCem	T. 3Cy. 17½", 28" & 46"–33" 133 NHP 1SB, 4pf, GS 58, HS 2160 N.E. Marine Eng Co Ld. Nwc	16 " 6	
122 KJTS	— / E. Köpper I. 96–08	Steel Sc Lr / 1 Dk	156 / 148 / 74					1908	J. S. Figee Vlaardingen	Emder Herings-fischerei Act. Ges.	96·2 / Q21' H16'	21·4	10·1 / WB	Emden German	C. 2Cy. 9¼" & 19"–10" 9 NHP Wilton's E. & Slpwy. Co. Rot		
123 96439 KNWT	Hamilton / P. Nelson / Elec. light Sub. Sig.	Steel Sc Sr / 2 Dks & Awngdk / Wireless	3723 / — / 2430					1898	Delaware River Co. Chester, Pa.	Old Dominion SS. Co	350·0 / len 96	42·0	17·0 27·0	New York Utd. States / WB	T. 3Cy. 27", 44½" & 73"–54" NB 13 392 NHP Delaware River Co. Chester		R
124 103842	—	Steel Pad / 2 Dks	320 / 138 / 202					1896	Bertram E. Works Co. Sand Pnt. Ont	Upper Ottawa Improvement Co. Ld.	131·4	39·5	7·3	Ottawa British	C. 2Cy. 20" & 38"–54" 75 RHP Bertram E. Works Co., Tto.		
125 202921 KVGS	— / (ex U.S. Revenue Cutter)	Iron Sc Sr / 1 Dk	229 / — / 166					1871	..... Buffalo, N.Y.	Lee-Kimball Dredging Co.	136·0	22·8	13·0	Mobile Utd. States			
126 98334	— / A. Brines –18 / ~~Ivileavandos 15~~ / ~~Mchy. Aft~~ / Well deck	Steel Sc K / ss Bwg. No. 3–10, 08 / ~~ss Bwg. No. 1–12~~ / ss Dwg. No. 2–17 1 Dk (Stl)	180 / 122 / 68	✠100A1 6,17 ~~9,16~~ MS10,12 ✠LMC 6,17 BS2,~~15~~ 3,18	Lon Bwg	o	~~2,16~~ No,16	1905 / 12mo / Lloyd's	Scott & Sons Bowling	J. Marshall & Sons	97·5 / Q30' B7' F14' len 08 / WB =	20·1 BK 6"	8·2 / FPT 17t	Stranraer British / 3 BHCem / APT	C. 2Cy. 12" & 24"–18" (s) 120lb 32 RHP 1SB, 2pf, GS 27, HS 646 Gauldie, Gillespie & Co. Gls.	9 " 0 / " 7 / 9 " 1	
127 131052	Hamiltonian / A. McIntyre	Steel Sc / Longitudinal framing / 2 Dks	347 / 2066 / 1277					1912	Western D. D. & S.B. Co. Ld P Arthur, Ont	Canada Steamship Lines, Ld.	257·0 / WB	42·5	23·4	P. Arthur, Ont. British	T. 3Cy. 18", 29" & 48"–40" 146 NHP American S.B. Co. Clv.		C
128 MNCH	Hamlet / K. Moe / Elec. light / Mchy. Aft	Steel Twin Sc Sr / Oil Eng. / Longitudinal framing / Carrying Petroleum in bulk / Cruiser Stern 1 Dk	5093 / 4364 / 2717					1915	Göteborgs M.V. Aktieb. Gothenburg	Bruusgaard, Kiösterud s Dpsk. Akties (Brusgaard Kiösterud & Co. Mgrs.)	355·1 / P111' B31' F45'	55·2	29·9 / WB	Drammen Norwegian	Oil Engines 2S.C.SA 6Cy. 23⅜"–35 1/16" Akt. Diesels Motorer, Skm.		V
129 NBTD	— / S. Petersen –15 / Elec. light	Steel Sc Sr / 2 Dks	1150 / 651 / 720					1889	Helsingörs Skibsbyggeri Elsinore	Akties. Det Dansk-Norske Dmpslsk. (R A Robbert, Mgr)	225·6	32·2	18·7	Vejle Danish	T. 3Cy. 18", 27½" & 47"–33" 127 NHP Helsingörs Maskbyggeri		V
130 123228 HFPN	— / J. H. Greenhill –08	Steel Sc K / ss Hul. No. 1–10 / 1 Dk	311 / 260 / 124	✠100A1 Stm Trawler 7,13 ✠LMC10,14	Hul		7,13	1906 / 2mo / Lloyd's	Earle's Co. Ld. Hull	Hellyers' Steam Fishing Co. Ld.	148·4 / Q64' F24'	23·0 BK 9"	11·2 / 4 BHCem	Hull British / 4 BHCem	T. 3Cy. 14", 23" & 38"–27" (s) 185lb 96 NHP 1SB, 3pf, GS 55, HS 1665 Amos & Smith, Hull	11 " 9	
131	Hamm / ss Ham. No 1–13 / Well deck / Elec. light	Steel Sc Sr / 2 Dks (Stl) / lower dk beams in No. 1 hold	4598 / 4258 / 2870	✠100A1 11,16 ~~3,16~~ ✠LMC7,14 BS11,16	PNl	z	~~1,14~~ 11,16	1910 / 6mo / Lloyd's	Reiherst'g Schiffsw. Hamburg	Requisitioned by the Admiralty (Federal Stm. Nav. Co. Mgrs.) / WB = Cell	399·8 / P & B 329' F52' / DBa 124' uE & B 48'	53·9 FK	25·1 / 7 BHAxp / f 182' 1289t	British	T. 3Cy. 26", 47½" & 76⅞"–48" (s) 213lb 613 NHP 3SB, 9cf, GS 192, HS 8850 FD Reiherst. Maschinenf. Ham.	28 " 0	

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Francbord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le Lloyd's. Cote à Lloyd's.
132 5305 JBPG	**Hammar II.** Comp *A.L.Johansson* –15 1 *Dk*	204 164 90					1912	G.Groth Sjötorp	GeorgBussler	99·7 | 22·8 | 9·9 P24′ H10*t*	Gothenbrg Swedish	C.2Cy.9½″&21″–13½″ 13NHP LundbyM.V.Gothenburg		V
133 JPBM	**Hammerö** IronScSr *Greve* (*ex*Vikingen) 1 *Dk*	117 72 68					1865	Nylands Værksted Christiania	SaltensDmpsk.S.	120·3 | 16·5 | 6·1 Q12*t* B23*t* H6*t* F8*t*	Bodö Norwegian	C.4Cy.11″&22″–15″ 31NHP NylandsVærksted,Xania		
134 NMLW	**Hammershus** SteelScSr ~~*H.E.d.S.Nyegaard* 10–05~~ *Rosenhoj* –17 *ss*NYk No.3–7.16 (*ex*Astoria) 1 *Dk(Stl)*&*Spar dk(Stl)*&*deep framing*	3931 3671 2526	✠100A1 *Spar dk* ~~5,17 5,16~~ 11,17 ✠LMC7,16 BS3,17	NYk Phl	*u*	7,16	1903 6mo	Russell& Co. Pt.Glasgow	DampskibsSelsk Dannebrog (C.K. Hansen, *Mgr.*) *DBa* 112′ *uE*&*B* 40′	344·8 | 49·9 | 17·9 P20′ B20 3′ F37′ 25·9 *WB=Cell* FK *f* 146′ 899*t* *DTa* 36′ 816*t* *APT* 71*t*	Copnhagn Danish 6 *BHCem* 2SB,3*pf*,GS142,HS5438 Rankin&Blackmore,Grk.	T.3Cy.25″,41″&67″–45″ (*s*) 180lb *90lb* 340NHP *Lloyd's A&CP*	28 ″ 5 s 4 ″ 6 24 ″ 4	
135 NKQT	— SteelScSr *Dick* 2 *Dks3trB*	237 143 110					1899	Kjöbenhvn Flydedok& Skibsværft Copenhagen	DetÖstbornhlmske DampskibsSelskab (M.Sonne, *Mgr.*)	127·0 | 20·8 | 9·3 *WB*	Nexö Danish	T.3Cy.12⅝″,20″&33¼″–21″ 51NHP AktieselskabKjobenhavns Flydedok og Skibsværft		V
136 RGKJ	**Hammonia** IronScSr *Senger* –13 (*ex*Mathilde) 1 *Dk2trB*	1113 867 689					1882	Germania- Werft Kiel	Hamburg-Danzig- Linie,G.m.b.H.	225·3 | 32·9 | 15·4 Q77*t* B8*t* F36*t*	Danzig German *WB*	C.2Cy.30″&53″–36″ NB06 140NHP MärkischeAct.Ges.Berlin		G
137 122553	**Hamonic** SteelScSr *Elec.light Mch.Aft* Wireless 4 *Dks*	5265 5053 3295					1909	Collingw'd S.B.Co.Ld. Collingwood	CanadaSteamship Lines,Ld.	345·7 | 50·0 | 32·0 *WB*	Collingw'd British	Q.4Cy.24″,35″,52″&80″–42″ 415NHP CollingwoodS.B.Co.Ld.		
138 211888 LDJB	**Hampden** SteelScSr *Hersey* *Elec.light* 1 *Dk(Stl)*&*Web frames* *Mchy.Aft* Sub.Sig. *Cargo battens not fitted*	4725 4108 2779	✠100A1 6,17 ~~4,16~~ ✠LMC1,14	NYk	*x*	4,16	1914 1mo	New York S.B.Co. Camden,N.J. A&CP	CoastwiseS.S.Co. *WB=Cell DBu E&*	369·0 | 50·1 | 28·0 P80′ B18′ F34′ *B43 f* 265′ 1636*t* FK *MT* 4′ 294*t* *FPT*	Boston Utd.States 8 *BHCem* 300*t* *APT* 86*t*	T.3Cy.24½″,38½″&67″–45″ (*r*) 185lb 357NHP 2SB,8*cf*,GS204,HS5838 NewYorkSBCo.Camdn,NJ	32 ″ 0	
139 123953 HNBF	**Hampshire** *ss*Ery.No.2–17 SteelScSr *A.D.Read* –16 ~~*ss*Sld.No.1–13~~ *Well deck* 1 *Dk(Irn)*&*deep framing* *Mchy.Aft* *Cargo battens not fitted*	833 595 393	✠100A1 ~~4,15 5,15~~ 6,18 Bty Cdf ~~Spar dk 5,16~~ ✠LMC8,17 ~~BS1,18~~	Npt	*k*	~~8,16~~ N5,17	1908 8mo *Lloyd's*	J.Crown &Sons,Ld. Sunderland *A&CP*	Hill(Southamp- ton)Ld. *WB=Cell DB f* 125′	195·0 | 32·6 | 11·9 Q98′ B13′ F24′ FK 222*t* *DT f* 7′ 80*t* *FPT*	Sundrland British 6 *BHCem* 97*t* *APT* 19*t*	T.3Cy.16½″,26½″&45″–33″ (*s*) 160lb 99RHP 2SB,4*pf*,GS53,HS2100 N.E.MarineEng Co.Ld.Sld.	13 ″ 9 s ″ 11½ 13 ″ 0	
140 131387 JMFB	**Hampshire Coast** SteelScSr *J.McKinnon* –16 *ss*Liv.No.3–12.15 *Well deck Mchy.Aft* 1 *Dk(Stl)* *Elec.light*	787 558 378	✠100A1 12,17 ~~2,17~~ ✠LMC12,15 BS12,17	Liv Shl	*k*	~~12,15~~ 12,17	1911 9mo *Lloyd's*	W.Harkess &Son,Ld. Middlesbro' *A&CP*	~~Powell,Bacon&~~ ~~Houghtlines,Ld.~~ CoastLinesLd *WB=Cell DB f* 117′ 158*t* *FPT*	195·0 | 30·0 | 11·6 Q109′ B13′ F33′ FK 39*t* *APT* 24*t*	Liverpool British 6 *BHCem* Richardsons,Westgarth& Co.Ld.Mdb.	T.3Cy.16″,27″&44″–30″ (*s*) 180lb 136NHP 2SB,4*cf*,GS72,HS2374	13 ″ 10 s ″ 9 13 ″ 4	
141 106606 PMDG	**Hampstead** SteelScSr *T.Vallis* –16 (*ex*Vulcan) 1 *Dk2trB*	3447 3222 2216					1896	Furness, Withy&CoLd W Hartlepool	Watts,Watts&Co. Ld.	340·0 | 45·1 | 25·3 P31′ B100′ F34′ *WB*	London British	T.3Cy.25″,39″&66″–42″ SirC.Furness, Westgarth&Co.Ld.Mdb.		C
Burnt 12,16 ~~142~~ 100885	**WoodTwinSc** *C.W.McLean* –12 1 *Dk*&*Hurricane dk*	235 235 159					1893	A.C.Mabee Hampton, King's Co.NB	J.Williams	94·0 | 17·7 | 7·0 British	S.John,NB	C.4Cy.9″&15″–18″ 20RHP		
143 121834	**Hampton** WoodPad *P.A.Belyea* –16 1 *Dk*&*2 Hur.dks*	183 83 115					1905	Kennebe- casisSS.CoLd Hampton,NB	J.S.Gregory	100·1 | 21·3 | 5·3 British	StJohn NB	C.2Cy.14″&29″–48″ 34RHP J.Fleming,St.John,N.B.		
144 JWFT	**Han Ping** SteelTwinScSr *W.D.Bryner* –12 1 *Dk(Stl)*	952 793 581	✠ 11,11 *Coasting Hong Kong* *&Tientsen* ✠	Shi	*m*		1908 6mo	W.S.Bailey &Co. HongKong	HanYehPingIron &CoalCo.Ld.	223·0 | 36·2 | 13·5 F52′ FK&BK1½″ *WB=FPT*	Shanghai Chinese 4 *BHCem* 52*t* *APT* 73*t*	C.4Cy.14″&32″–22″ 125NHP 1SB,3*cf*,GS63,HS2459 HongKong&Whampoa DockCo.Ld.HongKong	13 ″ 6	
145 JWFT	**Hanamet** IronSc4MstSr *C.B.Gunderson* –06 6thSurveyBsb.2,04 (*ex*Macquarie,*ex*Duke of Sutherland) *Ref.Mchy.* 3 *Dks*(1 *Irn*&1 *Stl*)	*3302* *2931* 2073	✠ 3,09	Ham	*s*	Lv	1873 4mo	R.Duncan &Co. Pt.Glasgow	W.Katz	379·8 | 38·3 | 28·5	Shanghai Utd.States 7 *BHCem*	T.3Cy.26″,42″&68½″–48″ NE&B93 338NHP 2SB,6*pf*,GS116,HS5284 Denny&Co.Dumbarton		
146 130068 WRQV	**Hananui II.** SteelScK *T.Carmichael* –10 *Mchy.Aft* 1 *Dk*	127 122 44					1910	Smith's DockCo.Ld. Middlesbro'	F.H.&A.F.Jagger	93·0 | 19·0 | 11·2	AucklndNZ British	T.3Cy.11″,18″&30″–21″ 58RHP ShieldsEng.Co.Ld.N.Shl.		
147 9999 JWFT	**Hanasaki Maru** SteelScSr *H.Abe* 04–07 (*ex*Gisla) 1 *Dk(Stl)*&*Spar dk(Stl–ws)* *Elec.light* &*deep framing*	1464 1348 893	✠ *Spar dk* *with freeboard* 5,07 ✠	Yka	*p*		1905 12mo	Fevigs Jernskibsbyg Fevig	NipponYusen KabushikiKaisha *WB=Cell*	235·0 | 35·2 | 14·5 B64′ 21·6 FK *DBa* 61′ *uE* 19′ *f* 88′	Tokio Japanese 4 *BHCem* 304*t* *APT* 15*t*	T.3Cy.16½″,28″&48″–33″ 176NHP 1SB,3*cf*,GS59,HS2417 FD Richardsons,Westgarth& Co.Ld.Mdb.	22 ″ 9	
148 RPQT	**Hanau** (Seized at Antwerp) SteelScSr *Davitsen* *ss*Ham.No.1–11 *Elec.light* 2 *Dks*(*Stl*)&*deep framing* *lower dk in Nos.* 1&3 *holds*	4213 3929 2628	✠ ~~5,16~~ ✠	Ham	*y*		1907 10mo	Flensburgr Schiffsb.Ges. Flensburg	Deutsch-Austral. Dmpfsch.Ges. *WB=Cell*	387·8 | 51·0 | 25·2 P&B315′ F50′ FK *DBa* 122′ *uE*&*B* 42′	Hamburg German 7 *BHAsp* *f* 175′ 1040*t*	T.3Cy.27¾″,46¼″&76″–48″ 473NHP 3SB,9*cf*,GS147,HS6255 FD FlensburgerSchiffsb.Ges.	27 ″ 9	
Abandoned at Sea 12,17 149 77226 JKLR	**Handa** IronScSr *M.McKellar* –17 (*ex*ArosCastle)	146 105 ~~65~~	743 50				1878	Blackwood &Gordon Pt.Glasgow	~~David MacBrayne,~~ ~~Ltd.~~ T.W.WardLd.	84·2 | 20·1 | 9·5 F9*t*	Glasgow British	C.2Cy.16″&28″–21″ 35RHP Blackwood&Gordon,P.Gls		
150 123136 HVMW	**Handyman** SteelScK *G.Briggs* –11 *ss*Hul.No.2–15 1 *Dk*	86 85 —	✠ A– *For River purposes only* 4,18 ~~12,16~~ ~~BS12,18~~ ✠LMC7,15 ~~4,18~~	Hul		12,16	1909 5mo	Cook,Wel- t'n&Gemmell Ld. Beverley	T.Gray&Co.Ld.	85·0 | 17·1 | 9·6 B10′ BK6″ *WB=*	Hull British 4 *BHCem* *APT* 10*t*	C.2Cy.15″&32″–21″ (*s*) 130lb 42RHP 1SB,2*pf*,GS34,HS1190 Vauxhall&WestHydraulic Co.Ld.Ltn.	10 ″ 2	
151 114779 SRNL	**Hang Sang** SteelScSr *P.R.G.Cuming* –16 1 *Dk(Stl)*&*Spar dk(Stl–pt teak s)*& *Elec.light* Sub.Sig. *deep framing*	2143 2010 1356	✠ *Spar dk* 10,01 ✠	Gls	*s*		1901 10mo	Lon.&Gls. Co.Ld. Glasgow	Indo-ChinaSteam Nav.Co.Ld. *WB=Cell DBa* 84′ *f* 108′ 285*t*	290·3 | 42·0 | 15·5 B60′ F36′ 22·5 FK *DTa* 20′ 358*t* *FPT*	London British 5 *BHCem* 25*t* *APT* 22*t*	T.3Cy.21″,34″&56″–42″ 224NHP 1SB,4*cf*,GS71,HS2868 FD London&Glas.Co.Ld.Gls.	25 ″ 0	
152 91878 KCPV	**Hangchow** SteelScSr *C.R.Mecham* –15	1572 1491 999					1885	Scott&Co. Greenock	ChinaNav.Co.Ld.	259·7 | 33·1 | 23·2 B52′ F31′	London British	C.2Cy.29″&58″–42″ 182NHP Scott&Co.,Greenock		

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c.	3	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character.	6 Port of Survey.	7 Years Assigned. Not expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Dates of R. of Trade Cert.
153 VRFP	**Hanhi** *H.V.Laurent* –08	SteelSc 1*Dk*	207 — 134					1894	Lehtoni'mi Mek.Verk. Jorois	Ulasöre Tegelbruk (E.Rosenlew, *Mgr.*)	95·2 23·1 11·8	Björneborg Russian	C.2Cy.10″&17″–15½″ NE&B09 10NHP Björneborg Mek.Verk.		
154 129404 HSQF	**Hanka** (*Whaler*)	SteelScK 1*Dk*	110 108 38					1911	Akers Mek.Værks. Christiania	Chr.Salvesen&Co.	92·4 18·5 10·7	Leith British	T.3Cy.11″,18″&29″–18″ 51RHP Akers Mek.Værks.Xia.		
155 HCGL	**Hankö** *J.Endersen*	SteelScSr 1*Dk&Awngdk*	242 231 139					1890	Akers Mek Værksted Christiania	Nordmör Dampskibsselskab	130·0 19·1 14·4 H15*t*	Xiansund Norwegian	T.3Cy. Akrs.Mek.Værk Chrstiania		
156 115371 TJGL	**Hanley** *E.Harrison* –16 *ss*Cff.No.2–11 1*Dk(pt Stl&pt Irn)2trB&Web frames* 3*Dk rule*	SteelScSr	3331 3091 2168	✠100A1 4.14	Syd	*v*	N8,15	1902 5mo *Lloyd*	J.L.Thompson&Sons,Ld Sunderland *SA&CP*	Lewis Steamship Co.Ld. (T.Lewis, *Mgr.*) *WB=Cell D Ba*	326·2 48·0 23·8 P23′B79′F32′ FK 108′*uE23′f135′720t*	Cardiff British *5BHCem APT31t*	T.3Cy.24″,40″&65″–42″ (*s*) 180lb *90lb* 269NHP 2SB,*6pf*,GS122,HS4128 G.Clark,Ld.Sunderland	26 ″ 4 s 4 ″ 7 22 ″ 2	
157	**Hanna Nielsen** *L.Y.Danielsen*08–16 *Elec.light*	SteelScSr 2*Dks(Stl)*	5755 5077 4431	✠100A1 ~~6,17 12,16~~ 11,17	Sea N Yk	*z*		1916 12mo	Skinner& Edd Corpn. Seattle,Wash	B.Stolt-Nielsen 1*BHin fore* A&CP	409·6 54·0 27·1 P44′B115 F47′ FK *hold&1BHin after Cell D*	Haugesnd Norwegian *Cem* *BHoldy*	1 Geared Steam Turbine 190lb (*s*) 3SB,*9cf*,GS207,HS7509 General Electric Co. Schenectady,N.Y	29 ″ 9 ~~5 11½~~ 23 ″ 11 s 6 ″ 0½ 24 ″ 1	
158 129827 JBWS	**Hannah** *T.Hunter*13–13 *Cargo battens not fitted*	SteelScSr 1*Dk(pt Irn pt Stl)*	3697 3480 2321	✠100A1 3.17 ~~Exam 3.21.18~~ BS3,17 MS6,18	Gry	*w*	3,17	1913 4mo *Lloyd*	Tyne I.S.B. Co.Ld. Newcastle *SA&CP W*	Rahtkens Shppg. Co.Ld. (F.Rahtkens&Co. *Mgrs.*) *B=Cell D Ba* 113	350·4 50·0 23·8 P44′B163 F36′ FK *uE23′f152′908t APT142t*	Middlsbro' British *6BHCem*	T.3Cy.25″,42″&68″–45″ (*o*) 180lb *100lb* 348NHP 2SB,*6cf*,GS139,HS5506 Blair&Co.Ld.Stockton	26 ″ 1 s 3 ″ 8 22 ″ 9	
159 110646 RPGN	**Hannah Jolliffe** *J.Lilly* –15	SteelScK (*Tug*) 1*Dk*	178 171 11					1900	J.P.Rennoldson&Sns. S.Shields	W.&T.Jolliffe,Ld.	103·0 23·6 12·1	Liverpool British	T.3Cy.15½″,25″&41″–27″ 87NHP J.P.Rennoldsn&Sns.S.Shl.		
160 135157 JBDQ	**Hannington Court** *J.M.Wilson*08–12 *ss*NYk.No.1–17 *Cargo battens not fitted* 1*Dk(Stl)2trB*	SteelScSr	5166 4875 3217	✠100A1 ~~4.17 Exam 3.21.18~~ 2.18	YYk S.N Nfld	*y*	~~3.16~~ ~~4.17~~ 2.18	1912 11mo *Lloyd*	J.Priestman&Co. Sunderland *SA&CP*	Court Line,Ld. (Haldin&Co.Ld. *Mgrs.*) *WB=a130′uE24′f*	400·0 53·5 26·6 P47′B124′F38′ *Cell DB* FK 173′ 1039*t FPT120t*	London British *6BHCem APT218t*	T.3Cy.27″,44½″&74″–48″ (*s*) 180lb 440NHP 3SB,*9cf*,GS192,HS7158 Blair&Co.Ld.Stockton	29 ″ 1 s 5 ″ 8½ 23 ″ 9	
161 QGTM	**Hannover** *R.Troitzsch* *Elec.light* Sub.Sig.	SteelTwinScSr Wireless 2*Dks&Awng dk4trB*	7305 5568 4635					1899	Wigham-Richrdsn&Co Ld Newcastle	Norddeutscher Lloyd	429·1 54·0 39·5	Bremen German *WB*	Q.8Cy.19″,26½″40½″&59″–42″ 451NHP Wghm Rchrdsn&C.Ld Nwc		G
162 QFRP	**Hanny** *H.Durban*12–12	IronSc (*Trawler*) 1*Dk*	132 122 18					1892	F.W. Wencke Bremerhaven	H.Siebert,Dampfhochseefischerei	105·0 21·0 9·3	Brmrhavn German	C.2Cy.17½″&31½″–19½″ 36NHP R.Küchen,Bielefeldt		G
163 JLVH	**Hanoï** *LeChevalier*13–13 *Elec.light*	SteelScSr 2*Dks*	1208 — 630					1893	Sundrland SB.Co.(Lim.) Sunderland	Cie.de Nav.Tonkinoise (A.R.Marty, *Mgr.*)	240·0 32·0 17·3 H—	Marseilles French *WB*	T.3Cy.20″,32½″&53″–36″ NB14 169NHP N.E.Mar.E.Co.(Lim.),Sld.		V
164 LMPJ	**Hans** *H.Festersen* *Elec.light*	SteelScSr 1*Dk*	1518 1049 968					1899	Act.Ges. "Neptun" Rostock	Flensburger Dmpf. Co.(H.Schuldt, *Mgr.*)	245·6 35·4 15·3 P15′Q58′B112′F27′	Flensburg German *WB*	T.3Cy.17″,27⅜″&47″–33″ 127NHP A.G."Neptun,"Rostock		G
165 NRHC	**Hans Broge** *J.F.M.Lund* (*ex*Kommerzienrat Burjam,*ex*Kong Georg) *Elec.light*	SteelScSr 1*Dk*	1432 1167 873					1907	Howaldtswerke Kiel	Damps.Actieselsk Progress (Marius Nielsen&Sön, *Mgrs.*)	241·7 36·1 16·9 P13′Q73′B105′F29′	Copnhagn Danish *WB*	T.3Cy.16½″,27⅛″&43⅜″–29½ 101NHP Howaldtswerke,Kiel		V
166 NPDR	**Hans Egede** *V.Thorsen*09–12 *Mchy.Aft Elec.light*	SteelSc3MstSr 2*Dks*	900 723 506					1904	Akt.Burmeistr&Wain Copenhagen	Styrelsen af Kolonierne i Grönland	171·5 34·5 20·0 Q52′F24′	Copnhagn Danish *WB*	T.3Cy.14½″,23″&40″–33″ 92NHP Akt.Burmeistr&Wain,Cpn		V
167 MSHP	**Hans Fischer** *H.Topp* (*ex*Franziska Podeus) *Elec.light*	SteelScSr 1*Dk&Webframes*	1123 955 686					1895	Akt.Ges. "Neptun" Rostock	F.W.Fischer	234·2 34·5 14·5 P69′B58′F27′	Rostock German *WB*	T.3Cy.16½″,25⅝″&41¾″–31½″ 98NHP A. G." Neptun,"Rostock		G
168 102985 JLQM	**Hans Hemsoth** (*ex*Emil Kirdorf, *ex*Heimfeld,*ex*Amyl) *Well deck*	SteelScSr *ss*Ham.No.3–2,06 *ss*Ham.No.1–11 1*Dk(pt Stl pt Irn) &Webframes*	2487 1852 1573	✠ — 9,15 ✠	Bmn	*s*		1894 8mo	J.L.Thompson&Sons,Ld. Sunderland	Requisitioned by the Admiralty (Everett& Newbigin, *Mgrs.*) *WB=Cell DB*	300·0 41·1 18·1 P24′Q90′B124′ F32′ FK *a94′f112′413t FPT*	London British *6BHCem*	T.3Cy.22½″,36½″&60″–39″ 224NH 2SB,*6cf*,GS100,HS3358	20 ″ 6	
169 136761 JHTV	**Hans Jost**	SteelScSr 1*Dk*	934 733 577					1889	Flensburger Schiffsb.Ges. Flensburg	Requisitioned by the Admiralty (Everett& Newbigin, *Mgrs.*)	207·7 31·2 14·3 Q71′ B54′ F27′ *WB*	London British	*89t APT30t* T.3Cy.15¾″,24″&45″–30″ 111NHP Blair&Co.Ld.Stockton Flensburger Schiffsb.Ges.		
170 NVDH	**Hans Mærsk** *P.A.Hansen* –16	SteelScSr 1*Dk(Stl)*	1963 1775 1169	✠100A1 ~~9 1r 8,16~~ 4.18	Ams NYk	*x*	4,18	1916 3mo *Lloyd*	A.Vuijk& Zonen,Capelle a/d Ysel *SA&CP*	Akties.Dpskslsk. (1912) (A.P. Möller, *Mgr.*)	281·3 40·2 19·1 P22′B74′F31′ FK *Cell DB252′535t FPT*	Copnhagn Danish *4BHCem*	T.3Cy.20″,31½″&53″–36″ (*s*) 180lb *140lb* 187NHP 2SB,*2pf.2cf*,GS74,HS2940 G.Clark,Ld.Sunderland	21 ″ 4 s 3 ″ 2 18 ″ 6	
171 NMBR	**Hans Tavsen** *L.G.Koch* –15 *ss*Cpn.2nd No.3–12,15 (*ex*Iona) *Well deck*	SteelScSr 1*Dk(Stl)&Webframes*	1779 1281 1093	✠100A1 ~~2.17 8.16~~ 5.18 ~~Exam 3.21.18~~ BS~~1.17~~3.18	Cpn	*q*	~~3.16~~ 3,18	1889 10mo	R.Thompson&Sons Sunderland A&CP	Dmpsk.Selsk. Fiona (Svendsen &Christensen, *Mgrs.*) *WB*	269·0 36·5 17·0 P27′Q68′B112′F30′ BK9″ *=Cell DB168′303t*	Copnhagn Danish *4BHCem APT120t*	T.3Cy.20″,32½″&53″–36″ (*s*) 160lb 168NHP 2SB,*3pf&1rf*,GS70,HS2522 N.E.Marine Eng.Co.Ld.Sld	19 ″ 2 s 1 ″ 2 18 ″ 11	
172 JGDT	**Hansa** *O.Wienke*10–11	SteelScSr 1*Dk*	1320 929 777					1910	Stettiner Oderwerke Stettin	Neue Dampfer-Co. Act.Ges.	224·7 35·4 14·6 Q71′B100′F26′	Stettin German *WB*	T.3Cy16 5/16″27⅜″&43 3/16″–31½″ 105NHP Stettiner Oderwerke		G
173 MCTV	— *A.Haaland*	SteelScSr 1*Dk*	1137 1011 660					1906	Trndhjms Mek.Værks. Trondhjem	Akties Dpsk Hansa (William Hansen)	230·4 35·2 15·9 H53*t*F32*t*	Bergen Norwegian *WB*	T.3Cy.16½″,27″&44″–30″ 106NHP Trondhjems M.V.Trndhjm		N
174 JFRB	— (*ex*Hilda,*ex*Dunstanborough)	IronScSr *ss*Stn.3rd No.3–11,04 *ss*Stn.No.1–09 1*Dk2trB*	932 863 563	✠ 7,09	Rot	*m*		1871 2mo	T&WSmth N.Shields		214·9 30·7 17·5 Q51*t*F31*t* ND88 ptND09 BK8″ *WB=DBa&f*	Rostock German *4BHCem*	C.2Cy.27″&50″–27″ NDD88 109NHP NB01 R.&W.Hawthorn,Nwc.	18 ″ 6	V

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Grément, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière Visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. / Tirant d'eau correspondant.	15 Inscrits ici quand ils diffèrent de ceux du pont.
175 118477 WJRH	**Hansa** *R.Buchanan* –08 *ss*Sou.No.2–12 1*Dk*(*Stl*)*&deep framing* *Elec.light* Sub.Sig.	**SteelScSr**	880 750 516	100A1 8.16 ~~Surv. 11.12.17~~ ~~B&T 11.17~~ MS5,17 BS8,17	Sou	*l* LMC~~12~~	~~11.15~~ 5,17	1904 8mo *Lloyd's*	Act.Ges. "Neptun" Rostock *sA&CP* *WB*	TheUnionCastle MailSS.Co.Ld. *=Cell DBa*51′ *u E &B*36′ *f*87′270*t FPT*	215·0 B53′F20′	30·6	14·1 FK 4*BHCem* 15*t APT*9*t*	London British 2SB,*4cf*,GS61,HS2138	T.3Cy.16⅝″,25⅝″&41½″– 28½″ 170lb (*s*) 98RHP A.G."Neptun,"Rostock	16 ″ 4 2 ″ 1½ 14 ″ 5	
176 JFWH	— *V.Keller*09–09 1*Dk*	**SteelScSr** (*ex*Praecis)	742 587 438					1908	Nüscke& Co.A.G. Stettin	DanzigerRhederei Akt.Ges. (Behnke &Sieg,*Mgrs.*)	202·9 Q69′B46′F24′	30·3	12·5 *WB*	Danzig German	T.3Cy.13⅝″,21½″&35½″–23½″ DresdnerMasch. 62NHP &Schiffsw.Uebigau,A.G.		G
177 3542 JKVH	— *B.C.Sandström*94–99 1*Dk&Shelter dk*	**SteelScSr**	552 255 416					1899	W.Lind- bergsAktieb. Stockholm	Ångf.Aktieb.Got- landsAktieb. (CarlE. Ekman,*Mgr.*)	157·2 H70*t* len04	25·8	11·4 18·4 *WB*	Visby Swedish	T.3Cy.15″,24″&39″–26″ 77NHP W.LindbergsAktieb.Skm.		
178 RGKP	— *H.Sachs*93–02 Wireless	**IronScSp**	524 496 217					1881	J.&G. Thomson Clydebank	Hamburg-Amerik. Packetf.Act.Ges. (Ham.-Amr.Linie)	156·0 F17′	32·5	15·7 FK	Hamburg German	C.2Cy.24″&44″–36″ 97NHP J.&G.Thomson,Clydebank		
179 RPFK	— *Strohsaal* (*Trawler*) *Elec.light* 1*Dk*	**SteelSc**	201 179 54					1906	H.C.Stül- ckenSohn Hamburg	HansaHochseefis- chereiAkt.Ges.	115·9 F17′	21·7	11·2 *WB*	Hamburg German	T.3Cy12⅞″,19½″&32½″–21½″ 48NHP H.C.StülckenSohn,Ham.		G
180 RQWT	— *J.Jungclaus* –12 *Motor* 1*Dk*	**SteelScSp**	100 — 91					1911	D.W. KremerSohn Elmshorn	A.Rickmers	80·5 Q20′ len12	20·7	7·2	Cuxhaven German	Motor4S.C. 3Cy.12¾″–16″ FredrikshavnsJernst&Msk		G
181 MPBT	**Hansavaag** *L.Rogde*10–16 *Motor* (*ex*SailingVesselGunguer) 1*Dk*	**WoodScBn**	172 153 109					1875	..... Kragerö	Joh.Östensjö	100·2 Q21*t*H7*t*	23·3	11·4	Haugesnd Norwegian	Motor *fitted*16		
182 JTPC	**Hanseat** *N.Evensen* 1*Dk&Spar dk&deep framing*	**SteelScSr**	3358 3210 2177			...		1895	C.S.Swan &Hunter Newcastle	Akties.Atlantis (B.Hanssen,*Mgr.*)	330·0 B24′F38′	44·0	18·9 27·4 FK	Flekkefjrd Norwegian	T.3Cy.24″,40″&64″–42″ 290NHP N.E.Mar.E.Co.(Lim.),Nwc	29 ″ 10	N
183 MCWL	**Hanseat I.** *A.Nielsen*12–14 (*ex*Hanseat, *ex*Dr.FriedrichWitte) 1*Dk*	**IronScSr**	254 139 133					1887	Rostocker Act.Ges. Rostock	Hanseatselskabet A.S. (A.Wilhelm- sensEft.*Mgr.*)	124·2 Q23*t*F84*t*	22·0	8·4 *WB*	Chrstiania Norwegian	C.2Cy.18″&26½″–18½″ 25NHP RostockerA.G.Rostock		G
184 MHNQ	**Hanseat 2** *A.Bentsen*12–14 (*ex*Duddon) *Well deck Mchy.Aft* 1*Dk* *ss*Xia 3rdNo.3–12,17	**IronScSr**	332 249 147	✠100A1 12,17 ~~NB2,89~~ ~~LMC12,17~~	Xia		~~12~~12,17	1882 10mo *Lloyd's*	R.Smith Preston *sA&CP*	Akties.Borgund (Horgen&Telleff- sen,*Mgrs.*)	144·6 Q79′B10′F19′ *DBa*23′*f*54′80*t*	23·3	10·6 *WB* 1SB,*2pf.6×30* R.Smith,Preston	Chrstiania Norwegian	C.2Cy.17¼″&34″–24″ 100lb (*s*) 45NHP	11 ″ 2	
185 1274 JGQE	**Hansley** *Elec.light* Sub.Sig. (*ex*HansLeonhardt, *ex*Angelica zumBach) 1*Dk&Awng dk*	**SteelScSr**	*1273* *1138* *774*					1904	Schiffsw.v. HenryKoch Lübeck	RussianGovern- ment	250·8 H65′	37·2	15·1 *WB*	Archangel Russian	T.3Cy.17″,28½″&45¼″–32½″ 117NHP J.F.Ahrens,Altona		
186 15208 LWPJ	**Hanta Maru No. 1** 1*Dk*	**SteelScSr**	212 169 108					1912	OsakaIron Works Osaka	S.Sato	114·1 Q58′F21′	21·2	10·8 *WB*	Osaka Japanese	T.3Cy.11½″,19″&32″–22″ 48NHP OsakaIronWorks		
187 131803 HVRW	**Hantonia** *J.H Swan* –17 *Cruiser Stern* *Elec.light* Wireless Sub.Sig. 2*Dks*	**SteelTwinSc**	1560 957 662					1911	Fairfield Co.Ld. Glasgow	L.&S.W.Rlwy.Co.	290·3 P46′B160′F48′	36·1	15·3 *WB*	S'thamptn British	2 sets geared Stm. Turbines FairfieldCo.Ld.Glasgow		BT till 1,18
188 114739 SNHD	**Hanyang** *C.W.Puckett* –14 *Elec.light* 2*Dks*	**SteelScSr**	1956 1731 1207					1901	Scott&Co. Greenock	ChinaNav.Co.Ld.	275·5 B70′F30′	38·2	21·5 *WB*	London British	T.3Cy.19″,31″&53″–39″ 175NHP Scott&Co.Greenock		
189 130070	**Hapai** *S.Cochrane* (*Bucket Hopper Dredger*) *ss*Auk.No.2–16 *Elec.light* 1*Dk*(*Stl*)	**SteelTwinScCtr**	867 865 364	✠A1 *Hopper Dredger* 10,17 2,18 ~~✠LMC12~~ 10,17	Auk	*m*	9,16	1909 12mo *Lloyd's*	Fleming& Ferguson,Ld. Paisley *sA&CP*	AucklandHarbour Board	205·3 FK *WB=FPT*49*t*	40·1	14·2 5*BHCem*	AuklndNZ British	T.6Cy.15″,24′&39″–24″ (*s*) 170lb 164NHP 2SB,*4cf*,GS96,HS2629 Fleming&FergusnLd.Psy.	14 ″ 9	
190 RNBH	**Haparanda** 1*Dk*	**SteelScSr**	1005 708 533					1903	Schiffsw.v. HenryKoch Lübeck	Verein.Bugs.& Frachtschffhrt Ges.	210·6 Q62′B62′F28′	32·5	12·8 *WB*	Hamburg German	T.3Cy.17¾″,29½″&47½″–33½″ 130NHP J.F.Ahrens,Altona		G
191 1422 JCTB	— *S.O.Johansson*16–16 1*Dk*	**SteelPadSp**	246 135 178					1894	Bergsunds M.V. Stockholm	TrafikAktieb Haparanda (G. Edlund,*Mgr.*)	122·0 Q44′B42′H31*t*F19′	19·0	7·6	Haparnda Swedish	C.2Cy.19″&38″–29½″ 65NHP BrgsundM.V.Aktieb,Skm		
192 136575	**Happy Days** *R.H.Snowling* –15 (*Fishing*) 1*Dk*	**WoodScDy**	101 100 49					1914	Colby Bros. Lowestoft	~~J.R.Tripp~~ StrantonDrifters Ld(R.H.Davison, *Mgr.*)	88·8	19·3	9·8	Lowestoft British	C.2Cy.11½″&25′–16′ 20RHP Elliott&GarroodLdBeccles		
193 15825 MDLH	**Harada Maru** 1*Dk*	**SteelScSr**	201 — 76					1912	GoshiKai- shaHarada Shoko,Osaka	M.Iwanaka	117·0 B39′	21·3	11·3 *WB*	Osaka Japanese	T.3Cy.11″,19¼″&32″–22″ 48NHP GoshiKaishaHaradaShoko		
194	**Harada Maru No. 2** 2*Dks*	**SteelScSr**	548 474 340					1914	GoshiKais- shaHarada Shoko,Osaka		167·6 B39′	21·4	16·5 *WB*		T.3Cy.11½″,19″&29½″–18″ GoshiKaisha 36NHP HaradaShoko,Osaka		
195 MBFS	**Harald** *Gjeruldsen* *ss*Bal.No.3–7,16 1*Dk*(*pt Irn&pt Stl*)2*tr B&deep framing* 3*Dk rule*	**SteelScSr**	2987 2781 1921	✠100A1 10,17 2,18 ~~✠LMC7,16~~ BS10,17	Bal	*u*	2,17	1903 6mo *Lloyd's*	J.L.Thomp- son&Sons,Ld Sunderland *sA&CP*	Bruusgaard Kiösteruds Dampskibs.Acties.	325·0 P31′B98′F32′ *WB=Cell DB*	48·0	21·6 FK 5*BHCem* *a* 100′ *u E*24′	Drammen Norwegian 180lb *120lb* XDB17 2SB,*8pf*,GS127,HS4230 G.Clark,Ld.Sunderland	T.3Cy.24′,39″&65″–42″ (*s*) 285NHP *f*142′745*t FPT*86*t APT*119*t*	24 ″ 0 3 ″ 8½ 20 ″ 8	
196 LNCF	— *C.Hochreuter* *Elec.light* 1*Dk&Spar dk*	**SteelScSr**	2681 2519 1692					1906	Akt.Ges. "Neptun" Rostock	FlensburgerDmpf. Co. (H.Schuldt, *Mgr.*)	291·1 23·7	44·0	16·6 *WB*	Flensburg German	T.3Cy.20½″,35 7/16″&55 7/16″–37¾″ 192NHP A.G."Neptun,"Rostock		G
197																	

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 6 7 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. Port of Survey. Years Assigned. How Spirited. Equipment Letter.	7a Mean draft. Date when last seen.	8 9 Built. When. By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Register in which classed, if not in L.R. Dazeof1stCertificate.
198 NMJV	**Harald** *T.V.Stabal* –17 *Ost.Selvmide* *ss*Cpn.No.3–3,16 1 *Dk(Irn)* & *deep framing*	1955 1704 1208	✠100A1 10,17 ~~1,17~~ ~~BS2,17~~ ✠LMC8,16 ~~DS5,18~~	Cff NNs r	2,17	1903 6mo W.Gray & Co.Ld. W Hartlepool *Lloyd's SA&CP*	CarlDmpsk,Selsk. (L.H.Carl, *Mgr.*) *WB=Cel lDBa88'uE20'f118'*	280·5 40·3 18·4 P24'B69'F29' FK 541t *APT28t*	Copnhagn Danish 4 *BHCem*	T.3Cy.21″,33″&56″–36″ (*s*) 160lb *80lb* 194NHP 2SB,*4rf*,GS62,HS3008 Cen.Mar.Eng.Wrks.WHpl	20 ″ 6 s 3 ″ 1 17 ″ 9	
199 KQDJ	— *C.Ernst*14–14 *ss*Shl.No.2–12 1 *Dk(Stl)* & *deep framing* *Elec.light* *Cargo battens not fitted*	1866 1646 1128	✠ ~~4,16~~ ✠	Bmn r		1904 6mo Craig,Taylor & Co. Stockton	Westfalische TransportAkt.Ges.	280·0 38·3 18·3 P26'B72'F28' FK 4 *BHpt Cem pt Asp Ba* 90′*uE*16′ *WB=CellD*	Emden German 167NHP	T.3Cy.19″,31″&51″–33″ 2SB,*4pf*,GS74,HS2654 N.E.MarineEng.CoLd.Sld. *f*116′406*tFPT79tAPT87t*	20 ″ 7	
200 5143 JSBT	— *L.Linse*13–13 (*ex*Brunsnis, *ex*Mediterraneo) *Well deck* *ss*Fln.No 3–4,65 *ss*Els.No.2–14 1 *Dk(Stl)* & *Web frames* *Cargo battens not fitted*	1736 1293 1039	✠100A1 11,16 ~~DS7,16~~ ~~BS7,16~~ ✠LMC8,16 *Now named "Valpen,"*	Els q ~~11,16~~ 1,18 Examined 1,18 BS1,18 *See No. 30 in Supplement*		1892 4mo Osbourne, Graham & Co. Sunderland	Rederiakt.Kronan (O.H.Wiens, *Mgr.*)	260·0 37·0 16·5 P27′Q76′B106′F35′ FK 4 *BHCem* *WB=Cell*	Malmö Swedish 174NHP 2SB,*6pf*,GS86,HS2705 G.Clark,Ld.Sunderland *DB214′385tAPT53t*	T.3Cy.20″,32½″&53″–36″ (*r*) 160lb *65lb* 2SB,*6pf*,GS86,HS2705 G.Clark,Ld.Sunderland	18 ″ 9	
201	— *J.P.Forsling* *Elec.light* 1 *Dk*	1501 1319 891		SteelSc4Mst		1915	Fredrkstad Mek.Værks. Fredrikstad	Ångf.Aktieb. "Gefle" (E.Brodin, *Mgr.*)	243·0 39·2 19·2 P26′B67′F29′ *WB*	Gefle Swedish	T.3Cy.18″,29½″&49″–33″ 138NHP Fredrikstad M.V.Frdstad.		N
202 JTSK	— *B.Ingebrigtsen* 1 *Dk2trB*	818 601 495		SteelScSr		1894	Bergens Mek Verksted Bergen	Acties. Dpsk. Harald (O. & A. Irgens)	211·7 29·0 12·0 Q60*t*B87*t*H42*t* F25*t* *WB*	Bergen Norwegian	T.3Cy.17″,28½″&47″–33″ NB08 127NHP Bergens M.V.,Bergen		N
203 MSKP	— *F.Busecke* –12 1 *Dk*	632 512 367		SteelScSr		1912	Nüscke & Co.Akt.Ges. Stettin	RagnarNilsson	191·5 30·1 11·3 Q48′B12′H48′F23′ *WB*	Wismar German	T.3Cy.12⅝″22 1/16″&36½″–21 1/16″ 61NHP Atlas Werke A.G.Bremen		G
204	— *Hedbäck* (*Tug*) *Elec.light* 1 *Dk*	188 75 48		SteelScSr		1916	Motala Vrk.Nya Akt. Motala	GöteborgBogserings Aktieb. (V.Brusewitz)	100·7 22·1 12·8 B24′ *WB*	Gothenbrg Swedish	T.3Cy.14″,22 7/16″&38″–26″ 74NHP Motala V.Nya Akt.Motala		V
205 KRHS	— *H.Plönges*07–07 (*Trawler*) 1 *Dk*	181 175 68		SteelScSr		1898	J.C.Tecklenborg A.G. Geestemünde	Geestemünder Herings & Hochsee fischerei Act.Ges.	120·8 21·7 10·6 *WB*	Gstemnde German	T.3Cy.11¼″,17 1/16″&29⅛″–21 1/16″ 39NHP J.C.Tecklenborg A.G.Gst.		G
206 MHFP	— *H.C.Rönnevik* –12 *Stm Eng.* 1 *Dk* (*See Sailing Ship Register*)	116 100 55		WoodAuxScCtr		1903	H.Gravdal Opsanger	Akties.Harald B.Qvindesland	91·0 22·5 9·7 Q16*t*	Haugesnd Norwegian	C.2Cy 8 3/16″&18 3/16″–13″ NE&B12 10NHP Mjellem & Karlsen,Bergen.		N
207 JGNC	**Harald Haarfager** *J.Hansen* (*ex*Fiskeren) 1 *Dk* & *Awng dk2trB*	475 464 288		IronScSr		1884	Stavanger Stöberi & Dok Stavanger	Acties.Christianssands Dmpskselsk (G.Natvig, *Mgr.*)	153·8 25·1 18·5 H11*t* *WB*	Xiansand Norwegian	C.2Cy.16½″&40″–~~26~~″ NB95 68NHP N.E.Mar.E.Co.(Lim.),Nwc		N
208 NWKF	**Harald Klitgaard** *N.Neilson* (*ex*Fairfield) *Well deck* 6th Survey,Cpn.5,08 1st Survey,Cpn.4,12 1 *Dk(Irn)* & *Web frames*	1799 1381 1116	✠ A1✻ 1 9,14 Examined 6,17 LMC MS4,12 BS5,16	Cpn Lv 14·76 15·76 16·76 17·76 9,14	1884 9mo Richardsn, Duck & Co. Stockton	Dansk.Russiske Dmpskselsk.	260·7 38·0 16·3 P26′Q76′B52′F31′ FK *WB=DBa & f & uE & B*	Copnhagn Danish 4 *BHCem* *APT45t*	C.2Cy.30⅛″&55″–36″ 80lb *80lb* NDB99 143NHP 2SB,*4pf*,GS58,HS2400 Blair & Co.(Lim.),Stockton	18 ″ 6 s 2 ″ 2 16 ″ 8	
209 MBHW	**Haraldshaug** *O.Smith*15–16 *Elec.light* (*ex*Gerd) 1 *Dk* & *deep framing*	1203 1065 750		SteelScSr ...		1903	WoodSkinner & Co.Ld. Newcastle	Dpsk.Akties. Haraldshaug (Akties.Mercator)	237·0 35·2 16·0 P20′B29′F29′ FK *WB*	Haugesnd Norwegian	T.3Cy.18½″,30″&49″–33″ 146NHP N.E.MarineEng.CoLd Nwc	18 ″ 6	N
210 ing since 1917 NLBF	**Harberton** *B.Dunbar* –10 *ss*Shl.No.3–6,07 *ss*Shl.No.2–16 *Well deck* 1 *Dk(Irn)* & *Web frames*	1443 1098 893	✠ ~~100A1~~ 7,16 NB9,09 ✠ ~~LMC7,16~~	Shl p 7,16	1894 7mo S.P.Austin & Son Sunderland A&CP	CoryColliers,Ld. *WB=CellDBa67'uE&*	247·0 35·3 15·6 P28′Q63′B45′F27′ FK *B38′f99′430t FPT*	London British 4 *BHCem* 29*t APT41t*	T.3Cy.19″,31″&51″–33″ (*s*) 160lb *100lb* 148NHP NDB04 *fitted*09 1SB,*4pf*,GS67,HS2210 N.E.Mar.E.Co.(Lim.),Sld.	18 ″ 3 ~~1 ″ 8~~ ~~16 ″ 10~~	
211	**Harbin Maru** *O.Sumi* –15 *Elec.light* 1 *Dk(Stl)* *Shelter dk(Stl* ws) & 2nd *Dk(Stl)* in *No.1 hold*	5169 4102 3129	✠100A1 *Shelter dk with freeboar'* 9,17 ~~1,17~~ ✠LMC ~~7,16~~ 9,17	Kob y ~~7,16~~ 9,17	1915 1mo Kawasaki Dkyd Co.Ld. Kobe *Lloyd's SA&CP*	OsakaShosen KabushikiKaisha *WB=CellDBa102'u E&*	400·0 50·0 27·6 B170′F47′*on Shelter dk* FK B61′*f* 174′686*tFPT*	Osaka Japanese 6 *BHCem* 52*t APT50t*	T.6Cy.21″,35″&59″–48″ (*s*) 200lb 659NHP 4SB,*12cf*,GS242,HS9219 FD KawasakiDkydCoLdKobe	30 ″ 0 s 6 ″ 3½ 24 ″ 4	
212 105880 PLQW	**Harborne** *W.Tillotson* –10 *ss*Sld.No.3–9,09 *ss*Shl.No.1–14 *Well deck* 1 *Dk(Irn)* & *Web frames*	1278 940 785	✠100A1 9,16 ~~DS9,16~~ ✠LMC8,14 BS12,17	Shl n ~~11,16~~ 12,17	1896 9mo S.P.Austin & Son Sunderland A&CP *WB*	CoryColliers,Ld. *=CellDBa57'uE&*	235·1 34·1 14·3 P26′Q56′B46′F25′ FK *B35′f96′370t FPT*	London British 4 *BHCem* 22*t APT46t*	T.3Cy.18½″,30″&49″–33″ (*s*) 160lb *90lb* 147NHP 1SB,*4pf*,GS69,HS2350 J.Dickinson & Sons,Ld.,Sld.	17 ″ 3 s 1 ″ 8 15 ″ 10	
213 RLJN	**Harburg** *H.Stahl*12–12 *Well deck* *ss*Ham.No.3–9,11 1 *Dk(Stl)* & *Spar dk(Stl)* 3*trB*	4472 4263 2837	✠ ~~10,16~~ *Spar dk* ✠	Ham y	1899 7mo	Flensburgr Schiffsb.Ges Flensburg	Deutsch-Austral. Dmpfsch.Ges. *WB=*	388·0 47·6 20·8 P&B232′F46′ 28·3 FK *Cell DBa 94'u E&B*	Hamburg German 6 *BHCem* 62*f*164′895*t*	T.3Cy.28½″,47½″&78″–54″ 554NHP 4SB,*12cf*,GS185,HS9800 FlensburgerSchiffsb.Ges.	31 ″ 0	
214 135279 JDGL	**Harbury** *W.Craig* –16 *Elec.light* 1 *Dk(Stl)* & *Shelter dk* (*pt Irn pt Stl*)	4572 4232 2778	✠100A1 *Shelter dk with freeboard* 6,16 ✠LMC10,15	Lon y 6,16	1913 10mo	Sunderlnd S.B.Co.Ld. Sunderland *Lloyd's SA&CP*	J.&C.Harrison,Ld. *WB= CellDBa uE23'*	380·0 53·0 26·0 124′ FK *f*165′977*tFPT126t*	London British 6 *BHCem* *APT194t*	T.3Cy.26″,42″&70″–48″ (*r*) 180lb 478NHP 2SB(FD),&1AuxSB,*8cf*, GS159,HS7379 Blair & Co.Ld.Stockton	28 ″ 6 s 3 ″ 6½ 25 ″ 4	
215 98515 MGBH	**Hardanger** *E.Goodwin* –15 *Well deck* *ss*Shl.2ndNo.3–4,16 1 *Dk(Stl)* & *Web frames*	2419 1881 1528	✠100A1 ~~10,16~~ 11,17 MBS6,17 ✠LMC MS6,15 BS4,16	Bry s N10,16	1891 7mo	W.Gray & Co.(Lim.) W Hartlepool A&CP	G.B.Harland & Co. *WB=*	285·6 39·0 21·3 P27′Q92′B112′ F28′ BK 10″ *DBa 94′f104′530t*	W.Hartlpl British 5 *BHCem* *APT20t*	T.3Cy.22″,35″&59″–39″ (*s*) 160lb *100lb* NDB16 215NHP 2SB,*6cf*,GS81,HS3200 Cen.Mar.Eng.Wrks.WHpl	22 ″ 10 s 1 ″ 11 21 ″ 10	
216 MCLB	— *H.Klausen*05–05 1 *Dk*	1109 981 655		SteelScSr		1905	Bergens Mek.Værks. Bergen	H.W.Larsen	226·8 35·2 15·9 P12*t* H45*t* F31*t* *WB*	Bergen Norwegian	T.3Cy.16″,25″&43″–30″ 106NHP Bergens Mek Værks Bergen		N
217 JPTF	**Hardangeren** 1 *Dk*	226 157 136		IronScSr		1869	Bergens Mek Verkst Bergen	Hardanger Söndhordlandske Dampskibsselskab	144·4 19·7 9·6 Q28*t* H20*t* F21*t*	Bergen Norwegian	C.2Cy.18⅝″&37½″–24″ NB90 56NHP Bergens Mek.Verks,Bergn.		
218 JPLB	**Hardangerfjord** *Johansen* –13 *Elec.light* (*ex*Kong Carl) 2 *Dks*	664 633 382		IronScSr		1868	C.Mitchell & Co. Newcastle	Hardanger Söndhordlandske Dampskselsk.	170·2 25·2 21·0 H19*t*	Bergen Norwegian *WB*	T.3Cy.14½″,23½″&38″–27″ NE&B05 61NHP Bergen Mek.Værks.Bergen		

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7a Date de la dernière visite de factre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Appareils à cuire et à distiller. H. Distillers. Cook & Hot Plates.
219 115132	**Hardback** *H.Edmondson* –07	**SteelPadK** (*Tug*) 1*Dk*	125 111 12					1901	J.P.Rennoldson&Sns SouthShields	HodbarrowMining Co.Ld. (S.P.Wilsen, *Mgr*)	90·5 19·1 9·4	Whitehvn British	L.2Cy.25″–45″ 50RHP J.P.Rennoldsn&Sns,S.Shl.		
220 WLBH	**Harde** *Michelsen* –15 *ss*Pir.2ndNo.3–6,14 (*ex*Sundsvall,*ex*Zafirios 1*Dk*(*Irn*)2*trB* Matsas,*ex*LudovicoS.,*ex*Denia, *Elec.light Well deck* *ex*Wyndcliffe)	**IronScSr**	1885 1421 1133	✠100A1 11,17 ~~5,17 7,16~~ ~~MBS11.16~~ ✠LMC6,14 ~~8,17~~	Npt NYk	*r*	~~7,16~~ 5,17	1889 9mo *Lloyd's*	Craig, Taylor&Co. Stockton *SA&CP* *WB* = *DBa*80′*f*114′365	H.Kuhnle	269·8 37·2 18·3 Q102′B106′F31′ FK *tFPT*66*tAPT*21*t*	Bergen Norwegian	T.3Cy.20″,33″&54″–36″ (*s*) 150lb *100lb* NDB14 175NHP 1*BHptAsp* *ptCem* 2SB,6*f*,GS72 M.Pratt,Huddersfield	19 ″ 8 s 1 ″ 8½ 18 ″ 2	
221 132719 HWWL	**Harden** *E.T.Cummings* –16 *Well deck* 1*Dk*(*Irn*) *Cargo battens not fitted*	**SteelScSr**	1686 1294 833	✠100A1 2,14 ✠LMC6,13	Shl	*p*	~~11,16~~ 5,17	1912 5mo *Lloyd's*	W.Gray& Co.Ld. W Hartlepool *SA&CP* *WB* = *CellDBa*5	Harrison's (London)Ld.	245·0 36·2 17·7 Q97′B58′F25′ FK *uE*98′*f*92′367*tFPT*	London British	T.3Cy.19″,30½″&51″–36″ (*r*) 180lb *100lb* 198NHP 4*BHCem* 2SB,6*cf*,GS93,HS3438 60*tAPT*120*t* Cen.Mar.Eng.Wrks.WHpl	19 ″ 10 s 1 ″ 11 18 ″ 3	
222	**Hardi No. 107** *Elec.light* 1*Dk*	**SteelSc**	215 210 97					1912	Lobnitz& Co.Ld. Renfrew	Cie.Universelle duCanalMarit.de Suez	115·7 24·1 13·1 *WB*	PortSaid Egyptian	C.2Cy.22″&45″–30″ 92NHP Lobnitz&Co.Ld.Renfrew		V
223 135205 JBWM	**Hardinge** *P.G.Lewis* –13 *Elec.light* 1*Dk*(*Teak*) &*pt Promenade dk*(*Teak*)	**SteelTwinScSr**	652 563 262	... *For Service between* *Fitted for oil fuel* 3 *Water tube boilers*			1,16	1913 3mo *Lloyd's*	A.&J. Inglis,Ld. Glasgow *ram & Tale Manaar* *bove 1 50° F.* *SA&CP*	SouthIndianRly. Co.Ld.	250·5 38·1 9·5 F41′ FK *WB* = *DBf*23′1…	London British	(Steam Turbines (*s*) geared to 2 screw shafts 180lb 2B,GS168,HS7000 FD A.&J.Inglis,Ld.Glasgow	10 ″ 2 ~~9 6~~ ~~1 7~~	
224 86415	**Hardy** *H.Michelsen* (*ex*GraceDollar) *Elec.light*	**WoodSc**	429 — 289					1898	Fulton E. &S.B.Works S.Francisco	M.J.Savage	158·5 34·0 11·4	S.Frncisco Utd.States	T.3Cy.10½″,18″&24″–24″ 28NHP FultonE.&S.B.Wrks.S.Fo.		
225 93353 KLDR	**Hare** *A.Carmichael* –05 *Elec.light* 2*Dks*	**SteelScSr**	774 614 350					1886	Barclay, Curle&Co.Ld Glasgow	G.Lowen	216·0 29·6 14·7 P65′ B67′ F44′	Liverpool British	T.3Cy.24″,38″&58″–42″ NDB06 NB05 218NHP Barclay,Curle&Co.Ld.Gls.		
226 MJVS	**Hareid** *H.Brekke* –13 *ss*Abn.No.1–11 (*ex*LochAvon) 1*Dk*	**SteelScK**	179 175 68	✠ — 1.16 *StmTrawler* ✠	Abn			1906 10mo	J.Duthie, Sons&Co.Ld Aberdeen	Akties.Hareid (O.Alvestad)	116·1 21·7 11·6 BK7½″ *WB* = *DTf*5′10*t*	Aalesund Norwegian	T.3Cy.12″,20″&33″–23″ 69NHP 1SB,3*pf*,GS50,HS1252 W.V.V.Lidgerwood,Glas.	12 ″ 6	
227	**Hareidingen** *K.Flö* –16 *Elec.light* 1*Dk*	**SteelScCtr**	133 129 46					1916	Rosenberg Mek Verk Stavanger	J.E.Hareide& K.Flö	98·5 19·9 9·9	Aalesund Norwegian	C.2Cy.10½″&23″–18″ 18NHP Rosenberg M.V.Stavanger		
228 109510 SNJV	**Harelda** *P.Kelly* –16 *ss*Liv.No.3–5,13 *Well deck* 2*Dks*(*UptStl&ptIrn*)	**SteelScSr**	1288 1141 651	✠100A1 11.16 ~~BS12.16~~ ✠LMC6,14	Liv	*p*	12,16	1901 8mo *Lloyd's*	Wigham-Richrdsn&Co Ld Newcastle *SA&CP*	CorkS.S.Co.Ld. *WB* = *CellDB*	255·0 33·7 18·6 P&B143′F26′ BK9″ *a*67′ *f*96′217*tFPT*	Cork British	T.3Cy.21″,33½″&54″–39″ (*s*) 160lb *80lb* 195NHP NDB07*fitted*09 5*BHCem* 27*tAPT*17*t* 2SB,6*pf*,GS98,HS3120 WghmRchrdsn&C.LdNwc	19 ″ 9 s 2 ″ 2 18 ″ 5	
229 135215 JCBT	**Harewood** *T.Ryan* –16 *Elec.light* 1*Dk*(*Stl*)	**SteelScSr**	4150 3827 2570	✠100A1 3,17 ✠LMC6,14	NYk	*w*	12,16	1913 4mo *Lloyd's*	J.L.Thompson&Sons,Ld Sunderland *SA&CP*	CenturyShppg.Co. Ld.(Harris&Dixon Ld.,*Mgrs.*) *WB* = *CellDBa*121′	351·7 50·9 25·9 P25′B145′F32′ FK *uE*&*B*42′*f*1…	London British	T.3Cy.25″,42″&68″–48″ (*s*) 180lb *90lb* 350NHP 6*BHCem* 2SB,6*cf*,GS136,HS5415 J.Dickinson&Sons,Ld.Sld. 46′1045*t* *FPT*96*tAPT*214*t*	28 ″ 5 s 4 ″ 10½ 23 ″ 10	
230 131386	**Harfat** *R.Davies* –11 1*Dk*	**SteelSc**	128 115 82					1911	W.J.Yarwood&Sns Ld Northwich	~~Powell,Bacon&~~ ~~Hough Lines,Ld.~~ CoastLinesLd	95·0 20·6 6·9	Liverpool British *WB*	C.2Cy.10½″&21″–12″ W.J.Yarwood &Sons,Ld.Northwich 18RHP		
231 135224 JCHB	**Harflete** *E.G.Broadhead* –14 *Elec.light* 2*Dks*(*Stl*)	**SteelScSr**	4814 4588 3021	✠100A1 3,16 ✠LMC6,14	Cff	*y*	3,16	1913 5mo *Lloyd's*	Bartram &Sons,Ld. Sunderland *SA&CP*	J.&C.Harrison,Ld. *WB* = *CellDBa*135′*uE*23′	390·0 50·5 28·1 P33′B115′F36′ FK *f*168′1036*tFPT*12	London British	T.3Cy.26″,43″&71″–48″ (*s*) 180lb 401NHP 6*BHCem* 3SB.9*cf*,GS180,HS6483 0*tAPT*188*t* J.Dickinson&Sons,Ld.Sld.	30 ″ 6 s 6 ″ 1½ 24 ″ 9	
232 114 QBLN	**Harima Maru** ~~*K.Yamamoto* –15~~ *ss*Kob.No.3–6,14 (*ex*Borneo) 3*Dks*(2*Stl*–ws) *Elec.light* Wireless *H.J.Kenchi* –16	**SteelScSr**	4720 4085 2845	~~✠100A1~~ 4,18 ~~12.15~~ ~~BS3.14~~ ~~LMC 12,15~~ ~~Bs3,17~~	Kob Bom	*y*	~~12,15~~ 4,18	1895 8mo *Lloyd's*	Palmers' Co.Ld. Newcastle *SA&CP*	ShinsanKisen KabushikiKaisha *WB* = *CellDBa*	401·3 46·8 27·9 P42′B140′F86′ BK9″ 102′ *f*146′602*tFPT*	Dairen Japanese	T.3Cy.28″,46″&77″–54″ (*s*) 160lb *160lb* 506NHP 7*BHCem* 54*tAPT*63*t* 2DB,8*cf*,GS150,HS6925 FD Palmers'Co.Ld.Newcastle	31 ″ 0	
233 359	**Harjuma** *Kahn* *Paraffin Motor* (*ex*Liss,*ex*SwedishGunboatFenris) (*See Sailing Ship Register*)	**SteelAuxSc3MstSr**	134 127 107					1872 1907	Bergsunds M.V.Aktieb. Stockholm	A.U.Hanko	94·2 18·8 9·2 H12*t*	Reval Russian	Paraffin Motor 1Cy.13″–14″ NE*fitted*07 BergsundsM.V.Aktb.Skm.		V
234 *Should be "S.V. Harkness," See No. 33 in Supplement*	**Harkness** *Elec.light* *Mchy.Aft*	**SteelScSr**	6400 (*ClassContemplated*) *CarryingPetroleum in bulk*	100A1				1917	Skinner& Eddy Corp. Seattle,Wash	StandardOilCo. (NewJersey)	420·0 57·0 28·6 P98′B34′F37′	Baynne NJ Utd.States	1 Steam Turbine General Electric Co., Schenechtady, N.Y.		
235 122580	**Harland** *J.T.McLaine* –10 1*Dk*	**WoodTwinSc**	352 352 217					1908	NwBurrell Jhnsn I.Co Ld Yrmouth N.S.	~~TheIcelandTugCo.~~ ~~Ld.~~ WilliamMcLure	113·0 27·0 6·7	YarmthNS British	C.4Cy.10″&20″–16″ NewBurrell 33RHP JohnsonI.CoLd.Yrmth,NS		
236 PSBH	**Harlaw** *ss*Abn.2ndNo.3–9,08 (*ex*Gotha) 1*Dk*(*ptStl*–ws) *Well deck*	**SteelScSr**	821 548 449	✠ 12,13 ~~NB7,96~~ ✠	Abn	*l*		1888 7mo	Earle'sCo. Ld. Hull	Ferrovie dello Stato(Italian StateRailways)	220·5 29·1 13·7 P&B138′F33′ BK8″ *WB* = *Cell*	Italian	T.3Cy.19″,31″&54″–33″ NDB99 163NHP 5*BHCem* 2SB,4*cf*,GS64,HS2350 *DB*90′121*t* Earle'sCo.Ld.Hull	14 ″ 6	
237 JLWF	**Harle** *J.Pene*05–13 *Elec.light* 1*Dk*	**SteelScK**	265 233 106	✠100A1 *StmTrawler* 10,13 ✠LMC10,13	Abn			1913 10mo *Lloyd's*	J.Duthie Torry S.B.Co Aberdeen *SA&CP*	Soc.de Pêcheries MaritimeLes Damiers	131·3 22·0 12·0 Q77′ BK7½″ *WB* = *DB f*30′25*t*	Nantes French	T.3Cy.12½″,21″&35″–27″ (*s*) 180lb 85NHP 1SB.3*pf*,GS54.HS1535 3*BHCem* W.V.V.Lidgerwood,Gls.	12 ″ 10 s 1 ″ 11 12 ″ 10	
238 136729 JHLD	**Harlech** ~~*Bebington* –17~~ *Lewis* –17 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	**SteelScSr**	1081 841 562	✠100A1 ~~6,17 5,16~~ 1,18 ~~Shl~~ Gms ✠LMC12,14	Cff	*m*	6,17	1914 12mo *Lloyd's*	Osbourne, Graham&Co. Sunderland *SA&CP*	Harrison's (London),Ld. *WB* = *Cell DBa*50′	210·0 32·0 15·4 Q108′B10′F20′ FK *uE*21′*f*90′243*tFPT*	London British	T.3Cy.17″,28″&46″–30″ (*s*) 180lb 147NHP 2SB.4*pf*,GS76,HS2548 4*BHCem* 26*tAPT*81*t* G.T Grey,SouthShields	17 ″ 6 s 1 ″ 6 16 ″ 3	

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	6 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	7 Port of Survey.	Years Assigned. now expired. Equipment Letter.	Date when tail shaft last seen.	8 Built. When. Ship. Engines.	By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught.	15 Registers in which classed. If not in L. R. Dated Roof Text Cert.
239 136136	**Harlech Castle** SteelScK 1*Dk*	275 245 108	✠100A1 *Stm Trawler* 4,16	Mdb			1916 4mo	Smith's Dock Co. Ltd. Middlesbro'	Castle S.Trwlrs,Ld (C.Heron, *Mgr.*)	125·4 Q72'	23·4 F21'	12·8 BK7½"	Swansea British 2*BHCem*	T.3Cy.12½",21"&35"–26" (*s*) 180lb 87RHP 1SB,*3pf*,GS50,HS1616 Smith'sDockCo.Ld.Mdb.	13 ″ 6	
240 108770 QKHR	**Harlem** SteelScSr *J.J.Boyce* 15–15 (*ex* Needles) 2*Dks*	4706 4489 2995					1898	Lon.&Gls. Co.Ld. Glasgow	Harlem S.S.Co.Ld. (Brown,Jenkinson &Co.)	401·7 P40'B115'F40'	49·2	27·7	London British *WB*	T.3Cy.27",42"&69"–54" 350NHP Lon.&Gls.Co Ld.Glasgow		C
241 139062 JLKT	**Harlow** SteelScSr *T.Armstrong* –17 *Well deck* 1*Dk*(*pt Irn pt Stl*) *Cargo battens not fitted*	1795 1341 881	✠100A1 10,16	Shl	*p*		1915 6mo	W.Gray& Co.Ld. W Hartlepool	Harrison's (London)Ld. *B=CellDBa§uE*	245·1 Q95'B58'F24' FK *96'f96'384t FPT47t*	37·0	18·0	London British 4*BHCem APT133t*	T.3Cy.19",30½"&51"–36" (*r*) 180lb *100lb* 202NHP 2SB.*6cf*,GS98,HS3568 Cen.Mar.Eng.Wks.W.Hpl.	20 ″ 0 s 1 ″ 9½ 18 ″ 6	
242 125142 HMBG	**Harlseywood** SteelScSr *T.H.Scott* –15 *ss*Shl.No.2–16 1*Dk*(*pt Irn§pt Stl*)*§deep framing*	2701 2525 1694	✠100A1 7,17 11,16 BS8,17	Shl Bry	*u*	6,16	1907 12mo	Ropner& Son,Ld. Stockton	~~Constantine&~~ ~~Pickering S.S.Co.~~ Joseph Constantine *WB=CellD*	317·0 P31'B94'F37' FK *Ba102'uE22'f134'*	46·0	20·9 5*BHCem 603t APT44t*	Middlsbro' British 160lb *100lb* 247NHP 2SB.*6rf*,GS101,HS3786 Blair&Co.Ld.Stockton	T.3Cy.22½",37"&61"–42" (*s*) 160lb *100lb* 247NHP 2SB.*6rf*,GS101,HS3786 Blair&Co.Ld.Stockton	23 ″ 3 s 3 ″ 9½ 19 ″ 10	
243 129162 HSBT	**Harmattan** SteelScSr *H.Farquharson* –14 *ss*Bkn.No.1–14 *Elec.light* 2*Dks*(*Stl*)	4792 4465 3047	✠100A1 11,16 BS8,17	NNs	*y*	12,16	1911 1mo	Swan,Hunter&Wigham Richardson, Ld Newcastle	J.&C.Harrison,Ld. *WB=CellDB a134'uE&B39'*	390·0 P39'B111'F42' FK *f170'1050t FPT11*	50·6	27·8 6*BHCem 0t APT115t*	London British 180lb *106lb* 421NHP 2SB,*6cf*,GS127,HS5774 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc.	T.3Cy.26",42½"&70"–48" (*r*) 180lb *106lb* 421NHP 2SB,*6cf*,GS127,HS5774 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc.	30 ″ 5 s 6 ″ 2½ 24 ″ 7	
244 101917 MRVB	**Harmodius** SteelSc3MstSr *A.Menzies* –13 *ss*Bkn.No.3–3,06 (*ex* Warrnambool) *ss*Liv.No.1–10 *Ref.Mchy.* 2*Dks*(1*Stl§Upt Stl*–ws)3*trB*	3513 3213 2213	✠100A1 1,14 11,16 *Examined* BS8,17	Liv	*w*	1,16	1892 8mo	Sunderlnd S.B.Co.Ld. Sunderland A&CP	Brit.& S.American StmNavCoLd(R.P. Houston&Co.*Mgs*) *WB=CellDB282'496t FPT*	360·0 P40'B96'F39' BK9" *6BHCem 70t APT13t*	43·5	26·1	Liverpool British 155lb 445NHP 2DB.*16pf*,GS220,HS7604 Wighm Rchrdsn&Co.Nwc.	T.3Cy.28",45"&73"–54" (*s*) 155lb 445NHP 2DB.*16pf*,GS220,HS7604 Wighm Rchrdsn&Co.Nwc.	29 ″ 0 s 5 ″ 7½ 24 ″ 4	
245 120491 HBTK	**Harmonic** SteelScSr *J.Stuart* 10–16 1*Dk*(*pt Irn§pt Stl*) *§deep framing*	2827 2697 1826	✠100A1 1,16 *Examined* BS8,14	Shl	*u*	~~1,16~~ 5.17	1905 1mo	Furness, Withy&Co Ld W Hartlepool	TreeS.S.Co.Ld. (HowardJones& King,*Mgrs.*) *B=Cell DBa 102' uE&B42' f136'713t*	325·0 P24'B94'F32' FK	47·0	22·3 5*BHCem APT30t*	London British 200lb *200lb* 304NHP 2SB,*6cf*,GS100,HS4547 Richardsons,Westgarth& Co.Ld.Hpl.	24 ″ 10 s 4 ″ 2½ 21 ″ 0	
246 98954 MFTW	**Harmonides** SteelSc3MstSr *J.Stewart* –16 (*ex* Woolloomooloo) *ss*Liv.No.2–13 *Ref.Mchy.* 2*Dks*(1*Stl§Upt Stl*–ws)3*trB*	3521 3239 2221	✠100A1 2,16 *Examined*	Liv	*w*	~~1,15~~ ~~2,17~~ 10,17	1891 7mo	Wigham Richrdsn&Co Newcastle A&CP	Brit.&S.American StmNavCoLd(R.P. Houston&Co.*Mgs*) *WB=Cell D B280' 560t FPT*	360·0 P36'B98'F38' BK10" *6BHCem 65t APT20t*	44·4	26·0	Liverpool British 155lb 445NHP 2DB.*16pf*,GS221,HS7600 WighmRichrdsn&Co.Nwc.	T.3Cy.28",45"&73"–54" (*s*) 155lb 445NHP 2DB.*16pf*,GS221,HS7600 WighmRichrdsn&Co.Nwc.	29 ″ 0 s 5 ″10 24 ″ 6	
247 75185 QCHM	**Harmony** WoodAuxScSr *J.C.Jackson* 02–02 *Salted Stm.Eng.* (*ex* LornaDoone,*ex* Sailing) CF 1*Dk*2*trB* (*See Sailing Ship Register*)	403 352 223	6,95	Mau	12		1876 8mo	TayS.B.Co Dundee	MoravianChurch &MissionAgency (H.O.Essex)	150·8 Q35' alt95	26·4	15·4	London British	C.2Cy.17"&36"–24" NE&B95 60RHP A.Hall&Co.Aberdeen	16 ″ 9 s 3 ″ 0½	
248 130304	**Haro** WoodSc *K.Poulsen* –17 *Salted*† *Roof* 1*Dk*	233 193 159	*For Towing purposes* 12,10	Vcr			1910 12mo	A.Mc Donald Vancouvr BC	B.C.MillsTug& BargeCo.Ld.	106·1	25·6	12·4	Vancvr,BC British	T.3Cy.10",17"&28"–20" 36RHP 1SB,*2cf*,GS33,HS995 McKie&Baxter Glasgow		
249 1069 HSQT	**Harold** IronScSr *C.Holtz* (*ex* Hamsteels) *ss*Shl.3rd No.3–6,11 *Well deck* 1*Dk*(*Irn*)2*trB* *Cargo battens not fitted*	1471 1260 867	✠ 7,18	Skm	*q*		1878 9mo	M.Pearse& Co. Stockton	Angf.Aktieb. Harold (E.E.Reuter)	258·7 Q106'B61'H24*t* F32' BK9" *WB*	34·6	19·3 *=DB170'*	Gothenbrg Swedish 4*BHCem*	C.2Cy.32¾"&60¾"–39" NDB04 150NHP 2SB,*6pf*,GS64,HS2181 Blair&Co.(Lim.),Stockton	20 ″ 6	V
250 95988 KRJL	— WoodSc *P.Neilsen*	186 — 93					1889	..... New London, Conn.	Thames Tow Boat Co.	106·3	24·2	12·5	N.Lndn Cn Utd. States	C.2Cy.20"&40"–28" 71NHP		
251 108379	— SteelScSr *J.A.Glover* –05 (*Tug*) 1*Dk*	144 141 3					1898	Lobnitz& Co. Renfrew	Price,Wills& Reeves	100·4 B20'	20·1	11·3	London British	T.3Cy.13",22"&35"–27" 70RHP Lobnitz&Co.Renfrew		
252 96635	**Harold B. Nye** SteelScSr *Elec.light Mchy.Aft* 1*Dk*2*trB*	4256 — 3052					1902	American S.B.Co. Lorain,O.	Pioneer S.S.Co. (Hutchinson&Co., *Mgrs.*)	380·0	50·0	28·0	Cleveland Utd. States *WB*	T.3Cy.22",35"&58"–40" 213NHP AmericanSB.Co.Cleveland		
253 129531 HRWQ	**Harold Dollar** SteelScSr *M.Ridley* –17 (*ex* Strathardle) *Elec.light* 2*Dks*	4377 4092 2823					1910	AM'Millan &Son,Ld. Dumbarton	Dollar Steamship Lines,Ld. (Robert Dollar Co. *Mgrs.*)	376·5 P36'B100'F39'	52·2	25·5 *WB*	Vancouvr BC British	T.3Cy.25",41"&68"–48" 320NHP D.Rowan&Co.Glasgow		C
254 *full particulars See No. 13 in Supplement*	**Harold Walker** SteelScSr *Elec.light* *Mchy.Aft* *Longitudinal framing*	7157 6235	100A1 (*Class Contem plated Carrying Petr oleum in bulk*)				1917	W Cramp& Sons S&EB Co Philadelphia	Pan-American Petroleum& Transport Co.	430·0 P116'B36'F49'	58·2	30·0	L.Angeles Utd. States	T.3Cy.27",45½"&76"–51" W.Cramp&SnsS&EBC Phl		
255 129100 HRCP	**Harpagus** SteelScSr *W.E.Pope* –14 *Elec.light* 2*Dks*(*Upt Irn pt Stl§*1*Stl*)	5866 5427 3672	✠100A1 6,16 BS8,16	NYk	*a*†	6,16	1910 6mo	W.Gray& Co.Ld. W Hartlepool	J.&C.Harrison, Ld. *WB=CellDBa 1217t FPT113t AP*	428·0 P36'B272'F41' FK *150'uE27'f186' T190t*	53·5	29·1 2*BHt*	London British *Cem* 4*BHtoU dk* *o2nd dk only*	T.3Cy.28",45"&75"–51" (*r*) 180lb 574NHP 3SB(FD)&1AuxSB,*11cf*, GS205,HS8810 Cen.Mar.Eng.Wrks.WHpl	31 ″ 8 s 5 ″ 9 26 ″ 4	
256 135190 JBQF	**Harpathian** SteelScSr ~~*W.J.Rowell* 13–16~~ *E.Owen* –17 *Elec.light* 1*Dk*(*Stl*)*§Shelter dk* (*pt Irn pt Stl*) *Carrying fuel oil F.P. above 150°F.*	4588 4232 2870	✠100A1 *Shelter dk with freeboard* 11,16	NYk	*y*	11,16	1913 2mo	Sunderlnd S.B.Co.Ld. Sunderland	J.&C.Harrison,Ld. *CellDBa124'uE24' WB=*	380·0 P36'B272'F41' FK *f165'977t FPT126t*	53·0	26·0 6*BHCem APT165t*	London British 6*BHCem* *APT165t*	T.3Cy.26",42"&70"–48" (*r*) 180lb 481NHP 2SB(FD)&1AuxSB,*8cf*, GS159,HS7389 Blair&Co.Ld.Stockton	28 ″ 6 s 3 ″6½ 25 ″ 4	
257 120666 HFPB	**Harperley** SteelScSr *W.St.George-Yorke* 08–17 ~~*ss* Mel.No.2–15~~ 1*Dk*(*pt Irn§pt Stl*)*§deep framing* *ss*Hpl.No.3–3,17	3990 3779 2566	✠100A1 12,17 3,17 *Carrying fuel oil F.P. above*	Hpl Cff	*x*	3,17 ~~8,17~~ 12,17	1906 2mo	W.Gray& Co.Ld. W Hartlepool	J.&C.Harrison,Ld *WB=Cell DBa117'uE27'f*	360·3 P31'B227'F35' FK *154'1051t FPT158t*	50·1	25·7 6*BHCem APT191t*	London British 6*BHCem*	T.3Cy.26",42"&70"–45" (*r*) 180lb *90lb* 358NHP 2SB,*6rf*,GS135,HS5542 Cen.Mar.Eng.Wrks.WHpl	28 ″ 4 s 4 ″ 4 24 ″ 5	

1 Numéro d'Ordre / Numéro Officiel / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné aux classes. Lettre d'Equilibrage.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NH^=Force en chevaux d'après les formules de la Société. RH^=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. — Tirant d'eau correspondant. pds. pc.	15 Hivernage où cotés au lieu le plus bas. Hivernage Tropical. Mètres. Pieds.
258	**Harpon**	**SteelScSr**	*1484*	✠100A1	BAs	*p*	N6,16	1897	**Strand**	**Cia. Argentina de**	250·2	35·7	16·0	**Bns. Ayres**	T 3Cy.19″,31″&51″–33″ (*s*)	18 ″ 6	
	J. Ness	*ss*Sld. No.3–2,10	*1148*	6,17 ~~6,16~~				7mo	Slipway Co.	**Pesca**	P29′	Q61′	B50′ F31′	Argentine	160lb *80lb* 159NHP	s 1 ″ 10½	
	(*ex*Hylton)	*ss*B.As. No.1–14	*899*	~~BS9,16~~ LMC8,14	BS3,17				Sunderland				FK		1SB,*4pf*,GS60,HS2532	16 ″ 11	
	Well deck Elec.light	1*Dk*(*Irn*)2*trB*							A&CP	*WB*=*CellDBa*67′	*uE&B*34′ *f*103′444*t*			*APT*29*t*	N.E.Marine Eng.Co.Ld.Sld.		
259	**Harrier**	**SteelScK**	207	✠100A1	Bng	*c*	N3,16	1892	**Scott & Co.**	**Rt. Hon. Baron**	120·0	20·1	9·4	**Beaumaris**	T.3Cy.11″,17″&28″–21″ (*s*)	10 ″ 0	
102768	~~*Holmes* –10~~	*ss*Bng. No.3–11,04	160	3,16				9mo	Bowling	**Penrhyn**	Q38′	B9′	F161′	British	160lb 50RHP		
NHGD	*Mchy. Aft*	*ss*Bng. No.2–13	69	~~Examined~~ 6,17 BS4,17					A&CP	(**O.T. Jones**, *Mgr.*)			BK7″		1SB,*2pf*,GS30,HS722		
	W. Williams –17	1*Dk*(*Stl*)		~~BS3,16~~ LMC9,13									*WB*=*FPT*28*t*		Fisher & Co., Paisley		
260	**Harriet**	**SteelScSr**	1629					1915	**Laxevaags**	**Akties. Dpsk.**	246·1	37·9	16·8	**Bergen**	T3Cy.18¾″,29″&49″–33″		N
	N. Tvedt		1295						Jrnskb & Msk.	**Harriet (P.**	P17′	Q71′	B57′ F31′	Norwegian	138NHP		
MLQS		1*Dk*	940						Bergen	**Kleppe**)				*WB*	Laxevaags Jrns. & Msk Bgn		
261	**Harrildsborg**	**SteelScSr**	1547	✠100A1	Cpn	*p*	9,16	1907	**Helsingörs**	**Dmpsk. Selsk.**	237·9	36·7	14·2	**Copnhagn**	T.3Cy.17″,27½″&47″–33″ (*s*)	16 ″ 9	
	*P. Lund*98–11	*ss*Cpn. No.2–15	1033	9,16				8mo	Jernsk & Msk	**Neptun** (**C. K.**	P18′	Q77′	B100′ F23′	Danish	180lb 148NHP	s – 9½	
NQKW	(*ex*Fulton)	1*Dk*(*Stl*)*&deep framing*	966						Elsinore	**Hansen**, *Mgr.*)			FK		2SB,*4cf*,GS54,HS2426	16 ″ 2	
	Well deck			✠LMC				*Lloyd's*	*SA&CP*	*WB*=*CellDBa*77′ *uE&B*31′ *f*98′415*t*				*FPT*26*t*	Helsingörs Jernsk. & Mskb.		
				MS9,16 BS2,16										*APT*15*t*			
262	**Harrington**	**SteelScSk**	237					1892	**W. Simons**	**Harrington Har-**	120·0	26·0	11·0	**Harringtn**	C.2Cy.15″&30″–21″		
			236						& Co.	**bour Commis-**	F13′			British	34NHP		
	Mchy. Aft	1*Dk*	97						Renfrew	**sioners**					W. Simons & Co., Renfrew		
263	—	**SteelSc**	149	✠100A1	Liv		~~7,16~~	1903	**J.T. Eltring-**	**Alexandra Towing**	92·0	20·1	10·9	**Liverpool**	C.2Cy.16″&42½″–27″ (*s*)	12 ″ 0	
118051	*W. Bradley*04–10	*ss*Liv. No.3–8,16	131	*For Towing purposes*			6,17	9mo	**ham & Co.**	**Co. Ld.**			BK6½″	British	150lb 68RHP		
		1*Dk*(*Stl*)	1	6,17 ~~8,16~~					S. Shields						1SB,*3cf*,GS57,HS1560		
					BS2,16			*Lloyd's*	*SA&CP*					*4BHCem*	G.T. Grey, South Shields		
				~~BS3,17~~ ✠LMC12,16													
264	**Harris**	**SteelScSr**	130					1909	**Kaldnæs**	**Akties. Harpunen**	95·7	19·0	11·2	**Chrstiania**	T.3Cy.11″,18″&29″–20″		
	A. Andreasen	(*Whaler*)	127						Mek. Værks.	**(H. Sandberg,**				Norwegian	38NHP		
MFPS		1*Dk*	45						Tönsberg	*Mgr.*)				*WB*	Akers Mek. Værks. Xia.		
265	**Harrogate**	**SteelScSr**	1168	✠100A1	Gms	*p*	1,15	1911	**Earle's Co.**	**Wilsons & N.E. Rly.**	255·1	36·1	15·1	**Hull**	T.3Cy.20½″,34″&56″–39″ (*s*)	17 ″ 4	
132261	*F.B. Boyle*97–11	*ss*Gms. No.1–16	933	8,17 ~~3,16~~	Lon			9mo	Ld.	**Shipping Co. Ld.**	P&B160′		F63′	British	180lb 272NHP	–1 ″ 4½	
HTFQ	*Well deck*	1*Dk*(*Stl*–ws)	477	✠LMC					Hull	*WB*=			FK		2SB,*6cf*,GS138,HS5000	16 ″ 5	
	Elec.light			MS1,16 BS3,16				*Lloyd's*	*SA&CP*	*CellDBa*60′ *uE&B*62′ *f*92′286*t*				*FPT*14*t*	Earle's Co. Ld. Hull		
														*APT*5*t*			
266	**Harrow**	**SteelScSr**	1777	✠100A1	Bly	*r*	~~N6,16~~ 6,17	1900	**S. P. Austin**	**Cory Colliers, Ld.**	268·4	37·7	17·0	**London**	T.3Cy.20½″,33″&54″–39″ (*s*)	19 ″ 9	
112705	*B.R. Davison* –14	*ss*Shl. No.3–4,13	1392	6,16				5mo	& Son, Ld.		P27′	Q74′	B50′ F29′	British	160lb *90lb* 194NHP	s 2 ″ 2	
BQCK		1*Dk*(*Irn*)*&deep framing*	1102	BS6,17					Sunderland				FK		2SB,*6cf*,GS90,HS3100	17 ″ 11	
	Well deck	*Cargo battens not fitted*		~~BS6,16~~ LMC4,15					A&CP	*WB*=*CellDBa*78′ *uE&B*30′ *f*112′510*t*				*FPT*	W. Allan & Co. Ld. Sld.		
														*APT*51*t*			
267	**Harry**	**WoodScSr**	176					1883	**P. Larsson**	**O.M. Holm**	100·4	22·8	9·6	**Brantevik**	2Cy.10¼″&22″–14½″		
2172	*J. Persson*15–15		146						Thorskog		P20′	H6*t*		Swedish	NB11 15NHP		
HRQK	*Mchy. Aft* (*ex*Svenborg)	1*Dk*	92												P. Larsson, Thorskog		
268	**Harry A. Berwind**	**SteelScSr**	6634					1908	**Gt. Lakes**	**Mutual S.S. Co.**	532·0	58·3	32·0	**Duluth**	T.3Cy.24″,38″&65″–42″		
205072			—						Eng. Works	**(G.A. Tomlinson**				Utd. States	274NHP		
	Elec.light Mchy. Aft	1*Dk*	4927						Ecorse, Mich.	*Mgr.*)				*WB*	Gt Lakes Eng. Wrks, Detroit		
269	**Harry Busse**	**SteelSc**	205					1907	**Eiderwerft**	**F. Busse**	120·3	21·7	11·8	**Gstemnde**	T3Cy.12¾″,20½″&32½″–22½″		V
	H. Wulff		186						Act. Ges.		F16′			German	49NHP		
KRPT		1*Dk*	51						Tönning						Eiderwerft A.G. Tönning		
270	**Harry Coulby**	**SteelScSr**	6495					1906	**Detroit S.B**	**Great Lakes S.S. Co**	549·0	56·1	32·0	**Oswego**	T.3Cy.24″,39″&65″–42″		
202960			—						Co.					Utd. States	274NHP		
	Mchy. Aft Elec.light	1*Dk*	4939						Wyandotte					*WB*	Detroit S.B. Co. Detroit		
271	**Harry Escombe**	**Steel&IronTwin**	505	✠	Dun	*h*		1902	**Gourlay**	**Union Govt. of**	160·0	29·1	15·4	**Port Natal**	T.6Cy.16″,26½″&42″–27″	16 ″ 4	
120375	*G.J. Thompson*92–08	**.ScSp**	437	1,02				1mo	**Bros. & Co.**	**S. Africa (South**	B53′			British	234NHP		
	Elec.light	1*Dk*(*Teak*)	13	✠					Dundee	**African Rys & Har-**			BK6″	*4BHCem*	2SB,*6cf*,GS122,HS3332 FD		
										bour Department)					Gourlay Bros. & Co. Dundee		
									WB=*DB*	*a*17′ *CellDBuE*25′	39*t* *DTf*17′41*t*			*FPT*	11*t*		
														*APT*14*t*			
272	**Harry Luckenbach**	**IronSc3MstSr**	2798			...		1881	**W. Gray &**	**E.F. Luckenbach**	300·0	40·2	24·5	**New York**	C.2Cy.40″&75″–45″	32 ″ 8	R
93008	*Harvey* (*ex*Michigan, *ex*Surrey)		2787						Co.				31·3	Utd. States	279NHP		
KPQT	*Carrying oil in bulk*	1*Dk&Spar dk4trB*	1799						W Hartlepool					*WB*	Blair & Co. Ld. Stockton		
	Sub.Sig.																
273	**Harry R. Jones**	**SteelScSr**	5531					1903	**Superior**	**Interlake S.S. Co.**	468·0	52·0	28·0	**Cleveland**	Q4Cy15″,23¾″,36½″&56″–40″		
157696		(*ex*D.G. Kerr)	—						S.B. Co.	**(Pickands, Mather**	F48′			Utd. States	198NHP		
	Mchy. Aft Elec.light	1*Dk2trB*	3991						W Superior W	**& Co.** *Mgrs.*)				*WB*	Superior S.B Co W Superior		
274	**Harry Randall**	**IronPad**	496					1875	.....	**E.S. Randall**	170·6	29·3	8·2	**Washngtn**	Utd. States		
75798	*J. Barker* –96		—						Camden, N.J.								
	(*ex*John W. Thompson)		418														
275	**Harry Ross**	**SteelScK**	183			...		1901	**Hall, Rus-**	**Ross Steam Trawl**	110·4	21·2	11·5	**Aberdeen**	T.3Cy.11″,20″&33″–22″	12 ″ 1	
114194	*G. Campbell* –14		171						sell & Co. Ld.	**Fishing Co. Ld.**				British	62RHP		
		(*Trawler*)	1*Dk*	71						Aberdeen	**(H. Ross**, *Mgr.*)			BK7½″	*WB*	Hall, Russell & Co. Ld. Abn.		
276	**Harry Yates**	**SteelScSr**	6077					1910	**Gt. Lakes**	**American S.S. Co.**	504·0	56·0	26·0	**Buffalo**	T.3Cy.23″,37″&63″–42″		LE
207361			—						Eng. Works	**(Boland &**				Utd. States	257NHP		
	Mchy. Aft Elec.light		4927						St. Clair, Mich	**Cornelius**, *Mgrs.*)				*WB*	Gt. Lakes Eng. Works.		
277	**Harstad**	**Iron&SteelScSr**	127					1889	**Trndhjms**	**Akties. Haaloga-**	108·3	16·7	9·7	**Harstad**	T.3Cy.10″,15⅝″&23″–18″		
	H. Brok		114						Mek. Værks.	**landsDmpsk selsk.**	H7*t*			Norwegian	NB13 22NHP		
JTMC		1*Dk*	47						Trondhjem						Trondhjems M V Trndhjem		
278	**Harsteele**	**SteelSc**	183					1897	**Hawthorn**	**J.D. Hardin, Jr.**	135·3	18·6	11·1	**N. Orleans**	T.3Cy.11½″,18½″&30″–22″		
214220		(*Tug*)	—						& Co.					Utd. States	42NHP		
LGDF	(*ex*Gunboat Gral Barhona)	1*Dk*	59						Leith					*WB*			
279	**Hartburn**	**SteelScSr**	2367	✠100A1	Nwc	*t*	~~9,17~~	1900	**Blyth S.B.**	**A. Capel**	302·8	43·1	19·9	**Swansea**	T.3Cy.22½″,37″&61″–39″ (*s*)	22 ″ 4	
110356	*A.N. Shelton* –16	*ss*Bly. No.3–7,13	2184	6,17 ~~2,17~~	Bkn		N6,17	8mo	Co. Ld.	**(W.L. Scott**, *Mgr.*)	P25′	B78′	F34′	British	180lb *180lb* 257NHP	s 3 ″ 5½	
SCVF		1*Dk*(*Irn*)*&deep framing*	1494	~~BS4,16~~ ✠LMC10,12					Blyth				FK	*5BHCem*	2SB,*6cf*,GS88,HS4015	19 ″ 3	
				BS6,17					A&CP						T. Richardsn & Sns. Ld. Hpl.		
													WB=*Ce*	*llDBa* 120′ *u*	*E&B*16′ *f*120′690*t*		
															*APT*116*t*		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. / Master. / Special Surveys.	3 Material, Rig, &c. / Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification: Character. — † for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years&s.gnedd now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines.	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed. If not in L.R. Date of Ref. to Trade Cert.
280 138998 JKVD	**Hartfield** ~~*B.L.Keeley* 14–15~~ *S.Blackmore* –18 *Elec.light* 1*Dk*(*Stl*) ~~*Carrying fuel oil F.P.above* 150°*F. in D.B.*~~	**SteelScSr** 4360 2885	✝100A1 ~~4,18~~ 4,16 4,18 ✝LMC04,16 *Carrying fuel oil F.P.above* 150°*F. in D.B. oil fuel*	NNs ~~NYk~~ Sus	*y*	~~4,18~~ 3,18	1915 4mo *Lloyd's*	Bartram& Sons,Ld. Sunderland *sA&CP*	WoodfieldStm. ShippingCo.Ld. (Woods,Tylor& Brown, *Mgrs.*) *WB*=	400·0 | 52·1 | 25·7 P29′B244′F37′ FK *CellDBa*140′*uE&B*	London British 6*BHCem* 43′*f*172′103	T.3Cy.27½″,45″&75″–48″(*s*) 180lb *120lb* 461NHP 3SB.*9cf*,GS195,HS7638 J.Dickinson&Sons,Ld.Sld. 4*tFPT*170*tAPT*172*t*	28 ″ 2 s 4 ″ 5 24 ″ 2	
281 96472	**Hartford** *C.Bacon* 96–01 1*Dk&SaloonDk*	**SteelTwinSc** 1488 — 1012					1899 *Lloyd's*	Columbian I.W.&D.D.Co Baltimore *sA&CP*	Hartford&New YorkTransptn.Co. *WB*=	243·3 | 45·7 | 12·5 *CellDBa*140′*uE&B*	HartfdCon Utd.States 43′*f*172′103	C.4Cy.20″&40″–28″ NB13 141NHP ColumbianIron Works&DryDockCo.Bal. 4*tFPT*170*tAPT*172*t*		
282 131426 HVQF	— *H.Mills* –16 *Mchy.Aft* *Well deck*	**SteelScK** *ss*Liv.No.1–16 1*Dk*(*Stl*)	407 291 156	✝100A1 ~~9,17 1,16~~ ✝LMC BS3,16 MS11,16	Liv	*f*	11,16	1912 4mo *Lloyd's*	J.P.Renoldsn&Sons SouthShields *sA&CP*	NorthwichCarrying Co.Ld. *WB*=*FPT*30*t* FK	144·0 | 24·4 | 10·5 Q47′B9′F26′ *CellDBa*117′*uE*27′	Liverpool British 3*BHCem* *APT*29*t*	C.2Cy.17″&36″–24″ (*s*) 130lb 75RHP 1SB,*3cf*,GS45,HS1405 J.P.Rennoldsn&Sns,S.Shl.	11 ″ 9 s ″10½ 11 ″ 1	
283 125598 HLDF	**Hartington** *A.J.Long* –16 1*Dk*(*pt Irn&pt Stl*)*&deep framing*	**SteelScSr** *ss*Bom.No.2–16	4043 3815 2500	✝100A1 12,16 ✝LMC BS4,16 MS12,16	Bom	*x*	12,16	1907 7mo *Lloyd*	W.Gray& Co.Ld. WHartlepool *sA&CP*	J.&C.Harrison, Ld. *WB*=	360·0 | 50·0 | 25·7 P31′B227′F35′ FK *CellDBa*117′*uE*27′	London British 6*BHCem* *f*154′1051*tFPT*158	T.3Cy.26″,42″&70″–45″ (*r*) 180lb *90lb* 358NHP 2SB,*6cf*,GS134,HS5542 Cen.Mar.Eng.Wrks.W.Hpl *tAPT*191*t*	28 ″ 4 s 4 ″ 4 24 ″ 5	
284 ~~125603~~ HJND	**Hartland** *M.J.Andrews* –11 1*Dk*(*Irn*)2*trB&deep framing* 3*Dk* *Now named "Greigrant," See No. 62 in Supplement*	**SteelScSr** *ss*Bry.No.2–15	4785 4395 3050	✝100A1 9,16 BS9,16 ✝LMC8,16	Bry	*x*	4,16	1906 11mo *Lloyd*	Richardsn, Duck&Co. Stockton	DulciaSteamShip- pingCo.Ld (J.C. Gould&Co.,*Mgrs.*) *WB*=	369·2 | 50·8 | 27·6 P28′B104′F29′ FK *CellDBa*126′*uE*	London British 6*BHCem* *&B*39′*f*165′	T.3Cy.26″,42″&70″–48″ (*s*) 180lb *100lb* 371NHP 3SB,*9cf*,GS160,HS5750 Blair&Co.Ld.Stockton 1194*tFPT*167*tAPT*190*t*	30 ″ 3 s 5 ″11 24 ″ 9	
285 115162 VLSR	**Hartlepool** *T.Ward* –09 *Elec.light* 1*Dk*(*Irn*)2*trB&Web frames* *&Trunk dk*(*pt Irn&pt Stl*)3*Dk rule*	*ss*HKg.No.3–6,17 **SteelScSr** ~~*ss*Shl.No.2–12~~ 1*Dk*(*Irn*)2*trB&Web frames* *&Trunk dk*(*pt Irn&pt Stl*)3*Dk rule*	4409 3875 2729	✝100A1 *Trunk dk* 6,17 ~~12,16~~ ✝LMC6,17 *Carrying oil fuel in bulk F.P.above 150°F. in holds&double bottom*	Bry HKg	*x*	~~1,17~~ 6,17	1904 1mo *Lloyd's*	Ropner& Son Stockton *sA&CP*	PoolShippingCoLd (SirR.Ropner&Co. Ld. *Mgrs.*) *WB*=	349·5 | 50·0 | 27·6 P30′B69′F35′ FK *CellDBa*110′*uE*2	W.Hartlpl British 10*BHCem* 5′*f*144′970*tFPT*21	T.3Cy.26″,42″&70″–48″ (*s*) 180lb *100lb* 371NHP 3SB,*9rf*,GS160,HS5750 Blair&Co.Ld.Stockton 4*tAPT*245*t*	29 ″ 4 s 5 ″1½ 24 ″ 9	
286 118616 VDPQ	**Hartley** ~~*ss*Forcados No.3–13~~ **SteelScSr** *F.T.Howell* –16 *Well deck* 1*Dk*(*Irn*)*&Web frames* *Cargo battens not fitted*	~~*ss*Forcados No.3–13~~ 1*Dk*(*Irn*)*&Web frames* *Cargo battens not fitted*	1150 915 725	✝100A1 9,17 ~~1,12~~ BS4,17	for- cados Shl	*n*	~~3,16~~ ¾4,17	1903 8mo *Lloyd's*	WoodSkin- ner&Co.Ld. Newcastle *sA&CP*	British&African S.N.Co.Ld.(Elder, Dempster&Co.Ld. *Mgrs.*) *WB*=	229·0 | 33·5 | 14·7 Q120′B10′F25′ FK *CellDBa*60′*uE&*	Newcastle British 4*BHCem* *B*33′*f*96′312*tFPT*	T.3Cy.18½″,30″&49″–33″ (*s*) 160lb *80lb* 151NHP 1SB,*4pf*,GS65,HS2457 N.E.MarineEng CoLdNwc 43*tAPT*68*t*	16″10 s1 ″ 9 15 ″ 4	
287 124307	**Hartness** ~~*Stephenson Pilcher*~~ (*Bucket Dredger*) 1*Dk*(*Stl–pt*ws) ~~*ss*Hpl.No.3–13~~ 4,17	**SteelSc** ~~*ss*Hpl.No.2–13~~ *Dredger*	348 346 154	✝ A1 4,17 ~~3,16~~ ✝NB(P)3,17 ✝LMC 3,17 ~~MS1,15 BS11,15 3,17~~	Hpl		4,14	1906 4mo *Lloyd's*	Fleming& Ferguson,Ld. Paisley *sA&CP*	HartlepoolPort& Harbour Commission FK	156·2 | 30·2 | 11·3 *CellDBa*60′*uE&*	Hrtlepool British 4*BHCem* *B*33′*f*96′312*tFPT*	C.2Cy.20″&40″–24″ (*s*) 120lb 67RHP 2SB,*4cf*,GS53,HS1196 Fleming&FergusonLdPsy 43*tAPT*68*t*	12 ″ 0	
288 125463 HPGC	**Hartside** *J.McKelvey* –17 *Elec.light* 1*Dk*(*Stl*)*&deep framing*	**SteelScSr** *ss*Shl.No.1–13	2740 2584 1742	✝100A1 2,16 BS2,16 ✝LMC9,13	Shl	*u*	12,14	1909 7mo *Lloyd's*	ShortBros. Ld. Sunderland *sA&CP*	CharltonSShpgCo. Ld.(Charlton,Mc- Allum&Co.*Mgrs.*) *WB*=*CellD*	313·0 | 47·0 | 21·2 P27′B96′F33′ FK *Ba*106′*uE*22′*f*130′	Newcastle British 5*BHCem* 709*tAPT*43*t*	T.3Cy.23″,38″&62″–42″ (*s*) 180lb 269NHP 2SB,*6pf*,GS112,HS4108 J.Dickinson&Sons,Ld.Sld.	23 ″ 0 s 3 ″ 6 20 ″ 0	
289 21463 LGPF	**Hartwood** *Christensen* –16 *Elec.light* 1*Dk*	**WoodScSr** — 545	946					1916	Matthews S.B.Co.,Ho- quaim,Wash.	HartwoodLumber Co.	199·3 | 42·0 | 14·1 P15′B40′F36′	S. Frncisco Utd.States	T.3Cy.13½″,21″&36″–24″ 63NHP UnionIronWorksCo.S.Fo.		
290 17398 MPDR	**Haru Maru** *S.Morisada* –15 (*ex*Haddonhall) 1*Dk*(*Stl*)*&deepframing* *&ptAwngdk*(*Irn*)	**SteelScSr** *ss*Yka.No.3–2,17	2678 1972 1664	✝100A1 *pt Awng dk* *withfreeboard* 2,17 ✝LMC2,17	Yka	*t*	2,17	1898 6mo	TyneI.S.B. Co.Ld. Newcastle A&CP	H.Ota *WB*=*CellDBa*	290·0 | 43·0 | 19·5 P29′Q89′ FK *pt Awng dk*181′ *&uE*110′*f*116′549*t*	Kobe Japanese 5*BHCem* *APT*51*t*	T.3Cy.23⅛″,37″&61″–39″(*s*) 160lb 250NHP 2SB,*6pf*,GS102,HS4025 N.E.MarineEng CoLdNwc	22 ″ 0 s 8 ″ 2 21 ″ 2	
291 60 QBGW	**Harunasan Maru** *S.Iwanaga* –16 (*ex*Edith) *ss*Nag.No.3–3,13 1*Dk*(*Irn*)2*trB&deep framing* 3*Dk rule*	**SteelScSr** *ss*Kob No.1–17	2982 2748 1867	✝100A1 *withfreeboard* ~~4,17 5,16~~ ✝LMC5,16 4,17	Nag Kob	*u*	~~5,16~~ 4,17	1901 10mo	S.P.Austin &Son,Ld. Sunderland A&CP	RyotoKisen KabushikiKaisha (MitsuiBussan KaishaLd.*Mgrs.*) *WB*=*CellDBa*	323·0 | 46·9 | 21·3 P33′B88′F37′ FK 102′ *uE&B*32′*f*	Dairen Japanese 5*BHCem*	T.3Cy.23⅝″,38″&62″–42″ (*s*) 160lb *90lb* 270NHP 2SB,*6pf*,GS111,HS4360 N.E.MarineEng.CoLd.Sld. 142′773*tFPT*50*tAPT*52*t*	23 ″ 9 s 3″10½ 20 ″ 2	
292 96507	**Harvard** *Mchy.Aft* *Elec.light* Sub.Sig. 1*Dk*2*trB*	**SteelSc** — 4061	5054					1900	Detroit S.B.Co. Wyandotte	PittsburghS.S.Co. *WB*	461·0 | 50·2 | 29·5	Duluth Utd.States DetroitS.B.Co.Detroit	Q.4Cy.18″,26¾″,41″&63″–42″ 257NHP		
293 204372 KWGD	— *Elec.light* Wireless	**SteelTrpSc** 1*Dk*	3737 — 2317					1907	Delaware RiverCo. Chester,Pa.	PacificNav.Co. *WB*	376·0 | 61·0 | 20·0	NewYork Utd.States	3 Steam Turbines W.&A.FletcherCo.Hobokn		R
294 202977	**Harvey D. Goulder** *Mchy.Aft.* *Elec.light* 1*Dk*	**SteelScSr** 5219	6617					1906	American S.B.Co. Lorain	CastileTnsprtn.Co (W.C.Richardson &Co.*Mgrs.*)	525·0 | 55·0 | 31·0 F46′	Mentor,O. Utd.States *WB*	T.3Cy.24″,39″&65″–42″ 273NHP AmericanS.B.CoCleveland		L
295 96399	— (*Tug*) 1*Dk*	**SteelSc** 78	156					1898	Bell'sStm. Eng.Work Buffalo,N.Y.	GreatLakes TowingCo.	78·8 | 23·3 | 11·6	Cleveland, Ohio Utd.States	C.2Cy.20″&40″–30″ 73NHP Bell'sStm.EngineWorks		
296 26261	**Harvey H. Brown** *Mchy.Aft* *Elec.light*	**SteelSc** — 1874	2674					1894	DetroitDry DockCo. Wyandotte	TideWaterCo.	351·1 | 40·8 | 21·6	Boston Utd.States *WB*	T.3Cy.22″,35″&56″–44″ 208NHP DetroitDryDockCo.		
297 74437 QRCT	**Harwich** *G.Swinhoe* –15	**WoodPad** 122 3	132					1877	Vaux Harwich	~~France,Fenwick~~ Tyne&WearCoLd (J.E.Dawson*Mgr.*)	100·6 | 18·9 | 10·4	Harwich British	L.2Cy.27″–46″ NB02 50RHP J.Stewart,London		
298 RNJT	**Harz** (Seized at Petrograd) *E.Steinorth* –12 Hessenmüller,*ex*Middleham Castle) *Elec.light* 1*Dk&deepframing&ptAwng dk*	**SteelScSr** (*ex*Hermine	3064 2240 1922			...		1897	Pickersgill &Sons Sunderland	AugustBolten, Wm.Miller's,Nfl.	324·0 | 43·0 | 19·2 P33′Q38′ *pt Awng dk*254′ FK	Hamburg German *WB*	T.3Cy.21½″,36″&60″–42″ 254NHP G.Clark,Ld.Sunderland	21 ″ 9	
299 QJKR	**Harzburg** *H.Siebje* *Elec.light* Wireless	**SteelScSr** *ss*Ham.No.1–11 1*Dk*(*Stl*)*&Spar dk*(*Stl*) *&deepframing*	4677 4352 2988	✝ ~~5,16~~ *Spar dk* ✝	Ham	*y*		1907 7mo	Flensburgr Schiffsb.Ges. Flensburg	Deutsche-Dmpfs- fahrtsGes.Hansa *WB*=*CellDBa*132′	396·9 | 53·9 | 16·9 P49′B116′F50′ 24·9 FK *uE*20′*f*182′1160*tF*	Bremen German 6*BHCem* *PT*90*t*	T.3Cy.26″,42½″&70″–48″ 410NHP 2SB,*6cf*,GS121,HS5468 FD FlensburgerSchiffsb.Ges.	27 ″ 5	

1 Numéro d'Ordre / Numéro Officiel / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote.	6 Surveillance Spéciale. Date de la dernière Visite.	7 Port de Visite.	7a Terme assigné dans le cas d'une Visite d'Entretien	7b Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
300 140291 JPQF	**Haslemere** *Elec.light*	**SteelScSr** 1*Dk*	2126 1905 1232						1917	S.P.Austin &Son,Ld. Sunderland	Furness,Withy &Co.Ld.	285·0|43·5|19·0 P27'B76'F32'			London British *WB*	T.3Cy.21″,35″&57″–39″ Richardsons, Westgarth&Co.Ld.Sld.	203NHP		
301 102725 NSHT	**Haslingden** *H.John* –17 *Well deck*	**SteelScSr** *ss*Hpl.No.3–4,08 *ss*Hpl.No.2–16 1*Dk*(*Irn*)&*Web frames*	1934 1437 1220	✠100A1 1,17 ~~2nd~~7 MS9,15	Sld Nwc LMC BS~~9,15~~ 11,17	*r*		3,17	1895 3mo	W.Gray& Co.(Lim.) WHartlepool A&CP	F.Yeoman&Sons	270·4|37·1|18·8 P29'Q72'B116'F27' FK *WB*=*DBa*84′*f*106′			W.Hartlpl British 4*BHCem* 459*t APT*27*t*	T.3Cy.20″,31½″&53″–36″ (*s*) 160lb *90lb* NDB08 169NHP 2SB,2*cf*&2*rf*,GS53,HS2540 Cen.Mar.Eng.Wks.,W.Hpl.	20 ″ 0 s 1 · 4 18 ″ 11	
302 ~~*Andree* –15~~ WKML	**Hassel** *Andersen* –17 *ss*Gls.No.3–10,13 (*ex*Merity, *ex*King Arthur) *Elec.light*	**SteelScSr** *Spar dk*(*Stl*)2*trB*&*F* *Web frames* *Cargo battens not fitted*	3968 3682 2589	✠100A1 *Spar dk with freeboard* 3,17 ~~3,15~~ ~~Position 1,18~~	NYk *w* NOs. 10,17 BS~~10,17~~ LMC~~10,18~~			3,15 ~~3,17~~ 4,18	1905 4mo	R.Stephen-son&Co.Ld. Newcastle *Lloyd's*A&CP	Akties.Dampsk. Hassel (Akties. RederietOdfjell) *WB*=*CellDBa*	340·7|47·1|20·0 P26'B93'F33' 27·3 FK 110′*uE*23′*f*138′682*t*			Bergen Norwegian 6*BHCem* *APT*181*t*	T.3Cy.25″,41″&67″–45″ (*s*) 180lb *100lb* 322NHP 2SB,6*cf*,GS124,HS4900 Blair&Co.Ld.Stockton	29 ″ 10 s 5·10½ 24 ″ 3	
303 5130 JSBD	**Hasting** *A.A.Norling*09–10 (*ex*Trettiotvåan)	**SteelScSr** 1*Dk*	878 717 497						1909	Helsingbrg Warf'sAktb. Helsingborg	Rederiaktie-bolagetHenckel(N. P.Swensson,*Mgr.*)	204·2|33·7|12·7 Q69'B52'H66*t*F20'			Helsngbrg Swedish *WB*	T.3Cy.15¾″,26″&43¾″–27⅞″ 100NHP HelsingborgsWarf'sAkt.		V
304 132864 HVQS	**Hatano** *A.J.Bush* –12	**SteelScK** 1*Dk*	255 228 100	✠100A1 *Stm Trawler* 5,14	Cff LMC4,12			5,14	1912 4mo	Smith's Dock Co.Ld. Middlesbro' *Lloyd's*A&CP	Neale&West,Ld.	125·0|23·0|12·3 Q74'F21' BK7½′			Cardiff British 3*BHCem*	T.3Cy.12½″,21″&35″–26″ (*s*) 180lb 82RHP 1SB.3*pf*,GS51,HS1445 Smith'sDockCo.Ld.Mdb.	13 ″ 0	
305	**Hatasu** *For full particulars See No. 10 in Supplement* *Elec.light*	**SteelScSr**		100A1 *Shelter dk with freeboard* (*Class Contem plated*)					1917	J.Blumer& Co. Sunderland	MossSteamship Co.Ld.	352·7|50·5|			Liverpool British	T.3Cy.25″,40″&67″–45″ Richardsons,Westgarth& Co.Ld.Sld.		
306	**Hathi** ~~*Ibrahim* 09~~ ~~*Ismail* 17~~ *Ibrahim* –13	**SteelSc** (*Anchor Hoy*) *ss*Krh.No.2–16 1*Dk*		✠ A– *For Harbour purposes* 2,16	Krh LMC~~8,16~~ BS~~8,17~~ 8,18			2,16	1909 9mo	G.Rennie& Co. London *Completed by*	KarachiPortTrust B.R.H.Hennan&	..... FK Co.Krh. *WB*=	Karachi British 4*BHAsp* *DTf*24′150*t*	C.2Cy.11″&22″–16″ (*s*) 125lb 1SB,2*pf*,GS24,HS531 Campbell&CalderwoodPsy	10 ″ 0	
307	**Hathor** *E.Vaubel* –12 *Elec.light* Wireless	**SteelScSr** 3*Dks*	7060 6542 4439						1912	J.C.Teck-lenborgA.G. Geestemünde	Deutsche-Dmpfs-fahrts.Ges.Kosmos	471·9|61·0|28·5 F48′			Hamburg German *WB*	T.3Cy.30″,48¾″&80½″–55½″ 482NHP J.C.TecklenborgA.G.Gst.		G
308 135571 JFHW	— *F.Bates* –17 *Elec.light* 1*Dk*(*ptIrn pt Stl*)&2*nd dk* *Cruiser Stern* (*Stl*) *in holds*	**SteelScSr**	3823 3604 2427	✠100A1 7,17 ~~5,16~~	Liv LMC4,14	*w*		5,16	1914 4mo	J.Blumer& Co. Sunderland *Lloyd's*A&CP	MossS.S.Co.Ld.(J. Moss&Co.*Mgrs.*) *WB*=*CellDBa*11 *uE*&*B*44′*f*148′75	350·0|48·2|26·7 P29'B105'F44' 0′ FK 7*t DTa*23′560*t FPT*	Liverpool British 6*BHCem* 60*t APT*38*t*	T.3Cy.24″,41″&68″–48″ (*r*) 180lb 359NHP 3SB,9*cf*,GS159,HS5700 N.E.MarineEng.Co.Ld.Sld	29 ″ 2 s 5 ″ 1½ 24 ″ 4	
309 98352	**Hatiya** 1*Dk*	**SteelSc**	146 129 73						1907	Turner, Morrison&Co Calcutta	RiversStm.Nav.Co Ld.(Macneill&Co. *Mgrs.*)	110·6|22·2| 7·5			Calcutta British	C.2Cy.14″&30″–18″ 35RHP Campbell&Calderw'd,Psy.		
310 1093 HGQJ	**Hatsu Maru** (*ex*NagataMaruNo.22, *ex*NatorigawaMaru)	**IronTwinScSp** 2*Dks*	149 139 92						1888	Y.Sayama Osaka	K.Miyoshi	108·4|15·3|11·4			Osaka Japanese	C.4Cy.8″&19½″–12″ 22NHP OsakaIronWorks		
311 13666 LMKH	**Hatsuharu Maru** 1*Dk*	**SteelScSr**	199 156 107						1910	Osaka Iron Works Osaka	KasugaGyogyo G.S.Kaisha	109·1|21·2|10·8			Osaka Japanese	T.3Cy.11½″,19″&32″–22″ 48NHP OsakaIronWorks		
312 14372 MHTL	**Hatsuho Maru** 1*Dk*	**WoodScSr**	199 185 123						1914	B.Take-mori Otaru	S.Yamada	116·2|17·7|12·0			Yoichi Japanese	C.2Cy.13⅞″&26½″–15′ *Emade*98*refitted*14 27NHP *Bmade*95*refitted*14 S.Ono,Osaka		
313 1659 HLBC	**Hatsutaka Maru** 1*Dk*	**WoodScSr**	199 — 117						1897	I.Keda Kinzaburo Nagasaki	M.Yamaguchi	87·6|16·1|10·6			Nagasaki Japanese	C.2Cy.12¾″&24¾″–13′ 18NHP MoritaHachiro,Nagasaki		
314 141716 KQVF	**Hattie Luckenbach** *McDonald* *Elec.light* Sub.Sig. Wireless	**SteelScSr** (*ex*Lyra) 2*Dks*&*Hurdk*4*trB*	4417 — 3516						1901	Maryland Steel Co. Sparrow's Point,Md	E.F.Luckenbach	331·5|47·0|25·0			New York Utd.States *WB*	T.3Cy.21″,35″&56″–42″ 203NHP MarylandSteelCo. Sparrow'sPoint,Md.		R
315 120805 HDKT	**Hatumet** *J.McClelland* –17 *Turret deck* Wireless	**SteelScSr** 1*Dk*2*trB*	4147 3466 2584						1905	W.Doxford &Sons,Ld. Sunderland	IslesSteamShppg. Co.Ld. (B.J.Sutherland &Co.Ld.*Mgrs.*)	350·0|51·1|24·0 P28'F43'			Newcastle ~~London~~ British *WB*	T.3Cy.24″,41″&68″–45″ 310NHP W.Doxford&Sons,Ld.Sld.		V
316 MPCK	**Haugar** *Davidsen* (*See Sailing Ship Register*)	**WoodAuxScBn** *Motor*	206 192 136						1874	..... Bergen	Akties. Höyangfaldene	107·7|26·2|12·1 H6*t*			Stavanger Norwegian	Motor		
317 HMLP	**Haugastöl** *C.Olsen* (*ex*Unique) (*Trunk Self-Trimming Vessel*) 1*Dk*2*trB*	**SteelScSr**	2118 1623 1278						1896 11mo	J.Priest-man&Co. Sunderland	Damps.Akt.Glittre (Fearnley&Eger, *Mgrs.*)	280·0|40·1|17·0 P46*t*H33*t*F33*t* *Trimming dk*234′			Chrstiania Norwegian *WB*	T.3Cy.21″,35″&58″–39″ 210NHP N.E.MarineEngCoLd.Nwc		N
318 MKVC	**Haugen** *B.Brandal* 1*Dk*	**WoodScK**	101 90 48						1914	..... Rosendal	S.S.Brandal	86·4|20·9| 9·3 Q9*t*			Aalesund Norwegian	C.2Cy.		
319 WLGN	**Haugland** *A.Andresen*13–16 (*ex*Andros,*ex*Ardova) 1*Dk*(*Irn*)2*trB*&*F*,*Web frames*3*Dk rule*	**SteelScSr** *ss*Bry.No.3–1,10 *ss*Cff.No.1–15	3194 2914 1989	✠100A1 *with freeboard* 10,17 ~~6,16~~ MS~~10,17~~	Gen Bal LMC MB~~6,14~~	*u*		~~4,15~~ ~~6,17~~ 10,17	1896 11mo	BlythS.B. Co.Ld. Blyth A&CP	NielsRögenes *CellDB*	324·5|47·0|22·2 P27'B70'F34' FK *aE*&*uE*130′*f*130′705*t*			Haugesnd Norwegian *BHCem* *APT*48*t*	T.3Cy.24″,40″&65″–42″ (*r*) 160lb *100lb* NDB13 281NHP 2SB,6*rf*,GS119,HS4324 Blair&Co.Ld.Stockton	24 ″ 10 s 4 · 4½ 20 ″ 10	
320 130093	**Hauiti** *J.McKenzie*90–12 1*Dk*	**WoodScSr**	148 102 82						1911	G.Nicoll Auckland	NorthernSSCo.Ld.	100·2|20·0| 7·4			Auckland British *WB*	C.2Cy.13″–16′ 32RHP W.Cable&Co.Wellington		
321 JWFH	**Haukelid** *P.Haagensen* 1*Dk*	**IronScSr**	143 89 82						1869	Bergens Mek.Verkst. Bergen	Stavangerske Dampskibsselskab	107·8|17·5| 8·1 Q18*t*H16*t*F18*t*			Stavanger Norwegian	C.2Cy.18″&34½″–22″ NB96 46NHP BergensMek.Vrks.,Bergen		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. No. of Decks, &c.	3	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 6 7 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned / now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 9 Built. When	By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Introduction of Trade Cert.
322 WJLB	**Hauken II.** *F.Christiansen*	**SteelScK** (*Whaler*) 1*Dk*	175	✠100A1 4,17 10,16 MS5,16	Cff Bry LMC BS10,16	*w*	N10,16	1911	Smith's Dock Co.Ld. Middlesbro'	Akties.Örnen (S.L.Christensen, *Mgr.*)	110·0 | 20·7 | 12·5			Sandefjrd Norwegian	T.3Cy.12¼″,20″&34″–24″ 56NHP W.V.V.Lidgerwood,Gls.		C
323 115379 VDMS	**Haulwen** *W.H.Ladd* –17 *W.Tyfokastone* –16 1*Dk*(*pt Irn&pt Stl*)2*tr B deep framing &Web frames 3Dk rule*	**SteelScSr** *ss*Cff.No.3–10,16	4032 3780 2612	✠100A1 4,17 10,16 MS5,16	Cff Bry LMC BS10,16	*w*	N10,16	1903 7mo *Lloyd's A&CP*	J.Readhead &Sons SouthShields	W.&C.T.Jones S.S. Co.Ld. *WB=Cell D Ba 115′uE&B40′f156′*	355·4 | 48·8 | 25·8 P35′B106′F30′ FK 995*t DT f* 29′ 691*t*			Cardiff British	T.3Cy.25⅛″,42″&68″–45″ (*r*) 160lb 329NHP 3SB,*9cf*,GS150,HS5239 J.Readhead&Sons,S.Shl.	28 ″ 5 s5 ″ 4 23 ″ 6	
324 89094 JWNH	**Haupiri** *D.MacDonald* –15 (*ex*Richmond)	**SteelScSr** 1*Dk*(*Stl*)&*Shelter dk*	715 641 452	✠ *Shelter dk with freeboard* 7,91	Auk	*h*		1885 5mo	Gourlay Bros.&Co. Dundee	SunShppg.Co.Ld. (MitchellCotts& Co.Ld., *Mgrs.*)	178·0 | 27·7 | 17·5 P100′F46′ FK *Shelterdk* 32′ *WB*			London British	C.2Cy.23″&46″–30″ 88RHP 4*BHCem* Gourlay Bros.&Co.Dundee		
325 84479 WLSH	**Hauroto** *T.G.Smith* –15 *A.Lockett* –18 *Ref.Mchy.* Wireless *Elec.light*	**SteelScSr** 2*Dks*3*tr B*	1988 1726 1276			…		1882	Denny& Bros. Dumbarton	HauroteS.S.Co.Ld (Carmichael& Clarke)	284·8 | 36·3 | 22·6 P60′B14′F46′ BK10″			Hong Kong British *WB*	C.2Cy.38″&68″–45″ 236NHP Denny&Co.,Dumbarton		
326 MKRS	**Haus** *J.Sellevold* –14	**SteelScSr** 1*Dk*	135 105 53					1914	Mjellem& Karlsen Bergen	IndreNordhord-landsDmpsksels k. (BSamuelsen *Mgr*)	100·8 | 19·0 | 9·5			Bergen Norwegian	T.3Cy.9½″,15″&25″–18″ 27NHP Mjellem&Karlsen,Bergen		N
327 RSTM	**Haussa** (Captured at Duala) *E.Holdinghausen* –13 *Elec.light Mchy.Aft*	**SteelSc** 1*Dk*	387 289 199					1913	Reiherst'g Schiffsw. Hamburg	WoermannLinie Akt.Ges.	145·6 | 26·0 | 9·2 Q47′			Hamburg German	C.2Cy.14⅜″&26″–21⅜″ 26NHP Reiherst.Maschinenf.Ham.		
328 JMCF	**Haut-Brion** *J.Belliard*09–10	**SteelScSr** 1*Dk*2*tr B*	966 — 538					1901	W.Dobson &Co. Newcastle	Worms&Co.	210·0 | 30·0 | 17·3 Q46′B18′F28′			Havre French	C.2Cy.24″&48″–27″ 100NHP Wllsnd Slpwy.Co.Ld.Nwc.		V
329 72663 JQPK	**Hav** *P.Pedersen* –13 *J.Faye* 15–17 (*ex*Rodny,*ex*Roald, *ex*Staincliffe) *Well deck*	**IronScSr** *ss*Xia.3rdNo.3–4,15 1*Dk*(*Irn*)2*tr B*	1254 996 760	✠100A1 8,17 10,16 NB9,98 MBS6,16 8,17	Xia Nwc LMC4,15 8,17	*o*	10,16 8,17	1877 6mo	M.Pearse &Co. Stockton A&CP	The Shipping Controller A/S.Kistransport (Thv.Halvorsen, *Mgr.*) (Fisher, Renwick&Co. *Mgrs.*)	244·0 | 32·0 | 18·2 Q94′B60′F35′ BK8½″ *WB=DBa*			London Newcastle British	C.2Cy.27½″&56″–33″ (*s*) 90lb *100lb* NDB14 135NHP 2SB,*4pf*,GS52,HS2155 T.Richardson&Sons,Hpl.	19 ″ 6	
330 203791 KVST	**Havana** *F.B.Knight* *Elec.light Ref.Mchy.* Wireless	**SteelTwinSc** 4*Dks*	6391 — 3963					1907	W Cramp& Sons S&EB Co Philadelphia	New York&Cuba Mail S.S.Co.	413·0 | 50·2 | 17·5 30·0			New York Utd. States *WB*	T.6Cy.32″,52″&86″–48″ 1022NHP W.Cramp&SnsS&EBC Phl		R
331 MCWK	**Havbris** *J.Olsen*16–16 (*ex*Rota,*ex*Clanstad)	**SteelScSr** 1*Dk*	677 550 408					1906	Porsgrund Mek.Værks. Porsgrund	Akties.Mjeldes Dmpsksls k. (N. Mjelde, *Mgr.*)	181·3 | 30·1 | 14·2 Q39*t*H47*t*F15*t*			Haugesnd Norwegian *WB*	T.3Cy.13″,20⅜″&33⅜″–26″ 59NHP Porsgrund M.V.Porsgrund		N
332 MKFR	**Havbryn** *L.Myklebust*16–14	**SteelScSr** (*Fishing*) 1*Dk*	149 141 54					1914	Xiansands Mek.Værks. Xiansand	AalesundsFiskeri-selskapAkties. (EliasO.Roald *Mg*)	105·3 | 20·3 | 10·4 H8*t*			Aalesund Norwegian	T.3Cy.10″,16″&27″–15″ 28NHP XiansandsM.V.Xiansand		N
333 16084 JTCK MCVL	**Havdrot** *G.Johnsen* (*ex*Hilda Lea, *ex*Cygnus)	**SteelScSr** 1*Dk*	1186 1073 713					1906	Wood Skin-ner&Co Ld Newcastle	The Shipping Controller (J.J.Thomas &Co., *Mgrs.*)	235·0 | 36·3 | 15·8 P22*t*H47*t*F30*t*			London British *WB*	T.3Cy.18½″,30″&49″–33″ 138NHP N.E.Marine Eng.Co Ld Nwc		N
334 JTFC	**Havellen** *A.Kristoffersen*	**SteelScSr** (*Fishing*) 1*Dk*	101 93 43					1899	Porsgrund Mek.Værks Porsgrund	Akties.Havellen (N.Brandtzæg)	102·3 | 17·3 | 8·4			Namsos Norwegian	C.2Cy.9½″&19-14½″ 12NHP Porsgrund M.V.Porsgrund		N
335 113489 SNQH	**Haverford** *W.Erdingham* –17 *Ref.Mchy.* 3*Dks*(*Stl*)&*Web frames* *Elec.light* Sub.Sig. & *Shelter dk*(*pt Stl*) Wireless *G.Berry* –18	**SteelTwinSc4MstSr** *ss*Liv.No.3–8,13 *ss*Bel.No.1–13	11635 10771 7493	✠100A1 *Shelter dk with freeboard* 3,18 12,18 BS8,16 LMC7,13	Liv Bel 3,15	*g*†	6,15 PX2,16 3,18	1901 8mo *Lloyd's A&CP*	J.Brown& Co.Ld. Clydebank	International Nav. Co.Ld. *WB=Cell D Ba 150′uE&B75′f208′1326tD*	531·0 | 59·2 | 27·2 42·8 *Bon Shelter dk* 150′ FK&BK3″			Liverpool British 10*BHAsp*	T.6Cy.29″,46½″&75″–51″ (*s*) 160lb *100lb* HS14738 893NHP 2DB&2SB,*24cf*,GS500, J.Brown&Co.Ld.Clydebnk *T a* 50′1180*t DT f* 45′1310*t APT* 163*t*	39 ″ 0 s7″10½ 31″10	
336 MPCJ	**Havfröy** (*ex*Edith) *Mchy.Aft*	**SteelSc** *Oil Eng.* 1*Dk*	162 136 115					1916	Marstal Stlskibsbyg Marstal	A/S.Havdrott (E.Kvadsheim& O.Östrem)	88·2 | 22·6 | 8·8 Q18′F16′			Stavanger Norwegian *WB*	Oil Engine 2S.C.SA 2Cy. J&C G Bolinders Co Ld.Skm		V
337 JVQD	**Havhesten** *W.Ramberg*	**SteelScSr** 1*Dk*	105 99 41					1902	Xiansands Mek.Værks. Xiansand	Akties.Havfisk. dmp.Havhesten (C.Fredriksen)	98·7 | 18·0 | 8·6			Melbu Norwegian	C.2Cy.10″&19½″–12″ 11NHP XiansandsM.V.Xiansand		N
338 131334 HSPD	**Havildar** *G.Park* –15 *Elec.light*	**SteelScSr** *ss*Cal.No.No.1–15 2*Dks*(*Stl&Uteak s*)	4911 4589 3086	✠100A1 3,18 LMC4,16 BS6,17	Bom CTn	*y*	6,15 3,17	1911 4mo *Lloyd's A&CP*	C.Connell &Co.Ld. Glasgow	AsiaticStm.Nav. Co.Ld. *WB=Cell DBa 119′uE&B46′*	400·5 | 51·9 | 28·2 P40′B132′F46′ FK *f* 182′1087*t FPT* 11			Liverpool British 6*BHCem* 1*tAPT75t*	T.3Cy.25″,42″&70″–48″ (*r*) 200lb *100lb* 455NHP 2SB,*6cf*,GS115,HS6324 FD Dunsmuir&Jackson,LdGls	30 ″ 9 s6 ″ 7½ 24″6	
339 MDHS	**Havlid** *IrgensOlsen*16–16 (*ex*Argus,*ex*Conger)	**IronScSr** (*Trawler*) 1*Dk*	129 129 45			…		1891	J.P.Ren-noldson&Sns S.Shields	D/S.A/S.Havlid (B.Austbö)	95·1 | 20·3 | 10·6 BK7″			Haugesnd Norwegian	C.2Cy.16⅛″&32½″–21″ 44NHP J.P.Rennoldsn&Sns,S.Shl.	10 ″ 9	
340 Sunk by Collision 5,17 HQJS	**Havlide** *Christensen* *Elsinore* *Well deck Mchy.Aft*	**SteelScSr** *ss*Xia.No.3–5,05 *ss*Xia.No.2–14 1*Dk*(*Irn*)	419 327 242	✠100A1 7,16	Xia	*g*	N9,15	1892 7mo *Lloyd's A&CP*	Helsingörs Jernsk.&Msk. Elsinore	Actieselsk.Havlide (Blakstad,Holta& Co.) *WB=DBf* 30′35*t FPT* 24*t*	156·3 | 24·1 | 11·6 Q17′B37′F17′ BK7″			Skien Norwegian 3*BHCem* *APT* 19*t*	T.3Cy.12½″,19¾″&33″–18″(*s*) 160lb *90lb* 55NHP 1SB,*2cf*,GS26,HS937 Helsingörs Jernsk.&Mskb.	12 ″ 6 -1″1- -18″1-	
341 JTVF	**Havlyst** *B.Larsen* (*ex*Evviva)	**WoodScSr** 1*Dk*2*tr B*	532 414 328					1895	Brunchorst &Dekke Bergen	Akties.Haraldsens Dampsk.Selsk. (Haraldsen&Sön, *Mgrs.*)	162·9 | 25·8 | 15·0 Q38*t*B56*t*H5*t*F18*t*			Tönsberg Norwegian	T.3Cy.11½″,18″&29½″–24″ 43NHP Laxevaags Mskbyg.Bgn.		N
342 MKVR	**Havmann** *H.Koldgrov*	**SteelScSr** 1*Dk*	186 169 68					1915	Rosenberg Mek.Værks. Stavanger	AalesundsFiskeri-selskapAkties. (EliasO.Roald *Mg*)	114·9 | 21·4 | 10·9 H8*t*			Aalesund Norwegian	T.3Cy.		N
343 Sunk, War Loss MFBC	**Havna** *O.P.Ingebrettsen*	**SteelScSr** (*ex*Bridge) 1*Dk*	1150 993 653					1908	Bergens Mek.Værks. Bergen	Akties.Havna (J.M.H.Lindvig, *Mgr.*)	228·4 | 36·2 | 15·9 P54*t*H59*t*			Chrstiania Norwegian *WB*	T.3Cy.15½″,26″&44″–30″ 106NHP Bergens Mek Værks Bergen	16 ″ 9	N
344 MGNT	**Havö** *Godhe*16–16 *Elec.light*	**SteelScSr** (*ex*Bra-Kar) 2*Dks*	4777 4506 2973					1911	Tyne I.S.B. Co.Ld. Newcastle	HenrikÖstervold	385·0 | 51·0 | 27·6 P27*t*H98*t*F52*t*			Bergen Norwegian *WB*	T.3Cy.26″,42″&71″–48″ 349NHP J.Dickinson&Son,Sld.		N

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. / Visites Périodiques.	3 Ex-nom, s'il y a lieu. / Nombres des Ponts.	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote.	6 Port de Visite.	7 Surveillance Spéciale. Date de la dernière Visite. / Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'autre part-feuille.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. pc.	15
345 MGDT	**Havörn** *K.O.Stene*	**SteelScLr** (*Whaler*) 1 *Dk*	121 118 41					1910	Framnæs Mek.Værks. Sandefjord	Akties.Örnen(S.L. Christensen, *Mgr.*)	92·1 | 18·2 | 11·4	Sandefjrd Norwegian *WB*	T.3Cy.11″,18″&29″–20″ 38NHP Akers.Mek.Værks.Xia.		N
346 MGDT	**Havrais** *R.Huriaux09–10*	**SteelTwinSc** (*Tug*)	138 — 117					1894	A.Dubigeon Nantes	Administration des Ponts et Chaussées	98·4 | 19·7 | 9·5	Havre French	C.4Cy.15″&24″–18″ 41NHP Brissonneau fils&Lotz,Nts.		
347 JMCG	**Havraise** *E.Saludo* –17 *ss*Msl.No.3–2,16 *Elec.light* 2 *Dks(Stl)&Web frames & Shelter dk(pt Stl–ws)*	**SteelScSr** 1 *Dk(Stl)*	4646 3427 3549	✠100A1 *Shelter dk with freeboard* 2,17 ✠LMC ~~M~~ 2,16 ~~B~~ 16,17	Hav	*x*	2,17	1903 3mo	Sir J.Laing &Sons,Ld. Sunderland *Lloyd's*	Cie.HavraisePén. deNav.àVap. *WB=Cell D Ba*	372·3 | 46·7 | 24·9 FK 112′*uE* 18′*f* 156′690*t*	Havre French *WB Cem*	T.3Cy.25″,41″&67″–45″ (*s*) 180lb *100lb* 378NHP 3SB,*6pf*,GS121,HS5142 FD G.Clark,Ld.Sunderland	27 ″ 10 s 2 ″ 8½ 25 ″ 6	
348 118720 HDLB	**Havre** *A.Macfarlane* –17 *ss*Sng.No.2–13 *Mchy.Aft* 1 *Dk(Stl)&deep framing* *Elec.light*	**SteelScSr** 1 *Dk(Stl)*	2073 1828 1201	✠100A1 11,15 ~~BS11,16~~ ✠LMC9,13 *Fitted for oil fuel* 5, 12	Sng	*s*	11,15 *F.P.a*	1905 9mo *Lloyd's*	W.Gray& Co.Ld. W Hartlepool *sA&CP*	Anglo-Saxon PetroleumCo.Ld. *Interm ediate Bulkhead in WB=Cell D B above* 150°F.	288·0 | 39·0 | 22·4 P67′B14′F35′ FK *forehold dispensed with f* 184′456*t FPT* 224*t*	London British *AB Honly APT* 36*t*	T.3Cy.22″,35″&59″–39″ (*s*) 180lb *100lb* NDB11 274NHP 2SB,*6pf*,GS89,HS3760 FD Cen.Mar.Eng.Wrks.WHpl	22 ″ 4 s 3 ″ 5 19 ″ 3	
349 MDFW	**Havskaaren** *A.Selnæs07–15* (*Fishing*)	**SteelScSr** 1 *Dk*	102 95 38					1907 Mek.Værks. Xiansand	Xiansands	Chr.Frederiksen	97·8 | 19·1 | 8·7	Melbo Norwegian	C.2Cy.9″&20″–17″ 14NHP XiansandsM.V.Xiansand		N
350 JRWV	**Havtor** *M.R.Nielsen*16–16 (*ex*Bankchef Fasting, *Well deck ex*General Roberts) 1 *Dk2trB*	**IronScSr**	1427 1163 899			...		1881	Palmers' Co.(Lim.) Newcastle	Dmpsk.Akties. Havtor(B.Schattenstein, *Mgr.*)	248·9 | 35·2 | 16·7 Q110*t* B97*t* F30*t*	Narvik Norwegian *WB*	C.2Cy.24″&54″–36″ NB95 146NHP Palmers'Co.(Lim.),Nwc.	19 ″ 0	N
351 MPKF	**Havür** *J.Sünde* –15 *ss*Nwc.No.2–13 (*ex*Eleni Bistis,*ex*Eftikhia) 1 *Dk(Stl) & deep framing*	**SteelScSr** 1 *Dk(Stl)*	3270 3032 2073	✠100A1 11,16 ~~BS11,16~~ ✠LMC6,14 1,18	Bgn	*v*	5,16	1905 1mo *Lloyd's*	Swan,Hunter&Wigham Richardson, Ld Newcastle *sA&CP*	S.W.Böe *WB= Cell D Ba* 110′	331·3 | 49·0 | 22·7 P28′B148′F35′ FK *uE&B* 38′*f* 142′969*t*	Bergen Norwegian *BHCem APT* 34*t*	T.3Cy.23″,38″&64″–45″ (*s*) 180lb *75lb* 304NHP 2SB,*6cf*,GS129,HS4770 N.E.MarineEngCoLd Nwc	25 ″ 3 s 3–11½ 21 ″ 8	
352 18436 MTQL	**Hawaii Maru** *T.Saito* –15 2 *Dks(Stl)&Shelter dk(Stl–ws)* *Elec.light* 3 *rd dk(Stl) in Nos.1&4 holds*	**SteelTwinSc**	9482 8830 5980	✠100A1 *Shelter dk* 7,17 ~~7,16~~ ✠LMC7,16,17	HKg	*d*†	7,16	1915 8mo *Lloyd's*	Kawasaki Dkyd.Co.Ld. Kobe *sA&CP*	OsakaShosen KabushikiKaisha *WB=Cell D Ba* 144′ *uE&B* 84′ *f*	475·0 | 61·0 | 32·7 P33′B30′F45′ *on Shelter dk* FK 180′ 1819*t L Ta* 45′735*t FPT* 97*t APT* 53*t*	Osaka Japanese *BHCem*	T.6Cy.26″,43½″&73″–48″ (*s*) 200lb 895NHP 8SB,*15cf*,GS302,HS11524 FD KawasakiDkydCoLdKobe	40 ″ 9 s 13 ″ 8 27 ″ 9	
353 96534 KQMW	**Hawaiian** *Avry* –17 ~~*Smith*~~ *ss*N.Yk.No.3–12,12 Sub.Sig. *ss*N.Yk.No.1–16 *Elec.light* 2 *Dks(Stl)&deep framing* Wireless *lower beams in No.1 hold*	**SteelScSr**	5670 5089 3556	✠100A1 ~~2,17 to 10,16~~ 11,17 ✠LMC ~~M~~S10,16 ~~B~~B1,17	NYk	*z*	~~10,16~~ 11,17	1901 1mo	Delaware RiverISBCo. Chester, Pa. A&CP	American-HawaiianS.S.Co. *WB=Cell D B a*131′ *uE&B* 63′*f*	406·8 | 51·1 | 30·3 P52′B100′F42′ FK 161′1060*t FPT* 102*t*	NewYork Utd.States *BHCem APT* 63*t*	T.3Cy.28″,46″&75″–48″ (*s*) 180lb 470NHP 4SB,*12cf*,GS288,HS8268 DelawareRiverCo.Chester	33 ″ 6	
354 121387 QOVL	**Hawera** *T.M.Jackson* –12 *Ref.Mchy.* 1 *Dk*	**WoodScSr**	174 129 92					1912	W.H. Brown Aucklnd,N.Z.	SouthTaranaki ShippingCo.Ld.	106·0 | 20·0 | 7·9 Q50′B13′F16′	Wellingtn, N.Z. British	C.2Cy.12″&28″–18″ 31RHP G.Fraser&Sons,Auk.		
355 108532 PTHD	**Hawk** *W.H.Hoad* –14 *Well deck Elec.light* 1 *Dk*	**SteelScK**	243 198 96			...		1897	Edwards Bros. Newcastle	KelsallBros.& Beeching,Ld. (G. Beeching&J.E.A. Kelsall, *Mgrs.*)	133·7 | 21·6 | 10·8 Q49′B7′F20′ BK7½″	Hull British *WB*	T.3Cy.13½″,22½″&38″–27″ NB13 70RHP N.E.MarineCo.(Lim.),Sld.	11 ″ 9	
356	— *Mchy.Aft*	**SteelScSr** (*Whaler*) 1 *Dk*	179 170 64					1911	Akers. Mek.Værks. Christiania		106·4 | 21·1 | 12·3 H9*t*		T.3Cy.13½″,22″&37½″–24″ 69NHP Akers.Mek.Værks.Xia.		
357 112598	— *H.A.Vicary* –11	**WoodScSr** 1 *Dk*	139 111 63					1903	R.Davis Brisbane Water,NSW	LeversPacific PlantationsLd.	94·5 | 21·1 | 6·7	SydnyNSW British	C.2Cy.12″&24″–16″ 20RHP Ross&Duncan,Glasgow		
358 106652 HRTQ	— *C.Chrissos* –10 *ss*Gms.No.2–04 (*ex*Raphina,*ex*Hawk) 1 *Dk* *Elec.light Iron framing&Steelplating*	**Steel&IronScK**	117 112 33	✠ *Stm Trawler* 8,09	Gms			1896 5mo	Edwards Bros. N.Shields	E.V.Rizzo	90·8 | 20·1 | 10·9 Q18′F18′ BK7½″	Constanpl British *BHCem*	T3Cy.9¾″,16″&25½″–19½″ 35NHP 1SB,*2pf*,GS26,HS590 N.E.MarineEng.CoLd.Sld.	11 ″ 7	
359 117331	— *G.Stewart* –13	**SteelSc** (*Whaler*) 1 *Dk*	111 106 24					1904	Nylands Værksted Christiania	CapeBroyle Whaling&Trading Co.Ld. (Bowring Bros.Ld. *Mgrs.*)	93·2 | 17·6 | 10·5	SJhnsNFL British	T.3Cy.10½″,17″&28½″–20″ 50RHP NylandsVærksted,Xania.		
360 133076 HWRT	**Hawkhead** *A.W.May* –17 2 *Dks(Stl)* *Now named "Saint Fillars," See No 27 in Supplement*	**SteelScSr**	4622 4299 2917	✠100A1 10,16 ✠LMC11,16	NNs	*y*	11,16	1912 10mo *Lloyd's*	Russell& Co. Port Glasgow *sA&CP*	British&Foreign S.S.Co.Ld.(Rankin,Gilmour&Co. Ld. *Mgrs.*) *WB= Cell D Ba* 124′ *uE* 22′	385·5 | 52·0 | 26·5 P37′B115′F45′ FK *f* 169′1028*t DT f* 26′	Liverpool British *BHCem* 699*t APT* 20*t*	T.3Cy.26″,42″&70″–48″ (*r*) 180lb 381NHP 3SB,*9cf*,GS189,HS6063 Rankin&Blackmore,Grk.	29 ″ 0 s 5 ″ 5 23 ″ 11	
361 HWDJ	**Hawkshaw** *Mchy.Aft*	**IronTwinScSr** (*Barge*) 1 *Dk*	389 343 229			...		1890	TAWalker Sudbrook		160·0 | 28·2 | 9·3 F32′ FK	Argentine	Q.8Cy.9″,12″,16″&25″–21½″ 58NHP Fleming&Ferguson,Psy.	10 ″ 1	
362 133503 HWDJ	**Haworth** *R.T.Dean* –17 *Well deck* 1 *Dk(Stl)*	**SteelScSr**	4456 3526 2853	✠100A1 6,16 ~~Examined 7,17~~ ~~BS5,17~~ ✠LMC6,12	Nwc	*w*	1,17	1912 6mo *Lloyd's*	J.Priestman&Co. Sunderland *sA&CP*	DalglieshSteam Shppg.Co.Ld(R.S Dalgliesh, *Mgr.*) *WB=Cell D Ba*	350·0 | 50·9 | 24·4 P&B223′F34′ FK 110′*uE* 21′*f* 154′816*t*	Newcastle British *BHCem APT* 105*t*	T.3Cy.25″,41″&67″–45″ (*s*) 180lb 325NHP 3SB,*6cf*,GS116,HS4995 N.E.MarineEng.Co.Ld.Sld	26 ″ 0 s 3 ″ 8½ 22 ″ 7	
363 137072 JLTK	**Hawsker** *J.W.Mills*06–15	**SteelScSr** 1 *Dk(Stl)*	4273 4035 2689	✠100A1 ~~2,17 to 3,18~~ ✠LMC2,16	Lon ~~Mch~~ Npt	*y* 5,17	~~11,16~~	1915 10mo *Lloyd's*	W.Gray& Co.Ld. W Hartlepool *sA&CP*	Thos.Turnbull& SonShippingCo. Ld.(T.Turnbull& Son, *Mgrs.*) a128′	380·2 | 53·5 | 24·1 P27′B230′F36′ FK *WB=Cell D B uE&B* 45′*f* 166′1270*t*	Whitby British *BHCem APT* 130*t*	T.3Cy.25″,41″&68″–48″ (*s*) 180lb HS7501 421NHP 2SB&1AuxSB.*10cf*,GS184 Cen.Mar.Eng.Wrks.WHpl	26 ″ 8 s 4 ″ 1 22 ″ 11	
364 118784 JLFM	**Hawthorn** *T.W.H.Beesley* –15 *ss*Hull.No.3–6.15 *Well deck* 1 *Dk(Stl)* *Mchy.Aft*	**SteelScK**	298 217 122	✠100A1 9 16 ~~BS0,16~~ ✠LMC8,16	Sld	*d*	9,16	1903 7mo *Lloyd's*	G.Brown& Co. Greenock *sA&CP*	Thos.Walker&Co. (Hull)Ld.	130·2 | 24·1 | 9·8 Q55′F18′ BK7′ *WB=FPT*	Hull British *BHCem* 43*t APT* 25*t*	T.3Cy.11″,17″&28″–22″ (*r*) 180lb *80lb* 47RHP 1SB,*2pf*,GS30,HS830 Muir&Houston,Ld.Gls.	10 ″ 6 s ″ 8½ 10 ″ 6	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. Late Name if any. / Special Surveys. No. of Decks, &c.	4 Register Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✝ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years assigned now entered. Equipment Letter.	Date when tail shaft last seen.	8 Built. When. / Ship. / Engines.	9 By Whom. / Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard midships / Corresponding draught. ft. in.	15 Register in which classed, if not in L.R. Date of ✝ of Trade Cert.
365 113228	**Hawthorn** SteelScK *H.Hutton* –15 *ss*Gms.No.3–7,14 1*Dk*	179 160 69	✝100A1 *Stm Trawler* 4,18 ~~5,16~~ ~~NB5.12~~	Gms	*v*	~~6,16~~ 4,18 ~~LMC 7,14~~ 4,18	1902 8mo *Lloyd's*	Cook, Welton&Gemmell Beverley *SA&CP*	W.Grant	108·7 | 21·0 | 11·2 Q56'F19' BK7″	Grimsby British 3*BH Cem*	T.3Cy.11½″,19½″&32″–23″ 180lb (*s*) 55RHP 1SB,2*pf*,GS29,HS980 C.D.Holmes&Co.Hull	11 ″ 11	
366 98532 MSTK	**Haxby** SteelScSr *A.E.Williams* –17 ~~*ss*Bry.No.2–3,06~~ *ss*Mch2ndNo 3–6,17 ~~*ss*Shl.No.2–13~~ 1*Dk*(*Irn*)2*tr B&* *Webframes&ptAwngdk*(*Irn*)	3445 2596 2252	✝100A1 *pt Awng dk* *withfreeboard'* ~~8,17 12,16~~ 3,18 ~~NB8.12~~	Bom ~~Mon~~ Cff BS6,17 MS10,16 ~~NB8.12~~	*v* ~~x~~ ~~LMC 7,14~~	~~7,15~~ 6,17 ~~LMC 7,14~~	1892 10mo	Ropner &Son Stockton A&CP	SirR.Ropner&Co. Ld.	330·0 | 43·1 | 21·0 P43'Q98' BK11″ *PtAwng dk*189' *WB=Cell*	W.Hartlpl British 5*BH Cem* *DB*252'605*t*	T.3Cy.24″,40″&65″–42″ (*s*) 160lb *160lb* NDB13 280NHP 2SB,6*cf*,GS123,HS4290 Blair&Co.(Lim.),Stockton	24 ″ 6 s 8 ″ 9½ 23 ″ 7	
367 8741 JRND	**Hayami Maru No. 3** WoodScSp 2*Dks*	153 135 94					1903	S.Matsuda Hiroshima	K.Hayami	109·2 | 15·3 | 11·8	Hiroshima Japanese	T.3Cy.9 5/16″,14½″&23 1/16″–16″ 23NHP C.Ishii		
368 96562 NHCB	**Hayle** ~~SteelScMstSr~~ SteelSc3MstSr *S.Clemence* –05 *ss*Pnz.2ndNo.3–6,13 ~~*Mchy.Aft*~~ *Well deck* 1*Dk*(*Irn*)	~~535~~ 347 ~~207~~ 209	✝100A1 5,17 ~~6,13~~ ~~BS1,17~~	Pnz Hay ~~LMC 6,13~~	*h*	~~8,15~~ ~~7,17~~ 3,18	1893 7mo *Lloyd's*	Harvey&Co.(Lim.) Hayle *SA&CP*	Harvey&Co.Ld.	183·2 | 24·1 | 10·1 Q120'B9'F25' len01 BK7″ *WB=FPT*30*t*	Penzance British 4*BH Cem* *APT*4*t*	T.3Cy.15″,23″&38″–30″ (*s*) 160lb 70RHP 1SB,3*pf*,GS56,HS1703 Harvey&Co.(Lim.),Hayle	11 ″ 0 s 4 ″ 4½ 11 ″ 4	
369 124188 HKTG	**Hazel** SteelTwinScSr ~~*M.McDougall*~~ ~~–11~~ *ss*Gls.No.2–13 *Elec.light* 2*Dks*(*USt*–ws)&*Webframes* *Ayres* –17	1241 853 504	✝ A1 *For Irish Channel pur* *withfreeboard* 6,14 ~~BS6.14~~	Gls *poses* ~~LMC 6,13~~	~~x6,13~~ ~~x6,14~~ 8,17	1907 5mo *Lloyd's*	Fairfield Co.Ld. Glasgow *SA&CP*	LairdLine,Ld. *W B=Cell DBuE*30'	260·8 | 36·1 | 15·2 P53'B121'F42' FK 37*t DTa*10'10*t FPT*	Glasgow British 4*BH Cem* 8*t APT*26*t*	T.8Cy.(2)18″,(2)28½″& (*s*) (4)33″–27″ 180lb 463NHP 4SB,12*cf*,GS252,HS8126 FD FairfieldCo.Ld.Glasgow	16 ″ 0 s 3 ″ 7 12 ″ 10	
370 121212 HCBS	**Hazel Dollar** SteelSc4MstSr *R.L.Morton* –16 *ss*S.Fo.No.2–13 Wireless 1*Dk*(*Stl*)&*Spar dk*(*Stl*) &*deep framing* *Now named* "Melville Dollar," *See No. 102 in Supplement*	4304 4083 2804	✝100A1 *Spar dk* 2,17 *Fitted for oil fuel* 11,14	Hkg ~~LMC 2,17~~ *F. P. a bove* 150° F.	*x*	2,17	1905 3mo *Lloyd's*	A.Rodger &Co. Pt.Glasgow *Intermediate* *SA&CP*	DollarSS LinesLd. (TheRobertDollar Co.*Mgrs.*) *Bulkhead in after* *WB=CellDBa*	370·0 | 50·0 | 18·7 P33'B98'F35' 26·7 FK *hold dispensed with* 120'*uE&B*42'*f*162'	VancouverBC British *Cem* 5*BH only* 982*t APT*90*t*	T.3Cy.25½″,42″&70″–48″ (*s*) 180lb 394NHP 3SB,9*cf*,GS168,HS6402 A.Rodger&Co.Glasgow	29 ″ 3 s 5 ″ 7½ 24 ″ 0	
371 104266 NPDJ	**Hazelmoor** SteelScSr *H.Hughson* –15 *ss*Shl.No.3–5,07 *ss*Shl.No.2–15 1*Dk*(*pt Stl pt Irn*)2*tr B&*deep framing &*pt Awng dk*(*Irn*)	3096 2395 1979	✝100A1 *pt Awng dk* *withfreeboard* 8,17 ~~10,15~~ ~~MS10.15~~	Shl ~~LMC~~ ~~BS12~~	*u* ~~x~~	~~10,15~~ 8,17 ~~8,17~~	1894 11mo	J.Readhead &Sons S.Shields A&CP	MoorLine,Ld. (W.Runciman&Co.Ld.*Mgrs.*) *WB=CellDBa*104'*uE&B*	321·0 | 41·5 | 21·9 P29'Q90'B138'F34' RFD30' FK 14'*f*128'672*t*	Newcastle British 5*BH Cem* *DB*252'605*t*	T.3Cy.24″,40″&64″–42″ (*r*) 160lb *100lb* NDB08 281NHP 2SB,6*rf*,GS89,HS4445 J.Readhead&Sons,S.Shl.	24 ″ 4 s 8 ″ 8½ 22 ″ 11	
372 113908 VNGP	**Hazelwood** SteelSc *J.F.Anderson* –16 *ss*Liv.No.3–3,17 1*Dk*(*Irn*)2*tr B&* *Elec.light*	3120 2881 2002	✝100A1 *withfreeboard* 3,17 ~~M83,17~~	Liv ~~LMC~~ ~~BS6,16~~	*v*	3,17	1904 2mo *Lloyd's*	Ropner& Son Stockton *SA&CP*	GasconyS.S.Co.Ld (L.Walford(London),Ld.,*Mgrs.*) *WB=CellD*	325·0 | 48·0 | 23·1 P31'B166'F36' *Ba*106'*uE*22'*f*138'	Middlsbro' British 5*BH Cem* 630*t APT*60*t*	T.3Cy.23½″,39″&64″–42″ (*s*) 160lb *80lb* 273NHP 2SB,6*rf*,GS119,HS4200 Blair&Co.Ld.Stockton	24 ″ 3 s 3 ″ 5 21 ″ 2	
373 (*ex*Daggry, *ex*Amazon)	**Hazenkamp** IronScK *T.Zwart* –15 *ss*Ams.No.3–7,10 *ss*Ams.No.1–14 1*Dk*	160 156 58	✝100A1 *Stm Trawler* ~~11,17~~ ~~4,17~~ ~~NB3.09~~	Ams Yuu ~~LMC 6,14~~ ~~BS1,17~~		~~3,15~~ 11,17	1891 3mo *Lloyd's*	Cochrane, Coopr&Schofi'ld,Beverley *SA&CP*	Naam.Venn.Maats Hazenkamp (J VisserHzn *Mgr*)	104·0 | 21·0 | 11·0 Q20' ptND99 BK7½″	Ymuiden Dutch 3*BH Cem*	T.3Cy.12½″,19½″&31½″–22½″ 160lb (*s*) 52NHP 1SB,2*pf*,GS32,HS890 Amos&Smith,Hull	11 ″ 10	
374 134963 JLHF	**Headcliffe** SteelScSr *W.C.Morgan* –16 1*Dk*(*pt Irn pt Stl*)	3654 ~~3455~~ 2323	✝100A1 ~~2,17,0,16~~ 3,18 ~~LMC 5,15~~	Bry ~~Shl~~ Cff	*v*	~~12,16~~ 6,17	1915 6mo *Lloyd's*	J.Readhead &Sons,Ld. SouthShields *SA&CP*	CliffeS.S.Co.Ld. (G.T.Readhead&Co.*Mgrs.*) *WB=CellDBa*	347·4 | 49·2 | 25·2 P32'B93'F33' FK 110'*uE*23'*f*151'796*t*	S.Shields British 6*BH Cem* *APT*124*t*	T.3Cy.24½″,41″&66″–45″(*r*) 180lb *90lb* 324NHP 2SB,6*cf*,GS120,HS5100 J.Readhead&Sons,Ld.SShl	26 ″ 8 s 4 ″ 10 22 ″ 3	
375 (*Whaler*)	**Heard** SteelScSr 1*Dk*	166 153 56					1912	Porsgrund Mek.Værks. Porsgrund		104·2 | 20·1 | 11·9 H13*t*	*WB*	T.3Cy.12″,20″&33″–24″ 53NHP BergensMekVærksBergen		
376 139[illegible] TMJK	**Heathcote** SteelSc ~~*R.D.Cain*~~ ~~–17~~ (*ex*Sambro,*ex*Universe) (*Trunk Self Trimming Vessel*) 1*Dk*	2345 2205 1595					1898	J.Priestman&Co. Sunderland	DominionShipping Co.Ld.	300·0 | 42·5 | 20·2 H496*t*	SydneyN.S British *WB*	T.3Cy.22″,36″&58″–39″ 210NHP N.E.MarineEngCoLdNwc.		C
377 119183	**Heather** SteelScK *A.Godfrey* –16 (*Trawler*) 1*Dk*	179 169 67			...		1904	Mackie& Thomson Glasgow	NewDocksSteam TrawlingCo. (Fleetwood) Ld. (Taylor&TomlinsonLd.*Mgrs.*)	110·5 | 20·9 | 11·0 BK7½″	Glasgow British *WB*	T.3Cy.11½″,18″&31″–22″ 47RHP W.V.V.Lidgerwood,Gls.	12 ″ 0	
378 119077 VLJS	**Heathercock** SteelScSp *J.Gill* –16 (*ex*TorbayScout, *ex*FlyingSwift) 1*Dk*	182 175 3					1903	Ferguson Bros. Pt.Glasgow	Liv.ScrewTowing &LighterageCo(G. R.Nicholson,*Mgr.*)	107·3 | 23·1 | 9·1	Liverpool British *WB*	C.2Cy.20″&42″–27″ 99RHP Muir&Houston,Ld.Gls.		
379 125466 HPNS	**Heatherside** SteelScSr *W.Dallie* –13 *ss*Shl.No.1–13 1*Dk*(*Stl*)&*deep framing*	2767 2584 1758	✝100A1 8,17 ~~4,17~~ ~~BS3,16~~ 4,17	Bry Npt ~~LMC 12,14~~	*u*	3,16	1909 8mo *Lloyd's*	ShortBros. Ld. Sunderland *SA&CP*	CharltonSShpg.Co Ld. (Charlton,McAllum&Co.*Mgrs.*) *WB=CellD*	313·0 | 47·0 | 21·2 P27'B96'F33' FK *Ba*106'*uE*22'*f*130'	Newcastle British 5*BH Cem* 709*t APT*43*t*	T.3Cy.23″,38″&62″–42″ (*s*) 180lb *80lb* 269NHP 2SB,6*pf*,GS112,HS4108 J.Dickinson&Sons,Ld.Sld.	23 ″ 0 s 3 ″ 6 20 ″ 0	
380 131243	**Heathery Brae** SteelScK *A.Backie* –10 1*Dk*	90 89 37	✝100A1 *For fishing purposes* 9,13	Abn ~~LMC 4,16~~		9,13	1910 5mo *Lloyd's*	J.Duthie TorryS.B.Co. Aberdeen *SA&CP*	D.Backie(C.H. Mitchell,*Mgr.*)	86·0 | 18·1 | 8·7 BK7″	Inverness British 3*BH Cem*	T.3Cy.8½″,14″&23″–16″ (*s*) 180lb 37RHP 1SB,2*pf*,GS28,HS754 J.Lewis&Sons,Aberdeen	9 ″ 6	
381 137050	**Heathpark** ~~SteelScSr~~ *H.Jones*09–17 *Elec.light* 1*Dk*(*Stl*)	~~1963~~ 1785 ~~1137~~	✝100A1 4,18 ~~3,17~~	Gmh Hpl ~~LMC 3,17~~	*r*		~~1917~~ 3mo *Lloyd's*	(Greenock& Grngemouth Dkyd.Co.Ld. Grngemouth *SA&CP*	DenholmLine Steamers,Ld. (J.&J.Denholm,*Mgrs.*)	280·0 | 41·9 | 18·9 P21'B63' FK *CellD Ba*70'*u E*28	Greenock British 4*BH Cem* *f*124'523*t FPT*55*t APT*46*t*	T.3Cy.21″,35″&57″–36″ (*r*) 180lb *100lb* 228NHP 2SB,6*cf*.,GS112,HS3734 Dunsmuir&Jackson,LdGls	20 ″ 9 s 3 ″ 0½ 18 ″ 0	
382 98385 MHRF	**Hebble** SteelScSr *J.Cole* –17 *ss*Goo.2ndNo.3–10,16 1*Dk*(*Irn*)&*Webframes*	904 742 451	✝100A1 10,16 ~~NB8.08~~	Goo ~~LMC 10,16~~	*m*	10,16	1891 8mo	W.Dobson &Co. Newcastle A&CP	Lancashire& YorkshireRly.Co.	225·0 | 31·6 | 15·5 P30'B54'F33' BK7″ *WB=Cell*	Goole British 5*BH Cem* *DB*115'151*t*	T.3Cy.19″,32″&52″–36″ (*s*) 160lb 181NHP 2SB,6*rf*,GS115,HS2960 WallsndSlp.Co(Lim)Nwc.	16 ″ 6 s 2 ″ 2 15 ″ 1	
383 136829 JKNT	**Hebburn** SteelSc4MstSr *R.S.Johnson* –16 *Elec.light* 1*Dk*(*pt Irn pt Stl*)	3900 3618 2413	✝100A1 ~~9,17 11,16~~ 2,18 ~~LMC 4,16~~	Cff Npt	*x*	~~NG6,17~~	1915 4mo *Lloyd's*	BlythS.B. &D.D.Co.Ld. Blyth *SA&CP*	Huddart-Parker, Ld. (T.Free,*Mgr.*) *WB=CellDBa* 115'*uE&*	370·0 | 51·0 | 25·0 P30'B59'F30' FK *B*47'*f*159'885*t FPT*	London British 8*BH Cem* 100*t APT*85*t*	T.3Cy.25″,40″&68″–48″ (*r*) 180lb 370NHP 3SB,9*cf*,GS187,HS6025 Richardsons,Westgarth&Co.Ld.Sld.	27 ″ 5 s 5 ″ 0½ 22 ″ 9	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant exprès. Lettre d'Equipement.	7a Tirant d'eau Moyen. / Dernière visite de l'arbre porte-hélice	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où cotés.
384	**Hebburn**	SteelScSr	1938	✠100A1	Shl	*r*	~~14~~ 17	1908	WoodSkinner&Co.Ld	BurnettS.S.Co.Ld.	272·0|40·0|17·8	Newcastle	T.3Cy.20″,33″&54″–36″ (*s*)	20 ″ 0	
125437	*W.S.Turner* –16 *ss*Shl.No.2–17		1601	12,17 ~~1,17~~	Bry		12,17	1mo	Newcastle	(Burnett&Co.		British	180lb *90lb* 200NHP	s 2 ″ 7	
HMDL	*Well deck* 1*Dk*(*Irn*)&*deep framing*		1178	✠LMC1.17				*Lloyd's*A&CP	*WB*=	*Mgrs.*) *CellDBa* 78′*uE*&*B*	Q145′B10′F29′ FK 34′*f* 114′489*t FPT*	4*BHCem* 67*tAPT*126*t*	2SB,*6cf*,GS97,HS3246 N.E.MarineEngCoLdNwc	17 ″ 9	
385	**Hebe**	SteelSc	1140					1916	Boele's Schpsw&Mch Bolnes	Koninkl.Nederl. Stoomb.Maats.	250·0|36·5|23·0	Amsterdm Dutch *WB*	T.3Cy.18½″,30″&48″–36″ 138NHP Boele'sSchps&Mch Bolnes		V
	L.G.Frerichs *Cruiser Stern*														
NVTH	*Elec.light* 2*Dks*		628												
386	—	SteelScSr	957					1912	Kjöbnhvns Flydk.&Skbs. Copenhagen	DetForenede DampskibsSelsk.	232·1|33·9|21·2	Copnhagn Danish *WB*	T.3Cy.19½″,32″&53″–36″ 169NHP Kjbnhavns Flydk.&Skbsv		V
	*A.Ankersen*85–12		689												
NSDQ	*Ref.Mchy. Elec.light* 2*Dks*		441												
387	—	SteelTwinScSr	635	✠100A1	Ams	*j*	11,17	1916	N.V.Schps	Nederl.Indische	180·3|30·0|12·0	sGravnhge	Oil Engines 2S.C.SA	13 ″ 0	
	H.Schaap –16 *Oil Eng.*		500	11.17 ~~10.16~~	Sng			9mo	Dordrecht	Tankstoomboot	F23′ FK	Dutch	8Cy.13 3/16″–13¾″	s 1 ″ 8	
	Elec light 1*Dk*(*Stl*)		356	✠LMC ~~8.16~~ 11.17					Dordrecht	Maats.		5*BHCem*	DB*100lb*	11 ″ 7	
	Mchy.Aft								A&CP	*Cell*	*DBf* 59′ 75*t FPT*	8*tAPT*24*t*	D.Goedkoop,jr.Ams.		
388	—	IronScSp	545					1885	Scott&Co.	StraitsS.S.Co.Ld.	190·0|30·6|11·5	Singapore	C.2Cy.21″&38″–30″		
91261	*R.Inkster* –96		430					10mo	Greenock		P26′ F26′	British	90RHP		
KCQD			346										Scott&Co.,Greenock		
389	**Hebridean**	IronScSr	331					1881	T.B.Seath & Co.	~~J.McCallum&Co.~~ ~~(Wm.Young)~~	139·8|23·6|12·0	Glasgow	C.2Cy.22″&40″–30″	12 ″ 5	
84322	~~*J.Mackinnon* –08~~	~~2*Dks*~~	~~244~~	*Now named "Express," See No. 13 in Supplement*					Glasgow	W.Cooper&Son	P37′B43′F38′	British *WB*	NB10 70RHP W.King&Co.,Glasgow		
JKWM	*Haddle*11–17		143												
390	**Hebrides**	SteelScSr	585	✠100A1	Gls	*i*	~~4.16~~ 3,18	1898	AilsaS.B. Co. Troon A&CP	J.McCallum&Co. (Wm.Young)	180·0|28·1|13·2 P50′B70′F46′ BK7¼″ *WB*=	Glasgow British 4*BHCem* *FPT*16*t*	T.3Cy.16″,26″&42″–30″ (*s*) 160lb *80lb* 90RHP 1SB,*3rf*,GS54,HS1555 A.&J.Inglis,Glasgow	13″10 s 1 ″ 5 13 ″ 5	BT till 3.18
108735	*J.Campbell* –98	*ss*Grk.No.3–5,11	428	~~3.16 2.17~~	✠LMC			5mo							
JKWN		*ss*PGl.No.1–15	234	MS4.15	BS3.17	3,18									
	Elec.light	2*Dks*													
391	**Hector**	SteelScSr	4660					1895	Workman, Clark&Co Ld. Belfast	OceanS.S.Co.Ld. (A.Holt&Co. *Mgrs.*)	391·5|47·2|26·1 P34′B103′F47′ *WB*	Liverpool British	T.3Cy.25″,42″&68½″–54″ 344NHP Wrkman,Clark&Co.Ld Bel		BT till 5.17
102191	*J.Ramsay* –16		3961												
NRGL	*Ref.Mchy.* 2*Dks*		3006												
392	—	SteelScSr	3375					1899	Nederl. Schps.Maats. Amsterdam	Koninkl.Nederl. Stoomb.Maats.	322·0|44·0|23·0 B78′F40′ *WB*	Amstrdam Dutch	T.3Cy.24″,36″&60″–42″ 233NHP NedFb.v.Wrk&SpoorAms		V
	*J.vanRijnbach*06–12 (*ex*Soembawa)		3201												
NVTM	*Elec.light* 1*Dk*&*Spar dk*3*trB*		2573												
393	—	SteelScSr	1146					1903	W.Dobson & Co. Newcastle	Bergenske Dampskibsselskab	225·5|32·0|13·7 Q72*t*H23*t*F25*t*	Bergen Norwegian *WB*	T.3Cy.17″,28″&46″–33″ 121NHP J.Dickinson&Sons,Ld.Sld.		N
	D.Wiese		797												
MBJQ	*Elec.light* 1*Dk*&*Awng dk*		695												
394	—	SteelScSr	872			...		1890	Bonn& Mees Rotterdam	Dampfschifffahrts Ges.Neptun	199·1|31·2|12·7 P127′F54′ BK7½″	Bremen German *WB*	T.3Cy.15″,24″&45″–30″ NB08 114NHP Knik.Mts.deSchelde Flsng	15 ″ 3	G
	*F.Jülfs*92–02 (*ex*Doelwijk)		610												
QGLH	*Well deck* 1*Dk*(*Irn*)&*deep framing*		527												
395	—	SteelTwinScCtr	316			...		1903	Day,Summers&Co.Ld. Southampton	Sou.I.ofWight& S.ofEng.Royal Mail StmPktCo.Ld	129·5|25·1|11·9 B33′ BK9″	S'thamptn British *WB*	C.4Cy.19″&38″–30″ 184NHP Day,Summers&Co.Ld.Sou.	12 ″ 6	
114589	*H.Cockett* –16		278												
VDJM	1*Dk*		35												
396	—	WoodSc	108	*Now named "Iris," See No. 20 in Supplement*				1909	J.Villalobos&Co. Constitucion	R.Torres	84·0|20·3|10·4	Constitucion Chilian	C.2Cy.11″&22″–16″ 16NHP		
871	(*ex*Sandefjord)		69												
HBJF															
397	—	WoodPadSp	101					1882	J.R.Maxwell S.Shields	J.White	94·3|18·3| 9·9	S.Shields British	L.1Cy.34″–51″ 38RHP Baird&Barnsley, N.Shields		
81977	*J.Weddle* –13		101												
			15												
398	**Hedwig**	SteelSc	571					1913	H.C.StülckenSohn Hamburg	Deutsche-Ost-AfrikaLinie	170·0|27·9|13·0 F16′	Hamburg German	C.2Cy.13⅜″&26¾″–18½″ 25NHP H.C.StülckenSohn,Ham.		G
	R.Hörnig		494												
RSPQ	*Elec.light Mchy.Aft* 1*Dk*		337												
399	**Hedwig Heidmann**	SteelScSr	2084					1903	Sir Raylton Dixon&Co Ld Middlesbro'	H.W.Heidmann	289·0|40·5|19·0 ½P14′B59′F28′	Hamburg German *WB*	T.3Cy.20½″,34″&56″–36″ 188NHP N.E.MarineEng.Co Ld.Sld.		G
	*C.W.Schacht*09–09		1753												
LGMQ	*Elec.light* 1*Dk*		998												
	Cantilever framed topside tanks														
400	**Hedworth**	IronScSr	1081	✠	Sld	Lv	14·33 15·24 16·50 17·06	1884 9mo	S.P.Austin &Son Sunderland	Lambton&Hetton Collieries,Ld.(E.T. Nisbet,*Mgr.*)	225·0|33·5|16·2 Q123′ H46*t* F26′ *WB*=*DBa*&*f*	Sundrland British 5*BH*	C.2Cy.28½″&53″–33″ 134NHP Blair&Co.(Lim.),Stockton	17 ″ 7	
90308	*E.Hume* –15		862	7,87											
JPSK	*Well deck* 1*Dk*(*Irn*)&*Webframes*		652												
401	**Heelsum**	SteelSc	1396	✠100A1	Ams	*p*	3,16	1899	Nederl. Scheepsbouw Maats. Amsterdam	Stoomv.Maats. Oostzee (Vinke& Co.*Mgrs.*) *WB*=*CellDBa*	239·6|37·0|17·4 B58′F31′ FK 68′*uE* 18′*f* 100′375*t*	Amstrdam Dutch 4*BHCem* *APT*66*t*	T.3Cy.18½″,29½″&47¾″–36″ 160lb *100lb* (*s*) 156NHP 2SB.*4pf*.GS77,HS2700 NedFab.vWerk.&Spr.Ams	20 ″ 0 s 2 ″ 8½ 17 ″ 7	
	E.Teensma –16 *ss*Ams.No.3–12,11		1260	3,16				5mo							
NVTR	*ss*Rot.No.1–15		874	✠NB8.15 DBS1,17	✠LMC8.15			A&CP							
	1*Dk*(*Stl*)&*deep framing*														
402	**Heemskerk**	IronScK	177	✠100A1	Ams		1,16	1899	Cochrane& Cooper,Ld. Selby	N.V.Vis.Maats. Amsterdam I. (*D Boon Mgr.*	115·5|21·6|11·5 Q49′ BK7½″ *WB*=	Ymuiden Dutch 4*BHCem* *DBf*17′13*t*	T.3Cy.13″,21″&34″–24″ (*s*) 180lb 64NHP 1SB.*2pf*,GS32,HS1018 SirC.Furness,Westgarth &Co.Ld.Mdb.	12 ″ 3	
	W.Gravenmaker *ss*Ymu.No.3–8,12		166	*Stm Trawler*	Ymu			12mo							
	*ss*Ymu No.1–17 1*Dk*		50	7,17 ~~8,16~~	✠LMC			*Lloyd's*A&CP							
				✠NB7,14 ~~BS7,17~~	MS2,12 9,16										
403	**Heenvliet**	SteelScSr	492	✠100A1	Ams	*g*		1916	Arnhemsche Stoom-Sleephelling My.Arnhem	Nationale Stoomv. Maats.	151·5|25·2|11·5 Q60′B32′F19′ FK *CellDB*	Rottrdam Dutch 4*BHCem* *uE*13′18*t*	T.3Cy.11″,17⅜″&28½″–24″ 185lb (*r*) 58NHP 1SB,*2cf*,GS27,HS1075 ArnhemscheStooms.My.	12 ″ 1 s ″ 8 11 ″ 7	
	J.E.Vegter –16		351	1,15 ~~1,10~~	Rot			11mo							
NVWK	*Elec.light Well deck* 1*Dk*(*Stl*)		264	✠LMC11.16				A&CP							
404	**Hegedüs Sándor**	SteelSc	928	✠ ~~10,16~~	Fiu	*l*		1900 7mo	Oderwerke Mas.Sch.A.G Grabow,a/O.	Soc.inAzioniUngaroCroatadiNav. Maritt.aVap *WB*=*Cell DBa* 40′*f* 70′	209·8|30·0|13·5 FK	Fiume Aust.-Hung. 5*BHCem* 93*tFPT*17*t*	T.3Cy.19 11/16″,31½″&51 13/16″–35 7/16″ 202NHP 2SB,*6cf*,GS114,HS3661 Oderwerke,Grabow a/O	14 ″ 0	
	*D.Chersich*01–10 *ss*Fiu.No.3–2,13		901	✠ *Shade dk*											
	1*Dk*(*Stl–ws*)&*Shade dk*		450												
	Elec.light														
405	**Heian Maru No. 7**	WoodScSr	563					1906	RKasahara Ominato	R.Kasahara	179·2|23·8|17·2 B29′	Nishinomiya Japanese	T.3Cy.13″,22½″&36½″–24″ E&B*made*97*fitted*06 64NHP KawasakiDkydCoLdKobe		
10390			—												
LBCF		2*Dks*	346												
406	**Heian Maru No. 8**	SteelScSr	600					1907	J.Harada Osaka	R.Kasahara	174·8|23·8|17·2	Nishinomiya Japanese	T.3Cy.13¾″,21½″&34½″–24″ E*blt*90 *fitted*07 57NHP		
10334			520												
LBPN		2*Dks*	372												

Lost by fire 3,18

1 No. in Book. / Official No. / Code Letters	2 Steamer's Name. Master. Special Surveys.	3 Material, Rig, &c. Late Name if any. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 Built. By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed. If not in L. R. Date of Trade Cert.
407 QKCJ	**Heidelberg** *C.Heine* 10–12 *Elec.light*	**SteelScSr** (Seized at Petrograd) 2 *Dks*	1661 1413 944					1912	Bremer Vulkan Vegesack	Dampfsch.Ges. Argo	260·5 B69′	37·1 F33′	19 5	Bremen German *WB*	T.3Cy.23⅝″,38½″&61½″–41 3/10″ 246NHP Bremer Vulkan, Vegesack		
408 309 PCGM	**Heijo Maru**	**SteelScSr** 2 *Dks*	1129 — 638					1903	Kawasaki Dkyrd Co.Ld. Kobe	ChosenYusen KabushikiKaisha	212·0 B48′	31·5 *WB*	20·0	Fusan, Corea Japanese	T.3Cy.17⅞″,28½″&46 3/16″–33″ 123NHP KawasakiDockyardCo.Ld.		
409 52 QBGL	**Heijun Maru** (*ex*BinhThuan) *Elec.light*	**SteelScSr** 1 *Dk&Spar dk*	1615 — 965					1902	N.Odero& Co. Genoa	DairenKisen GomeiKaisha	246·5 P25′B43′F26′	34·7 *WB*	20·1	Dairen Japanese	T3Cy 18 1/16″,29⅜″&47¼″–35 7/16″ 133NHP N.Odero&Co.Genoa		V
410 MFGB	**Heilhorn** *H.Nilsen* 06–08	**SteelScSr** 1 *Dk&pt Awngdk*	191 183 110					1908	Örens Mek. Værksted Trondhjem	Actieselskabet Torghatten (U.Qvale, *Mgr.*)	101·0	18·1	14·4	Brönöysnd Norwegian	T.3Cy.9″,14½″&24″–16″ 23NHP ÖrensMek.VærksTrndhjm		N
411 MBQW	**Heim** *S.A.Hoie* –14 (*ex*Romanby) *Well deck*	**IronScBn** *ss*Bgn.2nd No.3–3,14 1 *Dk(Irn)2trB*	1669 1317 1016	✠100A1 2,17 BS4,16 ✠LMC3,14	Hav	*q*	N4,16	1882 10mo	W.Gray& Co. W Hartlepool A&CP	Acties.Heim (T.H.Skogland)	259·5 P28′Q68′B66′F35′	34·5 BK9″ *WB=DBa*	19·5	Haugesnd Norwegian	C.2Cy.32″&60″–39″ (*i*) 80lb *80lb* NDB04 173NHP 2SB,*6pf*,GS80,HS2800 Black,Hawthorn&Co.Gts.	20 ″ 9	
412 HFTB	— *A.Eriksen* 98–	**SteelScSr** 1 *Dk&pt Awngdk*	1195 774 757					1898	Framnes Mek.Verk. Sandefjord	And.Jacobsen	222·0 Q65*t*H57*t* *pt Awng dk* 166′	33·7 *WB*	12·5	Chrstiania Norwegian	T.3Cy.16½″,27″&44″–30″ 106NHP AkersMek.Verks.Xia.		N
413 Sailing MKDW	— *N.Jangaard* (*ex*Sailing Vessel)	**WoodScK** 1 *Dk*	111 101 50					1879	..... Nordmör	Akties.Ishavet (M.Knutsen, *Mgr.*)	87·9 Q10*t*	22·2	9·2	Aalesund Norwegian	C.2Cy.9″&18″–12″ E&B *made* 13 *fitted* 14 9NHP A.M.Liaaen,Aalesund		
414 4784 JQPC	**Heimdal** *E.H.Dannberg* 13–16	**SteelScSr** *ss*Got.No.2–15 1 *Dk(Stl)&deep framing*	1258 830 722	✠100A1 *pt Awng dk with freeboard* 4,17 ~~0,16~~ MS9,15 ✠LMC BS9,16	Got	*n*	9,16	1907 6mo *Lloyd's*	S.P.Austin &Son,Ld. Sunderland *SA&CP*	Ångf.Aktieb.Göteborg-Manchester (H.Metcalfe *Mgr.*)	221·5 P24′Q61′B124′ H53*t* *WB=CellDB*	34·5 FK	14·1 *4 BHAsp* *a* 63′ *u* *E* *f* *B*	Gothenbrg Swedish	T.3Cy.17″,28″&46″–33″ (*s*) 180lb *90lb* 141NHP 1SB.3*cf*,GS58,HS2305 N.E.MarineEng.Co.Ld.Sld 33′*f*88′320*t* *FPT*48*t* *APT*50*t*	16 ″ 3 s ″ 9½ 15 ″ 9	
415 NSQR	— *H.C.Lund* –14 *Elec.light*	**SteelScSr** 2 *Dks*	935 462 520					1914	Akt.Burmeistr&Wain Copenhagen	Dampskselsk.paa Bornholm af 1866 (T.H.Lund, *Mgr.*)	209·6	34·2 *WB*	18·6	Rönne Danish	T.3Cy.16½″,27″&45″–27″ 105NHP Akt.Burmeistr&Wain,Cpn		V
416 JHQV	— *C.Arvastsson* 09–10 *Elec.light*	**SteelScSr** (*ex*Mönchgut) 1 *Dk*	172 142 60					1898	Schiffsw. v. Henry Koch Lübeck	Ver.Flensburg-Ekensunder&Sonderburg Dampfs. G	115·1 B41′F24′	21·8 *WB*	8·6	Snderburg German	C.2Cy.15″&27⅛″–19¾″ 27NHP J.F.Ahrens,Altona		G
417 JCQH	— *M.Mathiassen*	**SteelScSr** 1 *Dk*	142 107 66					1888	Christian-sand M.V. Christiansnd	Haalogalands Dampskibsselskab	98·3 B28*t* len.94	16·1 *WB*	10·3	Harstad Norwegian	C.2Cy.12½″&21½″–18″ NB02 16NHP ChristiansandM.V.		
418 5715 JVHF	**Heimdall** *J.O.Dyberg* 07–15 *Elec.light*	**SteelScSr** 1 *Dk*	1322 742 623					1914	Oskrshmns M.V.Aktieb. Oskarshamn	Stockholms Rederiaktieb.Svea (HjBlomberg *Mgr*)	225·0 P&B147′F47′	36·0 *WB*	14·4	Stockholm Swedish	T.3Cy.21½″,35½″&58½″–36″ 205NHP Oskarshamns M.V.Aktieb.		V
419 MJQB	**Heimland II.** *O.Olsen* *Mchy.Aft*	**SteelScSr** 1 *Dk*	507 372 270					1913	Fredrkstad Mek.Værks. Fredrikstad	Dmpsk.Akties. Adine(C.H. Engelhart, *Mgr.*)	165·0 P78*t*H4*t*F18*t*	27·6 *WB*	10·4	Askerö̈en Norwegian	T.3Cy.11″,18″&29″–24″ 41NHP FredrikstadM.V.Frdstad		N
420 MJVP	**Heina** *T.Jansen* (*ex*King Arthur, *ex*Kingsland)	**SteelScSr** *ss*Mch.No.2–13 1 *Dk(pt Irn&pt Stl) &deep framing*	2876 2652 1797	✠100A1 3,17 ~~BS8,16~~ BS9,17 ~~MS8,16~~ ✠LMC4,16	NOs	*u*	3,17	1905 9mo *Lloyd's*	Sunderlnd S.B.Co.Ld. Sunderland	J.L.Mowinckel *WB=CellD*	314·0 P27′B90′F30′ *Ba* 104′ *u* *E* 18′*f* 130′	48·0 FK	20·6 5 *BHCem* 697*t* *APT*96*t*	Bergen Norwegian	T.3Cy.23″,38″&62″–42″ (*s*) 160lb *100lb* 262NHP 2SB,*6pf*,GS130,HS4124 N.E.Marine Eng.Co.Ld.Sld	23 ″ 0 s 3 ″ 9 19 ″ 7	
421 NKRL	**Heini** *J.Jensen* –09 (*ex*Gæa,*ex*Viben)	**SteelScSr**	147 102 76					1899	D.W.Kremer Sohn Elmshorn	Dpskselsk.Heini (H.Pingel&Co. Acties.,*Mgrs.*)	96·6 Q14′B24 F14′	19·8 *WB*	9·9	Copnhagn Danish	C.2Cy.9⅜″&17 7/16″–11⅛″ 9NHP C.Steen,Sen.Elmshorn		G
422 KRQD	**Heinrich** *M.Schön* 10–12	**SteelSc** (*Trawler*) 1 *Dk*	197 160 67					1908	G.Seebeck Akt.Ges. Bremerhaven	Grundmann& Gröschel	117·2 Q64′F18′	22·1 *WB*	8·7	Gstemnde German	T3Cy.10 13/16″ 17 15/16″&28¾″–21¼″ 38NHP G.Seebeck A.G.Bremerhvn		G
423 LBGO	— *P.Arndt* 04–09	**SteelScSr** 1 *Dk*	107 103 24					1899	Howaldtswerke Kiel	A.C.Hansen	78·6	22·1	9·4	Wellngdrf German	C.2Cy.15″&26⅜″–13¾″ 21NHP Howaldtswerke,Kiel		
424 KRMV	**Heinr. Augustin** *H.Brosin* –04	**SteelSc** (*Trawler*) 1 *Dk*	160 145 28					1904	G.Seebeck Act.Ges. Bremerhaven	F.A.Pust	108·3 Q27′F20′	21·3 *WB*	11·1	Gstemnde German	T3Cy.10 13/16″,17⅞″&26 3/16″–21¼″ 32NHP G.Seebeck A.G.Bremerhvn		G
425	**Heinrich Bruns** *Mchy.Aft*	**SteelScK** (*Trawler*) 1 *Dk*	230 210 85					1914	G.Seebeck Akt.Ges. Geestemünde	Grundmann& Gröschel	126·3 Q70′F20′	22·8 *WB*	12·6	Gstemnde German	T.3Cy.12⅜″,26½″&33″–23⅜″ 53NHP G.Seebeck A.G.Gstmnde.		
426 LRKG	**Heinrich Horn** *O.Grassow* 12–12	**SteelScSr** 1 *Dk*	1431 1263 881					1900	Schiffsw. v. Henry Koch Lübeck	H.C.Horn	244·9 P15′B60′F24′	36·1 *WB*	17·1	Lübeck German	T.3Cy.16¾″,28″&44¼″–32½″ 113NHP J.F.Ahrens,Ottensen		G
427 KLVH	**Heinrich Hugo Stinnes 7** *M.Grundmann* 11–11 *Mchy.Aft Elec.light* Sub.Sig.	**SteelScSr** Wireless 1 *Dk*	1563 1300 796					1911	Flensburgr Schiffsb.Ges. Flensburg	HeinrichHugo Stinnes7 Dampfsch Ges.m.b.H. (Hugo Stinnes, *Mgr.*)	244·2 P74′F24′	37·6 *WB*	17·6	Hamburg German	T.3Cy.17¾″,29½″&48″–34 7/16″ 136NHP FlensburgerSchiffsb.Ges.		G
428 QKJH	**Heinr. Rahtjen** *A.Boguschewsky* –13 *Elec.light*	**SteelScK** (*Trawler*) 1 *Dk*	273 237 94					1913	G.Seebeck Akt.Ges. Bremerhaven	Hochseefischerei BremerhavenAkt. Ges.	132·1 F21′	23·4 *WB*	10·8	Brmrhavn German	T.3Cy.12⅞″,20½″&33 1/16″–23⅜″ 53NHP G.Seebeck A.G.Bremerhvn		
429 LMGB	**Heinrich Schuldt** *C.Petersen*	**SteelScSr** 1 *Dk*	991 742 612					1891	Flensburgr Schiffsb.Ges. Flensburg	H.Schuldt	218·9 Q78′ B54′ F27′	32·3	13·2	Flensburg German	T.3Cy.15″,22½″&43″–30″ 101NHP FlensburgerSchiffsb.Ges.		G
430 RPBW	**Heinz Blumberg** *H.Lemke* *Elec.light*	**SteelScSr** (*ex*Else zum Baby) 1 *Dk&Shelter dk*	1226 1034 739					1906	Schiffsw. v. Henry Koch Lübeck	Leonhardt& Blumberg	251·0 B26′	37·2	15·0 21·1	Hamburg German	T.3Cy.17⅛″,28¾″&46″–32½″ 120NHP J.F.Ahrens,Altona		G

Renamed "Polcrest," See No. 23 in Supplement

1 Numéro d'Ordre / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✝ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7a Date de la dernière visite de la Ligne de porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
431	**Heion Maru**	WoodScSp	199					1908	Niigata Iron Works Niigata	M.Takahashi	117·8	16·8	12·5	Hakodate Japanese	C.2Cy.14½″&24½″-14″ E&B*made—refitd*08 19NHP		
9977 LGHD		(*ex*Nihonkai Maru No.5) 1*Dk*	188 121														
432	**Heishin Maru**	SteelScSr	3145	✝100A1 *Spar dk*	Kob	*u*	N10,16	1889	J.Laing Sunderland	Naniwa Kisen Kaisha	340·0	41·0	18·6	Kobe Japanese	T.3Cy.24½″,40″&66″-45″ (*r*) 160lb *130lb* NDB15 292NHP 2DB,*8cf* G.Clark,Ld.Sunderland	29 ″ 2 s 6 ″ 5 24 ″ 0	
16005 MFLN	*Y.Tanaka* –13 *ss*Kob.2nd No.3–6,16 (*ex*Unkai Maru No.4, *ex*Lonsdale, *ex*Ville du Havre)		2829 2276	*b*,17 ~~10,16~~ ✝LMC~~6.11~~ 5,17				1mo *Lloyd's*			B78′F34′		26·4		6*BHCem*		
		1*Dk*(*Iru*)&*Spar dk* (*Stl*–ws)3*trB*									*CellDB*110′*uE*26′				*f*106′370*t*		
433	**Heito Maru**	SteelTwinSc	634	✝	Sng	*i*		1910	Ferguson Bros. Pt.Glasgow	Minamimanshu Tetsudo Kabushiki Kaisha	170·0	35·1	12·4	Dairen Japanese	C.4Cy.20″&40″-24″ 139NHP	13 ″ 0	
14 QBCV	*W.Summers*10–10 *Elec.light* (*Bucket Dredger*) 1*Dk*(*Teak*)		552 328	*Dredger* 3,11 ✝				5mo					FK	4*BHCem*	2SB,*4pf*,GS77,HS2200 FergusonBros.Pt.Glasgow		
434	**Heiwa Maru**	SteelScSr	2003					1890	R.Duncan &Co. P.Glasgow	S.Miki	269·9	37·1	23·2	Fushiki Japanese	T.3Cy.21″,35″&56″-39″ 196NHP		
17385		(*ex*Brand) 1*Dk*&*Spar dk*	1879 1519								P31*t*	H87*t*	F5*t*		*WB* Muir&Houston,Glasgow		
Missing since 8,16	**Heiyo Maru**	SteelScSr	3107	✝~~100A1~~ *pt Awng dk*	Kob	*t*	12,15	1895	Ropner& Son Stockton	H.Mori	315·0	40·5	20·2	Amagasaki Japanese	T3Cy22½″,37⅛″&61½″-42″(*s*) 160lb *100lb* NDB06 246NHP	23 ″ 7 ~~8 ″ 6~~	
MJCN	(*ex*Polperro, *ex*Isle of Kent)	*ss*Shl.No.3–6,08 *ss*Cff.No.1–13 1*Dk*(*pt Stl pt Irn*)2*trB* &*Web frames*&*pt Awng dk*(*Irn*)	2350 2356	*with freeboard* 12,15 ~~✝LMC1.16~~				2mo			P29′Q94′				5*BHCem*	2SB,*6rf*,GS104,HS3760	~~23 ″ 0~~	
										pt *WB*=*Cell D*	*Awng dk*192′ BK 10″ *Ba*106′ *uE*22′ *f*122′			A&CP	480*t APT*66*t*	Blair&Co.Ld.Stockton	
436	**Hejaz** *Ward* –17 ~~*Turnel* –16~~	SteelScSr	3875	✝100A1 ~~6.17 1.17~~ 9,17	Bom	*w*	~~1,16~~ 9,17	1894	Reiherst'g Schiffsw. Hamburg	Arab Steamers,Ld.	343·1	43·5	25·8	Bombay British	T3Cy 25½″,41″&65½″-42″(*s*) 167lb *80lb* NDB05 329NHP	28 ″ 6 s 7·10	
133352 TVRK	(*ex*Alfeld,*ex*Memphis)	*ss*Ham.No.3–1,07 *ss*Bom.No.2–15 2*Dks*(*Stl–Uptws*) &*Web frames*	3106 2483	~~BS6.16~~ ~~✝LMC4.16~~ BS7,17				6mo *Lloyd's*			P&B206′F46′		FK	6*BHCem*	2DB,*8cf*,GS160,HS5670	21 ″ 4	
	Elec.light												*WB*=*Cell DB*	A&CP	290′610*t*	Reiherst.Maschinenf.Ham.	
437	**Hekkingen**	SteelScSr	165					1913	Moss Jrnst. &Mek.Værks. Moss	Norges Fyrvæsen	105·5	21·4	11·5	Chrstiania Norwegian	T.3Cy.11½″,18½″&31″-22″ 45NHP		N
	O.Eugene		157								H8*t*				*WB*	Moss Jernst.&M.V.Moss	
MJST	*Elec.light*	1*Dk*	61														
438	**Hekla**	SteelScSr	937					1891	Burmeister &Wain Copenhagen	Dmpslsk Standard (S.Simonsen, *Mgr.*)	201·0	29·7	13·7	Copnhagn Danish	C.2Cy.25½″&46″-27″ 92NHP		V
	*G.Kristiansson*15–15	(*ex*Ask)	546								B49′		20·7		*WB*	Burmeister&Wain,Cpn.	
NDPM		1*Dk*&*Spar dk*	588														
439	**Hektoria**	SteelScSr	5002	✝100A1 7.16 ~~BS7.16~~ ✝LMC1,17	Bkn	*x*	7,16	1892	W.Gray& Co.Ld. W Hartlepool	Akties.Hektor (N.Bugge, *Mgr.*)	386·3	48·6	28·6	Tönsberg Norwegian	T.3Cy27½″,43½″&73″-48″(*s*) 160lb *100lb* NDB16 382NHP	31 ″ 6 s 6 ″ 6½	
	F.Kjörboe –15	*ss*Shl.No.3–9,04	4507					12mo			P30′B96′F38′		FK	6*BHCem*	2DB,*11rf 1cf*,GS152,HS5900	25 ″ 3	
MHQV	(*ex*Wentworth, *ex*Inchmaree,*ex*Arapahoe)	*ss*Nwc.No.2–12 2*Dks*(*Irn*)	3536	*For carrying having a flash*	*fuel or point*	*oth*	*her oil above* 150° F.	*s*			*WB*=*Cell DB*		331′1083*t*	A&CP	*APT*46*t*	Cen.Mar.Eng.Wks.WHpl.	
	Elec.light Wireless	&*Web frames*															
440	**Hektos**	SteelScSr	2224	✝100A1 *pt Awng dk*	Hfs	*s*	5,14	1903	R.Craggs& Sons,Ld. Middlesbro'	Finska Angfartygs Aktieb(L.Krogius. *Mgr.*)	280·0	39·9	17·2	Helsingfrs Russian	T.3Cy.21″,34″&56″-39″ (*s*) 165lb *90lb* 217NHP	19 ″ 6 s 7·10½	
SQRW	*V.Boxstrom*97–03	*ss*Hfs.No.3–8,15	1524	*with freeboard* ~~BS5.17~~				3mo			Q103′				4*BHCem*	2SB,*6pf*,GS108,HS3542	19 ″ 0
		1*Dk*(*Stl*)&*Web frames*& *pt Awng dk*(*Stl*)	1271	8,15 ✝LMC8,16				*Lloyd's*			*WB*=*Cell DB*	*a*	*pt Awng dk* 175′ *uE* 24′ *f* 114′457*t*	A&CP	*APT*15*t*	N.E.MarineEng.CoLdNwc	
	Elec.light																
441	**Hela**	SteelTwinSc	411					1910	J.W.Kla- witter Danzig	Danziger Dampf- schiff&Seebad, A.G."Weichsel"	164·2	25·2	11·3	Danzig German	T.6Cy.13″,20½″&31½″-15¾″ 79NHP		G
	W.Andreis		295								B138′				*WB*	J.W.Klawitter,Danzig	
HGBT	*Elec.light*	2*Dks*	188														
442	**Helcia**	SteelScK	230	✝100A1 *Stm Trawler*	Gms		N12,13	1906	Cochrane &Sons Selby	I.Bunch	123·0	21·6	11·4	Grimsby British	T.3Cy.12¼″,22″&35″-24″ (*s*) 180lb 76RHP	12 ″ 3	
123572 HGPL	*J.Wilson* –14	*ss*Gms.No.1–10 1*Dk*	206 88	12,13 ~~BS12,13~~ ✝LMC11,16				5mo *Lloyd's*			Q70′F18′		BK7½″	3*BHCem*	1SB,*2pf*,GS35,HS1314 Gt.CentrlCo-opEng.&Ship RepairingCo.Ld.Gms.		
443	**Helder**	SteelScSr	3368					1897	Nederl. Schps. Maats Amsterdam	Jac.Enger'sDpsk. Selskap (Jac. Enger, *Mgr.*)	322·0	44·0	23·0	Tönsberg Norway	T.3Cy.24″,36&60″-42″ 233NHP		V
	*L.A.Larsen*16–	(*ex*Sirius,*ex*Madura)	3186								B78′F40′				*WB*	Ned.Fab.v.Werk.Mat.Ams	
WLDC	*Elec.light*	1*Dk*&*Spar dk*3*trB*	2594														
444	**Helen**	SteelScSr	3216	✝100A1 ~~4.17 1.16~~ ✝LMC10,16	NYk	*u*		1916	Bethlehem Steel Co. Sparro'Pt Md	Bull Insular Steamship Co. (A. H.Bull&Co. *Mgrs.*)	327·7	46·7	23·5	Wilmgton (Del.)	T.3Cy.24½″,41″&68″-48″ (*s*) 200lb 487NHP	26 ″ 3	
214503 LGKP	*Benson*–17	2*Dks*(*Stl*)&*Web frames*	2620 2003	1,1~~0.17~~ *Fitted for oil*	*fuel*	10	,16 *F.P.a*	10mo A&CP *bove* 1			P38′B94′F37′		FK	Utd. States 6*BHCem*	3SB,*9cf*,GS169,HS7237 FD BethlehemStl.Co.Sparr'Pt		
	Elec.light Sub.Sig.	*Longitudinal framing*									*CellDB*255′662*t*				*FPT*50*t APT*145*t*		
445	—	SteelScSr	322	✝100A1 12,16 ✝LMC6,16	Liv	*e*	6,16	1904	AilsaS.B. Co.Ld. Ayr	R.Neill&Sons	142·1	24·1	9·9	Belfast British	C.2Cy.18″&38″-27″ (*s*) 125lb 80RHP	11 ″ 0 s ″ 9½	
116013 HNPF	*J.Wilson* –17 *Well deck* *Mchy.Aft*	*ss*Liv.No.3–6,16 1*Dk*(*Stl*)	255 119					2mo *Lloyd's*			Q47′B11′F24′		BK7″	4*BHCem*	1SB,*3pf*,GS51,HS1461 40*t APT*8*t*	10 ″ 11	
													WB=*FP Tanks*			Ross&Duncan,Glasgow	
Missing since 8,17	—	SteelScSr	235	✝~~100A1~~ *Coasting*	Shl	*c*	2,16	1900	J.Shearer &Son Glasgow	Wilson Bros. Bobbin Co.Ld. (E W.Turner, *Mgr.*)	124·0	22·1	9·0	Liverpool British	C.2Cy.14″&29″-21″ (*s*) 120lb 35RHP	10 ″ 3 ~~6 ″ 7~~	
111239 JKVT	*H.Baxter* –16 *Mchy.Aft* *Well deck*	*ss*P.Gl.No.3–8,11 *ss*Shl.No.1–16 1*Dk*(*Irn*)	177 91	2,16 ~~✝LMC8,16~~ ~~BS7.17~~				1mo *Lloyd's*			Q44′B8′F20′		BK7″	3*BHCem*	1SB,*2pf*,GS31,HS770	~~10 ″ 7~~	
													WB=*FPT*11*t*	A&CP	*APT*10*t*	Muir&Houston,Ld.Gls.	
447	**Helen Craig**	SteelScSr	417	✝100A1 5,17 8.15	Bel	*g*	~~5,14~~ 5,17	1891	Workman, Clark&CoLd. Belfast	H.Craig&Co.	165·3	24·1	9·9	Belfast	C.2Cy.21″&42″-30″ (*s*) 100lb 68RHP	12 ″ 3 s ″ 8½	
96270 MRHC	*W.Holmes* –00 *Well deck*	*ss*Bel.No.3–11,07 *ss*Bel.No.~~1–12~~–17 1*Dk*(*pt Stl*&*pt Irn*)	307 169	~~BS7.15~~ ~~✝LMC5.11~~ 5,17				1mo *Lloyd's*		*WB*=*Cell D*	Q91′B44′F24′		BK6″	4*BHCem*	1SB,*3pf*,GS58,HS1425	12 ″ 2	
											*B*74′70*t deep tank a*			28*t APT*11*t*	V.Coates&Co.,Belfast		
448	**Helen Nicoll**	IronScSr	384	✝ 3,82	Dun	*f*		1882	Gourlay, Bros.&Co. Dundee	Jones Bros.	157·0	22·0	10·3	Sydny NSW	C.2Cy.21″&36″-24″		
86362 SLDT	*S.Alsaker* –16 *Well deck*	1*Dk*(*pt Irn*)	272 246					2mo		*WB*=*DB*a16′15*t*	Q63′ B31′ F16′ *FPT*13*t*		FK	British 4*BHCem*	65RHP		
															Gourlay Bros.&Co.,Dundee		
449	**Helen P. Drew**	WoodScSr	286					1904	J.R.Hitch- ings Hquiam,Wsh.	L.E.White Lumber Co.	134·6	32·2	10·5	S.Frncisco Utd. States	C.2Cy.12″&26″-20″ 25NHP		
162281 KTPG	*C.Johansson* *Fitted for oil fuel*	1*Dk*	— 178														
450	**Helen Peele**	SteelTwinSc	133	✝100A1 *For Towing purpose*	Sws	*s*	~~6,16~~ 6.17	1901	Ramage& Ferguson,Ld. Leith	Royal National Lifeboat Institution	95·5	19·6	10·7	Padstow British	C.4Cy.11″&22″-15″ 100lb 55RHP		
84984	*F.Andrew* –16 *Elec.light*	*ss*Sws.No.3–5,13 *ss*Sws.No.1–17	— 16	8,17 ~~6.16~~ ~~BS6.15~~ ~~✝LMC6,13~~ 8,17				6mo *Lloyd's*			F34′		BK5¾″	6*BHCem*	1SB,*2pf*,GS36,HS1043 FD Ramage&FergusonLd.Lth		
451	**Helena**	SteelScSr	1146					1899	Rijkee&Co Rotterdam	Koninkl.Nederl. Stoomb.Maats.	228·0	32·0	18·5	Amstrdam Dutch	T.3Cy.17½″,28″&45″-36″ 121NHP		V
	K.H.Wijdekop		927								B55′F27′				*WB*	Maats.deMaas.Rot.	
NWDT		2*Dks*	694														

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c.	3	4 Regist'd Tonnage. Gross. Under deck. Net.	5 6 7 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 9 Built. When	By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NIP=Horse power by Society's formulæ; RIP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught.	15 Registers in which classed, if not in L.R. Date of it's Trade Cert.
452	**Helena**	IronSc3MstSr	312			...		1889	T.A. Walker Sudbrook	~~C.H.Walker&Co. Ltd.~~	150·4	26·3	8·0	~~London~~ British	Q.4Cy.9″,12″,16″&25″–21½″	8 ″ 6	
28606	~~H.Wion88–89~~	(*Barge*)	280										FK	Brazilian	50RIP		
	Mchy.Aft	1*Dk*	173												Fleming&Ferguson		
453	—	SteelSc	299			...		1907	Collingw'd S.B.Co.Ld. Collingwood	Canadian Government	108·8	23·3	14·0	St John NB British	T.3Cy.15″,25″&41″–25″ 81RIP	13 ″ 0	
	D.Reid –13	(*Tug*)	228										FK	*WB*	CollingwoodS.B.Co.Ld.		
	Elec.light	1*Dk*	204														
454	—	SteelScSr	108					1911	Akers Mek.Værks Christiania	Duder&Brother	92·5	18·7	10·5	Bahia Brazilian	T.3Cy.11″,18″&29″–18″ 36NHP		N
	J.Andersen	(*Whaler*)	106											*WB*	AkersMek.Værks.Xia.		
		1*Dk*	38														
455	**Helene**	SteelScSr	*2119*	✠ —	Cff	*s*		1898 9mo	J.Blumer& Co. Sunderland	H.W.Christopherson	290·0	42·0	19·2	Flensburg German	T.3Cy.22″,36″&59″–39″ 227NHP	21 ″ 6	
	*C.Sörensen*10–14 *ex*Druidstone,*ex*Queenmoor)	*ss*Shl.No.3–5,11	*1953*	7,16 ✠						*WB=CellDBa*	P27′B75′F31′		FK	5*BHCem*	2SB,6*pf*,GS102,HS3525		
		1*Dk*(*Irn*)&*deepframing*	*1329*								90′*u*E20′*f*114′527*t*			*APT*143*t*	J.Dickinson&Sons,Ld.Sld.		
456	—	SteelScSr	1567					1896	Howaldts-werke Kiel	Dpskselsk.Torm (C.Kraemer,*Mgr.*)	240·5	36·0	20·3	Copnhagn Danish	T.3Cy.17″,27½″&43½″–24¾″ 94NHP		V
	*J.Sörensen*95–06		839								B49′F29′			*WB*	Howaldtswerke,Kiel		
NHVF		1*Dk*&*Spardk*	1000														
457	—	SteelScSr	1237	*Now named "Hwah Kuei," See No. 56 in Supplement*				1903	Howaldts-werke Kiel	M.Jebsen	218·8	33·1	11·8	Apenrade German	T.3Cy.17″,26⅜″&45⅛″–24¾″ 102NHP		G
	J.Jessen		1200								B62′F31′		20·4	*WB*	Howaldtswerke,Kiel		
LMVN		1*Dk*&*Spar dk*	771														
458	—	WoodScSr	672					1906	..... Hoquiam, Wash.	E.T.Kruse	172·1	38·0	13·2	S.Frncisco Utd.States			
203859	*O.Andersen* –06		—														
KVTS		1*Dk*	307														
459	—	SteelScSr	618					1897	Union Iron Works SanFrancisco	InterIslandSteam Nav.Co.Ld.	170·6	30·8	14·8	Honolulu Utd.States	T.3Cy.12¾″,19″&32″–24″ 50NHP		
96500	*A.L.Lane*		—												UnionIronWorks,S.Frisco.		
KPWT	*Elec.light*	1*Dk*	392														
460	—	IronScSr	273					1881	G.Howaldt Kiel	Sartori&Berger	125·3	21·1	12·3	Kiel German	C.2Cy.15″&21″–14″ NB98 14NHP		G
	C.Backsen		227								len90				Gebr.Howaldt,Kiel		
LCJK	*Elec.light*	1*Dk*	162														
461	—	SteelScLr	153					1906	Danziger, Schfw&Msch Danzig	LeererHerings-fischereiAct.Ges.	93·5	21·4	9·8	Leer German	C.2Cy.9½″&18″–12½″ 10NHP		
	H.Heine –09		146								Q15′				Christiansen&Meyer,Hrbg		
KJQB		1*Dk*	73														
462	**Helene Blumenfeld**	SteelScSr	2115					1905	Schiffsw.v. Henry Koch Lübeck	Bd.Blumenfeld	295·9	40·7	18·1	Hamburg German	T.3Cy.27⅛″,43⅜″&69″–41¾″ 312NHP		GV
	Schluck		1697								P26′B84′F28′			*WB*	J.F.Ahrens,Altona		
RNWP	*Elec.light* Wireless	1*Dk*	968														
463	**Helene-Hugo Stinnes 14**	SteelScSr	1735					1912	G.Seebeck Akt.Ges. Geestemünde	"Helene-Hugo Stinnes14,"DampfschG.m.b.H(Hugo Stinnes,*Mgr.*)	258·9	38·1	18·2	Hamburg German	T.3Cy.17 9/16″,28⅜″&44½″–35⅜″ 118NHP		G
	*H.Kniskmann*12–12		1449								P69′F24′			*WB*	G.SeebeckA.G.Gst.		
HWPD	*Elec.light* Sub.Sig. Wireless	1*Dk*	872														
464	**Helene Russ**	SteelScSr	993					1909	Stettiner Oderwerke Stettin	ErnstRuss	211·0	33·9	13·4	Hamburg German	T.3Cy.15 7/16″,25⅛″&41 3/16″–29½″ 93NHP		G
	*E.Rosskopf*12–12		788								P12′Q59′B57′F21′				StettinerOderwerke		
RQHF	*Elec.light*	1*Dk*	577														
465	**Helenus**	SteelScSr	7555					1913	Scotts' S.B. &Eng.Co.Ld. Greenock	OceanS.S.Co.Ld. (A.Holt&Co.*Mgrs*)	455·2	56·2	32·5	Liverpool British	T.3Cy.31″,51½″&86″–60″ 572NHP		
135519	*A.D.Baker* –14		6306								P54′B162′F60′			*WB*	Scotts'SB.&Eng.CoLdGrk		
JDMW	*Elec.light*	2*Dks*	4810														
466	**Helfrid Bissmark**	SteelScSr	479					1892	Helsingörs Jrnsk&Mskb Elsinore	BissmarkLinie G.m.b.H.	167·8	26·0	11·7	Hamburg German	C.2Cy.19″&35″–21″ 47NHP		V
	F.Th.Brackert –12		357								Q78′ B17′ F18′			*WB*	HlsngörsJrnsk&Mskb		
RJLT		1*Dk*	290														
467	**Helga**	SteelScSr	2632	✠	Shl	*t*		1890 9mo	W.Dobson &Co. Newcastle	~~Akties.Baltic (A.Isachsen *Mgr.*)~~ TheShippingController (J.Gardiner&Co.,*Mgrs.*)	~~300·0~~ 299·2	~~40·2~~	20·2 FK	London British	T.3Cy.22″,36″&59″–42″ 243NHP	22 ″ 9	N
26703	~~*O.Lehland* —13~~	*ss*Xia.No.3–8,03	2049	11,05							Q109′B134′F30′			6*BHCem*	2SB.6*pf*,GS96,HS3860		
TPBG	~~Hsd~~ (*ex*Hereford)	1*Dk*(*Irn*)&*Webframes*	1671	~~N B9,03~~ ✠							*WB=CellDB250′*			162*tAPT*40*t*	WllsndSlpwyCo.Ld.Nwc.		
	Well deck																
468	—	SteelTwinScSr	323	✠ A1	Dub	*g*	12,16	1908 7mo	Dublin Dockyard Co. Dublin	Dpt.ofAgriculture &TechnicalInstrction forIreland FisheriesBranch	155·6	24·6	12·6	Dublin British	T.6Cy.12½″,20″&32″–22″ (*s*) 185lb 140NHP	13 ″ 6	
123137	*D.Thompson*03–08	~~*ss*Dub.No.2–14~~	265	*with freeboard*							F34′ BK6½″			*s* 265		*s* 2 ″9½	
HMTP	*Elec.light*	2*Dks*(*pt Stl–ws*)	111	4.13 2.16 ✠LMC 6.17							*WB=Deeptanks f* 7′19*t*&17′36*tFPT*9*t*			5*BHCem* 1SB,3*cf*,GS58,HS2096	FD	11 ″ 7	
		*ss*Dub.No.3–6,17		*For Irish Channel service*						*Lloyd'sA&CP*				*APT*9*t*	D.Rowan&Co.Glasgow		
				~~M6/14 B6~~ 6,17													
469	—	IronScK	190			...		1897	Cochrane& Cooper Beverley	Fiskeriaktieb. Avance (A. Nilsson,*Mgr.*)	112·9	20·7	11·6	Gothenbrg Swedish	T.3Cy 12¼″,20″&32″–23″ NB05 55NHP	12 ″ 3	
3948	*J.Olsson*14–14	(*Trawler*)	180								Q30′H5*t*		BK7½″		Bailey&Leetham,Hull		
JMLN	(*ex*Bangkok)	1*Dk*	69														
470	**Helge**	SteelScSr	2043					1895	Helsingörs Jerns.Mask Elsinore	Dpskslsk Danmark (P.Brown,*Mgr.*)	271·6	38·1	23·5	Copnhagn Danish	T.3Cy.18½″,30″&49″–36″ 144NHP		V
	N.Fr.Fri		—								P17′Q80′B116′F32′			*WB*	HelsingörsJrnsk&Mskbyg		
NWSG		1*Dk*&*Webframes*	1267														
471	—	IronScSr	1133	✠100A1	Shl	*n*	8,16	1877 9mo	W.Gray& Co. W Hartlepool A&CP	Aktieb.H.Unér (Rob.Göhle,*Mgr.*)	236·2	31·4	17·8	Nrrköping Swedish	C.2Cy.24″&49″–33″ (*s*) 85lb *90lb* NDB02 101NHP	18 ″ 8	
3972	*J.A.Gudmundsson*16–16		889	8,16							Q84′B50′F31′		BK8″	4*BHCem*	1SB,3*pf*,GS50,HS1512	*s* 1 ″8½	
JMNS	(*ex*JamesGroves)	*ss*Got.3rdNo.3–7,14	661	~~N B1,08~~ LMC							*WB=DBa*			65′*f*64′215*t*	T.Richardson&Sons,Hpl.	17 ″ 9	
	Well deck	1*Dk*2*trB*		~~M07,14~~ B84~~,16~~ 7,17													
472	—	IronScSr	340					1883	G.Howaldt Kiel	Rederiaktieb Herman (H.Donnér)	141·7	23·5	12·8	Åhus Swedish	C.2Cy.15¾″&27½″–15¾″ NB03 25NHP		G
4101	*S.Jönsson*99–08		290								Q16′B27′H9*t*F13′			*WB*	Gebr.Howaldt,Kiel		
JNCQ	(*ex*Inga,*ex*Gottorp)	1*Dk*	194														
473	—	CompScSp	170					1890	S.Groth Sjötorp	Ångf.Aktieb.Helge (F.B.Wahlqvist)	99·1	22·5	8·8	Gothenbrg Swedish	C.2Cy.9¾″&17¾″–14⅜″ 9NHP		
761	*C.E.Bengtsson*01–01		140								P21′				GöteborgsMV.Aktieb.Got		
JCDV	*Mchy.Aft*	1*Dk*	96														
474	**Helgeland**	SteelScSr	242					1905	Akers Mek.Værks. Christiania	DetHelgelandske Dmpsk.	117·5	20·1	15·4	Sandness-jöen Norwegian	T.3Cy.11″,18″&29″–18″ 36NHP		
	*H.Wolnum*10–11		231								H11*t*				AkersMek.Væks.Xia.		
MCHG		1*Dk*&*Awng dk*	139														
475	**Helgenæs**	SteelScSr	184					1908	Schiffsw.v. Henry Koch Lübeck	AarhusBugtens Dampskibselskab (JPPetersen*Mgr*)	105·8	20·7	9·0	Aarhus Danish	C.2Cy.13¾″&27½″–17¾″ 27NHP		
	P.Olesen		120								Q29′B32′F24′			*WB*	OttenserMachf.Altona		
NRDM		1*Dk*	72														

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. / Visites Périodiques. | 3 Ex-nom, s'il y a lieu. / Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné, maintenant expiré, Lettre d'équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. pe. | 15 Registres de Coff. Ch. Ch. Ch

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	6 7 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired.	Equipment Letter.	Date when tail-shaft last seen.	8 9 Built. When	By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed or in L.R. Date of L.R. Trade Cert.
497 132888 JDLM	**Helmsloch** SteelScSr *J.E.Hurst* –17 *Elec.light* 1*Dk*(*Stl*) *Carrying fuel oil F.P. above 150°F. in D.B.*	4160 3905 2575	✠100A1 3,17 ✠LMC9,13	Npt	*x*		4,16 2,18	1913 9mo	W.Pickersgill&Sons,Ld Sunderland	Strath S.S.Co.Ld. (E.C.Downing, *Mgr.*)	380·0|52·2|22·9 P31′B221′F36′			Cardiff British	T.3Cy.26″,42″&71″–48″ (*s*) 180lb *120lb* 395NHP	25 ″ 5 s 3 ″ 7	
498 118279 VBTK	**Helmsman** SteelSc3MstSr *A.Wattwool* –17 *ss*Lon.No.2-11 *Well deck* 1*Dk*(*Irn*) *Mchy.Aft Elec.light*	458 311 207	✠100A1 7.14 5,13 Examined 3,17 ✠LMC12,13 BS6,17 5,18	Lon	*g*		4,16 5,13	1903 5mo	WoodSkinner&Co.Ld. Newcastle	C.Rowbotham &Sons	160·0|25·0|10·2 Q68′B15′F20′			London British	T.3Cy.13½″,22″&36″–27″ (*s*) 180lb *90lb* 75RHP	12 ″ 6 s ″ 10	
499 HKMQ	**Helouan** SteelTwinScSr *Elec.light* 2*Dks*(*UStl*–ws)&*Awng dk* Wireless (*Stl*–ws)3*rd dk*(*Stl*)*in holds*	7367 5988 3199	✠ — 4,16 *Awng dk* ✠ *with freeboard Trieste & Alexandria Fitted for oil fuel* 1,12	Tri	*b*†			1912 1mo	Lloyd Austriaco Trieste	Lloyd Austriaco	442·7|53·4|28·5 55·7			Trieste Aust.-Hung.	Q.8Cy.27½″,39″,56″&80″–54″ FD 1580NHP	40 ″ 6	
500 68324 NRFH	**Helper** IronPadSp *A.E.Pearce* –16 (*ex*SirFrancisDrake)	173 171 78					*F.P. above* 1 50° F.	1873	W.Allsup Preston	Cosens&Co.Ld.	131·3|20·1|10·0			Wymouth British	D.2Cy.30″–48″ NB96 80RHP W.Allsup,Preston		
501 118860 HJRG	**Helredale** SteelScSr *G.J.Mills*03–06 *ss*Cff.No.2–15 1*Dk*(*pt Irn & pt Stl*)&*deep framing*	3567 3351 2253	✠100A1 12,15 ~~BS12,16~~ ✠LMC5,15 ~~BS1,17~~	Cff	*w*		N4,17	1906 11mo	R.Craggs &Sons,Ld. Middlesbro'	Turnbull Scott Shipping Co.Ld. (Turnbull,Scott& Co.*Mgrs.*)	346·5|50·6|23·1 P31′B175′F32′			Whitby British	T.3Cy.25″,41″&67″–45″ (*s*) 180lb *90lb* 340NHP	25 ″ 6 s 3 ″ 9	
502 3578 JLCG	**Helsingborg** SteelScSr *K.Johnsson*16–15 *ss*Bly.No.3–11,12 1*Dk*(*Irn*)&*deep framing*	2280 2103 1362	✠100A1 8,16 ✠LMC ~~BS6,16~~ MS12,16	Grk	*s*		12,16	1900 1mo	W.Gray& Co.Ld. W Hartlepool	Aktieb.Svecia. (J.P.Jensson, *Mg.*)	302·6|43·2|19·8 P21′B79′F31′			Landskrna Swedish	T.3Cy.22″,35″&59″–39″ (*s*) 160lb *80lb* 221NHP	22 ″ 3 s 3 ″ 8½	
Now named "Daland," See No. 28 in Supplement									A&CP	*WB = Cell D B a* 98′	*u E & B* 40′ *f* 122′ 692*t*			*5 B H Cem* *A P T* 40*t*	2SB,*6rf*,GS82,HS3378 Cen. Mar. Eng. Wks. W. Hpl	18 ″ 11	
503 RMBJ	— SteelScSr (Detained at Cronstadt) *E.Frey*95–01 *ss*Ham.No.3–7,12 *Well deck* 1*Dk*(*Stl*)&*deep framing*	1121 845 571	✠100A1 6.13 ✠LMC MS10,12 BS3,14	Ham	*n*		N6,14	1901 3mo A&CP	Grngem'th &Greenock DockyardCo. Greenock	Bissmark Linie G.m.b.H.	224·9|34·2|13·9 Q77′B59′F23′			Hamburg German	T.3Cy.17″,27″&44″–33″ (*a*) 180lb *80lb* 124NHP 1SB,*3cf*,GS57,HS1948	16 ″ 1	
										WB = Cell D B a 33′	*u E & B* 50′ *f* 96′ 316*t*			*4 B H Cem* *A P T* 22*t*	Hutson&Sons,Ld.Glasgow		
504 NMBV	— SteelSc *E.O.Möller* (*Ferry*) (*Screws fore and aft*) 1*Dk*	530 490 213						1902	Helsingörs Jernsk&Msk. Elsinore	DeDanskeStatsbaner	177·0|32·1|13·9			Copnhagn Danish	C.4Cy.19″&38″–20″ 108NHP *WB* HelsingörsJernsk &Mskb.		
505 SNGR	**Helsingfors** SteelTwinScSr *K.G.Lindqvist* –12	131 52 75						1901	W.Rosenlew&Co. Bjorneborg	Borgå Ångfartygs Aktiebolag (T. Eklöf, *Mgr.*)	95·9|18·1| 6·7			Borgå Russian	C.4Cy.8¾″&17½″–11″ 16NHP *WB* W.Rosenlew&Co.		
506 NBMJ	**Helsingör** IronScSr *N.M.Nielsen*08–09 (*Salvage Steamer*) 1*Dk*	213 207 83						1868	Burmeister &Wain Copenhagen	Em.Z.Svitzer's Bjerg.Enterprise	132·2|21·4|12·0 B5*t*			Copnhagn Danish	C.4Cy.16½″&34″–20″ 86NHP Burmeister&Wain,Cpn.		
507 RQOM	**Heluan** SteelTwinSc *Chr.Jansen* *Elec.light* Wireless 2*Dks*	7246 5696 4603						1908	Reiherst'g Schiffsw. Hamburg	Deutsche-Dmpfsfahrts.Ges.Kosmos	441·2|52·9|29·7 P&B277′F53′			Hamburg German	T 6Cy 22½″ 39⅜″ & 63½″–42½″ 510NHP *WB* Reiherst.Maschinenf.Ham.		G
508 1264 LRAT	**Helvetia** SteelTwinScSr *Mchy.Aft* 1*Dk*	486 419 276						1905	Howaldswerke Kiel	LouisDreyfus&Co.	188·0|30·6| 8·7			Rostoff Russian	T.6Cy.9¼″,14⅜″&24⅜″–13½″ 44NHP Howaldtswerke,Kiel		
509 *For full particulars See No. 1 in Supplement*	— SteelScK 1*Dk*		100A1 *StmTrawler* (*Class Contemplated*)					1917	Cook,Welt'n&Gemmell Ld. Beverley	Standard Steam Fishing Co.Ld.	120·0|22·5|12·0 Q69′F19′			Grimsby British	T.3Cy.12½″,21½″&35¼″–24″ Amos&Smith,Ld.Hull		
510 132655	— SteelScK *ss*Cochin No.1–16 1*Dk*(*Teak*)	30 27 12	✠ 100A– *For Towing purposes* 8,16 ✠LMC9,16	Cochn			12,16	1911 12mo	Smith's Dock Co.Ld. Middlesbro'	Volkart Bros.	56·2|12·7| 6·0 BK4″			Cochin British	C.2Cy.10″&20″–14″ (*s*) 130lb 21RHP 1SB,*2pf*,GS22,HS459 Miller&Macfie,Ld.Gls.	6 ″ 6	
511 HQMG	**Helvig** IronScSp *A.Evensen* (*ex*Bratsberg) 1*Dk*	101 43 54						1884	Moss Jrnst. & Mek.Værks Moss	Akties.Bundefjord-Helvig (A.Hennum, *Mgr.*)	77·4|16·4| 6·2 P43*t* H6*t* F8*t*			Christiania Norwegian	C.2Cy.11⅝″&19½″–15″ NB*built*94,*fitted*05 18NHP HelsansMek.Værks.Hbg.		
512 115741 TSWD	**Hematite** SteelScSr *D.Campbell* –09 *ss*Gls.No.2–11 *Mchy.Aft* 1*Dk*(*Irn*) *Well deck Elec.light*	722 517 302	✠100A1 ~~Dk.~~ 9,14 ~~15,17~~ 1,13 ~~MBS1,15~~ ✠LMC9,14 6,17	Trn	*k*		9,14	1903 1mo	Scott& Sons Bowling	W.Robertson	195·7|30·1|11·2 Q103′B11′F35′ BK7½″			Glasgow British	T.3Cy.17″,27½″&44″–33″ (*s*) 160lb *100lb* NDB14 98RHP 1SB,*3pf*,GS61,HS1840	13 ″ 6 s ″ 8½	
								Lloyd	*'s A & CP*	*WB = Cell D B f* 117′ 185*t* *F P T*			*3 B H Cem* *70t A P T* 11*t*	Ross&Duncan,Glasgow	13 ″ 7	
513 2957 JGRH	**Hemland** IronScSr ~~Andersson 02–15~~ ~~ssShl.2nd No.3–1,07~~ (*ex*Midas), ~~ssSkm.No.2–16~~ ~~J.A.Ludvigsson~~13–18 1*Dk*(*Irn*)2*trB* *ss*Got.3rd No.3–3,18	1916 1646 1161	✠100A1 3,18~~6,15~~ ✠NB5.03 ✠LMC~~5,16~~ ~~BS6,16~~ 3,18	Skm Got	*r*		~~6,16~~ 3,18	1883 5mo	T.&W. Smith N.Shields	Angl.Aktieb.Tirfing (DanBrostrom, *Mgr.*)	276·0|36·7|21·2 P29′B64′F29′			Gothenbrg Swedish	T.3Cy.19½″,32″&56″–40″ (*s*) 160lb *80lb* NDB00 180NHP 1SB.*3cf*,GS60,HS2417	22 ″ 6 s 3 ″ 6½ 19 ″ 3	
									A&CP	*WB = D B a* 82′ *f* 28′ &	*u E & B* 40′ 297*t* *F P T*			*24t A P T* 17*t*	*Tpd*03 LindholmnsMV Got		
514 204346	**Hemlock** SteelScSr *Elec.light Mchy.Aft* 1*Dk*	4796 — 3501						1907	West Bay City S.B.Co. W.Bay City	Interlake S.S.Co. (Pickands,Mather &Co.*Mgrs.*)	420·0|52·0|24·4			Cleveland Utd.States	T.3Cy.22″,35″&58″–42″ 218NHP *WB* DetroitS.B.Co.Detroit		
515 JMGK	**Hendaye** SteelScSr *L.LeGrand*12–12 *ss*Bbo.2nd.No.3–12,15 (*ex*Treglisson) *Well deck* 1*Dk*(*Irn*)2*trB*	2281 1720 1407	✠100A1 ~~10,17~~ 8,16 2,18 ~~Bty~~ ✠LMC11,16 MBS9,17	Cff	*s*		~~11,15~~ 10,17	1889 10mo	J Readhead &Sons S.Shields	Cie.des Chargeurs Français (Plisson &Co.*Mgrs.*)	290·2|39·1|18·8 P29′Q82′B118′ F33′ BK10″			Bayonne French	T.3Cy.23″37½″&61½″–39″(*r*) 160lb *100lb* NDB16 234NHP 2SB,*6rf*,GS104,HS3490	21 ″ 5 s 1 ″ 8½ 20 ″ 8	
									A&CP	*WB = Cell D B* 250′ 500*t*	*B* 34′ *f* 205′ 432*t* *F P T*			*6 B H Cem* *A P T* 40*t*	2SB,*6rf*,GS104,HS3490 J.Readhead&Sons,S.Shl.		
516 110057 QVHD	**Hendon** *ss*Nwc.No.1–16 SteelScSr *W.I.Dickson* –14 *ss*Shl.No.3–8,11 *Well deck* 1*Dk*(*Irn*)&*deep framing* *Cargo battens not fitted*	1809 1418 1115	✠100A1 ~~11,17~~ ~~8,15~~ ✠LMC8,16 BS11,17	Shl	*r*		~~8,16~~ ~~11,17~~	1899 2mo	S.P.Austin &Son,Ld. Sunderland	Cory Colliers,Ld.	263·7|39·3|17·1 P27′Q70′B50′F29′			London British	T.3Cy.20½″,33″&54″–39″ (*s*) 170lb ~~80lb~~ *75lb* 199NHP 2SB,*6pf*,GS85,HS3160	19 ″ 5 s 2 ″ 0 17 ″ 9	
									A&CP	*WB = Cell D B a* 72′ *u E &*	*B* 34′ *f* 205′ 432*t* *F P T*			*4 B H Cem* *62t A P T* 75*t*	W.Allan&Co.Ld.Sld.		
517 203424	**Hendrick Hudson** SteelPad	2847 — 1598						1906	T S.Marvel &Co. Newburgh,N.Y.	Hudson River Day Line	379·1|45·1|13·4			New York Utd.States	C.3Cy.45″&(2)70″–84″ 750NHP W&A Fletcher Co Hbkn. NJ		

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. / Capitaine. / Visites Périodiques.	3 Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Nombres des Ponts.	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant espéré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Long. des cub. noté. et ce n'est dans le L. R. Barre. Cote R.M. Franc.
518 136130	**Hene Castle** 1 *Dk*	**SteelScK**	274 245 108	✠100A1 *Stm Trawler* 12,15 ✠LMC12,16	Mdb			1915 12mo	Smith's Dock Co. Ltd. Middlesbro' *Lloyd's SA&CP*	Castle S. Trwlrs, Ld (C. Heron, *Mgr.*)	125·0 Q72' F21'	23·5	12·8 BK 7½'	Swansea British 2 *BHCem*	T.3Cy.12½", 21"&35"–26" (*s*) 180lb 87RHP 1SB, *3pf*, GS51, HS1619 Smith's Dock Co. Ld. Mdb.	13 ″ 6	
519 14[illegible] JSTD ~~NWKB~~	**Hengelo** ~~*B.D.K. van der Laag*~~ *Mchy. Aft*	**SteelScSr** (*ex* Noordzee) 1 *Dk*	725 512 312					1916	N.V. Schp. de Mewerde Hardinxveld	The Shipping Controller (H.W. & C. M. Ezard, *Mgrs.*)	~~180·0~~ B11' Q104' F19 180·1	~~28·0~~ 12·2 28·1	~~14·6~~ ~~Amstrdam~~ Dutch London British *WB*	T.3Cy.15", 25"&40"–27" 83NHP Verschurs & Co. Ams.		V
520 NQKH	**Hengest** *H. Munch* 01–08	**IronScS** 2 *Dks & Hur dk*	700 601 379					1876	Lobnitz, Coulborn & Co Renfrew	Det Forenede Dampskibs Selsk.	211·9 P34' F37'	27·4	15·8 22·7 *WB*	Aarhuus Danish	C.2Cy.22"&54"–42" NB87 158NHP Lobnitz, Coulborn & Co. Rnf		
521 102668 NHTG	**Henley** ~~ss Mch No.2–17~~ ~~*Gyda M. Carr* –14~~ (*ex* Janeta) *Turret* –17 ~~ss Shl. No.1–12~~ *Elec. light*	**SteelScSr** ~~ss Shl. No.3–10, 07~~ 2 *Dks* (1 *Irn* & 1 *Stl*) *& deep framing* 3 *Dk rule*	3249 3042 2111	✠100A1 6,17 ~~8,14~~ ~~B&I 15~~ ✠LMC11,17 7,17	Shl Mch	*v*	~~9,15~~ 7,17	1894 3mo	A. Stephen & Sons Glasgow A&CP	Britain S.S. Co. Ld. (Watts, Watts & Co. Ld. *Mgrs.*) *WB*	330·0 P28' B68' F37' *= Cell DB* 264' 749*t*	43·0	26·3 FK *APT* 123*t*	London British 5 *BHCem*	T.3Cy.24", 39"&64"–42" (*s*) [60lb NDB12 *100lb* 286NHP 2SB, *6rf*, GS124, HS4600 A. Stephen & Sons, Glasgow	29 ″ 0 s 5 ″ 5½ 23 ″ 10	
522 210331 LCMR	**Henlopen** *A.C. McLain* (*Fishing*) *Elec. light*	**WoodSc** 1 *Dk*	254 — 125					1912	W G Abbot Milford, Del.	Lewes Fisheries Co.	136·0 P69' Q40' F46'	23·7	11·3	Wilmgton (Del.) Utd. States	C.2Cy.16"&33"–26" 46NHP Harlan & Hollingswrth Co.		
523 MBGW	**Henningsvær** *Hans Öyen* 15–15 (*ex* Palander, *ex* Lark) 1 *Dk*	**WoodScK**	104 96 15					1897	A. Marr Leith	Akties. Hennings-vær (Peter U. Knoph, *Mgr.*)	90·0 H8*t*	20·0	10·2	Kopervik Norwegian	.2Cy.13"&26"–22" 29NH King & Sons, Glasgow		
524 JFVH	**Henny** (Seized at Wiborg) *W. Neumann* *Elec. light*	**SteelSc** 1 *Dk*	764 600 450					1906	Stettiner Oderwerke Stettin	Rud. Christ. Gribel	202·9 Q64' B45' F22'	30·3	12·4 *WB*	Stettin German	T.3Cy.14", 22"&35"–26" 62NHP Stettiner Oderwerke		
525 RQWJ	**Henny Woermann** *A. Triebe* –11 *Elec. light* Sub. Sig. Wireless	**SteelScSr** *Now named "Uberaba," See No. 6 in Supplement* 2 *Dks*	6062 4240 3621					1911	Reiherst'g Schiffsw. Hamburg	Woermann Linie Akt. Ges.	393·1 P&B 272' F62'	52·3	26·9 *WB*	Hamburg German	Q.4Cy.26⅜", 38⅜", 55⅛"&81½"–55½" 490NHP Reiherst. Maschinenf. Ham.		G
526 MBJT	**Henri Gerlinger** *Coopman* 13– *Well deck* *Partial lower dk (Stl) at ends*	**SteelScSr** *ss* Sw s.No.2–15 1 *Dk (Stl) & deep framing*	*1219* *1013* *755*	✠100A1 11,17 ~~8,17~~ ✠LMC ~~M&T 15~~ ~~B&S 16~~ M&T 16 B&S 17	Cff	*o*	~~7,15~~ 11,17	1906 9mo	Chant. Nav Anversois Hoboken *Lloyd's SA&CP*	Armement Adolf Deppe *WB = Cell*	229·7 Q87' B54' F26' *DB a* 65' *u E* 27' *f* 92'	35·7	14·7 FK 317*t APT* 12*t*	Antwerp Belgian 4 *BHCem*	T.3Cy.17", 28"&46"–33" (*s*) 160lb *100lb* 133NHP 1SB, *3cf*, GS57, HS2159 N.E. Marine Eng. Co Ld. Sld.	17 ″ 3 s 1 ″ 5 16 ″ 2	V
527 210772 LCRD	**Henrico** (*Tug*) (*ex* John T. Donohue) 1 *Dk*	**WoodScSr**	179 — 122					1912	N. Brusster Weems, Va.	Southern Trans-portation Co.	104·3 P19' B55' F23'	23·1	10·8	Phildlphia Utd. States	C.2Cy.16½"&34"–26" 49NHP		
528	**Henrietta** (*ex* Madero) *Mchy. Aft* (*Barge*) 1 *Dk* (*Irn*)	**IronSc 3MstSr** *ss* Npt.No.3–10, 02 *For River purposes only*	*338* *270* *182*	✠ 9.08 ✠	Lon			1890 10mo	T A Walker Sudbrook	~~Amaral, Sutherland & Co. Ld.~~ Guéret's Anglo-Brazilian Coaling Co. Ld.	150·1 Q38' B9' F24' *WB = MT* 4' 22*t*	26·3	8·3 FK	R. Janeiro Brazilian 4 *BHCem*	Q.4Cy.9", 12", 16"&25"–21½" 1SB, *2pf*, GS33, HS670 29NHP Fleming & Ferguson, Psy.	8 ″ 5	
529 JMLC	**Henriette** *LeSeven* –13 *Elec. light*	**SteelScSr** 1 *Dk*	2005 1788 1241					1913	Atel. & Ch. de la Loire Nantes	Cie. Auxiliaire de Nav (A. Capel & Co)	266·7 P19' B55' F23'	39·0	23·0 *WB*	Nantes French	T3Cy 18⅛" 29⅛" & 49⅞" – 37⅛" 149NHP Atel. & Ch. de la Loire, Nts.		V
530 112254	— *O. Bucholz* –17 (*ex* Sailing Vessel)	**IronSc**	762 665 518					1874	Forg. & Ch. de la Médit. La Seyne	Coastwise S.S. & Barge Co, Ld.	160·0	30·0	18·9	Vancouver British	C.2Cy.9"&20"–14" NE&B *fitted* 05 32RHP N. Thompson & Co. Vncouvr		
531 NRHD	— *L. Hansen* *Mchy. Aft*	**SteelTwinScSr** 1 *Dk*	379 316 156					1909	Helsingörs Jernsk & Msk. Elsinore	Acties. de Danske Sukkerfabrikker	152·5 B29'	27·0	8·6 *WB*	Nakskov Danish	C.4Cy.11"&22"–14" 30NHP Helsingörs Jernsk. & Mskb.		V
532 JMKT	— *L. Truquet* (*Trawler*) *Elec. light* Wireless	**SteelSc** 1 *Dk*	261 — 84					1906	Bonn & Mees Rotterdam	G. Vidor fils & Co.	146·5 P&B 221' F35'	21·7	13·0 *WB*	Boulogne French	T.3Cy.13", 22"&36"–24" 63NHP Amos & Smith, Hull		V
533 KRMW	— *Modersitzki* –13 (*Trawler*) 1 *Dk*	**SteelSc**	191 161 67					1904	J.C. Tecklenborg A.G. Geestemünde	Hochseefischerei Nordstern Akt. Ges.	113·7 Q51' F21'	22·6	10·7 *WB*	Gstemnde German	T.3Cy.11⅜", 17½"&29⅜"–21⅝" 40NHP J.C. Tecklenborg A.G. Gst.		G
534	— *W. Gravemaker* –12 (*ex* Aurora) 1 *Dk*	**SteelScK** *ss* Ymu.No.3–8, 12 *ss* Ymu.No.1–16	164 156 58	✠100A1 *Stm Trawler* 11,17 ~~11,16~~ ✠NB11,16 ✠LMC11,16	Ymu Ams		10,16	1899 4mo	Ramage & Ferguson, Ld. Leith A&CP	Naam Venn Zeevisserij Maats. Henriette (J. Polderman)	105·2 Q21' F20'	20·6	10·9 BK 7' *WB = FPT* 18*t*	Ymuiden Dutch 4 *BHCem*	T.3Cy.11', 19"&30"–21" (*s*) 180lb 41NHP 1SB, *2pf*, GS31, HS970 Ramage & Fergusn, Ld. Lth.	11 ″ 10	
535	**Henriette Elise** *C. Blok* (*ex* Strathnaver)	**SteelScK** *ss* Ams.No.3–9, 12 *ss* Ams.No.1–16 1 *Dk*	187 185 54	✠100A1 *Stm Trawler* BS5,17 5,16 ✠LMC6,16	Ams		4,16	1902 8mo	Mackie & Thomson Glasgow *Lloyd's SA&CP*	N.V. Stoomv. Viribus Unitus	110·7 BK 7½'	21·7	11·6	Ymuiden Dutch 3 *BHCem*	T.3Cy.10½", 18"&31"–22" (*s*) 160lb 66NHP 1SB, *2pf*, GS43, HS1306 McKie & Baxter, Glasgow	12 ″ 3	
536 123743	**Henriette Jacoba** *S. Groen* –17 (*ex* Arabia)	**SteelScK** *ss* Ams.No.2–15 1 *Dk*	211 182 70	✠100A1 *Stm Trawler* ~~6,17~~ ~~8,15~~ ~~12,17~~ ~~B&S 17~~ ✠LMC6,16 6,17	Ams		~~6,15~~ 6,17	1906 11mo	Smith's Dock Co. Ld North Shields *Lloyd's SA&CP*	N.V. Maats. tot Explotatie Van de Trawler Henriette Jacoba (Algemeene Viss. Maats.)	117·3 Q50' F20'	21·5	11·5 BK 7½'	Ymuiden Dutch 3 *BHCem*	T.3Cy.12", 20"&32"–23" (*s*) 180lb 71NHP 1SB, *2pf*, GS35, HS1330 MacColl & Pollock, Ld. Sld.	12 ″ 4	
537 MGRH	**Henrik** *S. Nilsen*	**SteelScSr** *ss* N.Yk.No.1–16 1 *Dk (Stl)*	3928 3699 2453	✠100A1 12,16 ~~B&S 15~~ ✠LMC6,16 B&S 17	Bal	*x*	N8,15	1911 7mo	Sir Raylton Dixon & Co Ld Middlesbro' *Lloyd's SA&CP*	Bruusgaard, Kjösterud Dampskibs Akties. *WB = Cell DB* a 12	360·0 P32' B221' F35' 0' *u E* 21' *f* 158' 1023*t*	52·2	23·9 FK *APT* 107*t*	Drammen Norwegian 6 *BHCem*	T.3Cy.25", 41"&68"–48" (*s*) 180lb *90lb* 370NHP 2SB, *6cf*, GS144, HS6006 N.E. Marine Eng Co Ld Nwc	26 ″ 5 s 3 ″ 9½ 22 ″ 11	
538 MDBG	**Henrik Ibsen** *J.F. Svendsen* 15–15 1 *Dk (Stl) & Spar dk (pt Irn & pt Stl) & deep framing*	**SteelScSr** *ss* N.Yk.No.2–15	4578 4306 2960	✠100A1 *Spar dk* 8,17 ~~10,15~~ ~~B&S 15~~ ✠LMC6,16 B&S 17	Shi NYk	*y*	2,16	1906 12mo	Sir Raylton Dixon & Co Ld Middlesbro' *Lloyd's SA&CP*	Akties. Dpsk. Henrik Ibsen (V. Torkildsen) *WB = Cell D*	383·9 P33' B114' F36' *Ba* 126' *u E* 20' *f* 174'	52·8	17·7 25·7 FK 1060*t D T f*	Bergen Norwegian 6 *BHCem*	T.3Cy.25", 41"&67"–45" (*s*) 180lb HS6484 376NHP 2S&1 AuxSB, *11cf*, GS197, N.E. Marine Eng. Co Ld Nwc 40'950*t FPT* 55*t APT* 158*t*	28 ″ 4 s 5 ″ 6½ 23 ″ 2	
539 MFRQ	— *O. Andersen* *Elec. light*	**SteelScSr** 2 *Dks*	179 158 84					1909	Akers Mek. Værks. Christiania	Skien-Telemarkens Dampskibs. (P. Holm, *Mgr.*)	97·7 H21*t*	18·5	13·6 *WB*	Skien Norwegian	T.3Cy.11", 18"&30"–18" 38NHP Akers Mek. Værks. Xia.		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys.	3 Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years assigned new or spired. Equipment Letter.	8 Date when tail shaft last seen.	9 Built. When. — Ship. — Engines.	9 Built. By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	11 Breadth.	11 Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers to which classed. If not in L.R. Patent R. of Trade Paper
540 WLBS	**Henrik Lund** *A.Kaltenborn* (*ex*Roland,*ex*Ryall) *Turret deck*	**SteelScSr** 1*Dk2trB*	4322 — 3417	✠ **A–** 9,17 4,14 *For River pur poses o nly*	Corunna		4,14 10,17	1906	W.Doxford &Sons,Ld. Sunderland	W.Gilbert	344·2|50·8|20·6 P39′H120*t*F41′			Bergen Norwegian *WB*	T.3Cy.26″,42″&68″–45″ 310NHP W.Doxford&Sons,Ld.Sld.		V
541 JGLS	**Henrik Wergeland** *S.M.Tallaksen*	**IronScSr** 1*Dk&Awngdk*	488 475 283					1883	G.Howaldt Kiel	Nordenfjeldske Dampskibsselskab	150·5|24·5|19·1 H15*t*			Trndhjem Norwegian *WB*	C.2Cy.21½″&35½″–23½″ NB92 51NHP GebrüderHowaldt,Kiel		
542	**Henry** *ss*Corunna No.3–9.17 *J.Sanchez* *ss*Corunna No.2–14 *Mchy.Aft*	**SteelScCtr** 1*Dk*(*pt Stl*–ws)	*209* *198* *101*	✠ **A–** 9,17 4,14 *For River pur poses o nly*	Cor- unna		4,14 10,17	1907 7mo	Bow,Mc-Lachlan&Co. Ld. Paisley	Hijos deThomas Guyatt (H.Guyatt, *Mgr.*)	98·6|25·1| 9·7 FK	Corunna Spanish	C 2Cy.9½″&20″–14″ (*s*) 130lb 22NHP 1SB,*2pf*,GS19,HS477 Bow,McLachln&CoLd.Psy	10 ″ 3	
543 202443	**Henry C. Frick** *Mchy.Aft. Elec.light* Sub.Sig.	**SteelScSr** 1*Dk*	6490 — 5016					1905	West Bay City S.B.Co W.BayCity	Pittsburgh S.S.Co.	549·0|56·0|26·4	Duluth Utd.States *WB*	T.3Cy.24″,39″&65″–42″ 274NHP AmericanS.B.Co.Clevelnd		
544 130274 KBQC	**Henry C. Rowe** *C.R.Hallock* (*ex*Nonowantuc)	**WoodScSr** 1*Dk*	220 — 136					1883	Mather& Wood Pt.Jefferson	H.C.Rowe&Co.	120·6|23·4| 8·5	N.London Utd.States			
545 150587	**Henry Cort** *Whaleback Mchy.Aft*	**SteelSc** (*ex*Pillsbury) 1*Dk*	2234 — 1572					1892	American Stl.BargeCo. Superior,Wis	Pittsburgh S.S.Co.	320·0|42·0|25·0	Duluth Utd.States *WB*	T.3Cy.23″,37″&62″–42″ 249NHP S.F.Hodge&Co.,Detroit		
546 JMPF	**Henry Fraissinet** *Bré*	**SteelScSr** 1*Dk&Awng dk*	2642 — 1668					1903	Ch.&Atel. deProvence Port de Bouc	Cie.Marseillaise de Nav.àVap. (Fraissinet&Co.*Mgrs.*)	285·2|40·1|25·8 H—	Marseilles French *WB*	T.3Cy.23⅝″35½″&59½″–43½″ 233NHP Ch.&Atel.deProvence,Msl.		V
547 136782 JHWB	**Henry Fürst** *T.Reid* –17	**SteelScSr** *ss*Sld.No.2–14 1*Dk*(*Stl*)*&deep framing*	1500 1338 950	✠100A1 5.16 BS7.15 1.17	Shl	*q*	5,16	1905 6mo	Osbourne, Graham&Co. Sunderland	Requisitioned by the Admiralty (Everett& Newbigin, *Mgrs.*)	250·3|37·5|17·2 P23′B66′F28′ *WB=CellDBa* 82′*uE&B*26′ *f*100′ *Lloyd'sA&CP*	London British FK 4*BHCem* 410*t APT*54*t*	T.3Cy.19″,30″&50″–36″ (*s*) 160lb 151NHP 2SB,*4pf*,GS75,HS2294 G.Clark,Ld.Sunderland	19 ″ 6	
548 214051	**Henry G. Dalton** *Mchy.Aft* 1*Dk*(*Stl*)*&Web frames* *Elec.light* Sub.Sig. *Longitudinal framing*	**SteelScSr**	7810 7445 6092	✠100A– 5.16 *For Service on the Gr eat Lakes* LMC5,16	Clv			1916 5mo	American S.B.Co. Lorain,O.	InterlakeSteam-shipCo.	580·0|60·0|32·0 F33′ FK *Cell DB u E&B*55′ *f* & *in Hopper side tan ks* 479′ 8724*t*	Fairport Utd.States 3*BH*	T.3Cy.24½″,41″&65″–42″ (*s*) 180lb 414NHP 3SB,*6cf*,GS137,HS6405 FD AmericanS.B.Co.Lorain,O. *FPT* 299*t APT* 59*t*	32 ″ 0	
549 113243 HKSV	**Henry Grattan** *I.Douglas* (*ex*Diadem)	**SteelScK** *ss*Dub.No.2–11 1*Dk*	212 190 84	✠100A1 *Stm Trawler* 8,14 BS8,14 LMC10,13	Dub		8,13	1903 5mo	G.Cooper Hull	DublinStmTrawlingCo.Ld. (A. Richardson, *Mgr.*)	118·2|21·5|11·2 Q48′F20′ BK7½′	Dublin British 4*BHCem*	T.3Cy.12″,21″&34″–24″ (*s*) 190lb 60RHP 1SB,*2pf*,GS32,HS1060 C.D.Holmes&Co.Hull	12 ″ 1	
550 203332	**Henry H. Rogers** *Elec.light* Sub.Sig. *Mchy.Aft*	**SteelScSr** 1*Dk*	7053 — 5444					1906	Chicago S.B.Co. Chicago	PittsburghS.S.Co.	580·0|58·0|27·4	Duluth Utd.States *WB*	T.3Cy.24″,39″&65″–42″ 274NHP AmericanSB.Co.Cleveland		
551 115760 VBTJ	**Henry Holmes** *Cable Vessel* *Bi~~lge Carlon~~ 17* *Well deck Elec.light*	**SteelTwinScSr** *ss*Trd.No.2–11 2*Dks*(*UTeak*) *A.Morrell* –18	978 785 493	✠100A1 8.11 Examined 11,18 MS8,11 LMC BS8,18	Trd	*m*	12,15	1903 5mo	Napier& Miller,Ld. Glasgow	W.India&Panama TelegraphCo.Ld. *WB=CellDBuE*	221·0|31·6|15·5 Q77′B33′F44′ BK8′ 13′*f*88′111*t FPT*11*t*	London British 3*BHCem* *APT*20*t*	T.3Cy.14″,22½″&36″–27″ (*s*) 160lb *160lb* 168NHP 1SB,*3cf*,GS59,HS2434 FD D.Rowan&Co.Glasgow	17 ″ 10 s 2 ″ 4½ 16 ″ 7	
552 LRJM	**Henry Horn** *K.Völz* *Elec.light*	**SteelScSr** 1*Dk*	1287 1051 818					1898	Akt.Ges. "Neptun" Rostock	H.C.Horn	245·6|35·4|15·1 Q72′B112′F24′	Lübeck German *WB*	T.3Cy.16⅛″,25½″&41¾″–32¼″ 99NH A.G."Neptun,"Rostock		G
553 211608 LDF-	**Henry J. Biddle** *J.E.Copeland*	**WoodSc** 1*Dk*	229 — 151					1913	J.H.Price St.Helens,Or.	ColumbiaContract Co.	106·8|30·0|11·4	Portland Or. Utd.States	C.2Cy.18″&38″–28″ 64NHP		
554 212286 LFBN	**Henry M. Flagler** *Elec.light* Wireless	**SteelTwinScSr** (*Car Ferry*) 3*Dks*	2699 — 878					1914	W.Cramp& Son~~s~~S&EBCo Philadelphia	FloridaEastCoast RailwayCo.	336·8|59·0|18·8	NewYork Utd.States *WB*	T.6Cy.20″,32½″&54″–36″ 350NHP W.Cramp&SnsS&EBCPhl		V
555 RVBK	**Henry P. Newman** *R.Kohnert*	**SteelScK** (*Trawler*) 1*Dk*	217 193 83					1914	Schiffb.Ges. Unterweser Lehe	Cuxhavener Hochseefischerei Akt.Ges.	127·7|22·6| 9·2 Q69′F19′	Cuxhaven German *WB*	T.3Cy.12⅜″,19⅞″&31⅜″–22″ Ottensener 48NHP Maschinfabrik,Altona		G
556 204136	**Henry Phipps** *Elec.light* Sub.Sig. *Mchy.Aft*	**SteelScSr** 1*Dk*	7240 — 5450					1907	W.BayCity S.B.Co. West BayCityMich	Pittsburgh S.S.Co.	580·0|58·0|27·5	Duluth Utd.States *WB*	T.3Cy.24″,39″&65″–42″ 274NHP AmericanSB.Co.Cleveland		
557 127066 HNLV	**Henry R. James** *F.Mogg*09–09 1*Dk*(*pt Irn&pt Stl*)*&deep framing*	**SteelScSr** ~~ex~~Bry.No.1–13 *ss*Liv.No.2–17	3146 2936 1974	✠100A1 6,17 7,16 MS13,13 MS6,17	Sld LMC B87.14	*u*	7,16	1909 1mo	J.L.Thompson& Sons,Ld Sunderland	HenryR.JamesSS. Co.Ld.(H.R.James &Sons) *WB=Cell DBa*106′*uE&B* *Lloyd'sA&CP*	325·0|49·5|22·1 P31′B98′F30′ FK 38′ *f* 136′ 875*t FP7*	Bristol British 6*BHCem* 87*t APT*76*t*	T.3Cy.24″,40″&66″–45″ (*s*) 180lb *100lb* 318NHP 2SB,*6cf*,GS132,HS4900 Blair&Co.Ld.Stockton	24 ″ 3 s 3 ″ 11 20 ″ 9	
558 214458 LGJQ	**Henry R. Mallory** *H.W.Barstow* *Elec.light* Sub.Sig.	**SteelScSr** 3*Dks*	6063 — 4519					1916	NwprtNws S B.&D.D.Co. Newprt News	MalloySteam-shipCo.	424·3|54·5|22·3	NewYork Utd.States *WB*	T.3Cy.29″,49″&84″–54″ 518NHP NewportNewsSB&DD.Co.		
559 96584	**Henry Steinbrenner** *Elec.light Mchy.Aft*	**SteelScSr** 1*Dk2trB*	4719 — 3955					1901	Jenks S.B. Co. PortHuron	KinsmanTransit Co. (H.Steinbrenner, *Mgr.*)	420·0|50·0|24·0	Cleveland Utd.States *WB*	T.3Cy.23″,38″&63″–40″ 251NHP JenksS.B.Co.		
560 211015 LCTQ	**Henry T. Scott** *H.Poulsen* *Elec.light Mchy.Aft*	**SteelScSr** *Fitted for oil fuel* Wireless 1*Dk*	1597 1335 916					1913	Union Iron Works San Francisco	CaliforniaS.S.Co. (Eschen&Minor Co., *Mgrs.*)	234·5|42·7|14·5	S.Frnsciso Utd.States	T3Cy.19″,31″&50″–40″ 158NHP UnionIronWorks		
561 NSPW	**Henry Tegner** *A.H.Nielsen* –14 *Well deck*	**SteelScSr** 1*Dk*(*Stl*)	1457 1158 865	✠100A1 7,17 11,16 LMC8,14	N Yk	*p*	~~7,16~~ 7,17	1914 3mo	Helsingörs Jernsk &Msk. Elsinore	Dampskibsselsk. Progress(Marius Nielsen&Sön, *Mgrs.*) *Lloyd'sA&CP*	249·2|38·1|15·1 P16′Q79′B96′F31′ FK *WB=CellDBa* 77′*uE&B*31′	Copnhagn Danish 4*BHCem*	T.3Cy.18″,30″&50″–36″ (*s*) 170lb 158NHP 2SB,*4cf*,GS56,HS2430 Helsingörs Jernsk.&Mskb. *f*100′421*t FPT*31*t APT*76*t*	17 ″ 6 s 1 ″ 2½ 16 ″ 7	
562 129433 HPSG	**Henzada** *G.McKnight* –09 *Elec.light* Wireless	**SteelScSr** 2*Dks*	5829 5050 3735					1909	W.Denny &Bros. Dumbarton	British&Burmese S.N.Co.Ld.(P.Henderson&Co.*Mgrs.*)	431·0|53·0|28·4 P61′B143′F44′	Glasgow British *WB*	T.3Cy.28½″,46½″&76″–54″ 422NHP Denny&Co.,Dumbarton		C

Numéro d'Ordre / Numéro officiel / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'hélice porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pr.	15
563 124312	**Heortnesse** *H.Gibson* –14 Visites Périodiques. Nombres des Ponts.	**SteelScK** (*Trawler*) 1*Dk*	198 196 77			...		1911	Hall, Russell&Co.Ld. Aberdeen	HartnessStm. FishingCo.Ld. (J.Graham&Sons, *Mgrs.*)	112·7|22·1|11·9 BK7½″	Hartlepool British *WB*	T.3Cy.12″,20″&34″–23″ 75RHP Hall,Russell&Co.Ld.Abn.	12 ″ 9	
564 KHVN	**Heppens** (Captured and taken to Grimsby) *O.Löst* 1*Dk*	**SteelSc**	170 158 35					1897	Akt.Ges. "Neptun" Rostock	F.Busse	110·8|21·0|10·5	Gstemnde German *WB*	C.2Cy.17¾″&33½″–22″ 44NHP A.G."Neptun,"Rostock		
565 90419	**Her Majesty** *W.Dennis* –16	**IronPadSk**	235 200 131					1885	Barclay, Curle&Co. Glasgow	Sou.I.ofWight& S.of Eng.Royal MailStmPktCo.Ld	185·2|20·1| 8·3 B107′	S'thamptn British	C.2Cy.25″&47″–54″ NB01 135NHP Barclay,Curle&Co.,Gls.		BT SH 12,17
566 RSJG	**Hera** *J.Ruperli* *Elec.light* 2*Dks*(*Stl*)&*Web frames* *Mchy.Aft* *Longitudinal framing* Wireless	**SteelScSr**	4705 4196 2912	✠ —— 5,16 *Carrying Petroleum in bulk* ✠ *Fitted for oil fuel* 7, 12 *F. P. above*	Ham	*x*		1912 7mo	Greenock& Gr'ngemouth Dckyd Co.Ld. Greenock	Deutsch-Amerik. PetroleumGes. *WB*=*CellDB uE&B*78′123*t*	374·3|51·0|29·0 P103′B28′F42′ FK *FPT*138*t APT*90*t*	Hamburg German 16*BHCem* (15 *to U Dk* & 1 „ 2*nd*„)	T.3Cy.27″,44″&73″–48″ 470NHP 3SB,*9cf*,GS195,HS8202 Rankin&Blackmore,Grk.	29 ″ 2	
567 NWTD	— *H.Hjelt* –15 *ss*Shl.2ndNo.3–2,08 (*ex*Cairnalt,*ex*Sarah) *ss*Nwc.No.1–13 1*Dk*(*Irn*)2*trB*	**IronScSr**	*1410* *1122* *886*	✠100A1 7,14 BS6,16 ✠LMC6,13	Mdb	*p*	7,14	1882 5mo	J.Readhead &Co. SouthShields *Lloyd's*A&CP	Rederiaktieb. Fylgia(V. Damström, *Mgr.*) *WB*=*DBa*	248·8|36·1|17·5 Q96′B52′F31′ ptND08 BK9″	Helsingfrs Russian 4*BHCem* 74′*f*100′371*t*	C.2Cy.29″&54″–36″ (*i*) 80lb *100lb* NDB13 135NHP 1SB,*4pf*,GS61,HS2196 J.Readhead&Co.S.Shiels	18 ″ 7 s 1 ″ 7½ 17 ″ 11	
568 JPBG	— *E.Wang* (*ex*Juno) *Elec.light Ref.Mchy.* 1*Dk*&*Awng dk2trB*	**SteelScSr**	1079 1028 618					1889	Earle'sCo. Ld. Hull	Bergenske Dampskibsselskab	215·1|30·4|14·9 H45*t* 22·2	Bergen Norwegian	T.3Cy.20½″,31½″&54″–33″ NB06 168NHP Earle'sCo.Ld.Hull		
569 NWTD	— *P.van Rietkerk* –15 *Oil Eng.* *Elec.light* 1*Dk*(*Stl*) *Mchy.Aft*	**SteelTwinSc**	538 377 188	✠100A1 ~~9,13?,17,17~~ ~~Cff~~ *Carrying Petroleum in bulk* ✠LMC12,~~14~~ 8,17	Brs	*h*	~~x 0,16~~ 8,17	1915 12mo	NV Schwp. Dordrecht Dordrecht A&CP	Nederl.Indische Tankstoomboot Maats. *WB*=*APT*24*t*	163·4|28·7|11·4 P61′F24′ FK	s'Graven-hage Dutch 9*BHpt Cem* *DB*100*lb*	Oil Engines 2S.C.SA 8Cy.15½″–17½″ 11 ″ 5 D.Goedkoop,jr. Amstrdam	12 ″ 0 s ″ 10	
570 4139 JNFQ	— *A.E.Andersson*13–13 *Mchy.Aft* 1*Dk*	**SteelScSr**	234 182 96					1903	Eriksbergs M.V.Aktieb Gothenburg	Rederiaktibolaget Teutonia (E.Roberg) *WB*	101·5|22·5|11·2 B35′H6*t*F12′	Gothenbrg Swedish *WB*	C.2Cy.11¼″&24¾″–16½″ 21NHP EriksbergM.V.Aktieb.Got		V
571 JNFQ	**Heraclia** *Pavlovich* (*ex*Beshiktash,*ex*Dragon) *Well deck* *Mchy.Aft* 1*Dk*	**SteelSc**	*290* *219* *156*			...		1893	Anderson, Laverick&Co Ld Newcastle	Anastasiades& Fotiadis	125·6|24·1| 9·4 Q39′B9′F21′ BK7″	Constanpl Turkish *WB*	C.2Cy.14″&28″–22″ 43NHP Hedley&Boyd,N.Shields	10 ″ 2	V
572 MHVB	**Herakles** *E.A.Berg* 1*Dk*&*Shelter dk*	**SteelSc**	4339 4096 2724					1912	W.Doxford &Sons,Ld. Sunderland	Bruusgaard-KiösterudsDmpsk. Selsk.A.S.	390·0|54·1|24·5	Drammen Norwegian *WB*	T 3Cy.26″,42″&70″–48″ 339NHP W.Doxford&Sons,Ld.Sld.		CN
573 SQKN	— ~~*A.Fernberg* –02~~ *Osterlund* –17 (*ex*Saragossa) *ss*Hul.2ndNo.3–10,14 *Well deck* 1*Dk*(*Irn*)&*Web frames*	**SteelScSr**	1806 1713 1034	✠100A1 9,17 ~~12,16~~ ✠LMC MS10,14	Shl Bly BS1,17	*q*	N1,17	1889 9mo	W.Dobson &Co. Newcastle *Lloyd's*A&CP	ÅngfAktiebFinska Lloyd (E.Krogius, *Mgr.*) *WB*=*Cell*	265·0|37·1|16·1 P29′Q64′B118′ F29′ FK	Helsingfrs Russian 4*BHCem* *DB*218′343*t*	T.3Cy.20″,33″&54″–39″ (*s*) 150lb *90lb* NDB00 157NHP 2SB,*6pf*,GS102,HS2084 Alley&Maclellan,Gls.	18 ″ 6 s 1 ″ 1½ 17 ″ 7	
574 4818 JQTD	— *K.E.G.Höggren* –14 (*SalvageSteamer*) *Elec.light* 1*Dk*	**SteelSc**	508 437 87					1908	Akt.Burmeistr&Wain Copenhagen	Bergnings&Dykeriaktieb.Neptun (W.R.Edlind, *Mg.*)	185·0|27·8|12·2 B36′F25′	Stockholm Swedish *WB*	T.3Cy.16½″,27″&45″–27″ 110NHP Akt.Burmeistr&Wain,Cpn		V
575 HSNQ	**Heraklios** *Kerojani* (*ex*HullCity, *ex*Otterspool) *ss*Msl No.2-17	**SteelScSr** *ss*Bry.No.3–12,07 ~~*ss*Lgn.No.1–11~~ 1*Dk*(*Stl*)&*pt Awng dk* (*Stl*)&*deep framing*	*2878* *2116* *1840*	✠100A1 *pt Awng dk with freeboard* ~~8,15~~ ~~8,15~~ ✠LMC 8,17 ~~MS9,11~~ ~~BS5,16~~	Cff Msl	*t*	1,16	1896 3mo	W.Pickersgill&Sons Sunderland A&CP	J.Arvanitidi fils *WB*=*CellDBa*96′	310·0|42·9|19·2 Q77′ *pt Awng dk*233′ FK *uE&B*44′*f*120′647*t*	Syra Greek 6*BHCem* *APT*65*t*	T.3Cy.21½″,36″&60″–42″ (*r*) 180lb *100lb* NDB16 252NHP 2SB,*6pf*,GS98,HS3865 G.Clark,Ld.Sunderland	21 ″ 9 s 8 ″ 5½ 21 ″ 0	
576 124072 HKTJ	**Herald** *H.Andrews* –12 *ss*Liv.No.2–16 *Elec.light* (*Tug*) 1*Dk*	**SteelSc**	387 309 153	✠100A1 7,16 ✠LMC7,16	Liv	*f*	7,16	1907 6mo	JTEltringham&Co. S.Shields *Lloyd's*A&CP	Alexandra Towing Co.Ld.	125·3|28·2|13·0 *Promenade dk*101′ BK7″ *WB*=*FPT*16*t*	Liverpool British 5*BHCem* *APT*11*t*	T.3Cy.17″,28½″&46″–30″ (*s*) 180lb 132NHP 1SB,*3cf*,GS60,HS2143 G.T.Grey,SouthShields	14 ″ 3 s 3 ″ 3½ 11 ″ 10	
577 128853	— *Davies*	**SteelAuxTwinSc** *ss*Bng.No.1–13 1*Dk*(*Stl*)	347 347 117	✠ A– *Coaling Barge* 2,14 ✠LMC5,13	Bng		5,13	1910 3mo	Dublin Dockyard Co. Dublin	L.&N.W.Rlwy Co.	146·5|27·0|11·2 FK	Dublin British 4*BHAsp*	C.4Cy.6½″&12½″–8½″ 90lb 19RHP 1B,GS15 Fishers,Ld.Paisley	11 ″ 6	
578 84157	**Herald of Peace**	**IronScFlat**	111 106 71					1877	J.Thompson&Sons Northwich	SaltUnion,Ld.	84·6|19·9| 8·2	Liverpool British	D.2Cy.13″–14″ 27RHP Watt Bros.,Liverpool		
579 LBVP	**Heraldo** *J.Solari* –99 (*ex*La France) *Well deck* 1*Dk*(*Irn*)	**Iron&SteelSc3MstSr**	336 — 225					1889	Edwards& Symes London	Cia.Argentina de Nav.(Nicolas Mihanovich)Ltda.	149·9|24·9| 8·9	Bns.Ayres Argentine	C.2Cy.17″&34″–22″ 45NHP Pratt,Huddersfield		
580 87320 LBVP	**Herbert** *J.Sullivan* *Well deck* 1*Dk*(*Irn*)	**IronScSr**	302 211 152	✠ 11,84 ✠	Bsb	*c*		1884 6mo	M'Intyre &Co. Newcastle	AdelaideS.S.Co.Ld *WB*=*FP*	140·1|25·0| 7·3 Q48′B10′F24′ *T*45*t APT*6*t* len99	Adelaide British 4*BHCem*	C.2Cy.18″&34″–24″ 60RHP R.H.Pearson&Co.,Gls.	8 ″ 0	
581 KRHL	— (Captured and taken to Grimsby) *C.Ohmstede*11–11 (*Trawler*) 1*Dk*	**SteelSc**	149 137 35					1896	G.Seebeck A.G. Geestemünde	Norddeutsche Hochseefischerei A.G.	105·9|21·0|10·8	Gstemnde German *WB*	C.2Cy.16 5/16″&30 1/16″–22 1/16″ 37NHP G.Seebeck A.G.,Gstemnde		
582 93846	— *W.D.Harrison* –04	**WoodScFlat**	105 100 72					1878	W.Bracegirdle Northwich	KymoShipping Co.Ld. (H.M. Grayson, *Mgr.*)	81·9|20·3| 8·4	Liverpool British	D.2Cy.15″–18″ 30RHP Hartley&Co.,Stoke-on-Trt		
583 214466	**Herbert F. Black** *Elec.light* Sub.Sig.1*Dk*(*Stl*)&*Web frames* *Mchy.Aft* *Longitudinal framing*	**SteelScSr**	6262 6017 4824	✠100A– 10,16 *For Service on the Great Lakes* ✠LMC10,16	Clv			1916 10mo	American S.B.Co. Lorain,O.	DonnerSSCo(M.A. Hanna Co. *Mgrs.*) *CellDBuE&B*68′ 297*t for d.&in side t*	504·0|54·0|30·0 F44′ FK *anks*410′447*t FPT*	Cleveland Utd.States 3*BH* 247*t APT*47*t*	T.3Cy.23½″,38″&65″–42″ (*r*) 180lb 385NHP 2SB,*6cf*GS126.HS5736 FD American S.B.Co.Lorain,O	30 ″ 0	
584 136825 JKHT	**Herbert Fischer** *T.Ward* –16 (*ex*ElisePodeus) *Elec.light* 1*Dk*	**SteelScSr**	938 761 560					1901	Schömer &Jensen Tönning	Requisitioned by the Admiralty (Everett& Newbigin, *Mgrs.*)	211·3|32·3|13·3 Q79′B55′F17′	London British *WB*	T.3Cy.15″,24¼″&40¼″–28″ 89NHP Schömer&Jensen,Tönning		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. / *Master.* / Special Surveys.	3 Material, Rig, &c. / *Late Name if any.* / No. of Decks, &c.	4 Regist'd Tonnage: Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned and Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. / Ship. / Engines.	9 Built. By Whom. / Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NH^P=Horse power by Society's formulæ; RH^P=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.*	15 Registers in which classed. If not in L. R. Date of R. of Trade Cert.
585 212697 LDTR	**Herbert G. Wylie** *C. Edwards* –14 ~~ssNYk.No.1–17~~ *Elec.light* 2 *Dks (Stl) & Web frames* *Mchy. Aft* *Longitudinal framing* Wireless	**SteelScSr** 1 *Dk*	4292 3860 2579	✠100A1 ~~5,17 4,16~~ 4,18 *Carrying Petroleum in bulk* *Fitted for oil fuel*	Bal ~~NYk~~ ~~✠LMC 5,18~~ 5,17 12,12	*w* *F.P.*	~~5,15~~ 5,17	1912 12mo *above*	Armstrong Whitworth & Co. Ld. Newcastle A&CP	Petroleum Transport Co. *WB = Cell D Bu B 22'50t D Tf 37'415t* 150°F.	360·0 | 50·2 | 27·7 P83' B25' F36' *FPT 58t APT 19t*		Los Angeles Cal. Utd. States *14 BHCem 9 to Upr dk 5 to 2nd dk*	T.3Cy. 23½", 38½" & 64" – 45" (*s*) 180lb 330NHP 2SB, *6cf*, GS 109, HS 4420 FD Wllsnd Slpwy. Co. Ld. Nwc.	27 " 9 s 5 " 5½ 22 " 8	
586 LRJP	**Herbert Horn** *M. Stalmann* 09–09 1 *Dk & pt Awngdk*	**SteelSc**	2315 1597 1493					1898	Schiffswrft von H. Koch Lübeck	H.C. Horn	290·8 | 41·2 | 16·7 P14' Q102' *pt Awngdk 174'*			Lübeck German *WB*	T.3Cy. 20⅞", 35⅜" & 56" – 35⅜" 186NHP H. Pauksch, Landsberg		G
587 204353	**Herbert K. Oakes** (*ex* Milinokett) *Mchy. Aft* *Elec.light* 1 *Dk*	**SteelScSr**	6215 — 4947					1907	Gt. Lakes Eng. Works Ecorse, Mich	Beaver S.S. Co. (H.K. Oakes, *Mgr.*)	504·0 | 52·2 | 31·0			Duluth Utd. States *WB*	T.3Cy. 23", 37" & 63" – 42" 257NHP Gt. Lakes Eng. Works, Det.		
588 208887 LCBD	**Herbert N. Edwards** 1 *Dk*	**WoodSc**	323 — 145					1911	..... Rockland, Me	Atlantic Fertilizer & Oil Co.	155·6 | 23·1 | 12·9			Greenport Utd. States			
589	**Hercegovina** *A. Harrer* –13 *Elec.light* 1 *Dk (Stl)*	**SteelScSr**	664 554 332	✠ ~~—~~ ~~5,17~~ ✠	Tri	*k*		1913 12mo	Akers Mek. Værks. Christiania	Soc. Anon. Austriaca di Nav. a Vap. "Dalmatia" *WB = Cell D Ba 35' uE 22' f 66' 136t FPT*	184·2 | 30·1 | 14·2 P22' B54' F27' FK		Trieste Aust.-Hung *4 BHCem 18t APT 16t*	T.3Cy. 13½", 22" & 37½" – 28" 115NHP 2SB, *2cf*, GS 40, HS 1801 FD Akers Mek. Værks. Xia.	14 " 11	
590	**Herculaneum** *Elec.light* (*Tug*) 1 *Dk*	**SteelScSp**	201 174 21			...		1905	J. Cran & Co. Leith	The Admiralty	101·0 | 22·6 | 11·3 BK 7½"			British *WB*	C.2Cy. 17¼" & 47" – 27" 124NHP J. Cran & Co. Leith	12 " 6	
591 127966 HNQK	— *G. Jenkinson* –16 *ss* Liv. No. 1–12 1 *Dk (Irn)*	**SteelScSp**	172 165 64	✠100A1 *For Towing purposes* 10,15 ~~BS8,16~~ ~~✠LMC8,12~~ BS 11,17 MS5,17	Liv		10,15	1909 3mo *Lloyd's SA&CP*	J. Cran & Co. Leith	Alexandra Towing Co. Ld.	92·5 | 22·6 | 12·3 BK 7½" *WB = APT 5t*			Liverpool British *4 BHCem*	C.2Cy. 21" & 44" – 27" (*s*) 120lb 79RHP 1SB, *3cf*, GS 61, HS 1672 J. Cran & Co. Leith	13 " 6 s 1 " 5½ 12 " 9	
592 HNRG	**Hercule** (*Tug*) *Elec.light* 1 *Dk & deep framing*	**SteelTwinScSp**	*605* *584* *21*			...		1907	J.P. Rennoldson & Sns South Shields	Cie. Universelle du Canal Marit de Suez	158·5 | 32·1 | 16·2 BK 8"			Port Said Egyptian *WB*	T.6Cy. 20", 33" & 54" – 33" FD 446NHP J.P. Rennoldsn & Sns, S.Shl.	17 " 0	
593 JMPT	— *Gavini* –12 (*ex* Tartar) (*Tug*) 1 *Dk*	**SteelSc**	122 103 —			...		1904	A. Hall & Co. Aberdeen	Soc. Dunkerquoise de Remorq. & de Sauvetage	85·1 | 17·0 | 10·3 BK 7½"			Dunkirk French *WB*	C.2Cy. 17" & 34" – 24" 47NHP A. Hall & Co. Aberdeen	11 " 0	V
594 HNRG	**Hercules** *M. de Isusi* 14–14 *ss* Bbo. No. 3–10,12 1 *Dk (Stl) & Spar dk (Stl)* 3 *tr B* ~~*ss* Bbo. No. 1–18~~	**SteelScSr**	3967 3570 2499	✠100A1 *Spar dk* 1,18 ~~9,16~~ ~~BS6,16~~ ~~✠LMC 12 t,18~~	Bcl Bbo	*x*	~~N 1,16~~ 1,18	1900 1mo	R. Craggs & Sons Middlesbro' A&CP	Cia. Anon. Maritima Union (J.M. Garteiz, *Mgr.*) *WB = Cell D Ba 120' uE & B 40' f 146' 767t FPT*	360·0 | 48·1 | 20·3 P29' B86' F35' 28·2 FK *83t APT 10t*		Bilbao Spanish *6 BHCem*	T.3Cy. 25", 40" & 68" – 48" (*r*) 180lb *100lb* 342NHP 2SB, *8rf*, GS 120, HS 5196 Sir C. Furness, Westgarth & Co. Ld. Mdb.	30 " 10 s 6 " 8½ 24 " 6	
595 MBTN	— ~~*A. Ojertsen* –17~~ *ss* HKg. No. 3–4,15 *T. Eckhoff* –17 1 *Dk (Stl) & Spar dk (Stl)* ~~*Elec.light*~~ ~~& deep framing~~	**SteelScSr**	3789 3570 2439	✠100A1 *Spar dk* ~~1,14 1,16~~ ~~✠LMC~~ 11,15 MS4,15 BS1,17 2,18	NYk ~~Xnx~~ NNs	*w*	~~1,17~~ 11,17	1903 2mo *Lloyd's SA&CP*	Osbourne, Graham & Co. Sunderland	Norge Mexico Gulf Linjen (Wilh. Wilhelmsen, *Mgr.*) *WB = Cell D Ba 102' uE & B 40' f 144' 787t tw deep tanks*	339·0 | 48·0 | 17·9 P34' B20·4' F39' 26·4 FK *a 50' 460t f 26' 268t APT 83t*		Tönsberg Norwegian *6 BHCem*	T.3Cy. 24", 40" & 66" – 48" (*s*) 180lb *90lb* 315NHP 2SB. *8pf*, GS 143, HS 4704 G. Clark, Ld. Sunderland	29 " 0 s 4 " 5½ 24 " 11	
596 NWVK	— *M. Romunde* –13 *Elec.light* 3 *Dks*	**SteelScSr**	2286 2056 1372					1913	A. Vuijk & Zonen, Capelle a/d Ysel	Koninkl. Nederl. Stoomb. Maats.	326·9 | 45·1 | 18·5			Amstrdam Dutch *WB*	T.3Cy. 21½", 34" & 56" – 42" 203NHP G.T. Grey, South Shields		V
597 140410 JRWN	— ~~*T.G. Schadberg*~~ ~~*Elec.light Ref. Mchy.*~~	**SteelScSr** 1 *Dk 2 tr B*	1295 872 797					1909	Bergens Mek. Værks Bergen	The Shipping Controller (W. Coupland & Co. *Mgrs.*)	235·2 | 34·2 | ~~14·5~~ Q83' H46t F279t 14·7			London British *WB*	T.3Cy. 18½", 30" & 50" – 33" 144NHP Bergens Mek Værks Bergen	16 " 9	N
598 QHPG	— *H. Grote* 90–05 1 *Dk*	**SteelSc**	1255 947 789					1903	J.C. Tecklenborg A.G. Geestemünde	Dampfschifffahrts Ges. Neptun	230·0 | 36·2 | 15·0 Q82' B56' F26'			Bremen German *WB*	T.3Cy. 17", 28" & 45" – 33" 116NHP J.C. Tecklenborg A.G., Gst.		G
599 84173 JKBQ	— *G.T. Spence* –16 *Well deck* *Elec.light* 1 *Dk 2 tr B*	**IronScSr**	1095 850 674			...		1881	Whitehven S.B.C. (Lim.) Whitehaven	Requisitioned by the Admiralty (Everett & Newbigin, *Mgrs.*)	210·6 | 34·3 | 16·4 Q79' B50' F19' FK			London British	C.2Cy. 27½" & 54" – 36" NB 93 146NHP J. Jones & Son, Liverpool		
600 94188	— *A.F.G. Bishop* 00–02 1 *Dk*	**SteelTwinSc**	895 840 347					1900	Armstrong Whitworth & Co. Ld. Newcastle	Government of Queensland	230·5 | 39·3 | 11·0			Brisbane British *WB*	T.6Cy. 10", 16" & 28" – 18" 100RHP Wllsnd Slpwy. Co. Ld. Nwc.		
601 113463	— *Manifold* *ss* Liv. No. 3–7,10 ~~*ss* Liv. No. 1–10~~ *ss* Liv. No 2–17 1 *Dk*	**SteelTwinSc**	652 603 309	✠ A– *Crane Barge* *For River purposes* 11,17 ~~9,15~~ ~~BS6,16~~ ~~✠LMC 11,17 10,18~~	Bkn Liv		~~9,15~~ 11,17	1901 2mo	Clyde S.B. & E. Co. Ld. Pt. Glasgow	Mersey Docks & Harbour Board	150·6 | 50·1 | 9·6 FK			Liverpool British *6 BHCem*	C.4Cy. 18" & 30" – 21" (*s*) 130lb 123NHP 2SB, *4rf*, GS 98, HS 2692 Clyde S.B. & E. Co. Ld. P. Gls	10 " 2	
602 204801 RWLQ	— (*Tug*) 1 *Dk*	**SteelScSr**	414 — 221					1907	J.H. Dialogue & Son Camden, N.J.	Ship Owners' & Merch. Tug B. Co.	134·9 | 26·1 | 15·5			S. Frncisco Utd. States	T.3Cy. 17", 24" & 41" – 30" 92NHP J.H Dialogue & Sn, Cmdn N.J		
603 118419	— (*Crane Barge*) 1 *Dk*	**SteelTwinSc**	310 310 176			...		1903	Thames Iron Wks. Ld. London	Port of London Authority	110·2 | 44·2 | 7·8 FK			London British	H.4Cy. 12"–15' 24RHP Hunter & English, London	8 " 8	
604 NWVJ	— *C.v.d. Ploeg* *ss* Ams. 2nd No. 3–10,09 *ss* Ams. No. 1–14 *Elec.light* 1 *Dk*	**IronPad**	275 270 54	✠100A1 5,17 ~~6,16~~ ✠NE & B 11,00 ~~BS12,17 BS6,16~~ ~~✠LMC 5,14~~	Ams	*e*		1877 8mo	C. Mitchell & Co. Newcastle A&CP	Amsterdam Tug & Salvage Co. (A.D. & C.E. Zur Mühlen)	142·2 | 22·1 | 12·1 BK 7"			Amstrdam Dutch *5 BHCem*	C.O.4Cy. 23¾" & 46" – 48" 100lb 217NHP 2SB, *6pf*, GS 100, HS 3000 FD Wllsnd Slpwy Co. Ld. Nwc.	13 " 3 s 2 " 1½ 12 " 0	
605 — *A.A. Koster* –13 (*ex* Marshal Oyama)	— *ss* Hul. No. 2–13 1 *Dk*	**SteelScK**	255 236 95	✠100A1 *Stm Trawler* 8,15 ~~BS9,16~~ ~~✠LMC 7,13~~ ~~BS~~ 11,17	Ymu		~~7,15~~ 11,17	1905 10mo *Lloyd's SA&CP*	Earle's Co. Ld. Hull	Naamlooze Vennootschap Steam Trawler Maats. "Hercules" (C. de Vries, jnr. *Mgr.*)	130·0 | 22·1 | 11·8 Q63' F22' BK 8"			Ymuiden Dutch *4 BHCem*	T.3Cy. 12¾", 22" & 36" – 24" (*s*) 200lb 77NHP 1SB, *3pf*, GS 43, HS 1250 Earle's Co. Ld. Hull	12 " 10	

1 Numero d'Ordre / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Speciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant aux Lettre d'Equilibrium.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. pc.	Marques spéciales.
606 124351	**Hercules** *F.B.Hardy* –14	**SteelScK** (*Trawler*) 1*Dk*	238 — 91	*Now name d "Grimsby," See No. 5 in Supplement.*			...	1906	Cochrane & Sons Selby	RossStm.Trl.Fshg. CoLd(H.Ross,*Mgr.*)	120·0 Q72'F20'	22·0	11·4 BK7½'	Aberdeen British	T.3Cy.12½',21½'&35'–24' 70RHP C.D.Holmes&Co.Hull	12 ″ 3	
607 122217	—	**SteelSc** 1*Dk*	234 212 137					1906	PolsonIron WorksCo.Ld. Toronto	CanadianGovern-ment	100·0	23·1	11·6	Toronto British	T.3Cy.13½',22'&36'–21' 65RHP PolsonI.W.Co.Ld.Toronto		
608 97218 LWNY	— *E.J.Chisman* –16	**SteelTwinScSk** (*Tug*) 1*Dk*	234 232 97				...	1890	Barclay, Curle&Co.Ld. Glasgow	Sou.I.ofWight& S.of Eng.Royal MailStm PktCo.Ld	135·5	24·1	11·0 BK7'	S'thamptn British	T.6Cy.15',24'&39'–28' NB03 161NHP BarclayCurle&Co(Lm)Gls	11 ″ 6	
609 90028 KRFM	— *T.W.Boulter* –16	**IronTwinSc** (*Tug*)	225 197 26					1885	Napier, Shanks&Bell Glasgow	OceanTransport Co.Ld. (C.Payne, *Mgr.*)	125·0	21·6	11·2	Glasgow British	C.2Cy.23'&42'–30' 98RHP Rankin&Blackmore,Gnk.		
610 63575 RMJL	– *R.Hughes* –16	**IronScSr**	199 183 90					1870	T.B.Seath &Co. Glasgow	~~R.Thomas~~ HerculesSSCo.Ld. (W.G.Thomas,*Mgr.*)	120·5	20·2	10·6	Liverpool British	2Cy.18'–20' NB92 21RHP D.Rowan,Glasgow		
611 TDQK	— *J.vanDam* –16	**SteelScCtr** *ss*Sabang.No.2–15 1*Dk*(*pt Stl–pt Wood*)	185 177 3	✠100A1 *For towing purposes* 1,18 ~~10,15~~	~~Sa Sng~~ ~~bang~~ BS1,18 ✠LMC10,15		~~9,14~~ 1,18	1907 6mo *Lloyd's A&CP*	Scott& Sons Bowling	~~AtjehTransport-Mij's.~~ NedlndischeTank StoombootMaats	107·1	23·2	11·1 BK7' 4*BHCem*	Sabang Dutch	C.2Cy.20'&42'–27' (*s*) 120lb 96NHP 1SB,*2pf*,GS58,HS1750 Muir&Houston,Ld.Gls.	12 ″ 3 s 1 - 3 11 - 8	
612 *Elec.light*	— 1*Dk*(*Stl*)	**SteelSc**	184 161 4	✠ — ~~10,16~~ *For towing purposes*	Ams			1911 9mo	Nederl. Schps. Maats. Amsterdam	UruguayanGovt.	89·7	24·0 FK *WB=DTf*11'	12·9	M.Video Uruguayan 4*BHCem* 19*tAPT*17*t*	C.2Cy.16¾'&33½'–23½' 91NHP 1SB,*3cf*,GS66,HS2150 Alblasserdam.Msch.Fab.	12″11	
613 HNRJ	— 	**Iron**	184 51 83						..... England	Tejero.Perez y Gil, S.enC.(*in liq.*)	155·1	19·0	8·5	Corunna Spanish			
614 *Elec.light*	— *H.Dannmann*	**SteelSc** (*Tug*) 1*Dk*	173 — 100					1906	J.L.Meyer Papenburg	Hamburg-Süd-Amerik.Dampf-schifffahrtsGes.	100·5	21·1	8·9	Bns.Ayres Argentine	C.2Cy.15⅝"&30¾'–22' 37NHP J.L.Meyer,Papenburg		
615 610	— *V.Krivochodkin*	**SteelScSp** *ss*Cff.2ndNo.3–4,11 1*Dk*	170 162 72	✠100A1 5,14 BS5,14 ✠LMC4,11	Oda	*b*	5,14	1890 3mo *Lloyd's A&CP*	Cox&Co. Falmouth	G.Kremer	115·0	20·5 BK7'	10·9 4*BHCem*	Odessa Russian	T.3Cy.14',22'&36'–22' (*s*) 150lb 71NHP 1SB,*2pf*,GS37,HS1251 Cox&Co.,Falmouth	11 ″ 0	
616 HFWR	— 	**SteelSc** (*Tug*) 1*Dk*	149 — 3					1903	F.Schichau Danzig	F.Schichau	98·5	21·4	11·7	Danzig German	T.3Cy.13⅜"22⅝"&35⅝'–21 7/10' 58NHP F.Schichau,Elbing.		
617 77489	— *T.Whale*81–93	**IronPadSp**	145 145 23					1877	J.T.El-tringham S.Shields	LawsonStm.Tug BtCoLd(J.Lawson *Mgr.*)	105·3	19·2	10·6	S.Shields British	L.2Cy.34'–60' NB13 80RHP J.P.Rennoldson,S.Shields		
618 QFKC	— (*Tug*) (*ex*Unterweser 18, *ex*Stör,*ex*SirCharlesWhetham)	**IronScSr** 1*Dk*	145 132 14				...	1882	CastleStl& IronWrksCo. Milford	W.Kunstmann	104·0	19·7 BK7'	11·2	Stettin German	C.2Cy.17 7/16"&31½'–19 7/16' NB89 NE91 51NHP R.Küchen,Bielefeld		
619 437	— *J.Plawneek*86–02	**SteelSc** (*Tug*) 1*Dk*	136 — 56					1884	MotalaMk Werkstad Motala	RigaerBörsen Comité	97·4 H25'	21·9	11·4	Riga Russian	2Cy.24"&44"–23½' 78NHP MotalaM.W.Motala		
620 JVWT	— *H.Höiland* *Elec.light*	**WoodScSr** (*Salvage Steamer*) 1*Dk*	128 120 35					1888	C.Trumpy Bergen	Akties.Norsk Bjergningskom-pagnie (E.Jacob-sen,*Mgr.*)	99·5 H5*t* len90	19·0	10·5	Bergen Norwegian	C.2Cy.17"&32"–21' *Eblt*75,*fttd*09 NB91 39NHP Göteborgs M.V.Gothenbrg		N
621 (*ex*Heracles)	— *E.Baltar* –17 ~~*M.Pegmit*07–10~~	**SteelScSp** *ss*HavanaNo.1–14 1*Dk*(*Stl–teak s*)	*115* *86* *11*	✠100A– *For towing purposes* 7,17 ~~12,14~~ BS7,17 ✠LMC12,14	Hava na		~~12,14~~ 7,17	1910 8mo	Cammell Laird&Co.Ld Birkenhead	Cia.Habanera de Vap.yLanchas	81·0	19·1 BK *WB=FPT*	8·9	Havana Cuban	C.2Cy.15"&32"–21' (*s*) 140lb 63NHP 3*BHCem* 6*tAPT*9*t* VauxhallEngCo.Ld.Luton	9 ″ 7 s 1 ″ 1 9 ″ 2	
622 120810 HMVT	— *HakinKhan*09–12	**SteelTwinScSr** (*Tug*) 1*Dk*	107 93 19				...	1907	Philip& Son,Ld. Dartmouth	RangoonPort Commissioners	87·0	18·0 BK6'	9·2	Rangoon British	C.4Cy.11½'&23'–16' 44RHP Philip&Son,Ld.Dartmouth		
623 109811 QNSV	**Hercules II.** *P.C.Murray* –13 (*ex*Hercules)	**SteelScK** (*Trawler*) 1*Dk*	165 158 65				...	1898	Edwards Bros. NorthShields	Grimsby&N.Sea StmTrawlingCoLd	111·8 Q18'F20'	20·9	11·2 BK7½'	Grimsby British	T.3Cy.11½',18½'&30'–22' NB13 45RHP Gt.Centrl.Co-opEng&Ship RepairingCo.Gms.	11″10	
624 MJKW	— *K.Olsen*16–16 *(See Sailing Ship Register)*	**WoodAuxScCtr** *Stm.Eng.* 1*Dk*	146 120 69					1913	H.Gravdal Bergen	AalesundsFangst &FiskeCo.	98·2	21·4	10·1	Aalesund Norwegian	C.2Cy.10½"&22½'–12' *Emade*04,*fitted*13 15NHP TrondhjemsMek.Verks.		
625 118780 VHKP	**Hercules IV.** *W.J.Wood* –14 (*ex*Hercules)	**SteelScK** *ss*Hul.No.2–11 1*Dk*	261 232 103	✠100A1 *Stm Trawler* 11,14 ~~NB11,14~~ ✠LMC6,11	Hul		6,14	1903 10mo *Lloyd's A&CP*	Cook,Wel-t'n&Gemmell Beverley	LancashireSteam FishingCo.Ld. (J.A.Robertson, *Mgr.*)	128·3 Q51'	22·0	12·0 BK7'	Fleetwood British	T.3Cy.13',22'&36'–24' (*s*) 200lb 70RHP 1SB.*3pf*,GS45,HS1240 C.D.Holmes&Co.Hull	12″10	
626 129008	**Hercules No. 7**	**SteelSc** *ss*Vcr.No.2–15 1*Dk*(*Stl*)	349 349 196	✠ A1 *Hopper Barge* 9,15 BS2,17 ✠LMC9,16	Vcr		N6,15	1909 6mo *Lloyd's A&CP*	Lobnitz& Co.Ld. Renfrew	SirJohnJackson, Ld.	145·5	27·6 FK	10·1 5*BHCem*	London British	C.2Cy.14'&32"–21' (*s*) 150lb 50RHP 1SB,*2cf*,GS35,HS835 Lobnitz&Co.Ld.Renfrew	10 ″ 6 s 2 ″ 0 8 ″ 7	
627 MLHW	**Herdebred** *J.E.Lindgren*14–15 *ex*DorteJensen,*ex*Vordingborg, *ex*Urania)	**SteelScSr** (*ex*Alliance. 1*Dk*	1382 927 1015					1894	Flensburgr Schiffsb.Ges Flensburg	A/S.Herdebred (H.H.Holta)	232·0 Q71'H107 F24'	34·3	13·7 *WB*	Skien Norwegian	T.3Cy.16",26'&43"–33' 106NHP FlensburgerSchiffsb.Ges.		V

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 6 7 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now or period. Equipment Letter.	7* Date when tail shaft last seen.	8 9 Built. When / By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. / Breadth. / Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of ✠ of Trade Cert.
628 1907 JRBC ~~MHPB~~	**Herdis** Steel Sc Sr ~~J.Wibe 11~~ 1 Dk	~~1156~~ 1157 933 698					1911 Trndhjms Mek.Værks. Trondhjem	The Shipping Controller (Atkinson & Pricket, *Mgrs.*)	228·3 | 35·4 | 15·3 Q926 H52 *t* F31 *t*	Hull ~~Trondhjm~~ Norwegian British *WB*	T.3Cy.16″,25½″&44″–30″ 106NHP Trondhjems M.V. Trndjm.		N
629 212605 LDRC	**Heredia** Steel Sc Sr *W.F.Stevenson* –09 Wireless *Elec.light Ref.Mchy.* 2 *Dks & 2pt Dks*	4943 3936 3106					1908 Workman, Clark & Co Ld. Belfast	Heredia S.S. Corp. (United Fruit Co. Line)	378·8 | 49·8 | 29·6 B154′F44′	New York Utd. States *WB*	T.3Cy.27″,45″&75″–54″ 413NHP Wrkman, Clark & Co. Ld. Bel		C
630 120903 HFBD	**Herefordshire** Steel Twin Sc *G.B.Millson* –16 4 Mst Sr *Elec.light* Sub.Sig. *ss* Liv.No.2–14 Wireless 3 *Dks (Stl–Uws) & Web frames*	7198 5905 4510	✠100A1 9,17 ~~12,16~~ ~~SS 8,16 ✠LMC 9,16~~ 1,5	Bkn Dom	*c*†	s 5,15 P 12,16	1905 Harland & Wolff, Ld. Belfast 11mo *Lloyd's*	Bibby S.S. Co. Ld. (Bibby Bros. & Co. *Mgrs.*) *WB = Cell DBa* 100′ *u E & B* 75′	452·3 | 54·3 | 30·6 P51′B223′F53′ FK *f* 173′ 1145 *t FPT* 76 *t*	Liverpool British *Lloyd's*	Q.8Cy.22″31½″46″&65½″–48″ 215lb *(s)* 833NHP 2D&2SB *24cf* GS423 HS14860 Harland & Wolff, Ld. Bel.	34 ″ 0 s 7 ″ 7½ 27 ″ 0	
631 93138 KRWV	**Hereward** Iron Sc Sp *J.W.Ireland* –03 1 Dk	108 108 16	✠ *For Towing p* 5,88 ✠	Hul *urpose*	*s* *s*		1888 Cook, Welt'n & Gemmell Hull 5mo	P. & O. Stm. Nav. Co.	98·2 | 18·9 | 10·0 BK 6½″	London British *Lloyd's*	T.3Cy.12½″,19½″&31½″–22½″ 1SB, *2rf*, GS28, HS798 60RHP C.D.Holmes & Co., Hull	10 ″ 5	
632 79679	**Herga** Iron Sc Sr *B.C.Paling* –14 1 Dk *Mchy. Aft*	221 192 135					1878 Cunliffe & Dunlop Pt. Glasgow	Coal Cliff Collieries Ld.	125·2 | 21·2 | 10·6 Q17′ F18′	Sydny NSW British *WB*	C.2Cy.20″&35″–24″ NB94 55RHP Cunliffe & Dunlop, Pt. Gls.		
633 JFDS	**Heringsdorf** Steel Sc Sr *C.Heyden* 06–06 *Elec.light* 1 Dk	225 178 102					1891 Stettiner A.G. Stettin	Swinemünder Dmpfsfahrts. A.G.	144·2 | 21·6 | 11·1 B40′F15′	Swnemnde German *WB*	C.2Cy.17⅜″&31½″–21⅝″ NB05 38NHP Stettiner A.G., Stettin		G
634 118708 HDGK	**Heriot** Steel Sc Sr *W.Alexander* 97–05 *ss* Lth.No.2–14 *Well deck* 1 *Dk (Stl) & deep framing* *Elec.light*	1239 1005 738	✠100A1 4,14 ✠LMC ~~MS 8,16~~ ~~B 6,16~~	Lth	*o*	11,16	1905 Osbourne, Graham & Co. Sunderland 9mo *Lloyd's*	G. Gibson & Co. Ld. *WB = Cell DBa*	235·5 | 33·8 | 15·0 Q123′B10′F25′ FK 30′ *f* 102′ 313 *t FPT*	Leith British *Lloyd's*	T.3Cy.18½″,30″&49″–33″ *(s)* 180lb *80lb* 157NHP 1SB, *3cf*, GS61, HS2530 Richardsons, Westgarth & Co. Ld. Sld	17 ″ 3 s 1 ″ 9½ 15 ″ 9	
635 MFJC	**Herkules** Steel Sc Sr *K.H.Pedersen* (*Whaler*) 1 Dk	158 151 55					1908 Akers Mek. Værks Christiania	Sandefjords Hvalfangerselskab (P. Bogen, *Mgr.*)	101·1 | 19·1 | 12·1 H7 *t*	Sandefjrd Norwegian *WB*	T.3Cy.12″,20″&32″–24″ 50NHP G.T.Grey, S.Shields		N
636 — 4782 JQRC	— Iron Sc Sr *D.Ohlund* 14–14 (*ex* Alpha, *ex* Fyris) 1 Dk	117 83 27					1863 ..... Gothenburg *Rebuilt* 1885	Trävaru Aktieb. Norrland (N. Scherman, *Mgr.*) by W. Lindbergs M., V. Stockholm	92·6 | 19·0 | 8·2 Q25′B31′H6 *t* F12′	Hernösand Swedish	T.3Cy.10″,15″&24″–16″ NE&B96 23NHP Akers Verksted, Xia.		
637 JTCL	**Herlaug** Steel Sc Sr *L.Aune* –09 1 *Dk & Awng dk*	178 168 103					1891 Akers Mek. Værksted Christiania	Namdalens Actiedmpskselsk. (C.Hustad)	107·7 | 17·0 | 13·3 H10 *t* len10	Namsos Norwegian *WB*	C.2Cy.11½″&25½″–18″ NB10 23NHP Akers Mek. Værksted, Xia.		N
638 JQFH	**Herlö** Wood Sc Sr *O.Nærö* 16–16 (*Fishing*) 1 Dk	102 97 47					1902 K. Flage Bergen	Ragnv. Kvalsvik	98·2 | 19·9 | 8·7	Aalesund Norwegian	C.2Cy.8½″&20″–17″ 14NHP Mjellem & Karlsen, Bergen		N
639 MCFD	**Herm** Steel Sc Sr *T.Andersen* *ss* Hpl.No.2–13 1 *Dk (Stl) & Spar dk (Stl)* *ss* Bbo.No 3–12,17 *& deep framing*	3902 3640 2516	✠100A1 *Spar dk* ~~1,15~~ 2,18 ~~BS 6,16~~ ✠LMC 4,16 12,17	NYk Bl NNs	*w*	~~4,15~~ 5,17	1905 Russell & Co. Pt. Glasgow 2mo *Lloyd's*	Dmpskibsakties. Herm (W. Wilhelmsen) *WB =*	344·8 | 49·9 | 18·0 P20′B91′F41′ 26·0 FK *Cell DBa & u E* 134′	Tönsberg Norwegian 6 *BHCem* *u B* 12′ *f* 152′	T.3Cy.25″,41″&67″–48″ *(s)* 180lb *90lb* 336NHP 2SB, *8cf*, GS146, HS5170 D. Rowan & Co. Glasgow 899 *t DT* a36′816 *t APT* 71 *t*	28 ″ 5 ~~s 5 ″ 5½~~ 23 ″ 4	
640 LBMJ	**Herma** Steel Sc Sr *H.Krützfeldt* 02–05 *Elec.light* 1 Dk	519 408 311					1905 Howaldtswerke Kiel	Sartori & Berger	165·3 | 27·1 | 12·7 Q43′B39′F20′	Kiel German *WB*	T.3Cy.11 1/16″,18¾″&29½″–17¾″ 37NHP Howaldtswerke, Kiel		G
641 — 129389 HRDS	— Steel Sc Sr *A.Schulstok* –16 1 Dk	115 114 41					1910 Akers Mek. Værks. Christiania	Chr. Salvesen & Co.	92·0 | 18·0 | 10·3	Leith British *WB*	T.3Cy.11″,18″&29″–18″ 50RHP Akers. Mek. Værks. Xia.		
642 91705 KCQH	**Herman** Wood Aux Sc Bkn Stm. Eng. (*ex* Morning Star) 1 Dk (*See Sailing Ship Register*)	410 — 229					1884 New Eng. S.B.Co. Bath, Me.	H. Liebes & Co.	131·3 | 29·9 | 12·2	S. Frncisco Utd. States	C.2Cy.12″&24″–18″ NB92 20NHP Goss Marine I. Works, Bath		
643 207246 LBJP	**Herman Frasch** Steel Sc 3Mst *R.Blanstein* Wireless *Mchy. Aft Elec.light* Sub.Sig. 1 Dk	3804 3332 2381					1909 Fore River S.B.Co. Quincy, Mass.	Union Sulphur Co.	345·0 | 48·4 | 27·1 P102′B24′	New York Utd. States *WB*	T.3Cy.25″,41″&68″–48″ 320NHP Fore River SB Co. Quincy, M		CR
644 NHBL	**Herman Heinrich** Steel Sc (*ex* Mehedya) *Mchy. Aft Elec.light* 1 Dk	387 313 191	*Now named "Eggo," See No. 17 in Supplement*				1913 Schiffsw. v. Henry Koch Lübeck		154·4 | 27·4 | 9·3 P&B116′F20′	Hamburg German	C.Cy.16 7/16″&31½″–19 7/16″ 44NHP Ottensener Masch. Fab.		G
645 RSJB	**Herman Sauber** Steel Sc *J.Lührs* 11–12 *Mchy. Aft Elec.light* 1 Dk	2913 2634 1579					1912 W. Doxford & Sons, Ld. Sunderland	Sauber Gebr.	314·0 | 43·8 | 23·4 Q49′F30′	Hamburg German *WB*	T.3Cy.20½″,34″&57″–36″ 195NHP W. Doxford & Sons, Ld. Sld.		C G
646 95903 KDPV	**Herman Winter** Iron Sc Sr 2 *Dks & Spar dk* Sub.Sig.	2626 — 1769					1886 W. Cramp & Ss. S. & E. Co. Philadelphia	Eastern Steamship Corporation	271·8 | 41·6 | 19·2 29·9	Boston Utd. States *WB*	C.2Cy.38″&68″–54″ 283NHP W. Cramp & Sons Co., Phl.		
647 KRQC	**Hermann** Steel Sc *W.Kiel* (*Trawler*) *Elec.light* 1 Dk	197 160 67					1908 G. Seebeck Akt.Ges. Bremerhaven	Grundmann & Gröschel	117·1 | 22·1 | 8·7 Q64′F18′	Gstemnde German *WB*	T3Cy.10½″,17 15/16″&28¾″–21¼″ 38NHP G. Seebeck A.G. Bremerhvn		G
648	**Hermann Krabb** Steel Twin Sc Sr *H.Wichmann* –12 *Oil Eng.* *Elec.light* 1 Dk	552 427 294					1912 Stocks & Kolbe Kiel	Teutonia Schiffsf. G.m.b.H.	182·5 | 30·4 | 8·6 B62′F23′	M. Video Uruguayan *WB*	Oil Engines 2S.C.SA 8Cyl.11⅜″–16½″ 105NHP Benz & Co. Mannheim		
649 MCKQ	**Hermes** Steel Sc Sr *F.Hansen* *ss* Cpn.No.2–14 1 *Dk (pt Iron pt Stl) 2tr B deep framing & Web frames 3 Dk rule*	3863 3620 2522	✠100A1 2,17 Examined 4,17 ~~MS 11,14~~ ~~BS 6,16~~ 12,17 ✠LMC	NYk	*w*	~~8,16~~ 12,17	1905 J L Thompson & Sons, Ld. Sunderland 10mo *Lloyd's*	Bruusgaard, Kiösteruds Dmpskibs. Akties. *WB = Cell DBa*	346·0 | 49·6 | 26·5 P31′B104′F31′ FK 115′ *u E* 23′ *f* 150′ 892 *t*	Drammen Norwegian 6 *BHCem* *APT* 170 *t*	T.3Cy.25″,41″&67″–45″ *(s)* 180lb *90lb* 329NHP 2SB, *8pf*, GS148, HS5100 G. Clark, Ld. Sunderland	27 ″ 11	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné aux machines. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registre ou Cote. Nom du Navire. Nom du Constructeur. Nom du Navire.
650	**Hermes**	**SteelTwinScSr**	3768	✠100A1	Rot	*v*	~~7,16~~	1914	Palmers'	PetroleumMaats	344·6	46·1	25·5	s'Gravenhage	Oil Engines 4S.C.SA	27 " 7	
	L.Groendijk	*OilEng.*	3373	~~2,16~~ 3,18	~~NNs~~		8,17	10mo	Co.Ld.	"LaCorona"	H73'F34'			Dutch	12Cy.20½"–35½" 375NHP	s 5 " 8	
PBDC	*Elec.light*	*2Dks(Stl)&Webframes*	2313	*CarryingPetroleum*		*in*	*bulk*	*Lloyd's*	Newcastle				FK	14*BHptCem*	DB*120lb*	22 " 3	
	Mchy.Aft			~~DBS13,15~~ ~~LMC12,15~~					*A&CP*	*WB=Cell*	*DBuE44'55t DTf*			11*BHtoUdk*	NedFb.v Wrk&Spoor,Ams		
				~~DBS4,17~~			~~,17~~ 6,15				30'270t*APT*70t			3 " " 2nd "			
651	—	**SteelScSr**	3579	✠100A1	Liv	*v*	x10,15	1897	Gourlay	Ångf.Aktiebol.	330·0	45·2	16·2	Hlsingfors	Q4Cy.19½",28",40"&57"–42"	27 " 2	
	J.T.Tengström –15	*ssBly.No.3–6,10*	2073	*Spar dk*				8mo	Bros.&Co.	FinskaLloyd (E.	B79'F35'		24·7	Russian	200lb *80lb* (*s*) 291NHP	s 5 " 4½	
SQML	(*ex*Fenchurch)	*ssSld.No.1–13*	2045	5,16	~~LMC4,15~~				Dundee	Krogius,*Mgr.*)			FK	6*BHCem*	2SB,*4cf*,GS157,HS4032 FD	22 " 2	
	1Dk(Stl)&Spar dk(Stl)&deep framing			~~DBS2,16~~	~~MBS5,16~~				*A&CP*	*WB=Cell DBa* 90'*uE*	25'*f*133'560t*FPT*			73t*APT*75t	GourlayBros.&Co.,Dundee		
652	—	**SteelSc4Mst**	1500					1915	Fredrkstad	Ångf.Aktieb. Gefle	243·0	39·2	19·2	Gefle	T.3Cy.18",29½"&49"–33"		N
	H.W.Larson		1319						Mek.Værks.	(E.Brodin,*Mgr.*)	P26'B67'F29'			Swedish	138NHP		
	Elec.light	*1Dk*	891						Fredrikstad				*WB*	Fredrikstad M.V.Frdstad.			
653	—	**SteelScSr**	1180				...	1899	AilsaS.B.	Dampfschiffahrts	228·6	34·1	15·3	Bremen	T.3Cy.17",28"&45"–33"	17 " 9	G
	Prahm		894						Co.	Ges.Neptun	Q85'B54'F28'			German	137NHP		
QGWC	*Well deck*	*1Dk&Webframes*	675						Troon				FK	*WB*	Muir&Houston,Ld.Gls.		
654	—	**SteelScSr**	415					1888	MotalaCo.	Bergnings och Dy-	148·2	25·7	13·4	Stockholm	C.2Cy.22"&44"–27"		
1674	*P.O.Grönberger*99–08	*1Dk*	365						Gotenburg	keriaktiebNeptun	H33tF20'			Swedish	84NHP		
HVFB	*Elec.light* (*ex*Meteor)	*SalvageSteamer*	116							(W.R.Edlind,*Mgr*)					MotalaCo.,Motala		
655	—	**IronScSr**	226					18 67 89	Bergsund	O.Emanuelson	102·2	22·0	12·2	Gothenbrg	C.2Cy.12"&14"–20"		
2579	*O.Strömsten*	*1Dk*	190						Mek.Verks.		B30'H6t			Swedish	7NHP		
JFQV			98						Stockholm						BergsndMek.Vrkst.Skm.		
656	**Hermia**	**SteelScSr**	2050	✠100A1	Cff	*s*	~~8,16~~	1903	ClydeSB.&	Capel&Co.(New-	289·3	42·0	19·6	Glasgow	T.3Cy.21",33"&57"–36" (*s*)	22 " 0	
115766	*G.A.Chalmers* –17	*ssCff.No.3–8,16*	1924	~~5,17~~ ~~8,16~~ 12,17	Swn		~~5,17~~	6mo	E.Co.Ld.	castle&Hull)Ld.	P29'B81'F32'			British	160lb *90lb* 80*lb* 202NHP	s 3 " 4½	
VODR		*1Dk(Stl)&deep framing*	1305		~~LMC~~		x12,17		Pt.Glasgow				FK	5*BHCem*	2SB,*6cf*,GS108,HS3150	18 " 11	
Now named "Capelcourt," See No. 115 in Supplement				~~DBS2,16~~ ~~MBS8,15~~					A&CP	*WB=CellDBa* 86'	*uE&B*32'*f*126'556t			*APT*27t	ClydeS.B.&E.Co.Ld.P.Gls.		
				BS5,17													
657	—	**SteelScSr**	1046					1891	Howaldts-	~~R.S.Daigliesh~~	211·2	29·3	19·6	~~Newcastle~~	T.3Cy.14¼",22¼"&36½"–19½"		V
133597	*C.Larsen*		538						werke	The Shipping Con-	B46'		17·9	British	59RHP		
JPFK		*1Dk&Spar dk*	650						Kiel	troller (R.S.				London	Howaldtswerke,Kiel		
658	—	**SteelScSr**	1046					1909	Flensburgr	Daigliesh,Ld.,*Mgrs*)	226·3	33·3	15·2	Hamburg	T.3Cy.16",26½"&44"–33"		G
	Richter		897						Schiffsb.Ges.	A.Kirsten	P&B139'F30'			German	111NHP		
RQJD	*Elec.light*	*1Dk*	600						Flensburg				*WB*		FlensburgerSchiffsb.Ges.		
659	—	**SteelScK**	210	✠100A1	Gms		5,15	1900	Menzies&	~~RushworthSteam~~	120·0	21·7	11·0	Grimsby	T.3Cy.12½",21½"&35"–24"(*s*)	12 " 0	
110950	*J.Hanson* –13	*ssGms.No.3–5,15*	187	*StmTrawler*				4mo	Co.Ld.	~~FishingCoLtd.(J.F.~~	Q67'F21'			British	180lb 61RHP		
RPNM		*1Dk*	83	5,15					Inverkeithng	~~Rushworth,*Mgrs*~~)			BK7½	*3BHCem*	1SB,*2pf*,GS33,HS1190		
				~~NB5,15~~	~~LMC5,16~~			*Lloyd's*		MerseyStmTrawlers					Shanks,Anderson&Co.Gls.		
									A&CP	Ld.(E.Taylor,*Mgr.*)							
660	**Hermina**	**SteelSc3MstSr**	870	✠100A1	Ams	*l*	8,17	1917	Verschure	Nederlandsche	200·9	30·1	12·5	Rottrdam	T.3Cy.15",25"&40"–27" (*s*)	15 " 0	
	D.Jonker –17		609	8,17 ~~2,17~~	Rot			2mo	&Co.Sp.& Mh	Vrachtv.Maats.	Q123'B11'F22'			Dutch	180lb 113NHP	4 " 5	
	Mchy.Aft	*1Dk(Stl)*	409		~~LMC2,17~~				Amsterdam				FK	3*BHCem*	2SB,*4cf*,GS82,HS2045	14 " 4	
	Well deck								A&CP	*CellD*	*B*156'287t*FPT*40t			*APT*34t	Verschure&CoSp&M.Ams		
	Now named "Polmina," See No. 36 in Supplement																
661	**Herminius**	**SteelScSr**	3548	✠100A1	Liv	*w*	12,16	1898	Russell&	Brit.&S.American	339·4	45·9	17·8	Liverpool	T.3Cy.24",40"&65"–45" (*a*)	28 " 6	
109442	*W.J.Hughes* –16	*ssLiv.No.3–4,11*	3336	*Spar dk*				6mo	Co.	StmNavCoLd(R.P.	P20'B72'F36'		25·8	British	180lb *65lb* 298NHP	s 5 " 7½	
QFDV		*1Dk(Stl)&Spar dk(Stl)*	2292	11,14	~~LMC5,16~~				Pt.Glasgow	Houston&Co.*Mgs*)			FK	6*BHCem*	2SB.*6cf*,GS138,HS4482	23 " 2	
		&deep framing		~~Examined~~					A&CP *W*	*B=Cell DBa* 110'	*uE&B*36'*f*142'792t			*APT*56t	Hutson&Son,Glasgow		
				~~BS5,17~~ 2,15													
662	**Hermion**	**SteelSc**	4342					1913	W.Doxford	Bruusgaard,	389·8	54·1	24·6	Drammen	T.3Cy.26",42"&70"–48"		NC
	C.Andersen		4096						&Sons,Ld.	Kiösterud	P102tH125t			Norwegian	339NHP		
MJKG		*1Dk&Shelterdk*	2726						Sunderland	DampskibsAkties.				*WB*	W.Doxford&Sons,Ld.Sld.		
663	**Hermione** *John* –18	**SteelScSr**	5200	✠100A1	Sws	*y*	~~5,18~~	1908	Swan,Hun-	OilTankS.S.Co.Ld.	385·5	50·5	30·3	Liverpool	T.3Cy.26",43"&72"–48" (*r*)	31 " 10	
124120	~~*J.Reverscon* –14~~	*ssNwc.No.1–12*	4829	5,15	Rot		7,17	2mo	ter&Wigham	(C.T.Bowring&Co.	P96'B25'F42'			British	180lb 434NHP	s 6 " 8	
HMJC	*Mchy.Aft*	*2Dks(Stl)&Webframes*	3201	*CarryingPetroleum*		*in*	*bulk*		Richardson,	Ld.*Mgrs.*)			FK	14*BHCem*	3SB,*9cf*,GS195,HS7281	25 " 6	
	Elec.light			~~BS2,16~~ ~~LMC6,17~~				*Lloyd's*	Ld Newcastle	*WB=CellDBuB*				8*BHtoUdk*	N.E.MarineEngCoLd Nwc		
				~~BS7,16~~ ~~LMC6,17~~					*A&CP*	40'92t*DT*40'407t	*FPT*61t*APT*29t			6*BHtoMdk*			
664	—	**SteelScSr**	4011	✠100A1	Liv	*w*	1,17	1891	JLThomp-	Brit.&S.American	360·0	44·5	24·3	Liverpool	T.3Cy.28⅝",45"&73"–54" (*s*)	28 " 0	
99007	*R.Steel* –15	*ssGls.No.3–8,05*	3225	1,17	~~LMC~~			10mo	son&Sons	StmNavCoLd(R.P.	P233'F43'			British	155lb 445NHP	s 4 " 3	
MJGB	(*ex*Yarrawonga)	*ssLiv.No.2–14*	2555	~~MS11,13~~	~~BS9,16~~				Sunderland	Houston&Co.*Mgs*)			BK11"	6*BHCem*	2DB,*16pf*,GS221,HS7600	24 " 10	
	Ref.Mchy.	*2Dks(Stl–Uws)3trB*		Lloyd's	RMC1,17				A&CP						WighmRchrdsn&Co.Nwc.		
	Wireless									*WB=CellDBuB*	34'129t*FPT*55t			*APT*37t	*Tunnel tank* 104'116t		
665	**Hermiston**	**SteelScSr**	4389	✠100A1	Gls	*x*	~~11,15~~	1901	R.Duncan	~~BorderdaleShppg.~~	374·6	48·1	27·9	~~Liverpool~~ ~~Glasgow~~	T.3Cy.26½",42"&70"–48"(*s*)	30 " 10	
113964	~~*Dairn*~~	*ssHpl.No.3–8,10*	4206	*Spar dk*	Trn Cff		7,17	7mo	&Co.Ld.	~~Co.Ld.(J.Little&~~	P31'B90'F38'			British	180lb 360NHP	s 6 " 6	
SKVW	~~*E.Dalton* –17~~	*ssBry.No.1–15*	2831	~~5,17~~ ~~7,16~~ 2,18	~~LMC~~				PortGlasgow	~~Co.(Glasgow),Ld.~~			FK	6*BHCem*	3SB,*9cf*,GS158,HS5469	24 " 9	
	Elec.light	*1Dk(Stl)&Spar dk(Stl)&*		~~MS10,14~~	~~BS7,16~~			*Lloyd's*	*A&CP*	~~*Mgrs.*~~) City of					D.Rowan&Co.Glasgow		
		deep framing		~~BS7,17~~						~~Ore SS.Co.Ld.~~	*WB=Cell D B*			*a*112'*uE&B*	42'*f*156'958t*APT*53t		
										~~(HallLine Ld. Mgrs)~~							
666	**Hermod**	**SteelScSr**	2995	✠100A1	NNs	*u*	~~3,17~~	1903	JLThomp-	Bruusgaard,	325·0	48·0	21·6	Drammen	T.3Cy.24",39"&65"–42" (*s*)	24 " 0	
	~~*Wreckedashore*~~	~~*ssNYk.No.3–7,16*~~	2778	~~3,17~~	~~2,16~~ Pht		3,18	4mo	son&Sons,Ld.	Kiösteruds	P31'B98'F32'			Norwegian	180lb 288NHP	s 3 " 8½	
MBFR	*A.Solberg*	*1Dk(pt Irn&pt Stl)*	1928	3,18					Sunderland	Dampkibs.Akties.			FK	5*BHCem*	2SB,*8pf*,GS127,HS4230	20 " 8	
		2trB&deep framing3Dk rule		~~MS7,16~~				*Lloyd's*	*A&CP*						G.Clark,Ld.Sunderland		
					~~BS7,16~~						*WB=CellDBa* 100'			*u E*24'*f*142'	745t *FPT*86t*APT*119t		
667	**Hermonthis**	**SteelScSr**	4782	✠ ~~—~~	Ham	*x*		1896	JLThomp-		382·0	48·2	26·2		T.3Cy.27",44"&72"–48"	29 " 0	
		ssHam.No.3–10,08	3918	5,16				12mo	son&Sons,Ld		P233'F44'			German	389NHP		
RKNM		*ssHam.No.1–12*	3096						Sunderland				BK8½"	6*BHCem*	3SB,*9pf*,GS198,HS6300		
	(*ex*Lavinia)	*2Dks(Stl–Uws)3trB*								*WB=*	*CellDBa*120'*uB*36'			*f*152'729t	G.Clark,Ld.Sunderland		
	Well deck Elec.light	*lowerdkforehold*															
668	**Hermopolis**	**IronScSr**	780					1869	Blackwood	HellenicCo.of	221·0	29·3	15·1	Syra	C.2Cy.29½"&57"–36"		
	M.Alafouzos		617						&Gordon	Marine Entrprises	P199t F26t		22·2	Greek	162NHP		
HKMD	(*ex*Wicklow,*ex*Galatea)	*ptAwngdk*	493						Pt.Glasgow	(A.Pallios,*Mgr.*)					R.Steele&Co.,Greenock		
669	**Hermosa**	**WoodScSr**	483					1902	.....	**Wilmington**	139·0	28·0	11·5	**LsAngeles**			
96611			—						Wilmington,	**Transprtn.Co.**				Cal.			
KRPV	Wireless	*1Dk*	334						Cal.					Utd.States			

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. *Master.* *Late Name if any.* Special Surveys. No. of Decks, &c.	3	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned / now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines.	9 Built. By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Dated ✠ of Trade Cert.
670 HNRM	**Hernani** *Lojo* –13	IronScSr 1*Dk*	420 — 267					1876	Cunliffe& Dunlop Pt.Glasgow	D.TejeroPerez	160·4 P74*t*	24·3 F19*t*	11·8	Bilbao Spanish	C.2Cy.23″&40″–27″ NB90 69NHP Cunliffe&Dunlop,Pt.Glas.		V
671 RKBN	**Hernösand** *H.Glüsen* –12	SteelScSr 1*Dk2trB*	1182 792 724					1894	Helsingörs Skibsbyggeri Elsinore	H.M.Gehrckens	224·9 Q68′B105′F24′	33·1	13·5	Hamburg German *WB*	T.3Cy.18″,27½″&47″–33″ 127NHP HelsingörsMaskinbyggeri		G
672 2520 HBSQ	**Hernösand II.** *N.Pira*11-11	IronScSr 1*Dk*	465 289 324					1865	Bergsund Mek Verkst Stockholm	Stockholms RederiaktiebSvea (HjBlomberg*Mgr*)	160·6 Q47′B51′H35*t*	24·4 F40′	12·4	Stockholm Swedish	C.2Cy.24″&42″–26″ 75NHP W.LindbergsM.V.,Skm.		
673 117706 VFLM	**Hero** ~~*J.Horsfield* –16~~ *Skellern* –17	SteelScSr ~~*ss*~~Brs.No.3–9,16 1*Dk*(*Stl*)2*trB* forehold deep framing aft	1812 1714 1164	✠100A1 ~~2,17~~ 2,17	Brs ~~Cff~~ Liv	*r*	~~2,17~~ 7,17	1903 6mo	Campbeltown S.B.Co. Campbeltwn	Gas Light & Coke Co. (S.Clarke&Co *Mgrs.*): *Lloyd's Agent*	272·2 P29′B60′F32′ = *CellDBa*66′*f*114′	40·0 FK 20	20·5 *WB*	Bristol British 4*BHCem* 340*tAPT*65*t*	T.3Cy.22″,36″&59″–39″ (*s*) 180lb 264NHP 2SB,*6cf*,GS138,HS4470 D.Rowan&Co.Glasgow	21 ″ 8 s2 ″11½ 19 ″ 1	
				LMC9,16 BS8,17													
674 105043 NVJC	— *T.W.G.Duffill* –16 *Well deck*	SteelScSr 1*Dk*(*Irn*)	771 578 326	✠ 7,95 *Water Tube B*	Hul *oilers*	*l*		1895 6mo	Earle'sCo. (Lim.) Hull	Wilsons&N.E.Rly. ShippingCo.Ld. *WB*=*D*	216·5 Q61′B55′F29′ *Ba*38′*f*42′74*t*	30·0 FK *FPT*	13·6 5*BHCem* 18*tAPT*7*t*	Hull British 2SB,*4pf*,GS88,HS4400	T.3Cy.18½″,31″&53″–33″ 239NHP Earle'sCo.(Lim.),Hull	14 ″ 3	C
Wrecked 7.16 QDSO	— *Fr.Erdmann*08-09	IronScSr 1*Dk2trB*	566 522 330					1883	H.Koch Lübeck	Dampfschifffahrts Ges.Neptun	160·7 B15′	25·1 F22′	13·0	Bremen German	T.3Cy.12″,19½″&31½″–21½″ NE&B00 46NHP Act.Ges.Weser,Bremen		V
676 71 HSDM	— *O.A.Magnusson*16-16	IronScSr 1*Dk2trB*	349 289 180					1884	W.Lind- bergsM.V. Stockholm	TrawlAktieb.Sill (A.Qvirist, *Mgr.*)	128·4 Q40′	22·6 B31′	13·0 H8′	Gothenbrg Swedish *WB*	C.2Cy.16″&31″–21″ 37NHP W.LindbergsM.V.,Stkhm.		V
677 127403	— *J.McChain* –13	SteelScK *ss*Mil.No.1–12 1*Dk*	226 192 85	✠100A1 *StmTrawler* 3,15	Lon BS5,14 LMC4,12		3,15	1907 11mo	Dundee S.B.Co.Ld. Dundee	NeylandSteam Trawling&Fishing Co.Ld. (A.Scott, *Mgr.*)	120·0 Q67′F22′	21·6 BK7½″	11·4	Milford British 3*BHCem*	T.3Cy.12¾″,20″&34″–24″ (*r*) 180lb 71RHP 1SB,*2pf*,GS35,HS1175 W.V.V.Lidgerwood,Gls.	12 ″ 6	
678 101078 PVHJ	— ~~*G.Bradshaw* –10~~ *Lawrence* –17 *ss*Syd.2ndNo.3–10,16	IronScSp ~~*ss*Syd.No.3–7,04~~ ~~*ss*Syd.No.2–13~~ 1*Dk*(*ptIrn*)	161 147 1	✠100A– 3,17~~,16~~	Syd LMC10,16		10,16	1892 7mo	J.P.Ren- noldson&Sns. S.Shields	J.Fenwick&Co.Ld.	105·2 BK7″ *WB*=*FPT*	19·6	11·2	SydnyNSW British 4*BHCem* 10*tAPT*7*t*	T.3Cy.14″,23″&37″–24″ (*s*) 160lb 70RHP 1SB,*3pf*,GS43,HS1255 J.P.Rennoldsn&Sns,S.Shl.	11 ″ 9	
679 94751	— *G.Garraty*	WoodPad	128 80 81					1889	Parker 'Glasier Portland,NB	ParkerGlasier Saint John River Log Driving Co.	92·2 H47*t*	21·3	6·2	StJohn NB British	2Cy.18″–52″ 50RHP J.Fleming,St.John,N.B.		
680 1698 JDKG	— *E.K.Söderberg* –09	SteelScSr (*Tug*) 1*Dk*	109 89 44					1874	MotalaCo. Motala	StockholmsTrans- port och Bogser- ingsAktieb. (J.A. Appelqvist, *Mgr.*)	85·4 H14*t*	20·0	9·3	Stockholm Swedish	C.2Cy.14¾″&27″–18″ NE&B02 26NHP W.LindbergsAktieb.Skm.		
681 120712 HJCW	**Heroic** *L.Ward,R.N.R.* –14 *Elec.light*	SteelTwinScSr *ss*Bel.No.2–12 2*Dks*(*UStl*–*ws*)	1869 1333 782	100A1 *withfreeboard* 4,14	Liv LMC1,14	*t*	7,16	1906	Harland& Wolff,Ld. Belfast	BelfastS.S.Co.Ld. *WB*=*CellDBa*	320·3 P51′B160′F76′ 58′*uE*24′109*tFPT*	41·3 FK&BK1½″	16·8	Belfast British 6*BHCem* 15*tAPT*25*t*	Q.8Cy.21″,29″,41″&58″–36″ 215lb (*s*) 804NHP 2DB(FD)&1AuxSB,*19cf*, GS374,HS13577 Harland&Wolff,Ld.Bel.	18 ″ 2 s 2 ″0½ 16 ″ 6	
682 125198	— *J.Lawrence* –16 *Elec.light*	SteelScSp *ss*Syd.No.1–13 1*Dk*(*Teak*)	268 238 2	✠100A1 *For towing pu* 3,17~~,16~~	Syd *rposes* BS12,16 LMC3~~,15~~ 3,17		10,15	1909 4mo	J.P.Ren- noldson&Sns SouthShields	J.Fenwick&Co.Ld. *WB*=*D*	125·3 *BuBnkr*19′20*tFPT*	24·2 BK7″	10·8	SydnyNSW British 4*BHCem* 16*tAPT*26*t*	T.3Cy.16¾″,28″&46″–30″ (*s*) 180lb 160NHP 1SB,*4cf*,GS74,HS2930 J.P.Rennoldsn&Sns,S.Shl.	13 ″ 6 s 1 ″10 12 ″ 6	
683 125192	**Heroine** *J.A.Lawrence* –11 *Elec.light*	SteelScSp (*Tug*) 1*Dk*	203 192 3					1909	Ferguson Bros. Pt.Glasgow	J.Fenwick&Co.Ld.	115·1	23·6	10·3	SydnyNSW British *WB*	C.2Cy.20″&42″–27″ 99RHP FergusonBros.P.Gls.		C
684 RPGQ	**Herold** *E.Rosalsky*03-06 *Elec.light*	SteelScSr 1*Dk*	1363 1114 329					1906	Stettiner Oderwerke Stettin	Verein.Bugs.-& FrachtschfhrtGes.	239·7 P&B182′F26′	36·0	16·2	Hamburg German *WB*	T.3Cy.16$\frac{13}{16}$″,27$\frac{9}{16}$″&43$\frac{5}{16}$″– 31½″ 104NHP StettinerOderwerke		G
685 96678 LMKB	**Heron** *R.S.Bristow* –05 *Well deck*	IronScSr 1*Dk2trB*	885 779 510				...	1889	Gourlay Bros.&Co. Dundee	GeneralStm.Nav. Co.Ld.	225·3 P163′F32′	33·2 BK8″	14·7	London British *WB*	T.3Cy.19″,31″&51″–36″ 2NB 144NHP (1)*made*04&(1)06*fitted*09 GourlayBros.&Co.,Dun.	15″10	
686 113230 TQBC	— *E.Freer* –14	SteelScK *ss*Hul.No.3–9,09 *ss*Gms.No.1–13 1*Dk*	223 207 95	✠100A1 *StmTrawler* 1,14 NB12,11	Gms LMC7,13		7,13	1902 9mo	G.Cooper Hull	ThomasBaskcomb, Ld.(T.W.Baskcomb *Mgr.*)	126·6 Q48′F20′ len09ptND09	21·5 BK7½″	11·2	Grimsby British 4*BHCem*	T.3Cy.12″,21″&34″–24″ (*s*) 180lb 60RHP 1SB,*2pf*,GS33,HS990 C.D.Holmes&Co.Hull	12 ″ 1	
687 67977	— *Crowlie* –87 *Mchy.Aft*	IronTwinSc 1*Dk*	141 134 56					1872	Lon.&Gls. Co. Glasgow	TakuTug&Lighter Co.Ld.	120·1	20·0	8·1	Shanghai British	2Cy.24″–24″ 60RHP Lon.&Gls.Co.,Gls.		
688 115150 VDTJ	**Heronspool** *H.H.Davidson* –16	SteelSc *ss*Shl.No.3–10,16 1*Dk*(*ptIrn&ptStl*)2*trB&Web frames* 3*Dk rule*	3276 2770 2105	✠100A1 *Trunk dk* ~~7,17~~ 2,17~~,16~~ 6,18 BS10,17	Cff ~~Mdb~~ Liv LMC10,16	*v*	10,16	1903 9mo	Ropner& Son Stockton	PoolShippg.Co.Ld. (Sir R.Ropner&Co. *Mgrs.*) *CellDBa*106′*uE*24′	325·0 P31′B65′F32′ *f*134′700*tFPT*156*t*	48·1 FK	22·9 5*BHCem* *APT*151*t*	W.Hartlpl British 2SB,*6rf*,GS118,HS4530~~*100lb*~~ Blair&Co.Ld.Stockton	T.3Cy.24½″,41¾″&66½″–42″ 180lb ~~*140lb*~~ (*s*) 302NHP	24 ″ 3 s 3 ″ 8 21 ″ 1	
689 118649 HCBM	**Herrington** *B.Dawson* –14 *Well deck*	SteelScSr *ss*Sld.No.3–2,17 1*Dk*(*pt Irn&ptStl*)*&deep framing* *Cargo battens not fitted*	1258 979 777	✠100A1 2,17	Sld LMC2,17	*o*	1,17	1905 3mo	S.P.Austin &Son,Ld. Sunderland	Lambton&Hetton Collieries Ld.(E.T. Nisbet, *Mgr.*) *WB*=*CellD*	230·5 P22′Q59′B48′F27′ *Ba*63′*uE&B*33′*f*96′	36·0 FK 365*tFPT*55*t*	14·9 4*BHCem* *APT*70*t*	Newcastle British 1SB,*4pf*,GS65,HS2420 Richardsons,Westgarth& Co.Ld.Sld.	T.3Cy.19″,31″&51″–33″ (*s*) 160lb *100lb* 155NHP	17 ″ 2 s1 ″7½ 15 ″ 10	
690 135591 JFTV	**Herschel** *B.H.Hall* –16 *Elec.light* Wireless	SteelScSr 2*Dks*(*Stl*)*&Shelter dk*(*Stl*)	6293 5269 3945	✠100A1 *Shelter dk* *withfreeboard* 10,17~~12,16~~	Bry Lon LMC6,14	*b*†	12,16	1914 6mo	D&W Hen- dersn &CoLd. Glasgow	Liv.Brazil&River PlateStm.Nav.Co. Ld. (Lamport& Holt,Ld. *Mgrs.*)	435·0 B144′F45′*on Shelter dk* 166′1312*tFPT*1191*t*	55·2 FK	27·4 7*BHCem* *APT*22*t*	Liverpool British 3DB&1AuxSB, *21cf*,GS350,HS13183 D&WHendersn&CoLdGls	Q4Cy.25¼″,36″51″&73½″–54″ 215lb (*s*) 685NHP	30 ″ 0 s 4 ″ 4 26 ″ 0	

Carrying fuel oil in P.tanks 1,000 T. 6·0″F. in D.B.

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 3 Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel / Total. / Sous le Pont. / Net.	5 6 7 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite. / Port de Visite. / Terme assigné maintenant entre Lettre et Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 9 Construit. Quand. Navire. Mach. / Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Coarse. Pression des Chaudières. NHP= Force en chevaux d'après les formules de la Société. RHP= Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord en milliers de navire. Tirant d'eau correspondant. pds. pc.
631	**Hertha** SteelTwinSc	1257			1905	Stettiner Oderwerke Stettin	Stettiner Dampfsch.Ges.J.F. Braeunlich G.m.bH	250·3 | 33·9 | 13·4	Stettin	T.6Cy.18″,28″&46″-28″
	R.Beyreis –12	633						H117′ 21·8	German	224NHP
JFTC	*Elec.light* 1 *Dk&Hur.dk3trB*	419						*WB*		StettinerOderwerkeStettin
692	— IronScSr	548	✠ Abn *i*		1880	Bergens Mek.Værks. Bergen	Ångf.Aktieb. Merkur (F.W.Balkenhausen, *Mgr.*)	169·0 | 24·4 | 12·7	Gothenbrg	C.2Cy.20½″&39″–24″
Sunk by Ge 18					6mo			Q45′B51′H10*t*F28′	Swedish	62NHP
4267	*S.Jönsson* –14 ssBgn.No.1–83	398	12.84					*WB*	5 *BHCem*	
JNRB	*Well deck* 1 *Dk2trB*	311								BergensMekVærksBergen
693	— WoodAuxScBk	253			1884	C.Christn-sen Sandefjord	RussianGovernment	117·8 | 25·3 | 13·1	Archangel	C.2Cy.16″&28½″–18½″
	I.Anufrieff *Stm.Eng.*	221						Q35′	Russian	30NHP
	Mchy.Aft 1 *Dk2trB*	127								NylandsVærksted,Xania
	(See Sailing Ship Register)									
694	— IronScSr	180			1879	Oskrshmns M.V.Aktieb. Oskarshamn	A.S.Turisten (A.Olsen, *Mgr.*)	104·1 | 19·0 | 9·2	Copnhagn	C.2Cy.14″&29″–19½″
	R.Nordfalk (exMargit,exKemi,	106						Q32′B50′H20*t*F29′	Danish	31NHP
NSHF	exKopmanholmen,exRonneby) 1 *Dk*	110								OskarshamnsM.V.Aktieb.
695	— IronScSr	127			1877	Eriksbergs M.V.Aktieb. Gothenburg	Ver.FlensburgEkensunder&SonderburgerDmpfs.Ges.	105·8 | 18·5 | 9·6	Sonderbrg	C.2Cy.17½″&35½″–19½″
	H.Callsen 1 *Dk*	104							German	NB13 46NHP
LKRP		64								EriksbergsM.V.Aktieb.
696	**Herzog Johann Albrecht** Steel	1129			1898	Act.Ges. "Neptun" Rostock	F.W.Fischer	233·6 | 35·8 | 14·4	Rostock	T.3Cy.16½″,25½″&41½″–31½″
	H.Lass ScSr	963						Q70′B108′F25′	German	98NHP
MSHV	*Elec.light* 1 *Dk*	680						*WB*		A.G."Neptun,"Rostock
697	**Herzogin Elisabeth**	548			1902	J.L.Meyer Papenburg		178·6 | 27·8 | 14·1		T6Cy11⅝″,19⅝″&30⅛″-23⅝″
	SteelTwinScSr	381								90NHP
SBCN	*Elec.light* 2 *Dks*	149								J.L.Meyer,Papenburg
698	**Hesleyside** SteelScSr	3994	✠100A1 Cff *w*	8,17	1912	Short Bros. Ld. Sunderland	CharltonSShpg.Co Ld.(Charlton, McAllum&Co.*Mgrs.*)	363·0 | 50·0 | 25·6	Newcastle	T.3Cy.25″,41″&68″–48″ (*s*)
133508	*W.N.Hosking* –16 ssNwc.No.1–17	3755	9,17 7,14 Nwc		7m6			P34′B117′F36′	British	180lb 365NHP
HWKB	1 *Dk(Stl)&Web frames*	2518	✠LMC 7,14 9,17		*Lloyd's*	*SA&CP* *Int*	*ermediate BH in af*	FK	*Cem*	3SB,9*cf*,GS151,HS5874
	Longitudinal framing							*ter hold dispensed w*	*ith5BHonly*	N.E.Marine Eng.Co.Ld.Sld
								WB=CellDBa113′	*uE&B41′f*	161′1172*t*FPT78*t*APT100*t*
699	**Hesperides** SteelScSr	3393	✠100A1 Liv *w*	6,16	1899	Bartram& Sons Sunderland	Brit.&S.American StmNavCoLd(R.P. Houston&Co.*Mgs*)	350·9 | 47·0 | 16·9	Liverpool	T.3Cy.26″,43⅛″&72½″-48″(*s*)
110625	*E.C.Lee* –08 ssLiv.No.3–4,12	3119	*Spar dk*		12mo			P32′B166′F80′ 25·0	British	180lb 431NHP
RKWM	*Elec.light* 1 *Dk(Iru)&Spar dk(Iru)*	2104	6.15		A&CP		*DBa96′uE&B60*	FK	5 *BHCem*	3SB,9*rf*,GS189,HS7150
	Wireless *&deep framing*		✠LMC MS4,12 BS6,16				*WB=Cell*	*f*134′665*t*FPT125*t*	*APT140t*	J.Dickinson&Sons,Ld.Sld.
700	— SteelScSr	907		N4,16	1892	Wigham Richrdsn&Co Newcastle A&CP	SociedadNavegacion é Industria	195·0 | 29·0 | 14·5	Barcelona	T.3Cy.21″,33″&54″–36″ (*s*)
	M.Medina ssBcl.No.3–10,04	771			1mo			B46′ 21·6	Spanish	140lb *30lb* NDB99 187NHP
HNSP	Wireless ssBcl.No.2–13	577						BK7½′	4 *BHCem*	2SB,6*cf*,GS99,HS3408
	Elec.light 1 *Dk2trB&Awngdk*							*WB=CellDB78*	*45tAPT10t*	WighamRichrdsn&C.Nwc.
701	**Hesperos** SteelScSr	4341			1913	W.Doxford &Sons,Ld. Sunderland	Bruusgaard,KiösterudDampskibs Akties.	389·8 | 54·1 | 24·6	Drammen	T.3Cy.26″,42″&70″–48″
	G.Sandaa	4096						P102*t*H124*t*	Norwegian	339NHP
MJNR	1 *Dk&Shelter dk*	2722						*WB*		W.Doxford&Sons,Ld.Sld.
702	**Hesperus** SteelScSr	2231	✠100A1 Mch *s*	N5,16	1903	R.Craggs& Sons,Ld. Middlesbro'	FinskaÅngfAktiebolaget (L.Krogius, *Mgr.*)	280·2 | 39·9 | 17·1	Helsingfrs	T.3Cy.21″,34″&56″–39″ (*s*)
K.E.Lindroos03–08	ssMch.No.3–5,16	1525	*pt Awng dk*		5mo			Q103′	Russian	165lb *90lb* 217NHP
SQRV	1 *Dk(Stl)&Web frames&*	1275	*with freeboard*					*pt Awng dk175′* FK	4 *BHCem*	2SB,6*pf*,GS108,HS3542
	Elec.light *pt Awngdk(Stl)*		5,16		*Lloyd*	*'sA&CP*	*WB=Cell*	*DBa88′uE24′f114′*	*457tAPT15t*	N.E.MarineEngCoLd.Nwc
			✠LMC5,16							
703	— SteelTwinScSr	584		...	1896	Gourlay Bros.&Co. Dundee	Commissioners of NorthernLighthouses	175·0 | 28·1 | 13·8	Leith	T.6Cy.14″,23″&37″–24″
104924	*J.Harvie* –98	443						Q53′B51′F27′	British	166NHP
PMRW	*Well deck Elec.light* 2 *Dks*	235						BK6″	*WB*	GourlayBros.&Co.,Dun.
704	**Hessam** SteelSc	645	✠ Brw *j*		1908	W.Simons &Co.Ld. Renfrew	MidlandRailway Co.	180·0 | 34·2 | 12·2	Lancaster	C.2Cy.22″&44″–24″
84975	*A.E.Wann* –08	640	*Hopper Barge*		2mo			F29′	British	80RHP
HMVD	*Elec.light* 1 *Dk(Stl)*	375	4,11					FK	4 *BHCem*	2SB,4*cf*,GS78,HS2200
			✠					*WB=*	*DTf13′82t*	W.Simons&CoLd.Renfrew
705	**Hesselby** IronSc	160			1884	Aktiebolaget Atlas Gefle	ÅngfAktiebGamla Svartsjölandet (J. W.Rickander *Mg.*)	98·7 | 18·7 | 8·3	Stockholm	C.2Cy.13¾″&27½″–17¾″
2675	*K.J.Eriksson13–13*	91						B48′H20*t*F10′	Swedish	27NHP
JFVC	(exHillersjö) 1 *Dk*	116						*WB*		Aktieb.Atlas,Stockholm
706	**Hesselö** SteelSc	174			1907	Kjöbnhvns Flydk.&Skbs. Copenhagen	AktiesCarlNielsen Sand-Grus-og Smergelforretning (C.L.Nielsen.*Mgr.*)	100·0 | 21·5 | 9·5	Copnhagn	C.2Cy.12½″&24″–15″
	R.Hansen	141						Q40′F9′	Danish	18NHP
NQLF	*Mchy.Aft* 1 *Dk*	81						*WB*		KjbnhavnsFlydk.&Skbsv
707	**Hessle** SteelScSr	952	✠100A1 Sws *m*	4,17	1907	W.Pickersgill&Sons Sunderland	Cleeves'Western ValleysAnthracite Collieries,Ld. (T.D.John, *Mgr.*)	215·0 | 32·2 | 12·8	Swansea	T.3Cy.17″,28½″&46″–33″ (*s*)
122982	*J.Smith* –15 ssGoo.No.2–15	742	6,17 4,17 7,17 Mdb 6,17		7mo			P21′B62′F25′	British	180lb 137NHP
HLGR	*Elec.light* 1 *Dk(Stl)&deep framing*	470	1,18					FK	4 *BHCem*	2SB,4*pf*,GS65,HS2181
			✠LMC MS6,15 BS7,16 8,17		*Lloyd*	*'sA&CP* *WB*	*=Cell DBa44′uE*	*18′f99′232tFPT19t*	*APT28t*	G.Clark,Ld.Sunderland
708	**Hestia** SteelScSr	1245		...	1907	WoodSkinner&Co.Ld. Newcastle	Dampfschifffahrts Ges.Neptun	225·3 | 34·2 | 14·3	Bremen	T.3Cy.17″,28″&46″–33″
	O.Knaut89–07	868						Q81′F28′RFD19′	German	141NHP
QJLD	1 *Dk&deep framing&pt Awng dk*	788						*pt Awng dk98′* FK	*WB*	N.E.MarineEng.Co Ld.Sld.
709	**Hestmanden** SteelScSr	979			1911	Laxevaags Msk.&Jrnskb. Bergen	TheShippingController (W.Coupland&Co.,*Mgrs.*)	186·1 | 30·1 | 20·4	London	T.3Cy.14½″,23″&39″–27″
JRNQ	*J.Sannes*	921						H39*t*	British	100RHP
	Elec.light Mchy.Aft 2 *Dks*	671						*WB*		Laxevaags Msk&Jrns.Bgn
710	**Heugh** SteelScK	200	✠100A1 Hpl		1914	A.Hall& Co.Ld. Aberdeen	HeughSteam TrawlingCo.Ld. (J.Graham&Sons)	115·5 | 22·1 | 12·0	Hartlpool	T.3Cy.12″,20″&34″–24″ (*s*)
137104	*H.Gibson04–14*	197	*Stm Trawler*		12mo				British	180lb 78RHP
	1 *Dk*	78	2,15					BK7½′	3 *BHCem*	1SB,3*pf*,GS46,HS1433
			✠LMC12,14		*Lloyd*	*'sA&CP*		*WB=*	*DBf19′12t*	A.Hall&Co.Ld.Aberdeen
711	**Heung-Shan** SteelTwinSc	1947			1890	Ramage& Ferguson Leith	HongKong,Canton &MacaoStm.Boat Co.Ld.	290·0 | 54·0 | 10·0	HongKong	T.6Cy.20″.31″&49″–27″
95856	*A.McKinnon06–12*	1006						B240*t* H688*t* F63*t*	British	NB10 249NHP
	2 *Dks&Shadedk*	938								Ramage&Ferguson,Leith
712	**Hewitt** SteelSc3MstSr	5399	✠100A1 NYk *y*	4,16 6,17	1914	ForeRiver S.B.Corp. Quincy,Mass. A&CP	UnionSulphurCo.	387·7 | 54·3 | 27·7	NewYork	T.3Cy.25″,41″&68″–48″ (*s*)
212560	*H.T.Bicknell* –15	4596	6,17 7,16	6,17	9mo			P92′F28′	Utd.States	190lb 448NHP
LDPG	(exPacific) 1 *Dk(Stl)&Webframes*	3395					*WB=CellDBuE*	FK	5 *BHonly*	3SB,9*cf*,GS154,HS6501 FD
	Elec light Mchy.Aft Wireless		✠LMC9,14				*&B68′f273′2231t*	*FPT250tAPT55t*	*Cem*	ForeRiver S.B.Cor.Quincy

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c / Master. / Special Surveys.	3 Late Name if any. / No. of Decks, &c.	4 Register Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / † for Special Survey. Date of last Survey.	6 Port of Survey. / Years assigned now. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. / Ship. / Engines.	9 By Whom. / Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. / Corresponding draught. ft. in.	15 Registers in which classed, if not in L. R. Date of last Transfer
713 110355 RTGB	**Heworth** Steel Sc Sr (Detained at Hamburg) *A.Cordiner* –10 *ss* Shl. No.3–2.13 *Well deck* 1 *Dk (Irn) & deep framing* *Cargo battens not fitted*		1043 818 656	†100A1 3.14 †LMC MS2,13 BS7,13	Nwc	*n*	×3,14	1900 8mo	Wood Skinner & Co. Ltd. Newcastle A&CP *WB*	Newbigin Steam Shipping Co. Ltd. (E.R. Newbigin) = *Cell D Ba 52' uE &*	220·0 Q112' B10' F25' *B33' f94' 285t FPT*	33·2 FK *f 146' 686t APT 95t*	14·4 *4 BH Cem* *42t APT 63t*	Newcastle British	T. 3 Cy. 17½", 28" & 46"–33" (*s*) 160 lb *80 lb* NDB 13 133 NHP 1 SB, *4pf*, GS 58, HS 2160 N.E. Marine Co. Ld. Nwc.	16 ″ 6 s 1 ″ 6 15 ″ 3	
714 129846 HSGF	**Hexham** Steel Sc Sr *C Macphail* –15 *ss* Syd. No.1–15 (*ex* Amphion) 1 *Dk (Stl) & deep framing* *Elec. light*		2931 2785 1835	†100A1 6,17 6,16 BS6,17 †LMC6,15	Syd	*u*	6,16 6,17	1911 2mo	Cmpbltwn S.B. Co. Campbeltwn *Lloyd's* A&CP *WB* =	J. & A. Brown *Cell D Ba 102' uE 20'*	331·4 P29' B178' F33' *f 146' 686t APT 95t*	45·5 FK *5 BH Cem*	22·0 Newcastle N.S.W. British	T. 3 Cy. 24", 40" & 65"–42" (*s*) 180 lb *90 lb* 287 NHP 2 SB, *6cf*, GS 129, HS 4278 D. Rowan & Co. Glasgow	24 ″ 7 s 3 ″ 2½ 21 ″ 9	
715 123803	**Hibernia** Steel Sc K *W. Jones* –14 *ss* Mil. No.1–11 1 *Dk*		216 190 82	†100A1 *Stm Trawler* 2.14 BS7,13 †LMC12,11	Mil		2,14	1907 3mo	Smith's Dock Co. Ld. North Shields *Lloyd's* A&CP	Mersey Steam Trawlers Ld. (E. Taylor, *Mgr.*)	117·5 Q48' F20' BK 7½"	21·5	11·5 *3 BH Cem*	London British	T. 3 Cy. 12", 20" & 32"–23" (*s*) 180 lb 52 RHP 1 SB, *2pf*, GS 35, HS 1330 MacColl & Pollock, Ld. Sld.	12 ″ 4	
716 89622 JPWG	— Iron Sc *G.T. Wood* –18		210 186 12					1884	Maats. de Maas Delfshaven	~~J. S. Watkins.~~ William Watkins, Ld. (J.S. Watkins, *Mgr.*)	121·0 *B*	22·1	12·5	London British	C. 2 Cy. 23" & 47"–24" NB 05 120 RHP Maats. de Maas, Delfshaven	13 ″ 3	
717	— Steel Sc (*Fishing*) 1 *Dk*		143 — 47					1916	Gebr. Boot Leiderdorp	N.V. Stmtrawlr My Hibernia (N.V. Ad. My Shamrock I.)	102·0 *B*	20·4	10·2	Ymuiden Dutch	T. 3 Cy. 9½", 15½" & 27½"–21½" 36 NHP N.V. Indust. My Hera, Ymu		
718 9118 JSBW	**Hidaka Maru No. 1** Steel Sc 2 *Dks*		169 151 104					1904	S. Ono Osaka	R. Mayeda	102·8 B15'	16·4	12·6	Hakodate Japanese	T. 3 Cy. 8½", 13¾" & 22½"–18" 21 NH S. Ono, Osaka		
719 11113 LFMS	**Hidaka Maru No. 5** Steel Sc Sp 2 *Dks*		193 — 116					1908	S. Ono Osaka	R. Mayeda	114·0	16·3	12·4	Osaka Japanese	T. 3 Cy. 9½", 15" & 24½"–18" 25 NHP		
720 17048 MLKC	**Hidaka Maru No. 6** Steel Sc Sp 2 *Dks*		199 173 116					1914	Goshi Kaisha Harada Shoko Osaka	R. Mayeda	109·0 *B*	17·4	11·8	Hakodate Japanese	T. 3 Cy. 8½", 13¾" & 22½"–18" *E made 05 refitted 14* 21 NH S. Ono, Osaka		
721 128115 HNFG	**Hidalgo** Steel Sc Sr ~~*J. Curle* –15~~ *ss* Hul. No.1–12 *F. Patten* –17 1 *Dk (Stl) & Spar dk (Stl) & deep framing*		4271 4094 2761	†100A1 *Spar dk* 9.16 Examd 13.17 BS9,16 †LMC2,13	Hul	*x*	9,16	1908 9mo	Nthmblnd S.B Co. Ld. Newcastle *Lloyd's* A&CP	Ellerman's Wilson Line, Ld. *WB = Cell D Ba*	380·0 P31' B93' F32' 130' *uE & B41' f 162*	49·0 FK *6 BH Cem*	18·6 26·5 *985t APT 50t*	Hull British	T. 3 Cy. 25", 41" & 69"–48" (*s*) 180 lb 372 NH 3 SB, *9cf*, GS 150, HS 5940 Richardsons, Westgarth & Co. Ld. Sld.	29 ″ 0 5 ″ 9 23 ″ 7	
722 MHLK	— Steel Sc Sr *O.D. Eriksen* –12 (*Whaler*) (*ex* Linga I.) 1 *Dk*		156 151 56					1912	Nylands Værksted Christiania	Hvalfanger Acties. Capella (P. Bogen, *Mgr.*)	101·1 *WB*	20·1	11·7	Sandefjrd Norwegian	T. 3 Cy. 12", 19½" & 33"–24" 53 NH Nylands Værksted, Xania		N
723 15193 LWMR	**Hide Maru** Steel Sc Sr 1 *Dk*		213 — 83					1912	Shirato Zosensho Osaka	Nanyo Boyeki Kabushiki Kaisha	113·5 Q61' B19'	21·2	10·9	Tokio Japanese *WB*	T. 3 Cy. 11", 18" & 30"–22" 42 NH G. Ohara, Osaka		
724 100 HBTW	**Hideyoshi Maru** Iron Sc Sr (*ex* Orduna) 1 *Dk 2 tr B*		708 — 419			…		1877	W.F. Pile & Co. Sunderland	I. Amagasaki	191·2 Q26' F23'	26·4 BK 7"	11·4	Osaka Japanese *WB*	C. 2 Cy. 24½" & 44½"–30" NB 86 90 NHP Pattison & Atkinson, Sld.	14 ″ 4	
725 HWSF	**Higgins** Wood Sc 1 *Dk*		119 — 81					1903	C. Christensen Scrantn, Miss	Pierce-Fordyce Oil Association	102·0 *B*	22·0	9·8	Tampico Mexican	C. 2 Cy. 16" & 30"–22" 35 NH		
726 135541 HWSF	**Highbury** Steel Sc Sr *B.O Redding* –14 *Elec. light* 2 *Dks (Stl)*		4831 4588 3026	~~†100A1~~ 3.16 ~~BS12,16~~ †LMC1,14	Syd	*y*	12,16	1912 9mo	Bartram & Sons Sunderland *Lloyd's* A&CP	Britain S.S. Co. Ld. (Watts, Watts & Co Ld. *Mgrs.*) *WB* *DBa 135' uE 23' f*	390·0 P33' B115' F36' = *Cell* 168' 1036*t FPT*	50·5 FK *6 BH Cem* *AP* / 188*t*	28·1 120*t*	London British	T. 3 Cy. 26", 43" & 71"–48" (*s*) 180 lb 401 NHP 3 SB, *9cf*, GS 270, HS 6483 J. Dickinson & Sons, Ld. Sld	30 ″ 0 ~~6 ″ 1~~ ~~24 ″ 6~~	
727 129811 HPSJ	**Highcliffe** Steel Sc Sr *J Henderson* –15 *ss* Shl. No.1–14 1 *Dk (pt Stl & pt Irn) 2 tr B & deep framing* *Elec. light* 3 *Dk rule*		3238 3059 2040	†100A1 ~~7,17~~ 12,16,17 †LMC MS 12,15 BS1~~2,16~~ 3,18	Shl Nwc Bly	*v*	~~5,16~~ 7,17	1909 9mo	J Readhead & Sons, Ld. South Shields *Lloyd's* A&CP	Cliffe S.S. Co. Ld. (G.T. Readhead & Co. *Mgrs.*) *WB = Cell D Ba*	335·3 P30' B92' F52' 106' *uE 23' f 146' 772t*	47·6 FK *6 BH Cem* *APT 124t*	23·7 S. Shields British	T. 3 Cy. 23½", 39" & 65"–45" (*r*) 180 lb *80 lb* 299 NH 2 SB, *6cf*, GS 90. HS 4557 J Readhead & Sons, Ld, S Sh	25 ″ 1 s 4 ″ 3½ 21 ″ 2	
728 110118 RDBW	**Highgate** Steel Sc Sr *J.C. Cheyne* –16 *ss* Nwc. No.3–6.12 *Ref. Mchy.* 2 *Dks (Stl) & deep framings &* *Well deck* 1 *Dk (Irn) & Web frames* *Elec. light* *Cargo battens not fitted*		1780 1392 1101	†100A1 7,15 BS7,16 †LMC6,12 MS6 17	Shl	*r*	~~7,16~~ N6,17	1899 5mo	S.P. Austin & Son, Ld. Sunderland A&CP *WB*	Cory Colliers, Ld. *= Cell D Ba 76' uE &*	268·2 P27' Q74' B50' F29' *B34' f 108' 510t FPT*	37·7 FK *4 BH Cem* *37t APT 51t*	17·0 London British	T. 3 Cy. 20½", 33" & 54"–39" (*s*) 160 lb *90 lb* 195 NHP 2 SB, *6pf*, GS 84, HS 3144 G. Clark, Ld. Sunderland	19 ″ 9 s 2 ″ 2 17 ″ 11	
729 112832 SGQN	**Highland Brigade** Steel Sc Sr *W.J. Cotter* –14 *ss* Liv. No.3–7.13 *Ref. Mchy.* 2 *Dks (Stl) & deep framings &* *Elec. light* *Web frames & Shelter dk (pt Stl)* Wireless		5669 4196 3697	†100A1 *Shelter dk with freeboard* 1,17 BS4,16 †LMC1,17 Lloyd's RMC~~1,17~~,16 ~~4,13~~ 1,17	Liv	*y*	1,17	1901 3mo	W. Beardmore & Co. Glasgow A&CP *WB = Cell D Ba*	Nelson Line (Liverpool) Ld. (H. & W. Nelson Ld. *Mgrs.*) *126' uE & B*	384·7 34·7 60' *f* 146' 1019*t FPT*	50·2 FK *6 BH Cem* 170*t APT*	26·8 61*t*	London British	T. 3 Cy. 30", 50" & 80"–54" (*s*) 200 lb 653 NH 4 SB, *12cf*, GS 239, HS 9232 FD W. Beardmore & Co. Gls.	29 ″ 6 s 4 ″ 0 25 ″ 11	
730 129117 HRKD	**Highland Corrie** Steel Sc Sr *P.M. Jacobs* 10–10 *ss* Lon. No.1–15 *Elec light* 3 *Dks (Stl) & Shelter dk (Stl)* *Ref. Mchy.* Wireless		7583 6489 4787	†100A1 *Shelter dk with freeboard* 9,16 BS7,16 †LMC6,14 †Lloyd's RMC2,17	Lon	*at* †	×12,15	1910 7mo	Russell & Co. Pt. Glasgow *Lloyd's* A&CP	Nelson Stm. Nav. Co Ld. (H. & W. Nelson, Ld., *Mgrs.*) *WB = Cell D Ba 121' uE & B*	414·0 FK *Collision BH to U* 43' *f* 180' 1206*t APT*	56·3 *6 BH Cem* *per dk only* 45*t FPT*	27·1 91*t*	London British	T. 3 Cy. 31", 51" & 86"–54" (*s*) 210 lb 837 NH 3 SB (FD) & 1 Aux SB, *16cf*, GS 387, HS 12914 Rankin & Blackmore, Grk.	29 ″ 8 s 3 ″ 10 26 ″ 2	BT till 7.17
731 115967 TVWC	**Highland Enterprise** Steel Sc Sr *J.W. Mitchell* –13 *ss* Liv. No.3–6.14 2 *Dks (Stl) & deep framings &* *Ref. Mchy.* Wireless *Shelter dk (Stl)* *H. Lloyd* –17		5165 3672 3327	†100A1 *Shelter dk with freeboard* 12,15 BS5,16 †LMC12,14 Lloyd's RMC~~9,16~~ 5,17	Liv	*y*	~~6,14~~ 9,17	1903 3mo	Russell & Co. Pt. Glasgow *Lloyd's* A&CP *WB =*	Nelson Line (Liverpool) Ld. (H. & W. Nelson, Ld. *Mgrs.*) *Cell D Ba 110' uE &*	385·0 FK *B46' f 160' 904t FPT*	51·0 *6 BH Cem* *88t APT 25t*	24·0 London British	T. 3 Cy. 28", 45" & 75"–54" (*s*) 180 lb 546 NH 3 SB. *9cf*, GS 168, HS 7830 FD Rankin & Blackmore, Grk.	26 ″ 9 s 3 ″ 1 24 ″ 6	

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Grément, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant quant à l'état d'équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pr.
732 129139 HRSF	**Highland Glen** SteelScSr *G.A.Slater* –17 *ss*Lon.No.1–15 *Elec.light* 3*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Ref.Mchy.* Wireless		7598 6489 4793	✠100A1 *Shelter dk* *withfreeboard* ~~6,17~~ 4,16 8,17	Lon	*a*†	~~4,15~~ 5,17	1910 10mo	Russell& Co. Pt.Glasgow *Lloyd'sA&CP*	NelsonStm.Nav.Co Ld. (H.&W.Nelson, Ld.*Mgrs.*) *WB=Cell DBa* 121' *uE&B*	414·0|56·3|27·1 FK *Collision BH to Upper dk only* 43'*f* 180'1206*t FPT*	London British 91*t APT* 45*t*	T.3Cy.31",51"&86"–54" (*s*) 210lb 837NHP 3SB(FD)&1Aux.SB,*16cf*, GS387,HS12914 Rankin&Blackmore,Grk.	29 " 8 s 3 " 10 26 " 2
733 118427 VQTP	**Highland Harris** SteelScSr *R.H.Robinson* –14 ~~*ss*Liv.No.2–10~~ *Elec.light* 2*Dks*(*Stl*)&*deep* *Ref.Mchy.* *framing*&*Shelter dk*(*Stl*) Wireless *ss*Liv.No 3–1,17		6032 4354 3864	✠100A1 *Shelter dk* *withfreeboard* 6,17 ~~3,16~~	Liv	*z*	8,15	1904 4mo	Russell& Co. Pt.Glasgow *Lloyd'sA&CP*	NelsonLine(Liver- pool)Ld. (H.&W. Nelson,Ld.*Mgrs.*) *WB=Cell DBa* 106' *uE&B*	390·0|52·5|26·7 *Promenade dk on* *Shelter dk* 121' FK *B&Bkr* 78'*f* 134'1109*t FPT* 67*t APT* 51*t*	London British 6*BHCem*	T.3Cy.28",47"&78"–54" (*s*) 200lb HS9560 FD 640NHP 3SB&1Aux.SB.*12cf*,GS224 Rankin&Blackmore,Grk.	29 " 6 s 3 " 11 25 " 11
734 118453 VTOM	**Highland Heather** SteelScSr *A.F.Twining* –14 *ss*Liv.No.2–12 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Elec.light* *Ref.Mchy.* &*deep framing* Wireless		6036 4354 3837	✠100A1 *Shelter dk* *withfreeboard* 5,16	Liv	*z*	~~2,15~~ 1,18	1904 6mo	Russell& Co. Pt.Glasgow *Lloyd'sA&CP*	NelsonLine(Liver- pool)Ld. (H.&W. Nelson,Ld.*Mgrs.*) *WB=Cell DBa* 106' *uE&B*	390·1|52·5|26·7 *Promenade dk on* *Shelter dk* 121' FK 78'*f* 134'1109*t FPT* 67*t APT* 51*t*	London British 6*BHCem*	T.3Cy.28",47"&78"–54" (*s*) 200lb 640NHP 3SB&1Aux.SB,*12cf*,GS224, HS9560 FD Rankin&Blackmore,Grk.	29 " 6 s 3 " 11 25 " 11
735 129082 HQND	**Highland Laddie** SteelScSr *A.Bartleman* –14 *ss*Lon.No.1–14 *Elec.light* 3*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Ref.Mchy.* Wireless		7381 6336 4659	✠100A1 *Shelter dk* *withfreeboard* ~~7,16~~ ~~6,16~~ 3,18	Lon Cff	*a*†	~~6,16~~ 3,18	1910 4mo	Cammell Laird&Co.Ld Birkenhead *Lloyd'sA&CP*	NelsonStm.Nav. Co.Ld. (H.&W. Nelson,Ld.*Mgrs.*) *WB=Cell DBa* 115' *uE&B*	405·8|56·1|26·9 FK 65'*f* 163'1190*t FPT*	London British 7*BHCem* 60*t APT* 40*t*	T.3Cy.31",51"&86"–54" (*s*) 210lb 855NHP 3SB(FD)&1AuxSB,*16cf*, GS312,HS13474 Cammell Laird&CoLd.Bkn	29 " 6 s 3 " 9½ 26 " 0
736 110576	**Highland Laird** SteelScSr *H.Lloyd* –16 *Ref.Mchy.* Wireless 2*Dks*		4132 3830 2655					1899	R.Duncan &Co.Ld. Pt.Glasgow	NelsonLine(Liver- pool)Ld. (H.&W. Nelson.Ld.*Mgrs.*)	375·2|48·0|26·3 P38'B100'F38' *WB*	London British	T.3Cy.26",42"&69"–48" 330NHP Rankin&Blackmore,Grk.	
737 129182 HSJD	**Highland Loch** SteelScSr *T.J.Jones* –11 *ss*Lon.No.1–15 *Elec.light* 3*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Ref.Mchy.* Wireless		7493 6539 4730	✠100A1 *Shelter dk* *withfreeboard* 7,17 ~~4,16~~ 4,18	Lon BAs	*a*†	~~4,16~~ ~~7,17~~ 4,18	1911 3mo	Cammell Laird&Co.Ld Birkenhead *Lloyd'sA&CP*	NelsonStm.Nav. Co.Ld. (H.&W. Nelson,Ld.*Mgrs.*) *WB=Cell DBa* 130'*uE&B*	413·8|56·2|27·1 FK *Collision Bulkhead t oUpr dk only* 63'*f* 167' 1234*t FPT*	London British 8*BHCem* 129*t APT* 23*t*	T.3Cy.31",51"&86"–54" (*s*) 210lb 872NHP 3SB&1AuxSB,*16cf*,GS319, HS13821 FD CammellLaird&Co.LdBkn	29 " 8 s 3 " 10 26 " 2
738 105986 PGHS	**Highland Monarch** SteelScSr *G.C.Oxley* –16 1*Dk*&*Spar dk* (*ex*Balmoral) &*deep framing*		3931 3723 2545			...		1896	C.S.Swan& Hunter,Ld. Newcastle	Monarch S.SCo.Ld (Raeburn&Vérel, Ld.*Mgrs.*)	365·0|46·0|19·5 P36'B100'F39' 27·9 FK *WB*	Glasgow British	T.3Cy.26",42"&69"–48" FD 365NHP G.Clark,Ld.Sunderland	30 " 3
739 132559 HTBL	**Highland Piper** SteelScSr *G.H.Bell* –11 *ss*Lon.No.1–15 *Elec.light* Wireless 3*Dks*(*Stl*)& *Ref.Mchy.* *Shelter dk*(*Stl*)		7490 6539 4728	✠100A1 *Shelter dk* *withfreeboard* 8,17 ~~4,16~~	Lon	*a*†	~~4,15~~ 9,17	1911 7mo	Cammell Laird&Co.Ld. Birkenhead *Lloyd'sA&CP*	NelsonStm.Nav. Co.Ld. (H.&W. Nelson,Ld.*Mgrs.*) *WB=Cell DBa* 130'*u E&B*	413·8|56·2|27·1 FK *Collision Bulkhead t oUpr dk only* 63'*f* 167'1234*t FPT*	London British 8*BHCem* 3'*f* 167'1234*t* 129*t APT* 23*t*	T.3Cy.31",51"&86"–54" (*s*) 210lb HS13821 FD 872NHP 3SB&1AuxSB,*16cf*,GS319, CammellLaird&Co.Ld.Bkn	29 " 8 s 3 " 10 26 " 2
740 129086 HQRT	**Highland Pride** SteelScSr *R.R.Pond* –17 *ss*Lon.No.1–15 *Elec.light* 3*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Ref.Mchy.* Wireless		7469 6386 4706	✠100A1 *Shelter dk* *withfreeboard* ~~4,17~~ 3,16 4,18	Lon	*a*†	~~4,16~~ 4,18	1910 4mo	Russell &Co. PortGlasgow *Lloyd'sA&CP*	NelsonStm.Nav. Co.Ld. (H.&W. Nelson,Ld.*Mgrs.*) *WB=Cell DBa* 117'*uE&B*	405·0|56·2|34·8 FK 43'*f* 178'1213*t FPT*	London British 8*BHCem* 100*t APT* 50*t*	T.3Cy.31",51"&86"–54" (*s*) 210lb 830NHP 3SB(FD)&1AuxSB,*16cf*, GS307,HS12738 Rankin&Blackmore,Grk.	29 " 6 s 3 " 9½ 26 " 1
741 111313 SHLQ	**Highland Prince** SteelScSr *J.R.Gray* –17 *ss*Sld.No.3–2,14 (*ex*Matteawan) 1*Dk*(*Stl*)2*trB&deep* *framing*&*Shelter dk*(*Stl*)3*Dk rule*		3390 3139 2197	✠100A1 *Shelter dk* 1,18 ~~3,17~~	Liv Mch	*w*	3,17	1901 5mo	JLThomp- son&Sons,Ld Sunderland A&CP	PrinceLine,Ld. (Furness,Withy& Co.Ld.*Mgrs.*) *WB* *uE&B* 38'*f* 140'811*t* *=CellDBa* 108' FK *DTa* 25' 519*t FPT*	335·8|48·0|24·3 *Cell DBa* 108' *DTa* 25' 519*t FPT*	Newcastle British 6*BHCem* 86*t APT* 58*t*	T3Cy.24",40⅞"&66"–45" (*s*) 180lb *115lb* NDB06 314NHP 2SB,*6rf*,GS124,HS4800 Blair&Co.Ld.Stockton	26 " 10 s 2 " 11½ 24 " 3
742 129067 HQJN	**Highland Rover** SteelScSr *F.A.Graves* –10 *ss*Lon.No.1–14 *Ref.Mchy.* 3*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Elec.light* Wireless		7490 6386 4721	✠100A1 *Shelter dk* *withfreeboard* 2,17 ~~3,16~~	Lon	*a*†	3,16	1910 2mo	Russell &Co. Pt.Glasgow *Lloyd'sA&CP*	NelsonStm.Nav. Co.Ld. (H.&W Nelson,Ld.*Mgrs.*) *WB=Cell DBa* 117'*uE&B*	405·0|56·2|34·8 FK 43'*f* 178'1213*t FPT*	London British 8*BHCem* 100*t APT* 50*t*	T.3Cy.31",51"&86"–54" (*s*) 210lb 830NHP 3SB(FD)&1AuxSB,*16cf*, GS307,HS12738 Rankin&Blackmore,Grk.	29 " 6 s 3 " 9½ 26 " 1
Wrecked 5.18 129130 HRNM	**Highland Scot** SteelScSr *C.C.H.P.Hersee* –16 *ss*Lon.No.1–14 *Ref.Mchy.* 3*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Elec.light* Wireless		7604 6489 4797	~~✠100A1~~ *Shelter dk* *withfreeboard* 6,17 ~~4,14~~	Lon	*a*†	~~8,15~~ 7,17	1910 9mo	Russell& Co. Pt.Glasgow *Lloyd'sA&CP*	NelsonStm.NavCo. Ld.(H.&W.Nelson, Ld.*Mgrs.*) *WB=Cell DBa* 121' *uE&B*	414·0|56·3|27·1 FK *Collision BH to U dk only* 43'*f* 180'1206*t FPT*	London British 8*BHCem* 91*t APT* 45*t*	T.3Cy.31",51"&86"–54" (*s*) 210lb 837NHP 3SB(FD)&1AuxSB,*16cf*, GS312,HS12914 Rankin&Blackmore,Grk.	29 " 8 s 3 " 10 26 " 2
744 116006 VDPS	**Highland Star** SteelScSr *W.Brooks*16–15 *ss*Npt.No.3–8,15 (*ex*Star of Ireland) 2*Dks*(*Stl-Uptws*) *Ref.Mchy.* &*deep framing* *Elec.light* Wireless		4331 4083 2743	✠100A1 6,15 11,16	Cff Npt	*y*	~~4,16~~ 3,18	1903 8mo	Workman, Clark&Co.Ld Belfast *Lloyd'sA&CP*	NelsonS.N.Co.Ld. (H.&W.Nelson,Ld. *Mgrs.*) *Cell DBa* 108'*uE&B*	380·0|48·7|28·3 P35'B116'F107' FK *B* 46'*f* 169'925*t FPT*	London British 6*BHCem* 55*t APT* 60*t*	T.3Cy.25⅝",43"&72"–48" (*s*) 200lb 452NHP 3SB,*9cf*,GS150,HS6000 FD Wrkman,Clark&Co.LdBel	31 " 3 s 5 " 7½ 26 " 0
745 118403 VPWJ	**Highland Watch** SteelScSr *Powell* –15 ~~*ss*Liv.No.2–12~~ 2*Dks*(*Stl*)&*deep framing*&*Shelter* *Ref.Mchy.* *Elec.light* *dk*(*Stl*) Wireless *ss*Liv.No.3–3,16		6031 4354 3863	✠100A1 *Shelter dk* *withfreeboard* 8,17 ~~3,16~~	Liv	*z*	3,16	1904 3mo	Russell& Co. Pt.Glasgow *Lloyd'sA&CP*	NelsonLine(Liver- pool)Ld. (H.&W. Nelson,Ld.*Mgrs.*) *WB=Cell DBa* 106' *uE&B*	390·0|52·5|34·8 *Promenade dk on* *Shelter dk* 121' FK *B&Bkr* 78'*f* 134'1109*t FPT* 67*t APT* 51*t*	London British 6*BHCem*	T.3Cy.28",47"&78"–54" (*s*) 200lb HS9560 FD 640NHP 3SB&1Aux.SB,*12cf*,GS224, Rankin&Blackmore,Grk.	29 " 6 s 3 " 11 25 " 11

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. / No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. / Ship. / Engines.	9 Built. By Whom. / Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L. R. Dates of Build Trade Cert.
746 81809	**Highlander** **SteelPad** (*ex* Bridgeport, *ex* William G. Payne) 2 *Dks*, *Saloon dk & Promenade dk*	1310 — 854					1902	Harlan & Hollingsworth Co. Wlmgtn, Del.	McAllister Steamboat Co.	243·3 | 36·9 | 14·6			N. London Utd. States	C.2Cy.35″&72″–72″ 366NHP Harlan&HollingsworthCo		
747 137187 JMKL	— **SteelScSr** *J.S.Barron* 05-16 *Well deck* 2 *Dks* (*UStl*–ws) *Elec.light*	975 825 405	✠100A1 9,17 3,17 ✠LMC2,16	Hul	*p*		1916 2mo	Caledon SB & E.Co.Ld. Dundee	Aberdn, Newcastle & Hull S.S.Co.Ld.	243·3 | 34·9 | 15·2 P&B161′F64′ BK8″ *Lloyd* *sA&CP* *W B = Cell D Ba 54′u E 0′ f 92′160t FPT*			Aberdeen British	T.3Cy.18″,30½″&50″–36″ (*r*) 214NHP 185lb *110lb* 2SB,*6cf*, GS126, HS3967 14*t A P T 5t* Caledon S.B.&E.Co.Ld.Dun	16 ″ 3 s 1 ″ 6½ 15 ″ 5	
748 1018 HGKJ	**Higo Maru** **SteelScSr** *K.Yagyu* *ss* Kob.No.3–1,97 *ss* Hak.No.2–06 1 *Dk*(*Stl*) *& Awng dk 3tr B*	1291 1269 737	✠ *Awng dk* *with freeboard* 5,06 ✠	Hak	*o*		1884 8mo	Lon.&Gls. Co.(Lim.) Glasgow	Nippon Yusen Kabushiki Kaisha	235·0 | 33·1 | 22·7 BK8″ *WB = DBa 65′f 53′250t*			Tokio Japanese	C.2Cy.30″&56″–39″ 163NHP 2SB,*6pf*, GS108 Lon.&Gls.Co.(Lim.), Gls.	23 ″ 8	
749 1618 HKJD	**Hikosan Maru** **SteelScSr** *G.Okuyama* –15 *ss* Nag.No.3–1,05 (*ex* Carradale) *ss* Kob.No.2–13 *Elec.light* 1 *Dk*(*Stl*) *& Spar dk*(*Stl*) *3tr B*	3555 3321 2215	✠100A1 *Spar dk* 10,16 ✠LMC12,16	N Yk	*v*	12,15	1892 4mo	J.Laing Sunderland	Goko Shokai (Kentauro Kawachi, *Mgr.*)	340·3 | 44·7 | 18·3 P20′B78′F36′ 26·1 BK10½″ *WB = Cell D B288′ 648t A P T 48t*			Tarumi Japanese	T.3Cy.24½″,40″&66″–45″ (*r*) 289NHP 160lb *90lb* NDB03 *refitted* 09 2DB,*8rf*, GS140, HS4298 G.Clark(Lim.) Sunderland	28 ″ 9 s 6 ″ 6 23 ″ 4	
750 109538 QFHM	**Hilaria** **SteelScSr** *W.Cooper* –17 *ss* Gms.No.1–02 1 *Dk* *Floors*(*Irn*)	207 189 90	✠ *For fishing purposes* 11,04	Gms			1898 6mo	Dundee Ship builders' Co.Ld. Dundee	Isaac Bunch	112·0 | 21·5 | 11·5 Q59′F19′ BK7½″			Grimsby British	T.3Cy.10¾″,19″&32″–22″ 57RHP NB06 Cooper&Greig, Dundee	12 ″ 6	
751	**Hilario** **SteelScSp** *B.H.Hatfield* 07-07 *Elec.light* 1 *Dk*(*Teak*) *& Promenade dk*(*Teak*)	*120* 76 *46*	✠ 2,12 *For River purposes only* ✠	Bkn			1907 8mo	Tranmere Bay Development Co.Ld. Birkenhead	J.Mendes Cavalleiro	85·0 | 20·0 | 6·1 FK			Manaos Brazilian	C.2Cy.12″&24″–16″ 26NHP 1SB,*2pf*, GS26, HS506 Plenty&Son, Ld. Newbury	6 ″ 6	
752 104255 NKPQ	**Hilarius** ~~ss Bkn 2nd No 3–11,17~~ **SteelScSr** *C.Jones* –13 ~~ss Liv.No.3–3,08~~ (*ex* Afghan Prince) ~~ss Liv.No.1–12~~ *Elec.light* 1 *Dk*(*Stl*) *& Spar dk*(*Stl*–ws) *& deep framing & Shelter dk*	3969 2971 ~~2538~~	✠100A1 *Spar dk* ~~11,17 12,15~~ ✠LMC ~~6,12~~ ✠NB(1)3,01 ~~B88,16~~ 11,17	Liv Bkn	*w*	8,16	1894 6mo	R.Stephenson & Co.Ld. Newcastle	Brit.& S.American StmNavCoLd(R.P. Houston&Co. *Mgs*) *Cell D B a 96′u E & B*	344·6 | 43·1 | 18·8 P38′B96′F36′ 26·8 FK *A&CP* *W B =* 48′ *f* 134′ 559*t FPT*			Liverpool British	T.3Cy.28″,46″&75″–48″ (*s*) 448NHP 160lb 2SB(FD)&1SB,3.01,*9cf*, GS179, HS7592 R.Stephenson&Co Ld. Nwc	29 ″ 3 ~~3 ″ 9~~ ~~24 ″ 1~~ ~~25 ″ 6~~ 24 ″ 1	
753 ~~1917~~ HMTB	**Hilary** **SteelTwinScSr** *F.C.S.Harris* –14 *ss* Liv.No.1–13 *Elec.light* 2 *Dks*(*Stl*–ws) *& deep framing* *Ref.Mchy.* *& Shelter dk*(*Stl*–ws) Wireless	6329 5540 3633	~~✠100A1~~ *Shelter dk* *with freeboard* 6,15 ~~B&S6,14~~ ~~✠LMC6,12~~	Gls	*a*†	s 6,15 P 12,15	1908 7mo	Caledon S. B.&E.Co.Ld. Dundee	Booth S.S.Co.Ld.	418·5 | 52·2 | 27·3 *Promenade dk* 179′ FK *Lloyd* *sA&CP* *W B = Cell D B a 77′u E &* *B94′f 173′756t FPT*			Liverpool British	T.6Cy.25″,41″&68″–48″ (*a*) 848NHP 180lb *180lb* 4SB,*12cf*, GS264, HS12138FD Caledon SB.&E.Co.Ld.Dun	30 ″ 0 ~~s 5 ″ 10~~ ~~24 ″ 10~~	
754 4511 JPQC	**Hild** **IronScSr** *F.O.W.Sjöquist* 07–07 *ss* Els.2nd No.3–2,06 (*ex* Pontus, *ex* Iolo Morganwg) *ss* Nwc.No.1–10 1 *Dk*(*Irn*) *2tr B*	1222 1077 725	✠ — 4,15 ✠	Sws	*o*		1882 12mo	Palmers' Co. Newcastle	Rederiaktieb. Hild (S.I.Horndahl, *Mgr.*)	241·3 | 33·2 | 18·0 P21′B45′F26′ BK8½″ *W B = D Ba 73′u E & B34′f 48′*			Nrrköping Swedish	C.2Cy.24$\frac{3}{16}$″&54″–36″ 122NHP NDB10 1SB,*4pf*, GS62, HS1745 Palmers' Co.Ld. Newcastle	19 ″ 0	V
755 MBHR	— **SteelScSr** *G.Jensen* –14 1 *Dk*	1144 920 719					1903	Hasseldal's Jernskibsb. Grimstad	Dpsk.Acties. Lövland (M.H Gundersen, *Mgr.*)	231·4 | 34·2 | 13·5 Q133*t* H20*t* F31*t*			Chrstiania Norwegian *WB*	T.3Cy.16½″,27″&44″–30″ 106NHP N.E.MarineEng.Co Ld. Sld.		N
756 113968 SMKP	**Hilda** **SteelScSr** *A.J.Breingans* –14 *ss* PG1.No.3–3,14 1 *Dk*(*Irn*) *& deep framing* *Well deck*	1092 844 649	✠100A1 12,17 ~~2,16~~ ~~b84,17~~ ✠LMC3,14	Nwc Lth	*n*	~~x1,16~~ 12,17	1901 5mo	Blyth S.B. Co. Blyth	J.&P.Hutchison	220·0 | 33·0 | 14·5 Q110′B10′F26′ FK *A&CP* *W B = Cell D B a 54′u E &* *B61′f 65′ 315t FPT*			Glasgow British	T.3Cy.18″,29″&48″–33″ (*s*) 141NHP 160lb *80lb* 1SB,*4pf*, GS64, HS2240 N.E.MarineEng.Co Ld Nwc	16 ″ 9 s 1 ″ 5½ 15 ″ 7	
757	— **SteelTwinScSr** *J.A.Martins* (*ex* Izidoro Antunes) *Elec.light* 1 *Dk*	383 208 136					1900	Menzies & Co.Ld. Inverkeithng	J.A.Martins	145·0 | 30·1 | 8·1			Para Brazilian	C.4Cy.14″&28″–21″ 60NHP Shanks, Anderson&Co.Gls.		
758 1819 JDNP	— **CompScSr** *A.E.G.Källbladh* 16–16 (*ex* Ester, *Mchy.Aft* *ex* Aranäs) 1 *Dk*	180 147 101					1874	J.Olsson Sjötorp	Uggla&Co.Aktieb.	100·2 | 22·0 | 8·5 B22′H6*t*			Stockholm Swedish	C.2Cy.10¾″&21½″–17½″ 16NHP NB01 Motala Co. Motala		
759	— **SteelScK** *J.de Groot* –14 *ss* Ams.No.3–6,14 (*ex* Johanna, *ex* Nidd) 1 *Dk*	163 159 66	✠100A1 *Stm Trawler* 7,17 ~~2,15~~ ✠NB6,14 ✠LMC6,14	Ams Ymu		~~x2,16~~ 7,17	1900 3mo *Lloyd*	Mackie& Thomson Glasgow *sA&CP*	Zeeviss.Maats. Hilda (Wed.Groen)	105·6 | 21·0 | 10·7 Q18′F17′ 81.5 BK7½″ *WB =* *DTf 14′25t*			Ymuiden Dutch	T.3Cy.10″,16″&27″–20″ (*s*) 39NHP 200lb 1SB,*2cf*, GS32, HS1022 Muir&Houston, Ld. Gls.	11 ″ 7	
760 1407 JRGP ~~WLRD~~	**Hilda Lea** **SteelScSr** ~~*J.Kristensen* –16~~ 1 *Dk*(*Stl*)	1330 1152 793	✠100A1 10,16 ~~11,16~~ ✠LMC10,16	Rot Lth	*o*		1916 11mo	Wilton's E. & Slipway Co. Rotterdam	~~Erik Grant Lea~~ The Shipping Controller (J.Cormack&Co., *Mgrs.*)	240·1 | 36·4 | 15·9 P19′B63′F23′ FK *A&CP* *Cell D B 203′333t APT 42t*			London British	T.3Cy.19″,32″&51″–36″ (*s*) 186NHP 180lb 2SB,*6cf*, GS100, HS3100 Wilton's E.&Slipway Co Rot	18 ″ 0 s 2 ″ 4 16 ″ 0	
761	**Hilda Woermann** **SteelTwinScSr** 2 *Dks & Shelter dk 3tr B* *Elec.light* *Ref.Mchy.*	9300					1914	Reiherst'g Schiffsw. Hamburg	Woermann Linie Akt.Ges.	426·0 | 55·8 | 34·7			Hamburg German	Q.8Cy.22½″33½″49½″&71⅜″–49⅝″ 710NHP Reiherst Maschinenf. Ham		
762 132949	**Hilda & Ernest** **SteelScDy** *E.V.Snowling* –12 (*Fishing*) 1 *Dk*	102 100 47					1912	Cochrane & Sons Selby	E.V.Snowling	88·0 | 19·1 | 9·0			Lowestoft British	C.2Cy.12½″&26″–18″ 35RHP Crabtree&Co.Ld.Gt.Yar.		
763 HWNR	**Hilde-Hugo Stinnes 10** **SteelSc** *R.Keil* 12–12 Wireless *Elec.light* *Mchy.Aft* Sub.Sig. 1 *Dk*	1669 1401 822					1911	G.Seebeck Akt.Ges. Geestemünde	Hilde-Hugo Stinnes 10, Dampfsch. Ges.m.H (Hugo Stinnes, *Mgr.*)	248·8 | 38·1 | 18·2 P67′F24′ *WB*			Hamburg German	T3Cy.17$\frac{3}{10}$″,28⅛″&44½″–35$\frac{2}{5}$″ 118NHP G.Seebeck A.G. Bremerhvn		G
764 131329 HSKW	**Hildebrand** **SteelTwinScSr** *J P.Kieran* –14 *Elec.light* *Ref.Mchy.* 2 *Dks*(*Stl*–ws) Wireless *& Shelter dk*(*Stl*–ws)	6991 6184 4245	✠100A1 *Shelter dk* *with freeboard* 2,14 ✠LMC4,11	Liv	*b*†	~~12,16~~ 10,17	1911 4mo *Lloyd*	Scott's S.B. & Eng.Co.Ld. Greenock *'sA&CP*	Booth S.S.Co.Ld. *WB = Cell D B A 93′u E & B 78′f 143′*	440·3 | 54·1 | 27·3 FK *948t D Ta 17′54t FPT*			Liverpool British	Q.8Cy.22¼″,32″,46½″&67″–48″ 220lb FD (*r*) 946NHP 2D&2SB *18cf* GS336 HS13568 Scott'sS.B.&E.Co.Ld.Grk.	30 ″ 0 s 4 ″ 0 26 ″ 4	
765 QJWR	**Hildebrandt** **SteelScLr** *F.Piepenbrink* *Oil Engine* 1 *Dk*	138 128 92					1911	J.Frerichs & Co.A.G. Einswarden	Fischerei Ges. "Brema" m.b.H.	90·8 | 21·4 | 9·9 Q22′			Bremen German	Oil Engine 4S.C. 2Cy.11⅝″–12⅝″ J.Frerichs&Co.A.G. Osthlz		G
766 137417	**Hildena** **SteelScK** *E.Baird* –15 *Mchy.Aft* 1 *Dk*	262 202 96					1914	C.Rennoldson&Co. S.Shields	J.Monks&Co.Ld.	120·3 | 23·6 | 10·3 Q42′B9′F18′			Liverpool British	C.2Cy.15½″&33″–24″ 52RHP Shields Eng.Co.Ld. N.Shl.		

Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux. Gréement, etc. — Capitaine. Ex-nom, s'il y a lieu. — Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expire. Le 1er Octobre	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Emplacement compart. M. d'où part la 1re Hauteur Cont. Pont Sup.
767 2392 JFKV	**Hilding** WoodScSp *A.Andersson* 98–07 1 *Dk*	149 122 97					1884	J.Anders-son Tössebäcken	P.Kallin	98·4 B18′H6*t*	22·6	8·3	Gothenbrg Swedish			
768 JPHK	**Hildur** SteelScSr *Chr.Gjeruldsen* –16 1 *Dk*	961 753 588					1897	Bergens Mek.Værks. Bergen	RasmusF.Olsen	216·5 Q101′B29′F30′	31·6	12·8	Bergen Norwegian *WB*	T.3Cy.15¾″,25″&42″–30″ 97NHP BergensM.V.,Bergen		N
769 420 JBMP	— CompScSp *K.H.Björklund* 15–15 *Mchy.Aft* 1 *Dk*	167 132 105					1892	P.Larsson Thorskog	RoderiAktieb. Trior (E.Blomberg *Mgr.*)	98·8 Q5′B18′H7*t*F12′	21·5	8·9	Helsingbrg Swedish			
770 MDVJ	— SteelScSr *K.Norstrand* (*Fishing*) 1 *Dk*	126 116 49					1908	ÖrensMek. Verk. Trondhjem	L.S.Godö	106·7 H10*t*	19·3	9·5	Aalesund Norwegian	T.3Cy.9″,14½″&24″–16″ 23NHP ÖrensM.V.Trondhjem		N
771 PBMQ	**Hillegom** SteelSc *M.Van den Berg* –16 *Elec.light* 1 *Dk*	2152 1711 122					1916	A.F.Smul-ders Schiedam	Gebr.vanUden	269·0 P27′B7*s* F24′	42·1	18·1	Rottrdam Dutch *WB*	T.3Cy.20″,32″&52″–39″ 169NHP A.F.Smulders,Schiedam		V
772 119966 HBWF	**Hillhouse** SteelScSr *W.Burman* 00–16 *ss*Cff.No.2-12 *Spar dk(Stl)2trBs&deep framing*	3049 2833 1973	✠100A1 *Spar dk with freeboard* 2.16 ~~BS2,18~~ ~~BS2,17~~ ✠LMC4,12	Nwc	*u*	2.16	1905	Nthmblnd S.B.Co.Ld. Newcastle *Lloyd's SACP*	SevilleandU.Kingdom CarryingCoLd (J.Cory&Sons,Ld. *Mgrs.*) *WB=CellDBa*	325·0 P26′B16*s*′F31′ *SuE128′f146′7·14t* FK	48·0	21·8	Cardiff British 5 *BHCem APT68t*	T.3Cy.23½″,39″&64″–42″ (*s*) 160lb 279NHP 2SB,*8cf*,GS104,HS4800 Richardsons,Westgarth& Co.Ld.Sld.	24 *n* 3 s 3 *n* 3½ 21 *n* 4	
773 135130 HWNF	**Hillingdon** SteelScSr *T.R.Lewis* –17 *ss*Lon.No.1-17 *Well deck* 1 *Dk(Stl)*	1926 1489 1085	✠100A1 4,18 ~~6,16~~ ✠LMC8,~~10~~ 7,17 ~~BS4,15~~	Sld	*q*	~~7,15~~ 7,17	1912	S.P.Austin &Son,Ld. Sunderland *Lloyd's SACP*	CoryColliers,Ld. *WB=Cel DBa73′ 439t side tanks in E*	267·0 P28′Q71′B51′F28 *uE&B35′f110′ R12 156t FPT119t* FK	38·0	17·6	London British 4 *BHCem APT106t*	T.3Cy.20½″,33″&54″–39″ (*s*) 180lb 199NHP 2SB,*Gpf*,GS97,HS3090 G.Clark,Ltd.Sunderland	19 *n* 10 s 2 - 1½ 18 *n* 0	
774 12117c	**Hillmeads** WoodTwinScCtr *J.Petrie* –14 1 *Dk*	~~233~~ 214176 ~~84105~~					1907	E.Pritch-ard.Jervis Bay,N.S.W.	J.Wright&Co.Ld ((	126·4	27·5	8·5	SydneyNSW British	C.4Cy.12″&24″–16″ 2860RHP Chapman&Co.Sydney		
775 214694 LGQV	**Hillsborough** Sc 1 *Dk*	330 — 295					1917	West New Brighton, N.Y.	J.B.KingTrans-portationCo.	105·9	30·8	11·8	NewYork Utd.States			
776 RKVQ	**Hilma** IronScK *A.Christiansson* 13–13 (*Trawler*) (*ex*BlueJacket) 1 *Dk*	148 139 45					1892	Cochrane, Cooper& Schofield Beverley	GadusFabriker (H.Larsson, *Mgr.*)	102·2 Q24′	20·5	11·0	Gothenbrg Swedish	C.2Cy.13⅝″&32″–22″ *E made* 91, *fitted* 99 40NHP NB06 Hepple&Co.N.Shields		
777 RKVQ	**Hilma Bissmark** SteelScSr *Th.Jessen* 02–02 *ss*Ham.No.3–3,08 (*ex*Norman) *ss*Ham.No 1–12 *Well deck* 1 *Dk(Stl)*	652 502 270	✠ 12,16 ✠	Ham	*k*		1896	Sunderlnd S.B.Co.Ld. Sunderland	BismarkLinie G.m.b.H.	206·0 Q105′B15′F23′ BK6′ *WB=CellDBa*	29·0	12·4	Hamburg German 4 *BHCem* 37′*f*79′130*t*	T.3Cy.17″,28″&46″–30″ 134NHP 1SB,*3rf*,GS48,HS2225 N.E.MarineCo.Ld.Sld.	13 *n* 2	
778 4919 JRFL	**Hilmer** CompScSr *H.Christensson* –15 *Mchy.Aft* 1 *Dk*	183 153 86					1908	S.Groth Sjötorp	ÅngfAktieb.Hil-mer (C.Backman)	100·4 P20′H8*t*	23·1	9·8	Lysekil Swedish	C.2Cy.9½″&21″–13½″ 13NHP LundbyM.V.Aktieb.Got.		
779	**Hilonian** IronScSr (*ex*Gaditano, *ex*Triumph) *ss*N.Ns.2ndNo.3-2,06 *ss*S.Fo.No.2-15 *Elec.light* Wireless 2 *Dks(Irn)3trB*	2921 — 1819	✠100A1 12.16 ✠NB7,96 MS5,14 *Fitted for oil fuel*	sFo	*v*	12,15 ✠LMC BS7,16 *F. P. above*	1880 6mo	R.Dixon& Co. Middlesbro' A&CP	Rederiaktieb.Nord Atlanten(Einar Olander.*Mgr.*) *WB=DBa82′*	340·0 ND06 *ŞuE32 268tDTf26′*	37·3 BK11″	27·2	Stockholm Swedish 5 *BHCem* 540*t Tpd.96*	T.3Cy.23″,36″&60″–54″ (*s*) 200lb ND896 360NHP 2SB.*6rf*,GS114,HS5030 FD Fawcett,Preston&Co.Liv.		
780 208889 LCBH	**Hilton** SteelScSr *Samman* *ss*NYk.No.1–16 *Elec.light* 1 *Dk(Stl)&Web frames* Sub.Sig. *Longitudinal framing*	3102 2698 2423	✠100A1 ~~5,17~~ ~~4,16~~ 1,18 ✠LMC5,16 BS3,17	NYk Bal NYk		6,15 1,18	1911 7mo	NwprtNws S.B.&D.D.Co. NewprtNews A&CP	A.H.BullS.S.Co. (AHBull&Co *Mgs*) *WB=CellDBa102′u*	313·6 P36′B94′F37′ *E20′f134′671tFPT* FK	46·1	22·1	NewYork Utd.States 3 *BHCem* 70*t APT248t*	T.3Cy.22″,37″&60″–42″ (*s*) 180lb *180lb* 271NHP 2SB,*6cf*,GS149,HS4400 NewportNewsSB&DDCo.	24 *n* 3	
781 PBMV	**Hilversum** IronScSr *H.D.Teensma* *ss*Ams.2ndNo.3–2,09 (*ex*Isle of France) *ss*Ams.No.1–13 *Well deck* 1 *Dk(Irn)2trB*	1505 1187 926	✠100A1 12.16 ✠NB5,13	Npt	*p*	12,16 ✠LMC5,15	1883 10mo	TyneI.S.B Co.(Lim.) Newcastle *Lloyd's SACP*	Stoomv.Maats. Oostzee (Vinke& Co.*Mgrs.*) *WB=DBa72′u*	260·0 Q90′B62′F28′ ND09 *E&B38′f104′395t* FK	35·2	15·5	Amstrdam Dutch 4 *BHCem APT14t*	C.2Cy.29″&56″–36″ (*s*) 100lb 147NHP 2SB,*4cf*,GS74,HS2216 N.E.MarineE.Co.(Lim)Sld	18 *n* 2 s 1 - 11½ 16 *n* 5	
782 HKNM	**Himalaia** SteelScSr *G.Stuck* 01–12 *Elec.light* 1 *Dk(Stl)&Spar dk(Stl) &deep framing*	4948 4609 3152	✠ 12,15 *Spar dk*	Tri	*y*		1910 1mo	Nthmblnd S.B.Co.Ld. Newcastle	HimalaiaS.S.Co. Ld. (D.Tripcovich) *WB=CellDBa132′uE24′f169′*	390·0 P31′B112′F42′ FK	52·5	27·1	Trieste Aust.-Hung. 6 *BHCem* 1010*t DTa*	T.3Cy.26″,42″&72″–48″ 415NHP 3SB,*9cf*,GS189,HS6738 N.E.MarineEng CoLdNwc 47′9·15t*FPT*110t*APT*50t	29 *n* 8	
783 9977c MQDN	**Himalaya** SteelSc4MstSr *W.W.W.Cooke* –14 2 *Dks(Stl-ws)* *Elec.light* *Spar dk(Stl-ws)4trB* Wireless	6929 5666 3706	✠ *Spar dk* 2,96	Lon	*c*†		1892 6mo	Caird&Co. (Lim.) Greenock	P.&O.Stm.Nav.Co.	465·6 P40′B232′ F73′ *WB=CellDBa*	52·2 34·7 BK9″	26·4	Greenock British 8 *BHCem* 101′*f*45′271*t*	T.3Cy.42″,67″&108″–72″ FD 1356NHP 3D&3SB27*r/s*8495HS20665 Caird&Co.(Lim.)Greenock	36 *n* 7	
784 — Sunk (War Loss).	— SteelTwinScSr *Marjuda*	5620 5166					1902	Message. Maritimes LaCiotat	MessageriesMari-times	427·8 P46′B154′F62′	47·8	23·9	Marseilles French *WB*	T.6Cy.26¾″,39¾″&63″–47½″ 545NHP Message.Marit.LaCiotat		V
JMVQ	*Elec.light* 2 *Dks&Spar dk*	3564														
785 1124 HGSK	**HimejiMaruNo.1** WoodTwnScSr 2 *Dks*	126 — 77					1888	Mayeda Unosuke Osaka	T.Hayashi	102·4	14·3	12·3	Osaka Japanese	2Cy.13″-12″ 9NHP		
786 1384 HJTQ	**Himekawa Maru** SteelScSp (*ex*Miyagawa Maru) 2 *Dks*	414 389 244					1894	OsakaIron Works Osaka	OsakaShosen KabushikiKaisha	165·1	20·8	15·4	Osaka Japanese	T.3Cy.14⅝″,23½″&36½″–24″ 63NHP OsakaIronWorks,Osaka		
787 13195 LMTK	**Himeshima Maru** SteelScK (*Trawler*) 1 *Dk*	234 186 126					1911	MitsuBishi Dkyd&EWks Nagasaki	KiheiGoshi Kaisha (U. Yamanobe,*Mgr.*)	115·1 Q65′F19′	21·3	11·3	Nagasaki Japanese *WB*	T.3Cy.12″,20″&33″–24″ 53NHP MitsuBishiD &E.Wks.Nag		
788 14664 LTJW	— SteelSc 1 *Dk*	104 — 81					1911	MitsuBishi Dkyd&EWks Kobe	MitsuBishiGoshi Kaisha	90·4	16·5	8·9	Waka-matsu Japanese *WB*	T.3Cy.11″,18″&29″–18″ 36NHP MitsuBishiD.&E.Wks.Kob		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys.	3 No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned / now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines.	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L. R. Dated B. of Trade Cert.
789	**Himitangi**	**SteelScSr**	323			...		1899	J Fullerton & Co. Paisley	ChathamIslands FishingCo.Ltd. (F.A.Bilton, *Mgr.*)	136·0	24·1	9·0	Wellingt'n British	T.3Cy.11½″,17″&28″–20″ 45RHP	9 ″ 8	
108074 QHWL	*C.Thompson* –15 *Well deck* *Elec.light*	1*Dk*	204 149								Q65′B23′F16′		FK	*WB*	Muir&Houston,Ld.Gls.		
790	**Hin Sang**	**SteelScSr**	2929			...		1905	Irvine'sSB &D.D.Co.Ld. WHartlepool	Indo-ChinaSteam Nav.Co.Ld.	339·9	48·0	20·8	London British	T.3Cy.23½″,39″&64″–42″ 291NHP	23 ″ 2	
119875 HQVT	*F.C.Purkins* –17 (*ex*Parklands) *Elec.light* 1*Dk*2*trB*&*Web frames*		2789 1885								P34′B200′F32′		FK	*WB*	Blair&Co.Ld.Stockton	s 2 ″ 11 20 ″ 8	
791	**Hinano**	**WoodAuxScSr**	119					1908	PcificShip-yrd&WaysCo Alameda,Cal.	E.Levy	80·0	23·0	8·0	Papeete, Tahiti French	Motor		
JMVR	*F.Cappel* –18	*Motor* 1*Dk*	85 100														
	(*See Sailing Ship Register*)																
792	**Hindholmen**	**SteelSc**	111					1916	Xiansands Mek.Værks. Xiansand	AalesundsFisker-iselskapAkties. (EliasO.Roald, *Mgr.*)	98·0	19·1	9·6	Aalesund Norwegian	T.3Cy.9⅞″,14¾″&24″–15″ 22NHP		N
MPGL	*A.Standal*	1*Dk*	108 38												XiansandsM.V.Xiansand		
793	**Hindö**	**IronScSr**	135					1884	Akers Mek. Værks. Christiania	HindöDpskselsk. (J.Ellingsen)	98·0	17·2	8·0	Sigerfjord Norwegian	C.2Cy.		
JTGC	*G.Snæve* –98		127 56								Q7*t*H6*t*						
794	**Hindoo**	**SteelScSr**	4915					1905	Earle'sCo. Ld. Hull	Ellerman'sWilson Line,Ld.	398·0	50·2	29·4	Hull British	Q.4Cy.21″,30″42½″&62″–48″ 266NHP		C
123214 HFGR	*G.E.Pickering* –14	2*Dks*	4677 3156								P29′B121′F38′			*WB*	Earle'sCo.Ld.Hull		
795	**Hindu**	**SteelScSr**	770	✠	Cal	*m*		1894 4mo	J.Laing Sunderland	BritishIndiaStm. Nav.Co.Ld.	220·0	31·2	12·8	Glasgow British	T.3Cy.21″,34″&56″–42″ 258NHP	13 ″ 6	
102861 WCNS	*A.J.Terry* –14 *Elec.light*	*ss*Cal.No.1–98 1*Dk*(*Stl*–ws)&*Shade dk*(*Teak*)	558 321	*Shade dk with freeboard* 10,01 ✠									FK *WB*=*Cell*	4*BHCem* *DB*55′50*t*	2SB,6*pf*,GS82,HS3746 FD G.Clark(Lim.),Sunderland		
796	**Hindustan**	**SteelPad**	1227					1896	W.Denny &Bros. Dumbarton	IrrawaddyFlotilla Co.Ld.	310·0	46·0	10·7	Glasgow British	T.3Cy.28″,41½″&60″–66″ 292NHP		
106041		1*Dk*	1227 895												Denny&Co.,Dumbarton		
797	**Hinemoa**	**IronSc3MstSr**	542	✠	Cly			1876 5mo	Scott&Co. Greenock	Government of NewZealand (MarineDeptmt.)	207·4	25·2	15·2	Wellington British[N.Z.	C.2Cy.33″&58″–36″ 168NHP		
89016 QHWD	*J.Bollons*08–08	2*Dks*	478 282	6,76										4*BHCem*	GreenockFndry.Co.,Grk.		
798	**Hing Lee**	**WoodTwinSc**	617 608					1903	Kwong HepLoong HongKong		153·3	25·3	10·7	Chinese	C.4Cy.12″&24″–16″ 38NHP		
	(*ex*TakHing)	2*Dks*	395												KwongHepLoong,H.Kg.		
799	**Hinode Maru**	**WoodTwinSc**	151					1905	Tokiowan KisenKabu-shikiKaisha Tokio	SanrikuKisen KabushikiKaisha	106·6	15·8	12·2	Kamaishi Japanese	C.4Cy.10″&20″–12″ 12NHP		
9321 JSWN		2*Dks*	— 80												UragaDockCo.Ld.Uraga		
800	**Hinode Maru No. 1**	**SteelScSr**	200					1911	OsakaIron Works Osaka	OsakaIronWorks	109·1	21·2	10·8	Nishino-miya Japanese	T.3Cy.11½″,19″&32″–22″ 48NHP		
14341 LPTQ	(*ex*TaiseiMaruNo.2)	1*Dk*	156 108												OsakaIronWorks,Osaka		
801	**Hinode Maru No. 3**	**SteelScSr**	212					1911	OsakaIron Works Osaka	T.Akita	114·1	21·2	10·8	Nishino-miya Japanese	T.3Cy.11½″,19″&32″–22″ 48NHP		
14451 LSDQ		1*Dk*	169 115												OsakaIronWorks,Osaka		
802	**Hinrich**	**SteelScSr**	523					1909	Nüscke& Co. Stettin	Sartori&Berger	167·8	26·7	11·1	Kiel German	C.2Cy.18″&31″–20″ 36NHP		G
HBSP	*H.Reckmann*04–12 *Elec.light*	(*ex*Roon) 1*Dk*	389 308								Q48′B41′F18′			*WB*	OttensenerMasch.Ottensen		
803	**Hirafu Maru**	**SteelTrpScSr**	1470	✠	Dmb			1907 10mo	W.Denny &Bros. Dumbarton	Imperial Government Railways	280·6	35·1	13·4 20·8	Tokio Japanese	3 SteamTurbines 454NHP	14 ″ 0	
11066 LFJR	*T.Uchiyama*09–09 *Elec.light* 1*Dk*(*pt Stl*–ws)&*Awng dk* (*pt Stl*–teak s) *lower dk in fore&after holds*		— 676	*with freeboard* 10,07 ✠ *For Service in*	*Tsuga*	*ru*	*Strait.*	*Japa*	*n*				BK6″ 5*BHCem* *WB*=*Side tanks in*		2SB,6*cf*,GS150,HS5491 FD Denny&Co.Dumbarton *boiler space* 12′53*t FPT*20*t APT*25*t*		
804	**Hirakata Maru**	**WoodPad**	114					1885	M.Hayashi Osaka	Y.Watanabe	89·0	11·6	3·8	Fushimi Japanese	C.2Cy.10¼″&15¾″–9″ NE&B97 6NHP		
6959 JCSW		1*Dk*	84 78												S.Yamane,Osaka		
805	**Hiram**	**SteelScSr**	598					1890	Nylands Værksted Christiania	Dampsk.Acties. Hiram (N.Mjelde)	173·5	26·5	12·7	Haugesnd Norwegian	T.3Cy.13″,21¾″&34½″–24″ 59NHP		N
JWQD	*O.Kolstö*	1*Dk*	417 312								Q43*t* B90*t*F32*t*			*WB*	NylandsVærksChristiania		
806	**Hiram Robinson**	**SteelSc**	203					1910	Collingwd S.B.Co.Ld. Sand Pnt.Ont	UpperOttawa ImprovementCo. Ld.	110·0	23·6	6·7	Ottawa British	C.2Cy.15″&30″–24″ 37RHP		
126530		2*Dks*	112 118												CollingwoodS.B.Co.Ld.		
807	**Hirano Maru**	**SteelTwinScSr**	7936	✠100A1	Yka	*d*†	11,15–	1908	MitsuBishi Dkyd&EWks Nagasaki	NipponYusen KabushikiKaisha	473·9	54·7	31·3	Tokio Japanese	T.6Cy.25½″,41½″&69″–48″ 2001b (*s*) 973NHP	34 ″ 6 s 8 ″1½	
11591 LHCP	*H.Fraser*99–08 2*Dks*(*Stl–U* teak s)&*deep framing* *Elec.light* &*Web frames lower dk*(*Stl*) Wireless	*ss*Kob.No.2–16 *in Nos.1&3holds*	6706 4937	~~17.10.16~~ 10,17 2,1• B34,17	✠LMC4,16		N10,17	10mo *Lloyd's*			P61′B176′F54′ *WB*=*Cell DB*		FK *a*139′*uE*&*B*85′*f*180′	7*BHCem* 1609*t DTa*	6SB,18*cf*,GS338HS14276 FD MitsuBishiD.&E.Wks.Nag 26′561*t FPT*143*t APT*48*t*	27 ″ 1	
808	—	**SteelScSr**	1200					1916	OsakaIron Works,Ld. Osaka	NihonKisen KabushikiKaisha	220·0	33·5	18·5	Amaga-saki Japanese	T.3Cy.13½″,23″&38″–30″ 79NHP		
19224 NBVG	*Elec.light*	1*Dk*	1006 842								P24′B35′F30′			*WB*	OsakaIronWks.Ld.Osaka		
809	**Hirato Maru**	**SteelScSr**	1471					1899	WoodSkin-ner&Co.Ld. Newcastle	R.Matsumoto	240·8	35·1	18·0	Kobe Japanese	T.3Cy.18¾″,30″&49″–33″ 138NHP	20 ″ 6	
13905 LRNP		(*ex*Hydra) 1*Dk*	1270 1083								H74*t*F31*t*			*WB*	N.E.MarineEngCoLd.Nwc		
810	**Hird**	**SteelScSr**	1151					1902	Hasselda-lens Jrnskbs. Grimstad	And.Jacobsen	231·4	34·2	13·5	Chrstiania Norwegian	T.3Cy.16½″,27″&44″–30″ 106NHP		N
HFBC	*H.Lundell*	1*Dk*	918 722								Q132*t*F29*t*			*WB*	J.S.Vaux&Co.Ld.Sld.		
811	**Hirondelle**	**SteelScSr**	1648			...		1890	Gourlay Bros.&Co. Dundee	GeneralStm.Nav. Co.Ld.	268·0	37·5	16·5	London British	T.3Cy.24″,39″&65″–48″ 347NHP	19 ″ 0	
98106 LSBV	*W.J.Pain* –16 *Elec.light* *Well deck* Sub.Sig.	2*Dks*	1198 944								P172′F62′		BK8″	*WB*	Gourlay Bros.&Co.Dundee		

1 Numero d'Urgre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant en ref. Lettre d'Equipement.	7a Tirant d'eau Moyen.	Dernière visite de arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NH=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registered old code. Nouveau code.
812	**Hirondelle**	**IronScSr**	*325*	~~100A1~~	Bdx	*g*	9,15		1886	Workman,	Vte.leGualès	152·2	23·1	11·8	St.Brieux	C.2Cy.19½″&38″–30″ (*s*)	12 ″ 6	
Wrecked 10,11	*P.Huet*	*ss*Hav.3rdNo.3–4,13	*270*	10,16					5mo	Clark&Co.Ld	deMézaubran	Q21′B40′F27′			French	90lb *60lb* 76NHP		
JNBV	(*ex*Broughshane)	1*Dk*	*128*	~~NB11,01~~ ~~LMC4,13~~ ~~BS10,16~~					*Lloyd's*	Belfast *A&CP*	*WB*	BK7″			5*BHCem*	1SB,*3pf*,GS46,HS1465		
												DT f 33*t*	*APT* 33*t*		*FPT* 16*t*	J.&J.Thomson,Glasgow		
813	—	**IronScSr**	310		Brw	Lv	8·34		1885	Barrow	Soc.Anon.des	130·0	25·2	9·2	St.Louis	C.2Cy.20″&40″–24″	10 ″ 0	
			—	3,85			8·83		2mo	S.B.Co.Ld.	Messageries	P33′F23*t*			French	65NHP		
	(*ex*Damaskini,*ex*Itumba)	1*Dk*(*Irn*)	118				9·32			Barrow	Africaines					BarrowS.B.Co.Ld.Barrow		
							9·81											
814	—	**IronScSr**	213		Bdx	*d*			1878	Abercorn	J.Bernheim	130·9	20·8	9·9	Oran	C.2Cy.18″&33″–24″	10 ″ 6	V
	Quilichini	*ss*Gls.No.3–3,86	175	3,95					10mo	S.B.Co.	(SuccessionAnt.	Q44′F17′			French	NB01 44NHP		
JNCL	(*ex*Strathspey,	*ss*Bdx.No.2–95	99							Paisley	Mazzella,*Mgr.*)			BK6½″	4*BHCem*	J.&T.Young,Ayr		
	*ex*Kelburne)	1*Dk*													*WB*=*FPT*			
815	—	**IronPadSr**	168						1875	A.Normnd	Cie.Normande de	145·0	19·0	9·6	Havre	C.2Cy.29½″&47½″–38″		V
	Gautier –90	1*Dk*	—							Havre	Nav.àVap.				French	NB07 115NHP		
JNCG			59													A.Normand,Havre		
816	**Hirosaki Maru**	**SteelScSr**	1349						1902	SirRaylton	NipponYusen	243·8	34·2	20·5	Tokio	T.3Cy.22″,35″&59″–39″		
9981	*S.Manda*		1119							Dixon&CoLd	KabushikiKaisha	P24′B74′F40′			Japanese	217NHP		
JVSK	(*ex*Ohio No.4,*ex*Nord I.)		718							Middlesbro'					*WB*	Richardsons, Westgarth & Co.Ld.Mdb.		
	Elec.light	1*Dk*&*Spar dk*																
817	**Hiroshima Maru**	**SteelScSr**	3123		Kob	*u*			1891	R.Thomp-	NipponYusen	320·0	42·0	19·7	Tokio	T.3Cy.25″,40″&66″–45″	30 ″ 1	
1245	*S.Muradzumi*	*ss*Yka.No.3–1,03	2896	*Spar dk*					1mo	son&Son	KabushikiKaisha	B68′F37′	27·3		Japanese	NDB98 293NHP		
HJGM		*ss*Kob.No.1–07	1876	2,07						Sunderland				BK10″	6*BHCem*	2DB,*12rf*,GS150,HS4400		
	1*Dk*(*Stl*)&*Spar dk*(*Irn*–ws98)3*trB*										*WB*=*CellDB* 254′	439*t* *MT* 22′315*t* *FP*			T80*t* *APT* 9*t*	NEMarineECo.(Lim.)Nwc		
818	**Hirpa**	**SteelScSr**	110						1911	Akers	~~Chr.Salvesen&Co.~~	92·4	18·5	10·7	Leith	T.3Cy.11″,18″&29″–18″		
129403		(*Whaler*)	108							Mek.Værks					British	51RHP		
HSQG		1*Dk*	72							Christiania						AkersMek.Værks.Xia.		
819	**Hisö**	**WoodAuxScGl**	112						1908	H.Kallevig	AalesundsFangst	84·4	22·7	11·5	Aalesund	C.2Cy.7½″&15½″–12″		
	Olsen	(*Trawler*) *Stm.Eng.*	110							Arendal	&FiskeCo.				Norwegian	8NHP		
MFCL		1*Dk*	55													ArendalsM.V.Arendal		
	(*See Sailing Ship Register*)																	
820	**Hispania**	**SteelScSr**	2581			...			1891	J.C.Teck-	DampfRhed"Mer-	314·9	40·2	24·1	Stettin	T.3Cy.23½″,35½″&64½″–42″	26 ″ 6	G
	(Seized at Antwerp)		2379							lenborg	kur"G.m.b.H(Emil	P24′B72′F36′			German	Maschinenfabrik 268NHP		
RJFQ	*A.Steinbacker*	2*Dks*&*Webframes*	1574							Geestemünde	R.Retzlaff,*Mgr.*)				*WB*	Buckau,Magdeburg		
	(*ex*Wandrahm)	Sub.Sig.																
821	—	**SteelScSr**	1283						1912	Antwerp	FörnyadeÅngf.	236·8	37·3	16·2	Gothenbrg	T.3Cy.20″,33″&54″–36″		V
5396	*F.A.Hultman*		1096							Eng.Co.Ld.	Aktieb.Svenska	H95*t*	23·2		Swedish	175NHP		
JTCB	*Elec.light*	2*Dks*	591							Hoboken	Lloyd (H.Metcalfe,				*WB*	N.E.MarineEngCoLd Nwc		
											Mgr.)							
822	**Historian**	**SteelSc4MstSr**	7131	~~100A1~~	Liv	*b*†	~~5,15~~		1896	Harland&	CharenteS.S.Co Ld	460·7	55·2	31·5	Liverpool	T.3Cy.27½″,45½″&75″–54″	34 ″ 9	
105364	*W.Llewellyn* –13	*ss*Liv.No.3–5,08	6545	6,17 ~~3,16~~	~~LMC6,17~~		6,17		1mo	Wolff(Lim.)	(T.&J.Harrison,	P36′B95′F42′			British	180lb (*s*) 570NHP	s 8 ″ 11	
PFHG		*ss*Liv.No.2–17 *ss*Liv.No.1–12	4607	~~M216,12~~	~~BS8,16~~					Belfast	*Mgrs.*) *WB*=*Cell*	FK&BK3″			8*BHCem*	2D&1SB*15cf*GS292 HS10518	26 ″ 4	
	Elec.light Wireless	2*Dks*(*Stl*)3*trB*							*Lloyd's*	*A&CP*	*DBa* 134′*f* 120′*uE*	&*B* 100′ 1275*t* *FPT*			103*t* *APT* 43*t*	Harland&Wolff(Lim.),Bel		
				Carrying fuel in F.P.above			50·F.in *DB*											
823	**Hitachi Maru**	**SteelTwinScSr**	6557	~~100A1~~	Yka	*b*†	~~11,16~~		1906	MitsuBishi	NipponYusen	449·6	50·1	30:3	Tokio	T.6Cy.20″,33½″&56″–48″ (*s*)	33 ″ 6	
Sunk(War Loss)	*S.Shominaga*	*ss*Yka.No.2–14	5758	8,17 ~~2,17~~	Kob		~~2,17~~		12mo	Dkyd&EWks	KabushikiKaisha	P59′B118′F54′			Japanese	200lb 631NHP	s 8 ″ 0	
LCBS	*Elec.light*	2*Dks*(*StlU*–teaks)	4039	~~BS8,16~~ ~~LMC11,14~~			~~N8,17~~			Nagasaki	*WB* = *Cell DB a*	120′*u* FK			7*BHCem*	4SB,*12cf*,GS225,HS9167 FD	26 ″ 2	
	*ss*Kob.No.3–8,17 *deep framing*&*Web frames*								*Lloyd's*	*A&CP*	*E*&*B* 83′*f* 180′1376*t*	*DT a* 25′ 535*t* *FPT*			114*t* *APT* 28*t*	MitsuBishiD.&E.Wks.Nag		
	Lower dk(*Stl*)*in No.1 hold*																	
824	**Hitaka Maru**	**SteelScSr**	730			...			1901	Kawasaki	OsakaShosen	188·5	25·5	12·8	Osaka	T.3Cy.16½″,26″&43″–30″	13 ″ 8	
8124			687							DockyardCo.	KabushikiKaisha		19·8		Japanese	118NHP		
JPLC		1*Dk*&*Awng dk*	396							Ld.Kobé			BK7″		*WB*	KawasakiDockyrdCo.Kob		
825	**Hitchin**	**SteelScSr**	1933	~~100A1~~	Hul	*q*	~~12,15~~		1913	S.P.Austin	CoryColliers,Ld.	267·0	38·0	17·6	London	T.3Cy,21″,34″&56″–39″ (*s*)	19 ″ 10	
135270	*L.Hansen*96–13		1502	1,17 ~~LMC10,13~~			1,18		10mo	&Son.Ld.		Q140′B12′F28′			British	180lb 221NHP	s 2 ″ 2	
JDCQ	*Well deck*	1*Dk*(*Stl*)	1123	BS1,18						Sunderland	*WB*=*CellDBa*	FK			2SB,*6pf*,GS89,HS3534		18 ″ 0	
									Lloyd's	*A&CP*	67′*uE*&*B* 41	*f* 106′480*t* *FPT* 105*t*			*APT* 19*5t*	N.E.MarineEng.CoLd.Sld.		
826	**Hitra**	**SteelScSr**	280						1909	Akers	FosensAktie-	132·6	20·6	9·1	Trndhjem	T.3Cy.13½″,22″&33¾″–21″		N
	B.Bakken –16	(*ex*Verma)	271							Mek.Værks.	Dmpskslsk. (Joh.	H9*t*			Norwegian	58NHP		
MFQH		2*Dks*	145							Christiania	Garmo,*Mgr.*)					AkersMek.Værks.Xia.		
827	**Hiuga Maru**	**WoodScSr**	274						1898	Noguchi	Y.Fujiyama	129·0	18·3	14·5	Otaru	C.2Cy.16″&31″–21″		
3284			244							Takazumi					Japanese	37NHP		
HSRJ	(*ex*HiugaMaruNo.2)	2*Dks*	170							Osaka						OsakaIronWorks,Osaka		
828	**Hiver**	**SteelScK**	277	~~100A1~~	Bou		9.13		1906	Scott&	F.Rimbert	130·4	22·6	11·6	Dieppe	T.3Cy.12½″,21″&35″–26″ (*s*)	12 ″ 6	
	*Rouvillion*07–07	*ss*DieppeNo.1–11	233	*Stm Trawler*					12mo	Sons		Q70′F22′		BK7″	French	180lb 83NHP		
JNCK		1*Dk*	92	1,13						Bowling					3*BHCem*	1SB,*3pf*,GS51,HS1499		
				BS9,13 ~~LMC8,11~~					*Lloyd's*	*A&CP*						W.V.V.Lidgerwood,Gls.		
829	**Hiyoshi Maru**	**SteelScSr**	2392						1893	Reiherst'g	TaikoKisen	286·3	38·2	23·5	Amagasaki	T.3Cy.21″,34″&55″–42″		
14353		(*ex*Kowloon,*ex*Babitonga)	2137							Schiffsw.	KabushikiKaisha	P19 H75′F36′			Japanese	196NHP		
LPVK		2*Dks*	1483							Hamburg					*WB*	Reiherst.Maschinenf.Ham		
830	**Hizen Maru**	**SteelScSr**	941						1891	Blohm&	T.Shimaya	222·1	29·3	17·0	Nishnmiya	T.3Cy.15½″,24½″&39½″–33″		
9449		(*ex*Mathilde)	—							Voss		B31 H—			Japanese	90NHP		
JTFC		1*Dk*&*Spar dk*	680							Hamburg					*WB*	Blohm&Voss,Hamburg		
831	—	**WoodSc**	137						1895	S.Ikeda	KyushuKisen	101·7	15·5	11·5	Tokitsu	C.2Cy.10½″&21½″–13″		
1482			—							Tokitsu	KabushikiKaisha				Japanese	NB02 14NHP		
HKGF		2*Dks*	85															
832	**Hjalmar**	**IronPad**	332						1883	F.Schichau	DeDanskeStats-	166·0	26·6	11·7	Frdericia	C.2Cy.32″&62″–45½″		
	T.Kruuse	(*Ferry*)	320							Elbing	baner	H23*t*			Danish	216NHP		
NTSH	*Elec.light*	1*Dk*	135													F.Schichau,Elbing		
833	**Hjelm**	**SteelScSr**	295						1901	Kjöbnhvns	DetForenede	133·6	25·1	9·6	Odense	C.2Cy.14½″&28″–18″		V
	Harder		242							Flydk.&Skbs.	DampskibsSelsk.	P54′F17′			Danish	28NHP		
NLKF	*Mchy.Aft*	1*Dk*	146							Copenhagen					*WB*	KjbnhavnsFlydk.&Skbsv.		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. *Master.* *Late Name if any.* Special Surveys.	3 Material, Rig, &c No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned / now expired. Equipment Letter.	Date when tail shaft last seen.	8 Built. When. — Ship. — Engines.	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Dated if of Trade Cert.
834 MGFP	**Hjelmeland** *N.Johnsen*	**SteelScSr** 1*Dk*	191 111 104					1910	Stavanger Stöberi&Dok Stavanger	Stavangerske Dampskibsselskab	113·2 Q23*t*	20·1 B38*t*	9·1 H21*t* F5*t*	Stavanger Norwegian	T.3Cy.10″,15½″&25″–18″ 27NHP StavangerStöberi&Dok		
835 WKLJ	**Hjeltefjord** *A.A.Gloppen*16–16 *ss*NYk.No.3–3,07 (*ex*Filomachi,*ex*Queen Olga) *ss*Rot.No.2–15 1*Dk*(*Stl*)&*Spardk*(*Irn*)3*trB*	**SteelScSr** *3347* *3139* *2146*	*3347* *3139* *2146*	✠100A1 *Spar dk* ~~9·15~~10,17 MS5,15 ✠LMC DBS5,16 MBS2,17	Bry Bal	*v*	~~8,15~~ N6,17	1894 9mo	Bartram, Haswell&Co Sunderland A&CP	A/S.D/S.Hjeltefjord (Helmer Staubo&Co.) *WB=CellDB*	330·4 *a*98′*u*E&*B*38′*f*132′	42·6 P30′B72′F36′	19·6 27·1 BK8″ 591*t*	Chrstiania Norwegian *APT*53*t*	T.3Cy.24″,39½″&65″–42″ (*s*) 160lb *100lb* NDB13 282NHP 2SB.*6pf*,GS112,HS4360 J.Dickinson,Sunderland	29 ″ 8 s5 ″ 11½ 24 ″ 6	
836 NPKC	**Hjortholm** *S.Thögersen* –09 *ss*Cpn.No.3–6,16 *Well deck* 1*Dk*(*Stl*)&*deep framing*	**SteelScSr** 1400 1257 848	1400 10,17 ~~1·17~~ BS7,17	✠100A1 Cff Cpn ✠LMC6,16		*q*	6,16	1905 8mo	WoodSkinner&Co.Ld. Newcastle	Akties.Dampsk. Gorm (L.H.Carl, *Mgr.*)	252·0 P&B198′F24′ *sA&CP WB=*	38·2 FK *CellDBa*70′*uE&B*	16·2 4*BHCem* 30′*f*111′413*t* *tAPT*30*t*	Copnhagn Danish *Lloyd's*	T.3Cy.19″,31″&51″–33″ (*s*) 170lb 168NHP 2SB,*4cf*,GS66,HS2714 N.E.MarineEng.CoLdNwc	18 ″ 6 s 1 ″ 5 17 ″ 4	
837 WLGV	**Hjortnes** *ss*Cff.No.3–5,12 (*ex*Zulma,*ex*Parana) 1*Dk*(*Irn*)2*trB*&*Web frames*3*Dk rule*	**SteelScSr** 3154 — 1970	✠ 5,12 ✠	Cff		*u*		1899 6mo	W.Gray&Co.Ld. W Hartlepool	Akties.Hjortnes (H.J.Hansen) *DBa*	325·0 P29′B78′F34′ 108′354*t*	47·0 FK *f*126′418*t*	23·8 4*BHCem* *APT*149*t*	Chrstiania Norwegian 5*BHCem*	T.3Cy.24″,38″&64″–42″ 258NHP 2SB,*6rf*,GS96,HS3784 Cen.Mar.Eng.Wrks.WHpl	24 ″ 10	V
838	**Hjörungafjord** *J.Pilskag* –14	**SteelScSr** (*Fishing*) 1*Dk*	175 — 50					1914	Xiansands Mek.Værks Xiansand	J.Pilskag	105·0	20·0	11·1	Aalesund Norwegian	T.3Cy.10″,16″&22″–15″ 19NHP XiansandsM.V.Xiansand		
839 MBJT	**Hjörungavaag** *K.D.Rönneberg* (*ex*Christianssund) *Well deck* 1*Dk*&*Awng dk*	**IronScSr** 669 648 395						1881	Lobnitz &Co. Renfrew	Acties.Söndmöre Dampskselsk.	180·9 P133*t*	25·3 H20*t*	13·0 F70*t*20·2	Aalesund Norwegian	C.2Cy.24″&44″–30″ 88NHP Lobnitz&Co.,Renfrew		
840 93943	**Hlaing** *L.A.Firth*11–11 1*Dk*	**Steel&IronSc** 216 188 7						1906	Irrawaddy FlotillaCo Ld Rangoon	RangoonPort Commissioners	120·0	22·0	13·0	Rangoon British	T.3Cy.15¾″,28″&48″–28″ E*made*88*fitted*06 92RHP Cox&Co.Falmouth		
841 119072	**Hlawga** 1*Dk*	**SteelTwinSc** 125 125 64						1903	W.Denny &Bros. Dumbarton	IrrawaddyFlotilla Co.Ld.	98·6	22·1 *WB*	7·9	Glasgow British	C.4Cy.16″&32″–21″ 25RHP Denny&Co.Dumbarton		
842 115138 TQRK	**Hobart** *McLeod* *Elec.light* 1*Dk*(*Irn*)&*deep framing*	**SteelScSr** 2463 2268 1577	✠100A1 10,17 ~~11,16~~ ✠LMC12,16 BS10,17	Mel		*t*	12,16	1902 10mo	W.Gray&Co.Ld. W Hartlepool	MelbourneS.S.Co. Ld.	306·4 P25′*ptShltr dk a*18′ B80′*ptShltr dk f*18′ F31′ *sA&CP WB=*	45·1 FK *CellDBa*98′	20·1 5*BHCem* *uE*22′*f*128′67*t* *APT*129*t*	Melbourne British *Lloyd's*	T.3Cy.22″,35″&59″–39″ (*s*) 180lb *80lb* 231NHP 2SB,*6rf*,GS91,HS3510 Cen.Mar.EngWrks.WHpl.	22 ″ 5 s 3 ″ 6½ 19 ″ 3	
843 116076	— *A.D.Dow* –15	**SteelScK** *ss*Hul.No.3–7,14 1*Dk*	172 166 67	✠100A1 *StmTrawler* 7,14 BS9,15 ✠LMC7,14	Hul		8,13	1902 7mo	CookWeltn &Gemmell Hull	HullSteamFishing &IceCo.Ld.	108·4 BK7½″ *WB=Dta*	21·3 4*BHCem* *nks f*13′30*t*	11·2	Hull British *Lloyd's*	T.3Cy.10″,17″&28″–21″ (*s*) 200lb 45RHP 1SB,*2pf*,GS25,HS690 Amos&Smith,Hull	12 ″ 1	
844 MGTS	— *M.Hansen* (*Whaler*)	**SteelSc** (*ex*Erling) 1*Dk*	121 117 44					1908	Framnes Mek.Værks. Sandefjord	Akties.Laboremus (T.Dannevig&Co. *Mgrs.*)	92·4	18·2 *WB*	11·1	Sandefjrd Norwegian	T.3Cy.11″,18″&29″–21″ 38NHP G.T.Grey,SouthShields		N
845 132818 HVMS	**Hochelaga** *W.G.Tudor*09–12 *Cantilever framed, topside tanks* Sub.Sig. 1*Dk*	**SteelSc2TwinMsts** 4681 4335 2601						1912	SirR Dixon &Co.Ld. Middlesbro'	HochelagaS.S.Co. Ld.(DominionCoal Co.Ld.)	375·3 P25′B99′F28′	52·0 *WB*	27·6	Montreal British	T.3Cy.26″,44″&73″–48″ 369NHP Richardsons,Westgarth& Co.Ld.Mdb.		C
846 123898	**Hock Lee** *R.W.Morris* –08 1*Dk*	**SteelScSr** 323 217 98						1908	Bow,McLachlan&Co. Ld. Paisley	~~WeeBrothersS.S. Co.Ld.~~ H.A.Lammert	135·0 P24′F20′ *Shade dk*66′	22·2	9·2	~~Singapore~~ HongKong British *WB*	C.2Cy.16″&34″–24″ 47RHP Bow,McLachln&CoLdPsy.		C
847 102730 TMKG	**Hocking** *E.Craddock* –18 ~~*W.E.Lockhart* –15~~ (*ex*Grönland,*ex*Ameland,*ex*Parklands) 1*Dk*(*Irn*)2*trB*&*Web frames*	**SteelScSr** *ss*Rot.No.2–03 2273 1632	2554 *withfreeboard* 11,06 ✠	✠	Rot	*t*		1895 5mo	W.Gray& Co.Ld. W Hartlepool	Requisitionedby theAdmiralty (J.Cory&Sons, Ld.,*Mgrs*) *WB=CellD*	304·0 P27 *Ba*102′*u*	44·0 B68′F31′ *E*22′*f*120′	20·7 FK 654*t*	Halifax NS British *APT*59*t*	T.3Cy.23″,36½″&62″–39″ 239NHP 2SB,*6rf*,GS79,HS3580 Cen.Mar.Eng.Wrks. WHpl	23 ″ 2	V
~~848~~ 129179 HSJB	**Hockwold** *L.H.Albert* –13 *Well deck*	**SteelScSr** *ss*Sld.No.1–16 1159 854	1472 5,17 ~~4·16~~ ✠LMC4,16	✠100A1 BS7,17	Sld	*p*	4,16	1911 3mo	S.P.Austin &Son,Ld. Sunderland	CoryColliers,Ld.	245·0 Q85′B48′F24′ *sA&CP WB=CellDBa*67′*uE&*	36·2 FK *B33′f*107′411*t*	15·9 *FPT*	London British *Lloyd's*	T.3Cy.19″,31″&51″–36″ (*s*) 180lb *100lb* 170 NHP 1SB,*4cf*,GS60,HS2634 N.E.MarineEng.Co.Ld.Sld	18 ″ 1 ~~1 ″ 10~~ ~~16 ″ 1~~	
849 128872 HQLN	**Hodder** *W.A.Prentice* –11 *Elec.light* 1*Dk*(*Stl*)&*deep framing*	**SteelScSr** *ss*Goo.No.1–14 833 421	1016 6,17 ~~5,16~~ BS5,16 ✠LMC5,14 BS6,17	✠100A1 Dun Nwc		*o*	5,16	1910 2mo	W.Dobson &Co.Ld. Newcastle	Lancashire& YorkshireRly.Co. *WB=CellDBa*58′	240·2 P38′B88′F35′ *sA&CP*	34·2 FK *uE*15′*f*91′182*t*	15·4 *FPT*	Goole British *Lloyd's*	T.3Cy.22″,36″&61″–39″ (*r*) 180lb 331NHP 2SB,*6cf*,GS124,HS4948 FD WllsndSlpwy.Co.Ld.Nwc.	16 ″ 4 s 2 ″ 1 14 ″ 7	
850 87849	**Hodgson** *Cousins* –08 *ss*Bkn.2ndNo.3–8,07 *ss*Liv.No.2–16 1*Dk*(*Irn*–ws)	**IronTwinScSp** 110 109 8	✠100A1 7,17 ~~8,16~~ ✠NB8,07 ✠LMC8,16 ~~BS8,16~~ ,17	Liv		*a*	8,15	1883 2mo	R.&J. Evans&Co. Liverpool	MerseyDocks& HarbourBoard	90·0 BK6″ *WB=D*	18·2 *BuE*18′10*t*	8·9	Liverpool British *Lloyd's*	C.4Cy.15″&30″–18″ (*s*) 100lb 80RHP 1SB.*3pf*,GS51,HS1400 J.Jack&Co.,Liverpool		
851 RQTP	**Hoerde** *W.Vogeler* (*ex*Atlantic,*ex*Hoerde) *Trunk deck Elec.light* 1*Dk*	**SteelScSr** 5265 4405 3359						1901	SirJ.Laing &Sons,Ltd. Sunderland	Hamburg-Amerik. Packetf.Akt.Ges. (Ham-Amr.Linie)	375·9 P16′B80′F36′	55·1 *WB*	26·1	Hamburg German	T.3Cy.27″,43″&72″–45″ 348NHP G.Clark,Ld.Sunderland		G
852 329.	**Höfding** *J.Lundberg* –15 1*Dk*	**IronScSp** (*Tug*) 103 85 —						1893	Fredrkstad Mek.Verkst. Fredrikstad	Rederiaktieb. Höfding(E.A. Enhörning)	85·0 H18*t*	17·5	9·5	Kubikenborg Swedish			
853 5828 JVNH	**Hofvid** *H.J.Ödman*16–16 (*ex*Cairnsmore) *Oil Eng.* *ss*Xia.2ndNo.3–4.10 *ss*Got.No.1–16 1*Dk*2*trB* (*See Sailing Ship Register*)	**SteelTwinScAuxBk** 917 871 846	✠100A1 11,17 ~~8·16~~ ✠NE6,16 ✠LMC6,16 DBS2,17	Got NYk		*q*	N6,16	1884 8mo	J.Reid&Co PortGlasgow	~~H.Modin(Aktieb. NordiskaLloyd, *Mgrs.*)~~ Aktieb. NordiskaLloyd (H.Modin,*Mgr.*)	199·1 Q35′F22′ *sA&CP*	32·8 BK8″	20·3 2*BHCem*	Stockholm Swedish	Oil Engines 2S.C.SA 3Cy.11″–14¾″ 91NHP *100lb* NDB12 Lysekils Mek.Verks.Akt.	21 ″ 10 s 3 ″ 11 19 ″ 0	
854 99647 MWNT	**Hogarth** *D.Stephen* –16 *Elec.light*	**SteelScSr** *ss*Abn.No.3–5,05 *ss*Abn.No.2–13 2*Dks*(*UStl*–ws)	1231 960 650	✠100A1 4,15 ~~BS5,16~~ ✠LMC2,13 BS6,17	Abn	*p*	9,16	1893 1mo	Hall,Russell&Co. Aberdeen	Aberdeen Stm.Nav Co.	252·8 P71′B65′F47′ *sA&CP*	32·7 BK9″ *WB=Cell*	17·6 *DB*118′105*t*	Aberdeen British *Lloyd's*	T.3Cy.26″,43″&70″–42″ (*s*) 160lb *80lb* 343NHP 2DB.*12cf*,GS190,HS5526 Hall,Russell&Co.,Abn.	18 ″ 5 s 2 ″ 4½ 17 ″ 4	BT till 5,17

1 Numéro d'Ordre / Numéro Officiel / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equilement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille à l'endroit dans le L.R. / Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. pc.	15 Règlement du côté / Lettre dans le L.R. / Numéro dans le Livre.
855 10897 LDGJ	**Hogei Maru No. 1** *Capitaine.*	**SteelScSp** (*ex*KapNord) 1*Dk*	103 96 58					1903	Akers Mek.Værks. Christiania	ToyoHogei KabushikiKaisha	93·0	17·0	10·6	Nishino-miya Japanese	T.3Cy.10″,15″&24″–16″ 23NHP AkersMek.Værks.Xia.		
856 11050 LFHQ	**Hogei Maru No. 2**	**SteelScSp** 1*Dk*	132 122 71					1907	OsakaIron Works Osaka	ToyoHogei KabushikiKaisha	100·8	17·5	11·0	Nishino-miya Japanese	T.3Cy.11″,18″&30″–20″ 40NHP OsakaIronWorks,Osaka		
857 10915 LDHM	**Hogei Maru No. 3** (*ex*Selvik)	**SteelScSp** 1*Dk*	101 — 35					1902	Akers Mek.Værks. Christiania	ToyoHogei KabushikiKaisha	95·4	17·2	10·5	Nishino-miya Japanese	T.3Cy.10½″,15″&24″–17″ 24NHP AkersMek.Værks.Xia.		
858 10916 LDHN	**Hogei Maru No. 5** (*ex*Norddeble)	**SteelScSr** 1*Dk*	103 96 55					1898	Akers Mek.Værks. Christiania	ToyoHogei KabushikiKaisha	89·9	16·8	10·5	Nishino-miya Japanese	T.3Cy.10½″,15 5/16″&24″–16″ 23NHP AkersMek.Værks.Xia.		
859 1383 HJTP	**Hogio Maru**	**WoodScSr** 2*Dks*	172 — 102					1894	Mihara Mannosuke Osaka	G.Saito	105·5	15·5	11·7	Hakodate Japanese	C.2Cy.12″&24″–14″ 18NHP OnoSeikichi,Osaka		
860 5523 JTMS	**Hogland** *C.Larsson09–13* *Turret deck*	**SteelScSr** (*ex*Ryton) 1*Dk*2*trB*	4132 3373 2470					1905	W.Doxford &Sons,Ld. Sunderland	Ångf.Aktieb. Tirfing (A.Broström&Son, *Mgrs.*)	350·2 P28′F41′	51·1	24·0 *WL*	Gothenbrg Swedish	T.3Cy.26″,42″&68″–45″ 310NHP W.Doxford&Sons,Ld.Sld.		V
861	— *P.Lahn* –14 (*ex*Adonis,*ex*EinarSimers)	**SteelScSr** 2*Dks*	574 545 316					1895	Akers Mek.Værks. Christiania	RussianEast AsiaticS.S.Co.Ld. (BalticLine)	164·2 H5*t*	26·2	17·5 *WL*	Riga Russian	T.3Cy.12″,20″&32″–27″ 53NHP AkersMek.Verks.Xia.		N
862 128722 VJQP	**Högni** (*Whaler*)	**SteelScSr** 1*Dk*	127 127 45					1911	Nylands Værksted Christiania	H.Ellefsen,Ld.	88·7	17·3	12·5 *WL*	CapeTown British	T.3Cy.11½″,18½″&31′–20″ 62NHP NylandsVærksted,Xia.		
863 RNMF	**Hogstad** *H.Augestad* –16 *Elec.light Mchy.Aft*	**SteelSc3MstSr** 1*Dk*						1916	LarvikS. &Værksted Larvik	Dampskibsakt. Fritzöe	186·2	30·0	14·5 *WL*	Larvik Norwegian	T.3Cy.14″,23½″&38″–27″ 75NHP BergensMekVærksBergen		
864 QGMW	**Hohenfelde** *A.Hülse* –12 (*ex*NicolaosCastriotis,*ex*Yarrowdale) 1*Dk*&*Webframes*&*pt Awng dk*	**SteelScSr**	2974 2261 1887				…	1892	W.Pickers-gill&Sons Sunderland	D.Fuhrmann, Nissle&Günther Nflg.	318·2 P29′Q102′ *pt Awng dk*187′	41·3 BK10½″	21·2	Hamburg German *WL*	T.3Cy.23″,38″&62″–42″ 265NHP G.Clark,Ld.Sunderland	23 ″ 8	G
865 QGMW	**Hohenfels** *K.Schwarz* 1*Dk*(*Stl*)&*Spar dk*(*Stl–pt*eak s) *Elec.light* Wireless	**SteelScSr** ss Ham.No.3–4,10 &*Web frames*	5329 5115 3408	✠ — 12,15 *Spar dk* ✠	Rot	*z*		1898 5mo	Wigham Richrdsn&Co Newcastle	DeutscheDmpfs-fahrts.Ges.Hansa *WB*=	418·0 P60′B94′F48′ 28·2 *CellDBa*138′*uE*28′	54·0 BK11″	20·1 6*BHCem* *f*172′1015*t*	Bremen German	Q.4Cy.24″,34″,51″&74″–54″ 494NHP 3SB,9*rf*,GS146,HS6300 FD WighmRichrdsn&Co.Nwc	31 ″ 0	
866 QJGC	— *H.Schaa*12–12	**SteelSc** (*Trawler*) 1*Dk*	207 170 72					1906	G.Seebeck Akt.Ges. Bremerhaven	DeutscheDmpfs-cherei Ges.Nordsee	118·7 Q78′F17′	22·1	10·9 *WL*	Nordnham German	T.3Cy.11½″,18½″&30½″–22″ 44NHP G.SeebeckA.G.Bremerhvn		G
867 RPHM	**Hohenstaufen** *E.Rolin* *Elec.light* Sub.Sig. Wireless	**SteelSc** 2*Dks*	6489 4737 4086	*Now named "Cuyabá," See No. 75 in Sec. I. Argentine*				1906	Bremer Vulkan Vegesack	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	409·3 P&B259′F48′	52·7	28·0 *WB*	Hamburg German	Q.4Cy.24″,34½″,50½″&72½″ –53½″ 387NHP BremerVulkan,Vegesack.		G
868 MCDH	**Hoi Ching** *Agabag* –12 (*ex*Swift,*ex*H.M.S.Swift)	**CompTwinScSr** 2*Dks*	478 444 195					1879	R.&H. Green London	ChanYakPang HopOnS.S.Co.	164 7	26·7	13·2	Macao Portuguese	C.2Cy.28″&48″–18″ 82NHP Rennie&Co.London		
869	**Hoi Lee** (*ex*Butuan) 1*Dk*&*Awng dk*	**IronSc**	534 — 342				…	1873	Gourlay Bros.&Co. Dundee	HoiLeeS.S.Co. (YuenHungLee& Co.)	160·0	24·1	11·0 17·8 BK6″	Canton Chinese	C.2Cy.27″&48″–24″ NB98 97NHP GourlayBros.&Co.Dundee		
870 123099	**Hoi Ming** *A.Campbell* –16	**WoodTwinScSr** 2*Dks*	613 332 380					1907	Kwong TakHing HongKong	WaLeeS.S.Co.Ld.	182·6	32·7	10·2	HongKong British	C.4Cy.14″&28″–18½″ 65RHP KwongTakHing,H.Kg.		
871 120992	**Hoi Sang** *J.Wilson* –17	**WoodSc**	457 — 284					1906	..... HongKong	~~HongKong,Canton &MacaoStm.Boat Co.Ld.~~ WoFatS.S. Co.Ld.	165·1	28·0	10·0	HongKong British			
872	**Hoi Tung**	**WoodTwinSc** (*ex*YingKing) 2*Dks*	*781* *391* *468*					1903	Kwong TakCheong HongKong		200·6	33·3	10·1	Chinese	C.4Cy.16″&33″–22″ 43NHP TinHingCo.HongKong		
873	**Hoi Wa**	**WoodSc** 1*Dk*	*305* *187* *100*					1913	Kwong TakHing HongKong		136·4	28·2	7·5	Chinese	C.2Cy.14″&28″–18″ 28NHP KwongTakHing,H.Kg.		
874 82800 TNBP	**Hoihow** *R.Ritchie* –15	**IronScSr**	1411 1354 896					1880	Scott&Co. Greenock	ChinaNav.Co.Ld.	248·9	31·3	23·2	London British	C.2Cy.28″&56″–42″ 169NHP Scott&Co.,Greenock		
875 89149	**Hok Canton** *J.Gully*08–11 (*ex*Egeron)	**CompScSr** HTSng.82 CF SSSng.84 2*Dks*	756 707 556	✠ 1,84	Sng	18		1875 2mo	J.Elder& Co. Glasgow	~~Eastern Shpng.Co Ld.~~ ~~W.J.Carroll~~ YoungHee	176·0 P32*t*H30*t*F24*t*21·5 Iron frameplanked	26·0	~~14·0~~	~~Penang~~ British HongKong	C.2Cy.22″&40″–24″ NB94 65RHP J.Elder&Co.,Glasgow		
876 110429	**Hokendauqua**	**WoodScTug** (*ex*RobertLockhart)	137 — 68					1880	..... Newburgh N.Y.	T.J.Scully	123·0	22·8	10·0	Perth Amboy Utd.States	C.2Cy.24″&42″–28″ 78NHP		
877 98 QBKM	**Hokkai Maru** *K.Okamura*12–14 (*ex*Vennachar) 1*Dk*(*Stl*)&*Spar dk*(*Stl*) &*deep framing*	**SteelScSr** ss Nwc.No.2–13	4431 4105 2744	✠100A1 *Spar dk* 2,16 ~~8,02,16~~ ✠LMC~~8,16~~ 3,17	Nag	*x*	~~2,16~~ 3,17	1904 11mo *Lloyd's*	Russell& Co. PortGlasgow	TaishoKisen KaishaLd.(Meiji KaiunKaishaLd. *Mgrs.*) *WB*=	369·7 P36′B108′F44′ 27·0 *CellDBa*114′*uE*26′	49·8 FK	19·0 *f*160′ 942*t* *DTa*28′	Dairen Japanese	T.3Cy.26″,42″&70″–48″ (*s*) 180lb *100lb* 410NHP 2SB,6*cf*,GS118,HS5523 FD Rankin&Blackmore,Grk. 686*t APT*45*t*	29 ″ 8	
878 1148 HGTW	— *ex*KandaMaru)	**WoodScSr** (*ex*TozuMaruNo.3, 1*Dk*	198 — 115					1889	Haruki Tojiro Osaka	TokiowanKisen KabushikiKaisha	108·6	16·2	8·4	Tokio Japanese	C.2Cy.13½″&26″–15″ 22NHP		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys.	3 Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned / now extd. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B of T Add'l Cert.
879 9970 LGFR	**Hokoku Maru**	Steel Sc	153 — 94					1908	.....	S.Yokoyama	92·5	19·4	10·1	Yokohama Japanese			
880 13094 LMJC	**Hokushin Maru**	Steel Sc Sr 2 Dks	469 — 277					1910	S.Ono Osaka	Y.Fujiyama	156·4	22·8	16·1	Nishino-miya Japanese	T.3Cy.12″,19½″&31½″–22″ E&B made 03 refitted 10 47NHP S.Ono, Osaka		
881 7090 JMSQ	**Hokuto Maru** *K Chiba* –13 (ex Claverhill)	Steel Sc Sr ss Kob. No.3–4,09 ~~ss Kob. No.1–18~~ 1 Dk (Stl) & Spar dk (Stl) ss Kob. No.2–17 & deep framing	3045 2759 2261	✠100A1 Spar dk ~~5,15 5,16 12,17~~ ~~DBS8,16~~ ✠LMC 5,16 3,18 ~~4,18~~	Kob	u	~~5,16~~ ~~4,17~~ 12,17	1896 6mo	C.S.Swan & Hunter, Ld. Newcastle A&CP	Itaya Shosen Kabushiki Kaisha WB = Cell D B a 90′ u E & B 38′ f 128′	310·0 P70′ B86′ F34′	42·0 24·8 FK	16·8	Nishino-miya Japanese	T.3Cy.23″,38″&61″–39″ (s) NDB 01 refitted 16 160lb 120lb 254NHP 2SB, 6pf, GS97, HS4080 5 B H Cem 620t A P T 27t	27 ″ 5 s 5 ″ 9½ 21 ″ 11	
882 1253 HJGW	**Hokuyetsu Maru No. 1** *D.Takahashi* –91	Wood Sc Sr 2 Dks	166 155 96					1891	Toba Tekkosho Toba	Fujita Kankichi	111·8	15·2	12·6	Niigata Japanese	C.2Cy.14¾″&27″–15″ 24NHP Toba Iron Works, Toba		
883 1625 HKTR	**Hokuyetsu Maru No.2**	Wood Sc Sr 2 Dks	183 — 109					1896	Kojima Kuramatsu Niigata	Fujita Kankichi	115·9	15·3	12·6	Niigata Japanese	C.2Cy.15½″&29″–18″ Ishikawajima 30NHP S.B.&E.Co.Ld. Tokio		
884 9131 JRQK	**Hokuyo Maru** (ex Ikuta Maru No.2, ex Patani, ex Hecate)	Iron Sc Sr 1 Dk	1173 901 727					1885	W H Potter & Sons Liverpool	Hokuyo Kisen Kabushiki Kaisha	235·9 P24′ B57′ F40′	33·3	15·7	Nana-o Japanese	C.2Cy.23″&46″–36″ 106NHP Fawcett, Preston & Co. Liv.		
885 10948 JGMW	—	Wood Sc Sr 1 Dk	154 — 76					1907	Shimano Zosensho Hakodate	S.Tsushima	108·1	21·3	11·3	Sakata Japanese	C.2Cy.14″&28¾″–18″ 28NHP M.Takada, Hakodate		
886	**Holanda** (ex Falucho)	Steel Sc Sr 1 Dk	696 577 397				...	1907	J.Fullerton & Co. Paisley	Cia. Argentina de Nav. (Nicolas Mihanovich) Ltda.	200·7 F32′	36·1 FK	10·1 WB	Bns. Ayres Argentine	C.2Cy.15″&32″–24″ 65NHP McKie & Baxter, Glasgow	10 ″ 0	
887	**Hólar** *Holberg* (ex Vadsö)	Steel Sc Sr 1 Dk	548 370 321					1897	Nylands Værksted Christiania	Det Forenede Dampskibs Selsk.	160·4 P90′ B47′ F25′	27·1	12·8 WB	Copnhagn Danish	T.3Cy.11¼″,17½″&30″–27″ 47NHP Nylands Værks. Xia.		V
888 137420 JHMT	**Holbein** *W.J.Barber* –15 *Elec light* Wireless	Steel Sc Sr 2 Dks (Stl) & Shelter dk (Stl)	6278 5259 3908	✠100A1 Shelter dk with freeboard 12,17 ~~12,16~~ ✠LMC 1,15	Mch Liv	b†		1915 1mo	D & W Henderson & Co. Ld Glasgow Lloyd's SA & CP	Liv Brazil & R Plate S.N.Co.Ld. (Lamport & Holt Ld. Mgs)	435·8 B144′ F45′ on Shelter dk FK WB = Cell D B a 139′ u E & B 82′ f	55·2	27·4 7 B H Cem	Liverpool British	Q4Cy 25½″,36″,51″&73½″–54″ (s) HS 13183 685NHP 3DB&1SB, 21cf, GS350, FD D&W.Hendersn&Co Ld Gls 166′1312t F P T 119t A P T 22t	30 ″ 0 s 4 ″ 4 26 ″ 0	
889 214673 LGPV	**Holden Evans** *W.Habel* 17–17 *Mchy. Aft Elec. light*	Steel Twin Sc Sr Oil Eng. 2 Dks (Stl) & Web frames Longitudinal framing	3254 2994 2025	✠100A1 4,17 ~~2,17~~ Carrying Petr Fitted for oil ✠LMC 2,17	Bal NNs	t in bulk F.P. above 1		1917 2mo	Baltimore D.D.&S.B.Co Baltimore Md A&CP	Continental Transportation & Oil Co. (W.J.Payne, Mgr.)	292·3 P76′ F26′ 50″ F APT 117t	47·2 FK FPT 73t	26·9	Wilmingtn Utd. States	Oil Engines 2 S.C. SA 8Cy.20½″–29½″ 1 Water tube B 250lb & 1 DB 150lb J&C G Bolinders Co Ld Skm	28 ″ 1 s 5 ″ 5 23 ″ 0	
890 QJCM	**Holger** *J.Dreyer* 11–11 *Elec. light* Wireless	Steel Sc Sr ss Bhn. No.1–11 2 Dks (Stl) & deep framing	5555 5316 3609	✠ ~~12,15~~	Bmn	a†		1906 5mo	Swan, Hunter & Wigham Richardson, Ld Newcastle	Roland Linie Akt. Ges.	425·6 P37′ B181′ F44′ WB = Cell D B a 150′ u E 23′	53·1 FK	29·2 8 B H Cem	Bremen German	T.3Cy.28″,46′&77″–54″ 556NHP 3SB, 9cf, GS191, HS7785 FD Wilsnd Slpwy. Co. Ld. Nwc. f 181′ 1049t F P T 83t A P T 25t	32 ″ 0	V
891 90[illegible] 3044 JHBS	**11.17** *L.Ternström* 15–15 *Elec Light*	Steel Sc Sr (ex Glückauf) 1 Dk	361 268 165					1889	Act.Ges. "Vulcan" Stettin	A.K.Fernström	139·7 Q42′ B39′ H9t F18′	23·5	10·2	Karlshmn Swedish	C.2Cy.18½″&39¾″–19¾″ 57NHP A.G. "Vulcan," Stettin		V
892 NPGM	**Holger Danske** *N.Nielsen*	Iron Sc Sr (ex Malmö) 1 Dk	193 140 60					1870	Oskrshmns M.V.Aktieb. Oskarshamn	Akties. Turisten (A.Olsen, Mgr.)	136·7	21·6	9·1	Copnhagn Danish	T.3Cy.13½″,23″&36″–24″ 64NHP Burmeister & Wain, Cpn.		V
893 123756 HJSN	**Holland** *P.H.Gray* –16 *Turret deck*	Steel Sc Sr 1 Dk	3828 3128 2438					1906	W.Doxford & Sons, Ld. Sunderland	Brook S.S.Co., Ld. (Miller & Richards ~~Mgrs.~~ Ld Mgrs)	350·3 P31′ F31′	50·1	22·4 WB	London British	T.3Cy.25″,41″&66″–45″ 292NHP W.Doxford & Sons, Ld. Sld.		L
894 125906	—	Iron Pad (ex City of Milwaukee) Wireless	1149 — 872					1881	Detroit Dry Dock Co. Wyandotte	Graham & Morton Transportation Co.	230·7	33·8	12·3	Chicago Utd. States	1Cy.53″–144″ 259NHP Fletchr, Harrisn & C., N.Yk.		
895	— *J.Omain* 93–02 *Elec. light*	Steel Twin Sc Sp ss Bou. No 3–7,14 1 Dk	446 348 140	✠100A1 2,18 ~~5,15~~ ~~BS9,16~~ ✠LMC 7,14 BS 11,17	Bou	g	~~9,16~~ 2,18	1902 4mo	J.T.Eltringham & Co. South Shields Lloyd's SA & CP	Cie. Franco-Hollando-Américaine WB =	150·0 B112′ BK 7″ Deep Tanks f 11′ 15t	28·1	12·3 4 B H Cem ✠16′ 20t	Boulogne French	T.6Cy.13″,21″&35″–24″ (s) 180lb 143NHP 2SB, 4cf, GS70, HS2482 G.T.Grey, South Shields	13 ″ 0 s 2 ″ 9 11 ″ 2	V
896	—	Steel Sc (Tug) 1 Dk	154 144 —					1913	Jonker & Stans Hendrik Ido Ambacht	Russian Government	102·4	22·7	9·4	Russian	T.3Cy.12″,19½″&34″–19½″ 193lb HS1613 83NHP N.V.Machine Fabr. Bolnes		
897 115801	—	Steel Twin Sc (Tug) 1 Dk	152 144 —				...	1902	Allsup & Co Ld. Preston	Port of London Authority	90·4 BK 6½″	21·1	11·4 WB	London British	C.4Cy.19″&40″–24″ 201NHP Allsup & Co. Ld. Preston	12 ″ 0	
898	— *J.Wijsmuller* –15	Steel Sc (Tug) 1 Dk	113 96 4					1915	Machine Fab Delfshvn Rotterdam	N.V.Houthandel v./h. Altins & Co.	70·1	22·2		Amstrdam Dutch	T3Cy 10 5/16″,17 1/16″&28 1/16″–14″ 31NHP Machine Fab Delfshvn. Rot		
899	**Holland I.** *F.Gravemaker*	Iron & Steel Sc K ss Ams. No.3–5,10 ss Ams. No.1–14 1 Dk Frames & plating Iron	171 160 95	✠100A1 Stm Trawler 6.16 ✠LMC ~~MS8,14~~ ~~BS12,16~~	Ymu	N 6,16		1898 1mo	Edwards Bros. North Shields Lloyd's SA & CP	Naaml. Ven. Zeevissch. Maats. Hollandl. (N.V. Stoomviss. Maats. "Praxis")	107·0 Q20′ F23′	20·8 BK 7½″	11·0 3 B H Cem	Amstrdam Dutch	T.3Cy.9″,20″&32″–23″ (s) 180lb 60NHP 1SB, 2pf, GS35, HS1000 McColl & Pollock, Sld.	11 ″ 10	
900	**Holland II.** *A.Krab*	Steel Sc Sr ss Ams. No.3–8,10 ss Ymu. No 1–14 1 Dk	170 154 43	✠100A1 Stm Trawler 10.16 ✠LMC ~~MS3,14~~ ~~BS5,16~~	Ams	10,16		1898 8mo	J.Duthie, Sons & Co. Aberdeen Lloyd's SA & CP	Naaml. Ven. Zeevissch. Maats. Hollandl II. (N.V. Stoomviss. Maats. "Praxis")	108·4 Q33′	20·8 BK 7½″	11·1 3 B H Cem	Amstrdam Dutch	T.3Cy.9″,19½″&32″–22″ (s) 180lb 61NHP 1SB, 2pf, GS33, HS1060 Whyte & Mair, Dundee	11 ″ 9	

Numéro d'Ordre / Numéro Officiel / Signaux	Nom du Navire. Matériaux. Gréement, etc. — Capitaine. Ex-nom, s'il y a lieu. — Visites Périodiques. Nombres des Ponts.	Tonnage Officiel. Total. — Sous le Pont. — Net.	Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. Port de Visite. Terme assigné maintenant expiré. Lettre d'Equipement.	Date de la dernière visite de l'arbre porte-hélice.	Construit. Quand. — Navire. — Mach.	Par qui. — Où.	Armateurs.	Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	Port d'Armement. — Pavillon.	Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	Creux sur Quille. Franc-bord au milieu du navire. — Tirant d'eau correspondant. pds. pc.	Signaux Int. de Reconnaissance.
901 — GBTP	**Holland III.** SteelScK *V.Groen* ssAms.No.3-9,12 1*Dk* ssYmu.No.1-17	173 151 90	✠100A1 Ymu *StmTrawler*<~~7,17 7,16 10,17~~ ~~BS7,16~~ ✠LMC~~9,13~~ 7,17	~~11,16~~ 10,17	1899 5mo	J.Duthie, Sons&Co. Aberdeen *Lloyd'sA&CP*	Naaml.Ven.Zeevissch.Maats.HollandIII. (N.V. Stoomviss.Maats. "Praxis") *WB=DBf33'30t*	108·8 Q23'F23'	21·0 BK7½"	10·5	Amstrdam Dutch	T.3Cy.11",18¾"&32"–22½"(*s*) 200lb 68NHP 1SB,*2cf*,GS30,HS1206 Whyte&Mair,Dundee	11 " 6	
902 — GBTP	**Holland IV.** SteelScK *P.Smit* ssAms.No.3–8,12 1*Dk*	173 151 90	✠100A1 Ymu *StmTrawler* 4,15 BS8,16 ✠LMC8,12	11,16	1899 5mo	J.Duthie, Sons&Co. Aberdeen *Lloyd'sA&CP*	Naaml.Ven.Zeevissch.Maats.HollandIV. (N.V. Stoomviss.Maats. "Praxis") *WB=DBf33'30t*	108·8 Q23'F23'	21·0 BK7½"	10·5	Amstrdam Dutch	T.3Cy11",18¾"&32"–22½"(*s*) 200lb 68NHP 1SB,*2cf*,GS30,HS1206 Whyte&Mair,Dundee	11 " 6	
903 ~~For full particulars see No.2 in Supplement~~ *Should be* "HollandVI.," *See No.2 in Supplement*	— SteelSc 1*Dk* (*ClassContem plated*)	138	100A1		1916	Arnhem-scheStmslp. Arnhem	VisscheryMaats. Praxis(Maas, Prins enCarst, *Mgrs.*)	95·0	19·6	9·8	Ymuiden Dutch	T.3Cy.10",16"&26"–18" ArnhemscheStmslphg.		
904 — GBTP	**Holland V.** SteelSc *A.Zwart* –16 1*Dk*	139 126 30	✠100A1 Ams *For fishingpurposes* 10,16 ✠LMC10,16		1916 10mo	Arnhem-scheStmslp Arnhem A&CP	VisscheryMaats. Praxis(Maas, Prins enCarst, *Mgrs.*)	95·1	19·8 BK6¾"	9·3	Ymuiden Dutch	T.3Cy.10",16"&26"–18" (*r*) 180lb 45NHP 1SB,*2cf*,GS28,HS892 ArnhemscheStmslphlg.	9 " 10	
905 PBRH	**Hollandia** SteelTwinScSr *J.M.Holkman* –17 ssAms.No.1–14 2*Dks(Stl–ws)&deepframing* *Elec.light* *&Shelter dk(Stl–teaks)* *Ref.Mchy.* Sub.Sig. Wireless	7291 6000 4603	✠100A1 Ams *b*† *withfreeboard* 6,16 BS9,16 ✠LMC5,15	~~12,14~~ 6,17	1909 3mo	A.Stephen &Sons,Ld. Glasgow *Lloyd'sA&CP*	KoninklijkeHollandscheLloyd *WB=Cell DBa110'uE&B98'f142'986tFPT129t*	419·7 P55'B171'F66'	54·2 FK	34·4	Amstrdam Dutch	T6Cy.23½",39½"&66"–48"(*r*) 200lb *100lb* FD 945NHP 3DB,*18cf*,GS331,HS14307 A.Stephen&Sons,Ld.Gls.	37 " 6 10 " 7½ 27 " 5	
906 JFRT	— SteelScSr *R.Viergutz* (*ex*Audace,*ex*Bendi) *Well deck* *Elec.light* 1*Dk3trB*	3133 2756 1924	...		1890	Schlesinger Davis&Co. Newcastle	W.Kunstmann	342·8 P19'Q118'B140' F39'	43·2 FK	20·9 *WB*	Stettin German	T.3Cy.22¾",42"&64"–45" NB96 *fitted*08 260NHP N.E.MarineEngCoLdNwc	24 " 1	G
907 RNBC	— SteelScSr (*ex* Henner,*ex*CarlMenzell) *Elec.light* 1*Dk&deepframing*	1597 1088 965			1903	Flensburgr Schiffsb.Ges. Flensburg	L.Jahn&C.Wiese (A.H.Schwedersky, Nfl.)	245·6 P14'Q58'B112'F27'	35·6	15·2 *WB*	Memel German	T.3Cy.15",23⅝"&43⅝/16"–34⅞/16" 110NHP FlensburgerSchiffsb.Ges.		
908 135133 HWQL	**Hollington** SteelScSr *S.Kirk* –16 ssCff.No.1–16 2*Dks(Stl)*	4221 4039 2723	✠100A1 Cff 5,17~~12,16~~ Liv ✠LMC11,16	*x* 12,16	1912 9mo	Nthmblnd S.B.Co.Ld. Newcastle *Lloyd'sA&CP* *WB=Cell DBa128'u*	F.S.Holland	380·0 P31'B94'F36'	49·0 FK	26·4 *E&B41'f163'1108t*	London British 6*BHCem* *APT42t*	T.3Cy.25",41"&69"–48" (*s*) 180lb 372NHP 3SB,*9cf*,GS150,HS5940 Richardsons,Westgarth& Co.Ld.Sld.	29 " 0 5 " 8½ 23 " 8	
909 60309 KFDC	**Holman Sutcliffe** IronSc3MstSr *J.Phillips* –13 (*ex*LadyAliceKenlis) *Mchy.Aft* 1*Dk*	203 163 76	...		1867	SwanBros. Maryhill	Mrs.M.J.Peters (F.E.Peters, *Mgr.*)	130·5	19·6	9·8	Boston British	C.2Cy.16"&32"–18" NE78NB89 50RHP R.Smith,Preston		
910 79128 KNBC	**Holme Force** Stl&IrnSc3MstSr *W.J.Hearn* –17 *Mchy.Aft* 1*Dk*	~~278~~ 2 69 225 1 06~~104~~	...		1887 —	R.Williamson&Son Workington	Corporation of Preston	144·0 Q46'B7'F19'	23·0 BK7"	8·6 *WB*	Preston British	T.3Cy.12½",20"&33"–24" NB02 55RHP Dunsmuir&Jackson,Gls.	11 " 1	
911 84636 HVWN	**Holme Wood** IronScSr *J.Mahr* –15 ssPnz.2ndNo.3–8,06 (*ex*ScaleForce) ssFal.No.2–14 *Well deck* *Mchy.Aft* 1*Dk(Irn)*	258 192 100	✠100A1 Fal *d* *Coasting* 7,16 ✠NB11,91,*refitted*5,94 ~~BS8,16~~ ✠LMC11,14 BS7,17	N7,16	1883 7mo	R.Williamson&Son Workington A&CP	Bain,Sons&Co.	144·1 Q67'B10'F18' len92	21·2 BK6½" *WB=*	7·5 *DBf80'75t*	Hull British 3*BHCem*	C.2Cy.18"&34"–24" (*s*) 80lb 50RHP 1SB,*2pf*,GS30,HS813 J.&T.Young,Ayr	9 " 8 s " 8 9 " 7	
912 — GBTP	**Holmen** SteelSc 1*Dk*				1917	NV.Boele's Sch.Mschfbk Slikkerveer	BrödeneOlsen	238·0 P33'B63'F25'	36·0	19·0	Stavanger Norwegian *WB*	T.3Cy.18",30"&48"–36" 138NHP MaschenfabriekBolnes		
913 — GBTP	**Holmen I.** SteelScSr *E.F.Törnros*14–14 (*Tug*) (*ex*Hercules) 1*Dk*	183 163 12			1899	H.C.Stülcken Sohn Hamburg	HolmensBruks& FabriksAktieb. (C.Wahren, *Mgr.*)	100·4 H11*t*	20·7	14·0	Nrrköping Swedish	C.2Cy.18"&34½"–24" HS1400 69NHP H.C.StülckenSohn,Ham.		
914 5702 JVGK	**Holmen II.** SteelScK *H.Jansson*15–15 ssBhn.No.1–11 (*ex*Rotesand,*ex*DouglasII.) 1*Dk*	137 115 4	✠ — 2,18 *For towing purposes*	Bmn	1906 8mo	W.Chalmers&Co.Ld. Rutherglen	HolmensBruks& FabriksAktieb.	101·4 B29'H6*t*	19·0 BK6½"	10·0 *WB*	Nrrköping Swedish 4*BHCem*	T.3Cy.11¾",20"&32"–23" 55NHP 1SB,*2cf*,GS30,HS8 Bailey&Leetham,Hull	10 " 6	
915 123156 HGCR	**Holmesbank** SteelScSr *C.Jones* –16 ssCff.No.2–14 (*ex*Thirlwall) 1*Dk(ptIrn&ptStl)* 2*trB&deepframing3Dkrule*	3051 2855 1937	✠100A1 Cff *r* 4,16 ~~4,17 4,16~~ Swe ✠LMC MS2,14 ~~BS4,16~~ 5,17		1906 5mo	Richardsn, Duck&Co. Stockton *Lloyd'sA&CP*	KestellS.S.Co.Ld. (KestellBros. *Mgrs.*) *WB=CellDBa112'uE24'f140'706t*	325·2 P28'B164'F29'	47·1 FK	22·5 *APT82t*	Cardiff British 5*BHCem*	T3Cy.23½",39"&64½"–42"(*s*) 180lb *90lb* 280NHP 2SB,*6rf*,GS119,HS4200 Blair&Co.Ld.Stockton	24 " 10 s 3 " 6½ 21 " 8	
916 — MDNV	**Holmestrand** SteelScSr *H.Halvorsen* 1*Dk*	179 81 100			1907	Nylands Værksted Christiania	Dampskibsselskbt Juno (A.Steen, *Mgr.*)	109·1 Q21*t*B69*t*H6*t*	18·6	7·8	Holmstrnd Norwegian	T.3Cy.10½",17"&28½"–20" 36NHP Nylands Værksted,Xania.		
917 — GBTP	**Holmia** SteelScSr *Elec.light*		100A1 *Shelter dk withfreeboard* (*ClassContem plated*)		1917	Aktieb. FinnbodaVarf Stockholm	Rederiaktieb. SvenskaLloyd (H.Metcalfe, *Mgr.*)	275·0	41·0	15·0	Gothenbrg Swedish	T.3Cy.21½",35½"&53½"–36" Bergsunds.M.V.Aktb.Skm		
918 135338 JDWQ	**Holmpark** SteelScSr *C.Mitchell* –16 *Well deck* 1*Dk(Stl)*	1468 1229 905	✠100A1 Bry *p* ~~3,10,16~~ 1,18 ~~Cff~~ Shl ✠LMC1,14	11,15	1914 2mo	Greenock &Grngem'th Dkyrd Co.Ld. Grngemouth *Lloyd'sA&CP*	DenholmLine Steamers,Ld(J&J. Denholm, *Mgrs.*) *WB=CellL*	250·1 P17'Q70'B65'F26'	37·2 FK	16·5 *Ba68'uE15'*	Greenock British 4*BHCem*	T.3Cy.18",30"&50"–36" (*r*) 180lb 172NHP 2SB,*6cf*,GS94,HS2766 Cooper&Greig,Dundee	18 " 7 s 1 " 9 17 " 2	
919 108333 QCFV	**Holms Island** SteelScSr ~~*C.J.Harvey* –16~~ ssLiv.No.3–8,10 (*ex*Grelford,*ex*Nancy ssLiv.No.1–15 Lee, *ex*Minterne) *Spar dk(Irn)2trB* *W.T.Howard* –17 *&deep framing*	2823 2647 1802	✠100A1 Msl *u* *Spar dk* ~~Nwc~~ ~~Cff~~ *withfreeboard* ~~10,17~~ 3,18 ✠LMC 1,17 ~~BS7,16~~ ~~MS1,17~~ BS3,18	~~1,17~~ ~~10,17~~ 3,18	1898 4mo	Short Bros. Sunderland A&CP	WilliamsStm.Nav. Co.Ld. (W.Williams&Co. *Mgrs.*) *CellD Ba100'uE24'f124'*	316·0 P31'B78'F31'	42·1 FK	17·0 24·1 *723tAPT75t*	London British 6*BHCem*	T.3Cy.23",38"&62"–42" (*s*) 160lb 256NHP 2SB,*6pf*,GS117,HS3950 J.Dickinson&Sons,Ld.Sld.	26 " 9 s 4 " 10 22 " 2	
920 101826 NBTP	**Holmside** SteelScSr *J.J.Reed* –97 ssNwc.No.3–6,06 *Well deck* ssNwc.No.2–15 *Cargo battens not fitted* 1*Dk(Irn)2trB*	842 681 531	✠100A1 Nwc 11,~~13,16~~ Lon ~~BS9,16~~ ✠LMC9,16 BS11,17	~~2,16~~ 11,17	1893 5mo	Wood, Skinner&Co. Newcastle A&CP	W.Swanston& Sons *WB=Cell D B170'246tFPT*	206·7 Q98'B18'F22'	30·2 FK	13·6 *31tAPT22t*	Newcastle British 4*BHCem*	T.3Cy.17",28"&46"–30" (*s*) 180lb *90lb* NDB03 99RHP 1SB,*3pf*,GS51,HS1670 N.E.Mar.E.Co.(Lim.),Nwc	16 " 0 s 1 " 4½ 14 " 10	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. *Master.* Special Surveys.	3 Material, Rig, &c. *Late Name if any.* No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years assigned now expired. Extension Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of Last Trade Cert.
ing since 2,18																	
921 125137 HLFN	**Holmtown** *E.C.Laverick* –17 (*ex*Idaho) *Well deck*	SteelScSr ssSld.No.2–14 1*Dk(Stl)*	598 457 363	✠ ~~100A1~~ ~~8,16~~ 8,17 ~~MS4,14~~	Sws Cff	*i*	8,16 NS,17 ~~BS8,15~~ 8,17	1907 5mo	R.Thompson&Sons,Ld. Sunderland *Lloyd's sA&CP*	TownLine (London)Ld. (Harrison,Sons &Co.*Mgrs.*) *WB=DB*	176·0 Q85′B17′F23′ *a*33′*f*41′116*t FPT*	29·8 FK	10·6 *4BHCem* 23*t APT*16*t*	London British 4*BHCem*	T.3Cy.15½″,25″&41″–27″ (*s*) 160lb 95RHP 2SB,*4pf*,GS56,HS1558 Richardsons,Westgarth& Co.Ld.Mdb.	13 ″ 0 s ″ 9½ 12 ″ 5	
922 LMGD	**Holnis** 1*Dk*	SteelScSr	987 740 609					1891	Flensburgr Schiffsb. Ges. Flensburg	J.M.K.Blumenthal	219·1 Q78′ B54′ F27′ *'Tween dk BH in No.3 hold dispensed with* a 133′ *uE&B*45′*f*18	32·3 FK 6*B* 1*B*	13·2 Altona German 4′1056*t DT u*	Altona German	T.3Cy.15″,22½″&43″–30″ 101NHP FlensburgerSchiffsb.Ges.		G
923 RVFS	**Holsatia** *Deinat*03–14 *Elec.light* Wireless	SteelScSr 2*Dks(Stl)*	5644 5282 3540	✠ ~~—~~ 3,17 ✠	Dmb	*z*		1914 5mo	A.McMillan&Son,Ld Dumbarton	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie) *WB=CellDB*	415·3 P44′B123′F46′ *dk BH in No.3 hold dispensed with* a 133′ *uE&B*45′*f*18	56·0 FK 6*B* 1*B*	28·1 Hamburg German *Cem H to U dk H to 2nd dk only* 4′1056*t DT u*	Hamburg German 597NHP 3SB,*9cf*,GS189,HS9300 FD D.Rowan&Co.Glasgow 35′1048*t FPT*121*t APT*130*t*	30 ″ 9	
924 RFTH	— *Sturm*	IronScSr 2*Dks*	1820 1698 1156			…		1880	Reiherst'g Schiffsw. Hamburg	W.Kunstmann	280·2 P16′H—F32′	34·1	23·6 *WB*	Stettin German	C.2Cy.34″&62″–42″ NB95 208NHP Reiherst.Maschinenf.Ham.		GV
925 LBPQ	— *H.F.Bauer*88–88 *Elec.light*	IronScSr 2*Dks*	319 306 172					1868	Norddeut. Schiffb.A.G. Kiel	Sartori&Berger	150·7	20·0	15·0	Kiel German	C.2Cy.17½″&36″–30″ NE76NB01 59NHP Schweffel&Howaldt,Kiel		G
926 QJVS	**Holstein** *R.Kasten* *Elec.light* Sub.Sig. Wireless	SteelScSr 2*Dks*& *Shelter dk*	4932 4647 3053					1911	Flensburgr Schiffsb.Ges. Flensburg	Norddeutscher Lloyd	402·3	54·0	26·5 *WB*	Bremen German	T.3Cy.28¾″,47½″&78″–54″ 447NHP FlensburgerSchiffsb.Ges.		G
927 LGRC	— *H.Lühmann*12–13 (*Trawler*) *Elec.light*	SteelSc 1*Dk*	223 199 80					1906	Schiffsw(v. J.&Sch.)A.G. Hamburg	Joh.Thode& N.Ebeling	115·8 H—F18′	22·4	9·8 *WB*	Altona German	T.3Cy.12¾″,20¾″&32¾″–22″ 48NHP Schwft.(vJ.&Sch)AGHam		G
928 LBPM	— *Th.Kofoldt*93–07 *Elec.light*	SteelSc 1*Dk*	139 100 5[F]					1907	Howaldtswerke Kiel	NeueDampfer-Co. Akt.Ges.	93·4 F33′	21·4	8·9 *WB*	Kiel German	C.2Cy.14$\frac{5}{16}$″&27$\frac{9}{16}$″–13$\frac{3}{4}$″ 26NHP Howaldtswerke,Kiel		G
929 MNJQ	**Holt** *Lundgren* –16*ss*Mmo.2ndNo.3–5,12 (*ex*Grenske,*ex*Oden,*ex ss*Xia.No.1–16 Glenoran,*ex*Vascongada) 1*Dk(Stl)*2*trB* *Well deck* *Cargo battens not fitted*	SteelScSr	1512 1190 917	✠ 100A1 2,18~~4,17~~ ~~BS2,15~~	Hpl Shl ~~LMC~~ ✠LMC9,15	*p*	~~9,16~~ 2,18	1887 9mo	A.Stephen &Sons,Ld. Glasgow *Lloyd's sA&CP*	J.W.Wroldsens Rederi A/S(J.W. Wroldsen & Co. *Mgrs.*)	250·0 Q90′B62′H48*t* F32′ *CellDB*200′	35·1 BK9″	15·9 Tvdestrnd Norwegian 4*BHCem* 401′*f* 1*PT*21*t*	Tvdestrnd Norwegian 160lb *80lb* NDB01 145NHP 1SB,*3cf*,GS50,HS2375 A.Stephen&Sons,Gls.	19 ″ 4 s 1 ″ 8 18 ″ 7	
930 HPND	**Holtby** *H.Sandal* –16	SteelScSr 1*Dk*	3675 3384 2262					1909	Ropner& Sons,Ld. Stockton	SirR.Ropner&Co. Ld.	346·5 P23′B98′F36′	51·0	23·3 *WB*	W.Hartlpl British	T.3Cy.25″,41″&67″–45″ 301NHP Blair&Co.Ld.Stockton		C
931 MNBH JSPR	**Holum** ~~*E.Edvardsen*~~ (*ex*Brita) *Mchy.Aft*	SteelScSr ~~*ss*Grot.No.1–18~~ *ss*Lon.No.2–18 1*Dk(Stl)*	235 182 108	✠ 100A1 ~~9,16~~ 9,16~~,17~~,18 ~~BS9,16~~ ~~BS10,17~~ ✠LMC2,16	Xia Lon	*c*	~~9,16~~ 7,17 7,17	1909 12mo *Lloyd's sA&CP*	Aktieb. LödöseVarf Lödöse	TheShippingController(Mann,Macneal&Co.*Mgrs.*)	~~99·8~~ 101·1 *WB=FPT*	~~22·3~~ 22·5 FK	11·3 London British 3*BHCem* 27*t APT*76*t*	C.2Cy.10″&22½″–15″ (*s*) 120lb 20RHP 1SB,*1cf*,GS12,HS363 Aktieb.LödöseVarfLödöse	12 ″ 0 s 1 ″ 0 11 ″ 2	
932 QBGM	**Holyhead** *W.Smyth* –16 (*ex*Elswick) *Well deck* *Mchy.Aft* *Iron framing Steel plating*	SteelScK *ss*Liv.No.3–10,16 1*Dk(Irn)*	196 143 81	✠ 100A1 ~~5,17~~ ~~10,16~~ 10,17 ~~BS10,15~~ ✠NB8,15	Liv MS11,17 ✠LMC10,16	*b*	~~10,16~~ 11,17	1898 3mo	Wood, Skinner&Co. Ld Newcastle A&CP	H.&C.Grayson,Ld.	112·0 Q37′B9′F15′	20·0 FK	9·0 Liverpool British 3*BHCem FPT*25*t*	C.2Cy.15″&28″–20″ (*s*) 100lb 50RHP 1SB.*2pf*,GS26,HS656 N.E.MarineEngCoLdNwc	9 ″ 8 s ″ 11 8 ″ 11	
933 136013	**Holyrood** *J.Vincent* –14	SteelScK 1*Dk*	210 191 96	✠ 100A1 *StmTrawler* 6,14	Hul ✠LMC6,14			1914 6mo *Lloyd's sA&CP*	Cochrane& Sons,Ld. Selby	QueenStm.Fishing Co.Ld.	115·2 Q69′	21·6 BK7½″	11·5 Grimsby British 4*BHCem*	T.3Cy.12″,21″&34″–24″ (*s*) 180lb 66RHP 1SB,*2pf*,GS33,HS1070 C.D.Holmes&Co.Ld.Hull	12 ″ 3	
934 123951 HLTF	**Holywell** *ss*Mdb.No.2–16 *G.W.Sharpe* –13 *Elec.light*	SteelScSr ~~*ss*Mdb.No.1–13~~ 1*Dk(Stl)*&*Spar dk(Stl)*& *deep framing*	4867 4513 3059	✠ 100A1 4,13*Spar dk* ~~4,13~~ 9,15 ~~MS2,16~~	Mdb Cal ✠LMC ~~BS8,16~~ 1,18	*y*	~~3,16~~ 4,18	1907 11mo *Lloyd's sA&CP*	Hawthorn, Leslie&Co Ld Newcastle	WellLine,Ld. *WB=CellDBa*140′ *uE&B*42′*f*	401·8 P30′B112′F42′	50·8 FK	17·8 27·1 Sundrland British 6*BHCem* 71*t APT*44*t*	T.3Cy.27½″,45″&76″–48″ (*s*) 180lb *180lb* 520NHP 3SB,*9cf*,GS172,HS7380 FD N.E.MarineEngCoLdNwc 168′1006*t FPT*100*t APT*30*t*	29 ″ 9 s 6 ″ 0 24 ″ 2	
935 123769 HJWG	**Holywood** *D.Saunders* –10 *Well deck* *Cargo battens not fitted*	SteelScSr ssSld.No.1–11 1*Dk(Stl)*&*deep framing*	1545 1222 965	✠ 100A1 10,14 ~~BS8,15~~ ✠LMC MS10,15	Lon	*p*	~~10,15~~ 1,17	1907 1mo *Lloyd's sA&CP*	J.Blumer &Co. Sunderland	WFrance,Fenwick &Co.Ld. *WB=CellDBa*74′*uE&B*32′*f*96′490*t FPT*	244·4 P20′Q76′B50′F24′	38·0 FK	15·8 London British 4*BHCem* 71*t APT*44*t*	T.3Cy.20″,33″&54″–36″ (*s*) 190lb 214NHP 2SB,*3pf*,GS94,HS3534 N.E.MarineEng.Co.Ld.Sld	17 ″ 11 s 1 ″ 7½ 16 ″ 7	
936 108180 PNSC	**Homayun** *H.B.Howes* –15 (*ex*Biafra,*ex*Léopoldville) *Well deck* 2*Dks*(*UStl*–ws)& *Web frames* *Elec.light* *Frames&reverse frames pt Iron*	SteelScSr *ss*Liv.No.3–7,08 *ss*Bom.No.1–12 2*Dks*(*UStl*–ws)& *Web frames*	3363 2561 2155	✠ 100A1 8,15 BS1,15 ✠LMC4,12	Bom	*v*	N5,14	1895 1mo	SirRaylton Dixon &Co. Middlesbro' A&CP	Bombay&Persia Stm.Nav.Co.Ld. *WB=Cell D Ba*74′*uE*22′	332·0 P217′F47′	43·2 FK	23·0 Bombay British 5*BHCem* *f*150′512*t*	T.3Cy.24$\frac{13}{16}$″,39″&67″–45″(*s*) 160lb 308NHP 2SB,*6cf*,GS126,HS4495 T.Richardsn&Sns,Ld.Hpl.	25 ″ 6 s 3 ″ 5½ 22 ″ 7	
937 113024 NTJK	**Home** *S.Harbin* –18 ~~*G.Sparklin* –16~~ *Elec.light* 1*Dk*& *Web frames,lower dk in main hold*	SteelScSr *ss*NFL.No.3–5,13 *ss*NFL.No.1–16	439 343 200	✠ 100A1 ~~5,17~~ ~~3,16~~ 6,18 ~~BS5,15~~ 5,18 ✠LMC5,16	NFL	*g*	~~3,16~~ 5,18	1900 10mo	A.&J. Inglis Glasgow A&CP	ReidNewfoundlandCo. *WB=CellDBa&uE&B*	154·7 F15′	25·1 BK7″	12·6 SJhnsNFL British 4*BHCem* 47′*f*61′84*t*	T.3Cy.15″,24″&40″–30″ (*s*) 160lb 99RHP 1SB,*3rf*,GS51,HS1325 FD A.&J.Inglis,Glasgow	15 ″ 0 s 2 ″ 1½ 13 ″ 10	
938 JNCT	**Homécourt** *S.Porcher*12–12 1*Dk(Stl)*&*deep framing*	SteelScSr *ss*Cff.No.1–14	2387 1958 1486	✠ 100A1 1,17 ~~Exa~~ ~~BS5,16~~ ✠LMC5,14	Cff	*s*	1,17	1910 2mo	Atel.&Ch. deFrance Dunkirk A&CP	Cie.desChargeurs Français(Plisson& Co.*Mgrs.*) *W B=Cell DBa*84′*u*	288·7 P19′B74′F33′ *E20′f*120′610*t FPT*	42·8 FK	19·3 Bayonne French 5*BHCem* 120*t APT*80*t*	T.3Cy.21″,33″&56″–36″ (*r*) 180lb *100lb* 208NHP 2SB.*6rf*,GS100,HS3255 Atel.&Ch.deFrance,Dnk.	22 ″ 6 s 2 ″ 11½ 19 ″ 9	
939 96142 KLOH	**Homer** 2*Dks*	WoodTwinSc	501 457 331					1891	H.R.Reed Coquille,Or.	PacificCoastCo. (PacificS.S.Co. *Mgrs.*)	146·0	33·8	17·0 S.Frncisco Utd.States	C.2Cy.12″&24″–20″ 21NHP FultonE.&S.B.Works,S.Fo		
940																	

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux. Gréement. etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Forme assignée à l'hélice. Date de la dernière visite d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
941 135728 JKRH	**Homer** *W.Stewart* –16 1 *Dk*	**SteelSc**	157 139 10	✠100A1 *For Towing purposes* 4,17 ✠LMC5,16	Shl		N10,16	1915 3mo *Lloyd's*	Ardrossan DD&SBCoLd Ardrossan *SA&CP*	LawsonStm.Tug BtCoLd(J.Lawson *Mgr.*)	95·3 22·1 10·9 BK6½″ *WB=APT3t*	Ardrossan British	T.3Cy.13″,21″&34″–24″ (*s*) 180lb 95RHP 1SB,*3pf*,GS52,HS1600 Aitchison,Blair,Ld.Gls.	11 ″ 9 s 1 ″ 3 11 ″ 4	
942 135961 JHTQ	**Homer City** *D.H.Griffiths* –17 *Elec.light* 1 *Dk*	**SteelScSr**	4914 4533 3051					1914	Ropner& Sons,Ld. Stockton	St.JustS.S.Co.Ld. (W.R.Smith&Sons, ~~*Mgrs.*~~) (J.Sons,*Mgr.*) *WB*	384·9 53·0 27·0 P37′B125′F39′	Bideford British	T.3Cy.26″,43″&71″–48″ 349NHP Blair&Co.Ld.Stockton		C
943 96990 KDTG	**Homer Ramsdell** *W.L.Dennis*01–12 1 *Dk*	**IronSc**	1181 — 823					1887 1912	T.S.Marvel S.B.Co. Newbrgh,NY	CentralHudson SteamboatCo.	225·0 32·5 11·8	NewYork Utd.States	C.2Cy.28″&52″–36″ *Altered*11 135NHP		
944 98094 LRMK	**Homereus** *W.Johnstone* –16 *ss*Liv.2ndNo.3–3,14 (*ex*StormKing) *Elec.light* 2 *Dks*(*Stl–Uws*)*3trB*	**SteelScSr**	3279 3040 2097	✠100A1 8,17 ~~9,16~~ ✠LMC MS4,15 BS6,16	Gls Liv	*v* ~~7,16~~ 4,18	1890 5mo	R.Dixon &Co. Middlesbro' *A&CP*	Brit.&S.American StmNavCoLd(R.P. Houston&Co.*Mgs*) *WB* = *DBa*96′*f*130′*uE*	340·0 42·7 26·2 P41′B78′F45′ BK11″ *&B54′612t*	Liverpool British 6*BHCem* T.Richardson&Sons,Hpl.	T.3Cy.28″,44″&72″–48″ (*s*) 160lb 419NHP 2DB,*12cf*,GS216,HS7190	29 ″ 6 s 5 ″ 5½ 25 ″ 3	
945 73451	**Honam** *S.Bell-Smith*07–11 1 *Dk*,*Shade dk*& *Promenade dk*	**SteelPadSr**	1743 930 951					1882	A.&J. Inglis Glasgow	HongKong,Cantor &MacaoStm.Boat Co.Ld.	270·0 38·1 13·1 21·9	HongKong British	C.2Cy.40″&72″–120″ 473NHP A.&J.Inglis,Glasgow		
946 MBVP	**Hondagua** *Lasala* (*ex*Rigel,*ex*Minas deBatan, *ex*Pax,*ex*AdolfDeppe,*ex*Saxonia) *Elec.light* 2 *Dks*3*trB*	**IronScSr**	1758 1602 1208					1879	Caird&Co. Greenock	ManilaRailroad Co.Ld.	269·3 33·8 23·9 P45′B23′F36′	Manila Utd.States	C.2Cy.34″&62″–42″ NB92 208NHP Caird&Co.Greenock		V
947 132132 HVRQ	**Hondo** *C.Wynne* –15 *Elec.light* 1 *Dk*	**SteelScK**	229 205 118	✠100A1 *Stm Trawler* 8,14 ✠LMC5,12	Gms		8,14	1912 5mo *Lloyd's*	Cochrane &Sons Selby *SA&CP*	H.L.Taylor	119·2 22·0 11·5 Q66′ BK7½″	Grimsby British 4*BHCem*	T.3Cy.12″,21″&34″–24″ (*s*) 180lb 66RHP 1SB,*2pf*,GS32,HS1020 C.D.Holmes&Co.Ld.Hull	12 ″ 3	
948 JNCR	**Honduras** *Lescarret*11–11 *Elec.light* 3 *Dks*	**SteelSc**	5913 5561 3762					1909	Chant.de Normandie Rouen	Cie.Générale Transatlantique	387·1 51·4 28·2 *Wb*	Havre French	T.3Cy.23½″,38½″&64″–42″ 265NHP Ch&Atel.deSt.Nazaire		V
949 205261 KWSF	— *Elec.light Mchy.Aft* 2 *Dks*	**SteelScSr**	2350 — 1461					1908	Buffalo D.D.Co. Buffalo,N.Y	Seaboard&Gulf S.S.Co.	247·8 43·0 27·0 *WB*	NewYork Utd.States	T.3Cy.19″,30″&52″–40″ *Eblt.88 fitted*08 171NHP O'Connor&Co.Detroit		R
950 MLRD	— *Danielsen* –15 *Elec.light* 2 *Dks*	**SteelSc**	1255 1091 704					1915	Fredrkstad Mek.Værks Fredrikstad	Dampskibselsk. Globe (P. Johannessen *Mgr*)	235·0 33·5 21·2 *WB*	Tönsberg Norwegian	T.3Cy.20½″,33″&56″–36″ 188NHP FredrikstadM.V.Frdstad.		N
951 96860 KSFG	**Honeybrook** *Elec.light* (*Tug*) 1 *Dk*	**SteelSc**	373 — 253					1902	Neafie& LevyCo. Philadelphia	Lehigh&WilkesBarreCoalCo.	126·2 26·0 15·2	NewYork Utd.States	T.3Cy.16½″,24″&41″–30″ 92NHP Neafie&LevyS&EBCo.Phl		
952 132148	**Honeydew** *J.Cowie* –11 1 *Dk*	**SteelScK**	99 98 36	✠ — 8,16 *For fishing purposes* ✠	Abn			1911 6mo	Mackie& Thomson,Ld. Glasgow	J.Cowie	87·5 18·5 8·8 BK7½″	Buckie British 3*BHCem*	T.3Cy.9½″,15½″&26″–18″ 40RHP 1SB,*2pf*,GS29,HS770 W.V.V.Lidgerwood,Gls.	9 ″ 6	
953 JNCP	**Honfleur** *Marzin* –13 1 *Dk*	**SteelSc** *OilEng.*	124 — 59					1913	A.Nor- mand&Cie. Havre	Cie.Normande de Nav.àVap.	93·5 19·0 8·2 F16′	Havre French	Oil Engines 2Cy.15¾″–15¾″		V
954 JNCS	— *Vallée* –00 (*Tug*)	**SteelSc**	107 — —					1898	Cie.Gen. deNav. Rouen	Chambre de Commerce	82·0 19·4 11·1	Honfleur French	C.2Cy.17¾″&32½″–23½″ 42NH Dubus&Dupont.Havre		V
955 73818 PLHB	**Hong Bee** *Hyncock* (*ex*City of London) *Elec.light ss*HKg.3rdNo.3–3,17 3 *Dks*	**IronScSr**	3229 3076 2056	✠100A– 10,17 ~~10,17~~ ~~9,18 B11,18~~ ✠LMC3,17	HKg Bom		3,17	1876 1mo	C.Connell &Co. Glasgow	HoHongS.S.Co.Ld.	381·6 38·8 29·0 B39′&29′F37′ BK11″	Singapore British	C.2Cy.32″&38″–48″ (*s*) 75lb ~~75lb~~ 449NHP ~~2DB,12cf GS262,HS8000~~ J.&G.Thomson Glasgow	30 ″ 1	C
956 109707 RNDV	**Hong Ho** (*ex*Braeside) *Mchy.Aft*	**SteelScSr** *ss*Sng.No.2–07 1 *Dk*(*Stl*)	248 180 96	✠ 9,12 ✠	Sng	*d*		1900 2mo	R.William- son&Son Workington	LimOhuriChian	129·1 20·2 9·4 Q45′B9′F19′ FK *WB=FPT22t*	Singapore British 3*BHCem*	C.2Cy.15″&32″–24″ NDB03 42RHP 1SB,*2pf*,GS33,HS915 McKie&Baxter,Glasgow	10 ″ 4	
957 93210 LBFS	**Hong Kheng** *A.McInnes* –16 (*ex*Oriental) 2 *Dks*(*UStl*-ws)&*Spar dk* *Elec.light* Wireless (*Stl*-ws)*4trB*	**SteelSc3MstSr**	5284 4747 3085	✠ *Spar dk* 10,90 ✠	Lon	*z*		1889 2mo	Caird&Co. Ld. Greenock	P.A.Lapigne&Co.	410·5 48·0 26·0 34·3 BK9″ *WB=DBa*43′	HongKong British 8*BHCem*	T.3Cy.38″,59½″&96″–66″ 749NHP 3D&2SB*24cf*GS260HS13415 Caird&Co.Ld.Greenock	36 ″ 0	V
958 JNCV	**HongKong** *Marguerite*12–12 *Elec.light* 1 *Dk*&*Spar dk*	**SteelScSr**	1208 1076 630					1893	Sundrland S.B.Co.(Lim) Sunderland	Cie.deNav.Ton- kinoise (A.R.Marty,*Mgr.*)	240·0 32·0 17·3 H—	Marseilles French	T.3Cy.20″,32½″&53″–36″ 169NHP N.E.Mar.E.Co.(Lim.),Sld.		V
959 123923	**Hong Lee** 1 *Dk*	**SteelScSr**	121 94 48					1900	Tanjong PagarDk.Co. Ld.Singapore	HongLeeSS.Co.Ld. (LeeLongGuan& Co.)	95·0 18·0 8·4	Singapore British	C.2Cy.12″&22″–14″ *Emade*82*Bmade*05 21RHP Fenwick&Morrison,H.Kg.		
960	**Hong Lian** 1 *Dk*	**SteelScK**	116 82 43					1902	Wm.Chal- mers&Co. Glasgow	LimHoPuah	90·0 18·0 7·4 Q51′B11′F13′	Singapore British	C.2Cy.14″&28″–20″ 29NHP McKie&Baxter,Glasgow		
961 85862 WDSP	**Hong Moh** *T.Theband* *Elec.light* (*ex*City of Calcutta) 3 *Dks*	**IronSc3MstSr**	3910 3672 2555			…		1881	C.Connell &Co. Glasgow	HoHongSS.Co.Ld.	400·0 42·1 30·1 F34′ BK11″	Singapore British	T.3Cy.31″,50½″&85½″–60″ NB16 560NHP *Tpd*.16 HongKong& WhampoaDockCo.,Ld.	31 ″ 4	C
962 101640	**Hong Wan** *Khoin Hadjee Tasang*12–13 (*ex*Nor Hasjim) 2 *Dks*	**WoodSc**	149 116 54					1892	Tanjong PagarDockC. Singapore	HoeAikSteam- ships,Ld.	116·6 18·2 8·5 H21t	Singapore British	C.2Cy.15″&35″–16″ 35RHP TanjongPagarDockC.Sng.		
963 73866 QJPK	**Hong Wan I.** *L.V.Egdom* –15 (*ex*City of Edinburgh) *Elec.light* 3 *Dks*	**IronSc3MstSr**	3230 3069 2060			…		1876	C.Connell &Co. Glasgow	HoHongSS.Co.Ld.	381·5 38·5 29·0 F28′ BK11″	Singapore British *WB*	T.3Cy.30″,44″&73″–48″ NB04 369NHP *Tpd*.86J.&J.Thomson,Gls.	30 ″ 1	C

Captured 10 Jan 2010

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Register Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. (✝ for Special Survey. Date of last Survey.)	6 Port of Survey.	7 Year & signal letter when Equipment last approved	Date when tail shaft last scen.	8 Built. When. / Ship. / Engines.	9 Built. By Whom. / Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NIP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B.of Trade Cert.
964 3241 HSNL	**Hongkong Maru** SteelTwinScSr *S.Togo* –13 *ss*H.Kg.No.3–12,10 *Elec.light* *ss*Kob.No.1–14 Wireless 2*Dks*(*Stl–U*teaks)&*Web frames&lower dk in No.1hold*	5889 4388 3133	✝100A1 9,17 ~~7,16~~ ✝LMC~~7,16~~ 8,17	Kob	*a*	~~8,16,15~~ ~~7,16~~ 8,17	1898 10mo	Sir J. Laing Sunderland A&CP *WB=*	Osaka Shosen Kabushiki Kaisha *Cell DBa98'uE&B*	431·0|50·7|29·7 P78'B221'F54' FK&BK1½" 144'*f*119'751*t FPT*			Osaka Japanese *7BHCem* *69tAPT80t*	T.6Cy.28½",46"&75"–48" (*s*) 180lb ~~80lb~~ 1058NHP 4D&1SB27*cf*GS648HS19293 G.Clark,Ld.Sunderland	32 " 6 s 6 " 5 26 " 9	
965 137091	**Honor Storey** SteelScCtr *H.Taylor* –15 *Mchy.Aft* 1*Dk*	129 52					1915	Abdela& Mitchell Queensferry	Darwin&Mostyn Iron Co.Ld.	85·0|20·6| 8·1			Chester British *WB*	C.2Cy.13"&27"–18" 50RHP A.Dodman&Co King's Lynn		
966 Now named "Asturienne," *See No 9 in Supplement*	**Honoreva** SteelScSr *Arch deck* 1*Dk*(*Stl*)	*1452* *867*	✝100A1 *m* 10,16 ✝LMC9,13	Tto	*o*	10,16	1913 9mo	Osbourne, Graham&Co Sunderland *Lloyd's A&CP WB=*	*Cell DBa75' uE&*	240·5|36·2|20·0 P29'F16' FK *B31' f 96'365t FPT*			French *4BHCem* *50tAPT50t*	T.3Cy.17",28"&46"–33" (*s*) 180lb 144NHP 2SB,*4cf*,GS65,HS2410 G.T.Grey,SouthShields	22 " 2 s 6 " 4½ 16 " 1	
967	**Honorina** SteelScK *H.Bagger* –12 (*Trawler*) *OilEng.* *Elec.light* *Ref.Mchy.* 1*Dk*	135 115 51					1912	Frdrkshvn Skibs&Flydk. Fredrikshavn	Cia.Piscicultura	90·0|21·0| 9·2 B24'			Bahia Brazilian	Oil Engines 2Cy.10½"–11" Bolinders Mek.Værks.Skm		V
968 110594 RGVT	**Honorius** SteelScSr *H.Ashley* –15 *ss*Npt.No.3–8,12 1*Dk*(*Stl*)&*Spar dk*(*Stl*)&*deep framing* *Elec.light* Wireless	3476 3214 2126	✝100A1 *Spar dk* 4,16 ~~Examined 12~~ ✝LMC4,17 ~~MS8,12~~ BS12,15	NYk	*w*	4,16 ~~14,17~~	1899 7mo	A.McMillan&Son,Ld Dumbarton A&CP *WB=*	Brit.&S.American StmNavCoLd(R.P. Houston&Co.*Mgs*) *Cell DBa100'uE&*	350·0|47·0|17·0 P32'B164'F94'25·0 FK *B62'f132'724t FPT*			Liverpool British *6BHCem* *170tAPT49t*	T.3Cy.26",43½"&72½"–48" 180lb (*s*) 438NHP 3SB,*9cf*,GS189,HS7373 D.Rowan&Co.Glasgow	27 " 6 s 3"11½ 23 " 11	
969 19231 NBVQ	**Honto Maru** WoodSc 1*Dk*	791 691 474					1916	S.Nagata Osaka	Kita Nippon Kisen Kabushiki Kaisha	182·3|29·8|17·8 B46'			Nishinomiya Japanese	T.3Cy.13",21½"&36¼"– S.Nagata,Osaka		
970 142357 ~~PBSN~~ JSRD	**Hoogland** SteelScSr ~~*J.Bloem* 16~~ *Well deck* 1*Dk*(*Stl*)	1298 961 783	✝100A1 ~~10,17~~ ~~10,16~~ 5,18 ✝LMC4,16	Rot Cff	*o*	5,18	1916 4mo	N.V.Werf DeNoord Alblasserdam A&CP	~~Schaepvrat en Stoomboten Maatschappij~~ The Shipping Controller (Turnbull, Scott&Co.,*Mgrs.*)	232·0|34·6|15·2 Q79'B56'F26' FK *DB188'272t FPT*			London British *4BHCem* *11tAPT22t*	T.3Cy.17½ .29½"&46"–36" 180lb (*s*) 172NHP 2SB,*4cf*,GS86,HS3144 Alblasserdam.Msch.Fab.	17 " 3 s 1 " 4 16 " 3	
971 133014 HVJG	**Hookroad** SteelSc4MstSr *F.J.Baxter* –14 *ss*Goo No.1–16 (*ex*McElwain) 1*Dk*(*Stl*) *Well deck* *Mchy.Aft*	811 556 358	✝100A1 5,16 ✝LMC5,16	Goo	*k*	5,16	1912 2mo	R.William- son&Son Workington *Lloyd's A&CP*	Goole&HullSteam Towing Co.Ld.	186·3|29·4|12·4 Q116 B9'F25' FK *WB=CellDBf110'*			Glasgow British *3BHCem* *168tFPT148t*	T.3Cy.15",25½"&41"–30" (*s*) 160lb ~~90lb~~ 85RHP 1SB,*3pf*,GS58,HS2048 Ross&Duncan,Glasgow	14 " 7 s " 8½ 14 " 1	
972	**Hoosac** SteelScSr *Elec.light*	6600 4800 4200	100A1 *Shelter dk* *with freeboard* (*Class Contemplated*)				1917	Sir J. Laing &Sons,Ld. Sunderland	White Diamond S.S.Co.Ld. (Furness,Withy&Co.Ld.*Mgrs.*)	420·0|55·0|36·3			British	T.3Cy.29",49"&80"–54" Richardsons,Westgarth&Co.Ld.Mdb.		
973 133374 HVJN	**Hooton** SteelScSr *W.Phillips* –16 *Well deck* 1*Dk*(*Stl*) *Elec.light*	1892 1473 931	✝100A1 5,15 ✝LMC1,17	Cff	*q*	1,17	1912 2mo	Sir R Dixon &Co.Ld. Middlesbro' *Lloyd's A&CP*	Harries Bros.&Co.	265·3|38·7|17·6 Q110'B *on Qr dk*46' F24' FK *WB=CellDBuE21'*			Hull British *4BHCem* *sides of Tunnels*	T.3Cy.21",34"&56"–36" (*s*) 180lb 228NHP 2SB,*6pf*,GS129,HS3850 G.Clark,Ld.Sunderland *480tFPT40tAPT52t*	19 " 8 s 2 " 1 17 " 11	
974 202033	**Hoover & Mason** SteelScSr *Elec.light* *Mchy.Aft* 1*Dk*	5841 — 4578					1905	Gt.Lakes Eng.Works, Ecorse,Mich.	Zenith SS.Co.(G.A. Tomlinson,*Mgr.*)	504·0|54·2|31·0			Duluth Utd.States *WB*	Q.4Cy.18",27",40"&62"–42" NB11 249NHP Gt.Lakes Eng.Wks.Detroit		
975 WLQS	**Hop** SteelScSr *P.Larssen* 1*Dk*	1353 — 792					1916	N V Boele's Scheepsw. Slikkerveer	Akties.Hop (L.Christiansen)	237·9| P32'B60'F25'			Bergen Norwegian *WB*	T.3Cy.18½",30"&48"–36" 138NHP Machinefabriek Bolnes		
976 114748 SNPB	**Hop Sang** SteelScSr *H.S.Malkin* –17 1*Dk*(*Stl*)&*Spar dk*(*Stl–pt teaks*)&*deep framing*	2149 2016 1359	✝ *Spar dk* 9,01 ✝	Gls	*s*		1901 9mo	Lon.&Gls. Co.Ld. Glasgow	Indo-China Steam Nav.Co.Ld. *WB=Cell DBa84'f108'285t*	290·0|42·0|15·4 B60'F36' 22·5 FK *DTa20'358t FPT*			London British *5BHCem* *25tAPT22t*	T.3Cy.21",34"&56"–42" 224NHP 1SB,*4rf*,GS71,HS2868 FD London&Glas.Co.Ld.Gls.	25 " 0 s 4 " 8½ 20 " 8	
977 92874	**Hopetoun** SteelScSr *G.H.Warren* –12 (*ex*Isabella) 1*Dk*	127 117 62					1886 3mo	Culzean SB &Eng.Co. Culzean rebuilt12	The Grain Elevating&Automatic Weighing Co.Ld. (J.E.Kerr,*Mgr.*)	95·0|18·0|10·2 Q38' F18' *WB*			Bristol British *=FPT14t*	C.2Cy.15"&29"–21" 35RHP J.&T.Young,Ayr		
978 91464 SVMH	**Hopewell** SteelScSr *A.Pasch*02–10 *Mchy.Aft* *Well deck* 1*Dk*	337 232 135			...		1900	J.Fullerton &Co. Paisley	Hopewell Steam Shipping Co.Ld. (Hyne&Son)	145·0|24·1| 8·3 Q54'B8'F24' BK6"			Maryboro' British *WB*	T.3Cy.12",19½"&32"–22" 65RHP Ross&Duncan,Glasgow	10 " 8	
979 134364	**Hopper Barge No. 1** SteelScSr *O.Bernier* –13 *Elec.light* 1*Dk*	676 611 253			...		1913	G.T.Davie &Sons Levis,P.Q.	Canadian Government(Marine&Fisheries Dept.)	180·0|32·1|13·4 Q69'F28' FK			Quebec British	T.3Cy.14¾",24"&38"–22" 116NHP Canadian General&Shoe Machy.Co.Levis,P.Q	14 " 5	
980	**Hopper Barge No. 2** SteelSc *Elec.light* 1*Dk*(*Stl*)	743 621 356	✝100A1 *Hopper Barge* *For River purposes only* 9,15 ✝LMC9,15	Tto	*j*		1915 9mo	Collingw'd S.B.Co.Ld. Collingwood A&CP	Canadian Government(Marine&Fisheries Dept.)	180·0|32·1|13·6 Q74'F25' FK *WB=FPT23t*			Ottawa British *4BHAsp* *APT6t*	C.2Cy.20"&42"–27" (*r*) 125lb 72RHP 2SB,*6cf*,GS87,HS2800 Collingwood S.B.Co.Ld.	14 " 5	
981 99867	**Hopper No. 1** SteelTwinScSk *D.Campbell* –92	799 773 394					1892	Fleming& Ferguson Paisley	Trustees of the Clyde Navigation	195·7|34·1|14·7			Glasgow British	T.6Cy.15",24"&37"–24" 134NHP Fleming&Ferguson,Psy.		
982	— SteelScSp *ss*BBl.No.1–10 1*Dk*(*Stl*)	*433* *413* *194*	✝ *Hopper Barge* 10,10 ✝	BBl			1906 12mo	C H Walker &Co.Ld. Sudbrook	B.Ayres G.S'thern Rly.Co.Ld.	164·0|27·1|10·7 FK			Bns.Ayres Argentine *5BHCem*	T.3Cy.13",22"&34"–22½" 69NHP 1SB,*2pf*,GS40,HS1248 Plenty&Son,Ld.Newbury	11 " 6	
983 119062	**Hopper No. 2** SteelTwinScSk *D.McLeod* –03 1*Dk*	830 793 331					1903	Fleming& Ferguson,Ld. Paisley	Trustees of the Clyde Navigation	199·5|35·1|14·8 *WB*			Glasgow British	T.6Cy.15",24"&39"–24" 149NHP Fleming&Ferguson Ld.Gls.		
984	— SteelScSp *F.Forte* *ss*BBl.No.1–10 1*Dk*(*Stl*)	*432* *411* *193*	✝ *Hopper Barge* 11,10 ✝	BBl			1907 2mo	C H Walker &Co.Ld. Sudbrook	B.Ayres G.S'thern Rly.Co.Ld.	164·0|27·1|10·8 FK			Bns.Ayres Argentine *5BHCem*	T.3Cy.13",22"&34"–22½" 69NHP 1SB,*2pf*,GS40,HS1248 Plenty&Son,Ld.Newbury	11 " 6	

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux. Gréement, etc	3 Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant urgent. Lettre d'avertissement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Imagerie ou code international des signaux.
985 112603	**Hopper No. 2** 1 *Dk*	**IronSc**	267 255 147					1892	W.Simons &Co. Renfrew	Corporation of Preston	131·3	25·1	9·2	Preston British	C.2Cy.21″&38″–18″ 60RHP W.Simons&Co.Renfrew		
986 99868	**Hopper No. 3** *A.McInnes* –92 1 *Dk*	**SteelTwinScSk**	799 773 394					1892	Fleming& Ferguson Paisley	Trustees of the ClydeNavigation	195·7	34·1	14·7	Glasgow British	T.6Cy.15″,24″&37″–24″ 134NHP Fleming&Ferguson,Psy.		
987 89970	— 1 *Dk*	**IronSc**	225 225 112					1863	W.Simons &Co. Renfrew	Corporation of Preston	133·0	23·1	9·5	Preston British	2Cy.22″–21″ 40RHP W.Simons&Co.Renfrew		
988 123994	**Hopper No. 4** (*Hopper Barge*) 1 *Dk*	**SteelTwinSc**	842 837 333					1911	Lobnitz& Co.Ld. Renfrew	Trustees of the ClydeNavigation	200·2 F26′	35·1	14·8	Glasgow British *WB*	T.6Cy.15½″,24″&39″–24″ 150NHP Lobnitz&Co.Ld.Renfrew		
989 112606	— (*Hopper Barge*)	**IronSc**	256 255 115					1891	S.&H. Morton Leith	Corporation of Preston	130·0	24·4	9·0	Preston British	C.2Cy.21″&38″–16″ 40RHP S.&H.Morton&Co.Leith		
990 121306	**Hopper No. 5** *N.McCallum* –06 (*Hopper Barge*) 1 *Dk*	**SteelTwinScSk**	831 795 328					1906	Fleming& Ferguson,Ld. Paisley	Trustees of the ClydeNavigation	199·7 F24′	35·1	14·8	Glasgow British *WB*	T.6Cy.15″,24″&39″–24″ 149NHP Fleming&Fergusn,Ld.Psy		
991 112607	— (*Hopper Barge*)	**IronSc**	256 255 115					1891	S.&H. Morton&Co. Leith	Corporation of Preston	130·0	24·4	·09	Preston British	C.2Cy.21″&38″–16″ 40RHP S.&H.Morton&Co.Leith		
992 119069	**Hopper No. 6** 1 *Dk*	**SteelTwinScSk**	830 793 331					1903	Fleming& Ferguson,Ld. Paisley	Trustees of the ClydeNavigation	199·5	35·1	14·8	Glasgow British *WB*	T.6Cy.15″,24″&39″–24″ 149NHP Fleming&Fergusn,Ld.Psy		
993 112604	— 1 *Dk*	**IronSc**	255 255 106					1891	W.Simons &Co. Renfrew	Corporation of Preston	131·2	25·1	9·2	Preston British	C.2Cy.21″&38″–18″ 63RHP W.Simons&Co.Renfrew		
994 133012	**Hopper No. 7** *A.Mackenzie* –12 (*Hopper Barge*) 1 *Dk*	**SteelTwinSc**	842 837 333					1911	Lobnitz& Co Ld. Renfrew	Trustees of the ClydeNavigation	200·2 F26′	35·1	14·8	Glasgow British *WB*	T.6Cy.15½″,24″&39″–24″ 150NHP Lobnitz&Co.Ld.Renfrew		
995 ~~138880~~	— 1 *Dk*	**IronSc**	~~244~~ 249 ~~244~~ 249 ~~95~~ 97					1891	W.Simons &Co. Renfrew	Corporation of Preston	130·6	24·8	9·0	Preston British	C.2Cy.21″&38″–18″ 63RHP W.Simons&Co.Renfrew		
996 133037	**Hopper No. 8** *D.McInnes* –12 (*Hopper Barge*) 1 *Dk*	**SteelTwinSc**	842 837 333					1912	Lobnitz& Co.Ld. Renfrew	Trustees of the ClydeNavigation	200·3 F26′	35·1	14·8	Glasgow British *WB*	T.6Cy.15½″,24″&39″–24″ 149NHP Lobnitz&Co.Ld.Renfrew		
997 ~~121319~~ *Mchy.Aft*	**Hopper No. 9** ~~*R.Stirling* –16~~ (*Hopper Barge*) 1 *Dk*	**SteelTwinScSk**	831 795 328					1906	Fleming& Ferguson,Ld. Paisley	~~Trustees of the ClydeNavigation~~ Commonwealth Govt.	199·7 F24′	35·1	14·8	~~Glasgow~~ British *WB*	T.6Cy.15″,24″&39″–24″ 149NHP Fleming&Fergusn,LdP-y.		
998 133055	**Hopper No. 10** *D.McLaren* –12 (*Hopper Barge*) 1 *Dk*	**SteelTwinSc**	842 837 333					1912	Lobnitz& Co.Ld. Renfrew	Trustees of the ClydeNavigation	200·3 F26′	35·1	14·8	Glasgow British *WB*	T.6Cy.15½″,24″&39″–24″ 149NHP Lobnitz&Co.Ld.Renfrew		
999 ~~119079~~	**Hopper No. 23** ~~*J.A.Wilson* –16~~ 1 *Dk*	**SteelTwinScSk**	830 793 331					1903	Fleming& Ferguson,Ld. Paisley	~~Trustees of the ClydeNavigation~~ Commonwealth Government	199·5	35·1	14·8	~~Glasgow~~ British *WB*	T.6Cy.15″,24″&39″–24″ 149NHP Fleming&FergusnLd Psy.		
1000 119102	**Hopper No. 24** *A.McInnes* –04 1 *Dk*	**SteelTwinScSk**	830 793 331					1904	Fleming& Ferguson,Ld. Paisley	Trustees of the ClydeNavigation	199·5 F24′	35·1	14·8	Glasgow British *WB*	T.6Cy.15″,24″&39″–24″ 149NHP Fleming&FergusonLd.Gls		
1001 203508 KVPM	**Hoquiam** *J.A.Reinertsen* –06 1 *Dk*	**WoodSc3MstSr**	644 — 440					1906	M.Turner Fairhaven, Cal.	Bowes&Andrews	174·0 B26′	38·2	13·3	S.Frncisco Utd.States			
1002 *Fitted for oil fuel*	— (*Whaler*) 1 *Dk*	**SteelSc**	130 — 83					1912	SeattleConstruction& DryDockCo. Seattle,Wash	CanadianNorth PacificFisheriesCo	91·5 B26′	19·5	11·1	Seattle, Wash. Utd.States	T.3Cy.11″,18″&29″–18″ 36NHP SeattleConstruction& DryDockCo.Seattle,Wash		
1003 115178 *Elec.light*	**Horace** *A.W.Evans* –13 1 *Dk*	**SteelTwinScSp** *ss*Npt.No.3–11.16	141 118 —	✠100A1 11,16 BS1,18	Npt ✠LMC11,16		11,16	1904 7mo	Garston GravingDock &S.B.Co.Ld. Garston *Lloyd's SA&CP*	Alexandra(Newport&S.Wales) Dks.&Rly.Co. (J.H.Vickery, *Mgr.*)	90·3 B26′	20·1	10·4 BK6½″ *WB*	Newport British *4BHCem* *=DTf5′6t*	C.4Cy.15″&30″–21″ (*s*) 100lb 75RHP 1SB,*3cf*,GS48,HS1530 D.Rollo&Sons,Liverpool	11 ″ 0	
1004 *For full particulars See No. 11 in Supplement* *Elec.light* *Mchy.Aft*	**Horace S. Wilkinson** 1 *Dk*	**SteelScSr**	7700	100A *For service on Great Lakes* (*Class Contem plated*)				1917	ToledoS.B. Co. Toledo,O.	GreatLakes SteamshipCo.	588·0 F61′	60·2	27·0	Oswego Utd.States	Q.4Cy.21½″30½″43″&61″–42″ ToledoS.B.Co.Toledo,O.		
1005 129341	**Horace Stroud** 1 *Dk*	**SteelScK**	207 203 78	✠100A1 *StmTrawler* 10,13	Abn ✠LMC9,10		10,13	1910 9mo	A.Hall &Co.Ld. Aberdeen *Lloyd's SA&CP*	~~J.A.McGlashan~~ ~~J.W.Sutherland~~ F.Grimalis	115·0 BK7½″	22·5	12·4 *WB*	Aberdeen British *3BHCem* *=DTf5′16t*	T.3Cy.11½″,20″&33″–23″ (*r*) 180lb 66RHP 1SB,*3pf*,GS51,HS1149 A.Hall&Co.Ld.Aberdeen	13 ″ 0	
1006 *Now armed* *Well deck*	**Horacio** *F.Basauri* –17 "Arantzazu," *See No. 115 in Supplement* 1 *Dk*(*Sh*) *&Web frames*	**SteelScSr** *ss*Bbo,2ndNo.3–4,13	2291 1786 1345	✠100A1 *B.17* MS4,13	Bbo ✠LMC BS12,16	*s*	12,16	1888 4mo	W.Gray& Co. WHartlepool A&CP	Soc.Anon.deNav. Palma *WB=*	290·0 P27′Q94′B112′ F29′ *DBa96′f106′447t*	38·2	20·3 BK10″	Bilbao Spanish	T.3Cy.22½″,36½″&60″–39″(*s*) 160lb *60lb* NDB03 224NHP 2SB,*6cf*,GS97,HS3358 Blair& Co.Ld.Stockton	22 ″ 2 s 2 ″ 1 21 ″ 1	
1007 1446 HKCT	**Horai Maru** 2 *Dks*	**WoodScSp**	198 182 103					1894	Ishikawa-jima S.B.Yard Tokio	TsushimaUnyu KabushikiKaisha	123·9	16·2	13·6	Nishino-miya Japanese	C.2Cy.15″&28″–15″ 25NHP ShibauraSeisakusho.Tokio		
1008 89823	**Horatia** *A.M.Baker*08–08 1 *Dk*	**SteelPadSr**	211 176 93				...	1886	C.S.Swan &Hunter Newcastle	Sproston's,Ld.	175·0 BK5″	19·5	7·5	Georget'n British	C.D.2Cy.27⅜″&47″–42″ NB04 99RHP Black,Hawthorn&Co.,Gts.	8 ″ 0	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. *Master.* *Late Name if any.* Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned or Completed. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.*	Registers in which classed, if not in L. Date of R. of Trade
1009 123239	**Horatio** *C.Wagner* –14	**SteelScK** *ss*Hul.No.1–10 1*Dk*	174 167 67	✠100A1 *StmTrawler* 3,14 BS9,14 ✠LMC6,16	Hul		9,14	1906 4mo *Lloyd's*	Mackie&Thomson Glasgow *sA&CP*	Hellyers'Steam FishingCo.Ld.	109·0|21·4|11·2 BK8″ *WB=DeepT*			Hull British *4BHCem*	T.3Cy.10″,16¼″&27″–24″ (*s*) 200lb 45RHP 1SB,*2pf*,GS25,HS750 *anks f* 13′31*t* W.V.V.Lidgerwood,Gls.	12 ″ 4	
1010 109462 QMJF	**Horatius** *A.M.Thomson* –15 1*Dk(Stl)&Spar dk(Stl)&deep framing*	**SteelScSr** *ss*Ant.No.3–2,11 *ss*Liv.No.1–16	3552 3336 2297	✠100A1 *Spar dk* 2,18 12,16 ✠LMC MS10,15 BS~~14~~,17	NYk Liv	*w*	10,~~15~~ 9,17	1898 9mo	Russell&Co. Pt.Glasgow	Brit.&S.American S.N.Co.Ld. (R.P. Houston&Co. *Mgs*) *WB=Cell D Ba* 110′	339·2|45·9|17·8 P20′B72′F36′ 25·8 FK *uE&B* 36′*f* 142′792*t*			Liverpool British *6BHCem* *APT*56*t*	T.3Cy.24″,40″&65″–45″ (*a*) 180lb ~~*65lb*~~ 298NHP 2SB,*6cf*,GS138,HS4482 Hutson&Son,Glasgow	28 ″ 5 s 5 ″ 7½ 23 ″ 2	
1011 JQVS	**Hordaland** *G.Rostrup* 1*Dk*	**IronScSr**	148 103 73					1879	Kockums Mek.Verks. Malmö	Hardanger-Söndhordlandske Dampskibsselskab	111·4|18·6|9·5 Q32′ B28′ F30′			Bergen Norwegian	C.2Cy.17″&34½″–19½″ B*made*03,*fitted*09 44NHP		
1012 133583 JNBF	**Horden** *R.Lander* –16 *Well deck* 1*Dk(Stl)*	**SteelScSr**	2677 2150 1607	✠100A1 1,17 ✠LMC8,16	Bry	*t*		1916 8mo *Lloyd's*	WoodSkinner&Co.Ld. Newcastle *sA&CP* *Inter*	BurnettS.S.Co.Ld. (Burnett&Co. *Mgrs.*) *mediateBH in fore*	321·0|43·2|19·5 BonQ63′Q186′F32′ FK *hold dispensed with Cell*			Newcastle British *Cem* *4BH only* *DB* 263′695*t*	T.3Cy.24″,40″&65″–42″ (*s*) 180lb *100lb* 329NHP 2SB,*8cf*,GS149,HS5524 N.E.MarineEngCoLd.Nwc *FPT*180*t APT*151*t*	21 ″ 9 s 7 ″ 2 19 ″ 2	
1013 128882 JCWF	**Horn** *J.Thomson* –15 *Well deck* 1*Dk(Stl)* *Mchy.Aft*	**SteelSc3MstSr** *ss*Ply.No.3–2,13	641 467 250	✠100A1 5,16 ✠LMC MS5,15 BS~~12,16~~9,17	Npt	*i*	x~~12,15~~ 9,17	1901 5mo *Lloyd's*	R.Williamson&Son Workington *sA&CP*	~~Johnson&Co.~~ E.Johnson&CoLd	183·5|28·0|11·1 Q94′B10′F20′ BK7″ *WB=DBf* 95′134*t*			Goole British *3BHCem* *FPT*50*t*	T.3Cy.14″,22½″&37″–27″ (*s*) 165lb 69RHP 2SB,*4pf*,GS58,HS1852 Ross&Duncan,Glasgow	13 ″ 6 s ″ 10 13 ″ 4	
1014 RNJH	**Hornburg** *C.Andresen* *Elec.light* 1*Dk&Spardk*	**SteelScSr**	3129 2965 1999					1904	Akt.Ges. "Neptun" Rostock	Dampfsch.Rhed. "Horn,"Act.Ges.	301·7|45·3|18·9 25·8			Lübeck German *WB*	T.3Cy.20⅞″,35 7/16″&55⅝″–37⅜″ 192NHP A.G."Neptun,"Rostock		G
1015 127904 JGWB	**Hornby** *E.Smith* 1*Dk(Irn)*	**SteelScSp** *ss*Liv.No.2–15	168 150 3	✠100A1 *For towing purposes* 3,17 ~~9,16~~ ✠LMC BS~~5,16~~3,17 MS7,16	Liv		12,15	1908 2mo *Lloyd's*	J.Cran& Co. Leith *sA&CP*	Alexandra Towing Co.Ld.	92·1|21·1|12·0 BK7½″ *WB=*			Liverpool British *4BHCem* *APT*5*t*	C.2Cy.21″&44″–27″ (*s*) 120lb 79RHP 1SB,*3cf*,GS61,HS1672 J.Cran&Co.Leith	13 ″ 3 s 2 ″ 6 11 ″ 6	
1016 136206 JGMS	**Hornby Castle** *W.S.Ireland* –14 (*ex*Pacific) 1*Dk(pt Stl pt Irn)* *Elec.light*	**SteelScSr**	4211 3881 2615	✠100A1 9,17 ~~10,16~~ ✠LMC9,14 *Carrying fuel oil F.P. above 150° F. in D.B.*	Hul Lon	*x*	~~4,16~~ 9,17	1914 9mo *Lloyd's*	Sunderlnd S.B.Co.Ld. Sunderland *sA&CP*	LancashireShppg. Co.Ld. (J.Chambers&Co.*Mgrs.*) *CellDBa* 117′*u*	370·0|53·5|24·5 P33′B234′F33′ FK *E26f* 164′987*t FPT*			Liverpool British *6BHCem* 82*t APT*131*t*	T.3Cy.25″,42″&68″–48″ (*s*) 180lb *100lb* 377NHP 2SB,*6cf*,GS140,HS6214 Blair&Co.Ld.Stockton	27 ″ 0 s 3 ″ 11½ 23 ″ 5	
1017 98048 LPRC	**Hornby Grange** *D.Saunders* –15 1*Dk(Stl)&Webframes& pt Awng dk(Irn-pt* ws) *Ref.Mchy. Elec.light*	**SteelScSr** *ss*Lon.No.3–10,11	2356 1882 1509	✠100A1 *pt Awng dk* *withfreeboard* 7,15 ~~Examined~~ 11,17 ✠LMC MS12,15 BS2,17 Lloyd's RMC2~~17~~ 3,~~17~~	Liv	*t*	1,15	1890 2mo *Lloyd's*	Wigham Richrdsn&Co Newcastle *sA&CP*	HoulderLine,Ld. (HoulderBros.& Co.Ld.*Mgrs.*) *WB=Cell DB* 220′ 480*t FPT*	300·0|40·3|19·9 P26′Q76′ FK			London British *5BHCem* 60*t APT*35*t*	T.3Cy.24″,37″&62″–42″ (*s*) 150lb 248NHP 3SB,*9rf*,GS189,HS3862 WighamRchrdson&CNwc.	23 ″ 0 s 8 ″ 5 22 ″ 0	
1018 PBQF	**Horncap** *F.Matthiessen* –12 *Elec.light* 1*Dk*	**SteelScSr**	3461 3168 2127					1912	Schiffsw. v. Henry Koch Lübeck	Dampfsch.Rhed. "Horn,"Act.Ges.	360·8|50·7|21·4 P&B288′F42′			Lübeck German *WB*	T.3Cy.25 3/16″&41¾″&68⅝″–44½″ 315NHP OttensenerMaschf.Altona		G
1019 139154 JNFT	**Hornchurch** *D.W.Brown* –17 *Well deck* 1*Dk(Stl)* *Cargo battens not fitted*	**SteelScSr**	2159 1727 1301	✠100A1 5,17 ~~9,16~~ ✠LMC9,16	Sld	*r*		1916 9mo *Lloyd's*	Osbourne, Graham&Co. Sunderland *sA&CP*	J.Hudson&Co.Ld.	280·0|40·5|18·5 P23′Q94′B52′F27′ FK *CellDB* 236′ 530*t FPT*95*t*			London British *4BHCem* *APT*120*t*	T.3Cy.22″,35″&59″–39″ (*s*) 180lb 225NHP 2SB,*6cf*,GS105,HS3320 ClydeS.B.&E.Co.Ld.P.Gl.	20 ″ 9 s 2 ″ 2 18 ″ 11	
1020 JQBN	**Hornelen** *J.Jansen*10–	**IronScSr** 1*Dk*	256 176 148					1866	C.Mitchell &Co. Newcastle	NordreBergenhus AmtsDampskibe	130·4|20·8|11·2 Q18′B37′H26′F33*t*			Bergen Norwegian	C.2Cy.16⅝″&34½″–24″ NB04 47NHP NylandsVerks,Christiania		
1021	**Hornet** *N.F.Marxen*08–08	**WoodScSr**	661 538 403					1908	Lindstrom S.B.Co. Abrdeen Wsb	HornetS.S.Co. (F.Linderman, *Mgr.*)	176·0|38·0|12·5			S.Frncisco Utd. States	C.2Cy.14″&32″–24″ 42NHP UnitedEng.WorksS.Frsco.		
1022	—	**IronScYl** (*Trawler*) 1*Dk*	149 142 48			…		1890	Mackie &Thomson Glasgow	Fiskeriaktiebol. Salen	100·5|20·5|10·7 Q19′F19′ ptND02 BK7½″			Gothenbrg Swedish	C.2Cy.16″&32″–22″ 40NHP Muir&Houston, Glasgow	11 ″ 11	
1023 PBQO	**Hornfels** *W.Braack* *Elec.light* 1*Dk(Stl)* *Well deck*	**SteelScSr**	3417 3194 2075	✠ 9,12 ✠	Stk	*w*		1912 9mo	Craig,Taylor&Co.Ld. Stockton	Dmpfschiffs RhedereiHorn Act.Ges.	359·3|50·0|21·4 P&B288′F39′ FK *BH in fore & after*			Lübeck German *Cem* *4 BH only*	T.3Cy.25″,41″&68″–45″ 376NHP 2SB,*6cf*,GS121,HS5064 FD N.E.MarineEng.Co.Ld.Sld	23 ″ 11	
1024 110761 JGHB	**Hornsea** *T.A.Jessop* –15 *Well deck* 1*Dk Stl plating& Irn framing*	**Iron&SteelScK** *ss*Hul.No.3–6,12 *ss*Hul.No.1–16	305 257 126	✠100A1 *StmTrawler* 7,16 ✠LMC7,15	Hul		7,16	1900 1mo	Cook, Welt'n&Gemmell Hull A&CP	HullSteamFishing &IceCo.Ld.	148·7|22·8|11·2 Q60′F24′ ptND12 BK8″ *WB=*			Hull British *4BHCem* *DB f* 13′9*t*	155′ 924*t FPT*93*t APT*116*t* T.3Cy.13″,22″&36″–27″ (*s*) 200lb 85RHP 1SB,*3rf*,GS51,HS1430 Amos&Smith,Hull	11 ″ 9	
1025 RNSF	**Hornsee** *Euler*04–08 *Elec.light* 1*Dk&Shelter dk*	**SteelScSr**	2702 2553 1681					1905	Akt.Ges. "Neptun" Rostock	Dampfsch.Rhed. "Horn,"Act.Ges.	291·3|44·0|16·6 23·6			Lübeck German *WB*	T.3Cy.20½″,35 7/16″&55⅞″–37⅜″ 192NHP A.G."Neptun,"Rostock		G
1026 108345 QDRN	**Hornsey** *D.McAlister* –15 *Well deck* 1*Dk(Irn)&Webframes* *Cargo battens not fitted*	**SteelScSr** *ss*Shl.No.3–5,11 *ss*Shl.No.1–16	1803 1386 1121	✠100A1 9,17 ~~11,16~~ BS~~9~~,17 ✠LMC7,16	Sld Shl	*r*	~~11,16~~ 9,17	1898 5mo	S.P.Austin &Son,Ld. Sunderland A&CP *WB*	CoryColliers,Ld.	268·1|37·7|16·9 P27′Q74′B48′F28′ FK *=CellDBa* 76′*uE&B* 34′*f* 108′510*t FPT*			London British *4BHCem* 37*t APT*64*t*	T.3Cy.20½″,33″&54″–39″ (*s*) 160lb 194NHP 2SB,*6pf*,GS90,HS3080 J.Dickinson&Sons,Ld.Sld.	19 ″ 9 s 2 ″ 2 17 ″ 11	
1027 NGQW	**Hornsriff** *H.Meiners* –14 1*Dk*	**SteelSc** (*Trawler*)	151 140 55					1895	G.Seebeck Geestemünde	H.Meiners	106·6|21·1|10·2			Gstemnde German	C.2Cy.16 9/16″&32⅝″–22″ 42NHP G.Seebeck,Geestemünde		G
1028 136780 JHWS	**Hornsund** *M.B.Walker* –15 *Elec.light* 1*Dk&Shelter dk*	**SteelScSr**	3646 3350 2251					1913	Schiffsw. v. Henry Koch Lübeck	Requisitioned by the Admiralty (Everett& Newbigin,*Mgrs.*)	376·6|50·7|21·4 F43′			London British *WB*	T.3Cy.27″,42½″&68⅞″–43¼″ 310NHP OttensenerMasch.Fabrik		

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	3	4 Tonnages Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. / Tirant d'eau correspondant.	15 Registres du cobd. ou du cobd. de la Tr. de Panama. Lettres de Classe.
1029	**Hororata**	Steel Twin Sc Sr	11243					1914	W. Denny & Bros. Dumbarton	New Zealand Shipping Co. Ltd.	511·1	64·2	32·0	Plymouth	Q.4Cy.26″,37″,53″&76″–48″		C
132757	*A.H.Ryley* –16	2 *Dks & Shelter dk*	8246								P37′B189′F67′ *on*			British	800 NHP		97
JFRH	*Elec.light Ref.Mchy*	Wireless	7184								*Shelter dk*			*WB*	Denny & Co. Dumbarton		7.11
1030	**Horsa**	Steel Sc Sr	2949	✠100A1	Cff	*t*	3,16	1894	W. Gray & Co. (Lim.) W Hartlepool	Herskind & Co.	314·0	40·5	21·3	W. Hartlpl	T.3Cy.23″,38″&62″–42″ (*s*)	23 ″ 9	
102709	*E.K.Stonehouse* –16	*ss* Shl. No.3–8,06	2285	*pt Awng dk*				1mo			P29′Q94′			British	160lb *100lb* NDB11 256 NHP	s 8 ″ 7	
NGLB		*ss* Hpl. No.2–15	1901	*with freeboard*							*pt Awng dk* 191′ FK			5 *BHCem*	2SB,*6cf*,GS80,HS3934	22 ″ 6	
		1 *Dk (pt Stl pt Irn) 2 tr B & Web frames & pt Awng dk (Irn)*		12,16						A&CP	*WB = Cell D B (not*			*APT30t*	T. Richardson & Sons, Hpl.		
				B&S,16 ✠LMC6,16													
1031	**Horsens**	Iron Sc Sr	230					18 7/8 2	Burmeister & Wain	Det Forenede Dampskibs Selsk.	152·7	20·1	9·3	Aalborg	C.4Cy.15″&30″–20″		
	H.Madsen 02–05	1 *Dk*	184						Copenhagen		Q41′	B8′	F19′	Danish	67 NHP		
NHFT			135												Burmeister & Wain, Cpn.		
1032	—	Steel Sc	122					1910	Werf Hubertia Haarlem	Horsens Dmpbaads S. (H. Meulengracht, *Mgr.*)	85·6	19·4	7·1	Horsens	C.2Cy.12″&24″–16″		V
	J.Jörgensen –10		79											Danish	34 NHP		
NRKJ			47											*WB*	Werf Hubertia, Haarlem		
1033	**Horsham**	Steel Sc 3 Mst Sr	401	✠100A1	Yar	*f*	2,17	1910	R. Williamson & Son Workington	Thos. Walker & Co. Ld.	141·6	24·3	11·0	London	C.2Cy.17½″&38″–27″ (*s*)	12 ″ 0	
128966	*T.W.H.Beesley* –17	*ss* Bkn. No.1–13	279	8,17 ~~2,17~~	Hul			2mo			Q81′B9′F20′			British	130lb 87 RHP	s ″ 6½	
HQLM	(*ex* Glanoventa)	1 *Dk (Stl)*	156								FK			4 *BHCem*	1SB,*3pf*,GS45,HS1656	11 ″ 8	
	Well deck Mchy.Aft			DS8,17 ✠LMC2,18				*Lloyd's A & CP*		*WB =*				*FPT30t*	Ross & Duncan, Glasgow		
1034	**Horst**	Steel Sc	220					1907	J.W. Klawitter Danzig		113·2	19·9	11·0		T.3Cy.9⅜″,14½″&23⅛″–13⅛″		G
			158								P36′B32′F20′			German	21 NHP		
HGBJ		1 *Dk*	98											*WB*	J.W. Klawitter, Danzig		
1035	**Horta**	Steel Sc Sr	3472			...		1892	Caird & Co. Ld. Greenock	Requisitioned by the Portuguese Government	348·9	42·0	26·2		T.3Cy.28″,46″&75″–48″	29 ″ 3	
	Wireless (*ex* Schaumburg,		3052								P44′B95′F45′			Portuguese	398 NHP		
	ex Gulf of Siam) *Elec.light*	2 *Dks 3 tr B*	2135										BK9″	*WB*	Caird & Co. Ld. Greenock		
1036	—	Steel Sc Sr	1722					1901	Schiffsw. v. Henry Koch Lübeck	F. Fischer	250·9	36·9	16·1	Rostock	T.3Cy.16½″,28¾″&45½″–33″		G
	H.Möller 12–12		1202								P14′Q62′B114′F26′			German	120 NHP		
PBLH		1 *Dk*	882											*WB*	H. Pauksch, Landsberg		
1037	—	Steel Sc K	*110*					1911	Akers Mek. Værks. Christiania		92·4	18·5	11·1		T.3Cy.11″,18″&29″–18″		
			108											French	36 NHP		
		1 *Dk*	*72*												Akers Mek. Værks. Xia.		
1038	**Horten**	Steel Sc Sr	244					1892	Nylands Værksted Christiania	Messageries Antillaises	121·8	19·6	12·4	Fort de France	T.3Cy.11½″,17½″&30″–24″		
	Gertrude	1 *Dk*	—								P86*t*	H15*t*	F23*t*	French	NB09 44 NHP		
			84												Nylands Værkstd, Xia.		
1039	—	Steel Sc Sr	212					1897	Akers Mek. Værks. Christiania	Tönsbrg & Hortens Dampskibsselskab	118·2	19·2	8·2	Tönsberg	T.3Cy.11″,18″&28″–20″		
	Mathisen		98								P81*t*	H12*t*	F21*t*	Norwegian	35 NHP		
HMGS		1 *Dk*	125												Akers Mek. Værks. Xia.		
1040	**Hortense Lea**	Steel Sc Sr	1125					1908	Laxevaags Msk. & Jrnskb Bergen	Akties. Dpsk. Hortense Lea (E. Grant Lea)	228·9	35·2	16·0	Bergen	T.3Cy.16″,25½″&43″–30″		N
	A.Nielsen 16–16	(*ex* Skjold)	999								H64*t*	F31*t*		Norwegian	101 NHP		
MFHW		1 *Dk*	652											*WB*	Laxevaags Msk. & Jrns. Bgn		
1041	**Hortensia**	Steel Sc K	244	✠100A1	Gms		~~2,16~~	1907	Dundee S.B. Co. Ld. Dundee	Premier Steam Fishing Co. Ld. (W. Ellis, *Mgr.*)	120·5	22·1	12·3	Grimsby	T.3Cy.12½″,22″&35″–24″ (*s*)	13 ″ 4	
125066	*F.C.P.Chesterfield* –15	*ss* Gms. No.1–11	224	*Stm Trawler*			8,16	7mo			Q69′F18′			British	200lb 76 RHP		
HLFJ	(*ex* Conquest)	1 *Dk*	118	2,15									BK7½	3 *BHCem*	1SB,*2cf*,GS36,HS1267		
				B&S2,15 ✠LMC ~~7,17~~	MS8,16			*Lloyd's A & CP*							C.D. Holmes & Co. Hull		
1042	**Hortensius**	Steel Sc Sr	3472	✠100A1	N Yk	*w*	~~8,10,15~~ 1,18	1899	AM'Millan & Son, Ld. Dumbarton	Brit. & S. American Stm Nav Co Ld (R.P. Houston & Co. *Mgs*)	350·0	47·0	17·0	Liverpool	T.3Cy.26¼″,43½″&72½″–48″	27 ″ 6	
110606	*J.W.Davies* –10	*ss* Bkn. No.3–5,12	3214	*Spar dk*				9mo			P32′B164′F94′ 25·0			British	180lb (*s*) 405 NHP	s 3·11½	
RHND		1 *Dk (Stl) & Spar dk (Stl)*	2125	10,15							FK			6 *BHCem*	3SB,*9cf*,GS189,HS7373	23 ″ 11	
	Elec.light	*& deep framing*		Examd. 1,~~17~~ ✠LMC				A&CP	*WB =*	*Cell D Ba* 100′ *u E &*	*B62′f132′724t FPT*			170t *APT* 49*t*	D. Rowan & Co. Glasgow		
				B&S ~~16,17~~ 1,18	MS12,16												
1043	**Horus**	Iron Sc K	173	✠100A1	Gms		8,15	1899	Cook, Welt'n & Gemmell Hull	Roberts & Ruthven Ld.	108·8	21·0	11·0	Grimsby	T.3Cy.12¾″,19½″&32″–22½″	11 ″ 10	
110909	*J.Robinson* –15	*ss* Gms. No.3–7,13	155	*Stm Trawler*				9mo			Q47′F19′			British	180lb (*s*) 50 RHP		
RMQC		1 *Dk*	68	8,15							ND13		BK7½	3 *BHCem*	1SB,*2pf*,GS888,HS896		
				✠NB7,15 ✠LMC7,12				*Lloyd's A & CP*					*WB = DB f 5′3t*		C.D Holmes & Co. Hull		
1044	**Hosanger**	Steel Sc Sr	1620					1911	Bergens Mek. Værk. Bergen	The Shipping Controller (J. Ridley Scott & Tully, *Mgrs.*)	244·1	37·7	15·6	London British,	T.3Cy.18″,29″&49″–33″		N
140681	~~*J.Mayer*~~		1197								P25*t* Q105*t* B153*t*				138 NHP		
JQMV	*H.R.Shottem* 17–17	1 *Dk*	957~~975~~								H78*t* F32*t*			*WB*	Bergens Mek Værks Bergen		
1045	**Hosei Maru** *K.Yokata*	Steel Sc Sr	2658	✠100A1	Yka	*t*	~~12,16~~ 1,18	1895	Richardsn, Duck & Co. Stockton	Eiwa Shokai (Murao Shokai, *Mgrs.*)	315·0	43·0	21·1	Dairen	T.3Cy.23″,37″&61⅜″–42″ (*s*)	23 ″ 8	
	~~*S.Hibi* –14~~	*ss* Rot. No.3–5,08	2441	*with freeboard*				9mo			P29′B62′F33′			Japanese	160lb 246 NHP	s 4 ″ 5	
	(*ex* Nichiro Maru, *ex*	*ss* Kob. No.2–16	1633	1,18 ~~12,16~~							FK			5 *BHCem*	2SB,*6cf*,GS104,HS3760	19 ″ 7	
	Leonora) 1 *Dk (Stl) 2 tr B & Web frames*							*Lloyd's A & CP*		*Cell D Ba*	104′*u E &* B40′*f* 126′			624t *APT* 73*t*	Blair & Co. Ld. Stockton		
				BS12,15 ✠LMC6,16			1,18										
1046	**Hosmer**	Wood Sc	154					1909	J.M. Bulger Nelson, B.C.	Canadian Pacific Railway Co.	109·8	20·9	8·4	Vancouver	C.2Cy.14′&30″–20″		
126551	*F.L.Orr* –09		100											British	36 RHP		
		1 *Dk*	105												Polson I.W. Co. Ld. Toronto		
1047	**Hostilius**	Steel Sc Sr	3322	✠100A1	Liv	*w*	N7,16	1900	A. McMillan & Son, Ld. Dumbarton	Brit. & S. American Stm Nav Co Ld (R.P. Houston & Co. *Mgs*)	350·0	47·0	17·0	Liverpool	T.3Cy.26⅜″,43½″&72½″–48″	27 ″ 6	
113374	*J.Jones* –13	*ss* Liv. No.3–4,13	3082	*Spar dk*				7mo			P32′B164′F95′ 24·9			British	180lb (*s*) 493 NHP	s 3 ″ 11½	
RSHK		1 *Dk (Stl) & Spar dk (Stl) &*	2089	7,16							FK			6 *BHCem*	3SB,*9cf*,GS165,HS7175 FD	23 ″ 11	
	Elec.light	*deep framing*			B&S,17			A&CP	*WB =*	*Cell D Ba* 98′ *u E & B*	62′*f* 132′ 705*t FPT*			122t *APT* 38*t*	D. Rowan & Co. Glasgow		
				MS11,17 BS4,16 ✠LMC~~6,18~~													
1048	**Hoten Maru**	Steel Sc Sr	1640			...		1891	Ailsa Shipbuilding Co. Troon	Government of Formosa (Osaka Shosen Kaisha, *Mgrs.*)	253·7	33·1	22·6	Kirun, Formosa	T.3Cy.18″,29″&48″–36″	18 ″ 5	
36		(*ex* Mukden. *ex* Shen	1575										BK8½	Japanese	NB02 155 NHP		
KBFL	Yang, *ex* Mukden, *ex* Lord Ailsa)		969											*WB*	Dunsmuir & Jackson, Gls.		
	Well deck 1 *Dk & Shelter dk & Web frames*																
1049	**Hotham Newton**	Steel Sc 3 Mst Sr	2648	✠100A1	Mdb	*t*	~~8,15~~	1893	Sir R Dixon & Co. Middlesbro'	Lennards Carrying Co. Ld. (J.M. Lennard & Sons, Ld. *Mgrs.*)	310·0	41·0	18·3	Middlsbro'	T.3Cy.24½″,39″&64″–42″ (*s*)	26 ″ 6	
98780	*P.Horne* –15	*ss* Mdb. No.3–10,06	2513	*Spar dk*	~~Swa~~ Bry		0,17	12mo			P31′F37′	25·3		British	160lb *100lb* NDB09 265 NHP	s 5 ″ 3	
NGFC		*ss* Mdb. No.2–16	1690	~~5,15 6,17~~ 1,18	DBS1,18		1,18						FK	12 *BHAsp*	2SB,*8pf*,GS118,HS3974	21 ″ 7	
		1 *Dk (Stl) & Spar dk (Stl) &*		✠NB1,18 ✠LMC6,16				A&CP							N.E. Mar. E. Co. (Lim.), Sld.		
	Mchy.Aft Elec.light	*Web frames*		*Carrying Petroleum in bulk*						*W*	*B = Cell D Bu E* 28′7			3*t FPT* 75*t A*	*PT* 27*t DT f* 30′352*t*		
1050	**Hotspur**	Steel Sc Sk	192	✠100A1	Hav			1914	Scott & Sons Bowling	The Admiralty	106·3	23·1	11·7	Glasgow	C.2Cy.21′&42″–27″	12 ″ 6	
136308	*G.Parker* –17		179	*For Towing purposes*				7mo					BK7″	British	120lb 99 RHP	s 1 ″ 4½	
	(*ex* Wrestler)	1 *Dk (Stl)*	—	8,15				*Lloyd's A & CP*						4 *BHCem*	1SB,*3pf*,GS63,HS2203	12 ″ 0	
				✠LMC7,14											Aitchison Blair, Ld. Gls.		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / *Master.* / *Late Name if any.* / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	8 Built. When	9 Built. By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of last Trade Cert.
1051 108302	**Hotspur** *F.Rigden* –16	**SteelTwinSc** (*Tug*) 1*Dk*	192 185		...		1897	W.Simons &Co.,Ld. Renfrew	Whitstable SalvageCo.Ld.(S. Anderson,*Mgr.*)	109·5 Raised *dk* 17′	21·1	11·4 BK7″	London British *WB*	C.4Cy.19″&40″–24″ 175NHP W.Simons&Co.,Ld.,Rnf.	12 ″ 0	
1052 132113	**Houbara** *W.R.Baskcomb* –14 *Elec.light*	**SteelScK** 1*Dk*	293 270 128	✠100A1 *StmTrawler* 8,15 ✠LMC10,11	Sws	~~10,14~~ 2,18	1911 10mo	Cook,Welt'n&Gemmell Ld.Beverley *Lloyd's SA&CP*	ThomasBaskcomb, Ltd.(T.W.Baskcomb,*Mgr.*)	135·2 Q73′	22·7	11·7 BK8″	Grimsby British 5*BHCem*	T.3Cy.13″,23″&37″–24″ (*s*) 198lb 80RHP 1SB,*3pf*,Gs45,Hs1260 C.D.Holmes&Co.Ld.Hull	12 ″ 7	
1053 118629	**Houghton** *L.Simmons* –14	**IronPadSp** (*Tug*) 1*Dk*	133 123 12				1904	Hepple& Co.Ld. South Shields	Lambton&Hetton Collieries,Ld. (E.T.Nisbet,*Mgr.*)	96·0 B15′	20·0	9·7	Newcastle British	L.2Cy.28″–48″ 75RHP Hepple&Co.Ld.S.Shields		
1054 1220 HJDS	**Houn Maru** *SukedzoHiroaka* –99 *Mchy.Aft*	**IronScCtr** 1*Dk*	524 — 368				1890	Kawasaki Dkyd.Co.Ld. Kobe	YasudaShoji KabushikiKaisha	160·8	27·2	13·4	Osaka Japanese	C.2Cy.21″&39″–24″ 62NHP KawasakiDkydCoLdKobe		
1055 99892 NBMG	**Hound** ~~*D.McAllister* –17~~ *ss* Gls.No.3–4,05 *J.Paterson* –17 *ss* Gls.No.2–13 *Elec.light*	**SteelScSr** 2*Dks*(*UptStl*–ws)	1009 799 418	✠100A1 1,17 ~~1,16~~ ✠NB12,05 ✠LMC~~8,14~~ ~~BS1,16~~ 1,17	Gls	*n* ~~12,14~~ N1,17	1893 4mo	Fairfield Co.(Lim.) Glasgow A&CP	G.&J.Burns,Ld.	250·3 P78′B80′F48′ ND05	32·1	15·5 BK8½″	Glasgow British *WB*	T.3Cy.26½″,42″&68″–42″ (*s*) 165lb *75lb* NDB05 359NHP 2DB,*12cf*,Gs97,Hs5790 FairfieldCo.(Lim.),Gls	16 ″ 3 s 2 ″ 2 15 ″ 3	BT till 1,18
1056 TDVC	**Houtman** *B.F.Brugsma* –13 *Fitted for oil fuel* *Elec.light Ref.Mchy.* Wireless	**SteelScSr** 2*Dks*3*trB*	5041 3817 3161				1913	Nederl. Schps.Maats. Amsterdam	Koninkl.Paketv. Maats.	391·6 P19′B146′F41′	49·3	25·8 *WB*	Batavia Dutch	T.3Cy.29½″,48½″&80″–54″ 470NHP NedFb.v.Wrk&Spoor,Ams		V
1057 125166	**Houto** *C.Anderson*	**WoodScSr** *OilEng.* 1*Dk*	147 125 8½				1908	Davies& Howatt Sydney,NSW	OtagoIronRolling MillsCo.Ld.	97·4	26·7	7·0	Auklnd NZ British	Oil Engine 4Cy.7¼″–9″ RegalGasoline EngineCo.Coldwater,Mich		
1058 129150 HRWB	**Hova** *T.Robinson*15–15 *ss* Rot.No.1–14 *Carrying fuel oil F.P. above 150° F. in D.B.*	**SteelScSr** 2*Dks*(*Stl*)	4264 4086 2753	✠100A1 ~~7,17 11,15~~ 11,17 ~~BS11,16~~ ✠LMC3,14 11,17	Cff Nwe–Grk	*x*	1,16	1910 11mo	Nthmblnd S.B.Co.Ld. Newcastle *Lloyd's*	~~F.S.Holland~~ Union-CastleMail S.S.Co Ld. *WB = CellDB*	380·0 P31′B94′F33′ *a*129′*uE&B*42′*f*165′	49·0 FK	26·4 *6BHCem* 990t*APT50t*	London British	T.3Cy.25″,41″&69″–48″ (*s*) 180lb 367NHP 3SB,*9cf*,Gs164,Hs5796 N.E.MarineEng.CoLdNwc	29 ″ 0 s 5 ″ 9 23 ″ 7	
1059 MBQL	**Hovde** *O.Olsen* –16 *ex* Oteren,*ex* Lily,*ex* Godmunding) *Well deck*	**IronScSr** 1*Dk*&*Web frames*	1196 968 738			...	1888	BlythS.B. Co. Blyth	DetStrangerske RederiAkties. (Stranger&Co. *Mgrs.*)	242·0 P87′B64′F27′	33·0 BK8″	16·5 *WB*	Chrstiania Norwegian	T.3Cy.18″,29″&48″–33″ 130NHP N.E.MarineEng.CoLdNwc	17 ″ 3	N
1060 MDTQ	**Hövding** *E.Ohna*	**Steel** 1*Dk*	105 94 36				1908	Xiansands Mek.Værks. Xiansand	E.Ohna	94·1	18·8	8·7	Florö Norwegian	C.2Cy.9$\frac{7}{16}$″&20″–17″ 14NHP XiansandsM.V.Xiansand		N
1061 WLCH	**Hovland** *Aarresen* *ss* Pir.No.3–3,12 (*ex* Cleanthis, *ex* Cynthia)	**SteelScSr** *ss* Xia.No.1–17 1*Dk*(*ptIrn*&*ptStl*)2*trB* &*deep framing* 3*Dk rule*	3060 2858 1949	✠100A1 8,17 ~~8,17~~ ~~BS3,17~~ ✠LMC2,15	Xia Bgn	*u*	3,17	1898 12mo	J.L.Thompson&Sons,Ld Sunderland A&CP	Alf Lunde *CellDBa*104′*u*	325·0 P23′B88′F32′	45·5 FK	23·7 *6BHCem* *APT*26*t*	Larvik Norwegian	T.3Cy.23″,38″&62″–42″ (*s*) 160lb 258NHP 2SB,*6pf*,Gs91,Hs4000 J.Dickinson&Sons,Ld.Sld.	26 ″ 4 s 4 ″ 8 22 ″ 1	
1062 96308 KMHN	**Howard** *Elec.light* Sub.Sig.	**SteelScSr** Wireless 3*Dks*&*Hurricane dk*	3581 — 2278				1895	Harlan& Hollingsworth Co. Wilm.,Del.	Merchnts&Miners TransportationCo.	310·5 len09	42·0	26·0	Baltimore Utd.States	T.3Cy.28″,46″&72″–48″ NB09 359NHP Harlan&HollingsworthCo.		
1063 96524	**Howard L. Shaw** *Mchy.Aft Elec.light* Sub.Sig.	**SteelScSr** 1*Dk*2*trB*	4901 — 3802				1900	Detroit S.B.Co. Wyandotte	PittsburghS.S.Co.	435·5	51·5 *WB*	28·0	Duluth, Minn. Utd.States	T.3Cy.22″,35″&58″–42″ 218NHP DetroitS.B.Co.Detroit		
1064 212353	**Howard M. Hanna, Junior** *Mchy.Aft Elec.light*	**SteelSc** 1*Dk*	6204 — 4689				1914	American S.B.Co. Cleveland,O.	HannaTransptn. Co.	504·0 F60′	54·0 *WB*	30·0	Mentor,O. Utd.States	T.3Cy.23½″,38″&63″–42″ 257NHP AmericanS.B.Co.Lorain,O		L V
1065 127441 HNWQ	**Howden** *W.H.Anderson* –14	**SteelScSr** 1*Dk*	1020 802 608				1909	Osbourne, Graham&Co. Sunderland	Tyne-Tees Stm.Shpg.Co.Ld.	210·5 Q108′B10′F20′	33·2	13·6 *WB*	W.Hartlpl British	T.3Cy.16″,27″&44″–30″ 160NHP Richardsons,Westgarth& Co.Ld.Sld.		C
1066 105545	**Howe** *F.Lark* –14	**IronScK** (*Trawler*) 1*Dk*	134 125 54			...	1896	Cochrane& Cooper Beverley	W.Grant	93·8 Q17′	20·5 BK7½″	10·7	Grimsby British	T.3Cy.11″,17″&28″–21″ NB14 40RHP C.D.Holmes&Co.,Hull	11 ″ 4	
1067 212693 LDQF	**Howick Hall** *G.C.Black* *ss* N.Yk.No.1–15 *Elec.light* 2*Dks*(*Stl*)&*Web frames* Wireless *Longitudinal framing*	**SteelScSr**	5096 4460 3131	✠100A1 ~~4,17 3,16 3,17~~ 1,18 ~~Ptl~~ ~~NNs~~ ✠LMC10,14 BS2,17	NYk	*z*	4,16	1910 10mo	W.Hamilton&Co.Ld. Pt.Glasgow *Lloyd's*	UnitedStatesSteel ProductsCo. *B = Cell DB a* 107′ *SA&CP W*	400·8 P39′B&F323′ *uE&B*59′*f*174′1027*t*	51·5 FK	27·0 *6BHCem* *APT*24*t*	NewYork Utd.States	T.3Cy.27½″,45″&75″–51″ (*s*) 180lb 507NHP 4SB,*12cf*,Gs215,Hs8800 D.Rowan&Co.Glasgow	29 ″ 7 s 4 ″ 1 25 ″ 10	
1068 124661 HJNV	**Howth Head** *J.R.Moore*04–06 *Elec.light* Sub Sig.	**SteelScSr** *ss* Dub.No.2–15 2*Dks*(*Stl*)&*deep framing*	4440 4226 2877	✠100A1 11,16 BS2,16 ✠LMC2,15	Sws	*y*	11,16	1906 11mo	Workman, Clark&Co.Ld Belfast *Lloyd's*	UlsterS.S.Co.Ld. (G.Heyn&Ss.*Mgs*) *B = Cell DB a* 121′ *SA&CP W*	380·4 P37′B105′F37′ *uE&B*44′*f*163′850*t*	48·4 FK	28·8 *6BHCem* *DTa*780*t*	Belfast British	T.3Cy.26″,43″&72″–48″ (*s*) 180lb 462NHP 3SB,*9cf*,Gs154,Hs6318 FD Wrkman,Clark&Co.Ld Bel	31 ″ 6 s 6 ″ 5 25 ″ 5	
1069 1821 MVLT	**Hoyen Maru** *ex* Han Sang Maru, *ex* Chow-Chow-Foo)	**IronScSr** 1*Dk*&*Spar dk*3*trB*	1028 953 605				1885	Hnry Koch Lübeck	K.Fukagawa	202·0 B49′	27·6	14·6 21·9	Tarumi Japanese *WB*	C.2Cy.24″&44½″–30″ B*made*98*refitted*16 84NHP A.Borsig,Berlin		
1070 14483 LSGJ	**Hoyo Maru**	**SteelSc** (*Trawler*) 1*Dk*	185 — 69				1912	Kawasaki Dkyard Co Ld Kobe	MeijiGyogyo KabushikiKaisha	116·5 F16′	20·5	10·8 *WB*	Kobe Japanese	T.3Cy.12½″,20″&33″–23″ 52NHP KawasakiDkydCoLdKobe		
1071 1034 LBQM	**Hozan Maru** *Elec.light*	**SteelScSr** 2*Dks*	2329 1945 1390				1907	Kawasaki Dckyrd Co.Ld Kobe	OsakaShosen KabushikiKaisha	305·9 P25′B106′F41′	39·7	21·6 *WB*	Osaka Japanese	T.3Cy.23″,38″&63″–39″ 248NHP KawasakiDkydCoLdKobe		
1072 14928 MLDB	—	**SteelScSr** 1*Dk*	1193 1029 740				1914	OsakaIron Works Osaka	S.Yamamoto	218·7	32·2 *WB*	17·3	Nishinomiya Japanese	T.3Cy.13½″,23″&38″–30″ 79NHP OsakaIronWorks,Osaka		
1073 14323 LRND	**Hozen Maru**	**WoodTwinSc** 1*Dk*	181 134 100				1911	Tokyowan Kisen Kabu. Kaisha,Tokio	TokyowanKisen KabushikiKaisha	116·5	16·3	10·2	Tokio Japanese	C.4Cy.11″&22″–14″ B*made*96,*refitted*11 30NHP		

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	
1074 1565 HKPS	**Hozukawa Maru** *F.Ursinich*06–08	**WoodScSr** 1*Dk&Awngdk*	331 291 194					1896	Osaka Iron Works Osaka	Osaka Shosen Kabushiki Kaisha	143·0	18·9	14·8	Osaka Japanese	T.3Cy.11⅛″,16⅜″&26½″–20″ 30NHP Ross&Duncan,Glasgow		
1075	**Hrvat** *F.Ursinich*06–08	**SteelScSr** 1*Dk*	180 — 99					1902	Stabilmnto Tecnico Trieste	Soc.inAzioniUngaroCroata diNav Maritt.aVap.	126·4	18·5	8·8	Fiume Aust.-Hung.	C.2Cy.15″&30″–18″ 32NHP StabilimentoTecnico,Tri.		A
1076	**Hrvatska** *T.Thian* –08 *Elec.light*	**SteelScSr** 1*Dk*	199 — 76					1904	DittaGiov. Poli Chioggia	Soc.Croata diNav. Maritt.aVap.	135·1 Q39′	18·7	11·5	Segna Aust.-Hung.	C.2Cy.15″&34″–22″ 45NHP McKie&Baxter,Glasgow		A
1077	**Hsin Chang** *F.H.Hamblin*07–11 *Elec.light*	**SteelScSr** 2*Dks*	*2000* — *1258*					1905	Napier& Miller,Ld. Glasgow	ChinaMerchants' SteamNav.Co.	270·3 P30′B88′F38′	40·1	20·3 *WB*	Shanghai Chinese	T.3Cy.19½″,31½″&52″–36″ 162NHP Dunsmuir&Jackson,LdGls		
1078	**Hsin Chi** *G.Westerlund*09–12 (*ex*ShengYi,*ex*HsinChi)	**SteelScSr** 2*Dks*	*1846* *1547* *1385*					1892	Napier, Shanks&Bell Glasgow	ChinaMerchants' Stm.Nav.Co.	260·0 *Sh* ·92′	37·0	21·3	Shanghai Chinese	T.3Cy.19″,31″&50″–36″ 150NHP Dunsmuir&Jackson,Gls.		
1079	**Hsin-Fung** *F.W.G.Newbery*09–12 (*ex*MingYi,*ex*HsinFung)	**SteelScSr** 2*Dks*	*1846* *1547* *1385*					1891	Napier, Shanks&Bell Glasgow	ChinaMerchants' Stm.Nav.Co.	260·0 *Shade dk*92′	37·0	21·3 *WB*	Shanghai Chinese	T.3Cy.19″,31″&50″–36″ 150NHP Dunsmuir&Jackson,Gls.		
1080	**Hsin Kong** *J.Halkett*07–12 *Elec.light*	**SteelScSr** 2*Dks*	*2146* *1771* *1262*					1906	Farnham, Boyd&Co.Ld. Shanghai	ChinaMerchants' Stm.Nav.Co.	270·0 P30′B88′F38′	40·1	20·3 *WB*	Shanghai Chinese	T.3Cy.19½″,31¾″&52″–36″ 162NHP Farnham,Boyd&Co.Ld.Shi		
1081	**Hsin-Lee** *Elec.light*	**SteelScSr** 2*Dks*						1916	Osaka Iron Works,Ld. Osaka		..... P24′B35′F30′				T.3Cy.13″,23″&38″–30″ 79NHP OsakaIronWrks,Ld.Osaka		
1082	**Hsin Ming** *G.C.Blethen* *Elec.light*	**SteelScSr** (*ex*HsinTsieh) 2*Dks*	2133 1603 1428					1907	Napier& Miller Glasgow	ChinaMerchants' Stm.Nav.Co.	270·0	41·2	20·2 *WB*	Shanghai Chinese	T.3Cy.24″,39″&64″–42″ 265NHP Dunsmuir&Jackson,LdGls		
1083	**Hsin Ningshao** *H.Edgren*12–14 *Elec.light* (*Stl*)	**SteelTwinSc** 1*Dk*(*pt Stl–*teaks)&2*nd dk* &*Promenade dk&Web frames*	3407 2401 2151	✠ A1 9,17 ~~12,16~~ *For Service between Shanghai&Ningpo*	Shi		~~7,15~~ 9,17	1914 11mo *Lloyd's*	New Eng.& S.B.Wks.Ld. Shanghai	NingpoShaoshing Stm.Nav.Co.Ld. *WB=DTa*18′88*t*	289·5 FK *DTf*20′118*t FPT*48	46·0	15·0 *6BHCem* *tAPT*28*t*	Shanghai Chinese	T.6Cy.16″,27″&43″–30″ (*s*) 180lb *100lb* 325NHP 2SB,*6cf*,GS120,HS5174 FD Richardsons,Westgarth& Co.Ld.Mdb.	23 ″ 0	
1084 127228	**Hsin Peking** *A.Stott* –12 *Elec.light* (*ex*Li-Ta)	**SteelTwinSc** 1*Dk&Spardk3trB* *Prom.dk&Shadedk*	2866 2270 1724					1906	Atel.&Ch. de France Dunkirk	ChinaNav.Co.Ld.	278·2	43·0	24·8	~~Shanghai~~ British London *WB*	T.6Cy.15″,24″&39″–20″ 136NHP Caillard&Co.Havre		
1085	**Huallaga** *Fitted for oil fuel* *Elec.light* Wireless	**SteelTwinScSr** 2*Dks&Shade dk*	4403 2329 2090					1911	Chantiers de Normandie Rouen	Cia.Peruana de Vap.y Dique del Callao	360·0	44·7	21·3 *WB*	Callao Peruvian	T.6Cy.20″,33″&55″–40″ 384NHP Ch.&Atel.deSt.Nazaire		V
1086 124078 HLGP	**Huanchaco** *A.Chittenden* –16 *Elec.light* Sub.Sig. Wireless	**SteelScSr** *ss*Liv.No.1–12 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Lower dk*(*Stl*)*inNo.1hold*	4573 4130 2874	✠100A1 *Shelter dk withfreeboard* 8,14 BS10,16 ✠LMC~~3,11~~	Liv	*y*	10,16	1907 8mo *Lloyd's*	W.Beard- more&Co.Ld. Glasgow	PacificStmNavCo. *WB=Cell DBa*102′*uE&B*	390·6 FK&BK2″ 63′*f*167′925*t FPT*	50·2	25·7 7*BHCem* 69*tAPT*52*t*	Liverpool British	T.3Cy.25½″,42″&70″–51″ (*s*) 190lb 463NHP 3SB,*12cf*,GS220,HS8121 W.Beardmore&Co.Ld.Gls.	28 ″ 6 s 3 ″ 8 25 ″ 4	
1087 130080 WRSB	**Huanui** *W.J.Macbryde* (*See Sailing Ship Register*)	**WoodAuxScSr** *OilEng.* 1*Dk*	139 99 59					1910	Bailey& Lowe Auckland N Z	A.F.&F.H.Jagger	84·0	24·1	6·7	Auckland NZ British	OilEngine 3Cy.8″–9½″ UnionGasEngineCo.S.Fo.		
1088 743 HBGS	**Huasco** *A.J.Selmer*89–09 *Elec.light* Wireless	**SteelSc3MstSr** 2*Dks&deep framing* *Promenade dk&Shade dk*	3798 2575 2272			...		1906	J.Reid& Co. Glasgow	CompaniaSud Americana deVap.	379·7 BK11″	44·3	21·5 *WB*	Valparaiso Chilian	T.3Cy.29″,47″&78″–57″ 596NHP Dunsmuir&Jackson,LdGls	25 ″ 0	
1089 205905 KWSQ	**Huasteca Grande** ~~*H.C.Evans*16–16~~ (*ex*MaryF.Scully) *Elec.light* ~~*C.Sloman* –17~~ *J.Leech* –17	**SteelScSr** *ss*N.Yk.No.2–16 1*Dk*(*Stl*)2*trB*	723 410 429	100A– 4,17 ~~3,16~~ 11,17 BS4,17 *Carrying Petroleum in bulk Fitted for oil fuel* 3,16	N Yk NOs		*F.P. above* 1	1908	Staten Is- land S.B.Co. Pt.Richmond	HuastecaPetroleumCo.	165·7 F37′ BK8″	30·1	18·4 *FPT*	Ls Angeles Utd.States	T.3Cy.17″,27″&45″–36″ (*s*) 170lb *90lb* 215NHP 1SB,*4cf*,GS101,HS3696 FD StatenIslandS.B Co. Pt.Richmond,N.Y	19 ″ 7	
1090 102096 NCQR	**Huayna** *L.Dale* –15 (*ex*Hildebrand) *Elec.light*	**SteelScSr** *ss*Liv.No.3–7,05 *ss*Liv.No.2–14 Wireless 1*Dk*(*Stl*) &*Spar dk&Web frames*	1988 1763 1241	✠100A1 *Spar dk* 12,16 BS1,17 ✠LMC11,12	Liv	*r*	1,17	1893 6mo *Lloyd's*	Hall, Russell&Co. Aberdeen	BoothS.S.Co.Ld. *WB=Cell DB*	260·3 B60′F36′ ptND14	36·2 23·4 BK8″	16·1 4*BHCem* 70*tAPT*40*t*	Liverpool British	T.3Cy.21″,33″&54″–39″ (*s*) 160lb *100lb* NDB08 190NHP 2SB,*6cf*,GS93,HS2982 Hall,Russell&Co.Abn.	26 ″ 2 s 5 ″ 5½ 21 ″ 10	BT till 12,17
1091 91912 KGBP	**Hubbuck** *ss*Alg.2nd No.3–7,11 2*Dks*(1*Stl*)3*trB* *Cargo battens not fitted*	**SteelSc3MstSr**	2834 2596 1775	✠100A1 3,14 ✠LMC MS7,11 BS11,13	Shl	*u*	4,13	1886 1mo *Lloyd's*	J.L.Thomp- son&Sons Sunderland A&CP	The Admiralty *WB=Cell D Ba*88′	325·0 P37′B90′F40′ BK11″	40·0	25·9 *f*120′817*t*	London British	T.3Cy.27″,42″&69″–45″ (*a*) 150lb *100lb* NDB04 319NHP 2DB,*8cf*,GS168 T.Richardson&Son,Hpl.	29 ″ 2 s 5 ″ 7 24 ″ 11	
1092 QKFR	**Huberfels** **(Seized at Antwerp)** *T.Denker*98–13 *Elec.light* Wireless	**SteelScSr** 2*Dks*(*Stl–U* teaks)	5814 5464 3646	✠ —— 8,16 ✠	Ham	*a*†		1913 1mo *W*	Akt.Ges. "Weser" Bremen	DeutscheDmpfs- fahrts.Ges.Hansa 1*BH in forward hold* *B=Cell DBa*	420·4 P60′B126′F54′ FK 139′*uE&B*45′*f*189′	56·2 *dispensed with*	29·6 1187*t FPT*48*tAPT*	Bremen German *Cem* 6*BH only* 56*t'tween dk*	T.3Cy.28¾″,46⅞″&75⅝″– 53⅛⅝″ 520NHP 3SB,*9cf*,GS148,HS6950 FD A.G."Weser,"Bremen *tanks f*36′494*t a*36′470*t*	32 ″ 6	
1093 128035 HQRJ	**Hubert** *A.Alexander* –16 *Elec.light* Wireless	**SteelScSr** *ss*Liv.No.1–15 2*Dks*(*Stl*)&*deep framing* &*Shelter dk*(*Stl*)	3930 3378 2486	✠100A1 *Shelter dk withfreeboard* ~~0,17~~ 5,16 11,17 BS6,17 BS5,16 ✠LMC9,14 *Carrying fuel oil in T.P. above* 15	Liv	*x*	~~11,15~~ 11,17	1910 4mo *Lloyd's*	Barclay, Curle&Co.Ld Glasgow	BoothS.S.Co.Ld. *WB=Cell DBa*107′*uE22′f*154′	355·0 FK	49·2	24·2 7*BHCem* 773*t DTa*32′	Liverpool British	T.3Cy.24′,40″&67″–48″ (*r*) 180lb *100lb* 401NHP 2SB,*6cf*,GS129,HS5638 FD Barclay,Curle&Co.Ld.Gls. 615*t FPT*77*tAPT*26*t*	26 ″ 6 s 2 ″ 11 23 ″ 11	BT till 5,17
1094	**Hubro** (*Trawler*) 1*Dk*	**SteelScSr**	118 111 43					1912	Aalesunds Mek.Værks. Aalesund		93·7	19·8	10·0	Russian	C.2Cy.8′&23″–18″ 19NHP AalesundsMek.Værks.		N

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c.	3 Master. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned. now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in.	15 Register in which classed, if not in L. R. Dates of Port Certs.
1095	**Hudavendighiar**	**IronSc**	858	✠	Sld			1877	R.Thompson,jun.	G.Gaetanos	210·4	29·5	16·0	Constanpl	C.2Cy.28″&51″–33″		V
	(*ex*Omiros,*ex*Laffitte)		713	2,78				12mo	Sunderland		P71′B40′F40′		FK	Turkish	125NHP		
		1*Dk2trB*	502							*WB=DB*	*a*49′*ʃuE&B*42′162*t*			4*BHCem*	J.Dickinson,Sunderland		
1096	**Hudiksvall**	**IronScSr**	1189			...		1873	Bartram,	Österman&Co.	231·3	30·0	22·9	Stockholm	C.2Cy.27″&51′–33″	24 ″ 2	V
4295	*N.A.Lundh*15–15		1175						Haswell&Co	(NilsÖsterman,				Swedish	NB83 124NHP		
JNSV	(*ex*Supernal)	1*Dk3trB&Webframes*	724						Sunderland	*Mgr.*)		BK8½″		*WB*	J.Dickinson,Sunderland		
1097	—	**SteelScSr**	782					1892	Burmeister	H.M.Gehrckens	201·0	31·1	13·2	Hamburg	C.2Cy.25½″&46″–30″		G
	Hischer	1*Dk*	589						&Wain		Q74′	B53′	F25′	German	97NHP		
RJNV			487						Copenhagen						Burmeister&Wain,Cpn.		
1098	**Hudson**	**SteelSc**	5564					1904	Ch.&Atel.	Cie.Générale	391·0	50·5	28·5	Havre	T.3Cy.27″,43″&72″–48″		V
	*Amic*11–12		—						deSt.Nazaire	Transatlantique	P—H91′F48′			French	359NHP		
JNLC	*Elec.light* Wireless	3*Dks*	3524						Rouen					*WB*	Ch.&Atel.deSt.Nazaire		
1099	—	**CompPad**	158					1891	L.Braulac	Sincennes	128·5	25·1	6·4	Montreal	2Cy.22″&42″–72″		
100181	*C.Legault*84–96		136						Sorel,Quebec	McNaughtonLine,				British	75RHP		
			80							Ld.					J.&A.Pontbriand,Sorel		
1100	**Hudson Maru**	**SteelScSr**	3798	✠100A1	Kob	*w*	5,16	1900	Sunderlnd	TatsuumaKisen	356·0	45·2	18·7	Kobe	T.3Cy.24″,40″&64″–42″ (*s*)	29 ″ 4	
13897	*Y.Koichi* –13	*ss*Kob.No.3–6,11	3476	*Spar dk*				5mo	S.B.Co.Ld.	GoshiKaisha	P39′B92′F42′		26′7	Japanese	170lb *100lb* 288NHP	s5 ″ 10	
LRNV	(*ex*Hudson)	*ss*Kob.No.1–16	2731	7,175,~~16~~	✠LMC5,~~16~~ 7,17				Sunderland				FK	6*BHCem*	2SB,*6cf*,GS116,HS4572	23 ″ 10	
	1*Dk*(*Stl*)*&Spardk*(*Stl*)*&deepframing*								A&CP	*WB=*	*CellDBa*110′*uE&B*		34′*ʃ*154′631*t*		N.E.MarineEng.Co.Ld.Sld		
1101	**Hué**	**SteelTwinScSr**	*1394*	✠	HKg	*p*		1888	Hawthorn,	Cie.deNav.	250·5	34·2	18·0	Haiphong	T.6Cy.19″,30″&50″–33″	19 ″ 0	
	*Cornéliussen*04–13	*ss*Shi.No.3–6,96	*1015*	*pt Shade dk*				6mo	Leslie&Co.Ld	Tonkinoise	F46′			French	287NHP		
		*ss*H.Kg.No.2–05	*703*	*with freeboard*					Newcastle	(A.R.Marty,*Mgr.*)			FK	5*BHCem*	2DB,*12pf*,GS198		
	(*ex*Wo-Ning,*ex*Smith,*ex*Martha,*ex*			4,10	✠										Hwthrn,Leslie&C.Ld.Nwc		
	Smith) *Elec.light*	2*Dks*(1*pt Stl*)	*Now named "Sun Tak," See No. 124 in Supplement*														
1102	**Huelva**	**SteelScSr**	4867	✠100A1	Gls	*y*	12,16	1915	Richardsn,	English&Ameri-	385·0	53·5	27·2	London	T.3Cy.26½″,44″&73″–48″ (*r*)	29 ″ 8	
138995	*A.S.Dawson* –17		4582	12,16	✠LMC4,15			4mo	Duck&Co.Ld.	canShppg.Co.Ld.	P34′B119′F35′			British	180lb 439NHP	s5 ″ 7½	
JKTW	*Elec.light*	1*Dk*(*Stl*)2*trB*	3040						Stockton	(C.T.Bowring&Co.			FK	6*BHCem*	3SB,*9cf*GS194,HS7293	24 ″ 5	
									*Lloyd's*SA&CP	Ld.,*Mgrs.*)					Blair&Co.Ld.Stockton		
									*WB=CellDBa*117′*uE&B*46′		*f*176′1304*tFPT*118*t*			*APT*170*t*			
1103	**Hufterö**	**SteelScSr**	1421	✠100A1	NYk	*p*	12,15 5,18	1904	Naaml.	SbibsA/S.	244·8	37·2	16·4	Tonsberg	T.3Cy.19″,31″&51″–33″ (*s*)	18 ″ 6	
	R.Dessington –15	*ss*Hfx.No.3–10,16	1173	6,~~11,16~~ 5,18	Cff			5mo	Vnts.Schwf.	"Kingston"	P18′Q72′B100′F27′			Bergen.	T.3Cy.19″,31″&51″–33″ (*s*)	18 ″ 6	
MBRF	(*ex*Norma)	1*Dk*(*Stl*)*&deepframing*	898		✠LMC10,16				v.JanSmitCz	(H.Waalman,*Mgr.*,			FK	Norwegian	160lb *100lb* NDB11 163NHP	s 1 ″ 1	
	Well deck	*Cargo battens not fitted*							Alblasserdm	*WB=CellD*	*Ba&uE*82′*ʃ*98′334*t*			4*BHCem*	2SB,*4cf*,GS78,HS2636	17 ″ 8	
				BS10,17				*Lloyd's*SA&CP						*APT*22*t*	Maats.deSchelde,Flushing		
1104	**Hugh Kennedy**	**SteelScSr**	7064					1907	American	BuffaloS.S.Co. (J.	532·0	56·0	31·0	Cleveland	T.3Cy.23½″,38″&63″–42″		
203906			—						S.B.Co.	Mitchell,*Mgr.*)				Utd.States	257NHP		
	Mchy.Aft *Elec.light*	1*Dk*	5500						Lorain					*WB*	AmericanS.B.Co.Clevelnd.		
1105	**Hughli**	**SteelTwinScSk**	513	✠	Pir	*j*		1894	R.Duncan	R.A.Grech	200·3	27·7	14·0	London	C.4Cy.24″&46″–36″	14 ″ 9	
104821	*J.Caravellas* –12	*ss*Cal.No.3–4,07	465	2,09	✠			12mo	&Co.(Lim.)		F31′		BK7½″	British	227NHP		
NQFK	*Elec.light*	1*Dk*(*Stl*–teak s)	124						Pt.Glasgow		*WB=CellDBa*24′			5*BHCem*	2SB,*6cf*,GS134,HS4026		
														24*tFPT*13*t*	Rankin&Blackmore,Grk.		
1106	**Hugin***E.A.S.Littorin*17–17	**SteelScSr**	1667	✠100A1	Got	*q*	~~2,16~~ 2,17	1889	Mackie&	Ångf.Aktieb.	260·0	36·7	16·6	Gothenbrg	T.3Cy.18″,29″&46″–39″ (*s*)	19 ″ 2	
3026	*N.P.Larsson*13–~~15~~	*ss*Got.No.3–6,07	1301	4,17 ~~8,16~~	✠LMC			11mo	Thomson	Svithiod (H.	Q92′B68′F30′			Swedish	160lb *80lb* NDB01 150NHP	s1 ″ 9	
JGVN	(*ex*Samara)	*ss*Got.No.2–16	1003	MS1,16	BS5,~~16~~ 4,17				Glasgow	Metcalfe,*Mgr.*)	ptND07		FK	4*BHCem*	1SB,*3rf*,GS57,HS2521	17 ″ 8	
	Well deck	1*Dk*(*Stl*)*&deepframing*						*Lloyd's*SA&CP		*WB*	*=CellDB*208′334*t*			*APT*30*t*	W.Kemp,Glasgow		
1107	—	**SteelSc**	1395	✠100A1	Bbo	*p*	2,17	1901	J.W.Kla-	Actieselsk.Dpsk.	244·5	36·2	16·5	Bergen	T.3Cy.19½″30½″&48″–33½″	18 ″ 9	
	J.Jacobsen –16	*ss*Mch.No.3–8,13	1161	2,17				7mo	witter	Hugin (J.Lund&	Q86′B65′F27′		FK	Norwegian	170lb (*s*) 148NHP		
MBVW		1*Dk*(*Stl*)*&deep framing*	869	BS5,16	✠LMC5,14				Danzig	Co.)				4*BHAsp*	2SB,*4pf*,GS65,HS2405		
								*Lloyd's*SA&CP	*WB*	*=CellDBa*61′*uE&*	B36′*ʃ*98′388*t*			*FPT* 85*t* *APT* 27*t*	J.W.Klawitter,Danzig		
1108	—	**SteelScSr**	111					1906	Mjellem&	LarsBakke	94·9	19·1	9·0	Aalesund	C.2Cy.9″&20″–17″		
	J.Overaa		103						Karlsens M.V					Norwegian	14NHP		
MCTS		1*Dk*	47						Bergen						Mjellem&KarlsensM.V.		
1109	**Hugo**	**SteelScSr**	1422					1907	Howaldts-	Dmpskslsk.Myren	241·2	36·1	16·5	Copnhagn	T.3Cy.16¾″,26⅝″&42½″–29½″		V
	J.Lund		1166						werke	(Holm&Wonsild)	P13′Q71′B63′F30′			Danish	97NHP		
NQFJ	*Elec.light*	1*Dk*	869						Kiel					*WB*	Howaldtswerke,Kiel		
1110	—	**IronScSp**	197	*Now named "Klas," See No. 17 in Supplement*				1887	Göteborgs	KarlOlsson	102·8	21·9	10·7	Gothenbrg	C.2Cy.12″&23¼″–20″		
2032	*R.H.Johansson* –15	1*Dk*	167						M.V.		B24′	H4*t*		Swedish	20NHP		
HTKL	*Mchy.Aft*		100						Gothenburg						KristinehamnsM.V.		
1111	**Hugo Tamm**	**SteelScSp**	260					1914	Bergsunds	ÅngfAktieb.Gamla	115·7	21·0	8·7	Stockholm	C.2Cy.13⅝″&28¾″–20½″		
5630	*O.Andersson*08–14		124						M.V.Aktieb.	Svartsjölandet (J.	B77′H41*t*			Swedish	31NHP		
JVBH	*Elec.light*	1*Dk*	166						Stockholm	W.Rickander *Mg.*)					Bergsunds M.V.Aktb.Skm.		
1112	**Huia**	**WoodAuxScSr**	224					1894	J.Barbour	Nobel'sExplosives	115·1	25·2	11·5	AuklndNZ	Oil Engine		
102268		*OilEng.*	195						Aratapu,	Co.Ld.				British			
TMRH	(*See Sailing Ship Register*)	1*Dk*	199						Kaipara								
1113	—	**IronScSr**	127					1878	R.H.	~~Wellington&~~	113·2	16·0	8·7	Wellingtn	C.2Cy.13″&23″–15″	•	
78367	*A.H.Sargent*99–99	1*Dk*	98						Yeoman	~~WanganuiSteam~~	H35*t*			British	25RHP		
SBPK			69						Auckland	~~PacketCo.Ltd.~~					Masefield&Co.,Auckland		
1114	**Huichow**	**SteelScSr**	2001					1905	Scott'sS.B.	ChinaNav.Co.Ld.	267·0	40·2	21·7	London	T.3Cy.20″,33½″&56″–39″		
120615	*J.D.Milne* –17		1728						&E.Co.Ld.		B81′F34′			British	196NHP		
HDQC	*Elec.light*		1222						Greenock					*WB*	Scott'sS.B.&E.Co.Ld.Grk.		
1115	**Hulda Mærsk**	**SteelScSr**	1566	✠100A1	Cpn	*p*	8,15 9,17	1889	Burmeister	DampskibsSelsk.	251·6	34·7	16·2	Copnhagn	T.3Cy.18″,30″&48″–36″ (*s*)	19 ″ 0	
	E.Möller	*ss*Els.2ndNo.3–4,15	1173	9,17 ~~8,16~~	Lis			5mo	&Wain	af1912(A.P.	P140′F58′			Danish	150lb *60lb* 145NHP	s1 ″ 5½	
NBCR	(*ex*Rosenborg)	1*Dk*(*Stl*)2*trB*	948	~~BS8,16~~ BS9,17	✠LMC5,14				Copenhagen	Möller,*Mgr.*)		BK9″		4*BHCem*	2SB,*4cf*,GS71,HS2356	18 ″ 5	
	Well deck							A&CP		*WB=DBa*56′	*f*98′*ʃuE&B*48′369*t*			*APT*44*t*	Burmeister&Wain,Cpn.		
1116	**Huldra**	**SteelScSr**	1253			...		1890	J.Blumer	Bugge&Co.	238·2	34·0	16·0	Mandal	T.3Cy.18″,30″&48″–36″	18 ″ 0	G
	L.Schmidt –11(*ex*Emma,*ex*Trinidad)		1012						Co.		Q87′B61′F28′			Norwegian	139NHP		
MKGV	*Well deck*	1*Dk&Webframes*	752						Sunderland					*WB*	Alley&Maclellan,Glasgow		

Numéro d'Ordre / Numéro Officiel / Signaux	3 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	Terme accordé normalement expiré. Lettre d'équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. pc.	15 Groupe de Franc-bord. Marques de Classe. Hachette. Chiffre Rond Vapeur.
1117 124752 HKMJ	**Hull** SteelScSr (Detained at Hamburg) *W.Ford* –12 *Elec.light* 1*Dk*	1132 879 451					1907	CaledonS. B.&E.Co.Ld Dundee	North of England Protecting&Indemnity Assn. (J.S.Todd, *Mgr.*)	255·7	36·2	14·8 P&B172′F29′	Hull British *WB*	T.3Cy.23½″,38″&62″–39″ 240NHP CaledonSB.&E.Co.Ld.Dun		C
1118 136190 JFNV	**Hullman** SteelScSp *W.Gill* –17 1*Dk*	171 151 10	✠100A1 *For towing purposes* 12,16 ✠LMC6,14	Gms		12,16	1914 5mo	Hepple& Co.Ld. South Shields *Lloyd's SA&CP*	T.Gray&Co.Ld.	101·2	23·6	10·4 BK7″	Hull British 4*BHCem*	T.3Cy.14″,22″&36″–24″ (*s*) 175lb 90RHP 1SB,*3pf*,GS44,HS1745 Hepple&Co.Ld.S.Shields	11 ″ 6 s 1 ″ 3 11 ″ 2	
1119	**Humaitá** SteelPad *J.O'Neil* 11–11 *Elec.light* Wireless 1*Dk*&*Shade dk*	*457* *240* *347*				...	1911	Dundee S.B.Co.Ld. Dundee	D.Barthe	165·0	26·1	7·1 P45′F28′ FK	Bns.Ayres Argentine	T.3Cy.15″,24″&39″–48″ 96NHP Campbell&Calderw'd,Psy.	7 ″ 6	
1120	**Humaytha** SteelTwinScSr *M.P.Bentes* ss Pra.No.3–2,03 (*ex* Juruá) ss Pra.No.1–06 1*Dk*&*Promenade dk*	*417* *330* *284*	✠ 12,09 *For River purposes only* ✠	Pra			1893 10mo	Murdoch& Murray Pt.Glasgow	Montenegro&Co.	150·0	33·0	9·8 F16′ FK	Manaos Brazilian 5*BHCem*	T.6Cy.10″,16″&26″–21″ 85NHP 1SB,*3rf*,GS50,HS1578 Kincaid&Co.Ld.Greenock	10 ″ 0	
1121 110754 RKWH	**Humber** SteelSc3MstSr *D.Cook* –15 ss Nwc.No.3–9,12 *Mchy.Aft* ss Nwc No.1–17 1*Dk*(*Stl*)	280 197 112	✠100A1 8,17 ~~8,16~~ ✠LMC 8,17 ~~M 8,12~~ ~~B 8,16~~	Nwc	*d*	~~9,16~~ 8,17	1899 11mo	Ardrossan D.D.&S.B.Co. Ld.Ardrossan	J.B.Knapton	130·2	22·4	9·4 Q72′B7′F19′ FK *WB*=*FPT*	London British 3*BHCem* 17*tAPT*8*t*	C.2Cy.14″&29″–21″ (*s*) 130lb 35RHP 1SB,*2pf*,GS30,HS705 Walker,Hendersn&Co.Gls	9 ″ 11 s 3 ″ 9 ″ 10	
1122 105206	— IronPadSp (*ex* Wm.Stephenson) 1*Dk*	131 119 54					1895	J.T.Eltringham&Co. S.Shields	J.Turner	100·0	19·0	9·4	Grimsby British	1Cy.35″–52″ 40RHP Hepple&Co.S.Shields		
1123 96354 KMWP	**Humboldt** WoodSc *E.G.Baughman* –02 Wireless	1076 — 689					1896	Bendixen Eureka,Cal.	Humboldt S.S.Co. (M.Kalish)	213·0	31·0	15·7	Eureka, Cal. Utd.States	C.2Cy.22½″&59″–36″ 174NHP FultonIronWorks,S.Fo.		
1124 136622	**Humorous** SteelScK 1*Dk*	101 94 39	✠100A1 *For fishing purposes* 6,16 ✠LMC5,16	Gms			1916 6mo	Charlton &Co.Ld. Grimsby *Lloyd's SA&CP*	G.T.Hume	87·5	18·5	9·0 BK7½″	Lowestoft British 3*BHCem* *FPT*12*t*	C.2Cy.11″&28″–16″ (*s*) 140lb 36RHP 1SB,*2pf*,GS28,HS730 Charlton&Co.Ld.Grimsby	9 ″ 10	
1125 104835 NRBP	**Hunan** SteelScSr 2*Dks*	1862 1670 1143					1895	Scott&Co. Greenock	China Nav.Co.Ld.	260·0	38·1	21·3 P9′B56′F29′	London British *WB*	T.3Cy.20″,32″&52″–39″ 169NHP Scott&Co.,Greenock		
1126 NJRF	**Hunding** SteelScLr *Joh.Doyen* *Mchy.Aft* 1*Dk*	137 129 70					1909	J.Frerichs &Co.A.G. Einswarden	"Visurgis" Heringsfischerei Akt.Ges.	91·3	21·4	9·9 Q21′	Nordnham German	C.2Cy.9$\frac{9}{16}$″&16½″–12$\frac{9}{16}$″ J.Frerichs&Co.A.G. 8NHP Osterholz		G
1127 MLKW	**Hundvaagö** SteelScSr *N.N.Kleppe* *Elec.light* 1*Dk*	1901 1673 1124					1915	Bergens Mek.Værks. Bergen	Akties.Dpsk. Hundvaagö (H. Ostervold)	266·9	42·1	18·1 P26′B59′F23′	Bergen Norwegian *WB*	T.3Cy.19½″,30″&52″–33″ 155NHP BergensMekVærksBergen		N
1128	**Hungaria** SteelTwinScSr *Elec.light*	6000					1914	Cantiere San Rocco Trieste	LloydAustriaco	.....			Trieste Aust.-Hung.	T.6Cy.25½″,40½″&66″–48″ StabilimentoTecnico,Tri.		
1129 113739	**Hungarian** SteelScK *A.Cutting* –13 ss Bos.No.3–11,13 1*Dk*	186 171 75	✠100A1 *Stm Trawler* 11,13 ✠LMC11,13	Bos		11,13	1900 10mo	Smith's Dock Co.Ld. North Shields *Lloyd's SA&CP*	BostonDeepSea Fishing&IceCoLd (A Lunn, *Mgr.*)	116·0	21·1	11·0 Q48′F20′ BK7½″	Boston British 3*BHCem*	T.3Cy.12″,20″&32″–22½″ (*s*) 180lb 52RHP 1SB,*2pf*,GS29,HS1066 N.E.MarineCo.Ld.Sld.	12 ″ 0	
1130 189	**Hungerburg** SteelScSr *J.S.Heskull* 13–13 (*ex* Paramaribo) *Elec.light* 2*Dks*	716 — 395					1896	Nederl. Schps.Maats. Amsterdam	NarvaDampfsch. Ges.(F.Dieckhoff, *Mgr.*)	175·2	27·4	11·1	Narva Russian	T.3Cy.14$\frac{3}{4}$″,24½″&39$\frac{3}{8}$″–27$\frac{5}{8}$″ 82NHP NedFb.v.Wrk&Spoor,Ams		V
1131 136803 JKFP	**Hungerford** SteelScSr ~~Dyscbrook~~ –15 *J.R.Moore* –17 (*ex* Lauterfels) 2*Dk*(*Stl–U* teak s) *Elec.light* Wireless *Carrying fuel oil F.P. above 150°F. in D.B.*	5811 5462 3643	✠100A1 8,16 ✠LMC5,15 7,17	Liv	*a*†	~~8,16~~ 7,17	1913 3mo	Akt.Ges. "Weser" Bremen *Lloyd's SA&CP* *WB*=*CellDB*	Requisitioned by Government (G. Heyn&Sons *Mgrs.*) 1*BH in forward a* 139′*uE*&*B* 45′*f* 18	420·4	56·2	29·6 P60′B126′F54′ *hold dispensed with* 9′1187*tFPT* 48*tAPT*	London British *Cem* 6 *BH only* 56*t*–′*Twee*	T3Cy28$\frac{3}{4}$″,46$\frac{5}{8}$″&75$\frac{9}{16}$″–53$\frac{15}{16}$″ 1921lb 2$\frac{21}{32}$″ (*s*) 520NHP 3SB,*9cf*,GS148,HS6950 FD A.G."Weser,"Bremen *n dk tanks f* 36′494*t a*,36′470*t*	32 ″ 6 s 6 ″ 8½ 26 ″ 5	
1132 139038 JLFG	**Hunnie** SteelScSr *T.C.Phillips* –17 (*ex* Steinturm) 2*Dks*(*Stl–U* teak s)& *Elec.light* Wireless *Web frames* *Longitudinal framing*	5266 4928 3314	✠100A1 3,13 ~~Examination~~ ✠LMC6,17 9,17	Ham	*z*	~~7,16~~ 6,17	1911 9mo	Akt.Ges. "Weser" Bremen *Lloyd's SA&CP*	Requisitioned by the Admiralty (Grahams&Co. *Mgrs.*) *WB*=*CellDB a* 111′*uE*	401·0	53·5	28·5 P50′B121′F51′ FK 30′*f* 180′979*t*′*Tween*	London British 6*BHCem* *dk tank a* 40′	T.3Cy.28½″,45½″&74″–53½″ 1921lb *120lb* (*r*) 474NHP 3SB,*9cf*,GS129,HS6136 FD A.G."Weser,"Bremen *f* 45′826*t FPT* 134*t APT* 52*t*	31 ″ 0	
1133 136816 JKFM	**Hunsbridge** SteelScSr *F.H.West* –17 (*ex* Haidar Pascha, *ex* Hornfels) 1*Dk*(*Stl*) *Well deck* *Elec.light*	3424 3203 2079	✠100A1 4,13 BS10,16 ✠LMC7,12	Ham	*w*	10,16	1912 7mo	Craig, Taylor&Co.Ld. Stockton *Lloyd's SA&CP* *Intermediate BH*	Requisitioned by Government (Farrar,Groves& Co.Ld., *Mgrs.*) *in fore hold & after*	360·0	50·0	21·4 P&B288′F39′ FK *hold dispensed with* *WB*=*CellDB a*	London British *Cem* 1*BH only* 114′*uE* 21′*f*	T.3Cy.25″,41″&68″–45″ (*s*) 180lb 376NHP 2SB,*6cf*,GS122,HS5064 FD N.E.MarineEng.Co.Ld.Sld 155′924*t FPT* 93*t APT* 116*t*	23 ″ 11 s 2 ″ 10 21 ″ 5	
1134 136792 JKFW	**Hunsbrook** SteelScSr *G.H.Sheppard* –16 ss Ham.No.1–14 (*ex* Annaberg) 1*Dk*(*Stl*)&*Spar dk*(*Stl*) *Well deck* *deep framing in Nos.* 2,4&5 *Elec.light* *holds&lower dk*(*pt Stl*) *in Nos.* 1 & 3 *holds*	4463 4201 2798	✠100A1 *Spar dk* 7,17 ~~12,15~~ ~~BS 12,16~~ ✠LMC10,15 7,17	Brs Liv	*z*	~~12,15~~ 7,17	1909 8mo	Swan,Hunter&Wigham Richardson, Ld Newcastle *Lloyd's SA&CP* *WB*=	Requisitioned by Government (G. Heyn&Sons, *Mgrs.*) *Cell DB a* 118′*uE*&	400·8	52·5	25·7 P&B328′F50′ FK *B42′f* 188′985*t FPT*	London British 7*BHCem* 65*t APT* 20*t*	T.3Cy.27″,45″&74″–54″ (*r*) 180lb 523NHP 3SB,*9cf*,GS193,HS7389 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc.	28 ″ 3	
1135 139058 JLKC	**Hunsdon** SteelScSr *T.Spence* –16 (*ex* Arnfried) *Well deck* Sub.Sig. 2*Dks*&*Web frames* *Elec.light* *Longitudinal framing*	2899 2570 1744				...	1911	Akt.Ges. "Weser" Bremen	Requisitioned by Government (Clyde Shipping Co. Ld., *Mgrs.*)	335·2	48·1	21·1 P&B216′F41′ FK	London British *WB*	T.3Cy.23$\frac{13}{16}$″,39$\frac{7}{16}$″&63$\frac{13}{16}$″–43$\frac{5}{16}$″ 361NHP A.G."Weser,"Bremen	23 ″ 7	
1136 136815 JKFD	**Hunsgate** SteelScSr (*ex* Altair) *Elec.light* 2*Dks*	3220 2903 1978					1911	Bremer Vulkan Vegesack	Requisitioned by Government W.Robertson *Mgr.*)	365·9	49·8	20·4 H—F36′	London British *WB*	T.3Cy.23$\frac{3}{8}$″,38$\frac{1}{2}$″&61$\frac{3}{4}$″–41$\frac{5}{16}$″ 244NHP BremerVulkan,Vegesack		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 6 7 Particulars of Classification. Character. / for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned and now expired. Equipment Letter.	Date when tail shaft last seen.	8 9 Built. When. / Ship. / Engines.	By Whom. / Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed. If not in L. R. Date of Roll of Trade Cert.
1137 127056 JLHP	**Hunsgrove** Steel Sc Sr *J.E.Scott* –15 (*ex* Lorenzo) 2 *Dks* (*Stl*) *Elec. light*	3063 2890 1942	✠100A1 6,16 ✠LMC 2,15	Nwc	*u*	5,16	1913 2mo	NwprtNws S.B.&D.D.Co. NewprtNews A&CP	Requisitioned by Government (W Robertson *Mgr*) *Tween hold dk BH in fore-hold dispensed with* (4 *B* 1 *B*) *WB = Cell DBa* 95′ *uE*	335·0 | 46·8 | 22·7 FK			London British *Cem* *H to Upr dk* *H to 2nd dk* *WB*	T.3Cy. 21½″, 36″ & 63″–42″ (*s*) 190lb 309 NHP 3SB, *9cf*, GS 184, HS 5040 Newport News SB & DD Co. *only* 845 *t FPT* 85 *t APT* 43 *t*	25 ″ 0 s 5 ″ 2½ 20 ″ 1	
1138 137678 THKL	**Hunslet** Steel Sc Sr *G. D'Arcy Hinde* –17 *ss* Ham. No. 3–10, 09 (*ex* Basilan, *ex* Tannenfels) 1 *Dk* (*Stl*) & *Elec. light* *Spar dk* (*Stl–pt* teak s) & Wireless *Web frames*	5632 5120 3687	✠100A1 *Spar dk* 10,13 ✠LMC Examined 13 BS 1,18 MS 2,16	Ham	*z*	3,17	1898 3mo *Lloyd's SA&CP*	Wigham Richrdsn & Co Newcastle	White Star Line Requisitioned by Government (Union-Castle Mail S.S. Co. Ltd., *Mgrs.*) *WB = Cell DBa* 138′ *uE*	418·0 | 54·0 | 20·1 P 60′ B 94′ F 48′ 28·2 BK 11″			Hong Kong British 6 *BHCem*	Q.4Cy. 24″, 34″, 51″ & 74″–54″ 210lb *420lb* (*s*) 494 NHP 3SB, *9cf*, GS 146, HS 6300 FD Wighm Richrdsn & Co. Nwc 28′ *f* 172′ 1015 *t*	31 ″ 0 s 6 ″ 10½ 25 ″ 3	
1139 139030 JLDQ	**Hunsworth** Tonnage opening closed 1917 Steel Sc Sr *Elec. light* 1 *Dk* & *Shelter dk* 2 *tr B* &	2991 2756 4823	G.L. Liv. 1,17 (*See foot note**) *For full particulars See No. 17 in Supplement*				1911 *Lloyd's SA&CP*	Akt. Ges. "Neptun" Rostock	Requisitioned by the Admiralty (John Herron & Co., *Mgrs.*) *WB*	338·2 | 48·1 | 20·9 H 21′ F 33′ 29·2			London British *WB*	T.3Cy. 23″ 37 13/16″ & 61 15/16″–41 5/16″ 248 NHP A.G. "Neptun," Rostock	31 ″ 6 s 4 ½ 23 ″	
1140 NJTQ	**Hunte** Steel Sc Sr *A. Voogt* 09–12 (*Trawler*) 1 *Dk*	247 217 85					1911	J. Frerichs & Co. A.G. Einswarden	Deutsche Dmpfis-chereiGes. Nordsee	118·2 | 22·6 | 12·5 F 18′			Nordenhm German *WB*	T.3Cy. 12½″, 19½″ & 31½″–22″ 47 NHP J. Frerichs & Co A G Osterhlz		G
1141 121177	**Hunter** Steel Twin Sc Sr *F. Walker* 96–11 *Elec. light* 2 *Dks*	1840 1555 985					1907	Ramage & Ferguson, Ld Leith	Newcastle & Hunter River S.S. Co. Ld	255·0 | 40·2 | 20·7			Sydney NSW British *WB*	T.6Cy. 17½″, 28½″ & 48″–30″ 252 NHP Ramage & Fergusn, Ld. Lth.		
1142 118166	— Steel Sc K *D. Dickson* –14 (*Trawler*) 1 *Dk*	185 184 72			…		1903	Hall, Russell & Co. Ld. Aberdeen	T.L. Devlin	112·2 | 21·6 | 12·1 BK 7½″			Granton British *WB*	T.3Cy. 12″, 20″ & 33″–22″ 71 RHP Hall, Russell & Co. Ld. Abn.	12 ″ 7	
1143 84684 VBKF	**Hunterfield** Steel Sc Sr *D. Peace* –17 *ss* Shl. No. 3–11, 15 *Well deck* 1 *Dk* (*Irn*) & *deep framing*	1454 1078 828	✠100A1 6,13 ~~11,15~~ BS 3,17 ✠LMC 11,15	Shl Nwc	*o*	11,15 6,17	1903 5mo *Lloyd's SA&CP*	Ailsa S.B. Co. Ld. Ayr *WB = Cell DBa* 63′ *uE*	G. Gibson & Co. Ld.	240·1 | 36·2 | 17·1 P 16′ Q 71′ B 59′ F 31′ FK 17′ *f* 96′ 315 *t FPT* 43 *t APT* 33 *t*			Leith British *ABHCem* Muir & Houston, Ld. Gls.	T.3Cy. 18″, 30″ & 48″–33″ (*s*) 180lb *90lb* 145 NHP 1SB, *3cf*, GS 60, HS 2260	18 ″ 0 s 1 ″ 5 16 ″ 10	
1144 96684 KSMG	**Huntington** Wood Sc 1 *Dk* & *Saloon dk*	345 — 216					1903	R. Palmer & Son S.B. Co Noank, Ct.	G.W. Bush, Sons & Co.	120·4 | 28·0 | 9·8			Wilmington, Del.	C.2Cy. 15″ & 30″–24″ 37 NHP J.W. Sullivan, New York		
1145 137680 THKM	**Huntress** Steel Sc Sr *H. Powell* –15 (*ex* Frisia) 2 *Dks* (*Stl*) & *Shelter dk* (*Stl*) *Elec. light* Wireless	4997 4696 3135	✠100A1 *Shelter dk* *with freeboard* 7,17 ~~7,17~~ ✠LMC 4,14	Bkn Cff	*z*	2,~~17~~ 7,17	1914 4mo *Lloyd's SA&CP*	Nthmblnd S.B. Co. Ld. Newcastle *Cell DBa* 141′ *uE & B* 48′ *f*	Requisitioned by Government (G. Heyn & Sons, *Mgrs.*)	410·1 | 51·9 | 28·5 FK 168′ 1188 *t DTa* 37′			London British 7 *BHCem* 910 *t APT* 92 *t*	T.3Cy. 28″, 46½″ & 78″–54″ (*s*) 200lb 586 NHP 3SB, *9cf*, GS 184, HS 7995 FD Blair & Co. Ld. Stockton	31 ″ 0 s 4 ″ 5 26 ″ 11	
1146 136795 JKGM	**Huntscape** Steel Sc *A.E. Webster* –16 (*ex* Pindos) *Elec. light* 2 *Dks*	2933 2692 1778					1911	Bremer Vulcan Vegesack	Requisitioned by Government (W Robertson *Mgr*	338·8 | 48·2 | 20·5 H—F 32′			London British	T.3Cy. 23½″, 38½″ & 61¾″–41 3/16″ 245 NHP Bremer Vulkan, Vegesack		
1147 139107 JMFC	**Huntscastle** Steel Sc Sr (*ex* Erna Woermann, *ex* Louisiana) *Elec. light* 2 *Dks*	5528 4276 3482					1902	Flensburgr Schiffsb. Ges Flensburg	Requisitioned by Government (Union-Castle Mail S.S. Co. Ld., *Mgrs.*)	403·2 | 49·4 | 27·0 P & B 253′ F 50′			London British *WB*	Q4Cy 23¼″ 33¾″ 49¼″ & 72″–54″ 381 NHP Flensburger Schiffsb. Ges.		
1148 139110 JMGK	**Huntscliff** Steel Sc Sr (*ex* Ruñdji) *Elec. light* 2 *Dks*	5442 4952 3393					1911	Bremer Vulkan Vegesack	Requisitioned by Government (Union-Castle Mail S.S. Co. Ld., *Mgrs.*)	419·8 | 54·5 | 28·2 P & B 334′ F 58′			London British *WB*	Q.4Cy. 24″, 34⅝″, 50⅞″ & 72⅝″–53¼″ 387 NHP Bremen Vulkan, Vegesack		
1149 136793 JKGF	**Huntscraft** Steel Sc *A.M. Dormand* –16 (*ex* Siidmark) 2 *Dks* (*Stl*) & *Elec. light* Wireless *Shelter dk* (*Stl*)	5113 4780 3176	✠100A1 *Shelter dk* *with freeboard* 1,17 BS 12,17 ✠LMC 7,13	Sou	*z*	9,15	1913 7mo *Lloyd's SA&CP*	W. Doxford & Sons, Ld. Sunderland	Requisitioned by Government (Union-Castle Mail S.S. Co. Ld., *Mgrs.*) 1 *BH in fore-hold dispensed with* *WB = Cell DBa* 132′ *uE & B* 43′	420·0 | 54·1 | 26·3 FK *f* 189′ 1179 *t*			London British *Cem* 6 *BHoily* *FPT* 109 *t APT* 123 *t*	T.3Cy. 27″, 44½″ & 75″–54″ (*s*) 180lb 577 NHP 3SB, *9cf*, GS 189, HS 8530 FD W. Doxford & Sons, Ld. Sld.	29 ″ 0 s 3 ″ 10½ 25 ″ 6	
1150 136828 JKQR	**Huntsend** Steel Twin Sc (*ex* Lützow) *Elec. light* Sub. Sig. Wireless 3 *Dks*	8826 7313 5116					1908	Akt. Ges. "Weser" Bremen	Requisitioned by Government (Union-Castle Mail S.S. Co. Ld., *Mgrs.*)	462·1 | 57·5 | 35·7 P 83′ F 40′			London British *WB*	Q.8Cy. 23 5/16″, 34¼″, 50″ & 72 3/4″–53 3/4″ NB 17 756 NHP A.G. "Weser," Bremen		
1151 139068 JLWD	**Huntsgreen** Steel Twin Sc (*ex* Derfflinger) *Elec. light* Sub. Sig Wireless 4 *Dks*	9144 7531 5148	G.L. Ms. 4,18 (*See footnote**)				1907	F. Schichau Danzig	Requisitioned by Government (Union-Castle Mail S.S. Co. Ld., *Mgrs.*)	463·0 | 57·7 | 35·8 P 88′ B 196′ F 91′			London British *WB*	Q.8Cy. 24¾″, 36½″, 55 5/16″ & 75½″–53″ 820 NHP F. Schichau, Danzig		
1152 123519 JMNT	**Huntsland** Steel Sc Sr *J.G. Noonan* –15 (*ex* Erymanthos) *Elec. light* 2 *Dks*	2871 2654 1757					1911	Bremer "Vulkan" Vegesack	Requisitioned by Government (W Robertson *Mgr*)	338·7 | 48·2 | 20·5 H—F 32′			London British *WB*	T.3Cy. 21″, 38″ & 62″–44″ 255 NHP Bremer "Vulkan," Vegesck		
1153 139055 JLHQ	**Huntspill** Steel Twin Sc Sr (*ex* Koerber) 1 *Dk* (*Stl–ws*) & *Spar dk* *Elec. light* (*Stl–ws*) 3 *tr B* & *Shade dk* Wireless (*pt Stl–teak s*)	5440 4098 3136	✠ *Spar dk* *with Shade dk* *with freeboard* 1,04 ✠	Tri	*z*		1904 1mo *Lloyd's SA&CP*	Lloyd Austriaco Trieste	Requisitioned by Government (Union-Castle Mail S.S. Co. Ld., *Mgrs.*) *WB = Cell DBa* 84′ *uE & B* 92′	399·7 | 49·0 | 23·8 P 70′ B 154′ F 84′ 31·5 FK			London British 6 *BHCem*	T.8Cy. 22½″ 37¼″ & (2) 44″–48″ 788 NHP 4SB, *16cf*, GS 284, HS 11548 FD Lloyd Austriaco, Trieste *f* 154′ 784 *t FPT* 57 *t APT* 143 *t*	30 ″ 6 s 5 ″ 10½ 25 ″ 4	
1154 115342 JKDW	**Huntstrick** Steel Twin Sc 4 Mst Sr *R. Mac G. Duncanson* –15 *ss* Liv. No. 2–11 (*ex* Belgia, *ex* Mandasor, *ex* Irak) 3 *Dks* (*Stl*) 4 *tr B* & *Shelter dk* (*Stl*) *Elec. light* Wireless	8151 5878 5224	✠100A1 *Shelter dk* 12,13 Sr 11,17 ~~12,15~~ 17 BS 11,15 ✠LMC 3,14 3,17	Ham	*f*†	10,16	1902 12mo *Lloyd's SA&CP*	Workman, Clark & Co. Ld Belfast	F.C. Strick & Co. Ld *WB = Cell DBa* 132′ *u E & B* 71′ *f* 2	501·0 | 59·3 | 32·9 FK 26′ 1550 *t DT*			London British 8 *BHCem*	T.6Cy. 23″, 39½″ & 67″–48″ (*s*) 200lb 831 NHP 3DB, *24cf*, GS 390, HS 14359 Wrkman, Clark & Co. Ld Bel *a* 36′ 700 *t FPT* 85 *t APT* 45 *t*	36 ″ 5 s 6 ″ 10½ 29 ″ 11	
1155	**Hunze IX.** Steel Sc *H. Woudsma* –17 *Elec. light* *Well deck* ,, 1 *Dk* (*Stl*) *Now named Inca, See No. 27 in Supplement*	425 ~~445~~ ~~299~~ ~~288~~	✠100A1 10,17 *(Class Contem. plated)* ✠LMC 10,17	Ams	*f*		1917 9mo A&CP	N.V. Werf Hubertina Arnhem Haarlem	Groninger Rotter-dammer Stoomboot My *Cell DBa*	~~140·5~~ | ~~23·8~~ | ~~11·5~~ Q 51′ ~~B 43′ F 14′~~ | 10·8 141·1 | 23·9 | FK B 14′ F 15′ E 12 16 *f FPT* 10 *t APT* 11 *t*			Groningen Dutch 4 *BHCem*	T.3Cy. 11⅝″, 17¾″ & 29½″–24″ 185lb (*s*) 59 NHP 1SB, *2cf*, GS 35, HS 1069 NV Wrf Hubertina Haarlm	11 ″ 6	
1156 111774 SRCD	**Hupeh** Steel Sc Sr *A.J. Scott* –15 *Elec. light* 2 *Dks*	1951 1728 1205					1901	Scott & Co. Greenock	China Nav. Co. Ld.	275·2 | 38·2 | 21·5 B 70′ F 30′			London British *WB*	T.3Cy. 19″, 31″ & 53″–39″ 175 NHP Scott & Co. Greenock		
1157	**Huracan** Wood Sc (*ex* Fortuna)	374 — 206					1880	G B Hilman Camden, N.J.	A.D. & M. Lussich	170·4 | 22·0 | 11·9			M. Video Uruguayan	Levy & Co., Philadelphia		

* This Vessel, which was classed in the Germanischer Lloyd, has now been surveyed by the Surveyors to Lloyd's Register.

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenance Lettre d'équipement.	7* Date de la dernière Visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pa.	15
1158 96669	**Hurlbut W. Smith**	**SteelScSr**	4662 —					1903	American S.B.Co. Lorain,O.	GreatLakesS.S.Co.	414·0 F48′	50·0	28·0	OswegoNY Utd.States	T.3Cy.22″,35″&58″–40″ 213NHP		
	Mchy.Aft Elec.light	*1Dk2trB*	3415							*WB*					AmericanSBCo.ClevelndO		
1159 118235 HLSF	**Hurlford** *D.J.Copland* –17 *ss*Lon.No.2–13 (*ex*Abington) *Well deck Mchy.Aft*	**SteelScSr** *1Dk(Irn)*	444 301 178	✠100A1 3,16 MS5,13	Ard ✠LMC BS3,16	*g*	3,16	1905 8mo	Murdoch & Murray Pt.Glasgow	Ford Shppg.Co.Ltd. (Mann,Macneal& Co.Ld.,*Mgrs.*)	155·3 Q84′B10′F31′	25·6 BK7″	11·1	Glasgow British	C.2Cy.18″&40″–27″ (*s*) 180lb 64RHP 1SB,*3pf*,GS48,HS1540 RenfrewBros.Irvine	12 ″ 4 s 4 ″ 4½ 12 ″ 8	
								Lloyd's	*sA&CP*	*WB=FP T*	*DB 262′ 590t*		*FPT*	*56tAPT21t*			
1160 212080	**Huron**	**SteelScSr**	4810 —					1914	Gt.Lakes Eng.Works. Detroit	Wyandotte TransportationCo.	415·0 F60′	56·0	27·5	Detroit, Mich. Utd.States	Q.4Cy19½″,28½″,41″&60″–42″ 233NHP		LV
	Mchy.Aft Elec.light	*1Dk*	3051							*WB*					Gt.Lakes Eng.Wks.Detroit		
1161 96658 KSDT	— *W.O.Chichester* *Elec.light* Wireless	**SteelScSr** *3Dks*	3318 — 2590					1902	WCramp & SonsS&EBCo Philadelphia	ClydeS.S.Co.	291·2	43·1	20·6	NewYork Utd.States	T.3Cy.21″,34″&56″–36″ 188NHP W.Cramp&SnsS&EBCPhl		R
1162 96425 LGNP	— *Mchy.Aft Elec.light*	**SteelScSr** *1Dk&Spar dk*	1945 — 1309					1898	Cleveland S.B.Co. Lorain,O.	UnitedStatesS.S. Co.Inc.	238·0	42·0	22·2	NewYork Utd.States *WB*	T.3Cy.18½″,31½″&51″–36″ 156NHP ClevelndSB.Co.Clevelnd,O		
1163 71216	— *A.Baillargeon* –03	**IronTwinSc** *1Dk (CarFerry)*	1052 1052 688					1875	JohnSmith Pnt-Edward, Ont.	GrandTrunkRly. Co.	238·5	53·9	12·8	Sarnia,Ont British	2Cy.30″–30″ NB86 300RHP T.Wilson&Co.Dundas,Ont		
1164 157173	— (*ex*DariusCole)	**IronPad**	538 — 402					1885	GlobeIron WorksCo. Cleveland,O.	DariusColeTrans-portationCo.	201·4	32·5	9·4	Detroit Utd.States	B.1Cy.46½″–120″ 177NHP Fletcher&Co.Hoboken,NJ.		
1165 99214 MRVF	**Hurona** ~~*W.D.Wood* –16~~ *J.Petrie* –18 2*Dks(Stl)&deep framing&Shltr dk(Irn)* ~~*Refrigdtg.*~~ *Elec.light*	**SteelScSr** *ss*Lth.No.3–4,05 *ss*Shl.No.2–14 *3Dk rule*	3449 3243 2156	✠100A1 *Shelter dk withfreeboard* 3,17 ~~MS3,17~~ ✠LMC~~5,14~~8,18	Shl	*x*	N3,17	1892 9mo	NavalCon. &Arm.Co.Ld. Barrow A&CP	CairnLine of Stm-ships,Ld.(Cairns, Noble&Co. *Mgrs.*) *L Mgrs) WB=Cell*	360·0 P48′B264′F36′ *DB 262′ 590t*	44·6 BK10″	26·3	Dundee British *FPT*	T.3Cy.~~20″~~27″,44″&71″–54″ (*s*) 160lb 403NHP *28tAPT21t*	29 ″ 0 s 3 ″ 10½ 26 ″ 1	
1166 137450 JKTV	**Huronian** *A.H.Highton* 95–15 *Elec.light* Wireless *Carrying fuel oil F.P.above* 150°F. *in D,B.*	**SteelTwinScSr** 2*Dks(Stl)&Shelter dk(Stl)*	8766 8310 5634	✠100A1 *Shelter dk withfreeboard* 8,17 2,~~17~~ ✠LMC5,15	Liv	*d*†	2,~~17~~ SN8.17 F8,~~17~~	1915 4mo	D&W Hen-dersn&Co.Ld. Glasgow *Lloyd's*	F.Leyland&Co.Ld. *sA&CP* *WB=CellDBa142′*	475·6 Bon *uE&B71′f201′1480t*	58·1 *Shelter dk* FK&BK3″	37·5 125′ *DeepTank a*	Liverpool British *FPT133tAPT33t*	Q.8Cy.22½″32¼″47″&67″–48″ 215lb (*s*) 855NHP 2D&2SB*18cf*,GS405,HS14571 D&W.Hendersn&CoLdGls 28′775t	40 ″ 3 s 10 ″ 2½ 30 ″ 8	
1167 107168	**Huronic**	**SteelScSr** 2*Dks&Awng dk*	3330 3330					1902	Colling-woodS.B.Co. Collingwood	CanadaSteamship Lines,Ld.	321·0	43·0	23·4	Collingwd Ont. British	T.3Cy.26″,42″&70″–42″ 318NHP J.Inglis&Sons,Toronto		L
	Elec.light Wireless		2211							*WB*							
1168 389 HKLM	**Hurricane** *Dohnberg* *Elec.light*	**IronScSr** *1Dk(Irn)2trB*	950 962 562	✠ 4,83	Lth	*n*		1878 6mo	R.Napier &Sons Glasgow	CarlF.Gahlnbäck	231·2 F23′ *WB=DBa56′f69*	32·2	18·0	Reval Russian *5BHCem*	T.3Cy.17½″,28″&48″–39″ NB98 *Tpd.89* 144NHP R.Napier&Sons,Glasgow		V
1169 129461 HQGM	**Hurst** *R.M.Beedie* –13 *Elec.light*	**SteelScSr** 2*Dks*	4718 4483 2998					1910	Scotts' S.B. &Eng.Co.Ld. Greenock	ClydeShppg.Co.Ld (W.Cuthbert *Mgr*)	400·1 P36′B121′F47′	52·0	27·0	Glasgow British *WB*	T.3Cy.27″,43″&72″–48″ 359NHP Scotts'S.B.&EngCoLd.Grk		C
1170 123191 HLWT	**Hurstside** *J.Howe* –16 (*ex*Portreath)	**SteelScSr** *ss*Bry.No.2–15 1*Dk(Stl)&deep framing*	3149 2953 1947	✠100A1 6,17 ~~8,17~~ MS8,15	Hul ✠LMC Bry BS10,16	*u*	3,17	1907 11mo	J.Blumer &Co. Sunderland *Lloyd's*	CharltonStm Ship-pingCo.Ld.(Charl-ton,McAllum&Co. *Mgrs.*) *sA&CP* *uE&*	330·5 P26′B94′F30′ *CellDBa114′ B38′f132′942t*	47·8 *Shelter dk* FK *FPT*	21·8 97′ *5BHCem 95tAPT164t*	Newcastle British	T.3Cy.24″,39″&65″–42″ (*s*) 180lb *90lb* 294NHP 2SB,*6cf*,GS124,HS4472 J.Dickinson&Sons,Ld.Sld.	24 ″ 3 s 3 ″ 10 20 ″ 10	
1171 132751 HVCL	**Hurunui** *L.G.Silba* –17 *Elec.light* 2*Dks(Stl)&Shelter dk(Stl)* *Ref.Mchy.* Wireless	**SteelTwinScSr** *ss*Lon.No.1–17	10644 7818 6824	✠100A1 *Shelter dk withfreeboard* ~~10,17~~ 11,17 ~~MS11,17~~ ~~✠LMC1,18~~	Lon	*f*†	~~10,14~~ 11,17	1912 1mo	Russell& Co. PortGlasgow *Lloyd's*	NewZealand ShippingCo.Ld. *WB=CellDBa f245′1739t*	495·0 P26′B94′F30′ *CellDBa114′ B38′f132′942t*	63·1 *Shelter dk* FK *FPT*	31·7 97′ *5BHCem 95tAPT164t*	Plymouth British *Cem*	Q.8Cy.24½″,35″,50″&72″–51″ 220lb (*r*) 1142NHP 5SB,*20cf*,GS385,HS16500FD *7BHonly* D.Rowan&Co.Glasgow	43 ″ 3 s13 ″ 0 30 ″ 8	
1172 115299	**Huskisson** (*ex*Sandon)	**SteelScSp** *1Dk(Stl)*	126 126 9	✠100A1 *For Towing purposes* 12,17 ~~2,17~~ ~~Refitted~~ ~~✠LMC10,14~~	Liv ~~BS11,17~~		~~2,17~~ 12,17	1902 6mo	Dundee Shipbuilders' CoLd Dundee *Lloyd's*	AlexandraTowing Co.Ld. *sA&CP*	92·0 B28′	20·2 BK6½″ *WB=APT2t*	10·7 *4BHCem*	Liverpool British	C.2Cy.16″&42½″–27″ (*s*) 150lb 98RHP 1SB,*3cf*,GS60,HS1593 J.Cran&Co.Leith	12 ″ 0	
1173 MFTS	**Husvik** *J.Sörensen*	**SteelScSr** (*Whaler*) *1Dk*	129 127 45					1909	Kaldnæs Mek.Værks. Tönsberg	TönsbergsHval-fangeri(O.Hytten, *Mgr.*)	95·4	19·0	11·0	Tönsberg Norwegian *WB*	T.3Cy.11″,18″&29″–24″ 41NHP AkersMek.Værks.Xia.		
1174 102827	**Hutton** *G.Shed* –99	**SteelPad** *ss*Lon No.3–12,12 *1Dk(ptStl)*	554 375 256	✠ A1 1,14 ~~Refitted~~ *For Woolwich Ferry purposes* ~~BS8,17~~ ✠LMC2,16	Lon			1893 11mo	W.Simons &Co. Renfrew *Lloyd's*	LondonCounty Council *sA&CP*	170·0 B58′	42·1 FK	6·5 *6BHCem*	London British	D.4Cy.33″–36″ (*s*) 40lb 95RHP 2SB,*4pf*,GS90,HS2644 W.Simons&Co.,Renfrew	7 ″ 3	
1175 119801 HDPC	**Huttonwood** *D.Jones* –14	**SteelScSr** *ss*Shl.No.2–14 *Spar dk(Stl)2trB &deep framing*	3903 3636 2533	✠100A1 *Spar dk withfreeboard* 7,17 ~~8,16~~ ~~BS12,17~~ ~~BS10,16~~ ✠LMC7,14	Bry NYk ~~M 23617~~ ~~DBS~~	*w*	3,16	1905 10mo	R.Stephen-son&Co.Ld. Newcastle *Lloyd's*	~~Constantine&~~ ~~PickeringS.S.Co~~ JosephConstantine *WB=CellDBa110′ uE23′f138′*	340·2 P26′B96′F38′ FK	47·2 27·3	20·0 *6BHCem 682tAPT18t*	Middlsbro' British	T.3Cy.25″,41″&67″–45″ (*s*) 160lb *100lb* 314NHP 2SB,*6rf*,GS124,HS4900 Blair&Co.Ld.Stockton	29 ″ 10 s 5 ″ 10½ 24 ″ 3	
1176 110925 RPWF	**Huxley** *A.Halton* –12 (*ex*Khedive) *Elec.light*	**SteelScK** *ss*Gms.No.3–6,10 *ss*Gms.No.1–15 *1Dk*	191 176 74	✠100A1 *StmTrawler* 4,15 ✠LMC4,16	Gms		N1,14	1899 12mo	Smith's Dock Co.Ld. NorthShields *Lloyd's*	BunchSteam FishingCo.Ld. (W.Crampin,*Mgr*) *sA&CP*	115·7 Q56′F20′	21·1 BK7½″	11·2 *3BHCem*	Grimsby British	T.3Cy.12¼″,19½″&32″–22½″ 180lb (*s*) 52RHP 1SB,*2pf*,GS34,HS1048 G.T.Grey,SouthShields	12 ″ 0	
1177	**Hval**	**SteelScSr** (*Whaler*) *1Dk*	182 171 64					1912	Akers Mek.Værks. Christiania	Chr.Salvesen&Co.	106·4	21·5	12·3	Leith British *WB*	T.3Cy.13½″,22″&37½″–24″ 69NHP AkersMek.Værks.Xia.		N
1178 MGOV	**Hvalen** *S.C.Christensen* (*ex*FallodenHall) 1*Dk(Stl)&Spar dk(Irn)&Web frames*	**SteelScSr** *ss*Bkn.No.3–7,04 *ss*Xia.No.2–12	3478 3190 2118	✠100A1 *Spar dk* 9,15 Examined 8,17 BS9,16 ✠LMC10,12	Xia	*v*	9,16	1892 6mo	SirR. Dixon&Co. Middlesbro' A&CP	Aktieselsk.Hvalen (N.Bugge)	335·0 P21′B68′F40′ *WB=CellDB264′5*	43·7 BK9″	18·6 26·3 *95tFPT85t*	Tonsberg Norwegian *6BHCem*	T.3Cy.25″,40″&66″–45″ (*s*) 160lb *100lb* NDB09 312NHP 2SB,*6rf*,GS116,HS4970 Blair&Co.Ld.Stockton	29 ″ 0	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys.	3 Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned. now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of ✠ of Trade Cert.
1179 — —	**Hvalen** *C.Stranne* 13–13 (*ex* Martha, *ex* Viola)	**IronScK** (*Trawler*) 1 *Dk*	138 126 44				...	1894	Cochrane & Cooper Beverley	C.J.Andersson	101·4 | 20·5 | 11·0 Q17′ F18′ BK 7½″			Smögen Swedish	T.3Cy.11½″,18″&30″–22″ 50NHP Amos&Smith,Hull	11 ″ 10	
1180 3650 JLHN	**Hven** *C.V.Dahl* –15 *Elec.light*	**IronScSr** 1 *Dk*	230 147 100					1882	MotalaCo. Gothenburg	SvenskaRederiaktieb.Öresund (C.Faxe, *Mgr.*)	137·1 | 22·6 | 8·7 Q43′ B60*t* H30*t*			Malmö Swedish	C.2Cy.23½″&42¾″–23½″ NB03 74NHP MotalaCo.,Gothenburg		
1181 115279 TJMF	**Hyacinthus** *J.Morrison* –15 2 *Dks(Stl) deep framing & Shelter dk(Stl)* *Elec.light* Wireless *hold beams fore hold*	**SteelSc4MstSr** *ss* NYk.No.3–4,16	5756 5428 3674	✠100A1 *Shelter dk* 3,17 ~~BS3,16~~ ✠LMC7,15 *Carrying fuel oil in F.P. above*	Cff	*b*†	3,16	1902 5mo	Palmers' Co.Ld. Newcastle *Lloyd's SA&CP*	Brit.&S.American StmNavCoLd(R.P. Houston&Co. *Mgs*) *WB = CellDBa*	452·0 | 52·2 | 28·3 *Shade dk on Shelter dk* 132′ FK 115′ *uE&B* 89′ *f* 178′			Liverpool British 7 *BHCem* 1207*t D T a*	T.3Cy.30″,50″&81½″–54″ (*s*) 180lb 642NHP 3DB,*18cf*,GS336,HS11442 Palmers'Co.Ld.Newcastle 30′763*t FPT* 170*t APT* 60*t*	31 ″ 2 s 4 ″ 11½ 26 ″ 8	
1182 96503 KPVW	**Hyades** *T.C.Youngren* 10–10 Wireless	**SteelScSr** 2 *Dks*	3753 3329 2932					1900	Maryland SteelCo. SparrowsPnt	MatsonNav.Co.	331·5 | 47·0 | 25·0 P40′ B75′ F35′			S.Frncisco Utd. States *WB*	T.3Cy.21″,35″&56″–42″ 203NHP MarylandStlCo.Baltimore		
1183 206094 KWVP	**Hyak** *K.J.Johanssen* –10	**WoodScSr** 1 *Dk*	195 — 118					1909	J.Supple Portland, Or.	KitsapTransportationCo.	134·0 | 22·2 | 5·5			Seattle Utd. States	T.3Cy.12″,18½″&32″–18″ 43NHP		
1184 110565 RBSQ	**Hyanthes** *J.T.Lines* –16 1 *Dk(Irn) & Spar dk(Irn)* *Elec.light*	**SteelScSr** *ss* Liv.No.3–8,11 *& deep framing*	3427 3171 2121	✠100A1 *Spar dk* 12,13 BS9,16 ✠LMC9,11	Liv	*w*	N12,16	1899 4mo	Bartram& Sons Sunderland A&CP *WB*	Brit.&S.American StmNavCoLd(R.P. Houston&Co. *Mgs*) = *CellDBa* 96′ *uE&*	350·0 | 47·0 | 16·9 P32′ B166′ F80′ 24·9 FK *B60′ f* 134′ 767*t FPT*			Liverpool British 6 *BHCem* 134*t APT* 44*t*	T3Cy.26″,43½″&72½″–48″ (*s*) 180lb 431NHP 3SB,*9cf*,GS189,HS7150 J.Dickinson&Sons,Ld.Sld.	27 ″ 6 s 4 ″ 0 23 ″ 11	
1185 108840 RFJT	**Hydaspes** *M.J.Henry* –11 *ss* Bku No1-17 2 *Dks(Stl) & deep framing &* (*ex* Manchester Port) *Shelter dk(Irn)* *Ref.Mchy.* *Elec.light* Wireless	**SteelSc4MstSr** *ss* Liv.No.3–6,12	5658 5363 3636	✠100A1 *Shelter dk* 10,17 ~~4,16~~ ✠LMC ~~BS9,16~~ MS12,16 BS5,17	NNs	*b*†	4,16	1899 6mo	Palmers' Co.Ld. Newcastle A&CP	Brit.&S.American StmNavCoLd(R.P. Houston&Co. *Mgs*) *WB = CellDBa*	452·0 | 52·2 | 28·2 *B60′ f* 134′ 767*t FPT* FK 115′ *uE&B* 88′ *f* 179′			Liverpool British 7 *BHCem* 1207*t D T a*	T.3Cy.30¾″,50″&81½″–54″ (*s*) 180lb 642NHP 3DB,*18cf*,GS336,HS11679 Palmers'Co.Ld.Nwc. 30′763*t* ~~*FPT* 170*t*~~ *APT* 60*t*	31 ″ 2 s 4 ″ 11½ 26 ″ 8	
1186 — HKLT	**Hydra** *E.Velonias*	**IronScSr** 1 *Dk*	347 — 218					1856	Blackwood &Gordon Pt.Glasgow	HellenicCo.ofMarineEnterprises (A.Pallios, *Mgr.*)	148·3 | 21·9 | 12·5			Syra Greek	C.4Cy.15″&32″–24″ 84NHP		
1187 — HQDF	— *St.Monochartzis* –99	**SteelSc** 1 *Dk*	220 — 114					1899	Stabilmnto Tecnico Trieste	J.E.Leoussi&Co.	140·0 | 20·0 | 11·6 F20′			Piræus Greek	T.3Cy.13″,20½″&34¼″–20½″ 53NHP StabilimentoTecnico,Tri.		
1188 123595	— *W.Myroft* –15	**SteelScK** *ss* Gms.No.1–11 1 *Dk*	214 193 99	✠100A1 *Stm Trawler* 7,14 BS7,14 ✠LMC6,11	Gms		~~4,18~~ 5,15	1906 11mo	Smith's Dock Co.Ld. NorthShields *Lloyd's SA&CP*	Mackrill&Sons	117·9 | 21·5 | 11·2 Q65′ F20′ BK 8″			Grimsby British 3 *BHCem*	T.3Cy.12″,20″&32″–23″ (*s*) 180lb 52RHP 1SB,*2pf*,GS35,HS1312 MacColl&Pollock,Ld.Sld.	12 ″ 0	
1189 — 455	— *S.Evangelist* 13–13 (*Tug*)	**SteelTwinScSk** (*ex* Arrow) 1 *Dk*	122 — 56	✠ 1,89 ✠	Dun	*a*		1889 1mo	WBThmpson&Co.Ld. Dundee	N.Methinity	103·8 | 21·2 | 7·8 BK 6½″			Kertch Russian 4 *BHCem*	T.6Cy.9″,13″&24″–14″ 1SB,*2pf*,GS30,HS890 43NHP WBThompsn&Co.Ld.Dun	8 ″ 4	
1190 — —	**Hydria** *M.Paya* *Mchy.Aft*	**SteelScCtr** *ss* Corunna No.3–9,17 1 *Dk(Stl)*	*80* *78* *45*	✠ A— *For River purposes only* 9,17 ✠LMC9,17	Psy Corunna	*a*	10,17	1912 3mo	Bow,McLachlan&Co. Ld. Paisley	H.Guyatt	70·7 | 19·9 | 7·1 BK 6″			Corunna Spanish 3 *BHpt Cem* *pt Asp*	C.2Cy.8″&16″–12″ (*s*) 120lb 15NHP 1SB,*1pf*,GS15,HS361 Bow,McLachln&CoLdPsy	7 ″ 6	
1191 — —	**Hydro** *H.Pedersen* *Elec.light*	**SteelTwinScSr** 1 *Dk*	493 461 173					1914	Akers Mek.Værks. Christiania	NorskTransport A/S	167·4 | 32·7 | 10·8			Chrstiania Norwegian *WB*	T.6Cy.11″,18″&29″–18″ 71NHP AkersMek.Værks,Xia.		N
1192 92929	**Hydrus** *Mchy.Aft* *Elec.light*	**SteelSc** (*ex* M.A.Hanna) 1 *Dk 2 tr B*	4661 — 3116					1899	GlobeIron WorksCo. Cleveland,O.	InterlakeS.S.Co.	410·0 | 50·0 | 24·5			Cleveland Utd. States *WB*	T.3Cy.23″,37½″&63″–42″ 257NHP GlobeIron Works,Clevelnd		
1193 86702 WORM	**Hye Leong** *W.L.Gardner* –16	**IronScSr** 1 *Dk*	494 406 302				...	1882	Blackwood &Gordon Pt.Glasgow	StraitsS.S.Co.Ld.	180·6 | 25·0 | 12·0 H61*t* F24′ FK			Singapore British	C.2Cy.28″&50″–30″ NB01 114NHP Blackwood&Gordon,P.Gl.		
1194 95969	**Hygeia** *F.Maitland* 03–10	**SteelPadSr**	987 769 427					1890	Napier, Shanks&Bell Glasgow	~~Huddart,Parker,~~ Ltd.Bay Steamers Proprietary,Ld.	300·0 | 32·0 | 11·3			Melbourne British	T.4Cy.(2)28″,56″&86″–66″ FD 601NHP Rankin&Blackmore,Grk.		
1195 110619 RKGN	**Hylas** *J.Jones* –17 1 *Dk(Stl) & Spar dk(Stl)* *Elec.light* *ss* Liv.No.1–17 *deep framing*	**SteelScSr** *ss* Liv.No.3–9,12	4240 3968 2753	✠100A1 *Spar dk* ~~8,17~~ ~~4,15~~ 6,17 BS6,16 ✠LMC2,12 MS3,17	Gls Liv	*x*	~~4,15~~ 3,17	1899 11mo	AM'Millan &Son,Ld. Dumbarton A&CP	Brit.&S.American StmNavCoLd(R.P. Houston&Co, *Mgs*) *WB = CellDBa*	376·0 | 48·0 | 17·9 P34′ B100′ F36′ 26·4 FK 116′ *uE22′ f* 162′ 823*t*			Liverpool British 6 *BHCem* *APT* 81*t*	T.3Cy.26″,42″&69″–48″ (*s*) 180lb 357NHP 2SB,*6cf*,GS102,HS4401 FD Rankin&Blackmore,Grk.	29 ″ 0 s 5 ″ 7 23 ″ 9	
1196 129781 HTNK	**Hyltonia** *H.Duncan* –17 1 *Dk*	**SteelScSr** *Corrugated Sides*	1902 1734 1149					1911	Osbourne, Graham&Co. Sunderland	EricssonShipping Co.Ld.	279·5 | 41·8 | 18·3 P25′ B72′ F26′			Newcastle British *WB*	T.3Cy.21″,33″&56″–36″ 188NHP N.E.MarineEng.CoLd.Sld.		C
1197 120730 TVPB	**Hymettus** *A.J.Evans* –13 2 *Dks(Stl) & deep framing &* *Elec.light* *Shelter dk(pt Stl–teak s)*	**SteelScSr** *ss* Syd.No.1–10	4606 4118 2985	✠ *Shelter dk with freeboard* 2,13 ✠	Cal	*z*		1906 1mo	Palmers' Co.Ld. Newcastle	BritishIndiaStm. Nav.Co.Ld. *WB = CellDBa* 135′ *uE2*	400·4 | 52·2 | 24·9 FK&BK 1½″ 7′ *f* 161′ 896*t APT* 31*t*			Glasgow British 6 *BHCem*	T.3Cy.28″,46″&76″–51″ HS8886 FD 580NHP 3SB&1AuxSB,*11cf*,GS202, Palmers'Co.Ld.Newcastle	27 ″ 8	
1198 121259 HDLT	**Hyndford** *ss* NNs.No.3–7,17 **SteelScSr** *J.Horne* 05–05 *Elec.light* 1 *Dk(Stl) & Spar dk(Stl) & deep framing*	~~*ss* Shl.No.2–13~~	4286 4067 2775	✠100A1 *Spar dk* ~~7,17~~ ~~12,16~~ 8,17 ✠LMC 7,17 ~~MS9,13~~ ~~BS9,16~~	Nwc ~~NNs~~ Brs	*x*	~~12,16~~ 7,17	1905 9mo	W.Hamilton&Co.Ld. Pt.Glasgow *Lloyd's SA&CP*	ScottishShipwnrs' Co.Ld.(Robertson, Paterson&Co *Mgs*) *WB = CellDBa*	376·0 | 49·2 | 19·6 P47′ B102′ F40′ 27·6 FK 116′ *uE&B* 42′ *f* 162′			Glasgow British 6 *BHCem* 962*t DT a* 38′	T.3Cy.26″,42″&70″–15″ (*s*) 180lb *100lb* 418NHP 2SB,*6cf*,GS112,HS5826 FD ClydeS.B.&E.Co.Ld.Pt.Gls 991*t FPT* 109*t APT* 31*t*	30 ″ 3 s 6 ″ 0 24 ″ 8	
1199 115246 TFQM	**Hypatia** *H.R.C.Lockyer* –11 *Elec.light* 2 *Dks(Stl) & deep framing & Shelter dk(Stl) hold Beams fore hold* Wireless	**SteelScSr** *ss* NYk.No.3–6,16	~~5663~~ ~~5371~~ ~~3665~~ 7305 5371 4778	✠100A1 *Shelter dk* 7,17 ~~6,16~~ ✠LMC MS10,14 ~~BS6,16~~	NYk	*b*†	6,16	1902 1mo	Palmers' Co.Ld. Newcastle *Lloyd's SA&CP*	Brit.&S.American StmNavCoLd(R.P. Houston&Co.*Mgs*) *WB = CellDBa*	452·0 | 52·2 | 28·3 *Shade dk on Shelter dk* 132′ FK 115′ *uE&B* 89′ *f* 178′			Liverpool British 7 *BHCem* 1207*t D T a*	T.3Cy.30″,50″&81½″–54″ (*s*) 180lb 642NHP 3DB,*18cf*,GS336,HS11442 Palmers'Co.Ld.Newcastle 30′763*t FPT* 170*t APT* 60*t*	31 ″ 2 s 4 ″ 11½ 26 ″ 8	

1 Numero d'Ordre. / Numero Officiel. / Signaux	3 Nom du Navire. Matériaux, Gréement etc. / *Capitaine.* / *Ex-nom, s'il y a lieu.* / Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expire. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Doune. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*
1200 105342 PBVR	**Hyperia** **SteelScSr** *A.Way* –11 *ss*Cff.No.3–12,07 (*ex*PinnersPoint) *ss*Gls.No.1–13 1*Dk*(*Stl*)&*Spar dk*(*Irn*)3*trB*	3908 3580 2518	✠100A1 *Spar dk* 2[illegible] MS! LM 16,17	Liv	*x*	N2,16	1895 9mo	JLThompson&SonsLd. Sunderland A&CP	Brit.&S.American StmNavCoLd(R.P. Houston&Co.*Mgs*) *WB=CellDBa*	358·0 45·2 19·0 P41′B244′F43′ 27·0 FK 112′*uE*&*B*38′*f*142′			Liverpool British 6*BHCem*	T.3Cy.26″,43″&70″–48″ (*s*) 160lb ~~180lb 100lb~~ 350NHP 2SB,6*rf*,GS144,HS5400 766*tAPT*75*t* J.Dickinson&Sons,Ld.Sld.	29 *v* 7 s 5 *v* 6 24 *v* 5
1201 551 HSKR	**Hyperion** **IronScSr** *H.A.Söderbergh* –09 (*ex*Transit 5) 1*Dk*&*Shelterdk*	616 337 364					1884	MotalaCo. Norrköping	Stockholms Rederiaktieb.Svea (HjBlomberg,*Mgr*)	166·9 25·0 12·3 H42*t* 19·4			Stockholm Swedish	C.2Cy.16½″&37¾″–26½″ NE&B03 72NHP MotalaCo.,Motala	
1202 JMWR	**Hypolite Worms** **IronSc3MstSr** *P.Autray*12–12 2*Dks*	1025 — 615			…		1882	Lobnitz&Co. Renfrew	Worms&Cie.	238·0 31·6 16·8 P42′ B81′ F39′ *WB*			Havre French	C.2Cy.32″&62″–42″ NB97 208NHP Lobnitz&Co.,Renfrew	V
1203 125740 HNGF	**Hyrcania** **SteelScSr** *R.Graham* –14 *ss*Nwc.No.1–12 *Elec.light* 2*Dks*(*Stl*)&*Webframes* *Mchy.Aft*	5227 4740 3168	✠100A1 6,16 *Carrying Petroleum in bulk* BS6,16 ✠LMC6,16 6,17 *Fitted for oil fuel* 10,08	Sng	*y*	6,16 *F. P.*	1908 10mo *Lloyd's above*	Armstrong Whitworth &Co.Ld. Newcastle *SA&CP*	CaspianOilCo.Ld. *WB=CellDBuB*	385·0 50·7 30·4 P95′B25′F42′ FK 9*to* 40′96*tDTf*38′335*tb*			London British 15*BHptCem* *Udk*6*toMdk* *PT*53*t APT* 106*t*	T.3Cy.26″,44″&72″–48″ (*s*) 180lb *120lb* 443NHP 3SB,*12cf*,GS208,HS7569 N.E.MarineEngCoLd.Nwc	31 *v* 10 s 6 *v* 8½ 25 *s* 6
1204 112633 RKPT	**Hyson** **SteelScSr** *G.Moir* –16 *ss*Lon.No.3–2,12 2*Dks*(*Stl*)*deep framing*&*Elec.light* *Webframes*	6608 5966 4232	✠100A1 11,15 *Examined* 16,17 ✠LMC4,16 BS6,17	Liv	*b*†	N5,15	1899 11mo *Lloyd's*	D&WHenderson&Co. Glasgow *SA&CP*	ChinaMutualStm. Nav.Co.Ld.(A. Holt&Co.*Mgrs.*) *WB=CellD*	450·0 53·2 31·1 P35′B169′F44′ FK *Ba* 121′*uE*&*B* 59′*f*			Liverpool British 7*BHCem* 206′ 1459*tD*	T.3Cy.28½″,47″&78″–60″ (*s*) 180lb *90lb* 626NHP 2SB,8*pf*,4*cf*,GS220,HS8988 FD D.&W.Henderson&Co.Gls. *Ta*30′985*tFPT*90*t*	34 *v* 0

* ,* Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys.	3 Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 6 7 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned. now applied. Equipment Letter.	7* Date when tail shaft last seen.	8 9 Built. When / By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. / Breadth. / Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Dates of Transfer, etc.
1 NPCK	I. D. S. Adolph *F.Thomsen*	SteelScSr 1*Dk*	1756 — 1098					1904 Helsingörs Jernsk&Msk. Elsinore	Dampskibsselskbt Vendila(Svendsen &Christensen)	249·1|37·5|15·9 P16′Q73′B106′F27′	Copnhagn Danish *WB*	T.3Cy.19″,32″&53″–36″ 169NHP Helsingörs.Jernsk.&Mskb.		G
2 127146	I. F. S. *F.J.Paine* –10	SteelScK (*ex*TarbatNess) 1*Dk*	95 95 35			…		1908 Charlton& Doughty,Ld. Grimsby	J.T.C.Salmon	86·2|18·5| 9·0 BK7½″	Yarmouth British *WB*	C.2Cy.11″&28″–16″ 40RHP VauxhallEngCo.Ld.Luton	9 ″ 9	
3 100368 KPML	I. J. Merritt Wireless	WoodScSr 2*Dks*	354 — 177					1884 Brown Tottenville, N.Y.	Merritt&Chapman Derrick& WreckingCo.	141·6|28·9|13·6	New York Utd.States	C.2Cy.22″&38″–30″ NB99 66NHP		
4 NQBT	I. P. Justesen *L.Lorentsen* –16 (*ex*DavidMainland) *Well deck*	SteelScSr *ss*Shl.No.3–12,06 *ss*Cpn.No.2–16 1*Dk*(*Irn*)*&Webframes*	1896 1415 1183	✠100A1 ~~4,17 2.16 7,17 Bro~~ Bry 10,17 ✠LMC2,16 MBS1,17	Cpn	*r*	~~x1,15~~ N4,17	1893 W.Gray& Co.Ld. 10mo WHartlepool A&CP	Dmpsksselsk. Atalanta (M.Nissen, *Mgr.*) *WB*=	270·0|37·0|18·4 P27′Q74′B116′ F27′ FK *DBa*84′ *f*106′ 463*t*	Copnhagn Danish 4*BHCem* *APT*25*t*	T.3Cy.19″,31½″&51″–36″ (*s*) 160lb *100lb* NDB13 156NHP 2SB,*4rf*,GS48,HS2330 Cen.Mar.Eng.Wrks.WHpl	19 ″ 6 s 1 ″ 4½ 18 ″ 5	
5 124794 JHPW	Iago *R.Hill* –14	SteelScK *ss*Hul.No.1–11 1*Dk*	206 193 75	✠100A1 *StmTrawler* 3,15 BS5,15 ✠LMC8,11	Hul		3,15	1907 Cook,Welt'n&Gemmell Ld. Beverley 10mo *Lloyd's*A&CP	Hellyers'Steam FishingCo.Ld.	110·5|22·3|11·7 BK8″ *WB*=	Hull British 3*BHCem* *DTf*15′35*t*	T.3Cy.10″,16¾″&28″–24″ (*s*) 200lb 50RHP 1SB,*2pf*,GS27,HS840 Amos&Smith,Hull	12 ″ 7	
6 136637 JDWR	Ialine *G.F.Dines* –13 *Mchy.Aft*	SteelTwinSc *OilEng.* 1*Dk*(*Stl*)	183 154 78	✠100A1 *Barge* 5,16 ✠LMC2,16 *CarryingPetroleum*	Yar	*c*	2,16 *in bulk*	1913 A.deJong Vlaardingen 12mo *Lloyd's*A&CP	Burt,Boulton& Haywood,Ld.	105·0|22·0| 8·6 Q33′F20′ FK *WB*=*DTf*5″	London British 7*BHptCem* 13*tFPT*22*t*	Oil Engines 2S.C.SA 4Cy.15″–16½″ J.&C.G.Bolinders,Ld.Skm	9 ″ 3 s 1 ″ 1 8 ″ 4	
7	Iana *Raden* –14 *Elec.light*	SteelScSr (*ex*Chingtufu, *ex*Chingtu) 2*Dks*	2336 1923 1423					1886 Scott&Co. Greenock	RussianVolunteer FleetAssociation	315·3|38·2|23·6 P46′B102′F54′	Vladvostk Russian *WB*	T.3Cy.23¼″,40″&62″–48″ 266NHP Scott&Co.Greenock		
8 134696 HWVN	Ianthe *W.D.Sharman* –13 (*ex*HeikaHarmanna) (*See Sailing Ship Register*)	SteelAuxSc3MstSr *OilEng.* 1*Dk*	212 176 154					1910 Gebr. Niestern Delfzijl	BristolMotorShpg Co.Ld.(W.P. Williams, *Mgr.*)	112·7|23·3| 9·3	Bristol British	Oil Engines 2S.C.SA 2Cy.11½″–13½″ *made*14 J.F.Coates,Manchester		V
9 100715 KQFL	Iaqua *A.Self* –08	WoodScSr 1*Dk* *Fitted for oil fuel*	712 — 459					1900 H.D.Bendixen Eureka,Cal.	EasternS.S.Co. (M.A.Burns, *Mgr.*)	189·9|36·4|12·9	Eureka, Cal. Utd.States	Utd.Eng.Works,S.Frisco		
10 PFBH	Iasi *G.Ionescu* *Elec.light*	SteelScSr *2269* *2038* *Fitted for oil fuel*	*2269* *2038* *1452*					1897 R.Napier &Sons,Ld. Glasgow	RoumanianState MaritimeService	300·0|39·7|22·1 P22′B92′F28′	Braila Roumanian *WB*	T.3Cy.22″,35″&58″–39″ NB11 210NHP R.Napier&Sons,Ld.Gls.		V
11 113486	Ibeno *E.B.Williams* *Well deck* *Mchy.Aft*	SteelScSr *ss*ForcadosNo.2–09 1*Dk*(*Stl*)	261 170 115	✠ ~~—~~ 8,14 ✠	For-cados	*c*		1901 Bow,McLachlan&Co. Ld. Paisley 7mo	AfricanAssoc.Ld.	120·0|24·0| 7·3 Q37′F18′ FK *WB*=*FPT*	Liverpool British 3*BHCem* 39*tAPT*8*t*	C.2Cy.13″&26″–18″ 28RHP 1SB,*2pf*,GS29,HS696 Bow,McLachln&CoLd Psy	8 ″ 2	
12 633 PTNH	Iberia *F.Garibaldi* –13 (*ex*Flowergate)	IronScBn 2*Dks3trB*	1982 1835 1240			…		1884 T Turnbull &Son Whitby	MediciLucotti Cerrano	286·0|36·0|24·1 P26′B68′F35′ BK9½″	Genoa Italian *WB*	C.2Cy.34½″&64″–42″ NDB00 205NHP Blair&Co.Ld.Stockton	25 ″ 3	V
13 4199 JNLC	— *I.M.Lithman*17–17 ~~*J.Ungfelt*03–15~~ *Elec.light* *Well deck*	SteelScSr *ss*Got.No.3–2,16 1*Dk*(*Stl*)*&deepframing*	1415 971 760	✠100A1 7,17 ~~8,16~~ ✠LMC MS11,15 BS2,~~16~~ 7,17	Got	*p*	11,15	1903 Lindholmens V.A. Gothenburg 9mo *Lloyd's*A&CP	Rederiaktieb. SvenskaLloyd (H.Metcalfe, *Mgr.*) *WB*=*CellDBa*58′	237·3|35·3|15·3 P&B148′H78*t*F69′ FK *uE&B*38′*f*106′345*t*	Gothenbrg Swedish 4*BHCem* *FPT*37*tAP*	T3Cy.19½″,31½″&53″–36″(*s*) 175lb *80lb* 186NHP 2SB,*4cf*,GS80,HS2950 MotalaV.NyaAkt.Motala *T*48*t*	17 ″ 9 s 1 ″ 1 16 ″ 11	
14 JNLK	— *Merlin* *Elec.light* Wireless	SteelTwinScSr 1*Dk&Awng dk*	1295 1235 510					1904 Cie.Franç. deNav.&de Const.Nav. Nantes	Cie.Marseillaisede Nav.àVap. (Fraissinet&Co.*Mgrs.*)	260·7|28·5|16·2 H– 22·9	Marseilles French	T.6Cy.19¹¹⁄₁₆″,31½″&51½″–31½″ 305NHP Cie.Franç.deNav.&de Const.Nav.Lyons		V
15 POFB	— *A.Bakker*09–09	SteelSc *ss*Rot.2ndNo.3–1,10 *ss*Rot.No.1–14 1*Dk*(*Irn*)2*trB*	1237 1075 761	✠100A1 1.17 ✠NB90,*refitted*10,14 BS~~,17~~ BS~~8,16~~ ✠LMC10,14	Rot	*n*	N3,16	1884 L.Smit& Zoon Kinderdyk 6mo A&CP	W.H.Müller&Co.'s Alg'meeneScheepv Maats.(W.H.Müller&Co.*Mgrs.*) *W*	255·7|33·0|15·9 B60′F26′ len87 ptND02 BK8″ *B*=*DBa* 63′ *f*88′ *&u*	Rottrdam Dutch 4*BHCem* *E&B*40′285*t*	C.2Cy.27⅝″&52″–33″ (*s*) 90lb 151NHP 2SB,*6cf*,GS90,HS2940 KonMaats.deSchld.Flshng	18 ″ 9 s 3 ″ 0 16 ″ 7	
16 728 PTNK	— *G.Merani* –14	WoodSc (*Tug*)	100 85 15					1914 A Bagnasco Varazze	Soc.Rimorchiatori Genovesi	82·7|19·2|11·7	Genoa Italian	C.2Cy.15½″&30⅞″–21¼″ 36NHP D.Toriani,Sampierdarena		
17 98375 MGWB	Ibex *J.Vine* –14 *Elec.light* Wireless	SteelTwinScSr 2*Dks*	951 706 388			…		1891 Laird Bros. Birkenhead	Gt.WesternRly.Co	265·0|32·6|14·2 P58′B&F180′ BK7″	Milford British *WB*	T.6Cy.22″,34″&51″–33″ 299NHP LairdBros.,Birkenhead	15 ″ 6	BT till 7.17
18	Ibiapaba	SteelTwinScSr 1*Dk*	*1810* *1673* *1082*					1907 Craig,Taylor&Co.Ld. Stockton	LloydBrazileiro	275·0|44·8|16·5 F28′	R.Janeiro Brazilian *WB*	T.6Cy.14″,22″&37″–24″ 134NHP Blair&Co.Ld.Stockton		C
19 142359 SQN	Ibis *Elec.light*	SteelScSr (*ex*Hedwig) 1*Dk&ptAwng dk*	2358 1654 1540					1898 Akt.Ges. "Neptun" Rostock	TheShippingControl(Ellerman's WilsonLineLd.*Mgrs.*)	291·8|41·1|16·5 P15′Q98′ *ptAwng dk*179′	London British Norrköping *WB*	T.3Cy.19¾″,32¼″&53¼″–35½″ 167NHP A.G."Neptun,"Rostock		
20 545 HTSG	— ~~*C.A.P.Ryan*feldt09–09~~ (*ex*Louise, ~~*H.Hagren*16–17~~ *ex*CousinsArbib) *Well deck*	*ss*Hbg.3rdNo.3–10 17 1*Dk*(*Irn*)2*trB* *Cargoballersnq fitted*	IronScSr 1469 1155 869	✠100A1 ~~,18 10,17~~ Got LMC10,17	Hbg	*q*	10,17	1882 R.Dixon& Co. Middlesbro' 9mo A&CP	RederiAktieb Rekord (K.Henningson, *Mgr.*) *W*	260·4|35·2|17·4 Q99′B62′H35*t*F31′ BK9″ *B*=*DBa* 74′*f*42′ *&u*	Hälsingborg Swedish 4*BHCem* *E&B*44′337*t*	C.2Cy.30⅛″&62″–39″ (*b*) 80lb *70lb* 188NHP 1DB,*4pf*,GS67,HS3107 Blair&Co.(Lim.),Stockton	18 ″ 6 s 1 ″ 11½ 17 ″ 5	
21 82554 WML	— *S.Murdock* –14	IronSc 1*Dk*	171 146 64					1881 J.Payne Bristol	Ribble Shipping Co.Ld.(J.S.Sellers &Co.,*Mgrs.*)	110·2|20·1| 9·0 Q8*t*	Garston British	C.2Cy.14″&27″–20″ NE&B90 35RHP Muir&Houston,Gls.		
22 118773	— *W.H.Deyes* –14	SteelScK (*Trawler*) 1*Dk*	168 160 63			…		1903 GooleS.B. &Repairing Co.Ld. Goole	KelsallBros.& Beeching,Ld.(G. Beeching&J.E.A. Kelsall,*Mgrs.*)	110·3|20·9|11·1 BK7½″	Hull British *WB*	T.3Cy.12″,18″&30″–21″ 45RHP C.D.Holmes&Co.Hull	12 ″ 0	

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Matériaux, Grément, etc. Capitaine. Visites Périodiques.	3 Ex-nom, s'il y a lieu. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Les lettres ou cotes à droite indiquent la Marque de Classification.
23 Ibis JNLM	*Dabourg* –10 (*ex*Swift)	SteelScK *ss*Gms.No.3–9,07 ~~*ss*Arc.No.1 11~~ *ss*Bdx.No.2–15 1*Dk*	*136* *126* *45*	✠100A1 *StmTrawler* 1,18 ~~12,13~~ ✠LMC11,16 ✠NB95,*refitted*08	Arc		~~11,15~~ 11,17	1894 9mo Ld. Hull *Lloyd's*	Earle'sCo. *SA&CP*	Soc.Immobilière duMoulleau et des Pêch.de l'Océan (M.Camproger *Mgr.*)	94·0|20·7|10·6 Q18′ ptND07 BK7½″	Arcachon French	T.3Cy.11″,17″&30″–21″ (*s*) 160lb 47NHP 1SB,*2pf*,GS28,HS792 Earle'sCo.Ld.Hull	11 ″ 3 s ″ 9½ 11 ″ 4	
24 Ibis V. MBKC	*Ponjaert* –12	SteelScK ~~*ss*Aux.No.1 15~~ *ss*Mil.No.2–16 1*Dk*	196 188 53 ~~94,17~~ BS5,16 ~~BS14,16~~ ✠LMC~~4,16~~	✠100A1 *StmTrawler* MS9,17	Mil		~~8,15~~ 5,18	1908 8mo *Lloyd's*	GooleS.B. &RepgCo.Ld. Goole	L'IbisSociété Co-operative,Ld. (J.Bauwens,*Mgr.*)	115·0|21·6|11·8 BK7½″ *WB*=	Ostend Belgian	T.3Cy.12″,20″&32″–23″ (*s*) 180lb 65NHP 1SB,*2pf*,GS31,HS1150 Earle'sCo.Ld.Hull	12 ″ 9	
25 Ibis VI. MBKL	*F.Chapel* –12	SteelScSr 1*Dk*	196 — 50					1909	Soc.Anon. JhnCockerill Hoboken	L'IbisSociété Co-operative,Ld. (J.Bauwens,*Mgr.*)	115·0|21·6|12·6 *WB*	Ostend Belgian	T.3Cy.12″,20″&32″–23″ 490NHP Soc.An.J.Cockerill,Seraing		V
26 Ibo HBQP	*A.T.Figueiredo*99–16 *Elec.light* 1*Dk&Awng dk*(*Stl*–teak s) *Mchy.Aft*	SteelScSp	*835* *785* *464*	✠ *Awng dk withfreeboard* 11,07 ✠	Mdb	*k*		1907 11mo	SirRaylton Dixon&CoLd Middlesbro'	EmprezaNacional deNav.àVapor. para a Africa Portugueza *WB*=*CellDBuE&B*	200·2|30·1| 9·2 16·2 FK 37′*f*128′206*t FPT*	Lisbon Portuguese	T.3Cy.13″,21″&35″–24″ 840NHP 1SB,*3cf*,GS44,HS1530 N.E.MarineEng.CoLdNwc 108*tAPT*6*t*	18 ″ 7	
27 1541 HKND	(*ex*Else)	Ibuki Maru SteelScSr 1*Dk&Awng dk*	978 — 685					1888	Blohm& Voss Hamburg	T.Shimatani	212·3|29·4|19·8 B28′ *WB*	Tarumi Japanese	T.3Cy.15½″,24½″&39½″–33″ 900NHP Blohm&Voss,Hamburg		
28 87322	*W.Chapman*82–84	Iceberg IronScCtr 1*Dk*	285 239 168					1882	J.W.Suttn &Co. Brisbane	Australian Steam-ships Ld. (*Man. Agents* Howard Smith Ld.)	127·5|25·0| 9·2	Melbourne British	T.3Cy.10″,16″&26″–18″ E *made* 86 NB15 40RHP Maats.deSchelde,Flushing		
29	*Jakhakin* *Elec.light*	Iceland SteelScSr 1*Dk*(*Stl*)*&Shelter dk* (*Stl*–ws)	*2568* *2099* *1354*	✠100A1 *Shelter dk withfreeboard* 10,15 ✠LMC10,15	Gls	*v*		1915 10mo *Lloyd's*	Napier& Miller,Ld. Glasgow *SA&CP*	ImperialRussian Ministry of Trade &Industry (CommercialPort Department)	340·6|50·8|18·0 F44′*on Shelter dk* FK *WB*=*CellD*	Archangel Russian	T.3Cy.25″,41½″&68″–42″ (*s*) 180lb HS8152 502NHP 2SB&1AuxB,*9cf*,GS173, D.Rowan&Co.Glasgow FD *Ba*86′*uE*24′ 6*BHCem* *f*128′645*t FPT*70*tAPT*75*t*	20 ″ 4 s 1 ″ 5½ 19 ″ 3	
30 115357 TVDR	— *D.J.Anderson* –13 *Elec.light*	SteelScSr *ss*Liv.No.3–3,16 1*Dk*(*Stl*)*&Spar dk*(*Stl*)*3trB in foreholds,deep framing Aft*	1501 1364 869	✠100A1 *Spar dk withfreeboard* 5,17 ~~9,16~~ ✠LMC MS8,15 BS3,16	Gls	*r*	N9,16	1903 2mo *Lloyd's*	Barclay, Curle&Co.Ld Glasgow *SA&CP*	Liverpool&Ham-burgS.S.Co.Ld. (D.Currie&Co. *Mgrs.*) *WB*=	255·0|35·0|13·8 B70′F35′ 21·0 FK&BK2″ *Cell DBa*60′*uE&B*	Liverpool British	T.3Cy.20½″,34″&55″–42″ (*s*) 180lb *85lb* 217NHP 2SB,*6cf*,GS102,HS3400 Barclay,Curle&Co.Ld.Gls. 31′*f*98′271*t FPT*38*tAPT*26*t*	23 ″ 6 s 3 ″ 6½ 20 ″ 4	
31 77438 QWKS	*W.J.Francis*	Ich Dien IronScSk *ss*Lon.4thNo.3–4,14 *ss*Lon.No.1–17 1*Dk*	87 87 33	✠ A1 *For Tug purposes* 10,17 ~~15,16~~ BS9,16½ ~~BS10,17~~ LMC~~4,14~~ 10,17	Lon		~~4,14~~ 10,17	1877 8mo	Cunliffe& Dunlop Pt.Glasgow A&CP	AberdeenStm Nav. Co.	94·8|17·1| 8·7 ND96 BK6″	Aberdeen British	C.2Cy.17″&30″–20″ (*i*) 65lb 40RHP 1SB,*2pf*,GS27,HS648 Cunliffe&Dunlop,P.Gls.		
32 108353 QOVF	*F.M.Dillon* –14	Ichang SteelScSr 2*Dks*	1984 1777 1228					1898	Scott&Co. Greenock	ChinaNav.Co.Ld.	275·5|38·2|21·4 P20′B70′F30′	London British	T.3Cy.20″,32″&52″–39″ 169NHP Scott&Co.Greenock *WB*		
33 18850 MWJP	(*ex*Volga,*ex*Schleswig, *ex*Hailoong) 1*Dk&Spar dk&Web frames*	Ichi Maru SteelScSr	1235 1083 560			…		1888	Ramage& Ferguson Leith	N.Mibayashi	230·0|33·2|13·2 B35′F42′ 20·9 BK6½″	Tarumi Japanese	T.3Cy.22 5/16″,37½″&59½″–39″ 238NHP Ramage&Ferguson,Leith *WB*	20″11	
34 HKQV	*Martinolich* 1*Dk*(*Stl*)*&Spar dk*(*Stl–ptws*)*& deep framing*	Ida SteelScSr *ss*Tri.No.1–11	4730 4049 3093	✠ — 11,15 *Spar dk* ✠	Msl	*x*		1906 6mo	Russell& Co. Pt.Glasgow	UnioneAustriaca diNav.(Soc.Anon.) *WB*=*Cell DBa*116′*uE*24′ FK	370·3|49·8|19·2 P36′B108′F40′ 27·0 *f*162′949*t DTa* 28′	Trieste Aust.-Hung.	T.3Cy.26″,42″&70″–48″ 410NHP 2SB,*6cf*,GS118,HS5523 FD 686*tAPT*45*t* Rankin&Blackmore,Grk.	29 ″ 8	
35 HNTG	— *Goita*	SteelSc3MstSr (*ex*Pérou) 1*Dk&Spardk3trB*	*3080* *2840* *1935*			…		1890	J.Laing Sunderland	Linea deVap.Serra	340·0|41·1|18·6 B78′F34′ 26·3 BK10″	Bilbao Spanish	T.3Cy.24½″,40″&66″–45″ NB05 292NHP G.Clark,Ld.Sunderland *WB*		V
36 2873 JGMK	— (Captured and taken to Swinemunde) *G.F.Gudmundsson*15–15 (*ex*Zealous) *Well deck*	IronScSr 1*Dk*(*Irn*)2*trB* *ss*Hbg.3rdNo.3–3,15 *Cargo battens not fitted*	1324 1064 794	✠100A1 12,15 BS5,16 ✠LMC5,14	Skm	*p*	3,15	1877 5mo	R.Dixon& Co. Middlesbro' A&CP	Rederiaktieb. Wallen (J.A.Falkland, *Mgr.*) *WB*=*DBa*80′*f*78′*&u*	250·0|32·8|16·8 Q99′B59′F26′ BK9″ *E&B*40′322*t*	Rån Swedish	C.2Cy.31″&55½″–36″ 75lb *90lb* NDB04 143NHP 1DB,*4pf*,GS48,HS2453 Blair&Co.(Lim.),Stockton	19 ″ 6 s 1 ″ 7½ 18 ″ 9	
37 115956 TVCK	—	SteelTwinSc 1*Dk*	322 265 159					1903	Lobnitz &Co.Ld. Renfrew	AfricanAssoc.Ld.	145·0|26·4| 8·9 B20′F18′	London British	C.4Cy.10″&22″–18″ 51RHP Lobnitz&Co.Ld.Renfrew		
38 PCFW	— *F.Bonninga* (*See Sailing Ship Register*)	SteelAuxScSr *Oil Eng.* 1*Dk*	188 163 115					1915	W.Ru-bertus Groningen	Soetermeer, Fekkes&Co.	112·0|22·2| 8·9	Rottrdam Dutch	Oil Engine 2Cy.11½″–12½″ D.Goedkoop,Jr.Amsterdm *WB*		V
39	— *Sauson*	WoodScK (*ex*BillieBarlow)	*134* *106* *84*					1892	R.Davis Brisbane Water	L.Vidal	92·0|21·6| 6·0 F7*t*	Noumea French	T.3Cy.6½″,10″&17″–14″ 11NHP Plenty&Sons,Newbury		
40 JSDK	— *Johansson* (*ex*Mathilde,*ex*Rensiena) (*See Sailing Ship Register*)	SteelAuxScSr *PetrolMotor* 1*Dk*	127 110 98					1898	J.van Diepen Waterhuizen	RederiAktieb. Gothia (C.Forsgren,*Mgr*)	96·8|18·0| 7·6	Gothenbrg Swedish	Petrol Motor		VG
41 88564	—	WoodSc 1*Dk&Spardk*	111 84 76					1884	RathbnCo. Desernto,Ont	J.T.Lemaye	95·6|20·6| 6·2 H59*t*	Ottawa British	1Cy.12″–14″ 75RHP Black Bros.,Brockville,Ont.		
42															

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. / No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. — for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines.	9 Built. By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed. If not in L. R. Date of B. of T. Trade Cert.
43 121615 JFLM	**Ida Adams** SteelScK *J.Humberstone* –14 *ss*Gms.No.2–14 (*ex*Ruby) 1*Dk*	275 239 104	✠100A1 *Stm Trawler* 7,14 ✠LMC7,14	Gms		4,14	1907 3mo *Lloyd's*	Cochrane &Sons Selby *sA&CP*	N.Ashworth (E.Taylor, *Mgr.*)	125·0 Q59	22·5 F19′	11·9 BK7½″	Grimsby British *WB*	T.3Cy.13″,22½″&37″–24″ (*s*) 180lb 83RHP 1SB,2*cf*,GS41,HS1425 4*BHCem* Amos&Smith,Hull	13 ″ 0	
44 MDVT	**Ida Zelck** SteelScSr (Seized at Petrograd) *ss*Shl.No.2–11 (*ex*Portland) 1*Dk*(*pt Irn&pt Stl*) *deep framing&Web frames*	2774 2619 1719	✠100A1 11,13 ✠LMC12,13	Ros	*u*	11,13	1903 7mo *Lloyd's*	J.Blumer&Co. Sunderland *sA&CP* *W*	O.Zelck *B=Cell DBa*110′	320·0 P28′B90′F32′ *uE&B*40′*f*124′802*t*	46·0	21·2 FK *APT*110*t*	Rostock German 5*BHCem*	T.3Cy.23″,38″&62–42″ (*s*) 160lb *80lb* 258NHP 2SB,6*pf*,GS111,HS3957 J.Dickinson&Sons,Ld.Sld.	23 ″ 9 s 3·10½ 20 ″ 3	
45 118786 VJPH	**Idaho** SteelSc4MstSr *T.Bull* –14 2*Dks&Shelter dk* *Elec.light* *Ref.Mchy.* Wireless	4887 4572 3093					1903	Earle'sCo. Ld. Hull	Ellerman'sWilson Line,Ld.	400·3	50·3	29·3 *WB*	Hull British	Q.4Cy.24″,33½″,48″&70″–51″ 350NHP Earle'sCo.Ld.Hull		C
46 ~~14270~~ ~~JSDF~~ ~~DVCL~~	— *T.Bull* –18 SteelScSr ~~*P.Ommundsen*15–15~~ *ss*Shl.No.3–12,11 (*ex*Ran) *ss*Rot.No.1–16 1*Dk*(*Irn*)2*trB&deep framing*3*Dk rule*	3023 2808 1947	✠100A1 ~~5,11–7,16~~ 2,18 ~~X–3~~ ✠LMC7,16 ~~BS7,17~~ 2,18	Rot	*u*	N7,16	1899 1mo	W.Gray&Co.Ld. W Hartlepool A&CP	TheShippingController(H.Samman &Co., *Mgrs.*) *WB=CellDB*	325·0 P27′B82′F30′ *aE&uE*130*f*136*t*732*t*	47·0	22·4 FK	London British 5*BHCem* *APT*53*t*	T.3Cy.24″,38″&64″–42″ (*s*) 160lb *100lb* NDB11 256NHP 2SB,6*rf*,GS85,HS3710 Cen.Mar.Eng.Wrks.WHpl	24″10 s 4 ″5½ 20 ″ 9	
47 214627 LGPB	— WoodScSr *J.O.Odlander* –17	830					1917	Aberdeen S.B.Co. Aberdeen Wash.	WilsonBros.	205·5	44·4	14·8	S.Frncisco Utd.States	T.3Cy. MainStreetIronWrks.S.Fo		
48 119947 VTMO	**Iddesleigh** SteelScSr *V.T.Greenway* –15 ~~*ss*Cdl.No.2–15~~ *ss*Bry.No.3–6,17 1*Dk*(*pt Irn&pt Stl*)2*trB* *&deep framing*3*Dk rule*	4027 3778 2582	✠100A1 5,18~~8,15~~ *Examined*6,17 ~~BS6,17~~ ✠LMC10,16	Bry Npt	*x*	~~10,16~~ 5,18	1904 7mo *Lloyd's*	Richardsn Duck&Co. Stockton *sA&CP*	AtlanticShipping&TradingCo.Ld. (W.J.Tatem Ld. *Mgrs.*) *WB=CellDB*	355·0 P35′B213′F34′ a113′*uE&B*42′*f*158′	48·7	25·9 FK 997*tDTf*21′	Cardiff British 7*BHCem* 726*tFPT*137*tAPT*168*t*	T.3Cy.26″,42½″&69½″–45″(*s*) 160lb ~~90lb~~ ~~80lb~~ 349NHP 2SB,6*cf*,GS129,HS5620 Blair&Co.Ld.Stockton	28 ″ 5 s 4 ″3½ 24 ″ 7	
49 112791 SDKT	**Iddo** SteelTwinScSr *A.F.Smith* –14 ~~*ss*ForcadosNo.2–09~~ *ss*Msl.No.3–7,17 1*Dk*(*Stl*–ws)	965 829 588	✠ 90A1 7,17 ~~5,14~~ ✠LMC7,17	Forcados Msl	*m*	7,17	1901 1mo *Lloyd's*	Lndnderry SB.&E.Co.Ld Londonderry *sA&CP*	AfricanS.S.Co. (Elder,Dempster& Co.Ld. *Mgrs.*) *WB=FPT*73*t*	219·8 P29′B57′F29′	36·2	13·1 FK *APT*42*t*	London British 5*BHCem*	C.4Cy.18″&36″–24″ (*s*) 100lb 114NHP 2SB.4*pf*,GS76,HS1968 McKie&Baxter,Glasgow	14 ″ 0 s 2 ″3 12″3	
50 7132 LDMG	**Ide Maru** SteelSc4MstSr *R.Doi* –16 *ss*Kob.2ndNo.3–8,14 (*ex*Hakushika Maru,*ex*Cardiganshire, *ex*Ameer) 2*Dks*(*U Stl*–ws&1*Irn*)3*trB* *Elec.light*	4365 4052 3237	✠100A1 7,17 ~~10,16~~ ✠LMC7,16 ✠AuxNB9,02 7,17	Kob	*y*	~~N10,16~~ 7,17	1889 10mo *Lloyd's*	Harland& Wolff,Ld. Belfast *sA&CP*	G.Katsuda *CellDB*316′	400·6 P41′B88′F42′	45·2	31·1 BK9½″	Tarumi Japanese 7*BHCem* 827*tAPT*50*t*	T.3Cy.22½″,37″&64″–48″ (*s*) 180lb 338NHP 2DB&1AuxSB,8*rf*&2*cf*, GS178,HS5636 Harland&Wolff,Ld.Bel.	31 ″ 4 s 7 ″1½ 25 ″ 2	
51 139217 JPBL	**Idena** SteelScK *Elec.light* 1*Dk*	270 249 105	✠100A1 *Stm Trawler* 2,17 ✠LMC2,17	Dun			1917 2mo *Lloyd's*	Dundee S.B.Co.Ld. Dundee *sA&CP*	LancashireSteam FishingCoLd (J.A. Robertson, *Mgr.*)	128·8 Q72′F20′	23·0	12·6 BK7½″	Fleetwood British 4*BHCem*	T.3Cy.13″,22″&36″–24″ (*s*) 200lb 87RHP 1SB,3*pf*,GS47,HS1542 W.Beardmore&Co.Ld.Gls.	13 ″ 6	
52 85595	**Idlewild** IronPad (*ex*GraceMcMillan)	363 — 284					1879	DetroitDry Dock Co. Wyandotte	DariusColeTransportationCo.	186·0 len90	26·0	7·4	Pt.Huron, Mich. Utd.States	B.1Cy.32″–120″ NB93 86NHP Fletcher&Co.Hoboken		
53 110555 QVSR	**Idomeneus** SteelScSr *H.S.Andrews* –16 2*Dks*	6692 5290 4250					1899	Scott&Co. Greenock	OceanS.S.Co.Ld. (A.Holt&Co.*Mgrs*)	441·8 P50′B154′F58′	52·6	30·3 *WB*	Liverpool British	T.3Cy.29″,50″&82″–60″ 521NHP Scott&Co.Greenock		
54 14281 ~~SRLM~~	**Idræt** SteelScSr *Elec.light* 1*Dk*	1072 825 624					1917	Stavanger Stöberi&Dok Stavanger	~~G.T.Monsen~~ TheShippingController(Sharp&Co. *Mgrs.*)	~~225·3~~ P8′Q102′B23′F8′ 225 · 1 | 33 · 1 | 13 · 2	~~33·4~~	~~14·2~~ *WB*	~~Stavanger Norwegian~~ London British	T.3Cy.17½″,28″&48″–33″ 132NHP StavangerStöberi&Dok	15 ″ 8 s 1 ″2½ 14 ″ 9	
55 JFTH	**Idumata** SteelScSr *W.Zander* (*ex*Martha) *Mchy.Aft* 1*Dk*	301 229 157					1905	Nüscke& Co. Stettin	Hamburg-Amerik. Packetf Akt.Ges. (Ham.-Amr.Linie)	157·2 P30′F16′	23·1	10·5	Hamburg German *WB*	C.2Cy.15″&26″–16″ 22NHP Schwft.Uebigau,Dresden		G
56	**Idumeja** SteelScSr (*Tug*) 1*Dk*	163 — 47					1899	..... Helsingfors	RussianGovernment(Roads Department)	109·6	20·0	10·0	Riga Russian			
57	**Iela** SteelScSr (*ex*Yacht,*ex*Mira) *Elec.light*	252 — 138			...		1891	D.J.Dunlop &Co. Pt.Glasgow	C.Toyias	154·0	21·6	12·3	Piræus Greek	T.3Cy.14″,22″&36″–24″ 75NHP D.J.Dunlop&Co.Pt.Gls.		
58 JNMB	**Iena** IronScYl (*Trawler*) (*ex*Cerberus) 1*Dk*	150 — 59			...		1891	Mackie& Thomson Glasgow	Huret-Sauvage	100·5 Q19′F19′	20·5	10·7 BK7½″	Boulogne French *WB*	T.3Cy.11″,16½″&27″–22″ 34NHP Muir&Houston,Glasgow	11″11	
59 108819 RLWS	**Ierne** SteelTwinScSr *J.Rowlands* –15 1*Dk*	213 209 84					1898	Blackwood &Gordon Pt.Glasgow	Commissioners of IrishLights	126·2 B25′	23·0	11·4	Dublin British	C.4Cy.13″&30″–21″ 71RHP Blackwood&Gordon,P.Gls		
60 136674 JFMT	**Ife** SteelTwinSc *OilEng.* *Mchy.Aft* 1*Dk*	299 258 198					1914	Hawthorns &Co.Ld. Leith	AfricanS.S.Co. (ElderDempster& Co.Ld. *Mgrs.*)	134·9	25·1	9·1 *WB*	London British	Oil Engines 2S.C.SA 4Cy.15″–16″ J&CG Bolinder&Co Ld.Skm		
61	**Igarassú** SteelPad 2*Dks*	*122* *76* *74*					1908	Tranmere Bay Development Co.Ld. Birkenhead	Cia.deNav.àVap. noRioParnahyba	101·6	21·1	4·9	Brazilian	2Cy.15½″–36″ 12NHP CammellLaird&Co.LdBkn		
62 268 HQVF	**Ignatius Prohoroff** SteelScSr *A.Bulgakoff* *ss*Sld.No.1–90 (*ex*Wearmouth) 1*Dk*(*Irn*)2*trB* *Well deck*	1369 — 773	✠ 7,95	Shl	*n*		1886 8mo	Strand Slipway Co. Sunderland	Sch.&E.Karapatnitsky *WB=D*	228·1 P29′Q52′B46′F34′ *Ba*54′*f*54′256*tFPT*	34·1	16·5 BK8″	Odessa Russian 4*BHCem* 44*tAPT*44*t*	T.3Cy.17½″,29″&47″–33″ NB01 119NHP NE.MarineE.Co(Lim.)Sld.	17 ″ 8	
63 124212 HLGT	**Ignifer** SteelScSr *E.Groulx* –10 (*ex*Carleton) *Mchy.Aft*	1351 1137 830					1907	Grngem'th &Greenock Dockyard Co. Greenock	GasLight&Coke Co. (S.Clarke&Co. *Mgrs.*)	240·0	41·0	14·2	London British *WB*	T.3Cy.17″,28″&45″–33″ 116NHP Muir&Houston,Ld.Gls.		C

1 Numéro d'Ordre / Numéro Officiel / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant aux visites de l'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille / Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. pc.	15 (Inscrivez ici votre appréciation de l'état du navire.)
64 5578 JTRH	**Igor** *H.Bergman* 16-17 ~~*A.S.A.Lerwick* -17~~ (*ex* Cairnbahn, *ss* Lth. 2nd No. 3–3,09 *Well deck ex* Trevider) 1 *Dk(Irn) 2tr B*	**IronScSr**	1508 1202 910	✠ 4,14	Nwc	*q*		1883 10mo	J Readhead &Co. S.Shields	Aktieb.Svenska. AmerikaMexico Line (Dan Broström, *Mgr.*)	257·1 | 36·1 | 17·2 Q102′B64′H21′ F28′ BK9″ *WB=DBa*			Gothenburg Sundsvall Swedish	C.2Cy.30″&58″–36″ NDB00 161NHP 2SB,*4pf*,GS65,HS2706 78′/72′340*t*	18 ″ 6	V
65 JNMP	**Igotz Mendi** *Q.de Uralde* 05–16 *Elec.light*	**SteelScSr** *ss* Msl. No. 2–15 2 *Dks(Stl)&Web frames* *&Shelter dk(Stl)*	4648 4293 2877	✠100A1 1,16 ✠LMC1,16	Bbo	*x*	2,17	1916 1mo	CiaEuskal-duna deConst Bilbao *Lloyd's A&CP*	Cia. Nav. Sota y Aznar (Sota y Aznar, *Mgrs.*) *WB=Cell DB a*132′ *u E*2	385·0 | 50·2 | 25·8 P30′B101′F41′ FK 6′ *f* 166′ 1104*t FPT*			Bilbao Spanish	T.3Cy.27″,44½″&73″–48″ (*s*) 180lb 401NHP 3SB,*9cf*,GS190,HS6169 13*t APT* 174*t*	28 ″ 4 s 5 ″ 9 22 ″ 11	
66	**Ihla Mexiana** 2 *Dks*	**SteelSc**	*120* *99* *76*					1898	J. Jones& Sons Liverpool	Pombo Bros.	80·0 | 18·0 | 8·6			Para Brazilian	C.2Cy.11″&24″–16″ 19NHP J.Jones&Sons,Liverpool		
67	**Ihsan** *Elec.light* 1 *Dk*	**SteelPad**	375 256 262					1903	Danubius Schoenichen Hartmann A.G Budapest	Administr.de Nav. à Vap. Ottomane	180·4 | 22·0 | 9·5			Constanpl Turkish	C.2Cy.26¾″&42½″–48″ 102NHP DanubiusSchoenichen-Hartmann A.G.Budapest		V
68 131483 NTMK	**Ihumata** *R.Matheson* –14 *Elec.light* 1 *Dk* *Well deck &deep framing*	**SteelScSr**	1156 975 680			...		1911	Antwerp Eng.Co.Ld. Hoboken	Ihumata S.S. Proprietary Co.Ld.(R. S.Lamb&Co.Ld.)	229·3 | 35·8 | 14·9 Q87′B52′F23′ FK *WB*			Sydny NSW British	T.3Cy.17″,28″&46″–33″ 142NHP N.E.MarineEngCoLd.Nwc	16 ″ 10	
69 132854 HVRK	**Ijuin** *J.Martin* –11 1 *Dk*	**SteelScK**	257 229 101	✠100A1 *Stm Trawler* 12,13 ✠LMC7,11	Cff		12,13	1911 7mo	Smith's Dock Co.Ld. Middlesbro' *Lloyd's A&CP*	Neale&West,Ld.	125·5 | 23·0 | 12·3 Q74′F21′ BK7½″			Cardiff British	T.3Cy.12½″,21″&35″–26″ (*s*) 180lb 79RHP 1SB,*3pf*,GS50,HS1398 3 *BHCem* ShieldsEng.Co.Ld.N.Shl.	13 ″ 0	
70 113479 SMPQ	**Ikala** *R.Carruthers* –09 (*ex* Planet Neptune) 2 *Dks*	**SteelScSr**	4322 4037 2821					1901	Napier& Miller,Ld. Glasgow	LeylandShipping Co.Ld. (J.H.Wels-ford&Co Ld. *Mgrs*)	385·1 | 48·7 | 27·0 P38′B104′F38′ *WB*			Liverpool British	T.3Cy.27″,43″&72″–48″ NB14 359NHP Dunsmuir&Jackson.Gls.		C
71 110642 RNKP	**Ikalis** *W.G.Turner* –09 (*ex* Planet Venus) 2 *Dks*	**SteelScSr**	4329 4059 2820					1900	Napier& Miller Glasgow	LeylandShipping Co.Ld. (J.H.Wels-ford&Co Ld. *Mgrs*)	385·0 | 48·7 | 27·0 P38′B104′F38′ *WB*			Liverpool British	T.3Cy.27″,43″&72″–48″ 359NHP Dunsmuir&Jackson,Gls.		C
72 102146 NJMF	**Ikbal** *A.D.Burroughs* –17 *ss* Liv. No. 3–9,06 *Elec.light ss* Bkn. No. 2–14 2 *Dks(Stl) 3tr B&pt Shelter dk(Irn)*	**SteelTwinSc4MstSr**	5434 5291 3490	✠100A1 1,17 BS12,16 ✠LMC9,14	Cff	*a*†	12,15	1894 5mo	Harland& Wolff(Lim.) Belfast *Lloyd's A&CP*	Elder,Dempster& Co.Ld. *Cell DB* 340′ 1126*t FPT*	445·2 | 49·1 | 30·2 P46′B97′F50′ *WB=* FK&BK3″ 72*t APT* 66*t*			Liverpool British	T.6Cy.18½″,31″&52″–48″ (*s*) 200lb 469NHP 8 *BHCem* 2D&2SB,*12rf*,GS228,HS7782 Harland&Wolff(Lim.)Bel.	33 ″ 6 s 6·10½ 27 ″ 2	
73 137541 JPFB	**Ikeda** *H.McKegg* 10–17 *Elec.light Longitudinal framing* 1 *Dk(Stl)&Shelter dk(Stl)&Web frames* *Tonnage opening closed* 1917	**SteelScSr**	6311 6061 4761	✠100A1 *Shelter dk* *with freeboard* ~~3,17 3,17~~ ✠LMC5,17 3,17 *Carrying fuel oil F.P above* 150 Fr. *D.B.*	Stk Liv	*z*		1917 3mo	Richardsn, Duck&Co.Ld. Stockton *Lloyd's A&CP*	~~Union S.S.Co.of British Columbia Ltd~~ H.Welsford&Co Ld *Cell DB* 354′ 1313*t DT* a50′ 1098*t FPT*	410·1 | 52·7 | 34·2 FK			Liverpool British	T.6Cy.26″,42′&70″–48 (*s*) 180lb 409NHP 7 *BHCem* 3SB9*cf*,GS193,HS6851 77*t*,*APT* 105*t*	37 ″ 0 s 10 ″ 9 26 ″ 7	
74 9043 JMNG	**Iki Maru** 2 *Dks*	**SteelTwinScSr**	1691 1434 913					1905	Mitsu Bishi Dkyd&EWks Nagasaki	Imperial Government Railways	270·3 | 34·8 | 21·2			Tokio Japanese	T.6Cy.16″,26″&43½″–30″ 205NHP *WB* Mitsu Bishi D.&E.Wks.Nag		
75 16004 MFLK	**Ikoma Maru** *S.Okazaki* -17 *ss* Kob 2nd No. 3–3,16 ~~*ss Hpl. No. 3–2,04*~~ (*ex* Castleventry) ~~*ss Kob. No. 3–13*~~ *Well deck* 1 *Dk(Irn&Stl)&Web frames 2tr B*	**SteelScSr**	3048 2383 2251	✠100A1 5,17 ~~3,15~~ ✠LMC5,15 5,17	Kob	*t*	~~3,15~~ 5,17	1891 5mo	E. Withy& Co. W Hartlepool A&CP	~~Takagura~~ Taisho Kisen Kabushiki Kaisha *WB=Cell DB* 268′ 508*t*	314·0 | 40·5 | 21·3 Q131′B126′F33′ FK			~~Amagasaki~~ Japanese	T.3Cy.23″,36½″&59″–42″ (*s*) 165lb *100lb* 252NHP NDB09 *refitted* 16 2SB,*6pf*,GS95,HS4113 5 *BHCem* *APT* 47*t* T.Richardson&Sons,Hpl.	23 ″ 10 s 2 ″ 2 22 ″ 0	
76 19230 NBVP	**Ikomasan Maru** *S.Iwanaga* –16 *Elec.light* 2 *Dks(Stl)&Web frames* *Longitudinal framing*	**SteelScSr**	3179 2757 1971	✠100A1 11,17 ~~3,17~~ Kob BS11,17 ✠LMC6,16	N Yk	*t*	11,17	1916 8mo	Osaka Iron Works,Ld. Innoshima *Lloyd's A&CP*	Mitsui Bussan Kaisha,Ld. *Cell DB* 255′ 518*t DT*	305·0 | 43·7 | 27·2 P19′B82′F32′ FK a25′ 534*t FPT* 112*t*			Kobe Japanese	T.3Cy.22″,37″&61″–42″ (*s*) 180lb 288NHP 5 *BHCem* 2SB,*6cf*,GS90,HS3824 FD *APT* 20*t*	27 ″ 3 s 4 ″ 4½ 23 ″ 2	
77 1645 HKWC	**Ikuta Maru No. 1** 2 *Dks*	**WoodScSr**	173 161 102					1897	Mayegawa. Tomekichi. Osaka	Tsushima Unyu Kabushiki Kaisha	112·3 | 15·8 | 12·6			Nishi-nomiya Japanese	C.2Cy.14½″&28″–18″ 28NHP OnoSeikichi,Osaka		
78 1546 HKNM	**Ikutagawa Maru** 2 *Dks*	**WoodScSp**	179 156 111					1895	Osaka Iron Works Osaka	Setsuyo Shosen Kabushiki Kaisha	117·0 | 16·6 | 10·9			Osaka Japanese	C.2Cy.14″&28″–15″ 25NHP OsakaIronWorks,Osaka		
79 9434 JSVC	**Ikutama Maru** 1 *Dk&Shade dk* *Elec.light* (*ex* Medan)	**SteelScSr**	887 — 547					1889	Konin Fab. v.Stoom&c. Amsterdam	Goshi Kaisha Shosho Yoko•	195·7 | 30·2 | 10·3 19·3			Hakodate Japanese	C.2Cy.20″&38″–28″ 64NHP Kon.Fab.v.Stoom.,Ams.	11 ″ 1	
80 135568 JFHM	**Ila** *T.P.Heppard* –14 *Mchy.Aft* 1 *Dk*	**SteelTwinSc** *Oil Eng.*	299 258 198					1914	Hawthorns &Co.Ld. Leith	British&African S.N.Co.Ld.(Elder, Dempster&Co.Ld. *Mgrs.*)	135·0 | 25·1 | 9·1 F20′			Liverpool British	Oil Engines 2S.C.SA 4Cy.15″–16″ J&CG Bolinders CoLd.Skm		
81 118262 TWVP	**Ilderton** *F.J.Wilcox* –14 *ss* Brs. No. 3–5,16 1 *Dk(Irn) 2tr B&Web frames* *3 Dk rule*	**SteelScSr**	3125 2935 2016	✠100A1 *with freeboard* 9,16 ✠LMC5,16	Bry	*u*	9,16	1903 4mo	Ropner& Son Stockton *Lloyd's A&CP*	Ilderton S.S.Co.Ld. (Steel,Young&Co) *WB=Cell DB a* 110′ *u E&B* 34′ *f* 134′	325·0 | 48·1 | 22·2 P29′B166′F34′ FK			London British	T.3Cy.23½″,39″&64″–42″ (*s*) 160lb *160lb* 273NHP 5 *BHCem* 2SB,*6rf*,GS120,HS4200 668*t APT* 97*t*	24 ″ 3 s 3 ″ 2½ 21 ″ 5	
82 JNMP	**Ile de la Réunion** ~~*Ch.Mocho* 11–17~~ *ss* Msl. No. 2–15 *Elec.light* 2 *Dks(Stl)&Web frames* *L.Aillet* -17 *&Shelter dk(Stl)*	**SteelScSr**	4842 4354 3015	✠100A1 *Shelter dk* *with freeboard* ~~7,17 7,17~~ ✠LMC MS12,16 BS8,17	Msl Hav	*x*	1,16	1907 9mo	Atel.&Ch. de France Dunkirk A&CP	Cie. Havraise Pén. de Nav. à Vap. *WB=Cell DB*	348·0 | 46·2 | 25·5 P38′B104′F34′ FK a90′ *u E*26′ *f* 146′ 636*t*			Havre French	T.3Cy.24½″,40″&66″–45″ 185lb *100lb* (*s*) 325NHP 6 *BHCem* 3SB,*6pf*,GS159,HS3990 FD *APT* 24*t*	28 ″ 0 s 2 ″ 2 26 ″ 3	
83 114765 SPTW	**Ilford** *E.H.Harvey* –14 *ss* Bkn. No. 3–9,14 1 *Dk(Stl)&Spar dk(Stl)* *&Web frames*	**SteelScSr**	4277 4092 2713	✠100A1 *Spar dk* ~~4,17 4,17~~ BS12,16 ✠LMC7,14	NNs	*x*	~~12,16~~	1901 10mo	Nthmblnd S.B.Co.Ld. Newcastle A&CP	Britain S.S.Co.Ld. (Watts,Watts&Co. Ld *Mgs*) *WB=Cell DBa* 114′ *u E&B* 42′	360·0 | 48·0 | 20·2 P52′B90′F33′ 28·1 FK *f* 154′ 840*t FPT* 110*t*			London British	T3Cy.24½″,38½″&68″–48″ (*s*) 180lb 349NHP 6 *BHCem* 3SB,*9cf*,GS174,HS5418 N.E.MarineEngCoLd.Nwc	30 ″ 10 s 6· 2½ 25 ″ 0	
84 108486	**Ilfracombe** *J.P.Lyden* –15 *ss* Gms. No. 3–5,10 *ss* Gms. No. 1–15 1 *Dk*	**SteelScY1**	165 152 64	✠100A1 *Stm Trawler* 11,16 ✠NB3,16 ✠LMC3,16	Gms		10,16	1897 11mo	Mackie& Thomson Glasgow A&CP	Consolidated Stm. Fishing&Ice Co. (Gms.) Ld. (J.D. Marsden, *Mgr.*)	104·2 | 21·0 | 10·7 Q17′F18′ dpt F&s10 BK7½″			Grimsby British	T.3Cy.10″,16½″&27″–20″ (*s*) 180lb 45RHP 4 *BHCem* 1SB,*2pf*,GS26,HS656 Muir&Houston,Ld.,Gls.	11 ″ 7	

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Master. Special Surveys.	3 Material, Rig, &c. Late Name if any. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 6 7 Particulars of Classification. Character. for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned. now expired. Equipment Letter.	Date when tail shaft last seen.	8 9 Built. When. Ship. Engines.	By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L. R. Date of Port Certificate
85	**Ilheos**	**Steel Twin Sc Sr**	760	✠	Trn	*l*		1910	Ailsa S.B.	Empreza de Nav.	200·0 | 32·1 | 11·1	Bahia	T.6Cy.13½",22"&36"–24"	11 ″ 10	
	Elec.light 1 *Dk*(*Teak*) & *Shade dk*(*Teak*)		481	*with freeboard*				8mo	Co.Ld.	Bahiana		Brazilian	152 NHP		
	Wireless		394	*Brazilian Coasting*					Troon		FK	4 *BHCem*	1SB,*3cf*,GS65,HS2542		
				8,10 ✠							*WB* = *FPT*36*t*	*APT*15*t*	Ailsa S.B.Co.Ld.Troon		
86	**Ilia Mooromets**	**Steel Sc Sr**		✠100A1	Shi	*g*		1916	Shanghai	Russian		Vladvostk	T.3Cy.17½",28"&46"–33" (*s*)	17 ″ 0	
JCQF	*Elec.light*	1 *Dk*(*Teak*)		*For towing purposes*				5mo	Dk&En.Co.Ld	Government		Russian	180lb 190 NHP		
				5,16					Shanghai		BK8″	5 *BHCem*	2SB,*6cf*,GS120,HS3740		
				✠LMC6,16				*Lloyd's A&CP*		*Tank at sides of tunnel*	24′20*t*	*FPT*20*t*	Shanghai Dk.&Eng.Co.Ld.		
87	**Ilia Morosoff**	**Iron Twin Sc Sr**	350					1869	Mayer	Ch.A.Theofani	203·0 | 24·5 | 7·7	Rostoff			
1270	*P.Rousseli*		—						Linz			Russian			
		1 *Dk*	210												
88	**Ilia Muromets**	**Steel Twin Sc Sr**	*1651*	✠100A1	Nwc	*q*	10,16	1915	Swan, Hunter & Wigham Richardson Ld Newcastle	Russian Government	200·1 | 50·5 | 18·1		T6Cy21½",35½"&58"–36" (*s*)	27 ″ 6	
	Elec.light 1 *Dk*(*Stl*) & *Awng dk*(*Stl-ws*)		*1613*	*Awng dk*				12mo				Russian	180lb 721 NHP	s 8 ″ 3½	
	2*nd dk*(*Stl*) *in fore & after holds*		*653*	*with freeboard*							FK	6 *BHCem*	6SB,*18cf*,GS308,HS12000 FD	19 ″ 9	
				10,16						*WB* = *Cell DB uE*	& *B*80′*f*56′230*t FPT*	30*t APT*94*t*	Swan.Hunter&Wigham-Richardson,Ld.Nwc.		
				✠LMC12,16				*Lloyd's A&CP*							
89	**Illaroo**	**Steel Sc Sr**	515	✠	Nwc	*i*		1884	Wigham	Wallarah Coal Co.	165·0 | 26·2 | 14·5	Sydny NSW	C.2Cy.23"&44"–33"	15 ″ 2	
88340	*W.H.Prehn* –16	1 *Dk2trB*	462	1,85				12mo	Rchrdsn & Co.	Ld.	Q21′ B15′ F25′	British	82 RHP		
SLQD			318	✠					Newcastle	*WB*	= *DBa*36′*f*18′58*t*	5 *BHCem*	Wigbm Richrdsn&Co.Nwc		
90	**Illinois**	**Steel Sc**	2427					1899	Chicago S.B.Co. Chicago	Northern Michigan Transportn.Co.	225·0 | 40·0 | 24·7	Duluth Utd.States	T.3Cy.20",33"&54"–36"		
100630	*Mchy.Aft* Wireless		—										175 NHP		
	Elec.light 1 *Dk* & *Shade dk* & *Promenade dk*		1468										Chicago S.B.Co.,Chicago		
91	**Illyria**	**Steel Sc Sr**	4281	✠ ——	Ham	*x*		1905	Gourlay Bros.&Co. (Dundee) Ld. Dundee	Hamburg-Amerik. Packetf.Act.Ges. (Ham.-Amr.Linie)	380·5 | 47·5 | 19·0	Hamburg German	T.3Cy.26",43"&70"–48"	30 ″ 2	
	Kritzky *ss*Ham.No.2–13			10,16				3mo			P37′B106′F36′ 27·3		414 NHP		
RPBJ	(*ex*Den of Kelly)	1 *Dk*(*Stl*) &	4003	*Spar dk*							FK	6 *BHCem*	2SB,*6cf*,GS124,HS5610 FD		
	Elec.light *Spar dk*(*Irn*) & *deep framing*		2701	✠						*WB* = *Cell DBa*	118′*uE* & *B*40′*f*164′	924*t APT*32*t*	Gourlay Bros.&Co. (Dundee) Ld.Dun.		
92	**Ilma**	**Iron Sc Sr**	160					1874	..... Stockholm	Åbo Läns Kust Angbåts Aktieb.	102·8 | 18·3 | 7·1	Åbo Russian			
	A.Fagerström		—												
QSFC			100												
93	**Ilmenau**	**Steel Sc Sr**	2614					1906	Flensburg Schiffsb.Ges. Flensburg	Syndikats Rhederei G.m.b.H.	291·3 | 44·0 | 16·6	Hamburg German	T.3Cy.20 1/16",33½"&55 7/8"–37½"		
	(Detained at Jacobstad)		2466								23·7		192 NHP		
RPFH	*H.v.Heuvel* 09–09		1650										Flensburger.Schiffsb.Ges.		
	Elec.light	1 *Dk* & *Spar dk*													
94	**Ilse**	**Iron Sc Sr**	588		Ham	*i*		1872	Reiherst'g Schiffsw. Hamburg	C.F.Gahlnbäck	192·5 | 25·0 | 19·7	Libau	C.2Cy.21"&38"–26"		
236	*K.Reinberg* *ss*Ham.No.3–2,83		—	2,83				10mo			P110′ F14′	Russian	NB92 61 NHP		
IABE	(*ex*Trave) *Well deck*	1 *Dk*	309								FK	5 *BH*	Reiherst.Maschinenf.Ham.		
95	—	**Steel Sc Sr**	427	✠100A1	Got	*f*	3,16	1902	Aktb Lödöse Varf	Rederi Aktieb. Unda (J.A.Waller, *Mgr.*)	135·2 | 26·2 | 12·6	Gothenbrg Swedish	C.2Cy.12"&27"–18" (*s*)	15 ″ 3	
4098	*K.H.S.Olsson* 03–10 *ss*Got.No.3–9,08		360	9,17 ~~3,16~~				12mo			P38′F18′		125lb 31 NHP	s 1 ″ 4	
JNCK	(*ex*Sailing Vessel) ~~*ss*Got.No.1–98~~		298	✠NE&B9,08					Lödöse		Jen08 BK7″	3 *BHCem*	1SB,*2cf*,GS25,HS522	14 ″ 8	
	Mchy.Aft *ss*Got.No.2–17	1 *Dk*(*Stl*)		BS3,16 ✠LMC7,16 9,17					\&CP	*WB* =	*CellDBf*19′30*t FPT*	21*t APT*11*t*	Akt.LödöseVarf,Lödöse		
96	**Ilston**	**Steel Sc Sr**	2426	✠100A1	Sws	*t*	11,16	1915	Dunlop, Bremner & Co.Ld. Port Glasgow	Swansea Steamers. Ld. (Richards, Turpin (Shipping) Ld. *Mgrs.*)	300·2 | 44·1 | 18·8	Swansea British	T.3Cy.21½",35"&59"–39" (*s*)	21 ″ 1	
136128	*Hannan* –16		1956	3,17 ~~11,16~~				10mo			P25′Q88′B65′F33′	*Cem*	180lb 255 NHP	s 2 ″ 2½	
JLVS	*Well deck*	1 *Dk*(*Stl*)	1474								FK	4 *BHonly*	2SB,*6cf*,GS110,HS4104	19 ″ 2	
				✠LMC10,16						*Intermediate bulkhead in fore hold dispensed with*			Dunlp,Bremnr&CoLdPG1s		
								Lloyd's A&CP		*WB* = *Cell DBa* 98′*uE*	& *B*33′*f*123′	670*t FPT*62*t APT*76*t*			
97	**Iltis**	**Steel Sc Lr**	137					1909	Bremer Vulkan Vegesack	Hochseefischerei Bremerhaven Akt.Ges.	90·8 | 21·3 | 9·8	Brmrhavn German	C.2Cy.9 1/16",&16 2/16"–12 8/16"		G
	F.Kölling 08–08		129								Q14′		23 NHP		
QJSN		1 *Dk*	64										Bremer Vulkan, Vegesack		
98	**Iluntzar Mendi**	**Steel Sc Sr**	2098	✠100A1	Bbo	*r*	~~10,16~~ 4,18	1894	Blyth S.B. Co.Ld. Blyth	Cia.Naviera Sota y Aznar (Sota y Aznar, *Mgrs.*)	275·0 | 37·7 | 18·4	Bilbao Spanish	T.3Cy.20",33"&54"–36" (*s*)	20 ″ 9	
	B.Arrasate 01–03 *ss*Bbo.No.3–7,07		1547	*pt Awng dk*				10mo			P27′Q80′		160lb *80lb* 179 NHP	s 7 ″ 10	
HBPV	(*ex*Alemania, *ex*Kirkwall) *ss*Bbo.No.2–16		1255	*with freeboard*							*pt Awng dk* 168′ FK	5 *BHCem*	2SB,*6pf*,GS81,HS2740	20 ″ 3	
		1 *Dk*(*Irn*) & *Web frames* & *pt Awng dk*(*Irn*)		4,18 ~~10,16~~ BS12,17					A&CP	*Cell DB*	*a*90′*uE*18′*f*108′394*t*	*APT*22*t*	N.E.MarineEng.CoLdNwc		
				✠LMC10,16											
99	**Ilustra**	**Steel Sc K**	448	✠100A1	Hul			1914	Cook, Welton & Gemmell Ld. Beverley	T.W.Baskcomb	160·2 | 26·1 | 12·1	Grimsby British	T.3Cy.13",23"&37"–26" (*s*)	14 ″ 9	
138008			410	*Stm Trawler*				6mo			Q90′F23′		200lb 89 RHP		
JFRV	*Elec.light*	1 *Dk*	281	6,14							BK7½″	4 *BHCem*	1SB.*3pf*,GS43,HS1500		
				✠LMC6,14				*Lloyd's A&CP*		*WB* = *DBf*32′34	*DTf*10′40*t*		C.D.Holmes&Co.Ld.Hull		
100	**Ilva**	**Steel Sc Sr**	2137					1893	W.Doxford & Sons, Ld. Sunderland	A.Piaggio	319·8 | 38·2 | 25·2	Genoa Italian	T.3Cy.23",37"&60"–42"		V
495	*G.Musante*	(*Whaleback*)	2019										233 NHP		
PVGZ	(*ex*Solideo, *ex*Sagamore)	1 *Dk2trB*	1319										W.Doxford&Sons,Ld.Sld.		
101	**Ilvington Court**	**Steel Sc Sr**	4217	✠100A1	NYk	*x*	~~8,12,16~~ 4,17	1911	Nthmblnd S.B.Co.Ld. Newcastle	Court Line Ld. (Haldin&Co.Ld. *Mgrs.*)	380·0 | 49·0 | 26·4	Liverpool British	T.3Cy.25",41"&69"–48" (*s*)	29 ″ 0	
131365	*R.Rooks* –17 *ss*NYk.No.1–16		4035	6,17 ~~12,16~~	Sws			7mo			P31′B94′F36′		180lb 372 NHP	s 5 ″ 8½	
HTDQ	(*ex*Dalebank) *Elec.light*	2 *Dks*(*Stl*)	2721								FK	6 *BHCem*	3SB,*9cf*,GS150,HS5940	23 ″ 8	
	Carr's Anchor Sliding F.P. above 150° F. in DB Tanks			✠LMC12,16				*Lloyd's A&CP*		*WB* = *Cell DBa* 129′*uE*	& *B*42′*f*165′	110*t APT*42*t*	Richardsons, Westgarth& Co.Ld.Sld.		
102	**Ilwen** *ss*Cff.No.3–6,17	**Steel Sc Sr**	4072	✠100A1	Nwc	*w*	~~8,16~~ 6,17	1904	J.Readhead & Sons South Shields	W.&C.T.Jones S.S. Co.Ld.	355·0 | 48·9 | 25·7	Cardiff British	T.3Cy.25",42"&68"–45" (*s*)	28 ″ 5	
119950	*H.Paul* –13 ~~*ss*Cff.No.2–12~~		3800	6,17 ~~12,15~~	Cff			7mo			P30′B106′F35′		160lb 329 NHP	s 5 ″ 4	
WBMD		1 *Dk*(*pt Irn* & *pt Stl*) 2*trB* & *Web frames* 3 *Dk rule*	2616	~~BS1,17~~ ✠LMC6,~~12~~16 17				*Lloyd's A&CP*		*WB* = *Cell DBa* 115′*uE* & *B*42′*f*1	FK 54′995*t D Tf*29′691*t*	6 *BHCem* *APT*132*t*	3SB,*9cf*,GS150,HS5240 J.Readhead&Sons,S.Shl.	23 ″ 6	
103	**Imani**	**Steel Sc Sr**	4590	✠100A1	Npt	*y*	~~1,17~~ 11,17	1897	Harland & Wolff, Ld. Belfast	T.&J.Brocklebank Ld.	400·2 | 46·2 | 29·2	Liverpool British	T.3Cy.27",45"&73"–54" (*o*)	32 ″ 0	
106885	*R.Johnson* –14	*ss*Lon.No.3–9,10	4451	11,17 ~~4,17~~	Bkn		11,17	11mo			P40′B78′F45′		180lb *70lb* 455 NHP	s 7 ″ 6	
PVLG	*Elec.light*	*ss*Bkn.No.1–15	2977	MBS5,17 ✠LMC							FK&BK2½″	6 *BHCem*	2DB,*12cf*,GS225,HS7444	25 ″ 3	
		2 *Dks*(*Stl*) 3*trB*		MS5,15 ~~BS11,16~~ DBS12,16				*Lloyd's A&CP*		*WB* = *Cell DBa*	104′*uE* & *B*63′*f*150′	941*t APT*63*t*	D.Rowan&Son,Glasgow		
104	**Imataka**	**Steel Sc Sr**	1776	✠100A1	Liv	*s*	5,14	1911	Sir Raylton Dixon&Co Ld Middlesbro	Imataka SS.Co.Ld. (Booker Bros. Mc Connell&Co.Ld.)	285·0 | 42·0 | 17·4	Liverpool British	T3Cy23",37½"&61½"–39" (*s*)	19 ″ 6	
131374	*C.Hendry* 11–11		1460	*Shelter dk*				9mo			For on *Shelter dk* 32′		180lb *100lb* 320 NHP	s 1 ″ 2	
HTKD	*Elec.light*	1 *Dk*(*Stl*) & *Shelter dk*(*Stl*)	917	*with freeboard*							FK	4 *BHCem*	2SB,*6cf*,GS134,HS5809	18 ″ 8	
	Ref.Mchy.	2*nd Dk*(*Stl*) *in Nos.1 & 4 holds*		9,15				*Lloyd's A&CP*	*WB*	= *Cell DBa* 81′*uE* &	*B*35′*f*125′447*t FPT*	54*t APT*13*t*	Blair&Co.Ld.Stockton		
				✠LMC3,16											
				✠Lloyd's RMC2,17											

1 Numero d'Ordre / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / *Capitaine.* *Ex-nom, s'il y a lieu.* / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant.	15 Registres où inscrits. M. = Mediterranean. Black Sea. Pacific.
105	**Imber**	**SteelScSr**	2154	✠100A1	Liv	*s*	7,16	1914	Swan, Hunter & Wigham Richardson, Ld Newcastle	**CorkS.S.Co.Ld.**	300·0 40·0 20·9			**Cork**	T.3Cy.22½″,37″&62″–42″ (*r*)	22 ″ 3	
135716	*H.Killender* –14		1862	~~4.17 7.17 12.17~~ **Mch**				3mo		*WB=Cell*	P&B174′F76′		FK	British	180lb *80lb* 370NHP	s 2 ″ 4	
JFCP	*Elec.light*	1*Dk(ptIrn ptStl)*	1186	9,17						*DBa75′uE3*	4′*f*128′495*t FPT*61*t*			5 *BHCem*	2SB,*6cf*,GS136,HS5640 FD	20 ″ 3	
	Sub.Sig.	2*nd dk(Stl)in No.1hold*		✠LMC5,14				*Lloyd's SA&CP*			*APT*36*t*				Swan,Hunter&Wigham-Richardson,Ld.Nwc.		
106	**Imbricaria**	**IronScK**	150					1893	Cochrane & Cooper Beverley	**CanadianFishing Co.Ld, (A.L.Hager,** *Mgr.*)	101·0 20·5 11·0			**Vancouvr, B.C.**	T.3Cy.11½″,18″&30″–22″	11 ″ 10	
99710	*H.C.Robinson* –13	(*Trawler*)	139								Q17′F18′		BK7½″	British	NB11 45RHP		
NFGT		1*Dk*	66												C.D.Holmes&Co.,Hull		
107	**Imbs**	**WoodScSr**	312					1871	A Samuelsson Gothenburg	**Gjerdsjö& Bakkevig**	131·5 25·6 12·5			**Haugesnd**	C.2Cy.15½″&30¾″–21½″		
	D.Andersen	(*ex*Hjalmar)	260								B32′			Norwegian	NB86 36NHP		
JWMK		1*Dk*	181												MotalaCo.,Gothenburg		
108	**Imelda**	**SteelScK**	251	✠100A1	Dun			1914	Dundee S.B.Co.Ld. Dundee	**LancashireSteam FishingCo.Ld. (J.A.Robertson,** *Mgr.*)	126·8 23·0 12·1			**Fleetwood**	T.3Cy.12¾″,22″&36″–24″ (*s*)	13 ″ 0	
136894	*J.W.Barker*06–14		230	*StmTrawler*				7mo			Q72′F20′		BK7½″	British	180lb 80RHP		
		1*Dk*	97	7,14				*Lloyd's SA&CP*						4 *BHCem*	1SB,*3pf*,GS49,HS1438		
				✠LMC7,14											Lidgerwood,Ld.Glasgow		
109	**Imera**	**IronScBn**	1172	✠	Lgn	Lv		1870	W.Pile&Co Sunderland	**Soc.Anon.di Nav. LaSicania**	225·7 31·0 24·6			**Trapani**	C.2Cy.28″&55″–30″		I
13	*N.Rinaudo*	(*ex*Marmion)	—	8,73				1mo						Italian	NB96 138NHP		
PVHF		1*Dk&Spar dk3trB*	706											5*BH*	N.E.MarineEng.Co.,Sld.		
110	**Imerina**	**SteelScSr**	2830					1899	Richardsn, Duck&Co. Stockton	**Messageries Maritimes**	299·0 42·1 17·2			**Marseilles**	T.3Cy.24″,40″&65″–42″	27 ″ 11	V
	Poggi –14	(*ex*Sparta)	2606								F34′		25·5 FK	French	279NHP		
JNRS	*Elec.light*	1*Dk&Spar dk&Web frames*	1755											*WB*	Blair&Co.Ld.Stockton		
111	**Imkenturm**	**SteelScSr**	5004	✠	Ham	*z*		1909	Flensburgr Schiffsb.Ges. Flensburg	**DeutscheDmpfs-fahrtsGes.Hansa**	400·0 52·5 28·5			**Bremen**	Q.4Cy.23″,31½″,48″&71″–51″	31 ″ 0	
	L.Carstens	*ss*Ham.No.1–13	3697	1,17				10mo			P51′B123′F57′		FK	German	475NHP		
QJRS	*Elec.light* Wireless	1*Dk(Stl)&Spar dk*	3154	*Spar dk* ✠						*WB=CellDBa*128′*uE*25′*f*180′	1120*t 'tween dk tan*			6 *BHCem*	3SB,*9cf*,GS148,HS6337 FD		
		(*Stl pt* teaks) *&deep framing*									*ks a*43′425*tf*				FlensburgerSchiffsb.Ges.		
											50′460*tFPT*95*tAPT*40*t*						
112	**Immacolata**	**SteelScSr**	3271	✠	Shl	*v*		1900	R.Thompson&Sons Sunderland	**ConsorzioPir.A-U. Immacolata (G.Freno&G.G. Vidulich)**	326·0 48·0 23·7			**Lusinpiclo**	T.3Cy.24″,39″&64″–42″	26 ″ 4	
	A.R.Vidulich –12	*ss*Tri.No.3–6,13	3099	9,16				8mo			P31′B102′F36′		FK	Aust.-Hung.	285NHP		
HKSF		1*Dk(Irn)2trB&deep framing*	2069	✠										5*BHCem*	2SB,*6pf*,GS122,HS4574		
	Elec.light	3*Dk rule*								*WB=CellDBa*100′					G.Clark,Ld.Sunderland		
										*uE*24′ *f*134′	794*tFPT*86*tAPT*169*t*						
113	—	**IronScSr**	217					1873	..... Italy	**MariaG.Esposito**	135·5 18·0 10·3			**Cstllmare**	C.2Cy.14⅜″&27⅜″–24″		
28		(*ex*Amphitrite)	173											Italian	31NHP		
PVHW		1*Dk*	99												*Emade—cpd*73		
114	**Imo**	**SteelSc4MstSr**	5043					1889	Harland& Wolff,Ld. Belfast	**SouthPacific WhalingCo. Akties (ROsmundsen** *Mg*)	430·7 45·2 30·3			**Chrstiania**	T.3Cy.27″,44½″&74″–60″	33 ″ 8	N
	H.From –14	(*ex*Tampican,	3405								P41′B30′F48′			Norwegian	NB99 424NHP		
MJGB	*ex*Runic) *Elec.light*	2*Dks3trB*	3161											*WB*	Harland&Wolff,Ld.Bel.		
115	**Imperador**	**SteelTwinScSr**	*402*	✠	Pra			1900	Murdoch & Murray Pt.Glasgow	**Rocha,Silva&Co.**	150·0 33·0 9·8			**Para**	T.6Cy.10″,16½″&26½″–21″	10 ″ 0	
	M.G.V.Guinaraes	*ss*Pra.No.3–7,09	*316*	*For River purposes only*				2mo			F16′		FK	Brazilian	80NHP		
	(*ex*Montenegro)	1*Dk(Teak)&*	*273*	7,09										5*BHCem*	1SB,*3rf*,GS60,HS1369		
	Elec.light	*Promenade dk(Teak)*		✠											D.Rowan&Co.Glasgow		
116	**Imperator**	**SteelQuadScSr**	51969					1912	Vulcan-Werke Hamburg	**Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)**	882·9 98·3 57·1			**Hamburg**	4 Steam Turbines		
	H.Ruser	*Ref.Mchy.*	36271								P&B700′			German			
RSTK	*Elec.light* Sub.Sig.	Wireless 6*Dks*	23205											*WB*	Vulcan-Werke,Hamburg		
117	—	**SteelTwinScSr**	1079					1897	Oderwerke Grabow, Stettin	**StettinerDampfs. Ges.J.F.Braeunlich,G.m.b.H.**	218·8 32·9 19·3			**Stettin**	T.6Cy.16½″,26″&42″–24″		G
	Th.Schultz –12		914											German	173NHP		
JFKQ	*Elec.light* Wireless	1*Dk&Spar dk*	453												Oderwerke,Grabow		
118	—	**SteelScSr**	982					1904	Stavanger Stöberi&Dok Stavanger	**Dpskactieselsk. Svithun (Holdt& IsachsenA.S.** *Mgrs.*)	231·4 33·2 15·1			**Stavanger**	T.3Cy.17″,28″&47″–33″		N
	Svendsen		875								P12*t*H44*t*F29*t*			Norwegian	127NHP		
MCFR		1*Dk*	618											*WB*	StavangerStöberi&Dok		
119	**ImperatorAlexanderII.**	**IrnScSr**	1133					1858	John Laird Birkenhead	**RussianStm.Nav. &TradingCo.**	227·6 31·9 18·8			**Odessa**	C.2Cy.36″&62″–36″		
150	*Mochulski*		—											Russian	NB93 192NHP		
JQDS	*Elec.light*	2*Dks*	588												J.Penn&Sons,London		
120	**Imperator Nicolai II.**	**SteelScSr**	2387					1903	R.Stephenson&Co.Ld. Newcastle	**Helmsing&Grimm**	290·5 40·0 25·6			**Riga**	T.3Cy.22″,38″&64″–42″		V
981	*P.F.Omero*10–03	(*ex*Irkutsk)	2191								B46′F32′			Russian	265NHP		
HDEI	*Ref.Mchy.*	1*Dk&Awng dk*	1447											*WB*	WllsndSlpwy.Co.Ld.Nwc.		
121	—	**SteelScSr**	915					1898	Howaldtswerke Kiel	**RussianEast-AsiaticS.S.Co.Ld. (BalticLine)**	222·7 31·6 14·0			**Riga**	T.3Cy.16$\frac{12}{16}$″,27$\frac{9}{16}$″&42$\frac{12}{16}$″–24$\frac{12}{16}$″]		V
678	*P.Dohnberg*		679								Q57′B40′			Russian	91NHP		
HBLQ	*Elec.light*	1*Dk2trB*	546												Howaldtswerke,Kiel		
122	**Imperatrice Marie**	**IronScBg**	1409					1877	Schlesingr Davis&Co. Newcastle	**RussianStm.Nav. &TradingCo.**	250·0 33·2 21·1			**Odessa**	C.2Cy.30″&59″–36″	22 ″ 8	
162	*A.Djanbekoff*		1330								P24′B48′F32′		BK9″	Russian	NB92 173NHP		
HQCP		(*ex*Rheola) 1*Dk2trB*	804											*WB*	T.Clark&Co.,Newcastle		
123	**Imperatriz Theresa**	**IronPad**	481					1883	Laird Bros. Birkenhead	**AmazonRiverStm. Nav.Co.(1911)Ld.**	180·0 30·0 9·5			**Para**	C.2Cy.32″&52″–54″		
	*O.Blumenfeldt*99–12		—											Brazilian	166NHP		
			341												LairdBros.Birkenhead		
124	**ImperatrizaAlexandras**	**SteelScSr**	2387					1903	CaledonSB &E.Co.Ld. Dundee	**RussianGovernmt.**	290·0 40·0 25·6			**Riga**	T.3Cy.21½″,36″&62″–45″		V
980	*R.Bewley*10–04	(*ex*Wologda)	2191								F35′			Russian	258NHP		
HDEG	*Ref.Mchy. Elec.light*	2*Dks&Awng dk*	1447											*WB*	CaledonS.B.&E.Co.Ld.Dun		
125	**ImperatulTraïan**	**SteelTwinSc**	3068					1906	Atel.&Ch. de laLoire St.Nazaire	**RoumanianState MaritimeService**	356·9 41·9 27·5			**Constanza**	T.6Cy.24⅜″,38⅜″&64⅜″–39⅜″		V
	C.Perietcanu	2*Dks&Awng dk*	—											Roumanian	524NHP		
PGBJ	*Elec.light* Wireless	*Fitted for oil fuel*	1143											*WB*	Atel.&Ch.de laLoire,Nts.		
126	**Imperia**	**SteelScK**	213	✠100A1	Gms			1912	Cook,Welt'n&Gemmell Ld. Beverley	**Grimsby&North SeaStm.Trawling Co.Ld.**	117·2 21·5 12·1			**Grimsby**	T.3Cy.12″,21″&34″–24″ (*s*)	13 ″ 1	
134749	*M.Mercer* –14		206	*StmTrawler*				11mo			Q61′		BK7½″	British	200lb 58RHP		
JBCV	*Elec.light*	1*Dk*	88	6,14				*Lloyd's SA&CP*						4 *BHCem*	1SB,*2pf*,GS32,HS1086		
				✠LMC11,12											Amos&Smith,Ld.Hull		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys.	3 Late Name if any. / No. of Decks, &c.	4 Register Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L. R. Dates of R. of T. and Cert.
127 903 HCBL	**Imperial** **SteelSc3MstSr** *C.Rasmussen*02–09 Wireless	*2Dks(1Stl-ws)&Shade dk*	2729 1804 1633	✠ *Shade dk* 3,89 *Valparaiso &*	Liv *Pana ma*			1889 3mo	Laird Bros. Birkenhead	CompañiaSud Americana de Vap.	336·8 | 41·2 | 18·7 F57′ BK10″			Valparaiso Chilian	T.3Cy.31″,49″&75″–54″ NB14 413NHP *5BHCem DB280′373t* LairdBros.,Birkenhead	22 ″ 3	
128 121945	— **Iron&SteelPad** *Faubert*10–10	*3Dks*	1098 726 578					1907	S Lawrence Canadi'n N Co Ld. Sorel,PQ	A. Desmarteau	200·0 | 41·9 | 7·6 *WB=Cell*			Sorel,P.Q. British	B.Cy.34″–96″ E&B *made88 fitted*07 38RHP G.Brush&Co.Montreal		
129 LOST	— **SteelScSr** *Chr.Plambeck*	*1Dk2trB*	906 649 562					1890	Rostocker Act.Ges. Rostock	Paulsen&Ivers	201·2 | 31·5 | 13·0 P123′ H52′ F56′ *WB*			Kiel German	T.3Cy.14″,22″&36″–27″ NB05 67NHP RostockerA.G.,Rostock		V
130 108346 QCPJ	— **SteelScSr** *H.C.Mimms* –13 (*ex*Minoco) *Elec.light* *1Dk&Webframes* *Mchy.Aft* *Carrying Petroleum in bulk*		796 671 412			...		1898	TyneI.S.B. Co.Ld. Newcastle	ImperialOilCo.Ld. (C.O.Stillman, *Mgr.*)	200·0 | 32·0 | 14·4 P35′F23′ FK			Sarnia,Ont British *WB*	T.3Cy.17″,26″&45″–30″ 129NHP WallsndSlpwyCo.Ld.Nwc	15 ″ 3	
131 200905 KTCP	— **WoodSc** (*Tug*) *1Dk*		160 — 109					1904	T.McCloskker&Co. Baltimore	Knickerbocker SteamTowageCo.	107·5 | 21·6 | 11·0 *WB*			Bath,Me. Utd.States	C.2Cy.15″&30″–22″ 35NHP JamesClarkCo.Baltimore		
132 886 HBCS	— **WoodSc**		105 — 52					1903	Rio Imperial	A.Holmberg	89·6 | 19·0 | 7·9 BK6½″			Castro Chilian			
133 109904	**Imperial Prince** **SteelScK** *S.Caie*12–14 (*Trawler*) *1Dk*		128 119 50			...		1899	J.T.Eltringham&Co South Shields	A.Walker	96·0 | 19·1 | 10·7 BK6½″			Aberdeen British	C.2Cy.16″&34″–22″ 47RHP G.T.Grey,SouthShields	11 ″ 0	
134 136215 JHGK	**Imperial Queen** **SteelScK** *W.R.Barkworth*14–14 *Elec.light* *1Dk*		246 227 96	✠100A1 *StmTrawler* 4,15 ✠LMC11,14	Hul			1914 11mo *Lloyd's*	Dundee' S.B.Co.Ld. Dundee *sA&CP*	~~ImperialSteam.~~ ~~Fishing Co.Ld.~~ A.G.Hordern (C.Curzon,*Mgr.*)	120·4 | 22·6 | 12·4 Q67′F19′ BK8″			Hull British	T.3Cy.12½″,21″&35″–24″ (*s*) 200lb 76RHP 1SB.*3pf*,GS43,HS1285 Lidgerwood,Ld.Glasgow	13 ″ 3	
135 135892 JDKV	**Imperial Transport** **SteelScSr** *A.W.Foxworthy* –15 *1Dk*		4648 4381 2924					1913	Irvine's SB &D.D.Co.Ld. W Hartlepool	EmpireTransport Co.Ld.(Houlder Bros&Co Ld *Mgrs*)	385·0 | 52·0 | 27·0 P36′B119′F36′ *WB*			W.Hartlpl British	T.3Cy.25″,40″&68″–48″ Richardsons, 320NHP Westgarth&Co.Ld.Hpl.		C
136 135209 JBWD	**Imperoyal** **SteelScSr** ~~*J.Wilkie* –15~~ *ssNYk No.1–17* *Elec.light* *P.W.McBride* –18 *1Dk(Stl)&* *Mchy.Aft* *Web frames*		2253 1734 1384	✠100A1 ~~16,17~~ 1.18 *CarryingPetroleum in bulk* ✠LMC~~1.18~~19,17	Ver ~~NYk~~	*r*	~~9,17~~ 1.18	1913 4mo *Lloyd's*	Greenock& Grngemouth Dckyd Co.Ld. Grngemouth *sA&CP*	ImperialOilCo.Ld. (C.O.Stillman, *Mgr.*) *WB=*	249·5 | 43·1 | 19·7 P77′F37′ FK 10*BHCem* *CellDBuE&*	Sarnia,Ont British *B48′102tFPT360tAPT44t*	T.3Cy.21″,34″&56″–36″ (*s*) 180lb 224NHP 2SB.*6cf*,GS116,HS3716 Cooper&Greig,Dundee	21 ″ 0 *s* 2 ″ 3 19 ″ 1	
137 135238 JCNM	**Impoco** **SteelSc** *J.Clark*09–13 *Elec.light* *1Dk(Stl)&Webframes* *Mchy.Aft*		2257 1740 1383	✠100A1 7,16 ✠LMC6,13 *CarryingPetroleum in bulk*	Lth	*r*	~~6,15~~ 9,17	1913 7mo *Lloyd's*	Greenock& Grngemouth Dkyrd Co.Ld. Grngemouth *sA&CP*	ImperialOilCo.Ld. (C.O.Stillman, *Mgr.*) *WB=CellD*	249·5 | 43·1 | 19·7 P77′F37′ FK 10*BHCem* *BuE& B48′*	Sarnia,Ont British	T.3Cy.21″,34″&56″–36″ (*s*) 180lb 224NHP 2SB,*6cf*,GS116,HS3716 Cooper&Greig,Dundee *102tFPT360tAPT44t*	21 ″ 1 *s* 2 ″ 3 19 ″ 2	
138 PCJN	**Import** **SteelScSr** *J.Swierts* *ssRot.No.3–7,14* *Well deck* *1Dk(Stl)2trB*		847 646 513	✠100A1 2,16 ✠LMC MS7,14 BS2,16	Rot	*l*	2,16	1902 10mo	Rijkee&Co Rotterdam A&CP	Rottrdam-London Stoomv.Maats. Naaml.Ven.	206·9 | 31·1 | 13·2 Q68′B51′F24′ *WB=* FK *CellDBa 45′uE&B*	Rottrdam Dutch	T.3Cy.15½″,25″&40″–36″ (*s*) 160lb *80lb* 113NHP 1SB,*3cf*,GS54,HS1952 Maats.Fyenoord,Rot.	15 ″ 6 *s* 1 ″ 0½ 14 ″ 8	
139 130031	**Impregnable** **SteelScK** *W.Bray* –13 (*Fishing*) *1Dk*		108 107 48					1911	J.Duthie Torry S.B.Co. Aberdeen	~~E.Catchpole~~ William Robb & Sons, Ld.	86·5 | 18·6 | 8·8			Lowestoft British	T.3Cy.9½″,15½″&26″–18″ 42RHP W.V.V.Lidgerwood,Gls.		
140	**Imrico** **IronScSr** *K.Lechnitsky* –06 *ssGls.No.3–2,96* (*ex*Craigendoran) *ssGls.No.2–03* *Well deck* *1Dk(Irn)2trB*		*1471* *1155* *943*	✠ 3,09 ✠NB6,05 ✠	Gls	*p*		1883 10mo	Ramage& Ferguson Leith	J.M.Rabinovitch &Co.	250·0 | 34·2 | 17·7 Q89′B72′F25′ FK *WB=*	Odessa Russian	C.2Cy.30″&56″–39″ NDB05 161NHP 1DB,*4pf*,GS74,HS2672 Ramage&Ferguson,Leith	18 ″ 9	V
141 1717 HLFV	**Inaba Maru** **SteelTwinScSr** *Shinche* –14 *ssYka.2ndNo.3–2,10* ~~*ss*~~Yka.No.2–1~~*ssKob.No.1–14*~~ 2*Dks(StlU–*teak s)*&deep framing* *Elec.light*		6042 5394 3757	✠100A1 ~~5,17 6,16~~ 2,18 ✠LMC~~6,16~~ 2,18~~,17~~	Kob Yka	*a*†	~~7,15~~ 4,17	1897 8mo *Lloyd's*	D&W Henderson&Co. Glasgow *sA&CP*	NipponYusen KabushikiKaisha *WB=CellDBa*	445·0 | 49·4 | 30·5 P60′B110′F58′ FK&BK1½″ *115′uE&B55′f 200′*	Tokio Japanese 8*BHCem* *1142tMT28′*	T.6Cy.20¼″,33½″&56″–48″(*s*) 200lb 550NHP 2D&2SB,*18cf*,GS300HS9157 D.&W.Henderson&Co.,Gls *495tFPT110tAPT36t*	33 ″ 6 *s* 8 ″ 0 26 ″ 3	
142 13294 LMQG	**Inaho Maru** **SteelScSr** *Nishikawa* *ssKob.No.3–10.10* (*ex*Morven) *ssKob.No.1–14* 2*Dks(Stl–Uws)&Webframes*		3939 3337 2887	✠100A1 6,17~~,16~~ ✠LMC~~4,16~~ ~~5~~,17	Kob	*w*	N4,16	1895 10mo *Lloyd's*	C.Connell &Co. Glasgow *sA&CP*	ItayaShosen KabushikiKaisha *WB=CellDB* *a114′uE&B38′*	344·0 | 44·5 | 25·9 P36′B86′F39′ FK *f144′768tAPT70t*	Nishinomiya Japanese 6*BHCem*	T.3Cy.25″,40″&66″–45″ (*s*) 170lb *85lb* NDB07 354NHP 2SB,*6cf*,GS94,HS4900 FD Dunsmuir&Jackson,Gls.	28 ″ 6 *s* 5 ″ 2 23 ″ 8	
143 118187 HBCL	**Inanda** *ss*Lon.No.3–6,17 **SteelScSr** *P.R.Macgregor* –13 ~~*ssLon.No.2–15*~~ 1*Dk(Stl)&Spar dk(Stl–*teak s) *Elec.light* Wireless *&deep framing*		4119 3468 2584	✠100A1 *Spar dk* ~~2,15~~12,17 ~~BS2,17~~ ✠LMC~~11,12~~ 5,18	Lon	*x*	~~2,16~~ 12,17	1904 8mo *Lloyd's*	Hall,Russell&Co.Ld Aberdeen *sA&CP*	CharenteS.S.CoLd (T.&J.Harrison, *Mgrs.*) *WB=*	370·0 | 46·2 | 18·5 P62′B135′F36′ 26·5 FK&BK2½″ *CellDBa 110′uE&B*	Aberdeen British 6*BHCem* *72′f132′696t*	T.3Cy.26½″,44″&72″–48″ (*r*) 180lb *100lb* 525NHP 6SB,*18cf*,GS326,HS9954 Hall,Russell&Co.Ld.Abn.	29 ″ 1 *s* 5 ″ 5½ 24 ″ 4	BT till 2,18
144 134784 JCWG	**Inawilliam** **SteelScK** *J.Loftus* –14 *Elec.light* *1Dk*		337 295 134	✠100A1 *StmTrawler* 5,15 ✠LMC7,13	Cff			1913 7mo *Lloyd's*	Cochrane& Sons,Ld. Selby *sA&CP*	HeclaSteam FishingCo. (J.Harris,*Mgr.*)	140·0 | 24·1 | 12·5 Q78′F20′ BK7½″	Grimsby British	T.3Cy.13″,22½″&37″–26″ (*s*) 200lb 90RHP 1SB,*3pf*,GS45,HS1521 Amos&Smith,Ld.Hull	13 ″ 3	
145 10419 JMQP	**Inazuma Maru** **SteelScSp** (*Whaler*) *1Dk*		116 103 62					1906	Akers Mek.Værks. Christiania	ToyoHogei KabushikiKaisha	91·6 | 18·1 | 10·5	Osaka Japanese	T.3Cy.11″,18″&29″–18″ 36NHP AkersMek.Værks.Xia.		
146 102124 NGHB	**Inca** **SteelScSr** *E.Barkley* –16 Wireless *2Dks3trB*		~~3693~~ 3590 3339 ~~3822~~ 2291					1893	Harland& Wolff(Lim.) Belfast	PacificStmNavCo.	360·6 | 43·2 | 27·3 P40′B96′F42′ *WB*	Liverpool British	T.3Cy.24″,39½″&66″–48″ 302NHP Harland&Wolff(Lim.)Bel.		
147 213730 LFQH	— **SteelScSr** *Elec.light* *1Dk(Stl)*		1414 1172 948	✠100A1 11,15 ✠LMC11,15	Clv			1915 11mo	Gt.Lakes Eng.Works Ecorse,Mich. A&CP	ClydeS.S.Co. *WB=*	246·0 | 38·4 | 15·5 B65′F25′ FK *Cell DBa 66′ uE&*	New York Utd.States 4*BHCem* *B34′ f50′ 425tFPT*	T.3Cy.17″,28½″&48″–36″ (*s*) 190lb 200NHP 2SB,*4cf*,GS73,HS2952 Gt.LakesEngWrksDetroit	18 ″ 0	

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite	6 Port de Visite.	7 Termes assignés maintenant expiré. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur / Largeur / Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP= Force en chevaux d'après les formules de la Société. RHP= Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
148	**Inca**	**SteelSc**	424	✠100A1	Ams	*f*		1916	N.V.Werf	Lausen,Rüs&Co.	140·7 | 23·9 | 10·7	Valparaiso	T.3Cy.11½",17½"&29½"–24"	11 ″ 6	
	S.Faber –16		289	11,16				8mo	"Hubertina"		Q56'B44'F14'	Chilian	185lb (*s*) 59NHP	s ″ 6	
	(*ex*HunzeIX.)	1*Dk*(*Stl*)	220	✠LMC7,16					v.WH.Jacobs		FK		4*BHCem*	11 ″ 2	
	Well deck								Haarlem		*CellDBuE*	12'16*t FPT*	2SB,*2cf*,GS35,HS1069		
									A&CP			10t*APT*10t	N.V.Werf."Hubertina," Haarlem		
149	**Incemore**	**SteelScSr**	3060	✠100A1	Hul	*v*	3,16	1898	Richardsn,	JohnstonLine,Ld.	330·9 | 46·0 | 24·0	Liverpool	T.3Cy.22½",39½"&67"–42"(*s*)	26 ″ 9	
109411	*H.H.Hill* –16	*ss*Liv.No.3–5,11	2911	10,16				4mo	Duck&Co.	(Furness,Withy&	P15'B96'F38'	British	200lb *90lb* NDB14 303NHP	s 5 ″ 0	
QCDT		*ss*Bkn.No.1–16	1973	✠LMC5,16					Stockton	Co.Ld. *Mgrs.*)	FK		5*BHCem*	22 ″ 1	
	1*Dk*(*Irn*)2*trB&Web frames*3*Dk rule*			MBS8,17				*Lloyd's A&CP*		*CellDBa*114'*uE&*	*B44'f128'785t FPT*	65t*APT*26t	2SB,*6cf*,GS116 HS4300 Blair&Co.Ld.Stockton		
150	**Inchbrayock**	**SteelSc3MstSr**	363					1909	Montrose	OvertonS.S.Co.Ld.	140·2 | 23·7 | 11·0	Grngem'th	C.2Cy.17"&36"–24"		
124459	*J.Hindley* –14		276						S.B.Co.	(R.R.Clark, *Mgr.*)		British	60RHP		
HPDM	*Mchy.Aft*	1*Dk*	161						Montrose		*WB*		W.V.V.Lidgerwood,Gls.		
151	**Inchgarth**	**SteelScK**	230	100A1				1917	A.Hall&	R.W.Lewis	120·5 | 22·1 | 13·0	Aberdeen	T.3Cy.12",20"&34"–24"		
For full particulars See No.1 in Supplement		1*Dk*		*StmTrawler*					Co.Ld.			British			
				(*ClassContem plated*)					Aberdeen				A.Hall&Co.Ld.Aberdeen		
152	**Inchkeith**	**SteelScK**	174			...		1906	Mackie&	LeithStm.Fishing	112·5 | 21·0 | 10·9	Leith	T.3Cy.12",20"&33"–22"	12 ″ 0	
123021	*T.Hall* –12	(*Trawler*)	172						Thomson	Co.Ld.		British	44RHP		
		1*Dk*	69						Glasgow		BK8"	*WB*	Allan,Anderson&Co.Gls.		
153	**Inchmoor**	**SteelScSr**	3445	✠100A1	Cff	*v*	~~4,15~~	1900	Ropner&	MoorLine,Ld.	330·5 | 46·6 | 24·4	London	T.3Cy.24",40"&65"–42" (*s*)	27 ″ 0	
112697	*J.Milligan* –16	*ss*Cff.No.3–2,13	3214	~~with freeboard~~	~~Shl~~		~~4,17~~	4mo	Son	(W.Runciman&	P28'B85'F37'	British	160lb *100lb* NDB15 281NHP	s 4 ″ 11½	
RPMW		1*Dk*(*Irn*)2*trB&Web frames*	2214	~~5,16~~ 1,18	MS8,17		1,18		Stockton	Co.Ld. *Mgrs.*)	FK		5*BHCem*	22 ″ 5	
		3*Dk rule*		BS8,17 MBS6,16	✠LMC4,16			*Lloyd's A&CP*		*WB=CellD*	*Ba*104'*uE*24'*f*136'	657t*APT*96t	2SB,*6cf*,GS121,HS4325 Blair&Co.Ld.Stockton		
		*ss*Bkn.No.1–17													
154	**Inchmurren**	**IronScSk**	108					1883	Burrell&	J.K.Cowan	82·6 | 18·3 | 7·9	Glasgow	C.2Cy.11"&20"–16"		
87704	*J.McPhail* –11		87						Son		len00	British	18RH		
	Mchy.Aft	1*Dk*	59						Glasgow				D.Gordon,Pt.Glasgow		
155	**Incomati**	**SteelTwinSc**	340					1912	Gebr.Sach-	Requisitioned by	129·6 | 25·7 | 12·0		C.4Cy.13"&25½"–16½"		
		(*ex*Leutnant)	277						senbergA.G	thePortuguese	Q18'H59'F17'	Portuguese	43NH		
	Elec.light	1*Dk*	118						Cöln/Deutz	Government			Gebr.SachsenbergA.G.		
156	**Indalen**	**IronSternWheel**	118					1887	W.Lind-	Angb.Aktieb.Sun-	91·6 | 24·3 | 5·0	Sundsvall	C.2Cy.13½"&21"–54"		
2688	*A.Andersson*06–06	1*Dk&Shade dk*	80						bergsAktieb.	dsvall-Indalsfven.	H37*t*	Swedish	27NH		
JFVN			109						Stockholm	(A.Nordberg.*Mgr.*)			W.LindbergsM.V.Skm.		
157	**Indarra**	**SteelTwinScSr**	9735	✠	Syd	*d*†		1912	W.Denny	Australas'nUnited	151·0 | 60·1 | 37·4	Fremantle	Q.8Cy.26½",38",54"&76"–48"	10 ″ 0	
131639	*M.M.Osborne*00–12		7493	*Awng dk*				11mo	&Bros.	Stm.Nav.Co.Ld.	B215 F51'	British	1378NH		
JBCN	*Elec.light*	2*Dks*(*U Stl&*2*nd dk pt Stl*)	6051	*withfreeboard*					Dumbarton		*on Awng dk* F&BK1"	*7BHCem*	7SB,*28cf*,GS560,HS21420 FD		
		&Awng dk(*Stl-teaks*)		1,13									Denny&Co.Dumbarton		
	Wireless	3*rd dk in No.2 hold*		✠						W	*B=CellDBa*64'*uE*	*&B*151'*f*163'	76t*FPT*122t*APT*73t		
158	**Indeficienter**	**SteelScSr**	2333	✠ ~~5,16~~	Fiu	*s*		1901	Craig,	Soc.Anon.diNav.	289·0 | 43·1 | 20·2	Fiume	T.3Cy.21",35"&57"–39"	21 ″ 3	
	S.Stiglich –12	*ss*Tri.No.3–4,13	1951	5,16				4mo	Taylor&Co.	Marit. "Indeficien-	P27'B74'F33'	Aust.-Hung.	NDB12 216NHP		
JKGF		1*Dk*(*Stl*)*&Webframes*	1451	✠					Stockton	ter"(Grünhut&	FK	*5BHCem*	2SB.*6pf*,GS106,HS3432		
										Co.) *WB=CellD*	*Ba*90'*uE*20'*f*114'	493t*APT*42t	MacColl&Pollock,Sld.		
159	**Independencia**	**SteelScSr**	*1100*	✠100A1	BAs	*m*	~~4,15~~	1905	Smith's	MarinaMercante	210·0 | 32·2 | 11·8	BahiaBl'nca	T.3Cy.17",28½"&46"–30" (*s*)	21 ″ 0	
	P.Consiglieri	*ss*~~B.Ay.No.2–15~~	*1021*	*Awng dk*			N3,18	11mo	Dock Co.Ld.	Argentina	18"	Argentine	180lb *80lb* 127NHP	s 7·10½	
	Elec.light	1*Dk*(*Stl*)*&Awng dk*(*Teak*)	*748*	*withfreeboard*					NorthShields-		FK	*4BHCem*	1SB,3*cf*,GS54,HS1989	13 ″ 7	
		*ss*BAs.No.3–3,18		3,18 ~~3,15~~	3,18			*Lloyd's A&CP*	*WB*	*=CellDBa*40'*uE&*	*B33'f*90'190*t FPT*	46t*APT*14t	MacColl&Pollock,Ld.Sld.		
				~~BS8,16~~	✠LMC~~4,16~~										
160	—	**SteelTwinScSr**	*460*			...		1896	Russell&	S.deMello	160·4 | 32·0 | 9·8	Manaos	T.6Cy.10",16"&26"–21"	10 ″ 0	
		(*ex*RioAffua)	*354*						Co.		F16'	Brazilian	80NHP		
	Elec.light	1*Dk&Promenade dk*	*313*						Pt.Glasgow		FK		J.C.Kincaid&Co.Greenock		
161	**Independent**	**WoodScSr**	263					1911	.....	J.W.Jones (Weid-	125·5 | 25·8 | 11·4	Seattle			
208322	*T.C.Sellness*		—						Tacoma	ing & Independent		Utd.States			
LBSW		1*Dk*	151							FishCo.*Mgrs.*)					
162	**India** *A.L.Ferreira* –18	**SteelScSr**	5990	✠100A1	Tri	*b*†	3,17	1906	Lloyd	Requisitioned by	444·2 | 53·2 | 26·0	Lisbon	T.3Cy.28",47½"&80"–54" (*r*)	30 ″ 0	
	~~Bergen~~ ~~–18~~	(*ex*Vorwaerts)	4941	*Shelter dk*	Bom			12mo	Austriaco	thePortuguese	FK	Portuguese	200lb *180lb* 669NHP	s 4 ″ 8	
	2*Dks*(*Stl*)*3trB&Shelter dk*(*Stl-teaks*)		3727	*withfreeboard*					Trieste	Government	*CellDBa*125'	*7BHCem*	4SB,*12cf*,GS242,HS9624 FD	25 ″ 9	
	Elec.light Wireless	*lower dk*(*Stl*)*forwd*		4,17 ~~6,10~~	✠LMC4,17			*Lloyd's A&CP*			*uE*46'*f*172'1125*t A*	*PT*35t	LloydAustriaco,Trieste		
		*ss*Bom.No.3–4,17													
163	—	**SteelScSr**	2933	✠100A1	Cff	*u*	8,15	1899	SirRaylton	S.Costomeni&	310·0 | 44·2 | 15·8	Syra	T.3Cy.25",40"&66"–45" (*r*)	26 ″ 0	
	N.Culucundis –13	*ss*Shl.No.3–2,12	2700	*Spar dk*				6mo	Dixon&CoLd	S.Valmadis	P30'B68'F34' 23·7	Greek	180lb *80lb* 320NHP	s 4 ″ 7½	
		*ss*Cff.No.1–16	1797	2,17					Middlesbro'		FK	*5BHCem*	2SB,*6cf*,GS120,HS4980	21 ″ 8	
		1*Dk*(*Stl*)*&Spar dk*(*pt Irn&pt Stl*)		MS12,16				A&CP		*WB=Cell DBa* 92' *uE*		20'*f*132'559*t*	SirC.Furness,Westgarth		
		&deep framing		BS7,16	✠LMC								&Co.Ld.Mdb.		
164	—	**IronSc3MstSr**	1310			...		1870	C.Mitchell	Soc.Anon.Ilva	257·2 | 31·0 | 16·8	Genoa	C.2Cy.33"&60"–33"		
108	*L.Drago*		839						&Co.		24·8	Italian	NB81 172NHP		
PVQW	*Elec.light*	2*Dks&Awng dk*	798						Newcastle				ThompsonBoyd&Co.,Nwc.		
165	—	**SteelPad**	1162					1903	W.Denny	IrrawaddyFlotilla	312·4 | 46·6 | 10·7	Glasgow	T.3Cy.28",42½"&60"–66"		
119071			1162						&Bros.	Co.Ld.		British	292NHP		
		1*Dk*	732						Dumbarton				Denny&Co.Dumbarton		
166	—	**CompSc**	976					1899	CalvinCo.	MontrealTrans-	215·9 | 36·4 | 15·0	Montreal	T.3Cy.18",30"&48"–30"		
107735	*J.Reoch* –16		887						Ld.Garden	portationCo.Ld.		British	126NH		
		1*Dk*	573						Island,Ont.				CalvinCo.Ld.GardenI.Ont.		
167	—	**IronScK**	194	✠	Hul			1890	Cochrane,	A.Black	119·6 | 21·0 | 11·0	Grimsby	T.3Cy.12½",19½"&31½"–22½"	11 ″ 10	
95838	*J.Randles* –17	*ss*Hul.No.1–94	177	*Trawler*				6mo	Coopr&Scho-		Q21'F20'	British	NB06 50RHP		
MVDT		1*Dk*	88	1,95					field Beverley		len94ptND94BK7½"	*3BHCem*	C.D.Holmes&Co.,Hull		
168	—	**IronScK**	190			...		1894	Cochrane&	N.Eastern Steam	115·6 | 21·0 | 11·5	Grimsby	T.3Cy.12½",19½"&32"–22½"	12 ″ 0	
99720	*H.Hillyar* –15		178						Cooper	FishingCo.Ld.	Q17'B19'	British	NB06 50RHP		
NGTQ		1*Dk*	93						Beverley		len00 BK7½"		C.D.Holmes&Co.,Hull		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. *Late Name if any.*	3 Material, Rig, &c. *Master.* Special Surveys. No. of Decks, &c.	4 Register Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. † for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now 21/2 Equipment letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines.	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L. R. Date of Port of Trade Cert.
169 113436 SCQJ	**Indian**	Steel Twin Sc 4 Mst Sr	9121 8836 5991	✠100A1 *Awng dk* *with freeboard* 2,14	Bkn	*d*†	8,16	1900 12mo	Workman, Clark & Co. Ld Belfast	**F. Leyland & Co. Ld.**	482·9	57·2	31·8	**Liverpool** British	T. 6 Cy. 21″, 35″ & 58″–48″ (*s*) 180 lb *100 lb* 604 NHP 2 D & 1 SB *15 rf* Gs 316 Hs 10677 Wrkman, Clark & Co. Ld Bel 34′940 *t F P T* 125 *t A P* / 65 *t*	42 ″ 9 s 11·6½ 31 ″ 10	
	Master.	Special Surveys. No. of Decks, &c.		Character. † for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now 21/2 Equipment letter.	Date when tail shaft last seen.	When. — Ship. — Engines.	By Whom. — Where.	Owners.	Length.	Breadth.	Depth.	Port of Registry. Flag.	No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	Registers in which classed, if not in L. R. Date of Port of Trade Cert.
	T. Chadwick –17	*ss* Nwc. No. 3–12.10	8836	*Awng dk*				Lloyd's	*s A & C P*								
		2 *Dks* (*Stl*) & *Awng dk* (*Stl*)	5991	*with freeboard*						*WB = Cell D Ba*	137′ *u E & B* 74′ *f* 200′			1390 *t D T a*			
	Elec. light Wireless	& *Web frames*		2,14													
	Carrying fuel oil F. P. above 150° *F. in DB*			Equipment 2,19 BS2,18 BS2,17 ✠LMC1,16													
170 100465 KGVF	—	Iron Sc Sr	2110 — 1424					1890	Harlan & Hollingsworth Co. Wlmngtn, Dl	**Merchants & Miners Transprtn. Co.**	267·0 len 00	38·0	26·0	**Baltimore** Utd. States	T. 3 Cy. 22″, 36″ & 55″–48″ NB 05 210 NHP Harlan & Hollingsworth Co Wilmington, Del		
	Sub. Sig. Wireless	2 *Dks* & *Hur. dk*															
171 124787 HLMV	**Indian Empire**	Steel Sc K	289 254 116	✠100A1 *Stm Trawler* 1,14 BS6,14 ✠LMC4,12	Hul		1,14	1907 9mo	Cochrane & Sons Selby *Lloyd's A & C P*	**Cargill S. Trawling Co. Ld.**	135·0 Q72′ F21′	22·5 BK 8″	12·2 FK	**Hull** British	T. 3 Cy. 13½″, 22½″ & 37″–24″ (*s*) 200 lb 84 RHP 1 SB, *2cf*, Gs 39, Hs 1400 Amos & Smith, Hull	13 ″ 1	
	N. Ovum –14	*ss* Hul. No. 1–12															
		1 *Dk*															
172 127456 HQVM	**Indian Transport**	Steel Sc Sr	4111 3949 2653	✠100A1 3,17 ~~3,17~~ BS1,17 ✠LMC5,14	Sng Sws	*x*	3,17	1910 5mo	Nthmblnd S.B. Co. Ld. Newcastle *Lloyd's A & C P*	**Empire Transp. Co. Ld. (Houlder Bros. & Co. Ld. *Mgrs.*)** *WB = Cell D Ba*	365·0 P24′ B91′ F32′ 119′ *u E & B* 43′ *f* 159′	51·4 FK *E & B* 43′ *f* 159′	25·9	**W. Hartlpl** British 927 *t A P T* 48 *t*	T. 3 Cy. 25″, 40″ & 67″–45″ (*s*) 180 lb 335 NHP 3 SB, *9cf*, Gs 140, Hs 5295 Richardsons, Westgarth & Co. Ld. Sld.	28 ″ 4 s 5 ″ 5½ 23 ″ 5	
173 530 PVRC	**Indiana**	Steel Twin Sc Sr	5012 4544 3051					1905	Soc. Esercizio Bacini Riva Trigoso	**Soc. di Nav. Lloyd Italiano**	393·7	48·1	25·7	**Genoa** Italian	T. 6 Cy. 21¼″, 33½″ & 59½″–39½″ 222 NHP Soc. Esercizio Bacini, Genoa		I
	F. Tarabotto																
	Ref. Mchy. Elec. light Wireless	3 *Dks*															
174 115129 TJFL	—	Steel Sc Sr	3869 3655 2508	✠100A1 *Spar dk* *with freeboard* 11,12	Sws	*w*	5,16	1902 5mo	R. Stephenson & Co. Ld. Newcastle *Lloyd's A & C P*	**Furness, Withy & Co. Ld.** *WB = Cell D Ba*	340·0 P31′ B105′ F32′ 27·2 110′ *u E & B* 44′ *f* 133′	47·1 FK	20·0	**W. Hartlpl** British 733 *t A P T* 41 *t*	T. 3 Cy. 25″, 40″ & 67″–45″ (*r*) 165 lb ~~80 lb~~ NDB 18 314 NHP 2 SB, *6cf*, Gs 125, Hs 4840 *100 lb* Richardsons, Westgarth & Co. Ld. Mdb.	29 ″ 10 s 5 ″ 9 24 ″ 5	
	H. G. Aldridge –17	*ss* Bkn. No. 2–11															
	Spar dk (*Stl*) 2 *tr B & W frames*			~~BS2,16~~ ✠LMC 10,14													
175 200920 KVDJ	**Indianapolis**	Steel Sc	765 — 520					1904	Craig S. B. Co. Toledo, O.	**Puget Sound Nav. Co.** (J. Green, *Mgr.*)	180·0	32·0	18·6	**Seattle** Wash. Utd. States	T. 3 Cy. 18″, 30″ & 50″–30″ 137 NHP Craig S. B. Co. Toledo		
	H. Penfield																
	Elec. light	2 *Dks*															
176 4883 JRCT	**Indianic**	Steel Sc Sr	4271 4026 2677	✠100A1 *Shelter dk* *with freeboard* 12,17 ~~2,17~~ ✠LMC ~~BS2,16~~ MS6,16	Cpn Sgd	*y*	6,16	1908 6mo	Hawthorn Leslie & Co. Ld Newcastle *Lloyd's A & C P*	**Rederiaktieb. Transatlantic (G. Carlsson, *Mgr.*)** *WB = Cell D B* FK *a* 119 *u E & B* 64′ *f* 150′	380·4 P31′ B105′ F32′ 27·2 *a* 119 *u E & B* 64′ *f* 150′	52·0	25·7	**Gothenbrg** Swedish 972 *t A P T* 30 *t*	T. 3 Cy. 27½″, 46″ & 76″–48″ (*s*) 180 lb Gs 184, Hs 7949, 492 NHP 2 SB (FD) & 1 Aux SB, *10cf*, Hwthrn, Leslie & C. Ld. Nwc.	28 ″ 6 s 3 ″ 7 25 ″ 3	
	Elec. light	2 *Dks* (*Stl*) & *deep framing*															
	Wireless	& *Shelter dk* (*Stl*)															
177 131414 HVMK	**Indianola**	Steel Sc Sr	4566 4333 2878	✠100A1 *Shelter dk* *with freeboard* 5,14 ✠LMC1,12	Ham	*y*	3,13	1912 1mo	Richardsn, Duck & Co. Stockton *Lloyd's A & C P*	**The Gulf Transport Co. (Liverpool) Ld. (J. H. Welsford & Co. Ld. *Mgrs.*)** *WB = Cell D Ba* 136′ *u E & B* 44′ *f* 155′	390·0 FK 1173 *t F P T* 85 *t A P T* 84 *t*	52·5	25·6	**Liverpool** British	T. 3 Cy. 26″, 42″ & 70″–48″ (*s*) 180 lb 409 NHP 3 SB, *9cf*, Gs 193, Hs 6851 Blair & Co. Ld. Stockton	28 ″ 0 s 3 ″ 6 24 ″ 10	
	(Detained at Hamburg)																
	W. E. Price 01–12																
	1 *Dk* (*Stl*) & *Shelter dk* (*Irn*) & *Web frames*																
	Elec. l ght	*Longitudinal framing*															
178 NQJV	**Indien**	Steel Sc Sr	4199 3934 2699	✠100A1 *Shelter dk* *with freeboard* ~~3,17~~ 1,16 ✠LMC *Fitted for oil fuel* 7,02 MS6,15 BS1,16	Cpn	*y*	~~11,14~~ 5,17 *F. P.*	1902 7mo	Flensburgr Schiffsb. Ges. Flensburg *Lloyd's A & C P* *above* 150° F.	**Dmpsk. Akties. Orient** *WB = Cell D Ba* 126′	390·0 Bon *Shelter dk* 92′ FK *u E* 20′ *f* 172′	49·0	25·3 32·7	**Copnhagn** Danish 6 *B H Cem*	T. 3 Cy. 27½″, 45½″ & 75″–48″ (*s*) 175 lb 477 NHP 3 SB, *9cf*, Gs 175, Hs 8203 Flensburger Schiffsb. Ges. 864 *t D T f* 24′ 485 *t A P T* 10 *t*	28 ″ 5 s 3 ″ 9 25 ″ 0	
	Elec. light	& *Web frames* & *Shelter dk* (*Stl* teak s)															
179 ~~149~~ NQJV	**Indighirka** ~~*Steinberg* –14~~	Steel Sc Sr	*2336* *1964*					1886	Scott & Co. Greenock	The Shipping Controller (Turner, Morrison & Co., *Mgrs.*)	315·2 P52′ B102′ F45′	38·2	23·6	~~**Vladvostk**~~ ~~Russian~~ British *WB*	T. 3 Cy. 23″, 40″ & 60″–48″ 249 NHP Scott & Co. Greenock		
	Elec. light ex Tsinan)	(ex Tsinanfu. 2 *Dks*	*1428*														
180	**Indio do Brazil**	Steel Twin Sc Sr	*405*					1905	Murdoch & Murray Pt. Glasgow	**Amazon River Stm. Nav. Co. (1911) Ld.**	150·0	33·0		**Para** Brazilian	T. 6 Cy. 10″, 16½″ & 26½″–21″ 64 NHP D. Rowan & Co. Glasgow		
	Elec. light	1 *Dk*															
181 14350 LPVG	**Indo Maru** (ex Indrapura)	Steel Sc Sr *ss* Kob. No. 3–7.11 *ss* Yka. No. 1–15	4984 4587 3584	✠100A1 ~~2,17~~ 4,15 5,18 ✠LMC ~~4,16~~ 2,18 N5,18 ~~9,17~~	Kob	*y*	~~14,16~~ ~~2,17~~	1897 8mo	C. Connell & Co. Glasgow *Lloyd's A & C P*	**Osaka Shosen Kabushiki Kaisha** *WB = Cell D Ba* 109′ *u E & B* 52′ *f* 183′ 1189 *t F P T* 137 *t A P T* 53 *t*	400·0 P29′ B135′ F50′	49·2 FK	28·3	**Osaka** Japanese 6 *B H Cem*	T. 3 Cy. 26″, 44″ & 73″–48″ (*s*) 200 lb *80 lb* 476 NHP 3 SB. *6cf*, Gs 109, Hs 6439 FD D. Rowan & Son, Glasgow	31 ″ 3 s 6 ″ 8½ 24 ″ 11	
	2 *Dks* (*Stl*) & *deep framing*																
182 109447 QFKN	**Indore**	Steel Sc Sr	7300 6982 4775	✠100A1 *Spar dk* ~~10,17~~ ~~2,17~~ 4,18 BS11,16 ✠LMC9,15 ~~BS10,17~~ 7,18	Npt ~~Bel~~ Liv	*c*†	~~5,15~~ 10,17	1898 7mo	Workman, Clark & Co. Ld Belfast *Lloyd's A & C P*	**Elder, Dempster & Co. Ld.** *WB = Cell D Ba* 135′	480·0 P28′ B127′ F41′ *u E & B* 90′ *f*	52·3 34·7 FK	27·0	**Liverpool** British 7 *B H Cem*	T. 3 Cy. 29½″, 50″ & 82″–60″ (*s*) 200 lb 665 NHP 2 D & 2 SB *18cf* Gs 346 Hs 11130 Wrkman, Clark & Co. Ld Bel 197′ 1202 *t F P T* 85 *t A P T* 40 *t*	38 ″ 0 s 10 ″ 1 28 ″ 3	
	G. E. Wigdahl –10	*ss* Liv. No. 3–7.11															
		ss Liv. No. 1–16															
	2 *Dks* (*Stl*) & *Spar dk* (*Irn*) 4 *tr B*																
	Ref. Mchy. Elec. light Wireless																
183 ~~Sp~~	**Indorita**	Steel Sc		100A1				1917	I. J. Abdela & Mitchell, Ld Queens Ferry	**J. Summers & Sons, Ld.**	108·0 Q35′ F21′	22·0	10·5	**Chester** British	Oil Engines 2 S.C. 2 Cy.		
		Oil Eng.													J & C G Bolinders Co. Ld Skm		
	Mchy. Aft			(*Class Contemplated*)													
184 TFBJ	**Indragiri**	Steel Sc Sr	346 274 161					1911	Wilton's E. & Slipway Co Rotterdam	**Koninkl. Paketv. Maats.**	153·0 F20′	26·2	8·9	**Batavia** Dutch	C. 2 Cy. 11½″ & 23⅝″–17 7/16″ 19 NHP Wilton's E. & Slpwy. Co. Rot		V
	J. J. Claasen –11																
	Elec. light	1 *Dk*															
185	**Indrani**	Steel Sc Sr	5706 5329 3615	✠100A1 5,14 ✠LMC5,12	Yka	*a*†	5,14	1912 5mo	C. Connell & Co. Ld. Glasgow *Lloyd's A & C P*	*WB = Cell D B* *a* 118′ *u E & B* 75′	430·1 P80′ B148′ F80′ *f* 195′ 1260 *t F P T* 98 *t*	54·0 FK	30·4	7 *B H Cem* *A P T* 58 *t*	T. 3 Cy. 26½″, 44″ & 75″–54″ (*r*) 200 lb Hs 13105 687 NHP 2 DB & 1 Aux SB, *15cf*. Gs 300, Dunsmuir & Jackson, Ld Gls	33 ″ 1 s 6 ″ 3 27 ″ 3	
	(Captured by German Cruiser)																
	Elec. light Wireless	2 *Dks* (*Stl*)															
186 106024 PKWL	**Indravati**	Steel Sc Sr	1053 963 513	✠100A1 *Spar dk* *with freeboard* 1,17 ~~BS1,17~~ ✠LMC12,16	Bom ~~BS11,17~~	*m*	~~12,15~~ 11,17	1896 6mo	Ailsa S. B. Co. Troon A & C P	**Bombay S. Nav. Co. Ld.** *WB = F P T*	211·8 20·2 BK 7½″ 25 *t A P T* 20 *t*	31·1	12·9 6 *B H Cem*	**Bombay** British	T. 3 Cy. 18″, 29″ & 48″–30″ (*s*) 180 lb 156 NHP 2 SB, *6cf*, Gs 102, Hs 2678 Dunsmuir & Jackson, Gls.	20 ″ 10 s 5 ″ 4 16 ″ 6	
	O. Ismaeljee 04–10	*ss* Bom. No. 3–1.08															
	Elec. light	*ss* Bom. No. 2–15															
	1 *Dk* & *Spar dk* (*Teak*) & *deep framing*																
187 JSWG	**Indtrönderen**	Steel Sc Sr	205 197 118					1889	Akers Mek. Værks Christiania	**Namsos Dpskselsk (Th Sommerschield *Mgr.*)**	121·9 H8 *t*	18·4	13·9	**Namsos** Norwegian	T. 3 Cy. 11″, 18″ & 29″–18″ NB 09 36 NHP Akers. Mek. Værksted		
	A. E. Andersen 14–14																
		2 *Dks*															

1 Numero d'Ordre / Numero Officiel / Signaux	2 Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant en lieu d'allongement. Lettre d'allongement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
188 108766 QJTK	**Induna** *ssLiv.No.3-2,17* SteelScSr ~~*G.Christie*~~ ~~-14~~ ~~HBkn.No.3-4,10~~ *Elec.light* ~~-15~~ ~~GIs.No.1-15~~ ~~*M.Hutchison*-17~~ *2Dks(1Stl&UIrn)&deep framing*		4441 4206 2890	✠100A1 2,17 ~~8,16~~ MS2,17 ✠LMC ~~MBS12,16~~ ~~DBS2,17~~ DS2,18	Cff Liv	*x*	2,17	1898 10mo	A.Stephen &Sons Glasgow A&CP *W*	S.S.IndunaCo.Ld. (Maclay& McIntyre) *B=CellDBa 124'u*	380·0|49·9|25·6 P32'B100'F36' FK *E&B36'f164'1050t*	Glasgow British 6*BHCem* *APT178t*	T.3Cy.25″,41″&67″–48″ (*s*) 175lb *100lb* NDB11 380NHP 2SB,*6cf*,GS92,HS5198 FD A.Stephen&Sons,Glasgow	28 ″ 3 s 5 ″ 8½ 22 ″ 11	
189 98564 MGCB	— *D.J.Williams* -17 *Well deck Elec.light*	SteelScSr *1Dk*	699 515 428			…		1891	Hall,Russell&Co. Aberdeen	Burns,Philp&Co. Ld.	190·6|28·5|11·2 Q51'B59'F22' FK *WB*	SydnyNSW British	T.3Cy.15″,24″&39″–30″ 98RHP Hall,Russell&Co.,Abn.	14 ″ 1	
190 141717	**Indus** *Elec.light Mchy.Aft*	SteelScSr (*ex*LakeShore) *1Dk2trB*	3871 — 2997					1901	W.BayCity S.B.Co. W.BayCity	InterlakeS.S.Co. (Pickands,Mather &Co.,*Mgrs.*) *WB*	356·0|50·0|28·0	Fairport, Ohio Utd.States	T.3Cy.22″,35″&58″–42″ 218NHP DetroitS.B.Co.,Detroit		
191 JFPD	**Industria** *W.Jahnke07–07 ssStn.2ndNo.3–6,13* (*ex*Unionist) *1Dk(Irn)2trB& Webframes*	SteelScSr	2199 1962 1276	✠ —— 1,17 *withfreeboard* ✠NB6,13 ✠	Stn	*s*		1888 10mo	Strand SlipwayCo. Sunderland	W.Kunstmann *WB=CellDB*	285·3|37·2|22·1 P28'B56'F34' ptND07 BK9½″4*BH* (*Irn*)236'521t*FPT*	Stettin German	T.3Cy.21½″,35″&58″–39″ NDB12 223NHP 2SB.*6cf*,GS104,HS3488 N.E.MarineE.Co.Ld.Sld.	24 ″ 11	
192 93104	— *H.Parker* –15 *ssHul.2ndNo.3–5,12* *1Dk*	IronScK	133 129 62	✠100A1 *Trawler* 3,16 ✠LMC5,16	Hul		7,15	1887 2mo	Cook,Welt'n&Gemmell Hull *Lloyd'sA&CP*	F.&T.Ross,Ld.	95·0|20·7|10·7 ptND12 BK8″	Hull British	C.2Cy.14½″&29″–21″ (*r*) 90lb 35RHP 1SB,*2pf*,GS30,HS702 C.D.Holmes&Co.,Hull		
193 JNWF	**Industrial** (*Tug*) *1Dk*	SteelTwinScSr	*319* *295* *207* 103 99 —					1891 1909	Scott&Co. Greenock Wed.C. Boele&Zonen Slikkerveer	LloydBrazileiro "Sénégal,"Soc. d'approvisionnement *WB*	160·4|26·1| 9·4 85·3|18·0| 9·8	R.Janeiro Brazilian Dakar French	C.4Cy.11½″&24″–18″ 41NHP Scott&Co.,Greenock C.2Cy.15″&30″–20″ 40NHP Alblasserdam.Mch.Fab.		
195 138989	**Industry** *G.L.Capsey* –16 *1Dk*	SteelScSr	800 705 497					1901	W.Beardmore&Co.Ld. Glasgow	The Admiralty *F33t*	196·0|30·2|18·5	London British *WB*	T.3Cy.17″,28″&44″–30″ 106NHP W.Beardmore&Co.Ld.Gls		
196 81084	— *J.Sörensen* *1Dk*	SteelTwinScSp (*Tug*)	148 148 18					1896	Lobnitz& Co.(Lim.) Renfrew	CeylonGovernment	105·6|20·2| 8·6	Colombo British	T.6Cy.8″,13″&20″–16″ 23RHP Lobnitz&Co.(Lim.),Rnf.		
197 125918	— *Stephenson* (*Fishing*) *1Dk*	SteelScK	100 92 36			…		1907	Hall,Russell&Co.Ld. Aberdeen	R.Irvin&Sons,Ld.	86·3|18·6| 9·1 BK7½″	Peterhead British *WB*	C.2Cy.12″&30″–18″ 41RHP Hall,Russell&Co.Ld.Abn.	9 ″ 10	
198 MBJS	**Indutiomare** *Mathews* –15 *1Dk*	SteelScSr	*1577* *1469* *969*					1910	W.Pickersgill&Sons Ld. Sunderland	LloydRoyalBelge ~~(Bryc&Cylcon,Ld Mgrs.)~~ P207'F27'	259·2|39·2|17·6 *WB*	Antwerp Belgian	T.3Cy.19″,31½″&52″–36″ 162NHP MacColl&Pollock,Ld.Sld.		V
199 MBJS	**Ineboli** *Well deck*	SteelScSr (*ex*Trojan) *1Dk*	*240* *168* *88*			…		1885	Murdoch& Murray Pt.Glasgow	Administr. deNav. àVap.Ottomane	130·6|21·1| 9·8 Q37'B42'F18'	Constanpl Turkish *WB*	C.2Cy.20″&38″–24″ 59NHP W.King&Co.,Glasgow	10 ″ 7	
200 112179	**Inenew** (*Barge*) *1Dk*	SteelSc	109 94 46					1902	PolsonIron Works Co.Ld. Toronto	Hudson'sBayCo.	86·5|18·0| 7·7	Toronto British	C.2Cy.8″&18″–12″ 13RHP PolsonI.W.Co.Ld.Toronto		
201 HNVT	**Inés** *A.Regato12–12* (*ex*Victorious) *1Dk(ptIrn ptStl)& Spar dk(ptIrn&Stl–ptws)3trB*	SteelScSr *ssShl.No.3–6,11* *ssBcl.No.1–16*	3696 3259 2305	✠100A1 *Spar dk* 9,17 ~~4,16~~ ✠LMC MS4,15 ~~BS7,15~~ 9,17	Bcl	*v*	~~9,16~~ N9,17	1898 5mo	R.Stephenson&Co.Ld. Newcastle *Lloyd'sA&CP*	A.Pardo *WB=CellDBa96'*	330·0|46·1|18·0 P24'F24' 25·8 FK *uE&B46'f136'657t*	Santander Spanish 5*BHCem* *APT44t*	T.3Cy.24″,40″&66″–45″ (*s*) 170lb *90lb* 304NHP 2SB,*6cf*,GS122,HS4640 Blair&Co.Ld.Stockton		
202 JNWH	— *J.Delpierre02–13* *1Dk*	SteelScSr (*Trawler*)	344 282 120					1912	Crabtree& Co.Ld. Gt Yarmouth	PêcheriesLilloises (MyLemaire&Co., *Mgrs.*) *WB*	140·9|22·8|12·0 B47'F18'	Boulogne French	T.3Cy.13½″,22″&36″–25″ 65NHP Crabtree&Co.Ld.Gt.Yar.		V
203 HPBF	**Infanta Isabel** *A.Gardogni* –17 *ssN.Os.No.1–17* *3Dks(Stl–Uws)&Shade dk(Stl–ws)* *Elec.light* Wireless *4th dk in No.1hold*	SteelTwinScSr	8182 5552 4118	✠100A1 *Shade dk* 12,17 ~~4,16~~ ✠LMC1,17	NOs	*c*†	1,17	1912 9mo	Russell& Co. PortGlasgow *Lloyd's A&CP*	Pinillos,Izquierdo &Co.S.enC. *WB=CellDB a133'uE&B 77'f176'1169tFPT*	459·5|58·2|29·3 F45' FK	Cadiz Spanish 7*BHCem* *98tAPT77t*	Q.8Cy.24½″,35″,50″&72″–51″ 215lb (*s*) 1134NHP 3D&2SB*30cf*GS572HS20610 D.Rowan&Co.Glasgow	32 ″ 0 s 6 ″ 6 26 ″ 1	
204 HPBG	**Infanta Isabel De Borbon** *M.Deschamps90–13* SteelTrpScSr *Elec.light* *3Dks(Stl–Uteaks)&* Sub.Sig. Wireless *Shade dk(Stl–teaks) ssBAs.No.1–17*		10348 7225 5740	✠100A1 *Shade dk* 9,17 ~~12,16~~ ✠LMC2,~~15~~ 9,17	BAs	*e*†	~~1,15~~ P9,17 S9,17 CN9,17	1913 3mo	W.Denny &Bros. Dumbarton *Lloyd's A&CP*	Cia.Trasatlantica *WB=CellDB uE&B123'*	481·9|61·3|32·7 a122' FK&BK1" *f188'1087t FPT90t*	Barcelona Spanish 8*BHCem* *APT65t*	T.6Cy.28″,43″&66″–45″& 1L.P.Turbine 200lb (*r*) 3DB&2SB,*24cf*,GS540, HS22816 FD Denny&Co.Dumbarton	35 ″ 9	
205 136623	**Infinitive** (*Fishing*) *1Dk*	WoodScDy	103 102 49					1916	Colby Bros. Ld. OultonBroad	C.&R.Harvey,Ld.	88·7|19·4|10·0	Lowestoft British	C.2Cy.11⅞″&26″–18″ 26RHP F.W.Carver&Co.Gt.Yar.		
206 86193	**Inflexible** *Appleton87–87*	WoodScSr	127 120 86					1878	Ann Deakn Winsford	SaltUnion,Ld.	87·6|20·7|19·0	Liverpool British	2Cy.12″–14″ 24RHP G.Deakin,Winsford		
207 4332 JNVT	**Inga** *A.Frebolius15–15* *ssCff.No.2–82* (*ex*Russland,*ex*KingErmyn) *1Dk2trB* *Well deck*	IronScSr	1002 760 602	✠ 12,86 *See Rottnen," See No. 45 in Supplement*	Cff	*n*		1872 12mo	M.Pearse& Co. Stockton	Aktieb.P.Jansson &Co.(F.G.Blom, *Mgr.*) *WB=DBa*	224·3|30·5|16·9 P144'H17tF28' *73'f75'219tAPT12t*	Nrrköping Swedish 4*BHCem*	C.2Cy.26'&52″–36″ NB96 135NHP Day,Summers&Co.Sou.	17 ″ 8	V •
208 125234	— *J.H.Bull11–11* *Well deck*	SteelScSr *1Dk&deep framing*	948 714 570			…		1904	A.Vuijk Capelle a/d Ysel	IngaS.S.ProprietaryCo.Ld.(R. S.Lamb&Co.Ld.)	215·3|31·5|14·6 Q73'B57'F25' FK *WB*	SydnyNSW British	T.3Cy.15½″,25″&42″–30″ 160NHP G.T.Grey&Co.S.Shl.	15 ″ 6	
209 5716 JVHG	**Ingeborg** *J.G.Andersson* –15 (*ex*Ascania, *Elec.light* *ex*Lisa) *2Dks3trB*	SteelScSr	2056 1810 1260					1887	Armstrong Mitchell&Co. Ld Newcastle	N.A.Nihlén	289·1|36·4|22·5 P60'H68tF36'	Landskrna Swedish	T.3Cy.22″,35″&58″–39″ 210NHP Wllsnd.SlpwyCo.Ld.Nwc.		G
210 *For full particulars See No. 6 in Supplement*	— *Well deck*	SteelScSr *1Dk&deep framing*	1210 1000 736	100A1 (*Class Contemplated*)				1917	Kjöbnhvns Flydk.&Skbs Copenhagen	Dmpsksels k. Vesterhavet(I. Lauritzen,*Mgr.*)	240·0|35·5|17·2 P27'B54'F25'	Esbjerg Danish	T.3Cy.15″,24″&40″–27″ KjbnhavnsFlydk.&Skbsv.		

1 No. 1a Book. Official No. Code Letters.	2 Steamer's Name. Master. Special Surveys	3 Material, Rig, &c. Late Name if any. No of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned. now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Dated for R. of Trade Cert.
211 4849 JQVR	**Ingeborg** *V.H.Löhrquist* –15	SteelScSr 2*Dks*	1156 676 676					1908	Lindholmens V.A. Gothenburg	Ångf.Aktieb.Thule (H.Metcalfe, *Mgr.*)	203·6 | 33·1 | 13·2 20·9	Gothenbrg Swedish *WB*	T.3Cy.16″,26½″&44″–30″ 106NHP Lindholmens V.A.Got.		V
212 NVCJ	— *M.Rasmussen* –16 *Oil Eng.* *Mchy.Aft* (*ex* Niels Hansen) 1*Dk*	SteelSc4MstSr	373 330 268					1916	Ring Andr-sens Staalskbs Svendborg	Akties.Alfa (N.J.Nielsen *Mgr*)	139·1 | 29·6 | 10·6 Q25′	Copnhagn Danish *WB*	Oil Engine 4S.C.SA 4Cy.11⅛″–16⅛″ H.Christoffersen,Holeby		V
213 NTSP	— *H.Nielsen* (*Ferry*) 1*Dk*	IronPad	332 320 132					1883	F.Schichau Elbing	DeDanskeStats-baner	166·0 | 26·2 | 11·3 H23*t*	Fredericia Danish	C.2Cy.32″&62″–45½″ 216NHP F.Schichau,Elbing		
214 JMQW	— *J.Strömmen* 16–16	WoodScSr 1*Dk*	209 158 119					1870	J.Ohlsson Gothenburg	S.Staalesen	100·9 | 22·9 | 11·4 Q15*t*B33*t*	Haugesnd Norwegian	C.2Cy.10¼″&22½″–16½″ NB10 17NHP GöteborgsMek.Verks.,Got		
215 1774 JDML	— *A.G.Eriksson* 15–15	CompScSp 1*Dk*	177 140 110					1887	J.A.Svens-son SödraGarn	Rederiaktieb. Unda (J.A. Waller, *Mgr.*)	99·5 | 22·9 | 9·0 Q43′B19′H11*t*F11′	Gothenbrg Swedish	C.2Cy.8″&18″–12″ Wilhelms- NB09 9NHP bergs Mek.Werk.Akt.,Got.		
216	**Ingeborg Sophie** *Should be "War Patrol," Sept.'19.* *Elec.light*	SteelScSr	2118 1259	100A1 153 *m* W (*Class Contem plated*)				1917	Detroit S.B.Co. Wyandotte	J.Waage	251·0 | 43·8 | 18·2 P27′B64′F26′	Bergen Norwegian	T.3Cy.20″,33″&54″–40″ DetroitSB.CoDetroit,Mich		
217 MGVQ	**Ingeborg I.** *Erichsen* (*Whaler*) 1*Dk*	SteelScSr	160 155 56					1911	Akers Mek.Værks. Christiania	Bryde&Dahls Hvalfangerselskab	104·1 | 20·3 | 11·9	Sandefjrd Norwegian *WB*	T.3Cy.12″,20″&33″–24″ 53NHP Akers.Mek.Værks.Xia.		N
218 5486 JTKR	**Ingegerd** *B.G.Zackrisson* 06–13 *Mchy.Aft*	SteelScSr 1*Dk*	228 186 137					1913	P.Larsson Thorskog	GötaSulfitaktieb. (O.Lindstedt *Mgr*)	101·1 | 22·4 | 9·7 P21′H14*t*F10′	Gothenbrg Swedish *WB*	C.2Cy.11″&18″–16″ 25NHP P.Larsson,Thorskog		
219	**Ingeniero Luis A. Huergo** *For full particulars See Supplement* *Elec.light* *Mchy.Aft*	Steel ScSr	3270 2950 1900	100A1 (*Class Contem plated*) *Carrying Petroleum in bulk*				1917	Fore River S.B.Corp. Quincy,Mass.	ArgentineGovt.	330·0 | 46·0 | 27·0 P81′B27 F31′	Bns.Ayres Argentine	T.3Cy.27′,37″&60″–42″ ForeRiverS.B.Cor.Quincy		
220 13012 JQRV ~~MDFN~~	**Inger** ~~*K.Knutsen*~~ 1*Dk*	SteelScSr	1135 908 681					1907	Trndhjms Mek.Værks. Trondhjem	The Shipping Controller (J.Currie &Co. *Mgrs.*)	231·4 | 34·1 | 13·7 Q86*t*H50*t*′F33*t*	London British *WB*	T.3Cy.16″,25½″&44″–30″ 106NHP Trondhjems M.V.Trndhjm		N
221 87355 ~~MKTC~~ JKLS	**Inger Benedicte** ~~*G.Haavik* 15–15~~ (*ex* Fernside, *ex* Triumph) ~~*A.Olsen* 17~~ *Well deck* *Cargo battens not fitted*	IronScSr ~~*ss*Gls.2ndNo.3–3,09~~ *ss*Bkn.No.1–14 1*Dk*(*Irn*)2*trB*	1924 1571 1197	✠100A1 4,16 ~~Excursion 1917~~ 1,18 1,18 ✠NB12,05 ✠LMC~~4,16~~ ~~Exempt~~	Bgh	*r*	~~*s*1,15~~ ~~*s*17~~ N1,18	1883 9mo	Sunderlnd S.B.Co Ltd. Sunderland A&CP	~~Aktien Dmps'.~~ ~~Inger Benedicte (Jr. Kjöde).~~ The Shipping Controller (Thomas Rose& Partners,Ld.*Mgrs.*)	280·0 | 37·1 | 20·5 P26′ Q74′ B74′ F35′ ptND09 *WB=DB*	London British 7*BHCem* a84′f60′283*t*	C.2Cy.32″&62″–42″ (*s*) 90lb 203NHP 2SB,6*pf*,GS99,HS3360 N.E.MarineEng.Co.Ld.Sld	22 ″ 1 s 2 ″ 2½ 20 ″ 9	
222 MKWB	**Inger Elisabeth** ~~*G.E.Berg* 15–15~~ (*ex* Arthur) *Well deck* *E.Bergh* –17	SteelScSr ~~*ss*Hpl.No.1–13~~ 1*Dk*(*Stl*)*f deep framing* *Cargo battens not fitted*	1287 1037 751	✠100A1 1,16 ~~Exam'd in 17 Aug.~~ 10,17 BS1,17 ✠LMC9,15	Cff	*o*	~~1,17~~ 10,17	1908 11mo	Irvine's SB &D.D.Co.Ld. W Hartlepool *Lloyd's*A&CP	Akties.Jacob KjödesRederi (Jacob Kjöde A./S., *Mgrs.*)	230·4 | 36·1 | 15·0 Q86′B52′F25′ FK *WB=CellD* *Ba67′uE&B31′f94′*	Bergen Norwegian 4*BHCem* 321*t*FPT48*t*	T.3Cy.19″,31″&51″–36″ (*s*) 160lb *80lb* 159NHP 1SB,3*pf*,GS55,HS2424 Richardsons,Westgarth& APT75*t* Co.Ld.Hpl.	17 ″ 2 s 1 ″ 6 15 ″ 11	
	Ingerid *A.W.Edwards* –16 *Well deck*	IronScSr *ss*Rot.No.3–6,94 *ss*C.Tn.No.2–03 1*Dk*2*trB*	693 485 415	✠ 7,03 ✠NB4,98 ✠	CTn	*i*		1882 3mo	H.Murray &Co. Pt.Glasgow	IngeridS.S.Co.Ld. (Thesen&Co.Ld.)	191·2 | 26·7 | 13·4 Q53′B51′F25′ ptND98len89 BK7½″ *WB=DBa37′30t FPT*	Cape Town British 6*BHCem* 28*t*APT20*t*	C.2Cy.17″&34″–36″ NDB98 85RHP 1SB,3*pf*,GS43,HS1465 Paul&Co.,Dumbarton		
224 411	**Ingerman** *J.M.Weltbach* 12–12 (*ex* Norrköping)	IronScSr 1*Dk*	252 — 167					1886	MotalaCo. Motala	JohnJ.Paurman	117·8 | 22·5 | 8·4 P68′H21*t*F34′ len86	Petrograd Russian	C.2Cy.16″&29″–20″ 31NHP MotalaCo.,Motala		
225	**Inglaterra** *Elec.light*	SteelTwinScSr 1*Dk*	*698* *586* *368*					1905	Scott of Kinghorn Ld. Kinghorn	Cia.Argentina de Nav.(Nicolas Mihanovich)Ltda.	207·0 | 33·8 | 10·5	Bns.Ayres Argentine	T.6Cy.11″,17″&30″–21″ 82NHP Scott of Kinghorn,Ld.Kgn.		
226 124339 HLDJ	**Ingleby** *J.Chard* –15 *Trunk deck*	SteelScSr 1*Dk*	3815 3115 2313					1907	Ropner& Son Stockton	Sir R.Ropner&Co. Ld.	350·0 | 50·1 | 23·0 F33′	W.Hartlpl British *WB*	T.3Cy.25′,41″&67′–45′ 301NHP Blair&Co.Ld.Stockton		C
227 131832 HRNS	**Ingleside** *J.T.Russell* –16 1*Dk*(*ptIrn&ptStl*)*&Webframes* *Longitudinal framing*	SteelScSr *ss*Cff.No.1–14	3736 3469 2368	✠100A1 ~~16 17 1,17~~ 3,18 BS2,16 ✠LMC9,14 ~~BS6,17~~	Cff ~~Bry~~	*w*	~~7,16~~ 3,18	1910 9mo	TyneI.S.B. Co.Ld. Newcastle *Lloyd's*A&CP	Rowland&Mar-wood's S.S.Co.Ld. (Headlam&Row-land, *Mgrs.*)	348·5 | 50·1 | 23·5 P30′B102′F39′ FK *WB=CellDBa* 111′*u* *E23′f155′801tAPT95t*	Whitby British 6*BHCem* 28*t*APT20*t*	T.3Cy.24′,40″&66″–45′ (*s*) 180lb *90lb* 307NHP 2SB,8*pf*,GS142,HS4600 J.Dickinson&Sons,Ld.Sld.	25″10 s 4 • 8½ 21 ″ 5	
228 QKCH	**Ingo** *F.Frische* 08–12 *Well deck* *Elec.light* Sub.Sig.	SteelScSr 2*Dks*(*StlU–ws*)	3682 3389 2227	✠ 11,16	Ham	*w*		1912 3mo	Akt.Ges. "Neptun" Rostock	Hamburg-Bremer AfrikaLinieA.G.	361·5 | 50·0 | 23·7 P&B234′F45′ FK *WB=Cell DBa97′uE&B42′f164′940tFP*	Bremen German 7*BHCem* T80*t*APT8*t*	T.3Cy.29 7/16″,41″&68½″–47½″ 470NHP 3SB,9*cf*,GS148,HS6387 FD A.G."Neptun," Rostock	26 ″ 0	
229 LBKF	**Ingólfur** *S.P.Jonsson* 1*Dk*	SteelScSr	126 — 73					1908	Mjellem& Karlsen Bergen	Faxabugtens Dampskibsselskab (H.J.Thoroddsen)	100·0 | 19·1 | 9·0 B28′	Reykjavik Iceland Danish	C.2Cy.9″&20″–17″ 14NHP Mjellem&Karlsen,Bergen		N
230 ~~LBMW~~	**Ingólfur Arnarson** ~~*P.Bjarnason* –12~~ *Elec.light*	SteelScK *ss*Bgn.No.1–15 1*Dk*	306 281 141	✠100A1 *Stm Trawler* 10,15 ✠LMC10,15	Bgn		10,15	1912 10mo	Cochrane &Sons Selby *Lloyd's*A&CP	~~P.J.Thorsteinsson~~	135·0 | 23·5 | 12·6 Q73′F22′ BK7½″ *WB=DTa74′10tDTf9′25t*	French 4*BHCem*	T.3Cy.13″,22½″&37″–26′ (*s*) 180lb 88NHP 1SB,3*pf*,GS48,HS1520 Amos&Smith,Ld.Hull	13 ″ 3	
231 135475 JCNL	**Ingoma** *A.B.Nicholas* –14 *Elec.light* Wireless	SteelScSr *ss*PN1.No.1–18 2*Dks*(*Stl*)*&3rd dk*(*Stl*) *in No.1 hold*	5686 4599 3566	✠100A1 2,18 ~~12,16~~ ✠LMC~~7,15~~	CTn PN1	*z*	~~0,15~~ 2,18	1913 7mo	D&W Hen-dersn&Co.Ld. Glasgow *Lloyd's*A&CP	CharenteS.S.Co.Ld (T.&J.Harrison, *Mgrs.*) *uE&B67′f163′96*	400·6 | 52·2 | 28·3 P34′B160′F50′ *Cell DBa102′* FK 6*t DTa26′615t FPT*	Liverpool British 8*BHCem* 63*t*APT22*t*	T.3Cy.26½″,46″&76″–54″ (*s*) 215lb HS10850 616NHP 2DB&1SB,*15cf*,GS316 D&W Hendersn.&CoLdGls	31 ″ 0 s 6 • 0½ 25 ″ 7	
232 118934	**Ingomar** *J.J.Larsen* –1 1*Dk*	SteelScK (*Trawler*)	217 191 87			…		1904	Cochrane& Sons Selby	G.F.Sleight	115·0 | 21·5 | 11·5 Q62′F21′ BK7½″	Grimsby British	T.3Cy.11½″,21″&33″–24″ 60RHP Gt.CentrlCo-opEng.&Ship RepairingCo.Ld.Gms.	12 ″ 4	

1 Numéro d'Ordre / Numéro Officiel / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenance après Lettre d'Équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille / Franc-bord au milieu du navire. / Tirant d'eau correspondant.
233	**Ingrid**	**CompScSr**	204					1901	Aktieb.	**Rederiaktieb.**	100·4	23·0	10·2	Gothenbrg	C.2Cy.9½″&21″–13½″	
3909	*A.Johansson* –15		154						Lödöse Varf.	**Unda** (J.A.				Swedish	14NHP	
JMHG	*Mchy.Aft*	1*Dk*	98						Gamla Lödöse	Waller, *Mgr.*)	B24′H17*t*F13′				LundbyMek.Verks.Got.	
234	**Ingrid Horn**	**SteelScSr**	2039					1901	Akt.Ges.	**H.C.Horn**	291·2	41·2	18·8	Lübeck	T3Cy20⅜″,35⅞″&55½″–35⅞″	G
			1868						"Neptun"		P11′B168′F18′			German	180NHP	
LRKM	*Elec.light*	1*Dk*	1292						Rostock					*WB*	A.G."Neptun,"Rostock	
235	**Ingrid II.**	**IronScSr**	1145	✠100A1	Shl	*n*	11,16	1889	R.Thomp-	**Skibsakties.Lionel**	230·0	32·5	15·3	Chrstiania	C.2Cy.28″&54″–36″ (*i*)	16 ″ 4
	*K.Andersen*17–17		893	11,17~~11,16~~	Bbo			5mo	son&Sons	(O.Mohn, *Mgr.*)	Q87′B57′F28′			Norwegian	80lb *80lb* NDB06 135NHP	s 1 ″ 5
MJCK	(*ex*Hazelmere) *ss*Xia.2ndNo.3–11,14		669	BS~~7,16~~ ✠LMC11,14					Sunderland				BK8″		4 *B H Cem* 2SB.*4pf*,GS68,HS2200	15 ″ 9
	Well deck	1*Dk*(*Irn*)2*trB*		~~3,17~~					A&CP		*WB*=*DBa*71′*f*84′				248*t APT*18*t* Black,Hawthorn&Co.Gts.	
236	**Ingunn**	**SteelSc4MstSr**	721	✠100A1	Rot	*j*		1917	N V Schp de	**RederiSverre**	180·0	28·1	12·5	Bergen	T.3Cy.15″,25″&40″–27″ (*s*)	14 ″ 6
	H.Agdesteen –17		499	11,17~~3,17~~	Bgn			3mo	Merwede v/h	**HansenAkties**	Q103′B15′F23′			Norwegian	180lb 111NHP	
	Mchy.Aft *Well deck*	1*Dk*(*Stl*	323	✠LMC3,17					Van Vliet&Co				FK		3 *B H Cem* 2SB.*4cf*,GS64.HS2032	
								A&CP	Hardinxveld	*Cell*	*DBf*103′146*t FPT*6				3*t APT*7*t* Verschure&Co.Ams.	
237	**Ingvar**	**IronScSr**	642			...		1869	J.Laing	**RederiAktieb.**	190·7	27·5	15·2	Malmö	Cy.15″&41″–28″	16 ″ 4
174	*I.L.Ingvarsson*16–16		545						Sunderland	**Ingvar**	Q28′B37′H11*t*F19′			Swedish	NB93 74NHP	
JDLB	(*ex*Otto,*ex*Sweden)	1*Dk*2*trB*	419							(P.Ingvarsson)				*WB*	G.Clark,Sunderland	
238	**Inhambane**	**SteelScSr**	5878	✠100A1	Ham	*b*†	~~1,17~~ 3,18	1912	J.C.Teck-	**Requisitioned by**	450·8	57·2	27·0		T.3Cy 27½″,46½″&78¾″–	29 ″ 8
			5490	8,13				8mo	lenborg A.G.	**the Portuguese**	P&B392′F45′			Portuguese	53½″ 206lb (*s*) 705NHP	
	(*ex*Essen) *Well deck*	2*Dks*(*Stl*)&3*rd dk*	3719	~~Excursion 8,13~~ BS5,16	✠LMC8,12				Geestemünde	**Government**	FK				4SB.*12cf*,GS236,HS10334FHP	
	Elec.light Wireless	*inNo.1holdonly*						*Lloyd*	*sA&CP*	*Cell*	*DBa*146′*uE&B*71				*f* 190′1453*t* J.C.TecklenborgA G.Gst.	
239	**Iniziativa**	**IronScSr**	419					1886	J.Knox&	**P.DeMicheli**	154·8	23·3	13·2	Genoa	C.2Cy.21″&38″–26″	V
78			373						Co.		P53′ B24′ F19′			Italian	61NHP	
PWBI			219						Sunderland					*WB*	G.Clark,Sunderland	
240	**Inkonka**	**SteelScSr**	3430	✠100A1	Npt	*w*	1,16	1900	W.Gray&	**CharenteS.S.CoLd**	368·0	45·1	16·3	Aberdeen	T.3Cy.28″,46″&77″–48″ (*r*)	26 ″ 10
10965	*R.W.K.Borrow* –17 *ss*Lon.No.3–5,13		3188	*Spar dk*				11mo	Co.Ld.	(T.&J.Harrison,	P25′B86′F35′	24		British	180lb *80lb* 484NHP	s 5 ″ 5
SDBB	1*Dk*(*Stl*)&*Spar dk*(*Irn*–teak s)&		2206	10,16 ✠LMC					W Hartlepool	*Mgrs.*)	FK				2SB,*8cf*,GS153.HS6400 FHP	21 ″ 9
	Elec.light (*ex*Tabaristan)	*deepframing*		~~✠NB8,10~~ MS5,15				A&CP		*WB*=*CellDBa*	*uE*148′*f*156′741*t*				11*t T*25*t* Cen.Mar.Eng.Wrks.WHpl	
				~~DBS8,~~ ~~DBS8,16~~ MBS10,16												
241	**Inkosi**	**SteelScSr**	3661	✠100A1	Liv	*w*	N2,17	1902	Hall,Rus-	**CharenteSSCo.Ld.**	350·2	43·3	20·0	Aberdeen	T.3Cy.26″,43″&70″–48″ (*r*)	29 ″ 1
11558	*J.Arthur* –17 *ss*Liv.No.3–2,17		3094	*Spar dk*				11mo	sell&Co.Ld.	(T.&J.Harrison,	P46′B135′F35′	28		British	180lb 483NHP	s 5 ″ 3
TRSC	1*Dk*(*Stl*)&*Spar dk*(*Stl*–teak s)&		2274	8,17~~3,17~~ ✠LMC2,17					Aberdeen	*Mgrs.*)	FK				4 *B H Cem* 4SB.*16cf*,GS304,HS9044	24 ″ 6
	Elec.light Wireless	*deepframing*		BS3,18				*Lloyd*	*sA&CP*	*B*	*B*=*CellDBa*96′*uE*				36′*f*124′561*t* Hall,Russell&Co.Ld.Abn.	
242	**Inkula**	**SteelScSr**	5137	✠100A1	Liv	*z*	3,13	1904	Cant.Nav.	**TheGulf Transport**	401·0	52·1	29·3	Liverpool	T.3Cy.28″,46″&77″–48″ (*s*)	32 ″ 1
10933	(Detained at Hamburg)		4910	*Shelter dk*				9mo	di Muggiano	**Co.(Liverpool)Ld.**				British	180lb 493NHP	s 4 ″ 11
RLFJ	*E.A.Alcide* –07 *ss*Skn.No.2–12		3313	*withfreeboard*					Spezia	(J.H.Welsford&Co			FK		4 *B H Cem* 4SB,*12cf*,GS187,HS8259	27 ″ 7
	(*ex*Pallanza)	2*Dks*(*Stl*)3*trR*&		2,14	✠LMC			*Lloyd*	*sA&CP*	Ld.,*Mgrs.*)					Richardsons,Westgarth	
	Elec.light	*Shelter dk*(*Stl*)		MS7,12	BS5,13				*WB*=*Cell*	*DBa*127′*uE&B*70	*f*146′909*t DTa* 29				810*t FPT*900 *APT*45*t* &Co.Ld.Hp.	
243	**Inland**	**SteelSc**	2624					1894	Cleveland	**Consolidated**	328·3	42·0	21·9	Baltimore	T.3Cy.20″,33″&54″–42″	R
10058	*R.E.Hudgins* –16 (*ex*I.W.Nicholas)		—						S.B.Co.	**CoastwiseCo.**				Utd.States	189NHP	
LGDH	*Elec.light Mchy.Aft*	2*Dks*	1857						Cleveland,O		len.14			*WB*	ClevelandS.B.Co.Clvlnd O	
244	—	**SteelScSr**	2294					1909	W.Doxford	**AngfAktiebTirfing**	290·1	43·6	18·7	Gothenbrg	T.3Cy.22½″,37″&60″–39″	V
5047	*A.B.Arvidsson* –15		1885						&Sons,Ld.	(Axel Broström	P35′B81′H10*t*F33			Swedish	225NHP	
JRPT	*Turret deck*	1*Dk*	1399						Sunderland	&Son, *Mgrs.*)				*WB*	W.Doxford&Sons.Ld.Sld.	
245	—	**SteelScSr**	158					1891	Göteborgs	**MarstrandsNya**	100·4	18·6	9·6	Marstrand	C.2Cy.13¾″&22½″–13¾″	
1178	*S.A.Thorbjörnsson*05–05		107						M.V.	**Angf.Aktieb**	B38′H8*t*			Swedish	NB01 16NHP	
JCKS		1*Dk*&*Awngdk*	116						Gothenburg	(J.Ahnström *Mgr*)					GöteborgsM.V.,Got.	
246	—	**IronScSp**	139					1876	.....	**SkienTelemar-**	94·0	17·9	6·6	Skien	C.2Cy.12⅛″&23½″–16″	
	B.Berg		133						Gothenburg	**kensDpskactie-**	H7*t*			Norwegian	NE93NB12 18NHP	
HQNS		1*Dk*&*Awng dk*	77							**selsk.**					PorsgrundsM.V.,Porsgrnd	
247	**Inna**	**SteelScSr**	314					1913	Lindhol-	**TheShippingCon-**	123·8	~~22·8~~	~~11·8~~	London	C.2Cy~~11½″&28″–20″~~	V
12851	*B.Christiansen*15–15	(*ex*Birgit)	249						mens V.A.	**troller** (F.Rose&	P40′H2*t*F6′	9·9		British	29RP~~30NHP~~	
TJBS	*Mchy.Aft*	1*Dk*	158						Gothenburg	**Partners.Ld.,***Mgrs.*)	22·6			*WB*	LindholmensV.A.Got.	
248	**Innamincka**	**SteelScSr**	2474			...		1890	Napier,	**D~~Macdonald~~**	305·0	40·0	19·8	~~Adelaide~~ HongKong	T.3Cy.28″,46″&75″–54″	22 ″ 8
8943	*J.B.Mercer* –16	1*Dk*&*Webframes*	1736						Shanks&Bell	Innamincka S.S.	P162′B84′F75′			British	477NHP	
SKLJ	*Well deck Elec.light*		1325						Glasgow	Co.Ld.			FK	*WB*	Bow,M'Lachlan&Co.,Psy.	
249	**Innergellie**	**WoodScK**	100			...		1897	W.Jarvis	**W.Smith**	91·4	19·1	10·0	Buckie	C.2Cy.14″&29″–20″	
10703	*J.Muir*05–05		93						Anstruther					British	38RHP	
		1*Dk*	37												J.Cran&Co.,Leith	
250	**Inneröy**	**SteelScSr**	2035	✠100A1	Nwc	*r*	~~10,16~~	1897	W.Gray&	**Dmpsk.Akties.**	270·0	39·2	15·9	Chrstiania	T.3Cy.19″,30½″&51″–36″ (*s*)	18 ″ 2
	A.Stillesen –16	*ss*Ams.No.3–11,09	1751	*pt Awng dk*	Shl		5,17	9mo	Co.Ld.	"OyII."(Klüver&	P17′Q86′			Norwegian	160lb 156NHP	s 7 ″ 7½
WLDC	(*ex*Volendam,*ex*	*ss*Ams.No.1–13	1313	*withfreeboard*					W Hartlepool	Co.*Mgrs.*)	*pt Awngdk*167′	FK			4 *B H Cem* 2SB,*4rf*,GS54,HS2330	17 ″ 10
	Narva,*ex*Alpha)	1*Dk*(*Stl*)&*deep*		5,17 10,16 ✠LMC2,18					A&CP						Cen.Mar.Eng.Wrks.WHpl	
		framing&*ptAwng dk*(*Irn*)		~~Excursion 18~~							*CellD Ba*&*u*				*E*106′*f*112′478*t APT*69*t*	
					BS6,17											
251	**Inniscarra**	**SteelScSr**	1412	✠~~100A1~~	Qns	*s*	1,17	1903	Wigham-	**City ofCorkSteam**	280·5	38·2	17·0	Cork	T.4Cy.29½″,46″&(2)53″–45″	18 ″ 0
11316	*H.Hore* –14	*ss*Qns.No.3–2,16	1042	*Shelter dk*				7mo	Richrdsn&Co	**PacketCo.Ld.**	B&F207′			British	175lb (*r*) 529NHP	s 2 ″ 1
VDPJ		2*Dks*(*UStl*–ws)&	600	*withfreeboard*					Ld Newcastle				BK9″		4 *B H Cem* 4SB,*12cf*,GS312,HS9910	17 ″ 1
	Elec.light	*Shelter dk*(*pt Stl*)		~~5,17 1,17~~ 3,18	~~BS3,18~~			*Lloyd*	*sA&CP*	*WB*	*Cell DBa* 44′*uE*				33′*f*90′188*t* WghmRchrdsn&C.LdNwc	
				BS1,17 ✠LMC2,16												
252	**Innisfail**	**SteelTwinScSr**	399	✠ A1	Mel		s1,15 P1,17	1912	Mackie &	**Australian Steam-**	144·5	32·2	7·2	Melbourne	C.4Cy.12″&24″–16″ (*s*)	8 ″ 0
13151	*It Johnson* –16	*ss*Syd.No.1–15	300	9,17 ~~2,16~~	Tns			4mo	Thomson, Lo	**ships,Ld.(Howard**	B13′F26′			British	120lb 48RHP	s 1 ″ 4
HVNC	(*ex*Blaxland)	1*Dk*(*Stl*–ws)	144	*New South Wales Coasting*				*Lloyd*	Glasgow	**Smith,Ld.** *Man.*			FK		3 *B H Cem* 3SB,*3cf*,GS6,HS1400	7 ″ 1
	Elec.light *Mchy.Aft*			✠LMC2,16					*sA&CP*	*Agents*)			*FPT*		45*t APT*32*t* J.Ritchie,Glasgow	
253	**Innisfallen**	**SteelScSr**	1405	✠100A1	Qns	*q*	N10,16	1896	Wigham-	**City ofCorkSteam**	272·0	35·7	16·9	Cork	T.4Cy.30″,46½″&(2)53″–45″	18 ″ 1
10660	*A.T.Thompson* –16	*ss*Crk.No.3–6,09	1016	10.16				7mo	Richrdsn&Co	**PacketCo.Ld.**	P34′B142′F75′			British	160lb (*s*) 486NHP	s 2 ″ 3½
PKGM	*Well deck*	*ss*Qns.No.1–13	598	BS10,16 ✠LMC1,18					Newcastle				BK9″		6 *B H Cem* 4SB,*12cf*,GS280,HS8932	17 ″ 0
	Elec.light	2*Dks*(*U Stl*–ws)						*Lloyd*	*sA&CP*	*WB*=	*Cell DBa* 44′*uE* 27′				*f*84′194*t* Wighm Richrdsn&Co.Nwc	

Sunk by Collision, 1917
Sunk by U Boat

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys.	3 Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned / now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. / Ship. / Engines	9 By Whom. / Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NIP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
254	**Innisglora**	Steel Sc Sr	*117*					1913	P.Mc-Gregor&Sons Kirkintilloch	Russian Government	74·7	18·3	8·7	Russian	Oil Engines 2S.C.SA	9 " 5	
	Oil Eng.		*94*								Q16'F13'				2Cy.13 3/16"–13 3/16"		
	Mchy.Aft	1 *Dk*	77											*WB*	D.Goedkoop,Jr.Ams.		
255	**Innishowen**	Steel Sc Sr	118					1913	P.Mc-Gregor&Sons Kirkintilloch	Coasting Motor Shipping Co.Ld.	74·7	18·3	8·7	Glasgow British	Oil Engine 2S.C.SA	9 " 5	
133156	*J.George* –15	*Oil Eng.*	*94*								Q16'F13'				2Cy.13 3/16"–13 3/16"	s " 10	
	Mchy.Aft	1 *Dk*	79											*WB*	D.Goedkoop,Jr.Ams.	8 " 9	
256	**Innisinver**	Steel Sc	127					1913	A.Jeffrey& Co. Alloa	Coasting Motor Shipping Co.Ld.	74·2	18·7	8·8	Glasgow British	Oil Engines 2Cy.		
133135		*Oil Eng.*	100								Q17'F14'						
	Mchy.Aft	1 *Dk*	65											*WB*	TuxhamEng.Co.Cpn.		
257	**Innisjura**	Steel Sc	127					1913	A.Jeffrey& Co. Alloa	Coasting Motor Shipping Co.Ld.	74·2	18·7	8·8	Glasgow British	Oil Engines 2S.C.SA 2Cy.		
133139		*Oil Eng.*	100								Q19'F14'						
	Mchy.Aft	1 *Dk*	65											*WB*	TuxhamEng.Co.Cpn.		
258	**Innislargie**	Steel Scr	*165*					1912	J.Cran& Co. Leith	Russian Government	99·0	18·8	8·4	Russian	Oil Engine 2S.C.SA 4Cy.10"–15"		C
	Oil Eng.		*128*								P20'F11'						
	Mchy.Aft	1 *Dk*	*94*											*WB*	W.Beardmore&Co.Ld.Gls.		
259	**Innismurray**	Steel Sc Sr	*169*					1912	A.Jeffrey& Co. Alloa	Russian Government	100·1	18·8	8·6	Russian	Oil Engine 2S.C.SA 4Cy.		C
	Oil Eng.		*134*								Q25'F15'						
	Mchy.Aft	1 *Dk*	*95*											*WB*	W.Beardmore&Co.Ld.Gls.		
260	**Innisnee**	Steel Sc	*169*					1912	A.Jeffrey& Co. Alloa	Russian Government	100·3	18·9	8·6	Russian	Oil Engine 2S.C.SA 4Cy.		C
	Oil Eng		*135*								Q25'F15'						
	Mchy.Aft	1 *Dk*	*95*											*WB*	W.Beardmore&Co.Ld.Gls.		
261	**Innisshannon**	Steel Sc Sr	238					1913	W.Chal-mers&Co.Ld. Glasgow	Coasting Motor Shipping Co.Ld.	115·7	21·6	9·6	Glasgow British	Oil Engines 2S.C.SA 4Cy.14"–14½"		C
133128		*Oil Eng*	189								Q27'F28'						
	Mchy.Aft	1 *Dk*	143											*WB*	W.Beardmore&Co.Ld.Gls.		
262	**Innistrahull**	Steel Sc Sr	238					1913	W.Chal-mers&Co.Ld. Glasgow	Coasting Motor Shipping Co.Ld.	115·8	21·6	9·6	Glasgow British	Oil Engines 4Cy.14"–14½"		C
133144	*G.F.Wilson* –15	*Oil Eng.*	189								Q27'F28'						
	Mchy.Aft	1 *Dk*	143											*Wb*	W.Beardmore&Co.Ld.Gls.		
263	**Innisulva**	Steel Sc Sr	255					1914	W.Chal-mers&Co.Ld Glasgow	Coasting Motor Shipping Co.Ld.	115·8	21·6	9·5	Glasgow British	Oil Engines 2S.C.SA 4Cy.14"–14½"		C
13633-		*Oil Eng.*	195								Q28'B27'						
	Mchy.Aft	1 *Dk*	124											*WB*	W.Beardmore&Co.Ld.Gls.		
264	**Innsbruck**	Steel Twin Sc Sr						1914	Cantiere San Rocco Trieste	Lloyd Austriaco				Trieste Aust.-Hung.	T.6Cy.25½",40½"&66"–48"		
	Elec.light														StabilimentoTecnico,Tri.		
265	**Ino**	Steel Sc Sr	1240	✠100A1	Lon	*n*	~~12,15~~	1899	Campbel-town	Bristol Stm.Nav. Co.Ld.	229·8	32·8	15·0	Bristol	T.3Cy.18",27½"&45"–33" (*a*)	17 " 4	
111302	*J.L.Evans* –17	*ss* Cff No.3–3,12	897	*pt Awng dk*	Brs		10,17	10mo	S.B.Co.	Co.Ld.	Q79'			British	160lb *200lb* 99RHP	s 7 " 4	
RKGB		*ss* Lon No.1–16	778	*with freeboard*					Campbeltwn A&CP	*WB=CellDB*	*ptAwng dk* 151' FK *a* 53' *uE&B* 38' *f* 94'			4 *BHCem* 270t *APT* 80t	1SB,3*rf*,Gs65,Hs1871 Hutson&Sons,Ld.Glasgow	17 " 3	
		1 *Dk(Stl)&deep framing &ptAwng dk(Stl–ptws)*		~~10,17~~ 8,17 1,18													
				BS4,18 ~~BS4,17~~ ✠LMC12,15													
266	**Insel Poel**	Steel Sc Sr	111					1911	Akt.Ges. "Neptun" Rostock	Gebr.Steinhagen	85·8	19·7	8·6	Wismar German	C.2Cy.11⅛"&22 1/16"–13" 15NHP		G
	P.Steinhagen –11		103											*WB*	A.G."Neptun,"Rostock		
MSKJ	*Elec.light*	1 *Dk*	37														
267	**Inski**	Steel Aux Sc K	116	✠100A1	Cff	*b*		1910	Edwards& Co. London	L.P.Cauvin	78·0	20·2	9·0	Havre French	Paraffin Motor 4S.C.SA	9 " 11	
	M.Bikan 13–13	*Paraffin Motor*	104	~~8,17~~ 8,14 2,18				7mo					BK6'	2 *BHCem*	9 1/16"–11 3/16" D.Goedkoop,Jr.Ams.	s 1 " 2½ 9 " 4	
JPCD	(*ex*TheMotoketch)	*ss* Cff. No.1–14	80					*Lloyd's A&CP*									
		1 *Dk(Stl)*															
	(*See Stiling Ship Register*)																
268	**Inspector**	Iron Sc Sr	108					18 6/12	..... Norrköping	J.R.Weide	125·0	18·5	8·6	Riga Russian	C.2Cy.12"&24"–17½" 20NHP		
971	*J.Skujen* 09–09	(*ex*Ornen)	90								Q31'F33'				MotalaCo.Gothenburg		
		1 *Dk*	61														
269	**Instituto de Pesca No. 1**	Steel Sc K	*284*	✠	BAs			1906	A.Hall& Co.Ld. Aberdeen	Uruguayan Government	140·2	23·1	12·2	Montvideo Uruguayan	T.3Cy12½",22½"&37"–24" 86NHP	12 " 10	
	R.L Elichiribehety ss BAs.No.2–14		*254*	*Stm Trawler*				11mo			Q51'F20'		BK7½"	4 *BHCem*	1SB,*3pf*,Gs54,Hs1512		
	(*ex*Diez,*ex*PrincessRoyal)	1 *Dk*	97	10,14									*DBf* 30'17*t*	*DTf* 10'13*t*	A.Hall&Co.Ld.Aberdeen		
	Elec.light Ref.Mchy.																
270	**Insulano**	Iron Sc Sr	1649				...	1884	W.B. Thompson Glasgow	Parceria Geral de Pescarias	255·2	34·1	16·7	Lisbon Portuguese	C.2Cy.24"&63"–42"		
Wrecked 12-17		*M.de Carvalho* 14–13									F25'		24·5	NB98	214NHP		
HFGW	(*ex*Berry) Wireless	1 *Dk&Spar dk3trB*	1190										BK9"	*WB*	W.B.Thompson,Dundee		
271	**Insulinde**	Steel Twin Sc Sr	9615					1913	Kon.Maats-deSchelde Flushing	Rotterdamsche Lloyd(W.Ruys& Zonen, *Mgrs.*)	480·0	57·2	34·9	Rottrdam Dutch	T.6Cy.29",47"&81"–52" 942NHP		V
	T.Bakker	Wireless	7248								P150'B187'F84'			*Wb*	Maats.deSchelde,Flushing		
PCLG	*Elec.light* Sub.Sig.	3 *Dks*	5949														
272	**Intaba**	Steel Sc Sr	4832	✠100A1	Lon	*y*	4,16	1910	Hall,Rus-sell&Co.Ld Aberdeen	Charente SS Co.Ld. (T.&J.Harrison, *Mgrs.*)	386·1	48·2	27·1	Aberdeen British	T.3Cy27½",45½"&75"–48" (*r*) 180lb 572NHP	29 " 7 s 5 " 7	
129345	*J.W.Watling* 90–10		3907	5,14				10mo			P62'B145'F40'		FK&BK2½"	6 *BHCem*	6SB,*18cf*,Gs360.Hs10866	24 " 9	
HRTQ	*Elec.light*	2 *Dks(Stl–Uteak s)*	3063	~~2,14~~ ~~1,18~~				*Lloyd's A&CP*		*WB=CellDBa* 114'*uE&B* 70'*f* 145'795*t*				47*t APT* 47*t*	Hall,Russell&Co.Ld.Abn.		
	Ref.Mchy Wireless	*&Web frames Longitudinal framing*		✠LMC10,10													
273	**Intendente Rodriguez**	Wood Sc	172					1907	T.Kamann Ancud	T.Kamann	121·3	21·0	11·0	Ancud Chilian	C.2Cy.15"&30"–22" 35NHP		
758			—														
HBJL			109														
274	**Intent**	Steel Sc Sr	1561	✠100A1	Sld	*p*	~~8,10,15~~ 7,17	1911	W.Pickers-gill&Sons,Ld Sunderland	J.Westoll	244·0	37·7	16·1	Sundrland British	T.3Cy.20½",33"&54"–39" (*s*) 180lb *90lb* 197NHP	18 " 2 s 1 " 7½	
132057	*W.H.Wood* –15		1228	7,14				2mo			P20'Q65'B50'F25'		FK	4 *BHCem*	2SB,*6pf*,Gs91,Hs3021	16 " 11	
HSFG	*Well deck*	1 *Dk(Stl)*	958	~~7,14~~				*Lloyd's A&CP*	*WB=CellDBa* 63'*uE&B* 36'*f* 105'424*t*					*FPT* 47*t APT* 47*t*	G.Clark,Ld.Sunderland		
	Elec.light			~~TS7,17~~ ✠LMC10,15													
275	**International**	Iron Sc	400					1890	Neafie& Levy Philadelphia	Reading Co.	130·0	26·0	16·2	Phildlphia Utd.States	T.3Cy.16",24"&41"–30" NB03 92NHP		R
100462	*C.D.Bennett* 13–13 (*Tug*)	1 *Dk2trB*	—												Neafie&Levy, Philadelphia		
KGTW	*Elec.light*		200														
276	**Intombi**	Steel Sc Sr	3901	✠100A1	Lon	*w*	~~7,15~~ 12,17	1912	W.Hamil-ton&Co.Ld. Port Glasgow	Charente S.S.Co Ld (T.&J.Harrison, *Mgrs.*)	365·0	47·0	27·0	Liverpool British	T.3Cy.22",37"&62"–48" (*s*) 215lb 364NHP	29 " 6 s 5 " 6	
131443	*Jackson*	*ss* Lon.No.1–18 425 3	3689	1,18 ~~4,16~~				7mo			P33'B108'F38'		FK	6 *BHCem*	3SB,*9cf*,Gs173,Hs6255	24 " 3	
HWGD	*Elec.light*	2 *Dks(Stl)&Web frames*	~~2488~~					*Lloyd's A&CP*		*WB=CellDBa* 111'	*uE&B* 56' *f*			*FPT* 64*t APT* 15*t*	Dunsmuir&JacksonLdGls 147'829*t*		
		Longitudinal framing	2724	✠LMC7,17													

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. / Visites Périodiques.	3 Ex-nom, s'il y a lieu. / Nombres des Ponts.	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. pc.
277 127421	**Intrepid** *Olsson* (*Tug*) (*ex*CharlesCounselman)	WoodSc	123 — 55					1900	..... Ballard,W'sh	MatsonNav.Co.	85·5	21·2	10·3	S.Frncisco Utd.States		
278 3547 HTSV	**Inushima Maru No. 4** *T.Tsutsui* 1*Dk*	SteelScSp	614 583 344					1898	OsakaIron Works Osaka	MitsuiBussan Kaisha,Ld.	169·0	30·0	14·1	Kobe Japanese *WB*	T.3Cy.14″,22″&37″–27″ 71NHP OsakaIronWorks,Osaka	
279 4403 JCLT	**Inushima Maru No. 4** *K.Tanaka* 1*Dk*	SteelScSr	614 583 344					1899	OsakaIron Works Osaka	MitsuiBussan Kaisha,Ld.	169·0	30·0	14·1	Kobe Japanese *WB*	T.3Cy.14″,22″&37″–27″ 71NHP OsakaIronWorks,Osaka	
280 4522 JCPM	**Inushima Maru No. 6** 1*Dk*	SteelScSp	584 546 306					1899	Ishikawa-jimaSBCoLd. Tokio	S.Ikeda	165·8	29·5	13·3	Osaka Japanese *WB*	T.3Cy.14½″,22″&37″–27″ 71NHP IshikawajimaCo.Tokio	
281 131287 HRPC	**Inventor** *G.N.Kearne* –16 *ss*Sou.No.1–16 2*Dks(Stl)&3rdDk(Stl)inNo.1hold* *Elec.light*	SteelSc4MstSr	8103 6993 5198	✠100A1 7,17 ~~9,18~~ ~~BS6,16~~ ✠LMC5,14 BS7,17	Liv	*c*†	5,16	1910 9mo	D&W Hen-dersn&Co.Ld. Glasgow	CharenteS.S.Co Ld (T.&J.Harrison, *Mgrs.*) *Lloyd'sA&CP*	469·5 P53′B172′F51′ FK *WB=Cell DBa* *uE64′ f207′1590*	58·0	32·1	Liverpool British *128′* *tDTa30′1012t FPT*	Q.4Cy.25½″,36½″,52″&74″– 54″ 215lb (*s*) 604NHP 2DB&1AuxSB,*15cf*,GS315, HS10850 *76tAPT34t*	34 ″ 10 s 7 ″ 10½ 27 ″ 4 D&W.Hendersn&CoLdGls
282 124151 HJSK Now named "Frankinver," See No. 42 in Supplement	**Inveran** *W.Adam* –14 *ss*Nwc.No.2–14 1*Dk(Stl)&Spar dk(Stl)&deep framing*	SteelScSr	4380 4131 2853	✠100A1 *Spar dk* ~~BS7,16~~ 8,17 ~~9,18~~,16 1,18 ~~BS7,16~~ ✠LMC5,14 ~~10,17~~ 10,17 *Carrying part of F.P.a*	N Yk NNs	*x* *T*	~~5,16~~ 1,18 ~~10,17~~ 150′*F.A.* / *B&LT*	1906 12mo	Russell& Co. PortGlasgow *Lloyd'sA&CP*	~~InveranS.S.Co.Ld.~~ ~~(R.J.Rowat&Co.)~~ PalaceShipping Co.Ld.(Macvicar, Marshall&Co.*Mgrs*) *WB=Cell DBa126′*	385·0 P36′B108′F44′ 26·4 FK 1*BH to* *uE24′ f170′*	49·8	18·4	~~Glasgow~~ Liverpool British 5*BH to Sp dk* *Main dkCem* *1011tDTa32′765tAPT45t*	T.3Cy.26″,42″&70″–48″ (*s*) ~~180lb *100lb*~~ *100lb* 410NHP 2SB,*6cf*,GS118,HS5523 FD Rankin&Blackmore,Grk.	29 ″ 0 s 5 ″ 6½ 23 ″ 10
283 135097 JFRT	**Inverawe** *W.Johnston* –14 *ss*Lon.No.3–10,17 1*Dk(Stl)*	SteelScSr	2413 2020 1482	✠100A1 0,17 ~~5,14~~ 4,16 Lon Shi ✠LMC~~5,14~~ 10,17	Hul	*s*	10,17	1914 5mo	Mackay Bros. Alloa	Leith,Hull&Ham. Stm.Pkt.Co.Ld.(J. Currie&Co. *Mgrs.*) *Lloyd'sA&CP WB = Cell DBa83′u E*	285·0 P24′B72′F32′ FK *20′ f116′418t FPT*	42·6	20·2	Leith British 4*BH Cem* *90tAPT25t*	T.3Cy.21″,35″&57″–36″ (*s*) 180lb *100lb* 230NHP 2SB,*6pf*,GS107,HS3800 Earle'sCo.Ld.Hull	22 ″ 6 s 3 ″ 3 19 ″ 7
284 84489 WLSR	**Invercargill** *G.A.Marks* –14 *ss*Ddn.2ndNo.3–2,10 *ss*Ddn.No.1–14 *Well deck* 1*Dk*	SteelScSr	224 149 123	✠ 95A– 1,16 BS1,16 LMC1,14	Ddn		1,16	1885 9mo	Kincaid M'Queen&Co. Dunedin	~~Invercargill~~ ~~Shpng.Co.Ld.~~ SteamshipInver-cargill,Ld. Johnston&CoLd.)	128·7 Q55′B19′F25′ FK	20·1	8·7	Dunedin British 4*BH Cem*	C.2Cy.15″&33″–21″ 100lb *100lb* NDB14 50RHP 1SB,*2cf*,GS39 NB8,04 KincaidM'Queen&CoDdn.	9 ″ 3
285 113994 TCJV	**Inveric** *R.Rodger* –16 *ss*Shl.No.3–1,14 *Elec.light* 2*Dks(Stl)&deep framing*	SteelScSr	4789 4387 3113	✠100A1 8,17 ~~12,16~~ ~~BS12,16~~ ✠LMC1,14 BS1,18	Hpl Bal	*x*	N12,16	1901 12mo	W.Hamil-ton&Co. PortGlasgow	SteamshipInveric Co Ld.(A.Weir& Co.) A&CP *WB = Cell DBa117′uE*	369·5 P33′B114′F38′ FK *27′f154′914tDTa27′*	52·1	27·2	Glasgow British 6*BH Cem* *730tAPT29t*	T.3Cy.27½″,43½″&72½″–48″ 180lb *90lb* NDB16(*s*)405NHP 2SB,*6cf*,GS123,HS5122 FD D.Rowan&Co.Glasgow	29 ″ 11 s 5 ″ 10½ 24 ″ 5
286 114423 THRK	**Inverness** *J.T.Clucas* –15 *Turret deck* 1*Dk2trB*	SteelScSr	3734 3133 2401					1902	W.Doxford &SonsLd. Sunderland	SutherlandS.S.Co. Ld. (A.M.Suther-land,*Mgr.*)	342·6	46·7	24·8	Newcastle British *WB*	T.3Cy.26″,42″&68″–42″ 300NHP W.Doxford&SonsLd.Sld.	V
287 79344 SKLR	**Investigator** *W.N.Thompson* *Mchy.Aft* 1*Dk(ptIrn)*	IronSc3MstSr	605 519 360	✠ 12,82 ✠	Gls	*k*		1882 10mo	D.&W. Henderson Glasgow	AdelaideS.S.Co.Ld	210·3 Q66′ F30′ *WB=FT50tAT27t*	28·3	12·5	Adelaide British 7*BH Cem*	C.2Cy.22″&44″–36″ 80RHP D.&W.Hendersn&Co.,Gls.	
288 120560 HORN	**Invicta** *W.Morison* –12 Wireless 2*Dks&Awng dk*	SteelTrpScSr	1680 1162 695					1905	W.Denny &Bros. Dumbarton	S.Eastrn&ChathmRlyCos.'Managing Committee	311·2	40·1	15·8	London British *WB*	3 Steam Turbines 800RHP W.Denny&Co.Dumbarton	
289 (*ex*Comrade)	**Invierno** *P.Wyker* –17 ~~*Stewart* –09~~ *ss*Liv.No.3–7,09 *ss*Ams.No.1–14 1*Dk*	IronScK	168 163 66	✠100A1 *Stm Trawler* 1,17 ~~BS6,16~~ ✠LMC5,14	Ams BS5,17		N1,17	1896 11mo	Cook,Wel-t'n&Gemmell Hull *Lloyd'sA&CP*	Naam.Ven.Viss. Maats.Pesca (P.Dyksen&P. Visser)	105·5 Q24′ BK7½	20·7	11·0	Ymuiden Dutch	T.3Cy.12½″,19½″&32″–22½″ 170lb (*s*) 51NHP 1SB,*2cf*,GS23,HS876 C.D.Holmes&Co.Hull	11 ″ 10
290 211825 LDHP	**Invincible** 1*Dk*	SteelSc	231 — 135					1913	Skinner S.B.&D.D.Co. Baltimore	BrooklynEastern DistrictTerminal	95·1	26·3	12·1	NewYork Utd.States	C.2Cy.19″&40″–28″ 70NHP	
291 123704 HJDL	**Ioanna** *H.Lawson* –16 *ss*Shl.No.2–14 (*ex*Harlyn) 1*Dk(Stl)&deep framing* *&Shelterdk(Irn)*	SteelScSr	3459 3257 2224	✠100A1 *Shelter dk* *withfreeboard* 3,17 MS4,14 ✠LMC BS11,16	Mch	*w*	8,16	1906 9mo	W.Gray& Co.Ld. WHartlepool	IoannaShipping Co.Ld.(J.A.Mango *Mgr.*) *Lloyd'sA&CP WB = Cell DBa*	342·0 FK *111′uE&B40′ f148′*	49·5	22·7	London British 6*BH Cem* *957tAPT42t*	T.3Cy.25½″,40½″&67″–45″ 180lb *100lb* (*s*) 316NHP 2SB,*6rf*,GS118,HS4733 Cen.Mar.Eng.Wrks,WHpl.	25 ″ 2 s 2 ″ 7½ 22 ″ 11
292	**Ioannina** *D.Bogiatzides* 13–13 (*ex*Hittfeld,*ex*Arconia,*ex*Juliette, *ex*DunollyCastle) 2*Dks&Spar dk* *Elec.light* Wireless	SteelScSr	4191 3758 2654			…		1897	Barclay, Curle&Co.Ld. Glasgow	NationalStm.Nav. Co.Ld.ofGreece (EmbiricosBros. *Mgrs.*)	368·0 P49′B117′F48′ 27·5 FK&BK3″	46·3	20·0	Andros Greek *WB*	T.3Cy.26½″,44″&70″–48″ 419NHP Barclay,Curle&Co.Ld.Gls.	30 ″ 0 C
293 HQKN	**Ioannis** *ss*Gen.No.3–3,17 *C.Mazarakis* –17 ~~*ss*Mdb.No.3–10,09~~ (*ex*Attiki) ~~*ss*Bkn.No.2–12~~ 1*Dk(Stl)2trB&Web frames* 3*Dk rule*	SteelScSr	2382 — 1720	✠100A1 *withfreeboard* 3,17~~10,15~~ ~~BS4,13~~ ✠LMC5,17	NNs Gen	*u*	4,16	1902 4mo	R.Craggs& Sons Middlesbro'	DambassisBros.	330·1 P27′B166′F35′ FK	46·0	22·2	Andros Greek 5*BH Cem*	T.3Cy.24″,38″&64″–42″ (*r*) 160lb 289NHP 2SB,*6cf*,GS175,HS4677 Richardsons,Westgarth& Co.Ld.Mdb.	24 ″ 4 s 3 ″ 6 21 ″ 3
294 HRWG	**Ioannis P. Goulandris** *Goulandris* –10 *ss*Tri.No.3–4,09 (*ex*Foylemore) *ss*Hpl.No.1–13 1*Dk(Irn)2trB&Web frames*	SteelScSr	*3153* *2998* *2026*	✠100A1 *withfreeboar t* 4,16 BS11,15 ✠LMC9,13	Cff	*v*	4,16	1897 6mo	Richardsn, Duck&Co. Stockton *Lloyd'sA&CP*	JohnP.Goulandris *WB= Cell DBa106′uE&B40′*	330·5 P15′B96′F37′ FK	46·1	24·1	Andros Greek 5*BH Cem*	T3Cy.22″,39½″&67″–42″ (*s*) 200lb 303NHP 2SB,*6cf*,GS116,HS4300 Blair&Co.Ld.Stockton	26 ″ 9 s 5 ″ 1½ 22 ″ 0
295 B.Bruskos –16 *Elec light* 1*Dk(Stl)&Shelter dk(Stl)* *Tonnage opening closed 1918*	**Ioannis Vatis**	SteelScSr	3702 3527 2324	✠100A1 *Shelter dk* *withfreeboard* 1,13~~2,16~~ ✠LMC5,14	Bom Msl	*w*	12,16	1914 5mo	J.Priest-man&Co. Sunderland *Lloyd'sA&CP*	J.L.Vatis&Co. *WB= Cell DBa106′uE25′f1*	350·0 FK *54′863tDTa29′936t*	50·9	24·5	Syra Greek 7*BH Cem* *APT106t*	T.3Cy.25″,41″&67″–45″ (*s*) 180lb 327NHP 3SB,*9pf*,GS156,HS5044 G.Clark,Ld.Sunderland	33 ″ 6 s 9 ″ 3½ 24 ″ 7
296 134514	**Iocolite** *G.T.Watkins* –16 *Elec.light* 1*Dk(Stl)&Web frames* *Mchy.Aft*	SteelScSr	2060 1530 1549	✠100A– 10,16 ✠LMC9,16 *Carrying Petroleum in bulk*	1to			1916 9mo	Collingw'd S.B.Co.Ld. Collingwood, Ont.	ImperialOilCo.Ld. *Cell DB*	250·0 P63′F43′ FK *uE&B42′108tFPT*	43·1	16·6	Sarnia,Ont British 13*BH* *210tAPT51t*	T.3Cy.16″,26″&44″–36″ (*r*) 180lb 96RHP 1SB,*3cf*,GS72,HS2443 CollingwoodS.B.Co.Ld.	18 ″ 0 s 2 ″ 0½ 16 ″ 3

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys.	3 Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned / now expired. Equipment Letter.	7* Date when tail shaft last recm.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of ✠ of Trade Cert.
297 132745 HWJN	Iocoma *N.Scott* 10-12 *Elec.light* *Mchy. Aft*	Steel Sc Sr *Fitted for oil fuel* *Carrying Petroleum in bulk* *Longitudinal framing* 1 *Dk*	1669 1386 1035			...		1912	Caledon S. B. & E Co. Ltd Dundee	Imperial Oil Co. Ld. (C. O. Stillman, *Mgr.*)	248·2 | 42·6 | 15·6 P 63' F 39' FK			Sarnia Ont British *WB*	T. 3 Cy. 16", 24" & 41" – 36" 84 RHP Caledon SB. & E Co. Ld. Dun	18 " 0	
298 113485 HBDT	Iolanthe *J. Scott* –07 *Elec.light* *Mchy. Aft*	Steel Sc Sr *ss* Cff. No. 3–11, 12 1 *Dk* (*pt Irn & pt Stl*) & *deep framing*	3081 2813 1943	✠100A1 9,16 ~~Examined 17~~ ~~BS 9,16~~ ✠LMC 12,13	NNs	*v*	~~8,15~~ 6,17	1904 9mo	W. Gray & Co. Ld. W Hartlepool	London-American Marit me Trading Co. Ld. (Petersen & Co. Ld., *Mgrs.*) *Lloyd's SA & CP* *WB*= *Cell D Ba* 106' *u E & B* 40' *f* 136' 8 17 *t FPT* 81 *t APT* 86 *t*	325·0 | 49·0 | 21·8 P 29' B 196' F 34' FK			London British 5 *BHCem*	T. 3 Cy. 24", 38" & 64" – 42" (*s*) 180 lb *90 lb* 295 NHP 2 SB, *6 cf*, GS 108, HS 4608	24 " 0 s 2 " 11 21 " 6	
299 48932 VWSO	Iona *McTavish* 76–76	Iron Pad Sk	396 387 169					1864	J. & G. Thomson Glasgow	David MacBrayne, Ld.	255·5 | 25·6 | 9·0			Glasgow British	C. 2 Cy. 50½"–51" NB 91 280 NHP *alt* 91 Hutson & Corbett, Gls.		BT till 6,17
300 1191	— (*ex* Viking, *ex* Germania, *ex* Högbo)	Iron Sc Sr 1 *Dk*	363 — 258					18 64 88	Nyköping Mek. Verk. Nyköping	I. Burkoff	152·1 | 24·6 | 11·0 P 39' B 44' H 11 *t* F 28' len 88			Archangel Russian	C. 2 Cy. 13" & 32" – 20" 38 NHP Nyköping M. V. Nyköping		
301 73659 KLPH	— *G. W. Ross* –14	Iron Pad K (*ex* Ben Nevis)	203 177 4					1876	Hall, Russell & Co. Aberdeen	~~J. S. Watkins~~ William Watkins, Ld. (J. S. Watkins, *Mgr.*)	121·7 | 21·2 | 11·0			London British	L. 2 Cy. 34½"–60" NB 99 NE 84 138 NHP T. A. Young & Son, London		
302 118843 JMSD	— *W. Addy* –17	Steel Sc K *ss* Hul. No. 2–12 1 *Dk*	187 180 73	✠100A1 *Stm Trawler* 10,16 ✠LMC 1,16 ~~BS 3,17~~ 3,18	Hul		~~8,15~~ 3,18	1904 11mo	Cook, Welt'n & Gemmell Beverley	Hull Steam Fishing & Ice Co. Ld. *Lloyd's SA & CP*	108·4 | 21·5 | 11·5 BK 7" *WB*=			Hull British	T. 3 Cy. 10", 17" & 28" – 21" (*s*) 200 lb 45 RHP 1 SB, *2 pf*, GS 25, HS 750 Amos & Smith, Hull	12 " 4	
303 113989 SWLK	Ionian *H. Lewis* –16 *Ref. Mchy* Sub. Sig. Wireless	Steel Twin Sc 4 Mst Sr 3 *Dks*	8268 7683 5324					1901	Workman, Clark & Co. Ld Belfast	Allan Line S.S. Co. Ld (Canadian Pacific Ocean Services Ld., *Mgrs.*)	470·0 | 57·5 | 37·0 B 103' F 56'			Glasgow British *WB*	T. 6 Cy. 23", 38½" & 66" – 48" 604 NHP Wrkman, Clark & Co. Ld Bel		C
304 201359 KTHW	— (*ex* Columbia)	Steel Sc (*Tug*) 1 *Dk*	212 — 144					1904	J. H. Dialogue & Son Camden, N.J.	P. F. Martin	101·5 | 23·0 | 12·5			Phildlphia Utd. States	C. 2 Cy. 16" & 32" – 24" 42 NHP		
305 115337 TSFH	Ionic *V. W. Hickson* –17 *Ref. Mchy. Elec.light* Sub. Sig. Wireless	Steel Twin Sc 4 Mst Sr 4 *Dks*	12332 11395 7812	✠Lloyd's RMC 2,17 ~~1,17~~ 1,18				1902	Harland & Wolff, Ld. Belfast	Oceanic Stm Nav Co Ld. (White Star Line)	500·3 | 63·3 | 45·0			Liverpool British *WB*	Q. 8 Cy. 22", 31½", 46" & 66" – 48" 604 NHP Harland & Wolff, Ld. Bel.		BT till 7,17
306 116954	— (*ex* Cuba)	Iron Twin Sc Sr 2 *Dks*	1708 1592 1030					1872	King Iron Works Buffalo, N.Y.	Canada Steamship Lines Ld.	238·2 | 35·6 | 12·6			Sarnia Ont British	C. 4 Cy. 17" & 40" – 36" NB 88 160 NHP H. G. Trout & Co. Buffalo		
307 96224 LSQN	— *G. Turner* –17	Iron Sc K *ss* Gms. 2nd No. 3–4, 10 *ss* Gms. No. 1–14 1 *Dk*	159 142 64	✠100A1 *Stm Trawler* 10.15 ✠NB 12,13 ✠LMC 8,14	Gms		N 10,15	1890 6mo	Earle's Co. (Lim.) Hull	Grimsby Steam Fishing Co. Ld. (G. E. J. Moody, *Mgr.*) *Lloyd's SA & CP*	101·0 | 20·6 | 10·7 Q 44' F 19' pt ND 02 BK 7½"			Grimsby British 3 *BHCem*	T. 3 Cy. 12¾", 20" & 32" – 22" (*s*) 150 lb 55 RHP 1 SB, *2 pf*, GS 30, HS 780 Earle's Co. (Lim.), Hull	11 " 7	
308 JPDN	Ionie *Pecout* –11 *Elec.light* Wireless	Steel Sc 2 *Dks*	4455 3642 2837					1907	Forg. & Ch. de la Médit. La Seyne	Cie. de Nav. Maroc. & Arménienne (Cie. de Navigation Paquet)	380·6 | 45·9 | 29·7 P 66' B 128' F 60'			Marseilles French *WB*	T. 3 Cy. 28", 44½" & 74" – 47½" 376 NHP Forg. & Ch. de la Médit. Msl.		V
309 ~~3560~~ 3276 2167	Iossifoglu *G. C. Vafiadis* 14–14 *Elec.light*	Steel Sc Sr 1 *Dk* (*Stl*)	~~3560~~ 3276 2167	✠100A1 3,17 ✠LMC ~~3,13~~ 1,17 *Examined* 1,17	Msl	*w*	~~8,15~~ 11,17	1913 3mo	R. Thompson & Sons, Ld Sunderland *Lloyd's SA & CP* *WB*=	Hellenic Transport SS Co. (S. Iossifoglu *Mgr.*) *Cell D Ba* 108' *u E* 23'	350·0 | 50·0 | 22·5 P 35' B 210' F 36' FK *f* 150' 9 52 *t FPT* 105 *t APT* 144 *t*			Piræus Greek 6 *BHCem*	T. 3 Cy. 24½", 40" & 66" – 45" (*s*) 180 lb *100 lb* 331 NHP 2 SB, *6 cf*, GS 130, HS 5300 N.E. Marine Eng Co. Ld. Sld	25 " 0 s 3 " 2½ 22 " 2	
310 212144 LDKR	Iowan *Dow* *Elec.light* *Ref. Mchy.* Sub. Sig. Wireless	Steel Sc Sr 2 *Dks* (*Stl*) & *Shelter dk* (*Stl*) 3rd *dk in No. 1 hold* & *Web frames* *Longitudinal framing*	6650 6423 4064	✠100A1 *Shelter dk* *with freeboard* 1,183 ~~1,17~~ *Fitted for oil fuel* 5,14 ✠LMC 5,14 Lloyd's RMC 10,16, for temp. 34° F.	N Yk Bal	*a*†	~~9,16~~ 1,18 *F.P.*	1914 5mo	Maryland Steel Co. Sparro' Pt Md A & CP	American-Hawaiian S.S. Co. *Intermediate 'tween hold* *WB*= *Cell D Ba*	407·7 | 53·7 | 36·1 FK *end k B H in No. 2 dispensed with* { 6 / 1 122' *u E & B* 54' *f* 166' *above* 150° F.			New York Utd. States *Cem* *B H to U prdk* „ *2nd dk* 1234 *t DT f* 30'	Q 4 Cy 25½" 37" 53½" & 78" – 54" 215 lb (*s*) 704 NHP 3 SB (FD) & 1 Aux SB, *14 cf*, GS 241, HS 10618 Maryland Stl. Co. Sparr'. Pt. *only* 866 *t FPT* 125 *t APT* 52 *t*	39 " 6 s 10 " 3½ 29 " 6	
311 HPBJ	Iparraguirre *Garay* (*ex* Rive de Gier) *Well deck*	Iron Sc Sr *ss* La R. No. 1–86 1 *Dk* (*Irn*) 2 *tr B*	1161 943 700	✠ 12,87	Npt	*o*		1882 8mo	Palmers' Co. Ld. Newcastle	J. M. Urquijo	238·8 | 33·0 | 16·0 P 27' Q 93' B 16' F 28' *WB*= *D Ba* 73' *f* 78' FK			Bilbao Spanish 4 *BHCem* 276 *t APT* 17 *t*	C. 2 Cy. 30" & 57" – 36" NB 92 162 NHP Palmers' Co. Ld. Newcastle		V
312 110544 QSLR	Iperia *J. Anderson* –15 (*ex* Lynalder) 1 *Dk* (*Stl*) & *Spar dk* (*Irn*) & *deep framing*	Steel Sc Sr *ss* Cff. No. 3–12, 10 *ss* NYk. No. 1–15	3362 ~~3988~~ 3147	✠100A1 *Spar dk* ~~5,14~~ 4,17 10,17 ~~BS 2,17~~ BS 2,19 BS 2,17 ✠LMC 12,15	Hpl ~~Stn~~ Hul	*v*	4,17	1899 2mo	R. Thompson & Sons Sunderland A & CP	Iperia Shipping Corp. Ld. (J. W. Elwell & Co.) *WB*= *Cell D Ba*	340·2 | 45·0 | 15·3 P 29' B 74' F 37' 23·0 FK 112' *u E* 22' *f* 136' 7 91 *t*			Montreal British 6 *BHCem* *APT* 48 *t*	T. 3 Cy. 23", 39" & 65" – 42" (*s*) 180 lb *80 lb* 289 NHP 2 SB, *8 pf*, GS 120, HS 4428 N.E. Marine Eng Co. Ld. Sld.	25 " 9 s 4 " 10 21 " 3	
313 123905 WDJG	Ipoh *R.T. Olsen* –08 *Elec.light*	Steel Sc 1 *Dk* & *Shade dk*	1279 888 528					1908	Caledon S. B. & E. Co. Ld. Dundee	Straits S.S. Co. Ld.	244·2 | 35·1 | 14·9			Singapore British *WB*	T. 3 Cy. 20¾", 33" & 54" – 36" 175 NHP Caledon SB. & E. Co. Ld. Dun		
314 106692	Ipswich *W. H. Fraser* –13	Steel Sc Yl *ss* Gms. No. 3–4, 09 *ss* Gms. No. 1–13 1 *Dk*	161 148 63	✠100A1 *Stm Trawler* 10.14 ✠NB 6,13 ✠LMC 6,13	Gms		10,14	1896 12mo	Mackie & Thomson Glasgow A & CP	Consolidated Stm. Fishing & Ice Co. (Gms.) Ld. (J. D. Marsden, *Mgr.*)	104·2 | 20·5 | 10·7 Q 17' F 19' BK 7½"			Grimsby British 4 *BHCem*	T. 3 Cy. 10", 16" & 27½" – 20" (*s*) 180 lb 45 RHP 1 SB, *2 pf*, GS 26, HS 656 Muir & Houston (Lim.), Gls.	11 " 7	
315 138991 JKTH	Ipu *E. Moffat* –15	Steel Twin Sc Sr 1 *Dk*	686 597 369					1905	Fredrkstad Mek. Værks. Fredrikstad	Union-Castle Mail S.S. Co. Ld.	191·1 | 33·1 | 11·0 P 15' B 26' F 20			London British *WB*	T. 6 Cy. 10", 16" & 27" – 18" 36 RHP Fredrikstad M.V. Frdstad		N
316 898 HBGJ	Iquique *H.E. Olsen* Montt, *ex* Rubens *Well deck*	Steel Sc Sr (*ex* President e Manuel 1 *Dk* & *Web frames*	1996 1606 1369			...		1887	J L Thompson & Sons Sunderland	Gonzales, Soffia y Cia.	275·0 | 38·2 | 20·7 P 29' Q 72' B 110' F 34' BK 9½"			Valparaiso Chilian *WB*	T. 3 Cy. 22", 36" & 58" – 39" 210 NHP T. Richardson & Sns. W. Hpl	22 " 1	
317 3264 2987 2083	Iquitos *J. Carbozal* –15 (*ex* Veronique *ex* Harlech Castle) *Elec.light* *Ref. Mchy.*	Steel Sc Sr *ss* Callao 2nd No. 3–7, 15 2 *Dks* (1 *Stl–pt wsd*) & *U Stl*-teak s) 3 *tr B*	3264 2987 2083	✠100A1 7,15 ✠LMC 7,15	Callao	*w*	7,15	1894 5mo	Barclay, Curle & Co. Ld Glasgow A & CP	Peruvian Government	350·0 | 42·5 | 25·8 B 109' F 41' *WB*= *Cell D B* 287'			Callao Peruvian 7 *BHCem* 632 *t FPT* 69 *t*	T. 3 Cy. 26½", 44" & 70" – 45" (*o*) 160 lb 367 NHP 3 SB, *10 rf*, GS 193, HS 6076 Barclay, Curle & Co. Ld. Gls.	28 " 6 s 5 " 11 23 " 2	

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Matériaux, Grément, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Sous le Pont. — Net.	5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné (mais limité par l'âge)	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant.	15
318	**Iracema**	**SteelTwinScSr**	*433*			...		1898	Murdoch& Murray Pt.Glasgow	Leite&Co.	150·3 F16′	33·0	9·8 FK	Pará Brazilian	T.6Cy.10″,16½″&26½″–21″ 79NHP D.Rowan&Son,Glasgow	10 ″ 0	
	F.S.Machado	1*Dk&Promenade dk*	*333*														
	Elec.light	(*ex*CidadedePortodeMoz)	*294*														
319	**Iran**	**SteelTwinSc4MstSr**	6250	✠100A1	Cal	*b*†	5,16	1896	Harland& Wolff(Lim.) Belfast	T.& J.Brocklebank Ld.	452·7 P31′B87′F42′	52·2	31·5	Liverpool British	T.6Cy.18½″,31″&52″–48″ (*s*) 200lb 478NHP	34 ″ 6	
105385	*A.E.Bacon* –16	*ss*Krh.No.3–9,08	6135	5.16			8,17	4mo		*WB=CellDB*	FK&BK3″				2BHCem	s 8 ″ 7½	
PGVF		*ss*Hul.No.1–12	4066	BS11,16 ✠LMC12,12				*Lloyd'sA&CP*		*a*108′*uE&B*68′*f*	128′ 1122*t FPT* 110*t*				*APT*70*t*	26 ″ 5	
	Elec.light	2*Dks*(*Stl*)3*trB*													Harland& Wolff(Lim.),Bel		
320	—	**WoodSc**	133					1882	Pestonjee Nusserwanjee Bombay	SheikKazalKhan	101·0	19·4	6·0	Bombay British	C.2Cy.9″&16″–15″ 8NHP		
	D.Solomi	(*Launch*)	123												AdamMiller,London		
			107														
321	**Iranian**	**SteelScK**	202	✠100A1	Gms			1913	Cook,Welt'n&Gemmell Ld. Beverley	T.Robinson	115·4 Q57′	21·6 BK7½″	11·5	Grimsby British	T.3Cy.12″,21″&34″–24″ (*s*) 180lb 67RHP	12 ″ 3	
134756	*B.Thompson* –14		185	*StmTrawler*				1mo							3*BHCem*		
		1*Dk*	89	5,14 ✠LMC1,15				*Lloyd'sA&CP*							1SB.2*pf*,GS33,HS1044 C.D.Holmes&Co.Ld.Hull		
322	**Ireland**	**IronPadSp**	245					1891	J.P.Rennoldson&Sns S.Shields	Clyde Shppg.Co.Ld (W.Cuthbert, *Mgr.*)	131·8	22·6	10·6	Glasgow British	1Cy.41″–60″ 98RHP		
98641	*D.Johnstone* –15	1*Dk*	213												J.P.Rennoldson&Ss.,S.Shl.		
			95														
323	**Irena**	**SteelScK**	257					1910	J.P.Rennoldson&Sns. South Shields	J.Monks&Co.Ld.	114·0 Q43′	23·2 B8′F15′	10·2	Liverpool British	C.2Cy.15½″&33″–24″ 50RHP		
131293	*H.B.Johnson* –16		193														
JMDV	*Mchy.Aft*	1*Dk*	96												J.P.Rennoldsn&Sns,S.Shl.		
324	**Irene**	**SteelScSr**	1824	✠100A1	Mmó	*r*	7,16	1899	Grangmth Dockyard Co. Gr'ngemouth	Rederiaktieb.Kärnan (B.Ingelsson, *Mgr.*)	270·0 P23′B54′F32′	40·6	18·5 FK	Hlsngborg Swedish	T.3Cy.20″,32½″&53″–36″ (*a*) 160lb *65lb* 177NHP	20 ″ 6	
3500	*K.Andersson* –15	*ss*Osc.No.3–11,09	1636	7.16			4,18	6mo							1*BHCem*	s 8 ″ 1	
JKRV		*ss*Nwc.No.1–14	1091	BS8,16 ✠LMC4,14				A&CP		*WB=CellDBa*76′	*uE&B*36′*f* 104′477*t*				2SB,4*pf*,GS71,HS2790	17 ″ 10	
		1*Dk*(*Stl*)*&deepframing*		BS3,18											*APT*24*t* Hutson&Sons,Ld.Glasgow		
325	—	**SteelSc**						1917	A.Vuijk& Zonen Capelle a/d Ysel	Koninkl.Nederl. Stoomb.Maats.	250·0	36·5	16·0	Amstrdam Dutch	T.3Cy.18½″,30″&48″–36″ 138NHP		
		2*Dks*												*WB*	J.&H.Suyver,Ams.		
	Elec.light	*CruiserStern*															
326	—	**SteelSc3MstSr**	*1343*			...		1890	Napier, Shanks&Bel Glasgow	ChinaMerchants' Stm.Nav.Co.	219·0	40·0	12·5 19·4 FK	Shanghai Chinese	T.3Cy.18″,29″&48″–30″ NB12 142NHP		
	*H.Froggatt*12–13		*1329*											*WB*	Dunsmuir&Jackson,Gls.		
		1*Dk&Awngdk*	*826*														
327	—	**SteelScSr**	680					1899	Nylands Værksted Christiania	Stockholms Rederiaktieb.Svea (HjBlomberg *Mgr*)	174·6 P120′H48*t*F16′	28·2	10·8	Stockholm Swedish	T.3Cy.15¼″,25″&40½″–30″ 90NHP		V
3553	*Svensson*		417											*WB*	Nylands Værksted,Xia		
JLBC	*Elec.light*	1*Dk*	397														
328	—	**SteelSc**	660					1911	Akt.Ges. "Weser" Bremen	Dampfschifffahrts Ges.Neptun	179·9 Q50 B15′F22′	28·1	12·9	Bremen German	T.3Cy.13″,21½″&34½″–23½″ 57NHP		G
	*G.Haesloop*05–11		519											*WB*	A.G."Weser,"Bremen		
QJWK		1*Dk*	364														
329	—	**WoodScFlat**	109					1886	J.Cawley Northwich	Leeds&Liverpool Canal Co(A.Peploe, *Mgr.*)	84·3	19·8	8·6	Liverpool British	C.2Cy.12″&20″–16″ 18RHP		
93811			102												W.Allen,Manchester		
			74														
330	**Irene Wray**	**SteelScK**	216	✠100A1	Hpl			1914	Smith's Dock Co.Ld. Middlesbro'	W.Wray	117·0	22·0	12·7 BK7½″ *WB*=	Hartlpool British	T.3Cy.12¾″,20″&34″–24″ (*s*) 180lb 78RHP	13 ″ 5	
137103	*T.Dunn* –15		211	*StmTrawler*				(2nd							2*BHCem*		
		1*Dk*	82	4,15 ✠LMC12,14				*Lloyd'sA&CP*							1SB,3*pf*,GS44,HS1398		
															*DT*f5′ 14*t* Smith'sDockCo.Ld.Mdb.		
331	**Irina**	**IronScSr**	2210	✠100A1	Sws	*s*	4,15	1879	Palmers' Co.Ld. Newcastle	M.C.Mitrichevich	285·0 P30′F35′	37·2	24·4	Odessa Russian	C.2Cy.24½″&63½″–45″ (*r*) 160lb *75lb* NDB00 253NHP	25 ″ 11	
683	*A.Rekstin*12–12	*ss*Msl.2ndNo.3–3,04	1812	3.16			9,17	10mo			ND08		BK9″		2SB.6*cf*,GS70,HS3537	s 5 ″ 0	
	(*ex*Marzocco,	*ss*Oda.No.2–13	1300	*Examined*9.17									*W*		Palmers'Co.Ld.Newcastle	22 ″ 1	
	*ex*PrimoLivorno,	2*Dks*(1*Irn*)3*trB*		✠NW12,13 ✠LMC7,13				A&CP		*B=DB*146′							
	*ex*Elba,*ex*Gleadowe)			BS9,17													
332	—	**SteelScSr**	1634			...		1880	Gourlay Bros.&Co. Dundee	Russian Government	256·2 P11′B24′F42′	35·6	24·0 FK	Sebastopl Russian	C.2Cy.29″&56½″–48″ 176NHP	26 ″ 5	
45			1513											*WB*	Gourlay Bros.&Co.Dundee		
	(*ex*PaoloT.,*ex*LochRannoch)	2*Dks3trB*	965														
333	**Iris**	**SteelScSr**	6821	✠100A1	Tri	*a*†		1914	Cant.Nav. Co. Triestino Monfalcone	M.U.Martinolich& Co.	422·0 P33′B286′F40′	52·1	27·4 FK	Lusinpiclo Aust.-Hung.	T.3Cy.27″,44″&73″–48″ (*s* 180lb 519NHP	30 ″ 6	
	(Seized and taken to Mariupol)		5280	1,14				1mo		*WB=CellDBa*	540				3SB,9*cf*,GS177,HS7701	s 5 ″ 2	
	*V.Hreglich*14–14	1*Dk*(*Stl*)*&*2*nddk*(*Stl*)	4332	✠LMC1,11				*Lloyd'sA&CP*	15	0′*uE&B*44′*f* 179′15	04*t.DTa* 1370*t FPT*				8*BHCem* 130*t APT*38*t*	25 ″ 8	
	Elec.light	*inE&Bspace*2*trBinforehold*													D.Rowan&Co.Glasgow		
334	—	**SteelTwinScSr**	2253	✠100A1	Auk	/	7,14	1902	D.J.Dunlop &Co. Pt.Glasgow	PacificCableBoard	295·0	40·7	15·1		T.6Cy.18½″,31″&51″–39″ (*s*) 190lb 459NHP	25 ″ 0	
	Cable Vessel Wireless	*ss*Auk.No.3–1,15	1938	*Spar dk*			12,17	10mo		*Prom*	*enade dk*108′	22·8		British	6*BHCem*	s 5 ″ 3	
	W.R.Holmes	1*Dk*(*Stl–pt* ws)*&Spar dk*	985	12,17 ~~12,16~~ ✠LMC12,14			12,17				FK&BK3″			Swedish	3SB,9*cf*,GS153,HS6706	20 ″ 6	
	Elec.light	(*Stl*–teak s)*&Web frames*						*Lloyd'sA&CP*		*WB=CellDBa*26′	*uE&B*62′*f* 108′399*t*			Norrköping	D.J.Dunlop&Co.Pt.Gls.		
335	Reed 12.17	**SteelScSr**	2090	~~✠100A1~~	Clf	*r*	6,14	1895	J.Readhead &Sons S.Shields	RederiAktieb Rekord (K.Henningson, *Mgr.*)	284·3 P28′Q76′	38·0	16·8	Klengberg Swedish	T3Cy20½″,33½″&55″–36″(*r*) 160lb *100lb* NDB16 185NHP	19 ″ 0	
5640	~~Britbrakemen –14~~	*ss*Shl.No.3–7,08	1516	*ptAwng dk*	Hbg		N10,17	5mo							2*BHCem*	s 7 ″ 7½	
JVBS	(*ex*Trevarrack)	*ss*Shl.No.1–13	1240	*withfreeboard*							*ptAwng dk*180′	FK			2SB,4*rf*,GS70,HS2824	18 ″ 7	
	~~ss~~Hbg.No.2–17	1*Dk*(*ptStlptIrn*)2*trBa*		10.17~~10,15~~ ✠LMC~~8,14~~						*WB=CellDBa*	90′*uE&B*42′*f* 110′			481*t APT*26*t*	J.Readhead&Sons,S.Shl.		
	Cargo battens not fitted in	*ptAwng dk'tween dks*		MS9,12 BS5,16													
336	—	**SteelTwinScSr**	*1430*	✠ ~~100A1~~	Clf	*p*		1891	Blackwood &Gordon P.Glasgow	LloydBrazileiro	259·7 B58′	34·0	18·5 FK	R.Janeiro Brazilian	T.6Cy.15½″,25″&40″–27″ NB07 166NHP	19 ″ 7	
			1347	3,91				1mo							4*BHAsp*		
	Wireless	2*Dks*(*UptStl*-ws)	*899*								*WB=APT*				10*tTa*58′ 76*t*		
337	—	**SteelScSr**	1200					1901	Gourlay Bros.&Co. Dundee	Bergenske Dampskibsselskab	236·4 P319*t*H57*t*F30*t*	32·3	15·5	Bergen Norwegian	T.3Cy.21″,34″&55″–36″ NB12 181NHP		N
	P.T.Cappelen	(*ex*Ingerid)	769											*WB*	Gourlay Bros.& Co.Dundee		
MDHL	*Elec.light* Wireless	2*Dks*	663														
338	—	**SteelScSr**	1177	✠ ~~——~~	Hpl	*n*		1889	StrandSlpway Co.Ld. Sunderland	A.Hansen	227·0 P27′Q61′B46′F30′	34·2	15·0 BK8″	Flensburg German	T.3Cy.18″,29″&50″–30″ NDB97 132NHP	17 ″ 7	
	*H.Hoeck*03–09	*ss*Fln.2ndNo.3–4,13	915	11,15				5mo							4*BHCem*		
LMQF	(*ex*EngineerAvdakov,		722	✠ND4,97 ✠						*WB=Cell*	*DB*182′368*t FPT*				1SB,3*cf*,GS53,HS1900		
	*ex*Washington) *Well deck*	1*Dk*(*Irn*)2*trB*												44*t APT*25*t*	N.E.MarineCo.Ld.Sld.		
339	—	**SteelScSr**	1174					1893	Rijkee& Co. Katendrecht	Koninkl.Nederl. Stoomb.Maats.	228·0 H55′	32·0 F27′	18·5	Amstrdam Dutch	T.3Cy.17½″,28″&45″–36″ 121NHP		V
	S.Kuiper	2*Dks*	955											*WB*	Maatschppij'DeMaas,'Rot.		
PCLS			720														

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys.	3 Late Name if any. / No. of Decks, &c.	4 Register Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned / now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed. If not in L. R. Date of L. R. Trade Certs.
340 123971	**Iris** *Elec.light* (*Ferry*)	**SteelTwinScCtr** 1*Dk*	465 465 134			...		1906	R.Stephenson&Co.Ld. Newcastle	The Mayor, Aldermen & Burgesses of the Borough of Wallasey	152·0 | 40·6 | 11·2 FK			Liverpool British *WB*	T.6Cy.16″,24″&41″–21″ 217NHP D.Rollo&Sons,Liverpool	11 ″ 6	BT till 7,17
341 QTNV	— *G.Braxen*97–10	**IronScSr**	457 331 261					1884	H.Koch Lübeck	Wasa Nordsjö Ångf Aktieb. (Karl Kurten, *Mgr.*)	164·3 | 24·3 | 12·9 Q41′ H49′ F21′			Nikolaistd Russian *WB*	C.2Cy.18″&31″–22″ 38NHP O.Henniges&Co.,Berlin		V
342 768 HRVN	— *G.E.L.Sundberg* –14	**IronScSr** 1*Dk2trB*	354 296 169					1884	Göteborgs Mek. Verks. Gothenburg	Ångf.Aktieb.Nornan(Th.Ahrenberg, *Mgr.*)	134·5 | 22·8 | 13·3 B41′ H6*t*			Gothenbrg Swedish	C.2Cy.16″&28″–20″ 29NHP GöteborgsMek.Vrks.,Got.		V
343 QFLP	— *O.Pehlenga*	**SteelScSr** 1*Dk*	343 289 201					1890	Eriksberg Mek.Werk. Gothenburg	Dampfschifffahrts Ges.Neptun	140·7 | 22·5 | 11·8 Q26′B26′F13′ len95			Bremen German	C.2Cy.13½″&26½″–17½″ 24NHP EriksbergMek.Wrk.,Got.		G
344 124133 HJDR	**Irish Monarch** *F.Ramsay* –15	**SteelScSr** 2*Dks*	4296 4030 2792					1906	Napier& Miller Glasgow	Monarch S.S.Co Ld (Raeburn&Verel, Ld. *Mgrs.*)	385·4 | 48·7 | 27·2 P37′B104′F38′			Glasgow British *WL*	T.3Cy.27″,44″&73″–48″ 369NHP D.Rowan&Co.Glasgow		C
345 110511 RKWJ	**Irishman** *J.W.Christie* –14 (*ex* Michigan) 4*Dks* *Ref.Mchy. Elec.light* Wireless *Shade dk* Sub.Sig.	**SteelTwinSc4MstSr**	9530 8838 6142					1899	Harland& Wolff,Ld. Belfast	Brit.&N Atlantic S.N.Co Ld.	500·7 | 62·4 | 34·0			Liverpool British *WB*	Q8Cy.21¼″,31½″46″&66″–48″ 604NHP Harland&Wolff,Ld.Bel.		
346 111189	— *G.Muskett* –18 ~~*J.Wolfram* –16~~ *Well deck* *Mchy.Aft*	**SteelScYl** *ss*Bwg.No.3–3,11 *ss*AyrNo.1–16 1*Dk*(*Stl*)	216 ~~163~~ 85	✠100A1 Ayr ~~2,12 10,16 3,18 Npt Grk~~ 5,18 ✠LMC7,16 ✠NB3,17		*c*	~~10,16~~ 3,18	1899 5mo	IrvineS.B. &E.Co.Ld. Irvine A&CP	~~J.Kennedy&Sons, D.&C.Lon~~ A.Robertson (A. Robertson, Jr. *Mgr.*)	120·0 | 21·5 | 8·9 Q37′B7′F23′ BK7 *WB* = *APT25t*			Glasgow British *BHCem*	C.2Cy.16″&32″–22″ (*s*) 120lb 45RH 18B,2*pf*,GS32,HS860 Muir&Houston,Ld.Gls.	9 ″ 7 8 ″ 9½ 9 ″ 6	
347 122847 HGRW	**Irismere** *G.R.Thompson* –17 *Turret deck*	**SteelScSr** 1*Dk3trL*	3673 3028 2341					1906	W.Doxford &Sons,Ld. Sunderland	Irismere Stm. Shipping Co.Ld.(B. J.Sutherland&Co. *Mgrs.*)	340·0 | 50·1 | 22·6 P30′F38′			Newcastle British *WB*	T.3Cy.26″,42″&68″–42″ 300NHP W.Doxford&Sons,Ld.Sld.		V
348 137815 JMQP	**Iriston** *J.Gray*16–16	**SteelScSr** 1*Dk*(*Stl*)	3221 2975 2039	✠100A1 Gls 8,17 ~~7,16~~ ✠LMC5,16		*v*		1916 5mo	R.Duncan &Co.Ld. Pt.Glasgow *Lloyd's A&CP*	IristonS.S.Co.Ld. (W.S.Miller&Co.)	335·0 | 48·0 | 22·4 P29 B100′F38′ FK<*Cell DB293′894′*			Glasgow British *BHCem* *APT88t*	T.3Cy.24″,38″&64″–42″ (*s*) 180lb *100lb* 297NHP 2SB,6*cf*,GS123,HS4706 Rankin&Blackmore,Grk.	24 ″ 10 s 4 ″ 0 21 ″ 2	
349 113128	**Irlam** 1*Dk*	**SteelPadSp**	165 146 10			...		1903	J.P.Rennoldson&Sns. SouthShields	ManchesterShip CanalCo.	100·0 | 20·1 | 10·2 BK6			Manchestr British	L.2Cy.30″–54″ 80RHP J.P.Rennoldsn&Sns,S.Shl.	10 ″ 4	
350 MCHD	**Irma** *Johannessen* *Elec.light* Wireless	**SteelScSr** 1*Dk*&*Spar dk*3tr*I*	1322 1210 760			...		1905	Sir Raylton Dixon&CoLd Middlesbro'	Bergenske Dampskibsselskab	244·0 | 32·8 | 13·3 21·1 BK8′			Bergen Norwegian	T.3Cy.22″,36′&60″–36″ 243NHP J.Dickinson&Sons,Ld.Sld.	23 ″ 3	
351 5150 JSCK	— *O.Andersson* –14 *Well deck*	**IronScSr** (*ex* Beamish) 1*Dk2trI*	1244 964 728			...		1883	J.Readhead&Co. S.Shields	OttoBanck	237·5 | 36·1 | 15·5 Q91′B50′H41*t*F30			Hlsngborg Swedish *WL*	C.2Cy.30″&57″–36″ 146NHP J.Readhead&Co.S.Shields	17 ″ 0	V
352 JGKV	— *E.Hansen* –13 *Elec.light*	(Seized at Riga) **SteelScSr** 1*Dk*	1193 968 693					1913	Nüscke& Co.Akt.Ges. Stettin	Wm.Sprenger	233·5 | 35·6 | 14·4 P9′Q64 B57′F27′			Stettin German *WL*	T.3Cy.16½″,26½″&43⅞″–27½″ Christiansen & Meyer, Harburg 98NHP		
353 MDRF	— *L.Sigbjörnsen* –16 (*ex* JamesSpeir) *Well deck*	**IronScSr** 1*Dk*	536 395 291			...		1890	R.Craggs &Sons Stockton	Ö.Torgersen	165·0 | 26·1 | 12·2 Q86′B17′F23′ BK7′			Haugesnd Norwegian *WL*	T.3Cy.12″,20″&32″–24″ 52NHP E.Scott&Co.Newcastle	12 ″ 11	N
354 1004 HVFQ	— *H.L.Andrén*14–14	**SteelScSr** 1*Dk*	331 285 184					1890	Göteborgs M.V. Gothenburg	Ångf.Aktieb. Nornan(Th. Ahrenberg, *Mgr.*)	130·6 | 22·6 | 13·4 B31′ H9*t*			Gothenbrg Swedish *WB*	C.2Cy.15½″&28¼″–19½″ 29NHP GöteborgsMk.Verks.,Got.		V
355 RMDW	**Irma Woermann** *J.Holdinghausen* *Elec.light*	**SteelScSr** 2*Dks*	2304 2119 1454					1901	Blohm& Voss Hamburg	WoermannLinie Akt.Ges.	300·7 | 38·3 | 23·4 H86′F29′			Hamburg German *WB*	T.3Cy.19″,30″&50″–39½″ 157NHP Blohm&Voss,Hamburg		G
356 RPMS	**Irmfried** *P.C.Bundis*10–13 (*ex* Anna Menzell) *Elec.light* Sub.Sig.	**SteelScSr** 1*Dk*&*Spar dk*	2765 2579 1754					1907	Akt.Ges. "Neptun" Rostock	Hamburg-Bremer AfrikaLinie A.G.	291·5 | 44·0 | 16·9 H73′ 24·2			Bremen German *WB*	T3Cy26½″,36⅞″&59⅝″–37½″ 230NHP A.G."Neptun,"Rostock		G
357 Elec.light	**Irmgard**	**SteelSc**	3680 3390 2225					1914	Akt.Ges. "Neptun" Rostock	HamburgBremer AfrikaLinie	362·0 | 50·0 | 23·7 P&B234′F45′			Bremen German	T.3Cy. A.G."Neptun,"Rostock		
358 RQSC	— *G.Stoll*01–11 *Elec.light*	**SteelSc**	867 654 477					1911	Stettiner Oderwerke Stettin	L.F.Mathies&Co.	210·8 | 30·8 | 12·8 P14′Q41′B72′F24′			Hamburg German *WB*	T3Cy 18 1/16″25½″&41 7/16″–29½″ 93NHP StettinerOderwerke		G
359 KRNT	— *B.Klüwes* (*Trawler*)	**SteelSc** 1*Dk*	208 190 66					1906	J.C.Tecklenborg A.G. Geestemünde	O.Beucker	117·7 | 22·6 | 11·2 Q64′F18′			Gstemnde German *WB*	T.3Cy.11 7/16″,17 11/16″&29 11/16″–21⅞″ 39NHP J.C.TecklenborgA.G.Gst.		G
360 LRKQ	**Irmgard Horn** *W.A.Möller*02–02 *Elec.light*	**SteelScSr** 1*Dk*	1484 1351 936					1902	Act.Ges. "Neptun" Rostock	H.C.Horn	260·6 | 37·2 | 17·1 P25′B165′F30′			Lübeck German *WB*	T.3Cy.17 13/16″,30½″&48″–33 1/16″ 136NHP A.G."Neptun,"Rostock		G
361 NJMK	**Irmingard** *F.Schenk* –11 Sub.Sig. Wireless	**SteelScSr** *ss*Rot.No.1–12 1*Dk*(*Stl*)&*Spar dk*(*Stl*)&*deep framing*	4211 4075 2730	✠ ~~2,16~~ *Spar dk* ✠	Ham	*x*		1907 1mo	NthmblndS.B.Co.Ld. Newcastle	MidgardDeutsche SeeverkehrsAkt. Ges. *WB* = *Cell DBa*	360·0 | 48·0 | 20·1 P31′B93′F32′ 28·0 FK 117′*u E*&*B*41′*f*157′			Nordenhm German *BHCem* 860t *APT63t*	T.3Cy.25″,41″&69″–48″ 372NHP 3SB,9*cf*,GS153,HS5940 Richardsons,Westgarth& Co.Ld.Sld.	30 ″ 10	
362 HQFN	**Iro** *A.P.Margaronis* –00 (*ex* Normanton) *ss*Nap.No.3–6,11 1*Dk*(*Stl*)2tr*B*&*deep framing*	**SteelScSr** *ss*Gen.No.1–16	*2491* *3379* *1600*	✠100A1 Cff 2,18 ~~9,13~~ Pir *Spar dk* ✠ LMC *with freeboard* ~~MS9,17~~ ~~MLC8,17~~		*t*	9,17	1899 1mo	A.Rodger &Co. Pt.Glasgow A&CP	P.Margaronis& Sons *WB* = *Cell*	314·2 | 43·9 | 20·7 P29′B79′F29′ FK *DBa*102′ *f*130′583*t*			Piræus Greek *BHCem* *APT34t*	T.3Cy.22½″,37″&61″–42″ 160lb *100lb* NDB16 251NHP 2SB,6*pf*,GS105,HS3912 Hall-Brwn,Buttery&C.Gls	23 ″ 3 s 11½	

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 Nom du Navire. Matériaux. Gréement, etc. *Capitaine.* *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15
363 16882 MLHC	**Iro Maru** *1 Dk*	**SteelScSr**	663 491 411					1913	Bingo SenkyoKabushikiKaisha Mitsunosho	K.Iguchi	175·2 27·1 13·0	Nishinomiya Japanese *WB*	T.3Cy.13½″,20½″&32½″ -23″ 49NHP E *made* 05 *refitted* 14 MacColl&ProckCo.		
364 97391	**Iron**	**SteelPadSk**	118 118 15					1890	J.T.Eltringham&Co. S.Shields	N.EasternRly.Co.	95·2 19·1 9·9	W.Hartlpl British	L.2Cy.28″-50″ 75RHP J.P.Rennoldson&Ss.,S.Shl.		
365 18587 MNKC	**Iron Duke** *W.Woodman* -09	**IronScSp**	146 118 62					1857	T.Wingate &Co. Glasgow	AlfredJ.Smith,Ld.	108·3 19·2 9·0	Bristol British *WB*	C.2Cy.12″&24″-18″ NE&B01*fitted*02 24RHP Lees,Anderson&Co.Gls.		
366 124667 HLQP	**Iroquois** *J.D.Scott* -07 *Elec.light* *Mchy.Aft* Sub.Sig. Wireless	**SteelTwinScSr** ss NYk.No.2-16 2 *Dks(Stl)* 3 *trB&S* *Web frames*	9202 8086 5772	✠100A1 3,17 ~~2,16~~ *Carrying Petroleum in bulk* ~~DS5,17~~ ✠LMC2,16 *Fitted for oil fuel* 2,1 6 *F.P. above* 150′	NYk *dt*		~~2,16~~ 3,17	1907 10mo *Lloyd's* F.	Harland& Wolff,Ld. Belfast *SA&CP*	Anglo-American OilCo.Ld. (J.Hamilton,*Mgr*) *WB=Cell D Bu E&B*	476·3 60·3 33·5 P131 B30′F43′ FK 98′ 523*t*	Belfast British 17 *BHCem* *DT* f 39′ 962*t*	Q.8Cy.21″,30″,43½″&62″-42″ 215lb *215lb* (*s*) 748NHP 4SB,*16cf*,GS302,HS10760FD Harland&Wolff,Ld.Bel. *FPT* 194*t* *AP Tanks* 340*t*	35 ″ 5 s 8 ″ 8 27 ″ 2	
367 100438 KGCN	— *J.W.McKenzie* Wireless	**SteelScSr** 2 *Dks&Awngdk*	3602 2191 2873					1888	W.Cramp &Sons Philadelphia	ClydeS.S.Co.	324·0 46·3 19·1 28·5	NewYork Utd.States	T.3Cy.23″,36″&60″-36″ NB06 216NHP Wm.Cramp&SonsCo.,Phl.		R
368 100730 KVSB	— *Elec.light* Wireless	**SteelSc** 2 *Dks&Awngdk*	1169 — 795					1901	CraigS.B. Co. Toledo,O.	PugetSoundNav. Co.(J.Green,*Mgr*)	214·0 34·4 21·2	Seattle Utd.States	T.3Cy.21″,34″&58″-30″ 184NHP CraigS.B.Co.		
369 116850	— 2 *Dks*	**SteelSc**	307 162 198					1907	C.O.Shaw Huntsville, Ont.	Huntsville,Lake of Bays&LakeSimcoe Nav.Co.Ld.	118·5 23·0 7·5	Owen S'nd British	C.2Cy.13″&26′-18″ 28RHP Selby&YouldnKngstnOnt		
370 133354 JDLG	**Irrawadi** *O Ismail* -17 ~~*N.Ebrahim* 04-15~~ *Elec.light*	**SteelScSr** ~~*ss*Bom.No.1-17~~ 1 *Dk(Teak)&* 2nd *dk in No.* 1 *hold*	1243 1138 634	✠100A1 9,17 ~~12,16~~ ✠LMC11,13 9,17	Bom *n*		~~12,16~~ 9,17	1913 11mo *Lloyd's*	AilsaS.B. Co.Ld. Troon *SA&CP*	Bombay S.Nav.Co. Ld. *WB=FPT* 24*t*	225·0 34·1 18·8 BK8½′	Bombay British 4 *BHCem* *APT* 30*t*	T.3Cy.18½″,31″&52″-36″ (*s*) 200lb 193NHP 2SB,*6cf*,GS112,HS3064 Dunsmuir&JacksonLdGls	20 ″ 0 s 3 ″ 3 17 ″ 10	
371 87172 HWSQ	**Irresistible** 1 *Dk*	**SteelScSr**	136 132 93					1883	Edwards& Symes London	J.Brown	109·0 21·0 9·0	SydnyNSW British	C.2Cy.18″&33″-24″ NB *made* 11 *fitted* 13 90RHP Plenty&Sons,Newbury		
372 106419 PTLQ	**Irthington** *D.McBeath* -10 ~~*ss*Sid.No.3-2,05~~ *ss*Trn.No.3-5,17 ~~*ss*Gls.No.2-14~~ (*ex*Indianic) 1 *Dk(pt Irnpt Stl)2trB* *Elec.light* *&deep framing* 3 *Dk rud* *in forward hold*	**SteelScSr**	2845 2643 1840	✠100A1 5,17 ~~7,16~~ ~~BS4,15~~ ✠LMC5,14 5,17	Gls Trn *u*		~~s 7,10~~ ~~5,17~~ S,17	1897 9mo	J.L.Thompson&Sons,Ld. Sunderland *SA&CP* *W*	S.S.IrthingtonCo. Ld.(Maclay& McIntyre,*Mgrs.*) *B=Cell DBa* 102′	326·0 47·0 21·5 P21′B91′F34′ FK *uE&B* 43′ *f* 139′ 701*t*	Glasgow British 180lb ~~180lb~~ NDB17273NHP 5 *BHCem* *APT* 21*t*	T.3Cy.23″,38″&62″-42″ (*s*) 180lb *180lb* NDB17273NHP 2SB,*8pf*,GS66,HS4250 *100lb* N.E.MarineEng.Co.Ld.Sld	24 ″ 0 s 4- 2½ 20 ″ 2	
373 100730 RMGF	**Irtysh** (*ex*Dortmund) *Elec.light* *Trunk deck* 1 *Dk*	**SteelScSr** Wireless	5236 4375 3398					1901	Sir J. Laing &Sons,Ld. Sunderland	Russian Volunteer Fleet Association	375·7 55·1 26·1 P18′B83′F36′	Russian *WB*	T.3Cy.27″,43″&72″-45″ 348NHP G.Clark,Ld.Sunderland		
374 68807	**Irvine** *Anderson* -16 (*Bucket Dredger*) 1 *Dk(Stl)*	**SteelTwinScCtr** ss AyrNo.1-16	530 496 249	✠ A1 *Dredger* 9,17 ~~11,15~~ ✠LMC1,16	Ard *n*		6,16	1911 12mo *Lloyd's*	Fleming& Ferguson,Ld. Paisley *SA&CP*	IrvineHarbour Trustees	161·4 32·1 12·3 F16′ FK	Irvine British 5 *BHCem*	C.4Cy.14½″&30″-20″ (*r*) 130lb 74RHP 1SB,*3cf*,GS60,HS1615 Fleming&Ferguson,LdPsy	13 ″ 0 s 2 ″ 3 10 ″ 11	
375 122954 HGNB	**Irwell** *E.Cook* -12 *Elec.light* ~~*ss*Goo.No.2-14~~ 1 *Dk(Irn-ptws)* *ss*Goo.No.3-4,18 *&deep framing*	**SteelScSr**	1040 887 441	✠100A1 ~~4,17~~ ~~12,16~~,18 ~~BS6,16~~ ✠LMC2,14 4,18	Sou Goo *p*		12,16	1906 6mo *Lloyd's*	Swan,Hunter&Wigham Richardson, Ld Newcastle *SA&CP* *W*	Lancashire& YorkshireRly.Co. *B=Cell DBa* 48′ *u*	255·0 36·1 16·4 P38′B90′F32′ FK *E* 31′ *f* 110′ 175*t*	Goole British 4 *BHCem* 12*t* *APT* 17*t*	T.3Cy.23″,38″&62″-42″ (*r*) 180lb 343NHP 2SB,*8cf*,GS144,HS5026 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc.	17 ″ 6 s 2 ″ 6 15 ″ 3	
376 113181 HOFT	— *C.Myalls* -15	**IronScK** ss Gms.No.3-1,13 1 *Dk* ss Gms.No.1-17	197 179 79	✠100A1 *Stm Trawler* 9,17 ~~3,16~~ ~~NB8,11~~ ✠LMC1,13 9,17	Gms		3,16	1900 9mo	J.Duthie& Co. Montrose A&CP	G.W.Jeffs	111·1 21·3 11·5 Q50′F23′ BK7½″	Grimsby British 3 *BHCem*	T.3Cy.10¾″,20″&32″-23″ (*s*) 180lb 55RHP 1SB,*2pf*,GS32,HS393 Tindall,Earle& Hutchinsn Ld.Hull	12 ″ 5	
377 100707 MBTJ	**Isa** *L.Dedrie* 96-12	**SteelScK** ss Mil.No.1-17 1 *Dk*	*217* *194* *100*	✠100A1 *Stm Trawler* 7,17 ~~4,16~~ ~~BS1,15~~ ✠LMC10,12 ~~MS7,17~~	Mil		~~4,15~~ 7,17	1912 10mo *Lloyd's*	Cochrane &Sons Selby *SA&CP*	Pêcheries aVap. (Soc.Anon.) (John Bauwens, *Mgr.*)	115·0 21·5 11·7 Q65′ BK7½″	Ostend Belgian 3 *BHCem*	T.3Cy.12″,20″&32″-23″ (*s*) 180lb 70NHP 1SB,*2cf*,GS32,HS1300 Earle'sCo.Ld.Hull	12 ″ 6	
378 100707	**Isaac L. Elwood** *Elec.light* *Mchy.Aft* Sub.Sig. 1 *Dk2trB*	**SteelSc**	5904 — 4526					1900	West Bay City S.B.Co. W.Bay City	Pittsburgh S.S.Co.	478·0 52·0 30·0 Q72′B47′F30′	Duluth Utd.States *WB*	Q.4Cy.16½″,25½″,38½″&60″-40″ 228NHP AmericanSB.Co.Cleveland		
379 95923	**Isaac Wilson**	**SteelPadSk**	123 123 35					1889	Hepple& Co. N.Shields	TeesConservancy Commissioners	101·0 18·9 9·5	Stockton British	L.2Cy.26″-48″ 45RHP Hepple&Co.,N.Shields		
380 109434 JNFM	**Isabel** *T.Hill* -16	**SteelScSr** 1 *Dk*	234 190 92					1898	Scott& Sons Bowling	Oakley,Sollas& Co.	100·0 23·1 10·8	Liverpool British *WB*	C.2Cy.14″&29″-20″ 39RHP Ross&Duncan,Glasgow		C
381 123240 JHQB	— *G.H.Bartlett* -17	**SteelScK** ss Hul.No.2-14 1 *Dk*	174 166 67	✠100A1 *Stm Trawler* 1,18 ~~2,16~~ ~~BS1,17~~ ✠LMC5,14	Hul		~~2,16~~ 1,18	1906 5mo *Lloyd's*	Mackie& Thomson Glasgow *SA&CP*	Hellyers'Steam FishingCo.Ld.	109·0 21·4 11·2 BK8′	Hull British 4 *BHCem* *DT* f 10′ 14*t*	T.3Cy.10″,16¾″&27″-24″ (*s*) 200lb 45RHP 1SB,*2pf*,GS25,HS750 W.V.V.Lidgerwood,Gls.	12 ″ 4	
382 208911 LCBM	**Isabela** *West* *Elec.light*	**SteelScSr** ss NYk.No.1-15 2 *Dks(Stl)*	3063 2890 1942	✠100A1 7,17 ~~1,17~~ ✠LMC5,15 ~~BS7,17~~	NYk *u*		1,17	1911 8mo	NwprtNws S.B.&D.D.Co. Newprt News A&CP	NewYork&Porto RicoS.S.Co. *WB=Cell DBa* 95′ *uE&B* 41′ *f* 147′ 845*t*	335·0 46·8 22·7 FK *FPT* 85*t* *APT* 43*t*	NewYork Utd.States *Cem* 4 *BHtoUdk* 1 *BHto2nd dk*	T.3Cy.21½″,36″&63″-42″ (*s*) 190lb 309NHP 3SB,*9cf*,GS184,HS5040 NewportNewsSB.&D D.Co	25 ″ 0	
383	— (*ex*Montserrat,*ex*ChinShan) 1 *Dk*	**WoodScSr**	222 131 126					1892	Kwang TakHing HongKong	E.Veloso	120·5 18·6 9·4 H9*t*	Cebu Utd.States	C.2Cy.14″&28″-16″ 26NHP KwangNamSing,H.Kg.		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys. No. of Decks, &c.	3	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey	6 Port of Survey.	7 Years Assigned / now expired. Equipment Letter	7* Dtse when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed. If not in L.R. Date of Ist Trade Cert.
384	**Isabela I.**	WoodSc	132 / — / 93					1867	..... Manila	YangcoS.S.Co.	111·9	18·1	7·5	Manila Utd. States			
385 112556 NTMG	**Isabella de Fraine** *W.A.Olesen* (*See Sailing Ship Register*)	WoodAuxScK *OilEng* 1*Dk*	110 / 107 / 76					1902	J.W.Davies Balmain	G.T.Niccol	94·2	25·4	6·8	Sydney NSW British	2 Oil Engines 4Cy8¾″–12″ *Emade&fitted* 12 Standard Gas Eng. Co. S. Fo.		
386 129371	**Isabella Fowlie** *G.L.Ormes* 11–11	SteelScK 1*Dk*	196 / 193 / 76	✠100A1 *Stm Trawler* 6,14 ✠LMC 11 11	Abn		6,14	1911 11mo	Hall, Russell & Co. Ld. Aberdeen *Lloyd's SA&CP*	W.F.Dawson	115·2	22·1	11·9 BK 7½″ WB=	Aberdeen British	T.3Cy.12″,20″&34″–24″ (r) 180lb 78RHP 1SB,*3pf*,GS48,HS1429 3*BHCem* *DBf* 18′13*t* Hall,Russell&Co.Ld.Abn.	12 ″ 9	
387 JPHK	**Isabelle** *LeSéven* –16 *Elec.light*	SteelSc 1*Dk*	2466 / — / 1532					1913	Atel.&Ch. de la Loire Nantes	Cie. Auxiliaire de Nav.(A.Capel& Cie. *Mgrs.*)	285·5 P16′B72′F34′	43·3	22·5 WB	Nantes French	T.3Cy.18 1/16″,29 3/16″&49½″–37½″ 148NHP Atel.&Ch.de la Loire,Nts.		V
388 JPHG	— *J.B.Delpierre* 12–12 (*ex* Mersey)	SteelScK *ss* Bou.No.3–3,13 1*Dk*	177 / 162 / 67	✠100A1 *Stm Trawler* 9,15 BS9,16 ✠LMC 3,13	Dnk		9,16	1900 1mo	Mackie& Thomson Glasgow *Lloyd's SA&CP*	J.B.Delpierre	105·6 Q18′F17′	21·0	10·7 BK 7½″ WB=	Boulogne French	T.3Cy.10″,16″&27″–20″ (s) 200lb 40NHP 1SB.*2pf*,GS26,HS462 4*BHCem* *DTf* 14′25*t* Muir&Houston,Ld.Gls.	11 ″ 7	
389 95948	— *Abeer Alli* 08–12	SteelScSr 1*Dk*(*Teak*)	104 / 103 / 40	✠ *For towing purposes* 11,08 ✠	Psy			1908 11mo	Fleming& Ferguson,Ld. Paisley	Rangoon Port Commissioners WB	85·2	20·1	8·8 FK = *APT* 14*t Balance*	Rangoon British	T.3Cy.10″,16½″&27″–22″ 37RHP 3*BHCem* *Tanks* P4′s1′t 1SB,*2cf*,GS30,HS710 Fleming&Fergusn,Ld.Psy	9 ″ 6	
390 MDGQ	**Isafold** *J.Aasböe* (*Fishing*)	SteelScSr 1*Dk*	115 / 103 / 42					1907	Aalesund Mek.Verks. Aalesund	Akties.Isafold (*N.Volckmar*)	93·5	19·4	9·0	Xiansund Norwegian	C.2Cy.10″&22″–15″ 15NHP Aalesund Mek. Verks.		N
391 MDLQ	**Isbjörn** *I.Kristiansen* –15	SteelScSr *ss* Ams.No.2–14 1*Dk*	579 / 470 / 295	✠100A1 2,18 12,16 BS10,16 ✠LMC 12,14 BS2,18	Sws Sld	*i*	12,16	1907 7mo	Fevigs Jernskibsbyg Fevig *Lloyd's SA&CP*	Acties.Isbjörn (J.T.Ostbö) WB	169·5 B48′F22′	27·1	14·0 FK = *Cell DBa* 33′*f* 72′	Stavanger Norwegian	T.3Cy.12″,20″&32″–24″ (s) 180lb *100lb* 70NHP 1SB,*3pf*,GS50,HS1281 4*BHCem* 109*t APT* 9*t* Richardsons,Westgarth& Co.Ld.Mdb.	14 ″ 11	
392 HKJC	— *T.M.Kristiansen* (*Ice breaker*)	SteelScSr 1*Dk*	436 / 346 / 174					1894	Akers Mek. Verksted Christiania	Christiania Havnevæsen	117·8 B91*t*	32·8	16·7 WB	Chrstiania Norwegian	C.2Cy.26″&52″–30″ 123NHP Akers Mek. Værk.,Xia.		
393 3098 JHGF	**Isbrytaren** *J F.Ternström* 02–02 (*Ice breaker*)	SteelScSp 2*Dks*	453 / 343 / —					1896	Kockums M.V.Aktieb Malmö	Stockholm Harbour Commissionrs (OM Höglund *Mgr*)	143·5 B47′ H6*t*	31·2	15·4 WB	Stockholm Swedish	T.3Cy.18″,29″&50″–36″ 150NHP Kockums Aktieb.,Malmö		
394	— *G.Tegnander* 04–04 (*Tug&Ice breaker*)	SteelSc 1*Dk*	126 / 111 / 1					1903	Kockums M.V.Aktieb. Malmö	Norrköping Harbour Commissionrs	89·3 H9*t*	21·7	11·8 WB	Nrrköping Swedish	C.2Cy.16⅝″&33½″–20½″ 42NHP Kockums M.V.Akt. Malmö		
395 5678 JVFC	**Isbrytaren II.** *J.F.Ternström* 02–14 (*Ice breaker*) *Elec.light* (*Screws fore & aft*) 2*Dks*	SteelScSr	1616 / 1511 / 546					1914	Bergsunds M.V.Aktieb. Stockholm	Stockholm Harbour Commissionrs (OM Höglund *Mgr*)	197·0 H105*t*	55·8	26·6 WB	Stockholm Swedish	T3Cyfd15½/8″25⅝″&41⅜″–17½″ T3Cy.a.23½″37½/8″&61″–39⅜″ Fwd.72NHP Aft 233NHP Bergsunds M.V.Aktb.Skm.		V
396 5767 JVMP	— *A.Andersson* –96 (*Ice breaker*)	IronScSp 1*Dk*	546 / 446 / 221					1895	Lindholmens V.A. Gothenburg	Gothenburg Harbour Commissionrs	139·0 B40′ H9*t*	35·5	17·2	Gothenbrg Swedish	C.2Cy.26″&54″–30″ 134NHP Motala Co.,Motala		
397 67 PWKL	**Ischia** *Elec.light*	SteelScSr 1*Dk*2*trB&deep framing&Shelter dk*	4050 / — / 2481					1902	Cant.Nav. di Muggiano Spezia	Società Marittima Italiana WB	343·3	48·0	22·3	Genoa Italian	T.3Cy.24″,40″&66″–48″ 302NHP R.Fonderia Oreto a Palermo	24 ″ 3 s2 ″10½ 21 ″ 9	I
398 127133	**Isco** *E.Soutter* –11	SteelScK 1*Dk*	100 / 92 / 42	✠ *For fishing purposes* 12,10 ✠	Abn			1907 10mo	J.Duthie Torry S.B.Co Aberdeen	E.Soutter	86·2	18·2	8·8 BK 7″	Inverness British	C.2Cy.11″&27″–16″ 28RHP 3*BHCem* 1SB,*2pf*,GS24,HS685 J.Abernethy&Co.Abn.	9 ″ 6	
399 812 HFMP	**Ise Maru** *M.Taniguchi* *ss* Yka.2nd No.3–9,07 1*Dk*(*pt Irn*)*&Awng dk 3tr B*	IronScSr	1227 / 1199 / 717	✠ *Awng dk* 9,07 ✠	Yka	*n*		1883 4mo	HM 'Intyre &Co. Paisley	Nippon Yusen Kabushiki Kaisha	226·0 ND96	32·0 BK 8″ WB = *FPT* 21*t*	21·2	Tokio Japanese	C.2Cy.28⅝″&52¼″–36″ NDB 94 128NHP 2SB,*4cf*,GS140,HS2122 4*BHCem* *MT* 19′130*t* Hutson&Corbett,Glasgow		
400 17305 MNPB	— 1*Dk*	WoodTwinScSr	220 / 212 / 127					1914	Y.Matsuzaki Ominato	Tokyowan Kisen Kabushiki Kaisha	124·0	18·2	12·7	Shimoda Japanese	C.4Cy.9″&18″–12″ Tsukijima 22NHP Kikai Seisakusho,Tokio		
401 11791 LDWR	— (*ex* Isuzugawa Maru No.2) 1*Dk*	WoodSc	102 / 90 / 63					1909	Toba S.B. Co. Toba	Toba Zozensho Goshi Kaisha	95·0	13·3	10·2	Toba Japanese	C.2Cy.12″&24″–15″ 19NHP Toba S.B.Co.Toba		
402 117714 HCBP	**Iselgarth** *D.West* –11	SteelSc *ss* Brs.No.3–2,17 1*Dk*(*Stl*)	93 / 91 / —	✠100A1 *For Towing purposes* 2,18 ~~2,17~~ BS2,18 BS2,17 ✠LMC 3,16	Brs		2,17	1904 5mo	Lytham S.B.&E.Co Ld Lytham *Lloyd's SA&CP*	Rea Transport Co. Ld. (R.&J.H.Rea, *Mgrs.*)	81·6	17·6	9·9 BK 6″	Bristol British	C.2Cy.15″&32″–21″ (s) 130lb 60RHP 1SB,*2pf*,GS33,HS1220 4*BHCem* Lytham S.B.&E.Co.Ld.Lyt	10 ″ 5	
403 JPLT	**Isere** *Loreal* –17 (*ex* Vassilakis, *ex* Glenfield) *Well deck*	IronScSr *ss* Pir.2nd No.3–5,07 *ss* Nts.No.2–16 1*Dk*(*Irn*)*&Webframes*	*2159* / *1646* / *1385*	✠100A1 10,16 ✠LMC 7,16	Hav	*r*	10,16	1887 7mo	Richardsn, Duck&Co. Stockton *Lloyd's SA&CP*	Cie. Générale Transatlantique	277·0 P26′Q72′B118′F28′	37·4 BK 9½″ *Cell*	18·4	St.Nazaire French	T.3Cy.21″,35″&57″–39″ (s) 160lb NDB(P)99 200NHP 2SB,*4cf*,GS74,HS2942 4*BHCem* *DB* 184′422*t* Blair&Co.Ld.Stockton	21 ″ 9 s 1.″11½ 20 ″ 10	
404 RQGD	**Iserlohn** *A.Orgel* 89–09 *Well deck* *Elec.light*	SteelScSr *ss* Ham.No.1–13 2*Dks*(*Stl*)*&deep framing lower dk in Nos.1&3holds*	4667 / 4332 / 2918	✠ — 10,16 ✠	Ham	*z*		1909 9mo	Reiherst'g Schiffsw Hamburg	Deutsch-Austral Dmpfsch.Ges. WB = *Cell*	400·0 P&B329′F52′	53·9	25·3 FK *DBa* 124′ *uE&B* 47′	Hamburg German	T.3Cy.26″,47⅝″&76¾″–48″ 597NHP 7*BHCem* *f* 182′1288*t* 3SB,*9cf*,GS192,HS8490 FD Reiherst.Maschinenf.Ham.	28 ″ 0	
405 110887 JLMF	**Isernia** *W.Copping* –15 (*Trawler*)	IronScK 1*Dk*	198 / 178 / 79			...		1899	Cook, Welt'n&Gemmell Hull	Strand Steam Fishing Co.Ld. (H.C.Baker, *Mgr.*)	114·0 Q49′F19′	21·0	11·3 BK 7½″	Grimsby British WB	T.3Cy.11¾″,20″&32″–24″ 50RHP Amos&Smith,Hull	12 ″ 1	

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. / Visites Périodiques.	3 Ex-nom, s'il y a lieu. / Nombres des Ponts.	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite. Terme assigné maintenant à la Classification.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. IHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant.	15 Registres où codé.
406 MNTJ	**Isfjord** *C.J.Evensen* 16–16 (*ex* Yacht, *ex* Belgica, *ex* Patria) *Mchy.Aft*	**WoodAuxScBk** *Stm.Eng.* 1*Dk*2*trB* (*See Sailing Ship Register*)	276 232 121				1884	K.Jacobsen Svelvig	StoreNorske Spitzbergen Kulkompani	118·0 | 25·0 | 13·5	Chrstiania Norwegian	C.2Cy.16″&28½″–18½″ NB97 30NHP Nylands Værksted, Xania.		N
407	**Ishavet I.** (*Whaler*) 1*Dk*	**WoodScCtr**	129				1916	H.Gravdal Opsanger	Akties.Ishavet	110·0 | 22·0 | 11·5	Aalesund Norwegian	C.2Cy.9″&20″–15″ 13NHP Mjellem&Karlsen, Bgn.		
408	**Ishavet III.** (*Whaler*) 1*Dk*	**WoodScCtr**	130				1916	H.Gravdal Opsanger	Akties.Ishavet	110·0 | 22·0 | 11·5	Aalesund Norwegian	C.2Cy.9″&20″–15″ 13NHP Mjellem&Karlsen, Bgn.		
409 10109 JWST	**Ishikari Maru** *S.Kawakami*	**SteelScSr** 2*Dks*	1256 1240 706				1906	Kawasaki Dckyd.Co.Ld Kobe	NipponYusen KabushikiKaisha	237·0 | 31·7 | 21·5	Tokio Japanese *WB*	T.3Cy.17½″,28″&46″–33″ *Emade*01,B03 122NHP KawasakiDkydCoLdKobe		
410 103364	**Ishpeming** *Elec.light* *Mchy.Aft* 1*Dk*	**SteelScSr**	6924 — 5476				1906	Gt.Lakes Eng.Works Ecorse, Mich.	ClevelandCliffs IronCo.	530·0 | 56·2 | 32·0	Marquette Utd.States *WB*	T.3Cy.23″,37″&63″–42″ 257NHP GtLakesEng.Wks, Detroit		L
411 MBDV	**Isidoro Pons** *Xanvaro* (*ex* Tarlac, *ex* IsidoroPons) *Elec.light* 1*Dk*2*trB*	**SteelScSr**	967 — 525				1895	Cia.Trasatlantica Cadiz	Cia.Gen.deTabacos deFilipinas	209·9 | 31·9 | 18·5 P35′H44′F34′	Manila Utd.States *WB*	T.3Cy.16″,27″&43″–33″ NB11 105NHP Soc Arsenal Civil, Barcelna		V
412 105590 QDPL	**Isis** *L.A.Valentine* –15 Wireless 2*Dks*(1*Stl*–ws&1*ptStl*–ws)& *Elec.light* *ptAwng dk*(*Stl*–ws)	**SteelTwinScSr**	1728 1097 684½	✠ *pt Awng dk with freeboard* 6,98 ✠	Grk	*r*	1898 6mo	Caird&Co. Ld. Greenock	P.&O.Stm.Nav.Co.	300·2 | 37·1 | 17·5 P59′F49′ BK8″ *ptAwng dk*176′ *WB*=*CellDB*/80″	Greenock British	T.8Cy.24½″,39″&(2)42″–36″ FD 755NHP 8*BHCem* 52*tFPT*12*t* 2D&2SB*18cf*,GS365,HS13037 Caird&Co.Ld.Greenock	18 ″ 6	
413 110883	— *J.R.East* –15	**IronScK** *ss*Gms.No.3–8,11 *ss*Gms.No.1–15 1*Dk*	175 157 70	✠100A1 *StmTrawler* 8,16 ✠NB8,11	Gms BS8,11 ✠LMC7,15	7,15	1899 5mo *Lloyd's*	Cook,Welton&Gemmell Hull	Roberts&Ruthven Ld.	108·1 | 21·0 | 11·0 Q47′F19′ BK7½″ *sA4CP*	Grimsby British	T.3Cy.12¼″,19½″&32″–22½″ 180lb (*s*) 50RHP 3*BHCem* 1SB,2*pf*,GS30,HS888 C.D.Holmes&Co.Hull	11″10	
414	**Iskendéroun**	**SteelScSr** *ss*Cpl.No.2–03	*142* — *30*	✠ 8,04	Cpl		1895 3mo	J Fullerton &Co Paisley	Régie co-intéressée des Tabacs de l'Empire Ottoman	115·3 | 19·1 | 11·1	Constanpl Turkish	C.I.2Cy.19″&38″–24″ 59NHP Ross&Duncan.Glasgow		
415 HLCT	**Iskra** *V.Miljan* 12–12 (*ex* Manaton)	**SteelScSr** *ss*Tri.No.2–11 *Spar dk*(*ptStl&ptIrn*) 2*trB&Web frames*	4150 3329 2655	✠ 11,15 *Spar dk with freeboard* ✠	Cff	*w*	1902 3mo	J.Priestman&Co. Sunderland	Nav.Libera GiovanniRacich& Ci.	345·0 | 48·8 | 20·9 P31′B106′F35′ 28·9 FK *WB*= *DBa* 110′*f*142′876*t*	Ragusa Aust.-Hung.	T.3Cy.24″,41″&67″–45″ 312NHP 2SB,6*pf*,GS120,HS4870 G.Clark,Ld.Sunderland	30 ″ 2	
416	— *Elec.light*	**SteelPad** (*ex* Likhoy) 1*Dk*	367 — 176				1899	Soc.Anon. Jhn.Cockerill Hoboken	RussianStm.Nav. &TradingCo.	181·0 | 24·9 | 7·5	Odessa Russian	C.2Cy.24½″&42½″–36″ 89NHP Soc An.J.Cockerill, Seraing		
417	— *Elec.light*	**SteelScK** 1*Dk*	278 250 80	✠100A1 *StmTrawler* 11,13 ✠LMC11,13	Mdb		1913 11mo *Lloyd's*	Smith's Dock Co.Ld. Middlesbro'	RussianGovt.	140·0 | 24·4 | 12·1 F22′ BK7½″ *sA4CP*	Vladvostk Russian	T.3Cy.14″,23″&39″–27″ (*s*) 180lb 114NHP 1SB.*3cf*,GS61,HS2154 Smith's Dock Co.Ld.Mdb.	12 ″ 9	
418	**Isla** *Mchy.Aft*	**IronScSk**	*109* *103* *74*				1885	Blackwood &Gordon Pt.Glasgow	Cia.deEmbarcaciones Canarias	78·3 | 22·0 | 8·1	Las Palmas Spanish	C.2Cy.11½″&19¼″–16″ 12NHP *Cmp.*88 White&Coopr, Dun.		
419 MCJP	**Isla de Leyte** (*ex* Apari, *ex* Mely, *ex* Ascension, *ex* Rajah, *ex* Raja Kongsse Atjeh, *ex* Rajah)	**IronScSr** 2*Dks*&*Awng dk*	*596* *575* *364*			-	1873	W.Hamilton&Co. Pt.Glasgow	Limpangco, Sons & Co.	170·5 | 23·1 | 13·4 P28′Q68′F16′ 20·1	Manila Utd.States *WB*	C.2Cy.22⅝″&40″–30″ NB01 73NHP J.&T.Young, Ayr		
420 HPLC	**Isla de Menorca** *Vila* –16 *Elec.light* (*ex* Theseus)	**Iron&SteelSc** 2*Dks*	1003 881 537				1883	Forges&C. de la Médit. LaSeyne	LaMaritimaCia. Mahonesa deVap.	230·0 | 29·9 | 16·8	Mahon Spanish	C.2Cy.27″&50″–30″ B*blt*88*fitted*98 114NHP Forges&C.de la Médit.Msl.		V
421 HPLG	**Isla de Panay** *R.Jano* –16 *Elec.light* Wireless *ss*Cdz.2ndNo.3–1,07 Sub.Sig. 2*Dks*(1*Irn*&1*ptIrn-Upt*wsa)3*trB*	**IronScBn** *ss*Cdz.No.2–15	3484 3373 2087	✠100A1 6,17 ~~10,16~~ ✠NE&B4,94 ~~BS8,16~~ ✠LMC3,~~16~~ 6,17	NYk	*w* 5,16	1882 6mo *Lloyd*	Scott&Co. Greenock	Cia.Trasatlantica	362·4 | 43·2 | 29·2 B86′F55′ ND94 BK11″ *WB*=*DBa* 98′*f*	Barcelona Spanish	T.3Cy.30½″,49″&80″–54″ (*s*) 170lb *170lb* NDB94 582NHP 4DB,*18rf*,GS288,HS8160 FD 120·363*t* Wigham Richrdsn&CNwc	31 ″ 3 ″ 6 ″ 9 25 ″ 11	
422 MOTH	**Islændingen** *S.Hareide* (*Fishing*)	**SteelScSr** 1*Dk*	111 102 46				1906	Mjellem& Karlsens M.V Bergen	Hareide&Garshol (JohanHareide, *Mgr.*)	94·9 | 19·1 | 9·0	Aalesund Norwegian	C.2Cy.9″&20″–17″ Mjellem& Karlsens M.V. Bgn. 11NHP		
423 NKWH	**Island** *C.E.Olsen* 15–16 (*ex* Esrom, *ex* Island, *ex* Esrom, *ex* Granaria, *ex* Heathdene, *ex* Strathcarron) 1*Dk*(*Stl*)&*Spar dk*(*Irn*) &*deep framing*	**SteelScSr** *ss*Rot.No.3–10,06 *ss*Cpn.No.2–16	3208 3061 2040	✠100A1 *Spar dk* 11,16 ✠LMC11,16	Cpn	*v* 11,16	1894 6mo	A.Rodger &Co. Port Glasgow A&CP	Dampsselskabet Atlanterhavet Akties.	325·6 | 43·2 | 18·6 P27′B84′F29′ 26·4 FK *CellDB* 274′684*t*	Copnhagn Danish	T.3Cy.25″,39″&64½″–45″ (*s*) 170lb *85lb* 357NHP 2SB,6*rf*,GS94,HS4942 FD Dunsmuir&Jackson,Gls.	29 ″ 0 ″ 5 ″ 9 23 ″ 7	
424 NTHQ	— *J.Aasberg* 92–15 *Elec.light*	**SteelScSr** 2*Dks*&*Awng dk*	1774 1039 1061				1915	Helsingörs Jernsk&Msk. Elsinore	DetForenede DampskibsSelsk.	251·2 | 38·8 | 23·5	Copnhagn Danish *WB*	T.3Cy.22″,36″&60″–42″ 233NHP Helsingörs Jernsk.&Mskb.		V
425 KRBT	— *G.Burgeleit* 07–11	**SteelScSr** (*Trawler*) 1*Dk*	224 182 67				1911	Schiffb.Ges Unterweser Bremerhaven	Ludw.Janssen& Co.	124·1 | 22·6 | 9·0 Q66′F19′	Gstemnde German *WB*	T.3Cy.11$\frac{5}{16}$″,18½″&30$\frac{5}{16}$″–22″ 23NHP J.C.Tecklenborg A.G.Gst.		G
426 4966 JRKH	— *F.Olafson* 15–15	**IronScYl** (*ex* Pisces) (*Trawler*) 1*Dk*	165 154 70			...	1890	Mackie& Thomson Glasgow	Westerberg& Berglund	100·5 | 20·5 | 10·7 Q19′F19′ BK7½″	Gothenbrg Swedish	T.3Cy.11″,16½″&27″–22″ 34NHP Muir&Houston, Glasgow	11″11	
427 10315 LBNJ	**Island Maru**	**SteelScSr** (*ex* Island) 1*Dk*	105 — 38				1903	Akers Mek.Værks. Christiania	Toyo Hogei KabushikiKaisha	95·8 | 16·9 | 10·2	Osaka Japanese *WB*	T.3Cy.10½″,15″&24″–17″ 24NHP Akers.Mek.Værks.Xia.		

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years assigned now expired. Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 Built. By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught.	15 Registers in which classed, if not in G. Dated 15th Trade Cert.
428 127116	**Island Prince** SteelScK *W.H.Steward,jun.* –11 1 *Dk*	205 201 80	✠100A1 *For fishing purposes* 12,14 ✠LMC3,11	Shl		6,15	1911 3mo *Lloyd's*	JTEltringham&Co. S.Shields	R.Irvin&Sons,Ld.	115·3|22·2|11·7 BF 7½'			N.Shields British	T.3Cy.12",20"&34"–24" (*s*) 180lb 74RHP 3 *BHCem* 1SB,3*pf*,GS50,HS1414 ShieldsEng.Co.Ld.N.Shl.	12 ″ 9	
429 139121 JMNL	**Island Queen** SteelScSr *C.Wetherall*88–16 *Well deck* 1 *Dk(Stl)* *Elec.light*	803 514 409	✠100A1 11,16 ✠LMC4,16	Lon	*j*	11,16	1916 4mo *Lloyd's*	GooleS.B.&RepgCo.Ld Goole *sA&CP*	London&Channel IslandsS.S.Co Ld. (Cheeswright&Ford,*Mgrs.*)	180·2|30·1|13·0 P19'Q35'B57'F26' *CellDB* BK7' *a*35'*f*70'111*t FPT*			London British	T.3Cy.15",25"&40"–30" (*s*) 180lb 82RHP 2SB,4*cf*,GS70,HS2280 Earle'sCo.Ld.Hull	13 ″ 9 s ″ 7½ 13 ″ 10	
430 111246 RNKM	**Islanda** SteelScSr *W.Coombs* –16 2 *Dks(Stl–Uteaks)&Webframes* *Elec.light*	5237 4944 3361	✠ 3,00 ✠	Mdb	*z*		1900 3mo	SirRaylton Dixon&CoLd Middlesbro'	BritishIndiaStm. Nav.Co.Ld. *WB=CellDB*	410·0|50·8|28·8 B92'F60' FK *a*117'*uE&B*44'*f*198'			Glasgow British 6 *BHCem* 1198*t DTf*	T.3Cy.26½",42"&66½"–51" 405NHP 2SB,6*cf*,GS123,HS5928 FD T.Richardsn&Sns.Ld.Hpl. 29'835*t FPT*173*t APT*137*t*	32 ″ 0	
431 190667 HFQC	**Islander** SteelTwinScSr *J.H.Hainsworth* –12 *Elec.light* 1 *Dk&deep framing*	1105 893 481			...		1906	D&WHendersn&Co.Ld. Glasgow	ChristmasIsland PhosphateCo.Ld.	231·2|34·0|16·5 P24'B&F156' FK			London British *WB*	T.6Cy.14½",24½"&38"–33" 218NHP D&W.Henderan&CoLdGls	18 ″ 0	
432 100754 KRJT	**—** WoodSc *E.Kevlon* –09 1 *Dk*	248 — 168					1901	..... Tomkins Cove.N.Y.	T.F.WhiteCo.	119·1|29·0|9·3			NewYork Utd.States			
433 111567	**—** SteelSc *W.H.Elder*92–00 *Mchy.Aft* 1 *Dk*	165 76 78					1900	PolsonIron Works Toronto	MuskokaLakes Nav.&HotelCo.Ld.	100·0|17·4|5·7			Toronto British	C.2Cy.9"&18"–14" 13RHP PolsonIronWrks.Toronto		
434 119890 JMPH	**Islandia** SteelScSr *H.P.P.Hockman* –17 (*ex*Mangoro,*ex*Annapolis,*ex*Capri,*ex*Diana) *Elec.light* 1 *Dk&Spar dk3tr B*	2069 1858 1325					1889	FlensburgrSchiffsb.Ges.Flensburg	LauriumTransportCo.Ld (L.Walford(London)Ld.,*Mgrs.*)	284·1|36·0|24·3 B100'F39'			London British *WB*	T.3Cy.22½",35"&64"–42" 265NHP FlensburgerSchiffsb.Ges.		V
435 129421 HPKG	**Islandmore** SteelScSr *W.Mackintosh* –12 (*ex*Kylemhor) 1 *Dk*	3046 2880 1932					1909	Russell&Co. Pt.Glasgow	LimerickSSCo.Ld.	330·3|49·0|21·9 P27'B98'F34'			Limerick British *WL*	T.3Cy.23",38"&61"–42" 241NHP ClydeS.B.Co.Ld.Pt.Gls.		C
436	**Islas Filipinas** SteelScSr *F.Caba* (*ex*Bunuan,*ex*Bawean) *Well deck* 1 *Dk2tr b*	935 — 649			...		1886	J.Laing Sunderland	FernandezHnos.	210·0|30·5|13·8 P140'F32' FK			Manila Utd.States	T.3Cy.19",31"&51"–33" 149NHP G.Clark,Sunderland	14 ″ 7	
437 99825	**Isle of Arran** SteelPadSk *C.McBride* –15	313 254 126					1892	T.B.Seath&Co. Rutherglen	BuchananSteamrs Ld. (J.D.Buchanan,*Mgr.*)	210·0|24·1|7·4 H13*t*			Glasgow British	1Cy.52"–60" NB11 161NHP W.King&Co.,Glasgow		
438 89918	**Isle of Cumbrae** Irn&StlPadSk *P.McGregor* –17 (*ex*Duchess of York,*ex*JeanieDeans)	258 234 91					1884	Barclay,Curle&Co. Glasgow	BuchananSteamrs Ld. (J.D.Buchanan,*Mgr.*)	210·0|20·1|7·6 Q70'B68'			Glasgow British	D.Cy.50"–72" NB01 163NH Barclay,Curle&Co.Gls.		BT till 6,17
439 123590 HJQP	**Isle of Jura** SteelScSr *A.Dixon*14–14 *ss*Shl.No.2–15 (*ex*Elloe) *Spar dk(pt Irn&pt Stl)2tr B&* *Web frames*	3809 3592 2485	✠100A1 *Spar dk* *withfreeboard* ~~BS4,14~~ 9,16 ✠LMC1,16	Cff	*w*	1,16	1906 11mo *Lloyd*	Furness,Withy&CoLd W Hartlepool *sA&CP*	IslesStm.ShppgCo Ld (B.J.Sutherland&CoLd.*Mgrs*) *WB=CellDBa*	340·0|47·1|20·3 P31'B105'F31' 27·4 FK 112'*uE&B*51'*f*131			Newcastle British 6 *BHCem* 708*t APT*31*t*	T.3Cy.24½",39"&66"–45"(*s*) 180lb *100lb* 317NHP 2SB,6*cf*,GS105,HS4891 Richardsons,Westgarth&Co.Ld.Hpl	29 ″ 10 s 5 ″ 8½ 24 ″ 6	
440 118614 VFKH	**Isle of Lewis** SteelScSr ~~*T.Grafton* –17~~ *W.Stubbs* –18 1 *Dk(pt Irn&pt Stl)2tr B&* *deep framing3 Dk rule*	3067 2923 1981	✠100A1 *withfreeboard* ~~BS4,17~~ 7,13 ~~BS8,18~~ ~~Grain 12,17~~ BS12,17 ~~BS3,18~~ ✠LMC7,13	Npt	*u*	~~N8,14~~ 8,18	1903 7mo *Lloyd's*	TyneIron S.B.Co.Ld. Newcastle *sA&CP*	IslesStm.ShppgCo Ld. (B.J.Sutherland&CoLd.*Mgrs*) *WB=CellDBa*	323·0|47·0|22·5 P31'B92'F34' FK 100'*uE*24'*f*134'662*t*			Newcastle British 6 *BHCem* *PT*81*t*	T.3Cy.24",40"&64"–42" (*r*) 160lb *90lb* 283NHP 2SB,8*rf*,GS135,HS4512 N.E.MarineEngCo.Ld.Nwc	25 ″ 0 -4 ″ 1½ 21 ″ 3	
441 121069	**Isle of Man** SteelScK *C.Odell* –09 *ss*Hul.No.2–13 1 *Dk*	176 169 69	✠100A1 *StmTrawler* 1,14 BS6,14 ✠LMC5,13	Hul		5,13	1905 9mo *Lloyd's*	Earle'sCo.Ld. Hull *sA&CP*	HullSteamFishing &IceCo.Ld.	108·4|21·6|11·6 BK8" *WB=*			Hull British 1 *BHCem* *DTf*13'34*t*	T.3Cy.10",17"&28"–22" (*s*) 200lb 45RHP 1SB,2*pf*,GS25,HS750 Earle'sCo.Ld.Hull	12 ″ 4	
442 123979 HGNV	**Isle of Mull** *McLeod* –18 SteelScSr ~~*Sad.Deck* 12–12~~ (*ex*Belle of Ireland) 1 *Dk(Stl)* *Spar dk(Stl)&deep framing*	4230 4091 2772	✠100A1 *Spar dk* 3 ~~13,15~~ ~~BS3,18~~ ~~BS9,16~~ ✠LMC6,13	Cff Bom	*x*	7,15 3,18	1906 6mo *Lloyd*	NthmblndS.B.Co.Ld.Newcastle *sA&CP*	IslesStm.ShppgCo Ld. (B.J.Sutherland&CoLd.*Mgrs*) *WB=CellDBa*	360·6|48·0|20·2 P30'B92'F33' 28·0 FK 118'*uE&B*42'*f*154'			Newcastle British 6 *BHCem* 857*t APT*63*t*	T.3Cy.24½",40"&68"–48" (*s*) 180lb 362NHP 3SB,9*cf*,GS156,HS5802 N.E.MarineEng.CoLd Nwc	30 ″ 10 -6 ″ 2½ 25 ″ (	
443 93286	**Isle of Skye** SteelPadSk *H.McPherson* –15 (*ex*MadgeWildfire)	211 196 84					1886	SM'Knight&Co. Ayr	BuchananSteamrs Ld. (J.D.Buchanan,*Mgr.*)	190·0|20·0|7·1 B55'			Glasgow British	C D.2Cy.27"&49"–60" NB03NE91 FD 155NHP Rankin&Blackmore,Grk.		
444 123211	**Isle of Wight** SteelScK *R.McPhedran* –16 *ss*Hul.No.2–13 1 *Dk*	176 169 69	✠100A1 *StmTrawler* 12,13 BS3,14 ✠LMC4,13	Hul		1,16	1905 12mo *Lloyd*	Earle'sCo.Ld. Hull *sA&CP*	HullSteamFishing &IceCo.Ld.	108·4|21·6|11·6 BK8" *WB=*			Hull British 1 *BHCem* *DTf*13'34*t*	T.3Cy.10",17"&28"–22" (*s*) 200lb 45RHP 1SB,2*pf*,GS25,HS750 Earle'sCo.Ld.Hull	12 ″ 4	
445 133101	**Isleford** SteelScSr *A.Murchie*11–13 *Oil Eng.* *Mchy.Aft* 1 *Dk(Stl)*	414 303 205	✠ 2,13 ✠	Ard	*f*		1913 2mo	Ardrossan DD&SBCoLd Ardrossan	TheAdmiralty	149·8|25·6|10·0 Q58'F27' FK *WB=FPT*			Glasgow British 3 *BHAsp* *t APT*24*t*	Oil Engines 2S.C.SA 4Cyl.16½"–18½" DB09 *refitted* 13 BolinderOilEng.Co.Skm.	11 ″ 0	
446	**Islendingur** IronScK *I.Larussen*08–08 *ss*Hul.No.3–8,06 (*ex*Osprey) 1 *Dk*	*151* *140* *64*	✠ *StmTrawler* 1,12 NB8,06 ✠	Hul			1893 9mo	Cook,Welt'n&Gemmell Hull	Actieselsk.Fram	101·5|20·6|11·0 Q24' ptND06 BK7½"			Reykjavik Iceland Danish 3 *BHCem*	T.3Cy.11½",18"&30"–22" 44NHP 1SB,2*pf*,GS37,HS695 C.D.Holmes&Co.Hull	11 ″ 10	
447 HPLJ	**Isleño** IronScSr *Dezcallar* *Elec.light* Wireless (*ex*PrincessAlice)	606 531 314					1866	Tod&McGregor Glasgow	IsleñaMaritima, Cia.Mallorquina deVap.	199·9|28·1|15·1 Q31*t*F20*t*			Palma Spanish	C.2Cy.22"&42"–42" NE83 NB98 95NHP Barclay,Curle&Co.,Gls.		V
448	**Isles of Kerguelen** CompAux *R.Anderson* –14 (*ex*Yves de Kerguelen,*ex Yacht*Sunrise) *Stm.Eng.* (*See Sailing Ship Register*)	219 — 77			...		1877	J.S.White Cowes	Walker&Anderson	133·8|24·3|13·3			CapeTown British	C.2Cy.19"&33"–21" NB97 43NHP J.Penn&Sons,Greenwich		

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Hangar(s) ou cales, et no. et nom dans le L.
449 106607 PMHN	**Isleworth** *R.K.Douglas* –16 (*ex*Eversley) 1 *Dk*(*Iron*)2*tr B&deep framing*3*Dk rule*	**SteelScSr** *ss*Bry.No.3–3,09 *ss*Shl.No.1–14	2871 2642 1846	✠ 100A1 *with freeboard* 11,16 ~~Exempted~~ BS5,16 ✠LMC5,14	Brs	*u*	10,16	1896 10mo	R.Thompson&Sons Sunderland A&CP	BritainSS.Co.Ld. (Watts,Watts&Co Ld. *Mgrs.*) *CellD*	320·2 P29′B98′F35′ *Ba*	46·0 FK 100′*uE*	21·3 24′*f* 132′	London British 5*BHCem* 692*tAPT*52*t*	T.3Cy22½″,36½″&60″–39″(*s*) 1400lb *100lb* NDB11 236NHP 2SB,*4rf*&*2cf*,GS92,HS3700 Blair&Co.Ld.Stockton	23 ″ 9 s 3–11½ 20 ″ 1	
450 MPCS	**Islys** *P.P.Brandal*	**WoodSc** 1*Dk*	133 117 58					1916	Lindstöl Risör	P.P.Brandal	96·8	21·1	10·5	Aalesund Norwegian	C.2Cy.9$\frac{3}{16}$″&20$\frac{1}{16}$″–15″ 14NHP PusnæsStöberi&Mek. Værksted,Arendal		
451 74 HJWT	**Ismail** *Mchy.Aft*	**IronScSr** (*ex*TheodoreR., *ex*HaraldRoper)	384 — 217					1880	Osbourne, Graham&Co Sunderland	Mme.S.B.Falz-Fein *WB*	146·5	22·2	12·2	Odessa Russian	C.2Cy.20″&40″–30″ 73NHP Geo.Clark,Sunderland		
452 111276 RSPK	**Ismaila** *R.E.Honywood* –13 2*Dks*(*Stl–U* teak s)&*Web frames* *Elec.light*	**SteelScSr**	5265 4984 3381	✠ 7,00 ✠	Mdb	*z*		1900 7mo	Sir Raylton Dixon&Co Ld Middlesbro'	BritishIndiaStm. Nav.Co.Ld. *WB*=*CellDBa*	410·4 B92′F60′ FK 117′*uE*&*B*44′*f*198′	50·8 6*BHCem*	29·0 1198*t D T f*	Glasgow British	T.3Cy.26½″,42″&66½″–51″ 405NHP 2SB,*6cf*,GS123,HS5928 FD T.Richardsn&Sns,Ld.Hpl. 29′835*t FPT* 173*t APT* 137*t*	32 ″ 0	
453 82849 VKFB	**Ismailia** *D.Findlay* –16 (*ex*GarthCastle) *Elec.light*	**IronScSr** *ss*Gls.No.3–4,93 *ss*Lon.No.2–01 2*Dks*(*Irn–Uws*)3*tr B*	3704 3537 2336	✠ 4,05 ✠NB2,88 ✠	Cpl	*w*		1880 12mo	J.Elder & Co. Glasgow	KhedivialMailS.S. &GravingDockCo. Ld. (LordE. Hamilton,*Mgr.*)	365·0 B96′F48′ BK 11″ *WB*=*DBa* 40′160*t*	43·5 8*BHCem* *MT*30/280*t*	31·3 *Tpd*88	London British NDB00 3DB,*12cf*,GS234	T.3Cy.33″,55″&88″–57″ 585NHP TRchrdsn&SonsHpl	32 ″ 7	V
454 HRTL	**Ismene** *P.Merinjos* –07 *Elec.light*	**IronScSr** (*ex*Alligator)	985 707 449					1881	Barclay, Curle&Co. Glasgow	HellenicCo.of Marine Entrprises (A.Pallios,*Mgr.*)	250·2 P154*t*	30·0 F38*t*	14·7	Piræus Greek	C.2Cy.38½″&69″–48″ NB91 275NHP Barclay,Curle&Co.Gls.		
455 HRVB	**—** *P.Peloponissius* –07 (*ex*S.Raissis, *Mchy.Aft* *ex*SeaNymph)	**IronSc3MstSr** *ss*Nwc.2ndNo.3–7,03 1*Dk*	227 170 130	✠ 10,08 ✠	Nwc	*c*		1878 10mo	A.Leslie& Co. Newcastle	G.Grohman	120·3 Q56′F13′ BK 6½″	20·7 4*BHCem* *WB*=*FPT*	9·7	Piræus Greek	C.2Cy.18″&32″–24″ NB86 43NHP 1SB,*2pf*,GS13,HS790 NDB88 N.E.MarineEng.Co.Ld.Sld.	10 ″ 6	
456 JFSW	**Isolde** *F.Saelzer* –13 *Elec.light*	**SteelScSr** (*ex*CarlLevers) 1*Dk*	1530 1154 966					1905	Nüscke& Co. Stettin	BaltischeReed. A.-G.(J.H.Jensen, *Mgr.*)	247·4 P25′Q92′B67′F26′	36·8	16·6	Flensburg German *WB*	T.3Cy.17¾″,28¾″&46″–32″ 120NHP Schiffs.Uebigau,Dresden		G
456* JPKG	**Isole** *Noël*	**SteelScK** (*Trawler*) 1*Dk*	215 210 72					1908	A.Dubigeon et fils Nantes	Soc.Anon.des Pêcheries à Vapeur deLorient	124·5	21·3	12·5	Lorient French *WB*	T3Cy12$\frac{13}{32}$″20$\frac{3}{4}$″&33$\frac{15}{32}$″–24$\frac{13}{32}$″ 53NHP Brissonneau et Lotz,Nantes		V
457	**Isonzo**	**SteelScSp** (*ex*Albion) 1*Dk*	222 — 88					1907	VnDamme Frères& Adam Baesrode	A.G.&V.Cosulich (*In Liq.*) (A. Hreglich,*Mgr.*)	100·4	20·1	8·5	Trieste Aust.-Hung. *WB*	C.2Cy.11″&22″–15″ 19NHP F&J.Hosking,Bermondsey		
458 15926 MQJF	**Isoura Maru**	**WoodSc** 1*Dk*	191 — 111					1912	I.Ohashi Ominato	IgarashiGoshi Kaisha	118·0	16·0	12·0	Rumoye Japanese	C.2Cy.13$\frac{29}{32}$″&27$\frac{1}{16}$″–18″ E&B*made*06*fitted*12 26NHP T.Izumi		
459 JPKD	**Ispahan** *Merle* *Elec.light*	**SteelScSr** (*ex*Arracan) 2*Dks*	4170 — 2667					1900	W.Denny &Bros. Dumbarton	Messageries Maritimes	360·0 P40′B108′F35′	45·2	26·4	Marseilles French *WB*	T.3Cy.26½″,42″&66½″–51″ 316NHP Denny&Co.Dumbarton		V
460 107 QBLD	**Isshin Maru** *Minagawa* –14 *Elec.light* *Mchy.Aft*	**SteelScSr** 1*Dk*(*Stl*) &2*nd dk*(*Stl*)*in No.2 hold*	1440 1229 841	✠ 100A1 12,17 ✠LMC5,14	Kob Sbi	*p*	12,17	1914 5mo *Lloyd's*	OsakaIron Works Osaka	Minamimanshu TetsudoKabushiki Kaisha *WB*=*CellDBu&S*	245·7 P54′B15′F30′ FK *B38′f167′56t FPT* 160*t APT*61*t*	36·9 4*BHCem*	15·9	Dairen Japanese 4*BHCem*	T.3Cy.16″,27″&45″–30″ (*s*) 200lb *100lb* 147NHP 2SB,*4cf*,GS80,HS2526 OsakaIronWorks,Osaka	18 ″ 3 s 2–10½ 15 ″ 8	
461 10873 LDCS	**—** *R.Akitosho* –09 (*ex*Kingfisher) *Elec.light* · *Ref.Mchy.*	**SteelScK** 1*Dk* (*Trawler*)	246 206 132				…	1904	GooleS.B. &RepgCo.Ld. Goole	HaraShinichi	120·0 Q52′F20′ BK 7½″	22·1 *WB*	11·6	Nagasaki Japanese	T.3Cy.12½″,21″&34″–24″ 75NHP G.T.Grey,SouthShields	12 ″ 5	
462	**Isspurven**	**WoodScSr** 1*Dk*	130 120 65					1916	Skaalurens Baatbyggeri Rosendal	J.Hess	100·0	20·3	10·0	Bergen Norwegian	C.2Cy.9″&20″–15″ 14NHP Mjellem&Karlsen,Bergen		
463 HLDC	**Istina** *M.Tomljanovic*11–11	**SteelSc** 1*Dk*	3544 3269 2261					1910	W.Doxford &Sons,Ld. Sunderland	Nav.Libera GiovanniRacich &Ci.	360·0 P26′B231′F32′	50·3	21·5	Ragusa Aust.-Hung.	T.3Cy.26″,42″&68″–42″ 300NHP W.Doxford&Sons,Ld.Sld.		A
464 HLDQ	**Istok** **(Seized and taken to Mariupol)** *G.Juricevic* –12 (*ex*ColonelJ.T.North) 1*Dk*(*Stl*)&*Spar dk*(*Stl*)&*deep framing*	**SteelScSr** *ss*Tri.No.3–2,07 *ss*Shl.No.1–11	2891 2617 1850	✠ 100A1 *Spar dk* 10,13 BS7,14 ✠LMC6,11	Rot	*t*	2,13	1895 4mo	Short Bros. Sunderland A&CP	Nav.aVapUnione (G.Jelich,*Mgr.*) *WB*=*Cell*	302·1 P30′B74′F34′ FK *DBa*96′*uE*20′*f*114′	44·8 23·3 5*BHCem*	16·4 625*t APT*52*t*	Ragusa Aust.-Hung. 5*BHCem*	T.3Cy.23″,38″&62″–42″ (*s*) 160lb *100lb* NDB11 256NHP 2SB,*6pf*,GS96,HS3950 W.Allan&Co.,Ld.,Sld.	26 ″ 0 s 4 ″ 7 21 ″ 8	
465	**Istria** *N.Füllenhals* *Elec.light*	**SteelScSr** 1*Dk*	268 — 125					1906	Stabilmnto Tecnico Trieste	Soc.diNav.aVap. Istria-Trieste	153·0 Q70′B38′F23′	21·6	11·4	Trieste Aust.-Hung.	T.3Cy.14″,22½″&37″–24″ 67NHP StabilimentoTecnico,Tri.	11 ″ 0	A
466	**Istrian**	**SteelSc**	319 311 195					1900	Danubius Schoenichen Hartmann Budapest	RussianGovernment *WB*	150·0	29·5	11·5	Nicolaïeff Russian	C.2Cy.21″&32″–18″ 36NHP DanubiusSchoenichen Hartmann,Budapest		
467	**Istriano** *A.Suslich*11–11	**SteelSc** 1*Dk*	157 — 96					1904	Stabilmnto Tecnico Trieste	Soc.inAzioniUngaroCroata di Nav. Maritt.aVap.	123·0 Q54′	19·0	10·0	Fiume Aust.-Hung.	T.3Cy.11¾″,18½″&30″–17¾″ 38NHP StabilimentoTecnico,Tri.		A
468 8009 JQFV	**Isuzugawa Maru**	**WoodScSp** 2*Dks*	109 102 70					1904	TobaTekko GoshiKaisha Toba	AkitaMokuzai KabushikiKaisha	97·6	14·1	10·5	Otaru Japanese	C.2Cy.12″&24″–15″ 19NHP		
469	**Itabera** *Ref.Mchy.* *Elec.light*	**SteelTwinScSr** 1*Dk*(*Stl*-teak s) &*pt*2*nd dk*	2162 1653 1201	✠ A1 *Brazilian Coasting* 11,16 ✠LMC11,16	Trn	*s*		1916 11mo *Lloyd's*	AilsaS.B. Co.Ld. Troon	Cia.Nacional de Nav.Costeira *CellD*	287·8 F45′ *Prom.dk*192′ FK *Ba*76′152*t FPT* 26*t*	43·2 5*BHAsp*	17·6 *APT*27*t*	R.Janeiro Brazilian 5*BHAsp*	T.6Cy.16″,26″&42″–30″ (*s*) 180lb HS6041 304NHP 2SB&1Aux.SB,*8cf*,GS169, AilsaS.B.Co.Ld.Troon	18 ″ 9 s 5 ″ 7 13 ″ 8	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. / Master. / Special Surveys.	3 Material, Rig, &c. / Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned / now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L. R. Date of last Trade Cert.
470	Itabira	Steel ScSr (*ex* Cabral)	753 687 467					1888	Scott & Co. Greenock		231·1	33·1	12·8 P16′ B46′ F19′	Brazilian	T. 3 Cy. 16″, 26″ & 43″–30″ NB 03 101 NHP Scott & Co., Greenock		
471	Itacolomi *J.S.Maciel* 01-01	Steel & Iron Twin Sc Sr (*ex* Antoinette)	738 589 569					1889	T. & W. Smith N. Shields	Cia. Nacional de Nav. Costeira	224·0	34·0	9·5 Q16′ B50′ F21′	R. Janeiro Brazilian	T. 6 Cy. 11″, 17″ & 28″–21″ 72 NHP E. Scott & Co., Newcastle		
472	Itagiba *D.Tompkinson* –13 *T.Marsh* –18 *Elec.light* 1 *Dk* (*Stl*-teaks) & *pt 2nd dk* *Ref.Mchy.* Wireless *ss* Rio.No.1-18	Steel Twin Sc Sr	2169 1659 1221	✠ A1 *Brazilian Coasting* 10.15	Rio	*s*	10.15 4.18	1913 6mo	Ailsa S.B. Co. Ltd. Troon	Cia. Nacional de Nav. Costeira *Lloyd's SA & CP*	288·3 F45′ *Prom dk* 192′ FK W	43·2	17·6 *B = Cell D B*	R. Janeiro Brazilian *5 B H Asp*	T. 6 Cy. 16″, 26″ & 42″–30″ (*s*) 180 lb HS 6041 304 NHP 2 SB & 1 Aux SB, *8 cf*, GS 169, Ailsa S.B. Co. Ltd. Troon *a* 76′ 152 *t* *F P T* 26 *t* *A P T* 27 *t*	18 ″ 9 s 5 ″ 7 13 ″ 8	
473	Itahy	Steel Twin Sc Sr 1 *Dk*	665 586 452					1896	Scott & Co. Greenock		181·5 B26′ F25′	35·0	10·6	R. Janeiro Brazilian	T. 6 Cy. 9″, 15″ & 25″–21″ 57 NHP Scott & Co., Greenock		
474	Itaipava *Th.Revin* 91-98 (*ex* Ondina)	Steel Sc Sr	904 744 707					1891	Scott & Co. Greenock	Cia. Nacional de Nav. Costeira	230·7	33·2	13·7	R. Janeiro Brazilian	T. 3 Cy. 16″, 26″ & 43″–30″ NB 03 101 NHP Scott & Co., Greenock		
475	Itaituba *A.Cragg* 97-99 (*ex* Coritiba)	Steel Sc Sr	913 743 717					1891	Scott & Co. Greenock	Cia. Nacional de Nav. Costeira	230·7	33·2	13·7	R. Janeiro Brazilian	T. 3 Cy. 16″, 26″ & 43″–30″ 101 NHP Scott & Co., Greenock		
476	Itajuba *D.Morris* 87–98 *Elec.light* 1 *Dk* (*Stl*-teaks) *Ref.Mchy.* *Tompkinson* –18	Steel Twin Sc Sr *ex* Rio No.2–14 lower dk in Nos.1,2 & 3 holds *Web frames in No.A hold* *ss* Rio No.3–3.18	1817 1480 958	✠ A1 3.18 *with freeboard* *Brazilian Coasting*	Rio	*q*	6.18 3.18	1908 6mo	Ailsa S.B. Co. Ltd. Troon	Cia. Nacional de Nav. Costeira *Lloyd's SA & CP* *WB = Ce*	270·4 F43′ *Promenade dk* 172′ *ll D B a* 64′ 116 *t* *F P T*	42·1	17·4 FK *5 B H Cem* 30 *t* *A P T* 32 *t*	R. Janeiro Brazilian Naples	T. 6 Cy. 16″, 26″ & 42″–30″ (*s*) 180 lb *180 lb* HS 5118 273 NHP 2 SB & 1 Aux SB, *6 cf*, GS 135, Ailsa S.B. Co. Ltd. Troon	18 ″ 6 s 5 ″ 5½ 13 ″ 6	
477	Italia *E.Villa* 2 *Dks* (*Stl*) & *Web frames* *Elec.light* 3 *Dk* rule	Steel Sc S Mst *ss* Nap. No.2–13 *Shelter dk*	6366 6146 3283 2232	✠ 100 A1 *Shelter dk* 4.16 *with freeboard* *Excavated for Cargo* 2,17	N Yk	*y*	5.16 4,16	1904 12mo	Cant. Nav. Siciliani *Palermo*	Peirce Bros. *W B = D D a* 2′ *u E* 26	391·7 B70′ *f* 216′ 1315 *t* *D T f* 40	52·1	33·4 FK 7 *B H Cem* 570 *t* *A P T* 4 *t*	Naples Messina Italian	T. 3 Cy. 27″, 43″ & 73″–51″ (*s*) 180 lb ~~*180 lb*~~ HS 476 NHP 3 SB. *9 cf*, GS 164, HS 6565 FD G. Clark, Ltd. Sunderland	26 ″ 10 s 2 ″ 4½ 4 ″ 9	
478	— *E.Lavatelli* *Elec.light* Wireless	Steel Twin Sc Sr 3 *Dks*	5018 — 3087					1905	N. Odero & Co. Genoa	Soc. di Nav. a Vap. Italia	393·7 P65′ B150′ F30′	47·8	27·0	Genoa Italian	T. 6 Cy. 23⅔″, 38″ & 63″–47½″ 545 NHP N. Odero & Co. Genoa		I
479	— *W.Matthew* –16 *Elec.light* Wireless	Steel Sc Sr 2 *Dks* & *deep framing*	4806 4103 3005					1903	D & W Henderson & Co. Ltd. Glasgow	Anchor Line (Henderson Bros.) Ltd.	400·0 P40′ B170′ F55′	49·2	27·7 *W B*	Glasgow British	T. 3 Cy. 30″, 50½″ & 85″–54″ 530 NHP D & W. Henderson & Co. Gls.		C
480	— *E.Caneva* –16 (*ex* Steinberger)	Steel Sc Sr *ss* Ham. No.3–10,06 *ss* Nap. No 2–16 1 *Dk* (*Stl*) & *Spar dk* (*Stl*-teaks) & *Web frames*	3498 3283 2232	✠ 100 A1 *Spar dk* 2,17	Bry	*w*	4,16	1895 2mo	Sir Raylton Dixon & Co. Middlesbro' A & CP	Requisitioned by the Italian Government (Italian State Railways) *W b*	340·0 P39′ B70′ F43′ BK 9½′ *= Cell D Ba* 108′ *u E*	44·2	19·0 26·9 *f* 138′ 651 *t*	Genoa Italian *5 B H Cem* 22 *f* 138′ 651 *t*	T. 3 Cy. 24½″, 39″ & 67″–45″ (*s*) 180 lb *100 lb* 316 NHP 2 SB, *6 cf*, GS 114, HS 4716 T. Richardsn & Sns, Ld. Hpl	29 ″ 7	
481	— *Cav.P.Ferrante* (*ex* Feliciana)	Steel Sc Sr (*ex* Benbridge, 1 *Dk*	3456 2955 2193					1909	A. Rodger & Co. Port Glasgow	Ferrovie dello Stato (Italian State Railways)	346·1 P30′ B87′ F35	47·6	22·6 *W B*	Palermo Italian	T. 3 Cy. 24″, 40″ & 63¾″–42″ 262 NHP A. Rodger & Co. Glasgow		CI
482	— *R.Oetting* –13 (*ex* Dromore) *Elec.light* Wireless	Steel Sc Sr *ss* Ant. No.3–2,11 1 *Dk* (*Irn*) 2 *tr h* & *Web frames* 3 *Dk* rule	3063 2917 1974	✠ — 5.16 ✠	Stn	*v*		1898 6mo	Richardsn, Duck & Co. Stockton	W. Kunstmann *Cell D Ba* 114′ *u E* &	330·8 P15′ B96′ F38′ *B* 44′ *f* 128′ 785 *t* *F P T*	46·0	24·1 FK *5 B H Cem* 55 *t* *A P T* 26 *t*	Stettin German *5 B H Cem* 55 *t* *A P T* 26 *t*	T. 3 Cy. 22½″, 39½″ & 67″–42″ 303 NHP 2 SB, *6 cf*, GS 116, HS 4300 Blair & Co. Ld. Stockton	26 ″ 9	
483	— *D.Aicardi* 06–12 (*ex* Gulf of Florida) *Elec.light*	Steel Sc Sr 2 *Dks*	2792 2565 1741			…		1891	Hawthorn, Leslie & Co. Ld Newcastle	Dall'Orso & Co.	325·0 P35′ B76′ F39′ BK 10″	42·0	23·5	Spezia Italian *W B*	T. 3 Cy. 24″, 38″ & 62″–45″ 286 NHP Hwthrn, Leslie & C. Ld. Nwc	26 ″ 0	I
484	— *Orsini* –10 *Elec.light*	Steel Twin Sc Sr 1 *Dk* & *Awng dk*	1305 1225 485					1904	Cie. Franç de Nav. & de Const. Nav. Nantes	Cie. Marseillaise de Nav. à Vap. (Fraissinet & Co. *Mgrs.*)	260·7 H–	28·5	16·2 22·9	Marseilles French	T. 6 Cy. 19½″, 31½″ & 51⅔″–31½″ NB 10 305 NHP Cie. Franç. de Nav. et de Const. Nav. Lyons		V
485	— *E.A.Carlsson* 16–16 *Well deck*	Steel Sc Sr *ss* Skm. No.3–6,09 *ss* Got. No.1–14 1 *Dk* (*Stl*) & *Web frames*	1192 945 582	✠ ~~100 A1~~ 5.16 ~~✠ LMC~~	Got	*o*	5,16	1897 2mo	Helsingörs Jernsk. & Msk. Elsinore A & CP	Rederiaktieb. Svenska Lloyd (H. Metcalfe, *Mgr.*) *W B = Cell D B*	231·3 P & B 138′ F63′ *a* 60′ *u E* & *B* 37′ *f* 98′	34·1 FK	15·2 *a* 60′ *u E* & *B* 37′ *f* 98′	Gothenbrg Swedish *4 B H Cem* 280 *t* *A P T* 18 *t*	T. 3 Cy. 19½″, 31½″ & 53″–36″ 175 lb *90 lb* (*s*) 187 NHP 2 SB, *4 rf*, GS 68, HS 2984 Helsingörs Jernsk. & Msk b.	17 ″ 9 s 1 ″ 3 16 ″ 9	
486	— *N.Linardato* –04 *Elec.light*	Steel Sc Sr 1 *Dk*	1007 903 607					1904	Napier & Miller, Ld Glasgow	F.C. Svorono & E di Pollone	245·4 B61′ F27′	36·2	14·2	Mariupol Russian *W B*	T. 3 Cy. 18½″, 30″ & 50″–33″ 144 NHP D. Rowan & Co. Glasgow		V
487	— *Elec.light*	Steel Twin Sc Sr (*ex* Hans)	627 527 347					1898	J.C. Tecklenborg A.G. Geestemunde	Cia. Argentina de Nav. (Nicolas Mihanovich), Ltda.	204·2 H59′ F22′	32·3	10·5	Bns. Ayres Argentine	T. 6 Cy. 10¼″, 16½″ & 26¾″–18″ 61 NHP J.C. Tecklenborg A.G. Gst.		
488	— *J.Zolesi* 13–13 *Elec.light*	Steel Sc Sr 1 *Dk*	256 217 49	✠ ~~100 A1~~ *For Towing purposes* 3,13	Gen			1913 3mo	Soc. Co-op. di Produzione Samprdarena *Lloyd's SA & CP*	Soc. Rimorchiatori Genovesi	122·4 B36 F12′	23·0 BK 6¾″ *W B =*	12·4 *A P T* 28 *t*	Genoa Italian *4 B H Cem* Soc. Co.-op. di Produzione	T. 3 Cy. 15″, 23½″ & 39⅜″–27 7/16″ 178 lb (*s*) 120 NHP 2 SB, *4 cf*, GS 75, HS 2280	13 ″ 1	
489	Italian *J.Wilkie* –16 (*ex* Fantee) *Ref.Mchy.* *Elec.light*	Steel Sc Sr *ss* Gls. No.3–9,13 1 *Dk* (*pt Stl*) & *Spar dk* (*Stl*–ws) & *deep framing*	3648 2751 2302	✠ 100 A1 *Spar dk* 2,17	Lon	*v*	N 1,16	1899 4mo	Barclay, Curle & Co. Ld Glasgow A & CP	Ellerman Lines, Ld. (Graham Smith, *Mgr.*) *W B = Cell D B*	345·0 P & B 226′ F41′ *a* 76′ *u* *E* 24′ *f* 158′ 539 *t* *F P T*	44·0 FK	14·2 *E* 24′ *f* 158′ 539 *t* *F P T*	London British 6 *B H Cem* 76 *t* *A P T* 44 *t*	T. 3 Cy. 25″, 41″ & 67″–48″ (*s*) 180 lb 370 NHP 3 SB, *11 cf*, GS 212, HS 6190 Barclay, Curle & Co. Ld. Gls.	25 ″ 8 s 3 ″ 8½ 22 ″ 7	BT till 2,18

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote.	6 Surveillance Spéciale. Date de la dernière Visite.	7 Port de Visite. Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Inspections où noté si ce n'est dans le L. R. Bureau Chef. Surf. Trade.
490 101836 NDMB	**Italian Prince** *D.Rowlands* 11–13 *Elec.light*	**SteelScSr** *ss* N.Yk.No.3–11,06 *ss* Sld.No.1–09 1 *Dk (Stl)* & *Spar dk (Stl–ws)* & *deep framing*	3083 2914 1998	✠ 100 A1 *Spar dk* 7,14 ~~2,18~~ ~~Examined 8,17~~ ~~MS 9,15~~	Lon	*v*	~~N 6,16~~ 6,18	1893 9mo	Short Bros. Sunderland A&CP *WB =*	Prince Line, Ld. (Furness, Withy & Co. Ld., *Mgrs.*) *Cell DBa* 95′ *uE* 16′	338·9 P 39′ *f* 130′	42·2 B 92′ 543 *t*	18·2 F 33′ 26·2 FK *FPT* 161 *t*	Newcastle British 6 *BHCem APT* 72 *t*	T.3Cy.25″,40″&66″–45″ (*s*) 160lb *100lb* NDB 10 301 NHP 2SB,6*cf*,GS122,HS4636 Blair & Co. (Lim.), Stockton	28 ″ 9 s 5 ″ 8 23 ″ 8	
491 HPLN	**Italica** *E. Larranaga* 11–14 *Well deck*	**IronScSr** *ss* Bbo.2nd No.3–7,09 *ss* Bbo.No.1 ~~2–17~~ 1 *Dk 2tr B*	1070 877 766	✠ 90 A1 ~~6,17~~ 11,17	Bbo	*n*	~~4,16~~ 6,17	1884 3mo	J.L.Thmpson & Sons Sunderland A&CP *WB = D*	Ybarra & Co.	220·0 P 127′	31·3 F 27′ BK 8″ *Ba* 53′	16·6 *f* 87′ 240 *t FPT*	Seville Spanish 5 *BHCem* 52 *t APT* 15 *t*	C.2Cy.27″&50½″–33″ (*b*) 80lb *60lb* 113 NHP 1SB,3*pf*,GS47,HS1841 Blair & Co. (Lim.), Stockton	17 ″ 7	
492 JPLV	**Italie** *Paoli* *Elec.light* Wireless	**SteelScBkn** 2 *Dks* & *Spar dk* *Ref.Mchy.*	3966 — 2472	~~3,15~~	~~Lloyd's RMC~~			1894	Forges & C. de la Médit. La Seyne *WB*	Soc. Gén. de Transp. Mar. à Vapeur	399·4 H 174′	42·0 F 89′	30·4	Marseilles French	T.3Cy.32¾″,51½″&82½″–41″ NB 05 434 NHP Forges & C. de la Médit., Msl.		V
493 MBQN	**Italier** *Delgoffe* *Elec.light*	**SteelScSr** (*ex* Wolhandel, *ex* Ganda) 1 *Dk*	*1905* *1776* *1167*					1908	Short Bros. Ld. Sunderland *WB*	Lloyd Royal Belge Soc. Anon	281·0 P 22′	41·0 B 165′	18·1 F 30′	Antwerp Belgian	T.3Cy.21″,33″&56″–36″ 188 NHP N.E. Marine Eng. Co. Ld. Sld		V
494	**Itamaraty** *J. Bernardo* –99	**SteelPadSr**	*401* — *253*					1885	J. & G. Thomson Clydebank	Leopoldina Rly. Co.	200·5 H 101 *t*	30·4	7·5	R. Janeiro Brazilian	2Cy.47″–48″ 235 NHP J. & G. Thomson, Clydebank		
495	**Itanema** *R. Templar* 91–02	**SteelScSr** (*ex* Upanema)	*813* *763* *553*					1891	Hawthorn, Leslie & Co, Ld Newcastle *WB*	Cia. Nacional de Nav. Costeira	205·0 Q 25′	31·2 F 33′	14·3	R. Janeiro Brazilian	T.3Cy.15″,25″&41″–27″ 87 NHP Ross & Duncan, Glasgow		
496	**Itapacy** *B. Kennedy* 98–98 (*ex* Guanabara)	**SteelScSr**	*914* *742* *717*					1891	Scott & Co. Greenock	Cia. Nacional de Nav. Costeira	230·4	33·3	13·7	R. Janeiro Brazilian	T.3Cy.16″,26″&43″–30″ 101 NHP Scott & Co., Greenock		
497	**Itapagipe**	**SteelSc** *ss* Bah.No.1–14 1 *Dk (pt Stl)*	50 49 —	✠ 100 A1 *For Towing purposes* 5,14	Bah		5,14	1910 3mo *Lloyd's A&CP*	Mach. Fab. Delfshaven Rotterdam *WB = A*	Soc. de Construction du Port de Bahia	60·8 BK 5′	15·5		Bahia Brazilian 4 *BHCem APT* 8 *t*	C.2Cy.11″&22″–12″ (*s*) 146lb 27 NHP 1SB,2*pf*,GS27,HS589 Mach. Fab. Delfshaven, Rot	8 ″ 1 s 1 ″ 4 7 ″ 3	
498	**Itapema** *R. Mons* –09	**SteelTwinScSr** *ss* Rio.No.2–15 1 *Dk (Stl-teak s)* *Elec.light* Lower dk in Nos.1,2 & 3 holds *Ref.Mchy.* & deep framing in No. 4 hold	*1843* *1470* *910*	✠ A1 *with freeboard* 4,18 ~~6,16~~ *Brazilian Coasting*	Rio	*q*	~~7,15~~ 4,18	1909 8mo *Lloyd's A&CP*	Ailsa S.B. Co. Ld. Troon *WB = Cell D*	Cia. Nacional de Nav. Costeira	270·6 F 43′ *Promenade dk* 166′ *Ba* 64′ 116 *t*	42·2 FK	17·5 *FPT* 30 *t* *APT* 35 *t*	R. Janeiro Brazilian 5 *BHAsp* 2SB,6*cf*,GS135,HS5118 Ailsa S.B. Co. Ld. Troon	T.6Cy.16″,26″&42″–30″ (*s*) 180lb *180lb* 273 NHP 2SB,6*cf*,GS135,HS5118 Ailsa S.B. Co. Ld. Troon	18 ″ 6 s 5 ″ 5½ 13 ″ 6	
499	**Itaperuna** *R. Morris* 91–95 (*ex* Tramandahy)	**SteelScSr**	*909* — *713*					1891	Scott & Co. Greenock	Cia. Nacional de Nav. Costeira	231·0	33·0	13·4	R. Janeiro Brazilian	T.3Cy.16″,26″&43″–30″ 101 NHP Scott & Co., Greenock		
500	**Itapoan** *H. Miles* 95–98	**SteelScSr** 2 *Dks*	*752* *687* *512*					1891	Scott & Co. Greenock	Cia. Nacional de Nav. Costeira	230·8	33·2	12·6	R. Janeiro Brazilian	T.3Cy.16″,26″&43″–30″ 101 NHP Scott & Co., Greenock		
501	**Itapuca** *Lloyd* ~~*T.Kewin* 00–02~~ –17	**SteelTwinScSr** *ss* Rio.No.2–15 *Elec.light* 1 *Dk (Stl-teak s)* lower dk in Nos.1,2 & 3 holds & deep framing in No.4 hold *Ref.Mchy.*	1849 1471 978	✠ A1 *with freeboard* 8,17 ~~8,16~~ *Brazilian Coasting*	Rio	*q*	~~11,15~~ 8,17	1909 5mo *Lloyd's A&CP*	Ailsa S.B. Co. Ld. Troon *WB = C*	Cia. Nacional de Nav. Costeira	270·2 F 43′ *Prom dk* 166′ *ell D Ba* 64′ 116 *t*	42·2 FK	17·5 *FPT* 30 *t* *APT* 32 *t*	R. Janeiro Brazilian 5 *BHAsp* 2SB,6*cf*,GS135,HS5118 Ailsa S.B. Co. Ld. Troon	T.6Cy.16″,26″&42″–30″ (*s*) 180lb *180lb* 273 NHP 2SB,6*cf*,GS135,HS5118 Ailsa S.B. Co. Ld. Troon	18 ″ 6	
502	**Itapuhy** *W.H.Allman* –12	**SteelTwinScSr** *ss* Rio.No.1–16 *Elec.light* 1 *Dk (Stl-teak s)* & *pt 2nd dk* *Ref.Mchy.* Wireless	*2172* *1660* *1230*	✠ A1 *Brazilian Coasting* 7,17 ~~11,16~~	Rio	*s*	~~11,16~~ 7,17	1912 12mo *Lloyd's A&CP*	Ailsa S.B. Co. Ld. Troon *WB = C*	Cia. Nacional de Nav. Costeira	288·3 F 45′ *Prom. dk* 192′ *ell D Ba* 76′ 152 *t*	43·2 FK	17·6 *FPT* 26 *t* *APT* 27 *t*	R. Janeiro Brazilian 5 *BHAsp* 2SB & 1 AuxSB,8*cf*,GS169, Ailsa S.B. Co. Ld. Troon	T.6Cy.16″,26″&42″–30″ (*s*) 180lb HS6041 304 NHP 2SB & 1 AuxSB,8*cf*,GS169, Ailsa S.B. Co. Ld. Troon	18 ″ 9 s 5 ″ 7 13 ″ 8	
503	**Itapura** *T.Kewin* ~~*H.C.Miles* –18~~ –17	**SteelTwinScSr** *ss* Rio.No.1–14 *Elec.light* 1 *Dk (Stl-teak s)* & *pt 2nd dk* *Ref.Mchy.* Wireless	*2119* *1604* *1179*	✠ A1 *with freeboard* 9,15 *Brazilian Coasting*	Rio	*s*	~~9,15~~ 9,17	1912 4mo *Lloyd's A&CP*	Ailsa S.B. Co. Ld. Troon *WB = C*	Cia. Nacional de Nav. Costeira	288·2 F 45′ *Prom. dk* 192′ *ell D Ba* 76′ 135 *t*	43·2 FK	17·4 *FPT* 26 *t* *APT* 27 *t*	R. Janeiro Brazilian 5 *BHAsp* 2SB & 1 AuxSB,8*cf*,GS165, Ailsa S.B. Co. Ld. Troon	T.6Cy.16″,26″&42″–30″ (*s*) 180lb HS6005 304 NHP 2SB & 1 AuxSB,8*cf*,GS165, Ailsa S.B. Co. Ld. Troon	18 ″ 9 s 5 ″ 7 13 ″ 8	
504	**Itaquera** *Cragg* 97–13	**SteelTwinScSr** *ss* Rio.No.1–16 *Elec.light* 1 *Dk (Stl-teak s)* & *pt 2nd dk* *Ref.Mchy.* Wireless	*2209* *1691* *1254*	✠ A1 *Brazilian Coasting* 6,17 ~~8,16~~	Rio	*s*	8,16	1913 2mo *Lloyd's A&CP*	Mackie & Thomson, Ld. Glasgow *WB = C*	Cia. Nacional de Nav. Costeira	288·3 F 45′ *ell D Ba* 76′ 172 *t*	43·2 FK	17·4 *FPT* 36 *t* *APT* 36 *t*	R. Janeiro Brazilian 5 *BHAsp* 2SB & 1 AuxSB,8*cf*,GS163, Muir & Houston, Ld. Gls.	T.6Cy.16″,26″&42″–30″ (*s*) 180lb HS5826 298 NHP 2SB & 1 AuxSB,8*cf*,GS163, Muir & Houston, Ld. Gls.	18 ″ 9 s 5 ″ 7 13 ″ 8	
505	**Itaqui** *P. Callaghan* 00–00	**SteelScSr** 2 *Dks*	*754* *687* *512*					1891	Scott & Co. Greenock	Cia. Nacional de Nav. Costeira	230·8	33·2	12·6	R. Janeiro Brazilian	T.3Cy.16″,26″&43″–30″ 101 NHP Scott & Co., Greenock		
506	**Itararé** *S.J. de Senna* (*ex* Arminda, *ex* Bosnian) *Well deck*	**SteelScSr** 1 *Dk*	*382* *264* *200*	✠ 6,91 ✠	Ayr	*f*		1890 7mo	Mackie & Thomson Glasgow	Servicio Maritimo Vap. Itararé (F.F. Goulart) *WB = D*	148·0 Q 79′ *Ba* 53′	23·6 B 19′ *f* 87′	10·5 F 21′ BK 7′ 240 *t FPT* 38 *t*	Santos Brazilian 4 *BHAsp* 29 *t FPT* 38 *t*	T.3Cy.13″,21½″&34″–27″ 63 NHP 1SB,3*pf*,GS45,HS983 Muir & Houston, Glasgow	11 ″ 6	
507 Founded 10,17	**Itasca** JKTD	**IronScSr** (*ex* William Crane)	1417 — 989					18 71/97	Harlan & Holingswrth Wilmington	McIntyre Lumber & Export Co.	231·8 F 45 *t*	37·8	22·0	Mobile Utd. States	T3Cy.19½″,30½″&49″–30″ 132 NHP		
508	**Itassucê** *Johnson* –16 *Elec.light* *Ref.Mchy.*	**SteelTwinScSr** *ss* Rio.No.1–16 1 *Dk (Stl-teak s)* & *pt 2nd dk* Wireless	*2123* *1606* *1175*	✠ A1 *with freeboard* 10,16 *Brazilian Coasting*	Rio	*s*	10,16	1912 10mo *Lloyd's A&CP*	Ailsa S.B. Co. Ld. Troon *WB = Cell D*	Cia. Nacional de Nav. Costeira	288·2 F 45′ *Promenade dk* 192′ *Ba* 76′ 135 *t FPT* 26 *t*	43·2 FK	17·4 *APT* 27 *t*	R. Janeiro Brazilian 5 *BHAsp*	T.6Cy.16′,26′&42″–30″ (*s*) 180lb HS6005 304 NHP 2SB & 1 AuxSB,8*cf*,GS165, Ailsa S.B. Co. Ld. Troon	18 ″ 9 s 5 ″ 7 13 ″ 8	
509	**Itatiaya** *F. Kömer* 02–02	**SteelScSr** (*ex* Canning)	*645* *588* *403*					1883 7mo	Scott & Co. Greenock	Cia. Nacional de Nav. Costeira	213·2 Q 5 *t*	32·1	12·6	R. Janeiro Brazilian	C.2Cy.23″&50″–30″ 114 NHP Scott & Co., Greenock		
510	**Itatiba** *A. Harting* 02–02	**SteelScSr** (*ex* Mossoro)	*812* *763* *514*					1890	Hawthorn, Leslie & Co, Ld Newcastle *WB*	Cia. Nacional de Nav. Costeira	205·0 Q 25′	31·2 F 33′	14·3	R. Janeiro Brazilian	T.3Cy.15″,25′&41″–27″ 87 NHP Ross & Duncan, Glasgow		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned / now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 Built. By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed. If not in L.R. Date of R. of Trade Cert.
511	**Itatinga** Steel Twin Sc Sr *R.E.McNeill* –12 *ss* Rio. No. 1–15 *Elec. light* 1 *Dk* (*Stl*-teak s) *& pt 2nd dk* *Ref. Mchy.* Wireless	*2114* *1605* *1181*	✠ A1 *with freeboard* 9,15 *Brazilian Coasting*	Rio	*s*	~~9,15~~ 8,17	1912 6mo	AilsaS.B. Co.Ld. Troon	Cia. Nacional de Nav. Costeira *WB = Cell D* *Lloyd's* *sA & CP*	288·0 | 43·2 | 17·4 F45′ FK *Promenade dk* 192′ *Ba* 76′ 135*t* *FPT* 26*t*			R. Janeiro Brazilian	T. 6 Cy. 16″, 26″ & 42″–30″ (*s*) 180 lb HS6005 304 NHP 2 SB & 1 Aux SB, *Scf*, GS165, HS5118 AilsaS.B. Co. Ld. Troon	18 ″ 9 s 5 ″ 7 13 ″ 8	
512	**Itauba** Steel Twin Sc Sr *Michel* *ss* Rio. No. 2–16 *Elec. light* 1 *Dk* (*Stl*-teak s) *Lower dk in Nos. 1, 2 & 3 holds & deep framing in No. 4 hold* *Ref. Mchy.*	*1851* *1471* *826*	✠ A1 *with freeboard* 11,16 *Brazilian Coasting*	Rio	*q*	11,16	1910 4mo	AilsaS.B. Co.Ld. Troon	Cia. Nacional de Nav. Costeira *WB = C* *Lloyd's* *sA & CP*	270·1 | 42·2 | 17·5 F43′ FK *Promenade dk* 166′ *ell DBa* 64′ 116*t* *FPT* 30*t* *APT* 32*t*			R. Janeiro Brazilian	T. 6 Cy. 16″, 26″ & 42″–30″ (*s*) 180 lb *180 lb* 273 NHP 2 SB, *6cf*, GS135, HS5118 AilsaS.B. Co. Ld. Troon	18 ″ 6 s 5 ″ 5½ 13 ″ 6	
513	**Itauña** Steel Sc Sr *W. Allman* 00–00 (*ex* Chatham)	*647* *589* *401*					1883	Scott & Co. Greenock	Cia. Nacional de Nav. Costeira	213·2 | 32·1 | 12·6 B5*t*			R. Janeiro Brazilian	C. 2 Cy. 23″ & 50″–30″ 114 NHP Scott & Co., Greenock		
514 111238 RLSG	**Itaura** Steel Sc Sr *W. J. Bishop* –10 2 *Dks* (*Stl–U* teak s) 3 *tr B & Web frames* *Elec. light*	5197 4906 3363	✠ 1,00	Lon	*z*		1899 12mo	W. Denny & Bros. Dumbarton	British India Stm. Nav. Co. Ld.	410·0 | 50·7 | 28·9 B90′ F56′ FK *WB = Cell D Ba* 123′ *uE & B* 48′ *f* 185′			Glasgow British *6 BHCem*	T. 3 Cy. 26½″, 42″ & 66½″–51″ 390 NHP 2 SB, *6pf*, GS122, HS5566 FD Denny & Co. Dumbarton 903*t* *FPT* 234*t* *APT* 179*t*	32 ″ 0	
515 HRTC	**Ithaki** Steel Sc Sr (*ex* Volga, *ex* Laurium) 1 *Dk* *Well deck*	*283* *208* *182*			…		1895	Cumming & Ellis Inverkeithing	Nav. à Vap. "Ionienne" G. Yannoula to Frères	136·0 | 23·0 | 10·0 Q46′ B34′ F29′ BK 7″			Argostoli Greek	C. 2 Cy. 18″ & 36″–27″ 66 NHP Hawthorns & Co. Leith	10 ″ 4	
516 111953 RPFW	**Itinda** Steel Sc Sr *W. W. Tucker* –14 2 *Dks* (*Stl–U* teak s) 3 *tr B* *Elec. light* *& Web frames*	5251 4906 3398	✠ 4,00	Dmb	*z*		1900 4mo	W. Denny & Bros. Dumbarton	British India Stm. Nav. Co. Ld.	410·0 | 50·7 | 28·9 B90′ F56′ FK *WB = Cell D Ba* 122′ *uE & B* 48′ *f* 185′			Glasgow British *6 BHCem*	T. 3 Cy. 26½″, 42″ & 66½″–51″ 397 NHP 2 SB, *6pf*, GS122, HS5566 FD Denny & Co. Dumbarton 903*t* *FPT* 234*t* *APT* 179*t*	32 ″ 0	
517 111972 RSFD	**Itola** Steel Sc Sr *T.P. Babb* –16 2 *Dks* (*Stl–U* teak s) 3 *tr B &* *Elec. light* *Web frames*	5257 4906 3402	✠ 6,00	Dmb	*z*		1900 6mo	W. Denny & Bros. Dumbarton	British India Stm. Nav. Co. Ld.	410·0 | 50·7 | 28·9 B90′ F56′ FK *WB = Cell D Ba* 122′ *uE & B* 48′ *f* 185′			Glasgow British *6 BHCem*	T. 3 Cy. 26½″, 42″ & 66½″–51″ 390 NHP 2 SB, *6pf*, GS122, HS5566 FD Denny & Co. Dumbarton 903*t* *FPT* 234*t* *APT* 179*t*	32 ″ 0	
518 136015 JLQR	**Itonian** Steel Sc K *J. Loftus* –15 *Elec. light* 1 *Dk*	288 264 150	✠ 100 A1 *Stm Trawler* 7,15	Gms			1914 7mo	Cochrane & Sons, Ld. Selby	~~Gt. Central Co-operative Eng. & Ship Repairing Co. Ld.~~ J. W. Smethurst *Lloyd's* *sA & CP*	137·0 | 23·0 | 12·2 Q75′ F22′ BK 7½″			Grimsby British *4 BHCem*	Q. 4 Cy. 11½″, 18″, 25″ & 37″–24″ 220 lb (*s*) 80 RHP 1 SB, *3pf*, GS43, HS1179 Gt. Central Co-op Eng. & Ship Repairing Co. Ld. Gms.	13 ″ 0	
519 113968 SFLD	**Itria** Steel Sc Sr *E. de G. Diamond* –16 2 *Dks* (*Stl–U* teak s) 3 *tr B* *Elec. light*	5318 4885 3420	✠ 9,02	Mdb	*z*		1901 2mo	A. & J. Inglis Glasgow	British India Stm. Nav. Co. Ld.	410·3 | 50·7 | 28·8 B95′ F62′ FK *WB = Cell D Ba* 123′ *uE & B* 43′ *f* 195′			Glasgow British *6 BHCem*	T. 3 Cy. 26½″, 42″ & 66½″–51″ 387 NHP 2 SB, *6cf*, GS123, HS5500 FD A. & J. Inglis, Glasgow 1208*t* *MT* 30′ 922*t* *FPT* 184*t* *APT* 112*t*	32 ″ 0	
520 7081 JMSC	**Itsukushima Maru** Steel Sc Sr *R. Oguri* –16 *ss* Yka. 2nd No. 3–2, 11 (*ex* Duke of Fife, *ex* Fifeshire) *ss* Yka. No. 1–14 2 *Dks* (*Stl*) *& Web frames* *Well deck*	3883 3159 2809	✠ 100 A1 5,17 ~~6,16~~	Yka Kob	*w*	~~8,16~~ 5,17	1887 7mo	C. S. Swan & Hunter Newcastle A & CP	~~M. Ojiro~~ Yamashita & Risen Kabushiki Kaisha	345·0 | 47·6 | 24·1 P206′ F48′ BK 11″ *WB = Cell D B* 276′ 615*t*			Kobe Japanese *6 BHCem*	T. 3 Cy. 27″, 44″ & 71½″–48″ (*s*) 160 lb 429 NHP 3 DB, *12pf*, GS162, HS7623 Blair & Co. Ld. Stockton	26 ″ 10 s 4 ″ 4½ 23 ″ 10	
521 PCMB	**Ittersum** Steel Sc Sr *L. Bakker* 09–09 *ss* Ams. No. 3–10, 14 1 *Dk* (*Stl*) *& deep framing*	1282 1167 789	✠ 100 A1 ~~10,17~~ 4,18	Ams	*p*	~~7,17~~ 9,17	1902 9mo	Russell & Co Pt. Glasgow	Stoomv. Maats. Oostzee (Vinke & Co. *Mgrs.*) *WB = Cell* *Lloyd's* *sA & CP*	245·5 | 36·2 | 16·2 P20′ B64′ F29′ FK *D Ba* 66′ *uE* 20′ *f* 108′			Amstrdam Dutch *4 BHCem*	T. 3 Cy. 18½″, 30″ & 50″–33″ (*s*) 160 lb *80 lb* 144 NHP 1 SB, *3pf*, GS59, HS2166 D. Rowan & Co. Glasgow	18 ″ 6 s 2 ″ 4½ 16 ″ 5	
522	**Ittihad** Iron Sc Sr *ss* Bcl. 2nd No. 3–7, 03 (*ex* Principessa Sophia, *ss* Pir. No. 1–08 *ex* Mallorca, *ex* Dynamic) 2 *Dks* (1 *pt Irn*)	921 746 472	✠ 7,13	Pir	*n*		1883 9mo	Harland & Wolff Belfast		243·3 | 31·9 | 15·3 P35′ F29′ BK 8″ *WB = Tanks* a 15			*5 BHCem* *f* 21′ 57 *¢* 35*t*	C. 2 Cy. 35″ & 70″–45″ 288 NHP 2 DB, *8cf*, GS185, HS4894 Harland & Wolff, Belfast	16 ″ 3	
523 459 PWSB	**Itu** Steel Sc Sr *G. Chiesa* *Well deck* (*ex* Throstlegarth) 1 *Dk*	1354 1129 696			…		1895	Palmers' Co. Ld. Newcastle	Soc. Anon. Ilva (C. Fera, *Mgr.*)	250·8 | 36·3 | 18·3 Q96′ B48′ F28′ FK			Genoa Italian *WB*	T. 3 Cy. 20″, 33″ & 54″–36″ 191 NHP Palmers' Co. Ld. Newcastle	19 ″ 7	
524 214119 LGBR	**Ituna** Steel Sc Sr *ss* NYk. 2nd No. 3–7, 10 (*ex* Yacht) *ss* NYk. No. 1–14 *Elec. light* *Fitted for oil fuel* 2 *Dks*	172 — 105	✠ ~~4,17~~				1886 4mo	A & J Inglis Glasgow	A. K. McClure	137·6 | 19·7 | 11·3			Los Angeles Utd. States *4 BHCem*	T. 3 Cy 10″, 16″ & 26″–22″ 32 NHP 1 SB, *2cf*, GS29 A. & J. Inglis, Glasgow		
525	**Ituri-Mendi** Steel Twin Sc K *E. Ugalde* 12–16 (*Tug*) 1 *Dk* (*Stl*)	160 — 39	✠ 100 A– ~~11,17,16~~ M86,15	Bbo		11,17	1915 6mo	Hijos de A. Cortadi y Cia. Bilbao	Cia. de Remolcadores Ibaizabal (Sota y Aznar, *Mgrs.*)	94·2 | 20·0 | 9·2			Bilbao Spanish *6 BHCem*	C. 4 Cy. 11″ & 26″–18″ (*s*) 95 lb NB03 *refitted* 15 64 NHP *Ere fitted* 15 1 SB, *2cf*, GS30, HS1350	9 ″ 6 s 1 ″ 2½ 8 ″ 6	
526	**Iva** Wood Aux Sc Sr *Stm. Eng.* (*ex* Yacht Pogon, *ex* Roseneath, *ex* Ellida) (*See Sailing Ship Register*)	112 — 49	✠ 4,00	Msl	15 C 10		1875 6mo	M.E. Ratsey Cowes	Wladikine	107·0 | 20·6 | 12·2			Varna Bulgarian	C. 2 Cy. 10″ & 20″–18″ 1 B, *2pf*, GS19 14 NHP Day, Summers & Co., Sou.		
527 89787 KRHD	**Ivanhoe** ~~*W. Burch*~~ –17 Steel Sc Sr ~~*G. & W. Wheeler* –16 *ss* Gls. 2nd No. 3–2, 07~~ (*ex* Falshaw) ~~*ss* Nwc. No. 1–11~~ *Well deck* *ss* Shl. No. 2–15 1 *Dk* (*Stl*) 2 *tr B*	2282 1814 1431	✠ 100 A1 ~~6,17 7,16 7,17~~ 12,17 BS6,17	Shl ~~Ere Rig~~	Brys	2,15 12,17	1888 4mo	T. Turnbull & Son Whitby A & CP	Franco-British S.S. Co. Ld. (Olivier & Co. Ld. *Mgrs.*)	288·0 | 38·3 | 21·0 P28′ Q76′ B124′ F32′ FK *WB = D Ba*			Glasgow British *6 BHCem*	T. 3 Cy. 22″, 36″ & 59″–39″ (*s*) 160 lb NDB98 219 NHP 2 SB, *6cf*, GS101, HS3301 Blair & Co. Ld. Stockton	22 ″ 2 s 1 ″ 10½ 20 ″ 7	
528 82299	— Iron Pad Sk *A. MacDougall* –16	282 272 108					1880	D & W Henderson & Co. Glasgow	Turbine Steamers Ld. (J. Williamson *Mgr.*)	225·3 | 22·2 | 8·3			Glasgow British	D.O. 2 Cy. 43″–66″ NB92 231 NHP D. & W. Henderson & Co., Gls		BT till 1,18
529 122547	— Wood Sc *A. Stohlberg* –11 *Elec. light* GIB *Salted*† 1 *Dk*	182 141 123	✠ 7,09	Ver			1907 11mo	Wallace Shipyards, Ld Vancouver	Kingcoine Nav. Co. Ld.	99·7 | 21·9 | 10·9 H41*t*			Vancouver British	T. 3 Cy. 10″, 17″ & 28″–20″ 27 RHP 1 SB. *2cf*, GS33, HS995 McKie & Baxter, Glasgow	13 ″ 0	

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Capitaine. Visites Périodiques.	3 Matériaux, Grément, etc. Ex-nom, s'il y a lieu. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Registres où noté. Lettres de cl. Durée Cert. Hull Mach.
530 JNKV	**Ivar Aasen** *A.Knudsen* 16–16 *Mchy.Aft* (*ex*Karmt,*ex*OlafKyrre)	**IronScSr** 1*Dk*	230 140 134					1867	C.Mitchell &Co. Newcastle	P.Bruun&Co.	123·6 | 20·2 | 9·8 Q25*t* B41*t* F22*t*			Bergen Norwegian	C.2Cy.12⅞″&32″–21″ NB05 39NHP *WB* Thompson,Boyd&Co.Nwc		N
531 98274 QRFL	**Iveagh** *W.T.Turner* –16 *Elec.light*	**SteelScSr** 2*Dks*	550 458 225				…	1892	A.&J. Inglis Glasgow	Dundalk&Newry Stm.PacketCo.Ld. (S.J.Cocks, *Mgr.*)	190·0 | 29·0 | 14·0 P39′ B64′ F59′ BK6″			Newry British	T.3Cy.16⅜″,29″&48″–36″ NB11 148NHP *WB* A.&J.Inglis,Glasgow	14 ″ 9	BT till 7.17
532 15206 LWPC	**Ivernia** *ss*Shl.No.3–10,12 1*Dk*	**SteelScK** *Dks*	155 144 61	✠ 7,16 *Stm Trawler* ✠NB10,12 ✠	Shl			1900 2mo	Hall, Russell&Co.Ld. Aberdeen	TurkishGovt.	103·2 | 20·4 | 11·0 BK7½″			Turkish 3*BHCem*	T.3Cy.11½″,18″&31″–21″ 44NHP 1SB2*pf*,GS29,HS925 Hall,Russell&Co.Ld.Abn	11 ″ 7	
533 NKVT	**Ivigtut** *F.Hansen* –12 (*ex*WestyeEgeberg,*ex*MichelleSelchau, *ex*SailingVessel)	**WoodSc3MstSr** 2*Dks*	456 336 266					1875	J.H.Löve &Sons Elsinore	KryolithMine& HandelsSelskabet. (O.C.Krüger, *Mgr*)	137·8 | 30·7 | 15·9 Q57*t*			Copnhagn Danish	C.2Cy.18½″&33″–24½″ NE&B85 45NHP Nylnds.Vrksted.,Xia.		
534	**Ivy** *R.H.N.Hughes* *Elec.light*	**CompTwinScSr** (*Yacht*) 2*Dks*	870 702 337				…	1895	Earle's S.B. &E.Co.Ld. Hull	Government of SouthernNigeria	220·0 | 33·8 | 15·4 *Steel frame planked*			British	T.6Cy.13¾″,22¾″&35″–27″ NB07 180NHP Earle'sCo.(Lim.),Hull		
535 114405 SJQF	**Ivydene** *J.A.Leighton* –13 *Turret deck*	**SteelScSr** 1*Dk*2*trB*	3541 2999 2278					1901	W.Doxford &Sons,Ld. Sunderland	KeighleyShipping Co.Ld. (James Bell&Co.*Mgrs.*)	340·0 | 45·7 | 24·6 F37′			Newcastle British	T.3Cy.26″,42″&68″–42″ 300NHP *WB* W.Doxford&Sons,Ld.Sld.		V
536 15206 LWPC	**Iwai Maru** 1*Dk*	**SteelScSr**	475 — 266					1912	GomeiKai-shaShirato Zosensho Osaka	U.Matsumoto	113·5 | 21·2 | 10·8			Tarumi Japanese	T.3Cy.11″,18″&30″–22″ 42NHP Y.Hashimoto,Osaka		
537 10574 LQBQ	— 1*Dk*	**SteelScSr**	199 163 107					1906	Uraga Dock Co.Ld. Uraga	TokiowanKisen KabushikiKaisha	121·3 | 17·6 | 11·5			Tokio Japanese	T.3Cy.10″,16½″&28″–18″ Ishikawajima 33NHP S.B.&E.Co.Ld.,Tokio		
538 15216 MDKL	**Iwai Maru No. 2** 1*Dk*	**SteelScSr**	215 169 116					1912	OsakaIron Works Osaka	NichiyeiGyogyo KabushikiKaisha	114·1 | 21·2 | 10·8			Osaka Japanese	T.3Cy.11½″,19″&32″–22″ 48NHP OsakaIronWorks		
539 15824 MDLF	**Iwai Maru No. 3** 1*Dk*	**SteelScSr**	229 181 123					1912	GomeiKai-shaHarada Shoko,Osaka	TaisshoKisen KabushikiKaisha	113·5 | 21·2 | 10·8 F44′			Tarumi Japanese	T.3Cy.11 5/16″,18½″&30½″–22″ 42NHP Y.Hashimoto,Osaka		
540 11998 LJBV	**Iwajima Maru** (*ex*NagatoMaruNo 1) 1*Dk*	**SteelScSr**	155 — 52					1909	OsakaIron Works Osaka	MitsubishiGoshi Kaisha	101·0 | 19·3 | 10·3			Osaka Japanese	T.3Cy.11″,18″&30″–22″ 42NHP OsakaIronWorks		
541 100712 KQBD	**Iwalani** *G.E.Pitz* 1*Dk*	**WoodScSr**	588 434 240					1881	DickieBrs. S.Francisco	InterIslandSteam Nav.Co.Ld.	147·0 | 27·5 | 11·5 Q28′ B10′ F10′			Honolulu Utd.States	C.2Cy.12″&24″–20″ E&B*made*98*fitted*00 21NHP FultonE.&S.B.Wrks.SFo.		
542 18987 MBFS	**Iwami Maru** 1*Dk*	**SteelScSr**	775 703 447					1916	GoshiKai-sha Harada Shoko,Osaka	OsakaShosen KabushikiKaisha	187·8 | 25·5 | 18·5 F44′			Osaka Japanese	T.3Cy.13″,21½″&36″–24″ GoshiKaisha 64NHP HaradaShoko		
543 ~~373~~ ~~2,34,09~~ 1*Dk*(*Irn*)&*Web frames*&*pt Awng dk*(*Irn*)	**Iwan Asbeleff** ~~*J.Ditmar*07~~ (*ex*Arundo) *ss*Rot.No.3–5,06 *ss*Nag.No.2–15	**SteelScSr** *Dks*(*Irn*) *pt Awng dk* *withfreeboard*	1801 1513 1057 4,17 ~~3,16~~ ~~BS4,16~~ ✠LMC4,~~16~~ 5,17	✠100A1 12,16	Nag	*r*	~~4,15~~ 5,17	1890 6mo	C.S.Swan &Hunter Newcastle A&CP	~~Northern~~SSCo.Ld. (Thesshipsincon-troller (Turner, Morrison&Co.,*Mgrs.*) *WB*=*Cell D Ba*222′446*t APT*44*t*	265·6 | 37·0 | 17·4 P26′ Q72′ B112′ F31′ FK			London British	T.3Cy.20″,33″&54″–39″ 160lb *100lb* NDB01 185NHP 2SB,*Scf*,GS108,HS2822 Alley&M'Lellan,Glasgow	19 ″ 9 s 8 ″ 2½ 19 ″ 4	
544 14238 LRMB	**Iwasaki Maru** 1*Dk*	**WoodSc**	132 101 71					1912	O.Iwasaki Nishi	SetsuyoShosen KabushikiKaisha	98·9 | 15·4 | 9·4			Sumoto Japanese	C.2Cy.11½″&23″–14½″ 17NHP O.Iwasaki,Nishi		
545 84858 WDVT	**Ixia** *J.Rattray* –12 *ss*Nwc.2ndNo.3–7,06 *ss*Shl.No.2–15 2*Dks*(1*Irn*&1*pt Irn*)*St'B*	**IronScSr**	1970 1811 1254	✠100A1 12,16 *Carrying Molasses in bulk.* BS4,17 ✠LMC~~2,16~~	Shl	*s*	12,16	1881 10mo	TyneI.S.B. Co.(Lim.) Newcastle	Tres,Ld.(Houlder, Middleton&Co. Ld.*Mgrs.*) *WB*=*Cell DB* 236′ 403*t FPT* *Lloyd'sA&CP*	287·0 | 37·0 | 21·9 P28′ B28′ F22′ FK			N.Shields British	C.2Cy.30″&63″–39″ (*i*) 80lb 187NHP 6*BHCem* 2SB,*4pf*,GS73,HS2955 N.E.MarineE.Co.(L.),Sld.	24 ″ 7 s 4 ″ 3½ 20 ″ 7	
546 5643 JVCD	— *O.Olsson* 15–15 1*Dk*	**SteelScK** (*Trawler*)	148 132 57				…	1896	Edwards Bros. North Shields	Rederib.Ixia (Aug.Carlsson)	106·0 | 20·6 | 11·0 H16*t* BK7½″			Gothenbrg Swedish	T.3Cy.12″,18″&30″–21″ 41NHP N.E.MarineCo.(Lim.),Sld.	11 ″ 10	
547 138431 JBKS	**Ixion** *W.Black* –16 *Elec.light* Wireless	**SteelTwinSc2TwinMsts** 3*Dks*	10221 9577 6527					1912	Scotts' S.B. &Eng.Co.Ld. Greenock	China MutualStm. Nav.Co.Ld. (A. Holt&Co.,*Mgrs.*)	506·0 | 60·3 | 39·5 F75′			Liverpool British	T.6Cy.23″,38½″&65″–48″ 586NHP *WB* Scotts'S.B.&E.Co.Ld.Grk.		
548 2700 2000	**Iyataka Maru** *Elec.light* *Longitudinal framing*	**SteelSc**	3150 2700 2000	100A1 (*Class Contem plated*)				1917	OsakaIron Works Osaka	KoichiroKokuma	305·0 | 43·7 | 27·2 P19′ B82′ F32′			Japanese	T.3Cy.22″,37″&61″–42″ OsakaIronWorks,Kobe		
549 7577 JNTD	**Iyo Maru** *S.Hirase*09–12 *Elec.light*	**SteelTwinScSr** *ss*Yka.No.3–2,14 *ss*Kob.No.1–17 2*Dks*(*Stl–Uteak s*) &*deep framing*	5937 5241 3691	✠100A1 ~~3,17~~ 3,18 ✠LMC~~3,17~~ 2,17	Kob	*at*	~~12,15~~ 2,17	1901 11mo	MitsuBishi Dkyd&EWks Nagasaki *Lloyd'sA&CP*	NipponYusen KabushikiKaisha *WB*=*Cell DBa* 143′ *u*	445·3 | 49·5 | 30·4 P56′ B120′ F58′ FK			Tokio Japanese	T.6Cy.20″,33½″&56″–48″ (*s*) 200lb 580NHP 7*BHCem* 2D&2SB*Scf*GS320HS10000 MitsuBishiD.&E.Wks.Nag *DTa* 28′490*t* *FPT*100*t APT*30*t*	33 ″ 6 s 7 ″ 11½ 26 ″ 3	
550 124717	**Izaak Walton** *R.Stone* –13 1*Dk*	**SteelScK** *ss*Sws.No.1–12	252 211 97	✠100A1 *Stm Trawler* 10,13 BS1,14 ✠LMC9,13	Sws		10,13	1907 8mo	Smith's Dock Co.Ld North Shields *Lloyd'sA&CP*	IzaakWalton FishingCo.Ld. (C.Heron)	120·4 | 22·1 | 11·7 Q66′ F19′ BK7½″ *WB*= *DBf* 16′15*t*			Swansea British	T.3Cy.12½″,20″&34″–24″ (*s*) 180lb 68RHP 1SB,*2pf*,GS38,HS1230 Shields Eng.Co.Ld.N.Shl.	12 ″ 6	
551 127	**Izabal** 1*Dk*	**SteelScSr**	203 — 127					1897	Union Iron Works San Francisco	M.C.Keith	103·6 | 22·5 | 11·0			Costa Rican	C.2Cy.		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / *Master.* / *Late Name if any.* / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned. Last Special Survey. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 Built. By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke / Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
552 96	Izabella 1 *Dk*	SteelScSr 101 — 41					1890	..... Portsmouth	Russian Government (Department of Roads)	87·0	17·5	10·0	Libau Russian			
553 HPLR	Izaro *A. Coloma* –15 *ss* Bbo. 2nd No. 3–3,15 *Well deck* (*ex* Garlands) 1 *Dk* (*Stl*) & *Webframes pt Iron floors*	SteelScSr 1987 1627 1173	✠100A1 ~~5,17~~ ~~3,15~~ DBS3,16 ✠LMC3,16 MBS3,16 BS3,17	Bbo	*r*	~~10,16~~ 5,17	1889 8mo	W. Gray & Co. Ld. W Hartlepool A&CP	Cia. Vasco-Cantabrica de Nav. (U. de la Torre, *Mar.*)	270·0 P27′Q82′B106′F31′ BK9½″ *WB = DBa*	36·5	20·0	Bilbao Spanish 4 *BH Cem* 84′*f* 104′400*t*	T.3Cy.20″,31½″&53″–36″ (*s*) 154lb *100lb* NDB02 165NHP 2SB,*4rf*,GS72,HS2500 Cen.Mar.Eng.Wrks.WHpl	21 ″ 6 s 1 ″ 8 20 ″ 9	
554 106641 QGPD	Izaston *James* –18 ~~*Hyde Beattie & Co.*~~ *ss* Nwc. No. 3–2,11 (*ex* William Broadley) *ss* P.Gl. No. 1–15 1 *Dk* (*Irn*) 2 *tr B* & *deep framing* 3 *Dk rule*	SteelScSr 3060 2833 1954	✠100A1 ~~3,18~~ ~~1,17~~ MBS9,17 BS2,16 ✠LMC2,14	Gls	*u*	~~12,15~~ 1,18	1898 8mo	Blyth S.B. Co. Ld. Blyth *Lloyd's A & CP*	Western Counties Shipping Co. Ld. (Edwards Sons & Co. *Mers.*) *WB = Cell D Ba*	325·1 P27′B74′F34′ FK & *uE* 130′*f* 130′ 701*t*	47·0	22·4	Glasgow British 5 *BH Cem* *APT* 49*t*	T.3Cy.24½″40½″&65″–42″ (*s*) 160lb *100lb* NDB17 280NHP 2SB,*4rf*,*2cf*, GS119, HS4.25 Blair & Co. Ld. Stockton	24 ″ 10 s 4 ″ 3½ 20 ″ 11	
555 HLJD	Izvor *M. Ticac* 09–11 (*ex* Taunton) *Spar dk* (*Stl*) 2 *tr B* & *Web frames*	SteelScSr 4176 3583 2701	✠ — 6,16 *Spar dk with freeboard* ✠	Cff	*u*		1898 9mo	Furness, Withy & Co Ld W Hartlepool	Nav. Libera Giovanni Racich & Ci. *WB = Cell D Ba* 107′	340·0 P31′B105′F31′ FK *uE* & *B* 47′*f* 121′707*t*	47·1	27·2	Ragusa Aust.-Hung. 6 *BH Cem* *APT* 33*t*	T.3Cy.24″,40″&66″–45″ 300NHP 2SB,*6rf*,GS106,HS4640 Blair & Co. Ld. Stockton	29 ″ 10	

*** Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Grément, etc. / Capitaine. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote.	6 Port de Visite.	7 Torque assigné maintenant exprimé. Lettre d'Equipement.	7* Date de la dernière Visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-Bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres ch. volé. Tonnage net déduit.
1 132461	J. A. Boyd	SteelScSp	390 293 134	✠100A1 For towing purposes 11,15	Mel			1915 3mo	StateS.B. Yard Williamstwn Victoria	Melbourne HarbourTrust Commissioners	137·0	23·1	12·6 BK7'	Melbourne British	T.3Cy.19",31"&50"–33" (r) 180lb 197NHP 2SB,6cf,GS115,HS3612 McKie&Baxter,Glas.	13 " 6	
	Elec.light	1*Dk(Stl–ws)*						*Lloyd's*	*sA&CP*				*4BH FPT 15t APT 14t*				
2 211453	J. A. Campbell	SteelSc	7978 7769 5609	✠100A– 7,13 *For Service on the Great Lakes*	Clv			1913 7mo	American S.B.Co. Lorain,O.	InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*)	525·0 F48'	58·1	27·8 FK	Cleveland Utd. States	T.3Cy.23",37"&63"–42" (s) 180lb 388NHP 2SB,6cf,GS126,HS5998 FD AmericanSBCo.Cleveland	31 " 0	
	(*ex*AltonC.Dustin) *Elec.light* *Mchy.Aft*	1*Dk(Stl)&Web frames* *Longitudinalframing*							*Cell DB&S*	*side tanks f 402'52*	*50t Cell D Bu E&B*			*cross bunker*	69'350t *FP 7260t APT 50t*		
3 207222 LBJN	J. A. Chanslor	SteelScSr	4938 4509 3121	✠100A1 5,17	SFo	*y*	9,15 ~~8,17~~	1910 3mo	Nwprt Nws S.B.&D.D.Co. Newprt News	AssociatedOilCo.	378·0 P128'B50'F45'	52·1	29·5 FK	S.Frncisco Utd. States	T.3Cy.24½",40"&68"–48" (s) 200lb *160lb* 461NHP 4SB,12cf,GS226,HS8320 NewportNewsSB&DD.Co.	30 " 0	
	G.Holmes –11 *Elec.light* *Mchy.Aft* Sub.Sig. Wireless	*ss*S.Fo.No.1–14 2*Dks(Stl)&Web frames*							A&CP	*WB=CellDB uE&B79'f 56'381t*	*f PT45t APT109t*			11*BHCem* 8*to U dk* 3*to M dk*			
				Carrying Petroleum in bulk Fitted for oil fuel 3,10				*above 1*	50°F.								
4 125442 HNCB	J. A. McKee	SteelScSr	2158 1943 1375					1908	Swan,Hunter&Wigham Richardson, Ld.Newcastle	~~AlgomaSteel-Corporation,Ld.~~ CanadianGovt.	248·0 F36'	43·1	22·5	SaultSte. Marie British *Wb*	T.3Cy.20½",33"&54"–36" 175NHP N.E.MarineEng.CoLdNwc		C
	H.O.Wingrove15–14 *Elec.light* *Mchy.Aft*	1*Dk*															
5 212994 LFGW	J. A. Moffett	SteelSc3MstSr	6521 5846 4012	✠100A1 ~~9,17~~ 3,15 10,17	SFo	*z*	10,17	1915 3mo	Union Iron WorksCo. SanFrancisco	StandardOilCo. California	419·4 P101'B35'F44'	54·2	31·6 FK	S.Frncisco Utd. States	Q.4Cy.23",32½",49"&71½"– 51" 220lb (r) 540NHP 3SB,9cf,HS9525 UnionIronWorksCo.S.Fo.	31 " 6	
	~~*C.E.Bridgett05–15 J.B.Pfiel–17*~~ *Elec.light* *Mchy.Aft* Wireless Sub.Sig.	2*Dks(Stl)&Webframes* *Smith–17 Longitudinal framing*							A&CP	*WB=Cell DB u E&B78'* *263t DT f45'834t*	*FPT184t APT60t*			15*BH* 10 ,,*to U dk* 5 ,,*to 2nd dk*			
				Carrying Petroleum in bulk Fitted for oil fuel 3,15				*above 1*	50°F								
6 117167	J. A. Mumford	WoodSc	115 83 9					1903	J.Spicer Spencer'sIsld N.S.	GypsumPacketCo. Ld.	80·5	20·2	9·4	WndsorNS British	C.2Cy.15"&34"–24" NE&B08 40RHP McKie&Baxter,Glasgow		
	C.W.Baird –08	1*Dk*															
7 208631 LBVR	J. A. Palmer, Jr.	WoodSc	282 — 192					1911	Amer.Car &Foundry Co. Wlmngtn Del	C.E.Davis Packing Co.	144·4	22·5	11·2	Reedville, Va. Utd. States	C.2Cy.16"&33"–26" 46NHP Harlan&HollingswrthCor.		
	T.H.Haynie –11 *Mchy.Aft*	1*Dk*															
8	J. A. S.	SteelSc	54 54 19	✠100A1 *For towing purposes* 6,15	Hul			1915 6mo	H.Scarr, Ld. Hull	~~J.A.Scott,Ld.~~	63·2	16·0	7·8 BK7½'	~~Hull~~ ~~British~~ Russian	C.2Cy.13"&28"–18" (s) 140lb 1SB,2pf,GS28,HS700 F.T.Harker,Stockton	8 " 3	
		1*Dk*						*Lloyd's*	*sA&CP*				3*BH Cem*				
9 PHGQ	J. B. Aug. Kessler	StlSc3MstSr	5104 4645 3198	✠100A1 *Spar dk* *Carrying Petroleum in bulk* 12,17 ~~7,16~~ *Fitted for oil fuel 12,02*	Rot Shl	*x*	7,16 12,17 *F.P. above 1*	1902 12mo	Maats. Feyenoord Rotterdam	PetroleumMaats "LaCorona"	377·0 P88'B28'F42' 29·6	50·0	21·7 FK	TheHague Dutch	T.3Cy.24½",~~41"~~ 25",40"&68"–45"(s) 180lb *180lb* 380NHP 3SB,9cf,GS168,HS6453 ~~Maats.Feyenoord,Rot.~~ *WB=CellD Bu E32'50t* Rotterdam Droogdok Maats.Rot	31 " 0 s 6·11½ 24 " 5	
	~~*P.v.d.Diesen08–04*~~ *ss*HKg.No.3–12,14 1*Dk(Stl)&Spar dk(Stl)4trB* *Mchy.Aft J.VanKreijen–17 ss*Sh|No.1–17 *Elec.light*								A&CP				*Cell D Bu E34'10t*				
								above 1	50°F.								
10 HPLV	J. B. Llovera	IronSc3MstSr	754 — 363				...	1880	Cunliffe& Dunlop Port Glasgow	~~Cia Valenciana de Vap.Correos de Africa~~ Cia Transmediterranea	187·5 len81	27·4	14·6	Valencia Spanish	C.2Cy.26"&46"–27" NB93 85NHP Cunliffe&Dunlop,P.Gl.		V
	S.Llopis (*ex*YachtAsteria,*ex*Louise,*ex*Amy) *Elec.light* Wireless	(*Yacht*) 2*Dks*															
11 202687 KVDP	J. B. Stetson	WoodScSr	837 — 521					1905	HallBros. Winslow, Wash.	Hicks-Hauptman Nav.Co. (C.R.McCormick&Co.*Mgs*)	181·0 Q67'	39·4	13·4 BK8'	S.Frncisco Utd.States	T.3Cy.12½",20½"&34"–24" 57NHP RisdonIronWorks,S.Fo.		
	C.E.Jahnsen	*Fitted for oil fuel* 1*Dk*												*WB*			
12 139260 JMDP	J. Baels-Mauricx	SteelScK	211 191 82				...	1906	Mackie& Thomson Glasgow	Armitage'sSteam TrawlingCo.Ld(G. T.Armitage,*Mgr.*)	118·9 Q67'	21·7	11·3 BK8'	Hull British	T.3Cy.12½",20"&33"–23" 55RHP W.V.V.Lidgerwood,Gls.	12 " 6	V
	G.Cook –16	(*Trawler*) 1*Dk*												*WB*			
13 138888 JNDR	J. C. Hamilton	SteelSc	1148 957 442					1915	Lobnitz& Co.Ld. Renfrew	Corporation of Preston	200·5	36·2	16·3	Preston British	T.3Cy.15",25"&40"–30" 88NHP Lobnitz&Co.Ld.Renfrew		
	J.T.Lodge –17	(*Sand Pump Hopper Dredger*) 1*Dk*												*WB*			
14 NBRK	J. C. Jacobsen	SteelScSr	1226 694 760					1889	Burmeister &Wain Copenhagen	DetForenede DampskibsSelsk.	218·8 H52'	31·1	12·6 20·1	Copnhagn Danish	T.3Cy.16",27"&45"–33" 116NHP Burmeister&Wain,Cpn.		V
	M.Mikkelsen –13	1*Dk&Spardk*												*WB*			
15 NLJW	J. C. la Cour	SteelScSr	1629 967 681					1901	Helsingörs Jernsk&Msk. Elsinore	DetForenede DampskibsSelsk.	270·7	36·7	15·0 22·9	Esbjerg Danish	T.3Cy.31",53"&84"–42" 457NHP HelsingörsJernsk.&Mskb.		V
	J.Wairer76–07 *Ref.Mchy. Elec.light*	1*Dk&Awngdk*												*WB*			
16 88778	J. C. Stevenson	IronPadSp	183 153 94	✠80A— *For Tug purposes* 6,17 ~~8,16~~	Nwc			1883 8mo	Hepple& Co. N.Shields	Tyne Improvement Commissioners	115·2	19·7	10·0 BK6½'	Newcastle British	L.2Cy.30½"–48" (o) 45lb 60RHP 2SB,4pf,GS64,HS1223 Hepple&Co.,N.Shields		
	J.Malcolm –99	*ss*Nwc.3rd No.3–6,11 *ss*Nwc.No.~~4–14~~ ?–17 1*Dk*											3*BH Cem*				
				~~NB8,14~~ ~~LMC5,15~~ 6,17													
17 JPWF	J. Constant I.	SteelScSp	483 416 236				...	1910	C.H.Walker&Co.Ld. Sudbrook	FrenchGovt.	164·0	27·1	10·8 FK	Havre French	T.3Cy.13",22"&34"–22½" 67NHP Plenty&Son,Ld.Newbury	11 " 6	
	L.Fouzche08–10	(*Hopper Barge*) 1*Dk*															
18 JPWG	J. Constant II.	SteelScSp	494 416 236				...	1910	C.H.Walker&Co.Ld. Sudbrook	FrenchGovt.	164·0	27·1	10·8 FK	Havre French	T.3Cy.13",22"&34"–22½" 67NHP Plenty&Son,Ld.Newbury	11 " 6	
	J.Tessier03–10	(*Hopper Barge*) 1*Dk*															
19 13693s JHCP	J. Duncan	SteelScSr	1832 1354 757	✠100A1 11,16	Clf	*q*	11,16	1914 10mo	Dublin Dkyd.Co.Ld. Dublin	J.DuncanSSCo.Ld. (J.T. Duncan&Co.) *WB=CellDB*	260·1 Q98'B58'F31'	38·3	16·3 FK	Cardiff British	T.3Cy.19",31"&52"–36" (s) 180lb 213NHP 2SB,6pf,GS110,HS3792 MacColl&Pollock,Ld.Sld.	18 " 7 s 1 " 5½ 17 " 5	
	A.R.Murphy –16 *Elec.light* *Well deck*	1*Dk(Stl)*		~~LMC10,14~~				*Lloyd's*	*uE&B43'f 97' 258t*	*D T a 72' 401t*	*FPT*		5*BH Cem* 55*t APT 31t*				
									sA&CP								
20 205033	J. E. Upson	SteelScSr	6309 — 4853					1908	American S.B.Co. Cleveland,O.	WilsonTransitCo.	504·0	54·0	30·0	Cleveland Utd. States	T.3Cy.23",38"&63"–42" 257NHP AmericanS.B.Co.		
	Elec.light *Mchy.Aft*	1*Dk*												*WB*			
21 205160	J. F. Durston	SteelScSr	4791 — 3500					1908	Superior S.B.Co. Superior	GreatLakesS.S. Co.	432·0	52·0	28·0	Oswego Utd. States	T.3Cy.22",35"&58"–42" 218NHP SuperiorS.B.Co.Superior		
	Elec.light *Mchy.Aft*	1*Dk*												*WB*			

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / *Master.* *Late Name if any.* / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage / Gross. / Under deck. / Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	Date when tail shaft* last seen.	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.*	15 Registers in which classed. If not in L.R. Dates of Ref. Tr. Certs.
22 130776	**J. Frater Taylor** Steel Sc (*ex* Saturn) *Mchy. Aft* *Elec. light* 1 *Dk* 2 *tr B*	3429 3178 2030					1901	American S.B. Co. Lorain, O.	Algoma Central & Hudson Bay RR. Co	346·0	48·0	24·1 *WB*	Sault St. Marie British	T. 3 Cy. 22″, 35″ & 58″ – 42″ 218 NHP American S.B. Co Cleveland		
23 122251	**J. G. Witherbee** Iron Sc 1 *Dk*	165 116 82					1872	Neafie & Levy Philadelphia	Canadian Govt.	111·2	22·0	9·8 Quebec British	C. 2 Cy. 18″ & 34″ – 24″ Lang & E & B *made* 91 49 RHP Goodhue, Burlington, Vt.		
24 203941	**J. H. Bartow** Steel Sc Sr *Elec. light* *Mchy. Aft* 1 *Dk*	6316 — 5021					1907	Detroit S.B. Co. Wyandotte	Grand Island S.S. Co (Cleveland Cliffs Iron Co. *Mgrs.*)	504·0	54·2	31·0 *WB*	Erie Utd. States	T. 3 Cy. 22½″, 36″ & 60″ – 42″ 233 NHP Detroit S.B. Co. Detroit		L
25 76573 LGSJ	**J. H. Devereux** Iron Sc *S. Keene* *Mchy. Aft* Sub. Sig.	1619 — 1312					1885	Globe Iron Works Co. Cleveland, O.	Metropolitan Coal Co.	243·3	37·0	19·4 *WB*	Boston Utd. States	C. 2 Cy. 27″ & 50″ – 36″ NB 97 125 NHP Globe Irn Wks Co., Clevelnd		R
26 134250	**J. H. G. Hagarty** Steel Sc Sr *J. Williams* –14 *Elec. light* *Mchy. Aft* 1 *Dk*	7462 7078 5704					1914	Collingwd S.B. Co. Ltd. Collingwood	Canada Steamship Lines Ld.	536·0	58·3	27·3 F47′ *WB*	Toronto British	T. 3 Cy. 24″, 40″ & 66″ – 42″ 282 NHP Collingwood S.B. Co Ld Ont.		L V
27 TFGS	**J. H. Menten** Steel Twin Sc *H. J. van Hal* –14 *Elec. light* *Mchy. Aft* 1 *Dk* (*Stl*-teak s)	482 333 147	✠ 100 A 1 12,17 ~~8,14~~ ✠ LMC 6.14 *Fitted for oil fuel* 6, 14	Ams Sng	*g*	~~11,16~~ 12,17 *F.P.*	1914 6 mo *Lloyd's A & CP above*	Werf Conrad Haarlem	Bataafsche Petroleum Maats.	160·0 P51′ B21′ F19′ 150° F.	26·1	11·1 FK *WB* =	Balik Papan Dutch	C. 4 Cy. 14¾″ & 22½″ – 17½″ (*s*) 130 lb 78 NHP 1 SB, *3cf*, HS 1830 Gebroeders Stork, Hengelo *FPT* 22 *t* *APT* 16 *t*	12 ″ 0 s 1 ″ 2½ 11 ″ 2	
28 114447 VBNQ	**J. H. Plummer** Steel Sc Sr *W. W. Allen* –15 *Elec. light* *Mchy. Aft* 2 *Dks*	1582 1504 992					1903	Armstrong Whitworth & Co. Ld. Newcastle	~~Canadian Northern~~ Steamships, Ld. ~~Canadian~~ Maritime Agency, Ld	246·0	37·0	21·8 *WB*	Newcastle British	T. 3 Cy. 20½″, 33″ & 54″ – 36″ 175 NHP Wllsnd Slpwy. Co. Ld. Nwc.		
29 203628	**J. H. Sheadle** Steel Sc Sr *Elec. light* *Mchy. Aft* 1 *Dk*	6924 — 5476					1906	Gt. Lakes Eng. Works Ecorse, Mich.	Cleveland Cliffs Iron Co.	530·0	56·2	32·0 *WB*	Marquette Utd. States	T. 3 Cy. 23″, 37″ & 63″ – 42″ 257 NHP Gt. Lakes Eng. Wks. Detroit		L
30 134616	**J. H. Wade** Steel Sc 2 *Dks* *Mchy. Aft*	2301 2125 1389					1890	Cleveland S.B. Co. Cleveland, O.	Algoma Steel Corporation, Ld.	265·6 H—F40′	38·1	23·1 *WB*	Sault St. Marie British	T. 3 Cy. 17″, 29″ & 47″ – 36″ 133 NHP Clevelands S.B. Co., Clevelnd		L
31 204993	**J. J. H. Brown** Steel Sc Sr *Elec. light* *Mchy. Aft* 1 *Dk*	5069 — 3787					1908	American S.B. Co. Lorain	Brown S.S. Co. (Brown & Co. *Mgrs.*)	432·0	52·0	28·0 *WB*	Buffalo Utd. States	T. 3 Cy. 22″, 35″ & 58″ – 42″ 218 NHP American S.B. Co.		
32 HPRF	**J. J. Sister** Steel Twin Sc *A. Tonda* –10 (*ex* Galileo Galilei) *Elec. light* Wireless 2 *Dks*	1511 — 714					1896	N. Odero fu A. Sestri Pnente	~~Cia. Valenciana de Vap. Correos de Africa.~~ Cia Trasmediterranea	283·3 P50′ Q42′ B112′ F42′	36·9	18·7 *WB*	Valencia Spanish	T. 6 Cy. 23″, 35″ & 60″ – 37½″ 442 NHP N. Odero fu A. Sestri Pnente		V
33 204624	**J. J. Sullivan** Steel Sc Sr *Elec. light* *Mchy. Aft* 1 *Dk*	7077 — 5541					1907	American S.B. Co. Cleveland, O.	Pioneer S.S. Co. (Hutchinson & Co. *Mgrs.*)	532·0	56·0	31·0 *WB*	Cleveland Utd. States	T. 3 Cy. 23½″, 38″ & 63″ – 42″ 257 NHP American SB. Co. Cleveland		
34 203377	**J. J. Turner** Steel Sc Sr (*ex* J. Q. Riddle) *Elec. light* 1 *Dk*	6832 — 5376					1906	American S.B. Co. Lorain, O.	Scott S.S. Co. (M. A. Hanna & Co. *Mgrs.*)	532·0	56·0	31·0 *WB*	Fairport, Ohio Utd. States	T. 3 Cy. 23½″, 38″ & 63″ – 42″ 257 NHP American SB. Co. Cleveland		L
35 HRDJ	**J. Jover Serra** Steel Sc Bg *Bruguera* –15 *ss* Gen. No. 3–7,01 (*ex* Port Caroline) 1 *Dk* (*Stl*–ws) *Elec. light* ✠ *Spar dk* (*pt Stl*–ws) 3 *tr B*	3706 3248 2063	✠ *Spar dk* 6,10 ✠	Bcl	*tr*		1889 2 mo	W. Dobson & Co. Newcastle	J. Jover y Costas *WB* = *DB a* 78′ ✠ *u*	378·5 P64′ B84′ F55′ *E* ✠ *B* 64′ 296 *t*	44·1 28·2 BK 11′	20·8 6 *B Hpt Cem pt Asp*	Barcelona Spanish NDB 97 521 NHP 3 DB, *18pf*, GS 270 Wghm Rchrdson & Co. Nwc.		V
36 107523	**J. K. Dimmick** Steel Sc Sr (*ex* Admiral) *Elec. light* *Mchy. Aft* 1 *Dk* 2 *tr B*	4651 — 3547					1899	Detroit Shipbldg. Co. Wyandotte	M. B. McMillan	423·9 F50′	51·9	28·0 *WB*	Detroit Utd. States	T. 3 Cy. 22″, 35″ & 58″ – 42″ 218 NHP Detroit S.B. Co. Detroit		
37 LMVC	**J. L. Lassen** Steel Sc Sr *M. Scharm* 03–08 1 *Dk*	2053 1785 1309					1903	Schömer & Jensen Tönning	J. Jost	273·9 P12′ Q149′ B83′ F29′	39·8	20·0 *WB*	Flensburg German	T. 3 Cy. 19¾″, 32¼″ & 53½″ – 36½″ 169 NHP Schömer & Jensen, Tönning		G
38 77536 KRSN	**J. L. Luckenbach** Steel Sc Sr *Dalton* (*ex* Saale) *Elec. light* Sub. Sig. 3 *Dks* ✠ *Spar dk* Wireless	4920 3386 3192					1886	Fairfield Co (Lim.) Glasgow	E. F. Luckenbach	428·9 P19′ F62′	47·7	34·4	New York Utd. States	T. 3 Cy. 26′, 44′ & 70″ – 48′ NE 02 NB 97 340 NHP Townsend & Downey S.B. Co. N. Yk.		R
39 1541 HNJM	**J. L. Runeberg** Iron Sc Sr *G. W. Winblad* –15 1 *Dk*	445 266 255					1876	Bergsunds M.V. Stockholm	Stockholms Rederiaktieb. Svea (Hj Blomberg *Mgr*)	159·4 P102′ H55 *t* F43′	24·6	12·3	Stockholm Swedish	T. 3 Cy. 14⅝″, 23⅜″ & 38″ – 25⅜″ 73 NHP W. Lindbergs M.V., Skm		
40	— Steel Twin Sc Sr *K. A. Henriksen* –14 *Elec. light* 1 *Dk*	292 144 199					1914	Eriksbergs M.V. Aktieb. Gothenburg	Borgå Ångfartygs Aktieb.	121·7 B62′ H65′	22·4	9·6 *WB*	Borgå Swedish	C. 4 Cy. 12½″ & 26½″ – 16½″ 47 NHP Eriksberg M.V. Aktieb. Got		
41 203184	**J. Leonard Replogle** Steel Sc Sr (*ex* Charles Weston) *Elec. light* *Mchy. Aft* 1 *Dk*	6996 — 5511					1906	W. Bay City S.B. Co. West Bay City Mich	Johnstown S.S. Co. (M. A. Hanna S.S. Co. *Mgrs.*)	549·0	56·0	26·6 *WB*	Niagara Falls, N.Y. Utd. States	T. 3 Cy. 24″, 39″ & 65′ – 42″ 274 NHP Detroit S.B. Co. Detroit		L
42 214311 LGFK	**J. M. Danziger** Steel Sc Sr *J. Gibson* 16–16 *Elec. light* 2 *Dks* (*Stl*) ✠ *Web frames* *Mchy. Aft* *Longitudinal framing*	6487 5699 4017	✠ 100 A 1 8,17 ~~8,16~~ *Carrying Petroleum* ✠ LMC 8.16	Phl NYk	*b* †	*in bulk*	1916 8 mo	W Cramp & Sons S & E B Co Philadelphia A & CP	Petroleum Transport Co. *Cell D B* 61′ 235 *t* *DT f* 45′ 629 *t*	430·0 P103′ B36′ F49′	58·2	33·3 FK *FPT* 246 *t* *APT* 49 *t*	Los Angeles Utd. States 15 *B Hpt Cem* 7 „ *to U dk* 8 „ „ *2nd* „	T. 3 Cy. 27″, 45½″ & 76″ – 51″ (*r*) 190 lb *190 lb* 565 NHP 3 SB, *9cf*, GS 185, HS 8095 FD W. Cramp & Sns S & E B C Phl.	33 ″ 4	
43 77519 KRNL	**J. M. Guffey** Steel Sc Sr *J. Sigona* 12–12 (*ex* M. S. Dollar) *Carrying Oil in bulk* *Elec. light* 1 *Dk* 2 *tr B* *Fitted for oil fuel* Wireless	2520 2261 1593					1901	New York S.B. Co. Camden, N.J.	Gulf Refining Co.	292·2 P27′ B58′ F28′	40·2	23·5 *WB*	Pt. Arthur Utd. States	T. 3 Cy. 22″, 36″ & 59″ – 42″ 226 NHP New York S.B. Co. Camden		V
44 126490	**J. O. Gravel** Steel Sc *D. R. Jones* –17 (*Tug*) *Elec. light* 1 *Dk*	197 189 4				…	1909	AM'Millan & Son, Ld. Dumbarton	Capt. W. H. Owen	94·5 BK 6′	24·0	12·6 *WB*	Montreal British	C. 2 Cy. 18″ & 36″ – 27″ FD 54 RHP Renfrew Bros. & Co. Irvine	13 ″ 6	

1 Numéro d'Ordre / Numéro Officiel / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / *Capitaine.* *Ex-nom, s'il y a lieu.* / Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Entretenuit.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille / Franc-bord au milieu du navire. / Tirant d'eau correspondant. *pds. pc.*	15 Registres où existe le navire.
45 133540 JDLB	**J. Oswald Boyd** SteelTwinScCtr *J.K.Houri* *Elec.light* 1*Dk*(*Stl*)&*Web frames* *Mchy.Aft* Wireless	1806 1558 1274	✠100A– 1,17 ✠LMC11,15 *Carrying Petroleum in bulk* *Fitted for oil fuel* 11, 13 *F.P. above* 150° F.	Sou		5,16	1913 11mo	Bow,McLachlan&Co. Ld. Paisley *W*	Petroleum Carriers,Ld. (J.Boyd,*Mgr.*) FK *B*=*Cell DBuE&B* 22′41*t DT f* 20′391*t*	244·8|44·1|17·8 P19′F48′			Newcastle British *FPT* 162*t*	C.4Cy.13″&26″–18″ (*s*) 120lb 28RHP 2SB,*4pf*, ,HS1922 Bow,McLachln&CoLd.Psy	19 ″ 0 s 3 ″ 6 15 ″ 10	
46 207250	**J. P. Morgan, Jr.** SteelSc *Mchy.Aft* *Elec.light* Sub.Sig. 1*Dk*	7521 — 5824					1909	American S.B.Co. Lorain,O.	Pittsburgh S.S.Co.	580·0|58·0|32·0			Duluth Utd.States *WB*	T.3Cy.24″,39″&65″–42″ 274NHP AmericanSB.Co.Clevlnd,O		
47 NSVD	**J. P. Petersen** SteelScSr *Elec.light* 1*Dk*2*trB*	187 126 83					1914	PPhStuhrs Msk.&Skbs. Aalborg	Aarhusbugtens Dampskibsselskab (J.P.Petersen)	115·0|20·5| 9·5 Q35′B32′F29′			Aarhus Danish *WB*	C.2Cy.13½″&25½″–17⅞″ 23NHP Steen&Kaufmann,Elmshn		
48 88801	**J. P. Rennoldson** IronPadSp *J.Oliver* –16	149 137 61					1883	J.T.Eltringham S.Shields	G.Alder	110·5|19·1| 9·8			Middlsbro' British	L.1Cy.36½″–54″ 70RHP J.P.Rennoldsn&Sns.,S.Shl		
49 203155	**J. Pierpont Morgan** SteelScSr *Elec.light* *Mchy.Aft* Sub.Sig. 1*Dk*	7161 — 5530					1906	Chicago S.B.Co. Chicago	PittsburghS.S.Co.	580·0|58·0|27·4			Duluth Utd.States *WB*	T.3Cy.24″,39″&65″–42″ 274NHP AmericanSB.Co.Cleveland		
50 206695	**J. S. Ashley** SteelScSr *Mchy.Aft* *Elec.light* 1*Dk*	6361 — 4789					1909	American S.B.Co. Lorain,O.	KinneyS.S.Co. (A.T.Kinney *Mgr*)	504·0|54·0|30·0			Duluth,Mn Utd.States *WB*	Q.4Cy.18″,26½″,41″&63″–42″ 257NHP AmericanS.B.Co.Lorain,O.		
51	**J. T. Horne** SteelSc (*Tug&IceBreaker*) *Elec.light* *Mchy.Aft* 1*Dk*	428 350 291					1913	Western D.D.&S.B.Co. P.Arthur,Ont	Russian Government	128·6|28·0|14·4			Russian	T.3Cy.18″,30″&48″–30″ 126NHP J.Englis&Son,Toronto		
52 77457	**J. T. Hutchinson** SteelSc 1*Dk*2*trB* *Elec.light* *Mchy.Aft*	3734 — 2780					1901	American S.B.Co. Cleveland	PioneerS.S.Co. (Hutchinson&Co. *Mgrs.*)	346·0|48·0|28·0			Cleveland Utd.States *WB*	T.3Cy.22″,35″&58″–42″ 218NHP AmericanS.B.Co.		
53 200980 KTDP	**J. T. Morse** WoodPad 2*Dks*	780 — 410					1904	WmMcKie Boston	EasternSteamship Corporation	199·0|31·0|12·1			Boston Utd.States	B.1Cy.51″–108″ 208NHP W.&A.FletcherCo.Hbkn.		
54 *Now named "Romsdalshorn," See No. 691 in R.*	**J. van Steen** SteelSc 1*Dk*	1300					1916	T.v.Duivendijk Lekkerkerk	A.Borremans	236·0|			Dutch *WB*	T.3Cy.17″,28″&46″–36″ v.d.Kuy& 127NHP v.d.Rees'Mchf.Rot.		
55 75773	**J. W. French** WoodSc — 66	129					1875	..... Damariscotta Me.	FisheriesCo.	114·0|18·5| 9·2			Greenport N.Y. Utd.States			
56 139285	**J. W. N.** SteelScSp *E.Nettleton* –16 *Mchy.Aft* 1*Dk*	185 141 81					1916	W.H. Warren NewHolland	W.Nettleton	103·0|20·0| 8·3 Q36′F14′			Hull British *WB*	C.2Cy.13″&27″–18″ A.Dodman NB18 30RHP &Co.Ld.King's Lynn		
57 JNVL	**J. W. Sauer** SteelTwinScSp *W.Manning* 15–15 (*Tug*) *Elec.light* 1*Dk*(*Stl*–teaks)	255 253 96	✠100A1 3,15 ✠LMC5,15	PGl	*e*		1915 3mo *Lloyd's*	Ferguson Bros.(Port Glasgow) Ld. Pt.Glasgow *sA&CP*	SouthAfrican Railways *WB*=*Cell DBuE* 24′1 FK 9*tDTa* 11′8*t DTf* 13′	116·0|25·1|14·0 P134′B50′F42′ FK			CapeTown British 5*BHCem* 13*tFPT* 15*t*	T.6Cy.13½″,21½″&36″–24″ 180lb (*s*) 166NHP 2SB,*6cf*,GS108,HS2942 FergusonBros.(Port Glasgow),Ld.Pt.Gls.	15 ″ 0 s 1 ″ 8 13 ″ 8	
58 201360 KTJB	**J. W. Terry** SteelSc (*Tug*) (*ex* T.J.Scully) 1*Dk*	130 — 88					1904	Burlee Dry Dock Co. Pt Richmond, N.Y.	Gulf&Interstate R.R.Co.	85·5|22·1|10·3			Galveston Utd.States	C.2Cy.16″&32″–24″ 42NHP BurleeD.D.Co.Pt.Richm'd		
Missing since 17 139198 JNVL	**J. W. Thompson** SteelScCtr *J.W.Thomas* –16 (*Tug*) 1*Dk*	226 173 69					1909	J.H.Dialogue&Son Camden,N.J.	Hudson'sBayCo.	105·0|21·5|11·5			London British *WB*	C.2Cy.16″&32″–24″ 42RHP J.H.Dialogue&Sn,Cmdn,NJ		
60 214715 LGQS	**J. W. Van Dyke** SteelSc3MstSr *G.Holmes* –17 2*Dks*(*Stl*)&*Web frames* *Elec.light* *Longitudinal framing* *Mchy.Aft*	7197 6444 4454	✠100A1 2,18 ~~2,17~~ ✠LMC7,17 *Carrying Petroleum in bulk* *Fitted for oil fuel* 2, 17 *F.P. above* 150°F.	SFo NN.	*b*†		1917 2mo	UnionIron Work's Co. San Francisco A&CP	AtlanticRefining Co.Inc.	435·0|56·0|32·0 P134′B50′F42′ FK *CellDBuE&B* 64′197*tDTf* 56′103			Phildlphia Utd.States 15*BHpt A&p* 11 „ *toU dk.* 4 „ „ *2nd* „ 8*tFPT* 97*tAPT* 74*t*	1GearedSteamTurbine 220lb FD 3SB,*9cf*,GS165,HS8325 GeneralElectricCo. Schenectady,N.Y.	33 ″ 6 s 7·10½ 26 ″ 0	
61 127960	**J. & J. Monks** SteelScSr *H.Hughes* –11 *Well deck* *Mchy.Aft* 1*Dk*	283 224 98			...		1909	Scott& Sons Bowling	J.H.Monks (Preston)Ld.	130·2|23·1|10·8 Q46′B10′F23′ BK7″			Liverpool British *WB*	C.2Cy.17″&36″–24″ 77RHP Ross&Duncan,Glasgow	11 ″ 0	
62 128306 HTRK	**Jabiru** SteelScSr *T.Kettlewell* –15 *ss*Liv.No.1–15 *Well deck* 1*Dk*: *pt Irn pt Stl*) *Elec.light* *Stl lower dk in forehold*	1703 1466 873	✠100A1 ~~2,18~~ ~~2,17~~ ✠LMC11,15 ~~BS2,15~~	Liv Sou	*r*	~~11,15~~ 1,18	1911 11mo *Lloyd's*	Swan,Hunter& Wigham Richardson, Ld Newcastle *sA&CP* *W*	CorkS.S.Co.Ld. *B*=*Cell DBa* 70′*u*	285·0|36·1|19·5 P&B166′F61′ BK8″ *E*32′*f* 120′385*t FPT*			Cork British 5*BHCem* 33*tAPT* 44*t*	T.3Cy.21½″,34″&56″–42″ (*r*) 160lb *80lb* 254NHP 2SB,*6cf*,GS129,HS4578 Swan,Hunter&Wigham-Richardson,Ld.Nwc	20 ″ 9 s 2 ″ 2 19 ″ 5	
63	**Jaboatao** SteelSc (*Tug*) 1*Dk*	142 133 11					1912	Jonker& Stans,Hndrik Ido-Ambacht	J.Constant, Kievits&Co.Ld.	98·6|20·0| 9·4			Dordrecht Dutch	T.3Cy.12¼″,20″&34″–20″ 52NHP		V
64 HPNG	**Jaboo** SteelScK *ss*Liv.No.1–02 *Elec.light* 1*Dk*	167 142 41	✠ *Stm Trawler* 9,05 ✠	Liv			1898 5mo	Ritson&Co Maryport	L.Balverde	108·2|20·5|10·8 Q20′F22′ BK7″ *WB*=			Vigo Spanish 3*BHCem* *DBf* 18′16*t*	T.3Cy.12″,19½″&32″–22″ 48NHP 1SB,*2pf*,GS33,HS959 Ross&Duncan,Glasgow	11 ″ 7	
65 JLFQ	**Jaboo II.** SteelScK *Elec.light* 1*Dk*	236 210 102	✠100A1 *Stm Trawler* 5,15 ✠LMC5,15	Abn			1915 5mo *Lloyd's*	Hall,Russell&Co Aberdeen *sA&CP*	Harley&Miller,Ld	120·7|22·6|12·0 Q75′F20′ BK7½″ *WB*=			Liverpool British 3*BHCem* *DBf* 25′17*t*	T.3Cy.12½″,21″&35″–25″ (*r*) 180lb 88RHP 1SB,*3cf*,GS46,HS1650 Hall,Russell&Co.Ld.Abn.	13 ″ 0	
66 139206 JMCW	**Jacinta** SteelScK *Elec.light* 1*Dk*	289 266 115	✠100A1 *Stm Trawler* 12,15 ✠LMC12,15	Hul			1915 12mo *Lloyd's*	Cochrane &Sons,Ld. Selby *sA&CP*	J.Marr&Son,Ld. (J.A.Robertson, *Mgr.*)	130·2|23·5|12·8 Q73′F19′ BK7½″			Fleetwood British 4*BHCem*	T.3Cy.13″,23″&37″–24″ (*s*) 200lb 84RHP 1SB,*3pf*,GS46,HS1370 C.D.Holmes&Co.Ld.Hull	13 ″ 6	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage: Gross / Under deck / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned / now expired. Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When. Ship. Engines.	9 Built. By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Register in which classed if not in L.R. Date of last Trade Cert.
67 95079 LCJH	**Jacinth** IronSc3MstSr *G.Bannatyne* –12 *Mchy.Aft* *ss*Bwg.2nd No.3–10,13 1*Dk*(*Irn*)	502 357 213	✠100A1 7,16 NB10,15 LMC10,15	Bwg	*h*	7,16	1888 8mo	J.Fuller-ton&Co. Paisley A&CP	W.Robertson	175·2 Q84′ WB=Cell DB94′	26·5 B10′	10·5 F26′ BK7½″	Glasgow British 5 *BHCem*	T.3Cy.15½″,24″&40″–33″ (*s*) 160lb 80RHP 1SB,*3pf*,GS54,HS1664 144t *FPT*33t	13 ″ 0 s ″ 9½ 13 ″ 0	
68 136181 JFBC	— SteelScK *A.J.McNeill* –14 1*Dk*	248 226 98	✠100A1 *Stm Trawler* 2,14 LMC2,14	Hul			1914 2mo	Cochrane & Sons,Ld. Selby *Lloyd's* *sA&CP*	KingstonSteam TrawlingCo.Ld.	121·9 Q70′	22·1 F20′ BK7½″	12·2	Hull British 4 *BHCem*	T.3Cy.13″,21½″&35″–24″ (*s*) 200lb 76RHP 1SB,*3pf*,GS43,HS1250 C.D.Holmes&Co.Ld.Hull	13 ″ 0	
69 76743 QMJW	— WoodAuxScSr *S.A.Agius* –15 *Salted cf Paraffin Motor* (*See Sailing Ship Register*) 1*Dk*	115 114 86	✠ 9,12	Ply	11 C7		1877 3mo	Duncan Kingston	P.G.Camilleri	86·3	21·7	10·5	Plymouth British	Paraffin Motor 4S.C.SA 4Cy.5½″–7″ BergiusLnch&Eng.Co.Gls.	11 ″ 4	
70 HRDL	**Jacinto** IronScSr *P.Villareal* –01 *ss*Bbo.3rd No.3–11,16 (*ex*Juan,*ex*Käthe,*ex*Horden) 1*Dk*2*trB* *Well deck*	1579 1259 990	✠100A1 11,16 NB7,99 LMC11,16	Bbo	*q*	11,16	1877 3mo	W.Gray& Co. W Hartlepool A&CP	Marit.Vizcaina Soc.Anon. (M.P.Ferrer, *Mgr.*)	263·0 Q100′ *DBa*84′	33·0 B62′	20·0 F36′ BK9″ *f*92′*u*	Bilbao Spanish 4 *BHCem*	C.2Cy.28½″&58½″–33″ (*i*) 80lb 176NHP 2SB,*4pf*,GS60,HS2122 *E&B*33′358*t* T.Richardson&Sons,Hpl.	21 ″ 3 s 2 ″ 1½ 20 ″ 0	
71	**Jacinto Verdaguer** SteelScSr *V.Sala* –13 *ss*Shl.No.3–12,13 (*ex*Cid) 2*Dks.*(1*Stl&Uirn*) *&deepframing*	1641 1438 1019	✠100A1 10,16 MS5,16 LMC1~~3,13~~ MBS12,15 DBS5,16	Shl	*q*	~~12,16~~ 5,18	1900 10mo	W.Hamil-ton&Co. Pt.Glasgow A&CP	Cia.Tras Mediterranea *DBa*50′	245·2 P34′ *uE&B*34′	35·7 B65′ *f*106′	21·7 F53′ FK 327*t*	Barcelona Spanish 4 *BHCem* *APT*12*t*	T.3Cy.20″,31″&51″–33″ (*r*) 165lb *80lb* 155NHP 1SB,*4pf*,GS66,HS2413 D.Rowan&Co.Glasgow	23 ″ 11 s 3 ″ 0 21 ″ 3	
72 130848 KPLM	**Jack T. Scully** WoodScSr (*Tug*) (*ex*Nemasket) 1*Dk*	220 — 110					1899	..... Tottenville, N.Y.	T.J.Scully	109·5	24·7	14·5	Perth Amboy Utd.States			
73 91191 HGWT	**Jackal** IronScSr *R.Barnes* –10 (*ex*Woodcock,*ex*William Jolliffe)	360 316 —					1885	J.Read-head&Co. SouthShields	Ocean Transport Co.Ld. (C.Payne, *Mgr.*)	148·4	26·2	13·9	Belfast British *WB*	C.2Cy.30″&60″–30″ 164NHP J.Readhead&Co.S.Shields		
74 116139	**Jackdaw** SteelScK *G.B.Manley* –13 *Mchy.Aft* 1*Dk*	250 213 107	✠ 1,07	Hul	*d*		1903 3mo	GooleSB.& R.Co.Ld. Goole	KelsallBros.& Beeching,Ld (G. Beeching&J.E.A. Kelsall, *Mgrs.*)	130·0 Q53′	21·0 B7′	10·6 F16′ BK7″	Hull British 3 *BHCem*	T.3Cy.12½″,20″&33″–24″ 67RHP 1SB,*2pf*,GS32,HS1156 N.E.MarineEng.CoLd.Sld.	11 ″ 6	
75 129568	**Jackstay** SteelScCtr *ss*P.Sd.No.1–15 1*Dk*	44 38 3	✠100A– *For Towing purposes* 9,15 LMC9,15 ~~BS2,15~~	PSd		~~9,15~~ 2,18	1911 5mo	Bow,Mc-Lachlan& Co.Ld. Paisley	Hull,Blyth&Co. (PortSaid)Ld.	55·0	15·0	7·4 BK5″	Glasgow British 4 *BHCem*	C.2Cy.11″&21″–15″ (*r*) 120lb 18RHP 1SB,*1pf*,GS19,HS500 Bow,McLachln&CoLdPsy	8 ″ 0 s ″ 7½ 7 ″ 10	
76 MNWK	**Jacob** IronScK *E.Hestvik* *ss*Gms.No.3–5,08 (*ex*Alpha,*ex*Valur, *ss*Bgn.No.2–16 *ex*Northwold) 1*Dk*	122 118 40	✠100A1 *Stm Trawler* 7.16 NB3,10 ~~BS1,13~~ LMC7,16	Bgn		7,16	1894 8mo	Cochrane& Cooper Beverley *Lloyd's* *sA&CP*	Akties.Gudmund (G.Sandvik, *Mgr.*)	92·5 Q17′ ptND08	20·5	11·0	Haugesnd Norwegian 3 *BHCem*	T.3Cy.10″,16″&25½″–20″ (*s*) 180lb 29NHP 1SB,*2pf*,GS27,HS700 Amos&Smith,Hull	11 ″ 10	
77 NTMR	**Jacob Kjellerup** SteelScSr *Jens Hansen* 16–15 *ss*.Osc.2nd No.3–1,17 (*ex*Krete,*ex*Phyllis) *Well deck* 1*Dk*(*Irn*)*&Webframes*	2406 1827 1527	✠100A1 ~~1,17~~ 1,17 1,18 Mch N.Ns LMC1,17	Osc	*s*	1,17	1891 6mo	Ropner& Son Stockton *Lloyd's* *sA&CP*	~~TheJust~~ Dampsk. Selsk."Gylfe" (ThJust, *Mgr.*)	290·0 P29′ *WB*=*Cell DB*238′	39·0 Q88′ F31′	18·7 B116′ FK 454*t*	Aalborg Danish 5 *BHCem* *APT*75*t*	T3Cy.19½″,36″&59¼″–39″(*s*) 160lb *100lb* NDN08 221NHP 2SB,*6cf*,GS85,HS3372 T.Richardson&Sons,Hpl.	21 ″ 10 s 1 ″ 9½ 20 ″ 2	
78 204819	**Jacob T. Kopp** SteelScSr *Elec.light* *Mchy.Aft* 1*Dk*	6035 — 4530					1907	Gt.Lakes Eng.Works Ecorse,Mich.	AmericanS.S.Co. (Boland& Cornelius, *Mgrs.*)	480·0	54·2	31·2	Buffalo Utd.States *WB*	T.3Cy.22½″,36″&60″–42″ 233NHP Gt.LakesEng.Wks.Detroit		L
79 RJFP	**Jacoba** SteelScSr *H.Tetzen* 10–10 1*Dk*	571 325 352					1891	Akt.Ges. "Neptun" Rostock	L.F.Mathies&Co.	189·0 Q122′ len00	24·4 F21′	10·4	Hamburg German *WB*	C.2Cy.22″&36″–23″ 52NHP A.G."Neptun,"Rostock		G
80 134523	**Jacobsen** WoodAuxScBk *C.I.Ring* –09 *Stm.Eng.* (*ex*Samson) 2*Dks*3*trL* (*See Sailing Ship Register*)	507 444 254					1885	K.Larsen Arendal	Canadian Whaling Co.Ld.(S.Th. Sverre, *Mgr.*)	147·9 Q63*t*	31·1	17·1	Sydney,NS British	C.2Cy.22″&42″–26″ 70RHP Nylands Værksted,Xia.		
81	**Jacqueline Clasine** SteelScK *C.Zwart*08–11 *ss*Ymu.No.2–15 (*ex*Persia) 1*Dk*	213 193 62	✠100A1 *Stm Trawler* Ymu 12,17 ~~2,16~~ LMC MS11,14 BS7,16	Ams		2,16	1906 10mo	Smith's Dock Co.Ld. North Shields *Lloyd's* *sA&CP*	NV Algemeene Viss Maats.	117·4 Q50′	21·5 F20′ BK7½″	11·5	Ymuiden Dutch 3 *BHCem*	T.3Cy.12″,20″&33″–23″ (*s*) 180lb 75NHP 1SB,*2pf*,GS35,HS1330 MacColl&Pollock,Ld.Sld.	12 ″ 4	
82 JPRD	**Jacques Cartier** SteelTwinScSr *Le Barzie* 1*Dk*	116 103 39					1903	A Dubigeon Nantes	Soc.Anon.des Vap. de la Presqu'ile de Crozon	91·9 P30′	18·9 B33′	7·7	Brest French	C.4Cy.9⅝″&16¾″–11½″ 8NHP Brissonneau&Lotz,Nantes		V
83 JPSR	**Jacques Fraissinet** SteelScSr *Rolland* *Elec.light* 2*Dks*	3953 3098 2380					1914	Soc.Anon. des Ch.&Atel. de St.Nazaire (Penhöet) Grnd Quévlly	Cie.Marseillaise de Nav.àVap. (Fraissinet&Co. *Mgrs.*)	351·0 P23′	46·0 B98′	25·9 F49′	Marseilles French	T3Cy.25″40 5/20″&66 5/20″–43 5/20″ 288NHP Soc.Anon.des Chantiers& Ateliers de Saint Nazaire (Penhöet) Saint Nazaire		V
84 JPTH	**Jacuhy** SteelTwinScSr *D.G.Thomas* –12 *ss*Rio.No.1–16 *Elec.light* 1*Dk*(*Stl*) *Ref.Mchy.*	*1951* *1599* *1182*	✠ A1 *Brazilian Coasting with freeboard* 8,18 ~~5,16~~ LMC5,16	Rio	*r*	5,16	1912 5mo	Mackie& Thomson,Ld. Glasgow *Lloyd's* *sA&CP*	Cia.Commercio e Navegação *WB*=*Cell DB* a86′*uE*14′	276·7 P27′ *f*114′	45·2 B61′ F22′	15·4 FK 569*t* *FPT*126*t*	R.Janeiro Brazilian 6 *BHCem* *APT*127*t*	T.6Cy.15″,25″&40″–27″ (*s*) 180lb HS4620 243NHP 2SB&1AuxSB,*8cf*,GS137, Muir&Houston,Ld.Gls.	17 ″ 6 s 2 ″ 9½ 15 ″ 0	
85 JPTH	**Jade** SteelScSr *Pannier* 13–13 *Elec.light* 2*Dks*	598 567 386					1913	Hong Kong & Whampoa Dock Co.Ld. Hong Kong	P.Roque	158·0	27·3	17·2	Haïphong French *WB*	T.3Cy.13″,22″&35″–30″ 67NHP Hong Kong&Whampoa Dock Co.Ld.Hong Kong		V
86 RSNC	— (Seized at Antwerp) SteelSc *J.Witt* –12 *Elec.light* 1*Dk*	536 435 268					1912	Stettiner Oderwerke Stettin	Verein.Bugs.-& Frachtchfhrt Ges.	165·8 B112′	28·6 F22′	11·6	Hamburg German *WB*	C.2Cy.17 3/10″&31½″–21⅜″ 38NHP Stettiner Oderwerke		
87 KHWG	— SteelSc *F.Wind* 1*Dk*	170 158 37					1897	Akt.Ges. "Neptun" Rostock	F.Busse	110·7	20·9	10·5	Gstemnde German *WB*	C.2Cy.17¾″&33½″–22″ 44NHP A.G."Neptun,"Rostock		G

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Nets.	5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenance standard de l'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord en milieu du navire. Tirant d'eau correspondant. pds. pc.
88	Jadera	SteelScSr	3729	✠ — 9,16	Tri	*w*		1899	Furness,	PioNegri e Figlio	340·0	47·1	19·9	Trieste	T.3Cy.25″,40″&66″–45″	29 ″ 10
	G.Betel 11–11	*ss*Msl.No.3–1,12	3583	*Spar dk*				1mo	Withy&CoLd	&R.L.Arnerich	P31′B105′F31′	27·2		Aust.-Hung.	NDB14 307NHP	
HKPD	(*ex*Broadwater,*ex*Candleshoe)		2379	*withfreeboard* ✠					WHartlepool	(Brajak&Arnerich		FK		6*BHCem*	2SB,*8pf*,GS134,HS4832	
	Spar dk(*Stl*)2*trB&Web frames*								*WB*	*Mgrs.*) = *CellDBa* 107′ *u*	*E&B*46′ *f*121′ 700*t*			*APT*32*t*	SirC.Furness,Westgarth & Co.Ld.Mdb.	
89	Jadran	SteelScSr	346	✠ — 7,16	Tri	*f*		1901	J.Meyer	Soc.Croata diNav.	146·3	23·1	9·8	Spalato	T.3Cy.12¼″,20″&32″–23″	10 ″ 6
	A.Sapunzacchi	*ss*Tri.No.3–4,13	253	✠				6mo	ZaltBommel	aVap.Jadran	Q84′B11′F22′			Aust.-Hung.	65NHP	
	(*ex*Speedy)	1*Dk*(*Stl*)	130									FK		3*BHCem*	1SB,*2pf*,GS36,HS1175	
	Mchy.Aft Well deck											*WB*=		*FPT*47*t*	G.T.Grey,SouthShields	
90	Jadro	IronScSr	237					1883	Stabilmnto	Soc.Anon.Aus-	140·1	17·0	11·0	Makarska	C.2Cy.18¼″&32″–21″	12 ″ 0
			199						Tecnico	triacadiNav.aVap.				Aust.-Hung.	*B*made89 *refitted*12 39NHP	
	(*ex*Barone dePino,*ex*Salve)	1*Dk*	129						Trieste	"Dalmatia"					StabilimentoTecnico,Tri.	
91	Jaegersborg	SteelScSr	1250					1917	P.Ph.	Dampsk.Neptun	237·0	36·0	15·6	Copnhagn	T.3Cy.15″,24″&40″–27″	
		1*Dk*	950						Stuhr'sMask	(C.K.Hansen)	P14′Q71′B94′F29′			Danish	83NHP	
			750						&SkibsAkt.					*WB*	A/S"Frichs",Aarhus	
									Aalborg							
92	Jaffa	SteelScSr	1383	✠100A1	Lon	*p*	4,17	1897	J.Scott&	Ellerman'sWilson	260·1	35·2	16·4	Hull	T.3Cy.22″,36″&60″–39″ (*s*)	18 ″ 9
106749	*W.Newton* –16	*ss*Lon.No.3–11,09	1101	3,17				6mo	Co.	LineLd.	P&B179′F28′			British	180lb *105lb* 251NHP	s 2 ″ 0
PTVM	*Well deck*	*ss*Liv.No.1–15	760	BS8,16 ✠LMC11,15					Kinghorn			FK		5*BHCem*	2SB,*6cf*,GS135,HS3975	17 ″ 0
	Ref.Mchy.	1*Dk*(*Stl–ptws*)2*trB*							A&CP		*WB*=*CellDBa*46′			*f*102′197*t*	J.Scott&Co.,Kinghorn	
93	Jaffari	IronScSr	*1094*					1867	Lon.&Gls.	AgaMohamed	245·4	29·5	16·2	Busrah	C.2Cy.24″&48″–26″	
	HassanGhulam –07	(*ex*Cato)	*877*						Co.	Jaffer	*Q*34*t*B163*t*F13*t*			Turkish	NB98 98NHP	
			700						Glasgow		len76	FK			*Cmp.*76Amos&Smith,Hull	
94	Jaguaribe	IronScSr	*2168* ✠		Rio	*s*		1882	Oswald,	Cia.Commercio e	299·3	36·1	23·9	R.Janeiro	C.2Cy.32″&64″–42″	
		*ss*Liv.No.3–12,95	*2018*	2,11				8mo	Mordnt&Co.	Navegação	B48′			Brazilian	NDB92 217NHP	
	(*ex*Canoè,*ex*Flaxman)	*ss*RioNo.2–05	*1356*	✠					Southampton			BK10″		5*BHCem*	2SB,*6pf*,GS116,HS3600	
		2*Dks*(1*Irn*&1*pt Irn*)3*trB*													Oswald,Mordaunt&Co.Sou	
95	Jaime Girona	SteelScSr	2434	✠100A1	Bbo	*s*	~~8,16~~ 9,17	1891	Ropner&	AltosHornos de	290·0	39·0	18·6	Bilbao	T3Cy.22½″,36½″&60″–39″(*s*)	21 ″ 10
	M.Beristain –16	~~*ss*Shl.No.3–6,04~~	1841	~~8,17~~ 3,16 10,17				11mo	Son	Vizcaya	P29′Q92′B116′			Spanish	160lb *100lb* NDB09 224NHP	s 1 ″ 8½
HPNJ	(*ex*Trece,*ex*Elwick)	~~*ss*Shl.No.2–12~~	1577	~~BS8,16~~ ✠LMC8,16					Stockton		F31′	BK10″		5*BHCem*	2SB,*5cf*,*1rf*,GS89,HS3358	21 ″ 0
	Well deck	1*Dk*(*Irn*)&*Web frames*		9,17					A&CP					*Cell DB*238′502*t*	Blair&Co.Ld.Stockton	
		*ss*Bbo2nd No.3–9,17														
96	Jakob	IronTwinScSr	374					1883	Stabilmnto	RussianExportCo.	179·5	27·2	8·4	Rostoff	C.4Cy.11″&21″–18″	
1206	*A.Woropaïenko*97–01		—						Tecnico					Russian	31NHP	
LRDJ	*Mchy.Aft*		263						Trieste						StabilimentoTecnico,Tri.	
97	Jalisco	SteelScSr	2585	✠100A1	NYk	*t*	10,16	1916	WCramp&	Compañia de	304·6	45·2	20·1	VeraCruz	T.3Cy.20″,33″&55″–36″ (*r*)	22 ″ 8
	*L.Ybarreta*10–16		2203	2,17				4mo	SonsS&EBC	Fomento del	B90′F36′			Mexican	175lb *175lb* 262NHP	
	Elec.light	2*Dks*(*Stl*)	1558	✠LMC4,16				A&CP	Philadelphia	Sureste de Mexico		FK		7*BHCem*	2SB,*6cf*,GS108,HS3994 FD	
				Fitted for oil fuel 4,16			*F.P. a*	*bove* 1	50° F.	*CellDB*	248′ 605*t FPT* 108*t*			*APT*148*t*	W.Cramp&SnsS&EBCPhl	
98	Jamaica	SteelScSr	1138	✠100A1	Pna	*n*	~~4,16~~ 5,17	1908	W.Harkess	RoyalMailSteam	220·0	34·0	14·9	Liverpool	T.3Cy.18″,29″&48″–33″ (*s*)	16 ″ 0
127063	~~*W.H.Rowney* –15~~	*ss*Pna.No.2–16	832	~~5,17~~ 4,16 1,18				10mo	&Son Ld.	PacketCo.	P24′B79′F28′			British	180lb	171NHP	s 2 ″ 2½
HNFK	*Elec.light W.Millar*	2*Dks*(*M Stl*–ws)	602	✠LMC4,16					Middlesbro'			FK		4*BHCem*	2SB,*4rf*,GS83,HS3000	14 ″ 3
				BS10,17				*Lloyd's*	*SA&CP*	*WB*	= *DBf* 42′ 49*t FPT*			47*t APT*43*t*	MacColl&Pollock,Ld.Sld.	
99	—	SteelScK	204	✠100A1	Hul			1914	Cochrane	HullSteamFishing	112·2	22·5	12·4	Hull	T.3Cy.10″,17″&28″–24″ (*s*)	13 ″ 2
136220	*F.Mann* –16		204	*StmTrawler*	Lon			12mo	&Sons,Ld.	&IceCo.Ld.				British	200lb	55RHP
JNCV		1*Dk*	77	~~1,18~~ ✠LMC12,14					Selby			BK8″		4*BHCem*	1SB,*2pf*,GS27,HS835	
								Lloyd's	*SA&CP*			*WB*=		*DTf* 13′30*t*	C.D.Holmes&Co.Ld.Hull	
100	James A. Farrell	SteelScSr	7705	✠100A–	Tol-			1913	American	PittsburghS.S.Co.	580·0	58·0	32·0	Duluth	T.3Cy.24″,39″&65″–42″ (*s*)	32 ″ 0
210912			7277	11,13	edo			3mo	S.B.Co.		F54′			Utd.States	170lb *170lb* 406NHP	
	Elec.light	*Longitudinal framing*	5967	*For Service on the Gr eat*			*Lakes*		Lorain,O.			FK		4*BH*	2SB,*6cf*,GS132,HS6338 FD	
	Mchy.Aft Sub.Sig.	1*Dk*(*Stl*)&		✠LMC4,15											AmericanS.B.Co.Clevel'nd	
		Web frames								*WB*=*CellDBuE&f*	*B*55′ *f*&*in Hopper si*			*de tanks* 479′	8549*t FPT*259*t APT*59*t*	
101	James B. Eads	SteelSc	3746					1894	Globe Iron	PittsburghS.S.Co.	400·5	42·8	24·3	Duluth	T.3Cy.24″,39″&63″–42″	
86307	Sub.Sig.	(*ex*Globe)	—						WorksCo.		len99′ H—			Utd.States	NB15 257NHP	
	Mchy.Aft Elec.light	1*Dk*&*Spardk*	2970						Cleveland,O.					*WB*	GlobeIrnWksCo.ClvlndO.	
102	James B. Graham	SteelScK	198	✠100A1	Abn			1914	Hall,Rus-	HartnessSteam	115·5	22·1	11·9	Hartlepool	T.3Cy.12″,20″&34″–24″ (*r*)	12 ″ 9
124314	*P.Cowling*04–14		196	*StmTrawler*				3mo	sell&Co.Ld.	FishingCo.Ld.				British	180lb	78RHP
		1*Dk*	78	3,14 ✠LMC8,14					Aberdeen			BK7½″		3*BHCem*	1SB,*3pf*,GS48,HS1429	
								Lloyd's	*SA&CP*			*WB*=		*DTf* 19′13*t*	Hall,Russell&Co.Ld.Abn.	
103	James B. Neilson	SteelSc	2234					1892	American	PittsburghS.S.Co.	320·0	42·0	25·0	Duluth	T.3Cy.23″,37″&62″–42″	
81373		(*ex*Washburne)	—						Stl.BargeCo.					Utd.States	249NHP	
	Mchy.Aft Whaleback	1*Dk*	1572						Superior,Wis					*WB*	S.F.Hodge&Co.,Detroit	
104	James C. Wallace	SteelScSr	6684					1905	American	InterlakeS.S.Co.	532·1	56·0	31·0	Cleveland	Q.4Cy.18½″,28½″,43½″&66″–	
201821			—						S.B.Co.	(Pickands,Mather				Utd.States	42″ 282NHP	
	Mchy.Aft Elec.light	1*Dk*	5403						Lorain	&Co.*Mgrs.*)				*WB*	AmericanSB.Co.Cleveland	
105	James Carruthers	SteelScK	233	✠100A1	Gms		12,14	1912	Cook,Wel-	~~Atlin Construction~~	118·0	22·0	11·5	Grimsby	T.3Cy.12″,21″&34″–24″ (*s*)	12 ″ 3
134748	*J.McGee* –12		207	*StmTrawler*				10mo	t'n&Gemmell	Co.Ld.Canadian	Q62′F19′			British	180lb	58RHP	s 1 ″ 0½
JBCS	*Elec.light*	1*Dk*	97	10,12 ✠LMC10,12					Ld.Beverley	Fish&ColdStorage		BK7½″		4*BHCem*	1SB,*3pf*,GS48,HS1290	12 ″ 2
								Lloyd's	*SA&CP*	Co.Ld.(T.H.John-		*WB*=		*DBf* 15′16*t*	C.D.Holmes&Co.Ld.Hull	
										son;*Mgrs.*)						
106	James E. Davidson	SteelScSr	6206					1905	Gt.Lakes	Inter-OceanS.S.	504·0	54·2	31·0	Duluth	Q.4Cy.18″,27″,40″&62″–42″	
201961			—						Eng.Works	Co(G.A.Tomlinson				Utd.States	NB12 249NHP	
	Mchy.Aft Elec.light	1*Dk*	4943						Ecorse,Mich.	*Mgr.*)				*WB*	Gt.LakesEng.Wks.Detroit	
107	James H. Cassidy	SteelSc	110					1912	Standard	Standard	82·0	22·2	12·4	Cleveland	1Cy.25″–28″	
209300		(*Tug*)	—						Con.Co.	ContractingCo.				Utd.States	*Ebl*92&B00*fitted*12 25NHP	
			61						Cleveland						C.Witman,Buffalo	
108	James H. Hoyt	SteelScSr	4364					1902	Superior	InterlakeS.S.Co.	411·2	50·0	23·0	Cleveland	T.3Cy.17″,31″&55″–40″	
77541			—						S.B.Co.	(Pickands,Mather	F40′			Utd.States	191NHP	
	Mchy.Aft Elec.light	1*Dk*2*trB*	3234						W.Superior	&Co.*Mgrs.*)	len10				SuperiorS.B.Co.	

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c.	3	4 Reg'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NP=Horse power by Society's formulæ; RP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Direct Bd. of Trade Cert.
109 77589 HPNM	James H. Reed *Mchy. Aft Elec. light* (*ex* Tanger, *ex* James Haynes)	SteelScSr 1 *Dk 2 tr B* 1 *Dk*	5598 — 4125					1903	Detroit S.B. Co. Wyandotte	Interlake S.S. Co. (Pickands, Mather & Co. *Mgrs.*)	448·0 | 52·2 | 29·0 F48′	Cleveland Utd. States *WB*	Q.4Cy.15″,23¾″,36½″&56″–40″ 198NHP Detroit S.B. Co. Detroit		
110 HPNM	James Haynes *F. Escoto* 01–08 (*ex* Tanger, *ex* James Haynes)	IronScSr 1 *Dk*	210 — 118				...	1875	J. Fullerton & Co. Paisley	Cia. Andaluza de Nav.	129·6 | 19·5 | 10·0 P35′	Cenra Spanish *WB*	C.2Cy.20″&35″–24″ NB05 50NHP W. King & Co., Glasgow		V
111 1459 HJNL	James J. Dickson *J. Ahlgren* –14	IronScSr 1 *Dk*	857 663 529	Now named "Poljames," *See No. 39 in Supplement*				1872	Earle's Co. Ltd. Hull	Förnyade Ångf. Aktieb. Götha (F. Sternhagen)	196·3 | 28·0 | 15·0 P115′ H22*t* F28′	Gothenbrg Swedish *WB*	C.2Cy.17 5/16″&39¾″–23¾″ NE&B02 63NHP Göteborgs M.V. Gothenbrg		V
112 77409	James J. Hill *Mchy. Aft Elec. light* Sub. Sig. 1 *Dk 2 tr B*	SteelSc	6025 — 4578					1900	American S.B. Co. Lorain, O.	Pittsburgh S.S. Co.	478·0 | 52·0 | 30·0 Q72′ B47′ F30′	Duluth Utd. States *WB*	Q.4Cy.16½″,25½″,38½″&60″–40″ 228NHP American SB. Co. Cleveland		
113 203056	James Laughlin *Mchy. Aft Elec. light* 1 *Dk*	SteelScSr	6939 — 5492					1906	Gt. Lakes Eng. Works Ecorse, Mich.	Interstate S.S. Co. (W. H. Becker, *Mgr.*)	530·0 | 56·2 | 32·0	Duluth Utd. States *WB*	T.3Cy.23″,37″&63″–42″ 257NHP Gt. Lakes Eng. Wks. Detroit		
114 202057	James M. Gifford 1 *Dk*	WoodSc	168 — 106					1905	..... Greenport, N.Y.	Fisheries Co.	128·0 | 19·2 | 10·0	Greenport, N.Y. Utd. States			
115	James McGee *Elec. light* *Longitudinal framing* *Mchy. Aft*	SteelTwinSc	10000	100A1 *For full particulars See No. 2 in Supplement* (*Class Contemplated*) *Carrying Petroleum in bulk*				1917	Bethlehem Steel Co. Sparro' Pt Md	Standard Oil Co. (New Jersey)	500·0 | 68·0 | 38·0	Baynne, NJ Utd. States	T.3Cy.20½″,35′&60″–42″ Bethlehem Stl. Co. Sparr'Pt.	38 ″ 3 s 11 ″ 5 27 ″ 3	
116 110541	James McWilliams *E. Solveson* 05–05 *Mchy. Aft* A. Parker, *ex* Cheektowaga)	WoodScTug (*ex* Robert	149 — 74					1882	..... Newburgh, N.Y.	O. J. McWilliams	118·6 | 22·2 | 10·4	New York Utd. States	C.2Cy.20″&40″–28″ NE&B05 70NHP T. Smith & Sns Co. Jersy Cty		
117 77416 KQBF	James Makee (*ex* Iris)	WoodScSr (*Motor*) 1 *Dk*	223 — 130					1879	Hall Bros. Port Ludlow, Wash.	Oahu Shipping Co.	118·7 | 26·2 | 10·2 Q24′ F14′	Honolulu Utd. States	Motor		
118 201811	James P. Walsh *Elec. light* *Mchy. Aft*	SteelSc 1 *Dk*	5630 — 4772					1905	Craig S. B. Co. Toledo, O.	Pioneer S.S. Co. (Hutchinson & Co. *Mgrs.*)	488·6 | 52·0 | 31·0 *WB*	Fairport Utd. States T.3Cy.22½″,36′&60′–42″ 233NHP Craig S.B. Co. Toledo		
119 101744	James Paterson *H.R. Watson* 06–07 *Elec. light*	SteelScSr ss Mel. No. 3–9,14 1 *Dk* (*Teak*)	247 241 6	✠100A1 *For Towing p* 9,17 ~~9,16~~	Mel *urpose* "	*d* *s*	~~9,15~~ 9,17	1902 9mo *Lloyd's A & CP*	J. P. Rennoldson & Sns. South Shields	James Paterson & Co. Proprietary Ld.	125·0 | 24·1 | 12·5 BK7″ *WB = FPT*	Melbourne British 5 *BHCem* 12 *tAPT* 18 *t*	T.3Cy.16¾″,28″&46′–30′ (*s*) 180lb 98RHP 2SB.6*cf*, GS87, HS2790 J. P. Rennoldson & Sns, S. Shl.	13 ″ 6 s 2 ″ 8 11 ″ 9	
120 137127	James Pitchers *J. High* 09–11 1 *Dk*	SteelScK	197 195 75	✠100A1 *Stm Trawler* 6,14	Abn		6,14	1911 12mo *Lloyd's A & CP*	Hall Russell & Co. Ltd. Aberdeen	R. Irvin & Sons, Ld.	115·5 | 22·1 | 11·8 BK7½″ *WB =*	N. Shields British 3 *BHCem* *DBf* 21′13*t*	T.3Cy.12″,20″&34″–24″ (*r*) 180lb 78RHP 1SB, *3pf*, GS48, HS1429 Hall, Russell & Co. Ld. Abn	12 ″ 9	
121 [illegible] 8,17	James Reid (*ex* Protector)	IronSc (*Tug*) 1 *Dk*	181 — 123					1875	Harlan & Hollingsworth Wlmngtn Del	~~Reid Wrecking Co. Ltd.~~ Reid Towing & Wrecking Co. Ld.	117·6 | 23·0 | 12·0	Sarnia, Ont. British	T.3Cy.16½″,32½″&46½″–28″ 114NHP E&B *made—refitted—*		L
122 203058	James S. Dunham *Elec. light* *Mchy. Aft*	SteelScSr 1 *Dk*	4795 — 3644					1906	W. Bay City S.B. Co. West Bay City Mich	Chicago Nav. Co. (D. Sullivan & Co. *Mgrs.*)	420·0 | 52·0 | 24·3 *WB*	Duluth Utd. States	T.3Cy.22″,35″&58″–42″ 218NHP American S.B. Co. Clevland		
123 162144	James S. Higgins *W. F. Higgins* –03	WoodScSr	382 — 249					1903	..... Aberdeen, Wash.	C. H. Higgins	141·8 | 34·2 | 11·1	S. Frncisco Utd. States			
124 129363 HTGM	James S. Melville *James Wood* –11	SteelScK 1 *Dk*	211 208 81	✠100A1 *Stm Trawler* 7,14	Abn		7,14	1911 8mo *Lloyd's A & CP*	A. Hall & Co. Ld. Aberdeen	J. S. Melville	117·5 | 22·3 | 12·3 BK7½″ *WB =*	Aberdeen British 3 *BHCem* *DTf* 5′11*t*	T.3Cy.12″,20″&33″–23″ (*r*) 180lb 66RHP 1SB, *3pf*, GS51, HS1149 A. Hall & Co. Ld. Aberdeen	13 ″ 0	
125 77434 KQHS	James S. Whitney Sub. Sig.	SteelScSr 2 *Dks & Hurdk*	2707 1705 1926					1900	Harlan & Hollingsworth Co. Wlmgtn, Del.	Eastern Steamship Corporation	278·5 | 43·0 | 29·0	Boston Utd. States	T.3Cy.29″,46″&75″–48″ 390NHP Harlan & Hollingsworth Co Wilmington, Del.		R
126 101838 NDBL	James Tennant *R. Leeks* –17 *Mchy. Aft*	SteelScK ss Shl. No. 3–2,05 ss Shl. No. 2–14 1 *Dk* (*Irn*)	203 154 97	✠100A1 9,14 Examined 11,18 ~~BS 8,16~~ ✠LMC6,14 6,17	Liv	*c*	~~4,16~~ 6,17	1893 8mo	Wood, Skinner & Co. Newcastle A & CP	'T' Stm Coasters Ld (Robinson, Brown & Co. *Mgrs*)	120·0 | 20·1 | 9·0 Q37′ B9′ F16′ FK *WB =*	Newcastle British 3 *BHCem* *FPT* 32*t*	C.2Cy.15″&28″–20″ (*s*) 100lb 50RHP 1SB, *2pf*, GS25, HS730 N.E. Mar. E. Co. (Lim.) Nwc.	9 ″ 8 s ″ 8 9 ″ 3	
127 84859 WFBP	James Turpie *R. McLaren* 09–09	IronScSr 2 *Dks 3 tr B*	1732 1567 1082				...	1881	A. Leslie & Co. Newcastle	The South Georgia Co. Ld. (C. Salvesen & Co. *Mgrs.*)	270·8 | 34·7 | 23·0 P46′ B50′ F36′ BK9½″	N. Shields British *WB*	C.2Cy.32″&61″–36″ 172NHP N.E. Marine E. Co. (Lim) Sld	24 ″ 0	
128	James W. Rae *A.R. Oyston* –13	SteelScCtr (*Tug*) 1 *Dk*	139 139 1					1913	Poole & Steel Sydney NSW	Government of South Australia	90·0 | 21·3 | 10·7	British *WB*	C.2Cy.19″&39″–27″ 63RHP Poole & Steel, Sydney NSW		
129 77236	James Watt *Mchy. Aft Elec. light* Sub. Sig. 1 *Dk 2 tr B*	SteelSc	4090 — 3105					1896	Cleveland S.B. Co. Cleveland	Pittsburgh S.S. Co.	405·0 | 48·0 | 23·5	Duluth Utd. States *WB*	T.3Cy.25″,40″&68″–42″ 300NHP Clevelands B. Co., Clevelnd		
130 121709	James Whalen 1 *Dk*	SteelSc	313 262 156					1905	Bertram E. Works Co. Ld. Toronto	Canadian Towing & Wrecking Co. Ld.	108·0 | 24·0 | 13·0	P. Arthur, Ont. British	C.2Cy.20″&40″–36″ 67RHP Bertram E. W. Co. Ld. Trnto.		
131 77127 KLVJ	Jamestown *T. Fitzgerald* *Elec. light* Sub. Sig. Wireless	SteelScSr 2 *Dks & Awngdk*	2898 2853 2126					1894	Delaware River Co. Chester, Pa.	Old Dominion SS. Co	299·5 | 40·0 | 16·8 26·9	New York Utd. States *WB*	T.3Cy.28″,44½″&73″–54″ NB03 392NHP Del. River Works, Chester		R

1 Numéro d'Ordre / Numéro Officiel / Signaux	2 Nom du Navire. Matériaux, Grèement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Ferme assigné maintenant expiré. Lettre d'Enlèvement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NP = Force en chevaux d'après les formules de la Société. RH = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.
132	**Jaminauá**	**SteelScSr**	152	✠	PGl			1909	Murdoch	Mello&Co.(*in liq.*)	105·1	24·1	5·8	Para	C.2Cy.12½″&26″–18″	6 ″ 0
	A.Speller –09		110	*For River purposes only*				7mo	&Murray		F15′		FK	Brazilian	39NHP	
	1*Dk*(*Teak*)&*Promenade dk*(*Teak*)		103	7,09 ✠					Pt.Glasgow				5*BHCem*	1SB,*2pf*,GS33,HS820	
	Elec.light													J.G.Kincaid&Co.Ld.Grk.	
133	**Jan Breydel**	**SteelTrpScSr**	1767					1909	Soc.Anon.	BelgianGovern-	348·0	40·0	23·2	Ostend	3SteamTurbines	
			1254						Jhn Cockerill	ment	B218′			Belgian		
GQDH	*Elec.light* Wireless	3*Dks*	827						Hoboken						SocAn.J.Cockerill,Seraing	
134	**Jan Mayn**	**IronScSr**	928	*Now "Jane," "Sten," See No. 42 in Supplement*				1883	Pearce	Acties.JanMayn	220·0	31·7	14·3	Christiania	C.2Cy.24″&50″–36″	15 ″ 2
	K.Mikkelsen	(*ex*Aarvak,*ex*Vega,	528						(C.T.Gogstad&	B66′H15*t*F28′				Norwegian	125NHP	
HJWG	*ex*Juana Nancy)	1*Dk*2*trB*							Co.)				FK	*WB*	PearceBros.Dundee	
135	**Jan Pieterszoon Coen**	**SteelTwin**	11693	✠100A1	Ams	*f*†		1915	Nederl.	Stoomv.Maats.	503·2	60·5	35·8	Amstrdam	T.6Cy.26¾″,44½″&74½″–	39 ″ 0
	H.G.J.Wilkens –15	Sc	8350	*Shelter dk*				6mo	Schps.Maats	Nederland	P43′B140′F77′*on*			Dutch	49½″ (*s*) 213lb 1364NHP	s 12·10½
PDKB	2*Dks*(*Stl*)&*Shelter dk*(*Stl*–teak s)		7107	*withfreeboard*					Schps.Maats		*Shelter dk*		FK	8*BHCem*	sSB,*24cf*,GS470,HS21176FD	26 ″ 5
	3*rd trBinNo.1hold*			12,15 ✠LMC7,15				*Lloyd's*	*sA&CP*	*WB*=*CellDBa*115′*uE*	53′*f*128′977*t FPT*			8*t APT*71*t*	NedFb.v.Wrk&Spoor,Ams	
	Elec.light Wireless															
136	**Jan van Nassau**	**SteelScSr**	3330	✠100A1	Ams	*v*	~~8,16~~	1913	W.Hamil-	KoninklijkeWest-	346·2	44·3	25·3	Amstrdam	T.3Cy.25″,41½″&68″–51″ (*s*)	28 ″ 5
	R.G.J.Van derEst –13		3110	*Awng dk*	Bal		5,17	5mo	ton&Co.Ld.	Indische	*Bon Awng dk*103′			Dutch	180lb 503NHP	s 6 ″ 1½
PDFB	*Elec.light* 1*Dk*(*Stl*)&*Awng dk*(*Stl*)		2081	*withfreeboard*					Pt Glasgow	Maildienst		FK&BK1⅞″		6*BH Asp*	3SB,*9cf*,GS173,HS7800 FD	22 ″ 11
	ssAms.No.1–17 &*Web frames*			~~5,17~~ 3,17 2,18				A&CP	*W*	*B*=*Cell DBa* 67′*u*	*E*39′*f*135′681*t FPT*			39*t APT*28*t*	D.Rowan&Co.Glasgow	
	Longitudinal framing			~~BS8,17~~ ✠LMC~~5,16~~ 5,17												
137	**Jane**	**IronScSr**	1303	✠100A1	Shl	*o*	~~5,15~~	1879	T Turnbull	Ángf.Aktieb.Jane	240·2	34·0	17·7	Gefle	C.2Cy.30″&56½″–33″ (*i*)	19 ″ 4
4431	*W.J.Johansson* 12–12 *ss*Ms].3rd No 3 5,16		1081	~~2,18 12,17~~	Ms!		5,18	12mo	&Son	(ErikBrodin,*Mgr*)	Q88′B50′F33′		FK	Swedish	75lb *55lb* NDB98 156NHP	s 2 ″ 0½
JPHK	~~*ssCff.2nd No.3–4,05*~~		760	~~BS3,16~~ ✠LMC~~3,14~~					Whitby					4*BHCem*	2B,GS66	
	Well deck ~~*ssNwc.No.2–Ld.*~~			5,16					A&CP				*WB*=	*DBa*66′*f*94′	T.Richardson&Sons,Hpl.	
	Cargo battens not fitted 1*Dk*(*1rn*)2*trB*															
138	—	**IronScSr**	789			…		1870	Withy,	W.Millar	201·7	28·3	15·9	Gothenbrg	2Cy.18″&36″–30″	16 ″ 7
2814	*E.Rundberg* 10–10		643						Alexandr&Co		Q79′B40′H25*t*			Swedish	NB05 77NHP	
JGHQ	(*ex*Jane Cory)	1*Dk*2*trB*	449						Hartlepool				BK8″	*WB*	G.Clark,Sunderland	
139	—	**SteelScSr**	223					1903	Scott&	J.Monks&Co.Ld.	100·4	23·2	10·6	Liverpool	C.2Cy.14″&30″–24″	
118009	*E.Cowell* –15		178						Sons		F17′			British	37RHP	
	1*Dk*		87						Bowling					*WB*	Fisher&Co.Paisley	
140	—	**IronScSr**	—					1884	Pusey	J.C.deMesquita	100·0	18·6	9·0	Manaos	C.2Cy.17″&32″–28″	
	C.A.Mesquita –90		—						&JonesCo.					Brazilian	45NHP	
	(*ex*HattieFullerton)		155						Wlmgtn,Del.						Pusey&JnesCo.,Wlmngtn.	
141	—	**SteelScK**	104			…		1901	Ardrossan	A.Bremner	91·8	19·1	7·5	Wick	C.2Cy.12″&24″–18″	9 ″ 0
113524	*J.Murray* –09		90						D.D &S.B.Co.		Q40′		BK6″	British	24RHP	
	Mchy.Aft	1*Dk*	40						Ld Ardrossan					*WB*	Fisher&Co.Paisley	
142	**Jane Kilgour**	**WoodAuxScBkn**	268	Rest. 6 A1	Apl	11	10,15	1874	Tay S.B.Co	WatsonLewin&Co.	126·8	24·1	12·8	Durban	Paraffin Motor 2S.C.SA	13 ″ 11
68271	*W.A.Commins* 17–17 *Paraffin Motor*		238	*from*12,12Apl		C7		7mo	Dundee	Ld. W.B.Rogers	Q29′			~~British~~ Pt.Louis	2Cy.13¾″–13¾″ NE12,12	
NDGJ	cf *Salted*† F&YM12,12 1*Dk*		152	✠ 12,12		C4				Rogers&Co	ND12			Maur. British	D.Goedkoop,jr.Ams.	
	(*See Sailing Ship Register*)			LMC10,15												
143	**Jane Radcliffe**	**SteelScSr**	4074	✠100A1	Cff	*w*	~~10,16~~	1897	Ropner&	JaneRadcliffeS.S.	336·5	46·6	25·7	London	T.3Cy.24″,40″&65″–42″ (*s*)	27 ″ 3
105186	*J.Williams* –14 *ss*Bry.No.3–12,09		3383	*Trunk dk*	Bry		10,17	6mo	Son	Co.Ld. (E.Thomas	P30′B65′F29′			British	160lb HS5230 311NHP	s 4 ″ 6½
PRQG	(*ex*Windsor) *ss*Cff.No.1–14		2642	*withfreeboard*					Stockton	Radcliffe&Co.)	*WB*=*Cell*		FK	6*BHCem*	2SB&1Aux.SB,*8rf*,GS146,	23 ″ 3
	1*Dk*(*1rn*)2*trB*&*Web frames* 3*Dk rule*			~~10,17 9,16~~ ✠LMC					A&CP	*DBa*112′*uE*24′	*f*132′711*t FPT*218*t*			*APT*196*t*	Blair&Co.Ld.Stockton	
				MS4,14 ~~BS12,15~~ 12,												
144	**Jane Ross**	**SteelScK**	184			…		1901	A.Hall&	RossSteamTrawl	110·1	21·2	11·6	Aberdeen	T.3Cy.12″,20″&33″–22″	12 ″ 3
114195	*B.Rivett* –15	(*Trawler*)	174						Co.	FishingCo.Ld.			BK7½″	British	56RHP	
	1*Dk*		69						Aberdeen	(H.Ross,*Mgr.*)					A.Hall&Co.Aberdeen	
145	**Janeta**	**SteelScSr**	4271	✠100A1	Gls	*x*	~~3,16~~	1906	A.Stephen	S.S.JanetaCo.Ld.	385·5	50·0	26·0	Glasgow	T.3Cy.25″,41″&67″–48″ (*s*)	28 ″ 8
124148	*J.A.D.Risk* –15	~~*ssGls.No.2–10*~~	4063	~~9,17~~ 9,17	~~Cff~~		9,17	11mo	&Sons,Ld.	(Maclay&	P47′B113′F38′	FK	4*BH*	British	175lb *80lb* 390NHP	s 5 ″ 6
HJPR	*Elec.light* 2*Dks*(*Stl*)&*deep framing*		2779	~~BS9,16~~ ✠LMC~~3,14~~					Glasgow	McIntyre)			2*BH to Mid*	*to Upper Dk*	2SB,*6cf*,GS128,HS5450 FD	23 ″ 6
	ssGls.No.3–9,17			9,17				*Lloyd's*	*sA&CP*				*dle Dk Cem*	A.Stephen&Sons,Ld.Gls.	
	Carrying fuel oil F.P., above 150								F.&D.B.	*WB*=*Cell DBa* 121′*uE*	&*B*38′*f*169′			902*t FPT*123*t APT*268*t*		
146	**Janssens**	**SteelSc**	1331					1902	Kon.Maats	Koninkl.Packetv.	222·6	36·0	15·0	Batavia	T.3Cy.17″,26¾″&46½″–36″	
	Blomkert	*Fitted for oil fuel*	—						deSchelde	Maats.	P58′F49′			Dutch	129NHP	
TFGM	*Elec.light*	1*Dk*&*Awng dk*	803						Flushing						Maats deSchelde,Flushing	
147	**Janus**	**SteelScSr**	4824	✠	Syd	*z*		1910	Palmers'	BritishIndiaStm.	400·0	53·1	24·7	Glasgow	T.3Cy.28′,46″&76″–51″	27 ″ 6
120765	*C.McDonald* 95–10		4189	*Shelter dk*				6mo	Co.Ld.	Nav.Co.Ld.				British	539NHP	
THLC	2*Dks*(*Stl*)&*Shelter dk*(*Stl*–teaks)		3078	*withfreeboard*					Newcastle			FK&BK1⅞″		6*BHCem*	3SB,*9cf*,GS168,HS7650 FD	
	Elec.light			5,13 ✠						*WB*=*CellDBa* 134′*uE*	23′*f*159′896*t DTa*21′			520*t APT*31*t*	Palmers'Co.Ld.Newcastle	
148	**Janus II.**	**SteelScK**	240	✠100A1	Gms		2,13	1905	Cochrane&	OrientSteam	123·6	22·0	11·5	Grimsby	T.3Cy.12¼″,22″&35″–24″ (*s*)	12 ″ 4
122692	*J.A.Pidgen* –13	*ss*Gms.No.3–10,10	222	*StmTrawler*				8mo	Sons	FishingCo.Ld.	Q69′F20′			British	185lb 70RHP	
HDFK	(*ex*Janus)	*ss*Gms.No.1–14	98	1,14 ✠LMC1,14					Selby				BK8″	4*BHCem*	1SB,*2pf*,GS32,HS1148	
		1*Dk*						*Lloyd's*	*sA&CP*						Gt.CentrlCo-opEng.&Ship	
															RepairingCo.Ld.Gms.	
149	**Janvold**	**SteelScSr**	1366	✠100A1	Shl	*p*	~~1,16~~	1904	Grngem'th	A/SJohs.Larsens	235·0	37·2	17·1	Bergen	T.3Cy.18½″,30″&50″–33″ (*s*)	19 ″ 0
	S.Hauge –16	*ss*Rot.No.2–12	1159	1,16			1,18	6mo	&Greenock	Rederi(Johs.	Q82′B62′F30′			Norwegian	180lb ~~*150lb*~~ *120lb* 151NHP	s 1 ″ 7
WKLD	(*ex*Gijonés,*ex*JanBlockx,	1*Dk*(*Stl*)	846	~~BST,16~~ ✠LMC~~12,12~~					DockyardCo.	Larsen)		FK	4*BH pt Cem*	1SB,*4cf*,GS75,HS2267	17 ″ 9	
	*ex*Maimaxa)			3,17 1,16					Grngemouth				*pt Asp*	Cooper&Greig,Dundee		
								Lloyd's	*sA&CP*				*Cell DB* a50′	*uE*&*B*36′*f*98′378*t APT*40*t*		
150	**Jap**	**WoodTwinSc**	246					1905	H.M.	J.Breckenridge&	124·8	29·0	7·0	Sydny NSW	C.4Cy.	
121105	*M.Driscoll* –17		—						Breckenridge	Sons,Ld.				British	NE&B*fitted* 11	
VBJQ	(*ex*Sailing Vessel)	1*Dk*	—						Failford,NSW						Chapman&Co.,Sydney	
151	**Japan**	**SteelScSr**	~~6013~~	✠	HKg	*b*†		1906	Workman,	BritishIndiaStm.	450·2	56·4	29·6	Calcutta	T.3Cy.31′,52½″&88″–60″	32 ″ 8
98349	*J.R.J.O'Sullivan* –16 *ss*HKg.No.1–10		~~5854~~	8,13				9mo	Clark&Co.Ld	Nav.Co.Ld.	P43′B140′F59′			British	FD 996NHP	
WCLJ	*Elec.light*	2*Dks*(*Stl–U* teak s)&	~~3886~~						Belfast			FK	7*BHCem*	3D&1SB*21cf*GS414HS15531		
	Wireless	*deep framing*	6052							*WB*=	*CellDBa* 124′*uE*&*B*	85′*f*178′1243*t FPT*		57*t APT*20*t*	Wrkman,Clark&Co Ld.Bel	
			5854													
			3887													

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 6 7 Particulars of Classification. Character. — for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 9 Built. When. — Ship. — Engines.	By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Dated Ref. Trade Cert.
152 $260 JSLR	**Japan** *C.A.Paulson* 09–11 *Well deck* *Elec.light*	**SteelScSr** *ss* Mmo. No. 1–16 2 *Dks* (*Stl–Uwks*)	5230 4903 3262	✠100A1 12,17 2,17 BS0,13 ✠LMC5,16	Xia Kob	*a*†	5,16	1911 12mo *Lloyd's*	Hawthorn, Leslie & Co. Ltd. Newcastle *A&CP*	Aktieb. Svenska Ostasiatiska Komp (G. Borin, *Mgr.*) *WB* = *Cell DB* a 122′ *u*	425′0 P&B 349′ F44′ FK	54′1 *E* 29′ *f* 212′ 990 *t FPT*	26′9 Gothenburg Swedish 7 *BHCem*	T.3Cy.27″,45″ & 75″–51″ (*s*) 180 lb 581 NHP 3SB (FD) & 1 AuxSB, *11cf*, GS 212, HS 8980 N.E.Marine Eng Co Ld. Nwc	29 ″ 6 s 4 ″ 9 25 ″ 1	
153 119190	— 1 *Dk*	**SteelPad**	1320 1320 832					1904	W. Denny & Bros. Dumbarton	Irrawaddy Flotilla Co. Ltd.	328′5	46′1	10′7	Glasgow British *82 t AP 72 5t*	T.3Cy.28″,41½″ & 60″–66″ 292 NHP Denny & Co. Dumbarton		
154 13 QBSC	**Japigia** *M. Coppolino* (*ex* Nina V., *ex* Duala, *ex* Gretchen Bohlen) 1 *Dk* & *Spar dk*	**SteelScSr**	1269 1221 746					1890	Wigham Richardson & Co. Newcastle	Soc. di. Nav. a Vap. Puglia	232′4 B73′	33′3	20′6 Bari Italian *WB*	T.2Cy.16″,26″ & 43″–33″ 106 NHP Wigham Rchardsn & Co. Nwc		I
155 [illegible] NGCR	**Jargoon** Collision 11–17 *Mr. Paterson* 16 *Mchy. Aft* *Well deck*	**Steel & Iron Sc 3 Mst Sr** *ss* Bwg. 2nd No. 3–9,15 1 *Dk* (*Irn*) *Irn framing Stl plating*	501 373 201	✠100A1 5,17 10,16 BS0,17 ✠NB6,11 ✠LMC6,13	Ayr	*h*	6,16 6,17	1893 12mo	Scott & Sons Bowling A&CP *W*	W. Robertson *B* = *Cell DB* 96′ 120 *t*	175′0 Q86′ B10′ F34′ BK 7½″	26′5	10′6 Glasgow British 3 *BHCem* *FPT* 15 *t*	C.2Cy.19¾″ & 44½″–30″ (*s*) 120 lb 81 RHP 1SB, *3pf*, GS 50, HS 1700 Ross & Duncan, Glasgow	13 ″ 0 s ″ 8½ 13 ″ 1	
156 4018 JMRH	**Jarl** *O. Ernst* 17–17 *A. Bengtson* 09–09 (*ex* Berthe, *ex* J. M. Lockwood) 1 *Dk* (*Irn*) 2 *tr B* *Well deck* *Cargo battens not fitted*	**Iron Sc Bn** *ss* Hbg. 2nd No. 3–5,08 *ss* Ams. No. 2–15	1643 1301 996	✠100A1 6 17 11,15 ✠NB11,00 BS7,17 ✠LMC11,15	Gfl Mdb	*g*	11,15	1882 11mo	W. Gray & Co. W Hartlepool *A&CP*	~~Reder i Aktieb. Henckel (N.P. Svensson, *Mgr.*)~~ Reder i Aktieb. Nordatlanten (E. Glander, *Mgr.*) *WB* = *DB a*	257′6 P28′ Q68′ B66′ F29′ ptND 03&08 BK 9″ 80′ *f* 94′ 316 *t*	35′7	19′0 Hjelmsberg Swedish 4 *BHCem*	C.2Cy.28½″ & 60″–39″ (*s*) 80 lb 173 NHP 2SB, *6pf*, GS 106, HS 2734 Black, Hawthorn & Co. Gts.	20 ″ 1 s 1 ″ 9 19 ″ 3	
157 4718 JQLK	— *H.M. Dalqvist* –15 (*ex* Ida Zschimmer, *ex* Cambrian) *Well deck* 1 *Dk*	**SteelScSr**	880 621 374			…		1900	Mackie & Thomson Glasgow	Trelleborgs Nya Angf. A.B. (F.D. Malmros, *Mgr.*) *WB*	207′4 Q63′ B64′ F22′ FK	30′6	12′2 Trelleborg Swedish 158 NHP	T.3Cy.18″,29″ & 48″–33″ A. Stephen & Sons, Glasgow	14 ″ 9	G V
158 JWPN	— *O. Ellingsgaard* 16–16 1 *Dk* 2 *tr B*	**Iron Sc Sr**	434 326 256					1889	Stavanger Stöberi & Dok Stavanger	Ö. Torgersen	147′9 Q35 *t* B46 *t* H10 *t* F16 *t*	24′8	12′6 Haugsund Norwegian *WB*	T.3Cy.11″,18″ & 29″–24″ NB01 41 NHP Akers Mek. Verkst., Xia.		N
159 4780 JQRB	— *C.N.P. Nordström* 92–07 1 *Dk*	**SteelScSr**	245 122 171					1907	Oscrshmns M.V. Aktieb. Oscarshamn	Oscarshamns Ångf. Aktieb. (J. Rühling, *Mgr.*)	107′6 Q28′ B55′ F26′	22′4	8′9 Oscrshmn Swedish	C.2Cy.13⅝″ & 28¾″–20½″ 31 NHP Oskarshamns M.V. Aktieb.		V
160 2000	**Jarlinn** ~~*T. Sigurdson* 13–13~~ (*ex* Earl Monmouth)	**Steel Sc K** *ss* Hul. No. 2–14 1 *Dk*	277 245 147	✠100A1 *Stm Trawler* 3,16 BS3,16 ✠LMC9,14	Flt		9,14	1906 4mo *Lloyd's*	Cochrane & Sons Selby *A&CP*	~~A. Jonsson Reder i Aktieb. Hinkong Jarl (E. Persson, *Mgr.*)~~ *WB*	128′4 Q77′ F19′ BK 7½″	22′1	11′8 French 4 *BHCem*	T.3Cy.12½″,22″ & 35″–24″ (*s*) 200 lb 71 NHP 1SB, *2cf*, GS 33, HS 1115 C.D. Holmes & Co. Hull	12 ″ 9	
161 JPTR	**Jarlot** *P. Sadou* 05–06 1 *Dk* (*Stl*) & *deep framing* *Elec.light*	**SteelScSr** ~~*ss* Msl. No. 2–14~~ *ss* Msl. No. 3–3,18	1078 738 652	✠100A1 3,18 1,17 ✠LMC3,13 BS1,14 BS1,17	Msl	*m*	1,17	1906 2mo *Lloyd's*	Clyde S.B. & Eng. Co. Ld. Port Glasgow *A&CP*	Cie. de Nav. Paquet *WB* = *Cell D*	210′3 Q66′ B60′ F23′ FK	35′2 *Ba* 46′ *u* *E&B* 31′ *f* 98′	12′5 Marseilles French 4 *BHCem* 304 *t AP T* 20 *t*	T.3Cy.17″,27″ & 45″–33″ (*s*) 180 lb *100 lb* 135 NHP 1SB, *3cf*, GS 61, HS 2193 Clyde SB. & Eng. Co Ld. P. G.	14 ″ 8 s 1 ″ 1½ 13 ″ 10	
162 IHRK	**Jarlsberg** *Johannesen* *Elec.light* 1 *Dk*	**SteelSc**	328 142 129					1912	Lindholmens V.A. Gothenburg	Tönsberg & Hortens Dampskibsselskab *WB*	136′1	23′7	8′7 Tönsberg Norwegian	T.3Cy.14¾″,24″ & 40″–24″ 78 NHP Lindholmens V.A. Got.		
163 97750 LNTS	**Jarnac** *J. Greenough* –13 1 *Dk* (*Irn*) & *Web frames* *ss* Liv. No. 1–17	**SteelScSr** *ss* Liv. 2nd No. 3–8,13	618 561 370	✠100A1 ~~11,17 7,16~~ 5,13 ✠LMC 11,17 ~~MS0,13~~ BS7,17	Liv	*j*	~~7,16~~ 5,18	1890 2mo	S. & H. Morton Leith A&CP	Charente S.S. Co Ld (T. & J. Harrison, *Mgrs.*) *WB* = *DB a* 46′ 35 *t FPT*	185′0 P18′ B41′ F24′ BK 7½″	28′1	14′3 Liverpool British 4 *BHCem* 33 *t AP T* 10 *t*	C.2Cy.17½″ & 38″–30″ (*s*) 110 lb *90 lb* 80 RHP 1SB, *2rf*, GS 35, HS 1184 S. & H. Morton & Co., Leith	15 ″ 4 s 1 ″ 10½ 14 ″ 2	
164 IJTG	**Jarnbarden** *I. Gamlem* (*Fishing*) 1 *Dk*	**SteelScSr**	145 138 51					1913	Xiansands Mek. Værks. Xiansand	Iver Gamlem	104′9	20′0	10′3 Aalesund Norwegian	T.3Cy.10″,16″ & 27″–15″ 28 NHP Xiansands M.V. Xiansand		N
165 IJKL	**Jaroslawna** *W. Paetsch* (*ex* Yacht) *Elec.light* 1 *Dk*	**Steel Twin Sc Sr**	200 156 54					1898	F. Schichau Elbing	Dampfsch Rhed. für Fluss-u. Haffschiffahrt A. Zedler	145′7 H79′ F16′	21′2	10′8 Elbing German *WB*	T6Cy.13⅝″,21 7/10″ & 30 7/10″–15¾″ 75 NHP F. Schichau, Elbing		
166 39308 NRW	**Jarrix** *E.A. King* –17 *Well deck* *Mchy. Aft* 1 *Dk* (*Stl*)	**Steel Sc 3 Mst Sr**	429 303 203	✠100A1 10,17 2,17 ✠LMC2,17	Shl Hul	*g*		1917 2mo *Lloyd's*	Cochrane & Sons, Ld. Selby *A&CP*	Humber Steam Coasters. Ld. (R. Rix & Sons, *Mgrs.*)	150′2 Q86′ B9′ F18′ BK 7½″ *FPT* 53′	24′6	11′0 Hull British 3 *BHCem* *APT* 7 *t*	T.3Cy.12″,20″ & 34″–24″ (*s*) 180 lb 69 RHP 1SB, *2pf*, GS 33, HS 1175 Shields E. & DD Co. Ld. N Shl	12 ″ 0 s 3 ″ 11 12 ″ 4	
167 18297 MCN	**Jason** *G.T. Clark* –14 2 *Dks*	**SteelScSr**	7450 6045 4800					1902	Workman, Clark & Co. Ld Belfast	Ocean S.S. Co. Ld. (A. Holt & Co. *Mgrs*)	454′7 P53′ F57′	54′1	32′3 Liverpool British *WB*	T.3Cy.28″,48″ & 82″–60″ 521 NHP Wrkman, Clark & Co. Ld Bel		
168 FHN	— *G. Bos* 06–12 *Elec.light* (*ex* Charon)	**Steel Sc 2 Twin Msts** *Longitudinal framing* 2 *Dks*	3209 2915 1989					1912	Wrf. voorh. Rijkee & Co. Rotterdam	Koninkl. Nederl. Stoomb. Maats.	346′7 P24′ B208′ F43′	48′5	21′7 Amstrdam Dutch *WB*	T.3Cy.23″,37″ & 62″–42″ 249 NHP Maats. Fyenoord, Rot.		V
169 18588 HGK	— *J. Vaughan* –14 (*ex* Ardanach) *Well deck*	**Iron Sc Sr** *ss* Sws. 3rd No. 3–3,16 1 *Dk* 2 *tr B*	798 623 395	✠100A1 3,16 ✠NB6,09 BS7,17 LMC3,16	Sws	*l*	3,16	1878 1mo	H. Murray & Co. Pt. Glasgow A&CP	W. Coombs *WB* = *D Ba* 62′ *f* 82′ *FP*	210′0 Q79′ B37′ F30′ ptND 09 BK 8″	29′4	14′9 Llanelly British 4 *BHCem* *TAPT*	C.2Cy.23½″ & 50¾″–33″ (*s*) 90 lb *80 lb* NDB 05 98 RHP 1SB, *3pf*, GS 51, HS 1472 Hutson & Corbett, Glasgow	15 ″ 8 s 1 ″ 4 15 ″ 2	
170 56 KPV	— (*ex* Belle of Dunkerque)	**Iron Sc Sr** 1 *Dk*	407 330 237					1876	Blackwood & Gordon Pt. Glasgow	Soc Anon Austriaca di Nav. a Vap. "Dalmatia"	169′0 P35′ F26′	25′2	12′2 Lissa Aust.-Hung.	C.2Cy.22″ & 40″–27″ NB 83 69 NHP Blackwood & Gordon, P. Gls	12 ″ 7	A
171 FLK	— *P. Konow* 1 *Dk*	**SteelScSr**	344 289 197					1890	Eriksbergs M.V. Aktieb. Gothenburg	Dampfschiffahrts Ges. Neptun	140′0 len 93	22′3	11′8 Bremen German	C.2Cy.13″ & 26″–17½″ 24 NHP Eriksbergs Mek. Werk., Got		G
172 PJH	— *H.M. Dahl* (*Salvage Vessel*) *Elec.light* Wireless 1 *Dk*	**SteelScSr**	295 229 113					1908	Framnes Mek. Værks Sandefjord	Norsk Bjergnings kompagni	131′3 B44′	23′1	11′2 Bergen Norwegian *WB*	T.3Cy.12¾″,21½″ & 35″–24″ E made 91 *fitted* 08 60 NHP C.D. Holmes & Co. Ld. Hull		N
173 19543 TJV	**Jasper** *A.E. Whiting* –17 1 *Dk*	**Iron Sc K** *ss* Hul. 2nd No. 3–6,16	156 143 64	✠100A1 *Stm Trawler* 6,16 ✠NB9,96, *refitted* 12 BS11,17 ✠LMC6,16	Hul		N6,16	1891 10mo *Lloyd's*	Cochrane, Coopr & Schofield Beverley *A&CP*	Kingston Steam Trawling Co. Ld. John Green, Ld.	101′0 Q19′ F18′ ptND 12 BK 7½″	20′5	11′0 Grimsby British 3 *BHCem*	C.2Cy.12¾″ & 32″–22″ (*s*) 150 lb 45 RHP 1SB, *2pf*, GS 27, HS 830 Amos & Smith, Hull	11 ″ 10	

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe.	15 Registres où coté, si ce n'est dans le Lloyd's Register.
174 135274	Jasper (*Tug*) 1*Dk*	SteelSc	108 107 29					1912	Jonker& Stans, H.I.Ambacht	S.Pearson&Son, Ld.	82·0	20·1	9·6	London British	T.3Cy.12″,17½″&29½″–15″ 43RHP J.H.VanCappellen Naam.Venn.Mch.F.Bns.		V
175 HPNK	Jata-Mendi *J.Irala*14–15 (*ex*Netherton)	SteelScSr *ss*Bbo.No.3–6,10 *ss*Bbo.No.1–14 1*Dk*(*Stl*)&*Spar dk* (*pt Irn&pt Stl*)&*deep framing*	4250 4085 2746	✠100A1 *Spar dk* 4,18 6,15 ~~BS7,17~~ ✠LMC~~7,14~~ 4,18	Bbo Bel	*x*	~~7,14~~ 9,17 N4,18	1905 2mo	Nthmblnd S.B.Co.Ld. Newcastle *Lloyd's A&CP*	Cia.Nav.Sota y Aznar(Sota y Aznar,*Mgrs.*) *WB*=*CellDBa*116′*uE&B*42′*f*154′	360·3 P32′B92′F32′ FK	48·0	20·2 28·0	Bilbao Spanish 6*BHCem* 855*tAPT*85*t*	T.3Cy.24½″,40″&68″–48″ (*s*) 180lb 350NHP 3SB,9*cf*,GS156,HS5715 N.E.MarineEngCoLd Nwc	30 ″ 10 s 6 ″ 2½ 25 ″ 0	
176 HPNR	Jativa *Molinas* *Elec.light* Wireless	IronScSr *ss*Msl.No.3–5,93 *ss*Gen.No.2–01 1*Dk*(*Irn*)&*Spar dk 3tr B*	1203 748 793	✠ 8,06 ✠	Gen	*n*		1880 9mo	J Readhead &Co. S.Shields	~~Cia.Valenciana de Vap.Correos de Africa~~ Cia Trasmediterranea *WB*=*DBa*25′*f*33′*&u*	222·0 BK8″	31·0	15·1 22·4	Valencia Spanish 4*BHCem* *E&B*31′109*t*	C.2Cy.28″&50″–36″ NDB04 126NHP 2SB,4*pf*,GS60,HS2497 J.Readhead&Co.,S.Shields		V
177 105823 PHSM	Jattra *C.A.M.Hille* –14 1*Dk*	SteelTwinScSr	371 280 151					1896	R.Duncan &Co.(Lim.) PortGlasgow	D.F.Mackenzie& G.Lyell	150·9 P15′F26′	26·1	10·3 *WB*	Calcutta British	T.4Cy.(2)11″,23″&38″–26″ 74RHP Rankin&Blackmore,Grk.		
178 RSVW	Java *J.Bähr*04–13 *Elec.light* Wireless	SteelScSr 2*Dks*(*Stl*)&*3rd dk in Nos.*1,2&4*holds* 3*Dk rule*	7676 7115 4789	✠ ~~5,16~~ 1,17 ✠	Veg	*e*†		1913 7mo	Bremer Vulkan Vegesack	DeutschAustral Dmpfsch.Ges. *WB*=*CellDBa*142′*uE*	482·6 P&B374′F80′ FK	62·7	29·7 37′*f*191′1559*t FPT*	Hamburg German 9*BHCem* 61*tAPT*28*t*	Q.4Cy.28¾″,41¾″,60½″&87½″ –55½″ 890NHP 4SB,12*cf*,GS269,HS12916 FD BremerVulkan,Vegesack	32 ″ 6	
179 PFJN	— *W.E.Slijboom* *Elec.light*	SteelSc 3*Dks*	4832 4147 3090					1902	Nederl. Schps.Maats. Amsterdam	Stoomv.Maats. Nederland	370·0 P52′B86′F50′	48·6	31·6 *WB*	Amstrdam Dutch	T.3Cy.23⅝″,39½″&65″–47½″ 291NHP NedFb.v.Wrk&Spoor,Ams		V
180 JHQS	— *G.Scozzanich*12–12 1*Dk*(*Irn*)2*tr B&Web frames* 3*Dk rule*	SteelSc *ss*Fin.No.3–4,11	4020 3233 2598	✠ ~~5,16~~ *with freeboard* ✠	Rot	*w*		1899 5mo	Ropner& Son Stockton	Soc.Anon.Ungherese diArmamento Maritt.“Orient” *WB*=*CellDBa*106′*uE*	336·5 P33′B180′F31′ FK	46·6	24·7 22′*f*136′708*t FPT*	Fiume Aust.-Hung. 6*BHCem* 174*tAPT*96*t*	T.3Cy.24″,40″&66″–45″ 300NHP 2SB,6*rf*,GS119,HS4640 Blair&Co.Ld.Stockton	27 ″ 3	
181 119137	— 1*Dk*	SteelPad	1321 1321 832					1904	Wm Denny &Bros. Dumbarton	IrrawaddyFlotilla Co.Ld.	328·5 P52′B86′F50′	46·1	10·7	Glasgow British	T.3Cy.28″,41′&60″–66″ 292NHP Denny&Co.Dmb.		
182 HDPL	— *W.C.Sas*13–13 1*Dk*	SteelScLr	194 190 97					1903	Gebr. Jonker Kinderdijk	Hollandsche Zeevisscherij (Jan Schippers,*Mgr.*)	114·9 P52′B86′F50′	21·8	11·2 *WB*	Vlaardngn Dutch	T.3Cy.10″,17″&28″–18″ 33NHP Machf.Katendrecht,Rot.		
183 120611 HDPL	— *J.Walker* –14 *Mchy.Aft*	SteelScSr *ss*Lon.No.2–13 1*Dk*	128 126 6	✠100A1 *For Towing purposes* 5,14 ✠LMC2,17	Lon	2,17		1905 10mo	Cochrane &Sons Selby *Lloyd's A&CP*	~~J.S.Watkins~~ William Watkins Ld. (J.S.Watkins *Mgr.*)	94·0 BK6½″	19·6	10·9	London British 4*BHCem*	T.3Cy.13″,21″&34″–24′ (*s*) 160lb 99RHP 1SB,2*pf*,GS38,HS1050 G.T.Grey,SouthShields	11 ″ 6 s 1 ″ 2½ 11 ″ 1	
184 (*ex*Sultan)	— *A.Thys* –98 (*ex*Oriana) *Ref.Mchy.*	SteelSc (*Tug*) 2*Dks*(*Stl*)&*Web frames* &*Shelter dk*(*Stl*)	114 — 25					1898	Dessiennes &Delsaux Boom	Soc.Anon.deRemorq.àHélice	89·9	19·0	9·0	Antwerp Belgian	C.2Cy.19″&37″–20″ NB08 51NHP DeVille-Châtel,Brussels		V
185 16872 MKNB	Java Maru (Kob.No.1–17 *T.Fuchigami* –13 *ss*Kob.No.3–12,13 *Ref.Mchy.*	SteelScSr 2*Dks*(*Stl*)&*Web frames* &*Shelter dk*(*Stl*)	4499 4316 2848	✠100A1 *Shelter dk* 12,17 ~~10,16~~ 11,17 ✠LMC10,16 ~~BS12,17~~	Kob	*y*	~~10,16~~ N12,17	1902 8mo	Nthmblnd S.B.Co.Ld. Newcastle *Lloyd's A&CP*	OsakaShosen KabushikiKaisha *WB*=*CellDBa*	382·0 135′*uE&B*42′*f*156′	48·1	28·0 FK	Osaka Japanese 6*BHCem* 956*tAPT*58*t*	T.3Cy.25½″,41½″&68″–48″ 180lb (*s*) 414NHP 3SB&1Aux.SB4,04,*11cf*, GS201,HS7191 Richardsons,Westgarth& Co.Ld.Sld.	31 ″ 0 s 4 ″ 5½ 26 ″ 11	
186 LDVC	Javary *Elec.light* (*ex*Harlech) *Well deck*	SteelTwinScSr 2*Dks* *ss*NYk.No.1–14 1*Dk*(*Irn*)&*Web frames*	1295 717 793					1907	Cammell Laird&CoLd Birkenhead	LloydBrazileiro	243·0 P26′Q56′B46′F25′ FK	36·0	12·0 4*BHCem* 22*tAPT*46*t*	R.Janeiro Brazilian	T.3Cy.15′,23′&38″–30″ 79NHP CammellLaird&CoLdBkn.		
187 212821 LDVC	— *Rennie* –16 (*ex*Harlech) *Well deck*	SteelScSr *ss*NYk.No.3–10,10 *ss*NYk.No.1–14 1*Dk*(*Irn*)&*Web frames*	1249 917 782	✠100A1 ~~7,17~~ ~~11,16~~ 11,17 ✠LMC ~~MS7,14~~ BS11,16 *Fitted for oil fuel*	Shi Tae 7, 14	*n* *F.P. a*	N11,16 *bove* 1	1898 10mo	S.P.Austin &Son,Ld. Sunderland A&CP	GarlandS.S.Corp. *WB*=*CellDBa*57′*uE&* 50°F.	235·5 P26′Q56′B46′F25′ FK *B*35′*f*96′366*t FPT*	34·3	14·5 4*BHCem* 22*tAPT*46*t*	NewYork Utd.States G.Clark,Ld.Sunderland	T.3Cy.19″,31″&51″–33″ (*s*) 160lb *90lb* 156NHP 1SB,3*pf*,GS69,HS2450	17 ″ 3 s 1 ″ 9 15 ″ 9	
188 *Mchy.Aft*	— *Mchy.Aft*	SteelScSp	380 296 258					1891	Russell& Co. P.Glasgow	AmazonRiverStm. Nav.Co.(1911)Ld.	170·4	28·0	8·0	Para Brazilian	T.6Cy.9″,14″&22″–18″ 41NHP Kincaid&Co.(Lim.),Grk.		
189 RPWM	Javorina *H.Bradhering*12–12 1*Dk*2*tr B deep framing &Web frames*	SteelScSr *Elec.light*	3387 3189 2138			…		1908	Chant.Nav Anversois Hoboken	Rhederei-Vereinigung G.m.b.H.	345·9 P31′B180′F31′ FK	48·1	23·0 *WB*	Hamburg German	T.3Cy.24′,40″&66″–45′ 317NHP N.E.MarineEng Co.LdNwc	25 ″ 7	G
190 108534	Jay *J.H.Rollerson* –14	IronScK (*Trawler*) 1*Dk*	166 163 68			…		1897	Edwards Bros. NorthShields	KelsallBros.& Beeching,Ld. (G. Beeching&J.E.A. Kelsall,*Mgrs.*)	118·0 BK7½″	20·6	11·0 *WB*	Hull British	T.3Cy.12″,18″&30″–21″ 41RHP N.E.MarineCo.(Lim.),Sld.	11 ″ 10	
191 204429	Jay C. Morse *Mchy.Aft* *Elec.light*	SteelScSr 1*Dk*	6649 — 5087					1907	American S.B.Co. Cleveland,O.	InterlakeS.S.Co. (Pickands,Mather &Co.,*Mgrs.*)	532·0	58·0	31·0 *WB*	Cleveland Utd.States	T.3Cy.23″,38″&63″–42″ 257NHP		
192 206563 LBFG	Jean *D.A.Sullivan* *Elec.light* Sub.Sig.	SteelScSr *ss*NNs.No.1–13 *Spar dk*(*Stl*)2*tr B deep framing*	3126 2688 2391	✠100A1 *Spar dk* 4,17 ~~5,16~~ ~~BS7,16~~ ✠LMC10,15 BS12,16	NNs NYk	*u*	~~5,16~~ 9,17	1909 8mo	NwprtNws S.B.&D.D.Co. NewprtNews A&CP	A.H.BullS.S.Co. (A.H.Bull&Co. *Mgrs.*) *WB*=*Cell DB a* 90′*u*	311·0 P36′B94′F33′ FK *E*24′*f*136′538*t FPT*	46·1	21·8 5*BHCem* 71*tAPT*117*t*	NewYork Utd.States NewportNewsSB&DD.Co.	T.3Cy.22′,37′&60″–42″ (*s*) 180lb *90lb* 271NHP 2SB,6*cf*,GS149,HS4400	24 ″ 3	
193 JPWS	— *Bourgain*12–12 (*See Sailing Ship Register*)	WoodAuxScSr *Petrol Motor* 1*Dk*	206 — 139					1902	Level Boulogne	Emile Altazin&Co.	106·6	26·8	13·4	Boulogne French	Petrol Motor 4Cy.13¾″–15½″ DupleixCo.,Ferrières- la-Grande		V

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Master. Special Surveys.	3 Material, Rig, &c. Late Name if any No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 6 7 Particulars of Classification. Character. for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 9 Built. When	By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught.	15 Registers in which classed if not in L.R. Record of Trade Certs.
194 JQBR	**Jean** *F.Truquet* (*ex*RobRoy)	**SteelScK** *ss*Bou.No.3–12,13 1*Dk*	164 — 66	✠100A1 *StmTrawler* 5,15 ✠NB12 ✠LMC10,15	Cff		10,13	1898 12mo *Lloyd*	Hawthorns &Co.Ld. Leith *'sA&CP*	F.Truquet	106·3|20·5|10·4 Q21'F20' BK7½" *WB=DBu*			Boulogne French	T.3Cy.11¼",18"&30"–21" (*s*) 170lb 41NHP 1SB,*2pf*,GS31,HS916 *Bkrs*11' 15*t* Hawthorns&Co.Ld.Lth.	11 ″ 3	
195	**Jean D'Agrève** *Decugis* F&YM9,12	**WoodScSr** (*ex*UnioneOperaia) 1*Dk*	124 107 3					1892	G.Sacco-manno Lerici	R.P.Nano	94·5|19·3|10·0 Q15*t*			Toulon French	C.2Cy.19½"&34½"–23½" 48NHP Soc.Anon.Cooperativa di Produzione,Sampierdarena		V
196 JQFT	**Jean d'Ust** *Baborier* –14 (*ex*Sævareid) 3MstSr *Paraffin Motors* 1*Dk* (*See Sailing Ship Register*)	**SteelAuxTwinSc**	210 — 161					1908	Marstal Staalskibs-byggeri Marstal	Cie.Nazairéenne deCabotage	116·8|26·0| 8·6 Q15*t*			St.Nazaire French *WB*	2 Paraffin Motors 4Cy.8¼"–13" FredrikshamsMaskinf.		V
197 JQFP	**Jean Doré** *P.Barbe*06–10 1*Dk*	**SteelSc** (*Trawler*)	253 — 99					1905	Bonn& Mees Rotterdam	L.Bouclet	135·5|21·7|12·5			Boulogne French *WB*	T.3Cy.13",21½"&35"–24" 60NHP Alblasserdam.Msch.Fab.		V
198 JQFS	**Jean Edmée** *L.Avisse* (*ex*Chieftain)	**IronScK** (*Trawler*) 1*Dk*	136 — 30			...		1893	Cook,Wel-t'n&Gemmell Hull	J.Malandain& ses Gendres	88·5|20·1|10·7 Q18' BK7½"			Fécamp French	C.2Cy.16¾"&32¼"–21" NB07 43NHP C.D.Holmes&Co.Hull	11 ″ 4	V
199 JQHC	**Jean Guiton**	**SteelPad** 1*Dk*	194 — 73					1894	J.Scott& Co. Kinghorn	Soc.Anon.desBateaux àVap.del'Ile deRé	134·0|20·0| 8·5			LaRochlle French	C.2Cy.22"&40"–48" 92NHP J.Scott&Co.,Kinghorn		
200 77079	**Jeanette** *J.A.Tilton*	**WoodSc**	290 284 218					1893	..... Benicia.Cal.	LeonBlum	116·0|27·2|13·2			S.Frncisco Utd.States			
201 139827	**Jeanie Stewart**	**SteelScK** 1*Dk*	210 196 91	✠100A1 *StmTrawler* 6,16 ✠LMC6,16	Abn			1916 6mo *Lloyd*	Hall,Rus-sell&Co.Ld Aberdeen *'sA&CP*	R.Stewart	115·7|22·3|11·9 BK7½" *DTf* 19'13*t*			Hartlep'l British	T.3Cy.12",20"&34"–24" (*r*) 180lb 78RHP 1SB,*3pf*,GS48,HS1429 Hall,Russell&Co.Ld.Abn.	12 ″ 9	
202 308 QBSR	**Jeanne** (*ex*Hammonia,*ex*JohnP.Best, *ex*Egypte)	**IronScSr** 2*Dks3trB*	1845 1817 1163			...		1875	J.Cockerill Antwerp	Soc.Anon.Ilva	277·5|34·5|25·4 BK10"			Genoa Italian *WB*	C.2Cy.39"&63"–36" NB89 212NHP J.Cockerill,Antwerp		
203 JQKS	— *Malfoy* *Elec.light* Wireless	**SteelSc** (*Trawler*) 1*Dk*	261 — 84					1905	Bonn& Mees Rotterdam	G.Vidor fils&Co.	140·6|21·5|13·0			Boulogne French *WB*	T.3Cy.13",22"&36"–24" NB12 63NHP Amos&Smith,Hull		V
204 JQKR	— *Laborda*	**SteelScSr** (*Trawler*)	170 125 30					1898	Edela Bross-se&Fouché Nantes	Soc.Gén.d'Armement (G.Belot, *Mgr.*)	105·4|20·5|10·4 P37'F17'			Arcachon French *WB*	C.2Cy.17$\frac{33}{16}$"&29$\frac{13}{16}$"–16$\frac{17}{32}$" 31NHP E.de laBrosse&Fouché,Nts		V
205 JQLV	**Jeanne Antoinette** *Chrétien* *Elec.light*	**SteelSc** (*Trawler*) 1*Dk*	174 — 52					1906	A.Blasse& fils Nantes	Soc.Les Affrêteurs Réunis (J.Stern, *Mgr.*)	124·6|20·0|11·5			Algiers French	T.3Cy.12$\frac{3}{8}$",19$\frac{13}{16}$"&32$\frac{3}{32}$"–19$\frac{13}{16}$" 46NHP Mancour,Nantes		V
206 JQLS	**Jeanne Conseil** *Vincendeau* –13 (*ex*Endymion)	**IronScSr** (*ex*Villequier, 2*Dks3trB*	2309 2054 1447			...		1880	Palmers' Co.Ld. Newcastle	Soc.Les AffrêteursRéunis (J.Stern,*Mgr.*)	291·3|37·3|24·5 P31'B49'F36' BK9"			Bordeaux French *WB*	C.2Cy.31"&68"–45" NB96 242NHP Palmers'Co.Ld.Newcastle	25 ″ 10	V
207 JQMC	**Jeanne d'Arc** *Bourrat* (*ex*Taurus)	**IronScBn** *ss*Msl.No.3–2,96 1*Dk*(*Irn*)&*Spar dk3trB*	1716 1542 1101	✠ *Spar dk* 5,96	Msl	*r*		1882 10mo	A.M'Mil-lan&Son Dumbarton	Cie.Générale Transatlantique	260·0|37·1|15·3 P24'B28'F29' 23·0 BK8"			Marseilles French *6BHCem*	C.2Cy.36½"&63"–48" NB01 229NHP Denny&Co.Dumbarton		V
208 JQMK	— *J.Damart* –10	**SteelScSr** (*Trawler*)	200 — 72					1904	Germe&Co Boulogne s/mer	Th.Huret	112·7|23·1|12·2			Boulogne s/mer French *WB*	C.2Cy.14"&27½"–16" 25NHP Germe&CoBoulogne s/mer		V
209 JQLW	— *Geffroy* –12 (*ex*Pioneer)	**IronScK** 1*Dk*	114 — 34			...		1881	J.Shuttle-worth Hull	Soc.Les Affrêteurs Réunis (J.Stern,*Mgr.*)	94·2|20·2| 9·3			Algiers French	C.2Cy.15"&29"–18" NB87 30NHP *Cmp*87CDHolmes&Co.Hul		V
210 136146	— *A.Thiaville*	**WoodSc** 1*Dk*	105 73 69					1908	A Thiaville Sorel	A.Thiaville	96·2|22·3| 6·5			Sorel British	1Cy.10"–10" *Emade*94B*made*95 3RHP Pelessier,Montreal		
211 QNW	**Jeanne Marie** *A.Perthuis*07–12 *Elec.light* Sub.Sig.	**SteelSc** Wireless 1*Dk2trB*	2971 2428 1810					1912	Atel.&Ch. deFrance Dunkirk	Soc.Française d'ArmementEm. Frisch&Co.	311·6|45·9|20·5 P41'B95'F36'			Marseilles French *WB*	T.3Cy.23",36½"&62"–39" 240NHP Atel.&Ch.deFrance,Dnk.		V
212 694 QBSZ	**Jeanne R.** *P.L.Bardini* (*ex*Giannutri,*ex*Liguria)	**IronScSr** *ss*Gen.No.3–79 2*Dks*	506 480 247	✠ 6,79	Gen	*j*		1862 5mo	C.Mitchell &Co. Newcastle	OrtensiaPlessia inRossi	183·8|24·7|18·0 Q27*t*H31*t*F9*t* *WB=DB*42			Genoa Italian *4BHCem*	C.2Cy.21"&40"–30" NB92 73NHP *Cmp.*79PioFerro&Co.Gen.		
213 545 MAF	**Jeannette** *Petruzzi* –10 *Mchy.Aft* *Elec.light*	**SteelTwinSc** 1*Dk*	519 431 272					1910	Howaldts-werke Kiel	Sifneo frères	193·4|31·0| 8·9 Q46'			Taganrog Russian	T.6Cy.9¼",14¾"&24¾"–13$\frac{33}{32}$" 44NHP Howaldtswerke,Kiel		
214 QPK	— *Pathot* –07 *Elec.light* Wireless	**SteelScSr** (*Trawler*) 1*Dk*	273 — 78					1906	DelaBrosse &Fouché Nantes	Soc.Gén.d'Armement (G.Belot, *Mgr.*)	139·8|22·0|10·8 Q53'			Arcachon French	T3Cy.11$\frac{13}{16}$"19$\frac{13}{16}$"32$\frac{3}{32}$"-24$\frac{13}{32}$" 52NHP De laBrosse&Fouché,Nts.		V
215 19614	**Jeannies** *W.Duncan*07–07	**SteelScK** 1*Dk*	100 92 39	✠ *For fishing purposes* 4,12 ✠	Abn			1907 2mo	Hall,Rus-sell&Co.Ld. Aberdeen	W.Duncan	86·2|18·6| 9·1 BK7½" *WB=FPT8t*			Peterhead British	C.2Cy.13"&28"–18" 38RHP 1SB,*2pf*,GS27,HS724 Hall,Russell&Co.Ld.Abn.	9 ″ 10	
216 QPW	**Jeannot** *Delamer*	**SteelScSr** (*Trawler*) 1*Dk*	204 179 16					1899	E.Lucas &Co. Dieppe	Pêcheries Lilloises (My.Lemaire& Co.,*Mgrs.*)	120·0|21·0|13·6 F15'			Boulogne French	T.3Cy.12½",19"&29"–18" NB02 36NHP E.Lucas&Co.Dieppe		V
217 18487	**Jedburgh** *J.C.Liles* –17	**SteelScYl** *ss*Gms.No.3–7,10 *ss*Gms.No.1–15 1*Dk*	165 152 64	✠100A1 *Stm Trawler* 2,16 ✠NB8,15 ✠LMC8,15	Gms		2,16	1897 12mo	Mackie& Thomson Glasgow A&CP	ConsolidatedStm. Fishing&IceCo. (Gms.)Ld. (J.D. Marsden,*Mgr*)	104·2|21·0|10·7 Q17'F18' BK7½"			Grimsby British *4BHCem*	T.3Cy.10",16"&27"–20" (*s*) 180lb 45RHP 1SB,*2pf*,GS26,HS656 Muir&Houston,Ld.Gls.	11 ″ 7	

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux au Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Joggleures ou côté, si avec ou sans Plat de Tôle.
218 / 10400 / PBWV	Jeddah / *A.Hatfield* –15 *ss*Bom.2ndNo.3–4,15 / (*ex*Palawan) 2*Dks*(1*Stl*–ws) / *Elec.light* ✠*USt*–teaks)3*trB*	Steel Sc Sr	4683 / 4107 / 2923	✠100A1 / ~~9,17~~ 11,16 12,17 / BS~~12,17~~ 12,17 ✠LMC4,14	Bom	*y*	11,16	1895 / 10mo	Caird&Co. Ld. Greenock / *Lloyd's*A&CP *WB* = *CellDBa*94'*uE*✠	ArabSteamers,Ld.	400·1 | 46·7 | 28·0 / P48'B140'F86' / BK9"	Bombay / British	T.3Cy.28",46"&77"–54" (*s*) / 160lb *125lb* 496NHP / 7*BHCem* / 2DB.*8cf*,GS155,HS6682 FD / Caird&Co.Ld.Greenock	31 " 1	
219 / 135287 / JDLV	Jedmoor / *H.Sisterson* –16 / 1*Dk*(*Stl*)	Steel Sc Sr	3175 / 2986 / 1973	✠100A1 / 12,16 ✠LMC11,15	Shl	*u*	12,16	1913 / 11mo	J.Blumer &Co. Sunderland / *Lloyd's*A&CP	MoorLine,Ld. (W.Runciman& Co.Ld., *Mgrs.*) / *WB*=*CellDBa*	331·0 | 47·7 | 22·5 / P27'B95'F29' / FK / 112'*uE*24'*f*136'830*t*	London / British	T.3Cy.24",39"&65"–42" (*s*) / 180lb *100lb* 291NHP / 5*BHCem* / 2SB.*6cf*,GS111,HS4400 / *APT*182*t*	24 " 6 / s 3 " 11 / 21 " 0	
220 / 77356 / KPCM	Jefferson / *T.Catherine* Wireless / *Elec.light* Sub.Sig. 2*Dks*&*Awngdk*	Steel Sc Sr	3723 / — / 2392					1899	Delaware RiverCo. Chester,Pa.	OldDominionSS.Co	351·8 | 42·0 | 17·0 / len07 27·0	New York / Utd. States	T.3Cy.27",44½"&73"–54" / NB15 392NHP / DelawareRiverCo. Chester		R
221 / 201073 / KSTP	— / *J.G.Nord*94–04 / 2*Dks*	Wood Sc Sr	1615 / 1278 / 875					1904	E.W.Heath Tacoma, Wash.	AlaskaS.S.Co.	207·0 | 40·0 | 22·7	P.Twnsnd Wash. / Utd. States	T.3Cy.18½",31"&51"–36" / 156NHP / HeffernanE.Wks.Seattle		
222 / 98396 / HNQS	Jehangir / *E.R.Lewis*13–14 *ss*Bom.2ndNo.3–8,15 / (*ex*Jelunga,*ex*Santiago,*ex*LeonXIII., / *Elec.light* *ex*Jelunga) 3*Dks*(2*Stl*–ws)	Steel Sc 3 Mst Sr	5206 / 4329 / 3361	✠100A1 / ~~7,17~~ 12,16 10,17 ~~11,15~~ / BS10,16 ✠LMC9,15	Bom / Sag	*z*	~~9,16~~ 10,17	1890 / 12mo	W.Denny &Bros. Dumbarton / *Lloyd's*A&CP	~~LanSinChuen~~ / LauSiuChuen	410·5 | 48·2 | 30·5 / P45'B165'F49' / BK11"	~~Hong Kong~~ / ~~Bombay~~ / British	Q4Cy32",46½",64½"&92"–60" / 180lb *150lb* (*s*) 666NHP / 3DB,*18cf*,GS352.HS9630 / Denny&Co.Dumbarton	32 " 3	
223 / 137030 / JLMB	Jellicoe / *Elec.light* 1*Dk*	Steel Sc K	338 / 318 / 189	✠100A1 / *Stm Trawler* 6,15 ✠LMC4,15	Hul			1915 / 6mo	Cook,Welt'n&Gemmell Ld.Beverley / *Lloyd's*A&CP	N.Green (A.Black, *Mgr.*)	140·3 | 25·1 | 13·0 / Q76'F22' / BK7½"	Grimsby / British	T.3Cy.13",22½"&37"–24" (*s*) / 200lb 88RHP / 1SB,*3pf*,GS41,HS1560 / 4*BHCem* / Amos&Smith,Ld.Hull	13 " 10	
224 / NPVR	Jelling / *Andersen* –16 *ss*Els.No.2–15 / (*ex*Frumentia) 1*Dk*(*Stl*)&*deepframing* / *Elec.light* &*Awng dk*(*Stl*)	Steel Sc Gr	2639 / 2490 / 1673	✠100A1 / *Awng dk* NYk / *withfreeboard* / ~~9,17 10,15~~ 12,17 ~~BS9,17~~ / ~~BS9,16~~ ✠LMC5,16	Els	*s*	~~9,16~~ 12,17	1906 / 10mo	Howaldtswerke Kiel / *Intermediat* A&CP	DampskibsSelsk Dannebrog (C.K.Hansen *Mgr*) / *e bulkhead in fore*	284·0 | 42·0 | 18·5 / 26·0 / FK / *hold dispensed with* / *WB* = *Cell DBa*	Copnhagn / Danish	T.3Cy.20¾",33⅛"&55½"–35½" / 185lb *100lb* (*s*) 206NHP / *Cem* / 2SB,*6cf*,GS100,HS3279 / 4*BHonly* / 8'*uE*20'*f*124'551*t* *APT*150*t*	28 " 1 / s 7 " 0 / 21 " 5	
225 / MDLW	Jelö / *M.Hansen* / 1*Dk*	Steel Sc Sr	654 / 546 / 348					1907	Akers Mek.Værks. Christiania	Akties.Nordsjöen (Rich.Peterson, *Mgr.*)	197·7 | 28·4 | 14·1 / P20*t*H41*t*	Christiania / Norwegian	T.3Cy.14",24"&37"–27" / 71NHP / *WB* / AkersMek.Værks.Xia.		N
226 / 4617 / JQCT	Jemtland / *O.B.Hanson* –16 *ss*Shl.No.3–4,11 / *ss*Bkn.No.1–16 / 1*Dk*(*pt Irn*&*pt Stl*)2*trB*&*Web frames* / (*ex*Moorgate) 3*Dk rule*	Steel Sc Sr	3074 / 2861 / 1914	✠100A1 / 0,16 ~~10,16~~ Got ✠LMC / MS1,15 ~~BS5,15~~	Mdb	*u*	10,16	1898 / 8mo	J.L.Thompson&Sons,Ld. Sunderland / A&CP	ÅngfAktiebTirfing (AxelBroström& Son, *Mgrs.*) / *WB*=*CellDBa*	325·0 | 45·5 | 23·7 / P23'B80'F33' / FK / 104'*uE*24'*f*140'631*t*	Gothenbrg / Swedish	T.3Cy.23",38"&62"–42" (*s*) / 160lb *90lb* 258NHP / 5*BHCem* / 2SB,*6cf*,GS117.HS4000 / *APT*26*t*	26 " 4 / s 4 " 8½ / 22 " 0	
227 / 804 / HBDJ	Jeneral Freire / *A.Rosenberg* –06 (*ex*Ruysdael) / *Well deck* 1*Dk*&*Web frames*	Steel Sc Sr	1885 / 1605 / 1308			...		1888	J.L.Thompson&Sons Sunderland	G.Pommerenke	275·0 | 38·2 | 20·6 / P29'Q72'B116'F33' / BK9½"	Valparaiso / Chilian	T.3Cy.22",37"&60"–39" / 221NHP / *WB* / J.Dickinson,Sunderland	22 " 0	
228 / RKGH	Jenfeld / *H.Ihle* –12 *ss*Ham.No.3–6,07 / (*ex*Hathor) *ss*Ham.No.1–12 / *Elec.light* 2*Dks*(*Stl–Uws*)&*Webframes*	Steel Sc Sr	3610 / 2997 / 2298	✠ —— 7,16 ✠	Ham	*w*		1895 / 3mo	Wigham Richrdsn&Co Newcastle	Continentale RhedereiA.G. / *WB*=	340·5 | 44·3 | 25·0 / P197'F47' / FK / *Cell D Ba* 84'*uE*&*B*	Hamburg / German	Q.4Cy.20½",29½",43½"&63"–42" / 283NHP / 3SB,*9rf*,GS131,HS4218 / 6*BHCem* / 68'*f*126'644*t*	27 " 11	
229 / 118004	Jennie / *J.Hughes* –00 / 1*Dk*	Steel Sc Sr	223 / 177 / 87					1903	Scott& Sons Bowling	J.Monks&Co.Ld.	100·4 | 23·2 | 10·6 / F17'	Liverpool / British	C.2Cy.14"&30"–24" / 37RHP / *WB* / Fisher&Co.Paisley		
230	—	Wood Twin Sc Sr	127 / 115 / 69			·		1888/96	M.Turner Benicia,Cal.		99·5 | 22·3 | 8·6	Mexican	C.4Cy.7"&14"–12" / 11NHP		
231 / KQDG	Jenny / *P.Bradhering*14–14 *ss*Rot.No.2–12 / 1*Dk*(*Stl*)&*deepframing* / *Elec.light*	Steel Sc Sr	1868 / 1638 / 1129	✠ —— 5,16 ✠	Bmn	*r*		1904 / 6mo	Craig, Taylor&Co. Stockton	Westfälische TransportAkt.Ges. / *WB*=*Cell DBa*90'*uE*16'*f*116'	280·0 | 38·2 | 18·2 / P26'B72'F28' / FK / 406*t* *FPT* 79*t* *APT*	Emden / German	T.3Cy.19",31"&51"–33" / 167NHP / 4*BHptCem* / 87*t* *ptAsp* / 2SB.*4pf*,GS74,HS2654 / N.E.MarineEng.Co.Ld.Sld	20 " 7	
232	Jequitinhonha / *Elec.light* Wireless 1*Dk*&*Shelter dk*	Steel Twin Sc Sr	750 / *481* / *383*			...		1906	AilsaS.B. Co.Ld. Troon	Empreza deNav. Bahiana	200·4 | 32·2 | 11·2 / FK	Bahia / Brazilian	T.6Cy.13½",22"&36"–24" / 151NHP / *WB* / Muir&Houston,Ld.Gls.	11 " 10	
233 / 139921	Jeria / *Elec.light* 1*Dk*	Steel Sc K	344 / 296 / 138	✠100A1 / *Stm Trawler* 12,16 ✠LMC12,16	Hul			1916 / 12mo	Cook,Welt'n&Gemmell Ld.Beverley / *Lloyd's*A&CP	Gt.Gms.&E.Coast Stm.FishingCo.Ld	135·4 | 23·5 | 12·7 / Q74' / BK8"	Grimsby / British	T.3Cy.13½",22½"&37"–24" / 185lb (*s*) 89RHP / 1SB,*3pf*,GS49,HS1595 / 4*BHCem* / Amos&Smith,Ld.Hull	13 " 7	
234 / 136245 / JKVF	Jericho / (*ex*SirJohnJellicoe) 1*Dk* / *Elec.light*	Steel Sc K	351 / 311 / 165	✠100A1 / *StmTrawler* 5,15 ✠LMC5,15	Hul			1915 / 3mo	Cook,Welt'n&Gemmell Ld. Beverley / *Lloyd's*A&CP	ImperialSteam FishingCo.Ld.	140·2 | 24·1 | 13·0 / Q76'F23' / BK8"	Hull / British	T.3Cy.13",22½"&37"–24" (*s*) / 200lb 100RHP / 1SB.*3pf*,GS48,HS1476 / 4*BHCem* / Amos&Smith,Ld.Hull	13 " 10	
235 / JSHP	Jern *L.Skage* –17 / ~~*Sandefjord* –16~~ *ss*Bgn.2nd.No.3–2,08 / (*ex*Rebekka, *ss*Bgn.No.1–13 / *ex*Quarnero,*ex*WelshPrinceex Tyneside) / *Well deck* 1*Dk*(*Irn*)&*Webframes*	Iron Sc	875 / 713 / 529	✠100A1 / ~~Eastfield~~ 2,16 ~~12,17~~ ✠LMC / MS1,17 ~~BS5,16~~ / BS5,17	Xia	*m*	1,17	1883 / 7mo	C.S.Swan& Hunter Newcastle / A&CP	Dmpsk.Akties. Kistransport (T.Halvorsen, *Mgr.*) / *WB*	215·2 | 30·8 | 13·9 / Q73'B48'F23' / FK / = *Cell DB* 170'242*t*	Bergen / Norwegian	C.2Cy.27"&50"–36" (*s*) / 80lb *70lb* NDB97 120NHP / 1SB,*3pf*,GS56,HS1975 / 4*BHCem* / *APT*18*t* / N.E.MarineEngCoLd.Nwc	16 " 10	
236 / NABY	Jerousalim / *Dolgaroff* (*ex*Lombardia) / *Elec.light* 3*Dks*	Steel Sc Sr	5104 / — / 2738					1901	G.Ansaldo &Co. SestriPnente	RussianStm.Nav. &TradingCo.	403·0 | 46·6 | 27·7 / P55'B155'F48'	Odessa / Russian	T.3Cy.29½",47⅜"&77⅜"–53½" / 439NHP / *WB* / G.Ansaldo&Co.SestriP'nte		
237 / JQVT	Jersey / *Gombert*10–13 (*ex*LordNelson) / 1*Dk*	Steel Pad Sp	235 / — / 44					1896	Allsup& Co.Ld. Preston	Cie.Rouennaise de Nav.	133·3 | 21·2 | 9·6	Rouen / French	D.2Cy.30"–48" / 96NHP / Allsup&Co.Ld.Preston		V
238 / 135907 / JFWT	Jersey City / *J.Story* –15 / (*ex*Santeramo) 1*Dk*(*Stl*)	Steel Sc Sr	4670 / 4393 / 2955	✠100A1 / 7,16 ✠LMC7,14	NNs	*y*	7,15	1914 / 7mo	Irvine's SB &D.D.Co.Ld. W Hartlepool / *Lloyd's*A&CP	TheGreatCityS.S. Co.Ld.(W.R.Smith &Sons, *Mgrs.*) / *WB* = *Cell D Ba*132'*uE*	385·0 | 52·0 | 26·9 / P38'B126'F37' / FK / 26'*f*167'961*t* *FPT*	W.Hartlpl / British / 6*BHCem* / 61*t* *APT*154*t*	T.3Cy.25",40"&68"–48" (*s*) / 180lb 373NHP / 3SB,*9cf*,GS156,HS6096 / Richardsons,Westgarth& Co.Ld.Hpl.	29 " 6 / s 5 " 6½ / 24 " 4	

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Master. Special Surveys.	3 Material, Rig, &c. Late Name if any. No. of Decks, &c	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of Ref. to Trade Cert.
239 139105 JMDS	**Jerseymoor** *Stonehouse* –15	**SteelScSr** 1 *Dk(Stl)* & *Shelter dk(Stl)* 2 tr *B*	5662 5433 4243	✠100A1 *Shelter dk with freeboard* 2,1~~2,17~~ ✠LMC12,15	Hul Lon	*y*	3,16	1915 12mo *Lloyd's*	J.Read-head&Sns,Ld SouthShields *SA&CP*	MoorLine,Ld. (W.Runciman&Co Ld. *Mgrs.*) *WB=CellDBa*	393·4 | 51·1 | 25·8 FK 128′*uE*23′*f* 173′937	London British 6 *BHCem* *tAPT*48*t*	T.3Cy.26½″,44″&72″–48″ (*r*) 180lb *100lb* 437NHP 3SB,*9cf*,GS171,HS7408 J.Readhead&Sons,Ld.S Shl	27 ″ 6 s 3 ″ 4½ 24 ″ 6	
240 128094 HMVN	**Jervaulx Abbey** *R.Rayward* –17 *Elec.light* *Well deck*	**SteelScSr** *ss*Hul.No 2–16 1 *Dk(Irn)* & *deep framing* *Lower dk in No.1 hold*	1188 827 506	✠100A1 4,16 BS6,17 ✠LMC4,16	Hul	*p*	4,16	1908 7mo *Lloyd's*	W.Gray& Co.Ld. W Hartlepool *SA&CP*	Hull&Netherlands S.S.Co.Ld. (J.H.N. Ringrose, *Mgr.*) *WB=CellDBa*	255·1 | 33·7 | 15·5 P29′Q40′B92′F34′ BK7″ 42′*f*61′119*tFPT*13*t*	Hull British 5 *BHCem* *APT*7*t*	T3Cy.25¼″,40½″&67″–42″(*s*) 185lb 504NHP 3SB,*9rf*,GS176,HS8223 FD Cen.Mar.Eng.Wrks.W Hpl	16 ″ 3 s 1 ″ 6 15 ″ 9	
241 114025 TGLP	**Jeseric** *R.McIlwain* 06–13 *Elec.light*	**SteelScSr** *ss*Hpl.No.3–11.13 2 *Dks(Stl)* & *deep framing* & *Shelter dk(Stl)*	4816 4392 3114	✠100A1 *Shelter dk* 6,17 ~~7,16~~ BS6,16 ✠LMC11,13	Cal	*y*	~~10,16~~ 3,18	1902 3mo *Lloyd's*	W.Hamil-ton&Co. Pt.Glasgow *SA&CP* *WB*	BankLine,Ld. (AWeir&Co *Mgrs*) *=CellDBa*117′*uE*	370·2 | 52·1 | 27·2 FK 27′*f*154′914*tDTa*27	Glasgow British 6 *BHCem* 730*tAPT*29*t*	T.3Cy.27″,43½″&72½″–48″(*s*) 180lb *75lb* 405NHP 2SB,*6cf*,GS123,HS5122 FD D.Rowan&Co.Glasgow	29 ″ 11 s 4 ″ 0 26 ″ 4	
242 122823 HDBN	**Jesmond** *A.W.Punchard* –10 *Well deck* *Mchy.Aft*	**SteelScK** *ss*Shl.No.3–6,13 1 *Dk(Irn)*	192 139 89	✠100A1 6,16 ~~Boiler 3,17~~ ✠LMC DS9,17 MS12,17	Fal	*c*	6,16	1905 7mo *Lloyd's*	Smith's Dock Co.Ld. North Shields *SA&CP*	~~L.S.Carr&Co.~~ Cunningham Shaw & Co Ltd (V.S.Lovell, *Mgr.*)	112·7 | 20·2 | 8·9 Q37′B9′F16″ FK *WB=*	Newcastle British 3 *BHCem* *FPT*27*t*	C.2Cy.14″&30″–20″ (*s*) 125lb 55RHP 1SB,*2pf*,GS30,HS736 Shields Eng.Co.Ld.N.Shl.	9 ″ 8 s ″ 8½ 9 ″ 2	
243 RQBJ	**Jessica** *Pahl* *Elec.light*	**SteelSc** 1 *Dk*	104 897 601					1908	Flensburgr Schiffsb. Ges. Flensburg	A.Kirsten	226·3 | 33·4 | 15·3 P&B140′F30′	Hamburg German *WB*	T.3Cy.16″,36¾″&44″–36″ 116NHP FlensburgerSchiffsb.Ges.		G
244 123232	— *F.Webb* –13	**SteelScK** *ss*Hul.No.2–14 1 *Dk*	173 166 68	✠100A1 *Stm Trawler* 6,14 ✠LMC6,14	Hul		6,14	1906 3mo *Lloyd's*	Cook,Wel-t'n&Gemmell Beverley *SA&CP*	~~Hellyers' Steam Fishing Co. Ld.~~ Capt.Q.Dick (C.Curzon, *Mgr.*)	108·5 | 21·6 | 11·5 BK8″ *WB=*	Hull British 4 *BHCem* *QTf*13′30*t*	T.3Cy.10″,16½″&27″–24″ (*s*) 200lb 45RHP 1SB,*2pf*,GS25,HS750 Amos&Smith,Hull	12 ″ 4	
245 MJTV	**Jessie** *H.Johannesen* 17–17 *J.Petersen* ~~16–~~ (*ex*Katina,*ex*Manor,*ex*Dowgate) 1 *Dk(pt Stl & pt Irn)* 2 tr *B* & *deep framing* 3 *Dk rule*	**SteelScSr** *ss*Sws.No.3–12,13	2922 2749 1841	✠100A1 *with freeboard* 3,17 ~~MBS9,17~~ BS6,16 ✠LMC12,13	NYk	*u*	~~5,15~~ 9,17	1895 1mo *Lloyd's*	C.S.Swan &Hunter Newcastle *SA&CP*	Alexander Louis Wedelsen, *Mgr.*)	326·7 | 41·0 | 24·5 P24′B60′F34′ FK *CellDBa*100′*uE*&*B*	Christiania Norwegian 5 *BHCem* 38′*f*140′624*t*	T.3Cy.23¾″,38″&61″–39″ (*s*) 160lb *100lb* NDB13 252NHP 2SB,*6pf*,GS97,HS4080 N.E.Marine Eng.Co Ld Nwc	27 ″ 1 s 5 ″ 2½ 22 ″ 3	
246 88910 MHFW	— *W.Bedlington* –14	**SteelScSr** *ss*Bry.2nd No.3–2,15 1 *Dk(Stl)* & *Web frames*	2256 1725 1445	✠100A1 9,16 BS9,16 ✠LMC2,15	Hpl	*s*	9,16	1891 9mo	W.Gray& Co.(Lim.) W Hartlepool A&CP	C.Nielsen&Sons	280·5 | 38·1 | 20·6 P29′Q86′B110′ F31′ FK *WB=DBa*	Hartlepool British 4 *BHCem* 90′*f*106′438*t*	T.3Cy.21½″,34″&57″–39″ (*s*) 160lb *65lb* NDB04 207NHP 2SB.*3rf* & *3cf*,GS74,HS3180 CntrlMarineEWrks.W Hpl	21 ″ 10 s 1 ″ 8 20 ″ 5	
247 113468 HMTW	— *J.Gorman* –14 *Mchy.Aft* *Well deck*	**SteelScSr** *ss*Lth.No.3–12,11 *ss*Lth.No.1–16 1 *Dk(Stl)*	332 253 126	✠100A1 10,16 ✠LMC10,16	Lth	*f*	10,16	1901 5mo	S.Mc-Knight&Co. Ld. Ayr A&CP	ShieldS.S.Co.Ld. (Walker&Bain, *Mgrs.*)	146·9 | 24·1 | 10·3 Q54′B14′F27′ BK7″ *WB=*	Grngemth British 3 *BHCem* *FPT*36*t*	C.2Cy.18⅝″&40″–27″ (*s*) 130lb 86RHP 1SB,*2pf*,GS41,HS1488 Ross&Duncan,Glasgow	11 ″ 6 s ″ 8½ 11 ″ 6	
248 115940 JBNM	— *L.Svolakis* –13	**SteelScSr** 1 *Dk*	167 115 65					1902	Ardrossan DD&SBCoLd Ardrossan	GrecianMarbles (Marmor) Ld. (Bawtree&Jarman, *Mgrs.*)	100·0 | 20·6 | 7·2 Q36′F19′	London British *WB*	C.2Cy.12″&24″–18″ 24RHP J.Menzies&Co.,Ld.,Leith		V
249 89414 MCFB	**Jessie Darling** *G.Tavish* –15 *Mchy.Aft* *Elec.light*	**IronScSr** *ss*Adl.No.1–89 1 *Dk(Irn)* 2 *Dks* (1 *Stl* & *Upt Irn* & *pt Stl*) & *ss*NYk.No.3–4,18	289 231 158	✠ 5,89 ✠	Adl	*d*		1884 9mo	Murdoch& Murray Port Glasgow	J.Darling&Son *WB*	125·3 | 23·2 | 10·4 Q43′ B8′ F18′ *=FPT*37*tAPT*4*t*	P.Adelaide British 3 *BHCem*	C.2Cy.20″&40″–27″ NB08 66RHP Kincaid&Co.,Greenock	11 ″ 1	
250 131400 HTSY	**Jessmore** *A.W.Hignett* –17 *Elec.light*	**SteelScSr** 1 *Dk* 2 tr *B*	3911 3667 2414					1911	Richards'n, Duck&Co. Stockton	JohnstonLine,Ld. (Furness,Withy& Co.Ld. *Mgrs.*)	360·4 | 50·0 | 24·6 P23′B112′F36′ *WB*	Liverpool British *WB*	T.3Cy.24″,40″&67″–45″ 301NHP G.Clark,Ld.Sunderland		C
251 MOFB	**Jethou** *E.Christensen* *Elec.light*	**SteelScSr** ~~*ss*Cpn.No.2–18~~ 2 *Dks* (1 *Stl* & *Upt Irn* & *pt Stl*) & *ss*NYk.No.3–4,18 deep framing	4284 4066 2781	✠100A1 4,18 ~~5,16~~ ~~BS2,15~~ ✠LMC ~~4,16~~ BS4,18 ~~SS9,17~~	NYk	*x*	~~5,16~~ 5,17	1905 2mo *Lloyd's*	W.Gray& Co.Ld. W Hartlepool *SA&CP*	Dmpsk.Akties. Jethou(W.Wilhelmsen) *WB=*	370·4 | 50·0 | 25·8 P27′B110′F35′ FK *CellDBa*90′*uE* & *u*	Tönsberg Norwegian 6 *BHCem* *DT*69′*f*152′	T.3Cy.26″,42″&70″–45″ (*s*) 180lb *90lb* 372NHP 2SB,*8cf*,GS147,HS5935 Cen.Mar.Eng.Wrks.W Hpl 1037*tDTa*42′1000*tAPT*53*t*	28 ″ 4 s 5 ″ 6 23 ″ 3	
252 QKDJ	**Jever** *W.Schrage* –12	**SteelScSr** (*Trawler*) 1 *Dk*	222 185 79					1912	Unterweser Schiffsb.Ges. Lehe	Hochseefischerei J.Wieting Akt. Ges.	124·2 | 22·6 | 9·0 Q67′F20′	Brmrhavn German *WB*	T.3Cy.12″,18½″&30¾″–22″ 44NHP J.C.Tecklenborg A.G.Gst.		G
253	**Jhr. Carel Herman van der Brandeler** *J.deGroot* 12–12	**SteelScLr** 1 *Dk*	202 200 107					1903	W.C.Boele &Zonen Slikkerveer	NaamloozeVen. "Nationale-Stoomvisscherij"	119·1 | 21·7 | 11·9	Ymuiden Dutch *WB*	T.3Cy.9¾″,15¾″&25″–15″ 24NHP Wilton's Mach.&Schps.Rot		
254 203602 KVQW	**Jim Butler** *W.V.Olson*	**WoodScSr** 1 *Dk*	642 — 343					1906	Lindstrom S.B.Co. Aberdeen Wh	Olson&Mahony	180·0 | 38·0 | 12·6	S.Frncisco Utd.States	C.2Cy.14″&32″–24″ Willamette Iron& Steel Works,Portland,Or. 42NHP		
255 93335 KQVW	**Jim McCausland** *D.Mackay* –15 (*ex*Flying Serpent)	**SteelTwinScSr** 1 *Dk*	262 259 102					1886	R.Duncan &Co. Pt.Glasgow	R.T.R.Thompson	134·9 | 24·0 | 11·9	Glasgow British	C.2Cy.25″&48″–30″ NB10 98RHP Rankin&Blackmore,Grk.		
256 89140	**Jin Ho** *R.C.C.Dyason* –12	**IronScSr** 1 *Dk*	209 161 93	✠ 8,86 ✠	Grk	*c*		1886 6mo	Blackwood &Gordon Pt.Glasgow	EasternShipping Co.Ld.	119·7 | 22·1 | 9·0 P16′ B13′ F22′ FK	Penang British 4 *BHCem*	C.2Cy.17″&31″–21″ 42RHP Blackwood&Gordon,P.Gls	9 ″ 6	
257 9206 JSKT	**Jindai Maru** *S.Yasaki* (*ex*Gouverneur Generaal van Lansberge, *ex*Puttialla)	**IronScSr** *ss*Sng.No.2–83 2 *Dks* & *Awng dk*	978 694 606	✠ 8,83	Sng	*n*		1875 6mo	Caird&Co. Greenock	I.Amagasaki	227·7 | 27·4 | 16·2 P51′ F42′	Osaka Japanese 7 *BHCem*	C.2Cy.32″&54½″–36″ B*made—refitted* 13 149NHP Caird&Co.,Greenock		
258 122996	**Jinga** (*Suction Dredger*)	**SteelTwinSc** 1 *Dk(Stl)*	892 831 401	✠ *Dredger* 8,08	Rnf			1908 8mo	W.Simons &Co.Ld. Renfrew	Government of India	203·4 | 42·1 | 12·4 F24′ FK	Bombay British 5 *BHCem*	C.4Cy.16½″&33″–21″ 90RHP 4SB.*12cf*,GS255,HS9272 FD W.Simons&Co Ld.Renfrew	13 ″ 0	
259 9540 JTLS	**Jingi Maru No. 3** (*ex*Kelantan,*ex*Medusa)	**IronScSr**	991 835 595					1886	WH Potter &Sons Liverpool	Y.Fujiyama	235·8 | 33·4 | 14·2	Kobe Japanese	C.2Cy.23½″&46″–36″ 106NHP Fawcett,Preston&Co.Liv.		

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux. Gréement, etc / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant après Lettre d'Equilibrement.	7* Date de la dernière visite de l'hélice porte-hélice.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.
260	**Jinju Maru**	**SteelScSr**	2400			...		1890	Irvine&Co.	Z.Oiye	290·6|38·0|19·3	Nishino-	T.3Cy.21½″,35½″&58½″–39″	22 ″ 2
16341		(*ex*Gladestry)	1824						W Hartlepool		P29′Q84′B118′F34′	miya	212NHP	
MHNK	*Well deck*	1 *Dk & Web frames*	1766								BK10″ *WB*	Japanese	Blair&Co.Ld.Stockton	
261	—	**IronScSr**	435	*Now named "Shanghai," See No. 114 in Supplement*				1873	W.E.Bout-		162·0|20·6|12·2		C.2Cy.20½″&36½″–24″	
			309						land				54NHP	
	(*ex*Banker)	1 *Dk*	270						Newcastle		*WB*			
262	**Jinsei Maru**	**WoodTwinScSp**	359					1905	D.Kishi-	Y.Fujiyama	143·0|19·1|15·6	Otaru	C.4Cy.11″&22″–15″	
9680			321						moto				31NHP	
JTVL		2 *Dks*	223						Osaka			Japanese		
263	**Jinsen Maru**	**SteelScSr**	3737	✠100A1	Kob	*w*	11,16	1895	Sir Raylton	NipponYusen	360·7|44·3|25·3	Tokio	T.3Cy.27″,44″&72″–48″ (*s*)	28 ″ 4
8930	*G.Ota* –16	*ss*Kob.No.3–2,13	3337	11,17 ~~11,16~~				5mo	Dixon&Co.	KabushikiKaisha	P41′B78′F51′	Japanese	170lb *100lb* 390NHP	s 6 ″ 0
JNFV	(*ex*Mogul)	*ss*Kob.No.1–16	2721	✠LMC~~11,16~~ 10,17					Middlesbro'		FK	170lb *100lb* 390NHP	6 *BHCem*	2SB,*6cf*,GS115,HS4992 FD	22 ″ 11
		2 *Dks* (*Stl–Uteak s*) *& Web frames*							A&CP	*WB*=	*CellDBa*112′ *uE*20′ *f*148′641*t*		Wllsnd Slpwy.Co.Ld.Nwc.	
264	**Jinyo Maru**	**SteelScSr**	1395					1903	Columbia	IwakiShokai	229·3|39·0|16·0	Tarumi	T.3Cy.16$\frac{3}{16}$″,26½″&43½″–36″	
19502		(*ex*MelvilleDollar,	1027						IronWorks		Q69′F32′	Japanese	116NHP	
NDBS	*Elec.light*	*ex*JohnC.Howard) 1 *Dk*	808						St.Clair,Mich		*WB*		ColumbiaIrn.Wks.St.Clair	
265	**Jiul**	**SteelScSr**	3115	✠100A1	Bry	*v*	~~11,15~~ 7,17	1913	J.Priest-	RomaniaPrima	345·0|48·0|21·1	Braila	T.3Cy.23½″,39″&64″–42″ (*s*)	23 ″ 6
560	~~*Bratschinger* 14–17~~		2925	11,15				8mo	man&Co.	Soc.Nationala de	P29′B206′F37′	Roumanian	180lb *120lb* 302NHP	s 3 ″ 0½
PHBS	(*ex*EcateriniMatsouki)	1 *Dk* (*Stl*)	1900	✠LMC8,15					Sunderland	Nav.Marit.	FK	*Cem*	2SB,*6cf*,GS124,HS4820	20 ″ 9
	A.Hearic –17							*Lloyd's*	*SA&CP*	*'Tween*	*dk BH in after* (5 *B*		N.E.MarineEng.Co.Ld.Sld	
										hold	*dispensed with* (1 *B*		*H to Upr dk*	
										WB=*C*	*ellDBa*1~~0′ uE~~22′ *f*		*H to 2nd dk*	*only*
											146′727*t DT*		*a*32′525*t FPT*103*t APT*71*t*	
266	**Joachim Zelck**	**SteelScSr**	*2152*	✠ ——	Shl	*s*		1907	Craig,Tay-	JoachimZelck	287·0|44·0|19·8	Rostock	T.3Cy.21″,35″&57″–39″	21 ″ 1
	R.Wels	*ss*Shl.No.1–12	*1997*	5,15				8mo	lor&Co.Ld.	Dmp.Ges. (O.	P26′B70′F32′	German	210NHP	
MDVR	(*ex*BalticSea)	1 *Dk* (*Stl*) *& deep framing*	*1311*	✠					Stockton	Zelck)	FK	*Cem*	2SB,*6pf*,GS84,HS3248	
									Intermediat	*e bulkhead in fore*	*hold dispensed with*	4 *BH only*	N.E.MarineEng.Co Ld.Sld	
											WB=*CellD*	*Ba*92′ *uE*16′	*f*114′549*t FPT*82*t APT*100*t*	
267	**Joan Craig**	**SteelScSr**	1148			...		1903	WoodSkin-	JoanCraigSS.Pro-	229·0|33·5|14·7	SydnyNSW	T.3Cy.18½″,30″&49″–33″	16 ″ 10
118612	*G.G.Manson* –14	(*ex*Bentinck)	916						ner&Co.Ld.	prietaryCoLd(R.S.	Q120′B10′F25′	British	151NHP	
VCRS	*Well deck*	1 *Dk & Web frames*	723						Newcastle	Lamb&CoLd.*Mgs.*)	FK	*WB*	N.E.MarineEng.CoLdNwc	
268	**João Alfredo**	**SteelTwinScSr**	*556*	✠	Cly			1888	Russell&	AmazonRiverStm.	200·6|34·3| 9·7	Para	T.6Cy.13″,20″&32″–24″	10 ″ 1
	*A.J.Jackson*82–88	1 *Dk & Shade dk*	*415*	*For River purposes only*				12mo	Co.	Nav.Co.(1911)Ld.	F28′ FK	Brazilian	1DB,*4cf*,GS75 100NHP	
			378	12,88 ✠					Pt.Glasgow		*WB*=*APT*5*t*		*7BH Asp*	Rankin & Blackmore,Grk.
269	**Joao Coelho**	**SteelTwinScSr**	*302*	✠	Pra			1896	Murdoch&	Braga&Co.	140·3|28·0| 8·0	Para	T.6Cy.8″,12½″&20″–18″	8 ″ 4
	(*ex*SolheiroMotta,	*ss*Pra.No.2–03	*220*	*For River purposes only*				11mo	Murray		F16 FK	Brazilian	51NHP	
	*ex*RioMuaco)	1 *Dk* (*Teak*)	*205*	7,03 ✠					PortGlasgow			5 *BHCem*	1SB,*2pf*,GS36,HS1001	
	Elec.light	*& Promenade dk* (*Teak*)											Lees,Anderson&Co.Gls.	
270	**João Coutinho**	**Iron&Steel TwinScCtr**	*216*			...		1902	Hall,Rus-	TheGovernorGen-	110·1|23·1|11·0	Lourenço	C.4Cy.11½″&27″–20″	11 ″ 6
			182						sell&Co.Ld.	eraloftheProvince	BK7½″	Marques	148NHP	
	(*ex*Ingane)	(*Tug*) 1 *Dk*	*18*						Aberdeen	of Mozambique	*WB*	Portuguese	Hall,Russell&Co.Ld.Abn.	
271	**Joaquin del Piélago**	**SteelScSr**	759					1892	Compania	Cia.Trasatlantica	192·2|27·4|20·9	Barcelona	T.3Cy.18″,30″&48″–36″	V
	Marina	1 *Dk & Awngdk*	—						Trasatlantica			Spanish	NB07 138NHP	
HPRS	*Elec.light*		306						Cadiz		*WB*		ArsenalCivil,Barcelona	
Sunk (War)	**Joaquin Mumbru**	*Alvares*–17 **IronSc**	2703	✠~~100A1~~	Bcl	*u*	4,16	1880	W.Doxford	D.Mumbrú	330·0|36·5|26·0	Barcelona	T.3Cy.24½″,34″&68″–45″ (*o*)	27 ″ 7
	M.E.Valdés	*ss*Bbo.3rdNo.3–5,14	2515	5,17 ~~1,17~~	Cdz			5mo	&Sons		P27′B50′F23′	Spanish	150lb *100lb* NDB14 310NHP	s 5 ″ 1
HQMS	(*ex*PuertoRico,*ex*	2 *Dks* (*Irn*) 3 *trB*	1601	✠NE&B1,88 ~~M&E12~~					Sunderland		BK11″		5 *BHCem*	2DB,*8cf*,GS116 28 ″ 7
	Elec.light	Cristobal Colon,*ex*Rossmore)		~~Aft 1,17~~ ✠ ~~1,17 C~~					A&CP	*WB*=*DBu E&B*	50′207*t FPT*77*t MT*		32′367*t*	W.Doxford&Sons,Sld.
273	**Jobshaven**	**SteelScSr**	3528					1916	Rotterdam	Gebr.vanUden	359·2|49·9|22·1	Rottrdam	T.3Cy.25″,41″&67″–45″	V
	L.Coolen		3263						Droogd.Maat		P24′Q34′B214′	Dutch	301NHP	
PFRB	*Elec.light*	1 *Dk*	2151						Rotterdam		*WB*		RotterdamDroog.Maats.	
274	**Joe S. Morrow**	**SteelSc**	4895					1907	American	MasabaS.S.Co.	420·0|52·0|28·0	Duluth	T.3Cy.22″,35″&58″–40″	
203908			—						S.B.Co			Utd.States	213NHP	
	Mchy.Aft *Elec.light*	1 *Dk*	3606						Lorain		*WB*		AmericanS.B.Co.Clevelnd	
275	**Joffre**	**SteelSc**	260	✠100A1	Shl			1916	Ardrossan	LawsonStm.Tug	115·0|26·1|11·7	Ardrossan	T.3Cy.18″,28½″&46″–30″ (*s*)	12 ″ 6
135730	*B.Newton*12–16		240	*For towing purposes*				5mo	DD&SBCoLd.	BtCoLd(J.Lawson		British	150lb 177NHP	s 1 ″ 7
JMQN	*Elec.light*	1 *Dk*	312	12,17 ~~8,16~~ ✠LMC5,16					Ardrossan	*Mgr.*)	BK7″		4 *BHCem*	1SB, GS75,HS3700 11 ″ 10
				✠NB05,*rentd*16				*Lloyd's*	*SA&CP*		*FPT*7*t*		*APT*13*t*	J.G.Kincaid&Co.Ld.Grk.
276	**Joffre Rose**	**SteelScSr**	715	✠100A1	Hul	*j*	12,17	1915	C Rennold-	R.Hughes&Co.	180·3|28·2|12·4	Liverpool	T.3Cy.14½″,24″&39″–27″ (*s*)	14 ″ 6
137458	*E.Robinson* –15		503	12,17 7,15	Goo			6mo	son&Co.		Q105′B11′F23′	British	180lb 77NHP	s ″ 8½
JLKD	*Well deck*	1 *Dk* (*pt Stl*)	344	✠LMC6,15					S.Shields		FK		3 *BHCem*	2SB,*4pf*,GS60,HS1982 14 ″ 0
	Mchy.Aft							*Lloyd's*	*SA&CP*	*WB*=*C*	*ellDBf* 103′155*t FP*		*T*63*t APT*4*t*	MacColl&Pollock,Ld.Sld.
277	**Joh. Jeansson**	**SteelSc3MstSr**	654	✠100A1	Mmo	*i*	N7,16	1901	IrvineS.B.	Ångb.Aktieb.	180·0|29·1|11·2	Kalmar	T.3Cy.15″,25″&40″–27″ (*s*)	13 ″ 6
3940	*O.Fredriksson*10–10	*ss*Osc.No.3–6,14	472	4,13 ~~7,16~~	Lon			10mo	&E.Co.Ld.	Kalmarsund	Q88′B22′F26′	Swedish	160lb *80lb* 96NHP	s 1 ″ 0½
JMLB	*Mchy.Aft*	1 *Dk* (*Irn*)	320	~~BS4,16~~ ✠LMC2,14					Irvine	(J.Jeansson,*Mgr*)	FK		3 *BHCem*	1SB,*3pf*,GS60,HS1630 12 ″ 9
	Well deck			~~BS4,17~~ 4,13				*Lloyd's*	*SA&CP*	*WB*=*Cell*	*DBf* 112′200*t FPT*		12*t APT*4*t*	McKie&Baxter,Glasgow
278	**Johan Jebsen**	**SteelScSr**	188					1894	Anderson,	IndreNordhord-	110·5|20·3|11·8	Bergen	C.2Cy.11½″&26″–18″	N
	L.Sudmann		176						Laverick&	landsDmpsksels k.	H8*t*	Norwegian	NB13 24NHP	
JTSD		2 *Dks*	107						Co.Ld.	(B.Samuelsen,	*Shade dk*35′		Hedley&Boyd,N.Shields	
									Newcastle	*Mgr.*)				
279	**Joh. Ludw. Mowinckel**	**SteelScSr**	*2733*	✠100A1	N Yk	*t*	~~6,16~~ 3,18	1905	J.Blumer&	ÖrvigsDampskibs.	314·0|46·5|20·6	Bergen	T.3Cy.23″,38″&62″–42″ (*s*)	23 ″ 0
	*C.Frech*14–14	*ss*Shl.No.2–14	*2555*	1,17				5mo	Co.	(O.Örvig,*Mgr.*)	P28′B90′F32′	Norwegian	160lb *70lb* 257NHP	s 3 ″ 6½
WKCM	(*ex*Spennymoor)	1 *Dk* (*pt Irn pt Stl*) *& deep framing*	*1723*	~~Aft 1,17~~ ~~BS4,16~~ ✠LMC9,15 8,17				*Lloyd's*	Sunderland *SA&CP*	*WB*=*CellD*	FK *Ba*104′ *uE*22′ *f*128′		5 *BHCem* 673*t APT*75*t*	2SB,*6pf*,GS111,HS3974 J.Dickinson&Sons,Ld.Sld.
280	**Johan Mjelde**	**SteelScSr**	2049	✠100A1	Phl	*r*	~~8,17~~ 7,.7	1916	American	C.H.Stensholt	251·0|43·5|18·2	Haugesnd	T.3Cy.20″,33″&54″–40″ (*s*)	20 ″ 2
	Haakonsen		1683	7,17 ~~3,17~~	Lis			7mo	S.B.Co.		P28′B64′F27′	Norwegian	180lb 274NHP	s 2 ″ 9½
WLHC	*Elec.light*	1 *Dk* (*Stl*)	1275	✠LMC7,16					Cleveland,O.		FK		4 *BHCem*	2SB,*6cf*,GS126,HS5246 17 ″ 9
		Cargo battens not fitted							A&CP	*CellD*	*B*210′ 545*t FPT*67*t*		*APT*77*t*	AmericanS.B.Co.Lorain,O.

1 No. in Book. / Official No. / Code letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys.	3 Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned / Now assigned. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines.	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L. R. Dates of Roll of Trade Cert.
281 202460 KVCP	**Johan Poulsen** *C.J.Lancaster* 08-09	**WoodScSr** 1 *Dk*	650 586 423					1906	G.I.White Everett, Wsh	S.S.Johan Poulsen Co. (Loop Lumber Co.)	179·1	39·1	13·5	S.Frncisco Utd. States	T.3Cy.13″,22″&36″–24″ 63NHP United Eng. Works, S.Fo.		
282 8699 JVBG	**Johan Sanne** *J.O.Johansson* 03–15 *Elec.light*	**SteelScSr** ~~ssGot.No1–13~~ 1 *Dk* (*Stl*)	1372 1154 766	✠100A1 12.16 ~~5.11~~ 5,16 ✠LMC9.14 5,18	Got	*p*	~~5,16~~ 5,18	1914 9mo *Lloyd's*	Kockums M.V. Aktieb. Malmö *A✠CP*	Aktieb. J.N.Sanne (*J.N.Sanne, Mgr.*) *WB=Cell DBa69′uE19′*	233·1 P18′B63′F26′ *f* 93′ 364*t* *FPT* 44*t*	37·8 FK	16·3 *4 BHCem APT* 59*t*	Uddevalla Swedish	T.3Cy 18½″,28¾″&48½″–31½″ 185lb (*s*) 156NHP 2SB, *4cf*, GS75, HS2546 Kockums M.V. Akt. Malmö	18 ″ 7 s 2 ″ 2½ 16 ″ 8	
283 8457 JCW	**Johan Siem** *C.C.Swinton* –17 (*ex*Cathay) *Well deck*	**IronScSr** *ss*Bly.2nd No.3–2,09 *ss*Bly.No.1–13 1 *Dk* (*pt Irn, pt Stl*) 2*trB*	1660 1299 1031	✠100A1 12.16 ~~Cantilever 5.13~~ BS8.16 ✠LMC1,12 BS11,17	Els	*q*	~~5,16~~ 5,17	1883 12mo	W.Gray & Co. W Hartlepool *A&CP*	~~Lambert Bros. Ld.~~ The Shipping Controller (Lambert Bros. Ld., *Mgrs.*)	257·4 P38′Q66′B66′F62′ *WB=DBa78′f* 96′	34·7 BK9″	19·7 *333t APT* 35*t*	London British *4 BHCem*	C.2Cy.32½″&60″–39″ (*b*) 80lb *80lb* NDB02 167NHP 2SB, *4pf*, GS66, HS2580 Blair & Co. (Lim.), Stockton	21 ″ 0 s 1 ″ 9 20 ″ 2	
284	**Johann Heinrich Burchard** *Elec.light*	**SteelTrpScSr** 4 *Dks*						1914	J.C.Tecklenborg A.G. Geestemünde	Hamburg-Amerik. Packetf. Akt. Ges. (Ham.-Amr. Linie)	590·0	72·0	43·6	Hamburg German *WB*	T.8Cy. (2)29½″,(2)49½″&(4) 53¼″–59 1/10″ 1L.P.Turbine J.C.Tecklenborg A.G. Gst.		
285 RVFT	**Johann Hinrich** *Strohsahl* –14 *Elec.light*	**SteelScSr** (*Trawler*) 1 *Dk*	220 209 85					1914	H.C.Stülcken Sohn Hamburg	Hansa Hochsee fischerei Akt. Ges.	119·3 F18′	24·0	9·4	Altona German	T.3Cy.12¾″,21½″&33½″–22″ 54NHP H.C.Stülcken Sohn, Ham.		
286 RSMQ	**Joh. Reinecke** *J.Meyer* –12	**SteelSc** (*Tug*) 1 *Dk*	110 — —					1912	J.Oelkers Neuhof, Hamburg	J.A.Reinecke	82·4	19·1	10·2	Hamburg German	C.2Cy.14¾″&26½″–18 1/10″ Ottensener 24NHP Maschf.G.m.b.H., Altona		
287	**Johanna** *A.Prins* –17 *Elec.light* *Mchy.Aft.*	~~SteelScSr~~ ~~SteelSc~~ 1 *Dk* (*Stl*) *Cargo battens not fitted* *Well deck*	2076 1568 1243	✠100A~~1~~ 8,17 (*Class Contemplated*) ✠LMC8,17	Rot	*r*		1917 8mo	Jonker & Stans Hendrik Ido Ambacht	~~S.S.Johanna Co. (Jos.de Poorter)~~ N.V.Maats Stoomv. "Johanna" (Jos.de Poorter)	275·0 Q157′B14′10 2,17·0 *CellDBuBa24′f* 192′	~~40·0~~ 20·6 FK *712t FPT* 80*t* *APT* 76*t*	Rottrdam Dutch *4 BHCem*	T.3Cy.19″,32″&51″–36″ (*s*) 180lb 206NHP ~~Stl.6cf, GS120, HS3710~~ Wilton's E. & Slpy. Co. Rot.	20 ″ 0 s 2 ″ 1 18 ″ 2	
288	— *A.Brinckmann* 04–12 *Elec.light*	**SteelSc** 1 *Dk*	860 649 472					1912	Stettiner Oderwerke Stettin	L.F.Mathies & Co.	210·8 P14′Q39′B74′F26′	30·8	12·8 *WB*	Hamburg German	T.3Cy.15¾″25½″&41 3/10″–29½″ 93NHP Stettiner, Oderwerke		G
289	— *W.Visser* 09–10	**SteelScSr** 1 *Dk*	179 — 86					1901	P.Smit, Jr. Rotterdam	Reederij De Industrie (A Hoogendijk, Jz. *Mgr.*)	110·0	23·0	11·5	Vlaardngn Dutch	T.3Cy.9″,14″&23″–16″ 21NHP P.Smit, Jr. Rotterdam		
290	— (*ex*Satoe, *ex*Wester Schelde)	**IronSc** (*ex*Scheveningen, *Tug*) 1 *Dk*	105 — 23					1885	P.Smit, jr. Slikkerveer	J.Sainte Marie	89·4	20·3	9·5	Bns.Ayres Argentine	C.2Cy.15½″&28½″–16″ 150lb HS1075 NB93 51NHP P.Smit, jun. Slikkerveer		
291	**Johanna Bertha** *A.de Graaf* –12 (*ex*Challenger)	**SteelScK** (*Trawler*) 1 *Dk*	*183* *175* *56*				...	1899	Earle's Co. Ld. Hull	Naam. Venn. Maats de Hoop (W. Maarleveld, *Mgr.*)	110·5 Q46′F18′	21·2 BK7½″	11·2	Ymuiden Dutch	T.3Cy.11″,20″&32″–23″ 56NHP Earle's Co. Ld. Hull	12 ″ 0	
292	**Johanna Blumberg** *C.Piper* 06–14 (*ex*Crest, *ex*Dorotea, *ex*Crest) *& deep framing*	**SteelScSr** *ss*Msl.No.3–5,10 *ss*Mch.No.1–13 1 *Dk* (*Irn*) 2*trB* 3 *Dk rule*	*2830* *2626* *1803*	✠ ~~—~~ 7,16 ✠	Bkn	*u*		1897 11mo	Wood Skinner & Co. Newcastle	Leonhardt & Blumberg	320·0 P29′B96′F36′ *WB=Cell DBa* 100′ *uE24′f* 132′ 698*t APT* 62*t*	46·0 FK	21·4 *6 BHCem*	Hamburg German	T.3Cy.23″,37½″&61½″–39″ NDB09 240NHP 2SB, *6rf*, GS87, HS3660 Blair & Co. Ld. Stockton	23 ″ 9	
293	**Johanna Elisabeth** *J.Krab* –16	**SteelScSr** ~~ssAms.No.2–12~~ *ss*Ymu.No.3–12,17 1 *Dk*	222 210 63	✠100A1 *Stm Trawler* 12.17 ~~5.14~~ ~~Cantilever 17~~ BS7,17 MS12,17 ~~BS8,16~~ ✠LMC2,12	Ymu		11,16	1904 7mo	Nederl. Schps. Maats. Amsterdam *Lloyd's*	N.V.Algemeene Viss. Maats.	129·0 BK7½″ *WB=DBu*	22·2	8·4 *6 BHCem Bkr* 16′15*t*	Ymuiden Dutch Ned Fb.v.Wrk & Spoor, Ams	T.3Cy.12″,21′&32″–22½″ (*s*) 160lb 68NHP 1SB. *2pf*, GS36, HS1300	12 ″ 6	
294	**Johanna Henriette** *C.Bechsteiner* ~~–16~~ (*ex*Grace Wetherly) *J.Krab* –17	**SteelScK** *ss*Ymu.No.2–16 1 *Dk*	231 214 54	✠100A1 *Stm Trawler* 10,17 ~~5,16~~ ✠LMC10,16 BS10,17	Ymu		~~*10,16*~~ 10,17	1907 9mo *Lloyd's*	Hall, Russell & Co. Ld. Aberdeen *A✠CP*	Maats. Ernestine Pauline (P.Dyksen, *Mgr.*)	115·6 BK7½″ *WB=*	22·6	12·0 *3 BHCem DTf* 19*t*	Ymuiden Dutch Hall, Russell & Co. Ld. Abn.	T.3Cy.12″,20″&34″–23″ (*r*) 180lb 75NHP 1SB, *3pf*, GS44, HS1374	13 ″ 0	
295 QKB	**Johanna Lehmann** *H.Bethmann* 13–13 (*ex*Towneley) *Well deck*	**SteelScSr** *ss*Ham.No.2–12 1 *Dk* (*Irn*) *& Web frames*	1214 964 735	✠ ~~—~~ 11,16 ✠	Shl	*o*		1904 10mo	Wood Skinner & Co. Ld. Newcastle	F.W.G.Lehmann *WB=CellDBa63′uE&*	235·0 Q123′B10′F25′ *B33′f* 99′ 358*t FPT*	33·6 FK	15·1 *4 BHCem 4t APT* 71*t*	Hamburg German N.E.Marine Eng Co Ld Nwc	T.3Cy.18½″,30″&49″–33″ 156NHP 1SB, *4cf*, GS66, HS2507	17 ″ 3	
296	**Johanna Nicoletta** *J.Dekker* (*ex*Judith)	**SteelSc** (*Trawler*)	190 171 97					1898	Bonn & Mees Rotterdam	N.V.Stoomv.Letty (J.N.Klein, *Mgr.*)	109·9	20·6	12·2	Ymuiden Dutch	T.3Cy.12¼″,20″&32″–22″ 48NHP Earle's Co. Ld. Hull		
297 RSJC	**Johanna Oelssner** *Ukena* *Elec.light*	**SteelScSr** (Seized at Petrograd) 1 *Dk*	1426 1248 850					1912	Stettiner Oderwerke Stettin	Gerhard & Hey	255·8 P&B201′H–F28′	37·9	15·7 *WB*	Hamburg German	T.3Cy.19 1/10″,31½″&51½″–35½″ 156NHP Stettiner Oderwerke		
298 MTP	**Johanne** *M.Ipland* *Elec.light*	**SteelScSr** 2 *Dks*	1531 1354 952					1903	Schiffsw. v. Henry Koch Lübeck	M.Jebsen	255·8 P32′B66′F40′	36·2	18·1 *WB*	Apenrade German	T.3Cy.17¾″,29½″&47½″–33½″ 130NHP J.F.Ahrens, Altona		G
299 JWO	— *D.Ahrens* –13 (*ex*Alberta II., *ex*Speculant) (*See Sailing Ship Register*)	**SteelAuxScAak** *Oil Eng.* 1 *Dk*	127 106 95					1906	Gebr. Verstokt Martenshoek	D.Ahrens	100·5	18·3	6·6	Brake German	Oil Engine 4S.C. 2Cy.9 1/10″–11½″ D.Goedkoop, Jr Amstrdam		G
300 ITFH	**Johannes Mærsk** *J.Chr.Andersen* (*ex*Grovehurst) *Well deck*	**SteelScSr** *ss*Rot.No.3–7,16 1 *Dk* (*Stl*) *& Web frames* *Cargo battens not fitted*	1337 1032 814	✠100A1 ~~A✠12,16~~ 4,13,18 ~~BS7,15~~ ✠LMC11,15 BS11,17	Cpn	*o*	~~11,15~~ 8,17	1903 5mo *Lloyd's*	Irvine's SB & D.D.Co. Ld. W Hartlepool *A✠CP*	Akties. Dmpsksselsk. af 1912 (A.P.Möller, *Mgr.*)	230·5 P22′Q65′B52′F25′ *WB=*	36·1 FK	14·8 *4 BHCem*	Copnhagn Danish *49t APT* 16*t*	T.3Cy.19″,31′&51″–36″ (*s*) 160lb *80lb* 160NHP 1SB, *3pf*, GS55, HS2462 Richardsons, Westgarth & Co. Ld. Hpl.	17 ″ 2 s 1 ″ 6 15 ″ 11	
301 16117	**Johannesburg** *T.W.Martin* –15	**SteelScK** *ss*Hul.No.2–11 1 *Dk*	181 171 71	✠100A1 *Stm Trawler* 3,14 BS12,14 ✠LMC1,11	Hul		7,13	1903 1mo *Lloyd's*	Cook, Welt'n & Gemmell Beverley *A✠CP*	Hull Steam Fishing & Ice Co. Ld.	109·0 Q19′ *WB=Deep tanks*	21·5 BK7″	11·2 *4 BHCem f* 13′ 30*t*	Hull British	T.3Cy.10″,17′&28″–21″ (*s*) 200lb 45RHP 1SB, *2pf*, GS25, HS750 Amos & Smith, Hull	12 ″ 1	
302 5749 JVLH	**John** *V.Mathiesen* *Well deck*	**IronSc3MstSr** (*ex*Vera, *ex*Rolf) 1 *Dk*	1113 819 613				...	1870	Burmeister & Wain Copenhagen	N.Österman	219·7 P143′H11*t*F29*t*	30·1	15·6	Stockholm Swedish	C.4Cy.21″&42″–30 NB86 161NHP Burmeister & Wain, Cpn.	17 ″ 0	V

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Grèement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Instipuement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.
303 3160 JHMP	John	IronScSr	1110 862 677	✠100A1 10,16 ~~BS6,16~~ ✠LMC3,14 ~~B87,17~~	Cpn	n	9,16	1881 2mo	E.Withy &Co. Hartlepool	Rederiaktieb.John	236·0 Q98′B98tF30′	31·6	13·7 FK	Trelleborg Swedish	C.2Cy.27″&50″–33″ (i) 75lb 90lb NDB06 120NHP 1SB.3pf,GS54 WB=Cell DB194′264t T.Richardson&Sons,Hpl.	15 " 8 s 1 " 4½ 14 " 7
	C.R.Hedin 10–12 (*ex*Moggie) *Welldeck*	*ss*Cpn.2ndNo.3–3,06 *ss*Mmo.No.2–15 1*Dk*(*Irn*)2*trB*						*Lloyd's A&CP*								
304 110059 ROPW	—	SteelScSp	339 246 134	✠100A1 10,17 ~~7,16~~ ✠NB11,11 ~~BS12,15~~	Wln Lyt		~~8,14~~ 10,17	1899 3mo	T Turnbull &Son Whitby	TheJohnLd.	125·0 Q45′F24	25·3	9·9 FK	Wellngtn, N.Z. British	C.2Cy.15″&32″–24″ (s) 130lb 80lb NDB11 90RHP 1SB,2pf,GS32,HS950 WB=FPT46tAPT5t Whyte&Mair,Dundee	10 " 11 s 1 " 3 9 " 11
	Elec.light *Mchy.Aft*	1*Dk*(*Irn*) *Cargo battens not fitted*		✠LMC7,15 10,17				*A&CP*						2*BHCem*		
305 MBHJ	— *T.Pincke* 07–12	SteelSc (*Trawler*) 1*Dk*	221 197 76					1910	Soc.Anon. Jhn.Cockerill Hoboken	Pêcheries à Vap. (Soc.Anon.) (John Bauwens,*Mgr.*)	115·0	21·5	12·5	Ostend Belgian WB	T.3Cy.12″,20″&32″–23″ 49NHP Earle'sCo.Ld.Hull	
306 26709	— *A.E.Bennett* –12	IronScSp	141 132 73					1849	J.T.Price NeathAbbey	AlfredJ.Smith,Ld.	90·4	19·0	10·1	Bristol British	C.2Cy.12″&17″–18″ NB02 14RHP *E.made*69 *Compd*.09 E.Roach&Co.,Bristol	
307	— (*ex*Klo)	SteelScSr (*Whaler*) 1*Dk*	12? 120 44					1910	Akers Mek.Værks. Christiania	Cia.dePesca de Baleia em Mossamedes(JAFerreira &Cia.eCta.*Mgrs.*)	99·0	18·3	10·9	Lisbon Portuguese	T.3Cy.11″,18″&29″–24″ 41NHP AkersMek.Værks.Xia.	
308 205220	John A. Donaldson	SteelScSr	4315 — 3110					1908	American S.B.Co. Lorain	ValleyS.S.Co. (W.H.Becker, *Mgr.*)	380·0	50·0	28·0	Cleveland Utd.States WB	T3.Cy.20″,33″&55″–40″ 191NHP AmericanS.B.CoCleveland	
	Elec.light *Mchy.Aft*	1*Dk*														
309 77542 KRVC	John A. Hughes *C.H.Evans* –07	SteelSc (*Tug*) 1*Dk*	157 — 107					1902	J.H.Dialogue&Sons Camden,N.J.	A.S.Hughes Transp.& Towing Co.	90·0	20·5	10·8	Phildlphia Utd.States	C.2Cy.15″&30″–22″ 35NHP J.H.Dialogue&Sons	
310 77463 KQTF	John B. Collins	WoodSc	325 — 238					1901	..... Tottenville, N.Y.	J.B.Collins	117·3	22·8	10·9	Perth Amboy,NJ Utd.States		
		2*Dks*														
311 207277	John B. Cowle	SteelSc	6614 — 5134					1910	American S.B.Co. Lorain,O.	GreatLakesS.S.Co.	525·0	58·0	31·0	Oswego Utd.States WB	T.3Cy.23½″,38″&63″–42″ 257NHP AmericanS.B.Co.Lorain,O.	
	Mchy.Aft *Elec.light*	1*Dk*														
312 130435	John B. Ketchum 2nd *W.J.Jewitt* –16 *Mchy.Aft*	SteelSc 1*Dk*2*trB*	1109 806 763					1892	Craig S.B.Co. Toledo,O.	CanadaShipping Co.Ld.	193·0	40·5	12·3	Montreal British	C.2Cy.22″&42″–32″ 77RHP DryDockEng.Works,Det.	
313 MJSG	John Bakke *L.Holme* –13	SteelScSr 1*Dk*	1611 1181 949					1913	Bergens Mek Værks Bergen	K.Knutsen	244·5 P31tQ104tB151t H77tF32t	37·6	15·7	Haugesnd Norwegian WB	T.3Cy.18″,29″&49″–33″ 138NHP BergensMekVærksBergen	
314 63728	John Batey *J.C.Scott* –14	IronPadSp	115 109 4					1884	Hepple& Co. N.Shields	J.Batey&Son,Ld.	96·3	18·4	9·0	Montrose British	L.1Cy.34½″–52″ NB05 40RHP R.B.Findlay&Son,N.Shld.	
315 MKGF	John Blumer *C.Johnsen* *Elec.light*	SteelScSr 1*Dk*	2488 2215 1481					1914	J.Blumer& Co. Sunderland	C.H.Sorensen	310·0 P29′B81′F27′	43·5	20·7	Arendal Norwegian WB	T.3Cy.23″,39″&64″–42″ 265NHP G.Clark,Ld.Sunderland	
316 RLGS	John Brinckman *Hintelmann* –06 (*ex*Gertrud)	SteelSc 1*Dk*	186 153 131					1899	H.C.Stülcken Sohn Hamburg	Hamb.-Kieler Frachtsch.AktGes	113·9 H29′	22·3	8·8	Hamburg German WB	C.2Cy.7½″&14½″–9⅝″ 6NHP H.C.StülckenSohn,Ham.	
317	John Brown *T.Punt* –16	SteelScK *ss*Ams.No.3–11,16 1*Dk*	182 179 45	✠100A1 *StmTrawler* 6,17 ~~11,16~~ ✠LMC11,16 BS8,17	Ams Ymu		6,15 6,17	1904 11mo	Smith's Dock Co.Ld. North Shields	N.V.Algemeene Viss.Maats.	110·1 BK7⅛″ *Lloyd's A&CP*	20·8 WB=	8·8	Ymuiden Dutch	T.3Cy.10⅝″,18″&30″–21″ (s) 180lb 56NHP 1SB,2rf,GS33,HS1030 3BHCem DBf18′15t MacColl&Pollock,Sld.	12 " 4
318	John Bull *F.Boodts*	IronSc (*Tug*)	165 — 42					1880	D.Dekker &Co. Antwerp	Soc.Anon.de Remorq.à Hélice	103·0	21·0	11·0	Antwerp Belgian	T.3Cy.14″,24″&39″–24″ NB02 75NHP *Tpd*.02byGTGreySShields	
319 137359	John C. Meikle *R.H.Stenhouse* 11–14	SteelScK 1*Dk*	194 191 86	✠100A1 *StmTrawler* 12,14 ✠LMC9,14	Lon			1914 9mo	Jos.T.Eltringham& Co.Ld.,Willington Quay *Lloyd's A&CP*	R.Irvin&Sons,Ld.	115·8 BK7½″ WB=	22·0	11·9	N.Shields British	T.3Cy.12″,20″&34″–24″ (s) 180lb 80RHP 3BHCem DBf19′13t 1SB.3pf.GS51,HS1490 ShieldsEng.Co.Ld.N.Shl.	12 " 9
320 135195	John Calderwood	SteelSc	147 136 100					1913	W.J.Yarwood&Sns Ld Northwich	Price'sPatent CandleCo. (J.Findlater,*Mgr*)	85·6	21·1	9·8	London British	C.2Cy.10″–13″ 7RHP W.J.Yarwood&Sons,Ld.	
	Mchy.Aft	1*Dk*														
321	John Crerar *Now named "Fouras" See No. 15 in Supplement*	SteelScSr	1550					1903	Chicago S.B.Co. Chicago		241·0	41·0	15·6	French WB	T.3Cy.15″,25″&42″–30″ 97NHP ChicagoS.B.Co.,Chicago.	
	Mchy.Aft	1*Dk*	955													
322 211990 LDJR	John D. Archbold ~~*J.H.Lingo* 08–14~~ *Thompson* –17 *Elec.light* *Mchy.Aft* Wireless Sub.Sig.	SteelScSr 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Web frames* *Longitudinal framing*	8374 8277 6364	✠100A1 *Shelter dk with freeboard* 3,17 ~~2,16~~ ✠LMC3,14 *Carrying Petroleum in bulk* *Fitted for oil fuel* 7, 15	NYk	*c*†	N2,16 *F.P. above*	1914 3mo	NwprtNws S.B.&D.D.Co. Newprt News A&CP	StandardOilCo. (NewJersey)	458·3 11 3 50° F.	60·0	28·6 FK	Bayonne Utd.States	Q.4Cy.24″,35″,51″&75″–51″ 220lb 180lb (s) 533NHP 14BHptCem 3SB,9cf,GS177,HS7035 FD BHtoUpr dk BHto2nd dk WB=CellDBa 17′uE&B65′ NewportNewsSB&DD.Co. f50′546tFPT190tAPT94t	36 " 2 s10 " 5½ 26 " 1
323 212517 LDNQ	John D. Rockefeller *J.C.White* 04–14 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)&*Web frames* *Elec.light* *Longitudinal framing* *Mchy.Aft* Wireless Sub.Sig.	SteelScSr	8374 8276 6364	✠100A1 *Shelter dk with freeboard* ~~4,18~~ ~~19,16~~ ✠LMC9,14 *Carrying Petroleum in bulk*	NYk Nn	*c*†	~~3,16~~ 4,18	1914 9mo	NwprtNws S.B.&D.D.Co Newprt News A&CP	StandardOilCo. (NewJersey)	458·3 WB=CellDB 65′ f50′546t	60·0	28·6 FK a17′uE&B FPT190tAPT94t	Bayonne Utd.States	Q4Cy24″35″51″&75″–51″(s) 220lb 180lb 533NHP 14BHptCem 3SB,9cf,GS177,HS7035 FD 11 to Upr dk 3 „ 2nd „ NewportNewsSB&DD.Co.	36 " 2 s10 " 5½ 26 " 1

Sunk by Collision 1918

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now Expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 Built. By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed. If not in L.R. Date of Boff Trade Cert.
324 137356	**John Donovan** SteelScSr *A.Rigby09–14* 1*Dk*	206 203 78	✠100A1 *StmTrawler* 12,14 ✠LMC8,14	Lon			1914 8mo *Lloyd's*	JTEltringham&Co.Ld. Newcastle *SA&CP*	R.Hastie&Sons	117·0|21·6|12·3 BK7½″ *WB* *=DTf4′5t*	N.Shields British	T.3Cy.13″,21½″&35″–24″ (*s*) 180lb 82RHP 1SB,*3pf*,GS48,HS1386 JT.Eltringhm&CoLd.Nwc	13 ″ 0	
325 904973	**John Dunn, Jr.** SteelScSr *Elec.light Mchy.Aft* 1*Dk*	6160 — 4802					1908	ToledoS.B.Co. Toledo	GreatLakesS.S.Co.	514·0|58·0|25·0 *WB*	Oswego Utd.States	Q.4Cy.20″,29″,42″&61″–42″ 241NHP ToledoS.B.Co.Toledo		
326 129353	**John E. Lewis** SteelScK *G.Rose03–11* 1*Dk*	253 239 99	✠100A1 *StmTrawler* 8,13 BS11,13 ✠LMC2,11	Abn		8,13	1911 2mo *Lloyd's*	Hall,Russell&Co.Ld. Aberdeen *SA&CP*	JohnLewis,Ld. (A.Lewis,*Mgr.*)	125·2|23·1|12·7 RFD20′ BK7½″ *WB=* *DBf32′22t*	Aberdeen British	T.3Cy.12″,21″&34″–24″ (*s*) 180lb 80RHP 1SB,*3pf*,GS40,HS1500 J.Lewis&Sons,Aberdeen	13 ″ 6	
327 77226	**John Ericsson** SteelSc (*Whaleback*) *Mchy.Aft Elec.light* 1*Dk2trB*	3201 — 2378					1896	American Stl.BargeCo. W.Superior	PittsburghS.S.Co.	390·0|48·0|27·0 *WB*	Duluth Utd.States	T.3Cy.25″,40″&63″–42″ 257NHP ClevelandS.B.Co.,Clevelnd		
328 4357 JPCD	**John Eriksson** CompScSr *J.S.Andersson98–04* *Mchy.Aft* 1*Dk*	191 167 94					1904	Sixten Groth Sjötorp	Ångf.Aktieb.John (A.Svensson)	100·1|22·7| 9·9 B18′H5*t*	Gothenbrg Swedish	C.2Cy.9½″&21″–13½″ 13NHP LundbyM.V.Gothenburg		
329 200557 KSTR	**John F. Lewis** SteelSc *R.E.Wilson* (*Tug*) 1*Dk*	157 — 107					1903	J.H.Dialogue&Son Camden,N.J.	J.E.Hughes	90·0|20·5|10·8	Phildlphia Utd.States	C.2Cy.15″&30″–22″ 35NHP JHDialogue&Son,Camden		
330 77843	**John G. Chandler** WoodSc (*Tug*) 1*Dk*	110 — 56					1902	Kelley, SpearCo. Bath,Me.	L.B.Shaw	91·0|20·2|11·4	Boston Utd.States	C.2Cy.15″&34″–22″ 45NHP BathIronWorks,Bath		
331 116310 LFQP	**John G. McCollough** SteelSc *J.Smith* (*ex*S.C.Reynolds) *Elec.light Mchy.Aft* 1*Dk*&*Spar dk*	1985 — 1524					1890	UnionDry DockCo. Buffalo,N.Y.	UnitedStatesS.S. Co.(Inc.)	255·0|40·1|21·5	New York Utd.States	T.3Cy.18″,30″&48″–42″ 149NHP KingIronWorks,Buffalo		V
332 137384	**John G. Watson** SteelScK *R.Tindall01–16* 1*Dk*	235 221 102	✠100A1 *StmTrawler* 9,16 ✠LMC9,16	Abn			1916 9mo *Lloyd's*	Hall,Russell&Co.Ld. Aberdeen *SA&CP*	R.Irvin&Sons,Ld.	122·6|22·2|12·3 BK7½″ *WB=* *DBf22′14t*	N.Shields British	T.3Cy.12″,20″&34″–24″ (*r*) 180lb 78RHP 1SB,*3pf*,GS48,HS1429 Hall,Russell&Co.Ld.Abn.	13 ″ 3	
333 133471 KDPB	**John Garret** WoodSc (*Tug*) (*ex*E.Luckenbach) *Mchy.Aft*	118 — 79					1880	..... Newburgh, N.Y.	O.J.McWilliams	90·4|19·4|11·1	NewYork Utd.States	C.2Cy.18″&36″–26″ NE&B06 55NHP TSmith&Sns'Co.JrsyCity		
334 106109 RLQS	**John H. Barry** SteelScSr *R.Coates* –17 *ss*Cff.No.3–4,12 *ss*Sld.No.1–16 1*Dk*(*pt Stl*&*pt Irn*)2*trB*& *Web frames3Dk rule*	3083 2856 2002	✠100A1 ~~S.T.1,17~~ 12,17 ~~S.T.~~ ✠LMC8,16 BS8,17	Cff	*u*	1,17	1899 12mo	J.L.Thmpson&Sons.Ld Sunderland A&CP	Headlam& Rowland *WB=Cell*	320·0|47·4|22·4 P22′B88′F32′ FK *DBa 98′ f138′ 565t*	Whitby British	T.3Cy.23″,38″&62″–42″ (*s*) 160lb ~~150lb~~ 258NHP 2SB,*6pf*,GS112,HS4000 J.Dickinson&Sons,Ld.Sld.	24″10 3 4 ″ 1½ 21 ″ 1	
335 133637	**John H. Irvin** SteelScK *R.Baker* –14 1*Dk*	199 196 77	✠100A1 *StmTrawler* 11,13 ✠LMC11,13	Abn			1913 11mo *Lloyd's*	Hall,Russell&Co.Ld. Aberdeen *SA&CP*	R.Irvin&Sons,Ld.	115·4|22·1|12·0 BK7½″ *WB=* *DBf21′14t*	Aberdeen British	T.3Cy.12″,20″&34″–24″ (*r*) 180lb 78RHP 1SB,*3pf*,GS48,HS1429 Hall,Russell&Co.Ld.Abn.	12 ″ 9	
336 3926	**John H. McLean** SteelScSr (*ex*Branford) *Mchy.Aft* 1*Dk2trB* *Elec.light*	4657 — 3386					1902	WestBay CityS.B.Co. W.BayCity, Mich.	PittsburghS.S.Co.	414·0|50·0|29·0 *WB*	Duluth Utd.States	T.3Cy.22″,35″&58″–42″ 218NHP AmericanS.B.CoCleveland		
337 RQDH	**John Heidmann** SteelSc4MstSr *Th.Ferchen04–09* Sub.Sig. *Elec.light* 1*Dk Cantilever framing*	2380 2066 1137					1909	Flengsbrgr Schiffsb.Ges. Flensburg	H.W.Heidmann	321·2|42·0|19·0 P24′B70′F29′ *WB*	Hamburg German	T.3Cy.21¼″,35 7/16″&59″–37⅜″ 213NHP FlensburgerSchiffsb.Ges.		G
338 106796	**John Herron** SteelPadSp *J.Potter* –96 1*Dk*	333 313 132					1896	J.Scott& Co. Kinghorn	TheMayor,Aldermen&Burgesses of theBorough of Wallasey	160·0|27·1| 9·9	Liverpool British	C.2Cy.30″&51″–57″ 164NHP J.Scott&Co.,Kinghorn		
339 206279	**John J. Barlum** SteelSc *Mchy.Aft Elec.light* 1*Dk*	6419 — 4924					1909	American S.B.Co. Cleveland	PostalS.S.Co. (J.J.Barlum,*Mgr*)	504·0|54·0|30·0 *WB*	Cleveland Utd.States	T.3Cy.23½″,38″&63″–42″ 257NHP AmericanS.B.Co.Cleveland		R
340 204563	**John J. Boland** SteelScSr *Mchy.Aft Elec.light* 1*Dk*	6035 — 4530					1907	Gt.Lakes Eng.Works Ecorse,Mich.	AmericanS.S.Co. (Boland& Cornelius,*Mgrs.*)	480·0|54·2|31·2 *WB*	Detroit Utd.States	T.3Cy.22½″,36″&60″–42″ 233NHP Gt.LakesEng.Wks.Detroit		L
341 131285	**John Joyce** SteelTwinSc *J.Huntingdon* –10 *Elec.light* 1*Dk*(*Teak*)& *Promenade dk*(*Teak*)	439 437 163	✠ *For Ferry purposes* 7,12 ✠	Bkn			1910 9mo	Cammell Laird&Co.Ld. Birkenhead	TheMayor,Aldermen&Burgesses of theBorough of Wallasey *WB=*	152·3|38·6|10·9 FK *DTa11′26tMT7′18* *tDTf13′60t*	Liverpool British	T.3Cy.16″,24″&41″–21″ 207NHP 2SB,*6cf*,GS107,HS3743 Cammell Laird&CoLd.Bkn	11 ″ 3	BT till 11,17
342 MPRD	**John Knudsen** SteelScSr *A.Sunde* –16 *Elec.light* 1*Dk*	1670 1200 985					1916	Laxevaags Msk.&Jrnsk. Bergen	J.A.Knudsen	246·2|37·9|16·8 P19′Q78′B55′F31′′	Haugesnd Norwegian	T.3Cy.18¾″,29″&49″–33″ 138NHP LaxevaagsMsk&Jrns.Bgn		
343 97037	**John L. Cann** WoodScSr *F.B.Scott* 1*Dk*	166 118 77					1891	H.B.Cann Yarmouth, N.S.	H.Cann&Son,Ld.	97·8|19·8| 9·0 H48*t*	YarmthNS British	C.2Cy.16″&28″–18″ 34RHP B.JohnsonI.Co.Ld.,Yar.		
344 107242	**John L. Card** WoodScSp *M.Goulding* –00 1*Dk*	141 107 96					1897	J.Moir NewWestminster,B.C.	R.S.Griffiths	90·0|28·0| 8·0	Victoria, B.C. British	1Cy.9″–12″ 5RHP VancouverIronWorks,Vcr		
345 75930	**John L. Lawrence** WoodSc	109 — 67					1877	..... NewLondon, Conn.	FisheriesCo.	97·0|19·8| 9·6	Greenport N.Y. Utd.States			

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Grément, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.
346 98880	John Lawrence *W.Gapper* 95–95	IronScSp *ss* Npt.No.3–9,03 *ss* Npt.No.2–09 1 *Dk*	63 63 13	12,13 *For Towing purposes in Bristol Channel*	Npt			1894 5mo	Mordey Carney&Co Newport Mon	Newport Harbour Commissioners (R. B.Pugsley, *Mgr.*)	75·0	15·7	9·0 BK6″	Newport British	C.2Cy.17″&30″–20″ 39RHP 4 *BHCem* 1SB,*2pf*,GS30,HS850 Mordey,Carney&Co.,Npt.	9 ″ 4
347 203204	John M. McKerchey 1 *Dk*	SteelSc	732 — 443					1906	Gt.Lakes Eng.Works Ecorse,Mich.	J.M.McKerchey	161·0	37·1	11·0	Detroit Utd.States		
348 96527	John M. Smart *J.H Thompson* –16	IronScSr	113 105 43					1891	Hepple& Co. N.Shields	J.Smart&Co.Ld.	96·3	19·3	10·4	N.Shields British	C.2Cy.16½″&32¼″–22″ NB04 43RHP Hepple&Co.,N.Shields	
349 201699	John M. Worth 1 *Dk*	WoodTwinSc	442 — 379					1905	..... Tottenville, N.Y.	NewEnglandS.S. Co.	139·7	30·0	10·8	NewYork Utd.States	C.4Cy.11″&29″–18″ 60NHP	
350 84968 JKWP	John O'Gaunt *J.Wright* –04 1 *Dk*	SteelTwinSc *ss* Lan.2ndNo.3–3,14	51 46 7	✠ A— *For Tug purposes* 6,16 BS6,16 ✠LMC5,14	Lan		6,16	1895 12mo	Queens Ferry S.B.& E.Co.(Lim.) QueensFerry	LancasterPort Commissioners	66·0	14·4	7·3 BK5″	Lancaster British	C.4Cy.10″&20″–14″ (*s*) 110lb 40RHP 4 *BHCem* 1SB,*2pf*,GS25,HS500 QueensFerryS.B.&E.Co.	7 ″ 6
351 122864 HJSC	John O. Scott *P.K.Ross* –13 *Well deck* 1 *Dk*(*pt Irn&pt Stl*)*& deep framing*	SteelScSr *ss* Cff.No.2–15	1235 995 782	✠100A1 11,17~~,17~~ ✠LMC BS11,16 MS8,15	Sld Shl	*o*	~~8,15~~ 11,17	1906 12mo *Lloyd's SA&CP*	Wood Skinner&Co.Ld. Newcastle	Chr.Salvesen&Co (~~Hopper~~ *WB*=*Cell DBa*67′*uE&B*33′ FK	240·0 Q127′B10′F24′	33·7	15·5 *f*101′341*t FPT*43′	Newcastle British 4 *BHCem* *APT*69*t*	T.3Cy.18½″,30″&49″–33″ (*s*) 180lb *90lb* 156NHP 1SB,*4cf*,GS66,HS2507 N.E.MarineEng.CoLdNwc	17 ″ 9 s 1 ″ 10 16 ″ 2
352 76818	John Owen *Mchy.Aft* 1 *Dk*	CompSc	2127 — 1609					1889	Detroit Dry Dock Co. Wyandotte	J.E.OwenTrnsptn. Co.(W.C.Richardson&Co.*Mgrs.*)	281·0	41·0	20·0	Detroit, Mich. Utd.States	T.3Cy.21″,33″&56″–42″ 203NHP DryDockEngineWks.,Det.	
353 207251	John P. Reiss *Mchy.Aft* *Elec.light* 1 *Dk*	SteelSc	6432 — 4963					1910	American S.B.Co. Lorain,O.	NorthAmericanSS Co. (R.A.Williams, *Mgr.*)	504·0	54·0	30·0	Milwaukee Utd.States	T.3Cy.23½″,38″&63″–42″ 257NHP *WB* AmericanSB.Co.Clevlnd,O	
354 201338	John P. Wilson *W.C.Rhein* 1 *Dk*	SteelTwinSc	350 — 238					1904	Neafie& Levy Co. Philadelphia	Dover&PhiladelphiaNav.Co.	131·0	27·0	6·5	Wilmgton, Del. Utd.States	C.4Cy.11′&22″–16″ 15NHP Neafie&LevyS&EBCo.Phl	
355 127073 HQRS	John Payne *E.C.Phillips* 1 *Dk*	SteelScSp (*Tug*)	145 130 5					1909	J.Payne Bristol	J.Payne	88·5	18·4	12·0	Bristol British	C.2Cy.19¼″&40″–24″ 95RHP *WB* J.Payne,Bristol	12 ″ 4
356 112729 RSMH	John Pender *Cable Vessel* *R.Greey* *Elec.light* 1 *Dk*(*Stl*–ws)*& Spar dk* Wireless (*Stl*–teak s)*3trB*	SteelTwinScSr *ss* Nwc.No.3–11,12	2336 2240 1104	✠100A1 *Spar dk* 3,16 ~~12,17~~ ~~Awning deck 12,17~~ BS10,16 ✠LMC11,12 ~~BS12,17~~	Ply	*t*	11,12	1900 6mo *Lloyd's SA&CP*	R.Napier &Sons,Ld. Glasgow	Eastern Telegraph Co.Ld. *WB* = *Cell DBa*22′*f*64′	317·8 25·5 FK 184*t D Tanks a* 46′	41·2	17·7 5 *BHCem* 106*t FPT*27*t*	London British 175lb *175lb* 547NHP 3SB,*9cf*,GS175,HS7941 FD R.Napier&Sons,Ld.Gls.	T.6Cy.22″,35″&58½″–36″ (*o*) 3SB,*9cf*,GS175,HS7941 FD	26 ″ 8 s 6 ″ 3 20 ″ 10
357 130521	John Pratt *I.Beaudry* 85–11 1 *Dk*	SteelSc	166 128 78					1911	Sincennes McNaughton Line,Ld. Sorel,P.Q.	Sincennes McNaughtonLine, Ld.	80·5	22·1	11·4	Montreal British	C.2Cy.18″&36″–24″ 54RHP *WB* Cie.PontbriandLdSorelPQ	
358 117121	John Randall *J.Randall* –05 1 *Dk*	CompSc	133 94 53					1905	W.Robinson Kingston Ont	H.F.Randall	104·4	22·5	6·3	Kingston, Ont. British	2Cy.9″&18″–12″ 13RHP Selby&Youlden,Kngstn,O.	
359 5727 JVKB	John Rettig *E.Gram* 10–15 *Elec.light* 1 *Dk*	SteelSc	1809 1600 1059					1915	Sörlandets Skibsbyg. Fevig	Ångf.Aktieb.Gefle (E.Brodin, *Mgr.*)	265·0 P22′B71′H14*t*F29′	42·0	20·0 *WB*	Gefle Swedish	T.3Cy.18″,29½″&50″–36″ 150NHP FredriksstadM.V.Frdstad.	
360 ~~Hull~~	John Robert *A.Godbolt* –12 1 *Dk*	SteelScK	89 88 37	✠100A1 *For fishing purpose* 6,12 ✠LMC6,12	Abn			1912 6mo *Lloyd's SA&CP*	J.Duthie Torry S.B.Co. Aberdeen	Pitchers,Ld.	84·4	18·2	8·6 BK7″	Gt Yarmth British 150lb 28RHP 3 *BHCem* 1SB,*2pf*,GS23,HS641 J.Abernethy&Co.Abn.	C.2Cy.11′&27″–16′ (*s*) 150lb 28RHP 3 *BHCem* 1SB,*2pf*,GS23,HS641 J.Abernethy&Co.Abn.	9 ″ 6
361 108588	John S. Boyle *H.Sheade* –17 1 *Dk*	SteelScSr (*Trawler*)	143 129 55					1898	Hall, Russell&Co. Aberdeen	ClarenceSteam Trawling Co.Ld. (F.Harrison *Mgr.*)	100·6 Q23′	20·1	10·7 BK7½″	Scarboro' British NB16 50RHP *WB* Hall,Russell&Co.Abn.	C.2Cy.17″&34″–24″	11 ″ 3
362 95284 LBMS	John Sanderson *W.Grainger* –17 *ss* Sld.2ndNo.3–4,14 1 *Dk*(*Stl*)*& Spar dk 3trB*	SteelScSr	3274 3026 2080	✠100A1 *Spar dk* ~~Hull~~ Cff ~~Awning deck 12,13~~ ✠LMC4,14 ✠NB4,98 BS1~~7~~6 6,17	Nwc	*u*	~~12,16~~ ~~7,17~~ 9,17	1889 2mo	Short Bros. Sunderland A&CP	Taylor&SandersonStm.Shipping Co.Ld.(Taylor& Sanderson, *Mgrs.*)	335·3 B64′F34′	42·1	27·3 BK10″ *WB*=*Cell DBa*96′	Sundrland British 160lb *80lb* NDB00 263NHP 6 *BHCem* 2SB,*6pf*,GS117,HS3935 J.Dickinson,Sunderland	T.3Cy.24″,39″&64″–42″ (*s*) 160lb *80lb* NDB00 263NHP 6 *BHCem* 2SB,*6pf*,GS117,HS3935 J.Dickinson,Sunderland	29 ″ 10 s 6 ″ 10½ 24 ″ 2
363 136772 KPMJ	John Scully (*Tug*) (*ex* Echo) 2 *Dks*	SteelSc	413 — 209					1899	J.H.Dialogue&Son Camden, N.J.	T.J.Scully	136·0	26·1	15·5	Pth Amboy Utd.States	T.3Cy.16½″,24″&41″–30″ 92NHP J.H.Dialogue&Sn.Camden	
364 128825 JBMN	John Shaw *H.D.Lonnon* –16 *Mchy.Aft* 1 *Dk*(*Stl*) *Cargo battens not fitted*	SteelScSr	1481 1145 878	✠100A1 11,16 ~~Awning deck 12,16~~ ✠LMC1,15	Cff	*p*	11,16	1913 1mo *Lloyd's SA&CP*	W.Harkess &Son,Ld. Middlesbro'	Allen,Adams&Co. Ld. *WB*=*Cell DBa*36′	247·0 Q144′F28′	38·0	14·6 FK *f*169′441*t FPT*168*t*	Middlsbro' British 4 *BHCem* *APT*45*t*	T.3Cy.18′,29″&48″–33″ (*s*) 180lb 175NHP 2SB,*4pf*,GS79,HS3128 MacColl&Pollock,Ld.Sld.	16 ″ 9 s 1 ″ 9 15 ″ 3
365 202910	John Sherwin *Elec.light* *Mchy.Aft* 1 *Dk*	SteelScSr	6979 — 5565					1906	West Bay City S.B.Co. W.Bay City, Mich.	InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*)	514·0	54·0	27·1	Fairport Utd.States	T.3Cy.22½″,36″&60″–42′ 233NHP *WB* DetroitS.B.Co.Detroit	
366 202494	John Stanton *Elec.light* *Mchy.Aft* 1 *Dk*	SteelScSr	6129 — 4668					1905	American S.B.Co. Lorain,O.	PioneerS.S.Co. (Hutchinson&Co. *Mgrs.*)	504·0	54·0	30·0	Cleveland Utd.States	T.3Cy.23½″,38″&63″–42″ 257NHP *WB* AmericanS.B.CoCleveland	
367 124313	John T. Graham *W.Wray* 12–12 1 *Dk*	SteelScK	198 196 77	✠100A1 *Stm Trawler* 10,14 ✠LMC4,12	Shl			1912 4mo *Lloyd's SA&CP*	Hall,Russell&Co.Ld. Aberdeen	J.Graham&Sons	113·0 BK7½″ *WB*=*DBf*	22·1	11·8	Hartlepool British 180lb 76RHP 3 *BHCem* 19′13*t*	T.3Cy 12″,20″&34″–23″ (*r*) 180lb 76RHP 1SB,*3pf*,GS44,HS1388 Hall,Russell&Co.Ld.Abn.	12 ″ 9

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. / Master. / Special Surveys.	3 Material, Rig, &c. / Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned / now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft in.	15 Registers in which classed, if not in L.R. Date of B.of T. Cert.
368 77407	**John W. Gates** Sub.Sig.	**SteelSc**	5946 — 4440					1900	American S.B.Co. Lorain,O.	Pittsburgh S.S.Co.	478·0 Q72′B47′F30′	52·0	30·0	Duluth Utd.States	Q.4Cy.16½″,25½″,38½″&60″–40″ 228NHP		
	Elec.light	*Mchy.Aft* 1 *Dk* 2 *trB* Sr												*WB*	American SB.Co.Cleveland		
369 109847 NHLK	**John Williams** *E.E.Kettle* –15	**SteelScBkn** *ss* Syd.No.3–2,06 *ss* Syd.No.2–14 2 *Dks* (*UTeak*)	663 545 370	✠100A1 ~~3,17~~ ~~2,17~~ 2,18 ~~MBS8,17~~ MBS2,18	Syd	*j*	2,17 4,18	1894 3mo	R.Napier& Sons Glasgow *Lloyd's*	London Missionary Society Corporation *WB = Cell*	188·6 B75′F25′ BK 7½″ *DB* 145′167 *t* *APT* 6 *t*	32·0	13·5	London British 5 *BHpt Asp* *pt Cem*	T.3Cy.15″,24″&39″–27″ (*s*) 175lb *80lb* NDB16 80RHP 1SB,*3cf*,GS63,HS1679 R.Napier&Sons,Glasgow	16 ″ 0 s 2 ″ 0½ 15 ″ 0	
370 130529	**John Young** *J.A.Lacoutine* –10	**SteelTwinSc** 2 *Dks*	170 114 77					1910	Cie.Pontbriand,Ld. Sorel,P.Q.	Harbour Commissioners of Montreal	84·5	22·0	8·1	Montreal British *WB*	C.4Cy.12″&24″–18″ 48RHP Cie.Pontbriand Ld Sorel PQ		
371 JKHG	**Jokai** *A.Zupar*	**SteelScSr** *ss* Fiu.No.3–8,11 1 *Dk* (*Stl*) & *Spar dk* (*Irn*) & *deep framing*	2742 2425 1677	✠ ~~4,16~~ *Spar dk* ✠	Cff	*u*		1899 7mo	R.Craggs& Sons Middlesbro'	Royl.Hungar'n Sea Nav.Co.Adria,Ld. *WB* = *Cell* *DB* a 102′*u* E & *B* 40′*f* 130′639 *t* *FPT* 44 *t* *APT* 13 *t*	320·0 P38′B112′F35′ FK	42·5 21·1 6 *BHCem*	13·1	Fiume Aust.-Hung.	T.3Cy.21″,37″&62″–42″ NDB13 269NHP 2SB,*6rf*,GS106,HS3940 N.E.Marine Co.Ld.Nwc.	24 ″ 9	
372 3451 JKPD	**Jokkmokk** *N.Mellgrew* –16 (*ex* Eva) *Well deck* *Cargo battens not fitted*	**SteelScSr** *ss* Nwc.2nd No.3–3,14 *ss* Osc.No.3–5,15 1 *Dk* (*Irn*) 2 *trB*	1321 1011 800	✠100A1 3,17 ~~6,16~~ ~~NBS6,14~~ ~~LMC5,15~~ ~~DBS~~ ~~7,16~~ 9,17	Liv Skm	*o*	5,16	1889 7mo	Strand Slipway Co. Sunderland A&CP	Rederiaktieb. Fredrika (J.Mannerheim,*Mgr.*) *Cell* *DB* 192′	242·0 P29′Q59′B48′F33′ BK 8″ 422 *t* *FPT* 65 *t* *APT*	34·9 4 *BHpt Asp* & 18 *t* *pt Cem*	14·9	Hernösand Swedish	T.3Cy.18½″,30″&49″–33″ (*s*) 160lb *87lb* NDB07 128NHP 1SB,*3pf*,GS54,HS1760 NE Marine Eng.Co.Ld.Sld.	17 ″ 6 s 1 ″ 9½ 16 ″ 6	
373 JNHK	**Jökul** *J.Ringström* 16–16	**IronScSr** 1 *Dk*	324 210 165					1891	Moss Jernstöberi&M.V Moss	Dpsk.Akties.Partagas (H.B. Arnesen,*Mgr.*)	132·0 P110 *t*	22·1 F14 *t*	9·9	Chrstiania Norwegian *WB*	T.3Cy.11½″,18″&29½″–22″ 41NHP Moss Jernstöberi&Mk.Vk.		N
374 4 QBTR	**Jolanda** *Biavasco*	**SteelTwinSc** 1 *Dk*	210 — 102					1902	Flli. Orlando Leghorn	Soc.Anon.di Nav.a Vap.Puglia	137·3	26·3	5·1	Bari Italian *WB*	C.4Cy.11″&19 7/16″–11″ 22NHP Flli.Orlando,Leghorn		I
375 NWQK	**Jolantha** *J.Rasmussen* (*ex* Iolantha) *Well deck*	**IronScSr** *ss* Nwc.No.1–88 1 *Dk* (*Irn*)	714 554 421	✠ 5,88	Nwc	*j*		1884 1mo	Blyth S.B. Co. Blyth	Det Forenede Dampskibs Selsk. *WB* = *DB* a 46′*f*	187·6 P24′Q42′B42′F18′	29·9 18′ & *uE* & *B* 29′134 *t*	12·5 4 *BHCem* *APT* 21 *t*	Copnhagn Danish	C.2Cy.25½″&48″–33″ 110NHP Black,Hawthorn&Co.,Gts.	14 ″ 5	
376 MPQG	**Jomfruland** *H.J.Röd* *Elec.light* Wireless	**SteelScSr** 1 *Dk*	1618 1185 945					1916	Bergens Mek.Værks. Bergen	Dmpsk.Akties. Jomfruland (A.F. Borch&SönnerLd)	244·5 P16′Q73′B65′F27′	37·7	15·8	Drammen Norwegian	T.3Cy.18″,29″&49″–33″ 138NHP Bergens Mek Værks Bergen		N
377 NHTR	**Jomsborg** *N.Madsen*	**SteelScSr** *ss* Rot.No.3–4,09 *ss* Shl.No.1–13 1 *Dk* (*Irn*) & *deep framing*	1888 1736 1203	✠100A1 4,16 ~~LMC 6,17~~ ~~MS6,15~~ ~~BS4,16~~	Els	*r*	~~4,15~~ N6,17	1896 10mo	W.Gray& Co.(Lim.) W Hartlepool A&CP	Dampskibs Selsk. Dannebrog (C.K. Hansen,*Mgr.*) *WB* = *Cell* *DB* a 88′*u* E & B 36′ *f* 116′	280·0 P17′B72′F29′ FK	39·2 4 *BHCem*	19·0	Copnhagn Danish	T.3Cy.20″,31½″&53″–36″ (*s*) 160lb *100lb* NDB09 188NHP 2SB,*4rf*,GS63,HS3110 Cen.Mar.Eng.Wrks.W Hpl	21 ″ 4 s 3 ″ 3½ 18 ″ 4	
378 LBJT	**Jon Forseti** *J.Sigurdsson* –11	**SteelScK** *ss* Shl.No.3–9,14 1 *Dk*	233 233 92	✠100A1 *Stm Trawler* 11,16 ~~NBS1,08~~ *fitted* 9,14 ~~BS3,13~~ ~~Retired~~ ~~LMC~~ 9,14	Cpn		N11,16	1907 1mo	Scott& Sons Bowling *Lloyd's*	Fiskiveidafjelagid Alliance	130·6 F24′ BK 7″ *WB* =	22·6 4 *BHCem* *DBf* 15′13 *t*	11·6	Reykjavik Danish	T.3Cy.13″,21″&34″–24″ (*s*) 185lb 77NHP 1SB,*2cf*,GS40,HS1384 W.V.V.Lidgerwood,Gls.	12 ″ 6	
379 MDWF	**Jöna** *N.O.Pilskog* –14	**SteelScSr** (*Fishing*) 1 *Dk*	110 107 37					1908	Rosenbergs Mek.Verk. Stavanger	O.T.Nedrelid	94·1	19·0	9·8	Aalesund Norwegian	C.2Cy.10½″&23″–15″ 7NHP Rosenbergs Mek.Værksted		
380 213803 LFRB	**Jonancy** *C.Olsen* 15–15 *Elec.light* *Mchy.Aft* Sub.Sig.	**SteelScSr** 1 *Dk* (*Stl*) *Cargo battens not fitted*	3289 2973 1980	✠100A1 ~~11,17~~ ~~2,17~~ 4,18 NYk NNs ~~LMC12,15~~	Phl	*v*	4,18	1915 12mo	New York S.B.Co. Camden,N.J. A&CP	Pocahontas Nav. Co.(Coastwise Transptn.Co. *Mgs*) *Cell* *DB* *u* E & B 53′*f* 216′12	318·5 P79′B18′F31′ FK 54 *t* *DT* 13′412 *t* *FPT*	49·5 7 *BHCem* 293 *t* *APT* 92 *t*	24·2	Boston Utd.States	T.3Cy.21″,35″&58″–42″ (*r*) 200lb 318NHP 2SB,*6cf*,GS110,HS4643 FD New York S B Co. Camdn NJ	27 ″ 6 s 5 ″ 6 22 ″ 4	
381 JQLW	**Jonas Lie** *S.Pedersen*	**IronScSr** 1 *Dk* & *Awng dk* 3 *trB*	626 607 348	✠ *Awng dk with load line* 12,77	Bgn			1875 6mo	Bergens Mek.Verks. Bergen	Bergenske Dampskibsselskab	166·5 H16 *t*	24·8 20·2	13·3	Bergen Norwegian 5 *BHCem*	C.2Cy.17½″&40½″–24″ 78NHP E alt 02 B made 74 refitted 02 Bergens M.Verkst.		
382 140088 ~~JQRG~~ ~~4,15~~	**Jonas Rein** ~~*H.Amundsen* 16~~	**SteelSc**	786 618 435					1915	J.Meyer's S.B.Co. Zalt-Bommel	The Shipping Controller (H A Brightman&Co.,*Mgrs.*)	200·4 Q68′B53′F23′	31·5	12·4	~~Newcastle~~ London Norwegian ~~British~~ *WB*	T.3Cy.14″,23″&38″–27″ ~~38RHP~~ ~~75NHP~~ Rotterdam Droog.Maats.		N
383 LNCW	**Jonas Sell** *A.Wilkan*	**SteelSc** 1 *Dk*	720 578 429					1906	Nüscke& Co. Stettin	Jonas Sell	203·0 Q62′B46′F23′	30·2	12·5	Flensburg German *WB*	T.3Cy.14″,21″&36″–24″ 63NHP Schwft.Uebigau,Dresden		G
384 131274 HRFN	**Jonathan Holt** *G.H.Preston* –10	**SteelScSr** *ss* Liv.No.1–14 1 *Dk* (*Stl*) & *Web frames* & *Shelter dk* (*Stl*–teak s) *Elec.light* *Longitudinal framing*	1522 1238 842	✠100A1 *Shelter dk with freeboard* 12,15 ~~BS8,16~~ ~~LMC12,14~~	Liv	*q*	8,16	1910 6mo	W.Hamilton&Co.Ld. Port Glasgow *Lloyd's*	John Holt&Co. (Liverpool) Ld. *WB* = *Cell* *DB* a 67′*u* E & B 31′*f* 115′	251·0 P12′F20′ FK a 67′*u* E & B 31′*f* 115′	38·0 5 *BHCem* 355 *t* *APT* 31 *t*	16·1	Liverpool British	T.3Cy.18″,30″&50″–33″ (*s*) 180lb *100lb* 183NHP 2SB,*6cf*,GS87,HS3200 D.Rowan&Co.Glasgow	18 ″ 3 s ″ 9½ 17 ″ 9	
385	**Jonathas Pedroza** (*ex* Alto Purus) *Elec.light*	**SteelSc** 1 *Dk* (*Teak*) & *Promenade dk* (*Teak*)	141 101 96	✠ ~~9,14~~ *For River purposes only* ✠	PGl			1910 6mo	Murdoch& Murray Pt.Glasgow	H.Lima	100·2 P12′F20′ FK	23·1 5 *BHCem*	5·8	Manaos Brazilian	C.2Cy.11½″&23″–16″ 30NHP 1SB,*2pf*,GS28,HS668 Ross&Duncan,Glasgow	6 ″ 0	
386 MNTB	**Jondal** *Joh.Olsen* (*ex* Criterion) (*See Sailing Ship Register*)	**WoodAuxSc3MstSr** *Oil Eng.* 1 *Dk*	244 224 167					1913	A.P.Petersen Thurö	Joh.Sætveit	115·1	26·9	12·3	Bergen Norwegian	Oil Engines Rud.Kramper&Jorgensen, Horsens		V
387 18 PWDR	**Jonio** *A.Simone* *Elec.light*	**SteelTwinScSr** 2 *Dks*	1447 1030 902					1912	Mackie& Thomson,Ld. Glasgow	Soc.di Nav.a Vap. Puglia	224·0 P31′F32′	33·9	19·0	Bari Italian *WB*	T.6Cy.13½″,22″&36″–24″ 126NHP Muir&Houston,Ld.Gls.		I
388 5178 JSDR	**Jönköping** *C.J.Johansson* 89–10 *Mchy.Aft*	**CompScSr**	197 166 116					1910	Sixten Groth Sjötorp	Aktieb.Sigfrid (F.B.Wahlquist, *Mgr.*)	100·8 B19′H7 *t*	22·6	10·0	Gothenbrg Swedish	C.2Cy.9 5/16″&21″–13″ 13NHP Lundby M.V.Aktieb.Got.		

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7a Date de la dernière visite de l'hélice porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.
389	**Jonquil**	**IronScK**	143			...		1891	A.W.Robertson&Co.	**N.EasternSteam FishingCo.Ld.**	96·5	20·1	10·9	**Grimsby**	T.3Cy.10½″,18″&30″–22″	11 ″ 10
99187	*R.A.Sutherland* –16		138						London		Q16′F20′		BK7½″	British	NE&B02 45RHP	
MJVR	(*ex*Lynbrook) (*Trawler*) 1*Dk*		54							*WB*			3*BHCem*		G.T.Grey,SouthShields	
390	**Jönshorn**	**IronScSr**	393					1873	Nylands Værksted Christiania	**Aktieselsk.Egil (M.K.Gievær,** *Mgr.*) **ClaTrasmediterranea**	153·6	21·3	17·0	**Chrstiania**	C.2Cy.29″&46½″–26½″	
	*O.Tonning*16–16	(*ex*Skjærgaard,	364								H18*t*			Norwegian	NB84 93NHP	
JDLN	*ex*Nyland)	1*Dk&Awng dk*	179												NylandsVærksted,Xania.	
391	**Jorge Juan**	**SteelScSr**	1259			...		1883	J.&G. Thomson Clydebank		260·7	32·1	18·2	**Valencia**	T.3Cy.27″,45″&75″–48″	19 ″ 4
	J.B.Fabregues	(*ex*Iona)	—								P66′B62′F70′			Spanish	NB96 FD 461NHP	
HPTK	*Elec.light* Wireless	2*Dks*	718										BK7″		*Tpd*96S&HMorton&C.Lth.	
392	**Jorma**	**IronSc**	164					1907	..... Björneborgs Lndsfrsmling	**A.Ahlström O.Y.**	93·9	21·3	10·3	**Nyslott** Russian		
			—													
VGLJ			91													
393	**Jos. J. Cuneo**	**SteelScSr**	874					1907	Nylands Værksted Christiania	**ActieselskbtOcean (J.P.Pedersen& Sön,** *Mgrs.*)	201·3	30·3	17·7	**Chrstiania**	T.3Cy.16½″,27″&46″–33″	
	C.Aamodt –07		802								H57*t*			Norwegian	122NHP	
MDFV	*Elec.light*	1*Dk&Spar dk*	547							*WB*					NylandsVærksted,Xania	
394	**José**	**SteelScSk**	1512					1908	Framnes Mek.Værks Sandefjord	**Dpskacties. Vestindien (B.Hanssen,** *Mgr.*)	243·6	33·7	20·5	**Flekkefjrd**	T.3Cy.20½″,33″&56″–36″	
	N.Andersen –12		1297								P53*t*B78*t*H46*t*F23*t*			Norwegian	188NHP	
MDVP	*Elec.light*	1*Dk&Spar dk*2*trB*	930							*WB*					FredrikstadM.V.Frdstad	
395	**José de Larrinaga**	**SteelScSr**	5017	✠100A1	Liv	*z*	4,15	1913	Russell& Co. PortGlasgow	**Miguel deLarrinagaS.S.Co.Ld. (Larrinaga&Co.**	420·2	54·0	25·8	**Liverpool**	T.3Cy.26″,43″&70″–48″ (*r*)	28 ″ 5
4mo			4647	*Shelter dk*										British	180lb *110lb* 439NHP	s 3 ″ 8½
135447	*D.H.Parry* –16			*withfreeboard*									FK	*Cem*	2DB,*8cf*,GS128,HS7734 FD	
JBTK	Wireless	2*Dks*(*Stl*)*&Shelter dk*(*Stl*)	3172	3,17							1 *Intermediate*		4*B*	*H to Upr dk*	D.Rowan&Co.Glasgow	25 ″ 1
											& 1 *'tween dk*		1*B*	*H to Shltrdk*		
											dispensed with		1*B*	*H to 2nd dk*	*only*	
											= *Cell DB*a135′*u E*			&*B*51′*f*179′	1305:*DT*a42′1060*tAPT*32*t*	
				✠LMC4,13						*Lloyd's SA&CP*						
396	**José Garcia**	**WoodPadSr**	1532					1866	John English&Co. NewYork	**Menendez&Co.**	219·1	36·7	11·3	**Cienfuegs**	1Cy.52″–132″	
	Santamarina	(*ex*Villaclara)	—											Cuban	239NHP	
			1195												QuintardIronWorks	
397	**José Jardon**	**WoodSc**	133					1906	L.Jardon Navia	**LeandroJardon**	91·9	18·4	8·1	**Bilbao** Spanish		
	D.F.Jardon		—													
HPTN			52												AncellyViard,Burdios	
398	**José Maria**	**IronSc**	474			...		1861	Henderson &Son Renfrew	**Heredos deA. Millan**	173·5	23·1	13·1	**Seville** Spanish	C.2Cy.20″&41″–24″	13 ″ 1
	J.Lloret	(*ex*BenjaminHaynes,	—								P30′F20′				NE74 NB90 69NHP	
HPTR	*ex*RiodeOro,*ex*Guadalete)	1*Dk2trB*	323										BK6″		Portilla,White&Co.Seville	
399	**Jose Martins**	**SteelScSr**	*141*	✠	Liv			1908	LythamSB &E.Co.Ld. Lytham	**A.A.Martins**	101·1	20·1	6·6	**Manaos** Brazilian	T.3Cy.11″,17¼″&29″–22″	7 ″ 0
	Kearney –08		*100*	*For River pur*	*poses only*			5mo			F16′		FK		56NHP	
	Elec.light	1*Dk*(*Teak*)*&Promenade dk*(*Teak*)	*83*	7,08											1SB,*2pf*,GS31,HS1045 LythamS.B.&E.Co.Ld.Lyt	
				✠												
400	**José Rosas**	**SteelTwinSc**	190					1909	Claparède Frères Argenteuil	**L.B.Bittencourt**	131·3	26·3	6·9	**Manaos** Brazilian	C.4Cy.13½″&24″–15½″	
			—												38NHP	
	Elec.light		—												ClaparèdeFrères	
401	**Jose Vilallonga**	**SteelScSr**	2099	✠100A1	Bbo	*s*	~~2,16~~	1899	Craig, Taylor&Co. Stockton	**AltosHornosDe Vizcaya**	289·0	43·2	20·1	**Bilbao** Spanish	T.3Cy.21″,35″&57″–39″ (*s*)	21 ″ 3
	R.Frances –16	*ss*Bbo.No.3–4,12	1925	6,17~~,16~~			6,17	10mo			P27′B66′F32′				160lb *~~65lb~~* NDB18 209NHP	s 3 ″ 4
HQCB	(*ex*Arechondo)	*ss*Bbo.No.1–16	1230	✠LMC					A&CP				FK	5*BHCem*	2SB,*4pf*,GS93,HS3230 *100lb*	18 3
		1*Dk*(*Stl*)*&deepframing*		MS7,16	BS14~~,16~~ 3,13					*CellDB*	a88′*u*E22′*f*114′493*t*			*APT*42*t*	J.Dickinson&Sons,Ld.Sld	
402	**Josefa**	**IronScSp**	248	✠100A1	Bbo	*d*	~~12,14~~	1881	C.Hill& Sons Bristol	**Hijos deAngel Perez y Ca.**	120·4	23·2	9·7	**Bilbao** Spanish	T.3Cy.10″,15″&24″–18″ (*s*)	10 ″ 5
	F.Mendez –09	*ss*Bbo.2ndNo.3–4,06	215	12,14			4,17	11mo			Q37′F15′				160lb *100lb* NE90 24NHP	s 1 ″ 4
HPVW	(*ex*Valeria)	*ss*Bbo.No.2–14	152	✠NB10,89	LMC12,14								BK6½″	4*BHCem*	1SB,*2pf*,GS14 NDB08	9 ″ 9
	Mchy.Aft	1*Dk*(*Irn*)		~~B89,16 yr7~~	~~BS3~~,13			*Lloyd's SA&CP*					*WB*	= *FPT*22*t*	Shanks & Co.Dundee	
403	**Josefa Raich**	**SteelScSr**	2946	✠100A1	Bcl	*t*	3,17	1894	Furness, Withy&CoLd WHartlepool	**Hijos deJoseTaya S.en.C.**	314·0	40·5	21·3	**Barcelona**	T.3Cy.23½″,37½″&61½″–39″	23 ″ 10
		*ss*Yka.No.3–12,06	2215	*ptAwng dk*				9mo			Q131′			Spanish	160lb (*s*) 240NHP	s 9 ″ 2½
	(*ex*M.Arnus,	*ss*Yka.No.2–14	2139	*withfreeboard*							*ptAwng dk*183′		FK	6*BHCem*	2SB,*6cf*,GS90,HS3664	21 ″ 11
	*ex*Temiva Maru,*ex*Saint Jerome)			3,17					A&CP	*CellDB*a106′	*uE&B*50′*f*112′493*t*			*APT*30*t*	T.Richardson&Sons,Hpl.	
		1*Dk*(*Stl*)2*trB&Webframes&ptAwng dk*(*ptStlptIrn*)		✠LMC8,16												
	Now named "M.Arnus," See No. 110 in Supplement															
404	**Josefina**	**IronScBg**	1275	✠	Gen	Lv		1870	J.Laing Sunderland	**DepositoFlotante deCarbones de Barcelona**	246·0	30·3	23·2	**Barcelona** Spanish	2Cy.41″–33″	24 ″ 3
	A.Brunet	6thSurvey,Nwc.11,89	—	12.03				2mo			B84*t*				145NHP	
	(*ex*Alejandria,	3rdSurvey,Gen.3,99	825	✠NB89							ptND89		BK9″	5*BH*	1SB,*3pf*,GS63	
	*ex*JoséMonteys,*ex*Maria Vittoria,													*WB*=*DBa*	N.E.MarineEng.CoLd.Sld.	
	*ex*Tweed)	2*Dks3trB*														
405	**Josefita**	**IronScSr**	712	✠90A1	Clf	*l*	N9,16	1876	J.Laing Sunderland	**R.Ferreiros**	203·8	29·5	15·5	**Cadiz** Spanish	C.2Cy.26″&47″–36″	16 ″ 5
	*J.M.Fabeiro*07–07	*ss*Bbo.3rdNo.3–3,10	649	3,19~~,16~~	Cdz			6mo			Q26′F20′				80lb NDB87 110NHP	s 2 ″ 7½
~~MBDV~~	*ss*Yka.No.1–16	*ss*Bbo.No.1–14	432	✠NB5,87	LMC8,15				A&CP				FK	5*BHCem*	1SB,*3pf*,GS49	14 ″ 1
	(*ex*Hermia,*ex*Roden)	1*Dk*(*Irn*)2*trB*		~~BS9,16~~	3,13								*WB*=	*DB*a60′*f*40′	R.&W.Hawthorn,Nwc.	
406	**Joseph Block**	**SteelScSr**	6486					1907	WestBay CityS.B.Co. W.BayCity	**InlandS.S.Co. (Hutchinson&Co.** *Mgrs.*)	549·0	56·0	26·5	**Cleveland** Utd.States	T.3Cy.24″,39″&65″–42″	
204631	(*ex*Arthur H.Hawgood)		—												274NHP	
	Elec.light Mchy.Aft	1*Dk*	4939										*WB*		American SBCo.Cleveland	
407	**Joseph Chamberlain**	**SteelScSr**	3709	✠100A1	Lon	*w*	2,17	1910	W.Gray& Co.Ld. WHartlepool	W.&C.T.Jones S.S.Co.Ld	350·3	50·0	23·6	**W.Hartlp'l**	T.3Cy.25″,40½″&67″–45″ (*s*)	25 ″ 11
127461	*A.G.Samsom* –17	*ss*Msl.No.1–16	3471	2,17				8mo			P23′B100′F34′		FK	British	180lb *100lb* 336NHP	s 4 ″ 9½
HRMD		1*Dk*(*Stl*)	2338	✠LMC4,15										*BHCem*	2SB.*6cf*,GS132,HS5303	21 ″ 6
	Now named "Aigwen," See No. 25 in Supplement							*Lloyd*	*SA&CP*	*WB*=*CellDB*	a113′*u*E25′*f*154′9			27*tAPT*175*t*	Cen.Mar.Eng.Wrks.WHpl	
408	**Joseph Constantine**	**SteelScSp**	153	✠	Mdb	*b*		1913	J.P.Rennoldson&Sns. South Shields	**TeesConservancy Commissioners**	100·2	22·1	10·9	**Middlsbro'** British	C.2Cy.20′&42″–27″	12 ″ 0
128826	*G.Osborn* –13		146	1,15				3mo					BK7″	4*BHCem*	90RHP	
		1*Dk*	67	✠									*WB*	=*APT*9*t*	1SB,*3pf*,GS52,HS1780	
															J.P.Rennoldsn&Sns,S.Shl	
409	**Joseph Crosthwaite**	**SteelScSp**	149			...		1896	J.Cran& Co. Leith	**JosephCrosthwaite**	92·3	20·1	10·9	**N.Shields** British	C.2Cy.21′&42″–27″	12 ″ 0
106807	*G.E.Rhode* –15		131										BK6½″		75RHP	
JLWT	(*ex*Huskisson) (*Tug*)	1*Dk*	2												J.Cran&Co.Leith	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys.	3 Late Name if any. / No. of Decks, &c.	4 Register Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines.	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed. If not in L. R. Date of B. of Trade Cert.
410 Joseph Cudahy 715284 LHKJ	*Hillgrove* 17–17 *Elec.light* 2 *Dks* (*Stl*) & *Web frames* *Mchy. Aft* *Longitudinal framing*	Steel Sc Sr	3302 2994 2027	✠100A1 NYk 9/17 7.17 ✠LMC 7.17 (*Class Contemplated*) *Carrying Petroleum in bulk*			9.16 3,18	1917 7mo	Baltimore D.D.&S.B.Co. Baltimore Md U.S.A.	American-Italian Commercial Corporation *Cell D Bu E* 11'2½ *F.P.T* 13*t* *A.P.T* 112*t* (7 „ *to U dk* & 4 „ *„ 2nd dk*)	292·5 / 292·3 / *F62'* F26' P76' FK	47·2	26·9	New York Wilmington D. Utd. States	2 Stm. Turbines Geared to 1 Sc. Shaft 155lb (*a*) 11 *B Hp Cem* 2SB, *4cf*, GS88, HS3532 W & A Fletcher Co Hoboken	28 // 1 s 5 // 5 23 // 0	
411 Joseph Davis 97534 LVKN	*R.M.Rendall* –17 *ss* Shl. 2nd No. 3–4, 15 1 *Dk* (*Irn*) 3 *tr B* & *Web frames*	Steel Sc Sr	2243 1922 1344	✠100A1 3,18 3·17 Hpl Bry BS9,16 ✠LMC 4,15 BS9,17		*s*	3,18	1890 9mo	Short Brs. Sunderland A&CP	J. Westoll *WB = Cell D B* 208'	290·3 / P32' B78' F34' BK 10"	39·1	21·8	Sundrland British *5 B H Cem* 398*t* *A P T* 60*t*	T.3Cy. 21½", 35" & 58"–39" (*s*) 160lb *80lb* NDB 01 209 NHP 2SB, *6rf*, GS84, HS3120 J. Dickinson, Sunderland	24 // 4 s 3 // 5½ 21 // 10	
412 Joseph G. Butler, Jr. 202635	*Elec.light* *Mchy. Aft* 1 *Dk*	Steel Sc Sr	6588 — 5174					1905	American S.B.Co. Lorain, O.	Pioneer S.S.Co. (Hutchinson & Co. *Mgrs.*)	525·0	55·0	31·0	Cleveland Utd. States *WB*	T.3Cy. 23½", 38" & 63"–42" 257 NHP American S.B.Co. Clevelnd		
413 Joseph Philip 123345	1 *Dk* (*Stl*)	Steel Sc	623 596 243	✠100A1 *Hopper Barge* 11,14 ✠LMC 11,14	Psy	*i*		1914 11mo	Fleming & Ferguson, Ld. Paisley *Lloyd's SA&CP*	Trustees of the Harbour of Dundee *WB = F P T* 45*t* *Wing Tanks*	170·0 / FK	30·1	14·2	Dundee British *4 B H Asp* 54'178*t*	T.3Cy. 15", 24" & 40"–27" (*r*) 180lb 80 RHP 1SB, *3cf*, GS56, HS1860 Fleming & Fergusn, Ld. Psy	15 // 0 s 2 // 1½ 13 // 0	
414 Joseph R. Parrott 214493 LGKM	1 *Dk*	Steel Sc	2406 — 1114					1916	W Cramp & Son S & E B Co Philadelphia	Florida East Coast Rly. Co.	336·7	59·0	18·5	New York Utd. States			
415 Joseph Sellwood 202825	*Elec.light* *Mchy. Aft* 1 *Dk*	Steel Sc Sr	6741 — 5269					1906	American S.B.Co. Lorain	Cleveland S.S.Co. (J. Mitchell, *Mgr.*)	525·0 / F46'	55·0	31·0	Cleveland Utd. States *WB*	T.3Cy. 22½", 36" & 60"–42" 233 NHP American S.B.Co. Clevelnd		
416 Joseph Thompson 105679	*C.E.Peacock* –08 *ss* Mch. No. 3–2, 10 *Elec.light* (*Sludge Vessel*) *ss* Bkn. No. 1–13 *Mchy. Aft* 1 *Dk* (*Stl*) & *Web frames*	Stl Twin Sc Sp	995 985 586	✠100A– 9,17 10,16 ✠LMC MS10,13 BS10,16 2,17	Mch		r 11.15 s 10,16 9,17	1897 8mo	Vickers, Sons & Co., Ld. Barrow	Manchester Corporation *WB = F P T*	234·0 / FK	38·2	13·8	Manchestr British *6 B H Cem* 157*t* *A P T* 6*t*	T.6Cy. 15", 23" & 35"–24" (*s*) 150lb 150 NHP 2SB, *6cf*, GS108, HS2804 Vickers, Sons & Co. Ld., Brw	14 // 6	
417 Joseph Wharton 201047 KTDW	(*Tug*) 1 *Dk*	Wood Sc	245 — 101					1904	American Car & Foundry Co. Wilmington	McNeal, Edwards Co. *WB*	126·0 / Q63' F21'	22·3	9·8	Reedville, Va. Utd. States	C.2Cy. 16" & 32"–24" NB11 42 NHP Pusey & Jones Co. Wlmngtn		
418 Joseph Wood 207422	*Mchy. Aft* *Elec.light* 1 *Dk*	Steel Sc Sr	6360 — 4921					1910	American S.B.Co. Lorain	Eastern S.S.Co. (M.A.Hanna & Co. *Mgrs.*)	504·0	54·0	30·0	Cleveland Utd. States *WB*	T.3Cy. 23½", 38" & 63"–42" 357 NHP American S.B.Co., Lorain		L
419 Joseph & Sarah Miles 115923 TRQL	*J.W.White* –10 *ss* Yar. No. 2–10 *Elec.light* 1 *Dk*	Steel Sc K	272 254 100	✠100A1 *Stm Trawler* 1.14 BS1,15 ✠LMC 10,10	Yar		2,15	1902 11mo	Hawthorns & Co. Ld. Leith *Lloyd's SA&CP*	Royal National Mission to Deep Sea Fishermen *WB = D T Tanks*	135·0 / Q29' F21' BK 7½"	22·5	13·8	London British *4 B H Cem* *f* 616*t* & 7'10*t*	T.3Cy. 13", 21' & 34"–24" (*s*) 180lb 65 RHP 1SB, *2cf*, GS36, HS1040 Hawthorns & Co. Ld. Leith	14 // 6	
420 Josey NQBS	*C.Kurtzhals* *ss* Cpn. No. 2–15 1 *Dk* (*Stl*) & *deep framing* *Elec.light* & *Awng dk* (*Stl*)	Steel Sc Sr	2625 2481 1671	✠100A1 *Awng dk with freeboard* 2.17 ✠LMC 2,15 BS7,16	Phl	*s*	2,17	1907 2mo	Howaldts-werke Kiel A&CP	Dampskibs. Myren (Holm & Wonsild, *Mgrs.*) *Intermediate bulkhead in fore hold dispensed with, 4 B H only WB = Cell D Ba* 88'	284·0 / FK	42·0	18·4 / 25·9	Copnhagn Danish *Cem*	T.3Cy. 20⅞" 33¼" & 55½"–35½" 185lb *100lb* (*s*) 210 NHP 2SB, *6cf*, GS92, HS3390 Howaldtswerke, Kiel *u* *E* 20' *f* 124' 551*t* *A P T* 150*t*	28 // 1 s 7 // 0 21 // 5	
421 Joshepa Antoni HQBW	*T.Lascano* (*ex* Banner) *Mchy. Aft* 1 *Dk*	Iron Sc Sr	196 — 122	✠ 10,83	Gls	*d*		1881 9mo	J Fullerton & Co. Paisley	Viuda y Sobrinos de M.Camara *WB = F P T* 22*t*	130·0 / Q47' F17'	21·1	9·9	S.Sebast'n Spanish *4 B H Cem*	C.2Cy. 18" & 34"–28" 51 NHP Scott Bros., Glasgow		
422 Joshie Macey	(Built as "Josiah Macy," *for full particulars see Vol. 3 of Supplement*) *Elec.light* *Mchy. Aft.*	Steel Sc Sr	6400	100A1 (*Class Contemplated*) *Carrying Petroleum in bulk*				1917	Skinner & Eddy Corp. Seattle, Wash	Standard Oil Co. (New Jersey)	420·0 / P98' B34' F37'	57·0	28·6	Baynne NJ Utd. States	1 Steam Turbine General Electric Co. Schenechtady, N.Y.		
423 Joshin Maru 10146 JVTQ	1 *Dk* & *Spar dk*	Steel Sc Sr	1156 1016 602					1906	Mitsu Bishi Dkyd & EWks Nagasaki	Osaka Shosen Kabushiki Kaisha	218·8 / B77' F31'	37·7	19·1	Osaka Japanese *WB*	T.3Cy. 17", 28" & 46"–33" 122 NHP Mitsu Bishi D & E. Wks. Nag.		
424 Joshua Lovett 76782	*G.F.Coffin* (*Tug*)	Wood Sc	169 — 84					1888	..... Boston	Commercial Tow Boat Co.	111·2	22·0	11·9	Boston Utd. States			
425 Joshua W. Rhodes 203473	*Elec.light* 1 *Dk*	Steel Sc Sr	4871 — 3586					1906	American S.B.Co. Lorain, O.	Valley S.S.Co. (W.H.Becker *Mgr*) *WB*	420·0	52·0	28·0	Cleveland Ohio Utd. States	T.3Cy. 22", 35" & 50"–40" 158 NHP American S.B.Co. Cleveland		
426 Josto 71 QBTN	(*ex* Iona) *Elec.light* 1 *Dk* 2 *tr B*	Iron Sc Sr	1022 792 542			...		1866	J. & G. Thomson Glasgow	Siciliа Società di Navigazione	239·6 / P53' B53'	30·1	17·6 / F64'	Palermo Italian	T.3Cy. 22½", 36½" & 60½"–36" NE & B 99 220 NHP Fonderia Orotea, Palermo	18 // 8	I
427 Jotun 140003 JBNL ~~GWNR~~	*E.W.Schmidt* 02–02 1 *Dk*	Steel Sc Sr	~~534~~ ~~332~~ ~~308~~	525 393 308				1892	Stavanger Stöberi & Dok Stavanger	The Shipping Controller (E.W. & C.A. Ezard, *Mgrs.*)	~~171·7~~ Q54'	~~24·5~~ B47'	~~13·2~~ F24' / 172·5 / 24·7 / 12·9	~~Stavanger~~ Norwegian London British *WB*	T.3Cy. 11¼", 17½" & 30"–24" *Emade* 89 NB04 ~~5½ BP~~ Nylands Værksted, Xiania		N
428 Jotunfjell MNFL	*C. Bjorge* –16 *J. Iversen* 15–17 *Elec.light* *Mchy. Aft* 1 *Dk* (*Stl*) *Cantilever framed topside tanks* (*ex* Morris Adler) *Cargo battens not fitted*	Steel Sc Sr	2492 2019 1494	✠100A1 11,17 8.16 ✠LMC 11,15	Xia Bbo	*s*	4,17	1915 11mo	Gt. Lakes Eng. Works Ashtabula, O. A&CP	Akties. Jotunfjell (Olsen & Ugelstad) *Cell D Bu E & B* 41' *f* 167' 574*t* *F P T* 160*t* *A P T* 52*t* *Topside tanks* 162' 455*t*	253·0 / P97' F26' FK	43·5	27·5	Chrstiania Norwegian *5 B H Cem*	T.3Cy. 21", 34½" & 57"–42" (*s*) 175lb *125lb* 284 NHP 2SB. *6cf*, GS104, HS4160 FD Gt. Lakes Eng Wrks Detroit	27 // 6 s 4 // 6½ 23 // 4	
429 Jotunheim JVGK	*E.Grytnes* *Elec.light* 1 *Dk*	Iron Sc Sr	293 149 173					1890	Trondhjem Mek Vækstd Trondhjem	Acties. Söndmöre Dampskibsselskab	137·9 / P105*t*	20·6	9·0 / H11*t* F28*t*	Aalesund Norwegian	T.3Cy. 12½", 19½" & 32"–24" NB11 50 NHP Trondhjems Mek Værksted		
430 Joulan	(*ex* Peruviana) 1 *Dk* (*pt Irn* & *pt Stl*) 2 *tr B* & *deep framing* 3 *Dk rule*	Steel Sc Sr ss Cff. No. 2–14	3779 2978 2439	✠100A1 4,14 ✠LMC 9,13	Cff	*w*	9,13	1905 9mo	Ropner & Son Stockton *Lloyd's SA&CP*	West Russian S.S. Co. Ld. *WB = Cell D*	350·0 / P29' B190 F35' FK	46·1	23·6	Petrograd Russian *6 B H Cem* 617*t* *A P T* 58*t*	T.3Cy. 24", 40" & 65"–42" (*s*) 180lb *80lb* 308 NHP 2SB, *6cf*, GS126, HS4900 Blair & Co. Ld. Stockton	26 // 1 s 4 // 0 22 // 5	
431 Jovellanos HQBT	*G.Navarro* –08 *Well deck* (*ex* Romeo) 1 *Dk*	Iron Sc Sr	453 — 269			...		1873	M'Kellar, McMillan & C Dumbarton	Soc. Metalurgica Duro-Felguera	170·2 / P117*t*	26·2	11·6 / F16*t*	Gijon Spanish	C.2Cy. 22" & 40"–27" NB95 73 NHP Kincaid, Donald & Co., Grk.	12 // 5	

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pt.	15 Marques des Registres où sont publiés les Rapports de Classification.
432 233 PBVJ	**Joyo Maru**	**Wood**	186 — 96					1911	.....	**Chosen Yusen Kabushiki Kaisha**	113·8	17·6	13·4	Jinsen, Corea Japanese			
433 MDWP	**Juan** *J. Jacobsen* *Elec. light*	**SteelScSr** 1 *Dk & Spar dk*	1493 1191 840	✠				1908	Nylands Værksted Christiania	**Dmpsacties. Vestindien (B. Hanssen, *Mgr.*)**	243·4	33·7	21·7 P55*t* B170*t* H20*t* F29*t*	Flekkefjrd Norwegian *WB*	T.3Cy.20½″,33″&56′–36″ 188NHP Nylands Værksted, Xania.		N
434	**Juan de Joanes** (*ex* Carmen, *ex* Ben Wyvis) *Well deck*	**SteelScSr** *ss* Shl. No. 1–95 2 *Dks* (*Uirn*) & *Web frames*	916 722 633	✠ 2,98 ✠	Gmh	*l*		1891 2mo	R. Thompsons & Sons Sunderland	**~~Perrer Peset Hermanos~~ Cia. Trasmediterranea** *D*	205·0	31·1	14·8 Q70′B49′F24′ BK 7½″ 5 *BHCem* 41*t* *APT* 62*t*	Valencia Spanish	T.3Cy.16½″,26½″&43½″–30″ 108NHP 1SB, *3rf*, GS50, HS1706 N.E. Marine Eng. Co. Ld. Sld	15 ″ 9	
435	**Juan Maragall** *G. Casali* (*ex* Pinta)	**SteelScSr** *ss* Bkn. No. 3–8,13 1 *Dk* (*Stl*) & *Spar dk* (*Irn*) & *deep framing*	*1470* *1381* *916*	✠ 100A1 *Spar dk with freeboard* 11,16 BS11,16 ✠ LMC8,13	Shl	*p*	11,16	1898 2mo	A. Rodger & Co. Pt. Glasgow A&CP	**Cia. Tras. Mediterranea** *DBa* 56′	245·0	34·1	21·1 B57′ BK 8″ *uE* & *B* 33′ *f* 106′ 258*t*	Barcelona Spanish	T.3Cy.19″,31″&51″–33″ (*s*) 160lb *100lb* NDB11 155NHP 4 *BHCem* 1SB, *4pf*, GS64, HS2420 *APT* 21*t* Hall-Brwn, Buttry & Co Gls	23 ″ 4 s3 ″ 7 20 ″ 7	
436	**Juan Soverny** *Elec. light*	**SteelTwinSc** 1 *Dk*	*370*	100A1 *For towing purposes* (*Class Contemplated*)				1917	Bow, McLachlan & Co. Ld. Paisley	**Chilian Government**	141·7	29·0	14·8	Talcahuano Chilian	T.6Cy.15″,23½″&36″–24″ Bow, McLachln & Co. Ld Psy		
437 Sunk by Coni's on 8,17 HBDL	**Juanita** *Virginia* Wireless	**SteelScSr** *ss* B.As.No.3–12,07 *ss* B.As.No.2–15 1 *Dk* (*Irn*)	719 614 379	✠ ~~100A1~~ 3,17 ~~9,16~~ ~~BS9,16~~ ✠ ~~LMC10,15~~	B.As	*j*	9,16	1895 10mo *Lloyd's*	D. & W. Henderson & Co. Glasgow *sA&CP*	**~~Soc. Anon. de Nav. Sud Atlantica~~ Eugene Harang** *WB* = *Cell D*	180·0	34·0	11·6 P9′B60′F22′ FK *BuE* & *B* 35′ 77*t* *FPT*	Bns. Ayres Argentine *WB*	T.3Cy.15½″,25″&40″–33″ (*s*) 180lb *80lb* 109NHP 1SB, *3cf*, GS63, HS1878 27*t* *APT* 35*t* D. & W. Henderson & Co., Gls	13 10	
438 MHNC	**Juarez** *L. Hansen* (*ex* Linga II.)	**SteelScSr** (*Whaler*) 1 *Dk*	156 151 56					1912	Nylands Værksted Christiania	**Hvalfanger Acties. Capella (P. Bogen, *Mgr.*)**	101·0	20·2	11·7	Sandefjrd Norwegian *WB*	T.3Cy.12″,19½″&33″–24″ 53NHP Nylands Værksted, Xania		N
439 96686 LNOT	**Juba** *S. Cassum* –16 *Elec. light*	**SteelScSr** 1 *Dk & Shade dk*	506 398 204	✠ *Shade dk with freeboard* 12,89 ✠	Cly	*i*		1889 12mo	Ailsa S.B. Co. Troon	**Bombay S. Nav. Co. Ld.**	190·0	29·0	11·6 P25*t* BK 7½″	Bombay British	T.3Cy.16″,26″&42″–30″ 90RHP 1DB, *4cf*, GS78, HS2304 Dunsmuir & Jackson, Gls.	12 ″ 3	
440 JTNC	**Jubarte** *H. Lefebvre* 12–12 (*ex* Loch Torridon)	**SteelScK** *ss* Dnk. No. 3–11,16 1 *Dk*	199 187 47	✠ 100A1 *Stm Trawler* 11,16 ✠ LMC11,16	Dnk		11,16	1903 1mo *Lloyd's*	J. Duthie, Sons & Co. Aberdeen *sA&CP*	**G. Trouselle**	115·9	21·6	11·8 BK 7½″ *WB* = *DB f* 16′ 18*t*	Boulogne French	T.3Cy.12″,19½″&32″–22″ (*s*) 180lb 68NHP 1SB, *2pf*, GS36, HS1243 W.V.V. Lidgerwood, Gls.	12 ″ 6	
441 118481	**Jubilee**	**SteelSc** 1 *Dk*	136 125 85					1904	W.J. Yarwood Northwich	**Price's Patent Candle Co. Ld. (J. Findlater, *Mgr.*)**	85·3	20·9	9·1	London British	2Cy.10″–12″ 7RHP W.J. Yarwood, Northwich		
442 106148 PLDM	— *J.E. Hawkins* –16 (*See Sailing Ship Register*)	**WoodAuxScSr** *Oil Eng.* 1 *Dk*	~~127~~ 110 ~~90~~					1897	D. Drake Balmain	**~~Bulga Saw Mills, Ld.~~ Pacific Phosphate Co. Ld.**	95·3	24·1	7·6	Sydney NSW British	2 Oil Engines 6Cy.6½″–8″		
443	**Jucar** *Aranda* *Elec. light*	**SteelScSr** 1 *Dk*	234 — 173					1915	Talleres Gomez Valencia	**M. Nacher**	113·1	21·0	9·4	Valencia Spanish	C.2Cy.15″&30″–17¾″ 31NHP Talleres Gomez, Valencia		V
444	**Jucaro** *M. Flexas* –17	**SteelSc** *ss* Havana No. 1–17 1 *Dk*	73 65 —	✠ 100A1 *For towing purposes* 12,17 ~~11,12~~ 1·17 BS12,16 ✠ LMC11,12	Havana		~~6,15~~ 12,17	1912 11mo *Lloyd's*	Scott & Sons Bowling *sA&CP*	**Cia. Maritima Cubana (Munsen S.S. Line, *Mgrs.*)**	75·2	17·1	7·8 BK 5″ *WB* = *APT* 5*t*	Havana Cuban	C.2Cy.13″&28″–18″ (*s*) 140lb 42NHP 1SB, *2pf*, GS29, HS800 Gauldie, Gillespie & Co. Gls.	8 ″ 6 s ″ 9 8 ″ 6	
445	**Judith** *A. Olson* 12–12 (*ex* Nordsee)	**SteelScSr** (*Trawler*)	149 141 45					1895	Akt. Ges. "Neptun" Rostock	**C.J. Anderson**	111·4	21·3	10·6 H7*t*	Smögen Swedish *WB*	C.2Cy.17″&33″–22″ 43NHP A.G. "Neptun," Rostock		
446 9357 JSRW	**Juho Maru** *Well deck*	**SteelScSr** (*ex* Activ) 1 *Dk & Web frames*	1400 1108 999			...		1889	Wood, Skinner & Co. Newcastle	**R. Kasahara**	249·3	33·8	15·3 Q92′B58′F31′ BK 9″	Nishinomiya Japanese *WB*	T.3Cy.18½″,30½″&49½″–33″ 138NHP N.E. Marine Eng Co Ld Nwc	18 ″ 0	
447 KJHR	**Juist** *Dirks* *Elec. light*	**SteelPad** 1 *Dk*	169 151 95					1902	J.L. Meyer Papenburg	**Akt. Ges. "Reed. Juist"**	140·0	18·6	7·3	Norden German	C.2Cy 17½″&32½″–35½″ 52NHP Jos. L. Meyer, Papenburg		G
448 JTMK	**Jules Henry** *Reverdy* –14 (*ex* Sailing Vessel) *Mchy. Aft*	**SteelTwinSc** *Oil Eng.* *Elec. light* 2 *Dks* *Carrying Petroleum in bulk*	2505 2148 1511					1900	Forg. & Ch. de la Médit. Havre	**A. Vimont & Co.**	303·8	40·0	23·5 P58′B24′F62′ len. 13	Marseilles French	2 Oil Engines 4S.C.SA 12Cy.16½″–23½″ 198NHP NE *fitted* 13 Ned Fb. v. Wrk & Spoor, Ams		V
449	**Julia** *J. Domenech* 16–12 *Elec. light*	**SteelScSr** 2 *Dks & Awng dk*	*1744* *1529* *1126*			...		1891	David J. Dunlop & Co. Pt. Glasgow	**S.A. Empresa Naviera de Cuba**	260·3	36·1	15·9 *pt Shade dk* 175′ 23·4 BK 8″	Havana Cuban *WB*	T.3Cy.26½″,42½″&65¼″–42″ NB00 339NHP David J. Dunlop & Co. P. Gls.		
450	— *Fokias* –12 (*ex* Essere Djidid, *ex* Barnesmore) *Well deck*	**IronScSr** 3rd Survey Liv. 8,92 1 *Dk* 2 *tr B*	*1518* *1262* *981*	✠ 2,95	Liv	Lv		1880 5mo	T. Royden & Sons Liverpool	**Fokias & Co.**	259·5	33·9	17·9 Q89′B55′F33′ FK	Piræus Greek *WB*	C.2Cy.28″&56″–39″ 163NHP J. Jack & Sons, Liverpool	20 ″ 8	V
451 197	— *Charlamoff* –07 (*ex* Z.M. Chrissoveloni, *ex* Circassian) *Well deck*	**IronScSr** 5th Survey, Npt. 8,90 1 *Dk* (*Irn*) 2 *tr B*	1296 1054 725	✠ 9,92	Bla	Lv		1872 2mo	R. Thompson jun. Sunderland	**Mrs. N. Dmitrieff (G. Margolin, *Mgr.*)**	234·8	32·3	17·4 P203*t* F18*t* *WB* = *DBa & f*	Odessa Russian	C.2Cy.29″&55″–33″ B*made*—, *refitted* 13 145NHP N.E. Marine Co. Ld. Sld.		
452 HFVP	— *W. Belitz* 96–11	**SteelScSr** *ss* Dnz. 2nd No. 3–5,14 1 *Dk* (*Stl*) & *Spar dk* (*Stl*) & *Web frames*	1227 1136 764	✠ ~~—~~ 12,16 *Spar dk with freeboard* ✠ NB5,09 ✠	Dnz	*n*		1890 7mo	C.S. Swan & Hunter Newcastle	**Danziger Rhederei Akt. Ges. (Behnke & Sieg, *Mgrs.*)**	219·5	34·5	11·9 B24′ 19·4 BK 8″ *WB* = *Cell DB* 174′ 322*t* *FPT*	Danzig German	T.3Cy.18″,30″&48″–36″ 147NHP 2SB, *4cf*, GS71, HS2374 4 *BHCem* 38*t* *APT* 20*t* Black, Hawthorn & Co., Gts	21 ″ 6	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys.	3 Late Name if any. / No. of Decks, &c.	4 Register Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. / Engines	9 Built. By Whom. / Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught.	15 Registers in which classed, if not in L.R. Dates of Build or Trade Certs.
453 989	**Julia** *C.Botla*	**IronTwinSc**	427 — 295					1883	Stbilimnto Tecnico Trieste	N.Zizo	192·0	27·6	8·5	**Rostoff** Russian	C.4Cy.13″&24″–20″ NB00 43NHP StabilimentoTecnico,Tri.		
454 111393	— *E.Fletcher* –15 *Mchy.Aft*	**SteelSc** 1*Dk*	194 155 78					1904	Mordey, Carney(Sou.) Ld.Sthamptn	L.&S.W.Rly.Co.& MidlandRly.Co. JointCommittee	105·3 Q41′F14′	21·1	9·1	**Bridgwatr** British *WB*	C.2Cy.14″&30″–22″ Mordey,Carney (Southampton),Ld.Sou.	44RHP	
455 (*ex*Notus)	— *E.Vardavas* –06 1*Dk*	**IronSoK**	*138* *138* *75*					1878	BalticEng. Works Hull	J.Vardavas	108·2 len91	20·2	9·7	**Syra** Greek	T.3Cy.9″,14″&23″–18″ Stewart&Co.London	23NHP	
456 138342	**Julia C. Moran** *W.D.Carabine* –16 (*Tug*) (*ex*HarryG.Runkle) 1*Dk*	**SteelSc**	192 155 49					1902	Neafie& LevyCo. Philadelphia	CanadianSalvage Assn.Ld.	96·0	22·1	10·9	**Halifax NS** British *WB*	C.2Cy.16″&32″–24″ Neafie&LevyS&EBCo.Phl.	43RHP	
457 214677 LGPW	**Julia Luckenbach** *E.H.Read*10–17 *Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) Sub.Sig. *CruiserStern*	**SteelScSr**	8151 7749 6141	✠100A1 *Shelter dk* *withfreeboard* 10,17 ~~h17~~ ✠LMC1,17 *Fitted for oil fuel* 1,17	Bos NYk	*b*†	10,17 *F.P. o*	1917 1mo *bove* 1	ForeRiver S.B.Corp. Quincy, Mass A&CP *dis* 50° F. *CellD*	LuckenbachCoInc 1*BH in for* *pensed with*6*BHon* *B*383′1651*t′tween*	436·6 *ehold* FK *ly ~~Collision BH to u~~* *deck tanks in E&b*	57·2	37·6	**NewYork** Utd.States *ptCem* *~~per dk only~~* *space*51′598*t*	1 Geared Steam Turbine 195lb *125lb* (*r*) 3SB.*12cf*,HS10640 FD Gen.Elec.Co.Schenectady, *FPT*196*tAPT*319*t* N.Y.	41 ″ 7 s10″4½ 31 ″ 7	
458 LGPW	**Julian Alonso** *H.Garcia* –12 *Well deck Elec.light Mchy.Aft* 1*Dk*	**SteelScSr**	1027 812 403					1908	Montrose S.B.Co. Montrose	J.Alonso(S.enC.)	230·0 P&B170′F46′	36·7	10·6	**Havana** Cuban *WB*	T.3Cy.19″,31″&51″–33″ Hutson&Sons,Ld.Glasgow	149NHP	
459 LGPW	**Juliana** *P.Aldamiz-Echevarria*01–14 *Elec.light* *ss*Elo No.1–18 2*Dks*(*Stl*)	**SteelScSr**	*2376* *2226* 2,18 ~~10,16~~ *1481*	✠100A1 Bcl Bbo ✠LMC3,~~14~~ 2,18		*t*	~~10,16~~ 2,18	1914 3mo *Lloyd*	Russell& Co. Pt.Glasgow *'sA&CP*	Linea deVapores Serra *WB*=*CellDBa* 90′*uE&B*36′	310·0 P33′B76′F39′ FK *f*138′ 594*t FPT*41	44·7	21·2	**Bilbao** Spanish 5*BHCem* *APT*29*t*	T.3Cy.21″,35″&58″–42″ (*r*) 180lb *100lb* 296NHP 2SB.6*cf*,GS106,HS5380 D.Rowan&Co.Glasgow	23 ″ 6 s 3 ″ 9 20 ″ 1	
460 (*ex*Killarney)	— *A.Groen* –15 *ss*Ams.2ndNo.3–7,09 *ss*Ymu.No.2–17 1*Dk*	**SteelScK**	156 132 42	✠100A1 *StmTrawler* 3.17 ✠LMC3,17 ✠NB7,12,*re-itted*3,17	Ams		1,17	1897 2mo *Lloyd*	Edwards Bros. N.Shields *'sA&CP*	N.V.Maats.de Vooruitgang (J.VisserHzn, *Mgr.*)	96·0 Q18′F19′ ND17 BK7½	20·7	10·9	**Ymuiden** Dutch 3*BHCem*	T.3Cy.10″,17½″&30″–21″ (*s*) 180lb 55NHP 1SB,*2pf*,GS28,HS990 N.E.MarineEng.Co.Ld.Sld	11 ″ 8	
461 LGPW	**Julie Streiff** *A.Glas* –11 (*ex*Sölöven,*ex*Lucania) 1*Dk*	**IronScK** *ss*Gms.No.3–10,06 *ss*Ymu.No.2–15	149 143 52	✠100A1 *StmTrawler* 3.17 ✠LMC ✠NB1,15 MS2,14	Ymu		3,17	1894 11mo *Lloyd*	Edwards Bros. NorthShields *'sA&CP*	N.V.Scheepsexploit-Maats"De Marezatan" (J.Polderman)	101·0 Q17′F19′ DF&S06 BK7½	20·5	10·8	**Ymuiden** Dutch 3*BHCem*	T.3Cy.10¾″,17″&30″–21″ (*s*) 160lb 47NHP 1SB,*2pf*,GS28,HS800 N.E.MarineEng.Co.Ld.Sld	11 ″ 8	
462 123246	**Juliet** *H.Ponson* –14 1*Dk*	**SteelScK** *ss*Hul.No.1–10	173 166 68	✠100A1 *StmTrawler* 1 14 BS7,13 ✠LMC7,10	Hul		8,14	1906 4mo *Lloyd*	Cook, Welt'n&Gemmell Beverley *'sA&CP*	~~Hellyers'Steam~~ ~~FishingCo.Ld.~~ J.&C.Beardmore (C.Curzon,*Mgr.*)	108·5 Q17′F19′ DF&S06 BK8″ *WB*=	21·6	11·5	**Hull** British 1*BHCem* *DT*f13′30*t*	T.3Cy.10″,16¼″&27″–24″ (*s*) 200lb 45RHP 1SB,*2pf*,GS25,HS750 Amos&Smith,Hull	12 ″ 4	
463 77035	**Juliette**	**WoodSc**	132 — 78					1892	..... Bath,Me.	EasternSteamship Corporation	95·6	23·1	7·5	**Boston** Utd.States			
464 96294 LCMD	**Juliston** *W.Morgan* –13 (*ex*Edenmore) *ss*Gls.2ndNo.3–7,14 *Well deck* 1*Dk*(*Irn*)&*Web frames* *FloorsIrn*	**SteelScSr**	2459 1940 1564	✠100A1 ~~2,17 8,16~~ 9,13 (LMC) MS8,13	Cff ~~Gls~~ Npt BS~~4,16~~6,17	*t*	~~8,16~~ 9,17	1889 4mo	Bartram, Haswell&Co. Sunderland A&CP	JulistonS.S.Co.Ld. (W.S.Miller&Co.) *WB*=	300·0 Q98′B144′F40′ FK *Cell DB*246′546*t*	41·2	18·9	**Glasgow** British 160 6*BHCem* *APT*34*t*	T.3Cy.23½″,38″&63″–42″(*s*) ~~180lb~~ ~~160lb~~ NDB01 268NHP 2SB.6*cf*,GS125,HS4180 *90lb* J.Dickinson,Sunderland	22 ″ 0 s 1 ″ 8½ 20 ″ 6	
465 NJSK	**Julius Holmblad** *O.P.Jensen* *ss*Cpn.No.3–6,11 *ss*Cpn.No.1–15 *Elec.light* 1*Dk*(*Stl*)&*deepframing* *Cargo battens not fitted*	**SteelScSr**	1464 1269 925	✠100A1 ~~4,18~~ 2,~~16~~ ~~BS10,16~~ ✠LMC6,15 ~~US4,13~~	Cpn	*p*	~~12,16~~ 4,13	1898 5mo	W.Hamilton&Co. Pt.Glasgow A&CP	DetDanskeKulkompagni *WB*=*Cell*	249·3 P9′B50′F25′ FK *DBa*36′*uE*20′*f*138′	36·0	16·7	**Copnhagn** Danish 6*BHCem* 361*tAPT*57*t*	T.3Cy.18″,29″&47″–33″ (*s*) 165lb *100lb* NDB05 137NHP 1SB,*3cf*,GS66,HS2200 Blackwood&Gordon,P.Gls	19 ″ 1 s 2 ″ 9 16 ″ 8	
466 KJSR	**Julius Ruetgers** *H.Röhling* –08 *Elec.light Mchy.Aft* 1*Dk* *CarryingPetroleum in bulk*	**SteelSc**	854 730 443					1908	J.C.Tecklenborg A.G Geesteműnde	RuetgerswerkeA.G.(Lehnkering&Co.A.G.*Mgrs.*)	210·9 B44′F21′	30·3	14·3	**Emden** German	T.3Cy.13″,21⅛″&34⅛″–22⅛″ 57NHP J.C.TecklenborgA.G.Gst.		G
467 KRHB	**Julius Wieting** *F.Jacke* (*Trawler*) 1*Dk*	**SteelSc**	137 128 49					1895	J.C.Tecklenborg Geesteműnde	Hochseefischerei J.Wieting,Akt. Ges.	105·3 *WB*	20·7	9·7	**Brmrhavn** German *WB*	T3Cy.11″,17 5/16″&28 5/16″–21⅝″ 37NHP J.C.Tecklenborg,Gstmnde		G
468 RNBK	**Julius Zelck** *K.Holtze*07–13 (*ex*Wangard,*ex*Ingo, *ex*ElsaMenzell) 1*Dk*&*deepframing* *Elec.light* Sub.Sig.	**SteelScSr**	2068 1892 1263					1903	Akt.Ges. "Neptun" Rostock	OttoZelck	291·3 P28′B125′F34′	41·2	18·8	**Rostock** German *WB*	T.3Cy.19 1/16″,35⅝″&55⅛″–35⅝″ 180NHP A.G."Neptun,"Rostock		G
469 132637	**Julnar** 1*Dk*	**SteelTwinSc**	884 700 665					1909	G.Rennie &Co. Greenwich	Euphrates&TigrisStm.Nav.Co.Ld.(F.W.Parry,*Mgr.*)	210·6	36·7	6·7	**London** British	T.3Cy.14½″,21″&32″–16″ 82NHP Yarrow&Co.Ld.Glasgow		
470 113798 THNK	**Jumna** *C.C.Mitchell* –15 *ss*Shl.No.3–5,16 1*Dk*(*Stl*)&*Spar dk*(*ptIrn&ptStl*) *Elec.light* &*deep framing*	**SteelScSr**	4152 3710 2693	~~✠100A1~~ *Spar dk* 10,16 ~~✠LMC6,16~~	Shl	*w*	N5,16	1902 4mo *Lloyd*	Bartram& Sons Sunderland *'sA&CP*	MercantileS.S.Co.Ld. *WB*=*CellDBa*	360·0 P31′B102′F34′ 26·5 FK 118′*uE&B*42′*f*150′	46·9	17·9	**London** British 6*BHCem* 844*tAPT*59*t*	T.3Cy.24½″,40″&66″–45″ (*s*) 180lb *100lb* 305NHP 2SB.6*cf*,GS124,HS4520 J.Dickinson&Sons,Ld.Sld.	29 ″ 0 s~~5~~-7½ 23 ″ ~~9~~	
471 LGPW	**Junco** 1*Dk*	**SteelScK**	192 189 73	100A1 *StmTrawler* (*ClassContem plated*)				1917	GooleS.B. &Repg Co.Ld Goole	KelsallBros.& Beeching,Ld.(G. Beeching&J.E.A. Kelsall,*Mgrs.*)	110·0	21·5	12·9	**Hull** British	T.3Cy.12″,21″&33″–21″ Earle'sCo.Ld.Hull		
472 214422 LGJB	**June** **WoodAuxTwinSc3MstSr** *W.L.Alley* –16 *OilEng.* 1*Dk* (*See Sailing Ship Register.*)		484 — 355					1916	St.Helens S.B.Co. St Helens,Or.	M.T.Snyder	159·0 P34′F19′	35·3	13·6	**N.Orleans** Utd.States	Oil Engines 4Cy.10½″–12½″ FairbanksMorseCo.U.S.A.		
473 204945	**Juneau** *Elec.light Mchy.Aft*	**SteelScSr** (*ex*Burlington) 2*Dks*	2285 — 1393					1908	Gt.Lakes Eng.Works Ecorse,Mich.	AlaskaS.S.Co.	244·0	43·2	27·0	**Seattle** Utd.States *WB*	Q4Cy.16¾″,24″,35″&51″–36″ 156NHP Gt.LakesEng.WksDetroit		

1 Numéro d'Ordre / Numéro Officiel / Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 6 7 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant ce navire. Lettre d'Equilibrement.	7a Date de la dernière visite de navire porte-hélice.	8 9 Construit. Quand — Navire. Mach.	Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NP = Force en chevaux d'après les formules de la Société. RP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant.	15 Registered tonnage, Suez Canal. Navire Canal de Suez. Suez Canal Tonnage.
474 117426 TQSC	**Junee** Steel Sc Sr ~~Bone~~ *H.S.Steer* –17 *ss* Mel No.2–15 *Elec.light* 1 *Dk(Stl)* & *deep framing* & *Shelter dk(Stl)*	2218 1912 1255	✠100A1 *Shelter dk* *with freeboard* 11.17 ~~8.17~~ BS3.17 ✠LMC2.16	Syd Mel	*t*	2,16	1907 2mo	Mackie & Thomson Glasgow	Adelaide S.S.Co.Ld *B = Cell D Ba 84' u* *Lloyd's A & CP W*	301·0 | 42·2 | 18·6 *E 20' f 132' 637t FPT*			Adelaide British 6 *BHCem* *83t APT 125t*	T.3Cy.22″,36″ & 59″–39″ *(s)* 180lb *90lb* 276NHP 2SB, *6cf*, GS123, HS4800 D.Rowan & Co. Glasgow	21 ″ 0 s 1 • 9 19 ″ 7	
475 NQDS	**Jungshoved** Steel Sc Sr *E.Horn* 98–07 *ss* Cpn.No.3–12,13 (*ex* Philadelphia, *ex* Pennmanor) 1 *Dk(Stl)* & *Spar dk(pt Stl pt Irn)* & *deep framing*—*lower dk in No.1 hold*	3835 3634 2462	✠100A1 *Spar dk* 3,17 ~~8.16~~ ~~BS3.16~~ ✠LMC 12,13	NYk Bc 7.17	*w*	~~9.16~~ 3,17	1901 1mo	J. Blumer & Co. Sunderland A & CP *W*	Dampskibs Selsk Dannebrog (C.K. Hansen, *Mgr.*) *B = Cell D B a 108'* *u E & B 42' f 148' 928t*	350·0 | 46·5 | 18·8 P 30' B 110' F 35' 26·7 FK *APT 82t*			Copnhagn Danish 6 *BHCem*	T.3Cy.25″,42″ & 68″–48″ *(s)* 180lb *80lb* 346NHP 2SB, *8pf*, GS152, HS5150 J.Dickinson & Sons, Ld. Sld	29 ″ 6 s 5 • 6 24 ″ 5	
476 201768	**Juniata** Steel Sc Sr *Mchy. Aft* Wireless *Elec.light* 2 *Dks* & *Awng dk*	4333 — 2619					1905	American S.B.Co. Cleveland	Gt. Lakes Transit Corp.	346·0 | 45·0 | 28·0			Buffalo Utd. States *WB*	Q.4Cy.22″,31½″,45″ & 65″–42″ 274NHP Detroit S.B.Co. Detroit		
477 77274 KNFH	— Steel Sc Sr 3 *Dks* & *Promenade dk* *Elec.light* Sub.Sig. Wireless	3465 — 2537					1897	Harlan & Hollingsworth Co. Wlmgtn, Del.	Merchnts & Miners Transportation Co.	310·0 | 42·0 | 26·0 len 07			Baltimore Utd. States	T.3Cy.28″,45″ & 72″–48″ 359NHP Harlan & Hollingsworth Co., Wilmington, Del.		
478 124088 HLNT	**Junin** Steel Sc Sr *R.H.Dominy* –13 *ss* Liv.No.1–12 Wireless 2 *Dks(Stl)* & *deep framing* *Elec.light* Sub.Sig. & *Shelter dk(Stl)*	4612 4134 2894	✠100A1 *Shelter dk* *with freeboard* 4.15 ~~BS4.16~~ ✠LMC 4,15	Gls BS 4,17	*y*	~~9.14~~ ~~4.16~~ 4,17	1907 9mo	W. Beardmore & Co. Ld. Glasgow	Pacific Stm. Nav Co *Cell D B a 102' u E &* *Lloyd's A & CP W B =*	391·5 | 50·2 | 25·7 FK & BK 2″ *B 63' f 167' 925t FPT*			Liverpool British 7 *BHCem* *69t APT 52t*	T.3Cy.25½″,42″ & 70″–51″ *(s)* 190lb 463NHP 3SB. *12cf*, GS220, HS8121 W.Beardmore & Co. Ld. Gls.	28 ″ 6 s 3 • 8 25 ″ 4	
479 HRQK	**Junio** Steel Sc Sr *A.Gandiaga* 1 *Dk* & *Spar dk 3tr B*	2182 2115 1261			…		1888	W. Doxford & Sons Sunderland	Cia Bilbaina de Nav (S. Innerarity, *Mgr.*)	275·0 | 39·5 | 16·7 23·7 FK			Bilbao Spanish *WB*	T.3Cy.21″,35″ & 57″–39″ 203NHP W.Doxford & Sons, Sld.	26 ″ 0	V
480 JGCN	**Junior** Steel Sc *A.Rätz* –09 (*Tug*) 1 *Dk*	107 94 —					1909	Stettiner Oderwerke Stettin	Pommerscher Industrie Verein auf Actien	88·9 | 18·1 | 8·4 H 7′			Lebbin German *WB*	T.3Cy.9 7/8″,16½″ & 25½″–13½″ 24NHP Stettiner, Oderwerke		
481 3 QBVD	**Juno** Steel Sc Sr *G.Cafiero* *ss* Cff.No.3–12,07 1 *Dk(Stl)* & *Spar dk(Stl) 3tr B*	4069 3564 2495	✠ *Spar dk* 8,09 ✠	Gen	*w*		1901 1mo	Flli. Orlando Leghorn	Soc. Commerciale Italiana di Nav. *W B = Cell D Ba 76' u E & B 44'*	340·9 | 45·1 | 19·9 P 46' B 63' F 42' 27·0 FK *f 124' 765t DT f 28'*			Genoa Italian 6 *BHCem* *750t APT 68t*	T.3Cy.22⅝″,37⅝″ & 61⅛″–39⅜″ NB10 260NHP Flli. Orlando, Leghorn	29 ″ 8	CI
482 TFJD	— Steel Sc Sr *P.Glynes* –16 *Oil Eng.* *Mchy. Aft* *ss* NNs.No.1–16 *Elec.light* 1 *Dk(Stl)* & *Trunk dk*	2345 1662 1385	✠100A1 ~~7.17 1.16~~ 2,18 *Carrying Petroleum in bulk* DBS ~~10.16~~ ✠LMC ~~10.16~~ 5,17 5,17	NNs ~~Bc~~ HKg	*r*	~~9,16~~ 5,17	1912 11mo	Nederl. Schps. Maats. Amsterdam	Nederl. Indische Tankstoomboot Maats. *W B = Cell D B a 33' 36t* *Lloyd's A & CP*	257·6 | 43·1 | 18·6 P 73' F 26' FK			Batavia Dutch 13 *BHCem* *750t APT 65t*	Oil Engines 4S.C.SA 6Cy.22″–39⅜″ 228NHP DB *100lb* Ned.Fb.v.Wrk & Spoor Ams	19 ″ 10 s 1-11½ 18 ″ 1	
483 PHCB	— Steel Sc 4 Twin Masts *A.A.Fokker* *Elec.light* 2 *Dks*	1753 1577 1079			…		1908	Wrf. voorh. Rijkee & Co. Rotterdam	Konink. Nederl. Stoomb. Maats.	276·5 | 39·2 | 18·8 P & B 162' F 36'			Amstrdam Dutch *WB*	T.3Cy.21″,32½″ & 55″–35½″ 360NHP Ned Fb.v.Wrk & Spoor, Ams		V
484 86720 WPQR	— Iron Sc Sr *C.J.Southcliffe* –15 (*ex* Nigel) *ss* Cff.3rd No.3–5,14 *Well deck* 2 *Dks(1 Irn)* 3tr *B*	1384 1007 825	✠100A1 4,17 ~~1.16~~ ✠NB 8.01 ✠LMC MS 5,14 BS 7,15	Lon Brs	*o*	1,16	1882 10mo	R. Steele & Co. Greenock	Bristol Stm. Nav. Co. Ld.	240·5 | 33·2 | 17·2 P 147' F 34' pt ND 01 BK 8½″ *Ba 55' f 97' 255t FP* *WB = D*			Bristol British 5 *BHCem* *T52t APT 8t*	C.2Cy.28″ & 52″–36″ *(a)* 90lb *80lb* NDB 06 118NHP 1SB. *3cf*, GS73, HS2341 R.Steel & Co. Greenock	18 ″ 3 s 1 • 9 17 ″ 4	
485 LMJD	— Steel Sc Sr (Seized and taken to Cronstadt) *P.H.Jessen* 06–09 1 *Dk*	1384 929 884					1894	Flensburg Schiffsb. Ges Flensburg	A. Hansen	232·0 | 34·3 | 13·9 Q 71' B 107' F 25'			Flensburg German *WB*	T.3Cy.16″,26″ & 43″–33″ 106NHP Flensburger Schiffsb. Ges.		
486 82524 WMJS	— Iron Sc 3 Mst Sr (Detained at Hamburg) *A.S.Coates* –14 1 *Dk* 2 tr *B* *Well deck* *Mchy. Aft* *Elec.light*	1302 900 835			…		1882	Earle's Co. (Lim.) Hull	North of England Protectng & Indemnity Association (J.S.Todd, *Mgr.*)	250·2 | 32·2 | 16·5 P 152' F 57' BK 7½″			Newcastle British *WB*	C.2Cy.35¾″ & 69″–39″ NB98 264NHP Earle's Co. (Lim.), Hull	17 ″ 9	C
487 SQTP	— Steel Sc Sr *G.F.Apelgren* 08–08 *ss* Lon.No.2–14 *Elec.light* 1 *Dk(Stl)* & *deep framing*	1181 985 675	✠100A1 7,17 ~~7.16~~ ~~BS7.16~~ ✠LMC 1,14	Gfl	*n*	~~7,16~~ 7,17	1906 3mo	Laxevaags Msk. & Jrnskb Bergen	Finska Ångf Aktieb (L.Krogius, *Mgr.*) *WB = Cell D Ba 63' f 119' 285t* *Lloyd's A & CP*	226·4 | 33·5 | 15·9 P 19' B 61' F 25' FK *FPT 40t APT 51t*			Helsingfrs Russian 4 *BHpt Cem* *pt Asp*	T.3Cy.16″,25½″ & 43″–30″ *(s)* 175lb *80lb* 114NHP 1SB. *3pf*, GS55, HS1824 Laxevaags Msk. & Jrns. Bgn	16 ″ 10 s 2 • 1½ 15 ″ 0	
488 23 HTDK	— *E.Nilsson* 17–17 Iron Sc Sr ~~*P.A.Mattson* 10~~ 6th Survey, Got. 11,08 (*ex* Lurline) 2nd Survey, Got. 4,14 *Well deck* 1 *Dk(pt Stl)* 2 tr *B*	1043 812 629	✠ A1, 1 ~~8.17 8.16~~ ✠NB 7.97 LMC 4,14 BS 7,16 11 17	Got	*Lv*	~~9,15~~ 8,17	1871 9mo	Readhead, Softley & Co. S. Shields	Aktieb. Svenska-Amerika-Mexico Linien (Dan Broström, *Mgr.*)	225·0 | 30·3 | 17·2 Q 94' B 45' H 29t F 29' pt ND 04 BK 8″ *WB = D B a & f*			Gothenbrg Swedish 3 *BH* 1 PBH *Cem*	C.2Cy.22¾″ & 48½″–33″ *(s)* 100lb *90lb* NDB 04 111NHP 1SB, *3cf*, GS56, HS1730 Readhead, Softley & C.S.Shl	18 ″ 6 s 1 • 10½ 17 ″ 6	
489 113557 RQJV	— Steel Sc Sr *P.J.Atkins* –17 1 *Dk*	905 768 390					1900	Earle's Co. Ld. Hull	Wilsons & North-Eastern Ry. Shppg. Co. Ld.	235·0 | 32·0 | 15·0 P 146' F 25'			Hull British *WB*	T.3Cy.18″,30″ & 50″–33″ 144NHP Earle's Co. Ld. Hull		C
490 JTGL	— Iron Sc Sr *M.Mortensen* (*ex* John Schöning) 1 *Dk* & *Awng dk 3tr B*	670 398 360					1875	Caird & Co. Greenock	Bergenske Dampskibsselskab	173·8 | 24·9 | 13·5 H 18t 20·1			Bergen Norwegian *WB*	C.2Cy.25″ & 50″–30″ NB01 114NHP Caird & Co., Greenock		
491 108746	— Steel Pad Sr *J.Cameron* –13 2 *Dks*	592 437 229					1898	Clydebank E. & S.B.Co.Ld Clydebank	Glasgow & South Western Rlwy. Co.	245·0 | 29·1 | 9·7 Q 20′ *Promenade dk 232'*			Glasgow British	C.2Cy.33″ & 71″–60″ Clydebank 325NHP E & SB Co Ld. Clydebank		
492 QHLP	— Steel Sc Sr *L.z.Büttel* 02–04 1 *Dk 2tr B*	558 434 327					1902	Akt. Ges. Weser Bremen	Dampfschiffahrts Ges. Neptun	179·8 | 26·1 | 11·8 Q 56' B 41' F 22'			Bremen German	T3Cy 12 7/8″,19½″ & 31½″–21½″ 46NHP A.G.Weser, Bremen		G
493 —	— Iron Sc Ctr (*Sand Pump Hopper Dredger*) 1 *Dk*	348 332 237					1883	Mort's Dck & Eng. Co. Blmain, NSW	Government of New South Wales	163·2 | 23·3 | 10·9 len 90			Sydny NSW British	C.2Cy.20″ & 36″–24″ NB90 70RHP Mort's Dock & Eng Co. Blmn		
494 1846 HNMF	— Iron & Steel Sc Sp *A.Höglund* 95–05 1 *Dk* & *Shelter dk*	266 114 178					1874	Motala Co. Motala	Ångf. Aktieb. Göta Kanal (A. Rönnow)	97·3 | 22·1 | 9·3 H 39t 15·9			Stockholm Swedish	C.2Cy.17″ & 35″–22″ NB93 48NHP Motala Co. Motala		
495 117416 VLSM	— Steel Sc Sr *G.McKay* –04 1 *Dk*	241 155 102			…		1903	G. Brown & Co. Greenock	Coast Steamships, Ld.	129·9 | 23·1 | 8·5 P & *Prom. dk 76'* FK & BK 7½″			P. Adelaide British *WB*	C.2Cy.17½″ & 36″–24″ 84RHP Muir & Houston, Ld. Gls.	9 ″ 0	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys.	3 Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. — for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Datesof it.of Trade Cert.
496 64 HBGT	**Junona** Steel Sc Sr *P.A.Mahlte* *ss* Oda. No.3–5,11 1 *Dk(Stl)&Spar dk(Stl)&Web frames*	3462 3067 2127	✠100A1 *Spar dk* 6.14 BS12,15 ✠LMC5,11	Oda	*v*	N5,14	1898 7mo	Wigham Richrdsn&Co Newcastle A&CP	Russian Stm.Nav. &Trading Co. *WB=Cell*	345·3 | 46·1 | 15·4 P31′B72′F38′ 23·3 FK *DB*104′ *uE,B&Bkr*	Odessa Russian	T.3Cy.23″,37″&60″–42″ (*r*) 160lb 255NHP 2SB,*6cf*,GS120,HS4180 60′*f*126′642*t* Wigham Richrdsn&Co.Nwc	25″10 s 5 ″ 2 21 ″ 1	
497 98 PBJF	**Junten Maru** Wood Sc Sr (*ex* Miyazu Maru No.2, *ex* Hiuga Maru No.1) 2 *Dks*	105 — 61						1898	T.Noguchi Osaka	Chosen Yusen Kabushiki Kaisha	90·5 | 15·1 | 10·9	Jinsen Japanese	C.2Cy.11″&21½″–14″ 14NHP		
498 HRQL	**Jupiter** Steel Sc Sr *Enrique* 03–11 *ss* Bbo.No.3–9,13 2 *Dks(Stl)&deep framing*	*4896* *4516* *3217*	✠100A1 5,17 ~~6,16~~ ✠LMC MS9,13	Msl Fbo BS5,16	*y*	~~8,16~~ 5,17	1900 8mo	Russell& Co. Pt.Glasgow A&CP	Cia.Anon.Marit. Union(J.M.Garteiz *Mgr.*) *WB=Cell* *DBa* 131′*uE&B*42′	389·2 | 52·1 | 27·1 P31′B112′F40′ FK *f*167′1244*t DTa*31′	Bilbao Spanish	T.3Cy.27″,43″&72″–48″ (*s*) 184lb *80lb* 403NHP 2SB,*6cf*,GS122,HS5121 FD 800*t APT*56*t* Rankin&Blackmore,Grk.	29″11 s 6 ″ 1½ 24 ″ 2	
499 7 HBDS	— Steel Sc Sr *J.Vasilieff* *ss* Nwc.No.3–4,12 1 *Dk(Stl)&Spar dk(Stl)&deep framing* *Elec.light*	3976 3197 2438	✠100A1 *Spar dk* 4,14 ✠LMC MS4,12 BS4,14	Oda	*w*	4,14	1900 7mo	Howaldts-werke Kiel A&CP *WB=*	Russian Stm.Nav. &Trading Co. *Cell DBa* 102′ *uE&*	350·0 | 47·0 | 17·9 P31′B150′F46′ 25·9 FK *B66′f*128′670*t FPT*	Odessa Russian	T3Cy.27½″,44½″&72⅝″–47½″ 168lb *125lb* (*s*) 443NHP 3SB,*9cf*,GS155,HS6039 FD 28*t APT*19*t* Howaldtswerke,Kiel	28″6	
500 77458	— Steel Sc Sr *Mchy.Aft* *Elec.light* 1 *Dk* 2 *tr B*	3719 — 2769						1901	American S.B.Co. Lorain,O.	Interlake S.S.Co. (Pickands,Mather &Co.. *Mgrs.*)	346·0 | 48·0 | 28·0 *WB*	Fairport Utd.States	T.3Cy.22″,35″&58″–42″ 218NHP AmericanS.B.Co Cleveland		
501 142119 ~~JSWB~~ JVWB	— Steel Sc Sr ~~*Hansen* –15~~ *Elec.light* 1 *Dk*	~~2606~~ ~~1538~~ ~~4 915~~ 2610 1574 1222						1915	Lindholmens M.V. Gothenburg	The Shipping Controller(Union-Castle Mail S.S.Co. Ld.,*Mgrs.*)	~~305·0 | 41·5 | 18·1~~ P202′F70′ 305 · 7 | 41 · 6 | 18 · 3 *WB=Cell*	~~Bergen~~ ~~Norwegian~~ London *WT* British	T.3Cy.26″,42″&69″–42″ 309NHP LindholmensM.V.Got.		N
502 112449 SPTR	— Steel Sc Sr *J.S.Penwill* 15–15 *ss* Hpl.No.3–5,14 1 *Dk(Stl)&deep framing* *Cargo battens not fitted*	2124 1958 1354	✠100A1 2,17 ~~2,15~~ ✠LMC MS3,13 BS9,15 MBS2,17	Cff Hpl	*s*	~~0,15~~ 2,17	1901 9mo	Grngem'th &Greenock Dockyard Co. Greenock *Lloyd*	W.R.Bradley *sA&CP*	285·9 | 43·2 | 19·0 P24′B57′F27′ FK *WB=Cell D Ba* 84′ *uE&*	Hull British	T.3Cy.21″,35″&57″–39″ (*s*) 180lb *80lb* NDB15 222NHP 2SB,*3cf&3pf*,GS98,HS3454 D.Rowan&Co.Glasgow *B36′f*112′580*t APT*77*t*	21 ″ 1 s 3 ″ 4½ 18 ″ 1	
503 LMPD	— Steel Sc Sr *C.Davidsen* 1 *Dk&deep framing&* *pt Awng dk*	2027 1374 1312			...		1899	Flensburgr Schiffsb Ges. Flensburg	Heinrich Schmidt	267·0 | 38·9 | 16·0 P16′Q84′ *pt Awng dk* 168′ FK	Flensburg German *WB*	T.3Cy.19″,31½″&51″–36″ 170NHP FlensburgerSchiffsb.Ges.	18 ″ 2	
504 QHJG	— Steel Sc Sr *H.Saatzen* –12 1 *Dk*	560 436 329					1901	Akt.Ges. "Weser" Bremen	Dampfschifffahrts Ges.Neptun	179·8 | 26·1 | 11·8 Q58′B41′F21′	Bremen German *WB*	T.3Cy.12$\frac{3}{16}$″,19$\frac{11}{16}$″&31½″–21½″ 46NHP A.G."Weser,"Bremen		G
505	— Steel Twin Sc Ctr (*Sand Pump Hopper Dredger*) 1 *Dk*	537 467 162					1892	W.Simons &Co. Renfrew	Government of New South Wales	160·2 | 32·1 | 11·2 Q66′F41′	Sydny NSW British	T.6Cy.11½″,18½″&30″–24″ 88NHP W.Simons&Co.Renfrew		
506 106005	— Steel Pad *A.McTavish* –13 1 *Dk*	394 359 145					1896	J.&G. Thomson,Ld Clydebank	Glasgow&South Western Rlwy.Co.	230·0 | 28·1 | 9·0 H14*t*F22*t*	Glasgow British	C.2Cy.30½″&65″–60″ 273NHP J&GThomsonLdClydebnk		
507 JVGF	— Steel Sc K *Durand* 13–13 *Elec.light* 1 *Dk*	263 232 99	✠100A1 *Stm Trawler* 9,13 ✠LMC9,13	Abn			1913 9mo *Lloyd*	J.Duthie Torry S.B.Co Aberdeen *sA&CP*	P.Gufflet	130·8 | 22·0 | 12·0 Q77′ BK7½″ *WB=*	La Rochlle French 3 *BHCem* *DBf*30′25*t*	T.3Cy.12½″,21″&35″–27″ (*s*) 180lb 85NHP 1SB,*3pf*,GS54,HS1535 W.V.V.Lidgerwood.Gls.	12″10 s 1 ″ 11 12 ″ 10	
508 JVGN	— Steel Sc K *P.Allanic* –07 *ss* Hav.No.1–11 1 *Dk*	260 230 91	✠100A1 *Stm Trawler* 1,14 BS4,15 ✠LMC6,11	Hav		4,15	1907 2mo *Lloyd*	Scott& Sons Bowling *sA&CP*	L.Dero	130·0 | 22·6 | 11·5 Q70′F24′ BK7″ *WB=*	Havre French 3 *BHCem* *DBf*8′8*t*	T.3Cy.12½″,21″&35″–26″ (*s*) 180lb 83NHP 1SB,*3pf*,GS51,HS1499 W.V.V.Lidgerwood,Gls.	12 ″ 6 s 2 ″ 1 12 ″ 3	
509 KRQB	— Steel Sc *W.Theessen* –12 (*Trawler*) *Elec.light* 1 *Dk*	254 210 74					1907	G.Seebeck Akt.Ges. Bremerhaven	Hochseefischerei Nordstern Akt.Ges.	128·9 | 23·1 | 10·1 Q74′F23′ *WB*	Gstemnde German	T.3Cy.12″,19½″&31½″–23″ 47NHP G.Seebeck A.G.Bremerhvn		G
510 5677 JVFB	— Comp Sc Sr *K.J.Johansson* 13–14 *Mchy.Aft* 1 *Dk*	205 173 124					1914	S.Groth Sjötorp	Ångf.Aktieb.John (A.Svensson, *Mgr*)	107·0 | 23·5 | 10·0	Gothenbrg Swedish	C.2Cy.9½″&21″–13½″ 13NHP Lundby M.V.Aktieb.Got.		
511	— Steel Sc Lr 1 *Dk*	176 172 90					1901	M.van der Kuijl Slikkerveer	L.J.van Gelderen	109·0 | 22·2 | 11·2 *WB*	Vlaardngn Dutch	T.3Cy.8½″,14″&25⅜″–17$\frac{7}{16}$″ 28NHP Elliott&Garrood,Beccles		
512 1263	— Steel Pad 1 *Dk*	160 — 73					1893	Union Works Königsberg	New Azoff S.N.Co.	148·0 | 18·6 | 7·0	Rostoff Russian	C.2Cy.15″&27″–36″ 36NHP		
513 4 QBVM	— Iron Sc K *ss* Tri.No.3–6,09 *ss* Tri.No.1–14 (*Tug*) 1 *Dk*	138 134 29	✠100A1 12,15 BS1,16 ✠LMC3,14	Ven	*b*	5,13	1896 12mo	J.P.Ren-noldson&Sns South Shields A&CP	V.Cini	100·4 | 20·2 | 10·6 BK7″	Chioggia Italian 4 *BHCem*	C.2Cy.18″&38″–24″ (*s*) 120lb 65NHP 1SB,*2pf*,GS37,HS1052 J.P.Rennoldson&Sons,Shl	11 ″ 0	
514 68184	— Iron Pad Sp *J.Armstrong* –16	102 102 19					1876	J.T.El-tringham S.Shields	O.W.Jewels	96·1 | 17·9 | 9·2	Blyth British	L.1Cy.33½″–50″ NB89 40RHP Hepple&Co.,S.Shields		
515 HFPV	**Juraj Subic** Steel Sc Sr *ss* Hav.No.3–10,06 (*ex* Drugi, *ex* Yacht Margherita) *Elec.light*	105 — 66	✠ *Yacht* 10,06	Hav			1894 10mo	R.Duncan &Co.Ld. Pt.Glasgow	Ing.Linardovic	99·4 | 18·0 | 8·9	Spalato Aust.-Hung 3 *BHCem*	T.3Cy.9″,13½″&21″–16″ 24NHP 1SB.*2pf*,GS21,HS464 Muir&Houston,Glasgow		
516 724	**Juri** Comp Sc Sr *Th.Kozchaffka* 1 *Dk*	187 — 96					1899	W. Tichonoff Kherson	S.Sysoyeff	115·0 | 20·5 | 10·6	Odessa Russian	C.2Cy.23″&42″–23½″ NB13 71NHP		
517	**Jurua** Steel Twin Sc Sr *J.Rebello da Silva* 02–02 *Elec.light* 1 *Dk&Promenade dk*	327 262 223			...		1899	Murdoch & Murray Port Glasgow	A.Cruz&Co.	140·0 | 30·0 | 8·7 F16′ FK	Manaos Brazilian	T.6Cy.10″,16″&26″–18″ 70NHP J.G.Kincaid&Co.Greenock	9 ″ 0	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Forme assignée maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. pc.	15 Registres où cotés, et voir à la fin.
518	**Jurupary**	**SteelTwinScSr**	272	✠	Pra			1899	Murdoch &	A.T.Coutinho	145·4	31·0	6·2	Para	C.4Cy.12″&24″–18″	6 ″ 6	
	A.G.DaSilva	*ssPra.No.3–9,09*	202	*For River purposes only*				12mo	Murray		F16′			Brazilian	55NHP		
	1Dk(Teak)&Promenade dk(Teak)		185	11,12 ✠					PortGlasgow				FK	*5BHCem*	1SB,*2pf*,GS39,HS1040		
	Elec.light														Lese,Anderson&Co.Gls.		
519	**Justicia**	**SteelTrpScSr**	32120	100A1				1917	Harland&	OceanicSteamNav.	740·5	86·4	43·1	Liverpool	T.8Cy.(2)35½″,(2)56″&(4)	47 ″ 6	
12Bar	*full particulars See No.1 in Supplement*		20000						Wolff,Ld.	Co.Ld.(WhiteStar				British	64″–60″&1L.P.Turbine	s14 ·0½	
JPFL	*Elec.light*		19699	*(Class Contemplated)*					Belfast	Line)						34 ″ 0	
															Harland&Wolff,Ld.Bel.		
520	**Justin**	**SteelScSr**	3809	✠100A1	NYk	*x*	6,16	1904	Barclay,	BoothS.S.Co.Ld.	355·0	48·7	24·0	Liverpool	T.3Cy.25″,41″&68″–48″ (*r*)	26 ″ 6	
118128	*W.R.Whayman–16*	*ssLiv.No.2–13*	3301	*Shelter dk*				9mo	Curle&Co.Ld					British	180lb *100lb* 400NHP	s 2 ·11	
HBJW	*2Dks(Stl)&deep framing*		2424	*with freeboard*	BS4,17				Glasgow *W*	*B=CellDBa110′*			FK	*6BHCem*	2SB,*6cf*,GS129,HS5514 FD	24 ″ 0	
	Elec.light	*&Shelter dk(Stl)*		6,16	✠LMC3,16				A&CP	*uE22′f132′698t*	*DTa 32′ 630t FPT*			*82tAPT37t*	Barclay,Curle&Co.Ld.Gls.		
				Examined 6,17													
				Carrying fuel oil F.P.above 150°F.in D.B.&D.T.													
521	—	**SteelScSr**	2321	✠	Cff			1891	R.Dixon&	GarlandS.S.Corp.	277·0	39·0	19·9	NewYork	T.3Cy.21″,35″&57″–39″		V
214026	*Eckert*	*ssCff.No.3–10,97*	—	10,97				2mo	Co.					Utd.States	201NHP		
LFWK	*Elec.light* *Well deck*	*1Dk*	1779						Middlesbro'				FK	*WB*	Blair&Co.Ld.Stockton		
		Fitted for oil fuel															
522	**Justo Chermont**	**SteelTwinScSr**	902					1900	Laird Bros.	AmazonRiverStm.	230·0	35·5	11·8	Para	T.6Cy.15″,23″&38″–24″		
			642						Ld.	Nav.Co.(1911)Ld.				Brazilian	141NHP		
		2Dks	491						Birkenhead						LairdBros.Ld.Birkenhead		
523	**Jutland**	**SteelScSr**	2824	✠100A1	Bkn	*u*	~~8,17~~	1898	J L Thomp-	Anglo-Bretagne	326·0	47·0	21·5	Cardiff	T.3Cy.23″,38″&62″–42″ (*s*)	24 ″ 0	
105192	*W.Creese* –16	*ssCff.No.3–5,11*	2619	~~7,17~~ 1,17 10,17	BrestBry		10,17	3mo	son&Sons, Ld	ShippingCo.Ld.	P21′B91′F34′			British	180lb NDB17 *120lb* 257NHP	s 4 ″ 3	
QBLF	*(exGreenJacket)*	*ssCff.No.1–15*	1829		✠LMC1,17				Sunderland				FK	*6BHCem*	2SB,*6rf*,GS110,HS3770	20 ″ 2	
		1Dk(ptIrnptStl)2trB							A&CP	*WB=*	*CellDBa 102′f139′*			*559tAPT21t*	J.Dickinson&Sons,Ld.Sld.		
		&deep framing3Dk rule															
524	**Jutlandia**	**SteelTwinSc3MstSr**	4874					1912	Barclay,	Akties.detÖstasia-	370·4	53·2	27·1	Copnhagn	Oil Engines 4S.C.SA		C
	E.Kall	*OilEng.*	4239						Curle&Co.Ld.	tiskeKompagni	P25′F34′			Danish	16Cy.20⅞″&28¾″ 468NHP		
NSCP	*Elec.light* Wireless	*2Dks&AwngDk*	3121						Glasgow		B(*aft*)25′(*fore*)78′			*WB*	Barclay,Curle&Co.Ld.Gls.		
525	**Juustila**	**IronSc**	109					1904	.....	WiborgsÅngslups	85·8	21·9	6·3	Wiborg			
1132			—						Warkaus	Actieb.				Russian			
SCLQ			65														
526	**Jylland**	**SteelSc**	749					1894	Burmeister	DeDanskeStats-	180·0	36·0	17·9	Korsör	C.2Cy.30½″&57″–33″		
	C.Holsöe		721						&Wain	baner				Danish	156NHP		
NGVP	*Elec.light(Icebreaker&Ferry)*	*1Dk*	299						Copenhagen					*WB*	Burmeister&Wain,Cpn.		
527	—	**SteelScSr**	539					1887	Burmeister	Acties.Christian-	166·1	23·9	17·7	Xiansand	T.3Cy.14½″,23″&36″–24″		N
	L.Larsen		265						&Wain	sandsDmpskslsk.	H22*t*			Norwegian	63NHP		
MBGJ	*(exSönderjylland)*	*1Dk&Awngdk*	297						Copenhagen	*(G.Natvig,Mgr.)*				*WB*	Burmeister&Wain,Cpn.		

*** Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of survey it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys.	3 Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	Date when tail shaft* last seen.	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 In registers in which classed, if not in L.R. (1917-18) or Trade Cert.
1	**K. I. Luckenbach** SteelTwinScSr *Elec.light*	*CruiserStern*	8200 5800 6200	100A1 *Shelter dk withfreeboard* (*ClassContemplated*)		...		1917	Fore River S.B.Cor. Quincy, Mass.	LuckenbachCo. Inc.	447·0 B61'	55·9	40·6	NewYork Utd. States	2 Geared Steam Turbines ForeRiverS.B.Cor.Quincy		
2	**Ka Ho** SteelTwinScSr *Markussen* (*ex*TooSui,*ex*Tsintau, *ex*Santelmo) 1*Dk*&*Awng dk*		1588 1521 977			...		1891	Blackwood &Gordon Pt.Glasgow	TooChangS.N.Co.	239·3 20·5 *pt Shade dk*38' FK	38·0	13·4 *WB*	Shanghai Chinese	T.6Cy.14",22½"&36"–24" NB16 159NHP Blackwood&Gordon,P.Gls	21 " 8	
3	**Kabafuto Maru** IronScSr 9142 *ss*Gen.No 3–10,96 JSGF (*ex*S.Gottardo) *ss*Gen.No.1–01 *Elec.light* 2*Dks*(*Irn*)3*trB*		2895 2445 1795	✠ 5,01 ✠NB10,96 ✠ *Emade80, fitted84*	Gen	*u*		1884 5mo	G.Ansaldo &Co. Sampierdrna	YagiKamesaburo	344·5 P40'B22'F46' BK6" *WB*=*CellDB*232'	38·1	24·5 390*t* *Tp*	Tarumi Japanese	T.3Cy.25",40"&68"–45" NDB92 *refitted*03 294NHP 2SB.*6pf*,GS112,HS4171 d96D.Torriani&Co.Sprdna		
4	— WoodScSr 9915 2*Dks* JVTC		198 176 123					1906	U.Nakamura Osaka	M.Kaneko	114·9 B16'	17·5	12·2	Otaru Japanese	C.2Cy.13"&27½"–18" 26NHP		
5	**Kabinga** SteelScSr 125599 *T.Robinson* –13 *ss*NYk.No.1–11 HLCS *Elec.light* 2*Dks*(*Stl*)&*deepframing* Wireless &*Shelter dk*(*Stl*) *Tonnage opening closed 1917*		4657 4430 2925	✠100A1 *Shelter dk withfreeboard* 1,15 ✠LMC ~~Examined 12,16~~ ~~MS8,14~~ ~~BS3,17~~ 12,17	NYk	*z*	~~2,16~~ 2,18	1907 7mo	Armstrong Whitworth &Co.Ld. Newcastle	Ellerman& BucknallSSCo.Ld. *Lloyd's SA&CP*	400·0 FK *WB*=*Cell DBa*123'	52·1	27·0 *sA&CP*	London British	T.3Cy.27",45"&75"–48" (*s*) 180lb 477NHP 3SB,*9cf*,GS173,HS6492 FD N.E.MarineEng.CoLdNwc *uE&B*63'*f*154'971*tAPT*29*t*	37 " 8 s10 "6½ 27 " 6	
6	**Kaboung** SteelSc 114009 1*Dk*		151 151 68					1901	W.Denny &Bros. Dumbarton	IrrawaddyFlotilla Co.Ld.	135·5	25·0	6·6	Glasgow British	C.2Cy.14"&26"–18" 14RHP Denny&Co.Dumbarton		
7	**Kabul** SteelPad 129453 1*Dk*		283 245 160					1909	W.Denny& Bros. Dumbarton	IrrawaddyFlotilla Co.Ld.	176·3	28·1	7·1	Glasgow British	C.2Cy.17½"&34½"–60" 50RHP Denny&Co.Dumbarton		
8	**Kadett** SteelSc (*Tug*) *Elec.light* 1*Dk*		226 181 81					1902	Schiffsw(v. J.&Sch.)A.G. Hamburg	Requisitioned by thePortuguese Government	115·5 H19'F9'	22·8	11·0	Portuguese	C.2Cy.15¾"&31½"–19¾" 37NHP Schwft.(vJ.&Sch)AGHam		
9	**Kadi-Keuy** SteelTwinScSp *Elec.light* 1*Dk*		697 — 337			...		1912	Ch.&Atel. deProvence PortdeBouc	Administr.deNav. àVap.Ottomane	201·0 FK	30·0		Constanpl Turkish	T.6Cy.13",20½"&33"–21¾" FD 158NHP Ch.&Atel.deProvence Msl.	11 " 3	
10	**Kadiak** WoodScSr 161082 *W.Ross*05–07 KMQV		114 106 58					1896	Hay& Wright Alameda,Cal.	AlaskaPackers Association	106·0	22·5	9·7	S.Frncisco Utd.States			
11	**Kadina** SteelScSr 108188 *J.Garden* –16 PSMG 1*Dk2trB*		2709 2513 1707			...		1897	W.Dobson &Co. Newcastle	AdelaideS.S.Co.Ld	325·5 P33'B&F262'	45·1 FK	21·0 *WB*	Adelaide British	T.3Cy.23",38"&61"–42" 251NHP WllsndSlpwyCo.,Ld.,Nwc	22 " 2	
12	**Kaduna** SteelScSr 138029 *W.P.Purdon* –12 HQPD *Elec.light Ref.Mchy.* 2*Dks*&*Shelter dk* *Cantilever framed,topside tanks*		~~5822~~ 4126 ~~3223~~					1910	SirRaylton Dixon&CoLd Middlesbro'	ImperialDirect LineLd. (Elder, Dempster&Co.Ld. *Mgrs.*)	360·1 ~~26·2~~ 34·9	52·0		Liverpool British	T.6Cy.26",42"&70"–48" 339NHP Richardsons,Westgarth& Co.Ld.Mdb.		C
13	**Kaeo** WoodAuxSc3MstSr ~~118075~~ ~~*J.H.Skinner* –05~~ *OilEng.* ~~WRQP~~ 1*Dk* (*See Sailing Ship Register*)		184 134 146					1905	Lane& Sons Whangaroa, N.Z	~~J.H.Skinner~~	108·1 P18*t*H24*t*F5*t*	24·4	8·8	~~Auckld NZ~~ ~~British~~ French	Oil Engine		
14	**Kæthe** SteelSc *L.Sandersen* (*ex*HansHenning) JFTG *Elec.light* 1*Dk*		1046 834 642					1905	Nüscke& Co. Stettin	JohnWeiss	218·1 Q81'B51'F26'	34·7	13·9 *WB*	Memel German	T.3Cy.15",24"&38"–27" 75NHP Schiffsw.Uebigau Dresden		G
15	**Kaffir Prince** SteelScSr 97984 ~~*G.Shearer* –16~~ ~~*ss*Nwe.No.3–10,04~~ MLNB ~~*G.Hughes* –17~~ ~~*ss*Sld.No.2–13~~ 1*Dk*(*Stl*)&*deepframing*& *pt Awngdk*(*Irn*–ws) ~~*ss*Mch.2nd No.3–2,17~~		2228 1507 1402	✠100A1 *pt Awng dk withfreeboard* ~~3,16~~ 5,16 ✠LMC ~~Examined 12,17~~ MS9,17 BS6,17	Mch Lon	*r*	~~8,16~~ 5,17	1891 12mo	ShortBros. Sunderland A&CP	PrinceLine,Ld. (Furness,Withy& Co.Ld.*Mgrs.*) *WB*=*CellDB*	292·5 F30'RFD68' *pt Awng dk*210' a84'*f*110'335*tFPT*	38·6 FK	17·6 *a*	Newcastle British 160lb *100lb* NDB06 223NHP 5*BHCem* 78*tAPT*56*t*	T.3Cy.22",36"&59"–39" (*s*) 2SB.*6pf*,GS102,HS3440 G.Clark(Lim.),Sunderland	20 " 0 s 8 "7½ 19 " 9	
16	**Kafue** SteelScSr 133309 *R.I.James* –17 JBTN *Elec.light* Wireless 2*Dks*(*Stl*)		6044 5784 3889	✠100A1 12,16 ✠LMC4,13	Lon	*a*†	~~11,15~~ 10,17	1913 4mo	Palmers' Co.Ld. Newcastle *Lloyd's SA&CP*	Ellerman& BucknallSSCo.Ld. *WB*=*CellDBa*140'*u*	423·7 P73'B160'F45' FK *E&B*41'*f*182' 1114*t*	54·5	31·2 *DTa*32'960*t*	N.Shields British	T3Cy25½",43½"&76"–51" (*s*) 220lb HS8142 FD 589NHP 2SB&1AuxSB,*11cf*,GS210, Palmers'Co.Ld.Newcastle	33 " 7 s 6 "10 27 " 1	
17	**Kaga Maru** SteelTwinScSr 6542 *S.Nishimura* –15 *ss*Yka.No.3–5,14 JPKN 2*Dks*(*Stl–Uteak s*)&*deepframing* *Elec.light* *ss*Kob.No.1–17		5847 ~~5570~~ 3608	✠100A1 ~~Shelter dk~~ ~~1,16~~ 11,17 ✠LMC~~4,16~~	Kob	*a*†	~~12,15~~ ~~5,16~~ ~~P4,17~~ 5,17 P5,17 S11,17	1901 5mo	MitsuBishi Dkyd&EWks Nagasaki A&CP	NipponYusen KabushikiKaisha	445·3 P51'B120'F58' FK *WB*=*CellDBa* 143'*uE&B*53'*f*200'	49·5	30·4 1178*t* *DTa*	Tokio Japanese	T.6Cy.20 7/16",20 5/16"&56"–48" 200lb (*s*) 580NHP 2D&2SB*18cf*GS320HS10000 MitsuBishiD.&E.Wks.Nag 28'490*tFPT*100*tAPT*30*t*	33 " 6 s 7 "11½ 26 " 3	
18	— SteelScSr 7933 *B.Nakano*95–05 JCHP (*ex*MarieJebsen) 2*Dks*&*Webframes*		2309 2102 1800					1894	Howaldtswerke Kiel	ChuyetsuKisen KabushikiKaisha	293·4 B40'F32'	39·4	21·6 *WB*	Nishinomiya Japanese	T 3Cy.21",31½"&51½"–35½" 156NHP Howaldtswerke,Kiel		
19	**Kagawa Maru** IronScSr 9349 *ss*Lon.No.1–85 JSRO (*ex*Kangra) 2*Dks*(*Uirn*–ws)3*Dk rule*		2146 1904 1597	✠ 2,86 ✠	Lon	*s*		1880 12mo	W.Denny &Bros. Dumbarton	C.Tanaka	284·7 P14'B32'F37' *WB*=*CellDB*244'383*t*	35·2	23·8	Yokohama Japanese 5*BHCem*	C.2Cy.34"&60"–42" NDB92 194NHP Denny&Co.Dumbarton	26 " 8	
20	**Kageshima Maru** SteelScSr 10427 *H.Takashima* *ss*Yka.No.3–9,13 JMQW (*ex*Wilhelmina,*ex*Pilgrim) 1*Dk*(*Stl*) &*Spardk*(*Stl*)3*trB*		4687 4216 3372	✠100A1 *Spar dk* 7,17 ~~7,16~~	Kob NYk ✠LMC7,16	*x*	~~x7,16~~ 7,17	1898 10mo	R.Craggs &Sons Middlesbro' A&CP	JapaneseGovt. (Dept.ofAgricul.& Com.) (*Min.Agts.* ShoShoYoko) *WB*=*Cell*	361·0 P31'B76'F35' FK *DBa*122'*uE&B*42'*f*	48·0	20·3 28·1 142'829*tFP*	Yawata Japanese	T.3Cy.23½",38½"&68"–48"(*s*) 200lb 326NHP 3SB,*6cf*,GS115,HS4500 SirC.Furness,Westgarth& *T*65*tAPT*30*t* Co.Ld.Mdb.	30 "10 s 7 " 2 24 " 1	
21	**Kaggefos** SteelScSr *T.A.Lie* –16 MNTH *Elec.light* 1*Dk*&*Shelter dk*		2107 1845 1299					1916	Nylands Værksted Christiania	SkandinaviskeOst-AfrikaLinje (Thor Thoresen,jr.Ld. Akties,*Mgrs.*)	304·2 P25'B&F272'	44·6	18·3	Chrstiania Norwegian *WB*	T.3Cy.21½",34½"&60"–39" 225NHP NylandsVærksted,Xania		N

1 Numéro d'Ordre / Numéro Officiel / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre ou Rapport.	7* Dat. de la dernière visite à l'huile de poste-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.
22 10366 LBRN	**Kagi Maru** *Elec.light*	**SteelScSr** Wireless 2*Dks*	2333 1956 1373	✠				1907	Kawasaki Dockyd Co Ld Kobe	OsakaShosen Kabushiki Kaisha	305·9 P38′	39·7 B111′	21·6 F41′	Osaka Japanese *WB*	T.3Cy.23″,38″&63″–39″ 248NHP Kawasaki Dockyard Co.Ld.	
23 1429 HKBR	**Kagoshima Maru** *Inamikawa* –14 *Well deck* (*ex*Port Albert) 2*Dks*(1*Stl-pt* ws & *Upt Stl*-ws)3*trB*	**SteelScSr** *ss*Nag.No.3–11,05 *ss*Kob.No.2–13	4405 3811 2731	✠100A1 ~~4.17 3.16~~ 8,17	Kob Yka	*w*	~~3.16~~ 8,17	1891 8mo	W. Dobson & Co. Newcastle A&CP	Haradа Kisen Kabushiki Kaisha *WB*=	371·4 P&B219′F45′ *Cell D B*160′24*t*	46·2 BK11″	26·1	Amagasaki Settsu Japanese 3*B H Cem*	T.3Cy.30″,48″&78″–54″ (*s*) 160lb *160lb* 460NHP 3DB,*18pf*,GS210,HS7080 Wllsnd Slpwy Co.Ld.Nwc.	29 ″ 0
24 86723	**Kah-Byoo** *Smith*	**SteelPad**	279 279 226					1882	W. Denny & Bros. Dumbarton	Irrawaddy Flotilla Co.Ld.	170·0	30·1	7·1	Glasgow British	C.H.2Cy.24″&42″–72″ 75RHP Denny & Co.,Dumbarton	
25 113133 TPMF	**Kahika** *C.McArthur* –13 (*ex*Ennerdale) 1*Dk*(*Stl*) & *deep framing* *Elec.light* *Well deck*	**SteelScSr** *ss*Syd.No.2–12	1148 859 516	✠ 4,14 ✠	Wln	*n*		1902 5mo	Ailsa S.B. Co.Ld. Troon	Union S.S.Co.of New Zealand,Ld. *WB*=*Cell D Ba*59	230·3 Q78′B51′F26′	33·7 FK *uE*17′*f*92′229*t FPT*	16·1	Wellington British 4*B H Cem* 18*t A P T*36*t*	T.3Cy.17″,28″&45″–33″ 98RHP 1SB,*3cf*,GS59,HS2040 Muir & Houston,Ld.Gls.	17 ″ 0
26 37116 SCNM	**Kahu** *C.Thompson* –08	**Steel&IronScSr** 1*Dk*	185 182 96					1886	H.S. Edwards & Sons Newcastle	Richardson & Co. Ld.	115·0 Q42′	19·1 B20′	8·8 F17′	Napier British	C.2Cy.17″&32″–24″ 40RHP N.E.Marine Eng.Co.,Nwc.	
27 NLFV	**Kai** *N.L.Hansen* –12 *Well deck* *ex*Whitby Abbey) 1*Dk2trb*	**IronScSr** (*ex*Ganger Rolf,	1391 1090 858			…		1883	Osbourne, Graham & Co. Sunderland	Dampskselsk. Myren (Holm & Wonsild,*Mgrs.*)	241·9 Q88′B59′F32′	34·2 FK	16·3 *WB*	Copnhagn Danish	C.2Cy.25″&56″–36″ NB02 146NHP N.E.Marine Eng.Co.Ld.Sld	19 ″ 4
28 127222	**Kai Hwen** (*Barge*)	**SteelTwinSc** *Paraffin Motors* 1*Dk*	239 220 148					1911	Kiangnan Dock & Eng. Wks. Shanghai	Asiatic Petroleum Co.(N.China)Ld.	150·0	27·0	6·4	Shanghai British	2 Paraffin Motors L.Gardiner & Sons,Mch.	
29	**Kai-Ling** *Elec.light*	**SteelTwinSc** (*Ice-breaker*) 1*Dk*	141 104 48			…		1913	Kiangnan Dk.& Eng.Co. Shanghai	Hai-ho Conservancy	85·0 F15′	20·0 FK	8·5	Tientsin Chinese	C.4Cy.12″&25″–15″ 69NHP Kiangnan Dock & Eng.Co.	8 ″ 11
30	**Kai Pan** *R.H.Douglas*02–11	**SteelTwinScSr** 1*Dk*	*270* *226* *110*	✠ 3,88 ✠	Nwc	*e*		1888 3mo	Armstrong Mitchell & Co. Ld Newcastle	Chinese Maritime Customs	135·0 P18′	23·1 B16′	11·4 F26′ FK	Kowloon Chinese 5*B H Cem*	T.6Cy.12″,19½″&32″–20″ 92NHP Wllsnd Slpwy Co.Ld.Nwc.	12 ″ 0
31 117592 WPHK	**Kaiapoi** *J.McLean* –17 *Elec.light* 1*Dk*(*Stl*) & *Web frames*	**SteelScSr** *ss*Syd.No.1–11	2003 1754 1247	✠ 1,14 ✠	Auk	*r*		1906 10mo	Osbourne, Graham & Co. Sunderland	Union S.S.Co.of New Zealand,Ld. *WB*=*Cell*	279·2 P25′B64′F28′ *D Ba* & *uE*110′*f*110′	40·1 FK	18·1 458*t A P T*29*t*	Dunedin British 4*B H Cem*	T.3Cy.20½″,33″&54″–39″ 194NHP 2SB,*6pf*,GS86,HS2940 N.E.Marine Eng.Co.Ld.Sld	20 ″ 6
32 95430 KSNB	**Kaifong** *J.B.Evans* –15	**SteelTwinScSr**	1622 1471 987					1888	Scott & Co. Greenock	China Nav.Co.Ld.	256·3 B56′	36·3 F29′	21·6	London British	T.6Cy.14″,23″&37″–30″ 150NHP Scott & Co.,Greenock	
33 9733 JTWH	**Kaihei Maru**	**WoodScSp** 2*Dks*	147 — 83					1905	T. Maye Kawa Osaka	Sanriku Kisen Kabushiki Kaisha	105·0 B19′	15·6	12·4	Kamaishi Japanese	T.3Cy.8½″,13″&15″–14″ 8NHP	
34 14368 LVKQ	**Kaiho Maru** (*ex*Hoi Fung)	**SteelScK** 1*Dk*	203 160 110	✠ 7,16 *Stm Trawler* ✠	Nag			1911 4mo	Smith's Dock Co.Ld. Middlesbro'	Y. Aoki	109·9 Q65′F20′	21·1 BK7½	10·9	Nagasaki Japanese 3*B H Cem*	T.3Cy.12″,20″&33″–23″ 69NHP 1SB,*2pf*,GS35,HS1215 Shields Eng.Co.Ld.N.Shl.	11 ″ 9
35 74 QBHV	**Kaijo Maru** *S.Minato* –13 (*ex*Curonia, *ex*St.Domingo,*ex*Doune Castle) *Elec.light*	**SteelScSr** *ss*Kob.2nd No.3–7,16 3*Dks*(2*Stl*-ws)	4107 3730 2563	✠100A1 7,16 ✠LMC7.16	Kob	*x*	7,16	1890 11mo	Barclay, Curle & Co.Ld Glasgow	Goshi Kaisha Kishimoto Shokai	396·0 P33′B96′F46′	43·2 BK11″ *WB*=*Cell*	28·5 *D B*305′621*t*	Dairen Japanese 5*B H Cem*	T.3Cy.29½″,48″&78″–54″ (*s*) 160lb *80lb* NDB00 479NHP 2DB,*12cf*,GS212,HS7661 Barclay, Curle & Co.Ld.Gls	31 ″ 0
36 9746 JVGF	— *K.Murakami* *Elec.light*	**SteelScSr** 1*Dk* & *Spar dk*	2015 1656 1126					1906	Kawasaki Dockyd Co Ld Kobe	Osaka Shosen Kabushiki Kaisha	285·2 P40′B90′F40′	38·0	20·5 *WB*	Osaka Japanese	T.3Cy.21½″,36″&60″–39″ 225NHP Kawasaki Dkyd Co Ld Kobe	23 ″ 1 ″ 5 ″ 11 17 ″ 8
37 8684 JQSL	—	**WoodScSp** 2*Dks*	263 — 156					1902	Sara Nizo Osaka	R. Mayeda	128·3	18·5	14·2	Hakodate Japanese	C.2Cy.14¼″&28½″–18″ 28NHP	
38 1178 HGWV	—	**WoodScSr** (*ex*Uwajima Maru No.4) 2*Dks*	223 196 138					1890	Sora Ikutaro Osaka	Y. Matsumoto	118·0	17·2	14·5	Osaka Japanese	C.2Cy.13¾″&26″–18″ NB98 24NHP Ise Ichigoro,Osaka	
39 15201 LWNP	**Kaijun Maru**	**SteelScSr** 2*Dks*	423 343 262					1912	Nakamura Gomei Kaisha Osaka	Kaigai Boyeki Kabushiki Kaisha	149·7	20·3	14·6	Nishino-miya Japanese	C.2Cy.15″&32″–22″ *Emade*88 40NHP	
40 13698 LPSR	**Kaiko Maru** *K.Kokichi*	**IronScSr** (*ex*Holstein) 1*Dk* & *Spar dk*3*trB*	1607 1493 948					1882	G. Howaldt Kiel	H. Narasaki	264·5 P11′F35′	31·4	23·1 *WB*	Hakodate Japanese	C.2Cy.27½″&51½″–43½″ 144NHP Gebr. Howaldt,Kiel	
41 13196 LMTN	—	**SteelScSr** 1*Dk*	213 169 115					1911	Osaka Iron Works Osaka	Hizen Gyogyo Kabushiki Kaisha	114·1	21·2	10·8	Hamasaki Japanese	T.3Cy.11½″,19″&32″–22″ 48NHP Osaka Iron Works,Osaka	
42 18391 MTGF	**Kaikoku Maru**	**Steel Aux ScSr**	431 — 334					1915		Nippon Shogyo Kabushiki Kaisha	159·0	28·0	12·5	Nishino-miya Japanese		
43	—	**SteelSc**	192 — 119					1906	.....	Chosen Yusen K bushiki Kaisha	105·3	16·3	12·5	Jinsen Japanese		

Now named "Susana II.," See No.88 in Supplement Lloyd's Register

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Master. Special Surveys.	3 Material, Rig, &c. Late Name if any. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of ft. of Trade Cert.
44 114699 VFPR	**Kaikoura** *S.F.Martin* –17 *Ref.Mchy.* 2*Dks*(*Stl*)& *Elec.light* &*Shelter dk*(*Stl*–ws) Wireless	**SteelTwinSc4MstSr** *ss*Lon.No.2–12 *deep framing* Sub.Sig.	8697 6548 5671	✠100A1 *Shelter dk* 12,14 ~~BS1,17~~ ✠LMC2,16 BS3,18	Bkn	*d*†	~~2,16~~ 3,18	1903 9mo	J.Brown&Co.Ld. Clydebank *Lloyd's A&CP*	**NewZealand ShippingCo.Ld.** *W*	460·0|58·2|30·9 FK *B*=*Cell DBa* 113′	Plymouth British 7*BHCem*	T.6Cy.25″,42″&69″–48″ (*r*) 180lb 918NHP 5SB,*15rf*,GS295,HS13560FD *uE&B* 63′ *f* J.Brown&Co.Ld.Clydebnk 225′1418*tFPT*124*tAPT*70*t*	42 ″ 9 s 14 ″ 2 29 ″ 2	BT till 1,18
45 9280 JSPK	**Kaikwo Maru** 1*Dk*	**WoodScSr**	161 136 87					1904	Ominato S.B.Co. Ominato	**K.Matsumori**	104·6|19·0|10·2	Osaka Japanese	T.3Cy.10″,15¾″&26½″–17″ 29NHP		
46 133822	**Kailan** *E.Budgen* –14 *Elec.light* 1*Dk*(*Teak*)	**SteelSc**	229 165 97	✠100A1 *For towing purposes* 11,17 ~~11,16~~ ~~BS11,16~~ ✠LMC6,14	Shi		~~11,16~~ N11,17	1914 6mo	Kiangnan D.&E.Wks. Shanghai *Lloyd's A&CP*	**ChineseEng.& MiningCo.Ld.** *WB*=*FPT*18*t APT*16*t*	105·0|22·1|10·8 F18′ FK 4*BHCem*	Shanghai British	C.2Cy.14″&28″–18″ (*s*) 130lb 33RHP 1SB,*2cf*,GS46,HS1500 KiangnanD.&E.Wks Shi.	11 ″ 6	
47 117618	**Kailoa** *McBurney* (*ex*GreyhoundII.) 1*Dk*	**WoodScCtr**	122 109 13					1902	Allan& Hunter Sydney NSW	**SydneyFerries,Ld.**	96·6|21·2| 9·5	SydnyNSW British	C.2Cy.14″&28″–20″ 33RHP McKie&Baxter,Glasgow		
48 15816 MFJS	**KaioMaru** 1*Dk*	**SteelScSr**	224 185 121					1912	Ishikawa-jimaS.B.& Eng.Co.Ld. Tokio	**M.Sato** *WB*	116·4|20·6|11·2	Shimono-seki Japanese	T3Cy.12½″,20″&33″–23″ 52NHP IshikawajimaS.B.&Eng. Co.Ld.		
49	**Kaione** (*Suction Hopper Dredger*)	**SteelTwinSc**	720	A1 *Hopper Dredger* (*Class Contemplated*)				1915	Fleming& Ferguson,Ld. Paisley	**WanganuiHarbourBoard,N.Z.** P10′	190·0|35·0|15·5	Wanganu British	C.8Cy.13″&26″–15″ Fleming&Fergusn,Ld.Psy	16 ″ 6 s 2 ″ 10 13 ″ 10	
50 120589 HDBV	**Kaiping** *R.M.Macfarlane* –16 ~~*ss*Shi.No.2–14~~ *Elec.light* *ss*Shi.No.2–3,17 1*Dk*(*Stl*)& *Spar dk*(*Stl*–teak s)	**SteelScSr**	2563 2287 1605	✠100A1 *Spar dk* *withfreeboard* ~~4,17~~ ~~4,16~~ 9,17 ~~BS4,16~~ ✠LMC6,~~14~~ 3,17	HKg ~~Shi~~Np	*t* t	~~4,16~~ 9,17	1905 8mo	Swan,Hunter&Wigham Richardson, Ld Newcastle *Lloyd's A&CP*	**ChineseEngineering&MiningCo. Ld. (A.W.Berry, Mgr.)** *WB*=*Cell DBa*92′ *uE* 22′	312·0|44·3|13·2 B80′F44′ 20·8 FK 5*BHCem*	London British	T.3Cy.25½″,41½″&68″–45″(*s*) 180lb *90lb* 407NHP 2SB,*6cf*,GS132,HS5812 FD Wllsnd Slpwy.Co.Ld.Nwc. *Ta*36′548*tFPT*61*tAPT*27*t*	23 ″ 0 s 4 ″ 1½ 19 ″ 4	
51 9442 JTDP	**Kairio Maru** (*ex*KairiuMaruNo.2) 2*Dks*	**WoodScSp**	188 170 116					1893	S.Ono Osaka	**S.Yoshida**	109·8|16·1|13·5	Hakodate Japanese	C.2Cy.12⅝″&24″–14″ 18NHP OnoSeikichi,Osaka		
52 13451 LNGC	**Kairyu Maru** (*ex*NagatoMaruNo.5) 1*Dk*	**SteelScSr**	188 — 67					1911	OsakaIron Works Osaka	**M.Sato**	114·2|21·2|10·8	Kobe Japanese	T.3Cy.11″,18″&30″–22″ 42NHP OsakaIronWrks,Osaka		
53 128653 JGTR	**Kaisar-I-Hind** *W.B.Palmer* –17 *Elec.light* 4*Dks*(3*Stl*–ws)& Wireless *Shade dk*(*Stl*–teak s)	**SteelTwinScSr**	11430 7547 5989	✠100A1 *Shade dk* 10,14 ✠LMC10,14	Lon	*i*†		1914 10mo	Caird&Co. Ld. Greenock *Lloyd's A&CP*	**P.&O.Stm.Nav.Co.** *WB*=*Cell DB a*95′*uE&B*160′	520·0|61·2|33·1 Bon*Shade dk*261′ FK&BK2″ *f*178′1435*tFPT*57*t APT*72*t*	Greenock British	Q.8Cy.30½″,44″61″&87″–54″ 215lb (*s*) 1964NHP 4D&4SB,*36cf*,GS743, FD HS30568 Caird&Co.Ld.Greenock	37 ″ 3	BT till 5,17
54 14439 LSCR	**Kaisei Maru** 1*Dk*	**SteelScSr**	194 170 120					1911	Goshi Kaisha HaradaShoko Osaka	**T.Akita**	111·8|21·2|11·0	Nishino-miya Japanese	T.3Cy.11½″,19″&32″–22″ 43NHP GoshiKaishaHaradaShoko		
55 *Elec.light*	**Kaiser** 2*Dks*3*trB*	**SteelScBn**	2724 2317 1714					1891	Reiherst'g Schiffsw. Hamburg	**Soc.AnonImportadorayExportadora de la Patagonia** *WB*	331·9|41·1|23·4 P72′ B106′ F44′	PntaArnas Chilian	T.3Cy.25½″,41″&66″–48″ 302NHP Reiherst.Maschinenf.Ham.		
56 RNTM	— *Vollrath* –13 *Elec.light* Wireless 2*Dks*3*trB*	**SteelTwinScSr**	1916 1043 550					1905	Akt.Ges. "Vulcan" Stettin	**Hamburg-Amerik. Packetf.Act.Ges. (Ham.-Amr.Linie)** *WB*	303·1|38·4|13·3	Hamburg German	2 Steam Turbines Allgem.Electr.Ges.Berlin		G
57 HLJG	**Kaiser Franz Josef I.** *C.Gerolimich* –12 3*Dks*(*Stl–Uws*)&*Shelter dk*(*Stl*–ws) *Elec.light* 4*th dk*(*Stl*)*in No.1 hold* *Ref.Mchy.* Wireless Sub.Sig.	**Steel TwinScSr**	12567 10023 7596	✠ — 2,17 *Shelter dk* *withfreeboard* ✠	NYk	*f*†		1912 5mo	Cant.Nav. Triestino Monfalcone	**UnioneAustriacadiNav.(Soc.Anon.)** *WB*=*Cell DBa*89′*uE&B*147′	477·5|60·2|43·2 62·0 FK Bon*Shelter dk*176′ *f* 165′ 1418*t FPT*	Trieste Aust.-Hung. 9*BHCem* 52*tAPT*40*t*	Q8Cy28″,40″,57″&82″–57 HS28757 FD 1834NHP 6DB&1AuxSB,*39cf*,GS732, D.Rowan&Co.Glasgow	45 ″ 0	
58 QHNL	**Kaiser Wilhelm II.** *R.Dahl* –13 4*Dks*&*Shade dk*5*trB* *Elec.light* Sub.Sig. Wireless	**StlTwinSc**	19361 13596 6353					1902	Akt.Ges. "Vulcan" Stettin	**Norddeutscher Lloyd**	684·3|72·3|40·2 F89′ *Promenade dk*	Bremen German *WB*	Q.16Cy.37⅜″,49⅜″,74⅛″& 112½″–71″ 4243NHP A.G."Vulcan,"Stettin		G
59 SBOL	— *Elec.light* 1*Dk*	**SteelTwinSc**	495 368 97					1898	J.L.Meyer Papenburg	**GermanGovernmt. (ColonialDept.)** *WB*	165·1|27·8|12·9 P18′H41′F15′	Dar-es-Salaam German	T.6Cy.11⅞″,19″&30½″–23⅜″ 89NHP J.L.Meyer,Papenburg		G
60 KHVS	— *H.Lüken* 1*Dk*	**SteelTwinSc**	184 138 60					1897	G.Seebeck Act.Ges. Bremerhaven	**BorkumerKleinbahn&Dampfsch. Akt.Ges.** *WB*	121·3|20·7| 8·6 H68′	Emden German	C.4Cy.10⅝″&20⅛″–13⅜″ NB03 25NHP G.Seebeck A.G.Geestmnde		G
61 RPDF	**Kaiserin Auguste Victoria** *Chr.Dempwolf* *Elec.light* 5*Dks*&4*Shade dks* *Ref.Mchy.* Sub.Sig. Wireless	**SteelTwinSc4MstSr**	24581 20401 14847					1905	Akt.Ges. "Vulcan" Stettin	**Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)** *WB*	677·5|77·3|50·2 B354′F84′	Hamburg German	Q.8Cy.36″,53″,75″&106″–65″ 1810NHP A.G."Vulcan,"Stettin		G
62 181 PBNS	**Kaishu Maru** (*ex*KusanagiMaruNo.2) 2*Dks*	**SteelTwinScSr**	257 — 138					1907	F.Matsui Osaka	**ChosenYusen KabushikiKaisha**	122·6|19·1|13·4	Jinsen Japanese	C.4Cy.10″&20½″–15″ 27NHP		
63 127187	**Kai-Tai** (*Tug*) 1*Dk*	**IronSc**	116 83 20					1884	Boyd&Co. Shanghai	**TakuTug&Lighter Co.Ld.** *WB*	93·0|19·5| 6·7 H—	Shanghai British	C.2Cy.16″&36″–24″ 52RHP A.&J.Inglis,Glasgow		
64 125625 HLQF	**Kaitangata** *R.L.Davies* –16 *ss*Ddn.No.1–12 (*ex*Ladywood) 1*Dk*(*Stl*)&*Webframes* *Elec.light*	**SteelScSr**	1981 1722 1219	✠ 7,14 ✠	Syd	*r*		1907 10mo	Osbourne, Graham&Co. Sunderland	**UnionS.S.Co.of NewZealand,Ld.** *WB*=*Cell DBa*&*uE* 110′*f* 110′	279·5|40·2|18·1 P25′B64′F28′ FK 4*BHCem*	DunedinNZ British	T.3Cy.20½″,33″&54″–39″ 198NHP 2SB,*6pf*,GS90,HS3038 G.Clark,Ld.Sunderland	20 ″ 6	

1 Numero d'Ordre. / Numero Officiel. / Signaux	3 Nom du Navire. Matériaux. Grément, etc. — Capitaine. Ex-nom, s'il y a lieu. — Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.
65	**Kaites** SteelSc 1 Dk	86 64 —	✠ *For Towing purposes* 6,12 ✠	Shi			1912 6mo	Vulcan Iron Works Ld. Shanghai	RussianGovt.	73·0 | 17·0 | 8·4 BK6'	Vladvostk Russian	C.2Cy.12″&24″-16″ 38NHP 4BHCem 1SB,2pf,Gs32,Hs853 VulcanIron Works,Ld.Shi.	9 ″ 0
66 93995 SVFT	**Kaitoa** SteelTwinScSr *J.Humphreys*09–09 *Well deck* 1 Dk *Elec.light*	319 194 141	✠ 7,09 ✠	Gls	*d*		1909 7mo	Mackie& Thomson,Ld. Glasgow	AnchorShipping& FoundryCo.Ld.	130·0 | 22·5 | 8·3 Q67′B14′F22′ FK *WB = DTa12·22t FPT13tAPT7t*	Nelson,NZ British	C.4Cy.10¾″&24″-18″ 65RHP 4BHCem 1SB,2pf,Gs39,Hs1297 Ross&Duncan,Glasgow	9 ″ 0
67 120467 HBLW	**Kaituna** SteelScSr *J.Ryan* –16 (*ex*Needwood) *ssAuk.No.2-12* 1 Dk(*Stl*)&*Web frames*	1977 1759 1246	✠ 9,14	Syd	*r*		1904 10mo	Osbourne, Graham&Co. Sunderland	UnionS.S.Co.of NewZealand,Ld.	279·5 | 40·1 | 18·1 P25′B65′F27′ FK *WB = CellDBa&uE110′f110′458t*	Dunedin British	T.3Cy.20½″,33″&54″-39″ 194NHP 4BHCem 2SB,6pf,Gs86,Hs2940 N.E.MarineEng.Co.Ld.Sld	20 ″ 6
68 161133 KPNF	**Kaiulani** WoodScSr *W.Mitchell* 1 Dk	384 310 243					1899	Hay& Wright Alameda,Cal.	Inter-IslandS.N. Co.Ld.	140·5 | 30·0 | 12·0	Honolulu Utd.States	C.2Cy.13″&28″-21″ 30NHP UnionIron Works,S.Frisco	
69 9358 JSTB	**Kaiun Maru** SteelScSr *ss*Qns.No.3–4,04 (*ex*Walker) 1 Dk(*Irn*) *Well deck*	640 — 370	✠ 12,04 ✠	Qns	*j*		1890 3mo	Wood, Skinner&Co. Newcastle	K.Yamada	185·0 | 30·0 | 11·9 P19′Q70′B7′F19′ FK *WB = CellDB138′ 195t FPT*	Tarumi Japanese	T.3Cy.16″,26″&43″-30″ NDB04 103NHP 5BHCem 1SB,3pf,Gs50,Hs1503 N.E.MarineEngCoLd.Nwc	14 ″ 3
70 19226 NBVJ	**Kaiwo Maru** SteelScSr *SinzoSuzaki* –16 1 Dk	2148 1886 1283					1916	Uraga Dock Co.Ld. Uraga	FurukawaGomei Kaisha	268·0 | 40·7 | 23·6 P13′B58′F27′ *WB*	Kobe Japanese	T.3Cy.19″,31½″&52″-39″ 169NHP UragaDockCo.Ld.Uraga	23 ″ 6 s 4 ″ 2½ 19 ″ 7
71 14475 LSFT	**Kaiyo Maru** SteelScSr 1 Dk	194 — 78					1911	Kawasaki Dkyd.Co.Ld. Kobe	KawasakiDock-yardCo.Ld.	116·5 | 20·5 | 10·8 *WB*	Kobe Japanese	T.3Cy.12½″,20″&33″-23″ 52NHP KawasakiDkyd CoLdKobe	
72 5156 JSCQ	**Kaja** SteelScSr *O.Gudmundsson* –16 (*ex*Garnet) *ss*Got.2ndNo.3–3,15 *Well deck* *Elec.light* 1 Dk(*Irn*)2*trB* *Cargo battens not fitted*	1579 1262 911	✠100A1 3,15 ~~BS8,16~~ ✠LMC3,15	Got	*q*	N3,15	1890 10mo	WBThmp-son&Co.Ld. Dundee	O.Banck	260·0 | 36·3 | 16·7 Q84′B64′F71′ BK9″ *Lloyd's SA&CP* *WB = CellDB222′ 330t FPT* *See App. No. 25 in Supplement*	Hlsngborg Swedish	T.3Cy.20″,33″&54″-39″ 160lb *80lb* NDB98 160NHP 2SB,6cf,Gs85,Hs2076 W.B.Thmpsn&Co.Ld Dun.	19 ″ 0 s 1 ″ 9 18 ″ 5
	Now named "Fredrikshelm,"						1916	Taikoo Dckyrd&Eng Co.ofHKgLd. HongKong	StraitsS.S.Co.Ld.	279·0 | 41·1 | 20·5 F24′	HongKong British	T.3Cy.18″,29″&48″-33″ 132NHP TaikooDockyard&Eng.Co. ofHongKong,Ld.	
73 139556 TWMB	**Kajang** SteelScSr *PercySmith* –16 *Elec.light* 2 Dks	2077 1838 1276											
74 129661	**Kaka** SteelPadSr 1 Dk	396 273 224					1901	ClydeS.B.& E.Co.Ld. Pt.Glasgow	StraitsS.S.Co.Ld.	175·0 | 25·2 | 8·2 P21′B44′F20′	Singapore British	C.2Cy.20″&34″-42″ 62RHP ClydeS.B.&E.Co.Ld.PtGls	
75 115362 SRNV	**Kakapo** SteelScSr *D.MacDonald* –16 (*ex*Scarisbrick) 1 Dk&*deep framing*	1521 1369 949			…		1901	Grngem'th &Greenock Dockyard Co. Greenock	UnionS.S.Co.of NewZealand,Ld.	258·2 | 36·7 | 18·0 P23′B56′F28′ FK *WB*	Dunedin British	T.3Cy.19″,31″&51″-36″ 150NHP Hutson&Sons,Ld.Glasgow	20 ″ 1
76 1367 HJSN	**Kakogawa Maru** WoodTwinScSr 2 Dks	215 189 133					1893	Nishijima Keikichi Osaka	OsakaShosen KabushikiKaisha	123·8 | 17·0 | 12·7	Osaka Japanese	C.4Cy.11″&22″-18″ 34NHP OsakaIron Works,Osaka	
77 1158	**Kakston** SteelPad 1 Dk	113 — 65					1905	Scott&Co. Greenock	WolodiniBros.	130·0 | 18·8 | 6·4	Archangel Russian	C.2Cy.16″&31″-36″ 48NHP	
78 13062 LHPT	**Kakurei Maru** SteelScSr (*ex*OnoMaruNo.6) 2 Dks	673 — 521					1909	S.Ono Osaka	TaiyoShosen KabushikiKaisha	187·0 | 26·7 | 18·1	Kagoshima Japanese	T.3Cy.14″,23″&37″-26″ 70NHP S.Ono,Osaka	
79	**Kalamish** IronPadSr (*ex*HaidarPacha)	*342* *266* *257*					1882	Samuda Bros. London	Administ.deNav. àVap.Ottomane	151·6 | 22·0 | 9·6	Constanpl Turkish	O.2Cy.37″-36″ 63NHP MaudslaySons&Field,Lon.	
80 WLNO	**Kalfarli** *J.Lorenzen15–17* SteelScSr ~~Hand Cond. 18~~ *ss*N.Yk.No.1–15 (*ex*Georgian) 2 Dks(*Stl*)&*deep framing* *Elec.light* Wireless &*Shelter dk*(*Stl*) Sub.Sig.	6577 4970 4081	✠100A1 *Shelter dk with freeboard* 6,17 ~~9,15~~ *Fitted for oil*	SFo not *fuel*	*a*†	~~10,16~~ 6,17 ~~BS10,16~~ ✠LMC~~B~~ 14 8, 10	1910 8mo	Maryland SteelCo. Sparro'PtMd.	~~Ellingsen&~~ Johannesen (Kristen Knudsen Kalfarli(D.Steen) A&CP 50°F.	414·5 | 53·7 | 28·1 FK *CellDBa123′uE&B60′f162′ 1259tDT* *above 1*	Bergen Norwegian	Q.4Cy.25″,36″,52″&76″-54″ 215lb *215lb* 618NHP 7BHptCem 3SB,12cf,Gs200,Hs8721 FD MarylandStl.Co.Sparr'.Pt. *a46′291t DT f27′778t FPT158t APT27t*	39 ″ 0 s 10 ″ 0 29 ″ 5 *F.P. a*
81 JHCQ	**Kalfond** SteelScSr *S.Nodland* *ss*Nwc.No.3–9,12 *Well deck* 1 Dk(*Stl*)&*deep framing*	1210 923 748	✠100A1 8.16 ~~Examined 5.15~~ ✠LMC~~B~~ 10,17	Mch	*n*	~~7.15~~ N10,17	1900 8mo	Dundee Shipbuilders' CoLd.Dundee A&CP	Acties.Kalfond (S.Bergesen)	225·0 | 35·2 | 14·8 Q83′B54′F27′ FK *WB = CellDBa54′ uE13′f88′269t FPT*	Stavanger Norwegian	T.3Cy.17″,28½″&47″-30″ (*s*) 180lb *100lb* 133NHP 4BHCem 1SB,3cf,Gs55,Hs2076 Cooper&Greig,Dundee	17 ″ 2
82 104846 NRMK	**Kalgan** SteelScSr *H.E.Laver* –14 2 Dks	1862 1693 1143					1895	Scott&Co. Greenock	ChinaNav.Co.Ld.	260·8 | 38·1 | 21·3 P9′B56′F29′ *WB*	London British	T.3Cy.20″,32″&52″-39″ 169NHP Scott&Co.,Greenock	
83 84284 VFHB	**Kalgoorlie** IronSc3MstSr *ss*Mel.2ndNo.3–4,05 (*ex*Glenfruin) 2 Dks(*Irn-Uws*)3*trB* *Ref.Mchy.* *Elec.light*	2981 2696 1853	✠ 7,10 ✠NB10,91 ✠	Mel	*w*		1880 11mo	Lon.&Gls. Co.(Lim.) Glasgow	~~McAlister&Co.Ld.~~ HoHongS.S.Co., Ld.	360·4 | 43·3 | 24·5 P49′B70′F50′ BK11″ *WB = CellDBa94′uE3&B8′f106′324t*	Singapore British	T.3Cy.25″,40″&68″-54″ *Tpd*91 NDB91 388NHP 5BHCem 2SB,6rf,Gs105,Hs5110 FD WllsndSlpwyCo.Ld.,Nwc.	27 ″ 4
84 115738 TSKH	**Kalibia** SteelScSr *J.Stewart* –09 *Elec.light* 2 Dks	4930 4707 3149					1902	Scott&Co. Greenock	ClydeShppg.Co.Ld (W.Cuthbert,*Mgr*)	410·6 | 50·2 | 28·3 P37′B118′F40′ *WB*	Glasgow British	T.3Cy.27″,42″&69″-54″ 350NHP Scott&Co.Greenock	C
85 130809	**Kalika** SteelScSr *M.E.Ebrahim*92–14 1 Dk&*Promenade dk*	294 208 105					1907	Philip& Son,Ld. Dartmouth	BombayS.Nav.Co. Ld.	150·0 | 26·0 | 7·7	Bombay British	T.3Cy.12″,20″&34″-20″ 57RHP Philip&Son,Ld.Dartmouth	

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned or Last Altered. Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 Built. By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NPP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L. Dates of Refits & Surv.
86 136276 JFDN	**Kalimba** Steel Sc Sr *W.B.Webb* 05–14 *Elec.light* 2 *Dks* (*Stl*)	4982 4706 3177	✠100A1 9,17 ~~12,16~~ ✠LMC 5,14 *Carrying fuel oil F.P.above* 150°F. *in DB*	Gls Liv	*y*		10,16	1914 3mo *Lloyd's*	D & W Hendersn & Co. Ltd. Glasgow *SA & CP*	Glasgow Nav. Co. Ltd. (Maclay & McIntyre, *Mgrs.*) *WB* = *Cell DB* a 123′ *u E* & *B* 36′ *f* 182′	402·9 | 52·3 | 27·3 P45′ B126′ F38′ FK	Glasgow British 6 *BHCem*	T.3Cy.25″, 41½″ & 67″–51″ (*s*) 175lb 435NHP 3SB, *9cf*, GS146, HS6397 FD 1054*t FPT* 96*t APT* 218*t*	29 ″ 10 s 5 ″ 11 24 ″ 3	
87 39946 JNSP	**Kalinadi** Iron Sc Sr *Fakerbhoy Moosaji* 01–01 *Elec.light* 1 *Dk*	255 209 89						1884 7mo	R. Duncan & Co. Pt. Glasgow	Bombay S. Nav. Co. Ltd.	158·7 | 26·3 | 9·2 len 97	Bombay British	T.3Cy.12″, 20″ & 34″–27″ NB96 49RHP Dunsmuir & Jackson, Gls.	
88 5401 JTCK	**Kalix** Steel Sc Sr *J.E.Pettersson* –15 *Elec.light* 1 *Dk* & *Shelter dk*	2734 2436 1460						1912	Sir Raylton Dixon & Co Ld Middlesbro'	Trafikaktiebolget Grangesberg-Oxelosund (P.A.Welin, *Mgr.*)	310·0 | 46·4 | 21·6 H186*t* 28·9 *WB*	Stockholm Swedish	T.3Cy.23½″, 33″ & 64″–42″ 265NHP N.E.Marine Eng Co Ld. Nwc	V
89 TGDP	**Kalk** Steel Aux Sc Sr *J.Westerlund* 05–05 *Stm.Eng.* *Mchy.Aft* (*ex* Glückauf) 1 *Dk* (*See Sailing Ship Register*)	179 143 133						1898	F.W. Wencke Bremerhaven	Pargas Kalkbergs Aktieb.	107·7 | 21·3 | 7·7 Q25′	Åbo Russian *WB*	C.2Cy.7 1/16″ & 11⅛″–7⅛″ 5NHP J.Frerichs & Co. Osterholz	
90 93230 VSWQ	**Kallatina** Steel Sc Sr *C.H.Soderblom* –16 *Well deck Ref.Mchy. Elec.light* 1 *Dk*	550 390 292	✠ 6,90 ✠	Cly	*i*			1890 6mo	David J. Dunlop & Co. Pt. Glasgow	North Coast Steam Nav. Co. Ld. *WB* = *FPT* 41*t APT* 30*t*	179·1 | 28·2 | 11·4 P & B 112′ F48′ FK	Sydny NSW British 4 *BHCem*	T.3Cy.15″, 23″ & 38″–27″ 1SB *3rf* GS52 HS1517 88RHP David J. Dunlop & Co., P. Gls	12 ″ 3
91	**Kalliope** Steel Sc Sr *A.Peters* 88–14 *Well deck* 1 *Dk* (*Stl*)	1434 1191 886	✠ ~~3,17~~ ✠	Ant	*p*			1914 6mo	Antwerp Eng. Co. Ld. Hoboken	Dampfschifffahrts Ges. Neptun *WB* = *Cell DB* a 75′ *u E* & *B* 35′ *f* 96′ 444*t FPT* 49*t APT* 51*t*	242·8 | 38·2 | 15·9 P18′ Q79′ B50′ F24′ FK	Bremen German 4 *BHCem*	T.3Cy.19″, 31″ & 51″–36″ 185NHP 2SB, *4cf*, GS66, HS3090 N.E.Marine Eng. Co. Ld. Sld	18 ″ 0
92 106638 JPQK	**Kallundborg** Steel Sc Sr *A.Howell* –17 *ss* Cpn. No.3–3,11 (*ex* Denewell) *ss* Els. No.1–16 1 *Dk* (*Stl*) & *deep framing*	1590 1488 1004	✠100A1 5,17 ~~12,16~~ ✠LMC 6,16 DS8,17	Sld	*q*	6,16	1898 7mo *Lloyd's*	R. Duncan & Co. Ld. Pt. Glasgow *WB* = *Cell D Ba* 82′ *f* 96′	Sir Edward Hain	260·1 | 37·1 | 18·2 P23′ B62′ F28′ FK	St. Ives British 4 *BHCem*	T.3Cy.19⅜″, 30½″ & 50″–36″ (*s*) 160lb *80lb* 156NHP 1SB, *3cf*, GS67, HS2435 359*t APT* 23*t*	20 ″ 6 s 2 ″ 10½ 17 ″ 11	
93 JLBD	**Kálmán Király** Steel Sc Sr *E.Foschich* –14 *ss* Fiu. No.3–4,06 *ss* Tri. No.1–10 2 *Dks* (*Stl–Uws*) & *Web frames*	2224 2011 1386	✠ ~~11,13~~ ✠	Fiu	*s*			1893 7mo	Wigham Richrdsn & Co Newcastle	Royl Hungar'n Sea Nav. Co. Adria, Ld. *WB* = *Cell DB* 232′ 422*t*	285·3 | 38·2 | 23·0 P30′ B60′ F37′ FK	Fiume Aust.-Hung. 5 *BHCem*	T.3Cy.22″, 36″ & 59″–39″ NDB 92 *re-fitted* 08 230NHP 2SB. *6rf*, GS99, HS3808 Wgham Rchrdsn & Co. Nwc.	25 ″ 6	
94 RKDP	**Kalmar** Steel Sc Sr *G.Jonas* –11 1 *Dk* & *Web frames*	1201 801 741						1895	Germania-Werft Kiel	H.M.Gehrckens	224·1 | 32·9 | 13·5 Q67′ B105′ F25′ *WB*	Hamburg German	T.3Cy.17¾″, 28¾″ & 45½″–40¾″ 115NHP A.G. "Germania," Berlin		G
95 2504 JFPC	**Kalmarsund No. 6** Iron Sc Sr *J.G.Andersson* 12–12 1 *Dk*	179 82 124						1888	Motala Co. Motala	Ångb. Aktieb. Kalmarsund (*J.Jeansson, Mgr.*)	92·9 | 22·1 | 7·2 Q24′ B47′ H12*t* F24′	Kalmar Swedish	C.2Cy.16″ & 29½″–19½″ 31NHP Motala Co., Motala	
96 4016 JMRD	**Kalmarsund No. 7** Steel Sc Sr *P.A.Jönsson* 74–02 1 *Dk*	223 116 148						1902	W. Lindbergs Aktieb. Stockholm	Ångb. Aktieb. Kalmarsund (*J.Jeansson, Mgr.*)	105·7 | 21·6 | 8·9 Q30′ B50′ H16*t* F27′ *WB*	Kalmar Swedish	C.2Cy.14⅜″ & 26½″–17½″ 24NHP W. Lindbergs Aktieb., Skm.	
97 4389 JPDT	**Kalmarsund No. 8** Steel Sc Sr *G.F.Appelin* 12–13 1 *Dk*	197 98 132						1905	Oskrshmns M.V.Aktieb. Oskarshamn	Ångb. Aktieb. Kalmarsund (*J.Jeansson, Mgr.*)	98·8 | 21·0 | 8·3 Q25′ B49′ H16*t* F26′ *WB*	Kalmar Swedish	C.2Cy.14″ & 28″–18″ 28NHP Oskarshamns M.V.Aktieb.	
98 5048 JRPV	**Kalmarsund No. 9** Steel Sc Sr *N.R.Julin* 12–12 *Elec.light* 1 *Dk*	484 258 318						1909	Oskrshmns M.V.Aktieb. Oskarshamn	Ångb. Aktieb. Kalmarsund (*J.Jeansson, Mgr.*)	135·0 | 25·7 | 10·8 Q47′ *Awng dk* 91′ *WB*	Kalmar Swedish	C.2Cy.16½″ & 35″–20½″ 46NHP Oskarshamns M.V.Aktieb.	V
99 5705 JVGN	**Kalmarsund No. 10** Steel Sc Sr *G.F.Nilsson* 15–15 *Elec.light* 1 *Dk*	1102 906 605						1915	Oskrshmns M.V.Aktieb. Oskarshamns	Ång. Aktieb. Kalmarsund (*J.Jeansson, Mgr.*)	224·0 | 35·7 | 16·0 P21′ B57′ F25′ *WB*	Kalmar Swedish	T.3Cy.17½″, 29″ & 48″–30″ 126NHP Oskarshamns M.V.Aktieb.	V
100 104161 NGVB	**Kalmia** Iron Sc K *H.Hillyer* –12 1 *Dk*	189 177 93			…			1894	Cochrane & Cooper Beverley	N. Eastern Steam Fishing Co. Ld.	115·8 | 21·0 | 11·5 Q17′ F19′ len 00 BK 7½″	Grimsby British	T.3Cy.12½″, 19½″ & 32″–22½″ NB12 50RHP C.D.Holmes & Co., Hull	12 ″ 0
101 108430	**—** Steel Sc Sr *W.Allen* –14 *ss* Shl. No.3–9,09 *ss* Mil. No.1–14 1 *Dk*	184 166 73	✠100A1 *Stm Trawler* 3,14 ✠NB 9,09 ✠LMC 1,14	Mil		3,14	1898 8mo *Lloyd's*	J. Duthie, Sons & Co. Aberdeen *SA & CP*	Southern Stm Trlg. Co. Ld. (C.C. Morley, *Mgr.*)	111·0 | 20·8 | 11·3 Q23′ BK 7½″	Milford British 3 *BHCem*	T.3Cy.12″, 19½″ & 32″–22″ (*r*) 180lb 61RHP 1SB, *2pf*, GS34, HS1080 Whyte & Mair, Dundee	12 ″ 0	
102 TFKL	**Kalmoa** Steel Sc Sr *Bruijnsma* *Mchy.Aft* 1 *Dk*	33[illegible] 274 170						1908	Bonn & Mees Rotterdam	Koninkl. Paketv. Maats.	152·8 | 26·1 | 12·1 F20′ *WB*	Batavia Dutch	C.2Cy.11½″ & 23⅜″–17⅜″ 19NHP Wilton's E. & Slpwy Co. Rot		V
103 140274	**Kalo** Steel Sc Sr *R.Burns* –17 *ss* Mch. No.3–8,15 (*ex* Estonia) 1 *Dk* (*Irn*) & *deep framing*	1957 1815 1223	✠100A1 6,17 ~~10,16~~ BS 10,16 ✠LMC 8,16	Mch Shl	*s*	10,16	1903 4mo *Lloyd's*	W. Gray & Co. Ld. W Hartlepool *SA & CP*	~~Lombert Bros. Ld.~~ The Shipping Controller (Lambert Bros., Ld., *Mgrs.*) *WB* = *Cell DBa* 80′ *u E* 26′ *f* 122′ 560*t*	280·6 | 42·2 | 18·3 P16′ B74′ F30′ FK	London British 4 *BHCem*	T.3Cy.21″, 33″ & 56″–~~36″~~ (*s*) 160lb ~~80lb~~ 195NHP 2SB. *4cf*, GS72, HS3014 *APT* 37*t* Cen. Mar. Eng. Wrks W Hpl	20 ″ 7 s 3 ″ 1 17 ″ 10	
104 123777 HKBR	**Kalomo** Steel Sc Sr *J.A.Mordue* –17 *ss* Nwc. No.3–11,10 *ss* Cff. No.1–15 1 *Dk* (*Stl*) & *Spar dk* (*Stl*) & *deep framing* *Elec.light* Wireless	5019 4799 3209	✠100A1 8,17 *Spar dk* ~~1,17 7,16~~ ✠LMC MS 12,14 BS 9,15	N Yk	*z*	~~7,16~~ 5,18	1907 2mo	R. Duncan & Co Ld. Port Glasgow *SA & CP*	Ellerman & Buck-nall S.S. Co. Ld. *B* = *Cell DBa* 132′ *u*	400·0 | 52·3 | 20·1 P41′ B112′ F46′ 28·1 FK	N. Shields British 6 *BHCem*	T.3Cy.28″, 45″ & 75″–51″ (*s*) 180lb *100lb* 401NHP 3SB, *9cf*, GS168, HS7819 FD *E* & *B* 42′ *f* 174′ 1185*t* *APT* 131*t* Rankin & Blackmore, Grk.	30 ″ 9 s 6 ″ 4½ 24 ″ 9	
105 110911	**Kalso** Steel Sc K *G.Lamming* –17 *ss* Gms. No.3–6,11 1 *Dk*	179 165 70	✠100A1 *Stm Trawler* 3,15 ✠NB 2,17 ✠LMC 2,17	Gms		1,16	1899 10mo *Lloyd's*	Smith's Dock Co. Ld. N. Shields *SA & CP*	A. Bannister	110·7 | 21·1 | 11·0 Q48′ F20′ BK 7½″	Grimsby British 3 *BHCem*	T.3Cy.12″, 19″ & 31″–24″ (*s*) 180lb 52RHP 1SB, *2pf*, GS34, HS1074 Shanks, Anderson & Co. Gls	12 ″ 0	
106 122997	**Kalu** Steel Twin Sc *Elec.light* (*Suction Dredger*) 1 *Dk* (*Stl*)	891 829 401	✠ *Dredger* 9,08 ✠	Rnf	*l*		1908 9mo	W. Simons & Co. Ld. Renfrew	Government of India	203·4 | 42·1 | 12·4 F24′ FK	Bombay British 5 *BHCem*	C.4Cy.16½″ & 33″–21′ 90RHP 4SB, *12cf*, GS255, HS9272 FD W. Simons & Co. Ld. Renfrew	13 ″ 0	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Grément, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc
107 137449 JKTQ	**Kalyan** *A.F.Vine* –15 *Elec.light*	**SteelTwinScSr** 3 *Dks*(*Stl-U* teaks)	8987 7615 5615	✠100A1 5,18 ~~1,17~~ ✠LMC4.16	Alx Npt	*d*†	5,18	1915 3mo *Lloyd's*	Cammell Laird&Co.Ld Birkenhead *WB*=*Cell*	**P.&O.Stm.Nav.Co.** *DBa*124′*f*196′1147*t*	480·4|58·2|33·7 P83′B176′F88′ FK&BK2″			**Liverpool** British	Q.8Cy.23½″,34½″,48½″&70″–54″ 215lb 1204NHP 2DB,2SB,*24cf*,GS440, HS18300 FD *APT*120*t*	36 ″ 6
108	**Kalyma** (*ex*Emma,*ex*Embiricos) *Elec.light* 1 *Dk*2*tr B&pt A wng dk*	**SteelScSr**	2698 1966 1732			...		1893	Sir R Dixon &Co. Middlesbro'	**Russian Government**	302·0|41·1|18·0 P33′Q107′ *pt A wng dk*195′ FK			**Vladvostk** Russian *WB*	T.3Cy.23″,37″&60″–42″ 248NHP J.Dickinson,Sunderland	21 ″ 0
109 1689 HLDB	**Kamakura Maru** *T.Hori* *ss*Yka.No.3–4,09 *Elec.light* *ss*Kob.No.2–16 2 *Dks*(*Stl–U* teaks)& *deep framing*	**SteelTwinSc** **4MstSr**	5833 5386 3644	✠100A1 12,17 ~~1,17~~ ✠LMC ~~1,16~~ 12,17	Kob	*a*†	P2,16 S12,17	1897 5mo	Workman, Clark&Co.Ld Belfast A&CP	**NipponYusen KabushikiKaisha** *WB*=*Cell*	445·0|49·7|30·4 P35′ B97′ F57′ FK&BK1½″ *DBa*145′ *u E&B* 53′			**Tokio** Japanese	T.6Cy.20″,33½″&56″–48″ (*s*) 200lb 554NHP 2D&2SB,*18cf*GS313,HS9271 Barclay,Curle&Co.Ld.Gls. *MT*25′480*t FPT*95*t APT*45*t*	33 ″ 6 s 8 ″ 1 26 ″ 2
110 PHDN	**Kambangan** *F.A.Lambach* *ss*Ams.No.1–17 *Elec.light* 2 *Dks*(*Stl*)& Wireless *Shelter dk*(*Stl*-teaks)	**SteelSc**	6917 6652 4390	✠100A1 *Shelter dk with freeboard* 6,17 ~~10,15~~ 1,18 ✠LMC5,16 BS6,17	Ams Cal	*a*†	~~3,16~~ 6,17	1911 12mo *Lloyd's*	Rotterdam Droogd.Maat Rotterdam *WB*=*Cell* *DBa*106′*u E&B*60′	**StoomvaartMaats Nederland** FK *s A&CP*	430·5|55·3|34·6 P36′B119′F40′ *f*168′ 1030*t DTa*24′			**Amstrdam** Dutch 7 *BHCem* 913*t APT*80*t*	T.3Cy.27⅞″,47½″&82½″–53½″ 213lb (*s*) 742NHP 2DB&2SB,*18cf*,GS249, HS10480 FD Rotterdam Droogd.Maats.	37 ″ 3 s 9 ″ 6 28 ″ 4
111 ~~NHDB~~	**Kamenetz-Podolsk** ~~*D.Poliakoff* –17~~ *Elec.light*	**SteelScSr**	*5071* *4697* *3160*	✠100A1 7,17 ~~1,16~~ ~~BS5,18~~ ✠LMC10,16	NYk Sbl	*y*	~~1,16~~ ~~6,17~~ 5,18	1915 10mo *Lloyd's*	Bartram& Sons,Ld. Sunderland *s A&CP* *Cell*	The Shipping Controller(Royal Mail Stm Packet Co.*Mgrs*)	400·0|52·4|28·0 P36′B119′F40′ FK *DBa*137′*u E*26′*f*			British 6 *BHCem* *APT*168*t*	T.3Cy.27½″,45″&75″–48″ (*s*) 180lb *120lb* 476NHP 3SB,*9cf*,GS204,HS8055 J.Dickinson&Sons,Ld.Sld.	30 ″ 6 s 6 ″ 0½ 24 ″ 10
112	**Kámentxo** *D.Allende* (*Trawler*) (*ex*Oregon) 1 *Dk*	**IronScK**	162 151 64			...		1893	Cochrane &Cooper Beverley	**J.Arcelus**	108·0|21·0|11·0 Q20′ BK7½″			**S.Sebast'n** Spanish	T.3Cy.13″,21″&34″–24″ 57NHP C.D.Holmes&Co.Hull	11 ″ 10
113 131560	**Kameruka** (*Ferry*) *Elec.light* (*Screws fore&aft*) 1 *Dk*	**WoodSc**	144 144 98					1913	Morrison &Sinclair Balmain	**SydneyFerries,Ld.**	112·0|25·8|10·2			**SydnyNSW** British	T.3Cy.12″,20″&32½″–18″ 53RHP Campbell&Calderw'd,Psy.	
114 ~~WKVB~~ MQTJ	**Kamfjord** ~~*A.O.Svendsen*16–16~~ (*ex*Achecolanda) 1 *Dk*(*Stl*)& *Jensen* –17 *ss*Xia.No.1–17 *deep framing*	**SteelScSr** *ss*Bbo.No.3–4,12	2201 1962 ~~1374~~	✠100A1 9,17 ~~9,16~~ ~~BS6,16~~ ✠LMC ~~2,16~~ 8,17 ~~1,16~~ ~~2,16~~	Shl Xia	*s*	N3,16	1899 8mo	W.Pickers-gill&Sons Sunderland A&CP	Dampskibsakts. Cordial II. (F.S. Thorn&Co.*Mgrs.*) ~~(*Mgr.*)~~ *WB*=*Cell*	286·0|43·2|18·7 P23′B56′F27′ FK *DBa&uE* 110′*f* 108′			Christiania ~~Sandefjrd~~ Norwegian 5 *BHCem* 575*t APT*54*t*	T.3Cy.21″,35″&57½″–39″ (*r*) 160lb *100lb* NDB11 210NHP 2SB,*6pf*,GS99,HS3221 G.Clark,Ld.Sunderland	21 ″ 0 s 3 ″ 3½ 18 ″ 0
115	**Kami** (*Fishing*) 1 *Dk*	**SteelSc**	143 — 47					1916	Gebr.Boot Leiderdorp	**N.V.ScheepsExplotatieMyVelzen**	102·0|20·4|10·2			**Ymuiden** Dutch	T.3Cy.9¾″,15½″&27⅝″–21¼″ 36NHP N.V.Indust.My Hera, Ymu	
116 10212 LBDS	**Kamikawa Maru** *K.Kudo* (*ex*OhioNo.2,*ex*NordIII.) *Elec.light* 1 *Dk*&*Spar dk*	**SteelScSr**	1364 1121 746					1903	Sir Raylton Dixon&Co Ld Middlesbro'	**NipponYusen KabushikiKaisha**	243·8|34·2|20·5 P24′B74′F40′			**Tokio** Japanese *WB*	T.3Cy.22″,35″&59″–39″ 217NHP Richardsons, Westgarth&Co.Ld.Mdb.	
117 131516	**Kamiri** (*Screws fore&aft*) 1 *Dk*	**WoodSc**	144 144 98					1912	Morrison& Sinclair Balmain	**SydneyFerries,Ld.**	112·0|25·8|10·2			**SydnyNSW** British	T.3Cy.12″,20″&32″–18″ E&B*made*09 53RHP Campbell&Calderw'd,Psy.	
118 127814 TVSN	**Kamo** *J.G.Watson* –15 *Well deck* 1 *Dk*(*Stl*) *Elec.light*	**SteelScSr**	1236 1124 725	✠ 9,14	Wln	*o*		1913 6mo	Campbel-town S.B.Co. Campbltown	**UnionS.S.Co.of NewZealand,Ld.** *WB*=*Cell DB*	229·5|35·8|15·6 Q79′B58′F32′ FK *a*56′ *u E&B*33′ *f*102′			**Dunedin** British 4 *BHCem* 395*t APT*85*t*	T.3Cy.18″,27½″&45″–33″ 159NHP 2SB,*4cf*,GS73,HS2324 FD Rankin&Blackmore,Grk.	17 ″ 7
119 11082 LFKT	**Kamo Maru** *K.Shimidzu* *ss*Kob.No.2–16 *Elec.light* Wireless 2 *Dks*(*Stl–U* teaks) *deep framing*& *Web frames lower dk*(*Stl*) *in Nos.1*&*3 holds*	**SteelTwinScSr**	7951 6730 4940	✠100A1 6,17 ~~12,16~~ 10.17 CTn ✠LMC12,16	Kob	*d*†	S12,16 PN10,17	1908 6mo *Lloyd's*	MitsuBishi Dkyd&EWks Nagasaki *WB*=*Cell DBa*	**NipponYusen KabushikiKaisha** FK	473·4|54·1|30·8 P61′B176′F54′ *s A&CP* 189′ *u E&B* 85′ *f*180′			**Tokio** Japanese 7 *BHCem* 1609*t FPT*	T.6Cy.25″,41½″&69″–48″ (*s*) 200lb 973NHP 6SB,*18cf*,GS388,HS14276 FD MitsuBishiD.&E.Wks Nag 143*t APT*48*t DTa*26′561*t*	34 ″ 6 s 8 ″ 1½ 27 ″ 1
120 1164 HGWB	**Kamogawa Maru** 2 *Dks*	**IronScSp**	414 403 242					1889	Kawasaki Dockyard Co. Ld.Kobé	**OsakaShosen KabushikiKaisha**	156·1|20·3|16·5			**Osaka** Japanese	T.3Cy.14½″,22″&36″–24″ NE92 64NHP KawasakiDkydCoLdKobé	
121 101486 PRTF	**Kamona** *W.Martin* –17 *ss*Ddn.No.3–1,14 *Well deck* 1 *Dk*(*Stl*)&*deep framing*	**SteelScSr**	1425 1136 903	✠ 1,15 ✠	Wln	*p*		1901 4mo	Grngem'th &Greenock Dockyard Co. Grngemouth	**UnionS.S.Co.of NewZealand,Ld.** *WB*=*Cell DBa* 54′	245·0|36·1|16·0 Q85′B56′F24′ FK *u E&B*34′ *f*106′875*t*			**Dunedin** British 4 *BHCem* *APT*40*t*	T.3Cy.18″,30″&48″–33″ 148NHP 1SB,*3cf*,GS68,HS2294 W.V.V.Lidgerwood,Gls.	18 ″ 1
122 HFPW	**Kamor** *S.Falck Muus*01–02 *Elec.light* 1 *Dk*&*Spar dk* &*deep framing*	**SteelScSr**	1529 1423 949			...		1902	Fevigs Jernskibsbyg Fevig	**Acties.Uto (C.Eitzen&Co. *Mgrs.*)**	245·0|36·0|12·7 19·7 FK			**Chrstiania** Norwegian *WB*	T.3Cy.17½″,27″&47″–36″ 150NHP Richardsons,Westgarth& Co.Ld.Mdb.	22 ″ 5
123 131384 HTMJ	**Kamouraska** *T.Griffiths* –17 *ss*Bkn.No 1–15 1 *Dk*(*Stl*)&*Web frames* *Longitudinal framing* Sub.Sig. *Topside Tanks*	**SteelScSr**	4903 4519 2673	✠100A1 4,17 ~~10,16~~ ~~BS5,18~~ ✠LMC10,16	Grk Cff	*x*	10,15	1911 9mo *Lloyd's*	Armstrong Whitworth &Co.Ld. Newcastle *s A&CP*	**LaurentianS.S.Co.** Ld. (Edmund Roberts&Co. *Mgrs.*) *WB*=*Cell DBa* 126′ *f*159′1018*t Tops'*	375·0|52·0|28·1 P29′B100′F36′ FK			**Liverpool** British 170 6 *BHCem* *u E&B*42′ *de Tanks*326′	T.3Cy.26″,44″&73″–48″ (*s*) 180lb 479NHP 3SB,*9cf*,GS160,HS6767 FD G.Clark,Ld.Sunderland 1024*t FPT*215*t APT*240*t*	30 ″ 9 s 6 ″ 2 24 ″ 11
124 MHFW	**Kamp** *P.Gausdal*16–13 1 *Dk*	**WoodScSr**	131 114 50					1912	K.Skaal-uren Rosendal	**AalesundsFangst &FiskeCo.**	105·7|19·6| 9·8 Q10*t*			**Aalesund** Norwegian	C.2Cy.8½″&20″–17″ E&B*made*97*fitted*12 14NHP Mjellem&Karlsen,Bergen	
125 136519	**Kampar** *R.T.Olsen* –15 *Elec.light* 1 *Dk*	**SteelScSr**	971 796 499					1915	Hong K'ng &Whampoa Dock Co.Ld. Hong Kong	**StraitsS.S.Co.Ld.**	223·2|36·0|13·2			**Singapore** British *WB*	T.3Cy.17″,27″&44″–30″ 106NHP HongKong&Whampoa Dock Co.Ld.HongKong	
126	**Kampot** *Fayre* –12 (*ex*Numidie,*ex*Isonzo, *ex*Zeus,*ex*Santiagueña) 1 *Dk*&*Spar dk*	**IronScSr**	849 — 415					1883	J.C.Teck-lenborg Geestemünde	**Cie.Thai-Thuan (Yeng-Seng, *Mgr.*)**	191·0|26·9|13·5 20·7			**Saïgon** French *WB*	C.2Cy.22″&39″–26″ 65NHP O.Henniges&Co.Berlin	

2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage — Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned. now expired. Equipment Letter.	Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 Built. By Whom. — Where.	10 Owners.	11 Regist'd Dimensions Deck Erections &c. Length.	Breadth.	Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B.of Trade Cert.
Kamuning SteelScSr *J.L.Sprott* –16 *Elec.light* 2*Dks*	2076 1838 1275					1916	Taikoo Dckyrd&Eng Co.of HKgLd HongKong	StraitsS.S.Co.Ld.	279·0|41·1|20·5 F24′			HongKong British *WB*	T.3Cy.18″,29″&48″–33″ 132NHP TaikooDockyard&Eng.Co. ofHongKong,Ld.		
Kanagawa Maru SteelTwinSc *Nojiri* –16 4MstSr *Elec.light* *ss*Yka.No.3–4,09 *ss*Yka.No.2–16 2*Dks*(*Stl–U*teak s)*&deep framing*	5826 5420 3584	✠100A1 Yka *a*† ~~3,17~~ ~~10,16~~ 12.17 BS10,16 ✠LMC3,16 ~~12~~ 12,17			S.N. 3,16. ~~B3,16.~~ 12,17	1896 12mo *Lloyd's*	D&W Henderson&Co. Glasgow *A&CP*	NipponYusen KabushikiKaisha	445·0|49·4|30·5 P36′B97′F57′ FK&BK1½ *WB=CellD Ba* 125′ *uE&B*55′*f* 190′ 1151*t M*			Tokio Japanese 8*BHCem*	T.6Cy.20″,33½″&56″–48″ (*s*) 200lb 550NHP 2D&2SB,*18cf* GS300,HS9157 D.&W.Henderson&Co.,Gls *T*25′441*t FPT*110*t APT*37*t*	33 ″ 6	
Kanak SteelTwinScSr *O.P.S.Axdal*13–13 *ss*SFo.No.1–17 *Elec.light* 1*Dk*(*Stl*)	235 199 121	✠100A1 SFo ~~3,17~~ ~~10,16~~ 10,17 ✠LMC~~3,15~~ ~~BS2,17~~ 5,17			10,15	1913 3mo	United Eng.Works Almeda,Cal. A&CP	AlaskaPackers Association	110·8|25·4|9·8 RFD20′ FK *WB=FPT*			S.Frncisco Utd.States 4*BHCem* 20*t APT*20*t*	C.4Cy.10½″&24″–14″ (*s*) 160lb 68NHP 1SB,*2cf*,GS35,HS1393 UnitedEWks.AlamedaCal	10 ″ 9	
Kanal II. SteelSc *P.Sörensen*12–12 *Mchy.Aft* 1*Dk&pt Awngdk*	216 — 114					1898	Schiffsw.v. HenryKoch Lübeck	VerFlensburg-Ekensunder&Sonderburger Dampfs.G.	110·1|23·6|9·9 P&B56′F42′			Snderburg German *WB*	C.2Cy.13¾″&24¾″–17¾″ 22NHP J.F.Ahrens,Ottensen		G
Kanal III. SteelScSr *N.Hockerup*00–04 *Mchy.Aft* 1*Dk*	290 214 166					1904	Schiffsw.v. HenryKoch Lübeck	Ver.FlensburgEkensunder&Sonderburger Dmpfs.Ges.	125·5|24·1|10·3 P61′F49′			Flensburg German *WB*	C.2Cy.14⅝″&26⅜″–17½″ NB09 24NHP J.F.Ahrens,Altona		G
Kanal IV. SteelSc *H.Frydendahl*04–08 *Mchy.Aft* 1*Dk*	273 190 102					1907	Schiffsw.v. HenryKoch Lübeck	Ver.FlensburgEkensunder&Sonderburger Dmpfs.Ges.	125·5|24·1|10·4 P&B61′F50′			Snderburg German *WB*	C.2Cy.14½″&26½″–17⅞″ 29NHP J.F.Ahrens,Altona		G
Kanangra SteelSc (*Screws fore&aft*) (*Ferry*) *Elec.light* 1*Dk*	295 250 201					1912	Mort's Dck &Eng.Co.Ld. SydneyNSW	SydneyFerries, Ld.	149·2|31·7|10·9			SydnyNSW British	T.3Cy.14″,22¼″&37″–21″ 68RHP Mort'sDk.&E.CoLdBalmn		
Kanaris SteelSc4MstSr *A.M.Assimacos* (*ex*Mystic) *Elec.light* *Mchy.Aft* 1*Dk*	*3793* *3483* *2432*					1901	C.S.Swan& Hunter,Ld. Newcastle	N.EmbiricosSons	351·0|46·1|27·7 P72′B24′F32′			Andros Greek *WB*	T.3Cy.23½″,39″&66″–48″ 302NHP Wllsnd.Slpwy.Co.Ld.Nwc.		C
Kanawha SteelScSr *J.S.Kellman* –16 *ss*Hpl.No.3–7,06 *ss*Hpl.No.2–14 *Elec.light* Wireless 2*Dks*(*Stl*)*3trFh*	3884 3670 2488	✠100A1 Lon *x* 5,17 ~~6,16~~ MBS2,17 ✠LMC6,14			6,16	1893 12mo	A.Stephen &Sons Glasgow A&CP	Furness,Withy& Co.Ld.	370·0|44·0|28·6 P48′B128′F56′ *ptShltrdk*80′BK11″ *WB=Cell*			Liverpool British 6*BHCem* *DB*280′616*t*	T.3Cy.28″,46″&75″–54″ (*s*) 160lb *90lb* NDB14 491NHP 2DB,*12cf*,GS270,HS8520 A.Stephen&Sons,Glasgow	31 ″ 6 26 ″ 3	
Kanazawa Maru IronScSr (*ex*Atalanta) 2*Dks*	1316 1212 947	✠ Hpl 4,72				1872 3mo	Denton, Gray&Co. WHartlepool	T.Hayashi	235·7|28·9|22·5 P83′ B26*t* H204*t* F27′ *WB*			Nshnmiya Japanese 4*BHCem*	C.2Cy.26½″&49½″–33″ NB05 115NHP T.Richardson&Sons,Hpl.		
Kanchow SteelScSr *R.Lewis* –15 *Elec.light*	2001 1728 1222					1905	Scotts'S.B. &E.Co.Ld. Greenock	ChinaNav.Co.Ld.	267·2|40·2|21·7 B81′F34′			London British *WB*	T.3Cy.20″,33½″&56″–39″ 196NHP Scotts'S.B.&E.Co.Ld.Grk.		
Kandahar SteelScSr *T.A.Purcell* –15 *Elec.light* Wireless 2*Dks*(*Stl*) *CruiserStern*	6415 6107 4153	✠100A1 NYk *b*† 7,17 ~~1,17~~ ✠LMC9,13 12,17			3,16 7,17	1913 9mo	Swan,Hunter&Wigham Richardson, Ld Newcastle *Lloyd's* *A&CP*	Ellerman& BucknallS.S.Co.Ld	434·6|55·6|31·5 P90′B174′F87′ FK *WB=CellDB*			N.Shields British 7*BHCem* *a*148′ *uE&B*	T.3Cy.25½″43½″&76″–51″(*s*) 220lb 568NHP 3SB,*12cf*,GS220,HS7676 FD WllsndSlpwy.Co.Ld.Nwc. 42′*f*194′1155*t DTa*33′445*t*	33 ″ 10 s 6 ″ 6 27 ″ 8	
Kandalaksha SteelSc *J.Burkoff*01–06 *Mchy.Aft* (*Barge*) 1*Dk*	211 167 85					1896	W.Dobson &Co. Newcastle	ArchangelMourmanStm.Nav.Co.	115·0|21·1|8·8 Q39′F24′			Archangel Russian *WB*	C.2Cy.17″&32″–20″ 38NHP Wllsnd SlpwyCo.Ld.,Nwc.		
Kandelfels SteelScSr (Seized at Antwerp) *H.Wittenberg*03–12 *Elec.light* 2*Dks*(*Stl–U* teak s) Wireless	5739 5394 3605	✠ —— Ham *a*† 5,16 ✠				1912 7mo	Akt.Ges. "Weser" Bremen 1*BH* *WB=CellDBa*	DeutscheDmpfsfahrtsGes.Hansa	421·2|55·5|28·8 P60′B125′F58′ FK *in lower hold forward dispensed with* 141′*uE&B*48′*f*207′ 1217*t* 'tween dk tanks			Bremen German *Cem* 6*BH only* *a*42′ 432*t*	Q.4Cy.24″,34⅛″,51″&74″ –53½″ 518NHP 3SB,*9cf*,GS171,HS6781 FD A.G."Weser,"Bremen *f*40′514*t FPT*90*t APT*24*t*	31 ″ 3	
Kandy SteelScSr *W.Burch* –15 *ss*Ham.No.2–12 (*ex*Moltkefels) 1*Dk*(*Stl*)*&Spar dk* *Elec.light* (*Stl–pt* ws)*&deep framing* Wireless	4921 4646 3084	✠100A1 Npt *z* *Spar dk* 8,16 ✠LMC ~~BS8,16~~ MS1,17 ~~BS8,16~~ 9,13			~~10,16~~ 10,17	1904 8mo	Flensburgr Schiffsb.Ges. Flensburg *Lloyd's* *A&CP*	JosephChadwick &Sons	389·8|53·2|20·5 P51′B119′F50′ 28·5 FK&BK2″ *WB=C*			London British 6*BHCem* *tanks* *a*42′41	Q4Cy23¼″,33¾″,49¼″&72″-54″ 213lb *120lb* (*s*) 501NHP 3SB,*9cf*,GS154,HS6660 FD FlensburgerSchiffsb.Ges. 0*tf*40′440*t FPT*85*t APT*40*t*	31 ″ 2	
— SteelPad 1*Dk*	268 268 169					1912	W.Denny &Bros. Dumbarton	Government of India	176·1|30·0|7·1			British	C.2Cy.17¼″&34½″–60″ 50RHP Denny&Co.Dumbarton		
Kangaroo SteelTwinScSr *H.C.Norris* –15 *Oil Eng.* *Elec.light* 2*Dks*(*Stl*)	4348 3912 2777	✠100A1 Npt *w* ~~3,17~~ 3,17 1,18 Ply. Bry ✠LMC~~10,16~~ 11,17			11,17	1915 10mo	Harland& Wolff,Ld. Irvine *Lloyd's* *A&CP*	Govt.of Western Australia	365·2|50·1|26·5 P22′B91′F36′ FK *WB=CellDBa*88′ *uE*42′*f*174′770*t* 1*BHtoUdk&* 5 „ „2*nd* „			Fremantle British	Oil Engines 4S.C.SA 12Cy.22″–29½″ 398NHP DB80lb Burmeister&Wain,Ld.Gls. *only*	29 ″ 2 s 6 ″ 3 23 ″ 3	
Kangean SteelScSr *B.J.Botje* –15 2*Dks*(*Stl*)*&Shelter dk*(*Stl*–teak s) *Elec.light* Wireless	6857 6585 4368	✠100A1 Ams *a*† *Shelter dk with freeboard* 12,15 ✠LMC4,12 BS11,16			5,16	1912 4mo	Nthmblnd S.B.Co.Ld. Newcastle *Lloyd's* *A&CP*	Stoomv.Maats. Nederland *WB=Cell DBa*110′*uE&B*91′	430·5|55·3|26·9 FK *f*170′ 1225*t DTa*24′			Amstrdam Dutch 8*BHCem* 975*t FPT*60*t*	T.3Cy27½″46½″,&80″–54″(*s*) 214lb HS10450 FD 719NHP 2DB&2AuxSB,*18cf*,GS255, N.E.MarineEng CoLdNwc	37 ″ 3 s 9 ″ 5½ 28 ″ 4	
Kanieri SteelScSr *T.Myers*04–06 *Well deck* 1*Dk*	203 135 115					1886 10mo	W.Denny &Bros. Dumbarton	NorthernSS.Co.Ld	105·0|21·1|8·7 Q36′ B34′ F13′			Auckland British	C.2Cy.15″&26″–15″ 20RHP Denny&Co.,Dumbarton		
Kanimbla WoodSc *Screws fore and aft* 1*Dk*	156 156 106					1909	Morrison& Sinclair Sydney,NSW	SydneyFerries,Ld.	116·2|28·7|9·7			SydnyNSW British	T.3Cy.12″,20″&32½″–18″ 55RHP Mort'sDk.&E.Co.Ld.Syd.		
Kanju Maru SteelScSr (*ex*PhraChomKlao) 2*Dks*	1680 1484 1041				...	1882	Caird&Co. Greenock	Y.Hashiya	267·9|34·0|20·5 F43′ FK			Toyonaka Japanese *WB*	C.2Cy.35⅓″&68⅛″–42″ 251NHP Caird&Co.Greenock	23 ″ 0	

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote — Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Forme assignée maintenant et pare. Lettre d'Equilement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.
148	**Kankakee**	**SteelScSr**	3718	✠100A1	Cff	*w*	11,16	1899	Osbourne,	Requisitioned by	339·0	48·0	19·3	London	T.3Cy.25″,41″&67″–45″ (*s*)	29 ″ 0
139117	*W.Pepperell*–16 *ss*Shl.No.3–5,12		3531	*Spar dk*				10mo	Graham&Co.	the Admiralty	P29′B84′F38′		27·9	British	160lb *80lb* 318NHP	s 5 ·6½
	(*ex*Lapland,*ex*Hero) 1*Dk*(*Stl*)&		2417	9,14					Sunderland	(Everett&New-			FK	6*BHCem*	2SB,*8pf*,GS136,HS5048	23 ″ 10
	Spar dk(*pt Irn&pt Stl*)&*deep framing*			Examined 4,17						bigin,*Mgrs.*)					N.E.MarineEngCoLd.Nwc.	
				BS11,16 ✠LMC 5,12				A&CP	*WB*=	*CellDBa*110′*uE*20′	*f*140′739*t FPT*127*t*			*APT*198*t*		
149	**Kankyo Maru**	**SteelScSr**	750					1908	OsakaIron	ChosenYusen	188·4	26·4	17·8	Jinsen	T.3Cy.13″,21½″&36″–27″	
180		(*ex*SeishiMaruNo.5)	—						Works	KabushikiKaisha	B31′F21′			Japanese	67NHP	
PBNR		2*Dks*	442						Osaka						OsakaIronWorks,Osaka	
150	**Kanmon Maru No. 1**	**SteelScSr**	180					1912	OsakaIron	GomeiKaisha	109·1	21·2	10·8	Nishino-	T.3Cy.11½″,19″&32″–22″	
14911			—						Works	SuzukiShoten				miya	48NHP	
LVGR		1*Dk*	63						Osaka					Japanese	OsakaIronWorks,Osaka	
151	**Kanmon Maru No. 2**	**SteelScSr**	182					1912	OsakaIron	KanmonSuisan	109·1	21·2	10·8	Osaka	T.3Cy.11½″,19″&32″–22″	
14918			—						Works	KabushikiKaisha				Japanese	48NHP	
LVHK		1*Dk*	65						Osaka						OsakaIronWorks,Osaka	
152	**Kanna**	**SteelScSr**	1948	✠	Syd	*r*		1911	Ramage&	UnionS.S.Co.of	272·1	41·2	17·9	Dunedin	T.3Cy.21″,34″&56″–36″	19 ″ 11
127809	*G.M.Ruxton* –15		1651	5,14				6mo	Ferguson,Ld.	NewZealand,Ld.	P22′B78′F26′			British	264NHP	
TVBH	*Elec.light* 1*Dk*(*Stl*)		1049	✠					Leith	*WB*=	FK&BK1½			6*BHCem*	2SB,*6cf*,GS126,HS4897	
										*CellDBa*69′*uE*&	*B*39′*f*108′458*t FPT*			55*t APT*125*t*	Ramage&FergusnLd.Lth	
153	**Kannik**	**SteelScSr**						1917	Gebr.	BrödrenеOlsen	237·9	36·0	18·9	Stavanger		
									Jonker		P33′B62′F26′			Norwegian		
	Elec.light 1*Dk*		1160						Kinderdijk					*WB*	Alblasserdam.Msch.Fab.	
154	**Kanon**	**SteelScSr**	158					1911	Porsgrund	Akties.Laboremus	103·9	20·1	11·8	Sandefjrd	T.3Cy.12″,20″&33″–24″	
	H.Edvardsen (*Whaler*)		147						Mek.Værks.	(T.Dannevig&Co.	H11*t*			Norwegian	53NHP	
MGTV	1*Dk*		53						Porsgrund	*Mgrs.*)				*WB*	BergensMekVærksBergen	
155	**Kanowna**	**SteelTwinScSr**	6942	✠	Dmb	*b*†		1903	W.Denny	Australas'nUnited	415·6	52·2	28·6	P.Adelaide	Q.8Cy(2)23″(2)37½″&(4)43″	31 ″ 4
115743	*S.Gilling* –15		6363	*Shelter dk*				1mo	&Bros.	Stm.Nav.Co.Ld.				British	–18″ 770NHP	
TSWR	*Elec.light* 2*Dks*(*StlU*–ws)3*trB*&		4376	1,03					Dumbarton	*WB*=*CellDBa*	FK&BK1″			7*BHCem*	4SB,*16rf*,GS300,HS11857FD	
	Wireless *Shelter dk*(*Stl*–teak s)			✠						106′*uE*&B110′	*f*154′905*t FPT*118*t*			*APT*93*t*	Denny&Co.Dumbarton	
156	**Kansan**	**SteelTwinSc4MstSr**	7913	✠100A1	NYk	*f*†	10,16 6,17	1903	NewYork	American-	490·0	58·3	31·8	NewYork	T.6Cy.25″,42½″&72″–48″ (*s*)	35 ″ 5
93345	*E.A.Forsyth* –13 *ss*N.Ns.No.3–7,05		7559	*Shelter dk*				1mo	S.B.Co.	HawaiianS.S.Co.	*BonShelter dk*128′			Utd.States	2001b FD 997NHP	s 7 ·0
KSFP	(*ex*Massachusetts) *ss*NYk.No.2–14		5131	*withfreeboard*					Camden,N.J.		FK&BK3″			8*BHCem*	2D&2SB*18cf*GS318HS14106	28 ″ 11
	Elec.light 3*Dks*(*Stl*)&*Shelter dk*(*Stl*)			6,17 ~~Light~~ ✠LMC6,17				A&CP		*WB*=*Cell*	*DBa*120′ *uE*&*B*83′			980*t DTf* 35	NewYorkS.B.Co.CmdnNJ	
	Wireless ~~Sub.Sig.~~			~~MSC16~~ ~~PSC16~~						150°F.				1015*t FPT*125*t APT*80*t*		
				Fitted for oil fuel 1		0,1	1 *F.P.*	*above*								
157	**Kansas**	**SteelScSr**	6074					1910	Workman,	Ellerman&Buck-	431·7	54·9	30·9	N.Shields	T.3Cy.25½″,43¾″&75½″–51″	
127112	*J.McMillan* –17		5805						Clark&Co.Ld	nallS.S.Co.Ld.	P78′B139′F90′			British	403NHP	
HRLN	Wireless		3941						Belfast					*WB*	Wrkman,Clark&Co.LdBel	
Missing Since 43	**Kansas City**	**SteelScSr**	2345	~~✠100A1~~	Brs	*s*	3,17	1893	J.Blumer	C.Hill&Sons	295·0	39·3	22·5	Bristol	T.3Cy.23½″,39″&64″–42″ (*s*)	25 ″ 9
102481	*J.S.Phillips* –16 *ss*Brs.No.3–7,06		2166	3,17				10mo	&Co.		P30′B78′F35′		BK10	British	160lb *100lb* NDB11 273NHP	s 4 ·1
NDTG	*ss*Brs.No.2–15		1482	~~Lloyd's~~					Sunderland					6*BHCem*	2SB,*6rf*,GS118,HS4200	22 ″ 6
	2*Dks*(*Irn*)3*trB*			~~Light~~				A&CP		*WB*=	*DBa*92′*&uB*30′325*t*			*MT*26′313*t*	Blair&Co.(Lim.),Stockton	
159	**Kansu**	**SteelScSr**	1862					1895	Scott&Co.	ChinaNav.Co.Ld.	259·5	38·1	21·3	London	T.3Cy.20″,32″&52″–39″	
104857	*C.E.Plunkett-Cole* –16		1670						Greenock		P9′B56′F29′			British	169NHP	
NSPV	2*Dks*		1143											*WB*	Scott&Co.,Greenock	
160	**Kaolack**	**SteelTwinScSr**	1772					1916	Atel.&Ch.	DeChanaud&Cie.	265·8	35·8	22·0	Hâvre	C.4Cy.20″&35½″–24½″	
	Mery –16 *Mchy.Aft*		—	~~✠Lloyd's RMC4,15~~			~~5,15~~		de la Loire		P59′B39′F41′			French	103NHP	
	Ref.Mchy Elec.light 1*Dk*		1063				11,1		St.Nazaire					*WB*	Atel.&Ch.de la Loire,Nts.	
161	**Kapana**	**SteelScSr**	2135	✠100A1	Xia	*r*	N3,16	1896	Ropner&	DmpskAkties.Kap	279·9	40·0	15·6	Sandefjrd	T.3Cy.21″,34″&56″–36″ (*r*)	18 ″ 6
	M.Johnsen –16 *ss*Bly.No.3–5,08		1502	*pt Awng dk*	NYk			1mo	Son	(C.Wildhagen,	P27′Q80′			Norwegian	160lb *80lb* 187NHP	s 7 ·8½
MLVT	(*ex*Gesto,*ex*Bifrost, *ss*Xia.No.2–16		1306	*withfreeboard*	BS11,17				Stockton	*Mgr.*)	*ptAwng dk*173′ FK			4*BHCem*	2SB,*4cf*,GS64,HS2780	18 ″ 1
	*ex*Richmond) 1*Dk*(*pt Stl pt Irn*)			1,18 ~~12,16~~ ✠LMC12,16				*Lloyd's SA&CP*		*CellDB*	*a*90′*f*112′ *uE*&*B*20′			398*t APT*28*t*	Blair&Co.Ld.Stockton	
	ptAwng dk(*Irn*)&*Webframes*															
162	**Kapara**	**SteelScSr**	842			...		1914	J.Crown&	AdelaideSteam	195·0	32·1	12·6	P.Adelaide	T.3Cy.14½″,24″&39″–27″	13 ″ 9
122748	*A.Bradley* –14		642						Sons,Ld.	TugCo.Ld.	Q61′B11′F22′		FK	British	77RHP	
	Mchy.Aft 1*Dk*		405						Sunderland					*WB*	MacColl&Pollock,Ld.Sld.	
163	**Kaparika**	**SteelScSr**	1232	✠100A1	Shl	*o*	9,15	1894	JLThomp-	DmpskAkties.Kap	235·0	34·1	14·7	Sandefjord	T.3Cy.18″,30″&48″–36″ (*s*)	17 ″ 7
	M.Lund –16 *ss*Bly.No.3–3,07		962	4,16				4mo	son&Sons	(C.Wildhagen,	P22′Q59′B52′F22′		FK	Norwegian	160lb *160lb* 146NHP	s 1 ·9
MJDQ	(*ex*Tento,*ex*Woodhorn) *ss*Bgn.No.2–15		721	BS10,16 ✠LMC10,16					Sunderland	*Mgr.*)				4*BHCem*	1SB,*4pf*,GS63,HS2300	16 ″ 1
	Well deck 1*Dk*(*pt Stl pt Irn*)&*Webframes*							A&CP		*Cell*	*DB* 176′ 305*t FPT*			29*t APT*65*t*	J.Dickinson,Sunderland	
	Cargo battens not fitted															
164	**Kaphireus**	**IronScSr**	*204*		Lth			1867	Palmer&	HadjiConstanti	148·4	19·3	9·9	Syra	T.4Cy.13″,21″&(2)24″–18″	
			—	10,00					Co.		H14*t*			Greek	49NHP	
HQBN	(*ex*YachtSeaMaid,*ex*Sölyst,*ex*Xantha)		*104*						Newcastle		len&alt88				*Tpd*88E.Scott,Newcastle	
165	**Kapiti**	**SteelScSr**	242	✠	Psy	*b*		1902	J Fullerton	PateaShippingCo.	119·4	21·2	8·8	Wellingtn	C.2Cy.14″&29″–20″	9 ″ 3
108078	*W.H.Sawyers*08–13		166	11,02				11mo	&Co.	Ld.	Q51′B11′F17′			N.Z.	35RHP	
QHWN	*Ref.Mchy.* 1*Dk*		114	✠					Paisley		len06		FK	British	1SB,*2pf*,GS31,HS698	
	Well deck Elec.light									*WR*=	*DBa*18′27*t FPT*10*t*			4*BHCem*	Ross&Duncan,Glasgow	
166	**Kaprino**	**SteelScSr**	2066			...		1888	R.Dixon	TheShippingCon-	275·2	37·0	19·0	~~Glasgow~~	T.3Cy.20″,33″&54″–39″	21 ″ 9
187832	*J.Thorsen*16–16 (*ex*Capto,*ex*Nordkap)		1586						& Co.	troller(W.S.Miller	P24′Q78′B118′			British	185NHP	
YQMK	*Well deck W.C.MacLaren*17–17 1*Dk*2*trB*		1329						Middlesbro'	&Co.,*Mgrs.*)	F28′	BK9½″		London *WB*	J.Dickinson,Sunderland	
167	**Kapuni**	**WoodScSr**	188					1909	W H Brown	SouthTaranaki	100·6	19·9	10·7	Wellingt'n	C.2Cy.12′&28′–18″	
121382	*T.M.Jackson* –09		129						Auckland,	ShippingCo.Ld.(F.				British	30RHP	
QHWT	1*Dk*		97						N.Z.	W.Grainger,*Mgr.*)					Ross&Duncan,Glasgow	
168	**Kapurthala**	**SteelScSr**	1180	✠	Dmb	*p*		1887	W.Denny	BritishIndiaStm.	240·2	34·2	16·3	Glasgow	T.3Cy.20″,33½″&54″–42″	19 ″ 0
95024	*E.G.M.Dickinson* –15		915	*Shade dk*				12mo	&Bros.	Nav.Co.Ld.	P44′ B72′ F53′			British	NB01 189NHP	
CPVJ	*Elec.light* 2*Dks*(*UptStl*-ws)&*Shadedk*		721	12,87					Dumbarton	*WB*=*CellDB*62′104*t*				4*BHCem*	Denny&Co.,Dumbarton	
169	**Kara Deniz**	**SteelScSr**	*5012*					1890	Fairfield	Administr.deNav.	413·3	48·0	29·8	Constanpl	T.3Cy.31″,52″&83″–54″	
	(Detained at Bombay) (*ex*Darmstadt)		*4333*						Co.Ld.	àVap.Ottomane	P62′B180′F76′			Turkish	506NHP	
	Elec.light 4*Dks*		*3161*						Glasgow						FairfieldCo.Ld.Glasgow	

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c.	3	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines.	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught.	15 Registers in which classed, if not in L.R. Dated S. of Trade Cert.
170 8014 JQGD	**Karafuto Maru** *2 Dks*	**WoodScSr**	526 — 314					1906	**Toba** TekkoGoshi Kaisha, Toba	**Y.Fujiyama**	175·6 | 23·0 | 16·5 B19′	**Nishinomiya** Japanese	C.2Cy.20″&40″–24″ 65NHP TobaTekkoGoshiKaisha		
171 137841 JPNQ	**Karagola** *D.J.Chivas* 11–17 *Elec.light* 1 *Dk(Stl)* & *Awng dk(Stl-teak s)* & 2nd *dk(Stl)* in Nos. 1 & 2 holds *Cruiser Stern*	**SteelTwinScSr**	7053 5316 3647	✠100A1 *Awng dk* *withfreeboard* 4,17 ✠LMC4,17	Nwc	*a*†		1917 4mo *Lloyd's SA&CP*	**Swan, Hunter & Wigham Richardson, Ld** Newcastle	**BritishIndiaStm. Nav.Co.Ld.** *Cell*	425·0 | 55·8 | 31·2 P35′B163′F46′ FK *DB355′825t FPT52t APT60t*	**Glasgow** British	T.6Cy.25½″,43″&73″–48″ (*s*) 215lb FD 1410NHP 8SB,*24cf*,GS460,HS22696 ✠ Swan,Hunter&Wigham-Richardson,Ld.Nwc.	33″10 s 8 ″ 0½ 26 ″ 5	
172 156 HDCZ	**Karaks** *Papicof* 1 *Dk*	**SteelScSr**	1029 836 556					1903	**Soc. Anon.** Jhn.Cockerill Hoboken	**RussianStm.Nav. &TradingCo.**	221·8 | 37·0 | 13·5 Q51′B42′F27′ *WB*	**Odessa** Russian	T.3Cy.16¾″,26″&41 3/10″–29½″ 93NHP SocAn.J.Cockerill,Seraing		
173 110264 RKLV	**Karamea** ~~*W.A.H.Kershaw* –16~~ *ss*Lon.No.3–9,12 *Ref.Mchy.* 2 *Dks(Stl)* & *deep framing* & *Elec.light* Wireless *Shelter dk(pt Stl–ws)* *Andrews* –17	**SteelSc4MstSr**	5627 5203 3466	✠100A1 *Shelter dk* 2,16 ~~12,14~~ 6,17 BS2,16 ✠LMC1,16 ✠Lloyd's RMC10,16 ~~6,17~~ 2,17 ~~6,17~~ 6,18	Lon	*a*†	~~12,14~~ 6,17	1899 11mo *A&CP*	**Hawthorn, Leslie&Co.Ld** Newcastle	**Shaw,Savill& AlbionCo.Ld.** *WB= Cell DBa100′uE30′*	420·0 | 54·0 | 28·6 FK *f195′972t FPT130t*	**S'thamptn** British	T.3Cy.30″,48″&78″–54″ (*s*) 160lb *160lb* 505NHP 3SB,*9cf*,GS180,HS6754 FD Hwthrn,Leslie&C.Ld.Nwc	32 ″ 0 s 5 ″ 0 27 ″ 4	
174 127812 TVSM	**Karamu** *R.A.Williamson* –16 *Elec.light* 1 *Dk(Stl)* *Well deck Mchy.Aft*	**SteelScSr**	934 664 453	✠ 10,14 ✠	Wln	*l*		1912 6mo	**Ramage& Ferguson,Ld.** Leith	**UnionS.S.Co.of NewZealand,Ld.** *WB= Cell*	205·0 | 32·1 | 12·7 P12′Q94′B26′F34′ FK *DB f126′203t FPT*	**Dunedin** British	T.3Cy.17″,27″&45″–33″ 172NHP 2SB,*6cf*,GS102,HS3284 Ramage&Fergusn,Ld.Lth.	15 ″ 0	
175 125620 HLPN	**Karanja** *J.Batty* –15 *ss*Sld.No.2–16 *Well deck* 1 *Dk(pt Irn & pt Stl)* & *deep framing*	**SteelScSr**	1829 1444 1114	✠100A1 ~~10,13~~ 3,17 1,18 BS7,17 ✠LMC7,16	Bry	*q*	3,17	1907 10mo *Lloyd's SA&CP*	**R.Thompson&Sons,Ld** Sunderland	**TownLine(London) Ld.(Harrison,Sons &Co.,** *Mgrs.*) *Cell DBa78′uE&*	264·0 | 38·5 | 17·1 P19′Q84′B52′F26′ FK *B34′f108′501t FPT*	**London** British	T.3Cy.20″,33″&54″–36″ (*s*) 180lb 197NHP 2SB,*4rf*,GS81,HS3150 Blair&Co.Ld.Stockton	19 ″ 6 s 2 ″ 2½ 17 ″ 8	
176 137801 JLRV	**Karapara** *W.C.Le Marchand* 99–15 *Elec.light* 1 *Dk(Stl)* & *Awng dk (Stl-teak s)* & 2nd *dk(Stl)* in Nos. 1 & 2 holds *Cruiser Stern*	**SteelTwinScSr**	7117 5339 3722	✠100A1 *Awng dk* *withfreeboard* ~~6,17~~ ~~8,16~~ 4,18 ✠LMC8,15	Sou ~~Nyk~~ Cff	*a*†		1915 8mo *Lloyd's SA&CP*	**Swan, Hunter&Wigham Richardson, Ld** Newcastle	**BritishIndiaStm. Nav.Co.Ld.** *WB= Cell DBa82′uE&B*	425·0 | 55·6 | 31·4 P35′B163′F46′ FK *147′f130′825t FPT*	**Glasgow** British	T.6Cy.25½″,43″&73″–48″ (*s*) 215lb FD 1410NHP 8SB,*24cf*,GS519,HS22696 Swan,Hunter&Wigham-Richardson,Ld.Nwc.	34 ″ 0 s 8 ″ 8½ 25 ″ 11	
177 128729 VHDJ	**Karatara** *G.Cruickshank* –16 (*ex* Espoir, *Well deck ex* H.A.Hartmann) 1 *Dk 2tr B*	**IronScSr**	540 417 323			…		1882	**Flensburgr Schiffsb.Ges. Flensburg**	**Thesen&Co.Ld.**	167·7 | 24·8 | 13·8 Q47′B45′F23′ BK6½″ *WB*	**CapeTown** British	C.2Cy.22½″&42″–27″ NB06 68RHP FlensburgerSchiffsb.Ges.		
178 117428	**Karatta** *C.Barry* –13 *Elec.light* 1 *Dk*	**SteelScSr**	493 317 229	✠ 9,07 ✠	Grk	*i*		1907 9mo	**G.Brown & Co.** Greenock	**CoastSteamships, Ld.** *WB= FPT*	175·0 | 28·1 | 11·4 P&B106′F27′ BK7″ *4 BHCem 18t APT1t*	**P.Adelaide** British	T.3Cy.15″,25″&40″–27″ 82RHP 1SB,*3cf*,GS51,HS1964 Muir&Houston,Ld.Gls.	12 ″ 0	
179 102188 NMKD	**Karema** *W.S.Paynter* –16 *ss*Gls.No.3–1,10 (*ex* Ranza) *ss*Shl.No.1–14 *Elec.light* 2 *Dks(Stl)* 3 *tr B & Web frames* Wireless	**SteelScSr**	5285 5047 3378	✠100A1 ~~6,17~~ 11,16 ✠LMC9,14 ✠NB(*a/t*)1,10 MS2,15 ~~BS3,15~~ 6,17	Liv NYk	*z*	3,16	1894 9mo *Lloyd's SA&CP*	**Palmers' Co.Ld.** Newcastle	**Ellerman&Buck-nallS.S.Co.Ld.** *WB= Cell DBa 140′uE27′485t*	410·0 | 49·3 | 32·1 P38′B89′F44′ FK *MT38′632t FPT88t*	**Liverpool** British	T.3Cy.27″,44½″&73″–48″ (*s*) 180lb 445NHP 3SB,*9cf*,GS182,HS5986 FD Palmers'Co.Ld.Newcastle	34 ″ 0 s 7 ″ 11½ 26 ″ 5	
180 MCJT	**Karen** *Johannessen* *ss*NYk.No.2–14 *Elec.light* 1 *Dk(Stl)* & *Spar dk(Stl–ws)* & *deep framing*	**SteelScSr**	1689 1564 1072	✠100A1 *Spar dk* *withfreeboard* ~~5,17~~ 2,17 ~~Examined 2,17~~ BS9,17 ✠LMC10,14	NYk	*q*	2,17 2,17	1905 8mo *Lloyd's SA&CP*	**Fevigs** Jernskibsbyg Fevig	A/S.Karen (W.Gilbert) *WB= Cell DBa*	269·6 | 39·0 | 10·6 F33′ 18·5 FK *63′uE31′f109′494t*	**Bergen** ~~Tønsberg~~ Norwegian *4 BHCem APT14t*	T.3Cy.20½″,33″&56″–39″ (*r*) 180lb *100lb* 207NHP 2SB,*6pf*,GS117,HS3106 Richardsons,Westgarth& Co.Ld.Mdb.	21 ″ 3 s 4 ″ 2½ 17 ″ 7	
181 *For full particulars See No. 8 in Supplement*		**SteelScSr**	1210 1000 740	100A1 (*Class Contemplated*)				1917	**Kjöbnhvns Flydk.&Skbs.** Copenhagen	**Dmpskselsk. Vesterhavet** (I. Lauritzen, *Mgr.*)	239·9 | 35·7 | 14·5 P27′B54′F25′	**Esbjerg** Danish	T.3Cy.15″,24″&40″&27″		
182 MNCF	**Kari** *J.Jörgensen* 16–16 1 *Dk*	**SteelScSr**	561 412 302					1916	**Göteborgs Nya Verk.** Gothenburg	**Akties.Asnæs(H. Rachlew,** *Mgr.*)	167·0 | 27·3 | 11·1	**Sandefjrd** Norwegian *WB*	KjbnhavnsFlydk.&Skbsv. T.3Cy.13¾″,22″&37½″–23½″ 68NHP GöteborgsNyaVerk.Got.		V
183 120470 HBND	**Kariba** *J.Jackson* –12 *ss*Bry.No.2–13 1 *Dk(pt Irn & pt Stl)* 2 *tr B deep framing & Web frames* 3 *Dk rule*	**SteelScSr**	3697 3449 2351	✠100A1 5,16 BS11,15 ✠LMC6,13	Cff	*w*	5,16	1904 11mo *Lloyd's SA&CP W*	**JLThompson&Sons,Ld.** Sunderland	**UnisonStm.Shpg Co.Ld.** *B= Cell DBa119′*	346·5 | 50·8 | 22·9 P27′B92′F81′ FK *uE&B38′f148′910t*	**London** British	T.3Cy.25″,41″&67″–45″ (*s*) 180lb *100lb* 332NHP 2SB,*6rf*,GS124,HS5190 Blair&Co.Ld.Stockton	25 ″ 6 s 4 ″ 6 21 ″ 5	
184 PHDT	**Karimata** ~~*J.Ludwig*~~ *Elec.light* *J.Boon* –17 2 *Dks(Stl)* & Wireless *Shelter dk(Stl–teak s)*	**SteelScSr** *ss*Ams.No.1–17	6939 6666 4433	✠100A1 *Shelter dk* *withfreeboard* 5,17 ~~5,17~~ ✠LMC6,15	Ams Sba	*a*†	~~5,15~~ 6,18	1911 12mo *Lloyd's SA&CP*	**W.Hamilton&Co.Ld.** PortGlasgow	**Stoomv.Maats. Nederland** *WB= Cell DBa102′uE&B95′*	430·7 | 55·3 | 26·9 FK *f168′1157t DTa24′*	**Amstrdam** Dutch	T3Cy.27 7/16″47½″&82 11/16″–53½″ 215lb (*s*) 736NHP 2DB&2SB,*18cf*,GS259, FD HS10494 Dunsmuir&Jackson,LdGls	37 ″ 3 s 9 ″ 5½ 28 ″ 4	
185 PHDS	**Karimoen** *C.E.Plugge* *ss*Ams.No.1–17 *Elec.light* 2 *Dks(Stl)* & Wireless *Shelter dk(Stl–teak s)*	**SteelScSr**	6940 6668 4441	✠100A1 *Shelter dk* *withfreeboard* ~~6,17~~ ~~7,16~~ 1,18 ✠LMC2,16	Ams Sba	*a*†	11,15	1911 8mo *Lloyd's SA&CP*	**W.Hamilton&Co.Ld.** Pt.Glasgow	**Stoomv.Maats. Nederland** *WB= Cell DBa102′uDTa&uE&B95′f168′*	430·8 | 55·3 | 26·9 FK *DBa102′uDTa&uE&B95′f168′*	**Amstrdam** Dutch	T3Cy.27 7/16″47¼″&82 11/16″–53½″ 215lb HS10494 (*s*) 736NHP 2DB&2SB,*18cf*,GS259, FD Dunsmuir&JacksonLd.Gls 1157t *DTa* 24′954t *FPT* 86t	37 ″ 3 s 9 ″ 5½ 28 ″ 4	
186 305 JBLO	**Karin** *J.E.Holm* 15–15 *ss*Got.2nd No.3–4,05 (*ex* Union) 1 *Dk(Irn)*	**IronScSr**	343 297 183	✠ 3,08 ✠NB5,00 ✠	Got	*f*		1883 9mo	**G.Howaldt** Kiel	**RederiAktieb. Herman(H.Donnér** *Mgr.*) *WB= DBu E&B21′30t*	142·6 | 23·0 | 13·3 B28′H7tF15′ BK7″ *4 BHCem MT17′60t*	**Ahus** Swedish	T.3Cy.10″,16¼″&27¾″–15½″ 34NHP 1SB,*2cf*,GS19,HS581 *Tpd*00GoteborgsM.V.Got.	13″10	V
187 3718 JLPM	— *C.A.Andersson* 13–13 *Mchy.Aft* 1 *Dk*	**CompScSr**	215 166 96					1900	**Aktieb. Lödöse Varf** Lödöse	**Rederiaktieb. Unda(J.A.Waller,** *Mgr.*)	99·9 | 22·4 | 10·1 B22′H16tF13′	**Gothenbrg** Swedish	C.2Cy.11¾″&19½″–11¾″ 11NHP AktiebWilhlmsbgMV.Got		
188															

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré, Lettre d'Equipement.	7* Date de la dernière visite de flottaison pour le tillac.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pa.	
189 120573 HCRW	**Karina** *W.F.Potter* –16 Wireless	**SteelScSr** 2 *Dks & deep framing*	4222 2941 2638					1905	A.Stephen &Sons,Ld. Glasgow	**AfricanS.S.Co.** (Elder,Dempster& Co.Ld. *Mgrs.*)	370·0 46·2 23·3 P&B245′F48′			London British *WB*	T.3Cy.29″,46″&77″–51″ 422NHP A.Stephen&Sons,Gls.		C
190 131565	**Karingal** (*Screws fore & aft*) 1 *Dk*	**WoodSc**	106 106 72					1913	Morrison & Sinclair Balmain	**SydneyFerries,Ld.**	104·1 25·2 9·1			SydnyNSW British	C.2Cy.13″&26″–18″ E&B *made*92 28RHP Bow,McLachln&CoLdPsy		
191 118012 TWPL	**Karitane** *W.J.Swales-Eyre* –16 (*ex*Cavalier)	**SteelScSr** *ss*Syd.No.2–11 1 *Dk*(*Stl*)& *Web frames*	1376 1240 847	✠ 7,14 ✠	Syd	*p*		1903 4mo	S.P.Austin &Son,Ld. Sunderland	**UnionS.S.Co.of NewZealand,Ld.** *WB*=*CellDB*	247·0 36·5 16·8 P25′B48′F28′ FK *a*70′*u*E&*B*30′*f*100′			Dunedin British 4 *BHCem* 392*t APT*53*t*	T.3Cy.20″,33″&54″–36″ 211NHP 2SB,*6pf*,GS99,HS3538 N.E.Marine Eng.Co.Ld Sld	19 ″ 0	
192 SDQT	**Karjala** *Elec.light*	**SteelSc** 1 *Dk* & *Shade dk*	143 112 98					1910	Nyslotts Mek.Værks. Nyslott	**WiborgsÅngslups Aktieb.**	86·4 21·3 9·9			Wiborg Russian	C.2Cy.11⅛″&21⅛″–15½″ 16NHP NyslottsM.V.Nyslott		
193 *A.Murray* –09	**Karl** (*Whaler*) 1 *Dk*	**SteelSc**	173 157 43					1907	Framnes Mek.Værks. Sandefjord	**Cia.Argentina de Pesca**	100·1 19·8 11·8			Bns.Ayres Argentine	T.3Cy.11″,18″&29″–24″ 41NHP G.T.Grey,SouthShields		
194 RMSH	**Karl Friedrich Larsen** (Seized at Onega) *B.Edler*10–13 (*ex*MarthaBlumenfeld, *ex*Shamrock) *Elec.light* 1 *Dk*	**SteelScSr** *ss*Tri.No.1–13	1510 1246 911					1902	Akt.Ges. "Neptun" Rostock	**F.W.Fischer**	261·6 37·2 15·9 Q94′B69′F25′			Rostock German *WB*	T.3Cy.19⅜″,37⅞″&55″–35½″ 167NHP A.G."Neptun,"Rostock		
195 LHJN	**Karlsbad** 1 *Dk*(*Stl*)& *Awng dk*(*Stl*–ws)3*tr B* *Elec.light*	**SteelScSr** *ss*Tri.No.1–13	3819 3082 2358	✠ — 12,16 *Awng dk with freeboard* ✠	Tri	*v*		1909 11mo	Lloyd Austriaco Trieste	**LloydAustriaco** *WB*=*CellDB*	344·5 45·5 25·9 B160′ FK *a*98′*u*E36′*f*122′476*t*			Trieste Aust.-Hung. 6 *BHCem* *APT*64*t*	T.3Cy.28½″,39″&66″–48″ 390NHP 2SB,*6cf*,GS126,HS5879 FD LloydAustriaco,Trieste	28 ″ 5	
196 QJMR	**Karlsburg** *A.Alm*05–08 *Elec.light*	**SteelSc** (*Trawler*) 1 *Dk*	231 188 67					1907	G.Seebeck Akt.Ges. Bremerhaven	**Hochseefischerei BremerhavenAkt. Ges.**	126·9 22·5 8·7 Q73′F19′			Brmrhavn German	T.3Cy.11⅝″,18½″&30⅛″–22⅛″ 44NHP G.Seebeck A.G.Bremerhvn		G
197 RPBM	**Karlsruhe** *F.Gärtner* *Elec.light*	**SteelTwinScSr** 1 *Dk*2*tr B*	897 707 528					1905	G.Seebeck Akt.Ges. Bremerhaven	**Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)**	217·5 33·2 12·0 Q78′B43′F22′ *WB*			Hamburg German	T.6Cy.9½″,16½″&25½″–16½″ 53NHP G.Seebeck A.G.Bremerhvn		G
198 JFMV	— *C.Darmer*07–07 *Mchy.Aft* *Carrying Spirit in bulk* *Elec.light*	**SteelSc** 1 *Dk*	632 560 323					1898	Oderwerke Grabow	**Ges.für Brauerei, Spiritus-&Press-hefenFabr.vorm. G.Sinner**	173·2 28·5 13·7 B31′F22′			Stettin German *WB*	C.2Cy.15¾″&27½″–15½″ 25NHP Oderwerke,Grabow		G
199 1832 JDNR	**Karlstad** *C.J.Wallin* –04 *Mchy.Aft*	**IronScSp** 1 *Dk*	209 165 124					1887	P.Larsson Thorskog	**Ångf.Aktieb. Karlstad (J.Bergendorff)**	100·6 22·2 10·2 B33′ H5*t* F11′			Karlstad Swedish	C.2Cy.13″&24″–17½″ NB02 20NHP P.Larsson,Thorskog		N
200 JSNB	**Karm** *D.Danielsen*17–17 *Mchy.Aft*	**SteelScSp** (*ex*Gudrun) 1 *Dk*	231 179 133					1891	Bergens Mek.Værks. Bergen	**Chr.Bjelland&Co.**	115·6 21·0 9·7 P39*t*H17*t*F6*t*			Stavanger Norwegian *WB*	C.2Cy.13″&24″–18″ 20NHP BergensMekVærksBergen		N
201 MHNV	**Karma** *J.Nökling* *Elec.light*	**SteelScSr** 1 *Dk*	1102 988 663					1912	Bergens Mek.Værks. Bergen	**Th.Nordbö**	226·3 36·4 15·8 P10′B51′F26′			Haugesnd Norwegian *WB*	T.3Cy.17″,26½″&46″–30″ 115NHP Bergens MekVærksBergen		N
202 135590 JFTB	**Karmala** *A.Collyer* –16 *Elec.light* Wireless *Carrying fuel oil F.P. above 150° F. in DB*	**SteelTwinScSr** 3 *Dks*(*StlU*–teak s)	8983 7618 5687	✠100A1 5,17 1,17 ✠LMC6,14	Syd Lon P5,17	*d*†	s1,17	1914 6mo	Cammell Laird&Co.Ld Birkenhead *Lloyd's* *sA&CP*	**P.&O.Stm.Nav.Co** *WB*=*Cell*	480·0 58·2 33·8 P93′B176′F88′ FK&BK2″ *DBa*124′*f*196′1147*t*			Liverpool British 8 *BHCem* *APT*120*t*	Q8Cy23½″34½″48½″&70″–54″ 215lb (*s*) 1204NHP 2DB&2SB,*24cf*,GS440, HS18300 FD CammellLaird&CoLd.Bkn	36 ″ 6	BT till 7,17
203 MBWF	**Karmsund** *S.Strand* 1 *Dk*	**SteelScSr**	253 120 131					1904	Trndhjms Mek.Værks. Trondhjem	**ActiesHaugesunds Dampskibsselskab (KAmundsen, *Mgr*)**	125·9 21·2 8·4 P70*t*F31*t*			Haugesnd Norwegian	T.3Cy.12½″,20″&33″–21″ 50NHP Trondhjems M.V.Trndhjm		
204 RSHT	**Karnafuli 1** *AnwarAli*03–11 *Elec.light* 1 *Dk*(*Stl*) (*Sand Pump and Bucket Hopper Dredger*) Wireless	**SteelTwinSc** 3 *Dks*	810 786 543	✠ *Hopper Dredger* 11,06 ✠	Rnf			1906 11mo	W.Simons &Co.Ld. Renfrew	**Trustees of the Port of Chittagong**	190·0 36·1 14·9 P13′F20′ FK			Chittag'ng British 7 *BHCem*	C.4Cy.18″&36″–24″ 148NHP 2SB,*6cf*,GS114,HS2920 W.Simons&Co.Ld.Rnf.	15 ″ 6	
205 RSHT	**Karnak** *Rud.Petersen* –12 *Elec.light* Wireless	**SteelScSr** 3 *Dks*	7044 6545 4437					1912	J.C.Tecklenborg Geestemunde	**DeutscheDmpfs-fahrts.Ges.Kosmos**	471·9 61·0 28·5 F50′			Hamburg German *WB*	T.3Cy.30″,48⅛″&80¾″–55½″ 482NHP J.C.TecklenborgGstemnde		G
206 HGWF	— *T.E.Purcell* –16 *Elec.light*	**SteelScSr** 2 *Dks*	3171 2965 2006					1906	J.Blumer &Co. Sunderland	**MossS.S.Co.Ld.(J. Moss&Co.*Mgrs.*)**	336·0 47·0 24·0 P28′B100′F36′			Liverpool British *WB*	T.3Cy.24″,40″&67″–42″ 291NHP N.E.MarineEng.CoLd.Sld.		C
207 137791 JKHV	**Karoa** *J.F.Downing* –17 *Elec.light* 1 *Dk*(*Stl*)& *Awng dk* (*Stl*–teak s) 2*nd dk*(*Stl*) *in Nos.1&2 holds* Wireless *Cruiser Stern*	**SteelTwinScSr** 2 *Dks*(*Stl*)& *deep framing*&	7009 5339 3607	✠100A1 *Awng dk with freeboard* 2,18 ~~6,16~~ ✠LMC5,16	Lon Alx	*a*†		1915 3mo	Swan,Hunter& Wigham Richardson, Ld.Newcastle *Lloyd's* *sA&CP* *WB*=	**BritishIndiaSteam Nav.Co.Ld.** *CellDBa*82′*uE&B*	425·0 55·6 31·4 P35′B163′F46′ FK 147′*f*130′825*t FPT*			Glasgow British 7 *BHCem* 52*t APT*60*t*	T.6Cy.25½″,43″&73″–48″ (*s*) 215lb FD 1410NHP 8SB,*24cf*,GS519,HS22696 Swan,Hunter&Wigham-Richardson,Ld.Nwc.	34 ″ 0 s 8 ″ 2½ 26 ″ 5	BT till 6,17
208 1208 LRBE	**Karolevitch Alexander** (*ex*Yeisk) 1 *Dk*	**IronPad**	267 — 125					1901	..... Rostoff	**Azoff-BlackSea S.S.Co.**	171·8 22·3 8·2			Rostoff Russian	C.2Cy.20″&34″–42″ 62NHP		
209 123350 HKTP	**Karonga** *H.Cartwright* –17 2 *Dks*(*Stl*)& *deep framings*& *Elec.light* Wireless *Shelter dk*(*Stl*)	**SteelScSr** *ss*Gls.No.2–15	4665 4437 2932	✠100A1 *Shelter dk with freeboard* 2,17 ✠LMC MS7,15 BS2,17	Bkn	*z*	7,16	1907 6mo	Armstrong Whitworth &Co.Ld. Newcastle *Lloyd's* *sA&CP* *WB* =	**Ellerman&Buck-nallS.S.Co.Ld.** *CellDBa*123′	400·0 52·1 27·0 FK *u*E&*B*63′*f*154′971*t*			N.Shields British 6 *BHCem* *APT*29*t*	T.3Cy.27″,45″&75″–48″ (*s*) 180lb 477NHP 3SB,*9cf*,GS172,HS6489 FD N.E.MarineEng.Co.Ld.	29 ″ 9 s 4 ″ 1 26 ″ 0	
210 120759 HPDL	**Karoola** *W.C.E.Morgan* –13 *ss*Mel.No.1–13 *Elec.light* 2 *Dks*(*Stl*)& *Orlop dk*(*Stl*) *Ref.Mchy.* *in No.1 hold & deep framing* Wireless & *Awng dk*(*Stl–pt* teak s)	**SteelTwinScSr**	7391 5903 4324	✠100A1 *Awng dk with freeboard* 8,16 ~~BS8,16~~ ✠LMC6,~~13~~ 13	Syd	*b*†	8,16	1909 7mo	Harland& Wolff,Ld. Belfast *Lloyd's* *sA&CP*	**McIlwraith, McEacharn's Line, Proprietary,Ld.**	420·5 56·3 24·5 B229′F81′ 33·8 FK&BK2″ *WB*=*CellDBa*104′			Melbourne British 7 *BHCem* *uE&B* 84′ *f*	Q.8Cy.23″,33½″,48″&69″–54″ 215lb HS17094 (*s*) 1140NHP 2D&2SB,*18cf*,GS393, FD Harland&Wolff,Ld.Bel. 135′918*t FPT* 61*t APT*62*t*	36 ″ 10 s 11 ″ 11½ 25 ″ 5	

1 No. in Book. / Official No. / Code Letters.	2 / 3 Steamer's Name. Material, Rig, &c. *Master.* *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 / 6 / 7 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 / 9 Built. When	By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.*	15 Keystone in which classed, if not in L.R. Date of fl. of Trade Cert.
211 118306 VDHP	**Karori** SteelScSr *S.V.Hill* –15 *ss*Syd.No.2–11 (*ex*Minas) 1*Dk*(*Stl*)&*Webframes*	1863 1687 1194	✠ 3,13 ✠	Ddn	*r*		1902 2mo	Craig, Taylor&Co. Stockton *W*	UnionS.S.Co.of NewZealand,Ld. *B* = *Cell D Ba* 82′*u*	269·4|40·8|19·4 P27′B68′F27′ FK *E* 20′*f* 100′416*t* *FPT* 143*t* *APT* 92*t*	Dnedin,NZ British 4*BHAsp*	T.3Cy.20″,33″&54″–39″ 189NHP 2SB,*6pf*,GS82,HS2940 N.E.MarineEng.Co.Ld.Sld	20 ″ 6	
212 QFVJ	**Karpathos** SteelScSr *Oeser* *ss*Stn.No.3–6,07 (*ex*Andromeda, *ss*Bhn.No.1–11 *ex*Jamalpur,*ex*Rothenfels) 1*Dk*(*Stl*)&*Spar dk*(*Stl*–teak s)&*Webframes*	2935 2693 1864	✠ — 3,16 *Spar dk* ✠	Ham	*u*		1893 12mo	Sir R Dixon &Co. Middlesbro'	DeutscheLevante Linie	315·0|41·8|18·0 P31′B70′F43′ 26·0 BK 10″ *WB* = *Cell DB* *E* 20′*f* 100′416*t* *FPT* 143*t* *APT* 92*t*	Hamburg German 5*BHCem*	T.3Cy.24″,38″&64″–42″ NDB08 273NHP 2SB,*6cf*,GS103,HS4220 T.Richardson&Son,W.Hpl	28 ″ 6	
213 RTWM	**Karpfanger** SteelScK *H.vonBorstel* –13 (*Trawler*) *Elec.light* 1*Dk*	216 184 48					1913	G.Seebeck Akt.Ges. Bremerhaven	HansaHochseefischereiAkt.Ges.	123·7|22·6| 8·4 B68′F19′ *WB*	Hamburg German	T.3Cy.12½″,19 7/10″&31½″–23⅝″ 48NHP G.SeebeckA.G.Bremerhvn		G
214 131583	**Karrabee** WoodSc (*Screws fore&aft*) *Elec light* 1*Dk*	107 107 73					1913	Morrison& Sinclair Balmain	SydneyFerries,Ld	107·5|25·5| 8·6	SydnyNSW British	T.3Cy.11″,17″&26″–18″ *E made* 89 *B made* 03 36RHP Hwthorn,Leslie&Co Nwc.		
215 MHQT	**Karrakatta** SteelScSr *Johannesen* (*Whaler*) Wireless 1*Dk*	179 171 64					1912	Akers Mek.Værks. Christiania	Hvalfangerselsk. OceanAkties. (Chr.Nielsen&Co. Akties.*Mgrs.*)	106·4|21·5|12·3 *WB*	Larvik Norwegian	T.3Cy.13½″,22″&37½″–24″ 69NHP AkersMek.Værks.Xia		N
216 133310 JOFG	**Karroo** SteelScSr *E.R.Large*04–13 *Elec.light* Wireless 2*Dks*(*Stl*)	6127 5849 3941	✠100A1 4,16 BS4,16 ✠LMC5,15	Mel	*a*†	4,16	1913 5mo *Lloyd's*	Palmers' Co.Ld. Newcastle *A&CP* *W*	Ellerman&Bucknall S.S.Co.Ld. *B* = *Cell D Ba* 147′	430·8|54·1|31·2 P71′B171′F42′ FK *uE&B* 36′*f* 182′1159*t*	N.Shields British 7*BHCem*	T.3Cy.25½″,43½″&76″–51″ 33 ″ 7 220lb (*s*) 601NHP s 6 ″ 10 3SB,*11cf*,GS210,HS8401 FD 27 ″ 1 *DTa* 33′98 Palmers'Co.Ld.Newcastle		
217 MDON	**Karsten** SteelScSr *P.Vold* 1*Dk*	150 120 78					1906	Aalesunds Mek.Værkst. Aalesund	K.Larsen&Co. Akties.	107·6|19·1| 8·9 B33*t* len 10	Aalesund Norwegian *WB*	C.2Cy.10″&22″–15″ 16NHP AalesundsMek.Værkst.		N
218	**Kartal** SteelTwinScSr *Elec.light* *Mchy.Aft* 1*Dk*	350					1914	J.W. Klawitter Danzig	Administr.deNav. àVap.Ottomane	175·5|25·6|11·5 *WB*	Constanpl Turkish	T.6Cy.16½″,22½″&37⅜″–21⅜″ 130NHP J.W.Klawitter,Danzig		
219 117677	**Karu** SteelAuxSc3MstSr *W.A.Robertson* –11 (*ex*Holmdale,*ex*Torgauten) 1*Dk* *Mchy.Aft* (*See Sailing Ship Register*)	267 233 197					1901	Moss Jrnst. & Mek.Værks Moss	UnionS.S.Co.of NewZealand,Ld.	137·6|24·1|10·2 H34*t*	Wellingtn, N.Z. British *WB*	C.2Cy.10″&22″–16″ 27RHP MossJernst.&M.V.Moss		
220 125178	**Karuah** SteelTwinScSr *J.Pearse* –16 *Elec.light* *Ref.Mchy.* 1*Dk*	399 185 185					1908	Ramage& Ferguson,Ld. Leith	Commonwealth Government	130·2|27·1| 7·9 P&B77′F30′	~~SydnyNSW~~ British Brisbane *WB*	T.6Cy.9″,14½″&24″–18″ 58RHP Ramage&Fergusn,Ld.Lth.		
221 129064 HQGR	**Karuma** SteelScSr *C.A.Wilson* –13 *ss*Cff.No.1–14 1*Dk*(*Stl*)	2995 2777 1881	✠100A1 10,16 BS3,16 ✠LMC4,14	Sws	*u*	10,16	1910 1mo *Lloyd's*	R.Thompson&Sons,Ld. Sunderland *A&CP*	UnisonSteam ShippingCo.Ld. *WB* = *Cell DB*	321·0|48·0|21·4 P27′B92′F34′ FK *a* 98′*uE&B* 39′*f* 133′	London British 5*BHCem*	T.3Cy.23½″,39″&64″–42″ (*s*) 23 ″ 10 180lb *100lb* 304NHP s 3 ″ 9 2SB,*6rf*,GS123,HS4905 20 ″ 5 675*t* *APT* 65*t* Blair&Co.Ld.Stockton		
222 11735 LFPT	**Kasai Maru** WoodScSp 1*Dk*	126 107 74					1908	S.Hamada Osaka	SanrikuKisen KabushikiKaisha	103·0|14·4|10·5 B16′	Kamaishi Japanese	C.2Cy.12″&25″–15″ 20NHP		
223	**Kasak Kozma Krutchkoff** SteelScSr (*ex*Haiffa,*ex* *ss*Mdb.No.3–6,02 Rudolf,*ex*Friederike *ss*Stn.No.2–10 Müller,*ex*Ingleby) 1*Dk*(*pt Stl&pt Irn*) Sub.Sig. &*pt Awng dk*(*Irn*)&*Webframes*	1790 1286 1118	✠ *pt Awng dk* *with freeboard* 5,14 ✠	Bkn	*q*		1890 5mo	R.Craggs &Sons Middlesbro'	RussianStm.Nav. &TradingCo. *WB* = *Cell D Ba* 86	260·0|36·6|16·6 P24′Q82′ *pt Awng dk* 154′ BK 9″ *uE&B* 34′*f* 98′497*t*	Russian 4*BHpt Asp* *pt Cem*	T.3Cy.20″,33″&54″–36″ 178NHP 2SB,*4rf*,GS132,HS2722 WestgarthEnglish&CMdb	19 ″ 0	
224 123796 HKFV	**Kasama** SteelScSr *E.Swinney* *ss*Liv.No.2–15 *Elec.light* 1*Dk*(*Stl*)&*Spar dk*(*Stl*) Wireless &*deep framing*	4635 4393 2945	✠100A1 *Spar dk* ~~10,13,17~~ 4,18 ~~BS3,16~~ ✠LMC5,15	Mel Cal	*z*	5,16	1907 3mo *Lloyd's*	A.McMillan&Son,Ld. Dumbarton *A&CP*	Ellerman&Bucknall S.S.Co.Ld. *WB* = *Cell D Ba*	400·6|50·0|18·0 P36′B229′F38′ 26·9 FK 123′ *uE&B* 42′*f* 181′	N.Shields British 6*BHCem*	T.3Cy.26″,44″&73″–48″ (*s*) 29 ″ 10 180lb HS8297 FD 478NHP s 5 ″ 0½ 2SB&1AuxSB,*9cf*,GS179 25 ″ 2 975*t* *APT* 20*t* Dunsmuir&JacksonLd.Gls		
225 NTRV	**Kasan** SteelScSr *L.Larsen* *Well deck* *Ref.Mchy.* 2*Dks*	1115 781 678					1883	Burmeister &Wain Copenhagen	DetForenede DampskibsSelsk.	236·3|30·1|14·9 P159′ F32′ *WB*	Copnhagn Danish	C.4Cy.24″&48″–32″ 217NHP Burmeister&Wain,Cpn.		V
226 97616 LQKJ	**Kasara** SteelScSr *W.Moxon* –16 *Elec.light* 2*Dks*(*Upt Stl*–ws)&*Shelter dk*	1195 923 505	✠ *Shelter dk* *with freeboard* 4,90 ✠	Cly	*o*		1890 4mo	AilsaS.B. Co. Troon	BritishIndiaStm. Nav.Co.Ld.	239·8|34·1|16·6 BK 8½″	Glasgow British 4*BHCem*	T.3Cy.25″,40″&65″–42″ 274NHP 2DB,*8cf*,GS156 Dunsmuir&Jackson,Gls.	17 ″ 6	
227 10179 LBJR	**Kasato Maru** SteelTwinScSr *S.Nagata*09–09 *ss*Kob.No.3–4,10 (*ex*Kazan) *ss*Kob.No.1–14 *Elec.light* 1*Dk*(*Stl*–ws)&*Spar dk*(*Stl*)& Wireless *Webframes*&*Shade dk*(*Stl*–ws)	6023 4363 3560	100A1 *Spar dk* ~~5,15~~ 10,16 12,17	Kob Yka	*z*	~~10,16~~ 12,17	1900 *Lloyd's*	Wigham-Richrdsn&Co Ld Newcastle *A&CP* *W*	OsakaShosen KabushikiKaisha *B* = *Cell D Ba* 117′	400·5|50·4|19·0 26·9 FK *uE&B* 65′*f* 158′ 870*t*	Osaka Japanese 6*BHCem*	T.6Cy.20½″,34″&57″–40″ (*s*) 30 ″ 0 185lb *110lb* 600NHP s 6 ″ 10½ 3SB,*12cf*,GS219,HS9088 FD 23 ″ 5 *FPT* 100*t* WghmRchrdsn&C.LdNwc		
228 MBPL	**Kasbek** SteelSc3MstSr *D.vanLienen* –12 (*ex*RussianPrince) *Elec.light* *Carrying Petroleum in bulk* *Mchy.Aft*	*2716* *2703* *2102*					1888	Armstrong Mitchell& Co.Ld. Newcastle	Soc.Anon.d'Armement d'Industrie et de Commerce	310·0|40·4|28·3	Antwerp Belgian	T.3Cy.23″,37″&60″–39″ 225NHP WllsndSlpwyCo.Ld.Nwc.		V
229 128654 JHKT	**Kashgar** SteelTwinScSr *H.N.Rivers* –15 *Elec.light* 3*Dks*(*Stl–U* teak s) Wireless	8840 7497 5538	✠100A1 4,15 ✠LMC12,14	Lon	*d*†		1914 12mo *Lloyd's*	Caird&Co. Ld. Greenock *A&CP*	P.&O.Stm.Nav.Co. *WB* = *Cell D Ba* 128′*f* 196′1141*t*	479·9|58·2|33·7 P93′B176′F88′ FK&BK 2″ 8*BHCem* *APT* 115*t*	Greenock British	Q8Cy.23½″34½″48½″&70″–54″ 36 ″ 6 215lb (*s*) 1200NHP 2DB&2SB,*24cf*,GS441, FD HS18188 Caird&Co.Ld.Greenock		
230 9368 JSTP	**Kashi-i-Maru** IronScSr (*ex*PuloRiman,*ex*Orawaiti) 1*Dk*	486 — 253			…		1882	HM'Intyre &Co. Paisley	K.Yokoyama	170·2|26·1|11·2 Q84′F19′	Kamaishi Japanese *WB*	C.2Cy.20″&40″–30″ *B made* 08 *refitted* 14 73NHP Fleming&Ferguson,Psy.		

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. — Net.	5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné quant. Latitude d'équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant.	15
231 16491 MHWL	**Kashima Maru** *K.Inadzu* –16 *Elec.light* Wireless	**SteelTwinScSr** *ss*Kob.No.1-17 2*Dks*(*StlU*-ws) 3*rd dk*(*Stl*)*in Nos.*1,3&4*holds*	9905 8110 6210	✠100A1 ~~3,17&18~~ 12,17 ~~BS7,15~~ ✠LMC~~6,13~~ 3,18	Yka ~~Kob~~	*e*†	6,16 3,18	1913 10mo *Lloyd's*	Kawasaki Dkyd.Co.Ltd. Kobe *A&CP*	**NipponYusen** **KabushikiKaisha** *WB=Cell* *DBa*150′*uE&B*	501·5 P96′B181′F53′ FK 88′*f*189′1897*t*FPT	59·6	33·9	**Tokio** Japanese *BHCem* 155*tAPT*36*t*	T.6Cy.27″,45½″&76″–54″ (*s*) 200lb 1152NHP 7SB,*21cf*,GS423,HS16075FD KawasakiDkydCoLdKobe	36 ″ 6 s 8 ▪ 9 28 ▪ 5	
232 9225 JSMK	— (*ex*Hampstead) 1*Dk*(*pt Irn pt Stl*)&*pt Awng dk*(*Irn*)	**SteelScSr** *ss*Lon.No.3–6,96 *ss*P.Nl.No.1–01	2382 1763 1746	✠ *pt Awng dk* *with freeboard* 3,03	Hpl	*s*		1887 7mo	W.Gray &Co. WHartlepool	**H.Sakai**	282·3 P29′Q78′ *pt Awng dk*175′ ptND96	37·6 BK10″ *WB=Cell*	19·5	**Hisumi** Japanese 5*BHCem* *DB*236′500*t*	T.3Cy.22″,36″&59″–39″ NDB92 219NHP 2SB,*6cf*,GS92,HS3300 Blair&Co.Ld.Stockton	22 ″ 3	
233 15836 MDNK	— (*Trawler*) 1*Dk* 2*Dks*	**SteelScK** **WoodScSp**	262 234 97 260 228 140					1914 1913	MitsuBishi Dkyd&EWks Nagasaki I.Aizawa Osaka	**KiheiGoshiKaisha** **K.Shono**	129·2 Q74′F21′ 129·0	21·9	11·8 17·0	Japanese **Osaka** Japanese	T.3Cy.12″,20″&33″–24″ 53NHP MitsuBishiD.&E Wks.Nag C.2Cy.14½″&28½″–16″ E&B*made*07*fitted*13 27NHP G.Ohara		
235 1219 HJDR	**Kashin Maru** *Y.Sawada*12–12 *ex*Kiel)	**IronScSr** (*ex*SetsuyoMaru, 2*Dks*	1098 — 781					1885	G.Howaldt Kiel	**Y.Fujiyama**	220·5	29·7	21·0	**Kobe** Japanese *WB*	C.2Cy.26″&43½″–30″ 1NB09 85NHP Geb.Howaldt,Kiel		
236 104869 NTRV	**Kashing** *G.Byers* –13	**SteelScSr** 2*Dks*	1862 1670 1143					1895	Scott&Co. Greenock	**ChinaNav.Co.Ld.**	259·5 B66′F30′	38·1	21·3	**London** British *WB*	T.3Cy.20″,32″&52″–39″ 169NHP Scott&Co.,Greenock		
237 128655 JKNC	**Kashmir** *C.E.Irving* –16 *Elec.light* Wireless	**SteelTwinScSr** 3*Dks*(*StlU*-teak s)	8841 7481 5540	✠100A1 4,18~~4,15~~ ✠LMC4,16	Grk NYk	*dt*	4,18	1915 4mo *Lloyd's*	Caird&Co. Ld. Greenock *A&CP*	**P.&O.Stm.Nav.Co.** *WB=Cell*	480·0 P93′B176′F88′ FK&BK2″ *DBa*129*f*196′1141*t*	58·2	33·7	**Greenock** British 8*BHCem* *APT*115*t*	Q.8Cy.23½″,34½″,48½″&70″–54″ 215lb (*s*) 1200NHP 2DB&2SB,*24cf*,GS440, HS18188 FD Caird&Co.Ld.Greenock	36 ″ 6	
238 1470 JLBG	**Kassa** *A.Kureeska* *Elec.light* 1*Dk*(*Stl*)&*Spar dk*(*Irn*) &*deep framing*	**SteelScSr** *ss*Fiu.No.3–2,14	1587 1470 981	✠ ~~4,16~~ *Spar dk* *with freeboard*	Fiu	*q*		1902 1mo	W.Dobson &Co. Newcastle	**Royl.Hungar'nSea Nav.Co.Adria,Ld.** *WB=CellDB*	250·3 B81′F33′ FK *a*75′*uE&B*33′*f*107′	35·6	12·6 20·5	**Fiume** Aust.-Hung. 6*BHCem* 290*tAPT*18*t*	T.3Cy.18½″,32″&54″–36″ 207NHP 2SB,*6rf*,GS146,HS3292 N.E.MarineEng.CoLdNwc	22 ″ 9	
239 108687 PVDF	**Kassala** *A.Wynd* –16 ~~*ss*Gls.No.3–3,09~~ *ss*Gls.No.3–7,17 ~~*ss*Gls.No.1–14~~ 2*Dks*(*UIrn*&1*Stl*)&*deep framing*	**SteelScSr**	3862 3618 2502	✠100A1 7,17~~6,16~~ ~~MBS12,16~~ ✠LMC~~3,15~~ ~~NB7,17~~ 7,17	Bry Gls	*w*	~~6,16~~ 7,17	1897 10mo	Lon.&Gls. Co.,Ld. Glasgow A&CP	**SteamshipKassala Co.,Ld. (Maclay &McIntyre)** *WB=CellDBa*	370·0 P24′B94′F40′ FK 106′*uE*22′*f*162′751*t*	48·1	24·4	**Glasgow** British 6*BHCem* *APT*182*t*	T.3Cy.23½″,39″&64″–48″ (*s*) 180lb ~~*100lb*~~ NDB14 350NHP 2SB,*6cf*,GS121,HS4770 FD Lon.&Gls.Co.Ld.,Glasgow	27 ″ 6 s 5 ▪ 3½ 22 ▪ 8	
240 109723 RCVL	**Kassanga** ~~*Grobert*~~ (*ex*JohnCoverdale) 1*Dk*(*Irn*)2*trB*&*deep framing*3*Dk rule*	*W.Falconer* –17 **SteelScSr** *ss*Bry.No.3–7,11 *ss*Gls.No.1–16	3015 2818 1940	✠100A1 12,17~~3,17~~ BS12,17 ✠LMC11,16	Gls	*u*	N3,16	1899 5mo	W.Gray& Co.Ld. WHartlepool A&CP	**SteamshipKassala Co.Ld.(Maclay& McIntyre,***Mgrs.*) *WB=Cell*	325·0 P27′B82′F30′ FK *DBa*&*uE*130′*f*136′	47·0	22·4 5	**Glasgow** British *BHCem* 731*tAPT*53*t*	T.3Cy.24″,38″&64″–42″ (*s*) 160lb *100lb* NDB13 258NHP 2SB,*6rf*,GS96,HS3784 Cen.Mar.Eng.Wrks.WHpl	24 ″ 10 s 4 ▪ 5½ 20 ▪ 9	
241 HSVM	**Kassiani** *Audreou* –17 (*ex*Orbo) *Well deck*	**SteelScSr** *ss*Pir.2ndNo.3–10,13 1*Dk*(*Stl*)2*trB*	*1821* *1412* *1178*	✠100A1 3,17 ~~Examined 3,13~~ BS1,18 ✠LMC3,17	Bbo	*r*	N1,17	1888 9mo *Lloyd's*	W.Hamil- ton&Co. Port Glasgow *A&CP*	**L.Embiricos (Olivier&Co.,** *Mgrs.*) *WB=Cell*	264·3 Q96′B100′F38′ FE *DB*218′307*t*	37·1	17·7	**Piræus** Greek 4*BHCem* 2SB,*6rf*,GS103,HS3387 W.Kemp,Glasgow	T.3Cy.21″,33″&54″–39″ (*s*) 160lb ~~*100lb*~~ NDB04 204NHP 2SB,*6rf*,GS103,HS3387 W.Kemp,Glasgow	19 ″ 11 s 1 ▪ 4 18 ▪ 11	
242 MBPT	**Kastfjord** *E.Munkvold*06–13 (*ex*Aurora)	**SteelScSr** (*Fishing*) 1*Dk*	121 94 55					1904	Xiansands Mek.Værks. Xiansand	**Akties.Harstad Dpskselsk. (B.Z.Nilsen,** *Mgr.*)	99·8 B20′H6*t*	17·2	8·6	**Harstad** Norwegian	C.2Cy.10″&19½″–12″ 11NHP XiansandM.V.Xiansand		N
243 139930	**Kastoria** *Elec.light*	**SteelScK** 1*Dk*	307 263 121	✠100A1 *Stm Trawler* 1,17 ✠LMC1,17	Hul			1917 1mo *Lloyd's*	Cook,Wel- t'n&Gemmell Ld.Beverley *A&CP*	**Gt.Gns.&E.Coast Stm.FishingCo.Ld**	130·2 Q72′	23·0 BK8″	12·2	**Grimsby** British 4*BHCem*	T.3Cy.13½″,22½″&37″–24″ 185lb (*s*) 89RHP 1SB,*3pf*,GS49,HS1595 Amos&Smith,Ld.Hull	13 ″ 1	
244 2683 HQGJ	**Kasuga Maru** *K.Sadzuki*01–12 2*Dks*(*Stl*–1*pt wsU*teak s)&*Web frames* *Elec.light*	**SteelScSr** *ss*Yka.No.3–3,10 *ss*Kob.No.2–17 *lower dk*(*Stl*)*forehold*	3480 2843 2107	✠100A1 3,18~~2,17~~ ✠LMC~~2,18~~ 3,18	Kob Yka	*w*	N2,17	1898 6mo *Lloyd's*	R.Napier& Sons,Ld. Glasgow *A&CP*	**NipponYusen KabushikiKaisha** *WB=Cell*	375·0 P64′B152′F43′ BK11″ *DBa*104′*uE&B*82′ *f*148′570*t*FPT	44·1	25·0	**Tokio** Japanese 7*BHCem* 34*tAPT*15*t*	T.3Cy.29½″,48″&79″–54″(*s*) 185lb 580NHP 2D&1SB,*15cf*,GS280HS9981 R.Napier&Sons,Ld.Gls.	28 ″ 0 s 5 ▪ 5 23 ▪ 11	
245 19235 NBVW	— 1*Dk*	**SteelSc**	1369 1143 960					1916	S.Ono Osaka	**T.Shimatani**	225·0	33·9	20·0	**Nishino-miya** Japanese	T.		
246 9112 JRSM	**Kasugayama Maru** (*ex*NagataMaruNo.15) 2*Dks*	**WoodScSr**	361 321 224					1904	S.Nagata Osaka	**NaoyetsuShosen KabushikiKaisha**	136·4 B18′	19·7	15·8	**Naoyetsu** Japanese			
247 203425 KVNW	**Katahdin** *B.MacBeth* Sub.Sig. *Elec.light*	**SteelScSr** 3*Dks*	2696 — 2155					1906	WCramp& SonsS&EBCo Philadelphia	**ClydeS.S.Co.**	275·9	40·1	19·5 29·7	**NewYork** Utd.States	T.3Cy.18″,30″&49″–30″ 131NHP WCramp&SnsS&EBC Phl		R
248 161078 KVSC	— *Queen* *Mchy.Aft* *Elec.light*	**SteelSc3MstSr** 1*Dk*	1380 — 1103					1895	FWWheelr &Co. West BayCity,Mch	**AtlanticCoast LumberCorp.**	239·1	38·0	14·0	**NewYork** Utd.States *WB*	T.3Cy.16″,25″&42″–33″ 101NHP F.~~W.~~Wheeler&CoWBCity		
249 HRQS	**Kataliñ** *C.Cortazar* *Mchy.Aft*	**SteelScSr** (*ex*Chimbo,*ex*Argus) 1*Dk*	198 149 76			…		1883	J Fullerton &Co. Paisley	**Cia.delVapor Katalifi(R.de Abrisqueta)**	115·0 Q42′F18′	21·1	9·0 BK6″	**Bilbao** Spanish *WB*	C.2Cy.17″&30″–22″ NB07 39NHP W.King&Co.,Glasgow		V
250 113943 SGBT	**Katanga** *L.A.Johnston* –17 *ss*Cal.No.3–7,13 1*Dk*(*Stl*)&*Spar dk*(*Stl*) &*deep framing*	**SteelScSr**	3316 3048 2160	✠100A1 *Spar dk* 7,17~~11,16~~ ~~Examined 12,17~~ BS12,17 ~~BS11,16~~ ✠LMC7,13	Hul Swa	*v*	11,16	1901 3mo	Russell& Co. Pt.Glasgow	**Chr. Salvesen&Co**	330·1 P20′B74′F33′ *WB=CellDBa*	48·0	16·0 23·5 FK 102′*uE&B*40′ *f*140′	**Glasgow** British 5*BHCem* 877*tAPT*63*t*	T.3Cy.24″,40″&65″–42″ (*s*) 180lb *80lb* 290NHP 2SB,*6cf*,GS130,HS4360 J.G.Kincaid&Co.Greenock	26 ″ 0 s 5 ▪ 0 21 ▪ 4	
251 HRTK	**Kate** *N.Efstathion* –15 (*ex*Mendelssohn)	**SteelScSr** *ss*Pir.2ndNo.3–2,16 1*Dk*(*pt Irn*&*pt Stl*)&*Web frames* &*pt Awng dk*(*Irn*)	2531 2036 1556	✠100A1 *pt Awng dk* *with freeboard* 10,13~~9,16~~ ~~BS5,16~~ ✠LMC4,16	NNs Cff	*t*	~~N4,15~~ 0,17 10,17	1890 6mo	Tyne I.S.B. Co.Ld. Newcastle *Lloyd's*	**C.Mazarakis(N.D. Lykiardopulo,** *Mgr.*) *A&CP*	300·0 P31′Q80′ *pt Awng dk*189′ FK *WB=CellDB*254′	41·0	19·6	**Argostoli** Greek 6*BHCem* 562*tAPT*25*t*	T.3Cy.23″,38″&61″–42″ (*s*) 160lb *100lb* NDB06 261NHP 2SB,*6rf*,GS110,HS4210 WllsndSlpwy.Co.Ld.Nwc.	22 ″ 2 s 8 ▪ 0½ 21 ▪ 3	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys.	3 No. of Decks, &c.	4 Regist'd Tonnage: Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 Built. By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed. If not in L.R. Dated B. of Trade Cert.
252 LBGK	**Käte** *J.Loof* 09-09 *Elec.light*	**SteelScSr** 1*Dk*	448 351 267	✠100A1 *StmTrawler* 10,16	Abn ✠LMC10,16			1899 8mo	Nüscke& Co. Grabow	**Sartori&Berger** *WB*	152·9 Q46′	25·2 B39′	10·9 F18′	**Kiel** German	C.2Cy.17¾″&30¾″–19¾″ "Kette" Deutsche Elbsch.Ges.Uebigau 35NHP		G
253 QKJD	— (*ex*HansWagner) *Mchy.Aft*	**SteelScSr** *Oil Eng.* 1*Dk*	203 171 137					1913	Gebr. Niestern Delfzijl	**B.Stolz**	101·6 Q24′	23·0 F15′	10·0	**Hamburg** German	Oil Engines 2S.C. 2Cy.13½″–13⅝″ D.Goedkoop,jun.Ams.		G
254 14374	**Kate Jones** (*ex*GeneralAyres, *ex*Seminole,*ex*KateJones)	**IronSc** (*Tug*)	122 — 61					1897	..... Camden,N.J.	**G.H.Breymann& Bros.**	102·5	20·0	10·6	**Toledo** Utd.States			
255 139783	**Kate Lewis**	**SteelScK** 1*Dk*	207 205 79	✠100A1 *StmTrawler* 10,16 ✠LMC10,16	Abn			1916 8mo	Cochrane& Sons,Ld. Selby	**R.W.Lewis** *Lloyd's SA&CP*	117·7 BK7½	22·2	12·3	**Aberdeen** British	T.3Cy.12″,20″&34″–24″ (*s*) 180lb 80RHP 1SB,*3pf*,GS47,HS1430 J.Abernethy&Co.Ld.Abn.	13 ″ 0	
256	**Käte Martha** *A.Deppen* 13–14 *Elec.light*	**SteelScSr** (Seized at Riga) 1*Dk*	1190 — 690					1914	Nüscke& Co. Stettin	**W.Sprenger** *WB*	232·9 P21′Q64′B58′F30′	35·4	14·5	**Stettin** German	T.3Cy.16″,26½″&43½″–27½″ 99NHP Christiansen&Meyer,Har.		
257 MDSG	**Käte Vick** *P.Vick* 02–04 *Elec.light*	**SteelScSr** 1*Dk*	656 501 349					1904	Act.Ges. "Neptun" Rostock	**F.W.Fischer** *WB*	171·4 Q35	28·7 B58′F19′	12·7	**Rostock** German	T.3Cy.12⅝″,19⅛″&33½″–23⅝″ 55NHP A.G."Neptun," Rostock		G
258	**Katerina** *Culucundis* –15 (*ex*Katherina, *ex*AdmiralNelson) *deep framing*	**SteelScSr** *ss*Nwc.No.3–8,09 *ss*Msl.No.1–14 1*Dk*(*Stl*)2*tr B*✠ 3*Dk rule*	*3092* *2854* *1980*	✠100A1 2,17 ✠LMC MS7,14 BS5,17	Cff	*u*	9,15	1898 6mo	J.Blumer& Co. Sunderland A&CP	**E.M.Culucundis** *WB*=	328·0 P28′B88′F36′	47·7 FK	21·2 *Cell DBa* 110′	**Syra** Greek	T.3Cy.24″,40″&65″–42″ (*s*) 180lb *60lb* 288NHP 2SB,*6rf*,GS118,HS4325 Blair&Co.Ld.Stockton *uE22′f*124′815*tAPT*107*t*	24 ″ 1 s 3 ″ 9 20 ″ 6	
259 119173	**Katha**	**SteelPad** 1*Dk*	217 211 131					1904	W.Denny &Bros. Dumbarton	**IrrawaddyFlotilla Co.Ld.**	140·6	29·0	5·8	**Glasgow** British	H.2Cy.17½″&32″–57″ 70RHP Denny&Co.Dumbarton		
260 115780 VDTQ	**Katharine Park** *W.Paterson* –13 *Mchy.Aft* Wireless	**SteelScSr** *ss*Gls.No.3–12,15 2*Dks*(*Stl*)✠*Web frames* ✠*Shelter dk*	4834 4266 2996	✠100A1 *Shelter dk with freeboard* ~~4,18~~ 4,17 ✠LMC12,15	Gls Kpt Hut Ply BS4,17	*y*	~~12,15~~ 4,17	1903 8mo	Napier& Miller,Ld. Glasgow	**ParkS.S.Co.Ld. (Col.J.SmithPark, M.V.O.***Mgr.*) *Lloyd's SA&CP*	382·2 P28′B88′F36′ *WB*=	52·2 FK	26·0 *Cell DBa* 86′	**Glasgow** British 6*BHCem*	T.3Cy.25″,42″&70″–48″ (*s*) 180lb *100lb* 414NHP 2SB,*6cf*,GS115,HS5577 FD Dunsmuir&JacksonLd.Gls *uE&B* 65′*f*188′1229 *tDTf*628*tFPT*150*tAPT*48*t*	29 ″ 0 s 3 ″ 9 25 ″ 8	
261 LNHG	**Käthe** *P.Christeansen* *Elec.light*	**SteelSc** 2*Dks*	~~1962~~ 1753 1209	*Carrying fuel oil F.P.above 150°F. in D.B.* *Now named "HwahChie," See No. 52 in Supplement.*				1911	Howaldts- werke Akt.Ges. Kiel	**Rhed.M.Jebsen,**	271·0 P23′B76′F39′	39·1	20·8	**Apenrade** German *WB*	T.3Cy.20⅛″,32⅛″&52⅛″– 35⅝″ 161NHP Howaldtswerke,Kiel		G
262 HMJD	**Katherina** *D.Mexis* –16 (*ex*Ionia)	**SteelScSr** *ss*Tri.2ndNo.3–8,14 2*Dks*(*UptStl*–ws)	*1481* *1261* *881*	✠100A– 9,16 ✠NB9,09 ✠LMC8,14 BS~~4,14~~	Pir	*q*	9,16	1887 3mo	A.M'Millan&Son Dumbarton	**Pandeli Bros.**	264·0 P26′B74 F59′ BK9″	34·0	19·8 *5BHCem*	**Piræus** Greek	T.3Cy.25″,38″&61″–42″ (*r*) 150lb ~~30lb~~ NDB02 234NHP 2DB,*8cf*,GS125,HS3558 ~~30cf~~ D.Rowan&Son,Glasgow	21 ″ 0 s 3 ″ 3 18 ″ 11	
263 205002 KWNB	**Katherine** *J.Jorgensen*	**WoodScSr** 1*Dk*	531 — 292					1908	..... Fairhaven, Cal.	**RedwoodS.S.Co.**	160·4	36·0	12·5	**S.Frncisco** Utd.States			
264 81535	— *J.Parry* –15 *Mchy.Aft* *Well deck*	**SteelScSr** 1*Dk*	238 174 96			...		1898	J.Fullerton &Co. Paisley	**JamesHenry Monks(Preston) Ld.**	113·0 Q38′B7′F21′	23·0 FK	9·7 *WB*	**Liverpool** British	C.2Cy 16″&32″–24″ NB13 43RHP Ross&Duncan,Glasgow	10 ″ 4	
265 104874 NTVM	**Kathiawar** *V.Harper* –15 (*ex*Buluwayo) *Elec light* Wireless	**SteelScSr** *ss*Ant.No.3–9,07 *ss*Cal.No.2–15 2*Dks*(1*Stl*&1*Irn*)✠ *deep framing* 3*Dk rule*	4405 3826 2753	✠100A1 ~~4,16~~ 4,16 10,17 BS~~4,17~~ ✠LMC2,15 10,17	Cal	*x*	~~4,16~~ 10,17	1895 5mo	Armstrong Mitchell& Co.Ld. Newcastle	**BankLine,Ld.(A. Weir&Co.***Mgrs.*) *Lloyd's SA&CP*	360·0 P38′B98′F39′ *WB*=*CellDBa* 96′	47·0 FK	27·8 7*BHAsp* *uE&B* 58′*f*142′1005*t*	**Glasgow** British *APT*60*tTun*	T.3Cy.30″,50″&80″–54″ (*s*) 180lb 578NHP 3SB,*9cf*,GS189,HS7875 FD Hwthrn,Leslie&CoLdNwc *nelTank*130*t*	30 ″ 7 s 6 ″ 2 24 ″ 9	
266 133316 JORK	**Kathlamba** *C.G.Smith* 95–13 *Elec.light* Wireless	**SteelScSr** ~~*ss*Sws.No.1–17~~ ~~*Carrying oil in D.B.*~~ ~~*above 150° F. in D.B.&D.T.*~~ 2*Dks*(*Stl*) *Cruiser Stern*	6382 6105 4104	✠100A1 12,17 ~~12,16~~ ✠LMC8,15	Lon Sws 12,17	*b*†	~~4,16~~ 12,17	1913 8mo	W.Gray& Co.Ld. WHartlepool	Ellerman& BucknallS.S.CoLd *WB*=*CellDBa* 159′*u*	434·0 P77′B165′F81′ *E&B* 42′*f* 183′1450*t*	54·7 FK	31·2 *DTa* 24′793*t*	**N.Shields** British *Lloyd's SA&CP*	T.3Cy.25¾″,44½″&77″–51″ 220lb (*s*) 586NHP 3SB,*12cf*,GS214,HS7938 FD Cen.Mar.Eng.Wrks.WHpl	33 ″ 10 s 6 ″ 8½ 27 ″ 6	
267 123181 HKTM	**Kathleen** *F.H.Ponting* –16 1*Dk*(*pt Irn&pt Stl*)2*tr B&deep framing*	**SteelScSr** *ss*Cff.No.2–14 3*Dk rule*	3915 3622 2531	✠100A1 2,17 ~~BS4,16~~ ✠LMC11,14 2,17	Cff	*w*	2,17	1907 6mo	R.Stephenson&Co.Ld. Newcastle	**Universal StmNav Co.Ld.(P.Samuel &Co.Ld.** *Mgrs.*) *Lloyd's SA&CP* *WB*=*Cell DBa* 110′	340·5 P31′B96′F32′ *uE&B* 42′*f* 140′905*t*	50·6 FK	24·6 6*BHCem* *APT*168*t*	**London** British	T.3Cy 25″,40″&67″–45″ (*r*) 165lb *90lb* 314NHP 2SB,*6cf*,GS116,HS4852 Richardsons,Westgarth& Co.Ld Hpl.	27 ″ 2 s 5 ″ 0½ 22 ″ 6	
268 113519 VDKS	— *J.T.Paysden* 98–02 *Mchy.Aft* *Well deck*	**SteelSc3MstSr** *ss*Bel.No.3–8,14 1*Dk*(*Stl*) *Cargo battens not fitted*	738 536 316	✠100A1 8,15 BS6,17 ✠NB11,09 ✠LMC8,14	Bel	*k*	8,14	1902 4mo	AilsaS.B. Co.Ld. Ayr	**J.Milligen&Co. Ld.** *Lloyd's SA&CP* *WB*=	200·0 Q103′B13′F36′ *DBf* 114′163*t FPT*	30·4 BK7½	12·0 *4BHCem* 88*tAPT*8*t*	**Belfast** British	T3Cy.17⅜″,27½″&44″–33″(*s*) 160lb 135NHP 1SB,*3cf*,GS65,HS2394 Ross&Duncan,Glasgow	14 ″ 3 s ~~10½~~ 14 ″ 2	
269 137102	**Kathleen Burton** *T.B.Ward* –15	**SteelScK** 1*Dk*	197 195 86	✠100A1 *StmTrawler* 4,15 ✠LMC10,14	Hpl			1914 10mo	Hall,Russell&Co.Ld. Aberdeen	**DorisBurtonStm. TrawlingCo.Ld. (R.H.Davison&Co.** *Mgrs.*) *Lloyd's SA&CP*	115·4 BK7½ *WB*=	22·1	11·9 *3BHCem* *DBf* 19′13*t*	**Hartlpool** British	T.3Cy.12″,20″&34″–24″ (*s*) 180lb 57RHP 1SB,*3pf*,GS47,HS1480 J.Abernethy &Co.Ld.Abn.	12 ″ 9	
270 ~~780~~ IHRM 142391 JTCS	**Katie** *S.Armstrong* –18 ~~*E.W.Steinberg* 07–12~~	**SteelScSr** *ss*Rga.No.3–8,12 1*Dk*(*Stl*)✠*deep framing*	2423 1956 1316	✠100A1 5,15 ~~Examined 4,17~~ ~~BS7,16~~ ✠LMC8,~~16~~ 5,13 ~~6,17~~	Bry	*s*	~~7,16~~ 5,13	1900 2mo	Helsingörs Jernsk& Msk. Elsinore A&CP	~~TheShippingCon-~~ troller(Ellerman's, WilsonLineLd., *Mgrs.*) *WB*=	~~290·0~~ Q16′B70′F36′ 296·0	~~42·5~~ 43·2	~~19·3~~ 19·2 FK *CellDBa*	London British *BHCem* *58′a&uE54′*	T.3Cy.20½″,35″&57″–39″ (*s*) 180lb *90lb* 215NHP 2SB,*6rf*,GS76,HS3247 Helsingörs Jernsk.&Mskb. *f*120′578*tFPT*58*tAPT*44*t*	21 ″ 10 s 3 ″ 6½ 18 ″ 7	
271 76393	— *S.Clare* –02 *Mchy.Aft*	**IronScCtr**	107 107 73					1875	Harland& Wolff Belfast	**TheGrainElevating&AutomaticWeighingCo.Ld. (J.E.Kerr,** *Mgr.*)	76·2	18·8	9·5	**London** British	I.2Cy.11″–17″ NB05 20RHP Harland&Wolff,Belfast		
272 HRQT	**Katina** *Aris* *Mchy.Aft*	**IronSc3MstSr** (*ex*Sirius) 1*Dk*2*trB*	597 502 358					1877	Scott&Co. Greenock	**Samothrakis**	201·5	24·0	14·1	**Piræus** Greek	C.2Cy.21″&42″–36″ NB93 88NHP Scott&Co.Greenock		

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. — Capitaine. Ex-nom, s'il y a lieu. — Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L. R. Survey Ports Lloyd's Reg.
273 127811 TVSK	**Katoa** *A.H.Davey* –15 *Elec.light*	**SteelScSr** 1*Dk*	2484 2122 1382					1912	Osbourne, Graham&Co. Sunderland	UnionS.S.Co.of NewZealand,Ld.	298·0 P21′	45·3 B80′	20·0 F29′	Dunedin British *WB*	T.3Cy.24″,40″&65″–42″ 274NHP G.Clark,Ld.Sunderland		
274 137689	**Katong** *R.T.Olsen* –15 *Elec.light*	**SteelTwinScSr** 1*Dk&Promenade dk*	1461 1056 863					1915	HongK'ng &Whampoa DockCo.Ld. HongKong	StraitsS.S.Co.Ld.	250·0	38·1	15·8	Singapore British *WB*	T.6Cy.17″,27″&44″–30″ 212NHP HongKong&Whampoa DockCo.Ld.HongKong		
275 132443 JQPH	**Katoomba** ~~*McDonald Heddle* –17~~ 2*Dks(Stl)&3rd dk(Stl)in No.1hold* *Elec.light &Awng dk(Stl–pt teaks)* *Ref.Mchy.* Wireless ~~ss~~Syd.No.1–17	**SteelTrpScSr**	9424 6826 5499	✠100A1 *Awng dk withfreeboard* ~~3.17~~ 9.16 ~~5.16, 17~~ 4,18	Syd	*d*†	C9,17 ~~05,15~~ s9,15 P2,16 ✠LMC7.15 ~~BS5.16~~	1913 7mo	Harland& Wolff,Ld. Belfast	McIlwraith, McEacharn'sLine, Proprietary,Ld. *Lloyd'sA&CP WB=*	450·4 B257′ *dk* 122′	60·3 F83′ FK&BK2″ *f*171′	34·2 *on Awng* 1062*t*	Melbourne British *7BHCem* *71tAPT54t*	T.8Cy.(2)24″,(2)38½″& (4)44″–48″&1L.P.Turbine 215lb (*s*) 6SB,*24cf*,GS472,HS20376 FD Harland&Wolff,Ld.Bel.	37 ″ 9 s 11·3½ 26 ″ 11	
276 16494 MHWQ	**Katori Maru** *B.Kon* *Elec.light* Wireless 2*Dks(Stl)U–ws* 3*rd Dk(Stl)in Nos.*1,3&4*holds*	**SteelTrpScSr**	9834 8060 6161	✠100A1 8.17 ~~11.16~~ ~~BS6.16~~ ✠LMC~~6.15~~ 6,16	Kob Liv	*e*† P&S	~~C11.17~~ 6,16 ~~6.17~~	1913 9mo	MitsuBishi Dkyd&EWks Nagasaki *Lloyd'sA&CP*	NipponYusen KabushikiKaisha *WB= CellDB a147′ uE&B93′f*	499·8 P97′ 186′	59·9 B180′F54′ FK *1864tFPT152t*	33·9 *APT44t*	Tokio Japanese *8BHCem*	T.6Cy.27″,42″&66″–48″& 1 low pressureTurbine 200lb (*s*) 6SB,*18cf*,GS379,HS16921 FD MitsuBishi D&E.Wks.Nag	36 ″ 6 s 8 ″ 8 28 ″ 6	
277 9550 JTML	**—** *K.Sone* 12–12 (*ex* Kerbela) 2*Dks(UIrn–pt ws)3Dk rule*	**IronScSr** ~~*ss*~~Lon.No.1–84	2206 1924 1602	✠ 4,86	Lon	*s*		1880 10mo	W.Denny &Bros. Dumbarton	TatsuumaKisen GoshiKaisha *WB*	284·7 P14′	35·2 B32′ *=CellDB244′*	23·8 F37′ *383t*	Nishino-miya Japanese *5BHCem*	C.2Cy.34″&60″–42″ NDB92 194NHP Denny&Co.Dumbarton	26 ″ 8	
278 10143 JVTM	**—** 2*Dks*	**WoodScSp**	173 143 95					1905	T.Maye-kawa Osaka	I.Amagasaki	111·5	15·7	12·5	Osaka Japanese	C.2Cy.13⅜″&26½″–18″ 24NHP		
279 97579 LKQT	**Katoria** *A.Maclean* –16 *Elec.light* 2*Dks(Upt Stl–ws)&Shade dk*	**SteelScSr**	1127 919 664	✠ *Shade dk* 11,89	Dmb	*p*		1889 11mo	W.Denny & Bros. Dumbarton	BritishIndiaStm. Nav.Co.Ld. *WB=CellDBuE &B62′104t*	240·3 P48′	34·1 B72′F48′ BK8½″	16·4 *4BHCem*	Glasgow British	T.3Cy.20″,33½″&54″–42″ 1DB,*6cf*,GS106 189NHP Denny&Co.,Dumbarton	19 ″ 0	
280 139830	**Katreen** (*Drifter*) 1*Dk*	**WoodScDy**	104 103 45					1916	ColbyBros. Ld. Oulton Broad Lowestoft	A.R.Sutton	88·3	20·0	10·0	Hartlpool British	T.3Cy.10½″,15′&24″–16″ 33RHP Crabtree&Co.Ld.Gt.Yar.		
281	**Katrina Luckenbach** *Elec.light* *Cruiser Stern*	**Steel TwinScSr**	8200 5800 6200	100A1 *Shelter dk withfreeboard* (*Class Contem plated*)				1917	ForeRiver S.B.Cor. Quincy,Mass.	LuckenbachCo. Inc.	447·0 B61′	55·9	40·6	NewYork Utd.States	2 Geared Steam Turbines ForeRiverS.B.Cor.Quincy		
282 5631 JVBK	**Katrinefors** *E.Bengtsson* 14–14 1*Dk*	**CompScSr**	196 163 125					19$\frac{07}{14}$	S.Groth Sjötorp	KatrineforsAktieb (C.Sandels)	100·4	22·9	10·3	Mariestad Swedish	C.2Cy.10½″&16$\frac{3}{16}$″–11½″ A/B.C.J.VennbergsM.V. Karlstad		
283 1321 HJPM	**Katsuragawa Maru** 2*Dks*	**WoodTwin ScSr**	205 189 124					1892	Nakamura Hanyemon Osaka	SetsuyoShosen KabushikiKaisha	124·3	17·0	12·5	Osaka Japanese	C.4Cy.11″&22″–18″ 34NHP OsakaIronWorks,Osaka		
284 19283 NCHP	**Katsuura Maru** *M.Hagiwara* –16 *Well deck* *Elec.light* 1*Dk(Stl)*	**SteelScSr**	1725 1278 1023	✠100A1 ~~5.17, 16~~ 3,18 *Shelter dk* Nag ✠LMC7.16	Kob	*q*	5,17	1916 7mo	MitsuBishi Dkyd&EWks Kobe *Lloyd'sA&CP*	MitsuBishiGoshi Kaisha *CellDB207′332t FPT*	250·0 P&B125′	37·7 F28′ FK *47tAPT31t*	20·5 *4BHCem*	Tokio Japanese *4BHCem* 1SB,*3cf*,GS54,HS2165 FD MitsuBishiD.&E.Wks Kob	T.3Cy.17″,28½″&48″–36″ (*s*) 200lb *100lb* 168NHP	20 ″ 6 s 2 ″ 6 18 ″ 4	
285 NKVP	**Kattegat** *I.Iversen* 1*Dk* (*Salvage Steamer*)	**IronScSr**	250 244 82					1873	Burmeister &Wain Copenhagen	Em.Z.Svitzer's Bjerg.Entreprise	138·6 B11*t*	25·2	12·3 *WB*	Copnhagn Danish	C.4Cy.21″&44″–24″ 158NHP Burmeister&Wain,Cpn.		
286 123809 HKND	**Katuna** ~~*ss*~~NYk.No.2–17 *H.R.Jackson* –12 *Elec.light* 2*Dks(Stl)&deep framing* Wireless *Tonnage &Shelter dk(Stl) opening closed1917*	**SteelScSr** ~~*ss*NYk.No.1–11~~	4641 4411 2927	✠100A1 *Shelter dk withfreeboard* 12,17 ~~9.17~~ ✠LMC11.16 BS12,17	Syd Lon	*z*	~~5,17~~ 12,17	1907 4mo	Armstrong Whitworth& Co.Ld. Nwc. *Lloyd'sA&CP*	Ellerman& BucknallSSCo.Ld. *WB=CellDBa*	400·0 123′	52·1 *uE&B63′f154′* FK	27·0	London British *6BHCem* *971tAPT29t*	T.3Cy.27″,~~45″~~&75″–48″ (*s*) 180lb 44½ 478NHP 3SB,*9cf*,GS175,HS6504 FD WllsndSlpwy.Co.Ld.Nwc.	29 ″ 9 ~~6 4 7 2~~ 26 ″ 6 37 ″ 8 s 10 ″ 6½ 24 ″ 10	
287 120501 HBWP	**Kauri** *F.G.Bilton* –15 (*ex* Harmony) 1*Dk&deep framing*	**SteelScSr**	2833 2697 1830				...	1905	Furness, Withy&CoLtd WHartlepool	UnionS.S.Co.of NewZealand,Ld.	325·1 P24′	47·0 B94′F32′ FK	22·3 *WB*	Dunedin British	T.3Cy.23″,40″&65″–42″ 304NHP Richardsons,Westgarth& Co.Ld.Hpl.		
288 96043 LBRM	**Kaveri** ~~*F.Mahomed* 05–10~~ *L.Cassum* –18	**IronScSr** ~~*ss*~~Bom.2nd No.3–4,15 1*Dk&Awng dk*	909 839 553	✠100A1 *Awng dk withfreeboard* 3,18 ~~4,15~~ ✠LMC10.14 ~~NB1.06~~ ~~BS5.16~~ 3,18	Bom	*j*	~~4,15~~ 3,18	1889 2mo	Whitehavn S.B.Co.Ld. Whitehaven A&CP	BombayStm.Nav. Co.Ld.	180·0	29·1 19·5 BK7½″ *WB=FPT*	12·5 *6BHCem* *25tAPT34t*	Bombay British	T.3Cy.16″,26″&40″–30″ (*s*) 180lb 84RHP 1SB,*3cf*,GS57,HS1575 FD Dunsmuir&Jackson,Gls.	20 ″ 2 s 7–10½ 13 ″ 1	
289 936	**Kavkas** *W.Kopovaloff* (*ex* Heinrich&Robert, *ex* Ebba, *ex* Morglay)	**IronScSr** ~~*ss*~~Cpn.2nd No.3–5,97 ~~*ss*~~Bdx.No.1–02 2*Dks(1Irn)3trB*	1501 —	✠ 7,05	Cff	*q*		1877 1mo	M.Pearce& Co. Stockton	P.Spolianaky	269·3 H53*t*	32·8 BK9″	22·7	Libau Russian *4BHCem* *DBa82′121t*	C.2Cy.29½″&57″–40″ 171NHP 2SB,GS79 N.E.MarineEng.CoLd.Sld.	24 ″ 1	V
290 1684 HLCR	**Kawachi Maru** *M.Nakamura* *Elec.light* 2*Dks(Stl–U teaks)&deep framing* ~~*ss*Yka.No.2–17~~	**StlTwnSc4MstSr** ~~*ss*Yka.No.3–12,09~~ ~~*ss*Kob.No.1–18~~	5749 3529 3542	✠100A1 ~~5.17, 9.16~~ 2,18 ~~BS6.17~~ ✠LMC~~6.16~~ 2,18	Yka	*a*†	~~P.N.~~ ~~5.15~~ ~~S5.15~~ 5,17	1897 4mo	Napier, Shanks&Bell Glasgow *Lloyd'sA&CP*	NipponYusen KabushikiKaisha *WB=CellDBa148′ uE&B65′f180′1149t*	445·0 P36′	49·4 B97′F55′ FK&BK1½″ *DTa25′460tFPT*	30·5 *8BHCem* *88tAPT51t*	Tokio Japanese	T.6Cy.20″,33½″&56″–48″ (*s*) 200lb 544NHP 2D&2SB,*18cf*,GS306,HS9002 Dunsmuir&Jackson,Gls.	33 ″ 6 s 8 ″ 3½ 25 ″ 11	
291 PHGB	**Kawi** *A.VanLeeuwen* *Elec.light* Sub.Sig. Wireless 3*Dks*	**SteelSc**	4872 3640 3018					1907	Kon.Maats deSchelde Flushing	Rotterdamsche Lloyd (W.Ruys& Zonen, *Mgrs.*)	394·2 P80′	47·1 B180′F78′	27·2 *WB*	Rottrdam Dutch	T.3Cy.28½″,48″&82″–60″ 521NHP Maats deSchelde,Flushing		V
292 133158	**Kawlin** 1*Dk*	**SteelPad**	289 289 182					1913	W.Denny& Bros. Dumbarton	IrrawaddyFlotilla Co.Ld.	186·2	30·0	7·1	Glasgow British	C.2Cy.17½″&34½″–60″ 50RHP Denny&Co.Dumbarton		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last recn.	8 Built. When	9 Built. By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	11 Breadth.	11 Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed if not in L.R. Date of B. of Trade Cert.
293 11916 LJMT	**Kayo Maru** Steel Sc Sr *Kawabata* –16 (ex Sultan) *Elec. light* Wireless *ss* Yka. No. 3–6, 09 *ss* Yka. No. 2–16 1 *Dk (Stl)* & *Spar dk (Teak)* 3 tr *B*	2113 1683 1555	✠ 100 A1 *Spar dk* ~~7.17 10.16 10.17~~ 2.18 ✠ LMC 5.18 ~~B 8.17~~	Yka		5.16 4.18	1894 4mo	Workman, Clark & Co. Ld Belfast *Lloyd's SA & CP*	Oaki Goshi Kaisha *WB = Cell DB* 205' 360 *t*	258·5 P 57' B 52'	38·0	13·9 21·8	Yokohama Japanese *4 BHCem*	T. 3 Cy. 19", 32" & 52"–40" (*s*) 160 lb *160 lb* 206 NHP 1 DB, *6 cf*, GS 107, HS 3612 Wrkman, Clark & Co. Ld Bel	24 " 1 s 6 " 3 18 " 11	
294 123820 HKPN	**Kazembe** Pattison –17 Steel Sc Sr ~~J. W. Anderson 14~~ *ss* NYk. No. 2–15 *Elec. light* Wireless 1 *Dk (Stl)* & *Spar dk (Stl)* & *deep framing*	5093 4347 3225	✠ 100 A1 *Spar dk* ~~8.13 10.15~~ ✠ LMC MS 7.15 ~~BS 4.16~~ 5.17	NYk Lon	*z*	7.15 7.17	1907 5mo	A. Stephen & Sons, Ld. Glasgow *Lloyd's SA & CP*	Ellerman & Buck-nall S.S. Co. Ld. *WB = Cell DB* a 120' *u E & B* 46' *f* 180'	400·3 P 37' B 230' F 39'	50·0	17·1 27·1 FK	N. Shields British 6 *BHCem* 992 *t APT* 67 *t*	T. 3 Cy. 26", 44" & 73"–48" (*s*) 180 lb HS 7974 FD 514 NHP 2 SB & 1 Aux. SB, *9 cf*, GS 178, A. Stephen & Sons, Ld. Gls.	29 " 10 s 5 " 0 25 " 2	
295 136466 KQBM	**Ke Au Hou** Wood Sc Sr *W. C. Bruhn* (*ex* Eyas) 1 *Dk*	263 — 193					1894	Hall Bros. Port Blakely	Inter Island Steam Nav. Co. Ld.	117·5	28·5	9·0	Honolulu Utd. States	C. 2 Cy. 12" & 24"–20" 21 NHP Fulton S.B. & E. Wks., S. Fo.		
296 161061	**Kearsarge** Steel Sc Sr *Mchy. Aft* *Elec. light* 2 *Dks*	3093 2866 2721					1894	Chicago S.B. Co. S. Chicago	Canada Atlantic Transit Co.	328·0	44·2	23·0	Duluth Utd. States *WB*	T. 3 Cy. 23", 38" & 62"–40" 243 NHP Clevelan d S.B. Co., Clevelnd		
297 89151	**Kedah** Steel Sc *E. Mason* *Elec. light* 1 *Dk* & *Shade dk*	205 168 94			...		1910 2mo	Kwong Tak Cheong Hong Kong	Eastern Shipping Co. Ld.	131·6	20·8	8·5 FK	Penang British *WB*	C. 2 Cy. 14½" & 30"–19" 37 RHP Tin Hing Eng. Co. H. Kg.	8 " 7	
298 131584	**Kedumba** Wood Sc (*Screws fore & aft*) *Elec. light* 1 *Dk*	294 286 120					1913	D. Drake Sydney, N.S.W	Sydney Ferries, Ld	131·5	36·3	10·4	Sydny NSW British	T. 3 Cy. 14", 22½" & 37"–21" 48 RHP Mort's Dk. & E. Co Ld. Balmn		
299 632 HCLV	**Keel Row** Steel Sc Sr *O. Manzaranes* *Mchy. Aft* *Well deck* 1 *Dk (Stl)*	164 126 132	✠ 1.97 ✠	Lon	*b*		1894 2mo	Anderson, Laverick & Co Ld Newcastle	Braun & Blanchard *WB = FPT* 24 *t*	111·0 Q 37' B 7' F 15' len 95	20·2	7·6 BK 6"	Pta Arenas Chilian 3 *BHCem*	C. 2 Cy. 13" & 28"–18" 8 RHP 1 SB, *2 pf*, GS 24, HS 601 32 NHP Hedley & Boyd, N. Shields	8 " 6	
300 133322 JFDL	**Keelung** Steel Sc Sr *E. G. Hammersley* –16 *Elec. light* Wireless 2 *Dks (Stl)* *Cruiser Stern*	6672 6373 4279	✠ 100 A1 7.17 ~~1.17~~ Liv ✠ LMC 3.14	NYk	*b* †	6.16 4.18	1914 3mo	Earle's Co. Ld. Hull *Lloyd's SA & CP*	Ellerman & Buck-nall S.S. Co. Ld. *WB = Cell DB* a 165' *u E & B* 42' *f* 191' 1466 *t*	449·2 P 74' B 180' F 82'	56·8	30·8 FK	N. Shields British 7 *BHCem* *DT* a 27' 770 *t*	T. 3 Cy. 26½", 45½" & 79"–54" 220 lb (*s*) 641 NHP 3 SB, *12 cf*, GS 225, HS 8745 FD Earle's Co. Ld. Hull	33 " 3 s 6 " 7½ 27 " 0	
301 1648 HKWG	**Keelung Maru** Steel Sc Sr *ss* Kob. No. 3–1, 10 *Elec. light* *ss* Nag. No. 1–14 1 *Dk (Stl)* & *Spar dk* & *deep framing*	1570 1434 963	✠ *Spar dk with freeboard* 2.14 ✠	Nag	*q*		1896 12mo	JL Thompson & Sons, Ld. Sunderland	Osaka Shosen Kabushiki Kaisha *WB = Cell DB* a 72' *u E & B* 36' *f* 100' 259 *t FPT* 31 *t APT* 11 *t*	252·0 P 20' B 66' F 35'	35·0	13·7 20·7 FK	Osaka Japanese 4 *BHCem*	T. 3 Cy. 21½", 36" & 59"–39" 241 NHP 2 SB, *6 cf*, GS 100, HS 3800 J. Dickinson & Sons. Ld., Sld.	23 " 0	
302 115327 TRGK	**Keemun** Steel Twin Sc Sr *T. H. Collister* –14 *ss* Ams. No. 3–2, 15 *Elec. light* 2 *Dks (Stl)* & *deep framing*	9074 7333 5871	✠ 100 A1 ~~7.13 12.16 11.17~~ Bkn 2.18 ~~BS 8.16~~ ✠ LMC 9.14 BS 11.17	Yka	*e* †	N 12,16	1902 10mo	Workman, Clark & Co. Ld Belfast *Lloyd's SA & CP*	China Mutual Stm. Nav. Co. Ld (A. Holt & Co. *Mgrs.*) *WB = Cell DB* a 152' *u E & B* 61' *f* 200' 1730 *t D*	482·0 P & B 338' F 79'	58·2	32·8 FK	Liverpool British 9 *BHpt Cem* *Ta* 35' 1130 *t*	T. 6 Cy. 22", 37" & 63"–48" (*r*) 200 lb *100 lb* 801 NHP 3 DB, *18 rf*, GS 292 HS 11670 FD Wrkman, Clark & Co. Ld Bel *FPT* 110' *APT* 80	35 " 10 s 6·10½ 29 " 4	BT till 7.17
303 103680	**Keenora** Steel Sc *W. Huggins* 2 *Dks*	486 477 269					1897	Bertram E. Wks. Co. Ld Toronto	~~Rat Portage Lumber Co. Ld.~~ *J. F. Wallar*	119·9	28·0	8·3	Toronto British	C. 4 Cy. 10" & 22"–14" 39 RHP Bertram E. Wks. Co. Ld. T to.		
304 120720 HKSB	**Keeper** Steel Sc 3 Mst Sr *W. McCready* 16–16 (*ex* Kelpie) 1 *Dk (Stl)* *Well deck* *Mchy. Aft*	572 401 222	✠ ~~100 A1~~ 7.16 ~~Bkn 7.16~~ ~~BS 1.16~~ ✠ ~~LMC~~ MS 7.16	Bel	*i*	3.16	1906 11mo	Ailsa S.B. Co. Ld. Troon *Lloyd's SA & CP*	J. Bannatyne & Sons, Ld. *Cell D B f* 95' 133 *t FPT* 50 *t APT* 8 *t*	179·1 P 16' Q 88' B 9' F 33'	27·1	10·7 BK 7¼"	Limerick British 3 *BHCem*	C. 2 Cy. 20½" & 44"–30" (*s*) 130 lb 79 RHP 1 SB, *3 pf*, GS 60, HS 2068 Ailsa S.B. Co. Ld. Troon	13 " 5 s " 6½ 13 " 7	
305 125985	**Keewatin** Steel Sc 3 Mst Sr *M. McPhee* 08–09 *Mchy. Aft* 1 *Dk (Stl)* & *deep framing* *Elec. light* & *Awng dk (Stl–ws)* Wireless	3856 2613 2470	✠ *Awng dk with freeboard* 12.07 ✠ *Canadian Lakes*	NYk	*w*		1907 9mo	Fairfield Co. Ld. Glasgow	Canadian Pacific Railway Co.	336·5 B & F 295'	43·8	15·4 23·6 FK	Montreal British 6 *BHCem*	Q 4 Cy. 23½", 34", 48½" & 70"–45" 524 NHP 4 SB, *12 cf*, GS 299, HS 9627 Fairfield Co. Ld. Glasgow	26 " 9	
306 LGQW	**Kehdingen** Steel Sc (*Trawler*) *Elec. light* 1 *Dk*	278 247 78					1906	Stettiner Oderwerke Stettin	Hansa Hochsee-fischerei Akt. Ges.	125·7 F 19'	23·1	13·4	Altona German *WB*	T. 3 Cy. 13", 20" & 32"–22" 48 NHP Stettiner Oderwerke, Stn.		G
307 QFKN	**Kehrwieder** Steel Pad *W. Ahlers* 1 *Dk*	477 364 223					1890	J. C. Teck-lenborg Geestemünde	Norddeutscher Lloyd	185·2 H—	26·0	10·3	Bremen German	C. 4 Cy. 24½" & 45"–33½" Maschinenfab. 196 NHP Buchau, Magdeburg		G
308 NJQB	— *D. Nahrwold* 05–08 *Mchy. Aft* 1 *Dk*	136 130 66					1908	C. Lühring Hammel-warden	Braker Herings-fischerei Akt. Ges.	95·3 Q 13'	21·4	8·8	Brake German *WB*	C. 2 Cy. 9⅝" & 17 5/16" – 11 7/16" 8 NHP G. Seebeck A. G. Bremerhvn		G
309 RMBT	**Kehrwieder** Steel Twin Sc *G. Kuhr* *Elec. light* (*Tug*) 1 *Dk*	560 389 128					1900	G. Seebeck Act. Ges. Bremerhaven	Hamburg-Amerik. Packetf. Act. Ges. (Ham.-Amr. Linie)	170·9 P 75' F 20'	29·8	13·2	Hamburg German *WB*	T 6 Cy 14 3/16" 22 1/16" & 38 3/16" – 23 5/8" 141 NHP G. Seebeck A. G. Bremerhvn		G
310 33 PBHJ	**Keiho Maru** Wood (*ex* Meijo Maru) 2 *Dks*	177 — 99					1898	..... Osaka	Chosen Yusen Kabushiki Kaisha	106·0	17·6	13·2	Jinsen Japanese			
311 8681 JQSG	**Keijo Maru** Steel Sc Sr *ss* Kob. No. 3–2, 14 2 *Dks* (1 *Stl* & *U Teak*) *Elec. light*	1208 964 704	✠ 2.14 ✠	Kob	*n*		1902 12mo	Kawasaki Dkyd. Co. Ld. Kobe	Kita Nippon Kisen Kabushiki Kaisha *WB = Cell DB* a 42' *u E & B* & *Bnkr* 58' 160 *t FPT* 27 *t APT* 19 *t*	218·4 B 48' F 29'	30·4	18·6 FK	Nishino-miya Japanese 4 *BHCem*	T. 3 Cy. 18", 29" & 50"–33" 177 NHP 2 SB, *4 cf*, GS 87, HS 2991 Kawasaki Dkyd Co Ld Kobe	20 " 0	
312 421 PCQK	**Keiki Maru** Steel Sc *Elec. light* 2 *Dks*	994 — 563					1914	Osaka Iron Works, Ld. Osaka	Chosen Yusen Kabushiki Kaisha	195·0 B 71' F 29'	30·5	19·0	Jinsen, Corea Japanese *WB*	T. 3 Cy. 13½", 23" & 38"–30" 79 NHP Osaka Iron Wks. Ld. Osaka		
313 4463 JCNF	— 2 *Dks*	529 — 385					1899	Nakamura Ushitaro Osaka	T. Yamamoto	174·8	22·9	18·3	Hakodate Japanese	C. 2 Cy. 20¾" & 41⅜"–27" 74 NHP		
314 34 PBHK	**Keiko Maru** Wood Sc Sp (*ex* Fukusho Maru) 2 *Dks*	199 — 112					1904	I Nakajima Osaka	Chosen Yusen Kabushiki Kaisha	110·1	18·4	12·8	Jinsen Japanese	C. 2 Cy. 13½" & 27"–18" 26 NHP		

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Capitaine. Visites Périodiques.	3 Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Nombres des Ponts.	4 Tonnage Officiel. Sous le Pont. Net.	5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme actuel maintenant expiré. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Echelles des cotes. Hauteur des Ponts. Epaisseur des Tôles.
315 116 QBLR	**Keishin Maru** *T.Uchiyama* (*ex*Puritan)	**SteelScSr** *ss*Shl.No.3–8,10 *ss*Kob.No.1–14 1*Dk*(*Stl*)&*Spar dk*(*Stl*) &*Web frames*	4262 3770 2665	✠100A1 *Spar dk* ~~12,17~~ ~~16~~ ✠LMC~~8.16~~ 12,17	Kob	*w*	~~10,15~~ 12,17	1897 9mo	Craig, Taylor&Co. Stockton A&CP	GoshiKaisha TatsuumaShokai (TatsuumaKisen KabushikiKaisha *Mgrs.*)	356·0|45·2|20·0 P25′B84′F37′ 27·9 FK *WB*=*Cell DBa*118′ *uE*&B38′ *f*	Dairen Japanese 6*BHCem*	T.3Cy.25″,40″&67″–45″ (*s*) 160lb ~~80lb~~ 325NHP 2SB,8*pf*,GS138,HS5340 W.Allan&Co.Ld.Sld. 144′ 772*t FPT* 192*t APT*30*t*	30 ″ 9 s 6 ″ 7 24 ″ 6	
316 1531 HKMN	—	**WoodScSr** 2*Dks*	369 343 223					1895	Mayeda Unosuke Osaka	Amagasaki Isaburo	142·6|21·8|15·8	Osaka Japanese	C.2Cy.17½″&34½″–24″ 47NHP OnoSeikichi,Osaka		
317 1586 HKRD	**Keishin Maru No. 2**	**WoodScSr** 2*Dks*	370 — 222					1896	Mayeda Unosuke Osaka	Amagasaki Isaburo	143·8|21·7|16·3	Osaka Japanese	C.2Cy.17½″&34½″–24″ 48NHP OnoSeikichi,Osaka		
318 1868 HLTW	**Keishin Maru No. 3**	**WoodScSr** 2*Dks*	374 — 218					1898	Nakajima Tobei Osaka	Amagasaki Isaburo	145·6|21·3|16·2	Osaka Japanese	C.2Cy.17½″&34½″–22″ 46NHP Tomonaga Genzaburo,Osk.		
319 NPLM	**Kejserinde Dagmar** *T.S.Hansen* (*ex*Almeriana)	**SteelScSr** *ss*Els.No.2–13 1*Dk*(*Stl*)&*deep framing* *Cargo battens not fitted*	1603 1494 1009	✠100A1 2,17 *Examined* 10.17 ~~BS5.16~~ ✠LMC4,15 BS10,17	Cpn	*q*	~~8.15~~ 10,17	1905 8mo *Lloyd's*	R.Duncan &Co.Ld. Pt.Glasgow *sA&CP*	Dmpsk.Selsk. Skagerak M.Nielsen&Sön. *Mgrs.*) *WB*=*Cell DBa*80′ *uE*18′ *f*114′	260·2|37·2|18·0 P23′B67′F27′ FK 4*BHCem* 471*t APT*56*t*	Copnhagn Danish	T.3Cy.19½″,32″&53″–36″ (*s*) 180lb *80lb* 192NHP 2SB,6*pf*,GS99,HS3078 Rankin&Blackmore,Grk.	20 ″ 6 s 2 ″ 9 18 ″ 1	
320 129454	**Kelat**	**SteelPad** 1*Dk*	283 245 160					1909	W.Denny& Bros. Dumbarton	IrrawaddyFlotilla Co.Ld.	176·3|28·1| 7·1	Glasgow British	C.2Cy.17½″&34½″–60″ 50RHP Denny&Co.Dumbarton		
321 ~~110.36~~ ~~IPST~~ ~~PHGM~~	**Kelbergen** *D.DeGraaf* *Elec.light*	**SteelScSr** 1*Dk*	4751 4511 2964					1914	W.Pickersgill&Sons,Ld. Sunderland	Furness,Withy& Co.Ld.	385·0|52·1|27·2 P36′B119′F41′	~~Rotterdam~~ Dutch London *WB* British	T.3Cy.25″,40″&68″–48″ 320NHP Richardsons,Westgarth& Co.Ld.Sld.		C
322 98655 JGOD	**Kelburne** *C.S.Jessop* –15 *Mchy.Aft*	**SteelScSr** *ss*Mdb.2ndNo.3–9,05 *ss*Lth.No.2–14 1*Dk*(*Stl*)	200 142 79	✠100A1 1,17 *Examined* 3.13 ✠LMC6,14 ✠NB3,04 BS11,17	Shl	*b*	~~1.17~~ 5,18	1891 7mo *Lloyd's*	JM'Arthur &Co. Paisley *sA&CP*	DonaldMcLeod& Co. Steam Traders, Ld. (V.S.Lovell *Mgr.*)	114·0|19·6| 8·8 Q35′B10′F16′ BK6″ 3*BHCem* *WB*=*FPT*28*t*	Leith British	C.2Cy.13½″&26″–18″ (*s*) 120lb 35RHP 1SB,2*pf*,GS22,HS560 Bow,M'Lachlan&Co.,Psy.	9 ″ 5 s ″ 9 9 ″ 6	
323 JLCF	**Kelet** *G.Németh* *Elec.light*	**SteelScSr** *ss*Cpl.No.2–13 1*Dk*(*Stl*)&*deep framing*	942 717 535	✠ ~~8.16~~ ✠	Cpl	*l*		1904 5mo	W.Dobson &Co. Newcastle	HungarianLevant S.S.Co.Ld. *WB*=*Cell DBa*54′	205·8|32·0|13·9 B63′F25′ FK 4*BHCem* *APT*15*t*	Fiume Aust.-Hung.	T.3Cy.17″,28″&46″–33″ 134NHP 1SB,3*cf*,GS60,HS2115 N.E.MarineEng.CoLdNwc	16 ″ 0	
324 212301	**Kelley Island**	**SteelSc** 1*Dk*	881 — 414					1914	American S.B.Co. Lorain,O.	KelleyIsland Lime&Transp.Co.	155·0|38·0|11·0	Sandusky, Ohio Utd.States	C.2Cy.20″&40″–30″ 73NHP AmericanS.B.Co.,Lorain		
325 128133 HNQC	**Kelso** *J.Howgate* –17	**SteelScSr** 1*Dk*	1292 1086 750					1909	Earle'sCo. Ld. Hull	Ellerman'sWilson Line,Ld.	250·0|35·2|15·9 Q71′B83′F31′	Hull British	T.3Cy.16½″,27″&45″–33″ 116NHP Amos&Smith,Hull		C
326 135316 JDTH	**Kelsomoor** *W.Waddle*08–14	**SteelScSr** 1*Dk*(*Stl*)	3174 2986 1962	✠100A1 ~~2,17~~ ~~6,16~~ 1,18 ~~Dry~~ Mch ✠LMC1,14 1,18	Cff	*u*	~~6,16~~ 1,18	1914 1mo *Lloyd's*	J.Bumer& Co. Sunderland *sA&CP*	MoorLine,Ld. (W.Runciman& Co.Ld.*Mgrs.*) *WB*=*Cell DBa*	331·2|47·7|22·5 P27′B95′F29′ FK 5*BHCem* 112′ *uE*24′ *f*136′ 830*t APT*182*t*	London British	T.3Cy.24″,39″&65″–42″ (*s*) 180lb *100lb* 291NHP 2SB,6*cf*,GS111,HS4400 N.E.MarineEng.Co.Ld.Sld	24 ″ 6 s 3 ″ 11 21 ″ 0	
327 MBWP	**Keltier** *E.Palm*01–18 *Elec.light*	*W.Aitken* –17 *ss*Old No.1–17 1*Dk*(*pt Irn pt Stl*)	2360 2196 1816	✠100A1 12,17 ~~5,16~~ ✠LMC2,13 12,17	Bry Sld	*l*	~~5,15~~ 9,17	1913 7mo *Lloyd's*	R.Thompson&Sons,Ld. Sunderland *sA&CP*	~~LloydRoyalBelge~~ ~~(Dry.sel.plates, Ld.Mgrs.)~~ LloydRoyalBelge Soc.Anon	299·4|44·5|19·9 P25′B176′F30′ FK 5*BHCem* *WB*=*Cell D*	Antwerp Belgian	T.3Cy.21½″,36″&59″–39″ (*s*) 180lb *100lb* 232NHP 2SB,6*pf*,GS89,HS3524 N.E.MarineEng.Co Ld.Sld *Ba*90′ *uE*20′ *f*124′ 632*t FPT*73*t APT*47*t*	22 ″ 3 s 2 ″ 6 20 ″ 1	
328 139270 JLWS	**Kelvin** *J.Cant* –15 *Elec.light*	**SteelScK** 1*Dk*	322 286 130	✠100A1 *Stm Trawler* 10,15 ✠LMC10,16	Hul			1915 10mo *Lloyd's*	Cochrane& Sons,Ld. Selby *sA&CP*	F.&T.Ross,Ld.	136·2|24·0|12·9 Q76′F21′ BK7½″ 4*BHCem*	Hull British	T.3Cy.13″,23″&37″–26″ (*s*) 200lb 87RHP 1SB,3*pf*,GS48,HS1435 C.D.Holmes&Co.Ld.Hull	13 ″ 7	
329 125615 HLKQ	**Kelvinbrae** *A.J.Cole*06–16 (*ex*Port Pirie) *Elec.light*	**SteelScSr** *ss*Mch.No.2–15 2*Dks*(*Stl*)&*deep framing* &*Shelter dk*(*Stl*)	5162 3816 3318	✠100A1 *Shelter dk with freeboard* 9,17 ~~8.16~~ ✠LMC6,16	Liv	*y*	8,16	1907 9mo *Lloyd's*	Hawthorn. Leslie&Co.Ld Newcastle *sA&CP*	GlasgowStm. ShippingCo.Ld.(J. Black&Co.*Mgrs.*) *WB*=*Cell L*	380·3|49·0|25·7 FK *Ba*120′ *uE*28′ *f*168′	Glasgow British 6*BHCem* 813*t APT*21*t*	T.3Cy.27″,45″&74″–48″ (*s*) 180lb *180lb* 435NHP 2SB,8*cf*,GS137,HS5634 FD N.E.MarineEngCoLdNwc.	36 ″ 1 s 10 ″ 1½ 26 ″ 4	
330 102000 NHVC	**Kelvinside** *A.Butler* –16 (*ex*Hare) *Mchy.Aft*	**SteelScCtr** *ss*Lon.No.3–7,05 1*Dk*(*Stl*)	219 165 88	✠ 3,09 ✠NB6,02 ✠	Lon	*c*		1892 8mo	Scott&Co. Bowling	GeneralStm.Nav. Co.Ld.	120·0|20·1| 9·4 Q38′B5′F16′ BK6½″ *WB*=*FPT*28*t*	London British	T.3Cy.11″,17″&28″–21″ NDB09 50RHP 1SB,2*pf*,GS28,HS816 Fisher&Co.,Paisley	10 ″ 5	
331	**Kemi II.** *J.S.Ohlson*12–12 *Elec.light*	**SteelScSp** 1*Dk*	127 102 23					1912	Motala Vrk.Nya Akt Motala	SvenskaTrävaruaktieb.Kemi i Haparanda	88·2|20·5| 8·9 H13*t* *WB*	Haparanda Swedish	C.2Cy.13¾″&29½″–18½″ 31NHP MotalaV.NyaAkt.Motala		
332 VPCK	**Kemi 7**	**IronSc** (*ex*Ukko) (*Tug*)	132 — 22					1899	..... Uleåborg	Trävaru-Aktiebolaget Kemi	68·9|13·8| 6·8	Uleåborg Russian			
333 56156 HPNB	**Kempock** *J.Roberts* –12 (*ex*Corporal, *ex*Denia)	**IronScK** *ss*Bwg.3rdNo.3–6,10 *ss*Bng.No.1–15 1*Dk*	255 219 104	90A1 11,16 ~~B01.16~~ LMC9,16	Bng	*e*	N11,16	1866 9mo	Scott&Co. Greenock A&CP	J.Edwards&Co.	141·0|20·2|11·8 Q44′ ptND89 BK6½″ 3*BHCem*	Glasgow British	C.2Cy.18″&33½″–18″ 80lb NE73 40RHP 1SB NB91 *refitted* 5,06 GourlayBros.&Co.Dundee	12 ″ 4 s 1 ″ 7 11 ″ 7	
334 131282 HRLV	**Kendal Castle** *G.Foy* –17 Sub.Sig.	**SteelScSr** *ss*N.Yk No.1–14 1*Dk*(*Stl*)&*Web Frames* *Longitudinal framing*	3885 3644 2488	✠100A1 ~~9,17~~ 12,17 ~~N.Yk~~ Lon ~~BS7.16~~ ✠LMC6,14 ~~8.17~~	Hul	*w*	N7,16	1910 8mo *Lloyd's*	ShortBros. Ld. Sunderland *sA&CP Interm*	LancashireShipping Co.Ld.(J.Chambers&Co.*Mgrs.*) *WB*=*Cell DBa* 109′ *uE*	351·8|50·1|25·7 P30′B110′F37′ FK 5*BHonly with Cem* *after hold dispensed* &*B43′ f*152′	Liverpool British	T.3Cy.25″,41″&68″–45″ (*s*) 180lb 353NHP 3SB,9*pf*,GS165,HS5679 G.Clark,Ld.Sunderland 924*t FPT*68*t APT*97*t*	28 ″ 2 s 5 ″ 0½ 23 ″ 6	
335 93393	**Kendat**	**SteelSternWheel** 1*Dk*	102 102 102					1886	Yarrow& Co. London	Irrawaddy Flotilla Co.Ld.	120·2|24·6| 4·1	Glasgow British	H.2Cy.13″–45″ 60RHP Yarrow&Co.,London		

No. in Book. / Official No. / Code Letters.	Steamer's Name. Material, Rig, &c. / Master. / Special Surveys.	Late Name if any. / No. of Decks, &c.	Register'd Tonnage Gross. / Under deck. / Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned. now expired. Equipment Letter.	Date when tail shaft last seen.	When Built. / Ship. / Engines	By Whom. / Where.	Owners.	Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	Port of Registry. / Flag.	Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; HP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Corresponding draught. ft. in.	Register classed, if Date of B.C.
336 / 88868 / KDGJ	**Keneh** / *G.Bain* –16 / *Elec.light*	**IronScSr** (*ex*Matabele) / 1*Dk* & *Spar dk* 3*trB*	1618 / 1449 / 1000			...		1885	Hall, Russell & Co / Aberdeen	Khedivial Mail S.S. & Graving Dock Co. Ltd. (Lord E. Hamilton, *Mgr.*)	250·3 / B51′F19′	35·2	15·5 / 22·2 FK	London / British *WB*	T.3Cy.19″,30″&50″–36″ NB16 139NHP / Hall, Russell & Co. Abn.	23 ″ 1	V
337 / 105760 / PDGF	**Kenilworth** / *A.M.MacKend* –16 *ss*Shl.No.3–1,15 / 1*Dk*(*pt Irn pt Stl*) 2*trB* & *Web frames* (*ex*RasElba) & *pt Awng dk*(*pt Irn pt Stl*)	**SteelScSr** /	2735 / 2169 / 1769	✠100A1 *pt Awng dk with freeboard* 1.17 MBS2.17 ✠LMC 1.16	Nwc	*l*	N10,15	1895 / 11mo	Furness, Withy & Co Ltd W Hartlepool A&CP	Dalglish S.S. Co. Ltd. (R.S. Dalgliesh *Mgr.*) *WB* = *Cell DB* a96′ *u* E & B46′ *f* 110′	314·0 / Q123′	40·5 / *pt Awng dk* 191′ FK	21·3 / 6 *BHCem* 450*t*	Newcastle / British *APT*30*t*	T.3Cy.23″,37½″&61½″–39″ (*s*) 160lb *100lb* NDB13 240NHP 2SB,6*cf*,GS87,HS3664 T.Richardson&Sns, Ld.Hpl.	23 ″ 10 s 8 ″ 4½ 22 ″ 7	
338 / 108799	— / 1*Dk*	**SteelPadSk** /	333 / 262 / 134					1898	A&J Inglis Glasgow	North British Railway Co.	215·0 / Q18′ *Promenade dk* 145′	23·1	7·6	Glasgow / British	D.1Cy.52″–72″ NB15 176NHP / A.&J.Inglis, Glasgow		BT till 6,17
339 / 118433 / VRFP	**Kenilworth Castle** / *G.Armstrong* –16 *ss*Sou.No.2–12 ScSr / 3*Dks*(*Stl–Mws U teaks*) *Orlop dk*(*Stl*) *Elec.light* *Ref.Mchy.* *in Nos.*1,2&3*holds* Sub.Sig. Wireless	**SteelTwin** /	12975 / 10612 / 7185	✠100A1 9,15 BS11,17 ✠LMC9.16	Lon	*l*†	s9,15 P6,16	1904 / 5mo	Harland & Wolff, Ld. Belfast *Lloyd's SA & CP*	The Union-Castle Mail S.S. Co. Ltd. *WB* = *Cell DB* a 127′ *u* E & *B*201′	570·2 / P78′B302′F116′	64·7 FK & BK3″	38·7 / 9 *BHCem*	London / British	Q.8Cy.32″,46″,66½″&96′–60″ 220lb (*s*) 2174NHP 6D&4SB,52*cf*,GS1019, HS38982 / Harland & Wolff, Ld.Bel.	42 ″ 5 s 11 ″ 10 31 ″ 6	BT till 6,17
340 / 82 / QBJL	**Kenitra** / (*ex*Ideal,*ex*Yacht, *Elec.light* / *ss*Sou.2nd No.3–6,06 2*Dks* *ex*Fedora,*ex*CushieDoo)	**IronScSr** /	249 / — / 159	✠ 11,09	Sou			1881 / 1mo	D & W Henderson Glasgow	Empreza Portuguesa de Navegação para Marrocos, Ltda.	145·0 / P26′B58′F33′	24·1 FK	12·8 / 5 *BHCem*	Lisbon / Portuguese	C.2Cy.19″&38″–24″ NB97 54NHP 1SB,2*pf*,GS46,HS867 D.&W.Henderson Glasgow		V
341 / 9212 / JSLN	**Kenkon Maru** / (*ex*Dante,*ex*Léon Reveilhac,*ex*Inchgarvie) / *ss*Nwc.No.3–6,93 *ss*Gen.No.2–01 2*Dks*(1*Irn* & 1*pt Irn*) 3*trB*	**IronScSr** /	2787 / 2544 / 1728	✠ 12,03 ✠	Gen	*u*		1882 / 10mo	Armstrong Mitchell & Co Newcastle	InuiGomeiKaisha (InuiShinbei *Mgr*) *WB* = *Cell DB* 208′ 324*t*	310·5 / P26′B58′F33′	39·0 FK	25·2 / 5 *BHCem* *APT*15*t*	Suma / Japanese	C.2Cy.37″&72″–48″ NDB97 334NHP 2SB,8*pf*,GS164,HS4800 FD R.&W.Hawthorn, Nwc	28 ″ 1	
342 / 9497 / JTKN	**Kenkon Maru No. 2** / *N.Yamaguchi* (*ex*Picqua) / 2*Dks* 3*trB*	**IronScSr** /	1867 / 1639 / 1346			...		1882	T. Royden & Sons Liverpool	InuiGomeiKaisha (InuiShinbei *Mgr*)	277·5 / B64′F37′	34·6 BK9½″	22·8 / *WB*	Suma / Japanese	C.2Cy.21½″&53″–39″ NB98 FD 197NHP Fawcett, Preston & Co. Liv.	25 ″ 6	
343 / 13245 / LNTB	**Kenkon Maru No. 3** / *M.Fuzinoto* (*ex*Ailsacraig) / 2*Dks* & *deep framing*	**SteelScSr** /	3778 / 3404 / 2342			...		1890	W B Thmpson & Co. Dundee	InuiGomeiKaisha (InuiShinbei *Mgr*)	351·8 / P47′B76′F39′	44·7	25·6 / *WB*	Futami / Japanese	T.3Cy.24″,39″&63″–54″ 292NHP W B Thompson & Co Ld Dun	28 ″ 10	C
344 / 13909 / LRPN	**Kenkon Maru No. 5** / *Sasaki* (*ex*Macduff) / *ss*Kob.2nd No.3–4,15 2*Dks*(*U Irn–ws* & 1*Stl*) 3*trB*	**SteelScSr** /	2913 / 2547 / 2109	✠100A– 5,17 ~~6,16~~ ✠LMC ~~6,16~~ 5,17	Kob	*u*	6,16	1890 / 12mo	W. Gray & Co. Ld. W Hartlepool	InuiGomeiKaisha (InuiShinbei *Mgr*) *WB* = *Cell*	320·0 / P31′B72′F37′	40·7 BK10″	24·5 / 5 *BHCem* *DB*272′ 559*t*	Takasago / Japanese	T.3Cy.25″,40″&65″–42″ (*s*) 160lb *80lb* NDB93 *refitted* 13 2SB,6*cf*,GS112,HS4530 Cen.Mar.Eng.Wrks. W Hpl	27 ″ 0	
345 / 44 / QBFW	**Kenkon Maru No. 8** / *T.Takai* (*ex*Verona) / *ss*Kob.No.3–12,12 2*Dks*(*Stl*) & *Web frames* *ss*Kob.No.1–17	**SteelScSr** /	4777 / 4424 / 3423	✠100A1 6,17 ~~2,16~~ ~~BS4.16~~ ✠LMC 6,17	Yka Kob	*x*	~~2,16~~ 6,17	1899 / 12mo	Furness, Withy & Co Ltd W Hartlepool A&CP	Kwanto Kisen Goshi Kaisha *WB* = *Cell DB* a 119′	370·5 / P40′B112′F34′	51·2 FK	28·1 / 6 *BHCem* *APT*53*t*	Dairen / Japanese	T.3Cy.25″,40″&68″–48″ (*r*) 180lb 321NHP 3SB,6*cf*,GS120,HS4572 Sir C.Furness, Westgarth & Co. Ld. Mdb.	30 ″ 10 s 6 ″ 2½ 25 ″ 0	
346 / 82 / QBJL	**Kenkon Maru No. 12** / (*ex*Vadala) / 3*Dk*(*U Stl–ws* & 1*pt Stl–ws*)	**SteelScSr** /	3482 / 3112 / 2159	✠ 9,90 ✠	Dmb	*v*		1890 / 9mo	W. Denny & Bros. Dumbarton	InuiGomeiKaisha (InuiShinbei, *Mgr.*)	340·0 / P52′B16′F46′	43·1 FK	26·0 / 6 *BHCem* *DB*294′ 826*t*	Dairen / Japanese	Q.4Cy.24″,36″,48″&70″–48″ 315NHP 2DB,8*cf*,GS134,HS4114 Denny & Co., Dumbarton	29 ″ 0	
347 / 104278 / NTLF	**Kenmare** / *P.Blacklock* –16 / *Ref.Mchy.* *Elec.light*	**SteelScSr** / *ss*Qns.No.3–3,09 *ss*Qns.No.1–13 2*Dks*(*U Stl–ws*)	1330 / 994 / 565	✠100A1 5.16 ~~Exam in dk 8.17~~ ✠NB7.12 ✠LMC7.17	Qns	*p*	~~7.14~~ 7,17	1895 / 4mo	Wigham Richrdsn & Co Newcastle *Lloyd's SA & CP*	City of Cork Steam Packet Co. Ld. *WB* = *Cell DB* a 46′ *u* E 23′ *f* 94′ 163*t*	264·5 / P34′B136′F73′	35·6 BK9″	16·9 / 5 *BHCem*	Cork / British	T.3Cy.24″,40″&67″–48″ (*r*) 190lb *90lb* NDB12 437NHP 2SB,8*cf*,GS150,HS6360 FD Wigham Richrdsn & Co.,Nwc	18 ″ 0 s 2 ″ 2½ 17 ″ 0	BT till 5,17
348 / 131458 / HWRB	**Kenmore** / *J.S.Ledsome* –17 / *Elec.light*	**SteelScSr** / 1*Dk* 2*trB* *Longitudinal framing*	3919 / 3692 / 2429					1912	Richardsn, Duck & Co. Ld. Stockton	Johnston Line, Ld. (Furness, Withy & Co. Ld. *Mgrs.*)	360·4 / P22′B110′F36′	50·0	24·6 / *WB*	Liverpool / British	T.3Cy.24″,40″&67″–45′ 301NHP G.Clark, Ld. Sunderland		C
349 / 161178 / KQTW	**Kennebec** / *Mchy.Aft* *Elec.light*	**SteelScSr** / 1*Dk* 2*trB*	2183 / — / 1913					1901	Jenks S.B. Co. Port Huron	Seaboard & Gulf S.S. Co.	243·5 /	43·2	24·0 / *WB*	New York / Utd. States	T.3Cy.17½″,28″&47″–40″ 140NHP Jenks S.B. Co. Port Huron		R
350 / 52361	**Kennedy** / *F.L.Vickerman*	**IronTwinScSr** / 1*Dk*	226 / 176 / 131					1865	Australian S.N.Co. Sydney	Anchor Shppg & Foundry Co. Ld.	138·4 /	19·4	9·0	Nelson, NZ / British	C.4Cy.10″&22″–14″ 38RHP Fraser & Tinne, Auckland		
351 / 110753 / PHGN	**Kennemerland** / *E.Jager* –13 / (*ex*Cara) / 1*Dk*(*Stl*) & *Spar dk*(*Stl*) & *deep framing*	**SteelScSr** / *ss*Ams.No.2–14	4074 / 3767 / 2587	✠100A1 *Spar dk* 5,17 ~~10,16~~ ✠LMC 5.17 MS5.14 ~~BS8.16~~	Ams	*x*	~~10,14~~ 5,17	1905 / 12mo	W. Hamilton & Co. Ld. Port Glasgow *Lloyd's SA & CP*	Koninkl. Holland-sche Lloyd *WB* = *Cell DB* a 122′ *u* E 24′ *f* 146′ 843*t* *FP* *T*127*t* *APT*30*t*	360·1 / P31′B105′F31′ 25·0	50·3 FK	17·0 / 6 *BHCem*	Amstrdam / Dutch	T.3Cy.25″,41″&67″–45″ (*s*) 180lb *100lb* 364NHP 2SB,6*pf*,GS119,HS4906 FD D.Rowan & Co. Glasgow	27 ″ 6 s 5 ″ 0½ 22 ″ 10	
352 / 110753	**Kennet** / *P.Fitzpatrick* –15	**SteelScYl** / *ss*Hul.No.2–08 1*Dk*	167 / 154 / 66	✠ *Stm Trawler* 10,10 ✠	Hul			1899 / 11mo	Irvine S.B. & E.Co.Ld. Irvine	R.W.Sutherland	105·6 / Q17′F19′	21·0 BK7½″ *WB* = *MT*7′10*t*	10·7 / 3 *BHCem*	Aberdeen / British	T.3Cy.10″,16″&27″–20″ 45RHP 1SB,2*pf*,GS26,HS642 Muir & Houston, Ld.Gls.	11 ″ 7	
353 / 136000 / JFCQ	**Kennymore** /	**SteelScK** / 1*Dk*	225 / 217 / 112	✠100A1 *Stm Trawler* 3,14 ✠LMC3.14	Hul			1914 / 3mo	Cook, Welt'n & Gemmell Ld. Beverley *Lloyd's SA & CP*	T.W.Baskcomb	117·0 / Q61′F16′	22·0 BK7½″	12·7 / 4 *BHCem*	Grimsby / British	T.3Cy.12″,21″&34″–24″ (*s*) 200lb 67RHP 1SB,3*pf*,GS41,HS1056 C.D.Holmes & Co. Ld. Hull	13 ″ 7	
354 / 124235 / HLRN	**Kenora** / *T.N.Jefferson* –17 / *Elec.light* *Mchy.Aft*	**SteelScSr** / 2*Dks*	1955 / 1802 / 1275					1907	A M'Millan & Son, Ld. Dumbarton	Canada Steamship Lines, Ld.	249·9 / F36′	42·6	20·5 / *WB*	Toronto / British	T.3Cy.17″,28″&46″–33″ 122NHP Muir & Houston, Ld.Gls.		C
355 / 113163	**Kensington** / *E.Rowe* –14	**IronScK** / *ss*Gms.No.3–6,14 1*Dk*	172 / 153 / 67	✠100A1 *Stm Trawler* 6,14 ✠NB10,13 ✠LMC6.14	Gms		6,14	1900 / 5mo	Cochrane & Cooper, Ld. Beverley *Lloyd's SA & CP*	Queen Stm. Fishing Co. Ld.	100·7 / Q45′F17′	21·0 BK7½″	11·0 / 3 *BHCem*	Grimsby / British	T.3Cy.12″,21″&32″–23″ (*s*) 180lb NB13 57RHP 1SB,2*pf*,GS34,HS1030 J.Cran & Co. Ld. Leith	11 ″ 9	

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant aux cas. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté. Si on y est dans les L. R. Si dans les Y. R.
356 14012	**Kent** *H.S.Randall*	**WoodPad**	406 — 351					1854	..... Baltimore	**E.S.Randall**	155·7 | 24·8 | 7·6	**Washngtn Utd.States**	1Cy.33″–108″ 87NHP		
357 137435 JKWS	**Kentish Coast** *T.Williams* –16 (*ex*Hinderton,*ex*LaFlandre) *Well deck*	**SteelScSr** *ss*Bkn.No.2–15 1*Dk*(*Stl*) *Mchy.Aft*	758 540 388	✠100A1 3,16 LS7,17	Mdb	*j*	3,16	1908 7mo	Dundee S.B.Co.Ltd. Dundee	~~Powell,Bacon&~~ ~~Hough,Lines,Ld.~~ Coast Lines,Ld. *WB*=*Cell D*	185·0 | 30·1 | 11·6 Q98′B15′F19′ FK *Ba*55′*f*59′160*t FPT*	**Liverpool British** 56*t APT*42*t*	T.3Cy.15″,25″&41″–27″ (*s*) 180*lb* *100lb* 110NHP 3*BHCem* 1SB,3*cf*,GS50,HS1915 N.E.MarineEng.Co.LdSld.	13″10 s ″10½ 13 ″ 3	
358 LDPQ	**Kentra** *C.T.Melling* *Elec.light* Wireless	**SteelScSr** *ss*NYk.No.2–15 1*Dk*(*Stl*)&*Spar dk*(*Stl*)& *deep framing*	4683 4381 3021	~~✠100A1~~ *Spar dk* ~~1,17~~ 12,17 ~~BS1,17~~ ~~LMC9,14~~	SEo NYk	*z*	~~6,15~~ 1,18	1907 1mo	W.Hamilton&Co.Ltd. PortGlasgow *Lloyd's*A&CP	**UnitedStatesSteel ProductsCo.** *WB*=*Cell DBa* 130′*uE*&*B*44′*f*174′	400·1 | 50·0 | 18·4 P31′B238′F43′ FK 1039*t DT a*759*t FPT*	**NewYork Utd.States** 89*t APT*34*t*	T.3Cy.26″,44″&73″–48″ (*s*) 200*lb* *100lb* 476NHP 2SB,6*cf*,GS132,HS6418 FD D.Rowan&Co.Glasgow	29″10 s 4 ″10 25 ″ 4	
359 207489 LBMV	**Kentuckian** *C.W.Delano* –16 *Elec.light* Sub.Sig. Wireless	**SteelScSr** *ss*NYk.No.1–15 2*Dks*(*Stl*)&*deep framing* &*Shelter dk*(*Stl*)	6582 4970 4084	✠100A1 *Shelter dk* *withfreeboard* ~~4,17~~ ~~11,16~~ 5,18 BS11,16 ✠LMC9,14 *Fitted for oil fuel* 6,10	NYk NNs	*a*†	11,16 *F.P. above*	1910 6mo	Maryland SteelCo. Sparro'Pt.Md A&CP *WB*=	**American-HawaiianS.S.Co.** *CellDB a* 123′*uE*& 50°F.	414·5 | 53·7 | 28·1 FK *B*60′*f*162′1259*t DT*	**NewYork Utd.States** 7*B Hpt Cem* *a*46′291*t DT*	Q.4Cy.25″,36″,52″&76″–54″ 215*lb* *215lb* (*s*) 618NHP 3SB,12*cf*,GS200,HS8721 FD MarylandStlCo.Sparro'Pt. *f*27′778*t FPT*158*t APT*27*t*	39 ″ 0 s 10 ″ 0 29 ″ 5	
360 133304 JBDF	**Kentucky** *A.Lee* –12 *Elec.light* Wireless	**SteelScSr** 2*Dks*	7169 6314 4673					1912	Workman Clark&Co.Ltd. Belfast	**Ellerman&Buck-nallS.S.Co.Ld.**	447·3 | 56·4 | 31·4 P99′B153′F92′	**N.Shields British** *WB*	Q.4Cy.25′,36′,52½″&76′–51′ 412NHP Wrkman,Clark&Co.Ld.Bel		C
361 NJFK	— *P.Andresen*99–07 *Elec.light*	**SteelScSr** 2*Dks*&*Awng dk*	3622 2558 2351			...		1897	Akt.Burm'str&Wains Mas.&Skibs. Copenhagen	**DetForenede DampskibsSelsk.**	330·3 | 45·2 | 21·4 P77′ 29·2 FK	**Copnhagn Danish** *WB*	T.3Cy.24″,40″&64″–42″ 280NHP Akt.Burmeister&Wains Maskin ogSkib.,Cpn	31 ″ 10	V
362	**Kentung**	**SteelPad** 1*Dk*	268 268 169					1913	W.Denny &Bros. Dumbarton	**Government of India**	176·1 | 30·0 | 7·1	**British**	C.2Cy.17¼″&34½″–60″ 50RHP Denny&Co.Dumbarton		
363 124090 HLRP	**Kenuta** *W.A.Splatt* –17 *Elec.light* Sub.Sig. Wireless	*ss*Liv.No.2–17 ~~*ss*Liv.No.1–13~~ **SteelScSr** 2*Dks*(*Stl*)&*deep framing*& *Shelter dk*(*Stl*)	5045 4440 3183	✠100A1 *Shelter dk* *withfreeboard* 8,17 ~~9,15~~ 1,18 BS2,18 ~~BS2,16~~ ✠LMC9,16	Liv Lon	*z*	~~9,13~~ 2,18	1907 10mo	J.Brown& Co.Ld. Clydebank *Lloyd's*A&CP	**Pacific SteamNav. Co.** *WB*=*Cell DBa* 114′*uE*&*B*	401·3 | 52·2 | 25·8 FK&BK2″ 63′*f*169′1022*t FPT*	**Liverpool British** 67*t APT*45*t*	T.3Cy.26″,43″&71″–51″ (*s*) 190lb 485NHP 7*BHCem* 3SB,12*rf*,GS234,HS8596 J.Brown&Co.Ld.Clydebnk	28 ″ 6 s 3 ″ 8½ 25 ″ 4	
364 QGVK	**Keong Wai** *R.Petersen*	**SteelScSr** 2*Dks*	1777 1115	*Now named* "Hwah Kun," *See No.* 53 *in Supplement.*				1895	Fairfield Shpbldg.(Lim.) Glasgow	**Norddeutscher Lloyd**	289·0 | 37·8 | 21·5 P10′B22′F42′	**Bremen German**	T.3Cy.22″,36″&57″–42″ 211NHP FairfieldCo.(Lim.),Gls.		G
365 HRQW	**Kephalinia** (*ex*Argostoli,*ex* Polis Myteline,*ex*Ville de Cette)	**IronScSr** 2*Dks*	1074 937 686			...		1880	Hodgson& Soulsby Blyth	**Nav.àVap. "Ionienne"G. YannoulatoFrères**	221·5 | 31·3 | 18·3 P36′B52′F29′ BK8″	**Argostoli Greek** *WB*	C.2Cy.29½″&55″–36″ NB95 141NHP Black,Hawthorn&Co.Gts.		
366 139562 THKV	**Kepong** *R.G.Sturrock* –16 *Elec.light*	**SteelScSr** 2*Dks*	1874 1700 1322					1916	Taikoo Dckyrd&Eng Co.ofHKgLd. HongKong	**StraitsS.S.Co.Ld.**	251·0 | 41·1 | 21·0 F33′	**HongKong British**	T.3Cy.18″,29″&48″–33″ 132NHP TaikooDockyard&Eng.Co. ofHongKong,Ld.		
367 139223 JNQR	**Kepwickhall** *E.J.Harris*06–16 *Elec.light* *Carrying fuel oil F.P.above*150°F.*in D.B*	**SteelScSr** *Tonnage opening closed* 1917 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	5322 5126 4011	✠100A1 *Shelter dk* *withfreeboard* ~~1,17~~ ~~12,16~~ 1,17 ✠LMC12,16	Hpl Mdb	*x*		1916 12mo	Irvine'sSB &D.D.Co.Ld. WHartlepool *Lloyd's*A&CP	**WestHartlepool Stm.Nav.Co.Ld** *CellDB*	380·0 | 51·4 | 23·7 333′ 964*t FPT*104*t* FK	**W.Hartlpl British** 6*BHCem* *APT*76*t*	T.3Cy.26″,42″&70″–48″ (*s*) 180lb 405NHP 3SB,9*cf*,GS167,HS6733 Richardsons,Westgarth& Co.Ld.Hpl.	34 ″ 3 s 9 ″ 5 25 ″ 3	
368 JVKF	**Ker-Bihan** *Loiseau* –08	**SteelScK** (*Trawler*) 1*Dk*	195 167 8			...		1902	J.Duthie, Sons&Co. Aberdeen	**Caillé&Co.**	105·8 | 20·7 | 10·5 BK7½″	**Brest French** *WB*	T.3Cy.12″,19½″&32″–22″ 58NHP W.V.V.Lidgerwood,Gls.	11 ″ 3	V
369 JVKG	**Ker Nevel** *Hougard*	**SteelScK** 1*Dk*	192 182 59					1906	Hall,Russell&Co.Ld. Aberdeen	**Soc.Anon.des Chalutiers de l'Ouest**	112·3 | 21·6 | 11·6	**St.Nazaire French** *WB*	T.3Cy.12″,20″&34″–23″ 55NHP Hall,Russell&Co.Ld.Abn.		V
370 JVKD	**Ker-Yado** *Vallée* –08	**SteelScK** 1*Dk*	175 — 53					1908	Hall,Russell&Co.Ld. Aberdeen	**Soc.Anon.des Chalutiers de L'Ouest**	112·7 | 21·6 | 11·6	**St.Nazaire French** *WB*	T.3Cy.12″,20″&34″–23″ 55NHP Hall,Russell&Co.Ld.Abn.		V
371 98358	**Kerala** *H.V.Rix* –13 (*ex*Nautilus)	**SteelScK** *OilEng.* 1*Dk*	110 110 75					1913	Hooghly Dk.&E.Co.Ld Calcutta	**AsiaticPetroleum Co.(India) Ld.**	106·0 | 17·8 | 7·0	**Calcutta British**	Oil Engines 2Cy.11$\frac{13}{16}$″–12$\frac{13}{16}$″ Plenty&Son,Ld.Newbury		
372	**Kerasounde** (*ex*Warwick Castle)	**IronScSr** (*ex*Jerome, 3*Dks*	3056 2869 1880			...		1877	R.Napier &Sons Glasgow	**Administr.deNav. àVap.Ottomane**	348·9 | 39·4 | 28·8 F24′ BK11″	**Constanpl Turkish** *WB*	T.3Cy.30″,49½″&78″–48″ NB91 FD 435NHP *Tpd*91 FairfieldCo.Ld.Gls.		
373 JVKT	**Kerdonis** *Vallée* –12	**SteelScK** (*Trawler*) 1*Dk*	247 243 67					1912	Hall,Russell&Co.Ld. Aberdeen	**Soc.Anon.des Chalutiers l'Ouest**	120·3 | 23·1 | 12·2	**St.Nazaire French** *WB*	T.3Cy.12′,20′&34″–24′ 57NHP Hall,Russell&Co.Ld.Abn.		V
374 1135	**Keret** *M.Vinsmin* –10 *Elec.light*	**SteelScSr** 1*Dk*(*Stl*)&*Awng dk*	841 742 472	✠ *Awng dk* *withfreeboard* 6,10 ✠	Nwc	*k*		1910 6mo	W.Dobson &Co. Newcastle	**ArchangelMour-manStm.Nav.Co.** *WB*=*Cell*	195·6 | 30·0 | 17·0 FK *DBa* 57′*uB* 20′*f*73	**Archangel Russian** 162*t APT*23*t*	T.3Cy.16″,26″&43″–30″ 133NHP 4*BHCem* 2SB,4*cf*,GS73,HS2358 N.E.MarineEng.CoLdNwc	19 ″ 0	
375 RPMF	**Kerkyra** *E.Junge*11–13 (*ex*Neuenstein) *Elec.light*	**SteelScSr** *ss*Rot.No.1–12 2*Dks*(*Stl*) &*deep framing*	2564 2431 1641	✠ — 6,16 ✠	Ant	*t*		1907 4mo	Chant.Nav Anversois Hoboken	**DeutscheLevante Linie**	316·5 | 44·6 | 21·0 P25′B86′F30′ FK *WB*=*Cell*	**Hamburg German** *D Ba* 94′*uE*	T.3Cy.22½″,37″&61″–42″ 198NHP 5*BHCem* 2SB,6*cf*,GS115,HS2185 N.E.MarineEng.CoLdNwc &*B*40′*f*136′654*t APT*76*t*	23 ″ 6	
376 HQWG	— (*ex*Crete,*ex*Lizard)	**IronScSr** 2*Dks*	411 403 194			...		1881	Blackwood &Gordon Pt.Glasgow	**Nav.àVap. "Ionienne"G. YannoulatoFrères**	191·0 | 25·2 | 13·0	**Piræus Greek** *WB*	C.2Cy.25″&48″–36″ NB91 104NHP Blackwood&Gordon,P.Gls		

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. for Special Survey. Date of last Survey.	6 Port of Survey. Years Assigned. now expired.	7 Equipment Letter.	7 Date when tail shaft last seen.	8 Built. When. Ship. Engines.	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R.of Trade Cert.
377 136777 JHTK	**Kerman** Steel Sc Sr *A.H.M.Waterlow* –15 (*ex* Fürth) *ss* Bkn. No. 2–16 *Elec.light* 2 *Dks* (*Stl*) & *deep framing lower dk in Nos.* 1 & 3 *holds*	4397 3946 2758	✠100A1 9,17 ~~10,16~~ ✠LMC MS12,15	Npt Gla BS8,~~13~~17	*y*	8,16	1907 8mo *Lloyd's*	Flensburgr Schiffsb. Ges. Flensburg	British Tanker Co. Ltd. *WB = Cell*	389·0 | 51·0 | 25·2 P&B 315′ F 50′ FK *DB a* 122′ *u E & B* 42′	London British 7 *BH Asp* *f* 175′ 1040 *t*	T 3Cy. 27¾″, 46¼″ & 76″–48″ (*s*) 180 lb 473 NHP 3SB, *9cf*, GS 147, HS 6255 FD Flensburger Schiffsb. Ges.	27 ″ 9 s 4 ″ 0 24 ″ 2	
378 104976 PSBQ	**Kerry** Steel Sc Sr *B.O.Daish* –15 2 *Dks*	1199 960 506					1897	Blackwood & Gordon Pt. Glasgow	City of Dublin Stm. Packet Co.	260·0 | 34·1 | 15·8 P 72′ B 88′ F 77′	Dublin British *WB*	T. 3Cy. 27″, 42″ & 69″–48″ 330 NHP Blackwood & Gordon, P.Gls		
379 137494 JMKC	**Kerry Range** Steel Sc Sr *R.Howard* –17 *Elec.light* 2 *Dks* (*Stl*) & *Shelter dk* (*Stl*) *Cargo battens not fitted in Shelter 'tween dks*	5856 5680 3798	✠100A1 *Shelter dk with freeboard* 8,17 ~~7,17~~ ✠LMC 2,16	Bal Liv	*z*	7,17	1916 2mo *Lloyd's*	Nthmblnd S.B.Co.Ld Newcastle	Neptune Stm. Nav. Co. Ld. (Furness, Withy & Co. Ld. *Mgrs.*)	400·0 | 52·0 | 35·4 F 36′ *on Shelter dk* FK *Cell DB* *FPT*	Liverpool British 6 *BH Cem* 62 *t APT* 115 *t*	T. 3Cy. 26″, 43″ & 73″–48″ (*s*) 180 lb 535 NHP 3SB, *9cf*, GS 180, HS 8060 FD Richardsons, Westgarth & Co. Ld. Sld.	38 ″ 0 s 9 ″ 11 28 ″ 5	
380	**Kersten Miles** Steel Sc K (*Trawler*) *Elec.light* 1 *Dk*	240					1914	H.C.Stülcken Sohn Hamburg	Hansa Hochseefischerei Ges.	118·7 | 23·6 | 11·4 F 18′	Hamburg German	T. 3Cy. 12¾″, 21½″ & 33½″–22″ 54 NHP H.C.Stülcken Sohn, Ham.		
381	**Kerveros** Steel Sc *ss* Pir. No. 1–14 (*ex* Elsie) 1 *Dk* (*pt Stl*)		✠100A1 *For towing purposes* 4,14 ✠LMC 4,14	Pir		N4,14	1910 4mo *Lloyd's*	Machine Fab. Delfshvn Rotterdam		60·8 | 15·5 | BK 5″ *WB* = *APT* 3 *t*	 4 *BH Cem*	C. 2Cy. 11″ & 22″–12″ (*s*) 146 lb 27 NHP 1SB, *2pf*, GS 27, HS 589 Machine Fabriek Dlf. Rot.	8 ″ 1	
382	**Keskul** Steel Sc Sr (*ex* Bartin, *ex* Euxine) 1 *Dk*	*166* *137* *84*	✠ 7,92 ✠	Cpl	*b*		1888 10mo	J.F.Waddington & Co. Seacombe	Mani Zadé Hadji Ibrahim Edem	120·0 | 20·0 | 8·5 P 26′ F 18′	Constanpl Turkish 3 *BH Cem*	C. 2Cy. 13″ & 26″–18″ 24 NHP J.F.Waddington & Co.		I
383 116332	**Kestrel** Wood Sc Sr *E.L.Tindall* –14 *Elec.light* 1 *Dk*	311 241 188			…		1903	A.Wallace Vancouver, B.C.	~~O.N. & F.P. Arm. strong~~ Fanning Island Ld.	126·0 | 24·0 | 12·2 F 25′	Ottawa British	C. 2Cy. 18″ & 38″–24″ 59 RHP Polson Iron Works Toronto	13 ″ 7	
384 136740 KQGJ	**Ketchikan** Steel Sc Sr (*ex* Eureka) *Mchy. Aft* *Elec.light* 1 *Dk* 2 *tr B*	2373 — 1679					1899	Cleveland S.B.Co. Lorain, O.	Alaska S.S.Co.	237·5 | 42·0 | 23·4	Seattle Utd. States *WB*	T. 3Cy. 18½″, 31½″ & 51″–36″ 156 NHP Clevelnd S.B.Co., Clevelnd		
385 131111	**Keybell** Steel Sc Sr *G.Bunting* –16 1 *Dk*	1730 1544 1254					1912	Collingw'd S.B.Co. Ld. Collingwood	Keystone Transportation Co. of Canada, Ld.	258·0 | 42·6 | 17·2	Montreal British *WB*	T. 3Cy. 16″, 26″ & 44″–36″ 96 RHP Collingwood S.B.Co. Ld.		C
386 122966 HMFV	**Keyingham** Steel Sc Sr *R.H.Doughty* –12 ~~*ss* Bry. No. 1–12~~ 1 *Dk* (*pt Irn & pt Stl*) 2 *tr B deep framing & Web frames* 3 *Dk rule ss* Cff No. 2–17	3656 3444 2329	✠100A1 ~~10,12~~ 12,14 3,18 ~~DS 3,16~~ ✠LMC ~~11,12~~ 10,17	Cff Bom	*w*	~~11,16~~ 10,17	1908 1mo *Lloyd's*	J.L.Thompson & Sons, Ld Sunderland	Thompson S.Shpg. Co Ld (V.T.Thompson & Co. *Mgrs.*) *WB* = *Cell DB*	346·5 | 50·8 | 22·9 P 23′ B 92′ F 32′ FK *a* 119′ *u E & B* 40′ *f* 146′	Sundrland British 6 *BH Cem* 880 *t APT* 94 *t*	T. 3Cy. 25″, 41″ & 67″–45″ (*s*) 180 lb *90 lb* 329 NHP 2SB, *8pf*, GS 148, HS 5100 G.Clark, Ld. Sunderland	25 ″ 6 s 4 ″ 6 21 ″ 5	
387 136810 JKHG	**Keynes** Steel Sc Sr *R.T.Leng* 91–15 *Well deck* 1 *Dk* (*Stl*)	1706 1326 1021	✠100A1 ~~9,17~~ 9,16 1,18 ✠LMC 3,15	Shl Sld	*q*	~~9,16~~ 12,17	1915 3mo *Lloyd's*	Wood Skinner & Co. Ld. Newcastle	S. Clarke & Co. *WB* = *Cell DB a* 77′ *u E &*	260·1 | 37·7 | 16·4 Q 153′ B *on* Q 52′ F 29′ FK *B* 34′ *f* 102′ 465 *t FPT*	London British 4 *BH Cem* 92 *t APT* 101 *t*	T. 3Cy. 20″, 33″ & 54″–36″ (*s*) 180 lb 207 NHP 2SB, *6cf*, GS 99, HS 3436 N.E.Marine Eng. Co Ld Nwc	18 ″ 7 s 1 ″ 8½ 17 ″ 2	
388 133558 JFRP	**Keynor** Steel Sc Sr *J.Mullen* –15 *Elec.light* 1 *Dk* (*Stl*) & *Web frames* *Mchy. Aft*	1806 1628 1090	✠100A1 *with freeboard* 6,14 ✠LMC 6,14	Ldy			1914 6mo *Lloyd's*	N of Ireland S.B.Co.Ld. Londonderry	Keystone Transportation Co. of Canada, Ld.	250·0 | 42·5 | 17·4 F 39′ FK *& B* 46′ *f* 166′ 671 *t FP*	Newcastle British 3 *BH pt Cem* *T* 372 *t APT* 8 *t*	T. 3Cy. 16″, 26″ & 44″–36″ (*s*) 180 lb 163 NHP 2SB, *4cf*, GS 71, HS 2407 FD J.G.Kincaid & Co. Ld. Grk.	20 ″ 0 s 6 ″ 3 14 ″ 0	
389 125459 HNWL	**Keyport** Steel Sc Sr *J.Mullen* *Mchy. Aft* 1 *Dk* *Elec.light*	1721 1546 1298	*For Service on the River St. Lawrence &*				1909	Swan, Hunter & Wigham Richardson, Ld Newcastle	Keystone Transportation Co. of Canada, Ld.	250·1 | 42·5 | 17·9 F 40′ *WB*	Newcastle British	T. 3Cy. 15″, 25″ & 42″–30″ 97 NHP N.E.Marine Eng Co Ld. Nwc		C
390 90233 JKNG	**—** Wood Pad (*ex* Martha's Vineyard) 1 *Dk*	515 — 363					1871	..... Brooklyn NY	Keansburg Steamboat Co.	171·2 | 28·0 | 9·4	Perth Amboy Utd. States	B. 1Cy. 46″–108″ NB 99 Hubbard & Whittaker, Brk.		
391 128830 JDBC	**Keyvive** Steel Sc Sr *J.H.Aikman* –16 *Elec.light* 1 *Dk* (*Stl*) *Mchy. Aft*	1768 1580 1045			…		1913 9mo *Lloyd's*	Smith's Dock Co. Ld. Middlesbro'	Keystone Transportation Co. of Canada, Ld.	250·0 | 42·5 | 17·4 F 40′ FK *WB* = *Cell D*	Middlsbro' British 3 *BH* *B u E & B* 46′	T. 3Cy. 16″, 26″ & 43″–33″ (*s*) 180 lb 157 NHP 2SB, *4cf*, GS 70, HS 2410 Smith's Dock Co. Ld. Mdb.	20 ″ 0 s 6 ″ 3 14 ″ 0	
392 125458 HNJV	**Keywest** Steel Sc Sr *A.R.P.J.Barrett* –15 *Mchy. Aft* 1 *Dk* *Elec.light*	1725 1549 1298	*For Service on the River St. Lawrence &*				1909	Swan, Hunter & Wigham Richardson, Ld Newcastle	Keystone Transportation Co. of Canada, Ld.	250·0 | 42·5 | 18·0 F 40′ *WB*	Newcastle British	*f* 166′ 647 *t FPT* 360 *t APT* 6 *t* T. 3Cy. 15″, 25″ & 42″–30″ 97 NHP N.E.Marine Eng Co Ld. Nwc		C
393	**Khalifa** Steel Sc Sr *ss* Abn. No. 2–11 (*ex* Saint Giles) 1 *Dk* (*Stl*–ws) *Elec.light* & *Shelter dk*	*609* *426* *300*	✠ *Shelter dk with freeboard* 9,12 ✠	Abn	*k*		1903 6mo *Lloyd's*	Hall, Russell & Co. Ld. Aberdeen	Govt. of Zanzibar *WB* = *Cell*	190·4 | 28·2 | 13·3 BK 7″ *DB a* 33′ *u E* 18′ *f* 62′	Zanzibar 4 *BH Cem* 101 *t FPT* 19 *t*	T. 3Cy. 17½″, 28″ & 47″–33″ 164 NHP 1SB, *3cf*, GS 53, HS 2265 FD Hall, Russell & Co. Ld. Abn.	14 ″ 1	
394 81628	**Khalifah** Iron Pad Sk *Clements* 73–80	470 339 391					1879	J.&G. Rennie London	Euphrates & Tigris Steam Nav. Co. Ld.	210·1 | 33·3 | 5·4	London British	C. H. 4Cy. 18½″ & 35″–54″ 150 NHP J.&G.Rennie, London		
395 118742	**Khargpur** Steel Pad *J.Low* –04 *Elec.light* 1 *Dk*	1219 1169 532					1904	Caledon S.B.&E.Co Ld Dundee	Bengal-Nagpur Rly. Co. Ld.	289·8 | 55·1 | 10·9	Calcutta British *WB*	C. D. 4Cy. 25″ & 50″–61″ 390 NHP Caledon S.B & E. Co Ld. Dun		
396 112680	**Kharki** Steel Sc Sr *J.R.Gorrie* –15 *Well deck* 1 *Dk*	681 491 340			…		1900	Irvine S.B. & E.Co.Ld. Irvine	The Admiralty	185·2 | 29·1 | 11·8 Q 100′ B 15′ F 26′ FK	London British *WB*	T. 3Cy. 15″, 25″ & 40″–27″ 80 RHP McKie & Baxter, Glasgow	14 ″ 0	
397 119272	**Kheng Seng** Wood Sc Yl *Dorani*	128 95 47					1903	Singapore Slipway Co. Singapore	Tan Keong Kiam	107·0 | 18·5 | 7·5	Singapore British	C. 2Cy. 15″ & 30″–16″ 38 RHP Tanjong Pagar Dk. Co. Sng		
398 120881 HDMS	**Khephren** Steel Sc Sr *R.G.Muir* –16 *Elec.light* 2 *Dks*	2774 2541 1710					1905	J.Blumer & Co. Sunderland	Moss S.S.Co. Ld.	316·0 | 44·8 | 23·0 P 30′ B 94′ F 38′	Liverpool British *WB*	T. 3Cy. 23″, 38″ & 63″–42″ 257 NHP G.Clark, Ld. Sunderland		C

1 Numero d'Ordre / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné aux machines. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NP = Force en chevaux d'après les formules de la Société. RP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.
399	**Kherson**	**SteelTwinSc3MstSr**	6707	✠ 11,07	Cpn	*c*†		1896	R&W Hawthorn,Leslie &Co.(Lim.) Newcastle	**Russian Volunteer Fleet Association**	471·0 | 54·2 | 34·1	**Odessa**	T.6Cy.36″,57″&92″–54″	37 ″ 3
62	*Th.Shidlovsky*97–09	*ss*Cpn.No.3–11,07	5787	✠NB11,07✠				4mo			P52′B97′F67′ FK	Russian FD 1028NHP		
HBCP	(*ex*Lena,*ex*Kherson)	Wireless	2861							*WB=Cell*	*DBa*78′*uE&B*152′		8SB,*24cf*,GS498,HS17216	
	Elec.light	3*Dks*(*Stl–ws Uteaks*)4*trB*									*f*126′850*t*		Hwthrn,Leslie&C.Ld.Nwc.	
400	**Khiva**	**SteelTwinScSr**	~~8947~~ 9017	✠ 2,15 ✠	Mdb	*d*†		1914	Cammell Laird&Co.Ld Birkenhead	**P.&O.Stm.Nav.Co.**	480·5 | 58·2 | 33·7	**Liverpool**	Q8Cy23½″34½″,48½″&70″–54″	36 ″ 6
135533	*G.M.Mountford* –14		7592					1mo			P93′B176′F88′ FK&BK2″	British	HS18300 1204NHP	
JDRS	*Elec.light* Wireless	3*Dks*(*Stl–Uteaks*)	~~5661~~ 5703							*WB=Cell*	*DBa*124′*f*196′1147*t*	*APT*120*t*	2D&2SB,*24cf*,GS440. FD	
													CammellLaird&Co.Ld Bkn.	
401	**Khmer**	**SteelSc**	334					1904	A.Dubigeon Chantenay	**Messageries Fluviales de Cochinchine**	158·6 | 23·4 | 15·4 H—	**Saïgon**	T.3Cy.11½″,19½″&31½″–20½″	
	Dasté		—									French	45NHP	
JVKR		1*Dk&Awng dk*	159										Brissonneau&Lotz,Nantes	
402	**Khodoung**	**SteelSc3MstSr**	1460	✠100A1 *Spar dk* 12.16	Lth	*p*	~~6,15~~ 3,18	1900	Armstrong Whitworth &Co.Ld. Newcastle A&CP	**BurmaOilCo.Ld. (1902)**	235·0 | 34·2 | 15·6 P23′B23′F34′ 22·6 FK	**Rangoon** British	T.3Cy.19″,31″&51″–36″ (*r*)	23 ″ 6
95937	*T.Tayler* –15	*ss*Cal.No.3–4,13	1340					12mo					180lb *120lb* 174NHP	s 4 · 3½
SQLJ	*Mchy.Aft*	1*Dk*(*Stl*)&*Spar dk*(*Stl*)	887	Examined2,18 ✠LMC'13							10*BHCem*		2SB,*4cf*,GS88,HS2760	s 4 · 3½ 19 · 6
	Elec.light	&*Web frames*		*Carrying Petroleum in bulk*						*WB=Cell*	*DBuB*81′35*t FPT*	61*tAPT*5*t*	Willand Slpwy.Co.Ld.Nwc.	
				*Fitted for oil fuel*12,00										
403	**Khoen-Foeng**	**SteelSc**	901	✠100A1 12,17	Sng	*l*	~~N7,15~~ 12,17	1911	J.W.Klawitter Danzig A&CP	**Maats.TongEk (TongEk,*Mgr.*)**	201·3 | 33·1 | 10·8 B100′F81′ FK	**Pontianak** Dutch	T.3Cy.16½″,24½″&38¼″–21½″ 200lb (*s*) 110NHP	11 ″ 6
	Offerhaus	*ss*Sng.No.1–15	595	~~13,16~~ BS11,16 ✠LMC2,16				3mo					2SB,*4cf*,GS71,HS2131	s 1 · 6 10 · 6
TFLW	*Elec.light*	1*Dk*(*Stl–teaks*)	533	BS2,17				*Lloyd'sA&CP*		*WB=Cell*	*DBuE*15′27*t FPT*69*t*		J.W.Klawitter, Danzig	
404	**Khorlinetz**	**SteelScSp**	137					1902	Jönköpings M.V. Jönköping	**Mme.S.B.Falz-Fein**	84·2 | 19·4 | 10·6 H16*t*	**Khorli** Russian	C.2Cy.14⅝″&29⅝″–17½″	
7	*N.Karobka*99–11	(*ex*SaltvikI.,	—										32NHP	
	*ex*Styrbjörn)	1*Dk*	41							*WB*			JönköpingsM.V.Aktieb	
405	**Khosrou**	**SteelScSr**	3780	✠100A1 10,17	Bom	*w*	~~10,15~~ 10,17	1897	Sir Raylton Dixon&Co. Middlesbro' A&CP	**Bombay&Persia Stm.Nav.Co.Ld.**	352·0 | 44·2 | 23·4 P&B239′F45′ FK	**Bombay** British	T3Cy.25½″,43″&72″–48″(*s*) 180lb *180lb* 419NHP	26 ″ 0
106837	~~*E.W.Courtney*14–14~~	*ss*Liv.No.3–6,10	2854	~~11,16~~				1mo					2SB,*6cf*,GS116,HS5504 FD	s 4 ″ 1½
SGPH	*Hannah* –17	*ss*Bom.No.1–14	2422	BS11,16 ✠LMC2,14									T.Richardsn&Sns,Ld,Hpl.	22 ″ 6
	(*ex*Sekondi,*ex*Léopoldville)			~~12,16~~ BS2,18										
	Well deck	2*Dks*(1*pt Stl–ws&UStl–ws*)&								*WB=Cell*	*DBa*80′*uE*22′*f*162′575*t*			
	Elec.light	*deep framing*												
406	**Khyber**	**SteelTwinScSr**	~~8946~~ 8971	✠ 2,16 ✠	Syd	*d*†		1914	Cammell Laird&Co.Ld. Birkenhead	**P.&O.Stm.Nav.Co.**	480·4 | 58·2 | 33·7 P93′B176′F88′ FK&BK2″	**Liverpool** British	Q8Cy23½″34½″,48½″&70″–54″ FD 1204NHP	36 ″ 6
135564	*H.E.Kitcat* –14		7585					3mo						
JFDG	*Elec.light* Wireless	3*Dks*(*Stl–Uteaks*)	~~5685~~ 5685							*WB=Cell*	*DBa*124′*f*196′1147*t*	*APT*120*t*	2D&2SB*24cf*GS440HS12000 CammellLaird&Co.Ld.Bkn.	
407	**Kia Ora** *Wilson* –17	**SteelTwinScSr**	8031	✠100A1 *Shelter dk*	Lon	*c*†	~~10,15~~ 5,17	1907	Workman, Clark&Co.Ld Belfast	**Shaw,Savill& AlbionCo.Ld.**	448·3 | 56·5 | 30·5 FK&BK1½″	**S'thamptn** British	T.6Cy.22″37″&63″–48″ (*s*) 205lb 810NHP	~~33 ″ 6~~ s 5 · 0½
124487	~~*A.C.Read* –16~~	*ss*Lon.No.2–15	6073					11mo					5SB,*15cf*,GS289,HS11755 FD	~~33 ″ 6~~
HLVS	*Elec.light*	2*Dks*(*Stl–Uptws*)&*deep*	5166	*with freeboard*								*7BHCem*		
	Ref.Mchy. framing&Shelter dk(*Stl–ws*)			4,18 ~~5,16~~ ✠LMC10,16				*Lloyd'sA&CP*		*WB=Cell*	*DBa*95′*uE&B*80′*f*191′1305*t*	*APT*54*t*	Wrkman,Clark&Co.Ld Bel	42 ″ 0
	Wireless	*Tonnage opening closed1917*		~~✠Lloyd'sRMC10,16~~ 10,17										s12 · 10 29 ″ 11
408	**Kiama**	**SteelScSr**	358			...		1902	Mackie& Thomson Glasgow	**NewSouthWales Govt.**	140·3 | 26·2 | 10·7 Q46′B14′F22′ BK7″	**SydnyNSW** British	C.2Cy.16′&36′–24′ 52RHP	11 ″ 6
112587	*J.McIndoe*98–03		282											
VBJN	*Well deck* *Mchy.Aft*	1*Dk*	191							*WB*			McKie&Baxter,Glasgow	
409	**Kian**	**SteelTwinSc**	1195					1907	ShanghaiE.S.B.&D.CoLd Shanghai	**ChinaNav.Co.Ld.**	220·0 | 40·0 | 9·5	~~Shanghai~~ British London	T.6Cy.9″,14″&23″–15″ 54RHP	
120177	*E.Agassiz* –07		1018										ShanghaiE.S.B.&DDCoLd	
		1*Dk*	729											
410	**Kiandra**	**WoodSc**	257					1911	Morrison& Sinclair Sydney,NSW	**SydneyFerries,Ld**	140·0 | 30·1 | 10·8	**SydnyNSW** British	T.3Cy.14″,22½″&37″–21″ 70RHP	
131487	*G.King* –11	*Screws fore&aft*	220										Mort'sDk.&E.CoLd.Balmn.	
		1*Dk*	175											
411	**Kiang foo**	**CompPad**	2330					1874	ShanghaiS. Nav.Co. Shanghai	**ChinaMerchants' Stm.Nav.Co.**	295·5 | 50·0 | 11·5	**Shanghai** Chinese	1Cy.80″–132″ 566NHP	
	*F.Carleson*06–07	(*ex*Nankin)	—										M.Coryell,Shanghai	
		1*Dk&2Hurdks*	1468											
412	**Kiang Hsin**	**SteelTwinScSr**	3372					1905	S.C.Farnham&Co.Ld. Shanghai	**ChinaMerchants' Stm.Nav.Co.**	325·0 | 44·0 | 14·6	**Shanghai** Chinese	T.6Cy.19″,31½″&52″–33″ 311NHP	
	*E.Lindstrom*00–09		1501										S.C.Farnham&Co.Ld.Shi.	
		3*Dks*	2101											
413	**Kiang kwan**	**IronPad**	—					1876	A&J Inglis Glasgow	**ChinaMerchants' Stm.Nav.Co.**	300·0 | 40·2 | 12·8 len—	**Shanghai** Chinese	C.2Cy.38″&69¼″–84″ 366NHP	
	*C.Frigast*91–08	1*Dk&2Hurdks*	—										A.&J.Inglis,Glasgow	
			1450											
414	**Kiang teen**	**IronPad**	2012					1870	A.&J. Inglis Glasgow	**ChinaMerchants' Stm.Nav.Co.**	273·2 | ... | 13·9	**Shanghai** Chinese	C.2Cy.29″&57¾″–144″ 333NHP	
	*D.D.Ross*08–12	(*ex*Moning)	—										A.&J.Inglis,Glasgow	
		1*Dk&2Hurdks*	1368											
415	**Kiang tung**	**IronPad**	566					1871	ShanghaiS. Nav.Co. Shanghai	**ChinaMerchants' Stm.Nav.Co.**	218·0 | 31·2 | 9·0	**Shanghai** Chinese	1Cy.50″–96″ 188NHP	
	*A.S.Malcolm*05–10	(*ex*Honan)	—										NewYork	
		1*Dk&2Hurdks*	340											
416	**Kiang Wah**	**SteelTwinSc**	3692					1912	Kiangnan Dock&E.Co. Shanghai	**ChinaMerchants' Stm Nav.Co.**	340·0 | 46·0 |	**Shanghai** Chinese	T.6Cy.18″,29″&48″–30″ 175NHP	
	*J.J.Wade*00–12		—											
	Elec.light	3*Dks*	2321							*WB*			KiangnanDock&E.Co.Shi.	
417	**Kiang Wo**	**SteelTwinSc**	~~2175~~ 2209					1901	Boyd&Co. Ld. Shanghai	**Indo-ChinaSteam Nav.Co.Ld.**	280·0 | 42·1 | 17·2	**London** British	T.3Cy.12″,21″&34″–27″ 124NHP	
72909	*N.R.Bennett* –15		1680	1988									Farnham,Boyd&CoLd.Shi.	
TFRH		2*Dks&Promenade dk*	1354											
418	**Kiang yu**	**SteelPad**	3098					1883	A.&J. Inglis Glasgow	**ChinaMerchants' Stm.Nav.Co.**	300·0 | 42·0 | 13·4 29·9	**Shanghai** Chinese	C.2Cy.40″&75″–96″ 459NHP	
	J.B.Milligan	1*Dk&2Hurdks*	—										A.&J.Inglis,Glasgow	
			2270											
419	**Kiang yung**	**IronPad**	—					1876	A.&J. Inglis Glasgow	**ChinaMerchants' Stm.Nav.Co.**	300·0 | 40·2 | 12·7 len–	**Shanghai** Chinese	C.2Cy.38″&69¼″–84″ 366NHP	
	J.R.Milligan	1*Dk&2Hurdks*	—										A.&J.Inglis,Glasgow	
			1451											
420	**Kiangping**	**SteelSc3MstSr**	*1862*			...		1883	Earle'sCo. Ld. Hull	**Tungkee&Co.**	275·3 | 34·3 | 19·2 P176′F29*t*	**Shanghai** Chinese	T.3Cy.20½″,33′&58′–36′ 202NHP	21 ″ 1
	Weidemann	(*ex*Rosario)	*1403*										Earle'sCo.Ld.Hull	
	Well deck		*1222*											

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. Master. Late Name if any Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines.	9 Built. By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed. If not in L. R. Date of Ex. of Trade Cert.
421 19221 NBVC	**Kibi Maru** 1 Dk	**SteelScSr** 1173 1109 814					1916	**Harima** S.B.Co.Ld. Harima	S.Toyosaki	222·0 | 33·0 | 18·0 P21′B43′F32′	**Harima** Japanese *WB*	T.3Cy.14½″,24⅝″&10″–30″ *Bmade08 refitted16* 88NHP T.Okamoto,Osaka		
422 13880 LNVB	— (*ex*FukuhakuMaruNo.6. *ex*YoshidaMaruNo.1) 1 Dk	**SteelScK** 214 172 115					1911	**Kawasaki** Dkyd.Co.Ld. Kobe	MitsubishiGoshi Kaisha	115·2 | 20·4 | 11·0	**Tokio** Japanese	T.3Cy.12½″,20″&33″–23″ 52NHP KawasakiDkydCoLdKobe		
423 LNVB	**Kibi Maru No. 2** *K.Sudzuki* –16 1 Dk	**SteelSc** 998 881 679					1916	**Hakodate** Dock Co.Ld. Hakodate	ShosaburoToyo-saki	215·0 | 31·0 | 17·6 B43′F29′	**Amaga-saki** Japanese	T.3Cy.14½″,24½″&40″–30″ 88NHP HakodateDockCo.Ld. Hak		
424 10410 JMQF	**Kichirin Maru** *K.Watanabe07–07* *ss*Nag.No.3–3,02 (*ex*Girin,*ex*Blairmount) 1 *Dk*(*Irn*) & *Web frames Beams Irn*	**Steel&IronScSr** 1500 1025 1110	✠ *pt Awng dk with freeboard* 3,02 ✠	Nag	*o*		1889 6mo	**Sunderlnd** S.B.Co.Ld. Sunderland	JapaneseGovt. (Dept.ofAgricul-ture&Commerce)	242·7 | 33·2 | 15·1 P29′Q53′ BK7″	**Yawata** Japanese *WB*	T.3Cy.18½″,30″&49″–33″ 138NHP N.E.MarineEng.Co.LdSld.	17 ″ 6	
425 13699 LPST	**Kichiyo Maru** 1 Dk	**SteelScSr** 189 — 66					1911	**GoshiKsha** HaradaShoko Osaka	GomeiKaisha SuzukiShoten	112·4 | 21·4 | 11·1	**Nishino-miya** Japanese	T.3Cy.11½″,19″&32″–22″ 48NHP G.S.K.HaradaShoko		
426 15866 MGTW	**Kidan Maru** 2 *Dks*	**SteelScSp** 305 278 173					1913	**OsakaIron Works** Osaka	OsakaShosen KabushikiKaisha	135·2 | 22·3 | 13·2	**Osaka** Japanese	C2Cy14½″&30½″–21″ 35NHP E&B*made05 refitted13* K.Nakajima,Osaka		
427 124712	**Kidwelly Castle** *T.W.Hargrave* –14 *ss*Sws.No.1–11 1 Dk	**SteelScK** 259 222 100	✠100A1 *Stm Trawler* 2,15 ~~B&S6,14~~ ✠LMC10,11	Sou		8,13	1907 4mo *Lloyd's SA&CP*	**W.Walker** Maryport	CastleS.Trwlrs,Ld (C.Heron, *Mgr.*)	120·0 | 22·0 | 11·7 Q67′F19′ BK7½″	**Swansea** British	T.3Cy.12½″,20″&34″–24″ (*s*) 180lb 54RHP 1SB,*2pf*,GS38,HS1423 3*BHCem* MacColl&Pollock,Ld.Sld.	12 ″ 6	
428 RLVJ	**Kiel** *P.Lemke11–11* *ss*Ham.No.3–6,13 2 *Dks*(1 *Stl* & 1 *pt Stl*) & *Spar dk*(*Stl*)	**SteelScSr** 4494 4265 2872	✠ 1,17 *Spar dk* ✠	Ham	*y*		1900 12mo	**Flensburgr** Schiffsb.Ges. Flensburg	Deutsch-Austral. Dmpfsch.Ges.	388·0 | 47·6 | 20·8 P&B232′F46′ 28·3 FK *WB*= *Cell DB a* 94′ *u E&B*	**Hamburg** German 6*BHCem* 62′*f* 164′895*t*	Q.4Cy.24″,34″,50″&74″–54″ 550NHP 4SB,*12cf*,GS187,HS9424 FlensburgerSchiffb.Ges.	31 ″ 0	
429 LBPH	— *A.Gross10–12* *Elec.light* 1 *Dk*	**SteelSc** 113 89 10					1907	**Stocks&** Kolbe Kiel	Hafenrundfahrt Akt.Ges.	85·4 | 21·4 | 8·6	**Kiel** German	C.2Cy.12⅛″&22⅜″–15$\frac{7}{10}$″ 17NHP Steen&Kaufmann,Elmshn		G
430 113065	**Kielder Castle** *J.Ronson* –17 (*Trawler*) 1 *Dk*	**SteelScK** 129 115 50			...		1900	**Cleland's** G.Dck.&Slip-wayCo.Ld. Newcastle	J.Uttley (E.Taylor, *Mgr.*)	96·7 | 19·4 | 10·4 Q25′ BK7½″	**N.Shields** British	C.2Cy.16″&34″–22″ 50RHP TweedyBros.N.Shields	11 ″ 0	
431 142356 ~~MGW~~ JSRG	**Kieldrecht** ~~*T.Visser* –16~~ *J.M.Anderson* –18 *Elec.light* 1 *Dk*(*Stl*) *Cargo battens not fitted*	**SteelScSr** 1284 1109 746	✠100A1 5,18 ~~3,17~~ ✠LMC~~5~~,16	Rot Shl	*o*	5,13	1916 5mo A&CP	**Van der Giessen& Zonen** Krimpen	~~Stoomy.Maats. deMaas~~ TheShip-pingController(R. &J.H.Rea, *Mgrs*) *Gell*	237·2 | 36·2 | 15·9 P23′B61′F26′ FK *DB* 198′ 329*t FPT*	**London** British 4*BHCem* 25*t APT* 25*t*	T3Cy.17½″,29½″&46″–36″ (*s*) 180lb 172NHP 2SB,*4cf*,GS86,HS3144 Alblasserdam.Msch.Fab.	18 ″ 0 s 2 ″ 2½ 16 ″ 1	
432 1107 LRBJ	**Kiev** *B.Allegretti* –92 1 *Dk*	**SteelPad** 580 — 377					1892	**Stablimnto** Tecnico Trieste	Azoff-BlackSea S.S.Co.	203·3 | 27·0 | 11·2	**Rostoff** Russian	C.2Cy.26½″&47″–50″ 130NHP StabilimentoTecnico,Tri.		
433 NSVL	**Kiew** *H.Jörgensen96–06* *Well deck* 2 *Dks*	**SteelScSr** 1115 796 690					1881	**Burmeister** & Wain Copenhagen	DetForenede DampskibsSelsk.	235·8 | 30·1 | 14·9 P154′B29*t*F33′	**Copnhagn** Danish *WB*	C.4Cy.24″&48″–32″ 217NHP Burmeister&Wain,Cpn.		V
434 HJPQ	**Kigoma** *Elec.light Ref.Mchy.* 2 *Dks*	**SteelTwinScSr** Wireless 8100					1914	**Reiherst'g** Schiffsw. Hamburg	DeutscheOst-AfrikaLinie	449·3 | 55·3 | 30·0 P&B302′H180′ F101′	**Hamburg** German *WB*	Q8Cy 22¾″33½″49½″71⅜″–49½″ 716NHP Reiherst.Maschinenf.Ham.		
435 9221 JSMD	**Kiho Maru** *I.Terasaka11–12* *ss*Cal.No.1–82 (*ex*TatsuMaruNo.5,*ex*Chupra) 2 *Dks*(*Ulrn-ws*)3 *Dk rule*	**IronScSr** 2001 1869 1476	✠ 5,84	Cal	*s*		1878 11mo	**W.Denny** & Bros. Dumbarton	TatsuumaKisen GoshiKaisha	285·0 | 35·2 | 23·9 *WB* = *Cell DB* 250′328*t*	**Nishino-miya** Japanese 5*BHCem*	C.2Cy.34″&60″–42″ 194NHP Denny&Co.Dumbarton	26 ″ 10	
436 1323 HJPQ	**Kiikawa Maru** 2 *Dks*	**WoodTwinScSr** 215 189 133					1892	**Nakamura** Hanyemon Osaka	OsakaShosen KabushikiKaisha	124·3 | 17·0 | 12·5	**Osaka** Japanese	C.4Cy.11″&22″–18″ 34NHP OsakaIronWorks,Osaka		
437	**Kiku Maru** *ss*Sld.No.3–10,07 (*ex*Cromwell) *ss*Kob.No.2–14 1 *Dk*(*Stl*)2 *tr B&S Web frames* & *pt Awng dk*(*Irn*)	**SteelScSr** *3086* *2321* *1977*	✠100A1 *pt Awng dk with freeboard* 11,15 ✠LMC~~5,17~~	Kob	*u*	~~11,15~~ 8,17	1894 11mo	**JLThomp-son&Sons,Ld** Sunderland A&CP	KabushikiKaisha NakamuraShokai	312·0 | 43·0 | 21·1 P23′Q88′ *pt Awng dk* 201′ FK *WB* = *Cell DB a* 90′*f* 130′	**Kobe** Japanese 6*BHCem* 528*t APT* 29*t*	T.3Cy.23½″,38″&62″–42″ (*s*) 160lb *100lb* NDB11 263NHP 2SB,*6pf*,GS104,HS4150 J.Dickinson,Sunderland	23 ″ 8 s 8 ″ 0½ 22 ″ 6	
438 11734 LFPS	**Kikusui Maru** 2 *Dks*	**SteelScSr** 337 — 203					1908	**I.Amaga-saki** Osaka	I.Amagasaki	147·0 | 19·6 | 14·5	**Osaka** Japanese	C.2Cy.16½″&32½″–22″ *Emade95—fitted08* 41NHP		
439 209401 LCGD	**Kilauea** *S.Thompson* *Elec.light*	**SteelScSr** 1338 929 806					1911	**UnionIron Works** SanFrancisco	InterIsland Steam Nav.Co.Ld.	240·6 | 36·1 | 17·0	**Honolulu** Utd.States	T.4Cy.25″,41″&(2)48″–30″ 253NHP UnionIronWorksS.Frisco.		V
440 211 93	**Kilda** 1 *Dk*	**SteelScK** 243 211 93	✠100A1 *Stm Trawler* 3,14 ✠LMC~~5~~,11	Flt		3,14	1911 3mo *Lloyd's SA&CP*	**GooleS.B.** &Repg Co.Ld Goole	TheAdmiralty *WB*=	126·7 | 23·0 | 9·7 Q75′RFD19′ BK7½″ *Under Cross Bunker*	British 4*BHCem* 20′15*t*	T.3Cy.13″,21″&35″–26″ (*s*) 180lb 85RHP 1SB,*2pf*,GS37,HS1560 Earle'sCo.Ld.Hull	12 ″ 6	
441 118858 HGWQ	**Kildale** *A.Milner* –16 *ss*Bkn.No.3–3,17 *Elec.light* 1 *Dk*(*Stl*) & *Spar dk*(*Stl*) & *deep framing*	**SteelScSr** 3830 3522 2436	✠100A1 *Spar dk* 3,17 ✠LMC~~5,17~~	Bkn	*x*	3,17	1906 9mo *Lloyd's SA&CP*	**W.Pickers-gill&Sons** Sunderland	Rowland&Mar-wood'sS.S.Co.Ld. (Headlam& Rowland, *Mgrs.*) *WB*= *Cell DB a* 114′ *u E&B* 44′*f* 150′	361·0 | 46·3 | 17·7 P29′B198′F40′ 25·7 FK 838*t DT f* 28′	**Whitby** British 6*BHCem* 638*t APT* 46*t*	T.3Cy.24″,40″&67″–45″ (*s*) 180lb *100lb* 356NHP 2SB,*6cf*,GS112,HS4718 FD G.Clark,Ld.Sunderland	28 ″ 2 s 4 ″ 4 24 ″ 2	
442 1087	**Kildin** *J.Karamisheff* –14 *ss*Rot.No.1–12 *Elec.light* 1 *Dk*(*Stl*) & *deep framing*	**SteelScSr** 1640 1448 998	✠100A1 10,14 ~~B&S10,14~~ ✠LMC~~4~~,12	Hpl	*q*	12,16	1908 8mo *Lloyd's SA&CP*	**W.Dobson** &Co. Newcastle	ArchangelMour-manStm.Nav.Co. *WB*= *Cell DB a* 82′ *u E* 20′*f* 106′	260·0 | 38·0 | 18·1 P23′B66′F25′ FK 360*t APT* 32*t*	**Archangel** Russian 4*BHCem* N.E.MarineEng.CoLdNwc	T.3Cy.19″,31″&51″–36″ (*s*) 180lb *100lb* 181NHP 2SB,6*cf*,GS99,HS2946	20 ″ 6 s 2 ″ 9 18 ″ 1	

1 Numéro d'Ordre / Numéro Officiel / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✝ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant à cette lettre et figure(s).	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.
443 105196 QDKW	**Kildonan** ssLiv.No.3-7,17 SteelScSr *D.Davies* –12 ~~[illegible]~~ 1*Dk*(*Irn*)&*deep framing*		2118 1976 1355	✝100A1 7,17 ~~9,14~~ ~~M12,10~~	Cff Liv LMC 7,17 ~~MS12,15~~	*s*	~~12,16~~ 7,17	1898 6mo	W.Pickersgill&Sons Sunderland A&CP	Seville&U.Kngdm CarryingCo.Ld. (J.Cory&Sons,Ld. *Mgrs.*) *WB*=*Cell*	286·0|43·1|19·8 P23′B56′F27′ FK *DB a*92′ *f*108′ 543*t*		Cardiff British *APT*101*t*	T.3Cy.21″,35″&57½″–39″ (*s*) 160lb *85lb* NDB14 210NHP 2SB.6*pf*,GS98,HS3221 G.Clark,Ld.Sunderland	21 ″ 0 s 3 ″ 3½ 18 ″ 0
444 112615 RJTP	**Kildonan Castle** SteelTwinSc *G.Armstrong* –14 Wireless 3MstSr *Elec.light* Sub.Sig. ssSou.No.3–5,11 *Ref.Mchy.* 3*Dks*(2*Stl*–ws&*UStl* teaks) &*Web frames Orlop dk in Nos.*1&2*holds*		9692 7661 5130	✝100A1 4,14 LMC10,15	Sou	*ft*	P12,15 S8,16	1899 10mo	Fairfield Co.Ld. Glasgow *Lloyd's*A&CP	TheUnion-Castle MailS.S.Co.Ld. *WB*=*Cell*	515·3|59·2|34·7 P36′F100′ *Promenade dk*261′ FK&BK3½″ *D Ba* 81′*uE*&*B*203′		London British 10*BHCem* *f*146′1643*t*	Q.8Cy.28″,39¾″,57½″&83½″–60″ 210lb (*o*) 1663NHP 4D&2SB*40cf*,GS880HS53187 FairfieldCo.Ld.Glasgow	38 ″ 9
445 HQNK	**Kilikia** IronSc3MstSr *G.B.Mavroleon* –03 1*Dk*& (*ex*ElisaAnna,*ex*Cordova) *Awngdk3trB*		1435 1425 782					1864	Malcomson Bros. Waterford	G.B.Mavroleon	246·0|30·2|17·0 H10*t* 23·6			Piræus Greek	C.2Cy.30″&56″–36″ NE74NB90 157NHP J.Jones&Sons,Liverpool	
446 117513 VNMC	**Kilkenny** SteelScSr *W.Ellis* –17 *Elec.light* 2*Dks*		1361 1034 576					1903	Clyde S.B. &E.Co.Ld. Pt.Glasgow	~~City of Dublin Stm. Packet Co.~~ Great Eastern Rly Co.	269·7|36·2|16·3 P66′B102′F72′		~~Dublin~~ British	T.3Cy.26″,43″&69″–42″ 309NHP Harwich *WB* ClydeS.B.&E.Co.Ld.P.Gl.	
447	**Kilkis** SteelScSr *A.Lucas* –16 ssBry.No.2–15 (*ex*Nikolaos, 1*Dk*(*Stl*)&*Spar dk*(*Stl*)& *ex*Republic) *deep framing*		*4302* *4084* 2777	✝100A1 *Spar dk* 11,16 ~~BS10,16~~ LMC2,15	Npt B~~S9,17~~	*x*	N11,16	1906 8mo	Sunderlnd S.B.Co.Ld. Sunderland *Lloyd's*A&CP	T.Bistis& Hadzikyriakos *CellDBa*117′*uE*&	365·0|50·6|18·9 P30′B107′F35′ 26·8 FK *B35*′*f*165′958*t FPT*		Argostoli Greek 6*BHCem* 76*tAPT*75*t*	T.3Cy.26″,42″&70″–45″ (*s*) 180lb *100lb* 353NHP 3SB,9*cf*,GS150,HS5391 N.E.MarineEng.Co.Ld.Sld	29 ″ 6 s 5·11½ 24 ″ 0
448 125222	**Killara** WoodSc *Screws fore and aft* 1*Dk*		309 301 210					1909	D.Drake Sydney, N.S.W.	SydneyFerries,Ld.	131·2|36·9|10·7			SydnyNSW British	T.3Cy.13″,21″&34″–21″ 56RHP Mort'sDk.&E.Co.Ld.Syd.	
449 133469	**Killdeer** SteelScK *H.G.Foot* –13 (*Trawler*) 1*Dk*		192 189 73			…		1913	GooleS.B. &RepgCo.Ld. Goole	KelsallBros.& Beeching,Ld. (G. Beeching&J.E.A. Kelsall,*Mgrs.*)	110·0|21·6|12·0 BK7½″		Hull British	T.3Cy.12″,21″&33″–21″ 55RHP Earle'sCo.Ld.Hull	12 ″ 11
450 132130 HVPT	**Killingholme** SteelPad *H.B.Boothby* –14 (*Ferry*) *Elec.light* 1*Dk*		508 355 217					1912	Earle'sCo. Ld. Hull	GreatCentralRly.	195·0|31·1| 8·7		Grimsby British	C.D.2Cy.25″&48″–45″ 98RHP *WB* Earle'sCo.Ld.Hull	
451 109772 QPNB	**Kilmaho** SteelScSr *J.Merrifield* –12 ssCff.No.3–12,11 1*Dk*(*Irn*)&*deep framing*		2155 2000 1373	✝100A1 11,14 LMC MS12,11 BS11,16	Cff	*s*	1,16	1898 11mo	J.Priestman&Co. Sunderland A&CP	Seville&U.Kngdm CarryingCo.Ld. (J.Cory&Sons,Ld. *Mgrs.*) *WB*=*Cell*	286·0|43·0|19·8 P23′B56′F27′ FK *DBa* 88′ *f*110′ 544*t*		Cardiff British 5*BHCem* *APT*117*t*	T.3Cy.21″,35″&58″–39″ (*a*) 160lb 204NHP 2SB.6*pf*,GS107,HS2963 Hutson&Son,Glasgow	21 ″ 0 s 3 ″ 4 18 ″ 0
452 118619 VFKQ	**Kilsyth** SteelScSr *W.Halcrow* –17 ssMdb.No.3–10,15 1*Dk*(*Stl*)&*Web frames* *Now named "Burnstone," See No. 81 in Supplement*		2340 2211 1498	✝100A1 ~~4,11~~ ~~7,16~~ 8,17 ~~BS7,16~~ LMC10,15	Ply Bry	*t*	~~7,16~~ 4,17	1903 8mo	Craig,Taylor&Co. Stockton *Lloyd's*A&CP	AlexanderBros. *WB*=*Cell DBa*	305·8|44·2|20·0 P27′B76′F29′ FK 100′*uE*18′*f*126′567*t*		Newcastle ~~Glasgow~~ British 5*BHCem* *APT*84*t*	T.3Cy.22″,36½″&58″–39″ (*s*) 160lb *80lb* 243NHP 2SB,6*cf*,GS116,HS4140 N.E.MarineEngCoLd Nwc	22 ″ 6 s 3 ″ 8 19 ″ 2
453 125170	**Kiltobranks** WoodScSr ~~*W.J.France* –17~~ *H.Brown* –18 1*Dk*		272 232 148					1908	R.Davis Blackwall, N.S.W.	~~B.M.Corrigan&Co. Ld.~~ Gibson&Murdoch,Ld	133·7|28·0| 8·8		~~Sydny NSW~~ British ~~Melbourne~~	C.2Cy.16″&34″–22″ 45RHP Ross&Duncan,Glasgow	
454 109085 QLBK	**Kilwinning** SteelScSr *W.Laing* –16 ssShl.No.3–12,11 (*ex*Londesborough) ssMdb.No.1–16 1*Dk*(*Irn*)2*trB*&*Web frames*3*Dk rule*		3071 2854 1969	✝100A1 7,17 ~~1,17~~ LMC4,16 ~~BS7,17~~	Nwc Bry	*u*	~~N4,16~~ 7,17	1898 11mo	W.Gray& Co.Ld. WHartlepool A&CP	KilwinningS.S.Co. Ld.(Bain,Gardner &Co.) *WB*=*Cell DBa*	324·0|47·1|22·4 P27′B62′F30′ FK &*u E*130′ *f*136′ 732*t*		Glasgow British 5*BHCem* *APT*53*t*	T.3Cy.24″,38″&64″–42″ (*s*) 160lb *80lb* 258NHP 2SB,6*rf*,GS95,HS3784 Cen.Mar.Eng.Wrks.WHpl	24 ″ 10 s 4 ″ 5½ 20 ″ 9
455 MJBT	**Kim** SteelScSr *T.Torgersen* –13 *Elec.light* 1*Dk*&*Shelter dk* *Longitudinal framing*	*Now named "Balto," See No. 64 in Supplement*	5857 5460 3342					1913	Armstrong Whitworth &Co.Ld. Newcastle	P.Johannessen	445·5|57·7|24·5 F30′P129′H118*t*		Tönsberg Norwegian	T.3Cy.27″,45″&75″–48″ 390NHP *WB* N.E.MarineEng.CoLdNwc	
456	**Kim Kiat** WoodScSr *V.Bolandos* (*ex*DonFrancisco) F&YM10,12 1*Dk*		119 — 65					1893	G.Fenwick &Co.Ld. HongKong	ChuaGocPin&Co.	102·4|18·3| 8·0		Manila Utd.States	C.2Cy.12″&24″–17″ NB04 20NHP G.Fenwick&Co.H.Kg.	
457 113227 HRBV	**Kimberley** IronScK *W.J.Harradine* –12 ssGms.No.2–10 1*Dk*		190 176 74	✝100A1 *Stm Trawler* 6,14 NB12,12 LMC10,10	Gms		6,14	1902 7mo	Cochrane& Sons Selby *Lloyd's*A&CP	Taylor&Staff	110·5|21·5|11·2 Q56′F19′ BK7½″		Grimsby British 4*BHCem*	T.3Cy.11½″,19½″&32″–23″ (*s*) 180lb 55RHP 1SB.2*pf*,GS34,HS820 C.D.Holmes&Co.Hull	12 ″ 1
458 116111 JNCW	— SteelScK *H.Jameson* –16 ssHul.No.3–6,16 1*Dk*		181 171 71	✝100A1 *Stm Trawler* ~~6,16~~ 12,17 ~~BS2,17~~ LMC1,16	Hul BS5,15		~~7,15~~ ~~4,17~~ 12,17	1902 12mo	Cook,Welt'n&Gemmell Beverley *Lloyd's*A&CP	HullSteamFishing &IceCo.Ld.	109·0|21·5|11·2 Q19′ BK7″ *WB*=*Deep tanks*		Hull British 4*BHCem* *f*13′30*t*	T.3Cy.10″,17″&28″–21″ (*s*) 200lb 45RHP 1SB,2*pf*,GS25,HS750 Amos&Smith,Hull	12 ″ 1
459 125833	— SteelScK *J.Falconer*07–07 1*Dk*		102 94 39			…		1907	Hall,Russell&Co.Ld. Aberdeen	J.Mitchell& J.Falconer (R.L. Mitchell,*Mgr.*)	86·6|18·6| 9·1 BK7½″		Banff British	C.2Cy.13″&28″–18″ 38RHP *WB* Hall,Russell&Co.Ld.Abn.	9 ″ 10
460 10296 LBMF	**Kimigayo Maru** SteelScSr *Reit* (*ex*Swaerdecroon) 1*Dk*&*Awng dk*		660 623 409					1891	Maats.de Maas Rotterdam	I.Amagasaki	175·9|26·3|17·1		Osaka Japanese	T.3Cy.15½″,24½″&40″–36″ 96NHP *WB* Maats.deMaas.Rotterdam	
461 TFVK	**Kimito** SteelScSr *C.F.Sjöblom* –99 1*Dk*		150 — 87					1899	W.Lindberg'sCo. Stockholm	ÅboSkärgårds AngbåtsAktieb.	95·6|21·2| 8·6 B42′		Åbo Russian	C.2Cy.12½″&24″–16″ 19NHP W.Lindberg'sCo.Skm.	
462 NRQH	**Kina** SteelScSr *J.B.Cortsen* ssCpn.No.1–16 *Elec.light* 2*Dks*(*Stl*)& *Shelter dk*(*Stl*–teaks)		4714 4475 3004	✝100A1 *Shelter dk* *with freeboard* 7,17 ~~9,16~~ LMC9,16	Cpn NYk	*y*	~~7,15~~ N7,17	1911 6mo	Swan Hunter&Wigham Richardson, Ld Newcastle *Lloyd's*A&CP	Dmpsk.Akties Orient *WB*=*Cell D*	385·2|53·3|28·1 FK *Ba*130′ *uE* 20′*f*152′		Copenhagn Danish 6*BHCem* 903*tFPT*90*t*	T.3Cy.27″,44″&73″–48″ (*r*) 180lb 491NHP 4SB,12*cf*,GS240,HS8810 Swan,Hunter&Wigham-Richardson,Ld.Nwc.	30 ″ 9 s 4 ″ 3 26 ″ 10
463 135727 JHMD	**Kinabalu** SteelScSr *W.J.Carver*14–14 *Elec.light* 1*Dk*(*Stl*–ws) *Mchy.Aft*		429 303 196	✝100A1 12,14 LMC12,14	Ard	*g*	11,16	1914 12mo	Ardrossan DD&SBCoLd Ardrossan *Lloyd's*A&CP	SabahS.S.Co.Ld. (Darby&Co. *Mgrs.*)	150·4|26·0|10·6 P19′F19′ FK *WB*=*FPT*18*t*		Ardrossan British 3*BHCem* *APT*15*t*	T.3Cy.13″,21″&34″–24″ (*s*) 180lb 59RHP 1SB,3*pf*,GS55,HS1699 McKie&Baxter,Glasgow	11 ″ 9 s 1 ″ 7 10 ″ 7

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c Master. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 6 7 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 9 Built. When. Ship. Engines.	By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Dated if of Trade Cert.
464 137148	**Kinaldie** SteelScK *G.Leiper* 06–14 1 *Dk*	197 195 86	✠100A1 *Stm Trawler* 7,14 ✠LMC7,14	Abn			1914 7mo *Lloyd's*	Hall, Russell & Co. Ld. Aberdeen	G.W. & J. Leiper (G. Leiper, *Mgr.*)	115·3 | 22·1 | 11·9 BK 7½″ *WB*= *DBf* 19′13*t*	Aberdeen British	T. 3Cy. 12″, 20″ & 34″–24″ (*r*) 180 lb 78 RHP 1SB, *3pf*, GS 48, HS 1429 Hall, Russell & Co. Ld. Abn	12 ″ 9	
465	**Kinali** SteelTwinScSr *Elec. light Mchy. Aft* 1 *Dk*	350					1914 *Lloyd's*	J. W. Klawitter Danzig	Administr. de Nav. à Vap. Ottomane	175·5 | 25·6 | 11·5 *WB*	Constanpl Turkish	T. 6Cy. 16½″, 22⅝″ & 37⅜″–21⅛″ 130 NHP J. W. Klawitter, Danzig		
466 161157 KQBP	**Kinau** IronScSr *J. Gregory* 2 *Dks* *Elec. light*	975 — 773					1883 *Lloyd's*	W. Cramp & Sons Philadelphia	Inter-Island S.N. Co. Ld.	195·0 | 33·0 | 16·0 *WB*	Honolulu Utd. States	C. 2Cy. 24″ & 44″–36″ NB 02 97 NHP W Cramp & Sons, Phildlpha		
467 126828	**Kinburn** WoodScSr *F. Slawenwhite* 05–10 1 *Dk*	168 119 79					1910 *Lloyd's*	A. Ernst Mahone Bay, N.S.	North Bay S.S. Co. Ld.	104·2 | 24·6 | 10·5 *WB*	Lunenbrg, N.S. British	C. 2Cy. 13″ & 26″–18″ 28 RHP New Burrell Johnson Iron Co. Yarmouth, N.S.		
468 136402	**Kinchela** WoodTwinScK *G.A. Leafstream* –16 (*ex* Tamban) *Elec. light Ref. Mchy.* 1 *Dk*	369 304 209					1914 *Lloyd's*	Morrison & Sinclair Sydney	Macleay River Co.-op. Steamship Co. Ld.	145·0 | 31·0 | 9·5 P 16′ B 48′ F 26′ *WB*	Sydny NSW British	C 4Cy. 12″ & 24′–18″ 48 RHP Campbell & Calderw'd, Psy.		
469 127165	**Kincorth** SteelScK *J. Leiper* –14 *ss* Abn. No. 1–14 1 *Dk*	148 148 57	✠100A1 *For fishing purposes* 3,17 BS 10,16 ✠LMC 1,15	Abn		2,17	1909 5mo *Lloyd's*	J. Duthie Torry S.B. Co. Aberdeen	G.W. & J. Leiper (J.H. Irvin, *Mgr.*)	100·6 | 20·4 | 10·8 BK 7″ *WB*= *DBf* 16′9*t*	Aberdeen British	T. 3Cy. 10½″, 18″ & 31″–21″ (*s*) 160 lb 46 RHP 1SB, *2pf*, GS 29, HS 1063 J. Abernethy & Co. Abn.	11 ″ 6	
470 113991 TBQR	**Kincraig** SteelScSr *C.J. Abbott* –13 *ss* Shl. No. 3–6,15 2 *Dks* (1 *Stl*) *Now named "Portland Range." See No. 32 in Supplement* *Web frames*	3707 3386 2382	✠100A1 117 3,17	Shl	*w*	~~1,17~~ 4,17	1901 11mo *Lloyd's*	C. Connell & Co. Glasgow	Neptune S.N. Co. Ld. (Furness, Withy & Co. Ld., *Mgrs.*)	353·8 | 45·0 | 25·8 P 34′ B 106′ F 36′ *WB*= *Cell D Ba* 114′ *u E & B* 38′ *f* 152′	~~Glasgow~~ Liverpool British	T. 3Cy. 25″, 41″ & 66″–45″ (*s*) 170 lb *90 lb* 353 NHP 2SB, *6cf*, GS 92, HS 4862 801 *t* *APT* 62*t*	28 ″ 6 s 5 ″ 4 FD 23 ″ 7	
471	**Kinderdijk** SteelSc *H. Thorvaldsen* 16–16 1 *Dk*	1380 — 803					1916 *Lloyd's*	L. Smit & Zoon Kinderdijk	Aktien Dmpsksels k Agerören (H E Hansen-Tangen, *Mgr.*)	238·0 P 23′ B 62′ F 24′ *WB*	Xiansand Norwegian	T. 3Cy. L. Smit & Zoon, Kinderdijk		
471*	**Kinellar** SteelScK *For full particulars See No. 5 in Supplement* 1 *Dk*	215	100A1 *Stm Trawler* (*Class Contemplated*)				1917 *Lloyd's*	A. Hall & Co. Ld. Aberdeen	Leiper & Irvin (G. Leiper, *Mgr.*)	117·0 | 22·0 | 12·7	Aberdeen British	T. 3Cy. 12″, 20″ & 34″–24″ A. Hall & Co. Ld. Aberdeen		
472 110173 RHCN	**Kinfauns Castle** StlTwnSc3MstSr *W.W. Verrall* –15 *ss* Sou. No. 3–5,11 *Elec. light* 3 *Dks* (2 *Stl*–ws & *U Stl*–teak s) *Ref. Mchy.* & *Web frames, Orlop dk in* Sub. Sig. Wireless *Nos. 1 & 2 holds*	9664 7654 5037	✠100A1 6,14 ~~11,14~~ ~~Exam 6,14~~ ~~11,14~~ ✠LMC ~~11,15~~ 12,17	Sou	*ft*	~~S 10,13~~ PN 2,16 ~~S 11,17~~	1899 8mo *Lloyd's*	Fairfield Co. Ld. Glasgow	The Union-Castle Mail S.S. Co. Ld. *WB*= *Cell D Ba* 81′ *u E & B* 203′	515·3 | 59·2 | 34·7 P 36′ F 100′ FK & BK 3½″ *Promenade dk* 261′ *f* 146′ 1643*t*	London British 10 *BHCem*	Q. 8Cy. 28″, 39¾″, 57½″ & 83½″–60″] 210 lb (*o*) 1663 NHP ~~1D & 1SB 36 *ef* GS 800 HS 28542~~ Fairfield Co. Ld. Glasgow 4 D & 2 SB, 40 *cf*, GS 880, HS 31187	38 ″ 9	
473 110880 RCVW	**King Arthur** SteelScYl *J. Mersy* –15 *ss* Gms. No. 3–5,12 1 *Dk*	159 154 70	✠100A1 *Stm Trawler* 3,15 ✠NB 5,13 ✠LMC 5,13	Gms		N 12,13	1899 5mo *Lloyd's*	Schofield, Hagerup & Doughty, Ld. Grimsby	Consolidated Stm. Fishing & Ice Co. (Gms.) Ld. (J.D. Marsden, *Mgr.*)	105·7 | 21·1 | 10·7 Q 18′ F 21′ BK 7½″	Grimsby British 3 *BHCem*	T. 3Cy. 11″, 17″ & 28″–20″ (*s*) 180 lb 40 RHP 1SB, *2pf*, GS 28, HS 807 Muir & Houston, Ld. Gls.	11 ″ 7	
474 110923 SHFR	**King Canute** SteelScYl *W. Mycroft* –15 *ss* Gms. No. 3–10,11 *ss* Gms No. 1–16 1 *Dk*	195 188 98	✠100A1 *Stm Trawler* 3,13 ~~10,14~~ ~~BS 12,15~~ ✠LMC ~~10,14~~ ✠NB 10,16 10,16	Gms		~~N 12,15~~ 3,17	1899 10mo *Lloyd's*	Schofield, Hagerup & Doughty, Ld. Grimsby	Consolidated Stm. Fishing & Ice Co. (Gms.) Ld. (J.D. Marsden, *Mgr.*)	116·9 | 21·1 | 11·0 Q 18′ F 21′ BK 7½″	Grimsby British 3 *BHCem*	T. 3Cy. 11″, 17″ & 28″–20″ (*s*) 180 lb 40 RHP 1SB, *2pf*, GS 28, ~~HS 806~~ HS 807 Muir & Houston, Ld. Gls.	11 ″ 10	
475 106510 HGDQ	**King David** SteelScSr *J.O. Evans* –15 *ss* Npt. No. 2–15 1 *Dk* (*Stl*) & *deep framing*	3680 3421 2360	✠100A1 6,17 ~~9,17~~ MS 2,15 ✠LMC MBS 3,17 DBS 12,16	Bry Brest	*w*	N 9,16	1906 5mo *Lloyd's*	Craig, Taylor & Co. Ld. Stockton	King Line, Ld. (Philipps, Philipps & Co. Ld. *Mgrs.*)	350·0 | 50·1 | 23·3 P 48′ B 100′ F 35′ FK *WB*= *Cell D Ba* 113′ *u E & B* 38′ *f* 152′ 856*t*	Stockton British 6 *BHCem*	T. 3Cy. 25″, 41″ & 67″–45″ (*s*) 180 lb *100 lb* 322 NHP 2SB, *6cf*, GS 124, HS 4900 Blair & Co. Ld. Stockton *FPT* 110*t* *APT* 143*t*	25 ″ 10 s 4 ″ 7 21 ″ 7	
476 120671 HFQM	**King Edward** SteelScSr ~~*W. Davies* –16~~ *N. Porter* –17 1 *Dk* (*Stl*) 2 *tr B & deep framing* 3 *Dk rule*	4357 4081 2832	✠100A1 ~~3,16 10,16~~ Nov 15 L 18 ~~DBS 12,15~~ ✠LMC 12,14 ~~MBS 3,16~~ B 15,17	Phl	*x*	~~4,15~~ 10,17	1906 2mo *Lloyd's*	R. Stephenson & Co. Ld. Newcastle	King Line, Ld. (Philipps, Philipps & Co. *Mgrs.*) *WB*= *Cell D Ba* 117′ *u E* 23′ *f* 150′ 910*t* *FPT* 58*t* *APT* 202*t*	355·4 | 50·1 | 27·6 P 46′ B 98′ F 34′ FK	London British 6 *BHCem*	T. 3Cy. 26″, 42½″ & 69½″–45″ (*s*) 180 lb *100 lb* 358 NHP 2SB, *6cf*, GS 127, HS 5620 Blair & Co. Ld. Stockton	30 ″ 2 s 5 ″ 10½ 24 ″ 8	
477 113963	— SteelTrpSc *A. McKellar* –08 3 *Dks*	551 456 222					1901 *Lloyd's*	W. Denny & Bros. Dumbarton	Turbine Steamers Ld. (J. Williamson, *Mgr.*)	250·5 | 30·1 | 10·0	Glasgow British	3 Steam Turbines Parsons' Mar. S. 399 RHP Turbine Co. Ld. Nwc.		
478 113201	— SteelScYl *A. Chapman* –14 *ss* Gms. No. 3–3,13 1 *Dk*	163 157 73	✠100A1 *Stm Trawler* 12,14 ✠NB 11,13 ✠LMC 3,13	Gms		N 12,14	1900 9mo *Lloyd's*	Schofield, Hagerup & Doughty, Ld. Grimsby	Consolidated Stm. Fishing & Ice Co. (Gms.) Ld. (J.D. Marsden, *Mgr.*)	105·6 | 21·1 | 10·6 Q 18′ F 21′ BK 7½″	Grimsby British 3 *BHCem*	T. 3Cy. 11″, 17″ & 28″–20″ (*s*) 180 lb 40 RHP 1SB, *2pf*, GS 28, HS 807 Muir & Houston, Ld. Gls.	11 ″ 7	
479 111083	**King Edward VII.** SteelPadK *J.N. Porter* –16 (*Tug*) 1 *Dk*	138 123 51					1901 *Lloyd's*	J.P. Rennoldson & Sns. South Shields	Nicholson's Towage Co. Ld.	100·0 | 19·1 | 9·2	Yarmouth British	L. 2Cy. 25″–45″ 50 RHP J.P. Rennoldsn & Sns, S. Shl.		
480 110884	**King Egbert** SteelScYl *A. Collins* –15 *ss* Gms. No. 3–9,11 1 *Dk*	159 154 66	✠100A1 *Stm Trawler* 11,13 ✠NB 11,13 ✠LMC 9,11	Gms		11,13	1899 5mo *Lloyd's*	Schofield, Hagerup & Doughty, Ld. Grimsby	Consolidated Stm. Fishing & Ice Co. (Gms.) Ld. (J.D. Marsden, *Mgr.*)	105·7 | 21·1 | 10·7 Q 18′ F 21′ BK 7½″	Grimsby British 3 *BHCem*	T. 3Cy. 11″, 17″ & 28″–20″ (*s*) 180 lb 40 RHP 1SB, *2pf*, GS 28, HS 807 Muir & Houston, Ld. Gls.	11 ″ 7	
481 136221 JHMW	**King Emperor** SteelScK *S. Hewitt* –15 *Elec. light* 1 *Dk*	246 227 96	✠100A1 *Stm Trawler* 12,14 ✠LMC 12,14	Dun			1914 12mo *Lloyd's*	Dundee S.B. Co. Ld. Dundee	~~Imperial Steam Fishing Co. Ld.~~ ~~F. B. O'Meara~~ F. B. O'Meara	120·4 | 22·6 | 12·4 Q 67′ F 19′ BK 8″	Hull British 4 *BHCem*	T. 3Cy. 12½″, 21″ & 35″–24″ (*s*) 200 lb 76 RHP 1SB, *3pf*, GS 43, HS 1285 Lidgerwood, Ld. Glasgow	13 ″ 3	
482 110879	**King Erik** IronScK *P. Knopper* *ss* Gms. No. 3–10,11 1 *Dk*	228 208 90	✠100A1 *Well Fishing Vessel* 7,14 ✠NB 10,11 ✠LMC 7,14	Gms		7,14	1899 4mo *Lloyd's*	Cochrane & Cooper, Ld. Selby	Frank Barrett	114·0 | 21·6 | 12·0 Q 47′ F 20′ BK 7½″	Grimsby British 5 *BHCem*	T. 3Cy. 12″, 20″ & 33″–24″ (*s*) 200 lb 54 RHP 1SB, *2pf*, GS 33, HS 1060 C.D. Holmes & Co. Hull	12 ″ 9	

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc / Capitaine. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'hélice porte-hélice.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NH^p=Force en chevaux d'après les formules de la Société. RH^p=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.
483	**King George**	SteelTwinSc	634	✠	Rnf			1911	Lobnitz&	Government of	170·7	34·1	12·8		T.6Cy.13″,22″&34″–22″	13 ″ 3
	W.Manson –12		594	*Hopper Dredger*				5mo	Co.Ld.	Bermuda	F16′				137NHP	
	(*Bucket Hopper Dredger*)		339	5,11					Renfrew				FK	British	2SB,*4cf*,GS86,HS2500	
	Elec.light	1*Dk*(*ptStl–ptwss*)		✠										5*BHCem*	Lonbitz&Co.Ld.Renfrew	
484	—	SteelScYl	164	✠100A1	Gms		7,16	1901	Schofield,	ConsolidatedStm.	105·5	21·1	10·7	Grimsby	T.3Cy.11″,17″&28″–20″ (*s*)	11 ″ 7
113219	*S.Richardson* –16	*ss*Gms.No.3–4,13	157	*Stm Trawler*				2mo	Hagerup&	Fishing&IceCo.	Q18′F21′			British	180lb 40RHP	
		*ss*Gms.No.1–16	73	8,16					Doughty,Ld.	(Gms.)Ld. (J.D.			BK7½″	3*BHCem*	1SB,*2pf*,GS27,HS807	
		1*Dk*		✠NB8,16 ✠LMC8,16					Grimsby	Marsden,*Mgr.*)					Muir&Houston,Ld.Gls.	
								Lloyd's	*sA&CP*							
485	**King Harald**	IronScK	227	✠100A1	Gms		7,16	1899	Cochrane&	FrankBarrett	114·0	21·6	12·0	Grimsby	T.3Cy.12″,20″&32″–24″ (*s*)	12 ″ 9
110868	*J.McGuire* –17	*ss*Gms.No.3–2,12	208	*Well Fishing*	*Vessel*			3mo	Cooper,Ld.		Q47′F20′			British	200lb 55RHP	
		1*Dk*	93	5,14					Selby				BK7½″	5*BHCem*	1SB,*2pf*,GS33,HS1060	
				✠NB2,12 ✠LMC7,16				*Lloyd's*	*sA&CP*						Amos&Smith,Hull	
486	**King Henry**	SteelScK	162	✠100A1	Gms		~~4,16~~	1900	Schofield,	ConsolidatedStm.	105·7	21·1	10·7	Grimsby	T.3Cy.11″,17″&28″–20″ (*s*)	11 ″ 7
113175	*R.Porter* –17	*ss*Gms.No.3–5,13	156	*Stm Trawler*			1,18	5mo	Hagerup&	Fishing&IceCo.	Q18′F21′			British	180lb 45RHP	
		*ss*Gms.No.1–16	72	1,18 ~~4,16~~					Doughty,Ld.	(Gms.)Ld. (J.D.			BK7½″	3*BHCem*	1SB,*2pf*,GS27,HS807	
		1*Dk*		✠NB4,16 ✠LMC4,16					Grimsby	Marsden,*Mgr.*)					Muir&Houston,Ld.Gls.	
								Lloyd's	*sA&CP*							
487	**King Herring**	SteelScK	100	✠	Gms			1909	CaledonS.	G.H.Hansell	87·2	18·5	9·1	Gt Yarmth	C.2Cy.13″&28″–18″	9 ″ 10
128543	*J.Welham* –15		92	*For fishing purposes*				10mo	B.&E.Co.Ld.				BK6″	British	32RHP	
		1*Dk*	37	1,12					Dundee				*WB=FPT8t*	3*BHCem*	1SB,*2pf*,GS27,HS716	
				✠											CaledonSB.&E.Co.Ld.Dun	
488	**King Idwal**	SteelScSr	3631	✠100A1	Bry	*w*	3,17	1906	J.Read-	KingLine,Ld.	350·5	50·1	23·2	S.Shields	T.3Cy.25″,41″&67″–45″ (*r*)	25 ″ 10
119903	*D.Soulgrain* –14	*ss*Cff.No.2–15	3412	3,17				9mo	head&Sons	(Philipps,Philipps	P47′B94′F34′			British	180lb *100lb* 326NHP	s 4 ″ 6½
HJCG		1*Dk*(*ptIrn&ptStl*)2*trB*	2306	BS6,16 ✠LMC2,16					SouthShields	&Co.Ld.*Mgrs.*)			FK	6*BHCem*	2SB,*6cf*,GS126,HS5013	21 ″ 7
		&deep framing 3*Dk rule*						*Lloyd's*	*sA&CP*	*WB=CellDBa117′u*	*E23′f152′891t FPT*			52*tAPT53t*	J.Readhead&Sons,S.Shl.	
489	**King John**	SteelScSr	3664	✠100A1	Bry	*w*	N2,15	1906	JLThomp-	KingLine,Ld.	350·0	50·2	23·2	Stockton	T.3Cy.25″,41″&67″–45″ (*s*)	25 ″ 9
124272	*F.S.Manning* –14	*ss*Bry.No.2–14	3387	10,16				10mo	son&Sons,Ld	(Philipps,Philipps	P46′B94′F33′			British	180lb *100lb* 322NHP	s 4 ″ 8
HJFW		1*Dk*(*ptIrn&ptStl*)2*trB deep framing*	2352	✠LMC					Sunderland	&Co.Ld.*Mgrs.*)			FK	6*BHCem*	2SB,*6cf*,GS124,HS4900	21 ″ 6
		&Web frames 3*Dk rule*		MS2,15 BS1,16 ~~5,17~~				*Lloyd's*	*sA&CP*	*WB=CellDBa119′u*	*E23′f148′864t FPT*			74*tAPT100t*	Blair&Co.Ld.Stockton	
490	**King Lear**	SteelScK	311	✠100A1	Hul		2,14	1906	Earle'sCo.	Hellyers'Steam	148·4	23·0	11·2	Hull	T.3Cy.14″,23″&38″–27″ (*s*)	11 ″ 9
123234	*F.Knight* –14	*ss*Hul.No.1–10	260	*Stm Trawler*				3mo	Ld.	FishingCo.Ld.	Q64′F24′			British	185lb 96NHP	
HFTM		1*Dk*	124	2,14					Hull				BK9″	4*BHCem*	1SB,*3pf*,GS55,HS1665	
				✠LMC6,14				*Lloyd's*	*sA&CP*						Amos&Smith,Hull	
491	**King Mow**	IronSc3MstSr	*482*					1866	Denton,		155·3	20·5	10·9		C.2Cy.19″&38″–20″	
		1*Dk&Awng dk*	*455*						Gray&Co.						NE74NB85 54NHP	
	(*ex*KingWo,*ex*SriPontianak,*ex*Lübeck)		*322*						W Hartlepool					Chinese	Richardson,Duck&Co.Stk.	
492	**King Orry**	SteelTwinScSr	1877	✠ A1	Bkn		12,16	1913	Cammell	Isle ofManSteam	300·0	43·1	15·9	DouglasIM	4 Steam Turbines	16 ″ 11
118608	*S.M.Day* –14		1187	*Shelter dk*				7mo	Laird&Co.Ld.	PacketCo.Ld.	*Promenade dk* 198′			British	geared to 2 screw shafts	s 3 ″ 0
JFPC	*Elec light*	2*Dks&Shelter dk*	762	*with freeboard*					Birkenhead		B56′	FK&BK1½″		9*BHAsp*	170lb *100lb* (*r*) FD HS14385	14 ″ 6
	Sub.Sig. Wireless	(*ptStl*–ws)		6,16				*Lloyd's*	*sA&CP*	*WB=CellDBa48′*	*uE44′f64′216t FPT*			26*tAPT36t*	2DB&1SB,*15cf*,GS383,	
				~~Loss(Mine) 17~~											CammellLaird&Co.LdBkn	
				For Service in the Irish Channel												
				MS11,14 ✠LMC7,15												
493	**King Richard**	SteelScK	162	✠100A1	Gms		9,13	1900	Schofield,	ConsolidatedStm.	105·5	21·1	10·6	Grimsby	T.3Cy.11″,17″&28″–20″ (*s*)	11 ″ 7
113186		*ss*Gms.No.3–9,13	156	*Stm Trawler*				6mo	Hagerup&	Fishing&IceCo.	Q18′F21′			British	180lb 45RHP	
		1*Dk*	73	12,14					Doughty,Ld.	(Gms.)Ld. (J.D.			BK7½″	3*BHCem*	1SB,*2pf*,GS28,HS807	
				✠NB12,14 ✠LMC9,15					Grimsby	Marsden,*Mgr.*)					Muir&Houston,Ld.Gls.	
								Lloyd's	*sA&CP*							
494	**King Sing**	SteelScSr	1983			...		1895	Hall,	Indo-ChinaSteam	260·8	38·2	15·0	London	T.3Cy.22½″,37″&60″–39″	22 ″ 8
106771	*T.M.Meyrick* –15		1740						Russell&Co.	Nav.Co.Ld.	B72′F31′		22·0	British	295NHP	
PDTK	*Elec.light*	1*Dk&Spar dk&Web frames*	1223						Aberdeen				FK	*WB*	Hall,Russell&Co.Abn.	
495	**Kingfield**	SteelScSr	3028	✠100A1	Cff	*u*	~~4,16~~	1902	Richardsn,	~~FieldS.S.Co.Ld.~~	325·0	47·0	22·4	Stockton	T.3Cy.23″,38″&62½″–42″ (*s*)	24 ″ 10
106505	*A.C.Tinn* –16	*ss*Shl.No.3–4,14	2885	~~9,17 12,16~~ 2,18	Shl		6,17	5mo	Duck&Co.	~~(E.Aston,*Mgr.*)~~	P27′B164′F31′			British	160lb ~~90lb~~ NDB18 256NHP	s 3 ″ 6½
TJVB		1*Dk*(*ptIrn&ptStl*)2*trB*	1930	~~BS12,16~~ ✠LMC6,15			8,18		Stockton	Trechman Bros.			FK	5*BHCem*	2SB,*6cf*,GS109,HS3900 *90lb*	21 ″ 8
		&Web frames 3*Dk rule*		3,18				*Lloyd's*	*sA&CP*	*WB=CellDBa*	*108′uE&B40′f138′*			740*tAPT95t*	Blair&Co.Ld.Stockton	
496	**Kingfisher**	SteelScSp	289	✠100A1	Lon	*e*	8,16	1913	G.Brown &	GeneralStm.Nav.	140·0	24·1	10·0	London	C.2Cy.19″&42″–27″ (*s*)	11 ″ 0
135280	*C.Pitcher* –14		224	8,16				10mo	Co.	Co.Ld.	Q51′B11′F20′			British	130lb 70RHP	s ″ 10
JDNB	*Well deck*	1*Dk*(*Stl*)	114						Greenock				FK	4*BHCem*	1SB,*3cf*,GS69,HS2050	10 ″ 4
	Mchy.Aft			✠LMC10,15									*WB*	*=FPT16t*	McKie&Baxter,Glasgow	
								Lloyd's	*sA&CP*							
497	—	SteelSSr	263					1902	Risdon	CoastwiseS.S.&	130·0	24·0	14·5	Seattle	T.3Cy.14″,22″&36″–24″	
161217	*F.P.Keough* –10		258						Iron Works	BargeCo. (J.Grif-				Utd.States	64NHP	
KRWC	*Elec.light* Wireless	1*Dk*	141						SanFrancisco	fiths&Sons,*Mgrs.*)					RisdonIronWorks,S.Frsco	
498	**Kingosan Maru**	WoodScSk	216					1916	Matsuo	K.Tanaka	117·7	18·4	13·5	Nagasaki	C.2Cy.15″&27″–18″	
18969			194						Iron Works		B25′			Japanese	26NHP	
NBDK		2*Dks*	125						Nagasaki							
499	**Kings Grey**	SteelScK	338	✠100A1	Hul			1915	Cook, Wel-	EarlSteamFishing	140·3	25·1	13·0	Grimsby	T.3Cy.13″,23″&37″–26″ (*s*)	13 ″ 10
137028			318	*Stm Trawler*				4mo	t'n&Gemmell	Co.Ld.	Q76′F23′			British	200lb 92NHP	
JKTL	*Elec.light*	1*Dk*	189	4,15					Ld. Beverley	(A.Black,*Mgr.*)			BK8″	4*BHCem*	1SB,*3pf*,GS41,HS1557	
				✠LMC4,15				*Lloyd's*	*sA&CP*						C.D.Holmes&Co.Ld.Hull	
500	**King's Lynn**	IronScSr	556	✠100A1	Bkn	*i*	N12,16	1880	R.Craggs&	EirinnSteamersCo	180·6	25·5	13·9	Glasgow	C.2Cy.23½″&44″–30″ (*i*)	14 ″ 10
77334	*C.Macfadyen* –17	~~*ss*Sws.2nd No.3–6,04~~	445	2,185,~~16~~	✠LMC10,17			8mo	Sons		Q88′B11′F23′			British	80lb ~~NDB08~~ 75RHP	s 1 ″ 4
TNMW	*ss*Liv.3rd No 3–10,17	~~*ss*Apl.No.2–13~~	336	~~BS5,16~~ ~~MS10,16~~					Middlesbro'				BK7½″	4*BHCem*	1SB,*3pf*,GS36,HS2942	14 ″ 3
		1*Dk*(*Irn*)2*trB*							A&CP	*WB=DBa 17′uE&B*				29′*f*21′88*t*	Blair&Co.(Lim.),Stockton	
501	**Kingsbridge Packet**	Iron&	170	✠	Fal			1908	Cox&Co.	~~Kingsbridge~~	103·2	19·7	9·1	Salcombe	C.2Cy.16″&30″–21″	9 ″ 6
123116	*J.Jarvis* –15	SteelScSr	120	1,08				1mo	Falmouth	~~PacketCo. (W.H. Browse,*Mgr.*)~~	Q26′B21′			British	38RHP	
		1*Dk*	69 ~~49~~	*Coasting, Plymouth &*			*Kingsbridge*			ExeTransportCo.Ld.			BK6½″	4*BHCem*	1SB,*2pf*,GS31,HS725	
		Iron plating&Stl framing		✠						(H.J.Wenborn,*Mgr.*)					Cox&Co.Falmouth	
502	**Kingsdyke**	IronScSr	1710	✠ A1* 1	Cff	Lv		1888	Schlesingr.	LowlandsStm.	260·0	36·3	19·3	Glasgow	C.2Cy.33″&63″–39″	20 ″ 6
96129	*J.Hutton* –11	6thSurvey,Shl.1,15	1364	~~7,17 —16~~	Lon			12mo	Davis&Co.	ShippingCo.Ld.	P30′Q101′B50′			British	207NHP	s 2 ″ 4½
KWJP	(*ex*Orestes)	1*Dk*(*ptIrn*)2*trB*	1066						Newcastle	(JCrass&Co.*Mgrs*)	F32′		BK9″	4*BH*1PBH	2SB,*6pf*,GS68,HS3200	19 ″ 0
	Well deck							*Lloyd's*	*sA&CP*		*WB=DBa&f*			*Cem*	Black,Hawthorn&Co.Gts.	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys.	3 Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Added. Good now explained. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 Built. By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
503 83903 VPWD	**Kingsley** — IronScSr *E.Evans* –15 *ss*Nwc.2ndNo.3–8,06 *ss*Nwc.No.2–15 1*Dk*(*Irn*) *Cargo battens not fitted*		633 528 342	✠100A1 2,18 ~~1,17~~ ~~MBS10,16~~ ✠LMC2,15 ~~BS2,15~~	Sws	*j*	~~1,17~~ 2,18	1881 4mo *Lloyd*	T.&W. Smith N.Shields *'sA&CP*	HarriesBros.&Co. *WB*=*D*	181·2|30·2|13·6 P29'B44'F23' BK7″ *Ba*44′ *f*66′ 181*t FP*	Newcastle British 4*BHCem* *T*13*t APT*7*t*	C.2Cy.25″&48″–30″ (*s*) 75lb *100lb* NDB11 90RHP 1SB,*3pf*,GS48,HS1706 R.&W.Hawthorn,Nwc.	14 ″ 4 s 1 ″ 9½ 13 ″ 6	
504 136783 JKFQ	**Kingsmere** — SteelScSr *H.Griffiths* –15 *ss*Ham.No.1–10 (*ex*Lindenfels) 1*Dk*(*Stl*)&*Spar dk*(*Stl–Elec.light* *pt* teak *s*)&*deep framing* Wireless *Carrying oil fuel F.P. above 150′ T. in DB&tween deck tanks*		5476 5225 3525	✠100A1 *Spar dk* 1,14 ~~Examined~~ ~~5,16~~ ✠LMC2,10 ~~5,16~~ ~~MS6,17~~ ~~BS2,16~~	NYk	*a*†	8,15	1906 12mo *Lloyd*	Swan,Hunter&Wigham Richardson, Ld Newcastle *sA&CP*	Requisitioned by the Admiralty (Grahams&Co *Mgrs*) *WB*=*CellDBa* *f*186′1100*t Tween*	421·9|55·3|20·3 P61'B123'F46' 28·4 *s*.) FK&BK2½″ 138′*uE*25′ *dk tanks a* 46′470*t f*	London British 6*BHonly* *Cem* 42′480*t FPT*	Q.4Cy.24″,34″,51″&74″–54″ 213lb *120lb* (*r*) 528NHP 3SB,*9cf*,GS168,HS7014 FD Swan,Hunter&Wigham 65*t* Richardson,Ld.Nwc.	31 ″ 2 s 6 ″ 7½ 25 ″ 1	
505 111654	**Kingston** — SteelPad Wireless 1*Dk*		2925 1609 1909					1901	Bertram E.W.Co.Ld Toronto	Canada Steamship LinesLd.	288·0|36·2|13·3	Toronto British	T.3Cy.28″,44″&74″–72″ 461NHP BertramE.W.Co.Ld.Trnto		
506 MBFL	— SteelScSr *K.A.Salvesen* (*ex*Salvatore di Giorgio) *Elec.light* 1*Dk*&*Awng dk3trB*		1266 1165 766					1903	Akers Mek Værks. Christiania	H.Waalmann	227·0|31·6|22·1 H101*t*	Tönsberg Norwegian *WB*	T.3Cy.20″,32″&52″–33″ 155NHP AkersMek.Værks.Xia.		N
507 108442	— SteelScY1 *J.R.Seaman* –15 *ss*Gms.No.3–7,09 *ss*Gms.No.1–14 1*Dk*		161 148 63	✠100A1 *Stm Trawler* 9,14 ✠NB9,14 ✠LMC9,14	Gms		5,13	1897 1mo	Mackie& Thomson Glasgow A&CP	ConsolidatedStm. Fishing&IceCo. (Gms.)Ld. (J.D. Marsden,*Mgr.*)	104·2|20·5|10·7 Q17'F19' Dpts&F09 BK7½″	Grimsby British 4*BHCem*	T.3Cy.10″,16″&27½″–20″ (*s*) 180lb 45RHP 1SB,*2pf*,GS26,HS656 Muir&Houston(Lim.),Gls.	11 ″ 7	
508 113493 SNTP	**Kingstonian** — SteelSc4MstSr *W.Kerruish* –09 *ss*Lon.No.3–7,13 Wireless3*Dks*(*Stl*)&*Shelterdk*(*Stl-pt*ws) *Ref.Mchy.* *Elec.light*		6564 6249 4207	✠100A1 *Shelter dk* 5,17 ~~2,16~~ ~~MS7,13~~ ✠LMC ~~BS10,16~~	Liv	*c*†	2,16	1901 9mo *Lloyd*	Hawthorn, Leslie&Co Ld Newcastle *sA&CP*	F.Leyland&Co.Ld *WB*=*CellDB* *a*130′*uE&B*72′*f*	467·0|53·7|31·6 FK&BK2½″ 141′1051*t DTa*1306*t*	Liverpool British 7*BHCem* *APT*77*t*	T.3Cy.31″,52″&86″–60″ (*s*) 200lb 674NHP 2D&2SB*18cf*GS270HS10604 Hwthrn,Leslie&C.Ld.Nwc	34 ″ 10 s 6 ″ 11 28 ″ 6	
509 128863 HRFK	**Kingstown** — SteelSc3MstSr *G.Williams* –17 *ss*Dub.No.1–15 *Mchy.Aft* 1*Dk*(*pt Irn pt Stl*) *Well deck*		628 434 237	✠100A1 ~~6,17~~ ~~6,16~~ 1,18 ~~BS8,16~~ ✠LMC7,15 ~~BS6,17~~	Cff	*j*	~~6,16~~ 1,18	1910 5mo *Lloyd*	Ramage& Ferguson,Ld. Leith *'sA&CP*	HiberniaS.S.Co. Ld. (J.Weatherill &Sons,*Mgrs.*) *WB*=*CellD*	181·0|27·7|10·8 Q103'B11'F32' FK *B*/ 99′ 160*t FPT*66*t*	Dublin British 3*BHCem* *APT*39*t*	T.3Cy.15″,25″&40″–30″ (*s*) 180lb *100lb* 81RHP 1SB,*3cf*,GS62,HS2045 Ramage&Fergusn,Ld.Lth.	13 ″ 6 s ″ 7½ 13 ″ 1	
510 122938	**Kingsway** — SteelScK *A.Freeman* –16 *ss*Flt.No.1–09 1*Dk*		247 217 100	✠ ~~—~~ 2,15 *Stm Trawler* ✠NB06	Flt			1906 4mo *Lloyd*	LythamS. B.&E.Co.Ld. Lytham *'sA&CP*	CanadianFishing Co.Ld. *WB*=*CellD*	125·9|22·1|11·6 Q67'F18' BK7½″ *B*/ 99′ 160*t FPT*66*t*	Vancouver British 3*BHCem* *APT*39*t*	T.3Cy.12″,20″&33½″–22″ NE00 *refitted*0655RHP 1SB,*2pf*,GS40,HS1400 W.Beardmore&Co.Ld.Gls.	12 ″ 6	
511 113940 HFWP	— SteelScK *A.J.Wright* –09 *ss*Gms.No.2–13 1*Dk*		211 194 83	✠100A1 *Stm Trawler* 9,14 ~~BS9,14~~ ✠LMC7,15	Gms		7,13	1905 1mo *Lloyd*	Cook,Welt'n&Gemmell Beverley *'sA&CP*	StrandStm. FishingCo.Ld. (H.C.Baker,*Mgr.*)	115·4|21·6|11·5 Q58'F19' BK7″	Grimsby British 3*BHCem*	T.3Cy.12″,21″&34″–24″ (*s*) 180lb 65RHP 1SB,*2pf*,GS32,HS1050 Amos&Smith,Hull	12 ″ 3	
512 124617 HNWJ	**Kingswear** — SteelScSr *W.Robertson* –12 *ss*Shl.No.1–13 *Elec.light* 1*Dk*(*pt Irn pt Stl*)&*deep framing* *Mchy.Aft* *Cargo battens not fitted*		1457 1220 828	✠100A1 6,14 ~~BS1,17~~ ✠LMC6,15	Shl	*p*	5,14	1909 4mo *Lloyd*	WoodSkinner&Co.Ld. Newcastle *'sA&CP*	Renwick,Wilton& Co.Ld. *WB*=*Cell DBuE&B*36′52*t f*	245·3|36·5|16·6 P71'B12'F22' FK 168′ 414*t FPT*135*t*	Drtmouth British 4*BHCem* *APT*63*t*	T.3Cy.19″,31″&51″–36″ (*s*) 180lb 185NHP 2SB,6*cf*,GS92,HS3064 N.E.MarineEng.CoLdNwc	18 ″ 10 s 2 ″ 6 16 ″ 7	
513 104337 NKPD	**Kini** — SteelScSr *H.Platts* –13 (*ex*Ella) *Well deck* 1*Dk*2*trB*		1122 842 702			…		1894	ShortBros. Sunderland	UnionS.S.Co.of NewZealand,Ld.	218·2|33·1|13·7 P24'Q50'B46'F23' FK	Dunedin British *WB*	T.3Cy.17½″,29″&47″–33″ 130NHP J.Dickinson,Sunderland	16 ″ 0	
514 14164 LQPG	**Kinkasan Maru** — SteelScSr *H.Koizumi* *ss*Nag.No.1–16 *Elec.light* 1*Dk*(*Stl*) *Cantilever framed topside tanks*		4971 4535 2613	✠100A1 ~~10,17~~ ~~1,17~~ ~~BS10,17~~ ✠LMC8,16	Nag	*y*	~~8,15~~ 8,10,17	1911 7mo *Lloyd*	Sir Raylton Dixon&CoLd Middlesbro' *'sA&CP*	MitsuiBussan Kaisha,Ld. *WB*=*CellDBa*126 *Topsidetanks*	380·0|53·5|27·2 P38'B111'F39' FK *'uE*24′*f*167′1042*t* 316′1252*t FPT*103*t*	Kobe Japanese 6*BHCem* *APT*227*t*	T.3Cy.26″,42″&70″–48″ (*s*) 180lb ~~180lb~~ 417NHP 3SB,9*cf*,GS190,HS7114 Blair&Co.Ld.Stockton	29 ″ 7 s 5 ″ 10 24 ″ 2	
515 1283 HJLW	**Kinki Maru** — WoodScSr *K.Hatsusaburo* 2*Dks*		553 524 343					1891	Nishijima Keikichi Ominato	KinkimaruKisen KabushikiKaisha	172·9|22·5|18·6	Hakodate Japanese	C.2Cy.22″&42½″–24″ 74NHP		
516 6961 JOTD	— WoodPad 1*Dk*		132 43 87					1896	M.Amaga Osaka	YadogawaUnso KabushikiKaisha	99·0|13·7| 3·7	Osaka Japanese	C.2Cy.10½″&19½″–14½″ 12NHP Y.Yamada,Osaka		
517 11139 LFNV	**Kinki Maru No. 2** — SteelScSr (*ex*Progress) 1*Dk*&*Spar dk*		998 906 618					1892	Flensburgr Schiffsb.Ges. Flensburg	KinkimaruKisen KabushikiKaisha	211·6|30·2|17·2 B58'F26'	Hakodate Japanese *WB*	T.3Cy.15½″,24½″&43″–27″ 96NHP FlensburgerSchiffsb.Ges.		
518 10024 JWHQ	**Kinko Maru** — IronScSr *T.Iki*06–06 *ss*Ham.No.3–11,96 (*ex*Babelsberg, *ex*Niobe,*ex*Koning Willem III.) 3*Dks*(1*Irn*)		2306 2055 1430	✠ 4,03 ✠NB11,96 ✠	HKg	*t*		1883 6mo	Kon.Fab.v. Stoom Wrk. Amsterdam	TatsuumaKisen GoshiKaisha	298·5|36·7|25·1 P49'B45'F38' BK10″ *WB*=*DBa* 70′ *f* 76′ *u*	Kobe Japanese 4*BHCem* *E&B*42′346*t*	T.3Cy.23″,36½″&59″–42″ NDB96 262NHP 2SB,6*rf*,GS88,HS4417 *Tpd*88,Reiherst.Maschinenf.Ham.		
519 11061 LFJK	**Kinkwasan Maru** — WoodAuxScBk *Stm.Eng.* 2*Dks*		346 310 214					1907	C.Yendo Tokio	KinkwasanGyogyo KabushikiKaisha	116·8|26·8|14·7	Tokio Japanese	C.2Cy.12″&24½″–16″ 19NHP C.Yendo,Tokio		
520 116051	**Kinling** — SteelTwinSc *F.Newcomb* –08 *Now named "Shuyang Maru," See No. 84 in Shuyang.* 3*Dks*		3397 2673 2511					1904	Hong K'ng & Whampoa Dock Co.Ld. HongKong	ChinaNav.Co.Ld.	310·0|46·0|12·2	HongKong British	T.6Cy.14½″,24″&39″–30″ 170NHP HongKong&Whampoa DockCo.Ld.HongKong		
521 77520 RQTD	**Kinloch** — IronScSr *N.Galbraith* –17 2*Dks*		427 343 176	✠ 7,78	Gls	Lv		1878 5mo	A&J Inglis Glasgow	Campbeltn&Gls.S. Pkt.Joint Stock Co.	205·0|24·1|12·7 Q23*t* F25*t* *WB*=*APT*	Campbeltn British 4*BH* 3PBH	C.2Cy.29″&54″–42″ NB14 158NHP A.&J.Inglis,Glasgow		BT till 3,18
522 JTPK	**Kinn** — CompScSr *H.Pettersen* (*ex*Albert) 1*Dk*		218 180 122					1890	G.Persson Rättare-gården	Akties.Kinn (A.Haave)	98·9|22·5|11·4 P32*t*H6*t*	Bergen Norwegian	C.2Cy.13¼″&26¼″–17½″ NB14 24NHP EriksbergM.V.,Gothenbrg		
523 129398 HWQK	**Kinnaird Head** — SteelScSr *W.Anderson* –17 *ss*Lth.No.1–15 *Well deck* *Mchy.Aft*		190 152 73	✠100A1 2,15 ~~BS1,17~~ ✠LMC2,15	Lth	*c*	4,16	1910 7mo *Lloyd*	Scott& Sons Bowling *'sA&CP*	A.F.Henry& J.MacGregor,Ld.	112·0|20·6 8·6 Q38'B10'F18' BK7″ *WB*=*FPT*16*t*	Leith British 3*BHCem* *APT*16*t*	C.2Cy.12½″&30″–22″ (*s*) 125lb 48RHP 1SB,*2pf*,GS30,HS862 Gauldie,Gillespie&Co.Gls	9 ″ 6 s ″ 8 9 ″ 6	N

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant entretien et d'équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille / Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. pc.
524 129774 HSTL	**Kinross** *D.Thomas* –17 1*Dk*(*Stl*)	SteelScSr	4120 3952 2652	✠100A1 4,15 ✠LMC11,16	Cff	*x*	11,16	1911 6mo	Nthmblnd S.B.Co.Ld. Newcastle *Lloyd's A&CP*	SutherlandS.S.Co. Ld. (A.M.Sutherland,*Mgr.*) *WB* = *Cell DBa* 119′*u E&B*40′*f* 162′ 1017*t*	365·0 | 51·4 | 25·9 P24′B91′F32′ FK			Newcastle British 6*BHCem* *APT*48*t*	T.3Cy.24″,41″&67″–45″ (*s*) 180lb 326NHP 3SB,*6cf*,GS110,HS5010 N.E.MarineEngCoLd.Nwc	28 ″ 4 s 5 ″ 5½ 23 ″ 3
525 6445 JDLV	**Kinryo Maru** 2*Dks*	WoodScSr	623 — 391					1901	Ono Seikichi Osaka	ChishimaKisen KabushikiKaisha	170·6 | 24·4 | 20·0			Hakodate Japanese	C.2Cy.19½″&38½″–24″ E&B*blt*.94 60NHP KawasakiDkydCoLdKobe	
526 17309 MNPG	— 1*Dk*	SteelSc	157 117 84					1914	Kiangnang D.&E.Works Shanghai	NipponYusen KabushikiKaisha	99·8 | 19·3 | 9·6 *WB*			Tokio Japanese	C.2Cy.13″&26″–18″ Kiangnang 24NHP D.&E.Works,Shanghai	
527 105850 PKGN	**Kinsale** *J.McWilliam* –15 *ss*Cff.No.3–4,09 ~~*ss*Gls.No.1–14~~ *ss*Gls.No.2–17 1*Dk*(*Stl*)2*trB*	SteelScSr	2412 2250 1538	✠100A1 ~~6,17~~12,16 11,17 ~~Gls~~ Sld ✠LMC ~~MBS12,13~~ MBS12,16 ~~6,17~~ ~~LBS11,17~~	Hpl	*t*	~~12,16~~ ~~7,17~~ 11,17	1896 8mo	Richardsn, Duck&Co. Stockton *Lloyd's A&CP*	TheTree SS.Co.Ld. (Howard-Jones& King,*Mgrs.*) *WB* = *Cell DBa*	310·0 | 44·0 | 20·4 P31′B60′F32′ FK 104′*u E&B* 40′*f* 120′			Glasgow British 5*BHCem* 689*APT*71*t*	T.3Cy.22½″,37″&61″–42″ (*s*) 160lb *100lb* NDB14 246NHP 2SB,*6cf*,GS104,HS3778 Blair&Co.(Lim.),Stockton	22 ″ 10 s 4 ″ 4 18 ″ 10
528 109872	**Kinshan** *W.R.Jeffcott* 10–12 2*Dks*&*Shade dk*	SteelTwinSc	1994 — 1092					1903	Hong K'ng &Whampoa Dock Co.Ld. HongKong	HongKong,Canton &MacaoStm.Boat Co.Ld.	290·0 | 54·1 | 10·1			HongKong British	T.6Cy.20″,31″&50″–27″ 260NHP HongKong&Whampoa Dock Co.Ld.HongKong	
529 137412	**Kinshasa** *Mchy.Aft* 1*Dk*	SteelSc	154 142 103					1914	W.J.Yar- wood&Sons, LdNorthwich	LeverBros.Ld.	90·0 | 21·7 | 9·5			Liverpool British	C.2Cy.13″&27″–18″ 30RHP W.J.Yarwood&Sons, Ld.Northwich	
530 1722 HLGF	**Kinsho Maru** 2*Dks*	WoodScSr	144 — 79					1897	Ikeda Shozaburo Tokitsu	KyushuKisen KabushikiKaisha	105·4 | 15·1 | 12·0			Tokitsu, Hizen Japanese	C.2Cy.10¾″&21½″–15″ 15NHP KuboKamekichi,Tokitsu	
531 31 KBFC	**Kinshu Maru** 1*Dk*	Wood	305 — 182					1904	..... HongKong	YoMushi	115·2 | 20·3 | 16·0			Tansui, Formosa Japanese		
532 124821 HMNF	**Kinsman** *J.T.Dawson* –17 *ss*Hul.No.2–15 1*Dk*	SteelScK	119 116 7	✠ A– *For River purposes only* 6,15 BS9,16 ✠LMC6,14	Hul	N6,14		1908 4mo	Cook,Wel- t'n&Gemmell Ld. Beverley	T.Gray&Co.Ld.	95·0 | 19·0 | 10·0 BK6″			Hull British 4*BHCem* *WB* = *APT*12*t*	C.2Cy.17″&36″–24″ (*s*) 130lb 53RHP 1SB,*2pf*,GS35,HS1306 Vauxhall&WestHydraulic Eng.Co.Ld.Luton	11 ″ 0
533 14454 LVGH	**Kinsui Maru** 1*Dk*	SteelScSr	217 174 117					1911	S.Ono Osaka	K.Hashimoto	111·7 | 21·4 | 11·1 B59′F18′			Waka- yama Japanese	T.3Cy.11½″,19″&32″–22″ 48NHP S.Ono,Osaka	
534 123851 WDJF	**Kinta** *I.M.Daly* 1*Dk*	SteelSc	1220 834 509					1907	CaledonS. B.&E.Co.Ld. Dundee	StraitsS.S.Co.	244·2 | 35·1 | 13·8			Singapore British *WB*	T.3Cy.20¾″,33″&54″–36″ 175NHP CaledonSB.&E.Co.Ld.Dun	
535 124245 HMBR	**Kintail** *R.MacDowall* –17 *ss*Shl.No.1–12 *Elec.light* 1*Dk*(*Stl*)&*Spar dk*(*Stl*) &*deep framing*	SteelScSr	3537 3340 2252	✠100A1 *Spar dk* 5,15 *Examined* 8,17 ~~BS 10,17~~ ✠LMC8,12	Shl	*w*	~~5,15~~ 8,17	1907 12mo	C.Connell &Co.Ld. Glasgow *Lloyd's A&CP*	NeptuneS.N.Co.Ld. (Furness,Withy& Co.Ld.,*Mgrs.*) *WB* = *CellDB a*	349·2 | 46·2 | 17;3 P29′B106′F40′ 25·8 FK 1*BH* 114′*uE* &*B*40′*f*150′			Liverpool ~~Glasgow~~ British 5*BHtoSpdk* *to M dk Cem* 77*t DTa* 34′720*t APT*28*t*	T.3Cy.25″,41″&66″–45″ (*s*) 180lb *100lb* 358NHP 2SB,*6cf*,GS92,HS4862 FD Dunsmuir&Jackson,LdGls	28 ″ 2 s 5 ″ 0½ 23 ″ 7
536 116150 VDNK	**Kintore** *G.Heyen* –06 *ss*Adl.No.3–6,16 *Well deck* 1*Dk*(*Stl*)	SteelScK	231 166 112	✠100A1 6,16 ✠NB5,03 LMC6,16 ~~BS2,18~~	Adl	*c*	6,16	1903 5mo	T.Dobson &Co. Hull *Lloyd's A&CP*	Dalgety&Co.Ld.	112·4 | 21·0 | 9·2 Q36′B8′F15′ BK7½″ *WB*—			P.Adelaide British 3*BHCem* *FPT*25*t*	C.2Cy.14″&28″–20″ (*s*) 110lb NE95 *fitted*03 30RHP 1SB,*2pf*,GS36,HS765 J.Windas,London	10 ″ 0 s 1 ″ 0½ 9 ″ 8
537 105749 PCKR	**Kintuck** *A.T.Shaw* –16 *ss*Gls.No.3–9,08 *ss*Ams.No.1–13 *Elec.light* 2*Dks*(*Stl–U* teak s) &*deep framing*3*Dk rule*	SteelScSr	4639 4243 2943	✠100A1 8,16 ~~Examined 7,17~~ ✠LMC7,16 ~~BS8,17~~	Npt	*y*	1,16	1895 10mo	Workman, Clark&Co.Ld Belfast *Lloyd's A&CP*	ChinaMutualStm. Nav.Co.Ld.(A. Holt&Co.*Mgrs.*) *WB* = *CellDBa*	410·0 | 48·1 | 27·4 P45′B108′F47′ BK9″ 125′*uE&B* 61′*f* 144′			Liverpool British 6*BHCem* 1095*t DTa*	T.3Cy.28″,47″&77″–60″ (*s*) 180lb *90lb* FD 600NHP 2DB,*12pf*,GS220,HS8493 Wrkman,Clark&Co.Ld Bel	30 ″ 4 s 6 ″ 1½ 25 ″ 1
538 5134 JGLN	**Kinyo Maru No. 2** 2*Dks*	WoodScSp	121 — 58					1905	Hakodate SenkioKabu- shikiKaisha Hakodate	K.Yamamoto	98·8 | 13·9 | 11·3			Hakodate Japanese	C.2Cy.12″&25″–16″ 21NHP HakodateSenkioKaisha	
539 1705 HLFO	**Kiodo Maru No. 3** 2*Dks*	WoodTwin ScSr	269 — 161					1897	Haruki Tojiro Tokushima	AwanokuniKiodo KisenKabushiki Kaisha	136·6 | 18·4 | 14·5			Toku- shima Japanese	C.4Cy.11½″&22″–18″ 34NHP OsakaIronWorks,Osaka	
540 7647 JPWC	**Kiodo Maru No. 6** 2*Dks*	WoodTwin ScSp	392 305 243					1903	T.Haruki Tokushima	AwanokuniKiodo KisenKabushiki Kaisha	147·4 | 20·6 | 13·8			Toku- shima Japanese	T.6Cy.8½″,13¾″&22¼″–18″ 42NHP S.Ono,Osaka	
541 11626 LHPV	**Kiodo Maru No. 11** 1*Dk*	SteelTwinSc	375 — 172					1909	S.Ono Osaka	AwanokuniKiodo KisenKabushiki Kaisha	145·2 | 20·3 | 12·2			Toku- shima Japanese	T.6Cy.10″,16¾″&28″–16″ 63NHP S.Ono,Osaka	
542 13885 LNVH	**Kiodo Maru No. 13** *Movisaki* –13 (*ex*Bangkok,*ex*Charon) 2*Dks*	SteelScSr	1965 1784 1218					1896	Workman, Clark&Co. Ld Belfast	UchidaKisen KabushikiKaisha	284·5 | 40·0 | 21·0 B74′F36′ *WB*			Tarumi Japanese	T.3Cy.19″,32″&52″–30″ 148NHP Wrkmn,Clark&Co.Ld.Bel.	
543 (*ex*KiodoMaruNo.10)	**Kiodo Maru No. 14** 2*Dks*	SteelSc	628 538 389					1906	S.Ono Osaka		170·7 | 23·7 | 18·0 *WB*				T.3Cy.13¾″,21¼″&34½″–24″ 57NHP S.Ono,Osaka	
544 126 QBMJ	**Kiodo Maru No. 15** •	SteelSc	1717 — 1065					1890		KiodoKisen GoshiKaisha	260·2 | 37·2 | 19·0			Dairen Japanese		
545 125 QBMH	**Kiodo Maru No. 16** *ss*Mel.2ndNo.3–3,15 (*ex*Tyrian) 1*Dk*(*pt Irn–ws*) *Elec.light* &*Awng dk*3*trB*	SteelScSr	1477 1396 917	~~✠100A1~~ *Awng dk* *with freeboard* ~~6,15,16~~ ~~✠LMC3,16~~	Kob	*p*	3,15	1890 5mo	Day,Sum- mers&Co. Southampton *Lloyd's A&CP*	KiodoKisenGoshi Kaisha	260·3 | 33·1 | 15·9 F37′ 23·3 DS08 BK8½″ *WB* = *DBa*36′*f*48″			Dairen Japanese 5*BHCem* 131*t FPT*43*t*	T.3Cy.21″,34″&57″–36″ (*s*) 160lb *100lb* 211NHP 2SB,*6cf*,GS115 Day,Summers&Co.Sou.	24 ″ 4 ~~s 8 ″ 5½~~ ~~16 ″ 11~~

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. Late Name if any. / Special Surveys. No. of Decks, &c.	3	4 Regist'd Tonnage Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of L.R. Trade Cert.
546 1180 HJBD	**Kiodounyu Maru**	WoodScSr	146 — 87					1890	Niikuma Masajiro Osaka	R.Mayeda	107·4	15·0	13·0	Hakodate Japanese	2Cy.15″–14″ 13NHP Niikuma Masajiro, Osaka		
		2 *Dks*															
547	**Kios**	SteelScSr	*3557*	✠ —— 5,16	Cff	*w*		1894 1mo	Richards'n Duck&Co. Stockton	P.H.Liakakis (A.P.Lascarides &Frères, *Mgrs.*)	346·0 B102′F39′	43·1 27·0 BK10″	19·1	Piræus Greek	T.3Cy.23⅛″,39½″&64⅞″–42″ 278NHP 6 *BHCem*	29 ″ 9	
	A.Ghikas –14 *ss*Gen.2ndNo.3–4,13 (*ex*Mikado) 1 *Dk*(*Stl*)&*Spar dk*(*Irn*) &*Web frames*		*3369* *2306*	*Spar dk* ✠							*WB*=*Cell DB*288				3SB,*6cf*,GS123,HS4140 625*t APT*23*t*		
548 127113 HRNW	**Kioto**	SteelScSr	6182 5890 4020					1910	Swan,Hunter&Wigham Richardson, LdNewcastle	Ellerman&Buck-nallS.S.Co.Ld.	432·0 P87′B145′F88′	54·1	31·1	N.Shields British *WB*	T.3Cy.25½″,43⅜″&75½″–51″ 407NHP WllsndSlpwy Co.Ld.Nwc.		C
	J.A.Smith –12 Wireless	2 *Dks*															
549 131534	**Kirawa**	SteelTwinSc	295 250 201					1912	Mort'sDck &Eng.Co.Ld. SydneyNSW	SydneyFerries, Ld.	149·2	31·7	10·9	SydnyNSW British	T.3Cy.14″,22½″&37″–21″ 68RHP Mort'sDk&ECoLd.Balmn		
	(*Screws fore&aft*) (*Ferry*) *Elec.light*	1 *Dk*															
550 RLSC	**Kirchwärder**	SteelSc	152 137 4					1900	Act.Ges. "Neptun" Rostock	Hamburg-Amerik. Packett.Act.Ges. (Ham.-Amr.Linie)	83·8	20·7	12·1	Hamburg German	C.2Cy.17″&32¾″–21½″ 40NHP A.G."Neptun," Rostock		G
	C.Schwarzkopf 96–02	(*Tug*) 1 *Dk*															
551 8964 JNGC	**Kirin Maru**	SteelScSr	3763 3380 2735	✠100A1 ~~3,17 7,16~~ 7,18 NB9,12 ✠LMC7,16 BS4,18 7,17	Kob Yka	*w*	~~7,16~~ 7,17 2,18	1895 6mo	Sir Raylton Dixon&Co. Middlesbro'	NipponYusen KabushikiKaisha	360·7 P41′B78′F51′	44·5 FK	25·3	Tokio Japanese	T.3Cy.27¼″,44″&72″–48″ (*s*) 170lb *80lb* 390NHP 5 *BHCem* 2SB,*6cf*,GS116,HS4880 FD 20′*f*148′641*t*	28 ″ 4 *s* 6 ″ 0 22 ″ 11	
	(*ex*Afridi) 2 *Dks*(*Stl–U*teaks)&*Web frames*	*ss*Kob.No.3–9,12 *ss*Kob.No.1,16							A&CP	*WB*=*Cell DBa*112′*uE*					WllsndSlpwy.Co.Ld.Nwc.		
552 102275	**Kiripaka**	WoodScSr	133 92 75					1894	W.H. Brown Auckland	SouthTaranaki ShippingCo.Ld.(F. W.Grainger, *Mgr.*)	94·8	19·7	7·0	Auckland British	C.2Cy.9″&16″–12″ 20RHP Tipping&Co.,Portsmouth		
		1 *Dk*															
553 479 PCWF	**Kirishimazan Maru**	SteelScSr	4645 4308 2958	✠100A1 *Spar dk* 12,16 LMC12,16	Kob	*x*	12,16	1895 10mo	Russell& Co. Pt.Glasgow	HashimotoGomei Kaisha	382·2 P36′B90′F36′	47·1 28·8 FK	21·7	Fusan Japanese	T.3Cy.23½″,40½″&68″–48″ 200lb *105lb* (*s*) 350NHP NDB91 *refitted*13	31 ″ 6	
	H.Muguruma 12–12 (*ex*FukokuMaru, *ex*Langbank)	*ss*Sng.No.3–7,08 *ss*Kob.No.2–16 1 *Dk*(*Stl*)&*Spar dk* (*ptStlptIrn–ptwss*)&*deep framing*						*Lloyd's*	*SA&CP*	*CellDBa*	110′*uE*24′*f*152′826*t*				3SB,*9cf*,GS165,HS5151 Dunsmuir&Jackson,Gls.		
554 121392	**Kiritona**	WoodScK	136 114 75					1909	C.Bailey,jr. Auckland,NZ	NewZealand ShippingCo.Ld.	87·0	24·5	8·5	Napier,NZ British	OilEngine 6Cy.9½″–10″ StandardOilE.Co.S.Fo.		
	A.Martin	*Oil Eng* 1 *Dk*															
555 117571 TSRQ	**Kirkcaldy**	SteelScSr	525 387 223	✠100A1 ~~1,17 6,16~~ 3,18 ~~BS8,16~~ ✠LMC7,16 ~~B7,17~~ MS3,18	Lon	*i*	~~8,16~~ 7,17	1903 1mo	Gourlay Bros.&Co. Dundee	H.L.Stocks&Co. Ltd.	180·0 Q44′B39′F68′	26·8 BK7″	12·2	Kirkcaldy British	T.3Cy.17″,28″&46″–30″ (*s*) 180lb *100lb* 134NHP 4 *BHCem* 1SB,*3cf*,GS62,HS2182 12*t APT*8*t*	13 ″ 4 *s* ″11½ 13 ″ 1	
	Mchy.Aft *Well deck* *Elec.light*	1 *Dk*(*pt Stl*)						*Lloyd's*	*SA&CP*	*WB*=*DBf* 49′52*t FPT*					GourlayBros.&Co.Dundee		
556 129456 HQPG	**Kirkdale** *ss*Npt.No.2–17	SteelScSr	4732 4492 3047	✠100A1 *Spar dk* ~~1,17~~ 5,16 1,18 LMC5,16 MS8,17 BS2,16	Bry Npt	*y*	~~8,16~~ 5,17	1910 1mo	Russell& Co. Pt.Glasgow	KirkdaleS.S.Co.Ld (J.R.Cuthbertson &Co.)	400·0 P47′B119′F46′	51·8 FK	26·9	Glasgow British	T.3Cy.26½″,44″&72″–48″ (*s*) 180lb 494NHP 5 *BHtoSp dk* 1 *BHtoM dk* *Cem*	29 ″ 6 *s* 5 ″ 7½ 24 ″ 3	
	D.MacPhee –17 *Elec.light*	~~*ssNpt.No.1–13*~~ 1 *Dk*(*Stl*)&*Spar dk*(*Stl*) &*deep framing*		*Carrying fuel oil at 150° F. in D B.*				*Lloyd's*	*SA&CP*	*WB*=*Cell DBa*134′*uE*24′ *f*176′1157*t DTa*30′ 769*t APT*22*t*					3SB,*9cf*,GS169,HS7119 FD D.Rowan&Co.Glasgow		
557 105919	**Kirkham**	SteelTwinScK	319 268 144					1896	Murdoch& Murray Pt.Glasgow	Lan&Yorks.&Lon. &N.W.Rlwy.Cos.	136·0	25·1	9·5	Fleetwood British *WB*	T.4Cy.(2)9″,18″&32″–22″ 50RHP Rankin&Blackmore,Grk.		
	J.Miller –96 *Mchy.Aft*	1 *Dk*															
558 124823 HMLR	**Kirkham Abbey**	SteelScSr	1166 817 512	✠100A1 ~~5,17 2,17~~ 9,17 BS4,17 ✠LMC6,16	Hul	*p*	~~9,16~~ 5,17	1908 4mo	Earle'sCo. Ld. Hull	Hull&Netherlands S.S.Co.Ld. (J.H.N. Ringrose, *Mgr.*)	255·3 P30′Q40′B90′F35′	33·7 BK7″	15·4	Hull British	T3Cy.25¼″,40½″&67″–42″ (*s*) 185lb 499NHP 5 *BHAsp*	16 ″ 3 *s* 1 ″ 6	
	R.Rayward –12 *Elec.light* 1 *Dk*(*Irn–ptwss*)&*deep framing* *Well deck* *Lower dk in No.1 hold*	*ss*Hul.No.2–16						*Lloyd's*	*SA&CP*	*WB*=*Cell DBa*40′*f*61′108*t FPT*					3SB,*9rf*,GS181,HS8100 FD Earle'sCo.Ld.Hull	15 ″ 9	
559	**Kirkholm**	SteelScSr	4754	100A1				1917	Russell& Co. Pt.Glasgow	J.R.Cuthbertson &Co.	400·0 P46′B119′F46′	51·9	26·9	Glasgow British	T.3Cy.26½″,44″&72″–48″		
	For full particulars See No. 6 in Supplement *Elec.light*		3060	(*Class Contem plated*)											D.Rowan&Co.Glasgow		
560 125744	**Kirkland**	SteelScK	224 197 86	✠100A1 *Stm Trawler* 6,13 LMC6,15	Mil		6,13	1908 11mo	Smith's Dock Co.Ld. NorthShields	G.H.D.Birt& D.J.Davies	120·5 Q67′F20′	21·6 BK7½″	11·5	London British	T.3Cy.12½″,20″&34″–24″ (*s*) 180lb 57RHP 3 *BHCem*	12 ″ 6	
	D.J.Davies –08	*ss*Mil.No.1–13 1 *Dk*						*Lloyd's*	*SA&CP*						1SB,*2pf*,GS38,HS1423 MacColl&Pollock,Ld.Sld.		
561 137375 JMGN	**Kirklinton**	SteelScK	227 222 87	✠100A1 *Stm Trawler* 2,16 LMC2,16	Mdb			1916 2mo	Smith's Dock Co.Ld Middlesbro'	WyreStm.Trwlg. Co.Ld. (J.N.Ward &Son, *Mgrs.*)	117·4 F24′	22·5 BK7½″	13·0	Fleetwood British	T.3Cy.12½″,20″&34″–24″ (*s*) 180lb 80RHP 2 *BHCem*	13 ″ 9	
	G.Hayes 16–16	1 *Dk*						*Lloyd's*	*SA&CP*	*WB*=*DBf* 21′10*t*					1SB,*3pf*,GS42,HS1480 Smith'sDockCo.Ld.Mdb.		
562 129163 HSBR	**Kirkwood**	SteelScSr	1674 1284 1012	✠100A1 6,17 ~~3,16~~ *Stm Trawler* LMC ~~1,11~~ 12,15	Sld	*q*	8,16	1911 1mo	R.Thompson&Sons,Ld. Sunderland	W France,Fenwick &Co.Ld.	265·0 P on Q18′Q108′B54′ F24′	38·0 FK	15·6	London British	T.3Cy.21½″,36″&59″–39″ (*s*) 180lb *100lb* 246NHP 4 *BHCem*	18 ″ 2 *s* 1 ″ 11	
	J.S.Sanders –13 *Well deck*	~~*ss*~~Bry.No.1–15 1 *Dk*(*Stl*) *Cargo battens not fitted*						*Lloyd's*	*SA&CP* *WB*=	*CellDBa*84′*uE&B*	35′*f* 106′ 565*t FPT*			33*t APT*130*t*	2SB,*6cf*,GS101,HS3922 N.E.Marine Eng.CoLd.Sld.	16 ″ 7	
563	**Kirman**	SteelScSr	740 708 453					1889	Rostocker Act.Ges. Rostock	Cie.Perso-Otto-mane de Nav.à Vap. (S.Atychides& Th.B.Vahratoglou)	180·2 P&B106′F53′	26·6	11·7	Bunder Abbas Persian *WB*	T.3Cy.18″,20″&34″–24″ 57NHP RostockerA.G.Rostock		G
	E.Kailis –13 *ex*MarieLouise)	(*ex*Bussard, 1 *Dk*															
564 113910 HOVF	**Kirnwood**	SteelScSr	3049 2849 1953	✠100A1 ~~3,17 5,16~~ 6,17 Bry LMC MS ~~1,16~~ 16,17 BS ~~1,15~~ 1,17	Shl	*v*	~~5,16~~ 6,17	1905 7mo	R.Craggs &Sons,Ld. Middlesbro'	~~Constantinos-~~ ~~Pickering S.S.Co.~~ JosephConstantino *WB*=*Cell D*	330·1 P30′B166′F32′	47·0 FK	22·2	Middlsbro' British	T.3Cy.23½″,39″&64″–42″ (*s*) 160lb *80lb* 273NHP 5 *BHCem*	24 ″ 4 *s* 3 ″ 5½ 21 ″ 3	
	T.D.Harrison –15 *T.D.Bertram* –17 1 *Dk*(*ptIrn&ptStl*) 2*tr B deep framing* &*Web frames 3 Dk rule*	*ss*Shl.No.2–14						*Lloyd's*	*SA&CP*	*Ba*102′*uE*26′*f*140′				695*t APT*92*t*	2SB,*6rf*,GS119,HS4200 Blair&Co.Ld.Stockton		
565 123247	**Kirrule**	WoodSc	258 220 175					1910	Morrison& Sinclair Balmain	SydneyFerries,Ld.	140·0	30·1	10·7	SydnyNSW British	T.3Cy.14″,22¼″&37″–21″ 70RHP Mort'sDk.&E.CoLd.Syd.		
		Screws fore & aft 1 *Dk*															
566 93404 LMQH	**Kirton**	IronSc	125 120 55				...	1886	Cochrane, Coopr&Scho-field Beverley	T.L.Devlin	92·3 F17′	21·0 BK7½″	10·9	Granton British	C.2Cy.15″&29″–21″ 35RHP C.D.Holmes&Co.,Hull	11 ″ 10	
	W.Jarvie –16	(*Trawler*) 1 *Dk*															

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote.	6 Port de Visite	7 Terme assigné pour expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pt.	15
567 MKTR	**Kis** ssBgn.No.1-17 **SteelScSr** *J.Teze* –16 ssCpn.2ndNo.3–2,12 (*ex*Höidal,*ex*EllenJensen,*ex*Hundborg, *ex*Edison,*ex*Stjerneborg,*ex*Rosario) *Well deck* 1*Dk*(*Stl*)&*Web frames Floors Iron*	1221 941 734	✠100A1 5,17 12,16 10,17 ✠LMC MS12,16 BS8,16 DS9,15	Xia Bgn	*n*	~~12,15~~ 10.17	1888 6mo	Richardsn, Duck&Co. Stockton *Lloyd's*&*CP*	Dmpsk.Akties. Kistransport(T. Halvorsen,*Mgr.*)	232·0|33·3|15·1 P27′Q59′B49′F28′ ptND03 BK8½″ *WB*=*Cell DB* 194′	Bergen Norwegian 4*BHCem* 319*t APT* 7*t*	T3Cy.17″,28½″&46½″–33″ (*s*) 160lb *100lb* NDB12 122NHP 1SB,*3cf*,GS57,HS1812 N.E.MarineEngCoLd Nwc	17 ″ 6 s 1 ″ 6 16 ″ 16	
568 1318 HJPG	**Kisetsu Maru** **WoodScSr** 2*Dks*	272 243 155					1892	Nagata Sanjuro Osaka	OsakaShosen KabushikiKaisha	129·7|17·8|14·3 Japanese	Osaka	C.2Cy.15½″&31″–21″ 87NHP NagataSanjuro,Osaka		
569 115702 TPDV	**Kish** **SteelScSr** *E.Robertson* –02 2*Dks*	4928 4703 3148					1902	Scott&Co. Greenock	ClydeShppg.Co.Ld (W.Cuthbert,*Mgr*)	410·1|50·2|28·4 P38′B120′F43′ *WB*	Glasgow British	T.3Cy.27″,42″&69″–54″ 350NHP Scott&Co.Greenock		C
570 IWAF	**Kishinev** **SteelScSr** *Shipkin* ssYka.No.1–15 (*ex*Jakut) 1*Dk*(*Stl*)&*Awng dk* *Elec.light* Wireless (*pt Stl*–teak s)	2372 2083 1453	✠100A1 *Awng dk* *withfreeboard* 2,18 ~~3,17~~ ✠LMC5,17	Yka SFo	*s*	3,17	1910 3mo	Akt.Burmeistr&Wain Copenhagen *Lloyd's*&*CP* *W*	RussianVolunteer FleetAssociation *B*=*Cell DB* 84′ *u*	280·6|41·8|15·2 BonAwg dk78′ 22·7 FK *E* 18′*f* 117′457*t FPT*	Vladvostk Russian 4*BHCem* 27*t APT* 26*t*	T.3Cy.20″,33″&55″–36″ (*s*) 180lb 214NHP 2SB,*6cf*,GS95,HS3540 Akt.Burmeistr&Wain,Cpn	25 ″ 6 s 9 ″ 9½ 19 ″ 0	
571 9226 JSML	**Kisshin Maru** **SteelScSr** (*ex*Vasna) 1*Dk*&*Awng dk* *Elec.light*	927 — 555	✠ *Awng dk* *withfreeboard* 6,90 ✠	Cly	*j*		1890 6mo	AilsaShip-buildingCo. Troon	KitanihonKisen KabushikiKaisha	200·0|29·0|12·0 19·3 BK7½″	Nishino-miya Japanese	T.3Cy.17″,27″&44″–30″ 130NHP 1DB,*4cf*,GS78,HS2304 Dunsmuir&Jackson,Gls.		
572 8702 JQTN	**Kissho Maru** **IronScSr** (*ex*KutSang. *ex*DryburghAbbey) 1*Dk*&*Spar dk*	2478 2266 1536			…		1881	Wigham-Richrdsn&Co Newcastle	S.Tsutsumi	297·5|36·1|19·5 B76′ 27·1 *WB*	Amagasaki Japanese	C.2Cy.35½″&70″–48″ 283NHP WighamRichdsn&CoNwc.		
573 95078 KTLB	**Kistna** **SteelScSr** *J.Keilley* –16 *Elec.light* 2*Dks*(1*pt Stl*–ws)&*Shelter dk*	1182 904 524	✠ *Shelter dk* *withfreeboard* 8,88 ✠	Cly	*o*		1888 8mo	AilsaS.B. Co. Troon	BritishIndiaStm. Nav.Co.Ld.	240·2|33·2|16·5 P46′ B74′ F51′	Glasgow British 4*BHCem*	T.3Cy.25″,40″&65″–42″ 274NHP D.Rowan&Son,Glasgow	17 ″ 6	
574 Kit	**Steel Sc3MstSr** *Evensen* (*Whaler*) *Elec.light Mchy.Aft* 2*Dks*	540 450 246					1911	Akers Mek.Værks. Christiania	Russian Government	162·3|28·1|14·6 Q52*t* F17*t* *WB*	Petrograd Russian	T.3Cy.15½″,25″&42″–30″ 97NHP AkersMek.Værks.Xia.		
575 1784 HLNJ	**Kitami Maru** **SteelScSr** *T.Nishio* (*ex*IyoMaru) 2*Dks*	702 685 386					1897	Kawasaki Dkyd.Co.Ld. Kobé	NipponYusen KabushikiKaisha	187·6|25·9|19·5	Tokio Japanese *WB*	T.3Cy.16¾″,26½″&43½″–30″ 101NHP KawasakiDkydCoLd Kobé		
576 11609 LHDQ	**Kitano Maru** **SteelTwinScSr** *F.E.Cope* 01–09 ssYka.No 2–17 *Elec.light* 2*Dks*(*Stl–U* teak s) Wireless *deep framing*&*Web frames, Lower dk*(*Stl*) *in Nos.*1&3*holds*	7951 6733 4042	✠100A1 ~~4,17~~ ~~9,16~~ ~~9,17~~ ~~4,18~~ ~~BS5,16~~ ✠LMC~~8,15~~ ~~4,13~~,17	Yka Kob	*d*†	~~8,16~~ N9,17	1909 5mo	MitsuBishi Dkyd&EWks Nagasaki *Lloyd's*&*CP*	NipponYusen KabushikiKaisha *WB*=*Cell*	473·9|54·7|31·3 P61′B176′F54′ FK *DBa* 189′*u E*&*B* 85′*f*	Tokio Japanese 7*BHCem* 180′ 1609*t D*	T.6Cy.25″,41½″&69″–48″ (*s*) 200lb 973NHP 6SB,*18cf*,GS338,HS14276 FD MitsuBishiD.&E.WksNag *Ta* 26′561*t FPT* 143*t APT* 48*t*	34 ″ 6 s 8 ″ 1½ 27 ″ 1	
577 75965 WNHR	**Kite** **WoodScSr** ~~*F.Parsons* –16~~ *J.R.Housel* 17–1	280 261 190					1873	P.Oltmann We. Brake	~~F.R.Prowse&Sons~~ A.W.Piccott	117·6|26·4|14·1 P&F19*t*	SJhnsNFL British	C.2Cy.18″&34″–21″ Janssen& Schmilinsky,Ham. 50RHP		
578 118781	— **SteelScK** *T.Cowell* –15 (*Trawler*) 1*Dk*	168 160 63			…		1903	GooleSB.& Repairing Co. Ld. Goole	KelsallBros.& Beeching,Ld. (G. Beeching&J.E.A. Kelsall,*Mgrs.*)	110·3|20·9|11·1 BK7½″	Hull British *WB*	T.3Cy.12″,18″&30″–21″ 45RHP C.D.Holmes&Co.Hull	12 ″ 0	
579 HRSL	**Kithira** **SteelScSr** *Scambavia* ssOff.No.3–6,03 (*ex*Zampa) ssPir.No.2–11 *Well deck* 1*Dk*(*Irn*)&*Web frames*	2240 1826 1434	✠ —— 6,15 ✠	Pir	*t*		1890 6mo	E.Withy& Co. W Hartlepool	Sakellaropulos, Scambavia& Spathis (O.Vardacas,*Mgr*)	300·0|38·5|20·6 P29′Q94′B122′F31′ FK	Piræus Greek 5*BHpt Asp pt Cem* *WB*=*Cell*	T.3Cy.23″,37½″&61″–39″ NDB06 232NHP 2SB,*6rf*,GS99,HS3469 T.Richardson&Sons,Hpl. *DB* 256′476*t APT* 25*t*	23 ″ 2	
580 106640 QGVD	**Kittawa** **SteelScSr** *E.R.Nicholas* –16 (*ex*Glosterhill) *Well deck* 1*Dk*&*Web frames*	1247 909 708			…		1898	Osbourne, Graham&Co. Sunderland	UnionS.S.Co.of NewZealand,Ld.	225·2|36·0|13·3 Q75′B65′F29′ FK	DunednNZ British *WB*	T.3Cy.18½″,30″&49″–33″ 149NHP G.Clark,Ld.Sunderland	15 ″ 6	
581 106018 JGCH	**Kittiwake** **SteelScSr** *J.Devlin* –16 ssLiv.No.3–7,08 ssLiv.No.1–12 1*Dk*	366 291 148	✠100A1 7,16 ~~Equivalent~~ BS12,17 ✠LMC ~~BS6,16~~ MS8,16	Liv	*g*	~~8,16~~ 12,17	1896 7mo	Scott& Sons Bowling A&CP	NorthBritishStm. Pkt.Co.	170·0|22·6|12·2 P38′B51′F39′ BK7″	Glasgow British 4*BHCem*	C.2Cy.22″&44″–30″ (*a*) 100lb *100lb* NDB15 81RHP 1SB,*3pf*,GS52,HS1555 Hutson&Son,Glasgow	13 ″ 0 s 1 ″ 7½ 12 ″ 4	
582 98747 MSPV	— **IronScK** *J.Morries* –17 (*Trawler*) 1*Dk*	153 148 63			…		1891	Cochrane, Coopr&Scho-field Beverley	~~W.Baxter,jun.~~ J.Johnson	101·0|20·5|11·0 Q19′ BK7½″	Aberdeen British	C.2Cy.16½″&33″–22″ 45RHP C.D.Holmes&Co.,Hull	11 ″ 10	
583 109662 QGDB	**Kitty** **SteelScK** *C.Harrison* –16 (*Trawler*) 1*Dk*	181 163 73			…		1898	Earle'sCo. Ld. Hull	G.F.Sleight	105·0|21·0|11·2 Q44′F18′ BK7½″	Grimsby British	T.3Cy.12″,20″&32″–23″ NB06 55RHP Earle'sCo.Ld.Hull	12 ″ 0	
584 106545 PRQO	— **SteelScSr** *T.Crawford* –17 1*Dk*	135 128 49			…		1897	A.Hall& Co. Aberdeen	AllianceSteam TrawlingCo (Scarboro')Ld. (J.S.Ellis,*Mgr.*)	96·7|20·1|10·5 BK7½″	Scarboro' British	C.2Cy.13½″&32″–21″ 50RHP A.Hall&Co.,Aberdeen	11 ″ 2	
585 1556 HKPD	**Kiuho Maru** **IronScSr** *S.Shima* –12 (*ex*Devonhurst) 2*Dks*&*trB*	1996 1885 1504			…		1874	C.Mitchell &Co. Newcastle	Y.Hachiuma	286·0|33·1|24·8 P56′F41′ *WB*	Nishino-miya Japanese	C.2Cy.34½″&63½″–36″ 202NHP N.E.MarineCo.(Lim.),Sld		
586 108357 QDFN	**Kiukiang** **SteelScSr** *J.F.Peacock* –16 2*Dks*	1985 1777 1228					1898	Scott&Co. Greenock	ChinaNav.Co.Ld.	~~275·8~~|38·2|21·4 P20′B70′F30′ *WB*	London British	T.3Cy.20″,32″&52″–39″ 169NHP Scott&Co.Greenock		
587 12994 LKCF	**Kiyo Maru** **SteelSc** *K.Ozawa* ssHkg.No.1–14 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Elec.light* &*Shelter dk*(*Irn–ws*) Wireless	9287 9061 5758	✠100A1 *Shelter dk* *withfreeboard* 1,18 ~~1,17~~ ✠LMC7,16 ~~Carrying Petroleum in bulk~~ *Fitted for oil fuel* 1,10	HKg	*d*†	~~7,16~~ 7,17 17 ~~8,14~~ *F.P.*	1910 1mo	MitsuBishi Dkyd&EWks Nagasaki *Lloyd's*&*CP*	ToyoKisen KabushikiKaisha	476·7|55·3|31·2 B20′ FK&BK1½″ *WB*=*Cell DB u E*	Yokohama Japanese 15*BHCem* 13 *to U dk* 2 *to M dk* &*B* 98′244*t D* above 150°F.	T.3Cy.29″,48″&78″–54″ (*s*) 200lb ~~160lb~~ 637NHP 4SB,*12cf*,GS231,HS9124 FD MitsuBishi D&E.Wks.Nag *Ty* 50′702*t FPT* 109*t APT* 19*t*	33 ″ 0 s 5 ″ 6 28 ″ 0	

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c.	3	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned and now expired. Equipment Letter.	7* Date when tail shaft last exam.	8 Built. When. Ship. Engines.	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught.	15 Registers in which classed, if not in L.R. Date of Port Certificate.
588 9217 JSLV	Kiyo Maru (*ex*Else) 1*Dk&Spar dk3trB*	SteelScSr	1448 1277 1062					1896	Howaldts-werke Kiel	S.Oguma	238·5|32·4|20·7 B51'F27'	*WB*		Nishino-miya Japanese	T.3Cy.17⅛″,27⅝″&43⅜″–24⅞″ 94NHP Howaldtswerke,Kiel		
589 15017 MFLJ	— 1*Dk*	SteelScSr	286 236 154					1913	Mitsubishi GoshiKaisha Kobe	S.Uchida	127·0|22·0|12·0			Karatsu Japanese	T.3Cy.14½″,23½″&38″–24″ 71NHP MitsubishiGoshiKaisha		
590 18223 MSQB	Kiyo Maru No. 2 (*ex*AizawaMaruNo.2)	SteelSc	199 — 101					1914	.....	S.Oguma	111·5|19·5|11·7			Nishino-miya Japanese			
591 QBWG	Kizicos 6thSurvey,Gls.9,92 (*ex*City of Malaga, 5thSurvey,Brs.2,08 *Well deck ex*Borthwick) 1*Dk2trB*	IronScSr	*1018* *806* *599*	✠ 2,13	Sws	Lv		1872 6mo	J.L.Thomp-son Sunderland	Requisitioned by the Italian Govt. (Italian State Rlys)	220·0|30·2|16·9 P207*t*F24*t* ND88 BK8″			Italian	C.2Cy.27″&50″–30″ NB82 114NHP 4*BH* *DBa&f* G.Clark,Sunderland	17 ″ 10	V
592 1080 HGPL	Kizugawa Maru *C.Sakaguchi*02–03 2*Dks*	IronScSr	145 127 90					1888	Kawasaki Dockyard Co. Ld. Kobe	Sumitomo Kichizayemon	107·4|14·6|11·7			Niihama Japanese	C.2Cy.12¼″&24½″–18″ 20NHP KawasakiDkydCoLdKobe		
593 MCPS	Kjeld Now named "Tyrhaug," *See No. 19 in Supplement* *Elec.light* 1*Dk&Spar dk*	SteelScSr	1448 910					1906	Fredrkstad Mek.Værks. Fredrikstad	Akties.Dmpsk. Kjeld (L.W. Hansen)	231·2|35·3|19·3	*WB*		Bergen Norwegian	T.3Cy.18″,29″&48″–33″ 132NHP FredrikstadM.V Frdstad		N
594 NTPG	Kjøbenhavn *Svarrer* –16 *ss*Pir.2nd No.3–10,12 (*ex*Acme,*ex*Langoe) 1*Dk(Stl)&* *Well deck Web frames*	SteelScSr	2263 1756 1415	✠100A1 9,16 *Examined 9,17* BS12,17	Cpn	*s*	~~9,16~~ N12,17	1890 5mo	W.Gray& Co.Ld. W Hartlepool	Dampskibsselsbet. Primula (Schach Steenberg&Co., *Mgrs.*)	290·0|38·1|20·3 P27'Q94'B112'F29' BK10″ 5*BHCem* A&CP *WB=DBa* 96'*f*108'452*t*			Copnhagn Danish	T.3Cy.21½″,35″&58″–39″ (*s*) 150lb *100lb* NDB06 204NHP 2SB,*6rf*,GS90,HS3090 Cen.Mar.Eng.Wrks.WHpl	22 ″ 2 s 2 ″ 1 21 ″ 0	
595 NHKF	— *J.A.Jörgensen*88–95 *Elec.light* 1*Dk*	SteelPad (*Ferry*)	1091 1013 438					1895	Burmeister &Wain Copenhagen	DeDanske Statsbaner	274·0|34·0|15·2			Copnhagn Danish	C.4Cy.34″&62″–54″ 470NHP Burmeister&Wain,Cpn.		
596 206801 LBGP	Klamath *Jahnsen* Wireless 1*Dk*	WoodScSr	1083 — 662					1909	H.D.Ben-dixsen Eureka,Cal.	KlamathS.S.Co. (Chas.R.McCor-mick&Co,)	207·5|41·6|15·4			S.Frncisco Utd.States	T.3Cy.15¼″,25½″&45½″–30″ 112NHP UnitedEng.Works,S.Fo.		
597 139678	Klang *W.Cox* –11 *Elec.light* 2*Dks*	SteelSc	1451 1064 733					1911	CaledonS. B.&E.Co.Ld. Dundee	StraitsS.S.Co.Ld.	274·0|38·1|15·9	*WB*		Singapore British	T.3Cy.22″,36″&58″–42″ 218NHP CaledonSB.&E.Co.Ld.Dun		
598 1183 HRSG	Klaran *J.Fredendahl* –15 (*ex*Agnhammar) *Mchy.Aft* 1*Dk*	CompScSr	176 148 112					1883	J.H.Seldén Oroust	OscarEmanuel-son	100·9|22·3| 8·8 P20'Q5'H5*t*			Gothenbrg Swedish	C.2Cy.10½″&22½″–15″ 16NHP P.Larsson,Thorskog		
599 3461 JKPR	Klarelfven *A.E.Almgren* –14 *Mchy.Aft*	CompScSr	179 139 82					1899	P.Larsson Thorskog	Ångb.Actieb. Venern (A.Svensson,*Mgr*)	99·5|22·3| 9·3 B30'H7*t*F10'			Karlstad Swedish	C.2Cy.11″&18″–16″ 11NHP P.Larsson,Thorskog		
600 MPDG	Klaus *J.Jensen* (*ex*Alpha) *Oil Eng.* *Mchy.Aft* 1*Dk*	SteelSc3MstSr	104 86 52					1914	PPhStuhrs Msk.&Skb Aalborg	Akties.Klaus (S.Marcussen)	82·0|21·0| 9·4			Askerören Norwegian	Oil Engines 2S.C.SA 2Cy.10⅜″–11⅝″ TuxhamEng.Co.Cpn.		
601 QJHR	Kleist *L.Maass* *Elec.light* Sub.Sig. Wireless 4*Dks*	SteelTwinSc	8959 7465 5127					1906	F.Schichau Danzig	Norddeutscher Lloyd	463·3|57·7|35·8 P88'B196'F91'	*WB*		Bremen German	Q.8Cy.24⅝″,36⅛″,55⅘″&75½″ –53½″ 820NHP F.Schichau,Danzig		G
602 QJHR	Klem (*Whaler*) Wireless 1*Dk*	SteelScSr	156 146 54					1911	Akers Mek.Værks. Christiania		104·1|20·1|11·8 H10*t*	*WB*			T.3Cy.12″,20″&33″–24″ 53NHP Akers.Mek.Værks.Xia.		N
603 1976 JDSF	Klintehamn *I.A.Bacher*14–14 1*Dk&Shelter dk*	IronScSr	314 155 232					1876	O A Brodin Gefle	Ångf.Aktieb. Gotland (Carl E. Ekman, *Mgr.*)	121·4|21·6| 9·7 H12*t* 16·6			Wisby Swedish	C.2Cy.18¾″&28¾″–20″ 31NHP O.A.Brodin,Gefle		
604 QJGS	Klio *B.Pieper*88–06 *Well deck* 1*Dk&deep framing*	SteelScSr	1463 1086 889			...		1906	Mackay Bros. Alloa	Dampfschifffahrts Ges.Neptun	234·1|36·1|16·3 Q87'B56'F29' FK	*WB*		Bremen German	T.3Cy.18″,29″&48″–33″ 146NHP MacColl&Pollock,Ld.Sld.	18 ″ 6	G
605 4787 JQRH	Klippan *G.R.F.Högdah* –15 *Mchy.Aft* 1*Dk*	SteelScSr	503 377 259					1907	Göteborgs M.V.Aktieb. Gothenburg	Ångf.Aktieb. Commerce (W. Lundqvist, *Mgr.*)	160·7|27·4|11·3 P51'H55*t*F23'	*WB*		Gothenbrg Swedish	T3Cy.14⅜″,22½″&37 7/16″–23⅝″ 68NHP GöteborgsMV.Aktieb.Got		V
606 MHJK	Klo 2 *K.Hansen* (*Whaler*) *Elec.light* (*ex*Tangalane) 1*Dk*	SteelScSr	174 169 60					1912	Framnes Mek.Værks. Sandefjord	Akties.Örnen (S.L.Christensen, *Mgr.*)	111·5|20·1|12·1			Sandefjrd Norwegian	T.3Cy.12″,20″&33″–24″ 53NHP AkersMek.Værks.Xia.		N
607 MHPD	Klosterfos *T.M.Tellefsen* (*ex*Hilde Podeus) *Elec.light* 1*Dk*	SteelScSr	1913 1361 1145					1908	Nordsee-werke Emden	Acties.Manchester (Thor Thoresen,Jr Ld.Akties.*Mgrs.*)	271·1|39·7|15·5 P12'Q96'B108'F32'	*WB*		Christiania Norwegian	T.3Cy.20½″,33½″&53″–33½″ 168NHP OttenserMasch.Ottensen		G
608 Oy F 3817 JVCB	Knatten *H.Hansen* –16 1*Dk2trB*	WoodScSr	532 414 307					1892	K.Flage Bergen	Molde Rederi Akties. (T.A. Taraldsen, *Mgr.*)	161·5|25·7|14·4 Q34*t*B59*t*H7*t*F18*t*			Molde Norwegian	T.3Cy.11½″,18″&29½″–24″ 43NHP LaxevaagsMskinbyg.Bgn.		N
609 118	Knias Obolensky (*ex*Auguste Victoria, *ex*Topaze,*ex*Ville de Bruges) 1*Dk*	IronPadSr	249 — 127					1847	Soc.J. Cockerill Antwerp	A.Theofani	163·2|20·9|10·8			Odessa Russian	C.3Cy.(2)17¾″&48″–42″ NE&B81 124NHP Gebr.Howaldt,Kiel		
610 135469 JCKV	Knight Companion *W.A.Sage* –14 *Elec.light* Wireless	SteelScSr	7362 6821 ~~4599~~	✠100A1 5,13~~12,16~~ ~~Sou~~ ✠LMC6,13 10,17	Liv	*c* †	~~11,16~~ N5,18	1913 6mo	C.Connell &Co.Ld. Glasgow	Ocean S.S.Co.Ld. (A.Holt&Co., *Mgrs.*) *Lloyd's SA&CP*	470·4|58·0|32·0 P87'B167'F99' FK *WB=CellDBa*158'*uE&B*60'*f*196'1564*tD*			Liverpool British	T.3Cy.26½″,45″&75″–48″ (*r*) 200lb *110lb* 557NHP 2DB,*12cf*,GS203,HS10030 D.Rowan&Co.Glasgow *Ta*37'1230*tFPT*86*tAPT*59*t*	34 ″ 10 s 7 ″ 0 28 ″ 3	
611 120861 HDBR	Knight Errant *T.Garner* –15 *Elec.light* Wireless	SteelScSr	148 139 57	✠100A1 *For Towing purposes* 6,15 ✠NB6,05 LMC5,15 BS6,15	Bkn	*s*	6,15	1905 7mo	Lytham S.B.&E.Co.Ld Lytham	Knight Errant Tug Co.Ld.(J.Prendi-ville&Co.*Mgrs.*) *Lloyd's SA&CP*	96·0|22·1|11·0 BK6½″			Liverpool British	T.3Cy.12″,20″&33½″–22″ (*s*) 220lb 99RHP NE00*re-fitted*05 1SB,*3cf*,GS49,HS1575 LythamS.B.&E.Co.Ld.Lyt.	12 ″ 0 s 1 ″ 4½ 11 ″ 5	

1 Numéro d'Ordre / Numéro Officiel / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel: Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière Visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où cédé, si ce n'est dans le L. Initiales des Chefs Techs.
Now named "SirThomas," See No. 139 in Supplement																	
612 108586	**Knight Prender** *J.Summer* –15 (ex Mount Viso)	SteelScK ssApl.2nd No.3–9,15 1 Dk	184 159 69	✠100A1 *For Towing purposes* 3,17 ~~3,15~~ ✠LMC ~~2,15~~ 2,17	Liv	Bkn	5,16 3,17	1898 9mo	Cumming & Ellis Inverkeithng A&CP	Knight Prender Tug Co. Ltd. (J. Prendiville & Co.)	109·0 | 21·1 | 10·4 BK 7½'			Liverpool British 3 BH Cem	C.2Cy.20"&42"–24" (s) 110lb 87RH 1SB,3pf,GS54,HS1598 Hutson&Son,Glasgow	11 " 9 s 1 " 4½ 11 " 4	
613 120900 HDVT	**Knight Templar** *P.L.Webster* –17 *Elec.light* Wireless	SteelScSr ssCff.No.2–13 2 Dks (Stl) & deep framing Carrying fuel oil F.P. above 150° F. in D.B.	7175 6856 4602	✠100A1 6,17 ~~9,16~~ ✠LMC MS 11,13 BS 2,16 8,17	Bom Liv	c†	2,16	1905 11mo Lloyd's	C.Connell & Co.Ld. Glasgow A&CP WB = Cell D Ba	Ocean S.S. Co. Ltd. (A. Holt & Co. *Mgrs.*)	470·0 | 58·0 | 31·8 P 38' B 169' F 51' FK 160' u E & B 52' f 202'			Liverpool British 7 BH Cem 1700t DT a 43'	T.3Cy.27",46"&76"–51" (r) 200lb 100lb 596NHP 3SB,9cf,GS148,HS8613 FD D.Rowan&Co.Glasgow 1457t FPT 129t APT 53t	34 " 10 s 8 " 0 27 " 3	
614 102094 NCPQ	— *G.Sumner* –16	SteelScSr ssBkn.No.3–5,05 ssBkn.No.2–13	146 128 61	✠100A1 *For Towing purposes* 1,16 ~~Examd 6,17~~ ~~✠LMC 2,13~~ 6,17	Bkn		~~3,16~~ ~~3,17~~ 4,18	1893 6mo	Mackie& Thomson Glasgow A&CP	Knight Templar Tug Co. Ltd. (J. Prendiville & Co.) WB = FPT 13t	95·2 | 20·7 | 10·5 BK 7½'			Liverpool British 5 BH Cem	T.3Cy.12",20"&34"–24" (s) 200lb 99RH 1SB,2rf,GS35,HS1154 Dunsmuir&Jackson,Gls.	11 " 6 s 1 " 2 11 " 3	
Now named "SirBrian," See No. 142 in Supplement																	
615 115346 TSKJ	**Knight of the Garter** *Stephens* 2 Dks (Stl) & Web frames *Elec.light* Wireless	SteelScSr ssCff.No.3–6,14	6689 6277 ~~8,17~~ 4277	✠100A1 1,17 3,18 ~~BS1,17~~ ✠LMC 10,14 BS 3,18	Npt Lon	b†	1,17	1902 12mo Lloyd's	C.Connell & Co.Ld. Glasgow A&CP WB = Cell	China Mutual S.N.Co.Ld. (A. Holt & Co. *Mgrs.*) D Ba 147' u E & B 52' f 202' 1629t DT a 35'	456·0 | 55·2 | 30·7 P 38' B 164' F 51' FK			Liverpool British 6 BH Cem 1023t FPT 94t APT 56t	T.3Cy.26½",46"&76"–51" (r) 200lb 100lb 552NHP 3SB,9cf,GS142,HS7653 FD D.Rowan&Co.Glasgow	33 " 10 s 7 " 8½ 26 " 6	
~~Founded 1917~~ 616 118046 VFPT	**Knight of the Thistle** *G.St.Baker* –15 *Elec.light*	SteelScSr ~~ssLiv.No.2–11~~ 2 Dks (Stl) & Web frames Wireless ssLiv.No.3–8,17 Carrying fuel oil F.P. above 150° F. in D.B. & deep tanks	6675 6268 4286	~~✠100A1~~ 8,17 ~~1,16~~ ~~Examd~~ ~~✠LMC~~ WB = Cell	Liv	b†	~~1,15~~ 5,17	1903 9mo Lloyd's	C.Connell & Co.Ld. Glasgow A&CP WB = Cell	China Mutual S.N.Co.Ld. (A. Holt & Co. *Mgrs.*) D Ba 147' u E & B 52' f 202' 1629t DT a 35'	455·8 | 55·2 | 30·7 P 38' B 164' F 51' FK			Liverpool British 6 BH Cem 1023t FPT 94t APT 56t	T.3Cy.27",46"&76"–51" (s) 200lb 100lb 552NHP 3SB,9cf,GS142,HS7653 FD D.Rowan&Co.Glasgow	33 " 10 s 7 " 8½ 26 " 6	
617 120858 HCSN	**Knightsgarth** *J.Catterall* –09 *Elec.light*	SteelScSr ssCff.No.2–13 Spar dk (Stl) & Web frames Cantilever framed topside tanks Spar dk rule	2889 2605 1578	✠100A1 ~~6,17~~ ~~7,16~~ ~~BS7,16~~ ✠LMC ~~12,13~~ 6,17 WB = Cell D B	Cff	u	~~7,16~~ 6,17	1905 6mo Lloyd's	Sir Raylton Dixon&Co Ld Middlesbro' A&CP	Rea Shipping Co Ld (R&J.H.Rea *Mgrs*) u E & B 54' f 112' 878t Topside tanks	330·7 | 45·2 | 22·4 P 23' B 59' F 35' FK			Liverpool British 5 BH Cem 260t FPT 96t	T.3Cy.25",40"&67"–45" (s) 180lb 90lb 340NHP 2SB,6cf,GS140,HS5420 Richardsons,Westgarth& APT 108t Co.Ld.Mdb.	25 " 0	
618	**Knin** *Well deck* *Elec.light*	SteelScSr 1 Dk	284 204 157	✠ — 2,17 with freeboard For Service in the Adriatic ✠	Tri	f		1913 10mo	M.U.Martinolich Lussnpiccolo	Soc.in Azioni Ungaro Croata di Nav. Maritt.a Vap.	155·0 | 20·8 | 10·2 21·6 Q 58' B 37' F 31' BK 6'			Fiume Aust.-Hung. 5 BH Cem	T.3Cy.13½",23"&35"–18" 83NHP 1SB,2cf,GS33,HS1325 FD Plenty&Son,Ld.Newbury	11 " 6	
619 KJQV	**Knock** *D.Bleeker* 98–07 *Elec.light*	SteelScSr 1 Dk	258 236 —					1907	Akt.Ges. "Weser" Bremen	Ems Lots Gesellschaft	128·0 | 23·8 | 13·3 B 13' F 20'			Emden German WB	T3Cy13¾"22½"&35½"–25½" 64NHP A.G."Weser,"Bremen		G
620 MGTC	**Knöl** *J.Sörensen* *Elec.light*	SteelScSr (Whaler) 1 Dk	165 163 60					1911	Kaldnæs Mek.Værks. Tönsberg	Akties.Tönsberg Hvalfangeri (O. Hytten, *Mgr.*)	106·0 | 20·0 | 12·4			Tönsberg Norwegian WB	T.3Cy.12",20"&33"–24" 53NHP Bergens Mek Værks Bergen		N
621 122960 HKVL	**Knottingley** *J.Smith* –14 *Well deck* *Elec.light* *Mchy.Aft*	SteelScSr ssShl.No.2–15 1 Dk (Irn) & deep framing	824 584 417	✠100A1 ~~6,17~~ ~~7,16~~ 8,17 ~~Cff~~ ~~BS11,16~~ ✠LMC 8,15 BS 8,17	Bry	k	11,16	1907 6mo Lloyd's	J.Crown& Sons,Ld. Sunderland A&CP	Cambe Shipping Co.Ld.(Morgan& Cadogan Ld *Mgrs.*) WB = Cell	195·0 | 32·6 | 11·6 Q 98' B 13' F 24' FK D B f 125' 222t FPT 57t APT 5t			Goole British 4 BH Cem	T.3Cy.15¾",25½"&45"–33"(s) 160lb 99RH 2SB,4pf,GS53,HS2100 N.E.Marine Eng.Co.Ld. Sld	13 " 9 s 1 " 0 13 " 0	
622 128871 HNQM	**Knowl Grove** *H.Arnold* –13 *Mchy.Aft* Cargo battens not fitted	SteelScSr ~~ssGms.No.1–13~~ ~~ss(100.No.2–17~~ 1 Dk (Stl)	370 265 155	✠100A1 4,17 ~~5,16~~ ~~BS6,16~~ ✠LMC ~~11,15~~ 6,17 ~~Exd 6,18~~	Gms Goo	w	~~9,14~~ 4,17	1909 3mo Lloyd's	J.P.Rennoldson&Sns South Shields A&CP	Goole&Hull Steam Towing Co.Ld. WB = FPT 40t	145·2 | 24·6 | 10·1 Q 49' F 20' FK			Goole British 3 BH Cem	C.2Cy.19"&40"–26" (s) 125lb 75RH 1SB,3pf,GS44,HS1404 J.P.Rennoldsn&Sns, S.Shl	10 " 8 s 1 " 0½ 9 " 11	
623 118058 VJGD	**Knowsley Hall** *W.Mackenzie* –15 *Elec.light* Wireless	SteelScSr 2 Dks	4190 3945 2705					1903	Swan, Hunter & Wigham Richardson, Ld Newcastle	Hall Line, Ld.	373·0 | 46·7 | 27·7 P 35' B 93' F 42'			Liverpool British WB	T.3Cy.23½",39"&68"–48" 320NHP Wllsnd Slpwy.Co.Ld.Nwc.		C
624 NLFM	**Knud II.** *T.C.Möller* –15	SteelScSr ssShl.No.3–2,14 1 Dk (Irn) & deep framing	1915 1675 1201	✠100A1 10,17 ~~1,17~~ ~~BS12,16~~ ✠LMC ~~2,16~~ 3,18	Npt NNs	r	~~1,17~~ 3,18	1900 10mo	W.Gray& Co.Ld. W Hartlepool A&CP	Akties.Dmpskibs. Skjold (L.H.Carl, *Mgr.*) WB = Cell	279·7 | 40·0 | 18·3 P 25' B 69' F 29' FK D Ba 88' u E 20' f 118'			Copnhagn Danish 4 BH Cem 541t APT 35t	T.3Cy.21",33"&56"–36" (s) 160lb 80lb 194NHP 2SB,4rf,GS70,HS3008 Cen.Mar.Eng.Wrks.W Hpl	20 " 6 s 3 " 1 17 " 9	
625 MNCL	**Knut Hamsun** ~~C.Wiese~~ –15 (ex Bintang) *Elec.light* *P.Andersen* –17	SteelScSr ~~ssCpn No.1–12~~ 1 Dk (Stl) & deep framing & Awng dk (Stl) ssXia.No.2–16	2902 2728 1850	✠100A1 Awng dk with freeboard ~~Examd~~ ~~5,15~~ ✠LMC MS 5,16 BS ~~5,16~~ 11,17	Cpn ~~Kin~~	t Mtl	N9,16	1907 11mo	Akt.Burmeistr&Wain Copenhagen Lloyd's	Akties.Dmpsk. Knut Hamsun (O.Orvig) WB = Cell D B a 96' u	310·0 | 44·2 | 17·5 RFD 33' 25·2 FK E 18' f 138' 535t FPT			Bergen Norwegian 5 BH Cem 30t APT 15t	T3Cy.21½",34½"&60"–39"(r) 180lb 252NHP 2SB,6cf,GS100,HS4000 Akt.Burmeistr&Wain,Cpn	27 " 8 s 7 " 3 20 " 9	
626 HTPF	**Knut Skaaluren** *O.B.Jensen* 16–13	Wood ScSr 1 Dk 2 tr B	687 547 398					1899	Knut Skaaluren Rosendal	Hans B. Ramton	171·0 | 29·6 | 16·4 Q 41t B 62t H 8t F 24t			Chrstiania Norwegian	T.3Cy.13",21"&33"–27" 57NHP Akers Mek.Verks.Xia.		N
627	**Knysna** *Elec.light*	SteelScSr (Whaler) 1 Dk	138 133 48					1913	Akers Mek.Værks. Christiania		105·0 | 19·5 | 12·2				T.3Cy.12",20"&33"–21" 50NHP Akers Mek.Værks.Xia.		N
628 137695	**Ko Chow** *E.Jones* –17	SteelSc 1 Dk & Shade dk	348 239 182					1915	Kwong Tak Cheong Hong Kong	Ko Chow Steamboat Co.Ld.(Chow Ting Lai, *Mgr.*)	150·4 | 25·0 | 9·6			Hong Kong British	C.2Cy.17"&36"–22" 52RHP Kioong Tuck Chiong H.Kg		
629 9454 JTHG	**Koan Maru** *O.Kusano* –16 (ex Grosmont)	SteelSc ssKob.No.3–3,11 ssKob.No.1–16 1 Dk (Irn) 2 tr B & Web frames 3 Dk rule	3383 2661 2118	✠100A1 with freeboard 8,17 ~~4,16~~ ✠LMC ~~4,16~~ 8,17	Kob	v	~~4,16~~ 8,17	1899 7mo	Ropner& Son Stockton A&CP	G.Katsuda WB = Cell D Ba	325·0 | 46·0 | 24·7 P 29' B 172' F 36' FK 108' u E 22' f 126' 571t APT 64t			Kobe Japanese 5 BH Cem	T.3Cy.22",38"&63"–42" (s) 210lb 80lb 275NHP 2SB,6rf,GS105,HS3880 Blair&Co.Ld.Stockton	24 " 9 s 3 " 9 21 " 5	
630 618 HDQR	—	Wood ScSr 2 Dks	135 — 71					1881	Nagata Sanjuro Osaka	Kyushu Kisen Kabushiki Kaisha	100·5 | 14·4 | 11·6			Misumi Japanese	2Cy.15"–15" NB88 E blt 65 14NHP Randolph,Elder&Co.Gls.		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Master. Special Surveys.	3 Material, Rig, &c. Late Name if any. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now applied. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Dates of Trade Cert.
631 Kobe *S.Corich* 07–07 JLFN	Steel Sc Sr *ss* Fiu. No. 3–1,13 1 *Dk* (*Stl*) & *Spardk* (*Stl*) & *Webframes*	4579 4091 2929	✠ — 4,16 *Spar dk* ✠	Tri	*x*		1901 1 mo	Craig, Taylor & Co. Stockton	Soc. Anon. Ungherese di Armamento Maritt. "Orient"	360·0 | 48·4 | 20·4 P 31′ B 90′ F 38′ 28·4 FK	Fiume Aust.-Hung. 6 *BHCem*	T. 3Cy. 25½″, 40½″ & 68″–48″ 332 NHP 3SB, *9cf*, GS 129, HS 5146 Richardsons, Westgarth & Co. Ld. Hpl.	30 ″ 11	
632 — 128192	Steel Pad 1 *Dk*	197 197 124						1908 W. Denny & Bros. Dumbarton	*W* *B* = *Cell D Ba* 118′ *u* Irrawaddy Flotilla Co. Ld.	*E & B* 38′ *f* 148′ 830 *t* 177·4 | 25·1 | 6·2	*FPT* 188 *t* *A* Glasgow British	*PT* 59 *t* C. 4Cy. 14½″ & 26″–60″ 49 RHP Denny & Co. Dumbarton		
633 Kobe Maru 1105 *Hayashi* HGRC *Elec. light* Wireless	Steel Sc Sr *ss* Yka. No. 3–10,00 *ss* Nag. No. 1–06 2 *Dks* (*UStl*-ws) & *Spardk*	2923 2586 1537	✠ *Spar dk* 4,07 ✠ ✠ NB 03, *fitted* 4,06	Kob	*u*		1888 8 mo	Lon. & Gls. Co. (Lim.) Glasgow	Nippon Yusen Kabushiki Kaisha *WB* = *Cell D B* 246′ 447 *t* *FPT* 42 *t* *APT* 12 *t* *BHds* *extend to main dk only in forehold*	325·0 | 41·2 | 18·9 F 38′ 26·5 *Shade dk* 198′ BK 10″ 6 *BHAsp*	Tokio Japanese	T. 3Cy. 34 7/32″, 54″ & 87″–54″ 561 NHP 2D & 2SB, *18cf*, GS 280 HS 8557 Lon. & Gls. Co. (Lim.), Gls.	29 ″ 0	
634 — 18817 MKGV	Wood Sc 2 *Dks*	185 174 111						1913 S. Matsuda Hiroshima	K. Suzuki	118·6 | 16·3 | 12·9	Kobe Japanese	C. 2Cy. 15⅜″ & 29½″–18″ E *made* 00 *refitted* 13 31 NHP S. Ono, Hiroshima		
635 Köbenhavn *Elec. light* *Mchy. Aft*	Steel Sc 5 Mst Bk *Oil Eng.*	*3490*	100 A1 (*Class Contem plated*)					1917 Ramage & Ferguson, Ld. Leith	Akties. det Östasiatiske Kompagni	354·1 | 49·0 | 28·6 P 75′	Copnhagn Danish	Oil Engines 4 Cy. Akt. Burmeistr & Wain Cpn		
636 — *Elec. light* Sub. Sig.	Steel Sc Sr 1 *Dk*	1705 1415 875						1912 G. Seebeck Akt. Ges. Geestemnde	*WB*	259·5 | 38·2 | 18·1	Hamburg German	T. 3Cy. 18″, 28⅜″ & 44½″–35½″ 117 NHP G. Seebeck A. G. Gst.		G
637 Kobiloko 131471 *C.V. Wood* –14	Wood Sc K 1 *Dk*	170 150 63						1910 F. T. Morrison & Sinclair Sydney NSW	Lever's Pacific Plantations, Ld.	108·6 | 24·0 | 9·0	Sydny NSW British	C. 2Cy. 12″ & 24″–18″ 24 RHP Mort's Dk & E. Co Ld. Balmn		
638 Kochi Maru 1232 HJFP	Wood Sc Sr (*ex* Takachi Maru) 2 *Dks*	330 308 194						1890 Nagata Sanjuro Osaka	K. Kishi	142·4 | 19·5 | 16·6	Hakodate Japanese	C. 2Cy. 18″ & 34″–23½″ 47 NHP Nagata Sanjuro, Osaka		
639 — 10344 LBQF	Steel Sc Sr 1 *Dk*	307 222 168						1907 S. Ono Osaka	Osaka Shosen Kabushiki Kaisha	141·0 | 20·8 | 9·9	Osaka Japanese	T. 3Cy. 12½″, 20″ & 31½″–22″ 47 NHP S. Ono, Osaka		
640 Kodama 132853 *F. Ward* –11 HVRG	Steel Sc K 1 *Dk*	257 229 103	✠ 100 A1 *Stm Trawler* 5,15 ✠ LMC 7,11	Cff			10,13	1911 Smith's Dock Co. Ld. Middlesbro' *Lloyd's* *A & CP*	Neale & West, Ld.	125·5 | 23·0 | 12·3 Q 74′ F 21′ BK 7½″	Cardiff British 3 *BHCem*	T. 3Cy. 12½″, 21″ & 35″–26″ (*s*) 180 lb 79 RHP 1SB, *3pf*, GS 50, HS 1398 Shields Eng. Co. Ld. N. Shl.	13 ″ 0	
641 Kodiak 209709 *Fitted for oil fuel* LCHT	Steel Sc Sr (*Whaler*) 2 *Dks*	146 — 99						1912 J. F. Duthie & Co. Seattle	Alaska Whaling Co.	100·0 | 19·2 | 12·4	St. Paul, Minn. Utd. States	T. 3Cy. 11″, 18″ & 29″–24″ 41 NHP Washington I. Wks. Seattle		
642 Kodumaa 395 *O. Treilmann* –14 IACD (*ex* Napo. *ex* Harmony) *Well deck*	Steel Sc Sr *ss* Liv. No. 3–7,10 1 *Dk* (*Irn*) & *Webframes*	1157 816 687	✠ 100 A1 3,14 ✠ LMC 4,14	Liv	*n*		4,14	1897 S. P. Austin & Son, Ld. Sunderland A & CP *WB*	Reval Shppg. Co. Ld (Joh. Pitka & Co.) = *Cell D Ba* 52′ *u E* &	224·4 | 33·4 | 13·8 P 25′ Q 50′ B 48′ F 26′ FK *B* 35′ *f* 90′ 339 *t* *FPT*	Reval Russian 4 *BHCem* 30 *t* *APT* 48 *t*	T. 3Cy. 19″, 31″ & 51″–33″ (*s*) 160 lb *110 lb* 156 NHP 1SB, *4pf*, GS 71, HS 2450 J. Dickinson & Sons, Ld. Sld.	16 ″ 7 s 1 ″ 8 15 ″ 3	
643 Koemai *H. de Boer* –11 TFVM	Steel Sc Sr 1 *Dk*	345 275 165						1911 Wilton's E. & S. Ipwy Co Rotterdam	Koninkl. Paketv. Maats.	150·0 | 26·1 | 8·9 F 20′	Batavia Dutch	C. 2Cy. 11¾″ & 23½″–17¾ 18 NHP Wilton's E. & S. Ipwy Co. Rot		V
644 Kofuji Maru 6321 JLRW	Wood Sc Sp 1 *Dk*	131 — 59						1905 S. Nagata Osaka	H. Sagiike	106·3 | 16·8 | 9·6	Osaka Japanese	C. 2Cy. 12¼″ & 24½″–16″ 20 NHP S. Nagata, Osaka		
645 Kogane Maru 11733 LFPR	Wood Sc Sr 1 *Dk*	128 107 75						1908 S. Hamada Osaka	Sanriku Kisen Kabushiki Kaisha	103·0 | 14·4 | 10·5 B 16′	Kamaishi Japanese	C. 2Cy. 12″ & 25″–15″ 20 NHP		
646 Kogen Maru 27 PBDG *ex* C. D. Taylor)	Comp Sc Sr (*ex* Tagonoura Maru, 2 *Dks*	722 — 426						1869 J. Laing Sunderland	Chosen Yusen Kabushiki Kaisha	190·0 | 25·6 | 21·7	Jinsen Japanese	C. 2Cy. 25″ & 44″–33″ 93 NHP		
647 Kohan Maru 7708 JQHR	Steel Twin Sc Sp 2 *Dks*	572 529 333						1903 S. Ono Osaka	Osaka Shosen Kabushiki Kaisha	171·0 | 23·7 | 17·2 B 31′ F 19′	Osaka Japanese *WB*	T. 6Cy. 12″, 19½″ & 31½″–22″ 93 NHP S. Ono, Osaka		
648 Koh-i-noor 99083 *D. McIntyre* –11 NJHS	Steel Pad Sp 2 *Dks*	884 692 367						1892 Fairfield Co. (Lim.) Glasgow	Fairfield S. B. & E. Co. Ld. (J. Hamilton *Mgr.*)	300·4 | 32·1 | 10·6 H 105 *t* *Promenade dk* 300′	London British	C. 2Cy. 45″ & 80″–66″ 433 NHP Fairfield Co. (Lim.), Gls.		
649 Kohinur 120864 *H.S. Terry* –16 HCVB *Elec. light*	Steel Sc Sr 2 *Dks* (*UStl*–teak s) & *deep framing*	2265 1910 1404	✠ 8,07 ✠	Cal	*t*			1905 C. Connell & Co. Ld. Glasgow	Asiatic Stm. Nav. Co. Ld. *WB* = *Cell D Ba* 84′ *u E* &	296·0 | 40·5 | 22·2 P 79′ B 93′ F 40′ FK *B* 42′ *f* 126′ 438 *t* *FPT*	Liverpool British 5 *BHCem* 28 *t* *APT* 16 *t*	T. 3Cy. 22½″, 38″ & 62″–42″ 277 NHP 2SB, *6cf*, GS 121, HS 4272 Dunsmuir & Jackson Ld Gls	24 ″ 7	
650 Kohistan 127936 *H.L. Davies* –13 SPQR (*ex* Bedouin) 1 *Dk* (*Stl*) & *Spardk* (*pt Irn* & *pt Stl*) & *deep framing* *Elec. light* Wireless	Steel Sc Sr *ss* Ant. No. 1–12	4732 4487 2949	✠ 100 A1 *Spar dk* 8,16 BS 8,16 ✠ LMC 9,12	Lon	*y*		8,16	1908 10 mo *Lloyd's* *A & CP*	JL Thompson & Sons, Ld Sunderland *WB* = *Cell D Ba*	395·5 | 51·5 | 17·9 P 37′ B 116′ F 35′ 26·8 FK 128′ *u E* & *B* 56′ *f* 164′	Swansea British 6 *BHCem* 1191 *t* *FPT* 111 *t* *APT* 60 *t*	T. 3Cy. 25½″, 42″ & 69″–48″ (*a*) 180 lb *180 lb* 428 NHP 2DB, *12cf*, GS 219, HS 7542 G. Clark, Ld. Sunderland	29 ″ 3 s 5 ″ 8½ 23 ″ 11	
651 Köhlbrand *D. Meyer* 91–91 RJLF	Steel Sc Sr 1 *Dk*	152 — 88						1890 Reiherst'g Schiffsw. Hamburg	Wachsmuth & Krogmann	110·8 | 19·9 | 8·9 Q 56′	Hamburg German *WB*	C. 2Cy. 17″ & 30″–21″ 34 NHP Reiherst. Maschinenf. Ham.		
652 Kohoku Maru *Elec. light*	Steel Sc 2 *Dks* (*Stl*–*Uws*)	2610 ~~2710,15~~ 2004 1611	✠ 100 A1 ~~3,13~~ 3,18 ✠ LMC 10,15	Shi	*s*		~~3,17~~ 3,18	1915 10 mo	Kawasaki Dkyd. Co. Ld. Kobe *Lloyd's* *A & CP*	284·5 | 42·5 | 20·7 P 37′ B 100′ F 36′ FK *Cell D B* 242′ 654 *t*	Osaka Japanese 5 *BHCem* *FPT* 38 *t* *APT* 20 *t* *D* *Ta* 18′ 233 *t*	T. 3Cy. 20″, 33½″ & 57″–39″ (*s*) 200 lb 267 NHP 2SB, *6cf*, GS 102, HS 3645 FD Kawasaki Dkyd Co Ld Kobe	23 ″ 0 s 3 ″ 5 20 ″ 2	

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equilibrement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Longueurs où ceux-ci sont mesurés.
	Name changed Sri Samud." See No. 151 in Supplement													
653	**Kohsichang** SteelScSr ~~*C. Jablonski*~~ ~~QHFK~~ (*ex*Sirius) 1*Dk & Spar dk*	2043 1633 1292	—				1894	Flensburgr Schiffsb.Ges. Flensburg	~~Norddeutscher Lloyd~~ Requisitioned by the Siamese Govt.	259·5 | 38·0 | 20·3 P160′F29′	~~Bremen~~ German Bangkok Siamese *WB*	T.3Cy.21″,35″&56″–39″ 196NHP FlensburgerSchiffsb.Ges.		G
654 93992	**Koi** IronTwinScSr *J.E.Stevens* 1*Dk*	136 88 55					1906	Anchor S.&F.Co.Ld. Nelson,N.Z.	Anchor Shipping & Foundry Co.Ld.	104·6 | 16·0 | 6·4	Nelson,NZ British *WB*	C.4Cy.9″&20″–15″ 32RHP Ross&Duncan,Glasgow		
655 ~~Sold~~ 5,17 PBTQ	**Kokai Maru** SteelScSr (*ex*FukuseiMaru) 2*Dks*	771 — 473					1908	U.Nakamura Osaka	ChosenYusen KabushikiKaisha	183·0 | 27·5 | 20·3	Jinsen Japanese	C.2Cy.17½″&43½″–35½″ 94NHP E&B*made—fitted*08		Wrecked
656 121385 QHWV	**Kokiri** SteelScSr *A.R.Stewart* –16 *ss*Wln.No.1–15 (*ex*Lauderdale) 1*Dk(Stl)* *Elec.light Well deck*	1214 1015 719	✠ 2,15	Wln	*o*		1911 3mo	Campbeltown S.B.Co. Campb'ltown	UnionS.S.Co.of NewZealand,Ld. *WB=Cell DBa56′u E&B33′*	229·3 | 35·8 | 15·6 Q79′B58′F28′ FK *f102′395t APT85t*	Wellingtn N.Z. British 4*BHCem*	T.3Cy.18″,27½″&45″–33″ 135NHP 2SB,*4cf*,GS71,HS2200 D.Rowan&Co.Glasgow	17 ″ 7	
657 1392 HJVF	**Kokura Maru** SteelScSr *T.Terata* *ss*Yka.No.3–1,02 (*ex*Tartar) *ss*Yka.No.1–06 2*Dks(Stl)3trB*	2470 2236 1536	✠ 6,07	Kob	*u*		1887 7mo	R.Dixon &Co. Middlesbro'	NipponYusen KabushikiKaisha	320·0 | 38·0 | 25·7 P40′B72′F42′ BK10″ *WB=DBa88′& u E&B46′241t*	Tokio Japanese 6*BHCem*	T.3Cy.26″,42″&69″–42″ 309NHP 2DB,*8cf*,GS161 T.Richardson&Sons,Hpl.	27 ″ 0	
658 841	**Kola** SteelSc *I.Bakanoff*07–08 (*Barge*) *Mchy.Aft* 1*Dk*	211 167 85					1896	W.Dobson &Co. Newcastle	ArchangelMourmanStm.Nav.Co.	115·0 | 21·1 | 8·9 Q39′F24′	Archangel Russian *WB*	C.2Cy.17″&32″–20″ 38NHP WllsndSlpwyCo.Ld.,Nwc.		
659 MHTK	**Kolaastind** SteelScSr *LAOGailliksen* –16 *ss*Xia.2ndNo.3–7,15 (*ex*Thule,*ex*Aguila, 1*Dk(Stl)&* *ex*Amy) *Spar dk(Stl)&Web frames* *Elec.light For carrying fuel*	2363 2039 1494	✠100A1 *Spar dk* 10,16 ~~B37,16~~ ✠LMC7,15 *or other oils having a flash point above 150°F.*	Bgn	*s*	N10,16	1888 8mo	W.Pickersgill&Sons, Sunderland A&CP	Akties.Statland (Johs.Leborg, *Mgr.*) *CellDBa78′ f110′655t APT 30t DTa44′500t DT*	286·0 | 39·2 | 20·2 B8′F18′ 26·2 ptND01 BK9½″ *f62′800t*	Aalesund Norwegian 6*BHCem*	T.3Cy.22½″,39″&64″–42″ (*s*) 170lb *80lb* NDB01 299NHP NB96*refitted*01 2SB,*6cf*,GS84,HS5000 Black,Hawthorn&Co.Nwc	28 ″ 9 s 5 ⁄ 8½ 24 ″ 0	
660 3449 JVDR	**Kolbjörn** SteelSc *G.Löf*09–09 (*Tug*) 1*Dk*	120 97 23					1899	Bergsunds M.V.Aktieb. Stockholm	SandvikensJernverksAktieb. (T. Magnusson,*Mgr.*)	81·7 | 18·8 | 10·8 B20′	Gefle Swedish *WB*	C.2Cy.13¼″&26½″–17½″ 24NHP BergsundsM.V.Skm.		
661 NRVG	**Koldinghus** SteelScSr *Madsen* *Elec.light* 1*Dk*	673 763 348					1912	Kjöbnhvns Flydk.&Skbs. Copenhagen	DetForenede DampskibsSelsk.	187·4 | 31·5 | 20·2 P119′F23′	Kolding Danish *WB*	T.3Cy.16½″,27″&44″–30″ 106NHP KjbnhavnsFlydk.&Skbsv.		V
662	**Koldobika** IronScSr *L.deOtaola* –11 *ss*Shl.2ndNo.3–3,04 *Well deck* (*ex*Esmeralda, 1*Dk* *ex*Emerald)	582 — 314	✠ 7,09 ~~NB8,01~~	Sws	*g*		1877 12mo	Gourlay Bros&Co. Dundee	Cia.delVapor Kataliñ(R.de Abrisqueta,*Mgr.*)	189·0 | 26·0 | 14·5 Q59′B43′F13′ BK7″ *WB=DB42′*	Bilbao Spanish 5*BHCem*	C.2Cy.22″&38″–30″ NDB05 66NHP 1SB,*3pf*,GS49,HS1113 GourlayBros.&Co.Dun.	15 ″ 5	
663 2403 HVPK	**Kolga** SteelScSr *K.H.Gustafsson*14–14 1*Dk*	355 267 173					1891	O.ABrodin Gefle	Stockholms Rederiaktieb.Svea (HjBlomberg*Mgr*)	140·8 | 24·6 | 10·7 Q49′ B33′ H11t F15′	Stockholm Swedish *WB*	T.3Cy.11″,18¾″&31″–21″ 44NHP R.Sjöström,Gefle		V
664 ~~Renamed "Yturri-Bide," See No. 12 in Supplement~~	**Kolgooef** SteelScSr *J.Boorkoff*09–15 *Elec.light* 1*Dk(Stl)&Awng dk*	*1243* *1150* 757	✠100A1 *Awng dk* *withfreeboard* 6,15 ~~LMC6,15~~	Nwc	*o*		1915 6mo	Swan,Hunter&Wigham Richardson, LdNewcastle *Lloyd'sA&CP*	Archangel-MourmanStm Nav.Co. *WB=CellDBa &u E77′u B19′f100′*	240·2 | 35·0 | 18·0 FK *256t APT20t*	Archangel Russian 4*BHCem*	T.3Cy.16½″,27″&44″–30″ (*s*) 180lb *100lb* 179NHP 2SB,*6cf*,GS114,HS3640 Swan,Hunter&Wigham-Richardson,Ld.Nwc.	20 ″ 0 s 7 ⁄ 9½ 12 ″ 8	
665	**Köln** SteelTwinSc *A.Mayer* Sub.Sig. Wireless *Elec.light* 2*Dks & Awng dk 4trB*	7409 7246 4666					1899	J.C.Tecklenborg A.G. Geestemünde	Norddeutscher Lloyd	428·9 | 54·3 | 39·4 B32′	Bremen German *WB*	T.6Cy.22⅝″,38⅛″&62⅛″–43⅛″ 509NHP J.C.TecklenborgA.G.Gst.		G
666 QGHM	— SteelSc *W.Wilhelm* –12 (*Trawler*) 1*Dk*	142 131 48					1896	Bremer Vulkan Vegesack	DeutscheHochseefisch.Ges.Bolte& SteenkenG.m.b.H.	103·1 | 20·6 | 9·9	Brmrhavn German	C.2Cy.14 1/16″&26″–19⅝″ 25NHP BremerVulkan,Vegesack		G
667 JLFR	**Kolozsvar** SteelScSr *O.Cheracci* *ss*Fiu.No.2–11 1*Dk(Stl)&Spar dk(Irn) &deep framing*	1972 1798 1210	✠ ~~12,15~~ *Spar dk withfreeboard*	Tri	*s*		1902 3mo	W.Dobson &Co. Newcastle	Royl.Hungar'nSea Nav.Co.Adria,Ld. *WB=CellDBa92′u E&B33′f121′425t FPT*	280·3 | 39·1 | 13·0 P33′B90′F35′ 21·0 FK *41t APT15t*	Fiume Aust.-Hung. 6*BHCem*	T.3Cy.19½″,34″&57″–39″ 230NHP 2SB,*4rf*,GS105,HS3500 N.E.MarineEng.CoLdNwc	23 ″ 3	
668 123270 HGVL	**Kolpino** SteelScSr *W.A.Wossor* –15 *Ref.Mchy.* 1*Dk*	2118 1554 1248					1906	Earle'sCo. Ld. Hull	Ellerman'sWilson Line,Ld.	300·0 | 41·1 | 18·4 P187′F32′	Hull British *WB*	T.3Cy.22″,36″&60″–42″ 233NHP Earle'sCo.Ld.Hull		C
669 WKVP	**Kolsdal** *A.Abrahamsen* SteelScSr ~~*A.N.Meyer*~~ ~~*ss*Abg.No.1–13~~ (*ex*JulieLynn) *ss*Sws.No.2–18 1*Dk(Stl)* *Well deck*	690 475 376	✠100A1 4,18~~12,18~~ ~~B69,16~~ ✠LMC~~4,15~~ ~~M84,16~~ 4,18	Npt Sws	*j*	~~2,15~~ 4,18	1909 4mo	Dundee S.B.Co.Ld. Dundee *Lloyd'sA&CP*	IngvaldBjörnebos RederiAkties. *WB=CellDB a24′f77′119t FPT*	175·6 | 29·1 | 11·8 P13′Q39′B48′F21′ FK	Xiansand Norwegian 4*BHCem* 2*8t APT25t*	T.3Cy.15″,25″&40″–27″ (*r*) 165lb 95NHP 2SB,*4pf*,GS50,HS1586 Richardsons,Westgarth& Co.Ld.Mdb.	14 ″ 0 s ⁄ 10½ 13 ″ 5	
670 85100	**Kolya** SteelScSr *W.C.Bird* –16 (*ex*Kirklands) *Elec.light* 1*Dk & Spar dk*	1801 1772 1168			...		1888	Workman, Clark&Co. Belfast	FiguerasS SCo.Ld.	271·2 | 37·1 | 16·0 B6′F28′ 23·4 BK10″	HongKong British *WB*	T.3Cy.19″,32″&52″–42″ NB06 175NHP W.King&Co.Glasgow		V
671 115 PABT	**Kolyma** SteelScSr *G.Poliakoff* (*ex*Prosper) Wireless 1*Dk & Spar dk*	1457 1289 924					1906	Nylands Værksted. Christiania	Russian Volunteer Fleet Association	238·5 | 32·2 | 18·3 B130t F30t	Vladvostk Russian *WB*	T.3Cy.18″,29″&48″–33 132NHP NylandsVærksted,Xania		N
672 15985 MFKL	**Koma Maru** SteelTwinScSr *Elec.light* 3*Dks*	3107 — 1678					1912	Kawasaki DkydCo.Ld. Kobe	ImperialGovt. Railways	324·0 | 43·0 | 30·0 F49′	Tokio Japanese *WB*	T.6Cy.19″,32″&53″–36″ 337NHP KawasakiDkydCoLd Kobe		
673 TO QBHP	**Komagata Maru** SteelScSr *S.Kakuno* (*ex*Sicilia,*ex* Stubbenhuk) *Elec.light* 2*Dks3trB*	3095 2794 1918			...		1890	C.Connell &Co. Glasgow	KawauchiGoshi Kaisha	329·2 | 41·3 | 25·7 P12′B76′F42′	Dairen Japanese *WB*	T.3Cy.24″,39″&64″–42″ 265NHP D.Rowan&Son,Glasgow	28 ″ 6	
674 117593 WPHL	**Komata** SteelScSr *J.Ayan* –16 *Elec.light* 1*Dk*	1994 1772 1194					1907	Swan,Hunter&Wigham Richardson, Ld.Newcastle	UnionS.S.Co.of NewZealand,Ld.	286·0 | 42·1 | 18·5 P24′B68′F30′	Dunedin British *WB*	T.3Cy.22″,35″&58″–39″ 210NHP Swan,Hunter&Wigham-Richardson,Ld.Nwc.		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / *Master.* *Late Name if any.* / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7a Date when last docked last seen.	8 Built. When	9 Built. By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of Flotation.
675 1529 HKMJ	**Komei Maru** Wood Sc Sr 2 *Dks*	430 — 257					1895	Nakamura Oshitaro Osaka	Y. Nakajin	156·1	21·7	16·5	Honjo Japanese	C.2Cy.19″&38″–24″ 59NHP Nagata Usaburo, Osaka		
676 MNDK	**Komet** Steel Aux Sc 4Mst Sr *H. Svenungsen* 16–16 *Oil Eng.* (*ex* Tyholm, *ex* Morten Jensen) 1 *Dk* (*See Sailing Ship Register*)	367 819 259					1913	Frdrkshvn Skibs&Flydk. Fredrikshvn	Akties. Skiens Motor (H.T. Realsen, *Mgr.*)	143·8 Q31′B19′	30·3	9·4	Skien Norwegian *WB*	Oil Engines C.2Cy.16 7/8″–19″ Bolinders M.V. Aktieb. Skm		V
677 JVHM	**Kommandören** Steel Sc Sr *H. Wærnass* 1 *Dk*	433 282 264					1891	Akers Mek. Værksted Christiania	Nordre Bergenhus Amts Dampskibe.	161·8 P68*t* F51*t*	24·0 B22*t*	12·7 H32*t*	Bergen Norwegian	T.3Cy.16″,26″&42″–30″ NB10 97NHP Akers Mek. Værksted, Xia.		
678 MDSL	**Kommerzienrat Boeckel** *H. L. Witt* Steel Sc Sr *Elec. light* 1 *Dk*	895 721 554					1904	Act. Ges. "Neptun" Rostock	F. W. Fischer	211·2 P18′Q65′B57′F26′	32·1	13·1	Rostock German *WB*	T.3Cy.14 3/8″,24 1/2″&38 5/8″–26 3/4″ 76NHP A.G. "Neptun," Rostock		G
679 HFGC	**Komura** *J. C. Keay* –14 *Elec. light Turret deck* 1 *Dk*	2112 1745 1316					1905	W. Doxford &Sons, Ld. Sunderland	McIlwraith, McEacharn's Line Proprietary, Ld.	295·5 P25′F35′	40·2	19·4	Melbourne British *WB*	T.3Cy.22″,37″&61″–42″ 241NHP W. Doxford&Sons, Ld. Sld.		C
680 127929 HNDP	**Konakry** *A. Gray* –17 *Mchy. Aft* 1 *Dk* & *Shelter dk*	5743 5438 4255					1908	Sir Raylton Dixon&Co Ld Middlesbro'	British & African S.N.Co. Ld. (Elder, Dempster&Co. Ld. *Mgrs.*)	360·3	52·0	34·6	Liverpool British *WB*	T.3Cy.26″,42″&70″–48″ 339NHP N.E. Marine Eng. Co. Ld. Sld.		C
681 18453 MTRS	**Konan Maru** Steel Sc *T. Asagoe* –15 *Elec. light* 2 *Dks* (*Stl–U* ws)	2664 2068 1653	✠100A1 ~~4-17 3,16~~ 9,17 Yka ✠LMC ~~6-15~~ 9,17	Kob	*s*	~~8,16~~ 9,17	1915 9mo	Osaka Iron Works Osaka *Lloyd's SA & CP* *u*	Osaka Shosen Kabushiki Kaisha *WB* = *Cell D Ba* 72′ *E & B* 40′ *f* 124′ 729 *t*	284·7 P40′B100′F36′ *DTa* 14′ 154 *t*	42·5 FK	23·0 *FPT*	Osaka Japanese	T.3Cy.20″,33″&57″–39″ (*s*) 200lb 283NHP 2SB, *4cf*, GS90, HS4016 FD 46 *t* *APT* 16 *t* Osaka Iron Works, Osaka	23 ″ 0	
682 10387 JMPS	— *G. Masuda* –13 *Elec. light* Steel Sc Sr (*ex* Quang Nam) 1 *Dk* & *Spar dk*	1375 1163 852					1902	Mackie& Thomson Glasgow	Japanese Govt. (Department of Agriculture& Commerce)	229·1 P23′B52′F34′	33·9	10·1 17·6	Yawata Japanese *WB*	T.3Cy.18″,30″&48″–33″ 132NHP Hutson&Sons, Glasgow		
683 JVLB	**Kone** *D. Chamel* –13 Wood Sc Sr (*ex* Little Agnes) 1 *Dk*	130 93 83					1889	Sims& Brown Auckland	T. Johnston	98·1 Q22*t*	18·0 H15*t*	8·7	Noumea NC French	C.2Cy.9″&17″–12″ 8NHP G. Fraser&Sons, Auckland		
684 HFQW	**Kong Björn** *O. Borgersen* Iron Sc Sr 2 *Dks*	942 803 569	✠ 10,78	Cpn			1878 8mo	Kockums Mek. Vrks. Malmö	Söndenfjelds Norske Dpsksls k.	205·6 Q39*t* B88*t* H13*t* F12*t*	29·4	19·0	Christiania Norwegian	2Cy.29 1/4″&51″–29 1/4″ NB97 117NHP 5 *BH Cem* Kockums Mek. Vks., Malmö		N
685 NSBQ	**Kong Christian** *J. Øvrebek* *ss* Cpn. 2nd No. 3–6,15 (*ex* Yacht, *ex* Lady Evelyn, *ex* Portia) *Elec. light* Steel Sc Sr	304 277 121	✠100A1 *Yacht* 6,15 BS6,15 ✠LMC 5,14	Cpn		6,15	1889 6mo	Caird&Co. Greenock A&CP	Dmpsk. Akties. Skandinavien (P. Heise)	164·1	22·0	11·9	Allinge Danish	T.3Cy.14″,22″&36″–30″ 160lb *160lb* 78NHP *Water Tube* DB 1B, *3rf*, GS48, HS1264 Caird&Co. Greenock		
686 MBPK	**Kong Erik** *Hegstad* Steel Sc Sr *Elec. light* 1 *Dk* & *Spar dk*	940 913 575					1902	Trndhjms Mek. Værks. Trondhjem	Nordenfjeldske Dampskibsselskab	196·3 H25*t*	30·1	20·4	Trndhjem Norwegian *WB*	T.3Cy.16 1/2″,26″&44″–30″ 106NHP Trondhjems M.V. Trndhjm		
687 JSLQ	**Kong Eystein** *H. Wærö* 16–16 *Elec. light* Iron Sc Sr 1 *Dk* & *Spar dk*	303 296 207					1870	Trond-hjems M.V. Trondhjem	Finmarkens Amtsrederi (A.S. Aarøe, *Mgr.*)	125·1 H6*t*	21·5	16·2	Hammrfst Norwegian	C.4Cy.13″&24″–18″ NB94 41NHP Trondhjems Mek. Verks.		
688 137026	**Kong Frederik III.** *ss* Gms. No. 1–13 Steel Sc K 1 *Dk*	260 238 103	✠100A1 *Stm Trawler* 10,14 ✠LMC BS6,13 MS7,14	Gms		7,14	1909 8mo *Lloyd's SA & CP*	Cook, Welt'n& Gemmell Ld. Beverley	F. Barrett	125·3 Q68′	22·1 BK 7 1/2″	11·7	Grimsby British *4 BH Cem*	T.3Cy.12 1/4″,22″&35″–21″ (*s*) 200lb 76RHP 1SB, *3pf*, GS43, HS1272 Gt. Centrl Co-op Eng.&Ship Repairing Co. Ld. Gms.	12 ″ 6	
689 MGFB	**Kong Gudröd** *M. Næss* –10 *Elec. light* Steel Sc Sr 2 *Dks*	1091 1054 648					1910	Trndhjms Mek. Værks. Trondhjem	Nordenfjeldske Dampskibsselskab	215·3 H37*t*	30·9	21·8	Trndhjem Norwegian *WB*	T.3Cy.17″,28 1/2″&48″–33″ 132NHP Trondhjems M.V. Trndhjm		N
690 HDJQ	**Kong Guttorm** *A. Jacobsen* Steel Sc Sr *Elec. light* 1 *Dk*	731 637 421					1901	Nylands Værksted Christiania	Söndenfjelds Norske Dpsksls k.	191·5 H73*t* F24*t*	30·1	13·7	Christiania Norwegian *WB*	T.3Cy.15 1/2″,25″&42″–30″ 97NHP Nylands Værksted, Xania.		N
691 JNVG	**Kong Haakon** *J. Danielsen* –15 *ss* Cpn. 2nd No. 3–2,15 (*ex* Earndale) Steel Sc Sr 2 *Dks* (*Stl*) 3 *tr B*	2231 2094 11398	✠100A1 4,17 8,16 BS10,16 ✠LMC 2,16	Npt Cff	*s*	~~8,16~~ N4,17	1889 10mo *Lloyd's SA & CP*	Palmers' Co. Ld. Newcastle	H. M. Wrangell & Co., Akties. *WB* = *Cell D Ba* 82′ *f* 128′ 355 *t*	290·0 P37′B72′F34′	39·3 BK 10″	22·8 *6 BHpt Cem* *pt Asp*	Haugesnd Norwegian	T.3Cy.23 1/2″,38″&64″–42″ (*s*) 160lb 316NHP 2DB, *12pf*, GS207, HS5498 Palmers' Co. Ld. Newcastle	25 ″ 3 s 4 ″ 0 22 ″ 2	
692 NPTV	— *H. Andersen* Steel Sc Sr *Elec. light* 1 *Dk*	1761 1013 871					1906	Akt. Burmeistr& Wain Copenhagen	Det Forenede Dampskibs Selsk.	273·0	38·2	22·8	Copnhagn Danish *WB*	T.4Cy.25″,42 1/2″&(2)51″–42″ 337NHP Akt. Burmeistr& Wain, Cpn		V
693 MBVT	— *S. Gude* –04 *Elec. light* Steel Sc Sr 1 *Dk* & *Awng dk*	874 794 472					1904	Schömer& Jensen Tönning	Stavangerske Dampskibsselskab	196·0 H58*t*	28·7 21·1	13·9	Stavanger Norwegian *WB*	T.3Cy.18 11/16″,30 7/16″&50″–29 1/2″ 136NHP Schömer&Jensen, Tönning		N
694 JSPD	**Kong Halfdan** *Lyng* (*ex* Sirius) Iron Sc Sr 1 *Dk* & *Awng dk* 3 *tr B*	574 557 402					1874	W. Lind-bergs Aktieb. Stockholm	Nordenfjeldske Dampskibsselskab	171·1 H17*t*	24·9	18·8	Trndhjem Norwegian *Tpd* 07	T.4Cy.(2)10 3/8″ 23 1/2″&41″–24″ NB07 82NHP Trndhjms M.V. Trndhjm		
695 JSQN	**Kong Harald** *M. Backer* Wireless Sub. Sig. *Elec. light* Steel Sc Sr 2 *Dks* & *Awng dk*	1110 1045 679	✠ *Awng dk with freeboard* 10,90	Bhn			1890 10mo	J.C. Tecklenborg Geestemünde	Nordenfjeldske Dampskibsselskab	220·6 H64*t* len09	30·2 20·3 BK 7″	13·0 *4 BH Cem*	Trndhjem Norwegian *WB*	T3Cy.18 1/2″,32 1/2″&51 3/16″–31 1/2″ NB09 167NHP H. Pauksch, Landsberg	22 ″ 8	N
696 JSQW	**Kong Helge** *Trygstad* (*ex* Björg) Steel Sc Sr 1 *Dk*	739 517 454					1891	Nylands Værksted Christiania	Nordenfjeldske Dampskibsselskab	185·9 P188*t* H10*t* F28*t*	28·8	13·6	Trndhjem Norwegian *WB*	T.3Cy.14 1/2″,24″&39″–27″ 79NHP Nylands Værkstad, Xia.		
697 JSHR	**Kong Magnus** *A. Aas* (*ex* Anna Woermann) Steel Sc Sr 1 *Dk* & *Spar dk*	1101 1086 671					1884	Reiherst'g Schiffsw. Hamburg	Nordenfjeldske Dampskibsselskab	222·6 B14′H15*t*	31·0	20·0	Trndhjem Norwegian *WB*	T.3Cy.13 3/4″,23 1/16″&38″–28″ *Emade* 90, *refitted* 11 NB11 76NHP Alley McLellan&Co. Glas.		

K (War Loss)

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 / 3 Nom du Navire. Matériaux, Gréement, etc. — Capitaine. Ex-nom, s'il y a lieu. — Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. — Total. / Sous le Pont. / Net.	5 Détails de la Classification. — Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Torus acier gré maintenant expiré. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. — Quand. / Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. — Longueur. / Largeur. / Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. — Franc-bord au milieu du navire. / Tirant d'eau correspondant. — pds. pr.	15
698 JWNS	**Kong Olaf** — *T.Thorsen* — *Elec.light* — **IronScSr** — 1 *Dk & Awngdk*	562 / 521 / 297					1883	Stavanger Stöberi & Dok. Stavanger	Stavangerske Dampskibsselskab	173·2 | 24·0 | 17·7 — H41*t*	Stavanger Norwegian — *WB*	T.3Cy.15″,25″&41″–27″ — NE&B05 87NHP — LaxevaagsMskbyg.,Bgn.		
699 JSWC	**Kong Oscar** — *O.Nilssen* — **IronScSr** — 1 *Dk*	142 / 69 / 77					1864	Nylands Værksted Christiania	IndherredsAktie. Dpskselsk. (A.Kleven, *Mgr.*)	122·7 | 17·1 | 6·1 — Q11*t*B30*t*H9*t*F22*t*	Stenkjær Norwegian	C.2Cy.15″&27″–15″ — NE85 NB05 24NHP — TrondhjemsM.V.Trndhjm		
700 MBTJ	**Kong Oscar II.** — *N.Mangor* — *Elec.light* — **SteelScSr** — 1 *Dk & Awngdk*	914 / 840 / 477					1904	Akt. Burmeistr & Wain Copenhagen	ArendalsDampskibsselskab	197·0 | 30·7 | 15·0 — H74*t* 21·8	Arendal Norwegian — *WB*	T.3Cy.18½″,30″&50″–38″ — 144NHP — Akt.Burmeistr&Wain,Cpn		N
701	**Kong Pak** — 1 *Dk & Shade dk*	*215* / *200* / *172*					1897	Kwang TuckCheang HongKong		108·6 | 18·6 | 7·5 — H15*t*	Shanghai Chinese	C.4Cy.9″&18″–12″ — 19NHP — UgaiSun&Co.HongKong		
702 MDLR	**Kong Sigurd** — *E.Svendsen* — *Elec.light* — **SteelScSr** — 1 *Dk & Spar dk*	1237 / 1083 / 779					1907	Fredrkstad Mek.Værks. Fredrikstad	Söndenfjelds NorskeDpskslsk.	231·2 | 32·6 | 20·5 — P57*t*H59*t*F18*t*	Chrstiania Norwegian — *WB*	T.3Cy.17½″,29″&48″–33″ — 132NHP — FredrikstadM.V.Frdstad.		N
703 HFBL	**Kong Sverre** — *R.Gjemre* — *Elec.light* — **IronScSr** — 1 *Dk & Awngdk 3tr B*	593 / 573 / 355					1867	Nylands Verksted Christiania	Stavangerske Dampskibsselskab	176·2 | 24·3 | 19·5 — P58′ B35′ F34′	Stavanger Norwegian	T.3Cy.15½″,25″&42″–30″ — NE&B98 97NHP — AkersMek.Verks.Xia.		N
704 16016 MFNH	**Kongo Maru** — 1 *Dk*	137 / — / 46					1913	GoshiKaisha Harada Shoko, Osaka	KobeSanbashi KabushikiKaisha	99·3 | 19·9 | 10·3	Kobe Japanese	T.3Cy.11″,19″&32″–22″ — 48NHP — GoshiKaishaHaradaShoko		
705 100 QBKP	**Kongosan Maru** — *Nakagawa* — (*ex* Indramayo) — *Elec.light* — **SteelScSr** — *ss* Kob.No.3–3,14 — 2 *Dks(Stl)* — *& deep framing* — *ss* Kob.No.1–18	5405 / 4821 / 3351	✠100A1 — ~~2·17 12,16~~ 2,18 — ✠LMC12,16 — ~~2,18~~	Nag — 2,18	*z*	~~12,15~~ 2,18	1902 — 3mo	C.Connell & Co. Glasgow — *Lloyd's A&CP*	RyotoKisen KabushikiKaisha (MitsuiBussan Kaisha, Ld. *Mgrs.*) — *WB = Cell D Ba112′ u E & B56′ f191′*	410·4 | 49·3 | 29·5 — P31′B147′F52′ FK	Dairen Japanese — *7 B H Cem*	T.3Cy.26″,44″&73″–48″ (*s*) — 200lb *100lb* 500NHP — 3SB,*9cf*,GS150,HS6957 FD — D.Rowan&Co.Glasgow — 1202*t F P T 101t A P T 170t*	32 ″ 4 — s 6 ″ 11 — 25 ″ 10	
706 MKGB	**Kongsfos** — *H.Olsen* –16 — *Elec.light* — **SteelScSr** — 1 *Dk(Stl) & 2nd dk(Stl) in Nos.1 & 4 holds*	3197 / 2998 / 1987	✠100A1 — 10,17 ~~,17~~ — ✠LMC6,14	Xia	*v*	~~,17~~ 10,17	1914 — 6mo	R.Thompson & Sons, Ld Sunderland — *Lloyd's A&CP*	Akties. Manchester (ThorThoresen, jr. Ld. Akties, *Mgrs.*) — *WB = Cell D Ba102′ u E23′ f142′6*	339·4 | 48·5 | 21·9 — P29′B210′F34′ FK	Chrstiania Norwegian — *6 B H Cem* — *7 3t A P T 87t*	T.3Cy.24″,39″&65″–42″ (*s*) — 180lb *100lb* 301NHP — 2SB,*6cf*,GS116,HS4700 — N.E.MarineEng.CoLd.Sld.	24 ″ 4 — s 2 ″ 11½ — 21 ″ 8	
707 WLKN	**Kongsli** — ~~*Sverre* 16–16~~ *Henrik* 14–17 — (*ex* Artisan) — *Elec.light* — *Mchy.Aft* — **SteelScSr** — 1 *Dk(Stl) & Web frames* — *Longitudinal framing* — *Cargo battens not fitted*	5826 / 4905 / 3663	✠100A1 — 6,17 ~~8,16~~ — ✠LMC2,16	NNs — Rot	*z*	~~8,16~~ 6,17	1916 — 2mo — A&CP	Maryland Stl.Co.of Baltimore C'ty Sparro'Pt Md.	A/S D/S Kongsli A/S. Rederiet. Odfjell — *Cell D B*	389·0 | 54·7 | 28·9 — P94′F26′ FK — 342′2116*t F P T 228t*	Bergen Norwegian — 6 *B Hpt Cem* — *A P T 296t*	T.3Cy.24½″,41″&68″–48″ (*s*) — 200lb 479NHP — 3SB,*9cf*,GS161,HS7066 FD — MarylandStl.Co.Sparr'.Pt	32 ″ 6	
708 RKNH	**König** — *J.Coltzau* — *Elec.light* Wireless — **SteelTwinScSr** — 2 *Dks & Web frames*	5034 / 4226 / 3174	*Fitted for oil fuel* 2,16		*F.P.*	*above*	1896	Reiherst'g Schiffsw. Hamburg	DeutscheOst-AfrikaLinie	401·3 | 47·2 | 29·2 — P38′F65′	Hamburg German — *WB*	T.6Cy.21″,32½″&56″–42″ — 407NHP — Reiherst.Maschinenf.Ham.		G
709 RPHQ	**König Friedrich August** Steel — *G.Bachman* 00–09 Sub.Sig. — *Ref.Mchy.Elec.light* Wireless — **TwinScSr** — 3 *Dks*	9462 / 6559 / 5590					1906	Blohm & Voss Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	475·7 | 55·3 | 30·9 — P&B376′F80′	Hamburg German — *WB*	Q.8Cy.24⅝″,35⅝″,50⅝″&74″–54″ — 805NHP — Blohm&Voss,Hamburg		G
710 RPMV	**König Wilhelm II.** **SteelTwinSc** — *J.v.Holdt* Sub.Sig. Wireless — *Ref.Mchy.Elec.light* — 3 *Dks*	9410 / 6456 / 5764					1907	Akt.Ges. "Vulcan" Stettin	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	490·4 | 55·3 | 31·2 — P66′B261′F82′	Hamburg German — *WB*	Q.8Cy.25″,36″,52″&75″–55″ — 832NHP — A.G."Vulcan,"Stettin		G
711 QGJR	**Königin Luise** **SteelTwinScSr** — *G.Meiners* Sub.Sig. Wireless — *Ref.Mchy. Elec.light* — 3 *Dks & Shelter dk*	10785 / 8808 / 6565					1896	Act.Ges. "Vulcan" Stettin	Norddeutscher Lloyd	523·1 | 60·1 | 34·9 — P82′B257′F67′	Bremen German — *WB*	Q.8Cy.25 3/16″,38 3/16″,52⅜″&75⅜″–55⅜″ — 846NHP — A.G."Vulcan,"Stettin		G
712 KJTP	**Königsberg** — *E.Köpper II.* 96–08 — *Mchy.Aft* — **SteelScLr** — 1 *Dk*	144 / 137 / 67					1908	M.van der Kuijl Slikkerveer	EmderHeringsfischereiAct.Ges.	96·2 | 21·4 | 10·1 — Q21′H16′	Emden German — *WB*	C.2Cy.9 1/16″&18⅛″–12⅜″ — 9NHP — J.H.vanCappellen,Bolnes		
713 MBVH	**Koning Albert** — *E.Zanders* –12 — (*Trawler*) — **SteelScSr** — 1 *Dk*	208 / 185 / 64					1912	Mackie & Thomson, Ld Glasgow	SocAnonPêcheries d'Islande (J.Baels, *Mgr.*)	115·0 | 21·3 | 12·8	Ostend Belgian — *WB*	T.3Cy.12½″,20″&33″–24″ — 53NHP — W.V.V.Lidgerwood,Gls.		V
714 PHMB	**Koningin der Nederlanden** — *J.Alberts* –15 — *Elec.light* — Sub.Sig. Wireless — *ss* Ams.No.1–15 — **SteelTwinScSr** — 2 *Dks(Stl) & Shelter dk* — (*Stl*–teak s) — 3 *rd dk beams in No.1 hold*	8225 / 6453 / 5020	✠100A1 — *Shelter dk with freeboard* — 4,17 ~~3,16~~ — ✠LMC3,16	Ams	*c*†	3,16	1911 — 7mo	Nederl. Schps.Maats. Amsterdam — *Lloyd's A&CP*	Stoomv.Maats. Nederland — *WB = Cell D Ba106′ u*	455·2 | 55·2 | 33·8 — P44′F74′ *on Shelter dk* FK — *E57′ f150′887t F P T*	Amstrdam Dutch — 7 *B H Cem* — 60*t A P T 65t*	Q.8Cy.24 7/16″,34⅜″,47⅛″&70⅝″–47⅛″ 210lb (*s*) 1093NHP — 3DB&2SB,*24cf*,GS391, HS16316 FD — NedFb.v.Wrk&Spoor,Ams	37 ″ 3 — s 11 ″ 4 — 26 ″ 5	
715	**Koningin Emma** — *J.v.Hoogteijlingen* 07–07 — **SteelScSr** — 1 *Dk*	176 / — / 87					1902	P.Smit, Jr. Rotterdam	DoggerMaats. (A.Hoogendijk, Jz. *Mgr.*)	110·0 | 23·0 | 11·5	Vlaardngn Dutch	T.3Cy.9″,14″&23″–16″ — 21NHP — P.Smit,Jr.Rotterdam		
716	— — *L.van Beek* — **SteelScLr** — 1 *Dk*	164 / 163 / 76					1903	Machfbk. Delftshaven Rotterdam	G.vanLeeuwen, Hzn.	109·5 | 22·0 | 9·5	The Hague Dutch — *WB*	C.2Cy.11″&24¾″–15¾″ — 19NHP — Machf.Delftshaven,Rot.		
717 PHMJ	**Koningin Regentes** **SteelPadSr** — ~~*W.T.Schenk*~~ — *ss* Rot.2nd No.3–10,12 — *Elec.light P.Res* — *ss* Rot.No.1–16 — Sub.Sig. Wireless — 2 *Dks & Awngdk*	1970 / 1821 / 814	✠ A1 — *Awng dk with freeboard* — ~~18,17~~ 18,16 — ✠LMC — *For Channel purposes—Flushing* — ✠NB7,03 MS3,16	Rot — BS7,17	*r*		1895 — 10mo	Fairfield Co.(Lim.) Glasgow — *Lloyd's A&CP* — *Queenboro'*	Stoomv.Maats. Zeeland	320·0 | 35·8 | 16·0 — 23·6 FK — 8 *B H pt Asp pt Cem*	Flushing Dutch	T.3Cy.51″,75″&112″–78″ (*s*) — 170lb 1305NHP — 6SB,*24cf*,GS396,HS17658 FD — FairfieldCo.(Lim.)Gls.	24 ″ 0 — s 10 ″ 10 — 13 ″ 6	
718 GSUD	**Koningin Wilhelmina** — *E.de Boer* — *Elec.light* — **SteelScSr** — 1 *Dk*	331 / 260 / 157	~~✠NB7,03~~ ~~MS3,16~~	~~BS7,16~~			1908	Nederl. Schps.Maats. Amsterdam	Government of Suriname	143·4 | 23·3 | 11·8	Pramaribo Dutch — *WB*	T3Cy.11 1/16″,18 7/16″&31½″–17¾″ — 42NHP — NedFb.v Wrk&Spoor.Ams		
719	— — *M van der Vaart*	171 / 170 / 73					1896	Bonn & Mees Rotterdam	DoggerMaatschappij (A.Hoogendijk, Jz. *Mgr.*)	125·4 | 20·7 | 10·6	Vlaardngn Dutch — *WB*	C.2Cy.14″&29″–21″ — 32NHP — B.Wilton,Rotterdam		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. *Master.* Special Surveys.	3 Material, Rig, &c. *Late Name if any.* No. of Decks, &c.	4 Register Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character.	6 Port of Survey.	7 Years Assigned / now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. / Engines.	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught.	15 Registers in which classed. If not in L. R. Date of last Trade Cert.
720	**Konsul Reepen**	**SteelScK** (*Trawler*) 1 *Dk*	240					1914	Schiffb.Ges Unterweser Lehe	Hochseefischerei J.Wieting,Akt. Ges.	131·2	23·0	13·1 Q69′F18′	Brmrhavn German *WB*	T3Cy.13⅞″21½″&34⅞″–23⅝″ 59NHP OttensenerMaschf.Altona		
721	**Konsul Schulte**	**SteelScSr** *ss*Cff.No.1–10	2207	✠	Rot	*s*		1906	Forg.&Ch. de laMédit	Joh.Thode&N. Ebeling	291·0	44·0	19·0 P23′B74′F35′ FK	Altona German *Cem*	T3Cy21½″,33⅜″&52″–35⅞″ 190NHP	21 ″ 4	
KQCN	(*ex*Cora,*ex*Deux-Sèvres)	2023 1 *Dk*(*Stl*)& *deep framing*	1322	11,13 *Renamed "Thebea," See No. 17 in Appendix*				10mo			*Intermediate BH in fore hold dispensed with WB = Cell DBa98′uE18′f120′616tFPT*			*4BH only* 62t*APT*32t	2SB,*6cf*,GS108,HS3234 Forg.&Ch.de la Médit.Hav.		
722	**Kontzesi**	**IronScSr** *E.de Arrinda* –11 1 *Dk*	291 193			…		1883	J L Thompson&Sons Sunderland	Cia.delVapor Katalifi (R.de Abrisqueta,*Mgr.*)	120·0	22·1	9·5 Q41′B11′F14′ BK6″	Bilbao Spanish *WB*	C.2Cy.16″&30″–24″ 37NHP	10 ″ 2	
HRQT	*Well deck* (*ex*Chindor,*ex*Ivy Holme)	157													J.W.&F.Wilson&Co.Sld.		
723	**Konung Gustaf V.**	**SteelTwinSc**	3062					1909	Lindholmens V.A. Gothenburg	SvenskaStatens Jernvägar (H.Lemke,*Mgr.*)	368·8	51·1	22·2 H578*t*	Trelleborg Swedish *WB*	T.6Cy.23¾″,39″&64″–35½″ 490NHP		G
5103 JRTN	*T.G.Lysander*04–09 (*Ferry*) Sr *Elec.light* Sub.Sig. Wireless 1 *Dk*2*trB*		2402 1150												MotalaV.NyaAkt.Motala		
724	**Konung Gustaf Wasa**	**SteelScSr** *J.M.R.Norberg*13–13	118 57					1902	Bergsunds M.V.Aktieb. Stockholm	Ångf.A/B.Drottningholm-Fittja (H.Berteau,*Mgr.*)	86·8	17·5	6·7 B48′H7*t*	Stockholm Swedish	C.2Cy.14½″&31⅛″–19¼″ 35NHP		
4096 JNCG		1 *Dk*	70												BergsundsM.V.Aktb.Skm.		
725	**Koolga**	**SteelScSr** *D.Brenner* –16 *ss*Lth.No.1–14	1110 794	✠100A1 3,17	Sou	*o*	3,17	1910 4mo	CaledonS. B.&E.Co.Ltd. Dundee	T.Cowan	232·1 Q77′B68′F59′ FK	33·9	14·9	Leith British	T.3Cy.19″,31″&51″–36″ (*s*) 180lb 188NHP	15 ″ 9 s ″ 9	
HQSF	*Well deck* 1 *Dk*(*Irn*)&*deep framing* *Elec.light*		552	~~B&S,17~~ ~~✠LMC7,14~~ ~~MS5,18~~				*Lloyd's*		*WB = Cell DBa* 58′*uE*20′*f*96′	*4BHCem* 310t*APT*15t			2SB,*6cf*,GS99,HS3143 CaledonSB.&E.Co.Ld.Dun	15 ″ 3	
726	**Koolonga**	**SteelScSr** ~~*HallieDonald*87–11~~ *ss*Syd No.1–17	4260 3926	✠100A1 ~~5,17~~ ~~1,16~~ 11,17	Mel ~~Syd~~	*x*	~~1,16~~ 5,17 ~~10,17~~	1914 2mo	Sunderlnd S.B.Co.Ltd. Sunderland	~~Scott,Fell,&Co. McIlwraith, McEacharn Line. Proprietary,Ltd.~~	364·0	50·7	26·1 P29′B106′F33′ FK	~~Melbourne~~ British Sydney NSW	T.3Cy.25″,42″&68″–45″ (*s*) 180lb *100lb* 344NHP	28 ″ 6 s 5 ″ 4½	
JDVT	*Elec.light* ~~*Wilson* –17~~ 1 *Dk*(*pt Irn pt Stl*)		2632	~~B&S,14~~ ~~✠LMC8,14~~ 11,17				*Lloyd's*		*Cell DBa*117′*uE&*	*6BHCem* 99t*APT*151t			2SB,*6cf*,GS124,HS5400 N.E.MarineEng Co.Ld.Sld	23 ″ 6	
727	**Koomeela**	**WoodScSr** *J.Holyman* –12	191 141					1912	D.Drake Balmain, N.S.W.	HolymanBros.Ld. (W.Holyman,Jr. *Mgr.*)	116·3	26·0	7·4	Sydny NSW British *WB*	C.2Cy.15″&28″–20″ E*made*86 B*made*02 35RHP AtlasEng.Co.SydneyNSW		
131528		1 *Dk*	97														
728	**Koon Shing**	**SteelScSr** *J.M.Wright* –10	2130 1782					1905	Hall,Russell&Co.Ld. Aberdeen	Indo-ChinaSteam Nav.Co.Ld.	265·0 B74′H102*t*F33′	40·2	21·1	London British *WB*	T.4Cy.21½″34½″&(2)40″–39″ 200NHP Hall,Russell&Co.Ld.Abn.		
120610 HDNT		2 *Dks*	1333														
729	**Koonda**	***ss*Mel.No.2–17 SteelScSr**	1631	✠100A1 12,17 1,17	Mel	*q*	~~5,16~~ 12,17	1910 1mo	W.Gray& Co.Ld. W Hartlepool	McIlwraith, McEacharn'sLine Proprietary,Ld.	265·0 P21′B60′F26′ FK	36·1	17·0	Melbourne British	T.3Cy.21″,33″&56″–36″ (*r*) 180lb 220NHP	19 ″ 6 s 2 ″ 9	
129060 HQFV	*G.W.Milner* –13 (*ex*Hargrove) 1 *Dk*(*Irn*)&*deep framing*	~~*ss*Mel.No.1–14~~	3926 906	~~B&S,17~~ ~~✠LMC1,17~~ 12,17				*Lloyd's*		*WB = Cell DBa & uE*	102′*f*110′497t*FPT*			*4BHCem* 63t*APT*50t	2SB,*6cf*,GS98,HS3602 Cen.Mar.Eng.Wks.W.Hpl.	17 ″ 1	
132450	*Elec.light* *Cargo battens not fitted*																
730	**Koonookarra**	**WoodScSr** *C.H.E.Butchart* –12	165 131					1899	Riley, Hargreaves&Co. Singapore	LeversPacific Plantations,Ld.	110·0	20·0	9·6	Sydny NSW British	C.2Cy.14″&28″–16″ 27RHP Bow&McLachlan,Paisley		
110459 PRDB		1 *Dk*	66														
731	**Koonya**	**SteelScSr**	1091	✠	Syd			1898 5mo	Grangm'th Dockyard Co. Grangemo'th	UnionS.S.Co.of NewZealand,Ld.	225·0 Q83′B52′F25′ FK	34·2	13·2	Dunedin British	T.3Cy.18″,29″&48″–33″ 138NHP	15 ″ 6	
109641 QGVF	*F.S.Horn* –15 (*ex*Yukon) *Well deck*	*ss*Ddn.No.3–1,10 *ss*Syd.No.1–14 1 *Dk*(*Stl*)&*Web frames*	822 663	10,14 ✠						*WB = Cell DBa*61′*uE&*	31′*f*93′366t*FPT*50t			*4BHCem APT*70t	1SB,*3rf*,GS85,HS2048 SirC.Furness,Westgarth& Co.Ld.Mdb.		
732	**Koopa**	**SteelTwinScSr** *J.S.Johnston*11–11	416 313			…		1911	Ramage& Ferguson,Ld. Leith	BrisbaneTug& S.S.Co.Ld	192·6 *Promenade dk*140′	28·1	8·6 FK	Brisbane British	T.6Cy.13″,21″&34″–18″ 176NHP Ramage&Fergusn,Ld.Lth.	9 ″ 0	
130149	*Elec.light*	1 *Dk*	170														
733	**Koorah**	**SteelScK** *J.Huddlestone* –14	227 212	✠100A1 *StmTrawler* 1,14	Mil ~~B&S,13~~		5,14	1912 2mo	Hall,Russell&Co.Ld. Aberdeen	~~Brand&Co.~~ ~~Thomas S.S.Co.Ld.~~ ~~(F.B.Graham,Mgr.)~~ F.W.Robinson	117·4 Q72′	22·6	12·2 BK7½″	Milford British *4BHCem*	T.3Cy.12″,20″&34″–24″ (*r*) 180lb 75RHP 1SB,*3pf*,GS46,HS1355 Hall,Russell&Co.Ld.Abn.	13 ″ 0	
128760		1 *Dk*	86					*Lloyd's*									
734	**Kooringa**	**SteelScSr** *H.Strom* –16 *ss*Mel.No.3–9,14	3174 2903	✠100A1 10,17~~,16~~	Mel	*t*	7,16	1902 5mo	W.Hamilton&Co. Pt.Glasgow	McIlwraith, McEacharn'sLine Proprietary,Ld.	324·0 P31′B84′F39′ FK	47·0	22·4	Melbourne British	T.3Cy.24″,40″&65″–42″ (*s*) 180lb *90lb* 305NHP	24 ″ 9 s 4 ″ 2	
101742 WHFR		1 *Dk*(*Stl-ptws*)2*trB*	2035	~~B&S,16~~ 17 ~~✠LMC7,16~~						*WB = Cell DBa*	92′*uE*22′*f*142′677t			*6BHCem APT*82t	2SB,*6cf*,GS121,HS4818 ClydeS.B.&E.Co.Ld.PtGls	20 ″ 11	
	Elec.light	*&deep framing*						*Lloyd's*									
735	—	**SteelScSr** *G.H.McKay* –12	339 227			…		1902	Napier& Miller Glasgow	CoastSteamships, Ld	135·2 B61′F20′ FK	23·2	11·2	P.Adelaide British *WB*	T.3Cy.12½″,20″&33″–21″ 61RHP ClydeS.B.&E.Co.Ld.PtGls	12 ″ 0	
117412		1 *Dk*	150														
736	**Kooyong**	**SteelScSr** *A.N.Guthrie* –15	2296 2093	✠100A1 ~~13,14~~ 11,16 2,18	Mel ~~B&S~~ Mel	*t*	~~11,16~~ 2,18	1907 10mo	ClydeS.B. &E.Co.Ld. PortGlasgow	McIlwraith, McEacharn'sLine Proprietary,Ld.	295·0 P31′F31′ ForeB14′ MainB62′ FK	44·1	19·8	Melbourne British	T.3Cy.22″,37″&61″–42″ (*s*) 180lb *100lb* 264NHP	22 ″ 3 s 3 ″ 4	
TVPJ	*Elec.light*	1 *Dk*(*Stl*)&*deep framing*	1393	~~✠LMC11,16~~ 2,18				*Lloyd's*		*WB = Cell DBa*90′*uE&*	*B34′f*132′664t*FPT*			*7BHCem* 67t*APT*79t	2SB,*6cf*,GS107,HS4110 ClydeS.B.&E.Co.Ld.P.Gl.	19 ″ 3	
737	**Kopernikus**	**SteelScSr** *R.Schlebecher*	644 485			…		1889	S.&H. Morton&Co Leith	MarcusCohn& Sohn	179·3 Q55′	28·8 B46′	12·4 F25′	Königsbrg German *WB*	T.3Cy.13½″,22″&36″–30″ NB01 71NHP S.&H.Morton&Co.,Leith	14 ″ 5	G
HDGB	*Well deck*	1 *Dk*	378														
738	**Kopoola**	**SteelScSr** *J.Williamson* –12	293 186			…		1912	G.Brown& Co. Greenock	CoastSteamships, Ld.	135·3 Q58′F25′ B *on* Q *dk*25′	23·7 FK	7·5	P Adelaide British *WB*	C.2Cy.12″&26″–18″ 50RHP Gauldie,Gillespie&Co.Gls.	8 ″ 4	
129738	*Mchy.Aft*	1 *Dk*	125														
739	**Kópur**	**WoodScCtr** *S.A.Gudmundsson* –16 (*ex*Aksla)	134 115					1913	H.Gravdal Opsanger	Acties.Kópur (PjeturA. Ólafsson)	97·9 Q10′	21·3	9·5	Talknafjrd Iceland Danish	C.2Cy.9½″&20″–14″ E&B*made*00*fitted*13 12NHP Mjellem&Karlsen,Bgn.		
		1 *Dk*	52														
740	**Koputai**	**IronPadSp** *D.Spence* –02	158 158 5					1876	T.Wingate &Co. Glasgow	J.&J.Daley	112·2	20·1	9·6	~~Dunedin~~ Sydny NSW British	C.2Cy.28″&52″–48″ 156NHP T.Wingate&Co.,Gls.		
75216																	
741	**Kora**	**SteelScSr** ~~*H.Abel*11–11~~ *ss*Xia.No.2–14 5	817 ~~945~~	✠100A1 12,17 ~~2,17~~	Shl Hul	*l*	2,17	1906 6mo	ClydeS.B. &E.Co.Ld. Pt.Glasgow	TheShippingController(J.H.Wetherall&Co.,,*Mgrs.*)	~~139·6~~ Q69′B56′F25′ 138·2	30·1	~~14·6~~ 15·1 FK	London British *4BHCem*	T.3Cy.15″,25″&40″–30″ (*a*) 180lb *80lb* 104NHP 1SB.*3cf*,GS50,HS1719 ClydeS.B.&E.Co.Ld.Pt Gls	14 ″ 10 s ″ 11 14 ″ 2	
130604 JRTH ~~MHPF~~	*Elec.light*																
	(*ex*Krosfond,*ex*Rosebank) *Well deck*	1 *Dk*(*Stl*)	420	~~B&S,17~~ ~~✠LMC6,14~~				*Lloyd's*		*WB = Cell DBa* 46′*f*81′163t	*APT*38t						

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. / *Capitaine.* *Ex-nom, s'il y a lieu.* / Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. / Total. / Sous le Pont. / Net.	5 6 7 Détails de la Classification. / Cote. / ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné à la Cote. Lettre explicative d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 9 Construit. / Quant. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. / Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quill. Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. pc.
742	**Koraaga** SteelScK	217 / 191			...		1915	Smith's Dock Co. Ld Middlesbro'	New South Wales Government	115·0	22·0	11·9	Sydny NSW British	T.3Cy.12¼″,20″&34″-24″	12 ″ 8
	1 *Dk*	83							Q68′F20′			BK7½″		*WB* Smith's Dock Co. Ld. Mdb.	
743	**Korana** SteelScSr	3779	✠ —— 12,16	Tri	*w*		1901	J. Priest-man & Co. Sunderland	Soc. in Azioni Un-garo Croata per la Nav. Libera	350·0	46·5	21·2	Fiume Aust.-Hung.	T.3Cy.25″,41″&67″-45″ 312NHP	29 ″ 9
JLFP	*B. Cepulich* -10 *ss* Tri. No. 3-5,14	3573	*Spar dk*				12mo		P35′B110′F39′	28·5		FK		2SB,6*cf*,GS115,HS4840	
	1 *Dk* (*Stl*) & *Spar dk* (*Stl*) 3 *trB*	2387							*WB* = *DB* a114′				*uE* 24′ *f* 146′ 1091*t*	*APT* 93*t* Richardsons, Westgarth & Co. Ld. Sld.	
Now named "Huntshead," See No. 19 in Supplement ✠															
744	**Koranna** SteelScSr	3585	✠ 100 A1 *Shelter dk with freeboard* 11,16	Bom	*x*	11,16	1905	Armstrong Whitworth & Co. Ld. Newcastle	Ellerman & Bucknall S.S Co. Ld.	350·0	52·0	23·4	London British	T.3Cy.25″,41″&67″-45″ (*s*) 180lb 337NHP	26 ″ 0
120498	*W. A. McGhee* -16 *ss* Shl. No. 2-13	3411	~~Aug 08,10,17~~ BS 4,17				2mo					FK		6 *BHCem*	s 2 ″ 10
HBVQ	*Elec. light* 1 *Dk* (*Stl*) & *deep framings* & Wireless *Shelter dk* (*Stl*)	2267	~~Aug 08,10,16~~ ✠ LMC 8,15				*Lloyd's*		*WB* = *Cell DB* a10				8′ *uE* & *B* 42′ *f*	3SB,9*cf*,GS154,HS5355 N.E. Marine Eng. Co Ld Nwc	23 ″ 7
							sA & *CP*						156′955*t FPT* 105*t APT* 108*t*		
745	**Korea Maru** SteelTwinScSr	11276					1901	NwprtNws S.B. & D.D. Co. NewprtNews	Toyo Kisen Kabushiki Kaisha	551·7	63·2	40·8	Yokohama Japanese	Q.8Cy.35″,50″,70″&100″-66′ 1625NHP	
19154	*T. Ota* 04-16 (*ex* Korea) 3 *Dks* &	—							P112′B245′F72′				*WB*	NewportNewsSB. & DDCo.	
NDSC	*Elec. light* Wireless Sub. Sig. *Awng dk*	5651													
746	**Korigo** SteelScSr (*ex* Knivsberg)	1033 / 794					1897	Howaldts-werke Kiel	Chin Kee	230·0	33·1	12·7	Tairen Japanese	T.3Cy.17″,27½″&43½′-24¾″ 93NHP	
	Elec. light 1 *Dk*	646							P27′B66′F28′				*WB*	Howaldtswerke, Kiel	
747	**Korio Maru** WoodScSr	151 / 137					1895	T. Kita-gawa Otsu	Taiko Kisen Kabushiki Kaisha	113·1	14·8	11·8	Otsu Japanese	C.2Cy.12″&24″-15″ 19NHP	
6946															
JCSL	2 *Dks*	94												Osaka Iron Works, Osaka	
748	**Korniloff** IronScBk	2330	✠	Lon			1869	A. Leslie & Co. Newcastle	Russian Stm. Nav. & Trading Co.	286·8	36·0	26·6	Odessa Russian	T.3Cy.23″,37″&61″-39″ NE&B95 NDB95 248NHP	
80	*Dolgareff* *ss* Lon. No. 1-74	1929	2,78				5mo		Q48′ F51′				5 *BHCem*	Wlls nd Slpwy Co. Ld. Nwc.	
JQTP	*Elec. light* 2 *Dks* 3 *trB*	1322													
749	**Kornsö** WoodAuxSc3MstSr	115					1916	Oxenbjerg Skibsværft Svendborg	Akties. Dansk Rederi Kompagni (NI Nielskov, *Mgr*)	93·2	22·9	8·8	Copnhagn Danish	Oil Eng. 2Cy.12½″-13½″	
	Hansen 16-16 *Oil Eng.*	109												Bolinders M.V. Stockholm	
NVCM	(*See Sailing Ship Register*)	77													
750	**Korol Albert I.** SteelPadSr	470					1887	Stablimnto Tecnico Trieste	Azoff-Black Sea S.S. Co.	198·0	25·6	10·2	Rostoffo/D Russian	C.2Cy.26½″&47′-50″ 130NHP	
1031	*B. Allegretti* 87-87 (*ex* St. Petersburg)	—							Q47*t*B17*t*H10*t* F28*t*					Stabilimento Tecnico, Tri.	
LRCN	1 *Dk*	306													
751	**Koromiko** SteelScSr	2479					1907	W Doxford & Sons, Ld. Sunderland	Union S.S. Co. of New Zealand, Ld.	312·3	43·6	19·5	Dunedin British	T.3Cy.22″,37″&61″-42′ 241NHP	
117599	*J. Baldwin* -15	2024							P21′F26′				*WB*	W. Doxford & Sons, Ld. Sld.	
TVSB	*Turret deck Elec. light* 1 *Dk*	1541													
752	**Korona** SteelSc3MstSr	2874	✠ 100 A1 8,17 ~~Hyde~~	N Yk	*v*	N 12,15	1886	Lon. & Gls. Co. Ld. Glasgow	Quebec S.S Division Canada Stmship. Lines, Ld.	344·0	40·2	26·5	Montreal ~~London~~ British	T.3Cy.30″,47″&70″-51″ (*s*) 140lb *50lb* NDB90 360NHP	27 ″ 9
91901	*ss* N Yk. 2nd No. 3-10,11	2644					1mo		P50′B72′F46′			BK11″		2DB,*12cf*,GS227,HS6014	s 5 ″ 7
KFBH	*A. Doyle* -16 *ss* N Yk. No. 1-16 (*ex* Monmouthshire) 2 *Dks* (*Stl-Uws*) 3 *trB* Wireless	1871	~~BS 11,16~~ ✠ LMC 8,16 ~~12,17~~				A&CP						6 *BHCem*	2DB,*12cf*,GS227,HS6014 London & Gls. Co. Ld. Gls.	23 ″ 6
753	**Korrigan II.** SteelScSr	289					1892	Lobnitz & Co. Renfrew	Cie. du Boléo	144·5	23·0	12·5	Guaymas Mexican	C.2Cy.21″&42″-24″ NB01 72NHP	
		—							B16′					Lobnitz & Co., Renfrew	
		55													
754	**Korrigan III.** SteelSc	916 / 866					1912	Atel. & Ch. de la Loire Nantes	Cie. du Boléo	194·6	31·0	20·0	Santa Rosalia Mexican	T.3Cy.18⅛″,29½⅛″&49⅜″-37½⅛″ 150NHP	
	Elec. light Wireless	339										*WB*		Atel. & Ch. de la Loire, Nts	
755	**Korsfjord** SteelScSr	1616 / 1197					1913	Bergens Mek. Værks. Bergen	Akties. Dmpsk. Korsfjord (Berg & Helland)	244·2	37·6	15·7	Bergen Norwegian	T.3Cy.18″,29″&49″-33″ 138NHP	
	T. Nielsen 13-16								P15′Q73′B65′F27′				*WB*	Bergens Mek Værks Bergen	
MJBR	1 *Dk*	961													
756	**Korsör** Iron&SteelPad	945					1883	Kockums Mk. Wrks. Malmö	De Danske Stats-baner	250·0	34·2	14·7	Kallund-borg Danish	C.4Cy.33¾″&63¼″-54″ 490NHP	
	C. G. Rasmussen 01-10 (*Ferry*)	892												Kockums Mk. Wrks. Malmö	
NTWM	1 *Dk*	382													
757	**Koryo Maru** SteelScSr	745 / 655					1903	Osaka Iron Works Osaka	C. Kida	187·2	26·0	18·1	Hakodate Japanese	T.3Cy.13″,21½″&37″-24″ 67NHP	
8718														Osaka Iron Works, Osaka	
JRDW	2 *Dks*	410													
758	— SteelScSr	203 / 159					1910	Osaka Iron Works Osaka	Toyo Tororu Kabushiki Kaisha	109·3	21·2	10·8	Osaka Japanese	T.3Cy.11 $\frac{5}{16}$″,19″&32″-22″ 48NHP	
13677														Osaka Iron Works, Osaka	
LMNB	1 *Dk*	109													
759	— WoodScSr	192 / 226					1906	Hakodate Dock Co. Hakodate	Chosen Yusen Kabushiki Kaisha	107·4	17·3	13·5	Jinsen Japanese	T.3Cy.9½″,15″&24½″-18″ 25NHP	
PBTV	(*ex* Rioha Maru No. 3) 2 *Dks*	— 108												S. Ono, Osaka	
760	**Koryo Maru No. 2** SteelScSr	179 / —					1911	Osaka Iron Works Osaka	Toyo Tororu Kabushiki Kaisha	109·3	21·2	10·8	Osaka Japanese	T.3Cy.11½″,19″&32″-22″ 48NHP	
13697														Osaka Iron Works, Osaka	
LPSQ	1 *Dk*	62													
761	**Koryo Maru No. 5** SteelScSr	232 / 189					1911	Goshi Kaisha Harada Shoko Osaka	Toyo Tororu Kabushiki Kaisha	117·0	21·6	11·2	Osaka Japanese	T.3Cy.11″,19″&32″-22″ 48NHP	
14450									P67′F20′					Goshi Kaisha Harada Shoko	
LSDP	1 *Dk*	125													
762	**Kosai Maru** SteelScSr	2590	✠	Yka	*t*		1899	Lobnitz & Co. Ld. Renfrew	Nippon Yusen Kabushiki Kaisha	312·0	39·2	18·7	Tokio Japanese	T.3Cy.25 $\frac{5}{32}$″,42″&67″-48″ 377NHP	29 ″ 6
4163	*S. Tominaga* *ss* Yka. No. 2-07	2446	*Spar dk* 2,07				4mo		*WB* =			BK10″	5 *BHCem*	2DB,6*cf*,GS233,HS6300	
JBLV	*Elec. light* 2 *Dks* & *Spar dk* (*Stl*-teaks)	1309							*Cell DB* a90′ *uE* &				20*t APT* 14*t*	Lobnitz & Co. Ld. Renfrew	
									*B*90′ *f* 88′ 468*t FPT*						
763	**Kosciusko** WoodSc	165					1911	D. Drake Sydney, NSW	Sydney Ferries, Ld	116·5	28·5	9·7	Sydny NSW British	T.3Cy.12″,20″&32½″-18″ 54RHP	
131491	(*Screws fore and aft*)	165												Campbell & Calderw'd, Psy.	
	1 *Dk*	112													
764	**Kosei Maru** WoodScSr	397 / 352					1903	U. Naka-mura Osaka	Kitanihon Kisen Kabushiki Kaisha	147·6	20·2	15·8	Osaka Japanese	C.2Cy.15½′&31″-22′ 38NHP	
8804														H. Yamashita	
JRFK	2 *Dks*	246													

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys.	3 Late Name if any. / No. of Decks, &c.	4 Register Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. † for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned / now expired. Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When. / Ship. / Engines.	9 By Whom. / Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed. If not in L.R. Date of Roll of Trade Cert.
765 17685 MQHC	**Kosei Maru**	**WoodSc**	165 — 83					1914	..... Osaka	H.Sagiike	119·7	18·0	11·5	Osaka Japanese			
766 7827 JPNG	—	**WoodScSr** 2 *Dks*	152 140 94					1901	H.Teraoka Tokitzu	KyushuKisen KabushikiKaisha	107·2	15·9	12·3	Tokitzu Japanese	C.2Cy.10¾″&21½″–15″ 15NHP		
767 5129 JGLD	**Koshin Maru**	**SteelScSr** 2 *Dks*	757 675 469					1904	OsakaIron Works Osaka	Y.Fujiyama	187·0	26·2	18·3	Nishino-miya Japanese	T.3Cy.13″,22″&37″–27″ 71NHP OsakaIronWorks,Osaka		
768 8853 JQLB	—	**SteelScSp** 1 *Dk*	458 302 284					1905	S.Ono Osaka	OsakaShosen KabushikiKaisha	166·1	22·8	11·3	Osaka Japanese	T.3Cy.13½″,21¼″&34½″–24″ 57NHP *WB* S.Ono,Osaka		
769 6900 JQRK	**Koshin Maru No. 2**	**WoodScSr** 1 *Dk*	160 59 99					1897	ImaiSeijiro Otsu,Omi	TaikoKisen KabushikiKaisha	106·0	16·4	5·1	Otsu Japanese	C.2Cy.18¼″&30½″–17″ 31NHP		
770 13873 LNTR	**Koshu Maru** *M.Sakamoto* –11 (*ex*TaiunMaruNo.3,*ex*Taiun Maru)	**SteelScSr** *ss*Kob.No.1–16 1*Dk*(*Stl*) ¢2nd*Dk*(*Stl*)*except in No.2 hold*	2807 2481 2145	✠100A1 2,18 ~~2,15~~ ✠LMC ~~1,17~~ 2,18	Kob	*t*	1,17	1911 1mo	Kawasaki Dkyd.Co.Ld. Kobe	OsakaShosen KabushikiKaisha	298·1 P19′B67′F37′	43·6	23·0 FK	Osaka Japanese	T.3Cy.17½″,28″&46″–36″ (*s*) 180lb 149NHP 5*BHCem* 2SB,*4cf*,GS82,HS2447 75*tAPT*36*t* KawasakiDkydCoLdKobe	25 ″ 2 s 4 ″ 4 21 ″ 2	
771 182 PBNT	—	**WoodScCtr** (*ex*MasashigeMaru) 2*Dks*	189 — 112					1901	M.Take-moto Osaka	ChosenYusen KabushikiKaisha	106·9	17·8	13·6	Jinsen Japanese	C.2Cy.13⅝″&25⅝″–15″ *Emade*84 21NHP OsakaIronWorks,Osaka		
772 92867 KPCL	**Kosma** *E.D.Gray* –13 (*ex*Gem) *Well deck*	**SteelScSr** *ss*Bkn.2ndNo.3–4,11 1*Dk*(*Irn*)2*trB* *Floors&ptInnerBottomIrn*	2098 1602 1333	✠100A1 3,14 ✠LMC MS2,13 BS6,13	Liv	*r*	3,14	1887 9mo	J.Read-head&Co. SouthShields	W.H.Stott&Co.Ld.	280·0 P28′Q78′B114′ F33′ BK10″	38·8	18·3 WB=*Cell*	Newcastle British	T.3Cy.21″,36″&59″–39″ (*r*) 160lb NDB00 215NHP 6*BHCem* 2SB,*6cf*,GS96,HS3204 *DB*240′519*t* J.Readhead&Co.S.Shields	20 ″ 8 s 1 ″ 6½ 20 ″ 2	
773 137192	**Kosmos** *Elec.light*	**SteelScK** 1*Dk*	231 216 89	✠100A1 *StmTrawler* 4,16 ✠LMC 4,16	Abn			1916 4mo	J.Duthie Torry S.B.Co. Aberdeen	EastCoastSteam FishingCo. (Aberdeen),Ld.	115·5 F16′	22·7 BK7½″	12·1 WB=*Cell*	Aberdeen British	T.3Cy.11½″,20″&34″–23″ (*s*) 180lb 71RHP 3*BHCem* 1SB,*3pf*,GS38,HS1250 *DTf*5′12*t* W.Beardmore&Co.Ld.Gls.	13 ″ 0	
774 793 HBMF	—	**SteelTwinSc** (*Tug*) 1*Dk*	134 — 67					1906	J.Frerichs &Co.A.G. Einswarden	Dauelsberg, Schubering&Co.	90·2	19·4	9·5	Antofgsta Chilian	C.4Cy.10⅝″&19¼″–13⅜″ 20NHP J.Frerichs&Co.Osterholz		G
775 18927 MWRG	**Kosoku Maru** *K.Kitaoka* –16 *Elec.light*	**SteelScSr** 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	3192 2757 2006	✠100A1 2,18 ~~2,16~~ ✠LMC ~~2,16~~ 2,18	Kob	*t*	2,18	1916 2mo	OsakaIron Works,Ld. Osaka	HiroumiShoji KabushikiKaisha	305·0 P19′B82′F23′	43·7 FK	27·2 *CellDB*255′5	Nishino-miya Japanese	T.3Cy.22″,37″&61″–42″ (*s*) 180lb 288NHP 2SB,*6cf*,GS90,HS3824 FD 19*tFPT*76*tAPT*20*t* 5*BHCem* OsakaIronWrks.Ld.Osaka	27 ″ 3 s 4 ″ 4½ 23 ″ 2	
776 94289 HFMP	**Kosseir** *G.Laurie* –16 (*ex*VassilefsGheorghios, *ex*Victoria,*ex*Esteban deAntunano)	**IronScSr** *ss*Lon.No.3–4,97 1*Dk*&*Spardk*(*Irn*)3*trB*	1855 1630 1013	✠ *Spar dk* 3,03 ✠	Lon	*r*		1884 6mo	J.Laing Sunderland	KhedivialMailS.S. &Graving DockCo. Ld. (LordE. Hamilton,*Mgr.*)	276·5 B98′F38′ BK9″	36·4 24·9 WB=*DB*	17·2 a70′*f*38′146*t*	London British	C.2Cy.31″&74″–45″ 329NHP 4*BHCem* 2DB,*8pf*,GS164,HS6089 G.Clark,Sunderland		V
777 JLFS	**Kossuth** (Seized at Venice) *U.Dinarich*	**SteelScSr** *ss*Rot.No.1–10 1*Dk*(*Stl*)2*trB* *Web frames*& *deep framing* 3*Dk rule*	3602 3323 2335	✠ ~~5,16~~ ✠	Bry	*a*		1906 8mo	R.Craggs& Sons,Ld. Middlesbro'	HungarianLevant S.S.Co.Ld. *WB=Cell* *DBa*119′*uE&B*	350·0 P31′B100′F33′	49·8 FK	23·5 42′*f*144′1034*tAPT*	Fiume Aust.-Hung.	T.3Cy.23½″,39″&66″–45″ 322NHP 6*BHCem* 3SB,*9cf*,GS136,HS5034 99*tFPT*88*t* N.E.MarineEng Co.LdNwc	25 ″ 10	
778 JLFT	**Kossuth Ferencz** *A.Róth*08–10 *Elec.light*	**SteelScSr** *ss*Shl.No.1–12 1*Dk*(*ptIrn*&*ptStl*)2*trB* *deep framing*&*Web frames* 3*Dk rule*	4781 4019 3100	✠ ~~7,16~~ ✠	Rot	*x*		1907 6mo	J.L.Thomp-son&Sons,Ld. Sunderland	AtlanticaSea NavigationCo.Ld. *WB=Cell* *DBa*135′*uE&B*	378·0 P23′B119′F30′	52·3 FK	24·4 44′*f*155′1055*tFPT*	Fiume Aust.-Hung.	T.3Cy.26″,42″&68″–48″ 392NHP 6*BHCem* 2SB,*8pf*,GS143,HS6650 127*tAPT*27*t* Blair&Co.Ld.Stockton	27 ″ 1	
779 JLFQ	**Kostrena** *G.Medanic* –10	**SteelScSr** *ss*Tri.No.3–2,13 1*Dk*(*ptStl*&*ptIrn*)2*trB* &*deep framing* 3*Dk rule*	2531 2380 1582	✠ ~~8,16~~ ✠	Cff	*t*		1902 1mo	Napier& Miller,Ld. Glasgow	E.Pajkurick *WB=CellDB*	314·0 P30′B94′F33′	44·0 FK	20·7 a98′*uE&B*36′*f*134′	Fiume Aust.-Hung.	T.3Cy.23″,37″&61″–42″ 261NHP 5*BHCem* 2SB,*6pf*,GS118,HS4212 731*tAPT*70*t* D.Rowan&Co.Glasgow	23 ″ 3	
780 4401 JCLR	**Kosui Maru No. 2**	**WoodScSr** 2*Dks*	136 124 77					1897	Kitagawa Tobei Otsu,Omi	TaikoKisen KabushikiKaisha	109·3	14·7	10·7	Otsu Japanese	T.3Cy.9″,15″&25″–18″ 27NHP OkuyamaIchiro,Osaka		
781 117667 WHJR	**Kotare** *W.E.Mumby* –15 (*ex*ShirleyHasell)	**WoodScSr** 1*Dk*	141 116 79					1904	Moore& Whatmore JervisBay, N.S.W.	SouthernS.S.Co. Ld. (K.Ramsay, *Mgr.*)	105·3	24·8	6·6	Dunedin, N.Z. British	C.2Cy.11″&22″–12″ 20RHP Plenty&Son,Ld.Newbury		
782	**Kotchubey** *Elec.light*	**SteelPad** (*ex*Boyky) 1*Dk*	377 — 222					1899	Soc.Anon. Jhn.Cockerill Hoboken	RussianStm.Nav. &TradingCo.	181·0	25·0	8·0	Odessa Russian	C.2Cy.24½″&42½″–36″ 89NHP SocAn.J.Cockerill,Seraing		
783 88196 JQCL	**Kotka** *J.W.Wilkinson* –17 *Well deck*	**IronScSr** *ss*Hul.2ndNo.3–2,10 *ss*Hul.No.1–15 1*Dk*(*Irn*)2*trB*	1695 1353 1099	✠100A1 9,17 ~~7,16~~ ✠LMC MS4,14 ~~BS7,16~~	Lon Hul	*q* 9,17	7,16	1884 4mo	HSEdwrds &Son Newcastle	Ellerman'sWilson Line,Ld.	260·0 P26′Q84′B50′F26′ BK9½″ *WB=DBa*88′*f*82′	36·2	18·5 335*tAPT*20*t*	Hull British	C.2Cy.32″&60″–39″ (*i*) 80lb 178NHP 4*BHCem* 2SB,*6pf*,GS95,HS3011 Nrthn.Mar.Eng.Co.,Gts.	19 ″ 10 s 2 ″ 2 18 ″ 8	
784	**Kotlas** *Dischler*	**SteelScSr**	172 — 133					1895	P.Larsson Thorskog	Olsen,Stampe&Co.	100·0	22·4	9·3	Archangel Russian	C.2Cy.11″&18″–16″ 11NHP P.Larsson,Thorskog		
785 8819 JNDR	**Kotobuki Maru** *ex*Mongkut)	**SteelScSr** (*ex*ShikokuMaru, 2*Dks*	1397 1281 997					1883	J.Elder& Co. Glasgow	J.Kobayashi	244·1 F32′	33·4	22·5	Sakai Japanese	C.2Cy.28½″&56″–36″ 157NHP J.Elder&Co.Glasgow		
786 1044 HGMB	—	**WoodScSr** 1*Dk*	371 339 230					1887	Mayegawa Tomekichi Osaka	T.Kamabara	143·6	21·2	15·4	Nagasaki Japanese	C.2Cy.18″&34″–24″ 47NHP		

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenance classification d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. ps.
787 8863 JRQB	**Kotohira Maru** *U.Kaneyasu* –16 (*ex*Glenshiel) *Elec.light*	SteelSc3MstSr *ss*Lon.No.3–2,99 *ss*Kob.No.2–06 2*Dks*(*Stl–Uws*)3*trB*	3479 3137 2192	✠ 5.12	Kob	*w*		1887 1mo	London& Glas.Co. Glasgow	G.Katsuda	370·1 P76′B69′F53′	45·1 BK11″	27·7	Tarumi Japanese	T.3Cy.34″,53″&87″–54″ 527NHP 6*BHCem* 3DB.*18cf*,GS318,HS8121 London&Glas.Co.Ld.Gls.	28 ″ 0
788 1635 HKVL	—	WoodScSr 2*Dks*	148 — 82					1897	Nakamura Ushitaro Osaka	TokiowanKisen KabushikiKaisha	106·9	15·8	13·3	Tokio Japanese	C.2Cy.12″&24″–14″ 18NHP KioKanShi,Osaka	
789 9211 JSLM	**Kotohira Maru No. 3** (*ex*Saladin)	IronScSr 2*Dks&Spar dk*	1979 1599 1494					1890	T. Royden &Sons Liverpool	K.Kawachi	254·6 F20*t*	38·2	24·0	Kobe Japanese	C.2Cy.22½″&55″–40″ 159NHP Fawcett, Preston&Co.Liv.	
790 NPVC	**Kotonia** *C.F.Rasmussen05–06*	SteelScSr 2*Dks*	2625 2492 1669					1906	Helsingörs Jernsk& Msk. Elsinore	Dmpsk.Hafnia Akties. (P.Brown, jr.&Co., *Mgrs.*)	282·8	42·1	24·9	Copnhagn Danish *WB*	T.3Cy.20″,32″&53″–36″ 169NHP HelsingörsJernsk.&Mskb.	
791 18942 MWSG	**Kotsu Maru** *T.Keisai* –16 *Elec.light*	SteelScSr 2*Dks*(*Stl*)*&Web frames Longitudinal framing*	3186 2757 2001	✠100A1 ~~3,17~~ 2,18 ✠LMC~~5,16~~ 2,18	Kob	*t*	~~2,17~~ 2,17	1916 3mo	OsakaIron Works,Ld. Osaka A&CP	HiroumiShoji KabushikiKaisha *CellDB255′519t*	305·0 P19′B82′F32′ FK	43·7	27·2	Nishino-miya Japanese 5*BHCem*	T.3Cy.22″,37″&61″–42″ (*s*) 180lb 288NHP 2SB,*6cf*,GS90,HS3824 FD OsakaIronWks.Ld Osaka	27 ″ 3 s 4 ″ 4½ 23 ″ 2
792 8363 JDBW	— *Y.So* –15 1*Dk*(*Stl*)*&Spar dk&Web frames* *Elec.light*	SteelScSr *ss*Hak.No.3–1,13	1549 1284 924	✠100A1 *Spar dk withfreeboard* 1,16 ✠LMC1,~~16~~	Kob	*p*	~~2,16~~ 2,18	1902 2mo	Ishikawa-jimaS.B.&E Co.Ld. Uraga *Lloyd's A&CP*	OsakaShosen KabushikiKaisha *WB=CellD*	240·0 P37′B77′F39′ *Ba60′uE&B48′f88′*	34·0 19·4 FK	12·1 *243tFPT57t*	Osaka Japanese 5*BHCem*	T3Cy18½″,30⅛″&52⅛″–36″(*s*) 200lb 185NHP 2SB,*6rf*,GS100,HS2820 IshikawajimaS.B.&E.Co. *APT30t* Ld.Tokio	22 ″ 0 s 5 ″ 10 16 ″ 9
793 630 LRBM	**Kotzebue**	IronPad (*Tug*) 1*Dk*	196 — 78					1868	..... Newcastle	Committee of Don Estuary	135·1	23·6	7·7	Rostoff Russian	C.2Cy.19″&32″–39″ 53NHP	
794 JVLD	**Kouang-Si** *Vallat09–09* *Elec.light*	SteelTwinScSr 2*Dks&Awngdk*	6472 6056 4203					1904	Forges&C. de laMédit. Havre	Messageries Maritimes	413·5 H–	49·7 37·5	29·6	Marseilles French *WB*	T.6Cy.25½″,33″&52″–35½″ 322NHP Forges&C.delaMédit.Hav.	
795 6041 JLKN	**Ko-un Maru** (*ex*Tai-Cheong)	SteelScSr 1*Dk&Spar dk*	1268 — 779					1889	Flensburgr Schiffs.Ges. Flensburg	N.Mibayashi	232·7 B76′F28′	32·2	19·2	Naha Japanese *WB*	T.3Cy.19½″,28½″&51″–33″ 149NHP FlensburgerSchiffsb.Ges.	
796 10245 LBFN	**Koun Maru** (*ex*Kwan-onMaruNo.12)	WoodScSr 2*Dks*	912 — 555					1906	K.Oaki Tokio	Ch.Matsushima	206·1	24·7	20·8	Nishino-miya Japanese	C.2Cy.22″&45½″–36″ B *built—refitted*06 104NHP K.Oaki,Tokio	
797 14343 LPTS	**Koun Maru No. 1**	SteelScSr 2*Dks*	525 — 254					1911	S.Ono Osaka	R.Mayeda	148·4	21·3	15·4	Hakodate Japanese	T.3Cy.10¾″,17½″&28½″–20″ E&B*made*08, *ftd*11 36NHP S.Ono,Osaka	
798 16523 MGVK	**Koun Maru No. 2**	SteelScSr 2*Dks*	594 — 418					1913	GoshiKai-shaHarada Shoko,Osaka	R.Mayeda	182·7	23·7	16·6	Hakodate Japanese *WB*	T.3Cy.11½″,19¾″&33½″–22″ 53NHP GoshiKaishaHaradaShoko	
799 1139 HGTK	**Kounyu Maru** *OkitaKahei*	WoodTwinScSr 2*Dks*	165 143 102					1889	Mayeda Unosuke Osaka	Amagasaki Isaburo	103·5	16·4	12·8	Osaka Japanese	2Cy.14″–13″ E&B*blt*87 11NHP TomonagaGenzaburo,Osk.	
800 1169 HGWK	**Kounyu Maru, No. 1** (*ex*KounyuMaru,No.2)	WoodTwinScSr 2*Dks*	156 — 86					1890	Mayeda Unosuke Osaka	KyushuKisen KabushikiKaisha	106·7	15·8	13·0	Osaka Japanese	2Cy.15″–13″ B*made*96,*refitted*13 14NHP TomonagaGenzaburo,Osk.	
801 Sunk by coll. 6.8.1917 1264 HJFB	**Kounyu Maru, No. 3** *Mo.Tsuneichi*	Wood TwinScSr 2*Dks*	187 159 116					1890	Mayeda Unosuke Osaka	Amagasaki Isaburo	114·6	16·3	12·1	Osaka Japanese	2Cy.16½″–14½″ NB02 16NHP TomonagaGenzaburo,Osk.	
802 9396 JTCG	**Koura Maru** (*ex*Melita,*ex*SvendHaug) *Mchy.Aft*	SteelSc3MstSr 1*Dk*	698 475 377					1898	SM·Knight &Co.Ld. Ayr	R.Yamashina	179·3 Q97*t*B18*t*H88*t*	29·1	10·6	Uraga Japanese *WB*	T.3Cy.13″,25″&40″–27″ 83NHP McKie&Baxter,Glasgow	
803 ~~629~~ NXRV 142438 JTLQ	~~**Dadalus**—11~~ *Elec.light* Wireless	SteelScSr *ss*NYk.No.1–16 2*Dks*(*Stl*)	5793 5173 3748	✠100A1 ~~9,17~~ 9,17 ~~5,15~~ ✠LMC~~6,17~~ BS~~9,17~~ 6,16	Hul NYk	*z*	~~9,18~~ 9,17	1911 6mo *Lloyd's A&CP*	Swan,Hun-ter&Wigham Richardson, Ld Newcastle	TheShippingCon-troller(RoyalMail Stm.Pkt.Co.*Mgrs*) 137′*uE&B45′f180′*	P40′B137′F46′ *WB=CellDBa* 1040*t D T a* 32′830*t*	407·4 FK	51·1	29·9 *7BHCem FPT101t*	London British 180lb 509NHP 3SB,*9cf*,GS178,HS7080 FD Wllsnd Slpwy.Co.Ld.Nwc.	32 ″ 7 s 6 ″ 9 26 ″ 2
804 121594 SCNR	**Koutunui** *G.H.Peterson*	WoodTwinScSr 1*Dk*	171 136 98					1910	C.Bailey, jr. Auckland NZ	NewZealand ShippingCo.Ld.	96·7 H14*t*Break6*t*	24·0	8·4	Napier,N Z British	C.4Cy.8″&8″–10″ 25RHP G.Fraser&Sons,Auckland	
805 124768 HKQM	**Kovno** *H.E.French* –16 *Elec.light Ref.Mchy*	SteelScSr 1*Dk*	1985 1667 1102					1907	Earle'sCo. Ld. Hull	Ellerman'sWilson Line,Ld.	318·0 P204′F33′	41·1	18·3	Hull British *WB*	T.3Cy.22″,36″&60″–42″ 233NHP Earle'sCo.Ld.Hull	
806 139113 JMHC	**Kowarra** *W.Wills*13–16 *Elec.light Well deck*	SteelScSr 1*Dk*(*Stl*)	2125 1610 1215	✠100A1 1,17 ✠LMC1,16	Cff	*r*		1916 1mo *Lloyd's A&CP*	J.Priest-man&Co. Sunderland	AustralianSteam-ships,Ld.(*Man. Agents*, Howard Smith,Ld.)	270·0 P21′Q85′B55′F31′ *CellDBa*	40·0 FK	17·8 *4BHCem* *70′uE&B48′*	Melbourne British	T.3Cy.20½″,33½″&55″–39″(*s*) 180lb 242NHP 2SB,*6cf*,GS118,HS4236 G.Clark,Ld.Sunderland *f*106′541*t FPT87t APT118t*	20 ″ 0 s 2 ″ 0½ 18 ″ 3
807 128249	**Kowchow**	SteelTwinSc 1*Dk*	310 257 204					1909	W.Denny& Bros. Dumbarton	IrrawaddyFlotilla Co.Ld.	155·4	28·1	8·1	Glasgow British	C.4Cy.16″&32″–21″ 25RHP Denny&Co.Dumbarton	
808 123007 TVRM	**Koweit** ~~*F.Wilson*14–14~~ *Wheeler* –18 (*ex*KoninginRegentes) *Well deck Elec.light*	SteelSc3MstSr *ss*Ams.No.3–9,06 *ss*Bom.No.2–16 3*Dks*(*UStl–* teak s*f*1*Stl*-ws)	3775 3053 2393	✠100A1 ~~4,17~~ ~~9,14~~ 2,18 BS~~9,16~~ ✠LMC4,15 BS~~6,17~~	Bom	*x*	~~9,16~~ ~~6,17~~ 2,18	1894 5mo *Lloyd's A&CP*	Caird&Co. Ld. Greenock	ArabSteamersLd.	376·1 P&B217′F50′ BK11″ *WB=Cell*	43·1	27·7 *7BHCem DB150′305t*	Bombay British	T.3Cy.29″,48″&77″–54″ (*s*) 170lb *150lb* 456NHP 2DB,*12rf*,GS252,HS7010 Caird&Co.Ld.Greenock	29 ″ 1 s 5 ″ 9 24 ″ 8

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 6 7 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	Dck. when tail shaft last seen.	8 9 Built. When. Ship. Engines.	By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; IHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of Trade Cert.
809 128040 HQTG	**Kowhai** **SteelScSr** *E.C.Vellenoweth* –16 (*ex*DevonCoast,*ex*Hopeful) 1*Dk*/*Stl*) *Well deck Elec.light* *Mchy.Aft*	792 556 404	✠ 3,13 ✠	Ddn	*k*		1910 4mo	W.Harkess &Son,Ld. Middlesbro'	**UnionS.S.Co.of NewZealand.Ld.** *WB=CellDB*	195·0|30·0|11·6 P13'Q96'B13'F33' FK *f*117'158*t FPT*39*t* *APT*9*t*	**Dunedin** British	T.3Cy.16″,27″&44″–30″ 129NHP *3BHCem* 2SB,*4cf*,GS68,HS2196 Richardsons,Westgarth& Co.Ld.Mdb.	13 ″ 10	
810 8456 JPDH	**Koyo Maru** **SteelScSr** (*ex*YikSang, *ex*Paumben) *Structure pt Irn*	1452 1396 1047			…		1886	A.M'Millan&Son Dumbarton	**K.Hamane**	238·7|32·6|23·0 *WB*	**Hakodate** Japanese	T.3Cy.18¾″,30⅝″&48½″–36″ 138NHP Hutson&Corbett,Glasgow	24 ″ 0	
811 13719 LRMF	— **WoodTwinScSp** 1*Dk*	199 153 107					1911	J.Yoshikawa Ominato	**F.Ozaki**	114·8|15·8|11·6	**Tokio** Japanese	C.4Cy.11″&22″–15″ 32NHP		
812 7694 JMGL	— **WoodScSp** 2*Dks*	178 157 98					1901	Ominato Zosenzo Ominato	**OsakaShosen KabushikiKaisha**	107·5|16·6|12·8	**Osaka** Japanese	T.3Cy.9¼″,15″&24½″–18″ 25NHP OnoSeikichi,Osaka		
813 99 PBJG	— **WoodScSr** (*ex*MiyazuMaru, *ex*KanoMaruNo.2) 2*Dks*	131 — 81					1890	K.Oaki Shinagawa	**ChosenYusen KabushikiKaisha**	101·0|15·1|11·9	**Jinsen** Japanese	C.2Cy.12″&24″–18″ 20NHP		
814 PBJG	**Krabben** **SteelScK** (*Whaler*) 1*Dk*	174 172 63					1912	Smith's DockCo.Ld. Middlesbro'		110·0|20·7|12·5		T.3Cy.12¼″,20″&34″–24″ 52NHP Smith'sDockCo.Ld.Mdb.		C
815 PHTB	**Krakatau** **SteelScSr** *T.R.Scholton* –16 *ss*Ams.No.1–17 *Elec.light* 2*Dks*(*Stl*)&*Shelter dk* Wireless (*Stl*-teaks)	6738 6457 4289	✠100A1 *Shelter dk* *withfreeboard* ~~5,17 4,16~~ ✠LMC 2,18 ~~M84,15~~ BS9,16	Ams Sba	*a*†	10,15	1912 6mo	Maats. Fyenoord Rotterdam	**Stoomv.Maats. Nederland** *WB=CellDB* *Lloyd's* *a*130'*uE*29' FK	430·1|55·2|34·6 *f*170'853*t DT a*24' 925*t FPT*72*t*	**Amstrdam** Dutch	T.3Cy.27½″,47″&82½″–53″(*s*) 215lb HS10506 FD 736NHP *7BHCem* 2D&2SB,*18cf*,GS261, Maats.Fyenoord,Rot.	37 ″ 3 s 9 ″ 5½ 28 ″ 4	
816 ~~SHDF~~	**Krasnoiarsk** **SteelScSr** ~~*C.J.Tenne* –15~~ *Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	*5812* *5637* *3665*	✠100A1 *Shelter dk* *withfreeboard* 8,17 ~~7,16~~ ✠LMC9,15	NYk Liv	*z*	7,17	1915 9mo	Nthmblnd S.B.Co.Ld. Newcastle	~~**Russian Volunteer Fleet Association**~~ TheShippingController(RoyalMail SteamPacketCo. *Mgrs.*) *Lloyd's* *WB=CellDBa* 140'*uE* 28'*f* FK	400·0|52·0|35·4 F36'*on Shelter dk* 71'1143*t FP*	London British	T.3Cy.26″,43″&73″–48″ (*s*) 180lb 535NHP *6BHCem* 3SB,*9cf*,GS180,HS8060 FD Richardsons,Westgarth& *T62t APT*115*t* Co.Ld.Sld.	38 ″ 0 s 9 ″ 11 28 ″ 5	
817 PBJG	**Krasnojarsk** **SteelPad** (*ex*LadyBuller) 1*Dk*	*172* *141* *58*					1903	Hawthorn, Leslie&Co.Ld Newcastle	**RussianGovt.** (Minister forWays &Communicatns.)	130·0|20·1| 7·5	**Petrograd** Russian	D.2Cy.20″&40″–42″ 87NHP Allsup&Co.Preston		V
818 SHDC	**Krat** **SteelSc** *J.C.Christiansen* –11 (*ex*Sibir,*ex*Columbia) 1*Dk*&*Shade dk*	542 — 282					1900	Farnham, Boyd&Co.Ld Shanghai	**SiamS.N.Co.Ld.**	160·0|24·6| 9·0	**Bangkok** Siamese	T.3Cy.9″,15″&25″–21″ 29NHP Farnham,Boyd&Co.Ld.Shi		
819 4324 JNVM	**Kratos** *ss*Cpn.No.3–9,17 **SteelScSr** *C.A.Andersson*15–15 *ss*Shl.No.2–12 1*Dk*(*pt Irn*&*pt Stl*)&*deep framing* *Elec.light* Wireless	3440 3176 2191	✠100A1 9,17 ~~9,16~~ ~~BS9,16~~ ✠LMC ~~9,12~~ 9,17	Got Cpn	*v*	~~9,16~~ 9,17	1904 9mo	W.Gray& Co.Ld. WHartlepool *Lloyd's*	**Rederiaktieb Transatlantic (G.Carlsson,** *Mgr.*) *WB=CellDBa* FK 110'*uE*&*B*40'*f*146	340·0|49·1|22·8 P27'B100'F32' 960*t APT*96*t*	**Gothenbrg** Swedish	T.3Cy.25$\frac{7}{16}$″40½″&67″–45″(*s*) 180lb 335NHP *6BHCem* 3SB,*9pf*,GS153,HS5285 Cen.Mar.Eng.Wrks.WHpl	25 ″ 3 s 4 ″ 6 21 ″ 2	
820 SHDK	**Kraus** **SteelSc** *Reimers* (*Tug*) *Elec.light* 1*Dk*	209 189 —					1914	Jonker& Stans Hendrik Ido Ambacht	**Nederl.Indische Steenholm HandelsMaats.**	108·2|24·1|11·4	**Batavia** Dutch	T.3Cy.13¾″,22¼″&37″–19$\frac{11}{16}$″ 61NHP Alblasserdam.Msch.Fab.		
821 RMKN	**Krautsand** **SteelSc** *P.Tiemann*01–02 (*Tug*) *Elec.light* 1*Dk*	253 220 12					1901	H.Brandenburg Hamburg	**Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)**	115·1|23·9|13·4 H—	**Hamburg** German	C.2Cy.20$\frac{7}{8}$″&40$\frac{3}{16}$″–27½″ 70NHP H.Brandenburg,Hamburg		G
822 102125	**Kremlin** **SteelSc3MstSr** *W.Phillips* –16 *ss*Npt.No.3–8,06 (*ex*Snowflake) *ss*Shl.No.2–15 *Mchy.Aft* 1*Dk*(*Stl*)&*Spar dk*(*Irn*)& *Elec.light* *Web frames*	2677 2392 1675	✠100A1 *Spar dk* 3,18 ~~9,16~~ *Carrying Petroleum in bulk* ~~BS9,16~~ ✠LMC6,15	Shl Hul	*t*	~~6,15~~ 3,13 BS3,13	1893 12mo	Armstrong Mitchell&Co. Ld Newcastle	**The Admiralty** A&CP *WB=CellDB*30'92*t APT*25*t*	294·0|39·6|19·8 P79'B22'F33' 26·7 FK *DTf*22'201*t*	**London** British	T.3Cy.23″,37″&60″–42″ (*s*) 160lb *100lb* NDB10 247NHP *7BHCem* 2SB,*6rf*,GS104,HS3920 Wllsnd pwyCo.Ld.Nwc.	27 ″ 10 s 5 ″ 0 23 ″ 2	
823 JDMP	**Kressmann** **IronScSr** *P.Gentzow* *Elec.light* 1*Dk*	433 358 248					1875	F.Schichau Elbing	**R.Lansert**	161·4|24·7|12·8 P124*t* F29*t*	**Stettin** German	C.2Cy.19¼″&42″–22″ NB03 69NHP F.Schichau,Elbing		G
824 129675	**Krian** **SteelScSr** *Elec.light*	845 666 453					1911	Scott'sS.B. &Eng.Co.Ld. Greenock	**StraitsS.S.Co.Ld.**	210·0|35·2|12·2 P&B146'F35'	**Singapore** British	T.3Cy.18″,29″&48″–33″ 132NHP *WB* Scott'sS.B.&E.Co.Ld. Grk.		
825 JFRD	**Kriemhild** **SteelSc** *A.Plinsky* (Seized at Riga) *Elec.light* 1*Dk*	800 600 487					1902	Nüscke& Co Stettin	**Rud.Christ.Gribel**	202·7|30·3|12·6 Q59'B45'F21'	**Stettin** German	C.2Cy.20″&35″–24″ E&B*made*99,*fitted*02 50NHP *WB* OderwerkeAct.Ges.Stettin		
826 cked7,16 MJRH	**Kristianiafjord** **SteelTwinScSr** 8,17 *S.C.Hiortdahl* –13 *Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) Wireless 3*rd dk in Nos.*1,2&5*holds*	10669 8654 6496	~~✠100A1~~ *Shelter dk* *withfreeboard* 3,17 ~~4,17~~ ~~LR6,15~~	NYk	*g*†	~~8,15~~ P7,16 SN3,17	1913 5mo	Cammell Laird&Co.Ld. Birkenhead *Lloyd's*	**DenNorske Amerikalinie** *WB=CellDB* *a*119'*uE*&*B*152'*f* FK	512·1|61·2|29·4 P70'B201'F108' 189'1165*t FPT*	**Chrstiania** Norwegian	Q.8Cy 26″,37½″,53″&75″–51″ 2201b (*r*) 1469NHP *8BHCem* 8SB,*32cf*,GS590,HS23000 FD *APT*150*t*	32 ″ 6 ~~8 ″ 0~~ ~~20 ″ 0~~ CammellLaird&Co Ld.Bkn	
827 MLDH	**Kristiansand** **SteelScSr** *O.Eilerssen* *Elec.light* 2*Dks*	473 423 253					1915	Nylands Værksted Christiania	**ArendalsDampskibsselskab**	151·2|25·2|17·4 *WB*	**Arendal** Norwegian	T.3Cy.13½″,22″&37½″–24″ 69NHP NylandsVærksted,Xania.		N
828 JSGF	**Kristiansund** **IronScSr** *E.Berg* (*ex*Christiansund) 1*Dk*	117 75 66					1865	Akers Mek. Værks Christiania	**Nordmör Dampskibsselskab**	107·5|18·2| 8·4 Q12*t* B24*t* H5*t*	**Xiansund** Norwegian	C.2Cy.11½″&22″–18″ NE73&NB05 17NHP TrondhjemsMekVærksted		
829 5732 JVKG	**Kristina** **CompScSr** *J.V.Johansson* –15 1*Dk*	198 161 126					1907	Sjötorps Varf Sjötorp	**JanneLarsson**	100·1|22·9|10·2 P18'H6*t*	**Gothenbrg** Swedish			
830 4195 JNKR	— **IronSc** *N.J.Nilsson* –15 (*Trawler*) (*ex*Platessa) 1*Dk*	143 126 32			…		1888	Rostocker Act.Ges. Rostock	**OlofHerm.Jansson (Edr.Jansson,** *Mgr.*)	103·4|20·5|10·5 F13' BK9″	**Gothenbrg** Swedish	C.2Cy.17¾″&33½″–19⅜″ NB11 50NHP Rostocker A.G.Rostock		
831 MJTB	— **SteelScSr** *B.Björnö*15–15 (*ex*Bentley) 1*Dk*	135 131 52			…		1895	Hall, Russell&Co. Aberdeen	**Akties.Trudvang (Thor.Egeland,** *Mgr.*)	100·0|20·5|10·4 Q23' BK6½″	**Stavanger** Norwegian	C.2Cy.17″&36″–24″ 64NHP Hall,Russell&Co.Abn.	11 ″ 3	

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Capitaine. Visites Périodiques.	3 Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné après Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.
832 Sunk War Loss MHCV	**Kristine** *M.Rönnevig* Hammar,*ex*LouisKrohn)	SteelScSr (*ex*Emma) 1*Dk*	568 412 299					1889	Rostocker Akt.Ges. Rostock	J.Fresvig	173·1|26·6|12·8 P120*t*H12*t*F16*t*	Haugesnd Norwegian *WB*	2Cy.19¾″&35½″–27½″ 55NHP RostockerA.G.Rostock	V
833 3347 JKDV	**Kristinehamn** *B.Berggren*98–98	CompScSr 1*Dk*	185 150 119					1898	S.Groth Sjötorp	MoraVenerns JernvägsAktieb. (K.Rosenquist, *Mgr.*)	99·3|22·6| 9·7 P23′H9*t*	Krstnhmn Swedish	C.2Cy.11⅞″&19½″–11¾″ 11NHP WilhelmsbergsM.V., Gothenburg	
834	**Krka** (*ex*Cherso,*ex*BaroneChlumecky)	SteelSc	110 — 43					1896	M.U.Martinolich Lussinpicc'lo	Soc.Anon.AustriacadiNav.aVap. "Dalmatia"	114·8|15·8| 7·4	Trieste Aust.-Hung.	T.3Cy.11⅞″,18″&30″–16½″ NB09 36NHP Wilsn&McLaren,Smprdna	A
835 NWQJ	**Kronborg** *Sorensen* –17 1*Dk*(*Irn*)2*trB*&*deep framing* 3*Dk rule*	SteelScSr *ss*Rot.No.3–3,12 *ss*Cpn.No.1–15	3515 3208 2211	✠100A1 10,17 DBS4,16 ✠LMC5,15 MBS6,16 ~~✠6,17~~	NYk NNs	*v*	~~9,16~~ 10,17	1899 1mo	W.Gray& Co.Ld. WHartlepool A&CP	DampskibsSelsk. Dannebrog (C.K. Hansen, *Mgr.*) *WB*=*CellDB*	330·0|47·1|24·7 P35′B77′F33′ FK *a*&*uE*136′*f*134′737*t*	Copnhagn Danish 5*BHCem*	T.3Cy.25″,40″&65″–42″ (*s*) 160lb *80lb* 292NHP 2SB,*6rf*,gs101,hs4663 *APT62t* Cen.Mar.Eng.Wrks.WHpl	27 ″ 4 s 5 ″ 2 22 ″ 7
836 QGKS	**Kronos** *H.Reimers*02–06 1*Dk*&*Spar dk*	SteelScSr	929 850 543				…	1897	Sunderlnd S.B.Co.(Lim) Sunderland	Dampfschifffahrts Ges.Neptun	188·8|29·8|12·4 19·3 FK *WB*	Bremen German	T.3Cy.15½″,25″&41″–27″ SirC.Furness, 95NHP Westgarth& Co.,Mdb.	21 ″ 9
837 Wrecked 11,17 JWNP	**KronprindsesseVictoria** *L.Askeland* *Well deck*	IrnScSr 1*Dk*2*trB*	428 338 238				…	1882	Stavanger Stöberi& Dok Stavanger	Kr.Högh-Hervig *WB*	152·1|24·6|14·1 Q26*t* B60*t* F8*t*	Haugesnd Norwegian	C.2Cy.18″&34″–24″ NB00 47NHP LaxevaagVærk.,Bergen	K
838 140276 JRCL	**Kronprins Frederik** *E.Evans* –17 1*Dk*&*pt Awng dk*	SteelScSr	1638 1063 1032					1901	Hellerup Skibsv.&Msk. Hellerup	~~Frambert Bros. Ld.~~ (The Shipbuilding Controller (LambertBros Ld.,*Mgrs.*)	250·8|36·0|14·2 P26′Q70′	London British *WB*	T.3Cy.18″,29″&48″–33″ 132NHP Dansk.Maskinfabrik,Cpn.	T
839 NJWC	— *E.O.Möller*05–06 *Elec.light*	SteelPad (*Ferry*) 1*Dk*	414 392 170					1898	Helsingörs Jernsk&Msk. Elsinore	DeDanskeStatsbaner	177·0|26·2|11·9	Elsinore Danish	C.2Cy.29″&54″–45″ 163NHP HelsingörsJernskb&Mskb	
840 3912 JMHN	**Kronprins Gustaf** *F.W.Grundberg*05–13 *Elec.light*	SteelScSr 1*Dk*&*Trunk dk*	4961 4206 2992					1901	Howaldtswerke Kiel	Rederiaktieb Nordstjernan(A.A. Johnson, *Mgr.*) *WB*	407·1|52·7|22·8 P27′H324*t*F38′	Stockholm Swedish	T.3Cy.26½″,42″&69″–43″ 312NHP Howaldtswerke,Kiel	T
841 5555 JTPQ	**Kronprins Gustaf Adolf** *E.C.Lewenhagen*04–14 *Elec.light* Wireless *Oil Eng.* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	Steel TwinSc3MstSr	3701 3330 2232	✠100A1 *Shelter dk with freeboard* 9,17 ~~11,16~~ ✠LMC3,16	NYk	*x*	~~7,16~~ 9,17	1914 2mo *Lloyd*	Akt.Burmeistr& Wain Copenhagen	Rederiaktieb. Nordstjernan (A.A.Johnson, *Mgr.*) *WB*=*CellDB*	359·6|51·6|22·2 FK *a*69′*u*E37′*f*212′1138*t* *sA*&*CP*	Stockholm Swedish 6*BHAsp*	Oil Engines 4S.C.SA 12Cy.21¼″–28¾″ 364NHP DB*80lb* Akt.Burmeistr&Wain,Cpn *tFPT74tAPT53t*	25 ″ 6 s 2 ″ 7 23 ″ 3
842 MFDB	**Kronprins Olav** *K.Hansen* 1*Dk*	SteelScSr	1137 999 685					1908	Akers Mek.Værks. Christiania	I.A.Christensens Rederi	228·5|36·1|15·7 P13*t*H58*t*F29*t*	Chrstiania Norwegian *WB*	T.3Cy.16½′,27′&44′–33′ 111NHP AkersMek.Værks.Xia.	I
843 MFHK	— *Lundgren*12–12 1*Dk*	SteelSc (*ex*StyrsöII.)	110 56 47					1904	Eriksbergs M.V.Aktieb. Gothenburg	ActiesNæsoddens Dpskselsk. (Joh. Johnsen, *Mgr.*)	94·0|20·5| 6·8 B33′	Chrstiania Norwegian	C.2Cy.13″&27″–18″ 26NHP EriksbergM.V.Aktieb.Got	
844 5582 JTRN	**Kronprinsessan Margareta** *T.Meyer*10–14 *Elec.light* Wireless *Oil Eng.* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	SteelTwinSc3MstSr	3739 3365 2244	✠100A1 *Shelter dk with freeboard* 8,17 ~~7,16~~ ✠LMC7,16 8,17	Mmo Cpn	*x*	7,16	1914 4mo *Lloyd*	Akt.Burmeistr& Wain Copenhagen *sA*&*CP*	Rederiaktieb. Nordstjernan (A.A.Johnson *Mgr.*) *WB*=*CellDB*	360·2|51·4|22·1 FK *a*69′*u*E37′*f*	Stockholm Swedish 6*BHptAsp*	Oil Engines 4S.C.SA 12Cy.21¼″–28¾″ 364NHP DB*80lb* Akt.Burmeistr&Wain,Cpn *tFPT74tAPT53t*	25 ″ 6 s 2 ″ 7 23 ″ 3
845 4433 JPML	**Kronprinsessan Victoria** ~~*T.A.Smålsbm*12–14~~ *E.O.Bergström* –16 *ss*Mmo.No.2–13 *Elec.light* 2*Dks*(*Stl*)&*deep framing*	SteelScSr	3677 3216 2160	✠100A1 2,17 ~~3,16~~ B~~S16,16~~ ✠LMC10,15 BS7,17	Mmo Cpt	*x*	3,16	1905 10mo	Akt.Burmeistr& Wain Copenhagen A&CP	Rederiaktieb. Nordstjernan (A.A.Johnson, *Mgr.*) *WB*=*CellDB*	359·8|48·9|22·2 P&B296′H53*t*F39′ FK *a*121′*u*E&*B*22′*f*142′	Stockholm Swedish 7*BHCem*	T.3Cy.24¾″,42″&70″–45″ (*s*) 200lb 431NHP 4SB,*12cf*,gs231,hs7340 Akt.Burmeistr&Wain,Cpn *tFPT56tAPT26t*	25 ″ 6 s 2 ″ 10½ 23 ″ 0
846 NDQJ	**Kronprinsesse Louise** *C.E.Dalgas*02–02 *Elec.light* (*Ferry*)	SteelPad	513 490 285					1891	Helsingörs Skibsbyggeri Elsinore	DeDanskeStatsbaner	206·8|26·2|11·9 len05	Fredericia Danish	C.2Cy.32″&60″–45″ 201NHP HelsingörsMskinbyggeri	
847 QHJM	**Kronprinz Wilhelm** *B.Wilhelmi* *Elec.light* Sub.Sig. Wireless 4*Dks*5*trB*	SteelTwin ScSr	14908 11476 5162					1901	Akt.Ges. "Vulcan" Stettin	Norddeutscher Lloyd	637·3|66·3|39·3 P90′B382′F115′ *WB*	Bremen German	Q12Cy(4)34⅝″(2)69″(2)98⅝″ &(4)102⅝″–71″ 3534NHP A.G."Vulcan,"Stettin	G
848 MDTW	— *P.Mestermann* –10 *Elec.light*	SteelScSr 1*Dk*	151 131 60					1910	Act.Ges. "Neptun" Rostock	P.Mestermann	104·3|20·6| 9·3 H– *WB*	Rostock German	C.2Cy.12⅝″&23⅝″–14½″ 18NHP A.G."Neptun,"Rostock	G
849 QJLC	**Kronprinzessin Cecilie** *C.Polack* *Elec.light* Sub.Sig. Wireless	Steel TwinScSr 5*Dks*&*Shade dk*	19503 13574 6584					1906	Akt.Ges. "Vulcan" Stettin	Norddeutscher Lloyd	685·4|72·2|40·5 F87′ *WB*	Bremen German	Q.16Cy37⅝″,49½″,74½″&112½″ –70⅝″ 4240NHP A.G."Vulcan,"Stettin	G
850 MGPL	**Kronstad** *N.B.Gerner* 1*Dk*	SteelScSr	2644 2412 1609					1911	W.Dobson &Co. Newcastle	GrefstadsRederi. Akties. (B.I. Grefstad, *Mgr.*)	313·0|46·5|20·6 P61*t*H83*t*	Arendal Norwegian *WB*	T.3Cy.23″,38″&62″–42′ 249NHP N.E.MarineEng.CoLdNwc	N
851 161208 KRSC	**Kroonland** *Hill* 4*Dks*(3*Stl*–*M*&*Uws*)&*Web frames* *Elec.light* Sub.Sig. Wireless	SteelTwinSc4MstSr *ss*Sou.No.3–7,14	12241 10141 7483	✠100A1 4,17 ~~8,16~~ ✠LMC! MS7,14 B~~S16,14~~ 12,17	NYk	*i*†	8,16	1902 6mo	WCramp& SonsSE&BCo Philadelphia A&CP	InternationalMercantileMarineCo. *WB*=*CellDBa*153′*uE*&*B*153′*f*173′2008*tT*	560·0|60·2|38·4 P48′B273′F88′ *Prom.dk on*B273′ FK *ptCem*	NewYork Utd.States 11*BHptAsp* *tanks at sides*	T.6Cy.32½″,54″&89½″–54″(*s*) 170lb *170lb* 1540NHP 9SB,*36cf*,gs643,hs22408FD W.Cramp&SnsS&EBCPhl *of tunnels* 246*tFPT*167*t*	42 ″ 0 s 11 ″ 3 31 ″ 4
852 MBPS	**Krosfond** *M.Skordal*09–15 *Elec.light*	SteelScSr (*ex*Carmelina) 1*Dk*&*Spar dk*	1707 1592 1033					1904	Wood, Skinner&Co. Ld Newcastle	SvithunLinjen A/S (Sigv.Bergersen, *Mgr.*)	259·1|36·8|19·8 H112*t*	Stavanger Norwegian *WB*	T.3Cy.19′,31′&51′–36′ 156NHP N.E.MarineEngCoLd.Nwc	
853	**Krungthep** *P.Theisen*	SteelSc *ss*Bgk.No.2–15 1*Dk*(*Teak*)	75	✠A1 *For Towing purposes* 3,17 ~~7,16~~ ✠LMC12,15 *Fitted for oil fuel* 6,09 BS~~4,13~~13,18	Bgk		12,15 *F.P.*	1909 3mo *Lloyd* *above*	Kjöbnhvns Flydk.& Skbs Copenhagen	EastAsiaticCo.Ld. *WB*=*DTf*19′ *sA*&*CP Completed by*	72·0|18·0| 9·4 19*tAPT*8*t* BK6″ BangkokDock Co.Ld.,Bangkok	Bangkok Siamese 4*BHAsp*	C.2Cy.12½″&24″–15′ (*s*) 120lb 39NHP 1SB,*2cf*,gs27,hs745 FD KjbnhavnsFlydk.&Skbsv.	10 ″ 0

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys.	3 Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. — ✝ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. / Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in Lr. Dated Book or Cert.
854 1350[illegible] TWLH	**Kuala** *Elec.light*	**SteelScSr** 1 *Dk*	954 691 391					1911	CaledonS. B.&E.Co.Ld. Dundee	StraitsS.S.Co.Ld.	225·2 P19′	35·6 B48′	12·8 F37′	Singapore British *WB*	T.3Cy.18″,29½″&48″–33″ 132NHP CaledonS.B.&E.CoLd.Dun		
855	**Kuantan** *L.V.VanEgdom* –12 (*Bucket Hopper Dredger*) *Elec.light*	**SteelTwinSc** 1 *Dk* (*pt Stl–pt teak s*)	612 575 249	✝ *Hopper Dredg* 8,08 ✝	Psy *er*			1908 8mo	Fleming& Ferguson,Ld. Paisley	Govt.ofFederated MalayStates	170·8 F17′	34·2	12·3 FK	British *4 BHCem*	T.6Cy.13″,23″&34″–22½″ 129NHP 2SB,*4cf*,Gs82,Hs2231 Fleming&FergusonLd Psy	12 ″ 9	
856 131525	**Kubu** *Screws fore & aft*	**WoodSc** 1 *Dk*	258 220 175					1912	Morrison& Sinclair Blmain,NSW	SydneyFerries,Ld.	140·0	30·1	10·7	SydnyNSW British	T.3Cy.14″,22½″&37″–21″ 68RHP Ross&Duncan,Glasgow		
857	**Kuching** *W.R.Barton* *ss*Sng.No.3–8,16 *Elec.light*	**SteelScSr** 1 *Dk* (*Stl-ws*) & *Web frames* & *Shade dk* (*Teak*)	1445 898 904	✝100A1 *Shade dk* 8,17 ~~8,16~~ BS8,17	Sng	*n*	8,16 ✝LMC8,16	1904 5mo *Lloyd's*	Ramage& Ferguson,Ld. Leith	Sarawak&SingaporeS.S.Co.Ld.	230·0 FK *WB*=	34·2	15·0 *4 BHCem APT* 30*t*	Kuching Sarawak	T.3Cy.18′,30″&49″–33″ (*s*) 170lb *85lb* 159NHP 2SB,*4cf*,Gs84,Hs2639 Ramage&Fergusn,Ld.Lth	15 ″ 10 s 1 ″ 2½ 15 ″ 1	
858 9269 JSPB	**Kuchinotsu Maru** (*ex*Fa-wan)	**SteelSc** 1 *Dk*	273 221 147					1897	S.C.Farnham&Co.Ld. Shanghai	MitsuiKozan KabushikiKaisha	120·6	22·4	9·9	Omuda Japanese *WB*	T.3Cy.12½″,23″&36″–27″ 67NHP Muir&Houston,Ld.Gls.		
859 129358	**Kudos** *W.J.Wetherly* –13	**SteelScK** 1 *Dk*	207 203 77	✝100A1 *Stm Trawler* 7,13 ✝LMC8,11	Abn		7,13	1911 5mo *Lloyd's*	Hall,Russell&Co.Ld. Aberdeen	~~EastCoastSteam FishingCo. (Aberdeen)Ld.~~ J.T.Graham	115·5 BK7½″	22·6	12·2 *WB*=	Hartlepool ~~Aberdeen~~ British 3*BHCem DBf* 26′18*t*	T.3Cy.12″,20″&34″–23″ (*r*) 180lb 75RHP 1SB,*3pf*,Gs44,Hs1374 Hall,Russell&Co.Ld.Abn.	13 ″ 0	
860 120629 HDSV	**Kueichow** *C.R.Mecham* –17 *Elec.light*	**SteelScSr**	2001 1728 1220					1905	Scott's S.B. &E.Co.Ld. Greenock	ChinaNav.Co.Ld.	267·1 P81′F34′	40·2	21·7 *WB*	London British	T.3Cy.20″,33½″&56″–39″ 196NHP Scott'sS.B.&E.Co.Ld.Grk.		
861 LGQR	**Kugelbake** *B.Schultz*06–06 (*ex*Seeadler) *Elec.light*	**SteelSc** (*Trawler*) 1 *Dk*	227 199 50					1906	Schiffsw(v. J&Sch.)A.G. Hamburg	Hambg-Cuxhaven Fischd.A.G."Alte Liebe"	115·8 F16′	22·4	9·8	Hamburg German	T.3Cy.12½″,20′&32″–22″ 48NHP Schwft.(vJ&Sch)AGHam		G
862 BLKQ	**Kuhwärder** *H.Meyer*	**SteelSc** (*Tug*)	132 117 6					1899	Akt.Ges. "Neptun" Rostock	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	80·4	19·0	12·1	Hamburg German	C.2Cy.17′&31½″–21½′ 40NHP A.G."Neptun,"Rostock		
863 136083 JQNH	~~**O.Norwalls**~~ *W.S.Thompson* –17	**SteelScSr** (*ex*Garonne) 1 *Dk*	1095 839 639					1900	Russell& Co. PortGlasgow	TheShippingController(Constantine&Pickering, S.S.Co.Ld., *Mgrs.*)	224·7 Q81*t*B104*t*H49*t* F22*t*	~~34·2~~	14·0 FK *WB*	~~Middlesbro'~~ British London	T.3Cy.17″,27½″&44″–33″ 111NHP Ross&Duncan,Glasgow	16 ″ 3	N
~~854~~ 131474 HRSP	~~**Wa Kew 16**~~ **Kulambangra** *Elec.light* (*Stl*–teak s) Wireless	**SteelTwinScSr** *ss*Syd.No.1–14 1 *Dk* (*Stl*) & *Awng dk* 2*nd dk Bms.in Nos.1 & 2 holds* *C.Hanrahan* –18	2005 1802 1080	✝100A1 *Awng dk* *with freeboard* ~~6,11 1,17 11,17~~ 3,18 ~~BS11,16~~	Liv Bkn PGl BS11,17 ✝LMC11,14	*r*	~~11,17~~ 8,17 ~~11,17~~ 3,18	1910 9mo *Lloyd's*	Napier& Miller Glasgow *sA&CP* *WB*	~~LeversPacific Plantations,Ltd.~~ LimerickS.S.Co.Ld. = *Cell D Ba* 52′ *uE&B* 35′ *f* 125′ 394*t FPT* 22*t*	264·8 FK	37·0 *B*	24·1 *f* 94*t APT* 9*t*	SydnyNSW British 5*BHCem* 35*t*	T.6Cy.13½″,22½″&37½″–33″ 180lb *100lb* (*s*) 205NHP 2SB,*6cf*,Gs108,Hs3565 J.G.Kincaid&Co.Ld.Grk.	26 ″ 3 s 8 ″ 5½ 18 ″ 2	
865	**Kuling**	**SteelTwinSc** 1 *Dk & Awng dk*	498 — 150					1885	..... United Kingdom	ChinaMerchants' Stm.Nav.Co.	160·0	27·0	7·0	Shanghai Chinese	C.4Cy. Bow,McLachlan&Co.Psy.		
866 2801 JFRP	**Kullaberg** *F.Hall* (*ex*Brunkeberg,*ex* Olof,*ex*Clapeyron, *ex*Cotherstone) 6thSurveySkm.10,02 3rdSurveySkm.7,15 2 *Dks* (*Irn–Uws*) 3 *trB*	**IronScSr**	1753 1636 1007	✝ A1✻1 2,17 ✝NB1,95 BS1,17	Cff LMC8,15	Lv	N7,15	1877 6mo	Short Bros. Sunderland	Rederibolaget Hulthén&Co. (T.G. Hulthén, *Mgr.*)	273·6 B50′H56*t*	34·7 *DBa & uE & B*	23·8	Helsngbrg Swedish 4*BH1PHR APT*	C.2Cy.33″&62″–39″ (*s*) 85lb 193NHP 2SB,*6pf*,Gs76,Hs3228 J.Dickinson,Sunderland	24 ″ 10 s 4 ″ 2½ 21 ″ 11	
867 1401 HFVT	**Kullen** *B.Aurell*03–14	**IronSc3MstSr** 1 *Dk*	407 367 274					1871	Göteborgs M.V.Aktieb. Gothenburg	Ångb.Aktieb. Pallas (Alex.Pedersen)	144·4 B27′H4*t*	24·4	15·1	Gothenbrg Swedish	C.2Cy.13¾″&28″–19½″ NE&B90 29NHP GöteborgsMek.Verkst.		V
868 207780 LBPT	**Kulshan** *J.Ellsmore* *Elec.light*	**SteelScSr** *Fitted for oil fuel* 1 *Dk & Awng dk*	926 — 573					1910	MoranCo. Seattle	PugetSoundNav. Co.(J.Green, *Mgr.*)	160·3	32·0	20·7	Seattle Utd.States	T.3Cy.17″,28″&47½″–36″ 135NHP MoranCo.Seattle		
869 128682 VJQC	**Kum Chow** *Y.Martin* –14 (*ex*AlineWoermann,*ex* *Elec.light* Aline,*ex*AlineWoermann) 2 *Dks* 3 *trB*	**SteelScSr**	2290 1956 1450					1891	Blohm& Voss Hamburg	CieThai-Thuan (YengSang, *Mgr.*)	311·0 P69′B84′F13′	38·1	22·6	HongKong British *WB*	T.3Cy.24″,38″&63″–42″ 257NHP Blohm&Voss,Hamburg		V
870 110076 QWFD	**Kum Sang** *V.M.Liddell* –16 *Elec.light* 1 *Dk* & *Spar dk* & *deep framing*	**SteelScSr**	3237 2948 2078				...	1899	Sir Raylton Dixon&Co Ld Middlesbro'	Indo-ChinaSteam Nav.Co.Ld.	335·0 P48′B82′F44′ 26·0 FK *WB*	43·3	18·0	London British	T.3Cy.24½″,40″&67″–45″ 370NHP T.Richardsn&Sns.Ld.Hpl.	28 ″ 6 s 6 ″ 1 22 ″ 11	
871 9334 JTOD	**Kumakata Maru** (*ex*Prosper) *Y.Nichi* 1 *Dk* (*Stl–pt ws*) & *deep framing* & *pt Awng dk* (*Stl–ws*)	**SteelScSr** *ss*Nag.No.3–5,05 *ss*Nag.No.1–10	1361 1161 843	✝ *pt Awng dk* *with freeboard* 11,13 ✝	Nag	*n*		1895 6mo	Campbeltown S.B.Co. Campbeltwn	GoshiKaisha TomoyeGumi	230·7 Q79′ *pt Awng dk* 151′ FK *WB* = *Cell D Ba* 54′ *f* 94′	32·6	16·4 Japanese 4 *BH Cem* 204*t APT* 30*t*	Nishinomiya Japanese	T.3Cy.17½″,27½″&45″–33″ 115NHP 1SB,*3rf*,Gs63,Hs1709 Kincaid&Co.Ld.Greenock	17 ″ 4	
872 8660 JQPS	**Kumamoto Maru** 2 *Dks*	**WoodScSp**	125 — 64					1902	K.Ikeda Misumi	KyushuKisen KabushikiKaisha	99·6	14·8	11·9	Osaka Japanese	C.2Cy.13″&23″–15″ E&B *made* 95 *fitted* 02 17NHP M.Niikuma,Osaka		
873 7614 JPCT	**Kumano Maru** *T.Yuwamoto* –16 *ss*Yka.No.3–6,13 *ss*Kob.No.1–17 2 *Dks* (*Stl*–1 ws & *Uteak s*) & *Web frames* *Elec.light* *lower dk* (*Stl*) *fore hold*	**SteelScSr**	4698 3913 2873	✝100A1 2,18 ~~2,15~~ ✝LMC ~~2,17~~ 2,15	Kob	*y*	~~1,16~~ 2,18	1901 9mo *Lloyd's*	Fairfield Co.Ld. Glasgow	NipponYusen KabushikiKaisha	400·2 P64′B157′F47′ BK11″ *WB*=	48·7 *Cell D Ba* 113′ *uE & B*	27·1 98′ *f* 146′ 780*t*	Tokio Japanese 6*BHCem*	T.3Cy.31″,51″&85″–54″ (*s*) 185lb 788NHP 2D&2SB *18cf* Gs376Hs14940 FairfieldCo.Ld.Glasgow *FPT* 55*t APT* 30*t*	30 ″ 0 s 6 ″ 0 25 ″ 4	
874 110258 RHJC	**Kumara** *F.Kidman* –16 *Ref.Mchy.* *Elec.light* Wireless	**SteelSc3MstSr** 2 *Dks* (*Stl*) & *deep framing* & *Shelter dk* (*Stl–ws*) *ss*Lon.No.1–17	6063 5316 3928	✝100A1 *Shelter dk* 9,17 ~~7,15~~ ✝LMC7,16 ✝Lloyd's ~~RMC 17~~ 9,17 BS9,17	Lon	*b*†	7,16 4,18	1899 8mo *Lloyd's*	C.S.Swan& Hunter,Ld. Newcastle	Shaw,Savill& AlbionCo.Ld.	425·1 FK&BK2″ *WB*= *Cell*	54·2 *D Ba* 111′ *uE & B* 80′	29·6	S'thamptn British 7*BHCem* *f* 175′ 1186*t*	T.3Cy.32″,54″&86½″–54″ (*s*) 180lb 691NHP 5SB,*15cf*,Gs310,Hs11930 Cen.Mar.Eng.Wrks.WHpl	32 ″ 10 s 5 ″ 3 28 ″ 1	BT till 6,17

1 Numéro d'Ordre / Numéro Officiel / Signaux	2 Nom du Navire. Matériaux. Gréement, etc / Capitaine. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expire. Lettre d'équilibrement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe.
875	**Kumeric**	SteelScSr	6232	✠100A1	NYk	*c* †	6,15	1906	Russell&	BankLine,Ld. (A.	460·0	55·1	28·6	Glasgow	T.3Cy.28½″,47″&78″-54″ (*s*)	31 ″ 6
124144	*C.S.Newton* –14	*ss*Rot.No.2–14	5922	*Shelter dk*	Cal		4,17	11mo	Co.	Weir&Co.*Mgrs.*)				British	180lb *100lb* 582NHP	s 5 ″ 0½
HJNF	*Elec.light*	2*Dks*(*Stl*)*&deep framing*	4006	*withfreeboard*					Pt.Glasgow				FK	6*BHtoUdk&*	3SB,*9cf*,GS181,HS8420 FD	26 ″ 10
	Wireless	*&Shelter dk*(*Stl–ws*)		4,17 12,16	BS11,17			*Lloyd's*A&CP					1*BH*	*toM dk Cem*	Rankin&Blackmore,Grk.	
				LMC5,14										*uE* 27′ *f* 190′	1472*tDTa*38′1071*tAPT*46*t*	
				Carrying fuel oil in F.P.abovetop			150°F. *in D.B.*			*WB=CellDBa*160′						
876	**Kumu**	SteelScK	315	✠100A1	Flc		1,18	1913	J.Duthie	CliftonSteam	130·0	23·6	13·3	Fleetwood	T.3Cy.13¼″,23″&37″-27″ (*s*)	14 ″ 0
132416	*J.Tomlinson* –14	*ss*Brs.No.1–18	270	*StmTrawler*				5mo	Torry S.B.Co.	Trawlers.Ld.	Q77′F22′		BK7½″	British	180lb	69RHP
JCHQ	*Elec.light*	1*Dk*	129	1,18 8,14	LMC8,15			*Lloyd's*A&CP	Aberdeen	(Taylor&Tomlinson,Ld.*Mgrs.*)				4*BHCem*	1SB,*3pf*,GS53,HS1682	
															J.Abernethy&Co.Abn.	
877	**Kunajiri Maru**	SteelScSr	4062					1896	Furness,	ImperialGovt.	342·8	45·2	26·3	Tokio	T.3Cy.24″,39″&66″-45″	
10118	*Kuwana* –13	(*ex*Apollo)	—						Withy&CoLd	(Department of	P31′B103′F34′			Japanese	294NHP	
JWTG		1*Dk*	3062						WHartlepool	Communications)			WB		T.Richardsn&Sons,LdHpl	
878	**Kung Ping**	SteelTwinScSr	*2705*					1894	Napier,	ChinaMerchants'	320·0	46·0	21·1	Shanghai	T.6Cy.16½″,26½″&43″-36″	
	*J.B.Howie*09–12	2*Dks*	*2472*						Shanks&Bell	Stm.Nav.Co.	P79*t*H93*t*F60*t*			Chinese	222NHP	
			1742						Glasgow				WB		D.Rowan&Son,Glasgow	
879	**Kung Rane**	SteelScSr	295					1896	Göteborgs	Ångb.Aktieb.Bo-	121·7	22·5	11·3	Uddevalla	T.3Cy.14⅜″,23½″&39⅜″-27 7/16″	
2923	*C.W.Stiernstam*05–13		162						M.V.Aktieb.	husländskaKusten	Q6′B57′H34*t*F34′			Swedish	81NHP	
JGPT		1*Dk*	180						Gothenburg	(C.Thorburn*Mgr*)					Göteborgs MV.Aktieb.Got	
880	**Kung Ring**	WoodScSp	188					1889	A.Jonsson	P.Kallin	98·4	22·8	9·3	Gothenbrg		
2390	*L.Svensson*11–15		156						Tössebäcken		Q3′B20′			Swedish		
JFKS		1*Dk*	130													
881	**Kunibiki Maru**	WoodScSr	199					1911	GIchikawa	SanbashoKisen	119·9	17·1	11·4	Hakodate	T.3Cy.9 3/16″,15 5/16″&24 5/16″-18″	
14441			176						Ominato	KabushikiKaisha				Japanese	E&B*made*06,*reftd*1125NHP	
LSCV		2*Dks*	123												K.Tanaka,Ominato	
882	**Kunishi**	SteelScK	280	100A1				1917	Cochrane&	Neale&West,Ld.	125·0	23·5	12·3	Cardiff	T.3Cy.12½″,21″&35″-26″	
For full particulars See No.1 in Supplement				*StmTrawler*					Sons,Ld.		Q74′F19′			British		
	Elec.light	1*Dk*							Selby							
				(*ClassContemplated*)											C.D.Holmes&Co.Ld.Hull	
883	**Kunsan Maru**	SteelScSr	726					1904	Kawasaki	OsakaShosen	186·2	27·1	18·1	Osaka	T.3Cy.15″,24¾″&39″-30″	
9191			—						Dkyd.Co.Ld.	KabushikiKaisha	B42′			Japanese	83NHP	
JSCT		2*Dks*	429						Kobe				WB		Kawasaki DkydCoLdKobe	
884	**Kupa**	SteelScSr	790	✠ ——	Fiu	*k*		1912	Hall,Rus-	Soc.inAzioniUn-	195·2	28·1	13·3	Fiume	T.3Cy.17½″,29″&47″-33″	14 ″ 0
	*L.Lovrich*89–12		527	2,17				6mo	sell&Co.Ld.	garoCroatadiNav.				Aust.-Hung.	FD 193NHP	
	Elec.light	1*Dk&Shade dk*(*Teak*)	385	*Shade dk*					Aberdeen	Maritt.aVap.			BK7″	4*BHCem*	2SB,*4cf*,GS136,HS3000	
				withfreeboard												
				✠						*WB=CellDBa* 29′ *uE*				17′ *f*77′113*t*	Hall,Russell&Co.Ld.Abn.	
885	**Kura**	SteelScSr	2382	✠100A1	Bly	*s*	7,15	1889	Armstrong	KuraS.S.Co.Ld.	294·0	37·7	20·2	London		
96153	*E.J.Mardon* –17	*ss*Bly.2ndNo.3–3,14	2310	*Spar dk*	5,18		5,18	8mo	Mitchell&	(BritishTanker	B24′	F28′	26·6	Newcastle	T.3Cy.22½″ 36½″&60″-39″(*s*)	27 ″ 9
LHDJ	*Mchy.Aft Elec.light*		1521	10,16	LMC3,14			A&CP	Co.(Lim.)	Co.,Ld.,*Mgrs.*)			FK	British	160lb *80lb* NDB05 234NHP	s 5 ″ 7
		1*Dk*(*Stl*)*&Spardk*(*Irn*)*&Webframes*		*CarryingPetroleum in bulk*					Newcastle W	*B=DBuE&B*56′	119*tFPT*67*tDeepT*			11*BHCem*	2SB,*6cf*,GS102,HS3640	22 ″ 5
				NB11,09	BS10,16									*ankf*24′190*t*	WllsndSlpwyCo.Ld.Nwc.	
886	**Kurama Maru**	SteelScSr	199					1914	S.Nagata	MatsudaKisen	117·5	19·2	10·6	Nishino-	T.3Cy.9½″,15″&24½″-18″	
16933			182						Osaka	GomeiKaisha	B21′			miya	25NHP	
MLDJ		1*Dk*	115										WB	Japanese	S.Nagata,Osaka	
887	**Kuramia**	WoodSc	335					1914	D.Drake	SydneyFerries,Ld.	156·5	33·2	11·1	SydnyNSW	T.3Cy.14″,22½″&37″-21″	
136383		(*Ferry-Screwsfore&aft*)	276						Balmain,					British	Mort'sDk.&	69RHP
	Elec.light	1*Dk*	228						N.S.W.						Eng.Co.Ld.Balmain	
888	**Kuranda**	SteelTwinScSr	928			...		1901	Gourlay	Australas'nUnited	200·0	32·1	10·2	Brisbane	T.6Cy.12½″,20″&33″-22″	18 ″ 6
94193	*R.S.Shedden*01–01		865						Bros.&Co.	Stm.Nav.Co.Ld.			17·3	British	FD 148NHP	
RLGS	*Elec.light*	1*Dk&Awng dk*	585						Dundee				FK	WB	GourlayBros.&Co.Dundee	
889	**Kurdistan**	SteelScSr	3720	✠100A1	Cff	*w*	4,16	1914	Short Bros.	HindustanSteam	346·5	50·8	23·3	Sunderlnd	T.3Cy.24½″,40″&66″-45″ (*s*)	25 ″ 8
132077	*J.Cameron* –16		3423	8,17 4,17	Sld		7,17	1mo	Ld.	ShppgCoLd.(Com-	P28′B101′F32′			British	180lb *180lb* 316NHP	s 4 ″ 7
JDTW		1*Dk*(*Stl*)*&Webframes*	2326		LMC2,14				Sunderland	monBros.*Mgrs.*)	*WB=Cell*		FK	6*BHCem*	2SB,*8pf*,GS142,HS4859	21 ″ 5
		Longitudinal framing						*Lloyd's*A&CP		*DBa*110*uE&B*	40′*f*148′1069*tFPT*			93*tAPT*185*t*	J.Dickinson&Sons,Ld.Sld.	
890	**Kurenai Maru**	SteelTwinSc	1296					1900	S.C.Farn-	OsakaShosen	246·6	29·3	12·1	Osaka	T.6Cy.11 1/16″,18 1/16″&30 1/16″-	
15172		(*ex*MeiShun)	716						ham&Co.Ld.	Kaisha				Japanese	21″ 82NHP	
LWJS			748						Shanghai				WB		S.C.Farnham&Co.Ld.Shi.	
891	**Kureren**	SteelPadSr	507					1892	Burmeister	DetForenede	200·6	24·6	11·2	Kallund-	C.O.4Cy.26½″&58″-48″	V
	*C.L.Hansen*89–01	*Now named "Dronning Margrethe," See No.80 in Supplement*	—						& Wain	Dampskibs.Selsk.	P130′F39′			borg	388NHP	
NFVS		1*Dk*	278						Copenhagen					Danish	Burmeister&Wain,Cpn.	
892	**Kuring-gai**	Iron&SteelDoubleSc	260					1900	Mort's Dck	ThePortJackson&	175·0	31·0	13·3	SydnyNSW	T.3Cy.16″,25″&41″-27″	
112524	*J.Hart*00–01		—						&Eng.Co.Ld.	ManlyS.S.Co.Ld.	P20′B135′F20′			British	85RHP	
		2*Dks&Prom.dk*	206						Balmain						Mort'sDk&E.Co.Ld.Balmn	
893	**Kuriren**	SteelSc	218	✠100A1	Cpn	*c*	6,16	1885	Lobnitz&	Rederiaktieb.	124·8	21·1	11·1	Kubknbrg	T3Cy.15″(Annular 30″-18″)	12 ″ 0
4267	~~*A.Nordling*13–15~~ *J.Engstrom*16–16		177	~~5,16~~ 11,17	Skm		11,17	12mo	Co.Renfrew	Höfding				Swedish	24″&42″-24″] 150lb 85NHP	
JNRH		*ss*Cpn.3rdNo.3–6,16 (*Tug*)	—	BS6,17	LMC6,16			*Lloyd's*A&CP		(E.A.Enhörning)				4*BHCem*	Lobnitz&Co.,Renfrew (*s*)	
894	**Kurland**	SteelScSr	*1964*			...		1888	J.L.Thomp-	"Océan" Soc.	284·0	38·1	18·1	Antwerp	T.3Cy.21½″,35″&58″-39″	20 ″ 9
Sunk by collision 12.17	*Nyland* 16	(*ex*WilliamBranfoot)	*1502*						son&Sons	Anon.Belge	P29′Q74′B126′			Belgian	NB99 211NHP	
MBKP	*Well deck*	1*Dk&Webframes*	*1220*						Sunderland	d'Arm.et deNav.	F27′		FK	WB	N.E.MarineEng.Co.Ld.Sld.	
										(L.Dens&Co.*Mgs*)						
895	—	IronScSr	896	✠	Lon	*n*		1863	Pile,Hay&	~~M.Reincke~~	232·0	29·6	16·4	London	C.2Cy.25″&48″-30″ 92RHP	17 ″ 6
~~441~~	~~*Hellmann* –12~~	*ss*Shl.No.3–4,94	835	8,99				6mo	Co.	The Shipping Con-	Q28′			British	NE73 NB01 ~~92NHP~~	
47649	(*ex*OceanKing)	1*Dk2trB*	532						Sunderland	trollers Pyman,	len81		BK8″	4*BHCem*	1SB,*3pf*,GS36,HS1898	
JTBR										Bell&Co.,Ltd.,				*WB=APT*	J.Stewart&Co.London	
										Mgrs.)						
896	—	IronScSr	512					1880	Stettiner	KurlandDmpfs-	174·7	23·6	13·2	Stettin	C.2Cy.17¾″&37½″-19¾″	
	(Seized at Petrograd)		358						Act.Ges.	fahrtsA.G.	P103′	F44′		German	NB10 52NHP	
JDSL	*W.Budig* –99	1*Dk2trB*	265						Stettin	(E.Haubuss,*Mgr.*)			WB		StettinerA.G.,Stettin	

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'r Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✝ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 Built. By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L. R. Dates of Ref. to Trade Cert.
897 139049 JLGM	**Kurmark** *G.E.Cartmer* –15 *Elec.light* 2*Dks*	SteelScSr 5137 4749 3177	G.L.Lon ~~8,17~~ 2,18 (*See Footnote**)				1912	Rickmers Akt.Ges. Bremerhaven	Grahams&Co.	401·0|53·2|27·5 P49′B134′F34′	London British *WB*	T.3Cy.28″,45″&74″–54″ 402NHP A.G."Weser,"Bremen		
898 120763 THLB	**Kurnalpi** ~~*E.Rautenan* 12–12~~ (*ex*Heina) *Donaldson* –18 *Well deck*	SteelScSr 495 356 298	100A1 8,16 ~~8,13~~ LMC8,16	Mel		8,16	1905	Akers Mek.Værks. Christiania	MelbourneS.S.Co. Ltd. *WB = CellD*	166·2|26·2| 9·9 Q72′B22′F21′ FK *Ba31′f74′121t FPT*	Melbourne British *4BHAsp 9tAPT25t*	T.3Cy.11″,18″&29″–24″ (*s*) 175lb *80lb* 52RHP 1SB,*2cf*,GS26,HS1205 Akers.Mek.Værks.Xia.		
899 76 QBJC	**Kurohime Maru** *K.Nishikawa* *ss*Yka.No.3–3,15 (*ex*Hillglade) 1*Dk*(*Stl*)&*Spar dk*(*Stl*)&*deep framing*	SteelScSr 3621 3409 2272	✝100A1 *Spar dk* 3,17	Nag	*w*	3,17	1905 6mo	Russell& Co. Pt.Glasgow	GoshiKaishaItaya Shokai *WB = CellDBa E&B42′* *Lloyd's SA&CP*	339·4|48·0|18·0 P20′B199′F36′ 26·0 FK *f140′839t APT34t*	Dairen Japanese *6BHCem DTa34′753t*	T.3Cy.24″,42″&68″–48″ (*s*) 1801b *80lb* 354NHP 2SB,*8cf*,GS144,HS5538 D.Rowan&Co.Glasgow	28 ″ 6 s 4 ″ 5 24 ″ 5	
900 128500 HQDN	**Kuroki** *Halbert* –09 *Well deck*	SteelScK 248 217 95	✝100A1 *Stm Trawler* 10,14	Mdb		10,14	1909 12mo	Smith's Dock Co.Ld North Shields *Lloyd's SA&CP*	Neale&West,Ld.	125·6|22·1|12·2 Q74′F20′ BK7½″	Cardiff British *3BHCem*	T.3Cy.12½″,21″&35″–26″ (*s*) 1801b 81RHP 1SB,*3pf*,GS50,HS1420 Shield'sEng.Co.Ld.N.Shl.	13 ″ 0	
901 127804 TVSG	**Kurow** *G.Crawshaw* –17 *Elec.light* 1*Dk*	SteelScSr 2581 2345 1564					1909	W.Doxford &Sons,Ld. Sunderland	UnionS.S.Co.of NewZealand,Ld.	315·0|44·6|20·6 P25′B75′F36′	London British	T.3Cy.22½″,38″&62″–42″ 249NHP W.Doxford&Sons,Ld.Sld.		
902 89493 JCVB	**Kurrara** *A.Henry*10–10 *Well deck*	IronScSr 386 315 239	✝ 12,83	Rot	*g*		1883 10mo	J.&K.Smit Kinderdyk	E.Vickery&Sons, Ld. *WB = DBa22′f38′75t*	150·0|24·2|13·2 Q42′ B38′ F17′	SydnyNSW British *5BHCem*	C.2Cy.22″&40″–30″ 70RHP Maat.deMaas,Delfshaven	13 ″ 6	
903 ~~289~~ ~~WKCP~~ 14231 JSKL	**Kursk** ~~*Kirschfeldt*~~ *ss*Ptr.No.1–15 *Elec.light* 3*Dks*(*U Stl*–teaks) Sub.Sig. Wireless (2*nd dk Stl*–ws)	SteelTwinScSr 7869 5896 4637	✝100A1 ~~5,17~~ 5,18 ~~LMC~~	Cpn	*e*†	~~4,16~~ S 2,17 ~~LMC~~ P.N 9,17 9,17	1910 9mo	Barclay, Curle&Co.Ld Glasgow *Lloyd's SA&CP*	TheShippingController (Cunard S.S.Co.Ld.,*Mgrs.*)	450·0|56·2|31·3 P75′B203′F84′ *Shade dk* 40′ FK *WB = CellDB a* 106′*u E* 47	London British *7BHCem*	Q.8Cy.23½″,33″,47″&68″–48″ 215lb (*s*) 1020NHP 6SB,*18cf*,GS363,HS15114 FD Barclay,Curle&Co.Ld.Gls. *f*184′897*t FPT57t APT29t*	34 ″ 0 s 9 ″ 3½ 25 ″ 1	
904 JFLH	**Kurt** *Hoelke*14–14 (*ex*Wansbeck) *Well deck* *Elec.light* 1*Dk*	SteelScSr *1731* *1293* *1079* 228	✝ —— 7,14	Shl	*q*		1889 11mo	Palmer's Co.Ld. Newcastle	EmilR.Retzlaff *WB = CellDB 218′ 425t FPT62t APT7t*	260·2|37·3|16·5 P30′Q64′B110′ F28′ FK	Stettin German *4BHptCem ptAsp*	T.3Cy.20″33″&54″–36″ NDB07 187NHP 2SB,*6pf*,GS96,HS2991 Palmers'Co.Ld.Newcastle	19 ″ 2	
905 JFLH	— *G.Hartwig* *Elec.light* 1*Dk*	SteelScSr 407 325 228					1897	Nüscke& Co. Stettin	Rud.Christ.Gribel	163·8|24·7| 9·5 Q62′B22′F16′	Stettin German *WB*	C.2Cy.17¾″&30¾″–19¾″ Deut.Elbschfahrts 35NHP G.Schiffs.Uebigau		G
906 RKGM	**Kurt Woermann** *Colmargen* 2*Dks*3*trB* *Elec.light*	SteelScSr 2263 2056 1430					1895	Blohm& Voss Hamburg	WoermannLinie Akt.Ges.	290·4|38·2|23·6 H–F35′	Hamburg German *WB*	T.3Cy 19″,30″&50″–39⅜″ 157NHP Blohm&Voss,Hamburg		G
907 8753 JQWP	**Kushiro Maru** *O.Sakamoto* *ss*Yka.No.1–06 1*Dk*(*pt Stl*–ws)&*Webframes* *Elec.light* &*Awng dk*(*Teak*)	SteelScSr 1033 1016 553	✝ *Awng dk with freeboard* 12,06	Yka	*m*		1903 3mo	Kawasaki Dkyd.Co.Ld. Kobe	NipponYusen KabushikiKaisha *WB = CellDBa44′uE&*	228·8|28·0|13·0 20·2 FK *B53′f64′185t FPT*	Tokio Japanese *4BHCem 48tAPT15t*	T.3Cy.17½″,28″&46″–33″ 175NHP 2SB,*4cf*,GS61,HS2656 FD KawasakiDkydCoLdKobe	22 ″ 9	
908 121758	**Kuskanook** 1*Dk*	WoodPad 1008 — 548					1906	J.Bulger Nelson,B.C.	CanadianPacific RailwayCo.	193·5|30·9| 7·0	VancvrB.C British	H.2Cy.22″–96″ 32RHP PolsonI.WCo.Ld.Toronto		
909 214059 LGBF	**Kuskokwim River** (*Motor*) 1*Dk*	WoodScSr 643 — 506	*Now classed "Portland," See No. 14 in Supplement*				1916	..... Seattle	WestwardNav.Co.	142·2|35·7|12·3	Seattle Utd.States			
910 120533 HCQD	**Kut Sang** *R.C.D.Bradley* –05 *Elec.light* 1*Dk*(*Stl*)&*Spar dk* (*Stl*–teak s)&*deep framing*	SteelScSr 4895 4483 3110	✝ *Spar dk* 4,09	Shi	*y*		1905 5mo	Swan,Hunter&Wigham Richardson Ld.Newcastle	Indo-ChinaSteam Nav.Co.Ld. *WB = CellDB a*116′*uE*32′*f*158′	385·5|51·3|20·4 P52′B114′F48′ 28·5 FK&BK1⅜″ *775t DTa24′650t FPT 115t APT 45t*	London British *6BHCem*	Q.4Cy.25″,35½″,52″&75″–54″ 555NHP 3SB,*9cf*,GS184,HS7452 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc.	30 ″ 11 s6 ″ 9½ 24 ″ 10	
911 105741 PCDV	**Kut-Wo** *W.Gibb* –14 1*Dk*&2*Shade dks*	SteelTwinSc 2665 1921 1924					1895	Lon.&Gls. Co.(Lim.) Glasgow	Indo-ChinaSteam Nav.Co.Ld.	290·0|43·0|11·7	London British	T.6Cy.14″,23″&37″–30″ 150NHP Lon.&Gls.Co.(Lim.),Gls.		
912 MBDC	**Kvænangen** *Agersborg*14–16 1*Dk*	SteelScSr 112 (*ex*Mylingen) 104 43					1903	Trndhjms Mek.Værks. Trondhjem	Akties.Harstad Dmpskslsk. (B.Z.Nilsen,*Mgr.*)	92·8|17·0|10·0 H7*t*	Harstad Norwegian	T.3Cy.9½″,15″&24″–16″ 23NHP TrondhjemsM.V.		N
913 MCWT	**Kværnes** *Johansen* 1*Dk*	SteelScSr 103 72 41					1906	Xiansands Mek.Værks. Xiansand	Kværnes og Grips Dampskibsselskab (J.Lövö,*Mgr.*)	96·2|18·1| 7·1 Q8*t* H7*t* F8*t*	Xiansund Norwegian *WB*	T.3Cy.10″,16″&26″–18″ 29NHP XiansandsM.V.Xiansand		N
914 MGNV	**Kvalö** *R.Olsen* *Elec.light* 1*Dk*&*Awng dk*	SteelScSr 295 277 159					1911	Mjellem& Karlsen Bergen	TromsöAmts Dampskibsselskab	127·9|21·5|15·2 H18*t*	Tromsö Norwegian *WB*	T.3Cy.11½″,18½″&30″–20″ 40NHP Mjellem&Karlsen,Bergen		
915	**Kvarner** *A.Bozo* –11	SteelSc 144 — 47					1909	M.U.Martinolich Lussinpiccolo	Soc.diNav.aVap. Austro-Croata	121·3|19·0| 9·5	Ponte Aust.-Hung.	T.3Cy.12½″,18⅝″&30″–18½″ 38NHP Bromowsky, Schulz&Sohn,Königrätz		A
916 JWDC	**Kvedfjord** *O.Marthinussen* 1*Dk*	SteelScSr 100 86 45					1902	Porsgrund Mek.Værks. Porsgrund	Akties.Harstads Dampsk.Selsk	100·5|17·3| 8·0 len.12	Harstad Norwegian	C.2Cy.9½″&19¾″–14½″ 12NHP PorsgrundsM.V.Porsgr.		N
917 LBQH	**Kveldulf** *J.Hansen* 1*Dk*&*Awng dk*	SteelScSr 102 102 17					1896	Fredrkstds Mek.Værks. Fredrikstad	P.E.A.Herlofsen	88·0|17·8|10·4	Dvergast'n Iceland Danish	T.3Cy.		
918 161140 KPSM	**Kvichak** *Rustad* –17 ~~*Larsen* 04–09~~ *ss*S.Fo.No.3–4,13 *Mchy.Aft* *ss*S.Fo.No.1–17 2*Dks*(*Stl*) *Elec.light*	SteelTwinScSr 1064 ~~964~~ 611 *Water Tube boilers*	✝100A1 ~~9,16~~ 10,17 ~~BS&16~~ LMC~~15~~ 1,17	S.Fo	*m*	9,15	1900 10mo	Wolff& Zwicker I.W. Portland,Or.	AlaskaPackers' Association *WB = CellDBuE&B50′f88′1*	200·0|35·2|16·2 B63′F32′ FK *66t FPT39t APT35t*	S.Frncisco Utd.States *3BHptAsp ptCem*	T.6Cy.9″,15½″&27″–24″ 225lb *80lb* 142NHP 2B, GS75,HS2848 Wolff&ZwickerIW.Pld.O.	18 ″ 0	
919 MFTP	**Kvina 2** *A.Körvig* –09 1*Dk*&*Awng dk*	SteelScSr 101 93 55					1909	Xiansands Mek.Værks. Xiansand	Akties.Kvina (N. Nielsen)	78·8|17·1|10·7 H7*t*	Flekkefjrd Norwegian *WB*	C.2Cy.10″&21″–12″ 13NHP XiansandsM.V.Xiansand		N

*This vessel which was classed in the Germanischer Lloyd, has now been surveyed by the Surveyors to Lloyd's Register.

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Grément, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. HP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
920 8709 JRDL	**Kwaishun Maru** 1 *Dk*	**WoodSc**	112 98 60					1903	S.Nagata Osaka	**K.Wakayama**	92·7	18·2	7·7	**Minato** Japanese	C.2Cy.9½″&19″–11″ 10NHP S.Nagata,Osaka		
921 ex KwangChi)	**Kwang Chi** (*ex* Margarete, 1 *Dk & Shade dk*	**SteelScSr**	505 — 313					1887	S.C.Farnham&Co. Shanghai	**ChinaMerchants' Stm.Nav.Co.**	185·0 P20*t*H136′	27·0	11·0	**Shanghai** Chinese	T.6Cy.9″,15″&25″–21″ 57NHP S.C.Farnham&Co.,Shi.		
922 Sub.Sig.	**Kwang Lee** *J.McArthur*07–10 2 *Dks & Spar dk*	**SteelScSr**	*2359* *2072* *1468*					1883	W.B. Thompson Glasgow	**ChinaMerchants' Stm.Nav.Co**	280·0 B76′H191*t*F30′	40·0	25·4 *WB*	**Shanghai** Chinese	T.3Cy.20″,35″&60″–48″ *Tpd*.04 NB04 249NHP W.B.Thompson,Dundee		
923 72914 VPGL	**Kwang-ping** *G.M.Waggott* –13 2 *Dks*	**SteelScSr**	1999 1848 1243					1898	J.Scott& Co. Kinghorn	**ChineseEngineering&MiningCo. Ld.(A.W.Berry, *Mgr.*)**	265·0 B69′F41′	40·2	20·9 *WB*	**Shanghai** British	T.3Cy.20″,32″&54″–36″ 175NHP J.Scott&Co.Kinghorn		
924 (*ex* Fushun)	**Kwang Tah** *C.Stewart*99–10 3 *Dks*	**SteelScSr**	2474 2166 1536					1883	WBThmpson Glasgow	**ChinaMerchants' Stm.Nav.Co.**	280·0 B76′F30′	40·0	17·9 25·4 *WB*	**Shanghai** Chinese	C.2Cy.36″&72″–48″ NB99 299NHP W.B.Thompson,Dundee		
925 108367 QFGB	**Kwangse** *W.O.Jones* –14 2 *Dks*	**SteelScSr**	1985 1777 1228					1898	Scott&Co. Greenock	**ChinaNav.Co.Ld.**	275·2 P20′B70′F30′	38·2	21·4 *WB*	**London** British	T.3Cy.20″,32″&52″–39″ 169NHP Scott&Co.Greenock		
926 496 HDGJ	**Kwanko Maru** (*ex* Sakana) 2 *Dks*	**CompScSr**	348 326 216					1869	Henderson Coulborn&Co Renfrew	**S.Sanuki**	135·8	20·5	16·8	**Hakodate** Japanese	C.2Cy.18⅜″&40⅜″–24″ 67NHP		
927 55 QHGP	**Kwanto Maru** ~~*H.C.I.Holm* –12~~ *ss* Lon.No.3–10,11 *ss* Yka.No.1–16 (*ex* Wakool) 1 *Dk (Stl) & Spar dk (Stl–ws)* *Ref.Mchy. Elec.light*	**SteelScSr**	5111 4258 3128	✠100A1 *Spar dk* ~~11,11~~ 10,13 ✠LMC10.16 ~~5,17~~ 6,17 *Now named "LeMyre deVillers," See No.61 in Supplement*	Yka Kob	*y*	~~9,16~~ 11,17	1898 10mo	Sunderlnd S.B.Co.Ld. Sunderland	~~SoshiKaisha~~ ~~KishimotoShokai~~ *WB=Cell DBa* 112′*uB*	400·0 P35′B186′F50′ BK9″	47·5 28·4 *6 BHCem*	20·0 British *85t APT21t*		T.3Cy.28″,47″&78″–54″ (*s*) 160lb 580NHP 4SB.*12cf*,GS211,HS8200 FD N.E.MarineEngCo.LdNwc	31 ″ 3 s 6 ″ 5 25 ″ 9	
928 7649 JRBV	**Kwanyei Maru** 1 *Dk*	**WoodScSp**	177 107 95					1903	T.Fukui Osaka	**HoroizumiKisen KoboshikiKaisha**	111·0 Q20′F15′	16·9	9·2	**Hakodate** Japanese	C.2Cy.14½″&28¼″–15″ 26NHP		
929 128047 HQVT	**Kwarra** *R.Jones* –16 *ss* Shl.No.1–13 *Elec.light* 1 *Dk (Stl) & Shelter dk (Stl)* *Ref.Mchy. Cantilever framed topside* *Tonnage opening closed* 1917 *thanks*	**SteelScSr**	5816 4110 3220	✠100A1 *Shelter dk with freeboard* ~~5,17 2,16~~ ~~5,18 1,17~~ ~~BS5,17~~ ✠LMC11,15	Liv	*x*	~~*x*1,15~~ 5,17	1910 5mo	SirRaylton Dixon&CoLd Middlesbro' *Lloyd's*	**Impl.Dir'tLineLd. (Elder,Dempster& Co.Ld.*Mgrs.*)** *WB=Cell DBa* 115′*uE&B* 43′ *f* 151′9 45*t FPT* 105*t APT* 115*t Topside*	360·0 FK *tanks* 1329*t*	52·0 26·1 34′8	**Liverpool** British	T.3Cy.26″,42″&70″–48″ (*s*) 180lb 428NHP 3SB,*9rf*,GS145,HS5934 FD N.E.MarineEngCoLd.Nwc	37 ″ 5 s10 ″ 9 27 ″ 0	
930 *M.A.Chill*06–06	**Kwei Lee** 3 *Dks*	**SteelTwinScSr**	— — 879					1893	Napier, Shanks&Bell Glasgow	**ChinaMerchants' Stm.Nav.Co.**	250·0	40·0		**Shanghai** Chinese	T.6Cy.13″,19″&32″–21″ 94NHP D.Rowan&Son,Glasgow		
931 98948 MFQK	**Kweilin** *F.McGarity* –15 2 *Dks*	**SteelScSr**	1742 1603 1073					1891	Scott&Co. Greenock	**ChinaNav.Co.Ld.**	260·0	36·8	21·6	**London** British	T.3Cy.18″,29″&47″–39″ 138NHP Scott&Co.,Greenock		
932 101707 VBTW	**Kwinana** *J.Roger* –16 (*ex* Darius) *ss* Mel.No.3–4,04 *ss* Syd.No.2–12 2 *Dks (Irn) 3tr B*	**SteelScSr**	3295 2873 2130	✠ —— 4.17	HKg	*v*		1892 11mo	W.Doxford &Sons,Ld. Sunderland	**WestAustralian Government** *WB=DBa* 104′272*tuB* 28′	340·0 P35′B86′F35′ BK11″	43·0	25·0 *6 BHCem* 105*t/*60′123*t*	**Fremantle** British	T.3Cy.26″,43″&70″–45″ NDB07 361NHP 2DB,*8cf*,GS176,HS5900 W.Doxford&Sons,Ld.Sld.	26 ″ 4	
933 QJGP	**Kwong Eng** *E.Klimmet* *Elec.light* 2 *Dks*	**SteelScSr**	1650 1433 969					1907	Schiffsw. v. Henry Koch Lübeck	**Norddeutscher Lloyd**	265·7 P&B154′F40′	37·8	18·4 *WB*	**Bremen** German	T.3Cy.20½″,33½″&53″–33½″ 162NHP J.F.Ahrens,Altona		G
934 109869	**Kwong Sai** *E.S.Crowe* –07 (*ex* Kwong Chow) 2 *Dks & Shade dk*	**SteelTwinSc**	874 511 447					1902	W.S.Bailey &Co. HongKong	**ShiuOnS.S.Co.Ld.**	192·0	35·0	11·3	**HongKong** British	C.4Cy.14″&32″–22″ 80RHP Ross&Duncan,Glasgow		
935 115883 TPJS	**Kwong Sang** *W.F.Bichard* –10 1 *Dk (Stl) & Spar dk (Stl–ws pt teak)* *Elec.light & deep framing*	**SteelScSr**	2283 2116 1428	✠ *Spar dk* 8,02 ✠	Nwc	*s*		1902 8mo	Wigham- Richrdsn&Co Ld Newcastle	**Indo-ChinaSteam Nav.Co.Ld.** *WB=Cell DBa* 84′*f* 108′349*t DTa* 24′ 374*t FPT*	290·0 B60′F35′ FK	42·1 22·5	15·2 *5 BHCem* 56*t APT* 25*t*	**London** British	T.3Cy.21″,34″&56″–42″ 212NHP 1SB,*4cf*,GS71,HS2582 FD W ghmRchrdsn&C.LdNwc	25 ″ 0	
936 116032	**Kwong Tung** *H.W.Walker*02–04 2 *Dks*	**SteelTwinSc**	823 477 41[illegible]					1904	W.S.Bailey &Co. HongKong	**YuenOnS.S.Co.Ld.**	192·0	35·0	11·3	**HongKong** British	C.4Cy.14″&32″–22″ 91RHP Ross&Duncan.Glasgow		G
937	**Kwong Wei** (*ex* Chan Wai) 1 *Dk & Shade dk*	**WoodScSr**	*260* *211* *176*					1903	Kwong Fat Chang HongKong	**WestRiverS.N.Co.**	118·7	25·5	8·0	**Canton** Chinese	C.2Cy.12½″&25″–13″ 26NHP Chun Hing,HongKong		
938 9272 JSLF	**Kwosei Maru** 2 *Dks*	**WoodScSr**	159 136 86					1904	T.Mayekawa Osaka	**I.Amagasaki**	110·7	15·9	12·3	**Osaka** Japanese	C.2Cy.12½″&25″–15″ 20NHP T.Kubo,Osaka		
939 1217 HJDP	**Kwoun Maru** (*ex* HokkaiMaru) 2 *Dks*	**WoodScSr**	152 — 79					1890	Kawasaki DckyrdCo.Ld Kobe	**M.Hosaka**	110·3	14·9	12·8	**Hakodate** Japanese	C.2Cy.15′&28″–15″ 25NHP KawasakiDkydCoLdKobe		
940 115755 TWSC	**Kyarra** *J.McIntosh* –16 *Elec.light* 2 *Dks (Stl–Uws) 3tr B* Wireless *Shelter dk (Stl–teak s)*	**SteelTwinScSr**	6953 6367 4383	✠ *Shelter dk* 5,03 ✠	Dmb	*b*†		1903 5mo	W.Denny &Bros. Dumbarton	**Australas'nUnited Stm.Nav.Co.Ld.** *WB=Cell DBa* 106′*uE&B* 11	415·5 0′*f* 154′ 905*t FPT*	52·2	28·6 *7 BHCem* 18*t APT* 93*t*	**Fremantle** British	T8Cy(2)23″(2)37½″&(4)43″–48″ 4SB,*16cf*,GS300,HS11857 FD Denny&Co.Dumbarton	31 ″ 4	
941 QHVS	**Kybfels** *C.Frisius*08–12 *Elec.light* 1 *Dk (Stl) & Spar dk (Stl–ws)* Wireless *& deep framing*	**SteelScSr**	5049 4714 3159	✠ —— 8,16 *Spar dk* ✠	Ham	*z*		1904 9mo	J.C.Tecklenborg A.G. Geestemünde	**DeutscheDmpfsfahrts.Ges.Hansa** *WB=Cell DBa* 110′*uE25′f*	400·9 P50′B117′F50′ FK&BK2	52·2 28·2	20·2 *6 BHCem* 177′952*t Tweendkt*	**Bremen** German	Q.4Cy.24′,34½″,50′&72½″–53⅞″ 3SB,*9cf*,GS155,HS6669 FD J.C.TecklenborgA.G.Gst.	31 ″ 0	
942 PBLN	**Kydonia** *Eichbaum* *Elec.light* 1 *Dk & pt Awngdk*	**SteelScSr**	2390 1656 1542					1900	Akt.Ges. "Neptun" Rostock	**Dampfschiffs Reed. Horn,Akt.Ges.**	291·4 P16′Q94′ *pt Awngdk* 180′	41·2	16·4 *WB*	**Lübeck** German	T.3Cy.20½″,35½″&55½″–35½″ 182NHP A.G."Neptun,"Rostock		G

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / *Master.* / *Late Name if any.* / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	6 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned. Re-classified. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 Built. By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Dated of Trade Cert.
943 133532 JCGB	Kyle *L.Stevenson* –16 *Elec.light* Wireless 2*Dks*(*Stl–Uws*)	SteelScSr 1055 860 548	✠100A1 5,17 ~~6,16~~ ✠LMC6,15 BS5,17	NFL	*n*	6,16	1913 5mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle *Lloyd'sA&CP*	ReidNewfoundland Co. *WB=CellDBa45'*	220·0|32·3|18·3 F32′ FK *uE17′f89′125tFPT*			SJhnsNFL British *WB*	T.3Cy.18½″,30½″&50″–36″ 180lb (r) FD 263NHP 2SB,*6cf*,GS111,HS4360 Swan,Hunter&Wigham-Richardson,Ld.Nwc.	20 ″ 6 s 3 ″ 4 17 ″ 8	
944 121240 HCQN	Kyleakin *T.MacKenzie* –16 *ss*Grk.No.2–12 1*Dk*(*Stl*)*&deep framing* *Cargo battens not fitted*	SteelScSr 3073 2899 1976	✠100A1 6,17 ~~5,16~~ BS5,16 ✠LMC12,12 6,17	Npt Brs	*v*	5,16	1905 6mo	Grngem'th &Greenock DockyardCo. Greenock *Lloyd'sA&CP*	Chr.Salvesen&Co.	330·5|48·0|22·0 P27′B96′F34′ FK *WB=CellDBa98'*			Glasgow British *WB*	T.3Cy.24″,40″&65″–42″ (*s*) 160lb *90lb* 286NHP 2SB,*6cf*,GS99,HS4468 D.Rowan&Co.Glasgow *uE&B40′f142′898tAPT77t*	24 ″ 5 s 4 ″ 1½ 20 ″ 9	
945 99735 HVRS	Kyleford *W.McKinlay* –16 *ss*Shl.No.2–14 (*ex*Ouistreham,*ex*Senga) 1*Dk*(*Stl*) *Well deck Mchy.Aft*	SteelSc3MstSr 450 309 178	✠100A1 10,16 *Examined*1,18 ✠LMC MS9,15 BS~~10,16~~ 1,18	Shl	*g*	~~10,16~~ 1,18	1905 4mo	AilsaS.B. Co.Ld. Ayr *Lloyd'sA&CP*	CheviotCoasters Ld.(G.T.Gillie& Co.,*Mgrs*)	155·1|25·6|11·2 Q86′B10′F23′ BK7″ *WB=FPT*			Glasgow British *WB*	C.2Cy.18″&40″–27″ (*s*) 130lb 64RHP 1SB,*3pf*,GS48,HS1540 Renfrew Bros.&Co.Irvine	12 ″ 3 s ″ 5½ 12 ″ 6	
946 106076	Kylemore *P.Leitch* –13 (*ex*Vulcan,*ex*Britannia) 1*Dk*	SteelPadSp 319 261 126					1897	Russell& Co. Pt.Glasgow	J.Williamson	200·5|24·1| 7·7			Glasgow British	C.D.2Cy.23½″&47″–51″ 93RHP Rankin&Blackmore,Grk.		
947 112551 NTLW	Kyma *D.Maroulis* –11 *ss*Sld.No.3–7,11 (*ex*Bodlewell) *ss*Hul.No.1–16 2*Dks*(1*Stl&UptIrnptStl*)*&deep framing* *Well deck Elec.light* 1*Dk*	SteelScSr *3420* *3173* *2209* 433 362	✠100A1 6,17 ~~5,16~~ ✠LMC BS11,16 MS5,16	Hul Ms	*w*	5,16	1898 4mo	JLThomp-son&Sons,Ld Sunderland A&CP	MaroulisBros. *WB=CellDBa115′f145′*	350·0|47·0|24·3 P30′B97′F39′ FK			Piræus Greek *WB*	T.3Cy.23½″,39″&64″–42″ (*s*) 180lb *140lb* 293NHP 2SB,*8pf*,GS230,HS4630 N.E.MarineEng.CoLd.Sld.	26 ″ 9 s 4 ″ ~~11~~½ 22 ″ 2	
948 99199 MRSG	Kymric *E.H.White* –14 *ss*Gms.No.3–6,04 *ss*Gms.No.2–12 1*Dk*	IronScK 126 116 51	✠100A1 *StmTrawler* 1,15 ✠NB1,15 ✠LMC4,12	Gms		5,14	1891 12mo	Earle'sCo. (Lim.) Hull *Lloyd'sA&CP*	GrimsbySteam FishingCo.Ld. (G.E.J.Moody, *Mgrs.*)	90·6|20·1|10·6 Q18′F18′ BK7½″			Grimsby British *WB*	T.3Cy.10½″,18″&30″–18″ (*s*) 160lb 45RHP 1SB,*2pf*,GS29,HS685 Earle'sCo.(Lim.),Hull	11 ″ 5	
949 133437 JCKB	Kyno *W.E.Jordan* –17 *Elec.light* 2*Dks* *Ref.Mchy.*	SteelScSr 3034 1775 1865					1913	Dunlop, Bremner& Co.Ld. Pt.Glasgow	Ellerman'sWilson Line,Ld.	310·3|44·7|26·9			Hull British *WB*	T.3Cy.22½″,38″&62″–42″ 249NHP Dunlop,Bremner&Co.Ld. P.GI.		C
950 112551 NTLW	Kyogle *E.Farrell*80–03 *Well deck Elec.light* 1*Dk*	SteelTwinScSr 702 433 362			…		1902	A.&J. Inglis Glasgow	NorthCoastSteam Nav.Co.Ld.	180·1|30·1|12·0 P72′B44′F32′ FK			SydnyNSW British *WB*	T.6Cy.12″,20″&31″–22″ 114NHP A.&J.Inglis,Glasgow	13 ″ 6	
951 239 PQFT	Kyojo Maru 2*Dks*	Steel 372 — 212					1913	..... Osaka	ChosenYusen KabushikiKaisha	130·0|24·2|15·5			Jinsen, Corea Japanese	T.		
952 237 PQFQ	Kyosai Maru 1*Dk*	Steel 152 — 87					1913	..... Osaka	ChosenYusen KabushikiKaisha	99·9|19·0| 9·1			Jinsen, Corea Japanese			
953 1498 HKJG	Kyoto Maru *S.Moresaki* –13 *ss*Yka.2ndNo.3–6,13 (*ex*Dryfesdale) *ss*Nag.No.1–16 *Elec.light* 2*Dks*(*Irn–Uws*)3*trB*	SteelScSr 2537 2351 1618	✠100A1 10,17 ~~9,16~~ ✠LMC~~9,16~~ 10,17	Nag Kob	*t*	~~9,16~~ N10,17	1889 4mo	C.Connell &Co. Glasgow *Lloyd'sA&CP*	UyenishiShokai *WB=Cell*	300·0|40·0|23·7 P44′B68′F36′ BK10″			Kobe Japanese *WB*	T.3Cy.21½″,37″&60″–42″(*s*) 160lb *70lb* 234NHP 2DB,*8cf*,GS140,HS3530 D.Rowan&Son,Glasgow	26 ″ 3 s 4 ″ 5½ 23 ″ 1	
954 9750 JVGM	Kyoyei Maru No. 3 (*ex*Oceana,*ex*Harold) *Well deck* 1*Dk*	SteelScSr 687 — 398			…		1891	S.Mc Knight&Co. Ayr	S.Toyosaki	187·0|27·0|15·4 Q51′B60′F27′			Nishino-miya Japanese *WB*	T.3Cy.15½″,24½″&40″–33″ 92NHP Hutson&Corbett, Glasgow	14″11	
955 1007 HGJP	Kyoyei Maru No. 5 (*ex*Uwajima MaruNo.2) 2*Dks*	WoodScSr 188 — 113					1887	Kawasaki S.B.Yard Kobe	Y.Iwaizumi	116·6|16·7|12·7			Otaru Japanese	C.2Cy.17½″&31″–22″ 39NHP KawasakiDkyd.Co.Kobe		
956 QFVO	Kypros *E.Voss* 1*Dk&Spardk&Webframes*	SteelScSr 2210 (*ex*Marienburg) 1987 1385			…		1894 1mo	Flensburgr Schiffsb. Ges. Flensburg	DeutscheLevante Linie	279·3|39·9|14·6 P28′B72′F34′ 22·2 BK9″ *WB*			Hamburg German	T.3Cy.22½″,35″&60″–42″ 251NHP FlensburgerSchiffsb.Ges.		G
957 318 HMJK	Kyril *P.I.Abadjeff*99–08 *ss*Cpl.No.2–12 (*ex*Devonia) 1*Dk* *Elec.light*	SteelScSr *509* *349* *179*	✠ 5,16 ✠	Cpl	*h*		1903 2mo	Grandes Chaud.d'An-vers,Hobokn	Soc.Commerciale BulgaredeNav.à Vap.	172·5|27·7|10·3 P21′B70′F26′ FK *WB=DTf3′25tFPT*			Varna Bulgarian	T.3Cy.16″,26½″&43″–30″ 123NHP 2SB,*4cf*,GS74,HS2174 SocAnonMt.d'AnversAnt.	10″10	
958 [illegible]	Kyros *E.Horberg* –11	CompSc3MstSr 221 (*ex*Oden) 180 1*Dk* 133					1885 Sep	Motala Co. Motala	S.Olschanski	130·0|22·5| 9·0 B28′H4tF20′			Oscrshmn Swedish	C.2Cy.10¼″&25″–17½″ 22NHP KristinehamnsM.V.		
959 MFTD	Kysten *H.Hellem* –09 *Elec.light* 2*Dks*	SteelScSr 292 277 167					1909	Trndhjms Mek.Værks. Trondhjem	NamsosDampskibs Selsk. (Th.Sommerschield,*Mgr.*)	126·0|21·0|15·4 H14t			Namsos Norwegian *WB*	T.3Cy.12″,20″&33″–21″ 50NHP TrondhjemsM.V.Trndhjm		N
960 JTMF	Kystfareren *H.Olsen* 1*Dk&Awng dk*	SteelScSr 216 (*ex*Lyngen) 210 128					1890	Xiansands Mek.Værks. Xiansand	Akties.Kystfare-ren(Ths.ArboHöeg &Co.)	115·9|18·6|14·8 H6t			Larvik Norwegian *WB*	C.2Cy.14½″&26¾″–20″ 27NHP Xiansands M.V.Xiansnd		
961 RMKD	Kythnos *P.Niemann* *Elec.light* 1*Dk*	SteelScSr 1913 1758 1190					1901	Schiffsw. v. Henry Koch Lübeck	DeutscheLevante Linie	281·0|40·4|18·1 P&B231′F36′			Hamburg German *WB*	T.3Cy.21″,35½″&55″–35½″ 180NHP J.F.Ahrens,Ottensen		G
962 9493 JTKG	Kyujo Maru No. 1 *S.Miura* (*ex*Borneo) 1*Dk*	IronScSr 692 545 429	✠ 12,84	Sng	*j*		1881 12mo	Campbell, Mackintosh &Boustead Newcastle	H.Narasaki	206·3|26·0|13·9 Q85′F26′ len90			Kobe Japanese	C.2Cy.25½″&48″–33′ 110NHP T.Clark&Co.Newcastle		

*** Additional Ships are inserted in the Supplement at the end of the Register.

Numéro d'Ordre / Numéro Officiel. / Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Tonn. — Sous le Pont. — Net.	5 6 7 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant expire. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 9 Construit. Quand. Navire. — Mach.	Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe.	15 pds.
45	**La Hève** *Abraham* (*ex*Barshaw)	**SteelScSr**	154 — 38			...	1894	JM'Arthur & Co. Paisley	**Cie.Normande de Nav.àVap.**	105·0 Q35′F20′	20·0 BK6½″	8·0 *WB*	**Havre** French	C.2Cy.13¼″&26″–18″ NB09 34NHP Bow,McLachlan&Co.Psy.	9 ″ 3	V
JMTD	*Well deck* *Mchy.Aft* 1*Dk*																
46	**La Liane** *H.Baiet*11–11	**IronScK**	136 — 35			...	1894	Cochrane& Cooper Beverley	**G.Vasselin**	94·0 Q18′F23′	20·5 BK7½″	11·0	**Dieppe** French	C.2Cy.16″&32″–22″ 44NHP *3BHCem* C.D.Holmes&Co.,Hull	11 ″ 10	V
JVPK	1*Dk*																
47	**La Loire** *O.deLanglais* –13 *ss*St.N.No.3–6,14	**SteelTwinScSr**	5343 4862	✠100A1 *Awng dk*	Msl	*x*	10.15	1902 1mo	At.& Chan. deNormandie Rouen A&CP	**Cie.Nantaise de Nav.àVap.**	381·8 *WB=CellDBa77′*	48·2 BK11″ *uE36′f158′731t*	25·6 33·5	**Nantes** French	T.6Cy.22″,35″&59″–39″ (*s*) 180lb *114lb* 508NHP 4SB,*12rf*,GS277,HS8361 Caillard&Co.Havre	36 ″ 3 s11 ″ 0½ 26 ″ 5	
JWBN	2*Dks*(*Stl–Uws*)&*Webframes*& *Elec.light* Wireless *Awng dk*		3370	*withfreeboard* 4,17 MS6,14	LMC BS4,17								8*BHpt Cem ptAsp*				
48	— *A.Aiken* –14(*Bucket&Suction Dredger*)	**SteelTwinSc**	604 566	✠100A1 *Dredger*	Sou	*i*	5,14	1909 8mo	Earle'sCo. Ltd. Hull *Lloyd's*	**Soc.desGrands Travaux Algeriens**	174·0 *WB=FPT56t*	32·1 FK	12·9	French	T.6Cy.13″,20½″&33″–18″ (*s*) 180lb 179NHP 2SB,*6pf*,GS112,HS3850 Earle'sCo.Ltd.Hull	14 ″ 0 s 2 ″ 1½ 12 ″ 1	
	ssSou.No.1–14 1*Dk*(*Stl*)		272	7,14	LMC4,14				*sA&CP*				4*BHCem*				
49	**La Lorraine** *Maurras*08–09	**SteelTwinScSr**	11372 8380					1900	Cie.Gén. Transatlan. St.Nazaire	**Cie.Générale Transatlantique**	563·1 P72′F98′	60·0	35·9	**Havre** French *WB*	T.8Cy.43⅝″,68½″&(2)80⅝″–66½″ 2108NHP Cie.Gén.Transatlntq.St.N.		V
JVMB	*Elec.light* 3*Dks*&*Promenade dk*		4719														
50	**La Lys** *E.Kervarec*01–01	**SteelSc**	141 108					1898	Lobnitz& Co.Ld. Renfrew	**Duhameaux-Pruvost**	100·3	20·1	10·2	**Boulogne** French	C.2Cy.14″&32″–21″ 39NHP Lobnitz&Co.Ld.Renfrew		V
JVPM	1*Dk*		19														
Sunk by Collision 3,18	**La Madeleine** *Lidyc* (*ex*Hafis)	**SteelScSr**	1562 —					1886	Hawthorn, Leslie&Co.Ld Newcastle	**ChevillotteFrères**	270·0 P78′B12′F30′	36·0	25·6	**Brest** French	T.3Cy.20″,32″&53″–36″ 169NHP Hwthrn,Leslie&C.Ld.Nwc		V
JVMR	*Mchy.Aft* 1*Dk*2*trB*		967														
52	**La Manche** *A.Libert*06–06	**WoodScK**	105					1906	Baheux frères Boulogne	**M.Cligny**	82·0	19·7	10·2	**Boulogne** French	C.2Cy.11″&22″–15″ 16NHP Crabtree&Co.Ld.Gt.Yar.		
	1*Dk*																
53	**La Marguerite** *J.Young* –16	**SteelPadSr**	1554 1145					1894	Fairfield Co.(Lim.) Glasgow	**Liverpool&North WalesSSCo.,Ld.**	330·0	40·0	13·6 21·2	**Liverpool** British	C.D.2Cy.56″&110″–72″ NB10 857NHP FairfieldCo.(Lim.),Gls.		
102875 NKHT	Wireless 3*Dks*&*Promenade dk*4*trB*		644														
54	**La Marne** *Should be "Marne," See No. 18 in Supplement.*	**SteelScSr**	[illegible]	100A1 *Shelter dk*				1917	Sunderlnd S.B.Co.Ld. Sunderland	**Cie.deNav.d'Orbigny(A.Capelle)**	375·0	52·0	23·7	**La Rochlle French**	T.3Cy.25″,41″&69″–48″ G.Clark,Ld.Sunderland		
	Elec.light			(*ClassContemplated*)													
55	—	**SteelScSr**	4409 4165	✠100A1 *Spar dk*	Bry	*x*	~~x3,16~~ 12,17	1901 1mo	R.Duncan & Co.Ld. Pt.Glasgow A&CP	**FrenchGovernment** *WB=Cell D Ba116′*	365·3 P31′B86′F39′ *uE&B38′f156′960t*	48·1 FK	20·2 28·1	**Marseilles** French	T.3Cy.25″,41″&67″–45″ (*s*) 180lb 336NHP 6*BHCem APT57t*	30 ″ 10 s 6 ″ 5½ 24 ″ 9	
KFWD	(*ex*Solveig, *ex*Afton) 1*Dk*(*Stl*)&*Spar dk*(*Stl*)& *deep framing*		2829	8,16 ~~Mar 16,17~~ ~~MS8,16~~	LMC 12,17 ~~BS11,16~~										3SB,*9cf*,GS145,HS5316 Rankin&Blackmore,Grk.		
56	**La Marsa** *ss*Msl.No.2–18 *A.Size*97–03	**SteelScSr**	2054 1763	✠100A1 *Spar dk*	Msl	*s*	~~7,16~~ 5,18	1892 1mo	R.Napier &Sons Glasgow *Lloyd's*	**Cie.deNav.Mixte** *WB=Cell*	300·0 F35′ BK9½″ *Promenade dk* 122′	37·5 23·5	15·8	**Marseilles** French	T.3Cy.30″,45½″&79″–54″ (*r*) 164lb 691NHP 4SB,*12cf*,GS238,HS10916 R.Napier&Sons,Glasgow	26 ″ 3 s 5 ″ 4½ 21 ″ 11	
JVQC	*ssPGl.2ndNo.3–2,09* (*ex*TewfikRabbani) ~~ssMsl.No.1–18~~ 2*Dks*(*UStl–ws*)&*Spar dk*(*Stl–ws*)		897	3,18 ~~7,16~~	BS7,17				*sA&CP*				5*BHCem DB226′319t*				
	Elec.light Wireless			NB2,09	LMC7,16												
57	**La Marseillaise** *E.Jones* –16	**SteelScSr**	3568 3321	✠100A1 *ssM.Vo.No.3–9,16*	M Vo Cff	*m*	~~3,16~~ 6,17	1900 5mo	W.Gray& Co.Ld. W Hartlepool A&CP	**DoderoHnos.** OceanS.S.Co. 'Russia"	338·6 P37′B130′F41′	51·1 FK	24·4	Murmansk Russian	T.3Cy25½″,40½″&67″–45″(*s*) 160lb 317NHP 3SB,*6rf*,*3cf*,GS127,HS5004 Cen.Mar.Eng.Wks.W.Hpl	26 ″ 11	
	(*ex*Llansannor) 1*Dk*(*Irn*)*deep framing* *Elec.light* *&2trBat ends3Dk rule* *Cell side tanks amidships*		2308	NB(1)9,16	LMC9,16				*Cell DBa104′u*	*E&B43′f148′924t*	*cell side Tanks* 191′		720t*APT50t*				
58	**La Mouette** *Morsch* –12	**SteelScK**	85 80 5	✠100A1 *StmTrawler* 9,16 BS10,17	Dnk LMC9,16		9,16	1908 5mo	W.H. Warren New Holland *Lloyd's*	**Deguines&Mulard**	65·2 BK6″ *WB=FPT2t*	18·1	9·9	**Calais** French	C.2Cy.13″&26″–18″ (*s*) 130lb 38NHP 1SB,*2pf*,GS30,HS780 Crabtree&Co.Ld.Gt.Yar.	9 ″ 9	
	1*Dk*								*sA&CP*				3*BHCem*				
59	**La Navarre** *Aruc* –15	**SteelTwinScSr**	6373 5623					1892	Cie.Gén. Transatlan. St.Nazaire	**Cie.Générale Transatlantique**	471·0 P70′ B248′ F67′	50·5	36·4	**St.Nazaire** French *WB*	T.6Cy.31½″,50⅜″&82½″–52½″ NB03 983NHP Cie.Gén.Trans.,St.Nazaire		V
JVND	*Elec.light* Wireless	4*Dks*	3261														
60	**La Negra** *G.Jarvis* –16	**SteelTwinScSr**	8312 7251	✠100A1 *Shelter dk*	Liv	*c*†	SN 12,14 PN9,16	1913 4mo	Palmers' Co.Ld. Newcastle *Lloyd's*	**British&Argentine S.N.Co.Ld.** *WB=CellDBa* 103′*uE&B*	440·2 B135′F35′ *on Shelter dk* 78′*f*184′1110t*FPT*	58·8 FK	35·7	**W.Hartlpl** British	T.6Cy.25′,41½″&70″–48″(*s*) 200lb 1045NHP 7*BHCem* 60t*APT65t*	38 ″ 0 s 9 ″ 5 29 ″ 0	
132839 JBWP	3*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Ref.Mchy.* Wireless		4949	*withfreeboard* 9.16 MS12,14 Lloyd's RMC~~5,16~~,17	LMC4,14				*sA&CP*						6SB,*18cf*,GS382,HS15696FD Palmers'Co.Ld.Newcastle		
61	— *F.Bozinovich*	**IronSc**	130 — 116					1888	Fader y Peña Buenos Ayres	**Cia.Sansinena de CarnesCongeladas**	120·0	16·5	10·0	**Bns.Ayres** Argentine	1Cy.10″–12″ 3NHP Ortelli,Buenos Ayres		
	1*Dk*																
62	**La Nièvre** *Caspeyres*07–15	**IronScBn**	2237 2029	✠ 5,96	Msl	*t*		1881 10mo	A M'Millan &Sons Dumbarton	**Cie.Générale Transatlantique**	300·2 P50′B34′F30′	36·4 BK10″	25·4	**Marseilles** French	C.2Cy.25½″&68″–45″ NB04 249NHP Denny&Co.,Dumbarton		V
JVMZ	(*ex*Stamboul) 3*Dks*(1*Irn*)		1441										4*BHCem*				
63	**La Norvége** *T.Hærem*02–02	**SteelScSr**	1888 1387	✠100A1 9,17 ~~3,17~~	Bry Hav	*r*	N3,17	1889 5mo	AM'Millan &Son Dumbarton A&CP	**Dampskibsacties. LaNorvége (JensPay)**	265·0 P27′Q74′B104′F31′ *WB=CellDB204′*	37·1 BK9″	17·8	**Chrstiania** Norwegian	T.3Cy.20″,33⅜″&53″–36″ (*s*) 160lb *80lb* NDB00 181NHP 2SB,*6rf*,GS94,HS2893 D.Rowan&Son,Glasgow	19 ″ 11	
HDVF	(*ex*Kinloch) 1*Dk*(*Irn*)&*Webframes* *Well deck*		1188	LMC MS12,13	BS12,16 BS1,18								370t*APT34t*				
64	**La Palma** *JoseAgacio*12–12	**SteelScSr**	871 478	✠100A1 *Shelter dk*	LaP	*m*	7,16	1912 4mo	W.Harkess &Son,Ld. Middlesbro' *Lloyd's*	**Cia.deVap.Correos Interinsulares Canarios** *WB=Cell DBa38′uE*	210·0 *Bon Shelter dk*72′ 17′*f*95′160t*FPT14t*	30·0 FK	10·2	**SantaCruz** Spanish	T.3Cy.16½″,27′&44″–28″ (*s*) 180lb 149NHP 2SB,*4cf*,GS74,HS2561 MacColl&Pollock,Ld.Sld.	12 ″ 3 s ″ 6½ 12 ″ 1	
	Elec.light 1*Dk*&*Shelter dk*(*Teak*)		486	*withfreeboard* 7,16	LMC7,16				*sA&CP*				5*BHCem APT13t*				
65	**La Pérouse** *Quemper*16–16	**SteelTwinSc4MstSr**	9717 8422	✠100A1 *Shelter dk*	Dnk Hav	*d*†		1916 11mo	Atel.&Ch. deFrance Dunkirk *Lloyd's*	**Cie.Générale d'Armements Maritimes** *Cell*	469·9 B *on Shelter dk* 189′ F48′ *DB388′1502t FPT*	59·7 FK	36·5	**Dunkirk** French	T6Cy23″,38¼″&64½″–45″(*r*) 200lb 975NHP 5SB,*20cf*,GS358,HS15336FD Atel.&Cn.deFrance,Dnk.	39 ″ 5 s 9 ″ 1½ 30 ″ 7	
	2*Dks*(*Stl*)&*Shelter dk*(*Stl–ws*) *Elec.light*		6124	*withfreeboard* 10,17 ~~11,16~~	LMC11,16								101t*APT75t*				

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. / No. of Decks, &c.	3	4 Regist'd Tonnage / Gross. / Under deck. / Net.	5 Particulars of Classification. / Character. / † for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L. R. Dated 1st of Trade Cert.
66 La Plata RLCH	*H.Bark* (*ex*Pelotas) 1*Dk* *Elec.light* Wireless *Spar dk & Webframes*	SteelScSr	4004 3327 2544					1898	Reiherst'g Schiffsw. Hamburg	Hamburg-Amerik Packetf.Act.Ges. (Ham-Amr.Linie)	361·3 P51′B117′F44′	44·8	25·7	Hamburg German *WB*	T.3Cy.24½″,40½″&70″–48″ 338NHP Reiherst.Maschinenf Ham.		G
67 — *M.V.Gonsales* — *ssB.As.No.2–13* *Mchy.Aft* *ssB.As.No.3–7,17* 1*Dk*(*Stl*) *Now named "Palmston," Set No. 34 in Supplement*		SteelScSp	430 352 234	✠ A1 *For River purposes only* 7,17 ~~12,15~~ 12,15 ~~LMC7,17~~	BAs	*g*	~~12,15~~ 7,17	1907 8mo	J.Fuller-ton&Co. Paisley *Lloyd's SA&CP*	~~La Fluvial (A.Carbone)~~ Instone Transport & Trading Co. (S. Instone & Co. Ld. *Mgrs.*)	160·0 F16′	31·1	9·1 FK *WB*	~~Bns.Ayres~~ British *3BHCem* = *FPT32t*	C.2Cy.15″&32″–22″ (*s*) 130lb 59NHP 1SB,*2pf*,GS37,HS1148 C.Houston&Co.Glasgow	9 ″ 10	
68 La Platense *M.J.Bunny* –07 *Mchy.Aft*	(*Barge*) 1*Dk*(*Stl*)	SteelSc	669 560 407			…		1907	Jonker& Stans Hendrik Ido Ambacht	La Platense Soc. Anon.	176·2 Q54′F22′	33·5		Bns.Ayres Argentine *WB*	C.2Cy.16″&32″–24″ 69NHP Crabtree&Co.Ld.Gt.Yar	11 ″ 2	
69 La Primera 202224 KTWJ	(*ex*Daisy Mitchell) 1*Dk*	WoodScSr	1083 — 638					1905	H.D.Ben-dixsen Eureka,Cal.	Standard Oil Co.	171·0	37·5	13·1	S.Frncisco Utd.States	C.2Cy.14″&32″–24″ 42NHP United Eng.Works,S.Fo.		
70 La Provence KRSJ	*Maillard* (*Trawler*) *Elec.light* 1*Dk*	SteelSc	407 — 129					1906	Atel.&Ch. de France Dunkirk	Jérôme Malandain &Cie	152·0 Q76′	24·2	13·2	Fécamp French *WB*	T.3Cy.14″,23″&38″–27″ 75NHP Atel.&Ch.de France,Dnk.		V
71 La Providence JVSF	*J.Even* (*Trawler*) (*ex*Beryl) 1*Dk*	SteelScYl	171 159 56			…		1898	Mackie& Thomson Glasgow	J.Even	110·0 Q22′	21·0	10·9 BK7½″	Lorient French	T.3Cy.12″,19½″&32″–22″ N B *made98 refitted03* 52NHP Muir&Houston,Ld.Gls.	12 ″ 0	V
72 — JVSB	*E.Duchesne* (*Trawler*) 1*Dk*	SteelScK	142 130 32					1913	Germe& Jouy Boulogne	Fourny-Micke	94·8	19·8	10·9	Boulogne French *WB*	C.2Cy.14⅛″&27½″–17⅝″ 26NHP Germe&Jouy,Boulogne		V
73 La Providencia HRVG	*S.de Miera* –04 *ss*Bbo.No.1–93 *Well deck* (*ex*Victor) 1*Dk*(*Irn*) *Mchy.Aft*	SteelScSr	321 249 208	✠ 1,98 ✠	Bbo	*e*		1889 12mo	Schlesingr. Davis&Co. Newcastle	Lizariturry y Rezola (J.de Salazar,*Mgr.*)	137·8 Q44′B7′F20′ *WB*=*FPT49t*	22·2	10·9 BK6″	S.Sebast'n Spanish 3*BHCem* *APT18t*	T.3Cy.10½″,16½″&27″–21″ 42NHP 1SB,*2pf*,GS33,HS750 Hanna Donald&Wilsn,Psy	11 ″ 5	
74 La Rance KSLM	*Caillard* –16 *Elec.light* 2*Dks*	SteelSc	2610 — 1532					1906	Atel.&Ch. de Normandie Rouen	Cie.Générale Transatlantique	298·5 P21′H71′F39′	40·1	23·1	St.Nazaire French	T.3Cy.23″,36″&59″–41″ Ch.de l'Atlantique,St.Nazaire 223NHP		V
75 La Risle JVNL	*Tissier* 1*Dk*	SteelSc	103 — 37					1911	Jonker& Stans Hendrik Ido Ambacht	Cie.de Nav.de la Risle et de la Basse Loire	80·4 P30′F13′	18·6	6·3	Havre French	C 2Cy.10″&20″–12½″ 12NHP Machinefab.Bolnes		V
76 La Rochelle KTRP	*Dussaud*09–10 1*Dk*	SteelScSr	348 — 332					1906	Atel.&Ch. de France Dunkirk	Cie.Générale Transatlantique	191·0 P10′B55′F30′	30·4	15·2	St.Nazaire French *WB*	T.3Cy.15″,24″&40½″–28″ 87NHP Caillard&Co.Havre		V
77 La Rosarina 132823 HWFT	*A.B.Friend* –17 *ss*Liv.No.1–16 *Elec.light* 3*Dks*(*Stl*) & *Shelter dk*(*Stl*) *Ref.Mchy.* Wireless	SteelTwinScSr	8332 7255 4948	✠100A1 *Shelter dk with freeboard* ~~8,17~~ ~~12,17~~ 12,18 ✠LMC8,16 ✠Lloyd's ~~RMC2,17~~ ~~5,17~~ ~~8,17~~ 4,18	Liv ~~BAs~~ BAs	*c* †	~~8,17~~ ~~P2,18~~	1912 6mo	Palmers' Co.Ld. Newcastle	Brit.&Argentine S.N.Co.Ld. *WB*=*Cell DBa103′uE&B* *Lloyd's A&CP*	440·0 B135′F35′ *on Shelter dk* 78′*f*184′1110*tFPT*	58·8	35·7 FK	W.Hartlpl British *7BHCem* 60*tAPT65t*	T.6Cy.25″,41½″&70″–48″ (*s*) 200lb 1045NHP 6SB,*18cf*,GS382,HS15696FD Palmers'Co.Ld.Newcastle	38 ″ 0 s 9 ″ 5 29 ″ 0	
78 La Rosita KVGJ	*E.Malfoy*10–13 (*Trawler*) *Elec.light* Wireless 1*Dk*	SteelScK	453 377 201					1913	Smith's Dock Co.Ld. Middlesbro'	V.Fourny	162·0 Q96′F46′	26·0	14·2	Boulogne French *WB*	T.3Cy.15″,25″&42″–27″ 92NHP Smith'sDockCo.Ld.Mdb.		V
79 La Salle 141050	*Mchy.Aft*	SteelSc3MstSr 2*Dks*	1935 — 1596					1890	Cleveland S.B.Co. Cleveland,O.	Atlas S.S.Co.	266·0 H—	38·2 F40′	19·0 *WB*	Duluth, Minn. Utd.States	T.3Cy.17″,29″&47″–36″ 133NHP ClevelandS.B.Co.,Clevelnd		
80 La Savoie LCFP	*Tourette*08–12 3*Dks* & *Promenade dk* *Elec.light* Sub.Sig. Wireless	SteelTwinSc	11168 8376 4529					1900	Cie.Gén. Transatlantq St.Nazaire	Cie.Générale Transatlantique	563·1 P72′F98′	60·0	35·9	Havre French *WB*	T.8Cy.43 5/16″,68½″&(2)80 5/8″-66 1/8″ 2108NHP Cie.Gén.Transatlntq.St.N.		V
81 — LCFN	*L.Evrard* (*Trawler*) *Elec.light* 1*Dk*	SteelSc	382 327 126					1906	Atel.&Ch. de France Dunkirk	A.Coppin&Co.	152·5 Q76′	24·1	13·1	Boulogne French *WB*	T.3Cy.14″,23″&38″–27″ 75NHP Atel.&Ch.de France,Dnk.		V
82 La Slack JVQS	*L.L.Malfoy* (*Trawler*) *Mchy.Aft* *Elec.light* 1*Dk*	SteelSc	276 245 95					1907	Bonn& Mees Rotterdam	Vidor&Co.	138·9	21·8	13·0	Boulogne French *WB*	T.3Cy.13″,21⅝″&35½″–24″ 63NHP Amos&Smith,Hull		V
83 La Somme LDCK	*G.Lermet*07–13 (*Trawler*) *Mchy.Aft* *Elec.light* 1*Dk*	SteelScK	460 377 148					1913	Smith's Dock Co.Ld. Middlesbro'	Vidor&Co.	162·0 Q96′F46′	26·0	14·2	Boulogne French *WB*	T.3Cy.15″,25″&42″–27″ 92NHP Smith'sDockCo.Ld.Mdb.		V
84 La Touques JVQK	*Abraham* –06 1*Dk*	SteelPad	228 186 79					1901	Forges&C. de la Médit Havre	Cie.Normande de Nav.à Vap.	157·5	20·5	9·5	Havre French	C.3Cy.16½″&(2)33¾″–29½″ 99NHP Forges&C.de la Médit.Hav.		V
85 La Tour 90884	*F.E.Smith* –14 1*Dk*	WoodScSr	155 101 99					1888	G.W.John-son Yarmouth NS	H.Cann&Son,Ld.	97·3	20·7	7·8	Yarmth NS British	C.2Cy.14″&26″–18″ 30RHP Burrell,Jhnsn Co.,Yar.N.S.		
86 La Touraine LFVQ	*Caussin*11–12 *Elec.light* Sub.Sig. Wireless 4*Dks*	SteelTwinScSr	8429 7399 3378					1890	Cie.Gén. Transatlantq St.Nazaire	Cie.Générale Transatlantique	520·2 P78′H–F90′	56·0	34·6	Havre French *WB*	T.6Cy.41″,60⅝″&100″–65⅝″ NB02 1616NHP Cie.Gén.Trans.,St.Nazaire		V
87 La Union HRTK	*ss*Gms.No.2–04 (*ex*Carinthia) 1*Dk* *Garboard Strakes & Keelson angles*(*Stl*)	IronScK	151 122 75	✠ *Stm Trawler* 8,04 ✠	Gms			1896 6mo	Edwards Bros. N.Shields	G.Roura	96·7 Q18′F18′	20·2	10·5 BK7½″	Corunna Spanish 3*BHCem*	T.3Cy.11″,17″&30″–21″ 48NHP 1SB,*2pf*,GS24,HS820 N.E.Marine Eng.Co Ld.Sld.	11 ″ 7	
88 La Valette 94507 JCBP	*E.J.Cawsay* –17 *ss*Shl.3rd No.3–7,16 (*ex*Yt.Polygon,*ex*Hiawatha, 2*Dks* *ex*Clara,*ex*Hiawatha,*ex*Nora)	IronScTug	339 321 219	✠100A1 8,17 ~~7,16~~ ✠NB9,98 ✠LMC8,17 ~~BS11,16~~ ~~MS7,16~~	Shl Liv		~~7,16~~ 8,17	1879 12mo	Mitchell& Co.Ld. Newcastle *Lloyd's A&CP*	~~H.M.Grayson~~ Ocean Salvage Co. Ld.(J.W.Potter. *Mgr.*)	167·7 ND98	26·1	13·4	London British 6*BHCem*	C.2Cy.25″&45″–27″ 80lb 80RHP 1SB,*3pf*,GS54,HS1730 R.&W.Hawthorn,Nwc.	14 ″ 9 s 2 ″ 5½ 13 ″ 3	

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Enrôlement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où cette entrée a été publiée.
89	**Laatefos**	**SteelScSr**	1458					1913	Fredrkstad Mek.Værks. Fredrikstad	Akties.Manchester (ThorThoresen,Jr. Ld.Akties, *Mgrs.*)	243·0	39·2	19·2	Chrstiania Norwegian	T.3Cy.18″,29½″&50″–36″ 150NHP		N
	H.Sörensen		1314								P49′	F5′	H68′				
MJSB		1*Dk*	864											*WB*	FredrikstadM.V.Frdstad		
90	**Lab**	**SteelScSr**	1118					1912	Akers Mek.Værks. Christiania	Akties.Lab(F.Th. Bergh)	226·4	36·5	15·7	Porsgrund Norwegian	T.3Cy.17″,29″&47″–33″ 127NHP		N
	M.Norberg –12		982								P17′	B52′	F24′				
MHWL		1*Dk*	665											*WB*	AkersMek.Værks.Xia.		
91	**Labicum**	**SteelScSr**	4358	✠100A1 *Spar dk* 10,18	Bry	*x*	1,17	1907 5mo	Napier& Miller,Ld. Glasgow	RomeStm.Shipp'g. Co.Ld.(Fisher, Alimonda&Co.Ld. *Mgrs.*)	376·2	52·2	17·5	Glasgow British	T.3Cy.25″,41″&68″–48″ (*s*) 180lb 366NHP	28 ″ 0	
124186	*C.P.Lenton* –10	*ss*Cal.No.1–12	4068								P27′	B94′	F39′	25·5 FK	3SB,*9cf*,GS165,HS5868	s 5 ″ 5	
HKRW	(*ex*Strathblane) 1*Dk*(*Stl*)	✠*Spar dk*(*Stl*)	2829					*Lloyd's*	*SA&CP*	*Mgrs.*)	*Cell*	*DB a*	122′ *u*	*E*	7*BHCem*	23 ″ 0	
		✠*deep framing*									*B*	42′ *f*	170′		D.Rowan&Co.Glasgow		
															1226*t DTf* 24′6 10*t APT* 104*t*		
92	**Laboe**	**SteelScSr**	1219	✠100A1	Stn	*o*	5,14	1903 7mo	Cmpbltwn S.B.Co. Campbeltwn	F.Fischer	230·4	34·5	17·3	Rostock German	T.3Cy.18″,27½″&45″–33″ (*a*) 160lb *80lb* 120NHP	18 ″ 3	
	(Seized at Archangel)		5,14								Q79′	B58′	F29′	FK	4*BHCem*		
RPGH	*E.Scheel* –12	*ss*Kel.No.2	249	"Kildin," *See No. 50 in Supplement*				*Lloyd's*	*SA&CP*	*WB=Cell DBa*	54′	*f*	94′ 224*t*	*APT* 86*t*	1SB,*3rf*,GS65,HS1871		
	(*ex*Scheldestad) 1*Dk*(*Stl*)	✠*deep framing*													Hutson&Sons,Ld.Glasgow		
	Well deck																
93	—	**SteelSc**	257					1907	Howaldts- werke Kiel	NeueDampfer-Co. Akt.Ges.	112·5	26·0	12·6	Kiel German	T3Cy14½″23½″37½″–21½″ 66NHP		G
	*G.Hintz*96–07 (*Tug&SalvageSteamer*)		223								B8′			*WB*	Howaldtswerke,Kiel		
LBPC	*Elec.light*	1*Dk*	—														
94	**Labor**	**SteelScSr**	4167	✠100A1 *Spar dk* 2,17	Nap	*x*	2,17	1900 12mo	Sunderlnd S.B.Co.Ld. Sunderland	FratelliLagorara	365·4	48·2	20·3	Genoa Italian	T.3Cy 26″,42½″&69½″–45″ (*s*) 180lb *120lb* 351NHP	31 ″ 0	
655	*G.Santi*16–16	*ss*Bkn.No.3–8,13	3374						A&CP		P39′	B92′	F46′	28·3 FK	6*BHCem*	s 6 ″ 2½	
QCGJ	(*ex*SaintGeorge)	1*Dk*(*Stl*)	2670							*WB=Cell DBa*	116′	*u*	*E*	*B* 34′ *f* 158′	3SB,*9pf*,GS161,HS5406	25 ″ 2	
	Elec.light	✠*Spar dk*(*Stl*) ✠*deep framing*									802*t APT* 52*t*				N.E.MarineEng.Co.Ld.Sld		
95	**Labore et Honore**	**IronScK**	150			...		1893	Cook, Welt'n&Gemmell Hull	Mrs.M.E.Newman (H.E.Rees, *Mgr.*)	100·8	20·7	11·0	Swansea British	C.2Cy.16½″&33″–22″ 45RHP	11 ″ 10	
102914	*H.Newman* –11	(*Trawler*)	139										BK 7½″				
NFJG		1*Dk*	62												Bailey&Leetham,Hull		
96	**Labourdonnais**	**Iron&SteelTwin (*SalvageTug*) ScSr**	290					1915	Ritchie, Graham& Milne Glasgow	CrownAgents for theColonies	130·1	26·1	12·9	PortLouis British	T.6Cy.14″,22″&36″–27″		
	Elec.light	1*Dk*									B27′	F18′		*WB*	Campbell&CalderwoodPsy		
97	**Labrador**	**SteelTwinScSp**	*459*					1891	Scotswood SB.Co.(Lim) Newcastle	Cia.Argentina de Nav.(Nicolas Mihanovich)Ltda.	170·0	26·0	9·0	M.Video Uruguayan	T.6Cy.11½″,19″&32″–24″ FD 100NHP		
			280								P99′	F25′					
	Wireless		*252*												WighmRichrdsn&Co.Nwc		
98	—	**SteelScK**	399	✠100A1 *Stm Trawler* 7,15	Bou		7,15	1908 3mo	Cochrane& Sons Selby	J.Huret	155·0	25·1	12·8	Boulogne French	T.3Cy.14″,23″&38″–27″ (*s*) 180lb 99NHP	14 ″ 0	
	Prudhomme	*ss*Bou.No.1–12	360								Q79′	F24′		BK 7½″	5*BHAsp*	s 1 ″ 6½	
JVPW	*Elec.light*	1*Dk*	154					*Lloyd's*	*SA&CP*	*WB=DB f* 33′					1SB,*3pf*,GS54,HS1765	13 ″ 4	
	Wireless													32*t APT* 12*t*	Amos&Smith,Hull		
99	**Labréa**	**SteelTwinScSr**	*418*					1891	Russell& Co. P.Glasgow	AmazonRiverStm. Nav.Co.(1911)Ld.	170·3	31·1	8·4	Para Brazilian	T.6Cy.9″,14″&22″–18″ 41NHP		
			340												Kincaid&Co.(Lim.),Grk.		
			284														
100	**Labrus**	**SteelTwinSc**	2097			...		1911	W.Simons &Co.Ld. Renfrew	UnionGovt.of S.Africa (South AfricanRys&Harbour Department)	280·2	46·2	19·2	PortNatal British	T.6Cy.18″,28″&48″–27″ 302NHP	20 ″ 0	
120377	(*SandPumpHopperDredger*)		1983								F34′		FK		W.Simons&CoLd.Renfrew		
	Elec.light	1*Dk*	1215											7*BHCem*			
														WB			
101	**Labuan**	**WoodScSr**	185					1896	G.Fenwick &Co.Ld. HongKong	SabahS.S.Co.Ld. (Darby&Co., *Mgrs.*)	121·2	19·7	8·7	Sandakan Borneo	C.2Cy.15″&29½″–16″ NB09 40RHP		
		1*Dk*	158												G.Fenwick&Co.,H.Kg		
			121														
102	**Lacerta**	**SteelScK**	270	✠ *Stm Trawler* 12,12 ✠	Gms			1911 6mo	Cochrane &Sons Selby	LindseySteam FishingCo.Ld.	128·3	22·0	12·5	Grimsby British	T.3Cy.12¼″,21″&34″–24″ 71RHP	13 ″ 4	
132106	*A.Bales* –11		247								Q69′		BK 7½″	4*BHCem*	1SB,*2pf*,GS35,HS1230		
	Mchy.Aft	1*Dk*	121												Amos&Smith,Ld.Hull		
103	**Lachs**	**Iron&SteelPad**	258					1889 5mo	J.C.Teck- lenborg Geestemünde	Norddeutscher Lloyd	179·9	20·1	9·0	Bremen German	C.2Cy.29½″&51½″–47½″ 150NHP		G
		1*Dk*	242												H.Paucksch,Landsberg		
QFKL			102														
104	—	**SteelSc**	257					1907	Eiderwerft Act.Ges. Tönning	Heinemann&Uhde	125·1	23·1	12·4	Gstemnde German	T3Cy.12¾″,20½″&32¼″–22½″ 48NHP		G
	Becker	(*Trawler*)	224								F18′			*WB*	EiderwerftA.G.Tönning		
KRPG		1*Dk*	60														
105	**Lachta**	**SteelScSr**	2630			...		1889	Armstrong Mitchell& Co.Ld. Newcastle	Russian Government	310·0	39·0	23·5	Libau Russian	T.3Cy.23″,38″&61″–39″ NB92 285NHP	26 ″ 0	
		(*ex*Hercynia,	2136								P&B186′	F34′		BK 10″			
	(*ex*Elberfeld)	2*Dks*&*Web frames*	1697											*WB*	WllsndSlpwy.Co.Ld.Nwc.		
	Well deck *Elec.light*																
106	**Lackawanna**	**SteelSc 3MstSr**	4125					1894	J.C.Teck- lenborg Geestemünde	Anglo-American OilCo.Ld. (J.Hamilton, *Mgr*)	353·0	45·4	22·1	Liverpool British	T.3Cy.25⅝″,40⅜″&67″–45½″ 302NHP		V
128022	*J.B.Johnson*–14	(*ex*AugustKorff)	3710								P90′	H22′	F36′	29·5			
HQLR	*Mchy.Aft*	2*Dks*&*Spardk*&*Webframes*	2412											*WB*	Maschinenfab.Buckau, Magdeburg		
	Elec.light	*Carrying Petroleum in bulk*															
	Wireless Sub.Sig.																
107	—	**SteelScSr**	2016					1888	Cleveland S.B.Co. Cleveland,O.	R.L.Smith	260·0	39·2	21·6	Boston Utd.States	T.3Cy.19″,30″&52″–40″ 171NHP		
140930		2*Dks*	1854								H—	F29′		*WB*	ClevelandS.B.Co.,Clevelnd		
KJFD	*Mchy.Aft*		1595														
108	**Lackenby**	**SteelScSr**	2108	✠100A1 *pt Awng dk with freeboard* 2,18 ~~3,17~~ BS5,17 ✠LMC5,15	Cff	*r*	3,17	1894 4mo	Ropner& Son Stockton	SirR.Ropner&Co. Ld.	275·0	39·5	16·0	Stockton British	T.3Cy.21″,34″&56″–36″ (*s*) 160lb *s80lb* 187NHP	19 ″ 0	
99722	*T.B.Pritchard* -16	*ss*Shl.No.3–5,06	1503								P27′	Q90′			4*BHCem*	s 7 ″ 8½	
NJKR	*ss*Shl.No.2–15	1*Dk*(*ptStl ptIrn*)	1348								*pt Awng dk*	158′	FK		2SB,*4rf*,GS60,HS2780	18 ″ 7	
		✠*Web frames*✠*pt Awng dk*(*Irn*)							A&CP	*WB=Cell*	*DBa* 92′	*u*	*E* 20′	*f* 106′	393*t APT* 61*t*		
															Blair& Co.(Lim.),Stockton		
109	**Laconia**	**SteelScSr**	6333	✠ — 2,17	Rot	*z*		1912 5mo	Cant.Nav. Triestino Monfalcone	LaconiaS.S.Co. (D.Tripcovich)	416·4	51·7	29·3	Trieste Aust.-Hung.	T.3Cy.27″,45″&74″–48″ 481NHP	32 ″ 2	
	*G.Pesut*04–12		5503								54·0						
HLKF	*Elec.light*	2*Dks*(*Stl*)	4117							*WB=Cell DBa*	P37′	B137′	F44′	FK	7*BHCem*		
										144′ *u E* 25′ *f* 182′ 133	3*t DTa* 34′ 990*t FPT*				112*t APT* 36*t*	3SB,*9cf*,GS156,HS6993 FD		
															N.E.MarineEngCo.LdNwc		

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Master. Special Surveys.	3 Material, Rig, &c. Late Name if any. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. † for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of Ref. of Trade Cert.
110 JVNQ	**Lacydon** *C.Castagnoni* (*ex*Bussaco,*ex*Gervase) *Well deck*	**IronScSr** ~~ssPur.2ndNo.3–5,05~~ ~~ssMsl.No.2–18~~ 1*Dk*(*Irn*)2*trB* ssMsl.3rdNo.3–8,17	604 417 342	†100A1 ~~4,17~~ 4,18 NB8,01 MS~~1,13~~8,17 DBS4,17	Msl	*i* LMC DBS5,18 MBS~~7,16~~8,17	~~5,15~~ ~~6,17~~ 4,18	1880 10mo	Osbourne, Graham&Co. Sunderland A&CP	Soc.Anon.des TransportsCôtiers	185·5|25·5|14·0 P53′B45′F25′ ptND01 BK7½″ ~~*WB*—M726/1864~~	Marseilles French *WB*	C.2Cy.20″&42″–30″ (*i*) 100lb *100lb* NDB01 85NHP 1SB,*3cf*,GS47,HS1475 *ABHCem APT30t* G.Clark,Sunderland	14 ″ 7 3 ″ 11 14 ″ 5	
111	**Ladario** Wireless	**SteelPadSr** 1*Dk*	760 646 540					1888	Akt.Ges. "Vulcan" Stettin	LloydBrazileiro	220·1|29·5|13·2	R.Janeiro Brazilian *WB*	T.4Cy.(2)14½″,32½″&51½″–39½″ NB10 166NHP A.G."Vulcan,"Stettin		
112 109530	**Ladas** *W.Power* –15	**SteelScK** *ss*Shl.2ndNo.3–5,15 1*Dk*	172 156 69	†100A1 *StmTrawler* 6,17 ~~8,16~~ NB5,15	Gms	LMC5,15	3,16 N6,17	1898 5mo	Edwards Bros. N.Shields *Lloyd's A&CP*	Orient StmFishing Co.Ld.	110·5|21·1|10·8 Q46′F20′ ptND15 BK7½″	Grimsby British *WB*	T.3Cy.12″,20″&32″–22½″ (*s*) 180lb 52RHP 1SB,*2pf*,GS31,HS820 *BHCem* N.E.MarineEng.Co.Ld.Sld	11 ″ 6	
113 135098 JFSM	**Ladoga** *A.W.Reid*07–14	**SteelScSr** *ss*~~Lth.No.1–18~~ 1*Dk*(*Stl*)	1917 1748 1154	†100A1 2,18 ~~6,14~~ LMC~~6,14~~ 2,18	Sld Lth	*r*		1914 6mo *Lloyd's A&CP*	S.P.Austin &Son,Ld. Sunderland	W.Thomson&Co. *WB=Cell DBa*86′*uE&B35′f*106′484*t FPT24t APT45t*	275·0|40·0|19·2 P24′B75′F31′ FK	Leith British *WB*	T.3Cy.20″,33″&54″–36″ (*s*) 180lb *120lb* 194NHP 2SB,*6cf*,GS100,HS3040 *4BHCem* 71*t APT45t* N.E.MarineEng.Co.Ld.Sld	21 ″ 6 s 3 ″ 0½ 18 ″ 9	
114 116020 HDGJ	**Lady Anstruther** *J.C.Smith* –06 (*ex*MinnieHinde) *Elec.light*	**SteelScSr** *ss*Grk.No.3–10,16 1*Dk*(*Stl*)	514 384 208	†100A1 6,17 ~~10,16~~ BS6,17	Grk Ard	*h* LMC10,16	~~10,16~~ 6,17	1904 9mo *Lloyd's A&CP*	CaledonS. B.&E,Co.Ld Dundee	Nobel's Explosives Co.Ld. *WB=CellDB*	175·3|27·1|10·7 P23′B63′F34′ BK5¾″ *a23′f*68′94*t FPT24t*	Glasgow British *WB*	T.3Cy.15″,26″&44″–30″ (*s*) 185lb *100lb* 95RHP 1SB,*3cf*,GS61,HS1912 *4BHCem* 13*t APT36t* CaledonSB.&E.Co.Ld.Dun	12 ″ 10 s 1 ″ 0 12 ″ 6	
115 70513 RBNT	**Lady Bertha** ~~*S.W.Darling*—17~~ *Well deck* ~~*Germania*10–11~~ *Francillon*17–17	**IronScSr** ~~ssLly.2ndNo.3–10,08~~ ~~ssSws.No.2–12~~ 1*Dk*(*Stl*)2*trB* *ss*Lly.3rdNo.3–2,17	692 517 288	†100A1 3,18 ~~12,12~~ NB3,93 ~~MS2,17~~ ~~DBS2,17~~	Sws Shl	*j* LMC3,13 ~~MBS10,15~~	~~10,16~~ ~~12,17~~ 3,18	1877 8mo	Schlesingr, Davis&Co. Newcastle A&CP	LondonTransport Co.Ld.(Brown,Jenkinson&Co *Mgrs*)	186·0|26·7|15·7 P104′F24′ ND03 BK7½″ *WB=DBa*50′*f*73′	London British *WB*	C.2Cy.~~22½~~23½&50″–33″ (*s*) 80lb *100lb* NDB11 98RHP 1SB,*3pf*,GS54,HS1584 *4BHCem* N.E.MarineE.C.(Lim.)Sld.	16 ″ 6 s 1 ″ 6½ 15 ″ 11	
116 123325 HMKQ	**Lady Blake** *C.O.Kimber* –10 *Elec.light*	**SteelTwinSc** 1*Dk&Shelter,dk*	1097 779 531			…		1908	CaledonS. B.&E.Co.Ld. Dundee	CeylonS.S.Co.Ld.	220·5|37·1|12·3 FK	Dundee British *WB*	T.6Cy.13″,21½″&35″–24″ FD 191NHP CaledonSB.&E.Co.Ld.Dun	13 ″ 9	
117 114909 JDNG	**Lady Brassey** *C.Lambert*93–13 *Elec.light* Wireless	**SteelTwinScSp** 1*Dk*(*Stl*–ws)	362 348 143	†100A1 *For Towing purposes* 3,17 BS3,17	Lon	LMC10,15	3,17	1913 10mo *Lloyd's A&CP*	J.P.Rennoldson&Sns. South Shields	DoverHarbour Board	130·1|28·1|13·8 BK7″ *WB=FPT*	Dover British *WB*	C.4Cy.22″&46″–30″ (*s*) 120lb 232NHP 2SB,*6fp*,GS114,HS4092 *5BHCem* 13*t APT36t* J.P.Rennoldsn&Sns,S.Shl.	15 ″ 0 s 1 ″ 9½ 14 ″ 2	
118 121187	**Lady Carrington**	**WoodSc** 1*Dk*	146 146 99					1907	Morrison& Sinclair Sydney NSW	~~BalmainNew-FerryCo.Ld.~~ SydneyFerriesLd,	130·0|24·2|10·0	SydnyNSW British	C.2Cy.15″&34″–18″ 85RHP Mort'sDk.&ECoLd.Balmn		
119 120596 HDFV	**Lady Charlotte** *T.Phillips* –16 (*ex*Aphrodite)	**SteelScSr** *ss*Cff.No.2–12 1*Dk*(*ptIrn&ptStl*)2*trB* *&deepframing* 3*Dk rule*	3593 3368 2325	†100A1 9,16 BS9,15	Npt	*w* LMC12,12	N9,16	1905 8mo *Lloyd's A&CP*	TyneI.S.B. Co.Ld. Newcastle	RedcroftS.N.CoLd (LewisLougher& Co.*Mgrs.*) *WB=CellDBa*	348·7|50·1|23·1 P29′B100′F36′ FK 114′*uE*24′*f*152′805*t*	London British *WB*	T.3Cy.24″,39″&66″–45″ (*s*) 180lb *80lb* 317NHP 2SB,*8cf*,GS139,HS4914 *6BHCem APT95t* N.E.MarineEng.CoLdNwc	25 ″ 8 s 4 ″ 8 21 ″ 4	
120 98654	**Lady Clare** *D.McNeill* –91	**SteelPadSk** 1*Dk*	234 166 92					1891	JM'Arthur &Co. Paisley	MovilleS.S.Co.,Ld. (D.O'Donnell *Mgr*)	180·5|19·3| 6·5 Q20′ *Promenade dk*108′	Lndnderry British	D.1Cy.44″–60″ NB10 115NHP Hutson&Corbett, Glasgow		
121 139129 JMTH	**Lady Cloé** *Elec.light*	**SteelScSr** 1*Dk&Shelterdk*	1581 1037 737					1916	Sir Raylton Dixon&CoLd Middlesbro'	British&IrishStm. PacketCo.Ld.	260·0|38·0|15·5 B88′F33′	London British *WB*	T.3Cy.19″,31″&52″–36″ Richardsons, 162NHP Westgarth&Co.Ld.Mdb.		C
122 123697 HJCR	**Lady Cory-Wright** *D.Richardson*96–13	**SteelScSr** *ss*Sld.No.1–11 1*Dk*(*Stl*)*&deepframing*	2516 2286 1523	†100A1 4,14 BS5,14	Shl	*t* LMC10,11	12,15	1906 9mo *Lloyd's A&CP*	S.P.Austin &Son,Ld. Sunderland	CoryColliers,Ld. *WB=Cell DBa*108′*uE&B38′*	310·0|44·1|20·3 P23′B57′F28′ FK *f*120′796*t FPT128t*	London British *WB*	T.3Cy.22½″,37″&61″–39″ (*s*) 180lb *90lb* 251NHP 2SB,*6pf*,GS115,HS3833 *5BHCem APT128t* G.Clark,Ld.Sunderland	22 ″ 10 s 3 ″ 11 19 ″ 3	
123 114905 HJSM	**Lady Crundall** *W.G.Sharpe*89–13 *Elec.light* Wireless	**SteelTwinScSp** *ss*Dov.No.1–11 1*Dk*(*Stl*–ws)	366 352 146	†100A1 *For Towing purposes* 6,14 ~~BS6,14~~	Dov	BS9,16 LMC9,11	5,16	1906 11mo *Lloyd's A&CP*	J.P.Rennoldson&Sns. South Shields	DoverHarbour Board *WB=FPT*	130·0|28·1|13·8 BK7″	Dover British *WB*	C.4Cy.22″&46″–30″ (*s*) 120lb 235NHP 2SB,*6pf*,GS113,HS4162 *4BHCem* 13*t APT36t* J.P.Rennoldsn&Sns,S.Shl.	15 ″ 0	
124 114903 HCDT	**Lady Curzon** *Baillie* –16	**SteelTwinScSp** *ss*Lon.No.2–13 1*Dk*	253 215 12	†100A1 *For Towing purposes* 5,16	Bom	LMC5,16	5,16	1904 12mo *Lloyd's A&CP*	J.P.Rennoldson&Sns. South Shields	BritishTankerCo. Ld. *WB=FPT10t*	120·2|25·1|12·0 BK7″	London British *WB*	C.4Cy.18″&38″–24″ (*s*) 120lb 138NHP 1SB,*3pf*,GS58,HS2360 *4BHCem APT25t* J.P.Rennoldsn&Sns,S.Shl.	13 ″ 0 s 1 ″ 8 12 ″ 3	
125 137808 JMKT	**Lady Dorothy** *C.Campbell*91–16 *Elec.light* *Well deck*	**SteelScSr** 1*Dk*(*Stl*)	578 416 289	†100A1 3,16	Dun	*h* LMC3,16		1916 3mo *Lloyd's A&CP*	Dundee S.B.Co.Ld Dundee	Nobel'sExplosives Co.Ld. *DBa*31′34*t FPT*	165·1|27·1|12·6 Q85′B13′F24′ FK	Glasgow British *WB*	T.3Cy.13″,21″&35″–24″ (*s*) 180lb *100lb* 82RHP 1SB,*3pf*,GS51,HS1485 *4BHCem* 38*t APT16t* W.Beardmore&Co.Ld.Gls.	13 ″ 5 s 4 ″ 4 13 ″ 0	
126 114910 JHCG	**Lady Duncannon** *J.W.Pearse* –14 *Elec.light*	**SteelTwinScSr** 1*Dk*(*Stl*–ws)	181 175 63	†100A1 *For Towing purposes* 4,17 ~~6,15~~	Lon~~Dov~~	LMC10,14	4,17	1914 10mo *Lloyd's A&CP*	J.P.Rennoldson&Sns. Ld.S.Shields	DoverHarbour Board *WB=FPT18t*	95·1|24·0|11·1 BK7″	Dover British *WB*	C.4Cy.15″&30″–21″ (*s*) 130lb 95RHP 1SB,*3pf*,GS55,HS1900 *4BHCem APT23t* J.P.Rennoldsn&SnsLdSShl	12 ″ 0 s 1 ″ 4½ 11 ″ 6	
127 120106	**Lady Elsie** *E.Clarke*07–07	**SteelScCtr** *ss*Qns.No.2–15 1*Dk*	93 70 38	†100A1 6,17 ~~8,16~~ ~~BS8,16~~ BS8,17	Qns	LMC4,15	~~4,15~~ 6,17	1906 5mo *Lloyd's A&CP*	G.Brown& Co. Greenock	BantryBaySS.Co. Ld. *WB=DBf*3′4*t FPT*	86·5|18·6| 6·6 Q22′F15′ BK6″	Cork British *WB*	C.2Cy.13″&26″–18″ (*s*) 130lb 30RHP 1SB,*2pf*,GS32,HS841 *4BHCem* 9*t APT1t* Fisher&Co.Paisley	7 ″ 3 s ″ 8½ 7 ″ 4	BT till 5,17
128 109680 SKCV	**Lady Evelyn** *E.Larochelle* –07 Wireless	**SteelTwinScSr** (*ex*Deerhound) 1*Dk*	483 321 192					1901	J.Jones &Sons Birkenhead	Govt.of Canada (PostOfficeDept.)	189·0|26·1| 9·5 P8′ *Promenade dk* 139′	Quebec British *WB*	T.6Cy.16″,24″&38″–24″ 141NHP J.Jones&Sons,Liverpool		
129 99949 HQTL	— *D.Hill* –11	**SteelPad** 2*Dks*	320 288 127					1900	J.Scott& Co. Kinghorn	FurnessRailway Co.	200·0|24·1| 8·2 P9′ len04	Barrow British	C.2Cy.22″&48″–54″ 141NHP J.Scott&Co.Kinghorn		
130 GWOP	**Lady Fraser** *H.Huntly*08–09 *Elec.light* Wireless	**SteelTwinScSr** 3*Dks*	1669 1231 593					1908	Fairfield Co.Ld. Glasgow	BengalGovern-ment	282·0|38·0|18·7 P&B202′F49′	Calcutta British *WB*	T.6Cy.13¼″,22″&36″–30″ 142NHP FairfieldCo.Ld.Glasgow		

1 Numero d'Ordre / Numero Officiel / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equitement.	7a Date de la dernière Visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.
131 119167 HBRG	**Lady Gertrude Cochrane** *D.Campbell* –14 (*ex*Foyers) *Well deck Mchy.Aft*	**SteelSc** 3MstSr *ss*Ard.No.3–9,10 *ss*Trn.No.1–14 1*Dk*(*Irn*)	530 371 205	✠100A1 9,17 ~~9,16~~ ~~BS8,16~~ ✠LMC8,14	Grk	*i*	8,16	1904 9mo *Lloyd's*	Scott& Sons Bowling *sA&CP*	Nobel'sExplosives Co.Ld. *WB*	169·7|27·1|10·0 Q89'B9'F34' BK7½ *WB*=*DB*f86'126t*FPT*	Glasgow British *WB*	C.2Cy.20½"&44"–30" (*s*) 130lb *100lb* 80RH 1SB,2*pf*.1*cf*,GS60,HS1880 3*BHCem* 40t*APT*10t Muir&Houston,Ld.Gls.	12 " 6 " " 6½ 12 " 9
132 122014 TMPC	**Lady Grey** *J.B.Mercier* –06 *Elec.light* Wireless	**SteelTwinScSr** (*Icebreaker*) 2*Dks*(*Stl*–ws)	733 583 294	✠ 10,06 ✠	Brw	*k*		1906 10mo *Lloyd's*	Vickers,Ss. &Maxim,Ld. Barrow *WB*= *CellDBa*14'*uE*$	CanadianGovernment *WB*= *CellDBa*14'*uE*$	172·0|32·2|15·9 F29' FK *B70'f*32'115t*FPT*	Ottawa British *WB*	T.6Cy.19",30"&49"–27" 408NHP 4SB,8*cf*.GS169,HS6572 FD 5*BHCem* 38t*APT*39t VickersSs.&MaximLdBrw	18 " 0
133 132508 HVBC	**Lady Gwendolen** *M.J.Clarke* –15 *Ref.Mchy.* *Elec.light*	**SteelScSr** *ss*Lon No.1–16 2*Dks*(*UStl*–ws)	2163 1527 1336	✠100A1 3,18 ~~5,15~~ ✠LMC9,~~11~~ 4,18	Dub Lon	*s*	~~5,16~~ 4,18	1911 9mo *Lloyd's*	ClydeS.B. &Eng.Co.Ld. PortGlasgow *sA&CP*	British&IrishStm. PacketCo.Ld. *WB*=*CellD*	300·2|39·7|17·5 P62'B115'F54' BK8 *Ba*59'*f*69'265t*FPT*	Dublin British *WB*	T.3Cy.26",42"&68"–45" (*s*) 170lb *100lb* 362NHP 2DB,12*cf*.GS200,HS6080 5*BHCem* 43t*APT*27t ClydeS.B.&E.Co.Ld P.Gls.	18 " 9 s 2 " 2½ 17 " 8
134 106137	**Lady Hampden** 1*Dk*	**WoodSc**	135 110 92					1896	J.Scott Balmain, N.S.W	~~BalmainNewFerry~~ ~~Co.Ld.~~ Sydney Ferries,Ld.	115·6|26·0| 9·7	SydnyNSW British	C.2Cy.13"&26½"–18" 42RHP Fawcett,Preston&Co.,Liv.	
135 123962 HQGS	**Lady Helen** *E.J.Roberts*97–09 *Well deck*	**SteelScSr** *ss*Sld.No.1–14 1*Dk*(*pt Irn&pt Stl*)	841 584 419	✠100A1 8,16 ~~BS8,16~~ ✠LMC7,17	Sld	*k*	8,16	1909 11mo *Lloyd's*	S.P.Austin &Son,Ld. Sunderland *sA&CP* *WB*	Marquis of Londonderry (D.N.Grimes,*Mgr*) =*Cell DBa*51'*uE*$	200·0|30·0|12·1 P21'Q44'B46'F21' FK *B*29'*f*84'235t*FPT*	Sundrland British *WB*	T.3Cy.17",28"&46"–30" (*s*) 160lb *90lb* 138NHP 1*BHCem* 18t*APT*32t 1SB,3*cf*,GS58,HS2400 N.E.MarineEng.Co Ld.Sld.	14 " 3 s 1 " 2 13 " 3
136 130102	**Lady Inchcape** *W.G.Watt* –16 *ss*Cbo.No.1–16	**SteelScCtr** *ss*Cbo.No.1–13 1*Dk*(*Teak*)	93 92 33	✠100A1 *For Towing purposes* 2,18 ~~7,16~~ ~~BS2,13~~ ✠LMC7,16	Cbo		7,16	1911 10mo *Lloyd's*	W.Denny &Bros. Dumbarton *sA&CP*	CeylonWharfage Co.Ld.	90·0|18·0| 8·6 BK6 *WB*=*FPT*t	Colombo British *WB*	C.2Cy.15"&30"–24" (*s*) 120lb 38RHP 4*BHCem* 1SB,2*pf*.GS41,HS1236 *APT*8t McKie&Baxter,Glasgow	9 " 0 s " 10 8 " 11
137 74758 WFNH	**Lady Kate** *J.Ellis* –12 *Mchy.Aft* ptGIB	**WoodScK** HTLiv.87 *Salted* 1*Dk*	135 127 53	4,91 ✠NE3,91	Liv	12		1881 2mo	W.Thomas &Co. Millom	LivAssn.forProtcn of Com.Interests as respectsWrecked& DamagedProperty	99·7|21·9| 9·8 9&12yrsMat	Liverpool British	C.2Cy.14"&27"–20" NB04 30RHP DeWinton&Co.,Carnarvon	
138 112399	**Lady Laurier** *Cable Vessel* *C.A.Travis* –08 *Well deck* *Elec.light* Wireless	**SteelTwinScSr** 2*Dks*(*Stl–Uws*)	1051 704 439	✠ 12,02 ✠	Psy	*n*		1902 12mo	Fleming& Ferguson,Ld. Paisley	CanadianGovernment *WB*=*Cell* *DBa*33'*f*77'169t	214·9|34·2|17·2 P&B116'F29' FK *DTa*12'13t*FPT*52t	Ottawa British *WB*	T.6Cy.16½",26",&43"–27" 265NHP 2SB,6*cf*,GS109,HS3907 FD 4*BHCem* *APT*36t Fleming&Fergusn,Ld.Psy.	18 " 0
139 88946 SLHC	**Lady Loch** *L.J.Bolger* –03	**IronScSr** 2*Dks*	487 428 337	5,87	Mel			1886 8mo	Campbell, Sloss&M'Cnn Melbourne	VictorianGovernment(Depmnt.of PublicWorks)	182·7|24·6|14·4	Melbourne British *WB*	C.2Cy.28"&54"–36" Campbell, NB03 146NHP Sloss&M'Cann,Melbourne	
140 123959 HNSG	**Lady Londonderry** *T.F.Skerry* –12 *Well deck*	**SteelScSr** *ss*Sld No.1–12 1*Dk*(*Irn*)	808 584 420	~~✠100A1~~ 3,16 ~~Excessive~~ 10,17 ~~BS8,17~~ ~~✠LMC11,18~~	Sld	*k*	6,16	1908 11mo *Lloyd's*	S.P.Austin &Sons,Ld. Sunderland *sA&CP* *WB*	Marquis of Londonderry (D.N.Grimes,*Mgr*) =*Cell DBa*51'*uE*$	200·0|30·0|12·1 P21'Q44'B46'F21' FK *B*29'*f*84'235t*FPT*	Sundrland British *WB*	T.3Cy.17",28"&46"–30" (*s*) 160lb *90lb* 138NHP 4*BHCem* 1SB,3*cf*,GS58,HS2400 48t*APT*32t N.E.MarineEng.CoLd.Sld	14 " 3 s 1 " 2 13 " 3
141 123326 HMND	**Lady McCallum** *R.J.Waterston* –14 *Elec.light*	**SteelTwinSc** 1*Dk*&*Shelter dk*	1097 779 531			...		1908	CaledonS. B.&E.Co.Ld. Dundee	CeylonS.S.Co.Ld.	220·5|37·1|12·3 F24' FK	Dundee British *WB*	T.6Cy.13",21½"&35"–24" FD 191NHP CaledonS.B.&E.Co.Ld.Dun	13 " 0
142 129062	**Lady Mackay** *ss*Cbo.No.2–17 ~~*ss*Cbo.No.1–13~~	**SteelSc** 1*Dk*(*Teak*)	86 76 1	✠100A1 *For Towing purposes* 10,17 ~~5,18~~ 12,17 ~~BS1,17~~ ✠LMC~~5,15~~	Cbo		~~1,17~~ 10,17	1909 1mo *Lloyd's*	Day,Summers&Co.Ld. Southampton *sA&CP*	CeylonWharfage Co.Ld.	80·2|16·2| 8·4 BK6	London British *WB*	C.2Cy.15"&30"–24" (*s*) 120lb 50RHP 4*BHCem* 1SB,2*pf*,GS38,HS951 Day,Summers&Co.Ld.Sou.	9 " 0 s 2 " 2 7 " 7
143 101573 VRJS	**Lady Margaret** *Thomas* –03	**SteelPadSk**	369 293 67					1895	A.McMillan&Son,Ld. Dumbarton	TheAdmiralty	210·0|25·0| 8·7	Barrow British *WB*	C.2Cy.28"&64"–54" 251NHP D.Rowan&Son,Gls.	
144 116641	**Lady Minto** 2*Dks*	**SteelPad**	403 192 254					1903	Up.Ottawa Imp.Co.Ld. Temiscamingue,Que.	UpperOttawa ImprovementCoLd	141·0|41·6| 8·0	Ottawa British	C.2Cy.20"&38"–54" 42RHP Bertram E.W.Co.Ld.Trnto	
145 119968 HTCV	**Lady Moyra** *J.J.Ashcroft* –11 2*Dks*	**SteelPad** (*ex*Gwalia)	519 433 198					1905	J.Brown& Co.Ld. Clydebank	FurnessRly.Co.	245·0|29·0| 9·7	Cardiff British	C.D.2Cy.34½"&71"–60" 325NHP J.Brown&Co.Ld.Clydebnk	
146 121122	**Lady Northcote** 1*Dk*	**WoodSc**	128 109 87					1905	Morrison& Sinclair Balm'nNSW.	BalmainNew FerryCo.Ld.	115·8|24·0|10·2	SydnyNSW British	C.2Cy.13"&27"–18" 50RHP Mort'sDk.&E.CoLd.Balmn	
147 139183 JNRH	**Lady Patricia** *A.Memery* –16 *Elec.light*	**SteelScSr** 1*Dk*&1*pt dk*2*trB*	1372 1141 647					1916	Ardrossan D.D.&S.B.Co. Ld Ardrossan	British&IrishStm. PacketCo.Ld.	249·0|38·2|15·9 P&B142'F63'	London British *WB*	T.3Cy.19",32"&52"–36" 162NHP J.G.Kincaid&Co.Ld.Grk.	
148 136971	**Lady Plymouth** *J.K.Watson*12–15	**SteelScSr** *ss*Bkn.No.3–1,18 1*Dk*(*Stl*)	3521 3324 2246	✠100A1 1,18 ~~6,16~~ ✠LMC~~7,15~~ 1,18	Bal Bkn	*w*	12,16 1,18	1915 3mo *Lloyd's* *Intermediate*	Campbeltn S.B.Co. Campbelt'wn *sA&CP* *Bulkhead in after*	Redcroft Stm.Nav. Co.Ld.(Lewis Lougher&Co. *Mgrs.*) *hold dispensed with* *WB*=*CellDB*	349·0|49·9|23·6 P29'B102'F36' FK 5*BHonly* *a*111'*uE*&*B*	Cardiff British *Cem*	T.3Cy.24",40"&65"–45" (*s*) 180lb 327NHP 3SB,9*cf*,GS163,HS5305 Rankin&BlackmreLd.Grk 36'*f*153'995t*APT*85t	26 " 1 s4 " 5½ 21 " 11
149 98651 QOWN	**Lady Rowena** *C Brown* –15	**SteelPadSk** 1*Dk*	332 220 131					1891	S.Mc Knight&Co. Ayr	LadyRowenaS.S. Co.Ld. (A.W. Cameron)	200·5|21·1| 6·7 Q10t H99t	Glasgow British	D.1Cy.50"–72" NB01 83RHP Hutson&Corbett,Gls.	
150 85406 TQWJ	**Lady Sybil** *R.T.C.Russell* –16 *Elec.light*	**SteelScSr** *ss*NFL.No.2–16 1*Dk*&*Awng dk*	676 614 352	✠100A1 *Awng dk* *withfreeboard* ~~3,17~~ ~~1,18~~ 3,18 *Fitted for oil fuel*	NYk	*i*	~~9,15~~ 11,17 BS3,17 ✠LMC6,16 1,1,16	1908 2mo *Lloyd's* *above*	G.Brown &Co. Greenock *sA&CP* 150° F.	International PetroleumCo.Ld. *WB*=*DBa*39'	165·0|28·1|11·7 18·7 FK *uE*14'*f*60'135t*FPT*	Toronto British *WB* 14t*APT*11t	T.3Cy.16",26½"&43"–30" (*s*) 180lb *$3½* NDB16 173NHP 1SB,4*cf*,GS66,HS2820 FD 4*BHCem* Muir&Houston,Ld.Gls.	19 " 5 s5 " 4 14 " 5
151 135206	— *J.Burns*13–13 *Elec.light*	**SteelSc** *ss*Sou.No.1–17 1*Dk*(*Stl*)	97 95 —	✠ A– *For Towing purposes* 4,17	Sou		N4,17	1913 4mo	Hepple& Co Ld. S.Shields	Arthur J. Humphrey&Henry Grey,Jnr.Ld.	76·0|20·7| 9·7 BK6	London British *WB*	C.2Cy.16"&34"–24" (*s*) 140lb 9RHP 1SB,3*cf*,GS57,HS1230 4*BHCem* Hepple&Co.Ld.S.Shields	11 " 10

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / *Master.* / *Late Name if any.* / Special Surveys.	3 No. of Decks, &c.	4 Register Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years assigned and applied. Equipment letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed. If not in L.R. Date of B.O.T. Trade Cert.
152 119083 VNFD	**Lady Tennant** **SteelScSr** *T.Harcus* –16 *ss*Sld.No.3–8,16 1*Dk*(*Stl*–ws) *Mchy.Aft*		452 321 181	✠100A1 ~~6,17~~8,16 ES6,17 ✠LMC8,16	Sld Sld	*h*	8,16	1904 1mo *Lloyd's*	Napier& Miller,Ld. Glasgow	M.Langlands&Sns *WB*=*CellD*	165·0|26·1|10·1 Q95′B12′F22′ BK6″ *Ba*32′*f*60′122*tFPT*	Stornoway British 4*BHCem*	T.3Cy.16″,26″&43″–30″ (*s*) 180lb ~~60lb~~ ~~80lb~~ 30lb 93RHP 1SB,*3cf*,GS66,HS1908 D.Rowan&Co.Glasgow	12 ″ 6 s ″11½ 12 ″ 5	
153 125791	**Lady Tredegar** **SteelSc** *A.W.Spurrier* –13 *ss*Npt.No.1–18 1*Dk*(*Stl*)		105 98 —	✠100A1 *For towing purposes* ~~2,18~~8,16 ✠LMC~~8,15~~ 2,18	Npt		~~8,15~~ 3,18	1913 9mo *Lloyd's*	Cochrane &Sons, Ld. Selby	Alexandra(Newport&SouthWales) Docks&Rlwy.Co.	80·0|20·6| 9·9 BK6″ *sA&CP*	Newport British 4*BHAsp*	T.3Cy.13″,18″&31″–21″ (*s*) 180lb 90RHP 1SB.*2pf*,GS36,HS1060 Earl'sCo.Ld.Hull	10 ″ 6	
154 94361 TWMC	**Lady Weld** **SteelPadSr** *H.Cobb* *Elec.light*		511 429 242					1888	Scott&Co. Greenock	StraitsS.S.Co.Ld.	221·1|30·2| 9·5 B40′	Singapore British	T.D.3Cy.20″,30″&48″–48″ 160NHP Scott&Co.,Greenock		
155 139074 JLQH	**Lady Wimborne** **SteelScSr** *W.Kitchen*05–15 *Elec.light* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) ~~*Ref.Mchy.*~~		1542 1062 683	✠100A1 *Shelter dk* ~~5,17~~ ~~1,16~~ 12,17~~8,17~~ ✠LMC8,15	Dub Brs	*r*	~~5,17~~ 8,17	1915 8mo *Lloyd's*	ClydeS.B. &Eng.Co.Ld. PortGlasgow	British&IrishStm. PacketCo.Ld. *WB*=*CellDB* *f*117′*uE*&*B*40′28	260·0|38·2|14·6 B88′F33′*onShelter dk* FK 4*tDTa*56′220*t FPT*	London British 5*BHCem* 79*tAPT*20*t*	T.3Cy.19″,31″&52″–36″ (*s*) 180lb 216NHP 2SB,*6cf*,GS116,HS3896 ClydeS.B.&E.Co.Ld. P.Gls	17 ″ 0 s ″ 9 16 ″ 6	
156 78554 RCHW	**Lady of Gaspé** **IronScSr** *J.Chadwick* –16 (*ex*Restigouche, *ex*Rathlin) 3*Dks*		1237 739 774			…		1877	Blackwood &Gordon Pt.Glasgow	NovaScotiaSteamships,Ld. (H.McC.Hart,*Mgr.*)	229·7|31·0|16·1 P66′F45′ *WB*	Quebec British	C.2Cy.26″&52″–57″ NB88 170NHP Blackwood&Gordon,P.Gls		C
157 58224 HDBC	**Lady of the Isles** **IronScSr** *W.J.Derbyshire* –07 ~~ssSou.3rdNo.3–12,04~~ *ss*Apl.4thNo.3–7,17 ~~ssAplNo.2–12~~ 1*Dk*		166 145 60	100A1 7,17 ~~2,12~~ ✠NB12,04 LMC~~2,12~~ ~~BS6,16~~ 7,17	Apl	*b*	~~6,16~~ N7,17	1875 4mo	Harvey& Co. Hayle	WesternMarine SalvageCo.Ld. (J.V.Thomas, *Mgr.*)	130·5|18·5| 9·3 Q7*t* ND04 BK9″	Penzance British 4*BHCem*	C.2Cy.15½&~~16~~33″–21″ (*s*) 100lb 50RHP 1SB.*2pf*,GS30,HS823 Harvey&Co.,Hayle		
158 113955 HBGM	**Ladykirk** **SteelScSr** *P.Jones* –15 *ss*Trn.No.2–13 1*Dk*(*ptIrn&ptStl*)&*deepframing*		2300 2135 1492	✠100A1 9,16 ~~6,18~~ *Extra* ~~Strengthened~~ MS6,16 ~~BS7,16~~ 7,17	Cff	*s*	N9,16	1904 9mo *Lloyd's*	Nthmblnd S.B.Co.Ld Newcastle	Seville&U.KingdomCarryingCoLtd (J.Cory&Sons,Ld. *Mgrs.*) *WB*=*Cell*	295·0|46·0|19·2 P22′B64′F29′ FK *DBa*~~*&*~~*uE*112′*f*130	Cardiff British 6*BHCem*	T.3Cy.22″,36″&60″–39″ (*s*) 160lb *80lb* 247NHP 2SB.*6pf*,GS100,HS4050 Richardsons,Westgarth& Co.Ld.Sld.	21 ″ 7 s 3 ″ 4½ 18 ″ 7	
159 Ladylove **IronScK** 1*Dk*			*140* *140* *84*					1886	Hewett& Co.(Lim.) London	I.Pinto	104·3|20·6| 9·5	Algeciras Spanish	C.2Cy.12″&24″–18″ 20NHP J.Stewart&Sons,London		
160 123596 HJSG	**Ladysmith** **SteelScK** *G.W.Turrell* –13 *ss*Gms.No.1–11 1*Dk*		254 223 109	✠100A1 *Stm Trawler* 7,13 BS7,14 ✠LMC6,11	Gms		6,16	1906 12mo *Lloyd's*	Cochrane &Sons Selby	Taylor&Staff	128·3|22·0|11·4 Q69′F20′ BK7½″	Grimsby British 4*BHCem*	T.3Cy.12½″,22″&35″–24″ (*s*) 180lb 69RHP 1SB,*2cf*,GS34,HS1115 C.D.Holmes&Co.Hull	12 ″ 3	
161 129106 HRFM	**Ladywood** **SteelScSr** *D.Jones*95–10 *ss*Cff.No.1–15 1*Dk*(*ptIrnptStl*) *Cargo battens not fitted*		2314 2045 1378	✠100A1 1,17 BS9,16 ✠LMC4,15	Sws	*s*	9,16	1910 6mo *Lloyd's*	Osbourne, Graham&Co. Sunderland	W.France, Fenwick&Co.Ld.	291·0|43·0|19·4 P21′B64′F28′ FK	London British 4*BH only* *Cem*	T.3Cy.22½″,37″&61″–42″ (*s*) 180lb *100lb* 274NHP 2SB,*6cf*,GS110,HS4400 N.E.MarineEng.Co.Ld.Sld	21 ″ 8 s 3 ″ 4 18 ″ 8	
				Intermediate Bulkhead in fore hold dispensed with						*WB*=*Cell DBa*100′*uE*&*B*36′*f*110′			590*tFPT*110*tAPT*100*t*		
162 120831 HBVR	**Laertes** **SteelScSr** *S.Glossop* –15 *Elec.light* 2*Dks*		4541 4029 2904					1904	Hawthorn, Leslie&Co.Ld Newcastle	OceanS.S.Co. (A.Holt&Co.*Mgrs*)	382·7|47·2|28·2 P39′B117′F42′ *WB*	Liverpool British	T.3Cy.24″,41″&69″–54″ 350NHP N.E.MarineEng.CoLdNwc		BT till 8,17
163 81518 SNLG	~~Ladysmith~~ **IronScSr** ~~Extension 12,17~~ *A.Jenkyns* –14		2183 1972 1340					1879	Scott&Co. Greenock	HungHingS.S.Co. Ld.	320·5|34·3|26·0	HongKong British	C.2Cy.24½″&56″–52″ 188NHP GreenockFoundryCo.,Grk.		
164 NLFC	**Læsö** **SteelSc** *Th.Larsen*07–08 (*Tug*) 1*Dk*		110 101 1					1898	Lobnitz& Co. Renfrew	DetForenede DampskibsSelsk.	82·7|19·0|10·0	Copnhagn Danish	C.2Cy.14″&22″–21″ 18NHP Lobnitz&Co.Renfrew		
165 Lafayette **SteelQuadScSr** *Roche* –15 *Elec.light* Sub.Sig. 4*Dks*&*Shelter dk*			11953 8678 5908					1914	Ch.&Atel. deProvence Marseilles	Cie.Générale Transatlantique	546·7|64·0|34·8 P59′B295′F59′ *WB*	St.Nazaire French	C.8Cy.26¾″&48″–39¾″ Ch.&Atel.deProvence,Msl. &2L.P.Turbines Ch.de l'Atlantique,St.N.		V
166 — **SteelTwinScSr**			103 — 50					1888	Forges&C. de laMédit. Havre		100·0|18·0| 8·2	Bns.Ayres Argentine	C.4Cy.11″&20″–14″ 25NHP Forges&C.de la Médit.Hav.		
167 116004	**Lagan** **SteelSc3MstSr** ~~*Rob.Craig*~~ –16 *ss*Ard.No.3–7,16 *Well deck A.McCullough* –17 1*Dk*(*Stl*) *Mchy.Aft*		364 271 140	✠100A1 6,17~~7,16~~ ~~LMC~~ MS4,16 ~~BS7,16~~6,17	Ard Bel	*g*	4,16	1903 7mo *Lloyd's*	Dublin DockyardCo. Dublin	~~McPherson&Todd~~ ~~John~~Kelly,Ld. (S.Kelly,*Mgr.*)	148·0|24·2|10·1 P18′Q65′B7′F23′ BK7″ *WB*=*DBf*67′	Belfast British 3*BHCem* 65*tFPT*38*t*	C.2Cy.17½″&37″–27″ (*s*) 120lb 69RHP 1SB,*3pf*,GS49,HS1364 Muir&Houston,Ld.Gls.	12 ″ 3 s 4 ″2½ 12 ″ 6	
168 — **IronTwinSc** *ss*Dub.3rdNo.3–1,11 *ss*Dub.No.~~1–14~~2–17 1*Dk*			55 — 38	A— 7,17 ~~2,14~~ *Barge for River purposes only* ~~MS2,14~~ ~~BS7,15~~ B&MS7,17	Dub		~~2,14~~ 7,17	1877 2mo	Harland& Wolff Belfast	A.Guinness,Son& Co.Ld.	.... ND02 FK *WB*=*FPT*8*t*	Dublin British 2*BHCem*	2Cy.10″–14″ (*s*) 100lb NB88 6RHP 1SB,*1pf*,GS8,HS407 McIlwaine&Lewis,Bel.	6 ″ 5	
169 Lagarfoss **SteetScSr** *I.Thorsteinsson*17–17 (*ex*Profit) *Elec.light* 1*Dk*&*Spardk*			1126 1042 715					1904	Nylands Værksted Christiania	H.f.Eimskipafélag Islands,Ld. (E.Nielsen,*Mgr.*)	225·0|33·7|12·2 H84*t* 18·5	Reykjavik Iceland Danish *WB*	T.3Cy.16½″,27″&44″–32″ 119NHP NylandsVærksted,Xania		N
170 Lagatun **SteelScSr** *O.Wold*00–14 *Elec.light* 1*Dk*			179 103 102					1914	Storviks Mek.Værks. Xiansund	Frosta Dampskibsselskab (H.Rochseth,*Mgr.*)	108·2|19·2| 8·3 Q20*t*B39*t*H15*t*F7*t*	Trondhjm Norwegian	T.3Cy.9¾″,15″&24″–18″ StorviksM.Værks. 29NHP Christiansund		N
171 141432 Lagonda **SteelSc** *Mchy.Aft* *Elec.light* 1*Dk*2*trB*			3647 — 3017					1896	F.W. Wheeler&Co. W.BayCity	InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*)	375·6|45·8|23·3 *WB*	Cleveland, Ohio Utd.States	T.3Cy.19″,31″&52″–44″ 1B*blt*96&1B*blt*09 179NHP E*rebuilt*09		
172 104601 NRHP	**Lagoon** **SteelScSr** *J.Kennedy* –13 *ss*Liv.No.3–6,08 1*Dk*(*ptStl*–ws)		704 625 403	✠ 5,13 ✠NB6,03	Liv	*k*		1895 2mo	Barclay, Curle&Co. Glasgow	British&African S.N.Co.Ld. (Elder,Dempster& Co.Ld.*Mgrs.*)	210·0|28·2|13·7 P29′F22′ FK *WB*	Liverpool British 5*BHCem* =*FPT*19*t*	T.3Cy.15″,25″&41″–33″ NDB08 85RHP 1SB,*3rf*,GS53,HS1716 Barclay,Curle&Co.Gls.	14 ″	

1 Numéro d'Ordre / Numéro Officiel / Signaux	2 Nom du Navire. Matériaux, Gréement, etc / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Forme assignée matériaux et mode d'Entretien.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP= Force en chevaux d'après les formules de la Société. RHP= Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où cette Marque a été déposée.
173	**Lagos**	**IronScSr**	1773	100A1	Fiu		~~1,14~~ 12,17	1884	Richardsn,	Requisitioned by	260·0|36·0|20·0		T.3Cy.20″,33″&54″–36″ (o)	21 ″ 3	
		*ss*Cff.2ndNo.3–10,08	1535	1,14				2mo	Duck&Co.	the Portuguese	P51*t*Q80*t*B118*t*	Portuguese	160lb *80lb* 170NHP	s 2 • 7	
	(*ex*Széchényi,	*ss*Fiu.No.1–12	1149	*Examined* 12.17 LMC					Stockton	Government	F37*t* ptND04 BK9½″		NDB92*refitted*09	19 • 7	
	Well deck	*ex*Burgos) 1*Dk*(*Irn*)2*trB*		MS8,12 BS6,13					A&CP			*DBa*f *uE&BMT*	2SB,*4cf*,GS63,HS2478		
													Blair&Co.Ld.Stockton		
174	—	**SteelScSr**	392					1907	W.Harkess	Elder Line,Ld.	170·0|26·0| 8·5	Liverpool	C.2Cy.18½″&40″–26″		
124054	*G.Wagner* –14		275						&Son,Ld.	(Elder,Dempster&	P36′B60′F24′	British	65RHP		
HKLP	*Elec.light*	1*Dk*	187						Middlesbro'	Co.Ld.,*Mgrs.*)		*WB*	MacColl&Pollock,Ld.Sld.		
175	**Lagos Remus**	**SteelTwinScCtr**	203				...	1913	Fleming&	Govt.of Southern	110·3|22·1|10·4	Lagos	T.6Cy.11″,18″&30″–22″	11 ″ 0	
	McBeath	*Tug*	185						Ferguson,Ld.	Nigeria		British	90RHP		
	Elec.light	1*Dk*	—						Paisley		FK	*WB*	Fleming&Fergusn,Ld.Psy		
176	**Lagos-Romulus**	**SteelScCtr**	576	✠	Dub	*i*		1913	Fleming&	Govt.of Southern	160·0|35·2|12·2	Lagos	T.3Cy.11″,18″&30″–22″	13 ″ 0	
132307	*J.Stewart*13–13		539	12,13				9mo	Ferguson,Ld.	Nigeria		British	45RHP		
	Elec.light	1*Dk*(*Stl*-teak s)	223	*Pumping Steamer*		*for*			Paisley		FK	4*BHCem*	3SB,*9cf*,GS198,HS5982		
				Land Reclamation									Fleming&Fergusn,Ld.Psy		
177	**Laguna**	**SteelScSr**	5417	✠ —	Tri	*y*		1913	Cantiere	Nav.Libera-	400·1|52·1|28·8	Trieste	T.3Cy.26″,42″&70″–48″	32 ″ 0	
	A.Sarjanovich		5038	2,17 ✠				12mo	San Rocco	Triestina	54·0	Austr.-Hung.	499NHP		
HLKM	*Elec.light*	1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	3433	*Shelter dk*					Trieste	*WB*=*Cell DBa*	FK	6*BHCem*	3SB,*9cf*,GS148,HS7590		
				withfreeboard						128′*uE&B43′f*	166′1300*t FPT*114*t*	*APT*244*t*	ClydeS.B.&E.Co.Ld.P.Gls.		
178	—	**SteelTwinScSr**	411			-		1888	Akt.Ges.	Lloyd Brazileiro	169·9|24·6| 8·0	R.Janeiro	T8Cy(4)10″(2)22″&(2)35″–		
			237						"Vulcan"		P55′ F38′	Brazilian	18″ 104NHP		
			320						Stettin			*WB*	A.G."Vulcan,"Stettin		
179	**Lagunas**	**SteelSc**	442	✠ A1	Vpo	*g*	12,16	1913	Lobnitz&	S.Pearson&Son,	145·0|28·6|13·0	London	C.2Cy.14″&32″–21″ (*s*)	13 ″ 6	
135225	*L.Arrinez* –16	*ss*Vpo.No.1–16	442	*Hopper Barge*				5mo	Co.Ld.	Ltd.		British	150lb 51RHP	s 2 • 3	
	Mchy.Aft	1*Dk*(*Stl*)	253	12,16 ✠LMC12,16					Renfrew		FK	4*BHCem*	1SB,*2cf*,GS32,HS857	11 ″ 4	
								Lloyd's A&CP					Lobnitz&Co.Ld.Renfrew		
180	**Lai**	**SteelAuxSc3MstSr**	509	✠100A1	Liv		5,16	1912	A.Vuijk&	~~Aktien.Framfart-~~	160·8|30·1|12·1	Sandefjrd	Oil Engines 2S.C.SA	13 ″ 0	
	*M.Sörensen*16–16 *ss*Liv.No.1–16 *Oil Eng.*		415	5,16				4mo	Zonen	~~(LeifBryde,*Mgrs.*)~~	Q65′F17′	Norwegian	2Cy.16½″–18½″	s 2 • 0	
MLBC	(*ex*Caracas,*ex*Netherton)	1*Dk*	428	✠NE4,14 ✠LMC5,16					Capelle a/d		BK12″	5*BHCem*		12 ″ 5	
	(*See Sailing Ship Register*)								Ysel		*WB*=	*MT*11′105*t*	J.&C.G.BolindersCo.Ld.		
								Lloyd's A&CP					Skm.		
181	**Lai Sang**	**SteelScSr**	3460	✠	Gls	*w*		1901	Lon.&Gls.	Indo-ChinaSteam	350·5|44·2|25·7	London	T.3Cy.26½″,44″&72″–48″	28 ″ 6	
112829	*F.Mooney* –14		3169	4,01				4mo	Co.Ld.	Nav.Co.Ld.	P52′B82′F42′	British	425NHP		
SGMJ	2*Dks*(*Stl U*teak s)&*deep framing*		2225	✠					Glasgow		FK	6*BHCem*	2SB,*6cf*,GS128,HS5633 FD		
	Elec.light									*WB*=*Cell DBa*	104′*uE22′f*150′647*t*	*APT*60*t*	London&Glas.Co.Ld.Gls.		
182	**Laïta**	**SteelScK**	215					1907	A.Dubi-	Soc.Anon.des	124·5|21·3|12·5	Lorient	T3Cy12½″20½″&33½″–24½″		V
	Gueno –10	(*Trawler*)	211						geon et fils	Pêcheries à Vapeur		French	53NHP		
JVML		1*Dk*	72						Nantes	de Lorient		*WB*	Brissonneau et Lotz,Nantes		
183	**Lake Manitoba**	**SteelTwinSc**	9674	✠100A1	Mtl	*e*†	3,17	1901	C.S.Swan&	Canadian Pacific	469·5|56·2|31·9	Liverpool	T.6Cy.23½″,P38½″S38″&64″	34 ″ 10	BT till 10,17
113497	*J.Hall* –17	**4MstSr**	6742	*Shelter dk*	Liv			9mo	Hunter,Ld.	Railway Ocean	B *on Shelter dk* 163′	British	–45″ (*s*) 180lb 832NHP	s 6 • 4½	
SPDK	*Elec.light* Sub. Sig.	*ss*Liv.No.3–2,14	6276	7,17 11,16 ✠LMC 11,17					Newcastle	Lines(Canadian	FK	7*BHCem*	5SB,*15cf*,GS295,HS12862 FD	28 ″ 11	
	Wireless	2*Dks*(*Stl U*–pt ws)3*tr B*&*deep*		~~MS9,13~~ ~~BS10,16~~ 11,17					A&CP	Pacific Ocean Ser-			Richardsons,Westgarth&		
		framing &		*Carrying fuel oil F.P. above* 150° *F. in D.B. & D.T.*						vices Ld.,*Mgrs.*)			Co.Ld.Hpl.		
		Shelter dk(*Stl*-pt ws)								*WB*=*Cell DBa* 143′*uE&B59′*	*f* 195′1497*t DTa* 30′	845*t DTf* 26′	918*t APT*85*t*		
184	**Lake Michigan**	**SteelTwinSc**	9288	✠100A1	Cff	*e*†	~~5,14~~	1902	C.S.Swan&	Canadian Pacific	469·5|56·2|31·9	Liverpool	T.6Cy.23½″,38″&64″–45″ (*s*)	34 ″ 10	
115252	~~*F.R.O'Reilly* –16~~	**4MstSr**	6756	*Shelter dk*	Mdb		~~10,15~~ 9,17	2mo	Hunter,Ld.	Railway Ocean	B *on Shelter dk* 165′	British	180lb 722NHP	s 6 • 7	
TGFB	*Elec.light*	*ss*Lon.No.3–4,14 2*Dks*(*Stl*)	6077	5,17 ~~10,15~~					Newcastle	Lines(Canadian	FK	7*BHCem*	4SB.*12cf*,GS236,HS10290 FD	28 ″ 8	
JW.Hoddert	–14	3*tr B*&*deep framing Web frames*		~~BS5,16~~ ✠LMC5,14				*Lloyd's A&CP*		Pacific Ocean Ser-			Richardson,Westgarth&		
	Sub.Sig.	*in lieu of lower beams*		~~BS6,17~~						vices Ld.,*Mgrs.*)			Co.Ld.Hpl.		
	Wireless	*in No.2hold&Shelter dk*(*Stl*)								*WB*=*Cell DBa* 143′*uE&B59′*	*f* 195′1497*t DTa* 30′	845*t DTf* 26′	918*t APT*85*t*		
185	**Lake of Shadows**	**SteelPadWhy**	140					1905	Caledonian	McCrea&	120·3|20·1| 6·7	Lndnderry	D.2Cy.17″&35″–36″		BT till 8,17
121352	*R.Carter* –06		113						E.&S.B.Co.	McFarland	B50′	British	50RHP		
		1*Dk*	61						Preston				CaledonianE.&S.B.Co. Prs		
186	**Lakeland**	**SteelScSr**	2425					1887	Globe Iron	Port Huron&	280·0|40·0|20·0	P.Huron,	T.3Cy.24″,38″&61″–42″		L
126420		(*ex*Cambria)	—						Works	Duluth S.S.Co.	H70′F36′	Mich.	241NHP		
	Mchy.Aft	Wireless 2*Dks*	1813						Cleveland,O.		*WB*	Utd. States	GlobeIrnWorksCo. Clveld		
187	**Lakeport**	**IronSc**	1830					1880	Detroit	Port Huron&	263·2|36·0|15·4	Pt.Huron	C.4Cy.20″&40″–42″		
3140		(*ex*Boston)	—						Dry Dock Co.	Duluth S.S.Co.		Utd. States	NB98 173NHP		
	Mchy.Aft	Wireless 2*Dks*	1670						Wyandotte				KingIronWorks,Buffalo		
188	**Lakeside**	**SteelSc**	337					1901	Craig S.B.	Peninsular Steam-	148·5|28·0| 9·7	Sandusky	C.2Cy.20″&42″–24″		
141738			—						Co.	boat Co. (A.		Utd. States	72NHP		
	Elec.light	1*Dk*&*Hurdk*	229						Toledo,O.	Schmidt)			Craig S.B.Co.		
189	**Lakewood**	**SteelSc**	1918					1884	Detroit	Port Huron&	267·0|38·5|15·8	Pt.Huron	C.2Cy.28″&48″–48½″		L
116025		(*ex*Syracuse)	—						Dry Dock Co.	Duluth S.S.Co.		Utd. States	NB94 134NHP		
	Wireless	1*Dk*&*Spar dk*	1678						Wyandotte				Detroit Dry Dock,Detroit		
190	**Lakme**	**WoodSc3MstSr**	529					1888	T.H.Peter-	C.Nelson Co.	176·8|38·8|12·6	S.Frncisco	2Cy.18″&36″–24″		
140944	*W.Malmgren*		—						son			Utd. States	53NHP		
KFGS		1*Dk*	404						P Madisn Wsh				W.Deacon,San Francisco		
191	**Lakonia**	**SteelScSr**	4686	✠100A1	Gls	*y*	~~1,15~~	1899	Lon.&Gls.	Donaldson Line,Ld	401·7|49·2|28·1	Glasgow	T.3Cy28½″,47″&77″–54″ (*s*)	31 ″ 0	
111195	*W.E.Mitchell* –11	*ss*Gls.No.3–4,11	4493	~~6,17~~ ~~12,18~~ 8,18			~~12,16~~ 8,18	6mo	Co.Ld.	(Donaldson Bros.	P40′B96′F40′	British	170lb *160lb* NDB17 520NHP	s 6 • 6½	
RGMC	*Ref.Mchy.*	2*Dks*(*Stl*)&*deep framing*	3046	✠LMC					Glasgow	Ld.,*Mgrs.*)	FK&BK2″		3SB,*9cf*,GS165,HS7116 FD	25 ″ 0	
	Elec.light	Wireless *ss*Gls.No.1–16		~~MS10,15~~ ~~BS14,16~~					A&CP				Lon.&Glas.Co.Ld.Gls.		
				~~2DS~~						*WB*=*Cell DBa*	127′*uE&B38′f* 177′	1007*t D T a*	27′696*t FPT*100*t APT*87*t*		
192	**Lala**	**SteelScSr**	613					1889	Rostocker		180·3|26·6|11·7	Valparaiso	T.3Cy.13″,20″&33″–24″		
900		(*ex*Arqueros,*ex*Buena	—						Akt.Ges.	Germain&Sierra	P&B109′F52′	Chilian	53NHP		
HBGR	*Elec.light*	Esperanza,*ex*Elita) 1*Dk*	449						Rostock			*WB*	RostockerA.G.Rostock		
193	**Lalen-Mendi**	**SteelScSr**	2183	✠100A1	Bbo	*s*	6,16	1896	Richardsn,	Cia.Nav.Sota y	290·0|42·0|19·5	Bilbao	T.3Cy.22½″,36″&59″–39″ (*s*)	22 ″ 0	
	*T.Undabarrena*00–16 *ss*Bbo.No.3–4,09		1986	6,16				2mo	Duck&Co.	Aznar (Sota y	P29′B60′F33′	Spanish	160lb 219NHP	s 3 • 7	
HRTJ	(*ex*Saltillo,	*ss*Bbo.No.1–14	1325	BS6,16 ✠LMC6,14					Stockton	Aznar,*Mgrs.*)	FK	5*BHCem*	2SB,*6cf*,GS102,HS3300	18 ″ 9	
	*ex*Tottenham,*ex*Dacia)	1*Dk*(*Stl*)2*tr B*							A&CP	*WB*=*Cell DB*	*a* 98′*f* 110′*uE&B38′*	565*t APT*55*t*	Blair&Co.Ld.Stockton		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys.	3 Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned. now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NP=Horse power by Society's formulæ; RP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Dated Bk. of Trade Cert.
194	**Lal-Loc**	**SteelSc**	*368*					1901	Lobnitz &Co.Ld. Renfrew	Cia.Gen.deTabacos deFilipinas	150·2	26·0	9·5	Manila Utd.States	C.2Cy.10½″&22″–18″ 17NHP Lobnitz&Co.Ld.Renfrew		V
MBFG	*Lachiondo*		*282*														
		1*Dk*	*185*														
195	**Laly**	**IronScSr**	1880	✠100A1	Xia	*r*	11,16	1894	Furness, Withy&CoLd	Dmpsk.Akties. Laly(C.T.Gogstad &Co.*Mgrs.*)	270·0	36·6	17·0	Chrstiania Norwegian	T.3Cy.21½″,35″&57″–36″ (*s*) 160lb *80lb* NDB07 192NHP	19 ″ 3	
1	*D.Aase*	*ss*Npt.No.3–9,07	1384	11,16 ✠LMC11,16				11mo	WHartlepool		P27′Q72′B118′F31′				1DB,*4cf*,GS63,HS2850	s 1 ″ 3	
MKPQ	(*ex*Nellie)	*ss*Xia.No.2–16	1165						A&CP	*WB = CellDBa82′*	*uE&B44′f94′392t*		FK	*4BHCem*	1DB,*4cf*,GS63,HS2850	18 ″ 4	
	Well deck	1*Dk*(*Irn*)&*Webframes*												*APT15t*	Blair&Co.Ld.Stockton		
196	**Lama**	**SteelTrpScSr**	2198	✠	Dmb	*r*		1905	W.Denny &Bros. Dumbarton	BritishIndiaStm. Nav.Co.Ld.	275·8	44·1	16·6	Glasgow British	3SteamTurbines 450RHP	25 ″ 6	
121210	*F.L.Mott* –15		1717	*Awng dk*				2mo			P38′B104′F56′	24·5	FK	Glasgow British	2DB,*12cf*,GS274,HS8620 FD		
HBWV	*Elec.light*	2*Dks*(*MptStl*–ws)&	957	*withfreeboard* 2,05 ✠										*5BHptAsp ptCem*	ParsonsMarineSteam TurbineCo.Ld.Nwc.		
	Wireless	*Awng dk*(*ptStl* teak s)		*Indian & Colonial T*		*ra*	*de*			*WB = CellDBa42′ uE*	*22′f64′141tFPT33t*			*APT33t*			
197	**Lamantin**	**SteelScSr**	*3780*					1895	Blohm& Voss Hamburg	Cie.Générale Transatlantique	371·2	44·2	27·1	Bordeaux French	T.3Cy.25 3/16″,40″&66″–42½″ 283NHP		V
	LeRolland –16		*3525*								P225′F45′			*WB*	Blohm&Voss,Hamburg		
JVQF	(*ex*Senegambia,*ex*Nürnberg,*ex*Bellona)		*2387*														
	Elec.light	2*Dks*3*trB*															
198	**Lambare**	**SteelPad**	*1200*					1908	A.&J. Inglis,Ld. Glasgow	Cia.Argentina de Nav.(Nicolas Mihanovich)Ltda.	240·2	34·0	17·7	Bns.Ayres Argentine	T.3Cy.21″,35″&54″–66″ 237NHP		
	Elec.light Wireless	2*Dks*									*Hurricane dk* 200′				A.&J.Inglis,Ld.Glasgow		
199	**Lamia L.**	**SteelScSr**	2220	✠100A1	Sws	*s*	5,16	1893	J.Priest- man&Co. Sunderland	G.Lavarello fuP.	285·0	39·7	19·9	Spezia Italian	T.3Cy.22″,36″&59″–39″ (*r*) 160lb *100lb* NDB00 215NHP	21 ″ 1	
30	*G.Penco*10–10	*ss*Gen.No.3–9,06	2030	*ptAwng dk*	Gen			9mo			P30′Q84′				2SB.*6pf*,GS96,HS3190	s 8 ″ 1	
QDPM	(*ex*Shillito)	*ss*Gen.No.2–14	1311	*withfreeboard* 6,17 5,16					A&CP		*ptAwngdk* 169′		FK	*6BHCem*	G.Clark,Ld.Sunderland	20 ″ 4	
		1*Dk*(*Stl*)&*Webframes*& *ptAwngdk*(*Stl*)		BS3,17 ✠LMC12,14							*WB = DBa*			*88′f108′597t*			
200	**Lamington**	**SteelScSr**	3539	✠100A1	Bry	*w*	1,17	1907	A.Rodger &Co. Pt.Glasgow	NationalSS.Co.Ld (Fisher, Alimonda &Co.Ld.*Mgrs.*)	350·4	48·0	24·3	Glasgow British	T.3Cy.24″,40″&65″–42″ (*s*) 160lb *80lb* 294NHP	27 ″ 0	
124210	~~*W.H.Patterson* –17~~	~~*ss*Bry.No.1–12~~	3337	4,18 ~~3,14~~	Gen			8mo			P25′B97′F38′		FK	*6BHCem*	2SB.*6cf*,GS120,HS4720	s 4 ″ 10½	
HLGJ	Sub.Sig.	1*Dk*(*Stl*)&*deepframing*	2283	~~BS1,17~~ ✠LMC5,16					*Lloyd's*A&CP		*WB = Cell*			*933tAPT86t*	A.Rodger&Co.Glasgow	22 ″ 6	
	F.O.Potts –18	*ss*Mdb No.2–16		BS3,18							*DBa&uE133′f156′*						
201	**Lammeroo**	**SteelScSr**	3750	✠100A1	Mel	*w*	~~4,16~~ 4,18	1905	W.Beard- more&Co.Ld. Glasgow	AdelaideS.S.Co.Ld	360·0	48·0	26·3	P.Adelaide British	T.3Cy.23″,38″&62″–48″ (*s*) 180lb 355NHP	28 ″ 11	
120619	~~*H.S.Sheer* –16~~	~~*ss*Syd.No.2–14~~	3582	4,18 ~~1,16~~ ✠LMC2,17				10mo			P37′B108′F43′		FK	*6BHCem*	3SB,*9cf*,GS179,HS6420	s 5 ″ 5	
HDQS	(*ex*HighlandLaddie)	2*Dks*(*Stl*)&*deep*	2399		Syd										W.Beardmore&Co.Ld.Gls.	23 ″ 10	
	Elec.light	*ss*Syd.No.3–4,18 *framing*		BS4,18					*Lloyd's*A&CP								
	J.Rees –18									*WB = Cell*	*DBa108′uE&B56′f*			*146′752t DT*	*a28′615tFPT66tAPT27t*		
202	**Lamone**	**IronScSr**	674				...	1879	J.Key&Ss. Kinghorn	G.Carnevali&Ci.	186·1	28·0	13·9	Ravenna Italian	C.2Cy.24″&46″–33″ NB89 90NHP	14 ″ 10	
4	*T.Guazzini*09–09	(*ex*JosephRickett)	508								Q55′B35′F18′		BK7½″	*WB*	J.Key&Sons,Kirkcaldy		
QDKC	*Well deck*	1*Dk*	396														
203	**Lampada**	**SteelScSr**	2220	✠100A1	Shl	*r*	~~2,16~~ 7,17	1889	Short Bros. Sunderland	GasLight&Coke Co.(S.Clarke&Co. *Mgrs.*)	281·0	40·0	19·8	London British	T.3Cy.21″,35″&58″–42″ (*s*) 150lb *160lb* NDB03 209NHP	22 ″ 3	
98280	*J.D.F.Wickman*	–16*ss*Shl.2ndNo.3–2,15	1862	~~2,14~~ 10,17 ~~Sunderland~~				1mo	A&CP		P32′B66′F32′		FK	*4BHCem*	2SB,*6rf*,GS84,HS3125	s 3 ″ 3	
LBCG	(*ex*Snilesworth)	1*Dk*(*Irn*)2*trB*	1417	~~BS2,16~~ ✠LMC4,14						*WB = Cell*	*DBa88′uE22′f106*			*400tAPT77t*	J.Dickinson,Sunderland	19 ″ 4	
				BS7,17													
204	**Lampasas**	**IronScSr**	2943					1883	J.Roach& Son Chester,Pa.	MalloryS.S.Co.	329·0	45·5	21·5	NewYork Utd.States	C.2Cy.40″&78″–54″ NB96 373NHP		
140640	*E.O.Smith*	2*Dks*&*Hur dk*	—												J.Roach&Son,Chester,Pa.		
KBNT	Wireless		2237														
205	**Lampedusa**	**SteelScSr**	405					1911	Mackie& Thomson,Ld Glasgow	Soc.Anon.diNav. La Sicania	153·0	24·1	10·7	Trapani Italian	T.3Cy.13″,22″&36″–24″ 64NHP		CI
19			242								P26′B63′F26′			*WB*	W.V.V.Lidgerwood,Glas.		
QDKF	*Elec.light*	1*Dk*	195														
206	**Lampo**	**SteelScSr**	6206	✠100A1	Spz	*z*	5,16	1913	N.Odero &Co. Genoa	"LaColumbia"Soc Marit.perTraspor- todiPetrolio e Derivati	418·9	54·7	29·4	Genoa Italian	Q4Cy20 13/16″29½″43 5/16″&61 7/16″– 45 5/16″ 227lb *120lb* (*s*) 395NHP	31 ″ 4	
679	*C.Lugli*13–14		5410	5,16 ✠LMC12,13				12mo			P100′B32′F36′		FK	*16BHptAsp*	3SB,*9cf*,GS135,HS5682 FD	s 6 ″ 7	
QDKP	*Elec.light*	2*Dks*(*Stl*)&*Webframes*	3816	*Examined* 1,18											N.Oderofu A.&Co.StriPnte	25 ″ 1	
	Mchy.Aft	Wireless		*Carrying Petroleum in bulk*				*Lloyd's*A&CP			6′ 69t*DT f* 26′ 370t			*FPT260t A*	*PT177t*		
				Fitted for oil fuel, 3,15			*F. P. a*	*bove* 1		*WB = CellDBuE2*							
											50°F.						
207	—	**SteelScSr**	242	✠	Gls	*e*		1888	W.Simons &Co. Renfrew	A.Scimone	155·8	20·8	11·0	Messina Italian	T3Cy17 3/16″,32 3/16″&47½″–25½″ 113NHP	11 ″ 6	
70		(*ex*TriesteC.)	206	5,88 ✠				5mo			F32′			*4BHCem*	W.Simons&Co.,Renfrew		
QDKH	*Elec.light*	1*Dk*	142														
208	—	**WoodSc**	120					1898	F.Parodi Pegli	Soc.Anon.Ilva	93·2	20·1	12·0	Genoa Italian	C.2Cy.17¾″&33½″–20½″ 43NHP		
		(*Tug*)	—												Wilson&Maclaren,Smpier.		
QDKG	(*ex*Flamant)		15														
209	**Lamport**	**SteelSc**	*132*				...	1911	GooleS.B. &RepgCo.Ld. Goole	Cia.Argentina de Nav.(Nicolas Mihanovich)Ltda.	80·0	22·0	11·7	Bns.Ayres Argentine	T.3Cy.13½″,22″&37″–24″ 93NHP	12 ″ 3	
		(*Tug*)	*126*										BK6″	*WB*	Earle'sCo.Ld.Hull		
		1*Dk*	*5*														
210	**Lancashire**	**SteelTwinSc4MstSr**	~~9445~~	✠ 100A1	Bel	*e*†		1917	Harland& Wolff,Ld. Belfast	BibbyS.S.Co.Ld. (BibbyBros.&Co. *Mgrs.*)	~~482·0~~ 482·4	57·3	~~31·8~~ 32·1	Liverpool British	Q.8Cy.22″,31½″,46″&66″–51″ 215lb (*s*) 942NHP	35 ″ 4	
140529	*E.Robin* –17		7038	~~3,18 5,17~~	Cal			7mo			P46′B263′F78′		FK	*8BHCem*	2DB&2SB.*24cf*,GS120,HS17040	s 7 ″ 6	
JQNR	*Elec.light*	3*Dks*(*StlU*–ws)	5886	*(Class Contemplated)*				*Lloyd's*A&CP		*CellDB*	419′1380t*FPT92tAP*			*751t*	Harland&Wolff,Ld.Bel.	40 28 ″ 1	
		Cruiser Stern		✠LMC8,17													
211	—	**SteelTwinScSp**	469				...	1899	J.Scott& Co. Kinghorn	MunicipalCorpor- ation of Birkenh'd	150·5	41·0	11·4	Liverpool British	T.4Cy.17″,23″&(2)28″–18″ 150NHP	11 ″ 9	BT till 6,17
110549	*W.Williams*99–99		469								B133′		FK	*WB*	J.Scott&Co.Kinghorn		
HKQT	*Elec.light*	*For Ferry purposes* 1*Dk*	135														
212	—	**IronSc3MstSr**	415	✠100A1	Ard	*g*	2,16	1892	J Fullerton &Co. Paisley	Mann,Macneal& Co.Ld.	160·2	23·1	11·5	Liverpool British	C.2Cy.21½″&42″–30″ (*s*) 110lb 73RHP	12 ″ 7	
102053	*H.Cowley* –16	*ss*Liv.No.3–9,05	295	10,16 ✠LMC				11mo			Q90′B9′F25′		BK6½″	*3BHCem*	1SB,*3pf*,GS53,HS1270	s ″ 7	
MWGF	*Well deck*	*ss*Liv.No.2–15	185	MS8,15 ~~BS2,16~~ 5,17				A&CP		*WB = FPT*				*50tAPT5t*	Ross&Duncan,Glasgow	12 ″ 8	
	Mchy.Aft	1*Dk*(*Irn*)															
213	**Lancashire Coast**	**SteelScSr**	1109	✠100A1	Liv	*n*	N2,17	1900	J.Scott& Co. Kinghorn	~~Powell,Bacon& HoughLines,Ld~~ CoastLike Ld	225·4	34·2	15·2	Liverpool British	T.3Cy.17″,27″&45″–33″ (*s*) 180lb 124NHP	16 ″ 6	
110785	*E.Jones* –14	*ss*ForcadosNo.3–4,13	931	2,17 ✠LMC12,16				3mo			P&B132′F35′		FK	*5BHCem*	2SB,*4cf*,GS72,HS1861	s 1 ″ 7	
RQDL	(*ex*AnnieHough,*ex*Delta)	1*Dk*(*Stl*)2*trB*	552					*Lloyd's*A&CP		*WB = Cell*	*DBa44′60t FPT50t*			*APT50t*	J.Scott&Co.Kinghorn	15 ″ 3	
	Well deck																
214	**Lancastrian**	**SteelSc4MstSr**	~~5134~~	✠	Liv	*a*†		1891	Harland& Wolff(Lim.) Belfast	F.Leyland&Co. Ld.	442·5	45·2	31·0	Liverpool British	T.3Cy.25″,41½″&71″–60″ 451NHP	34 ″ 2	
99326	*R.P.Gittins* –16	*ss*Liv.No.1–95	~~4804~~	*withfreeboard*				10mo			P69′B143′F102′		BK9½″	*7BHCem*	3DB,*12rf*,GS180,HS6978		
MHWN	*Elec.light*	3*Dks*(*Stl–Uws*)	~~3226~~	6,98 ✠						*WB = CellDB328′*				*696tAPT49t*	Harland&Wolff(Lm.),Bel.		
	Ref.Mchy.	Wireless															

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 Nom du Navire. Capitaine. Visites Périodiques.	3 Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné à la Cote. Lettre d'Equipement.	7* Date de la dernière visite à l'arbre porte-jellice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Donane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pr.	Longueur en pieds, de la Ligne de Flottaison, au milieu du navire, entre les Perpendiculaires.
215 124287 HPRT	**Lancer** *J.Jones* –15 1 *Dk(Stl)*	**SteelScSr** ss Mch.No.1–13 ss Sld.No.1–14 *& Awng dk(Irn) & deep framing*	1363 1276 851	✠ 100 A1 *Awng dk withfreeboard* 5,14 ~~5,15~~ ✠ LMC MS10,13 BS2,16 9,17	Liv Mdb	*o*	4,16	1909 9mo	Tyne I.S.B. Co.Ld. Newcastle *Lloyd's SA & CP*	Fisher, Renwick Manchester-London Stmrs. Ld. *WB = Cell DBa & uE 77′ f 100′*	230·1 | 34·0 | 21·8 FK	Manchestr British 1 *DBHCem* 209 *t APT 14 t*	T.3Cy.18″,30″&49″–33″ (*s*) 180lb ~~80lb~~ 163NHP 1SB,*4cf*,GS78,HS2700 N.E.MarineEng.CoLdNwc	24 ″ 0 s 5 ″ 4 18 ″ 11	
216 119091 VNHB	**Landport** ~~*CAKinsky–13*~~ ~~*T.P.Jones –16*~~ (*ex* Irish Coast, *ex* Rosslyn) *Well deck Mchy. Aft*	**SteelSc3MstSr** ss Liv.No.3–4,16 1 *Dk* (*Irn–ptws*)	603 410 243	✠ 100 A1 ~~12,17~~ ~~1,17~~ 2,18 3,18 ✠ LMC 4,16 BS10,17	Npt Lon Mdb	*i*	~~1,17~~ ~~12,17~~ ~~13,18~~	1904 2mo	Murdoch & Murray Pt. Glasgow *Lloyd's SA & CP*	~~A.Chester~~ *D&*	180·3 | 27·1 | 10·7 Q101′B9′F33′ FK & BK 3/4″ *f* 96′ 148 *t FPT* 56 *t*	Liverpool British 1 *BHCem* *APT* 9 *t*	C.2Cy.20½″&44″–30″ (*s*) 130lb ~~80lb~~ 80RHP 1SB,3*pf*,GS62,HS1543 Muir&Houston,Ld.Gls.	13 ″ 5 s ″ 8 13 · 3	
217 KRTD	**Landrat Rademacher** *K.Kammeyer* 1 *Dk*	**SteelScSr** (*Trawler*)	218 181 67					1912	Schiffb.Ges. Unterweser Leh	F.A.Pust	124·1 | 22·6 | 9·0 Q66′F19′	Gstemnde German	T.3Cy.12″,18½″&30 7/16″–22″ 45NHP J.C.Tecklenborg A.G.Gst.		
218 HRTS	**Landro** *D.Seoame* 06–06 (*ex* York) *Mchy. Aft*	**SteelScK** 1 *Dk* (*Irn*)	152 109 75	✠ 7,10 ✠	Lon	*a*		1905 6mo	Smith's Dock Co.Ld. North Shields	Benigno Lopez	97·5 | 20·1 | 7·9 Q34′F14′ FK *WB = FPT* 25 *t*	Corunna Spanish 3 *BHCem*	C.2Cy.12″&26″–18″ 33NHP 1SB,*2pf*,GS27,HS640 Shields Eng.Co.Ld.N.Shl.	8 ″ 6	
219 NVFQ	**Landskrona** *E.Ruge* –05 1 *Dk*	**SteelScSr** (*ex* Helsingborg)	193 144 78					1884	Göteborgs M.V.Aktieb Gothenburg	Dampskib. Selskabet Öresund (J.D. Krogh, *Mgr.*)	144·4 | 20·5 | 9·5 P56′B8 *t*F17′ len—	Copnhagn Danish	C.4Cy.14″&28″–18″ NB98 55NHP Burmeister&Wain,Cpn.		V
220 MPWF	**Landvard** *T.Bohmer* –16 (*ex* Chumpon) 1 *Dk(Stl) & deep framing* *Elec.light* *& Awng dk(Stl–teaks)*	**SteelScSr** *Oil Eng.* ss Xia.No.1–17	3400 3142 2095				~~10,15~~ ~~15,17~~ 12,17	1909 2mo	Barclay, Curle & Co.Ld Glasgow *Lloyd's SA & CP*	Statens Skibsfartsdirektorat (L.Kloster, *Mgr.*) *Cell DBa* 106′ *u*	330·1 | 47·3 | 17·7 P31′B65′F37′ 25·7 FK *E* 16′ *f* 146′ 702 *t FPT*	Chrstiania Norwegian 5 *BHCem* 20 *t APT* 12 *t*	OilEnginesAlt.15 4S.C.SA 6Cy.26¾″–39⅜″ 324NHP 2 NDB 15–*100lb* Burmeister&WainOil Eng. Co.Gls.	28 ″ 0 s 7 · 3½ 21 ″ 1	
221 137373 JMGL	**Lanercost** 1 *Dk*	**SteelScK**	227 222 87	✠ 100 A1 *Stm Trawler* 4,18 ~~1,16~~ ✠ LMC 1,16	Mdb Shl			1916 1mo	Smith's Dock Co.Ld Middlesbro' *Lloyd's SA & CP*	Palatine Stm. Trwlng Co.Ld. (J.N.Ward&Son, *Mgrs.*)	117·4 | 22·5 | 13·0 BK 7½″ *WB* = *DBf* 21′10 *t*	Fleetwood British 2 *BHCem* 180lb	T.3Cy.12½″,20″&34″–24″ (*s*) 180lb 80RHP 1SB,3*pf*,GS42,HS1480 Smith's Dock Co.Ld.Mdb.	13 ″ 9	
222 NQTH	**Langeland** *C.Christensen* 10–10 1 *Dk*	**SteelSc**	161 98 71					1908	Marstal SB. & Reptværft Marstal	Akties.Dpskslsk. Langeland (P.D.Junge)	99·0 | 19·9 | 8·8 P56′F14′ *WB*	Rudkøbng Danish	C.2Cy.11″&22″–14″ 16NHP Helsingörs Jernsk.&Mskb.		V
223 MDLN	**Langenæs** *J.S.Roald* –12 (*Trawler*) 1 *Dk*	**SteelScSr** (*ex* Fiskeren)	109 100 36					1907	Mjellem& Karlsen Bergen	J.S.Roald	94·7 | 19·0 | 8·7	Aalesund Norwegian	C.2Cy.9″&20″–17″ 14NHP Mjellem&Karlsen,Bergen		N
224	**Langenberg** *Elec.light* 1 *Dk*	**SteelScK** (*Trawler*)	233 209 53					1913	H.C.Stülcken Sohn Hamburg	Cranzer Fischdmpfsch.Ges. (Otto Bröhan *Mgr*)	119·3 | 23·9 | 11·7 F18′	Cranz a/d Elbe German	T.3Cy.12¾″,21½″&33½″–22″ 55NHP H.C.Stülcken Sohn,Ham.		G
225 MKNF	**Langfond** *Chr.Johnsen* 1 *Dk*	**SteelSrSr** (*ex* Alvö)	1097 967 646					1914	Trndhjms Mek.Værks. Trondhjem	Akties.Svithun Linjen (S. Bergesen, *Mgr.*)	226·3 | 36·5 | 15·6 P12′B52′F25′ *WB*	Stavanger Norwegian	T.3Cy.17″,27½″&46″–30″ 116NHP Trondhjems M.V.Dronthm		N
226 129196 HSPV	**Langholm** *J.J.Porterfield* –16 1 *Dk(Stl) & Shelter dk(Stl)*	**SteelScSr** ss Bkn.No.1–15	4167 3864 2590	✠ 100 A1 *Shelter dk withfreeboard* 11,17 ~~3,17~~ BS11,17 MS7,15 ✠ LMC ~~BS13,15~~ ~~MS7,17~~ *Carrying fuel oil F.P. 150° F. in D.B.*	Sws Lon	*x*	9,16 11,17	1911 5mo	W.Gray& Co.Ld. W Hartlepool *Lloyd's SA & CP*	St Just S.S.Co.Ld. (W.R.Smith&Sons *Mgrs.*)	383·9 | 53·5 | 23·0 B8′ FK *Cell DBa* 128′ *uE & B* 45′ *f* 162′	London British 6 *BHCem*	T.3Cy.25″,41″&68″–48″ (*s*) 180lb *100lb* 342NHP 2SB,*8cf*,GS147,HS5202 Cen.Mar.Eng.Wrks.W Hpl 1232 *t FPT* 83 *t APT* 91 *t*	25 ″ 5 s 2 ″ 8½ 23 ″ 1	
227 MKTH	**Langtind** *S.Gundersen* –16 (*ex* Fædreland, *ex* Protean, *ex* Shakespear) *Well deck* 1 *Dk(Irn)2trB*	**IronScSr** ss Lth.2nd No.3–1,10 ss Sld.No.1–14	1822 1480 1126	✠ 100 A1 5,17 ~~5,16~~ *Examined* ✠ LMC MS1,14 BS ~~4,16~~ 5,17	Nwc Hul	*r*	5,16	1885 8mo	J.L Thompson&Sons Sunderland A&CP	Akties.Vestland (Johs Leborg, *Mgr.*) *D*	271·3 | 36·1 | 20·5 P28′Q68′B68′F30′ pt N D 10 BK 9½″ *Ba* 76′ *f* 62′ 277 *t FPT*	Aalesund Norwegian 6 *BHCem* 41 *t APT* 23 *t*	T3Cy21″,34½″&55½″–36″(*a*) 145lb NDB10 185NHP 2SB,*4cf*,GS83 T.Richardson&Sons,Hpl.	21 ″ 9 s 2 ″ 5½ 20 ″ 3	
228 102076 JLWK	**Langton** *J.Parker* –15 1 *Dk(Irn)*	**SteelScSk** (*Tug*)	157 136 61	✠ 5,94 ✠	Liv	*b*		1892 11mo	S.Mc Knight&Co. Ayr	J.Batey&Son,Ld. *WB*	92·0 | 20·1 | 11·3 B10′ = *APT* 5 *t* BK 6½″	Liverpool British 4 *BHCem*	C.2Cy.20″&42″–27″ 74RHP 1SB,*3cf*,GS57,HS1500 Muir&Houston,Glasgow	12 ″ 0	
229 MKDS	**Langvin** *J.Strand* –14 (*ex* Videro) 1 *Dk*	**SteelScK** (*Trawler*)	172 158 67			...		1898	Edwards Bros. N.Shields	H.Langva	110·8 | 21·1 | 11·0 Q48′F20′ BK 7½″	Aalesund Norwegian	T3Cy11⅞″ 19½″&32″–22½″ NB11 56NHP G.T.Grey,S.Shields	12 ″ 0	N
230 132951	**Lanner** *L.Eade* –12 1 *Dk*	**SteelScK**	103 102 43					1912	J.Duthie Torry S.B.Co. Aberdeen	J.Utting	89·8 | 18·5 | 9·1	Lowestoft British	T.3Cy.9½″,15½″&26″–18″ 42RHP W.V.V.Lidgerwood,Gls.		
231 88629	**Lansdowne** *J.Jackson* 97–01 (*Car Ferry*)	**IronPad**	1571 — 908					1884	Detroit Dry Dock Co. Wyandotte	Grand Trunk Ry.Co	294·0 | 41·3 | 13·0	Windsor, Ont. British	2Cy.50″–108″ E *blt.*72 *fitted* 84 400NHP Gilbert&Sons,Montreal		
232 90604 WDMH	— *A.W.Burns* –09 cf *Salted*	**WoodScBk** 1 *Dk* 2 *trB*	680 559 463	✠ 1,85	N Sc	10		1884 11mo	J.O'Brien Maccan,N.S.	Canadian Government	188·6 | 32·1 | 15·8 P29 *t*	Ottawa British	C.2Cy.24″&43″–36″ 80RHP Rankin&Blackmore,Grk.		
233 200595 KSVF	**Lansing** ~~*Curtis –17*~~ ~~*Arth.Fletcher*~~ (*ex* British Queen) Sub.Sig. *Woldsund* –17	**SteelScSr** ~~ss NYk No.3–1,04~~ ss SFo No.2–12 2 *Dks(Stl)3trB* ss SFo.2nd.No.3–4,17	4561 4058 3429	✠ 100 A1 ~~4,17 1,18~~ 11,17 *Carrying Petroleum in bulk* BS11,16 ✠ LMC ~~11,17~~ MS4,17 *Fitted for oil fuel* 1 0,07 *F.P.*	S.Fo	*y*	~~11,16~~ 4,17	1890 5mo	Palmers' Co.Ld. Newcastle A&CP	Union S.S.Co. *W*	400·0 | 47·2 | 27·9 P49′B86′F47′ FK *B* = *Cell DBu E & b* above 150° F.	New York Utd.States 13 *BHCem* 56′ *f* 34′ 154 *t*	T.3Cy.29″,47″&76″–51″ (*o*) 150lb 446NHP 2DB,*12cf*,GS436,HS7495 Palmers' Co.Ld.Newcastle	30 ″ 8	
234 140870 LFTG	—	**WoodSc** 2 *Dks*	1611 1247	*Now named "Dexter Rood," See No. 36 in App. Sec.*				1887	J.Craig& Son Trenton Mich.	United States S.S. Co.Inc.	251·0 | 41·4 | 19·2	New York Utd. States	C.2Cy.22″&46″–40″ 112NHP Dry Dock Eng.Wks.Detroit		
235															

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. *Master.* Special Surveys.	3 Material, Rig, &c. *Late Name if any.* No. of Decks, &c.	4 Register Tonnage: Gross. / Under deck. / Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When. — Ship. — Engines.	9 Built. By Whom. — Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. / Breadth. / Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught.	15 Registers in which classed, if not in L. R. Date of R. of T. and Cert.
236 98287 LCJK	**Lanthorn** *W.Tillotson* –17 (*ex*MagnusMail)	**SteelScSr** *ss*Shl.2ndNo.3–11,15 1 *Dk*(*Irn*)2*trB*	2299 1926 1397	✠100A1 12,16 ✠LMC MS11,15 BS8,16	Sld	*s*	10,16	1889 4mo	Short Bros. Sunderland A&CP	GasLight&Coke Co.(S.Clarke&Co. *Mgrs.*)	290·5|39·1|21·6 P32′B78′F34′ BK10″ 6 *BHCem* *CellDB*210 398*tAPT*51*t*	London British	T.3Cy.21″,35″&58″–36″ (*s*) 150lb *90lb* NDB02 202NHP 1DB,*6rf*,GS93	24 ″ 4 *s* 3 ″ 5 21 ″10	
237 124156 HJVD	**Lanuvium** *J.C.Murray* –14 (*ex*Strathclyde) 1 *Dk*(*Stl*)&*Spar dk*(*Stl*) *Elec.light* &*deep framing*	**SteelScSr** *ss*Mch.No.2–15	4417 4106 2842	✠100A1 *Spar dk* ~~10,16~~ 10,17 BS~~10,16~~ ✠LMC12,15	Mdb	*x*	~~10,16~~ 10,17	1906 12mo	Grngem'th &Greenock DockyardCo. Greenock *Lloyd's*&*CP*	Rome Stm.Shipp g. Co.Ld.(Fisher, Alimonda&Co.Ld. *Mgrs.*)	370·0|52·2|17·5 P25′B92′F41′ 25·5 FK 6 *BHCem* *CellDB a* 114′*uE*&*B*44′*f* 162′	Glasgow British	T.3Cy.25″,41″&68″–48″ (*s*) 180lb 353NHP 3SB,*9cf*,GS165,HS5509 J.G.Kincaid&Co.Ld.Grk. 1115*tDTf* 24′610*tAPT*123*t*	28 ″ 0 *s* 5 ″ 5 23 ″ 0	
238 HLKJ	**Lanzarote** *J.Ruiz* –12 *Elec.light*	**SteelScSr** *ss*LaP.No.1–16 1 *Dk*&*Shelter dk*(*Teak*)	475 270 189	✠100A1 *Shelter dk with freeboard* 8.16 ✠LMC8,16	LaP	*h*	8,16	1912 3mo	Smith's DockCo.Ld. Middlesbro' *Lloyd's*&*CP*	Cia.de Vapores CorreosInterinsularesCanarios *WB*=*Cell DBa*33′	160·0|25·9|10·4 FK *uE*14′*f* 66′ 87*t FPT*	LasPalmas Spanish	T.3Cy.13″,22″&36″–26″ (*s*) 180lb *100lb* 100NHP 1SB,*3cf*,GS57,HS1940 Smith'sDockCo.Ld.Mdb.	18 ″ 3 *s* 7 ″ 7½ 11 ″ 0	
239 5745 JVLD	**Lao** *G.Malmsjö*12–15 (*ex*Hyllos,*ex*Craigneuk) *ss*Mmo.No.2–15 1 *Dk*(*Stl*)2*trB*&*deep framing*	**SteelScSr** *ss*Bry.No.3–7,07	2540 2360 1510	✠100A1 *Spar dk* *withfreeboard* 6,14 12,15 ✠LMC10,16	Mmo	*t*	10,15	1898 11mo	A.Rodger &Co. Pt.Glasgow A&CP	Rederiaktieb. Nordstjernan (A.A.Johnson, *Mgr.*) *WB*=	314′4|44′0|20′8 P29′B79′F29′ FK *CellDBa* 102′ *f* 130′	Stockholm Swedish	T.3Cy.20″,34″&58″–42″ (*s*) 200lb *100lb* NDB12 241NHP 2SB,*6rf*,GS98,HS3590 Hall-Brwn,Buttery&C.Gls	23 ″ 3 *s* 3 ″ 11 19 ″ 8	
240 131442 HWCV	**Laomedon** *A.E.Dodd* –16 *Elec.light*	**SteelScSr** 2 *Dks*	6693 5554 4268					1912	Workman, Clark&Co.Ld Belfast	ChinaMutualStm. Nav.Co.Ld.(A. Holt&Co. *Mgrs.*)	443·0|52·8|32·1 P50′B162′F52′ *WB*	Liverpool British	T.3Cy.30″,50″&83″–60″ 532NHP Wrkman,Clark&Co.LdBel		
241 HBDQ	**Lapa** (*ex*Sparta, *ex*Tagus)	**IronScSr** *ss*Shl.No.3–9,90 *ss*B.As.No.2–98 1 *Dk*&*Spar dk*3*trB*	1366 1250 805	✠ *Spar dk* 3.03 ✠NB88 ✠	B.As	*n*		1872 9mo	ColeBros. Newcastle	LloydNacional	229·0|30·4|16·6 23·4 ptND90 BK8″ 4 *BHCem* *WB*= *DBa*&*f* 151′	R.Janeiro Brazilian	C.2Cy.25″&50″–24″ 102NHP 1SB.*3pf*,GS54,HS1485 J.&W.Dudgeon,London	24 ″ 5	V
242 HLKJ	**Lapad** *V.Svilokos*09–11 (*ex*Recina)	**SteelScSr** *ss*Fiu.No.3–4,12 1 *Dk*(*Stl*)2*trB* &*deep framing*	2535 — 1604	✠ —— 8,16 *Spar dk* *withfreeboard* ✠	Shl	*t*		1899 4mo	A.Rodger &Co. Pt.Glasgow	Nav.aVap. "Napried"(R. Negrini, *Mgr.*) *WB*=*Cell*	314·5|43·9|20·7 P29′B79′F29′ FK *DBa*102′ *f* 130′ 583*t*	Trieste Aust.-Hung.	T.3Cy.22½″,37″&61″–42″ NDB14 250NHP 2SB.*6pf*,GS92,HS3162 HallBrwn,Buttery&C.Gls	23 ″ 3	
243 139919	**Lapageria** 1 *Dk*	**SteelScK**	274 240 120	✠100A1 *Stm Trawler* 10,16 ✠LMC10,16	Hul			1916 8mo	Cook,Welt'n&Gemmell Ld. Beverley *Lloyd's*&*CP*	D.Robinson	125·3|22·8|12·2 Q71′F19′ BK8″	Grimsby British	T.3Cy.12¾″,22″&36″–24″ (*s*) 180lb 79RHP 1SB,*3pf*,GS46,HS1355 C.D.Holmes&Co.Ld.Hull	13 ″ 1	
244 13739* JGFW	**Lapland** *W.H.P.Jackson* –17 *Elec.light* 3 *Dks*(*Stl*)&*Shelter dk*(*Stl*) 4*th dk*(*Stl*) *in Nos.* 1, 2 & 3 *holds* *Ref.Mchy.* Sub.Sig. Wireless	**SteelTwinScSr** *ss*Liv.No.2–15	18565 14979 11607	100A1 6,17 ~~8.16~~ ~~BS8,16~~ LMC~~3,16~~ 6,17	Liv	*p*†	~~+8,14~~ ~~+8,16~~ 6,17	1908 4mo	Harland& Wolff,Ld. Belfast *Lloyd's*&*CP*	InternationalNav. Co.Ld. *WB*=	605·8|70·4|37·4 B348′F62′ FK&BK3″ *CellDBa* 152′ *uE*&	Liverpool British	Q.8Cy.32½″,47″,68″&98″–63″ 215lb (*s*) 2343NHP 8DB.*48cf*,GS1048,HS42704 Harland&Wolff,Ld.Bel. 2248*tFPT*99*tAPT*82*t*	41 ″ 0 *s*8 ″ 9½ 32 ″ 10	BT till 8,17
245 96102 LQSN	— *W.C.Wolfe* –14 (*ex*Dauntless, *ex*Ptarmigan) 2 *Dks*(1 *Irn*)*framing*&*pt Irn*	**SteelScSr** *ss*Liv.No.3–7,02 *ss*Liv.No.2–11	1234 995 672	✠100A1 3,14 BS3,14 ✠LMC3,10	Mch	*o*	3,14	1890 4mo	WBThmpson&Co.Ld. Dundee A&CP	The Admiralty	256·0|32·2|15·4 P109′B26′F47′ BK9″ *WB*=*Cell DB*220′168*t*	Liverpool British	T.3Cy.21″,34″&55″–42″ (*s*) 160lb *80lb* NDB01 194NHP 2SB,*6rf*,GS103,HS2866 W.B.Thmpsn&Co.Ld.Dun	18 ″ 3 *s* 2 ″ 7½ 16 ″ 6	
246 VKFN	**Lapponia** *ss*Hfs.No.1–15 *J.G.Burman*96–08 (*ex*Johanna) *Elec.light*	**SteelScSr** *ss*Osc.No.3–10,10 1 *Dk*(*pt Irn*&*pt Stl*) &*Web frames*	1153 880 731	✠100A1 ~~3,17~~ 3,12 5,18 Hfs Gfl ✠NB4,09 ✠LMC~~5,18~~ ~~BS10,16~~ 5,18	Bkn	*n*	~~19,16~~ 5,18	1898 4mo	C'rmichael MacLean&Co Greenock *Lloyd's*&*CP*	Wasa-Nordsjö Angb.AktieBol. (KarlKurtén *Mgr*) *WB*=*CellDBa* 56′	230·1|34·1|14·0 Q79′B59′F27′ FK *uE*15′*f* 96′ 253*t FPT*	Wasa Russian	T.3Cy17¼″27½″&44″–33″ (*s*) 160lb *80lb* 118NHP 1SB,*3pf*,GS54,HS1870 Hutson&Son,Glasgow	16 ″ 0 *s* 1 ″ 5 14 ″ 11	
247 132651 HVCK	**Lapwing** *W.Branthwaite* *Elec.light* 1 *Dk*(*Stl*)&*pt* 2*nd dk*& *Shelter dk*(*Stl*-ws)	**SteelScSr**	1192 916 495	✠100A1 *Shltr dk with freebr'd* 7,15 *Examined* 5,15 ✠LMC12,11	Lou	*n*	~~5,14~~ 5,17	1911 12mo	Mackie& Thomson,Ld. Glasgow *Lloyd's*&*CP* *WB*	GeneralStm.Nav. Co.Ld. =*CellDBa*64′*uE*&	245·3|34·6|14·3 B *on Shelter dk* 64′ BK8½″ *B51′ f* 96 296*t FPT*	London British	T.3Cy.23″,37½″&62″–39″ (*s*) 180lb *80lb* 348NHP 2SB,*8cf*.GS149,HS5260 FD Muir&Houston,Ld.Gls.	16 ″ 6 *s* ″ 8½ 16 ″ 7	
248 118929	— *A.E.Fleming* –14 (*Trawler*)	**SteelScK** 1 *Dk*	217 191 87			…		1904	Cochrane &Sons Selby	LindseySteam FishingCo.Ld. (E.Bacon, *Mgr.*)	115·0|21·5|11·5 Q62′F21′ BK7½″	Grimsby British	T.3Cy.11½″,21″&33″–24″ 60RHP Gt.CentrlCo-opEng.&Ship RepairingCo.Ld.Gms.	12 ″ 4	
249 115771 JKML	— *A Black* –15	**SteelScSr** 1 *Dk*	211 153 78					1903	Scott& Sons Bowling	~~DavidMacBrayne, Ld.~~ J.D.Rodger	135·2|21·2| 9·4 Q43′B35′F43′	Glasgow British *WB*	C.2Cy.19″&36″–27″ 64RHP Hutson&Sons,Ld.Gls.		BT till 5,17
250 102966	— *W.Robinson* –14	**IronScK** *ss*Hul.No.3–9,06 *ss*Hul.No.1–11 1 *Dk*	152 141 63	✠100A1 *Stm Trawler* 7,14 ✠NB9,06 ✠LMC7,14	Hul		4,13	1894 9mo	Cochrane& Cooper Beverley *Lloyd's*&*CP*	~~Pickering&Haldane's Stm.Trawling~~Co.Ld. J.S.Ellis	102·8|20·7|11·0 Q20′ ptND06 BK7½″	Hull British	T.3Cy.11½″,18″&30″–22″ (*s*) 160lb 45RHP 1SB.*2pf*,GS29,HS810 C.D.Holmes&Co.,Hull	11 ″ 10	
251 94026	— *A.K.Ritchie* –11	**SteelScSr** (*Fishing*) 1 *Dk*	124 117 47			…		1896	A.Hall& Co. Aberdeen	A.K.Ritchie	96·0|19·6|10·0 BK7½″	Aberdeen British	C.2Cy.13½″&30″–21″ 45RHP A.Hall&Co.,Aberdeen	10 ″ 7	
252 PJBG	**Lara** *J.M.van't Hoen* *Elec.light* 1 *Dk*(*Stl*)&*Web frames* *Mchy.Aft*	**SteelSc** *Oil Eng.*	916 656 399	✠100A1 ~~4,15~~ ~~9,16~~ 3,18 ~~Lot~~Sng *Carrying Petroleum in bulk* ✠LMC~~8,16~~ 3,18	Rot	*k*	8,16	1915 5mo	Gebr.Pot Bolnes A&CP	Nederl.Indische Tankstoomboot Maats.	190·0|32·7|13·2 Q61′F20′ FK *WB*=*APT*15*t*	s'Gravenhage Dutch	Oil Engines 4S.C.SA 6Cy.15¾″–27½″ 98NHP 9*BHptCem* Werkspoor,Amsterdam	14 ″ 0 *s* 1 ″ 6 12 ″ 9	
253 NGWQ	**Larache** *H.Ross*10–11 *Elec.light*	**SteelScSr** 1 *Dk*	1798 1593 1088					1910	Schiffsw. v. H.KochA.G. Lübeck	Oldenbrg-Portug. Dmpfsch.Rhed.	277·7|39·2|17·9 P&B220′F35′ *WB*	Oldenburg German	T3Cy22 1/16″35 1/16″&53⅛″-33 7/16″ 163NHP OttenenerMchFabAltona		G
254 136868 JFLG	**Laranah** *Phillips* –15 (*ex*IslandQueen) *Well deck Mchy.Aft*	**SteelSc4MstSr** 1 *Dk*(*Stl*)	701 510 312	✠100A1 ~~6,17~~ 6,16 ✠LMC4,14	Mel	*j*	~~6,16~~ 8,17	1914 4mo	N.V.Schpb de Merwede Hardinxveld *Lloyd's*&*CP*	Holymans,Ld. *WB*=*Cell*	180·0|28·1|12·3 Q105′B11′F23′ FK *DBf* 103′ 147*t FPT*	Melbourne British	T.3Cy.14″,22½″&37″–24″ (*s*) 180lb 99RHP 2SB,*4pf*,GS63,HS1900 Lidgerwood,Ld.Glasgow	14 ″ 6 *s* ″ 8½ 14 ″ 0	
255 102180 NQOR	**Larchgrove** *W.Palmer* –17 (*ex*Prado, *ex*Saxony) *Web frames*&*pt Awng dk*(*Irn*)	**SteelScSr** *ss*Bry.No.3–10,06 *ss*Hpl.No.2–15 1 *Dk*(*pt Stl*&*pt Irn*)&	2430 1799 1553	✠100A1 *pt Awng dk* *withfreeboard* ~~6,17~~ 7,15 MS~~6,16~~ ✠LMC BS~~6,16~~ 9,17	Hpl	*s*	~~7,16~~ 9,17	1894 12mo	SirR Dixon &Co. Middlesbro' A&CP	S.S.MaryCo.Ld. (Alexander&Mair, *Mgrs.*) *WB*=*CellDBa*90′*uE*	294·9|41·3|17·9 P27′Q82′ *pt Awng dk*186′ FK 5 *BHCem* 16′*f* 118′483*t*	Glasgow British	T.3Cy.23″,37″&61″–42″ (*s*) 160lb *120lb* NDB10 246NHP 2SB,*6cf*,GS104,HS3760 Blair&Co.Ld.Stockton	20 ″ 3 *s*8 ″ 1½ 19 ″ 8	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Grément, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.
256 106656	**Larchwold** *J.F.Grant* –17	**IronScK** (*Trawler*) 1*Dk*	129 119 53			…		1896	Cochrane &Cooper Beverley	NorthwoldSteam FishingCo.Ld. (T.Sowerby, *Mgr.*)	93·5 | 20·5 | 11·0 Q17′ BK7½″	Grimsby British	T.3Cy.10″,16″&25½″–20″ NB10 35RHP Amos&Smith,Hull	11 ″ 10
257 PJBK	**Larenberg** *L.Bakker*09-15 *Elec.light*	**SteelScSr** 1*Dk*(*Stl*)	3265 2945 2003	✠100A1 12,17~~3,17~~ ✠LMC5,15	Ams NYk	*u* ~~13,17~~ 12,17		1915 3mo	A.Vuijk& Zonen Capelle a/d Yssel *Lloyd's SA&CP*	Stoomv.Maats. Hillegersberg (Vinke&Co. *Mgrs*)	326·6 | 48·2 | 22·9 P22′B88′F22′ FK *WB=CellDB*	Amstrdam Dutch	T.3Cy.23½″,38″&64″–42″ (*s*) 180lb *100lb* 290NHP 2SB,*6pf*,GS132,HS4490 G T.Grey,SouthShields	25 ″ 0 s 4 ″ 3½ 21 ″ 0
258 129750 HQTS	**Largo** *C.A.Whincop* –15 *Elec.light*	**SteelScSr** *ss*Sld.No.1–14 1*Dk*(*Stl*)	1764 1559 1026	✠100A1 ~~3,17~~ ~~11,16~~2,17 ~~BS11,16~~ ✠LMC3,14 ~~BS12,17~~	Bry Shl	*q*	~~11,16~~ 8,17	1910 4mo	S.P.Austin &Son,Ld. Sunderland *Lloyd's SA&CP*	PeltonS.S.Co.Ld. *WB=Cell DBa*86′*uE&B*35′	265·0 | 38·1 | 18·5 P24′B53′F25′ FK *f*98′437*t FPT*102*t APT*126*t*	Newcastle British	T.3Cy.20½″,33″&54″–39″ (*s*) 180lb *100lb* 193NHP 4*BHCem* 2SB,*6pf*,GS98,HS2905 G.Clark,Ld.Sunderland	20 ″ 8 s 3 ″ 1 17 ″10
259 107033	**Largo Bay** *A.Craig* –14	**SteelScSr** 1*Dk*	125 117 45			…		1897	Dundee S.B.Co.Ld. Dundee	N.StarStm.Fshg. Co.Ld. (J.A. Harrow, *Mgr.*)	95·0 | 19·3 | 10·0 BK7½″	Aberdeen British	C.2Cy.13½″&30″–21″ 45RHP Cooper&Greig,Dundee	10 ″ 9
260 124163 HKDC	**Largo Law** *R.E.Kellett*07–10 *Elec.light*	**SteelScSr** *ss*Liv.No.2–16 2*Dks*(*Stl*)&deep framings& *Shelter dk*(*Stl*)	3974 3793 2541	✠100A1 *Shelter dk* *with freeboard* 4,18~~12,16~~ ✠LMC1,16 *Carrying Petroleum in bulk*	Cff Shl	*y*	~~1,16~~ 3,18	1907 2mo	W.Dobson &Co. Newcastle *Lloyd's SA&CP*	LawShippingCo. Ld.(T.Law&Co. *Mgrs.*) *WB=CellDB*	379·6 | 50·0 | 25·4 FK *a*118′*uE&B*26′*f*166′	Glasgow British	T.3Cy.26″,42″&72″–48″ (*s*) 180lb 437NHP 6*BHCem* 3SB,*9cf*,GS136,HS5922 FD 814*t APT*45*t* N.E.MarineEngCoLdNwc	28 ″ 0 s 3 ″ 5½ 24 ″ 11
261 141870 KSML	**Larimer** *O.Anderson* –12 *Mchy.Aft* *Elec.light* Wireless	**SteelSc3MstSr** *ss*N.Yk.No.3–10,15 1*Dk*(*Stl*)&*Spar dk*(*Stl*) &*Web frames*	3738 3489 2397	✠100A1 *Spar dk* 3,16 ✠LMC10,15 *Carrying Petroleum in bulk* *Fitted for oil fuel* 6,03	NYk	*w*	10,15	1903 6mo	New York S.B.Co. Camden,N.J. A&CP	GulfRefiningCo. *WB=Cell DBu B*26′ 80*t FPT* *F.P. above* 150°F.	352·5 | 46·4 | 19·2 P34′B28′F43′ 26·2 FK	Pt.Arthur Utd.States 14*BHCem* 117*t APT*46*t*	T.3Cy.25″,42½″&72″–48″ (*s*) 200lb *100lb* 455NHP *Water Tube* DB 2SB,*8cf*,GS156,HS6070 FD NewYorkS.B.Co.Camden	
262 99184 MJVP	**Lark** *ss*Flt.No.3–2,03 *ss*Flt.No.1–08 1*Dk*	**IronScK** *Stm Trawler*	133 125 48	✠ 5,08	Flt			1891 9mo	R.Dixon &Co. Middlesbro'	J.E.DuBern&Co.	96·5 | 20·3 | 10·6 Q20′F19′ BK7½″	Rangoon British	T.3Cy.11″,17″&28″–21″ 1SB,*2pf*,GS22,HS820 50RHP 3*BHCem* N.E.MarineEng.Co.Ld.Sld	11 ″ 8
263 125075 HLQS	**Lark II.** *J.W.Debnam* –12 (*ex*Lark)	**SteelScK** *ss*Flt.No.1–11 1*Dk*	280 248 123	✠100A1 *Stm Trawler* 7,14 BS9,16 ✠LMC8,11	Gms		2,14	1907 10mo	Earle'sCo. Ld. Hull *Lloyd's SA&CP*	GrimsbySteam FishingCo.Ld. (G.E.J.Moody, *Mgr.*)	135·0 | 23·0 | 12·1 Q72′F23′ BK8″	Grimsby British	T.3Cy.12¾″,22″&36″–27″ (*s*) 180lb 88RHP 4*BHCem* 1SB,*2cf*,GS36,HS1560 Earle'sCo.Ld.Hull	13 ″ 0
264 104505 NMTW	**Larne** *E.Foster* –16 (*ex*Aldenham, *ex*Nineveh) *Ref.Mchy.* *Elec.light* Sub.Sig.	**SteelScBkn** *ss*Syd.No.3–5,07 *ss*Syd.No.2–15 2*Dks*(*Stl*–1ws)&*Spar* *dk*(*Stl*–teaks)	3808 3448 2410	✠100A1 *Spar dk* 3,17~~6,16~~ ✠LMC10,15 Lloyd'sRMC3,17 ~~C&~~ ~~10,16~~ BS12,16 ~~5,18,15~~	Lon	*w*	1,16	1894 10mo	R.Napier& Sons Glasgow *Lloyd's SA&CP*	ZurbaranSSCoLd (MacAndrews& Co.Ld., *Mgrs.*) *Cell D Bu E&B*72′*f*40′428*t*	365·0 | 45·1 | 20·4 B80′F42′ 28·5 BK9″	London British 7*BHCem* *APT*100*t*	T.3Cy.28½″,42″&70″–54″ (*s*) 160lb *120lb* 418NHP 2DB,*12rf*,GS241,HS7146 R.Napier&Sons,Glasgow	32 ″ 4 s 7 ″ 2½ 26 ″ 4
265 82664 TNBL	**Larpool** *G.R.Fisher* –09 *Well deck*	**IronScSr** *ss*Cff.2ndNo.3–12,05 *ss*Cff.No.2–14 1*Dk*(*Irn*–ws)2*trB*	1255 1000 783	✠100A1 ~~3,17~~ ~~11,16~~ ~~BS12,16~~ ~~MS10,13~~ ~~LMC~~ MS10,14 ~~LMC~~ ~~BS12,16~~ ✠LMC ~~BS12,17~~	Cff	*o*	12,16	1880 8mo	JLThomp-son&Son Sunderland A&CP	~~B.Jenkins&Co.~~ S.Instone&Co.Ld. *WB=D Ba*65′*f*54′258*t FPT*	240·3 | 33·5 | 17·2 Q88′B46′F26′ BK8½″	Whitby British 5*BHCem* 38*t APT*15*t*	C.2Cy.29″&55″–36″ (*i*) 75lb ~~Feth~~ NDB92 145NHP 2SB,*4pf*,GS60,HS2526 J.Dickinson,Sunderland	18 ″ 6 s 2 ″ 2 17 ″ 5
266 HRTV	**Larrasquitu** *Bengoechea* *Mchy.Aft*	**SteelSc** 1*Dk*	437 394 217					1912	Cia.Euskal-duna Bilbao	Cia.delFerrocarril deBilbao a Portugalete	151·2 | 27·2 | 11·3	Bilbao Spanish	T.3Cy.12″,20″&32″–23″ 49NHP MacColl&Pollock,Ld.Sld.	
267	**Larrea**	**SteelSc** 1*Dk*(*Stl*)	*132* *126* *5*	✠ *For Towing purposes* 10,11 ✠	B.As			1911 6mo	GooleS.B. &RepgCo.Ld. Goole	Cia.Argentina de Nav.(Nicolas Mihanovich)Ltda.	80·0 | 22·0 | 11·7 BK6″ *WB=FP T5t APT1t*	Bns.Ayres Argentine 3*BHCem*	T.3Cy.13½″,22″&37″–24″ 93NHP 1SB,*2cf*,GS47,HS1700 Earle'sCo.Ld.Hull	12 ″ 3
268 1972 JDRT	**Lars Eric** *G.Lundahl* –11 *Mchy.Aft*	**CompScSp** (*ex*Uddeholm, *ex*Mårten) 1*Dk*	189 153 115					1887	P.Larsson Thorskog	G.Lundahl	100·1 | 22·4 | 9·5 P22′ H7*t* F10′	Gothenbrg Swedish	2Cy.11¾″&17½″–15½″ 10NHP P.Larsson,Thorskog	
269 MNKD	**Lars Lea** *B.Krüger*16–16 (*ex*Follo,*ex*Ciscar,*ex*Lissabon)	**SteelScSr** *ss*Ham.2ndNo.3–6,14 1*Dk*(*Stl*)&*Spar dk*(*Irn*)3*trB*	*1530* *1390* *948*	✠100A1 *Spar dk* *with freeboard* 6,16 MBS12,16 ✠LMC6,14	Cff	*q*	12,15	1892 3mo	J.Blumer &Co. Sunderland A&CP	E.G.Lea	250·0 | 33·4 | 13·8 B57′F32′ 21·5 BK8½″ *Cell DB*201′ 266*t*	Bergen Norwegian 4*BHCem* *APT*22*t*	T.3Cy.20″,32″&52″–39″ (*r*) 160lb *100lb* NDB12 185NHP 2SB,*6pf*,GS95,HS3004 G.Clark,Ld.Sunderland	23 ″ 9 s 5 ″ 5½ 19 ″ 2
270 4757 JQNP	**Lars Olof** *J.A.Hernfeldt*15–15	**CompScSp** 1*Dk*	182 148 89					1907	J.Svensson Södra Garn	Ångf.Aktieb. Skattkärr (A.Th. Assmundson *Mgr.*)	99·0 | 22·4 | 9·3 P23′Q31′H6*t*	Gothenbrg Swedish	C.2Cy.9½″&21″–13½″″ 12NHP WilhelmsbergsM.V.Got.	
271	**Larsen** (*ex*Viking)	**SteelScSr** (*Whaler*) 1*Dk*	*126* *123* *45*					1908	Kaldnæs Mek.Værks. Tönsberg		95·7 | 18·9 | 11·2	French	T.3Cy.11″,18″&29½″–24″ 70RHP KaldnæsM.V.Tönsberg	
272	**Las Heras**	**SteelSc** 1*Dk*	*127* *127* *54*			…		1914	GooleS.B. &R.Co.Ld. Goole	Cia.Argentina de Nav. (Nicolas Mihanovich) Ltda.	80·0 | 22·0 | 11·7 BK6″ *WB*	B.Ayres Argentine	T.3Cy.13½″,22″&37″–24″ 93NHP Earle'sCo.Ld.Hull	12 ″ 3
273 10mo	**Las Mercedes** *E.Botto*	**SteelScSr** 1*Dk*	562 446 358	✠ *For River purposes* 10,88	Liv	*j*		1888 10mo	Cnada Wks S.B.&ECo.Ld Birkenhead	E.Arana *WB=DBa*26′&*uB*18′	200·3 | 29·0 | 9·6 B33′F25′ FK 69*t FPT* 34*t APT*5*t*	Bns.Ayres Argentine 6*BHCem*	T.3Cy.15⅝″,25″&41″–30″ NB02 92NHP CanadaWks.Co.(Lim)Bkn	
274 NGWS	**Las Palmas** *R.Schoon*00–11 *Elec.light*	**SteelScSr** 1*Dk*	1740 1545 1055					1911	Schiffsw. v. Henry Koch Lübeck	Oldenbrg-Portug. Dmpfsch.Rhed.	277·7 | 39·2 | 17·9 P&B220′F35′	Oldenburg German *WB*	T.3Cy.22 1/16″,35 1/16″&53⅛″– 33 1/16″ 163NHP OttenserMasch.Fab.Alt.	G
275 *Mchy.Aft*	— *M.Rolon* –16 *Mchy.Aft*	**SteelScSr** *ss*B.As.No.3–2,16 1*Dk*(*Stl*)	*423* *351* *241*	✠ A– *For River purposes only* 6,17 ~~2,16~~ ✠LMC2,16 ~~BS6,17~~	B.As		2,16 6,17	1905 10mo	J Fullerton &Co. Paisley	LaFluvial (A.Carbone)	160·3 | 31·1 | 9·3 F16′ FK *WB=FPT*26*t*	Bns.Ayres Argentine 3*BHCem*	C.2Cy.14″&28″–20″ (*s*) 130lb 46NHP 1SB,*2pf*,GS36,HS935 Ross&Duncan,Glasgow	9 ″ 10
276	**Las Villas** *A.Casais* *Elec.light*	**SteelScSr** (*ex*AlavaII.) 1*Dk*	1150 — 756					1906	D.J.Dun-lop&Co. Pt.Glasgow	S.A.Empresa Naviera deCuba	230·0 | 36·1 | 11·2 P146′F37′ *WB*	Havana Cuban	T.3Cy.17″,28½″&47″–30″ 121NHP D.J.Dunlop&Co.Pt.Gls.	C

Now named "Plaston," See No. 26 in Supplement.

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys.	3 Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Dates of Trade Cert.
277 89 JQBN	**Lasareff** *Belikoff* *Elec.light*	**IronScBk** *ss*Lon.No.3–72 2*Dks*3*trB* *Fitted for oil fuel*	1780 — 1033	✠ 11,75	Ply			1863 8mo	Samuda Brs London	**Russian Stm.Nav. & Trading Co.**	260·0 ND72	35·4	24·0	**Odessa** Russian 4*BH*	T.3Cy.21½″,35″&57″–39″ NE&B96 NDB96 203NHP Wllsnd Slpwy Co.Ld.,Nwc.		
278	**Lass o' Doune** *J.Falconer*10–10	**SteelScK** 1*Dk*	92 91 35	✠100A1 *For fishing purposes* 4,13 ✠LMC8,10	Abn		4,13	1910 8mo *Lloyd's*	Hall, Russell & Co.Ld. Aberdeen	**Falconer & Co.**	86·1 BK6″ *W*	18·6	9·0 *B=FPT*5*t*	**Banff** British 3*BHCem*	C.2Cy.12″&30″–18″ (*r*) 130lb 41RHP 1SB,*2pf*,GS27,HS735 Hall,Russell & Co.Ld.Abn.	9″10	
279 62965	**Lass o' Gowrie** *J.Minehane*02–09	**IronScSr** (*ex*Sudsee) 1*Dk*	223 184 136					1877	J.Key & Sons Kinghorn	**Australian Steamships,Ld.** (*Man. Agents*,**Howard Smith,Ld.**)	136·8 Q16*t*	20·2	8·7 *WB*	**Melbourne** British	C.2Cy.14″&26″–20″ 35RHP J.Key & Sons,Kirkcaldy		
280 141853 KQDG	**Lassell** *W.A.Hogan* 2*Dks*	**IronScSr**	1972 — 1225					1879	A.Leslie & Co. Newcastle	**D.H.E.Jones**	302·4	34·2	24·6	**New York** Utd.States	C.2Cy.26″&58″–45″ NB12 188NHP R.Stephenson & Co.,Nwc.		R
281	**Lassie Main**	**SteelScK** 1*Dk*	84 84 31	✠ 5,15	Abn			1910 4mo	Smith's Dock Co.Ld. Middlesbro'	**D.Main**	82·0 BK6″	18·3	8·7 2*BHCem*	**Inverness** British	C.2Cy.12″&27″–16″ 38RHP 1SB,*2pf*,GS30,HS733 Shields Eng.Co.Ld.N.Shl.	9 ″ 6	
282	**Lastenia** *T.Oldomi* (*ex*Formica) (*See Sailing Ship Register*)	**SteelAuxScSk** *Stm.Eng.* 1*Dk*	160 — 128					1898	Schömer & Jensen Tönning	**J.MacLean & Co.**	103·5 P12′Q26′	20·2	8·0 *WB*	**Bns.Ayres** Argentine	C.2Cy.5⅝″&9½″–7⅝″ 2NHP Schömer & Jensen,Tönning		
283 QHWS	**Latona** *C.Bellmer*	**SteelSc** 1*Dk*	649 513 383					1905	Akt.Ges. "Weser" Bremen	**Dampfschifffahrts Ges.Neptun**	179·8 Q54′B43′F19′	28·1	12·6 *WB*	**Bremen** German	T.3Cy.12¼″,19¾″&31½″–21⅝″ 46NHP A.G."Weser," Bremen		G
284	—	**SteelTwinSc** (*Sand Pump Hopper Dredger*) 1*Dk*	390 349 162					1911	Government Dockyard Bilocla,NSW	**New South Wales Government**	166·0	33·0	8·5	**Sydny NSW** British	T.6Cy.8″,13½″&23¾″–10″ Government Dkyd.Bilocla		
285	— *Should be "Lutona," See No. 6 in Supplement*	**SteelScK** *Mchy.Aft* 1*Dk*	170	100A (*Class Contemplated*)				1917	Rennie, Forrestt & Co.Ld. Wivenhoe	**J.Pollock,Sons & Co.**	116·0 Q24′F17′	21·0	10·0	British	Oil Engines 2Cy. J.&CG Bolinders Co Ld Skm		
286 207935 LBQM	**Latouche** *W.Jensen* *Mchy.Aft* *Elec.light*	**SteelScSr** *Fitted for oil fuel* Wireless 2*Dks*	2332 — 1481					1910	Moran Co. Seattle,Wash	**Alaska S.S.Co.**	240·0	41·0	20·0 *WB*	**P Townsnd** Utd.States	T.3Cy.17″,28″&47½″–36″ 135NHP Moran Co.Seattle,Wash.		
287 252	**Latwiga** *K.Reinberg*13–13 *ss*Hpl.2nd No.3–2,02 (*ex*Scandinavien, *ss*Hpl.No.2–10 *Well deck* *ex*Yarm) *Cargo battens not fitted*	**IronScSr** 1*Dk*(*Irn*)2*trB*	1312 1054 803	✠100A1 11,13 ✠NB5,95 ✠LMC MS2,10 BS5,14	Hpl	*o*	11,13	1877 7mo	W.Gray & Co. W Hartlepool	**M.Matison**	247·0 Q84′B122*t*H16*t* F35′ BK8½″ pt ND02 *WB=DB*	32·1	18·3 4*BHCem* *a*65*f*63′240*t*	**Libau** Russian	C.2Cy.26″&54½″–33″ (*s*) 80lb *90lb* NDB11 125NHP 1DB,*4pf*,GS50,HS1920 T.Richardson & Sons,Hpl.	19 ″ 3 s 1 ″ 8½ 18 ″ 5	
288 LGVH	**Lauenburg** *G.Berends*06–13 *Elec.light*	**SteelScK** (*Trawler*) 1*Dk*	226 201 78					1913	J.H.N. Wichhorst Hamburg	**Johs.Thode & N.Ebeling**	116·8 F16′	22·2	10·0	**Altona** German	T.3Cy.12⅝″,20⅛″&32¼″–22 1/16″ 49NHP J.H.N.Wichhorst,Ham.		G
289 HLMP	**Laura** *Stuparich* *Elec.light* *Ref.Mchy.*	**SteelTwinScSr** *ss*Tri.No.1–11 *now* 2*Dks*(*Stl*)&*deep framing*& Wireless *Shelter dk*(*Stl*–ws)	6122 4126 3914	✠ — *Europa,"* *See No. 40 in Supplement* *Shelter dk with freeboard*	Tri	*a*†		1907 Nov	Russell & Co. Port Glasgow	**Unione Austriaca di Nav.(Soc.Anon.)** *WB=* *CellDBa*108′*uE*& *B44′f*158′791*t FPT*	415·3 F76′ FK	49·6	25·1 7*BHCem* 60*tAPT*35*t*	**Trieste** Aust.-Hung FD	T.6Cy.24½″,40″&65″–45″ 767NHP 5SB.*14cf*,GS285,HS11174 J.G.Kincaid & Co.Ld.Grk.	27 ″ 9	
290 PJBS	— *M.Glashower* *Well deck* *Mchy.Aft*	**SteelSc2TwinMsts** 1*Dk*(*Stl*) *Cargo battens not fitted*	1159 866 674	✠100A1 ~~1,17~~ 12,17 Ams ✠LMC3,16	Rot	*n*	5,17	1916 3mo *Lloyd's*	Wilton's E. & Slpwy.Co Rotterdam	**Holland Gulf Stoomv.Maats. (Jos.de Poorter)** *CellDBuB*	230·2 Q131′B13′F24′ 15′*f*159′389*t FPT*	34·0 FK	13·2 4*BHCem* 88*tAPT*48*t*	**Rotterdm** Dutch	T.3Cy 15½″,25½″&41″–36″(*s*) 180lb *100lb* 120NHP 1SB,*3cf*,GS65,HS1982 Wilton's E. & Slpwy Co Rot.	16 ″ 0 s 1 ″ 5 14 ″ 10	
291 NRDG	— *J.Thogersen* 1*Dk*(*pt Irn*&*pt Stl*)&*deep framing*	**SteelScSr** *ss*Ant.No.1–12	787 677 443	✠100A1 8 6 *Examined* 4,17 BS8,16 ✠LMC5,12	Cpn	*l*	8,16	1908 9mo *Lloyd's*	Kjöbnhvns Flydk.&Skbs Copenhagen	**Dmpskselsk. Vesterhavet (I. Lauritzen,** *Mgr.*) *WB=CellDBa*& *uE*68′*f*88′237*t FPT*	211·2 P22′B59′F21′ FK	30·7	13·1 4*BHCem* 39*tAPT*26*t*	**Esbjerg** Danish	T.3Cy.14″,23″&37″–24″ (*s*) 180lb 79NHP 2SB,*4cf*,GS40,HS1300 Kjbnhavns Flydk.&Skbsv.	15 ″ 6 s 1 ″ 9 14 ″ 0	
292 90415 JVWF	— *A.R.Harrison* –16 *Well deck*	**SteelScSr**	641 466 270		...			1885	Aitken & Mansel Glasgow	**L.&S.W.Rlwy.Co.**	207·0 Q114′	26·8 B12′	13·3 F40′	**S'thamptn** British	C.2Cy.33″&64″–36″ NB04 205NHP J.&J.Thomson,Glasgow	13″10	BT till 5,17
293 114308	— *G.Elliott* –17	**SteelScK** *ss*Flt.No.2–13 1*Dk*	280 243 110	✠100A1 *Stm Trawler* 1.16 BS8,16 ✠LMC8,15 MS10,17	Flt		1,16 7,17	1905 2mo *Lloyd's*	Earle's Co. Ld. Hull	**Fleetwood Steam Fishing Co.Ld.**	127·2 Q67′F21′	22·0 BK7″	12·0 4*BHCem*	**Fleetwood** British	T.3Cy.12¾″,22″&36″–24″ (*s*) 180lb 65RHP 1SB,*2pf*,GS33,HS1340 Earle's Co.Ld.Hull	12″10	
294 Rebuilt 1917 HRLO	— *Nicolai Svendsen*15– *Mchy.Aft* (*ex* sailing vessel Ino) (*See Sailing Ship Register*)	**WoodAuxSc3MstSr** *Stm.Eng.* 1*Dk*	175 147 89					1868	Dekke Kragerö	**K.Sandve**	111·3 H27*t*	25·5	9·8	**Tromsö** Norwegian	C.2Cy.11⅝″&25¾″–14⅞″ NE74 NB97 21NHP Laxevaags M.V.Bergen		N
295 NSFT	**Laura Mærsk** ~~*C.Thygesen*~~ (*ex*Laura) *Tougesen* –17	**SteelScSr** ~~*ss*Liv.No.3–11,10~~ *ss*Cpn.No.1–16 1*Dk*(*Irn*)&*deep framing*	2793 2569 1765	✠100A1 4,17 ~~8,16~~ ✠LMC BS7,15 MS2,16 *Now named "Knut Jarl," See No. 20 in Supplement*	N Yk	*u*	8,16	1898 6mo	Irvine's SB & D.D.Co.Ld. W Hartlepool	Dmpsksbsk Svendborg (P.M.Möller *Mgr.*) *WB=CellDB*	324·0 P9′B160′F33′ FK *a*&*uE*124′*f*136′675*t*	46·0	20·5 5*BHCem* *APT*47*t*	**Svendborg** Danish	T.3Cy.24″,38″&64″–42″ (*s*) 160lb *145lb* NDB16 267NHP 2SB,*6cf*,GS89,HS4030 T.Richardsn & Sns.Ld.Hpl.	23 ″ 0 s 3 ″ 3½ 20 ″ 1	
296	**Laura Whalen** *Elec.light* *Mchy.Aft* (*See Sailing Ship Register*)	**WoodAuxTwinSc 5MstSr** *Oil Eng.* *Should be "Laurel Whalen," for full particulars See No. 19 in Supplement*	1372 1201 800	12A1 (*Class Contemplated*)				1917	Cameron-Genoa Mills S.Bdrs.Ld. Victoria,B.C.	**Canada West Coast Nav.Co.Ld.**	240·5 P36′F45′	43·8	18·9	**Vancouver** British	Oil Engines 4Cy16″–20″ J&CG Bolinders Co Ld Skm.		
297 109890	**Laureate** *W.Fairclough* –16 (*ex*Laureado, *ex*Laureate)	**SteelScK** *ss*Abn.No.3–7,10 *ss*Abn.No.1–15 1*Dk*	194 180 77	✠ *Stm Trawler* 10,15 ✠	Abn			1898 10mo	A.Hall & Co. Aberdeen	**Hesketh Steam Trawlers Ld.** (**E.Taylor,** *Mgr.*)	112·0 Q20′	21·2 BK7½″	11·6 4*BHCem*	**N.Shields** British	T.3Cy.12″,20″&33″–24″ 65RHP 1SB,*2rf*,GS31,HS1062 A.Hall & Co.Aberdeen	12 ″ 2	

Numéro d'Ordre / Numéro officiel / Signaux	2 Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant, et lettre d'avertissement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pt.
298	**Laurel**	**IronScK**	138			...		1897	Cochrane& Cooper Beverley	W.Grant	94·0|20·5|10·7	Grimsby	T.3Cy.11″,17″&28″–21″	11 ″ 3
108459	*F.Cook* –14		128								Q17′ BK7½″	British	NB14 40RHP	
	Elec.light (*Trawler*)	1*Dk*	56										C.D.Holmes&Co.,Hull	
299	**Laurentian**	**SteelScSr**	355			...		1902	Cook, Welt'n&Gemmell Beverley	CanadaSteamship Lines,Ld.	149·0|24·0|11·1	Quebec	T.3Cy.13″,22″&36″–27″	11 ″ 10
113641	*J.Boucher* –15	(*ex*KingEdward)	252								Q37′B40′F32′ BK7″	British	84RHP	
TJLS	*Well deck Elec.light*	1*Dk*	155									*WB*	Amos&Smith,Hull	
300	**Lauri**	**WoodAuxScSr**	197					1908	A.Wendelin Lavansaari	ÅngfartygsAktieb Transit	105.3|28·5|10.3	Åbo	Motor	
*	*Wük*	(*Motor*)	—									Russian	C.2Cy9″–11″ NE*fitted*16	
SDCF	(*ex*SailingVessel)	1*Dk*	174										BjörneborgsMek.Werkstad.Björneborg	
	(*See Sailing Ship Register*)													
301	**Laurindo Pitta**	**SteelTwinScK**	271	✠	Brw			1910	Vickers,Ss. &Maxim,Ld. Barrow	BrazilianGovernment	128·0|25·8|12·0	R.Janeiro	C.4Cy.21″&42″–24″	13 ″ 0
	*J.A.Glover*10–10		265	*For Towing purposes*				9mo			BK7″	Brazilian	184NHP	
	Elec.light	1*Dk*	103	9,10 ✠							*WB*=*FPT*		2SB,*6pf*,GS118,HS3300	
													5*BHCem* 18*tAPT*38*t* VickersSs.&MaximLdBrw	
302	**Lauritz Berg**	**SteelScSr**	105					1907	Akers Mek.Værks. Christiania	Akties.Okvator (Chr Castberg, *Mgr.*)	91·6|17·8|10·5	Sandefjord	T.3Cy.11″,18″&29″–18″	
	*H.Hansen*14–14	(*Wholer*)	103									Norwegian	36NHP	
MGHB		1*Dk*	38									*WB*	AkersMek.Værks.Xia.	
303	**Laurium**	**SteelScSr**	582					1896	R.Craggs &Sons Middlesbro'	~~J.&C.Dixon~~ ~~Fusion&Co.Ld~~ Thord'sShipping Co.Ld (J.Slater *Mgr.*)	174·6|27·0|11·9	London	T.3Cy.13″,21″&34″–27″	14 ″ 0
140268	*C.D.Morris* –17	(*ex*Gerd)	443								Q66*t*B25*t*H8*t*F19*t*	British	60RHP	
JPCW		1*Dk*	~~396~~ 337									*WB*	SirC.Furness,Westgarth& Co.Ld.Middlesbro'	
304	**Lautaro**	**SteelScSr**	3476					1897	A.Rodger &Co. Pt.Glasgow	Houlder,Middleton&Co.Ld.	344·9|44·6|26·0	Glasgow	T.3Cy.25″,40″&66″–45″	
108695	*W.Nicholson* –09	(*ex*MaryPark)	3306								P38′B104′F31′	British	292NHP	
PWHG	Wireless	2*Dks*	2230									*WB*	Dunsmuir&Jackson,Gls.	
305	**Lauwerzee**	**SteelScSr**	181					1897	L.Smit& Zoon Kinderdijk	L.Smit&Co.'s Sleepdienst,Ld.	109·8|20·9|13·3	Rottrdam	T.3Cy.13½″,20″&34″–21″	
	G.Visser –12	(*Tug*)	177								B29′F14′ FK	Dutch	160lb HS1733 84NHP	
PJCB		1*Dk*	9										Diepeveen,Lels&Smit,Kdk	
306	**Lauzon**	**SteelSc**	419					1910	G.T.Davie &Sons Levis,P.Q.	LevisFerryCo.	133·3|34·9|11·0	Quebec	C.2Cy.14″&28″–21″	
126843	*Chamberlain*		286									British	CanadianGeneral &ShoeMachineCo.Levis	
		2*Dks*	281											
307	**Laval**	**SteelSc**	287	✠100A1	Mtl			1914	Smith's DockCo.Ld. Middlesbro'	Capt.W.H.Owen, R.E.	120·0|26·0|13·2	Quebec	T.3Cy.16″,26″&43″–30″ (*s*)	14 ″ 0
134499	*M.Yates* –16		261	*For towing purposes*				7mo			FK	British	185lb 158NHP	s 3 ″ 3
	Elec.light	1*Dk*(*Stl*–ws)	124	9,16							4*BHptCem*		1SB,*3cf*,GS60,HS2450 FD	11 ″ 1
				✠LMC7,14				*Lloyd's*A&CP	*WB*=*Cell DB*	*a*19′*uE*25′33*t FPT*	9*tAPT*3*t*		Smith'sDockCo.Mdb.	
308	**Lavardin**	**SteelScK**	251					1911	Smith's DockCo.Ld. Middlesbro'	Dahl&Garrigues	120·0|22·0|11·7	LaRochlle	T.3Cy.12¼″,20″&34″–24″	
	Bigeon –12	(*Trawler*)	—									French	57NHP	
JVRT	*Elec.light*	1*Dk*	71										Smith'sDockCo.Ld.Mdb.	
309	**Lavernock**	**SteelScSr**	2406	✠100A1	Cff	*s*	~~11,16~~	1888	Palmers' Co.(Lim.) Newcastle	Allen,Adams&Co. Ld.	275·0|40·3|20·9	Cardiff	T.3Cy.20½″,35″&58″–42″ (*r*)	23 ″ 5
95162	*W.Kemp* –16	~~*ss*Cff.2ndNo.3–6,08~~	1869	12,17 ~~8,14~~	Sld		8,17	8mo			Q105′B107′F34′ FK	British	160lb *100lb* NDB13 226NHP	s 2 ″ 0
KWGS	~~*ss*~~Sld.3rdNo.3–12,17 ~~*ss*Sld.No.1–11~~		1496								~~*WB*=*Cell DB*~~		2SB,*6cf*,GS99,HS3523	21 ″ 9
	Well deck	1*Dk*(*Stl*)2*tr B&W frames*		✠LMC~~11,16~~ 12,15				*Lloyd's*A&CP		*Cell DB*2	*Asp.pt Cem*		Palmers'Co.(Lim.),Nwc.	
310	**Laverock** *J.Phillips* –18	**SteelScSk**	1199	✠100A1	Lon	*p*	~~8,14~~	1909	AilsaS.B. Co.Ld. Troon	GeneralStm.Nav. Co.Ld.	240·2|34·1|14·7	London	T.3Cy.22″,35″&59″–39″ (*s*)	17 ″ 0
129042	~~*OsbVivid* –17~~	*ss*Lon.No.1–14	886	*Shelter dk*			8,17	9mo			BK7½″	British	170lb *80lb* 251NHP	s ″ 8
HPTK	*Mchy.Aft* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*–ws)		564	*with freeboard*									2SB,*6cf*,GS116,HS4180	17 ″ 1
	Elec.light	&*deep framing*		8,17 ~~8,14~~	BS~~2,17~~ 4,18			*Lloyd's*A&CP			4*BHCem*		AilsaS.B Co.Ld.Troon	
		Lower dk in No. 1 *hold*		~~BS11,16~~ ✠LMC8,14							*WB*		=*Cell DBf*138′209*tFPT*24*t*	
311	**Lavinia**	**SteelScSr**	1049					1902	Sunderlnd S.B.Co.Ld. Sunderland	A.Kirsten	224·7|33·0|15·2	Hamburg	T.3Cy.16″,28″&44″–33″	
	Joh.Schoone		910								P&B133′F28′	German	111NHP	
RMNB		1*Dk*	586										N.E.MarineEng.CoLd.Sld.	
312	—	**SteelScSr**	419	✠100A1	Bel	*g*	1,17	1890	AilsaSBCo Troon	JohnKellyLd. (S.Kelly, *Mgr.*)	142·0|25·7|12·4	Dublin	T.3Cy.14½″,22½″&36″–27″	12 ″ 11
95328	*T.M.Gavock* –17	*ss*Bel.2ndNo.3–1,17	297	1,17				7mo	A&CP		P12′Q58′B12′F19′	British	160lb *100lb* NDB05 70RHP	s ″ 8
LVBH		1*Dk*(*Irn&Stl*)	171								ptND5 BK7″		1SB,*2rf*,GS32,HS1216	13 ″ 0
	Well deck			✠LMC1,17							*WB*=*D Ba* 26′23*tFPT*		27*tAPT*12*t* W.Kemp,Glasgow	
313	—	**IronScK**	198	✠	Gms			1900	Cochrane& Cooper,Ld. Selby	LindseySteam FishingCo.Ld. (E.Bacon, *Mgr.*)	112·0|21·0|11·5	Grimsby	T.3Cy.12″,19¾″&32″–23″	12 ″ 3
113182	*A.East* –11		178	*Stm Trawler*				6mo			Q48′F22′ BK7½″	British	NB08 55RHP	
		1*Dk*	83	11,03 ✠									1*BHCem* C.D.Holmes&Co.Hull	
314	**Lawoe**	**IronScSr**	2506	✠	Bom	*t*		1881	R.Dixon &Co. Middlesbro'	DadaMiaKhandwani	324·0|36·8|25·3	Bombay	Q.4Cy.22″,30¾″,43″&63″–36″	
Missing	*C.A.deLorme* –16	*ss*Bom.2ndNo.3–6,07	2160	~~10,15~~				10mo			P92′B78′	British	NE&B94 238NHP	
TBWV		*ss*Bom.No.1–11	1817								len94 BK10″		2DB,*8rf*	
	Elec.light (*ex*ZuidHolland)	3*Dks*(1*Irn*)									*WB*=*I*		5*BHCem* *Bu*E54′119*t*	
													Kon.Maats.DeSchlde,Fls.	
315	**Lawrenny Castle**	**SteelScK**	256	✠100A1	Sws		N6,16	1908	Smith's DockCo.Ld. NorthShields	CastleS.Trwlrs.Ld (C.Heron, *Mgr.*)	125·5|22·1|12·1	Swansea	T.3Cy.12½″,21″&35″–26″ (*s*)	13 ″ 0
124723	*E.A.Sheldon* –14	*ss*Sws.No.1–12	228	*Stm Trawler*				2mo			Q74′F19′ BK7½″	British	180lb 80RHP	
		1*Dk*	101	3,14							*WB*=		1SB,*3pf*,GS51,HS1418	
				~~BS3,14~~ ✠LMC5,12				*Lloyd's*A&CP			*DBf*26′15*t*		ShieldsEng.Co.Ld.N.Shl.	
316	**Laxen**	**SteelSc**	150					1896	G.Seebeck A.G. Geestemünde	Häller&Odenberg	105·9|21·0|10·2	Smögen	C.2Cy.17⅛″&32⅝″–22″	
5707	*C.P.Strannel*5–15	(*Trawler*)	140									Swedish	42NHP	
JVGQ	(*ex*Schillig Hörn)	1*Dk*	40										G.SeebeckA.G.Gstemnde.	
317	—	**IronSc**	108					1865	MotalaCo. Motala	W.Blomberg	101·6|16·1| 6·5	Hernösand	1Cy.12¾″–21½″	
2798	*P.Edin* –15	(*ex*Furusund.	56								Q33′ B35′ H8*t*	Swedish	6NHP	
JGHF	*ex*Rådmansö,*ex*SvenRinman)	1*Dk*	70								F18′		MotalaCo.,Motala	
318	**Laxton**	**SteelSc3MstSr**	1017	✠100A1	Goo	*m*	10,16	1905	DublinDkyardCo. Dublin	WetherallS.S.Co. Ld.(J.H.Wetherall, *Mgr.*)	220·0|34·1|13·1	Goole	T.3Cy.17″,27½″&44″–33″ (*r*)	15 ″ 6
117525	*C.S.Hill*05–10	*ss*Dub.No.2–13	769	10.16				2mo			Q107′B14′F27′ FK	British	180lb *75lb* 127NHP	s 1 ″ 6½
HCKM	(*ex*Lillebonne)	1*Dk*(*Stl*)&*deep framing*	508	~~BS3,15~~ ✠LMC12,15				*Lloyd's*A&CP	*WB*=*Cell*	*DBf*134′231*t FPT*	117*tAPT*10*t*		1SB,*3cf*,GS63,HS2055	14 ″ 3
	Well deck Elec.light	*Mchy.Aft*											Ross&Duncan,Glasgow	
319	**Lázaro**	**IronSc**	408					1862	..... England	M.Campos	172·9|23·0|14·4	Ceuta	C.4Cy.13″&28″–24″	
	C.E.Andres	(*ex*Besós)	375									Spanish	NB91 64NHP	
HRVM			277											

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / *Master.* / *Late Name if any.* / Special Surveys. No. of Decks, &c.	3	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 Built. By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of L.R. Certificate.
320 7 QDSM	**Lazio** *G.Scudera* 07–08 (*ex* Mecklenburg)	**SteelScSr** 1 *Dk*	141 — 76					1898	Nüscke& Co. Stettin	**Soc.Ital.di Nav. Maritt.e Fluviale**	120·6 B10′	19·3	7·3	**Rome** Italian	C.2Cy.11½″&20½″–13½″ KetteDeutsche 13NHP Elbschifffhrts.Ges.Uebigau		
321 JVQT	**Le Bar** *Laurent* –07 (*ex* Marrs) (*Trawler*)	**IronScK** 1 *Dk*	147 143 47			…		1891	Cochrane, Coopr& Schofield Beverley	**Poret,Lobez&Co.**	100·8 Q19′	20·5 BK7½″	11·0	**Boulogne** French	C.2Cy.16½″&33″–22″ 50NHP C.D.Holmes&Co.Hull	11 ″ 10	V
322 JVQT	**Le Charles Despeaux** *E.Lajouveigne* –10 *ss* Bdx.No.1–17 *ss* Bdx.2nd No.3–3,13 (*ex* Welshman)	**IronSc** 1 *Dk* (*Irn*)	72 64 1	✠ A1 8,17 ~~H,14~~ *For Towing purposes* ~~887,15~~ ✠LMC5,15	Bdx		~~3,13~~ 8,17 *Lloyd's* ~~A&CP~~	1894 6mo	Cook, Welt'n& Gemmell Hull	**Fenaille et Despeaux**	76·5	17·0 BK5½″	7·4	**Bordeaux** French	C.2Cy.14½″&31″–20″ (*s*) 125lb 44NHP 1SB.2*pf*,GS27,HS780 Tindall&Co.,Hull	8 ″ 0 s ″ 10 7 ″ 8	
323 103147	**Le Colon**	**WoodPad** 1 *Dk*	173 99 109					1894	H.J. Beemer Roberval	**QuebecDevelopmentCo.Ld.**	78·8	23·8	4·4	**Quebec** British	1Cy.13″–12″ 11RHP Carrièr,Lainé&Co.,Levis		
324 104289 PBGN	**Le Coq** *A.Howe* –16 *Mchy.Aft* *Carrying Petroleum in bulk* *Elec.light*	**SteelSc3MstSr** 2 *Dks*	3419 3056 2136					1895	Armstrong Mitchell&Co. Ld Newcastle	**LeCoqS.S.Co.Ld. (Lane&Macandrew,Ld.)**	330·0 P83′B22′F44′	42·7	28·4	**Newcastle** British *WB*	T.3Cy.24″,40″&64″–48″ NB06 284NHP WllsndSlpwyCo.Ld.,Nwc.		V
325 JHTR	**Le Croyant** (*ex* Adirondack)	**SteelScSr** *Well deck* *Mchy.Aft* 1 *Dk*	*2167* *1896* *1415*					1888	Aitken& Mansel Glasgow	**Govt.of Hayti**	290·4 B54′ F28′	37·0	24·5	**P.auPrnce** Haytian	T.3Cy.25″,41″&67″–42″ 291NHP J.&J.Thomson,Glasgow		
326 JVRN	**Le Crozon** *LeChevalier* –13	**SteelSc** 1 *Dk*	159 129 37					1910	A.Blasse et Fils Nantes	**Soc.Anon.des VapeursBrestois**	107·8	20·0		**Brest** French	T3Cy 12⅜″20⅜″32⅜″–19⅛″ 46NHP Mancour,Nantes		V
327 JHTR	**Le Gabon** *Charmasson* –12 (*ex* East Coast. *ex* Hanbury) *Well deck* *Mchy.Aft* 1 *Dk*	**SteelScSr**	498 384 212			…		1895	BlythS.B. Co.Ld. Blyth	**ChargeursRéunis**	170·0 Q84′B9′F21′ FK	26·0 *WB*	10·2	**Conakry** French	C.2Cy.21″&42″–30″ NB16 81NHP Wstgrth,English&Co.Mdb	12 ″ 7	
328 JVRS	**Le Gard** *Rollin* *Elec.light*	**SteelScBn** 2 *Dks*	1658 — 829					1890	Soc.Cockerill Hoboken	**Cie.Générale Transatlantique**	286·9 P39′ H63′ F33′	35·6	24·4	**St.Nazaire** French	T.3Cy.22½″,36″&57½″–43″ NB05 217NHP Soc.Cockerill,Seraing		V
329 TGBQ	**Le Maire** *Elec.light*	**SteelSc** 2 *Dks*	3025 2517 1893					1908	Maats. Fyenoord Rotterdam	**Koninkl.Paketv. Maats.**	325·5 P40′B104′F40′	44·0	22·3	**Batavia** Dutch *WB*	T.3Cy.22″,36½″&60″–42″ NB10 233NHP Maats.Fyenoord,Rot.		V
330 KHWL	**Le Morbihan** *Nicolai*	**SteelScSr** 1 *Dk* 2 *tr B*	1110 960 589					1887	Hawthorn, Leslie&Co. Newcastle	**Cie.Générale Transatlantique**	231·0 P32′ B56′ F36′	33·3	17·6	**St. Nazaire** French	T.3Cy.20″,32″&53″–36″ NB02 169NHP Hawthorn,Leslie&Co.Nwc		V
331 KLDS	**Le Nord** *Salomon* 06–09 *Elec.light* Sub.Sig. Wireless	**SteelPadSr** 2 *Dks&Spar dk*	1541 — 437					1898	Atel.& Chant.Loire St.Nazaire	**Cie.desChemins de fer du Nord**	337·8	34·9	14·2	**Calais** French	T.3Cy.41″,59″&87″–89″ NB10 714NHP Atel.&Chant.Loire,Nts.		V
332 KNLC	**Le Pas de Calais** *Bouchez* *Elec.light* Sub.Sig. Wireless	**SteelPadSr** 2 *Dks&Spar dk*	1541 — 437					1898	Atel.& Chant.Loire St.Nazaire	**Cie.desChemins de fer du Nord**	337·8	34·9	14·2	**Calais** French	T.3Cy.41″,59″&87″–89″ NB09 714NHP Atel.&Chant.Loire,Nts.		V
333 134138	**Le Progrès** 2 *Dks*	**SteelSc**	465 294 242					1914	G.T.Davie &Sons Levis,Qbc.	**A.C.&G.D.Davie**	126·5	34·2	11·0	**Quebec** British *WB*	C.2Cy.15″&30″–22″ 37RHP Cie.Pontbriand,Ld.Sorel		
334 KNLC	— *V.Barone* 85–02 *Elec.light* *Carrying Petroleum in bulk* *Mchy.Aft*	**SteelTwinScSp** 1 *Dk*	*449* *418* *205*					1892	Armstrong Mitchell&Co Ld Newcastle	**Cie.Universelle du Canal Maritime de Suez**	163·0	26·8	13·3	**PortSaid** Egyptian *WB*	C.4Cy.16″&30″–18″ 64NHP WallsndSlp.Co(Lim),Nwc		
335 KNLC	**Le Radium** (*ex* Yacht) *Elec.light*	**SteelScSr** *ss* Nts.No.1–10	132 — 36	✠ 6,10	Nts			1904	DelaBrosse &Fouché Nantes	**Compania Arrendataria de Tabaco**	105·1 FK *WB=CellDBa*	18·5	8·4 *4BHAsp* 23′*f*20′23*t*	**Carthagna** Spanish	T.3Cy.9¾″,14¾″&23⅜″–14¾″ *Bbuilt00fitted*04 55NHP 1B,GS37,HS1290 De laBrosse&Fouché,Nts.		
336 KNLC	**Le Rhone** (*ex* SaiKong)	**WoodSc** 2 *Dks*	*369* *330* *259*					1897	Kwang Tuck Cheang Hong Kong	**WanKee**	134·6	21·3	8·8	**Canton** French	C.2Cy.15½″&30″–19″ 33NHP KwangHepLuung,HKg.		
337 116226	**Le Roberval** 1 *Dk*	**SteelPad**	126 73 71					1902	T.duTremblay Roberval	**LaBanque Nationale**	85·8	22·5	4·4	**Quebec** British	2Cy.12″–30″ 50RHP F.H.Drolet,Quebec		
338 117112	**Le Roi** *T.J.Kickham* –15 1 *Dk*	**WoodScSr**	196 168 133					1905	T.J.Kickham Vancouver	**T.J.Kickham**	108·3	21·6	12·0	**VancvrBC** British	T.3Cy.11″,20″&32″–23″ *Emade*99 51RHP T.Earle,Hull		
339 JWKP	**Le Rove** (*ex* Maria III.)	**SteelSc** *ss* Mlt.No.1–16 1 *Dk* (*pt Stl*)	117 109 —	✠100A1 *For Towing purposes* 12,16 ✠LMC12,16	Mlt		12,16	1910 11mo	Gebr.Pot Bolnes A&CP	**Entreprise du Canal du Rove (Leon Chagnaud)**	92·1	19·6 BK5″ *WB*		**Marseilles** French	T.3Cy.11⅛″,17⅛″&29⅝″ –14⅜″ 192lb (*s*) 57NHP 1SB,2*cf*,GS35,HS1161 Machinefabriek,Bolnes	8 ″ 8 s 1 ″ 6 7 ″ 8	
340 LCHG	**Le Scorff** *G.Jean* 03–07 *Well deck* *Mchy.Aft*	**SteelScSr** 1 *Dk*	665 440 306			…		1907	Scott& Sons Bowling	**Soc.Bois et Charbons F.LeBrise**	180·0 Q114′B13′F27′ FK	28·1 *WB*	11·1	**Lorient** French	T.3Cy.15″,25″&40″–27″ 99NHP RenfrewBros.&Co.Irvine	13 ″ 3	V
341 LFHG	**Le Tarn** *Robert* –16	**SteelScBn** 2 *Dks*	1658 — 834					1889	Soc.John Cockerill Hoboken	**Cie.Générale Transatlantique**	275·6	35·4	23·1	**St.Nazaire** French *WB*	T.3Cy.22½″,36″&57½″–43″ NB03 217NHP Soc.John Cockerill,Seraing		V
342 LKTQ	**Le Verdon** *Breuil* 13–13 *Elec.light*	**SteelTwinScSr** (*ex* Manche) 1 *Dk&Shade dk*	924 — 161					1897	Forg.&Ch. de la Médit. Havre	**Chambre de Commerce**	269·0 F88′	29·5	15·1	**Bordeaux** French	T.3Cy.23½″,35½″&51½″–25⅜″ 263NHP Forg.&Ch.de la Médit.Hav.		V
343 LKTQ	**Le Wimereux** *P.Lépine* *Elec.light*	**SteelSc** (*Trawler*) 1 *Dk*	261 — 84					1904	Bonn& Mees Rotterdam	**Vidor&Cie.**	135·7	21·9	13·0	**Boulogne** French	T.3Cy.13″,22″&36″–24″ 63NHP Amos&Smith,Hull		V

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Capitaine. Visites Périodiques.	3 Matériaux Gréement, etc Ex-nom, s'il y a lieu. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net	5 Détails de la Classification. Cote.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.
344 135164	**Lea** *ss*Lon.No.1–17 1*Dk*(*Stl*)	**SteelTwinSc** 168 150 —	✠100A1 *For towing purposes* 1,17 ~~6,16~~	Lon ✠LMC19,16 2,17			~~3,15~~ 2,17	1912 12mo	Ferguson Bros. Port Glasgow *Lloyd's*A&CP	Port of London Authority	86·0|22·6|11·1 B24′ BK6″ *WB*=*DTf*7			London British 4*BHAsp* 16*tAPT*24*t*	C.4Cy.19″&40″–24″ (*s*) 120lb 166NHP 1SB,*3cf*,GS67,HS2450 FD FergusonBros.P.Gl.	12 ″ 0 s 1 · 2½ 11 ″ 5
345 118659 HCSP	**Leafield** *W.McCone*10–15 *ss*Shl.No.2–14 1*Dk*(*ptIrn&ptStl*)*&deep framing*	**SteelScSr** 2539 2388 1616	✠100A1 9,16 ✠LMC MS3,14 BS~~3,16~~ 3,17	Npt	*t*	~~2,16~~ 4,18	1905 6mo *Lloyd's*A&CP	WoodSkinner&Co.Ld. Newcastle	Donald&Taylor *WB*=*Cell DBa*80′*uE*30′	313·3|45·0|20·5 P26′B96′F27′ FK *f*136′688*tFPT*109*t*	Newcastle British 5*BHCem* *APT*108*t*	T.3Cy.23″,37½″&61½″–39″(*s*) 180lb *100lb* 266NHP 2SB,*6cf*,GS122,HS4230 N.E.MarineEngCoLd.Nwc	23 ″ 0 s 3 · 8 19 ″ 8
346 12 QDVB	**Lealtà** *A.Cafiero* *ss*Gen.No.3–11,01 (*ex*KnightCompanion) *ss*Gen.No.2–09 *Elec.light* 2*Dks*(*Stl–Uws*)3*trB*	**SteelScSr** 4021 3824 2560	✠ ~~12,14~~ ✠	Gen	*x*		1888 4mo	Palmers Co.Ld. Newcastle	Soc.Anon.Lloyd delPacifico *WB*=*Cell DB*348′990*tAPT*37*t*	400·0|45·3|27·7 P37′B95′F46′ FK *B*348′990*tAPT*37*t*	Savona Italian 6*BHptAsp ptCem* 424NHP 2DB,*12cf*,GS228,HS6810 Palmers'Co.Ld.Newcastle	30 ″ 8
347 139214	**Leam** 1*Dk*	**SteelScK** 236 231 90	✠100A1 *Stm Trawler* 1,17 ✠LMC1,17	Mdb			1917 1mo *Lloyd's*A&CP	Smith's Dock Co.Ld. Middlesbro'	WyreSteamTrawlingCo.Ld.(J.N. Ward&Son,*Mgrs.*)	117·4|22·6|13·1 BK7½″	Fleetwood British 3*BHCem* *DEf*21′13*t*	T.3Cy.12½″,20″&34″–24″ (*s*) 180lb 78RHP 1SB,*3pf*,GS44,HS1440 Smith'sDockCo.Ld.Mdb.	13 ″ 10
348 JPNS	**Leander** *Christensen* 1*Dk*2*trB*&*Web frames*&*ptAwng dk*	**SteelScSr** 2968 2238 1897			…		1892	TyneI.S.B. Co.(Lim.) Newcastle	Akties.Leander (L.Wetlesen)	315·0|40·5|21·1 RFD82′F34 *pt Awng dk*199′ BK10″ *WB*	Chrstiania Norwegian Wllsnd&SlpyCo.(Lim)Nwc.	T.3Cy.23″,38″&61″–45″ 267NHP	23 ″ 7
349 120484 HBSN	— *J.W.Bell* –16 *ss*Cff.No.2–13 1*Dk*(*ptIrn&ptStl*)*&deep framing* *Elec.light*	**SteelScSr** 2793 2606 1792	✠100A1 7,16 ✠LMC7,16 BS7,17	Sou	*u*	~~7,16~~ 10,17	1905 1mo *Lloyd's*A&CP	W.Gray& Co.Ld. West Hartlepool	SheafStmShipping Co.Ld (W.A. Souter&Co.*Mgrs.*) *WB*=*Cell DB a*114′*uE*6′	331·0|47·5|20·1 P27′B176′F34′ FK *B*40′*f*140′905*tFPT*	Newcastle British 5*BHCem* 85*tAPT*74*t*	T.3Cy.~~24½~~ 25″,38½″&64″–42″ (*s*) 180lb ~~80lb~~ 294NHP 2SB,*6cf*,GS108,HS4608 Cen.Mar.Eng.Wrks.WHpl	22 ″ 6 s 2 · 10½ 20 ″ 0
350 QDST	— *U.Ulpts*10–11	**IronScSr** 574 528 338					1883	H.Koch Lübeck	Dampfschifffahrts Ges.Neptun	161·0|25·1|20·0 H33′F23′	Bremen German *WB*	T.3Cy.12″,19½″&31½″–21½″ NE&B00 46NHP Act.Ges.Weser,Bremen	
351 140272 JPDM	**Leasowe Castle** *For full particulars See No. 7 in Supplement* *Elec.light*	**SteelTwinScSr** 9737 7122 5381	100A1 *Shelter dk withfreeboard* (*Class Contemplated*)				1916	Cammell Laird&Co. Ld Birkenhead	UnionCastleMail S.S.Co.Ld.	488·0|58·1|24·7 P45′B291′F99′	London British	Q.8Cy.27½″,39″,56″&80″–54″ CammellLaird&Co.LdBkn	
352	**Leça** *Elec.light*	**SteelScSr** (*ex*Enos) 1*Dk*					1902	Helsingörs Jernsk&Msk. Elsinore	Requisitioned by thePortuguese Government	280·7|40·5|18·2 P23′B167′F30′	Portuguese *WB*	T.3Cy.20½″,35″&57″–39″ 203NHP HelsingörsJernsk.&Mskb.	
353 RLMN	**Lechfeld** *Augustesen* (*ex*Ujest,*ex*Nubia) *Elec.light* *CellSideTanks amidships*&*deep framing at ends* 2*Dks*	**SteelScSr** 3470 3275 2219			…		1900	W.Gray& Co.Ld. W Hartlepool	ContinentaleRhed. Akt.Ges.	336·4|51·0|24·4 P37′B130′F41′ FK *WB*	Hamburg German Cen.Mar.Eng.Wrks.WHpl	T.3Cy.25½″,40½″&67″–45″ 310NHP	26 ″ 11
354 142844 ~~QVH~~ ~~JSPT~~	**Leda** ~~*J.W.Engstrom*~~ *ss*Lon.No.1–13 *Elec.light* 1*Dk*(*Stl*)*&deep framing*	**SteelScSr** 1277 1277 713	✠100A1 11.15 ~~Examined LMC3,15~~ ~~BS8,17~~ 3,15	Cff	*o*	~~11,15~~ 5,18	1908 6mo *Lloyd's*A&CP	Laxevaags Msk.&Jrnskb. Bergen *Cell*	TheShippingController(Gellatly, Hankey&Co *Mgrs.*) *DBa*63′*f* 119′285*t*	229·0|35·2|15·8 P19′B61′F25′ FK *FPT*40*tAPT*51*t*	London British 4*BHptCem ptAsp*	T.3Cy.16″,25½″&43″–30″ (*s*) 175lb *80lb* 113NHP 1SB,*3pf*,GS55,HS1824 LaxevaagsMsk&Jrns.Bgn.	16 ″ 10 s 1 · 9½ 15 ″ 4
355 PJCH	— *D.H.van Wijk* 2*Dks*	**SteelScSr** 1140 923 695					1898	Rijkee&Co Rotterdam	Koninkl.Nederl. Stoomb.Maats.	228·0|32·0|18·4 H55′F27′	Amstrdam Dutch *WB*	T.3Cy.17½″,28″&45″–36″ 121NHP Maats.v S&W Feyenrd,Rot	
356 QHSG	— *E.Kuper*07–09 1*Dk*	**SteelScSr** 594 462 347					1904	Akt.Ges. "Weser" Bremen	Dampfschifffahrts Ges.Neptun	179·8|27·2|11·8 Q52′B43′F22′	Bremen German *WB*	T.3Cy.13″,20½″&33~~½~~″–20~~½~~″ 51NHP A.G."Weser,"Bremen	
357 26 QDVN	— (*ex*Loreto,*ex*Nettuno, *ex*Pertusola)	**IronScSr** 589 548 303	✠ 3,81	Dmb	*j*		1881 1mo	R.Chambers,jun. Dumbarton	Soc.Anon.Siderurgica diSavona	174·8|26·6|16·6 B14′F15′ *WB*=*DBa*41′*f*60′125*t*	Savona Italian 4*BHCem*	C.2Cy.23¼″&45⅜″–30½″ NB97 94NHP M.Paul&Co.Dumbarton	
358	— *O.Braunstein*	**IronPad** 570 503 433					1883	Atel.et Chnt.deLoire Nantes	Nav.aVap. (Vierci Hnos.)S.A.	164·0|24·0|15·5	Asuncion Paraguay'n	C.O.2Cy.23¾″&41½″–39½″ NB10 90NHP DeQuillac,Nantes	
359 KJST	— *M.Martens* –07 1*Dk*	**SteelScLr** 166 156 84					1908	C.Cassens Emden	LeererHeringsfischereiAct.Ges.	99·0|23·0|10·1 Q15′	Leer German	C.2Cy.9$\frac{7}{16}$″&18¼″–12$\frac{19}{32}$″ 10NHP Christiansen&Meyer,Hrbg.	
360 MNGK	**Ledaal** *G.Gjesdal* *ss*Rot.No.3–3,14 (*ex*Kortenaer) 1*Dk*(*Stl*)*&deep framing*	**SteelScSr** 2257 1958 1373	✠100A1 ~~7,17 14,16~~ 1,17 ~~BS7,16~~ ✠LMC5,14 BS7,17 MS4,18	NFL	*s*	8,15 ~~5,16~~ 4,18	1901 8mo *Lloyd's*A&CP	Grngem'th &Greenock Dockyard Co. Greenock	RederiAkties. VestlandskeLloyd (BrodreneOlsen, *Mgrs.*) *WB*=*CellDBa*84′	286·0|43·2|19·0 P25′B57′F27′ FK *uE&B*36′*f*112′580*tAPT*77*t*	Stavanger Norwegian 5*BHCem* 212NHP 2SB,*6cf*,GS150,HS3160 Muir&Houston,Ld.Gls.	T.3Cy.21″,35″&57″–39″ (*s*) 180lb *100lb* 212NHP 2SB,*6cf*,GS150,HS3160 Muir&Houston,Ld.Gls.	21 ″ 1 s 3 · 4½ 18 ″ 1
361 JLNT	**Lederer Sándor** *A.Descovich*96–11 *ss*Fiu.No.2–11 *Elec.light* 1*Dk*(*Stl*)*&deep framing &Shelter dk*(*Stl*)	**SteelScSr** 1249 1026 607	✠ ~~9,14~~ 9,16 ✠ *Shelter dk withfreeboard*	Fiu	*p*		1903 8mo	Grngemt'h &Greenock Dockyard Co. Greenock	Royl.Hungar'nSea Nav.Co.Adria,Ld.	255·0|36·1|14·3 FK *WB*=*CellDBa*67′	Fiume Aust.-Hung. 4*BHCem* 208NHP 2SB,*6cf*,GS108,HS3330 D.Rowan&Co.Glasgow	T.3Cy.18½″,32″&54″–36″ 208NHP 2SB,*6cf*,GS108,HS3330 D.Rowan&Co.Glasgow	16 ″ 6
362	**Ledokol II** (*Icebreaker*) 1*Dk2trB*	**SteelScSr** 485 — 267					1895	Nylands Verksted Christiania	RussianGovernment	127·7|34·5|17·7 B15′F16′	Russian *WB*	C.2Cy.22″&43″–27″ 80NHP NylandsM.V.,Christiania	
363 NACI	**Ledokol III** (*Icebreaker*) *Elec.light* 1*Dk*(*Stl–ws*)2*trB* *&Awng dk*	**SteelScSp** 907 858 152	✠ *Awng dk withfreeboard* 10,99 ✠	Nwc	*j*		1899 10mo	Armstrong Whitworth &Co.Ld. Newcastle	RussianGovernment *WB*=*CellDBuE &B*64′96*tDTf*22′	148·7|42·0|15·2 22·7 FK 69*tFP Tanks* 14*t* & 46*tAPT*45*t*	Odessa Russian 6*BHCem* 312NHP 2SB,*8cf*,GS128,HS5900 Wllsnd.Slpwy.Co.Ld.Nwc	T.3Cy.24½″,38″&61″–39″ 312NHP 2SB,*8cf*,GS128,HS5900 Wllsnd.Slpwy.Co.Ld.Nwc	24 ″ 7
364 ~~Lea~~	**Ledokol V** (*Icebreaker*) *Elec.light* 1*Dk*(*Stl–pt* teak s)	**SteelScSr** 503 411 173	✠100A1 12.16 ✠LMC11,16	PGl	*g*		1916 12mo *Lloyd's*A&CP	Murdoch& Murray,Ld. Pt.Glasgow	RussianGovernment *Cell DB*84′72*tFPT*58*t*	130·0|31·2|14·6 B77′ FK	Russian 5*BHCem* *APT*62*t*	T.3Cy.18″,29″&48″–30″ (*s*) 180lb 189NHP 2SB,*6cf*,GS135,HS3630 Fleming&Fergusn,Ld. Paisley	16 ″ 6

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 Built. By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	11 Breadth.	11 Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of ✠ of Trade Cert.
365	**Ledokol VI.** SteelScSr (*Icebreaker*) 1*Dk*(*Stl-pt* teak s) *Elec.light*	*503* *411* *173*	✠100A1 11,16 ✠LMC11,16	PGl	*g*		1916 11mo	Ferguson Bros.Ld. Pt.Glasgow *Lloyd'sA&CP*	RussianGovernment *Cell*	130·0 B77′ *DB*84′ *72t*	31·2	14·6 *FPT*58*t*	Russian FK 5*BHCem* *APT*62*t*	T.3Cy.18¼″,28½″&48¼″–28″ 180lb (*r*) 186NHP 2SB,*8cf*,GS132,HS3600 FergusonBros.Ld.Pt.Gl.	16 ″ 6	
366	**Ledokol VII.** SteelScSr *B.Chertekoff*05–16 (*Icebreaker*) *Elec.light* 1*Dk*(*Stl*-teak s)	*561* *436* *208*	✠100A1 12,16 ✠LMC12,16	Shl	*h*		1916 12mo	C.Renoldson&Co. S.Shields *Lloyd'sA&CP*	RussianGovernment *CellD*	130·2 B73′ *B*54′ *35t* *DTa*18′ *60t*	30·1	16·1 *DTf*16′ *109t*	Russian FK 5*BHCem*	T.3Cy.19″,31″&51″–33″ (*s*) 180lb 218NHP 2SB,*6cf*,GS122,HS4122 MacColl&Pollock,Ld.Sld.	18 ″ 0	
367	**Ledokol VIII.** SteelScSr (*Icebreaker*) *Elec.light* 1*Dk*(*Stl–pt*teak s)	*503* *411* *181*	✠100A1 2,17 ✠LMC2,17	PGl	*g*		1917 2mo	Ferguson Bros.Ld. Pt.Glasgow *Lloyd'sA&CP*	RussianGovernment *Cell*	130·0 B77′ *DB* 84′ *72t* *FPT*58*t*	31·2	14·6 *APT*62*t*	Russian FK 5*BHCem*	T.3Cy.18¼″,28½″&48¼″–28″ 180lb (*r*) 186NHP 2SB,*6cf*,GS132,HS3600 FergusonBros.Ld.Pt.Gl.	16 ″ 6	
368	**Ledokol IX.** SteelScSr *M.Agricheff* –17 (*Icebreaker*) *Elec.light* 1*Dk*(*Stl*–teak s)	*549* *436* *189*	✠100A1 3,17 ✠LMC3,17	Shl	*h*		1917 3mo	C.Renoldson&Co. S.Shields *Lloyd'sA&CP*	RussianGovernment *CellDB*	130·2 B73′ *B*54′ *35t* *DTa*18′*60t*	30·1	16·1 *DTf*16′*109t*	Russian FK 5*BHCem*	T.3Cy.19″,31″&51″–33″ (*s*) 180lb 218NHP 2SB,*6cf*,GS122,HS4122 MacColl&Pollock,Ld.Sld	18 ″ 0	
369 684	**Ledoryz** SteelScK *C.Govanenko*13–13 1*Dk*(*Stl*)	103 56 47	✠100A1 *For towing purposes* 5,14 ✠LMC12,12	Oda		5,14	1912 12mo	Cochrane &Sons Selby *Lloyd'sA&CP*	OdessaPilotage Association	80·1 BK6″ *WB*	17·1	9·5 *MT*3′11*t*	Odessa Russian 5*BHCem*	C.2Cy.15″&30″–18″ (*s*) 140lb 46NHP 1SB,*2pf*,GS37,HS875 Earle'sCo.Ld.Hull	10 ″ 0 s 1 ″ 0 9 ″ 7	
370 128854	**Lee** IronTwinSc *ss*Dub.2ndNo.3–3,11 *ss*Dub.No.~~4–14~~2–17 1*Dk*	58 58 39	A— *Barge* *For River purposes only* 10,17 ~~2,16~~ ~~BS2,16~~	Dub		~~9,16~~ 10,17	1889 8mo	Ross& Walpole Dublin	A.Guinness,Son& Co.Ld.	80·3 ptND03	15·5 FK	5·9	Dublin British 2*BHCem*	2Cy.10″–14″ (*s*) 1100lb NB89*refitted*17 7RHP 1SB,*1pf*,GS8,HS407 Ross&Walpole,Dublin	6 ″ 5	
371 139195 JNTL	**Lee-Lee** SteelScK *OilEng.* *Mchy.Aft* 1*Dk*(*ptStl*)	140 115 70	✠100A– 2,17 ✠LMC2,17	Wvn			1916 6mo	Rennie ForresttS.B. &D.D.Co.Ld. Wivenhoe	JamesPollockSons &Co.Ld.	89·0 Q24′F15′	19·1 FK	9·1 *FPT*24*t*	London British 3*BHptCem* *APT*5*t*	Oil Engines 2S.C.SA 2Cy.15″–16½″ J&CG Bolinders CoLd.Skm	10 ″ 0 s ″ 9 9 ″ 5	
372 122394	**Leebro** WoodScSp *J.Hunter* –08 1*Dk*	323 267 198					1908	W.Turpel Victoria, B.C.	CrescentShipping Co.Ld. (Green& BurdickBros.Ld. *Mgrs.*)	123·5	28·8	11·1	Vict'riaBC British	C.2Cy.10″&24″–16″ 22RHP Ross&Duncan,Glasgow		
373 108443	**Leeds** SteelScY1 *B.Ellis* –15 *ss*Gms.No.3–8,09 *ss*Gms.No.1–14 1*Dk*	161 148 63	✠100A1 *Stm Trawler* 5,17 ~~9,15~~ ✠NB7,14 ✠LMC7,14	Gms		~~9,15~~ ~~5,17~~ 2,18	1897 1mo	Mackie& Thomson Glasgow A&CP	ConsolidatedStm. Fishing&IceCo. (Gms.)Ld. (J.D. Marsden, *Mgr.*)	104·2 Q17′F19′	20·5 BK7½″	10·7 4*BHCem*	Grimsby British	T.3Cy.10″,16″&27″–20″ (*s*) 180lb 45RHP 1SB,*2pf*,GS26,HS656 Muir&Houston (Lim.),Gls.	11 ″ 7	
374 123198 EMRV	**Leeds City** SteelSc *J.J.Bowen* –16 *Trunk deck* 1*Dk*	4298 3665 2630					1908	Ropner& Sons,Ld. Stockton	~~St.JustS.S.Co.Ld.~~ (W.R.Smith&Son, ~~*Mgrs.*~~) &Sons *Mgrs.*)	355·0 F31′	51·0	26·0 *WB*	Bideford British	T.3Cy.25″,42″&68″–48″ 320NHP Blair&Co.Ld.Stockton		C
375 86734 JKNR	**Leelite** IronSc3MstSr *A.Turnbull* –15 *ss*Shl.2ndNo.3–7,12 (*ex*Ensign) *Mchy.Aft* 1*Dk*(*pt lrn*)	404 261 154	✠ ~~9,17~~ ✠NB3,94 ~~✠LMC7,14~~	Shl	*f*	6,15	1882 11mo	T.B.Seath &Co. Glasgow A&CP	~~North East Shpng. Co.Ld.(G.Elsmie& Son, *Mgrs.*)~~ M.Taylor	155·5 Q54′B7′F22′ len94	23·1 BK6″ *WB*	10·4 4*BHCem* =*FPT*34*t*	Aberdeen British	C.2Cy.16″&34″–28″ (*s*) 90lb 50RHP 1SB.*2pf*,GS35,HS800 J.&T.Young,Ayr	11 ″ 3 ~~9 6½~~ ~~11 4½~~	
376 PJCT	**Leersum** SteelScSr *R.M.Steffens*16–16 *Elec.light* 1*Dk*(*Stl*)	3682 3315 2287	✠100A1 ~~2,17~~ 2,18 ✠LMC7,16	Ams	*w*		1916 8mo	A.Vuijk& Zonen Capelle a/d A&CP Ysel	Stoomv.Maats. Oostzee *Cell*DB310′966*t*	360·0 P27′B101′F27″ *FPT*74*t*	48·3 FK *APT*81*t*	22·8 *rholddispensed with* 5*BHonly Asp*	Amsterdm Dutch	T.3Cy.24½″,40″&67″–45″ (*s*) 180lb 342NHP 3SB,*6cf*,GS144,HS5490 Maats.deSchelde,Flushing	25 ″ 3 s 4 ″ 8 20 ″ 11	
377	**Lefkas** SteelSc (*ex*Neva) 1*Dk*	248 — 156					1896	G.Ansaldo &Co. SestriPnente		134·0	22·2	10·5	Argostoli Greek	C.2Cy.15¾″&30″–22″ 35NHP G.Ansaldo&Co.Smprdrna.		
378 RQM	**Lefkosia** IronScSr *A.Veliotis* (*ex*Prague) *ss*Alx.3rdNo.3–8,08 *ss*Pir.No.2–16 2*Dks3trB*	*1087* *1055* *677*	✠100A– 5,16 ✠NB4,84 LMC5,16	Pir	*n*	5,16	1872 8mo	Barclay, Curle&Co. Glasgow	D.Pavlatos&Co.	244·3 ND96	28·0 BK8½″	20·7 *5BHCem*	Piræus Greek	C.2Cy.31″&54″–39″ (*s*) 60lb *50lb* NDB95 152NHP 2SB,*6cf*,GS94 Barclay,Curle&Co.Gls.	21 ″ 10	
379 RVN	**Legazpi** SteelTwinScSr *E.Agacino* *ss*Cdz.No 3–1,17 (*ex*Zungeru,*ex*Bruxellesville,*ex* Zungeru) 2*Dks*(1*Stl–ptwss&USt*l–ws) *Elec.light* Wireless *&deep framing*	4349 2976 2565	✠100A1 11,17~~16~~ ~~BS5,16~~ BS14,17 ✠LMC ~~MS7,16~~	Bbo Bel	*x*	~~5,16~~ 11,17	1904 7mo	Sir Raylton Dixon&CoLd Middlesbro' *Lloyd'sA&CP*	Cia.Trasatlantica *WB*=*CellD*	375·5 P&B261′F42′ *Ba*102′ *uE*24′ *f*152′	47·0 FK	23·3 *6BHCem* 630*tFPT*31*t*	Barcelona Spanish	T.6Cy.21½″,36″&59″–42″ (*s*) 180lb 589NHP 4SB,*12cf*,GS229,HS8376 FD WllsndSlpwy.Co.Ld.Nwc.	26 ″ 0 s 4 ″ 1 22 ″ 7	
380 DVT	**Legnano** SteelScSr *S.Perna* (*ex*Imbros,*ex*Pelotas) 2*Dks*	2380 2105 1527					1893	Edwards' S.B.Co.Ld. Newcastle	Requisitioned by theItalianGovt. (ItalianStateRlys)	279·5 P19′B75′F36′	38·0	23·3	Italian	T.3Cy.21″,34″&56″–39″ 196NHP G.Clark,Ld.Sunderland		I
381 FRW	**Lehe** SteelSc *L.Dankart* (*Trawler*) *Elec.light* 1*Dk*	184 173 57					1892	G.Seebeck Geestemünde	EmilSöhle	130·7 F21′ len.99	22·0	7·4 *WB*	Gstemnde German	C.2Cy.17″&32″–20″ 38NHP G.Seebeck,Geestemünde		G
382 0424	**Lehigh** IronSc *Mchy.Aft* 2*Dks*	1464 — 1035					1880	Detroit DryDockCo. Wyandotte	LehighS.S.Co. (T.Morrison)	238·2	36·1	15·4	Cleveland Utd.States	C.2Cy.26″&54″–36″ *Emade*97 146NHP H.G.Trout,Buffalo		L
383 1650 QBR	**Lehua** WoodScSr *O.F.Anderson* 1*Dk*	176 126 130					1879	DickieBrs. SanFrancisco	RedSalmon CanningCo. (F.B. Peterson, *Mgr.*)	112·0	24·1	8·1	S.Frncisco Utd.States	C.2Cy.12″&20″–24″ NB86 16NHP RisdonIronWorks,S.Fo.		
384 7995 PRD	**Leicestershire** SteelTwinSc *E.Robin* –16 *ss*Liv.No.2–17 4MstSr *Ref.Mchy.* ~~*ss*Bkn.No.1–14~~ *Elec.light* 3*Dks*(*Stl–Uws*)*& web frames* Sub.Sig. Wireless ~~Carrying 150F.P. below F.P. above 150F. in D.B~~	8059 6305 5034	✠100A1 ~~5,17 5,16~~ 4,18 ~~BS5,16~~ ~~LMC10,13~~ ~~Lloyd's RM 4,16 13~~ *Carrying 0 f.w.F.P. above 150F. in D.B*	Lon	*d†*	P5,16 ~~S4,17~~ S4,18 ~~4,18~~	1909 9mo	Harland& Wolff,Ld. Belfast *Lloyd'sA&CP*	BibbyS.S.Co.Ld. (BibbyBros.&Co., ~~*Mgrs.*~~) *DBa*115′*uE&B*	467·2 P51′B240′F75′ *WB*=*Cell* *B*72′*f*210′1296*tFPT*	54·3 FK	31·7 7*BHCem* 66*tAPT*55*t*	Liverpool British	Q8Cy22″,31½″,46″&65½″–48″ 215lb (*s*) 823NHP 2D&2SB24*cf*GS405HS14094 Harland&Wolff,Ld.Bel.	35 ″ 1 s 7 ″10 27 ″ 8	BT till 5,17
385 LRC	**Leikanger** SteelScSr *D.Garmann*16–16 *Elec.light* 1*Dk*(*Stl*)	*3544* *3315* *2226*	✠100A1 12,16 ✠LMC12,16	Sld	*w*		1916 12mo	R.Thompson& Sons,Ld Sunderland *Lloyd'sA&CP*	H.WestfalLarsen	350·0 P26′B215′F36′ *CellDB*296′796*t*	50·0 FK	22·6 6*BHCem* *APT*130*t*	Bergen Norwegian	T.3Cy.23″,38″&62″–42″ (*s*) 180lb *100lb* 289NHP 2SB,*6cf*,GS122,HS4700 N.E.MarineEng.Co.Ld.Sld	25 ″ 0 s 3 ″ 3 22 ″ 2	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant ex gird. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.
386	**Leima**	IronSc	127 / — / 73					1874	..... Motala	J.Leesman	104·3	18·5	8·3	Reval Russian		
387 104974 PVKC	**Leinster** *W.Birch* –16 Sub.Sig.	SteelTwinScSr 3*Dks* Wireless	2646 2459 1101					1897	Laird Bros. Birkenhead	City of Dublin Stm. Packet Co.	360·0	41·5	27·3	Dublin British *WB*	T.8Cy.(2)29″,(2)45″&(4)48″ –33″ 529NHP Laird Bros., Birkenhead	
388	**—** *Datos*	WoodPad ptIB	111 111 31	✠ *For Tug purposes* 6,69	Shl	7		1869 5mo	Readhead, Softley & Co. S.Shields	H.Fenerdjan	102·6 BK 7½″	18·5 Cl	9·8	Constanpl Turkish	1Cy.36″–54″ 73NHP Readhead, Softly & Co. S Shl	
389 137631	**Leith N.B.** *S.Hall* 11–14	SteelScK 1*Dk*	203 200 87	✠100A1 *Stm Trawler* 1,17 ✠LMC 10,14	Dun			1914 10mo *Lloyd's*	Hall, Russell & Co. Ld. Aberdeen *SA&CP*	Dow&Carnie *WB*=	115·5 BK 7½″ *DB* f 25′ 16 t	22·1 3 *BHCem*	12·2	Granton British *DB*	T.3Cy.12″,20″&34″–23″ (r) 180lb 75RHP 1SB,*3pf*,GS39,HS1377 Hall, Russell & Co. Ld. Abn.	13 ″ 0
390 139108 JMFV	**Leitrim** *S.W.Warren* –16 *Ref.Mchy.* 2*Dks*(*Stl*) & *Shelter dk* *Elec.light* *Cruiser Stern* (*Stl*–ws) *Cargo battens not fitted in Shelter 'tween dks*	SteelTwinScSr	9540 8310 5981	✠100A1 *Shelter dk* *with freeboard* ~~5,10,16~~ ✠LMC 1,16 ✠Lloyd's RMC ~~10,16~~ 4.16	Liv Sou	*d*†		1915 10mo *Lloyd's*	Sir Raylton Dixon & Co. Ld. Middlesbro' *SA&CP*	Union S.S.Co. of New Zealand, Ld. *WB* = *Cell DB* a 112′ *u* E *f* & *B* 85′ *f* 196′	470·0 B188′F49′ *on Shelter dk* FK	60·2	36·3	London British 7 *BHCem*	4 Steam Turbines geared to 2 Screw Shafts 180lb (*s*) 5SB,*20cf*,GS371,HS14710FD Richardsons, Westgarth & Co. Ld Hpl. 1396 t *FPT* 83 t *APT* 125 t	39 ″ 4 s 9 ″ 3 30 ″ 5
391	**Leixões**	SteelScSr (*ex* Cheruskia) 1*Dk* & *Spar dk* 3*trB*	3245 2912 2047	G.L. ~~Lon.3,17~~ ~~Cff.4,17~~ 3,18 (*See footnote**)		…		1890	R.Stephenson & Co. Ld. Newcastle	Requisitioned by the Portuguese Government	339·7 P48′B90′F43′	41·0 26·4	18·9	Portuguese *WB*	T.3Cy.25½″,41″&67″–42″ 291NHP R.Stephenson & Co. Ld. Nwc	28 ″ 11
392 MKDV	**Leka** *S.Schöttelvig* 09–12 (*ex* Zoe) *Well deck*	IronScSr *ss* Bry. No. 3–7,05 *ss* Xia. No. 2–14 1*Dk*(*Irn*) & *Web frames*	1845 1363 1149	✠100A1 6,16 BS6,16 ✠LMC 4.14	Cff	*r*	6,16	1892 6mo	Richardsn, Duck & Co. Stockton A&CP	Dmpsk. Akties. Laly (C.T.Gogstad & Co. *Mgrs.*) *WB* = *Cell DB* 226′	270·4 P27′Q76′B110′F31′ FK	36·6	16·6	Chrstiania Norwegian 4 *BHCem* 392 t *APT* 10 t	T.3Cy.21½″,35″&57″–36″ (*s*) 160lb *80lb* NDB02 193NHP 1DB,*4cf*,GS63,HS2860 Blair & Co. Ld. Stockton	19 ″ 3
393 HRVS	**Lekeitio** *J.Usparicha* 09–13 (*ex* Bertholey) *Well deck*	SteelScSr *ss* Bbo. No 3–4,09 *ss* Bbo. No. 1–14 1*Dk*(*Stl*) & *Web frames*	2272 2099 1367	✠100A1 12,15 BS6,16 ✠LMC 6.14	Bbo	*s*	12,15 7,17	1896 1mo	W.Gray & Co. Ld. W.Hartlepool A&CP	Cia. Nav. Sota y Aznar (Sota y Aznar, *Mgrs.*) *WB* = *DB* a 100′ *f* 118′ FK	300·0 P31′B66′F31′	43·0	20·9	Bilbao Spanish 5 *BHCem* 634 t *APT* 83 t	T.3Cy.22″,35″&59″–39″ (*s*) 160lb 223NHP 2SB,*6rf*,GS105,HS3442 Cen. Mar. Eng. Wrks. W Hpl	22 ″ 1 s 3 ″ 10 18 ″ 7
394 1195 LRBO	**Lelia** *G.Focas* –97 *Mchy.Aft*	SteelTwinScSr (*Barge*) 1*Dk*	571 — 393					1897	Edwards Bros. North Shields	G.P.Souvoroff	206·6 Q46′	31·6	9·6	Rostoff o/D Russian	T.6Cy.10″,16″&25½″–19½″ 58NHP N.E.Marine Eng. Co. Ld. Sld	
395 137012	**Lemberg** *Elec.light*	SteelScK 1*Dk*	275 259 147	✠100A1 *Stm Trawler* 6,15 ✠LMC 11,14	Mdb		6,15	1914 11mo *Lloyd's*	Cochrane & Sons, Ld. Selby *SA&CP*	Lindsey Steam Fishing Co. Ld. (E.Bacon, *Mgr.*)	130·2 Q72′F21′ BK 7½″	22·0	12·6	Grimsby British 4 *BHCem*	T.3Cy.12½″,21½″&35½″–24″ 180lb (*s*) 78RHP 1SB,*3pf*,GS45,HS1400 Amos & Smith, Ld. Hull	13 ″ 4
396 87 HRAD	**Lembit** *Mannapso* (*ex* Illtyd) *Well deck*	SteelScSr *ss* Gmh. 2nd No. 3–3,14 1*Dk*(*Stl*) 2*trB*	1791 1304 1057	✠100A1 3,14 ✠LMC BS3,14 MS7,14	Gmh	*q*	3,14	1889 7mo	T Turnbull & Son Whitby A&CP	J.Linde *WB* = *Cell DB* 216′ 378 t	259·0 P28′Q60′B112′F32′ FK	37·2	16·9	Pernau Russian 6 *BHCem*	T.3Cy.20″,33″&54″–36″ (*s*) 160lb 170NHP 2SB,*4cf*,GS58,HS2480 Blair & Co. Ld. Stockton	19 ″ 4 s 1 ″ 3½ 18 ″ 3
397 173054 MCNP	**Lemery** Señora de Gracia)	WoodScSr (*ex* Cervantes, *ex* Nuestra F&YM1,14	167 — 89					1901	..... Hong Kong	Tarnate & Co.	108·9	29·9	7·6	Manila Utd. States		
398	**Lemnos** *IN PORT DAMAGED (WAR)* (*ex* Karnak) *Elec.light*	SteelScSr *ss* Ham. 2nd No. 3–6,12 2*Dks*(*Stl–Uws*) 3*trB*	2487 2347 1590	✠ 3,14 ✠	Ham	*s*		1888 1mo	Tyne I.S. B.Co. Ld. Newcastle		290·0 B62′F35′ NDS96 BK 10″	40·2	24·5		T.3Cy.24″,37″&62″–42″ NDB02 256NHP 2SB,*8pf*,GS128,HS4111 Wigham Richrdsn & Co. Nwc	27 ″ 0
Sunk war loss	**Lemunda** *P.A.Törnqvist* 13–13 *ex* Vettern)	WoodScSr (*ex* Wettern I.. 1*Dk*	186 143 76					1870	Motala Co. Motala	Aktieb. Lemunda Sandstensbrott (O.Fahlén)	99·4 P26′	22·4	9·2	Lemunda Swedish	2Cy.12″&25⅝″–19½″ 24NHP Motala Co. Motala	
400 113850 TLGJ	**Lena** *H.J.Charters* 03–10	SteelScSr *ss* Bry. No. 3–4,10 2*Dks*(1*Stl* & *Upt Stl* & *pt Irn*) & *Web frames*	4146 3663 2679	✠100A1 12,17 ~~4,16~~ ✠LMC 4,16 BS3,17	Bry Npt	*w*	~~4,16~~ 12,17	1902 7mo *Lloyd's*	J.L Thompson & Sons, Ld Sunderland *SA&CP*	Mercantile S.S.Co. Ld. (E.Hain & Son, *Mgrs.*) *WB* = *Cell DB* a 116′ *u* E 20′ *f* 148′ 834 t	345·0 P37′B108′F30′ FK	48·6	25·9	London British 6 *BHCem* *APT* 133 t	T.3Cy.25″,40″&67″–45″ (*s*) 160lb *160lb* 330NHP 2SB,*6cf*,GS102,HS5381 Richardsons, Westgarth & Co. Ld. Hpl.	28 ″ 5 s 5 ″ 0½ 23 ″ 9
401 119957 HBKL	**—** *R.L.Mitchinson* –16	SteelScSr *ss* Cff. No. 3–9,16 1*Dk*(*pt Irn* & *pt Stl*) & *Web frames*	2463 2254 1583	✠100A1 9,16 MS1,16 ✠LMC DBS5,16 MBS9,16	Cff	*t*	1,16	1904 10mo *Lloyd's*	Craig, Taylor & Co. Stockton *SA&CP*	Whitefield S.S.Co. Ld. (James, Muers & Griffin, *Mgrs.*) *WB* = *Cell D Ba* 100′ *u* E 18′ *f* 126′ FK	306·0 P26′B76′F29′	44·2	20·1	Cardiff British 5 *BHCem* 567 t *APT* 84 t	T.3Cy.22″,36″&58″–39″ (*s*) 160lb *90lb* 236NHP 2SB.*6pf*,GS107,HS3924 N.E.Marine Eng. Co Ld. Sld	22 ″ 6 s 3 ″ 8½ 19 ″ 2
402 HMDF	**—** *K.A.Nyberg* –15 *Elec.light*	SteelScSr 1*Dk* & *Awngdk*	1628 1081 998	*Now named* **Ragunda,** *See No. 39 in Supplement*				1901	Hellerup Skibsværft Hellerup	Rederi Aktieb. Hernodia (H.Hamberg, *Mgr.*)	250·0 P37 t Q85 t H96 t F329 t	36·1	14·3	Hernös'nd Swedish *WB*	T.3Cy.18″,29″&48″–33″ 132NHP Dansk. Maskinfabr. Cpn.	
403 JGCV	**—** *M.Wittenberg* –14 *Elec.light*	SteelScSr 1*Dk*	691 491 397					1910	Stettiner Oderwerke, A.G. Stettin	Neue Dampfer–Co. Act.Ges.	180·2 Q52′B45′F19′	29·0	11·5	Stettin German *WB*	T.3Cy.13⅝″,21 7/16″&35⅝″–25⅜″ 64NHP Stettiner Oderwerke, A.G.	
404 MDTG	**Lena Petersen** *H.Bülow* *Elec.light*	SteelScSr 1*Dk*	1522 1261 943					1906	Akt.Ges. "Neptun" Rostock	Dmpfsch.Ges.Lena Petersen, G.m.b.H. (Otto Zelck)	256·1 Q73′B108′F27′	37·6	16·0	Rostock German *WB*	T.3Cy.17 11/16″,30½″&48″–33 3/16″ 132NHP A.G. "Neptun," Rostock	
405 210769 LCRB	**Lenape** *E.Kemble* *Elec.light* Sub.Sig.	SteelScSr Wireless 3*Dks*	5179 — 3889					1912	Nwprt Nws S.B.&D.D Co. Newprt News	Clyde S.S.Co.	376·7	50·1	20·6	New York Utd. States	T.3Cy.28″,47″&80″–48″ 443NHP Newport News SB & DD.Co.	
406 201528 KTMC	**—** *G.McGoldrick* 10–13 *Elec.light*	SteelScSr (*Tug*) 2*Dks*	637 — 433					1904	J.H.Dialogue & Son Camden, N.J.	Reading Co.	157·7	29·0	17·2	Phildlphia Utd. States	T.3Cy.18″,28″&45″–32″ 114NHP J.H.Dialogue & Son, Camdn	

* This vessel, which was classed in the Germanischer Lloyd, has now been surveyed by the Surveyors to Lloyd's Register.

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material Rig, &c / Master. / Late Name if any. / Special Surveys. No. of Decks, &c	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. — ✝ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned. now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines.	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L. R. Date of Roll of Trade Cert.
407	**Lennart** *F.Trampe* –17 *J.Lilja* 16–16 *ss*Hbg.No.2–16 *Well deck* 1*Dk*(*Stl*)&*deep framing*	Steel Sc Sr 1281 1027 746	✝100A1 8,17 ~~9,16~~ ES8,17	Hbg Gls	*o*	10,16	1908 1mo *Lloyd's*	Cmpbltwn S.B.Co. Campbeltwn *CellDB*	Rederiakt.Vala (O.Hillerström, *Mgr.*)	229·4 Q79′B58′F28′ FK a54′*uE*&*B*33′*f*102′ 315t*APT*95t	35·0	16·0	Hlsngborg Swedish	T.3Cy.18″,27½″&45″–33″ (*s*) 180lb *100lb* 131NHP 1*BHCem* 1SB.*3cf*,GS65,HS2096 Hutson&Sons,Ld.Gls.	18 ″ 3 s 1 ″11 16 ″10	
408 118939 JMQK	**Leo** *J.Maguire* –17	Steel Sc Yl (*Trawler*) 1*Dk* 181 165 69			…		1905	Cochrane& Sons Selby	Grimsby&N.Sea StmTrawlngCoLd	110·0 Q47′F21′ BK7½″	21·0	10·9	Grimsby British	T.3Cy.11½″,18½″&30″–22″ 45RHP GtCentralCo-opEng&Ship RepairingCo Ld.Gms.	11 ″10	
409 TGBF	— *J.Hermansson* 12–12	Wood Sc Sr 123 — 80					1901	..... Åbo	PargasKalkbergs Aktieb.	92·0	25·0	7·3	Pargas Russian			
410	— *J.B.Gournay* 12–12	Iron Sc Dy 105 — 32 (*Trawler*) 1*Dk*			…		1883	T.Charlton Grimsby	Gournay-Boulanger	95·3 Q16′ BK8″	20·2	10·6	Boulogne French	C.2Cy.16¾″&31¾″–20″ NB08 35NHP T.Charlton,Grimsby		V
411 JWBM	**Leon** *Boju* –16	Steel Sc Sr 2401 1741 1538 (*ex*Acacia) 1*Dk*&*deep framing*&*pt Awng dk*			…		1895	W.Pickersgill&Sons Sunderland	Cie.des Vapeurs Nantais	295·0 P27′Q48′ *pt Awng dk* 220′ FK	42·3	17·1	Nantes French	T.3Cy.21⅜″,35″&57½″–39″ 220NHP G.Clark,Ld.Sunderland	19 ″ 6	V
412 997 HBGP	— ~~*Adviser* 04–12~~ *Elec.light*	Steel Sc 185 156 43 *ss*M.Vo.No.1–15 1*Dk*(*Teak*)	✝100A1 *For towing purposes* 12,15	MVo LMC12,16		N12,15	1911 12mo *Lloyd's*	Philip& Son,Ld. Dartmouth	Cia.Carbonifera y Fundicion Schwager	96·6 BK6½″ *WB*=*FPT*5*t*	23·0	10·8	Valparaiso Chilian	C.2Cy 18″&37″–26″ (*s*) 140lb 90NHP 1*BHCem* 1SB.*3cf*,GS68,HS1780 Philip&Son,Ld.Dartmo'th	11 ″ 3 s 1 ″ 7 10 ″ 7	
413	— *Canel* –13	Steel Sc 172 152 63 (*Tug*&*Water Boat*) 1*Dk*					1913	Cia Euskalduna de Const Bilbao	Molins Balverde y Cia.	99·2	22·0	9·2	Vigo Spanish *WB*	C.2Cy.12″&24″–18″ 20NHP McKie&Baxter,Glasgow		V
414 JWBF	**Léon Bourdelles** *Guezennec* 12–12	Steel Sc Sr 217 182 — 1*Dk*					1902	De la Brosse &Fouché Nantes	Adminst. des Ponts &Chaussées	125·8 H—	22·0	10·0	Brest French *WB*	C.2Cy.18⅛″&31½″–23⅜″ Brissonneau 40NHP fils&A.Lotz,Nts.		
415 HRWL	**Leon XIII.** *F.Moret* –15 (*ex*Isla de Cuba,*ex*Taroba) *Elec.light* Wireless	Steel Sc Sr 4640 3975 2721 *ss*Cdz.No.3–7,05 *ss*Cdz.No2–14 3*Dks*(2*Stl*)	✝100A1 6,17 ~~12,16~~ BS12,16 MS11,17	Bbo LMC10,~~15~~	*y*	~~11,15~~ 11,17	1888 5mo *Lloyd's*	A.&J. Inglis Glasgow	Cia.Trasatlantica *WB*=*DBa*88′*f*166′*uE*&	410·4 P50′B162′F51′ ND13	46·1	29·5	Barcelona Spanish 6*BHCem* *B*102′770*t*	T.3Cy.33″,52″&86″–60″ (*s*) 170lb 617NHP 3DB.*18cf*,GS327,HS9681 A.&J.Inglis,Glasgow	31 ″ 2 s 6 ″ 7 25 ″11	
416	**Leon & Tony** *Malerba* (*ex*Swallow) *Well deck* *Mchy.Aft*	Steel Sc Sr 133 — 58 *ss*Ips.No.2–01 1*Dk*(*Stl*)	✝ 4,04	Ips	*a*		1892 4mo	J Fullerton &Co. Paisley	J.Bernheim (Succession Ant. Mazzella, *Mgr.*)	100·0 Q37′B7′F16′ BK6″ *WB*=*FPT*20*t*	20·0	6·9	Oran French 3*BHCem* 1SB,*2pf*,GS24,HS600 T.Reid&Sons,Paisley	C.2Cy.12″&24″–18″ NB3,03 20NHP	7 ″ 7	
417 HRWJ	**Leon Y. Castillo** *P.Bengoechea* 12–12 *Elec.light* 1*Dk*&*Shelter dk*(*Teak*)	Steel Sc Sr 871 478 486 *ss*LaP.No.1–16	✝100A1 *Shelter dk with freeboard* 4,16	LaP LMC4,16	*m*	4,16	1912 3mo *Lloyd's*	W.Harkess &Son,Ld. Middlesbro'	Cia.de Vap.Correos Interinsulares Canarios *WB*=*Cell DBa*33′	210·0 Bon *Shelter dk* 72′ FK *uE*17′*f*95′160t*FPT*	30·0	10·2	L.Palmas Spanish 5*BHCem* 14t*APT*13t	T.3Cy.16½″,27″&44″–28″ (*s*) 180lb 140NHP 2SB,*4cf*,GS74,HS2561 MacColl&Pollock,Ld.Sld.	12 ″ 3 s ″ 6½ 12 ″ 1	
418 128088	**Leonard** *Holloway* –14 *Elec.light* 1*Dk*(*Stl*)&*Web frames*	Steel Twin Sc 3365 3348 1491	✝100A1 *Train Ferry* 7,14	Bkn LMC7,14	*v*		1914 7mo *Lloyd's*	Cammell Laird&Co.Ld. Birkenhead	Canadian Government *WB*=*Cell DBa*	313·0 &*uE*65′ *uB*89′ *f*87′ FK	65·1	20·9	Quebec British 5*BHCem* 739t*APT*45*t*	T.6Cy.23″,35″&55″–33″ (*s*) 165lb 524NHP 8SB,*16cf*,GS350,HS10400 Cammell Laird&Co Ld.Bkn	23 ″ 0 s 7 ″ 6½ 15 ″ 9	
419 207272	**Leonard B. Miller** *Elec.light* *Mchy.Aft* 1*Dk*	Steel Sc 6291 — 4921					1910	American S.B.Co. Cleveland	Miller Transit Co. (W.C.Richardson &Co. *Mgrs.*)	504·0	54·0	30·0	Fairport Utd. States *WB*	T.3Cy.23½″,38″&63″–42″ 257NHP American S.B.Co.Clevelnd.		L
420 15981	**Leonard Brightman**	Wood Sc 133 — 97					1874	..... Bristol,Me.	Fisheries Co.	117·0	19·9	8·6	Greenport N.Y. Utd. States			
421 201959	**Leonard C. Hanna** *Elec.light* *Mchy.Aft* 1*Dk*	Steel Sc Sr 6356 — 4922					1905	American S.B.Co. Cleveland	Mahoning S.S.Co. (M.A. Hanna&Co. *Mgrs.*)	504·0	54·0	30·0	Cleveland Utd. States *WB*	T.3Cy.23½″,38″&63″–42″ 257NHP Detroit S.B.Co.Detroit		L
422 129208 JHQC	**Leonato** *F.L.Manthorpe* –17 *ss*Hul.No.1–13 1*Dk*	Steel Sc K 213 201 85	✝100A1 *Stm Trawler* 6,16 ~~Dec.16~~ BS6,17 ~~LMC5,16~~	Hull BS6,17 LMC5,15		~~6,16~~ 4,18	1909 6mo *Lloyd's*	Cook, Welt'n& Gemmell Ld. Beverley	Hellyers Steam Fishing Co.Ld.	111·4 BK8″ *WB* = *APT*2*t*	22·6	12·2	Hull British 1*BHCem*	T 3Cy.10″,16¼″&27″–24″ (*s*) 200lb 45RHP 1SB,*2pf*,GS25,HS750 Amos&Smith,Ld.Hull	12 ″10	
423 106507 VCSH	**Leonatus** *E.W.Hickey* –15 (*ex*Scarsdale)	Steel Sc Sr 2099 1931 1343 *ss*NNs.No.3–8,16 1*Dk*(*Irn*)&*deep framing*	✝100A1 7,17 ~~8,16~~ BS4,17	NNs Cff LMC11,15	*s*	~~6,15~~ 7,17	1903 7mo *Lloyd's*	Richardsn, Duck&Co. Stockton	Crossburn S.S.Co. Ld. (Clark& Service, *Mgrs.*)	290·5 P25′B82′F30′ FK *WB*=*CellDBa*92′	42·1	19·7	Glasgow British 5*BHCem* *uE*&*B*22′*f*	T3Cy21½″35½″&58½″–39″ (*s*) 160lb *100lb* NDB13 213NHP 2SB,*6rf*,GS89,HS3180 Blair&Co.Ld.Stockton 128′677t *FPT*58t *APT*130t	22 ″ 3 s 3 ″3½ 19 ″ 3	
424 JWBK	**Léonce Reynaud** *H.Peltier* 99–12	Steel Sc Sr 217 182 — 1*Dk*					1902	De la Brosse &Fouché Nantes	Adminst. des Ponts &Chaussées	125·8 H—	22·0	10·0	La Rochlle French *WB*	C.2Cy.17¾″&30¾″–20½″ 36NHP E.de la Brosse&Fouché,Nts		
425	**Leone** (*Tug*)	Steel Sc 107 — 75					1904	Cant.Nav. Siciliani Palermo	Società Marittima Italiana	72·2	19·3	9·5	Genoa Italian *WB*	C.2Cy.14½″&27⅜″–19⅜″ 28NHP R Fonderia Orotea,Palermo		
426 HSGK	**Leonita** *J.B.Aprais* –15 (*ex*Calvocoressis, *ex*Persis)	Steel Sc Sr 1850 1792 1204 *ss*Nap.2nd No.3–8,11 *ss*Bbo.No.1–17 1*Dk*(*Stl*)&*Spar dk*& *deep framing*	✝100A1 *Spar dk* 10,17 ~~1,17~~	Bbo Bcl LMC1,17		1,17	1890 2mo *Lloyd's*	Mackie& Thomson Glasgow	J.L.de Ansoleaga *CellDBa*76′*uE*&*B*	260·2 22·4 BK9″ *WB*= 36′*f*100′360t *APT*	37·6	15·2	Bilbao Spanish 4*BHpt Asp* 35t *pt Cem*	T.3Cy.18″,29½″&47″–39″ (*s*) 160lb *80lb* NDB04 139NHP 2SB,*6rf*,GS90,HS2104 Muir&Houston,Glasgow	24 ″ 9 s 5 ″ 4 20 ″ 7	
427 HGJB	**Leonor** *P.L.Gaspar* (*ex*Magic)	Steel Sc K 166 157 64 (*Trawler*) 1*Dk*			…		1898	Dundee S.B.Co.Ld. Dundee	Empreza de Pescarias Tejo Ld. (A.P.Bastos, *Mgr*)	108·0 Q29′F19′ BK7½″	21·1	11·3	Lisbon Portuguese	T.3Cy.11″,17″&30″–22″ NB06 54NHP Cooper&Greig,Dundee	12 ″ 4	
428 HSCM	**Leonora** *Chirapazu* –14	Iron Sc 3 Mst 2743 2560 1733 *ss*Liv.No.3–5,02 2*Dks*(*Irn–Uws*)3*trB*	✝ 4,05 ✝	Liv	*u*		1881 11mo	London& Glasgow Co. Glasgow	Linea de Vapores Serra	345·0 B96′F37′ BK11″ *WB*=*Deep Tanka*28′286*t*	37·4	25·7	Bilbao Spanish 5*BHCem*	C.2Cy.38″&71″–48″ NDB92 285NHP 2DB,*12pf*,GS180,HS4806 Lon.&Glas.Co.,Glasgow		V

1 Numero d'Ordre / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	
429	**Leonora**	**SteelSc**	1155	✠100A1	Rot	*n*	3,16	1915	Wilton's E.	N.V.Stoomvaart	230·2	34·0	13·2	Rottrdam	T.3Cy.15½″,25½″&41″–36″	16 ″ 0	
	W.Catlender –15		866	7,17 ~~7,16~~				8mo	&Slpwy.Co.	Maats.Leonora	Q131′B13′F24′			Dutch	180lb *100lb* (*s*) 120NHP	s 1 ″ 5	
PJDH	*Well deck* 1*Dk*(*Stl*)		672	✠LMC8,15					Rotterdam	(Jos.dePoorter)	FK			4*BHCem*	1SB,*3cf*,GS60,HS1983	14 ″ 10	
	Mchy.Aft *Cargo battens not fitted*		*Now named "Polleon," See No. 35 in Supplement.*							*WB=CellDBuB*	15′*f*159′389*t FPT*			88*tAPT*48*t*	Wilton'sE.&Slpwy.Co Rot		
430	—	**SteelScK**	217			…		1904	Cochrane&	LindseySteam	115·0	21·5	11·5	Grimsby	T.3Cy.11½″,21″&33″–24″	12 ″ 4	
118926	*R.Watson* –13	(*Trawler*)	191						Sons	FishingCo.Ld.	Q62′F21′			British	60RHP		
	1*Dk*		87						Selby	(E.Bacon,*Mgr.*)		BK7½″			Gt.CentrlCo-opEng.&Ship RepairingCo.Ld.Gms.		
431	**Leopold Adler**	**IronScSr**	244					1894	NwprtNws	PilotsNavigation	117·9	23·0	13·0	Savannah	C.2Cy.20″&38″–28″		
77164	*J.W.Daniels* (*ex*JohnH.Estill)		218						S.B.&D.D.Co.	Co.				Utd.States	NB09 64NHP		
KMWD	1*Dk*		122						NewprtNews						NewportNewsSB&DD.Co.		
432	**Léopold II.**	**SteelScSr**	*2965*	✠100A1	Rot	*v*	~~11,16~~	1906	W.Dobson	Cie.RoyaleBelgo-	331·2	44·2	16·2	Antwerp	T.3Cy.23½″,39″&66″–45″ (*s*)	26 ″ 6	
	*V.Potvliege*10–	*ss*Ant.No.2–14	*2807*	*Spar dk.*			~~14,17~~	3mo	&Co.	Argentine	P27′B96′F38′	24·2		Belgian	180lb *100lb* 312NHP	s 5 ″ 0	
MBLO	1*Dk*(*Stl*)&*Spar dk*(*Stl*)&		*1916*	~~11,17~~ 14,16	2,18		2,18		Newcastle	(ArmementAdolf		FK		5*BHCem*	2SB,*6cf*,GS129,HS4770	21 ″ 10	
	deep framing			✠LMC11,16					A&CP	Deppe,*Mgrs.*)					N.E.MarineEng.CoLdNwc		
				BS11,17								*WB=Cell*		*DBa*102′*uE*	&*B*44′*f*140′619*tAPT*44*t*		
433	—	**SteelPadSr**	1367					1892	W.Denny	BelgianGovern-	340·0	38·0	15·0	Ostend	C.2Cy.59″&104″–81″		
	2*Dks*3*trB*		1053						&Bros.	ment				Belgian	812NHP		
GQDC	*Elec.light* Wireless		676						Dumbarton						W.Denny&Co.,Dumbarton		
434	**Leopoldina**	**SteelScSr**	3304	✠ ——	Cff	*v*		1901	J.Read-	Nav.aVap.	331·0	47·1	25·0	Ragusa	T.3Cy.24″,40″&64″–42″	26 ″ 6	
	P.Bonacic –12 *ss*Ant.No.2–10		3127	1,16				10mo	head&Sons	"Unione"	P41′B93′F33′			Aust.-Hung.	278NHP		
HLPR	1*Dk*(*ptIrn*&*ptStl*)2*trB*		2070	*withfreeboard*					SouthShields	(G.Jelich,*Mgr.*)		FK		5*BHCem*	2SB,*6rf*,GS116,HS4366		
	&*deep framing*3*Dk rule*			✠						*WB=CellD*	*Ba*110′*uE*20′*f*136′			737*tAPT*36*t*	J.Readhead&Sons,S.Shl.		
435	—	**SteelPad**	*480*					1903	W.Denny	LeopoldinaRail-	214·0	30·1	8·3	R.Janeiro	C.2Cy.28¾″&50″–60″		
			340						&Bros.	wayCo.				Brazilian	194NHP		
									Dumbarton						Denny&Co.Dumbarton		
436	**Leopolis**	**SteelScSr**	3905	✠ ——	Tri	*w*		1909	Lloyd	LloydAustriaco	356·3	42·3	23·0	Trieste	T.3Cy.26″,43½″&73″–48″	25 ″ 10	
	*ss*Tri.No.1–12		2822	7,16				3mo	Austriaco		P&B246′F65′			Aust.-Hung.	495NHP		
HLPS	*Elec.light* 1*Dk*(*Stl*)&*Spar dk*(*Stl*–ws)		2352	*Spar dk*					Trieste			FK		6*BHCem*	3SB,*9cf*,GS165,HS6855 FD		
	&*deep framing*			✠						*WB=CellD*	*Ba*108′*uE*38′*f*150′			682*tAPT*21*t*	LloydAustriaco,Trieste		
437	**Lepanto**	**SteelScSr**	6389	✠100A1	Hul	*z*		1915	Russell&	Ellerman'sWilson	410·2	53·5	33·8	Hull	T.3Cy.27″,44″&73″–48″ (*s*)	36 ″ 4	
139278	*R.A.Harbord*97–15		6119	*Shelter dk*				11mo	Co.	Line,Ld.				British	180lb 495NHP	s 9 ″ 7	
JMCR	*Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)		4061	*withfreeboard*					Pt.Glasgow			FK		7*BHCem*	3SB,*9cf*,GS177,HS7152 FD	27 ″ 2	
	Carrying fuel oil F.Pabove100 F.inDB			10,16					*Lloyd'sA&CP*	*WB=CellDBa*130′	*uE&B*43′*f*180′1290*t*			*APT*20*t*	J.G.Kincaid&Co.Ld.Grk.		
				✠LMC11,15													
438	**Lerche**	**SteelScLr**	136					1908	Bremer	Bremen-Vege-	90·9	21·4	9·8	Vegesack	C.2Cy.9$\frac{1}{16}$″&16$\frac{13}{16}$″–12$\frac{13}{16}$″		G
	C.Döhrmann –08		129						Vulkan	sackerFischerei	Q14′			German	8NHP		
QJPH	1*Dk*		67						Vegesack	Ges.					BremerVulkan,Vegesack		
439	**Lerida**	**IronScSr**	1276	✠100A1	Bcl	*o*	~~3,16~~	1877	W.Gray&	Soc.Anon.Nav.	248·0	32·0	18·4	Barcelona	C.2Cy.29″&55″–33″ (*s*)	19 ″ 3	
	E.Chacartegui –16 *ss*Bcl.3rdNo.3–2,16		1033	~~3,16~~ ~~2,15~~ 5,18	Lis		3,18	4mo	Co.	Espanola(Kendall	Q84′B59′F34′			Spanish	80lb *80lb* NDB00 138NHP	s 1 ″ 10½	
	(*ex*Ugo,*ex*Antwerpen, 1*Dk*2*trB*		709				5,18		WHartlepool	Park,*Mgr.*)	ptND03	BK8½″		4*BHCem*	2SB,*4pf*,GS60,HS2330	18 ″ 3	
	Well deck *ex*Pierremont)			✠NB3,90 ✠LMC2,16					A&CP			*DB*		*a*69′*f*63′250*t*	T.Richardson&Sons,Hpl.		
				BS11,17													
440	**Leroy**	**WoodScSr**	209					1874	.....	AikenTowboat	129·0	22·8	8·8	Pensacola			
205846			—						Boston,Mass.	BargeCo.				Utd.States			
KWSB	1*Dk*		142														
441	**Les Baleares**	**IronScBn**	1275	✠100A1	Bdx	*o*	6,16	1879	Oswald,	Soc.Les Affrêteurs	239·6	33·0	18·0	Algiers	C.2Cy.28″&56″–36″	18 ″ 11	
	H.Fayont –15 ~~*ss*Bdx.2ndNo.3–10,04~~		1031	12,17 ~~5,15~~	Cff		12,17	10mo	Mordnt&Co.	Réunis	Q86′B138*t*F35′			French	82lb 70*lb* NDB02 141NHP	s 1 ″ 11	
JWKR	(*ex*LesTroisFrères ~~*ssAlg.No.3–12*~~		772	✠NB90 ✠LMC12,16					Southampton		ptND04	FK		3*BHCem*	2SB,*4pf*,GS78,HS2174	17 ″ 2	
	Conseil,*ex*Mayo) 1*Dk*(*Irn*)2*trB*			BS12,17					A&CP						Oswald,Mordaunt&Co.Sou		
	Well deck *ss*Cff.3rdNo.3–12,17											*WB=DB*		*a*52′142*t* ~~M.T. 97′97*t*~~	*FPT*52*tAPT*38*t*		
442	**LesBaleines**	**SteelScK**	253					1913	Smith's	Dahl&Garrigues	125·0	23·5	12·3	La Rochlle	T3Cy.12½″,21″&35″–26″		V
	Layac –13	(*Trawler*)	212						DockCo.Ld.		Q76′F21′			French	62NHP		
JWKS	*Elec.light* 1*Dk*		89						Middlesbro'					*WB*	Smith'sDockCo.Ld.Mdb.		
443	**Les Barges**	**SteelScK**	161	✠ ——	Arc			1898	Hall,Rus-	Dahl&Garrigues	102·1	21·6	10·9	La Rochlle	T.3Cy.12½″,19″&31″–21″	11 ″ 7	V
	Machefaux –15 *ss*Arc.No.3–11,11		151	4,16				9mo	sell&Co			BK6½″		French	49NHP		
JWKQ	(*ex*Baleineau,*ex*Stratherrick) 1*Dk*		35	*StmTrawler*					Aberdeen					3*BHCem*	1SB,*2pf*,GS31,HS868		
				✠											Hall,Russell&Co.Abn.		
444	**Les Ilattes**	**SteelScK**	170	✠	Arc			1894	JTEltring-	Dahl&Garrigues	104·0	21·0	11·7	LaRochlle	C.2Cy.17″&36″–24″	12 ″ 0	V
	Mauilleron *ss*Arc No.3–11,08		155	*StmTrawler*				10mo	ham&Co.			BK7½″		French	62NHP		
JWLH	(*ex*Narval,*ex*Peeress) 1*Dk*		36	1,14					S.Shields					3*BHCem*	1SB,*2pf*,GS38,HS1107		
				✠											Clyne,Mitchell&Co.Abn.		
445	**Les Vosges**	**SteelScSr**	1183	✠100A1	La R	*n*		1914	G.Brown&	Soc.d'Importation	235·0	33·2	13·6	Bayonne	T3Cy.17½″,27½″&45″–33″ (*s*)	15 ″ 9	
	*C.Durand*09–14		856	10,16				10mo	Co.	duNord&de l'Est	Q166′F28′			French	180lb 152NHP	s 5 ″ 0½	
JWLK	(*ex*Ustaritz) 1*Dk*(*Stl*)		716	✠LMC10,14					Greenock			FK		5*BHCem*	2SB,*4cf*,GS82,HS2716	14 ″ 10	
	Well deck *Cargo battens not fitted*		*Should be "Ustaritz," See No. 199 in U.*						A&CP	*Cell DBa*60′*u*	*E*15′*f*103′294*t FPT*			39*tAPT*32*t*	Ross&Duncan,Glasgow		
446	**Lesbos**	**SteelScSr**	1928					1890	Flensburgr	DeutscheLevante	260·7	36·2	25·2	Hamburg	T.3Cy.19½″,29″&52″–33″		
	(Seized at Antwerp)		1902						Schiffsb.Ges.	Linie	P158′	F30′		German	155NHP		
RJBK	*G.Prigge* 1*Dk*2*trB*		1222						Flensburg					*WB*	FlensburgerSchiffsb.Ges.		
447	**Lesseps**	**IronScSr**	1747	✠	Shl	*r*		1881	R.Dixon&	H.M.Wrangell&	261·5	34·7	23·7	Haugesnd	C.2Cy.33″&62″–39″		N
	J.Ellingsen *ss*Skm.No.3–7,94		1616	7,98				7mo	Co.	Co.Akties.	P62*t*H43*t*F20*t*			Norwegian	184NHP		
JRDC	2*Dks*(1*Irn*)3*trB*		1036	✠					Middlesbro'			BK9½″		5*BHCem*	2SB,*6pf*,GS78,HS2958		
												WB=		*MT*38′361*t*	Blair&Co.(Lim.),Stockton		
448	**Lesto**	**SteelScSr**	1940	✠100A1	Gls	*q*		1916	S.P.Austin	PeltonS.S.Co.Ld.	267·0	38·0	17·6	Newcastle	T.3Cy.21″,34″&56″–39″ (*s*)	19 ″ 10	
133588	*R.R.Bishop*13–16		1502	4,17				11mo	&Son,Ld.		Q140′B12′F28′			British	180lb *100lb* 221NHP	s 2 ″ 2	
JNPR	*Well deck* 1*Dk*(*Stl*)		1074	✠LMC11,16					Sunderland			FK		4*BHCem*	2SB,*6pf*,GS89,HS3534	18 ″ 0	
	Elec.light									*CellDB*213′480*t*	*FPT*101*tAPT*195			10′s12′124*t*	N.E.MarineEng.Co.Ld.Sld		
										Lloyd'sA&CP	*t side tanks in ER*						

1 No. in Book. Official No. Code letters.	2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Lecks, &c.	3	4 Regist'd Tonnage: Gross. Under deck. Net.	5 6 7 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned and now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of P.R. or Trade Cert.
449	**Lestris**	SteelScSr	1384	✠100A1	Mch	*q*	6,15	1905	Swan, Hunter & Wigham Richardson, Ld Newcastle		260·0 | 34·7 | 18·5		T.3Cy.21″,33½″&54″–39″ (*r*)	19 ″ 9	
	(Captured and taken to Zeebrugge)		1173	11,15				10mo			P&B150′F55′		160lb *80lb* 210NHP	s 1·11½	
	*ss*Liv.No.2–13		675	BS6,15 ✠LMC5,13							BK9″	4*BH Cem*	2SB,*6pf*,GS107,HS3564	18 ″ 8	
	Elec.light 2*Dks*(1*pt Stl & Upt Irn & pt Stl*)												Swan, Hunter & Wigham-Richardson, Ld. Nwc.		
	Well deck														
450	**Letitia**	SteelTwinScSr	8991	✠100A1	Sou	*d*†	s 3.17	1912	Scotts' S.B. & Eng Co. Ld. Greenock	Anchor-Donaldson Ld. (Donaldson Bros. Ld. & Anchor Line (Henderson Bros.) Ld., *Joint Mgrs.*)	470·4 | 56·9 | 28·8	Glasgow	T6Cy.26″,43½″&72½″–48″ (*r*)	39 ″ 6	
139133	*W. McNeill* –12		7533	*Awng dk*			PN3,17	4mo			B164′F60′	British	200lb 962NHP	s 12·10	
HVQJ	*Elec.light* *Ref. Mchy.* 2*Dks*(*Stl*) &		5764	*with freeboard*	BS3.17						*on Awng dk* FK	7*BH Cem*	6SB,*18cf*,GS423.HS16404	27 ″ 1	
	Wireless *Awng dk*(*Stl*–ws)			2,16	✠LMC4,12			*Lloyd's*	*s A & CP*		*Cell DBa*131′*uE* & *S*81′	*f*191′1066*t*	Scotts' S.B. & Eng. Co Ld Gls		
451	**Letty**	SteelScSr	339	✠100A1	Lon	*e*	3,16	1908	J. Fullerton & Co. Paisley	Letty S.S. Co. Ld. (T.G. Best)	142·1 | 23·3 | 9·8	Liverpool	C.2Cy.18″&38″–27″ (*s*)	10 ″ 6	
127953	*J. Thomas* –17 *ss*Lon.No.2–16		239	3,16				12mo			Q58′B9′F24′	British	130lb 81RHP	s ″ 9	
NMB	*Mchy. Aft* 1*Dk*(*Stl*)		127	BS8,17 ✠LMC3,16							FK	3*BH Cem*	1SB.*2pf*,GS40,HS1472	10 ″ 0	
	Well deck *Cargo battens not fitted*							*Lloyd's*	*s A & CP*		*WB* =	*f PT*54*t*	Ross & Duncan, Glasgow		
452	**Leucadia**	SteelScSr	3748	✠100A1	Bry	*w*	~~11,15~~	1910	Tyne I.S.B. Co. Ld. Newcastle	Isles Steam Shppg Co. Ld. (A M Sutherland, *Mgr*)	348·5 | 50·0 | 23·5	~~Whitby~~ Newcastle	T.3Cy.24″,40″&66″–45″ (*s*)	25 ″ 10	
124665	*J. Cameron* –13 *ss*Bry.No.1–14		3469	~~5,15,16~~ 4,18	Cff		~~x~~ 4,18	7mo			P30′B102′F39′	British	180lb *90lb* 307NHP	s 4 ″ 8½	
HRGB	1*Dk*(*pt Irn pt Stl*) & *Web frames*		2376	BS2,18							FK	6*BH Cem*	2SB,*8pf*,GS142,HS4600	21 ″ 5	
	Longitudinal framing			BS11,16 ✠LMC11,14				*Lloyd's*	*s A & CP*		*WB* = *Cell D*	*Ba*111′*uE* 23′*f* 155′	801*t APT*95*t*	J. Dickinson & Sons, Ld. Sld.	
453	**Leukos**	SteelScK	216	✠100A1	Abn			1914	J. Duthie Torry S.B. Co. Aberdeen	Tucker, Tippett & Co. (J. C. Tippett *Mgr.*)	115·0 | 22·6 | 12·3	Aberdeen	T.3Cy.11½″,20″&34″–23″ (*s*)	13 ″ 1	
137154	*G.W. Robinson*13–14		212	*Stm Trawler*				8mo				British	180lb 70RHP		
	1*Dk*		83	8,14							BK7½″	3*BH Cem*	1SB,*3pf*,GS38,HS1250		
				✠LMC8,14				*Lloyd's*	*s A & CP*		*WB* =	*DTf*5′12*t*	Lidgerwood, Ld. Glasgow		
454	**Leura**	IronScSr	1186	✠100A1	Mel	*o*	3,17	1878	W. H. Potter & Son Liverpool A&CP	Australian Steamships, Ld (*Man. Agents*, Howard Smith Ld.)	250·8 | 32·8 | 16·2	Melbourne	C.2Cy.38″&70″–36″		
74685	~~*C. Meakes* –16~~ *ss*Mel.3rd No.3–7,12		871	3,18 ~~3,16~~	BS8,18			5mo			P150′F68′	British	90lb 241NHP		
STCG	*Well deck* *ss*Mel.No.1–18 1*Dk*(*Irn*)2*trB*		758	✠NB9,87	LMC3,17						BK8″	6*BH Cem*	2SB.*6cf*,GS108,HS4000		
	R.F. Hassell –18										*WB* = *APT*34*t*		J. Jack & Co., Liverpool		
455	**Levant** *Peyton* –17	SteelScSr	283	✠100A1	Mlt	*d*	4,16	1904	G. Brown & Co. Greenock	Eastern Telegraph Co. Ld.	138·6 | 21·6 | 11·3	London	C.2Cy.17½″&36″–24″ (*s*)	12 ″ 0	
118367	*Cable Vessel* *ss*Mlt.No.2–12		229	11,14				1mo			Q49′F24′	British	130lb 77RHP	s 1 ″ 3½	
VLTG	~~*H.G.E. Wightman* –15~~ 1*Dk*		107	~~Examined~~							BK7½″	3*BH Cem*	1SB,*3cf*,GS48,HS1530	11 ″ 8	
	Well deck *Cargo battens not fitted*			BS4,16 ✠LMC9,12				*Lloyd's*	*s A & CP*		*WB* =	*FPT*14*t*	Muir & Houston, Ld. Gls.		
	Mchy. Aft Wireless			BS9,17	MS1,17										
456	—	SteelScSr	141			...		1889	D. Macgill & Co. Irvine	Eastern Telegraph Co. Ld.	100·8 | 20·6 | 10·0	Hull	C.2Cy.16″&32″–24″	11 ″ 0	
98797	*Cable Vessel* (*ex* W.E. Gladstone)		131								F8′	British	45RHP		
	E.A. Gombas –15 Wireless 1*Dk*		57								BK6″		Muir & Houston, Glasgow		
457	**Levanzo**	SteelScSr	3713			...		1901	Flli. Orlando Leghorn	Soc. Marittima Italiana	339·6 | 46·3 | 17·7	Naples	T.3Cy.22⅝″,37⅞″&61⅛″–39⅜″	27 ″ 5	
115	*P. Figari* (*ex* Isola di Levanzo)		3233								F41′ FK 25·2	Italian	296NHP		
QFJM	1*Dk* & *Spar dk*		2282								B103′ *Shltr dk f* 78′	*WB*	Flli. Orlando, Leghorn		
	Elec.light & *Web frames*										P43′ *Shltr dk a* 66′				
458	**Leven**	SteelScK	168			...		1900	Mackie & Thomson Glasgow	R.W. Lewis	105·6 | 21·0 | 10·7	Aberdeen	T.3Cy.10″,16″&27″–20″	11 ″ 7	
110766	*H.E. Beavers* –14 (*Trawler*)		155								Q18′F17′	British	45RHP		
	1*Dk*		67								BK7½″	*WB*	Muir & Houston, Ld. Gls.		
459	—	IronScSr	102					1876	Winsham S.B. Co. Northwich	H.R. Glynn	85·0 | 18·0 | 7·1	Liverpool	D.2Cy.15″–18″		
76382	*M. Murphy* –91		89									British	40RHP		
			56										F. Gaulton, Manchester		
460	**Levenpool**	SteelScSr	4844	✠100A1	Sws	*y*	~~6,16~~	1911	Ropner & Sons Ld. Stockton	Pool Shppg Co. Ld. Sir R. Ropner & Co. Ld. *Mgrs.*)	376·0 | 57·5 | 26·1	W. Hartlpl	T.3Cy.28″,46″&75″–48″ (*s*)	28 ″ 6	
127464	*W. Baty*03–11 *ss*Shl.No.3–7,16		4658	~~0,17~~ ~~3,17~~ ~~1,18~~ Liv			1,19	1mo			P30′B220′F37′	British	180lb *100lb* 442NHP	s 4 ″ 7	
HSCF	1*Dk*(*pt Irn pt Stl*)		3038								FK	6*BH Cem*	3SB,*9cf*,GS192.HS7060	24 ″ 3	
				BS9,17 ✠LMC6,16				*Lloyd's*	*s A & CP*				Blair & Co. Ld Stockton		
											WB = *Cell DBa*121		1166*t FPT*177*t APT*216*t*		
461	**Levensau**	SteelScSr	2155	✠100A1	Lon	*s*	~~7,16~~	1907	Eiderwerft Akt. Ges. Tönning	(Everett & Newbigin, *Mgrs.*)	289·6 | 42·6 | 17·5	London	T.3Cy.18¾″,30½″&49¾″–35⅜″	19 ″ 7	
136749	*W.A. Pick* –16 *ss*Stn.No 1–10		1832	5,15			7,17	5mo			P15′Q100′B116′	British	185lb (*s*) 182NHP		
JHVM	*Elec.light* 1*Dk*(*Stl*) & *deep framing*		1358	~~Examined~~							F27′ FK	*Cem*	2SB,*4cf*,GS88,HS3120		
	Well deck			BS7,16 ✠LMC10,10				*Lloyd's*	*s A & CP*				Eiderwerft A.G. Tönning		
				BS10,17	*Intermediate Bulk*			*head*	*in forehold dispensed with 4BH*		*only* *WB* = *Cell D*	*Ba*96′*uE*16′	*f*116′566*t FPT*49*t APT*27*t*		
462	**Leveret**	IronScSp	146	✠100A—	Syd		~~4,15~~	1892	J.P. Rennoldson & Sons S. Shields	J. Fenwick & Co.	100·4 | 19·9 | 11·5	Sydny NSW	T.3Cy.13½″,22″&36″–24″ (*s*)	11 ″ 9	
98391	*J. Wallace* –13 ~~*ss*Syd.No.3–11,01~~		138	1,18 ~~1,15~~			1,18	11mo			BK6½″	4*BH Cem*	165lb 75RHP	s 1 ″ 0	
	*ss*Syd.2nd No.3–1,18 ~~*ss*Syd.No.2–12~~		12	✠LMC11,16									1SB,*3pf*,GS38,HS1045	11 ″ 5	
	(*ex* Goole No.9) (*Tug*) 1*Dk*(*Irn*)			BS1,18									J.P. Rennoldson & Ss., S.Shl		
463	**Leversons**	SteelScSr	1774	✠100A1	Shl	*q*	10,13	1909	R. Thompson & Sons, Ld. Sunderland	Gordon Stm. Shppg Co. Ld.	268·0 | 38·5 | 17·0	London	T.3Cy.21″,34″&56″–36″ (*s*)	19 ″ 8	
129053	(Detained at Hamburg)		1395	10,13				11mo			P20′Q84′B55′F26′	British	180lb 218NHP	s 2 ″ 2	
HQBF	*A. Colvin* –11 *ss*Shl.No.1–13		1100	✠LMC10,13							FK	4*BH Cem*	2SB,*6rf*,GS100.HS8550	17 ″ 10	
	Well deck 1*Dk*(*Stl*)							*Lloyd's*	*s A & CP*		*WB* = *Cell DBa*80′*uE* & *S*	*B*35′*f*110′535*t FPT*	36*t APT*54*t*	Blair & Co. Ld. Stockton	
	Cargo battens not fitted														
464	**Leverton**	IronScK	130	✠	Bos			1890	J.P. Rennoldson & Sons S. Shields	Boston Harbour Trust (G.E. Clarke, *Mgr*)	95·0 | 20·4 | 10·5	Boston	C.2Cy.15″&29″–21″	10 ″ 9	
98288	*A. Chapman* –12 *ss*Bos.No.3–5,03		125	*Stm Trawler*				9mo				British	35RHP		
MSVP	*ss*Bos.No.1–08		40	11,12							BK7″	3*BH Cem*	1SB.*2pf*,GS22,HS678		
				Now named "Tengoy," See No. 6 in Supplement									J.P. Rennoldson & Sons, S.Shl		
465	**Leverville**	SteelSc	149					1913	W.J. Yarwood & Sns Ld Northwich	Lever Bros. Ld.	90·0 | 21·6 | 9·1	Liverpool	C.2Cy.13″&27″–18″		
135468	(*Barge*)		138									British	30RHP		
	Mchy. Aft 1*Dk*		101										W.J. Yarwood & Sons, Ld.		
466	**Leviathan**	SteelTwinScSp	8590	✠100A1	Liv	*c*†	9,16	1909	Cammell Laird & Co. Ld Birkenhead	Mersey Docks & Harbour Board	465·0 | 69·3 | 28·9	Liverpool	T.6Cy.22½″,37″&61″–45″ (*s*)	30 ″ 7	
127962	*Kay* *ss*Liv.No.2–18 ~~*ss*Liv.No.1–13~~		8284	*Hopper Dredger*				4mo			P41′F69′	British	180lb 631NHP	s 8 ″ 5	
	Elec.light 1*Dk*(*Stl*–ws)2*trB*		5553	4,18 ~~9,16~~	LS10,17						FK	6*B Hpt Asp*	1SB,*12cf*,GS286,HS10956	22 ″ 10	
	(*Suction Hopper Dredger*) & *Web frames*		MS2,18	BS6,16 ✠LMC~~10,13~~				*Lloyd's*	*s A & CP*		*WB* = *APT*	120*t pt Cem*	D. Rowan & Co. Glasgow		
467	—	IronTwinSc	313					1886	Samuda Bros. London	Port of London Authority	110·9 | 45·2 | 7·9	London	C.4Cy.9″&18″–18″		
91909			313									British	27RH		
			213										Hunter & English, London		
468	**Levisa**	SteelScSr	2118	✠100A1	NYk	*r*	~~3,17~~	1916	Detroit S.B. Co. Wyandotte A&CP	United Fruit Co.	251·0 | 43·8 | 18·2	New York	T.3Cy.20″,33″&54″–40″ (*s*)	20 ″ 2	
214484	*H.A. Nickerson*15–16		1681	~~3,12~~ ~~11,16~~ 6,17	Jack			10mo			P28′B65′F27′	Utd. States	180lb 274NH	s 2 ″ 9	
LGKB	*Elec.light* 1*Dk*(*Stl*)		1259	~~7,17~~ ✠LMC10,16			7,17				FK	4*BH Cem*	2SB,*6cf*,GS126,HS5246	17 ″ 9	
											Cell D	*B*212′ 512*t FPT*67′	*APT*77*t*	Detroit S.B. Co. Detroit Mich	

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Speciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'Arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP.=Force en chevaux d'après les formules de la Société. RHP.=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
469 136689 JFTK	**Levnet** SteelScSr ~~W.H.South03-14~~ ssMdb.No.1-18 *Fairbairn* -18 1Dk(ptIrnptStl)		3306 3035 2065	✠100A1 ~~7,17 10,16 12,17~~ 5,18	Sws ~~Cdf Sus~~ Mdb LMC~~6.16~~12,17	*v*	~~10,16~~ 12,17	1914 6mo *Lloyd's*	Ropner& Sons,Ld. Stockton *WB=CellDBa*	GordonStm.Shppg Co.Ld.	340·0|48·5|21·9 P29'B98'F35' FK 108' *uE&B40'f144'*	London British 6*BHCem* 807*tAPT57t*	T.3Cy.24″,40″&65″–42″ (r) 180lb *100lb* 307NHP 2SB,*6cf*,*2pf*,GS55,HS650 Blair&Co.Ld.Stockton	24 " 4 s 3 " 11 20 " 9	
470 125239 HQTD	**Levuka** SteelTwinScSr *R.A.Sharland* -11 *Ref.Mchy.* 3*Dks*(*Stl–U&M* ws) *Orlop dk* *Elec.light* (*Stl*) *in fore & after holds &* Wireless *Shade dk*(*Stl–teaks*)		6129 4587 3055	✠ *withfreeboard* 9,11	Syd	*a*†		1910 4mo	A.Stephens &Sons,Ld. Glasgow	Australas'nUnited Stm.Nav.Co.Ld.	400·4|55·0|30·7 FK&BK1½″ *WB=CellDBa92'* FK	SydnyNSW British 7*BHCem* *uE&B115'*	Q.8Cy.23″,33″,47″&67″–48″ 1031NHP 6SB,*18cf*,GS354,HS15636FD A.Stephens&Sons,Ld.Gls. *f150'809tFPT45tAPT41t*	33 " 3	
471 136649	**Lewes Castle** SteelSc *A.Hewitt* -15 *Oil Eng.* *Mchy.Aft* 1Dk		126 110 66					1914	Gebr.Boot Leiderdorp	J.Summers&Sons, Ld.	97·9|19·0| 7·7 Q28' FK	Chester British	Oil Engines 2S.C.SA 2Cy.15″–16½″ J&CGBolindersCoLd.Skm	8 " 6	
472 118322 VFQL	**Lewis** SteelScSr *J.Richards* -09 ssCff.No.2–12 *Well deck* 1Dk(*Irn*) *Mchy.Aft* *Cargo battens not fitted*		346 247 141	✠100A1 8,12 ~~Examined 11.17~~ LMC1,17	Goo	*e*	1,17	1903 9mo *Lloyd's*	WoodSkin-ner&Co.Ld. Newcastle	T.W.Ward,Ld.	135·0|24·2|10·5 Q43'B7'F20' FK *WB=FPT*	London British 3*BHCem* *33tAPT4t*	T.3Cy.12″,19″&32″–22½″ (*s*) 180lb 51RHP 1SB,*2pf*,GS32,HS1168 N.E.MarineEng.Co.Ld.Sld	11 " 3 s 1 " 2½ 10 " 3	
473 211738 LDHG	**Lewis K. Thurlow** SteelScSr *A.L.Kent*06–13 *Elec.light* 1Dk(*Stl*) *& Web frames* Sub.Sig. *Longitudinal framing*		3178 2775 2500	✠100A1 8,17~~L17~~ LMC11,15	NNs	*u*	1,17	1913 11mo A&CP	NwprtNws S.B.&D.D.Co. NewportNws *WB=CellDBa102'u*	Crowell&Thurlow	313·5|46·1|22·0 P36'B94'F36' FK *E20'f134'679tFPT*	Boston Utd.States 5*BHCem* *71tAPT250t*	T.3Cy.22″,37″&60″–42″ (*s*) 180lb *180lb* 279NHP 2SB,*6cf*,GS138,HS4680 NewportNewsSB&DD.Co.	25 " 6	
474 200471 KSTB	**Lewis Luckenbach** SteelScSr *Connell* ~~ssSFo.No.2–12~~ Sub.Sig. 2*Dks*(*Stl*) *& deep framing* Wireless ssSFo.No.3–5,16		3906 3592 2574	✠100A1 ~~9,17 9,14~~ BS9,17 *Fitted for oil fuel* 9,10	SFo NYk LMC7,15	*w*	7,15 *F.P.above*	1903 5mo A&CP	J.H.Dia-logue&Son Camden,N.J. *WB=CellDBa110'u*	E.F.Luckenbach	355·0|48·0|28·0 P39'B98'F40' FK *E&B48'f150'1107t*	New York Utd.States 6*BHCem* *APT34t*	T.3Cy.26″,42″&68″–45″ (*s*) 180lb 349NHP 3SB,*9cf*,GS213,HS5556 JHDialogue&Sn,CmdnNJ	26 " 11	
475 109980 QHGV	**Lewisham** SteelScSr *J.E.Proctor* -13 ssCff.No.3-9,10 ssNwc.No.1–13 1*Dk*(*Irn*) 2*trB&deep framing* 3*Dk rule*		2810 2581 1785	✠100A1 6,16 BS9,15 LMC4,15	Phl	*u*	6,16	1898 10mo A&CP	W.Gray& Co.Ld. W Hartlepool	BritainS.S.Co.Ld. (Watts,Watts&Co. Ld.*Mgrs.*) *WB=CellDB*	318·0|47·1|20·9 P27'B70'F31' FK *a&uE128'f132'688t*	London British 5*BHCem* *APT40t*	T.3Cy.23″,38″&62½″–42″ (*s*) 160lb *90lb* 256NHP 2SB,*6rf*,GS106,HS3900 Blair&Co.Ld.Stockton	23 " 4 s 4 " 2 19 " 7	
476 116110	**Lewiston** CompSc (*ex*SusanE.Peck) *Mchy.Aft* 1*Dk2trB*		1808 — 1343					1886	Detroit DryDockCo. Wyandotte	Brown&Co.	272·3|38·1|18·5 len97	Buffalo,NY Utd.States	C.2Cy.20″&40″–36″ Cuyahagua NB88 80NHP FrnceCo.Cleveland		L
477 123760 HJRT	**Lexington** SteelScSr *R.W.Dickinson* –16 ssLiv.No.2–15 (*ex*Invertay) 2*Dks*(*Stl*) *& deep framing* *Elec.light* Wireless *& Shelter dk*(*Stl*) *Cargo battens not fitted in Shltr 'tween decks* *Tonnage opening closed 1917* *Carrying wt. on F.P. above 150 F. to B.*		5287 3793 3926	✠100A1 *Shelter dk* *withfreeboard* ~~5,15 2,17~~ ~~BS7,16~~ LMC2,15 ~~BS10,17~~	NNs Liv	*y*	~~7,16~~ 3,15	1906 12mo *Lloyd's*	W.Dobson &Co. Newcastle	Furness,Withy& Co.Ld. *WB=CellDB*	379·5|50·0|25·4 FK *a118'uE&B48'f166'*	Liverpool British 6*BHCem* *388tAPT45t*	T.3Cy.26″,42″&72″–48″ (*s*) 180lb 437NHP 3SB,*9cf*,GS136,HS5922 FD N.E.MarineEng.CoLdNwc	35 " 11 s 9 " 11 26 " 5	
478 125621 JSPT	— IronScSr (*ex*City of Macon) Wireless 2*Dks & Awng dk*		2093 — 1447					1877	J.Roach& Son Chester,Pa.	Merchnts&Miners TransportationCo.	257·3|38·7|16·0 24·0	Baltimore Utd.States	C.2Cy.38'&68'–54″ NB94 283NHP J.Roach&Son,Chester,Pa.		
479 81310 KJBV	— IronSc (*ex*Washington) Wireless 1*Dk*		1249 — 697					1890	Harlan& Hollingswrth Wilmngtn,Dl	ColonialNav.Co.	246·0|46·0|15·5	New York Utd.States	T.3Cy.22″,36″&55″–28″ NB01 160NHP Harlan&HollingsworthCo		
480 139215	**Leyland** SteelScK *F.Purvis* –17 1*Dk*		236 231 90	✠100A1 *StmTrawler* 1,17	Mdb LMC1,17			1917 1mo *Lloyd's*	Smith's DockCo.Ld. Middlesbro'	PalatineSteam TrawlingCo.Ld. (J.N.Ward&Son, *Mgrs.*)	117·4|22·6|13·1 BK7½″	Fleetwood British 3*BHCem* *DBf21'13t*	T.3Cy.12½″,20″&34″–24″ (*s*) 180lb 78RHP 1SB,*3pf*,GS44,HS1440 Smith'sDockCo.Ld.Mdb.	13 " 10	
481 139936	**Leys** SteelScK *Elec.light* 1*Dk*		222 193 97	✠100A1 *StmTrawler* 2,17	Hul LMC2,17			1916 11mo *Lloyd's*	Cochrane &Sons,Ld. Selby	C.A.Osborne	117·1|21·6|11·5 Q69' BK7½″	Grimsby British 4*BHCem*	T.3Cy.12″,21″&34″–24″ (*s*) 180lb 66RHP 1SB,*2pf*,GS33,HS1070 C D.Holmes&Co.Ld.Hull	12 " 3	
482 137424 JHRW	**Leysian** SteelScSr *R.H.Roberts* –15 ssHam.No.2–14 (*ex*Serak) 2*Dks*(*Stl*) *& deep framing* *Elec.light* *& Shelter dk*(*Stl–ws*) Wireless		4703 4460 2999	✠100A1 *Shelter dk* *withfreeboard* 11,16 BS4,16 LMC7,14	NNs	*z*	11,16	1906 12mo *Lloyd's*	Armstrong Whitworth &Co.Ld. Newcastle	F.Leyland&Co.Ld. *WB=CellDBa12*	400·0|52·0|27·0 FK *9'uE&B67'f154'10*	Liverpool British 6*BHCem* *47tAPT30t*	T.3Cy.27″,45″&75″–48″ (*s*) 180lb *180lb* 477NHP 3SB,*9cf*,GS174,HS6492 FD N.E.MarineEng.CoLdNwc	29 " 9 s 4 " 1 26 " 1	
483 119170 HBLF	**Lhasa** SteelTrpScSr *J.F.Armour* –16 2*Dks*(*M pt Stl–ws*) *& Awng dk* *Elec.light* Wireless (*pt Stl–teaks*)		2195 1051 960	✠ *Awng dk* *withfreeboard* 11,04 *Indian&ColonialTrade*	Bom	*r*		1904 10mo	W.Denny& Bros. Dumbarton	BritishIndiaStm. Nav.Co.Ld. *WB=CellDBa42'*	276·0|44·1|16·6 P38'B104'F56' 24·5 FK *uE22'f64'141tFPT*	Glasgow British 5*BHpt Aspt Cem* *33tAPT33t*	3 Steam Turbines 450RHP 2DB,*12cf*,GS274,HS8620 FD ParsonsMarineSteam TurbineCo.Ld.Nwc.	25 " 6	
484	**Li-Hua** SteelSc 1*Dk*(*pt Stl&pt Teak*)		112 102 —	✠100A1 *For towing purposes* 6,16	Shi LMC6,16			1916 6mo *Lloyd's*	Kiangnan Dk.&E.Wrks Shanghai	WhangpooConservancyBoard	95·0|19·0|10·4 FK	Shanghai 4*BHCem* *APT16t*	C.2Cy.14½″&30″–21″ (*s*) 130lb 56NHP 1SB,*2pf*,GS35,HS1171 KiangnanDk.&E.Wks.Shi.	11 " 3	
485	**Li Kin** SteelTwinScSr *R.O.Rutherford*07–09 1*Dk*		*270* *226* *110*	✠ 3,88	Nwc	*e*		1888 3mo	Armstrong Mitchell&Co. Ld Newcastle	ChineseMaritime Customs	135·0|23·1|11·4 P18' B16' F26' FK	Kowloon Chinese 5*BHCem*	T.6Cy.12″,19½″&32″–20″ 92NHP WllsndSlpwyCo.Ld.Nwc.	12 " 0	
486	**Li-Mao** SteelSc 1*Dk*(*pt Stl&pt Teak*)		79 66 —	✠100A1 *For towing purposes* 6,16	Shi LMC6,16			1916 6mo *Lloyd's*	Kiangnan Dk.&E.Wrks Shanghai	WhangpooConservancyBoard	78·0|16·5| 7·8 FK	Shanghai 4*BHCem*	C.2Cy.13″&26″–18″ (*s*) 130lb 38NHP 1SB,*2pf*,GS30,HS780 KiangnanDk.&E.Wks.Shi.	8 " 6	
487 JWNP	**Liamone** SteelScSr *Iché* *Elec.light* Wireless 1*Dk & Awng dk* 3*trB*		1380 1230 476					1906	Swan,Hun-ter& Wigham Richardson Ld Newcastle	Cie.Marseillaise de Nav.àVap.(Frais-sinet&Co.*Mgrs.*)	263·0|34·4|18·1 F55' 24·2	Marseilles French *WB*	T.4Cy.29″,45′&(2)52″–45″ 363NHP Swan,Hunter&Wigham-Richardson,Ld.Nwc.		V
488 120636 HDWL	**Liangchow** SteelScSr *G.Hooker* –17 *Elec.light* 2*Dks*		1999 1725 1220					1905	Scott'sS.B. &E.Co.Ld. Greenock	ChinaNav.Co.Ld.	266·9|40·2|21·7 B81'F34'	London British *WB*	T.3Cy.20″,33½″&56″–39″ 196NHP Scott'sS.B.&E.Co.Ld.Grk.		

1 No. in Book. / Official No. / Code Letters	2 Steamer's Name. Material, Rig, &c. — Master. Late Name if any. — Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned / now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 Built. By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of ✠ of last Cert.
489 235 IWAJ	**Libau** SteelScSr *C.Neumann* *Elec.light* 1*Dk*(*Stl*)&*Awngdk*(*Stl*-ws)	1309 1118 813	✠100A1 *Awng dk* *with freeboard* 1,14 ✠LMC4,11	Cpn	*n*	4,13	1911 4mo	Kjöbnhvns Flydk.&Skbs Copenhagen	Russian E.Asiatic S.S.Co.Ld. (Baltic Line) *Lloyd's A&CP*	215·0 | 34·4 | 20·0 FK Bon*Awngdk*69′ *WB*=*Cell DBa*50′*uE*16′*f*91′	Libau Russian 4*BHCem* 227*tAPT*22*t*	T.3Cy.16½″,27″&44″–30″ (*s*) 180lb 138NHP 2SB,*4cf*,GS68,HS2445 Kjbnhavns Flydk.&Skbsv.	22 ″ 8 s6 ″ 9½ 16 ″ 2	
490 1895 HVGS	— SteelScSr *K.M.K.Törngren*07–13 1*Dk*	331 280 192					1890	Göteborgs Mek.Verkstd Gothenburg	Svenska Cement-försäljningsaktie-bolaget (C.A. Odmann, *Mgr.*)	139·5 | 21·4 | 11·8 B32′ H8*t*	Malmö Swedish	C.2Cy.15⅝″&28½″–19½″ 29NHP Göteborgs Mk.Vks.,Got.		V
491 161 ISAE	— IronScSr *A.Kalomich* ssBel.No.3–79 (*ex*Times) 2*Dks*	264 — 138	6,82	Cly			1851	..... Glasgow	I.Haritonovich Soskin	156·4 | 21·0 | 13·5 B28′ DF&s81	Windau Russian 4*BHCem*	C.2Cy.18¼″&32″–24″ NE68 NB12 42NHP Blackwood&Gordon,P.Gls	14 ″ 3	
492 MBCH	Liberal SteelTwinScSr *J.R.das Neves* –06 ~~ssLourençoMarques,No.2–18~~ *Elec.light* 1*Dk*(*Stl*-ws)	333 242 159	✠100A1 ~~3,17 10,15~~ ~~BS10,15~~ ✠LMC~~4,13~~ 4,17	Lou-renço Marques	*e*	~~10,15~~ 4,17	1904 6mo	W.Chalmers&Co. Rutherglen	Empreza do Limpopo A.Couto *WB*=*DBa*37′23*t*	140·3 | 26·1 | 9·5 P12′B47′F21′ FK *FPT*15*tAPT*10*t*	Lourenço Marques Portuguese 4*BHCem*	C.4Cy.13″&26″–18″ 120lb 66NHP 1SB,*3pf*,GS53,HS1409 Campbell&Calderw'd,Psy.	10 ″ 3	
493 IQUA	— SteelScSr ssIquitosNo.2–11 1*Dk*(*Teak*)&*Promenade dk*(*Teak*) *Elec.light*	*148* *108* *101*	✠ ~~10,14~~ *For River purposes only* ✠	Iquitos			1904 10mo	Murdoch & Murray Port Glasgow	Peruvian Amazon Co.Ld.	105·0 | 22·2 | 5·8 F11′ FK	Peruvian 5*BHCem*	C.2Cy.12″&24″–18″ 34NHP 1SB,*2pf*,GS30,HS740 White&Hemphill,Grk.	6 ″ 0	
494 RNPK	Liberia SteelScSr *G.Schröder* *Elec.light* 1*Dk*&*Spardk*	3669 3285 2304					1905	Rickmers Akt.Ges. Geestemünde	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	352·9 | 45·1 | 26·2 P46′B87′F44′ *WB*	Hamburg German Bremer Vulkan,Vegesack	T.3Cy.23⅜″,39 5/16″&63″–43 3/16″ 261NHP		G
495 JWMN	— SteelScSr *Gallais* ssMsl.2ndNo.3–11,12 (*ex*Daphne) ~~ssMslNo.1–16~~ 2*Dks*(1*Stl*&1*ptStl*)3*trB*	1942 1751 1217	✠100A1 ~~4,17 11,15 7,18~~ ✠NB9,05 ✠LMC ~~BS8,16~~ MS11,16 BS10,17	Msl	*s*	11,16	1887 11mo	Flensburgr Schiffsb.Ges. Flensburg	Cie.Française de Nav.àVap. (C. Fabre&Co.*Mgrs.*) *WB*=*Cell DBa*76′*uE* A&CP	289·5 | 36·6 | 21·9 P52′B72′F44′ BK9″ *FPT*15*tAPT*14*t*	Marseilles French 7*BHCem* 28′*f*100′293*t*	T.3Cy.22½″,35½″&64″–42″ 165lb (*s*) 289NHP 2SB&1AuxSB,*4cf*,*2pf*, GS109,HS4710 Flensburger Schiffsb.Ges.	24 ″ 5 s 3 ″ 10½ 21 ″ 7	
496 123577	— SteelScK *F.W.Short* –14 (*Trawler*) 1*Dk*	250 246 101			...		1906	Cochrane &Sons Selby	Lindsey Steam Fishing Co.Ld. (E.Bacon, *Mgr.*)	125·0 | 22·0 | 12·4 BK7½″	Grimsby British	T.3Cy.12″,21″&34″–24″ 69RHP Amos&Smith,Hull	13 ″ 3	
497 120612 HDPM	— SteelScSr *J.H.Kennedy* –15 ssMdb.No.2–13 1*Dk*	128 126 6	✠100A1 *For Towing purposes* 4,16 ~~BS3,17~~ ~~LMC7,13~~ ✠LMC7,13	Lon		~~7,15~~ 3,17	1905 10mo	Cochrane &Sons Selby	Tees Tug Co.Ld. (W.H.Crosthwaite *Mgr.*) *Lloyd's A&CP*	94·0 | 19·6 | 10·9 BK6½″	Middlsbro' British 4*BHCem*	T.3Cy.13″,21″&34″–24″ (*s*) 160lb 99RHP 1SB,*2pf*,GS38,HS1050 G.T.Grey,SouthShields	11 ″ 6 s 1 ″ 2½ 11 ″ 1	
498 MLKB	Liberta CompScSr *E.Halvorsen* (*ex*Fenja) 1*Dk*	380 307 163					1906	O.A Brodin Gefle	Akties.Dpsk. Liberta (Otto& ViggoKallevig)	145·8 | 27·0 | 9·6 H58*t*F12′	Arendal Norwegian	C.2Cy.16″&31″–21″ NE08 37NHP W Lindbergs Aktieb.Skm.		V
499 Elec.light A.Luengo	~~Lutlcotti~~ SteelScSr ~~ssB.As.No.2–15~~ ssBAs.No.3–4,18 1*Dk*(*Stl*)& –18 *Awning dk*(*Teak*)	*1104* *1025* *750*	✠100A1 *Awng dk* *with freeboard* ~~4,13 5,15~~ ✠LMC4,18 ~~MS5,15~~ ~~BS6,16~~	B.As	*m*	~~5,15~~ 4,18	1906 5mo	Smith's Dock Co.Ld. North Shields	Marine Mercante Argentina *WB*=*Cell DBa*40′*uE* & *B*33′*f*90′190*t*	210·1 | 32·1 | 11·1 18·9 FK *FPT*46*tAPT*14*t*	Bahia Blanca Argentine 4*BHCem*	T.3Cy.17″,28½″&46″–30″(*s*) 180lb *80lb* 127NHP 1SB,*3cf*,GS54,HS1989 MacColl&Pollock,Ld.Sld	21 ″ 0 s 7 ″ 2 14 ″ 3	
500 (*ex*RamonCorral) *Elec.light*	— ssSalinaCruzNo.2–17 SteelScSr (*Tug*) ~~ssSalinaCruzNo.1–18~~ 1*Dk*(*Teak*)	*142* *141* *2*	✠100A1 ~~4,13 6,12~~ ~~BS11,14~~ ✠LMC6,15 4,17 *Fitted for oil fuel— F.P.above* 150° F.	Salina Cruz	*b*	~~6,13~~ 4,17	1906 9mo	Lobnitz &Co.Ld. Renfrew	Tehuantepec National Ry.Co. *Lloyd's A&CP*	101·1 | 20·1 | 11·4 B21′ BK6½″	Salina Cruz Mexican 4*BHCem*	T.3Cy.13″,22″&35″–27″ (*s*) 160lb 82NHP 1SB,*2cf*,GS42,HS1500 Lobnitz&Co.Ld.Renfrew	12 ″ 0	
501 (*ex*OceanKing)	Libertador SteelScK (*Trawler*) 1*Dk*	*185* *175* *57*			...		1900	Mackie& Thomson Glasgow	A.J.deCastro	114·5 | 21·6 | 11·5 BK7½″	Lisbon Portuguese *WB*	T.3Cy.10½″,18¾″&32″–22″ 48NHP W.V.V.Lidgerwood,Gls.	12 ″ 6	
502 JWPB	Liberté SteelSc *Maillard*07–07 (*Trawler*) 1*Dk*	303 275 110					1906	Atel.&Ch. deFrance Dunkirk	Joly,Duhamel& Vasse	142·0 | 23·0 | 11·5	Fécamp French *WB*	T.3Cy.13″,22″&36″–25″ 65NHP Atel.&Chnt.deFrance,Dnk		V
503 91322 LQGB	Liberty SteelScSr *C.E.Tree* –17 ssGoo.2ndNo.3–6,15 *Elec.light* 1*Dk*(*Stl*-ws)&*Webframes*	895 721 382	✠100A1 7,17 ~~5,16~~ ✠NB5,04 ✠LMC6,15 BS7,17	Lth Abn	*m*	~~6,15~~ 7,17	1890 3mo	Earle'sCo. Ld.Hull	Lancashire& YorkshireRly.Co. *WB*=*Cell DBa* *Lloyd's A&CP*	225·0 | 33·1 | 14·1 P35′B67′F29′ BK8″ 36′56*t DBf*36′&*uBunkers*13′74*t*	Goole British 5*BHCem* 2SB,*6cf*,GS137,HS4130	T.3Cy.24″,39″&64″–33″ (*r*) 170lb 258NHP Earle'sCo.(Lim.),Hull	14 ″ 11 s 1 ″ 10½ 14 ″ 1	
504 105893 PMJG	— SteelPad *E.C.Taylor* –96 1*Dk*	372 157 245					1896	Easton, Anderson& Goolden,Ld Erith	Niger Co.Ld.	133·6 | 27·1 | 5·1	London British	T.6Cy.4″,10″&22″–36″ 82RHP Easton,Anderson& Goolden(Lim.),Erith		
505 141420 KMPR	— WoodAuxScSr *Petrol Motor* (*See Sailing Ship Register*)	118 — 96					1896	..... Gloucester, Mass.	Boston Pilots' Relief Society	93·6 | 24·0 | 12·6	Boston Utd.States	Petrol Motor		
506 JWNS	Libia SteelScSr *Bonifacio* (*ex*Attività) *Elec.light* 2*Dks*3*trB*	2416 2292 1517			...		1889	C.S.Swan& Hunter Newcastle	Cie.Française de Nav. (Cyprien Fabre&Co.,*Mgrs.*)	309·8 | 39·1 | 22·5 P29′B56′F33′ BK10″	Marseilles French *WB*	T.3Cy.23″,38″&61″–42″ 258NHP Wllsnd Slpwy.Co.Ld.Nwc.	25 ″ 3	V
507 7 QFKR	— IronScSr *A.Galante* –17 ssRot.2ndNo.3–12,03 (*ex*Senior) ssPal.No.2–13 1*Dk*(*Irn-ptws*)2*trB*	1275 1084 772	✠ ~~——~~ 2,17 ✠NB11,04	Nap	*n*		1879 3mo	R.Dixon& Co. Middlesbro'	C.Deveto *WB*=*DBa*60′*f*124′207*t*	265·0 | 33·0 | 16·0 Q79′B84′F23′ len87	Spezia Italian 4*BHCem*	C.2Cy.30″&54″–36″ NDB04 141NHP 1SB,*3cf*,GS62,HS2326 Blair&Co.Ld.Stockton	16 ″ 9	
508 97 QFKV	— WoodSc *G.Merano* –09 (*ex*Francia) 1*Dk*	103 — 7					1906	F.Parodi Pegli	Impresa D.Vitali &Co.	82·0 | 19·7 | 11·4	Naples Italian	C.2Cy.16½″&31½″–19½″ 36NHP Soc.Coop.di Prod.Sampna.		
509 121 QFKW	Libia I° SteelSc *A.Maglinlo* –15 ssNap.No.3–11,15 (*Sand Pump Hopper Dredger*) (*ex*René,*ex*Hantoon) 1*Dk*(*Stl*-*ptws*)	497 454 312	✠ A1 *Hopper Dredger* 11,15 ✠LMC11,15 BS9,17	Nap	*h*	11,15	1905 5mo	Fleming& Ferguson,Ld. Paisley	Impresa Geometra G.Fogliotti *Lloyd's A&CP*	165·3 | 34·2 | 9·4 FK	Naples Italian 5*BHCem*	T.3Cy.13″,23″&34″–22½″ (*s*) 165lb 73NHP 1SB,*2pf*,GS41,HS1346 Fleming&Fergusn,Ld.Psy.	10 ″ 0	

1 Numero d'Ordre / Numero Officiel / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.
510	**Libra**	**IronScSr**	1381	✠100A1	Hul	*p*	s1,17	1882	J.Read-	~~Angl.Aktieb.Libra~~	249·2	36·1	17·4	Norrköping	C.2Cy.29⅝″&54″–36″ (*i*)	18 ″ 7
3133	~~*G.S.Oloransson* —14~~ *A.Boström*15–18		1114	10,15				6mo	head&Co.	~~(O.A.Banck)~~				Swedish	80lb *90lb* NDB04 135NHP	s 1 ″ 7
JHLF	(*ex*Wilberforce) *ss*Hbg.2ndNo.3–4,08		837	~~BS12,15~~ ✠LMC	MS1,17			Lloyd's	S.Shields	Rederiaktieb.Ester				4*BHCem*	1SB,*4pf*,GS61,HS2196	17 ″ 11
	*Well deck ss*Rot.No.1–13 1*Dk*(*Irn*)2*trB*			12,17				*SA&CP*		(John E.Osterlund, *Mgr.*)				*f*100′371*t*	J.Readhead&Co.S.Shields	
	Cargo battens not fitted															
511	**—**	**SteelScK**	211	✠100A1	Gms		11,12	1912	Dundee	Grimsby&N.Sea	117·3	22·0	11·6	Grimsby	T.3Cy.11¾″,20″&34″–24″ (*s*)	12 ″ 6
132134	*H.M.Rylatt* –14		197	*StmTrawler*				5mo	S.B.Co.Ld.	StmTrawlingCoLd	Q65		BK7½″	British	180lb 56RHP	
	1*Dk*		82	4,14	✠LMC5,12			*Lloyd's*	Dundee					3*BHCem*	1SB,*2pf*,GS34,HS1298	
								SA&CP							MacColl&Pollock,Ld.Sld.	
512	**Liburnia**	**SteelScSr**	179					1896	Stabilmnto	Soc.inAzioni Un-	143·5	19·2	10·6	Fiume	T.3Cy.13″,20½″&34″–20½″	
	*H.Giusti*08–09		168						Tecnico	garoCroata diNav.				Aust.-Hung.	52NHP	
	1*Dk*		68						Trieste	Maritt.aVap.					StabilimentoTecnico,Tri.	
513	**—**	**SteelScSr**	160	✠ ——	Tri	*c*		1909	M.U.Mar-	Soc.Anon.Austri-	121·3	19·0	8·5	Zara	C.2Cy.15½″&30″–20″	9 ″ 6
	*ss*Tri.No.1–13		123	12,16 ✠				6mo	tinolich	aca di Nav. a Vap.	Q42′F22′			Aust.-Hung.	51NHP	
HLPW	*Elec.light* 1*Dk*(*Teak*)		76	*withfreeboard*					Lussinpicc'lo	"Dalmatia"			BK5″	4*BHCem*	1SB,*2pf*,GS31,HS1020	
				Service in the Adriatic											Plenty&Son,Ld.Newbury	
514	**Libyan**	**SteelScK**	202	✠100A1	Gms			1913	Cook,Wel-	OnwardStm.Fshg.	115·4	21·6	11·5	Grimsby	T.3Cy.12″,21″&34″–24″ (*s*)	12 ″ 3
135987	*W.Woolridge* –15		185	*StmTrawler*				12mo	t'n&Gemmell	Co.Ld(T.Robinson,	Q57′			British	180lb 67RHP	
	1*Dk*		90	12,14	✠LMC12,13				Ld. Beverley	*Mgr.*)			BK7½″	3*BHCem*	1SB,*2pf*,GS33,HS1044	
								Lloyd's							C.D.Holmes&Co.Ld.Hull	
515	**Lidador**	**SteelScSr**	193	*Now named "Atella," See No. 85 in Supplement*				1900	D.W.	Empreza do	110·8	20·3	8·2	Lourenço	C.2Cy.9½″&17¾″–11¾″	
	*F.H.Pereira*99–09 (*ex*Bilene,*ex*Pauline)		145						Kremer Sohn	Limpopo A.Couto	Q&B64′F10′			Marques	9NHP	
MBCQ	1*Dk*		107						Elmshorn				*WB*	Portuguese	Chr.Steen,sen.Elmshorn	
516	**Liddesdale**	**SteelScSr**	4403	✠100A1	Liv	*y*	~~9,16~~	1910	Russell&	Mackill S.S.Co.Ld.	384·7	51·0	26·2	Glasgow	T.3Cy.25¼″,41″&68″–48″ (*s*)	28 ″ 8
129469	*J.Farfor*12–12 *ss*Cff.No.1–14		4085	*Spar dk*	New Cff		~~10,17~~	2mo	Co.	(R.Mackill&Co.	P40′B120′F52′			British	180lb ~~3546~~ *100lb* 422NHP	s 5 ″ 5½
HQKJ	*Elec.light* 1*Dk*(*Stl*)&*Spar dk*(*Stl*)		2750	~~6,1~~9,16~~,17~~	~~RTSS~~		3,18		PortGlasgow	*Mgrs.*)			FK	6*BHCem*	2SB,*6cf*,GS111,HS6010 FD	23 ″ 7
	&deep framing			2,18 ~~BS3546~~	~~LMC 1~~0,17			*Lloyd's*	*SA&CP* *WB*	=*CellDBa*119′*uE*	24′*f*171′1030*t FPT*			6*tAPT*199*t*	D.Rowan&Co.Glasgow	
517	**Lidingöfärjan I.**	**SteelSc**	106					1907	Södra Varf.	Lidingö Trafik	86·7	27·4	9·9	Stockholm	C.2Cy.12½″&25⅝″–15¾″	
4886	*F.O.Hultgren*10–13	(*Ferry*)	89						Plåtslageri	Aktieb.	H17*t*			Swedish	Jönköpings 22NHP	
JRCP	1*Dk*		48						Stockholm	Hj.Arwin, *Mgr.*)					M.V.Aktieb.Jönköping	
518	**Lido G.**	**IronScBn**	1003	✠	Sld	Lv		1872	W.Watson	N.Gavagnin	233·4	30·3	21·4	Venice	C.2Cy.32″&60⅜″–32¾″	
118	*V.Vianello* (*ex*EugeniaSegre,		352	3,73				11mo	Sunderland		B24*t*			Italian	NB87 175NHP	
QFKZ	*ex*Pachino)	2*Dks*	605								*WB=DBa*&*f*			2*BHSPBH*	N.E.MarineEng.Co.Ld.Sld	
519	**Lidsö**	**SteelSc**	188					1915	P PhStuhrs	Akties.Dmpsk-	100·0	21·5	10·0	Rödby	Oil Eng.	
	*C.Jensen*07–15	*OilEng.*	145						Msk.&Skbs.	selsk.Rödby Havn	B22′F20′			Havn	2Cy.	
NTJG	*Mchy.Aft* 1*Dk*		118						Aalborg	(A.Andersen, *Mgr*)			*WB*	Danish	J&C G Bolinders Co Ld.Skm	
520	**Liebenfels**	**SteelScSr**	4525	✠ ——	Ham	*y*		1903	Bremer	Deutsche Dmpfs-	375·7	50·7	27·3	Bremen	Q.4Cy.23¾″,33¾″,50″&72½″–	30 ″ 0
	H.Eelbs *ss*Ham.No.2–11		4198	7,16				6mo	Vulkan	fahrts.Ges.Hansa	P49′B111′F52′			German	53¼″ 502NHP	
QHPB	2*Dks*(*Stl–U* teak s)&*Web frames*		2830		✠				Vegesack				BK11″	7*BHCem*	3SB,*9cf*,GS149,HS6426 FD	
	Elec.light														Bremer Vulkan,Vegesack	
	Wireless									*WB=CellDB*	*a*108′*uE*&*B*50′*f*	109′	914*t DT f* 38′	800*t FPT*50	*t APT*26*t*	
521	**Liège**	**SteelSc**	*4398*					1908	Flensburger	Cie.Nationale	383·7	52·1	25·3	Antwerp	T.3Cy.22¾″,39½″&66½″–48″	
	Masure –14	(*ex*Erhard.	*4072*						Schiffsb.Ges	Belge de Transp.	P43′B113′F42′			Belgian	306NHP	
MBWV	*ex*AdelheidMenzell)	2*Dks*	*2782*						Flensburg	Mar.(Armement			*WB*		FlensburgerSchiffsb.Ges.	
	Elec.light									Adolf Deppe, *Mgrs*)						
522	**Lien Shing**	**SteelScSr**	1659					1890	Lon& Glas.	Un Mau Chuen	250·0	36·1	21·5	Hong Kong	T.3Cy.20″,32″&52″–39″	
98078	*F.Baylis* –16		1497						Co.(Lim.)		B44′			British	169NHP	
LRBK		2*Dks*	1049						Glasgow						Lon.&Gls.Co.(Lim.),Gls.	
523	**Lienta**	**SteelScK**	512	✠	PGl	*h*		1914	Ferguson	Commonwealth	154·7	30·1	13·0	Launceston	C.2Cy.20″&40″–24″	13 ″ 6
101798	*H.L.Mack*14–14		486	*Hopper Barge*				3mo	Bros.(Port	Government	F19′		BK6¾″	British	66RHP	
	Elec.light	1*Dk*(*Stl*)	207	3,14	✠				Glasgow)Ld.					4*BHCem*	1SB,*3cf*,GS66,HS1890	
									Pt.Glasgow						Ferguson Bros.(Port	
															Glasgow)Ld.Pt.Gls.	
524	**Liesbeth Betty**	**SteelScK**	195	✠100A1	Ams		~~6,16~~	1904	Smith's	Stoomvis s Maats.	115·5	21·6	12·1	Ymuiden	T.3Cy.12″,20″&33″–23″ (*s*)	13 ″ 0
	*P.Zwaan*11–11	*ss*Ymu.No.2–11	192	*StmTrawler*			5,17	12mo	Dock Co.Ld.	Mercurius			BK7½″	Dutch	180lb 68NHP	
	(*ex*Orque,*ex*Heasman)	1*Dk*	51	6,17 ~~6,16~~					North Shields				*WB=*	3*BHCem*	1SB,*2pf*,GS36,HS1237	
	Elec.light	*ss*Ams.No.3–6,17		~~BS6,16~~	✠LMC~~7,11~~		~~3,17~~	*Lloyd's*	*SA&CP*					*DBf*16′12*t*	ShieldsEng.Co.Ld.N.Shl.	
525	**Life Buoy**	**SteelSc**	108					1894	Lytham	Lever Bros.Ld.	76·5	19·8	8·1	Liverpool	2Cy.10″–14″	
102148			99						S.B.&E.Co.					British	NB04 20RHP	
	Mchy.Aft		64						Lytham						LythamS.B.&E.Co.,Lytham	
526	**Liff**	**SteelSc3MstSr**	2521					1913	Craig S.B.	Skibsakties, "Liff"	291·0	44·0	19·6	Chrstiania	T.3Cy.20″,32½″&55″–44″	
	*J.Helle*16–16	(*ex*Edgar H.Vance	—						Co.,Long	(P.Edw.Arnesen)				Norwegian	201NHP	
WLQF		1*Dk*2*trB*	1523						Beach,Cal.							
527	**Liffey**	**IronTwinSc**	58	A–	Dub		3,17	1888	Ross&	A.Guinness,Son&	.....	.....	.....	Dublin	2Cy.10″–14″ (*s*)	
		*ss*Dub.2ndNo.3–4,11	—	*Barge*				6mo	Walpole	Co.Ld.	pt ND03&08			British	100lb NB92*refitted*17 6NHP	
	(*ex*TheLiffey,	*ss*Dub.No.2–17	39	*For River purposes only*					Dublin				FK	2*BHCem*	1SB,*1pf*,GS8,HS402	
	*ex*AnnaLiffey)	1*Dk*		3,17									*WB=*	*FPT*9*t*	Ross&Walpole,Dublin	
				B&MS3,17												
528	**Lifjeld**	**SteelSc**	1830					1917	Fredrkstad	Damps.Akties.	265·0	42·0	20·0	Bergen	T.3Cy.20½″,33″&56″–36″	
Now named "Obj," See No. 12 in Supplement			1131						Mek Værks	Lifjeld (H.G.	P22′B71′F29′			Norwegian	188NHP	
MQCT	*Elec.light*	1*Dk*	1108						Fredrikstad	Martens, *Mgr.*)			*WB*		FredrikstadM.V.Frdstad.	
529	**—**	**IronScSr**	168					1890	Trondhjms	Cie.des Bateaux à	95·6	20·3	7·8	Pnt.à Pitre	C.2Cy.12¾″&25″–16″	
	*J.Tartine*96–99		112						Mek Værkstd	Vap.de la	Q10*t* B32*t*		F11*t*	French	NB08 21NHP	
	1*Dk*		89						Drontheim	Guadeloupe			*WB*		TrondhjemsM.V.Trondjm	
530	**Liger**	**SteelSc4MstBkn**	5562				...	1896	Fairfield	Cie.de Nav.Sud	425·2	50·0	30·0	Bordeaux	T.3Cy.30¾″,51″&82″–57″	
	*Dubosc*q12–12		4795						Co.Ld.	Atlantique	P56′B170′F56′	22·2		French	620NHP	
JWPF	(*ex*Tintagel Castle)	2*Dks*&*Spar dk*	3531						Glasgow				FK&BK3″		FairfieldCo.Ld.Glasgow	
	Elec.light *Ref.Mchy.*	Wireless														

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c.	3	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NIP=Horse power by Society's formulæ; RIP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
531 135885 JN&Q	**Lightfoot** *W.H.Metcalfe* 04–16 *Well deck* 1 *Dk (Stl)* *Elec.light*	Steel Sc Sr	1875 1489 1104	✠100A1 Sld 7.17 0,16 11,17 Stl ✠LMC 10,16	Sld	*q*	11.17	1916 10mo *Lloyd's SA&CP*	J.Crown & Sons, Ld. Sunderland	Wandsworth, Wimbledon & Epsom District GasCo. *CellD*	268·0 | 37·9 | 17·6 P24'Q82'B51'F30' FK *B205'383t FPT105t*	London Newcastle British *4BHCem APT100t*	T.3Cy.20½″,33″&54″–39″ *(s)* 180lb *100lb* 199NHP 2SB,*4pf*,GS80,HS3092 N.E.MarineEng.Co.Ld Sld	19 ″ 9 s 2 ″ 0½ 18 ″ 0	
532 98336 WCNP	**Lightning** *R.W.O'Beirne* –16 *Elec.light* 2 *Dks & deep framing*	Iron Sc Sr	3334 3067 2134	…				1891	D & W Henderson & Co Glasgow	British India Steam Nav. Co. Ld.	364·3 | 43·3 | 26·0 P16'B104'F42' BK10″	Calcutta British *WB*	T.3Cy.27½″,44″&71½″–54″ 431NHP D.&W.Henderson&Co.,Gls	28 ″ 9	
533 141861 KSLC	**Ligonier** *T.F.Sullivan* 12–12 *ss* NYk.No.3–12,15 1 *Dk (Stl)* & *Spar dk (Stl)* *Elec.light* *Mchy.Aft* & *Web frames* Wireless	Steel Sc 3 Mst Sr	3737 3489 2397	✠100A1 *Spar dk* 8,17 ~~7.16~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 5.15 MS12,15 ✠LMC MB~~S12,15~~ DBS~~8,16~~ BS8,17	NYk	*w*	12,15 *F. P. above*	1903 5mo	New York S.B.Co. Camden, N.J. A&CP 150°F	Gulf Refining Co. *WB = CellDB*	352·5 | 46·4 | 19·2 P34'B28'F43' 26·2 FK *uB26' 80t FPT117t*	Pt.Arthur Utd.States *WB*	T.3Cy.24¾″,42½″&72″–48″ *(s)* 200lb *125lb* 455NHP *Water Tube* DB 2SB,*8cf*,GS156,HS6070 FD New York S.B.Co. Camden		
534 QFSB	**Ligure** (*ex* Sperber, *ex* Stork) 2 *Dks*	Iron Sc Sr	870 738 502	…				1870	C.&W. Earle Hull	Ferrovie dello Stato (Italian State Railways)	226·2 | 28·4 | 16·8 P42'B41'F28'	Italian	C.2Cy.33″&55″–36″ 151NHP *Cmp.*85 Nord-deutscher NB82 Lloyd, Bremen		I
535 RSTC	**Liguria** *O.Remanossky* 12–13 (*ex* Gorjistan) 2 *Dks (Stl)* *Elec.light*	Steel Sc Sr	4588 4238 2885	✠ 9,16 ✠	Rot	*x*		1911 8mo	W.Gray & Co.Ld. W Hartlepool	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	373·0 | 50·1 | 27·5 P25'B120'F39' *WB = CellDBa* FK 119'*uE28'* *f162'1002t DT a34'*	Hamburg German 6 *BHCem* *860t APT36t*	T.3Cy.28″,46″&77″–48″ 616NHP 3SB,*12pf*,GS214,HS9469 FD Cen.Mar.Eng.Wrks.WHpl	30 ″ 0	
536 5646 JVCK	— ~~*C.O.Hedström* 04–14~~ *Elec.light* 1 *Dk (Stl)* & *Shelter dk (Stl)* ~~*K.f.Bloemgren* 05–16~~ *N.M.Thore* 16–17	Steel Sc Sr	1751 1470 850	✠100A1 *Shelter dk with freeboard* ~~5.13~~ 7.16 1,18 ✠LMC 10,14	Cpn ~~Gos~~ Got	*s*	11,16	1914 10mo *Lloyd's SA&CP*	Lindholmens V.A. Gothenburg	Rederiak Svenska Lloyd (H.Metcalfe, *Mgr.*) *Intermediate BH in fore hold dispensed with WB = CellDBa* FK	283·0 | 43·0 | 16·4 *4BH only 76'uE&B63'*	Gothenbrg Swedish *Cem* *f116'536t FPT39t APT21t*	T.3Cy.21½″,35½″&58½″–36″ 185lb *100lb* *(s)* 254NHP 2SB,*6cf*,GS130,HS4302 Lindholmens, V.A.Got.	19 ″ 0 s 1 ″ 1 18 ″ 3	
537 15 QFVK	— *D.Acquarone* (*ex* Ville de Mostaganem *ex* Ralph) *Well deck* *Mchy.Aft* 1 *Dk*	Steel Sc Sr	183 154 97	…				1895	R.Thompson & Sons Sunderland	Soc. di Nav. a Vap. Liguria Occidentale *WB*	115·2 | 20·0 | 9·2 Q37'B7'F18' FK	P.Maurizio Italian	C.2Cy.13¾″&28″–20½″ 37NHP N.E.MarineEng.Co.Ld.Sld	9 ″ 8	V
538 551 QFSM	— *S.Breganti* (*Tug*)	Steel Sc	114 — 11					1912	Soc.Anon. Cooper. di Produzione Smpierdrena	Soc.Rimorchiatori Genovesi	84·5 | 18·5 | 10·9	Genoa Italian	C.2Cy.15¾″&31½–21¾ 38NHP Soc.Anon.Cooper. di Produzione		I
539	**Lika** *A.Mardesich* 06–08 *Elec.light* 1 *Dk (Teak)*	Steel Sc Sr	204 176 123	✠ 1,16 ✠	Tri	*d*		1908 9mo	Stabilmnto Tecnico Trieste	Soc.in Azioni Ungaro Croata di Nav. Maritt.a Vap.	149·0 | 19·6 | 10·0 Q35' BK6¾	Fiume Aust.-Hung. *6BHCem*	T3Cy.11¾″,18″&30″–17¾″ 56NHP 1SB,*2cf*,GS35,HS1082 Stabilimento Tecnico, Tri.	11 ″ 6	
540 00725 SWM	**Like Like** *M.Naopala* 1 *Dk*	Steel Sc Sr	374 — 214					1904	Union Iron Works San Francisco	Inter-Islands S.N. Co.Ld.	136·1 | 30·1 | 11·5 P23'B50'F24'	Honolulu Utd.States	C.2Cy.13″&28″–21″ 30NHP Union Iron Wks.S.Frncisco		
541 23005	**Lilavati** *E.Ahmedbhoy* 10–12 *Elec.light* 1 *Dk* & *Shade dk*	Steel Sc Sr	293 240 123					1911	Greenock & Grangem'th Dkyd Co.Ld Grangem'th	Bombay Stm.Nav. Co.Ld.	165·0 | 27·6 | 9·1	Bombay British *WB*	T.3Cy.15½″,25½″&40″–27″ 83NHP Dunsmuir&Jackson Ld.Gls		
542 RMLK	**Lili Woermann** *J.Biet* *Elec.light* 2 *Dks*	Steel Sc Sr	2281 2096 1435					1902	Blohm & Voss Hamburg	Woermann Linie Akt.Ges.	300·1 | 38·3 | 23·4 P86'F30'	Hamburg German *WB*	T.3Cy.18 7/16″,29 7/16″&50″–39½″ 157NHP Blohm&Voss, Hamburg		G
543	**Lilian** *Now named "Paterson," See No. 58 in Supplement* 1 *Dk*	Iron Sc Sr	105 105 71					1886	D.&W. Robertson Sydney	Government of New South Wales	98·2 | 17·1 | 7·1	Sydny NSW British	C.2Cy.15″&28″–20″ 28RHP London&Colonial ECo.Lon		
544 MJPD	**Lilias** *N.Rasmussen* (*ex* Ancient Briton) *Well deck*	Iron Sc Sr ss Nwc.2nd No3–2,07 ss Goo No.2–16 1 *Dk (Irn)* 2 *tr B*	1010 838 609	✠100A1 ~~5.13~~ ~~2.10~~ 1,18 Cff ✠NB2,07 ✠LMC 6,15 BS1~~4,16~~ 1,18	Goo	*n*	~~2,16~~ ~~15,17~~ 1,18	1882 7mo *Lloyd's SA&CP*	Tyne I.S.B. Co.Ld. Newcastle	Aktieselskabet Dampskibet Lilias (J.K.Christophersen, *Mgr.*)	225·0 | 31·2 | 16·0 Q113'B44'F28' FK *WB = DBa57'f67'*	Tvdestrnd Norwegian *4BHCem* *215t APT8t*	C.2Cy.28″&52″–33″ *(r)* 80lb *80lb* NDB00 122NHP 1SB,*4pf*,GS63,HS2051 R.&W.Hawthorn, Nwc.	17 ″ 1 s 2 ″ 0½ 15 ″ 3	
545 617 QFVN	**Lilla** *G.Giacopino* –17 ~~*P.Pastorino* 05–13~~ (*ex* Thordisa) *Well deck*	Steel Sc Sr ss Nwc.2nd No.3–1,13 1 *Dk (Stl)* 2 *tr B*	2819 1817 1469	✠100A1 7.14 ~~Examined 5.17~~ ✠LMC 5.17	Sws	*s*	~~4.15~~ 5.17	1888 12mo	T.Turnbull & Son Whitby	F.Degrossi	289·2 | 38·3 | 20·8 P28'Q76'B124' F32' FK pt ND01 *WB = DBa*	Genoa Italian *6BHCem* *88'f114'430t*	T.3Cy.22″,36″&59″–39″ *(s)* 160lb *80lb* NDB04 219NHP 2SB,*6cf*,GS84,HS3301 Blair&Co.Ld.Stockton	22 ″ 2 s 1 ″ 10 20 ″ 7	
546 WKQC	**Lille** *O.Engelhart* 15–15 (*ex* Ioannis Coutzis, *ex* Caucase) *Mchy.Aft* 1 *Dk* & *Spar dk* *Elec.light* *Carrying Petroleum in bulk*	Steel Sc Sr	1633 — 1022					1888	Armstrong Mitchell & Co.Ld. Newcastle	Dpsk.Akties.Adine (I.Hansen & C.H.Engelhart)	250·0 | 35·0 | 24·3 F20'	Chrstiania Norwegian *WB*	T.3Cy.18½″,30″&48″–33″ 132NHP Wllsnd Slpwy.Co.Ld.Nwc.		V
547 NHKL	**Lillebelt** *A.J.J.Nagel* –05 1 *Dk*	Iron Pad (*Ferry*)	295 286 119					1872	Wigham Richrdsn & Co Newcastle	DeDanske Statsbaner	139·9 | 26·3 | 10·7	Copnhagn Danish	2Cy.36″–46″ 135NHP Thompson, Boyd&Co., Nwc		
548 NTSC	**Lilleborg** *Sörensen* 1 *Dk*	Steel Sc Sr	1695 1199 1025					1916	Helsingörs Jernsk & Msk Elsinore	Dampskibsselsk. "Neptun" (C.K. Hansen, *Mgr.*)	251·3 | 37·2 | 16·0 P28'Q69'B98'F33'	Copnhagn Danish *WB*	T.3Cy.18″,30″&50″–36″ 150NHP Helsingörs Jernsk.&Mskb.		V
549 MNCJ	**Lillefjord** *Tanstad* (*ex* Isafold, *ex* Columbus, *ex* Kosmos, *ex* Emma, *ex* Burgermeister Massmann) 1 *Dk*	Steel Sc Sr	383 206 221					1895	Act.Ges. "Neptun" Rostock	Den Norske Amerikalinje	136·2 | 23·1 | 16·5 Q49'B34'F51'	Chrstiania Norwegian *WB*	C.2Cy.19¾″&35½″–28¾″ 56NHP A.G. "Neptun," Rostock		G
550 MPRB	**Lillemor** *G.H.Askeland* 1 *Dk*	Steel Sc	1132 991 677					1916	Akties. Moss Værft Moss	Th.Brövig	226·2 | 36·6 | 15·7 P20'B57'F26'	Farsund Norwegian *WB*	T.3Cy.16″,25″&42″–30″ 97NHP Akties.Moss Værft.Moss		N
551 JWPJ	**Lillois** *L.Delamer* 08–13 1 *Dk*	Steel Sc	244 — 91					1905	Bonn & Mees Rotterdam	Pêcheries Lilloises (My.Lemaire&Co. *Mgrs.*)	135·5 | 21·7 | 12·5	Boulogne French *WB*	T.3Cy.13″,21½″&35″–24″ 60NHP Alblasserdam.Msch.Fab.		V

1 Numero d'Ordre / Numero Officiel / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Rajournement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pr.
552 122395 HPMG	**Lillooet** *R.C.Musgrave* –08 *Elec.light*	**SteelTwinScSr** 2*Dks&Shade dk*	574 403 311			…		1908	BColumbia MarRlyCoLd Victoria,B.C.	Govt.ofCanada	163·0|27·0|13·0 F33′ FK	Vict'riaBC British *WB*	T.6Cy.11½″,18″&31″–24″ FD 94RHP Bow,McLachln&CoLd.Pay	15 ″ 0
553 3197 JHPS	**Lilly** *G.F.Gudmunsson*08–08 (*ex*Albania) *Well deck*	**IronScSr** *ss*Hbg.2ndNo.3–4,09 *ss*Hbg.No.2–16 1*Dk*(*Irn*)2*trB*	1773 1404 1067	✠100A1 6,16 ✠NB1,94 ✠LMC6,16	Hbg	*r*	N6,16	1883 6mo	W.Gray& Co. WHartlepool A&CP	**Aktieb.Kattegat (H.Swensson,** *Mgr.*)	263·8|35·8|20·0 P28′Q68′B70′F39′ BK9½″ *WB*=*DBa*	**Hlsngborg** Swedish 4*BHCem* 30′*f*102′357*t*	C.2Cy.21″&56″–40″ (*s*) 150lb *100lt* NDB13 188NHP 2SB,*4rf*,GS64,HS2770 Black,Hawthorn&Co.,Gts	21 ″ 5 s 1·11½ 20 ″ 5
554 NPCL	**—** *N.Sörensen*09–13 (*ex*Hektos)	**SteelScSr** 1*Dk2trB*	1150 887 719			…		1890	Flensburgr Schiffsb.Ges. Flensburg	**Dampskibsselsk. Dania**(Chr.Andresen,*Mgr.*)	229·6|34·3|13·8 Q76′B54′F21′ *WB*	**Esbjerg** Danish	T.3Cy.17″,26″&42″–30″ 97NHP FlensburgerSchiffsb.Ges.	
555 5840 JVSF	**—** *C.A.Abrahamson* –16 *Mchy.Aft*	**SteelScSr** 1*Dk*(*Stl*)	314 250 200	✠100A – 1·1 9,16 8,17 ✠LMC9,16	Got	*c*		1916 9mo	P.Larsson Gothenburg Thorskog	**C.N.Andersson**	~~102·8~~|22·5|~~11·6~~ P26′F15 ~~(m17 10 1~~ 124·9 FK *CellD B22 2½ FPT20t*	**Gothenbrg** Swedish 3*BHCem* *APT15t*	C.2Cy.13″&20″–16″ (*s*) 120lb 22NHP 1SB,*2cf*,GS46,HS490 P.Larsson,Gothenburg Thorskog	12 ″ 0 ~~9 1 3~~ ~~10 11~~
556	**—** *S.Jonassen*	**IronSc** (*Trawler*) 1*Dk*	137 128 28					1891	J.C.Tecklenborg Geestemünde	**A.Pjetursson**	106·0|20·9| 9·7	**Reykjavik** Danish	C.2Cy.17¾″&32¾″–22½″ 42NHP J.C.Tecklenborg,Gstmnde	
557	**Lilly Rickmers** *H.Hülsebusch*05–10 *Elec.light* Sub.Sig. Wireless	**SteelSc** 2*Dks*	4081 3822 2549					1910	Rickmers Akt.Ges. Bremerhaven	**RickmersReismühlen,Reed.& Schiffb.Akt.Ges.**	367·1|47·7|27·3 B94′ F44′ *WB*	**Brmrhavn** German	T.3Cy.23¼″,38½″&63″–43½″ 261NHP BremerVulkan,Vegesack	
558 QJTN	**Lily** *Culucundis* (*ex*Skipsea)	**SteelScSr** *ss*Bry.No.3–12,09 *ss*Syr.No.1–14 1*Dk*(*Irn*)2*trB*&*deepframing*3*Dk rule*	*2993* *2812* *1934*	✠100A1 10,16 ✠LMC MS2,14 BS~~2,16~~ 6,17	Pir	*u*	10,16	1900 3mo	W.Gray& Co.Ld. WHartlepool A&CP	**N.G.Calvocoressis &E.Culucundis** *WB*=*CellDB*	325·3|47·1|22·4 P29′B82′F30′ FK *uE130′f136′731t*	**Syra** Greek 5*BHCem* *APT53t*	T.3Cy.24″,38″&64″–42″ (*s*) 160lb 264NHP 3SB,*6rf*,GS96,HS3963 Cen.Mar.Eng.Wrks.WHpl	24 ″ 10 s 4 ″ 4½ 20 ″ 10
559 106053 PNBC	**—** *A.Smith* –16 *Elec.light*	**SteelScSr** *ss*Gls.No.3–5,08 *ss*Gls.No.2–16 1*Dk*(*ptStl–ws*)	635 524 256	✠100A1 2,18 ~~12,16~~ ✠LMC12,16 ~~BS3,13~~	Gls	*j*	~~12,15~~ 3,18	1896 12mo *Lloyd's*	Blackwood &Gordon Pt.Glasgow *sA&CP*	**LairdLine,Ld.** *WB*=*CellDBa*	190·5|29·3|13·3 P45′B65′F51′ FK&BK1″ *44′f46′10 5t*	**Glasgow** British 5*BHCem*	T.3Cy.15″,24½″&40″–30″ (*s*) 170lb *65lb* 126NHP 2SB,*4cf*,GS75,HS2440 Blackwood&Gordon,P.Gls	14 ″ 0 s 1 ″ 8½ 12 ″ 10
560 113451	**—** *J.Potter* –01 (*Ferry*) *Elec.light*	**SteelTwinSc** 1*Dk*	514 506 212			…		1901	J.Jones& Sons Liverpool	**TheMayor,Aldermen&Burgesses of theBorough of Wallasey**	155·6|42·1|11·0 FK *WB*	**Liverpool** British	T.8Cy.19″,26″&(4)31″–20″ 242NHP J.Jones&Sons,Liverpool	11 ″ 6
561 1105 HTCL	**—** *E.F.Norin* –14	**IronScSr** (*ex*Caron) 1*Dk*	357 263 199					1887	Aktieb. Atlas Gefle	**StockholmsRederiaktiebSvea.** (Hj. Blomberg,*Mgr.*)	128·5|23·3|10·1 Q38′B31′ H8*t* F20′ *WB*	**Stockholm** Swedish	C.2C.17¾″&31½″–20½″ 37NHP Aktieb.Atlas,Stockholm	
562 127567 HNJL	**Lily Melling** *J.T.Wragg* –08	**SteelScK** *ss*Flt.No.1–12 1*Dk*	246 217 96	✠100A1 *StmTrawler* 12,14 BS12,14 ✠LMC12,12	Flt		~~12,17~~ 3,18	1908 11mo *Lloyd's*	Smith's Dock Co.Ld. NorthShields *sA&CP*	**MellingSteam TrawlingCo.Ld.** (H.Melling,*Mgr.*)	125·6|22·1|12·1 Q72′F21′ BK7½″	**Fleetwood** British 3*BHCem*	T.3Cy.12½″,21″&35″–26″ (*s*) 180lb 85RHP 1SB,*3pf*,GS50,HS1555 ShieldsEng.Co.Ld.N.Shl.	13 ″ 0
563	**Lima**	**SteelScSr** (*ex*Westerwald) *Elec.light* Wireless	3901 3171 2390					1907	Furness, Withy&CoLd WHartlepool	**Requisitioned by thePortuguese Government**	352·1|45·1|26·0 P40′B115′F72′ *WB*	Portuguese	T.3Cy.25½″,43″&72″–48″ Richardsons, 359NHP Westgarth&Co.Ld.Hpl.	
564 641 HBKN	**Limari** *F.Collins*90–01 *Elec.light* Wireless	**SteelScSr** 2*Dks&Shade dk*	2647 2000 1709			…		1898	J.Reid&Co Ld. Glasgow	**CompaniaSud Americana deVap.**	351·8|42·1|19·5 F27′ BK10½″ *WB*	**Valparaiso** Chilian	T.3Cy.28″,45″&76″–54″ 512NHP Dunsmuir&Jackson,Gls.	23 ″ 0
565 PJGL	**Limburg** *Moerman*	**SteelSc** (*Tug*) 1*Dk*	294 221 8					1916	Jonker& Stans HendrikIdo Ambacht	**BureauWijsmuller**	115·0|24·0|12·7	**s'Gravenhage** Dutch	T.3Cy.15″,24″&40″–24″ 78NHP Machinefabriek,Bolnes	
566 114639 TFWR	**Lime Branch** *L.A.Mitchell* –15 *Turret deck*	**SteelSc5TwinMasts** 1*Dk&Shelter dk3trB&deepframing* *Elec.light*	5379 4522 3468					1902	WDoxford &Sons,Ld. Sunderland	**NautilusStm.Shpg Co.Ld.** (F.&W. Ritson,*Mgrs.*)	396·0|56·2|25·8	**Sundrland** British *WB*	T.3Cy.26″,44″&72″–48″ 359NHP W.Doxford&Sons,Ld.Sld.	
567 118317 VFGH	**Limehouse** *F.M.Hutt* –07	**SteelScSr** ~~*ss*Lon.No.2–11~~ *ss*Shl.No.3–6,16 1*Dk*(*Stl–ptws*) *Cargo battens not fitted*	562 ~~7,17~~ 451 292	✠100A1 ~~4,15~~ 2,18 Nwc ✠LMC11,15 BS~~12,16~~ ~~7,17~~	Shl	*h*	~~12,15~~ 7,17	1903 8mo *Lloyd's*	W.Dobson &Co. Newcastle *sA&CP*	**CommercialGasCo.** *WB*=*CellDBa*	165·0|30·0|10·9 B29′F17′ FK *uE9′f62′151tFPT*	**London** British 4*BHCem* *39tAPT36t*	T.3Cy.15½″,25″&41″–27″ (*s*) 180lb *80lb* 90RHP 1SB,*3cf*,GS48,HS1746 J.P.Rennoldsn&Sns,S.Shl.	13 ″ 6 s 1 ″ 11½ 12 ″ 0
568 109983 QJBG	**Limerick** *M.Macfarlane* –12 (*ex*RippinghamGrange) *Ref.Mchy.* *Elec.light* Wireless	**SteelScSr** *ss*Lon.No.3–2,11 *ss*Bry.No.1–15 2*Dks*(*Stl*) &*deep framing*	6827 5440 5116	✠100A1 12,16 BS4,16 ✠LMC5,15 Lloyd'sRMC12,16	Lon	*a*†	4,16	1898 10mo	Workman, Clark&Co.Ld Belfast A&CP	**UnionS.S.Co.of NewZealand,Ld.** *WB*=*CellD* *Ba115′ uE&B72′f 150′1215t FPT150t*	420·0|54·2|29·5 P33′B197′F78′ FK	**London** British 7*BHCem* *APT80t*	T3Cy.27″,44½″&74″–54″ (*s*) 180lb 558NHP 3SB(FD),&1AuxSB,*11cf*, GS211,HS8496 Wrkman,Clark&Co.LdBel	32 ″ 5 s 6 ″ 2 26 ″ 7
569 137523 JNLM	**Limesfield** *J.W.Jones* –16 *Mchy.Aft Well deck*	**SteelSc3MstSr** 1*Dk*(*Stl*)	427 306 160	✠100A1 10,16 ✠LMC10,16	Liv	*g*		1916 9mo *Lloyd*	LythamS. B.&E.Co.Ld Lytham *sA&CP*	**ZillahShipping& CarryingCo.Ld.** (W.A.Savage,Ld. *Mgrs.*)	142·2|26·0|11·5 Q85′B9′F23′ BK6½″ *DT f16′33t*	**Liverpool** British 4*BHCem* *APT6t*	T.3Cy.14″,22″&38″–24″ (*s*) 180lb 88RHP 1SB,*3pf*,GS50,HS1520 LythamS.B.&E.Co.Ld.	12 ″ 6 s 4 ″ 1 12 ″ 10
570 109014 QDHC	**Limewold** *C.West* –13 (*ex*Derwent)	**IronScK** (*Trawler*) 1*Dk*	189 174 76			…		1898	Cochrane& Cooper,Ld. Beverley	**NorthwoldSteam FishingCo.Ld.** (T.Sowerby,*Mgr.*)	112·6|21·0|11·6 Q20′ BK7½″	**Grimsby** British	T.3Cy.11¾″,20″&32″–23″ NB14 50RHP Bailey&Leetham,Hull	12 ″ 3
571 NMWP	**Limfjorden** *Rasmussen*	**SteelScSr** 1*Dk*	488 364 245					1904	Helsingörs Jernsk.&Msk Elsinore	**DetForenede DampskibsSelsk.**	190·8|25·8|10·4 P101′F20′ len.13 *WB*	**Thisted** Danish	T.3Cy.13″,21½″&37″–24″ 67NHP HelsingörsJernsk.&Mskb.	
572 212592 LDQN	**Limon** *B.Terfry* –13 *Ref.Mchy.* Sub.Sig.	Wireless 3*Dks*&*Shelterdk*	3297 3095 2109					1904	Workman, Clark&Co.Ld Belfast	**LimonS.S.Corp.** (UnitedFruitCo. Line)	330·6|44·5|28·9 — *WB*	**NewYork** Utd.States	T.3Cy.25″,41″&68″–48″ 320NHP Wrkman,Clark&Co.LdBel	
573 ~~110036~~	**Lin Tan** ~~*Jebegg* –14~~	**SteelTwinSc** 1*Dk&Shadedk*	572 362 355					1904	Hong K'ng &Whampoa Dock Co.Ld. HongKong	~~HongKong,Canton &MacaoStm.Boat Co.Ltd~~	175·0|32·0| 8·6	~~HongKong British~~ Chinese	C.4Cy.14″&33″–18″ 86RHP HongKong&Whampoa Dock Co.Ld.HongKong	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys.	3 No. of Decks &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned. now expired. Equipment Letter.	7a Mean drafts. / Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 Built. By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of P.O. of Trade Cert.
574 / JDSQ	**Lina** *A.Beutel* *Elec.light*	**IronScSr** 1*Dk*&*Awngdk*	585 421 348					1880	**F Schichau** Elbing	**Lina Dmpfsfahrts. Ges. Th Gribel (Rud Christ Gribel *Mgr*)**	179·8 P&B 97′	25·3 F26′	13·1 21·1	**Stettin** German	C.2Cy.22″&41″–25½″ NB93 70NHP F.Schichau, Elbing		G
575 / 118359 / VLQG	**Linan** *W.O.Jones* –14	**SteelTwinScSr** 2*Dks*	2211 1943 1356					1903	**Scott & Co.** Greenock	**China Nav. Co. Ld.**	300·2 B36′	40·1 F37′	20·6	**London** British *WB*	T.6Cy.14½″,24″&39½″–30″ 170NHP Greenock Foundry Co. Grk.		
576 / 93410 / MSVQ	**Lincoln** *W.Bell* –17	**IronScK** (*Trawler*) 1*Dk*	~~126~~ 124 115 ~~48 40~~			...		1890	**R. Thompson & Sons** Sunderland	**Ardrossan Salvage Co. Ld. (Mann, Macneal & Co. Ld. *Mgrs.*)**	95·0	20·5	10·3 BK8″	**Ardrossan** British	C.2Cy.14½″&29″–21″ 35RHP NrthnM.E.Co (Lim.) S.Shl.	11 ″ 4	
577 / 93491	**—** *H.Dibden* –86	**WoodPad** 1*Dk*	104 81 65					1886	**W. J. Watson** Blmain, NSW	**New South Wales Government**	112·6 H23*t*	18·2	6·5	**Sydny NSW** British	C.2Cy.14″&26½″–48″ 40RHP Perdrian West & Co, Blmain		
578 / 106832 / JCHR	**Lincolnia** *C.R.Radford* –16 (*ex* Dorthea, *ex* Kingfisher)	**Iron&SteelScK** *ss* Flt. No.3–5,10 *ss* Flt. No.1–14 1*Dk* *Irn plating & Stl framing*	138 126 52	✠100A1 *Stm Trawler* 3,17 ~~12,15~~ ~~BS9,16~~	Flt		~~11,14~~ 3,17	1897 1mo	**Sir Raylton Dixon & Co.** Middlesbro' A&CP	**W. Olney (A. L. Black, *Mgr.*)**	95·8 Q19′F17′ ND10	20·4	10·8 BK7½″	**Fleetwood** British 3*BH Cem*	T.3Cy.11″,17″&30″–21″ (*s*) 180lb 42RHP 1SB,*2pf*,GS26,HS820 N.E.Marine Eng. Co. Ld. Sld	11 ″ 8	
579 / 56079 / LNOW	**Lincolnshire** *J.Carine* –15	**IronScK** 1*Dk*	112 89 54					1867	**C. Mitchell & Co.** Newcastle	**~~Lincolnshire SS Co. Ld.~~ W. Darlington**	77·1 Q12*t*	20·0 F5*t*	8·3	**Newport** British	2Cy.12″–14′ 25RHP Pattison & Atkinson, Nwc.		
580 / MFQL	**Lindaas** *B.Fröiseth*	**SteelScSr** 1*Dk*	138 95 54					1909	**Xiansands Mek. Værks.** Xiansand	**Lindaas-Masfjordens Dampskibsselskab**	98·0 H27*t* F8*t*	18·8	9·0	**Bergen** Norwegian	T.3Cy.10″,16″&27″–15″ 28NHP Xiansands M.V. Xiansand		N
581 / 81446 / HWKJ	**Lindale** *W.R.Doran* –15 (*ex* Sant Kevin)	**IronScSr** *ss* Liv.2nd No.3–9,07 *ss* Lon.No.2–17 1*Dk* (*Irn*)	477 411 247	✠100A1 1,17 ✠NB9,03	Lon	*h*	1,17	1883 6mo	**M'Ilwne, Lewis & Co.** Belfast *Lloyd's SA&CP*	~~Anglo-Continental Guano Works Ld.~~ (E.G. Martens *Mgr*)	178·9 Q28′B32′F26′	26·2	12·8 BK7″ *WB*	**Liverpool** British 4*BH Cem*	C.2Cy.22″&40″–30″ (*s*) 90lb 75RHP 1SB,*3pf*,GS46,HS1380 M'Ilwne, Lewis & Co Ld. Bel	13 ″ 6 s 1 ″ 6 12 ″ 8	
582 / RPOV	**Linden** *A.Hauth* *Elec.light*	**SteelScSr** 3*Dks*	4188 3928 2624					1906	**Flensburgr Schiffs. Ges.** Flensburg	**Deutsch-Austral. Dmpfsch. Ges.**	375·5 P&B 309′F46′	48·8	27·3	**Hamburg** German	T.3Cy.27¾″,46½″&76″–48″ 400NHP Flensburger Schiffsb. Ges.		G
583 / 113421 / RVFF	**Lindenhall** *E.Thomas* 12–12	**SteelScSr** *ss* Hpl.No.3–9,06 *ss* NYk.No.2–16 *Spar dk* (*pt Irn & pt Stl*) 2*tr B* & *deep framing*	4003 3747 2576	✠100A1 *Spar dk* *with freeboard* 1,17	N Yk	*w*	12,16 ~~BS3,17~~ ~~LMC2,16~~	1900 9mo	**Irvine's S B & D.D.Co.Ld.** W Hartlepool A&CP	**W. Hartlepool Stm. Nav. Co. Ld.** *WB = Cell D B a*	345·0 P31′B100′F34′ FK 112′ *u E & B* 36′ *f* 144′	47·9	19·4 27·6 6 *BH Cem* 872*t APT* 83*t*	**W. Hartlpl** British	T.3Cy.25″,40″&66″–45″ (*s*) 160lb *90lb* 307NHP 2SB,*6cf*,GS109,HS4832 Sir C. Furness, Westgarth & Co. Ld. Mdb.	30 ″ 2 s 5 ″ 9½ 24 ″ 9	
584 / NTQK	**Lindeskov** *P.Poulsen* 00–16 (*ex* Sigurd, *ex* *Well deck* Benevolent)	**IronScSr** 6th Survey, Osc.11,09 1st Survey, Mmo.3,14 1*Dk* (*Irn*) 2*tr B*	1254 964 743	✠ A1* 1 10,16 BS10,16	Hbg	Lv	13·84 14·57 15·66 16·57 10,16 LMC3,14	1883 5mo	**Whitehvn** S.B.Co.Ld. Whitehaven	**Dmpsk. Akties. Store Belt (P.L. Fisker, *Mgr.*)**	221·6 Q92′B55′H47*t* FK *WB = MT*	33·3 F27′	15·8	**Copnhagn** Danish 3*BH* 2PBH *APT FPT*	C.2Cy.21½″&46″–42″ 110lb *80lb* NDB05 121NHP 1DB,*4cf*,GS65,HS1968 J. Jones & Sons, Liverpool	17 ″ 3 s 1 ″ 4 16 ″ 2	
585 / JGDC	**Lindesnæs** *O.Jonassen* 13–18	**Iron&SteelScSr** 1*Dk*	145 89 64					1886	**Christiansands Mek. V. Christiansnd**	**Dpsk. Selsk. Lindesnæs (M.A. Berntsen)**	95·3 Q12*t*	18·2 B31*t*	8·9 F6*t*	**Farsund** Norwegian *WB*	C.2Cy.16″&27½″–21″ NB97 29NHP Chrstnsnds Mek. Verks.		N
586 / NVFB	**Lindholm** *Möller* 16–16	**SteelScSr** (*ex* Staal, *ex* Stål) 1*Dk*	269 222 200					1906	**Thorskogs Mek. Værks.** Thorskog	**Aalborgs Rederi Akties. (G. Rendbeck, *Mgr.*)**	125·2 P30′H10*t*	22·8 F12′	10·8	**Aalborg** Danish	C.2Cy.12″&20″–16″ 13NHP Thorskogs M.V. Thorskog	11 ″ 6	V
587 / 364 / IABM	**Linell** *M.Ratsey* (*ex* Marian) *Well deck*	**SteelScSr** *ss* Lth.2nd No.3–5,14 1*Dk* (*Irn*) & *Webframes*	1886 1508 1295	✠100A1 7,14 ✠LMC5,14	Lth	*r*	7,14	1889 9mo *Lloyd's SA&CI*	**Irvine & Co.** W Hartlepool	**Joh. Linde**	274·0 P29′Q76′B112′ F37′	37·2 3K9½″ *WB = Cell*	16·7 *DB* 232′ 457*t*	**Reval** Russian 4*BH Cem*	T.3Cy.21″,34″&56″–36″ (*s*) 160lb *90lb* NDB04 187NHP 2SB,*1rf*,*3cf*,GS60,HS2797 Blair & Co. Ld. Stockton	19 ″ 5 s 1 ″ 3½ 19 ″ 0	
588 / 132238 / HSLV	**Linesman** *C.H.Sheriff* –15	**SteelScK** *ss* Hul.No.1–14 1*Dk*	96 86 4	✠ A– *For River purposes only* 9,15	Hul		9,15 LMC7,14	1911 3mo	**J.P.Rennoldson & Sns.** South Shields	**T. Gray & Co. Ld.**	85·2 BK5″ *W*	18·1 4 *BH Cem* *B = APT* 8*t*	10·1	**Hull** British	C.2Cy.15½″&32″–21″ (*s*) 130lb 55RHP 1SB,*2pf*,GS32,HS1060 J.P.Rennoldsn & Sns, S.Shl.	10 ″ 9	
589 / 119182 / HBMS	**Linga** *H.M.Cutbush* –13 *Elec.light* Wireless	**SteelTrpScSr** 2*Dks* (*M pt Stl*–ws) & *Awng dk* (*pt Stl*–teak s)	2193 1053 958	✠ *Awng dk* *with freeboard* 12,04 *Indian & Colonial Trade*	Dmb	*r*		1904 12mo	**W. Denny & Bros.** Dumbarton	**British India Stm. Nav. Co. Ld.** *WB = Cell D B a* 42′	275·8 P38′B104′F56′ FK *u* E22′ *f* 64′ 141*t* *FPT*	44·1 24·5 *B* 22′	16·6 5 *BH pt Asp pt Cem* 33*t APT* 33*t*	**Glasgow** British	3 Steam Turbines 450RHP 2DB,*12cf*,GS274,HS8620 FD Parsons Marine Steam Turbine Co. Ld. Nwc.	25 ″ 6	
590	**—**	**SteelScSr** (*Whaler*) 1*Dk*	*116* *110* *43*					1907	**Akers Mek. Værks.** Christiania		91·3	18·0	10·6	French *WB*	T.3Cy.11″,18″&29″–18″ 36NHP Akers Mek. Værks. Xia.		
591 / 132810 / HTWG	**Lingan** *A.E.Bailey* –15 Sub.Sig.	**SteelSc** 1*Dk*	4677 4338 2603					1911	**Sir Raylton Dixon & Co Ld** Middlesbro'	**Lingan S.S.Co.Ld. (Dominion Coal Co. Ld.)**	375·4 P25′B99′F28′	52·0	27·6	**Montreal** British *WB*	T.3Cy.26″,44″&73″–48″ 369NHP Richardsons, Westgarth & Co. Ld. Mdb.		C
592 / 79377 / HTBN	**Lingdale** *R.Tann* 09–15 (*ex* Lady Vita)	**IronPadSp** (*Tug*) 1*Dk*	174 160 11			...		1882	**Westwood, Baillie & Co.** London	**Tees Tug Co. Ld. (W.H. Crosthwaite *Mgr.*)**	107·7	20·1	10·4	**Middlsbro'** British	L.2Cy.31″–57″ NB07 75RHP J. Stewart & Son, London		
593 / 129128 / HRMW	**Lingestroom** *Elec.light*	**SteelScSr** 2*Dks*	1642					1916	**Rotterdam Droogd Maat. Rotterdam**	**Hollandsche Stoomb. Maats.**	243·1			**Amstrdam** Dutch *WB*	T.3Cy.21½″,33″&56½″–39″ 200NHP Rotterdam. Droogd. Maats.		
594 / 129128 / HRMW	**Lingfield** *R.Hughes* –16	**SteelScSr** *ss* Npt.No.1–15 1*Dk* (*Stl*)	4065 3875 2614	✠100A1 ~~6,17~~ ~~6,16~~ 12,17 ~~Sus~~ y ✠LMC MS3,15	Npt	*x*	~~4,16~~ 11,17 ~~BS1,17~~ ~~& 18~~	1910 8mo	**Irvine's S B & D.D.Co.Ld.** W Hartlepool *Lloyd's SA&CP*	**Woodfield S.Shpg Co. Ld. (Woods, Taylor & Brown, *Mgrs.*)** *WB = Cell D B a*	365·2 P23 B234′F32′ 125′ *u E & B* 43′ *f* 151′	51·3 FK 882*t FPT* 67*t*	26·0 6 *BH Cem*	**London** British 3*BH Cem*	T.3Cy.26″,42½″&70″–48″ (*s*) 180lb *100lb* 397NHP 3SB,*9cf*,GS152,HS6524 Richardsons, Westgarth & *APT* 110*t* Co. Ld. Hpl.	28 ″ 4 s 4 ″ 4½ 24 ″ 4	

Numéro d'Ordre / Numéro Officiel / Signaux	2 Nom du Navire. Matériaux, Gréement, etc.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant après visite d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.
595	**Linhope**	SteelScSr	1339	✠100A1 4,17	Shl	*o*	~~4,17~~	1894	S.P.Austin	~~L.Fenwick&Sons~~	240·0|36·1|14·8	Newcastle	T.3Cy.19″,31″&51″–33″ (*s*)	17 ″ 7
104267	*A.Smith* –17	*ss*Shl.No.3–5,07	995	~~B4,17~~ ✠LMC4,18			4,18	10mo	&Son	Lambton&Hetton	P28′Q59′B44′F27′	British	160lb *90lb* 155NHP	s 1 ″ 8½
NPBG		*ss*Shl.No.2–15	827	BS4,18					Sunderland	Collieries,Ld.	FK		1SB,*4pf*,GS60,HS2420	16 ″ 2
	Well deck	1*Dk*(*Irn*)&*Webframes*							A&CP *W*	*B* = *DBa*62′*uE*&*B*	32′*f*34′4*10t FPT*29*t*		*APT*29*t*	
596	**Liniers**	SteelSc	*132*			...		1914	GooleS.B.	Cia.Argentina de	80·0|22·0|11·7	Bns.Ayres	T.3Cy.13½″,22″&37″–24″	12 ″ 3
			127						&RepgCo.Ld.	Nav. (Nicolas		Argentine	93NHP	
		1*Dk*	*4*						Goole	Mihanovich)Ltda.	BK6″	*WB*	Earle'sCo.Ld.Hull	
597	**Linköping**	SteelScSr	242					1902	W.Lind-	LinköpingsNya	96·7|21·5| 8·7	Linköping	C.2Cy.14⅜″&26¼″–17½″	
4129	*S.G.Petré*11–11		110						bergsAktieb.	RederiAktiebolag		Swedish	24NHP	
JNFC		1*Dk*&*Shelter dk*	155						Stockholm		H20*t* 15·5	*WB*	W.LindbergsAktieb.Skm.	
598	**Linmere**	SteelScSr	1579	✠100A1 *Shelter dk withfreeboard* 8,16 ✠LMC5,15 MS5,18	Liv	*r*	9,14 11,17	1913	Murdoch &	BromportSSCoLd	265·5|38·6|16·7	Manchestr	T.3Cy.19½″,33″&54″–36′ (*s*)	18 ″ 11
135357	*G.W.Heslop* –17		1325					3mo	Murray,Ld.	(HRGreenhalgh,		British	180lb *100lb* 211NHP	s ″ 11
JBRT	*Elec.light*	1*Dk*(*Stl*)&*Shltr dk*(*Stl*)	853						PortGlasgow	*Mgr*)	FK		2SB *6cf*,GS107,HS3534	18 ″ 3
	Lloyd's A&CP *WB*									= *Cell DBa*67′*uE*	16′*f*121′395*t FPT*		29*t APT*29*t*	
													Muir&Houston,Ld.Gls.	
599	**Linn o'Dee**	SteelScK	227	✠100A1 *StmTrawler* 11,15 ✠LMC11,15	Lth			1915	Hawthorns	StandardFishing	117·2|22·1|12·5	Aberdeen	T.3Cy.12″,20″&34″–23″ (*s*)	13 ″ 6
137181			208					11mo	&Co.Ld.	Co.ofAbn.Ld (J.G.		British	180lb 82RHP	
		1*Dk*	98						Leith	Adam,*Mgr*.)	BK7½″	1*BHCem*	1SB.*3pf*,GS41,HS1554	
	Lloyd's A&CP										*DTf*29′21*t*	*FPT*4*t*	Hawthorns&Co.Ld.Leith	
600	**Linnæa**	WoodScSp	149					18$\frac{55}{88}$	G.C.Lund-	BorgviksAktieb.	93·9|22·7|10·5	Borgvik,	C.2Cy.7½″&17½″–12″	
2071	*H.Boström*13–13		125						gren	(KnutLarsson,		Vm.	NE93 NB99 9NHP	
HPQG	*Mchy.Aft*	1*Dk*	87						GamlaLödöse	*Mgr*.)	P18′H5*t*	Swedish	EriksbergsM.V.,Got.	
601	**Linnea**	SteelScSr	739					1892	W.Lind-	HelsingforsÅngf.	185·3|27·0|13·1	Helsingfrs	T.3Cy.18½″,29¼″&48¾″–29½″	V
	*H.J.Dahlberg*04–04		423						bergsAktieb.	Aktiebolag		Russian	129NHP	
SQHP	*Elec.light*		427						Stockholm	(V.Ek,*Mgr*.)			W.LindbergsAktieb.,Skm.	
602	—	WoodAuxScSr	100					1915	Sjötorps	K.Olsson	78·4|22·3| 8·6	Karlstad	OilEngines	
	Olsson –15	*OilEng*	93						vard,			Swedish	2Cy.	
		1*Dk*	83						Sjötorp				J.V.Svenssons,Motorfab.,	
	(*See Sailing Ship Register*)												Stockholm	
603	**Linnet**	CompTwinScSr	426					1880	Thames	LivAssn.forProtcn	165·0|29·0|13·0	Liverpool	H.4Cy.28″&48″–18″	
120835	*R.Brooks* –16		386						IronWorks	ofCom.Interests as		British	164NHP	
HCGT	(*ex*H.M.S.Linnet)	Wireless 2*Dks*	143						S.B.&E Co.Ld	respectsWrecked&			Rennie	
									London	DamagedProperty				
604	—	IronScK	142			...		1887	Head&	W.Masson	100·2|20·1|10·9	Aberdeen	T.3Cy.12″,19″&31″–21″	11 ″ 7
93115	*A.M.Rose* –14	(*Trawler*)	134						Riley		Q172′F19′	British	NE01 NB10 45RHP	
	(*ex*HerMajesty)	1*Dk*	59						Hull		BK7½″		Hall,Russell&Co.Ld.Abn.	
605	—	IronScK	134			...		1891	SirRaylton	~~J.Walker~~	96·1|20·3|10·7	Grimsby	T.3Cy.11″,17″&28″–21″	11 ″ 8
99185	~~*W.Williams* –17~~		127						Dixon&Co.	OverseasSteam	Q20′F19′	British	NB98*fitted*14 50RHP	
MJVQ	*C.H Staples*12–17	1*Dk*	58						Middlesbro'	FisningCo.Ld	BK7½″		NEMarineEngCo(Lm)Sld.	
606	**Lintie**	SteelSc	172					1909	G.Brown &	(W.H.Beeley,*Mgr*.)	110·1|20·6| 8·8	Glasgow	C.2Cy.11″&24″–16″	
128251	*H.McLachlan* –14	(*Lighter*)	139						Co.	Steel&Bennie,Ld.	Q26′F12′	British	80RHP	
		1*Dk*	71						Greenock			*WB*	Gauldie,Gillespie&Co.Gls.	
607	**Linz**	SteelScSr	3819	✠ 1,17	Tri	*v*		1909	Lloyd	LloydAustriaco	344·5|45·5|25·9	Trieste	T.3Cy.23½″,39″&66″–48″	28 ″ 5
		*ss*Tri.No 1–14	3082					7mo	Austriaco		B160′	Aust.-Hung.	394NHP	
HLQK	*Elec.light*	1*Dk*(*Stl*)&*Awng dk*(*Stl*–ws) 3*trB*	2358	*Awng dk withfreeboard* ✠					Trieste		FK		2SB,*6cf*,GS126,HS5379 FD	
										WB = *Cell*	*DBa*98′*uE*36′*f*122′		LloydAustriaco,Trieste	
											475*t APT*64*t*			
608	**Lion**	IronSc3MstSr	184					18$\frac{66}{80}$	C&W Earle		141·4|17·6| 7·8		C.2Cy.13¾″&25¾″–18″	
			169						Hull		Q36′H12*t*		28NHP	
	Mchy.Aft	1*Dk*	111									*WB*	MotalaCo.,Gothenburg	
609	**Lionel**	IronScSr	928	✠ ~~100A1~~	Xia	*m*	~~14,16~~	1885	Wigham	TheShippingCon-	210·0|30·1|14·9	London	C.2Cy.30″&58″–36″ (*s*)	15 ″ 9
Sup.by Collision 4,18	~~*A.Zwijsen*–11~~	*ss*Xia.2ndNo.3–5,11	660	11,16 ~~✠LMC11,15~~			~~9,17~~	3mo	Richardson	troller (J.Ridley,	P&B124′H15*t*F57′	~~British~~	80lb 162NHP	s ″ 9½
~~HCBK~~	(*ex*Sitona)	*ss*Xia.No.1–16	533				11,17		&Co.	Son&Tully,*Mgrs*.)	9tND08 BKN″	British	2SB,*4pf*,GS70,HS2747	15 ″ 9
WQTW	*Well deck*	1*Dk*(*Irn*)2*trB*							Newcastle	*Tanka*47′	38*t FPT*25*t APT*45	*WB*	*BHCem*	
610	**Lionell**	SteelScSr	135					1912	Nylands		98·3|19·1|11·4		*tMT*35′254*t*	
		(*Whaler*)	131						Værksted				Wigh.Richrdsn&Co.Nwc.	
		1*Dk*	46						Christiania			Italian	T.3Cy.11½″,18½″&31″–22″	
												WB	45NHP	
611	**Lippe**	SteelSc	6700					1914	Flensburgr	Norddeutscher	472·4|59·0|39·2	Bremen	NylandsVærksted,Xania	
									Schiffsb.Ges.	Lloyd		German	T.3Cy.	
									Flensburg					
612	**Lipsos** (Seized at Antwerp)	SteelScSr	3979	✠ 12,15 ✠	Hav	*w*		1902	SirJ.Laing	DeutscheLevante	365·8|47·1|24·8	Hamburg	T.3Cy.24″,37″&64″–45″	27 ″ 6
	C.Schulz –13	*ss*Hav.No.2–11	3593					8mo	&Sons,Ld.	Linie	P37′B96′F40′	German	362NHP	
RTWS	(*ex*Cérès,*ex*Casilda)	2*Dks*(1*Stl*&*UIrn*)	2508						Sunderland		FK	7*BHCem*	3SB,*6cf*,GS90,HS5171 FD	
	Elec.light	&*deep framing*								*B* = *Cell DBa*114′	*uE*&*B*36′*f*162′1072*t*	*APT*51*t*	G.Clark,Ld.Sunderland	
613	**Lircai**	SteelScSr	517					1892	J.Reid&	CompaniaSud	165·5|29·1|16·5	Valparaiso	T.3Cy.14″,23″&37″–27″	
566	*E.Asphol*m04–09		—						Co.(Lim.)	Americana deVap.		Chilian	71NHP	
HCGD		2*Dks*	405						Glasgow				Kincaid&Co.,Greenock	
614	**Lisa**	SteelScSr	1606					1898	Howaldts-	Ångfaktieb.Karin	243·8|36·3|20·2	Gothnbrg	T.3Cy.16$\frac{15}{16}$″,27$\frac{7}{16}$″&42$\frac{13}{16}$″–	V
3251	*Edson* –15		1433						werke	(A.Broström&Söns	B36′H57*t*F21′	Swedish	24$\frac{13}{16}$″ 91NHP	
JHTB		1*Dk*&*Spar dk*	962						Kiel	*Mgrs*.)		*WB*	Howaldtswerke,Kiel	
615	**Lisbeth**	CompScSr	209					1876	Oscars-	W.Harder	99·9|21·9|10·2	Wismar	C.2Cy.9″&19½″–15½″	
			168						hamnsM.V.		B27′H8*t*	German	13NHP	
	(*ex*Frej)	1*Dk*	126						Oscarshamn				OscarshamnM.V.	
616	**Lisbeth Cords**	SteelScSr	907					1910	Akt.Ges.	Dampfs.Ges.Aug.	231·2|33·8|12·0	Rostock	T.3Cy.14$\frac{3}{8}$″,24$\frac{7}{16}$″&38$\frac{3}{4}$″–26$\frac{3}{4}$″	G
	H.Fretwurst –10		773						"Neptun"	CordsG.m.b.H.	P&B177′F25′	German	77NHP	
MDVB	*Elec.light* *Mchy.Aft*	1*Dk*	496						Rostock			*WB*	A.G."Neptun,"Rostock	
617	**Lisboa**	SteelSc	1799					1911	Schiffsw.v.	Oldenbrg-Portug.	277·7|39·2|17·9	Oldenburg	T.3Cy.22$\frac{1}{16}$″,35$\frac{1}{16}$″&53$\frac{1}{4}$″–	G
	M.Nissen		1593						HenryKoch	Dmpfsch.Reed.	P&B220′F35′	German	33 $\frac{1}{8}$″ 163NHP	
NGWR	*Elec.light*	1*Dk*	1090						Lübeck			*WB*	uttensener MasFabAltona	

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c.	3	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now + Period Equivalent Letters.	6 Date when tail shaft last seen.	8 Built. When	9 Built. By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NIP=Horse power by Society's formulæ; RIP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of L.of Trade Cert.
Now named "Managua," See No. 76 in Supplement																	
618	Lisboa	SteelTwinScSr	1621	✠ A1	NNs		4,17	1906	Sir J. Laing	BluefieldsFruit&	255·0	38·1	13·8	Bluefields	T.6Cy.15½″,25″&41″–27″ (s)	14 ″ 9	
	Petersen 17–17	*ss*B.As.No.3–6,16	1070	4,17				6mo	&Sons, Ld.	S.S.Co.	P&B171′F57′			Nicaraguan	180lb *180lb* 232NHP		
	(*ex*Berlin)	1*Dk*(*Stl–pt*eaks)	1020	*Gulf of Mexico & Caribbean Se*					Sunderland				FK	4*BHAsp*	2SB,*6cf*,GS108,HS4164		
	Elec.light Wireless			✠LMC6,16				*Lloyd's*	*SA&CP*					*FPT72t*	G.Clark, Ld.Sunderland		
619	—	SteelScSr	390					1899	J.C.Tecklenborg	Cia.UniãoFabril	147·6	26·0	9·6	Lisbon	T3Cy.11⅝″,17¾″&29⅛″–21½″		V
	P.L.Maria 12–16 (*ex*WernerKunstmann,		287						A.G. Geestemünde		Q47′B46′F18′			Portuguese	40NHP		
	*ex*PresidentBarclay, *ex*Adjutant)	1*Dk*	219											*WB*	J.C.TecklenborgA.G.Gst.		
620	Lisbon	SteelScSr	1203	✠100A1	Liv	*o*	9,15	1910	W. Harkess	EllermanLines, Ld.	231·5	35·7	16·3	Liverpool	T.3Cy.16½″,28¼″&48″–33″ (*r*)	18 ″ 6	
131299	*I.R.Jones* –17	*ss*Liv.No.1–15	1112	9,16				10mo	&Son, Ld.	(GrahamSmith,	P14′B71′F26′			British	205lb *100lb* 195NHP	s 2 ″ 3	
HRTM	*Elec.light*	2*Dks*(*Stl*)	724	✠LMC					Middlesbro'	*Mgr.*)			FK	4*BHCem*	2SB,*4cf*,GS74,HS2820 FD	16 ″ 6	
				BS12,14	MS6,15			*Lloyd's*	*SA&CP*	*WB=CellDB*	*a*59′*uE&B*36′*f*104′			344*tAPT*34*t*	Richardsons, Westgarth& Co.Ld.Mdb.		
621	Lisette	SteelScSr	895	✠100A1	Hul	*m*	~~12,15~~	1899	S M'Knght	YorkshireCoal&	220·0	30·6	13·4	Goole	T.3Cy.15″,27½″&44″–33″ (*r*)	14 ″ 2	
104219	*W.Sherwood* –17	*ss*Goo.No.3–7,11	634	4,17 ~~5,16~~	Goo		4,17	1mo	&Co.Ld.	Stm'shippngCo.Ld.	P24′Q51′B49′F30′			British	180lb *80lb* NDB13 100RHP	s 1 ″ 1½	
RDCH		*ss*Hul.No.1–15	468	✠NB5,15 ✠LMC12,15					Ayr	(H.W.&C.M.Izard,			FK	4*BHCem*	1SB,*3pf*,GS57,HS1736	13 ″ 3	
	Well deck	1*Dk*(*Stl*)		BS1,17					A&CP	*Mgrs.*)	*WB=Cell DBa* 55′*u*	*E*15′*f*92′189*tFPT*		42*tAPT*87*t*	Hutson&Son, Glasgow		
622	Lisgar	SteelScSr	210	✠	Qbc			1909	Ardrossan	CanadianGovern-	91·8	22·1	10·7	Montreal	T.3Cy.12″,19″&30″–20″	11 ″ 6	
126493	*A.LessardFils* –09		159	*For Towing purposes*				10mo	DD.&E.Co Ld	ment				British	47RHP		
		1*Dk*(*Stl*)	118	11,09 ✠					*Completed by*	Cie. Pontbriand, L	d.Sorel, P.Q.		FK	4*BHCem*	1SB,*3cf*.GS45,HS1120		
											WB=FPT			8*tAPT*12*t*	McKie&Baxter, Glasgow		
623	Lisij Nos	SteelScSr	153					1895	Motala	Petrograd	101·4	21·9	8·5	Petrograd	C.2Cy.15¾″&29½–19½″		
			—						Mek.Verk.	Sestrorietzk				Russian	31NHP		
		1*Dk*	104						Motala	RailwayCo.							
624	Lisken	SteelScSr	1105					1911	Trndhjms	Acties.Dpsk.	226·1	36·5	15·8	Bergen	T.3Cy.17″,27½″&46″–30″		N
	Chr.Wiljamsen –11		969						Mek.Værks.	Lisken(WHansen)	P15*t*H34*t*F26*t*			Norwegian	115NHP		
MGTN		1*Dk*	655						Trondhjem					*WB*	Trondhjems MV.Trndhjm.		
625	Lismore	IronPadSp	181					1874	Barrow	FurnessRailway	125·4	24·1	9·9	Barrow	D.2Cy.36″–60″		
70472	*D.Hill* –97		181						S.B.Co.					British	154NHP		
			18						Barrow						Brw.S.B.C.(Lim.),Brw.		
626	Lissabon	SteelSc	2781					1909	Akt.Ges.	Rob.M.Sloman,jr.	291·6	43·9	24·1	Hamburg	T.3Cy.20½″,35⅞″&55⅞″–37⅜″		G
	H.L.Staack		2563						"Neptun"		P28 F28′			German	190NHP		
RQFB	*Elec.light*	2*Dks*	1711						Rostock					*WB*	A.G."Neptun,"Rostock		
627	Lister	SteelScSr	195					1881	Motala Co.	Dpskacties.Lister	119·6	21·3	9·4	Flkkefjord	C.2Cy.15½″&28″–17¾″		
	Th.Lorentzen	1*Dk&Awngdk*	115						Gothenburg	(K.Tönnessen)	P37*t* H31*t*F10*t*		16·1	Norwegian	27NHP		
MCGW	(*ex*Hjalmar)		96												Motala Co., Gothenburg		
628	Listrac	SteelSc3MstSr	778					1907	Forges& C.	Worms&Cie.	196·0	27·8	14·6	Havre	T.3Cy.15″,23⅝″&37″–27½″		V
	Y.Guézou 07–09	(Detained at Hamburg)	—						de la Médit.		P&B128′F35′			French	72NHP		
JWQS	*Mchy.Aft*	1*Dk*	144						Havre						Forges&C.de la Médit.Hav		
629	Lithium	SteelScK	340	100A1			—	1917	Cochrane&	UnitedAlkaliCo.	135·0	23·0	9·4	Liverpool	T.3Cy.12″,20″&34″–24″	10 ″ 6	
	For full particulars See No. 3 in Supplement								Sons, Ld.	Ld.	Q49′B9′F21′			British		3 ″ 8	
	Mchy.Aft			(*Class Contemplated*)					Selby							10 ″ 1	
															Shields Eng.Co.Ld.N.Shl.		
630	Litsun	SteelScSr	1404	✠	Yka	*p*		1901	Ramage&	Russian	236·5	37·0	15·1		T.3Cy.18″,30″&49″–33″	17 ″ 4	
			1046	*withfreeboard*				8mo	Ferguson, Ld.	Government	Q81′B59′F26′			Russian	160NHP		
	(*ex*Bintang)	1*Dk*(*Stl*)&*Web frames*	873	6,04 ✠					Leith		RFD69′		FK	4*BHCem*	2SB,*4cf*,GS84,HS2625		
										WB=CellDBa 57′	*uE&B*50′*f*86′372*t*			*APT*21*t*	Ramage&Fergusn,Ld.Lth.		
631	Little Ada	IronSc	236	✠	Gls	6		1863	W. Simons	R.F.Grant	120·0	18·1	16·2	Quebec	C.2Cy.15″&22½″–24″		
47635		(*Tug*)	225	1,64				12mo	&Co.					British	NB90 24RHP		
	(*ex*PeterSmith, *ex*LittleAda)		122						Renfrew	(*Rebuilt* 99)					W.Simons&Co.Renfrew		
632	Little Emma	IronScK	167	✠	Hul			1890	Cochrane,	W.Ellis	105·6	21·0	11·0	Grimsby	T.3Cy.12½″,19½″&31½″–22½″	11 ″ 10	
98715	*H.Ormond* –17	*ss*Hul.No.1–95	150	*StmTrawler*				12mo	Cooper&Schofield	Beverley			BK7½″	British	NB07 50RHP		
MVFT	(*ex*Natal)	1*Dk*	69	2,95 ✠										3*BHCem*	Amos&Smith,Hull		
633	Little Orme	SteelScK	203	✠100A1	Bkn	*c*	~~8,14~~	1906	Montrose	ZillahShipping&	112·0	20·5	8·4	Liverpool	C.2Cy.13″&26″–18″ (*s*)	9 ″ 6	
118662	*A.Bridson* –17	*ss*Bkn.No.2–14	134	4,14			10,17	7mo	S.B.Co.	CarryingCo.Ld.	Q37′F26′			British	130lb 31RHP	s ″ 9	
	(*ex*E.L.Lawson)	1*Dk*(*Stl*)	79	~~BS12,16~~ ✠LMC4,14					Montrose	(W.A.Savage, Ld.			FK	3*BHCem*	1SB,*2pf*,GS35,HS560	8 ″ 11	
	Mchy.Aft			BS10,17				*Lloyd*	*SA&CP*	*Mgrs.*)			*WB=*	*FPT*50*t*	A.Shanks&Sn Ld.Arbroath		
634	Liu Hsing	SteelTwinScSr	724	✠	Kob	*j*		1902	Kawasaki	ChineseMaritime	194·0	27·5	15·1	Shanghai	T.6Cy.13½″,22″&36″–24″	16 ″ 2	
	A.D.Powell		599	9,02 ✠				9mo	DockyardCo.	Customs	B16′		FK	Chinese	173NHP		
	Elec.light Sub.Sig.	2*Dks*(*UTeak*)	449						Kobe					4*BHCem*	2SB,*6cf*,GS105,HS3161		
										WB=DBa 11′*f*28′	50*t Abreast tunnels*			57*tFPT*6*t*	KawasakiDkyd.Co.Kobe		
635	Liv ~~*Farlane* –17~~ *Björnstad*–17	SteelScSr	3068	✠100A1	Shl	*u*	~~5,16~~	1896	Ropner&	Rederiakties "Frey" (N.A.Örum	322·2	41·5	20·6	Christiania	T.3Cy.23″,37″&61″–42″ (*r*)	24 ″ 0	
	~~*R.Rasmussen* 08–08~~	*ss*Shl.No.3–5,12	2325	*pt Awng dk*	NYk		6,17	9mo	Son	*Mgr.*)	P25′Q106′		BK10″	Norwegian	1601b *100lb* NDB09 246NHP	s 8 ″ 6	
JTPN	1*Dk*(*pt Stl&pt Irn*)	2*tr B&Web frames*	1979	*withfreeboard*					Stockton	*Mgrs.*)	*pt Awng dk* 191′			5*BHCem*	2SB,*6rf*,GS104,HS3760	23 ″ 3	
	Elec.light	*&pt Awng dk*(*Irn*)		2,13 ~~3,16~~ ✠LMC~~5,17~~				A&CP		*WB=CellD*	*Ba*110′*uE*24′*f*120′			576*tAPT*30*t*	Blair&Co.(Lim.),Stockton		
		*ss*Bgn.No.1–17		*Examined* 10,11			1										
636	Livathos	SteelSc	251					1908	Oskrshmns	P.Varvatis	101·4	22·8	11·3	Odessa	Oil Engine 2S.C.SA		V
640	*G.Recha* 11–11	(*ex*Rapp) *OilEng.*	—						M.V.Aktieb.	(V.Panaghiote,	Q30′H14′F11′			Russian	1Cy.8½″–12½″ 6NHP		
	Mchy.Aft	1*Dk*	118						Oskarshamn	*Mgr.*)				*WB*	Akt.DieselsMotorer,Skm.		
637	Liverpool (Seized at	SteelSc	*116*	A–	Cpl		5,13	1896	D.J.	Cie.deRemorquage	90·2	19·0	8·9	Constanpl	C.2Cy.14½″&30″–24″		
	Constantinople)	*ss*Cpl.No.3–2,09	*103*	*For Towing purposes*					Dunlop&Co.	dePilotage et de				French	115lb 52NHP		
		*ss*Cpl.No.1–12	*33*	5,13					Pt.Glasgow	Sauvetage (S.			BK5″	6*BHCem*	1SB,*2pf*,GS39,HS1058		
	(*ex*Omonia, *ex*Liverpool)	1*Dk*		MS6,12	BS7,14					Pandermaly, *Mgr*)			*WB=DTa* 14′	*tDTf*6′17*t*	D.J.Dunlop&Co.P.Gls.		
638	Livietta	SteelScSr	2697				...	1899	N. Odero fu	Dall'Orso&Co.	299·7	40·9	18·2	Spezia	T.3Cy.20½″,33½″&55″–39″	27 ″ 6	I
42	*R.Lico*		2647						A.				25·2	Italian	224NHP		
QGDW	*Elec.light*	1*Dk&Awng dk*	1709						SestriPnente				FK	*WB*	N.Odero fu A.SestriPnente		
639	Livingstone	CompScSr	2134					1889	Detroit	MichiganNav.Co.	281·0	41·0	20·0	Detroit,	T.3Cy.20″,33″&54″–42″		L
141005			—						Dry Dock Co.	(W.Livingstone,				Mich.	189NHP		
KFJD	*Mchy.Aft*	2*Dks&Awng dk*	1622						Wyandotte	*Mgr.*)			*WB*	Utd.States	Frontier Iron Wrks, Detroit		

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. / Visites Périodiques.	3 Ex-nom, s'il y a lieu. / Nombres des Ponts.	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Forme assignée intentionnellement. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Remarques on coating, Refrigerating Machinery, Insulation, Electric Light, Wireless, &c.
640 MQNK	**Livingstone** *J.Jacobsen* *Elec.light*	**SteelScSr** 1*Dk*	1005 769 621					1905	Stavanger Stöberi& Dok Stavanger	C.Mathisen	221·1|32·1|12·0 Q115*t*B55*t*H14*t* F33*t*	Bergen Norwegian *WB*	T.3Cy.16″,26″&43½″–30″ 103NHP StavangerStöberi&Dok		N
641 ~~Sunk War Loss~~ RNSM	— *Crosneck* –12 *ss*Hul.No.3–8,12 1*Dk*	**IronScK** *ss*Hul.No.3–8,12	213 196 84	✠~~100A1~~ *Stm Trawler* 8,12 ~~NB6,14~~ ✠ ~~MC9,13~~	Hul		N9,12	1900 3mo *Lloyd's A&CP*	Cook,Welt'n &Gemmell Hull	~~National Steam Trawling Co. Ld.~~ East Riding Steam Fishing Co Ld. (T.Hudson *Mgr.*)	120·0|21·5|11·5 Q20′ ND12 BK7½″ *WB*=*DBf*10′6*t*	Hull British *WB*	T.3Cy.12¼″,21″&34″–24″ (*s*) 200lb 60RHP 1SB,*2pf*,GS32,HS985 C.D.Holmes&Co.Hull	12 ″ 4	
642 121279 HPJC	**Livingstonia** *W.S.Smales* –14 2*Dks*(*Stl*)*&deep framing* *Elec.light*	**SteelScSr** *ss*Gls.No.2–14	4294 4091 2799	✠100A1 1,18 ~~1,17~~ ✠LMC MS1,14 BS~~3,15~~ 1,17	Brs Bry	*x*	1,17	1906 1mo *Lloyd's A&CP*	A.Stephen &Sons,Ld. Glasgow	S.S.Livingstonia Co.Ld.(Maclay& McIntyre) *WB*=*CellDBa* *uE&f*B38′*f*169′902*t*	385·5|50·0|26·2 P47′B113′F38′ FK 121′ *FPT*123*t APT*268*t*	Glasgow British 4*BH to U dk* 2*BH to M dk* *Cem*	T.3Cy.25⅝″,41″&67″–48″ (*s*) 175lb *80lb* 390NHP 2SB,*6cf*,GS128,HS5450 PD A.Stephen&Sons,Ld.Gls.	28 ″ 9 s 5 ″ 6½ 23 ″ 7	
643 140289 ~~FRCS~~	**Livonia** 1*Dk*	**SteelScSr**	1879 1730 1175					1904	Howaldtswerke Kiel	~~Lambert Bros. Ld.~~ The Shipping Controller (Lambert Bros. Ld., *Mgrs.*)	285·5|42·2|17·6 P90′B73′F32′ *WB*	London British	T.3Cy.21″,33″&55′–35½″ 180NHP Howaldtswerke,Kiel		V
644 84195 WGFQ	**Livonian** *ss*Lon.No.3–6,95 (*ex*LudgateHill) 2*Dks*(*Stl–Uws*)3*trB*	**SteelTwinSc4MstBk**	4017 3841 2594	✠ 7,97	Gls	*x*		1881 11mo	Dobie&Co. Glasgow	**The Admiralty**	420·3|47·0|26·5 FK *WB*=*MT*36′593*t*	Glasgow British 9*BHCem* *DT*a38′402*t*	T.6Cy.18″,30″&49″–42″ NE&B00 312NHP 10SB,*10f*,GS250,HS8108 Workman,Clark&CoLdBel	27 ″ 10	C
645 129254 HQKB	**Livorno** *W.R.Bodfield* –13 1*Dk&Shelter dk*	**SteelScSr**	1911 1672 1079					1909	Earle's Co. Ld. Hull	**Ellerman's Wilson Line Ld.**	300·2|42·5|17·6	Hull British *WB*	T.3Cy.22″,35″&59″–39″ 217NHP Amos&Smith,Ld.Hull		C
646 104647 PBQN	**Lizard** *J.McTavish* –17 2*Dks*	**SteelScSr**	1176 907 499					1895	WBThompson&Co.(Ld.) Dundee	**Clyde Shppg.Co.Ld (W Cuthbert,** *Mgr*)	246·5|33·7|16·2 P150′ F52′ *WB*	Glasgow British	T.3Cy.23″,38″&61″–48″ 258NHP W.B.Thmpsn&Co.Ld.Dun.		C BT 12m 6,17
647 3925 JMKD	**Lizzie** *A.Cronberg* –15 1*Dk*(*pt Stl&pt Irn*)*&deep framing*	**SteelScSr** *ss*Hpl.No.3–8,14	1233 1104 753	✠100A1 7,17 ~~8,16~~ ~~MC2,16~~ ✠LMC1,14 BS7,17	Cpn Hbg	*o*	~~6,15~~ 7,17	1901 8mo	Fevigs Jernskibsbyg Fevig A&CP	**Rederiaktieb. Perciwald(Hugo Persson,** *Mgr.*) *WB*=*CellDB*	235·2|35·1|17·4 P22′B56′F24′ FK *a&uE*70′*f*104′330*t*	Landskrna Swedish 4*BHCem* *APT*25*t*	T.3Cy.17″,27″&45″–33″ (*r*) 170lb *80lb* 127NHP 1SB,*3cf*,GS66,HS2024 Richardsons,Westgarth& Co.Ld.Mdb.	19 ″ 10	
648 3186 JHPC	— *A.Andersson* –16 (*ex*Hardwick) *Well deck* 1*Dk*(*Irn*)2*trB* *Cargo battens not fitted*	**IronScSr** *ss*Hbg.2ndNo.3–4,06 *ss*Hbg.No.2–15	1095 834 654	✠100A1 4,16 ✠LMC MS10,14 BS~~4,16~~ 4,17	Hbg	*n*	~~4,15~~ 4,17	1880 12mo *Lloyd's A&CP*	E.Withy& Co. Hartlepool	**J.E.Österlund** (J.E.Österlund *Mgr.*)	236·0|31·6|13·7 Q90′B61′F30′ FK *WB*=*Cell*	Norrköping Swedish 4*BHCem* *DB*202′274*t*	C.2Cy.27″&51″–33″ (*i*) 85lb *100lb* NDB98 *refitted*11 1SB,*3pf*,GS54, 120NHP T.Richardson&Sons,Hpl.	15 ″ 8 s 1 ″ 1 14 ″ 10	
649 93762 KQNB	— *J.Evans* –15 *Well deck* 1*Dk*(*Irn*)2*trB*	**SteelScSr** *ss*Shl.2ndNo.3–5,12	802 637 487	✠100A1 6,15 ~~Examined 7,17~~ ~~MBS6,16~~ LMC2,15 7,17	Cff	*l*	N6,15 7,17	1888 2mo *Lloyd's A&CP*	J.Read-head& Sons S.Shields	**The Lizzie S.S.Co. (Stone&Rolfe)**	200·5|30·0|13·6 Q73′B51′F30′ BK7½″ *WB*=*Cell*	Liverpool British 4*BHCem* *D*B165′216*t*	T.3Cy.16½″,26″&43″–30″ (*r*) 150lb *100lb* NDB10 90RHP 1SB,*3cf*,GS48,HS1573 J.Readhead&SnsS.Shields	15 ″ 11 s 1 ″ 5½ 15 ″ 3	
650 124696 HLWN	— *W.E.Ash* –14 1*Dk*	**SteelScK** *ss*Flt.No.1–11	278 239 109	✠100A1 *Stm Trawler* 10,13 BS10,15 ✠LMC8,11	Flt		10,13	1907 11mo *Lloyd's A&CP*	Goole S.B. &Repg Co.Ld Goole	~~Clevedon Stm Fshg Co.Ld. (W.Morley *Mgr.*)~~ L.Burns	130·0|22·6|12·1 Q76′F22′ BK7½″	Grimsby British	T.3Cy.13″,21″&35″–25″ (*r*) 180lb 76RHP 1SB,*3pf*,GS43,HS1258 W.V.V.Lidgerwood,Glss.	13 ″ 0	
651 114912	**Lizzie Melling** *A.R.Miller* –12 1*Dk*	**SteelScK** *ss*Flt.No.2–12	207 194 79	✠100A1 *Stm Trawler* 2,14 BS2,14 ✠LMC2,13	Flt		2,13	1904 10mo *Lloyd's A&CP*	Smith's Dock Co.Ld. North Shields	**Melling Steam Trawling,Ld. (H.Melling,** *Mgr.*)	117·0|21·6|12·0 BK7½″	Preston British 3*BHCem*	T.3Cy.12″,20″&33″–23″ (*s*) 180lb 62RHP 1SB,*2pf*,GS36,HS1237 ShieldsEng.Co.Ld.N.Shl.	12 ″ 11	
652 104351 NRVW	**Lizzie Westoll** *J.G.Forster* –06 *ss*Sld.No.3–3,08 *ss*Mdb.No.2–16 *Spar dk*(*Stl*)2*trB&deep framing*	**SteelScSr** *Spar dk with freeboard* 2,16	2855 2617 1766	✠100A1 MS2,16 ✠LMC DBS2,16 MBS12,16	Mdb	*t*	2,16	1895 3mo *Lloyd's A&CP*	Short Bros. Sunderland	**J.Westoll** *WB*=*Cell*	302·1|44·8|16·4 P31′B74′F34′ 23·3 FK *DBa*96′*uE*20′*f*114′	Sunderlnd British 6*BHCem* 625*t APT*52*t*	T.3Cy.21½″,34½″&60″–42″(*s*) 200lb *100lb* NDB11 246NHP 2SB,*6pf*,GS92,HS3500 W.Allan&Co.(Lim.),Sld.	26 ″ 0 s 4 ″ 6 21 ″ 9	
653 RNPV	**Ljusne Elf** *A.Stau*13–12 *Elec.light* 1*Dk*	**SteelScSr** (*ex*FridaHorn)	1051 850 647					1905	Akt.Ges. "Neptun" Rostock	**Baltische Reed. G.m.b.H.**	225·1|33·6|14·0 P12′Q57′B61′F23′	Hamburg German	T.3Cy.17⅛″,27⅝″&46″–31½″ 119NHP A.G."Neptun,"Rostock		G
654 5505 JTLR	**Ljusne Jernverk** *C.E.Osterman* –13 *Mchy.Aft* 1*Dk*	**SteelScSr** *Oil Eng.*	477 363 236					1913	Göteborgs M.V.Aktieb. Gothenburg	**Ljusne-Woxna Aktiebolag.**	173·2|28·3|10·1 P46′F20	Ljusne Swedish *WB*	Oil Engines 2S.C.SA 4Cy.14 $\frac{3}{16}$″–20 $\frac{7}{16}$″ 91NHP Akt.DieselsMotorer,Skm.		C
655 4867 JRCB	**Ljusterö** *G.Pettersson*08–08 1*Dk*	**SteelSc**	197 99 129					1908	Bergsunds M.V.Aktieb. Stockholm	**Vaxholms Nya Ångf.Aktieb. (B. von Sydow,** *Mgr.*)	104·0|19·4| 9·0 B43′ H47*t*	Vaxholm Swedish	C.2Cy.13½″&26½″–19 $\frac{13}{16}$″ 25NHP BergsundsM.V.Aktb.Skm.		
656 105187 PSRL	**Llanberis** *J.E.Owen* –15 (*ex*Llandudno) 1*Dk*(*Irn*)2*trB&Web frames*3*Dk rule*	**SteelScSr** *ss*Cff.No.3–7,10 *ss*BryNo.1–14	4064 3379 2625	✠100A1 *Trunk dk with freeboard* ~~6,17~~ 2,17 ~~7,17~~ 4,18 ✠LMC MS12,15 BS~~4,16~~ 12,17	Cff ~~Dry~~ Shl Npt	*w*	~~11,16~~ N12,17	1897 7mo	Ropner& Son Stockton	**Llanberis S.SCo.Ld (E.Thomas,Radcliffe&Co.)** *Cell DBa* 112′ *uE*24′	336·5|46·6|25·7 P30′B65′F29′ FK *f*132′711*t FPT*218*t*	London British 6*BHCem* *APT*196*t*	T.3Cy.24″,40″&65″–42″ (*s*) 160lb HS5230 311NHP 2SB&1Aux.SB,*8rf*,GS146, Blair&Co.Ld.Stockton	27 ″ 3 s 4 ″ 6½ 23 ″ 3	
657 119956 HBJS	**Llancarvan** *Harries* –13<br~~*J.J.Hughes* –13~~ (*ex*W.I.Radcliffe) 1*Dk*(*Irn*)2*trB&deep framing*3*Dk rule*	**SteelScSr** *ss*Off.No.2–13	4749 4397 3025	✠100A1 5,16 ~~Examined 5,17~~ ~~MS11,12~~ ✠LMC5,17 ~~MBS7,16~~	NNs	*x*	~~5,16~~ 6,17	1904 10mo *Lloyd's A&CP*	Richardsn, Duck&Co. Stockton	**Walter Thomas S.S.Co.Ld. (E. Thomas,Radcliffe &Co.)** *WB*=*CellDBa*126′*uE*	369·0|50·8|27·6 P28′B104′F29′ FK *&*B39′*f*165′	London British 6*BHCem*	T.3Cy.26″,42″&70″–48″ (*s*) 160lb *120lb* NDB13 361NHP 3SB,*9rf*,GS160,HS5750 Blair&Co.Ld.Stockton 1194*t FPT*182*t APT*190*t*	30 ″ 3 s 5 ″ 11 24 ″ 9	
658 135302 JDQM	**Llandovery Castle** *E.A.Sylvester* –14 *Elec.light Ref.Mchy.*2*Dks*(*Stl–Uteaks*)*&* Sub.Sig. Wireless *Shelter dk*(*Stl–teaks*) *&*3*rd dk*(*Stl*) *in Nos.* 1, 2 *&* 3 *holds*	**SteelTwin ScSr**	11423 8898 7128	✠100A1 *Shelter dk* ~~1,15~~ Brs *with freeboard* ~~2,17~~ ~~2,178,16~~ 1,18 ✠LMC1,14	Lon	*g*†	1,18	1914 1mo *Lloyd's A&CP*	Barclay, Curle&Co.Ld Glasgow	**Union-Castle Mail S.S.Co.Ld.**	500·1|63·3|37·2 P59′B243′F85′ *on Shelter dk* FK&BK2″ *WB*=*CellDBa*	London British 10*BHCem* 100′*uE*92′*f*	Q.8Cy.24″,34″,50″&73″–51″ 220lb (*s*) 1135NHP 3D&2SB*24cf*GS518HS20122 Barclay,Curle&Co.Ld.Gls. 188′1346*t FPT*112*t APT*45*t*	40 ″ 0 s 12 ″ 0 28 ″ 8	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last exam.	8 Built. When. — Ship. — Engines.	9 Built. By Whom. — Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. m.	15 Registers in which classed. If not in L. R. Date of Ry. of Trade Cert.
659 113536 SDCH	**Llandrindod** SteelScSr *J.Owens* –14 *ss*Cff.No.3–5,13 1*Dk*(*Irn*)2*trB* *deep framing*&*Web frames*	3841 3545 2442	✠100A1 5,16 ✠LMC M82,13 BS11,16	Cff	*w*	5,16	1900 12mo *Lloyd's*	Richards n, Duck&Co. Stockton *sA*&*CP*	Llandrindod SS Co. Ld. (E.Thomas, Radcliffe&Co.) *WB*=*Cell D Ba*	340·0|48·1|25·9 P32'B179'F34' FK 108'*uE*25'*f*146'893*t*			London British 6*BHCem* *DTf*25'610*t*	T.3Cy.25″,42″&66¾″–45″ (*s*) 160lb 365NHP 2SB&1Aux.SB,*8cf*,GS193, Blair&Co.Ld.Stk. HS6305 *FPT*166*t APT*175*t*	28 ″ 4 s 4 ″ 3½ 24 ″ 6	
660 128509 HQVN	**Llandudno** SteelScSr *H.Owen* –16 *ss*Cff.No.1–13 1*Dk*(*Irn*)	4187 3730 2519	✠100A1 10,16 ✠LMC BS8,16 MS1,14	Mdb	*w*	10,16	1910 5mo *Lloyd's*	Tyne I.S.B. Co.Ld. Newcastle *sA*&*CP WB*=	Llandudno S.S.Co. Ld.(E.Thomas, Radcliffe&Co.) *Cell D Ba*111'*uE*25'	350·0|50·0|24·5 P25'B167 F29' FK *f*154'925*t FPT*182*t*			London British 6*BHCem* *APT*202*t*	T.3Cy.25″,42″&68″–45″ (*s*) 180lb HS6523 382NHP 2SB&1AuxSB,*8cf*,GS163, Blair&Co.Ld.Stockton	27 ″ 0 s 4 ″ 2½ 23 ″ 1	
661 60772 PGFM	**Llanelly** IronScSr *E.Keig* –14 *ss*Bkn.3rdNo.3–9,14 1*Dk*	369 322 154	✠100A1 ~~3,17~~ ~~1,15~~3,18 ✠NB7,91 ✠LMC9,14 MBS~~10,16~~ 1,18	Bkn Liv	*y*	~~11,15~~ 3,18	1875 4mo	W. Allsup &Sons Preston A&CP	S.Wales&Liv.S.S. Co.Ld.(R.Gilchrist &Co.*Mgrs.*)	166·2|23·9|13·1 Q32'F32' BK6½″ *WB*=*D*			Liverpool British 4*BHCem* *Ba*44'*FPT*	C.2Cy.23″&40″–30″ 80lb *100lb* NDB14 80RHP 1SB,*3pf*,GS40,HS1120 W.Allsup&Sons,Preston	13″10 s 1 ″ 7½ 13 ″ 2	
662 135884 JCKG	**Llanelly Trader** SteelScSr *R.Bewen* –14 *ss*Cff.No.1–17 *Elec.light* 1*Dk*(*Stl*) *Well deck*	702 584 296	✠100A1 ~~1,16~~ 11,17 ✠LMC~~5,12~~ 11,17	Lon Cff	*l*	~~10,15~~ 11,17	1913 5mo *Lloyd's*	Dundee S.B.Co.Ld. Dundee *sA*&*CP*	London Welsh S.S. Co.Ld. *WB*=*Cell D Ba*36'*uE*	200·3|31·5|12·2 P&B115'F57' FK 19'*f*86'168*t FPT*24'			W.Hartlpl British 4*BHCem* *APT*9*t*	T.3Cy.17″,28″&46″–33″ (*s*) 180lb *100lb* 171NHP 1SB,*4cf*,GS81,HS3177 Richardsons,Westgarth& Co.Ld.Hpl.	14 ″ 4	
663 113534 SBJF	**Llangollen** SteelScSr *W.R.Harries* –16 *ss*Cff.No.3–4,13 1*Dk*(*Irn*)2*trB deep framing*& *Web frames*3*Dk rule*	3842 3543 2443	✠100A1 12,16 *Examined*3,18 ✠LMC BS6,18 BS9,17	Nap	*w*	~~3,16~~ 5,17	1900 11mo *Lloyd's*	Richards n, Duck&Co. Stockton *sA*&*CP*	Llangollen S.S.Co. Ld.(E.Thomas, Radcliffe&Co.) *WB*=*Cell D Ba*108'*uE*25'*f*	340·0|48·1|25·8 P32'B179'F34' FK 146'893*t DT*			London British 6*BHCem* *f*25'610*t FPT*166*t APT*175*t*	T.3Cy.25″,42″&68″–45″ (*s*) 160lb 365NHP 2SB&1AuxSB,*8cf*,GS153, Blair&Co.Ld.Stk. HS6305	28 ″ 4 s 4 ″ 3½ 24 ″ 6	
664 119960 HBMC	**Llangorse** SteelScSr *J.Davies* –17 *ss*Cff.No.3–8,16 (*ex*Llanover, *ex*Clarissa Radcliffe) 1*Dk*(*Stl*)2*trB* &*Web frames*	4703 4067 3040	✠100A1 *Trunk dk* *no sheer* 11,17 ~~1,17~~ ✠LMC8,16	Cff Bry	*x*	~~8,16~~ 11,17	1904 10mo *Lloyd's*	Ropner& Son Stockton *sA*&*CP WB*=	Llangorse S.S. Co.Ld.(E.Thomas, Radcliffe&Co.) *Cell D Ba*114'*uE*&*B*	351·5|53·1|27·6 F33' FK 44'*f*144'1074*t FPT*2			London British 6*BHCem* 14*t APT*244*t*	T.3Cy.26″,42″&70″–48″ (*s*) 160lb *100lb* 361NHP 3SB,*9rf*,GS160,HS5750 Blair&Co.Ld.Stockton	30 ″ 4 s 6 ″ 1½ 24 ″ 7	
665 113539 SDVP	**Llanishen** SteelScSr *W.Williams* –17 *ss*Shl.No.3–6,13 1*Dk*(*Irn*)2*trB deep framing*& *Web frames*3*Dk rule*	3837 3540 2434	✠100A1 6,16 ✠LMC MS3,15 BS4,17	NNs	*w*	~~N6,16~~ 7,17	1901 1mo *Lloyd's*	Richards n, Duck&Co. Stockton *sA*&*CP*	Llanishen S.S.Co. Ld.(E.Thomas, Radcliffe&Co.) *WB*=*Cell D Ba*	340·0|48·1|25·9 P32'B179'F34' FK 108'*uE*25'*f*146'893*t*			London British 6*BHCem* *DTf*25'610*t*	T.3Cy.25″,42″&68″–45″ (*s*) 160lb 365NHP 2SB&1AuxSB,*8cf*,GS153, Blair&Co.Ld.Stk. HS6305 *FPT*166*t APT*175*t*	28 ″ 4 s 4 ″ 3½ 24 ″ 6	
666 *For full particulars See No. 2 in Supplement*	**Llanover** SteelScSr *Elec.light*	4320 2740	100A1 (*Class Contemplated*)				1917	W. Pickers-gill&Sons, Ld Sunderland	EThomas Radcliffe &Co.	390·0|53·3|23·5 P40'B244'F35'			London British	T.3Cy.27″,45″&74″–48″ Richardsons,Westgarth& Co.Ld.Hpl	26 ″ 0 s 3 ″ 9½ 22 ″ 7	
667 135315 JDTK	**Llanstephan Castle** SteelTwinScSr *T.Chope* –14 *Elec.light* Sub.Sig. 2*Dks*(*St*-Uteak s) Wireless &*Shelter dk*(*Stl*-teak s)& *Ref.Mchy.* 3*rd dk*(*Stl*)*in Nos.*1,2,3*holds*	11293 8881 7021	✠100A1 *Shelter dk* *with freeboard* 9,17 ~~2,17~~ ✠LMC2,14	Lon Bku	*y*†		1914 2mo *Lloyd's*	Fairfield Co.Ld. Glasgow *sA*&*CP WB*=	Union-Castle Mail S.S.Co.Ld. *Cell D Ba*100'*uE*	500·5|63·3|37·2 P59'B243'F86' *on Shltr dk* FK&BK2″ 92'*f*188'1342*t FPT*			London British 10*BHCem* 113*t APT*61*t*	Q.8Cy.24″,34″,50″&73″–51″ 220lb (*s*) 1157NHP 3D&2SB,*24cf*,GS529, HS20726 Fairfield Co.Ld.Glasgow	40 ″ 0 s 12 ″ 0½ 28 ″ 8	BT till 2,18
668 98871 MBHQ	**Llanthony Abbey** SteelScSr *W.A.Martin* –16 *ss*Sld.2ndNo.3–10,16 *Well deck* 1*Dk*(*Irn*)&*Webframes*	2425 1845 1526	✠100A1 11,17 ~~10,16~~ ~~MBS10,16~~ ✠LMC7,15 BS11,17	Sld Cff	*s*	2,16 11,17	1890 12mo	Ropner&S. Stockton A&CP	Allen,Adams&Co. Ld.	290·0|39·1|18·6 P29'Q88'B116'F31' BK10″ *WB*=*Cell*			Newport British 5*BHCem* *DB*238'454*t*	T.3Cy.22″,36″&59″–39″ (*s*) 160lb *100lb* NDB12 217NHP 2SB,*6rf*,GS84,HS3250 Blair&Co.(Lim.),Stockton	21″10 s 1 ″ 9 20 ″ 11	
669 87326	**Llewellyn** IronSc *F.Markusen*12–12 1*Dk*	160 119 66	…				1884	A.Jack& Co. Liverpool	Government of Queensland	112·0|19·6| 9·2 Q46' F28'			Brisbane British	C.2Cy 16″&32″–24″ 40RHP J.Jack&Co.,Liverpool	9 ″ 9	
670 JWRB	**Lloyd** SteelPadSr *LeBriand* –14 *Elec.light* Sub. Sig. 1*Dk*	637 273	*Now named "Guêpe," See No. 31 in Supplement*				1914	Nüscke& Co. Stettin		198·4|24·7|11·8			Cherbourg French	C.4Cy.18 3/16″&35½″–47½″ 173NHP Gebr.Sachsenberg,Rosslau		V
671	**Lloydsen** SteelSc3MstSr (*Whaler*) *Mchy.Aft Elec.light* 2*Dks*	*545* *450* *247*					1911	Akers Mek.Værks. Christiania	German Government	162·3|28·1|14·6 Q51*t*H10*t*F17*t*			German *WB*	T.3Cy.15½″,25″&42″–30″ 97NHP Akers Mek.Værks.Xia.		
672 128947 JDNV	**Llwyngwair** SteelScSr *D.Thomas* –17 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1304 1012 758	✠100A1 2,16 ✠LMC11,13	Sws	*o*	2,16 12,17	1913 11mo *Lloyd's*	Antwerp Eng.Co.Ld. Hoboken *sA*&*CP*	Harries Bros.&Co. *WB*=*Cell D Ba*65' *f*92'426*t FP*	229·2|35·7|14·7 P14'Q73'B46'F24' FK *uE*&*B*35' *T*50*t APT*85*t Bridge*			Swansea British 4*BHCem* *etank*10'60*t*	T.3Cy.17″,28″&46″–33″ (*s*) 180lb 156NHP 2SB,*4cf*,GS70,HS2735 MacColl&Pollock,Ld.Sld.	17 ″ 0 s 1 ″ 5 15 ″ 10	
673 HJWF	**Loanda** SteelScSr *A.R.Sena*95–13 *Elec.light* Wireless 2*Dks*3*trB*	3333 2625 2087	…				1889	Scott&Co. Greenock	Empreza Nacional de Nav.à Vap.para a Africa Portugueza	363·5|42·2|25·3 P44'B142'F51' BK11″ *WB*			Lisbon Portuguese	T.3Cy.31″,50″&80″–54″ 529NHP Scott&Co.,Greenock	28 ″ 6	
674 ~~*A.deMan* –16~~ (*ex*Nessgate *ex*Ethel)	**Lobao** SteelTwinScSr *Lambert* –11 *Elec.light* 1*Dk*(*Stl*-teak s)& *Promenade dk*(*Teak*) 1*Dk*	*471* *307* *320*	✠ ~~100A1~~ 11,15 *For River purposes* ✠	Bkn			1911 11mo	I.J.Abdela &Mitchell,Ld Queensferry, Flints.	A.Lobao	149·8|32·1| 8·6 FK			Para Brazilian 5*BHCem*	C.4Cy.14″&28″–21″ 102NHP 1SB,*3cf*,GS57,HS2164 I.J.Abdela&Mitchell,Ld.	9 ″ 0	
675 108433 QDKS	**Lobelia** SteelScK *F.J.Smith* –12 *ss*Shl.No.3–8,09 *ss*Mil.No.1–13 1*Dk*	184 166 73	✠100A1 *Stm Trawler* 12,13 ✠NB8,09 ✠LMC12,13	Mil		3,13	1898 11mo *Lloyd's*	J.Duthie, Sons&Co. Aberdeen *sA*&*CP*	Southern Steam Trawling Co.Ld. (C.C.Morley, *Mgr*)	110·0|20·8|11·3 Q23' BK7½″			Milford British 3*BHCem*	T.3Cy.12″,19½″&32″–22″ (*r*) 180lb 61RHP 1SB,*2pf*,GS34,HS1080 Whyte&Mair,Dundee	12 ″ 0	
676 ~~*A.deMan* –16~~ (*ex*Nessgate *ex*Ethel)	— *P.van der Kuil* –17 1*Dk*	159 157 52	✠100A1 *Stm Trawler* Yard built ✠LMC4,16	Ams Ymu		4,16 7,17	1900 1mo	Selby S.B. &E.Co.Ld. Selby A&CP	~~Van der Toorn & den Dulk~~ ~~Hyltje Sjoerds~~ M.B.Orendarp M.B.Osendorp	104·4|20·8|11·1 BK7½″			~~Scheven-~~ Ymuiden Dutch 3*BHCem*	T.3Cy.11″,18″&29″–21″ (*s*) 180lb 58NHP 1SB,*2cf*,GS30,HS1117 Crabtree&Co.Gt Yarmouth	12 ″ 0	
677 133618	**Loch Ard** SteelScK *H.Dale* –13 1*Dk*	225 222 85	✠100A1 *Stm Trawler* 6,13 ✠LMC 11'21	Abn			1912 12mo *Lloyd's*	J.Duthie Torry S.B.Co. Aberdeen *sA*&*CP*	Bon Accord Steam Fishing Co.Ld.(H. A.Holmes, *Mgr.*)	115·2|22·5|12·4 BK7½″ *WB*=			Aberdeen British 3*BHCem* *DTf*5'11*t*	T.3Cy.12″,20″&34″–23″ (*s*) 180lb 56RHP 1SB,*3pf*,GS43,HS1275 J.Abernethy&Co.Abn.	13 ″ 0	

Now named "Derika XIII," See No. 45 in Supplement

Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant après Levée d'Echantillonnage.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille / Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. pc.	15 Registres ou cotes de certificats de Classe Provisoire
678 129343	**Loch Assater** *W.Gove* –13 1*Dk*	**SteelScK**	210 207 79	✠100A1 *StmTrawler* 12,13	Abn ✠LMC9,10		5,13	1910 9mo *Lloyd's*	J.Duthie TorrySB.Co. Aberdeen *SA&CP*	EmpireStm.Fshng Co.ofAberdeen,Ld. (H.A.Holmes,*Mgr*)	115·1|22·6|12·2 BK7½ *WB*			Aberdeen British 3*BHCem* =*DTf*5'12t	T 3Cy.12″,20″&34″–23″ (*s*) 180lb 56RHP 1SB.*3pf*,GS40,HS1250 J.Abernethy&Co.Aberdeen	13 ″ 0	
679 129332	**Loch Awe** *A.Godfrey*04–09 *ss*Abn.No.1–14 1*Dk*	**SteelScK**	216 211 82	✠100A1 *StmTrawler* 7,14	Abn ✠LMC7,14		7,14	1909 7mo *Lloyd's*	Hall,Russell&Co.Ld. Aberdeen *SA&CP*	LochLineSteam Trawling&Fishing Co.Ld. (H. A.Holmes,*Mgr*)	115·7|22·6|12·2 BK7½ *WB*=			Aberdeen British 3*BHCem* *DBf*5'12t	T.3Cy.12″,20″&34″–23″ (*r*) 180lb 75RHP 1SB.*3pf*,GS41,HS1374 Hall,Russell&Co.Ld.Abn	13 ″ 0	
680 123384	**Loch Broom** *W.Addison* –14 *ss*Abn.No.1–12 1*Dk*	**SteelScK**	197 186 75	✠100A1 *StmTrawler* 4,14 BS8,13 ✠LMC6,12	Abn		4,14	1907 5mo *Lloyd's*	A.Hall& Co.Ld. Aberdeen *SA&CP*	BonAccordSteam FishingCo.Ld. (H.A.Holmes, *Mgr.*)	112·3|21·8|11·9 BK7½ *WB*=			Aberdeen British 3*BHCem* *DTf*5'10t	T.3Cy.11½″,20″&33″–22″ (*r*) 180lb 60RHP 1SB.*3pf*,GS46,HS1025 A.Hall&Co.Ld.Aberdeen	12 ″ 6	
681 137186	**Loch Buie** *A.Godfrey*04–16 *Elec.light* 1*Dk*	**SteelScK**	221 207 85	✠100A1 *StmTrawler* 2,16 ✠LMC2,16	Abn			1916 2mo *Lloyd's*	J.Duthie TorrySB.Co. Aberdeen *SA&CP*	BonAccordSteam FishingCo.Ld. (H.A.Holmes.*Mgr*)	115·9|22·0|12·0 BK7½ *WB*=			Aberdeen British 3*BHCem* *DTf*5'12t	T.3Cy.12″,20″&33″–22″ (*s*) 180lb 70RHP 1SB.*2pf*,GS39.HS1243 W.Beardmore&Co.Ld Gls.	12 ″ 9	
682 127316	**Loch Craig** *W.West*10–10 1*Dk*	**SteelScK**	91 91 35	✠100A1 *For fishing purposes* 4,14 ✠LMC8,10	Abn		4,13	1910 8mo *Lloyd's*	Hall,Russell&Co.Ld Aberdeen *SA&CP*	G.C.Gibson	86·2|18·6| 9·0 BK6 *WB*=			Banff British 3*BHCem* *FPT*5t	C.2Cy.12″&30″–18″ (*r*) 180lb 41RHP 1SB.*2pf*,GS27,HS735 Hall,Russell&Co.Ld.Abn.	9 ″ 10	
683 127131	**Loch Doon** *W.C.Harwood* –14 *ss*Abn.No.1–12 1*Dk*	**SteelScK**	198 188 74	✠100A1 *StmTrawler* 7,14 BS8,13 ✠LMC4,12	Abn		4,12	1907 10mo *Lloyd's*	Hall,Russell&Co.Ld. Aberdeen *SA&CP*	MontroseFishing Co.Ld.(C.F.Paton, *Mgr.*)	112·2|22·0|11·6 BK7½ *WB*=			Montrose ~~Aberdeen~~ British 3*BHCem* *DTf*5'12t	T.3Cy.11½″,20″&33″–22″ (*r*) 180lb 69RHP 1SB.*3pf*,GS44,HS1270 Hall,Russell&Co.Ld.Abn.	12 ″ 6	
684 119130	— *J.Callum* –16 *ss*Bwg.No.3–5,16 *Well deck* *Mchy.Aft* 1*Dk*(*Stl*)	**SteelScSr**	194 141 75	✠100A1 3,18 ~~5,16~~ ✠LMC5,16 ~~BS1,18~~	Bwg *c*	~~5,16~~ 3,18		1904 5mo *Lloyd's*	Scott& Sons Bowling *SA&CP*	J.G.Stewart	112·0|21·1| 8·6 Q39'B7'F18' BK7 *WB*=			Glasgow British 3*BHCem* *FPT*9t	C.2Cy.14″&30″–21″ (*s*) 130lb 36RHP 1SB,*2pf*,GS30,HS870 C.Houston&Co.Glasgow	9 ″ 6 s ″ 7 9 ″ 7	
685 127157	**Loch Esk** *W.Ives* –13 *ss*Abn.No.1–13 1*Dk*	**SteelScK**	215 211 80	✠100A1 *StmTrawler* 4,14 ✠LMC7,13	Abn		7,13	1908 10mo *Lloyd's*	Hall,Russell&Co.Ld. Aberdeen *SA&CP*	EmpireSteam FishingCo.of Aberdeen,Ld. (H.A.Holmes.*Mgr*)	115·6|22·6|12·2 BK7½ *WB*=			Aberdeen British 3*BHCem* *DTf*5'12t	T.3Cy.12″,20″&34″–23″ (*r*) 180lb 75RHP 1SB.*3pf*,GS41,HS1374 Hall,Russell&Co.Ld.Abn.	13 ″ 0	
686 129484	**Loch Etive** *A.Wright*06–16 *ss*Bwg.No.1–14 *Well deck* 1*Dk*(*ptStl*) *Mchy.Aft*	**SteelScSr**	237 177 89	✠100A1 12,17 ~~11,16~~ BS~~11,16~~ ✠LMC7,14 12,17	Bwg *d*	~~11,16~~ ~~12,17~~ 11,16		1910 4mo *Lloyd's*	Scott& Sons Bowling *SA&CP*	BritishAluminium Co.Ld.(Hendry, McCallum&Co. *Mgrs.*)	122·3|21·6| 9·4 Q44'B7'F23' BK7 *WB*=*FI*			Glasgow British 3*BHCem* *T18tAPT*3t	C.2Cy.14″&30″–24″ (*s*) 135lb 35RHP 1SB.*2pf*,GS40,HS1308 Fishers,Ld.Paisley	10 ″ 3 s ″ 7½ 10 ″ 4	
687 133778	**Loch Eye** *A.Godfrey*04–16 *Elec.light* 1*Dk*	**SteelScK**	225 210 85	✠100A1 *StmTrawler* 7,16 ✠LMC8,16	Abn			1916 7mo *Lloyd's*	J.Duthie TorrySB.Co Aberdeen *SA&CP*	EmpireSteam FishingCo.of Aberdeen,Ld. (H. A.Holmes,*Mgr.*)	116·1|22·1|11·9 BK7½			Aberdeen British 3*BHCem* *DTf*5'12t	T.3Cy.12″,20″&33″–22″ (*s*) 180lb 69RHP 1SB,*2pf*,GS37,HS1250 J.Abernethy&Co.Ld.Abn.	12 ″ 9	
688 96006	**Loch Gair** *C.McFarlane* –01 *Mchy.Aft* 1*Dk*	**IronScYl**	111 91 46					1888	Scott&Co. Bowling	SeychellesTrading Co.	81·6|18·3| 8·1 len97			P.Elizabth British	C.2Cy.10″&20″–15″ 17RHP Muir&Houston,Glasgow		
689 133613	**Loch Hourn** *W.Ives* –14 1*Dk*	**SteelScK**	209 206 79	✠100A1 *StmTrawler* 7,13 ✠LMC11,13	Abn			1912 11mo *Lloyd's*	A.Hall& Co.Ld. Aberdeen *SA&CP*	LochLineSteam Trawling&Fishing Co.Ld.(H.A. Holmes,*Mgr.*)	115·3|22·5|12·2 BK7½ *WB*			Aberdeen British 3*BHCem* =*DBf*5'11t	T.3Cy.12″,20″&34″–23″ (*s*) 180lb 71RHP 1SB,*3pf*,GS44,HS1230 A.Hall&Co.Ld.Aberdeen	13 ″ 0	
690 112933	**Loch Katrine** *G.Watkinson* –17 *ss*Abn.No.1–04 1*Dk*	**SteelScK**	151 143 57	✠ *StmTrawler* 10,07 ✠	Hpl			1900 10mo	A.Hall& Co. Aberdeen	A.R.Sutton	102·9|20·6|11·1 BK7½			Hartlepool British 3*BHCem*	T.3Cy.11½″.18″&31″–21″ NB12 52RHP 1SB.*2pf*,GS30,HS880 A.Hall&Co.Aberdeen	11 ″ 10	
691 127132	**Loch Kildonan** *J.G.Carsey* –14 *ss*Abn.No 1–12 1*Dk*	**SteelScK**	211 198 80	✠100A1 *StmTrawler* 5,14 BS8,13 ✠LMC4,12	Abn		5,14	1907 10mo *Lloyd's*	Hall,Russell&Co.Ld. Aberdeen *SA&CP*	~~WhiteStarSteam~~ ~~FishingCo.Ld.(H.~~ ~~A.Holmes,*Mgr.*)~~ MontroseFishingCo. Ld.(C.F.Paton,*Mgr.*)	115·4|22·2|11·6 BK7½ *WB*=			~~Aberdeen~~ Montrose British 3*BHCem* *DTf*5'12t	T.3Cy.11½″,20″&33″–22″ (*r*) 180lb 69RH 1SB.*3pf*,GS44,HS1270 Hall,Russell&Co.Ld. Abn	12 ″ 6	
692 129344	**Loch Lee** *H.W.Mosley* –12 1*Dk*	**SteelScK**	210 207 79	✠100A1 *StmTrawler* 4,13 ✠LMC10,10	Abn		4,13	1910 10mo *Lloyd's*	J.Duthie TorrySB.Co Aberdeen *SA&CP*	Bon-AccordSteam FshngCo.Ld.(H.A. Holmes,*Mgr.*)	115·1|22·7|12·2 BK7½ *WB*			Aberdeen British 3*BHCem* =*DTf*5'12t	T.3Cy.12″,20″&34″–23″ (*s*) 180lb 56RHP 1SB,*3pf*,GS40,HS1250 J.Abernethy&Co.Aberdeen	13 ″ 0	
693 129519 JMPF	**Loch Leven** *D.McKinnon* –16 *ss*Bwg No.1–15 *Well deck* 1*Dk*(*ptStl*) *Mchy.Aft*	**SteelScSr**	305 236 114	✠100A1 ~~12,17~~ ~~9,15~~ 3,18 ~~BS9,16~~ ✠LMC~~9,15~~ 12,17	Bwg *e*	~~9,15~~ 12,17		1910 9mo *Lloyd's*	Scott& Sons Bowling *SA&CP*	J.G.Stewart	135·2|23·6|10·1 Q45'B9'F24' BK7 *WB*			Glasgow British 3*BHCem* =*FPT*32t	C.2Cy.17″&36″–24″ (*s*) 135lb 77RHP 1SB.*3pf*,GS50,HS1488 Ross&Duncan,Glasgow	11 ″ 0 s ″ 9 10 ″ 11	
694 93472 KRLG	**Loch Lomond** *R.B.Barker* –13 *ss*Shl.2ndNo.3–6,14 2*Dks*(1*Stl*&1*Irn*)3*trB*	**SteelScSr**	2619 2380 1680	✠100A1 ~~11,17~~ ~~9,15~~ 7,18 ✠LMC MS12,13 ~~BS3,16~~	Shl *t* ~~Nwc~~	~~1,16~~ ~~11,17~~		1888 5mo	Palmers' Co.(Lim.) Newcastle A&CP	LomondShippg.Co. Ld.(W.Coupland& Co.*Mgrs.*)	312·0|40·2|24·0 P33'B58'F39' FK *WB*=*CellDB*152'			Dundee British 6*BHCem* 435t*FPT*80t	T.3Cy.23″,37″&60″–42″ (*s*) 165lb ~~200~~ NDB01 236NHP 2SB,~~Geo~~,GS107,HS3550 Palmers'Co.(Lim.),Nwc.	27 ″ 5 s 5 ″ 0 22 ″ 9	
695 108655 QGHV	— *F.Nicholson* –12 (*Trawler*) 1*Dk*	**SteelScSr**	145 127 55			...		1898	A.Hall& Co. Aberdeen	~~T.Davidson~~ G.F.Sleight	102·8|20·0|10·8 BK7½			~~Aberdeen~~ British Grimsby	T.3Cy.~~11½~~ 8cyl.4ft″,18″&31″–21″ 52RHP A.Hall&Co.Aberdeen	11 ″ 6	
696 123381	**Loch Loyal** *H.Dale* –13 *ss*Abn.No.1–12 1*Dk*	**SteelScK**	196 185 75	✠100A1 *StmTrawler* 4,14 BS9,13 ✠LMC4,12	Abn		4,14	1907 4mo *Lloyd's*	A.Hall& Co.Ld. Aberdeen *SA&CP*	LochLineSteam Trawling&Fishng Co.Ld.	112·3|21·8|12·0 BK7½ *WB*=			Aberdeen British 3*BHCem* *DTf*5'10t	T.3Cy.11½″,20″&33″–22″ (*r*) 180lb 68RHP 1SB,*3pf*,GS46.HS1025 A.Hall&Co.Ld.Aberdeen	12 ″ 6	
697 137195	**Loch Lyon** *Elec.light* 1*Dk*	**SteelScK**	225 210 84	✠100A1 *StmTrawler* 6,16 ✠LMC6,16	Abn			1916 6mo *Lloyd's*	J.Duthie TorrySB.Co. Aberdeen *SA&CP*	LochLineSteam Trawlng&Fishing CoLd(H.A.Holmes, *Mgr.*)	116·1|22·1|11·9 BK7½			Aberdeen British 3*BHCem* *DTf*5'12t	T.3Cy.12 ,20″&33″–22″ (*s*) 180lb 69RHP 1SB,*2pf*,GS37,HS1250 J.Abernethy&Co.Ld.Abn.	12 ″ 9	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys.	3 No. of Decks, &c.	4 Register Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned (now Visited). Equipment Letter.	Date when tail shaft last seen.	8 Built. When. / Ship. / Engines	9 Built. By Whom. / Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught.	15 Registers in which classed, if not in L. R. Date of Exit from Trade Cert.
698 129338	**Loch Maree** Steel Sc K *R.E.Wetherly* –15 1 *Dk*	215 211 80	✠100A1 *Stm Trawler* 3,13 ✠LMC4,10	Abn		3,13	1910 4mo *Lloyd's*	Hall, Russell & Co. Ld Aberdeen *SA&CP*	White Star Steam Fishing Co. of Aberdeen, Ld. (H. A. Holmes, *Mgr.*)	115·3 | 22·5 | 12·1 BK 7½" *WB = DT f* 5'12 *t*	Aberdeen British	T. 3 Cy. 12", 20" & 34"–23" (*r*) 180 lb 75 RHP 1 SB. *3pf*, GS 41, HS 1374 Hall, Russell & Co. Ld. Abn.	13 " 0	
699 133614	**Loch Morar** Steel Sc K 1 *Dk*	228 225 87	✠100A1 *Stm Trawler* 7,14 ✠LMC11,12	Abn			1912 11mo *Lloyd's*	J. Duthie Torry S.B. Co. Aberdeen *SA&CP*	United Stm Fishng Co. of Aberdeen, Ld. (H. A. Holmes, *Mgr*)	115·4 | 22·5 | 12·4 BK 7½" *WB =* *DT f* 5'11 *t*	Aberdeen British	T. 3 Cy. 12", 20" & 34"–23" (*s*) 180 lb 71 RHP 1 SB, *3pf*, GS 48, HS 1250 W. V. V. Lidgerwood, Gls.	13 " 0	
700 118197	**Loch Naver** Steel Sc K *J.P.Lenman* –13 *ss* Abn. No. 2–14 1 *Dk*	216 204 84	✠100A1 *Stm Trawler* 8,14 ✠LMC MS 8,14 BS 2,16	Abn		1,13	1906 1mo *Lloyd's*	A. Hall & Co. Ld. Aberdeen *SA&CP*	Bon-Accord Steam Fishing Co. Ld. (H. A. Holmes, *Mgr.*)	120·2 | 21·9 | 12·2 BK 7½" *WB =* *DT f* 5'12 *t*	Aberdeen British	T. 3 Cy. 12", 20" & 33"–22" (*r*) 180 lb 64 RHP 1 SB, *3pf*, GS 25, HS 1163 A. Hall & Co. Ld. Aberdeen	13 " 0	
701 76760	**Loch Nell** Iron Sc Sr *J.Campbell* –17 *ss* Gls. No. 2–86 *Mchy. Aft* 1 *Dk*	123 96 57	✠ 8,89 ✠NB 8,9	Cly	*a*		1877 3mo	H. M'Intyre & Co. Paisley	J. G. Stewart	89·5 | 17·1 | 8·4 Q 34' F 12' *WB = FPT APT*	Glasgow British	C. 2 Cy. 13" & 23½"–18" 30 RHP *3 BHCem* Muir & Houston, Glasgow	9 " 0	
702 115551	**Loch Rannoch** Steel Sc K *W.Brebner* –15 (*Trawler*) 1 *Dk*	178 167 68			...		1901 2mo	Hall, Russell & Co. Ld. Aberdeen	T. Davidson	106·2 | 21·2 | 11·6 BK 7½"	Aberdeen British	T. 3 Cy. 12", 19" & 33"–22" 62 RHP Hall, Russell & Co. Ld. Abn.	12 " 4	
703 (Captured by Germans)	**Loch Ryan** Steel Sc K (*Trawler*) 1 *Dk*	186 175 73			...		1901 2mo	Hall, Russell & Co. Ld. Aberdeen		108·2 | 21·8 | 11·6 BK 7½"		T. 3 Cy. 12", 20" & 33"–21" 62 RHP Hall, Russell & Co. Ld. Abn.	12 " 1	
704 115593	**Loch Strom** Steel Sc K *R.Barber* –15 *ss* Abn. No. 1–07 1 *Dk*	176 165 67	✠ *Stm Trawler* 2,09 ✠	Abn			1903 2mo	Hall, Russell & Co. Ld. Aberdeen	~~Beacon Steam Fishing Co. Ld.~~ (~~W. F. Goodwin, *Mgrs.*~~) H. Wood	106·1 | 21·1 | 11·7 BK 7½" *WB = Deep*	Grimsby British	T. 3 Cy. 12", 19" & 33"–22" 62 RHP *3 BHCem* 1 SB. *2pf*, GS 34, HS 1101 Hall, Russell & Co. Ld. Abn.	12 " 4	
705 MHJG	**Loch Tay** Steel Sc Sr *C.H.B.Andersen* *ss* Nwc. No. 3–12, 05 *Elec. light* *ss* Xia. No. 2–15 2 *Dks* (1 *Irn* & 1 *Stl*) 3 *tr B & Web frames*	5474 4960 3309	✠100A1 5,17 ~~4,16~~ ~~BS 4,16~~ ✠LMC 3,15 BS 6,17	Rot Gls	*z*	N 4,16	1893 12mo *Lloyd's*	Palmers' Co. (Lim.) Newcastle *SA&CP*	Akties. Australia (C. Monsen, *Mgr.*)	410·0 | 49·3 | 30·0 P 38' B 110' F 40' FK *WB = Cell DB* 348' 1152 *t*	Tönsberg Norwegian 6 *BHCem* *APT* 59 *t*	T. 3 Cy. 28", 45" & 74"–48" (*s*) 165 lb *100 lb* NDB 12 407 NHP 2 DB, *8rf*, GS 166, HS 6462 Palmers' Co. (Lim.), Nwc.	33 " 2 s 7 " 7 25 " 11	
706 133612	**Loch Tummel** Steel Sc K *A.M.Ramsay* –15 1 *Dk*	228 225 87	✠100A1 *Stm Trawler* 7,13 ✠LMC 10,12	Abn			1912 10mo *Lloyd's*	J. Duthie Torry S.B. Co. Aberdeen *SA&CP*	Empire Steam Fishing Co. of Aberdeen, Ld. (H. A. Holmes *Mgr*)	115·4 | 22·5 | 12·4 BK 7½" *WB = DT f* 5'11 *t*	Aberdeen British	T. 3 Cy. 12", 20" & 34"–23" (*s*) 180 lb 71 RHP 1 SB, *3pf*, GS 48, HS 1250 W. V. V. Lidgerwood, Gls.	13 " 0	
707 137179	**Loch Wasdale** Steel Sc K *A.Godfrey* 04–15 *Elec. light* 1 *Dk*	210 207 81	✠100A1 *Stm Trawler* 8,16 ✠LMC 11,15	Lon			1915 11mo *Lloyd's*	J. Duthie Torry S.B. Co. Aberdeen *SA&CP*	White Star Steam Fishing Co. of Aberdeen, Ld. (H. A. Holmes *Mgr*)	116·2 | 22·0 | 12·0 BK 7½" *WB =* *DT f* 5'12 *t*	Aberdeen British	T. 3 Cy. 12", 20" & 33"–22" (*s*) 180 lb 70 RHP *3 BHCem* 1 SB, *2pf*, GS 39, HS 1243 W. Beardmore & Co. Ld. Gls.	12 " 9	
708 113976	**Lochaber** Steel Sc Sr ~~*C.Wood* –15~~ *Mchy. Aft* *O.Kingsley* 17–18 1 *Dk* (*Irn*) *Well deck*	263 202 99	✠100A1 ~~7,17 10,15~~ 10,15 ~~BS 9,16~~ ✠LMC 2,14 ~~BS 1,17~~	Gls Ews Lon	*d*	~~10,15~~ 7,17	1901 8mo	Scott & Sons Bowling A&CP	Langdon SS Co Ld. (Claude Langdon, Ld. *Mgrs.*)	125·0 | 22·6 | 9·7 Q 44' B 9' F 22' BK 7" *WB = FPT*	Glasgow British	C. 2 Cy. 15" & 32"–24" (*s*) 125 lb 55 RHP *3 BHCem* 1 SB, *2pf*, GS 36, HS 1025 Muir & Houston, Ld. Gls.	10 " 6 s " 8½ 10 " 6	
709 128207 JKMN	**Lochiel** Steel Sc Sr *N.McDougall* –15 *Well deck* *Elec. light* 1 *Dk*	241 167 87			...		1908	Scott & Sons Bowling	David MacBrayne, Ld.	135·4 | 22·1 | 9·2 Q 58' B 26' F 41' BK 7" *WB*	Glasgow British	C. 2 Cy. 17" & 36"–24" 74 RHP Ross & Duncan, Glasgow	9 " 9	C BT till 11,17 BT till 7,17
710 128219 JKMP	**Lochinvar** Steel Trp Sc Sk *N.McArthur* –17 *Paraffin Motors* *Elec. light* 1 *Dk*	178 138 64					1908	Scott & Sons Bowling	David MacBrayne, Ld.	145·2 | 24·1 | 7·5 F 82'	Glasgow British	Paraffin Motors 18 Cy. L. Gardner & Sons Patricroft		
711 122827 HDJK	**Lochside** Steel Sc K *R.A.Wilson* –11 *ss* Shl. No. 2–14 *Well deck* 1 *Dk* (*Irn*) *Mchy. Aft*	242 167 105	✠100A1 8,16 ✠LMC 2,13 ~~MS 5,14~~ ~~BS 8,16~~	Nwc	*c*	~~5,14~~ 2,18	1905 8mo *Lloyd*	Smith's Dock Co. Ld. North Shields *SA&CP*	J. Deuchar	120·6 | 21·6 | 9·2 Q 41' B 11' F 17' FK *WB* *= FPT* 30 *t*	Newcastle British	C. 2 Cy. 16" & 34"–22" (*s*) 130 lb 50 RHP *3 BHCem* 1 SB, *2pf*, GS 35, HS 1002 Shields Eng. Co. Ld. N. Shl.	10 " 0 s " 10½ 9 " 4	
712 MJKD	**Locksley** Steel Sc Sr *A.E.Falch* –13 *ss* Bgn. No. 3–9,15 (*ex* Alumwell) 1 *Dk* (*pt Irn & pt Stl*) *Elec. light* *& deep framing*	2487 2359 1550	✠100A1 7,17 ~~9,16~~ ~~BS 6,16~~ ✠LMC MS 9,16 BS 4,17	Bgn Liv	*t*	~~1,17~~ 7,17	1903 10mo *Lloyd's*	Tyne Iron S.B. Co. Ld. Newcastle *SA&CP*	Det. Selmerske Rederi.	313·0 | 45·0 | 20·6 P 26' B 74' F 30' FK *WB = Cell DB a* *& u E* 120' *f* 130' 629 *t*	Trondhjm Norwegian 5 *BHCem* *APT* 75 *t*	T. 3 Cy. 23", 38" & 61"–39" (*s*) 180 lb 253 NHP 2 SB, *6pf*, GS 107, HS 3907 G. Clark, Ld. Sunderland	23 " 1 s 3 " 11 19 " 6	
713 88775 JLNF	**—** Iron Sc K *J.Busby* –15 *Mchy. Aft*	131 103 72					1884	Wallsend Slpwy. Co. Ld. Newcastle	R. Main	91·0 | 20·2 | 8·0 Q 7 *t*	Montrose British	C. 2 Cy. 11" & 20"–16" NB 06 20 RHP G. Paulin & Son, Newcastle		V
714 102651 NGFH	**Locksley Hall** Steel Sc Sr *A.Gardner* –14 *ss* Liv. No. 3–10,06 *ss* Bkn. No. 2–15 (*ex* Prome) 2 *Dks* (*Stl–U* teak s) 3 *tr B*	3635 3304 2310	✠100A1 1,17 BS 1,17 ✠LMC 8,15	Liv	*w*	8,15	1893 12mo *Lloyd's*	W. Denny & Bros. Dumbarton *SA&CP*	Hall Line, Ld. (Graham Smith, *Mgr.*)	345·0 | 44·1 | 27·3 P 30' B 80' F 43' FK *WB = Cell DB* 296' 691 *t*	Glasgow British	T. 3 Cy 24¼", 42" & 66½"–48" (*s*) 160 lb *100 lb* NDB 04 329 NHP 2 SB, *6pf*, GS 116, HS 5284 Denny & Co. Dumbarton	30 " 0	
715 QHLM	**Locksun** Steel Sc *F.Pröhl* (*ex* André Rickmers) *Elec. light* 2 *Dks*	1657 1528 1020					1902	Rickmers Akt. Ges. Bremerhaven	Norddeutscher Lloyd	253·9 | 37·2 | 19·6 P & B 61' F 34'	Bremen German	T 3 Cy 18 15/16" 30 1/16" & 49 3/16" – 31 1/2" 135 NHP Gebr. Sachsenberg, Rosslau		G
716 105874 PLQS	**Lockwood** Steel Sc Sr *H.H.Henson* –17 *ss* Sld. No. 3–10,09 ~~*ss* Sou. No. 2–17~~ ~~*ss* Shl. No. 1–14~~ 1 *Dk* (*Irn*) & *Web frames* *Cargo battens not fitted*	1143 948 677	✠100A1 5,17 ~~4,16~~ ~~MBS 4,16~~ ✠LMC 1,14 5,17	Lon Sou	*n*	~~4,16~~ 5,17	1896 9mo	J. Blumer & Co. Sunderland A&CP	W. France Fenwick & Co. Ld. *WB = Cell DB a* 35' *uE & B* 38' *f* 121' 453 *t*	236·0 | 32·0 | 14·9 Q 18' B 74' F 26' FK *APT* 16 *t*	London British 4 *BHCem*	T. 3 Cy 20½", 32½" & 53"–36" (*s*) 160 lb *100 lb* NDB 14 180 NHP 2 SB, *6pf*, GS 90, HS 2870 J. Dickinson & Sons, Ld., Sld.	18 " 3 s 2 " 5 16 " 1	
717 Locust	**Locust** Iron Sc Yl (*Trawler*) 1 *Dk*	*155* *142* *64*			...		1891	Mackie & Thomson Glasgow	Olsson	100·5 | 20·5 | 10·7 Q 19' F 19' BK 7½"	Gothenbrg Swedish	C. 2 Cy. 16" & 32"–22" 40 NHP Muir & Houston, Glasgow	11 " 11	
718 118654 HCNB	**Lodaner** Steel Sc Sr *J.Marr* –11 *ss* Nwc. No. 2–14 (*ex* Ancroft) 1 *Dk* (*Stl*) & *deep framing*	3291 3048 2106	✠100A1 11,16 ~~BS 11,16~~ ✠LMC 5,14 ~~MS 10,17 MS 10,17 BS 5,17~~	NYk	*v*	3,16	1905 5mo *Lloyd's*	Swan, Hunter & Wigham Richardson Ld. Newcastle *SA&CP*	Lodore S.S. Co. Ld. (Watson Munro, Cornforth & Co. *Mgrs.*) *WB = Cell DB a*	331·2 | 49·0 | 22·7 P 28' B 148' F 35' FK 110' *uE* 18' *f* 142' 888 *t*	London British 5 *BHCem* *APT* 35 *t*	T. 3 Cy. 23", 38" & 64"–45" (*s*) 180 lb *90 lb* 308 NHP 2 SB, *6cf*, GS 130, HS 4770 N. E. Marine Eng. Co Ld Nwc	25 " 3 s 3 " 11½ 21 " 8	

1 Numéro d'Ordre / Numéro Officiel / Signaux	2 Nom du Navire / Capitaine. / Visites Périodiques. Nombres des Ponts	3 Matériaux, Grément, etc. / Ex-nom s'il y a lieu.	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equilibrement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres ou code
719 109232 QBLN	**Lodes** *J.Willoughby* –06	**SteelSc3MstSr** *ss*Bkn.No.3–6,10 *ss*Bkn.No.1–14	396 268 157	✠100A1 7,16 NB9,12 LMC4,14	Bkn	*f*	5,15	1898 1mo	R.William-son&Son Workington A&CP	M.A.Morris	153·6|23·7| 8·9 Q86′B10′F20′ BK7′ *WB*=	Middlsbro British	C.2Cy.19″&38″–27″ (*s*) 115lb 60RHP 1SB,*3pf*,GS50,HS1283	11 ″ 3 s ″ 8½ 11 ″ 3	
	Mchy.Aft	1*Dk*(*Stl*)									*DBf* 79′95*t*		Ross&Duncan,Glasgow		
720 118827 VMJQ	**Lodorer** *W.Ruthen* –15 (*ex*Sandyford)	**SteelScSr** *ss*Nwc.No.2–13 *Spar dk*(*Stl*)2*trB*✠ *Webframes*	3207 3024 2053	✠100A1 *Spar dk withfreeboard* 10,15 MB8,10,15 LMC2,15	Bal	*r*	10,15	1904 1mo	J.Priest-man&Co. Sunderland *Lloyd's*A✠CP	The Shipping Controller(Houlder, Middleton&Co.Ltd., *Mgrs.*)	325·0|48·0|16·9 P&B213′F36′ 24·9 FK *WB*=*DBa*98′*f*136	London British 5*BHCem* 759*tAPT*94*t*	T.3Cy.25″,41″&67″–45″ (*s*) 160lb *100lb* NDB10 312NHP 2SB,*8pf*,GS128,HS4840 Richardsons,Westgarth& Co.Ld.Sld	26 ″ 0 s 3 ″ 5 22 ″ 11	
721 HLSN	**Lodovica** *Martinolich* *Turret deck*	**SteelScSr** (*ex*Laureldene) 1*Dk*2*trB*	3568 3355 2273					1898	W.Doxford &Sons,Ld. Sunderland	Unione Austriaca diNav.(Soc.Anon.)	340·0|45·6|24·6 F38′ *WB*	Trieste Aust.-Hung.	T.3Cy.24½″,40″&66½″–42″ 1916 286NHP W.Doxford&Sons,Ld.Sld.		AV
722 MQFL	**Lods** ~~*Hal.Hansen* –16~~ *Nilson* –18	**SteelSc** 2,15 12,16	490 367 266	✠100A1 LMC12,16	Ams Stv	*g*	2,18	1916 12mo	E.J.Smit& Zoon Hoogezand A&CP	~~A.Melvig~~ A/S.D/S.Lods (F.Zetterström) *Cell*DBa34	~~156·1|26·1|12·6~~ Q53′B38′F21′12·5 156·0|26·2| FK *uE*10′*f*54′110*tFPT*	Bergen Norwegian 4*BHCem* 19*tAPT*7*t*	T.3Cy.12¼″,19″,32½″–17½″ 1916 185lb (*s*) 69NHP 1SB,*2cf*,GS41,HS1335 E JSmit&Zoon,Hoogezand	13 ″ s ″ 7 12 ″ 8	
723 MJDT	**Loeko** *S.Sörensen*15–15 *Elec.light* (*ex*Marguerite,*ex*Hecla)	**SteelScSr** (*Trawler*) 1*Dk*	357 321 104					1904	Atel.&Ch. deFrance Dunkirk	Akties.Lægter-trafik (F.C. Knudsen, *Mgr.*)	153·4|23·8|11·8	Porsgrund Norwegian	T.3Cy.13″,21½″&35½″–24″ 62NHP Atel.&Ch.deFrance,Dnk.		V
724 RSTG	**Loewer** *J.Kross* –13 *Elec.light*	**SteelSc** (*Tug*) 1*Dk*	394 331 —					1913	J.L.Meyer Papenburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	138·7|27·9|13·5 B20′H— *WB*	Hamburg German	T.3Cy.20½″,34½″&55½″–31½″ 170NHP J.L.Meyer,Papenburg		G
725 ~~HVB~~ ~~HPTK~~ ~~M.Sc~~	~~*Lockerby*~~ *Elec.light*	2*Dks*	942 883 552					1913	Akers Mek.Værks. Christiania	~~Bergenske Dpsk. Selskab.~~ The Shipping Controller(W. Coupland&Co.*Mgrs.*)	185·0|30·2|20·5 H52*t* *WB*	~~Bergen.~~ Norwegian London British	T.3Cy.15″,25″&40″–30″ 88NHP AkersMek.Værks.Xia.	22 ″ 6 s 7 ″ 0 16 ″ 0	N
726 MKDB	**Löftingen** *P.Hjelle*	**WoodScSr** 1*Dk*	118 99 62					1914	H.Gravdal Opsanger	P.S.Brandal	88·4|21·4|10·2 Q18*t*	Aalesund Norwegian	C.2Cy.7½″&17½″–12″ 3NHP AalesundsMek.V.Aalesnd.		
727 108619 PWKS	**Logic** *T.P.Baker* –15 *Elec.light* 2*Dks*(*UStl*–ws)	**SteelTwinScSr** *ss*Liv.No.3–6,10 *ss*Liv.No.1–14 *Floors&Keelsons pt Irn*	891 770 373	✠100A1 7,17 ~~10,16~~ ~~B8,10~~ B8,17 LMC5,14	Liv	*n*	~~7,15~~ 8,17	1898 1mo	Barclay, Curle&Co.Ld Glasgow *Lloyd's*A✠CP	Belfast S.S.Co.Ld. *WB*=*Cell*D*Ba*37′	236·0|31·2|15·6 P35′B104′F32′ *pt Shltr dk*20′ BK8″ *uE*31′*f*64′183*tFPT*	Belfast British 5*BHCem* 17*tAPT*10*t*	T.6Cy.16″,27″&43″–28″ (*s*) 180lb 263NHP 2DB,*8cf*,GS168,HS4770 Barclay,Curle&Co.Ld.Gls.	16 ″ 5 s 1 ″ 9 15 ″ 9	BT ML S.T.
728 102160 NLPH	**Logician** *F.E.Westhorp* –15	**SteelScSr** *ss*Liv.No.3–3,07 *ss*Liv.No.2–16 *Elec.light* 2*Dks*(*UIrn&1Stl*)3*trB*	4990 4414 2231	✠100A1 10,17 ~~3,17~~ LMC B8,10 MS5,15	Liv	*y*	8,16	1894 8mo	Workman, Clark&Co.Ld Belfast *Lloyd's*A✠CP	Charente S.S.Co.Ld (T.&J.Harrison, *Mgrs.*) WB=*Cell*D*Ba*117′*uE*&B58′	400·0|47·0|28·5 P59′B99′F49′ FK *f*147′810*t*	Liverpool British 6*BHCem*	T.3Cy.25″,41″&68″–54″ (*s*) 180lb *90lb* NDB09 424NHP 2DB,*12cf*,GS220,HS7297 Workmn,Clrk&C(Lm)Bel.	31 ″ 5 s 6 ″ 8 25 ″ 1	
729 10 QGHJ	**Logudoro** *L.Giannoni*	**IronScSr** (*ex*Oreto,*ex*Camoens) 2*Dks*	1185 923 698				…	1871	A.Leslie& Co. Newcastle	Soc.Anon. Vinalcool	248·3|29·3|16·7	Cagliari Italian	C.2Cy.28″&52″–36″ NB82 135NHP R.Stephenson&Co.Nwc.		I
730	**Loi Yue** *Watson* *ex*Sascha,*ex*Inlander)	**SteelScSr** (*ex*Gilbert, 1*Dk*&*Awngdk3trB*	752 705 558					1901	B.Wencke Söhne Hamburg	China Commercial Stm.Nav.Co.	174·9|26·5|12·7 19·0	Shanghai Chinese *WB*	C.2Cy.15¾″&30″–21½″ 35NHP B.WenckeSöhne,Ham.		V
Wrecked 9,17 JWRS	**Loire** *A.Craignou* –02	**SteelScSr** 2*Dks*	1492 1385 888					1899	R.Stephen-son&Co.Ld Newcastle	Cie.Française de Bat.àVap. France-Baltique	249·7|35·2|15·5 Q96′B60′F32′	Dunkirk French	T.3Cy.19½″,32½″&54″–36″ 175NHP R.Stephenson&Co.LdNwc.		V
732 127577 HTBV	**Lois** *G.Turner* –12	**SteelScK** *ss*Flt.No.1–14 1*Dk*	310 287 125	✠100A1 *StmTrawler* 7,14 LMC7,14	Flt		7,14	1910 2mo	Cochrane& Sons Selby *Lloyd's*A✠CP	Fleetwood Steam Fishing Co.Ld.	135·0|24·0|12·4 Q75′F22′ BK8″	Fleetwood British 4*BHCem*	T3Cy.13½″,22¾″&37″–26″(*s*) 180lb 91RHP 1SB,*3pf*,GS49,HS1624 Amos&Smith,Ld. Hull	13 ″ 2	
733 99038 MKRF	**Lok Sang** *D.W.Ritchie* –13	**SteelScSr** 1*Dk*(*Stl*)&*Spardk3trB*	1560 1462 979	✠ *Spar dk* 12,91	Gls	*q*		1891 12mo	Lon.&Gls. Co.(Lim.) Glasgow	Indo-China Steam Nav.Co.Ld. *WB*=*DBa*52′48*t*	250·0|36·1|15·6 B64′F35′ 22·5 *Shade dk a*43′ FK *FPT*88*t APT* 30*t*	London British 4*BHCem* *MT*10′130*t*	T.3Cy.18½″,30″&48″–36″ NB14 166NHP 1SB,*3rf*,GS55,HS2327 FD Lon.&Gls.Co.(Lim.),Gls.		
734 4468 JPLM	**Loke** ~~*O.Westerlund* –17~~ ~~*O.N.Balquist* 13–09~~	**SteelScSr** *ss* Osc.No.3–2,14 1*Dk*(*Stl*)&*deep framing* *Cargo battens not fitted* *ss*Skm.No.1–15	1233 997 646	✠100A1 5,13 ~~6,16~~ BS5,17 LMC2,14	Skm	*o*	~~6,16~~ 4,13	1905 5mo	Cmpbltwn S.B.Co. Campbeltwn *Lloyd's*A✠CP	Stockholms Rederiaktiebs Svea. (H.Ericson, *Mgr.*) WB=*Cell*D*Ba*54′	230·1|34·4|16·0 Q80′B57′F29′ FK *uE*&B37′*f*100′300*t*	Stockholm Swedish 4*BHCem* *APT*90*t*	T.3Cy.18″,27½″&45″–33″ (*s*) 165lb 128NHP 2SB,*4cf*,GS73,HS2100 J.G.Kincaid&Co.Greenock	18 ″ 3 sl ″ 8½ 16 ″ 10	
735 RSVC	**Loki** *L.Schroder* –13 *Elec.light* *Mchy.Aft* Wireless	**SteelTwinScSr** *Oil Eng.* 2*Dks*(*Stl*)&*Webframes*	5456 5056 3087	✠ — 8,16 *Carrying Petroleum in bulk*	Ham	*z*		1913 9mo	Fried. Krupp A.G. Kiel	Deutsch-Amerik. Petroleum Ges. *WB*=*Cell* *DBuE*87′214*tDT*	401·0|53·2|30·0 P107′B42′F44′ FK *f*36′308*tFPT*159*t*	Hamburg German 14*BHCem* *APT*72*t*	Oil Engines 2S.C.SA 12Cy.18½″–31½″ 586NHP DB Fried.KruppA.G.Kiel	32 ″ 4	
736 127903 HMKB	**Lokoja** *G.H.Marks* –14 *Elec.light*	**SteelTwinScSr** 1*Dk*	981 831 576					1908	D.J.Dun-lop&Co. Port Glasgow	British&African S.N.Co.Ld. (Elder. Dempster&Co.Ld. *Mgrs.*)	225·0|36·1|13·2 P31′B59′F33′ *WB*	Liverpool British	T.6Cy.13″,21″&34″–24″ 113NHP D.J.Dunlop&Co.P.Gls.		C
737 HLSP	**Lokrum** *A.Bisarsa* *Elec.light*	**SteelScSr** *ss*Tri.No.1–13 1*Dk*(*Stl*–ws)&*Shelter dk* (*pt Stl*–teaks)	924 816 574	✠ — 9,16 *withfreeboard* *Service in the Adriatic*	Tri	*l*		1909 10mo	Cant.Nav. Triestino Monfalcone	Nav.aVapRagusea *WB*=*Cell*D*Ba*40′ *uE*23′*f*40′	208·9|29·2|18·7 BK6′	Ragusa Aust.-Hung. 6*BHCem* 80*tAPT*12*t*	T.3Cy.18″,29″&48″–30″ 170NHP 1SB,*3cf*,GS61,HS2448 WllsndSlpwyCo.Ld.Nwc.	13 ″ 0	
738	**Lola** *Rodriguez* –16 (*ex*La Estrella de Gijon,*ex*Bombardier) *Well deck* *Mchy.Aft*	**SteelScSr** *ss*Ard.No.3–9,08 *ss*BboNo.2–17 1*Dk*(*Stl*)	*221* *159* *70*	✠100A1 2.17 LMC2.17	Bbo	*c*	2,17	1903 11mo	Ardrossan DD&SBCoLd Ardrossan *Lloyd's*A✠CP	Monasterio y Cia.	115·1|22·1| 8·5 Q42′B7′F16′ FK	Gijon Spanish 3*BHCem* *FPT*29*t*	C.2Cy.13″&28″–21″ (*s*) 130lb *80lb* 48NHP NDB07,*fitted*09 1SB*2cf*,GS30,HS841 Menzies&Co.Ld.Leith	9 ″ 6 s ″ 11 8 ″ 9	
739 136597	**Lolist** *D.J.Davies* –16	**SteelScK** 1*Dk*	180 176 70	✠100A1 *StmTrawler* 11,14 LMC 10,14	Mdb			1914 10mo	Smith's Dock Co.Ld. Middlesbro' *Lloyd's*A✠CP	W.Robbens&Sons, Ld.	105·0|21·2|11·8 BK7½″	Lowestoft British 3*BHCem*	T.3Cy.11½″,19½″&32″–22″(*s*) 180lb 62RHP 1SB,*2pf*,GS54,HS1102 Smith'sDockCo.Ld.Mdb.	12 ″ 6	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys.	3 Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. / Engines.	9 By Whom. / Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Dated B. of Trade Cert.
740	**Loly Jensen**	**SteelSc**	1651					1907	Akt. Burmeistr & Wain Copenhagen	**Akties. Dmpsk. Rödby Havn (A. Andersen, *Mgr.*)**	269·7 | 39·2 | 18·0			**Rödby Havn** Danish	T. 3Cy. 18″, 29″ & 50″–33″ 144 NHP Akt. Burmeistr & Wain, Cpn	20 ″ 4	N
	L.P. Iversen 15–15	(*ex* Olaf)	1450								H 81 *t* F 33 *t*						
		1 *Dk*	1021										*WB*	Danish			
741	**Lombard**	**SteelScK**	272	✠	Gms			1909	Cochrane & Sons Selby	**Lindsey Steam Fishing Co. Ld. (E. Bacon, *Mgr.*)**	128·0 | 22·0 | 12·3			**Grimsby** British	T. 3Cy. 12½″, 21″ & 34″–24″ 71 RHP	13 ″ 4	
127846	*C. Johnson* –14		251	*Stm Trawler*				9mo			Q 69′ F 23′		BK 7½″		1 SB, *2pf*, GS 38, HS 1230		
		1 *Dk*	122	10,12 ✠									*4 BHCem*		Amos & Smith, Ld. Hull		
742	**Lombardo**	**IronSc3MstSr**	1359			...		1870	Wigham Richrdsn & Co Newcastle	**Società Marittima Italiana**	268·0 | 31·0 | 16·1		24·2	**Genoa** Italian	C. 2Cy. 28½″ & 54″–36″ NB 79 *fitted* 82 146 NHP		I
110		(*ex* Asia)	1334														
QGHZ	*Elec. light*	2 *Dks & Awng dk*	807										*Cmp* 82		R. & W. Hawthorn, Nwc.		
743	**Lombok**	**SteelScSr**	5934					1907	W. Hamilton & Co. Ld. Pt. Glasgow	**Stoomv. Maats. Nederland**	393·5 | 51·5 | 26·8			**Amstrdam** Dutch	T. 3Cy. 26½″, 43″ & 72″–48″ 359 NHP		V
	Terwiel		5702								Q 40′						
PJHL	*Elec. light* Wireless	2 *Dks & Awng dk*	3823										*WB*		D. Rowan & Co. Glasgow		
744	**Lome**	**SteelScBn**	2612	*Now known as "Africshore," See No. 127 in Supplement*				1888	Blohm & Voss Hamburg	**British Africa Shppng & Coaling Co. Ld. (Mitchell, Cotts & Co., *Mgrs.*)**	334·3 | 40·2 | 22·1			**Cape Town** British	T. 3Cy. 25½″, 40″ & 66″–42″ 282 NHP		
139155	*M. Anderson* –16 (*ex* Helene Woermann,		2213								P 93′ B 76′ F 52′						
JSTM	*ex* Montevideo) *Elec. light*	2 *Dks 3tr B*	1899										*WB*		Blohm & Voss, Hamburg		
745	**Lomonosoff**	**SteelTwinScSr**	915			...		1891	W. Dobson & Co. Newcastle	**Archangel-Mourman Stm. Nav. Co.**	226·5 | 30·0 | 14·9			**Archangel** Russian	T. 6Cy. 12½″, 20″ & 33″–24″ NB 12 NDB 12 121 NHP	21 ″ 6	
771	*S. Postnikoff* 06–96		870								B 16′ F 66′		20·8 FK				
HQCT	*Elec. light*	1 *Dk & Spar dk & deep framing*	480										*WB*		Hwthrn, Lslie & C. (L.) Nwc.		
746	**Lompoc**	**SteelScSr**	7270	✠ 100 A1	Gls	*b* †	7,16	1914	D & W Hendersn & Co. Ld. Glasgow	**Bear Creek Oil & Shipping Co. Ld. (C. T. Bowring & Co. Ld. *Mgrs.*)**	435·3 | 55·8 | 33·2			**Liverpool** British	T. 3Cy. 27″, 46″ & 76″–48″ (*r*) 520 NHP	33 ″ 6	
137406	*J. R. Williams* –16		6345	5,17 7,16 2,18 Shl				11mo			P 104′ B 34′ F 43′		FK		1 SB, *9cf*, GS 173, HS 7350 FD	s 6 ″ 9½	
JHCQ	*Elec. light*	2 *Dks (Stl) & Web frames*	4513	✠ LMC 11,14											2 SB, *9cf*, GS 173, HS 7350 FD	27 ″ 1	
	Mchy. Aft	*Longitudinal framing*		*Carrying Petroleum in bulk*				*Lloyd's*							D & W. Hendersn & Co Ld Gls		
				Fitted for oil fuel 1,1,4 *F.P.*				*above*			150°F.		*WB*		560 *t FPT* 75 *t APT* 23 *t*		
747	**Lona**	**SteelScSr**	1805	✠	Nwc	*q*		1889	Osbourne, Graham & Co. Sunderland	**Otto Banck**	258·0 | 37·1 | 16·8			**Hlsngborg** Swedish	T. 3Cy. 19″, 31″ & 51″–36″ 157 NHP	19 ″ 2	V
5180	*P. T. A. Björkeroth* 10–11 *ss* Bly. No. 2–97		1319	2,03				9mo			P 33′ Q 62′ B 110′ F 33′		BK 9″		2 SB, *4rf*, GS 70, HS 2361		
JSDV	(*ex* Therese, *ex* Torridon)		1093	✠									*4 BHCem*		G. Clark, Sunderland		
	Well deck	1 *Dk (Irn) & Web frames*									*WB* = *Cell DB* 214′ 408 *t*		*APT* 56 *t*				
748	**London**	**SteelScSr**	1706	✠ 100 A1	Dun	*r*	~~12,14~~ 5,18	1892	Gourlay Bros. & Co. Dundee	**Dundee, Perth & London Shppg. Co. Ld.**	280·0 | 36·6 | 16·9			**Dundee** British	T. 3Cy. 30″, 47″ & 77″–48″ (*s*) 425 NHP	19 ″ 4	
99213	*W. Chapman* –16	*ss* Dun. No. 3–5,04	1266	4,16				5mo			P 61′ B 74′ F 62′		BK 9″		165 lb ~~80 lb~~ NDB 03	s 2 ″ 8½	
MPFB	*Elec. light*	*ss* Dun. No. 2–12	858	*Examined* ~~5,17~~ 5,18				*Lloyd's*							2 DB, *12rf*, GS 240, HS 6522 ~~30 lb~~	17 ″ 9	
		2 *Dks (Stl–Uws)*		BS ~~4,16~~ 3,17 ✠ LMC 12,14							*WB* = *DBa* 50′ *& u E & B* 60′		*5 BHCem*		130 *t FPT* 28 *t* Gourlay Bros. & Co., Dundee		
749	—	**SteelScSr**	1475	✠ 100 A1	Cpn	*p*	~~5,16~~ 3,17	1890	J. Blumer & Co. Sunderland A&CP	**Dmpskslsk "Pacific" (L.R. Schmith, *Mgr.*)**	250·0 | 37·0 | 16·7			**Copnhagn** Danish	T. 3Cy. 18″, 30″ & 48″–36″ (*s*) 139 NHP	18 ″ 10	
	C. Larsen	*ss* Hul. 2nd No. 3–8,12	1196	~~3,17~~ 5,16 2,17							Q 89′ B 106′ F 28′		FK		160 lb	s ″ 11½	
NKRS	(*ex* Ainamoe *ex* Craigallan *ss* Cpn. No. 1–17		929	BS 5,16 ✠ LMC 8,12				3mo					*WB* = *Cell*		2 SB, *4rf*, GS 77, HS 2084	18 ″ 2	
	ex Camperdown)			8,17									*4 BHCem*		Alley & McLellan, Glasgow		
	Well deck	1 *Dk (Irn) & Web frames*											*DB* 162′ 263 *t*				
750	—	**SteelScSr**	1234					1889	Akt. Ges. "Vulcan" Stettin	**Neue Dampfer-Co. Akt. Ges.**	231·1 | 31·1 | 20·9			**Stettin** German	T. 3Cy. 15″, 24″ & 39″–24″ NB 13 75 NHP		G
	O. Langkabel 11–12		1207								F 12′						
JFBN		1 *Dk & Spar dk 3tr B*	751										*WB*		A.G. "Vulcan," Stettin		
751	**London Belle**	**SteelPadSp**	738					1893	W. Denny & Bros. Dumbarton	**Coast Development Corporation, Ld.**	280·3 | 30·1 | 10·9			**London** British	T. 3Cy. 29½″, 44″ & 64″–72″ 348 NHP		
102761	*R. Andrews* –01		603								H 70 *t*				Denny & Co., Dumbarton		
NBWT		2 *Dks*	307														
752	**London City**	**IronScSr**	2367	✠	Rot	*u*		1882	A. Stephen & Sons Glasgow	**Denaby & Cadeby Main Collieries Ld.**	324·5 | 38·1 | 23·8			**W. Hartlpl** British	T. 3Cy. 23½″, 38″ & 63″–45″ NDB 92 324 NHP	26 ″ 6	
86680	*J. R. Peek* –10	*ss* Gls. No. 3–4,96	2253	10,09				8mo			P 12′ B 74′ F 38′		ND 92 BK 10″		2 SB, *6cf*, GS 83, HS 4394 FD		
TMHQ	(*ex* Clan Forbes)	*ss* Rot. No. 2–04	1509	✠ NB 2,92 ✠							pt ND 07 *WB* = *Cell*		*6 BHCem*		*Tpd* 92 W stry Cplnd & CBrw		
		2 *Dks (Irn–Uws) & Web frames*											*DB* 278′ 408 *t*				
753	**London Queen**	**SteelScSr**	599	✠ 100 A1	Lon	*i*	N 2,17	1910	Van Vliet & Co. Hardinxveld	**London & Channel Islands S.S. Co. Ld.**	169·5 | 28·1 | 11·7			**London** British	T. 3Cy. 14″, 23″ & 39″–27″ (*s*) 75 RHP	12 ″ 7	
129160	*J. L. Petit* –17	*ss* Lon. No. 1–14	415	1,15				12mo			Q 84′ B 14′ F 25′		FK		180 lb *100 lb*	s ″ 7	
HSBC	*Well deck*	1 *Dk (Stl)*	279	BS 2,17 ✠ LMC 5,14				*Lloyd's*					*4 BHCem*		1 SB, *3cf*, GS 55, HS 1735	12 ″ 2	
											WB =		*DB* a 30′ 33 *t FPT* 45 *t*				
													APT 14 *t*		Richardsons, Westgarth & Co. Ld. Mdb.		
754	**Londonderry**	**SteelTrpScSr**	1968					1904	W. Denny & Bros. Dumbarton	**Midland Railway Co.**	330·6 | 42·1 | 17·1			**Belfast** British	3 Steam Turbines 590 RHP		
116017	*W. Hill* –16		1368												Parsons Mar. S. Turbine		
HMSO	Wireless	2 *Dks*	811										*WB*		Co. Ld. Nwc		
755	**Londonier**	**SteelScSr**	*1870*					1911	Irvines S. B & D. D. Co. Ld. W Hartlepool	**Lloyd Royal Belge (Brys & Gylsen, Ld. *Mgrs.*)** Lloyd Royal Belge Soc. Anon.	279·0 | 40·1 | 18·5			**Antwerp** Belgian	T. 3Cy. 20½″, 33″ & 54″–36″ 175 NHP		C
	J. Hageman	(*ex* Vrijhandel)	—								P 24′ B 82′ F 28′				Richardsons, Westgarth & Co. Ld. Hpl.		
MBPV		1 *Dk*	*1155*										*WB*				
756	**Londres**	**SteelTrpSc**	*2670*	✠	B. As			1906	Gourlay Bros. & Co. (Dundee), Ld. Dundee	**Cia. Argentina de Nav. (Nicolas Mihanovich), Ltda**	292·6 | 45·1 | 11·2			**Bns. Ayres** Argentine	T 12Cy (3) 16″, (3) 26″ & (6) 29″ –21″ 453 NHP	12 ″ 0	
			987	*For River purposes only*				7mo			*Promenade dk* 260′			*7 BHAsp*			
	Elec. light	1 *Dk (pt Stl & pt Teak) Shade dk*	*1650*	10,06 ✠							*Upper Prom. dk* 258′		FK		4 SB, *12cf*, GS 198, HS 7810 FD		
	(*pt Stl*–teak s) *Prom. dk & upper Prom. dk*												*WB* =		Gourlay Bros. & Co. (Dundee), Ld. Dundee		
	Wireless												*FPT* 10 *t*				
757	**Long Island**	**WoodSc**	390					1912	..... Rockland Me.	**Atlantic Phosphate & Oil Corp.**	151·6 | 24·1 | 13·0			**Greenport** Utd. States			
210190			—														
LCMD		1 *Dk*	167														
758	**Longbenton**	**SteelScSr**	924	✠ 100 A1	Sws	*m*	3,17	1898	Blyth S.B. Co. Ld. Blyth	**Harries, Brs. & Co.**	210·8 | 30·0 | 13·8			**Newcastle** British	T. 3Cy. 17″, 28″ & 46″–30″ (*s*) 99 RHP	16 ″ 0	
106646	*E. Thomas* –17	*ss* Sws. No. 3–9,11	699	4,15				10mo			Q 103′ B 9′ F 22′		FK		160 lb *100 lb* NDB 10	s 1 ″ 6	
QRGC	*Well deck*	1 *Dk (Irn) & deep framing*	525	BS 3,17 ✠ LMC 4,15				A&CP	*WB*	= *Cell DBa* 50′ *u E &*	*B* 33′ *f* 94′ 269 *t FPT*			*4 BHCem*	1 SB, *3pf*, GS 51, HS 1760	14 ″ 9	
		Cargo battens not fitted											*4 4t APT* 40 *t*		N.E. Marine Co. Ld. Nwc.		
759	**Longhirst**	**SteelScSr**	1698	✠ 100 A1	Shl	*q*	3,14	1904	S.P. Austin & Son, Ld. Sunderland	~~**J. Fenwick & Son**~~ Lambton & Hetton Collieries Ld.	268·2 | 37·8 | 17·0			**Newcastle** British	T. 3Cy. 20½″, 33″ & 54″–39″ (*s*) 196 NHP	19 ″ 9	
18647	(Detained at Hamburg)		1376	2,14				12mo			P 27′ Q 74′ B 50′ F 32′		FK		160 lb *90 lb*	s 2 ″ 1½	
HBTC	*W. Noal* 95–04	*ss* Shl. No. 2–13	1042	BS 3,14 ✠ LMC 2,15				*Lloyd's*					*4 BHCem*		2 SB, *6pf*, GS 92, HS 3160	17 ″ 11	
		1 *Dk (Irn) & deep framing*									*B* 32′ *f* 112′ 519 *t FPT*				Richardsons, Westgarth & Co. Ld. Sld.		
	Well deck	*Cargo battens not fitted*							*WB*	= *Cell DBa* 82′ *u E &*			51 *t APT* 110 *t*				

1 Numéro d'Ordre / Numéro Officiel / Signaux	2 Nom du Navire. Matériaux, Grément, etc / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant pour la prochaine visite à flot ou annuelle.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NH=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.
760 90309 JQVH	**Longnewton** *T.Hammond* –07 *Well deck* *Cargo battens not fitted*	**IronScSr** *ss*Sld.2ndNo.3–6,06 *ss*Sld.No.2–15 1*Dk*(*Irn*)2*trB*	1878 1486 1174	✠100A1 6,17 ~~8,16~~ ✠NB5.02 ✠LMC MS5,15 ~~BS6,16~~ ~~BS9,17~~ 10,17	Sld	*r*	~~3,15~~ ~~6,17~~ ~~9,17~~ S10,17	1884 9mo *Lloyd's*	E.Withy&Co. WHartlepool *A&CP*	Marquess of Londonderry (D.N. Grimes, *Mgr.*) *WB*=*Cell DB*	275·7|38·0|16·9 P26′Q82′B54′F32′ ptND06 FK *a*84′*uE*&*B*38′*f*110′			Sunderlnd British *WB*	T.3Cy.20½″,34″&55″–33″ (*s*) 140lb ~~160lb~~ NDB09 174NHP 2SB,*4pf*,GS70,HS2646 T.Richardson&Sons,Hpl.	19 ″ 9
761 141869	**Longships** *Elec.light*	**SteelSc** 1596 2*Dks*	~~1300~~ 1160 731					1916 1917	CaledonS. B.&E.Co.Ld. Dundee	ClydeShppg.Co.Ld (W Cuthbert, *Mgr*)	~~270·0|37·0|18·5~~ 270·3|37·2|17·3			Glasgow British *WB*	T.3Cy.21″,34″&56″–39″ 196NHP CaledonSB.&E.Co.Ld.Dun	
762 JWSB	**Longwy** *Y.Legall*	**SteelScSr** 1*Dk*2*trB*	2315 1939 1406					1903	Ch.Nantais deConst.Mar. Nantes	Soc.Anon.des Chargeurs de l'Ouest	282·6|40·6|19·6 P19′Q88′H62′F29′			Nantes French *WB*	T.3Cy.20¾″,36⅞″&60½″–39″ NB10 228NHP Schneider&Co.Creusot	V
763 113135	**Lonsdale** *T.Kinley* –08 *Well deck* *Mchy.Aft*	**SteelScK** *ss*Liv.No.3–9,16 1*Dk*(*Stl*)	236 173 89	✠100A1 5,18 ~~10,16~~ BS12,17 ✠LMC9,16	Liv Bkn	*c*	~~N8,16~~ 5,18	1904 6mo *Lloyd's*	W.J. Yarwood Northwich *A&CP*	Whitehaven&Isle of Man S.S.Co.Ld. (T.Wilson, *Mgr.*)	116·6|22·0| 9·0 Q37′B9′F20′ BK6¾″ *WB*=*FP*			Whitehvn British *WB*	C.2Cy.14⅜″&28½″–21″ (*s*) 120lb 34RHP 1SB,*2pf*,GS40,HS724 W.J.Yarwood,Northwich	9 ″ 9 *s* ″ 8 9 ″ 9
764 136203	**Loon** 1*Dk*	**SteelScK**	191 189 73			…		1914	GooleS.B. &RepgCo.Ld Goole	KelsallBros.& Beeching,Ld. (G. Beeching&J.E.A. Kelsall, *Mgrs.*)	110·1|21·6|12·0 BK7½″			Hull British *WB*	T.3Cy.12″,21″&33″–21″ 55RHP Earle'sCo.Ld.Hull	12 ″ 11
765 1053 PHDK	**Loong Sang** *W.G.G.Leask* –16 *Elec.light* (*ex*Ebani)	**SteelScSr** 2*Dks*	1738 1543 1093			…		1896	W.Gray&Co.Ld. WHartlepool	Indo-China Steam Nav.Co.Ld.	260·0|36·4|20·4 P41′B64′F31′ FK			London British *WB*	T.3Cy.22″,35″&59″–39″ 245NHP Cen.Mar.Eng.Wrks.WHpl	22 ″ 8
766 120721 WHFS	**Loongana** *J.F.Brown*10–12	**SteelTrpScSr** 3*Dks*	2448 1129 1072					1904	W.Denny&Bros. Dumbarton	UnionS.S.Co.of NewZealand,Ld.	300·3|43·1|23·3 F51′			Melbourne British *WB*	3 Steam Turbines 500RHP ParsonsMar.S.Turbine Co.Ld.Nwc.	C
767 RKLG	**Loongmoon** *F.Hellhoff* *Elec.light* Wireless	**SteelScSr** 2*Dks*3*trB*	1971 1779 1245					1896	Wigham Richrdsn&Co Newcastle	Hamburg-Amerik. Packetf.Act.Ges. (Ham.–Amr.Linie)	289·9|38·5|22·0 B&*Shade dk*100′ F40′			Hamburg German *WB*	Q.4Cy.18″,26″,39″&56″–39″ 196NHP Wigham Richrdsn&Co.Nwc	G
768 120989	**Loongwo** *S.Findeison* –16 1*Dk Shade dk&Promenade dk*	**SteelTwinSc**	3923 1748 2386					1906	HongK'ng&Whampoa Dock Co.Ld. HongKong	Indo-China Steam Nav.Co.Ld.	330·0|46·1|14·5			London British	T 8Cy(2)17″(2)28″&(4)31½″ –33″ 228NHP HongKong&Whampoa DockCo.Ld.HongKong	
769 14767 SQFH	**Loos** *C.G.Ford* –06 (*ex*Darwin)	**SteelScSr** *ss*Bry.No.3–2,14 1*Dk*(*pt Irn&pt Stl*)*deep framing&Web frames*	2787 2622 1797	✠100A1 10,14 ~~12,16~~ ✠LMC MS2,14 MBS12,16	Npt Ply	*u*	12,16	1901 9mo *Lloyd's*	J.Blumer&Co. Sunderland *A&CP*	UnionShipping&TradingCo.Ld. (W.T.Jaques, *Mr.*) *CellDBa*	319·6|46·1|21·2 P28′B91′F31′ FK 112′*uE*18′*f*128′751*t*			London British *APT*110*t*	T.3Cy.23″,38″&62″–42″ (*s*) 160lb *100lb* NDB14 262NHP 2SB,*6pf*,GS110,HS4118 J.Dickinson&Sons,Ld.Sld.	23 ″ 9 *s* ″ 10½ 20 ″ 3
770 PJHS	**Loppersum** *J.H.Jongman* 1*Dk*(*Stl*)&*deep framing&pt Awng dk*(*Irn*) *ss*Rot.No.1–18	**SteelScSr** *ss*Ams.No.3–5,13	2020 1729 1277	✠100A1 *pt Awng dk with freeboard* 5,18 ~~10,16~~ ~~BS7,16~~ ✠LMC MS10,16	Ams Rot	*r*	N9,16	1900 8mo	W.Gray&Co.Ld. WHartlepool A&CP	Stoomv.Maats. Oostzee (Vinke&Co.*Mgrs.*) *WB*=*CellDB*	270·2|39·2|15·9 P17′Q86′ *pt Awng dk*167′ FK *u*&*uE*106′*f*112′454*t*			Amstrdam Dutch *APT*70*t*	T.3Cy.19″,30½″&51″–36″ (*s*) 160lb ~~200~~ 153NHP 2SB,*4rf*,GS54,HS2257 Cen.Mar.Eng.Wrks.WHpl	18 ″ 2 *s* 7 ″ 8 17 ″ 10
771 126485	**Lorancia** *Z.Leroux* –09	**WoodTwinSc** 2*Dks*	346 110 205					1909	Z.Leroux Valleyfield, P.Q.	H.Sicotte J.O.Sicotte	112·0|22·2| 7·7			Montreal British	C.4Cy.9″&18″–12″ 27RHP CiePontbriandLd.SorelPQ	
772 MOPV	**Lord** *M.Mikkelsen* (*ex*AnneThomas)	**IronScSr** 1*Dk*2*trB*	1396 1214 842			…		1883	Palmers'Co Ld. Newcastle	Dmpsk.Akties. Adine(C.H. Engelhart, *Mgr.*)	249·5|35·3|17·7 B48′F26′ BK9″			Chrstiania Norwegian *WB*	C.2Cy.30″&58″–36″ 149NHP Palmers'Co.Ld.Newcastle	19 ″ 2 N
773	**Lord Alfred Paget** *V.Lea*05–05	**IronScSr** 1*Dk*	*186* *186* *133*					1865	M.Pearse&Co. Stockton	O.J.Olsen	120·4|21·0|10·6			Copnhagn Danish	2Cy.28¼″–24″ 33NHP Fossick&Hackworth,Stk.	
774 130177	**Lord Allendale** *W.H.Bevan* –14	**SteelScK** 1*Dk*	215 189 84	✠100A1 *StmTrawler* 9,14 ✠LMC11,11	Gms		9,14	1911 11mo *Lloyd's*	Smith's DockCo.Ld. Middlesbro' *A&CP*	ConsolidatedStm. Fishing&Ice Co. (Grimsby)Ld. (J. D.Marsden, *Mgr.*)	117·4|22·0|11·7 Q69′F21′ BK7½″			Grimsby British	T.3Cy.12½″,20″&34″–24″ (*s*) 180lb 76RHP 1SB,*3pf*,GS53,HS1338 W.V.V.Lidgerwood,Gls.	12 ″ 6
775 *For full particulars See No. 12 in Supplement*	**Lord Alverstone** 1*Dk*	**SteelScK**		100A1 *StmTrawler* (*Class Contem plated*)				1917	Cook,Welt'n&Gemmell Ld. Beverley	A.L.Black	117·0|22·0|12·7 Q66′			Grimsby British	T.3Cy.12″,20″&34″–24″ ShieldsE.&DDCo.LdN.Shl	
776 113518 THNB	**Lord Antrim** ~~*Jubilee*~~ –07 *Elec.light* *G.Pinkerton*13–18	**SteelScSr** *ss*Dub.No.3–10,16 2*Dks*(*Stl*)&*deep framing*	4665 4099 2959	✠100A1 ~~7,17~~ ~~10,16~~ 1,18 ✠LMC MS7,15 ~~BS9,16~~ 1,17 BS1,18	Dub ~~Lfx~~ Bel	*x*	~~7,15~~ 7,17	1902 4mo *Lloyd's*	Workman, Clark&Co.Ld Belfast *A&CP*	Ulster S.S.Co.Ld (G.Heyn&Sons, *Mgrs.*) *WB*=*CellDBa*	375·3|47·2|28·8 P26′B103′F39′ FK 119′*uE*&*B*44′*f*144′			Belfast British *M T*29′	T.3Cy.26″,43″&72″–48″ (*s*) 180lb *90lb* 409NHP 2SB,*6cf*,GS126,HS5259 FD Wrkman,Clark&Co.LdBel 755*t*FPT85*t*APT35*t*	31 ″ 7 *s* 6 ″ 6 25 ″ 5
777 130173	**Lord Ashby** *A.Cracknell* –15	**SteelScK** 1*Dk*	215 189 84	✠100A1 *StmTrawler* 9,14 ✠LMC8,12	Gms		9,14	1911 8mo *Lloyd's*	Smith's DockCo.Ld. Middlesbro' *A&CP*	ConsolidatedStm. Fishing&IceCo. (Grimsby)Ld. (J. D.Marsden, *Mgr.*)	117·4|22·0|11·7 Q69′F21′ BK7½″			Grimsby British	T.3Cy.12¼″,20″&34″–24″ (*s*) 180lb 75RHP 1SB,*3pf*,GS53,HS1338 Smith'sDockCo.Ld.Mdb.	12 ″ 6
778 200139	**Lord Baltimore** *H.Price*	**SteelSc** 1*Dk*	445 289					1903	Harlan&Hollingsworth Co. Wlmgtn.Del.	Baltimore&Philadelphia Stm.Bt.Co.	196·0|23·5|12·0			Phildlphia Utd.States	T.4Cy.21″,32″&(2)35″–24″ 120NHP Harlan&HollingsworthCo. Wilmington,Del.	
779 126716	**Lord Beresford** *P.R.Newlands* –16	**SteelScSr** 1*Dk*(*Stl*)	112 91 18	✠ *For towing purposes* 11,09 ✠	Psy			1909 11mo	J.Fullerton&Co. Paisley	MaritimeDredging &ConstructionCo. Ld.(W.Doherty, *Mgr.*)	75·2|18·6| 8·9 BK6″			St.JohnNB British 3*BH only* *Cem*	C.2Cy.14″&28″–24″ 45RHP 1SB,*2pf*,GS33,HS877 Ross&Duncan,Glasgow	10 ″ 0
780 139191 JNSG	**Lord Byron** ~~*D.Robertson*~~ –17 *M.Ritch* –17 *Elec.light*	**SteelScSr** 1*Dk*(*Stl*)	3200 2981 1935	✠100A1 8,17 ~~9,17~~ Lon ✠NB2,17 ✠LMC2,17 ✠NE5,10,*refitted*2,17	Sld	*v*		1917 2mo *Lloyd's*	W.Doxford&Sons,Ld. Sunderland *A&CP*	ByronS.S.Co.Ld. *CellD*	339·8|47·0|23·8 P28′B105′F39′ FK B294′ 789*t* *FPT*69*t*			London British 6*BHCem* *APT*179*t*	2SteamTurbinesGeared to 1ScShaft 160lb (*s*) *100lb* 2SB,*6cf*,GS106,HS4005 Parsons'SteamTurbine Co.Ld.Nwc.	26 ″ 3 *s* 4 ″ 7 22 ″ 1

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys.	3 No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. / Ship. / Engines	9 By Whom. / Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L. R. Dated Board of Trade Cert.
781 106726 FNKD	**Lord C. Beresford** *W.Wright* 98-01	**IronScK** (*Trawler*) 1 *Dk*	162 150 68	✠		...		1896	Cook, Welt'n & Gemmell Hull	DublinSteam TrawlingCo.Ld. (A.Richardson, *Mar.*)	105·5 Q24′	20·7 BK 7½″	11·0	Dublin British	T.3Cy.12¼″,19½″&32″–22½″ 50RHP C.D.Holmes&Co.,Hull	11 ″ 10	
782 138952	**Lord Cecil** *R.Porter* 16-16	**SteelScK** 1 *Dk*	228 212 88	✠100A1 *StmTrawler* 5,16 ✠LMC 5,16	Mdb	N 5,16		1916 3mo *Lloyd's*	Smith's DockCo.Ld. Middlesbro' *sA&CP*	H.Smethurst (J.W.Smethurst, *Mgr.*)	117·3 Q67′	22·5 BK 8″	12·1	Grimsby British 2 *BHCem*	T.3Cy.12¼″,20″&34″–24″ (*s*) 180lb 72RHP 1SB,*2pf*,GS35,HS1242 Smith'sDockCo.Ld.Mdb.	13 ″ 0	
783 93149 MTPW	**Lord Chancellor** *E.Critten* –15	**IronScSr** 1 *Dk*	135 135 57			...		1888	Cook, Welt'n & Gemmell Hull	W.Grant	95·3	20·8 BK 7½″	11·0	Grimsby British	C.2Cy.17″&33″–22″ 45RHP C.D.Holmes&Co.,Hull	11 ″ 10	
784 93160 KLRS	**Lord Charlemont** *T.E.Cuffley* –16 (*ex*Ormiston)	**SteelScSr** *ss*Rot.2ndNo.3–11,11 *ss*Cal.No.1–17 2 *Dks*(*Irn*)3 *Dk* *rule*	3209 2989 2043	✠100A1 6,17 3,17 ✠LMC 3,17	Cal Mdb	*w*	3,17 10,17	1886 8mo *Lloyd's*	Harland& Wolff Belfast *sA&CP*	SunShppg.Co.Ld. (MitchellCotts& Co. *Mgrs.*) *WB* = *Cell D B* 264′ 545*t*	345·6 P33′B80′F43′	40·9 BK 9″	26·7	Belfast British 6 *BHCem* *APT* 48*t*	T.3Cy.24½″,37″&64″–48″ (*o*) 160lb *80lb* NDB03 309NHP 2DB,*10cf 2pf*,GS159,HS5002 Harland&Wolff,Belfast	29 ″ 6 s 6 ″ 1½ 24 ″ 3	
785 131427 HVLS	**Lord Cromer** *W.H.Fellows* –15 *Elec.light*	**SteelScSr** *ss*Lav.No.1–17 2 *Dks*(*Stl*)&*Web frames* *Longitudinal framing*	4652 4396 2903	✠100A1 3,16 ✠LMC *Now named "Clan Macbean"*	Liv	*y*	12,16 9,17	1912 3mo *Lloyd's*	Craig,Taylor&Co.Ld. Stockton *sA&CP*	Cayzer,Irvine& Co.Ld. Co. *Mgrs.*) *WB* = *Cell D B* 336 *f*	385·0 P32′B116′F36′ *Cell D B* a 119′ *u E* 173′ 1231*t* *FPT* 130*t*	51·5 FK *E* 173′ *f* 1106	27·4	Glasgow Liverpool British 6 *BHCem* *APT* 150*t*	T.3Cy.26″,42″&70″–48″ (*s*) 180lb *100lb* 419NHP 3SB,*9cf*,GS178,HS7152 Blair&Co.Ld.Stockton	29 ″ 11 s 5 ″ 8½ 24 ″ 7	
786 130175	**Lord de Ramsey** *H.Nurse* –14	**SteelScK** 1 *Dk*	215 189 84	✠100A1 *StmTrawler* 11,14 ✠LMC 8,11	Gms		11,14	1911 8mo *Lloyd's*	Smith's DockCo.Ld. Middlesbro' *sA&CP*	ConsolidatedStm. Fishing&IceCo. (Grimsby)Ld. (J. D.Marsden, *Mgr.*)	117·4 Q69′F21′	22·0 BK 7½″	11·7	Grimsby British 3 *BHCem*	T.3Cy.12¼″,20″&34″–24″ (*s*) 180lb 75RHP 1SB,*3pf*,GS53,HS1338 Smith'sDockCo.Ld.Mdb.	12 ″ 6	
787 120897 HDVS	**Lord Derby** *J.Forster* –16 *Carrying fuel oil F.P.above* 150° *F.in D.B.*	**SteelScSr** *ss*Bry.No.2–14 1 *Dk*(*Stl*)&*Spar dk*(*Stl*)& *deep framing*	3757 3584 2401	✠100A1 *Spar dk* 4,16 ✠LMC MS6,13	NNs	*x*	4,16 12,17	1905 11mo *Lloyd's*	A.McMillan&Son,Ld. Dumbarton *sA&CP*	Occidental& OrientalStm.Nav. Co.Ld. (P.Samuel &Co.Ld. *Mgrs.*) *WB* = *Cell D Ba* 128′ *u E*&*B* 42′ *f* 156′	375·7 P35′B&F298′	48·5 FK 1027*t* *DT a*	16·3	London British 6 *BHCem*	T.3Cy.26″,42″&70″–48″ (*s*) 180lb 400lb 90lb 394NHP 3SB,*9cf*,GS172,HS6426 Dunsmuir&Jackson Ld Gls 36′ 790*t* *FPT* 104*t* *APT* 49*t*	27 ″ 0 s 3 ″ 4½ 24 ″ 0	
788 135648 HMDQ	**Lord Desborough** *J.Cashin* –15 *Elec.light*	**SteelTwinSc** 3MstSr *ss*Bkn.No.2–16 *ss*Lon.No.1–12 (*Sand Pump Hopper Dredger*) 2 *Dks*(*UStl*–ws)	2965 2965 1847	✠100A1 *Hopper Dredger* 12,17 ✠LMC 11,16 BS12,17	Liv	*u*	11,16	1907 12mo *Lloyd's*	Ferguson Bros. Pt.Glasgow *sA&CP*	Port of London Authority	320·0	52·9 FK *WB*=	21·1	London British 9 *BHCem* *APT* 44*t*	T.6Cy.19″,30″&49″–30″ (*s*) 180lb 331NHP 3SB,*9cf*,GS180,HS5730 FergusonBros.Pt.Glasgow	22 ″ 6 s 5 ″ 1½ 17 ″ 10	
789 135239 JMTW	**Lord Devonport** *J.Gibson* –16	**SteelSc** 1 *Dk*(*Stl*)	970 921 385	✠ A1 *Hopper Barge* 8,15 ✠LMC 7,13	Liv	*l*	6,16 4,18	1913 7mo *Lloyd's*	Lobnitz& Co.Ld. Renfrew *sA&CP*	GeneralWorks ConstructionCo.Ld	200·4 F26′	34·1 FK	16·9	London British 7 *BHCem*	T.3Cy.18″,30″&48″–36″ (*s*) 170lb 184NHP 2SB,*6cf*,GS118,HS3400 Lobnitz&Co.Ld.Renfrew	17 ″ 6 s 2 ″ 7½ 15 ″ 0	
790 110514 RLVK	**Lord Downshire** *W.Kavanagh* –15 *J.Adams* –17 *Carrying fuel oil F.P.above* 150° *F.in DB.&DT.*	**SteelScSr** *ss*Cff.No.3–4,13 2 *Dks*(*Stl*)&*deep framing*	5223 4601 3314	✠100A1 1,17 *Exempt* BS7,16 ✠LMC 4,13 7,17	Mch	*y*	N 10,15 7,17 2,18	1900 1mo *Lloyd's*	Workman, Clark&Co.Ld Belfast *sA&CP*	UlsterS.S Co.Ld. (G.Heyn&Sons, *Mgrs.*) *WB*= *Cell D Ba* 122′ *u E*&*B* 56′ *f* 150′	406·9 P37′B107′F45′ 1030*t* *D T a*	48·8 FK	29·3	Belfast British 6 *BHCem*	T.3Cy.27″,44½″&74″–54″ (*s*) 180lb *180lb* 463NHP 2DB,*12cf*,GS242,HS7508 Wrkman,Clark&Co.Ld Bel 29′ 730*t* *FPT* 100*t* *APT* 40*t*	32 ″ 3 s 6 ″ 10½ 25 ″ 9	
791 108624 QOWM	**Lord Dufferin** *J.Anderson* –16 *Elec.light*	**SteelScSr** *ss*Cff.No.3–3,11 *ss*NYk.No.1–16 2 *Dks*(*Stl*)&*deep framing*	4664 4443 3007	✠100A1 6,17 12,16 ✠LMC 5,16 BS6,17	NYk	*y*	12,15	1898 5mo *Lloyd's*	Palmers' Co.Ld. Newcastle *sA&CP*	Gaston,Williams &Wigmore of Canada,Ld. *B* = *Cell D Ba* 123′ *u*	400·0 P36′B104′F42′ *E* 29′ *f* 160′ 1006*t*	48·7 FK	28·6	Montreal British 6 *BHCem* *APT* 42*t*	T.3Cy.28″,46″&76″–51″ (*s*) 180lb *180lb* 501NHP 2DB,*12cf*,GS248,HS8510 Palmers' Co.Ld.Nwc.	31 ″ 5 s 6 ″ 9 25 ″ 1	
792 133223	**Lord Durham** *A.Cracknell* –14	**SteelScK** 1 *Dk*	215 189 84	✠100A1 *StmTrawler* 2,14 ✠LMC 12,11	Gms		2,14	1911 12mo *Lloyd's*	Smith's DockCo.Ld. Middlesbro' *sA&CP*	ConsolidatedStm. Fishing&IceCo. (Grimsby)Ld. (J. D.Marsden, *Mgr.*)	117·4 Q69′F21′	22·0 BK 7½″	11·7	Grimsby British 3 *BHCem*	T.3Cy.12¼″,20″&34″–24″ (*s*) 180lb 76RHP 1SB,*3pf*,GS53,HS1338 W.V.V.Lidgerwood,Gls.	12 ″ 6	
793 70774 VQHR	**Lord Elgin** *G.H.Reed* –10	**IronPad**	198 169 81					1876	Richardsn, Duck&Co Stockton	Sou.I.ofWight& S.ofEng.Royal MailStmPktCo.Ld	160·0	20·0	6·8	S'thamptn British	C.D.2Cy.22″&42″–42″ NB92 75RHP T.Richardson&Sons,Hpl.		
794 113503 SBLH	**Lord Erne** *A.Unwin* –14 *Carrying fuel oil F.P.above* 150° *F.in D.B.*	**SteelScSr** *ss*Rot.No.3–10,13 2 *Dks*(1 *Stl*&1 *pt Stl*&*pt Irn*) &*deep framing*	4239 4041 2714	✠100A1 9,17 ✠LMC MS11,12	NYk Cff.	*x*	1,17	1900 11mo *Lloyd's*	Napier& Miller,Ld. Glasgow A&CP	BritishAfricaShipping&CoalingCo., Ld. *WB* = *Cell D Ba* 127′ *u E* 23′ *f*	375·2 P39′B102′F45′ 164′ 1044*t* *D*	50·0 FK	25·9	Belfast British 6 *BHCem*	T.3Cy.27½″,43½″&72½″–48″ 200lb *90lb* (*s*) 415NHP 2SB,*6rf*,GS120,HS5100 FD D.Rowan&Co.Glasgow *Ta* 33′ 338*t* *APT* 48*t* *FPT* 87*t*	28 ″ 8 s 5 ″ 7 23 ″ 6	
795 122702 HDKB	**Lord George** ~~*Sir Hollingworth*~~ –14 (*ex*St.George)	**SteelScK** *ss*Gms.No.2–14 1 *Dk*	229 211 94	✠100A1 *StmTrawler* 9,14 NB6,16 ✠LMC 9,14	Gms		8,13	1905 9mo *Lloyd's*	Cochrane &Sons Selby *sA&CP*	Taylor&Tomlinson,Ld	123·6 Q67′F20′	22·0 BK 8″	11·5	Grimsby British 4 *BHCem*	T.3Cy.12½″,22″&35″–24″ (*s*) 180lb 63RHP 1SB.*2pf*,GS33,HS1175 C.D.Holmes&Co.Hull	12 ″ 4	
796 130172	**Lord Grey** *H.Burgess* –15	**SteelScK** 1 *Dk*	215 189 84	✠100A1 *StmTrawler* 12,14 ✠LMC 8,11	Gms		12,14	1911 8mo *Lloyd's*	Smith's DockCo.Ld. Middlesbro' *sA&CP*	ConsolidatedStm. Fishing&IceCo. (Grimsby)Ld. (J. D.Marsden, *Mgr.*)	117·4 Q69′F21′	22·0 BK 7½″	11·7	Grimsby British 3 *BHCem*	T.3Cy.12¼″,20″&34″–24″ (*s*) 180lb 75RHP 1SB,*3pf*,GS53,HS1338 Smith'sDockCo.Ld.Mdb.	12 ″ 6	
797 139929	**Lord Hardinge**	**SteelScK** 1 *Dk*	212 197 82	✠100A1 *StmTrawler* 1,17 ✠LMC 1,17	Abn			1917 1mo *Lloyd's*	A.Hall& Co.Ld. Aberdeen *sA&CP*	BeaconStm.Fishg. Co.Ld. (W.F. Goodwin, *Mgr.*) J.W.Smethurst	115·5 BK 7½″	22·1	11·9	Grimsby British 3 *BHCem* *DBf* 19′ 12*t*	T.3Cy.12″,20″&34″–24″ (*s*) 180lb 78RHP 1SB,*3pf*,GS46,HS1433 A.Hall&Co.Ld.Aberdeen	12 ″ 9	
798 128173 HPBJ	**Lord Heneage** *C.E.Hall* –15	**SteelScK** *ss*Hul.No.1–13 1 *Dk*	324 284 125	✠100A1 *StmTrawler* 1,15 ✠LMC 5,13	Abn		1,15	1909 5mo *Lloyd's*	Cook, Welt'n & Gemmell Ld. Beverley *sA&CP*	YorkshireSteam FishingCo.Ld. (J.McCann, *Mgr.*)	138·3 Q73′	23·5 BK 8″	12·1	Hull British 4 *BHCem*	T.3Cy.13″,22½″&37″–26″ (*s*) 200lb 93RHP 1SB,*3pf*,GS48,HS1611 Amos&Smith,Hull	13 ″ 0	
799 123286	**Lord Joicey** (*Bucket Hopper Dredger*) 1 *Dk*(*Stl*)&*Web frames* *Elec.light* *Lower dk forward*	**SteelTwinSc**	1204 1138 755	✠ *Hopper Dredger* 2,09 ✠	Hul	*o*		1906 10mo	Lobnitz& Co.Ld. Renfrew	N.EasternRly.Co. Ld.	229·0 F30′	40·1 FK	16·9	Hull British 6 *BHCem*	T.6Cy.13½″,23″&37″–27″ 169NHP 2SB,*4cf*,GS94,HS2808 Lobnitz&Co.Ld.Renfrew	18 ″ 1	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / ✠ Surveillance Speciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant, après Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.
800	**Lord Kelvin**	**SteelTwinScSr**	2641	✠100A1	Nwc	*t*		1916	Swan, Hunter & Wigham Richardson, Ld Newcastle	Anglo-American Tel.Co.Ld.	316·6	41·2	22·7	London	T.6Cy.17″,28½″&48″–33″ (s)	25 ″ 0
139123	*Cable Vessel*		2105	7,17 ~~8,16~~	Hfx			1mo			P50′B100′F62′			British	190lb *100lb* 380NH	s 3 ″ 6
JMLV	*W.G.S.de Carteret* 98–16		1306		✠LMC5,16								FK	5*BHCem*	28B,*6cf*, HS5580 FD	21 ″ 10
	Elec.light	2*Dks*(*Stl U*–ws)						*Lloyd's*	*sA&CP*	*CellDB*			*FPT*40*t*	*APT*55*t*	Swan, Hunter & Wigham-Richardson, Ld. Nwc.	
	Sub.Sig.	3*rd dk*(*Stl*) *in No.1 hold*		*Fitted for oil fuel* 3,16			*F.P. above* 1		50°F.							
801	**Lord Kitchener**	**WoodSc**	161					1903	D.Lynch St.John, N.B.	~~Maritime Dredging & Construction Co Ld.~~ T.Bell	93·3	22·1	10·7	St John NB	C.2Cy.16″&34″–26″	
112230	*J.McG.Hiltren* –16		124								H37*t*			British	47RH	
		1*Dk*	110												St John Iron Works, St John	
802	**Lord Knollys**	**SteelScK**	285	✠100A1	Hul		11,13	1911	Cochrane & Sons Selby	Yorkshire Steam Fishing Co.Ld. (J.McCann, *Mgr*)	133·5	23·0	12·0	Hull	T.3Cy.12¾″,22″&36″–24″ (s)	12 ″ 9
132267	*G.H.Hildred* –14		250	*Stm Trawler*				9mo			Q73′			British	200lb 75RH	
HTMQ		1*Dk*	114	2,15	✠LMC9,11			*Lloyd's*	*sA&CP*				BK7½″	4*BHCem*	1SB,*2pf*,GS39,HS1180	
															C.D.Holmes & Co.Ld.Hull	
803	**Lord Lansdowne**	**SteelScK**	289	✠100A1	Hul		8,16	1913	Cochrane & Sons, Ld. Selby	Yorkshire Steam Fishing Co.Ld. (J.McCann, *Mgr.*)	133·5	23·0	12·0	Hull	T.3Cy.13″,22″&36″–24″ (s)	12 ″ 9
133444	*S.E.Murlin* –17		254	*Stm Trawler*				6mo			Q72′F19′			British	200lb 79RH	
JCMQ		1*Dk*	116	8,16	✠LMC7,13			*Lloyd's*	*sA&CP*				BK7½″	4*BHCem*	1SB,*3pf*,GS46,HS1295	
															C.D.Holmes & Co.Ld.Hull	
804	**Lord Lister**	**SteelScK**	285	✠100A1	Hul		10,14	1912	Cochrane & Sons Selby	Yorkshire Steam Fishing Co.Ld. (J.McCann, *Mgr.*)	133·5	23·0	12·0	Hull	T.3Cy.12¾″,22″&36″–24″ (s)	12 ″ 9
133402	*M.Petersen* –15		250	*Stm Trawler*				8mo			Q73′F20′			British	200lb 64RH	
HWMR		1*Dk*	114	10,14	✠LMC8,12			*Lloyd's*	*sA&CP*				BK7⅛″	4*BHCem*	1SB,*3pf*,GS46,HS1295	
															C.D.Holmes & Co.Ld.Hull	
805	**Lord Mersey**	**SteelScK**	326	✠100A1	Hul			1916	Cochrane & Sons, Ld. Selby	Pickering & Haldane's Stm. Trawling Co.Ld.	138·5	23·7	12·8	Hull	T.3Cy.13″,23″&37″–26″ (s)	13 ″ 6
139286	*J.W.Cutsforth* –16		288	*Stm Trawler*				2mo			Q78′F20′			British	200lb 93RH	
JMKG	*Elec.light*	1*Dk*	134	2,16	✠LMC2,16			*Lloyd's*	*sA&CP*				BK7½″	4*BHCem*	1SB,*3pf*,GS48,HS1440	
															C.D.Holmes & Co.Ld.Hull	
806	**Lord Minto**	**SteelScK**	295	✠100A1	Hul			1914	Cochrane & Sons, Ld. Selby	Yorkshire Steam Fishing Co.Ld. (J.McCann, *Mgr.*)	136·7	23·2	12·3	Hull	T.3Cy.13″,23″&37″–26″ (s)	13 ″ 0
136192			270	*Stm Trawler*				6mo			Q74′F20′			British	200lb 93RH	
JFQD		1*Dk*	123	1,15	✠LMC6,14			*Lloyd's*	*sA&CP*				BK7½″	4*BHCem*	1SB,*3pf*,GS48,HS1440	
															C.D.Holmes & Co.Ld.Hull	
807	**Lord Morton**	**IronPadSp**	18[illegible]					1883	S.& H. Morton Leith	The Shipping Controller	181·9	20·3	7·1	Leith	D.1Cy.45″–54″	
87248	*W.Morgan* –12		185								len00			British	NB00 85RH	
			72												S.& H.Morton, Leith	
808	**Lord Northcliffe**	**SteelScK**	228	✠100A1	Mdb			1916	Smith's Dock Co.Ld Middlesbro'	~~J.W.Smethurst~~ H.Smethurst (J.W.Smethurst/ *Mgr.*)	117·3	22·5	12·1	Grimsby	T.3Cy.12½″,20″&34″–24″ (s)	13 ″ 0
138950			212	*Stm Trawler*				3mo			Q67′			British	180lb 72RH	
		1*Dk*	88	3,16	✠LMC3,16			*Lloyd*	*sA&CP*				BK8	2*BHCem*	1SB,*2pf*,GS35,HS1242	
															Smith's Dock Co.Ld Mdb.	
809	**Lord Ormonde**	**SteelScSr**	3914	✠100A1	Bel	*x*	5,16	1899	W.Dobson & Co. Newcastle	Dominion Mercantile Marine Corporation Ld (Charles Lowe & Partners Ld, *Mgrs*)	360·0	46·2	19·4	Quebec	T.3Cy.24″,40″&64″–48″ (s)	29 ″ 10
110506	*R.Girvin* –07	*ss*Rot.No.3–11,12	3669	*Spar dk*	Mau		11,17	8mo			P25′B162′F42′ 27·3			British	180lb *90lb* 312NH	s 5 ″ 6½
RGVB		*ss*Cff.No.1–16	2533	11,17 ~~12,16~~	✠LMC5,16								FK	5*BHCem*	2SB,*8pf*,GS142,HS4900	24 ″ 9
		1*Dk*(*Stl*) & *Spar dk*(*Stl*) & *deep framing*			BS6,17			A&CP	*WB*=	*CellDB a* 120′ *u E & B*	342′ *f* 146′ 69½ *t FPT*			75*t APT*47*t*		
810	**Lord Percy**	**SteelScK**	215	✠100A1	Gms		12,14	1911	Smith's Dock Co.Ld. Middlesbro'	Consolidated Stm. Fishing & Ice Co. Grimsby) Ld (J.D. Marsden, *Mgr.*)	117·4	22·0	11·7	Grimsby	T.3Cy.12¾″,20″&34″–24″ (s)	12 ″ 6
130171	*H.W.Perry* –15		189	*Stm Trawler*				7mo			Q68′F20′			British	180lb 75RH	
		1*Dk*	84	12,14	✠LMC8,11			*Lloyd's*	*sA&CP*				BK7½″	3*BHCem*	1SB,*3pf*,GS53,HS1338	
															Smith's Dock Co.Ld. Mdb.	
811	**Lord Reading**	**SteelScK**	326	✠100A1	Hul			1916	Cochrane & Sons, Ld. Selby	Pickering & Haldane's Stm. Trawling Co.Ld.	138·5	23·7	12·8	Hull	T.3Cy.13″,23″&37″–26″ (s)	13 ″ 6
139287	*H.Wakeling* –16		288	*Stm Trawler*				4mo			Q78′F20′			British	200lb 93RH	
JMKF	*Elec.light*	1*Dk*	134	4,16	✠LMC4,16			*Lloyd*	*sA&CP*				BK7½″	4*BHCem*	1SB,*3pf*,GS48,HS1440	
															C.D.Holmes & Co.Ld.Hull	
812	**Lord Ridley**	**SteelScK**	215	✠100A1	Gms		1,15	1911	Smith's Dock Co.Ld. Middlesbro'	Consolidated Stm. Fishing & Ice Co. Grimsby) Ld (J.D. Marsden, *Mgr.*)	117·4	22·0	11·7	Grimsby	T.3Cy.12¾″,20″&34″–24″ (s)	12 ″ 6
130176	*H.Nurse* –15		189	*Stm Trawler*				9mo			Q69′F21′			British	180lb 75RH	
		1*Dk*	84	1,15	✠LMC9,11			*Lloyd's*	*sA&CP*				BK7½″	3*BHCem*	1SB,*3pf*,GS53,HS1338	
															W.V.V.Lidgerwood, Gls.	
813	**Lord Ritchie**	**SteelSc**	971	✠ A1	Liv	*l*	~~8,15~~ 12,17	1913	Lobnitz & Co.Ld. Renfrew	General Works Construction Co.Ld	200·4	34·1	16·9	London	T.3Cy.18″,30″&48″–36″ (s)	17 ″ 6
135245	*J.Cordery* –16		922	*Hopper Barge*				7mo			F26′			British	170lb 184NH	s 2 ″ 7½
JMTV		1*Dk*(*Stl*)	386	8,15	✠LMC7,13			*Lloyd's*	*sA&CP*				FK	7*BHCem*	2SB,*6cf*,GS118,HS3400	15 ″ 0
															Lobnitz & Co.Ld. Renfrew	
814	**Lord Roberts**	**SteelScSr**	4166	✠100A1	Cal	*x*	12,16	1901	W.Dobson & Co. Newcastle	Irish Shpownrs' Co. Ld. (T Dixon & Sons, Ld., *Mgrs.*)	370·7	47·0	20·0	Belfast	T.3Cy.26″,43″&72″–45″ (s)	30 ″ 7
113509	*J.McKee* –14	*ss*Bel.No.3–4,14	3980	*Spar dk*				6mo			P25′B94′F43′		28·0	British	180lb *90lb* 382NH	s 6 ″ 7
SJBR		1*Dk*(*Stl*) & *Spar dk*(*Stl*) & *deep framing*	2659	12,16	✠LMC MS2,14 BS7,16			*Lloyd's*	*sA&CP*	*WB a* 134′ *u E & B* 50′ *f* 136′ 72½ *t DT a* 38′	= *Cell DB*		FK	6*BHCem* 54*t FPT* 85*t*	2SB,*6cf*,GS120,HS4780 FD	24 ″ 4
															N.E.Marine Eng.Co Ld Nwc	
815	—	**SteelScK**	217	✠100A1	Bel		8,15	1900	A.Hall & Co. Aberdeen	L.Delclaux	120·2	21·6	11·6	Barcelona	T.3Cy.12¼″,21″&34″–24″ (s)	12 ″ 2
	P.Eira	*ss*Bel.No.3–3,13	195	*Stm Trawler*				6mo					BK7½″	Spanish	200lb 65NH	
HSFD	*Now named "Luis," See Adv. 38 in Supplement*		77	8,15	✠LMC MS11,12			*Lloyd's*	*sA&CP*				*WB=DB f*	5*BHCem* 23′ 19½ *t* 5′ 4*t*	1SB,*2rf*,GS33,HS1024	
					BS12,16										A.Hall & Co. Aberdeen	
816	—	**SteelPad**	199					1900	Allsup & Co.Ld. Preston	~~G.t Yarmouth Stm. Tug Co.Ld.~~ E.R.Aldred	135·0	21·4	9·7	Yarmouth	D.2Cy.30″–48″	
111060	*T.J.Holland* –14		193											British	65RH	
SBHR		1*Dk*	69												W.Allsup & Sons, Preston	
817	**Lord Rothschild**	**SteelScK**	174	✠100A1	Gms		11,15	1906	Mackie & Thomson Glasgow	~~Beacon Steam Fishing Co.Ld. G.W.Cole, *Mgrs.*~~ A.Stringer	112·5	21·0	10·9	Grimsby	T.3Cy.12″,20″&33″–22″ (s)	12 ″ 0
123020	*J.Johnston* –12	*ss*Gms.No.2–15	172	*Stm Trawler*				7mo					BK8″	British	170lb 44RH	
	(*ex*Starbank, *ex*May Island)	1*Dk*	69	8,16	BS11,17 ~~BS12,16~~ ✠LMC11,15			*Lloyd's*	*sA&CP*					3*BHCem* *DBf* 19′ 17*t*	1SB,*2pf*,GS38,HS1314	
															Allan, Anderson & Co.Gls.	
818	**Lord Salisbury**	**SteelScK**	285	✠100A1	Hul		1,13	1911	Cochrane & Sons Selby	Yorkshire Steam Fishing Co.Ld. (J.McCann, *Mgr.*)	133·5	23·0	12·0	Hull	T.3Cy.12¾″,22″&36″–24″ (s)	12 ″ 9
132264	*A.E.Cooke* –14		250	*Stm Trawler*				9mo			Q73′F20′			British	200lb 75RH	
HTMS		1*Dk*	114	8,14	✠LMC9,11			*Lloyd's*	*sA&CP*				BK7½″	4*BHCem*	1SB,*2pf*,GS39,HS1180	
															C.D.Holmes & Co.Ld.Hull	

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Register in which classed at L.R. Date of last Trial Cert.
819 134038 HKDV	**Lord Sefton** SteelScSr *J.E.Taylor* –16 *ss*Cff.No.2–16 *Elec.light* 1*Dk*(*Stl*)&*Spar dk*(*Stl*) &*deep framing*	4302 4058 2792	✠100A1 *Spar dk* 10,17 ~~4,17~~ ✠LMC MS4,15 BS1,17	Cff	*x*	4,17	1907 2mo	AM'Millan &Son,Ld. Dumbarton *Lloyd's A&CP*	Occidental&Oriental StmNav.Co. Ld. (P.Samuel& Co. *Mgrs.*) Ld.*Mgrs* *WB*=*CellDB*	374·0 | 48·0 | 19·7 P31'B96'F36' 27·6 FK *a*112'*uE*&*B*42'*f*174'	892*t APT*37*t*		London British *6 BHCem*	T.3Cy.26″,42″&70″–48″ (*s*) 180lb *100lb* 410NHP 2SB,*6cf*,GS118,HS5523 FD Rankin&Blackmore,Grk.	30 ″ 4 s 6 ″ 0 24 ″ 8	
820 139949	**Lord Selborne** SteelScK 1*Dk*	247 225 97	✠100A1 *Stm Trawler* 9,17 (*Class Contem. plated*) ✠LMC9,17	Gms			1917 9mo	Cook, Welt'n&Gemmell Ld. Beverley *Lloyd's A&CP*	~~A.B.Black Bevan Fishing Co. (W.F.Goodwin, Mgr.)~~ Great Northern S.S. Fishing Co.,Ld.	~~117·0~~ | 22·0 | 12·7 Q66' 117·2 | BK7½″ *WB*=	4*BHCem*		~~Grimsby~~ Hull British	T.3Cy.12″,21½″&34″–24″(*s*) 180lb 75RHP 1SB,*2pf*,GS35,HS1340 Gt.Centrl Co-opEng.&Ship RepairingCo.Ld.Gms.	13 ″ 7	
821 109534	**Lord Shrewsbury** IronScK *T.Wright* –16 *ss*Gms.No.3–7,11 (*ex*Sarpedon) *ss*Gms.No.1–16 1*Dk*	167 148 71	✠100A1 *Stm Trawler* 10,16 ✠LMC ✠NB4,16 MS10,16	Gms		10,16	1898 5mo	Cook, Welt'n&Gemmell Hull *Lloyd's A&CP*	~~Stringers Steam~~ Fishing Co.Ld (A.Stringer, *Mgr.*)	101·8 | 20·8 | 11·0 Q47'F19' ptND11 BK7½″ *WB*=	*DBf*7'3*t*		Grimsby British	T.3Cy.11½″,18″&30″–22″ (*s*) 170lb 45RHP 1SB,*2pf*,GS33,HS750 C.D.Holmes&Co.Hull	11 ″ 10	
822 124625	**Lord Stalbridge** SteelTwinScK (*Tug*) 1*Dk*	164 152 61			…		1909	The Dublin DockyardCo. Dublin	ShropshireUnion Rlwys.&CanalCo.	105·6 | 22·6 | 10·2 FK			Chester British	C.4Cy.14″&30″–20″ 90RHP Ross&Duncan,Glasgow	11 ″ 0	*WB*
823 138378	**Lord Stanhope** SteelScK *Myles*16–16 1*Dk*	212 197 82	✠100A1 *Stm Trawler* 7,16 ✠LMC7,16	Abn			1916 7mo	A.Hall& Co.Ld. Aberdeen *Lloyd's A&CP*	W.W.Smethurst (J.W.Smethurst, *Mgr.*)	115·5 | 22·1 | 11·9 BK7½″	*DBf*19'12*t*		Grimsby British	T.3Cy.12″,20″&34″–24″ (*s*) 180lb 78RHP 1SB,*3pf*,GS46,HS1433 A.Hall&Co.Ld.Aberdeen	12 ″ 9	
824 119219 HDRL	**Lord Stewart** SteelScSr *J.E.Hardy* –11 *ss*Sld.No.2–14 *Well deck* 1*Dk*(*pt Irn&pt Stl*) &*deep framing*	1445 1155 895	✠100A1 12,16 BS~~12,16~~11,17 ✠LMC3,14 ~~4,18~~	Sld	*p*	~~12,16~~ 11,17	1905 10mo	S.P.Austin &Son,Ld. Sunderland *Lloyd's A&CP*	Marquess of Londonderry (D.N. Grimes, *Mgr.*) *WB*=*CellDBa*67'*uE*&*B*35'*f*109'395*t FPT*	248·0 | 36·2 | 15·9 P24'Q61'B50'F27' FK	4*BHCem* 55*t APT*75*t*		Sunderlnd British	T.3Cy.20″,33″&54″–36″ (*s*) 160lb *90lb* 187NHP 2SB,*4pf*,GS82,HS2990 N.E.MarineEng.Co.Ld.Sld	18 ″ 3 s 1 ″ 11½ 16 ″ 7	
825 137447 JKTC	**Lord Strathcona** SteelSc4MastSr *W.L.Clibborn*10–15 *Elec.light* 1*Dk*(*Stl*)&*Web frame* Sub.Sig.Wireless *Longitudinal framing* *Carrying fuel oil F.P.above*150*oF in DB*	7335 6892 4184	✠100A1 7,17 ~~6,16~~ ✠LMC5,15	Cff Liv	*b*†	~~2,16~~ 7,17	1915 5mo	W.Doxford &Sons,Ld. Sunderland *Lloyd's A&CP*	Century Shppg.Co. Ld (Harris&Dixon Ld. *Mgrs.*) *WB*=*CellDBa*137'*uE*&*B*16'*f*201'1738*t Topside tanks*416	455·0 | 58·0 | 31·0 P27'B77'F33' FK	7*BHCem* 1587*t FPT*129*t APT*159*t*		Liverpool British	T.3Cy.28½″,47″&79″–54″ (*s*) 180lb 612NHP 3SB,*9cf*,GS198,HS8814 FD W.Doxford&Sons,Ld.Sld.	33 ″ 9 s 8 ″ 9 25 ″ 5	
826 99478 THRL	— StlTwinScSr *S.Craven* –15 *ss*Qbc.No.3–4,14 1*Dk*(*Stl*–ws) *Elec.light* Wireless	495 411 201	✠100A1 ~~6,17~~6,16~~,16~~ ~~BS9,16~~ ✠LMC4,14 *For towing &s*	Qbc ~~BS4,17~~	*g*	5,17 *alvage pu*	1902 4mo	J.P.Rennoldson&Sns. South Shields *Lloyd's A&CP*	Quebec Salvage& Wrecking Co.Ld.	160·0 | 27·2 | 13·6 B62'F16' FK *WB*=*DTf*32'	62*t APT*36*t* *rposes*		Quebec British	T.6Cy.17″,28″&46″–30″ (*s*) 180lb 268NHP 2SB,*6pf*,GS114,HS4378 J.P.Rennoldsn&Sns,S.Shl.	14 ″ 9 s 2 ″ 0½ 13 ″ 2	
827 109520	**Lord Strathmore** IronScK *J.Hayes* –15 *ss*Gms.No.3–8,11 (*ex*Sihon) *ss*Gms.No.1–16 1*Dk*	172 154 69	✠100A1 *Stm Trawler* 10,16 ✠NB3,16 ✠LMC9,14	Gms		11,14	1898 4mo	Cook, Welt'n&Gemmell Hull *Lloyd's A&CP*	Beacon Stm.Fishing Co.Ld. (W.F. Goodwin, *Mgr.*)	108·7 | 20·7 | 11·0 Q47'F19' ND11 BK7½″ *WB*=	*DBf*7'3*t*		Grimsby British	T.3Cy.12¼″,19½″&32″–22½″ 170lb (*s*) 50RHP 1SB,*2pf*,GS32,HS795 C.D.Holmes&Co.Hull	11 ″ 10	
828 60856 LWGJ	**Lord Warden** IronPadSp *W.A.Wilkinson* –14	118 116 6					1868	J Readhead &Co. S.Shields	Anchor Stm Tug Co. Ld.(R.Chater, *Mgr.*)	100·4 | 18·3 | 10·1			N.Shields British	L.2Cy.28″–48″ NB90 70RHP J.Readhead&Co.,S.Shields		
829 133221	**Lord Wimborne** SteelScK 1*Dk*	215 189 84	✠100A1 *Stm Trawler* 12,14 ✠LMC12,11	Gms		12,14	1911 12mo	Smith's Dock Co.Ld. Middlesbro' *Lloyd's A&CP*	Consolidated Stm. Fishing & Ice Co. (Grimsby),Ld. (J. D.Marsden, *Mgr.*)	117·4 | 22·0 | 11·7 Q69'F21' BK7½″	3*BHCem*		Grimsby British	T.3Cy.12¼″,20″&34″–24″ (*s*) 180lb 76RHP 1SB,*3pf*,GS53,HS1338 W.V.V.Lidgerwood,Gls.	12 ″ 6	
830 133222	**Lord Wolmer** SteelScK *A.J.Manthorpe* –14 1*Dk*	215 189 84	✠100A1 *Stm Trawler* 6,14 ✠LMC12,11	Gms		6,14	1911 12mo	Smith's Dock Co.Ld. Middlesbro' *Lloyd's A&CP*	Consolidated Stm. Fishing & Ice Co. (Grimsby),Ld. (J. D.Marsden, *Mgr.*)	117·4 | 22·0 | 11·7 Q69'F21' BK7½″	3*BHCem*		Grimsby British	T.3Cy.12¼″,20″&34″–24″ (*s*) 180lb 76RHP 1SB,*3pf*,GS53,HS1338 W.V.V.Lidgerwood,Gls.	12 ″ 6	
831 98631	**Lord of the Isles** SteelPadSk *A.McAlister* –11	466 421 192					1891	D&W Henderson&Co. Glasgow	Turbine Stmrs.Ld. (J.Williamson, *Mgr.*)	255·0 | 25·6 | 9·1 *Promenade dk*204' H45*t*			Glasgow British	O.2Cy.48″–66″ NB08 288NHP D.&W.Henderson&Co,Gls.		
832 ~~136237~~ JKNW	**Lordello** SteelScK *T.Barker* –14 *ss*Hul.No.2–14 (*ex*LordNunburnholme) 1*Dk*	281 239 108	✠100A1 *Stm Trawler* 4,14 BS11,16 ✠LMC4,14	Hul		4,14	1906 10mo	Cochrane& Sons Selby *Lloyd's A&CP*		130·0 | 22·3 | 11·9 Q69'F21' BK8″	4*BHCem*		Oporto Portuguese	T.3Cy.13″,22½″&37″–24″ (*s*) 200lb 67NHP 1SB,*3pf*,GS45,HS1390 Amos&Smith,Hull	12 ″ 9	
833 136237 JKNW	**Lordship** SteelScK *W.Leighton* –15 (*ex*LordFisher) 1*Dk* *Elec.light*	351 311 162	✠100A1 *Stm Trawler* 3,15 ✠LMC3,15	Hul			1915 3mo	Cook, Welt'n&Gemmell Ld. Beverley *Lloyd's A&CP*	Imperial Steam Fishing Co.Ld.	140·2 | 24·1 | 13·0 Q76' BK8″	4*BHCem*		Hull British	T.3Cy.13″,22½″&37″–24″ (*s*) 200lb 100RHP 1SB,*3pf*,GS48,HS1476 Amos&Smith,Ld.Hull	13 ″ 10	
834 109 QGKH	**Loredano** *G.B.Regusta*–18 SteelScSr ~~*Antincopello* –14~~ *ss*Nwc.No.2–13 (*ex*PortCaroline) 2*Dks*(*Stl*)&*deep* *Elec.light framing&Shelter dk*(*Stl*)	4149 3832 2652	✠100A1 *Shelter dk* *with freeboard* 12,16 ~~Examined 4,18~~ ✠LMC6,12	Cal	*y*	~~19,15~~ 9,17	1905 7mo	Hawthorn, Leslie& Co.Ld Newcastle *Lloyd's A&CP*	Soc.Veneziana di Nav.aVap. *WB*=*CellDBa*	380·6 | 49·0 | 25·7 FK 120'*uE*28'*f*168'813*t*	6*BHCem* *APT*21*t*		Venice Italian	T.3Cy.27″,45″&74″–48″ (*s*) 180lb *180lb* 434NHP 2SB,*8cf*,GS137,HS5624 FD N.E.MarineEng.Co.Ld Nwc	28 ″ 6 s 3 ″ 11½ 24 ″ 11	
835 219 QGMF	**Lorenzo** SteelScSr *B.Maggiolo* –10 *ss*Gen.No.3–9,00 (*ex*Bencroy) *ss*Gen.No.2–09 1*Dk*(*Stl*)&*Spar dk*(*Stl*)&*Web frames*	2496 2327 1557	✠ *Spar dk* 10,13 ✠	Gen	*t*		1887 8mo	J.Jones& Sons Liverpool	S.Cenzini	288·7 | 38·3 | 17·2 P12'B66'F31' 25·4 ptND05 FK *WB*=*CellDB*236'	539*t APT*49*t*		Genoa Italian	T.3Cy.21″,35″&53″–42″ NDB00 178NHP 2DB,*4cf*,GS100,HS2612 J.Jones&Sons,Liverpool	28 ″ 6	I
836 ~~136237~~ JKNW	**Lori** SteelScSp (*Tug*) (*ex*Euxine) 1*Dk*	*171* *167* *18*			…		1889	J.T.Eltringham S.Shields	Wender&Co.	115·0 | 20·1 | 10·6			Braila Roumanian	T.3Cy.14″,23″&37″–24″ 67NHP J.P.Rennoldsn&Sns,S.Shl	11 ″ 0	
837 102744 PGHN	**Lorle** SteelScSr *R.Steel* –17 *ss*Mdb.No.3–1,09 *ss*Bkn.No.2–18 ~~*ss*Shb.No.1–18~~ 1*Dk*(*Irn*)2*trB*&*Web frames*	2686 2481 1694	✠100A1 *with freeboard* 5,18 ~~11,16~~ ~~BS11,16~~ ✠LMC8,12 ~~5,18~~	Mau Bkn	*t*	~~2,16~~ 5,18	1896 3mo	Irvine&Co. W Hartlepool A&CP	Alexander Shippg. Co.Ld. (Capper, Alexander&Co., *Mgrs.*) *WB*=*Cell*	312·0 | 44·0 | 20·7 P31'B72'F33' FK *DBa*&*uE*134'*f*118'	5*BHCem* 597*t APT*81*t*		W.Hartlpl British	T.3Cy23″,37½″&61½″–39″(*r*) 160lb *100lb* NDB12 240NHP 2SB,*6cf*,GS95,HS3648 Blair&Co.(Lim),Stockton	23 ″ 3 s 3 ″ 10 19 ″ 9	
838 WLMD	**Lorna** SteelScSr ~~*J.Nielsen*~~18–17 *ss*Sld.No.3–12,09 (*ex*Aspasia,*ex*Rugby) *ss*Cff.No.1 14 1*Dk*(*Irn*)2*trB*&*Web frames*3*Dk rule*	*3286* *3101* *2110*	✠100A1 6,16 ~~MBS9,16~~ ✠LMC6,14 MBS5,17	NNs	*v*	6,16	1897 4mo	J.Priestman&Co. Sunderland A&CP	Otto W.Bergman	325·0 | 47·0 | 25·6 P31'B84'F35' FK *DBa*110'*f*120'703*t*	5*BHCem* *APT*123*t*		Bergen Norwegian	T.3Cy24″,40~~5/8~~″&66″–45″(*r*) ~~140lb~~ *100lb* NDB13 300NHP 2SB,*4cf*&*2pf*,GS122,HS4640 Blair&Co.Ld.Stockton	26 ″ 10 s 4 ″ 10½ 22 ″ 2	

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.
839 98413	**Lorna Doone** *G.Jenman* –00	SteelPadSp	410 344 168					1891	Napier, Shanks&Bell Glasgow	Sou.I.ofWight& S.ofEng.Royal MailStmPktCo.Ltd.	220·5|26·0| 9·2 *Promenade dk*168′	S'thamptn British	C.2Cy.32″&62″–60″ NB99 248NHP D.Rowan&Son,Glasgow	
840 68684 MKBJ	**Lorne** *ssLiv.3rdNo.3–4,12* *Well deck* *1Dk*	IronScSr	1186 918 733	✠90A1 6,13 NB2,83 LMC2,12 BS6,14	Mch	*n*	6,13	1873 3mo	Gilbert& Cooper Hull A&CP	The Admiralty	241·7|30·9|15·8 P117′F26′ BK8″ *WB* = *APT*30*t*	Hull British 5*BHCem*	C.2Cy.27″&53″–36″ (*a*) 80lb *70lb* NDB94 98RHP 1DB,*4pf*,GS69,HS2335 Gilbert&Cooper,Hull	16 ″ 8 s 2 ″ 2 15 ″ 4
841 94809	**—** *M.F.Cutler* *1Dk*	WoodScSp	288 215 159					1889	Middlemas &Boole SanFrancisco	A.J.C.McDermott Grand Trunk Pacific Railway Co	151·0|26·0|13·2 H73*t*	Vict'riaBC British	T.3Cy.18″,28″&48″–36″ NB09 138NHP AlbionIrnWrksC.VictB.C.	
842 134764 JBSW	**Loroone** *J.Randles* –13 *1Dk*	SteelScK	214 207 88	✠100A1 *StmTrawler* 7,13 LMC5,15	Flt		8,13	1913 3mo *Lloyd's*	Cook,Welt'n&Gemmell Ld. Beverley *sA&CP*	Yarborough Steam Fishing Co.Ltd.(J.E. Rushworth,*Mgr*)	117·2|21·5|12·1 Q61′ BK7½″	Grimsby British 4*BHCem*	T.3Cy.12″,21″&34″–24″ (*s*) 200lb 58RHP 1SB,*2pf*,GS32,HS1086 Amos&Smith,Ld.Hull	13 ″ 1
843 213962 LFTS	**Los Angeles** *C.Elberts07–16* *Elec.light* 2*Dks*(*Stl*)&*Web frames* *Mchy.Aft* *Longitudinal framing* Sub.Sig.	SteelSc3MstSr	6876 6394 4255	✠100A1 8,16 *CarryingPetroleum in bulk* LMC4,16 *Fitted for oil fuel* 4,16 *P.above*	SFo	*b* †		1916 4mo e150°	Union Iron WorksCo. SanFrancisco A&CP F. *CellDB*	UnionOilCo.of California *uE&B*62′*f*57′433*t*	435·0|56·2|33·6 P106′B57′F43′ FK *FPT*100*t APT*74*t*	S.Frncisco Utd.States 14*BHpt Asp* 8 ,, *to Uds* 6 ,, ,,2nd.,	T.3Cy.27″,47″&76″–48″ (*s*) 215lb 552NHP 3SB,*3cf*,HS9405 UnionIronWorksCo.S.Fo.	33 ″ 6
844 MBSQ	**Losna** *Hansen* –18 ~~*P.B.Neilson* –18~~ *ssCal.No.3–8,16* (*ex*AdmiralBörresen) 1*Dk*(*Stl*)& *Spar dk*(*pt Irn&pt Stl*)&*deep framing* *Elec.light*	SteelScSr	4187 3859 2665	✠100A1 *Spar dk* ~~11,17 3,17~~ 5,18 LMC5,16 BS5,18	NNs ~~Cdf~~ X12	*x*	~~8,16~~ 5,18	1904 6mo *Lloyd's*	SirRaylton Dixon&CoLd Middlesbro' *sA&CP*	Norwegian,Africa &AustraliaLine (W.Wilhelmsen& Fearnley&Eger, *Mgrs.*) *WB* =	360·0|50·2|17·9 P33′B98′F37′ 25·9 FK *CellDB*a118′*uE&B*	Tönsberg Norwegian 7*BHCem* 38′*f*156′992*t*	T.3Cy.25″,41½″&67″–45″ (*r*) 180lb 367NHP 3SB,*11pf*,GS178,HS6246 N.E.MarineEngCoLd Nwc *FPT*89*t APT*110*t*	28 ″ 4 s 5 ″ 7 23 ″ 2
845 105082 PGFQ	**Lossie** *C.W Hart*14–17 ~~*J.W.Thomas* –18~~ (*ex*Haller) ~~ssShl.No.1–12~~ *Well deck* *Mchy.Aft* 1*Dk*(*Stl*) *ssAbn.No.2–17*	SteelScSr	379 299 196	✠100A1 4,17 ~~4,18~~ N86,08 LMC BS4,14 BS2,15 MS4,16	Shl Abn	*f*	~~4,16~~ 4,17	1896 2mo *Lloyd's*	J.Duthie, Sons&Co. Aberdeen *sA&CP*	~~A.Easton Shipping Co.Ltd.(G.Elsmie& Sons,*Mgrs.*)~~ E.J.Leslie *WB* =	147·8|23·1|12·0 Q79′B6′F23′ BK7″ *FPT*50*t*	Aberdeen British 3*BHCem*	T.3Cy.12″,18″&30″–21″ (*r*) 160lb *90lb* 50RHP 1SB,*2pf*,GS32,HS965 Hall,Russell&Co.Abn.	12 ″ 8 s ″ 11 12 ″ 5
846 RLDV	**Lothar Bohlen** *A.Schellhorn* *Elec.light* 1*Dk*&*Spar dk*3*tr B*	SteelScSr	2232 2056 1415					1898	Blohm& Voss Hamburg	WoermannLinie Akt.Ges.	290·6|38·2|23·6 P80′F35′ *WB*	Hamburg German	T.3Cy.19″,30″&50″–39½″ 157NHP Blohm&Voss,Hamburg	G
847 115651 TJVF	**Lothian** (Detained at Hamburg) *W.J.Lockhart* –08 *Elec.light* *IrnptStl*)&*deep framing*	SteelScSr	4959 4368 3223	✠100A1 5,14 LMC BS4,14 MS7,14	Yka	*y*	11,12	1902 5mo *Lloyd's*	C.Connell &Co. Glasgow *sA&CP*	J.Warrack&Co. *WB* = *CellDB*a125′*u E&B*45 *f*164′106	385·5|50·2|28·5 P39′B117′F51′ FK 6*t DT*a31′853*t FPT*	Leith British 6*BHCem* 84*t APT*39*t*	T.3Cy.27″,43″&72″–48″ (*s*) 185lb *110lb* 422NHP 2SB,*8cf*,GS136,HS5497 FD Dunsmuir&Jackson,Gls.	31 ″ 0 s 6 ″ 2 25 ″ 3
848 118153	**—** *T.Young* –14 *1Dk*	SteelScK	131 126 50	✠ *StmTrawler* 11,04	Lth			1904 4mo	Hawthorns &Co.Ld. Leith	GeneralSteam FishingCo.Ld. *WB* =	100·5|20·1|10·5 Q22′ *DB f*19′14*t* BK7½″	Granton British 3*BHCem*	T.3Cy.11¼″,18″&30″–21″ 1SB2*cf* GS33HS1090 58RHP Hawthorns&Co.Ld.Leith	11 ″ 6
849 KRMF	**Lothringen** *G.Hamann* *1Dk*	SteelSc (*Trawler*)	195 165 69					1903	J.C.Tecklenborg A.G. Geestemünde	Hochseefischerei J.Wieting,Akt. Ges.	114·1|22·6|10·8 Q28′F21′ *WB*	Brmrhavn German	T3Cy11⅛″17⅛″&29⅛″–21⅛″ 39NHP J.C.TecklenborgA.G.Gst.	G
850 137157	**Lotos** *W.Minns*14–14 *1Dk*	SteelScK	216 213 83	✠100A1 *StmTrawler* 9,14 LMC9,14	Abn			1914 9mo *Lloyd's*	J.Duthie TorryS.B.Co. Aberdeen *sA&CP*	NationalSteam FishingCo. (Aberdeen)Ld. *WB* =	114·9|22·6|12·3 BK7½″ *DT f*5′12*t*	Aberdeen British 3*BHCem*	T.3Cy.11½″,20″&34″–23″ (*s*) 180lb 70RHP 1SB,*3pf*,GS38,HS1250 Lidgerwood,Ld.Glasgow	13 ″ 1
851 732	**Lotsman** *S.Siderenko* *1Dk*	IronTwinSc	104 — 33					1893	Wadoff Brs. Kherson	Pilots'Association ofNicolaieff	108·1|19·4| 7·8	Nicolaieff Russian	C.4Cy.10¾″&18″–7″ 14NHP	
852 NJTD	**Lotte** *W.Wiegmann* *1Dk*	SteelScLr *OilEng.*	136 128 83					1911	C.Lühring Hammel-warden	Elsflether Herings FischereiGes.	91·3|21·4| 9·6 Q13′	Elsfleth German	Oil Engine 2S.C. 1Cy.13½″–13½″ NE14 DeutscheKromhoutMotorenfabrik G.m.b.H.Brake	G
853 JWST	**Lotus** *Combin* *Elec.light* Wireless	SteelTwinSc (*ex*Tonkin) 4*Dks*&*Spar dk*	6822 5309 3514					1898	Message. Maritimes LaCiotat	MessageriesMaritimes *Erections*900*t*	446·2|50·9|36·1 Q28′F21′ *WB*	Marseilles French	T.6Cy.33½″,48½″& 79½″–43½″ 832NHP Message.Marit.LaCiotat	V
854 45894 VGFN	**—** *H.T.Adey* –12 4thSurvey7,84 2*Dks*(1*Irn*)	IronScSr	621 565 383	✠ 5,90	Mdb	Lv		1863 3mo	C&W Earle Hull	Ellerman&Buck-nallS.S.Co.Ld.	207·8|24·2|15·7	London British 4*BH*	C.4Cy.18″&34″–30″ NE73,NB91 70RHP T.Brassey&Co.,Liverpool	16 ″ 6
855 T6BH	**Loudon** *OilEng.* *Elec.light* 1*Dk*	SteelSc	1874 1416 1128					1913	Wrf.voorh. Rijkee&Co. Rotterdam	Koninkl.Paketv. Maats.	278·2|41·2|16·8 B80′F75′ *WB*	Batavia Dutch	Oil Engines 4S.C.SA 6Cy. 22½″–39″ 228NHP Ned.Fb.v.Wrk.&Spoor,Ams.	V
856 90918 QOBM	**Louga** *C.E.Patterson* –13 *ssDun.No.3–5,10* *Well deck* *Elec.light* *ssLth.No.1–14* 1*Dk*(*Irn*)	SteelScSr	939 678 382	✠100A1 5,18 ~~2,17~~ BS5,16 LMC2,14 ~~5,16~~	Nwc Nhv	*m*	~~12,15~~ 5,18	1898 4mo	Ramage& Ferguson,Ld. Leith A&CP	RasonaS.S.Co.Ld. (T.Cowan,*Mgr.*) *WB* =	213·0|32·1|12·3 Q63′B64′F27′ FK *CellDB*a40′*f*84′	Leith British 4*BHCem* 243*t APT*27*t*	T.3Cy.17″,27″&44″–30″ (*s*) 160lb *100lb* NDB05 98RHP 1SB,*3rf*,GS60,HS1652 Ramage&Fergusn,Ld.Lth.	14 ″ 6 s 1 ″ 3 13 ″ 6
857 93414 LCKB	**Lough Fisher** *S.Hunter* –17 *ssTrn.2ndNo.3–4,12* *ssBel.No.1–16* *Well deck* 1*Dk*(*Irn*)	SteelScSr	418 325 172	✠100A1 ~~12,17 4,16~~ NB7,98 *refitted*4,14 BS6,17 LMC7,16	Bel Npt	*h*	7,16	1887 11mo *Lloyd's*	M'Ilwaine, Lewis&Co.Ld Belfast *sA&CP*	LoughFisherS.S. Co.Ld. (J.Fisher& Sons) *WB* =	168·2|25·1|11·6 Q95′B42′F28′ ptND01 BK7″ *D Ba*35′51*t FPT* 35*t*	Barrow British 4*BHCem*	C.2Cy.20″&38″–33″ (*s*) 90lb 61RHP 1SB,*3pf*,GS60,HS1380 M'Ilwaine,Lws& C.Ld.Bel.	12 ″ 8 s ″ 9½ 12 ″ 7
858 86106 HMBV	**Loughbrow** *C.H.Empson* –17 *ssNwc.2ndNo.3–11,07* *Well deck* *ssHul.No.2–17* 1*Dk*(*Irn*) *Cargo battens not fitted*	IronScSr	691 535 427	✠100A1 ~~2,17~~ 2,16,18 ~~Nwd.on~~ NB8,98 LMC2,17 BS1,18	Hul	*j*	2,17	1883 2mo	Hodgson& Soulsby Blyth A&CP	~~Hoyle Bank Shpg. Co.Ld.(Stewart& Esplen Ld.,*Mgrs.*)~~ A.J.Ashwin *WB* = *DB*a48′*f*75′&*uE&B*35	190·3|30·3|12·3 Q99′B18′F22′ BK7½″	Newcastle British 4*BHCem* 225*t APT*16*t*	C.2Cy.23″&46″–33″ (*s*) 90lb ~~60lb~~ NDB02 95RHP 1SB,*3pf*,GS47,HS1570 WighamRichdson&C.Nwc	14 ″ 5 s ″ 10 14 ″ 4
859 138961	**Louis Botha** *1Dk*	SteelScK	226 219 109	✠100A1 *StmTrawler* 6,16 LMC6,16	Hul			1916 6mo *Lloyd's*	Cook,Welt'n&Gemmell Ld. Beverley *sA&CP*	~~Aldersyde Steam Fishing Co.Ld. (E.Peacock,*Mgrs.*)~~ Great Northern S.S. Fishing Co.Ld.	117·0|22·0|12·7 Q61′F16′ BK7½″	Hull ~~Grimsby~~ British 4*BHCem*	T.3Cy.12″,21″&34″–24″ (*s*) 200lb 74RHP 1SB,*3pf*,GS31,HS1268 Amos&Smith,Ld.Hull	13 ″ 7

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. *Master.* Special Surveys.	3 Material, Rig, &c. *Late Name if any.* No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years assigned / now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines.	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed. If not in L. R. Date of P. of Trade Cert.
860 / KBDC	**Louis Fraissinet** *Francioni* –14 *Elec.light*	SteelScSr 2*Dks*	3823 3158 2333					1914	Ch.&Atel. deProvence Port deBouc	Cie.Marseillaise de Nav.àVap. (Fraissinet&Co., *Mgrs.*)	353·5 P25′	46·6 Q82′	23·1 F48′	Marseilles French *WB*	T3Cy25″,40$\frac{2}{10}$″&66$\frac{2}{10}$″–43$\frac{3}{10}$″ 295NHP Ch.&Atel.deProvence,Msl.		V
861	**Louis Groen Jr.** *C.Zwart*04–08 (*ex*Tjepma)	SteelScSr (*Trawler*) 1*Dk*	195 — 88					1902	Bonn& Mees Rotterdam	Naaml.Ven.Nederlandsche Stoomvisscherij	127·9	21·5	11·9	Ymuiden Dutch *WB*	T.3Cy.12″,20″&32″–23″ 49NHP Wilton'sSlipw.&E.Co.Rot		
862	**Louis Gutjahr** *P.Philipse*90–	SteelSc (*Tug*) 1*Dk*	101 — 26					1897	Gebr.Sachsenberg Rosslau	Soc.Anon.de Remorq.àHélice	92·2	17·1	9·5	Antwerp Belgian	T.3Cy.11$\frac{1}{2}$″,18″&29$\frac{1}{2}$″–20$\frac{1}{2}$″ NB07 39NHP Gebr.Sachsenberg,Rosslau		
863 / 134491	**Louis Philippe** *Elec.light*	SteelSc 1*Dk*	600 — 250					1914	DavieS.B. &RepairCo. Levis, Quebec	Canada Steamship Lines,Ld.	162·0	37·0	12·2	Quebec British	C.2Cy.21″&37″–36″ 68NHP E&B*made*82,*refitted*14 Dry Dock Eng. Works,Det.		
864 / 209971	**Louis R. Davidson** *Elec.light Mchy.Aft*	SteelScSr 1*Dk*	6356 — 4996					1912	GreatLkes Eng.Works Ashtabula	Boland&Cornelius	504·0	56·0	30·0	Buffalo Utd.States *WB*	T.3Cy.23″,37″&63″–42″ GreatLakes Eng.Works,Ashtabula 257NHP		LR
865	**Louisa** *C.Gravenmaker* –12 (*ex*Strathclyde)	SteelScK *ss*Ams.No.3–8,12 1*Dk* *ss*Ymu.No.1–17	186 175 54	✠100A1 *StmTrawler* 7,17 ~~8,16~~ ✠LMC 7,17 BS6,16 MSI,17*	Ymu		N8,16	1901 1mo *Lloyd's SA&CP*	Hall,Russell&Co.Ld. Aberdeen	N.V.Viss.Maats. VigorII. (Oceaan Viss.Maats, *Mgrs*)	108·2	21·6	11·4 BK7½″	Ymuiden Dutch *3BHCem*	T.3Cy.12½″,20″&33″–21″ (*s*) 140lb 56NHP 1SB.,*2pf*,GS36,HS992 Hall,Russell&Co.Ld.Abn.	12 ″ 1	
866 / 83582 VLQB	**Louisburg** *J.Kemp* –16 (*ex*ThornHolme) *Well deck* Sub.Sig.	IronScSr *ss*Hfx.2ndNo.3–5,04 *ss*NFL.No.3–5,07 *ss*NFL.No.1–12 1*Dk*(*Irn*)2*trB* *Cargo battens not fitted*	1816 1376 1182	✠100A1 10,14 ✠NB5,07 ✠LMC11,16 BS2,18	Hfx	*q*	N11,16	1881 3mo	JLThompson&Son Sunderland A&CP	S.S.Louisburg Ld. (Dominion CoalCo.Ld.)	260·0 F26′ *WB*=*DBa*76′*f*100′	36·0 BK9″	18·5	Montreal British *5BHCem*91 *370tAPT42t*	C.2Cy.34″&64″–42″ (*s*) 80lb NDB92 225NHP 2SB,*6cf*,GS103,HS4046 G.Clark,Sunderland		
867 / 315 JBLH	**Louise** *C.A.T.Flodman* –15 (*ex*Balbus) *Well deck* *Elec.light*	IronScSr *ss*Els.2ndNo.3–4,08 *ss*Cpn.No.1–13 1*Dk*(*Irn*)2*trB*	1157 903 679	✠100A1 6,15 Examined 18 ✠NB4,08 ✠LMC12,18	Skm	*o*	~~6,15~~ ~~4,18~~	1883 9mo	BarrowSB. Co.(Lim.) Barrow A&CP	Rederiaktieb. Sigurd (O.S. Hedberg, *Mgr.*) *WB*=	240·0 Q92′ *Cell DB*203′300*tFP*	34·2 B52′	14·1 H25*t* F28′ FK	Malmö Swedish *4BHCem* *T14tAPT7t*	C.2Cy.25″&58″–36″ (*r*) 110lb 171NHP 2SB,*4cf*,GS72,HS3032 Westray,Copelnd&C.Brw.	16 ″ 6 s 1 ″ 6 15 ″ 4	
868	— *Well deck*	IronSc3MstSr *ss*Cpn.No.2–80 1*Dk*2*trB*	1108 823 679	6,80	Cpn	*n*		1872 8mo	Burmeister &Wain Copenhagen	NilsÖsterman	230·8 P157′	30·1 F32′	16·5	Stockholm Swedish *6BHCem*	C.4Cy.21″&44″–30″ 176NHP Burmeister&Wain,Cpn.		
869 / 124720	— *B.R.Joyce* –13	SteelScK *ss*Sws.No.1–11 1*Dk*	270 228 105	✠100A1 *StmTrawler* 9,12 BS10,13 ✠LMC11,11	Sws		9,12	1907 8mo *Lloyd's SA&CP*	Smith's DockCo.Ld. NorthShields	~~G.H.D.Birt~~ Taylor,TomlinsonLd E.Taylor,*Mgr.*)	125·7 Q70′	22·1 F19′	12·0 BK7½″	Swansea British *3BHCem*	T.3Cy.12½″,20″&34″–25″ (*s*) 180lb 75RHP 1SB,*2pf*,GS38,HS1410 Shields Eng.Co.Ld.N.Shl.	12″10	
870	— *D.Taal*	SteelScLr (*Trawler*) 1*Dk*	208 206 111					1903	W.C.Boele &Zonen Slikkerveer	ReederijW.J.den DulkZoon	119·7	22·8	11·4	Scheveningen Dutch	T.3Cy.10½″,17″&28½″–18″ 34NHP Wilton'sMach.&Schps.Rot		
871 / HDPG	**Louise II.** *N.Pedersen* –95	SteelSc (*Ferry*) 1*Dk*	164 127 66					1899	Akers Mek. Verks. Christiania	Dmpsk.Selsk. Akties.Asker, Röken&Hurum	103·7 H7*t*	21·5	10·7	Chrstiania Norwegian	C.2Cy.13″&26″–15″ 21NHP Akers Mek.Verks.Xia.		
872 / KBML	**Louise Marguerite** *Duval*13–14 (*ex*Président Barbanson,*ex*Surcouf)	SteelSc (*Trawler*) 1*Dk*	285 260 135					1908	Atel.&Ch. deFrance Dunkirk	Delpierre,Duval& Co.	142·2 Q72′	22·9	11·8	Boulogne French *WB*	T.3Cy.13″,22″&36″–25″ 65NHP Atel.&Ch.deFrance,Dnk.		V
873 / KBMR	**Louise Marie** *Brunet*	SteelScSr (*Trawler*) 1*Dk*	165 145 28					1898	De la Brosse&Fouché Nantes	Soc.Gén.d'Armement(G.Belot, *Mgr.*)	105·8 H34′	20·5	10·4	Arcachon French *WB*	C.2Cy.17$\frac{3}{4}$″&30$\frac{11}{16}$″–20$\frac{1}{2}$″ 36NHP De la Brosse&Fouché,Nts.		V
874 / NHSR	**Louisiana** *J.Jonsen*	SteelScSr *ss*Nwc.No.3–7,08 *ss*Cpn.No.1–12 2*Dks*(*Stl*)&*Web frames*	3015 2824 1940	✠100A1 5,15 BS7,16 ✠LMC10,12	Cpn	*u*	7,16	1896 7mo	Armstrong &Co.(Lim.) Newcastle A&CP	DetForenede DampskibsSelsk. *WB*=*Cell*	319·8 P21′ *DBa*94′*uE*20′*f*	46·0 B60′	23·2 F33′ FK 132′	Copnhagn Danish *5BHCem* *620tAPT45t*	T.3Cy.24″,40″&64″–42″ (*s*) 160lb *80lb* 280NHP NDB94*refitted*11 2SB,*8pf*,GS126,HS4400 N.E.MarineCo.(Lim),Nwc	26 ″ 2 s 5 ″ 1½ 21 ″ 4	
875 / 130906 KQRH	— *G.C.Hamilton* *Elec.light Mchy.Aft* *Carrying oil in bulk Fitted for oil fuel* Wireless	SteelScSr (*ex*Northman) 1*Dk*&*Spar dk*	2849 — 1797					1901	Chicago S.B.Co. Chicago	TheTexasCo.	290·0 B32′F36′ len11	42·2	26·5	P.Arthur, Tex. Utd.States *WB*	T.3Cy.18½″,33″&54″–40″ 184NHP ChicagoS.B.Co.		V
876 / KBNG	**Loukkos** *Ambroselli* –13 (*ex*Olive)	Iron&SteelScSr 1*Dk* *Irn framing Stl plating*	454 434 256			…		1893	W.Harkess &Son Middlesbro'	Cie.deNav.Paquet	173·1 P23′F21′ FK	26·6	12·1	Marseilles French *WB*	T.3Cy.15½″,25″&41″–27″ 92NHP Wstgrth,Englsh&Co.Mdb	12 ″ 9	V
877 / KBNL	**Louqsor** *Bocognani*09–09 *Elec.light* Wireless	SteelTwinScSr 2*Dks*&*Spar dk*	6889 6121 4446					1904	Message. Maritimes LaCiotat	MessageriesMaritimes	447·2 P64′H—F54′	52·6	32·6	Marseilles French *WB*	T.6Cy.26$\frac{3}{4}$″,39$\frac{3}{4}$″&63″–47$\frac{1}{2}$″ 545NHP Message.Marit.LaCiotat		V
878	**Lourenço Marques** *C.S.Arruzá* –17 Sub.Sig. (*ex*Admiral) *Elec.light* Wireless	SteelTwinSc Sr 2*Dks*&*Web frames*	6355 4699 3695	G.L.Lis.8,17 (*See Footnote**)				1905	Blohm& Voss Hamburg	Requisitioned by thePortuguese Government	415·9 P&B284′H189′F85′	50·4	28·1	Lisbon Portuguese *WB*	T.6Cy.23$\frac{9}{16}$″,39$\frac{3}{16}$″&67″–48″ 622NHP Blohm&Voss,Hamburg		
879 / 99760 NPWB	**Louth** *P.Collins* –15	SteelScSr 2*Dks*	1229 960 518					1894	Blackwood &Gordon PortGlasgow	City of DublinStm. PacketCo.	260·6 P72′	34·1 B88′	15·8 F77′	Dublin British *WB*	T.3Cy.27″,42″&69″–48″ NB11 330NHP Blackwood&Gordon,P.Gls		BT till 3,18
880 / 148 HNMS	**Loutsch** *J.Kudrittky* –08 *Carrying Petroleum in Bulk* *Well deck Mchy.Aft*	SteelScSr 1*Dk*2*trB*	1624 1252 923			…		1886	Hawthorn, Leslie&Co.Ld Newcastle	SSCo."Ocean"Ld.	255·5 P72′F29′ FK	34·2	17·9	Odessa Russian *WB*	T.3Cy.20″,32″&53″–36″ NB08 175NHP Hwthrn,Leslie&C.Ld.Nwc	19 ″ 0	V
881 / 19	—	IronPad	263 — 171					1879	F.Schichau Elbing	ZariaDampfsch. Ges.	162·6	23·8	10·5	Cronstadt Russian	C.2Cy.28″&56″–44″ 173NHP		

*This vessel which was classed in the Germanischer Lloyd, has now been surveyed by the Surveyors to Lloyd's Register

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. / Visites Périodiques.	3 Ex-nom, s'il y a lieu. / Nombres des Ponts	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote.	6 Surveillance Spéciale. Date de la dernière Visite.	7 Port de Visite.	Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP= Force en chevaux d'après les formules de la Société. RHP= Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille / Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. pc.
Sunk (War Loss)															
882	**Louvain**	SteelTwinScSr	1830						1897	Earle's Co. Ltd. Hull	Gt.EasternRly.Co.	302·1 | 38·1 | 16·3	Harwich	T.6Cy.26″,39½″&63″-36″	
105423	*J.Jowsey* –15	(*ex*Dresden)	1173									P38′B218′F31′	British	NB09 476NHP	
PRHL	Sub.Sig. Wireless	2 *Dks*	773											Earle's Co.Ld.Hull	
883	**Lovart**	SteelScSr	1015	✠100A1		Lth	*n*	6,13	1897	Crmichael, Maclean&Co. Greenock A&CP	~~Lovat S.S.Co.Ld.~~ ~~(Love&Stewart, Ld.)~~ G.Gibson&Co, Ld. *WB = CellD*	225·8 | 34·1 | 13·0 Q77′B52′F27′ FK *Ba*50′/88′215*t FPT*	Bo'ness British	T.3Cy.17″,27½″&44″-33″ (*s*) 160lb *100lb* NDB13 99RHP 1SB,*3rf*,GS55,HS1660 Muir&Houston(Lim.),Gls.	15 ″ 3 s 1 ″ 4½ 14 ″ 2
84683	*A.R.Evans* –14	*ss*Lth.No.3–2,10	775	11,13											
PQTC	*Well deck*	1 *Dk(Stl)&Web frames*	615	BS4,13 ✠LMC2,10											
Now named "Gala," See No. 24 in Supplement															
884	—	SteelScSr	*398*	✠100A1		PAr		12,14	1892	Ardrossan S.B.Co.Ld. Ardrossan A&CP	Braun&Blanchard *WB=DBu*	145·0 | 26·1 | 9·2 P11′B44′F17′ FK *E&B*30′40*t FPT*18*t*	PntaArnas Chilian	T.3Cy.11″,18″&30″-21″ (*s*) 160lb *65lb* NDB02 52NHP 1SB,*2pf*,GS31,HS951 Ross&Duncan,Glasgow	11 ″ 6
62	*A.C.Jensen*	*ss*Shl.No.3–9,06	*293*	12,14											
HCLP		*ss*P.Ar.No.2–12	*221*	✠NB9,06 ✠LMC12,14											
		1 *Dk*													
885	**Löven I.**	IronSc r	185						1855	Bergsunds M.V.Aktieb. Stockholm	Dpsk.Akties. Löven (A. Christiansen)	99·8 | 21·9 | 12·3 H12*t*	Sandefjrd Norwegian	C.2Cy.13½″&26½″-19″ NE70 25NHP MotalaCo.,Gothenburg	N
	N.J.Nielsen Ula (*ex*Gyldenlöve III.,		168												
HFGV	*ex*Alf,*ex*Lidköping)	1 *Dk*	108												
886	**Lovestein**	SteelSc							1917	J.Meyer's S.B.Co. Leeuwen	Gebr.vanUden *WB*	180·0 | 28·5 | 14·5	Rottrdam Dutch	T.3Cy.14″,22½″&36″-24″ 63NHP Gebr.Stork&Co.Hengelo	
	O.A.J.Askelund –17		568												
		1 *Dk*													
887	**Lovisa**	IronScSr	1001	✠		Bbo	*n*		1881	Palmers' Co.(Lim.) Newcastle	Motala Rederi-aktiebolag (C.A. Arvidson, *Mgr.*)	224·0 | 31·3 | 16·0 Q116′B34′H27*t*F28′ FK *WB=DBa*	Motala Swedish	C.2Cy.24″&52″-33″ NDB01 132NHP 1SB,*3pf*,GS60,HS1827 Palmers'Co.(Lim.),Nwc.	17 ″ 0
2973	*E.Engman* –15	*ss*Got.2ndNo.3–12,96	850	2,06					3mo						
JGSB		*ss*Skm.No.1–02	593	✠NB5,04 ✠											
	(*ex*TrueBriton)	1 *Dk(Irn)2trB*													
888	—	SteelTwinScSr	219						1907	Wm.Crichton&Co. Åbo	Lovisa Ångfartygs Aktiebolag	108·7 | 22·0 | 8·5	Lovisa Russian	C.4Cy.12″&21″-12″ 25NHP Wm.Crichton&Co.	
	H.K.Blomberg –12		110												
SLOW			125												
889	**Lovisa-Wesijärvi**	IronSc	140						1895	..... Björneborg	Lovisa-Wesijärvi JärnvägsAktieb.	96·7 | 19·1 | 9·9	Lovisa Russian	NB12	
	*G.F.Michelsson*09–09		—												
VGFI	(*ex*Karjala,*ex*Iisalmi)		91												
890	**Lovisa-Wesijärvi II.**	IronSc	*180*				...		1883	J.M'Arthr &Co. Paisley	Lovisa-Wesijärvi JärnvägsAktieb	120·4 | 20·1 | 9·6 Q35′F14′ BK6½″	Lovisa Russian	C.2Cy.15″&27″-21″ NB91 28NHP *WB* J.Gilmour&Co.Glasgow	10 ″ 6
	*G.F.Michelsson*09–14	3MstSr	*148*												
	Mchy.Aft (*ex*Cam)	1 *Dk*	*91*												
891	**Lövland**	SteelScSr	*2346*						1907	Short Bros. Ld. Sunderland	Dpsk.Akties. Pallas (Thv. Pedersen, *Mgr.*)	295·0 | 45·0 | 19·6 H83*t*F53*t* *WB*	Chrstiania Norwegian	T.3Cy.22½″,37″&61″-42″ 241NHP N.E.MarineEng.Co.Ld.Sld.	N
	J.Wold		*2775*												
VDHP		1 *Dk*	*1463*												
892	**Løvli**	SteelScSr	7212	✠100A1		Nag	*bt*		1916	MitsuBishi Dkyd&EWks Nagasaki	Soc.Nazionale di Nav.	445·0 | 58·0 | 34·0 P35′B138′F35′ FK	Genoa Italian	2 Steam Turbines geared to 1 Screw Shaft 200lb (*s*) 3SB.*9cf*,GS162,HS6591 FD	24 ″ 0 27 ″ 8
	D.Maggi –17		6517	11,16					11mo						
	Elec.light	2 *Dks(Stl)*	5398	✠LMC11,16					*Lloyd's A&CP*		*Cell DB*392	1316*t DTa*42′ 1226*t*		*APT*26*t*	26 ″ 8
														MitsuBishi D.&E.Wks.Nag	
893	**Lovrana**	SteelScSr	145						1905	M.U.Martinolich Lussinpiccolo	Soc.inAzioni Ungaro Croata di Nav. Maritt.a Vap.	119·7 | 19·2 | 9·2	Fiume Aust.-Hung.	T.3Cy.10⅝″,17″&28″-16⅜″ 32NHP Plenty&Son,Ld.Newbury	A
	*H.Berettini*02–11		—												
			78												
894	**Lovrjenac**	SteelScSr	924	✠ —		Tri	*l*		1909	Cant.Nav. Triestino Monfalcone	Nav.a Vap. Ragusea *WB=Cell*	208·9 | 29·2 | 18·7 30·8 BK6″ *DBa*40′ *uE*23′ *f*40′	Ragusa Aust.-Hung.	T.3Cy.18″,29″&48″-30″ 170NHP 6*BHCem* 2*ot APT*12*t* 1SB,*3cf*,GS61,HS2448 FD Wilsnd Slpwy.Co.Ld.Nwc.	13 ″ 0
	G.Cvitanic	*ss*Tri.No.1–13	816	1,17 ✠					8mo						
HLSR	*Elec.light*	1 *Dk(Stl–ws)&Shelter dk* (*pt Stl–teaks*)	574	*with freeboard Service in the Adriatic*											
895	**Lövstakken**	SteelScSr	3105	✠100A1		NYk	*u*	9,16	1894	Ropner& Son Stockton A&CP	Rederiet "Lövstakken" (Andr.Olsen)	325·0 | 42·5 | 17·2 P27′F32′ 25·0 BK10″ *WB=Cell*	Bergen Norwegian	T.3Cy.23″,38″&62½″-42″ (*s*) 160lb *100lb* NDB07 256NHP 2SB,*6rf*,GS105,HS3898 Blair&Co.(Lim.),Stockton	27 ″ 6
	A.Aanonsen	*ss*Bgn.No.3–6,07	2926	*Spar dk*		Npt			5mo						
JTQV		*ss*.NYk No.2–16	2002	6,17 9,16 ✠LMC9,16											
		1 *Dk(Stl)&Spar dk(Irn)3trB*													
896	**Lowdale**	SteelScSr	2660	✠100A1		Shl	*t*	12,15	1893	Sir R. Dixon&Co. Middlesbro' A&CP	Lowlands Steam Shipping Co.Ld.(J Crass&Co. *Mgrs.*)	299·8 | 40·1 | 20·7 P27′Q84′ FK *WB=Cell*	Newcastle British	T.3Cy.24″,38″&64″-42″ 160lb *80lb* NDB03 266NHP 2SB,*6cf*,GS96,HS4005 T.Richardson&Sons,Hpl.	22 ″ 10 s 8 ″ 9 21 ″ 10
101993	*J.Webster* –16	*ss*Nwc.No.3–10,06	2077	*pt Awng dk*					4mo						
NBTS	(*ex*Cairndon,*ex* Phœnix)	*ss*Shl.No.2–15	1699	*with freeboard* 12,15 ✠LMC12,15											
		1 *Dk(pt Stl pt Irn)&Web frames&pt Awng dk(Irn)*													
897	**Löwenburg**	SteelScSr	4657	✠ —		Ham	*y*		1907	Swan,Hunter& Wigham Richardson, Ld.Newcastle	Deutsche Dmpfs-fahrts.Ges.Hansa *WB = CellDBa*128′ *uE*	398·2 | 54·1 | 20·9 P48′B116′F48′ 25·4 FK 22′ *f*180′ 1082*t FPT*	Bremen German	T.3Cy.27″,42½″&70″-48″ 403NHP 6*BHCem*	27 ″ 10
	F.Löding	*ss*Bhn.No.1–11	4444	8,16					7mo						
QJLF	*Elec.light* Wireless	1 *Dk(Stl)&Spar dk(Stl)& deep framing*	2937	*Spar dk* ✠										2SB,*6cf*,GS121,HS5356 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc.	
898	**Lowestoft**	SteelTwinSc	172				...		1898	Earle's Co. Ltd. Hull	Gt.EasternRly.Co.	105·0 | 22·0 | 9·5 BK4½″	Lowestoft British	T.6Cy.11″,17″&30″-18″ 90RHP	10 ″ 0
109579	*B.T.Mullender* –14	(*Tug*)	150										*WB*	Earle's Co.Ld.Hull	
		1 *Dk*	—												
899	**Lowgarth**	~~SteelSc~~	74	✠100A1		Sou		~~6,16~~ 4,18	1906	Lytham S.B.&E.Co.Ld Lytham	Rea Transport Co. Ld. (R.&J.H.Rea, *Mgrs.*)	76·2 | 17·2 | 8·9 BK6″	S'thamptn British	C.2Cy.15″&32″-21″ (*s*) 130lb 60RHP 1SB.*2pf*,GS33,HS1220 Lytham S.B.&E.Co Lytham	9 ″ 6
119735	~~*G.Smith*~~	~~*ss*Sou.No.2–15~~	—	~~7,16~~ 8,16 4,18 ~~Bss4,16~~					5mo						
	G.Crickmore	*ss*Son.No.3–4,18 1 *Dk(Stl)*		~~BS8,16~~ ✠LMC ~~2,16~~ 4,18					*Lloyd's A&CP*			*WB*	*WB=DBf*17′8*t*		
900	**Lowmoor**	SteelScSr	3976	✠100A1		Shl	*w*	~~4,15~~ 7,17	1902	Ropner &Son Stockton	Moor Line,Ld. (W.Runciman& Co.Ld.,*Mgrs.*)	336·5 | 46·5 | 25·7 P27′B64′F34′ FK	Newcastle British	T3Cy24½″,40½″&66½″-42″(*s*) 160lb *80lb* 294NHP 2SB,*6cf*,GS121,HS4530 Blair&Co.Ld.Stockton	27 ″ 3 s 4 ″ 5½ 23 ″ 4
114429	*B.Jenkins* –13	*ss*Shl.No.3–4,15	3422	*Trunk dk*		Sws			8mo						
TPDS		1 *Dk(pt Irn&pt Stl)2trB &Web frames3Dk rule*	2560	*with freeboard* 7,17 ~~8,16~~ BS6,16 ✠LMC4,16					*Lloyd's A&CP*		*WB=CellDBa*	116′ *uE*24′ *f*134′ 690*t*		*APT*116*t*	
901	**Lowmount**	SteelScSr	2070	✠100A1		Mdb	*r*	6,16	1888	S.P.Austin &Son Sunderland A&CP	A.Capel (W.L.Scott, *Mgr.*)	282·3 | 38·1 | 17·8 P31′Q72′B124′ F29′ BK9½″	Leith British	T.3Cy.21″,35″&57″-39″ (*a*) 160lb *80lb* NDB01 204NHP 6*BHpt Asp pt Cem* 2SB,*6cf*,GS100,HS3090 G.Clark,Sunderland	20 ″ 5 s 1 ″ 10 19 ″ 7
95202	*J.Williams* –16	*ss*Lth.2ndNo.3–7,14	1538	6,16					5mo						
KRPV	(*ex*Orkla)	1 *Dk(Stl)&Web frames*	1296	BS6,16 ✠LMC11,15							*WB=*	*CellDB*244′529*t*			
	Well deck														
902	**Lowther Castle**	SteelScSr	4439	✠100A1		Cff	*y*	~~6,15~~ 5,17	1914	Antwerp Eng.Co.Ld. Hoboken	Lancashire Shppg. Co.Ld(J.Chambers &Co. *Mgrs.*)	400·0 | 51·8 | 24·7 FK	Liverpool British	T.3Cy.26″,43″&72″-48″ (*s*) 180lb 480NHP 3SB.*9cf*,GS177.HS6910 FD Richardsons,Westgarth& Co.Ld.W.Hpl.	27 ″ 0 s 3 ″ 1½ 24 ″ 2
135579	*A.Howe* –14		4101	*Shelter dk*					5mo						
JFMW	*Elec.light*	1 *Dk(Stl)&Shelter dk(Stl) &Web frames Longitudinal framing*	2740	*with freeboard* ~~6,17 10,16~~ ✠LMC5,14 *Carrying oil fuel F.P. deep*					*Lloyd's A&CP*		*WB=CellDBa*1	24′ *uE&B*42′ *f*180′1		244*t FPT*66*t APT*52*t*	

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c.	3	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned (or last Built) and Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 Built. By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Dated Bl. of Trade Certs.
903 119229 HGTQ	**Lowther Range** *W.C.Fortune* –15 *Spar dk*	**SteelScSr** *ss*Cff.No.2–15 *Spar dk(ptIrn&ptStl)2trB&F Web frames*	3926 3588 2465	✠100A1 *Spar dk with freeboard* 8.17	Bry ~~Hul~~	*w*	~~8,15~~ 8,17	1906 6mo *Lloyd's SA&CP*	Furness, Withy&CoLd W Hartlepool	NeptuneStm.Nav. Co.Ld. (Furness, Withy&Co.Ld. *Mgrs.*) *WB=CellDB*	340·0|47·1|27·4 P31'B105'F31' FK *a*112'*u*E&B47'*f*131	Sundrland British *6BHpt Asp ptCem* 695*t APT*31*t*	T.3Cy.24⅜",39"&66"–45" (*s*) 180lb *90lb* 317NHP 2SB,*6cf*,GS105,HS4891 Richardsons,Westgarth& Co.Ld.Hpl.	29 ″ 10 s 5 ″ 8½ 24 ″ 6	
904 98528 MRBC	**Lowtyne** *H.Summerfield* –13 (*ex*Slingsby)	**SteelScSr** *ss*Shl.No.3–7,04 *ss*Shl.No.2–12 1*Dk*(*pt Stl pt Irn*) 2*trB&F Web frames&pt Awng dk*(*Irn*)	3231 2425 2094	✠100A1 *pt Awng dk with freeboard* 6.16 ~~MS6,16~~	N Yk ✠LMC 8.17 ~~BS7,16~~	*u*	~~6,16~~ 3,17	1892 7mo	Ropner& Son Stockton A&CP	LowlandSteam ShippingCo.Ld. (J.Crass&Co. *Mgrs.*) *Cell*	322·0|41·5|20·6 P43'Q46' BK10" *pt Awng dk*183' *DB*254'581*t*	W.Hartlpl British 160lb 270NHP *5BHCem* 2SB,*6rf*,GS118,HS4127 Blair&Co.Ld.Stockton	T.3Cy.23½",39"&64"–42" (*s*) 160lb 270NHP 2SB,*6rf*,GS118,HS4127 Blair&Co.Ld.Stockton	24 ″ 0 s 8 ″ 10 23 ″ 2	
905 HFKM	**Loyal** *A.I Langfeldt* –12 (*ex*TransportII.) *Mchy.Aft* 1*Dk*	**SteelScSr**	263 197 163					1891	MossMek. Værksted Moss	Dpskslsk.Veritas (B.Jacobsen, *Mgr*)	128·6|21·1|16·2 P45*t* H12*t* F6*t*	Arendal Norwegian *WB*	C.2Cy.12½"&25½"–16" 22NHP VulkanMek.Værks.,Xania		N
906 133313	**Loyal Prince** *W.M.Steward*06–13	**SteelScSr** 1*Dk*	208 205 81	✠100A1 *Stm Trawler* 10,13 ✠LMC7,13	Shl			1913 7mo *Lloyd's SA&CP*	J T Eltringham & Co. S.Shields	R.Irvin&Sons,Ld.	115·3|22·2|11·6 BK7½"	N.Shields British *3BHCem*	T.3Cy.12",20"&34"–24" (*s*) 180lb 82RHP 1SB,*3pf*,GS51,HS1506 ShieldsEng.Co.Ld.N.Shl.	12 ″ 9	
907 98887 MBPR	**Loyalty** *J.K.Wilson*15–15 (*ex*Empress of India) *Elec.light* Wireless 3*Dks*(2*Stl*–ws)4*trB*	**SteelTwinScS3MstSr** *ss*H.Kg.No.3–2,03 *ss*H.Kg.No.2–11	5934 5098 3032	✠100A1 11.14 ~~Examined 1.18~~ ~~BS12,17~~ ✠LMC2,13	Bom	*b*†	~~12,15~~ 12,17	1891 1mo *Lloyd's SA&CP*	NavalCon. & Arm.Co.Ld Barrow	The Maharaja of Gwalior	455·6|51·2|33·1 P65'F79' BK12" B&*Prom.dk*217' *WB=CellDB*337'	Bombay British *12BHCem* 755*t APT*36*t*	T.6Cy.32",51"&82"–54" (*s*) 160lb *160lb* 1167NHP 4DB,*32cf*,GS710,HS20193 Nvl.Con&Amts.CoLd.Brw	36 ″ 0 s 8 ″ 5 29 ″ 0	
908 112518	— *E.Halcrow* –01	**WoodSc** 1*Dk*	101 95 24					1877	Mort's Dck &Eng.Co.Ld. Blmain,NSW	G.R.Waddel	91·0|17·1|10·8	Invercargill,N.Z. British	C.2Cy.13"&26"–15" 35RHP Mort'sDk.&E.Co.Balmain		
909 HGKT	**Luabo** *F.P.Freire*89–15 *Elec.light*	**SteelTwinScSr** 1*Dk&Awng dk*	*1385 1188 839*			...		1909	Russell& Co. PortGlasgow	EmprezaNacional deNav.aVappara a AfricaPortugueza	240·0|33·5|19·2 P41'F43' FK	Lisbon Portuguese *WB*	T.6Cy.11½",20"&32"–27" 144NHP J.G.Kincaid&Co.Ld.Grk.	21 ″ 6	
910 HSJK	**Luarca No. 3** *J.Perez* –06 (*ex*WildRose)	**IronScK** 1*Dk*	118 — 47	✠ 1.07 ~~NB12,93~~				1883 11mo	VulcanI. W.Co. Beverley	A.GonzalezVega	100·9|18·0| 8·6 Q21' len88 *WB=APT*4*t* BK5'	Gijon Spanish *4BHCem*	C.2Cy.11½"&22"–18" 1SB,*2pf*,GS21,HS431 21NHP VulcanI.W.Co.Ld.Hull	9 ″ 0	
911 RVFW	**Lübeck** *A.Stockhorst*13–14 *Elec.light* Wireless	**SteelScSr** 2*Dks*(*Stl*) 3*rd dk in No.1 hold only*	4761 4375 2934	✠ 3,17	Fln	*z*		1914 6mo	Flensburgr Schiffsb.Ges. Flensburg	Deutsch-Austral. DampfschGes. *WB=CellDBa*133'*u*	396·5|54·8|26·2 P&B320'F54' FK *E&B*47'*f*178'1315*t*	Hamburg German *8BHCem* *APT*20*t*	T.3Cy.28⅜",47½"&78"–54" 620NHP 3SB,*9cf*,GS198,HS9030 F. FlensburgerSchiffsb.Ges.	28 ″ 8	
912	— *W.E.Heyl*05–13 *Turret deck*	**SteelScSr** (*ex*Drumcondra) 1*Dk2trB*	*4691 3906 2964*					1906	W Doxford &Sons,Ld. Sunderland	L.Possehl&Co.	380·8|51·2|25·4 P23'B151'F37'	Lübeck German *WB*	T.3Cy.26",43"&70"–48" 339NHP W.Doxford&Sons,Ld.Sld.		V
913 1342 JCQL	— *O.A.E.Lundin*84–07 *Elec.light*	**SteelScSr** 1*Dk*	543 339 241					1894	H.Koch Lübeck	HallandsÅngb. Aktieb. (R.Möller, *Mgr.*)	175·9|26·7|11·4 P83'H60*t*F21'	Halmstad Swedish	T.3Cy.13",21¼"&33½"–20" 50NHP Daevel&Co.,Kiel		V
914 KJTQ	— *H.Sölter* –13	**SteelScLr** 1*Dk*	156 148 74					1908	J.S.Figée Vlaardingen	EmderHerings-fischereiAct.Ges.	96·2|21·4|10·1 Q20'H16'	Emden German *WB*	C.2Cy.9¼"&19"–10" 10NHP Wilton'sE.&Slpwy.Co Rot		G
915 73592	**Lubra** *A.Smith* –14	**IronScSr** (*ex*FrankBatters) 1*Dk*	467 465 279					1874	Harvey& Co. Hayle	JonesBros.	173·6|27·5|11·4	SydnyNSW British *WB*	C.2Cy.18"&33"–21" 45RHP Harvey&Co.,Hayle		
916	**Lucania** *Should be "AngeloToso," See No. 15 in Supplement* *Elec light*	**SteelScSr** 2*Dks*	6021 3966					1917	Soc. Eser-cizioBacini RivaTrigoso		381·5|51·5|28·8 P28'B250'F42'	Genoa Italian *WB*	T.3Cy.25$\frac{9}{16}$",42½"&69$\frac{7}{16}$"–48" 336NHP Soc.EsercizioBacini,Genoa		
917 Rebuilt 2,18 134932	**Lucania** *A.J.Norris* –16 (*See Sailing Ship Register*)	**WoodAuxScSr** *Oil Eng.* 1*Dk*	147 133 97					1904	..... Gloucester, Mass.	R.C.Job	108·9|25·0|11·8	SJhnsNFL British	Oil Engine 4Cy.6½"–7" *made*15 *fitted*16 BridgeportMotorCo.Inc.		
918 135487 JCWQ	**Lucellum** *J.W.Swenson* –15 *Elec.light* *Mchy.Aft*	**SteelSc3MstSr** 2*Dks*(*Stl*)&*Web frames*	5184 4640 3233	✠100A1 4.16 ~~MS4,16~~ ✠LMC7,~~13~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 7,13	Liv	*x*	~~4,16~~ 8,17 *bulk F.P.*	1913 7mo *Lloyd's SA&CP above*	J.Laing& Sons,Ld. Sunderland	H.E.Moss&Co's. Tankers,Ld.(H.E. Moss&Co. *Mgrs.*) *WB=CellDBuE&* 341*t*	380·0|50·8|29·2 P98'B28'F40' FK *B*60'141*t DT f*38' *FPT*38*t APT*50*t* 150° F.	Liverpool British 16*BHCem* 11 *to Upr dk* 5 *to 2nd dk*	T.3Cy.26",44"&72"–48" (*s*) 180lb *100lb* 471NHP 2SB,*8cf*,GS162,HS6700 FD G.Clark,Ld.Sunderland	31 ″ 0 s 6 ″ 4½ 25 ″ 0	
919	**Lucena** *G.Maningat* (*ex*Mactan,*ex*Toneng, *ex*Isarog)	**WoodSc** F&YM6,13	159 116 88					1896	G.Fenwick &Co.Ld. HongKong	J.Salgado	115·1|18·9| 9·0	Manila Utd.States	C.2Cy.14"&28"–16" 26NHP G.Fenwick&Co.Ld.H.Kg.		
920 99437 MRWH	**Lucerna** *J.Shotton* –12 *Mchy.Aft* *Elec.light*	**SteelSc3MstSr** *Carrying Petroleum in bulk* 2*Dks*	3247 3061 2071					1892	Armstrong Mitchell& Co.(Lim.) Newcastle	Lucerna SS.Co.Ld. (TWTamplin&Co)	330·0|42·6|28·5 B38*t* H34*t* F51*t*	Liverpool British	T.3Cy.24",40"&65"–42" NB15 274NHP Blair&Co.(Lim.),Stockton		V
921 113208	**Lucerne** *A.Bales* –16	**IronScK** *ss*Gms.No.3–7,13 1*Dk*	198 178 83	✠100A1 *Stm Trawler* 7.15 ✠NB7,13 ✠LMC7,13	Gms		~~7,15~~	1900 10mo *Lloyd's SA&CP*	Cochrane& Cooper,Ld. Selby	BrentSteam FishingCo.Ld.(T. A.Langley, *Mgr.*)	112·6|21·0|11·5 Q44'F22' pt ND13 BK7½"	Grimsby British *4BHCem*	T.3Cy.12",19¾"&32"–23" (*s*) 180lb 55RHP 1SB,*2pf*,GS32,HS1120 C.D.Holmes&Co.Hull	12 ″ 3	
922 HSJP	**Lucero** *A.Gorrechategui* (*ex*Bedeo,*ex*Sandsend) *Well deck*	**IronScSr** *ss*Ard.No.3–4,07 *ss*Bbo.No.1–12 1*Dk2trB*	721 595 404	✠ — 4.16 ~~NB6,87~~	Bbo			1869 1mo	Denton, Gray&Co. Hartlepool	DomingoRueda	199·0|29·1|16·0 Q75'B40'F23' pt ND85&87 BK8"	Bilbao Spanish *4BHCem* *WB=ptDB*	C.2Cy.24¾"&47½"–30" NDB97 87NHP 1SB,*3pf*,GS44,HS1340 T.Richardson&Sons,Hpl.	16 ″ 9	
923 119171 HBLM	**Luchana** Gls No.3–9,17 *A.F.Taylor* –15 *Elec.light*	**SteelScSr** ~~*ssShl.No.2–10*~~ 1*Dk*(*Stl*)&*deep framing*	3057 2861 1984	✠100A1 ~~9,13 12,15~~ 12,17 ~~BS5,16~~ ✠LMC8,13 9,16	Gls	*v*	~~11,16~~ 9,17	1904 10mo *Lloyd's SA&CP*	Grngem'th &Greenock Dockyard Co. Greenock	ClydeCommercial Steamships,Ld. (Donald&Taylor, *Mgrs.*)	331·0|48·0|22·0 P28'B96'F35' FK *WB=CellDBa* 98'*u*E&B40'	Glasgow British *5BHCem*	T.3Cy.24",40"&65"–42" (*s*) 160lb *85lb* 285NHP 2SB,*6cf*,GS97,HS4454 D.Rowan&Co.Glasgow *f*140'898*t FPT*78*t APT*77*t*	24 ″ 4 s 4 ″ 1½ 20 ″ 8	

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equilement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pt.	
924	**Luchow**	SteelScSr	2000	✠ —	Tri	*a*†		1905	Scott's S.B.	ChinaNav.Co.Ld.	266·9	40·2	21·7	London	T.3Cy.20″,33½″&56″–39″	37 ″ 0
120641	*A.Tucker* –17		1728	5,17					&E.Co.Ld.		B81′F34′			British	196NHP	
HFCK	*Elec.light*		1221	*Shelter dk with freeboard* ✠					Greenock					*WB*	Scott's S.B.&E.Co.Ld.Grk.	
925	**Lucia**	SteelScSr	6744					1912	Cant.Nav.	UnioneAustriaca diNav.(Soc.Anon.)	411·8	51·7	26·3	Trieste	T.3Cy.27″,44″&73″–48″	
	Cosulich –12		6149					10mo	Triestino	*WB=Cell*	B116′	54·0		Aust.-Hung.	520NHP	
HLSW	2*Dks*(*Stl*)&*Shelter dk*(*Stl*-ws)		4386						Monfalcone	*DBa155′uE&B47′*	*onShelter dk*		FK	7*BHCem*	3SB,*9cf*,GS197,HS7731 FD	
	Elec.light										*f*170′1490*t*	*FPT66t*		*APT27t*	Richardsons,Westgarth& Co.Ld.Hpl.	
926	—	SteelScSr	3899					1907	Furness,	Elder, Dempster &	352·0	45·1	26·0	London	T.3Cy.25½″,43″&72″–48″	
136789		(*ex*Spreewald)	3169						Withy&Co.Ld	Co.Ld.	P40′B115′F72′			British	Richardsons, 359NHP	
JKFV	Wireless	2*Dks*	2414						W.Hartlepool					*WB*	Westgarth&Co.Ld Hpl	
927	**Lucia Carbó**	SteelTwinSc	*1679*					1907	A.&J.	EntreRiosRly.Co.	283·0	56·2	17·2	Bns.Ayres	T.6Cy.17″,28″&46″–30″	
			1523						Inglis,Ld.		P24′B58′F26′			Argentine	232NHP	
		1*Dk*	*623*						Glasgow						A.&J.Inglis,Ld.Glasgow	
928	**Lucia Wrede**	SteelSc	226					1912	Schiffsw(v.	Schrader&Wrede	122·3	23·2	11·0	Hamburg	C.2Cy.17⅛″&35½″–22½″	
	L.Henning –12	(*Tug*)	205						J&Sch.)A.G.					German	50NHP	
RSLP		1*Dk*	39						Hamburg						Schwft.(vJ&Sch)AGHam	
929	**Luciano Manara**	SteelScSr	3533	✠100A1	Gen	*w*	~~9,16~~	1901	Russell&	Requisitioned by	338·3	46·0	17·9	Genoa	T.3Cy.24″,40″&65″–45″ (*s*)	28 ″ 5
	~~*A.Spano*18–18~~	*ss*Tri.No.3–6,14	3298	*Spar dk*	Nap		5,17	6mo	Co.	theItalianGovt.	P20′B74′F35′	25·7		Italian	180lb *80lb* NDB12 297NHP	s 5 ″ 7½
NFHJ	(*ex*ArciducaStefano)	1*Dk*(*Stl*)	2268	5,17 ~~9,16~~	BS5,17				Pt.Glasgow	(ItalianStateRlys)			FK	6*BHCem*	2SB,*6cf*,GS132,HS4499	23 ″ 2
	E.Cafiero –17 &*Spar dk*(*Stl*)&*deep framing*			~~BS&C16~~	✠LMC6,14				A&CP		*Cell DBa*			805*t APT56t*	J.G.Kincaid&Co.Greenock	
930	**Lucida**	SteelScSr	1477					1899	Akt.Ges.	Requisitioned by	241·7	36·2	17·0	London	T.3Cy.18″,30½″&48″–33½″	
136750	*R.Reece* –16		1202						"Neptun"	the Admiralty	P24′B58′F26′			British	132NHP	
JHVB		1*Dk*	902						Rostock	(Everett& Newbigin,*Mgrs.*)				*WB*	A.G."Neptun,"Rostock	
931	—	SteelScK	251	✠100A1	Dun			1914	Dundee	DevonStm.Trawl-	126·8	23·0	12·1	Fleetwood	T.3Cy.12¾″,22″&36″–24″ (*s*)	13 ″ 0
136895	*A.J.Steele* –15		230	*Stm Trawler*				8mo	S.B.Co.Ld.	ingCo.Ld. (J.A.	Q72′F20′			British	200lb 82RHP	
		1*Dk*	97	8,14	✠LMC8,14				Dundee	Robertson,*Mgr.*)			BK7½	4*BHCem*	1SB,*3pf*,GS49,HS143&	
								Lloyd's A&CP							Lidgerwood,Ld.Glasgow	
932	**Lucie Woermann**	SteelScSr	4630					1902	Blohm&	WoermannLinie	366·5	47·1	25·1	Hamburg	T.3Cy.24¾″,41½″&74¾″–51⅞″	G
	Colmargen	1*Dk*&*Spar dk*	3452						Voss	Akt.Ges.	P&B264′F49′			German	400NHP	
RMQP	*Elec.light* Sub.Sig.	Wireless	2861						Hamburg					*WB*	Blohm&Voss,Hamburg	
933	**Lucienne-Jeanne**	SteelSc	223					1907	A.Blasse	Soc.Anon.	125·0	20·5	10·8	Ostend	T.3Cy.13″,22⅛″&33¾″–24½″	V
	Klausing	(*Trawler*)	—						&fils	Pêcheries duNord				Belgian	57NHP	
	(*ex*Avel-Mor) *Elec.light*	1*Dk*	56						Nantes					*WB*	Maucour,Nantes	
934	**Lucigen**	SteelSc3MstSr	4954	✠100A1	Shl	*y*	4,16	1909	Armstrong	LucigenS.S.Co.Ld.	388·0	50·5	29·2	Liverpool	T.3Cy.26″,43″&72″–48″ (*s*)	30 ″ 9
127965	*I.H.Middleton* –15	*ss*Cff.No.1–13	4503	4,16				2mo	Whitworth	(H.E.Moss&Co.)	P96′B28′F43′			British	180lb 437NHP	s 6 ″ 7½
HNQD	*Elec.light* 2*Dks*(*Stl*)&*Web frames*		3044	*Carrying Petroleum in bulk*			*bulk*		&Co.Ld.				FK	16*BHCem*	4SB,*12cf*,GS216,HS7364	24 ″ 6
	Mchy.Aft			BS4,17 ✠LMC6,13					Newcastle	*WB=CellDBuB*				8 *to Udk*	N.E.MarineEngCoLdNwc	
								Lloyd's A&CP		40′79*t DTf*38′273*t*	*FPT38t APT17t*			8 *to Mdk*		
935	**Luciline**	SteelSc3MstSr	~~2760~~	3788				1899	Armstrong	LucilineNav.Co.	335·7	45·0	28·6	London	T.3Cy.24″,40″&64″–48″	V
110160	*A.H.V.Edmonds* –16 *Mchy.Aft* 2*Dks*		~~3375~~	3375					Whitworth&	Ld. (Lane&	P83′B23′F42′			British	284NHP	
RGLJ	*Elec.light* *Carrying Petroleum in bulk*		~~2424~~	2414					Co.Ld.Nwc.	Macandrew,Ld.)				*WB*	WllsndSlpwyCo.Ld.Nwc.	
936	**Lucinda**	SteelPadSr	301					1884	W.Denny	Government of	172·6	25·1	9·2	Brisbane	C.2Cy.25″&44″–48″	
94139	*T.L.Craig*02–07		241						&Bros.	Queensland				British	112NHP	
	Elec.light	2*Dks*	148						Dumbarton						Denny&Co.,Dumbarton	
937	**Luciston**	SteelScSr	2877	✠100A1	Shl	*t*	3,17	1890	J.L.Thomp-	LucistonS.S.Co.Ld.	316·0	40·6	20·8	Glasgow	T.3Cy.23″,38″&62½″–42″ (*s*)	23 ″ 5
96555	*G.Kay* –17	*ss*Shl.2ndNo.3–3,17	2172	*pt Awng dk*				9mo	son&Sons	(W.S.Miller&Co.)	P29′Q88′	BK10″		British	160lb *90lb* NDB04 256NHP	s 8 ″ 6
LVHC	(*ex*Lucincita,		1832	*with freeboard*					Sunderland		*pt Awng dk*198′			6*BHCem*	2SB,*6rf*,GS106,HS3898	23 ″ 0
	*ex*RedCross)	1*Dk*(*pt Stl&pt Irn*)		3,17	✠LMC3,17				A&CP		*Cell DB*224′453*t*			*APT28t*	Blair&Co.Ld.Stockton	
		2*tr B Webframes&pt Awng dk*(*Irn*)														
938	**Lucius W. Robinson**	SteelScSr	1655					1912	Detroit	Geo.HallCoalCo.	244·0	43·0	21·8	Odgensbrg	T.3Cy.18″,29″&48″–40″	L
209875			—						S.B.Co.		F38′			Utd.States	146NHP	
	Elec.light *Mchy.Aft*	1*Dk*	1004						Wyandotte					*WB*	DetroitS.B.Co.Detroit	
939	**Luckenbach No. 1**	SteelSc	439					1898	J.H.Dia-	E.F.Luckenbach	138·8	27·0	16·0	NewYork	T.3Cy.18″,27″&45″–32″	
92911		(*SalvageSteamer&Tug*)	—						logue&Son					Utd.States	115NHP	
KNRV	(*ex*M.E.Luckenbach) Sub.Sig.	1*Dk*	246						Camden,N.J.						J.H.Dialogue&Sn,Camden	
940	**Luckenbach No. 2**	IronScSr	273					1891	J.Dialogue	E.F.Luckenbach	120·2	25·0	14·0	NewYork	T.3Cy.16″,24″&40″–28″	
136173		(*SalvageSteamer*)	—						Camden,N.J.					Utd.States	85NHP	
KJOL	Sub.Sig.	(*ex*EdgarF.Luckenbach)	136												J.H.Dialogue,Camden,N.J	
941	**Luckenbach No. 3**	SteelScSr	434					1899	Neafie&	E.F.Luckenbach	134·5	26·0	16·2	NewYork	T.3Cy.16½″,24″&41″–30″	
81642		(*SalvageSteamer*)	—						Levy Co.					Utd.States	92NHP	
	(*ex*WalterA.Luckenbach)	Sub.Sig.1*Dk*	295						Philadelphia						Neafie&Levy Co.Phl.	
942	**Luckenbach No. 4**	SteelScSr	405					1913	J.H.Dia-	E.F.Luckenbach	134·7	26·0	15·5	NewYork	T.3Cy.15″,24″&40″–30″	
210901		(*ex*ThomasJ.Scully)	—						logue&Son					Utd.States	88NHP	
LCSR	Sub.Sig.	1*Dk*	275						Camden,N.J.							
943	**Lucknow**	SteelScK	171	✠100A1	Hul		7,13	1903	Cook,Wel-	HullSteamFishing	105·0	21·2	11·2	Hull	T.3Cy.10″,17″&28″–21″ (*s*)	12 ″ 1
116152	*W.G.Farr* –13	*ss*Hul.No.2–11	161	*Stm Trawler*				5mo	t'n&Gemmell	&IceCo.Ld.	Q19′			British	200lb 45RHP	
		1*Dk*	66	10.14					Beverley				BK7″	4*BHCem*	1SB,*2pf*,GS25,HS750	
				BS2,14	✠LMC1,11			*Lloyd's A&CP*			*WB=DTanks*			*f*13′27*t*	Amos&Smith,Hull	
944	**Lucy**	SteelScSr	3797	✠100A1	Bly	*v*	5,14	1906	W.Gray&	RussischBaltische	346·6	50·6	23·0	Riga	T.3Cy.25½″,40½″&67″–45″ (*s*)	25 ″ 6
	*E.Magdeburger*04–12	*ss*Rot.No.1–10	3410	5,14				7mo	Co.Ld.	Dampfschiffart	P27′B94′F31′			Russian	180lb *90lb* 334NHP	s 4 ″ 7
HBJG	(*ex*Trinity)	1*Dk*(*pt Irn&pt Stl*)	2318	BS1,14	✠LMC2,10				W.Hartlepool	Ges.(Helmsing&	*WB=CellDBa*	FK		6*BHCem*	2SB,*8rf*,GS129,HS5240	21 ″ 4
		&*deep framing*						*Lloyd's A&CP*		Grimm,*Mgrs.*)	113′*uE*23′*f*150′978*t*			*APT106t*	Cen.Mar.Eng.Wrks.WHpl	
945	**Lucy Ashton**	SteelPadSk	224					1888	T.B.Seath	NorthBritish	190·0	21·1	7·2	Glasgow	C.D.2Cy.28″&52″–60″	
95067	*A.Keith* –00		205						&Co.	RailwayCo.				British	NE&B02 174NHP	
			87						Rutherglen						A.&J.Inglis,Glasgow	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys.	3 Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines.	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed. If not in L.R. Date of last Trad. Cert.
946 108658 QLTP	**Luddick** *J.McK.Mackay* –16 *Mchy. Aft*	**SteelSc3MstSr** *ss*Abn.No.3–11,11 *ss*Dun.No.1–16 *Well deck* 1*Dk(Stl)*	530 372 214	✠100A1 5,13 ~~3,17~~ ✠LMC8,16	Abn Shl BS1,18	*h*	~~3,17~~ 5,13	1898 11mo	R.William-son&Son Workington A&CP	Aberdn,Newcastle &HullStm.Co.Ld.	167·7|26·1|10·4 Q95′B10′F22′ BK7″ *WB=DB f*89′*l*25*t*	British 3*BHCem FPT*25*t*	C.2Cy.21½″&42″–30″ (*s*) 115lb *100lb* NDB13 73RHP 1SB,*3pf*,GS56,HS1725 Ross&Duncan,Glasgow	12 ″ 10 s ″ 6½ 13 ″ 0	
947 120662 HFMW	**Ludgate** *J.H.Merrix*13–16 1*Dk(pt Irn&pt Stl)2trB deep framing&Web frames 3Dk rule*	**SteelScSr** *ss*Sou.No.2–14	3708 3484 2390	✠100A1 1,17 ✠LMC MS5,14 ~~BS5,16~~ 5,17	Bry	*v*	1,17	1906 2mo	Bartram& Sons Sunderland	CarringtonS.S. Co. Ld.(Williams& Mordey, *Mgrs.*) *Lloyd'sA&CP WB= CellDBa* 119′*uE&*	346·5|50·8|22·7 P31′B88′F37′ FK *B43′f*144′*l*899*tFPT*	London British 6*BHCem* 89*tAPT*50*t*	T.3Cy.24½″,40″&66″–45″ (*s*) 180lb *100lb* 313NHP 2SB,*8pf*,GS142,HS4774 J.Dickinson&Sons,Ld.Sld.	25 ″ 6 s 4 ″ 6½ 21 ″ 4	
948 184 NACV	**Ludmilla** *N.Orlovsky* (*ex*Greta)	**IronScSr** *ss*Stk.No.3–9,86 *ss*Oda.No.2–94 1*Dk*	588 506 312	✠ 2,96	Oda	*j*		1873 8mo	J.Softley &Co. S.Shields	Sch.&E.Karap-atnitsky	180·4|28·1|14·3 Q56′B44′ BK7½″ tND91 *WB=ptDB*	Odessa Russian NB97 82NHP 4*BHCem*	C.2Cy.23½″&46″–30″ Blair&Co.(Lim.),Stockton	15 ″ 0	
949 MGJK	**Ludolf Eide** *M.T.Sylte*12–12 1*Dk*	**WoodScSr**	117 110 41					1903	H.Grav-dal Bergen	Akties.HeklaSild-ogFiskekompagni (HHenriksen, *Mg*)	105·2|20·2| 9·1 len09 H7*t*	Haugesnd Norwegian	C.2Cy.9½″&21″–15″ 14NHP RosenbergsMVStavanger		N
950 4877 JROL	**Ludvig Kollberg** *K.T.Jacobsson*14–14 *Well deck* *Elec.light* 1*Dk(Stl)*	**SteelScSr** *ss*Got.No.2–16	564 379 241	✠100A1 7,17 ~~8,16~~ ✠LMC8,16 ~~BS7,17~~	Got	*h*	~~8,16~~ 7,17	1908 7mo	Göteborgs M.V.Aktieb. Gothenburg *Lloyd'sA&CP*	HallandsÅngbåts Aktiebolag (R.H.Möller, *Mgr*) *WB=DBa*	165·2|27·0|11·6 Q72′P14′B13′F16′ BK7″ 35′*uE*14′52*t FPT*	Halmstad Swedish 4*BHCem* 39*tAPT*16*t*	T.3Cy.14⅜″,22⅞″&39″–23⅝″ 190lb *90lb* (*s*) 91NHP 1SB,*2cf*,GS38,HS1526 GöteborgsMV.Aktieb.Got	12 ″ 5	
951 3417 JKMD	**Ludvig Peyron** *J.Borg*08–14 1*Dk(Stl)&Webframes Elec.light*	**SteelScSr** *ss*Skm.No.3–2,12	1430 1207 774	✠100A1 6,15 ~~Examined 11,17~~ BS9,15 ~~✠LMC8,12~~	Shl	*p*	6,16	1899 3mo	Carmichael Maclean&Co. Greenock A&CP	Stockholms Rederiaktieb.Svea (Hj.Blomberg, *Mgr.*) *WB=CellDBa*68′*uE*18′*f*90′	236·6|36·0|17·9 P9′B66′F30′ FK 330*tAPT*21*t*	Stockholm Swedish 4*BHCem* 2SB,*4pf*,GS66,HS2560 Muir&Houston,Ld.Gls.	T.3Cy.18″,30″&48″–33″ (*s*) 160lb *85lb* 151NHP 2SB,*4pf*,GS66,HS2560 Muir&Houston,Ld.Gls.	20 ″ 4 s 2 ″ 10 17 ″ 9	
952 LOHW	**Ludwig** (*ex*Wagrien) 1*Dk2trB*	**IronScSr**	590 519 356					1880	G.Howaldt Kiel		175·7|25·4|15·8 B40′F26′ *WB*	Lübeck German	C.2Cy.23″&37½″–27″ NB96 61NHP Gebr.Howaldt,Kiel		G
953 KRTV	— *E.Duhnke*08–12 1*Dk*	**SteelScSr** (*Trawler*)	222 184 60					1912	G.Seebeck Akt.Ges. Geestemünde	Norddeutsche Hochseefisch.A.G.	124·2|22·6| 8·4 Q67′F19′ *WB*	Gstemnde German	T.3Cy11⅞″,18⅞″&30⅝″ –22⅛″ 42NHP G.Seebeck AG Geestemnde		G
954 KRVF	**Ludwig Riedemann** *Krause* –14 *Motor* 3MstSr (*See Sailing Ship Register*) 1*Dk*	**SteelAuxSc**	174 143 114					1913	D.W. KremerSohn Elmshorn	B.W.Riedemann	105·7|22·9| 8·8 Q30′H8′	Gstemnde German	Motor 4S.C. 3Cy.9¾″–9⅝″ E.Gehmann,Bremerhaven		G
955 128730 VHDK	**Ludwig Wiener** *M.Swan* –13 *Elec.light* Wireless Sub.Sig.	**SteelTwinScSr** (*Tug*) 1*Dk(Stl*-teaks)	658 563 265	✠100A1 10,13 *Water Tube Boilers* ~~BS8,16~~ ✠LMC10,15 ~~BS10,17~~	PGl		1,16	1913 10mo	Ferguson Bros.(Port Glasgow) Ld Pt.Glasgow *Lloyd'sA&CP*	UnionGovt.of SouthAfrica *WB=CellDB uE&Bunker*47′69*t*	160·0|32·1|16·1 B74′ FK *f*15′17*tDT a*13′31*t*	Cape Town British 7*BHAsp DTf*19′47*t*	T.6Cy.18″,28½″&48″–28″ (*s*) 180lb 433NHP 4B,HS9018 FergusonBros.(Port Glasgow)Ld.Pt.Gls.	17 ″ 6 s 2 ″ 1½ 15 ″ 7	
956 124333 HKNV	**Ludworth** *G.Wright*17–17 ~~*A.Calder* –14~~ *Well deck* 1*Dk(pt Irn pt Stl) deep framing Cargo battens not fitted*	**SteelScSr** *ss*Cff.No.2–15	1301 1000 783	✠100A1 12,1~~0~~,~~10~~ ~~BS3,17~~ ✠LMC11,15	Cff Sld	*o*	11,15	1907 4mo	BlythS.B. Co.Ld. Blyth *Lloyd'sA&CP*	Furness,Withy& Co.Ld. *WB=CellDBa* 65′*uE&B*36′*f*96′341*tFPT*	234·7|34·5|15·1 Q122′B10′F24′ FK	W.Hartlpl British 4*BHCem* 53*tAPT*75*t*	T.3Cy.19″,31″&51″–36″ (*s*) 180lb *100lb* 166NHP 1SB,*3cf*,GS61,HS2520 Richardsons,Westgarth& Co.Ld.Sld.	17 ″ 3 s 1 ″ 8 15 ″ 11	
957 127229	**Luen Ho** *J.Jackson* –13 (*ex*Li-Mao) *Promenade dk&Shade dk Elec.light*	**SteelTwinSc** 1*Dk&Spardk3trB*	2868 2270 1735					1905	Atel.&Ch. deFrance Dunkirk	LuenS.S.Co.Ld.	278·2|42·9|24·8	HongKong British *WB*	T.6Cy.15″,24″&39″–20″ 136NHP Caillard&Co.Havre		V
958 127230	**Luen Yi** *W.Frazier* –12 (*ex*Li-Fong) *Promenadedk&Shadedk Elec. light*	**SteelTwinSc** 1*Dk&Spardk3trB*	2868 2270 1735					1905	Atel.&Ch. deFrance Dunkirk	LuenS.S.Co.Ld.	278·2|42·9|24·8	HongKong British *WB*	T.6Cy.15″,24″&39″–20″ 136NHP Caillard&Co.Havre		V
959 78687 WVNP	**Luffmore** *A.Flower* –16 (*ex*CardiffTrader, *ex*Broomhill) *Well deck* 1*Dk(Iron*-ws)	**IronScSr** *ss*Nwc.2ndNo.3–3,06 *ss*Lon.No.2–14	562 418 339	✠100A1 2,18 ~~3,17~~ ✠NB6,93 ✠LMC5,17 BS2,18	Goo	*i*	~~3,17~~ 2,18	1878 8mo	T.Wingate &Co. Glasgow A&CP	S.Greaves	174·7|29·0|10·4 Q86′B7′F21′ FK *WB=DBa*51′	London British 4*BHCem* 70*tf*72′128*t*	C.2Cy.24″&50″–33″ (*r*) 90lb *100lb* NDB11 95RHP 1SB,*3pf*,GS44,HS1855 Wingate&Co.Glasgow	13 ″ 5 s 1 ″ 5½ 12 ″ 5	
960 135143 HWTF	~~*J.McDonald* –16~~ (*ex*Mate) *W.Stronge* –17 *Mchy.Aft*	**SteelScSr** *ss*Nwc.No.1–17 1*Dk(Stl)*	274 170 129	✠100A1 6,17 ~~2,16~~ ✠LMC9,15 *Fitted with tanks in hold for Carrying Petroleum*	Nwc		~~12,15~~ N6,17	1912 9mo	VnDamme Frè.&Adam Baesrode *Lloyd'sA&CP*	Anglo-American OilCo.Ld.(J. Hamilton,*Mgr.*)	120·0|21·6| 9·1 P39′F22′ FK *WB=FPT*30*t*	London British 3*BHCem* 14*tAPT*4*t*	C.2Cy.15″&30″–18″ (*s*) 130lb 37RHP 1SB,*2pf*,GS34,HS810 Earle'sCo.Ld.Hull	9 ″ 9 s ″ 10 9 ″ 1	
961 129770 HTCJ	**Luffworth** *J.W.Miller* –13 (*ex*Holzapfel I.) *Mchy.Aft*	**SteelSc** *ss*Goo.No.1–15 1*Dk(pt Stl) Cargo battens not fitted*	279 225 162	✠100A1 1,17 ✠NE&B2,13 ✠LMC MS9,15 BS12,15	Nwc	*d*	1,17	1911 5mo	JTEltring-ham&Co. South Shields *Lloyd'sA&CP*	Anglo-American OilCo.Ld.(J. Hamilton,*Mgr.*)	120·2|22·1|10·5 P33′F15′ FK *WB=FPT*	Newcastle British 3*BHCem* 14*tAPT*4*t*	C.2Cy.16″&32″–22″ (*s*) 100lb 60RHP 1SB,*2pf*,GS35,HS1000 Hepple&Co.S.Shl.	11 ″ 6 s 1 ″ 1½ 10 ″ 7	
962 127977 HNWR	**Luga** *A.Hunt* –17 2*Dks*	**SteelScSr**	1988 1717 1041					1909	ClydeS.B. &Eng.Co.Ld. Pt.Glasgow	BolivianGeneral EnterpriseCo.Ld. (L.Walford(London)Ld. *Mgrs.*)	295·3|42·1|17·6	Liverpool British *WB*	T.3Cy.22″,35″&59″–39″ 217NHP ClydeS.B.&E.Co.Ld.P.Gl.		C
963 137545	**Lugano** *F.J.Harnden* –17 *Elec.light* 1*Dk* 237	**SteelScSr**	3810 3496 2385					1917	Irvine'sSB &D.D.Co.Ld. WHartlepool	Furness,Withy& Co.Ld. Gulf Line Ld	350·0|51·1|24·0 P31′B106′F39′ *WB*	Liverpool British	T.3Cy.25″,40″&67″–45″ Richardsons, Westgarth&Co.Ld.Hpl. 301NHP		
964 648 QGTR	**Luigi** *A.M.Raseto* –15 (*ex*QueenEleanor) 1*Dk(Stl)&Spardk(Irn)&deep framing Elec.light*	**SteelScSr** ~~*ss*Bry.No.1–11~~ *ss*Gen.No.2–16	3549 3336 2260	✠~~100A1~~ *Spardk* 6,17 ~~12,15~~ ~~BS1,18~~	Msl Nap	*w*	12,15	1896 8mo	Bartram& Sons Sunderland A&CP	Figli di Luigi Dufour *WB=CellDBa*	344·0|45·0|18·2 P30′B76′F36′ 26·2 FK 112′*uE&B*44′*f* 138′	Genoa Italian 6*BHCem* 75*tAPT*46*t*	T.3Cy.24½″,40″&66″–45″ (*s*) 160lb 311 ~~288~~NHP 2SB&1AuxSB1,18.6*rf&2pf* GS130,HS4950 J.Dickinson&Sons,Ld.Sld.	28 ″ 9 s 5 ″ 7½ 23 ″ 5	
965	— *J.Alipranti*00–00	**IronPad** (*Tug*)	166 111 85					1879	Stbilimnto Tecnico Trieste	L.Mendl&Co.	125·0|21·0|10·0	Aust.-Hung	C.2Cy.25″&39″–42″ NB97 82NHP StabilimentoTecnico,Tri.		
966 QHDZ	**Luigi Pastro** (*ex*Mudros,*ex*Asia) *Spardk2trB&deepframing*	**SteelScSr**	3137 2965 2017	...				1899	W.Hamil-ton&Co. PortGlasgow	Requisitioned by theItalianGovt. (ItalianStateRlys)	328·1|45·3|16·2 P31′B118′F39′24·0 FK	Italian *WB*	T.3Cy.24″,40″&65″–42″ 301NHP D.Rowan&Son,Glasgow	26 ″ 6	

Numéro d'Ordre / Numéro Officiel / Signaux	Nom du Navire. Matériaux. Gréement. etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	Tonnage Officiel. Total. — Sous le Pont. — Net.	Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné pour le Lattage d'Equipement.	Date de la dernière visite de l'arbre porte-hélice.	Construit. Quand. — Navire. — Mach.	Par qui. — Où.	Armateurs.	Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	Port d'Armement. Pavillon.	Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant.	Registres où cotés. Signaux Distinctifs.
967 2 QHGR	**Luigia** SteelSc3MstSr *G.Zurlan* *ss*Ven.No.1-07 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft*	434 — 211	✠ 6,11 ✠	Ven	*f*		1903 6mo	DittaGio. Poli Chioggia	Flli.Poli	153·7 | 23·8 | 11·8 Q75'B14'F23' BK6½" *WB*			Chioggia Italian	C.2Cy.15"&32"–24" 51NHP 3*BHCem* = *FPT*30*t*	11 ″ 2	I
968 339 QHML	**Luigino Accame** SteelScSr ~~S.Rocco 00–06~~ *ss*Shl.No.3–9,05 (*ex*Cumeria) *E.Agen* –18 *ss*Gen.No.2–14 1*Dk*(*Irn*)&*Spar dk*(*Irn*)3*trB*	3108 2866 1934	✠100A1 *Spar dk* 2,17 ~~10,14~~	Sws NNs ~~BS2,17~~ ~~Examined 1,18~~ ✠LMC10,14	*u*	2,17	1893 2mo	J.L.Thompson&Sons Sunderland A&CP	Soc. di Nav. "Maremola" *WB*	330·0 | 43·0 | 17·7 P31'B64'F37' 24·7 BK10" = *CellDB*264'620*t*			Genoa Italian	T.3Cy.24"*,39"*&64"–42" (*s*) 160lb *160lb* 266NHP 2SB,*6rf*,GS116,HS4000 *APT*69*t*	27 ″ 3 s 5 ″ 1½ 23 ″ 2	
969 139829 JNLF	**Luis** SteelScSr ~~*P.W.Woodruff* 00–16~~ *Elec.light* *F.Helmrich* –18 1*Dk*(*Stl*)	4284 4020 2696	✠100A1 10,17 ~~3,17~~	Hul Cdf ✠LMC10,16	*y*		1916 10mo	W.Gray& Co.Ld. W Hartlepool	C.Nielsen&Sons *Carrying fuel oil* *Lloyd's A&CP*	380·0 | 53·5 | 24·1 P27'B230 F36' FK *CellDB*338'1172*t*			Hrtlepool British	T.3Cy.25"*,41"*&68"–48" (*s*) 180lb HS7506 421NHP 6*BHCem* *APT*130*t*	26 ″ 8 s 4 ″ 1 22 ″ 11	
970	**Luis Rafael Yangco** SteelTwin ScSr *F.Blanco* 1*Dk*	260 247 150					1910	Hong K'ng & Whampoa Dock Co.Ld. Hong Kong	T.R.Yangco	151·0 | 22·0 | 10·0 len11			Manila Utd.States	T.6Cy.11½"*,16"*&29"–15" HongKong& WhampoaDk.Co.Ld.H.Kg.	65NHP	
Sunk(War) 1918 HSKR	**Luisa** SteelScSr *Salgallo* –17 *ss*Bbo.No.3–4,10 *ex*Aizkarai-Mendi, *ss*Bbo.No.1–15 *ex*Minerva) 1*Dk*(*Stl*)&*Spar dk* (*Irn*)&*deep framing*	~~3603~~ ~~3362~~ ~~2345~~	✠~~100A1~~ *Spar dk* 3,16 ~~MBS3,16~~ ✠~~LMC1,16~~	Bel	*w*	1,17	1897 2mo	Russell& Co. Port Glasgow	Hijos de Jose Taya S.en C. *WB*=	340·0 | 45·9 | 17·8 P20'B70'F36' 25·8 FK *CellDBa* 110'*f*142'			Barcelona Spanish	T.3Cy.25"*,41"&66"–42" 160lb *80lb* NDB12 288NHP 6*BHCem* *APT*56*t*		
972 197 128	**Luisa L.** SteelAuxTwinSc3MstSr *L.Olsen*11–11 *Paraffin Motors* (*ex*Cecilia) 1*Dk* (*See Sailing Ship Register*)	233			…		1903	Klippans Varfs Aktieb. Gothenburg	A.Andrade	113·1 | 26·1 | 11·0 P27'F12' BK7"			Bns. Ayres Argentine *WB*	Paraffin Motors 2S.C.SA 4Cy.5 5/16"–11" LysekilsMek.Verkstads Akt.Lysekil	12 ″ 0	
973 3061 LMRB	**Luise** SteelScSr *C.Holbek* *ss*Rot.No.3–5,13 *Spar dk*(*Stl*)2*trB*&*deep framing*	3385 3061 2213	✠ —— 11,15 *Spar dk withfreeboard* ✠	Rot	*v*		1900 11mo	W.Hamilton&Co. Pt.Glasgow	FlensburgerDmpf. Co. (H.Schuldt. *Mgr.*) *WB*=*CellDBa*	330·6 | 45·7 | 16·2 P31'B118'F39' 23·9 FK *&uE*114'*f*144'727*t*			Flensburg German	T.3Cy.24"*,40"&65"–42" 302NHP 2SB,*6cf*,GS121,HS4747 *APT*77*t* D.Rowan&Co.Glasgow	26 ″ 6	
974 525 406 JFQM	**—** SteelScSr *C.Niedermeyer* –08 *Elec.light* 1*Dk*	679					1901	Nüscke& Co. Stettin	William Sprenger	189·6 | 29·1 | 12·2 Q65'B46'F23'			Stettin German	T.3Cy.13¾"*,21⅛"&35½"–23¼" 61NHP *WB* "Kette" Ges.,Uebigau		G
975 3192 2071 FBNT	**Luise Horn** SteelScSr *C.F.Hinz*01–12 *Well deck* 1*Dk*(*Stl*) *Elec.light*	3412 3192 2071	✠ 7,12 ✠	Ams	*w*		1912 5mo	Craig,Taylor&Co.Ld. Stockton	H.C.Horn *Intermediate BH in fore hold & after* *CellDBa*114'*uE*21' *WB*=	358·0 | 50·0 | 21·4 P&B288'F39' FK *hold dispensed with* *f*155'924*t* *FPT*93*t*			Lübeck German *Cem* *ABH only* *APT*116*t*	T.3Cy.25"*,41"&68"–45" 376NHP 2SB,*6cf*,GS119,HS5084 FD Richardsons,Westgarth& Co.Ld.Mdb.	23 ″ 11	G
976 1578 1083 RPLJ	**Luise Leonhardt** SteelSc (Detained at Cronstadt) *R.Schultz* (*ex*Phoenix,*ex*Marie *Elec.light* Maschmann) 1*Dk*	1767					1907	Reiherst'g Schiffsw. Hamburg	Leonhardt& Blumberg	275·9 | 39·7 | 17·5 P17'B176'F30'			Hamburg German *WB*	T.3Cy.17½"*,29 9/16"&48⅛" –35 7/16" 141NHP Reiherst.Maschinenf.Ham		
977 5058 4271 *For full particulars See No. 1 in Supplement*	**Luise Nielsen** SteelScSr *Ref.Mchy.* *Cruiser Stern*	5590	100A1 (*Class Contem plated*)				1917	Skinner& Eddy Corp. Seattle,Wash	Dmpsksakt.Niels Nielsen(B.Stolt-Nielsen, *Mgr.*)	409·6 | 54·0 | 27·0 P43'B115'F47'			Haugesnd Norwegian	1 Geared Steam Turbine General Electric Co. Schnectady,NJ		
978 174 62 ~~MS4,17~~ ~~MS3,12~~	**Luitenant Generaal den Beer Poortugaal.** IronScK *D.v.d.Luyt* –13 *ss*Ams.No.3–3,12 *ex*Cephalonia) 1*Dk* *ss*Ams.No.1–17	184 174 ~~4,16~~ ~~3,12~~	✠100A1 *Stm Trawler* ~~4,16~~ 3,17 ✠LMC ~~BS4,16~~ ~~BS3,12~~	Ymu	.	~~6,15~~ 6,17	1899 4mo	Cochrane& Cooper,Ld. Beverley	N.V.Algemeene Viss.Maats.	115·0 | 21·0 | 11·2 Q47' BK7½"			Ymuiden Dutch	T.3Cy.13"*,21½"&35"–24" (*r*) 180lb 65NHP 1SB,*2cf*,GS36,HS1057 J.Cran&Co.Leith	12 ″ 0	
979	**Lukanani** SteelTwinSc *Elec.light* 1*Dk*						1914	Philip& Son,Ld. Dartmouth	Crown Agents for the Colonies	100·0 | 23·0 | F13'			Georget'n, Demerara British	C.4Cy.10"&20"–14" 30NHP Philip&Son,Ld.Dartmouth		
930 1565 1247 MNDW	**Luksefjell** SteelScSr *T.Jacobsen* –16 *ss*Got.No.3–12,03 (*ex*Sigtesö,*ex*Beta, *ss*Lon.No.2–12 *ex*BenCorlic) 1*Dk*(*Irn*)&*Webframes* *Well deck*	2007 1565 1247	✠100A1 8,15 ~~Equiv 8,14~~ ~~7,17~~ ~~BS8,15~~ ✠LMC4,12 6,17 MS1,15	Got	*r*	~~N8,14~~ ~~7,17~~ N1,13	1889 3mo	J.Laing Sunderland A&CP	Akties.Luksefjell (Olsen&Ugelstad)	273·5 | 38·3 | 19·2 Q111'B106'F30' BK9½" *DBa*86'*f*48'			Chrstiania Norwegian	T.3Cy.20"*,33"&55"–36" (*r*) 160lb *90lb* NDB02 170NHP 4*BHCem* 223*t* *APT*40*t* G.Clark,Sunderland	20 ″ 5 s 1 ″ 9 19 ″ 8	
981 965 936 RMPW	**Luleå** SteelScSr *A.Lindemann* –12 1*Dk*&*pt Awng dk*	1495					1902	Helsingörs Jernsk&Msk. Elsinore	H.M.Gehrckens	241·1 | 35·2 | 14·6 Q77' *pt Awng dk*164'			Hamburg German *WB*	T.3Cy.17"*,27½"&47"–33" 127NHP HelsingörsJernsk.&Mskb.		G
982 4119 630 351 440 JNDP	**—** IronScSr *C.A.Osterberg* –15 (*ex*Skandia) 2*Dks*&*Shelterdk*	630					1872	Bergsunds Mek.Verkst. Stockholm	Stockholms Rederiaktieb.Svea (HjBlomberg *Mgr*)	165·5 | 25·0 | 12·9 H40*t* 20·1			Stockholm Swedish	T.3Cy.13⅜"*21¼"&35⅛"–25½" NE&B02 65NHP Qvillebäckens,M.V.Goth.		
983 641 318 HSMK	**Lulio** IronScSr *A.Dezcallar* –11 *Elec.light* Wireless 2*Dks*	653 641 318	✠ 1,71	Lon			1870 10mo	J.&W. Dudgeon London	Isleña Maritima, Cia. Mallorquina de Vap.	215·7 | 27·1 | 16·3 F—			Palma Maj. Spanish	C.2Cy.35"*&61"–26" NB89 158NHP 5*BHCem* J.&W.Dudgeon,London		V
984 2683 1852 RQPF	**Lulu Bohlen** SteelScSr *A.Franzelius* *Elec.light* 2*Dks*	3159					1911	Reiherst'g Schiffsw. Hamburg	Woermann Linie Akt.Ges.	331·3 | 44·7 | 23·1 P&B215'F49'			Hamburg German *WB*	Q4Cy19½"29½"42½"&61½"–42½" 249NHP Reiherst.Maschinenf.Ham		G
985 2314 1555 96305 LDJC	**Lumen** SteelSc3MstSr *A.Gordon* –16 *Mchy.Aft* *Carrying Petroleum in bulk* *Elec.light*	2402					1889	Armstrong Mitchell&Co. Newcastle	Lumen S.S.Co.Ld. (H.E.Moss&Co.)	294·0 | 37·7 | 26·6 B22' F34'			Liverpool British *WB*	T.3Cy.21"*,35"&57"–36" NB99 195NHP Wilsnd Slpwy Co.Ld.,Nwc.		V
936 5299 3732 137535 JNTW	**Lumina** SteelScSr *A.Murray*01–17 *Mchy.Aft* 2*Dks*(*Stl*)&*Webframes* *Elec.light* *Longitudinal framing*	5856	✠100A1 ~~2,17~~ ~~1,18~~ *Carrying Petroleum in bulk* ✠LMC2,17	Nwc Bry	*z*	*in bulk*	1917 2mo	Palmers' Co.Ld. Newcastle	Lumina S.S.Co.Ld. (H.E.Moss&Co. *Mgrs.*) *Lloyd's A&CP* *CellDBuE&B*98*t*DT	407·0 | 52·2 | 31·5 P98'B28 F41' FK *f*40'481*t* *APT*39*t*			Liverpool British (10 *to U dk* 5 „ *2nd* „)	T.3Cy.26½"*,44"&73"–48" (*s*) 180lb 498NHP 15*BHptCem* 3SB,9*cf*,GS174,HS7212 G.Clark,Ld.Sunderland	31 ″ 6 s 6 ″ 9½ 25 ″ 1	
987 123 11 125432	**Lumley** SteelPadK *R.Davison* –14 (*lug*) 1*Dk*	135					1907	Hepple& Co.Ld. South Shields	Lambton&Hetton Collieries,Ld. (E.T.Nisbet, *Mgr.*)	96·3 | 20·2 | 9·9			Newcastle British	L.2Cy.28"–50" 75RHP J.Hepple&Co.Ld.S.Shl.		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. / Master. / Special Surveys.	3 Material, Rig, &c. / Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned. Letter Symbol. Remarks.	7* Date when tail shaft last exam.	8 Built. When. — Ship. — Engines.	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L. R. Date of Roll of Trade Cert.
988	**Luna**	**SteelScSr**	1269					1912	A. Vuijk& Zonen Capelle a/dYsel	Koninkl. Nederl. Stoomb. Maats.	250·0	36·0	16·0	Amstrdam Dutch	T.3Cy.19½″,31″&50″–36″ 150NHP		V
	G.P.Vos		1104														
PJRB	*Elec.light*	*2Dks*	743								*WB*				G.T.Grey, SouthShields		
989	—	**SteelScSr**	~~959~~					1911	Laxevaags Msk.&Jrnskb Bergen	The Shipping Controller (W.Coupland&Co., *Mgrs.*)	213·9	32·1	12·7	~~Bergen~~ Norwegian London British	T.3Cy.16″,25½″&43″–30″ 101NHP		N
142306	~~H. Thoresen 1–16~~		9 70 ~~741~~								Q107*t*	B50*t*	H12*t*				
~~MGRD~~		*1Dk*	7 40 ~~552~~								F28*t*			*WB*	Laxevaags Msk.&Jrns Bgn		
			5 77														
990	—	**SteelScSr**	468					1892	Akt.Ges. "Weser" Bremen	Dampfschifffahrts Ges.Neptun	158·9	24·1	11·9	Bremen German	C.2Cy.19¾″&31½″–21½″ NB09 38NHP		V
	C.Riemschüssel 04–05	*1Dk*	355								Q40′	B39′	F23′				
QFRS			279											*WB*	A.G. "Weser," Bremen		
991	—	**SteelTwinScSp**	*193*					1889	Cochran& Co. Birkenhead	Cia. Argentina de Nav. (Nicolas Mihanovich) Ltda.	130·0	22·0	8·3	Bns.Ayres Argentine	C.4Cy.13″&28″–18″ NB12 55NHP		
			147								P4*t*				Cochran&Co., Birkenhead		
	Wireless		*55*														
992	—	**SteelSc**	120					1889	Motala Mek.Verk. Motala	Zaria Dampfsch. Ges.	96·5	21·8	8·5	Cronstadt Russian	C.2Cy.16″&29″–20″ 31NHP		
13		*1Dk*	—														
			64														
993	**Lunan Bay**	**IronScSr**	126				...	1888	A. Hall&Co Aberdeen	T. Davidson	95·7	20·0	10·3	Aberdeen British	C.2Cy.18″&34″–24″ 50RHP	10 ″ 11	
94526	*J.Wilson* –14	(*ex*Maggie Walker)	118										BK6½″				
KVGP		*1Dk*	52												A.Hall&Co. Aberdeen		
994	**Lundy**	**SteelScSr**	2857	✠100A1 ~~9,16~~ 12,17	Sws ~~Liv~~	*u*	9,16 6,17	1910	Richardsn. Duck&Co. Stockton	Egypt&Levant S.S.Co.Ltd. (~~*Mgrs.*~~)	331·2	47·5	20·6	London British	T.3Cy.24″,40″&65″–42″ (*s*)	23 ″ 0	
129084	*H.R.Hall* –16	*ss*Bry.No.1–15	2673	✠LMC				3mo			P32′	B203′	F30′		160lb *100lb* 292NHP	s 2 ″ 8½	
HQPC		*1Dk(Stl)*	1779	MS4,15 ~~BS12,15~~				*Lloyd's*	*A&CP*	*a* 104′*u*	*WB=CellDB*		FK		2SB,*6cf*,GS118,HS4658	20 ″ 8	
	Now named "Antonio," See No. 124 in Supplement				BS2,17						*E27′f*148′87*t*		*FPT*	88*t*	*APT*68*t* Blair&Co.Ld.Stockton		
995	**Lune**	**SteelSc**	247					1911	J.Frerichs &Co.A.G. Einswarden	Deutsche Dmpfscherei Ges.Nordsee	118·2	22·6	12·5	Nordenhm German	T.3Cy.12½″ 19½″&31½″–22½″ 47NHP		G
	K.Fokken	(*Trawler*)	217								F18′						
NJVL		*1Dk*	85											*WB*	J.Frerichs&Co.A.G.Ostrlz.		
996	—	**IronScK**	197	✠100A1	Gms		11,12	1900	J.Duthie& Co. Montrose	~~W.W.Crampin~~ Baker&Green	111·5	21·4	11·5	Grimsby British	T.3Cy.10¾″,20″&32″–23″ (*s*) 180lb	12 ″ 4	
110940	*H.Brady* –14	*ss*Gms.No.3–5,13	180	*Stm Trawler* 6.14				2mo			Q50′	F23′			55RHP		
HCGD		*1Dk*	78	✠NB11,08	✠LMC5,13				A&CP				BK7½″		1SB.*2pf*,GS35,HS990 *3BHCem* Tindall&Co.Hull		
997	**Lüneburg**	**SteelScSr**	5819	✠ ~~—~~ 7,16	Ham	*b*†		1912	J.C.Tecklenborg A.G. Geestemünde	Deutsch-Austral. Dmpfsch.Ges.	450·8	57·2	27·0	Hamburg German	T3Cy27½″46½″&78¾″–53½″ 734NHP	29 ″ 8	
	O.Schütt 05–12		5443					12mo			P&B381′	F50′			*4BHCem*		
RSNL	*Elec.light* Wireless	*2Dks(Stl),§*	3678	✠						*WB=Cel*	*DBa*146′	*uE&B*71	FK		1SB,*12cf*,GS258,HS11192FD		
	Well deck	*3rd dk in No.1 hold only*									*f*190′1453*t*				J.C.TecklenborgA.G.Gst.		
998	**Luneda**	**SteelScK**	288	✠100A1	Qns		9,14	1912	Cochrane& Sons Selby	Lancashire Steam Fishing Co.Ld. (J.A.Robertson, *Mgr.*)	130·0	23·0	12·7	Fleetwood British	T.3Cy.12¾″,22″&36″–24″ (*s*) 200lb	13 ″ 6	
132412	*J.W.Barker* –12		265	*Stm Trawler*				11mo			♪73′	F20′			65RHP		
		1Dk	116	3,15	✠LMC11,12			*Lloyd's*	*A&CP*				BK7½″		1SB,*3pf*,GS46,HS1370 *4BHCem* C.D.Holmes&Co.Ld.Hull		
999	**Lunesdale**	**SteelScSr**	216	✠100A1	Liv	*c*	12,16	1908	T.Dobson &Co. Hessle,Hull	James Henry Monks (Preston) Ld.	115·1	21·7	8·6	Liverpool British	C.2Cy.16″&34″–22″ (*s*) 135lb 60RHP	9 ″ 6	
127934	*W.Hannah* –16	*ss*Liv.No.2–16	153	12,16				10mo			♪13′	B9′	F19′		*3BHCem*	s ″ 6	
	Elec.light Well deck	*1Dk(Stl)*	80		✠LMC12,16			*Lloyd's*	*A&CP*				FK		1SB,*2pf*,GS34,HS1095	9 ″ 2	
	Mchy.Aft												*WB=FPT*14*t*		Shields Eng.Co.Ld.N.Shl.		
1000	**Lung Shan**	**CompScSr**	*219*					1896	Hong K'ng &Whampoa Dock Co.Ld. Hong Kong		107·4	20·0	8·5	Chinese	C.2Cy.13″&26″–15″ 22NHP		
			106														
		2Dks	*141*												Hong Kong&Whampoa Dock Co.Lim.Hong Kong		
1001	**Lunheim**	**WoodScSr**	119					1912	H.Gravdal Opsanger	E.Nörve	95·2	21·1	10·0	Aalesund Norwegian	C.2Cy.7½″&17″–12″ 8NHP		
~~SSING~~	*O.Hofseide*		102								Q16*t*						
MHGK		*1Dk*	60												Haugesunds M.V.Hsnd.		
1002	**Lunka**	**SteelTrpScSr**	2193	✠	Dmb	*r*		1905	W.Denny &Bros. Dumbarton	British India Stm. Nav.Co.Ld.	275·8	44·1	16·6	Glasgow British	3 Steam Turbines 450RHP	25 ″ 6	
119196	*R.W.White* –14		1717	*Awng dk with freeboard*				1mo			P38′	B104′	F56′	24·5			
HBSK		*2Dks(MptStl-ws)§Awngdk*	956	1,05	✠								FK	*5BHptAsp ptCem*	2DB,*12cf*,GS274,HS8620 FD		
	Elec.light	(*pt Stl*-teaks)		*Indian&Colonial Trade*						*WB=Cell*	*DBa*42′	*uE2*			Denny&Co.Dumbarton		
	Wireless														2′*f*64′141*t*	*FPT*33*t*	*APT*33*t*
1003	**Lupus**	**SteelScSr**	3871					1901	West Bay City S.B.Co. W.Bay City	Interlake S.S.Co. (Pickands Mather &Co., *Mgrs.*)	356·0	50·0	28·0	Fairport Utd.States	T.3Cy.22″,35″&58″–42″ 218NHP		
86569		(*ex*Gilchrist)	—											*WB*	Detroit S.B.Co. Detroit		
	Elec.light *Mchy.Aft*	*1Dk2trB*	2997														
1004	—	**SteelScSr**	539					1891	Grangm'th Dkyrd.Co. Alloa	Bergenske Dampskibsselskab	165·2	25·4	11·3	Bergen Norwegian	T.3Cy.14″,22″&38″–27″ NB09 75NHP		N
	E.Lund 15–15	(*ex*Ryvingen)	349								P146*t*	H5*t*	F22*t*				
MFRS	*Elec.light*	*1Dk*	245											*WB*	Hutson&Corbett, Glasgow		
1005	**Luque**	**SteelScSr**	1391	✠100A1	Liv	*q*	~~10,15~~ 8,17	1904	Sir Raylton Dixon&Co Ld Middlesbro'	Moss S.S.Co.Ld. (J.Moss&Co. *Mgrs.*)	238·0	35·7	12·2	Glasgow British	T.3Cy.19″,32″&53″–33″ (*r*) 175lb *80lb* 165NHP	21 ″ 10	
119157	*J.R.Green* –15	*ss*Shl.No.2–13	1239	*Spar dk with freeboard*				8mo			P41′	B66′	F51′	19·8		s 2 ″ 9	
HBDJ		*1Dk(Stl)§Spardk(pt Iron§pt Stl) §deep framing*	878	3,16	✠LMC			*Lloyd's*	*A&CP*	*WB=Cell DBa*61	*uE&B*31′	*f*106′322*t*	FK	*4BHCem APT*11*t*	1SB.*4cf*,GS74,HS2479 N.E Marine Eng Co Ld Nwc	19 ″ 5	
				Examined 1,13 BS10,16	MS2,17												
1006	**Lurcher**	**SteelScSr**	956	✠100A1	Gls	*o*	6,16	1906	Scotts' S.B. &Eng.Co.Ld. Greenock	G.&J.Burns,Ld.	225·0	33·1	15·5	Glasgow British	T.3Cy.23″,36″&58″–42″ (*s*) 175lb *70lb* 247NHP	16 ″ 6	BT till 2,18
124134	*A.Fraser* –06	*ss*Gls.No.2–15	767	2,17				9mo			P62′	B67′	F40′			s 2 ″ 0	
HJDW	*Elec.light*	*2Dks(UStl–ws)*	405	BS2,17	✠LMC4,15			*Lloyd's*	*A&CP*	*WB=DTatsid*			BK7″		2SB.*6cf*,GS120,HS4006	15 ″ 7	
											es§under tunnel	12′		*4BHCem* *22tFPT*10*t*	Scotts' S.B.&E.Co.Ld.Grk.		
1007	**Lurline** ~~*F.Pedersen* –16~~	**SteelSc3MstSr**	5928	✠100A1	SFo	*a*†	~~11,14~~ 8,17	1908	Nwprt News S.B.&D.D.Co. Newport News	Matson Nav.Co.	412·8	53·1	29·2	S.Frncisco Utd.States	T.3Cy.31″,50″&84″–54″ (*a*) 180lb *180lb* 640NHP	33 ″ 6	
204955	*F.Petersen* –16	*ss*SFo.No.1–12	5332	8,17 3,15	~~MS11,16~~			3mo			P90	B48′	F43′				
KWMR	*Elec.light* 2*Dks(Stl)§Webframes,Lower*		3725						A&CP	*WB=CellDBu*			FK	*7BH*	4SB,*16cf*,GS312,HS10928		
	Ref.Mchy. Mchy.Aft dk(Stl)in fore hold			BS12,17 ~~BS7,18~~	✠LMC11,12					*E&B*63′*f*286′1353				*7tAPT*61*t*	Newport News SB&DD.Co.		
	Sub.Sig. Wireless			*Fitted for oil fuel* 3,08			*F.P.above*	50′F.			*tDTf*43′1144*t*			*FPT*			
1008	**Luso**	**SteelScSr**	619					1888	Rostocker Akt.Ges. Rostock	Glama&Marinho	181·9	28·0	11·2	Oporto Portuguese	T.3Cy.11½″,17¾″&30¾″–19¾″ NB00 42NHP		V
	J.dos Santos Marnoto	(*ex*Urda,	438								Q64*t*	B88*t*	H10*t*	F17*t*			
	*ex*Therese-Horn)	*1Dk*	370											*WB*	Rostocker A.G.Rostock		

Numéro d'Ordre / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Ferme assigné maintenant expiré. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. poids. pc.	
1009	**Lussin**	**SteelScSr**	253 / 166					1893	Howaldts-werke Kiel	Soc.Anon.Austriaca diNav.aVap "Dalmatia"	127·9 / Q47′	19·7 / B22′	9·7 / F26′	Lissa Aust.-Hung.	T.3Cy.12″,18¾″&29½″–15¾″ NB09 35NHP Howaldtswerke,Kiel		A
	Elec.light	*1 Dk*	133											*WB*			
1010	**Lutèce**	**SteelScSr**	1346	✠100A1	Nts	*o*	4,17	1893	S.P.Austin &Son Sunderland	A.Lemoine et fils	247·0 / P27′	35·3 / Q63′	15·1 / B47′F27′	Rouen French	T.3Cy.20¾″,32½″&53″–36″ 160lb *90lb* (*r*) 171NHP 2SB,*6pf*,GS84,HS2590 G.Clark(Lim.),Sunderland	18 ″ 2 / s 1 ″ 8 / 16 ″ 9	
KBRW	*R.Amour*10–11	*ss*Hav.No.3–8,05	1048	8,17 ~~4,17~~	Sws			8mo	&Son				FK				
	*ss*Sws.No.2–13		739	*Examined*1,18					Sunderland				*4 BH Cem*				
	Well deck	*1 Dk(Irn)&Web frames*		BS4,17 ✠LMC4,13				A&CP		*WB=Cell DB201′431t FPT 65t APT 68t*							
	Cargo battens not fitted																
1011	**—**	**IronTwinScSr**	*197*			...		1890	S.M'Knght &Co. Ayr	Cie.deRemorquage dePilotage et deSauvetage (S. Pandermaly,*Mgr.*)	116·0 / B19′	21·1	11·2 / BK6½″	Constanpl French	Q.4Cy.(2)15″&(2)30″–20″ 67NHP Ross&Duncan,Glasgow	12 ″ 1	V
	(Seized at Constantinople)		*174*											*WB*			
	*C.Kralides*03–07		*21*														
	(*ex*Hornby)	*1 Dk*															
1012	**Lutetia**	**SteelQuadScSr**	14581 / 10045					1913	Chant.de l'Atlantique St.Nazaire	Cie.deNav.Sud Atlantique	579·0 / B312′F59′	64·1	36·7	Bordeaux French	T.8Cy.(2)41″(2)57″&(4) 2 Turbines 65″–47 1/16″ Chant.de l'AtlantiqueSt.N		V
	Dupuy-Fromy													*WB*			
KBSG	*Elec.light*	*3 Dks*	5681														
1013	**Lutetian**	*ss*NNs.No.2–17 **SteelScSr**	4757	✠100A1	Cff	*x*	~~7,16~~	1908	Sir J.Laing &Sons,Ld. Sunderland	LutetianNavCoLd (Lane& Macandrew)	365·0 / P28′	51·5 / B83′	26·8 / F39′	London British	T.3Cy.26″,43″&70″–48″ (*s*) 180lb *120lb* 417NHP 3SB,*9cf*,GS186,HS7096 J.Dickinson&Sons,Ld.Sld.	29 ″ 6 / s 6 ″ 0½ / 23 ″ 10	
125720	*C.A.P.Helsham* –16	~~*ss*Shl.No.1–15~~	4495	5,18 ~~7,16~~	Lon		8,17	8mo					FK				
HMWS	*Elec.light*	*2 Dks*(*1 St Upper pt Irn pt Stl*)*&Web frames*	2967	*Carrying Petroleum in bulk* ~~Master~~ ✠LMC 8,17 ~~MS9,15~~ MS9,15 ~~BS7,16~~				*Lloyd's*		*WB=Cell DBu E&B 54′ 198t*			15 *BH* 12 *to U dk* 3 *to M dk*				
1014	**Lutterworth**	**IronScSr**	994	✠100A1	Lon	*n*	N2,17	1891	Earle'sCo. (Lim.) Hull	GreatCentralRly.	240·3 / P56′	32·3 / B71′	15·5 / F36′	Grimsby British	T.3Cy.22″,35″&57″–42″ (*a*) 170lb *100lb* NDB12 250NHP 2SB,*6rf*,GS126,HS4250 Earle'sCo.(Lim.),Hull	17 ″ 0	
99169	*R.Stamp* –16	*ss*Shl.2ndNo.3–7,12	778	7,16				6mo					BK8″				
MFSW	*Elec.light*	Sub.Sig. *2 Dks*(*U Irn*–ws)	482	✠NB7,12 ✠LMC~~7,16~~ 2,17				*Lloyd's*		*WB=Cell DBa 44′ uE 19′/84′*			*5 BH Cem* 150t *APT 4t*				
1015	**Lux**	**SteelSc3MstSr**	2621					1893	Forgeset C. de la Médit. Havre	LuxNavigationCo. Ld. (Lane& Macandrew)	281·5 / P85′	39·9 / H14′	27·1 / F48′	London British	T.3Cy.23½″,35½″&55″–47½″ NB02 298NHP Forgeset C.de la Médit.Hav		V
118436	*(MISSING SINCE 1/17)*		2340											*WB*			
VRKN	*F.H.Robinson* –15	*Elec.light 2 Dks*	1634														
	(*ex*LeLion)	*Carrying Petroleum in bulk*															
1016	**Luxemburg**	**SteelScSr**	1417	✠100A1	Bry	*p*	~~3,15~~	1910	Clyde S.B. &E.Co.Ld. Pt.Glasgow	Leith,Hull&Hamburg StmPktCo Ld (J.Currie&Co. *Mgrs.*)	234·7 / Q117′	36·0 / Bon	16·2 / RQD58′	Leith British	T.3Cy.18″,27½″&45″–33″ (*s*) 180lb 142NHP 2SB,*4cf*,GS78,HS2420 Clyde S.B.&E.Co.Ld.Pt.Gls	18 ″ 4 / s 1 ″ 6 / 17 ″ 1	
129386	*C.Dunnet*05–10	*ss*Lth.No.1–14	1089	8,17 ~~5,16~~	Npt		8,17	4mo			F28		FK				
HQSV	*Well deck*	*1 Dk(Stl)*	756	~~BS4,16~~ ✠LMC5,14 BS8,17				*Lloyd's*		*WB=Cell DBa 58′ uE&B 31′ f 107′ 348t Tween*			*4 BH Cem* *dk tanks 13′* 33t *APT 88t*				
1017	**Luxor**	**SteelScSr**	7109					1913	J.C.Tecklenborg A.G. Geestemünde	Deutsche-Dmpfsfahrts.Ges.Kosmos	472·0 / F50′	61·0	28·5	Hamburg German	T.3Cy.29 5/16″,48½″&80 7/16″ –55 1/16″ 482NHP J.C.Tecklenberg A.G.Gst.		G
	B.Walther –13	Sub.Sig.	6511											*WB*			
RTWH	*Elec.light* Wireless	*2 Dks&Shelter dk*	4310														
1018	**Luz Blanca**	**SteelScSr**	4868	✠100A1	SFo	*x*	~~7,15~~	1913	W.Dobson &Co. Newcastle	International PetroleumCo.Ld.	375·2 / P29′	52·6 / B83′	27·1 / F36′	Toronto British	T.3Cy.27″,45″&74″–48″ (*s*) 180lb *120lb* 451NHP 3SB,*9cf*,GS196,HS7500 N.E.MarineEng.CoLdNwc	29 ″ 6 / s 6 ″ 1 / 23 ″ 10	
135259	*J.Thomas*09–13	*ss*NNs.No.1–17	4594	5,17 9,16	NNs		N9,17	8mo					FK				
JCTR	*2 Dks*(*Upt Irn pt Stl*)	*2nd dk(Stl)*	3087	~~✠LMC5,17~~ 5,17				*Lloyd's*		*WB=Cell DBu E&B 55′ 208t FPT 100t*			FK				
	Elec.light	*&Web frames*		*Carrying Petroleum in bulk*				*above*					*17 BH Cem* *APT 42t*				
				Fitted for oil fuel 8,13				150° *F.*									
1019	**Luzon**	**SteelScSr**	3582					1902	Chicago S.B.Co. Chicago	MorrowS.S.Co. (P.W.Sherman, *Mgr.*)	346·0 /	48·2	24·0	Cleveland Utd.States	T.3Cy.20″,33½″&55″–40″ 191NHP ChicagoS.B.Co.Chicago		L
141783			—											*WB*			
	Mchy.Aft Elec.light	*1 Dk 2 tr B*	2778														
1020	**Luzon Maru**	**SteelScSr**	3965	✠100A1	Kob	*w*	9,16	1902	Russell& Co. Pt.Glasgow	OsakaShosen KabushikiKaisha	345·1 / P26′	49·8 / B74′	17·9 / F37′	Osaka Japanese	T.3Cy.25″,41″&67″–45″ (*s*) 180lb *80lb* 346NHP 2SB,*6cf*,GS108,HS4534 Rankin&Blackmore,Grk.	28 ″ 5 / s 5 ″ 7½ / 23 ″ 2	
	T.Meyata	*ss*Kob.No.3–9,12	3735	*Spar dk*				6mo					25·9 FK				
	(*ex*BritishMonarch)	*ss*Kob.No.1–16	2846	11,17 ~~9,16~~ ~~✠LMC9,16~~ 11,17				*Lloyd's*		*WB=Cell DBa 112′ uE&B 40′ f 146′*			*6 BH Cem* 899t *APT 71t*				
	Elec.light	*1 Dk(Stl)&Spar dk(Stl) &deep framing*															
1021	**Lycaon**	**SteelScSr**	7552					1913	Hawthorn, Leslie&Co.Ld Newcastle	ChinaMutualS. Nav.Co.Ld. (A. Holt&Co.,*Mgrs.*)	455·3 / P53′	56·3 / B162′	32·5 / F60′	Liverpool British	T.3Cy.31″,51½″&86″–60″ 572NHP N.E.MarineEng.CoLdNwc		BT till 8,17
135467	*E.Taylor* –17		6304											*WB*			
JCKP	*Elec.light*	*2 Dks*	4814														
1022	**Lyd**	**IronScDy**	111					1881	Hawthorns &Co. Leith	~~W.Jones E.Blow~~ OberonShipping Co.Ld (E.Blow,*Mgr.*)	83·4 / Q8′ len.82	17·6	8·5	Gloucestr British	C.2Cy.10″&20″–15″ NB05 17RHP Hawthorns&Co.Leith		
82017	*F.G.Cook, jun.* –14	(*ex*JeanieHope,	93														
	Mchy.Aft	*ex*AnnieHope)	57														
1023	**Lyderhorn**	**SteelSc**	2100	100A1				1917	American S.B.Co. Cleveland,O.		251·0 /	43·5 /	20·0 /	Bergen Norwegian	T.3Cy.20″,33″&54″–40″		
For full particulars See No.5 in Supplement																	
	Elec.light			(*Class Contemplated*)											AmericanS.B.Co.Lorain,O		
1024	**Lydia**	**SteelTwinScSr**	1133			...		1890	J.&G.Thomson(Lim.) Clydebank	L.&S.W.Rlwy.Co.	253·0 / Q162′	35·1 / F79′	14·8	S'thamptn British	T.6Cy.24″,37″&56″–38″ NB09 360NHP J.&G.ThomsonLd Clydebnk	15 ″ 8	
97217	*H.W.Green* –15		733											*WB*			
LVTM	*Elec.light*		481														
1025	**—**	*R.Johannson*93–12 **SteelScSr**	916	✠100A1	Hbg	*m*	~~7,16~~	1894	W.Harkess &Son Middlesbro'	Rederiaktieb. Caledonia (A.Nilsson,*Mgr.*)	211·4 / Q98′	32·1 / B27′	13·7 / F25′	Hlsnborg Swedish	T.3Cy.17″,28″&46″–30″ (*s*) 160lb *80lb* NDB02 120NHP 1SB,*3pf*,GS47,HS1870 N.E.MarineEngCo.Ld.Sld.	15 ″ 10 / s 1 ″ 5½ / 14 ″ 7	
4727	~~*Anderson*~~	*ss*Brs.No.3–3,07	718	6,18 ~~7,15~~	LMC	Shl	3,18	2mo					FK				
JQMB	(*ex*Swansea)	*ss*Hbg.No.2–15	552	MS7,15 BS8,16				A&CP		*WB=Cell DB155′ 230t FPT 48t APT 12t*							
	Well deck	*1 Dk(Irn)&Web frames*															
1026	**—**	**SteelSc**	*148*			...		1911	Hepple& Co.Ld. South Shields	B.AyresG.S'thrn Rly.Co.Ld.(A.Holland&Co.*Mgrs.*)	95·1 /	21·2 /	11·6 / BK6½″	Bns.Ayres Argentine	T.3Cy.14″,22″&36″–24″ 90NHP Hepple&Co.Ld.S.Shields	12 ″ 6	
	*W.Pedder*11–11		*146*														
	Elec.light	*1 Dk(Tug)*	*67*														
1027	**Lydie**	**SteelTwinSc**	2822	100A1	Npt		~~P9,15~~	1897	J.C.Tecklenborg Geestemünde	ArmementAdolf Deppe	306·3 / P&B188′	42·0 / F43′	25·0 / FK	Antwerp Belgian	T6Cy17½″,30 5/16″&48¾″–31½″ 185lb ~~*Stl*~~ (*s*) 324NHP 7 *BH Cem* 59 *f* 103′ 506t	27 ″ 6 / s 4 ″ 0 / 24 ″ 1	
	*R.Johannson*93–12	*ss*Ant.No.3–7,12	2541	7,16			SN7,16										
	(*ex*Mainz)	*2 Dks*(*Stl–U* teaks)	1852	~~Examined~~ 11,17 ~~MS2,14~~ MS6,17 ~~BS9,15~~ 11,17	LMC		P11,17 S11,17	*Lloyd's*		*WB=Cell DBa 94′ uE&B 59′ f 103′ 506t*							
	Well deck Elec.light	*&Web frames 3rd dk in Nos.1&2 holds*						*A&CP*							2SB&1AuxSB,*8cf*,GS160, HS5491 J.C.Tecklenborg,Gstmnde		
1028	**—**	**SteelScSr**	2559	✠100A1	Npt	*l*	~~10,15~~	1899	Richardsn, Duck&Co. Stockton	Burdick&Cook	313·0 / P33′	44·6 / B78′	20·6 / F37′	London British	T.3Cy.24″,40″&65″–42″ (*s*) 160lb *90lb* NDB17 281NHP 2SB,*6cf*,GS123,HS4325 Blair&Co.Ld.Stockton	23 ″ 1 / s 3 ″ 9 / 19 ″ 8	
110189	*R.R.Reeve* –14	*ss*Bry.No.3–12,11	2397	11,17 ~~7,16~~ ~~3,17~~ Shl Bry			N4,17	9mo					FK				
RHWC	*ss*Npt.No.1–15	*1 Dk(pt Irn&pt Stl) &deep framing*	1605	BS10,16 ✠LMC10,16 MBS11,17				*A&CP*		*WB=Cell DBa 108′ uE 24′ f 128′*							

LUS-LYD

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. / Master. / Special Surveys.	3 Material, Rig, &c. / Late Name if any. / No. of Decks &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment letter.	7* Date when tail shaft last seen.	8 Built. When. / Ship. / Engines	9 By Whom. / Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of T. Cert.
1029 / RHTP	**Lyeemoon** / *E. Abshagon* –14	Steel Sc Sr / *ss* H Kg. No. 3–3,02 / *ss* Shi. No. 2–10 / 2 *Dks* (1 *pt Stl-ws*) 3 *tr B*	1925 / 1739 / 1238	✠ ~~11,15~~ ✠	H Kg	*s*		1890 / 3 mo	Wigham Richrdsn & Co. Newcastle	Hamburg-Amerik. Packetf. Act. Ges. (Ham.-Amr. Linie)	294·0 / B98′F28′	38·3 / BK 9½″	21·9 / 5 *B H Cem*	Hamburg / German	T. 3 Cy. 22½″, 35″ & 59″–39″ 212 NHP 2SB, 6 *cf*, GS 114, HS 3238	24 ″ 3	
1030 /	**Lygnern** / *G. Dreilick* 16–17 / *Elec. light*	Steel Sc Sr / 2 *Dks*	1850 / 1090	~~100 A1~~ / (*Class Contemplated*)				1917	Lindholmens M.V. Gothenburg	Förnyade Ångf. Aktieb. Viking (J.M. Dannberg, *Mgr.*)	262·0 / P24′B65′F28′	42·7	18·1	Gothenburg / Swedish	T. 3 Cy. 20½″, 33″ & 55″–36″ Lindholmens M.V. Got.		
1031 / 141606 / KPGC	**Lykens** / *J. Bengtsson* 12–12	Steel Sc / (*Tug*) / 2 *Dks*	625 / — / 425					1899	Neafie & Levy Co. Philadelphia	Reading Co.	157·0 / Q45′ B29′	29·0	17·5 / *WB*	Phildlphia / Utd. States	T. 3 Cy. 18″, 28″ & 45″–30″ 111 NHP Neafie & Levy Co Phildlphia		R
1032 / 202056	**Lyman C. Smith** / *Elec. light* *Mchy. Aft*	Steel Sc Sr / 1 *Dk*	6200 / — / 4916					1905	Detroit S.B. Co. Wyandotte	Great Lakes S.S. Co.	525·0 / F44′	55·2	31·0 / *WB*	Oswego, N.Y. / Utd. States	T. 3 Cy. 23½″, 38″ & 63″–42″ 257 NHP Detroit S.B. Co. Detroit		
1033 / 212860 / LFBW	**Lyman Stewart** / *C. Alberts* 07–14 / *Elec. light* 2 *Dks* (*Stl*) & *Web frames* / *Mchy. Aft* *Longitudinal framing* / Wireless Sub. Sig.	Steel Sc 3 Mst Sr / 2 *Dks* (*Stl*) & *Web frames* / *Longitudinal framing*	6055 / 5536 / 3331	✠ 100 A1 ~~9,15~~ 12,17 / *Carrying Petroleum in bulk* / ✠ LMC 12,14 / *Fitted for carriage of Fuel* 12,14 *F.P. above* 150° F.	S. Fo	*z*	12,17	1914 / 12 mo	Union Iron Works Co. San Francisco A&CP	Union Oil Co. of California *WB* = *Cell D Bu E* & *B* 94′ *f* 45′ 5	408·8 / P126′B52′F42′ / 53 *t FPT* 70 *t APT* 52 *t*	55·5 / FK	31·7 / 12 *B H pt Asp* 8 *B H to Udk* 4 „ *to 2nd* „	S. Frncisco / Utd. States	T. 3 Cy. 26½″, 45″ & 75″–48″ (*s*) 200 lb 534 NHP 4SB, *12cf*, HS 9360 Union Iron Works Co. S. Fo.	31 ″ 8	
1034 / 98862 / JDMT	**Lymington** / *C. J. Hart*	Steel Pad Sp / 1 *Dk*	130 / 114 / 59					1893	Day, Summers & Co. Southampton	L. & S. W. Rlwy. Co.	120·2 / Q45′ B29′	18·1	7·7	S'thamptn / British	C. O. 2 Cy. 24″ & 40″–36″ 72 RHP Day, Summers & Co., Sou.		BT till 3,18
1035 / 114063	**Lyndale** / *A. Rowles* –15 / *Mchy. Aft* *Well deck*	Steel Sc K / (*ex* Eisa) / 1 *Dk*	138 / 102 / 56			…		1901	G. Brown & Co. Greenock	W. J. Holway	84·1 / Q34′B5′F12′	20·0	8·8 / BK 6″ / *WB*	Cardiff / British	C. 2 Cy. 12″ & 26″–18″ 30 RHP C. Houston & Co. Glasgow	9 ″ 6	
1036 / KBSP	**Lyndiane** / *E. Laborie* –16 / *Well deck* *Lower dk Nos.* 1, 3 & 4 *holds* / *Ref. Mchy.* *Cargo battens not fitted*	Iron Sc Sr / *ss* Ard 2nd No. 3–3,11 / *ss* Msl. No. 1–16 / (*ex* Armida, *ex* Greendyke, *ex* Ellewoutsdijk, *ex* Tunisie, *ex* Robina) 1 *Dk* (*Irn*) 2 *tr B*	1564 / 1291 / 976	✠ 100 A1 7,17 ~~7,16~~ / ✠ (P) NB 7,10, refitted 13 / ✠ (S) NB 9,13 ✠ LMC MS 9,15 BS 2,17 / ✠ Lloyd's RMC 2,17	Msl Hav	*q*	~~11,15~~ 7,17 / 4,18	1883 / 10 mo	J. L. Thompson & Sons Sunderland A&CP	De Chanaud & Cie. / *WB* = *DBa*	259·8 / Q100′B58′F26′ / 76′ *f* 58′ 268 *t FPT* 33 *t*	36·0 / FK	18·6 / 6 *B H Cem* *A P T* 26 *t*	Havre / French	T. 3 Cy. 19″, 29″ & 59″–33″ (*s*) 160 lb 240 NHP 2SB, 6 *cf*, GS 107, HS 4212 *Tpd* 13 Hall, Russell & Co. Ld. Abn.	19 ″ 7 / s 2 ″ 0 / 17 ″ 10	
1037 / MNGF	**Lyngenfjord** / *Chr. Bang* 14–15 / (*ex* Keramiai) 2 *Dks* (*Stl*) & *deep framing*	Steel Sc Sr / *ss* NYk. No. 3–7,16	5097 / 4694 / 3171	✠ 100 A1 8,17,~~10~~ / ✠ LMC BS 4,16 MS 6,16	NYk	*y*	6,15	1903 / 6 mo	Napier & Miller, Ld. Glasgow *Lloyd's A&CP*	Den Norske Amerikalinie / *WB* = *Cell D Ba* 129′	390·0 / P39′B123′F42′ / *u E* 27′ *f* 161′ 1154 *t D*	52·0 / FK	27·0 / 6 *B H Cem*	Chrstiania / Norwegian	T. 3 Cy. 27″, 43″ & 72″–51″ (*s*) 180 lb *90 lb* 405 NHP 3SB, *9cf*, GS 165, HS 6303 D. Rowan & Co. Glasgow *F P T* 105 *t A P T* 56 *t*	29 ″ 11 / s 6 ″ 0 / 24 ″ 4	
1038 / 98832	**Lynmouth** / *J. W. Goffin* –13	Iron Sc K / (*Trawler*) / 1 *Dk*	140 / 134 / 59			…		1892	Sir R. Dixon & Co. Middlesbro'	Western Steam Trawling Co. Ld. (S. M. Price, *Mgr.*)	100·6 / Q20′F20′	20·4	10·7 / BK 7½″	Bristol / British	C. 2 Cy. 16″ & 32″–22″ 46 RHP N.E. Mar. E. Co. (Lim.), Sld.	11 ″ 8	
1039 / 93434 / MBDF	**Lynn** / *Elec. light*	Steel Twin Sc Sr / (*ex* Lynx)	609 / 479 / 230					1889	Laird Bros. Birkenhead	Gt. Western Rly. Co	235·5 / Q22 *t*	27·6	13·1	Milford / British	T. 6 Cy. 16½″, 26″ & 41″–30″ NB 12 184 NHP Laird Bros. Birkenhead		
1040 / 115324 / TRBK	**Lynorta** / *H. S. Edwards* –17 / 1 *Dk* (*Stl*) & *Spar dk* (*Stl*) & *deep framing*	Steel Sc Sr / *ss* Rot. No. 3–7,15	3684 / 3405 / 2359	✠ 100 A1 *Spar dk* ~~8,17~~ ~~6,16~~ / MS 7,15 ✠ LMC DBS 1,17	Liv Gls	*w*	7,15 8,17	1902 / 10 mo	W. Pickersgill & Sons Sunderland *Lloyd's A&CP*	Liver Shipping Co. Ld. (Johnston, Sproule & Co. *Mgs.*) / *WB* = *Cell D Ba*	361·0 / P31′B198′F38′ / 114′ *u E* & *B* 42′ *f* 150′	46·2 / FK	17·6 / 6 *B H Cem* / 338 *t D T* a 24′	Liverpool / British	T. 3 Cy. 24″, 40″ & 67″–45″ (*s*) 180 lb *100 lb* 345 NHP 2SB, 6 *pf*, GS 104, HS 4465 FD G. Clark. Ld. Sunderland 510 *t FPT* 103 *t APT* 34 *t*	28 ″ 2 / s 4 ″ 6½ / 24 ″ 0	
1041 / 132824 / HWJL	**Lynton Grange** / *Simpson*	Steel Sc Sr / *ss* Lon. No. 1–17 / 2 *Dks* (*Stl*)	4252 / 4041 / 2734	✠ 100 A1 8,17 ~~5,16~~ / ✠ LMC ~~7,12~~ 8,16	Lon	*x*	8,16	1912 / 7 mo	Nthmblnd S.B. Co. Ld. Newcastle *Lloyd's A&CP*	Houlder Line, Ld. (Houlder Bros. & Co. Ld. *Mgrs.*) / *WB* = *Cell D Ba* 12	380·0 / P31′B94′F36′ / 8′ *u E* & *B* 41′ *f* 163′ 11	49·1 / FK	26·4 / 6 *B H Cem* / 08 *t A P T* 42 *t*	W. Hartlpl / British	T. 3 Cy. 25″, 41″ & 69″–48″ (*s*) 180 lb 372 NHP 3SB, 9 *cf*, GS 150, HS 5940 Richardsons, Westgarth & Co. Ld. Sld.	29 ″ 0 / s 5 ″ 8½ / 23 ″ 8	
1042 /	**Lynx**	Steel Sc Sp / 1 *Dk*	*103* / *98* / *18*					1904	Akers Mek. Værks. Christiania		93·5	16·8	10·3	Italian	T. 3 Cy. 10″, 17″ & 28″–24″ 38 NHP Akers Mek. Værks. Xia.		
1043 / 123570 / HGMD	**Lynx II.** / *J. Humberstone* –13 (*ex* Lynx)	Steel Sc K / (*Trawler*) / 1 *Dk*	250 / 231 / 103			…		1906	Cochrane & Sons Selby	Grimsby & N. Sea Stm Trawling Co Ld	127·0 / Q73′F21′	22·1	11·5 / BK 7½″	Grimsby / British	T. 3 Cy. 12¼″, 22″ & 35″–24″ 76 RHP Gt. Centrl Co-op Eng. & Ship Repairing Co. Ld. Gms.	12 ″ 4	
1044 / 91039 / HVOJ	**Lyonnesse** / *E. E. Symons* –17 / *Well deck*	Steel Sc Sr / *ss* Pnz. 2nd No. 3–11,12 / *ss* Pnz. No. 1–17 / 1 *Dk*	382 / 299 / 153	✠ 100 A1 1,17 / ✠ LMC 1,17	Pnz	*g*	~~12,15~~ ~~4,13~~	1889 / 4 mo	Harvey & Co. (Lim.) Hayle *Lloyd's A&CP*	~~West Cornwall S.S. Co. Ld.~~ (J. Banfield, *Mgr.*) ~~T. Ensor & Son~~ / *WB* = *DBa* 35′	170·0 / Q56′B49′F36′ / ND 05	25·1 / BK 7″	10·4 / 4 *B H Cem* / 18 *t FPT* 8 *t*	Penzance / British 120	T. 3 Cy. 22″, 32″ & 52″–30″ (*o*) ~~150~~ lb 186 NHP 2SB, *6rf*, GS 108, HS 3472 Harvey & Co. (Lim.), Hayle	10 ″ 11	
1045 / 79177 / HRSL	**Lyons** / *V. R. D. Campos* –16 / *Elec. light* Wireless	Steel Twin Sc Sr / (*ex* Lyon, *ex* Lyons) *ss* Trn. 2nd No. 3–10,10 / *ss* Lon. No. 2–16 / 1 *Dk* (*Stl-ws*)	537 / 472 / 192	✠ A1 1,16 / *For Salvage purposes in European waters* / ~~2 MC 1,16~~	Ams		4,15	1885 / 1 mo	J. Elder & Co. Glasgow *Lloyd's*	~~National Salvage Association, Ld.~~ ~~(C. A. P. Gardiner, *Mgr.*)~~ H. M. Grayson	190·6 / B11′ F36′	26·1 / FK	14·0 / 6 *B H Cem*	Glasgow / British	C. 6 Cy (2) 22″ & (4) 32″–24″ 85 lb NB 97 256 NHP 2SB, *6cf*, GS 108, HS 3036 J. Elder & Co., Glasgow	14 ″ 9 / s 3 ″ 9 / 11 ″ 5	
1046 / TGFN	**Lyra** / *H. E. Frietsch* 98–12 / *Well deck* *Elec. light*	Iron Sc Sr / (*ex* Kant) / 1 *Dk*	355 / 251 / 215			…		1881	Baxter & Co. Sunderland	Finska Ångf Aktieb (L. Krogius, *Mgr.*)	158·1 / len 98	20·1	10·4 / *WB*	Helsingfrs / Russian	C. 2 Cy. 16″ & 32″–20″ NB 96 38 NHP R. Smith, Preston	10 ″ 6	
1047 / 99664 / KQPD	**Lyric** / *J. W. Christian* –16	Iron Sc K / *ss* Gms. No. 3–8,04 / *ss* Gms. No. 2–12 / 1 *Dk*	126 / 116 / 51			…	2,16	1891 / 12 mo	Earle's Co. (Lim.) Hull *Lloyd's A&CP*	~~Lyric Steam Trawling Co. Ld.~~ ~~(J. S. Ellis, *Mgr.*)~~ W. W. Crampin	91·6 / Q18′F18′	20·1	10·6 / BK 7½″	Scarboro' / British	T. 3 Cy. 12″, 18″ & 30″–18″ (*s*) 160 lb 45 RHP 1SB, 2 *pf*, GS 25, HS 720 Earle's Co. (Lim.), Hull	11 ″ 5	
1048 / 109535	**Lysander** / (*ex* Karsavina, *ex* Lysander)	Steel Sc K / *ss* Gms. No. 3–3,14 / 1 *Dk*	173 / 157 / 68	✠ NB 11,05 ~~BS 2,15~~ / ✠ 100 A1 *Stm Trawler* 3,14 / ✠ NB 3,14 ✠ LMC 3,14	Gms	N 3,14		1898 / 5 mo	Edwards Bros. N. Shields *Lloyd's A&CP*	Orient Stm Fishing Co. Ld. (F. Barrett, *Mgr.*)	110·5 / Q46′F20′	21·2	10·7 / BK 7½″	Grimsby / British	T. 3 Cy. 12″, 20″ & 32″–22½″ (*s*) 180 lb 52 RHP 1SB, 2 *pf*, GS 31, HS 820 N.E. Marine Eng. Co. Ld. Sld	11 ″ 6	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Entretenement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au millieu du navire. Tirant d'eau correspondant. pds. pc.
1049 118794 VLNS	**Lysander II.** *F.L.Manthorpe* –14 (*ex*Lysander)	**SteelScK** *ss*Hul.No.2–12 1 *Dk*	264 238 107	✠100A1 *Stm Trawler* 11,13 BS5,14 ✠LMC8,12	Hul		8,12	1903 12mo *Lloyd's A&CP*	Cook, Welt'n & Gemmell Beverley	~~Hellyers Steam Fishing Co. Ld.~~ Mer~~s~~ey Ste~~a~~m Trawlers Ld. (E. Taylor, *Mgr.*)	130·0 Q53' BK7'	22·0	12·1	Hull British 1 *BHCem*	T.3Cy.13″,21½″&35″–24″ (*s*) 200lb 78RHP 1SB,2*cf*,GS37,HS1323 Amos & Smith, Hull	12 ″ 10
1050 MKTN	**Lysefjord** *A.Olsen* *Elec.light*	**SteelScSr** 1 *Dk*	1091 915 597					1915	Stavanger Stöberi & Dok Stavanger	**Akties.Dpsk.** **Lysefjord** **(K.Olsen)**	237·5 P20'	33·1 B58'	15·2 F31'	Stavanger Norwegian *WB*	T.3Cy.19″,30½″&51″–33″ 149NHP Stavanger Stöberi & Dok, Stvgr.	
1051 1178 HSMR	**Lysekil** *K.W.Hasselöf* –08	**SteelTwinScSr** 1 *Dk*	273 162 194					1884	Motala Co. Gothenburg	**Marstrands Nya Angt. Aktieb. (J. Ahnström, *Mgr.*)**	143·5 Q47'	20·9 B42'	9·3 H18t F54'	Marstrand Swedish Christiania	C.4Cy.18″&31½″–17½″ NB99 70NHP Motala Co., Gothenburg	
1052 MPJG	**Lysekloster** *C.Petersen* 16–16 (*ex*Andriana) *Elec.light*	**SteelScSr** *ss*Bry.No.2–14 1 *Dk* (*pt Irn & pt Stl*) *& deep framing*	2958 1717 1894	✠100A1 ~~4,17~~ ~~11,16~~ 11,17 ~~Xia N s~~ BS11,16 ✠LMC10,14	Shl	*v*	~~5,16~~ 4,17	1906 7mo *Lloyd's A&CP*	Short Bros. Ld. Sunderland *Cell*	Den Scandinavicke Ost. Africa Linie Akties. (Thor. Thoreson, jr. Ld A/S *Mgrs*) *DBa*108 *uE&B*42'	336·6 P35'	47·1 B21	20·5 F38' FK	Bergen Norwegian 6 *BHCem*	T.3Cy.24″,39″&65″–42″ (*s*) 180lb 75*lb* 298NHP 2SB,6*cf*,GS127,HS4607 G.Clark, Ld. Sunderland	23 ″ 0 s 2 ″ 6 20 ″ 11
1053 MLWG	**Lysningen** *J.P.Brandal* 16–16	**WoodScSr**	128 110 55					1915	H.Gravdal Opsanger Bergen	**SigvalBrandal**	96·6 *f*142	21·6 912*t*	10·1 *FPT*125*t*	Aalesund Norwegian	C.2Cy.9″&25″–15″ 20NHP Mjellen & Karlsen, Bergen	
1054 106826	**Lyster** *Faulkner* –07 *Elec light* (*Bucket Dredger*)	**SteelTwinSc** ~~*ss*Liv.No.5–06~~ ~~*ss*Liv.No.2–11~~ 1 *Dk* (*Stl*–ws) *ss*Liv.No.3–11.17	619 589 254	✠ A1 *Dredger* 11,17 ~~11,14~~ ~~BS11,14~~ ~~✠LMC7,17~~ ~~BS11,14~~ ✠LMC14,~~12~~ 10,17	Liv	*j*	~~11,12~~ 10,17	1896 10mo	W. Simons & Co. (Lim.) Renfrew A&CP	**MerseyDocks & HarbourBoard**	189·8 F21'	35·6	12·5 FK	Liverpool British 3 *BHCem*	T.6Cy.14″,22½″&36″–24″ (*s*) 180lb 152NHP 2SB,4*rf*,GS71,HS2554 W. Simons & Co., Renfrew	13 ″ 0
1055 76079	**Lyttelton** *Harris* –16 (*ex*Canterbury)	**SteelTwinScSp** *ss*Lyt.No.2–15 1 *Dk*	292 262 1	✠100A1 *For Towing purposes* ~~10,17 L16~~ BS10,17 ✠LMC10,16	Lyt		~~11,14~~ 10,17	1907 7mo *Lloyd's A&CP*	Ferguson Bros. Port Glasgow	**Lyttelton Harbour Board**	115·5 BK6'	25·1	13·5	Lyttelton, N.Z. British 1 *BHCem*	C.4Cy.20″&40″–27″ (*s*) 100lb 155NHP 1SB,4*cf*,GS77,HS2789 Ferguson Bros. Pt. Glasgow	14 ″ 3 s 2 ″ 10 12 ″ 3
1056 54008	— *L.A.McLean* –07	**IronPad** (*Tug*) 1 *Dk*	207 191 24					1878	Laird Bros. Birkenhead	**KauriTimber Co. Ld.**	125·8	22·1	11·0	Auckland British	C.4Cy.18″&36″–48″ 149NHP Laird Bros., Birkenhead	

*** Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Master. Special Surveys.	3 Material, Rig, &c. Late Name if any. No. of Decks, &c.	4 Register Tonnage Gross — Under deck. — Net.	5 6 7 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	7a Date when tail shaft last seen.	8 9 Built. When. — Ship. — Engines.	By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Dated Bd. of Trade Cert.
1	**M. A. Bradley**	SteelScSr	5539					1908	Gt. Lakes Eng. Works Ecorse	MerrimacS.S.Co. (H.H.Brown, *Mgr.*)	462·0	52·0	30·0	Mentor, O. Utd. States *WB*	T.3Cy.21½",35"&58"–42" 218NHP Gt.Lakes Eng.Wks.Detroit		L
205009	*Elec.light Mchy.Aft*	1 *Dk*	4127														
2	**M. A. Dodds**	SteelScSr	150			..		1892	A.Hall&Co Aberdeen	R.F.Scotter (C.Oxley, *Mgr.*)	103·0	20·7	11·0	N.Shields British	C.2Cy.16"&34"–24" 50RHP A.Hall&Co.Aberdeen	11 " 6	
102027 MWCK	*J.Mutten* –14	(*Trawler*)	139							1			BK7½"				
		1 *Dk*	54														
3	**M. A. Reeb**	SteelScSr	3762					1903	Craig S.B. Co. Toledo, O.	AmericanS.S.Co. (Boland&Cornelius, *Mgrs.*)	370·8	50·2	24·2	Buffalo Utd. States *WB*	T.3Cy.20",32½"&55"–40" 191NHP Craig S.B.Co.Toledo,O.		L
200203		(*ex* Kensington)	—														
	Elec.light Mchy.Aft	1 *Dk 2 tr B*	3130														
4	**M. Davidsen**	SteelScSr	209					1891	Helsingörs Jrnsk.&Mskb Elsinore	Östbornholmske Dampskibsselskab (M.Sonne)	126·1	20·4	9·4 16·6	Hasle Danish	C.2Cy.22"&41"–21" 64NHP HelsingörsJrnsk&Msk.Els		V
	E.H.Hansen		138														
NDJS		1 *Dk & Awngdk*	100														
5	**M. E. Scully**	SteelScSr	272					1906	J.H.Dialogue&Son Camden, N.J.	T.J.Scully	124·0	25·0	11·7	Perth Amboy, NJ Utd. States	T.3Cy.14",24"&40"–30" 88NHP		
203236 KVMN		1 *Dk*	185														
6	**M. G. Melchior**	IronScSr	1057					1885	Burmeister & Wain Copenhagen	Det Forenede DampskibsSelsk.	220·8	30·1	15·0	Frdrkshvn Danish *WB*	C.2Cy.33"&60"–36" 180NHP Burmeister&Wain,Cpn.		V
	J.Hordt 01–06		689								B15*t*	H43*t*	22·4				
NVSH	*Elec.light Ref.Mchy.*	1 *Dk & Awngdk*	643														
7	**M. I. Mandal**	SteelScSr	1886	✠100A1 2,17	Cpn	*r*	10,15	1913	Schpw.v. Jan Smit. Czn. Alblasserdm	S.S.Co.Atalanta (M.Nissen, *Mgr.*)	275·5	41·4	18·8	Copnhagn Danish	T.3Cy.19½",33"&54"–36" (*s*) 180lb 206NHP	21 " 3 s 2 " 2	
	C.Simony –17		1707					7mo			P22'B147'F34'		FK	4 *BHCem*	2SB.6*cf*,GS84,HS3450	19 " 5	
NSJL		1 *Dk(Stl)*	1119	✠LMC7,13						*WB = Cell DBa*	100'*uE&B*27'*f*106'			A&CP 540*t APT*62*t*	Maats.deSchelde,Flushing		
8	**M. J. Craig**	SteelScSr	691	✠100A1 9,16	Bel	*j*	9,16	1898	Ailsa S.B. Co. Troon	H.Craig&Co.	191·9	29·6	13·6	Belfast British	C.2Cy.22½"&48"–36" (*s*) 110lb 96RHP	14 " 6 s " 10½	
108623	*H.Roberts* –12	*ss* Bel.No.3–5,10	518					4mo			Q99'B9'F28'		FK&BK1½"	4 *BHCem*	1SB.*3pf*,GS67,HS2246	13 " 11	
QCMD		*ss* Bel.No.1–14	275	BS9,16 ✠LMC9,14				*Lloyd's A&CP*		*WB = Cell DB*	*a*33' *uE*15'62*t FPT*			32*t APT*28*t*	Dunsmuir&Jackson,Gls.		
	Well deck	1 *Dk(Stl)*												Manchester			
9	**M. J. Hedley**	SteelScSr	449	✠100A1 12,17 L.I.7	Liv	*g*	~~11,16~~ N11,17	1891	Workman, Clark&Co.Ld. Belfast	~~Hosken, Trevithick Polkinhorn&Co.Ld~~ Cal coPainters Assn.Ld.	165·3	24·0	10·0	~~Penzance~~ British	C.2Cy.21"&42"–30" (*s*) 100lb 68RHP	12 " 3 s " 6½	
99118	*W.B.Buckney* –10	*ss* Liv.2nd No.3–1,17	305		Bkn			10mo			P20'Q33'B50'F25'		BK6"	4 *BHCem*	1SB.*3pf*,GS58,HS1425	12 " 4	
MJDK	*Well deck*	1 *Dk(Irn)*	178	BS8,17 ~~BS4,15~~	✠LMC MS1,17			*Lloyd's A&CP*		SLGill, *Mgr.*) *WB =*	*Cell DB*73'73*t FPT*			20*t APT*13*t*	V.Coates&Co.,Belfast		
	Elec.light																
10	**M. M. Davis**	WoodSc	298					1911	M.M.Davis Solomons, Md	C.E.Davis Packing Co.	150·0	23·6	12·0	Fleeton Va Utd. States *WB*	C.2Cy.16"&33"–26" 46NHP Harlan&Hollingswrth Cor.		
	J.P.Haynie –11		—														
	Mchy.Aft Elec.light	1 *Dk*	203														
11	**M. Moran**	SteelScSr	315					1912	J.H.Dialogue&Son Camden, N.J.	Canadian Salvage Association Ld.	109·0	25·7	14·5	Halifax NS British	C.2Cy.18"&36"–26" 54RHP JH Dialogue&Sn,Cmdn,NJ		
134470	*D.W.Stewart* –16	(*Tug*)	254														
	Elec.light	1 *Dk*	111														
12	**M. O. P. Ganguil V.**	SteelScSlp	*480*	✠	Npt	*g*		1913	C.H.Walker&Co.Ld. Sudbrook	Uruguayan Govt.	166·5	27·7	11·2	M.Video Uruguayan	T.3Cy.13",22"&34"–22½" 79NHP	11 " 11	
			450	*Hopper Barge*				12mo					FK	5 *BHCem*	1SB,*3pf*,GS50,HS1538		
		1 *Dk(Stl)*	*210*	1,14 ✠											Plenty&Son,Ld.Newbury		
13	**M. O. P. Ganguil VI.**	SteelScSp	*480*	✠	Npt	*g*		1914	C.H.Walker&Co.Ld. Sudbrook	Uruguayan Govt.	166·5	27·7	11·2	M.Video Uruguayan	T.3Cy.13",22"&34"–22½" 79NHP	11 " 11	
			450	*Hopper Barge*				1mo					FK	5 *BHCem*	1SB,*3pf*,GS50,HS1538		
		1 *Dk(Stl)*	*210*	1,14 ✠											Plenty&Son,Ld.Newbury		
14	**M. O. P. Ganguil VII.**	SteelScSlp	*480*	✠	Npt	*g*		1914	C.H.Walker&Co.Ld. Sudbrook	Uruguayan Govt.	166·5	27·7	11·2	M.Video Uruguayan	T.3Cy.13",22"&34"–22½" 79NHP	11 " 11	
			450	*Hopper Barge*				1mo					FK	5 *BHCem*	1SB,*3pf*,GS50,HS1538		
		1 *Dk(Stl)*	*210*	2,14 ✠											Plenty&Son,Ld.Newbury		
15	**M. Pastor y Landero**	SteelTwinSc	194			...		1890	R.Smith &Co. Lytham	Junta de Obras del Puerto de Sevilla	111·0	19·0	11·0	Seville Spanish *WB*	C.4Cy.16"&32"–21" 87NHP Clayton,Gdfllw&C.Blkbn	11 " 7	
	J.Suero Guintero	(*Tug*)	157										BK6½"				
HVND	(*ex* Rodas)	1 *Dk*	56														
16	**M. & F. No. 8**	SteelTwinScSr	2050					1906	Canadian Government Sorel, P.Q.	Canadian Government	264·0	45·1	18·4	Sorel, P.Q. British	T.6Cy.15",24"&39"–24" 74RHP Fleming&Ferguson,Psy.		
131048			1729														
		2 *Dks*	1270														
17	**Maaleggen**	WoodScCtr	132					1916	H. Gravdal Opsanger	A.O.Lillebö	97·2	21·7	11·2	Aalesund Norwegian	C.2Cy.10"&21"–12" 12NHP Aalesunds Mek.Verks.		
	A.O.Lillebö –16	(*Fishing*)															
		1 *Dk*															
18	**Maartensdijk**	SteelScSr	6483	✠100A1 *Shelter dk*	Rot NYk	*z*	~~9,15~~ 6,17	1902	Furness, Withy&Co.Ld. W.Hartlepool	Nederl.-Amerik. Stoomv.Maats. (Holland-Amerika Lijn)	400·5	52·1	29·3	Rottrdam Dutch	T.3Cy.28",46"&77"–48" (*s*) 180lb 489NHP	32 " 1 s 3 " 11	
PJSD	(*ex* Rapallo)	2 *Dks(Stl)3tr B*	6306	~~6,17,5,10~~ 1,18	BS6,17			5mo					FK	6 *BHCem*	4SB,*12cf*,GS216,HS8140	28 " 7	
	Elec.light	*& Shelter dk(Stl)*	3360	~~BS5,16~~ ✠LMC7,14				A&CP		*WB =*	*Cell DB a* 127'			*uE&B*69'*f*148'908*t*	Richardsons,Westgarth&		
											*DTa*29'869*t DTf*25'			790*t FPT*77*t*	*APT*46*t* Co.Ld.Hpl.		
19	**Maas**	SteelSc	895					1904	Bremer Vulkan Vegesack	A.Kirsten	212·1	31·6	14·6	Hamburg German	T3Cy16⅛",26¾"&44⅝"–29½" 108NHP		G
	J.Osse		731								P120'F58'				Bremer Vulkan, Vegesack		
RNDH		1 *Dk*	438											*WB*			
20	**Maasdijk**	SteelScSr	6065	✠100A1 *Shelter dk with freeboard*	Rot	*y*	5,16	1912	J.L.Thompson&Sons,Ld Sunderland	Nederl.-Amerik. Stoomv.Maats. (Holland-Amerika Lijn)	388·7	54·1	34·0	Rottrdam Dutch	T.3Cy.27½",44½"&74"–48" 180lb *120lb* (*s*) 455NHP	36 " 6 -10 " 0	
PJST	(*ex* Southern)	1 *Dk(Stl)&Shelter dk*	4464	7,17 ~~5,16~~				5mo					FK	6 *BHCem*	3SB,*9cf*,GS195,HS7575	26 " 11	
	Elec.light	(*pt Irn pt Stl*)	4521	✠LMC~~5,16~~7,17				*Lloyd's A&CP*		*WB = Cell DB a* 136' *uE&B*46'*f*163'					J.Dickinson&Sons,Ld.Sld		
															1270*t FPT*115*t APT*238*t*		
21	**Maashaven**	SteelScSr	2630					1906	Bonn& Mees Rotterdam	Naaml Ven.Maats. S.S.Maashaven (Gebr.VanUden)	305·0	44·6	21·0	Rottrdam Dutch *WB*	T.3Cy.23",36"&62"–39" 240NHP Maats.de Schelde,Flushing		V
	J.Holstein		2426								B67'F30'						
PJSW		1 *Dk*	1676														
22	**Maasland**	SteelScSr	4272	✠100A1 1,18 ~~5,16~~	Ams	*x*	~~12,15~~ 10,17	1901	D&W Hendersn&Co.Ld. Glasgow	Koninkl Holland-sche Lloyd	379·4	50·0	26·1	Amstrdam Dutch	T.3Cy.25",41"&67"–48" (*s*) 175lb *90lb* 368NHP	28 " 8 s 5 " 8½	
PJTB	*A.Dijker* 08–08	*ss* Ams.No.3–5,14	4096					8mo			P41'B98'F41'		FK	6 *BHCem*	2SB.*6cf*,GS110,HS4932 FD	23 " 5	
		2 *Dks(Stl)&deep framing*	3216	✠LMC MS2,13 ~~BS3,16~~ BS1,18				A&CP		*WB = Cell DBa* 121' *u*	*E&B*38'*f*165'1046*t*			*APT*118*t*	D&W.Hendersn&CoLdGls		

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expire. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.
23	**Maasstroom**	SteelScSr	*1034*					1900	Rijkee& Co. Rotterdam	Hollandsche Stoomb.Maats.	228·4	33·9	14·7	Amstrdam Dutch	T.3Cy.20″,33″&55″–36″ Maats.v.Scheeps. 181NHP
PJTK	*J.Kuiper*10–13		*848*											*WB*	&Werktb.Fyenoord,Rot
	Elec.light Ref.Mchy.	2*Dks*	*504*								P28′B26′F42′				
24	**Maatje**	IronScK	184	✠100A1	Ams		12,16	1896	Cochrane &Cooper Beverley	G.Fennell	108·4	21·0	11·5	Ymuiden Dutch	T.3Cy.12½″,20″&32″–23″ (*s*) 12 ″ 0
	A.deGoede –12	*ss*Gms.No.3–1,08	170	*Well fishing vessel*				2mo			Q44′F19′				170lb 56NHP
	(*ex*Unyoro)	*ss*Ams.No.2–16	68	12,16				*Lloyd's*			ptND11		BK7½″	3*BHCem*	1SB.*2pf*,GS33,HS923
		1*Dk*		BS10,17 ✠LMC12,16											Earle's Co.Ld.Hull
25	**Mabel**	SteelScK	205	✠100A1	Gms		~~1,16~~ 3,17	1901	SelbySB.& E.Co.Ld. Selby	G.F.Sleight	115·0	21·5	11·0	Grimsby British	T.3Cy.12½″,21″&34″–24″ (*s*) 11 ″ 9
115285	*C.Patterson* –17	*ss*Gms.No.3–1,16	182	*Stm Trawler*				9mo			Q20′				180lb 76RHP
HRJQ		1*Dk*	81	3,17 ~~1,16~~				*Lloyd's*					BK7½″	3*BHCem*	1SB.*2cf*,GS38,HS1400
				BS8,17 ✠NB11,09 ✠LMC1,16											Richardsons,Westgarth& Co.Ld.Mdb.
26	—	WoodScFlat	122					1875	Ann Deakin Winsford	SaltUnion,Ld.	85·5	20·4	8·9	Liverpool British	2Cy.10½″–12″ NE&B84 7RHP
86243			115												G.Deakin,Winsford
		1*Dk*	83												
27	**Mabel Baird**	SteelScSr	2500					1901	Soc.Anon Jhn.Cockerill Hoboken	J.W.Baird&Co.	289·1	45·3	21·9	W.Hartlpl British	T.3Cy.22½″,36½″&60″–42″ 233NHP
135918	*J.Stevenson* –15	(*ex*Cockerill)	2352								B25′F31′			*WB*	Richardsons,Westgarth& Co.Ld.Mdb.
JLKM		1*Dk*	1568												
28	**Mabel Brown**	WoodAuxTwinSc	1474	12A1				1917	Wallace Shipyards,Ld Vancouver, B.C.	CanadaWestCoast S.S.Co.Ld.	240·0	43·3	19·2	Vancouver British	Oil Engines
	W.J.Boyd –17	5MstSr	1306								P36′F45′				2Cy.16″–20″
	Elec.light	*Oil Eng.*	917	(*Class Contem plated*)											J&CG Bolinders Co Ld Skm
	Mchy.Aft	*For full particulars See No. 13 in Supplement*													
	(*See Sailing Ship Register*)														
29	**Macarena**	SteelScSr	1122	✠	Gmh	*n*		1894	Grngemth DockyardCo. Grngemouth	W.G.Garra	220·0	31·7	16·7	Bilbao Spanish	T.3Cy.17″,27″&45″–33″ 17 ″ 9
	I.Abal	2*Dks*(*UStl*)	901	7,99				1mo			Q81′B54′F30′		BK8″	4*BHCem*	114NHP
HSNR	*Well deck*		700	✠						*WB*	= *Cell DB* 148′240*t*			*APT*28*t*	1SB.*3pf*,GS60,HS1671
															Hutson&Son,Glasgow
30	**Macaria**	SteelScSr	*3627*					1892	Scott&Co. Greenock	V.Madrigal	354·9	42·8	26·7	Manila Utd.States	T.3Cy.23″,38″&62″–54″
		(*ex*ShingoMaru.	*3221*								P32′B92′F50′			*WB*	FD 282NHP
	*ex*Pyrrhus)	2*Dks*	*2286*												Scott&Co.Greenock
31	**Macassa**	SteelTwinScSr	529					1888	W.Hamilton&Co. Pt.Glasgow	CanadaSteamship Lines,Ld.	178·4	24·1	16·3	Hamiltn,O British	T.6Cy.11″,18″&29″–22″
93932	*R.Cooney* –03		463								rebuilt05				95RHP
KRJT	*Elec.light* Wireless	2*Dks*	234												W.Kemp,Glasgow
32	**Macaw**	SteelScK	187	✠100A1	Mil		5,13	1909	Smith's Dock Co.Ld. North Shields	Morley&Price	110·8	21·0	11·7	Milford British	T.3Cy.12″,19″&32″–22½″ (*r*) 12 ″ 6
128745	*N.J.Olsen* –13	*ss*Mil.No.1–13	174	*Stm Trawler*				1mo			Q65′		BK7½″		180lb 64RHP
		1*Dk*	69	5,13				*Lloyd's*						3*BHCem*	1SB.*2pf*,GS34,HS1080
				✠LMC5,13											W.V.V.Lidgerwood,Gls.
33	**Macbeth**	SteelScK	311	✠100A1	Hul	*e*	N7,14	1906	Mackie& Thomson Glasgow	Hellyers'Steam FishingCo.Ld.	148·8	23·0	11·0	Hull British	T.3Cy.14″,23″&38″–27″ (*s*) 11 ″ 9
123230	*W.G.Worrell* –14	*ss*Hul.No.1–10	261	*For fishing purposes*				3mo			Q64′F24′		BK9″	4*BHCem*	185lb 100RHP
HFTL		1*Dk*	125	12,13				*Lloyd's*							1SB.*3pf*,GS55,HS1665
				BS4,13 ✠LMC7,10											W.V.V.Lidgerwood,Gls.
34	**Macclesfield**	SteelScSr	1018	✠100A1	Nwc	*o*		1914	Swan,Hunter&Wigham Richardson, Ld Newcastle	GreatCentralRly.	250·1	34·2	16·0	Grimsby British	T.3Cy.21½″,35″&58″–39″ (*r*) 17 ″ 0
136014	*A.H.Miller* –17		864	5,17 ~~6,14~~	Lon			6mo			P30′B92′F31′		FK	5*BHCem*	180lb 278NHP *s* 2 ″ 4
JFSR	*Elec.light*	1*Dk*(*Stl*)&2*nd dk in Nos.*1&3 *holds*	535		✠LMC6,14			*Lloyd's*		*WB* = *Cell DB*	64′*uE* 15′*f* 96′ 186*t*			*APT*24*t*	2SB,*6cf*,GS133,HS1928 14 ″11
															Swan,Hunter&Wigham-Richardson,Ld.Nwc.
35	**Macduff**	SteelScK	179	✠100A1	Hul		3,15	1906	Mackie& Thomson Glasgow	Hellyers'Steam FishingCo.Ld.	109·0	22·0	11·4	Hull British	T.3Cy.10″,16½″&27″–24″ (*s*) 12 ″ 4
123273	*A.Joy* –15	*ss*Hul.No.2–14	171	*Stm Trawler*				9mo					BK8″	4*BHCem*	200lb 45RHP
JHQD		1*Dk*	70	3,15				*Lloyd's*					*WB* = *Deep tanks*	*f* 13′3*lt*	1SB,*2pf*,GS25,HS750
				BS3,15 ✠LMC5,14											W.V.V.Lidgerwood,Gls.
36	**Macedo e Couto**	SteelScSr	214				...	1898	Sir Raylton Dixon&Co Ld Middlesbro'	Corporacão de Pilotos do Rio e Barra do Lisboa	110·0	20·5	8·7	Lisbon Portuguese	T.3Cy.10″,16″&25½″–19½″ 9 ″ 3
		(*ex*Principe)	—								B12′F17′		BK6½″		36NHP
HJGF		1*Dk*	132												N.E.MarineEng.Co.Ld.Sld
37	**Macedon**	SteelScSr	4368	✠100A1	PGl	*x*		1916	W.Hamilton&Co.Ld. Port Glasgow	Australian Steamships,Ld. (*Man. Agents*,Howard Smith,Ld.)	365·0	51·4	26·0	Melbourne British	T.3Cy.25½″,42″&70″–48″ (*s*) 28 ″ 6
139122	*J.Rowland* –16		3958	4.16				4mo			P30′B81′F33′		FK	6*BHCem*	180lb 421NHP *s* 5 ″ 5½
JMLT	*Elec.light*	2*Dks*(*Stl*)	2613	✠LMC4,16				*Lloyd's*		*Cell*	*DB* 318′1049*t*	*FPT*		91*t* *APT* 212*t*	3SB,*9cf*,GS186,HS7212 23 ″ 5
															D.Rowan&Co.Glasgow
38	**Macedonia**	SteelTwinScSr	10512	✠	Bel	*h*†		1904	Harland& Wolff,Ld. Belfast	P.&O.Stm.Nav.Co.	530·4	60·4	25·5	Belfast British	Q.8Cy.29″,42″,60″&85″–54″ 37 ″ 4
116012	*C.D.Bennett* –10		7980	*Spar dk*				1mo			P105′B278′F88′340		FK&BK3″		FD 1799NHP
VNBT	2*Dks*(*Stl*)&*Spar dk*(*Stl*-teaks)		5247	1,04										10*BHCem*	5D&2SB36*cf*GS696HS27493
	*Orlop dk in Nos.*1,4&*pt*5 *holds* &*Orlop beams only in Nos.*2&3*holds*			✠						*WB* =	*Cell DB* 295′*uE*&*B*			90*t* *APT* 87*t*	Harland&Wolff,Ld.Bel.
	Ref.Mchy. Elec.light	Wireless									176′*f* 159′1511*t* *FPT*				
39	—	IronScBn	1648	✠100A1	Gfl	*q*	~~14,16~~ 10,17	1881	W.Gray& Co. W Hartlepool	Rederiaktieb. Embla (Erik	256·5	34·6	19·6	Gefle Swedish	C.2Cy.32″&60″–39″ (*r*) 20 ″ 11
4687	*K.O.R.Svensson*16–16		1303	~~10,17~~ ~~1,16~~				5mo		Brodin,*Mgr.*)	P28′Q68′B66′F33′		BK9″	4*BHCem*	80lb *70lb* NDB95 172NHP *s* 1 ″ 11
JQHS		*ss*Hpl.2nd No.3–4,07	992	✠NB4,07 ✠LMC11,16				*Lloyd's*					*WB* = *DB*	*a*80′*f* 94′341*t*	2SB,*4pf*,GS72,HS2794 19 ″10
	Well deck	*ss*Gfl.No.2–16													Blair&Co.(Lim.),Stockton
	Cargo battens not fitted	1*Dk*(*Irn*)													
40	—	IronScSr	427				...	1875	R.Steele& Co. Greenock	Hellenic Steamshp Sporaton Line(A. N.Chandris,*Mgr.*)	186·3	25·1	15·1	Piræus Greek	C.2Cy.24″&43″–30″
	(*ex*Panorimitis,*ex*Zingara,*ex*Yacht)		—												NB92 84NHP
	Elec.light		268												R.Steele&Co.Greenock
41	**Macfarlane**	SteelScK	284	✠100A1	Hul		11,15	1908	Cook,Welt'n&Gemmell Ld. Beverley	~~Neptune Steam~~ ~~Fishing Co.Ld.~~ ~~T.Hudson~~ ~~W.Lamb's~~	135·0	22·5	12·0	~~Hull~~ Grimsby British	T.3Cy.13″,23″&37″–26″ (*s*) 12 ″ 10
128120	*J.W.Robinson* –14	*ss*Hul.No.1–13	256	*Stm Trawler*				10mo			Q72′		BK8″	4*BHCem*	200lb 86RHP
HNGQ		1*Dk*	116	10,14				*Lloyd's*							1SB,*2cf*,GS40,HS1394
				✠LMC7,15											C.D.Holmes&Co.Ld.Hull
42	**Mac Gilvray Shiras**	SteelScSr	4803					1904	American S.B.Co. Cleveland	PittsburghS.S.Co.	420·0	50·0	28·0	Duluth Utd.States	T.3Cy.22″,35″&58″–40″
200747		(*ex*Umbria)	—											*WB*	213NHP
	Elec.light Sub.Sig.	1*Dk*2*trB*	3519												AmericanS.B.Co. Clevelnd

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys.	3 Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. / Ship. / Engines	9 By Whom. / Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NP=Horse power by Society's formulæ; RP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed if not in L. R. Dated if of Trade Cert.
43 110599 RHFP	**Machaon** *W.P.Bevan* –14 Wireless	**SteelScSr** 2*Dks*	6738 5290 4277					1899	Scott&Co. Greenock	**OceanS.S.Co.Ld.** (**A.Holt&Co.** *Mgs.*)	441·7 P50′	52·6 B154′	30·3 F58′	**Liverpool** British *WB*	T.3Cy.29″,50″&82″–60″ 521NHP Scott&Co.Greenock		BT till 6,17
44 QGVJ	**Machew** *R.Zollner*	**SteelScSr** 2*Dks&Webframes*	*1600* *1470* *995*					1894	Fairfield Co.(Lim.) Glasgow	**Norddeutscher Lloyd**	270·1 B24′F42′	37·0	21·8	**Bremen** German *WB*	T.3Cy.22″,36″&57″–42″ 211NHP FairfieldCo.(Lim.),Gls.		G
45	**Machico** (*ex*Colmar) *Well deck Elec.light*	**SteelScSr** ✠Msl.No.1–18 2*Dks*(*Stl*)*&lower dk in fore* Wireless *hold*	6184 5730 3850	✠100A1 2,18 3,14	Ham Msl	*c*	3,14 2,18	1912 9mo *Lloyd's*	Akt.Ges. "Neptun" Rostock *A&CP*	**Requisitioned by thePortuguese Government** *Cell*	460·0 P&B382′F57′ *DBa* 140′*uE & B* 72′	58·0	27·2 FK 9*BHCem* *f* 194′1600*t*	Portuguese	T.3Cy.28″,47½″&77½″–54″ 213lb (*s*) 733NHP 4SB.*12cf*,GS248,HS11207FD A.G."Neptun,"Rostock	29 ″ 10 s 4 ″ 11 25 ″ 4	
46 203969 KVWT	**Machigonne** *W.A.Olson* *Elec.light*	**SteelScSr** 1*Dk*	425 — 289					1907	Neafie& Levy Co. Philadelphia	**Boston,Nahant& PinesSteamboatCo**	136·5	29·0	9·6	**Boston** Utd.States *WB*	T.3Cy.11″,18″&32″–22″ 48NHP Neafie&LevyS&E.BCo.Phl		
47 HSQT	**Machrie** *M.Sosvilla*08–10 *Mchy.Aft* *Well deck*	**SteelScYl** 1*Dk*	*251* *174* *41*			…		1900	Scott& Sons Bowling	**C.J.Rufino Hamilton**	116·8 Q42′B8′F24′	21·5	9·4 BK7″ *WB*	**SantaCruz deTene-riffe** Spanish	C.2Cy.14″&29″–21″ 32NHP Muir&Houston,Ld.Gls.	10 ″ 3	
48 89426	**MacIntyre** *ParaffinMotor* 1*Dk* (*See Sailing Ship Register*)	**IronAuxSc3MstSr**	127 121 74					1877	R.Legs Echuca,Vic.	**R.Fricher& J.Campbell**	109·5	21·2	7·5	**P.Adelaide** British	Paraffin Motor *Motor made* 13 L.Gardner&Sons,Ld.Mch.		
49 89965 JRHS	**Mackay-Bennett** *Cable Vessel* *F.H.Larnder* –08 Sub.Sig. Wireless	**SteelTwinScSr** *ss*NYk.2ndNo.3–2,09 *ss*Hfx.No.1–13 2*Dks*(*Stl–Uws*)*3trB* *Sheathed with green he*	1731 1020 984	✠100A1 1,16 *art* (Hfx12,94	Hfx	*r* *between*	1,16 [0,17 LMC 11,17 *light &*	1884 9mo *Lloyd's loadlines*	J.Elder& Co. Glasgow *A&CP*	**CommercialCable Co.** *WB = Cell DB* 184′	259·3 P8′B60′F58′	40·1 FK 4*BHCem* 302*t*	21·8	**Glasgow** British	C.4Cy.25½″&50″–36″ (*a*) 90lb *90lb* 265NHP 2SB.*8cf*,GS182,HS4539 J.Elder&Co.Glasgow	24 ″ 6 s 4 ″ 0 21 ″ 1	
50	**McKeever Brothers** *Elec.light*	**WoodSc** 1*Dk*	223 — 104					1912	R.Palmer& Son S.B.Co. Noank,Ct.	**McKeeverCo.**	127·0	22·3	9·6	**NewYork** Utd.States	C.2Cy.15″&30″–24″ 37NHP J.W.SullivanCo.New York		
51 132275 HTVQ	**Mackenzie** *E.Johnson* –14	**SteelScK** 1*Dk*	335 297 136	✠100A1 *StmTrawler* 7,13 ✠LMC 11 11	Hul		1,16	1911 11mo *Lloyd's*	Cook,Wel-t'n&Gemmell Ld. Beverley *A&CP*	~~East Riding Steam Fishing Co.Ld.~~ (T.Hudson,*Mgr.*)	140·0 Q75′	23·7 BK8″ 4*BHCem*	12·4	**Hull** British	T.3Cy.13″,23″&37″–26″ (*s*) 200lb 86RHP 1SB,*3pf*,GS47,HS1240 C.D.Holmes&Co.Ld.Hull	13 ″ 3	
52 206658	**Mackinac**	**SteelSc** 1*Dk*	350 — 238					1909	Johnston Bros. Ferrysburg	**ArnoldTransitCo.**	138·0	28·0	12·0	**GndHaven** Utd.States			
53 97837 MBNR	**Mackinaw** *J.R.Bolb* –17 *Elec.light*	**SteelScSr** (*ex*BritishCrown) 2*Dks&deepframing*	3235 2956 2072			…		1891	Harland& Wolff,Ld. Belfast	**AtlanticTransport Co.Ld.**	345·6 P38′B94′F46′	40·9 BK9″ *WB*	26·6	**Liverpool** British	T.3Cy.23″,37″&64″–48″ 302NHP Harland&Wolff,Ld.Bel.	29 ″ 6	
54 136163 JDQL	**Macleay** *S.M.Nielsen* –15	**SteelScK** 1*Dk*	317 279 127	✠100A1 *StmTrawler* 4,16 ✠LMC 11 13	Hul		4,16	1913 11mo *Lloyd's*	Cochrane &Sons,Ld. Selby *A&CP*	~~J.Smith~~ ~~Bushworth Steam Fishing Co.Ld. at Kingsworth Hull~~	135·2 Q74′F21′	23·5 BK8″ 4*BHCem*	12·5	~~Hull~~ **Grimsby** British	T.3Cy.13″,23″&37″–24″ (*s*) 200lb 83RHP 1SB,*3pf*,GS58,HS1350 C.D.Holmes&Co.Ld.Hull	13 ″ 4	
55 102691	**Macleod** *J.McCafferty* –14 *Mchy.Aft*	**SteelScK** 1*Dk*	122 105 46					1894	Scott& Sons Bowling	**GlasgowSteam CoastersCo.Ld.** (**Hendry,McCal-lum&Co.** *Mgrs.*)	82·0 Q25′	18·6	8·8	**Glasgow** British *WB*	C.2Cy.10″&20″–16″ NB00 20RHP Walker,Hendersn&Co.,Gls		
56 127750 KSLD	**Macona** Wireless	**SteelScSr** (*ex*City of Macon) 4*Dks*	5311 — 3996					1903	Delaware River Co. Chester,Pa.	**MaconaS.S.Corp.** (**Barber&Co.Inc.**)	377·5	49·0	27·0	**NewYork** Utd.States *WB*	T.3Cy.28″,46″&75″–48″ 390NHP DelawareRiverCo.Chester		R
57 84899 JKPR	**Macoris** *Wright* (*ex*Stag)	**IronScSr** *ss*Shl.2ndNo.3–3,08 *ss*Nwc.No.2–16 2*Dks*(1*Irn*)*3trB*	2052 1815 1302	✠100A1 1,18~~2~~17 *Carrying Mol* MS3,16	~~Cff~~ LMC *asses in bulk* BS~~3,16~~9,17	*s*	~~8,16~~ 1,19	1884 3mo *Lloyd's*	TyneI.S.B. Co.Ld. Newcastle *A&CP*	**Tres,Ld.** (**Houlder,Middle-ton&Co.Ld.** *Mgrs.*) *WB = Cell DB* 236′ *T* 18*t*	287·0 P28′B54′F21′ 403*t*	37·0 FK *APT* 6*t*	22·0 *FP*	**N.Shields** British 7*BHCem*	C.2Cy.30″&63″–39″ (*a*) 90lb 191NHP 2SB,*6pf*,GS90,HS2960 N.E.MarineEng.Co.Nwc.	24 ″ 7 s 4 ″ 2 21 ″ 0	
58 125209	**Macquarie** *W.A.Green* –16 *Elec.light Ref.Mchy.*	**SteelTwinScSr** 1*Dk*(*ptStl*)	493 290 263	✠ *withfreeboard* 7,09 ✠ *AustralianCo*	Hul *asting*	*g* *Service*		1909 7mo *Richmo*	Earle's Co. Ld. Hull *ndRiver—Ed*	**N.Cain'sCoastal Co-operativeS.S. Co.Ld.** *en*	160·2 P91′F29′ *WB = FP* 14*t*	29·1 FK 4*BHAsp* *APT* 24*t*	9·0	**SydnyNSW** British	T.6Cy.11″,18″&30″–18″ 90RHP 1SB,*3cf*,GS65,HS2310 Earle'sCo.Ld.Hull	9 ″ 6	
59 124539	— *W.Hake*02–09 (*Sand Pump Hopper Dredger*) 1*Dk*(*Stl*)	**SteelSc**	225 225 104	✠ *HopperDredg* 10,08 ✠	Rnf *er*			1908 10mo	W.Simons &Co.Ld. Renfrew	**MarineBoard of Strahan**	123·2 P91′F29′	23·1 FK 4*BHCem*	9·4	**Hobart** British	C.2Cy.15″&30″–21″ 37RHP 1SB,*2cf*,GS46,HS1352 W.Simons&Co.Ld.Rnf.	9 ″ 9	
60 422 QHWK	**Madalena** *A.Cuneo*14–14 (*ex*CapeComino)	**SteelScSr** *ss*Gen.2ndNo.3–6,13 1*Dk*(*Stl*)*&Webframing &ptAwng dk*(*Irn*)	2601 1959 1613	✠100A1 *ptAwng dk withfreeboard* 10,14 ✠ MS5,12 LMC BS4,17	Gen	*t*	4,17	1891 7mo	TyneI.S.B. Co.Ld. Newcastle A&CP	**G.MaggiolofuA.** *WB = Cell DB*	300·5 P29′Q84′ 186′	38·6 BK10″ *ptAwng dk*	20·6	**Genoa** Italian	T.3Cy.23″,37″&62″–42″ (*s*) 160lb *70lb* NDB92 250NHP 2SB.*8pf*,GS95,HS3750 WighamRichrdsn&CoNwc 92′*uE*22′*f* 118′467*tAPT*12*t*	23 ″ 2 s 8 ″ 2½ 22 ″ 10	
61 114863 TPWQ	**Madawaska** *A.MacLean* –15 1*Dk*(*Stl*)1*ptDk*(*Stl*)*&Webframes* *Elec.light* 3*Dk rule&Shelter dk*(*Irn*)	**SteelScSr** *ss*Cal.No.3–9,14	4120 3968 2663	✠100A1 *Shelter dk* ~~2,15~~ 1,16~~5~~,13 BS~~4,16~~ 2,17	Yka ~~Liv~~ Off LMC 9,14	*y*	~~5,15~~ 9,17	1902 9mo	J.L.Thomp-son&Sons,Ld. Sunderland A&CP	**BankLine,Ld.** (**A. Weir&Co.**,*Mgrs.*) *WB = Cell DBa* 133′*uE&B* 38′*f* 152′ 1068*t DTa*	373·0	51·1 FK 6*BHCem* 33′1178*t DT*	25·7	**Bristol** British	T.3Cy.25″,42″&68″–48″ (*s*) 180lb 362NHP 3SB,*9rf*,GS172,HS5778 J.Dickinson&Sons,Ld.Sld. *f* 42′1931*t FPT* 103*t APT* 16*t*	28 ″ 5 s 3 ″ 6 25 ″ 4	
62 50 QHWJ	**Maddalena** *Difresco* *Elec.light*	**SteelSc** 1*Dk&Shelter dk*	530 — 310					1910	Soc.Eser-cizioBacini RivaTrigoso	**Ferrovie dello Stato(Italian StateRailways)**	157·8	26·5	13·4	**Palermo** Italian	T.3Cy.13⅞″,21⅜″&35⅝″–23⅝″ 62NHP Soc.EsercizioBacini		I
63	**Madeira** *Elec.light* Wireless	**SteelScSr** (*ex*Petropolis) 2*Dks3trB*	4792 3859 3093					1897	Reiherst'g Schiffsw. Hamburg	**Requisitioned by thePortuguese Government**	376·6 P&B240′F50′	46·3	27·3 30·0	Portuguese *WB*	Q.4Cy.21½″,31″,46″&66″–48″ 300NHP Reiherst.Maschinenf.Ham		

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc / Capitaine. / Visites Périodiques.	3 Ex-nom, s'il y a lieu. / Nombres des Ponts.	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Croix sur Quille. Franc-bord au milieu du navire. / Tirant d'eau correspondant. pcls. pc.
64	**Madeira** SteelTwinScSp *A.W.Stoker* –05 *Mchy.Aft*		354 — 260					1891	Russell& Co. Pt.Glasgow	AmazonRiverStm. Nav.Co.(1911)Ld.	171·5 | 28·2 | … F18′	Para Brazilian	T.6Cy.9″,14″&22″–18″ 41NHP Kincaid&Co.(Lim.),Grk.	
65	**Madeira-Mamoré** SteelScSr *F.W.Pedder* –07 *ss*Mns.No.2–12 (*ex*RioMachado) 1*Dk*(*Teak*)*&* *Elec.light* *Promenade dk*(*Teak*)	*329* *238* *224*	✠ 3,12 *For River purposes only*	Mns			1907 9mo	Murdoch & Murray Pt.Glasgow	Madeira-Mamoré RailwayCo.	145·4 | 31·8 | 8·1 F27′ FK *5BHCem*	Manãos Brazilian	T.3Cy.13½″,22″&36″–24″ 90NHP 1SB,*3pf*,GS53,HS1690 Ross&Duncan,Glasgow	12 ″ 0
66	**Madeleine** SteelScSr *Aoustin* –13 *ss*LaR.No.2–16 KBVL *Well deck* 1*Dk*(*Stl*)*&deep framing* *Cargo battens not fitted*	1097 873 562	✠100A1 ~~11,13 3,16 1,15~~ Cff 6,18 ~~BS11,17~~ ✠LMC5,16	LaR *n*	~~3,16~~ 11,17		1907 12mo	Rotterdam Droogd.Maat Rotterdam *Lloyd's*	Faustin&Co. *WB= CellDBa59′uE&B*	230·2 | 34·0 | 13·3 Q79′B52′F22′ FK 33′*f*102′367*t FPT*	La Rochlle French *4BHCem* *40tAPT30t*	T.3Cy.17½″,28″&46″–36″ (*s*) 180lb 150NHP 2SB,*4cf*,GS79,HS2468 RotterdamDroogd.Maats.	16 ″ 0 s 1 ″ 6 14 ″ 10
67	— SteelSc *Rivet* (*Trawler*) KBVH 1*Dk*	287 260 101					1907	Atel.&Ch. deFrance Dunkirk	JeanHuret&Co.	138·1 | 23·0 | 11·8 *WB*	Boulogne French	T.3Cy.13″,21⅛″&35″–24″ 60NHP Atel.&Ch.deFrance,Dnk.	
68	— SteelSc *Fourny-Micke* (*Trawler*) KBVW 1*Dk*	151 139 35					1913	Germe& Jouy Boulogne	Fourny-Micke	95·0 | 20·4 | 10·9 *WB*	Boulogne French	C.2Cy.14′&27½″–17½′ 26NHP Germe&Jouy,Boulogne	
69	— WoodAuxScSr *Clot*12–12 *Motor* KBWF (*See Sailing Ship Register*)	149 — 82					1898	Massé& Chantelot Fécamp	J.Martin	88·6 | 25·2 | 11·0	Fécamp French	Motor *Fitted*12	
70	**Madeleine Rickmers** SteelScSr *H.Rühl* –13 QKHN *Elec.light* Sub.Sig. Wireless 2*Dks*	3431 3129 2055					1913	Rickmers Akt.Ges. Geestemünde	RickmersReis-mühlen,Rhed.& Schffb.Akt.Ges.	361·1 | 50·2 | 21·5	Brmrhavn German *WB*	T.3Cy.25″,41′&68″–45″ 310NHP N.E.MarineEng.Co Ld.Sld	
71 104241 NHFW	**Madeline** SteelScSr *H.Harrison* –17 *ss*Shl.No.3–3,07 *ss*Cff.No.2–15 1*Dk*(*pt Stl pt Irn*)2*tr B&W bf* *&pt Awng dk*(*pt Stl pt Irn*)	2890 2204 1862	✠100A1 *pt Awng dk withfreeboard* ~~5,17 3,17~~ 2,18 ~~BS10,17~~ ~~BS8,16~~ ✠LMC7,16	Cff *t* ~~Dly~~ Bry	8,16		1894 3mo	Furness, Withy&CoLtd WHartlepool A&CP	Pyman,Bell&Co. Ld. *WB*	314·0 | 40·5 | 21·3 Q131′ *pt Awng dk*183′ FK *= Cell DB*268′496*t*	Newcastle British *6BHCem* *APT50t*	T.3Cy.23″,37½″&61½″–39″ 160lb *90lb* NDB07(*s*)236NHP 2SB,*6cf*,GS99,HS3528 Blair&Co.(Lifn.),Stockton	23 ″ 10 s 8 ″ 7½ 22 ″ 7
72 ~~WKLB~~ MRGO	**Maderas** *ss*Bbo.No.3–7,17 SteelScSr *G.Jacobsen* –16 ~~*ss*Shl.No.2–12~~ (*ex*Richard) 1*Dk*(*Stl*)*&deep framing* *Elec.light*	1793 1533 1068	✠100A1 ~~5,17 7,15~~ 9,1 Bbo.Nia ✠LMC7,17 ~~MS5,12~~ ~~BS8,16~~	Rot *r*	1,17		1904 8mo	Craig,Tay-lor&Co.Ld. Stockton *Lloyd's*	MagnusBlikstad *WB= CellDBa* 90′*uE*16′*f*116′	280·5 | 38·2 | 18·2 P26′B72′F28′ FK 406*t FPT*79*t APT*	Lysaker Norwegian *4BHptCem* 87*t ptAsp*	T.3Cy.19″,31′&51″–33″ (*s*) 180lb *90lb* 167NHP 2SB,*4pf*,GS74,HS2654 N.E.MarineEng.Co.Ld.Sld	20 ″ 7 s 3 ″ 1 17 ″ 10
73 135480	**Madge** SteelSc *C.S.Barker* –13 (*Lighter*) 1*Dk*	187 174 127					1913	W.J.Yar-wood&Sns Ld Northwich	Brunner,Mond& Co.Ld.	96·3 | 21·6 | 10·7	Liverpool British	C.2Cy.13″&26″–18″ W.J.Yarwood &Sons,Ld.Northwich	28RHP
74 121984	— SteelScSr *T.J.Riley*06–07 *Elec.light* 1*Dk*	155 128 77		…			1907	B.C.Marine Rlys.Co.Ld. Victoria,B.C.	Government of Canada	97·5 | 20·0 | 11·5 BK6¼″ *WB*	Vict'riaBC British	C.2Cy.12′&28″–18″ 31RHP B.C.MarineRlysCo.Ld.Vic	12 ″ 0
75 121280 HFDT	**Madge Wildfire** SteelSc3MstSr *R.Kerr*10–05 *ss*Bkn.No.2–13 (*ex*Jerfalcon) 1*Dk*(*Stl*) *Well deck* *Mchy.Aft*	348 241 196	✠100A1 9,17 ~~3,16~~ ✠LMC3,16 ~~BS9,17~~	Cff *f* Liv	3,16		1905 12mo	Ardrossan D.D.&S.CoLtd Ardrossan *Lloyd's*	R.Gilchrist&Co.	146·7 | 23·6 | 9·8 Q79′B9′F2[illegible] FK *WB= FPT* 38*t APT*2*t*	Liverpool British *3BHCem*	C.2Cy.19′&40″–27″ (*s*) 130lb 65RHP 1SB,*3pf*,GS58,HS1697 McKie&Baxter,Glasgow	10 ″ 11 s 4 ″ 5 10 ″ 8
76 127916	**Madie** SteelScSr *J.L.Jones* –17 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck*	270 201 99	✠ 7,08	Bwg *d*			1908 7mo	Scott& Sons Bowling	J.H.Monks(Pres-ton)Ld.	125·0 | 22·6 | 9·7 Q46′B9′F23′ BK7′ *WB= FPT*22*t*	Liverpool British *3BHCem*	C.2Cy.16″&34″–24″ 69RHP 1SB,*3pf*,GS47,HS1332 Ross&Duncan,Glasgow	10 ″ 9
77 ~~Soca~~	**Madioen** SteelScSr ~~*Stl Kunst*~~ *Elec.light* Wireless 3*Dks*	6803 6437 4331					1913	Bonn& Mees Rotterdam	The Shipping Con-troller (British India S.N.Co,Ld., *Mgrs.*)	432·0 | 54·3 | 34·0 P44′	~~Rotterdam~~ Dutch London British *WB*	T.3Cy.28½″,47″&81″–52″ 470NHP Maats.deSchelde,Flushing	
78 208288 LBSP	**Madison** SteelScSr *I.E.Dole* Sub.Sig. *Elec.light* Wireless 2*Dks&Awng dk3trB*	3734 — 2406					1911	NwprtNws S.B.&D.D.Co. Newprt News	OldDominionSS.Co	353·3 | 42·1 | 16·8 *WB*	NewYork Utd.States	T.3Cy.26½″,44′&74″–54″ 402NHP NewportNews SB&DD.Co.	
79 KBWC	**Madonna** SteelTwinScSr *Deschelles*02–09 *Elec.light* Wireless 3*Dks*	5633 4412 3226					1905	Swan,Hun-ter&Wigham Richardson, Ld Newcastle	Cie.Française de Nav.àVap. (C Fabre&Co.*Mgrs.*)	430·4 | 48·1 | 21·5 P44′B158′F62′ *WB*	Marseilles French	T.6Cy.28″,43′&69″–45″ 640NHP Swan,Hunter&Wigham-Richardson,Ld.Nwc.	
80 136289 JFNM	**Madras** SteelTwinScSr *C.Willis* –15 (*ex*Tanda) 2*Dks*(*Stl–U ws*)*&Shelter dk* *Elec.light* Wireless (*Stl*–teaks)	6956 5444 4237	✠ *Shelter dk withfreeboard* 5,14 ✠	Gls *c*†			1914 5mo	A.Stephen &Sons,Ld. Glasgow	BritishIndiaStm. Nav.Co.Ld. *WB= Cell DBa*140′*uE&B*	430·5 | 58·2 | 28·6 P46′B169′F45′ FK *onShelter dk* 95′*f*153′1089*t FPT*	Glasgow British *7BHCem* *106tAPT81t*	T.6Cy.21″,35″&58″–48″ HS13659 FD 843NHP 4SB&1AuxSB,*19cf*,GS332, A.Stephen&Sons,Ld.Gls.	31 ″ 0
81	— SteelTwinSc *ss*Cal.No.3–3,14 (*Sand Pump Hopper Dredger*) *Elec.light* *Mchy.Aft* 1*Dk*(*Stl*)	825 789 493	✠ A1 *Hopper Dredger* 2,15 ~~BS2,15~~ ✠LMC5,14	Cal *k*	~~3,14~~ ~~2,15~~ 3,18		1904 2mo	W.Simons &Co.Ld. Renfrew *Lloyd's*	MadrasPortTrust	194·0 | 34·1 | 14·6 FK	Madras British *5BHCem*	T.6Cy.13′,20½′&34½″–22″ (*s*) 160lb 151NHP 2SB,*4cf*,GS90,HS2854 W.Simons&Co.Ld.Rnf.	15 ″ 3
82 LGMT	**Madrid** SteelTwinSc *G.Russowitch* –16 *ss*B.As.No.3–5,16 *Elec.light* Wireless 1*Dk*(*Stl–pt*teaks) *Now named* "**Rama**" *see letter* R	1726 1045 1097	✠ A1 5,16 *Rivers Parana&Plate* ✠LMC5,16	BAs	5,16		1905 7mo	Sir J.Laing &Sons,Ld. Sunderland *Lloyd's*	BluefieldsFruit& S.S.Co.	255·0 | 38·1 | 14·0 P59′B82′F60′ FK	N.Orleans Utd.States *5BHAsp* *FPT65t*	T.6Cy.15½″,25″&41″–27″ (*s*) 180lb *180lb* 234NHP 2SB,*6cf*,GS116,HS4224 N.E.MarineEng.Co Ld.Sld.	14 ″ 9
83 *For full particulars See No. 1 in Supplement*	**Madrono** SteelScSr *Elec.light* *Longitudinal framing*	5874 5300 3710	100A1 *Carrying Petroleum in bulk (Class Contemplated)*				1917	Palmers' Co.Ld. Newcastle		407·6 | 52·3 | 31·6 P98′B28′F40′		T.3Cy.26½″,44′&73″–48″ G.Clark,Ld.Sunderland	31 ″ 6 s 6 ″ 9½ 25 ″ 1
84 185800 JMFW	**Madryn** SteelScSr *J.H.Gorvin*08–16 1*Dk*(*Stl*)	2244 2040 1328	✠100A1 ~~7,17~~ 6,16 ✠LMC1,16	Bry *s*			1916 1mo	Osbourne, Graham&Co. Sunderland *Lloyd's*	MervynStmShppg Co.Ld.(Martyn, Martyn&Co.Ld. *Mgrs.*) *Inter mediate BH in fore WB= CellDBa*92′*uE&B*	290·0 | 43·5 | 19·3 P23′B80′F28′ FK *hold dispensed with* 36′*f*118′620*t FPT*	Newport British *Cem* *4BHonly* *50tAPT160t*	T.3Cy.21″,35′&58″–39″ (*s*) 180lb *90lb* 248NHP 2SB,*6pf*,GS106,HS3952 G.Clark,Ld.Sunderland	21 ″ 6 s 3 ″ 2 18 ″ 8

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned. How expired. Explanatory Letters.	7* Date when tail shaft last seen.	8 Built. When	9 Built. By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Description of Trade Cert.
85	**Madura** SteelScSr	4484	✠100A1	Npt	x	2,16	1901	D&W Hendersn&Co.Ld. Glasgow	GlasgowNav.CoLd (Maclay& McIntyre,*Mgrs.*) = *Cell DBa* 121′*u*	379·1|50·0|26·1 P41′B98′F41′ FK	Glasgow British	T.3Cy25½",41"&67"–48"(*s*) 175lb *100lb* NDB14 362NHP 2SB.6*cf*,GS110,HS4932 FD D&W.Hendersn&CoLdGls	28 ″ 8 s 5 ″ 7 23 ″ 6	
113983 SRBC	*J.Limond* –16 *Elec.light* 2*Dks*(1*Stl*&*UptIrn*&*ptStl*) &*deepframing*	4193 2903	*Carrying oil in W.T.Bohwel* 150′F *in double bottom tanks* MBS3,17 ✠LMC2,16				10mo	Glasgow	*Lloyd's SA&CP WB*	*E&B* 38′*f* 165′ 1046*t*	*APT* 118*t*			
86	**Mae** SteelScSr	2103					1899	Craig S.B. Co. Toledo,O.	MaeS.S.Co. (J.W.Elwell&Co.)	243·6|42·2|22·2 B58′F30′	New York Utd. States *WB*	T.3Cy.22",37"&61"–36" 223NHP S.F.Hodge&Co.Detr.Mich.		R
92953 KPFJ	2*Dks* Sub.Sig.	1281												
87	**Maetsuijcker** IronScSr	1337					1890	Matschapij de "Schelde" Flushing	Koninkl.Paketv. Maats.	258·5|34·2|17·5	Batavia Dutch	T.3Cy.20",31"&51"–42" 169NHP Maats.deSchelde,Flushing		V
TGDV	*Koppeschaar* 2*Dks*&*Spardk* *Elec.light*	— 827					7mo							
88	**Mafalda** SteelPad	145	✠	Lon			1905	Thames Iron Works S.B.&ECo.Ld London	Soc.diNav.aVap. Puglia	129·7|18·5| 6·7 FK	Bari Italian	C.D.2Cy.16"&31"–36" 53NHP	7 ″ 0	I
14 QKMB	125 (*ex*Gibbon) 1*Dk* *Elec.light*	56	*For River purposes only* 9,10 ✠				5mo							
89	**Mafeking** SteelScK	181	✠100A1	Hul		7,14	1903	Cook,Welt'n&Gemmell Beverley	HullSteamFishing &IceCo.Ld.	109·0|21·5|11·2 Q19′ BK7″	Hull British	T.3Cy.10",17"&28"–21" (*s*) 200lb 45RHP	12 ″ 1	
116122	*A.D.Dow* –13 1*Dk*	171 71	*StmTrawler* 7,14 BS2,14 ✠LMC12,10				1mo							
90	**Mafia** SteelScSr	531					1907	Soc.des Etabl.Bertin FrèresBezons	FrankWard	161·8|24·9|11·2	London British *WB*	C.2Cy.17"&30"–19½" Soc.des 39RHP Etabl.BertinFrèresBezons		V
139125 JMPB	*Sleeman* –15 (*ex*RioS.Matheus, *Elec.light* *ex*Oyac) 1*Dk*&*Awng dk*	349 211												
91	**Magalhaes Lima** IronScK	*196*	✠100A1	Lis		8,16 11,17	1903	J.Duthie, Sons&Co. Aberdeen	A.Villarinho&Ca.	115·8|21·7|11·8 BK7½″	Oporto Portuguese	T.3Cy.12",19½"&32"–22" (*s*) 180lb 67NHP	12 ″ 6	
	J.F.dos Santos –12 (*ex*LochLydoch) 1*Dk*	*183* *44*	*StmTrawler* 12,17 8,16 ✠LMC BS12,17 BS5,16 MS8,16				5mo							
92	**Magallanes** SteelScSr	1880	✠100A1	Vpo	r	6,16	1909	A.Rodger &Co. Pt.Glasgow	Braun&Blanchard	270·0|37·4|18·7 P29′B88′F41′ FK	Pnta Arnas Chilian	T.3Cy.20",33"&54"–36" (*s*) 180lb *100lb* 236NHP	21 ″ 0 s 2 ″ 9	
834 HBJV	*V.M.Pettersen* *ss*Vpo.No.1–14 *Elec.light* 2*Dks*(*Stl U*–ws) *Ref.Mchy.*	1409 1150	6,14 BS1,16 ✠LMC6,14				10mo							
93	— IronScSr	*1321*	✠	Sng	o		1880	Schlesingr Davis&Co. Newcastle	Gutierrez Hermanos	244·5|33·2|18·0 Q128′B15′F29′ BK8½″	Manila Utd. States	C.2Cy.29"&56"–36" NB04 157NHP		
	A.Erizabal *ss*Shl.No.3–1,85 (*ex*Libelle) *ss*Shl.No.1–89 *Well deck* 1*Dk*(*Irn*)2*trB*	*1128* *865*	9,94				12mo			*WB* = *DBa* 67′*f* 96′		T.Clark&Co.Newcastle		
94	**Magda** *T.Eiserman* 16–17 SteelScSr	2145	✠100A–	Got	s	6,16	1890	R.Dixon& Co. Middlesbro'	Afrikanska Rederiaktieb. (G.E Sandström, *Mgr.*) *WB*	277·0|39·0|18·0 P27′Q66′ B126′F34′ FK	Gothenbrg Swedish	T.3Cy.21",35"&57"–39" (*s*) 160lb *80lb* NDB04 203NHP	21 ″ 3 s 1 ″ 7	
3858 JMDP	*C.Skjaldebrand* 15–15 (*ex*Hilding,*ex* Manin) *Well deck*	1614 1292	6,16 10,17 ✠LMC6,16	NYk		10,17	10mo			= *DBa* 76′*f* 116′ & *u*		4*BHCem* *E&B* 36′ 573*t* 2SB,6*pf*,GS90,HS3060 N.E.MarineEng.CoLd.Sld.	19 ″ 11	
95	— IronScBg	*1158*			...		1870	Laird Bros. Birkenhead	Soc.Anon.Belge d'Armament et de Nav.àVap.La Phocéenne	258·2|29·7|20·0 len74	Smyrna Belgian	C.2Cy.30"&56"–36" 158NHP NE&B83 LairdBros.Birkenhead	21 ″ 1	V
MBLS	*C.Papalas* 04–09 (*ex*Stromboli, *ex*Brunswick) 2*Dks*	*1011* *720*												
96	**Magdala** SteelScSr	4814	✠100A1	Bry	y	12,15 7,17	1906	D&W Hendersn&Co.Ld. Glasgow	S.S.MagdalaCo. Ld.(Maclay& McIntyre)	400·0|52·0|26·9 P44′B125′F40′ FK	Glasgow British	T.3Cy.26",43"&71"–48" (*s*) 180lb *90lb* 425NHP 2SB,8*cf*,GS140,HS5778 FD	29 ″ 8 s 5 ″ 10 24 ″ 3	
124155 HJTM	*R.T.Horsley* –15 *Elec.light* 2*Dks*(*Stl*)&*deepframing*	4573 3134	7,17 12,16 1,18 Shl BS1,17 ✠LMC12,16 BS1,18				12mo			4*BH* 2*BH*	*to U Dk* *to MDk Cem*	D&W.Hendersn&CoLd Gls	24 ″ 3	
							Lloyd's	Glasgow	*SA&CP*	*WB* = *Cell DBa* 125′*uE*	& B42′*f* 173′	1086*tFPT* 103*tAPT* 341*t*		
97	— SteelScSr	3515	✠100A1	Cpn	x	10,16	1914	Nthmblnd S.B.Co.Ld. Newcastle	Dmpsk.Akties. Orient	360·0|52·0|23·6 FK	Copnhagn Danish	T.3Cy.25",41"&69"–48" (*s*) 180lb 365NHP	26 ″ 0 s 2 ″ 8	
NTQJ	*J.Beldring* –16 *Elec.light* 1*Dk*(*Stl*)&*Shelter Dk*(*Stl*)	3330 2202	*Shelter dk with freeboard* 10,16 ✠LMC4,14				4mo							
							Lloyd's		*SA&CP*	*WB* = *Cell DBa* 118′*u E* 23′*f* 153′ 996*t*		*APT* 45*t*		
98	**Magdalen** WoodSc	135		Hfx	7		1906	J.McGill Shelburne NS	W.Leslie&Co.	98·6|21·6| 8·8	Magdalen Islands	C.2Cy.13"&26"–18"		
85405	*J.Philpot* –10 IB HT Hfx.11 1*Dk*	105 92	4,11 ✠				5mo	Keelson,Dead	wood,pt floors&1st	futtocks Birch	British	1SB,2*pf*,GS30,HS714 28RHP W.W.Howell&Co.Hfx.NS		
99	**Magdalena** SteelSc3MstSr	5391	✠	Gls	z		1889	R.Napier& Sons Glasgow	RoyalMailSteam PacketCo.	421·2|50·0|25·4 P41′F61′ 33·4 BK9½″	London British	T.3Cy.42",66"&92"–66" 687NHP	35 ″ 1	
96612 LGMT	*W.J.Dagnall* –15 *Ref.Mchy.* *Elec.light* Sub.Sig. 3*Dks*(*UStl*–ws) &*Spardk*(*Stl*–ws) Wireless	4531 2989	*Spar dk* 6,89 ✠				6mo					8SB,24*cf*,GS500 R.Napier&Sons,Glasgow		
100	— SteelScSr	2173	✠100A1	Rot		7,16 4,18	1909	Craig,Taylor&Co.Ld. Stockton	Naam.Venn.A.C. Lensen'sStoomv. Maats.	287·0|44·0|18·9 P26′B78′F29 FK	Terneuzen Dutch	T.3Cy.21",35"&57"–39" (*s*) 160lb *90lb* 209NHP	21 ″ 1 s 3 ″ 2	
	B.Meinsma *Elec.light* 1*Dk*(*Stl*)&*deepframing* *Cargo battens not fitted*	1976 1346	7,16 MS1,18 Segregated,18 ✠LMC7,15 BS7,16 DBS2,17 *Intermediate* *Bulkh* ea *d in Forehol*				4mo					*Cem* 2SB,6*cf*,GS80,HS3248 N.E.MarineEng.CoLd.Sld.	18 ″ 3	
							Lloyd's	Stockton	*SA&CP*	*WB* = *Cell DBa*	*d dispensed with 4BH only*	90′*uE&B* 32′ *f* 120′ 605*t FPT* 68*t APT* 94*t*		
101	**Magdalena Blumenthal** Steel ScSr	1535	✠	Cff	p		1890	W.Doxford &Sons Sunderland		247·8|35·0|16·3 P29′ Q59′	Hamburg German	T.3Cy.21",33"&54"–36" NB09 175NHP	18 ″ 6	G
RQDS	(*ex*Valin) 1*Dk*(*Irn*)&*Web frames* &*ptAwng dk*(*Irn*)	1110 923	*pt Awng dk with freeboard* 7,92				7mo			*pt Awng dk* 160′	FK	4*BH*		
										WB = *Cell DB* 209′ 376*t*		*FPT* 68*t APT* 82*t*		
102	**Magdalena Fischer** SteelScSr	630					1890	Rostocker Act.Ges. Rostock	F.W.Fischer	180·8|28·1|11·4 Q62′B49′F46′	Rostock German	C.2Cy.22"&41½"–27⅝" NB02 75NHP		G
MDPG	*B.Buse* (*ex*CarlBehnk) 1*Dk*	441 369									*WB*	RostockerA.G.Rostock		
103	**Magdalene** WoodScK	119					1902	P.Callen Stockton, N.S.W.	~~P.Callen~~ A.Croll,Jnr.	104·4|27·3| 7·1	Newcastle N.S.W. British	C.2Cy.10"&20"–12" 30RHP A.Wilson&Co.Glasgow		
113142	*R.P.Lapraik* –16 1*Dk*	119 72												
104	**Magdeburg** SteelScSr	4497	✠	Syd	y		1900	Flensburgr Schiffsb.Ges. Flensburg	Deutsch-Austral. Dmpfsch.Ges.	388·0|47·6|20·8 P&B232′F46′ 28·3 FK	Hamburg German	T3Cy.28½",47½"&78"–54" 554NHP	31 ″ 0	
RLTN	*S.Orgel* 11–11 2*Dks*(1*Stl*&1*ptStl*)&*Spar dk*(*Stl*)	4268 2876	5,16 *Spar dk* ✠				10mo			*WB* = *Cell DBa* 94′*uE&B*		6*BHCem* 62′*f* 164′ 895*t*	4SB,12*cf*,GS185,HS9880 FlensburgerSchiffsb.Ges.	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Grément, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Ceux sur Quille. Franc-bord au maillet du navire. Tirant d'eau correspondant. pds. pc.
105 129396 HRDC	**Magdeburg** *G.Simpson* –16 *Well deck*	**SteelScSr** *ssLth.No.1–13* 1*Dk(Stl)*	1451 1122 779	✠100A1 8,17 ~~8,16~~ ✠LMC8,17 ~~MS12,15~~ ~~BS5,16~~	Shl Npt	*p*	3,16	1910 6mo	Greenock& Grngemouth DkyrdCo.Ld. Grngemouth *Lloyd's* *sA&CP* *WB*	Leith,Hull&Ham. Stm.Pkt.Co.Ld.(J Currie&Co. *Mgrs.*)	234·8|36·0|16·5 P21'Q118'F26' *BonQr dk*56' FK = *Cell DBa* 60' *uE* *&B*34' *f* 104'366*t AP*	Leith British *4BHCem* *T* 82*t* *'tween*	T.3Cy.18″,27½″&45″–33″ (*r*) 180lb 143NHP 2SB,*4cf*,GS80,HS2440 Richardsons,Westgarth& *dk tank*14'34*t* Co.Ld.Mdb.	18 ″ 4 s 1 ″ 7½ 17 ″ 1
106 QHMD	— *T.Fokken*	**SteelScSr** (*Trawler*) 1*Dk*	223 190 81					1902	G.Seebeck Act.Ges. Bremerhaven	DeutscheDmpfis-cherei Ges.Nordsee	122·1|22·9|11·8 Q60'F20' *WB*	Nordenhm German	T.3Cy.12″,19⅝″&31½″–23½″ NB06 48NHP G.Seebeck A.G.Bremerhvn	
107 KCBM	**Magellan** *L.Begaud*97–06 *Elec.light*	**SteelScSr** ~~ssDnk.No.2–12~~ 2*Dks(Stl)&Web frames &Shelter dk(Stl–ws)* *ssLaR.No.3–5,17*	6265 4773 3826	✠100A1 *Shelter dk with freeboard* 5,17 ~~6,16~~ ~~BS6,16~~ ✠LMC8,17	LaR	*a*†	~~6,15~~ 4,17	1904 12mo	Ch.&Atel. deSt.Nazaire St.Nazaire A&CP *WB*	Ant.Dom.Bordes& Fils = *CellDBa*108' *uE*	406·5|50·7|28·3 FK 37*f* 153'915*t DTf*29'	Dunkirk French 6*BHCem* 852*t DTa*25'	T.3Cy.28″,46″&77″–51″ (*s*) 180lb *180lb* 534NHP 4SB,*12cf*,GS245,HS9256 Ch&Atel.deSt N.St.Nazaire 665*t FPT*175*t APT*104*t*	31 ″ 2 s 3 ″ 8 27 ″ 10
108 102117 NFTG	— *C.E.Hildyard* –13 Wireless	**SteelScSr** 2*Dks*	3642 3335 2311					1893	Harland& Wolff(Lim.) Belfast	PacificStmNavCo.	360·6|43·2|27·3 *WB*	Liverpool British	T.3Cy.24″,39½″&66″–48″ 302NHP Harland&Wolff(Lim),Bel.	
109 MKVF	**Maggie** *R.Haave* –15	**SteelSc4MstSr** 1*Dk*	1118 984 658					1915	Akers Mek.Værks. Christiania	Aktiedmpskselsk. Nordsjöen(Rich. Peterson,*Mgr.*)	226·4|36·3|16·6 P21'B59'F28' *WB*	Chrstiania Norwegian	T.3Cy.17″,29″&47″–33″ 127NHP AkersMek.Værks.Xia.	
110 60043	— *T.Yates* –96	**WoodScFlat**	119 119 63					1867	..... Northwich	LiverpoolLighter-ageCo.Ld.	87·0|19·3| 9·7	Liverpool British	20RHP	
111 120635 HDWF	**Maggie Grech** (Seized in the Dardanelles) *D.Emiris* –14	**CompositeTwinSc** 3MstSr (*ex*H.M.S.Basilisk)	624 530 185					1889	Admiralty Sheerness	R.A.Grech	196·0|30·0|14·6	London British	T.6Cy.18½″,29″&43″–24″ 182NHP J.&G.Rennie,London	
112 125505	**Maggie Lough** *J.Lough* –12	**WoodScK** 1*Dk*	130 118 58					1908	J.Miller Anstruther	J.Lough	91·9|21·9| 9·6	Berwick British	C.2Cy.12″&26″–18″ 27RHP J.Cran&Co.Leith	
113 100086	**Maggie Miller** *R.W.White* –92	**WoodSc** 1*Dk*	146 82 92					1892 *Reblt.* 14	RW.White &HTGiggey S.John,N.B.	H.T.Giggey&R.W. White	78·5|24·0| 6·6 H37*t*	S.John,NB British	C.2Cy.15″&28″–48″ 34RHP J.Fleming.St.John,N.B.	
114 99966 PRNF	**Magic** ~~*J.J.Larn* –14~~ *7.Shaw* –17 *Elec.light*	**SteelTwinScSr** *ssBel.No.3–1,06* *ssLiv.No.1–10* 2*Dks(1Stl&1pt Stl–ws)*	2147 1125 980	✠100A1 6,13 ~~Examined~~ ~~BS5,16~~ ✠LMC5,14	Bel	*r*	~~6,10~~ ~~7,14~~ 4,17	1893 8mo *Lloyd's*	Harland& Wolff(Lim.) Belfast *sA&CP*	BelfastS.S.Co.Ld.	311·3|38·3|15·1 P43'B135'F51' FK&BK2″ *WB* = *CellDBa*55'	Belfast British 6*BHCem* 50*t FPT*14*t*	T.6Cy.19″,31″&52″–36″ (*s*) 180lb 507NHP 4DB,*16rf*,GS286,HS9948 Harland&Wolff(Lim.)Bel.	17 ″ 0 s 2 ″ 0½ 15 ″ 8
Newnamed "Classic," See No. 182 in Supplement														
115 106816 PMHT	**Magician** *H.Russell* –16 *Elec.light*	**SteelScSr** *ssLiv.No.3–4,09* *ssLiv.No.~~3–12~~–17* 1*Dk(Stl)&Spar dk(Irn)*3*trB*	3247 ~~4639~~ 3382	✠100A1 *Spar dk* ~~4,15~~ ~~6,16~~ ✠LMC ~~MS5,15~~ 6,17	Liv	*y*	~~12,14~~ 6,17	1896 10mo	Workman, Clark&Co.Ld Belfast A&CP *WB* =	CharenteS.S.CoLd (T.&J.Harrison, *Mgrs.*) *Cell DBa* 118' *uE* *&*	400·0|47·0|22·4 P55'B102'F51' 30·3 FK *B*48' *f* 152'827*t FPT*	Liverpool British 6*BHCem* 80*t APT*60*t*	T.3Cy.25″,41″&68″–54″ (*s*) 180lb *90lb* NDB11 424NHP 2DB,*12cf*,GS220,HS7297 Wrkman,Clark&Co.Ld Bel	33 ″ 1 s 7 ″ 2 26 ″ 3
116 124982	**Magive** *Mchy.Aft*	**SteelTwinSc** 1*Dk*	382 312 132					1909	Armstrong Whitworth &Co.Ld. Newcastle	BurmahOilCo.Ld.	160·0|31·1| 8·1	Rangoon British *WB*	T.6Cy.9″,14½″&24″–15″ 58RHP BairdBros.NorthShields	
117 75372	**Magna Charta**	**IronPadSp**	116 116 62					1873	T.Charlton Grimsby	GreatCentralRly.	98·2|18·1| 8·3	Hull British	L.1Cy.34½″–48″ NB85 40RHP T.Charlton,Hull	
118 5378 JSVT	**Magne** *A.E.Öhrwall*95–12 *Elec.light* Sub.Sig.	**SteelScSr** 1*Dk&Shelter dk*	1191 979 589					1912	Helsingörs Jernsk.& Msk Elsinore	Stockholms Rederiaktieb. Svea (Hj Blomberg *Mgr*)	246·9|37·1|14·0 H96*t* 21·6 *WB*	Stockholm Swedish	T.3Cy.19″,32″&53″–36″ 169NHP HelsingörsJernsk.&Msk.	
119 MFVW	— *L.Svendsen*13–13 (*ex*Loki,*ex*Anna, *ex*Heron)	**IronScK** *ssGst.No.3–5,01* *ssGst.No.2–09*	140 139 49	✠ *StmTrawler* 1,13 ✠	Gst			1891 4mo	Cook,Wel-t'n&Gemmell Hull	Gjerdsjö& Bakkevig	100·9|20·9|10·9 ND05 BK7½″	Haugesnd Norwegian 3*BHCem*	C.2Cy.17″&33″–22″ 45NHP 1SB,*2pf*,GS30,HS810 Bailey&Leetham,Hull	11 ″ 10
120 118449 VRQS	**Magnet** *Cable Vessel* *T.K.Welsh* –13 *Well deck* Wireless	**SteelScSr** *ssSng.No.3–10,16* (*ex*Louise) 1*Dk(Stl*–teak s)	494 311 215	✠100A1 10,17 ~~10,16~~ ~~BS10,17~~ ✠LMC10,16	Sng	*g*	~~10,16~~ 10,17	1904 2mo *Lloyd's*	Sunderlnd S.B.Co.Ld. Sunderland *sA&CP* *WB* =	EasternExtension Austrlasia&China Tel.Co.Ld. *Cell DBa* 28' *u E&*	152·0|26·0|10·0 Q43'B53'F18' FK *B*26' *f* 61'135*t FPT*	London British 4*BHCem* 16*t APT*8*t*	T.3Cy.13½″,22″&37″–24″ (*s*) 180lb *100lb* 90RHP 1SB,*2pf*,GS41,HS1393 MacColl&Pollock,Sld.	12 ″ 0 s 11 11 ″ 4
121	—	**IronTwinSc** (*Tug*) (*ex*Knight of the Cross)	245 229 —					1883	W.Stevens Birkenhead	TheAdmiralty	135·7|22·7|12·2	London British	C.2Cy.17″&34″–24″ 99RHP W.Stevens,Birkenhead	
122 129267 JLSF	**Magneta** *Elec.light*	**SteelScK** 1*Dk*	322 286 130	✠100A1 *StmTrawler* 9,15 ✠LMC9,15	Hul			1915 9mo *Lloyd's*	Cochrane& Sons,Ld. Selby *sA&CP*	F.&T.Ross,Ld.	136·2|24·0|12·9 Q76'F21' BK7½″	Hull British 4*BHCem*	T.3Cy.13″,23″&37″–26″ (*s*) 200lb 87RHP 1SB,*3pf*,GS48,HS1435 C.D.Holmes&Co.Ld.Hull	13 ″ 7
123 97869 MFHT	**Magnetic** *C.Green* –08	**SteelTwinScSr**	619 502 263					1891	Harland& Wolff(Lim.) Belfast	OceanicStmNavCo Ld.(WhiteStar Line)	170·5|32·0|15·0 H85'	Liverpool British	T.6Cy.17″,27″&43″–28″ 195NHP Harland&Wolff(Lim.)Bel.	
124 HFQL	**Magnhild** *A.O.Maele*	**SteelScSr** (*ex*Sardinia) 1*Dk*2*trB&ptAwng dk*	1135 1023 677					1898	Fevigs Jernskibsbyg Arendal	Dpskakties. Magn-hild(M.Clausen)	216·4|31·9|20·7 Q74'B65*t*H53*t* *WB*	Haugesnd Norwegian	T.3Cy.16½″,27″&44″–30″ 106NHP LaxevaagsMek.Verks.Bgn	
125 108432	**Magnolia** *E.Easter* –14	**SteelScK** *ssShl.No.3–9,09* *ssMil.No.1–14* 1*Dk*	184 166 73	✠100A1 *Stm Trawler* 6,14 ✠NB9,09 ✠LMC10,13	Mil		4,13	1898 10mo *Lloyd's*	J.Duthie, Sons&Co. Aberdeen *sA&CP*	SouthernSteam TrawlingCo.Ld. (C.C.Morley, *Mgr*)	111·0|20·8|11·3 Q23' BK7½″	Milford British 3*BHCem*	T.3Cy.12″,19½″&32″–22″ (*r*) 180lb 61RHP 1SB,*2pf*,GS35,HS1080 Whyte&Mair,Dundee	12 ″ 0

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned / now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 Built. By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of H. of Trade Cert.
126 213881 LFSG	**Magnolia** SteelSc *Fenlon* (*Tug*) *Elec.light* 1*Dk* *Fitted for oil fuel*	182 — 124					1916	Staten Island S.B. Co. Pt. Richmond N.Y.	Magnolia Petroleum Co.	94·7 | 24·6 | 12·0			Pt. Arthur Tex. Utd. States	C.2Cy. 18″ & 38″–26″ 61 NHP Staten Island S.B. Co. Pt. Richmond, N.Y.		
127 108448 PNSF	**Magnolia II.** IronScK *H. Hillyer* –15 (*ex* Magnolia) 1*Dk*	213 197 109				…	1897	Cochrane & Cooper Beverley	N. Eastern Steam Fishing Co. Ld.	121·0 | 21·1 | 11·4 Q17′F20′ len 99 BK 7½″			Grimsby British	T.3Cy. 13″, 21″ & 34″–24″ NB13 60 RHP C.D. Holmes & Co. Hull	12 ″ 3	
128 NPTF	**Magnus** ~~ssEls. No. 3–5,17~~ SteelScSr *C.F. Rasmussen* –11 ~~ssEls. No. 2–15~~ 1*Dk*(*Stl*) *&deep framing*	1297 1160 796	✠100A1 ~~5,17,15~~ ~~6,17,18~~ ~~BS7,15~~ BS1,13	~~Els~~ Cpn	*p*	~~9,15~~ ~~1,17~~ 1,18	1906 5mo	Sunderlnd S.B. Co. Ld. Sunderland *Lloyd's* *sA&CP*	Dmpsksselsk. Carl. (L.H. Carl, *Mgr.*) *WB*= *CellDBa* 70′*uE&*	240·0 | 36·5 | 16·7 P19′B68′F28′ FK *B34′f98′392t FPT*			Copnhagn Danish *4BHCem* *60tAPT31t*	T.3Cy. 18″, 29″ & 48″–33″ (*s*) 180 lb *100 lb* 145 NHP 1SB, *3cf*, GS58, HS2256 N.E. Marine Eng. Co. Ld. Sld	19 ″ 0 s 2 ″ 5½ 16 ″ 10	
129 899 JCGD	— WoodAuxSc3MstBn *O. Andersson* –14 (*ex* Sailing Vessel, *ex* Ingerud) 1*Dk* (*See Sailing Ship Register.*)	178 149 112					1873 1514	E. Jansson Gäddvik	A. Pettersson	100·2 | 23·4 | 9·6 H5*t*			Motala Swedish	C.2Cy. 7⅞″ & 14⅜″–9½″ Aktieb. C.J. Winbergs Werkst., Karlstad.		
130 8271 JSMH	**Magnus Broms** IronScSr *N.A. Berg* 16–16 *ss*Hbg. 2nd No. 3–3,14 (*ex* Yrsa, *ex* Syria) 1*Dk*(*Irn*) *&Web frames* *Well deck* *Cargo battens not fitted*	*2229* *1667* *1383*	✠100A1 7,16 BS7,15 ✠LMC5,14	Shl	*r*	8,16	1889 9mo	R. Dixon & Co. Middlesbro' A&CP	G.M. Broms	274·8 | 38·2 | 19·0 P29′Q72′B122′ F32′ BK 9″ *Cell DB224′379t*			Stockholm Swedish *4BHCem*	T.3Cy. 21½″, 34″ & 56″–39″ (*s*) 160 lb *160 lb* NDB00 188 NHP 2SB, *6cf*, GS86, HS2700 G. Clark, Sunderland	21 ″ 9 s 1 ″ 8 21 ″ 0	
131 108749 QFNC	**Magpie** SteelScSr *J. McGilvray* –17 2*Dks*	1168 929 489					1898	A & J Inglis Glasgow	G. & J. Burns, Ld.	265·0 | 33·6 | 15·9 P79′B92′F49′			Glasgow British *WB*	T.3Cy. 28″, 46″ & 74″–45″ 367 NHP A. & J. Inglis, Glasgow		C
132 118796	— SteelScK *W. Howard* –14 *Mchy. Aft* 1*Dk*	278 235 114	✠ 11,06 ✠	Hul			1904 1mo	Goole SB. & Repairing Co. Ld. Goole	Kelsall Bros. & Beeching, Ld. (G. Beeching & J.E.A. Kelsall, *Mgrs.*)	140·0 | 21·6 | 10·4 Q56′*Bon*Q7′F15′ BK 7″			Hull British *3BHCem*	T.3Cy. 13″, 22″ & 37″–27″ 75 RHP 1SB, *3pf*, GS41, HS1440 G.T. Grey, South Shields	11 ″ 6	
133 105084	— IronScK *J. Farmery* –17 *ss*Hul. No. 3–7,08 *ss*Hul. No. 1–12 1*Dk*	156 144 64	✠100A1 *Stm Trawler* 2,16 ~~5,13~~ *Examined* ~~LM~~ ✠LMC6,16 ~~NB1,11~~	Hul		12,16	1896 3mo *Lloyd's* *sA&CP*	Cook, Welt'n & Gemmell Hull	G.F. Sleight	103·5 | 20·9 | 10·8 Q24′ pt ND08 BK 7½″			Grimsby British *3BHCem*	T.3Cy. 12¼″, 19½″ & 32″–22½″ 170 lb (*s*) 50 RHP 1SB, *2pf*, GS25, HS850 C.D. Holmes & Co., Hull	11 ″ 10	
134 139306 JNPL	**Magrix** SteelSc3MstSr *W.E. Brewer* –17 *Well deck* 1*Dk*(*Stl*) *Mchy. Aft*	314 220 124	✠100A1 1,18 ~~1,16~~ ✠NB11,16 ✠LMC11,16 ✠NE10,00, *refitted* 16	Hul	*e*		1916 12mo	Cochrane & Sons, Ld. Selby *Lloyd's* *sA&CP*	R. Rix & Sons	135·3 | 23·1 | 9·5 Q68′B *on* Q9′F20′ BK 7″ *FPT*			Hull British *3BHCem* *39tAPT2t*	T.3Cy. 10 3/16″, 18⅜″ & 31½″–21″ 180 lb (*s*) 57 RHP 1SB, *2pf*, GS29, HS1007 Hall, Russell & Co. Ld. Abn.	10 ″ 6 s ″ 6½ 10 ″ 8	
135 JMHP	**Magul** SteelTwinScSr (*ex* No. 3, *ex* T.E. Fuller) *Elec.light* (*Tug*) 1*Dk*	*399* *342* *46*				…	1898 11mo	DJ Dunlop & Co. Pt. Glasgow	Capitania do Porto	135·5 | 26·0 | 13·3 F40′ BK 6″ *WB*			Lourenço Marques Portuguese	T.6Cy. 14″, 22″ & 36″–24″ 206 NHP D.J. Dunlop & Co. P. Gls.	14 ″ 0	
136 JMHP	**Magyar** SteelSc *E. Cosulich* *ss*Tri. No. 3–5,11 (*ex* Triglav) 1*Dk*(*Stl*) *&deep framing* *Well deck*	992 771 618	✠ 6,16	Pal	*m*		1898 11mo	Lloyd Austriaco Trieste	Grünhut & Co.	209·0 | 29·2 | 14·4 Q78′B47′F25′ FK *WB*= *CellDBa* 66′*uE* 16′ 142*t FPT*			Fiume Aust.-Hung. *4BHCem* *34tAPT10t*	T.3Cy. 15½″, 25″ & 41″–28½″ 112 NHP 2SB, *4cf*, GS63, HS1981 Lloyd Austriaco, Trieste	15 ″ 5	
137 JMDF	— SteelScSr *D. Sablich* 08–12 1*Dk*	180 — 99					1902	Stabilmnto Tecnico Trieste	Soc. in Azioni Ungaro Croata di Nav. Maritt. a Vap.	126·4 | 18·5 | 8·8 Q36′			Fiume Aust.-Hung.	C.2Cy. 15″ & 30″–18″ 32 NHP Stabilimento Tecnico, Tri.		A
138 JMDF	**Magyarország** SteelScSr *T. Reiter* –12 *ss*Nwc. No. 1–11 *Elec.light* 1*Dk*(*pt Irn & pt Stl*) *&deep framing*	3661 2925 2358	✠ 4,16	Rot	*v*		1907 3mo	W. Gray & Co. Ld. W Hartlepool	Atlantica Sea Nav. Co. Ld.	331·0 | 48·3 | 22·0 P24′B124′F29′ FK *WB*= *CellDBa* 112′*uE&*			Fiume Aust.-Hung. *5BHCem* *75tAPT45t*	T.3Cy. 24″, 40″ & 65″–42″ 292 NHP 2SB, *6rf*, GS108, HS4424 Cen. Mar. Eng. Wrks. W Hpl	24 ″ 6	
139 JMRD	**Mahana** SteelTwinScSr *Elec.light* *Tonnage opening closed 1917* *Ref. Mchy.*	11700	*For full particulars See Class Contem* 100A1 *plated*		V.	15 *in Suppt.*	1917	Workman, Clark & Co. Ld Belfast	Shaw, Savill & Albion Co. Ld.	500·5 | 63·3 | 31·1 B197′F55′			British	Steam Turbines	43 ″ 0 s 13 ″ 2½ 30 ″ 2	
140 137409 JHDQ	**Mahanada** SteelScSr *L.A. Errington* –17 2*Dks*(*Stl*) *&3rd dk*(*Stl*) *in No. 1 hold* *Elec.light* Wireless	7196 6761 4522	✠100A1 8,17 ~~8,15~~ ✠LMC11,14	Nwc Cal	*c*†	8,17	1914 11mo	C. Connell & Co. Ld. Glasgow *Lloyd's* *sA&CP*	T. & J. Brocklebank, Ld. *WB*= *CellDB* *a* 158′*uE&B*	470·5 | 58·0 | 32·1 P46′B124′F43′ FK 76′*f* 178′ 1563*t FPT*			Liverpool British *7BHCem* *79tAPT54t*	2 Steam Turbines geared to 1 Screw Shaft 180 lb (*r*) 2DB & 1 Aux SB, *15cf*, GS264, HS12300 Parsons Marine Steam Turbine Co. Ld. Wallsend-on-Tyne	34 ″ 11 s 8 ″ 0½ 27 ″ 3	
141 99841 MRND	**Mahanadi** SteelScSr *S. Dawood* –17 *ss*Bom. No. 3–8,07 *ss*Bom. No. 2–15 1*Dk* & *Spar dk*(*pt Stl–ws*) *&deep framing* *Elec.light*	1194 1098 549	✠100A1 *Spar dk* *with freeboard* 8,17,16 ✠LMC6,15 ✠NB1,10 ~~BS8,15~~ 8,17	Bom	*n*	~~8,16~~ 8,17	1892 8mo	Ailsa S.B. Co. Troon A&CP	Bombay S. Nav. Co. Ld.	227·0 | 32·8 | 13·5 20·8 BK 8″ *WB*= *FPT*			Bombay British *5BHCem* *28tAPT39t*	T.3Cy. 20⅝″, 33″ & 55″–33″ (*s*) 200 lb 244 NHP 2DB, *8cf*, GS160, HS4374 Dunsmuir & Jackson, Gls.	21 ″ 6 s 5 ″ 6 17 ″ 0	
142 118087 VQFK	**Maharaja** SteelScSr *J. Clingan* –12 2*Dks*(*UStl*–teak s) *Elec.light* *&deep framing*	2264 1927 1415	✠ 2,08	Cal	*t*		1904 3mo	C Connell & Co. Ld. Glasgow	Asiatic Stm. Nav. Co. Ld.	300·0 | 40·6 | 22·4 P79′B93′F44′ FK *WB* = *CellDBa* 82′*uE&*			Liverpool British *5BHCem* *45tAPT16t*	T.3Cy. 22½″, 38″ & 62″–42″ 277 NHP 2SB, *6cf*, GS121, HS4272 Dunsmuir & Jackson Ld Gls	24 ″ 8	
143 117588 WPHF	**Maheno** SteelTrpScSr *D. McLean* –15 *Ref. Mchy.* Wireless 3*Dks*	5323 4311 3318					1905	W. Denny & Bros. Dumbarton	Union S.S. Co. of New Zealand, Ld.	400·4 | 50·2 | 30·8 B308′F57′			London British *WB*	Geared Turbines *made & fitted* 15 Parsons Marine Steam Turbine Co. Ld. Wallsend		C
144 13570 JQPN	**Mahia** ~~SteelTwinScSr~~ *Bosdet* –17 *Elec.light* *Tonnage opening closed 1917* *Ref. Mchy.* 2*Dks*(*Stl*) *&Shelter dk*(*Stl*)	8999 10835 7412 6966	~~✠100A1~~ *Shelter dk* *with freeboard* ~~8,17,18~~ ~~8,17~~ ✠Lloyd's RMC4,18 *(Class Contem plated)* ✠LMC8,17	Bel	*e*†		1917 8mo	Workman, Clark & Co. Ld Belfast	Shaw, Savill & Albion Co. Ld.	~~477·5~~ | 63·1 | ~~31·2~~ B180′F47′ 39·7 477·6 *on Shltr dk* FK *CellDB* 125′ 1588*t*			Southmptn British *5BHCem* 2L	Q8Cy 22″, 31½″, 45½″ & 65″–48″ 250 lb (*s*) FD 997 NHP B&2SB *18cf* GS355 HS15126 Wrkman, Clark & Co. Ld Bel	22 ″ 10 s 13 ″ 0 30 ″ 2	
145 JMHP	**Mahidol** *A. Sparrer* ~~–17~~ SteelScSr ~~*M. Jessen* –15~~ *ss*Bgk. No. 2–17 *Elec.light* 1*Dk*(*Stl*) *&Shelter dk*(*Teak*)	753 694 474	✠90A1 *Shelter dk* *with freeboard* ~~12,17~~ ~~3,17~~ ✠LMC1,17 *Fitted for oil fuel* 5,08	Bgk	*j*	~~11,16~~ 7,17 *F.P. above* 1	1908 2mo *Lloyd's* *sA&CP*	Kjobnhvns Flydk & Skbs. Copenhagen	Siam S.N. Co. Ld.	186·0 | 28·1 | 10·7 17·1 FK *WB*= *Cell DBa* 25′ *uE* 12′ *f* 18′ 74*t FPT*			Bangkok Siamese *4BHCem* *26tAPT17t*	T3Cy. 13″, 20½″ & 33½″–21″ (*s*) 170 lb *100 lb* 67 NHP 1SB, *2cf*, GS38, HS1197 Kjbnhavns Flydk. & Skbsv.	17 ″ 10 s 7 ″ 0 11 ″ 2	

1 Numéro et Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine / Visites Périodiques.	3 Ex-nom, s'il y a lieu. / Nombres des Ponts.	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Forme analogue maintenant expiré. Lettre d'équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.
146	**Mahon**	**SteelScSr**	846	✠100A1	Bcl	*l*	12,15	1892	Ramage&	LaMaritimaCia.	215·5	28·6	14·5	Mahon	C.2Cy.30″&55″–36″ (*o*)	15 ″ 5
	*T.Ginart*95–12	*ss*Lth.No.3–11,04	575	12,15				4mo	Ferguson	Mahonesa deVap.	P101′F54′			Spanish	80lb *65lb* 147NHP	s1 ″ 10
HSQP	(*ex*Bernicia)	*ss*Bcl.No.2–13	536		✠LMC				Leith	(J.F.Taltavull,			BK7½′	6*BHCem*	2SB,*6rf*,GS102,HS2530	14 ″ 4
	Well deck Elec.light	2*Dks*(*UIrn–ptws*)		MS4,14	BS12,13			*Lloyd*	*'sA&CP*	*Mgr.*)			*WB=FPT*	20*tAPT*15*t*	Ramage&Ferguson,Leith	
147	**Mahone**	**WoodScSr**	127					1904	I.Wagner	ProvincialS.S.Co.	86·0	19·8	10·5	Quebec	C.2Cy.12″&24″–18″	
116515	*W.Hubley* –16		92						MahoneBay,	Ltd.				British	BurrellJohnson 24RHP	
		1*Dk*	79						N.S.						IronCo.Yarmouth,N.S.	
148	**Mahoning**	**SteelSc**	2189					1892	Detroit	GreatLakes	274·0	40·2	23·2	Buffalo	T.3Cy.20″,33″&54″–42″	
92454		2*Dks*	—						DryDockCo.	Transit				Utd.States	189NHP	
	Mchy.Aft		1745						Wyandotte	Corporation					DryDockEng.Wks,Detroit	
149	**Mahopac**	**SteelScSr**	3234				...	1887	Harland&	Atlantic	345·5	40·9	26·7	London	T.3Cy.24½″,37&64″–48″	29 ″ 6
94339	*H.H.Albany* –15	(*ex*Minnesota)	2988						Wolff	TransportCo.Ld.	P33′B80′F43′			British	291NHP	
KPRJ	*Elec.light* Sub.Sig.	2*Dks*&*Shelterdk*	2088						Belfast				BK9″	*WB*	Harland&Wolff,Belfast	
150	**Mahronda**	**SteelScSr**	7630	✠100A1	Bkn	*ct*	~~3,16~~	1905	Harland&	T&J.Brocklebank,	470·3	58·4	31·3	Liverpool	Q.4Cy.26½″,39½″,56″&78½″	35 ″ 5
120868	*H.W.Armstrong* –06	*ss*Gls.No.2–14	7318	11,16			3,17	8mo	Wolff,Ld.	Ld.	P50′B87′F51′			British	–54″ 215lb (*s*) 658NHP	s 9 ″ 1
HDBW	*Elec.light*	2*Dks*(*Stl*)&*deepframing*	4921		✠LMC				Belfast				FK&BK3″	7*BHCem*	2D&2SB*18cf*GS332HS11604	26 ″ 10
				MS12,12	~~BS4,16~~			*Lloyd*	*'sA&CP WB*	=*CellDBa*139′*uE*			& *B82′ f*180′ 2016*t*	*APT*87*t*	Harland&Wolff,Ld.Bel.	
					BS6,17											
151	**Mahurangi**	**WoodScK**	203					1908	WHBrown	Wilson'sPortland	110·1	23·3	7·9	AuklndNZ	C.2Cy.15′&31′–21′	
127879	*F.J.Savage*10–13		153						Auckland	CementCo.Ld.				British	80RHP	
		1*Dk*	95												Blackwood&Gordon,Gls.	
152	**Mai**	**SteelScK**	264	✠100A1	Cpn		2,15	1914	Smith's	~~FishrvcidaHlutar-~~	129·5	23·5	12·7		T.3Cy.12½″,21″&35″–26″ (*s*)	13 ″ 6
	~~*B.Olafsson* –14~~		245	*StmTrawler*				2mo	DockCo.Ld.	gelagid"Island	Q72′F21′			French	180lb 84NHP	
~~LBMV~~	*Elec.light*	1*Dk*	103	2,15	✠LMC2,14				Middlesbro'				BK7½″	2*BHCem*	1SB,*3pf*,GS54,HS1522	
								Lloyd	*'sA&CP*				*WB=DBf*28 20*t*		Smith'sDockCo.Ld.Mdb.	
153	**Mai Rickmers**	**SteelSc**	4103					1909	Rickmers	RickmersReis-	367·1	47·7	27·3	Brmrhavn	T.3Cy.23½″,38$\frac{9}{16}$″&63′–43$\frac{7}{16}$″	G
	*H.Dobrouz*12–12		3822						Akt.Ges.	mühlen,Reed.&	B82′F36′			German	262NHP	
QJSK	*Elec.light* Sub.Sig. Wireless	2*Dks*	2563						Bremerhaven	Schiffb.Akt.Ges.				*WB*	BremerVulkan,Vegesack	
154	**Maia**	**SteelScSr**	2555					1906	Eiderwerft	Holm&Molzen	282·8	42·0	24·9	Flensburg	T.3Cy.20½″,34½″&55½″–35½″	G
	*O.Schacht*02–09		2429						Akt.Ges.					German	180NHP	
LNBS		1*Dk*&*Shelter dk*	1635						Tönning					*WB*	EidrwrftAkt.Ges.Tönning	
155	**Maianbar**	**SteelTwinScSr**	487					1910	Ardrossan	NorthCoastSteam	155·6	28·1	9·2	SydnyNSW	C.2Cy.14′&30″–18″	
131476	*R.Purdy* –15		294						DD&SBCoLd	Nav.Co.Ld.	P67′F32′			British	99RHP	
HRWJ	*Elec.light Ref.Mchy.*	1*Dk*	237						Ardrossan					*WB*	D.Rowan&Co.Glasgow	
156	**Maidag**	**SteelScSr**	1253					1916	PPhStuhrs	Akties.Nordsjöen	238·9	36·3	13·5	Chrstiania	T.3Cy.15′,24″&40″–27″	V
	K.Reff –16		946						Msk.&Skbs.	(R.Peterson,*Mgr*)	P14′Q71′B94′F29′			Norwegian	83NHP	
MPCB		1*Dk*	709						Aalborg						"Frisch"Akties.Aarhus	
157	**Maidan** *Tyers* –18	**SteelScSr**	8205	✠100A1	Sou	*et*	~~9,16~~	1912	W.Hamil-	T.&J.Brocklebank	500·0	58·2	32·7	Liverpool	Q.4Cy.26″,38″,55″&78″–54′	35 ″ 9
131421	~~*T.Montador* –16~~	~~*Mchy.Aft* –17~~	7715	10,15			4,18	3mo	ton&Co.Ld.	Ld.	P56′B167′F46′		FK&BK3″	British	220lb (*s*) HS14050 747NHP	s 8 ″ 5
HVLQ	*Elec.light*	2*Dks*(*Stl*)&*Web frames*	5252	Examined5,17	✠LMC				PortGlasgow					*Cem*	2D&2SB,*18cf*,GS328,	27 ″ 10
		Longitudinal framing		BS7,16	MS9,16			*Lloyd*	*'sA&CP*	*WB=CellDBa*159	*'uE&B82′f*195′			7*BHto U dk*	D.Rowan&Co.Glasgow	
		Carrying oil fuel								1880*tDTa*39′497*t*	*FPT*170*tAPT*63*t*			1 „ 2*nd dk*		
158	**Maidstone**	**SteelScSr**	539					1899	W.Denny	S.Eastrn&Chathm	195·0	28·1	14·2	London	T.3Cy.13½″,20½″&31″–27″	
110092	*J.Scriven* –16		490						&Bros.	RlyCos.'Managing	B44′F30′			British	52RHP	
RCLM		1*Dk*	221						Dumbarton	Committee				*WB*	Denny&Co.Dumbarton	
159	**Maiella**	**SteelScSr**	5355	✠100A1	Tri	*y*	~~3,16~~	1913	Cant.Nav.	Requisitioned by	400·1	52·1	28·8	Genoa	T.3Cy.26″,42″&70″–48″ (*s*)	32 ″ 0
	Villa –18		4975	*Shelter dk*			5,18	3mo	Triestino	theItalianGovt.		54·0		Italian	180lb 499NHP	s 7 ″ 7
NCKB	(*ex*Ambra)	1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	3440	*withfreeboard*					Monfalcone	(ItalianStateRlys)	*CellDBa*		FK	6*BHCem*	3SB,*9cf*,GS148,HS7590 FD	24 ″ 9
	Elec.light Ref.Mchy.			11,13	✠LMC3,15			*Lloyd*	*'sA&CP*	130′*uE&B42′f*	165′1292*tFPT*		105*t*	*APT*234*t*	ClydeS.B.&E.Co.Ld.P.Gl.	
				Examined5,18	✠Lloyd'sRMC5,18											
160	**Maiga**	**SteelSc**	140					1913	Frdrkshvn	K.Puhling	105·6	19·2	7·5	Riga	C.2Cy.8½″&15½″–10½″	V
1026	*Puhling*		119						Skibs.&Flyd.		P14′F13′			Russian	6NHP	
	(*ex*Næstved)	*Mchy.Aft* 1*Dk*	67						Fredrikshavn					*WB*	Steen&Kauffmnn,Elmshrn	
161	**Maihar**	**SteelScSr**	7200	*Last full particulars See No. 17 in Supplement*				1917	Russell&	T.&J.Brocklebank	470·0	58·3	32·1	Liverpool	T.3Cy.28″,47½″&80″–54″	
			4497	✠100A1					Co.	Ld.	P46′B126′F46′			British		
	Elec.light	*Cruiser Stern*	4530	(*ClassContemplated*)					PortGlasgow							
															J.G.Kincaid&Co.Ld.Grk.	
162	**Mailand**	**SteelScSr**	836					1915	Akers	Akties.Nordsjöen	208·0	32·6	14·8	Chrstiania	T.3Cy.16½″,27′&45′–33″	N
	H.Storm-Trosdahl		668						Mek.Værks.	(R.Peterson,*Mgr*)	P&B95′F42′			Norwegian	116NHP	
MLRP		1*Dk*	363						Christiania					*WB*	AkersMek.Værks.Xia.	
163	**Main**	**SteelTwinScSr**	10058					1899	Blohm&	Norddeutscher	501·0	58·1	36·7	Bremen	Q.8Cy.23$\frac{5}{8}$″,33$\frac{7}{8}$″,48″&68$\frac{7}{8}$″–	G
	J.Jantzen	4*Dks*	8711						Voss	Lloyd	P92′B214′F80′			German	51$\frac{7}{8}$″ 678NHP	
QGWH	*Elec.light Ref.Mchy.*	Sub.Sig. Wireless	6382						Hamburg					*WB*	Blohm&Voss,Hamburg	
164	—	**SteelSc3MstSr**	715	✠100A1	Sws	*j*	1,17	1904	Mackie&	MainColliery Co.	195·0	29·0	11·6	Cardiff	T.3Cy.17″,28′&45′–33″ (*s*)	14 ″ 1
115389	*R.McCorquodale* –06	*ss*Trn.No.2–12	519	9,14				5mo	Thomson,Ld.	Ld.	Q107′B13′F27′			British	180lb *80lb* 140NHP	s ″ 11
VSGL	*Well deck*	1*Dk*(*Stl*)	298		✠LMC				Glasgow				FK	3*BHCem*	1SB,*3cf*,GS68,HS2350	13 ″ 5
	Mchy.Aft			MS12,12	BS5,16			*Lloyd*	*'sA&CP*	*WB=Cell*	*DBf*116′187*tFPT*			75*tAPT*12*t*	Muir&Houston,Ld.Gls.	
165	**Maindy Abbey**	**SteelScSr**	3777	✠100A1	Bry	*w*	~~1,16~~	1897	Furness,	MaindyShippg Co	340·0	47·1	19·3	W.Hartlpl	T.3Cy.25″,40″&66″–45″ (*s*)	29 ″ 10
103961	*W.Prideaux* –16	*ss*Shl.No.3–5,10	3556	*Spar dk*			7,17	4mo	Withy&CoLd	Ld.(Jenkins,Rich-	P31′B105′F31′		27·1	British	160lb *100lb* 299NHP	s 5 ″ 8½
PQNS	(*ex*Annie)	*ss*Rot.No.1–14	~~2414~~	*withfreeboard*	MS4,14		N6,18		WHartlepool	ards&Evans,Ld.			FK	6*BHCem*	NDB14	24 ″ 5
		Spar dk(*Stl*)2*trB*&*Web frames*		8,17	~~16~~ ✠LMC				A&CP	*Mgrs.*)					2SB,*8pf*,GS125,HS4600	
				Examined5,13	MBS1,17					*Cell DBa* 108′	*uE&B47′f*130′687*t*			*APT*41*t*	W.Allan&Co.Ld.Sld.	
166	**Maindy Bridge**	**SteelScSr**	3653	✠100A1	Shl	*c*	~~4,15~~	1899	TyneI.S.B.	MaindyShipping	344·9	46·0	16·9	N.Shields	T.3Cy.23″,38½″&64″–42″ (*r*)	27 ″ 2
109908	*J.Donelly*16–16	*ss*Hul.No.3–6,12	3196	*Spar dk*			N6,17	12mo	Co.Ld.	Co.Ld. (Jenkins,	P29′B92′F38′		24·7	British	180lb *100lb* NDB12 287NHP	s 5 ″ 4
RKTP	(*ex*Begonia)	1*Dk*(*Stl*)&*Spar dk*(*ptIrn*	2346	4,16					Newcastle	Richards&Evans,	*CellDBa* 110′		FK	6*BHCem*	2SB,*6cf*,GS116,HS4400	22 ″ 2
		&*ptStl*)&*deepframing*		Examined8,17	✠LMC			*Lloyd*	*'sA&CP*	Ld.*Mgrs.*) *uE&*	*B40′f*144′733*tFPT*			44*tAPT*35*t*	N.E.Marine Eng.Co.Ld.Sld	
166*	**Maindy Court**	**SteelScSr**	~~3700~~	MS8,17 MBS2,15				1917	J.Priest-	MaindyShippgCo.	350·0	50·9	23·5	Cardiff	T.3Cy.25″,41″&67″–45″ (*s*)	26 ″ 0
139606	*J.Donnelly*16–17		~~3500~~	*Shelter dk with freeboard*				7mo	man&Co.	Ld.(Jenkins,				British	180lb 351NHP	2 ″ 9½
JQKH	*Elec.light*	1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	~~3880~~	(*ClassContemplated*)					Sunderland	Richards&Evans,			FK	3*BHCem*	3SB,*9cf*,GS141,HS5740	23 ″ 7
			3792	7,17	✠LMC 7,17			*Lloyd's*	*sA&CP*	Ld.*Mgrs.*)					Richardsons,Westgarth&	
			3529							*CellDB* 5304′931′	*APT*195*t*				Co.Ld.Hpl.	
		225′7	~~1435~~													

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. / Master. / Special Surveys.	3 Material, Rig, &c. / Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned / now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NIP=Horse power by Society's formulæ; RIP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
167 139619 JRBS	**Maindy Manor** *W.Prideaux* –17 *Elec.light*	**SteelScSr** 2 *Dks*	3791 3529 2357					1917	J.Priestman&Co. Sunderland	Maindy Shippg Co. Ld.(Jenkins, Richards&Evans, Ld. *Mgrs.*)	350·0	50·9	23·5	Cardiff British *WB*	T.3Cy.25″,41″&67″–45″ 301NHP Richardsons,Westgarth&Co.Ld.Sld.		
168	**Maine** *Elec.light* *Longitudinal framing*	**SteelScSr**		100A1 *Shelter dk with freeboard*				1917	Texas S.S. Co. Bath,Me.	The Texas Co.	402·0 P35′B120′F39′	54·0	30·6	New York Utd. States		33 ″ 11 s 7 ″ 4 26 ″ 11	
169 120821 HCDV	— *W.Johnston* –14 (*ex*SierraBlanca)	**SteelScSr** *ssAnt.No.2–13* 1 *Dk(Stl)*	3616 3386 2299	(*Class Contem plated*) ✠100A1 *Spar dk* 11,16 ✠NB(1)9,13 BS10,16 ✠LMC5,15	Lon	*x*	5,16	1905 1mo	D&W Hendersn&Co.Ld. Glasgow *Lloyd's*	Atlantic Transport Co.Ld. *WB=CellD*	361·0 P31′B200′F46′ 25·4 FK *Ba* 120′ *u E*22′ *f* 146′	46·2	17·5	Liverpool British 6 *BHCem* 822 *tD Ta* 24′	T.3Cy.24″,40″&67″–45″ (*s*) 185lb 461NHP 3SB,9*cf*,GS165,HS7099 FD D&W Hendersn&CoLdGls 520 *tFPT* 111 *tAPT* 38 *t*	28 ″ 2 s 4 ″ 2 24 ″ 5	
170 92391 KLDB	— *Elec.light* Wireless	**SteelSc** 1 *Dk2trB*	2395 — 1505					1892	Harlan& Hollingsworth Co. Wlmngtn Del	New England S.S. Co.	302·7	44·0	17·5	N.London, Conn. Utd. States	T.4Cy.28″,45″&(2)51″–42″ 337NHP Harlan&HollingswrthCo., Wilmington,Del.		
171 KCBS	— *Castaldi* –15 *Well deck*	**SteelScSr** (*ex*Tadorna) 2 *Dks*	1482 1157 911			…		1896	Wigham Richrdsn&Co Newcastle	Soc.Gén.de Trans. Maritimes a Vap.	255·0 P&B146′F58″ BK9″	33·7	18·7	Marseilles French *WB*	T.3Cy.21″,33½″&54″–39″ 195NHP Wighm Richrdsn&Co.Nwc	19 ″ 9	V
172 KCBR	— *J.Mallet* 11–12 *Elec.light*	**SteelTwinSc** 1 *Dk*	773 651 241					1910	Atel.&Ch. delaLoire St.Nazaire	Chemins de Fer de l'État Français (L. B.&S.C.R Co. *Mgs*)	209·2	27·9	16·0	Dieppe French	T.6Cy.14″,23″&38″–30″ 158NHP Atel.&Ch.de la Loire,Nts.		V
173	— (*ex*Moukter, *ex*Tour)	**IronScSr** 2 *Dks*	376 355 267					1866	C.Mitchell &Co. Newcastle	Archipelago American S.S.Co.	166·7 Q46′B16′	25·4	14·9	Smyrna Utd. States	2Cy.36″–26″ J.Jameson&Co.		
174 129517	**Mainstay** *ss*PSd.No.1–15 1 *Dk*	**SteelScCtr** 38 3	44 38 3	✠100A– *For towing purposes* 7,15 BS3,17 ✠LMC7,15	PSd		~~7,15~~ 7,17	1910 9mo	Bow,Mc-Lachlan&Co. Ld. Paisley	Hull,Blyth&Co. (PortSaid)Ld.	55·0 BK5″	15·0	7·4	Glasgow British 4 *BHCem*	C.2Cy.11″&21″–15″ (*s*) 120lb 18RIP 1SB,1*pf*,GS19,HS500 Bow,McLachln&CoLd Psy	8 ″ 0 s ″ 7½ 7 ″ 10	
175 RVCJ	**Mainz** *Th.Matz* –14 *Elec.light*	**SteelTwinScSr** 1 *Dk*	1183 1014 685					1914	Stettiner Oderwerke Stettin	Hamburg-Amerik. Packetf.Akt.Ges, (Ham-Amr.Linie)	241·9 B45′F26′	35·6	11·9	Hamburg German *WB*	T.6Cy.11⅜″,17 7/16″&26⅛″–18½″ 62NHP StettinerOderwerkeA.G.		G
176 QGKN	— *E.Noormann* (*Trawler*) 1 *Dk*	**SteelSc** 145 54	157					1897	Bremer Vulkan Vegesack	Deutsche Dmpfschereiges. Nordsee	106·1 H33′	20·9	10·2	Nordnhm German *WB*	C.2Cy.14 15/16″&26″–19⅝″ 25NHP Bremer Vulkan,Vegesack		V
177 RVCJ	**Maio** *P.L.Gaspar* –17 *Elec.light*	**SteelScSr** (*ex*Beta) 1 *Dk&Spar dk*	2179 2068 1391	G.L.Lis.8,17 Cff.3,18 (*See f'oolnote**)				1902	Schiffsw. v. Henry Koch Lübeck	Requisitioned by the Portuguese Government	260·3 P14′B162′F30′	38·3	17·1 24·0	Lisbon Portuguese *WB*	T.3Cy.17¾″,29½″&47¼″–38½″ 137NHP J.F.Ahrens,Ottensen		
178 HBCN	**Maipo** *J.Carswell* –03 (*ex*Manitoba) &*Webframes&Shelter dk(Irn)*	**SteelSc4MstSr** 2 *Dks(Stl)3trB*	4687 4653 3186	✠ *Shelter dk* 2,04 ✠	NNs	*z*		1901 9mo	J.L Thompson&Sons,Ld. Sunderland	Chilian Government.	390·0 FK *WB=Cell*	51·0	28·5 *D Ba* 113′ *u E&B* 50′	Valparaiso Chilian 7 *BHCem* 977 *tD Tf* 44′	T.3Cy.25½″,44″&75″–51″ 492NHP 3SB,9*rf*,GS164,HS6412 FD Blair&Co.Ld.Stockton 1295 *tFPT* 108 *tAPT* 34 *t*	31 ″ 4	
179 857 HBKQ	— *H.W.Carter* 98–05 *Elec.light* Wireless	**IronSc3MstSr** 2 *Dks&Shaded h*	2621 1876 1501	✠ *Shade dk* 7,82 *Valparaiso & Callao*	Cly	*u*		1882 4mo	J.Reid&Co Pt.Glasgow	Cia Sud Americana de Vap.	332·2 F33′ *WB=DBa* 34′ *f* 166′ *&u E&B* 74′ 343 *t*	39·9	21·0	Valparaiso Chilian 5 *BHCem*	C.2Cy.45″&80″–54″ NB98 392NHP Rankin&Blackmore,Grk.		
180 132627 HTQJ	**Maisie** *O.Rowsell* 11–11 *Elec.light* 1 *Dk(Stl)2trBin*	**SteelScSr** *ssBry.No.1–16* *Nos.1&4holds*	4425 4207 2763	✠100A1 9,16 ✠LMC4,16	Gen	*y*	9,16	1911 10mo	Bartram& Sons Sunderland	Laming-d'Ambrumenil S.S.Co.Ld. (A.Laming&Co. *Mgrs.*)	385·0 P33′B237′F36′ FK *WB=CellDBa* 133′	52·0	25·1 *u E* 23′ *f* 171′	London British 6 *BHCem*	T.3Cy.26″,43″&71″–48″ (*s*) 180lb 401NHP 3SB,9*cf*,GS180,HS6483 J.Dickinson&Sons,Ld.Sld.	27 ″ 6 s 4 ″ 2 23 ″ 8	
Now named "Scatwell," See No. 71 in Supplement										*Lloyd's*	*sA&CP*				1000 *tFPT* 103 *tAPT* 144 *t*		
181 89420 NFMG	**Maitland** *R.Gibson* 90–09 1 *Dk*	**IronSc** 116 40	150			…		1885	J.Knox& Co. Sunderland	Melbourne S.S.Co. Ld.	100·0 Q55′B5′ BK6½″	18·2	9·5	Melbourne British *WB*	C.2Cy.17″&32″–24″ 45RIP J.Brewster&Co.,Sld.	10 ″ 1	
182 214213	**Maitland No. 1** *Elec.light Mchy.Aft*	**SteelTwinSc** (*Car Ferry*) 2 *Dks3trB*	2757 — 1775					1914	Gt.Lakes Eng.Works Ecorse,Mich.	Toronto, Hamilton &Buffalo R.R.Co.	338·0	56·0	18·3	Fairport Utd. States	T.6Cy.19½″,31″&52″–36″ 324NHP Gt.Lakes Eng.Wks.Detroit		
183 140851 JRWK	**Maizar** *N.P Cornish* –17 *Elec.light* (*Stl*) *in No.1 hold*	**SteelScSr** 2 *Dks(Stl)3trDk* *Cruiser Stern*	7293 ~~6830~~ 6835 4491	✠100A1 12,17 ~~(Class Contem plated)~~ ✠LMC12,17	Gls	*c*†		1917 12mo	C.Connell &Co.Ld. Glasgow *Lloyd's*	T.&J.Brocklebank Ld. *CellDB* 113′ 156	470·0 ~~P46′~~B124′~~F44′~~ 43′ ~~P47′~~ 58·0 FK *Ta* 134′ 216 *tFPT* 79 *tAPT* 84 *t*	~~50·8~~ 32·1 7 *BHCem*	Liverpool British	2 Geared Steam Turbines geared to 1 screw shaft (*s*) 2001b 2D.,&2SB,~~GS~~GS80,HS14430 D.Rowan&Co.Glasgow	34 ″ 11 s 8·0½ 27 ″ 3	
184 513 HMGV	**Maj** *A.Wimmerstedt* –15 *ex*Julius Cæsar, *ex*May)	**IronScSr** (*ex*Norrmalm, 1 *Dk2trB*	891 724 509	✠ 6,73		Lv		1870 5mo	Denton Gray&Co. W Hartlepool	G.E.Reuter	218·5 Q79′B50′H18 *t*	28·9	16·3	Gothenbrg Swedish 4 *BH*	C.2Cy.19½″&38″–31″ NB84 67NHP T.Richardson&Sons,Hpl.		V
185 NCFP	**Maja** *J.Godtfredsen* *Elec.light*	**SteelScSr** 1 *Dk*	377 272 214					1890	Helsingörs Skibsbyggeri Elsinore	Det Forenede Dampskibs.Selsk.	149·0 Q57 *t*	24·1 B22 *t*	10·9 F13 *t*	Copnhagn Danish *WB*	C.2Cy.19″&35″–21″ 47NHP HelsingörsMskinbyggeri.		V
186	**Majdan** (*ex*Winstanley) *Well deck*	**SteelScSr** *ssDub.2nd No.3–10,13* 1 *Dk(Stl)*	*368* *294* *149*	✠ —— 7,16 ✠	Cff	*f*		1888 11mo	Ailsa Shipbuilding Co. Troon	G.Guina *WB=DBa* 26′ 21 *tFPT*	142·0 Q63′B19′F19′ BK7″	25·1	12·4 29 *tAPT* 13 *t*	Trieste Aust.-Hung. 4 *BHCem*	T3Cy13½″22 7/16″&36″–27″ 71NHP 1SB,2*cf*,GS32,HS1120 W.Kemp,Glasgow	12 ″ 11	
187 118812 VQFJ	**Majestic** *J.R.Nesbitt* –15 *Spar Dk(pt Irapt Stl)* *2trB&deepframing*	**SteelScSr** *ssHul.No.3–3,17* *Well deck*	3306 2811 2103	✠100A1 *Spar dk with freeboard* 9,17 ~~8,17~~ ✠LMC3,17	Hul Shl	*u*	3,17	1904 4mo	Irvines'SB &D.D.Co.Ld. W Hartlepool	W.H.Cockerline& Co. *Lloyd's* *WB=CellDBa* 106′ *uE*	325·0 P32′B100′F32′ 22·5 FK 22′ *f* 136′ 663 *t FPT*	47·1	13·7	Hull British 5 *BHCem* 100 *tAPT* 42 *t*	T.3Cy.24″,38″&64″–42″ (*s*) 160lb *90lb* 277NHP 2SB,6*cf*,GS100,HS4329 Richardsons,Westgarth&Co.Ld.Hpl.	24 ″ 10 s 4 ″ 2½ 21 ″ 0	

*This vessel which was classed in the Germanischer Lloyd, has now been surveyed by the Surveyors to Lloyd's Register

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite à Harton pour le délisle.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pa.
188 107693	**Majestic** *H.C.Crabbe* –15 *Mchy.Aft*	SteelSc 2*Dks*	275 275 156					1899	PolsonIron Works Toronto	CrystalStream S.S.Co.Ld.	110·0	21·9	5·2	Montreal British	C.2Cy.14″&28″–18″ 32RHP PolsonIronWrks,Toronto	
189 109812	— *T.Jevons*09–10	SteelScSp *ss*Dub.No.3–11,10 *ss*Dub.No.1–15 1*Dk*	157 139 2	✠100A1 *For Towing purposes* 6,17~~,16~~ ✠NB12,07 ✠LMC1,15 BS2,16,17	Dub		~~1,15~~ 6,17	1898 8mo	Clelands GravingDock &SlpwyCo Ld Newcastle A&CP	DublinPort& DocksBoard (HarbourMaster's Department)	106·8	22·1	10·2 BK7″ *WB*	Dublin British 4*BHCem*	T.3Cy.13½″,22″&36″–22″ (*s*) 160lb 99RHP 1SB,*3cf*,GS47,HS1360 *TPT*11*t* TweedyBros.NorthShields	11 ″ 0
190 98714	— *A.McKay* –16	IronScK 1*Dk*	152 145 61	✠ *Stm Trawler* 6,93 ✠	Liv			1891 1mo	Cochrane, Cooper& Schofield Beverley	~~J.S.McGillivray~~ ~~J.W.Smethurst~~ ~~& Grimalis~~ A.W.Green	105·4	20·0	11·0 BK7½″	Grimsby ~~Banff~~ British 3*BHCem*	T.3Cy.12½″,19½″&31½″–22½″ 50RHP 1SB,*2cf*,GS29,HS780 C.D.Holmes&Co.,Hull	11 ″ 10
191	— *Mchy.Aft*	SteelSc 1*Dk*	111 108 37					1913	Gebroeder Boot Leiderdorp	N.V.Vissch-Exploitatie Maats. "deWitteSter"	90·0	19·7	9·8	Ymuiden Dutch	T.3Cy.9⅛″,15¾″&25½″–18″ 42NHP Burgerhout'sMachfab.Rot.	
192 1566 HTLS	**Majfrid** *A.L.Engström* –15	SteelScSr (*ex*Ruth) 1*Dk*2*trB*	357 277 193					1889	MotalaCo. Gothenburg	Rederiaktieb. Östersjön(A. Christensen,*Mgr.*)	133·0	23·6	12·7 Q46′B35′H12*t*	Trelleborg Swedish *WB*	T.3Cy.11¼″,18¼″&29¼″–19½″ 38NHP MotalaCo.Motala	V
193 99231 MLQB	**Majorca** *G.W.Grimmer* –16 *ss*Lth.No.3–4,04 *Well deck* *ss*Lth.No.2–12 1*Dk*(*Irn*)*&Webframes*	SteelScSr	1108 838 674	✠100A1 2,16 ~~Examined 3,17~~ 4,18 ~~NB9,16~~ ✠LMC6,12,17 ~~BS9,16~~ BS1,18	Sld	*n*	~~2,16~~ ~~1,17~~ 4,18	1892 6mo	S.P.Austin &Son Sunderland A&CP	Leith,Hull&Ham. S.P.Co.Ld. (J. Currie&Co.*Mgrs.*) *WB*=*Cell*	225·0	33·4	14·4 P28′Q50′B44′F25′ FK *DB*178′310*t*	Leith British 5*BHCem*	T.3Cy.18½″,30″&49″–33″ (*r*) 160lb *100lb* NDB08 136NHP 1SB,*4cf*,GS63,HS2007 *TPT*38*t* G.Clark(Lim.),Sunderland	16 ″ 11 s 1 ″ 6 15 ″ 8
194 MNKL	**Majoren** *H.Brock* –15 *ss*NYk.2ndNo.3–12,12 (*ex*Maracas,*ex* Carmarthenshire) *Elec.light* Wireless	SteelScSr 2*Dks*(1*Stl*& 1*pt Stl*)3*trB*	3063 2489 1949	✠100A1 12,16 ✠NB2,08 ✠LMC MS3,12 BS12,16	NYk	*u*	12,15	1887 1mo	C.S.Swan& Hunter Newcastle A&CP	Akties.Solgran (A.Meling,Jr., *Mgr.*)	329·5	40·0	25·1 P201′F45′ BK11″ *WB*=*Cell DBa*	Stavanger Norwegian 7*BHCem*	T.3Cy.27½″,43″&70″–45″(*s*) 150lb ~~NDB03~~ 340NHP 3DB,*12cf*,GS189,HS5490 66′ *f* 92′292*t* Hawthrn,Leslie&Co.Nwc.	27 ″ 7 s 4 ″ 5½ 24 ″ 6
195 121180 HKNC	**Makambo** *H.deC.Wetherall* –15 *ss*Syd.No.2–15 *Elec.light* *Well deck*	SteelScSr 1*Dk*&*deepframing*	1159 758 648	✠100A1 ~~3,17~~ ~~10,16~~ 10,17 ~~BS10,16~~ ✠LMC10,15 10,17	Syd	*n*	~~10,15~~ 10,17	1907 4mo *Lloyd's*	ClydeS.B. &E.Co.Ld. PortGlasgow *SA&CP*	Burns,Philp&Co. Ld. *WB*=*Cell DBa*	210·3	31·4	14·8 P&B135′F27′ BK8″ 35′*uE*15′ *f*109′211*t*	SydnyNSW British 4*BHCem* *APT*29*t*	T.3Cy.17″,27″&45″–33″ (*s*) 180lb *100lb* 145NHP 2SB,*4cf*,GS884,HS2482 ClydeS.B.&E.Co.Ld.P.Gls.	17 ″ 3 s 1 ″ 4½ 16 ″ 11
196	**Makarska** *Elec.light*	SteelScSr *ss*Tri.No.1–12 1*Dk*(*Teak*)	226 169 133	✠ ~~—~~ 5,16 ✠	Tri	*d*		1908 10mo	Stabilmnto Tecnico Trieste	Soc.Anon.Austriaca di Nav.aVap "Dalmatia"	139·0	21·1	9·8 Q52′F25′ BK6¾″	Makarska Aust.-Hung. 4*BHCem*	T3Cy13″20½″&34¼″–20½″ 74NHP 1SB,*2cf*,GS28,HS1125 FD StabilimentoTecnico,Tri.	11 ″ 0
197	**Makis**	SteelScSp (*Tug*) 1*Dk*	*122* *111* *15*			...		1908	J.P.Rennoldson&Sns South Shields	J.G.Matsoukis	100·0	19·0	9·0 FK *WB*	Argostoli Greek	T.3Cy.11½″,20″&32″–22″ 60NHP J.P.Rennoldsn&Sns.S.Shl.	9 ″ 6
198 121595 SONQ	**Mako** *S.Jones* –15 *Elec.light* *Well deck*	SteelScSr 1*Dk*(*Stl*)	505 322 247	✠100A1 7,17~~,16~~ ✠LMC7,15 7,17	Auk	*g*	7,16	1914 9mo *Lloyd's*	Bow,Mc-Lachlan&Co. Ld. Paisley	Richardson&CoLd *WB*=*DBa* 28′38*t*Cell*DB*	153·5	25·1	12·8 Q83′B20′F21′ FK *SA&CP*	NapierN.Z. British 4*BHCem* *APT*55*t*	T.3Cy.13″,22″&36′–30″ (*s*) 180lb *80lb* 65RHP 1SB,*3cf*,GS58,HS1651 Bow,McLachln&CoLd Psy	13 ″ 6 s ″ 7 13 ″ 1
199 KRCF	**Makrele** *G.Büschen* –10	IronScSr 1*Dk*	129 122 26					1887	F.W. Wencke Bremerhaven	C.G.Ahlers	100·0	20·5	10·7	Gstemnde German	C.2Cy.17½″&31″–18½″ 34NHP Aron&Gollnow,Stettin	V
200 127802 WPHV	**Makura** *J.D.S.Phillips* –13 *Elec.light* *Ref.Mchy.* Wireless 3*Dks*	SteelTwinScSr	8075 5807 4921					1908	A.Stephen &Sons,Ld. Glasgow	UnionS.S.Co.of NewZealand,Ld.	450·0	57·7	32·1 P88′B231′F81′ *WB*	London British	T8Cy(2)28½″(2)46″&(4)55″ –48″ 835NHP A.Stephen&Sons,Ld.Gls.	C
201 76212 RBND	**Malabar** *G.W.Robinson* –15 *ss*Shl.2ndNo.3–7,05 *ss*Shl.No.2–14 2*Dks*(1*Irn*)3*trB*	IronScSr	1896 1753 1203	✠100A1 3,17 ~~Examined 3,17~~ ~~MS3,12~~ ~~✠NB8,12~~ LMC MS1,14 BS2,17	Sld	*s*	3,17	1877 8mo	R.Dixon &Co. Middlesbro' A&CP	ZapataStm.Shpg. Co.Ld. (H.Cail &Co.,*Mgrs.*)	286·0	34·8	22·5 P34′F38′ BK9½″ *WB*=	Newcastle British 5*BHCem* *DBa*76′*f*60′	T.3Cy.20″,33″&54½″–42″ (*s*) 160lb *100lb* NDB08 201NHP 2SB,*4cf*,GS60,HS3153 *Tpd*92Blair&Co.(Ld.),Stk.	25 ″ 8
202 88003 WCSG	**Malacca** *L.C.Treweeke*	IronScSr 2*Dks*	653 530 405			...		1885	Ramage& Ferguson Leith	StraitsS.S.Co.Ld.	189·5	26·5	16·2 P41′ B64′ F27′ FK	Singapore British	C.2Cy.28″&54″–36″ 146NHP Ramage&Ferguson,Leith	17 ″ 1
203 104580 NMVS	**Malachite** *A.Anderson* –15 *Well deck* *Mchy.Aft* *Elec.light*	SteelSc3MstSr *ss*Syd.No.3–11,06 *ss*Syd.No.2–15 1*Dk*(*Irn*) *Cargo battens not fitted*	605 433 238	✠100A1 11,17~~,15~~ BS11,16 ✠LMC4,15	Mel Syd	*i*	4,15	1894 10mo	Scott&Sns Bowling A&CP	AustralianSteamships.Ld. (*Man. Agents*,Howard Smith,Ld.) *WB*	180·0	29·1	10·7 Q90′B11′F87′ BK7½″ =*Cell DBf*95′140*t*	SydnyNSW British 3*BHCem* *FPT*22*t*	T.3Cy.15″,25″&40″–27″ (*s*) 160lb *70lb* 80RHP 1SB,*3pf*,GS56,HS1200 Muir&Houston,Glasgow	13 ″ 0 s ″ 8 13 ″ 2
204 491	**Malaga** *D.Villa*	IronScSr 2*Dks*	1453 1259 897			...		1879	A.Stephen &Sons Glasgow	Conti,Giorgi&Co. (L.E.Conti fu A. *Mgr.*)	273·6	33·0	19·7 B28′ F23′ BK9½″	Genoa Italian	C.2Cy.30″&57″–36″ 150NHP A.Stephen&Sons,Glasgow	V
205 120907 HFDM	**Malakand** *J.M.Tomlinson* –15 *Elec.light*	SteelScSr *ss*Gls.No.2–14 2*Dks*(*Stl*)*&deepframing*	7653 7320 4928	✠100A1 6,16 ✠LMC MS4,13 BS2,16	Bkn	*c*†	6,16	1905 12mo *Lloyd's*	Harland& Wolff,Ld. Belfast *SA&CP*	T.&J.Brocklebank Ld. *B*= *Cell DBa* 139′ *W*	470·3	58·4	31·3 P51′B87′F51′ FK *uE&B*87′*f*180′2040*t*	Liverpool British 7*BHCem* *APT*87*t*	Q.4Cy.26½″,39½″,56″&78½″– 54″ 215lb (*s*) 685NHP 2D&2SBI8*cf*GS346HS12354 Harland&Wolff,Ld.Bel.	35 ″ 5 s9 ″ 1 26 ″ 8
206 137397 JGMK	**Malakuta** *F.Whitham* –16 *Elec.light* Wireless	SteelScSr 2*Dks*(*Stl*) *&3rd dk*(*Stl*)*in No.1 hold*	7205 6767 4516	✠100A1 5,17 ~~9,16~~ ✠LMC9,14 *Carrying oil fuel F.Rabove1500T in Nos.1,2&7,DBTanks*	Lon NYk	*c*†	9,16	1914 9mo *Lloyd's*	C.Connell &Co.Ld. Glasgow *SA&CP*	T&J.Brocklebank, Ld. *WB*=*Cell DBa* *uE&B*76′	470·2	58·0	32·1 P46′B124′F43′ 158′ FK *f*178′1563*t*	Liverpool British 7*BHCem* *APT*54*t*	T.3Cy.26½″,45′&75″–54′ (*s*) 200lb HS12300 648NHP 2D&1AuxSB,*15cf*,GS264, D.Rowan&Co.Glasgow	34 ″ 11 s8 ″ 0½ 27 ″ 3
207 101989	**Malamir**	SteelPad 1*Dk*	180 180 114					1893	G.Rennie &Co. London	Euphrates&Tigris Stm.Nav.Co.Ld.	155·0	25·0	5·4	London British	C.2Cy.13½″&27″–36″ 50RHP J.Penn&Sons,London	
208 PKBV	**Malang** *M.A.Hooykaas* *Elec.light*	SteelScSr 2*Dks*&*Spardk*	3527 3336 2252					1898	Wigham Rchrdsn&Co. Newcastle	Rotterdamsche Lloyd (W.Ruys& Zonen,*Mgrs.*)	332·5	44·0	28·4 B82′F30′	Rottrdam Dutch *WB*	T.3Cy.22″,37″&62″–42″ 249NHP Wghm Richrdsn&Co.Nwc.	V

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / *Master.* / *Late Name if any.* / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned. now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of ✠ of Trade Cert.
209 JTMB	**Malangen** *Joh. Holte* 1 *Dk & Shade dk*	**SteelScSr** 275 261 157					1899	Tr'ndhj'ms Mek. Værks. Trondhjem	TromsöAmts Dampskibsselskab	138·7 H14*t*	21·0	15·3	Tromsö Norwegian	T.3Cy.11¼″,18½″&30″–20″ 40NHP TrondhjemsMek.Værks.		
210 136044 TMNP	**Malaspina** (*Fishery Protection Cruiser*) *R. Dillon* –13 *Elec. light* Wireless	**SteelScSr** 392 323 129 1 *Dk (Stl–*teak s) & 2 *nd dk (Stl) in fore & after holds*	✠ 8,13 ✠	Gls	*h*		1913 8mo	Dublin DckyrdCo.Ld Dublin	CanadianGovernment *WB=*	162·4 B11′F37′ BK7″ *Cell DB uE&B* 44′	27·1 6 *BHCem* 39*t DT f* 15′14*t FPT*	13·1 9*t APT* 5*t*	Ottawa British	T.3Cy.16″,24½″&40″–30″ 161NHP D.Rowan&Co.Glasgow	13 ″ 11	
211 135534 JDRT	**Malatian** *C.H.Dix* –16 *Cruiser Stern* *Elec. light* *Well deck* 1 *Dk (Stl) & 2nd dk (Stl) in Nos. 1 & 2 holds*	**SteelScSr** 3437 2364 2219	✠100A1 12,17 ~~12,16~~ ✠LMC ~~1.14~~ 12,17	Trn Liv		~~12,16~~ 12,17	1914 1mo *Lloyd's*	Earle'sCo. Ld. Hull *SA&CP*	EllermanLines,Ld. (GrahamSmith, *Mgr.*) *WB=*	323·8 P&B216′F74′ FK *Cell DBa* 93′ *uE&B*	42·4 6 *BHCem*	21·7 53′ *f* 140′ 589*t*	Liverpool British	T3Cy.20½″,35½″&60″–42″ (*s*) 215lb 343NHP 3SB,*9cf*,GS110,HS4875 FD Earle'sCo.Ld.Hull	26 ″ 9 s 3 ″ 1½ 23 ″ 11	BT till 12,17
212 17054 MLKQ	**Malay Maru** *Marumoto* –16 (*ex*Craighall) *Elec. light* 2 *Dks (Stl) & deep framing* *ss*Kob.No.3–7 17	**SteelScSr** 4481 4144 2822	✠100A1 7,~~16,16~~ ✠LMC 7,17 ~~MS2,15 BS7,16~~	Kob	*x*	6,16	1905 3mo *Lloyd's*	D&W Hendersn&Co.Ld. Glasgow *SA&CP* *W*	OsakaShosen KabushikiKaisha *B=Cell DBa* 121′*u*	379·9 P40′B98′F40′ FK *E&B* 37′ *f* 165′ 1011*t*	50·1 6 *BHCem* *APT* 122*t*	26·0	Osaka Japanese	T.3Cy.25″,41″&67″–48″ (*s*) 175lb 368NHP 3SB,*9cf*,GS173,HS6160 D&W Hendersn&CoLd.Gls	28 ″ 8 s 5 ″ 6½ 23 ″ 6	
213 QHSF	**Malaya** *B. Peters* *Elec. light* 1 *Dk*	**SteelScSr** 901 618 348					1903	Bremer Vulkan Vegesack	Norddeutscher Lloyd *WB*	198·0 P12′F22′	32·3	13·0	Bremen German	T3Cy.16$\frac{15}{16}$″,26¾″&44$\frac{15}{16}$″–29½″ 106NHP BremerVulkan,Vegesack		G
214 4561 JPTH	**Malcolm** *K.Karlsson* 13–15 (*ex*Bedale) *Well deck* *ss*Sld.2nd No.3–8,05 *ss*Hpl.No.2–14 1 *Dk (Irn)* 2 *trB* *Cargo battens not fitted*	**IronScSr** 1186 954 711	✠100A1 7,16 BS4,15 LMC 4,14	Gms	*o*	7,16	1879 7mo	J.Read-head&Co. SouthShields A&CP	Rederiaktieb. Malcolm (F.O.Liljefors)	242·0 Q89′B50′F26′ BK8½″ *WB=D*	32·6 4 *BHCem* *Ba* 69′ *f* 98′	17·6	Landskrna Swedish	C.2Cy.27½″&52″–33″ 70lb *100lb* NDB06 123NHP 1SB *3pf*,GS50,HS2157 J Readhead&Co.S.Shields	18 ″ 6 s 1 ″ 8 17 ″ 9	
215 103714	**Malcolm Cann** *J.R.Durkee* –99 1 *Dk*	**WoodScSr** 212 134 95	*Now a Sailing vessel, See No.30 in Supplement of Sailing Vessels*				1898	S.Harlow Lockeport NS	H.Cann&Son,Ld.	112·0	20·1	10·8	YarmthNS British	T.3Cy.12½″,20″&32″–22″ 53RHP Plenty&Son,Newbury		
216 133116 JCDR	**Malda** *C.Davidson* –14 *Elec. light* Wireless 2 *Dks (Stl–U* teak s)	**SteelTwinScSr** 7896 6948 4992	✠ 5,15 ✠	Alx	*c*†		1913 4mo	Barclay, Curle&Co.Ld Glasgow *WB=C*	BritishIndiaStm. Nav.Co.Ld. *ell DBa* 135′ *uE&B*	450·0 P44′B133′F42′ FK 69′ *f* 186′ 1372*t FPT*	58·2 7 *BHCem*	33·3 120*t APT* 71*t*	Glasgow British FD	T.6Cy.21″,35½″&61″–45″ 900NHP 4SB&1Aux.SB,*18cf*,GS339, HS14156 Barclay,Curle&Co.Ld.Gls.	36 ″ 0	
217 204744 KWLH	**Malden** *W.M.Smith* 07–07 Sub.Sig. 1 *Dk*	**SteelSc3MstSr** 5054 — 3098					1907	ForeRiver S.B.Co. Quincy,Mass	NewEnglandCoal &CokeCo. *WB*	373·2	52·7	29·8	Boston Utd.States	T.3Cy.28″,44″&73″–48″ 369NHP ForeRiverS.B.Co.Quincy		C R
218 MBFV	**Maldonado** *J.Arestegui* –16 (*ex*Nethergate) *Well deck* *ss*Cff.No.3–4,03 *ss*Nwc.No.1–07 1 *Dk (Stl) 2 trB*	**SteelScSr** 2253 1749 1447	✠ 2,09 ✠	Cff	*s*		1890 6mo	T Turnbull &Son Whitby	Dodero Hermanos	289·4 P28′Q76′B124′ F32′ FK *WB=Cell*	38·3 6 *BHCem* *DB* 244′ 504*t*	19·6	M.Video Uruguayan	T.3Cy.22″,36″&59″–39″ NDB07 219NHP 2SB,*6cf*,GS100,HS3300 Blair&Co.Ld.Stockton	22 ″ 2	V
219	— 1 *Dk*	**IronScSr** (*ex*Thistle) 139 — 59	✠ *For Towing purposes* 6,88	Mil			1888 3mo	Castle Steel &Iron Works Milford	Cia.Argentina de Nav.(Nicolas Mihanovich)Ltda. BK6½″	88·8	20·1	10·6	BnsAyres Argentine	C.2Cy.20″&35″–24″ *Emade* 75 B83 *fitted* 88 50NHP 1SB,*3pf*,GS48 W.Allsup&Sons,Preston		
220 KCFH	**Malgache** *Carbon* *Elec. light* 1 *Dk & Spar dk*	**SteelScSk** 1443 (*ex*Solstad) 1399 862					1906	Framnes Mek.Værks. Sandefjord	Cie.Marseillaise de Madagascar(L. Besson&Co.*Mgrs.*)	231·7 H89*t* F34*t*	35·3	19·4	Marseilles French *WB*	T.3Cy.18″,29″&48″–33″ 132NHP FredrikstadM.V.Frdstad.		V
221 HSTB	**Maliaño** *D.Arango* 13–12 (*ex*Godolphin) *Well deck* *ss*Bbo.2nd No.3–1,13 1 *Dk (Irn) & Web frames*	**SteelScSr** 1531 1214 894			...	12,15	1889 10mo	Grange-mouthDock-yardCo.Alloa A&CP	Cia.Vasco Cantabrica deNav (U.de laTorre, *Mgr.*)	250·0 P23′Q66′B64′F31′ BK9″ *WB=Cell DBa,u*	35·2 4 *BHCem* *E&f* 186′ 300*t*	16·8	Bilbao Spanish	T.3Cy.18″,30″&48″–36″ (*s*) 180lb *80lb* NDB07 142NHP 1SB,*3cf*,GS57,HS2089 Hutson&Corbett,Glasgow	19 ″ 0 s 1 ″ 7½ 18 ″ 4	
222 92973	**Malietoa** (*ex*Texas) *Mchy. Aft* *Elec. light* Sub.Sig. 1 *Dk 2 trB*	**SteelSc** 5229 — 3921					1899	American S.B.Co. Lorain,O.	PittsburghS.S.Co.	454·0	50·0	24·3	Duluth Utd.States *WB*	Q.4Cy.15¾″,23¾″,36½″&56″–40″] 198NHP AmericanS.B.Co.Clevelnd.		
223 85157 WKBP	**Mallard** *H.French* –16 *Well deck* 2 *Dks*	**IronScSr** 1300 954 800			...		1882	Gourlay Bros.&Co. Dundee	GeneralStm.Nav. Co.Ld. *WB*	225·0 P130′F36′ BK8″	33·1	17·4	London British	C.2Cy.30″&54″–36″ NB07 130NHP GourlayBros.&Co.,Dundee	19 ″ 6	
224 97742	— *J.Davey* –97	**CompScSr** 213 213 74					1875	Earle'sCo. (Lim.) Hull	W.Sayer	125·8	23·6	12·1	Liverpool British	CH.2Cy.31″&48″–18″ 108RHP Earle'sCo.(Lim.),Hull		
225 98347	— *E.Trott* 09–09 (*Tug*) 1 *Dk*	**SteelSc** 193 155 87			...		1903	Bow,Mc-Lachlan&Co. Ld. Paisley *Completed by*	RetrieverFlotilla Co.Ld. Turner, Morrison	116·0 P13′B18′ FK & Co.Calcutta	22·0	8·4	Calcutta British	C.2Cy.16″&32″–18″ 43RHP Bow,McLachln&CoLd Psy	9 ″ 0	
226 115622 HNTF	**Mallina** *A.H.Williams* –17 *Elec. light* 1 *Dk (Stl) deep framing & Web frames, Middle dk (Stl) & deep framing in Nos. 1 & 4 holds*	**SteelScSr** 3213 2741 1611	✠ 4,10 ✠	Syd	*v*		1909 4mo	Harland& Wolff,Ld. Belfast *WB=*	Australas'nUnited Stm.Nav.Co.Ld. *CellDBa* 84′*uE&B*	350·5 P37′B112′F45′ FK 74′ *f* 142′ 570*t FPT*	44·3 6 *BHCem* 48*t APT* 86*t*	23·3	Brisbane British	Q.4Cy.24½″,35″,50″&75″–54″ 643NHP 3SB,*12cf*,GS226,HS9690 FD Harland&Wolff,Ld.Bel.	26 ″ 1	
227 HSTG	**Mallorca** *L.O.Torres* 02–14 *Elec. light* *Dk & Shelter dk (Stl–*ws) *2nd dk in holds*	**SteelScSr** 2223 1961 1092	✠100A1 *Shelter dk with freeboard* 10,17 ~~6,16~~ ✠LMC 11,14	Bcl	*s*	10,17	1914 11mo *Lloyd*	N.Odero fu A.&Co. SestriP'nente *SA&CP* *W*	IsleñaMaritima Cia.Mallorquina deVap. *B=Cell D B u E &*	306·5 B101′ *f* 45′ 189*t FPT*	38·5 6 *BHCem* 19*t APT* 57*t*	24·4	Palma de Mallorca Spanish	T3Cy.24″,38⅜″&67$\frac{15}{16}$″–47¼″ 200lb *100lb* (*s*) 509NHP 4SB,*12cf*,GS186,HS7888 FD N.Odero fu A.&Co.	27 ″ 6 s 11 ″ 7½ 16 ″ 4	
228 HTGF	**Malm** *A.Abrahamsen* *Elec. light* 1 *Dk & Spar dk*	**SteelScSr** 1433 1328 893					1902	Fredrkstad Mek.Værks. Fredrikstad	Acties.Dpsk.Malm (N.A.P.Staubo) *WB*	230·7 H105*t*	35·2	20·6	Chrstiania Norwegian	T.3Cy.16½″,27″&44″–32″ 109NHP FredrikstadM.V.Frdstad.		N
229 3759 JLRV	**Malmö** *J.E.L.Westergren* 09–09 (*Ferry*) 2 *Dks*	**SteelTwinSc** 1514 1383 731					1900	Kockums M.V.Aktieb Malmö	SvenskaStatens Jernvägar (H. Lemke,*Mgr.*)	266·6 H130*t*	51·0	17·3	Malmö Swedish *WB*	T.6Cy.16$\frac{15}{16}$″,27$\frac{3}{16}$″&47¼″–27$\frac{5}{16}$″] 234NHP KockumsAktieb.Malmö		

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc / Capitaine. / Visites Périodiques.	3 Ex-nom, s'il y a lieu. / Nombres des Ponts.	4 Tonnage Officiel / Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
230	**Malmö**	**SteelScSr**	604					1914	Kjöbnhvns Flydk.&Skbs.	Dmpskib.Selskab. Öresund(J.D.	194·0 33·2 12·9	Copnhagn	T.3Cy.17″,27″&45″ -30″		V
	E.Holst -14		440						Copenhagen	Krogh,*Mgr.*)	B70′F32′	Danish	111NHP		
NSQT	*Elec.light*	1*Dk*	249									*WB*	KjbnhavnsFlydk.&Skbsv.		
231	—	**SteelTwinScSr**	555					1897	Schiffsw. vonH.Koch	MalmöNyaÅngb. Aktieb.(H.Bager)	171·5 26·2 11·8	Malmö	C.4Cy.18¼″&35½″-19¾″		V
3135	*C.A.Follin*06-06		357						Lübeck		P56′H89*t*F17′	Swedish	94NHP		
JHLK	*Elec.light*	1*Dk*	249										I.F.Ahrens,Altona		
232	**Malorossia**	**SteelScSr**	893	✠100A1	Oda	*l*	N4,15	1905	Chant.Nav deNicolaieff	P.Regier&Son	203·7 29·9 15·6	Nicolaieff	T.3Cy.15″,26″&41½″-22½″	15 ″ 8	
680	*Bergman*	*ss*Oda.No.2–14	755	12,15				8mo	Nicolaieff		Q76′B52′F26′	Russian	150lb *90lb* NDB12 (*s*) 85NHP		
KHAB	*Well deck*	1*Dk*(*Stl*)&*Web frames*	482		✠LMC4,14			*Lloyd's*	*A&CP* *WB*	*=CellDBa51′uE&*	*B24′f82′179tFPT*	FK	*4BHCem*		
													18SB,*3cf*,GS46,HS1395		
233	**Mälsåker**	**SteelScSr**	145					1899	MotalaNya Co. Motala	EngsöÅngf.Aktieb (K.Almqvist*Mgr*)	104·2 18·9 8·2	Öfver-Selö	14*tAPT*12*t* C.2Cy.13″&27″-18″		
3503	*O.Enström*01-13		87								B34′H17*t*F13′	Swedish	26NHP		
JKSD	(*ex*Tor,*ex*WermdöIII.)	1*Dk*	92										MotalaNyaCo.Motala		
234	**Malta**	**SteelScSr**	6064	✠	Grk	*a*†		1895	Caird&Co. Ld. Greenock	P.&O.Stm.Nav.Co.	430·0 50·3 29·9	Greenock	T.3Cy.31″,50″&82″-60″	33 ″ 0	
102398	*F.H.S.Stone* -17		5217	6,95				6mo			P86′B167′F85′	British	662NHP		
NVMD	2*Dks*(1*Stl*-ws&*UStl*-teak s)3*trB*		3888		✠					*WB=*	*CellDBa113′uE&*	BK9″	7*BHCem*		
	Elec.light Wireless										*B77′f156′941tAPT*		70*tFPT*70*t*		
235	—	**SteelScSr**	2236	✠ ——	Stn	*s*		1890	W.Gray &Co.Ld. WHartlepool	Dampfschiffs. RhedereiUnionAG	290·0 38·0 20·3	Hamburg	T.3Cy.21½″,35″&58″-39″	22 ″ 2	
	J.Stahl	*ss*Hpl.No.3–8,02	1736	11,15				8mo			P27′Q94′B112′F29′	German	NDB02 204NHP		
JGFB	(*ex*DeutscheKaiserin,	*ss*Npt.No.2–11	1406	✠							BK10″		5*BHCem*		
	*ex*Kestor,*ex*HalifaxCity)	1*Dk*(*Stl*)&	*Now named "Pollensa". See No. 1 in Supplement*								*WB=DBa*		96′*f*108′452*t*		
	Well deck Sub.Sig.	*Web frames*											Cen.Mar.Eng.Wrks.WHpl		
236	**Maltby**	**SteelSc**	3977	✠100A1	Bry	*w*	4,17	1906	Ropner& Son Stockton	SirR.Ropner&Co. Ld.	350·0 50·0 25·0	W.Hartlpl	T.3Cy.26″,42½″&69½″-45″	27 ″ 4	
119898	*J.Olive* -15	*ss*Shl.No.2–15	3363	*Trunk dk no s heer*				8mo			F33′	British	180lb *100lb* (*s*) 358NHP	s 5 ″ 1	
HGSP	1*Dk*(*Stl*)2*trB*deep framing&		2540	1 18 ~~4,17~~						*WB=Cell*		FK	6*BHCem*	22 ″ 7	
	Web frames			BS4,17	✠LMC1,15			*Lloyd's*		*DBa110′uE24′*	*f148′832tFPT170t*		2SB,*6rf*,GS127,HS5620		
													APT211t		
237	**Malte**	**SteelTwinSc**	8222					1907	Swan,Hunter &Wigham Richardson, Ld.Newcastle	ChargeursRéunis	483·0 56·6 34·0	Havre	Blair&Co.Ld.Stockton T.6Cy.25½″,43″&70″-48″		V
	~~*Bataille*07-09~~*Pelli*		7103									French	679NHP		
KQGD	*Elec.light* Wireless	3*Dks*	5225	✠Lloyd'sRMC1,17								*WB*	WllandSlpwy.Co.Ld.Nwc.		
	Ref.Mchy.			3,18											
238	**Maltese Cross**	**IronPad**	134					1884	Edwards& Symes London	Managers of Metropolitan AsylumDistrict	132·0 16·6 6·7	London	O.2Cy.23″-30″		
91863			113									British	35RHP		
			105										M.Pratt,Huddersfield		
239	**Malton**	**CompSc**	1651					1888	Detroit DryDockCo. Wyandotte	MathewsS.S.Co. Ld.(J.T.Mathews)	252·0 40·2 18·5	Toronto	T.3Cy.16″,27″&46″-42″		
130439	*J.Brais* -15	(*ex*E.M.Peck)	1532									British	NE92 NB14 137NHP		
	Mchy.Aft	1*Dk*	988										DryDockEng.WrksDetroit		
240	**Malvern Range**	**SteelScSr**	4524	✠100A1	Gls	*x*	12,16	1915	J.Priestman&Co. Sunderland	NeptuneStm.Nav. Co.Ld. (Furness,	380·0 50·0 26·7	Liverpool	T.3Cy.25″,41″&69″-48″ (*s*)	29 ″ 3	
137464	~~*J.Davies* -17~~		4218	~~4,17 12,16~~ 5,18				7mo		Withy&CoLtd*Mgs*)	P32′B98′F37′	British	180lb 381NHP	s 5 ″ 10	
JLMQ	*Elec.light* *W.Gorley* -18	2*Dks*(*Stl*)	2839									FK	6*BHCem*	23 ″ 9	
	Carrying fuel oil F.P. above 150° F. in DB				✠LMC7,15			*Lloyd's*	*A&CP* *WB*	*=CellDBa125′uE*	*26′f167′1063t FPT*		8*4tAPT*121*t*		
													Richardsons,Westgarth& Co.Ld.Sld		
241	**Malvina**	**IronScSr**	1244	✠100A1	Lth	*p*	~~11,16~~	1879	J.&G. Thomson Clydebank	London&Edin-burghShippingCo. Ld.	254·4 31·2 18·3	Leith	T.3Cy.25″,43″&68½″-48″ (*s*)	19 ″ 4	BT
79156	*T.H.O.Harris* -14	*ss*Lth.2ndNo.3–4,08	967	5,18 ~~2,17~~	Shl		6,18	3mo			P54′B62′F68′	British	180lb *70lb* NDB96 381NHP	s 2 ″ 6½	
SNLO		*ss*Lon.No.2–16	593	✠NB8,96	LMC11,16				A&CP		ND96 BK8½″		5*BHCem*	17 ″ 11	
	Elec.light	2*Dks*(*UIrn*–ws)		BS6,18								*Tpd*96	Ramage&Fergusn(Ld)Lth		
242	**Malvinas**	**IronSc**	324	✠	M Vo	*f*		1882	FSchichau Elbing	L.Carsoglio	142·7 23·0 9·5	Bns.Ayres	C.2Cy.20½″&41⅜″-21⅝″		
Foundered 9,17		*ss*M.Vo.No.2–90	254	6,92				5mo			Q72′F25′	Argentine	66NHP		
		1*Dk*(*Irn*)	219		✠						BK7″		4*BHCem*		
											WB=		*DB*111′60*t*		
													2SB,*4rf*,GS36,HS1184		
													F.Schichau,Elbing		
243	**Malwa**	**SteelTwinScSr**	10883	✠	Grk	*h*†		1908	Caird&Co Ld. Greenock	P.&O.Stm.Nav.Co.	540·0 61·3 24·6	Greenock	Q.8Cy.30½″,44″,61″&87″-54″		BT
127543	*A.Thompson* -10	2*Dks*(*Stl*-ws*Mpt*	7812	*Spar dk*				12mo			P108′B277′ 33·1	British	FD 1847NHP		
HNKL	teak)&*Spar dk*(*Stl*-teak s) *Orlop dk in*		5904	12,08	✠						F92′ FK&BK3″		10*BHCem*		
	*Nos.*1,4,5&7*holds*(*Stl in Nos.*5&7)												4D&4SB*36cf*GS702HS27942		
	Elec.light *Ref.Mchy.* Sub.Sig. Wireless									*WB=CellDBa101′*			Caird&Co.Ld.Greenock		
													189′1288*t FPT*63*t APT*66*t*		
244	**Mamari**	**SteelTwinScSr**	8114	✠100A1	Lon	*c*†	F2,16 S9,17	1904	Harland& Wolff,Ld. Belfast	Shaw,Savill& AlbionCo.Ld.	455·4 56·4 30·6	S'thamptn	Q.8Cy.21″,30″,43½″&62″-48″	42 ″ 4	
119697	*W.G.Summers* -17	*ss*Lon.No.2–13	6131	*Shelter dk*				11mo				British	215lb (*s*) 808NHP	s 13 ″ 6½	
HBPT	*Ref.Mchy.* 2*Dks*(*Stl*-Uws)&*deep framing*		5223	*with freeboard*	BS3,18						FK&BK3″		7*BHCem*	29 ″ 7	
	Elec.light &*Shelter dk*(*Stl*-ws)			2,16	✠LMC3,17			*Lloyd's*	*A&CP*	*WB=Cell*	*DBa* 115′*uE&B*90′		*f*188′1236*t*		
	Wireless												Harland&Wolff,Ld.Bel.		
	Tonnage opening closed 1917				~~Lloyd's~~RMC3,17										
245	**Mamelena No. 2**	**IronScSr**	111			...		1885	WBThmpson Dundee	Soc.Anon. Mamelena	100·0 20·1 10·0	S.Sebast'n	C.2Cy.17″&34″-24″	11 ″ 0	
	*J.M.Bedeicoa*94–94	1*Dk*	—								BK6½″	Spanish	41NHP		
HSTN	*Mchy.Aft* (*ex*Dolphin)		50										W.B.Thompson,Dundee		
246	**Mamelena No. 4**	**IronScK**	156			...		1893	Cook,Welt'n&Gemmell Hull	Soc.Anon. Mamelena	103·0 20·5 11·0	S.Sebast'n	T.3Cy.11½″,18″&30″-22″	11 ″ 10	
	(*Trawler*)		—								BK7½″	Spanish	42NHP		
HSTJ	(*ex*Sokorri,*ex*Springfield)	1*Dk*	53										C.D.Holmes&Co.Hull		
247	**Mamelena No. 6**	**SteelScK**	126	✠	Lth			1892	Hawthorns &Co. Leith	Soc.Anon. Mamelena	100·0 20·1 10·2	S.Sebast'n	C.2Cy.17″&34″-22″	11 ″ 3	
	*A.Martiarena*97–97		118	*Stm Trawler*				3mo			F13′	Spanish	1SB,*2pf*,GS35,HS960 52NHP		
HSTK	(*ex*Challenger)	1*Dk*	57	2,95	✠					*WB=*	*DBf*10′9*t*	BK6½″	4*BHCem*		
													Hawthorns&Co.Leith		
248	**Mamelena No. 7**	**SteelScK**	126	✠	Lth			1892	Hawthorns &Co. Leith	Soc.Anon. Mamelena	100·0 20·1 10·2	S.Sebast'n	C.2Cy.17″&34″-22″	11 ″ 3	
	*C.Serfo*97–97		118	*Stm Trawler*				5mo			F13′	Spanish	1SB,*2pf*,GS35,HS960 52NHP		
HSTL	(*ex*Captain)	1*Dk*	57	12,95	✠					*WB=*	*DBf*10′9*t*	BK6½″	4*BHCem*		
													Hawthorns&Co.Leith		
249	**Mamelena No. 8**	**IronScK**	154			...		1892	Cook,Welt'n&Gemmell Hull	Soc.Anon. Mamelena	100·5 20·8 11·0	S.Sebast'n	T.3Cy.12½″,19½″&31½″-22½″	11 ″ 11	
	(*Trawler*)		—								Q20′	Spanish	50NHP		
HSTW	(*ex*St.Joseph,*ex*PictonCastle)	1*Dk*	49								BK7½″		C.D.Holmes&Co.Hull		
250	**Mamelena No. 9**	**IronScSr**	115			...		1884	S&HMorton&Co. Leith	Soc.Anon. Mamelena	95·0 18·1 9·2	S.Sebast'n	C.2Cy.15″&25″-21″	9 ″ 8	
	(*ex*Kestrel)		—									Spanish	*Emade*70*Bmade*80 24NHP		
HSTP		1*Dk*	56										CanalBasnFundryCo.,Gls.		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / *Master.* / *Late Name if any.* / Special Surveys. / No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Mean drafts. — Date when tail shaft last seen.	8 Built. When. — Ship. — Engines.	9 Built. By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of Reg. of Trade Cert.
251 HSVB	**Mamelena No. 10** IronScK ssMil.No.2–00 (*ex*St.Pierre,*ex*DaleCastle) 1*Dk*	154 — 49	✠ *StmTrawler* 11,00	Mil			1892 5mo	Cook,Welt'n&Gemmell Hull	Soc.Anon. Mamelena	100·5 Q20′	20·8	11·0 BK7½″	S.Sebast'n Spanish 3*BHCem*	T.3Cy.12½″,19½″&31½″–22½″ 1SB,*2cf*,GS27,HS790 50NHP C.D.Holmes&Co.Hull	11 ″ 11	
252	**Mameluke** IronScSr *A.Kashkel* –06 2*Dks3trB* (*ex*Confidenza,*ex*Mameluke)	*2709* *2520* *1736*				…	1882	C.Mitchell &Co. Newcastle	SouthRussian ShippingCo.	310·3 P26′B58′F33′	39·0	25·4 FK	Russian *WB*	C.2Cy.34″&72″–48″ 290NHP WallsendSlipwayCo.Nwc.	28 ″ 0	
253 8051 JWDC	**Mamiya Maru** WoodScSr 2*Dks*	199 188 126					1907	Nippon Ichioyu Kaisha Niigata	C.Nakano	119·0 B15′	17·3	12·6	Niigata Japanese	T.3Cy.9¼″,15″&24½″–18″ 25NHP		
254 KCGM	**Mamora** SteelTwinScSr *Antoni*04–12 (*ex*Bearn) *Elec.light* 1*Dk*	450 421 210					1900	DelaBrosse &Fouché Nantes	Cie.deNav.Maroc. &Arménienne(Cie. deNavigation Paquet)	165·6 Q28′H47′RFD28′	24·4	12·6	Marseilles French *WB*	C.4Cy.17¾″&29½″–16½″ NB08 61NHP DelaBrosse&Fouché,Nts.		V
255 KCGL	**Mana** SteelTwinSc *Didier* –11 1*Dk*	255 174 112					1911	A.Dubigeon&Fils Nantes	Clanis&Tanon	132·5	21·4	8·7	Cayenne French *WB*	C.4Cy.10¼″&18⅜″–14⅜″ 26NHP Brissonneau&Lotz,Nantes		V
256 76073	— SteelPad *R.G.Leech* –06 ssLyt.No.1–94 1*Dk*	196 196 51	✠ *For Tug purposes* 10,94	Lyt			1890 7mo	Fleming& Ferguson Paisley	WestportHarbour Board	120·0 BK7″ *WB=DB*	22·1	10·7	Lyttelton British *4BHCem* *a24′f23′42t*	C.D.4Cy.18″&36″–36″ 90RHP 1SB,*3pf*,GS60,HS1341 Fleming&Ferguson,Psy.	11 ″ 6	
257 91781 QHWM	— IronScSr *E.Shaw* –04 *Ref.Mchy.* 1*Dk*	134 99 77					1886	W.R. Williams Wellington	~~SouthTaranaki Shpg.CoLd(F.W. Grainger,*Mgrs.*)~~ NewZealandRefrigeratingCoLd	99·2 len99	17·5	7·8	Wellington British	C.2Cy.13½″&25″–18″ 25RHP Muir&Houston,Glasgow		
258 135146 HWSN	— WoodAuxScSr *W.S.Routledge* *ParaffinMotor* *Elec.light* *Mchy.Aft* CB *Roof* 10&12yrsMat. (*See Sailing Ship Register*)	91 84 24	✠ *Yacht* 11,12	Wbl			1912 11mo	Whitstable ShippingCo. Ld. Whitstable	W.ScoresbyRoutledge	79·3	20·0	10·9	London British	Paraffin Motor 2S.C.SA 2Cy.8″–12″ W.Beardmore&Co.Ld.Gls.		
259 140530 JQTS	**Manaar** SteelScSr *Adie* –17 2*Dks(Stl)* *Elec.light* 3rd*dk(Stl)inNo.1hold*	7242 6830 4499	✠100A1 8.17 ~~(*Glass Content plastic*)~~ ✠LMC8,17	Gls	*c*†		1917 8m99 *Lloyd's SA&CP*	C.Connell &Co.Ld. Glasgow	T.&J.Brocklebank Ld.	470·0 ~~P46′~~B124′ P47′ *CellDB*413′1563*t*	58·0 ~~P47′~~F43′ FK *DTa*34′216*t*	32·1 *FPT*79*t*	Liverpool British 7*BHCem* *APT*84*t*	2 Steam Turbines geared to1ScrewShaft 2001b (*r*) 2DB&2SB*Isc*fGS330HS1443 D.Rowan&Co.Glasgow	34 ″ 11 s 8·0½ 27 ″ 3	
260	**Manadzuru Maru** SteelTwinScSr (*Tug*) 1*Dk*	170 170 56					1915	MitsuBishi Dkyd&EWks Nagasaki	MitsuBishiDockyard&Engine Works	90·0	23·5	12·5	Nagasaki Japanese	C.4Cy.13″&30″–21″ 69NHP MitsuBishiD.&E.Wks.Nag		
261 101481 PRSQ	**Manaia** SteelTwinScSr *W.F.Norbury* –16 (*ex*Rotoiti) 1*Dk*	1159 659 630					1898	W.Denny &Bros. Dumbarton	NorthernSS.Co.Ld	220·0 P146′F44′	33·1	13·2	Auckland British *WB*	T.6Cy.13½″,20½″&31½″–27″ 103NHP Denny&Co.Dumbarton		
262	**Manaos** SteelScSr *Elec.light* Wireless 2*Dks&Shadedk*	*1719* *1331* *1169*	✠ 2,84	Gls	Lv	16·42 17·40 18·38 19·35	1883 11mo	J.&G. Thomson Clydebank	LloydBrazileiro	266·3 H32*7t* F47′ *WB=APT*	36·1	19·5	R.Janeiro Brazilian *3BH* 1PBH	C.2Cy.35″&70″–45″ 274NHP J.&G.Thomson,Clydebank		
263 75229 WLSC	**Manapouri** SteelScSr *M.B.Wilson*15–16 *Elec.light* 3*Dkspt Shadedk* *Ref.Mchy.* Wireless	2060 1565 1288				…	1881	W.Denny &Bros. Dumbarton	Moller&Co.	285·2 P56′B44′F44′ FK	36·3	23·7	Shanghai British *WB*	Q.4Cy.20½″,30″,41″&60″–48″ NB4,99 FD 276NHP *Qpd.*99Denny&Co.,Dmb.		
264 108071	**Manaroa** WoodScK *P.McIntyre* –97 1*Dk*	122 84 77					1897	W.H. Brown Auckland	Wellington,Havelock&MotuekaS.S Co.Ld.	93·0	18·2	7·6	Wellingtn British	C.2Cy.12″&24″–15″ 24RHP Cable&Co.,Wellington		
265 91228 JWTH	**Manavi** SteelScSr *S.S.Belsham* –15 2*Dks*(1*Stl&*1*ptStl*)*&Shadedk*	1041 808 615	✠ 7,85	Gls	Lv	12·73 13·53 14·32 15·11	1885 5mo	R.Napier &Sons Glasgow	PacificStmNavCo.	216·0 P20*t*	35·1 F21*t*	15·0	Liverpool British *4BH* 2PBH	C.2Cy.23″&46″–36″ NB00*fitted*02 90RHP R.Napier&Sons,Glasgow		
266 66562 RWJN	**Manawatu** IronScSr 1*Dk*	183 158 112					1873	H.Nicol Auckland	~~J.H.Edwards~~ C.P.Preston	128·8	18·7	9·5	Melbourne British	C.2Cy.15½″&30″–20″ 38RHP Mills&Cable,Wellington		
267	**Mancel** SteelScSr *D.Laurent* *Elec.light* 1*Dk*	*310* *192* *146*	✠ 5,87	Gmh	*e*		1887 4mo	Grngemth Dockyard Co. Grngemouth	Cie.B.Rivière	156·0 B&*c*91′	22·1 F26′	9·5	P.auPrnce Haytian *4BHCem*	C.2Cy.18″&34″–24″ NB01 47NHP Dunsmuir&Jackson,Gls.	10 ″ 0	
268 KCGQ	**Manche** SteelScBn *Meric* –12 3*Dks*	2395 — 1251					1887	Messageries Marit. LaCiotat	MessageriesMaritimes	299·2 H&*c*40*t*	37·4	28·7	Marseilles French *WB*	T.3Cy.25¼″,37″&55″–43½″ 199NHP Forges&Chantiers,Havre		V
269 92087	**Manchester** CompSc *Mchy.Aft*	2133 — 1611					1889	Detroit DryDockCo. Wyandotte	Milwaukee-WesternS.S.Co. (DVance&Co*Mgs*)	281·0	41·0	20·0	Mlwaukee, Wis. Utd.States	T.3Cy.20″,32″&54″–42″ 189NHP RiversideIrn.Wks.,Detroit		L
270 212156 LDMG	— SteelSc 1*Dk*	582 — 396					1914	..... Elizabethport,N.J.	J.W.SullivanCo.	109·3	32·2	13·6	NewYork Utd.States			
271 96272 NQDW	— SteelScSr *J.Barrett* –02 ssBel.No.3–10,04 *Well deck* ssBkn.No.2–12 *Elec.light* 1*Dk*(*Stl*) *FloorsIrn*	506 374 211	✠100A1 9,16 ~~Frames11,17~~ ✠NB10,04 ✠LMC10,15 BS9,16 ~~MS5,18~~	Liv	*i*	N9,16	1891 1mo	M'Ilwaine &M'Coll,Ld. Belfast	Belfast&Mersey SS.Co.Ld. (S.Lawther&Sons,*Mgrs.*)	180·7 P24′Q35′B42′F27′ *WB=* *Cell DB*49′61*t*	27·5 BK7½″ *FPT*	13·2	Belfast British *4BHCem* 42*t APT*27*t*	T3Cy17¼″,27⅛″&44⅜″–30″(*s*) 1801b *50lb* 100RHP 1SB,*3pf*,GS56,HS1813 M'Ilwaine&M'Coll,Ld.Bel.	13 ″ 11 s 1 ″ 1 13 ″ 6	
272 124299 HWMF	**Manchester Citizen** SteelScSr *C.H.Stott* –16 ssMch.No.1–16 *Elec.light* 2*Dks*(*Stl*)	4251 4043 2725	✠100A1 11,16 ✠LMC MS8,16 BS9,16	Mch	*x*	11,16	1912 8mo	Nthmblnd S.B.Co.Ld. Newcastle	ManchesterLiners Ld.	380·1 P31′B94′F36′ *uE&B*41′*f*163′1108*t*	49·0 FK *WB=Cell DBa* 128′	26·4 6*BHCem* *APT*42*t*	Manchestr British 3SB,*9cf*,GS150,HS5940 Richardsons,Westgarth& Co.Ld.Sld.	T.3Cy.25″,41″&69″–48″ (*s*) 1801b 372NHP	29 ″ 0 s 5 ″ 8½ 23 ″ 8	

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 / 3 Nom du Navire. Matériaux. Gréement. etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 / 6 / 7 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant expiré. Lettre d'Enrôlement.	7* Date de la dernière visite de l'hélice porte-hélice.	8 / 9 Construit. Quand. Navire. Mach. / Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
273 108835 QJTS	**Manchester City** Steel Sc 4 Mst Sr *W.J.Parry* –08 *ss* Liv. No.3–6,11 *ss* Mch. No.1–16 *Elec.light* 2 *Dks(Stl)&deep framing hold beams forehold&Shelter dk(Irn)* *Ref.Mchy.* Wireless	7345 5581 4692	✠100A1 5,17 ~~1,17~~ BS1,17 ✠LMC1,16 Lloyd's R MC1,17 ~~1,17~~ 1,16	Mch Bry	*b*†	1,17	1898 10mo *Lloyd's*	Sir Raylton Dixon&Co Ld Middlesbro' *SA&CP* *WB = Cell D Ba* 106′ *u*	445·4 | 52·0 | 30·0 B 128′ FK *E&B* 67′ *f* 197′ 1215 *t*	Manchestr British 7 *BHCem* *APT* 34 *t*	T.3Cy. 30″, 50″ & 83″–54″ (*r*) 200 lb 686 NHP 4SB, *12cf*, GS 231, HS 9600 FD Sir C. Furness, Westgarth& Co. Ld. Middlesbro'	33 ″ 0 s 6 ″ 0 27 ″ 5	
274 135359 JCVN	**Manchester Civilian** Steel Sc Sr *G.M.Mitchell* –16 1 *Dk*	4706 4380 2927					1913	Irvine's SB &D.D.Co. Ld. W Hartlepool	Manchester Liners Ld. 385·0 | 52·0 | 27·0 P 36′ B 119′ F 36′	Manchster British *WB*	T.3Cy. 25″, 40″ & 68″–48″ 320 NHP Richardsons, Westgarth& Co. Ld. Hpl.		C
275 123988 HGVN	**Manchester Commerce** Steel Sc Sr ~~*J.G.Everest* –15~~ *ss* Bry. No.2–14 (*ex* King) 1 *Dk(Stl)&Spar dk(pt Irn& pt Stl)&deep framing* *Elec.light* Sub.Sig. *E.Smith* –17	4144 3880 2687	✠100A1 *Spar dk* ~~3,17 4,16~~ 7,17 ~~BS1,16~~ ✠LMC ~~10,14~~ 8,17	Cff Bkn	*y*	~~1,16~~ 3,17	1906 8mo *Lloyd's*	Russell& Co. Port Glasgow *SA&CP*	Manchester Liners Ld. 385·0 | 50·0 | 16·5 P 40′ B 240′ F 28′ 24·9 FK *Cell D Ba* 126′ *u E&B* 38′ *f* 172′	Manchestr British 6 *BHCem* *APT* 127 *t*	T.3Cy. 25½″, 42″ & 70″–48″ (*s*) 180 lb *125 lb* 456 NHP 2SB, *6cf*, GS 127, HS 6586 FD Dunsmuir& Jackson Ld Gls 1046 *FPT* 122 *t*	27 ″ 6 s 4 ″ 0 23 ″ 11	
276 108844 RHVP	**Manchester Corporation** Stl Sc *J.R.Foale* –11 4 Mst Sr *ss* Mch. No.3–12,11 *Elec.light* Wireless 2 *Dks(Stl)3tr B*	5397 5133 3479	✠100A1 ~~6,17 12,18~~ 4,18 ✠LMC MS 7,17 ~~BS 10,16~~ 1,18 *Carrying oil fuel F.P. above 150° F. in DB*	Mch	*z*	~~3,16~~ 4,18	1899 9mo	Furness, Withy&Co Ld W Hartlepool A&CP	Manchester Liners Ld. 360·5 | 48·2 | 20·3 P 20′ B 84′ F 42′ FK *WB = Cell DBa* 140′ *u E&B* 63′ *f* 163′ 1000 *t DT a* 29′	Manchestr British 6 *BHpt Asp pt Cem* 536 *t FPT* 58 *t*	T.3Cy. 28″, 46″ & 78″–54″ (*r*) 190 lb 541 NHP 3SB, *9cf*, GS 173, HS 7120 FD Sir C. Furness, Westgarth& Co. Ld. Mdb.	34 ″ 0 s 7 ″ 11½ 26 ″ 5	
277 113113 SVDR	**Manchester Exchange** Stl Sc Sr ~~*R.Smith* –10~~ *ss* Mch. No.3–6,14 1 *Dk(Stl)&Spar dk(pt Irn&pt Stl)* *Elec.light* ~~*Wireless*~~ *&deep framing* *Musgrave* *ss* Mch. No.1–18	4091 3895 2649	✠100A1 *Spar dk* ~~8,17 12,16~~ 4,18 ~~MS 3,15 MS 12,15~~ ✠LMC ~~BS 7,16~~ 1,17 *Carrying oil fuel F.P. above 150° F. in D.B.*	Mch	*x*	11,16	1901 11mo	Furness, Withy&Co Ld W Hartlepool A&CP	Manchester Liners Ld. 360·5 | 48·2 | 20·3 P 29′ B 100′ F 35′ 28·2 FK *WB = Cell DBa* 124′ *u E&B* 50′ *f* 136′ 748 *t DT a* 20′ 505 *t FPT*	Manchestr British 6 *BHCem* 374 *t APT* 41 *t*	T.3Cy. 25″, 40″ & 68″–48″ (*s*) 180 lb *100 lb* 374 NHP 3SB, *9cf*, GS 147, HS 6142 Richardsons, Westgarth& Co. Ld. Hpl.	30 ″ 11 s 6 ″ 3 25 ″ 0	
278 135366 JMFG	**Manchester Hero** Steel Sc Sr *D.Perry* –16 *Elec.light* 1 *Dk(Stl)&Shelter dk(Stl)* 2 *nd dk(Stl) in No.1 hold*	5738 5532 3672	✠100A1 *Shelter dk with freeboard* ~~4,18 4,17~~ ✠LMC 1,16 *Carrying oil fuel F.P. above 150° F. in D.B.*	Mch	*y*		1916 1mo *Lloyd's*	Nthmblnd S.B.Co. Ld. Newcastle *SA&CP* *WB = Cell DB a* 140′	Manchester Liners Ld. 400·0 | 53·0 | 32·3 F on *Shelter dk* 37′ FK *u E&B* 45′ *f* 166′ 1503 *t*	Manchster British 6 *BHCem* *APT* 112 *t*	T.3Cy. 27″, 45″ & 74″–48″ (*s*) 180 lb 465 NHP 3SB, *9cf*, GS 181, HS 7906 Blair&Co. Ld. Stockton	34 ″ 11 s 9 ″ 4½ 25 ″ 11	
279 108842 RHDT	**Manchester Importer** Steel Sc Sr *P.Linton* –12 *ss* Mch. No.3–12,11 1 *Dk(Stl)* 2 *tr B deep framing&Web frames* *Elec.light*	4028 3776 2538	✠100A1 *Shelter dk* 8,15 ✠LMC ~~Examined 6,17~~ BS 9,16 ~~1,18~~ ~~MS 3,16~~ 1,18	Sou	*y*	~~3,16~~ 6,17	1899 8mo	Irvine's SB. &D.D.Co. Ld. W Hartlepool A&CP	Manchester Liners Ld. 370·0 | 48·0 | 26·3 *WB = Cell DBa* 116′ *u E&B* 72′ *f* 126′ FK 908 *t DT a* 24′ 564 *t APT* 53 *t*	Manchestr British 6 *BHCem* 3SB, *9cf*, GS 150, HS 6120 W. Allan&Co. Ld. Sld.	29 ″ 0 s 3 ″ 9 25 ″ 7	
280 124079 HLRS	**Manchester Inventor** Steel Sc Sr *A.Musgrave* –17 *ss* Bry. No.2–16 (*ex* Celtic King) *Elec.light* 1 *Dk(Stl)&Shelter dk(Stl)& pt deep framing, lower dk in Nos.1&4 holds*	4112 3869 2576	✠100A1 *Shelter dk with freeboard* 6,17 ~~3,17~~ BS 7,16 ✠LMC 5,16	Cff Mch	*y*	3,17	1907 8mo	A. McMillan&Son, Ld. Dumbarton *SA&CP* *Cell D Ba* 110′ *u E&B* 46′ *f* 177′ 1100 *t FPT*	Manchester Liners, Ld. 382·1 | 51·2 | 24·5 FK 45 *t APT* 90 *t*	Manchestr British 6 *BHCem* 2SB, *6cf*, GS 121, HS 6070 FD Dunsmuir&Jackson, Ld Gls	27 ″ 3 s 3 ″ 2½ 24 ″ 5	
281 119582 VNTD	**Manchester Mariner** Steel Sc Sr *E.Cabot* –13 ~~*ss* Mch. No.2–11~~ 1 *Dk(Stl)&Spar dk(Stl)&Web frames* *Elec.light* *ss* Bkn. No.3–1,17	4106 3949 2672	✠100A1 *Spar dk* ~~10,17 3,16~~ 5,16 ✠LMC 1,17 ~~BS 3,16~~	Mch Lth La†	*x*	1,17	1904 2mo *Lloyd's*	Furness, Withy&Co Ld W Hartlepool *SA&CP* *WB = Cell D Ba*	Manchester Liners Ld. 360·0 | 48·0 | 20·2 P 30′ B 92′ F 34′ 28·1 FK 118′ *u E&B* 44′ *f* 148′	Manchestr British 6 *BHCem* 823 *t APT* 36 *t*	T.3Cy. 26″, 42″ & 72″–48″ (*s*) 180 lb *100 lb* 403 NHP 3SB, *9cf*, GS 144, HS 6400 Richardsons, Westgarth& Co. Ld. Hpl.	30 ″ 10 s 6 ″ 3 24 ″ 11	
282 113129 VMCF	**Manchester Merchant** Steel Sc Sr ~~*L.E.Riley* –17~~ *ss* Mch. No.3–1,17 1 *Dk(Stl)&Spar dk(Stl)&Web frames* *Elec.light* *lower dk in forehold* *J.R.Everest* –15 ~~*E.W.C.Beggs* –17~~ ~~*Carrying fuel oil F.P. above 150° F. in D.B.*~~	4152 4012 2707	✠100A1 *Spar dk* ~~3,17 1,16~~ 2,18 ✠LMC MS 4,16 BS 10,16 *Carrying fuel oil F.P. above 150° F. in D.B.*	Mch	*x*	1,17	1904 1mo *Lloyd's*	Nthmblnd S.B.Co. Ld. Newcastle *SA&CP* *WB = Cell D Ba*	Manchester Liners Ld. 360·0 | 48·0 | 20·2 P 30′ B 92′ F 32′ 28·1 FK 118′ *u E&B* 42′ *f* 154′	Manchestr British 6 *BHCem* 834 *t APT* 56 *t*	T.3Cy. 26″, 42″ & 72″–48″ (*s*) 180 lb *100 lb* 400 NHP 3SB, *9cf*, GS 153, HS 6340 Richardsons, Westgarth& Co. Ld. Sld.	30 ″ 10 s 6 ″ 1½ 25 ″ 1	
283 113125 VDQP	**Manchester Miller** Steel Sc Sr *W.A.Caldwell* –17 *ss* Mch. No.3–5,16 (*ex* Fulham, *ex* Manchester Miller) *Elec.light* 1 *Dk(Stl)&Spar dk(Stl)& Web frames*	4234 4097 2766	✠100A1 *Spar dk* 4,17 ~~5,16~~ ✠LMC MS 5,15 BS 2,16	Mch	*x*	N 5,16	1903 8mo *Lloyd's*	Nthmblnd S.B.Co. Ld. Newcastle *SA&CP* *WB = Cell D Ba*	Manchester Liners Ld. 360·0 | 48·0 | 20·2 P 30′ B 92′ F 32′ 28·0 FK 118′ *u E&B* 42′ *f* 154′	Manchestr British 6 *BHCem* 857 *t APT* 63 *t*	T.3Cy. 25″, 41″ & 69″–48″ (*s*) 180 lb *100 lb* 372 NHP 3SB, *9cf*, GS 150, HS 5940 Richardsons, Westgarth& Co. Ld. Sld.	30 ″ 10 s 6 ″ 2 25 ″ 1	
284 113130 VMFB	**Manchester Port** Steel Sc Sr ~~*J.Groth* –17~~ *ss* Mch. No.3–6,16 *Elec.light* 1 *Dk(Stl)&Spar dk(Stl)* *C.H.Stott* –18 *&Web frames*	4093 3949 2662	✠100A1 *Spar dk* ~~3,17 3,16~~ ~~BS 3,17~~ ~~2,18~~ ✠LMC 6,16 2,18 ~~3,17~~ *Carrying oil fuel F.P. above 150° F. in D.B.*	Mch	*x*	~~3,16~~ ~~3,17~~ ~~2,18~~	1904 1mo *Lloyd's*	Furness, Withy&Co Ld W Hartlepool *SA&CP* *WB = Cell D Ba*	Manchester Liners Ld. 360·0 | 48·0 | 20·2 P 30′ B 92′ F 34′ 28·1 FK 118′ *u E&B* 42′ *f* 150′	Manchestr British 6 *BHCem* 823 *t APT* 36 *t*	T.3Cy. 26″, 42″ & 72″–48″ (*s*) 180 lb *100 lb* 400 NHP 3SB, *9cf*, GS 153, HS 6340 Richardsons, Westgarth& Co. Ld. Sld.	30 ″ 10 s 6 ″ 3 24 ″ 11	
285 108850 RMTF	**Manchester Shipper** Steel Sc Sr ~~*H.Brown* –17~~ *ss* Mch. No.3–11,11 ~~*Will.Stott* –17~~ *ss* Mch. No.1–15 *E.W.Beggs* –18 1 *Dk(Stl) 2 tr B deep framing&* *Elec.light* *Web frames&Shelter dk(Irn)*	4038 3776 2542	✠100A1 *Shelter dk* ~~3,16 11,12~~ ✠LMC 2,18 MS 3,15 ~~BS 7,16~~ 2,17 *Carrying oil fuel F.P. above 150° F. in D.B. deep tank*	Mch	*y*	~~3,15~~ ~~3,17~~ 2,18	1900 2mo	Irvine's SB &D.D.Co. Ld. W Hartlepool A&CP *WB = Cell D Ba* 116′ *u E&B* 72′	Manchester Liners Ld. 370·0 | 48·0 | 26·3 B on *Shelter dk* 106′ FK *f* 126′ 903 *t DT a* 24′	Manchestr British 6 *BHCem* 564 *t APT* 53 *t*	T.3Cy. 25″, 41″ & 69″–48″ (*s*) 180 lb 379 NHP 3SB, *9cf*, GS 150, HS 6120 W. Allan&Co. Ld. Sld.	29 ″ 0 s 3 ″ 9 25 ″ 7	
286 113123 VCSB	**Manchester Spinner** Steel Sc Sr *H.Williams* –17 *ss* Hpl. No.3–7,10 *ss* Mch. No.1–14 *Elec.light* 1 *Dk(Stl)&Spar dk (Stl)&Web frames*	4247 4102 2770	✠100A1 *Spar dk* 3,17 ~~7,16~~ ~~BS 10,15~~ ✠LMC 9,14 ~~BS 2,17~~	Mch	*x*	~~10,15~~ 3,17	1903 7mo *Lloyd's*	Nthmblnd S.B.Co. Ld. Newcastle *SA&CP* *WB = Cell D Ba*	Manchester Liners Ld. 360·0 | 48·0 | 20·2 P 30′ B 92′ F 32′ 28·0 FK 118′ *u E&B* 42′ *f* 154′	Manchster British 6 *BHCem* 857 *t APT* 63 *t*	T.3Cy. 25″, 41″ & 69″–48″ (*s*) 180 lb *100 lb* 372 NHP 3SB, *9cf*, GS 150, HS 5940 Richardsons, Westgarth& Co. Ld. Sld.	30 ″ 10 s 6 ″ 2 25 ″ 1	
287 115722 TRKJ	**Manchester Trader** Steel Sc Sr *F.D.Struss* –16 *ss* Cff. No.3–2,15 (*ex* Auchenblae) 1 *Dk(Stl)&Spar dk (Stl)&deep framing*	3938 3679 2500	✠100A1 *Spar dk* 3,17 MBS 3,17 ✠LMC 2,16	Cff	*w*	3,17	1902 11mo *Lloyd's*	Russell& Co. Pt. Glasgow *SA&CP*	Manchester Liners Ld. 344·8 | 49·9 | 17·9 P 26′ B 74′ F 37′ 25·7 FK *Cell D Ba* 112′ *u E&B* 40′ *f* 146′ 899 *t*	Manchestr British 6 *BHCem* *APT* 136 *t*	T.3Cy. 24′, 41″ & 67″–45″ (*s*) 180 lb *120 lb* NDB 15 337 NHP 2SB, *6cf*, GS 132, HS 5328 Rankin&Blackmore, Grk.	28 ″ 5 s 5 ″ 7½ 23 ″ 2	
288 MGKF	**Manchioneal** Steel Sc Sr *Christophersen* *Elec.light* 2 *Dks 3tr B*	1654 991 1036					1911	Akt. Burmeistr& Wain Copenhagen	Akties. Dampsk. Manchioneal (O.&A. Irgens) 255·3 | 35·7 | 22·6 H 124 *t*	Bergen Norwegian *WB*	T.3Cy. 22″, 35″ & 60″–42″ 233 NHP Akt. Burmeistr& Wain, Cpn		
289 200690 KSWC	**Manchuria** Steel Twin Sc Sr *A.Zeeder* –15 *ss* NYk. No.3–8,16 *Elec.light* 4 *Dks(Stl–Uws)&* Sub.Sig. Wireless *Shelter dk(Stl–ws)*	13639 11603 8750	✠100A1 *Shelter dk with freeboard* ~~10,17 6,16~~ ✠LMC 7,16 BS 10,17	Lon NYk	*n*†	~~8,16~~ FN 10,17 S 10,17	1904 5mo	New York S.B.Co. Camden, N.J. A&CP *WB = Cell D Ba* 229′ 2270 *t DT an*	Atlantic Transport Co. of West Virginia 600·0 | 65·3 | 31·1 B on *Shelter dk* 204′ 39·1 FK&BK 3″ 160′ *u E&B* 113′ *ks a* 25′ 584 *t&* 35′ 588 *t*	New York Utd. States 9 *BHCem* *DT f* 35′ 978 *t*	Q. 8Cy. 30″, 43″, 63″ & 89″–60′ 215 lb *215 lb* FD (*s*) 1923 NHP 4D&4SB 36 *cf* GS 636 HS 28276 New York S.B.Co. Camden, N.J. *FPT* 123 *t APT* 89 *t*	43 ″ 4 s 10 ″ 4 33 ″ 7	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys.	3 No. of Decks, &c.	4 Register Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now applied. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. / Ship. / Engines	9 By Whom. / Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L. R. Date of B. of T. Trade Cert.
290 119877 HOWT	**Manchuria** *H.Bennett* –11 1*Dk*(*pt Irn & pt Stl*) & *deep framing* *Cargo battens not fitted*	**SteelScSr** *ss*NNs.No.3–5,11	2997 2779 1919	✠100A1 3,14 ~~Examined 3,17~~ BS9,13 ✠LMC5,11 BS8,17	Hpl	*u*	~~3,14~~ 8,17	1905 7mo	W.Gray & Co.Ld. W Hartlepool A&CP	ManchuriaS.S.Co. Ld.(Metcalfe, Simpson&Co.Ld.) *WB*=	330·9 P29′B106′F31′ *Cell DBa* 132′ *f* 140′	46·1 FK	21·9 5 *BHCem* 751*t APT* 88*t*	W.Hartlpl British	T.3Cy.24″,38″&64″–42″ (*s*) 1601b *80lb* 280NHP 2SB,*6cf*,GS108,HS4404 Cen.Mar.Eng.Wrks. W Hpl	24 ″ 4 s 4 ″ 1½ 20 ″ 7	
291 124116 HMFP	**Manco** *ss*Liv.No.2–16 *L.Dale* –16 *Elec.light* 1*Dk*(*Stl*–ws) *Main dk*(*Stl*) *Ref.Mchy. forward & pt Main dk*(*Stl*) *aft* & *deep framing*	**SteelScSr** ~~*ss*Liv.No.1–12~~	2984 2178 1835	✠100A1 6,17 ~~8,16~~ Liv ✠LMC10,16 BS6,17	Lth	*u*	N12,16	1908 2mo *Lloyd's*	Scotts'S.B. & Eng.Co.Ld. Greenock A&CP	BoothS.S.Co.Ld. *WB*=	300·3 P&B191′F40′ *Cell DBa* 90′ *uE* 26′	45·2 FK	21·1 7 *BHCem* *f* 114′495*t D*	Liverpool British	T.3Cy.23″,38″&64″–42″ (*s*) 1801b *100lb* 381NHP 2SB,*6cf*,GS126,HS5728 FD Scotts'S.B.&E.Co.Ld.Grk. *Ta*22′302*t FPT*63*t APT*18*t*	23 ″ 6 s 3 ″ 2 20 ″ 11	BT till 8,17
292 109543	**Manda** *W.Newton* –16 (*ex*Plato)	**SteelScYl** (*Trawler*) 1*Dk*	150 136 58			...		1898	Mackie& Thomson Glasgow	Grant&BakerStm FishingCo.Ld. (A.Grant,*Mgr.*)	100·6	0·5 BK7½″	10·7	~~Fleetwood~~ British Grimsby	T.3Cy.11″,17″&28″–20″ 41RHP Ross&Duncan,Glasgow	11 ″ 7	
293 4964 JFSG	**Manda Maru**	**SteelScSp** 1*Dk*	213 — 77					1900	OsakaIron Works Osaka	MitsuiBussan Kaisha,Ld.	124·0	23·5	11·3	Moji Japanese	T.3Cy.14″,22″&37″–27″ 71NHP OsakaIronWorks,Osaka		
294 13918 LRQF	**Mandai Maru**	**SteelScSr** 1*Dk*	199 156 107					1911	OsakaIron Works Osaka	TaikaiKisen GyogyoKabushiki Kaisha	109·1	21·2	10·8	Kobe Japanese	T.3Cy.11½″,19″&32″–22″ 48NHP OsakaIronWorks,Osaka		
295 137806 JLWG	**Mandala** *C.J.Swanson* –15 *Elec.light* 2*Dks*(*Stl U*–teak s)	**SteelTwinScSr**	8246 6832 5190	✠100A1 10,17 ~~9,16~~ ✠LMC10,15 *Carrying oil* 150°F. *in parts*	Lon *fuel F.*	*c* *P.*	10,17 *above*	1915 10mo *Lloyd's*	Barclay, Curle&Co.Ld. Glasgow *sA&CP*	BritishIndiaStm. Nav.Co.Ld. *WB*=*Cell D*	450·2 P44′B161′F42′ *Ba* 135′ *uE&B* 70′ *f*	58·2 FK	32·8 7 *BHCem* *APT*70*t*	Glasgow British	T.6Cy.21″,35½″&61″–45″ (*s*) 2151b 900NHP 4SB,1AuxB,*18cf*,GS338, HS14156 FD Barclay,Curle&Co.Ld.Gls.	35 ″ 6 s 8 ″ 2 27 ″ 11	BT till 9,17
296 132997 HVBM	**Mandalay** *A.McCallum* –16 *Elec.light* Wireless	**SteelScSr** 2*Dks*	5518 5132 3539					1911	W.Denny & Bros. Dumbarton	Brit.&BurmeseSN Co.Ld.&Burmah S.S.Co.Ld.(P.Henderson&Co.*Mgrs.*)	425·0 P54′B123′F52′	54·2	28·3	Glasgow British *WB*	T.3Cy.26″,44″&73″–48″ 369NHP Denny&Co.Dumbarton		C
297 136079 KGNP	— *F.W.Burton*	**IronTwinSc** (*ex*Express)	1120 — 407					1889	Harlan& Hollingswrth Wlmgtn, Del.	CoastS.S.Co.	272·0	44·1	12·6	Wilmngtn, Del. Utd.States	C.2Cy.26″&48″–36″ 115NHP Harlan&HollingsworthCo.		R
298 93339	—	**SteelPadLr**	488 488 359					1886	W.Denny & Bros. Dumbarton	IrrawaddyFlotilla Co.Ld.	250·0	30·0	8·9	Glasgow British	C.D.2Cy.34″&59″–54″ 213NHP Denny&Co.,Dumbarton		
299 93077 KQJC	—	**WoodTwinScSr** 1*Dk*	438 — 266					1900	A.M.Simpson Nth Bend, Or.	Hobbs,Wall&Co.	142·4	33·6	12·0	S.Frncisco Utd.States	C.4Cy.9″&22″–20″ GoldenState& MinersIronWorks 43NHP		
300 8823 JRGW	**Mandasan Maru** *S.Horuje* (*ex*Pembrokeshire) *Elec.light*	**SteelScSr** *ss*Nwc.No.3–6,14 1*Dk*(*Stl*) & *Spar dk*(*Stl*) & *deep framing*	4313 4045 2657	✠100A1 *Spar dk* ~~9,17~~ ~~5,16~~ 3,18 ✠LMC ~~5,16~~ 9,17	Kob	*x*	~~5,16~~ 9,17	1901 8mo	Sunderlnd S.B.Co.Ld. Sunderland A&CP	MitsuiBussan Kaisha,Ld. *WB*=*Cell DBa* 116′ *uE&B* 34′ *f* 154′	360·0 P27′B90′F36′ 902*t DTa* 250*t DTf*	48·1 FK	20·5 28·3 6 *BHCem* 350*t APT*80*t*	Kobe Japanese	T.3Cy.26″42½″&69½″–45″ (*s*) 1801b *165lb* 354NHP 3SB,*9cf*,GS155,HS5499 N.E.MarineEng.Co.Ld.Sld	31 ″ 0 s 6 ″ 4½ 25 ″ 0	
301 MGKJ	**Mandeville** *M.L.Sörensen*06–11 *Elec.light*	**SteelScSr** 2*Dks*3*trB*	1655 993 1038					1911	Akt.Burmeistr&Wain Copenhagen	Dampskakties Mandeville (A.F. Klaveness&Co. Akties.)	255·3 H124*t*	35·7	22·6	Chrstiania Norwegian *WB*	T.3Cy.22″,35″&60″–42″ 233NHP Akt.Burmeistr&Wain,Cpn		N
302	**Manfred** *J.V.A.Edvall*07–15 *ex*LiselotteLinneman)	**SteelScSr** (*ex*Bismark, 1*Dk*	703 474 386					1909	Eiderwerft A.G. Tönning	VerkebäcksÅngf. Aktieb. (Fredr. Olsson,*Mgr.*)	175·2 Q52′B47′F22′	30·1	10·9	Verkebäck Swedish *WB*	T.3Cy.12¾″,20½″&32¼″–22″ 49NHP EiderwerftA.G.Tönning		G
303 MGRW	**Manger** *L.Elgsaas*03–11	**SteelScSr** 1*Dk*	117 106 49					1911	Mjellem& Karlsen Bergen	Alversund& MangerDampskibsselskab	100·9 H11*t*	18·9	9·7	Bergen Norwegian	T.3Cy.9½″,15″&25″–18″ 26NHP Mjellem&Karlsen,Bergen		N
304 127475 HWLS	**Mango** *J.C.Boylan* –13 *Mchy.Aft*	**SteelSc3MstSr** *ss*Dub.No.1–17 1*Dk*(*Irn*)	341 249 125	✠100A1 4,17 BS12,16 ✠LMC MS4,17	Dub	*f*	4,17	1912 7mo *Lloyd's*	J.Fullerton & Co. Paisley *sA&CP*	FrontierTownS.S. Co.Ld. (J.Fisher&Sons, *Mgrs.*)	142·8 Q79′B7′F25′ *WB*=*FPT*	23·6 BK6″	10·4 45*t APT*40*t*	Newry British	C.2Cy.16″&34″–24″ (*s*) 1301b 47RHP 1SB,*2pf*,GS39,HS1280 Fishers,Ld.Paisley	11 ″ 4 s 4 ″ 1½ 11 ″ 6	
305 91176	**Manhanset**	**WoodSc**	154 — 104					1879	..... Mystic,Conn.	MontaukSteamboatCo.Ld.	104·4	19·5	7·7	Sag Harbor N.Y. Utd.States			
306 108630 QMRF	**Manhattan** *T.F.Gates* –17 *Elec.light* Wireless	**SteelTwinScSr4MstSr** 2*Dks Spar dk* & *Shade dk*	~~8115~~ 7575 6256			...		1898	Harland& Wolff,Ld. Belfast	AtlanticTransport Co.Ld.	490·5	56·3 32·9 FK&BK3″	25·0	Belfast British *WB*	T.6Cy.19″,31″&52″–48″ 478NHP Fawcett,Preston&Co.Liv.	36 ″ 5	
307 211734 LDHF	— *Elec.light*	**SteelTwinScSr** 1*Dk*(*Stl*) & *Web frames*	3539 3539 2134	✠ A1 3,14 *For Long Island Sound between New York & Providence* ✠LMC11,13	Phl		service	1913 10mo	Harlan& Hollingsworth Cor. Wlmgtn, Del. A&CP	CentralVermont Transportation Co. *WB*=*Cell*	320·2 *DBa* 44′ *uE&B* 114′	48·1 BK8″	22·0 7 *BHCem* *f* 86′ 522*t*	Prtlnd, Me. Utd.States	T8Cy.(2)23½″,(2)37½″& (4)42″–36″ (*s*) 1851b *120lb* FD 754NHP 6SB,*18cf*,GS264,HS12417 Harlan&HollingsworthCor.	21 ″ 6	
308 202346	— (*Ferry*) *Elec.light* (*Screws fore & aft*) 2*Dks*	**SteelSc**	1954 — 1329					1905	Maryland SteelCo. Sparro'PtMd	City of New York	246·4	46·1	18·4	New York Utd.States	C.4Cy.22½″&50″–30″ 228NHP MarylandStl.Co.Sparr'.Pt.		
309 202845 KVGW	— *H.Churchill*08–10 *Elec.light*	**SteelSc** (*Trawler*) 1*Dk*	291 — 134					1905	Neafie& Levy Co. Philadelphia	NewEnglandFish Co.	129·3	24·1	14·0	Prtlnd, Me. Utd.States	T.3Cy.15″,23″&39″–28″ 80NHP Neafie&LevyS&EBCo.Phl.		
310 789 HRTJ	**Manhem** ~~*S.Krook*09–09~~ ~~*K.H.Jonsson*10–10~~ *Well deck*	**IronScSr** ~~*ss*Got.2nd No.3–3,09~~ *ss*Got.No.~~1~~–13 1*Dk*2*trB*	408 339 226	✠90A1 ~~8,16~~ ~~NB5,04~~ ✠LMC ~~4,15~~ 6,17 ~~N 5,04 BS9,16~~	Got	*g*	~~7,15~~ 9,17	1883 11mo *Lloyd's*	MotalaCo. Gothenburg *sA&CP*	Ångf.Aktieb.Manhem (A.F. Magnusson,*Mgr.*)	141·1 Q44′B34′F18′ *WB*=*MT* 17′90*t*	24·3 BK7″	13·8 4 *BHCem*	Gothenbrg Swedish	C.2Cy.16″&29″–20½″ (*s*) 1101b *87lb* NDB04 41NHP 1SB,*2cf*,GS32,HS770 MotalaCo.Gothenburg	14 ″ 6 s 1 ″ 6 13 ″ 11	
311 112782 SDGP	**Manica** *D.H.Metcalfe* –13 2*Dks*(1*Stl*–*UIrn*) & *deep framing* *Elec.light*	**SteelScSr** *ss*Shl.No.3–2,13	4120 3850 2621	✠100A1 3,15 ~~BS4,14~~ ✠LMC3,13 BS11,17	Bkn	*x*	2,16	1900 12mo	SirJ.Laing &Sons,Ld. Sunderland A&CP	Ellerman&BucknallSS.Co.Ld. *WB*=*Cell DBa* 96′ *f* 156′ 950*t FPT*	360·5 P36′B96′F40′ *uE&B* 48′ 112*t APT*59*t*	47·0 FK	28·3 7 *BHptAsp ptCem*	London British	T.3Cy.26½″,46″&77″–48″ (*r*) 1801b 530NHP 3SB,*9cf*,GS136,HS7483 FD T.Richardsn&Sns.Ld.Hpl.	31 ″ 0 s 6 ″ 2½ 25 ″ 2	

1 Numéro d'Ordre / Numéro Officiel / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Emplacement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux au Quille / Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. pe.
312	**Manica**	SteelScSp	1031	✠	P.Nl	*m*		1907	Sir Raylton	Empreza Nacional	225·3 | 33·2 | 7·9	Lisbon	T.3Cy.15½″,25″&41″–27″	17 ″ 0
	A.P.Jesus 02–16			*Awng dk*				2mo	Dixon&Co.Ld	de Nav.à Vapor	F32′ 14·6	Portuguese	117NHP	
HJRC	*Elec.light* 1 *Dk&Awngdk(pt Stl–teaks)*		631	*withfreeboard* 1,10 ✠					Middlesbro'	para a Africa	*WB=CellDB* FK	*4BHCem*	1SB,*3cf*,GS58,HS2102	
	Mchy.Aft									Portugueza *uE*	19′*f*159′279*t FPT*	*55tAPT4t*	N.E.Marine Eng.Co.Ld.Sld	
313	**Manila**	SteelSc	1790					1904	Rickmers	Norddeutscher	253·2 | 37·4 | 19·6	Bremen	T.3Cy.18¾″,30½″&49½″–31½″	G
	W.Schmidt –11		1492						Act.Ges.	Lloyd	P33′B64′F36′	German	136NHP	
QHSP	*Elec.light* 1 *Dk&Spar dk*		1108						Bremerhaven			*WB*	Geb.Sachsenberg,Rosslau	
314	—	IronScSr	1082	✠				1883	Ramage&	J.Woolworth	209·4 | 31·6 | 20·7	S.Frncisco	C.2Cy.32″&60″–39″	R
212856			—	*Spar dk*				8mo	Ferguson	Strong		Utd.States	175NHP	
	(*ex* Carriedo) 1 *Dk&Spar dk&Web frames*		733	9,83 ✠					Leith			*WB*	Ramage&Ferguson,Leith	
315	—	SteelScK	180					1895	Cook,Welt'n&	E.G.Nyman	109·1 | 21·5 | 11·8	Cape Town	T.3Cy.14½″,23″&37″–27″	
105775		(*Tug*)	164						Gemmell	British Africa Shpg	B21′	British	99RHP	
PDWN		1 *Dk*	—						Hull	&Coaling Co.Ld.		*WB*	Earle'sSB.&E.Co.(L.)Hull	
316	**Manila Maru**	SteelTwinScSr	9518	✠100A1	HKg	*d*†	~~11,16~~ 8,16	1915	Mitsu Bishi	Osaka Shosen	475·0 | 61·0 | 32·7	Osaka	T.6Cy.26½″,44½″&75″–48″	40 ″ 9
18449	*N.Kobayashi* 01–15		8808	*Shelter dk*			12,15	9mo	Dkyd&EWks	Kabushiki Kaisha	P35′B30′F45′*on*	Japanese	2001b (*s*) 1013NHP	s 13 ″ 7
	Elec.light 2 *Dks(Stl)&Shelter dk(Stl–*		6033	*withfreeboard*			F2,18		Nagasaki	*WB=CellDBa*	*Shelter dk* FK	*8BHCem*	5SB,*15cf*,GS331,HS13732FD	27 ″10
	Ref.Mchy. ws)3*rd dk(Stl)in No.*1 *hold*			~~3,17 2,17~~ LMC~~6,18~~ 2,18				*Lloyd's*	*sA&CP* 150′	*uE&B84′f*178′150	*8t DTa*48′855*t FPT*	*76tAPT40t*	Mitsu BishiD.&E.WksNag	
317	**Manin**	SteelScSr	2691	✠100A1	NYk	*s*	4,15	1900	N.Odero	Soc Nazionale di	299·7 | 40·9 | 18·2	Genoa	T3Cy~~23″,36″&60″–39″~~	27 ″ 6
818 ~~39~~	~~*Cremonini*~~	*ss*Tri.No.3–5,13	2593	*Awng dk*				7mo	fu A.	Nav.(G Ansaldo	25·2	Italian 145	~~186lb~~ NE7,17(*s*) 221NHP	s6-10½
QKPW	*G.deFeo* –17	1 *Dk(Stl)&Web frames*	1922	*withfreeboard*					Sestri	&Co.,*Mgrs.*)	FK	*6BHCem*	2SB,*6cf*,GS58,HS3630 *100lb*	20 ″ 11
	Elec.light	*&Awng dk(Stl)*		4,15 3,13					Ponente				N.Odero fuA Sestri Pe.Gen.	
				Examined 17 LMC7,17			7	*Lloyd's*	*sA&CP*	*WB=CellDBa*94′*uE&B*44′	*f*116′ 508*t*	*APT*130*t*		
318	**Manipur**	SteelScSr	7654	✠100A1	Bkn	*c*†	11,13	1906	Harland&	T.&J.Brocklebank	470·3 | 58·4 | 31·3	Liverpool	Q.4Cy.26½″,39½″,56″&78½″–	35 ″ 5
120913	*W.O.Tyers* –11	*ss*Bkn.No.1–10	7320	11,13				1mo	Wolff Ld.	Ld.	P51′B87′F51′	British	54″ 215lb (*s*) 685NHP	s 9 ″ 1
HFKT	2 *Dks(Stl)&deep framing*		4928	✠LMC					Belfast		FK	*7BHCem*	2D&2SB*18cf*GS346HS12354	26 ″ 8
	Elec.light			MS1,14 BS7,14				*Lloyd's*	*sA&CP* *W*	*B=CellDBa* 139′*u*	*E&B*87′*f*180′2040*t*	*APT*87*t*	Harland&Wolff,Ld.Bel.	
319	**Manistee**	SteelScSr	3869	100A1	Bkn	*w*	3,17	1904	Swan,Hun-	Elders&Fyffes,Ld.	350·5 | 46·0 | 29·3	Newcastle	T.3Cy.27″,46″&75″–48″ (*s*)	32 ″ 0
118631	*J.D.McInnes* –14	*ss*Mch.No.2–11	3627	*Shelter dk*				4mo	ter&Wigham		F40′	British	180lb 515NHP	s 7 ″ 2
VQJM	2 *Dks(Stl)&Shelter dk(Stl–ws)*		2500	*withfreeboard*					Richardson,		FK	6*BH*,1*tolwr*	4SB,*12cf*,GS268,HS9230	25 ″ 5
	Ref.Mchy. *lower dk in Nos.*1,3&4 *holds*			12,15 LMC6,18					Ld Newcastle			*dk only,Cem*	Wllsnd Slpwy.Co.Ld.Nwc	
	Elec.light Wireless							*Lloyd's*	*sA&CP*	*WB=CellDBa*91′	*uE&B*64′*f*144′645*t*	*Tanks at sid*	*es of tunnel*43′240*t FPT*75*t*	
320	**Manitoba**	SteelSc3MstSr	2616					1889	Polson I.W	Canadian Pacific	303·0 | 38·1 | 14·7	Montreal	C.2Cy.30″&64″–48″	
94879	*J.McIntyre* 07–08		1997						Co.(Lim.)	Railway Co.		British	NE&B14 236NHP	
	Mchy.Aft *Elec.light* Wireless		1699						Owen Sound				Collingwood S.B.Co.Ld.	
													Collingwood	
321	**Manitou**	SteelSc4MstSr	6849	✠100A1	Lon	*c*†	~~6,14~~ 7,17	1898	Furness,	Atlantic Transport	475·5 | 52·2 | 31·1	W .Harlpl	T.3Cy.32″,54′&90″–66″ (*a*)	34 ″ 6
108971	*J.McMath* –15	*ss*Ant.No.3–4,10	6004	3,15				1mo	Withy&Co Ld	Co.Ld.	P86′B230′FK&BK3″	British	190lb 763NHP	s 7 ″ 6
PWJC		*ss*Ant.No.1–14	4384	~~BS3,14~~ ✠LMC6,14					W Hartlepool		F93′ *Shelter dk f*20′	*7BHCem*	2D&2SB*18cf*GS297HS12141	27 ″ 6
	(*ex* Victoria) 3 *Dks(Stl)&Web frames*			BS3,15					A&CP				T.Richardsn&Sns,Ld.Hpl.	
	Elec.light Sub.Sig. Wireless									*W*	*B=CellDBa*130′*u*	*E&B*80′*f*143′1082*t*	~~*DTa*50′983*t*~~	*APT*22*t*
322	—	SteelScSr	2945					1893	Chicago	Northern Michigan	274·7 | 42·2 | 20·8	Duluth,	T.3Cy.23″,38″&62″–36″	
92321	1 *Dk,Promenade dk&*		1906						S.B.Co.	Trans-portation Co.		Minn.	231NHP	
	Mchy.Aft *Elec.light* *Hurricane dk*		2392						Chicago,Ill.		*WB*	Utd.States	ClevelandS.B.Co.,Clvlnd.	
	Wireless													
323	**Manitowoc**	SteelScSr	4471	✠100A1	NNs	*x*	~~12,14~~ 8,17	1902	Russell&	Foreign Transport	370·0 | 52·1 | 27·1	New York	T.3Cy.26″,42″&70″–48″ (*s*)	29 ″ 11
213631	*Hogstatt* –16	*ss*Rot.No.3–6,15	4271	8,17 ~~5,16~~	Bos			6mo	Co.	&Mercantile Corp	P31′B107′F41′	Utd.States	180lb 375NHP	s 5 ″ 11
LFNG	(*ex* Spyros Vallianos)	2 *Dks(Stl)*	2901	~~BS3,16~~ ✠LMC6,18					Pt.Glasgow		FK	*6BHCem*	3SB,*9cf*,GS174,HS5916	24 ″ 5
		&deep framing		BS8,17				*Lloyd's*	*sA&CP*				D.Rowan&Co.Glasgow	
										*WB=CellDBa*121′*uE*	*&B*42′*f*158′		1099*t DTa*40′1000*t APT*65*t*	
324	**Manji Maru**	SteelScSr	2150					1916	Uraga	K.Shida	268·0 | 40·7 | 23·6	Kobe	T.3Cy.19″,31½″&52″–39″	
19202	*Y.Yoshitake* –16		1885						Dock Co.Ld		P22′B62′F27′	Japanese	169NHP	
NBSQ		1 *Dk*	1294						Uraga			*WB*	Uraga Dock Co.Ld.Uraga	
325	**Manley**	IronScSp	115					1888	Head&		91·0 | 17·2 | 7·5	Grimsby	C.2Cy.10″&20″–14″	
94089	*Weldrick*		103						Barnard			British	17RHP	
	Mchy.Aft		78						Hull				Cochran&Co.,Birkenhead	
326	**Manly**	WoodSc	229					1896	Young,Son	The Port Jackson&	147·0 | 26·0 | 10·9	Sydny NSW	T.3Cy.14″,23″&36″–24″	
106127	F&YM 2,11		165						&Fletcher	Manly S.S.Co.Ld.		British	100RHP	
		1 *Dk*	139						Blmain,NSW				Fawcett,Preston&Co.,Liv.	
327	**Manna Hata**	SteelScSr	1104					1900	Harlan&	New York&Balti-	210·0 | 32·0 | 23·3	Baltimore	T.3Cy.18″,28″&45″–30″	
93026	*R.T.Gillingham* –00		1025						Hollings-	more Transporta-		Utd.States	111NHP	
KPTL		2 *Dks*	735						worth Co.	tion Line			Harlan&Hollingsworth Co.	
									Wlmgtn,Del.				Wilmington,Del.	
328	**Mannheim**	SteelScSr	5878	✠ ~~——~~	Ham	*b*†		1911	J.C.Teck-	Deutsch-Austral.	450·8 | 57·2 | 27·0	Hamburg	T3Cy27~~½~~″,46½″&78½″–53½″	29 ″ 8
	C.Mildahn		5490	12,16				11mo	lenborg A.G.	Dmpfsch.Ges.	P&B392′F45′	German	697NHP	
RSCG	*Well deck* Wireless	2 *Dks(Stl)*	3713	✠					Geestemünde		FK	*9BHCem*	4SB,*12cf*,GS236,HS10334 FD	
	Elec.light	*&3rd dk in No.*1 *hold only*								*WB=Cell*	*DBa*146′*uE&B*71′	*f*190′1453*t*	J.C.Tecklenborg A.G.Gst.	
329	—	SteelSc3MstSr	3578					1892	Armstrong	Deutsch-Amerik.	328·5 | 43·0 | 29·8	Hamburg	T.3Cy.24″,40″&64″–48″	G
	P.Hollander		3242						Mitchell&	Petroleum Ges.	P80′ B24′ F35′	German	NB13 284NHP	
RJQM	*Mchy.Aft*	2 *Dks*	2287						Co.(Lim.)				Wllsnd Slpwy Co.Ld.,Nwc.	
	Elec.light *Carrying Petroleum in bulk*								Newcastle					
330	—	SteelTwinSc	897					1906	G.Seebeck	Hamburg-Amerik.	217·4 | 32·9 | 12·0	Hamburg	T6Cy.9⅝″,18½″&25⅝″&16½″	G
	O.Grafenhorst		705						Akt.Ges.	Packetf.Akt.Ges.	Q73′B43′F22′	German	52NHP	
RPFG	*Elec.light*	1 *Dk*	527						Bremerhaven	(Ham.-Amr.Linie)		*WB*	G.Seebeck A.G.Bremerhvn	
331	**Mannofield**	SteelScK	206	✠	Ght			1905	Smith's	Armitage'sSteam	117·5 | 21·6 | 11·5	Aberdeen	T.3Cy.12″,20″&33″–23″	12 ″ 4
121604	*G.Elliott* –16	*ss*Mil.No.1–10	184	*Stm Trawler*				10mo	Dock Co.Ld.	Trawling Co.Ld(G.	Q49′	British	54RHP	
	(*ex* Nixe,*ex* St.Bride)	1 *Dk*	81	10,13 ✠					North Shields	T.Armitage,*Mgr.*)	BK7½′	*3BHCem*	1SB,*2pf*,GS34,HS1175	
													W.V.V.Lidgerwood,Gls.	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage: Gross. / Under deck. / Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years assigned. now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines.	9 Built. By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
332 211832 LDHQ	**Manoa** Steel Sc Sr *J. Miglianelli* –17 2 *Dks (Stl)* *Elec. light* ✠3rd dk (*Stl*) in No. 1 hold *Mchy. Aft* *Ref. Mchy* Sub. Sig. *Well deck* Wireless	6806 5769 4356	✠100A1 8,17 ~~2,17~~ ✠LMC12,13	SFo	*a*†	2,17	1913 12mo	NwprtNws S.B.&D.D.Co. Newprt News A&CP	MatsonNav.Co.	422·6 P&B295′F48′	54·0	33·3 FK	S. Frncisco Utd. States	Q.4Cy.27″,39″,58″&87″–54″ 225lb *150lb (s)* 747NHP 6SB,*18cf*, ,HS12300 NewportNewsSB&DD.Co.	33 ″ 6	
			Fitted for oil fuel 12,13			*F.P.*	*above*		*WB=Cell DBuE&B74′f281′*				150° F. 1584*t DTf* 70′1117*t FPT* 133*t APT* 96*t*		
333	**Manoel Victorino** Steel Sc Sr 1 *Dk & Shade dk* 2 *tr B*	*290* *202* *142*					1895	Craig, Taylor&Co. Stockton	Cia. Bahiana	134·0	24·0	9·0	Bahia Brazilian	C.2Cy.18″&36″–20″ 48NHP Wstgrth, Englsh&Co.Mdb.		
334 92170	**Manola** Steel Sc 2 *Dks* *Mchy. Aft*	2326 2189 1836					1890	Globe Iron Works Co. Cleveland, O.	Pittsburgh S.S.Co.	282·4 H—F36′	40·3 *WB*	21·2	Duluth, Minn. Utd. States	T.3Cy.24″,38″&61″–42″ 241NHP GlobeIrnWksCo., Clevelnd		
335 Broken up	**Manolito** Iron Sc Sr *F. Frusquieta* 16–16 *ss* Shl. No. 3–7, 80 (*ex* Duro, *ex* Ebor) *ss* Stk. No. 2–89 1 *Dk 2 tr B*	736 — 482	✠ 9,93 ✠NB82	Lon			1868 4mo	Denton, Gray&Co. Hartlepool	T. Seebold	201·7	29·0	17·0	Bilbao Spanish	C.2Cy.24″&45″–30″ NE74 90NHP 4 *BHCem* *DBa60′f19′* G.Clark, Sunderland	17 ″ 11	
336 HSVF	**Manolo** Steel Sc Sr *R. Rodriguez* 90–09 (*Barge*) *Mchy. Aft* (*ex* Garth) 1 *Dk*	152 — 60			…		1901	G.K. Stothert&Co. Bristol	Gonzalez y Lavandera	107·3 Q36′F16′	20·6 BK5½″	7·8 *WB*	Gijon Spanish	C.2Cy.12″&24″–16″ 29NHP G.K.Stothert&Co.Bristol	8 ″ 6	
337 132414 JBSR	**Manor** Steel Sc K *R. Wright* –14 *Elec. light* 1 *Dk*	314 269 128	✠100A1 *Stm Trawler* 6,14 ✠LMC3,13	Abn			1913 3mo *Lloyd's*	J. Duthie Torry S.B.Co. Aberdeen *SA&CP*	Clifton Steam Trawlers, Ld. (Taylor&Tomlinson, Ld. *Mgrs.*)	130·0 Q77′F22′	23·6 BK7½″	13·3 *4 BHCem*	Fleetwood British	T.3Cy.13¼″,23″&37″–27″ (*s*) 180lb 69RHP 1SB,*3pf*, GS53, HS1682 J.Abernethy&Co.Abn.	14 ″ 0	
338 133129 JCMH	**Manora** Steel Twin Sc Sr *A.D. Morton* 98–13 *Elec. light* 2 *Dks (Stl U* teak s) Wireless	7888 6947 4987	✠ 9,15 ✠	Mdb	*c*†		1913 6mo	Barclay, Curle&Co. Ld. Glasgow	British India Stm. Nav. Co. Ld. *WB=Cell DB a135′ uE&B*	449·7 P44′B133′F42′ *69′f186′ 1372t FPT*	58·2 FK	33·3 *7 BHCem 120t APT 71t*	Glasgow British	T.6Cy.21″,35½″&61″–45″ HS14156 FD 900NHP 4SB&1Aux.SB,*18cf*, GS338, Barclay, Curle& Co. Ld. Gls.	36 ″ 0	
339 108329	**Manorbier Castle** Iron Sc K *J. McLeod* –13 (*Trawler*) 1 *Dk*	153 148 58			…		1898	Edwards Bros. North Shields	T. Stephen	105·5 Q19′	20·8 BK7½″	10·9	Aberdeen British	T.3Cy.12″,19″&32″–22½″ 56RHP N.E.Marine Co. (Lim.), Sld.	11 ″ 0	
340 KCHN	**Manouba** Steel Sc Sr *Coste* –11 *ss* Msl. 2 nd No. 3–4, 16 (*ex* Napolitan Prince, *ex* Reide Portugal) 2 *Dks (Stl*–ws) 3 *tr B* *Elec. light* Wireless	3236 2625 2005	✠100A1 2,17 ✠NB8,13 ✠LMC4,16	Msl	*w*	2,17	1889 8mo *Lloyd's*	Scott&Co. Greenock *SA&CP*	Cie. de Nav. Mixte	363·5 P44′B142′F51′ *WB=Cell*	42·2 BK11″	25·3 FK *6 BHCem DB222′426t*	Marseilles French	T.3Cy.31″,50″&80″–54″ 170lb 843NHP 4SB,*12cf*, GS263, HS12917 FD Scott&Co. Greenock	28 ″ 6 s 4 ″ 8½ 24 ″ 9	
341	**Manoussis** Steel Sc Sr *N. Boulgaris* *ss* Pir. No. 3–5, 09 *Well deck* *ss* Msl. No. 1–12 1 *Dk (Stl) & deep framing*	*2115* *1569* *1363*	✠100A1 8,16 ~~Engine 7,17~~ ~~BS12,16~~ ✠LMC7,12 MBS7,17	Pir	*r*	~~1,15~~ 7,17 N2,18	1897 4mo *Lloyd's*	C.S. Swan& Hunter (Lim) Newcastle *SA&CP* *WB=Cell DBa84′uE&*	N.D. Boulgaris	275·1 P24′Q72′B112′F33′ *B34′f118′480t FPT*	39·5 BK11″	17·8 FK *5 BHCem 60t APT 58t*	Andros Greek	T.3Cy.21″,33″&56″–36″ (*s*) 160lb *100lb* NDB16 198NHP 2SB,*4rf*, GS63, HS3110 Cen. Mar. Eng. Wrks. WHpl	20 ″ 3 s 1 ″ 6½ 19 ″ 0	
342 11623 LHFR	**Mansei Maru** Steel Sc K *T. Tanaka* 09–09 (*Trawler*) (*ex* Victoria) 1 *Dk*	175 — 58			…		1901	Smith's Dock Co. Ld. North Shields	Taikai Kisen Gyogyo Kabushiki Kaisha	110·6 Q48′F20′	21·1 BK7½″	10·6	Sakai Japanese	T.3Cy.12″,20″&32″–23″ 61NHP MacColl&Pollock, Sld.	11 ″ 10	
343 19195 NBSG	**Mansei Maru No. 2** Wood Sc Sr 1 *Dk*	639 501 363					1916	Y Okamoto Osaka	M. Nakamura	179·6 P21′B52′F27′	30·6	13·0	Nishinomiya Japanese	T.3Cy.11⅞″,21⅝″&35¼″–24″ *Emade96 refitted16* 61NHP *Bmade07 refitted16* C.D.Holmes&Co Sunderlnd		
344 103490	**Mansfield** Steel Sc Y1 *J. Austin* –16 *ss* Gms. No. 3–6, 10 *ss* Gms. No 1–16 1 *Dk*	165 152 64	✠100A1 *Stm Trawler* 3,18~~4,16~~ ✠NB4,16 ✠LMC~~4,16~~	Gms		~~11,15~~ 3,18	1897 12mo	Mackie& Thomson Glasgow A&CP	Consolidated Stm. Fishing&Ice Co. (Grimsby), Ld. (J. D. Marsden, *Mgr.*)	104·2 Q17′F18′ DptF&S10	21·0 BK7½″	10·7 *4 BHCem*	Grimsby British	T.3Cy.10″,16″&27″–20″ (*s*) 180lb 45RHP 1SB,*2pf*, GS26, HS656 Muir&Houston, Ld. Gls.	11 ″ 7	
345 KCHR	**Mansoura** Steel Sc Bn *Addou* (*ex* Margiora, *ex* Ardjoeno) *Elec. light* 3 *Dks*	2565 2221 1604					1891	Maats.de Schelde Flushing	Cie. de Nav. Mixte	324·4 P131*t* H189*t* F34*t*	37·7 *WB*	25·5	Marseilles French	Q.4Cy.24″,36″,48″&75″–42″ 365NHP Maats.de Schelde, Flushing		V
346 109948 TBWR	**Mansourah** Steel Sc Sr *A.T. Hish* 07–15 (*ex* Safari) *Elec. light* 2 *Dks*	1432 1179 834					1892	Blohm& Voss Hamburg	Khedivial Mail S.S. & Graving Dock Co. Ld. (Lord E. Hamilton, *Mgr.*)	245·8 P55′H—F41′	35·2 *WB*	19·4	London British	T.3Cy.19″,30⅜″&50″–39⅜″ 157NHP Blohm&Voss, Hamburg		V
347 5399 JTCG	**Mansuria** Steel Sc Sr *J.F.R. Johanson* –15 (*ex* Oscarsborg) 1 *Dk*	1107 903 665					1912	Oskrshmns M.V. Aktieb. Oskarshamn	Förnyade Ångf. Aktieb. Svenska Lloyd (H. Metcalfe, *Mgr.*)	221·4 P24′B57′H128*t* F25′	35·9 *WB*	13·7	Gothenbrg Swedish	T.3Cy.17½″,29″&48″–30″ 126NHP Oskarshamns M.V.Aktieb.		V
348 214554 LGMJ	**Manta** Steel Sc Sr *C.H. McLaughlin* 16–16 *Elec. light* 1 *Dk (Stl)* *Cargo battens not fitted*	2081 1688 1283	✠100A1 6,17~~11,16~~ ✠LMC11,16	~~Chi-~~ NNs	*r*		1916 11mo	Chicago S.B.Co. Chicago A&CP	The Atlantic Gulf & West Indies Stm-ship Lines (H.H. Raymond, *Mgr.*)	251·0 P25′B64′F26′ *Cell DB212′478t FPT*	43·6 FK	18·2 *4 BHCem 67t APT 77t*	New York Utd. States	T.3Cy.20″,33″&54″–40″ (*s*) 180lb 274NHP 2SB,*6cf*, GS126, HS5246 American S.B.Co. Lorain	20 ″ 3 s 2 ″ 10 17 ″ 9	
349	**Mantaro** Steel Twin Sc *Fitted for oil fuel* *Elec. light* Wireless 2 *Dks & Shade dk*	4617 2573 2431					1910	Chant.de Normandie Rouen	Cia. Peruana de Vap. y Dique del Callao	360·0 P104′B28′F43′	46·0 FK	23·7	Callao Peruvian	T.6Cy.20″,33″&55″–40″ 383NHP Ch.&Atel.de St. Nazaire		V
350 139192 JNSW	**Mantilla** Steel Sc Sr *J.W. Murray* 17–17 *Elec. light* 2 *Dks (Stl) & Web frames* *Mchy. Aft* *Longitudinal framing*	5660 5262 3507	✠100A1 2,17 ✠LMC2,17	Nwc	*z*	6,17	1916 12mo	Armstrong Whitworth &Co. Ld. Newcastle	H.E. Moss&Co.	407·0 P104′B28′F43′	52·2 FK	31·4 *15 B Hpt Cem* (*10 „ to U dk* *5 „ „ 2nd „*)	London British	T.3Cy.26½″,44″&73″–48″ (*s*) 180lb *120lb* 505NHP 3SB,*9cf*, GS157, HS7374 FD N.E.Marine Eng.Co Ld Nwc	31 ″ 6 s 6 ″ 6½ 25 ″ 4	
			Carrying Petroleum in bulk *Fitted for oil fuel* 2,17			*F.P. a*	*Lloyd's above* 1	*SA&CP* 50° F.	*Cell DBuE 69′167*	*DTf* 38′ 475*t FPT*			118*t APT* 68*t*			
351	**Mantiqueira** Steel Twin Sc Sr *Elec. light* 1 *Dk*	*1696* *1570* *1045*					1907	Workman, Clark&Co. Ld Belfast	Lloyd Brazileiro	276·2 F29′	44·9 *WB*	16·4	R. Janeiro Brazilian	T.6Cy.14″,22″&37″–21″ 126NHP Wrkman, Clark&Co. Ld Bel		C

1 Numero d'Ordre / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Ferme assignée maintenant. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
352 127544 HNSR	**Mantua** *F.W.Vibert, R.N.R.* –09 *Elec.light* 2*Dks*(*Stl*–ws *Mpt*–teak)&*Ref.Mchy. Spar dk*(*Stl*–teak s) *Orlop dk in Nos.*1,4,5&7*holds*(*Stl in Nos.*5&7) Wireless	**SteelTwinScSr**	10885 7812 5906	✠ *Spar dk* 4,09 ✠	Grk	*h*†		1909 4mo	Caird& Co.Ld. Greenock	P.&O.Stm.Nav.Co.	540·0|61·3|24·6 P108′B277′F92′33·1 FK&BK3″ *WB*=*Cell DBa*101′			Greenock British	Q.8Cy.30½″,44″,61′&87″–54″ FD 1847NHP 10*BHCem* 4D&4SB36*cf*GS700HS27942 Caird&Co.Ld.Greenock 189′1288*t FPT*63*t APT*66*t*	37 ″ 3	
353 PFBT	**Mantuirea** *S.Elipanti* –12 *Elec.light*	**SteelTwinSc** (*Icebreaker*) *Fitted for oil fuel*	266 224 47					1903	Howaldtswerke Kiel	DaciaRomania& NationalaInsuranceCos.	120·0|27·6| 8·7			Braila Roumanian	T.6Cy.11¾″,18¾″&29¾″–15¾″ 70NHP		
354 HSVJ	**Manuel** (*ex*Brigadier) *Well deck Mchy.Aft*	**SteelScSr** *ss*Bwg.No.2–11 1*Dk*(*Stl*)	*213* *157* *69*	✠ 7,15 ✠	Bel	*e*		1903 4mo	Ardrossan DD&SBCoLd Ardrossan	S.N.Aleson	115·4|22·1| 8·4 Q42′F18′ FK *WB*=			Gijon Spanish	C.2Cy.13″&29″–21″ 46NHP 1SB,2*cf*,GS34,HS893 Menzies&Co.Ld.Leith	9 ″ 6	
355 HSVL	**Manuel Calvo** *J.Cisa*95–16 (*ex*H.H.Meier) *Elec.light* 3*Dks*(2*Irn*–ws)&*Web frames* Sub.Sig. Wireless	**StlTwinSc3MstSr** *ss*Cdz.2ndNo.3–8,14 1*Dk*(*pt Irn*)2*trB*	5617 4705 3342	✠100A1 8,1712,16 BS1,17 ✠LMC9,14	Cdz NYk	*z*	~~SN 4,15~~ PN8,16 S8,17	1892 3mo	Armstrong Mitchell&Co. Ld Newcastle A&CP	Cia.Trasatlantica *WB*=	421·0|48·0|29·2 P39′B140′F54′ BK13½″ *Cell DB* 387′920*t*			Barcelona Spanish	T.6Cy.24½″,40″&66″–45″ (*s*) 160lb *160lb* 592NHP 3DB,*18rf*,GS351,HS9000 Hwthrn,Leslie&C.Ld.Nwc.	32 ″ 3 s10 ▪ 1 23 ″ 9	
356 HTBL	**Manuel Espaliu** *F.Alonzo* *Well deck*	**IronScSr** 1*Dk*2*trB*	990 720 681	✠ 5,78	Nwc	*m*		1878 4mo	A.Leslie& Co. Newcastle	Piconell *WB*=	210·0|29·5|16·0 P110′ F45′ FK *DBa*51′&*uE*&*B*38′			Barcelona Spanish 4*BHCem*	C.2Cy.28″&53″–33″ 134NHP Black,Hawthorn&Co.,Gts.		
357 HTBG	**Manuel L. Villaverde** *J.Comellas*00–15 *ss*Cdz.2ndNo.3–8,07 *ss*Cdz.No.2–16 Wireless	**IronScSr** 1*Dk*(*pt Irn*)2*trB*	1501 947 951	✠100A1 1,184,17 BS1,17 ✠LMC11,15	Bbo Cdz	*p*	10,16	1882 10mo *Lloyd's*	Lobnitz& Co. Renfrew *SA&CP*	Cia.Trasatlantica	260·5|31·5|17·4 P84′ B112′ F48′ ND12			Barcelona Spanish 4*BHCem*	C.2Cy.38″&68″–42″ 70lb *57lb* NDB95 250NHP Lobnitz&Co.,Renfrew	18 ″ 0 s2 ▪ 9 16 ″ 6	
358 HSVD	**Manuela** *E.Fernandez* –08 *Mchy.Aft*	**SteelScYl** (*ex*May) 1*Dk*	147 — 39					1898	LarneShipbuildingCo. Larne	Gonzalez& Lavandera	89·0|19·0| 8·2			Gijon Spanish *WB*	C.2Cy.12″&24″–18″ 21NHP Shanks,Anderson&Co.Gls.	9 ″ 0	
359 HTBF	**Manuela Pla** *R.Ganredia*16–16	**SteelScBn** (*ex*Minho) 2*Dks*	855 — 507			…		1890	J.Jones& Sons Liverpool	Dutrus&Carsi	211·1|27·0|16·8 B55′F29′ BK8″			Valencia Spanish	C.2Cy.16″&43″–24″ 75NHP J.Jones&Sons,Liverpool	17 ″ 11	V
360 117582 WPHR	**Manuka** *C.Clift* –14 *Elec.light Ref.Mchy.* Wireless 3*Dks*	**SteelTwinScSr**	4534 3831 2813					1903	Denny& Bros. Dumbarton	UnionS.S.Co.of NewZealand,Ld.	368·7|47·2|31·1 F35′ *WB*			London British	T.8Cy.(2)22½″,(2)36½″& (4)42″–36″ 423NHP Denny&Co.Dumbarton		C
361 132119 JGFB	**Manx Admiral** *G.Hine* –14	**SteelScK** 1*Dk*	219 201 107	✠100A1 *StmTrawler* 5,14 ✠LMC1,12	Gms		5,14	1912 1mo *Lloyd's*	Cochrane &Sons Selby. *SA&CP*	W.H.Beeley	117·5|21·5|11·7 Q66′ BK8″			Grimsby British 3*BHCem*	T.3Cy.12″,21″&34″–24″ (*s*) 180lb 65RHP 1SB,2*pf*,GS32,HS1070 C.D.Holmes&Co.Ld.Hull	12 ″ 6	
362 138964	**Manx Hero** *J.J.Laursen* –16	**SteelScK** 1*Dk*	235 213 90	✠100A1 *StmTrawler* 4,16 ✠LMC4,16	Mdb			1916 4mo *Lloyd's*	Smith's DockCo.Ld. Middlesbro' *SA&CP*	~~Sir Hugh Stev~~ Overseas Steam Fishing Co. Ld. (W.H. Beeley, *Mgr.*)	117·8|22·5|12·1 Q67′F19′ BK8″			Grimsby British 2*BHCem*	T.3Cy.12¼″,20″&34″–24″ (*s*) 180lb 74RHP 1SB,2*pf*,GS36,HS1320 Smith'sDockCo.Ld.Mdb.	13 ″ 0	
363 120891 HDQW	**Manx Isles** *M.Crowley* –16 *ss*Shl.No.3–11,13 1*Dk*(*Stl*)&*deep framing*	**SteelScSr**	2642 2461 1688	✠100A1 12,16 *Carrying Mo lasses in bulk* B&12,17 ✠LMC12,16	Bkn	*u*	12,16	1905 10mo *Lloyd's*	W.Hamilton&Co. Pt.Glasgow *SA&CP*	ManxIslesS.S.Co. Ld. (Lowden,Connell&Co.*Mgrs.*) *WB*=*Cell DBa*90′	315·2|44·7|21·2 P32′B90′F35′ FK *uE*&*B*36′*f*142′657*t*			Liverpool British 9*BHCem* *APT*91*t*	T.3Cy.21″,36″&59″–39″ (*s*) 180lb 280NHP 2SB&1AuxSB12,17,*fcf*,2*pf*, GS140,HS925 D.Rowan&Co.Glasgow	23 ″ 8 s3 ▪ 9 20 ″ 4	
364 138958	**Manx King**	**SteelScK** 1*Dk*	235 213 90	✠100A1 *StmTrawler* 4,16 ✠LMC4,16	Mdb			1916 4mo *Lloyd's*	Smith's DockCo.Ld. Middlesbro' *SA&CP*	~~G.A.Simmonds~~ Aberdeen Pioneer Stm Fishing Co.Ld. (H.E.Stroud, *Mgr.*)	117·8|22·5|12·1 Q67′F19 BK8″			Grimsby British 2*BHCem*	T.3Cy.12¼″,20″&34″–24″ (*s*) 180lb 74RHP 1SB,2*pf*,GS36,HS1320 Smith'sDockCo.Ld.Mdb.	13 ″ 0	
365 127860	**Manx Prince**	**SteelScK** *ss*Gms.No.1–14 1*Dk*	220 202 109	✠100A1 *StmTrawler* 4,14 ✠LMC4,14	Gms		4,14	1910 6mo *Lloyd's*	Cochrane &Sons Selby *SA&CP*	W.H.Beeley	117·5|21·5|11·6 Q66′F18′ BK8″			Grimsby British 4*BHCem*	T.3Cy.12½″,22″&35″–24″ (*s*) 180lb 67RHP 1SB,2*pf*,GS33,HS1070 C.D.Holmes&Co.Ld.Hull	12 ″ 6	
366 93825 KWJT	**Manxman** *G.H.Lowe* –16 *ex*NuestraSenora deGuadalupe,*ex*Cufic) *Ref.Mchy. Elec.light* Wireless 2*Dks*3*trB*	**SteelSc4MstSr** (*ex*Cufic,	4827 4570 3122			…		1888	Harland& Wolff Belfast	R.LawrenceSmith Ld.	430·7|45·2|30·0 P41′B80′F48′ *WB*			Montreal British	T.3Cy.27″,44½″&74″–60″ 424NHP Harland&Wolff,Belfast	33 ″ 8	
367 118603 HMRS	— Wireless	**SteelTrpScSr** 2*Dks*&*Shelter dk*	2048 1413 835					1904	Vickers,Ss. &Maxim,Ld. Barrow	Midland RailwyCo	334·0|43·1|17·3 *WB*			Douglas British	3SteamTurbines Parson'sMar. 1300RHP S.TurbinesCo.Ld.Nwc.		
Wrecked 4.17 **368** 118937	*T.Palmer* –16	**SteelScK** *ss*Gms.No.2–13 1*Dk*	196 180 79	~~✠100A1~~ *StmTrawler* 8,16 ~~✠LMC8,16~~	Gms		10,15	1904 11mo *Lloyd*	Cochrane& Sons Selby *SA&CP*	Sleight'sSteam FishingCo.Ld. (E.Sleight, *Mgr.*)	115·5|21·5|11·4 Q50′F19′ BK8″			Grimsby British 4*BHCem*	T.3Cy.12″,21″&34″–24″ (*s*) 180lb 95NHP 1SB,2*pf*,GS32,HS1095 C.D.Holmes&Co.Hull	12 ″ 3	
369 129551 HSLP	**Manzanares** *E.W.Castle* –16 *Elec.light Ref.Mchy.* Wireless 4*Dks*	**SteelScSr**	4094 3668 2606					1911	A.Stephen &Sons,Ld. Glasgow	Elders&Fyffes,Ld.	376·2|48·2|29·3 F45′ *WB*			Glasgow British	T.3Cy.27′,45″&75″–54″ 413NHP A.Stephen&Sons,Ld.Gls.		C
370	— *Montero* –08 (*ex*Spey) *Well deck Elec.light*	**IronScSr** *ss*Dun.2ndNo.3–3,02 *ss*MartiniqueNo.1–06 1*Dk*(*Irn*)2*trB*	*1040* *752* *654*	✠ 12,09 ✠NB5,02 ✠	Pu'rto Cabello	*m* o		1880 6mo	Gourlay, Bros.&Co. Dundee	Costanera deVap. Venezolanos *WB*=	218·1|29·8|15·6 P120′F28′ BK7½″ *DBuE*14′*f*50′112*t*			Carupano Venezuelan *FPT*21*t*	C.2Cy.21″&45½″–30″ NDB02 94NHP 1SB,3*pf*,GS58,HS1854 GourlayBros.&Co.,Dundee	16 ″ 6	
371 HFPK	**Manzanillo** *J.E.Blackadder* *Elec.light*	**SteelScSr** (*ex*Mauritanie) 2*Dks*	1815 1604 1186			…		1902	SirRaylton Dixon&CoLd Middlesbro'	CiaCubanadeNav. (NewYork&Cuba MailSS.Co. *Mgrs.*)	270·0|39·5|18·6 P18′B62′F27′ FK *WB*			Havana Cuban	T.3Cy.20½″,33″&54″–36″ 206NHP G.Clark,Ld.Sunderland	20 ″ 11	R
372	— 1*Dk*	**WoodSc**	178 — 121					1906	..... Tomkins Cove,N.Y.	Goodwall,Maceo & Co.	88·7|28·3| 9·7			Manzanillo Cuban			

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys.	3 No. of Decks, &c.	4 Register Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character.	6 Port of Survey.	7 Year Assigned or now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. / Ship. / Engines.	9 Built. By Whom. / Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed. If not in L.R. Date of Build or Trade Cert.
373 117598 WPH R	**Maori** Steel Trp Sc Sr *W.Manning* –13 *Elec.light* Wireless	3 *Dks*	3412 2520 1445					1907	W.Denny & Bros. Dumbarton	Union S.S.Co.of New Zealand, Ld.	350·5	47·2	24·7 F63′	London British *WB*	3 Steam Turbines Denny & Co. Dumbarton		C
374 136293 JFPK	**Maple** Steel Sc Sr *J.Hately* –14 *Elec.light*	2 *Dks*(*Stl*)	1304 962 550	✠100A1 10,17 ~~9,16~~ ✠LMC 5,14	Gls Liv	*q*	12,15	1914 5mo	Ails a S.B. Co.Ltd. Ayr	Laird Line, Ld.	261·1	36·2	15·4 P61′B104′F44′ BK 8″	Glasgow British	T.3Cy.28″,45″&72″–42″ (*s*) 180lb *100lb* 467 NHP 2 DB, *12cf*, GS 225, HS 6896 FD	16 ″ 6 s 2 ″ 0½ 15 ″ 3	BT till 9.17
375 109498 JNPD	**Mapleleaf** Steel Sc 4 Mst Sr *J.N.Griffiths* –14 *ss*Lon.No.3–5,11 2 *Dks*(*Stl*) 3 *tr B&deep framing & Shelter dk*(*Stl–ptws*) *Elec.light* Sub.Sig. Wireless		8039 3902 5806	✠ 12,13 ✠NB(1) 5,08 ✠	Lon	*d*†		1898 11mo	C.S.Swan & Hunter, Ld. Newcastle	Lane & Macandrew Ld.	470·0	56·0	32·0 FK	London British	T.3Cy.28″,46″&75″–54″ 608 NHP 4 SB, *12cf*, GS 231, HS 9258 FD Cen.Mar.Eng.Wrks.WHpl	34 ″ 9	
376 137517 JMWL	**Maplemore** Steel Sc Sr *R.T.Marshall* 16–16 *Elec.light* 1 *Dk*(*Stl*) ~~*Carrying fuel oil F.P. above 150° F. in DB.*~~ *Carrying oil fuel F.P. above 150° F. in DB.*		4330 3970 2668	✠100A1 ~~8,17~~ 6,17 4,18 ✠LMC 7,16	Mch	*x*	—	1916 7mo	W.Pickersgill & Sons, Ld Sunderland	Johnston Line, Ld. (Furness, Withy & Co. Ld. *Mgrs.*)	365·0	51·0	25·9 P36′B117′F32′ FK	Liverpool British	T3Cy.26″,42½″&69½″–45″(*s*) 180lb *100lb* 361 NHP 2 SB, *8pf*, GS 162, HS 5708 G.Clark, Ld. Sunderland	28 ″ 4 s 5 ″ 1½ 23 ″ 7	
377 123961	**Mapleton** Steel Sc Sr *G.J.Motley* –09 *Mchy.Aft* *Elec.light* 1 *Dk*		1782 1492 1140					1909	Sunderlnd S.B.Co.Ltd. Sunderland	~~Canadian Northern Steamships Ld.~~ Canada SS Lines Ld	250·0	42·7	16·4 P96′F36′ *WB*	Sundrland British	T.3Cy.17″,28″&46″–33″ 122 NHP N.E.Marine Eng.Co.Ld.Sld		
378 859 HBPJ	**Mapocho** Iron Sc 3 Mst *C.Stowhas* 98–09 Wireless 3 *Dks*(1 *Irn*) & *Shade dk*		2652 1829 1552	✠ *Shade dk* 3,83 *Valparaiso & Panama*	Liv	*s*		1882 11mo	Laird Bros. Birkenhead	Compañia Sud Americana de Vap. *WB*	331·2	41·4	19·3 = *Cell D B* 274′ *f* 344 *t*	Valparaiso Chilian	C.2Cy.45″&80″–54″ NB 99 392 NHP 5 *B H Cem* Laird Bros., Birkenhead		
379 101482 PRST	**Mapourika** Steel Sc Sr *T.B.Sewell* –16 1 *Dk*		1203 763 718					1898	W.Denny & Bros. Dumbarton	Union S.S.Co.of New Zealand, Ld.	220·0	33·1	14·1 P & B 286 *t* H 106 *t* F45 *t*	Dunedin British *WB*	T.3Cy.20″,32″&50″–36″ 150 NHP Denny & Co., Dumbarton		C
380 HTBN	**Mar-Báltico** Steel Sc Sr ~~*D.Rosende* –16~~ *ss*Bbo.No.3–6,11 *L.Abio* –17 *ss*Bbo.No.1–16 (*ex*Gorbea) 1 *Dk*(*Stl*) & *deep framing*		2023 1772 1465 ~~BS 4,17~~ ~~BS 1,16~~	✠100A1 6,17 ~~4,16~~ ✠LMC MS 4,16	Bbo	*r*	~~4,16~~ 6,17	1899 3mo	Cmpbltwn S.B.Co. Campbelt'wn A&CP	Cia.Marit.del Nervion (Urquijo y Aldecoa, *Mgrs.*) *WB* = *Cell DBa* 76′ *f* 116′ 366 *t*	281·8	40·1	19·1 P29′B54′F31′ FK	Bilbao Spanish	T.3Cy.21″,33″&53″–36″ (*a*) 165lb *100lb* NDB 10 174 NHP 2 SB, *6rf*, GS 107, HS 2642 Hutson & Sons, Ld. Glasgow	21 ″ 8 s 3 ″ 1½ 18 ″ 10	
381 HTBQ	**Mar-Cantábrico** Steel Sc Sr ~~*A.Candina* 11–14~~ *ss*Bbo.No.3–6,07 *R.Bilbao* –17 *ss*Bcl.No.2–15 (*ex*Urquiola, *ex*Coniscliffe) 1 *Dk*(*Irn*) & *Web frames & pt Awng dk*(*Irn*)		2518 1894 1861	✠100A1 *pt Awng dk with freeboard* 6,18 ~~5,16~~ ~~BS 6,17~~ ✠LMC 11,15	Bbo	*s*	~~5,16~~ ~~6,17~~	1894 4mo	W.Gray & Co.Ld. W Hartlepool A&CP	Cia. Marit.del Nervion (Urquijo y Aldecoa, *Mgrs.*) *WB*	300·0	40·0	18·5 P27′Q90′ *pt Awng dk* 183′ FK = *Cell D B* 238′ 608 *t*	Bilbao Spanish	T.3Cy.22″,35″&59″–39″ (*s*) 160lb ~~*100lb*~~ NDB 12 224 NHP 5 *B H Cem* 2 SB, *6cf*, GS 73, HS 3468 ~~*50 lb*~~ Cen.Mar.Eng.Wrks.WHpl	20 ″ 10 s 8 ″ 1 20 ″ 1	
382 ~~Sunk (War Loss)~~ HTBW	**Mar-Caspio** Steel Sc Sr ~~*L.Garay* 99–15~~ *ss*Hpl.No.3–9,11 (*ex*Muristan) 1 *Dk*(*pt Stl & pt Irn*) & *Web frames & pt Awng dk*(*Irn*)		2723 2025 1632	✠~~100A1~~ *pt Awng dk with freeboard* 8,14 ~~BS 6,16~~ ~~LMC 7,15~~	Bbo	*t*	~~7,15~~ 2,13	1899 3mo	Wood Skinner & Co.Ld. Newcastle A&CP	Cia. Maritima del Nervion (Urquijo y Aldecoa, *Mgrs.*) *WB* = *Cell D Ba & u E* 122′ *f* 122′	306·5	43·2	18·3 P27′Q90′ *pt Awng dk* 189′ FK 608 *t*	Bilbao Spanish	T.3Cy 24⅞″,38″&61″–39″(*s*) 160lb *100lb* NDB 11 237 NHP 6 *B H Cem* 2 SB, *4pf*, GS 72, HS 2910 FD N.E.Marine Eng Co Ld Nwc	20 ″ 10 s 8 ″ 1 20 ″ 1	
383 501 QXRL	**Mar-Cor** Steel Sc Sr *G.Guidi* 15–15 *ss*Bry.No.3–6,07 *ss*Geu.No.1–11 (*ex*Cliftonian, *ex*Pinedene, *ex* Strathisla) 1 *Dk*(*Stl*) & *Spar dk*(*Irn*) & *deep framing*		3257 3076 2059	✠100A1 *Spar dk* 12,13 ✠LMC MS 10,11 BS 1,15	Gen	*v*	4,16	1894 9mo	C.S.Swan & Hunter Newcastle *Lloyd's*	M.Maresca & Co. *WB* = *Cell DB*	330·0	43·1	19·3 P28′B80′F28′ 26·3 FK *a* 98′ *u E* 22′ *f* 144′ 651 *t*	Genoa Italian	T.3Cy.24″,40″&64″–45″ (*s*) 170lb *100lb* NDB 08 297 NHP 2 SB, *5cf*, *1rf*, GS 92, HS 4660 Wllsnd Slip wy Co.Ld. Nwc.	28 ″ 11 s 5 ″ 7 23 ″ 9	
384	**Mar Mediterraneo** Steel Sc Sr *D.Idarraga* 12–15 1 *Dk*(*pt Irn pt Stl*)		2896 2378 1657	✠100A1 5,17 ~~10,16~~ ✠LMC 5,15	Cdz Bbo	*t*	5,17	1915 5mo	Cia Euskalduna de Const Bilbao *Lloyd's*	Cia. Maritima del Nervion (Urquijo y Aldecoa, *Mgrs.*) *DBa* 102′ *u E* 20′ *f*	306·0	44·2	21·4 P33′B70′F35′ *WB* = *Cell* FK 120′ 633 *t* *FPT* 150 *t*	Bilbao Spanish	T.3Cy.23″,36½″&62″–42″ (*s*) 180lb *100lb* 268 NHP 5 *B H Cem* 2 SB, *6cf*, GS 104, HS 4090 Cen.Mar.Eng.Wrks.WHpl	24 ″ 7 s 3 ″ 11 21 ″ 0	
385 HTBR	**Mar-Negro** *R Bilbao* 16–17 Steel Sc Sr ~~*C.Murueta goyena* 07–14 *ss*Bbo.No.3–5,04~~ *ss*Bbo.2nd No.3–12,17 ~~*ss*Bbo.No.2–13~~ (*ex*Sollube, *ex*Inchdune) 1 *Dk*(*pt Stl Well deck & pt Irn*) & *Web frames 2 tr B*		2692 2249 1939	✠100A1 *pt Awng dk with freeboard* 12,17 ✠LMC 12,17	Bbo	*t*	~~8,16~~ 7,17	1891 7mo	Irvine & Co W Hartlepool A&CP	Cia. Marit.del Nervion (Urquijo y Aldecoa, *Mgrs.*) *WB* = *Cell D B* 268′	314·0	40·6	20·9 P31′Q96′B130′F33′ BK 10″ 518 *t*	Bilbao Spanish	T.3Cy.23″,37½″&61½″–39″(*s*) 160lb *100lb* NDB 13 248 NHP 5 *B H Cem* 2 SB, *6cf*, GS 95, HS 3925 *APT* 20 *t* T.Richardson & Sons, Hpl.	23 ″ 8 s 9 ″ 0½ 22 ″ 9	
386	**Mar Tirreno** Steel Sc Sr *For full particuldrs See No. 5 in Supplement*		3120	100A1 *Awng dk with freeboard* (*Class Contemplated*)				1917	Cia Euskalduna de Const Bilbao	Cia. Maritima del Nervion (Urquijo y Aldecoa, *Mgrs.*)	316·0	44·2	22·5	Bilbao Spanish	T.3Cy.23″,36½″&62″–42″ Cen.Mar.Eng.Wrks.WHpl	29 ″ 7 s 7 ″ 10 22 ″ 1	
387	**Mar del Norte** Steel Sc Sr ~~*F.Garay* 09–15~~ *J.Bilbao* 15–17 1 *Dk*(*pt Irn pt Stl*)		2917 2378 1654	✠100A1 10,17 ~~2,17~~ ✠LMC 11,15	NYk Bbo	*t*	~~2,17~~ 10,17	1915 11mo	Cia Euskalduna de Const Bilbao *Lloyd's*	Cia. Maritima del Nervion (Urquijo y Aldecoa, *Mgrs.*) *Cell D Ba* 102′ *u E* 20′ *f*	306·0	44·2	21·8 P33′B70′F35′ FK 120′ 633 *t* *FPT* 150 *t*	Bilbao Spanish	T.3Cy.23″,36½″&62″–42″ (*s*) 180lb *100lb* 268 NHP 5 *B H Cem* 2 SB, *6cf*, GS 104, HS 4090 *APT* 163 *t* Cen.Mar.Eng.Wrks.WHpl	24 ″ 7 s 3 ″ 11 21 ″ 0	
388	**Mar del Plata** Steel Sc Sr *J.Miglianelli* *ss*B.As.No.3–1,99 (*ex*Enrique Barroso) *ss*B.As.No.1–03 *Mchy.Aft* 1 *Dk*(*Irn*)		586 502 376	✠ 9,06 ✠NB 8,03 ✠	BAs	*j*		1889 1mo	Grngem'th Dockyard Co. Grngemouth	Lloyd Com.Mar. del Plata (E.Miglianelli, *Mgr.*)	199·5	32·1	10·1 P77′F60′ FK *WB* = *FPT* 39 *t*	M.Video Uruguayan	T.3Cy.15″,24″&40″–30″ NDB 03 79 NHP 1 SB, *3cf*, GS 48, HS 1410 Hutson & Corbett, Glasgow	10 ″ 6	
389	**Marabú** Steel Twin Sc Sr *Elec.light* Wireless 1 *Dk* & *Shelter dk*		746 479 378			...		1906	Ails a S.B. Co.Ld. Troon	Empreza de Nav. Bahiana	200·0	32·2	11·2 FK	Bahia Brazilian *WB*	T.3Cy.13½″,22″&36″–24″ 151 NHP Muir & Houston, Ld. Gls.	11 ″ 10	
390 92993 KPLQ	**Maracaibo** Steel Twin Sc Sr *Goodman* *Elec.light* 2 *Dks* & *pt Shade dk* Wireless		1771 — 1095					1899	Harlan & Hollingsworth Co. Wlmgtn, Del.	Atlantic & Caribbean Stm. Nav. Co.	267·5	37·0	18·5 P26′F48′ *pt Shade dk* 120′	Wilmgton (Del.) Utd. States *WB*	T.6Cy.14″,22″&36″–24″ 127 NHP Harlan & Hollingsworth Co. Wilmington, Del.		R
391 MBQF ~~Sunk (War Loss)~~	— *Jörgensen* –16 *Mchy.Aft* 1 *Dk*(*Stl*)	Steel Twin Sc Sr *Oil.Eng.*	525 423 290	✠~~100A1~~ 10,16 ~~✠LMC 8,16~~ ~~8,17~~	Cpn	*h*		1916 2mo	Frdrkshvn Værft & Flydk Fredrikshavn *Lloyd's*	Akties. det Östasiatiske Kompagni	161·6	28·6	11·6 B33′F28′ FK *Cell D B u E* 50′ 58 *t*	Copenhagen ~~St.Thomas D.W.I.~~ Danish	Oil Engines 2S.C.SA 4Cy.16½″–18⅞″ 3 *B H pt Asp*	12 ″ 6 s 1 ″ 5 11 ″ 4	

1 Numero d'Ordre / Numero Officiel / Signaux	2 Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Forme assignée maintenant expiré. Lettre d'Equilivement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.
392 — —	**Marakchi** SteelScK *C.Grenet* ssGib.No.1–16 *Elec.light* Wireless 1*Dk* *Mchy.Aft*	*153* *150* *68*	✠100A1 9,17 ~~2,16~~ ✠LMC~~2,15~~ 9,17	Gib	*b*	~~9,16~~ 9,17	1911 9mo	Cochrane &Sons Selby *Lloyd'sA&CP*	Délégués à la Dette Marocaine	105·1|21·0|11·1 BK7½" *WB=DBf19'10t*	Tangier French 180lb 61NHP 1SB,*2pf*,GS32,HS980 Amos&Smith,Ld.Hull	12 " 0 s ~~10½~~ 12 " 0
393 117597 WPHQ	**Marama** SteelTwinScSr *A.M.Edwin* –16 Wireless *Elec.light* *Ref.Mchy.* 3*Dks*	6437 5181 3952					1907	Caird&Co. Ld. Greenock	UnionS.S.Co.of NewZealand,Ld.	420·0|53·2|31·2 P&B314'F83'	London British	T.8Cy(2)28"(2)44½"(4)50"–48"] 692NHP Caird&Co.Ld.Greenock	
394 124538	**Marana** WoodScSr *W.G.Whitehouse* 1*Dk*	108 81 49					1908	Feather-stone&Purdn Hobart,Tas.	MrsM.Whitehouse	97·9|21·0| 7·8	Hobart T'n British	C.2Cy.13"&26½"–18" 29RHP Ross&Duncan,Glasgow	
395 — —	**Maranhao** SteelScSr Wireless 2*Dks*(1*pt Stl*)&*Shade dk*	*1916* *1530* *1303* *Coasting, Rio de Janeiro and Para*	✠ *Shade dk* 8,87 ✠	Gls			1887 6mo	J.&G. Thomson Clydebank	LloydBrazileiro	276·0|38·1|20·2 *WB=DBa62'f65t* *APT20t&32t*	R.Janeiro Brazilian NDB92 250NHP 8*BHCem* J.&G.Thomson,Clydebank	21 " 6
396 — —	**Mararia** SteelScSr *B.H.Hatfield* –05 1*Dk*(*Teak*)&*Promenade dk*(*Teak*) *Elec.light*	*198* *138* *135*	✠ 12,09 *For River purposes only* ✠	PGl			1905 9mo	Murdoch & Murray Pt.Glasgow	J.Esteves	120·0|24·1| 6·8 F20' FE	Para Brazilian 45NHP 5*BHCem* 1SB,*2pf*,GS37,HS921 McKie&Baxter,Glasgow	7 " 0
397 89380 SLDJ	**Mararoa** SteelSc *J.Reid* –17 ss Wln.2nd No.3-9,09 *Elec.light* ss Wln.No.1–13 3*Dks*(*UStl*-teak s)	2598 2091 1381	✠100A1 9,16 ~~BS8,16~~ BS8,17 ~~BS9,16~~ ✠LMC7,15	Ddn	*u*	3,17	1885 6mo	W.Denny &Bros. Dumbarton *Lloyd'sA&CP*	UnionS.S.Co.of NewZealand,Ld.	320·1|42·1|24·7 P63'B94'F42' BK9" *WB=Cell DB224'290t*	Dunedin British 160lb 508NHP 5*BHCem* 2D&2SB,*12cf*,GS288,HS7466 Denny&Co.,Dumbarton	26 " 0
398 — TGHW	**Maras** SteelSc *J.Meinsz*09–11 ss Sng.No.3–5,12 (*ex*Shantung) ss Sng.No.1–16 1*Dk*(*Stl*)&*Spar dk*(*Stl*) *Elec.light* &*deep framing*	1687 1522 1000	✠100A1 *Spar dk* *with freeboard* 4,17 ~~5,16~~ ~~BS4,17~~ ✠LMC5,16	Sng	*q*	5,16	1900 2mo	Rickmers Akt.Ges. Bremerhaven *Lloyd'sA&CP*	Sumatra-Banka Stoomv.Maats. (LimAPat.*Mgr.*) *WB=CellDBa68*	253·1|37·4|12·1 B64'F27' 19·6 FK *uE34'f86'322tFPT*	Muntok Dutch 185lb (*s*) 180NHP 4*BHCem* 2SB,*6pf*,GS91,HS3208 BremerVulkan,Vegesack	22 " 0 s 4 " 3 18 " 0
399 118184 VMBS	**Marathon** SteelTwinScSr *W.M.Jermyn* –15 ss Lon.No.3–3,15 3*Dks*(*Stl–Mpt* ws *U*teak s) *Elec.light* *Ref.Mchy.* Wireless Sub.Sig.	7827 6158 4956	✠100A1 ~~3,17~~ ~~2,17~~ 4,18 ~~BS2,17~~ ✠LMC1,16 ✠Lloyd's RMC~~2,17~~	Lon		7,16	1904 1mo	A.Stephen &Sons,Ld. Glasgow *Lloyd'sA&CP*	G.Thompson&Co. Ld. *WB=Cell DBa104'uE&B*	504·1|55·1|30·0 P92'B217'F74' len12 FK&BK3" 91'*f*241'1317*tFPT*	Aberdeen British 1218NHP 9*BHCem* 57*tAPT*69*t* FD A.Stephen&Sons,Ld.Gls.	33 " 3 s 7 " 2 26 " 11
400 115787 VGDH	**Maraval** SteelScSr *D.M.Matheson* –14 (*ex*Irrawaddy) *Elec.light* Wireless 2*Dks*	5144 4631 3329					1903	W.Denny &Bros. Dumbarton	TrinidadShipping &TradingCo.Ld.	395·7|50·2|28·0 P35'B130'F39'	Glasgow British *WB*	T.3Cy.27",44"&71"–54" 370NHP Denny&Co.Dumbarton	
401 — QHMG	**Marburg** SteelScSr *H.Oltmanns*00–04 (*Trawler*) 1*Dk*	224 190 74					1902	G.Seebeck Act.Ges. Bremerhaven	DeutscheDmpfis-cherei Ges.Nordsee	122·0|22·9|11·8 Q60'F20'	Nordnham German NB06 48NHP *WB*	T.3Cy.12",19½"&31½"–23½" G.Seebeck A.G.Bremerhvn	
402 — KCLP	**Marc Fraissinet** SteelScSr *Firmin* –16 2*Dks*&*Spar dk*	3060 2816 1948					1901	Ch.&Atel. deProvence Port de Bouc	Cie.Marseillaise de Nav.àVap. (Fraissinet&Co.*Mgrs.*)	314·1|44·0|26·3 Q35'H—F39'	Marseilles French 238NHP *WB*	T.3Cy.23½",36"&60"–43½" Ch.&Atel.de Provence,Msl.	
403 93 QKRJ	**Marcantonio Bragadin** SteelScSr *A.Zennaro* –13 *Mchy.Aft* 1*Dk*	211 183 100					1912	J.&A.Van derSchuyt Papendrecht	G.E.Salvagno& Nipoti	131·2|21·3| 9·1 *WB*	Venice Italian 21NHP	T.3Cy.9¼"15"&23⅜"–14½" J.&A.Van derSchuyt	
404 97634	**Marchioness of Breadalbane** *I.Thomson* –16 SteelPadSk	246 223 97					1890	J.Reid&Co Pt.Glasgow	CaledonianSteam PacketCo.Ld.	200·4|22·1| 7·5 F24*t*	Glasgow British	C.D.2Cy.30"&54"–60" NB01 188NHP Rankin&Blackmore,Grk.	
405 123157 HGCM	**Marchioness of Bute** SteelScSr *J.O.Griffith* –14 ss Cff.No.2–15 1*Dk*(*pt Irn pt Stl*)2*trB*&*deep framing*3*dk rule*	4294 4007 2794	✠100A1 12,17 ~~10,16~~ BS11,16 ✠LMC9,15	Npt Mch	*x*	~~9,15~~ 1,18	1906 5mo	W.Gray& Co.Ld. WHartlepool *Lloyd'sA&CP*	RedcroftS.N.CoLd (LewisLougher& Co.*Mgrs.*) *WB=CellDBa*	365·0|50·9|25·7 P27'B106'F34' FK *&uE150'f158'1066t*	Cardiff British 180lb *100lb* 363NHP 6*BHCem* 2SB,*8rf*,GS140,HS5684 Cen.Mar.Eng.Wrks WHpl.	28 " 4 s 5 " 7 23 " 2
406 97639	— SteelPadSk *J.Lindsay* –14	246 223 97					1890	J.Reid&Co Pt.Glasgow	D.&J.Nicol	200·4|22·1| 7·5	Glasgow British	C.D.2Cy.30"&54"–60" NB01 188NHP Rankin&Blackmore,Grk.	
407 98643	**Marchioness of Lorne** SteelPadSp *A.Cameron* –15	295 262 116					1891	Russell& Co. Pt.Glasgow	CaledonianSteam PacketCo.Ld.	200·0|24·0| 8·3 H32*t*	Glasgow British	TD.4Cy(2)17½"30"&49"–60" NB97 186NHP Rankin&Blackmore,Grk.	
408 — —	**Marcilio Dias** SteelScSr *W.Fortay*06–06 ss Pra.No.1–11 1*Dk*(*Teak*)&*Promenade dk*(*Teak*) *Elec.light*	*186* *122* *126*	✠ 1,14 *For River purposes only*				1906 11mo	Caledonian E.&S.B.Co Preston	Perreira,Bessa& Co.(*in liq.*)	116·5|22·0| 7·0 F17' FK	Para Brazilian 45NHP 4*BHCem* 1SB,*2pf*,GS30,HS938 CaledonianE&SB.Co.Prstn	7 " 6
409 16 QLBG	**Marco Aurelio** SteelScSr (*ex*Maroc,*ex*Elfi,*ex*Egret) *Well deck* 1*Dk*2*trB*	671 504 395				…	1883	Armstrong Mitchell&Co. Ld Newcastle	A.Magliulo	190·6|27·7|14·4 Q70'B40'F26' BK7½" *WB*	Torre del Greco Italian NB04 109NHP Wllsnd Slpwy.Co.Ld.Nwc.	15 " 1
410 78 QLBK	**Marco Minghetti** IronSc3MstSr *Rizzo* ss Lon.No.1–80 (*ex*LoudounCastle) 2*Dks*(*UIrn*–ws) *Elec.light* 3*trB*	2495 2309 1528	✠ 2,83	Lon	*u*		1876 10mo	J.&G. Thomson Clydebank	Sicilia,Società di Navigazione	350·7|36·8|25·7 P40' F47'	Palermo Italian 6*BHCem*	T.3Cy.24",37¾"&61½"–35¾" NE&B97 228NHP C.&T.T.Pattison,Naples	27 " 1
411 137532 JNTD	**Marconi** SteelTwinScSr *S.Taylor* –17 *Elec.light* 3*Dks*(*Stl*)&*Shelter dk* *Ref.Mchy.* (*Stl*–ws)	7402 6877 ~~4595~~ 4519	✠100A1 *Shelter dk* *with freeboard* 12,17 ~~2,17~~ ✠LMC2,17 ✠Lloyd's RMC~~1,17~~ 3,18 ~~10,17~~	Bel Sou	*b*†	SN11,17	1917 2mo	Harland& Wolff,Ld. Glasgow *Lloyd'sA&CP*	LivBrazil&RPlate S.N.Co.Ld. (Lamport&Holt,*Mgrs.*) *Cell DB382'1194t FPT6*	440·8|56·2|35·6 F47'on*Shelter dk* FK	Liverpool British 215lb (*s*) 887NHP 8*BHCem* 3DB&1AuxSB,*21cf*,GS424, HS17070 Harland&Wolff,Ld.Bel.	Q8Cy.20½"29½"42"&61"–48" 38 " 11 s 11 " 1½ 28 " 3 8*tAPT*60*t*
412 139288 JNCB	— SteelScK *Elec.light* 1*Dk*	322 286 131	✠100A1 *Stm Trawler* 8,16 ✠LMC8,16	Hul			1916 6mo	Cochrane& Sons,Ld. Selby *Lloyd'sA&CP*	F.&T.Ross,Ld.	136·2|24·0|12·9 Q76'F20' BK7½"	Hull British 200lb 86RHP 4*BHCem* 1SB,*3pf*,GS48,HS1387 C.D.Holmes&Co.Ld.Hull	T.3Cy.13",23"&37"–26" (*s*) 13 " 7

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name.	3 Material, Rig, &c. / *Master.* / *Late Name if any.* / Special Surveys. / No. of Decks, &c.	4 Regist'd Tonnage: Gross. / Under deck. / Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned. now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines.	9 Built. By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Dates of Rot. Trade Cert.
413 129736 HPTS	**Marden** *E.Jackson* –09	**SteelScK** *ss*Sws.No.1–14	297 204	✠100A1 7,16	Shl	*d*	7,16	1909 10mo	Smith's Dock Co.Ld. North Shields	L.S.Carr&Co.	130·1 Q41′	24·0 B11′	8·8 F21′	Newcastle British	C.2Cy.16″&34″–24″ (*s*) 130lb 59RHP	10 ″ 0 s ″ 9	
	Mchy.Aft *Well deck*	1*Dk*(*pt Irn&St*l)	133	BS7,16 ✠LMC2,15				*Lloyd's*					FK *W*	3*BHCem* *B=FPT*33*t*	1SB,2*pf*,Gs33,Hs1050 ShieldsEng.Co.Ld.N.Shl.	9 ″ 6	
414 135492 JCSV	**Mardinian** *G.Port*08–13	**SteelScSr**	3322 2289	✠100A1 6,16	Liv	*u*	9,15	1913 8mo	W. Harkess &Son,Ld. Middlesbro'	Ellerman Lines,Ld. (Graham Smith, *Mgr.*)	313·0 P&B	42·4 203′	21·6 F41′	Liverpool British	T.3Cy.20½″35¼″&60″–42″ (*s*) 215lb 344NHP	26 ″ 9 s3 ″ 9	
	Elec.light *Well deck Cruiser Stern*	1*Dk*(*Stl*)&2*nd dk*(*Stl*) *in Nos.1&2holds*	2125	✠LMC8,13				*Lloyd's*		*WB=Cell DB a*95′ *u E&B*53′ *f*128′			FK 6*BHCem* 635*tAPT*11*t*	3SB,6*cf*,Gs115,Hs4896 FD Richardsons,Westgarth& Co.Ld.Mdb.	23 ″ 4	
415 — —	**Marechal** *R.Baker* –04 (*ex*Barao de Cameta)	**SteelTwinScSr** 1*Dk*&	*281* *198* *191*			...		1904	Murdoch& Murray Pt.Glasgow	J.F.de Mendonca &Co.	144·6 F16′	31·0	6·2 FK	Para Brazilian	C.4Cy.12″&24″–18″ 55NHP J.G.Kincaid&Co.Greenock	6 ″ 6	
	Elec.light	*Promenade dk*															
416 KONS	**Maréchal Bugeaud** *Gonfard* –13	**SteelScSr**	2097 —					1890	Chant&Atl de Penhoët St.Nazaire	Cie.Générale Transatlantique	342·5 P24′B56′H	34·1 —F50′	23·0	Marseilles French	T.3Cy.33″,51″&83″–49″ NB01 482NHP		
	Elec.light	Wireless	826										*WB*		Cie.Gén.Trans.,St.Nzre.		
417 127938 JMCN	**Marena** *T.Millinger* –15	**SteelScSr** *ss*~~Lan.No.1–13~~	302 255	✠100A1 10,17 ~~5,13~~	Lan Sou	*e*	~~5,13~~ 10,17	1908 10mo	Scott& Sons Bowling	J.Monks&Co.Ld.	140·3 Q46′B8′	24·1 F22′	10·3 BK7″	Liverpool British	C.2Cy.17″&38″–24″ (*s*) 140lb 81RHP	11 ″ 6 s 1 ″ 1	
	Mchy.Aft *Well deck*	*ss*Sou.No.2–17 1*Dk*(*Stl*)	100	~~BS5,16~~ ✠LMC5,~~13~~ 10,17				*Lloyd's*					*WB=FPT*64*t*	3*BHCem* *APT*7*t*	1SB,3*pf*,Gs45,Hs1488 Ross&Duncan,Glasgow	11 ″ 2	
418 129284 HRNG	**Marengo** *C.G.O'Callaghan* –16	**SteelScSr** *ss*Hul.No.1–15	6302 4626	✠100A1 *Shelter dk*	N Yk Lon	*z*	~~3,15~~ 4,18	1910 8mo	Nthmblnd S.B.Co.Ld. Newcastle	Ellerman's Wilson Line,Ld.	410·0	52·0	27·8 FK	Hull British	T.3Cy.28″,46½″&78″–54″ (*s*) 200lb 582NHP	39 ″ 0 s11 ″ 3	
	Elec.light *Ref.Mchy.*	2*Dks*(*Stl*)&*Shelter dk*(*Stl*) Wireless	4100	*with freeboard* 4,18 ~~3,17~~	✠LMC			*Lloyd's*		*'tween dk B Hd in after hold d* *WB=Cell DB a*143′ *u*			7*BHCem* *spensed with* *E&B*18′*f*169′1092*tAPT*28*t*	3SB,9*cf*,Gs189,Hs7926 FD Palmers'Co.Ld.Newcastle	28 ″ 1	
	Carry.refrig.oil *Tonnage opening closed* 1917	*Patow*150*FmDB*		MS11,14 ~~BS7,16~~ 4,18													
419 129079 HQMT	**Maresfield** *W.Rayment* 14	**SteelScSr** *ss*Npt.No.1–15	4176 3970	✠100A1 2,16	Bry	*x*	~~2,16~~ 5,18	1910 3mo	JLThompson&Sons,Ld Sunderland	Woodfield S.Shpg Co.Ld.(Woods,Tylor&Brown, *Mgrs.*)	365·0 P23′B234′	51·4 F31′	25·9 FK	London British	T.3Cy.26″,42½″&70″–48″ (*s*) 180lb *100lb* 395NHP	28 ″ 4 s 4 ″ 2½	
		1*Dk*(*Stl*)	2633	✠LMC9,~~15~~ 5,18				*Lloyd's*					FK 6*BHCem*	3SB,9*cf*,Gs162,Hs6440 Richardsons,Westgarth&	24 ″ 6	
										*WB=Cell DB a*125′ *u E&B*43′ *f*				151′992*t FP*	Co.Ld Sld		
420 123698 HJBN	**Margam Abbey** *J.F.Taylor* –16	**SteelScSr** *ss*Cff.No.2–15	4367 4089	✠100A1 5,17 ~~7,16~~	Msl Nwc	*x*	~~7,16~~ 5,17	1906 9mo	Palmers' Co.Ld. Newcastle	The Shipping Controller (Williams & Mordey, *Mgrs.*)	355·0 P46′	50·1 B98′	27·5 F35′	London Pt.Talbot British	T.3Cy.26″,43″&70″–45″ (*s*) 180lb *100lb* 356NHP	30 ″ 2 s 5 ″ 8½	
	(*ex*Barrington Court)	1*Dk*(*Stl*)2*trB*	2834	BS~~12,15~~ ✠LMC2,15				*Lloyd's*					FK 6*BHCem*	2SB,6*cf*,Gs150,Hs5486 Palmers' Co.Ld.Newcastle	24″10	
		*&deep framing*3*Dk rule*		5,17						*Cell DB a*112′ *u E*23			*f*142′860*t FPT*121*t* *APT*101*t*				
421 — —	**Margarcia** *P.S.Petersen* –15	**SteelScSr** *ss*NYk.No.1–16	1861 1786	✠100A1 4,17 ~~4,16~~	N Yk	*p*	~~4,16~~ 4,17	1912 6mo	Harlan& Hollingsworth Corp.	~~Marcelino Garcia~~ Standard Commercial Steamship Corp.	229·0 P&B	39·1 183′	28·8 F34′	New York Utd.States	T.3Cy.17″,27″&44″–30″ (*s*) 180lb 150NHP	28 ″ 0	
	(*ex*Constable Hook,*ex*Henry Williams)		1392	✠LMC6,16									FK 4*BHCem*	2SB,4*cf*,Gs87,Hs2793			
	Elec.light Well deck	2*Dks*(*Stl*)		*Now named "Grace," See No. 12 in Supplement.*									*FPT*38*t*	Harlan&Hollingsworth Cor.			
422 213988 LFVS	**Margaret** *J.R.Risk* –16	**SteelScSr**	3372 2752	✠100A1 11,17 ~~7,16~~	Bal	*u*		1916 4mo	Maryland Steel Co. of Baltimore Co Sparro'Pt Md	A.H.Bull S.S.Co. (A.H.Bull&Co. *Mgrs.*)	327·2 P35′B98′	46·2 F38′	22·9 FK	New York Utd.States	T.3Cy.22″,37½″&60″–42″ (*s*) 190lb *190lb* 293NHP	25 ″ 6	
	Elec.light Sub.Sig.	1*Dk*(*Stl*)&*Web frames* *Longitudinal framing*	2139	✠LMC4,16									5*BHCem*	2SB,6*cf*,Gs144,Hs4933 MarylandStl.Co.Sparr'.Pt.			
				Fitted for oil fuel 1,17			*F.P. above* 1			*Cell DB a*90′ *u*			*E*20′*f*146′691*tFPT*				
										50° F. A&CP			78*tAPT*296*t*				
423 5277 JSMQ	— *O.Gedda*14–14	**SteelScSr** *ss*Got.No.1–16	1227 999	✠100A1 11,17 ~~7,17~~	Got Mmo	*o*	1,17	1912 1mo	Campbeltn S.B.Co. Campbelt'wn	Rederiaktieb. Nordstjernan (A.A.Johnson)	229·6 Q79′B58′	35·8 F28′	15·6 FK	Stockholm Swedish	T.3Cy.18″,27½″&45″–33″ (*s*) 180lb 135NHP	17 ″ 7 s 1 ″ 3	
	Well deck	1*Dk*(*Stl*)	701	✠LMC MS~~10,15~~ BS~~2,16~~ 2,17				*Lloyd's*		*WB=Cell DB a*56′ *u E&B*33′ *f*102′			4*BHCem* 395*tAPT*85*t*	2SB,4*cf*,Gs71.Hs2200 D.Rowan&Co.Glasgow	16 ″ 8		
424 84640 JLKR	— *J.Wathen* –15	**IronScSr** *ss*Brs.2ndNo.3–6,14	218 157	✠100A1 1,18 ~~1016~~	Sws Brs	*d*	~~4,16~~ 1,18	1889 9mo	J Fullerton &Co. Paisley	Alfred J. Smith,Ld. C.A.Hill& Co.	130·2 Q48′B7′	21·0 F23′	9·6 BK6″	Hull ~~Bristol~~ British	C.2Cy.17″&36″–24″ (*s*) 100lb 55RHP	10 ″ 4 s 1 ″ 1	
	Well deck *Mchy.Aft*	1*Dk*(*Irn*)	82	✠NB00 *fitted*08 ~~BS10,16~~ ✠LMC~~6,14~~ 1,18				*Lloyd's*					*W* *B=FPT*14*t*	3*BHCem* Ross&Duncan,Glasgow	9 ″ 10		
425 122123	— *P.J.Cooper* –07	**WoodScSr**	195 109					1907	R.Routledge,Sheet Harbour N.S.	Halifax and Sheet Harbour S.S.Co.Ld	92·8	19·6	8·6	Halifax NS British	C.2Cy.14″&25″–16″ *Emade*87 *fitted*07 27RHP		
		1*Dk*	100												Yarrow&Co.Poplar		
426 131563	— *O.A.Oyston*13–13	**SteelScK**	139 139	✠ *For towing purposes*	Syd			1913 9mo	Poole& Steel Sydney,NSW	South Australian Government	90·0	21·3	10·7 BK7½″	Adelaide British	C.2Cy.19″&39″–27″ 91RHP	11 ″ 8	
	Elec.light	1*Dk*(*Stl*–ws)	1	9,13 ✠									*WB=* *APT*14*t*	4*BHCem*	1SB,3*cf*,Gs50,Hs1755 Poole&Steel,Sydney		
427 93888	— *J.Milne* –15	**IronScK** *ss*Gms.No.3–9,97	115 105	✠ *Stm Trawler*	Yar			1886 5mo	T.Charlton Grimsby	R.Irvin&Sons,Ld.	89·0 Q16′	19·6	10·4 BK8″	Peterhead British	C.2Cy.14″&26″–18″ NB03 30RHP	11 ″ 1	
	(*ex*Nordfjord,*ex*Kolding, *ss*Yar.No.1–01 *ex*Margaret)	1*Dk*	39	4,03							DS01		3*BHCem*	1SB,2*pf*,Gs18.Hs500 T.Charlton,Grimsby			
428 131016	**Margaret A. Hackett**	**WoodSc** (*Tug*)	192 126					1912	Quebec Transptn.Co. Ld. Quebec	~~Quebec Transptn. & Forwarding Co Ltd~~ ~~Canada Steamship Lines~~ George Hall Coal Ld.	93·3	24·0	9·2	~~Quebec~~ British Montreal	C.2Cy.20″&36″–30″ 56RHP F.V.Drolet,Quebec		
		2*Dks*	83														
429 135454 JCFL	**Margaret Duncan** *G.Richmond* –14	**SteelScK**	224 203	✠100A1 *Stm Trawler*	Liv		10,13	1913 4mo	Cochrane &Sons,Ld. Selby	J.Duncan,Son&Co	120·1 Q70′F20′	22·0	11·5 BK7½″	Liverpool British	T.3Cy.12½″,21½″&35″–24″(*s*) 185lb 68RHP	12 ″ 4	
		1*Dk*	87	9,14 ✠LMC4,13				*Lloyd's*					4*BHCem*	1SB,2*pf*,Gs33,Hs1070 C.D.Holmes&Co.Ld.Hull			
430 132882 JCFV	**Margaret Ham** *T.Leary* –16	**SteelScCtr**	113 113	✠100A1 *For Towing purposes*	Cff		10,16	1913 4mo	J T Eltringham&Co. South Shields	Cardiff Steam Towing Co.Ld. (Guthrie,Heywood &Co.Ld. *Mgrs.*)	85·2	21·1	10·1 BK7″	Cardiff British	C.2Cy.19″&38″–24″ (*s*) 140lb 80RHP	11 ″ 0	
		1*Dk*(*Irn*)	2	10,16 ✠LMC5,15				*Lloyd's*					4*BHCem*	1SB,3*pf*,Gs46,Hs1478 ShieldsEng.Co.Ld.N.Shl.			
431 — —	**Margaret Haney** *Elec.light* *Mchy.Aft*	**WoodAux** **TwinSc5MstSr** *Oil Eng.*	1372 1201 800	12 A1 (*Class Contemplated*)				1917	Cameron-Genoa Mills Shipbdrs.Ld. Victoria,B.C.	Canada West Coast Nav.Co.Ld.	240·0 P36′F45′	43·3	19·2	Vancouver British	Oil Engines 4Cy.16″–20″ J.&C.G.Bolinders Co Ld.Skm		
	(*See Sailing Ship Register*)																

For full particulars See No. 14 in Supplement

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Renouvellement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.
432 129350	**Margaret Wetherly** *I.R.Burwood* –11 1 *Dk*	**SteelScK**	211 207 79	✠100A1 *Stm Trawler* 11,14 ✠LMC1,11	Abn		N11,14	1911 1mo	A.Hall&Co.Ld. Aberdeen *Lloyd'sA&CP*	Wetherly'sSteamFishingCo.Ld.(W.R.Wetherly,*Mgr.*)	115·4 | 22·5 | 12·4 BK7½' *WB=DTf7'15t*			Aberdeen British	T.3Cy.11½",20"&33"–23"(*r*) 180lb 66RHP 1SB,*3pf*,GS51,HS1149 A.Hall&Co.Ld.Aberdeen	13 " 0
433 296 HDGC	**Margarete** *J.Sprenger*02–04 *Elec.light* 1 *Dk*	**SteelScSr**	417 313 252					1890	Stettiner A.G. Stettin	R.Kleyenstüber&Co.	155·3 | 24·1 | 10·3 Q51' B33' F16' *WB*			Königsbrg German	C.2Cy.17⅞"&31½"–21½" NB01 39NHP StettinerA.G.,Stettin	
434 4632 JQDS	**Margaretha** *A.Svensson*13–13 *ss*Cpn.No.3–6,08 (*ex*Inchmona) *ss*Rot.No.1–13 1 *Dk(Stl)&Spardk(Irn)&deepframing*	**SteelScSr**	3456 3179 2161	✠100A1 *Spar dk* 9,13 BS7,14 ✠LMC5,15	Rot	*v*	9,13	1896 5mo	W.Gray&Co.Ld. W Hartlepool A&CP	RederiAktieb.Banco(BrorM.Banck, *Mgr.*) *B=CellDBuE26'*	335·1 | 46·7 | 15·2 B80'F32' 23·9 FK *f136'468tAPT44t*			Stockholm Swedish	Q.5Cy.16",22½",32"&(2)40"–42"] 255lb (*s*) 213NHP 7*BHCem* 2SB,*4rf*,GS49,HS2060 FD Cen.Mar.Eng.Wrks.WHpl	26 " 4 s 5 " 4 21 " 4
435	— *G.Visser* –12 *ss*Ymu.No.3–5,12 (*ex*St.Vincent) *ss*Ymu.No.1–16 1 *Dk*	**SteelScK**	140 134 40	✠100A1 *Stm Trawler* 8,17 ~~9,17~~ ✠LMC ~~BS8,16~~ MS11,16	Ymu Ams ~~BS8,17~~		10,16	1900 1mo A&CP	JTEltring-ham&Co. S.Shields	Naam.Ven.ZeevissMaatsMargaretha(J.Polderman)	100·5 | 20·1 | 10·4 BK7"			Ymuiden Dutch	T.3Cy.11",17"&30"–21" (*s*) 160lb 41NHP 1SB,*2pf*,GS26,HS862 Baird&Barnsley,N.Shields	11 " 0
436 KJQF	**Margarethe** *Fr.Dornbusch* 1 *Dk*	**SteelScLr**	154 147 74					1906	Danziger Schfw&Msch Danzig	LeererHeringsfischereiAct.Ges.	93·7 | 21·4 | 9·8 Q15'			Leer German	C.2Cy.9½"&18"–12½" Christiansen 10NHP &Meyer,Harburg	
437 JRDP	— *C.Boldt*01–01 1 *Dk*	**SteelScSr**	134 131 72					1892	Nuescke&Co. Grabow	F.BöttcherNchf.	119·7 | 18·5 | 7·9			Stralsund German	C.2Cy.9"&15¾"–9½" 6NHP DeutscheElbschifff.-Ges."Kette,"Dresden NB04	
438 MGCW	— *J.Westrum* *Stm.Eng.* 1 *Dk* (*See Sailing Ship Register.*)	**WoodAuxScSr**	123 107 86					1866	..... Hommelvik	J.Westrum	101·1 | 22·2 | 8·5 len11			Trndhjem Norwegian	C.2Cy.5½"&13"–9⅗" NE&B *fitted*10 BrunholmensM.V.Aalsnd	
439 126804	**Margaretville** *H.W.Moore* –15 1 *Dk*	**WoodScSr**	107 85 46					1910	J.A.Balcom Margaretville	MargaretvilleS.S.Co.Ld.	93·3 | 20·8 | 8·6			Annapolis Royal,N.S. British	C.2Cy.10½"&22"–16" NewBurrell 20RHP JohnsonIronCo.Ld.	
440 HJPW	**Margarida Victoria** *Arruda* –11 *ss*Lis.No 2–08 (*ex*Caledonia I.) 1 *Dk*	**SteelScK**	*192* *176* *70*	✠ *Stm Trawler* 8,11 ✠	Lis			1899 12mo	J.Duthie,Sons&Co. Aberdeen	EmprezaLisbonense dePescaria,Ld.	115·2 | 20·7 | 11·1 Q26' BK7½"			Lisbon Portuguese	T.3Cy.12",19½"&32"–22" 57NHP 1SB,*2pf*,GS35,HS960 W.V.V.Lidgerwood,Gls.	11 " 6
441 115951 TSPG	**Margarita** *A.L.Nicol* –14 *ss*Hul.No.3–7,16 1 *Dk(pt Irn&pt Stl)&Web frames*	**SteelScSr**	2788 2548 1760	✠100A1 9,17 ~~12,16~~ ✠LMC7,16 ~~BS8,17~~	Bry Shl	*u*	~~7,16~~ 8,17	1903 1mo	J.Blumer&Co. Sunderland *Lloyd'sA&CP*	B.AyresG.S'thrnRly.Co.Ld.(A.Holland&Co.*Mgrs.*) *WB=CellDBa104'uE&B42'f122'*	314·0 | 46·5 | 20·7 P28'B96'F32' FK *718tAPT99t*			London British	T.3Cy.23½",39"&64"–42" (*s*) 160lb ~~80lb~~ *75lb* 279NHP 5*BHCem* 2SB,*6pf*,GS110,HS4392 G.Clark,Ld.Sunderland	23 " 0 s 3 " 6 19 " 11
442 HTDR	— *E.Gil*01–07 *ss*Gib.2ndNo.3–5,15 1 *Dk(Teak)&Promenade dk(Teak)* *Elec.light* *Channel Service–Algeciras,Gibraltar,Tangier&Ceuta*	**SteelPadSp**	169 139 106	✠ A1 *with freeboard* 5,15 ~~BS5,17~~ 5,18 ~~BS5,16~~ ✠LMC5,16	Gib			1896 4mo	Blackwood&Gordon Pt.Glasgow A&CP	Cia.de losFerrocarrilesAndaluces	131·6 | 20·2 | 7·6 FK			Algeciras Spanish	C.2Cy.20"&34"–42" (*s*) 100 ~~140~~lb 67NHP 3*BHCem* 1SB,*2pf*,GS34,HS1101 FD Blackwood&Gordon,PGls.	8 " 1 s 2 " 6 5 " 11
443 108444	**Margate** *R.J.Cressey* –14 *ss*Gms.No.3–8,09 *ss*Gms.No.1–14 1 *Dk*	**SteelScYl**	161 148 63	✠100A1 *Stm Trawler* 9,14 ✠NB9,14 ✠LMC9,14	Gms		N12,13	1897 2mo	Mackie&Thomson Glasgow A&CP	ConsolidatedStm.Fishing&IceCo.(Gms.)Ld.(J.D.Marsden,*Mgr.*)	104·2 | 20·5 | 10·7 Q17'F19' BK7½"			Grimsby British	T.3Cy.10",16"&27"–20" (*s*) 180lb 45RHP 1SB,*2pf*,GS26,HS656 Muir&Houston(Lim.) Gls.	11 " 7
444 KOPH	**Margaux** *Gandé* –16 2 *Dks*	**SteelScSr**	1463 1247 671					1912	Atel.&Ch.deFrance Dunkirk	Worms&Co.	241·3 | 34·8 | 18·7 P20'B72'F33'			Havre French	T.3Cy.19',30½"&51"–36" 156NHP *WB* Atel.&Ch.deFrance,Dnk.	
445 141867	**Margha** *E.W.Hamlyn* –17 *Elec.light* 2 *Dks(Stl-UTwks)*	**SteelTwinScSr**	~~8269~~ 8258 6831 5091	✠100A1 ~~5,18 12,~~ *(ClassContem plated)* ✠LMC12,17	Gls ~~Grk~~ Lon	*ct*		1917 12mo	Barclay Curle&Co.Ld. Glasgow *Lloyd'sA&CP*	BritishIndiaStm.Nav.Co.Ld. *CellDB392'160*	~~450·4~~ | ~~58·2~~ | ~~32·7~~ P44'B161'F42' 450·0 FK *2tFPT124tAPT70t*			Glasgow British	T.6Cy.21',35½"&61"–45"(*s*) 215lb FD 900NHP 9*BHCem* 4S Gothenburg G&IAuxSB,*18c*/GS338HS14150 Barclay,Curle&Co.Ld.Gls.	35 " 6 s 8 " 2 27 " 11
446 5284 JSNC	**Margit** ~~*O.S.Roslin*11–12~~ (*ex*DeuxCharentes) 1 *Dk(Irn)&Well deck* *H.Jansson*17–~~17~~ *deep framing*	**SteelScSr**	1505 1211 897	✠100A1 2,18 ~~8,16~~ BS5,16 ✠LMC4,14	Cpn Got	*p*	N8,16	1901 5mo	WoodSkinner&Co.Ld. Newcastle A&CP	BlomsRederiak. ~~(F.G.Blom,*Mgr.*)~~ ~~(J.Danneberg,*Mgr.*)~~ *WB=CellDBa74'uE&B36'f194'391t FPT*	250·0 | 37·2 | 16·2 P28'Q110'B12'F27' FK *4BHCem* *61tAPT67t*			~~Stockholm~~ ~~Swedish~~ ~~Norrköping~~	T.3Cy.20",33"&54"–36" (*s*) 160lb *80lb* 180NHP 2SB,*6pf*,GS90,HS2800 N.E.MarineEng.CoLdNwc	18 " 5 s 1 " 8 17 " 1
447 MFCK	—~~*K.Tolefsen* –18~~ ~~*Ch.K.Olwig*15–15~~ (*ex*St.Helens) 1 *Dk(Stl)&Web frames* *Well deck*	**SteelScSr**	1036 788 573	✠100A1 1,18~~4,17~~ BS10,16 ✠LMC4,14	Cff Bry	*m*	~~3,16~~ ~~1,13~~ 5,18	1902 1mo	A.Vuijk Capelle a/d Ysel A&CP	Akties.Margit(O.R.Olsen,*Mgr.*) *WB=DBa54f88'234tFPT*	215·2 | 32·1 | 15·3 P32'Q86'B14'F26' FK *52tAPT15t*			Bergen Norwegian	T.3Cy.17",28½"&46"–30" (*s*) 180lb *100lb* 132NHP 4*BHCem* 1SB,*3pf*,GS50,HS2136 G.T.Grey,SouthShields	16 " 3 s 1 " 4½ 15 " 2
448 136145 ~~JVHL~~	**Margot** ~~*N.Asbjörnsen* –15~~ (*ex*Bangdal) *Elec.light* 1 *Dk*	**SteelSc**	1130 992 673					1915	Moss Værft Moss	~~F.LeBoulanger~~ TheShippingController (F.LeBoulanger *Mgr.*)	226·2 | 36·6 | 15·7 P10'B51'F27'			~~Sweden~~ British London *WB*	T.3Cy.16",25"&42"–30" 97NHP MossVærft.Moss	
449 JGFK	**Margot Kunstmann** *H.Lammers* *Mchy.Aft* 1 *Dk*	**SteelScSr**	384 234 193					1907	Nordswrke A.G. Emden	W.Kunstmann	131·8 | 26·4 | 8·4 Q18'B69'F44'			Stettin German	C.2Cy.12⅝"&22⅛"–13½" NB10 150NHP *WB* DresdenerMsch.&SchiffAG	
450 NTLB	**Margrete** *J.K.Jensen* ~~*N.Sörensen* –16~~ –17 (*ex*Rijn,*ex*Vlug) *ss*Cpn.No.2–16 *Well deck* 1 *Dk(Stl)&deep framing*	**SteelScSr**	1285 955 802	✠100A1 10,17 ~~8,16~~ ~~BS8,16~~ ✠LMC10,15 ~~BS10,17~~	Cpn	*n*	9,16	1897 3mo	W.Gray&Co.Ld W Hartlepool A&CP	Christiansholms Fabrikker *WB=CellDB*	231·4 | 33·7 | 14·8 Q80'B55'F27' FK *a&u E75'f105'346t*			Copnhagn Danish	T3Cy.18",28½"&47½"–33"(*s*) 160lb *100lb* NDB12 127NHP 1SB,*3rf*,GS42,HS1875 Cen.Mar.Eng.Wrks.WHpl	17 " 3 s 1 " 6½ 16 " 0
451	— ~~*N.T.v.d.Zyp* –17~~ *N.T.Nielsen* –18 1 *Dk(Stl)*	**SteelScSr**	~~1210~~ ~~1000~~ ~~740~~ 1207 999 731	✠100A– 4,18 ~~10,17~~ *(ClassContem plated)* ✠LMC10,17	Cpn	*o*		1917 10mo	Kjöbnhvns Flydk &Skbs. Copenhagen	Dmpskselsk,Vesterhavet(I.Lauritzen, *Mgr.*) *CellDBa71'uE26'f100'358tFPT*	239·9 | 35·7 | 14·5 P27'B54'F25' FK *19tAPT18t*			Esbjerg Danish	T.3Cy.15',24'&40'–27' (*s*) 185lb 98NHP 2SB,*4cf*,GS48,HS1604 Kjbnhavns.Flydk.&Skbsv.	17 " 3
452 NMGQ	**Margrethe** *J.Kanstrup* (*ex*HansKrohn) 1 *Dk&Spardk3trB*	**IronScSr**	1245 782 762					1882	Act.Ges. "Vulcan" Stettin	AalborgDpsksselskab(N.K.Ströyberg, *Mgr.*)	231·9 | 31·3 | 14·0 H34' 20·9			Aalborg Danish	C.2Cy.27½"&51"–31½" NB13 122NHP A.G."Vulcan,"Stettin	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Master. Special Surveys.	3 Material, Rig, &c. Late Name if any. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. for Special Survey. Date of last Survey.	6 Port of Survey. Year Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of Retd Cert.
453 KCQR	**Marguerite** *J.Delignac* 11–12	**SteelScSr** *ss*Cff.No.1–16 1*Dk*(*pt Irn pt Stl*)	3218 3009 2046	✠100A1 12,17 2,17 ✠LMC BS5,16 MS7,16	Bry *v*	7,16	1912 4mo	W.Gray& Co.Ld. W Hartlepool	Cie.des Chargeurs Français(Plisson &Co.*Mgrs.*) *WB*=*Cell D*	335·2|47·5|23·2 P29′B101′F36′ FK *Ba*110′ *u*E25′*f*147′	Bayonne French 5*BHCem* 822*t APT*84*t*	T.3Cy.25″,40″&65″–42″ (*s*) 180lb *100lb* 309NHP 2SB,*6cf*,GS124,HS4930 Cen.Mar.Eng.Wrks.W Hpl	25 ″ 7 s 4 ″ 5 21 ″ 7	
454 KCPX	— *Esnol* *Well deck*	**SteelScSr** *ss*Sws.No.1–16 1*Dk*(*Stl*)	1544 1255 812	✠100A1 11,16 ✠LMC11,16	Sws *p*	11,16	1912 1mo	Osbourne, Graham&Co. Sunderland	F.Bouet *WB*= *Cell D Ba*81′*u*E5′	260·0|36·5|15·8 P22′Q73′B56′F22′ FK *Ba*28′*f*107′460*t FPT*	Caen French 4*BHCem* 65*t APT*120*t*	T.3Cy.19″,31″&51″–36″ (*s*) 180lb 189NHP 2SB.*4pf*,GS82,HS3190 N.E.MarineEng.Co.Ld.Sld	18 ″ 0 s 1 ″ 7 16 ″ 7	
455 KCPZ	— (*ex*Adrana,*ex*Lilleborg, *ex*Washington)	**SteelScSr** *ss*Rot.No.1–12 *Well deck* 1*Dk*(*Stl*)	852 719 514	✠100A1 4.14 BS4,14 ✠LMC4,12	Shl *m*	10,12	1908 2mo	Akt.Burmeistr&Wain Copenhagen	*Cell D Ba* 46′*u* E 14′*f* 107′246*t*	215·5|35·1|12·3 Q69′B58′F23′ FK *Ba*28′*f*107′460*t FPT*	French 4*BHCem* *APT*15*t*	T.3Cy.16″,26″&45″–30″ (*s*) 180lb 116NHP 2SB,*4cf*,GS45,HS1720 AktBurmeistr&Wain,Cpn	14 ″ 9 s 1 ″ 4 13 ″ 9	
456 KCPZ	— (*ex*Marjorie)	**SteelScK** *ss*Msl.No.2–15 1*Dk*	*294* *248* *116*	✠100A1 *Stm Trawler* 8.16 BS8,16 ✠LMC7,15	Msl	2,16	1907 10mo	Earle'sCo. Ld. Hull	Cie.Marocaine de Chalutage	135·0|23·0|12·1 Q72′F23′ BK8″	Marseilles French 4*BHCem*	T.3Cy.12¾″,22″&36″–27″ (*s*) 180lb 88NHP 1SB,*2pf*,GS36,HS1560 Earle'sCo.Ld.Hull	13 ″ 0 s 1 ″ 6½ 12 ″ 5	
457 ~~WJVB~~	~~*P.Laforce* –17 *O.Salvesen* –13~~ (*ex*Brugge, *ex*Derwent) *Mchy.Aft*	**Steel&IronSc3MstSr** *ss*Apl.2ndNo.3–2,09 *ss*Rot.No.1–13 1*Dk*(*Irn*–ws) *Iron frames & Steel plating*	*264* *224* *110*	✠100A1 6,15 BS5,13 NB5,02, *fitted* 2,08 BS12,15 ✠LMC4,15	Hul *e*	~~5,15~~ ~~5,17~~ N11,17 4,17	1883 12mo	R.William- son&Son Workington	~~Akties.Marguerite (H.Hansen)~~ L.Hermans	144·2|23·0|10·4 Q50′B7′F19′ BK7″ *WB*	Bruges Belgian 3*BHCem* =*DB*70′70*t*	C.2Cy.18′&34″–24″ (*s*) 75lb 47NHP 1SB,*2pf*,GS28,HS836 J.&T.Young,Ayr	11 ″ 2 s 1 ″ 3½ 10 ″ 9	
458 KCQH	— *L.Etienne*	**SteelSc** (*Trawler*) 1*Dk*2*trB*	261 — 92				1905	Germe&Co Boulogne-sur-Mer	F.Fourny&fils	136·8|23·3|12·2 *WB*	Boulogne-sur-Mer French	T.3Cy.12½″,22″&36″–24″ 64NHP Germe&Co.Boulogne		V
459 MBLT	— *E.Lodrigo* 13–15	**SteelScK** 1*Dk*	*193* *189* 84	✠100A1 *Stm Trawler* 12,13 ~~3,15~~ ✠LMC3,15	Abn Mil	12,17	1915 3mo	Hall,Rus- sell&Co.Ld. Aberdeen	Soc.Anon.Pêcher- ies duNord	115·4|22·1|11·9 BK7½″ *WB*=	Ostend Belgian 3*BHCem* *DB f* 26′26*t*	T.3Cy.12″,20″&34″–23″ (*r*) 180lb 76NHP 1SB,*3pf*,GS39,HS1377 Hall,Russell&Co.Ld.Abn.	12 ″ 9	
460 KCQF	**Marguerite Marie** *Hauchecorne* 11–11	**SteelScK** (*Trawler*) 1*Dk*	297 271 121				1905	Atel.&Ch. deFrance Dunkirk	Joly,Duhamel& Vasse	138·7|23·1|11·7 *WB*	Fécamp French	T.3Cy.13″,21″&35″–24″ 60NHP Caillard&Co.Havre		V
461 HTJB	**Maria** (*ex*SanJuan,*ex*Antverpia)	**SteelScSr** *ss*Tri.No.3–9,13 1*Dk*(*pt Irn & pt Stl*) 2*trB & deep framing* 3*Dk rule*	3090 2917 1937	✠ 10,16 ✠ *with freeboard*	NOs *u*		1901 2mo	J Readhead &Sons South Shields	*WB*= *Cell D Ba*	323·2|47·1|23·7 P41′B93′F32′ FK 106′*u*E20′*f*132′701*t*	5*BHCem* *APT*31*t*	T.3Cy.24½″,40″&64″–42″ 278NHP 2SB,*6rf*,GS116,HS4366 J.Readhead&Sons,S.Shl.	25 ″ 0	
462 HNKV	— (*ex*Ushaw)	**SteelScSr** *S.Paleokrassas* –12 *ss*Pir.No.3–5,11 *ss*Cff.No.1–16 1*Dk*(*Irn*) *& deep framing*	*2574* *2401* *1627*	✠100A1 11,16 ✠LMC7,16	Cff *t*	2,16	1898 5mo	Short Bros. Sunderland A&CP	J.L.Vatis&Co. *WB*	314·0|45·2|20·6 P31′B76′F33′ FK = *Cell D Ba*95′*f*126′	Andros Greek 5*BHCem* 681*t APT*60*t*	T.3Cy.24″,40″&66″–42″ (*s*) 160lb 299NHP 2SB,*8pf*,GS117,HS4740 W.Allan&Co.Ld.Sld.	23 ″ 0 s 3 ″ 8 19 ″ 8	
463 HTJB	— *Beitia* (*ex*SanJuan,*ex*Antverpia)	**IronScSr** 2*Dks*3*trB*	*2165* *2024* *1360*		...		1881	C.S.Swan& Hunter Newcastle	Linea deVapores Serra	296·4|37·0|24·8 P36′E52′F32′ BK10″	Bilbao Spanish *WB*	C.2Cy.35″&68″–45″ 258NHP WallsendSlipwayCo.Nwc.	26 ·0	V
464 PKMB	— *J.Bosma* –16 *Well deck* *Elec.light* *Mchy.Aft*	**SteelScSr** 1*Dk*(*Stl*) *Cargo battens not fitted*	2053 1552 1229	✠100A1 5,17 ~~7,16~~ ✠LMC7,16	Rot *r*		1916 7mo	Jonker& Stans HendrikIdo Ambacht A&CP	Holland Gulf Stoom Maats. (Jos.de Poorter) *Cell D Bu B*	275·0|40·2|17·0 FK 24′*f* 192′712*t FPT*	Rottrdam Dutch 4*BHCem* 80*t APT*67*t*	T.3Cy.19⅜″,32¼″&52″–34⅜″ 180lb (*s*) 209NHP 2SB,*6cf*,GS116,HS3710 BergerhoutsMsch.Fab.Rot	20 ″ 0 s 2 ″ 3½ 18 ″ 0	
465 32	— *N.Andreeff* –03 *Elec light*	**SteelScSr** *ss*Oda.No.3–10,05 *ss*Oda.No.2–14 1*Dk*(*Stl*) *& Web frames & Awng dk*	1340 1175 822	✠100A1 *Awng dk* *with freeboard* 5.14 ✠NB9,09 ✠LMC5,14	Oda *n*	N5,14	1893 8mo	W.Dobson &Co. Newcastle A&CP	Russian Transport &Insurance Co. *pt*	239·6|32·2|13·1 P40′B54′F36′ 20·1 *New Awng dk* 09 FK *WB*= *Cell*	Odessa Russian 5*BHCem* *DB*188′238*t*	T.3Cy.18½″,30″&49″–36″ (*s*) 150lb *65lb* NDB08 154NHP 2SB,*4cf*,GS80,HS2552 WllsndSlpwyCo.Ld.Nwc.	22 ″ 3 s 8 ″ 3½ 14 ″ 5	
466 HTFW	— *V.Doloraga* –07 (*ex*Robin)	**SteelSc3MstSr** *ss*Bbo.2ndNo.3–9,15 1*Dk*(*pt Irn*)	366 273 176	✠100A1 ~~9,15~~ MBS10,16 ✠LMC9,15 BS2,13	Bbo *e*	~~12,14~~ 5,17	1890 11mo	RThomson London	Hijos deAngel Perez yCa	143·0|22·9|11·0 Q73′B7′F30′ BK7″ *WB*	Bilbao Spanish 3*BHCem* =*FPT*45*t*	T.3Cy.12″,18″&30″–21″ (*s*) 160lb *80lb* NDB15 47NHP 1SB,*2pf*,GS30,HS800 GourlayBros.&Co.,Dun.	11 ″ 9 s ″ 9½ 11 ″ 8	
467 (*ex*Saxon)	— *G.Aragonés* 11–13	**SteelScK** *ss*Bcl.No.2–16 1*Dk*	339 293 118	✠100A1 *Stm Trawler* 5,17 4,16 ✠LMC4,16 BS10,17	Bcl	~~8,15~~ 5,17	1907 11mo	Cook,Wel- t'n&Gemmell Ld. Beverley	P.Freixas	140·0|23·6|12·6 Q77′ BK8″ *WB*	Barcelona Spanish 4*BHCem* =*DTf*6′35*t*	T.Cy.13½″,22¾″&38″–27″ 185lb (*s*) 93NHP 1SB,*3pf*,GS52,HS1595 Amos&Smith,Hull	13 ″ 6	
468 1157	—	**IronScSr** (*ex*Orrik) 1*Dk & Awng dk*	331 — 187				1885	Jernsk.og. Mskinbyggr Elsinore	A.T.Agafeloff	141·0|23·8|10·8 17·5	Archangel Russian *WB*	C.2Cy.19½″&35½″–22″ 50NHP HelsingörsJernsk.&Mskb.		
469 96636	— *C.H.Wilks* –06 (*Hopper Barge*)	**IronSc3MstSr** 1*Dk*	312 280 177		...		1889	T A Walker Sudbrook	C.H.Walker&Co. Ld.	150·4|26·3| 8·0 FK	London British	Q.4Cy.9″,12″,16″&25″–21½″ 50RHP Fleming&Fergusn,Paisley	8 ″ 6	
470 5387 JTBL	— *G.E.Undén* –15 *Mchy.Aft*	**SteelScSr** 1*Dk*	248 200 147				1912	P.Larsson Thorskog	Ångbåts.Aktieb. Export (O.Jensen, *Mgr.*)	101·5|22·4|11·4 P29′H10*t*F13′	Karlstad Swedish *WB*	C.2Cy.11″&18″–16″ 25NHP P.Larsson,Lödöse		V
471 HBTV	— *A.Baptista* *Elec.light*	**WoodScSr** (*ex*Elisabeth)	178 — 116				1867	J.S.White Cowes	M.Gonçalves&Co.	126·6|23·6|12·8	Funchal Portuguese	C.2Cy.16″&32″–15′ NB98 33NHP DaySummers&CoSthmptn		
472 HTJD	— *D.Allende* 99–02 (*ex*GeneralTerry,*ex*Piloto,*ex*Eduardo Guerra,*ex*Cartdale) *Mchy.Aft*	**IronScSr** 1*Dk*	174 118 78	✠ 5,86 ✠	Gls *b*		1886 4mo	J.Fuller- ton&Co. Paisley	J.M.de Aristeguieta	100·2|18·0| 9·5 Q51 F19′ *WB*= *FPT*30*t*	S.Sebast'n Spanish 4*BHCem*	C.2Cy.18″&36″–24″ 53NHP W.King&Co.Glasgow	10 ″ 0	
473 1874 JDPN	— *C.O.Hägg* 12–12 *Mchy.Aft*	**CompScSp** 1*Dk*	163 140 107				1890	S.Groth Sjötorp	HjalmarNilsson	99·7|22·7| 8·7 P20′Q4′	Gothenbrg Swedish			

named "Ragnar Lodbrok," *See No. 48 in Supplement*

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux Gréement etc. / Capitaine. / Visites Périodiques.	3 Ex-nom, s'il y a lieu. / Nombres des Ponts.	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. pt.
474	**Maria**	**SteelSc**	132					1901	F.Schichau	Dampfsch.Rhed.	114·9	19·7	6·9	Elbing	C.2Cy 10¾″&18⅝″–10½″	
	F.Troscheit		78						Elbing	für Fluss-u.Haffschiffahrt.A.Zedler				German	9NHP	
		1*Dk*	78												F.Schichau,Elbing	
475	**Maria Alida**	**SteelSc**	143					1916	Gebr.Boot	Zeevisscherij My Maria Alida (C.Niepoort)	102·0	20·4	10·2	Ymuiden	T.3Cy.9½″,15½″&27⅜″–21½″	
		(*Fishing*)	—						Leiderdorp					Dutch	36NHP	
		1*Dk*	47												N.V.Indust.My Hera,Ymu.	
476	**Maria Amalia**	**SteelScYl**	*213*	✠100A1	Lis		6,14	1901	Mackie&	Empreza de Pescarias Espadarte, Ld. (D.C. Lezamita, *Mgr.*)	120·8	21·6	12·2	Lisbon	T.3Cy.11½″,19½″&32″–22″	13 ″ 3
		*ss*Abn.No.3–6,14	*188*	*StmTrawler*				2mo	Thomson		Q58′			Portuguese	180lb (*s*) 48NHP	
	(*ex*Caithness-shire)	1*Dk*	*53*	8,15					Glasgow			BK7½″		4*BHCem*	1SB2*cf*GS37,HS1150	
				BS8,15 ✠LMC6,14				*Lloyd's*	*SA&CP*			*WB*=		*DBf*30′24*t*	W.V.V.Lidgerwood,Gls.	
477	**Maria Angelina**	**SteelScK**	*168*	✠	Hul			1899	Mackie&	M.F.Quadros	105·6	21·0	10·7	R.Janeiro	T.3Cy.10″,16″&27″–20″	11 ″ 7
		*ss*Hul.No.3–4,11	*155*	12,13				9mo	Thomson		Q18′F17′			Brazilian	39NHP	
	(*ex*Garibaldi,*ex*Isis)	1*Dk*	*60*	*StmTrawler*					Glasgow		ptND11	BK7½″		4*BHCem*	1SB,*2pf*,GS26,HS642	
				✠											Muir&Houston,Ld.Gls.	
478	**Maria-Annetta**	**IronScSr**	961			...		1871	T.Turnbull	G.F.Kelmischkent	209·8	28·8	17·0	Odessa	C.2Cy.24½″&48½″–33″	17 ″ 10
178	*O.Loovikk* –12	(*ex*IsaacPennock)	—						&Son	&W.I.Oberdorfer	Q74′B46′F30′			Russian	NB92 112NHP	
	Well deck	1*Dk2trB*	535						Whitby			BK8″		*WB*	Blair&Co.Ld.Stockton	
479	**Maria Antonietta**	**IronSc**	512					1854	R.Napier	H.Oppenheim	184·0	26·2	15·0	Constanpl	2Cy.43″–42″	
			—						&Sons					Turkish	184NHP	
			333						Glasgow						R.Napier&Sons,Glasgow	
480	**Maria B.**	**SteelSc**	377					1894	M.U.Martinolich	C.Martinolich e figlio	150·0	25·0	12·0	Lusinpiclo	C.2Cy.17″&31″–21″	13 ″ 1
	V.Peruzovich		300						Lussnpiccolo		P62′B18′F19′			Aust.-Hung.	37NHP	
HMKV			220											*WB*	A.Metlicovich,Trieste	
481	**Maria C.**	**SteelScSr**	4007	✠	Lon	*x*		1892	Caird&Co.	A.Odero	384·6	45·1	28·0	Genoa	T.3Cy.28″,46″&77″–54″	31 ″ 0
472	*A.Schiappacasse*	(*ex*Manila)	3730	11,95				12mo	Ld.		P38′B104′F59′			Italian	438NHP	
QLVM	2*Dks*(*Stl–Uws*)&*deep framing*		2499						Greenock			BK9″		7*BHCem*	2DB,*12rf*,GS231,HS6478	
	Elec.light	3*Dk rule*								*WB*=*Cell DB*305′735*t FPT*				61*t APT*50*t*	Caird&Co.Ld.Greenock	
482	**Maria Carmela**	**SteelScSr**	599			...		1890	Bergens	L.Giaracà	175·9	26·3	12·6	Genoa	T.3Cy.14″,22½″&37″–24″	13 ″ 8
804	*L.Giaracà* (*ex*Sandsend,*ex*Washington)		399	*Name changed to* "Assistenza," *See No. 109 in Supplement.*					Mek.Vaerks.		Q48′B50′H11*t*F21′			Italian	67NHP	
QLVT	*Well deck*	1*Dk*	327						Bergen			BK7½″		*WB*	Bergens Mek Vaerks Bergen	
483	**Maria Catharina**	**SteelSc**	191					1898	Bonn&	N.V.Stoomv. Noordzee	109·9	20·6	12·2	Ymuiden	T.3Cy.12¼″,20″&32″–22″	
	H.Smit	(*Trawler*)	172						Mees	(J.N.Klein, *Mgr.*)				Dutch	48NHP	
	(*ex*Julie)		95						Rotterdam						Earle'sCo.Ld.Hull	
484	**Maria Cruz**	**IronScSr**	180			...		1889	J Fullerton	F.Garcia	104·3	19·2	8·4	Santander	C.2Cy.14″&28″–21″	9 ″ 1
	M.Suarez –08	(*ex*Chio,*ex*Laredo,	120						&Co.		Q40′B7′F16′			Spanish	30NHP	
HTKG	*ex*Amy) *Well deck Mchy.Aft*	1*Dk*	85						Paisley					*WB*	Walker,Henderson&C.Gls.	
485	**Maria de Larrinaga**	**SteelScSr**	4018	✠100A1	Liv	*x*	~~6,15~~	1898	C.Connell	Maria de Larrinaga S.S.Co.Ld. (Larrinaga&Co.)	365·0	47·1	26·6	Liverpool	T.3Cy.25″,42″&70″–48″ (*s*)	29 ″ 4
109439	*J.Penwill* –16	*ss*Liv.No.3–10,11	3637	~~6,14~~ 7,~~14~~ 2,18	Npt		5,17	6mo	&Co.		P48′B98′F42′		FK	British	200lb *100lb* 430NHP	s 5 ″ 7
QFPJ		*ss*Mch.No.1–15	2578		✠LMC				Glasgow					6*BHCem*	2SB,*6cf*,GS110,HS5737 FD	24 ″ 2
	Elec.light	2*Dks*(*Stl*)&*deep framing*		MS6,15	BS1,~~16~~ 6,17			*Lloyd's*	*SA&CP*	*W B*=*Cell DBa* 120′				*uE&B* 42′*f* 152′936*t*	*APT*21*t*	Dunsmuir&Jackson,Gls.
486	**Maria de los Angeles**	**SteelSc**	225					1914	Cia.Trasatlantica	Martin& Fernandez	90·0	19·0	8·6	Cadiz	C.2Cy.10″&20″–12″	
			142						Matagorda					Spanish	12NHP	
			62													
487	**Maria del Carmen**	**SteelScK**	*202*	✠100A1	Cdz		9,13	1903	Smith's		115·3	21·5	11·9		T.3Cy.12″,20″&33″–23″ (*r*)	12 ″ 10
		*ss*Cdz.No.2–13	*189*	*StmTrawler*				10mo	Dock Co.Ld.						165lb 65NHP	
	(*ex*PrincessBeatrice)	1*Dk*	*54*	9,13					North Shields			BK7½″		3*BHCem*	1SB,*3pf*,GS47,HS1120	
	Ref.Mchy.			BS12,15 ✠LMC9,13				*Lloyd's*	*SA&CP*			*WB*=*Deep*		*Tank f* 4′8*t*	W.V.V.Lidgerwood,Gls.	
488	—	**IronSc**	100					1869	.....	F.Garcia	82·4	18·0	8·0	Santander	2Cy.11″&12″	
	J.Arello –09		—						Glasgow					Spanish	NE&B95	
HTKF	(*ex*Barcelona)		62												J.Robertson,Glasgow	
489	**Maria Hendrika IIII.**	**SteelSc**	115			...		1912	Jonker&	P.Chenciu& S.T.Dimitriu	93·9	19·6			T.3Cy.11⅛″,15¾″&29½″–15″	9 ″ 0
		(*Tug*)	111						Stans					Roumanian	57NHP	
		1*Dk*	—						Hendrik Ido Ambacht			BK5″		*WB*	Mashinefabriek Bolnes	
490	**Maria Immaculata**	**SteelScSr**	3786	✠	Shl	*w*		1905	J.Read-	Nav.a Vap.Unione (G.Jelich, *Mgr.*)	347·0	49·1	25·2	Ragusa	T.3Cy.24½″,41″&66″–45″	26 ″ 9
	N.Svilocossi –13	*ss*Tri.No.1–09	3451	12,15				12mo	head&Sons		P41′B142′F31′		FK	Aust.-Hung.	331NHP	
HMLB	1*Dk*(*pt Irn&pt Stl*)2*trB*&*deep framing*		2399	✠					South Shields					6*BHCem*	2SB,*6cf*,GS126,HS5297	
		3*Dk rule*								*WB*=*Cell DBa* 1	15′*uE*21′*f* 146′1008*t*			*APT*48*t*	J.Readhead&Sons,S.Shl.	
491	**Maria Isabel**	**IronScK**	*188*			...		1898	Cochrane&	Italian	112·0	21·0	11·6		T.3Cy.12¼″,21″&34″–24″	12 ″ 3
		(*ex*Kelvin)	*175*						Cooper,Ld.	Government	Q20′			Italian	65NHP	
		1*Dk*	*62*						Beverley			BK7½″			C.D.Holmes&Co.Hull	
492	**Maria Josepha**	**SteelScCtr**	207					1903	Boele&Pot	Vlaardingsche Stoomv. (A.H.C.M. J.Yzerman, *Mgr.*)	115·4	22·3	11·2	Vlaardingen	T.3Cy.10″,17½″&28½″–18″	
	*G.Smits*97–03	(*Trawler*)	195						Bolnes					*WB*	Machinefabriek 34NHP	
		1*Dk*	91											Dutch	Katendrecht,Rot.	
493	**Maria Leonor**	**SteelScK**	*299*	✠100A —	Lis		1,17	1907	J.Duthie	Soc.Aurora de Pesca,Ld.	130·4	22·5	12·2	Lisbon	T.3Cy.13″,22″&36″–24″ (*r*)	13 ″ 0
	~~*P.C.Soares* –09~~	~~*ss*Lis.No.1–11~~	*257*	*StmTrawler*				12mo	Torry S.B.Co.		Q70′F21′			Portuguese	180lb 80NHP	
	(*ex*Ben Rossal)	1*Dk*	*114*	~~9,17,18,15~~ 5,18	MS9,17				Aberdeen			BK7½″		3*BHCem*	1SB,*3pf*,GS46,HS1415	
	E.Barras –18	*ss*Lis.No.2–17		~~BS5,18~~ BS1,17	✠LMC9,~~11~~			*Lloyd's*	*SA&CP*			*WB*=		*DBf* 24′17*t*	Clyne,Mitchell&Co.Abn.	
494	**Maria Luiza II°**	**SteelScK**	*225*	✠100A1	Lis		~~2,16~~ 12,17	1907	A.Hall&	~~Cilia,Ld.~~ Arthur Cilia	121·2	21·9	11·9	Lisbon	T.3Cy.12″,20″&33″–22″ (*r*)	
	*J.J.Rodrigo*10–12	*ss*Lis.No.2–15	*207*	*StmTrawler*				7mo	Co.Ld.					Portuguese	180lb 67NHP	
HGPV	(*ex*Rose)	1*Dk*	*72*	12,~~17,16~~	✠LMC				Aberdeen			BK7½″		3*BHCem*	1SB,*3pf*,GS51,HS1200	
				~~BS1~~,17 ~~BS8,15~~	MS10,15			*Lloyd's*	*SA&CF*			*WB*=		*DTf* 5′11*t*	A.Hall&Co.Ld.Aberdeen	
495	**Maria Madre**	~~*F.Capello* –17~~ **IronScSr**	1781	✠100A1	Gen	*r*	~~x2,15~~	1878	Bartram,	Soc.Anon.Angelo Parodi fu Bmeo	276·1	35·2	24·3	Genoa	C.2Cy.33⅜″&62⅜″–39″ (*s*)	25 ″ 10
197	~~*Infelicetti* – 16~~	*ss*Gen.3rdNo.3–8,09	1698	A1*~~1~~		Lv	6,17	2mo	Haswell&Co.		B18′F22′			Italian	70lb *90lb* NDB05 184NHP	s 4 ″ 7
QMSL	(*ex*Kepler)	6thSurvey10,96	1078	~~6,11,13~~					Sunderland		ptND90	BK9½″		5*BHCem*	2SB,*6pf*,GS96,HS3080	22 ″ 6
	4thSurvey11,13	*ss*Gen.No.1–13		~~BS1,18~~					A&OP			*WB*=*DBa*		82′*f* 72′280*t*	J.Dickinson,Sunderland	
		2*Dks*(1*Irn*)3*trB*		✠NB2,01 BS4,17	✠LMC~~2,13~~ MS1,18											

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys.	3 No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned / now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. / Ship. / Engines.	9 Built. By Whom. / Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L. R. Dated of Bof Trade Cert.
496 HTSL	**Maria Magdalena** *F.Perez00–04* (*ex*Luis,*ex*Bayonés,*ex*UgarteNo.1)	IronScSr 1*Dk*	176 — 92					1876	W.B. Thompson Dundee	**F.Garcia**	120·4 P20′F19′	20·9	9·1	Bilbao Spanish	C.2Cy.17″&34″–20″ 43NHP *WB* W.B.Thompson,Dundee		
497	**Maria Manuela** *J.Caffarelo*	SteelScSr 1*Dk*	906 564 681					1901	Napier& Miller,Ld. Glasgow	**E.Arana**	220·2 P35′B42′F52′	33·1	10·7	Bns.Ayres Argentine	T.3Cy.17″,28″&45″–33″ 116NHP *WB* Dunsmuir&Jackson,Gls.		
498 HTNV	**Maria Mercedes** *S.Garcia* –12 *ex*Glengarnock) *Mchy.Aft*	IronScSr (*ex*Fomento, 1*Dk*	217 198 123					1870	J.Fuller-ton&Co. Paisley	**F.Garcia**	129·6 Q49 H15′	20·1	9·6	Bilbao Spanish	2Cy.25″–24″ 47NHP *WB* W.King&Co.Glasgow		
499	**Maria Parera**	SteelTwinSc (*Ferry*) 1*Dk*	*1577* *1536* *749*					1908	A.&J. Inglis,Ld. Glasgow	**EntreRiosRailway Co.Ld.**	283·2	56·2	17·2	Bns.Ayres Argentine	T.6Cy.13½″,23½″&36″–27″ 134NHP A.&J.Inglis,Ld.Glasgow		
500 77	**Maria Pia**	Iron *Tug*)	180 — 111					1891	W. Richrd-son&Co. Newcastle	**ImpresaFogliotti**	101·9	24·3	9·4	Naples Italian	C.2Cy.15¾″&26¾″–18½″ NE&B05 25NHP G.Anderson&Co.Glasgow		
501	**Maria Segundo** *E.Datema* –10 (*ex*MariaII.)	SteelSc 1*Dk*(*pt Stl*)	111 109 11	✠ *For towing purposes* 1,10 ✠	Rot			1910 1mo	Jonker& Stans HendrikIdo Ambacht	**A.dosS.Cardoso**	92·9	19·5 BK5″ *WB*		Manaos Brazilian	T.3Cy.11 13/16″,17 13/32″ &29 5/32″–14 3/32″ 57NHP 1SB,*2cf*,GS35,HS1161 MachinefabriekBolnes	8 ″ 8	
502 HTAK	**Maria Stathatos** *J.Pierros* (*ex*Eggesford)	SteelScSr ssCff.No.1–14 1*Dk*(*Stl*)	*3566* *3293* *2216*	✠100A1 7,11 5,15 CF BS12,16 ✠LMC8,14	Lgn	*w*	12,10 M12,17	1910 7mo	Craig,Tay-lor&Co.Ld. Stockton *Lloyd's*	**D.A.Stathatos** — *WB=Celt DBa*117′*uE*22′ *sA&CP*	362·3 *f*160′955*t*	51·0 *FPT*112*t*	21·0 FK	Piræus Greek 6*BHCem* *APT*101*t*	T.3Cy.25″,42″&68″–45″ (*s*) 170lb *100lb* 330NHP 2SB.*6cf*,GS124,HS5120 N.E.MarineEng.Co.Ld.Sld	23 ″ 6 s 3 ″ 0½ 20 ″ 9	
503 237 HSLB	**Maria Teresa** (*ex*Titania)	SteelSc 3*Dks*	3056 2792 1914					1883	LloydAus-trò-Ungrco Trieste	**LloydAustriaco**	374·0	39·0	27·4	Trieste Aust.-Hung.	C.2Cy.43″&80″–52″ 385NHP ArsenaleLloyd,Trieste		
504 HMLK	**Maria Valerie** *Elec.light*	SteelScSr 2*Dks3trB*	4260 3874 2643			…		1892	W.Denny &Bros. Dumbarton	**LloydAustriaco**	385·0 P14′B126′F47′	45·0	28·2 FK	Trieste Aust.-Hung. *WB*	T.3Cy.27½″,44″&70″–54″ 418NHP Denny&Co.,Dumbarton	31 ″ 1	A
505	**Maria van Hattem** *C.Glas* –09 (*ex*Hvalen, *ex*Campania)	IronScK ssGms.No.3–10,06 ssYmu.No.2–15 1*Dk*	155 150 56	✠100A1 *StmTrawler* 9,17 4,16 MS11,15	Ymu Ams ✠LMC BS7,16		N4,16 6,17	1894 6mo	Edwards Bros. N.Shields *Lloyd's*	**N.V.Scheepsex-ploit-Maats."De Marezaten" (J.Polderman)** *sA&CP*	101·0 Q18′F18′ DF&s06	20·5	10·9 BK7½″	Ymuiden Dutch 3*BHCem*	T.3Cy.11″,17″&30″–21″ (*s*) 160lb 48NHP 1SB,*2pf*,GS24,HS830 N.E.MarineEng.Co Ld.Sld.	11 ″ 8	
506 328	**Maria Zabyelina**	SteelPad 1*Dk*	164 — 91					1903	F.Schichau Elbing	**Heirs ofA.R. Zabyelin**	151·0	37·3	7·2	Petrograd Russian			
507 1165 JCKM	**Maria I.** *Th.Hammarlund* –15	IronSc 1*Dk*	138 90 90					1879	MotalaCo. Motala	**StockholmsTransp ochBogs.Aktieb.(J AAppelqvist,*Mgr*)**	119·8 B35′H14*t* len98	17·1	7·5	Stockholm Swedish	1Cy.15½″–31¼″ 10NHP MotalaCo.,Motala		
508 213385 LFKT	**Mariana** *J.Griffin*10–15 *Elec.light*	SteelScSr 2*Dks*(*Stl*)	3063 2890 1942	✠100A1 4,17 8,15 3,18 ✠LMC7,15	N Yk NNs	*u*	4,17	1915 7mo	NwprtNws S.B.&D.D.Co. Newprt News A&CP *WB=*	**NewYork&Porto RicoS.S.Co.** *'Tween CellDB a*95′*u*	335·0 *dk bulkhead infore E&B*41′ *f*147′845*t*	46·8 *hold dispensed with FPT*85*t*	22·7 FK *APT*43*t*	NewYork Utd. States *Cem* 4*BH to U dk* 1 „ 2*nd* „	T.3Cy.21½″,36″&63″–42″ (*s*) 190lb 309NHP 3SB,*9cf*,GS184,HS5040 NewportNewsSB&DD.Co. *only*	25 ″ 0	
509 HMLD	**Marianne** *G.Peranovich*	SteelScSr ssTri.No.3–7,12 1*Dk*(*Stl*)&*Spar dk*(*Stl*)& *deep framing*	3485 3306 2237	✠ — 11,15 *Spar dk* ✠	Tri	*w*		1900 10mo	Russell& Co. Pt.Glasgow *W*	**UnioneAustriaca diNav.(SocAnon)** *B=Cell D B a* 110′	338·6 P20′B72′F36′ *uE&B*40′*f*142′805*t*	46·0	17·9 FK	Trieste Aust.-Hung. 6*BHCem* *APT*56*t*	T.3Cy.24″,39″&65″–45″ NDB13 300NHP 2SB,*6cf*,GS132,HS4550 Rankin&Blackmore,Grk.	28 ″ 5	
510 MDRT	— *O.Dade*	SteelScSr 1*Dk*	858 706 529					1901	Act.Ges. "Neptun" Rostock	**F.W.Fischer**	209·6 Q65′B56′F20′	31·8	13·0	Rostock German *WB*	T.3Cy.14⅜″,24¼″&38⅜″–26¾″ 77NHP A.G."Neptun,"Rostock		G
511 5 QNJS	**Mariannina** *G.Germano* –13 *Well deck ex*WarkworthHarbour) 1*Dk* *Mchy.Aft*	IronScSr (*ex*Warkworth,	621 523 366			…		1880	H.M'In-tyre&Co. Paisley	**G.Germano**	180·4 P22′Q63′B11′F21′	30·0	10·7	Reggio, Calabria Italian	C.2Cy.23″&45″–33″ NB93 97NHP Dunsmuir&Jackson,Gls.	13 ″ 10	V
512 MKGC	**Maricopa** *Chr.Bolin* *Elec.light* *Mchy.Aft* Wireless	SteelScSr 2*Dks*(*Stl*) *Webframes* *Longitudinalframing* *except inE&Bspaces*	6960 6314 4417	✠100A1 12,17 2,17 ✠LMC5,14 *CarryingPetroleum in bulk* *Fitted for oil fuel* 5,14 *F.P. above* 150°F.	SFo Cristobal	*a*†	2,17	1914 5mo	Palmers' Co.Ld. Newcastle *Lloyd's*	**Akties.Tankfart (W.Wilhelmsen,** *Mgr.*) *WB=CellDB uE&B*48′115*tD* *sA&CP*	425·2 P102′B28′F41′ *Tf*42′555*t*	57·0 *APT*40*t*	33·1 FK	Tonsberg Norwegian 15*BHCem* 10 *to Upr dk* 5 „ 2*nd* „	T.3Cy.28″,46″&76″–51″ (*s*) 180lb 557NHP 4SB,*12cf*,GS210,HS8088 FD Palmers'Co.Ld.Newcastle	33 ″ 0 s 7 ″ 3 26 ″ 1	
513 92736	— *Mchy.Aft Elec.light* Sub.Sig.	SteelSc 1*Dk2trB*	4224 4120 3670					1896	Chicago S.B.Co. Chicago	**PittsburghS.S.Co.**	406·0	48·2	23·4	Duluth Utd.States *WB*	T.3Cy.25″,40″&68″–42″ 300NHP ClevelandS.B.Co.,Clevlnd		
514 MCVH	**Maridal** *A.Pedersen* –15	SteelScSr (*ex*Hornelen) 1*Dk2trB*	3766 3491 2413					1906	J.Priest-man&Co. Sunderland	**Dpsk.Akties. Östlandet (T.Sagen,** *Mgr.*)	344·0 P24*t*H101*t*F54*t*	49·1	25·0	Chrstiania Norwegian *WB*	T.3Cy.24″,40″&66″–45″ 292NHP G.Clark,Ld.Sunderland		N
515 3959 JMNB *Now named "Uppland," See No.7 in Supplement*	**Marie** *E.Taube*04–17 1*Dk*(*pt Irnpt Stl*)&*deep framing*	SteelScSr ssHbg.No.3–10,15	2142 1962 1218	✠100A1 9,16 BS9,16 ✠LMC6,15	Cpn	*s*	N9,16	1902 1mo *Lloyd's*	Helsingörs Jernsk.&Msk. Elsinore *sA&CP WB*	**Ångf Aktieb.Karin (AxelBroström& Son,*Mgrs.*)** *= Cell DBa & uE*	291·6 Q20′B70′H120*t*′ F35′ 112′*f*120′578*t*	40·2 *FPT*	19·1 FK	Hlsngborg Swedish 5*BHCem* 58*t APT*44*t*	T.3Cy.20¾″,35″&57″–39″ (*s*) 185lb 270NHP 3SB,*6rf*,GS113,HS4800 HelsingörsJernsk.&Mskb.	21 ″ 10 s 3 ″ 6½ 18 ″ 7	
516 5126 JRVQ	— *L.H.Frijs*15–15 *Well deck*	ssSkm.2ndNo 3–3,18 ssBry.No.3–12,05 ssCpn.No.2–15 1*Dk*(*Irn*)&*Webframes*	1894 1415 1132	✠100A1 3,18 12,16 BS9,16	Grk Skm	*r*	5,16 3,18 LMC5,15 3,18	1892 7mo	Furness, Withy&CoLd W Hartlepool A&CP	**Ångf.Aktieb. Pallas (Alex. Pedersen,** *Mgr.*) *WB*	270·0 P27′Q80′B110′ F31′ *= Cell DB*228′377*t*	36·0	17·7 FK	Gothenbrg Swedish 5*BHCem* *APT*17*t*	T.3Cy.21½″,35″&57″–36″ (*s*) 160lb *80lb* NDB02 193NHP 1DB,*4cf*,GS63,HS2860 Blair&Co.(Lim.),Stockton	19 ″ 10 s 1 ″ 4 18 ″ 10	
517 LNBK	— *J.Davidsen* *Elec.light*	SteelScSr 1*Dk*&*Spardk*	1866 1677 1169					1905	Howaldts-werke Kiel	**M.Jebsen**	284·1 P21′B75′F36′	39·1	19·8	Apenrade German *WB*	T.3Cy20 15/16″32 5/16″&51 3/8″–35 5/8″ 158NHP Howaldtswerke,Kiel		G

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✝ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de Livre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Longueurs col. voulu. Largeurs col. voulu. Creux col. voulu.
518	**Marie**	SteelScSr	1465					1899	Act.Ges. "Neptun" Rostock	FlensburgerDmpf. Co. (H.Schuldt, *Mgr.*)	241·4	36·1	17·0	Flensburg German *WB*	T.3Cy.18″,30½″&48″–33½″ NB07 133NHP A.G."Neptun,"Rostock		G
	O.Kier		1203								P24′B58′F26′						
LMPR	*Elec.light*	1*Dk*	891														
519	—	IronScSr	1331	✝100A1	Sws	*o*	2,16	1884	Palmers' Co.Ld. Newcastle *Lloyd's*	Cie.desChargeurs Français(Plisson& Co.*Mgrs.*)	240·5	33·2	18·1	Bayonne French	C.2Cy.30″&57″–39″ (*s*)	19 ″ 2	
	LeMevel –16	*ss*Npt.2ndNo.3–4,09	1081	8,17 ~~7,16~~	Oct			5mo			Q93′B46′F28′		FK	80lb *100lb* NDB14	151NHP		
KDCB	(*ex*Abertawe)	*ss*Hul.No.1–14	820	✝NB4,14 ✝LMC4,14									*WB* = *DBa* 69′ *f* 63′ 255*t*	4 *BHCem*	1SB,*3pf*,GS66,HS2360		
	Well deck	1*Dk*(*1rn*)2*trB*												*APT*25*t*	Palmers'Co.Ld.Newcastle		
520	—	IronSc3MstSr	900	✝100A1	Sea	*p*	~~3,14~~	1876	R.Thompson,jun. Sunderland A&CP	Swayne&Hoyt, Inc.	189·1	32·0	18·7	S.Frncisco Utd. States	OilEngines2S.C.SA	19 ″ 10	
10713?	*F.O.Parker* ~~16–18~~ *Hagen* –18	*OilEng.*	883	3,18 ~~3,14~~	SEo.		N3,16	7mo			P64′F24′			1 *BHCem*	4Cy.14½,–18½ 69NHP		
KMDR	(*ex*Archer)	*ss*Sea.3rdNo.3–3,14	557	DBS5,18 ~~LMC3,17~~							ND94				NE16		
	Elec.light Wireless	1*Dk*2*trB*													Meitz&Weiss,NYk		
	(*See Sailing Ship Register*)																
521	—	SteelScSr	772	✝100A1	Cpn	*l*	7,16	1910	Antwerp Eng.Co.Ld. Hoboken *Lloyd's*	Dmpskselsk. Vesterhavet(I. Lauritzen,*Mgr.*)	208·0	31·1	12·9	Esbjerg Danish	T.3Cy.13″,21″&35″–27″ (*s*)	15 ″ 5	
	E.Hansen –16	*ss*Cpn.No.1–14	661	7,16				8mo			P25′B60′F26′		FK	180lb 82NHP		s 1 ″ 8	
NRLD		1*Dk*(*Stl*)	438	BS7,16 ✝LMC7,14						*WB* = *CellDBa*47′	*uE*22′*f*90′213*t*		*FPT*	4 *BHCem*	2SB,*4cf*,GS41,HS1428	14 ″ 0	
														41*t* *APT*21*t*	N.E.MarineEng.CoLd.Sld.		
522	—	SteelTwinSc	553					1890	Burmeister &Wain Copenhagen	DeDanskeStatsbaner	199·8	31·6	12·0	Masnedö Danish	C.4Cy.21½″&37″–18″		
	C.Schmidt	(*Ferry&Icebreaker*)	516								len05			*WB*	97NHP		
NODB		1*Dk*	231												Burmeister&Wain,Cpn.		
523	—	SteelSc3MstSr	*342*	✝100A –	Dakar	*e*	4,14	1900	J.Meijer ZaltBommel	Soc.Anon.desMessageriesAfricaines	137·0	23·0	8·5	Dakar French	C.2Cy.16″&35″–24″	9 ″ 4	
	*Minguin*11–13	*ss*DakarNo.3–11,13	*216*	5,15				10mo			Q77′B9′F23′		FK	140lb *71lb*	66NHP		
	(*ex*MayQueen)	1*Dk*(*Stl*)	*91*	BS4,15 ✝LMC11,13									*WB* = *FPT*51*t*	3 *BHCem*	1SB,*2pf*,GS37,HS1130		
	Mchy.Aft *Well deck*														G.T.Grey,SouthShields		
524	—	WoodScSr	209					1873	S.Olsson Wenersborg	S.Paulsen	102·0	22·9	11·6	Bergen Norwegian	2Cy.10″&22½″–16½″		
	Johs.Kviteberg	1*Dk*	161								Q8*t* B35*t*				NB99 NE88 17NHP		
JNSQ	(*ex*3teApril,*ex*Murman,*ex*Wenern)		115												GötborgsMek.Verkst.,Got.		
525	—	SteelScSr	191	✝100A1	Bwg	*c*	~~3,14~~	1891	Scott&Co. Bowling A&CP	Kynoch-Arklow Ld.	115·0	20·6	9·5	Glasgow British	C.2Cy.18″&36″–24″ (*s*)	10 ″ 0	
98612	*N.Mitchell* –16	*ss*Liv.No.3–6,03	147	3,14			7,17	3mo			Q45′F20′		BK7″	100lb 50RHP		s ″ 10	
	Well deck	*ss*Bwg.No.2–11	78	~~Examined~~ 2,18 7,17									*WB* = *FPT*20*t*	3 *BHCem*	1SB,*3pf*,GS42,HS1224	10 ″ 1	
	Mchy.Aft	1*Dk*Stlplating&Irnframing		✝NB11,06 ✝LMC~~11,13~~											Muir&Houston,Glasgow		
				~~BS7,17~~													
526	—	SteelScK	169	✝100A1	Bon		6,15	1899	Mackie& Thomson Glasgow *Lloyd's*	J.Pollet	105·6	21·0	10·7	Boulogne French	T.2Cy.10″,16″&27″–20″ (*s*)	11 ″ 7	
	*G.Fourny*13–13	*ss*Hul.No.3–11,10	155	*StmTrawler*				9mo			Q18′F17′		BK7½″	200lb 40NHP		s ″10½	
KDGW	(*ex*Hull)	1*Dk*	64	6.14									*WB* = *DTf*7′10*t*	3 *BHCem*	1SB,*2pf*,GS26,HS642	11 ″ 7	
				BS7,14 ✝LMC11,10											Muir&Houston,Ld.Gls.		
527	—	WoodScSr	110					1891	J.Hameraas Namsos	J.&O.Normann	96·9	18·0	10·1	Harstad Norwegian	C.2Cy.9″&20″–14″		N
	E.Isaksen		103												NE08 NB03 12NHP		
JTOK		1*Dk*	66												Mjellem&Karlsen,Bgn.		
528	— *G.Keith* –18	SteelScSr	105	✝100A1	Bwg	*a*	~~4,16~~	1904	W.Chalmers&Co. Rutherglen *Lloyd's*	McKinney& Rafferty	82·8	19·8	8·1	Glasgow British	C.2Cy.13″&28″–18″ (*s*)	9 ″ 0	
119152	~~*J.Bevan*~~	*ss*Bwg.No.3–4,16	83	5,18~~4,16~~			5,18	8mo			Q35′F15′		BK6″	130lb 36RHP		s ″ 9	
	Mchy.Aft	1*Dk*(*ptStl*)	40	~~BS4,15~~ ✝LMC4,16									*WB* = *FPT*6*t*	3 *BHCem*	1SB,*2pf*,GS27,HS656	9 ″ 1	
															Ross&Duncan,Glasgow		
529	**Marie Antoinette**	WoodScK	117					1894	..... France	A/S Sigerfjords Sildolje&Kraftfoder Guanofabr.	83·3	23·3	11·2	Sigerfjord Norwegian	Paraffin Motor		
	A.Paulsen	*Paraffin Motor*	114												*Emade—fitted*14		
MJWL	(*ex*SailingVessel)	1*Dk*	75														
530	**Marie Elsie**	SteelScSr	2615	✝100A1	Lth	*l*	3,17	1895	W.Gray& Co.(Lim.) W Hartlepool A&CP	London-American MaritimeTrading Co.Ld. (Petersen& Co.Ld.*Mgrs.*)	319·5	44·0	20·8	London British	T.3Cy.23″,36½″&62″–39″ (*s*)	23 ″ 3	
105756	*O.E.Freemantle* –16	*ss*Hpl.No.3–5,08	2425	*withfreeboard*				11mo			P29′B70′F33′		FK	170lb *90lb* NDB08	247NHP	s 4 ″ 0	
PORV		*ss*Hpl.No.1–11	1662	11,15									*WB* = *Cell*	5 *BHCem*	2SB,*6rf*,GS83,HS3712	19 ″ 7	
		1*Dk*(*Irn*)2*trB*&*Webframes*		~~Examined~~5,17							*DBa*&*uE*128′*f*126′			683*t* *APT*69*t*	Cen.Mar.Eng.Wks.W Hpl.		
				MS3,17 ✝LMC													
				DBS5,17 MBS7,16													
531	**Marie Frédéric**	SteelScK	246	✝100A1	Msl		~~7,15~~	1908	Smith's Dock Co.Ld. North Shields *Lloyd's*	Soc.desPêcheries de la Mediterranée (J.Arman,*Mgr.*)	125·0	22·0	12·2	Marseilles French	T.3Cy.12½″,21″&35″–26″ (*s*)	13 ″ 0	
	J.F.Coustey	*ss*Gms.No.1–12	230	*StmTrawler*			12,17	8mo			Q71′F20′		BK7½″	180lb 82NHP		s 1 ″ 11	
KDWM	(*ex*Ephraim)	1*Dk*	94	7,15									*WB* = *DTf*9′20*t*	3 *BHCem*	1SB,*3pf*,GS50,HS1470	12 ″ 9	
				~~Examined~~12,17											ShieldsEng.Co.Ld.N.Shl.		
				BS9,14 ✝LMC~~5,15~~ 12,17													
532	**Marie Galante**	SteelScSr	266			...		1906	Gebr.J.A. &G.S.Fernhout Jutfaas	Cie.Générale Transatlantique	120·5	21·6	8·8	P'ntàPitre Guadelope French *WB*	C.2Cy.13″&26″–18″	9 ″ 6	V
	Tuloup		163								P44′B12′F21′		FK		33NHP		
KFBG	*Well deck*	(*ex*Despatch)	91												Naam.Venn.s'Gravenhagesche Mach.TheHague		
	Mchy.Aft	1*Dk*															
533	**Marie Gartz**	SteelScSr	922					1901	Schömer& Jensen Tönning	F.W.Fischer	211·4	32·4	13·3	Rostock German *WB*	T.3Cy.15″,24⅞″&40⅛″–28″		G
	Fr.Otte		741								Q79′B55′F17′				85NHP		
MSJK	*Elec.light*	1*Dk*	565												Schömer&Jensen,Tönning		
534	**Marie Grech**	IronScSr	286	✝	Hul	*e*		1892	J Fullerton &Co. Paisley	~~Mrs.M.Grech~~	136·0	23·0	10·5	French	C.2Cy.21″&42″–30″	11 ″ 2	
~~99821~~	~~*Br.D.Marketto* –15~~	*ss*Bwg.No.3–9,04	208	10,09				6mo			Q69′B9′F27′		BK6″		75RHP		
~~MQFL~~	(*ex*Trojan,*ex*Isabella)	1*Dk*	120	✝									*WB* = *FP*	4 *BHCem*	1SB,*3pf*,GS63,HS1340		
	Well deck *Mchy.Aft*												*T*14*t* *APT*7*t*		Muir&Houston,Glasgow		
535	**Marie Horn**	SteelScSr	1088					1896	Akt.Ges. "Neptun" Rostock	H.C.Horn	233·0	34·9	14·2	Lübeck German *WB*	T.3Cy.16½″,25⅝″&41⅝″–28½″		G
	*H.Brüdigam*12–12	1*Dk*		*Now named "Polbrae," See No. 22 in Supplement*							Q70′B60′F23′				93NHP		
LRHT			688												A.G."Neptun" Rostock		
536	**Marie Joseph**	SteelScSr	131					1898	DelaBrosse &Fouché Nantes	Soc.Gén.d'Armement (G.Belot, *Mgr.*)	102·3	18·5	8·5	Arcachon French *WB*	C.2Cy.17⅝″&29⅛″–16½″		V
	*Duluc*02–03	(*Trawler*)	96								F13′				30NHP		
KFDB		1*Dk*	22												DelaBrosse&Fouché,Nts.		
537	**Marie Josephine**	WoodScSr	117					1891	VitalCharest,Rivière deLoup	W.Q.Stobo	88·4	22·8	8·2	Quebec British	C.2Cy.12″&22″–18″		
100358	*T.Tremblay* –05	1*Dk*	106												NE&B98 20RHP		
	(*ex*SailingVessel)		80												Carrier,Laine&Co.Levis		
538	**Marie Louise**	SteelScSr	2005					1913	Atel.&Ch. de la Loire Nantes	Cie.Auxiliaire de Nav.(A.Capel& Cie.*Mgrs.*)	270·4	39·6	21·8	Nantes French *WB*	T.3Cy.18½″,29⅛″&49⅜″– 37⅛″		V
	Audrain –14		1788								P19′B55′F23′				147NHP		
KFHD	*Elec.light*	1*Dk*	1241												Atel.&Ch.de la Loire,Nts.		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. No. of Decks, &c.	3	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. — † for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned. now expired. Equipment Letter.	Date when tail shaft last seen.	8 Built. When	9 Built. By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
539 KFHT	**Marie Louise** *Laffon* 12–12 (*ex* El Fomento, *ex* Ville de Melilla, *ex* Carron) *Mchy. Aft*	**IronSc3MstSr** *ss* Cly. No. 3–87 *ss* Gls. No. 2–94 2 *Dks*	492 — 291	2,96 ✠NE&B9,87 ✠	Bwg			1860 4mo	Barclay, Curle & Co. Ld Glasgow	**A. Lamourelle (F. Puech fils,** *Mg.*)	181·0 P19′F18′ ND87	25·7	14·5 BK7″	Cette French 6 *BHCem*	C.2Cy.22″&44″–30″ 84NHP 1SB, *3pf*, GS53, HS1344 Kincaid & Co. Greenock	15 ″ 5	
540 MBND	— *P. Wittrock* 10–10 (*Trawler*)	**SteelSc**	140 — 48					1900	At. deC. Forg. & Acier. de Bruges Bruges	**Pêcheries à Vapeur (Soc. Anon.) (John Bauwens,** *Mgr.*)	106·6	21·0	11·5	Ostend Belgian *WB*	T.3Cy.11″,19″&31″–22″ 45NHP Soc. Anon. de Marcinelle et Couillet, Couillet		V
541 KFJQ	— *Blondel* 12–13 (*ex* Mercia) 1 *Dk Iron framing Steel plating*	**Iron&SteelScK**	*108* *107* *19*	✠ *Stm Trawler* 5,98	Nwc			1898 5mo	Wood Skinner & Co. Ld. Newcastle	**Denos&Pickel**	94·0 BK7½″	18·6	9·9	Dieppe French 4 *BHCem*	C.2Cy.14″&30″–21″ NB08 34NHP Baird & Barnsley, N. Shields	10 ″ 6	V
542 HSPC	**Marie N. Roussos** *J.D. Pappas* –15 (*ex* Arlington) *Elec. light*	**SteelScSr** *ss* Bry. No. 3–7, 09 *ss* Syr. No. 1–14 1 *Dk* (*Irn*) 2 *tr B&* *Web frames* 3 *Dk rule*	*3092* 2870 *1986*	✠100A1 5,17 ~~11,16~~ *Examined* 5,18 BS11,16 ✠LMC5,14	Msl Mdb	*u*	~~11,16~~ N9,17	1897 5mo	W. Gray & Co. Ld. W Hartlepool A&CP	**N. P. Roussos&Co.** *WB = Cell DB*	325·0 P27′B82′F32′ *a&u E130′ f136′ 731t*	47·0 FK	22·4 *APT53t*	Syra Greek 5 *BHCem*	T.3Cy.24″,38″&64″–42″ (*s*) 170lb 260NHP 2SB, *6rf*, GS85, HS3750 Cen. Mar. Eng. Wrks W Hpl	24 ″ 10 s 4 ″ 6 20 ″ 8	
543	**Marie R. Ommering** *H. Wijker* (*ex* Danube)	**IronScK** *ss* Ams. No. 3–12, 07 *ss* Ams. No. 2–17 1 *Dk*	161 157 66	✠100A1 *Stm Trawler* 2,17 ✠NB11,14 ✠LMC2,17	Ams		2,17	1894 4mo *Lloyd*	Cochrane & Cooper Beverley *'s A&CP*	**N. V. Algemeene Viss. Maats.**	104·8 Q17′ len97	20·6 BK7½″	11·1	Ymuiden Dutch 3 *BHCem*	C.2Cy.16″&32″–22″ (*s*) 110lb 44NHP 1SB, *2pf*, GS38, HS730 C.D. Holmes & Co. Hull	11 ″ 10	
544 112870 JTCS	**Marie Rose** *ss* Npt. No. 3–7, 13 1 *Dk* (*pt Irn & pt Stl*) *& deep framing & Web frames*	**SteelScSr**	3023 2834 1905	✠100A1 6,17 ~~7,15~~ MS7,13	Npt Shl ✠LMC BS12,16 BS6,17	*u*	~~7,15~~ 6,17	1901 4mo	Richardsn, Duck & Co. Stockton A&CP *W*	The Shipping Controller (Ellerman, Wilson's Line Ld. *Mgrs.*) *B = Cell DB a* 114′ *u*	330·5 P33′B80′F36′ *E26′ f136′ 779t*	47·0 FK *FPT*	21·8 96t *APT82t*	London British ~~Russian~~ 5 *BHCem*	T.3Cy.26″,42½″&69½″–45″ (*s*) 160lb *90lb* NDB17 349NHP 2SB, *6cf*, GS130, HS5620 Blair & Co. Ld. Stockton	24 ″ 4 s 4 ″ 3 20 ″ 6	
545 KFSL	— *J.B. Malfoy* (*Trawler*) *Elec. light* Wireless 1 *Dk*	**SteelSc**	289 260 102					1907	Atel. & Ch. de France Dunkirk	**G. Vidor fils&Co.**	142·4	21·9	12·2	Boulogne French *WB*	T.3Cy.13″,22″&36″–24″ 64NHP Atel. & Ch. de France, Dunk.		V
546 109952 QGJP	**Marie Suzanne** *P.E. George* –16 1 *Dk* (*Irn*) 2 *tr B& deep framing* 3 *Dk rule*	**SteelScSr** *ss* Sld. No. 3–9, 10 *ss* NNs. No. 1–15	3106 2870 1980	✠100A1 ~~11,17~~ ~~2,17~~ 2,18 MBS2,17 ✠LMC2,16	Brs Mch	*u*	~~X8,15~~ ~~11,17~~ X2,18	1898 8mo	W. Gray & Co. Ld. W Hartlepool A&CP *W*	**Leander S.S. Co. Ld (Petersen&Co. Ld.** *Mgrs.*) *B = Cell DB a* 106′ *u*	330·0 P27′B82′F30′ *E & B40′ f136′ 765t*	48·5 FK	21·6 *APT120t*	London British 5 *BHCem*	T.3Cy.24″,38″&64″–42″ (*s*) 170lb *100lb* NDB14 292NHP 2SB, *3rf & 3cf*, GS111, HS4680 Cen. Mar. Eng. Wrks. W Hpl	24 ″ 0 s 4 ″ 0½ 20 ″ 4	
547 HFWN	**Marie Thérèse** *F. Gerowski* –11 (*ex* Tropic) *Well deck*	**SteelScSr** *ss* Dnz. 2nd No. 3–9, 13 1 *Dk* (*Irn*) 2 *tr B*	1744 1356 1094	✠ — 6,16 ✠NB5,05 ✠	Dnz	*q*		1888 3mo	Whitehavn S.B. Co. Ld. Whitehaven	**Behnke&Sieg**	260·0 Q89′B110′F29′ *WB = Cell*	37·0 FK 4 *BH*	17·0 *pt Compt Asp DB220′ 320t*	Danzig German	T.3Cy.20″,33″&54″–36″ NDB05 173NHP 2SB, *6cf*, GS110, HS2828 Dunsmuir & Jackson, Gls.	19 ″ 8	
548 139175 JNQV	— *T.W. Eversett* –17 (*ex* Charles F. Mayer)	**IronScSr** 1 *Dk 2 tr B*	1352 1146 837					1884	Harlan & Hollingswth Wlmngtn Del	**The Bay S.S. Co. Ld.**	236·5	37·0	18·4	London British *WL*	C.2Cy.29″&55″–36″ NB05 157NHP Harlan & Hlngswrth, Wlm.	20 ″ 0 s 4 ″ 0 16 ″ 4	
549 KFQN	— *J.A. Julien* (*Trawler*) 1 *Dk*	**SteelSc**	307 — 113					1913	Bonn & Mees Rotterdam	**Gournay-Delpierre &Co.**	137·8	22·0	12·2	Boulogne French	T.3Cy.13¼″,22″&36″–24″ 63NHP Alblasserdamsche Mach.		V
550 nk KFQS	— *L'Alexandre* 16–12 (*ex* Sailing Vessel, *ex* Giovanni Pellerano) *See Sailing Ship Register*	**SteelAuxTwinSc** 3MstSr *Oil Eng.* 1 *Dk*	218 202 180					1903	Cant. Nav. di Muggiano Spezia	**P. Alric**	111·2 Q41′	24·6	10·5	Marseilles French *WB*	2 Oil Engines 4Cy. E *fitted* 14		V
551 HQMF	**Marie Z. Michalinos** ~~*P. Fafalios*~~ *Papadakis* 1 *Dk* (*Irn*) 2 *tr B& deep framing* 3 *Dk rule*	**SteelScSr** *ss* Npt. No. 3–2, 14	3051 2864 1934	✠100A1 8,16 ✠LMC2,14 ~~DBS1,16~~ MBS3,14 BS7,17	Bal	*v*	~~3,16~~ 3,18	1902 1mo *Lloyd*	W. Gray & Co. Ld. W Hartlepool *'s A&CP* *W*	**Michalinos Maritime&Commercial Co. Ld.** *B = Cell DB a* 108′	332·0 P29′B170′F38′ *u E & B44′ f132′ 923t*	48·0 FK	21·9 *APT38t*	Piræus Greek 5 *BHCem*	T.3Cy.24″,40″&65″–42″ (*s*) 180lb *110lb* 300NHP 2SB, *6rf*, GS112, HS4662 Cen. Mar. Eng. Wrks. W Hpl	24 ″ 5 s 3 ″ 6 21 ″ 4	
552 4141 JNFS	**Mariefred** *M. Enström* 02–03 1 *Dk*	**SteelSc**	178 102 116					1903	W. Lindbergs Aktieb. Stockholm	**Gripsholms-Mariefreds Angf. Aktieb. (J. Norquist,** *Mgr*)	104·8 B38′H29*t*	19·9	8·5	Mariefred Swedish	C.2Cy.14⅜″&26½″–17½″ 24NHP W. Lindbergs Aktieb. Skm		
553	**Mariel** *A. Gonzalez*	**SteelSc** *ss* Havana No. 1–15 1 *Dk*	*105* *90* —	✠100A1 *For Towing purposes* 8,17 4,15 BS9,16 ✠LMC4,15	Hava na *rposes* B 8,17		~~4,15~~ 8,17	1910 6mo *Lloyd*	Scott & Sons Bowling *'s A&CP*	**Cia. Marit. Cubana (Munson S.S. Line,** *Mgrs.*)	90·1 BK6″	18·1	8·4	Havana Cuban 4 *BHCem*	T.3Cy.11″,18″&30″–21″ (*s*) 160lb 58NHP 1SB, *2pf*, GS35, HS1130 Fishers, Ld. Paisley	9 ″ 0	
554	**Marienbad** *Now named* "General Gallieni," *See No. 2 Supplement* *Elec. light* Wireless 3rd *dk* (*Stl*) *in Nos.* 1, 2, 3 *& 5 holds*	**SteelTwinSc** 2 *Dks* (*Stl U*–ws *& Awng dk* (*Stl*–teaks)	8448 6986 4775	✠100A1 *Awng dk Tpsn* *with freeboard* 3,14 ✠LMC7,15	Tri	*q*†	2,14	1913 7mo *Lloyd*	Cantiere San Rocco Trieste *'s A&CP* *WB*	**Lloyd Austriaco** *= Cell DB a* 85′ *u E*	452·4 53·9 *& B162′ f 143′ 1142t*	56·3 FK	29·3 9 *BHCem* *FPT61t*	Trieste Aust.-Hung.	Q.4Cy.26″,37″,53″&76″–51″ 215lb (*r*) 1290NHP 8SB, *24cf*, GS474, HS18880 PD Stabilimento Tecnico, Tri.	39 ″ 11 s 13 ″ 2½ 27 ″ 4	
555 QDPB	**Marienberg** (Detained at Cronstadt) *Vorsatz* (*ex* Möwe) 1 *Dk 2 tr B*	**IronScSr**	1089 794 665					1882	J.C. Tecklenborg Geestemünde	**Herm. Kimme**	209·7 P117′H46′F20′	32·0	15·0	Bremen German *WB*	C.2Cy.26″&47″–31½″ NB04 103NHP O. Henniges & Co. Berlin		
556 28 QNRG	**Marietta Costanzo** ~~*D. Strazzutto* –16~~ (*ex* Rapid) *P. Costanzo* –17 *Well deck*	**IronScSr** *ss* Nap. 2nd No. 3–9, 13 1 *Dk* (*Irn*) 2 *tr B*	974 812 605	✠100A1 6,17 ~~10,16~~ *Examined* 4,18 NB1,06 ✠LMC BS10,16 MS6,17	Pal Nap	*n*	~~10,16~~ 5,17	1883 10mo *Lloyd*	Palmers' Co. Ld. Newcastle *'s A&CP*	**G. Costanzo di F.** *WB = DB a* 71′ *f* 52′	220·0 Q88′B44′F22′	31·7 FK	15·5 *APT77t*	Catania Italian 4 *BHCem* 245t	C.2Cy.28½″&52″–33″ (*s*) 93lb *80lb* NDB06 121NHP 1SB, *3pf*, GS60, HS1926 Palmers' Co. Ld. Newcastle	16 ″ 6 s 1 ″ 8½ 15 ″ 0	
557 1200 LRBP	**Marietta N.** *N.P. Moussouris* –95 *Mchy. Aft*	**SteelTwinScSr** 1 *Dk*	432 366 309					1895	Edwards' Bros. N. Shields	**P.F. Tchagano**	185·0 Q44′	30·0	7·6	Rostoff Russian *WB*	C.4Cy.12″&24″–18″ 40NHP Hedley & Boyd, N. Shields		
558 4693 JQKO	**Marima** *S. Jönsson* –07 *Well deck*	**IronScSr** *ss* Got. 2nd No. 3–6, 10 *ss* Got. No. 1–15 1 *Dk* (*Irn*) 2 *tr B* *Cargo battens not fitted*	1645 1304 1008	✠100A1 3,18 ~~8,15~~ ✠LMC8,15 BS11,17	Got Mmo	*q*	8,15 3,18	1881 9mo *Lloyd*	E. Withy & Co. Hartlepool *'s A&CP*	**J. Ingmansson,** Rederiaktieb Svenska Lloyd (L. Metcalfe, *Mgr*)	257·7 P26′Q66′B68′ F31′	34·6 BK9″	17·9 *WB = Cell*	Gothenburg Swedish 4 *BHCem* *DB172′ 295t*	C.2Cy.~~39~~ 31½″&61″–33″ (*i*) 75lb *100lb* NDB10 178NHP 1DB, *4pf*, GS75 T. Richardson & Sons, Hpl.	20 ″ 4 s 1 ″ 10 19 ″ 6	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Grèement, etc / Capitaine. / Visites Périodiques.	3 Ex-nom, s'il y a lieu. / Nombres des Ponts	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant arrêté. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.
559 213863 LFRT	**Marina** *Johnson* *Elec.light*	**IronScSr** (*ex*Dade,*ex*Josefita) 2*Dks*	1151 — 759	✠	Ham			1887	Neafie& Levy Philadelphia	Bull-Insular S.S.Co.	207·3	33·0	18·0	NewYork Utd.States	C.2Cy.30″&50″–36″ 125NHP *WB* Neafie&Levy,Philadelphia	
560 132309 TMKN	**—**	**SteelScSr** 1*Dk*	600 488 360					1903	Bremer Vulkan Vegesack	MitchellCotts&Co. Ld.	184·2 Q53′B57′F19′	30·6	11·3	Lagos British	T.3Cy.13⅞″,21⅝″&35⅞″–23½″ 61NHP Bremer Vulkan,Vegesack	
561	**Marina Quezada** *Trunk deck*	**SteelScSr** (*ex*Gladstone) 1*Dk*	*4927* *3825* *3088*					1909	Ropner& Sons,Ld. Stockton		366·0 P27′F34′	53·0	24·9 *WB*	T.8Cy.26″,42½″&69½″–45″ 325NHP Blair&Co.Ld.Stockton	
562 KFTV	**Marine** *Dart* –13	**SteelSc** (*Tug*) 1*Dk*	107 92 —					1907	W.C.Boele &Zonen Slikkerveer	Soc.Dunkerquoise deRemorq.&de Sauvet.	85·3	18·0	9·8	St.Nazaire French	C.2Cy.15′&29½″–19½″ 34NHP Alblasserdam.Msch.Fab.	
563 52	**Marino** (*ex*RedRose,*ex*Revenge)	**SteelScK** 1*Dk*(*Irn*)	116 — 48	✠ *Tug* 8,07 ✠	Ham			1895 5mo	Hawthorns &Co. Leith	D.Vitali&Co.	93·2	18·4	10·2 BK6″	Naples Italian	C.2Cy.15″&32″–24″ 42NHP 1SB,*2pf*,GS36,HS922 *4BHCem* Hawthorns&Co.Leith	10 ″ 8
564 120683	**Marion** *T.E.Hooper* –13	**SteelScK** *ss*Sws.No.1–10 1*Dk*	255 230 98	✠100A1 *StmTrawler* 1,14 BS7,14 ✠LMC6,10	Mil		12,12	1906 3mo	Smith's Dock Co.Ld. NorthShields *Lloyd's SA&CP*	CrostonSteam TrawlingCo.Ld. (E.Taylor,*Mgr.*)	125·7 Q69′	22·1	12·0 BK7½″	London British	T.3Cy.12½″,20″&34″–25″ (*s*) 180lb 75RHP 3*BHCem* 1SB,*2pf*,GS37,HS1697 Shields Eng.Co.Ld.N.Shl.	12 ″ 10
565	**—** *Mchy.Aft*	**SteelScK** 1*Dk*	*174* *136* *66*				…	1904	Dundee Shipbuilders' CoLd.Dundee	A.deO.Monteiro	105·0 Q36′F16′	21·1	8·6 FK	Manaos Brazilian *WB*	C.2Cy.12½″&25″–18′ 35NHP Menzies&Co.Ld.Leith	9 ″ 4
566 112509	**—**	**IronPad** 1*Dk*	157 104 99					1897	A.H.Landseer Milang,S.A.	GemNav.Co.Ld. (A.H.Lander,*Mgr*)	107·9	22·6	5·2	SydnyNSW British	H.2Cy.11″–16″ 20RHP Marshall&Sons,Gainsbro'	
567 81267	**—** *H.Phillips* –17 *Mchy.Aft*	**IronScSk** 1*Dk*	139 120 71				…	1879	AbercornS. B.Co. Paisley	Osborn&Wallis	90·5	19·7	8·4 BK5″	Liverpool British	C.2Cy.14″&24″–18″ NB04 25RHP *Cmp.*86D.Rollo&Sons,Liv.	
568 97550	**—** *J.Thomson* –16 *Mchy.Aft*	**IronScK** 1*Dk*	119 117 50				…	1891	J.T.Eltringham&Co S.Shields	W.High	97·3	19·3	10·6 BK6½″	Dundee British	C.2Cy.17″&34″–24″ 50RHP Baird&Barnsley,N.Shields	11 ″ 0
569	**Marionga Goulandris** *P.J.Goulandris* –13 (*ex*SaintJerome)	**SteelScSr** *ss*Shl.No.2–13 1*Dk*(*Stl*)2*trBδ deep framing*	*3191* *2986* *2025*	✠100A1 6,16 BS10,16 ✠LMC2,13	NNs	*w*	6,16	1905 2mo	A.McMillan&Son,Ld. Dumbarton *Lloyd's SA&CP*	J.P.Goulandris *WB=Cell DB a* 108′*uEδ*	345·6 P32′B204′F34′ FK *B44′f*146′859*t FPT*	47·5	22·2 6*BHCem* 101*t APT*44*t*	Andros Greek FD	T.3Cy.24″,40″&65″–45″ (*r*) 180lb *110lb* 320NHP 2SB,*6cf*,GS102,HS4104 Dunsmuir&Jackson Ld Gls	24 ″ 9 s 3 ″ 2 21 ″ 11
570 8153T KBGT	**Mariposa** *C.O.O'Brien* *Fitted for oil fuel*	**IronScBn** 2*Dks&Awngdk*	3158 2936 1939					1883	W.Cramp &Sons Philadelphia	AlaskaS.S.Co.	314·0	41·0	17·3 26·0	Pt.Twnsnd Utd.States	T.3Cy.29″,47″&78″–51″ NB02 434NHP *Tpd.*02 RisdonIronWrks.S.Frisco	
571 92448	**—** *Mchy.Aft* *Elec.light*	**SteelSc** 2*Dks* Sub.Sig.	2831 2677 2307					1892	GlobeIron WorksCo. Cleveland,O.	PittsburghS.S.Co.	330·1 H—	45·2 F36′	20·3 *WB*	Duluth, Minn. Utd.States	T.3Cy.24″,39″&63″–48″ NB02 275NHP GlobeIrnWksCo.,Clevelnd	
572	**—** (*ex*LouiseFlorence) (*See Sailing Ship Register*)	**WoodAuxScSr** *Stm.Eng.*	128 — 121					.....	Cia.Maritima Canaria United Kingdom		98·4	18·0	10·5	SantaCruz Tfe. Spanish	C.2Cy.5″&11″–8″ NE&B98 3NHP Cochrane&Co.Birkenhead	
573 749 QPFG	**Mariquita** *L.Pizzi* (*ex*HeinrichKayser, *ex*Ratho)	**SteelScSr** *ss*Liv.No.3–1,05 *ss*Gen.No.2–13 2*Dks*(*UIrn&1Stl*)3*trB*	4134 4025 2570	✠100A1 5,16 BS5,16 ✠LMC7,13	Nap	*x*	5,16	1891 12mo	Palmers' Co.Ld. Newcastle A&CP	Soc.Anon.Ilva *WB=CellDB* 180′ 455*t FPT*96*t*	380·8 P31′B82′F39′ FK *APT*33*t MT*34′643*t*	45·2	27·8 6*BHpt Asp ptCem*	Genoa Italian	T.3Cy.26″,43″&69″–45″ (*s*) 160lb *90lb* NDB05 371NHP 2DB,*12cf*,GS162,HS6330 Palmers'Co.Ld.Newcastle	30 ″ 10 s 6 ″ 8 24 ″ 6
574 KFVD	**Maris Stella** *J.Malfoy*10–10 *Elec.light*	**SteelScSr** (*Trawler*) 1*Dk*	285 262 99					1907	DelaBrosse &Fouché Nantes	Soc.Française de Pêcheries àVap. (Vve.Christiaens& A.Bourgain,*Mgs.*)	139·8 Q52′	22·0	10·8 *WB*	Boulogne French	T.3Cy.11⅛″,19⅛″&32⅝″–24⅛″ 51NHP DelaBrosse&Fouché,Nts.	
575 130979	**Mariska** *G.N.Playter* –14 *Mchy.Aft* *Elec.light*	**SteelSc** 2*Dks*	2502 2290 1875					1890	GlobeIron WorksCo. Cleveland,O	BassettS.S.Co.Ld. (W.J.Bassett, *Mgr.*)	297·0 H—	40·3 F36′	21·2 *WB*	Collingwd British	T.3Cy.24½″,38″&61″–42″ 241NHP GlobeIrnWksCo.,Clevelnd	
576 JMDR	**—** *A.Gamulin* –12 (*See Sailing Ship Register*)	**SteelAuxScLr** *OilEng.*	170 — 139					1911	M.U. Martinolich Lussinpiccolo	A.Riboli	100·4	23·9	9·4	Fiume Aust.-Hung.	Oil Engine	
577 128769	**Maristo** *W.Aldridge* –14 *Elec.light*	**SteelScK** 1*Dk*	287 255 115	✠100A1 *StmTrawler* 11,14 ✠LMC11,14	Mdb			1914 11mo	Smith's Dock Co.Ld. Middlesbro' *Lloyd's SA&CP*	~~J.Thomas~~ Wyre StmTrawlingCoLd (J.N.Ward&Son, ~~*Mgrs.*~~)	129·7 Q76′F23′	23·5	12·7 BK7½″	Milford British	T.3Cy.13¼″,23″&37″–27′ (*s*) 180lb 97RHP 2*BHCem* 1SB,*3pf*,GS53,HS1775 Smith'sDockCo.Ld.Mdb	13 ″ 6
578 137786 JHSF	**Mariston** *J.Stubbs* –16 *Elec.light*	**SteelScSr** 1*Dk*(*Stl*)	2908 2725 1841	✠100A1 4,16 ✠LMC2,15	Liv	*v*	11,15	1915 2mo	Russell& Co. PortGlasgow *Lloyd's SA&CP*	MaristonS.S.Co. Ld.(W.S.Miller &Co.) *WB=Cell DBa* 111′	344·8 P32′B201′F35′ FK *uEδB*36′*f*153′830*t*	48·0	20·8 6*BHCem* *APT*65*t*	Glasgow British	T.3Cy.23″,38″&61″–42″ (*r*) 180lb *100lb* 285NHP 2SB,*6cf*,GS122,HS4702 Rankin&BlckmoreLd.Grk	23 ″ 3 s 3 ″ 0 20 ″ 7
579 92459	**Maritana** *Mchy.Aft* *Elec.light*	**SteelSc** 2*Dks*	2957 2700 2430					1892	Chicago S.B.Co. Chicago,Ill.	PittsburghS.S.Co.	330·0 H—F40′	45·2	20·3 *WB*	Duluth, Minn. Utd.States	T.3Cy.24″,39″&63″–48″ NB00 275NHP GlobeIrnWksCo.,Clevelnd	
580 KFVW	**Marius Chambon** *J.B.Baldi*07–09	**SteelScK** *ss*Msl.No.2–14 1*Dk*	*251* *232* *36*	✠100A1 2,14 *For Towing& Salvage* ✠LMC2,14	Msl	*d*	2,14 *purposes*	1905 11mo	Mackie& Thomson Glasgow *Lloyd's SA&CP*	SocGén.de Remorq et de Travaux Maritimes	123·5 B33′F15′	22·1 BK7″ *WB=DTa*7′	11·9	Marseilles French	T.3Cy.14′,23″&37″–27″ (*s*) 180lb 93NHP *4BHCem* *13tFPT*9*t* Muir&Houston,Ld.Gls.	13 ″ 0 s 1 ″ 2½ 12 ″ 7
581 109960 QHCJ	**Marjorie** *E.Tucker* –16 *Mchy.Aft* *Well deck*	**SteelScSr** *ss*Syd.No.3–10,10 *ss*Syd.No.1–14 1*Dk*(*Stl*)&*Web frames*	928 722 ~~2,179,16~~ 566	✠100A1 11,17 BS~~5,16~~ ✠LMC11,14 BS~~5,16~~ 11,17	Syd	*m*	~~2,16~~ ~~3,17~~ 11,17	1898 8mo	Strand Slipway Co. Sunderland A&CP	BellambiCoalCo. Ld.	223·8 Q111′B13′F21′ FK *WB=CellDBf*149′277*t*	30·0	12·8	SydnyNSW British	T.3Cy.17¼″,29″&47″–33″ (*s*) 160lb 130NHP 3*BHCem* *FPT*39*t* G.T.Grey,SouthShields	15 ″ 3 s 1 ″ 6½ 14 ″ 0

Wrecked 11.17

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character.	6 Port of Survey.	7 Years Assigned / now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines.	9 Built. By Whom. — Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	11 Breadth.	11 Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of Bof Trade Cert.
582 118732	**Marjorie** Steel Sc K *J.T.Watson* –07 *Mchy.Aft* 1 *Dk*	175 138 70			...		1903	Dundee Shipbuilders' Co Ld Dundee	J.Crosfield&Sons, Ld.	100·3 / Q36′F14′	21·0	8·7 FK	Dundee British *WB*	C.2Cy.12″&24″–18″ 32RHP Menzies&Co.Ld.Leith	9 ″ 6	
583 QKJF	**Mark** Steel Sc Sr *E.Löwe* –13 Sub.Sig. *Elec.light* Wireless 3 *Dks*	6579 6183 4091					1913	Bremer Vulkan Vegesack	Norddeutscher Lloyd	471·1	59·2	36·9	Bremen German *WB*	T.3Cy.32$\frac{3}{16}$″,52$\frac{1}{2}$″&86$\frac{3}{4}$″–55$\frac{3}{16}$″ 560NHP BremerVulkan,Vegesack		G
584	**Markella** Iron Sc Sr *J.E.Xenios* –09 *ss*Shl.2ndNo.3–4,06 *ss*Pir.No.1–11 (*ex*Opal) 1 *Dk*(*Irn*)&*Awng dk 3tr B*	1124 1115 727	✠ *Awng dk with freeboard* 7,13 ✠	Pir	*n*		1881 9mo	W.B. Thompson Dundee	J.E.Xenios	218·0 / *WB*=*Cell D B*184′	30·2	21·0 BK 8″	Piræus Greek *4 BHCem* 172*t APT* 7*t*	C.2Cy.25″&50″–42″ NDB98 127NHP 1SB,*3pf*,GS72,HS2116 W.B.Thompson,Dundee	23 ″ 6	V
585	**Marken** Steel Sc *Elec.light* 2 *Dks*						1917	Rotterdam Droogd.Maat Rotterdam	Wm.Ruys&Zonen	375·0 / P27′B223′F34′	51·3	27·5	Dutch *WB*	T.3Cy.25″,41″&68″–45″ 310NHP RotterdamDroogd.Maats.		
586 NTKP	**Markersdal** Steel Sc Sr *N.P Danholt* 16–15 (*ex* Ellen Jensen, *ex* Haakon) 1 *Dk*	1640 1436 1015					1907	Akt.Burmeistr&Wain Copenhagen	Akties.Dmpsks. Rödby Havn (A. Andersen, *Mgr.*)	269·9 / P12*t*B69*t*F33*t*	39·2	17·6	Rödby Hvn Danish *WB*	T.3Cy.18″,29″&50″–33″ 144NHP Akt.Burmeistr&Wain,Cpn	20 ″ 4	N
587 QHWF	**Marksburg** Steel Sc Sr *G.Meiners* *ss*Ham.No.2–13 1 *Dk*(*Stl*)&*Spar dk*(*Stl–pt ws*) *Elec.light* Wireless &*Web frames*	4320 4042 2703	✠ —— 10,16 *Spar dk* ✠	Ham	*y*		1905 2mo	Blohm& Voss Hamburg	Deutsche Dmpfs-fahrts Ges. Hansa	387·5 / P48′B116′F40′ 25·0 *WB*=*Cell D Ba*122′*u*	51·6	17·0 FK&BK 2″ *E*22′*f*174′946*t FPT* 93*t APT* 18*t*	German *6 BHCem*	Q.4Cy.23″,31½″,48″&71″–48″ 447NHP 2SB,*6cf*,GS127,HS5842 FD Blohm&Voss,Hamburg	27 ″ 6	
588	**Marksman** Steel Sc (*Tug*) 1 *Dk*	*214* *138* *69*					1914	Kiangnan Dk.&E.Wks. Shanghai		110·0	22·1	10·7	Russian *WB*	C.2Cy.14″&28″–18″ 28NHP KiangnanDk.&Eng.Wks.		
589 136205 JGLF	— Steel Sc (*Tug*) 1 *Dk*(*Irn*)	78 69 6	✠ A– *For River pur poses only* 8,15 ✠LMC 9,14	Hul			1914 9mo	J.P.Rennoldson&Sns Ld. S.Shields	T.Gray&Co.Ld.	75·0 / P *WB*=*FPT*	17·5	7·8 BK 5″ 4 *BHCem* 5*t APT* 7*t*	Hull British 140lb	C.2Cy.14½″&30″–21″ (*s*) 40RHP 1SB,*2pf*,GS29,HS975 J.P.RennldsnSnsLdSShl	8 ″ 6	
590 125076	**Marlborough** Steel Sc K *W.H.Bullock* –13 *ss*Gms.No.1–12 1 *Dk*	213 198 102	✠100A1 *Stm Trawler* 5,14 BS 5,14 ✠LMC 4,12	Gms		5,14	1907 10mo	Cochrane &Sons Selby *Lloyd's sA&CP*	Queen Steam Fishing Co.Ld.	115·0 / Q60′F20′	21·4	11·4 BK 7½″	Grimsby British 180lb *4 BHCem*	T.3Cy.12″,21″&34″–24″ (*s*) 66RHP 1SB,*2pf*,GS32,HS1065 C.D.Holmes&Co.Hull	12 ″ 3	
591 128753	**Marloes** Steel Sc K *J.S.Barker* –14 1 *Dk*	220 193 85	✠100A1 *Stm Trawler* 2,14 ✠LMC 4,11	Mil		2,14	1911 5mo	Smith's Dock Co.Ld. Middlesbro' *Lloyd's sA&CP*	~~T.G.Hancock~~ J.W.Smethurst	117·4 / Q67′F20′	21·6	11·8 BK 7½″	Milford British 180lb *3 BHCem*	T.3Cy.12″,20″&33″–24″ (*r*) 71RHP 1SB,*2pf*,GS37,HS1266 Shields.Eng.Co.Ld.N.Shl.	12 ″ 6	
592 123757 HJRM	**Marlwood** Steel Sc Sr *W.Horner* –17 *ss*Sld.No.2–16 1 *Dk*(*Stl*)&*Web frames* *Cargo battens not fitted*	1981 1750 1241	✠100A1 10,17~~3,17~~ ✠LMC 12,16	Sld Mdb	*r*	~~12,16~~ 10,17	1906 11mo	Osbourne, Graham&Co. Sunderland *Lloyd's sA&CP*	European Gas Co. Ld. (H.A.Brightman&Co. *Mgrs.*) *WB*=*Cell D Ba*&*uE* 110′*f* 110′	279·3 / P25′B64′F28′	40·2	18·1 FK	London British 180lb *80lb* *4 BHCem* 458*t APT* 29*t*	T.3Cy.20½″,33″&54″–39″ (*s*) 2SB,*6pf*,GS86,HS2940 N.E.MarineEng.Co.Ld.Sld	20 ″ 6 s 3 ″ 0 17 ″10	
593	**Marmara** Iron Sc 3 Mst Sr *Kadri Bey* *ss*Gls.No.3–5,86 (*ex*Medina,*ex*State of Pennsylvania,*ex*Pennsylvania) *ss*Gls.No.1–90 *Elec.light* 2 *Dks*(1 *Irn*&1 *pt Irn*)&*Spar dk*	*2483* *1719* *1568*	✠ *Spar dk* 2,94 ✠NB 5,86	Grk	*t*		1873 2mo	Lon.&Gls. Co.(Lim.) Glasgow	Administr. de Nav. à Vap. Ottomane	331·5 / 28·5 BK 10″	36·3	21·1 *6 BHCem*	Constanpl Turkish	C.2Cy.46″&82″–45″ 359NHP 2DB,*12cf*,GS115,HS5747 Lon.&Gls.Co.(Lim.),Gls.	29 ″ 8	
594 132929 HWPG	**Marmion** Steel Sc Sr *J.Tait* –17 1 *Dk*(*Stl*)	4066 3898 2560	✠100A1 5,16 ✠LMC 9,12	Npt	*x*	~~12,14~~ 5,17	1912 9mo	Irvine's SB &D.D.Co.Ld W Hartlepool *Lloyd's sA&CP*	Pyman Steamship Co.Ld. (G. Pyman&Co. *Mgrs*) *WB*=*Cell D Ba* 110′*uE*&*B*62′*f* 156′	380·0 / P27′B231′F36′	51·2	24·8 FK	W.Hartlpl British *6 BHCem*	T.3Cy.25″,42″&68″–48″ (*s*) 180lb HS7902 435NHP 2SB&1AuxSB,*9cf*,GS190, Blair&Co.Ld.Stockton 931*t FPT* 123*t APT* 159*t*	27 ″ 3 s 4 ″0½ 23 ″ 7	
595 121340 JKGV	— Steel Pad Sk *J.Gray* –15 *Elec.light* 1 *Dk*	403 286 146					1906	A.&J. Inglis,Ld. Glasgow	North British Rly. Co.	210·0 / Q20′ *Promenade dk* 160′	24·0	8·3	Glasgow British Victoria,BC	C.D.2Cy.31″&56″–66″ 212NHP A.&J.Inglis,Ld.,Glasgow		
596 102622 NGHT	— *Hunter* –17 Steel&Iron Sc Sr ~~*W.Lindlow* 10–10~~ *ss*Ard.No.3–8,05 *Well deck Elec.light* *ss*Vcr.No.2–14 *Mchy.Aft* 1 *Dk Stl plating*&*Irn framing*	324 237 124			...	~~11,14~~ 4,17	1893 9mo	Scott& Sons Bowling A&CP	~~Vancouver Port–Irn&Cement Co. Ld.~~ Coastwise S.S.& Barge Co. Ld.	140·0 / Q54′B14′F25′	24·0	10·5 BK 7″ *WB*=	~~Glasgow~~ British *3 BHCem* *FPT* 25*t*	C.2Cy.21″&42″–30″ (*s*) 110lb 70RHP 1SB,*3pf*,GS61,HS1340 Muir&Houston,Glasgow	11″ 3 s ″ 11 13 ″ 3	
597 116011 VJDS	**Marmora** Steel Twin Sc Sr *S.deB.Lockyer* –11 2 *Dks*(*Stl*)&*Ref.Mchy.* Wireless *Spar dk*(*Stl*–teak s) *Elec.light Orlop dk in Nos.*1,4&*pt* 5 *holds*&*Orlop beams only in Nos.*2&3 *holds*	10509 7977 5241	✠ *Spar dk* 9,06 ✠	Lon	*h*†		1903 11mo	Harland& Wolff,Ld. Belfast	P.&O.Stm.Nav.Co.	530·4 / P105′B278′ 34·0 F88′ FK&BK 3″ *WB*=*Cell D Ba* 95′*uE*&*B* 176′	60·3	25·5 *f* 159′1511*t FPT* 90*t*	Belfast British *10 BHCem* *APT* 87*t*	Q.8Cy.29″,42″,60″&85″–54″ 1799NHP 5D&2SB,*36cf*,GS696, HS27493 FD Harland&Wolff,Ld.Bel.	37 ″ 4	
598 KFWO	**Marne** Steel Sc Sr *A.Ezanno* –17 *ss*B.As.No.3–4,16 (*ex*Manuel) 1 *Dk*(*Stl*)	979 844 559	✠100A– 5,17~~2,17~~ BS 11,16 ✠LMC 4,16 *For Coasting Service*	Shl		~~11,16~~ 5,17	1907 7mo	Scott of Kinghorn,Ld Kinghorn *British Isles &English Channel*	~~Soupart&Mottart~~ Mory et Cie.	230·0 / B81′F26′	40·1	10·8 FK *Cell D Ba* 48′*f* 92′	Havre French *4 BHCem* 350*t FPT* 46*t*	T.3Cy.16″,27″&44″–30″ (*s*) 180lb *100lb* 147NHP 2SB,*4cf*,GS80,HS2700 Scott of Kinghorn,Ld.Kgn.	13 ″ 0 s 2 ″ 2¼ 10 ″ 11	
599 136231 JKBS	— Steel Sc K *C.Emmerson* 12–15 *Elec.light* 1 *Dk*	257 235 103	✠100A1 *Stm Trawler* 2,15 ✠LMC 2,15	Hul			1915 2mo	Livingstne &Cooper,Ld. Hull *Lloyd's sA&CP*	East Riding Steam Fishing Co.Ld. (T.Hudson, *Mgr.*)	125·2 / Q71′F20′	22·5	12·2 BK 8″	Hull British 200lb *4 BHCem*	T.3Cy.12¾″,22″&36″–24″ (*s*) 1SB,*3pf*,GS47,HS1310 C.D.Holmes&Co.Ld.Hull	13 ″ 1	
600 KFVH	**Maroc** Steel Sc Sr *Auffret* 11–12 *ss*Hpl.No.2–06 (*ex*Koordistan) 1 *Dk*(*Irn*)&*Web frames* &*pt Awng dk*(*Irn*)	2808 2046 1763	✠ *pt Awng dk with freeboard* 11,07 ✠NB 5,06 ✠	Cff	*l*		1898 3mo	W.Gray& Co.Ld. W Hartlepool	Delmas frères	306·0 / P27′Q90′ *pt Awng dk* 189′ *WB*=*Cell D Ba*&*uE* 124′*f* 122′	43·0	18·2 FK 665*t APT* 32*t*	La Rochlle French *6 BHCem*	T.3Cy.22½″,36½″&62″–39″ 250NHP 2SB,*4pf*,GS73,HS3040 FD Cen.Mar.Eng.Wrks.W Hpl	20 ″10	V
601 KFVG	— Steel Sc K ~~*Leroy* 15~~ *Doxami* –13 *Elec.light* Wireless 1 *Dk*	635 511 303	✠100A1 *Stm Trawler* 4,15 ✠LMC 3,14	Bdx			1914 3mo	Cochrane &Sons,Ld. Selby *Lloyd's sA&CP*	J.Huret	175·4 / Q90′F29′	29·1	14·0 BK 8″ *WB*=	Boulogne French *5 BH Asp* *DBf* 33′30*t*	T 3Cy.15″,25″&42″–27″ (*s*) 180lb 128NHP 1SB,*4pf*,GS74,HS2371 Amos&Smith,Ld.Hull	15 ″ 0 s 2 ″ 5 14 ″ 3	

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux. Gréement. etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expire. Lettre d'Equilement.	7* Date de la dernière visite de l'hélice porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Forcé en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
602	**Marocain**	SteelSc	130					1904	M. Van der Kuijl Slikkerveer	H. Hersent & fils	99·0	19·7	10·2	Rosario Argentine	T.3Cy.12″,19″&31½″–18″ 42NHP		
	VanDuyn –04	(*Tug*)	—												Alblasserdam.Msch.Fab.		
			27														
603	**Maroim**	SteelTwinScSr	1189					1891	Hawthorn, Leslie & Co. Ld Newcastle	Cia. Commercio e Navegação	260·0	36·2	14·3	R. Janeiro Brazilian	C.4Cy.17″&34″–22″ 90NHP		
	J. Nunes Guerra		1130								P25′F35′			*WB*	Ross&Duncan, Glasgow		
	(*ex* Agua Maré)		925														
604	**Maroni**	SteelScSr	123					1888	Dyle & Bacalan Bordeaux	French Government (Colonial Depart.)	108·2	16·4	9·8	Cayenne French	C.2Cy.14″&28″–14″ NB00 24NHP		V
KGDB	(*ex* Ville d'Arcachon)	1 *Dk*	— 80											*WB*	Dyle&Bacalan, Bordeaux		
605	**Maronian**	SteelScSr	3385	✠100A1	Mdb	*u*	~~9,14~~ 2,18	1913	Earle's Co. Ld. Hull	Ellerman Lines, Ld. (Graham Smith, *Mgr.*)	318·9	42·4	21·8	Liverpool British	T.3Cy.20½″,35½″&60″–42″ (*s*) 215lb 348NHP	26 ″ 9	
135484	*H. Cartwright* –17	*Cruiser Stern*	2343	8,17 ~~1,17~~				8mo			P&B207′F39′				6 *BHCem* 3SB,*6cf*,GS110,HS4875 FD	s 3 ″ 9	
JCQT	*Well deck*	1 *Dk*(*Stl*) & 2nd *dk*(*Stl*)	2182	~~Bottoms 2,18~~ ✠LMC7,13				*Lloyd's*	*SA&CP*	*WB*=	*Cell DB a*93′ *uE&B*				53′*f* 135′648*t*	Earle's Co. Ld. Hull	23 ″ 4	
	Elec. light	*in Nos.* 1 & 2 *holds*															
606	**Maros**	SteelSc	545					1907	M. U. Martinolich Lussinpicc'lo	Soc. in Azioni Ungaro Croata di Nav. Maritt. a Vap.	173·3	26·2	13·8	Fiume Aust.-Hung.	T.3Cy.14½″,23¼″&36½″–24″ 64NHP		A
	V. Peselj 03–10		— 303												Plenty&Son, Newbury		
607	**Maroudio Inglessi**	SteelScSr	*2835*	✠100A1	Cff	*t*	~~9,16~~ 10,17	1894	Palmers' Co. Ld. Newcastle	D. Inglessi fils	315·0	43·2	20·3	Vathy Samos	T3Cy.22½″,36½″&61″–42″ (*s*) 160lb *100lb* NDB13 245NHP	21 ″ 5	
	C. Karoulias	*ss* Bry. No. 3–12,07	*2089*	*pt Awng dk*				11mo			P29′Q50′				6 *BHCem* 2SB,*3pf* & *3cf*,GS71,HS3724	s 8 ″ 2½	
	(*ex* Maritime)	*ss* Bry. No. 1–13	*1824*	*with freeboard*							*pt Awng dk* 235′ FK					20 ″ 10	
		1 *Dk*(*Stl*) & *deep framing* & *pt Awng dk*(*Stl*)		7,15 ✠LMC9,16				*Lloyd's*	*SA&CP*	*WB*=	*Cell D Ba* 100′*f* 126′				579*t APT*43*t*	Palmers' Co. Ld. Newcastle		
608	**Marousia Raia**	WoodSc	157					1912	O. Titoff Kherson	A. Tchernomordick	91·5	25·0	10·2	Novorrossisk Russian	Motor 4Cy.9″–12″		
42		*Motor*	—														
		1 *Dk*	118														
609	**Marple**	SteelTwinScSp	123				...	1888	Earle's Co. (Lim.) Hull	Great Central Rly.	91·0	20·1	8·5	Grimsby British	C.4Cy.15″&28″–18″ 70RHP	9 ″ 0	
94094	*T. Lee* –11	(*Tug*)	104										BK4″	*WB*	Earle's Co. (Lim.), Hull		
		1 *Dk*	53														
610	**Marques de Chavarri**	SteelScSr		100A1				1917	Soc. Españ-ola de Const. Bilbao	Altos Hornos de Vizcaya	314·1	47·9	24·3	Bilbao Spanish	1 Steam Turbine		
				(*Class Contem plated*)													
	Mchy. Aft.														Soc. Española de Const. Nav		
611	**Marques de Mudela**	IronSc	1930	✠100A1	Bbo	*r*	~~3,17~~ N8,17	1883	A. Stephen & Sons Glasgow	Cia Anon de Nav. "Izarra" (Isaac Asteinza, *Mgr.*)	280·5	38·2	22·3	Bilbao Spanish	C.2Cy.29″&65″–42″ (*s*) 110lb *90lb* NDB17 226NHP	24 ″ 10	
	~~*V. Landa* 01–01~~	*ss* Bbo. 2nd No. 3–3,08	1870	*Spar dk*				3mo			B24′				4 *BHCem* 2SB,*6pf*,GS114,HS3432	s 5 ″ 8½	
HTWB	*Recalde* –17	*ss* Bbo. No. 2–17	1305	3,17							dptF&S08		BK9½″			20 ″ 3	
		1 *Dk*(*Irn*) & *Spar dk*(*pt Irn*) 3 *tr B*		✠NB4,11 ✠LMC3,17				*Lloyd's*	*SA&CP*					*WB*= *Cell*	*DB*236′388*t*	A. Stephen & Sons, Glasgow		
612	**Marques del Turia**	SteelScSr	1705				...	1892	W. Gray & Co. Ld. W Hartlepool	~~Ferrer Pesot Hermanos~~ Cia. Trasmediterranea	261·0	36·6	18·1	Valencia Spanish	T.3Cy.19″,30½″&51″–36″ 156NHP	19 ″ 5	
	C. Muruetagoyeua 07–08		1308					2mo			P27′Q80′						
	(*ex* Velazquez-Duro, *ex*	1 *Dk*(*Stl*) & *Web*	1212								ptND09		FK		Cen. Mar. Eng. Wrks. W Hpl		
	Well deck Gobelas, *ex* Milo)	*frames*															
613	**Marquette**	SteelScSr	4956					1906	Gt. Lakes Eng. Works Ecorse, Mich.	Grand Island S.S. Co (Cleveland Cliffs Iron Co., *Mgrs.*)	420·0	52·2	29·0	Marquette Utd. States	T.3Cy.20″,33½″&55″–42″ 196NHP		L
203540		(*ex* E. L. Wallace)	—											*WB*	Gt. Lakes Eng. Wks. Detroit		
	Elec. light *Mchy. Aft*	1 *Dk*	3678														
614	**Marquette & Bessemer No. 1**	SteelScSr	1732					1903	Buffalo Dry Dock Co. Buffalo, N.Y.	Marquette & Bessemer Dock & Nav. Co.	241·0	43·0	22·4	Buffalo Utd. States	T.3Cy.17″,27½″&46″–36″ 127NHP		
200537			—												Detroit S.B.Co. Detroit		
	Wireless *Mchy. Aft*	1 *Dk*	998														
615	**Marquette & Bessemer No. 2**	SteelTwinScSr	2583					1910	American S.B.Co. Cleveland, O.	Marquette & Bessemer Dock & Nav. Co.	338·0	56·0	19·5	Buffalo Utd. States	T.6Cy.19″,31″&52″–36″ 324NHP		
208021	(*Car Ferry*)		—												American SB Co. Clevelnd O		
	Elec. light Wireless	2 *Dks*	1516														
616	**Marquez de Fontes**	SteelScSp	104	✠	Wvn	*a*		1906	Forrestt & Co. Ld. Wyvenhoe	Cia de Moçambique	95·2	18·1	8·3	Beira Portuguese	T.3Cy.9½″,15″&25″–18″ 40NHP	8 ″ 11	
	J. da Cruz –12		104	9,06				9mo					FK	*4 BHCem*	1SB,*2pf*,GS28,HS802		
		1 *Dk*	31	✠											A. G. Mumford, Ld. Colchstr		
	Elec. light																
617	**Marquise de Lubersac**	Steel	822					1910	Forg. & Ch. de la Médit. La Seyne	Soc. Anon. de Trnsp Mar. & Fluv. (Leroux & Heuzey, *Mgrs.*)	235·0	32·3	13·4	Rouen French	C.4Cy.14½″&25½″–15½″ 42NHP		V
	Danic –14	Twin Sc	708								P59′B34′F29′			*WB*	Forg. & Ch. de la Médit. Msl.		
KFTR	*Mchy. Aft*	2 *Dks*	449														
618	**Marrawah**	SteelScSr	600	✠100A1	Mel	*h*	~~10,15~~ 11,17	1910	Van Vliet & Co. Hardinxveld	W. Holyman & Sons Ld. (W. Holyman, jr., *Mgr.*)	165·0	28·1	11·5	Melbourne British	T.3Cy.13½″,21″&35′–24″ (*s*) 180lb *100lb* 87RHP	12 ″ 2	
129125	*E. L. Kean* –14	*ss* Mel. No. 1–14	381	~~11,17 10,15~~				8mo			Q84′B14′F22′				4 *BHCem* 1SB,*3pf*,GS51,HS1625	s ″ 6	
HRMT	*Well deck*	1 *Dk*(*Stl*)	340	BS11,17 ✠LMC10,18				*Lloyd's*	*SA&CP*	*WB* =	*DBa*32′ 37*t FPT*				46*t APT*15*t*	W. V. V. Lidgerwood, Gls.	11 ″ 10	
619	**Marroquin**	IronScSr	981	✠	Lon	*m*		1870	J. Elder & Co. Glasgow	Colombian Government	241·0	30·2	16·6	Cartagena Colombian	T.3Cy.23″,37″&60″–39″ NDB93 236NHP	17 ″ 7	
		ss Abn. No. 3–5,93	780	11.01				3mo			P72′F42′				2DB,*12cf*,GS153,HS3705		
	(*ex* Libertador,	*ss* Abn. No. 2–00	574	✠NE&B5,93							ptND85		BK7½″	*5 BHCem*	Hall, Russell & Co. Abn.		
	Elec. light *ex* Ban Righ)	2 *Dks*(*U Irn*–ws)		✠													
620	**Mars**	SteelSc	4377					1899	American S.B.Co. Cleveland, O.	Interlake S.S.Co.	416·0	50·0	24·0	Cleveland Utd. States	T.3Cy.23″,37½″&63″–42″ 257NHP		
96464		(*ex* E. A. S. Clarke, *ex* H. C. Frick)	—											*WB*	American S.B.Co. Clevelnd		
	Mchy. Aft *Elec. light*	1 *Dk* 2 *tr B*	2823														
621	—	SteelScSr	3550	✠100A1	Nwc	*v*	7,16	1907	Furness, Withy & Co Ld W Hartlepool	Globe Shipping Co. Ld. (Humphries (Cardiff) Ld., *Mgrs.*)	348·5	49·7	23·2	Newcastle British	T.3Cy.24″,39″&66″–45″ (*s*) 180lb *80 100lb* 312NHP	25 ″ 8	
125622	~~*J. G. Soulsby* –14~~	*ss* Hul. No. 2–15	3270	~~4,18 7,16~~	Cff			10mo			P29′B100′F35′		FK	*Cem*	2SB,*6cf*,GS105,HS4731	s4 ″ 7	
HLPR	1 *Dk*(*pt Irn* & *pt Stl*) & *deep framing*		2236	✠LMC7,16					*Intermedia*	*te bulkhead in afte*	*r hold dispensed wi*			*th* 5 *BHonly*	Richardsons, Westgarth &	21 ″ 6	
	H. A. Sperring 15–18			~~BS0,17~~				*Lloyd's*	*SA&CP*	*WB* =	*Cell DBa* 108′ *uE&B* 40′ *f* 154′ 881*t F*				*PT*71*t A PT*	98*t* Co. Ld. Hpl.		
622	—	SteelScSr	2558					1905	Eiderwerft Akt. Ges. Tönning	A. Hansen	282·6	42·0	24·9	Flensburg German	T.3Cy.20½″,34½″&55½″–35½″ 180NHP		G
	R. Rochow 00–09		2430											*WB*	Eidrwrft Akt. Ges. Tönning		
LNBM		1 *Dk* & *Shelter dk*	1644														
623	—	IronScSr	868	✠	Ams	*m*		1880	J. Laing Sunderland	Konink. Nederl. Stoomb. Maats.	212·7	31·1	15·4	Amstrdam Dutch	C.2Cy.27″&50″–36″ 125NHP		V
	H. de Vries		692	4,83				5mo			Q70′ B44′ F24′			*4 BHCem*	G. Clark, Sunderland		
PLKB	*Well deck*	1 *Dk*(*pt Irn*) 2 *tr B*	526							*WB* =	*FPT*70*t APT*56*t*						

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 Built. By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	11 Breadth.	11 Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L. R. Date of Ref. of Trade Cert.
624	**Mars** *J.Drevland* 16–16	Steel Sc Sr 715 538 399					1909	Chant. Nav Anversois Hoboken	Arne Larsen & Co.	195·5 | 30·3 | 11·2 Q94 *t* B24 *t* H20 *t* F20 *t*			Bergen Norwegian *WB*	T.3Cy.14″,23″&38″–27″ 75 NHP NE.Marine Eng.Co.Ld.Nwc	13 ″ 3 s ″ 10½ 12 ″ 7	N
MFQV	1 *Dk*															
625	— *Dreier*	Iron Sc Sr 594 585 415	✠ 12,81	Bgn	*g*		1878 7mo	Bergens Mek.Vrk. Bergen	Bergenske Dampskibsselskab	160·7 | 24·1 | 19·9 P82′ H12 *t* F38′			Bergen Norwegian *4 BH Cem*	C.2Cy.19½″&37″–24″ 56 NHP Bergns Mek.Vrks.,Bergen		
JQSN	*Well deck* 1 *Dk 2 tr B*															
626	—	Steel Pad 317 289 140					1902	J.Brown & Co.Ld. Clydebank	Glasgow & S.W.R. Co.	200·4 | 26·1 | 8·6			Glasgow British	C.2Cy.28¼″&53″–54″ 172 NHP J.Brown & Co.Ld.Clydebnk		
114030	*J.Cameron* –15 2 *Dks*															
627	—	Iron Sc 278 — 139					1890	J.H.Dialogue Camden,N.J.	F.W.Munn	117·2 | 23·0 | 15·7			Phildlphia Utd.States	C.2Cy.22″&40″–28″ 71 NHP J.H.Dialogue,Camden,N.J		
92153 KGVD	*W.A.Walls* 04–10 (*Tug*)															
628	— *G.Eilers*	Steel Sc 223 183 80					1907	J.C.Tecklenborg A.G. Geestemünde	Hochseefischerei Nordstern Akt.Ges.	121·0 | 22·6 | 9·0 Q64′ F21′ *WB*			Gstemnde German	T3Cy.11 5/16″,18 5/16″&30″–21⅝″ 41 NHP J.C.Tecklenborg A.G.Gst.		G
KRPQ	*Elec.light* 1 *Dk*															
629	— *F.Ehlers*	Steel Sc Sr 210 164 134					1900	Thorskogs Mek.Verks. Thorskog	Hamb.-Kieler Frachtsch.Akt. Ges.	101·4 | 22·6 | 9·9 P31′ H10 *t* F11′ *WB*			Kiel German	C.2Cy.11″&18″–16″ 11 NHP Thorskogs M.V. Thorskog		
LBRV	*Mchy.Aft* 1 *Dk*															
630	— *H.Torbentsson* 14–14 (*ex* Edward Robson)	Iron Sc Yl 138 134 47				...	1889	Cook,Welt'n & Gemmell Hull	Fiskaktieb.Mars (E.Jansson, *Mgr.*)	100·6 | 20·9 | 10·8 BK 7½″			Gothenbrg Swedish	C.2Cy.17″&33″–22″ 42 NHP Bailey & Leetham,Hull	11 ″ 11	
HFSV	1 *Dk*															
631	— *F.T.da Rocha* –10	Steel Sc *105* *90* — *ss* Opo.No.1–14 1 *Dk*	✠100A1 *For Towing purposes* 8,16 BS8,16 ✠LMC6,14	Lis		8,16	1909 9mo	Scott& Sons Bowling *Lloyd's SA&CP*	Empreza de Transportes Fluviales e Maritimos	90·1 | 18·1 | 8·4 BK 6″			Oporto Portuguese *4 BH Cem*	T.3Cy.11″,18″&30″–21″ (*s*) 160 lb 58 NHP 1SB,*2pf*,GS35,HS1130 Fishers,Ld.Paisley	9 ″ 0 s ″ 11 8 ″ 11	
632	**Marsala** *Matarazzo*	Steel Sc Sr 1753 1560 1034					1912	Akt.Ges. "Neptun" Rostock	Requisitioned by the Italian Govt. (Italian State Rlys)	287·2 | 41·1 | 16·9 P&B226′ F31′ *WB*			Italian	T.3Cy.22 1/16″,35 7/16″&55 3/8″–37 7/16″ 188 NHP A.G."Neptun,"Rostock		CI
QPFR	*Elec.light* Sub.Sig. 1 *Dk*															
633	**Marsden** *H.Smith* –16 *Well deck* 1 *Dk* (*pt Irn & pt Stl*) *Cargo battens not fitted*	Steel Sc Sr 2481 1978 1477	✠100A1 ~~5,17 17~~ ✠LMC11,15 BS4,17	Bry Cff	*s*	4,17	1910 10mo	Wood Skinner&Co.Ld. Newcastle *Lloyd's SA&CP Interm*	Burnett S.S.Co.Ld. (Burnett&Co. *Mgrs.*) *ediate BHd in fore*	305·5 | 42·2 | 18·6 Q116′ B on Q.*dk*.55′ F31′ FK *hold dispensed with* *W B = Cell D Ba* 92′ *u E*			Newcastle British *Cem* *4 BH only* *& B41′ f* 121′	T.3Cy.21½″,35″&58″–39″ 180 lb *100 lb* 254 NHP 2SB,*6cf*,GS117,HS4274 N.E.Marine Eng Co Ld. Nwc 631 *t F PT* 128 *t A PT* 185 *t*	20 ″ 11 s 2 ″ 5 18 ″ 11	
HRSV																
634	**Marseillais 18** *D.Scotto* 05–09	Steel Sc (*Tug*) 130 120 6					1907	Gebr. Jonker Kinderdijk	Soc.Gén.de Remorq et de Travaux Maritimes	82·0 | 18·4 | 11·0 B9′ *WB*			Marseilles French	C.2Cy.15″&29½″–19 1/16″ 34 NHP Alblasserdam.Msch.Fab.		V
KFWV	1 *Dk*															
635	**Marseille** *ss* Tri.2nd No.3–3,14 (*ex* Moinho Fluminense,2 *Dks* (*Irn–Uws*) *ex* Frigida,*ex* Star of Victoria) 3 *Dk rule*	Steel Sc Sr 3335 3085 2067	✠100A1 6,16 BS6,16 ✠LMC3,14	BAs	*w*	1,15	1887 1mo	Workman, Clark&Co. Belfast *Lloyd's SA&CP*	Soc.Nationale d'Affrêtements	361·7 | 42·7 | 26·4 B92′ F104′ BK 9″ *Cell D B* 268′ 637 *t*			Havre French *7 BH Cem* *D Ta* 20′ 116 *t*	T.3Cy25½″,43″&67½″–48″(*s*) 130 lb *100 lb* NDB03 325 NHP 2DB,*12cf*,GS188,HS5027 J.&J.Thomson,Glasgow	29 ″ 5 s 5 ″ 11 24 ″ 8	
KFWH																
636	**Marshfield**	Wood Sc Sr 388 — 294					1901	Pacific S.B. Co. Marshfield,O.	Cottonev a Lumber Co.	148·0 | 33·0 | 10·5			Buffalo Utd.States	Golden State & Miners Iron Works,S.Francisco		
93207 KRHJ	1 *Dk*															
637	**Marshlands** *H.Torbjörnsen* (*ex* Woodlands) *ss* Gmh.2nd No.3–3,06 *ss* Hul.No.2–15 1 *Dk* (*Irn*) 2 *tr B*	Iron Sc Sr *1101* *958* *691*	✠100A1 2,18 ~~10,15~~ ✠LMC MS6,15 MBS8,16 10,17	Hul Sws	*n*	~~5,15~~ 2,18	1883 4mo	D.Baxter& Co. Sunderland *Lloyd's SA&CP*	Akties Marshlands (A.Monsen)	230·4 | 33·4 | 16·1 B50′ F27′ pt ND 04 FK *WB=* *DBa* 65′ 110 *t*			Tönsberg Norwegian *4 BH Cem*	C.2Cy.28″&54″–36″ (*s*) 80 lb *100 lb* NDB15 128 NHP 1SB,*3pf*,GS60,HS2003 R.&W.Hawthorn,Nwc.	17 ″ 1 s 2 ″ 7½ 14 ″ 9	
WJLP																
638	**Marsina** *Smith* –18 ~~*Irlo Iowa* –16~~ (*ex* Samuel Hough) *Elec.light*	Steel Sc Sr 1932 1449 1104	✠100A1 12,16 BS4,16 ✠LMC2,13 BS4,17 2,18	Syd	*r*	~~8,16~~ 6,17	1905 5mo	Grngem'th & Greenock Dockyard Co. Grngemouth *Lloyd's SA&CP*	Burns,Philp&Co. Ld. *WB = Cell*	275·1 | 36·0 | 19·3 P29′ B91′ F28′ FK *DBa* 68′ *u E* 18′ *f* 112′			Sydny NSW British *4 BH Cem* 423 *t A PT* 17 *t*	T.3Cy.21″,36″&59″–39″ (*r*) 180 lb 268 NHP 2SB,*6cf*,GS270,HS4586 D.Rowan&Co.Glasgow	20 ″ 6 s 2 ″ 11½ 17 ″ 10	
120854 HDTQ	*Ir Ie Iowa* ...16 *ss* Liv.No.2–13 1 *Dk* (*Stl*) *lower dk forward & deep framing aft*															
639	**Marstenen** *J.A.Gregersen* –15	Steel Sc 1832 1638 1114					1915	Fredrkstad Mek.Værks. Fredrikstad	Akties.Dpsk. Marstenen (V. Torkildsen)	265·0 | 42·1 | 17·9 P22′ B71′ F29′ *WB*			Bergen Norwegian	T.3Cy.20½″,33″&56″–36″ 188 NHP Fredrikstad M.V.Frdstad		N
MLKC	1 *Dk*															
640	**Marstonmoor** *W.Evans* 06–06 1 *Dk* (*Stl*) *& deep framing*	Steel Sc Sr 2744 2562 1732	✠100A1 7,14 ✠LMC 9,17 ~~MS11,11~~ ~~BS11,16~~	Brs	*t*	~~11,18~~ 9,17	1906 9mo	J.Blumer& Co. Sunderland *Lloyd's SA&CP*	Moor Line,Ld. (W.Runciman& Co.Ld. *Mgrs.*) *WB = Cell D Ba*	314·0 | 46·5 | 20·6 P28′ B90′ F30′ FK 104′ *u E* 22′ *f* 128′ 673 *t*			London British *5 BH Cem* *A PT* 75 *t*	T.3Cy.23″,38″&62″–42″ (*s*) 160 lb *80 lb* 262 NHP 2SB,*6pf*,GS105,HS4124 N.E.Marine Eng.Co.Ld.Sld	23 ″ 0 s 3 ″ 6½ 19 ″ 10	
123706 HJFB																
641	**Marstrand** *C.M.Larsen* –15	Steel Sc Sr 236 126 155					1904	Lindholmens V.A. Gothenburg	Marstrands Nya Ångf.Aktieb.(J. Ahnström, *Mgr.*)	133·1 | 20·7 | 8·7 Q40′ B50′ H12 *t* F49′ *WB*			Marstrand Swedish	T.Cy.13¾″,22″&36½″–22½″ 63 NHP Lindholmens V.A.Got.		
4282 JNSG	2 *Dks*															
642	— *J.A.Olsson* –89	Iron Sc Sr 152 125 102					1853	..... Gothenburg	J.A.Johansson	99·6 | 19·6 | 11·4 Q36′ H5 *t* F16′			Fiskebäckskil Swedish	C.2Cy.13¾″&28¼″–20½″ 30 NHP Motala Co.,Gothenburg		
	1 *Dk*															
643	**Märta** *G.Pettersson* 14–14 (*ex* Emma Mejakowa,*ex* Dambassis, *ex* Aris,*ex* George Clarkson) *Well deck* 1 *Dk* (*Stl*) 2 *tr B*	Steel Sc Sr 1742 1340 1008	✠100A1 ~~3,18 6,18~~ ✠LMC MS8,13 BS6,16	Skm Hul	*q*	~~8,15~~ 3,18	1889 2mo	T.Turnbull&Son Whitby A&CP	Rederiakt.Carl (Anders Nilsson, *Mgr.*)	258·8 | 37·0 | 18·1 P28′ Q60′ B112′ F32′ FK *WB = DBa*			Hlsngborg Swedish *4 BH Cem* 72′ *f* 104′ 342 *t*	T.3Cy.20″,33″&54″–36″ (*s*) 160 lb *100 lb* NDB07 170 NHP 2SB,*4cf*,GS58,HS2483 Blair&Co.Ld.Stockton	19 ″ 4 s 1 ″ 6½ 18 ″ 0	
5651 JVCH																
644	— *L.Kempe* 15–15 *ss* Ham.2nd No.3–11,07 (*ex* Jyden, *ex* Hermine,*ex* Contest) *Well deck* 1 *Dk* (*Irn*)	Iron Sc Sr 496 356 ~~242~~	✠100A1 6,16 ✠NB11,07 LMC6,16	Mmo	*h*	N6,16	1879 12mo	J.Laing Sunderland *Lloyd's SA&CP*	Rederiaktieb Ester (J.E.Osterlund, *Mgr.*)	164·2 | 26·2 | 12·3 Q53′ B37′ F21′ BK 7″ *WB=* *DBa* 33′ *f* 28′			Nrrköping Swedish *4 BH Cem*	C.2Cy.20″&40″–30″ (*s*) 75 lb *65 lb* NDB01 76 NHP 1SB,*2pf*,GS38,HS1443 G.Clark,Sunderland	12 ″ 11 s ″ 10½ 12 ″ 10	
5686 JVFN																
645	— *Gyberg* –15	Steel Sc Sr 262 215 155					1913	Eriksbergs M.V.Aktieb Gothenburg	H.Silvén	102·1 | 22·4 | 11·5 P32′ H13 *t* F15′ *WB*			Seffle Swedish	C.2Cy.10″&22½″–15″ 17 NHP Eriksberg M.V.Aktieb.Got		V
5485 JTKQ	*Mchy.Aft* 1 *Dk*															

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Grément, etc / Capitaine. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Appiquement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	Enregistre ou cote.
646 119165 HBJC	**Martaban** *D.McAllister* –16 Wireless	SteelScSr 2*Dks*	5106 4602 3282					1904	W.Denny &Bros. Dumbarton	British&Burmese Stm.Nav.Co.Ld. (P.Henderson&Co *Mgrs.*)	410·8|52·2|28·2 P37'B136'F43'	Glasgow British *WB*	T.3Cy.28½″,46½″&76″–54″ 424NHP Denny&Co.Dumbarton		C
647	**Marte** *F.Maccio*17–17 *Elec.light*	SteelScSr 1*Dk*	5629 4731 3615					1917	Cant.Nav. Riuniti: Palermo	**Cant.Nav.Riuniti**	349·9|51·7|27·6 P37'B123'F35'	Palermo Italian *WB*	T.3Cy.26″,42½″&69½″–48″ 335NHP Cant.Nav.Riuniti,Palermo		
648 HTWC	— *E.Anduiza*05–05 *ss*Bbo.No.3–3,13 1*Dk*(*Stl*)&*Spar dk*(*pt Irn&pt Stl*)& *deep framing*	SteelScSr	*3714* *3483* 2392	✠100A1 *Spar dk* 1,16 Examined 6,17 MSL 16	Bcl	*w*	~~1,16~~ 1,18 ~~6,17~~	1900 3mo	Lndnderry SB.&E.Co.Ld Londonderry A&CP	**Cia.Anon.Marit. Union (J.M.Garteiz,** *Mgr*) *WB=Cell DB*	361·0|46·2|17·9 P31'B108'F32' 25·8 FK *a*114'*u E&B*42'*f*150'	Bilbao Spanish *6BHCem* *848tAPT43t*	T.3Cy.24½″,40″&67″–45″ (*s*) 180lb *100lb* 347NHP 2SB,*6cf*,GS92,HS4500 FD Dunsmuir&Jackson,Gls.	28 ″ 6 s 5 ▪ 5½ 23 ″ 4	
649 LMHT	**Martha** *A.Ley*98–03 (Detained at Cronstadt) *Elec.light*	SteelScSr 1*Dk*	1261 927 803					1894	Flensburgr Schiffsb.Ges. Flensburg	**FlensburgerDmpf. Co. (H.Schuldt,** *Mgr.*)	231·9|34·3|14·0 Q71'B57'F27'	Flensburg German *WB*	T.3Cy.16″,26″&43″–33″ 106NHP FlensburgerSchiffsb.Ges.		
650 HFDM	— *R.Arends*83–93	SteelScSr 1*Dk*	841 629 521					1893	J.W. Klawitter Danzig	**F.G.Reinhold**	213·3|29·6|12·8 Q70'B52'F26'	Danzig German *WB*	T.3Cy.15¾″,26″&41¾″–27½″ NB09 91NHP J.W.Klawitter,Danzig		G
651 MBNF	— *G.Nicaise* *Well deck*	SteelScSr *ss*Goo.No.2–14 1*Dk*(*Stl*)	653 498 402	✠100A1 *Spar dk* 6,16 Examined 6,17 BS8,16	Goo	*j*	6,16 LMC10,15 12,17	1905 9mo *Lloyd's*	Grngem'th &Greenock DockyardCo. Grngemouth *SA&CP*	**Handel en Scheepvaart Soc.Anon. (G.Vandesompel,** *Mgr.*) *WB=Cell D*	185·0|27·2|11·6 Q91'B18'F25' FK *Ba*24'*f*84'141*t FPT*	Nieuport Belgian *4BHCem* 12*t APT9t*	T.3Cy.16½″,27″&44″–30″ (*s*) 180lb *80lb* 113NHP 1SB,*3pf*,GS53,HS1709 Cooper&Greig,Dundee	13 ″ 10 s ▪ 10½ 13 ″ 3	
652	— *A.van der Scham* –15 (*ex*Valeria)	IronScK *ss*Hul.No.3–9,07 *ss*Ymu.No.2–16 1*Dk*	150 149 46	✠100A1 *StmTrawler* ~~Spar dk~~ ~~7,16~~ 7,17 NB7,16	Ymu Ams		7,15 6,17 LMC9,15	1895 7mo *Lloyd's*	Cook,Welt'n&Gemmell Hull *SA&CP*	**Naam.Venn. Stoomv.Nil Desperandum (C.deVries,** *Mgr.*)	102·5|20·5|11·0 ptND07 BK7½	Ymuiden Dutch *3BHCem*	T.3Cy.11½″,18″&30″–22″ (*s*) 160lb 48NHP 1SB,*2pf*,GS30,HS807 C.D.Holmes&Co.Hull	11 ″ 9	
653 KRTS	**Martha Niegisch** *van Hülsen* –12	SteelScSr (*Trawler*) 1*Dk*	223 185 69					1912	SchiffbGes Unterweser Lehe	**G.Frerichs Fischhallen**	124·2|22·6|12·3 Q67'F20'	Gstemnde German *WB*	T.3Cy.12⅜″,19⅛″&31½″ –22 3/16″ 48NHP OttensenerMschf.Altona		G
654 RLKS	**Martha Russ** *P.Westphal*09–10	SteelScSr 1*Dk*	2007 1706 1261					1899	Act.Ges. "Neptun" Rostock	**E.Russ**	279·2|40·4|18·3 P22'B58'F28'	Hamburg German *WB*	T.3Cy.19⅝″,32¼″&53⅜″–35⅜″ 168NHP A.G."Neptun," Hamburg		G
655 HMQW	**Martha Washington** *E.Zar* *Elec.light* *Ref.Mchy.* Sub.Sig. Wireless	SteelTwinScSr *ss*Tri.No.1–12 2*Dks*(*Stl*)&*deep framing*& *Shelter dk*(*Stl–ws*)	8312 6099 5379	✠ 1,17 ✠ *Shelter dk with freeboard*	N Yk	*c* †		1908 4mo	Russell& Co. PortGlasgow	**Unione Austriaca di Nav.(Soc.Anon.)** *B=Cell DBa* 115'	460·0|56·0|24·0 P59'B255'F89' FK *uE&B*85'*f*137'1093	Trieste Aust.-Hung. *8BHCem* *tAPT43t*	T.6Cy.27½″,45″&75″–51″ HS16757 FD 1117NHP 6SB&1Aux.SB,*21cf*,GS427 Rankin&Blackmore,Grk.	26 ″ 9	
656 RMPS	**Martha Woermann** *Kornhardt* *Elec.light*	SteelScSr 2*Dks*	2282 2097 1434					1902	Blohm& Voss Hamburg	**WoermannLinie Akt.Ges.**	300·5|38·3|23·4 P86'F30'	Hamburg German *WB*	T.3Cy.18 7/16″29 7/16″&50″–39½″ 157NHP Blohm&Voss,Hamburg		G
657 121244 HCVG	**Marthara** *J.Wood* –13	SteelScSr *ss*Bly.No.3–8,13 1*Dk*(*Stl*)&*Spar dk*(*Stl*) &*deep framing*	3910 3594 2519	✠100A1 *Spar dk* 5,16 BS11,16	Gls	*w*	5,16 LMC8,15	1905 7mo *Lloyd's*	Russell& Co. Pt.Glasgow *SA&CP*	**S.S.Martha Co. Ld.(Maclay& McIntyre)** *Cell DBa* 116' *WB=uE&*	345·1|49·9|17·9 P38'B97'F41' 25·9 FK *B*40'*f*142'899*t FPT*	Glasgow British *6BHCem* *88tAPT45t*	T.3Cy.24″,40″&65″–45″ (*s*) 180lb *100lb* 324NHP 2SB,*6cf*,GS126,HS5200 ClydeS.B.&E.Co.Ld.P.Gls.	28 ″ 5 s 5 ▪ 4 23 ″ 5	
658 KGDQ	**Marthe** *Dubot* –14 *Elec.light*	SteelScK (*Trawler*) 1*Dk*	262 — 85					1913	Hall,Russell&Co.Ld. Aberdeen	**A.Cordebart**	130·3|22·1|12·4	La Rochlle French *WB*	T.3Cy.12½″,21″&34″–27″ 60NHP Hall,Russell&Co.Ld.Abn.		V
659 MBVS	— *P.Asaert*	SteelScK 1*Dk*	234 211 90	✠100A1 *StmTrawler* 12,16 Examined 4,18	Sws		~~12,16~~ ~~5,17~~ 1,18 LMC4,15 BS5,17	1913 4mo *Lloyd's*	Cook,Welt'n&Gemmell Ld. Beverley *SA&CP*	**A.T.Golder**	120·2|22·0|12·0 Q65'F22' BK8 *WB=DBf*25'23*t*	Ostend Belgian *4BHCem*	T.3Cy.18″,21½″&35″–24″ (*s*) 200lb 71NHP 1SB,*2pf*,GS33,HS1120 C.D.Holmes&Co.Ld.Hull	12 ″ 10	
660 HNPF	**Marthe Achaque** *Belz* –16 *Mchy.Aft*	SteelScSk (*ex*Mergheb,*ex*Carla) 1*Dk*	316 253 179					1899	Schömer& Jensen Tönning	**Soc.Anon.des Pêcheries à Vap.de Lorient**	138·5|23·4|10·3 Q38'F15'	Lorient French *WB*	C.2Cy.12″&22″–15¾″ 16NHP Schömer&Jensen,Tönning		V
	Now named **"Bretagne,"** *see*		*Supplement*												
661	**Marthe Maria** *H.van Hoogteijlingen*04–04	SteelScSr 1*Dk*	176 — 87					1902	P.Smit,Jr. Rotterdam	**Reederij De Industrie(A.Hoogendijk, Jz.** *Mgr.*)	110·0|23·0|11·5	Vlaardngn Dutch	T.3Cy.9″,14″&23″–16″ 21NHP P.Smit,Jr.Rotterdam		
662 LBSP	**Martial** *E.Raube* (*ex*Altyre) *Well deck*	IronScSr *ss*Abn.2ndNo.3–9,02 *ss*Shl.No.2–11 1*Dk*(*Irn*)2*trB*	973 544 569	✠ 2,16 NB9,02	Stn	*l*		1878 5mo	Mounsey &Foster Sunderland	**Paulsen&Ivers**	231·5|28·5|15·0 Q76'B80'F27' len79 BK8 *WB=DBa*42'*f*46'	Kiel German *5BHCem* *145tFPT22t*	C.2Cy.27″&47″–30″ NDB97 87NHP 1SB,*3pf*,GS47,HS1666 N.E.MarineE.Co.(Lim)Sld	16 ″ 2	
663 131057	**Martian** *J.F.Davis* –13 (*ex*Mars) *Mchy.Aft Elec.light* 1*Dk*2*trB*	SteelScSr	3396 3196 2010					1901	DetroitS.B. Co. Wyandotte	**CanadaSteamship Lines,Ld.**	349·0|44·5|24·0	Pt.Arthur British *WB*	T.3Cy.22″,33″&58″–40″ 212NHP DetroitS.B.Co.Detroit		
664 377 IABN	**Martin** *C.Christianson*08–13 (*ex*SwanseaBay, *Well deck* *ex*Sirius) *Cargo battens not fitted*	SteelScSr *ss*Sws.No.2–12 1*Dk*(*Stl*)&*Webframes*	1382 1017 822	✠100A1 1,14 BS6,15	Lon	*o*	1,14 LMC5,11	1903 8mo *Lloyd's*	Irvine'sSB &D.D.Co.Ld. WHartlepool *SA&CP*	**Act.Ges.für MechanischeHolzbearbeitung(A.M. Luther,** *Mgr.*) *WB=Cell D Ba*67' *uE&B*31'*f*94'348*t FPT*	230·5|36·1|14·8 P22'Q65'B52'F25' FK	Reval Russian *4BHCem* 49*t APT16t*	T.3Cy.19″,31″&51″–36″ (*s*) 160lb *80lb* 160NHP 1SB,*3pf*,GS55,HS2462 Richardsons,Westgarth& Co.Ld.Hpl.	17 ″ 2 s 1 ▪ 6 15 ″11	
665 108528 PSLR	**Martin II.** *P.H.Parrott* –14 (*ex*Martin) *Well deck Elec.light*	SteelScK 1*Dk*	242 198 95					1897	Edwards Bros. Newcastle	**KellsallBros.& Beeching,Ld. (G. Beeching&J.E.A. Kelsall,** *Mgrs.*)	133·7|21·6|10·8 Q49'B7'F20' BK7½	Hull British *WB*	T.3Cy.13½″,22½″&38″–27″ 70RHP N.E.MarineCo.Ld.Sld.	11 ″ 9	
666 208698 LBWC	**Martin J. Marran**	WoodSc 1*Dk*	308 — 144					1911	..... Rockland,Me	**AtlanticFertilizer &OilCo.**	155·6|23·1|12·9	Newport, R.I. Utd.States			

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 6 7 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 9 Built. When / By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. / Breadth. / Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of I.of Trade Cert.
667 201025	**Martin Mullen** SteelSc *Elec.light Mchy.Aft* 1*Dk2trB*	4635 — 3471					1904 American S.B.Co. Cleveland	PioneerS.S.Co. (Hutchinson&Co. *Mgrs.*)	416·0|50·0|28·0 F48′	Cleveland Utd. States *WB*	T.3Cy.22″,35″&58″–40″ 213NHP AmericanSB Co.Cleveland		
668 HTWD	**Martin Saenz** SteelScSr *S.Jimenez*10–12 Wireless 1*Dk&Spardk3trB*	3466 3191 2532			…		1890 C.Connell &Co. Glasgow	Pinillos,Izquierdo &Co.S.enC.	353·0|42·0|20·7 P60′B82′F51′ 27·8 BK10″	Cadiz Spanish *WB*	T.3Cy.27″,43″&69″–48″ NB14 355NHP Dunsmuir&Jackson,Gls.	30 ″ 7	V
669 127852 HQFD	**Martineta** SteelScK *C.W.Woolnough* –15 *ss*Gms.No.1–15 *Elec.light* 1*Dk*	279 257 115	✠100A1 *StmTrawler* 7,16 BS7,16 ✠LMC1,15	Gms		7,16	1909 Cook,Welt'n&Gemmell Ld.Beverley 12mo *Lloyd'sA&CP*	ThomasBaskcomb, Ld. (T.W. Baskcomb,*Mgr.*)	135·0|22·7|11·6 Q73′ BK8″	Grimsby British *3BHCem*	T.3Cy.13″,23″&37″–26″ (*s*) 180lb 80RHP 1SB,*3pf*,GS45,HS1350 C.D.Holmes&Co.Ld.Hull	12 ″ 7	
670	**Martinez Rivas** SteelScSr		100A1 (*Class Contemplated*)				1917 Astilleros delNervion Bilbao		325·6|47·0|24·9	Bilbao Spanish	T.3Cy. J.G.Kincaid&Co.Ld.Grk.		
671 KGDS	**Martinique** IronScSr *LeBerre*06–07 (*ex*NorhamCastle) *Elec.light* Wireless 3*Dks*	4363 — 2440			…		1883 J.Elder& Co. Glasgow	Cie.Générale Transatlantique	380·6|48·2|31·4 B100′F59′ BK11″	Havre French *WB* Copenhagen	T.3Cy.36¾″,60½″&96″–60″ NB91 831NHP *Tpd*.91 FairfieldCo.Ld.Gls.	32″10	V
672 ~~MBCQ~~ NVJF	— ~~*A.Stefani* –16~~ ~~*ssOil Eng.*~~ *Mchy.Aft* ~~*AvonHolck*~~ –17 1*Dk(Stl)*	525 423 290	✠100A1 11,17 1,17 DB11,17 ✠LMC4,16	Cpn Bgk	*h*	1,17	1916 Frdrkshvn Værft 4mo Fredrikshavn *Lloyd'sA&CP*	Akties.detÖstasiatiskeKompagnie *CellDBu E* 50	161·6|28·6|11·6 B33′F28′ FK 58*tFPT*60*tAPT*32*t*	~~S.Thomas~~ ~~D.W.I.~~ Danish *3BHptAsp*	Oil Engines 2S.C.SA 4Cy.16½″–18½″ ~~MDB0~~ *fitted* 7 *1007* J&CGBolindersCoLdSkm	12 ″ 6 s 1 ″ 5 11 ″	
673 114310 HDJM	**Marton** SteelScK *J.Clarkson* –15 *ss*Flt.No.2–13 1*Dk*	232 207 95	✠100A1 *Stm Trawler* 2,15 BS5,15 ✠LMC8,13	Flt		6,14	1905 J.Duthie, Sons&Co.Ld. 8mo Aberdeen *Lloyd'sA&CP*	NorbreckStm. Fishg.Co.Ld. (J.A. Robertson,*Mgr.*)	125·3|21·7|11·8 BK7½″ *WB*= *DBf*7′8*t*	Fleetwood British *3BHCem*	T.3Cy.12″,20″&33″–24″ (*s*) 180lb 54RHP 1SB,*2pf*,GS38,HS1152 W.V.V.Lidgerwood,Gls.	12 ″ 6	
674 92191	**Maruba** SteelSc *Mchy.Aft Elec.light* 2*Dks*	2311 2183 1836					1890 GlobeIron WorksCo. Cleveland,O.	LakewoodS.S.Co. (Hutchinson&Co. *Mgrs.*)	290·6|40·3|21·1 H— F36′ *WB*	Duluth, Minn. Utd.States	T.3Cy.24″,38″&61″–42″ 241NHP GlobeIrnWksCo.,Clevelnd		
675 QJBF	**Marudu** SteelScSr *F.Nicolaissen* *Elec.light* 1*Dk*	1514 1177 902					1905 Schiffsw. v. HenryKoch Lübeck	Norddeutscher Lloyd	260·8|37·2|16·1 P33′B93′F36′ *WB*	Bremen German	T.3Cy.21½″,38½″&55″–33½″ 175NHP J.F.Ahrens,Altona		G
676 10850 LDBA	**Marusan Maru** SteelScSp (*Whaler*) 1*Dk*	103 — 36					1907 Akers Mek.Værks. Christiania	FujimuraHogei KabushikiKaisha	95·0|17·5|10·2	Nahari Japanese	T.3Cy.11″,18″&29″–18″ 36NHP AkersMek.Værks.Xia.		
677 110637 RNBT	**Marwarri** ~~SteelSc4MstSr~~ *J.Hamilton* –15 ~~*ssBry.No.3–4,09*~~ (*ex*Glamorganshire, ~~*ssLiv.No.2–11*~~ *ex*Marwarri) 2*Dks(Stl)&* *Elec.light* ~~*ss*~~Cal.No 3–10,15 *deepframing*	5687 5389 3586	✠100A1 1,18 ~~5,14~~ ✠LMC MS10,14½ – ~~BS8,16~~ 1,18	Gls Liv	*a*†	2,16	1900 Gourlay Bros.&Co. 2mo Dundee *Lloyd'sA&CP*	T.&J.Brocklebank Ld. *WB*=*CellDBa* 131′*uE&B*75′	445·0|50·2|30·1 P51′B115′F36′ FK *f*163′1014*tFPT*67*tAPT*66*t*	Liverpool British *8BHCem*	T.3Cy.26½″,46″&76″–51″ (*s*) 200lb FD 615NHP 3SB&1Ax*12cf*GS192HS9057 GourlayBros.&Co.Dundee	33 ″ 2 s 7 ″ 11 25 ″ 8	
678 NTOV	**Mary** SteelScSr *J.B.Clausen* –15 (*ex*Grovehill) 1*Dk*	1824 1686 1124					1908 Irvine's SB &D.D.Co.Ld. WHartlepool	Dampskselsk. Dania(Chr.Andresen,*Mgr.*)	278·3|40·4|17·9 P29′B66′H78*t*F27′ *WB*	Esbjerg Danish	T.3Cy.20½″,33″&54″–36″ 175NHP MacColl&Pollock,Ld.Sld.		C
679 HTWL	— *J.Veiya* –07 (*Trawler*) (*ex*Saxon) 1*Dk*	243 215 76			…		1902 Cook,Welt'n&Gemmell Hull	D.TejeroPerez	125·0|21·5|11·5 Q49′ BK7″	Corunna Spanish	T.3Cy.12¾″,21½″&35″–24″ 73NHP Amos&Smith,Hull	12 ″ 4	V
680 JHSC	— *H.Gravenmaker ss*Ymu.No.2–16 (*ex*Britannia) 1*Dk* *Elec.light Well deck*	223 186 72 ~~BS8,17 – BS8,16~~	✠100A1 *Stm Trawler* 6,17 ~~11,16~~ ✠LMC MS11,16	Ymu		~~5,15~~ 6,17	1907 Smith's Dock Co.Ld. 9mo NorthShields *Lloyd'sA&CP*	N.V.Maats.tot Explotatie van de TrawlrMary (AlgemeeneVissMaats)	117·4|21·6|11·5 Q67′F18′ BK7½	Ymuiden Dutch *3BHCem*	T.3Cy.12″,20″&32″–23″ (*s*) 180lb 71NHP 1SB,*2pf*,GS35,HS1330 MacColl&Pollock,Ld.Sld.	12 ″ 4	
681 94092	— *A.Boone* –12 (*Trawler*) (*ex*Esbjerg,*ex*Mary) 1*Dk*	108 104 59			…		1888 T.Charlton Grimsby	BellIslandS.S.Co. Ld.	90·0|19·5|10·4 Q17′ BK8″	SJhn'sNFL British	C.2Cy.14″&26″–18″ *Emade*84*ftd*88NB10 30RHP T.Charlton,Grimsby	11 ″ 0	
682 53204	**Mary Austin** IronScSr *M.U.Cawary* –12 (*ex*Tromp) 1*Dk*	187 165 97					1865 Marshall Newcastle	EasternShipping Co.Ld.	120·1|19·1| 9·8 Q19*t* H22*t*	Penang British	C.2Cy.13″&26″–21″ 30RHP Tod&MacGregor,Glasgow		
683 135915 JHSC	**Mary Baird** SteelScSr *R.W.P.Smith* –16 *ss*Bry.No.2–15 (*ex*UllaBoog) 1*Dk(Stl)* *Elec.light Well deck*	1830 1408 1121	100A1 12,16 BS5,16 LMC1,15	Gls	*q*	10,16	1908 Akt.Ges. "Neptun" Rostock *Lloyd'sA&CP WB*	PageShippingCo. Ld. =*CellDBa*76′*uE&B*36′*f*104′532*tFPT*	261·1|39·2|16·9 P13′Q83′B61′F29′ FK *B*36′*f*104′532*tFPT*	W.Hartlpl British *4BHCem* *APT*	T.3Cy.17⅞″,30½″&48″–33⅛″ 200lb (*s*) 176NHP 2SB,*4cf*,GS72,HS3012 A.G."Neptun,"Rostock	19 ″ 3 s 1 ″ 9½ 17 ″ 9	
684 139318 JQSG	**Mary Birch** SteelScSr ~~*W.Cooper*~~16–17 *Oil Eng.* ~~*Mchy.Aft.*~~ *Well deck* 1*Dk(Stl)*	~~220~~ 172 113	✠100A1 9,17 ~~(Class Contemplated)~~ ✠LMC9,17	Hul	*c*		1917 W.H. Warren 8mo NewHolland *Lloyd'sA&CP*	G.F.Birch&Son, Ld.	110·0|21·5| 8·9 ~~Q62~~′B9′F15′ Q57′ FK *CellDBf*65′80*t*	Hull British *4BHCem*	Oil Engines 2S.C.SA. 4Cy. 13⅜″–13⅜″ Plenty&Son,Ld.Newbury	11 ″ 0 s ″8½ 10 ″ 6	
685 93151	**Mary C. Elphicke** SteelScSr *Elec.light Mchy.Aft* 1*Dk2trB*	4904 — 3879					1901 Chicago S.B.Co. Chicago	RepublicTransprtn.Co. (M.A. Hanna&Co.*Mgrs.*)	430·0|50·2|24·4 *WB*	Duluth Utd.States	T.3Cy.23″,38″&64″–40″ 259NHP ChicagoS.B.Co.		L
686 214383 LGHF	**Mary Chilton** WoodPad *Elec.light* 1*Dk*	922 — 392					1916 McKieS.B. Co. E.Bostn,Mas.	NantasketBeach SteamboatCo.	205·2|32·6|12·2	Boston Utd.States	B.1Cy.51″–120″ QuintardIronWorksN.Yk.		
687 128477	**Mary Hughes** SteelScK 1*Dk*	46 46 —	✠ A1 *For towing purposes* 8,13 ✠LMC8,13 ~~Examined 11,17~~	Wvn			1913 Rennie, Forrstt Co.Ld 8mo Wivenhoe *Lloyd'sA&CP*	SandwichHarbour Board	60·3|16·1| 6·9 BK5″ *WB*= *DTa*10′6*t*	Sandwich British *4BHCem*	C.2Cy.12″&24″–18″ (*s*) 120lb 27RHP 1SB.*2pf*,GS25,HS500 T.&J.Hosking,Ld.Lon.	7 ″ 6	
688 81967	**Mary Louise** WoodPadSp (Seized in the Dardanelles) *J.Procos*94–03 cf 1*Dk*	100 100 10	✠ *For Tug purposes* 8,79	Shl	9		1879 J.P.Rennoldson 7mo S.Shields	R.A.Grech	98·6|19·1| 9·8 Cl.	S.Shields British	L.2Cy.34″–54″ NB03 50RHP J.P.Rennoldson,S.Shields		

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote.	6 Port de Visite.	7 Terme assigné maintenant pour l'Inspection d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.
689 211843 LDHS	**Mary Olson** *L.C.Stewart* –13 *Elec.light Mchy.Aft*	**WoodScSr** 1*Dk*	848 756 505					1913	Hammond-LumbrCoInc Eureka,Cal.	HammondLumber Co.	200·5	41·0	14·1	NewYork Utd.States	T.3Cy.13½″,22″&36″–24″ 60NHP UnitedEng.Wrk.Alameda	
690 136025	**Mary Swanston** *P.Craig* –16	**WoodScK** (*Fishing*) 1*Dk*	109 100 46					1916	Herd& Mackenzie Findochty	P.&W.Craig	93·2	19·3	9·6	Berwick British	T.3Cy.10″,16″&27″–18″ RoseSt.Foundry& Eng.Co.Ld.Inverness	44RHP
691 123388	**Mary Wetherly** *G.T.W.Kennard* –11 *ss*Abn.No.1–12	**SteelScK** 1*Dk*	221 206 81	✠100A1 *StmTrawler* 12,13 BS12,13 ✠LMC4,12	Abn		12,13	1907 9mo	Hall,Russell&Co.Ld. Aberdeen *Lloyd'sA&CP*	Wetherly'sSteam FishingCo.Ld.(W. R.Wetherly,*Mgr.*)	115·5	22·6	12·1 BK7½″ *WB*	Aberdeen British	T.3Cy.12″,20″&34″–23″ (r) 180lb 75RHP 3*BHCem* = *DTf*7′19*t* 1SB.*3pf*,GS44,HS1374 Hall,Russell&Co.Ld Abn.	13 ″ 0
692 214744 LGRQ	**Maryanne** (*ex*Liberia,*ex*Curityba) *Elec.light*	**SteelScSr** 2*Dks*	*2518 1988 1583*					1887	Reiherst'g Schiffsw. Hamburg	MaryanneShip-pingCo.	309·0 P86′B76′F48′	40·0	25·0	NewYork Utd.States	T.3Cy.24″,39″&62–42″ 249NHP Reiherst.Maschinenf.Ham	
693 132044 JDKC	**Maryland** *S.W.Watkins* –13 *Elec.light* 3*Dks&Shelterdk4trB* Sub.Sig. Wireless	**SteelScSr**	4731 4403 2962					1913	Harland& Wolff,Ld. (Govan) Glasgow	AtlanticTransport Co.Ld.	370·0	50·2	31·0	Belfast British *WB*	Q.4Cy.24½″,35″,50″&73″–54″ 392NHP Harland&Wolff,Ld.Bel.	
694 161227 KSLF	— (*ex*Sailing Vessel Kineo) *Elec.light* (*See Sailing Ship Register.*)	**SteelAuxTwinScSr** *OilEng.* 2*Dks*	2498 — 2068					1903	A.Sewall &Co. Bath,Me.	TexasCo.	259·5	45·3	22·9	NewYork Utd.States *WB*	Oil Engine 8Cy.16½″–18½″ NE*fitted*16	
695 92206	— (*MISSING SINCE 12,16*) *Elec.light*	**SteelSc**	2419 — 1892					1890	Detroit DryDockCo. Wyandotte	Crew,Levick&Co.	316·4	42·0	20·4	Philidlphia Utd.States *WB*	T.3Cy.22″,35″&56″–44″ 208NHP DryDck.Eng.Wks.,Detroit	
696 204242 KWDP	— 2*Dks*	**SteelTwinSc**	1369 — 827					1907	Maryland SteelCo. Sparrow'sPt	NewYork Philadelphia& NorfolkR.R.Co.	249·5	40·1	14·1	Philidlphia Utd.States	T.6Cy.17″,27½″&44″–26″ 197NHP MarylandSteelCoSprwsPt	
697 123594 HJVQ	**Marylebone** *J.Millar* –17 *Elec.light* Sub.Sig.	**SteelScSr** *ss*Gms.No.2–13 2*Dks*(*UStl*–ws)	2074 1421 1067	✠ A1 *withfreeboard* 10,14 BS5,14 ✠NE7,11 ✠LMC5,15 *For Service between Grimsby & Rotterdam, Hamburg & Antwerp* ✠NB9,06*r*,*g*,*u*d7,11	Lon		10,14	1906 10mo *Lloyd'sA&CP*	Cammell Laird &Co.Ld Birkenhead	GreatCentralRly. WB=	270·2 P33′B117′F36′ FK *DBuE*26′47*t FPT*	41·1 5*BHAsp* 33*tAPT*40*t*	20·3	Grimsby British	T.3Cy.23½″,38″&62″–42″(*s*) 160lb *100lb* NDB11 398NHP 2SB,*6rf*,GS153,HS6460 FD Earle'sS.B.&E.Co.Ld.Hul.	21 ″ 6 s 3 ″ 3½ 18 ″ 9
698 HTWN	**Marzo** *G.Badiola* –14	**SteelScSr** *ss*Bbo.No.3–1,10 *ss*Bbo.No.1–15 1*Dk*(*Stl*)*&deepframing &ptAwngdk*(*Stl*)	1296 912 753	✠100A1 *ptAwng dk withfreeboard* 2,17 BS5,16 ✠LMC2,15	Bbo	*n*	12,16	1897 8mo	Cmpbltwn S.B.Co. Campbeltwn A&CP	CiaBilbainadeNav (S.Innerarity *Mg.*) WB=	230·5 Q79′ *ptAwng dk*151′ FK *CellDBa*54′*f*94′208*t*	32·7 4*BHCem* *APT*80*t*	16·3	Bilbao Spanish	T3Cy.17½″,27½″&45″–33″(*s*) 160lb *100lb* NDB2,15 114NHP 1SB,*3rf*,GS63,HS1709 J.G.Kincaid&Co.,Gnk.	17 ″ 4 s 7 ″ 4 17 ″ 3
699 ~~H01080~~	**Masaba** *Elec.light Mchy.Aft*	**SteelSc** 2*Dks*	1913 1755 1267					1891	Chicago S.B.Co. Chicago,Ill.	~~MathewsS.S.CoLd~~ (~~J.T.Mathews, *Mgr.*~~)	240·0 H—	40·0 F38′	25·0	~~Toronto~~ ~~British~~ French *WB*	T.3Cy.21″,35″&55″–42″ 196NHP GlobeIrnWksCo.,Clevelnd	
700 1038 HGLQ	**Masayoshi Maru** (*ex*Saltee)	**IronScSr** 2*Dks*	574 — 414	✠ 7,72	Ayr			1864 11mo	Blackwood &Gordon PortGlasgow	I.Hirano	183·0	23·4	20·1	Fushiki Japanese	C.2Cy.26$\frac{9}{16}$″&46$\frac{3}{4}$″–27″ NE&B72 96NHP J.&T.Young,Ayr	
Lost 10.17 KGFB	**Mascara** *J.M.Franceschi*96–12 (*ex*Cozzikas,*ex*Salak) *Elec.light*	**SteelScSr** 4*Dks*	2565 2221 1604					1891	Kon.Maats deSchelde Flushing	Cie.deNav.Mixte	324·3 P&B226′F52′	37·7	25·4	Marseilles French	Q.4Cy.24″,36″,48″&75″–42″ 365NHP Maats.deSchelde,Flushing	
702 415230 TBCW	**Masconomo** *S.W.Woods* –15 (*ex*Winnebago,*ex*Kinsman) *Mchy.Aft Elec.light* Wireless	**SteelScSr** *ss*SFo.No.3–12,13 2*Dks*(*Stl*) *&Web frames*	4534 4140 2965	✠100A1 7,17 ~~10,16~~ *CarryingPetr oleum in bulk* BS10,16 ✠LMC12,15	Shl	*x*	~~10,16~~ 5,18	1901 11mo *Lloyd'sA&CP*	Armstrong Whtwrth&Co Ld Newcastle	StandardTransportationCoLd. ~~Armstrongs~~ ~~CarriageCo.Ld.~~ (~~W.J.Smith,*Mgr.*~~) *WB*=*CellDBu*	360·0 P76′B25′F36′ FK *B33′f38′154t FPT*	49·7 11*BHCem* 113*tAPT*24*t*	28·7	HongKong ~~Liverpool~~ British 11*BHCem* Wllsnd Slpwy.Co.Ld.Nwc.	T.4Cy.24″,40″&66″–48″ (r) 180lb 345NHP 3SB,*9cf*,GS171,HS5570	30 ″ 3 s 6 ″ 6 24 ″ 1
703 124988 TWLB	**Mascot** *W.Pethie* –13 (*See Sailing Ship Register*)	**CompAuxScSr** *OilEng.* 1*Dk*	248 227 169					1910	Bullock Bros. Rangoon	~~StandardTrans-portCo.Ld.~~ H.Latham	119·0	26·4	9·0	Singapore British	Oil Engine	
704 91818 KDGQ	**Mascotte** *J.J.Phelan*12–12 Wireless	**IronScSr** 1*Dk&Awng dk*	884 — 520					1885	W.Cramp &Sons Philadelphia	Peninsular & OccidentalS.S.Co.	195·5	30·0	19·6	Nw.Haven Con. Utd.States	T.3Cy.19″,30″&50″–30″ NB12 137NHP W.Cramp&Sons,Phl.	
705 MDCP	**Masfjord** *L.Johannesen*	**SteelScSr** 1*Dk*	156 119 67					1907	Xiansands Mek.Værks. Xiansand	Lindaas-MasfjordensDampskibs-selskab	107·1 B36*t*	20·0	9·6	Bergen Norwegian *WB*	T.3Cy.10″,16″&26″–18″ 29NHP XiansandsM.V.Xiansands	
706 136273 JFBL	**Mashobra** *H.J.Brooks*00–14 *Elec.light* Wireless	**SteelTwinScSr** 2*Dks*(*Stl–U*teak s)	8236 6815 5209	✠100A1 3,14 ✠LMC5,14	Gls	*c*†	12,15	1914 3mo *Lloyd'sA&CP*	Barclay, Curle&Co.Ld Glasgow	BritishIndiaStm. Nav.Co.Ld. *WB*=*CellDBa*135′*uE&B*	449·4 P44′B161′F42′ FK 69′*f*186′187*2t FPT*	58·2 7*BHCem* 120*tAPT*71*t*	32·8	Glasgow British Barclay,Curle&Co.Ld.Gls.	T.6Cy.21″,35½″&61″–45″(*s*) 215lb 900NHP 4SB&1 Aux SB *18cf* GS338 HS14156 FD	35 ″ 6 s 8 ″ 2 27 ″ 11
707 115822 TJRB	**Mashona** *E.Page* –05	**SteelScYl** (*Tug*) 1*Dk*	153 137 3			...		1902	IrvineS.B. &E.Co.Ld. Irvine	Price,Wills& Reeves	100·5 B18′	20·1 BK6½″	11·3	London British	T.3Cy.13″,22″&35″–27″ 99RHP J.Stewart&Son,Ld.Lon.	12 ″ 0
708 5017 ~~KBDS~~	**Masilia** *C.G.K.Sahlström*08 –17 *Elec.light* 1*Dk*(*Stl*)*&Shelterdk*(*Stl*)	**SteelScSr** 21 203	2190 2025 1290 1293	✠100A — *Shelter dk withfreeboard* 1,18 ~~3,17~~ ✠LMC6,17 (~~*ClassCont.em plated.*~~)	Osc Got	*r*		1917 $mo	Oskrshmns M.V.Aktieb. Oskarshamn	Rederiaktieb. SvenskaLloyd (H.Metcalfe,*Mgr.*) *CellDB*237′4*t FPT*144*t APT*20*t*	~~270·1~~ 270·6	~~41·2~~ 41·1	~~22·8~~ 24·1 FK	Gothenbrg Swedish	T.3Cy.22½″,35½″&58½″–36″ 185lb *100lb*(*s*) 2.0NHP 2SB,*6cf*,GS37,HS800 FD Oskarshamns M.V.Aktieb.	25 ″ 6 ~~6 10½~~ 18 ″ 11
709 131422 HVKM	**Maskinonge** *B.R.Griffiths* *Elec.light* Sub.Sig.	**SteelScSr** *ss*NYk.No.1–17 1*Dk*(*Stl*)*&Web frames* *Longitudinal framing*	4793 4513 2672	✠100A1 6,17 10,15 BS6,18 ✠LMC5,16	Cff	*x*	~~8,16,15~~ 6,17	1912 3mo *Lloyd'sA&CP*	ShortBros. Ld. Sunderland	MaskinongeS.S. Co.Ld.(William Roberts&Son) WB=*CellDBa*117′*uE&B*46′*f*159′122*3t*	375·0 P29′B89′F35′ FK	52·0 6*BHCem* *Topside tanks*	28·3	Liverpool British	T.3Cy.26″,44″&73″–48″ (*s*) 180lb 484NHP 3SB,*9cf*,GS154,HS6888 FD N.E.MarineEng.CoLd.Sld. 275′871*tFPT*160*tAPT*223*t*	30 ″ 9 s 6 ″ 2½ 24 ″ 11

1	2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom. Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Register in which classed, if not in L.R. Parcel Roll Trade Certs.
10 SPC	**Masnedsund** *H.Nielsen* 1 *Dk*	Iron Sc Sr 238 196 104					1880	Burmeister & Wain Copenhagen	Aktien.Dmpslsk. Patria (T.Nielsen, *Mgr.*)	120·0 | 22·2 | 10·7 P15*t* B40*t*	Copnhagn Danish *WB*	C.4Cy.15″&30″–20″ 67NHP Burmeister&Wain,Cpn.		V
11 012 BM	**Massachusetts** *Fitted for oil fuel* *Elec.light* Wireless 2 *Dks*	Steel Twin Sc 4779 — 2575					1907	W Cramp& Sons S&EB Co Philadelphia	Eastern Steamship Corporation	375·0 | 54·2 | 31·6	Boston Utd. States *WB*	T.4Cy.26″,43″&(2)51″–42″ 337NHP W.Cramp&SnsS&EBCPhl		
12 804 FL	**Massapequa** *Strum* –16 *ss*N.Yk.No.3–2,06 *ss*NYk.No.2–13 1 *Dk*(*Stl*)& *Spar dk*(*Irn*)3*tr B*	Steel Sc Sr 3193 2812 2386	✠100A1 *Spar dk* 8,16 BS1,16	NOs	*v*	N5,15 BS8,17 ✠LMC8,13	1893 9mo	J L Thomp-son&Sons Sunderland A&CP	New York&Porto Rico S.S.Co. *WB* = *Cell DB* 256′558*t*	322·0 | 42·7 | 18·6 P30′B90′F37′ 26·0 BK10″	New York Utd. States 6 *BH Cem* *APT* 66*t* Hong Kong	T.3Cy.24½″,40″&66″–45″ (*r*) 160lb *110lb* NDB11 290NHP 2SB,*6rf*,GS132,HS4320 G.Clark(Lim.),Sunderland	28 ″ 6 s 5 ″ 8 23 ″ 10	
13 304 SF	**Massasoit** *R.G.James* –17 (*ex* Cuyahoga, *ex* Lucigen) *Mchy.Aft* *Elec.light* Wireless	Steel Sc 3 Mst Sr 4527 4117 2929	✠100A1 7,17 10,16 *Carrying Petr* BS10,16	Stl Cff *oleum*	*x* *in*	10,16 *bulk* ✠LMC9,14	1902 8mo	Armstrong Whitworth &Co.Ld. Newcastle *Lloyd's*	~~Standard Transportation Co Ld.~~ ~~Tankstorage& Carriage Co. Ltd.~~ ~~(W.J.Smith, *Mgr.*)~~ *WB* = *Cell* *SA&CP*	370·3 | 48·5 | 28·8 P92′B23′F42′ FK *DBuB* 36′87*t* *FPT*	~~Liverpool~~ British 11 *BHCem* 74*t* *APT* 21*t*	T.3Cy.26″,44″&72″–48″ (*r*) 170lb *60lb* 404NHP 3SB,*9rf*,GS187,HS6495 NE.MarineEng.CoLd Nwc	30 ″ 3 s 6 ″ 4 24 ″ 3	
14 343 MD	**Massaua** *Elec.light* 2 *Dks*	Steel Sc Sr 1579 1007 790					1913	Cant.Nav. Riuniti Ancona	Soc.Marittima Italiana	268·8 | 35·3 | 16·6	Genoa Italian *WB*	T.3Cy.19⅜″,32 11/16″&55½″–39⅜″ 190NHP Cant.Nav.Riuniti,Ancona		CI
15	**Massilia** *Elec.light* *Ref.Mchy.* 7 *Dks*	Steel Quad Sc Sr 15000 — 6000					1916	Forg.& Ch. de la Méd it La Seyne	Cie.de Nav.Sud-Atlantique	574·0 | 64·0 | 40·2 P315′	Bordeaux French *WB*	T.6Cy46½″,59½″&73⅜″–43 1/16″ &2L.P.Turbines Forg.&Ch.de la Médit.Msl.		
16 712 KL	**—** *R.Caldwell* –16 *Elec.light* Wireless 2 *Dks*	Steel Sc Sr 5112 4403 3251					1902	A.Stephen &Sons,Ld. Glasgow	Anchor Line(Henderson Bros.)Ld.	400·5 | 49·2 | 27·8 P28′B122′F53′	Glasgow British *WB*	T.3Cy.26″,43″&71″–48″ 349NHP A.Stephen&Sons,Gls.		C
17 712 VQ	**Massis** *Catts* –16 *Mchy.Aft* *Elec.light* 2 *Dks*(*Stl*)& *Web frames* *Longitudinal framing*	Steel Sc Sr 5029 4470 3062	✠100A1 7,17 ~~10,16~~ *Carrying Pet* *Fitted for oil* ✠LMC10,14	Nwc Cff *roleum* *fuel*	*x* *in*	~~10,16~~ 7,17 *bulk* 10,14 *F.P.*	1914 10mo	Armstrong Whitworth &Co.Ld. Newcastle *Lloyd's* above	Massis Oil Trans-port Co.Ld. (F.Gilbert) *WB* = *Cell DB* *f* 36′ 316*t* *SA&CP* 150°F.	385·2 | 50·3 | 30·3 P88′B28′F41′ *uB* 24′35*t* *DT* *FPT* 73*t* *APT* 39*t* FK	London British 16 *BHpt Cem* 9 *to Upr dk* 7 ,, *2nd* ,,	T.3Cy.25½″,42″&70″–48″ (*s*) 180lb *120lb* 425NHP 2SB,*6cf*,GS126,HS5862 N.E MarineEng.CoLd Nwc	30 ″ 3 s 6 ″ 3 24 ″ 5	
18	**Massypira** *Madden* –05 *Elec.light* 1 *Dk*& *Promenade dk*	Steel Twin Sc Sr *236* *162* *161*			...		1905	Murdoch& Murray Port Glasgow	B.A.Antunes& Co.	129·8 | 30·1 | 6·3 F26′ FK	Para Brazilian	C.4Cy.12″&24″–18″ 61NHP White&Hemphill,Grk.	6 ″ 6	
19	**Mastiff** *ss*Hul.No.1–96 1 *Dk*	Iron Sc K *150* *139* *63*	✠ *Stm Trawler* 2,96 ✠	Hul			1891 9mo	Cook,Welt'n& Gemmell Hull	Fiskeriaktiebsvea	100·6 | 20·9 | 10·9 Q20′ BK7½″	Gothenbrg Swedish 3 *BH Cem*	C.2Cy.17″&33″–22″ 42NHP 1SB,2*pf*,GS30,HS810 Bailey&Leetham,Hull	11 ″ 11	
20 529	**Mastodon** *W.Rodick* –10 (*ex* No.508) *Elec.light* (*Bucket Dredger*) 1 *Dk*(*Stl*)	Steel Twin Sc 748 677 435	✠ *Dredger* 11,10 ✠	Rnf			1910 11mo	W.Simons &Co.Ld. Renfrew	Canadian Government	200·3 | 36·6 | 12·8 F25′ FK	Vancvr,BC British 4 *BH Cem*	C.4Cy.18″&36″–24″ 145NHP 2SB,*4cf*,GS90,HS2856 W.Simons&Co.Ld.Rnf.	13 ″ 6	
21 874 TG	**Maston** *J.Davies*04–12 1 *Dk*(*Stl*)	Steel Sc Sr 3881 3641 2409	✠100A1 7,17 5 ~~,16~~ ✠LMC10,12 7,17	NNs Cff	*w*	~~6,15~~ 7,17	1912 10mo	W.Pickers-gill&Sons Ld Sunderland *Lloyd's*	Thomas&Appleton Shipping Co.Ld. (Thomas&Appleton, *Mgrs.*) *WB* = *Cell DB* *a* 113′ *uE* & *B* 42′*f* *SA&CP*	355·0 | 50·3 | 23·9 P33′B192′F37′ FK	Cardiff British 6 *BH Cem*	T.3Cy.25″,42″&68″–48″ (*s*) 180lb *100lb* 333NHP 2SB,*8pf*,GS142,HS4940 J.Dickinson &Sons,Ld.Sld. 152′866*t* *FPT* 117*t* *APT* 177*t*	26 ″ 4 s 3 ″ 9 22 ″ 11	
22 819	**Mastwing** *R.B.Jackson* –14 *Elec.light* (*Trawler*) 1 *Dk*	Steel Sc K 199 188 73			...		1908	Goole S.B. &Repg Co.Ld Goole	Kelsall Bros.& Beeching,Ld.(G. Beeching&J.E.A. Kelsall, *Mgrs.*)	110·0 | 21·6 | 11·6 BK7½″	Hull British *WB*	T.3Cy.12″,21″&33″–21″ 55RHP Earle'sCo.Ld.Hull	12 ″ 6	
23 962 FP	**Mata Hari** *W.J.Carver* –15 1 *Dk*(*Stl*–teak s)& *Shade dk*(*Teak*) *Elec.light*	Steel Sc Sr 1020 755 511	✠100A1 10,15 ✠LMC10,15	Sng	*n*		1915 6mo	C.Renoldson&Co. South Shields *Lloyd's*	British India Stm. Nav.Co.Ld. *WB* = *Cell DB* *a* 51′ *u E* & *B* 38′*f* 94′254*t* *FPT*	220·0 | 35·2 | 13·0 P15′F23′ FK	S.Shields British 5 *BH Cem* 16*t* *APT* 25*t*	T.3Cy.17½″,29″&47″–30″(*s*) 170lb 165NHP 2SB,*6cf*,GS89,HS3082 Shields Eng.Co.Ld.N.Shl.	15 ″ 0 s 2 ″ 6 13 ″ 0	
24 810	**Mataafa** *Mchy.Aft* *Elec.light* (*ex* Pennsylvania) Sub.Sig. 1 *Dk*2*tr B*	Steel Sc 4840 — 3604					1899	Cleveland S.B.Co. Lorain,O.	Pittsburgh S.S.Co.	429·6 | 50·0 | 25·0	Duluth Utd. States *WB*	Q.4Cy.15⅝″,23¾″,36½″&56″ –40″ 198NHP Cleveland SB.Co.Cleveland		
25 124 FC	**Matador** *W.T.Owen* –16 1 *Dk*(*Stl*)& *Spar dk*(*Stl*)& *deep framing*	Steel Sc Sr 3642 3124 2341	✠100A1 *Spar dk* 5,17 ~~1,17~~ MS2,16	Liv	*w*	3,15 ✠LMC BS1,17	1904 9mo	Swan,Hunter& Wigham Richardson, Ld. Newcastle *Lloyd's*	Charente SS.Co.Ld. (T.&J.Harrison, *Mgrs.*) *WB* = *Cell DB* *a* 112′ *u E*& *SA&CP*	350·5 | 46·0 | 17·0 P32′B100′F38′ 24·9 FK *B*54′*f* 138′781*t* *FPT*	Liverpool British 6 *BH Cem* 76*t* *APT* 22*t*	T.3Cy.21″,35″&58″–48″ (*r*) 180lb 302NHP 3SB,*9cf*,GS160,HS5343 Swan,Hunter&Wigham-Richardson,Ld.Nwc.	27 ″ 6 s 5 ″ 0½ 22 ″ 9	
26 TN	**—** *R.Eckhoff* 10–12 1 *Dk*(*Stl*)	Steel Sc Sr 658 521 292	✠ ~~2,17~~ 9,16 ✠	Gst	*i*		1904 6mo	G.Seebeck Akt.Ges. Bremerhaven	J.D.Stürcken *WB* = *Cell DB* *a* 40′ *uE*& *B* 28′ *f* 81′ 181*t*	185·6 | 29·4 | 11·9 P16′B&F152′ FK *APT* 16*t*	Bremen German 4 *BH Cem*	T3Cy.15⅝″,24″&39⅜″–28⅜″ 112NHP 2SB,*4cf*,GS60,HS2314 G.Seebeck A.G. Bremerhvn	13 ″ 9	
27 888 PV	**Matanzas** *Davison* *Elec.light* (*ex* Guido) 2 *Dks*	Steel Sc Sr 3094 2859 2006			...		1883	Harland& Wolff Belfast	New York&Cuba Mail S.S.Co.	360·3 | 41·2 | 26·5 P51′B84′F53′ BK11″	New York Utd. States *WB*	C.2Cy.40″&80″–51″ NB04 410NHP Harland&Wolff,Belfast	28 ″ 3	R
28	**Mataquito** (*Tug*) 1 *Dk*(*Stl*)	Steel Twin Sc Sr 278 *251* *61*	✠ 5,02 ✠	Gls			1902 5mo	Cochran& Co.(Annan) Ld. Annan	Companiа Sud. Americana de Vap.	120·0 | 23·5 | 13·0 BK7″ *WB* = *DTf* 23′176*t*	Valparaiso Chilian 6 *BH Cem*	T.6Cy.10″,15½″&26″–22″ 87NHP 2SB,*4cf*,GS67,HS1600 Cochran&Co.(Annan),Ld. Annan		
29 219 QR	**Mataram** *Voy* –18 ~~*Call.Dibbing* –18~~ *Ref.Mchy.* Wireless *Elec.light* 1 *Dk*(*Stl*)& *Spar dk*(*Stl*–*pt* ws)	Steel Sc Sr 3273 2590 1995	✠100A1 *Spar dk* 9,17 ~~2,17~~ BS12,16 ✠LMC10,13 ✠Lloyd's RMC2 ~~,17~~ ~~6,13~~ 3,13 ~~1,13~~ ~~11,17~~ ~~8,17~~ 8,17	Syd Sng	*v*	~~7,16~~ 9,17 1,13	1909 9mo	Clyde S.B. &E.Co.Ld. Pt.Glasgow *Lloyd's*	Burns,Philp&Co. Ld. *WB* = *Cell DB* *a* 88′ *u*	331·2 | 43·2 | 22·4 P29′B128′F44′ FK *E*18′*f* 160′593*t* *FPT*	Sydny NSW British 5 *B Hpt Cem* 79*t* *APT* 29*t*	T.3Cy.24″,40″&65″–42″ (*s*) 180lb *100lb* 397NHP 2SB,*8cf*,GS150,HS6000 FD Clyde S.B.&E.Co.Ld.P.Gl.	24 ″ 9 s 3 ″ 9½ 21 ″ 4	

1 Numéro d'Ordre / Numéro Officiel / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord en pieds et pouces. Tirant d'eau correspondant. pds. pc.
730 114599 MJRG	**Matatua** *F.Greene* –16 *Ref.Mchy.* *Elec.light* Wireless	Steel Twin Sc Sr *ssLon.No.2–12* 2 *Dks(Stl U–ws)&deep framing&Shelter dk(Stl–ws)* *W.A.Kershaw* –17 *ssLon.No.3–1,18*	~~6438~~ ~~6061~~ ~~8016~~ 6061 ~~5210~~	✠100A1 *Shelter dk withfreeboard* 1,18 ~~1,16~~ ✠LMC ~~1,16~~ 12,17 ✠Lloyd's RMC ~~1,16~~ ~~7,16~~ 6,18	Lon	*c*†	~~1,16~~ 12,17	1904 2mo	Workman, Clark&Co.Ld. Belfast *Lloyd's SA&CP*	Shaw,Savill& Albion Co.Ld. *WB=Cell*	448·0 | 56·5 | 30·6 FK&BK $1\frac{25}{32}$" *DBa 119' uE&fB 78'*	S'thamptn British *7BHCen. f 191'1325t*	T.6Cy.22",37"&63"–48" (*s*) 205lb 800NHP 2D&2SB *18cf* GS362 HS14386 Wrkman,Clark&Co.Ld Bel	33 " 6 s 5 " 9 28 " 3
731 MCVD	**Mathilda** *A.Kjerland* 06–06 1 *Dk(pt Irn&pt Stl)2trB&deep framing3Dk rule*	Steel Sc Sr *ssByd.No.2–15*	4031 3769 2623	✠100A1 *Shelter dk withfreeboard* ~~3,17~~ 1,18 NYk ✠LMC MS3,16 ~~BS8,16~~ 9,17	Bal	*w*	1,17 6,17	1906 9mo	W.Gray& Co.Ld. W Hartlepool *Lloyd's SA&CP* *WB*	Acties.Mathilda (J.Christensen) *= Cell DBa 117' u E&fB 44' f 156' 1113t*	360 0 | 50·0 | 24·8 P23'B92'F31' FK	Bergen Norwegian *APT45t*	T.3Cy.25",42"&70"–45" (*r*) 180lb *90lb* 358NHP 2SB,*6rf*,GS135,HS5542 Cen.Mar.Eng.Wrks.W Hpl	27 " 6 s 5 " 4½ 22 " 6
732 —		Steel Sc Sr *M.Lossmann* 06–06 1 *Dk 2trB&Web frames*	3495 3241 2291			…		1895	W.Gray& Co.(Lim.) W Hartlepool	Russian Government *WB*	325·0 | 47·1 | 24·7 B76'F32' FK	Vladvostk Russian	T.3Cy.24",38"&64"–42" 260NHP Cen.Mar.Eng.Wrks.W Hpl	27 " 4
733 — 107416	*J.Cournoyer* 00–11	Steel Sc (*Tug*) 1 *Dk*	114 105 69					1899	Sincennes McNaughton Line,Ld. Sorel,Q.	Sincennes McNaughton Line,Ld.	72·0 | 20·1 | 10·4	Montreal British	1Cy.25"–22" 21RHP J.&R.Weir,Montreal	
734 LMHG	**Mathilde** *H.Beck* *Elec.light*	Steel Sc Sr 1 *Dk*	1260 925 790					1892	Flensburg Schiffsb.Ges. Flensburg	H.Schuldt	227·9 | 34·3 | 14·1 Q71' B57' F27'	Flensburg German *WB*	T.3Cy.16",26"&43"–33" 106NHP Flensburger Schiffsb.Ges.	
735 — KJQC	*Fr.Aldag*	Steel Sc Lr 1 *Dk*	154 147 74					1906	Danziger Schfw&Msch Danzig	Leerer Herings-fischerei Act.Ges.	93·7 | 21·4 | 9·8 Q15'	Leer German	C.2Cy.9½"&18"–12½" 10NHP Christiansen&Meyer,Harb	
736 — JSPN	*C.Ellefsen*	Iron Sc Sr (*ex* Nancy Grey) 1 *Dk*	113 110 40					1883	Trndhjms Mek.Værks. Trondhjem	Tönsberg Hvalfangerie (O.Hytten, *Mgr.*)	87·6 | 17·0 | 10·9 len05	Tönsberg Norwegian	C.2Cy.11½"&25½"–18" NE&B93 23NHP AkersM.V.Xia.	
737 104588 NPGR	**Matiana** *C.H.F.N.Lane* –15 3 *Dks(2Stl–Uteaks)&deep framing* *Elec.light* Wireless	Steel Sc Sr	5313 4758 3286	✠ 11,94 ✠	Gls	*z*		1894 11mo	A.&J. Inglis Glasgow	British India Stm. Nav.Co.Ld. *WB=Cell DBa 98' uE&fB 90' f 148'897t*	420·4 | 49·1 | 29·5 P42'B112'F56' BK10"	Glasgow British 454NHP 2DB,*12cf*,GS242,HS7272 A.&J.Inglis,Glasgow	T.3Cy.28",46"&74"–60"	32 " 3
738 HTWP	**Matienzo** *A.Mintegui* –16 *ss* Npt.No.3–11,11 *ss* Trn.No.1–16 1 *Dk(Irn)&deep framing*	Steel Sc Sr	1874 1721 1065	✠100A1 12,17 ~~4,16~~ ✠LMC BS ~~1,16~~ 1,18 MS5,16	Trn NYk	*r*	5,16	1899 6mo	R.Thompson&Sons Sunderland A&OP	Soc Anon Maritima Vizcaina *WB=Cell DBa 82' uE 18' f 112'569t*	276·5 | 40·5 | 17·9 P23'B64'F27' FK	Santander Spanish *4BHCem APT112t*	T.3Cy.20¾",33"&54"–39" (*s*) 160lb *80lb* 185NHP 2SB,*6pf*,GS78,HS2872 N.E.MarineCo.Ld.Sld.	20 " 5 s 3 " 1 17 " 8
739 155252 KLWC	**Matilda Weems** (*ex* Oneida,*ex* El Callao)	Iron Sc Sr *ssN.Yk.No.3–3,94* 1 *Dk(Irn)&Awng dk*	1323 — 1091	✠ *Awng dk withfreeboard* 7,97 ✠	NYk	*m*		1885 4mo	Ramage& Ferguson Leith	Baltimore& Carolina S.S.Co. *WB = FPT 17t APT 8t*	210·2 | 31·2 | 12·0 B38' 18·4 FK	Baltimore Utd. States *4BHCem MT11'118t*	C.2Cy.26"&50"–36" 106NHP 1SB,*3pf*,GS54,HS1533 Ramage&Ferguson,Leith	
740 89 QPNM	**Matilde** *P.Ingrassia* (*ex* Balaclava)	Iron Sc Sr *ss* Hpl.No.3–12,84 1 *Dk 2trB*	337 305 185	12,84	Hpl	*f*		1876 6mo	Aitken& Mansel Glasgow	G.Zalapi fu V. *WB=FPT&APT*	144·1 | 21·9 | 11·8 Q75' F23' *4BHCem*	Palermo Italian NB12 37NHP Kincaid,Donald&Co.,Gls.	C.2Cy.17"&30"–24"	12 " 4
741 2 QPNS	**Matilde Poli**	Steel Aux Sc Sr *Oil Eng.* 1 *Dk* (*See Sailing Ship Register.*)	240 216 153					1915	Cant.Nav. Poli Chioggia	R.Poli	107·4 | 23·0 | 12·6	Chioggia Italian	Oil Engine 2S.C. 2Cy.13"–13$\frac{35}{75}$" J&CG Bolinders Co Ld Skm.	
742 118630 VPQW	**Matina** *ss* Liv.No.3–1,17 *F.J.Downes* –16 *Ref.Mchy.* *Elec.light* Wireless	Steel Sc Sr *ss Mch.No.2–11* 2 *Dks(Stl)&Shelter dk (Stl–ws) lower dk in Nos.1,3&4 holds*	3870 3620 2498	100A1 *Shelter dk withfreeboard* ~~2,17~~ 2,15 4,18 BS ~~8,17~~ 8,15 ~~8,16~~ LMC7,16 MS7,16	Liv Lon		~~9,16~~ 4,18	1904 3mo	Swan,Hunter&Wigham Richardson, Ld Newcastle *Lloyd's SA&CP*	Elders&Fyffes,Ld. *WB=Cell DBa 91' uE&fB 64' f 144'645t Tanks at sides of Tunnels 43'240t FPT 75t*	350·4 | 46·1 | 29·4 F40' FK	Newcastle British *6BH,1 to lwr dk only, Cem* 180lb 515NHP 4SB,*12cf*,GS268,HS9230 Wllsnd Slpwy.Co.Ld.Nwc.	T.3Cy.27",46"&75"–48" (*s*) 32 " 0 s 7 " 2 25 " 3
743 213157 LFDJ	**Matinicock** *Pierson* –16 (*ex* Leda) *Elec.light* *Mchy.Aft* Wireless	Steel Sc Sr 2 *Dks(Stl)&Shelter dk(Stl) &Web frames* *Longitudinal framing*	6766 6134 3861	✠100A1 *Shelter dk withfreeboard* 9,17 ~~12,16~~ ✠LMC1,14 *Carrying Petroleum in bulk* *Fitted for oil fuel* 1,14	NYk NNs MS8,17	*c*†	5,16	1914 1mo	Howaldtswerke Kiel *Lloyd's SA&CP*	Standard Oil Co. (New Jersey) *WB=Cell DBa 218t DT f53'425t*	459·1 | ~~51·6~~ 60·0 | 28·8 *&Bf65'* FK *FPT 135t APT 68t*	Bayonne NJ Utd. States 16BH 12BH to Udk 4 „ „ 2nd pt Cem pt Asp	O4Cy.25"36½"52½"&74½"–52" 213lb *120lb* (*s*) 528NHP SSB,*9cf*,GS163,HS7014 FD Howaldtswerke,Kiel *dk*	28 " 9 s 4 " 2 25 " 0
744 171230 MODR	**Matipid** *A.Balle* F&YM 9,13	Wood Sc	245 — 113					1902	Borneo S.B.Co. Sandakan	Pujalte&Co.	115·0 | 25·5 | 11·0	Manila Utd. States	C.2Cy.11¼"&22½"–15" 16NHP	
745 97802 TPVW	**Matje** ~~*Holte* 17–17~~ ~~*Holcenter* –16~~ *ss* Axr 2nd No.3–4,15 (*ex* Prince Ja Ja) ~~*J.Holte* 17–17~~ *Mchy.Aft*	Steel Sc 3 Mst Sr 1 *Dk(Irn)*	278 220 102	✠100A1 ~~1,16~~ 5,18 Axr Hul BS ~~11,16~~ LMC4,16 ES ~~1,17~~	Grk	*f*	11,16	1890 7mo	W.Thomas &Sons Amlwch *Lloyd's SA&CP*	~~J.A.Steele~~ ~~W.A.Bowater,Ld.~~ W.H.Bowater,Ld. (P.F.Eckles, *Mgr.*)	140·8 | 24·3 | 9·8 Q42'F22' FK	Ayr British *3BH*	C.2Cy.18¾"&36"–24" (*a*) 100lb 49RHP 1SB,2*pf*,GS45,HS1112 DeWinton&Co.Carnarvon	10 " 8 s " 8 10 " 3
746 92204 LFPH	**Matoa** *C.L.Parmenter* 2 *Dks* *Mchy.Aft* *Elec.light* Sub.Sig.	Steel Sc	2311 2183 1836					1890	Globe Iron Works Co. Cleveland,O.	Warren Transportation Co. *WB*	290·6 | 40·3 | 21·1 H—F36'	Boston Utd. States	T.3Cy.24",38"&61"–42" 241NHP GlobeIrnWksCo.,Clevelnd	
747 120625 HDSK	**Matoppo** *D.I.Isbister* –17 2 *Dks(Stl)&deep framing* *Elec.light* Wireless	Steel Sc Sr *ss* Nwc.No.2–13	5280 5037 3420	✠100A1 9,17 ~~12,16~~ NYk ~~BS12,16~~ LMC10,15 BS ~~12,16~~ 9,18	Nwc	*z*	~~12,16~~ ~~9,17~~	1905 11mo	W.Hamilton&Co.Ld. Pt.Glasgow *Lloyd's SA&CP* *WB = Cell DBa 136' uE23' f 171' 1055t A*	Ellerman&Buck-nallS.S.Co.Ld.	400·5 | 52·0 | 28·2 P34'B121'F39' FK	London British 6BHCem *PT51t*	T.3Cy.26",44"&73"–48" (*s*) 200lb *90lb* 487NHP 3SB,*9cf*,GS173,HS6687 FD D.Rowan&Co.Glasgow	31 " 0 s 6 " 5½ 24 " 11
748 KGLN	**Matouba** *Prudome* *Well deck* *Mchy.Aft*	Steel Sc 3 Mst Sr *ss* Fort de France No.1–12 1 *Dk(Stl)*	446 294 172	✠100A1 11,15 d ✠NE&B 10,05 *fitted 08* ✠LMC MS9,15 BS7,15	Fort e France	*f*	~~N7,11~~ 1,17	1908 11mo	W.Walker Maryport *Lloyd's SA&CP*	Cie.Générale Transatlantique *WB=FPT 50t*	140·0 | 26·1 | 11·1 Q72'B7'F26' FK	Havre French *3BHCem APT3t*	T.3Cy.13½",21½"&34½"–27" 160lb *80lb* (*r*) 77NHP 1SB,*3pf*,GS47,HS1393 Hutson&Sons,Ld.Glasgow	12 " 3 s 4 " 5½ 12 " 0
749 118745 HCGN	**Matra** *W.Robertson* 15–11 (*ex* Drumgeith) 1 *Dk(Stl)&Spar dk(Stl)* *Elec.light*	Steel Sc Sr *ss* Gls.No.2–13 *&deep framing*	3883 3623 2472	✠100A1 *Spar dk* 11,16 ✠LMC MS1,15 BS ~~12,16~~ 12,17	Cal	*w*	~~8,15~~ 10,17	1905 3mo	J.Priestman&Co. Sunderland *Lloyd's SA&CP*	T.&J.Brocklebank,Ld. *WB=Cell DB a 126' uE8' f 152'843t*	355·0 | 48·0 | 17·7 P31'B98'F35' 26·2 FK	Dundee British 6BHCem *APT75t*	T.3Cy.25'42"&68"–48" (*s*) 180lb 371NHP 3SB,*9cf*,GS183,HS6078 Wllsnd Slipwy.Co.Ld.Nwc	29 " 0 s 5 " 8 23 " 9

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. Late Name if any. / Special Surveys. No. of Decks, &c.	3	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 Built. By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed. If not in L. R. Date of last Part. Cert.
750 211715 LDGB	**Matsonia**	**SteelScSr**	9728 9102 6173	✠100A1 *Shelter dk with freeboard* 10,16 ✠LMC11 15 *Fitted for oil fuel* 1 1,13 *F.P.*	SFo		10,16	1913 11mo *above*	Nwprt Nws S.B.&D.D.Co. Newprt News A&CP	MatsonNav.Co. *Intermediate* 150° F. *WB = CellDB*	480·0 58·1 36·5 *Tween dk BH in forehold dispensed with* *uE&B117' f222' 15*	FK 1*B* 6*B* 1*B*	S. Frncisco Utd. States *Asp H to Shltr dk* *H to Upr dk* *H to 2nd dk* *86t DT f 68'*	T.4Cy.35″,62″&(2)81″–66″ 250lb *150lb* (*s*) 1580NHP 3SB.&6Water tube boilers HS26400 NewportNewsSB&DD.Co. *only* *706t FPT115t APT166t*	45 ″ 0 s 15″ 2 30 ″ 6	
751 13676 LMKW	**Matsu Maru** *(WRECKED 1,17)* *I.Iwamoto08–10* (*ex*Hsiping) *Elec.light* 1*Dk&Awng dk*	**SteelScSr**	2103 1897 1565					1897	Howaldts-werke Kiel	HaradaKisen KabushikiKaisha	274·5 41·3 21·1 B52'F42'			Kohama Japanese *WB*	T.3Cy.20″,31⅞″&51½″–35½″ 156NHP Howaldtswerke,Kiel		
752 17021 MJLQ	**Matsura Maru** *K.Okura13–14* *ss*Kob.No.1–17 *Elec.light* 1*Dk*(*Stl*) *Cargo battens not fitted*	**SteelScSr**	3180 2880 1943	✠100A1 12,16 11,17	Nag Kob	*y*	~~12,16~~ 10,17	1913 6mo *Lloyd's*	Russell& Co. Pt.Glasgow	MitsuBishiGoshi Kaisha *WB = CellDBa*	331·0 49·0 21·9 P27'B98'F35' 100'*uE&B37' f* 150'	FK BK11″	Tokio Japanese 5*BHCem* *919t APT80t*	T.3Cy.23″,37″&61″–42″ (*s*) 180lb *100lb* 285NHP 2SB,*6cf*,GS110,HS4700 ClydeS.B.&E.Co.Ld.P.Gl.	24 ″ 3 s 4 ″0½ 20 ″ 7	
753 16937 MLDQ	**Matsushima Maru** 1*Dk*	**SteelScSr**	199 182 115					1914	S.Nagata Osaka	MatsudaKisen GomeiKaisha	117·5 19·2 10·6		Nishino-miya Japanese	T.3Cy.9¼″,15″&24½″– S.Nagata,Osaka		
754 1410 HJWL	**Matsuyama Maru** *H.Abe* *ss*Yka.No.3–3,97 (*ex*Kaisow) *ss*Kob.No.2–06 2*Dks*(*Stl–Uws*)3*trB*	**SteelScSr**	3023 2806 1886	✠ 10,06 ✠NB2,04 ✠	Kob	*y*		1885 12mo	JLThomp-son&Sons Sunderland	NipponYusen KabushikiKaisha *WB = CellDB*	350·0 40·9 25·8 868'F42' *a94' uE&B54' f140'*	BK11″	Tokio Japanese 7*BHAsp* *441t FPT30t*	T.3Cy.30″,47″&75″–48″ 433NHP 2DB,*12cf*,GS195,HS7172 T.Richardson&Sons,Hpl.	28 ″ 7	
755 14928 LWHN	—	**SteelScSr**	423 — 247					1912	S.Nagata Osaka	MatsudaKisen GomeiKaisha	149·3 21·6 15·5 B30'	*WL*	Nishino-miya Japanese	T.3Cy.10½″,17⅜″&28⅞″–20″ E&B*made*05 36NHP T.Kubo,Osaka		
756 1700 HLDS	**Matsuyama Maru No. 1** 2*Dks*	**Wood ScSr**	323 296 200					1897	Nakamura Ushitaro Osaka	ChishimaKisen KabushikiKaisha	139·2 20·0 14·9		Hakodate Japanese	C.2Cy.17″&34″–24″ 47NHP OnoSeikichi,Osaka		
757 10352 LBQP	**Matsuye Maru** 2*Dks*	**SteelScSr**	700 663 400					1907	Osaka IronWorks Osaka	OsakaShosen KabushikiKaisha	186·8 26·3 18·1 P35'F21'	*WB*	Osaka Japanese	T.3Cy.13″,21½″&36″–27″ 67NHP OsakaIronWorks,Osaka		
758 131444 HWGK	**Mattawa** *A.Ogilvie* –16 *ss*Liv.No.1–15 (*ex*Franktor,*ex*SaintHugo) 2*Dks*(*Stl*) *Elec.light* *Carrying fuel oil F.P. above 150° F. in D.B.&D.T.*	**SteelScSr**	4874 4605 3058	✠100A1 4,18 3,15 ✠LMC9,15	Liv Brs	*y*	4,17	1912 7mo *Lloyd's*	AM'Millan &Son,Ld. Dumbarton	CanadianPacific Rly.OceanLines (CanadianPacific OceanServices,Ld. *Mgrs.*) *WB = Cell*	401·0 52·1 27·3 Q36'B126'F48' *DBa117' uE&B42' f*	FK	Liverpool British 7*BHCem* *188'955t DT*	T.3Cy.27″,44″&73″–48″ (*r*) 180lb 458NHP 3SB,*9cf*,GS181,HS7860 D.Rowan&Co.Glasgow *f27'745t FPT70t APT45t*	30 ″ 0 s 5 ″ 8 24 ″ 9	
759 6 QPNV	**Matteo Verderame** *G.Figari* –10 (*ex*Oberon)	**SteelScSr**	900 704 534					1890	Huijgens& vanGelder Amsterdam	M.Verderame e Figli	210·9 30·6 15·6 Q66'H45'F26'	*WB*	P.Empdcle Italian	T.3Cy.15″,25″&40″–36″ 96NHP Maats.de"Maas,"Rot.		V
760 203907	**Matthew Andrews** *Mchy.Aft* *Elec.light* 1*Dk*	**SteelScSr**	7014 — 5497					1907	American S.B.Co. Cleveland	KinsmanTransit Co. (H. Steinbrenner *Mgr*)	532·0 56·0 31·0	*WB*	Cleveland Utd.States AmericanS.B.Co.Clevelnd.	T.3Cy.23½″,38″&63″–42″ 257NHP		
761	**Matthew Flinders** *J.G.Rosney17–17* 1*Dk*(*Stl*) *Elec.light Mchy.Aft* (*Suction Dredger*)	**SteelTwinSc**	~~1250~~ 1180 1076 473	✠100A1 *Hopper Suction Dredger* 12,17 ✠LMC7,11 ~~*1st Class Contemplated*~~	Syd			~~1916~~ 19~~17~~ 1mo *Lloyd's*	Mort'sDck &Eng.Co.Ld. Balmain	VictorianState Government	233·6 ~~37·0 16·5~~ F29' 37·2 15·1	FK	Melbourne British 4*BHCem* *FPT68t APT62t*	T.6Cy.15″,24″&40″–27″ (*s*) 160lb *120lb* 199NHP 2SB,*6cf*,GS126 HS3490 Mort'sDk.&ECoLd.Balmn	16 ″ 6 s 3 ″ 1 13 ″ 6	
762	— *J.Buchanan* –14 *Elec.light* 1*Dk*	**SteelSc**	450 372 172					1914 7mo	Fleming& Ferguson,Ld. Paisley *Lloyd's*	Government of Queensland	160·3 28·1 14·2 B42'F31'	BK8″	Brisbane British 5*BHAsp*	T.3Cy.15¼″,24″&40″–27″ (*s*) 180lb 167NHP 2SB,*6cf*,GS99,HS3644 Fleming&Fergusn,Ld.Psy.	14″11 ~~s2″1½~~ ~~13″10~~	
763 MNKV	**Matti** *E.Brekke09–15* (*ex*Poolster, *ex*CarlLehnkering) 1*Dk*(*Stl*) *Elec.light* *&deep framing*	**SteelScSr**	2139 1973 1307	✠ 2,11 ✠	Rot	*s*		1907 7mo	A.Vuijk& Zonen Capelle a/d Ysel	BechsRederi Akties. (CarlBech &Co.*Mgrs.*) *WB = CellDB*	280·8 41·1 20·3 P18'B74'F27' *a84' uE&B32' f* 126'	FK	Tredstrnd Norwegian 4*BHCem* *568t APT90t*	T.3Cy.22½″,37″&61″–39″ 247NHP 2SB,*6cf*,GS106,HS3926 G.T.Grey,SouthShields	22 ″ 9	V
764 11386 RSPH	**Matunga** *N.E.Smith* –17 *ss*Syd.No.3–2,13 (*ex*Zweena) 1*Dk*(*Stl*)*&Shelter dk* *Elec.light* *lower dk in fore hold,* Wireless *hold beams aft*	**SteelScSr**	1618 1266 1015	~~✠100A1~~ *Shelter dk* 12,16 ~~B&S 12,16~~ ~~✠LMC11,16~~	Syd	*r*	6,16	1900 5mo	Napier& Miller,Ld. Glasgow A&CP	Burns,Philp&Co. Ld. *WB = CellDB a* 62′*uE* 16′	FK	SydnyNSW British 4*BHCem* *in B space* 22′	T.3Cy.22½″,38″&62″–42″ (*s*) 180lb *70lb* 273NHP 1SB,*4cf*,GS84,HS3389 Dunsmuir&Jackson,Gls. *f122'347t FPT29t APT17t*	19 ″ 9 s 1″10½ 18 ″ 2	
765 113978 SQFN	**Matura** *A.Buchan* –13 (*ex*Amarapoora) *Elec.light* Wireless 2*Dks*	**SteelScSr**	4550 4061 2923					1901	W.Denny &Bros. Dumbarton	TrinidadShppg.& Trdg.Co.Ld.	376·3 48·3 27·3 P35'B127'F34'		Glasgow British *WB*	T.3Cy.27″,44″&71″–54″ 370NHP Denny&Co.Dumbarton		C
766 JMLB	**Mátyás Király** *L.Tonkovich04–12* *ss*Tri.No.3–11,04 *ss*Fiu.No.2–13 1*Dk*(*Stl*) *&Spar dk*(*Irn*)*&Webframes*	**SteelScSr**	1552 1387 944	✠ 4,16 *Spar dk with freeboard* ✠	Fiu	*p*		1892 12mo	Wigham Richrdsn&Co Newcastle	Royl.Hungar'nSea Nav.Co.Adria,Ld.	240·0 34·0 14·0 P28'B55'F31' 21·2 *WB = CellDB* 199′	FK	Fiume Aust.-Hung. 4*BHCem* *304t APT21t*	T.3Cy.20″,32″&53″–36″ NDB09 181NHP 2SB,*4rf*,GS80,HS2868 WighmRichrdsn&Co.Nwc	23 ″ 6	
767 MBCH	**Maua** (*ex*MegMerrilies)	**IronPadSk**	279 226 66					1883	Barclay, Curle&Co. Glasgow	LeopoldinaRly.Co. Ld.	210·3 21·4 7·2		R.Janeiro Brazilian	C.D.2Cy.24″&43″–60″ NB00 119NHP *Cpd.*98A.&J.Inglis,Gls.		
768	**Mauban** *G.Roses* *ss*Cdz.No.1–13 *ss*Man.No.3–9,13 1*Dk*(*Stl–ws*)*&deep framing* *Well deck* *lower dk in fore hold*	**SteelScSr**	1253 1015 791	✠100A1 3,18 2,16 ~~Survey 11,17~~ ~~B&S 11,17~~ ~~✠LMC2,13~~	Man Cdz	*o*	~~2,16~~ 3,18	1900 10mo	Cmpbltwn S.B.Co. Campbeltwn A&CP	CiaGen.deTabacos deFilipinas *WB = C*	230·0 34·5 17·3 Q79'B57'F28' ND14	FK	Manila Utd.States 4*BHCem* *ellDBa* 54′ *f* 94′ *224t*	T.3Cy.17½″,27½″&45″–33″ (*s*) 160lb *s80lb* PNDB13 *100lb* 120NHP 1SB,*3cf*,GS68,HS1870 J.G.Kincaid&Co.Grk.	18 ″ 3 s 1 ″8½ 16 ″10	
769 93133	**Mauch Chunk** *Elec.light* *Mchy.Aft* 2*Dks*	**SteelScSr**	4499 — 3609					1901	Union Dry Dock Co. Buffalo,N.Y.	LehighValley Transportn.Co.	381·7 50·5 15·5 28·0		Buffalo Utd.States *WB*	Q4Cy.20½″,30″,43½″&63″–42″ 257NHP		

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terre assignée par le comité d'Enregistrement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.
770 MDCJ	**Maud** L.H.Stranger 06-07 1 Dk (Stl) & deep framing	Steel Sc Sr 2117 1973 1351	✠ — 2,16 ✠	Rot	s		1907 2mo	Fevigs Jernskibsbyg Fevig	Acties. Maud (Hjalmar Röed & Co.) Intermediate Bul WB = Cell DBa &	289·1 | 42·0 | 19·4 P26′B76′F29′ FK			Tönsberg Norwegian	T.3Cy.22″,36″&59″–39″ 230 NHP 2SB,6pf,GS111,HS3454 khead in forehold di Richardsons, Westgarth uE 112′ uB 12′ f 116′ 564′ APT 49′ & Co. Ld. Mdb.	21 ″ 9
771	**Maud II.** (ex Aalesund)	Steel Sc Sr 262 156 151 1 Dk					1905	Mjellem & Karlsen Bergen		128·1 | 21·4 | 10·7 Q18 t B54 t H5 t F35 t			Russian	C.2Cy.13½″&30″–22″ 37 NHP Mjellem & Karlsen, Bergen	
772 For full particulars See No. 9 in Supplement	**Maui** Elec. light Ref. Mchy. Mchy. Aft	Steel Twin Sc Sr 9730 9100 6170	100A1 Shelter dk with freeboard (Class Contem plated)				1917	Union Iron Works Co. San Francisco	Matson Nav. Co.	484·0 | 58·1 | 32·4			S. Frncisco Utd. States	2 Steam Turbines geared Westinghouse Co. Pittsburgh, Pa.	
773 Wrecked 3.17	**—** J. Sack Elec. light	Steel Sc Sr 631 — 404 1 Dk					1898	Union Iron Works San Francisco	Inter Island Steam Nav. Co. Ld.	171·0 | 30·1 | 14·3 B57′F26′			Honolulu Utd. States	T.3Cy.12¾″,19″&32″–24″ 50 NHP Union Iron Works, S. Fo.	
774	**—** J. Benton (Bucket Hopper Dredger) Elec. light	Steel Twin Sc 558 539 251 1 Dk (Stl)				4,16	1909 12mo	W. Simons & Co. Ld. Renfrew	Gisborne Harbour Authorities	168·0 | 31·1 | 11·4 Q15′RFD19′ FK Lloyd's & CP			Auklnd NZ British	T.6Cy.11″,17″&28″–21″ (s) 160 lb 78 RHP 5 BH Cem WB = FPT 24 t	13 ″ 9 s 2 ″ 7 11 ″ 4
775 Wrecked 7.17	**Maullin** J. M. Svarrer (ex Voreda) Mchy. Aft Well deck	Steel Sc 3 Mst Sr 509 490 254 1 Dk (Stl)	✠ ~~100A1~~ 2,15 BS3,17 BS10,16 ✠ ~~LMC11,14~~	Vpo	j	2,15	1906 6mo	R. William-son & Son Workington	Cia. Carbonifera y de Fundicion Schwager	182·2 | 27·8 | 12·2 Q101′B11′F22′ FK Lloyd's & CP			Valparaiso Chilian	T.3Cy.15″,25½″&41″–30″ (s) 160 lb 109 NHP 3 BH Cem WB = DBf 99′ 133 t FPT 53 t	14 ″ 7 ~~″ 10~~ ~~11 ″ 6~~
776 HBKJ	**Maumee** J. Jörgensen 15–15 (ex Djursland. ex Veerhaven, ex Maylands)	Steel Sc Sr 2556 2345 1615					1897	Furness, Withy & Co. Ld W Hartlepool	Foreign Transport & Mercantile Corp	305·5 | 41·9 | 19·8 P29′B84′F31′			New York Utd. States	1SB, 3pf, GS57, HS1889 Ross & Duncan, Glasgow T.3Cy.23″,37″&61″–39″ 232 NHP T. Richards n & Sns. Ld. Hpl.	
777 KGMB	**Maumusson** Machefaux	Steel Sc K 249 220 68 (Trawler) 1 Dk					1905	Smith's Dock Co. Ld. North Shields	O. Dahl	125·6 | 22·0 | 12·1 Q51′F21′			La Rochlle French	T.3Cy.12½″,20″&34″–25″ 58 NHP Shields Eng. Co. Ld. N. Shl.	
778 122947 HJLN	**Maun** W. Freshney –14	Steel Sc K 271 246 151 ss Flt. No. 1–10 1 Dk	✠ 100A1 Stm Trawler 10,12 BS3,14 LMC 11,10	Flt		7,12	1906 10mo	Smith's Dock Co. Ld. North Shields	Wyre Steam Trawling Co. Ld. (J. N. Ward & Son, Mgrs.)	130·6 | 22·0 | 12·2 Q72′F21′ BK 7½″			Fleetwood British	T.3Cy 12½″,21″&34″–25″ (s) 180 lb NB15 85 RHP 3 BH Cem 1SB, 3cf, GS45, HS1470 Shields Eng. Co. Ld. N. Shl.	13 ″ 0
779 204923 KWMP	**Mauna Kea** W. Freeman Elec. light	Steel Sc Sr 1566 977 940 2 Dks					1908	Union Iron Works S. Francisco	Inter Island Steam Nav. Co. Ld.	239·3 | 36·2 | 16·7			Honolulu Utd. States	T.3Cy.24″,37½″&62″–39″ 240 NHP Union Iron Works, S. Fo.	
780 77228 KQBV	**Mauna Loa** C. Pedersen Elec. light	Wood Sc Sr 850 — 536 (ex James Spiers) 1 Dk & Awng Dk					1896	Hall Bros. Port Blakeley	Inter Island Steam Nav. Co. Ld.	176·8 | 33·9 | 16·1			Honolulu Utd. States	T.3Cy.15½″,26″&43″–33″ 106 NHP Fulton E. & S. B. Wks. S. Fo.	
781 92974	**Maunaloa** Elec. light Mchy. Aft	Steel Sc 4952 4781 4004 1 Dk 2 tr B					1899	Chicago S. B. Co. Chicago	Pittsburgh S. S. Co.	430·0 | 50·2 | 24·0			Duluth, Minn. Utd. States	Q.4Cy.17″,27″,42″&64″–42″ 265 NHP Chicago S. B. Co. Chicago	
782 127810 TVSJ	**Maunganui** L.C.H. Worrall 97–11 Elec. light 3 Dks (UStl–ws & 2nd dk pt Stl) Ref. Mchy. & Promenade dk (Stl-teak s) Wireless & Web frames	Steel Twin Sc Sr 7527 7022 4542	✠ 100A1 2,17 9,15 11,17 BS12,15 ✠ LMC MS6,17 BS11,16 11,17	Ddn	b †	~~6,15~~ 11,17	1911 12mo	Fairfield Co. Ld. Glasgow	Union S. S. Co. of New Zealand, Ld. WB = Cell	430·8 | 55·7 | 31·2 FK & BK 2″ DBa 79′ uE & B 151′			London British	Q8Cy24½″35½″50½″&73″–45″ 220 lb (r) 1304 NHP 7 BH Cem 2D&2SB, 24cf, GS517, HS20400, APT 140 t	34 ″ 0 s 9 ″ 6 FD 25 ″ 2
783 MGLV	**Maur** J. Svensen –11	Steel Sc Sr 1099 962 649 1 Dk					1911	Trndhjms Mek. Værks Trondhjem	Dampskakties Björn (T. Hansen, Mgr.)	226·4 | 36·5 | 15·4 H56 t F29 t			Risör Norwegian	T.3Cy.17″,27½″&46″–30″ 116 NHP Trondhjems M V Trondhjm	
784 119205 HBMG	**Maureen** M. Adamson –10 1 Dk (pt Irn & pt Stl) & Web frames	Steel Sc Sr 2476 2268 1576	✠ 100A1 6,16 4,18 Examined 7.17 BS1,17 BS1,16 ✠ LMC 4,15	Lon	t	~~4,16~~ 4,18	1904 10mo	S. P. Austin & Son, Ld. Sunderland	Marquess of Londonderry (D. N. Grimes, Mgr.)	310·1 | 44·2 | 20·3 P23′B60′F33′ FK WB = Cell DBa 98′ uE & B 136′			Sundrland British	T.3Cy.22½″,37″&61″–39″ (s) 160 lb 90 lb 254 NHP 5 BH Cem 2SB, 6pf, GS112, HS4120 N.E. Marine Eng. Co. Ld. Sld f 130′ 664 t FPT 96 t APT 140 t	22 ″ 10 s 3 ″ 11 19 ″ 3
785 124093 HLTQ	**Mauretania** W.T. Turner –17 Elec. light 4 Dks (Stl) Shelter dk (Stl–ws) Ref. Mchy. & lower Orlop dk (Stl) Sub. Sig. Wireless in fore & after holds	Steel Quad Sc Sr 30704 25138 12797	✠ 100A1 8,15 Examined 7.17 BS2,18 ~~BS8,15~~ ✠ LMC MS1,16	Liv		~~8-3,14~~ Pa 3,14 Sf 5,15 Pf 5,15 Po 2,18 Sd 2,18	1907 10mo	Swan, Hunter & Wigham Richardson, Ld Newcastle	Cunard S. S. Co. Ld. WB = Cell DBa	762·2 | 88·0 | 57·1 Promenade dk 452′ Boat dk 584′ FK F305′ Lloyd's & CP 46′ uE & B 481′ f 125′			Liverpool British	4 Steam Turbines (s) 195 lb FD 11 BH Asp Wllsnd Slpwy. Co. Ld. Nwc. 4389 t D T f 44′ 546 t FPT 202 t APT 53 t	60 ″ 9 s 25 ″ 1 36 ″ 3
786 23 QPRB	**Mauritania** Azzarini ex Donar)	Iron Sc Sr 1594 1588 961 (ex Hogland, 1 Dk & Spar dk & 3 tr B					1882	Akt. Ges. "Weser" Bremen	Lertora & C.	263·7 | 34·5 | 17·5 23·4			Genoa Italian	C.2Cy.34″&59″–42″ 188 NHP A.G. "Weser," Bremen WB	
787 KGNL	**Mauritanie** Lucas –13 Mchy. Aft	Steel Sc 767 612 442 1 Dk					1913	Scott & Sons Bowling	Maurice Castanié	200·3 | 36·1 | 10·7 B16′Q50′F23′			Oran French	T.3Cy.13½″,22½″&36″–24″ 36 NHP W.V.V. Lidgerwood, Gls. WB	
788 KGNJ	**—** A. Fourney –14 (ex Catherine) Wireless	Steel Sc Sr 446 376 198 (Trawler) 1 Dk					1908	Blasse & fils Nantes	J. Huret	152·5 | 24·9 | 13·1			Boulogne French	T3Cy13.3/16″22¼″&34 1/16″-24½″ 58 NHP A. Maucour & fils, Nantes WB	
789 22 QPRG	**Maurizio P.** E. Gavi ex Riposto, ex Rydal Fell)	Iron Sc Sr 588 466 341 (ex Marsala, 1 Dk 2 tr B				…	1881	Murdoch & Murray Port Glasgow	Soc. Liguria Occidentale	187·6 | 26·1 | 13·8 P23′Q67′F23′ BK 7½″			Porto Maurizio Italian	C.2Cy.22″&44″–33″ NB06 86 NHP Dunsmuir & Jackson, Gls. WB	15 ″ 3
790 72860 RGHT	**Mausang** G.H. Alcock –15	Steel Sc Sr 2161 1646 1644 (ex Sultan) 1 Dk 2 tr B					1893	Wood, Skinner & Co. Newcastle	Indo-China Steam Nav. Co. Ld.	275·6 | 37·6 | 18·5 Q132 t B271 t H46 t F37 t			London British	T.3Cy.20½″,34″&56″–39″ 196 NHP N.E. Marine Co. Ld. Sld. WB	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / *Master.* *Late Name if any.* / Special Surveys. No. of Decks, &c.	3	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned. now expired. Equipment. Letter.	7* Date when tail shaft last seen.	8 Built. When	9 Built. By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of ft. of Trade Cert.
ssing since 8,17																	
791	**Maverick**	SteelSc3MstSr	1561					1890	Columbian DryDockCo. Baltimore	J.F.Craig	240·0	36·2	17·0 / 24·0	S.Frncisco Utd.States *WB*	T.3Cy.19″,30″&50″–36″ NB98 150NHP Columbian DryDk.Co.,Blt.		
99171		1*Dk*&*Awndk*&	1522														
KHBS	*Carrying Petroleum in bulk* *Webframes* *Fitted for oil fuel*		1118														
792	**Mavisbrook**	SteelScSr	3152	✠100A1	Npt	*v*	~~6,16~~ 10,17	1912	J.Blumer &Co. Sunderland	SS.TregennaCo.Ld (Miller&Richards, ~~Mgrs~~ Ld *Mgrs*)	332·5	48·7	21·9 / P28′B101′F32′ FK	Glasgow British	T.3Cy.23″,38″&61″–42″ (*s*)	24 ″ 3	
133004	*P.H.Gray* –17	*ss*Grk.No.3–10,17	2960 ~~10,17,18~~ 4,18		GrkCR			1mo							180lb *120lb* 284NHP	s 4 ″ 0	
HVCS		1*Dk*(*pt Irnpt Stl*)	1965		✠LMC~~6,16~~ 10,17		4,18	*Lloyd's*	*A&CP* *W*	*B=CellDBa*119′*u*			*E*25′*f*137′846*t FPT*		2SB,*6cf*,GS116,HS4700 N.E.MarineEng.Co.Ld.Sld	20 ″ 8	
793	**Mawatta**	SteelScSr	1096					1904	Fried. Krupp,A.G. Germania-Werft Kiel	Requisitioned by theCommonwealth ofAustralia	210·6	32·7	14·6 / P125′F31′	London British *WB*	T.3Cy.19$\frac{13}{16}$″,31$\frac{1}{2}$″&51$\frac{3}{16}$″–35$\frac{7}{16}$″ 156NHP Fried.Krupp,A.G. Germania-Werft,Kiel		
139034			722														
JLDN	(*ex*Germania)	1*Dk*	539														
	Elec.light																
794	**Mawhera**	SteelTwinSc	648			...	2,16	1908	W.Simons &Co.Ld. Renfrew	Greymouth HarbourBoard	175·2	32·1	11·9 / P11′F19′ FK	Wellingtn, N.Z. British *5BHCem*	T.6Cy.13″,20$\frac{1}{2}$″&34$\frac{1}{2}$″–22″ 160lb (*s*) 141NHP 2SB,*4cf*,GS88,HS2560 W.Simons&Co.Ld.Rnf.	14 ″ 6 ~~2 11½~~ ~~1 8~~	
121381	*W.Earl* –09	*ss*Wln.No.1–13	606					10mo									
QCVM	*Elec.light*	1*Dk*(*Stl*)	292					*Lloyd's*	*A&CP*								
	(*Sand Pump and Bucket Hopper Dredger*)																
795	**Max**	SteelScSr	241					1895	R.Holtz Harburg	C.Hoepcke,jun.	131·2	22·3	9·8 / B48′F15′	Desterro Brazilian	T.3Cy.12″,20″&32″–15$\frac{3}{4}$″ NB13 41NHP OttensenerMasch.fab. (J.F.Ahrens)nr.Altona		
855	*J.R.Moreira*05–09																
		1*Dk*2*tr B*	116														
796	—	SteelSc	175					1904	G.Seebeck Akt.Ges. Bremerhaven	Grundmann& Gröschel	115·6	21·8	10·9 / Q23′F20′	Brmrhavn German *WB*	T3Cy.10$\frac{13}{16}$″,17$\frac{7}{8}$″&26$\frac{3}{16}$″–21$\frac{1}{4}$″ 32NHP G.Seebeck A.G.Bremerhvn		G
	*H.Modernitzky*10–12 (*Trawler*)		161														
QHVT		1*Dk*	53														
797	**Max Fischer**	IronScSr	287					1884	P.Larssn& PvdLppe Thorskog	F.W.Fischer	120·9	23·1	12·0 / P18*t*B28′	Rostock German	C.2Cy.15″&26″–18″ NB03 24NHP BolinderMk.Wks.,Skm.		V
	*H.Albrand*99–99		228														
MDRK	(*ex*Ajax)	1*Dk*	169														
798	**Max M. Warburg**	SteelScSr	209					1913	Schiffb.Ges. Unterweser Lehe	Cuxhavener Hochseefischerei Akt.Ges.	124·1	22·6	9·1 / Q67′F20′	Cuxhaven German *WB*	T.3Cy.12$\frac{1}{2}$″,19$\frac{3}{16}$″&31$\frac{3}{16}$″–22″ 48NHP OttensenerMasch.Altona		G
	H.Dickhoff –13	(*Trawler*)	184														
BTVK		1*Dk*	79														
799	**Max Pemberton**	SteelScK	350	100A1				1917	Cochrane& Sons,Ld. Selby	NewingtonSteam TrawlingCo.Ld.	138·3	23·7	12·8 / Q74′F19′	Hull British	T.3Cy.13″,23″&37″–26″		
				Stern Trawler													
	Elec.light	1*Dk*		(*Class Contem plated*)											C.D.Holmes&Co.Ld.Hull		
800	**Maximus**	SteelScK	236	✠100A1	Gms		8,13	1898	Earle'sCo. Ld. Hull	AnchorStm. FishingCo.Ld. (G.S.Letten,*Mgr*)	122·7	21·1	11·7 / Q44′F21′ BK7½″	Grimsby British	T.3Cy.12″,20″&32″–23″ (*s*) 180lb 55RHP		
109833	*C.Jones* –14	*ss*Gms.No.3–3,10	217	*Well fishing*	*vessel*			11mo									
QKCM	(*ex*Ullswater)	*ss*Gms.No.1–14	134	9,14				*Lloyd's*	*A&CP*				len10 ptND10		1SB,*2pf*,GS30,HS1035 Earle'sCo.Ld.Hull		
		1*Dk*		✠NB10,11 MS1,14	✠LMC BS9,14												
801	**Maxton**	SteelScSr	5094					1912	Irvine's SB &D.D.Co.Ld. WHartlepool	Furness,Withy& Co.Ld.	375·2	50·0	24·6	Liverpool British *WB*	T.3Cy.26″,42″&70″–48″ 339NHP Richardsons,Westgarth& Co.Ld.Hpl.		C
132820	*J.T.Yeoman* –17	(*ex*StartPoint)	3673														
HVPN	*Elec.light*	2*Dks*&*Shelter dk3tr B*	3761														
	Wireless																
802	**Maxwelton**	SteelScSp	437	✠100A1	Gmh	*g*	~~2,16~~	1907	CH Walker &Co.Ld. Sudbrook	Topham,Jones& Railton,Ld.	164·0	27·1	10·8 / FK	London British *5BHCem*	T.3Cy.13″,22″&34″–22½″ (*s*) 165lb 60RHP 1SB,*2pf*,GS40,HS1248 Plenty&Son,Ld.Newbury	11 ″ 6 s 1 ″ 10 9 ″ 9	
125639	*H.Davies* –14	*ss*Gmh.No.2–16	416	*Hopper Barge*	All		NG,17	10mo									
		1*Dk*(*Stl*)	195	6,17 ~~2,16~~	✠LMC			*Lloyd's*	*A&CP*								
				~~BS8,17 BS12,15~~	MS2,16												
803	**May**	SteelScK	245					1903	W.J. Yarwood Northwich	NorthwichCarry-ingCo.Ld.	115·0	22·2	10·2	Liverpool British *WB*	C.2Cy.15″&29½″–21″ 36RHP W.J.Yarwood,Northwich		
118056	*I.Bracegirdle* –12		204														
JMOF		1*Dk*	97														
804	—	SteelTwinScSr	242			...		1899	Hawthorns &Co.Ld. Leith	Commissioners of NorthernLight-houses	116·0	22·2	11·7 / Q26′F19′ BK7″	Leith British *WB*	C.4Cy.14″&29″–18″ 76RHP Hawthorns&Co.Ld.Leith	12 ″ 6	
109593	*T.Calder* –02		203														
RCTB	*Elec.light*	1*Dk*	96														
805	—	SteelScSr	236	✠100A1	Bwg	*d*	~~4,16~~	1898	JFullerton &Co. Paisley	Kynoch-Arklow, Ld.	130·0	21·0	9·5 / Q48′B7′F23′ BK6″	Belfast British	C.2Cy.16″&32″–24″ (*s*) 100lb 50RHP	10 ″ 5 s 1 ″ 0	
108625	*J.Tracey* –15	*ss*Bkn.No 3–6,10	172	~~3,14 4,16~~	11,17 Dss Liv		8,17	8mo								10 ″ 3	
JGHF	*Mchy.Aft*	*ss*Bkn.No.1–14	93						A&CP				*WB*		1SB,*2pf*,GS41,HS973 Campbell&Caldrwood,Psy		
	Well deck	1*Dk*(*Stl*)		~~BS6,16~~ GS8,17	✠LMC5,14								*=FPT*24*t*				
		Cargo battens not fitted															
806	—	WoodScSr	156					1903	..... Maassluis	May'sRederi (M.Clausen)	107·6	20·9	10·7	Haugesnd Norwegian	T.3Cy.8½″,13$\frac{3}{8}$″&22$\frac{3}{8}$″–18½″ 22NHP Alblasserdam.Msch.Fab.		
	*Arvesen*15–15	(*ex*Burgemeester	147														
MNCT	Thr v.d.Brandeler)	1*Dk*	75														
807	—	SteelScSr	158					1911	Akers Mek.Værks. Christiania		104·5	20·1	11·9 / H5*t*	Russian *WB*	T.3Cy.12″,20″&33″–24″ 53NHP AkersMek.Værks.Xia.		N
		(*Whaler*)	153														
		1*Dk*	55														
808	—	WoodPadSp	123					1875	Hepple S.Shields	Gt.EasternRly.Co.	116·3	18·8	9·4	Lowestoft British	1Cy.35½″–54″ 42RHP Hepple&Co.,SouthShields		
72549			123														
KRPS			27														
809	—	WoodSc	121					1910	..... Milford,Del.	C.Gring	88·5	21·0	9·5	Phildlphia Utd.States			
207707																	
LBPH		1*Dk*	82														
810	**May Queen**	WoodPad	539					1869	Small& Hatheway St.John,N.B.	GrandLakeS.S.Co. Ld.	160·0	24·7	8·4 / H347*t*	StJohn,NB British	1Cy.36″–84″ NB08 60RHP		
99245	*F.E.Gilchrist* –15		192														
			340														
811	**May Scott**	SteelScSr	1465	✠100A1	Shl	*p*	6,14	1909	BlythS.B. Co.Ld. Blyth	J.Westoll	245·0	36·7	16·0 / Q90′B48′F21′ FK	Sundrland British *4BHCem*	T.3Cy.19″,31″&51″–36″ (*s*) 180lb *90lb* 181NHP 1SB,*4cf*,GS75,HS2945 N.E.MarineEng.CoLdNwc	18 ″ 4 s 1 ″ 10 16 ″ 10	
125461	(Detained at Hamburg)		1183	6,14				6mo									
HPDC	*J.T.Mellentin* –12	*ss*Shl.No.1–14	884					*Lloyd's*	*A&CP* *WB=*	*CellDBa*71′*uE&B*	35′*f*102′ 402*t FPT*			62*tAPT*79*t*			
	Well deck	1*Dk*(*Stl*)&*deep framing*			✠LMC6,14												
	Elec.light	*Cargo battens not fitted*															

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine / Ex-nom, s'il y a lieu. / Visites Périodiques. / Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RSP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.
812	**Mayachi Maru**	SteelScSr	3795	✠100A1	Kob	*w*	~~6.1.19~~ 5.17	1894	C.Connell	K.Shida	350·0|43·0|19·7	Kobe	T.3Cy.24½",40"&64"–45"(*s*)	29 " 8
18943	*T.Ikeda*13–13	*ss*Grk.No.3–3,07	3379	*Spar dk*				11mo	&Co.		P40'B82'F36' 27·0	Japanese	160lb *160lb* NDB13 308NHP	s 5·10½
MWSH	(*ex*TamiMaru,	*ss*Kob.No.2–16	2370	5,17 ~~5.16~~ ✠LMC~~4.16~~ 5.17					Glasgow		BK11'	6*BHCem*	2SB,*4rf2cf*GS100HS4092PD	24 " 11
	*ex*Ettrickdale)	1*Dk(Stl)*&*Spar dk*						*Lloyd's*A&CP		*CellDBa*	120' *uE&B* 40'*f*132'	757*t*APT80*t*	D.Rowan&Son,Glasgow	
		(*Stl*–ws)&*deep framing*												
813	**Mayaro**	SteelScSr	3896					1900	W.Denny	TrinidadShipping	359·9|45·0|26·4	Glasgow	T.3Cy.26½",42"&66½"–51"	
111294	*A.Y.Dripdale* –16	*ss*Pegu)	3464						&Bros.	&TradingCo.Ltd.	P37'Q33'B108'	British	315NHP	
RVFD	*Elec.light* Wireless	2*Dks*	2511						Dumbarton			*WB*	Denny&Co.Dumbarton	
814	**Mayasan Maru**	SteelScSr	972					1889	Howaldts-	Z.Oiye	212·9|29·5|17·7	Ojima	T.3Cy.15¾",23⅝"&39"–27½"	
8943			—						werke		B28'H46'	Japanese	80NHP	
JRPF	(*ex*MichaelJebsen)	1*Dk*&*Spar dk*	695						Kiel			*WB*	Howaldtswerke,Kiel	
815	**Mayenne**	IronScSr	281					1875	J.Read-	Soc.Les Affréteurs	134·0|21·6|12·6	Algiers	C.2Cy.14"&28"–20"	
	Morel –12	(*ex*Ettrick)	—						head&Co.	Réunis	Q45*t*B8*t*F9*t*	French	NB00 29NHP	
KGNV			158						South Shields	(J.Stern, *Mgr.*)			J.Readhead&Co.,S.Shields	
816	**Mayfair**	WoodScSr	670					1906	J.Lind-	G.S.Beadle	173·9|38·0|12·3	S.Frncisco	C.2Cy.14"&32"–24"	
162628	*B.Paulsen* –10		—						strom,			Utd.States	42NHP	
		1*Dk*	420						Aberdeen Wh				FultonE.&S.B.Wrks.S.Fo.	
817	**Mayflower**	WoodPad	778					1891	Montgom-	NantasketBeach	202·5|32·5|10·7	Boston	B.1Cy.48"–108"	
92291			—						ery&Howard	SteamboatCo.		Utd.States		
KJQL		1*Dk*	558						Chelsea,Mass				W.&A.FletcherCo.N.Yk.	
818	—	SteelScSr	370	✠100A1	Liv	*f*	5,16	1905	AilsaS.B.	ZillahShipping&	143·5|25·6|10·3	Liverpool	C.2Cy.18"&40"–27" (*s*)	12 " 11
120889	*T.Atherton* –16	*ss*Liv.No.2–14	289	5,16				10mo	Co.Ld.	CarryingCo.Ld.	Q46'B9'F26'	British	130lb 94RHP	s " 11½
HLCF	*Well deck*	1*Dk(Stl)*	140						Troon	(W.A.Savage,Ld.	BK7'	3*BHCem*	1SB,*3pf*,GS51,HS1752	12 " 8
	Mchy.Aft	*Cargo battens not fitted*		BS5,16 ✠LMC9,14				*Lloyd's*A&CP		*Mgrs.*) W*B=Cell*	*DBf*72'103*t*FPT	14*t*APT7*t*	Ross&Duncan,Glasgow	
819	—	SteelScYl	240	✠100A1	Goo	*c*	3,17	1900	LarneShip-	CottonPowderCo.	128·9|22·0| 8·6	Cardigan	C.2Cy.16"&33"–22" (*s*)	9 " 6
110519	*W.B.Stokes* –15	*ss*Lon.No.3–9,13	174	*Coasting*				6mo	buildingCo.	Ltd.	Q42'B7'F22'	British	120lb 50RHP	s " 9
RVDE	*Mchy.Aft*	1*Dk(Stl)*	91	3,17					Larne		FK&BK1½"	3*BHCem*	1SB,*2pf*,GS32,HS860	9 " 0
	Well deck			BS9,16 ✠LMC9,13				*Lloyd's*A&CP			*W B=FPT*25*t*		Muir&Houston,Ld.Gls.	
820	**Mayfly**	IronScK	191			...		1899	Cook,Wel-	J.W.Smethurst	113·8|21·0|11·3	Grimsby	T.3Cy.12",20"&33"–24"	12 " 1
110745	*E.J.Blake* –16	(*Trawler*)	174					11mo	t'n&Gemmell		Q20'	British	58RHP	
RKWB		1*Dk*	77						Hull		BK7½"	*WB*	C.D.Holmes&Co.Hull	
821	**Maylands**	SteelScSr	3840	✠100A1	N Yk	*w*	1,17	1907	W.Gray&	WilsonShippingCo	345·0|50·1|25·0	W.Hartlpl	T.3Cy.25½",40½"&67"–45"(*s*)	27 " 7
124343	*T.S.Ayers* –11	*ss*NYk.No.2–17	3610	~~0.17 1.17~~ 1,18 ~~Bds~~ Liv				9mo	Co.Ld.	Ld. (J.F.Wilson&	P27'B92'F32	British	180lb *100lb* 316NHP	s 5 " 3½
HLMS	1*Dk(Irn)*2*trB*&*deep framing*		2465	✠LMC1,17					W Hartlepool	Co.*Mgrs.*)	FK	6*BHCem*	2SB,*6rf*,GS117,HS4705	22 " 8
		3*Dk rule*						*Lloyd's*A&CP	W	*B=CellDBa*111'*u*	*E&B*42'*f*150'1035*t*	*APT*42*t*	Cen.Mar.Eng.Wrks.W Hpl	
822	**Maynard**	SteelSc	789					1899	Lobnitz&	Corporation of	163·3|36·1|14·1	Preston	T.3Cy.15",25"&40"–30"	
105240	*R.Coppack* –00		700						Co.	Preston		British	95RHP	
	Mchy.Aft	1*Dk*	427						Renfrew			*WB*	Lobnitz&Co.Renfrew	
823	**Mayrink**	SteelTwinScSr	551					1882	DavidJ.	LloydBrazileiro	180·2|30·2|10·0	R.Janeiro	C.4Cy.17"&30"–24"	
			—						Dunlop&Co.		P97*t* H25*t* F16*t*	Brazilian	B*fitted*00 73NHP	
HKBW		1*Dk*&*pt Shade dk*	375						Pt.Glasgow				David J.Dunlop&Co.P.Gls.	
824	**Mayumba**	SteelScSr	2516	✠	Liv	*s*		1890	R.Dixon&	BidstonShppg.Co.	297·0|39·9|18·8		T.3Cy.22½",37"&61"–39"	21 " 4
		*ss*Ham.No.3–9,04	1828	*pt Awng dk*				10mo	Co.	Ld. (C.M.Farrer,	Q113'	British	232NHP	
	1*Dk*(*pt Stl*&*pt Irn*)	*ss*Ham.No.1–10	1649	*with freeboard*					Middlesbro'	*Mgr.*)	*pt Awng dk*184' FK	5*BHCem*	2SB,*6cf*,GS98,HS3469	
	Web frames&*pt Awng dk*(*Irn*–ws)			4,14 ✠							*WB=Cell*	*DB*230'454*t*	T.Richardson&Sons,Hpl.	
825	**Maywood**	SteelScSr	398					1905	Manitowoc	Escanaba&	130·0|28·0|17·0	Marquette	T.3Cy.14",22"&36"–24"	
202202			—						DryDock Co.	GladstoneTrans-		Mich.	63NHP	
	Elec.light	2*Dks*	309						Manitowoc	portationCo.		Utd.States	MarineIronWrks.Chicago	
826	**Mazaruni**	SteelTwinScSr	416	✠ ~~4,18~~	Dem	*g*	4,16	1902	ClydeS.B.	Sproston's,Ld.	175·5|25·1| 9·0	Georget'n	T.6Cy.8",12¾"&22"–24" (*s*)	9 " 6
115889	*J.G.Bellamy*93–02	*ss*Dem.No.3–6,12	298	*with freeboard*				9mo	&E.Co.Ld.		P&B107'F33'	British	180lb 102NHP	s 2 " 8
TPSC		1*Dk*(*Teak*)	188	~~✠MC9,16~~					Pt.Glasgow		FK	4*BHAsp*	2SB,*4cf*,GS72,HS1812 FD	7 " 4
	Elec.light			*For British Guiana* &*it's rivers*							*WB=FPT*15*t*	*APT*38*t*	ClydeS.B.&E.Co.Ld.P.Gl.	
								*Lloyd's*A&CP						
827	**Mazout I.**	SteelScSr	570					1913	Soc.Anon.	Soc.Anon.Pétroli-	164·0|31·1|12·7	Ango-Ango	T.3Cy.12",20"&32"–23"	
	Norman	*Fitted for oil fuel*	518						Jhn.Cockerill	fère duCongo	P28'F23'	Belgian	49NHP	
		Carrying Petroleum in bulk	399						Hoboken				Earle'sCo.Ld.Hull	
	Elec.light Mchy.Aft	1*Dk*												
828	**Mazzini O.**	SteelSc	322					1912	Cant.Nav.	Soc.Siciliana di	174·3|24·0|10·5	Messina	T.3Cy.15¾",24⅝"&37½"–19⅞"	
61	*G.La Camera*		274						Riuniti	Nav.aVap.		Italian	63NHP	
QPRL		1*Dk*	72						Ancona				Cant.Nav.Riuniti,Ancona	
829	**Meadows**	IronScK	147	✠	Shl			1892	SirR.Dixon	N.V.Algemeene	100·6|20·4|10·7	Ymuiden	T.3Cy.11½",18"&29"–21"	11 " 8
	K.Zwart –08		142	*Stm Trawler*				8mo	&Co.	Viss.Maats.	Q23'F19'	Dutch	NB02 38NHP	
	(*ex*TyneMeadows)	1*Dk*	48	6,96					Middlesbro'		BK7½"	3*BHCem*	Wrth,McKnzie&CoLd.Stk	
830	**Meaford**	SteelScSr	1889					1903	Swan,Hun-	FarrarTransport-	248·6|42·0|20·6	Toronto	T.3Cy.20½",33"&54"–36"	
118615	*G.M.Lewis* –17	(*ex*Newmount)	1171						ter&Wigham	ationCo.Ld.	F28'	British	175NHP	
VDMR	*Mchy.Aft*	1*Dk*	1201						Richardson,			*WB*	WllsndSlpwy.Co.Ld.Nwc.	
									Ld Newcastle					
831	**Mechanician**	SteelTwinSc	9044	✠100A1	Liv	*d*†	~~4.15~~ 7,17	1900	Workman,	CharenteSS.Co.Ld	482·0|57·3|31·5	Liverpool	T.6Cy.21",35"&58"–48" (*s*)	42 " 3
113414	*W.N.Rushforth* –16	4MstSr	8899	*Awng dk*				10mo	Clark&Co.Ld	(T.&J.Harrison,	39·5	British	180lb 604NHP	s 11 " 7
RVWG	*ss*Liv No.1–17	*ss*Liv.No.3–5,13	5892	*with freeboard*					Belfast	*Mgrs.*)	FK	9*BHCem*	2D&1SB*15cf*GS315HS10677	31 " 2
	Wireless	2*Dks*(*Stl*)&*Awng dk*(*Stl*)		~~4.17 5.16~~ 8,17 ✠LMC ~~4.17~~				*Lloyd's*A&CP					Wrkman,Clark&Co.Ld Bel	
	Elec.light	&*Web frames*		MS2,15 ~~BS10,15~~ 4.17						*WB=CellDBa*	153'*uE&B*59'*f*207'	1590*t DT a*	34'1000*t FPT*80*t APT*55*t*	
				Carrying fuel oil F.P. above 150° *Flash*		*OB*								
832	**Mecklenburg**	SteelScSr	3453			...		1892	Caird&Co.	Hamburg-Amerik.	349·5|42·1|26·3	Hamburg	T.3Cy.28",46"&75"–48"	29 " 3
	A.Hoefer	(*ex*Gulf of Taranto)	3044						Ld.	Packett.Akt.Ges.	P44'B95'F45'	German	398NHP	
RNCH	*Elec.light* Wireless	2*Dks*3*trB*	2093						Greenock	(Ham.-Amr.Linie)	BK9"	*WB*	Caird&Co.Ld.Greenock	
833	—	SteelScSr	2656					1907	Akt.Ges.	Aug.Bolten	291·5|44·0|23·8	Hamburg	T3Cy.20⅝",35⅛"&55½"–37½"	
	*P.Trétau*13–11		2518						"Neptun"	Wm.Miller'sNchf.	H72'	German	192NHP	
MSJW	*Elec.light*	2*Dks*	1686						Rostock			*WB*	A.G."Neptun,"Rostock	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Master. Special Surveys.	3 Material, Rig, &c. Late Name if any. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last scen.	8 Built. When. Ship. / Engines.	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NIP=Horse power by Society's formulæ; RIP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught.	15 Registers in which classed. If not in L.R. Date of R. of Tonnage Cert
834	**Mecklenburg**	Steel Sc Sr	2228					1910	Akt.Ges. "Vulcan" Stettin	Hedwigshütte James Stevenson Akt.Ges.	283·7	41·0	18·7	Stettin German	T.3Cy.21″,34″&55″–39″ 189NHP		G
	H.Jordan 06–10		1893								P33	B66′	F31′	*WB*	A.G. "Vulcan," Stettin		
JGDF	Sub.Sig.	1 *Dk*	1202														
835	—	Steel Twin Sc	1810					1903	F.Schichau Danzig	Grossherz.Mecklenb.Gen.Eisenbahn Direction	282·0	46·0	21·3	Rostock German	T.6Cy.23⅝″,39¾″&59″–33½″ 402NHP		G
	R.Schmidt 94–03	(*Ferry*)	1607								B99′				F.Schichau, Elbing		
MDSF	*Elec.light* Sub.Sig		532														
836	—	Steel Sc Sc	1741	*For full particulars See No. 64 in Supplement*				1904	Schiffsw.v. Henry Koch Lübeck	Leith,Hull&Ham. Stm.Pkt.Co.Ld. (J. Currie&Co. *Mgrs.*)	246·3	35·7	21·9	Leith British	T.3Cy.17″,28⅝″&45¼″–32½″ 117NHP	24 ″ 3 s 7 ″ 6 17 ′	
125495	*T.Watson* –10	(*ex* Anna Tiede)	1694								H62′						
HFFN		1 *Dk & Awng dk*	1095											*WB*	J.F.Ahrens, Altona		
837	—	Steel Sc	253					1904	G.Seebeck Akt.Ges. Bremerhaven	Deutsche Dmpfis-chereiGes. Nordsee	135·3	22·5	9·8	Nordenhm German	T.3Cy.12″,19¼″&31½″–23⅝″ 48NHP		G
	J.Weber 08–	(*Trawler*)	210								Q74′	F23′					
QHVJ		1 *Dk*	90											*WB*	G.Seebeck A.G. Bremerhvn		
838	**Medan**	Steel Sc Sr	5933					1908	W.Hamilton&Co.Ld. Pt.Glasgow	Rotterdamsche Lloyd (W.Ruys& Zonen, *Mgrs.*)	393·1	51·7	34·6	Rottrdam Dutch	T.3Cy.26½″,43″&72″–48″ 359NHP		V
	K.J.Termarsch		5674											*WB*	D.Rowan&Co.Glasgow		
PLSB	*Elec.light* Wireless	3 *Dk*	3854														
839	**Medea**	Steel Sc Sr	1311					1916	Wrf.voorh. Rijkee&Co Rotterdam	Koninkl.Nederl. Stoomb.Maats.	260·0	39·0	16·6	Amstrdam Dutch	T.3Cy.20″,31″&50″–36″ 150NHP		V
		Cruiser Stern	1091											*WB*	Werkspoor, Amsterdam		
PLSJ	*Elec.light*	2 *Dks*	735														
840	**Media**	Steel Sc Sr	5437					1911	A.Stephen &Sons.Ld Glasgow	T.&J.Brocklebank Ld.	410·1	53·2	30·0	Glasgow British	T.3Cy.28″,46″&77″–51″ 424NHP		C
132991	*W.Robertson* –11		5027								P45′	B138′	F37	*WB*	A.Stephen&Sons,Ld.Gls.		
HTRV	*Elec.light*	2 *Dks* 335	3410														
841	**Median**	Steel Sc Sr	6306					1908	Harland& Wolff,Ld. Belfast	F.Leyland&Co.Ld.	400·3	52·3	26·9 34·9	Liverpool British	Q4Cy23½″,34½″,49″&70″–51″ 350NHP		
124114	*R.Lowe* –17		5955											*WB*	Harland&Wolff,Ld.Bel.		
HMFJ	*Elec.light*	2 *Dks & Awng dk*	4067														
842	**Medic**	Steel Twin Sc 4 Mst Sr	12032					1899	Harland& Wolff,Ld. Belfast	Oceanic Stm Nav Co Ld.(White Star Line)	550·2	63·3	39·9	Liverpool British	Q.8Cy.22″,31½″,46″&67″–51″ 641NHP		BT till 8,17
110673	*J.Aitken* –15	Wireless Sub.Sig.	11182								P57′	B107′	F55′	*WB*	Harland&Wolff,Ld.Bel.		
RDHF	*Ref Mchy. Elec.light*	3 *Dks*	7857	✠Lloyd's RMC 5.17		11,17	6,18										
843	**Medie**	Steel Sc	4770					1911	Forg.&Ch. de la Médit. La Seyne	Cie. de Nav. Maroc. &Arménienne (Cie. de Navigation Paquet)	385·9	45·9	28·0	Marseilles French	T.3Cy.28″,44½″&74½″–47½″ 380NHP		V
	Mitrecey –15		3855								P71′	B133′	F61′	*WB*	Forg.&Ch.de la Médit.Msl.		
KGQF	*Elec.light* Wireless	3 *Dks*	2984														
844	**Medina**	Steel Twin Sc Sr	12350					1911	Caird&Co. Ld. Greenock	P.&O.Stm.Nav.Co.	550·0	62·8	34·5	Greenock British	Q.8Cy.30½″,44″,63″&89″–54″ 1164NHP		
131819	*F.B.S.Notley* –12		8787								P119B′&F413′			*WB*	Caird&Co.Ld.Greenock		
HTQV	*Elec.light Ref.Mchy.* Wireless	3 *Dks*	6700														
845	—	Steel Sc Sr	5426					1914	Newport News S.B.&D.D.Co Newport News	Mallory Steamship Co.	397·7	54·3	24·4	New York Utd. States	T.3Cy.29″,49″&84″–54″ 518NHP		R
212561			—														
LDPH	*Elec.light* Sub.Sig. Wireless	2 *Dks*	3470												Newport News SB&DD.Co.		
846	**Mediterranea**	Steel Sc Sr	254					1911	Johs.Berg Delfzijl	Jorge Loring	152·1	23·0	8·7	St Isabel de Frnando Po Spanish	T.3Cy.9″,14″&24″–16″ 24NHP		G
		(*ex* Hans Hemsoth)	223								Q19′			*WB*	Johs.Berg,Delfzijl		
		1 *Dk*	145														
847	**Mediterraneo**	Steel Sc Sr	4457	✠ —	Cff	*x*		1911 1mo	W.Doxford &Sons,Ld. Sunderland	Soc.Anon.di Nav.a Vap.Lussino *WB=Cell DBa* 100′ *uE* 26′ *f*	369·5	50·0	26·3	Lusinpiclo Aust.-Hung 6 *BHCem*	T.3Cy.25″,41″&68″–45″ GS 140 HS 5833 395NHP 2SB(FD)&1AuxSB,*Scf*	28 ″ 9	
	A.Muscardin 07–12		4131	2,16							P32′	B115′	F32′	FK			
HMVG		1 *Dk* (*Stl*)	2862	✠							174′	846 *t*	*FPT* 176 *t*		W.Doxford&Sons,Ld.Sld.		
848	**Medjerda**	Steel Sc Sr	1918					1898	Wigham Richrdsn&Co Newcastle	Cie.de Nav.Mixte	287·5	36·3	15·8	Marseilles French	T.4Cy.29″,44″&(2)51″–45″ 349NHP		V
	Got –15		—								B56′	F41′					
KGQT	*Elec.light* Wireless	1 *Dk & Spar dk*	870								*Shade dk* 44′			*WB*	Wighm Richrdsn&Co.Nwc		
849	**Medomsley**	Steel Sc Sr	3048	✠ 100A1	Nwc	*v*	1,17	1906 2mo	Blyth S.B. Co.Ld. Blyth	Medomsley Steam Shipping Co.Ld. (F.Carrick&Co.)	330·5	47·2	21·8	Newcastle British	T.3Cy.24″,40″&65″–42″ (*s*) 180 *lb* 100 *lb* 289NHP	24 ″ 5 s 3 ″ 4	
122839	*G.K.Rutherford* –07 *ss* Nwc.No 2–14		2855	1,17 2,17	Bry						P29′	B168′	F30′	FK			
HFMV	*Elec.light*	1 *Dk* (*pt Irn & pt Stl*) 2 *trB* & *deep framing* 3 *Dk rule*	1934	BS1,17 ✠LMC7,14				*Lloyd's SA&CP*		*WB=Cell DBa*	108″ *uE&B* 38 *f* 136′			5 *BHCem* 762 *t*	2SB,*Grf*,GS118,HS4345 *APT* 44 *t*	21 ″ 5	
850	**Medora**	Steel Sc Sr	5135	✠ 100A1	Lon	*z*	5,15	1912 5mo	Russell& Co. Pt.Glasgow	Canadian Pacific Rly.Ocean Lines (Canadian Pacific Ocean Services,Ld *Mgrs.*)	410·0	52·1	28·6	Liverpool British	T.3Cy.25″,42″&70″–48″ (*r*) 200 *lb* 110 *lb* 477NHP	31 ″ 2 s 5 ″ 11½	
131438	*C.W.Hodder* –17	*ss* Lon.No.1–15	4846	3,17	Brs		N3,17				P35′	B138′	F55′	FK	2DB,12 *cf*,GS202,HS8506	25 ″ 7	
HVWP	(*ex* Frankmount)	2 *Dks* (*Stl*)	3241	✠LMC				*Lloyd's SA&CP*			*One Intermediate BH dispensed with*			*Cem* 6 *BH only*	D.Rowan&Co.Glasgow		
	Elec.light			BS10,16 MS3,17							*=Cell DBa* 108″ *uE*			*&B* 51′ *f* 195	1195 *t FPT* 83 *t APT* 32 *t*		
851	—	Steel Sc	377					1893	F.W.Doty Gravenhurst Ont.	Muskoka Lakes Nav.&Hotel Co.Ld.	142·6	25·4	8·5	Toronto British	C.2Cy.14″&26″–18″ 29RHP		
100754	*G.Baillie* 65–92		158														
		2 *Dks*	256												John Doty Eng.Works,Tto.		
852	**Medusa**	Steel Sc Sr	793					1913	Taikoo Dkyd & Eng Co. of Hong K'ng Ld Hong Kong	Ocean S.S.Co.Ld. (A.Holt&Co. *Mgrs*)	195·7	31·6	12·4	Liverpool British	T.3Cy.15″,25″&42″–30″ 97NHP		
133246	*G.J.Clark* –13		561								P19′	F26′		*WB*	Taikoo Dkyd.&Eng.Co.of Hong Kong,Ld.		
JMFR	*Elec.light*	1 *Dk & Promenade dk*	323														
853	**Medway**	Steel Sc Sr	929			...		1886	C.Connell &Co. Glasgow	W.Sloan&Co.	225·0	32·1	14·2	Glasgow British	C.2Cy.28″&56″–48″ NB01 181NHP	16 ″ 7	C
93290	*K.McDonald* –15		735								P&B134′	F29′		*WB*	J.&J.Thomson,Glasgow		
LPBH	*Well deck Elec.light*	2 *Dks*	483														
854	**Meeinderry**	Steel Sc 3 Mst Sr	217	✠	Syd	*c*		1883 8mo	T.B.Seath &Co. Glasgow	Huddart,Parker Ld.	120·2	20·1	8·7	Melbourne British	C.2Cy.18″&36″–24″ 50RHP		
89226			147	9,87							Q39′	B30′	F18′	*WB=FPT* 28 *t*	Kincaid&Co.,Greenock		
QHVS	*Well deck Mchy.Aft*	1 *Dk*	111	✠										4 *BHCem*			
855	**Meera**	Iron Sc K	150	✠	Hul			1886 4mo	Head& Riley Hull	Warbergs Export-affär (C Andersson *Mgr.*)	103·0	20·1	11·0	Warberg Swedish	T.3Cy.12″,19½″&31½″–22½″ NB11 47NHP	11 ″ 8	
	J.Backman 06–14 (*ex* Camenes)	*ss* Hul.No.3–6,93 *ss* Hul.No.1–97	140 39	*Stm Trawler* 3,02							Q16′	F20′		3 *BHCem*	C.D.Holmes&Co.Hull		
		1 *Dk*		✠NE&B 6,93✠							len 93		BK 7½′				
856	**Mefjord**	Steel Sc Sr	720					1914	Akers. Mek.Værks. Christiania	Dmpsk.Akties. Mefjord (A.von der Lippe)	184·2	30·1	14·2	Tönsberg Norwegian	T.3Cy.13½″,22″&37½″–28″ 74NHP		N
	M.Thiel 16–16	(*ex* Vestheim)	582								P32′	B53′	H43 *t* F7 *t*	*WB*	Akers.Mek.Værks.Xia.		
MKLF		1 *Dk*	377														

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — Surveillance Speciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille / Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. pc.
857	**Meg Merrilies**	SteelSc3MstSr	464	✠100A1	Bkn	*h*	8,15	1896	S.Mc	R.Gilchrist&Co.	168·0	26·6	11·0	Liverpool	C.2Cy.21″&42″–30″ (*h*)	13 ″ 5
104211	*W.F.Moore*95–09	*ss*Hul.No.3–2,08	368	4,17 ~~8,16~~	Liv.		4,17	1mo	Knight&Co.		Q82′B14′F24′		FK	British	110lb *100lb* NDB14 70RHP	s ″ 8½
PRCS	(*ex*NellJess)	~~*ss*Bkn.No.1–12~~	179		✠LMC 4 17				Ayr					3 *BH Cem*	1SB,*3pf*,GS51,HS1456	12 ″ 11
	Well deck Mchy.Aft	1*Dk*(*Irn*)		~~MS9,12~~	~~MBS5,15~~				A&CP		*WB=DBf* 88′100t			*FPT* 45t	Hutson&Son,Glasgow	
		*ss*Liv.No.2–17														
858	**Megantic**	SteelTwinScSr	14878					1909	Harland& Wolff,Ld. Belfast	OceanicStmNavCo Ld(WhiteStar Line)	550·4	67·3	41·2	Liverpool British	Q.8Cy.29″,42″,61″&87″–60″ 1180NHP	
127981	*F.E.Beadnell* –16	3*Dks*&2*pt.Dks*	11923											*WB*		
HPCF	*Elec.light Ref.Mchy.*	Sub.Sig. Wireless	9183												Harland&Wolff,Ld.Bel.	
859	**Meggie**	IronScSr	1802	✠100A1	Lth	*r*	4,14	1889	Richardsn, Duck&Co. Stockton	J.Cormack&Co.	270·0	36·6	16·5	London British	T.3Cy.21½″,35″&57″–36″ (*s*)	19 ″ 2
96627	*J.R.Wimbe* –15	*ss*Cff.No.3–11,02	1312	4,14	✠LMC			8mo			P27′Q76′B110′			160lb *80lb* NDB00 193NHP	s 1 ″ 3½	
LHCS		*ss*Gmh.No.2–11	1151	MS12,11	BS4,15				A&CP		F31′		BK9½″	4 *BH Cem*	1DB,*4cf*,GS64,HS2863	18 ″ 10
	Well deck	1*Dk*(*Irn*)&*Web frames*									*WB=CellDB* 226′			409t *APT* 9t	Blair&Co.(Lim.),Stockton	
860	**Megna**	SteelScSr	5603	✠100A1	Cal	*a*†		1916	Russell& Co. PortGlasgow	JamesNourse,Ld.	423·5	56·0	28·7	London British	T.3Cy.27″,45″&74″–51″ (*s*)	31 ″ 4
139157	*R.Evans* –16		~~5356~~	~~4,12,17~~ 3,18	~~Sun~~ Liv.			9mo			P38′B123′F50′		FK	*Cem*	180lb 556NHP	s 6 ″ 2½
JNGQ	*Elec.light*	2*Dks*(*Stl*)	3582		✠LMC9,16									3SB,*9cf*,GS186,HS8301 FD		25 ″ 6
	Carrying fuel oil F.P.above 150° F *in D.B*							*Lloyd's A&CP*		*and 1′tween dk*	1 *intermediate BH* (1 *BH to 2nd dk* *BH dispensed with* (			5 *BH to U dk* *Cell D*	D.Rowan&Co.Glasgow *dk only* *DTa* 36′1118t *APT* 31t	
861	**Megrez**	SteelScSr	2695					1909	Rotterdam Droogd.Maat Rotterdam	VanNievelt, Goudriaan&Co.'s Stoomv.Maats.	310·9	45·4	21·1	Rottrdam Dutch	T.3Cy.22½″,37½″&62″–39″ 240NHP	
	H.A.van Heukelem										P21′B92′F31′			*WB*	Rotterdam Droogd.Maats.	
PLSR		1*Dk*	2474 1674													
862	**Mei Dah**	SteelTwinSc	1682					1900	S.C.Farn-ham&Co.Ld. Shanghai	Norddeutscher Lloyd	247·7	30·0	11·9	Bremen German	T.6Cy.11″,18″&30″–21″ 82NHP	
	Now named "HwahTa," See No. 57 in Supplement		~~1716~~												S.C.Farnham&Co.Ld.Shi.	
QHFV			1151													
863	**Mei Hu**	SteelSc	224					1911	Vulcan Ironworks, Ld.Shanghai	StandardOilCo. of NewYork	140·0	23·0	8·0	Shanghai Utd.States	Paraffin Motors 8Cy.8″–9″	
	Sowden 11–11	*Paraffin Motors*	179								F20′				L.Gardner&Sons,Manchstr	
	Elec.light Mchy.Aft	1*Dk*	178													
864	**Mei Lee**	SteelTwinSc	1682					1900	S.C.Farn-ham&Co.Ld. Shanghai	Norddeutscher Lloyd	247·7	30·0	11·9	Bremen German	T.6Cy.11″,18″&30″–21″ 82NHP	
	Now named "HwahLee," See No. 58 in Supplement		~~1716~~												S.C.Farnham&Co.Ld.Shi.	
QHFW			1151													
865	**Meifoo**	SteelTwinSc	900					1912	NewEng.& S.B.Works Shanghai	StandardOilCo. of NewYork	240·0	40·0	9·3	Shanghai Utd.States	T.6Cy.11¾″,19″&31″–18″ 80NHP	
		Carrying Petroleum in bulk	650								F28′				NewEng.&S.B.Co.Shi.	
	Elec.light	1*Dk*														
866	**Meigle**	IronScSr	836			...		1881	Barclay, Curle&Co. Glasgow	ReidNewfoundland Co.	220·2	30·1	15·2	S Jhns NFL British	C.2Cy.26″&52″–48″ NB99 162NHP	16 ″ 6
85860	*W.C.Parsons* –11	(*ex*Solway)	663								P&B129′F29′			*WB*	*Alt*99A.&J.Inglis,Glasgow	
LNVJ	*Well deck*	2*Dks*	427													
867	**Meiji Maru**	SteelScSr	255					1912	MitsuBishi Dkyd&EWks Kobe	I.Tamura	118·2	20·6	12·0	Kobe Japanese	T.3Cy.12″,20″&33″–24″ 53NHP	
15014			209												MitsuBishiDky&EngWks.	
LVQH		1*Dk*	137													
868	—	WoodScSr	217					1880	Sanzen Yeijiro Kobe	KikuchiKisaburo	123·5	15·8	14·0	Nagasaki Japanese	C.2Cy.12½″&24½″–16″ NE&B99 20NHP	
510		2*Dks*	198												MatsuoMagohachi,Nag.	
HDGN			134													
869	**Meikai Maru**	SteelScSr	3192	✠100A1	Kob	*t*	11,17	1917	OsakaIron Works,Ld. Innoshima	MeijiKaiunKaisha Ld.	305·0	43·7	27·2	Tarumi Japanese	T.3Cy.22″,37″&61″–42′ (*s*)	27 ″ 3
	T.Kusonaki –17		2757	~~8,17~~ 11,17	~~Bkn~~			1mo			P19′B82′F32′		FK	180lb 288NHP	s 4 ″ 4½	
	Elec.light	2*Dks*(*Stl*)&*Web frames*	1999		✠LMC 1,17									5 *BH Cem*	2SB,6*cf*,GS90,HS3824 FD	23 ″ 2
		Longitudinal framing	*Now named "Tagenes," See No. 29 in Supplement*						*Lloyd's A&CP*	*CellDB* 254′47	3t *DTa* 25′534t *FPT*			112t *APT* 20t	OsakaIron Wrks. Ld.Osaka	
870	**Meiling**	SteelTwinSc	342			...		1914	Kiangnan Dk.& Eng.Co. Shanghai	Hai-hoConser-vancyCommission	120·0	30·0	11·5	Tientsin Chinese	C.4Cy.14½″&30″–21″ (*s*)	11 ″ 6
		(*IceBreaker*)	270					12mo			F22′		FK	130lb 133NHP		
	Elec.light	1*Dk*(*Stl*–teak s)& *pt Promenade dk*	124					*Lloyd's A&CP*		*WB=FPT* 29t				4 *BH Cem* *APT* 32t	2SB,*4cf*,GS92.HS3000 KiangnanDk&Eng.Co.Shi.	
871	**Meinam**	SteelScSr	6149					1907	Palmers' Co.Ld. Newcastle	MessageriesMari-times	411·0	52·5	29·9	Marseilles French	T.3Cy.26″,45″&76″–54″ 424NHP	
	Peroneille		—								P38′B148′F44′			*WB*	Palmers'Co.Ld.Newcastle	
KGPW	*Elec.light*	2*Dks*	3959													
872	**Meissonier**	SteelTwinScSr	7206	✠100A1	Alx	*b*†		1915	Russell& Co. PortGlasgow	LivBrazil&RPlate S.N.Co.Ld. (Lam-port&Holt,Ld. *Mgrs.*)	440·0	56·2	35·6	Liverpool British	Q.8Cy20½″,29½″42″&61″–48″	38 ″ 11
137456	~~*Hammond*~~ –16	*R.Thomas* –17	6704	*Shelter dk*	~~PM~~ Gen			6mo			F48′*on Shelter dk*		FK	215lb (*s*) HS17070 887NHP	s 11 ″ 0½	
JLFN	*Elec.light*	3*Dks*(*Stl*–ws)&	4432	*with freeboard*				*Lloyd's A&CP*		*CellDBa* 137′*uE&B*	95′*f* 153′ 1286t *FPT*			8 *BH pt Cem*	3DB&1AuxSB,*2lcf*,GS424,	28 ″ 4
	Ref.Mchy.	*Shelter dk*(*Stl*–ws)		4,18 ~~3,15~~	✠LMC6,15					*WB=C*				64t *APT* 58t	Harland&Wolff Ld.Belfast	
					✠Lloyd's RMC3,17 ~~6,15~~											
				4,18	~~1,15~~ 1,18											
873	**Meiten Maru**	SteelScSr	4311	✠100A1	Kob	*x*	3,16	1902	SirRaylton Dixon&Co Ld Middlesbro'	TaishoKaiun Kaisha,Ld. (Meiji KaiunKaisha,Ld. *Mgrs.*)	345·0	48·5	19·7	Dairen Japanese	T.3Cy.26′,42′&70′–48′ (*r*)	30 ″ 3
78		*ss*Kob.No.3–8,13	3721	*Spar dk*			5,17	7mo			P&B222′F31′		27·7 FK	180lb *90lb* 393NHP	s 5 ″ 0	
QBJF	(*ex*Kumi Maru, *ex*Nederland)	*Spar dk*(*pt Irn*&*pt Stl*) 2*tr B*&*deep framing*	2426	*with freeboard* 8,17 ~~12,16~~	✠LMC 12,16 ~~5,17~~			*Lloyd's A&CP*		*CellDBa* 100′*uE* 20′*f* 156′708t *DTf* 36′916t *APT* 60t				6 *BH Cem*	3SB,*9cf*,GS164,HS6264 Richardsons,Westgarth& Co.Ld.Mdb.	25 ″ 8
		*ss*Kob.No.1–17														
874	**Mejidieh**	SteelPad	463					1882	T&G Rnnie London	Euphrates&Tigris Stm.Nav.Co.Ld.	210·5	35·1	5·7	London British	C.H.4Cy.18½″&35″–54″ NB17 150NHP	
87099	*C.V.Cowley* 66–83		356												T.&G.Rennie,London	
			373													
875	**Mekké**	IronSc3MstSr	*2488*			...		1874	Lon.&Gls. Co.Ld. Glasgow	Administr.deNav. àVap.Ottomane	332·1	36·3	28·6	Constanpl Turkish	T.4Cy.(2)21″,46½″&73″–46″ NB86 361NHP	29 ″ 7
	Muhsin Bey		*2431*								F38′			*Tpd* 86	D&W.Henderson&Co.Gls.	
	(*ex*State of Nevada)	3*Dks*	*1572*													
876	**Meknassi**	SteelScK	*153*	✠100A1	Gib	*b*	~~1,14~~	1911	Cochrane &Sons Selby	Délégués àDette Marocaine	105·1	21·0	11·1	Tangier French	T.3Cy.11½″,20″&33″–24″ (*s*)	12 ″ 0
		*ss*Gib No.1–18	*150*	3,18 ~~2,15~~			3,18	11mo					BK7½″	180lb 61NHP	s ″10½	
	Elec.light	1*Dk*	*68*		✠LMC 2,16 3,18			*Lloyd's A&CP*					*WB=*	1SB,*2pf*,GS31,HS980 3 *BH Cem* *DBf* 19′10t	Amos&Smith,Ld.Hull	12 ″ 0
	Mchy.Aft Wireless															
877	**Mekong**	SteelScSr	746					1894	R.Napier& Sons Glasgow	MessageriesFluvi-ales deCochinchine	210·0	28·0	13·8	Saigon French	T.3Cy.18″,29″&47″–30″ NB04 121NHP	
	Coquin		—								P22′ F39′				R.Napier&Sons,Glasgow	
KGTB			337													

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Master. Special Surveys.	3 Material, Rig, &c. Late Name if any. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines.	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed in L.R. Date of Reg. Trade Cert.
878 136680 JFPD	**Melania** *T.Powell* –14 *Elec.light* *Mchy.Aft* Wireless	**SteelScSr** 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	5824 5361 3437	✠100A1 ~~Strengthened for Carrying Petroleum in~~ 7,16 1,18 *Carrying Petroleum in bulk* ✠LMC6,14	HKg	*s* ~~Oil~~	7,16	1914 5mo	Craig, Taylor&Co.Ltd. Stockton	Anglo-Saxon Petroleum Co.Ltd. *WB=Cell DB u E DTf32'300t* *Lloyd'sA&CP*	412·0|53·3|31·1 P109'B26'F47' FK *WB=Cell DBa110'* *u E & B40'f*	London British 16*BHCem* 11 „ *to U dk* 5 „ *to 2nd dk*	T.3Cy.27″,45″&74″–48″ (*s*) 180lb 515NHP 3SB,*9cf*,GS173,HS7503 FD N.E.MarineEng.Co Ld.Sld.	31 ″ 0 s 6 ″ 9 24 ″ 7	
879 118277 VBST	**Melanie** *R.S.Tipson* –15 (*ex*MelanieGroedel) *Elec.light*	**SteelScSr** *ss*Shl.No.3–2,16 1*Dk*(*Irn*)2*trB&* *deep framing* 3*Dk rule*	2996 2851 1939	✠100A1 3,18 ~~3,17~~ ✠LMC3,17	Npt Mch	*u*	N3,17	1903 5mo	W.Gray&Co.Ltd. W Hartlepool	Alexander&Mair *Lloyd'sA&CP*	325·4|47·1|22·4 B66'F34' FK *WB=Cell DBa110'* *u E & B40'f*	London British 5*BHCem*	T.3Cy.24″,38″&64″–42″ (*s*) 180lb *180lb* 276NHP 2SB,*6cf*,GS102,HS4098 Cen.Mar.Eng Wrks.W Hpl 132'772*t FPT88t APT50t*	24 ″ 10 s 4 ″ 5½ 20 ″ 9	
880 KGTH	**Melbourne** *Hermien* *Elec.light* Wireless	**IronScBk** 3*Dks*	3998 3803 2423					1882	M'ssageries Maritimes LaCiotat	Messageries Maritimes	413·9|39·7|32·8	Marseilles French	C.3Cy.43¾″&(2)60¼″–43½″ 398NHP MessageriesMar.,LaCiotat		V
881 98524 MNLG	— *J.Lloyd* *Well deck*	**SteelScSr** *ss*Mel.2ndNo.3–8,16 1*Dk*(*Irn*)&*Webframes*	1739 1304 1111	✠100A1 6,17 8,16 ✠LMC8,16 BS6,17	Mel	*q*	8,16	1892 3mo	W.Gray&Co.(Lim.) W Hartlepool	Melbourne S.S.Co. Ld. A&CP *WB=D B a 82'f 98'383t*	260·6|36·5|18·2 P27'Q80'B104' F31' FK	Melbourne British 4*BHCem*	T.3Cy.19″,30½″&51″–36″ (*s*) 160lb 75*lb* 162NHP 2SB,*4rf*,GS71,HS2508 CntralMar.E.Wks.,W.Hpl	19 ″ 5 s 1 ″ 5 18 ″ 3	
882 TGLC	**Melchior Treub** *E.Meuleman* –12 *Elec.light* Wireless	**SteelTwinScSr** *Fitted for oil fuel* 2*Dks*	3458 2004 1612					1912	Maats. Fyenoord Rotterdam	Koninkl.Paketv. Maats.	350·3|48·1|18·4 P42'B188'F40' *WB*	Batavia Dutch	T.8Cy.(2)20½″,(2)34″&(4)39½″–36″ 374NHP Maats.Fyenoord,Rot.		V
883 89706 MNSR	**Melcombe Regis** *H.A.C.Garnett* –13	**SteelPadSk** (*ex*Lune)	253 191 109					1892	T.B.Seath &Co. Rutherglen	Cosens&Co.Ld.	129·0|24·1| 9·1	Wymouth British	C.2Cy.24″&48″–54″ 96RHP Rankin&Blackmore,Grk.		
884 MCLJ	**Melderskin** *Dessingthon* –17 1*Dk*(*Stl*)&*Spar dk*(*pt Irn&pt Stl*) *&deep framing*	**SteelScSr** *ss*N.Yk.No.2–14	3961 3706 2556	✠100A1 *Spar dk* 2,17 ~~Strengthened~~ 10,17 BS6,17 ✠LMC5,14	NYk	*w*	~~9,11,15~~ 10,17	1905 3mo	J.L.Thompson&Sons,Ld. Sunderland	J.L.Mowinckel&Sön *WB=Cell DBa123' u E&B33'* *Lloyd'sA&CP*	360·0|50·3|16·9 P31'B101'F33' 24·9 FK *f 154'903t FPT108t*	Bergen Norwegian 6*BHCem* *APT152t*	T.3Cy.25″,41″&67″–45″ (*s*) 180lb 100*lb* 338NHP 2SB,*8pf*,GS142,HS5378 J.Dickinson&Sons,Ld.Sld	27 ″ 6 s 5 ″ 1½ 22 ″ 9	
885 114435 TRSM	**Meldon** *H.N.Wadleigh* 16–16 *Elec.light*	**SteelScSr** *ss*Mch.No.3–11,14 1*Dk*(*Stl*)&*Web frames*	2514 2292 1572	✠100A1 1,16 ✠LMC MS11,14 MBS3,17	Sld	*t*	11,14	1902 11mo	R.Stephenson&Co.Ld. Newcastle	Dawson S.S.Co,Ld. *WB=Cell DBa92'* *Lloyd'sA&CP*	310·0|43·1|20·5 P31'B86'F31' FK *nE&B38'f 134'644t*	Newcastle British 5*BHCem* *APT28t*	T.3Cy.22⅛″,36″&58″–39″ (*s*) 160lb *100lb* NDB16 233NHP 2SB,*6pf*,GS107,HS3840 N.E.MarineEng.Co Ld Nwc	23 ″ 0 s 3 ″ 8½ 19 ″ 7	
886 131415 HVFR	**Melford Hall** *L.Adams* –16 *Elec.light* Wireless	**SteelScSr** 2*Dks*	~~6514~~ 6339 5272 ~~3506~~ 4057					1911	Barclay, Curle&Co.Ld Glasgow	Ellerman Lines,Ld. (Hall Line,Ld. *Mgrs.*)	411·0|53·5|29·8 P79'B144'F41' *WB*	Liverpool British	T.3Cy.24¼″,41¾″&73″–48″ 369NHP Barclay,Curle&Co.Ld.Gls.		C
887 NHBD	**Melilla** *J.G.Spieker* 10–12 *Elec.light*	**SteelScSr** 2*Dks*	1739 1543 1055					1911	Schiffsw.v. Henry Koch Lübeck	Oldenbrg.-Portug. Dmpfsch.Rhed.	277·7|39·2|17·9 P&B220'F35' *WB*	Oldenburg German	T3Cy.24⅛″,35½″&56⅛″–33½″ 82NHP OttenserMsch.Fab.Altona		G
888 124672 HNBC	**Melissa** *K.B.Craig* –17 ~~*O.L.Black* –16~~ *Well deck* *Mchy.Aft*	**SteelScSr** *ss*AyrNo.1–13 1*Dk*(*Stl*)	481 345 184	✠100A1 2,16 ~~Strengthened~~ 2,13 BS12,16 ✠LMC3,15 MS5,17 BS4,13	Bel	*h*	2,16	1908 7mo	AilsaS.B. Co.Ld. Troon	J.Kelly,Ld. (S.Kelly,*Mgr.*) *Lloyd'sA&CP* *WB=Cell DB f 91' 124t FPT*	167·4|25·9|10·2 P16'Q79'B9'F30' BK7″	Belfast British 3*BHCem* 43*t APT7t*	C.2Cy.19½″&44″–30″ (*s*) 130lb 79RHP 1SB,*3pf*,GS60,HS2068 AilsaS.B.Co.Ld.Troon	12 ″ 9 s ″ 6½ 12 ″ 11	
889 136367 JBVQ	**Melita** *G.S.Webster* –18 *Elec.light* 3*Dks*(*Stl*)&*Awng dk*(*Stl–Sub.Sig.Ref.Mchy. Teaks*)*pt4th dk*(*Stl*)	**SteelTrpScSr** *Awng dk with freeboard*	~~15000~~ 13967 11094 ~~8526~~	✠100A1 1,18 ✠LMC1,18 ✠Lloyd's RMC1,13 (No.4 lower 'tween dk for temp. 85° F. only)	Bel	*it*		~~1917~~ 1918 1mo	Barclay, Curle&Co.Ld Glasgow	Canadian Pacific Railway Ocean Lines (Canadian Pacific Ocean Services,Ld. *Mgs.*) *Lloyd'sA&CP*	520·0|67·2|41·8 P46'B&F~~14~~'413 *on Awning dk* FK&BK2″ *Cell DB 445'2053t FPT106t A1'T57t*	~~London~~ British Belfast 10*BHCem* 5*DB*,*20cf*,GS580,HS24730FD	T.8Cy.(2)26½″,(2)41½″&(4)47″–51″&1L.P.turbine 215lb ~~3171~~(2) Harland&Wolff Ld.Bel.	45 ″ 9 ~~11~~ ″ 10½ ~~34~~ ″ ‡	
890 99763 VKNS	**Mellifont** *E.Kirwan* –12 *Elec.light* Wireless	**SteelTwinScSr** 2*Dks*	1088 833 459					1903	Vickers,Ss. &Maxim,Ld. Barrow	Lancashire& Yorkshire Rly.Co.	260·0|35·7|15·0 P43'B131'F62' *WB*	Drogheda British	T.6Cy.21″,33″&52″–30″ 296NHP VickersSs.&MaximLd Brw		BT till 5,17
891 99833 MRDV	**Melmore** *W.Kerr* –16 *Elec.light* *Well deck*	**SteelScSr** *ss*Ply.2ndNo.3–6,12 1*Dk*	424 293 180	✠100A1 6,13 BS6,16 ✠LMC6,12	SFo	*g*	6,16	1892 7mo	D.J.Dunlop&Co. Pt.Glasgow	~~Milne&Co.~~ G.E.Leith *Lloyd'sA&CP*	156·2|25·8|11·3 P83'F59' BK6″ *WB=FPT*	Vancvr BC British 5*BHCem* 29*t APT14t*	T.3Cy.15″,23″&38″–27″ (*s*) 160lb 96RHP 1SB,*5rf*,GS52,HS1516 D.J.Dunlop&Co.,P.Gls.	12 ″ 0	
				Fitted for oil fuel 6,14 *F.*		*P.*	*above*			150°F.					
892 12 QPWV	**Melo** *M.Cappolino* 1*Dk*&*Spar dk*&*Webframes*	**SteelScSr**	1115 1070 691			…		1887	Armstrong Mitchll&C. Newcastle	Soc.Anon.di Nav.a Vap.Puglia	215·0|31·7|13·1 F37' 20·7 BK8″ *WB*	Bari Italian	T.3Cy.18″,28″&47″–30″ 121NHP Hwthrn,Lslie&C.(L.)Nwc.	22 ″ 8	I
893 240 HMVN	**Melpomene** *ss*Tri.No.1–88 1*Dk*(*Irn*)&*Spar dk*(*Irn*)3*trB*	**IronScSr** *Spar dk* 4,88	2983 2920 1852	✠	Tri	*u*		1883 4mo	Palmers'Co (Lim.) Newcastle	Lloyd Austriaco *WB=Cell D*	320·7|39·3|27·9 B80' *B272'416t APT14t*	Trieste Aust.-Hung. 7*BHCem*	T.3Cy.23½″,39″&66″–45″ NE&B03 292NHP WllsndSlpwy.Co.Ld.Nwc.		
894 204848 KWLV	**Melrose** *P.Frostead* 07–08 *Elec.light* *Mchy.Aft* Sub.Sig. 1*Dk*	**SteelSc3MstSr**	5057 —					1907	ForeRiver S.B.Co. Quincy,Mass.	New England Coal &Coke Co.	373·2|52·7|29·8	Boston Utd.States *WB*	T.3Cy.28″,44″&73″–48″ 369NHP ForeRiverS.B.Co.Quincy		C R
895 205918	— (*Ferry*) 1*Dk*	**WoodSternWheel**	3096 2662 1296 1677					1908	Southern Pacific Co. Oakland,Cal.	Central Pacific R.R.Co.	273·0|43·0|17·9	S.Frncisco Utd.States			
896 123026 HKRL	— *J.P.Boyd* –17 *Elec.light* *Well deck*	**SteelScSr** *ss*Lth.No.1–11 1*Dk*(*Stl*)&*deep framing*	1653 1298 986	✠100A1 3,14 ~~Strengthened~~ 3,13 BS2,17 ✠LMC1,11	Lth	*q*	~~3,13~~ 3,18	1906 9mo	Ramage& Ferguson,Ld. Leith	G.Gibson&Co.Ld. *WB=Cell DBa&u* *Lloyd'sA&CP*	260·4|40·1|17·0 Q96'B50'F31' FK *E86'f 96'373t FPT*	Leith British 4*BHCem* 34*t APT11t*	T.3Cy.20″,33″&54″–36″ (*s*) 180lb 100*lb* 200NHP 2SB,*6cf*,GS114,HS3213 Ramage&Fergusn,Ld.Lth.	19 ″ 6 s 1 ″ 10½ 17 ″ 11	
897 136759 JHSM	**Melrose Abbey** *W.E.Jones* –15 (*ex*FranzHorn)	**SteelScSr** 1*Dk*	1338 1058 821					1898	Akt.Ges. "Neptun" Rostock	Melrose Abbey Shipping Co.Ld. (F.Jones,*Mgr.*)	246·0|35·3|14·9 Q72'B112'F24' *WB*	London British	T.3Cy.16⅛″,25½″&41¾″–32½″ 99RHP A.G."Neptun,"Rostock		C
898 MLTF	**Melshorn** *F.Eilertsen* 15–15	**SteelScSr** 1*Dk*	138 134 48					1915	Mjellem& Karlsen Bergen	E.Moldenes	101·5|20·2|10·6	Aalesund Norwegian	T.3Cy.9½″,15″&25″–18″ 26NHP Mjellem&Karlsen,Bergen		

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Enfoncement.	7* Date de la dernière visite à l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres ou corrections.
899 133376 HVNL	**Melton** *T.J.Rees* –17 *Elec.light* *Well deck*	**SteelScSr** 1*Dk(Stl)*	1854 1429 1050	✠100A1 4,16 ✠LMC4,12 ~~Examined 10,11~~	Bry	*q*	~~4,16~~ 10,17	1912 4mo *Lloyd's*	S.P.Austin &Son.Ld. Sunderland *sA&CP* *WB=*	HarriesBros.&Co. *CellDBuE&B37'f*	260·0|38·5|17·0 Q93'B52'F26' FK 114'346*t*DTa69'337			Hull British *t FPT* 70*t A*	T.5Cy.21″,34″&56″–36″ (*s*) 180lb 228NHP 2SB,*6pf*,GS129,HS3850 G.Clark,Ld.Sunderland *PT40t*	19 ″ 3 s 1·11½ 17 ″ 7	
900 127991 HPNQ	**Meltonian** *T.M.Watmough* –17 *Elec.light* 2*Dks&Awngdk*	**SteelSc**	6306 4438 4066					1909	Harland& Wolff.Ld. Belfast	F.Leyland&Co.Ld.	400·3|52·3|26·9 *WB*			Liverpool British	Q.4Cy23½″,34″,49″&70″–51″ 350NHP Harland&Wolff,Ld.Bel.		
901 115868 TNHP	**Melville** *Capt.Price,U.S.N.* –15 *Elec.light* 3*Dks(Stl)&Shelterdk(Stl-ws)* Sub.Sig. Wireless	**SteelScSr** 1*Dk(Stl)&Spar dk(Irn)* *&deep framing*	5522 4844 3126	✠ *Shelter dk withfreeboard* 12,15 *Fitted for oil fuel* 12,15 *Water tube boilers*	Phl	*z*	*F.P.above*	1915 9mo 1 50° F.	New York S.B.Co. Camden,N.J.	United States Government(Navy Department) *WB=Cell DBa97'uE&B50*	391·7|54·5|23·9 33·1 FK *f*147'778*t D*			Utd.States 12*BH* *Tf*23'335*t FPT*63*t APT*52*t*	2 Steam Turbines geared to 1 screw shaft 250lb (*s*) 2B,HS7246 FD NewYorkSBCoCamdn,N.J.	27 ″ 2	
902 116255 TGPK	— *J.L.Keene* –10 *Elec.light* *Ref.Mchy.* 2*Dks*	**SteelScSr**	4484 4141 2899					1902	R.Duncan &Co.Ld. PortGlasgow	ElderLineLd. (Elder,Dempster &Co.Ld.*Mgrs.*)	385·0|48·8|26·9 P38'B104'F41' *WB*			Liverpool British	T.3Cy.27″,43″&72″–48″ 359NHP Rankin&Blackmore,Grk.		C
903 82 QRBN	**Memfi** (*ex*Gottardo) *Elec.light* 3*Dks(2Irn–Uws)*	**IronScBk**	2896 — 1753	✠ 9,83	Gls	*v*		1883 9mo	A.Stephen &Sons Glasgow	SiciliaSocietà diNavigazione *WB*	350·0|40·0|26·1 P68'B32'F33' *=CellDB256'487t*			Palermo Italian 5*BH Cem*	T.3Cy.23⅝″,37½″&63″–47½″ NE&B03 273NHP NOderofuA.SestriPonente		I
904 137472 JLRQ	**Memling** *A.W.Amey* –15 *Elec.light* 3*Dks(Stl–ws)&* *Ref.Mchy.* *Shelterdk(Stl–ws)*	**SteelTwinScSr**	7307 6789 4483	✠100A1 *Shelter dk withfreeboard* 2,17 ✠LMC8,15 ✠Lloyd'sRMC4,~~12~~8,17	NYk	*b*†		1915 8mo *Lloyd's*	A.McMillan&Son,Ld. Dumbarton *sA&CP* *WB=C*	Liverpool,Brazil& RiverPlateS.N.Co. Ld. (Lamport& Holt,*Mgrs.*) *ellDBa110'uE&B*	440·1|56·3|35·6 *FonShelterdk*48' FK 95'*f*153'1134*t FPT*			Liverpool British 4*BHptCem* *ptAsp* 22*tAPT*18*t*	Q.8Cy20½″,29½″42″&61″–48″ 215lb (*s*) 887NHP 3DB&1AuxB,*21cf*,GS424, HS17070 Harland&Wolff,Ld.Bel.	38 ″ 11 s 11·0½ 28 ″ 4	
905 120934 HGBS	**Memnon** *F.H.Towill* –14 *Elec.light* 2*Dks*	**SteelScSr**	4870 4384 3019					1906	Scott'sS.B. &E.Co.Ld. Greenock	ChinaMutualStm. Nav.Co.Ld.(A. Holt&Co.*Mgrs.*)	392·1|49·2|28·7 P41'B115'F43'			Liverpool British	T.3Cy.25″,41″&70″–48″ 339NHP Scott'sS.B.&E.Co.Ld.Grk.		
906 127902 HMJF	**Memphian** *W.Brown* –15 *Elec.light* 2*Dks&Awng dk*	**SteelScSr**	6305 5954 4066					1908	Harland& Wolff,Ld. Belfast	F.Leyland&Co. Ld.	400·3|52·3|26·9 34·9 FK *WB*			Liverpool British	Q.4Cy.23½″,34½″,49″&70″– 51″ 350NHP Harland&Wolff.Ld.Bel.		
907 RSPG	**Memphis** *J.Ebeling* –13 *Elec.light* Wireless 3*Dks*	**SteelScSr**	7074 6517 4344					1913	J.C.Tecklenborg A.G. Geestemnde	DeutscheDmpfsfahrtsGes.Kosmos	471·9|61·0|28·5 F48' *Wb*			Hamburg German	T.3Cy.29⅝″,48½″&80½″–55½″ 484NHP J.C.TecklenborgA.G.Gst		G
908 136996 JGPT	**Mena** 1*Dk*	**SteelScK**	234 212 110	✠100A1 *StmTrawler* 9,14 ✠LMC9,14	Hul			1914 9mo *Lloyd's*	Cochrane& Sons,Ld. Selby *sA&CP*	Roberts&Ruthven Ld.	122·2|22·2|11·5 Q76'F17' BK8' *WB*			Grimsby British 4*BH Cem*	T.3Cy.12½″,22″&35″–24″ (*s*) 180lb 72RHP 18B,*2pf*,GS31,HS1186 C.D.Holmes&Co.Ld Hull	12 ″ 4	
909 PLVC	**Menado** *H.C.M.van Houten* *Elec.light* Wireless 2*Dks&Awngdk*	**SteelSc**	5874 5649 3814					1907	Bonn& Mees Rotterdam	Rotterdamsche Lloyd (W.Ruys& Zonen,*Mgrs.*)	395·7|51·4|34·3 *WB*			Rottrdam Dutch	T.3Cy.26½″,43″&72″–48″ 359NHP Maats.deSchelde,Flushing		V
910 115847 TLCR	**Menapian** *J.Herbert* –15 *ss*Shl.No.3–7,15 (*ex*Statia) 1*Dk(Stl)&Spar dk(Irn)* *&deep framing*	**SteelScSr**	2947 2699 1872	✠100A1 *Spar dk* ~~10,15~~11,17 ~~B87,15~~ BS7,17 ~~LMC4,15~~ LMC4,15	Sws Brs	*u*	~~12,14~~ 11,17	1902 6mo *Lloyd's*	J.Readhead &Sons South Shields *sA&CP* *WB=Cell DBa* 100'	O.&W.Williams& Co. *uE&B44'f*132'639*t*	321·0|43·2|14·7 P77'B100'F36'24·7 FK *APT*12*t*			London British 5*BH Cem*	T.3Cy.25½″,42″&68″–45″ (*r*) 180lb *80lb* 316NHP 2SB,*6cf*,GS85,HS3679 FD J.Readhead&Sons,S.Shl.	27 ″ 0 s 4 ″ 2 23 ″ 3	
911 123190 HLSK	**Menapier** *G.M.Horsburgh* –15 *Turret deck* (*ex*LadyCarrington) 1*Dk*	**SteelScSr**	3920 3214 2490					1907	W.Doxford &Sons,Ld. Sunderland	~~Brys&Gylsen,Ld.~~ Lloyd(Roya Belge (GreatBritain) Ld	349·7|49·1|24·0 P32'F31 *WB*			London British	T.3Cy.25″,41″&66″–45″ 292NHP W.Doxford&Sons,Ld.Sld.		C
912 135897 JDSB	**Mendip Range** *J.Theaker* –16 1*Dk*	**SteelScSr**	4495 4270 2848					1914	Nthmblnd S.B.Co.Ld. Newcastle	NeptuneStm.Nav. Co.Ld.(Furness, Withy&CoLd.*Mgs*)	385·0|51·9|27·1 P36'B119'F37'			W.Hartlpl British	T.Cy.25″,40″&68″–48″ Richardsons, Westgarth&Co.Ld.Sld.		C
913 140380 JRLP	**Mendocino** *Elec.light* *Longitudinal framing* *Mchy.Aft* 2*Dks(Stl)&Web frames*	**SteelScSr**	6973 6366 4414	✠100A1 ~~4,18~~ ~~11,15~~ ✠LMC10,17 ~~Last Cleaned & Painted~~ *Carrying Petroleum in bulk* *Entire Cargo Oil Fuel* 10,17 *Bale Cube* 150°F	Liv	*a*†		1917 7mo *Lloyd's*	Sir.J.Laing &Sons,Ld. Sunderland *sA&CP* *CellDBuE&B55'142tDTf*38'5	H.E.Moss&Co.	425·0|57·0|33·1 P101'~~B27'F44'~~ B28'F40' FK 111*tAPT*53*t* (9BHtoU*tk*, 6 *2nd dk*)	London British 15*BHptCem*	T.3Cy.27″,45″&74″–54″ (*s*) 180lb 550NHP 4SB,*12cf*,GS196,HS3243 FD G.Clark,Ld.Sunderland	33 ″ 0 s 7 ″ 4 29 ″ 9	
914 135897 HQKL	**Menelaos** *G.Tsalaghiras* –12 *ss*Pir.No.3–8.07 (*ex*Roath) *ss*Pir.No.2–17 1*Dk(ptStlptIrn)&* *Web frames&ptAwng dk(Irn)*	**SteelScSr**	2707 *2041* *1736*	✠100A1 *ptAwngdk* *withfreeboard* 4,18~~3,17~~ LMC5,17	Pir Cff	*t*	3,17 4,18	1894 5mo *Lloyd's*	Palmers' Co.Ld. Newcastle *sA&CP* *WB*	E.Angelis *=CellDBa96'f120'*	303·0|43·0|19·7 P26'Q94' *ptAwng dk*183' FK 188*tAPT*63*t*			Piræus Greek 6*BH Cem* *6"* *2nd dk*)	T.3Cy.23½″,36½″&61″–42″ 160lb *100lb* NDB12 240NHP 2SB,*6cf*,GS90,HS3570 (*s*) Palmers'Co.Ld.Nwc.	21 ″ 0 s 8 ″ 4 20 ″ 3	
915 105317 VSGH	**Menelaus** *W.Simpson* –14 2*Dks*	**SteelScSr**	~~4672~~ ~~4497~~ 3951 ~~2847~~ 3006					1895	Scott&Co. Greenock	TheShippingController (A.Holt& Co.,*Mgrs.*)	392·4|47·1|26·0 P44'B106'F48'			~~Liverpool~~ British London *WB*	T.3Cy.25½″,43″&69″–54″ 350NHP Scott&Co.,Greenock		
916 RSVM	**Menes** *W.Lilienthal* –13 *Elec.light* Wireless 2*Dks&Shelter dk*	**SteelScSr**	7057 6517 4333					1913	J.C.Tecklenborg A.G. Geestemünde	Deutsche-Dmpfsfahrts.Ges.Kosmos	472·0|61·0|28·5 F50 *WB*			Hamburg German	T3Cy29⅝″48½″&80½″–55½″ 482NHP J.C.TecklenborgA.G.Gst.		G
917 115868 TNHP	**Menevian** *D.J.Jones* –15 *ss*Shl.No.3–5.15 (*ex*Sarstoon) 1*Dk(Stl)&Spar dk(Irn)* *&deep framing*	**SteelScSr**	2929 2689 1852	✠100A1 *Spar dk* 3,17 BS5,17 ✠LMC10,14	Brs	*u*	3,17 2,18	1902 8mo *Lloyd's*	J.Readhead &Sons SouthShields *sA&CP* *WB=CellDBa*	O.&W.Williams& Co. 100'*uE&B44'f*132'	321·1|43·2|14·7 P77'B100'F36'24·7 FK 639*tAPT*12*t*			London British 5*BH Cem*	T.3Cy.25½″,42″&68″–45″ (*r*) 180lb *70lb* 316NHP 2SB,*6cf*,GS85,HS3679 FD J.Readhead&Sons,S.Shl.	27 ″ 0 s 4 ″ 2 23 ″ 3	
918 TGLH	**Menggala** 1*Dk*	**SteelSc**	333 275 164					1909	Wilton's E. &SlipwayCo Rotterdam	Koninkl.Paketv. Maats.	153·1|26·1|8·9 P34'B12'F20'			Batavia Dutch	C.2Cy.11¾″&23½″–17¾″ 19NHP Wilton'sE.&SlpwyCo.Rot.		V
919 GVJ	**Menhir** *P.Dauguet* –12 6thSurvey,Liv.10.06 (*ex*Sunlight) 2ndSurvey,Msl.11,13 2*Dks*	**IronScSr**	447 345 235	1,17 ✠NB5,04	Msl	Lv		1868	L.Hill&Co Pt.Glasgow	D.E.Sterghiopoulos	184·0|22·7|12·7 P27'F5*t* BK6½″			Cette French 4*BH*	C.2Cy.19″&38″–27″ NE83 66NHP 1SB,*3pf*,GS45,HS1250 D.Rollo&Sons,Liverpool	13 ″ 7	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. No. of Decks, &c.	3	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned. now expired. Equipment Letter.	Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NIP=Horse power by Society's formulæ; RIP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed. If not in L.R. Date of Trade Cert.
920	**Menhir**	Steel Sc K	328			...		1905	Smith's Dock Co. Ld. North Shields	E. Dufilhol & fils	144·8	24·0	12·3	Lorient French	T. 3 Cy. 14″, 23″ & 39″–27″	13 ″ 1	V
KGVH	*R. Olicard* –09 (*Trawler*) *Elec. light* 1 *Dk*		295 125								Q54′ F25′		BK 7½″	*WB*	97 NHP Shields Eng. Co. Ld. N. Shl.		
921	**Menominee**	Steel Sc 4 Mst Sr	6919	✠100A1 7.14	Ant	*c*†	~~2,16~~ 3,18	1897	A. Stephen & Sons Glasgow A&CP *W*	Atlantic Transport Co. Ld. *Shelter B= Cell D Ba 123′ u*	475·0	52·3	31·3	Glasgow British	T. 3 Cy. 32″, 54″ & 90″–66″ (*o*)	34 ″ 6	
108688	*T. G. Hutchinson* –16 *ss* Ant. No. 3–7,10		6129	*Examined* ~~2,17~~ 3,18				10 mo			P87′ B220′ F106′			~~100~~ 190 lb	770 NHP	s 7 ″ 6	
PVDH	(*ex* Alexandra) 3 *Dks* (*Stl*)		4441	~~BS 2,16~~ LMC 7,16 BS 7,17							*dk f* 20′ FK & BK 3″ *E & B* 85′ *f* 143′ 105 *t*			7 *B H Cem A P T* 35 *t*	2 DB 2 SB *18 cf* Gs 306 Hs 12372 A Stephen & Sons, Glasgow	27 ″ 6	
	Elec. light Sub. Sig. Wireless																
922	**Menorquin**	Iron Sc Sr	933	✠	Cly	*m*		1881	HM'Intyre & Co. Paisley	"La Maritima" Cia. Mahonesa de Vap. *W B= L*	218·6	30·2	15·8	Mahon Spanish	C. 2 Cy. 31″ & 60″–39″		V
HVDB	*Vila* (*ex* Palma)		718	2,84				3 mo			P62′ B53′ F37′				NB 91 187 NHP		
	Mchy. Aft 2 *Dks*		545								*Ba* 66′ 93 *t F P T* 140 *t*			4 *B H Cem*	Hutson & Corbett, Glasgow		
923	**Mentor**	Steel Sc Sr	7585					1914	Scotts' S. B. & Eng Co. Ld. Greenock	Ocean S.S. Co. Ld. (A. Holt & Co *Mgrs*)	455·2	56·2	32·5	Liverpool British	T. 3 Cy. 31″, 51½″ & 86″–60″		
137408	*P. Townley* –16		6306								P53′ B165′ F60′			*WB*	572 NHP Scotts' SB & Eng Co. Ld. Grk		
JHDP	*Elec. light* 2 *Dks*		4798														
924	—	Steel Sc Sr	3049	✠100A1 *with freeboard*	Bry	*u*	~~N 9,16~~ 6,17	1902	Ropner & Son Stockton *Lloyd's A & C r*	G. C. Dracoulis *WB= Cell D Ba*	325·0	48·1	22·2	Ithaca Greek	T. 3 Cy. 23½″, 39″ & 64″–42″ (*s*)	24 ″ 3	
	Theophilato s 14–14 *ss* Bla. No. 3–5,13		2934	5,16			12,17	9 mo			P29′ B166′ F34′		FK		160 lb *100 lb* NDB 12 273 NHP	s 3 ″ 2½	
HMQV	(*ex* Alva) 1 *Dk* (*Irn*) 2 *tr B & Web frames* 3 *Dk rule*		1943	~~BS 10,17~~ MS 12,17 ~~BS 10,17~~ LMC ~~4,17~~							110′ *u E & B* 34′ *f* 134′			5 *B H Cem* 668 *t A P T* 97 *t*	2 SB, *6 rf*, Gs 120, Hs 4200 Blair & Co. Ld. Stockton	21 ″ 5	
925	—	Iron Sc Sr	1460	✠	Msl	*r*		1881	Palmers' Co. Newcastle *WB*	Soc. Les Affréteurs Réunis (J. Stern *Mgr.*) *= D Ba 76′ f 28′ & u E*	250·4	33·8	23·0	French	C. 2 Cy. 31″ & 58″–36″	24 ″ 4	V
Sank by	Collision 3,17		—	6,14				2 mo			P20′ B17′ F33′ pt ND 00 FK			4 *B H Cem*	NDB 12 151 NHP		
	(*ex* Eftimios, *ex* Giano, *ss* Msl. No. 1–11 *ex* Fedele, *ex* Primavesi) 2 *Dks* (*Irn*) 3 *tr B*		991								*& B* 34′ 330 *t F P T* 15 *t*			*A P T* 20 *t*	2 SB, *4 pf*, Gs 72, Hs 2383 Palmers' Co. Ld. Newcastle		
926	—	Iron Pad	143					1878	Softley & Co. S. Shields	Theophilatos Stathatos	107·0	19·8	10·0	Ithaca Greek	1 Cy. 42½″–56″		
	1 *Dk*		— 43											*WB*	104 NHP Hepple & Co. S. Shields		
927	—	Iron Twin Sc Sp	141					1883	T. B. Seath & Co. Glasgow	Lawson Stm. Tug Bt Co Ld (J. Lawson *Mgr.*)	95·2	19·1	9·0	S. Shields British	C. 2 Cy. 18″ & 34″–24″		
89701	*T. Amess* 90–03 (*ex* Brock)		121												50 RIP		
KPJT			15												Rankin & Blackmore, Grk.		
928	**Menzaleh**	Steel Sc Sr	1859			...		1888	Hall, Russell & Co. Aberdeen	Khedivial Mail S.S. & Graving Dock Co. Ld. (Lord E. Hamilton, *Mgr.*)	270·4	35·2	23·0	London British	T. 3 Cy. 21″, 34″ & 56″–42″	23 ″ 11	V
94523	*W. Young* –17		1639								B38′		FK	*WB*	202 NHP Hall, Russell & Co. Abn.		
HFMQ	(*ex* Abd-el-Monem, *ex* Inanda) *Elec. light* 1 *Dk & Spar dk* 3 *tr B*		1182														
929	**Mera**	Steel Sc Sr	4797	✠ — 3,16	Ham	*x*		1901	C. Connell & Co. Glasgow	Deutsche Dampfs-fahrts. Ges. Kosmos *WB=*	374·0	48·1	27·6	Hamburg German	T. 3 Cy 25″, 41½″ & 70″–48″	30 ″ 3	
	P. Jürgensen *ss* Ham. No. 3–3,13		3975					2 mo			P & B 230′ F45′		FK	6 *B H Cem*	386 NHP		
RLWT	2 *Dks* (*Stl–U* teak s) *& Web frames*		3087								*Cell D Ba* 102′ *u E & B*			73′ *f* 143′ 939 *t*	3 SB, *9 cf*, Gs 193, Hs 5910 Dunsmuir & Jackson, Ld Gls		
	Elec. light Wireless *lower dk* (*Stl*) *forward*																
930	**Merak**	Steel Sc Sr	3024					1910	Rotterdam Droogd. Maat Rotterdam	Van Nievelt, Goudriaan & Co.'s Stoomv. Maats.	325·6	47·0	20·7	Rottrdam Dutch	T. 3 Cy. 22½″, 37½″ & 62″–42″		V
	M. Toonder		2795								P21′ B88′ F31′				249 NHP		
PLWF	1 *Dk*		1857											*WB*	Rotterdam Droogd. Maats.		
931	**Meran**	Steel Sc Sr	3819	✠ — 1,17	Tri	*v*		1909	Lloyd Austriaco Trieste	Lloyd Austriaco *WB= Cell*	344·5	45·5	25·9	Trieste Aust.-Hung.	T. 3 Cy. 23¼″, 39″ & 66″–48″	28 ″ 5	
	ss Tri. No. 1–14		3082					9 mo			B160′		FK	6 *B H Cem*	390 NHP		
HMWD	*Elec. light* 1 *Dk* (*Stl*) *& Awng dk* (*Stl*–ws) 3 *tr B*		2358	*Awng dk with freeboard*							*D Ba* 98′ *u E* 36′ *f* 122			476 *t A P T* 64 *t*	2 SB, *6 cf*, Gs 126, Hs 5378 FD Lloyd Austriaco, Trieste		
932	—	Steel Sc Sr	196					1899	Hong K'ng & Whampoa Dock Co. Hong Kong	Too Liang Sun	134·3	18·0	10·0	Singapore British	C. 2 Cy. 15″ & 31″–18″		
135033			144												39 RIP		
	1 *Dk*		70												Hong Kong & Whampoa Dock Co. Hong Kong		
933	**Merannio**	Steel Sc Sr	2390	✠100A1	Gls	*s*	~~12,16~~	1891	T. Turnbull & Son Whitby A&CP	Temple-Thomson & Clark	289·6	38·2	19·7	Whitby British	T. 3 Cy. 22″, 36″ & 59″–39″ (*s*)	22 ″ 2	
99134	*P. R. Wallace* –13		1818	*pt Awng dk*	Liv		7,17	6 mo			P29′ Q78′			6 *B H Cem*	160 lb *100 lb* NDB 07 219 NHP	s 8 ″ 0	
MFPJ	(*ex* Kendal) *ss* Gls. 2nd No. 3–12,16		1491	*with freeboard* 7,17 ~~12,16~~	LMC						*pt Awng dk* 182′ FK			*D B* 244′ 50 *t*	2 SB, *6 cf*, Gs 84, Hs 3300 Blair & Co. Ld. Stockton	21 ″ 5	
	1 *Dk* (*Irn*) *& Web frames & pt Awng dk* (*Irn*)			BS 9,16	MS 12,16						*WB= Cell*			A&CP			
934	—	Iron Sc Sr	939			...		1881	W. Gray & Co. Hartlepool	Gen. Stm. Nav. Co. Ld.	216·0	31·2	13·7	London British	C. 2 Cy. 27″ & 50½″–33″	16 ″ 2	
82018	*F. P. E. McCullough* –13		756								P26′ Q48′ B60′ F26′				NB 00 99 RHP		
VMRL	*Well deck* 1 *Dk 3 tr B*		563										BK 7″	*WB*	Blair & Co. (Lim.), Stockton		
935	**Merauke**	Steel Sc Sr	6674					1911	Kon. Maats de Schelde Flushing	Rotterdamsche Lloyd (W. Ruys & Zonen, *Mgrs.*)	432·0	54·3	34·2	Rottrdam Dutch	T. 3 Cy. 28½″, 47″ & 81″–52″		V
	C. W. Koenderink		6426												474 NHP		
PLWR	*Elec. light* Wireless 3 *Dks*		4294											*WB*	Maats. de Schelde, Flushing		
936	**Mercator**	Steel Sc Sr	1083					1898	Fevigs Jrn-skibsbyggeri Arendal	Mercator Dmpsk-selsk (Holdt & Isak-sen A.S.)	235·7	33·0	15·1	Stavanger Norwegian	T. 3 Cy. 16½″, 27″ & 44″–30″		N
JWPB	~~*J.S. Kaisen* 91–98~~		844								Q 135 *t* B 56 *t* H 23 *t*			*WB*	Sir C. Furness, 106 NHP		
JWPB	~~*J.S. Kaisen* 91–98~~		669								F 25 *t*				Westgarth & Co. Ld. Mdb.		
	1 *Dk*																
937	**Merce**	Iron Sc K	169	✠ — 5,16	Bcl			1898	Earle's Co. Ld. Hull		102·0	20·6	11·0	Italian	T. 3 Cy. 11″, 17″ & 30″–21″	11 ″ 9	
	ss La R. No. 3–7,10		151	*Stm Trawler*				3 mo			Q18′ F19′		BK 7½″	3 *B H Cem*	47 NHP		
	(*ex* Joselle, *ex* Trafalgar) 1 *Dk*		51	✠ NB 12,06											1 SB, *2 pf*, Gs 28, Hs 877 Earle's Co. Ld. Hull		
938	**Mercedes**	Steel Sc Sr	4519					1902	Nthmblnd S.B. Co. Ld. Newcastle	The Admiralty	351·0	50·8	28·3	London British	T. 3 Cy. 27″, 43″ & 72″–48″	31 ″ 0	
114846	*W. Watson* –17		4211								F36′				359 NHP	s 7 ″ 4½	
TGLR	*Mchy. Aft* *Elec. light* 1 *Dk*		2931											*WB*	N.E. Marine Eng. Co Ld Nwc	23 ″ 11	
939	—	Iron Sc Sr	1138	✠	Nwc	Lv		1870	Schlesingr, Davis & Co. Newcastle	R. Ortiz Artiñano	230·4	32·2	17·6	Bilbao Spanish	C. 2 Cy. 29″ & 55″–30″		
	Z. Bengoa 16–16 5th Survey, Hpl. 12,87		986	5,91							P140′ H11 *t* F37′			4 *B H Cem*	NB 92 138 NHP		
	(*ex* Pedro Pi, *ex* Cartagena, *ex* Ana de Ramos, *ex* Filey) *Well deck* 1 *Dk 2 tr B*		713	*Now named "Izarra," See No. 21 in Supplement*										*WB*	Thompson, Boyd & Co. Nwc		
940	—	Steel Sc Sr	883					1889	Akt. Ges. "Vulcan" Stettin	Lloyd Brazileiro	199·8	29·9	10·9	R. Janeiro Brazilian	T. 6 Cy. 12″, 20″ & 32″–20″		
	(*ex* Golondrina)		605								P45′ B71′ F40′			*WB*	NB 10 92 NHP		
	Wireless		485												A.G. "Vulcan," Stettin		
941	—	Iron Pad	103						..... England	Heredos de A. Millan	123·0	15·1	6·1	Cadiz Spanish	C. 2 Cy. 18″ & 36″–24″		
	D. Ruso		—												53 NHP		
HVFG	(*ex* Enrique)		45														

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 6 7 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné après Surv. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 9 Construit. Quand. — Navire. — Mach.	Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. N.H.P.=Force en chevaux d'après les formules de la Société. I.H.P.=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où occ. al. ce n'est dans le L. R. Paroisse (ves. à cr.) etc.
942	**Mercedes Lacroze** SteelSc *F.W.Pedder* –09 (*Ferry*) 1*Dk*	1561 1540 893					1909	A.&J. Inglis,Ld. Glasgow	EntreRiosRly.Co. Ld.	283·2|56·2|17·2			Bns.Ayres Argentine	T.3Cy.13½″,23½″&36″–27″ 116NHP A.&J.Inglis,Ld.Glasgow		
943 128486	**Mercedes III.** SteelSc *J.Jones* –08 *ss*Sou.No.2–16 1*Dk*(*pt Stl*)	98 92 2	✠100A1 Sou *For Towing purposes* ~~6,13 7,16~~ 1,18 Off ✠LMC7,16 DS7,17			7,17 1,18	1908 11mo *Lloyd*	G.Brown &Co. Greenock *'sA&CP*	S.J.Price&Co.	80·2|18·6| 9·6 BK6″ *WB*=			Cardiff British *4BHCem* *APT12t*	C.2Cy.17″&34″–22″ (*s*) 130lb 62RHP 1SB,*2pf*,GS41,HS1167 Gauldie,Gillespie&Co.Gls	10 ″ 6	
944 115318 TPWV	**Mercedes de Larrinaga** StlScSr *M.L.Keyes* –16 *ss*Mch.No.2–12 2*Dks*(*Stl*)&*deep framing*& *Elec.light* *Shelter dk*(*Stl*) *ss*Mch.No.3–9,16	4152 3830 2700	✠100A1 *Shelter dk* ~~5,17 11,13~~ 12,17 BS9,16 ✠LMC5,16 11,17	Liv ~~Sws~~ Off	*x*	9,16	1902 9mo *Lloyd*	Russell& Co. Pt.Glasgow *'sA&CP*	Miguel deLarrinagaS.S.Co.Ld. (Larrinaga&Co.Ld *Mgrs.*) *WB*	370·5|50·1|25·3 FK *=CellDBa124′uE&B46′f154′*			Liverpool British 6*BHCem* *971tDTa44′1000tAPT50t*	T.3Cy.26″,42″&70″–48″ (*r*) 180lb *100lb* 431NHP 2SB,*6cf*,GS202,HS6010 FD D.Rowan&Co.Glasgow	28 ″ 1 s 3 ″ 5½ 25 ″ 0	
945 127930 HNFJ	**Merchant** SteelScSr *E.F.Henley* –17 *ss*Liv.No 2–16 *Elec.light* 1*Dk*(*Stl*)&*Spar dk*(*Stl*) &*deep framing*	3918 3382 ~~2537~~	✠100A1 *Spar dk* ~~10,17 12,17~~ MS2,16	Liv ✠LMC BS1,17	*w*	2,16 4,18	1908 9mo *Lloyd*	C.Connell &Co.Ld. Glasgow *'sA&CP*	CharenteS.S.CoLd (T.&J.Harrison, *Mgrs.*) *WB*= *CellDBa108′uE&B46′f150′796tFPT*	349·3|46·0|18·1 P31′B102′F34′ 27·1 FK			Liverpool British 6*BHCem* *37tAPT17t*	T.3Cy.21″,35″&58″–48″ (*s*) 180lb 292NHP 3SB,*9cf*,GS142,HS5082 Dunsmuir&JacksonLd.Gls	29 ″ 6 s 5 ″ 4½ 24 ″ 6	
946 114419 TDWS	**Merchant Prince** SteelScSr ~~*J.Chilvers* 16~~ *ss*Mch.No.3–5,14 *W.Gill* 17 1*Dk*(*Stl*)&*Spar dk*(*Stl pt–ws*) *Elec.light* &*deep framing*	3092 2911 2021	✠100A1 *Spar dk* 6,17 ~~10,16~~ MS5,14	Sld Mch ✠LMC BS~~5,15~~ 5,16	*v*	~~8,15~~ 6,17	1902 1mo *Lloyd*	TyneI.S.B. Co Ld. Newcastle *'sA&CP* *WB* *=CellDBa100′uE&B20′f140′580tFPT*	PrinceLine,Ld. (Furness,Withy& Co.Ld..*Mgrs.*)	331·0|44·3|17·4 P39′B110′F34′ 26·2 FK			Newcastle British 6*BHCem* *78tAPT35t*	T.3Cy.25″,42″&69″–45″ (*s*) 180lb *100lb* 361NHP 2SB,*8rf*,GS146,HS5760 Blair&Co.Ld.Stockton	27 ″ 3 s 4 ″ 6½ 23 ″ 0	
947 2989 JGSN	**Mercia** IronScSr ~~*O.R.Smith* 11~~ *ss*Hpl.3rdNo.3–5,14 (*ex*Dewdrop) *O.R.S.Smith*16–17 *Well deck* 1*Dk*(*Irn*)2*trB*	1127 862 652	✠100A1 7,17 ~~6,16~~ ✠NB5,14 ✠LMC6,16	Sws Got	*n*	6,16	1882 3mo *Lloyd*	Irvine&Co W Hartlepool *'sA&CP*	Rederiaktieb. SvenskaLloyd (H.MetcalfeMgr) *WB*=*Cell*	230·2|32·4|13·8 Q60′B126tF25′ FK			Gothenburg Swedish 4*BHCem* *DB192′329t*	C.2Cy.27″&50″–33″ (*s*) 75lb *70lb* NDB12 102NHP 1SB,*3pf*,GS51,HS1493 T.Richardson&Sons,Hpl.	16 ″ 6 s 1 ″ 5 15 ″ 3	
948 127907 HMPQ	**Mercian** SteelScSr *C.J.Walker* –16 *Elec.light* 2*Dks*&*Awng dk*	6305 4498 4066					1908	Harland& Wolff,Ld. Belfast	F.Leyland &Co.Ld	400·3|52·3|26·9			Liverpool British *WB*	Q4Cy.23½″,34½″,49″&70″–51″ 350NHP Harland&Wolff,Ld.Bel.		
949 LMJN	**Mercur** SteelScSr *W.Luth* –09 1*Dk*2*trB*	1435 973 905					1895	Flensburgr Schiffsb. Ges. Flensburg	HeinrichSchmidt	239·0|34·0|14·4 Q72′B113′F26′			Flensburg German *WB*	T.3Cy.16″,26″&43″–33″ 106NHP FlensburgerSchiffsb.Ges.		G
950 HDGB	— Steel&IronScSr *H.Krüger* –14 (*ex*KongDag) 1*Dk*2*trB*	995 943 582					1883	MotalaCo. Gothenburg	Bergenske Dampskibsselskab	207·0|29·7|21·5 H51*t*			Bergen Norwegian *WB*	C.2Cy.21″&56″–35″ NB02 155NHP Lindholmens Verk.,Got.		
951 QKDB	— SteelScSr *R.Dourees* –12 1*Dk*	661 517 365					1912	Akt.Ges. "Weser" Bremen	Dampschifffahrts Ges.Neptun	180·1|28·2|12·9 P45′B50′F22′			Bremen German *WB*	T.3Cy.13″,21″&34½″–23$\frac{7}{16}$″ 58NHP A.G."Weser,"Bremen		G
952 3210 JHQM	— IronScSr *E.T.F.Klinckowström*15–15 *Elec.light* (*SalvageSteamer*) 1*Dk*	131 116 84					1889	MotalaCo. Motala	BergningsochDykeriakt.Neptun (W.R.Edlind*Mgr*)	87·1|20·8| 9·2 H12*t* F14′			Stockholm Swedish	C.2Cy.16″&29½″–19½″ 31NHP MotalaCo.Motala		
953 QGCW	— SteelSc *P.Büssenschütt* (*Tug*) 1*Dk*	124 114 14					1895	G.Seebeck Geestemünde	Norddeutscher Lloyd	95·7|18·9|10·5			Bremen German *WB*	T.3Cy.11$\frac{5}{8}$″,17$\frac{13}{16}$″&29$\frac{13}{16}$″–22$\frac{1}{16}$″ 42NHP G.Seebeck,Geestemünde		G
954 KGWM	**Mercure** SteelSc *A.Grosset*10–12 (*Tug*)	108 99 17					1889	Atel.& Chant.Loire Nantes	Chambre deCommerce	88·9|18·4| 9·9 H5′ F11′			Dieppe French	C.2Cy.20″&34″–24″ NB01 47NHP At.&Chant.delaLoire,Hav.		V
955 111222 RJFW	**Mercuria** SteelScSr *J.McFadyen* –15 *ss*Nwc.No.3–2,13 (*ex*Kelvingrove) 1*Dk*(*Stl*)&*Spar dk* *Elec.light* (*Stl*)&*deep framing*	3092 2937 1938	✠100A1 *Spar dk* 12,16 ✠LMC MS12,11 MBS6,16	Bry	*v*	12,16	1899 10mo	AMcMillan&Son,Ld. Dumbarton A&CP *WB* *=CellDBa104′uE&B22′f140′814tFPT*	DonaldsonLine, Ld.(Donaldson Bros.Ld.*Mgrs.*)	333·0|45·0|15·9 P28′B106′F38′ 23·9 FK			Glasgow British 6*BHCem* *156tAPT56t*	T.3Cy.25″,42″&68″–45″ (*s*) 180lb *140lb* NDB13 343NHP 2SB,*6cf*,GS107,HS4308 FD D.Rowan&Co.Glasgow	26 ″ 6 s 4 ″ 6 22 ″ 4	
956 16 QRCJ	**Mercurio** IronScSr (*ex*Ophelia) 2*Dks*	792 553 425					1879	Reiherst's Schiffsw. Hamburg	F.Zippitelli	191·9|28·4|15·4 B166*t*			Bari Italian *WB*	C.2Cy.27″&48″–30″ 105NHP Reiherst.Machinenf.Ham.		
957 PLWV	**Mercurius** SteelScTwinMasts *D.Klok* *Elec.light* 2*Dks*&*Longitudinal framing*	2863 2220 1824					1909	W.Hamilton&Co.Ld. PortGlasgow	Koninkl.Nederl. Stoomb.Maats.	327·6|44·2|18·5 Q110′B86′F41′			Amstrdam Dutch *WB*	T.3Cy.21″,35″&57″–39″ 203NHP D.Rowan&Co.Glasgow		V
958 MCDK	— CompScSr *And.Nordeide*13–13 (*ex*Merkurius) 1*Dk*	231 197 132					1889	S.Groth Sjötorp	Acties.Mercurius (O.Bratland)	100·1|22·3|11·9 B32*t*			Bergen Norwegian	C.2Cy.13½″&27″–18″ NB00 26NHP EriksbergsM.V.,Got.		N
959	— SteelScLr 1*Dk*	181 178 93					1903	M.van der Kuijl Slikkerveer	L.J.vanGelderen	114·7|21·5|11·3			Vlaardngn Dutch *WB*	T.3Cy.8½″,14½″&23¼″–15¾″ 18NHP J.H.vanCappellen,Bolnes		
960 MKLB	— WoodScSr *T.Mollan* *Oil Eng.* (*ex*Sailing Vessel) 1*Dk*	100 96 72					1849	..... Trondhjem	P.Mollan	78·8|22·1|10·5			Trndhjem Norwegian	Oil Engine		
961 94 HCBG	**Mercury** SteelScSr *C.T.Malinovsky* *ss*Oda.No.3–5,13 1*Dk*(*Stl*)&*Spar dk*(*Stl*)& *Elec.light* *deep framing*	4046 3206 2494	✠100A1 *Spar dk* 3,14 BS3,14 ✠LMC5,13	Oda	*w*	5,13	1900 11mo	Howaldtswerke Kiel *WB*=*Cell* A&CP *DBa102′uE&B66′f128′670tFPT*	RussianStm.Nav. &TradingCo.	350·0|47·0|17·9 P31′B150′F46′25·8 FK			Odessa Russian 6*BHCem* *28tAPT19t*	T.3Cy.27½″,44½″&72⅞″–47¼″ 150lb *80lb* (*s*) 443NHP 3SB,*9cf*,GS155,HS6039 FD Howaldtswerke,Kiel	28 ″ 6 s 4 ″ 10½ 24 ″ 0	
962 99811	— SteelPadSk *J.M.Riddell* –13	378 340 150					1892	Napier, Shanks&Bell Glasgow	Glasgow&South WesternRlwy.Co.	220·5|26·0| 9·2 *Promenade dk*168′			Glasgow British	C.D.2Cy.33″&62″–60″ NB14 248NHP D.Rowan&Son,Glasgow		
963 65928 LBWH	— IronScSp ~~271~~ 251 229 1*Dk* 1 ~~146~~ 111						1872	Bowdler, Chaffer&Co Liverpool	SingaporeHarbourBoard	138·6|21·7|12·0 H71*t*			Singapore British	C.2Cy.13″&28″–30″ NB04 70RHP J.Taylor&Co.,Birkenhead		
964 79154 SNCB	**Mercutio** IronScSr *D.Edwards* –13 *ss*Brs.3rdNo.3–6,16 *Well deck* 1*Dk*(*Irn*)2*trB*	855 672 527	✠90A1 ~~5,15 5,18~~ 1,18 ~~Off~~ Hul ✠NB9,88 LMC2,16 BS~~8,16~~ 10,17	Brs	*l*	~~9,16~~ N5,17	1879 3mo	J.&G. Thomson Clydebank A&CP	G.Bazeley&Sons, Ld.	200·1|29·1|16·0 Q70′B46′F30′ BK8″ *WB=DB*			Penzance British 4*BHCem* *a53′f53′170t*	C.2Cy.25″&48″–30″ (*r*) 80lb *90lb* NDB04 95RHP 1SB,*3pf*,GS51,HS1728 J.&G.Thomson,Clydebank	16 ″ 11 s 1 ″ 3 16 ″ 6	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned how expired. Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When	9 Built. By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NP=Horse power by Society's formulæ; RP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of ft. of Trade Cert.
Missing since 1,18																
965 108241 PTCG	**Mereddio** SteelScSr *J.A.D.Stevenson* –12 *ss*Gls.No.3–12,10 (*ex*Olivemoor) *ss*Gls.No.1–14 1*Dk*(*Irn*)2*trB*&*Webframes*3*Dk rule*	3069 2862 1970	✠ ~~100A1~~ 10,16 ~~Restricted~~ ✠ ~~LMC10,14~~	Trn	*u*	~~10,16~~ 10,17	1897 7mo	W.Gray&Co.Ld. WHartlepool A&CP	SS Mereddio Co.Ld. (Maclay&McIntyre) *WB*=*Cell*	325·0 P27′B82′F32′ FK *DBa*&*uE*130′*f*136′	47·1	22·3 731*t APT*53*t*	London British	T.3Cy.24″,38″&64″–42″ (*s*) 160lb *90lb* NDB11 260NHP 2SB,*6rf*,GS85,HS3820 Cen.Mar.Eng.Wrks.WHpl	24 ″ 10 *s* 4 ″ 5½ 20 ″ 9	
966 92 QRCP	**Mergellina** SteelSc 1*Dk*	354 273 103					1912	Cant.Nav.Riuniti Ancona	Cia.Napoletana di Nav.	175·2	24·7	11·0 42NHP	Naples Italian	T.3Cy.11⅝″,18⅛″&30″–21⅛″ Cant.Nav.Riuniti,Ancona		I
967 529	**Meri** IronPad (*Tug*) 1*Dk*	116 — 44					1877	..... SouthShields	D.Ratner	100·7	18·1	9·5 72NHP	Odessa Russian	1Cy.36½″–51″ André&Rosenqvist,Åbo		
968 SFRQ	**Meriaura** WoodAuxScSr *Lindström* *Motor* (*See Sailing Ship Register*)	102 — 92					1913	Tuurinsaari Slip Björkö	J.A.Nikkila&Co.	83·2	23·7	8·6	Åbo Russian	Motor 2Cy.7″–10″ André&Rosenqvist,Åbo		V
969 208451 LBTQ	**Merida** WoodScSr *Johansson* –11 1*Dk*	628 — 359					1911	Kelley, Spear&Co., Bath,Me.	Atlantic&CaribbeanStm.Nav.Co.	182·0	34·2	13·4	Wilmgton (Del.) Utd.States	C.2Cy.20″&34⅜″–26″ *E.made*80,*refitted*11 50NHP Neafie&Levy,Philadelphia		R
970 125225 HPTD	**Merimbula** SteelTwinScSr *W.Swanson*04–10 *Elec.light* *Ref.Mchy.* 2*Dks*	1111 989 455					1909	AilsaS.B. Co.Ld. Troon	Illawarra&South CoastS.N.Co.Ld.	209·6 F41′	32·2	21·1 *WB*	SydnyNSW British	T.6Cy.15″,24½″&41″–27″ 175NHP AilsaS.B.Co.Ld.Troon		C
971 115257 TGJF	**Merion** SteelTwinSc4MstSr *V.W.Hickson* –14 *ss*Liv.No.3–4,12 3*Dks*(*StlU–ptws*)&*Webframes* *Ref.Mchy.* &*Shelter dk*(*Stl–ws*) *Elec.light* Sub.Sig. Wireless	11,621 10790 7459	✠ 100A1 *Shelter dk with freeboard* 2,14 BS2,14 ✠ LMC4,12	Liv	*y*†	2,14	1902 2mo *Lloyd's*	J.Brown&Co.Ld. Clydebank *sA*&*CP*	InternationalNav.Co.Ld. *WB*=*Cell*	530·5 *Bon Shelter dk* 43·1 FK&BK3″	59·2 150′	27·2 *DBa* 208′1326*t* *D* *f*&*B*75′	Liverpool British 10*BHAsp* *Ta* 50′1180*t*	T.6Cy.29¾″,46½″&75″–51″ (*s*) 160lb *100lb* 893NHP 2D&2SB*24cf*GS496HS14738 J.Brown&Co.Ld.Clydebnk *DTf*45′1310*t APT*163*t*	39 ″ 0 *s* 7 ″ 10½ 31 ″ 10	
972 136986 JMSF	**Merioneth** SteelScSr *T.R.Williams* –16 1*Dk*(*Stl*)	3004 2760 1854	✠ 100A1 5,14 ~~14,16~~ ✠ LMC5,16	Npt Cff	*u*	~~11,16~~ 5,17	1916 5mo *Lloyd's*	W.Gray&Co.Ld. WHartlepool *sA*&*CP*	HarrogateS.S.Co. Ld.(JenkinsBros. *Mgrs.*) *CellDB*	320·0 P25′B100′F34′ FK 280′800*t*	46·5	22·3 5*BHCem* *APT*155*t*	Cardiff British	T.3Cy.23″,32½″&62″–42″ (*s*) 180lb *100lb* 288NHP 2SB,*6cf*,GS119,HS4691 Cen.Mar.Eng.Wrks.WHpl	24 ″ 8 *s* 4 ″ 1 20 ″ 11	
973 135277 JDFQ	**Merionethshire** SteelScSr ~~*A.T.Williams* –16~~ *G.P.Matthews* –17 *Elec.light* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) Wireless Sub.Sig.	4308 4089 2686	✠ 100A1 *Shelter dk with freeboard* 3,17 ✠ LMC10,15	Lon	*y*	~~7,16~~ 12,17	1913 10mo *Lloyd's*	Bartram&Sons,Ld. Sunderland *sA*&*CP*	RoyalMailSteam PacketCo. *WB*=*CellDBa uE*23′*f*	385·0 133′ FK 168′ 908*t FPT* 130*t*	52·0	25·1 6*BHCem* *APT*104*t*	London British	T.3Cy.26″,43″&71″–48″ (*s*) 180lb 401NHP 3SB,*9cf*,GS180,HS6483 J.Dickinson&Sons,Ld.Sld.	27 ″ 8 *s* 3 ″ 4½ 24 ″ 8	
974 132410 HVLT	**Merisia** SteelScK *P.Kay* –13 1*Dk*	291 269 114	✠ 100A1 *Stm Trawler* 8,14 ✠ LMC3,12	Flt			1912 3mo *Lloyd's*	Cochrane &Sons Selby *sA*&*CP*	FleetwoodSteam FishingCo.Ld.	130·0 Q79′F23′ BK8″	23·5	12·5 4*BHCem*	Fleetwood British	T.3Cy.13″,22¾″&37″–26″ (*s*) 180lb 90RHP 1SB,*3pf*,GS47,HS1590 Amos&Smith,Ld.Hull	13 ″ 3	
975 136332 JHCM	**Merkara** SteelTwinScSr *H.Manley*14–14 *Elec.light* 2*Dks*(*StlU*–teak s)	8235 6812 5195	✠ 100A1 10,16 ✠ LMC10,14 *Carrying oil* *fuel F.* *P.*	Mdb	*c*†	9,17 *above*	1914 10mo *Lloyd's* 150°F	Barclay, Curle&Co.Ld. Glasgow *sA*&*CP* *.in parts of D.*	BritishIndiaStm. Nav.Co.Ld. *WB*=*Cell* *DBa*135′*uE*&*B*69′ *B.*	449·7 P44′B161′F42′ FK *f*186′1372*t FPT*120	58·2	32·9 7*BHCem* *t APT*71*t*	Glasgow British	T.6Cy 21″,35½″&61″–45″ (*s*) 215lb HS14156 FD 900NHP 4SB&1AuxSB,*18cf*,GS337, Barclay,Curle&Co.Ld. Gls	35 ″ 6 *s* 8 ″ 2 27 ″ 11	
976 265	**Merkur** IronScSr *Elec.light* 1*Dk*	235 — 131					1897	P.Wahl& Co. Warkaus	NordischeGlas IndustrieGes.	105·0 *WB*	24·0	9·0 28NHP	Petrograd Russian	C.2Cy.16½″&28″–18″ P.Wahl&Co.		
977 LGQP	— *Strohsal* SteelSc (*Trawler*) *Elec.light* 1*Dk*	201 180 76					1906	H.C.Stülcken Sohn Hamburg	Joh.vonEitzen	115·9 F17′	21·7	11·2 48NHP *WB*	Altona German	T.3Cy12⅛″,19⅛″&32⅜″–21⅝″ H.C.StülckenSohn,Ham.		G
978 QHRB	— *H.Ahrens*10–10 SteelSc (*Trawler*) 1*Dk*	194 172 58					1903	G.Seebeck Act.Ges. Bremerhaven	Hochseefischerei Bremerhaven,Akt. Ges.	120·4 F20′	22·5	11·2 43NHP *WB*	Brmrhavn German	T.3Cy.11⅝″,18¹¹⁄₁₆″&30⅛″–22⅛″ G.Seebeck A.G.Bremerhvn		G
979	— *J.Jansson*14–14 IronScK (*ex*Bassethound) 1*Dk*	156 137 57			...		1891	Cook,Welt'n&Gemmell Hull	Fiskaktieb.Mars (E.Jansson, *Mgr.*)	100·2 Q21′F19′ BK7½″	20·9	11·0	Gothenbrg Swedish	C.2Cy.17″&33″–22″ 42NHP Bailey&Leetham,Hull	11 ″ 10	
980 TGLR	**Merkus** SteelTwinSc 1*Dk*&*Awngdk* *Elec.light* *Fitted for oil fuel*	633 — 380					1903	Kon.Maats deSchelde Flushing	Koninkl.Paketv. Maats.	170·0	27·6	11·7	Batavia Dutch	C.4Cy.16″&32″–18″ 72NHP Maats.deSchelde,Flushing		V
981 110889	**Merlin** IronScK *H.Ormond* –15 *ss*Gms.No.3–10,12 1*Dk*	186 169 75	✠ 100A1 *Stm Trawler* 9,14 ✠ NB10,12 ✠ LMC10,12	Gms		9,13	1899 8mo *Lloyd's*	Cochrane& Cooper,Ld. Selby *sA*&*CP*	Baker&Green	110·0 Q46′F20′	21·2	11·2 BK7½″ 4*BHCem*	Grimsby British	T.3Cy.12¼″,19½″&32″–22½″ 180lb (*s*) 50RHP 1SB,*2pf*,GS29,HS945 C.D.Holmes&Co.Hull	12 ″ 0	
982 123300	— *W.Rudland* –13 SteelScK 1*Dk*	172 161 65	✠ *Stm Trawler* 8,08 ✠	Hul			1906 12mo	GooleS.B. &RepgCo.Ld. Goole	KelsallBros.& Beeching,Ld.(G. Beeching&J.E.A. Kelsall, *Mgrs.*)	110·2 BK7½″ *WB*=*DTf* 23′42*t*	21·1	11·2 3*BHCem*	Hull British	T.3Cy.12″,20″&32″–21″ 61RHP 1SB,*2pf*,GS24,HS900 Earle's Co.Ld.Hull	12 ″ 0	
983 98590	— *P.Macintyre* –06 IronScK *Mchy.Aft* 1*Dk*	151 128 75					1890	D.Macgill &Co. Irvine	~~Steel&Bennie,Ltd.~~ ~~J.McPaton~~ ~~D.Paton~~ E.J.Leslie	105·0 Q33′ F17′	19·6	8·6	Glasgow British	C.2Cy.13″&24″–18″ NB02 25RHP Ross&Duncan,Glasgow		
984 108254 PVQT	**Mermaid** SteelTwinScSr *A.T.Reading* –97 *Mchy.Aft* 1*Dk*(*Teak*)	293 253 104	✠ 2,99 ✠	Lon			1897 11mo	R.Craggs& Sons Middlesbro'	Corporation of the Trinity House	135·0 BK7″	22·1	12·2 6*BHCem*	London British	T.6Cy.10″,15″&25″–18″ 1SB*2cf*GS39HS1507 55RHP Sir C.Furness,Westgarth &Co.(Lim.),Mdb.	13 ″ 0	
985 132229 HSJT	**Merman** SteelScK *J.W.Wilkin* 96–11 *ss*Hul.No.1–15 1*Dk*	96 86 4	✠ A– *For River purposes only* 3,16 ✠ LMC6,15 BS3,13	Hul		3,16	1911 3mo	J.P.Rennoldson&Sns South Shields	T.Gray&Co.Ld.	85·2 BK5″	18·1	10·1 *WB*=*APT*8*t*	Hull British	C.2Cy.15½″&32″–21″ (*s*) 130lb 55RHP 1SB,*2pf*,GS32,HS1060 J.P.Rennoldsn&Sns.S.Shl	10 ″ 9	

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 Nom du Navire. Matériaux, Grèement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.
986 122710 HFCB	**Meror** *A.H.Fisher* –14 (*ex*Emperor)	**SteelScK** *ss*Gms.No.2–14 1*Dk*	250 231 105	✠100A1 *StmTrawler* 6,14	Gms		6,14	1905 11mo *Lloyd's*	Cochrane& Sons Selby *sA&CP*	AnchorStm.Fishg. Co.Ld. (G.S.Letten, *Mgr.*)	127·0 Q67′F21′	22·1 BK7½	11·5 4*BHCem*	Grimsby British	T.3Cy.12½″,21½″&35″–24″ 180lb (*s*) 70RHP 1SB,*2cf*,GS35,HS1135 C.D.Holmes&Co.Hull	12 ″ 4
987 6990 JTMH	**Merrimack** (*ex*Decatur H.Miller) *Elec.light* Wireless 3*Dks&Hurdk*	**IronScSr**	2546 — 1879					1879	Harlan& Hollgswth Wilmgtn Del	Merchnts&Miners TransportationCo.	280·0 len04	38·0 30·0	16·0	Baltimore Utd. States	C.2Cy.26″&56″–48″ *E.rebuilt*04 NB04 181NHP MarylandStl.Co.Sparr'.Pt.	
988 122942 HGRJ	**Merrydale** *J.Walsh* –14	**SteelScK** *ss*Flt.No.2–14 1*Dk*	225 201 91	✠100A1 *StmTrawler* 2,15	Flt		6,14	1906 7mo *Lloyd's*	J.Duthie Sons&Co.Ld. Aberdeen *sA&CP*	TettenhallSteam FishingCo.(Fleetwood)Ld. (J.A. Robertson. *Mgr.*)	125·2 BK7½ *WB*=	21·7 3	11·8 *BHCem DBf*7′8t	Fleetwood British	T.3Cy.12″,20″&33″–24″ (*s*) 180lb 54RHP 1SB,*2pf*,GS39,HS1437 W.V.V.Lidgerwood,Gls.	12 ″ 6
989 121350 HGQJ	**Mersario** *E.J.Lloyd* –17 *Turret deck*	**SteelScSr** 1*Dk*	3847 3130 2443					1906	W.Doxford &Sons,Ld. Sunderland	ReidS.S.Co.Ld. ~~J.S.Rees&Griffin,~~ *Mgrs.*) (THGriffith& Co(Dept)Ltd *Mgr*	350·4 P32′F31′	50·2 *WB*	22·4	Glasgow British	T.3Cy.25″,41″&66″–45″ 292NHP W.Doxford&Sons,Ld.Sld.	
990 136899 JHMC	**Merse** *A.Smith*14–14 *Elec.light*	**SteelScK** 1*Dk*	296 258 124	✠100A1 *StmTrawler* 12,14	Abn			1914 12mo *Lloyd's*	J.Duthie Torry S.B.Co Aberdeen *sA&CP*	MerseySteam Trawlers,Ld. (Taylor&Tomlinson,Ld. *Mgrs.*)	135·8 Q75′F20′ BK7½ *WB*=	23·1 3	12·3 *BHCem DBf*34′25t	Fleetwood British	T.3Cy.13″,23″&36″–27″ (*s*) 180lb 85RHP 1SB,*3pf*,GS54,HS1606 Lidgerwood,Ld.Glasgow	13 ″ 1
991 122953 HFVD	**Mersey** *Cable Vessel* *G.E.Lea* –16 *Elec.light*	**SteelScSr** *ss*Goo.No.2–14 1*Dk*(*Irn–pt* ws)*&deep framing*	1211 884 505	✠100A1 7,17 ~~3,16~~	Goo Hul	*p*	~~6,15~~ 7,17	1906 4mo *Lloyd's*	Swan,Hunter&Wigham Richardson, Ld Newcastle *sA&CP*	Lancashire& YorkshireRly.Co. *WB*= *CellDBa*63′*uE*15	255·0 P38′B90′F32′ *f*109′ 175t	36·1 FK *FPT*12t	16·4 4*BHCem APT*17t	Goole British	T.3Cy.23″,38″&62″–42″ (*r*) 180lb 342NHP 2SB,*8cf*,GS144,HS5026 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc.	17 ″ 5 s 2 ″ 5½ 15 ″ 3
992 99363 MNHV	— *E.Griffiths* –16 *Well deck Mchy. Aft* *Cargo battens not fitted*	**SteelSc3MstSr** *ss*Liv.2ndNo.3–10,07 *ss*Liv.No.1–12 1*Dk*(*Irn*)	546 399 238	✠ ~~12,16~~	Liv	*h*		1892 1mo	Harvey &Co.(Lim.) Hayle	R.Hughes&Co.	173·0 Q97′B9′F28′ BK7″ *WB*=	25·2 3 *FPT*	11·8 *BHCem* 30t*APT*15t	Liverpool British	T.3Cy.15″,23″&38″–30″ 73RHP 1SB,*3pf*,GS56,HS1703 Harvey&Co.(Lim.),Hayle	12 ″ 8
993 97825	—	**SteelTwinSc**	308 308 93					1890	J.Jones& Sons Liverpool	MunicipalCorporation of Birkenh'd	145·1 H83t	32·0	10·4	Liverpool British	T.6Cy.15½″,22″&36″–18″ 110NHP J.Jones&Sons,Liverpool	
994 68015	— *H.Kimmance* –96 *Mchy.Aft*	**IronSc**	233 224 126					1872	Cunliffe& Dunlop Pt.Glasgow	J.H.Cooper	132·0	23·1	10·0	Glasgow British	2Cy.16″–22″ 20RHP Cunliffe&Dunlop,P.Gl.	
995	**Mersin** (*ex*No.31) *Mchy.Aft*	**SteelScSr** 1*Dk*(*Stl*)	*361* *302* *195*	✠ 2,99	Mtr	*f*		1899 2mo	J.Duthie &Co. Montrose	Administr.deNav. àVap.Ottomane *WB*=*DBf*72′	130·5 B17′F15′ 88t*APT*7t	25·0 BK7″	11·4 3*BHCem*	Constanpl Turkish	C.2Cy.15″&32″–24″ 52NHP 1SB,*2pf*,GS36,HS895 Hall-Brwn,Buttery&C.Gls	13 ″ 11
996 5748 JVLG	**Mertainen** *O.F.Andersson*12–15 ~~*ssNwo.No.1–12*~~ (*ex*Strathlyon) *ss*Skm.No.2–17	**SteelScSr** 1*Dk*(*Stl*)*&Spar dk* (*Stl*)*&deep framing*	4531 4144 2805	✠100A1 *Spar dk* 8,17 ~~7,14~~	Rot Skm	*x*	~~10,13~~ 12,16	1907 11mo *Lloyd's*	W.Hamilton&Co.Ld. Pt.Glasgow *sA&CP*	Trafikaktiebolaget Grängesberg-Oxelosund (P.A.Welin, *Mgr.*) *WB*=*C*	376·2 P27′B92′F40′ *CellDBa*122′*uE&B*4	52·2 25·4 FK 2′*f*168′1091t	17·4 6*BHCem DTf*24′613t	Stockholm Swedish 6*BHCem*	T.3Cy.25″,41″&68″–48″ (*s*) 180lb 366NHP 3SB,*9cf*,GS165,HS5868 D.Rowan&Co.Glasgow	28 ″ 0 s 5 ″ 5 23 ″ 0
997 102483	**Merthyr** *F.Everett* –94 *Mchy.Aft*	**SteelScK** 1*Dk*	143 119 72					1893	G.K.Stothert&Co. Bristol	~~W.H.F.Everett~~ H.Parker	107·3	19·7	7·6	~~Bristol~~ British Grimsby	1Cy.22″–18″ 35RHP G.K.Stothert&Co.,Bristol	
998 96342 LGKB	**Merton Hall** *W.Sullivan* –14 (*ex*KnightTemplar) *Elec.light*	**SteelScSr** *ss*Ant.2ndNo.3–8,14 2*Dks*(*Stl–Uws*)3*trB*	4327 4088 2773	✠100A1 10,17 ~~10,16~~	NYk Lon	*y*	3,16	1889 7mo *Lloyd's*	Palmers' Co.(Lim.) Newcastle *sA&CP* *WB*=	HallLine,Ld. *CellDB*334′1016t*A*	400·5 P41′B105′F47′ NDS9,06 *PT*42t*MT*32′455t	47·2 FK	27·9 7*BHptAsp ptCem*	Liverpool British	T.3Cy.29″,47″&76″–51″ (*s*) 150lb *100lb* NDB12 435NHP 2DB,*12cf*,GS257,HS7151 Palmers'Co.(Lim.),Nwc.	30 ″ 8 s 6 ″ 9 24 ″ 7
999 109392 PWSL	**Mesaba** *O.P.Clarke* –10 (*ex*Winifreda) 3*Dks* *Ref.Mchy. Elec.light* Sub.Sig. Wireless	**SteelSc4MstSr**	6833 6052 4423				...	1898	Harland& Wolff,Ld. Belfast	AtlanticTransport Co.Ld.	482·1 P90′B221′F106′ FK&BK3″	52·2	31·6 *WB*	Liverpool British	T.3Cy.32″,54″&90″–66″ 772NHP Harland&Wolff,Ld.Bel.	34 ″ 9
1000 A 13171 LMRW	**Meshima Maru** *Elec.light*	**SteelScSr** (*Trawler*) 1*Dk*	213 — 76					1910	Mitsu Bishi Dkyd&EWks Nagasaki	KihiraGoshi Kaisha	112·0 Q19′	21·6	11·0	Nagasaki Japanese *WB*	T.3Cy.12″,20″&33″–24″ 53NHP MitsuBishiD&E.Wks.Nag	
1001	**Mesna** *Elec.light*	**SteelScSr**	*4077* 2562	100A1 (*ClassContemplated*)				1917	J.L.Thompson&Sons,Ld Sunderland		385·0	53·7	23·6	Tönsberg Norwegian	T.3Cy.26″,43″&73′–48″ N.E.MarineEng.CoLd.Sld.	
1002 MLKP	**Mesnafos** *Mchy.Aft*	**SteelScSr** 1*Dk*	668 547 375					1915	Akers Mek.Værks. Christiania	Skandinaviske ÖstafrikaLinje Akties. (Thor Thoresen,jr.Ld. Akties, *Mgrs.*)	184·1 P140′F20′	30·1 *WB*	12·3	Chrstiania Norwegian	T.3Cy.13½″,22″&37½″–28″ 74NHP AkersMek.Værks.Xia.	
1003 117399 HFGM	**Mesopotamia** ~~*Ex Williams*~~ (*ex*Ardgowan) 1*Dk*(*Stl*)*&Spar dk*(*Stl*) *Elec.light* *C.Snell* –18 *&deep framing*	**SteelScSr** *ss*Gls.No.2–14	4330 4016 2764	✠100A1 *Spar dk* 3,13 ~~1,16~~	Npt Bal Pht	*x*	11,16	1906 1mo *Lloyd's*	Russell& Co. PortGlasgow *sA&CP*	WestminsterShipping Co.Ld. *CellDBa*114′*uE*2	369·6 P36′B108′F44′ 27·0 FK 6′*f*162′949t*DT*	49·8 6*BHCem* a28′	19·1 *686tAPT*45t	Greenock British	T.3Cy.26″,42″&70″–48″ (*s*) 180lb ~~*South'80*~~ 410NHP 2SB,*6cf*,GS118,HS5523 FD Rankin&Blackmore,Grk.	29 ″ 8 s 5 ″ 10 24 ″ 3
1004 98393	**Message** *J.H.Ellison* –09	**WoodScK** 1*Dk*	125 109 55					1893	J.Branford Knottingley	Goole&HullStm. TowingCo.Ld.	95·0	18·0	9·2	Goole British	C.2Cy.10″&16½″–16″ 11RHP Webster&Bickerton,Goo.	
1005 48 QRDZ	**Messaggero** (*ex*Riviera,*ex*Messagero, *Mchy.Aft* *ex*Aude,*ex*LifeGuard)	**IronScSr** *ss*Msl.No.1–84 1*Dk*	212 172 110	✠ 6,84	Msl	*c*		1879 7mo	A.&J. Inglis Glasgow	B.Gianardi di M.	126·6 Q41′F18′	20·0 3*BHCem WB*=*FPT*	8·9	Spezia Italian	C.2Cy.16″&28″–22″ 31NHP A.&J.Inglis,Glasgow	
1006 107349	**Messenger**	**WoodScSr** 1*Dk*	112 86 49					1901	J.McGill ShelburneNS	CanadianPacific Rly.Co.	97·0	20·0	8·4	YarmthNS British	C.2Cy.12″&24″–18″ 24RHP W.&A.Moir,Halifax,N.S.	

"Should be "Alercorn," See No. 20 in Supplement

Foundered 2-18

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c.	3	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of T. Cert.
1007 119861 HBRO	**Messidor** *B.Watkins* –16 (*ex*Claremont)	Steel Sc Sr ss Shl. No. 2–13 1 *Dk (Stl)* 3 *tr B* *& deep framing & Web frames*	3883 3226 2476	✠ 100 A1 *Turret dk* 6,16	Mdb	*v*	11,15	1904 12mo	W. Doxford & Sons. Ld. Sunderland *Lloyd's SA & CP*	Plisson S.N.Co. Ltd. *WB = Cell D Ba 92'*	352·0 | 48·1 | 23·4 P27'F41' FK *uE & B46' f 172' 868t*	London British *7 BH Cem* *DT f 20' 733t* *APT 14t*	T. 3 Cy. 23½", 39" & 66"–45" (*s*) 180 lb ~~*dbl*~~ 307 NHP 2 SB, *6cf*, GS 97, HS 1603 Richardsons, Westgarth & Co. Ld. Hpl.	26 " 0 s 11 " 1 22 " 1	
	BS 5,17 ✠ LMC 9,13														
1008 127466 HSGN	**Messina** *H.Sims* –16	Steel Sc Sr ss Lon. No. 1–15 2 *Dks (Stl)*	4271 4091 2757	✠ 100 A1 3,16	Sws	*x*	~~4,15~~ 4,17	1911 3mo	Nthmblnd S.B.Co. Ld. Newcastle *Lloyd's SA & CP*	Gulf Line, Ld. *WB = Cell D Ba 1*	380·0 | 49·0 | 26·5 P31'B94'F33' FK *29' uE & B42' f 165' 9*	W. Hartlpl British *6 BH Cem* *90t APT 50t*	T. 3 Cy. 25", 41" & 69"–48" (*s*) 180 lb 372 NHP 3 SB, *9cf*, GS 150, HS 5940 Richardsons, Westgarth & Co. Ld. Sld.	29 " 0 s 5 " 9 23 " 7	
	BS ~~4,17~~ 5,18 ✠ LMC 4,15														
1009 3334 JKDG	**Meta** *A.B.Johansson* 15–15 (*ex*Lydie) *Well deck*	Iron Sc Sr ss Rot. 2nd No. 3–4,13 1 *Dk (Irn)* *& Web frames*	1702 1310 1033	✠ 100 A1 9,16	Got	*q*	9,16	1887 5mo	E. Withy & Co. W Hartlepool *A & CP*	Ångf. Aktieb. Östersjön (A. Bratt & Co. *Mgrs.*) *WB = DB*	264·7 | 36·0 | 17·5 P27'Q74'B59'F31' BK 7½" *a 78' f 42' & uE & B44'*	Gothenbrg Swedish *4 BH Cem* *333t APT 16t*	T 3 Cy. 21½", 35" & 57"–36" (*s*) 160 lb *90 lb* NDB 06 193 NHP 1 DB, *4cf*, GS 64, HS 2863 Blair & Co. Ld. Stockton	19 " 0 s 1 " 9 17 " 11	
	BS 11,17 ~~BS 4,16~~ ✠ LMC 4,15														
1010	—	Steel Twin Sc Sr *J.A.de Andrade* 09–09 1 *Dk*	207 — 109					1905	G. Wolkau Hamburg	C. Hoepke, Jr. *WB*	111·4 | 27·0 | 7·0 B31'F25'	Floriano-polis Brazilian	C. 4 Cy. 7½" & 13¾"–11" 10 NHP J.F. Ahrens, Altona		
1011 LBDC	— *J. Trillhaase* 12–12	Steel Sc Sr 1 *Dk*	200 158 95					1896	Schiffsw. von Henry Koch, Lübeck	Sartori & Berger *WB*	118·6 | 21·5 | 9·6 Q36'B36'F14'	Kiel German	C. 2 Cy. 17¾" & 29½"–21½" 33 NHP C. Daevel, Kiel		G
1012 136791 JKDF	**Metagama** *G.S.Webster* –16 *Elec.light* Sub.Sig 2 *Dks (Stl-Uws)* *Ref Mchy.* Wireless *Shelter dk (Stl-ws)* *Promenade dk (Stl-ws) & 3rd dk (Stl)* *Cruiser Stern* *in Nos. 1,2,3 & 4 holds*	Steel Twin Sc Sr	12420 9285 7655	✠ 100 A1 *Shelter dk* *with freeboard* ~~1,17 3,17 9,17~~ 11,17 ✠ LMC 3,15	Liv	*g* †	11,17	1915 3mo	Barclay, Curle & Co. Ld. Glasgow *Lloyd's SA & CP*	Canadian Pacific Railway Ocean Lines (Canadian Pacific Ocean Services, Ld, *Mgs.*) *WB = Cell D*	500·4 | 64·2 | 37·9 B240' FK *Ba 77' uE & B*	London British *11 BH Cem*	Q 8 Cy 26", 37½", 53½" & 77"–51" 215 lb (*r*) 1492 NHP 8 SB, *32cf*, GS 572, HS 23208 FD Barclay, Curle & Co. Ld. Gls. *142' f 192' 1636t FPT 106t*	41 " 0 s 13 " 9 27 " 7	BT till 1,18
1013 14688 JQBH	~~**Metal** *A.B.Henriksen*~~ (*ex*Ménarandra, *ex*Hans)	Steel Sc Sr 1 *Dk* *& Spar dk*	1010 886 592					1890	Howaldts-werke Kiel	The Shipping Controller (J. Ridley, J. Son & Tully, *Mgrs.*) *WB*	207·2 | 30·5 | 17·5 B62't H26't F14t	London British	T. 3 Cy. 15", 23½" & 32"–27½" NB 01 80 RHP Howaldtswerke, Kiel		V
1014 129917	**Metamora** *J.Lewis*	Wood Sc Sr *Oil Eng.* 1 *Dk*	117 103 65					1902	..... Gloucester, Mass.	W.C. Job	97·2 | 24·0 | 11·4	S Jhns NFL British	Oil Engine 1 Cy. 13"–13¾" J & C G Bolinders Co Ld. Skm		
1015 212604 LDRB	**Metapan** *H.Spencer* *Ref. Mchy.* Sub.Sig. *Elec. light* Wireless	Steel Sc Sr *Fitted for oil fuel* 2 *Dks & 2 pt Dks*	5011 3903 3120					1909	Workman, Clark & Co. Ld Belfast	Metapan S.S. Corporation (United Fruit Co. Line) *WB*	379·2 | 50·3 | 29·1 B160'F45'	New York Utd. States	T. 3 Cy. 27", 45" & 75"–54" 413 NHP Wrkman, Clark & Co. Ld Bel		C
1016 36 HQBR	**Meteor** *J.E.Remmersen* 07–07 *Mchy. Aft* *Elec. light*	Steel Sc 3 Mst Sr ss Oda. No. 3–2,13 1 *Dk (Stl)* *& Spar dk (Stl)* *& Web frames*	4259 3739 2546	✠ 100 A1 *Spar dk* 10,15 *Carrying Petroleum in bulk* ~~DBS 7,15~~ ✠ NB 2,15 ~~LMC 2,15~~ 8,17	Sng	*w*	~~6,14~~ 8,17	1901 5mo	R. Craggs & Sons Middlesbro' A & CP	SS Co. "Ocean," Ld. *WB = Cell DB*	349·6 | 47·0 | 21·1 P79'B24'F43' 28·8 FK *uE & B56' 161t FPT*	Odessa Russian *12 BH Cem* *70t APT 22t*	T. 3 Cy. 25", 40" & 68"–48" (*s*) 180 lb *100 lb* 370 NHP 3 SB, *9cf*, GS 198, HS 6050 Richardsons, Westgarth & Co. Ld. Mdb.	30 " 0	
1017 93118 KQRT	— *C.E.Hellyer* –16 *Mchy. Aft*	Steel Sc Sr 1 *Dk* *2 tr B*	2301 2157 1565					1901	Craig S.B. Co. Toledo, O.	C.H. Sprague & Son *WB*	253·6 | 43·2 | 24·2	Boston Utd. States	T. 3 Cy. 20", 32½" & 55"–40" 191 NHP Craig S.B. Co.		
1018	—	Steel Sc Sr 1 *Dk*	900					1917	Hlsingbrgs Varfs. Aktieb. Helsingborg	Rederiaktieb. Commercial (E. Johnsson, *Mgr.*)	206·5 | Q66'B52'F19'	Höganäs Swedish *WB*	T. 3 Cy. 18⅛", 29½" & 46⅞"–27½" 115 NHP Helsingborgs Varfs Aktieb.		
1019	— *Carlsson* (*ex*Hermes)	Iron Sc Sr 1 *Dk*	264 — 42					1877	Motala Co. Norrköping		139·9 | 24·8 | 12·0 H12t *WB*		C. 2 Cy. 30½" & 58"–24" 137 NHP Motala Co., Norrköping		
1020 KRPD	— *Chr. Bruns* *Elec. light*	Steel Sc (*Trawler*) 1 *Dk*	254 210 72					1907	G. Seebeck Akt. Ges. Bremerhaven	Hochseefischerei Nordstern Akt. Ges *WB*	128·9 | 23·1 | 11·6 Q71'F23'	Gstemnde German	T. 3 Cy. 12", 19½" & 31½"–23⅝" 48 NHP G. Seebeck A.G. Bremerhvn		G
1021 LGNT	— *B. Klüver*	Steel Sc (*Trawler*) 1 *Dk*	203 181 77					1905	H.C. Stülcken Sohn Hamburg	Joh. von Eitzen *WB*	115·5 | 21·8 | 11·2 F17'	Altona German	T 3 Cy. 12 3/16", 19⅛" & 32⅛"–21⅜" 48 NHP H.C. Stülcken Sohn, Ham.		G
1022 KHDM	**Météor** (*ex*Yacht, *ex*Mariana, *ex*Tunstall, *ex*Meteor)	Iron Sc Sr 1 *Dk*	176 — 41				...	1864	Millwall Iron Works London	V. Le Sourd & Gangné	134·9 | 18·7 | 10·9 B69' len 80	Brest French	T. 3 Cy. 12½", 21" & 34"–24" NB 10 57 NHP *E built 08, refitted 14* A. Hall & Co. Ld. Aberdeen		
1023 HNCP	**Metkovich** *Elec. light*	Steel Sc Sr 1 *Dk* *& Shade dk 2 tr B*	879 712 443					1893	Austrian Lloyd's Trieste	Lloyd Austriaco	207·6 | 29·6 | 16·3	Trieste Aust.-Hung. *WB*	T. 3 Cy. 16½", 26" & 43"–30" *E. made 91, fitted 93* 101 NHP Wallsend Slp. & E. Co., Nwc.		AC
1024 634 QRJL	**Metlaoni** *Gerbolini* (*ex*Casterton) *Well deck*	Steel Sc Sr ss Gls. No. 3–5,00 ss Shl. No. 2–09 1 *Dk (Stl)* *& Web frames*	2300 1808 1407	✠ 7,13 ✠	Shl	*s*		1887 9mo	Irvine & Co. W Hartlepool *WB =*	C. Devoto fu G.B. *Cell D B 250' 500t*	289·6 | 39·1 | 19·0 P29'Q82'B120' F37' BK 9"	Genoa Italian *5 B Hpt Asp pt Cem*	T 3 Cy 21½" 35½" & 58½"–39" NDB 98 212 NHP 2 SB, *6cf*, GS 82, HS 3168 Blair & Co. Ld. Stockton	21 " 8	V
1025 1166 JRBW	**Metschta** *Irbit* (*ex*Martha)	Steel Sc Sr 1 *Dk* *& Spar dk 3 tr B*	2177 — 1325				...	1884	G. Howaldt Kiel	Russian Stm. Nav. & Trading Co.	286·4 | 36·1 | 24·9 P40'B64'F36' FK	Rostoff Russian *WB*	T. 3 Cy. 21", 35½" & 61"–43½" NB 95 244 NHP *Tpd 95* Gebr. Howaldt. Kiel		
1026 KHDP	**Meurthe** *LeGall*	Iron Sc Sr 2 *Dks 3 tr B*	1116 — 688					1874	J. Elder & Co. Glasgow	Cie. de Nav. Maroc. & Arménienne (Cie de Nav. Paquet)	228·3 | 28·5 | 21·4 F29' len 76	Marseilles French	C. 2 Cy. 28" & 50"–30" NB 95 114 NHP J. Elder & Co., Glasgow		V
1027 KHDN	**Meuse** *Martin* –17	Steel Sc Sr 1 *Dk (Stl)* *& Shelter dk (Stl)*	*4075* *3791* *2558*	✠ 100 A1 *Shelter dk* *with freeboard* 1,17 ✠ LMC 11,14	NYk	*x*	1,17	1914 11mo	Sunderlnd S.B.Co. Ld. Sunderland *Lloyd's SA & CP*	Cie. de Nav. d'Orbigny (A. Capelle, *Mgr.*) *WB = Cell*	375·0 | 52·0 | 23·7 FK *D B a 123' u E & B 40' f 164' 1051t FPT*	La Rochlle French *6 BH Cem* *81t APT 117t*	T. 3 Cy. 25", 41" & 69"–48" (*s*) 180 lb 371 NHP 3 SB, *9cf*, GS 174, HS 5898 G. Clark, Ld. Sunderland	26 " 2 s 2 " 9 23 " 8	

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Matériaux Gréement, etc. *Capitaine.* *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Appui prend.	7* Date de la dernière Visite de l'Arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.
1028	**Meuse**	**SteelScK**	217	✠			3,17	1904	Cook, Welt'n&Gemmell	MerseyStmTrawlersLd.(Taylor&	119·9	21·5	11·2	Fleetwood	T.3Cy.12″,21″&34″-24″ (*s*)	12 ″ 1
118920	*R.Wright* –16	*ss*Sws.No.2–12	193					3mo	Beverley	Tomlinson,Ld.	Q61′F19′		BK7½″	British	180lb 60RHP	
VPMS	(*ex*Cariama)	1*Dk*	95					*Lloyd's*	*SA&CP*	*Mgrs.*)				*4BHCem*	1SB,*2cf*,GS31,HS1046	
															C.D.Holmes&Co.Hull	
1029	**Meuse II.**	**SteelSc3MstSr**	5270					1916	Chant.de		385·5	51·1	32·2		T.3Cy.27½″,44½″&74½″-50½″	V
		2*Dks*	4704						Normandie		P101′H—F60′			French	399NHP	
KHDR	*Elec.light* *Carrying Petroleum in bulk*		3165						Rouen					*WB*	Chant.dePenhoët,St.Naz.	
1030	**Mewslade**	**SteelScK**	275	✠100A1	Mdb			1916	Smith's	RhonddaFishing	125·4	23·4	12·8	Swansea	T.3Cy.12½″,21′&35″-26″ (*s*)	13 ″ 6
136137			245	*Stm Trawler*				4mo	DockCo.Ld.	Co.Ld. (C.Heron,	Q72′F21′			British	180lb 87RHP	
		1*Dk*	108	4,16					Middlesbro'	*Mgr.*)			BK7½″	2*BHCem*	1SB,*3pf*,GS51,HS1619	
				✠LMC4,16				*Lloyd's*	*SA&CP*						Smith'sDockCo.Ld.Mdb.	
1031	**Mexican**	**SteelTwinScSr**	8673	✠100A1	NYk	*d*†	2,17	1907	UnionIron	American-HawaiianS.S.Co.	472·3	57·2	32·3	NewYork	T.6Cy.24½″,42″&65″-45″ (*s*)	42 ″ 6
203971	*Keene*	*ss*N.Yk.No.2–15	6680	*Shelter dk*	NNs			4mo	WorksCo.					Utd.States	215lb *215lb* 821NHP	s 10 ″ 10
KWBC		2*Dks*(*Stl*)&*deep framing*	5514	*withfreeboard*					SanFrancisco				FK	8*BHptCem*	4SB,*16cf*,GS260,HS11600 FD	32 ″ 0
	Sub.Sig. Wireless	&*Shelter dk*(*Stl*)		12,17 ~~2·17~~	✠LMC			A&CP		*WB=CellDBa*					UnionIronWorksCo.S.Fo.	
	Elec.light	*Orlop dk*(*Stl*)*in No.1 hold*		*Fitted for oil fuel*	*fuels*,07		*F.P.*	*above*	150°F.	137′*uE&B*61′*f*204′	1789*t*	*Sidetanks in*		*boiler room*	35′266*tFPT*156*tAPT*83*t*	
				~~MS5,15~~	~~BS13,16~~	14										
1032	**Mexican Prince**	**SteelSc3MstSr**	3028	✠100A1	Shi	*u*	9,16	1893	C.S.Swan&	PrinceLine,Ld.	328·3	41·0	19·5	Newcastle	T.3Cy.23″,38″&62½″-42″ (*s*)	27 ″ 6
101835	*R.Macdonald* –14	*ss*Shl.No.3–1,06	2823	*Spar dk*				9mo	Hunter	(Furness,Withy	P28′B24′F31′	26·3		British	160lb *100lb* NDB13 271NHP	s 5 ″ 6½
NDLF		*ss*Shi.No.2–14	1953	11,15					Newcastle	&Co.Ld.*Mgrs.*)			FK	10*BHCem*	2SB,*6cf*,GS105,HS4343	22 ″ 3
		1*Dk*(*Stl*)&*Spr dk*(*Irn*)&*Web frames*		~~BS9,16~~ ✠LMC2,14				*Lloyd's*	*SA&CP*	*WB=Cell*	*DB* 96′ 216*t*	*FPT*	*85tAPT40t*		Blair&Co.(Lim.),Stockton	
	Mchy.Aft *Elec.light*			*Carrying Petroleum in bulk*												
1033	**Mexicano**	**SteelScSr**	3694					1911	Sir J.Laing	Akties.Norge	346·0	46·8	24·8	Tönsberg	T.3Cy.24″,40″&66″-45″	N
	N.Endresen		3195						&Sons,Ld.	MexicoGulf Linien	P146*t*H250*t*F49*t*			Norwegian	292NHP	
MGVL	*Elec.light* Wireless	2*Dks*	2312						Sunderland	(WWilhelmsen*Mg*)				*WB*	J.Dickinson&Sons,Ld.Sld.	
1034	— *J.Calder* –17	**SteelSc3MstSr**	2265	✠100A1	NNs	*s*	~~2,15~~	1893	R.Craggs&	PierceNav.Co.	280·0	38·5	18·0	NewYork	T.3Cy.21½″,36″&59″-39″ (*r*)	26 ″ 3
218022	~~*S.Menander* 18–14~~	*ss*NYk.2ndNo.3–10,13	2166	*Spar dk*	Jacksonvil		e 12,17	1mo	Sons		B20′F23′	25·0		Utd.States	~~180lb~~ *100lb* 220NHP	s 5 ″ 2½
LFHD	(*ex*Harry Wadsworth,		1474	12,17~~6,16~~	~~BS6,16,7,16~~				Middlesbro'	*WB=CellDB*			FK	13*BHptCem*	150lb NDB93*refitted*07	21 ″ 4
	*ex*Henri Rieth)	1*Dk*(*pt Stl pt Irn*)&*Web*		*Carrying Petroleum in bulk*				A&CP		40′84*tFPT*67*t*	*APT*21*t*	*Tf*24′230*t*		*pt Asp*	2SB,*6cf*,GS98,HS3360	
	Elec.light *Mchy.Aft*	*frames&Spar dk*(*Stl*)		*Fitted for oil fuel*	10,13	*F.*	*P.above*	e150°	F.						N.E.MarineEng.CoLd.Sld	
					~~BS12,17~~											
1035	**Mexico**	**SteelTwinScSr**	6207	✠NB10,07 ✠LMC10,15				1906	W Cramp&	NewYork&Cuba	400·0	50·0	30·0	NewYork	T.6Cy.28″,46″&76″-42″	R
203116	*E.J.O'Keefe*		—						SonsS&EBCo	MailS.S.Co.				Utd.States	749NHP	
KVJR	*Ref.Mchy.* Wireless	4*Dks*	3826						Philadelphia					*WB*	W.Cramp&SnsS&EBCPhl	
1036	—	**SteelTwinScSr**	5549	100A–	Liv		7,15	1902	Caird&Co.	PacificStmNav.Co	400·9	52·3	26·2	Liverpool	T.6Cy 23½″,38½″&64″-48″	29 ″ 0
115278	*J.Watson* –15	*ss*Liv.No.3–7,15	4206	7,17~~3,17~~	Lou				Ld.					British	180lb *120lb* (*s*) 782NHP	s 6 ″ 2
TJQC	*Elec.light* 2*Dks*(*Stl–U* teak s)&*Shade dk*		2994						Greenock				FK	7*BHCem*	2DB2SB*24cf*GS468HS14373	23 ″ 6
		(*Teak*)3*rd dk*(*Stl*)*in*		~~BS10,16~~	LMC7,15					*WB=*	*CellDBa*63′*uE&B*	91′*f*165′832*t*	*FPT*	38*tAPT*45*t*	Caird&Co.Ld.Greenock	
		*Nos.*1&2*holds*		BS11,17												
1037	—	**SteelSc**	4885					1905	Forg.&Ch.	Cie.Générale	354·3	47·6	27·3	Havre	T.3Cy.25½″,39″&63½″-44″	V
	*Houyvet*09–10		4512						de la Médit.	Transatlantique	P47′B72′F51′	34·4		French	267NHP	
KHDQ	*Elec.light* Wireless	2*Dks*&*Spar dk*	3100						Havre					*WB*	Forg.&Ch.de la Médit.Hav.	
1038	—	**SteelScSr**	*2548*	✠100A1	NOs	*l*	7,15	1913	W.Hamil-	Cia de Fomento	310·5	43·2	19·8	VeraCruz	T.3Cy.22″,36″&59″-39″ (*s*)	22 ″ 2
	*V.Bilbao*99–13		*1957*	5,16				11mo	ton&Co.Ld.	delSureste de	P39′B104′F36′			Mexican	180lb *100lb* 313NHP	s 3 ″ 0½
	Elec.light Wireless	2*Dks*(*Stl*)	*1662*		✠LMC11,15				Pt.Glasgow	Mexico			FK	*ptCem*	2SB,*6cf*, HS4760 FD	19 ″ 5
				Fitted for oil fuel	11,15	*F.P.above*		*Lloyd*	0°F. *Inter*	*mediate BH in fore*				4*BHonly*	D.Rowan&Co.Glasgow	
									SA&CP					80′*uE&B*44′	*f*134′532*tFPT*44*tAPT*10*t*	
1039	—	**SteelTwinScSr**	1718					1896	Lobnitz&	S.Pearson&SonLd	252·0	41·0	17·0	London	T.6Cy.15″,25″&40″-30″	
105789	*G.Bryant* –13	1*Dk*	1509						Co.					British	175NHP	
PFKM	*Elec.light*	(*Hopper Suction Dredger*)	683						Renfrew					*WB*	Lobnitz&Co.,Renfrew	
1040	—	**SteelTwinScSr**	*1308*	✠	Dun			1912	Caledon	Cia.Argentina de	250·2	40·1	10·7	Bns.Ayres	T8Cy(2)12″,(2)20″&(4)24″	11 ″ 6
			882	12,12				12mo	SB.&E.Co.Ld	Nav.(Nicolas	Q73′B78′F26′			Argentine	-24″ 182NHP	
	Well deck	1*Dk*(*Stl*)	*745*						Dundee	Mihanovich)Ltda.			FK	5*BHCem*	2SB,*4cf*,GS78,HS2892 FD	
	Elec.light			✠							*WB=FPT57t*			*4BHonly*	CaledonSB.&E.Co.Ld.Dun	
				For Service on the Rivers Plate & Parana										*APT23t*		
1041	—	**SteelScSr**	*480*	✠	NOs	*g*		1890	Grangemth	Cia.Mexicana	170·4	25·0	11·0	Tabasco	T.3Cy.16″,26″&40″-30″	11 ″ 6
		*ss*N.Os.No.1–95	*352*	*withfreeboard*				3mo	Dkyrd.Co.	deNav.S.A.	P49′B52′F30′			Mexican	96NHP	
		1*Dk*	*287*	1,97	✠				Grangmouth				FK	4*BHCem*	1SB,*3rf*,GS52,HS1551	
				Coasting Guard of Mexico			*Tabasco & Vera Cruz*					*WB=FPT*		86*tAPT*28*t*	Dunsmuir&Jackson,Gls.	
1042	**Mexico City**	**SteelScSr**	5078	✠100A1	HKg	*y*	3,17	1896	Sunderl'nd	MexicoS.S.Co.Ld.	400·0	47·6	20·2	HongKong	Q4Cy25½″,36½″,52″&78″-54″	31 ″ 3
105873	*N.A.Starkey* –13	*ss*HKg.No.3–3,17	4203	*Spar dk*				9mo	S.B.Co.Ld.		P36′B186′F50′28·4			British	200lb *100lb* (*s*) 516NHP	
VJQH	(*ex*Narrung)	1*Dk*(*Stl*)&*Spr dk*(*Stl–ws*)	3179	3,17	✠LMC3,17				Sunderland				BK9″		3SB,*9cf*,GS165,HS6404 FD	
	Elec.light Wireless	&*deep framing*								*CellDBa*112′*uB*20′*f*180	609*tFPT*85*tAPT*21*t*			6*BH Cem*	Wigham Richrdsn&Co.,Nwc	
1043	**Mexico Maru**	**SteelTwinScSr**	5761	✠100A1	HKg	*z*	~~1,16~~	1910	MitsuBishi	OsakaShosen	407·9	49·7	29·8	Osaka	T.6Cy.19¼″,32″&54″-48″ (*s*)	32 ″ 6
13662	*T.Yamaguchi* –16	*ss*HKg.No.1–15	4959	~~6,17~~ 12,16	3,18	Kob	12,17	10mo	Dkyd&EWks	KabushikiKaisha	P34′B152′F44′			Japanese	200lb 578NHP	s 6 ″ 10½
LMKD		2*Dks*(*Upt Irn pt Stl, M Stl*)	3560		✠LMC12,16		9,17		Nagasaki				FK	7*BHCem*	3SB,*9cf*,GS198,HS8344	26 ″ 0
	Elec.light	&*deep framing*			12,17			*Lloyd's*	*SA&CP*						MitsuBishiD.&E.Wks.Nag	
	Wireless	*Lower dk*(*Stl*)*in fore hold*								*WB=Cell*	*DBa*131′*uE&B*79′			*f*137′1070*tD*	*Ta*36′567*tFPT*122*tAPT*39*t*	
1044	**Mexpet**	**SteelSc**	238					1915	Staten Is-	HuastecaPetro-	112·0	24·5	14·0	NewYork	C.2Cy.18″&38″-26″	
213452		*Fitted for oil fuel* (*Tug*)	—						landS.B.Co.	leumCo.				Utd.States	61NHP	
	Elec.light	1*Dk*	162						Pt.Richmond						StatenIs.SB.Co. Pt.Richmd	
									N.Y.							
1045	**Meyun**	**SteelScSr**	567	✠100A1	Adn	*h*	9,15	1905	Ramage&	PerimCoalCo.Ld.	150·0	30·1	12·8	Liverpool	T.3Cy.17″,27′&45′-33″ (*s*)	13 ″ 6
120910	*C.J.Linder* –16	*ss*Adn.No.2–14	382	7,14				12mo	Ferguson,Ld.	(HintonSpalding	*pt Awng dk*90′			British	180lb *180lb* 127NHP	s 1 ″ 3
HFDB		1*Dk*&*pt Awng dk*(*Teak*)	232	BS9,15 ✠LMC7,14					Leith	&Co.*Mgrs.*)			BK7″	4*BHCem*	1SB,*3cf*,GS69,HS1983	13 ″ 3
	Elec.light							*Lloyd's*	*SA&CP*	*WB=CellD*	*Ba*18′*f*33′39*tFPT*			23*tAPT*6*t*	Ramage&Ferguson,Ld.Lth.	
1046	**Miami**	**SteelScSr**	3762	100A1	Bkn	*w*	6,16	1904	Barclay,	Elders&Fyffes,Ld.	350·8	46·2	29·9	Glasgow	T.3Cy.26″,43¾″&72″-48″ (*s*)	32 ″ 6
119110	*J.M.Isacson* –17	*ss*Bkn.No.3–6,16	3540	*Shelter dk*				3mo	Curle&Co.Ld		F34′			British	180lb 485NHP	s 9 ″ 6
VQDF	*Ref.Mchy.* *Elec.light*		2424	*withfreeboard*					Glasgow				FK	*6BH,1to lwr*	4SB,*12cf*,GS242,HS8796	23 ″ 7
	Wireless 2*Dks*(*Stl*)&*Shelter dk*(*Stl–ws*)			1,17	LMC6,16			*Lloyd's*	*SA&CP*					*dk only,Cem*	Barclay,Curle&Co.Ld.Gls.	
		lower dk(*Stl*)*in Nos.*1,3&4*holds*								*WB=Cell DBa*73′*uE&B*	56′*f*108′513*t*	*T*		*anks at sides*	*of Tunnel* 42′248*t FPT*46*t*	

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c.	3 Master. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 registers in which classed. If not in L. R. Date of Ref. of Trade Cert.
1047 92830 KNGB	**Miami** *W.M.White* 00–01 *Elec.light*	**Steel Twin Sc Sr** 2 *Dks & Promenade dk* Wireless	1741 — 1312					1897	W.Cramp & Sons Co. Philadelphia	Peninsular & Occidental S.S.Co.	239·2	40·1	21·8	New Haven Conn. Utd. States	T.6Cy.18″,27″&42″–24″ 172NHP W.Cramp & Sons Co., Phl.		
1048	**Micaela** (*ex* Buena Sorte) F&YM12,13		193 — 88					1898	..... Hong Kong	J.Apacible	.....	.....	.....	Manila Utd. States			
1049 135535 JFVD	**Michael** *G.T.G.Wotton* –15 *Elec.light* Wireless	**Steel Sc Sr** 2 *Dks (Stl)*	3172 2831 1938	✠100 A1 ~~11,16~~ 3,18 ✠LMC 7,14	Liv	*u*	~~11,16~~ 8,17	1914 7mo	Sir R Dixon & Co. Ltd. Middlesbro' *Lloyd's*	Booth S.S.Co. Ltd. *WB = Cell D Ba 90′ u E23′ f 125′ 579t D Ta 23′ 420t F P T 115t A P T 25t*	300·5 P34′B76′F37′ FK	45·3	25·7	Liverpool British *7 B H Cem*	T.3Cy.23″,38″&63″–42″ (*r*) 180lb 306NHP 3SB.*9cf*, GS153, HS5067 N.E.Marine Eng Co Ld Nwc	28 ″ 0 s 4 ″ 11½ 23 ″ 8	
1050 HRGM	— (*ex* Fanny, *ex* Averof, *ex* Mandingo)	**Steel Sc Sr** 4th Survey, Ham. 9.98 2 *Dks (1 pt Stl)*	*1700* *1540* *1089* ✠	1,02	Ham	Lv		1882 3mo	Harland & Wolff Belfast	N.Michaeles	305·0 H112*t* F49*t*	34·2	20·0	Piræus Greek *5 B H 1 P B H*	C.2Cy.32″&64″–42″ 221NHP 2B,*6pf*, GS108, HS2985 Harland & Wolff, Belfast	21 ″ 6	V
1051 132266 HTMP	**Michael Angelo** *G.H.Hildred* –15	**Steel Sc K** 1 *Dk*	285 250 114	✠100 A1 *Stm Trawler* 8,15 ✠LMC 9,11	Sws		7,14	1911 9mo	Cochrane & Sons Selby *Lloyd's*	Pickering & Haldane's Stm. Trawling Co. Ld.	133·5 Q73′F20′ BK 7½″	23·0	12·0	Hull British *4 B H Cem*	T.3Cy.12¾″,22″&36″–24″ (*s*) 200lb 75RHP 1SB.*2pf*, GS36, HS1180 C.D.Holmes & Co.Ld.Hull	12 ″ 9	
1052 LJAD	**Michael Lund** *C.Attemann* –12 (*ex* Regimen) 1 *Dk (Irn) & Web frames & pt Awng dk (Irn)*	**Steel Sc Sr** *ss* Sld.No.3–10,04 *ss* Rot.No.2–13	*1942* *1383* *1243*	✠100 A1 *pt Awng dk with freeboard* 4,14 MS2,15 ✠LMC DBS2.14 MBS4.14	Rot	*r*	4,14	1891 9mo	Sunderlnd S.B.Co.Ld. Sunderland A&CP	Northern S.S.Co. Ld. *WB*	265·2 P23′Q84′ *pt Awng dk* 158′ FK = *Cell D B* 218′ 390*t*	38·2	17·2	Mariupol Russian *6 B H Cem A P T 49t*	T.3Cy.20″,34″&56″–36″ (*s*) 160lb *120lb* NDB04 192NHP 2SB.*6cf*, GS90, HS2928 N.E.Marine Eng.Co Ld Nwc	19 ″ 6 s 7 ″ 8½ 19 ″ 1	
1053 MGLC	**Michael Sars** *P.Ronnestad* –12 *Elec.light*	**Steel Sc Sr** 1 *Dk*	226 191 75					1900	Fredrkstad Mek.Værks. Fredrikstad	Den Norske Stat (Fiskeridirektören)	126·3 H34*t*	23·2	10·9	Chrstiania Norwegian *WB*	T.3Cy.10½″,17″&28″–22″ 37NHP Fredrikstad M.V.Frdstad		N
1054 HSNT	**Michail** (*MISSING SINCE 11, 16*) *P.Cantarijis* –15 (*ex* Trevanion) *Well deck*	**Steel Sc Sr** *ss* Bry.No.3–12,04 *ss* Pir.No.2–13 1 *Dk (pt Stl pt Irn)* 2 *tr B*	*2437* *1862* *1566* ✠	1,16 ✠	Msl	*s*		1891 11mo	J Readhead & Sons S.Shields	N.M.Emiris & J.Trofimoff *WB*	290·0 P29′Q82′B118′ F33′ BK 10″ = *Cell D B* 248′ 544*t*	40·1	19·9	Syra Greek *5 B H Cem A P T 41t*	T.3Cy.23″37½″&61½″–39″ NDB04 234NHP 2SB,*6rf*, GS104, HS3491 J.Readhead & Sons, S.Shl.	22 ″ 6	
1055 771 HKCN	— (*ex* Sappho) *Ref.Mchy.*	**Steel Sc Sr** *J.Tode* 01–02 1 *Dk*	1362 902 832					1898	Caledon S. B.&E.Co.Ld. Dundee	Rigaer Schnell-dampfer Ges. (Helmsing & Grimm, *Mgrs*)	263·6 P&B116′F34′	32·0	15·0	Riga Russian *WB*	T.3Cy.18″,32″&56″–36″ 188NHP Caledon S B.&E.Co.Ld.Dun		C
1056 379	— *Elec.light*	**Steel Sc Sr** 2 *Dks*	677 609 422					1904	F.Schichau Elbing	A.Schowalda	189·3	27·3	17·0	Odessa Russian *WB*	T.3Cy.21 7/16″,34 7/16″&49⅜″–21 3/16″ 114NHP F.Schichau, Elbing		
1057 553	— *D.Demenin* 15–15 (*ex* Roubaix) *Well deck*	**Steel Sc Sr** (*ex* Triantis, *ex* Bratia Paramonovi, *ex* Razeto B., *ex* Euripides) 2 *Dks (1 Irn)* 1 *Dk*	637 404 298			...		1892	Mackie & Thomson Glasgow	Ch.A.Théofanis	170·0 Q82′B14′F21′ BK 7″	25·6	12·0	Taganrog Russian *WB*	T.3Cy.13½″,22″&34″–24″ 73NHP Muir & Houston, Glasgow	12 ″ 7	V
1058 153	— *Abel* –14 (*ex* Sailing Vessel Nelly) *(See Sailing Ship Register)*	**Steel Aux Sc 3 Mst Sr** *Motor* 1 *Dk*	199 175 160					1910	J.Th.Wilmink Groningen	Gebr.N.&M. Schelechoff	112·3 Q11′H—	23·0	9·8	Vladvostk Russian	Motor 2Cy.14 13/16″–16½″ Motor *fitted* 14		V
1059	**Michaïl** (*Tug*) 1 *Dk*	**Iron Sc**	133 — 55					1876	..... Newcastle	Vve.A.Jacquemin	70·3	21·0	10·1	Algiers French	C.2Cy.11⅝″&21⅜″–12⅜″ 14NHP		
1060 244 LDAB	**Michail Archangel** *T.Croce* (*ex* Cephalonia, *ex* Bratia Paramonovi, *ex* Razeto B., *ex* Euripides)	**Iron Sc Sr** *ss* Liv.No.3–10,96 *ss* Hpl.No.2–04 2 *Dks (1 Irn)*	1411 — 959	✠ 3,10 ✠	Mes	*r*		1883 5mo	Caird, Purdie & Co. Barrow	T.Croce *WB =*	250·7 P37′B53′F37′ FK *F P T 32t M T 24′ 208t*	35·1	21·8	Berdiansk Russian *4 B H Cem D Ta 34′ 283t*	C.2Cy.31″&60″–42″ NDB99 195NHP 2SB.*6pf*, GS102, HS3385 W.Kemp, Glasgow	23 ″ 3	V
1061 898	**Michail-Kasi** *A.Demianoff* 00–02 (*ex* Vega)	**Iron Twin Sc Sr** 2 *Dks*	595 — 351					1868	Motala Co. Gothenburg	Archangel-Mourman S.N.Co.	178·2	26·4	16·2	Archangel Russian	C.4Cy.16″&30″–19½″ 66NHP		
1062 2 QRJW	**Michelangelo** *E.Thomatis* *Elec.light*	**Steel Sc Sr** 1 *Dk & pt Awng dk*	2456 2252 1534			...		1895	J.Laing Sunderland	Dall'Orso & Co.	300·0 P23′Q96′ *pt Awng dk* 180′ FK	41·0	18·1	Spezia Italian *WB*	T.3Cy.22½″,37″&61″–39″ 260NHP T.Richrdsn & Sons, Ld., Hpl	20 ″ 6	I
1063 8 QRKL	**Michele** *A.Biancalana* C11,14	**Wood Sc** (*Tug*) 1 *Dk*	105 — 7					1907	F.Parodi Pegli	Impresa M.Calderai	.....	.....	.....	Civita-vecchia Italian	T.3Cy.14¾″,21⅜″&35⅜″–21½″ Soc.Co-op.Prod. Sampierdarena 59NHP		I
1064 108337 QCKS	**Michigan** *E.Finch* –13 (*ex* Irishman, *ex* Monmouth) *Elec.light* Wireless	**Steel Twin Sc 4 Mst Sr** 2 *Dks & Spar dk* *& Shaded*	~~8001~~ 7575 ~~6418~~	8162 6280		...		1898	Harland & Wolff, Ld. Belfast	Atlantic Transport Co.Ld.	490·5 32·9 FK&BK3″	56·3	25·0	Liverpool British	T.6Cy.19″,31″&52″–48″ 478NHP Fawcett, Preston & Co. Liv.	36 ″ 5	
1065 203206	— *Elec.light* *Mchy.Aft*	**Steel Sc Sr** 1 *Dk*	6924 — 5476					1906	Gt.Lakes Eng.Works Ecorse, Mich.	Clevelan d Cliffs Iron Co.	530·0	56·2	32·0	Marquette Utd.States *WB*	T.3Cy.23″,37″&63″–42″ Great 257NHP Lakes Eng.Works, Detroit		L
1066 93750 KNVH	— *R.Ritchie* –12 3 *Dks (1 Stl 2 Irn) & Spar dk (Stl–ws)* *Elec.light* Wireless	**Steel Sc 4 Mst Bk** *ss* Liv.2nd No.3–9,12	4935 2456 3110	✠100 A1 *Spar dk* 9,14 BS9,14 ✠LMC 9,12 *Additional B H as per Section*	Liv	*y*	N9,13 22 not	1887 7mo *fitted*	Harland & Wolff Belfast A&CP *between Main & Spar dks*		400·4 P24′B118′F45′ 34·0 BK 9½″	47·2	26·2	Liverpool British *4 B H Cem* *WB = D Bu*	T.3Cy.31″,50″&81″–60″ (*s*) 150lb 518NHP 3DB,*18cf*, GS281, HS8241 Harland & Wolff, Belfast *E & B 84′ 255t M T 96′ 1423t*	35 ″ 9 s 8 ″ 7½ 28 ″ 4	
1067 98904	—	**Steel Pad**	1730 1349 778					1890	F.W. Wheeler & Co. W.Bay City	Canadian Pacific Railway Co.	296·5	41·3	15·6	London British	2Cy.50″–114″ 411NHP S.F.Hodge & Co., Michigan		

1 Numero d'Ordre / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pt.
1068 91652	**Michigan Central** 1 *Dk*	**IronPad**	1522 1410 1000					1884	Detroit Dry Dock Co. Wyandotte	MichiganCentral R.R.Co.	263·3	45·6	15·3	Detroit, Mich. Utd. States	H.4Cy.28″–48″ 167NHP DetroitD.D.Co.Wyandotte	
1069 63609 JTSH	**Mid Surrey** *T.R.Thompson* –17 *ss*Shl.3rdNo.3–2,06 *ss*Shl.No.2–15 *Mchy.Aft* 1 *Dk2trB*	**IronSc3MstSr**	879 763 530	✠90A1 ~~3,17~~ ~~8,16~~ 7,17 ~~NB10,95~~ LMC5,15 ~~BS5,16~~ 3,17	Shl	*m*	~~8,16~~ N7,17	1870 4mo	Palmers' Co. Newcastle A&CP	Gardner,Locket& HintonLd. (Harris &DixonLd. *Mgrs.*)	222·1 Q65′F24′ ptND89	29·2 BK9″ *WB=D*	17·5	London British *4BHCem* *Bf*132′240*t*	C.2Cy.25″&50″–33″ (*a*) 80lb *80lb* NDB00 112NHP 1SB,*3pf*,GS55,HS1838 Palmers' Co.,Newcastle	18 ″ 6 s 2 ″ 10 16 ″ 6
1070	**Middelburg** *R.Wyker* (*ex*Brederode) *ss*Rot.No.3–11,09 *ss*Ams.No.1–14 1 *Dk* *Now named "Derika VI.," See No. 41 in Supplement*	**IronScK**	167 151 64	✠100A1 *Stm Trawler* 12,16 ~~NB9,02~~ LMC5,15 ~~BS6,16~~	Ams	–	12,16	1898 7mo	Earle's Co. Ld. Hull *Lloyd's*	N.V.Zeevisscherij MaatsZeenimf (R. Ran, *Mgr.*)	102·0 Q18′F19′	20·6 BK7½″	11·0	Ymuiden Dutch *3BHCem*	T.3Cy.11½″,17″&30″–21″ (*s*) 160lb 57NHP 1SB,*2cf*,GS35,HS1100 Earle's Co.Ld.Hull	11 ″ 9
1071 128049 HRBS	**Middleham Castle** *J.N.Craven* –17 *ss*HKg.No.1–15 *Elec.light* 2 *Dks*(*Stl*) & *Web frames* *Longitudinal framing*	**SteelScSr**	4534 4175 2900	✠100A1 11,17 ~~4,17~~ LMC MS5,15 BS6,16	Cff	*y*	~~4,17~~ 11,17	1910 6mo	W. Hamilton & Co.Ld. PortGlasgow *Lloyd's*	LancashireShppg. Co.Ld(J.Chambers &Co. *Mgrs.*) *sA&CP* *W B=Cell DBa*119′*u*	380·0 P35′B113′F42′ *E&B* 36′*f* 170′ 1000*t*	50·0 FK	26·9	Liverpool British 6*BHCem* *APT*27*t*	T.3Cy.25½″,42″&70″–48″ (*s*) 180lb ~~100lb~~ 100*lb* 425NHP 2SB,*6cf*,GS124,HS5870 FD D.Rowan&Co.Glasgow	29 ″ 6 s 5 ″ 8 24 ″ 4
1072 135569 JFHS	**Middlesex** *A.E.T.Flemying* –17 (*ex*Knight Bachelor) 2 *Dks*(*Stl*) *Elec.light* Wireless *Ref. Mchy.*	**SteelScSr**	8364 6816 6241	✠100A1 4,17 LMC4,14 ~~Lloyd's RMC9,16~~ 4,17	Liv	*c*†	9,16	1914 4mo	C.Connell & Co.Ld. Glasgow *Lloyd's*	FederalS.N.Co.Ld. *B=Cell DBa*158′ *sA&CP* *u E&B*60′*f*196′1564*t*	470·0 B167′F99′P87′ *DT a*37′1230*t*	58·0 FK *FPT*	32·0	Liverpool British 7*BHCem* 86*t APT*59*t*	T.3Cy.26½″,45″&75″–48″ (*r*) 200lb *110lb* 557NHP 2DB,*12cf*,GS203,HS10030 D.Rowan&Co.Glasgow	34 ″ 10 s 7 ″ 0 28 ″ 3
1073 210644 LCQD	— *E.E.Crowley* –12 *Elec.light Mchy.Aft* Sub.Sig. 1 *Dk*	**SteelScSr**	4727 4109 2780					1912	New York S.B.Co. Camden,N.J.	CoastwiseTrans-portationCo.	369·0 P80′B17′F33′	50·1 *WB*	28·0	Boston Utd. States	T.3Cy 23½″,38½″&67″–45″ 301NHP NewYorkSBCo.CamdnNJ	
1074 92699 KMQF	**Middletown** *R.Hills* 1 *Dk*&*Saloondk Webframes*	**SteelTwinSc**	1554 — 1165					1896	Neafie & Levy Co. Philadelphia	Hartford&New YorkTransporta-tionCo.	243·3 *WB*	45·6	14·0	Hrtfrd Con Utd. States	C.4Cy.20″&40″–28″ 158NHP Neafie&LevyS.&E.B.Co.	
1075 116661	**Midland King** *Elec.light* 1 *Dk2trB*	**Iron&SteelSc**	3965 3959 2450					1903	Collingw'd S.B.Co.Ld. CollngwdOnt	CanadaSteamship Lines,Ld.	366·5 *WB*	48·0	28·0	MidlndOnt British	T.3Cy.20″,33½″&55″–40″ Bertram 191NHP Eng.WorksCo.,Toronto	
1076 116669	**Midland Prince** *Elec.light*	**SteelSc**	6133 5903 4560					1907	Collingw'd S.B.Co. Collingwood	CanadaSteamship Lines,Ld.	486·0 len11	55·0 *WB*	27·0	MidlndOnt British	T.3Cy.23″,38½″&63″–42″ 257NHP CollingwoodS.B.Co.	
1077 65773 LDMQ	**Midlothian** *R.E.Borton* –17 2 *Dks3trB*	**IronScSr**	1321 832 826			…		1871	S.&H. Morton&Co. Leith	R.H.Littlehales	242·2 B36′F30′ BK8½″	30·6 *WB*	23·1	Liverpool British	C.2Cy.32″&57″–36″ NB83 NDB98 162NHP S.&H.Morton&Co.,Leith	24 ″ 7
1078 MGBT	**Midnatsol** *H.Hovland* *Elec.light Ref.Mchy.* 1 *Dk*&*Awngdk2trB*	**SteelScSr**	978 860 505					1910	Bergens Mek.Værks. Bergen	Bergenske Dampskibsselskab	202·8 H118*t*	31·1 *WB*	19·8	Bergen Norwegian	T.3Cy.19″,30″&52″–33″ 155NHP BergensMek Værks Bergen	
1079 1385 HJTR	**Midorigawa Maru** 2 *Dks*	**SteelScSr**	408 382 245					1894	Kawasaki DckyrdCoLd. Kobe	OsakaShosen KabushikiKaisha	164·7 NB07	20·2	15·7	Osaka Japanese	T.3Cy.13½″,22″&36″–24″ 63NHP KawasakiDockyardCo.Ld.	
1080 PMDB	**Midsland** *T.Stereberg* *Well deck* 1 *Dk*(*Stl*)	**SteelScSr**	1085 758 615	✠100A1 9,16 LMC10,15	Rot	*n*		1915 10mo	Maats. Fyenoord Rotterdam A&CP *W*	Sheepvaart en SteenkolenMaats. *B=Cell DBa* 58′*u*	224·8 Q72′B55′F22′ *E*19′*f*98′301*t*	33·2 FK *FPT*	14·3	Rottrdam Dutch 4*BHCem* 17*t APT*12*t*	T.3Cy.17½″,29″&46″–36″ (*r*) 180lb 155NHP 2SB,*4cf*,GS78,HS2620 Maats.Fyenoord,Rot.	15 ″ 1 s 1 ″ 3½ 14 ″ 1
1081 JVGQ	**Midthordland** *O.Haugland* 1 *Dk*	**SteelScSr**	143 86 75					1890	Christian-sandsMk.Vrk Chrstiansand	Midthordlands Dampskibsselskab (B.Samuelsen *Mg.*)	101·6 Q13*t* B29*t* H6*t* F9*t*	17·3	8·6	Bergen Norwegian	C.2Cy.13½″&24″–18½″ 21NHP ChristiansandsM.V.	
1082	**Midvale** *Elec.light Mchy.Aft* Sub.Sig. 1 *Dk*	**SteelSc**	7500 — —					1917	Gt. Lakes Eng.Works Ashtabula,O.	Johnstown SteamshipCo. (M.A.Hanna&Co.)	580·0 *WB*	60·0	32·0	Utd. States	T.3Cy.24½″,40″&65″–42″ 274NHP GreatLakesEng.Works, Ashtabula,O.	
1083 214740 LGRN	**Mielero** *E.vanGilder* –17 *Elec.light* 2 *Dks*(*Stl*) & *Web frames* *Mchy.Aft* Sub.Sig.	**SteelSc3MstSr**	5853 5208 3670	✠100A1 2,17 LMC2,17 *Carrying Petroleum in bulk* *Fitted for oil fuel* 2,17 *F.P.above*	Bos	*z*		1917 2mo	ForeRiver S.B.Corp. Quincy,Mass A&CP	CubaDistillingCo.	389·0 P106′B28′F28′ *CellDB*329′1732*t*	54·7 FK *FPT*217*t APT*78*t*	29·3	NewYork Utd.States 13*BHpt Asp* (6 „ *to Uprdk* 7 „ „ *2nd* „) e 150°	1 Geared Steam Turbine 1901lb (*s*) 3*SB*,*9cf*,GS165,HS7407FD GeneralElectricCo. Schenectady,N.Y.	32 ″ 6
1084	**Mies en Truus** *Th.Zwart* –08 *ss*Ams.No.2–15 1 *Dk*	**SteelScSr**	222 210 64	✠100A1 *Stm Trawler* ~~5,17~~ ~~9,16~~ 11,17 ~~BS5,17~~ LMC1,15 11,17	Ams Ymu		~~8,15~~ 6,17	1905 11mo	Nederl. Schps. Maats. Amsterdam *Lloyd's*	N.V.Algemeene Viss.Maats.	129·0 *WB=DBu*	22·2 BK7″	8·4	Ymuiden Dutch 6*BHCem* *Bkr*16′14*t*	T.3Cy.11⅞″,18⅞″&31½″–23½″ 160lb (*s*) 67NHP 1SB,*2cf*,GS36,HS1300 Ned Fb.v.Wrk&Spoor,Ams	12 ″ 0
1085 HFVR	**Mietzing** *C.Holtz*02–03 1 *Dk2trB*	**SteelScSr**	514 384 293					1891	J.W.Klawitter Danzig	F.G.Reinhold	172·2 Q46′ B45′ F21′	25·1 *WB*	11·0	Danzig German	T.3Cy.18″,21⅞″&35½″–25½″ 64NHP J.W.Klawitter,Danzig	G
1086 HGVP	**Miguel** *J.Blasco* –16 (*ex*Vimeira) *ss*Shl.No.3–7,08 *ss*Shl.No.1–13 1 *Dk*(*pt Stl*&*pt Irn*) & *Web frames*&*pt Awng dk*(*Irn*)	**SteelScSr**	2710 2043 1744	✠100A1 *pt Awng dk with freeboard* 10,14 LMC1 MS2,15 BS5,16	Bbo	*t*	10,16	1895 9mo	Lon.&Gls. Co.Ld. Glasgow A&CP	Soc.Anon.deNav. Palma	300·0 Q104′B32′ *pt Awng dk*196′ *WB=CellDBa*82′*u*	42·1 FK *E&B*42′*f*124′617*t*	19·5	Bilbao Spanish 6*BHCem* *APT*60*t*	T.3Cy.23″,37″&61″–42″ (*s*) 160lb 276NHP 1SB(FD)&1Aux.SB05,*re-fitted*10,*4rf*,*2cf*GS99,HS3932 London&Glas.Co.Gls.	22 ″ 1 s 8 ″ 2 21 ″ 3
1087	**Miguel Calmon** (*Sand Pump*&*Suction Hopper Dredger*) (*ex*Pearson) *ss*Pra.No.2–13 *Elec.light*	**SteelTwinScSr**	*1242* *1118* *612*	✠ *Hopper Dredger* 5,13 ✠	Pra	*n*		1907 6mo	Lobnitz& Co.Ld. Renfrew	Port of Para	210·0 Q35′F23′ *WB*	40·1 FK *=FPT*67*t APT*42*t*	17·3	Para Brazilian 6*BHpt Cem* *pt Asp*	T.6Cy.15″,25″&40″–24″ 199NHP 2SB,*6cf*,GS118,HS3560 Lobnitz&Co.Ld.Renfrew	18 ″ 0
1088 115229 SWQG	**Miguel de Larrinaga** *R.A.Ferns* –15 *Elec.light* *ss*Liv.No.3–9,14 2 *Dks*(*Stl*) & *deep framing* & *Shelter dk*(*Stl*)	**SteelScSr**	4089 3821 2668	✠100A1 *Shelter dk* 10,16 BS12,15 LMC9,14	Liv	*x*	10,16	1901 11mo	Russell& Co. Pt.Glasgow *Lloyd's*	Miguel de Larri-nagaS.S.Co.Ld. (Larrinaga&Co.)	369·5 *WB*	50·1 FK *=Cell DBa*124′*u E*	25·2	Liverpool British 6*BHCem* & *B*42′*f*158′	T.3Cy.25″,42″&70″–48″ (*s*) 180lb *100lb* 378NHP 3SB,*9cf*,GS174,HS5916 D.Rowan&Co.Glasgow 971*t DTa*44′1000*t APT*50*t*	28 ″ 0 s 3 ″ 4½ 25 ″ 1

Now named "Donostia," See No. 27 in Supplement

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. / Master. / Special Surveys.	3 Material, Rig, &c. / Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines.	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of P. of Trade Cert.
1089 HVGN	**Miguel Jover** *Guilleumas* (*ex*PortDenison) *Elec.light*	**SteelScSr** *ss*Nwc.No.3–11,97 *ss*Bcl.No.1–02 1*Dk*(*Stl*)&*Spar dk*(*Stl*)3*trB*	3591 3216 2554	✠ *Spar dk* 6,10 ✠NB11,97✠	Bcl	*w*		1887 8mo	R&W Hawthorn,Leslie& Co.Newcastle	**J.JoveryCostas** *WB*=*DBa*	375·0|42·2|20·9 P24′B82′F57′ 28·5 BK11″ 94′*f*&*uE*&*B*58′320*t*			**Barcelona** Spanish *APT*23*t*	T.3Cy.31″,46″&78″–54″ NDB97 503NHP 2DB,*12cf*,GS232,HS8206 WghmRchrdson&Co.Nwc.	29 ″ 6	V
1090 HVGQ	**Miguel M. Pinillos** *Martin* –15 Wireless	**SteelScBg** *ss*Bcl.No.3–3,98 *ss*Gen.No.1–03 1*Dk*(*Irn*)&*Spardk*(*Stl*)3*trB*	2998 — 2125	✠ *Spar dk* 7,07 ✠NB5,94✠	Gen.	*v*		1885 8mo	J.Laing Sunderland	**PinillosIzquierdo &Co.S.enC.** *WB*=*DBa*	330·4|41·8|28·6 B74′F39′ BK10″ 100′*f*60′338*t*			**Cadiz** Spanish 5*BHCem*	T.3Cy.25″,40″&66″–45″ NDB94 305NHP 2DB,*8cf*,GS44,HS4944 J.Dickinson,Sunderland		V
1091 207082 LBHV	**Miguelito** *E.G.Hellsten*	**SteelScSr** 1*Dk*	276 — 155					1910	ForeRiver S.B.Co. Quincy,Mass	**PortoRico MercantileCo.**	126·2|29·1| 7·5			**NewYork** Utd.States			
1092 9328 JTBD	**Miharu Maru** (*ex*MihairuMaru, *ex*Michail, *ex*ClanGrant)	**IronSc3MstSr** *ss*Cal.No.3–9,95 *ss*Gls.No.1–99 2*Dks*(*Irn–Uws*)3*trB*	3580 — 2067	4,01	Cff	*w*		1883 1mo	A.Stephen &Sons Glasgow	**IshikariSekitan KabushikiKaisha**	350·5|41·1|26·6 P240′F48′ ND95 BK11″			**Yokohama** Japanese 4*BHCem*	C.2Cy.44″&80″–48″ 355NHP 2DB,*12pf*,GS186,HS5899 A.Stephen&Sons,Glasgow	28 ″ 0	
1093 15870 MGVF	**Miho Maru**	**SteelScSr** 1*Dk*	527 457 297					1913	OsakaIron Works Osaka	**FusoUnyu KabushikiKaisha** *WB*	163·4|25·9|14·4			**Osaka** Japanese	T.3Cy.12″,20″&34″–22″ 54NHP OsakaIronWorks,Osaka		
1094 1078 HGPJ	**Miike Maru** *W.Wade*	**SteelScSr** *ss*Yka.No.3–11,00 1*Dk*(*Stl*)&*Spardk*(*ptStl–ws*)2*trB*	3227 2989 1933	✠ *Spar dk* 12,03 ✠	Rot	*u*		1888 3mo	R.Thompson&Sons Sunderland	**NipponYusen KabushikiKaisha** *WB*=*Cell*	320·0|42·0|19·8 B70′F37′ 27·5 ND98 BK10″ *DB* 250′ 367*t* *FPT*			**Tokio** Japanese 6*BHCem* 111*tAPT*91*t*	T.3Cy.25″,40″&66″–45″ NDB98 291NHP 2DB,*8cf*,GS138,HS4525 J.Dickinson,Sunderland	30 ″ 1	
1095 19215 NBTP	**Miikesan Maru** *S.Fujisaki* –16 *Elec.light* Sub.Sig.	**SteelScSr** 2*Dks*(*Stl*)&*Webframes* *Longitudinal framing*	3179 2757 1987	✠100A1 6,16 ✠LMC6,16	Kob	*t*		1916 6mo *Lloyd's*	OsakaIron Works,Ld. Innoshima *SA&CP*	**MitsuiBussan Kaisha,Ld.** *CellDB*255′51	305·0|43·7|27·2 P19′B82′F32′ FK *8t DTa*25′534*t FPT*			**Kobe** Japanese 5*BHCem* 112*tAPT*20*t*	T.3Cy.22″,37″&61″–42″ (*s*) 180lb 288NHP 2SB,*6cf*,GS90,HS3824 FD OsakaIronWrks.Ld.Osaka	27 ″ 3 s 4 ″ 4½ 23 ″ 2	
1096 PMFH	**Mijdrecht** *T.Spanjer*10–12 *Elec.light* Sub.Sig.	**SteelSc3MstSr** 1*Dk*(*Stl*)&*Webframes*	3476 2831 2169	✠100A1 *Trunk dk* 4,16 *CarryingPetroleum* ~~BS6,17~~ ~~BS4,18~~ ✠LMC12,12	Ams	*u*	4,16 *in bulk*	1912 12mo *Lloyd's*	Rotterdam Droogd.Maat Rotterdam *SA&CP*	**Naam.VennMaats. Stooms.Mijdrecht (Ph.vanOmmeren, *Mgr.*)**	325·2|47·3|22·6 P71′F33′ FK			**Rottrdam** Dutch 15*BHptAsp*	T.3Cy.23″,38″&62″–42″ (*s*) 180lb *180lb* 311NHP 2SB,*6cf*,GS120,HS4270 FD RotterdamDroodg.Maats.	24 ″ 0 s 3 ″ 8 20 ″ 8	
1097 HGDR	**Mijer** *T.Sobelo* *Elec.light*	**SteelScSr** *Oil Eng.* 1*Dk*	1727 1716 1127					1914	Wrf.voorh. Rijkee&Co. Rotterdam	**Koninkl.Paketv. Maats.**	278·2|41·2|16·8 P34′F30′			**Batavia** Dutch *WB*	Oil Engines 4 S.C.SA 6Cy.22″–39⅜″ NedFb.v.Wrk&Spoor,Ams		V
1098 121063 HDFJ	**Mikado** *J.Crane* –14	**SteelScK** *ss*Hul.No.2–13 1*Dk*	265 235 107	✠100A1 *Stm Trawler* 7,14 ✠LMC9,15	Hul		4,13	1905 8mo *Lloyd's*	Cook,Welt'n&Gemmell Beverley *SA&CP*	**Pickering&Haldane'sStm.TrawlingCo.Ld.**	130·0|22·2|11·9 Q70′ BK8″			**Hull** British 4*BHCem*	T.3Cy.12¾″,22″&36″–24″ (*s*) 200lb 79RHP 1SB,*2cf*,GS40,HS1312 Amos&Smith,Hull	12″10	
1099 10295 LBMD	**Mikado Maru** *T.Takata*08–13	**IronScSr** (*ex*Allemannia) 2*Dks*3*trB*	1850 — 1142			...		1881	Dobie&Co. Glasgow	**C.Tanaka**	288·0|33·3|23·5 Q46′B35′F32′			**Hamadera** Japanese *WB*	C.2Cy.34″&62″–42″ 208NHP J.Howden&Co.Glasgow		
1100 19232 NBVR	**Mikage Maru** *Elec.light*	**SteelScSr** 1*Dk*	1200 1006 838					1916	OsakaIron Works,Ld. Osaka	**NihonKisen KabushikiKaisha**	220·0|33·5|17·2 P24′B35′F30′			**Amagasaki** Japanese *WB*	T.3Cy.13½″,23″&38″–30″ 79NHP OsakaIronWorksLd Osaka		
1101 150383 KQBW	**Mikahala** *A.Tullett*	**WoodScSr** 1*Dk*	444 — 354					1888	W.G.Hall PortBlakeley	**InterIslandSteam Nav.Co.Ld.**	147·2|30·0|12·5			**Honolulu** Utd.States	C.2Cy.19″&38″–24″ *E.blt.*83*fttd.*88NB96 59NHP W.Deacon,SanFrancisco		
1102 136974	**Mikasa** *Elec.light*	**SteelScK** 1*Dk*	274 245 107	✠100A1 *Stm Trawler* 4,15 ✠LMC4,15	Mdb			1915 4mo *Lloyd's*	Smith's DockCo.Ld. Middlesbro' *SA&CP*	**Neale&West,Ld.**	125·0|23·5|12·8 Q72′F21′ BK7½″			**Cardiff** British 2*BHCem*	T.3Cy.12½″,21″&35″–26″ (*s*) 180lb 87RHP 1SB,*3pf*,GS50,HS1616 Smith'sDockCo.Ld.Mdb.	13 ″ 6	
1103 8978 JNGW	**Mikawa Maru** *K.Asakawa* (*ex*Kirkdale)	**SteelScSr** *ss*Kob.No.3–6,06 1*Dk*(*Stl*)&*Spar dk*(*Irn*)& *deep framing*	"2886 2619 1818	✠ *Spar dk* 3,07 ✠	Kob	*u*		1894 2mo	Bartram, Haswell&Co. Sunderland	**NipponYusen KabushikiKaisha** *WB*	310·0|41·1|18·3 P30′B72′F36′ 25·8 FK = *Cell DB* 238′460*t*			**Tokio** Japanese 5*BHCem* *APT*40*t*	T.3Cy 23⅞″,38″&62″–42″ 253NHP 2SB,*6rf*,GS100,HS3850 J.Dickinson,Sunderland	28 ″ 4	
1104 HSDO	**Mikelis** *N.Cornellos* –15 (*ex*Lakythra, *ex*Stella) *Well deck*	**SteelScSr** *ss*Msl.2ndNo.3–5,11 *ss*Rot.No.1–16 1*Dk*(*Stl–ptws*)&*Webframes*	*2430* *1966* *1545*	✠100A1 11,16 ✠LMC5,16 ~~BS6,17~~	Gls	*s*	N3,16	1885 10mo	E.Withy& Co. WHartlepool A&CP	**E.M.Michalitsianos** *WB*=*Cell*	302·1|38·1|20·2 P27′Q97′B67′F31′ FK *DB*256′408*t*			**Argostoli** Greek 6*BHCem*	T.3Cy.22″,37½″&60″–39″(*a*) 143lb *90lb* NDB99 225NHP 2SB,*6pf*,GS66 T.Richardson&Sons,Hpl.	22″11 s 2 ″ 8 20 ″ 6	
1105 411 HBPJ	**Mikuni Maru** *TanimotoRihachiro*	**IronScSr** (*ex*Gerrald) 2*Dks*	746 715 462					1862	..... England	**TakagiShichigoro**	185·8|24·4|21·0			**Yokohama** Japanese	C.2Cy.21″&42″–30″ NE&B91 81NHP SakaTan,Kobe		
1106 95 QRPS	**Milano** *Cav.S.Viola* *Elec.light* Wireless	**SteelTwinScSr** 2*Dks*3*trB*	4149 — 2509					1913	Cant.Nav. Riuniti Spezia	**Soc.Italiana di ServiziMarittimi**	363·7|44·8|24·4			**Venice** Italian *WB*	T.6Cy.21¼″,34½″&59⅞-41⅝″ Soc.Esercizio 454NHP Bacini,RivaTrigoso		I
1107 791 QRPW	**Milazzo** *S.Galli* –16 *Elec.light*	**SteelScSr** 1*Dk*2*trB*	11477 9447 7537					1916	Soc.Fiat S.Giorgio Muggiano	**Nav.Gen.Italiana**	517·4|65·6|29·4 P39′B260′F47′			**Genoa** Italian *WB*	Q.4Cy.27⅛″,39⅜″,56½&79¾″ -53½″ 458NHP E&B*made*07*fitted*16 Soc.EsercizioBacini,Gen.		CI V
1108 549 PHBN	**Milcovul** *G.Luis* –14 (*ex*Mariston)	**SteelScSr** 1*Dk*(*Stl*)	3793 3514 2408	✠100A1 4,14 ✠LMC5,12	Cff	*w*	2,15	1912 5mo *Lloyd's*	R.Duncan &Co.Ld. Pt.Glasgow *SA&CP*	**RomaniaPrima SocietateNationala deNav.Maritima** *WB*=*CellDBa*11	353·3|51·1|23·8 P21′B90′F36′ FK 5′*uE*&*B*36′ *f* 156′91			**Braila** Roumanian 6*BHCem* 5*tAPT*105*t*	T.3Cy.25″,41″&67″–45″ (*s*) 180lb *100lb* 338NHP 2SB,*6cf*,GS130,HS5384 Rankin&Blackmore,Grk.	26 ″ 3 s 4 ″ 9 21 ″ 10	
1109 115559 JLRK	**Mildred Powell** *R.Jones*17–17 (*ex*Redhall) *Well deck*	**SteelScSr** *ss*Abn.No.3–9,14 1*Dk*(*Stl*)&*deep framing* *Cargo battens not fitted*	841 625 354	✠100A1 ~~4,15~~ 4,17 ✠LMC MS9,14	Shl Nwc ~~BS4,12~~ BS4,13	*l*	~~N4,17~~ 4,18	1902 1mo *Lloyd's*	Mackie& Thomson Glasgow *SA&CP*	**Morgan& Cadogan,Ld.** *WB*=*CellD*	205·1|30·5|14·6 Q113′B18′F23′ FK *Ba*53′*f*75′161*t FPT*			**Cardiff** British 4*BHCem* 50*tAPT*50*t*	T.3Cy.16½″,27″&44′–30″ (*a*) 160lb *80lb* 98RHP 1SB,*3pf*,GS67,HS2366 McKie&Baxter,Glasgow	15 ″ 4 s 1 ″ 4½ 14 ″ 2	

1 Numéro d'Ordre / Numéro Officiel. / Signaux	2 3 Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 6 7 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant après Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 9 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	11 Largeur.	11 Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.
1110 132561 HTBM	**Mile End** SteelScSr *A.A.Oates* –11 *ss*Nwc.No.1–15 1*Dk*(*Stl*) *Cargo battens not fitted*	859 664 442	✠100A1 Bly ~~7,17~~ 10,16 ~~7,17~~ 8,18 Nwc ~~LMC~~ ~~MS6,16~~ MS10,15 ~~BS7,17~~			~~8,16~~ 7,17	1911 7mo	W.Dobson &Co.Ld. Newcastle *Lloyd's A&CP* *WB = CellDBa*	CommercialGasCo. *48′uE12′f65′171tD*	165·6|38·0|14·5 B44′F18′	London British FK	T.3Cy.17½″,29″&48″–33″ (*s*) 180lb *80lb* 165NHP 1SB,*4cf*,GS81,HS2851 MacColl&Pollock,Ld.Sld. *Tank in Engine Room Stbd 17′Port 21′123tFPT23tAPT18t*	15 ″ 4 s1 ″ 6½ 14 ″ 2
1111 106871	**Miles K. Burton** SteelTwinSc *Jones* –07 ~~ssLiv.No.3–5,06~~ (*Grab Hopper Dredger*) *ss*~~Liv.No.3–10~~ *Elec.light ss*Liv.No.3–5,15 1*Dk*(*Stl*–ws)	1202 1164 686	✠ A1 Liv *n* *Hopper Dredger* 5,17 ~~5,16~~ ~~BS8,16~~ ✠LMC5,15			3,14	1897 5mo	W.Simons &Co.(Lim.) Renfrew *Lloyd's A&CP*	MerseyDocks& HarbourBoard	225·0|38·3|16·1 FK	Liverpool British 4*BHCem*	T.6Cy 18″,28″&47″–27″ (*s*) 160lb 235NHP 2SB,*6rf*,GS121,HS3601 W.Simons&Co.,Renfrew	17 ″ 0
1112 139263 JLRH	**Miletus** SteelScK *W.Addy*15–15 *Elec.light* 1*Dk*	313 275 126	✠100A1 Hul *StmTrawler* 8,15 ✠LMC8,15				1915 8mo	Livingstne &Cooper,Ld. Hessle,Hull *Lloyd's A&CP*	H.Field	135·3|23·6|12·5 Q73′F20′ BK8″	Hull British 4*BHCem*	T.3Cy.13″,23″&37″–26″ (*s*) 200lb 84RHP 1SB,*3pf*,GS48,HS1350 C.D.Holmes&Co.Ld.Hull	13 ″ 4
1113 95044 KQMG	**Milewater** SteelTwinScSr *J.H.Taylor* –13 (*ex*Susan McCausland,*ex*FlyingCormorant)	283 268 108					1888	R.Duncan &Co. Pt.Glasgow	Workman,Clark &Co.Ld.	135·2|24·0|12·0	Belfast British	C.2Cy.25⅝″&48½″–30″ NB*made03fitted*10 98RHP Rankin&Blackmore,Grk.	
1114 140536 JRBG	**Millais** SteelScSr ~~*ship's ridge*~~ *R.Selridge* –18 *Elec.light* 3*Dks*(*Stl*)*&Shelter dk*(*Stl*) *Ref.Mchy.*	~~7150~~ 7300 6744 4457	✠100A1 Bel *b*† *Shelter dk* Bos *withfreeboard* ~~5,18 0,17~~ ✠LMC~~3,17~~ ~~*(GlassContemplated)*~~ ✠LMC				1917 5mo	Harland& Wolff,Ld. Glasgow *Lloyd's A&CP*	LivBrazil&RPlate SNCoLd(Lamport &Holt,Ld.*Mgrs.*) *CellDB377′1095t*	434·9|55·3|35·2 B115′F25′ *on Shelter dk* FK	Liverpool British *TBHCem*3D	Q.4Cy.27″,38½″,54½″&78½″–54″215lb (*s*) 808NHP 2&1AuxSB*3lc*GS420HS15803 *APT84tAPT25t*	38 ″ 0 s 9 ″ 3½ 29 ″ 3
1115 113532 RVBN	**Millicent Knight** SteelScSr *L.J.Llewellyn* –16 *ss*Cff.No.3–2,13 *ss*Cff.No.1–17 1*Dk*(*pt Irn&pt Stl*)2*trB&deep framing* 3*Dk rule*	3563 3358 2302	✠100A1 Cff *v* 4,17 ✠LMC4,17			4,17	1900 9mo	J.Readhead &Sons South Shields A&CP	W.&C.T.JonesS.S. Co.Ld. (W.& C.T.Jones) *WB = CellDBa*	341·3|46·7|26·0 P29′B82′F32′ FK 116′*uE*20′*f*140′825*t*	Cardiff British 6*BHCem* *APT39t*	T.3Cy.24″,40″&65″–45″ (*r*) 160lb *110lb* NDB13 293NHP 2SB,*6rf*,GS111,HS4557 J.Readhead&Sons,S.Shl.	27 ″ 4 s5 ″ 0½ 22 ″ 7
1116 76392	**Millie** IronScCtr *Lee*68–75 *Mchy.Aft* *Used for River purposes*	107 107 73					1875	Harland& Wolff Belfast	W.Cooper&Ss.Ld. (J.H.Cooper,*Mgr*)	76·2|18·8| 9·5	Liverpool British 24RHP	2Cy.12″–9″ Harland&Wolff,Belfast	
1117 207579 LBNM	**Millinocket** SteelScSr *Hansen* –16 *ss*NYk.No.1–14 *Elec.light* 1*Dk*(*Stl*)*2trB&Webframing* Wireless Sub.Sig. *Longitudinalframing*	3336 2716 2083	✠100A1 NYk *u* ~~5,17 11,16~~ 1,18 ~~BS5,16~~ ✠LMC9,14 5,17			~~4,15~~ 5,17	1910 6mo	Maryland SteelCo. Sparro'Pt Md A&CP *WB = CellDBa*	A.H.BullS.S.Co. (A.H.Bull&Co. *Mgrs.*) 82′*uE*	317·3|44·2|23·8 P26′B93′F36′ FK 18′*f*134′485*tFPT*1	New York Utd.States 5*BHCem* 02t*APT*46t	T.3Cy.22″,37½″&60″–42″ (*s*) 180lb *180lb* 277NHP 2SB,*6cf*,GS144,HS4580 MarylandStl.Co.Sparr'.Pt.	26 ″ 6
1118 124317 HJKD	**Millpool** SteelScSr *J.H.Borolt* –16 *ss*Shl.No.2–15 1*Dk*(*Stl*)*2trB&deep framing&* *Web frames&Trunk dk*(*Stl*)3*Dk rule*	4218 3608 2707	✠100A1 Bry *w* *Trunk dk no s* Cff ~~4,17 11,16~~ 10,17 ~~BS5,16~~ ✠LMC2,15			11,16	1906 10mo	Ropner& Son Stockton *Lloyd's A&CP WB =*	PoolShppg.Co.Ld. (SirR.Ropner&Co. Ld.*Mgrs.*) *CellDBa*110′*uE*24′	355·0|51·0|26·0 F32′ FK *f*154′813*tFPT*167*t*	W.Hartlpl British 6*BHCem* *APT*227*t*	T.3Cy.25″,42″&68″–48″ (*s*) 180lb *100lb* 369NHP 2SB,*6rf*,GS127,HS5999 Blair&Co.Ld.Stockton	28 ″ 5 s5 ″ 4½ 23 ″ 5
1119 118423 VQPN	**Milly** SteelScSr *ss*Hul.No.3–5,17 *J.R.Duncan* –16 ~~*ss*Bry.No.2–12~~ (*ex*LudwigGroedel) 1*Dk*(*Irn*) *Elec.light* *&deepframing*	2964 2783 1896	✠100A1 Bry *u* 2,18 ~~4,16~~ Trn *Examn* 15,17 ✠LMC8,17			~~4,16~~ ~~5,17~~ 2,18	1904 4mo	W.Gray& Co.Ld. WHartlepool *Lloyd's A&CP WB =*	S.S. "Elmgrove" Co.Ld.(Alexander &Mair,*Mgrs.*) *Cell DBa*108′*uE&*	325·0|47·1|22·2 P25′B69′F34′ FK B40′*f*134′798*tFPT*	London British 5*BHCem* 88t*APT*50t	T.3Cy.24″,38″&64″–42″ (*s*) 180lb *90lb* 276NHP 2SB,*6cf*,GS102,HS4098 Cen.Mar.Eng.Wrks.WHpl	24 ″ 10 s 4 ″ 3½ 20 ″ 11
1120 117713 VFRK	**Milo** SteelScSr *T.Oxland* –14 *ss*Cff.No.3–5,16 1*Dk*(*Stl*)*&Awng dk*(*Stl*)*&* *deepframing*	1475 1420 896	✠100A1 Cff *o* *Awng dk* *withfreeboard* 5,16 ✠LMC5,16			5,16	1903 9mo	Campbeltn S.B.Co. Campbelt'wn *Lloyd's A&CP*	LetricheuxLine Ld.(Letricheux& David,Ld.*Mgrs.*) *WB = Cell DBa*58′*f*100′225*t*	240·5|32·8|16·9 23·8 FK	Swansea British 4*BHCem* *APT*60*t*	T.3Cy.20″,33″&54″–36″ (*s*) 180lb 207NHP 2SB,*6rf*,GS113,HS3436 D.Rowan&Co.Glasgow	24 ″ 10 s 6 ″ 3 18 ″ 11
1121 53266 KDWF	— IronScSr *T.E.Purcell* –11	1057 835 683	- ...				1865	London& Glas.Co. Glasgow	R.H.Littlehales	240·5|29·2|15·9 Q24*t* B174*t* F15*t* len74 FK	Liverpool British	C.2Cy.27″&47″–30″ NE74 NB89 90RHP C.D.Holmes&Co.,Hull	
1122 4907 JRDQ	**Milos** SteelScSr *N.J.Pyk*10–13 *ss*Hbg.No.2–16 *Well deck* 1*Dk*(*Irn*)*&deepframing*	1181 919 691	✠100A1 Hbg *o* ~~8,17 6,16~~ Brn ✠LMC6,16 ~~BS~~ ~~4,13~~			6,16	1908 7mo	Sunderlnd S.B.Co.Ld. Sunderland *Lloyd's A&CP WB*	Rederiaktieb. Luggude (O. Hillerström,*Mgr.*) *= Cell DBa*67′*uE*	231·0|38·0|13·9 P12′Q55′B63′F28′ FK *&B*31′*f*98′405*tFPT*	Hlsngborg Swedish 4*BHCem* 30t*APT*20t	T.3Cy.17½″,29″&48″–33″ (*s*) 180lb *100lb* 145NHP 1SB,*3cf*,GS57,HS2258 N.E.MarineEng.Co.Ld.Sld	16 ″ 0 s 1 ″ 8½ 14 ″ 7
1123 118179 VGMS	**Miltiades** SteelTwinScSr *W.J.Burge* –14 *ss*Lon.No.3–11,15 3*Dks*(*Stl-Mpt*ws,*Uteak* s) *Elec.light Ref.Mchy.* Wireless Sub.Sig.	7814 6159 4938	✠100A1 Lon ~~P4,16~~ ~~10,17 4,17~~ 4,18 Gls SN4,16 ~~BS10,16~~ ✠LMC11,15 P10,17 ~~Lloyd's~~ ✠LMC~~4,17~~ ~~BS16,17~~				1903 10mo	A.Stephen &Sons,Ld. Glasgow *Lloyd's A&CP*	G.Thompson&Co. Ld. *WB = Cell DBa*104′*uE&B*91′	504·3|55·1|30·0 P92′B217′F74′ len13 FK&BK3″ *f*241′1317*tFPT*57*t*	Aberdeen British 9*BHCem* *APT*69*t*	T.6Cy.27″,45″&75″–51″ (*r*) 200lb FD 1218NHP 3D&1SB*21cf*GS443HS18153 A.Stephen&Sons,Ld.Gls.	33 ″ 3 s 7 ″ 2 26 ″ 11
1124 HSPR	**Miltiades Embiricos** SteelScSr *Dcharitonas* –11 *ss*Cff.No.3–12,09 (*ex*Adana) *ss*Rot.No.1–13 2*Dks*(*Stl*)*&deepframing*3*Dk rule*	*3448* *3268* *2178*	✠100A1 NYk *w* 4,17 ~~9,16~~ MBS7,16 ✠LMC12,13 DBS11,16			N1,16	1897 7mo	Palmers' Co.Ld. Newcastle A&CP	G.M.Embiricos *WB = CellDB* *a*122′287*tuE*22′3	350·0|45·2|26·9 P43′B76′F40′ FK 47t*MT*34′578*tFPT*	Andros Greek 6*BHCem* 75t*APT*41t	T.3Cy.24″,40″&64″–45″ (*s*) 180lb *70lb* 326NHP 2SB,*6cf*,GS100,HS4370 FD Palmers'Co.Ld.Newcastle	28 ″ 6 s 5 ″ 8½ 23 ″ 2
1125 110120 RDCN	**Milton** SteelScSr *W.R.Williams* –11 *ss*Shl.No.3–9,11 *ss*Sld.No.1–16 *ptDk*(*Stl*)*&Webframes* *&Awngdk*(*Irn*)	3267 3132 2094	✠100A1 Sld *u* *Awng dk* ~~Bry~~ Cff *withfreeboard* ~~BS11,17~~ ~~6,17 10,16~~ 4,18 ✠LMC10,16			~~11,15~~ 4,18	1899 5mo	JLThomp-son&Sons,Ld. Sunderland A&CP	ShakespearShppg. Co.Ld. (Glover Bros.*Mgrs.*) *WB = CellDBa*	325·0|44·5|19·7 26·5 FK 102′*uE&B*40′*f*134′	London British 6*BHCem* 647t*APT*69t	T.3Cy.24″,38½″&64″–42″(*s*) 160lb *90lb* 265NHP 2SB,*6cf*,GS92,HS3969 T.Richardsn&Sns.Ld.Hpl.	28 ″ 11 s 7 ″ 1½ 22 ″ 2
1126 106834 PNFB	**Milwaukee** SteelScSr *W.H.Smith* –15 *ss*Lon.No.3–2,10 *ss*Ham.No.1–14 *Elec.light* 2*Dks*(*Stl*)3*trB&deep framing* Sub.Sig. Wireless *&Shelter dk*(*pt Stl*)	7323 7004 4784	✠100A1 Liv *d*† ~~4,17 4,17~~ 2,17 ~~BS5,16~~ ✠LMC8,15 ~~BS~~ 12,17			~~4,15~~ N12,17	1897 1mo	C.S.Swan& Hunter(Lim) Newcastle *Lloyd's A&CP*	CanadianPacific Rly.OceanLines (CanadianPacific OceanServices,Ld. *Mgrs.*) *WB = Cell DBa*150′*uE*	470·0|56·1|31·9 FK *new fore end*99 *&B*50′*f*208′	Liverpool British 6*BHCem*	T.3Cy.28⅝″,46″&75″–54″(*s*) 155lb 502NHP 3SB,*9cf*,GS173,HS6780 FD N.E.MarineCo.(Lim.) Nwc 1564*t DTa*30′935*tAPT*56*t*	34 ″ 9 s 6 ″ 9 28 ″ 5
1127 93265	— SteelSc *Elec.light* 2*Dks*	3327 — 2424					1902	Chicago S.B.Co. Chicago	GreatLakes Transit Corporation	325·0|44·0|28·0 *WB*	Buffalo Utd.States	T.3Cy.23″,38″&64″–40″ 259NHP ChicagoS.B.Co.Chicago	
1128 93363	— SteelTwinScSr *C.A.Lyman*05–08 (*CarFerry*) (*ex*ManistiqueMarquette&Northern1) *Elec.light* 1*Dk&Shade dk*3*trB*	2933 — 1755					1902	American S.B.Co. Clvland,Ohio	GrandTrunk MilwaukeeCar FerryCo.	338·0|56·0|19·5	Milwaukee Utd.States	T.6Cy.23½″,37″&62″–36″ 461NHP AmericanS.B.Co.Clv.Ohio	
1129 MONP	**Mimer** SteelScSr *J.Hopland* –12 1*Dk*	1125 986 699					1905	Bergens Mek.Værks. Bergen	Akties DpskMimer (Joh.E.v.d.Ohe)	228·0|35·2|15·8 P14t*H*44t*F*30t	Bergen Norwegian *WB*	T.3Cy.16½″,26″&44″–30″ 106NHP BergensMek Værks Bergen	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys.	3 Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years assigned now expired. Extinct Letters.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NP=Horse power by Society's formula; RP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. / Corresponding draught. ft. in.	15 Registers in which classed. If not in L.R. Date of ✠ of Trade Cert.
1130 5530 JTNG	**Mimer** *J.E.Poulsson* *Elec.light*	**SteelScSr** 1*Dk*	975 734 374					1913	Lindholmens V.A. Gothenburg	Stockholms Rederiaktieb.Svea (HjBlomberg, *Mgr*)	221·5 | 36·1 | 13·1 P133'H150*t*F55'			Stockholm Swedish *WB*	T.3Cy.19¼",32"&52"–33" 155NHP Lindholmens V.A.Got.		V
1131 744 HRLV	— *O.Abrahamsson*15–15 *Mchy.Aft*	**IronScSr** 1*Dk*	443 395 293					1883	Göteborg Mek.V. Gothenburg	NilsÖsterman	150·2 | 24·4 | 15·3 B29'			Stockholm Swedish	C.2Cy.16"&28"–19" 28NHP GöteborgsM.V.,Got.		V
1132 JRDH	— *J.Rolfsen*83–01	**CompScSr** 1*Dk*2*trB*	221 196 158					1871	Göteborg Mek.V. Gothenburg	J.L.Mowinckel& Sön	101·0 | 22·6 | 12·3 B24*t*			Bergen Norwegian	C.2Cy.9½"&20½"–16" NB10 14NHP GöteborgsM.V.,Got.		N
1133 PBMC	**Mimi Horn** *Th.Ehmke*00–12 *Elec.light*	**SteelScSr** 2*Dks*	2185 2044 1389					1903	Act.Ges. "Neptun" Rostock	H.C.Horn	300·6 | 43·2 | 18·9 P13'B174'F30'			Lübeck German *WB*	T.3Cy.19⅝",35 7/16"&55"–35 7/16" 180NHP A.G."Neptun,"Rostock		G
1134 4399 JPFM	**Mimosa** *W.Greek*14–14 *Elec.light* 1*Dk*(*Irn*)2*trB* *Well deck*	**SteelScSr** *ss*Shl.2ndNo.3–3,11 *ss*Cpn.No.1–15 *Floors,beams,keelsons, stringers,and inner bottom Irn* *Cargo battens not fitted*	1580 1232 965	✠100A1 8,17~~9,15~~ BS8,15 ✠LMC9,15 BS7,17	Cpn Bkr	*q*	~~8,15~~ 8,17	1888 3mo	H.S.Edwards&Son Newcastle A&CP	Rederiaktieb.Vala (O.Hillerström, *Mgr.*) *WB* = *Cell*	255·0 | 36·0 | 16·6 P26'Q66'B66'F32' BK9" *WB* = *Cell*			Hlsngborg Swedish *4BHCem* *DB* 208'354*t*	T.3Cy.20",33"&54"–36" (*s*) 160lb *100lb* NDB07 171NHP 1DB,*4cf*,GS58,HS2507 Blair&Co.(Lim.),Stockton	19 " 3 s1 " 8½ 18 " 5	
1135 108262 PVMT	**Min** *J.Morgan* 1*Dk*(*pt Stl pt Irn*)*&Web frames* *ss*Shl.No.2–18*&pt Awng dk*(*Irn*)	**SteelScSr** *ss*Sld.No.3–7,11	3083 2299 1981	✠100A1 *pt Awng dk* *withfreeboard* 5,18~~,14~~ *Examined*~~,17~~ ✠LMC~~9,16~~	Nwc Shl	*u*	~~8,14~~ 9,17 ~~BS8,15,~~ 8 MS9,17	1897 11mo	J.L.Thompson&Sons,Ld. Sunderland A&CP	Mercantile S.S.Co., Ltd. (E.Hain&Son, *Mgrs.*) *WB* = *Cell D Ba*	325·0 | 44·5 | 19·7 Q66' *pt Awng dk* 257' FK 106'*uE&B*37'*f*134'			London British 6*BHCem* 645*tAPT*37*t*	T.3Cy.24",38"&64"–42" (*s*) 160lb *100lb* 270NHP 2SB,*6cf*,GS93,HS4149 T.Richardsn&Sns.Ld.Hpl.	22 " 2 s 7 " 10 21 " 6	
1136 112842 SHCK	— *M.Del Monte* –16 *Elec.light*	**SteelTwinScSr** (*ex*Hankow) 1*Dk*	540 437 367			…		1900	Mordey, Carney(Sou.) Ld.Sthamptn	Anglo-Saxon PetroleumCo.Ld. *WB*	190·2 | 30·7 | 9·0 F30' FK			London British *WB*	T.6Cy.9",15"&25"–18" Mordey,Carney 75RHP (Sou.)Ld.Southampton	11 " 0	
1137 125773 HNSB	**Mina Brea** *T.R.Owen* –17 2*Dks*(*UIrn M Stl*)*&Webframes* *Elec.light*	**SteelScSr** *ss*Bkn.No.3–7,15	4145 3846 2566	✠100A1 6,17 ~~2,17~~ ~~BS8,16~~ ✠LMC7,15 BS8,17 *Carrying Petroleum in bulk* *Fitted for oil fuel* 4,09	Gls Lth	*x*	~~10,15~~ ~~12,17~~ *F.P. above*	1909 4mo	Greenock& Grangem'uth Dockyard Co. Ld.Greenock *Lloyd's SA&CP*	International PetroleumCo.Ld. *WB* = *Cell D Bu E&B* 54'197*t*	360·3 | 49·2 | 26·5 P32'B84'F36' FK *FPT*98*t APT*15*t*			Toronto British 16*BHCem* 14 *to U dk* 2 *to M dk*	T.3Cy.25½",42"&69"–48" (*s*) 180lb *120lb* 410NHP 3SB,*9cf*,GS198,HS7026 J.G.Kincaid&Co.Ld.Grk.	29 " 0 s 5 " 9½ 23 " 8	
1138 86665	**Minard Castle** *J.McCorquodale* –17 1*Dk*	**SteelScSr** *Floors&BHdsIrn*	246 180 100			…		1882	J Fullerton &Co. Paisley	Minard Castle Shippg.Co.Ld. (J.D.Rodger, *Mgr*)	140·2 | 22·0 | 10·4 Q47'B30'F24' BK6"			Glasgow British	C.2Cy.23"&42"–30" NB89 80RHP W.Kemp,Glasgow	11 " 1	
1139 HQKW	**Minas** *D.Diacakis* –12 (*ex*Joannis,*ex*Isis) 2*Dks*(*Stl*)*&deep framing 3Dk rule*	**SteelScSr** *ss*Gen.No.3–1,05 *ss*Msl.No.2–13	*2506* *2162* *1588*	✠100A1 7,16 BS8,16 ✠LMC9,13	Bry	*s*	~~12,14~~ 5,17	1892 8mo	NavalCon. &Arm.Co.Ld. Barrow *Lloyd's SA&CP*	D.Diacakis	284·2 | 40·3 | 22·7 P29'B60'F36' BK10" *WB* = *Cell*			Syra Greek 5*BHCem* *DB* 230'463*t*	T.3Cy.21",33"&54"–42" (*s*) 160lb NDB09 178NHP 2SB,*6pf*,GS117,HS2502 Muir&Houston,Glasgow	24 " 11 s 3 " 11 22 " 0	
1140 129271	— *F.A.Hutwick* –14 1*Dk*(*pt Stl pt Wood*)	**SteelScCtr** *ss*Hul.No.1–13	64 58 41	✠100A– *For Towing purposes* ~~Examined~~ 6,16 ~~MS5,13~~ ✠LMC ~~BS6,16~~	Lth		12,13	1909 2mo	Scott& Sons Bowling	R.W.Wheeldon& T.Commander	72·1 | 16·1 | 7·8 BK5'			Hull British 4*BHCem*	C.2Cy.13"&26"–18" (*s*) 130lb 50RHP 1SB,*2pf*,GS29,HS753 Gauldie&Gillespie,Gls.	8 " 6	
1141	**Minas Geraes** *Peis Mendez* –18 *Elec.light* Wireless 2*Dks* *Ref.Mchy.* (*UStl*–teak s)*&deep framing*	**SteelTwinScSr** *ss*Rio.No.1–14	*3540* *2779* *2179*	✠100A1 ~~6,17~~10,~~14~~,18 ✠LMC MS4,14 ~~BS2,16~~	N Yk BAs	*v*	~~10,16~~ 4,18	1910 5mo	Workman, Clark&CoLd. Belfast *Lloyd's SA&CP* *WB* = *Cell D Ba* 88'*uE*	LloydBrazileiro	340·3 | 45·1 | 24·8 P48'B130'F48' FK&BK1½" 36'*f*98'460*t FPT*50*t*			R.Janeiro Brazilian 6*BHCem* *APT*50*t*	T.6Cy.18",30"&49"–42" (*s*) 180lb 534NHP 3SB,*12cf*,GS224,HS8754 FD Workman,Clark&CoLdBel	26 " 0 s 4 " 1 22 " 6	
1142 14472 LSFN	**Minato Maru** (*ex*NishisoMaruNo.1) 1*Dk*	**SteelScSr**	230 — 88					1911	Kawasaki Dkyd.Co.Ld. Kobe	S.Nishimura	121·1 | 22·0 | 11·9			Kobe Japanese *WB*	T.3Cy.12½",20"&33"–23" 59NHP KawasakiDkydCoLdKobe		
1143 13452 LRTM	— 1*Dk*	**SteelScK**	208 163 112	✠ *StmTrawler* 1,12 ✠	Nag			1911 4mo	Smith's Dock Co.Ld Middlesbro'	IchiroTamura	109·9 | 21·1 | 10·9 Q65'F20' BK7½"			Shimonoseki Japanese 3*BHCem*	T.3Cy.12",20"&33"&23" 69NHP 1SB,*2pf*,GS35,HS1215 Shields Eng.Co.Ld.N.Shl	11 " 9	
1144 14605 LQRP	— 1*Dk*	**SteelTwinSc**	126 — 49					1912	MitsuBishi Dkyd&EWks Kobe	MitsuiKozan KabushikiKaisha	82·0 | 20·6 | 9·8			Omuda Japanese	T.6Cy.11",18"&29"–18" 71NHP MitsuBishiD.&E.Wks.		
1145 15006 LVPR	**Minato Maru No. 2** 1*Dk*	**SteelScSr**	257 209 139					1912	MitsuBishi Dkyd&EWks Kobe	I.Tamura	118·2 | 20·6 | 12·0			Kobe Japanese	T.3Cy.12",20"&33"–24" 53NHP MitsuBishiD.&E Wks.		
1146 1025 HGKS	**Minatogawa Maru** 2*Dks*	**IronScSp**	433 374 249					1887	Kawasaki Dockyard Co. Ld. Kobé	OsakaShosen KabushikiKaisha	157·0 | 19·5 | 15·6			Osaka Japanese	C.2Cy.21 5/16"&39 5/16"–24" 62NHP KawasakiDkydCoLdKobé		
1147 HKDG	**Mindello** *L.J.Fernandes*99–14 1*Dk*(*Teak*)	**SteelScSr**	316 206 181	✠ 7,03 ✠	Mdb	*e*		1903 7mo	SirRaylton Dixon&Co Ld Middlesbro'	EmprezaNacional deNav.àVapparaa AfricaPortugueza	140·0 | 21·5 | 10·3 P30'F17' BK7½" *WB* = *FPT*			Lisbon Portuguese 4*BHCem* 6*tAPT*14*t*	T.3Cy.10½",17"&28"–21" 48NHP 1SB,*2pf*,GS27,HS853 N.E.MarineEng.Co.Ld.Sld	11 " 0	
1148 HFKJ	**Mindello II.** *J.Marques* –11 (*ex*BaronRuzette)	**SteelScK** *ss*Lis.No.1–14 1*Dk*	*216* *191* 98	✠100A1 *StmTrawler* 12,14 ✠LMC12,14	Lis		12,14	1909 11mo	Mackie& Thomson,Ld. Glasgow *Lloyd's SA&CP*	EmprezaPortuense dePescarias, Ld.	122·5 | 21·6 | 11·5 Q69'F20' BK7" *WB* = *DBf* 33'			Oporto Portuguese 4*BHCem* 34*tFPT*7*t*	T.3Cy.13",21"&34"–24" (*s*) 180lb 78NHP 1SB,*2cf*,GS39,HS1407. W.V.V.Lidgerwood,Gls	12 " 6	
1149 124994 HNTG	**Minderoo** *A.Mills*95–09 *Elec.light* *Ref.Mchy.*	**SteelScSr** ~~*ss*Sng.No.1–18~~ *ss*Sng.No.2–17 2*Dks*(*Stl*)*&* *Shade dk*(*Stl*–teak s)	2720 2010 1636	✠100A1 *Shade dk* ~~8,17~~11,~~16~~,18 ~~BS8,17~~ ~~BS4,16~~ ✠LMC4,13	Sng	*u*	~~3,15~~ 3,18 ~~BS8,17~~ 3,18	1909 4mo	C.Connell &Co.Ld. Glasgow *Lloyd's SA&CP*	West AustralianS. N.Co.Ld. (Bethell, Gwyn&Co. *Mgrs.*) *WB* = *Cell D Ba* 98*uE&B* 46'*f* 126'596*t FPT*40*t APT*32*t*	320·2 | 44·3 | 18·2 P51'B112' FK 5*BHpt Cem*			Fremantle British 200lb 403NHP 2SB,*8cf*,GS140,HS5796 FD DunsmuirJacksn&CLdGls	T.3Cy.23½",40"&66"–45"(*r*) 200lb 403NHP 2SB,*8cf*,GS98,HS3596 N.E.MarineEng.Co.Ld.Sld.	20 " 6 s 3 " 4½ 17 " 6	
1150 120505 HCDB	**Mindini** *McInnes* (*ex*Iberia) *Elec.light* *Well deck*	**SteelScSr** ~~*Ys Reg.* –15~~ ~~*ss*Syd.No.2–13~~ *ss*Syd.No.3–5,17 2*Dks*(*UStl*) *Elec.light*	2065 1600 1302	✠100A1 4,18 ~~7,16~~ ~~BS9,17~~ ✠LMC~~11,16~~ ~~BS8,13~~ 2,18	Syd	*r*	~~3,16~~ 4,18	1905 3mo	BlythS.B. Co.Ld. Blyth *Lloyd's SA&CP*	Burns,Philp&Co. Ld. *WB* = *Cell D Ba* 84'*f* 118'380*t*	280·0 | 39·5 | 18·3 P&B157'F35' FK 4*BHCem* *APT*11*t*			Sydny NSW British 170lb *80lb* 212NHP 2SB,*6cf*,GS98,HS3596 N.E.MarineEng.Co.Ld.Sld.	T.3Cy.20½",33"&54"–36" (*s*) 170lb *80lb* 212NHP 2SB,*6cf*,GS98,HS3596 N.E.MarineEng.Co.Ld.Sld.	20 " 9 s 2 " 2 18 " 11	

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 / 3 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant entre Lettre d'Echiquement	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.
1151 133089	**Mindoon** **SteelPad** *1 Dk*	1250 1250 915					1912	W. Denny & Bros. Dumbarton	Irrawaddy Flotilla Co. Ld.	313·3	46·0	10·8	Glasgow British	T.3Cy.28″,41½″&60″-66″ 292NHP Denny&Co.Dumbarton	
1152 4186 JNKF	**Mineral** **SteelScSr** *K.H.K.Franzen* –15 *1 Dk*	1425 1244 855					1903	Sir Raylton Dixon&Co.Ld Middlesbro'	Oxelösunds Rederiaktieb. (P.Tham, *Mgr.*)	243·6	36·9	17·3 P27′B66′H69*t*F21′ *WB*	Stockholm Swedish	T.3Cy.18″,29″&48″-33″ Richardsons, 132NHP Westgarth&Co.Ld.Mdb.	
1153 MLSG	— **SteelScSr** *A.Öyan* 15–15 *ss*Cpn.2ndNo.3–6,09 (*ex*Fredsholm, *ex*England) *ss*Cpn.No.1–14 1*Dk*(*Irn*)&*Web frames* *Well deck*	993 701 609	✠100A— 6,17~~6,16~~ ~~Rec.~~ ~~12,12~~ BS6,16 ✠LMC5,15	Shl		~~6,15~~ ~~5,17~~ 2,18	1890 1mo	W. Dobson & Co. Newcastle	Dmpsk.Akties. Mineral (B.Schattenstein) *WB*	238·9	29·2	12·6 Q70′B95′F25′ len97 FK = *DBa*50′*uE*&*fB*31′	Narvik Norwegian	T.3Cy.15″,25″&41″-30″ (*s*) 160lb *90lb* NDB11 98NHP 1SB,*3pf*,GS58,HS1563 Alley&M'Lellan,Glasgow	15 ″ 4 s 1 ″ 4½ 14 ″ 5
1154 129443 HQBN	**Mineric** **SteelScSr** *C.D.Logie* –15 ~~*ss*Kob.No.1–14~~ *Elec.light* 2*Dks*(*Stl*)&*deep framing* &*Shelter dk*(*Stl*–ws) *ss*Hul.No.2–18	4713 4279 2988	✠100A1 *Shelter dk* ~~Cr~~ Hul *with freeboard* ~~BS4,17~~ 1,18 ~~5,17~~ ✠LMC5,15 *Carrying fuel oil F.P. above 150°F in DB& Deep tank*	Cal	*z*	6,15 ~~6,17~~ 1,18	1909 11mo *Lloyd's* *WB*=	Russell& Co. Pt.Glasgow	BankLine,Ld. (A. Weir&Co. *Mgrs.*) *sA&CP* *Cell DBa* 134′	405·0 *uE*24′*f*173′1146*tD*	52·0 5*B H* FK *Ta*43′1027*tAPT*25*t*	25·7 *only to U dk* 1*B H to M dk* *Cem*	Glasgow British 180lb *110lb* 479NHP 2SB,*3cf*,GS136,HS6764 FD Rankin&Blackmore,Grk.	28 ″ 5 s 3 ″ 8½ 25 ″ 1
1155 PMDN	**Minerva** **SteelScTwinMasts** *E.van Popta* 2*Dks* *Elec.light* *Longitudinal framing*	2821 2215 1794					1909	W Hamilton&Co.Ld. Pt.Glasgow	Koninkl.Nederl. Stoomb.Maats.	327·6	44·2	18·5 Q110′B86′F41′ *WB*	Amstrdam Dutch	T.3Cy.21″,35″&57″-39″ 203NHP D.Rowan&Co.Glasgow	
1156 QHNT	— (Seized at Riga) **SteelSc** *B.Pieper* 1*Dk*	1256 949 789					1903	J.C.Tecklenborg A.G. Geestemünde	Dampfschifffahrts Ges.Neptun	230·0	36·2	15·2 Q82′B56′F26′ *WB*	Bremen German	T.3Cy.17″,28″&45″-33″ 116NHP J.C.TecklenborgA.G.Gst.	
1157 75537 JMWK	— **WoodPad** (*ex*JaneMoseley) 1*Dk*	800 — 563					1873 1911	..... Brooklyn NY Elizabeth-port	G.C.Wiedenmayer	200·0	32·0	11·7	Newark NJ Utd. States	NB12	
1158 MFDL	— **IronScSr** 1*Dk2trB*	720 626 446				…	1863	M.Samuelson&Co. Hull	Cia.Arenera El Carmelo	191·9	27·1	15·9 P31′ BK7″	Bns. Ayres Argentine	C.2Cy.25″&43″-30″ NE&B86 97NHP Jansen&Schmilinsky,Ham	16 ″ 10
1159 JMTK	— **IronSc3MstSr** *C.Christiansen* (*ex*Marie) 1*Dk2trB*	518 450 286					1864	Akt.Ges. "Vulcan" Stettin	Acties.Minerva (H.M.Wrangell& Co.,Akties.)	182·3	25·0	14·9 Q12*t* B64*t* H5*t*	Haugesnd Norwegian *WB*	C.2Cy.24″&45″-22″ NE74 NB88 79NHP T.Richardson&Sons,Hpl.	
1160 102589	— **SteelPadSk** *A.Turner* –12 1*Dk*&*Promenade dk*	315 269 121					1893	J.&G. Thomson,Ld. Clydebank	Glasgow&South WesternRlwy.Co.	200·0 *Promenade dk* 150′	25·0	8·3	Glasgow British	C.2Cy.26″&55″-54″ NB02 185NHP J&GThomson,Ld.Clydbnk	
1161 MFDL	— **WoodAuxSc3MstSrYt** *P.Evensen* 16–16 HTWvn.08 *Stm.Eng.* *Elec.light* Rest.Apl.12,03–8yrs. CF 1*Dk* (*See Sailing Ship Register*)	232 220 82	5,08 ✠NB92	Wvn	15		1875 4mo	C.Hansen &Sons Cowes	K.Sandve	149·7	24·5	13·8	Tromsö Norwegian	C.2Cy.22″&36½″-18″ 47NHP 1SB,*3pf*, Maudslay,Sons&Field,Lon	
1162 109706	— **SteelScK** *J.W.Melhuish* –16 (*Trawler*) *Elec.light* 1*Dk*	142 134 56			…		1900	J.T.Eltringham&Co SouthShields	W.Crant	100·6	20·1	10·5 BK7″	Grimsby British	T.3Cy.11″,18″&30″-21″ 46RHP G.T.Grey,SouthShields	11 ″ 0
1163 WKDG	**Minerva II.** **SteelScSr** *A.Andersen* (*Whaler*) (*ex*Minerva) 1*Dk*	155 151 54					1912	Akers Mek.Værks. Christiania	Akties.Hvalen (N.Bugge, *Mgr.*)	104·4	20·1	11·8	Tönsberg Norwegian	T.3Cy.12″,20″&33″-24″ 53NHP AkersMek.Værks,Xia.	
1164 KHMB	**Minerve** **IronScSr** *Gemini* 17–17 (*ex*Constantinos, *ex*Côte d'Azur, *ex*Emma, *ex*Delfino) 1*Dk*	738 — 442					1874	Lloyd Austro-Ungarico Trieste	Soc.Les Affréteurs Réunis (J.Stern, *Mgr.*)	198·0	27·0	18.7	Marseilles French	C.2Cy.20″&36″-23″ NB86 52NHP ArsenaleLloyd,Trieste	
1165 KHMB	**Mingrélie** **Steel&IronScBn** *Lambert* –15 2*Dks3trB*	2185 — 1365					1883	Forges&C. de la Médit. LaSeyne	Cie.deNav.Maroc. &Arménienne (Cie.deNavigation Paquet)	309·0	36·1	23·4 P63′ H73′ F28′	Marseilles French	C.2Cy.39″&73″-42½″ NB97 289NHP Forges&C.de laMédit,Msl.	
1166 124981 HPKS	**Minhla** **SteelScSr** *J.Nelson* –15 *ss*Cal.No.1–13 *Mchy.Aft* 1*Dk*(*Stl*)2*trB* *Elec.light*	1300 966 630	✠100A1 11,16 ~~Rec.~~ ~~12,13~~ *Carrying Petroleum in bulk* ~~BS11,16~~ ✠LMC~~6,16~~ 13 *Fitted for oil fuel* 3,09	Nwc	*n* *F. P.*	~~10,15~~ 6,17	1909 3mo *Lloyd's* above	Armstrong Whitworth &Co.Ld. Newcastle	BurmahOilCo.Ld. *sA&CP* 150°F.	200·0 P26′B32′F30′ *WB*=	34·0 FK *Cell DB*	17·8 10*B H Cem* *uB*21′25*tFPT*38*tAPT*4*t*	Rangoon British	T.3Cy.17″,28″&46″-30″ (*r*) 180lb 136NHP 2SB,*4cf*,GS62,HS2230 Wllsnd Slpwy.Co.Ld.Nwc.	18 ″ 6 s 2 ″ 5½ 16 ″ 4
1167 HDJV	**Minho** **SteelSc** (*ex*Mogador) *Elec.light* 1*Dk*&*Spar dk*	1271 1052 785					1905	Bremer Vulkan Vegesack	Requisitioned by thePortuguese Government	231·0	33·6	17·3 B68′F23′ *WB*	Portuguese	T.3Cy.17½″,28½″&46½″-31½″ 122NHP BremerVulkan,Vegesack	
1168 HDJV	— **SteelScK** *Fernandes* 08–10 *ss*Yar.No.3–2,10 (*ex*Conqueror) 1*Dk*(*Irn*)	*111* *101* *6*	✠ *For Towing p* 10,13 ✠ ✠NB2,10	Yar	*urposes*		1899 6mo	Willoughby Bros.Ld. Plymouth	H.Burmester&Co.	86·4	18·0	10·5 B10′ BK6″	Oporto Portuguese	C.2Cy.17″&34″-21″ 56NHP 1SB,*2pf*,GS38,HS1050 WilloughbyBros.Ld.Ply.	11 ″ 1
1169 HDJV	**Mini** **IronScK** *J.Scholder* –12 *ss*Mil.No.3–9,04 (*ex*Escallonia) *ss*Ymu.No.2–13 1*Dk*	154 149 48	✠ *Stm Trawler* 7,16 ✠	Ams			1892 11mo	Sir Raylton Dixon&Co. Middlesbro'	N.V.Stoomviss. Mini(Joh.N.Klein)	100·5	20·4	10·7 Q19′F20′ BK7½″	Ymuiden Dutch	C.2Cy.16″&32″-22″ 44NHP 1SB,*2pf*,GS30,HS800 N.E.MarineEng.CoLd.Sld.	11 ″ 8
1170 56762 HRJL	**Minia** *ss*Hfx.No.2–17 **IronScSr** *Cable Vessel* *ss*Lon.3rdNo.3–10,08 *J.Adams* –16 ~~*ss*Hfx.No.1–13~~ *Elec.light* 2*Dks* Sub.Sig. Wireless	2061 1898 1163	✠ A1 11,17~~3,16~~ ✠NE&B9,04 ~~BS4,13~~ ~~BS4,15~~ ✠LMC~~5,15~~ ~~BS9,17~~ 6,17	Hfx		~~3,16~~ 11,17	1866 12mo	Lon.&Gls. Co. Glasgow A&CP	Anglo-American Tel.Co.Ld.	328·5	35·8	25·1 B88′F55′ ND92 BK10″ *WB*=*DBa*10	London British 5*B H Cem* 4′*uB*30′288*t*	T.3Cy.22″,35″&59″-39″ (*s*) 180lb *80lb* NDB92 246NHP 2SB,*6cf*,GS96,HS3936 CentralMar.Eng Wrks,Hpl	26 ″ 8 s 5 ″ 1 22 ″ 10
1171 113748	**Miningsby** **SteelScK** *A.Lewis* –14 *ss*Bos.No.1–13 1*Dk*	245 229 95	✠100A1 *For fishing pu* 9,13 ✠LMC9,15	Bos	*rposes*	9,13	1908 9mo *Lloyd's*	Smith's Dock Co.Ld. NorthShields	BostonDeepSea Fishing&IceCo.Ld (A.Lunn, *Mgr.*) *sA&CP*	125·5	22·1	12·0 Q68′ BK7½″	Boston British	T.3Cy.12½″,20″&34′-25′ (*s*) 180lb 87RHP 1SB,*2pf*,GS37,HS1687 ShieldsEng.Co.Ld.N.Shl.	12 ″ 10

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys.	3 Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned / now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines.	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of Rel. of Trade Cert.
1172 133311 JDSL	**Miniota** SteelScSr *W.P.Hains* –17 (*ex*Hackness) 1*Dk*(*Stl*)&*Shelter dk* *Elec.light* (*Stl*)	*Tommade opening closed 1917*	6422 4533 3271	✠100A1 *Shelter dk withfreeboard* 8.16 MS10,14 ✠LMC1,14	Liv	*z*	8,16	1914 1mo *Lloyd's*	W.Gray&Co.Ld. WHartlepool *sA&CP*	CanadianPacific RailwayCo. *Cell*	420·2|55·0|24·8 32·3 FK *DBa*137′*uE&B*48′			London British 7*BHCem*	T.3Cy.28″,45″&75″–51″ (*s*) 180lb 490NHP 3SB&1AuxSB,*10cf&3pf*, GS236, HS8310 *f*180′1325*t FPT*112*t* *APT*102*t* Cen.Mar.Eng.Wrks.WHpl	34 ″ 10 s 9 ″ 9 25 ″ 5	
1173 MBNW	**Minister Delbeke** SteelScSr *C.Simon* 1*Dk*	*Now named "René," See No. 15 in Supplement.*	1832 1431					1909 *Lloyd's*	Irvine's SB Co.Ld. WHartlepool *sA&CP*	L.Hermans *WB*	279·1|40·2|18·2 P24′B60′F28′			Bruges Belgian	T.3Cy.20½″,33″&54″–36″ Richardsons, Westgarth&Co.Ld.Hpl.		C
1174 LBKM	**Minister Möller** SteelSc *H.Kiel*07–09 1*Dk*		112 — 45					1902	Howaldts-werke Kiel	NeueDampfer-Co. Act.Ges. *WB*	88·5|20·7| 7·8			Kiel German	C.2Cy.15½″,29 9/16″–15½″ 30NHP Howaldtswerke,Kiel		G
1175 PMDW	**Minister Tak van Poortvliet** SteelScSr *J.G.Knypinga* –09 (*ex*Swan) *ss*Ams.No.3–5,12 *ss*Ams.No.1–16 *Elec.light* 1*Dk*(*pt Irn&pt Stl-pt*ws)&*Well deck* *Web frames*		1106 779 566	✠100A1 6,16 ✠LMC6,16	Ams	*n*	1,16	1899 12mo *Lloyd's*	Earle'sCo. Ld. Hull *sA&CP*	Stoomv.Maats. Friesland *WB=D*	240·0|33·0|15·1 Q79′B65′F29′ BK7″ *Ba*58′*f*54′151*t FPT*	Amstrdam Dutch	T.3Cy.19″,32″&52″–36″ (*s*) 180lb *180lb* 189NHP 5*BHCem* 19*t APT*21*t*	16 ″ 0 s 1 ″ 1½ 15 ″ 7	
1176 MBNJ	**Ministre de Smet de Naeyer** 2712 2556 *Elec.light* Menzell) 1*Dk*&*Spar dk*							1907	Akt.Ges. "Neptun" Rostock	Cie.RoyaleBelgo-Argentine (Arme mentAdolf Deppe, *Mgrs.*) *WB*	291·5|44·0|16·9 24·2	Antwerp Belgian	T3Cy 26½″,36 7/16″&59 15/16″-37⅜″ 216NHP A.G."Neptun,"Rostock		V
1177 MBNK	**Ministro Ezcurra** SteelScSr *Com.V.Cabello* –14 *Elec.light* 1*Dk*(*Stl*)&*Web frames* *Mchy.Aft*		1988 1510 1208	✠ 6,14 *Carrying Petroleum in bulk* ✠ *Fitted for oil fuel* 6, 14 *F.P.*	Gmh	*q*		1914 6mo *above*	Greenock&Grngemouth Dkyd.Co.Ld. Grngemouth	Argentine Government 150°F.	250·2|40·1|19·4 P73′F34′ FK *WB=Cell*	Bns.Ayres Argentine	T.3Cy.20″,33″&54″–36″ 206NHP 10*BHpt Cem* 2SB,*6cf*,GS112,HS3364 Cooper&Greig,Dundee *DBu E&B*54 143*t FPT*71*t APT*45*t*	20 ″ 9	
1178 MDTF	**Minna Boldt** SteelScSr *K.Edler* *Elec.light* 1*Dk*		1523 1266 958					1906	Akt.Ges. "Neptun" Rostock	Aug.Cords *WB*	256·2|37·6|14·7 P12′Q79′B108′F29′	Rostock German	T.3Cy.17⅞″,30½″&48″–33 1/16″ 132NHP A.G."Neptun," Rostock		G
1179 MDTJ	**Minna Cords** SteelSc *W.Joerk* –07 *Elec.light* 1*Dk*		1620 1336 995					1907	Akt.Ges. "Neptun" Rostock	Aug.Cords *WB*	261·3|38·0|16·5 P12′Q83′B105′F28′	Rostock German	T.3Cy.17⅞″,30½″&48″–33 1/16″ 132NHP A.G."Neptun," Rostock		G
1180 92769 LGHS	**Minneapolis** SteelScSr *Mchy.Aft* *Elec.light* 2*Dks*		2029 — 1222					1897	Chicago S.B.Co. Chicago	UnitedStates S.S.Co.Inc.	238·0|42·2|22·2	NewYork Utd.States	T.3Cy.17″,29″&47″–36″ 132NHP ClevelandS.B.Co.Clevelnd		
1181 QJRK	**Minneburg** SteelScSr *H.Wittenberg* *ss*Ham.No.1–13 *Elec.light* 1*Dk*(*Stl*)&*Spar dk*(*Stl*) &*deep framing*	*Now named "Caxambú," See No. 72 in Supplement.*	4748 4434 2999	✠ 12,16 *Spar dk* ✠	Ham	*y*		1909 5mo	J.C.Tecklenborg A.G. Geestemünde	DeutscheDmpfs-fahrts.Ges.Hansa *Cell DBa*132′*uE*	399·3|54·2|17·0 P48′B116′F48′ 25·0 FK 22′*f*180′1225*t FPT*	Bremen German	T.3Cy.26″,42½″&70″–48″ 427NHP 6*BHCem* 2SB,*6cf*,GS123,HS5852 FD 70*t APT*47*t*		
1182	**Minnedosa** SteelTrpScSr *Elec.light*		15000	100A1 *Awng dk* (*Class Contemplated*)				1917	Barclay, Curle&Co.Ld Glasgow	CanadianPacific RailwayOcean Lines(Canadian PacificOcean Services,Ld.)	520·0|67·3|42·0 P46′B&F414′	London British	T.8Cy.(2)26½″,(2)41½″&(4) 47″–51″&1L.P.Turbine 215lb 5DB Harland&Wolff,Ld.Bel.		
1183 110520 RSHM	**Minnehaha** SteelTwinSc4MstSr *F.H.Claret* –10 4*Dks*&*Shelter dk* *Ref.Mchy. Elec.light* Wireless Sub.Sig.		13714 11839 8767					1900	Harland&Wolff,Ld. Belfast	AtlanticTransport Co.Ld.	600·7|65·5|39·5	Belfast British	Q.8Cy.30″,43″,68″&89″–60″ 1227NHP Harland&Wolff,Ld.Bel.		BT till 5,17
1184 136369 JSLH	**Minnekahda** SteelTripleSc4MstSp Sub.Sig. *Cruiser Stern* *Elec.light Ref.Mchy.* 4*Dks*&*Shelter dk*		17221 15653 10844					1917	Harland&Wolff Belfast	AtlanticTransport Co.Ld.	620·5|66·4|~~39·5~~ 47·3 B*on Shelter dk*285′	Belfast British	T.8Cy.(2)30″,(2)47½″&(4) 54″–54″& 1 LP Turbine Harland&Wolff,Ld.Bel.		
1185 201040 KTDS	**Minnesota** SteelTwinSc4MstSr *T.W.Garlick*09–09 ~~sHKg.No.2–12~~ 4*Dks*(*Stl*)&*Awngdk*(*Stl*-ws) *Ref.Mchy. Elec.light* Wireless *ss*STo.No.3–2,17		20718 19469 13324	✠100A1 *Awng dk withfreeboard* 9,17 6,15 *Water Tube Boilers* ✠NB12,16	Nag Liv BS2,18 ✠LMC MS2,17	*o*†	12,16	1904 4mo	Eastern S.B.Co. NewLondon, Con.	International MercantileMarine Co. *WB = Cell DBa*16′*f*263′3422*t Tween* A&CP	622·0|73·5|41·5 49·5 FK&BK2″ 8′*uE&B*110′ *dk Tanks a*45′536*t f*	NewYork Utd.States	T.6Cy.29″,51″&89″–57″ (*s*) 250lb 2293NHP 12*BHCem* 16B, HS43500 MidvaleSteelCo.Phl. *St.side*48′28 5*t FPT*191*t APT*167*t*	54 ″ 6 s 17 ″ 4 38 ″ 0	
1186 95972	— IronSc (*ex*Harlem) 1*Dk*&*Shelter dk*		3320 — 2109					1888	Detroit DryDockCo. Wyandotte	Chicago&Duluth Transprtn.Co.	288·0|41·0|22·7	Chicago Utd.States	T.3Cy.23½″,36½″&62″–48″ NB11 266NHP DetroitDryDockCo.Wynd.		
1187 210534 LONV	**Minnesotan** SteelScSr *Simmons* *Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) 3*rd dk in No.1 hold*&*Web frames* Wireless Sub.Sig. *Longitudinal framing*		6656 6431 4068	✠100A1 *Shelter dk withfreeboard* 3,16 ✠LMC9,12 *Fitted for oil fuel* 9, 12 *F.P.*	NYk	*a*†	3,16	1912 9mo *above*	Maryland SteelCo. Sparro'Pt Md A&CP 150°F	American-HawaiianS.S.Co. *Intermediate'tween deck B H in hold No. 2 dispensed with* *WB=Cell D Ba*122′*uE&B*54′ *f*1	407·7|53·7|28·1 FK *en deck B H in* {6*B* 1*B* *H to U dk* *H to 2nd dk* 66′1234*t DT*	NewYork Utd.States *Cem*	Q.4Cy.25½″,37″,53½″&78″–54″ 215lb (*s*) 704NHP 3SB&1AuxSB,*14cf*,GS241, HS10618 FD Maryland Stl.Co.Sparr'Pt. *only* *f*30′866*t FPT*125*t APT*52*t*	39 ″ 6 s 10 ″ 3½ 29 ″ 6	
1188 113520 TJMR	**Minnetonka** SteelTwinSc4MstSr *E.G.Cannons* –07 *Ref.Mchy. Elec.light* Sub.Sig. Wireless 4*Dks*&*Shelter dk*		13528 11839 8635					1902	Harland&Wolff,Ld. Belfast	AtlanticTransport Co.Ld.	600·7|65·5|39·7	Belfast British	Q.8Cy.30″,43″,63″&89″–60″ 1227NHP Harland&Wolff,Ld.Bel.		
1189 124674 HNTB	**Minnewaska** SteelTwinSc *T.F.Gates* –09 4MstSr *Elec.light Ref.Mchy.* Sub.Sig. Wireless 4*Dks*&*Shelter dk*		14317 11878 8878					1909	Harland&Wolff,Ld. Belfast	AtlanticTransport Co.Ld.	600·3|65·4|39·6	Belfast British	Q.8Cy.30″,43″,63″&89″–60″ 1222NHP Harland&Wolff,Ld.Bel.		
1190 91477 KRJM	**Minnie** * WoodSc		167 — 87					1882	..... Philadelphia	ThamesTowBoat Co.	106·5|23·5|11·0	N.Lndn,Cn Utd.States	2Cy.20″&36″–26″ 55NHP		

Numéro d'Ordre. / Numéro Officiel. / Signaux	Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	Tonnage Officiel. Total. — Sous le Pont. — Net.	Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant expiré. Lettre d'Equipement.	Date de la dernière Visite de l'arbre porte-hélice.	Construit. Quand. — Navire. — Mach.	Par qui. — Où.	Armateurs.	Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	Port d'Armement. — Pavillon.	Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pa.
1191 137396 JGFK	**Minnie de Larrinaga** SteelScSr *R.F.Nagle* –16 *Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) Wireless	5046 4642 3200	✠100A1 *Shelter dk* *withfreeboard* 2,18 ~~,14~~ ✠LMC9,14 *Carrying fuel oil F.P.above*	Mch	*z*	6,16	1914 9mo *Lloyd's* *F.in DB*	Russell& Co. PortGlasgow *SA&CP* 1*Intermedi*	**Miguel deLarrinagaS.S.Co.Ltd.** (Larrinaga&Co. *Mgrs.*) *ateBH&1'tween dk* *WB=CellDBa*	420·0|54·0|25·8 *BH dispensed with* 135′*uE&B51′f179′*	Liverpool British *Cem* *4BH to U dk*	T.3Cy.26″,43″&70″–48″ (*r*) 180lb *110lb* 451NHP 2DB,*12cf*,GS194,HS8104 Rankin&Blackmore,Grk.	28 ″ 5 s 3 ″ 8½ 25 ″ 1
1192 118793	**Mino** SteelScK *R.W.Foote* –14 (*Trawler*) 1*Dk*	168 160 63			…		1903 12mo	GooleS.B. &Repg.Co.Ltd Goole	**KelsallBros.& Beeching,Ld.** (G. Beeching&J.E.A. Kelsall,*Mgrs.*)	110·3|20·9|11·1 BK7½″	Hull British *WB*	T.3Cy.12″,18″&30″–21″ 45RHP C.D.Holmes&Co.Hull	12 ″ 0
1193	**Minoca** SteelScSr *M.Tucker* (*ex*Alva) 1*Dk*	110 96 48			…		1910	Philip& Son,Ld. Dartmouth	**CanadianGovernment**(Dept.of Agriculture)	83·5|19·1|9·4 FK	Halifax NS British *WB*	C.2Cy.13″&26″–18″ 30RHP Philip&Son,Ld.Dartm'th	10 ″ 0
1194 99235 MSLF	**Minorca** SteelScSr *J.Mitchell* –17 ~~*ssLth.No.3–2,05*~~ *ss*Lon.2ndNo.3–8,17 ~~*ssLth.No.2–15*~~ *Well deck* 1*Dk*(*Irn*)&*Webframes*	1145 857 694	✠100A1 8.17 ~~8,15~~ ✠LMC1,17	Mdb Lon	*n*	N1,17	1892 9mo *Lloyd's*	Ramage& Ferguson,Ld. Leith *SA&CP*	**Leith,Hull&Ham. S.P.Co.Ld.**(J. Currie&Co.*Mgrs.*) *WB=CellDB*184′*300tFPT*	225·0|33·2|14·5 P27′Q50′B44′F25′ FK	Leith British *5BH Cem* *45tAPT35t*	T.3Cy.18½″,30″&49″–33″ (*s*) 160lb *85lb* NDB10 136NHP 1SB,*4pf*,GS64,HS2008 Rmge.&Frgsn.(L.),Leith	16 ″ 11 s 1 ″ 9 15 ″ 5
1195 127845	**Minoru** SteelScK *E.Bjarnesson* –14 *ss*Gms.No.1–14 1*Dk*	260 238 106	✠100A1 *StmTrawler* 10,14 ✠LMC5,14	Gms		10,14	1909 9mo *Lloyd's*	Cook,Welt'n&Gemmell Ld. Beverley *SA&CP*	**OrientSteam FishingCo.Ld.**	125·3|22·1|11·7 Q68′ BK7½″	Grimsby British *4BH Cem*	T.3Cy.12¼″,22″&35″–24″(*s*) 200lb 80RHP 1SB,*3pf*,GS43,HS1272 Gt.CentralEng.Co Ld.Gms	12 ″ 6
1196 126602	— WoodSc *L.A.Harris* –12 (*Tug*) (*ex*Leader) 1*Dk*	148 108 81					1904	T.Mc Cosker&Co. Baltimore	**NorthernDredging & Const.Co.Ld.**	95·0|20·6| 9·5	Chthm,NB British	C.2Cy.13½″&28″–20″ Harlan&Hollings-worthCor.Wlmngtn,Del.	45RHP
1197 QKHC	**Minos** SteelScSr *O.Evers* –13 *Elec.light* 1*Dk*	718 549 398					1913	Akt.Ges. "Weser" Bremen	**Dampfschiffahrts Ges.Neptun**	185·9|28·3|12·8 B46′Q64′F23′	Bremen German *WB*	T.3Cy.13″,21″&34½″–23½″ 58NHP A.G."Weser,"Bremen	
1198 NRPQ	**Minsk** SteelScSr *A.Harder* –11 *Elec.light* 1*Dk*	1229 1065 709					1911	Akt.Burmeistr&Wain Copenhagen	**DetForenede DampskibsSelsk.**	252·4|37·2|15·1 P157′F26′	Copnhagn Danish *WB*	3Cy.25″–36″ AktBurmeistr&Wain,Cpn	
1199 132573 HTLG	**Minster** SteelScSr *W.Parry* –15 1*Dk*(*Stl*)	2788 2485 1686	✠100A1 2,14 ✠LMC7,11	Sld	*t*	2,14 7,17	1911 7mo *Lloyd's*	S.P.Austin &Son,Ld. Sunderland *SA&CP*	**W.J.TillettS.S.Co. Ld.** (W.J. Tillett&Co.*Mgrs.*) *WB=CellDBa*104′*uE&B*	314·0|45·7|20·9 P23′B54′F23′ FK	London British *4BH Cem* 44′*f*110′790*t*	T.3Cy.24″,40″&65″–42″ (*s*) 180lb *100lb* 324NHP 2SB,*Spf*,GS132,HS5380 N.E.MarineEng.Co.Ld.Sld *FPT185tAPT170t*	23 ″ 3 s 4 ″ 0 19 ″ 7
1200	**Mint** SteelScK *J.Reid*12–12 1*Dk*	96 95 41	✠100A1 *For fishing purposes* 5,14 ✠LMC6,12	Abn			1912 6mo *Lloyd's*	A.Hall& Co.Ld. Aberdeen *SA&CP*	**J.Reid**	86·6|18·5| 9·1 BK7″ *WB=FPT4t*	Buckie British *3BH Cem* 44′*f*110′790*t*	T.3Cy.9½″,16″&26″–18″ (*s*) 180lb 37RHP 1SB,*2pf*,GS24,HS650 A.Hall&Co.Ld.Aberdeen	10 ″ 0
1201	**Minto** SteelScSr *Elec.light* Wireless 2*Dks*	1090 900 446			…		1899	Gourlay Bros.&Co. Dundee	**RussianGovernment**	225·0|32·7|18·0 BK7″	 *WB*	T.3Cy.26″,41″&65″–39″ FD 451NHP Gourlay Bros.&Co.Dundee	20 ″ 6
Sunk by U/B on 10.17 1202 KHMJ	**Miquelon** SteelSc *Ch.Houyvet* –13 (*ex*Michel-Marcelle) *Elec.light* 1*Dk*&*Awng dk*	522 — 217					1911	Soc.des Etabl.Bertin frères, Bezons	**LaMorueFrançaise&Sécheries deFécamp**	163·1|24·9|11·5	St.Malo French *WB*	C.2Cy.17$\frac{3}{16}$″&29$\frac{9}{16}$″–19$\frac{7}{16}$″ Soc.des 33NHP Etabl.Bertin frères, Bezons	T
1203 114414 STKB	**Mira** SteelScSr *J.Davies* –16 *ss*Bly.No.3–7,14 *Mchy.Aft* 1*Dk*(*Stl*)&*Spar dk*(*Stl*)& *Elec.light* *Webframes*	3700 3538 2397	✠100A1 *Spar dk* 12,16 *CarryingPetroleum in bulk* B8~~8~~,15 ✠LMC7,14	Gls	*w*	12,16	1901 10mo *Lloyd's*	C.S.Swan& Hunter,Ld. Newcastle *SA&CP*	**MiraS.S.Co.Ld.** (Stephens,Sutton &Stephens) *WB=CellDBuE&B56′*	345·0|47·0|21·0 P86′B24′F38′ 28·0 FK	Newcastle British *11BH Cem* 136*tDTf*32′	T.3Cy.25″,42½″&68″–45″ (*s*) 180lb *90lb* 351NHP 2SB,*6rf*,GS128,HS5620 Blair&Co.Ld.Stockton *230tFPT124tAPT30t*	29 ″ 1 s 5 ″ 6 24 ″ 0
1204	— SteelScSr *M.Mortensen* *Elec.light* 2*Dks*&*Awngdk3trB* Wireless	1112 1078 675	✠ *Awng dk* *withfreeboard* 6,91 ✠	Gls	*l*		1891 6mo	A&J Inglis Glasgow	**Bergenske Dampskibsselskab**	221·7|30·1|15·1 H33*t* 22·5 len07 BK7″	Bergen Norwegian *WB*	T.3Cy.20″,32″&52″–36″ 188NHP 2SB,*6rf*,GS214,HS3200 A.&J.Inglis,Glasgow	23 ″ 2
1205 SRBP	— SteelScSr *F.Granit* –12 (*ex*Virgo) *Elec.light* 1*Dk*&*ptAwng dk*	839 780 505			…		1898	Grangmth Dockyard Co. Grangmouth	**FinskaÅngfAktieb (L.Krogius,***Mgr.*)	180·0|28·6|12·0 P&B117′F48′ BK7″	Helsingfrs Russian *WB*	T.3Cy.15″,25″&40″–30″ 101NHP Cooper&Greig,Dundee	13 ″ 6
1206	**Mirach** SteelSc *Elec.light* 1*Dk*	3530 3263 2139					1917	Rotterdam Droogd.Maat Rotterdam	**VanNievelt GoudriaanStoomv. Maats.**	~~359·0~~ 49·9|22·1 P24′B214′F34′ ~~361~~ 4	Dutch	T.3Cy.25″,41″&68″–45″ 310NHP RotterdamDroogd.Maats.	
1207 858 HBKT	**Miraflores** IronSc *H.Demuth* –93 (*Tug*) 1*Dk*(*Irn*)	153 148 62	✠ 6,82	Nwc	*b*		1882 6mo	C.Mitchell &Co. Newcastle	**Cia.Comercial de Remolcadores**	100·0|22·1|11·0	Valparaiso Chilian 4*BH Cem*	C.2Cy.19″&36″–24″ NB98 53NHP Ross&Duncan,Glasgow	
1208	— SteelTwinScSp *Hatfield* –06 *Elec.light* 1*Dk*(*Teak*)& *Promenade dk*(*Teak*)	*135* *94* *87*	✠ *For Riverpurposes only* 3,11 ✠	Liv			1906 11mo	Lytham S.B.&E.Co Ld Lytham	**E.A.DaCosta&Co.**	96·0|20·2| 6·7 FK	Iquitos Peruvian 4*BH Cem*	C.4Cy.9″&20″–14″ 45NHP 1SB,*2pf*,GS36,HS925 LythamS.B.&E.Co.Ld.Lyt	7 ″ 0
Wrecked 2.18 1209 HVJM	**Miramar** SteelScSr *Estarellas* –11 *Elec.light* Wireless 2*Dks*&*Awng dk*	1694 1554 951			…		1904	N.Odero& Co. Genoa	**IsleñaMaritima CiaMallorquina deVap.**	269·8|36·1|14·7 23·1 *Prom.dk*106′ BK9″	Palma,Maj Spanish *WB*	T3Cy22$\frac{1}{16}$″,36$\frac{1}{16}$″&60$\frac{1}{4}$″-39$\frac{3}{8}$″ 299NHP N.Odero&Co.Genoa	25 ″ 3
Beached after fire 2.18 Now refloated 9.17 1210	**Miramichi** SteelScSr ~~BEACHED AFTER FIRE~~ *D.Royal* –14 *ss*Sld.No.2–11 1*Dk*(*Stl*)&1*ptDk*(*Stl*)&*Webframes* 3*Dk rule Shelter dk*(*Irn*)	3624 3417 2306	✠ *Shelter dk* 5,14 ✠	Hpl	*w*		1902 11mo	JLThompson&Sons,Ld Sunderland	**W.Gowan&Co.**	340·0|48·2|25·8 FK	Bristol British 6*BH Cem*	T.3Cy.25′,42′&68′–45′ 329NHP 2SB,*6rf*,GS138,HS4950 J.Dickinson&Sons,Ld.Sld.	28 ″ 4
1211 4823 JQTF	**Miranda** *J.H.Åström* 18–18 IronScSr ~~*ssMilverton* –15~~ *ss*Got.2ndNo.3–4,10 (*ex*Deerhound) *ss*Got.No.1–16 *Well deck* 1*Dk*(*Irn*)2*trB* *Cargo battens not fitted*	1641 1289 991	✠100A1 4,18 B8~~10~~,17 ✠LMC3,16	Got	*q*	N4,18	1882 11mo	W.Gray& Co. WHartlepool	**J.Ingmansson** Rederiaktieb SvenskaLloyd (H.Metcalfe,*Mgr.*)	257·0|35·5|18·4 P35′Q68′B66′H26′ F28′ BK9″ *WB=DB*	Gothenburg ~~Harlemann~~ Swedish 4*BH Cem* *a80′f94′316t*	C.2Cy.30″&60″–39″ (*b*) ~~80lb 60lb~~ NDB91 170NHP 2SB,*6pf*,GS79,HS2702 Blair&Co.(Lim.),Stockton	20 ″ 2

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys.	3 No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years assigned for Equipment Letter	7a Date when tail shaft last seen.	8 Built. When. / Ship. / Engines	9 Built. By Whom. / Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L. R. Date of Is. of Trade Cert.
1212	**Miranda**	Steel Twin Sc Sr	1198 / 810 / 505					1907	Mackay Bros. Alloa	Lloyd Brazileiro	235·1	36·1	11·3 / Q79′B62′F39′	Brazilian	T.6Cy.11″,18″&30″–18″ 76NHP Aitchison,Blair&Co.Gls.		
	Mchy.Aft Elec.light	1 *Dk*															
1213	—	Steel Sc K	173	✠100A1	Hul		6,14	1906	Cook,Welt'n&Gemmell Beverley	Hellyers'Steam FishingCo.Ld.	108·5	21·6	11·5	Hull British	T.3Cy.10″,16¼″&27″–24″ (*s*) 200lb 45RHP	12 ″ 4	
123237	*A.Adder* –13	*ss*Hul.No.2–14	166	*StmTrawler*				3mo		C.E.B.L.Curzon			BK8″		1SB,*2pf*,GS25,HS750		
		1 *Dk*	68	6,14 ✠LMC6,14				*Lloyd's*	*SA&CP*				*WB*=	*DTf*13′30*t*	Amos&Smith,Hull		
1214	**Mirentxu**	Iron Sc 3 Mst Sr	835	✠ —— 10,14 ✠	Bbo	*m*		1877	A.Stephen &Sons Glasgow	Lissen	208·7	28·2	17·2	Seville Spanish	C.2Cy.25¾″&52″–30″ NDB06 119NHP	18 ″ 6	
	(*ex*Cabodel Agua, Solis)	*ss*Ham.2nd No.3–8,01 *ss*Bbo.No.2–10	703					8mo			P63′F30′		BK8″	4 *BHCem*	1DB,*4pf*,GS66,HS2029		
	Mchy.Aft	2 *Dks*	530										*WB*=	*APT*30*t*	A.Stephen&Sons,Glasgow		
1215	**Miri**	Steel Twin Sc	93	✠100A1	Sng		12,16	1913	Gebr.Boot Leiderdorp A&CP	Anglo-Saxon Petroleum Co.	84·3	18·3	7·8	Singapore	Oil Engines 2S.C.SA	8 ″ 6	
	Manning –13	*Oil Eng.*	76	*For towing purposes*				10mo					FK	4 *BHCem*	4Cy.13″–13⅜″	s ″ 10½	
JDGF		1 *Dk*(*Teak*)	41	12,16 ✠LMC12,16									*WB*	= *FPT*5*t*	J&CG Bolinders CoLd.Skm	7 ″ 11	
1216	**Miriam** *G.B.Gazzolo* –17	Steel Sc Sr	1237	✠100A1	Gen	*p*	12,14	1883	H.F. Ulrichs Vegesack	Vassallo& Narizzano	250·0	33·6	18·6	Genoa Italian	C.2Cy.30¾″&56″–39¾″ (*a*)	19 ″ 9	
667	*G.B.Cerasanego* 13–18		—	9,17 ~~12,17~~	PGl			2mo			P24′B60′F34′		BK9″	4 *BHCem*	80lb *75lb* NDB96 156NHP		
QSBD	(*ex*Hispania)	*ss*Gen.No.3–12,14	738	✠NB82,*refitted*96				*Lloyd's*	*SA&CP*	*WB*=*DBa*64′*f*	96′*ĝuE&B*64′314*t*			*APT*10*t*	1DB,*6pf*,GS112,HS2450		
		1 *Dk*(*Irn*)2*trB*	~~788~~	~~BS82,16~~ ✠LMC11,13											GuteHff.h.zuOberhausen		
1217	**Miriam Stewart**	Steel Sc K	197	✠100A1	Hpl			1914	Hall,Russell&Co.Ld. Aberdeen	R.Stewart(R.H. Davison&Co *Mgrs*)	115·4	21·1	11·9	Hartlepool British	T.3Cy.12″,20″&34″–24″ (*r*)	12 ″ 9	
137101	*J.W.Trufitt* 14–14		194	*StmTrawler*				5mo					BK7½″	3 *BHCem*	180lb 78RHP		
		1 *Dk*	77	8,14 ✠LMC8,14				*Lloyd's*	*SA&CP*				*WB*=	*DBf*19′13*t*	1SB,*3pf*,GS48,HS1429 Hall,Russell&Co.Ld.Abn.		
1218	**Mirita**	Steel Sc Sr	5830	✠100A1	Cff	*z*		1916	Sir J.Laing &Sons,Ld. Sunderland	H.E.Moss&Co.	407·0	52·4	31·5	London British	T.3Cy.26½″,44″&73″–48″ (*s*)	31 ″ 6	
139137	*J.R.Waters* –17		5308	10,17 ~~11,16~~	Shl			7mo			P99′B28′F40′		FK	15 *BHptCem*	180lb 498NHP	s 6 ″ 9½	
JNMH	*Elec.light*	2 *Dks*(*Stl*)*ĝWeb frames*	3688	✠LMC7,16				*Lloyd's*	*SA&CP*	*Cell DB*				8 ,, *toUdk*	3SB,*9cf*,GS174,HS7212 FD	25 ″ 0	
	Mchy.Aft	*Longitudinal framing*		*Carrying Petroleum in bulk*				*above*	150° F.	*uE&B*73′189*tDT*	*f*40′433*t APT*102*t*			7 ,, ,,2*nd*,,	G.Clark,Ld.Sunderland		
				Fitted for oil fuel 7,16													
1219	**Mirjam**	Steel Sc Sr	3375	✠100A1	Nwc	*v*	~~2,15~~ ~~3,17~~	1904	Caledon S.B.&E.Co.Ld. Dundee	The Shipping Controller (Yeoward Bros.,*Mgrs.*)	330·0	48·0	23·5	London British	T.3Cy.24″,40″&64″–42″ (*a*)	26 ″ 1	
~~JBVR~~	~~*T.D.Syrdakl* 14~~	*ss*Rot.No.2–13	3134	3,16				11mo			P34′B127′F29′		FK	5 *BHCem*	160lb *100lb* 273NHP	s 4 ″ 2½	
~~MCQB~~	(*ex*Dundonian)	1 *Dk*(*Stl*)*ĝdeep framing*	2145	~~Examined 6,17~~				*Lloyd's*	*SA&CP*	*WB*=*Cell DBa*102′*uE&B*44′*f*138′865*t FPT*				119*t APT*55*t*	2SB,*6cf*,GS135,HS4207 CaledonS.B.&E.Co.LdDun	22 ″ 3	
				~~BS0,16~~ ✠LMC2,18													
1220	**Mirlo**	Steel Sc Sr	~~6970~~	✠100A1	Sld	*a*†		1917	Sir J.Laing &Sons,Ld. Sunderland	H.E Moss&Co.	425·0	57·0	33·1	London British	T.3Cy.27″,45″&74″–54″ (*s*)	33 ″ 6	
140339		2 *Dks*(*Stl*)*ĝWeb frames*	6366	8,17 ✠LMC8,17				5mo			P101′B27′F44′		FK	15 *BHptCem*	180lb 559NHP	s 7 ″ 4	
JQSW	*Elec.light*	*Longitudinal framing*	~~4417~~	*Carrying Petroleum in bulk*				*Lloyd's*	*SA&CP*	*Cell DBuE&B*55′142*t DTf*38′511*t APT*53*t*	B28′F40′			(9 ,, *toUdk* 6 ,, ,,2*nd*,,)	4SB,*12cf*,GS196,HS8248 FD	26 ″ 0	
	Mchy.Aft			(*Class Contem plated*) *Fitted for oil fuel* 8,17 *F.P.above*150°*F.*											G.Clark,Ld.Sunderland		
1221	**Mirone**	Steel Sc Sr	987	*Name changed from* "Saint Charles." *See No.* 49 *in Supplement*				1890	Howaldts-werke Kiel	Spiros Anagnostis	199·1	29·3	18·3	Corfu Greek	T.3Cy.15½″,22¼″&36½″– 23½″ NB99 65NHP		G
	C.Lykiardopoulos –16	(*ex*Portugal)	885								B50′			*WB*	Howaldtswerke,Kiel		
		1 *Dk*ĝ*Spar dk*	588														
1222	**Mirume Maru**	Wood Twin Sc Sr	103							Kawasaki Dockyrd Co.Ld.	89·4	16·7	9·3	Kobe Japanese	C.4Cy.12″&24″–14″ 36NHP		
7652		(*ex*Hamburg)	79														
JROF		1 *Dk*	55														
1223	**Misago Maru**	Steel Sc Sr	210					1915	Osaka Iron Works Osaka	Okamama Setsutaro(S. Nakayama)	115·0			Japanese	Oil Engine Osaka Iron Works,Osaka		
		Oil Eng.	—								Q60′F22′						
		1 *Dk*	102														
1224	**Misaki Maru**	Steel Sc	1172					1916	Harima S.B.Co.Ld. Harima	Nippon Kisen Kabushiki Kaisha	223·0	33·0	18·0	Amagasaki Japanese	T.		
19238			1009														
NBWF		1 *Dk*	791														
1225	**Misdroy**	Iron Pad Sr	107					1859	Fruchtnch &Brck Bredow	W.Kunstmann	126·8	16·6	7·7	Swnemnde German			
	A.Vieth 00–00		98														
JBNP			52														
1226	**Misericordia**	Steel Sc K	228	✠ —— 5,15 ✠	Hul			1902	Cook,Welt'n&Gemmell Hull	~~J.V.Barraquer~~ (~~E.Borras,*Mgr.*~~) Soc.Anon.Industrias	120·0	21·5	12·0	Barcelona Spanish	T.3Cy.12½″,21½″&35″–24″ 63NHP	12 ″ 10	
	A.Valdis –14	*ss*Hul.No.2–10	215					1mo					BK7″	4 *BHCem*	1SB,*2cf*,GS35,HS1055		
HVJL	(*ex*SeaKing)	1 *Dk*	92										*WB*	= *DBf*10′6*t*	C.D.Holmes&Co.Hull		
1227	**Mishima Maru**	Steel Twin Sc	7903	✠100A1	Kob	*d*†	~~8,15~~	1908	Kawasaki Dockyd Co Ld Kobe	Nippon Yusen Kabushiki Kaisha	474·3	54·3	31·3	Tokio Japanese	T.6Cy.25″,41½″&69″–48″ (*s*)	34 ″ 6	
11593	*S.Wada*	~~*ss*Yka.No.1–13~~	6669	1,18 ~~7,16~~			~~P7,16~~	10mo			P62′B176′F54′		FK	7 *BHCem*	200lb 975NHP	s 8 ″ 1	
LHCR	*Elec.light*	2 *Dks*(*Stl–Uteak s*)	4929	~~BS7,16~~ ✠LMC6,~~13~~			~~6,13~~								6SB,*18cf*,GS339,HS14317 FD	27 ″ 1	
	Wireless	*ĝdeep framingĝWeb frames*					6,17	*Lloyd's*	*SA&CP*						Kawasaki Dkyd Co Ld Kobe		
		Lower dk(*Stl*)*in Nos.1ĝ3 holds*					N1,18			*WB*=*Cell DBa*	137′*uE&B*85′*f*180′			1442*t D T a*	26′574*t FPT*149*t APT*33*t*		
		*ss*Kob.No.2–17															
1228	—	Iron Sc Sr	1922	✠	Lon	*r*		1888	Blyth S.B. Co.Ld. Blyth	K.Yamamoto	265·0	36·1	23·0	Nishinomiya	T.3Cy.23″,36″&60″–36″ NDB98 188NHP	24 ″ 3	
7095		*ss*Hul.No.3–5,01	1595	2,05 ✠				5mo			P30′B76′F30′		BK9½″	Japanese	2SB,*4cf*,GS82,HS2522		
JMTC	(*ex*Sultana)	2 *Dks*(*Irn*)3*trB*	1192							*WB*=*DBa*	78′*ĝuE&B*60′333*t*			*FPT*19*t APT*19*t*	6 *BHCem*		
															Bailey&Leetham,Hull		
1229	**Misho Maru**	Wood Sc Sr	139					1896	Sawamura Tamekichi Kujo,Settsu	Nanyo Unyu Kabushiki Kaisha	102·6	14·9	12·1	Misho Japanese	C.2Cy.12″&23″–15″ Kiyama 17NHP Shigenosuke,Osaka		
1624			122														
HKTQ		2 *Dks*	86														
1230	**Misho Maru No. 2**	Wood Sc Sr	143					1899	Sawamura Tamekichi Osaka	Nanyo Unyu Kabushiki Kaisha	104·7	15·6	12·5	Misho Japanese	C.2Cy.13″&25½″–16″ 22NHP Niikuma Masajiro,Osaka		
4765		2 *Dks*	—														
JDWB			84														
1231	**Misima**	Wood Sc Sr	302					1902	H.Hardman,Balmain N.S.W.	Burns,Philp&Co. Ld.	136·1	24·9	12·6	Sydny NSW British	C.2Cy.15″&31″–22″ 48RHP Gourlay Bros.Dundee		
112947	*E.S.Ewen* –17	(*ex*Dorrigo)	243														
		1 *Dk*	195														
1232	**Misrif Sabah**	Steel Twin Sc Sr	129					1906	G.Brown &Co. Greenock	Ruler of Koweit	120·7	18·2	8·0	Koweit Arabian	C.4Cy.10″&20″–14″ 25NHP		
	Abdulla Bin Ebrahim –06		121											*WB*	McKie&Baxter,Glasgow		
		1 *Dk*	65														

1 Numero d'Ordre / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. — Net.	5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Ferme assigné maintenant expiré. Lettre d'Enfoncement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
1233 136705 JGVB	**Missanabie** *G.C.Evans* –14 *Elec.light* 2*Dks*(*Stl–Uws*)&*Shelter dk* *Ref.Mchy* (*Stl–ws*)*Prom dk*(*Stl–ws*)& Sub.Sig. 3*rd dk*(*Stl*)*in Nos.*1,2,3&4*holds* Wireless *Cruiser Stern*	**SteelTwinSc**	12469 9290 7727	✠100A1 *Shelter dk withfreeboard* ~~6,17~~ ~~9,16~~ 11,17	Liv	*g*†		1914 9mo *Lloyd's*	Barclay, Curle&Co.Ld Glasgow *sA&CP*	CanadianPacific Rly.OceanLines (CanadianPacific OceanServices,Ld. *Mgrs.*) *WB* = *Cell DBa* 77′ *uE* &*B*142′ *f*192′ 1636*t*	500·6 B240′	64·2 FK	38·0 11*BHCem*	London British *FPT*106*t*	Q8Cy26″,37½″,53½″&77″–51″ 215lb (*r*) 1492NHP 8SB,*32cf*,GS572,HS23208FD Barclay,Curle&Co.Ld.Gls.	41 ″ 0 s 13 ″ 9 27 ″ 7	
1234 51063 RFNL	**Missir** *E.Tagliaferro* –15 *Mchy.Aft*	**IronSc3MstSr** (*ex*Argyll) 2*Dks*&*Shade dk*	786 659 445			...		1864	Barclay, Curle&Co. Glasgow	KhedivialMailS.S. &GravingDockCo. Ld.(LordE. Hamilton,*Mgr.*)	226·5	28·0	15·6	London British	C.2Cy.26″&52″–36″ NE&B80 135NHP Day,Summers&Co.,Sou.		V
1235 KHNB	**Mississipi** *Elec.light*	**SteelScSr** 2*Dks*&*Shelter dk*	6670 6403 4840					1912	Ch.de Normandie GrndQuevlly	Cie.Générale Transatlantique *WB*	410·1	52·5	27·1	Havre French	T.3Cy.27½″,44½″&74½″–50½″ 399NHP Ch.&de l'Atlantique,St.N.		V
1236 136343 JHDL	**Mississippi** *J.T.J.Wylie* –15 *Elec.light* Wireless	**SteelTwinScSr** *OilEng.* 3*Dks*&*Shelter dk*	~~4733~~ 4411 ~~3935~~					1914	Harland& Wolff,Ld. Govan	AtlanticTransport Co.Ld. *WB*	370·3 *on Shelter dk*	50·1	30·8	Belfast British	Oil Engines 4S.C.SA 12Cy.26½″–39½″ 652NHP Burmeister&Wain,Gls.		
1237 132048 JFBQ	**Missouri** *A.E.Tribe* –15 *Elec.light* Sub.Sig. Wireless	**SteelScSr** 3*Dks*&*Shelter dk*	4697 4406 2949					1914	Harland& Wolff,Ld. Govan	AtlanticTransport Co.Ld. *WB*	370·3 B86′	50·2	31·0	Belfast British	Q4Cy.24½″,35″,50″&73″–54″ 392NHP Harland&Wolff,Ld.Bel.		
1238 — 200861	— *Elec.light* *Mchy.Aft*	**SteelScSr** Wireless 2*Dks*&*Awng dk*	2434 — 1484					1904	Chicago S.B.Co. Chicago	Northern Michigan Transportn.Co.	225·0	40·1	24·5	Duluth Utd.States	T.3Cy.20″,33″&54″–36″ 175NHP ChicagoS.B.Co.Chicago		
1239 123931	**Mistley** *N.Handley* –16	**SteelScK** 1*Dk*	153 115 82					1906	Crabtree& Co.Ld Yarmouth	F.W.Horlock	103·0 len11	19·5	7·6	Harwich British	C.2Cy11″&23″–15″ 28RHP Crabtree&Co.Ld.Yarm'th		
1240 69 QSBG	**Misurata** *G.Rallo* (*ex*Pera,*ex*Porto Alegre) *Elec.light*	**SteelScSr** 2*Dks*	2691 2126 1671					1888	Blohm& Voss Hamburg	SiciliaSoc.diNav. *WB*	337·9 P89′B78′F54′	40·2	22·2 = *DB*324*t*	Palermo Italian	T.Cy.25″,40½″&65″–42″ 274NHP Blohm&Voss,Hamburg	24 ″ 11 s 3 ″ 6 22 ″ 9	
1241 9356 JSRV	**Mitake Maru** (*ex*Vita) *Elec.light*	**SteelScSr** 1*Dk*&*Awng dk*	935 893 520	✠ *Awng dk withfreeboard* 6,90 ✠	Cly	*j*		1890 6mo	AilsaS.B. Co. Troon	K.Kusakabe	200·0	29·0	12·1 19·3 BK7½″	Amagasaki Japanese 4*BHCem*	T.3Cy.17″,27″&44″–30″ 130NHP 1DB,*4cf*,GS78,HS2304 Dunsmuir&Jackson,Gls.	20 ″ 0	
1242 NPRJ	**Mitau** *L.Stulpin* (*ex*Birma, *ex*Arundel Castle) *Elec.light* Wireless	**SteelSc4MstSr** *ss*Cpn.No.3–9,08 *ss*Cpn.No.1–12 3*Dks*(*UStl–teak s* &1*Stl–ws*)	4661 3984 2982	✠100A1 9,13 ✠LMC MS1,13 BS8,13	Cpn	*x*	8,12	1894 12mo *Lloyd's*	Fairfield Co.Ld. Glasgow *sA&CP*	RussianEast AsiaticS.S.Co.Ld. (RussianAmerica Line) *WB* = *C*	415·0 P60′B132′F49′	45·7 FK	27·9 8*BHCem* *cell DBa* 98′ *uE* &*B*68′	Libau Russian *f*175′723*t*	T.3Cy.30″,49½″&80″–54″ (*s*) 165lb 568NHP 3SB,*12rf*,GS282,HS9870 FairfieldCo.Ld.Glasgow	31 ″ 0	
1243 461	— *Miss*	**Steel&IronSc** 1*Dk*	101 — 45					18$_{95}$	Rebuilt by RHMantel Riga	Dampfschifffahrts Ges.A.Augsburg	108·0 H13*t* len95	18·7	8·0	Riga Russian	C.2Cy.9$\frac{3}{16}$″&20½″–9½″ 11NHP		
1244 135269 JDCN	**Mitcham** ~~*W.O.Lockey* –16~~ *Well deck* *G.Martin* –18 *Elec.light* *Mchy.Aft* *Cargo battens not fitted*	**SteelTwinScSr** *ss*Nwc.No.1–16 1*Dk*(*Stl*)	1125 ~~831~~ 564	✠100A1 ~~2,18~~ ~~5,18~~ ✠LMC ~~2,15~~ 12,16	Nwc ~~Shr~~	*n*	~~6,15~~ ~~12,16~~ ~~2,13~~ ~~6,18~~	1913 10mo *Lloyd's*	W.Dobson &Co. Newcastle *sA&CP*	Wandsworth,Wimbledon&Epsom DistrictGasCo. *WB* =	220·4 P34′Q93′B16′F23′ *Cell DB*a 84′ *uE*20′	35·0 FK	13·6 5*BHCem* 57′325*tMT*	London British 2SB,*6cf*,GS102,HS3352 MacColl&Pollock,Ld.Sld. 11′145*t FPT*141*t APT*27*t*	T.6Cy.13½″,22″&37″–27″ (*s*) 180lb 187NHP 2SB,*6cf*,GS102,HS3352 MacColl&Pollock,Ld.Sld.	15 ″ 10 s 1 ″ 2 15 ″ 0	
1245 132749 HWKD	**Mitra** *J.Evans* –14 *Elec.light* *Mchy.Aft*	**SteelScSr** *ss*N.Ns.No.1–16 2*Dks*(*Stl*)&*Webframes* Wireless	5592 4972 3503	✠100A1 ~~11,16~~ ~~10,16~~ ✠LMC10,16 *Carrying Petroleum in bulk* *Fitted for oil fuel*	NNs Spz	*z*	~~10,16~~ ~~11,17~~ *bulk F.P.*	1912 7mo *above* *Lloyd's*	Swan,Hunter&Wigham Richardson, Ld.Newcastle 150°F. *sA&CP*	Anglo-Saxon PetroleumCo.Ld. *WB* = *Cell DBuE* &*B*77′128*t* *DT f* 50′ 521*t*	406·5 P110′B33′F38′	51·3 FK	28·9 15*BHCem* (10 *to U dk* 5 ,, *M dk*) *FPT*72*t APT*106*t*	London British 180lb *100lb* 449NHP 3SB,*9cf*,GS204,HS7740 WllsndSlpwy.Co.Ld.Nwc.	T.3Cy.26½″,43″&72″–48″ (*s*) 180lb *100lb* 449NHP 3SB,*9cf*,GS204,HS7740 WllsndSlpwy.Co.Ld.Nwc.	31 ″ 0 s 6 ″ 3 25 ″ 2	
1246 1131	**Mitroffan** *K.Wlassoff*	**SteelScK** (*ex*Mount Rosa) 1*Dk*	185 — 85					1898	Cumming &Ellis Inverkeithng	PeterBelaieffs Successors	109·0	21·1	10·4	Archangel Russian *WB*	C.2Cy.21″&42″–24″ 72NHP Hutson&Son,Glasgow		
1247 26	**Mitschman** (*Tug*)	**IronPad** 1*Dk*	139 — 76					1857	..... Sebastopol	F.Miraschodji	114·6	24·4	8·0	Sebastopl Russian	2Cy.29″–56″ 52NHP		
1248 14179 LQVC	**Mitsuki Maru** *T.Nakamura*10–15 (*ex*SaintBede)	**SteelScSr** *ss*Hak.No.3–9,11 *ss*Kob.No.1–15 1*Dk*(*Stl*)&*Spar dk*(*Stl*) &*deep framing*	3639 3347 2703	✠100A1 *Spar dk* 2,18 ~~2,17~~ ✠LMC ~~2,17~~ 2,18	Kob	*w*	~~2,16~~ 2,18	1899 3mo	W.Pickersgill&Sons Sunderland A&CP	ItayaShosen KabushikiKaisha *WB* = *Cell DBa* 110′	350·0 P31′B100′F33′	46·2 FK	17·6 25·6 *uE*&*B*38′ *f*144′815*t*	Nishinomiya Japanese 6*BHCem* *APT*48*t*	T.3Cy.23½″,39″&66″–45″ (*s*) 180lb *120lb* 320NHP 2SB,*6cf*,GS97,HS3998 FD G.Clark,Ld.Sunderland	28 ″ 1 s 5 ″ 4 23 ″ 2	
1249 139592	**Miura** *E.W.Halbert*16–16 *Elec.light*	**SteelScK** 1*Dk*	275 245 107	✠100A1 *StmTrawler* 6,16 ✠LMC6,16	Mdb			1916 6mo *Lloyd's*	Smith's DockCo.Ld. Middlesbro' *sA&CP*	Neale&West,Ld.	125·4 Q72′F21′	23·4 BK7½″	12·8 2*BHCem*	Cardiff British	T.3Cy.12½″,21″&35″–26″ (*s*) 180lb 87RHP 1SB,*3pf*,GS50,HS1619 Smith'sDockCo.Ld.Mdb.	13 ″ 6	
1250 100 PBJH	**Miura Maru**	**WoodTwinScSp** 2*Dks*	363 — 219					1906	U.Nakamura Osaka	ChosenYusen KabushikiKaisha	139·3	22·5	15·8	Jinsen Japanese	C.4Cy.10$\frac{3}{4}$″&20$\frac{3}{4}$″–14″ 27NHP		
1251 1676 HLCF	**Miyajima Maru** *ss*Kob.No.3–2,07 *ss*Kob.No.1–10 1*Dk*(*Stl*)&*Webframes*&*Spar dk*	**SteelScSr**	1529 1407 901	✠ *Spar dk withfreeboard* 6,14 ✠ ✠NB10,88,*refitted*97	Kob	*q*		1897 7mo	MitsuBishi Dockyard& EngineWks Nagasaki *WB*	OsakaShosen KabushikiKaisha = *Cell DBa* 54′ *uE*&	254·0 B55′F29′ *B44′ f*94′254*t FPT*	33·6 20·0 BK8″ 65*t APT*27*t*	13·5 5*BHCem*	Osaka Japanese 2SB,*4cf*,GS76,HS2858	T.3Cy.18¾″,29½″&47″–39″ NE2,90,*fitted*97 NDB93,*fitted*97 160NHP Scott&Co.,Greenock	22 ″ 9	
1252 17034 MLNK	**Miyake Maru**	**WoodSc** 1*Dk*	185 — 85					1914	Tokyowan KisenKabushikiKaisha Tokio	TokyowanKisen KabushikiKaisha	120·1	17·0	11·6	Shimoda Japanese *WB*	C.2Cy.15″&30″–18″ 32NHP E&B *made—refitted* 14		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. / *Master.* / Special Surveys.	3 Material, Rig, &c. / *Late Name if any.* / No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 Built. By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NIP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of R.of Trade Cert.
1253 17079 MNJV	**Miyako Maru** *Elec.light*	**SteelScSr** 2*Dks*	972 761 582	✠				1914	Osaka Iron Works Osaka	**OsakaShosen KabushikiKaisha**	190·5 P22′	31·2 B69′	17·2 F31′ *WB*	**Osaka** Japanese	T.3Cy.15″,25″&42″–30″ 96NHP OsakaIronWorks,Osaka		
1254 11596 LHCT	**Miyazaki Maru** *N.Teranaka* *Elec.light* Wireless	**SteelTwinScSr** *ss*Yka.No.1–13 2*Dks*(*Stl–U* teak s) *&deep framing&Web frames Lower dk*(*Stl*)*in Nos.1&3holds*	7892 3,17 4896	✠100A1 BS9,16 ✠LMC8,15	Yka	*d*†	9,16	1909 3mo *Lloyd's*	Kawasaki DckyrdCoLd Kobe *SA&CP*	**NipponYusen KabushikiKaisha** *WB=CellDBa*	465·0 P62′B176′F54′ 137′*uE&B*85′*f*180′	56·2 FK	31·5 1442*t D T a*	**Tokio** Japanese 7*BHCem*	T.6Cy.25″,41½″&69″–48″ (*s*) 200lb 975NHP 6SB,*18cf*,GS338,HS14317 FD KawasakiDckydCoLdKob 26′574*t FPT*149*t APT*33*t*	34 ″ 6 s 8 ″ 1 27 ″ 1	
1255 10330 LBPH	**—**	**SteelScSr** 2*Dks*	700 663 402					1907	Osaka Iron Works Osaka	**OsakaShosen KabushikiKaisha**	186·8	26·3	18·1	**Osaka** Japanese	T.3Cy.13″,21½″&36″–27″ 67NHP OsakaIronWorks,Osaka		
1256 9057 JPBT	**Miyo Maru** (*ex*Clitus)	**SteelScSr** 2*Dks3trB*	2497 2205 1548			…		1886 8mo	Palmers' Co.Ld. Newcastle	**J.Yamamoto**	300·0 P34′B58′F34′	38·2 BK10″	23·5 *WB*	**Yokohama** Japanese	T.3Cy.23½″,37″&61″–42″ 243NHP Palmers'Co.Ld.Newcastle	24 ″ 10	
1257 9363 JSTH	**—** *H.Tachibana*	**SteelScSr** (*ex*Helios) 1*Dk*	1450 1259 888					1897	Wood, Skinner&Co. Newcastle	**I.Hirano**	236·9 B30′F28′	35·1	20·7 *WB*	**Kobe** Japanese	T.3Cy.18⅞″,30″&49″–33″ 138NHP N.E.Marine EngCoLdNwc		
1258 7435 JNMH	**Miyojima Maru**	**SteelScSp** 2*Dks*	274 254 148					1902	Osaka Iron Works Osaka	**Sumitomo Kichizayemon**	141·3	18·4	14·6	**Nithama** Japanese	T.3Cy.11½″,18½″&31″–21″ 44NHP OsakaIronWorks,Osaka		
1259 7665 JRDB	**Miyoshino Maru** *S.Takagi*99–11 (*ex*Glengyle) *Elec.light*	**SteelSc3MstSr** *ss*Lon.No.3–3,99 2*Dks*(*Stl–Uws*)3*trB*	3707 3183 2298	✠ 7,02 ✠	Lon	*w*		1886 8mo	Lon.&Gls. Co.Ld. Glasgow	**HiroumiNisaburo**	370·0 P76′B69′F53′	45·1 BK11″	26·6 6*BHCem*	**Segoshi** Japanese	T.3Cy.34″,53″&87″–54″ 527NHP 3DB,*18cf*,GS318,HS8121 London&Glas.Co.Ld.Gls.	28 ″ 0	
1260 PMFD	**Mizar** *E.VanOversteeg*	**SteelScSr** 1*Dk*	1969 1848 1235					1905	Bonn& Mees Rotterdam	**VanNievelt, Goudriaan&Co.'s Stoomv.Maats.**	281·9 B68′F28′	40·2	19·9 *WB*	**Rottrdam** Dutch	T.3Cy.21″,35″&57″–39″ 202NHP Maats.deSchelde,Flushing		V
1261 MGFV	**Mjöfjord** *O.Hansen*14–14	**SteelScSr** (*Whaler*) 1*Dk*	106 104 37					1908	Akers Mek.Værk Christiania	**Akties.Ækvator** (Chr.Castberg, *Mgr.*)	91·7	18·0	10·6	**Sandefjrd** Norwegian	T.3Cy.11″,18″&29″–18″ 35NHP Akers.Mek.Værks.Xia.		
1262 5628 JVBF	**Mjölner** *J.Ohlson* –15 *Elec.light*	**SteelScSr** 1*Dk*	976 736 376					1914	Lindholmens V.A. Gothenburg	**Stockholms Rederiaktieb.Svea** (HjBlomberg *Mgr*)	225·0 P130′H118*t*F55′	36·0	13·2 *WB*	**Stockholm** Swedish	2 Turbines SvenskaTurbin fabr. AktLjungström,Finspång		V
1263 NCJL	**—** *H.Jörgensen*	**SteelScSr** (*Ice breaker*) 1*Dk*	503 412 199					1890	Helsingörs Skibsbyggri Elsinore	**DeDanskeStatsbaner**	140·0 Q28*t*	33·3 B29*t*	14·7 F13*t* *WB*	**Korsör** Danish	C.2Cy.29½″&55¼″–32″ 144NHP HelsingorsMaskinbyggeri		
1264 NVGT	**Mjölnir** *N.J.Christensen*16–16 (*ex*Traag)	**IronScSr** 1*Dk*	548 405 329					1884	Rostocker Akt.Ges. Rostock	**Akties.Dmpslsk. Jyden** (J. Willemoes, *Mgr.*)	161·4 Q44*t*B76*t*H8*t*F13*t*	26·3	11·8 *WB*	**Esbjerg** Danish	C.2Cy.20″&35½″–27½″ NB96 55NHP RostockerA.G.Rostock		N
1265	**Mljet** *C.Uccellini* (*ex*Miriam)	**IronSc**	123 — 70					1880	J.Fullerton&Co. Paisley	**Obalna Paroplovitba S.O.J.**	119·4	15·7	9·8	**Ragusa** Aust.-Hung.	C.2Cy.12¼′&24′–21¼′ NB02 22NHP W.Anderson&Co.Glasgow		A
1266	**Môa** *A.A.Sussuarana* 1*Dk*(*Teak*)*&Promenade dk*(*Teak*)	**SteelTwinScSr** *ss*Pra.No.3–8,07 *ss*Pra.No.1–11	*283* *202* *192*	✠ *For River pur* 6,13 ✠	Pra *poses o*	*nly*		1897 8mo	Murdoch& Murray PortGlasgow	**Mello&Co.**(*in liq.*)	145·3 F16′	31·0 FK	6·2 5*BHCem*	**Para** Brazilian	C.4Cy.12″&24″–18″ 55NHP 1SB,*2pf*,GS39,HS1048 Lees,Anderson&Co.,Gls.	6 ″ 6	
1267	**Moacyr** *B.H.Hatfield* –11 *Elec.light*	**SteelTwinScSr** 1*Dk*(*Teak*)*& Promenadedk*(*Teak*)	578 *320* *393*	✠ *For River pur* 5,11 ✠	PGl *poses o*	*nly*		1911 5mo	Murdoch& Murray Pt.Glasgow	**Barbosa& Tocantins**	155·0 F30′	33·0 FK	9·0 6*BHCem*	**Para** Brazilian	T.6Cy.10½″,16½″&27″–21″ 94NHP 1SB,*3cf*,GS61,HS1748 Ross&Duncan,Glasgow	9 ″ 3	
1268 101479 PRSM	**Moana** *J.R.Stringer*08–12 *Ref.Mchy.* Wireless	**SteelScSr** 2*Dks&* *Awng dk4trB*	3915 3597 2414					1897	W.Denny &Bros. Dumbarton	**UnionS.S.Co.of NewZealand,Ld.**	350·4 P102′B118′F44′	44·1	32·6 *WB*	**London** British	T.3Cy.33″,53½″&85″–54″ 531NHP Denny&Co.,Dumbarton		C
1269	**Mobila** *Creighton* –13 *Elec.light*	**Iron&SteelScBn** (*ex*Lauenburg, *ex*Bahia) 2*Dks*	2156 1909 1368					1886	Armstrong Mitchell&Co. Newcastle	**NewOrleansCuban S.S.Co.**	308·1 P52′B73*t*	36·5	23·7 *WB*	**Havana** Cuban	T.3Cy.24″,39″&64″–42″ 265NHP WallsendSlipwy.Co.Nwc.		G
1270 92955 KPFQ	**Mobjack** *C.E.Caffee*	**SteelPad** 1*Dk2trB*	610 — 352					1899	T.S.Marvel &Co. Newb'rghNY	**OldDominionSS.Co**	180·2	28·7	10·1	**NorfolkVa** Utd.States	B.1Cy.42″–108″ NB08 141NHP W&A.FletcherCo.Hobokn		
1271	**Moçambique** *A.Harberts*08–12 *Elec.light* Wireless	**SteelTwinScSr** (*ex*Bruxellesville) 2*Dks&Shelter dk*	5771 — 3851					1908	A.Stephen &Sons,Ld. Glasgow	**EmprezaNacional deNavàVap.paraa AfricaPortugueza**	400·0 P50′F52′	52·2	24·4 *WB*	**Lisbon** Portuguese	T.6Cy.22″,36″&60″–48″ 499NHP A.Stephen&Sons,Ld.Gls.		
1272	**Mockba**	**SteelTwinScSr** 1*Dk*	155 146 56					1895	Schiffsw(v. J&Sch.) A.G. Hamburg	**G.Lindes&Co.**	115·0 B26′	20·5	8·8	**Archangel** Russian	C.4Cy.7⅞″&15″–10″ 12NHP Schwft.(vJ&Sch)AG,Ham		
1273	**Moda** *Elec.light*	**SteelTwinScSp** 1*Dk*	697 — 337			…		1912	Ch.&Atel. deProvence Port deBouc	**Administr. deNav. àVap.Ottomane**	201·0	30·0 FK		**Constanpl** Turkish	T.6Cy.13″,20½″&33″–21⅝″ 158NHP Ch.&Atel.deProvence,Msl.	11 ″ 3	
1274 5360 JSTM	**Mode** *N.G.T.Hultgren*03–12 *Elec.light* Sub.Sig.	**SteelScSr** 2*Dks*	1192 980 589					1912	Helsingörs Jernsk.& Msk Elsinore	**Stockholms Rederiaktieb. Svea** (HjBlomberg *Mgr*)	246·9	37·1 21·6	14·0 *WB*	**Stockholm** Swedish	T.3Cy.19″,32″&53″–36″ 169NHP HelsingörsJernsk&Mskb.		V
1275 124281	**Mode Wheel**	**SteelScSp** 1*Dk*	119 113 3	✠ *For Towing p* 2,07 ✠	Shl *urposes*			1907 2mo	J.P.Rennoldson&Sns. South Shields	**ManchesterShip CanalCo.**	85·3	20·0 BK6″	10·1 4*BHCem*	**Manchestr** British	C.2Cy.18″&40″–26″ 75RHP 1SB,*3cf*,GS49,HS1479 J.P.Rennoldsn&Sns,S.Shl	11 ″ 0	
1276 MKVG	**Modemi** *L.M.Jensen* –15	**SteelScSr** 1*Dk*	1481 1209 884					1912	Antwerp Eng.Co.Ld. Hoboken	**I.A.Christensen**	243·0 P44*t*Q101*t*B50′ H69*t*F5*t*	38·0	15·8 *WB*	**Chrstiania** Norwegian	T.3Cy.19″,31″&[illegible]-36″ 156NHP MacColl&Pollock,Ld.Sld.		N

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Grément, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenu, élevé ou réduit. Lettre d'Appréciement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.
1277	**Modena**	SteelScSr	1148					1910	Laxevaags Msk.&Jrnskb Bergen	Akties.IvarAn. Christensens Rederi(I.A.Christensen, *Mgr.*)	228·6 P22*t*	35·1 H58*t*	15·8 F29*t*	Chrstiania Norwegian *WB*	T.3Cy.16″,25½″&43″–30″ 103NHP Laxevaags Msk.&Jrns.Bgn	
	T.Midböe		992													
MGBQ		1*Dk*	671													
1278	**Moderator No. 4**	IronScSp	108					1871	W.Harkess Middlesbro'	R.Burton&SonLd.	83·0 Q12*t*	18·0	8·7	Newport British	2Cy.12″–12″ 25RHP D.Joy&Co.,Middlesbro'	
63386	*A.M.Beard* –00		92													
			57													
1279	**Modesta**	SteelScSr	3832	✠100A1	Sld	*w*		1917	J.Priest-	Gulf Line,Ld.	346·5	50·8	23·5	London	T.3Cy.24½″,40½″&67″–45″	26 ″ 0
139187	*J.Snowdon*07–17		3522	12,17~~,17~~	Lon			1mo	man&Co. Sunderland		P29′B100′F34′ FK			British *Cem*	180lb *90lb* (*s*) 319NHP 2SB,*6cf*,GS124,HS4800	s 4·10½ 21 ″ 6
JNRT		1*Dk*(*Stl*)	2399	✠LMC1,17				*Intermediate bulkhead in after hold dispensed with*			*Lloyd's* SA&CP		*Cell DB340′900t*	5*BH only* *APT105t*	N.E.MarineEngCo.Ld.Sld.	
1280	—	SteelScSr	513					1892	Bergens Mek.Verks. Bergen	I.A.Christensen	165·9 Q34*t* F18*t*	25·9 B75*t*	12·9 H10*t*	Chrstiania Norwegian *WB*	T.3Cy.12⅛″,20″&31½″–24″ 49NHP BergensMek.Verks.,Bgn.	
	M.T.Kelleland		381													
JVBN		1*Dk*	308													
1281	**Modjeska**	SteelTwinScSp	678					1889	Napier, Shanks&Bell Glasgow	CanadaSteamship Lines,Ld.	178·0	31·1	12·3	Hamiltn,O British	T.6Cy.15″,24″&40″–27″ 166NHP Dunsmuir&Jackson,Gls.	
96058	*P.Walsh* –03		349													
			461													
1282	**Möen**	SteelAuxScSr	357					1915	Frdrkshvn Skibsværft Frederikshvn	DetForenede DampskibsSelsk.	155·9 Q55′B46′F40′	25·9	8·5	Stege Danish *WB*	C.2Cy.19″&38″–21″ 55NHP HelsingörsJernsk.&Mskb.	
	P.F.Clausen 06–15		219													
NTHJ	*Elec.light Mchy.Aft*	1*Dk*	182													
	(*See Sailing Ship Register*)															
1283	—	Iron&SteelScSr	113					1875 1909	Kockums M.V.Aktieb. Malmö	Cementfabriken Dania (J.P.A. Möller,*Mgr.*)	97·4	15·8	9·7	Mariager Danish	C.	
	L.Funder		104													
NKRG			58													
1284	**Moeraki**	SteelTwinScSr	4421					1902	W.Denny& Bros. Dumbarton	UnionS.S.Co.of NewZealand,Ld.	368·7 F51′	47·2	31·2	London British *WB*	T8Cy.(2)22½″,(2)36½″&(4) 42″–36″ 423NHP Denny&Co.Dumbarton	
101488	*W.P.Collins*01–12		3809													
PRVG	*Elec.light Ref.Mchy.* Wireless	3*Dks*	2735													
1285	**Moerdijk**	SteelScSr	2844	✠100A1	Rot	*u*	7,16	1905	J.Blumer& Co. Sunderland	Solleveld,van der Meer&T.H.van Hattum'sStoomvaartMaats	317·3 P30′B92′F30′ FK	46·5	20·9	Rottrdam Dutch	T.3Cy.23″,38″&62″–42″ (*s*) 160lb *100lb* 260NHP 2SB,*6pf*,GS112,HS4068	23 ″ 3 s 3 ″ 8 20 ″ 0
	T.Teensma	*ss* Rot.No.2–14	2632	12,16				11mo						5*BH Cem*		
PMFV	(*ex*Northcliffe)	1*Dk*(*pt Irn&pt Stl*)	1749	BS4,16 ✠LMC3,14				*Lloyd's* SA&CP							J.Dickinson&Sons,Ld.Sld.	
		&deep framing 3 Dk rule		3,17							*WB=Cell DB a 110′u*				*E22′f128′674t APT70t*	
1286	**Mogador**	SteelScSr	2123					1905	Howaldts- werke Kiel		260·5 H33′	38·6	24·4	French *WB*	T.3Cy.20 3/16″,32½″&51 3/16″– 35 7/16″ 157NHP Howaldtswerke,Kiel	
		(*ex*Gibraltar)	1972													
	Elec.light	1*Dk&Awng dk*	1349													
1287	—	IronScSr	466	✠100A1	Cdz	*h*	2,17	1879	R.Cham- bers,jun. Dumbarton A&CP	Cia.Trasatlantica	166·0 P35′B31′F31′ ND14	24·1	13·1 BK7″	Barcelona Spanish	C.2Cy.20″&35″–27″ 75lb NB92 *fitted*07 49NHP 1SB,*2cf*,GS43,HS800 M.Paul&Co.,Dumbarton	13 ″ 10 s 1·10½ 12 ″ 11
	A.Pastrana	*ss*Cdz.2ndNo.3–9,07	358	7,17 ~~2,17~~				11mo						4*BH Cem*		
HVLM	(*ex*JosePerez)	*ss*Cdz.No.2–15	282	BS9,16 LMC11,15												
		1*Dk*														
1288	**Mogami Maru**	SteelScSr	2164	✠	Sld	*r*		1889	S.P.Austin &Son Sunderland	GoshiKaishaEiwa Shokai (Murao Shokai,*Mgr.*)	282·3 P30′Q72′B124′F29′ BK9½″	38·0	21·0 6*BH Asp*	Dairen Japanese	T.3Cy.21″,35″&59″–39″ 217NHP Blair&Co.Ld.Stockton	21 ″ 3
104		(*ex*Barrier)	1594	6,89				6mo								
QBKV	*Well deck*	1*Dk*(*Stl*)*&Web frames*	1288	✠							*Cell DB286*		529*t APT40t*			
1289	**Moghrab**	IronScSr	1087	✠	Nwc	*n*		1883	A.Leslie& Co. Newcastle	ServiceMaritime "LaMéditerranée"	219·4	30·2	13·6 22·7 FK	Antwerp Belgian	C.2Cy.28″&55″–33″ 145NHP Black,Hawthorn&Co.Gts.	
	Geroyannis	2*Dks&Spar dk*	729	*Spar dk*				11mo						5*BH Cem*		
	(*ex*Flora,*ex*Teodoro,*ex*Theodore,		751	1,84 ✠							*WB=DBa44′ & u E&B38′*			111*t FPT50t*		
	*ex*Alep,*ex*Garcia,*ex*Garcia de Vinuesa)															
1290	**Mogileff**	SteelScSr	6377	✠100A1	Nwc	*z*	3,17	1911	Armstrong Whitworth &Co.Ld. Newcastle	~~RussianVolunteer~~ ~~FleetAssociation~~ TheShipping Controller(RoyalMail StmPacketCo.*Mgrs*)	400·3	52·1	27·0 FK	London British	T.3Cy.27″,45″&75″–48″ (*s*) 180lb 478NHP 3SB,*9cf*,GS175,HS6504 Wllsnd Slpwy.Co.Ld.Nwc.	29 ″ 9 s 4 ″ 1 26 ″ 0
~~Ust~~	~~*d.Kahiani* –18~~	*ss*Nag.No.1–15	4435	*Shelter dk*	Hul			7mo						6*BH Cem*		
~~PADW~~	*Elec.light*	2*Dks*(*Stl*)*&deep framing&*	4740	*with freeboard*												
142375	Wireless	*Shelter dk*(*Stl*–ws)		4,18 ~~3,17~~				*Lloyd's* SA&CP			*WB=Cell DB a 123′*				*u E&B66′f154′987t APT29t*	
JTBC				BS3,17 ✠LMC8,15												
1291	**Mogoung**	SteelPadLr	315					1887	W.Denny &Bros. Dumbarton	IrrawaddyFlotilla Co.Ld.	180·2	30·1	7·9	Glasgow British	C.2Cy.24″&43″–54″ 113NHP Denny&Co.,Dumbarton	
93342			315					1mo								
	Elec.light		198													
1292	**Mohawk**	SteelScSr	4623					1908	W Cramp& SonsS&EBCo Philadelphia	ClydeS.S.Co.	367·0 F50′	48·3	20·4	NewYork Utd.States	T.3Cy.27½″,46″&72″–42″ 336NHP W.Cramp&SnsS&EBCPhl	
205729	*W.J.Staples*	2*Dks&*	—													
KWRL	*Elec.light* Wireless	*Hurricane dk* 3*trB*	3475													
1293	—	SteelSc	2784					1896	Delaware RiverCo. Chester,Pa.	NewEnglandS.S. Co.	265·0	43·0	16·8	N.Lndn,Cn Utd.States	T.3Cy.21″,34″&56″–42″ NB00 203NHP Del.Riv.I.S.B.&E.WksChs.	
92698			—													
KMQC	Wireless	1*Dk*2*trB*	2151													
1294	**Mohegan**	SteelSc	2784					1896	Delaware RiverCo. Chester,Pa.	NewEnglandS.S. Co.	265·0	43·0	16·8	N.Lndn,Cn Utd.States	T.3Cy.21″,34″&56″–42″ 203NHP Del.Riv.I.S B.&E.Works	
92705			—													
KMRO	Wireless	1*Dk*2*trB*	2151													
1295	**Mohican**	SteelScSr	2255					1904	W Cramp& SonsS&EBCo Philadelphia	ClydeS.S.Co.	237·9	40·1	19·5 29·7	NewYork Utd.States	T.3Cy.18″,27″&42″–30″ 97NHP W.Cramp&SnsS&EBCPhl	
201311	*J.O'Neil*		2118													
KTHN		3*Dks*	1770													
1296	**Moidart**	IronScSr	1303	✠100A1	Lth	*o*	~~5,15~~ 10,17	1878	E.Withy& Co. Hartlepool A&CP	J.Cormack&Co.	243·7 Q84′B67′F31′ BK8½″	32·0	16·8	Leith British	C.2Cy.30″&57″–33″ (*i*) 70lb *90lb* NDB10 156NHP 1DB,GS63 T.Richardson&Sons,Hpl.	19 ″ 3 s 1 ″ 6½ 18 ″ 7
80425	*H.Arthurson* –13	*ss*Lth.3rdNo.3–5,16	1032	12,17~~5,16~~	Hpl			9mo						4*BH Cem*		
WVPM	*Well deck*	1*Dk*(*Irn*)2*trB*	801	~~BS5,16~~ LMC5,16							*WB=DBa*			73′*f81′APT*		
	Ref.Mchy.			~~BS5,17~~												
1297	**Moïna**	CompAuxScSr	168					1872	..... Seacombe	F.PuechFils	123·1	20·6	14·3	Cette French	Motor	
	Garini –16	*Motor* 1*Dk*	167													
	(*See Sailing Ship Register*)		141													
1298	**Moira**	SteelScSr	2184	✠	Dmb	*s*		1901	W.Denny &Bros. Dumbarton	Australasian UnitedS.N.Co.Ld.	301·0 B64′F33′	42·2	13·2 21·1	Brisbane British	T.3Cy.20″,32″&51″–42″ 224NHP 2SB,*4cf*,GS74,HS3290 FD Denny&Co.Dumbarton	23 ″ 6
94190	*A.H.Williams* –17		2062	*Spar dk*				6mo						6*BH Cem*		
RLGQ		1*Dk*(*Stl*)*&Spar dk*(*Stl*)*&*	1385	*with freeboard*										61*t APT21t*		
	Elec.light	*Web frames*		6,01 ✠							*WB=Cell DBa98′u E&*		*B40′f127′451t FPT*			

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. / *Master.* / Special Surveys.	3 Material, Rig, &c. / *Late Name if any.* / No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned (new series). Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines.	9 Built. By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B.of Trade Cert.
1299 KHQM	**Moïse** *Laurent* –12 *Elec.light*	Iron Sc Bn 2 *Dks & Spar dk* Wireless	1820 1220 856					1880	John Elder & Co. Glasgow	Cie. Générale Transatlantique	310·0 H175 *t*	33·5 F46 *t*	16·7 24·3	Marseilles French	T.3Cy.31″,51″&80″–48″ NB04 443 NHP *Tpd.*91 Cie. Génér. Trans.		V
1300 1472 HKFP	**Moji Maru** (*ex* Hector) 2 *Dks*	Iron Sc Sr	2070 1881 1531					1877	A. Leslie & Co. Newcastle	Gomei Kaisha Ida Shoten	316·2	33·2	24·9	Yokohama Japanese	C.2Cy.27¼″&58″–45″ 188 NHP R. Stephenson & Co., Nwc.		
1301 112543	**Mokau** *C.J. Harris* –17 1 *Dk*	Wood Sc Sr	194 129 112					1901	D. Drake Sydney NSW.	B.M. Corrigan & Co. Ld.	115·0 len05	22·8	8·7	Sydny NSW British	C.2Cy.12″&24″–16″ 27 RHP Chapman & Co. Sydny NSW		
1302 101483 PRSV	**Mokoia** *J.T. Reid* –15 *Ref. Mchy.* Wireless 3 *Dks*	Steel Sc Sr	3502 3176 2154					1898	W. Denny & Bros. Dumbarton	Union S.S. Co. of New Zealand, Ld.	330·0 B240′F38′	43·1	22·9 30·5	~~Dunedin~~ British London	T.3Cy.28″,44½″&70″–54″ 360 NHP Denny & Co., Dumbarton		C
1303 128937 JBGH	**Mokta** *G.H. Watt* –13 *Elec.light*	Steel Sc Sr ~~ss~~ Lon. No.1–17 1 *Dk (Stl)*	3934 3621 2475	✠100A1 4,15 ~~10,16~~ ✠LMC ~~1.18~~ 3.17	Mdb Lon	*w*	~~5,15~~ 10,17	1912 11 mo *Lloyd's*	W. Gray & Co. Ld. W Hartlepool *A&CP*	La Tunisienne S.N. Co. Ld. (F.C. Strick & Co. Ld. *Mgrs.*) *WB = Cell D Ba*	350·0 P30′B67′F34′ 113′ *u* E23	50·0 FK *f* 154′10	25·3	Swansea British 113′ *u* E23 *f* 154′10	T.3Cy.24″,38″&64″–42″ (*s*) 180 lb *90 lb* 320 NHP 6 *B H Cem* 2SB, *6pf*, GS99, HS4299 FD 35 *t A P T* 105 *t* Cen. Mar. Eng. Wrks. W H p)	27 ″ 8 s 5 ″ 4 22 ″ 9	
1304 HCQR	**Molbæk** *B. Hovden* 15–05 (*ex* Neptun) 1 *Dk*	Comp Sc Sr	360 242 254					1873	J.G. Jensen Stockholm	Akties. Molbæk (O. Bratland)	135·0 Q16 *t* B65 *t* F6 *t*	24·4	11·8	Bergen Norwegian	C.2Cy.16″&28″–16½″&20½″ NB11 30 NHP Bergsunds Mk. Vks. Skm.		V
1305 ~~Portsoy~~ H7389 VDMH	**Moldavia** *G.W. Gordon* –14 *Ref. Mchy.* 3 *Dks (M Stl–ws pt* teak *Elec.light* Wireless	Steel Twin Sc Sr *L Stl–ws) & Spar dk (Stl–teak s)*	9500 7202 4930	✠ *Spar dk* 12,03 ✠	Lon	*h* †		1903 7 mo	Caird & Co. Ld. Greenock	P. & O. Stm. Nav. Co. *WB = Cell D Ba* 99′	520·6 P46′B263′F93′ 33·3 FK & BK 3″ *u E & B* 133′	58·3	24·8	Greenock British	T.6Cy.33″,52½″&84″–54″ FD 1588 NHP 3D & 4SB *30 cf* GS620 HS24440 Caird & Co. Ld. Grk. *f* 189′1231 *t F P T* 61 *t A P T* 40 *t*	37 ″ 3	
1306 212543 LDNV	**Moldegaard** *J. Reardon* 17 1 *Dk (Stl) & deep framing*	Steel Sc Sr ~~ss~~ NYk. No.3–2,13 ~~ss~~ NYk. No.1–16	2735 2426 1788	✠100A1 5,14 ~~11,16~~ BS7,16 MS10,16 ✠LMC DBS2,17	NYk	*u*	10,16	1906 5 mo	Bergens Mek. Værks. Bergen A&CP	A.H. Bull S.S. Co. (A.H. Bull & Co. *Mgrs.*) *WB = Cell u E & B* 54′ *f* 122′802	321·1 *D Ba* 200′ *t F P T* 97 *t*	45·2 FK	20·6 *A P T* 107 *t*	Wilmgton (Del.) Utd. States	T.3Cy.22″,37″&62″–39″ 180 lb *90 lb* 270 NHP 2SB, *6cf*, GS110, HS4180 5 *B H Cem* Bergens Mek Værks Bergen	23 ″ 1	
1307 132303 PBSW	**Mole** *J. Stewart* 09–09 1 *Dk (Stl–pt* teak s) *(Grab Hopper Dredger)*	Steel Twin Sc	206 187 66	✠ *Hopper Dredger* 7,09	P. Gl			1909 7 mo	Ferguson Bros. Port Glasgow	Government of Southern Nigeria	109·6	24·1 FK *W B*	8·8 *4 B H Asp = F P T* 30 *t*	Lagos British	C.4Cy.11″&22″–16″ 41 RHP 1SB, *2cf*, GS35, HS900 Ferguson Bros. Pt. Glasgow	9 ″ 3	
1308 133520 JBFP	**Molesey** *R.C. Oliver* –16 (*ex* Salamanca) 1 *Dk (Stl)*	Steel Sc Sr	3218 2975 1997	✠100A1 5,16 BS12,16 ✠LMC 11,12	Bry	*u*	12,16	1912 11 mo *Lloyd's*	J. Blumer & Co. Sunderland *sA&CP*	Britain S.S. Co. Ld. (Watts, Watts & Co. Ld. *Mgrs.*) *Cell D Ba*	331·0 P26′B94′F30′ 112′ *u* E24′ *f* 136′830 *t*	47·7 FK	22·5 *A P T* 188 *t*	London British	T.3Cy.24″,39″&65″–42″ (*s*) 180 lb *100 lb* 290 NHP 2SB, *6cf*, GS111, HS4364 N.E. Marine Eng. Co. Ld. Sld	24 ″ 6 s 3 ″ 11 21 ″ 0	
1309 5 QSDB	**Molfetta** *L. Marasciulo* *Elec.light*	Steel Sc Sr 1 *Dk* 2 *tr B & Shelter dk*	833 — 508					1902	Flli. Orlando Leghorn	Soc. Anon. di Nav. a Vap. Puglia	188·0 P35′B39′F41′	26·7	15·5 *W B*	Bari Italian	T.3Cy.16″,26½″&43″–30″ 101 NHP Flli. Orlando, Leghorn		I
1310 137510 JMSH	**Molière** *W.E. Norman* 08–16 *Elec.light* 3 *Dks (Stl–ws) &* *Ref. Mchy. Shelter dk (Stl–ws)*	Steel Twin Sc Sr	7206 6704 4427	✠100A1 *Shelter dk with freeboard* 6,17 ~~6,16~~ ✠LMC 6,16 ✠Lloyd's RMC 2,16 ~~3,15~~ ~~1,17~~ 3.18	P. Gl Mcb	*b* †	F 2,18	1916 3 mo *Lloyd's*	Russell & Co. Port Glasgow *sA&CP*	Lamport & Holt, Ld *Cell D B* 385′1286 *t F P T*	440·0 F48′ *on Shelter dk*	56·2 FK	35·6 8 *B H pt Cem* 64 *t A P T* 58 *t*	Liverpool British	Q.8Cy.20½″,29½″,42″&61″– 48″ 215 lb (*s*) 885 NHP 3D B & 1 Aux B, *2 lcf*, GS430, HS17001 D. Rowan & Co. Glasgow	38 ″ 11 s 11 ″ 0½ 28 ″ 4	
1311 — KHQR	— *L. Le Gac* 03–06 (*ex* Calanas) *Well deck* *Cargo battens not fitted*	Iron Sc Sr ~~ss~~ Bry. 2nd No.3–3,08 ~~ss~~ Bry. No.1–13 1 *Dk (Irn) 2 tr B*	1545 1264 930	✠100A1 2.15 *Beams* ~~2,13~~ 2,13 ✠NB 3,01 ~~BS2,16~~ LMC ~~5,12~~ 3.18	Bry	*q*	~~7,16~~ 2.18	1882 7 mo *Lloyd's*	Palmers' Co. Ld. Newcastle *sA&CP*	Delmas frères *WB*	265·2 P24′Q72′B58′F29′ *= Cell D Ba* 74′ *f* 104′	35·5 FK	16·8 4 *B H Cem* 254 *t A P T* 37 *t*	La Rochlle French	C.2Cy.30″&57″–39″ (*s*) 90 lb *90 lb* NDB02 180 NHP 1SB, *4pf*, GS66, HS2607 FD Palmers' Co. Ld. Newcastle	19 ″ 0 s 1 ″ 10 17 ″ 6	
1312 MOND	**Molina** *T. Taugeraas* 15–15 *Elec.light*	Steel Sc Sr 1 *Dk*	1122 955 687					1905	Nylands Værksted Christiania	J. Ringens Rederi Akties. (J. Ringen Akties, *Mgrs.*)	229·0 P29′B75′F24′	36·0	16·9	Haugesnd Norwegian	T 3Cy.16½″,27″&44″–32″ 109 NHP Nylands Værksted, Xania	16 ″ 11 s 2 ″ 1 15 ″ 1	N
1313 110869 HTQR	**Mollymawk** *J.S. Oddsson* –16 (*ex* Dannebrog, *ex* Windsor Castle) 1 *Dk*	Steel Sc K ~~ss~~ Gms. No.3–10,11	242 215 96	✠100A1 *Stm Trawler* 7,14 ✠NB 10,07 ~~3,18~~ ~~BS8,17~~ ✠LMC 11,16	Gms		11,15 3,18	1899 3 mo	Dundee Shipbuilders' Co. Ld. Dun. A&CP	R. D. Clarke & Co. G.F. Sleight	119·3 Q66′F19′	22·1 BK 7½″	11·6 4 *B H Cem*	Grimsby British	T.3Cy.12½″,23″&37″–24″ (*s*) 200 lb 80 RHP 1SB, *2cf*, GS40, HS1384 Cooper & Greig, Dundee	12 ″ 0	
1314 NLFR	**Mols** *J. Mikkelsen* 1 *Dk*	Steel Sc Sr	158 100 72					1900	Eriksbergs M.V. Aktieb Gothenburg	Aarhusbugtens Dampskibs. (J.P. Petersen, *Mgr.*)	102·7 Q31′B33′F23′	19·6	8·6 *W B*	Aarhus Danish	C.2Cy.13″&27″–18″ 26 NHP Eriksberg M.V. Aktieb, Got		
1315	**Moltke** (*Trawler*) 1 *Dk*	Steel Sc K	211 187 78					1914	Schiffb. Ges Unterweser Lehe	Deutsche Dmpfis-chereiGes. Nordsee	124·4 Q72′F20′	22·6	9·4 *W B*	Nordnham German	T.3Cy.12⅝″,19 3/16″&31 3/16″–22″ 48 NHP Ottensener Masch. Fabrik.		
1316 JFLW	— *H. Samsöe* 11–12 *Elec.light*	Steel Sc Sr 1 *Dk*	103 99 23					1898	Oderwerke Grabow	Georg Lassen	97·2 B32′	18·2	8·4 *W B*	Kappeln German	C.2Cy.12½″&23⅝″–14½″ NB09 18 NHP Oderwerke, Grabow		G
1317 121269 HDTW	**Mombassa** *E.I. Williams* –15 *Elec.light* 2 *Dks (Stl) & deep framing*	Steel Sc Sr ~~ss~~ Gls. No.2–13	4327 4098 2787	✠100A1 10,17 ~~11,17~~ ✠LMC ~~M8 12,15~~ BS1,17 ~~1,17~~ *Carrying fuel oil T. P.d. over 150° F. in D B tanks*	Cff Lly	*y*	~~5,16~~ 10,17	1905 11 mo *Lloyd's*	D & W Hendersn & Co. Ld. Glasgow *sA&CP*	S.S. Mombassa Co. Ld. (Maclay & McIntyre) *WB = Cell D Ba* 12 *f* 169′1033 *t*	385·0 P44′B110′F40′ 3′ *u E & B* 40′ *F P T* 97 *t A P T* 238 *t*	50·1 FK	26·1 4 *B H to U dk* 2 *B H to M dk Cem*	Glasgow British	T.3Cy.24½″,41″&67″–48″ (*s*) 175 lb *90 lb* 408 NHP 2SB, *6cf*, GS121, HS5860 FD D & W. Hendersn & Co Ld Gls	28 ″ 8 s 5 ″ 6 23 ″ 7	
1318 90092	**Momein**	Steel Pad	495 495 312					1885	W. Denny & Bros. Dumbarton	Irrawaddy Flotilla Co. Ld.	250·0	30·0	9·0	Glasgow British	C.D.2Cy.34″&59″–54″ 213 NHP Denny & Co., Dumbarton		
1319 203681 KVRL	**Momus** *J.S. Boyd* 93–07 *Elec.light Ref. Mchy.* Wireless 3 *Dks*	Steel Sc Sr	6878 — 4326					1906	W Cramp & Sons S B & E Co Philadelphia	Southern Pacific Co	410·0	53·2	25·6 *W B*	New York Utd. States	T.3Cy.34″,57″&104″–63″ 859 NHP W. Cramp & Sons S B & E. Co.		

1 Numero d'Ordre / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenance expiré. Lettre d'Equipement.	7° Tirant d'eau Moyen / Dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Longueur ou coté. Largeur. Creux.
1320 76304 PKFC	**Mona's Isle** *J.Bridson* –15	**SteelPadSr**	1564 1235 667	✠100A1 6,16	Lon	*y*	6,16	1882 4mo	Caird&Co. Greenock	Isle of ManSteam PacketCo.Ld.	330·7|38·1|15·1			DouglasIM British	C.O.4Cy.65″&112″–90″ 1983NHP Caird&Co.,Greenock		
1321 76308 KFLS	**Mona's Queen** *W.Cain* –16	**SteelPadSr**	1559 1150 663					1885 4mo	BarrowS.B Co.(Lim.) Barrow	Isle of ManSteam PacketCo.Ld.	320·1|38·3|14·5 P235*t* F28*t*			DouglasIM British	C.O.4Cy.50″&88″–72″ 1095NHP BarrowS.B.Co.(Lim.),Brw		
1322 114862 TJDH	**Monadnock** *S.Forsythe* –17	**SteelScSr** *ss*Nwc.No.3–8,04 *ss*Cff.No.2–12 2*Dks*(*Stl*)*&deep framing&Shelter dk*(*Irn*)	4275 4087 2792	✠100A1 *Shelter dk* 6,16 ~~Examined 10,12~~ ~~BS10,16~~ ✠LMC11,12 BS10,17	Lon	*y*	6,16	1902 4mo *Lloyd's A&CP*	C.S.Swan& Hunter,Ld. Newcastle *WB=*	BankLine,Ld. (A. Weir&Co.*Mgrs.*) *CellDBa*125′*u E&*	373·5|51·3|25·8 *B40′f*158′1058*tDTf*			Bristol British FK	T.3Cy.25″,42″&68″–48″ (*s*) 180lb 363NHP 3SB,*9rf*,GS525,HS5898 N.E.MarineEng.CoLdNwc *a*29′775*tFPT*108*tAPT*37*t*	28 ″ 4 s 3 ″ 7 25 ″ 3	
1323 135535 JDVW	**Monaleen** *T.Hanrahan*16–16 (*ex*Allerton) *Well deck Mchy.Aft*	**SteelSc3MstSr** 1*Dk*(*Stl*)	616 412 257	✠100A1 11,16 ✠LMC1 14 *Now named "Fastnet." See No. 28 in Supplement*	Lim	*i*	11,16	1914 1mo *Lloyd's A&CP*	J.Fullerton &Co. Paisley *CellD*	J.N.Russell&Sons Ld.	174·8|28·1|10·4 Q96′B9′F32′ BK6″ *B f*95′ 137*tFPT*51*t*			Limerick British *WB*	T.3Cy.14″,24″&40″–27″ (*s*) 180lb 90RHP 1SB,*3pf*,GS54,HS1899 Ross&Duncan,Glasgow	13 ″ 0 s 4 ″ 7 13 ″ 0	
1324 106880 PVFS	**Monarch** *J.Williams*15–15 *Elec.light* *Ref.Mchy.* *Carrying fuel oil*	**SteelScSr** *ss*Nwc.No.3–7,08 *ss*Liv.No.2–17~~*ss*Liv.No.1–12~~ 2*Dks*(*Stl*)3*trB&deep framing* *&Shelter dk*(*Stl–ptws*) *F.P.above150°F.inDB*	7355 7038 4776	✠100A1 ~~9,15~~ ~~7,13~~ 1,15 ~~BS4,17~~ ✠LMC~~8,12~~ 1,17	Liv	*dt*	~~8,15~~ 8,17	1897 10mo *Lloyd's A&CP*	C.S.Swan& Hunter,Ld. Newcastle *WB=C*	ElderLine,Ld. (Elder,Dempster &Co.Ld.,*Mgrs.*) *ellD Ba*150′*u E&B*	470·0|56·0|31·9 50′*f*208′1564*t DTa*			Liverpool British FK	T.3Cy.28½″,46½″&80″-54″(*s*) 180lb 548NHP 3SB,*9cf*,GS178,HS7175 FD WllsndSlpwyCo.,Ld.,Nwc. *nks a*30′ 935*t*	34 ″ 9 s6 ″ 10 28 ″ 4	
1325 — HDVL	— *N.O.Nielsen* –14 (*ex*DanishMonarch)	**IronScSr** 1*Dk2trB*	1318 1087 813			...		1878 Wigham Richrdsn&Co Newcastle	Acties.Dampskibet Monarch (C.J.Svendsen)	250·8|33·2|18·5 Q124′F30′ BK9″			Chrstiania Norwegian *WB*	C.2Cy.26½″&56″–36″ NB00 143NHP J.Shaw&Co.Newcastle	19 ″ 11	N
1326 GWLK	— *Cable Vessel* *G.Lever*31–16 *Elec.light*	**SteelTwinScSr** 1*Dk*(*Stl*)*&Awng dk*(*Stl–teaks*)	1150 1049 476	✠100A1 *Awng dk withfreeboard* 12,16 ✠LMC8,16	Fal	*n*		1916 8mo *Lloyd's A&CP*	Swan,Hunter&Wigham Richardson, Ld.Newcastle	ThePostmaster-General *CellDBa*36′*u*	222·7|32·2|19·1 *E*21′*f*90′ 269*t FPT*			London British FK	T.6Cy.12½″,20″&33″–24″ (*s*) 180lb 146NHP 2SB,*4cf*,GS128,HS2130 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc.	22 ″ 0 s6 ″ 5 16 ″ 0	
1327 90117 RPGJ	— *J.H.Blair* –14 6thSurvey9,09 1stSurvey7–14	**IronScSr** *ss*Bel.2ndNo.3–9,09 *ss*Bel.No.1–14 1*Dk*(*pt Irn*)	316 257 120	✠100A1 A1* 1 1,17 ~~Examined 10~~ ~~BS4,17~~ ✠LMC7,14	Bel	*f* Lv	9·85 10·43 11·00 11·57 12,15	1884 12mo *Lloyd's A&CP*	M'Ilwaine, Lewis&Co.Ld Belfast *WB=FPT*	~~W.J.R.Harbinson~~ ~~A.E.Bowen~~ Anglo-French CoastingCo.Ld. (A.E.Bowen.*Mgr.*)	155·0|22·7|11·3 Q20′B44′F28′ BK7″ 14*tAPT*18*t*			~~Belfast~~ British *WB*	~~C.2Cy.19 7/16″&36″–30″~~ (*a*) 85lb 60RHP 1SB,*2pf*,GS36,HS1098 M'Ilwaine,Lewis&Co.,Bel.	12 ″ 0 s 1 ″ 1½ 11 ″ 7	
1328 82358 KSMG	— *H.J.Hardy* –08	**SteelPadSr**	315 274 129					1888 Green London	R.&H.	Cosens&Co.Ld.	210·0|22·2| 9·0			Weymouth British	D.2Cy.41″–48″ 179NHP J.Penn&Son,London		
1329 104196	— *M.Doig* –99	**IronScK** *ss*Abn.No.2–03 1*Dk*	130 120 54	✠ *StmTrawler* 10,06 ✠	Abn			1895 3mo	Cochrane &Cooper Beverley	T.Davidson	93·6|20·5|11·0 Q17′ BK7½″			Aberdeen British	T.3Cy.11″,17″&28″–21″ 1SB,*2cf*,GS22,HS663 40RHP C.D.Holmes&Co.,Hull	11 ″ 10	
1330 86741	— *C.McPherson* –10	**IronPadSk** (*ex*FlyingSpear)	123 111 14					1883 S.Shields	J.T.Eltringham	Grangemouth& ForthTowingCo. Ld.	100·3|18·1| 9·4			Grngemth British	L.1Cy.34″–54″ 70RHP J.P.Rennldsn&S.,SShields		
1331 118935 HBNK	**Monarch III.** *W.J.Farrow* –15 (*ex*Monarch)	**SteelScK** *ss*Gms.No.2–13 1*Dk*	234 216 110	✠100A1 *StmTrawler* 5,15 BS5,15 ✠LMC1,15	Gms		4,14	1904 10mo *Lloyd's A&CP*	Cochrane& Sons Selby *WB=CellDBa*	AnchorStm.Fishg. CoLd.(G.S.Letten, *Mgr.*) 100′*uE22′f*100′628*t*	120·0|22·0|11·6 Q66′F20′ BK7½″			Grimsby British	T.3Cy.12″,21″&34″–24″ (*s*) 180lb 60RHP 1SB,*2cf*,GS32,HS1084 C.D.Holmes&Co.Hull	12 ″ 4	
1332 130215	**Monarda** 1*Dk*	**WoodScK**	108 99 46					1916 Herd& McKenzie Findochty	R.T.Milne		91·1|19·4| 9·7			Peterhead British	T.3Cy.8½″,14″&23″–16″ 37RHP J.Lewis&Sons,Ld.Abn.		
1333 119892 HFQW	**Monaro** *J.McLeod*05–12 1*Dk*(*pt Irn&pt Stl*)*&deep framing* *Elec.light lower dk*(*Stl*)*in Nos.1&3holds*	**SteelScSr** *ss*Mel.No.2–15	2656 2225 1663	✠100A1 10,17 ~~9,15~~ BS10,17 ✠LMC9,16	Mel	*t*	9,16	1906 3mo *Lloyd's A&CP*	W.Gray& Co.Ld. WHartlepool *WB=CellDBa*	MelbourneS.S.Co. Ld. 100′*uE22′f*100′628*t*	306·0|45·0|20·1 P29′B92′F31′ FK *APT*113*t*			Melbourne British 6*BHCem*	T.3Cy.22″,35″&59″–39″ (*s*) 180lb *90lb* 231NHP 2SB,*6rf*,GS99,HS3510 Cen.Mar.Eng.Wrks.WHpl	22 ″ 5 s 3 ″ 5 19 ″ 5	
1334 QHRW	**Moncenisio** *Ribier* –16 (*ex*Luzon) *Elec.light Ref.Mchy.*	**SteelScSr** *ss*Liv.No.3–7,16 *Spar dk*(*Stl*)2*trB* *&Web frames*	4160 3672 3181	✠100A1 *Spar dk withfreeboard* 2,18 ~~7,16~~ BS7,16 ✠LMC7,15 ✠Lloyd's RMC ~~8,17~~ ~~7,17~~ 10,17 2,18	Liv Spz	*w*	~~7,15~~ 2,18	1902 7mo *Lloyd's A&CP*	R.Stephenson&Co.Ld. Newcastle *CellDBa*	Requisitioned by theItalianGovt. (ItalianStateRlys)	340·0|47·2|19·8 P31′B105′F32′ 27·3 FK 110′*uE&B*44′*f*133′			Genoa Italian 6*BHCem* 733*tAPT*41*t*	T.3Cy.25″,40″&67″–45″ (*r*) ~~180lb~~ HS1840 314NHP 23½&41 Aux SB7,16,5*cf*,GS125 Richardsons, Westgarth& Co.Ld.Mdb.	29 ″ 10 s 5 ″ 9 24 ″ 5	
1335 — (*ex*Loch Laggan)	**Monchique** *J.C.Rocha*00–11 1*Dk*	**SteelScK** *ss*Lis.No.2–12	*207* *194* *63*	✠100A1 *StmTrawler* 4,15 BS2,15 ✠LMC6,12	Lis		N4,15	1903 10mo *Lloyd's A&CP.*	A.Hall&Co Aberdeen	EmprezaPortuense dePescarias,Ld.	115·7|21·6|11·7 BK7½″ *WB=Deep*			Oporto Portuguese 3*BHCem* *tank f*5′9*t*	T.3Cy.11½″,20′&33″–22′ (*r*) 180lb 51NHP 1SB,*2cf*,GS49,HS1045 A.Hall&Co.Aberdeen	12 ″ 4	
1336 (*Trawler*)	**Mond** **(Captured & taken to Newcastle)** 1*Dk*	**SteelSc**	136 127 48					1896 Geestemünde	J.C.Tecklenborg		105·9|20·8| 9·7			*WB*	T.3Cy.11″,17 1/16″&28 1/16″–21½″ 37NHP J.C.Tecklenborg,Gstmnde		
1337 35	**Mondello** —	**WoodScTug**	109 — 7					1908	F.Parodi Pegli	SocietàItaliana di ServiziMarittimi	85·3|19·5|11·9			Palermo Italian	T.3Cy.13¾″,20 5/8″&35 3/8″–21½″ Soc.Anon. 58NHP Coop-di-Produz,Genoa		I
1338 136730 JHLG	**Monestoy** *E.Tregarthan* –16 (*ex*Grangetown,*ex*VanDyck) *Well deck*	**SteelScSr** *ss*Ant.No.3–3,12 *ss*Msl.No.1–16 1*Dk*(*Stl*)*&deep framing*	1274 992 768	✠100A1 ~~9,14~~ ~~12,16~~ 8,17 ~~BS4,16~~ ✠LMC BS5,17 MS12,16	Msl	*o*	4,16	1904 6mo *Lloyd's A&CP*	Soc.Anon. Chant.Naval Anversois Hoboken	BolivianGeneral Enterprise,Ld. (LeopoldWalford (London),Ld. *Mgrs.*)	229·6|34·9|14·6 Q67′B6*f*5′F26′ FK *CellDBa*			London British 4*BHCem* 52′*uE&B*35′	T.3Cy.17″,28″&46″–30″ (*s*) ~~160lb~~ *100lb* 132NHP 1SB,*3cf*,GS59,HS2155 N.E.MarineEng.Co.Ld.Sld *f*111′363*tFPT*50*tAPT*12*t*	17 ″ 2 s1 ″ 5 16 ″ 1	
1339 1003	**Moneta** *A.Antujeff* (*ex*Urania)	**IronScSr** 1*Dk*	331 261 156					1857 Earle Hull	C.&W.	N.Antufieff	156·0|21·0|12·0 P24′Q15′H24*t*			Archangel Russian	C.2Cy.18″&32″–27″ 44NHP Christie,Nolet NE73NB84 &DeKuyper,Delfshaven		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / *Master.* *Late Name if any* / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned. now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 Built. By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L. R. Dates of Prod. Cert.
1340	**Monfalcone** **SteelScSr**	197 176 87	✠ —— 5,17 ✠ *with freeboard For Service in the Adriatic*	Tri			1914 6mo	Cant. Nav. Triestino Monfalcone	Soc. Anon. di Nav. Monfalcone (A. Premuda, *Mgr.*)	134·3 Q22′ F15′	20·0 21·0 BK5½″	9·2	Monfalcone Aust.-Hung.	T.3Cy.12″,21″&32″–22″ 83NHP 4*BHCem*	10 ″ 3	
	Elec.light 1*Dk*(*pt Stl*)													1SB,*3cf*,GS53,HS1557 McKie&Baxter,Glasgow		
1341 136295 JFPS	**Mongara** **SteelTwinScSr** *E.W.Hamlyn* –16 *Elec.light* 2*Dks*(*Stl–Uteaks*) Wireless	8205 6804 5138	✠100A1 2,17 ✠LMC6,14	Lon	*c*†	2,17	1914 6mo	Swan, Hunter&Wigham Richardson, Ld Newcastle	British India Stm. Nav. Co. Ltd. *Lloyd's* *WB* = *Cell D Ba* 135′ *u E &* *B* 70′ *f* 187′	450·1 P44′B161′F42′ FK	58·3	32·8	Glasgow British 7*BHCem*	T.6Cy.21″,35½″&61″–45″ (*s*) 215lb HS14020 FD 894NHP 4SB&1AuxSB,*18cf*,GS346, Wllsnd.Slpwy.Co.Ld.Nwc. 1359*t FPT* 122*t APT* 74*t*	35 ″ 6 s 8 ″ 1½ 27 ″ 11	BT till 2,18
1342 481 QSGP	**Mongibello** **IronSc3MstSr** *Calascibetta* *ss*Cff.No.3–2,97 (*ex*Raglan) *ss*Shl.No.2–06 *Well deck* 1*Dk*(*Irn*)2*trB*	1013 812 639	✠ 12,10 NB5,05 ✠	Sws	*n*		1883 10mo	Palmers' Co.Ld. Newcastle	E. Arditi (Vassallo&Narizzano, *Mgrs.*) *WB* = *DBa* 71′*f* 52′ FK	220·5 Q88′B44′F22′	31·7	15·5	Genoa Italian 4*BHCem*	C.2Cy.28 7/16″&52″–33″ 118NHP 1SB,*4pf*,GS60,HS1939 Palmers' Co.Ld. Newcastle	16 ″ 6	V
1343 668 QSJL	**Monginevro** **SteelScSr** *G.Olsen* –17 (*ex*Delphine) 2*Dks*(*Stl*)&*deep framing* &*Shelter dk*(*Stl*-ws) *ss*Gen.No.2–14	5271 5054 3334	✠100A1 *Shelter dk with freeboard* 2,18 6,16 MS2,14	Gen 2[illegible] LMC BS[illegible]	*x*	9,15 9,17	1906 3mo	Cant. Nav. di Muggiano Spezia *Lloyd's*	Nav. Alta Italia (Soc. Anon.) *WB* = *Cell D Ba* 106′*u E* 24′*f* 158′	365·0 867*t DT f* 34′	50·7	23·8 FK	Genoa Italian 7*BHCem* *APT* 100*t*	T.3Cy.25″,41″&67″–48″ (*s*) 180lb *100lb* 384NHP 2SB,*6pf*,GS119,HS5251 FD G.Clark,Ld.Sunderland	34 ″ 2 s 8 ″ 0 26 ″ 9	
1344 200493 KSTH	**Mongolia** **SteelTwinScSr** *E.Rice* 11–12 *Elec.light* Wireless Sub.Sig. 4*Dks*(*Stl–Uws*) &*Shelter dk*(*Stl*–ws) *ss*NYk.No.3–7,16	13639 11603 8750	✠100A1 *Shelter dk with freeboard* 7,16 10,15 MS4,12	H Kg NYk LMC 6,17 BS12,16	*n*†	5,15 8,17	1904 1mo	New York S.B.Co. Camden,N.J. A&CP	Atlantic Transport Co. of West Virginia *WB* = *Cell D Ba* 160′*u E* &*B* 113′*f* 229′ 2270*t*	600·0 B *on Shelter dk* 204′ *D Tanks a* 25′ 584*t*	65·3 FK&BK3″	31·1 39·1 35′ 588*t*	New York Utd. States 9*BHCem* *APT* 40*t*	Q.8Cy.30″,43″,63″&89″–60″ 215lb *215lb* (*s*) FD 1923NHP 4D&4SB36*cf* GS636HS28276 N.Yk.S.B.Co.Camden,N.J. 35′ 978*t FPT* 123*t APT* 89*t*	43 ″ 4 s 10 ″ 4 33 ″ 7	
1345 117383 VGSW	**—** **SteelTwinScSr** *H.G.H.Llewellin* –13 Wireless 3*Dks*(*M Stl*-ws *pt* teak *L Stl*-ws)& *Elec.light Ref.Mchy. Spar dk*(*Stl*-teak s)	9505 7207 4940	✠ *Spar dk* 1,04 ✠	Lon	*h*†		1903 10mo	Caird&Co. Ld. Greenock	P.&O.Stm.Nav.Co *WB* = *Cell D Ba* 99′*u E &B* 133′	520·9 P46′B263′F93′ 33·3 *f* 189′ 1231*t*	58·3 FK&BK3″	24·8 *FPT* 61*t*	Greenock British 9*BHCem* *APT* 40*t*	T.6Cy.33″,52½″&84″–54″ FD 1588NHP 3D&4SB30*cf* GS620HS24440 Caird&Co.Ld.Greenock	37 ″ 3	BT till 5,17
1346 3147 JHMB	**—** **IronScSr** *A.P.Hall* –10 (*ex*Thornycroft) *Well deck* 1*Dk*(*Irn*)2*trB* *Cargo battens not fitted*	1678 1308 1045	✠100A1 12,16 ✠LMC 7,16	Got	*q*	4,16	1882 8mo	W.Gray& Co. W Hartlepool A&CP	Rederiakt Svensaka Lloyd (H.Metcalfe, *Mgr.*)	257·1 Q98′B66′F30′	35·7 BK9″ *WB* = *DB*	18·9 *a* 82′*f* 92′ 316*t*	Gothenbrg Swedish 4*BHCem*	C.2Cy.28″&60″–39″ (*b*) 80lb *90lb* NDB16 167NHP 2SB,*4cf*,GS68,HS2602 Blair&Co.Ld.Stockton	20 ″ 2 s 1 ″ 9½ 19 ″ 2	
1347 98605 MBSW	**Mongolian** **SteelScSr** *W.A.Milne* 15–15 Wireless *Ref.Mchy. Elec.light* 2*Dks*&*Spar dk*	4038 4279 3088	4892 3110		…		1891	D&W Henderson&Co. Glasgow	Indian&Peninsular S.N.Co.Ld.	400·0 P23′B144′ FK	45·2 30·6 *WB*	23·3	Glasgow British	T.3Cy.30″,50″&80″–60″ 582NHP D&W.Henderson&Co.,Gls.		
1348	**Mongoogai** **SteelScSr** (*ex*Pronto) 1*Dk*&*Spar dk*	1012 907 719					1891	Flensburgr Schiffsb.Ges. Flensburg	Russian Government	202·5 B58′	30·3	18·6	Vladvostk Russian *WB*	T.3Cy.15″,27½″&43″–27″ 96NHP Flensburger Schiffsb.Ges.		
1349 93395 KSMW	**Monhegan** **WoodScSr** 1*Dk*2*trB*	387 — 212					1903	Cobb, Butler&Co. Rockland,Me	Eastern Steamship Corporation	128·0	26·7	11·2	Boston Utd. States	T.3Cy.13½″,22¾″&36″–24″ 64NHP		
1350 82541 HBSR	**Monica** **IronScSr** *W.Dale* –16 *Well deck* 1*Dk*2*trB*	841 672 477			…		1882	S.B.Co.de Maas Delfshaven	Crofton Shpg.Co Ld (R.&J.H.Rea *Mgrs*) *WB* = *Cell D Ba* 98′*u E* 20′*f* 112′ 387*t*	212·5 P39*t* Q40*t* B80*t* F25*t* BK8″	30·1	14·1 *D T a* 56′ 330*t* *FPT*	Hull British *WB*	C.2Cy.27″&50″–33″ NB91 99RHP Maat de Maas,Delfshaven	15 ″ 2	
1351 124032 HKCR	**Monksgarth** **SteelScSr** *J.M.Anderson* –15 *Well deck* 1*Dk*(*Stl*)&*deep framing* *Elec.light* *ss*Cff.No.2–15	1928 1512 1052	✠100A1 9,16 BS12,15 ✠LMC1,15	Cff	*r*	1,15	1907 1mo	Clyde S.B. &E.Co.Ld. Port Glasgow *Lloyd's*	Rea Shipping Co Ld (R&J.H. Rea *Mgrs*) *WB* = *Cell D Ba* 98′*u E* 20′*f* 112′ 387*t*	280·0 Q111′B58′F28′ *D T a* 56′ 330*t* *FPT*	39·5 FK	18·8 52*t* *APT* 40*t*	Liverpool British 4*BHCem*	T.3Cy.22″,35″&59″–39″ (*s*) 180lb *100lb* 269NHP 2SB,*6cf*,GS122,HS4606 Clyde S.B.&E.Co.Ld.P.Gl.	21 ″ 3 s 2 ″ 6 19 ″ 3	
1352 131833 HSLN	**Monkshaven** **SteelScSr** *W.T.Hesselton* –14 *ss*Bkn.No.1–15 1*Dk*(*Stl*)	3357 3159 2097	✠100A1 6,17 1,17 BS5,16 9,17 ✠LMC1,15	Cff Shl	*v*	2,17	1911 4mo	W.Doxford &Sons,Ld. Sunderland *Lloyd's*	Austin Friars Steam Ship Co Ld. (Houlder, Middleton & Co. Ld., *Mgrs.*) *WB* = *Cell D Ba* 92′*u E &B*	334·5 P27′B109′F30′ 43′*f* 153′ 771*t*	48·5 FK *F P T*	23·3 88*t* *APT* 171*t*	Whitby British 5*BHCem*	T.3Cy.23″,38″&64″–45″ (*s*) 180lb *100lb* 310NHP 2SB,*6cf*,GS116,HS4933 W.Doxford&Sons,Ld.Sld.	25 ″ 9 s 4 ″ 6 21 ″ 7	
1353 123491 HNVB	**Monkstone** **SteelScSr** *S.W.Decent* 04–09 1*Dk*(*Stl*)2*trB*&*deep framing* 3*Dk rule* *ss*Cff.No.1–14	3097 2931 1961	✠100A1 5,17 1,17 BS6,16 ✠LMC 8,15	N Ns Sws	*u*	6,16	1909 5mo	R. Thompson&Sons,Ld. Sunderland *Lloyd's*	Scarisbrick S.S.Co. Ld. (Elvidge& Morgan, *Mgrs.*) *WB* = *Cell D Ba*	330·5 P31′B102′F36′ 100′*u E* 24′*f* 138′ 629*t*	47·0 FK	21·9 5*BHCem* *APT* 157*t*	Cardiff British 5*BHCem* G.Clark,Ld.Sunderland	T.3Cy.24″,38″&64″–42″ (*a*) 180lb *90lb* 294NHP 2SB,*8pf*,GS127,HS4611	24 ″ 4 s 3 ″ 10½ 20 ″ 10	
1354 113379 RTBF	**Monmouth** **SteelScSr** *E.Sandy* –15 2*Dks*(*Stl*)&*deep framing*& Sub.Sig. Wireless *Elec.light Ref.Mchy.* *ss*Liv.No.3–8,13 *Shelter dk*(*Stl*) *ss*Cff.No.1–17	4078 3825 2569	✠100A1 *Shelter dk* 9,17 2,16 MS8,12	Brs Liv LMC 9,17 BS5,15	*x*	2,16 N9,17	1900 7mo	Sir Raylton Dixon&C.Ld. Middlesbro' A&CP	Canadian Pacific Railway Ocean Lines (Canadian Pacific Ocean Services, Ld. *Mgrs.*) *WB* = *Cell D Ba* 138′*u E &*	375·1 B42′*f* 150′ 448*t*	48·1 FK *D T a*	25·7 30′ 660*t* *FPT*	Liverpool British 6*BHCem*	T.3Cy.25″,41″&69″–48″ (*r*) 180lb 363NHP 3SB,*9cf*,GS174,HS5676 Sir C.Furness,Westgarth& Co.Ld.Mdb. 135*t APT* 40*t*	28 ″ 5 s 4 ″ 2 24 ″ 8	
1355 92022 KFGR	**—** **IronTwinSc** 2*Dks*	1440 — 931					1888	W. Cramp &Sons Co. Philadelphia	Central Railroad Co. of New Jersey	260·5	35·1	14·0	New York Utd. States	T.3Cy.19″,30″&50″–30″ NB05 137NHP W.Cramp&Sons Co.Phl.		
1356 124007 HJNB	**Monmouth Coast** **SteelSc3MstSr** *J.James* –15 (*ex*Faithful) 1*Dk*(*Stl*)&*deep framing* *Well deck Elec.light Mchy.Aft* *ss*Lon.No.2–16	874 730 431	✠100A1 7,17 7,16 MS4,15 ✠LMC	Lon	*n*	N6,16	1906 10mo	W. Harkess &Son,Ld. Middlesbro' *Lloyd's*	Powell, Bacon& Hough Lines, Ld. Coast Lines Ld *WB* =	212·0 P&B 128′F56′ *DB f* 146′ 244*t*	33·4 FK *F P T*	13·4 19*t* *APT* 3*t*	Liverpool British 3*BHCem*	T.3Cy.17″,28″&46″–33″ (*s*) 160lb 149NHP 2SB,*6pf*,GS100,HS2646 Richardsons,Westgarth& Co.Ld.Mdb.	15 ″ 10 s 1 ″ 1 15 ″ 1	
1357 115893 TQDH	**Monmouthshire** **SteelScSr** *F.G.P.Eccleston* 11–13 *Elec.light* 1*Dk*(*Stl*)&*Spar dk*(*Stl*)& Wireless Sub.Sig. *deep framing* *ss*Shl.No.3–2,15	5097 4693 3197	✠100A1 *Spar dk* 9,16 1,18 BS8,17 ✠LMC 2,15 *Carrying fuel oil in F.P. above 150 F. in D.B.*	Mdb Hay Yka	*z*	5,16	1902 9mo	Sunderlnd S.B.Co.Ld. Sunderland *Lloyd's*	Royal Mail Steam Packet Co. *WB* = *Cell D Ba* 126′*u E &*	400·0 P41′B160′F47′ *B* 40′	52·0 FK	20·1 28·1 *f* 180′ 1100*t*	London British 6*BHCem*	T.3Cy.28″,46″&77″–48″ (*s*) 180lb *180lb* 480NHP 3SB,*12rf*,GS207,HS7884 N.E.Marine Eng.Co Ld Nwc	30 ″ 11 s 6 ″ 2 25 ″ 2	
1358 202489 KVCD	**Monocacy** **SteelScSr** *T.M.Lloyd* 99–12 *Elec.light* 1*Dk*	617 — 420					1905	Maryland Steel Co. Sparro'Pt Md	Reading Co.	158·0	29·1	17·0	Philadlphia Utd. States	T.3Cy.18″,28″&45″–30″ 111NHP Maryland Stl.Co.Sparr'.Pt		V
1359 84497 SLPF	**Monowai** **SteelScSr** *J.M.Drewette* –15 *Elec.light Ref.Mchy.* 3*Dks* Wireless	3433 3320 2137					1890	W. Denny &Bros. Dumbarton	Union S.S.Co. of New Zealand, Ld.	330·0 H113*t*	42·2	24·8	Dunedin British	T.3Cy.25″,41″&68″–51″ 330NHP Denny&Co.,Dumbarton		

1 Numero d'Ordre / Numero Officiel / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terminaisons indiquant le mode d'entretien. Date d'établissement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille / Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. pc.
1360 KHRN	**Monrevel** *F.Bertrand* 11–11 (*ex* Onyx)	**IronScK** *ss* Hul. No. 3–5,03 *ss* Bdx. No. 2–11 1 *Dk*	157 144 45	✠100A1 *Stm Trawler* 8,12 ✠NB6.10 ✠LMC5.15	Arc		5,15	1891 6mo *Lloyd's*	Cochrane, Coopr&Schofield Beverley *SA&CP*	J.F.Castaing	101·4 Q19′F19′	20·6	11·0 BK7½′	La Rochlle French 3 *BH Cem*	C.2Cy.12⅝″&32″–22″ (*s*) 150lb 49NHP 1SB,*2pf*,GS27,HS755 Amos&Smith,Hull	11 ″ 10
1361 93382	**Monroe C. Smith** *Mchy. Aft* *Elec. light*	**SteelScSr** 1 *Dk* 2 *trB*	4281 — 3016					1903	American S.B.Co. Lorain,O.	Great Lakes SS.Co.	380·0 F48′	50·0	28·0 *WB*	Oswego,NY Utd. States	T.3Cy.22″,35″&58″–40″ 177NHP American S.B.Co.Cld.O.	
1362 MLKR	**Mons** ~~*Oscar* 15–16~~ *F.Michelsen* –17 (*ex* Torvig,*ex* Castlefield) 1 *Dk* (*Irn*) *pt Awng dk* (*Irn*) *& Web frames*	**IronScSr** *ss* Mmo. 2nd No. 3–8,15	2149 1623 1351	✠100A1 *pt Awng dk with freeboard* 1,17 ~~MBS12,17~~ ~~MBS9,16~~ ✠LMC4,15	Lon	*s*	~~1,17~~ 4,18	1890 3mo	Richardsn, Duck&Co. Stockton A&CP	Akties. Mons (M.Clausen)	277·0 P26′Q98′ *pt Awng dk* 177′ *WB = Cell*	37·5 BK9½′	18·5	Haugesnd Norwegian 4 *BH Cem* *DB* 184′422*t*	T.3Cy.21″,35″&57″–39″ (*r*) 160lb *100lb* NDB15 201NHP 2SB,*4cf*,GS74,HS2990 Blair&Co.Ld.Stockton	21 ″ 9 s 7 ″ 7 21 ″ 7
1363 106712 PLSN	— *J.H.Wilkinson* –16 (*ex* Monarch)	**IronScK** (*Trawler*) 1 *Dk*	163 151 69				…	1896	Cook, Welt'n&Gemmell Hull	H.Robinson (W.Grant, *Mgr.*)	105·0 Q24′	20·6	11·0 BK7½′	Grimsby British	C.2Cy.15″&34″–22″ 45RHP Bailey&Leetham,Hull	11 ″ 9
1364 HCLB	**Monsaldale** *S.Davey* –13	**SteelScSr** *ss* Bry. No. 2–14 1 *Dk* (*pt Irn & pt Stl*) *& deep framing*	2805 2600 1783	~~✠100A1~~ 5,16 ~~MS1,14~~ ~~✠LMC~~ ~~DB8,16~~ ~~MBS10,16~~	Bry	*u*	5,16	1905 4mo *Lloyd's*	Richardsn, Duck&Co. Stockton *SA&CP*	Dale S.S.Co.Ld. (Lucas&Co., *Mgrs.*) *WB = Cell DB* a 112′*u*	331·0 P30′B184′F29′ *E* 28′*f* 146′824*t*	47·5 FK	20·1 *FPT*	Bristol British 6 *BH Cem* 80*t APT* 120*t*	T.3Cy.23½″,39″&64″–42″ (*s*) 160lb *90lb* 276NHP 2SB,*6rf*,GS122,HS4300 Blair&Co.,Ld.,Stockton	22 ″ 6 ~~s 2–10½~~ 20 ″ 0
1365 KHTN	**Mont Blanc** *J.Savary* 12–13 1 *Dk* (*Stl*) *& Spar dk* (*pt Irn & pt Stl*) *& deep framing*	**SteelScSr** *ss* Bdx. No. 3–10,12	3121 2691 2252	✠100A1 *Spar dk* 9,16 ~~Examine 14.17~~ ~~MS9,16~~ ✠LMC ~~DBS4,16~~ ~~MBS9,16~~	N*t*	*u*	9,16	1899 6mo	Sir Raylton Dixon&CoLd Middlesbro' A&CP	Cie Générale Transatlantique *WB = Cell DB a* 94′*u*	320·0 P30′B76′F35′ *E* 20′*f* 140′651*t*	44·8 23·2 FK	15·3 5 *BH Cem* *APT* 120*t*	St.Nazaire French 180lb *80lb* 5 *BH Cem* 20′*f* 140′651*t*	T.3Cy.23″,36½″&62″–42″ (*s*) 247NHP 2SB,*6cf*,GS102,HS3500 N.E.Marine Eng.Co Ld Nwc	25 ″ 9 s 5 ″ 2½ 20 ″ 10
1366 KHRW	**Mont Cenis** *Paoli* –11	**SteelScSr** 2 *Dks*	4597 — 3456					1911	Napier& Miller,Ld. Glasgow	Soc.Gén.de Transp. Mar.àVap.	365·7 P217′F50′	49·1	24·5 *WB*	Marseilles French	T.3Cy.24″,40″&65″–45″ 283NHP D.Rowan&Co.Glasgow	
1367 KHSC	**Mont Cervin** *Lagos* (*ex* Phoenix)	**SteelScSr** *ss* Msl. No. 1–10 2 *Dks* (1 *Stl & Upt Irn & pt Stl*) *& deep framing*	*3576* *3413* *2285*	✠ ~~——~~ 12,14 ✠	Msl	*w*		1905 8mo	Earle'sCo. Ld. Hull	Soc.Gén.de Transp. Mar.àVap. *WB = Cell*	340·0 P31′B110′F32′ *DBa* 88′*u*	50·0 FK	24·5 *E* 20′*f* 152′	Marseilles French 6 *BH Cem* 775*t APT* 28*t*	T.3Cy.24′,39″&66″–45″ 322NHP 2SB,*6cf*,GS132,HS5050 Earle'sCo.Ld.Hull	27 ″ 0
1368 KHTS	**Mont Pelvoux** *A.Paoli* 97–07 *Elec. light*	**SteelSc** 2 *Dks*	4206 3877 3131					1907	Forg.& Ch. de la Médit. La Seyne	Soc.Gén.de Transp. Mar.àVap.	358·4 P41′Q39′B103′	48·2	26·7 *WB*	Marseilles French	T.3Cy.26½″,41″&65″–43½″ 278NHP Forg.&Ch.de la Médit.Msl.	
1369 KHTW	**Mont Rose** *Bastiani*	**SteelScSr** 1 *Dk & Spar dk*	3848 3618 2478					1902	Ch.&Atel. de Provence Port de Bouc	Soc.Gén.de Transp. Mar.àVap.	346·1 P41′H76′F35′	44·6	27·8 *WB*	Marseilles French	T.3Cy.24″,39⅜″&63″–47″ 272NHP Ch.&Atel.de Provence,Msl.	
1370 KHVG	**Mont Viso** *Brousse* –12 *Elec. light*	**SteelScSr** 3 *Dks*	4820 — 3599					1912	Ch.&Atel. de St.Nazaire St.Nazaire	Soc.Gén.de Transp. Mar.àVap.	366·7 P236′B67′F48′	49·3	24·0 *WB*	Marseille s French	T.3Cy.24⅛″,38¾″&67½″–42″ 295NHP Chant.&Atel.de St.Nazaire	
1371 KHSB	**Montaigne** *A.Etienne* 11–12	**SteelScSr** (*Trawler*)* 1 *Dk*	226 201 66					1912	Crabtree& Co.Ld. Gt.Yarmouth	Louis Papin	115·0	22·2	9·3	Boulogne French *WB*	T.3Cy.11″,18′&30″–21″ 41NHP Cen.Mar.Eng.Wrks.WHpl	
1372 142282 JSCW	**Montana** *J.H.Carey* –18 *Elec. light* *Mchy. Aft*	**SteelScSr** *Longitudinal framing* 2 *Dks* (*Stl*) *& Web frames*	6970 6366 ~~4411~~	✠100A1 1,18 ~~✠LMC1,18~~ ~~(Class Contemplated)~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 1,18 *F.*	Sld	*a*†		~~1917~~ 1918 1mo *Lloyd's*	Sir J. Laing &Sons,Ld. Sunderland *SA&CP*	~~W.Wilhelmsen~~ H.E.Moss&Co. *Cell DBa E&B* 55′142*t*	~~425·0~~ ~~P102′B27′F40′~~ P101 B28 F45′ *DT* 738′518*t AP* 1753*t*	~~57·0~~ ~~33′~~ FK	~~39·2~~ ~~British~~ *BHpt Cem*	London ~~Norwegian~~ British	T.3Cy.27″,45″&74″–54″ (*s*) 180lb 559NHP 4SB,*12cf*,GS196,HS8248 FD G.Clark,Ld.Sunderland	33 ″ 0 s 7 ″ 4 26 ″ 0
~~1373~~ Foundered 9,17	— *N.Pappadopoulos* 94–07 (*ex* Nicolaos, *ex* Rhodos)	**IronScSr** 1 *Dk*	150 102 102					1865	..... Archipelago American S.S.Co. (G.Farkouh, *Mgr.*)		115·0 P—′B—′F—′	17·0	10·0	Smyrna Utd. States	C.2Cy.12′&22″–18″ NE&B91 17NHP McDowall&Barbour,Pir.	
1374 211088 LCTW	**Montanan** *Wright* *Elec. light* *Ref. Mchy.*	**SteelScSr** 2 *Dks* (*Stl*) *& Shelter dk* (*Stl*) 3rd *dk in No. 1 hold & Web frames* *Longitudinal frami g* Sub.Sig. Wireless	6659 6423 4124	✠100A1 *Shelter dk with freeboard* 6,16 ✠LMC4,15 *Fitted for oil fuel* 4,13 *F. P. above* 150° F. Lloyd's RMC 12.16. for temp. 35° F.	N Yk	*a*†	12,15	1913 4mo	Maryland Steel Co. Sparro' Pt Md A&CP	American-Hawaiian S.S.Co. *Intermediate in No. 2 hold WB = Cell D*	407·7 FK *tween dk BH* 6 *B H to 2nd dk* 1 *B Ba* 122′*u E&B* 54′*f* 1	53·7	36·1	New York Utd. States *Cem* *to Upr dk only* 66′ 1234*t DT*	Q4Cy25½″,37″,53½″&78″–54″ 215lb *(s)* 704NHP 3SB(FD)&1Aux.SB,*14cf*, GS241,HS10618 Maryland Stl.Co.Sparr'.Pt. *f* 30′866*t FPT* 125*t APT* 52*t*	39 ″ 6 s 10 ″ 3½ 29 ″ 6
1375 MBCF	**Montañes** *C.Camus* –98	**SteelScSr** 1 *Dk*	396 294 223				…	1889	J.Jones& Sons Liverpool	Gutierrez Hermanos	149·5 Q32′B14′F23′	25·0 FK	11·8 *WB*	Manila Utd. States	T.3Cy.14″,22″&36″–24″ 70NHP J.Jones&Sons,Liverpool	12 ″ 5
1376 4830 JQTP	**Montanus** *N.Månsson* –08 *Mchy. Aft*	**SteelScSr** 1 *Dk*	215 164 101					1908	Göteborgs M.V.Aktieb. Gothenburg	Sulitelma Aktiebolag (N.Persson, *Mgr.*)	102·2 B24′H14*t*F14′	22·2	10·1 *WB*	Hlsngborg Swedish	C.2Cy.12″&25½″–18″ 23NHP Göteborgs M.V.Aktieb.Got.	
1377 80808 JVDT	**Montara** (*ex* Willamette)	**IronScSr** 2 *Dks*	2562 — 1695					1881	J.Roach& Son Chester,Pa.	Harby S.S.Co.	315·6 P150′F40′	39·2	21·8	New York Utd. States	T.3Cy.22″,36″&59″–39″ NB98 *Eblt* 91 *ftd* 98 217NHP Blair&Co.Ld.Stockton	
1378 20637 KRSH	**Montauk** (*ex* Queen Caroline) Wireless	**SteelSc** 1 *Dk*	641 — 436					1902	Baltimore S.B.&D.D.Co. Baltimore	Montauk Stmbt Co. Ld.	193·0	30·1	11·2	New York Utd. States	T.3Cy.16″,25′&42″–36″ 106NHP	
1379 91216	—	**WoodSc**	139 — 95					1880	..... Kennebec,Me	Fisheries Co.	116·0	18·7	9·3	Greenport Utd. States		
1380 110617 RKDO	**Montauk Point** (Detained at Hamburg) *E.Cove* –12 2 *Dks* (1 *Stl & U Irn*) *& deep framing lower deck forehold*	**SteelScSr** *ss* Liv. No. 3–4,12	4822 4315 3026	✠100A1 3,14 BS6,13 ✠LMC4.12	Bmn	*y*	3,14	1899 11mo	R.Stephen-son&Co.Ld Newcastle A&CP	Scotia S.S.Co.Ld. (Shankland, Russell&Co. *Mgrs*) *WB = Cell DB a* 115′*u E* 27′*f* 154′	376·0 P34′B227′F47′	50·1 FK	27·3	Liverpool British 7 *BH Cem*	T.3Cy.26″,43″&71″–48″ (*s*) 180lb *120lb* FD 402NHP 2SB,*3rf*,*3cf*,GS114,HS5210 R.Stephenson&Co Ld.Nwc 1029*t DT* a 32′793*t APT* 42*t*	30 ″ 1 s 4 ″ 9 25 ″ 8

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys.	3 Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. / Ship. / Engines	9 By Whom. / Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L. R. Date of last Trade Cert.
1381 117069	**Montcalm** *E.Pelletier* –09 *Elec.light* Wireless	**SteelTwinScSr** 2*Dks*(*Stl–Mp*tws) *CruiserStern*	1432 973 586	✠ *Water tube bo* 6,08 ✠	Qbc	*q* *oilers*		1904 11mo	Napier& Miller,Ld. Glasgow	CanadianGovern-ment *WB* = *Cell D B a* 42′ *u E*	245·0 P&B168′F42′	40·6	15·7 BK9″	Ottawa British 5 *B H Cem* 67 *t A P T* 48 *t*	T.6Cy.23½″,38″&64″–42″ 840NHP 4B,GS349,HS12800 FD Fleming&Ferguson,LdPsy	18 ″ 0	
1382 QSJP	**Monte Bianco** *G.Maggiolo* –17 (*ex*Nimrod) *Elec.light Ref.Mchy.*	**SteelScSr** 2*Dks*(*Stl*)	6968 5440 4511	✠100A1 8,17 ~~4,16~~ ~~Lloyd's RMC 12,17~~ ✠LMC 10,15 2,17 ✠Lloyd's RMC 1,17 ~~11,17~~ 1,17	Bel Spz	*a*†	N12,16	1913 10mo	Stabilmnto Tecnico Trieste	Requisitioned by theItalianGovt. (ItalianStateRlys) *Cell D B a* 151′ *u E* 25′ *Lloyd's A&CP*	459·0 P38′B279′F44′ 54·2 *f* 191′ 1355 *t D T a* 34′	52·6 FK	27·6 Genoa Italian 7 *B H Cem* 935 *t A P T* 29 *t*	T.3Cy.27½″,45″&75″–48″ 180lb 529NHP 3SB,9*cf*,GS177,HS7688 FD J.G.Kincaid&Co.Grk.	30 ″ 6 s 5 ″ 4 25 ″ 6	
1383 KHTR	**Monte Doro** *Le Guellec*	**SteelScSr** 1*Dk*	290 229 121					1904	Cie. Franç. de Nav.&de Const.Nav. Arles	V.Mahieux *WB*	147·0 Q26′H38′F19′	20·4	11·7	Rouen French	C.2Cy.21⅜″&38⅜″–23⅜″ Cie.Franç.deNav. &deConst.Nav.,Lyons 60NHP		
1384 HVML	**Monte Faro** *D.Seoane*12–10 (*ex*Villarramiel, *ex*Cytos) *Well deck*	**SteelScK** 1*Dk*	178 135 83			...		1897	Escreet& Richmond BurtonStathr	J.Longueira *WB*	100·0 Q30′B9′F14′	20·2 BK6½″	8·5	Corunna Spanish	C.2Cy.12″&24″–18″ 30NHP Escreet&RchmndB.Stathr	9 ″ 1	
1385 RSKD	**Monte Penedo** *J.Lührs* *Elec.light*	**SteelTwinScSr** *Oil Engines* 2*Dks*	3693 ~~3324~~ 2312	*Name changed to "Sabará," See No. 74 in Supplement*				1912	Howaldts-werke Kiel	Hamburg-Süd-Amerik.Dampf-schifffahrts.Ges. *WB*	350·7 P&B279′F33′	50·1 —	23·7	Hamburg German	OilEngines 2S.C.SA 8Cy.18¼″–26¾″ 340NHP Gebr.Sülzer,Winterthur		G
1386 QSLH	**Monte Rosa** *A.Muro*16–16 (*ex*Daksa) *Elec.light Ref.Mchy.*	**SteelScSr** *ss*Liv.No.1–16 1*Dk*(*pt Stl&pt Irn*)2*tr B*	4140 3989 2644	✠100A1 5,16 ✠LMC 5,16 ✠Lloyd's RMC ~~5,17~~ 6,17 ~~SS 5,17~~ 12,17	Liv	*x*	~~5,16~~ 6,17	1911 3mo	J Readhead &Sons,Ld. S.Shields	Requisitioned by theItalianGovt. (ItalianStateRlys) *Cell D B a* 124′ *u E* 24′ *Lloyd's A&CP*	372·0 P32′B208′F34′	51·5 FK	25·1 Naples Italian 7 *B H Cem* *D T f* 28′998 *t*	T.3Cy.26″,43″&71″–48″ (*r*) 180lb 398NHP 3SB,9*cf*,GS150,HS6410 J.Readhead&Sons,LdSShl	26 ″ 8 s 4 ″ 1 23 ″ 0	
1387 HVMG	**Monte Toro** *B.Cabot*95–06 (*ex*Bocognano)	**IronScSr**	851 — 398					1884	Claparède &Co. Rouen	"La Maritima" Cia.Mahonesa de Vapores	216·5 H—F21′	29·0	17·6	Mahon Spanish	C.2Cy.33½″&59½″–35½″ NB97 176NHP Claparède&Co.,Rouen		V
1388 HVMK	**Monte Video** *E.Agacino* –17 *Elec.light* Sub.Sig. Wireless	**SteelScSr** *ss*Cdz.2ndNo.3–7,16 2*Dks*(*Stl*–ws)3*tr B*	5205 4225 3226	✠100A1 7,17 ~~3,17~~ ✠LMC MS7,16 BS5,17	Cdz NYk	*z*	3,17	1889 8mo	W.Denny &Bros. Dumbarton	Cia.Trasatlantica *Lloyd's A&CP*	410·5 P42′B164′F48′	48·2 BK11″	29·4 Barcelona Spanish 6 *B H Cem* *W B* = *Cell D B* 356′689 *t*	Q4Cy.32″,46½″,64½″&92″–60″ 180lb *180lb* (*s*) 748NHP 3DB,*18cf*,GS351,HS9630 FD Denny&Co.,Dumbarton	32 ″ 3 s 7 ″ 3½ 26 ″ 4	
1389 110554 QVNC	**Monteagle** *A.J.Hailey* –15 *Ref.Mchy.* *Elec.light* Wireless	**SteelTwinSc4MstSr** *ss*H.Kg.No.3–1,11 *ss*H.Kg.No.1–15 2*Dks*(*Stl*)&*deep framing* &*Shelter dk*(*Stl*)	6163 5220 3953	✠100A1 *Shelter dk* ~~2,17~~ 2,17 ~~2,17~~ 2,18 ✠LMC 2,17	H Kg Nag	*b*†	2,17	1899 3mo	Palmers' Co.Ld. Newcastle	CanadianPacific Rly.OceanLines (CanadianPacific OceanServices,Ld. *Mgrs.*)	445·0 *Shade dk* 126′ *W B* = *Cell D B a* 102′ *u E&B* 87′ *f* 179′	52·2 FK A&CP	27·7 ~~Liverpool~~ Vancvr.B.C. British 7 *B H Cem* 1192 *t D T a* 3	T.6Cy.26″,43″&70″–45″ (*s*) 180lb 738NHP 3DB,*18cf*,GS363,HS11721 Palmers'Co.Ld.Nwc. 5′845 *t F P T* 170 *t A P T* 90 *t*	30 ″ 10 s 6 ″ 2 25 ″ 0	
1390 132272 HTQD	**Montebello** *H.Montgomery* –14 *Elec.light*	**SteelScSr** 2*Dks*(*Stl*)	4324 4144 2770	✠100A1 10,15 ~~Lloyd's RMC 12,15~~ ✠LMC 12,15	Mdb	*x*	~~10,14~~ 1,18	1911 11mo	Earle's Co. Ld. Hull	Ellerman's Wilson Line Ld. *Lloyd's A&CP* *W B* = *Cell*	385·0 P30′B117′F40′ *'Tween dk BH in after hold dispensed with D B a* 115′ *u E&B* 47′ *f* 176′ 913 *t A P T* 20 *t*	50·5 FK	27·2 Hull British *Cem* 5 *B H to U dk* 1 „ *2nd dk*	T.6Cy.25″,41″&69″–51″ (*s*) 180lb 398NHP 3SB,9*pf*,GS172,HS6525 Earle'sCo.Ld.Hull	29 ″ 9 s 5 ″ 8 24 ″ 5	
1391 120 QSJV	— (*ex*Fanfulla)	**SteelScSr** 2*Dks*3*tr B*	2603 2376 1606			...		1887	J Readhead &Co. S.Shields	Società Marittima Italiana *WB*	300·0 P32′ B74′ F37′	40·2	24·5 Naples Italian	T.3Cy.22″,36″&60″–39″ NB06 225NHP J.Readhead&Co.,S.Shields	26 ″ 11 s 4 ″ 10 23 ″ 4	I
1392 88 QSKT	**Montecristo** *L.Guasconi* *ex*Lombardia)	**IronScSr** (*ex*Giglio, 2*Dks*	429 355 170			...		1862	Palmer Bros.&Co. Newcastle	Soc. Anon. di Nav. Toscana (Flli. Orlando&Co. *Mgrs.*)	192·2 Q54 *t* H40 *t* F18 *t*	24·9	13·4 Leghorn Italian	C.2Cy.24″&43″–30″ NB97NE76 84NHP G.Ansaldo&Co.Smprdrna.		I
1393 108386 QFLW	**Montenegro** *E.T.F.Cole* –16 *Elec.light*	**SteelScSr** *ss*Mdb.No.3–7,11 *ss*Liv.No.1–14 2*Dks*(1*Stl UIrn*)& *deep framing*	4466 4129 2684	✠100A1 5,18 ~~1,17~~ ✠LMC ✠NB 12,14 MS8,15	Liv	*x*	~~N1,17~~ 5,18	1898 7mo	D&W Henderson&Co Glasgow	Elder Line Ld. (Elder,Dempster &Co.Ld. *Mgrs.*) *W B* = *Cell D B a* 123′	375·0 P40′B102′F40′ *u E* 23′ *f* 162′ 1100 *t*	50·0 FK A&CP	26·0 Liverpool British 6 *B H Cem* *A P T* 45 *t*	T.3Cy.25″,41″&67″–48″ (*s*) 175lb *100lb* NDB14 390NHP 2SB,*6cf*,GS120,HS5440 FD D.&W.Henderson&Co.Gls.	28 ″ 8 s 5 ″ 8½ 23 ″ 5	
1394 24 QSLO	— *Elec.light*	**SteelScSr** 2*Dks*3*tr B*	2504 2067 1541					1898	G.Ansaldo &Co. SestriPnente	Società Italiana di Servizi Marittimi	321·3 Q42′B114′F37′	39·2	22·3 Venice Italian *WB*	T.3Cy.22½″,37″&59″–40″ 220NHP G.Ansaldo&Co.Sampierd.		I
1395	— *R.Dillon* –11 *Elec.light*	**SteelScSr** 1*Dk*& *Promenade dk*	*430* *308* *293*			...		1911	Cammell Laird&Co. Ld Birkenhead	Banco do Brazil	150·0 F31′	32·1 FK	9·7 Manaos Brazilian	T.3Cy.13½″,23″&35″–24″ 84NHP VauxhallEng.CoLd.Luton	10 ″ 0	
1396 93132 KQVM	**Monterey** *Lambert* *Ref.Mchy.* *Elec.light* reless	**SteelTwinScSr** 2*Dks*& *Hur.dk*4*tr B*	4702 — 2948					1901	W Cramp& Son's Co. Philadelphia	New York&Cuba Mail S.S.Co. *WB*	341·0	47·7	16·9 New York Utd. States	T.6Cy.23½″,39″&65″–42″ 548NHP W.Cramp&Sons Co.		R
1397 91952 KDWH	— *Petrol Motor* 1*Dk* (*See Sailing Ship Register*)	**WoodAuxScSr**	126 113 120					1887	M.Turner Benicia,Cal.	C.Anderson	96·5	28·0	7·5 S.Frncisco Utd. States	Petrol Motor		
1398 KHTQ	**Montesquieu** *L.Benoit*12–12	**SteelSc** (*Trawler*) 1*Dk*	198 — *65*					1910	Baheux frères Boulogne	Louis Papin *WB*	109·4	22·1	12·4 Boulogne French	C.2Cy.14⅜″&27⅜″–17 7/16″ E *made* 98 *fitted* 10 27NHP Lucas&Co.Dieppe		V
1399 RMGN	**Montevideo** *W.Mette* *Elec.light*	**SteelScSr** 1*Dk*& *Spar dk* &*deep framing*	4140 3800 2644			...		1901	Gourlay Bros.&Co. Dundee	Hamburg-Süd-Amerik.Dampf-schifffahrts Ges. *WB*	376·2 P37′B234′F36′ 26·4	47·1 FK	17·8 Hamburg German	T.3Cy.25″,43″&70″–48″ 417NHP Gourlay Bros.&Co.Dundee		G
1400	— *Elec.light*	**SteelTwinScSr**	*735* *449* *451*					1889	Ailsa S.B. Co. Troon	Cia.Argentina de Nav.(Nicolas Mihanovich)Ltda.	200·2	31·1	10·4 M.Video Uruguayan	T.6Cy.14″,22″&36″–24″ NB02 127NHP D.Rowan&Son,Glasgow		
1401	— *A.Autran* –12 *Elec.light*	**SteelScSr** 1*Dk*& *Prom dk*	*240* *164* *163*			...		1910	Edwards& Co. London	Braga,Sobrinho& Co.	124·9 F21′	26·3 FK	7·1 Para Brazilian	C.2Cy.14½″&30″–20″ 56NHP Crabtree&Co.Ld.Gt.Yar.	7 ″ 6	

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. / Visites Périodiques.	3 Ex-nom, s'il y a lieu. / Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maximum entre deux d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pt.
1402 110604 RHKW	**Montezuma** SteelTwinSc4MstSr *Griffiths* ss Lon.No.3–1,12 *Elec.light* 2 *Dks(Stl)* & *Web frames* Wireless & *Shelter dk(Stl)*		8360 7024 5358	✠100A1 *Shelter dk* 5,14	Lon	*d*†	P N 12,13 s12,13	1899 9mo	A. Stephen & Sons Glasgow A&CP	**The Admiralty**	485·0 P81′	59·0 FK	30·5	**Liverpool** British	T.6Cy.22½″,36″&61″–48″ (*s*) 180lb 660NHP 3SB,*12cf*,GS225,HS9260 FD A.Stephen&Sons,Glasgow	33 ″ 6 s 6 ″ 6 27 ″ 4
										WB = Cell D Ba	173′*u E&B* 65′ *f* 189′			1577*t* *DTf*	30′990*t DT a* 33′908*t APT* 75*t*	
1403 110568 RCLW	**Montfort** SteelTwinSc4MstSr *A.J.Peters* –17 ss Lon.No.3–4,11 *Ref.Mchy.* ss Brs.No.1–16 *Elec.light* 2 *Dks(Stl)* & *deep framing* & Sub.Sig. Wireless *Shelter dk(Stl)*		6578 5242 4126	✠100A1 *Shelter dk* 4,18 2,17 LMC MS11.14 BS2.17 *Carrying oil fuel F.P. above* 150′ *F. in deep tank*	Brs	*b*†	s12,15 s2,17 P5,18	1899 4mo	Palmers' Co.Ld. Newcastle A&CP	**Canadian Pacific Rly. Ocean Lines (Canadian Pacific Ocean Services, Ld.** *Mgrs.*)	445·0 FK	52·2 *WB = Cell D Ba* 102′ *u E&B* 87′ *f* 179′	27·8	**Liverpool** British	T.6Cy.26″,43″&70″–45″ (*s*) 180lb 731NHP 3DB,*18cf*,GS363,HS11721 Palmers' Co.Ld.Nwc. 1192*t* *DT a*	30 ″ 10 s 5 ″ 2½ 26 ″ 0
1404 140302 JPVN	**Montilla** SteelScSr *W.T.Russell* 09–17 2 *Dks(Stl)* & *Elec.light* *Ref.Mchy.* *Shltr dk(Stl–ptws)* *Cruiser Stern*		~~6597~~ 5187 ~~3500~~ 3528	✠100A1 *Shelter dk with freeboard* 11,17 *(Class Continued placed in)*	PGl	*y*		1917 8m9	Russell & Co. Pt.Glasgow *Lloyd's*	~~Blue Star Line, Ld.~~ Montilla S.S.Co.Ld (Blue Star Line Ld., *Mgrs.*)	~~290·8~~ ~~F60′~~ 389′8 FK	53·2 *F on Shltr dk* 50 *Cell D B* 342′ 912*t f P T*	24·7 6 *B H Cem* 748 *t APT* 24*t*	**London** British	T.3Cy.24½″,41½″&70″–48″ (*s*) 200lb 548NHP 3SB,*9cf*,GS150,HS8438 FD D.Rowan&Co.Glasgow	36 ″ 0 s 9 ″ 2 27 ″ 1
1405 131499 NTMB	**Montoro** SteelScSr *S.Mortimer* –13 ss Syd.No.1–15 *Elec.light* 2 *Dks(Stl U–ws)* *Ref.Mchy.* 3*rd dk in fore hold* Wireless		4057 3141 2500	✠100A1 ~~9,17 12,16~~ 3,18 Sng BS1.18 LMC10.15 Lloyd's RMC1.17 ~~11,17~~ 10,17 ~~11,17~~	Syd	*w*	7,16 ~~7,18~~ 4,18	1911 12mo	Clyde S.B. & E.Co.Ld. Port Glasgow *Lloyd's*	**Burns, Philp & Co. Ltd.** *WB = Cell D Ba* 84′ *u E&*	360·6 P41′B158′F48′ FK *B* 61′ *f* 167′ 746*t* *f P T*	47·2	23·8	**Sydny NSW** British 6 *B H Cem* 68*t* *APT* 20*t*	T.3Cy.27″,43″&72″–48″ (*r*) 180lb 661NHP 4SB,*12cf*,GS252,HS11156 FD Clyde S.B.&E.Co.Ld.P.Gl.	26 ″ 3 s 4 ″ 0½ 22 ″ 9
1406 208367 LBTC	**Montoso** SteelScSr *Dauphy* ss NYk.No.1–14 2 *Dks(Stl)* *Elec.light*		3063 2890 1942	✠100A1 ~~2,18~~ 2,17 NYk NNs BS7.17 LMC7.16	NYk	*u*	~~12,15~~ 2,18	1911 3mo	Nwprt Nws S.B.& D.D.Co Newprt News A&CP	**New York & Porto Rico S.S.Co.** *WB = Cell D Ba* 95′ *f* 147′84	335·0 *uE&B* 41′ 5*t* *FPT* 85*t* *APT* 43*t* FK	46·8	22·7	**New York** Utd. States *Cem* 4 *B H to U dk* 1 *B H to 2nd dk*	T.3Cy.21½″,36″&63″–42″ (*s*) 190lb 309NHP 3SB,*9cf*,GS184,HS5040 Newport News SB&DD Co.	25 ″ 0
1407 113378 RSKQ	**Montreal** SteelTwinSc4MstSr *A.H.Clews* –17 ss Lon.No.3–2,12 2 *Dks(Stl)* 3*tr B* & *deep framing* & *Elec.light* ss Lon.No.1–17 *Shelter dk(Stl)* Sub.Sig. Wireless *Carrying fuel oil F.P. above* 15° *F. in D.B.*		8644 6644 5552	✠~~100A1~~ *Shelter dk* 1,18	Lon Liv	*d*†	~~P4,15~~ ~~s2,16~~ N3,17	1900 7mo	C.S.Swan & Hunter, Ld. Newcastle A&CP	**Canadian Pacific Rly. Ocean Lines (Canadian Pacific Ocean Services, Ld.** *Mgrs.*) *uE&*	469·5 FK *B* 61′ *f* 195′ 1419*t*	56·2 *WB = C Cell D Ba* 141′ *f* 33′ 760*t*	31·9 *DT*	**Liverpool** British 6 *B H Cem* 4 *SB*,*12cf*,GS256,HS10260 FD Wllsnd Slpwy.Co.Ld.Nwc. a30′850*t* *FPT* 116*t* *APT* 85*t*	T.6Cy.22″,37″&61″–48″ (*s*) 180lb 702NHP 4SB,*12cf*,GS256,HS10260 FD Wllsnd Slpwy.Co.Ld.Nwc. a30′850*t* *FPT* 116*t* *APT* 85*t*	34 ″ 10 s 6 ″ 9 28 ″ 6
1408 116600	— SteelPad 1 *Dk*		4282 2398 2299					1904	Richelieu & Ontario Nav. Co. Sorel	**Canada Steamship Lines Ld.**	332·4	43·5	14·8	**Montreal** British	T.3Cy.32″,53″&88″–77″ 680NHP Bertram E.W.Co.Ld. Trnto	
1409 99595 JNBQ	— IronScK *S.D.English* –14 *Paraffin Motor* 1 *Dk*		136 133 80	✠ *Stm Trawler* 8,94	Hul			1893 5mo	Cook, Welt'n & Gemmell Hull	Iceland Shipping Co.Ld. (*J.Slater Mgr.*)	99·0 BK 7½″ *WB = F P T* 17*t*	20·5	11·0	**Hull** British 3 *B H Cem*	Paraffin Motor 2S.C.SA 4Cy.9½″–10½″ *made* 14 Torbinia Eng.Co.Ld.Lwt.	11 ″ 10
1410 118700 HBRJ	**Montrose** SteelScSr *D.Reid* –11 ss Ham.No.2–13 *Elec.light* 1 *Dk(Stl)* & *Spar dk(Stl)* & *deep framing*		4452 3522 2884	✠100A1 *Spar dk* 6,16 BS1.18 BS4.17 LMC12.12	PNl	*x*	4,17	1905 1mo	C.Connell & Co.Ld. Glasgow *Lloyd's*	**J.Warrack & Co.** P&F *dks(Stl–ws)* *Bdk(Stl–teaks)* FK *Cell D Ba* 118′ *u E&* *B* 44′ *f* 156′ 864*t* *FPT*	365·0 P39′B210′F48′ 25·9 *B* 44′ *f* 156′ 864*t* *FPT*	47·3	17·9	**Leith** British 6 *B H Cem* 67*t* *APT* 96*t*	T.3Cy.26″,42″&70″–48″ (*s*) 190lb *120lb* 385NHP 2SB,*8cf*,GS170,HS6000 Dunsmuir&Jackson Ld Gls	28 ″ 3 s 4 ″ 2½ 24 ″ 5
1411 HVMC	**Montserrat** SteelScSr *D.F.Corbeto* 96–15 (*ex* Dania) *Elec.light* 2 *Dks* & *Spar dk* & 4*tr B* Sub.Sig. Wireless		4147 — 2298					1889	Act.Ges. "Vulcan" Stettin	**Cia. Trasatlantica**	373·2 P46′H120′F60′	44·0 *WB*	29·8	**Barcelona** Spanish	T.3Cy.33″,58″&84½″–55″ 530NHP A.G "Vulcan," Stettin	
1412	**Montserrat II.** SteelScK *J.Mas* –11 (*ex* Gibbar, *ex* Triton)	ss Bcl.No.2–15 1 *Dk*	208 194 59	✠100A1 *Stm Trawler* 1,17 LMC5.15 NB12,09 BS~~4.13~~13	Bcl		9,16	1906 2mo	Goole S.B. & Repg Co.Ld. Goole *Lloyd's*	**J.Vidal y Barraquer**	116·8 BK 7½″	21·6	12·0	**Barcelona** Spanish 3 *B H Cem*	T.3Cy.12″,21″&33″–24″ (*r*) 180lb 72NHP 1SB,*3pf*,GS49,HS1306 G.T.Grey,South Shields	13 ″ 0
1413 QSLW	**Monviso** SteelScSr *Longobardo* –16 (*ex* Zvir) *Ref.Mchy.* *Elec.light*	ss Liv.No.1–16 1 *Dk(Stl)*	4286 3303 2766	✠100A1 10,16 LMC10.16 Lloyd's RMC~~4.17~~ 3,17 ~~11,17~~	Gen	*w*	10,16	1912 5mo	R. Thompson & Sons, Ld Sunderland *Lloyd's*	**Requisitioned by the Italian Govt. (Italian State Rlys)** *Cell D Ba* 106′ *u E25*	352·9 P35′B215′F36′ FK *f* 152′ 866*t*	50·8 *FPT* 93*t*	21·6 *APT* 155*t*	**Genoa** Italian 6 *B H Cem*	T.3Cy.24½″,40″&66″–45″ (*s*) 180lb *100lb* 321NHP 2SB,*8cf*,GS124,HS5014 N.E.Marine Eng.Co.Ld.Sld	24 ″ 0 s 3 ″ 0 21 ″ 4
1414 71 QSLM	— SteelScSr *E.Revello* 01–06 ss Gen.No.3–1,16 1 *Dk(Stl)* 2*tr B* & *deep framing* 3 *Dk rule* & *Shelter dk(Stl–ws)*		4020 3890 2522	✠100A1 *Shelter dk with freeboard* 1,16 BS4.16 LMC3.15	Gen	*v*	6,15	1902 11mo	Cant. Nav. di Muggiano Spezia *Lloyd's*	**Nav. Alta Italia (Soc. Anon.)** *WB = Cell D Ba* 92′ *u E&B* 42′ *f* 134′ 821*t*	338·5 FK	48·0	22·0 *APT* 150*t*	**Genoa** Italian 6 *B H Cem*	T.3Cy.24″,40″&66″–48″ (*s*) 180lb *100lb* 356NHP 2SB,*6cf*,GS114,HS4707 FD Richardsons, Westgarth & Co.Ld.Hpl.	24 ″ 3 s 8 ″ 9½ 23 ″ 8
1415 117397 HDNQ	**Mooltan** SteelTwinScSr *A.L.Valentini* –17 3 *Dks(M Stl–ws pt teaks & L Stl–ws)* & *Spar* *Elec.light* *Ref.Mchy.* Wireless *Oil Eng.* *dk(Stl–teaks)*		9723 7176 4940	✠ *Spar dk* 10,05	Sou	*g*†		1905 10mo	Caird & Co. Ld. Greenock	**P.&O.Stm.Nav.Co.** *WB = Cell D Ba* 90′ *u E&B*	520·4 P86′B268′F94′ 33·2 FK&BK 3″ 160′*f* 180′ 1233*t* *FPT*	58·3	24·7 61*t* *APT* 91*t*	**Greenock** British 10 *B H Cem*	Q.8Cy.30″,43″,61′&87″–54″ FD 1842NHP 4D&4SB 36*cf* GS700 HS27843 Caird&Co.Ld.Greenock	37 ″ 3
1416 214217 LGDB	**Moonlite** *Wallace* –17 ~~*C.H.Wooster* 16–16~~ *Mchy.Aft* *Elec.light* 1 *Dk(pt Stl)* 2*tr B* (*See Sailing Ship Register Supplement.*)	Steel Aux ScSr *Oil Eng.*	1930 1791 1411	✠100A1 ~~3,14 9,16~~ 2,18 LMC8.16	NYk	*u*		1916 8mo	Toledo S.B. Co. Toledo, Ohio A&CP	**Standard Oil Co. (New Jersey)** *Cell D B f* 176′ 245*t* *FPT*	252·0 P49′F41′ FK	43·7	21·2 135*t* *APT* 14*t*	**Bayonne NJ** Utd. States *4 B H Cem*	Oil Engines 2S.C.SA 4Cy.16½″–18½″ DB *150lb* J&CG.Bolinders Co Ld Skm	23 ″ 6
1417 139025 JLCR	**Moora** SteelScSr *J.Mackinnon* –17 (*ex* Lothringen) *Well deck* *Elec.light* Sub.Sig.	ss Bmn.No.2–14 2 *Dks(Stl–U teaks)* *deep framing aft & lower* *dk(Stl) forward*	5002 4752 3163	✠100A1 3,18 1,17 BS11.16 LMC6.14	Bo m Bry	*z*	~~10,16~~ 2,18	1906 3mo	Akt.Ges. "Weser" Bremen A&CP	**Requisitioned by the Commonwealth of Australia** *WB = Cell D Ba* 125′ *u E&B*	409·5 P&B339′F42′ FK 52′ *f* 173′ 1160*t* *FPT*	52·7	27·8 69*t* *APT* 38*t*	**London** British 7 *B H Cem*	Q.4Cy.24″,34½″,50″&72⅔″–53⅝″(*s*) 220lb *220lb* 530NHP 3SB,*9cf*,GS168,HS7104 FD A.G. "Weser," Bremen	30 ″ 9 s 4 ″ 8½ 26 ″ 4
1418 101727 VBWT	**Moorabool** SteelScSr *Lowe* –16 ss Mel.No.3–2,12 ss Mel.No.1–16 1 *Dk(Irn)* 2*tr B* & *deep framing* 3 *Dk rule*		2996 2834 1947	✠100A1 ~~10,17 11,16~~ LMC~~9.17~~11.16	Mel	*u*	11,16	1899 3mo	Blyth S.B. Co.Ld. Blyth A&CP	**Huddart, Parker Ld.** *WB = Cell D B* 120′	324·4 B78′F34′ FK *u E&B* 22′ *f* 134′ 747*t*	47·0	22·4	**Melbourne** British 6 *B H Cem* *APT* 49*t*	T.3Cy.24″,40″&65″–42″ (*s*) 160lb *90lb* 281NHP 2SB,*6cf*,GS123,HS4325 Blair&Co.Ld.Stockton	24 ″ 10 s 4 ″ 5 20 ″ 9
1419 102750 PJTL	**Moorby** SteelScSr *D.Jones* –16 ss Shl.No.3–12,08 ss Hpl.No.1–13 1 *Dk(pt Stl pt Irn)* & *Web frames* & *pt Awng dk(Irn)*		2606 1839 1673	✠100A1 *pt Awng dk* *with freeboard* 5,16 ~~5,13~~ LMC~~4.16~~ BS~~5.12~~	Bry	*s*	~~12,16~~ 11,17	1896 7mo	Ropner & Son Stockton A&CP	**Sir R. Ropner & Co. Ld.** *WB =*	300·0 P27′Q48′ *pt Awng dk* 225′ FK *Cell D Ba* 104′ *u E24′*	43·0	16·4 *f* 116′ 515*t*	**W. Hartlpl** British 5 *B H Cem*	T.3Cy.22½″,~~36½″&60½″~~–39″ 160lb ~~Hmpdn~~ (*s*) 230NHP 2SB,*6rf*,GS93,HS3358 *160lb* Blair&Co.(Lim.),Stockton (2) NDB 18	19 ″ 8 s 8 ″ 0½ 19 ″ 3

Sunk by collision 1.18

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c.	3	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of L.R. Trad. Cert.
Now named "Mercator," See No. 74 in Supplement																	
1420 PMFW	**Moordrecht** *N.C.Pruis* *Well deck*	**SteelScSr** *ssRot.No.1-14* 1*Dk(Stl)* *Cargo battens not fitted*	999 806 609	✠100A1 9,17 ~~9,16~~ BS~~9,16~~ 9,15	Rot	*m*	9,16	1910 5mo	Rotterdam Droogd.Maat Rotterdam	Stoomv.Maats.de Maas.(Ph.van Ommeren,*Mgr.*) *Lloyd's*	212·3|33·1|13·7 Q64'B51'F19' FK *a47'uE&B34'f101'*	Rottrdam Dutch	T.3Cy.15",25"&41"–33" (*s*) 180lb *100lb* 115NHP 1SB,*3cf*,GS60,HS1906	15 " 9 s 1 " 4 14 " 8	
1421 77362 LGCK	**Mooremack** (*ex*JesseSpalding) *Mchy.Aft* *Elec.light*	**SteelScSr** 1*Dk*	1290 — 985					1899	F.W. Wheeler W.Bay City, Mich.	Moore&McCormackCo.Inc.	220·0|40·0|14·0 P—F—	New York Utd.States *WB*	T.3Cy.17",28"&47"–36" 133NHP F.W.Wheeler,W.Bay City		
1422 135094 JDQV	**Moorfoot** *M.Robertson* –13 *Elec.light* *Well deck*	**SteelScSr** 1*Dk(Stl)*	2046 1609 1077	✠100A1 10,14 ~~Lowered 9,15~~ LMC12,15	Gls	*r*	~~2,14~~ 3,13	1913 12mo	Greenock &Grangemth Dkyrd Co.Ld. Grngemouth	G.Gibson&Co. *Lloyd's*	272·2|42·7|17·6 Q152'BonQ48'F28' FK *WB=CellDBa68'uE20'f11*	Leith British *4BHCem* *6'426tFPT3*	T.3Cy.21",35"&57"–39" (*s*) 180lb 250NHP 2SB,*6cf*,GS121,HS4276 J.G.Kincaid&Co.Ld.Grk. *9tAPT20tDeep tanks10'25t*	19 " 9 s 2 " 1 18 " 0	
1423 123949 HLMJ	**Moorgate** (*WRECKED*) *P.G.Lewis* –16 (*ex*Arnell) 1*Dk(pt Irn&pt Stl)2trB* *deep framing&Web frames,3Dk rule*	**SteelScSr** *ssAnt.No.1-11*	3813 3635 2433	✠ 9,14	Bel	*w*		1907 8mo	J.L.Thompson&Sons,Ld. Sunderland	DowgateSS.Co.Ld. (H.W.Dillon& Sons,*Mgrs.*)	346·0|49·5|25·3 P23'B94'F31' FK *WB=CellDBa117'uE&B42'f*	London British *6BHCem*	T.3Cy.25",42"&68"–48" 350NHP 2SB,*8pf*,GS143,HS5428 J.Dickinson &Sons,Ld.Sld. 146'951*tFPT61tAPT60t*	27 " 11	
1424 133556 JFNB	**Moorish Prince** *T.H.Burch* –17 *Elec.light* Wireless	**SteelScSr** 2*Dks(Stl)&Shelter dk(Stl)*	5943 5399 3766	✠100A1 *Shelter dk* ~~NYk~~ *withfreeboard* ~~2nd 1,17~~ 2,18 LMC5,14	NYk	*a*†	~~3,16~~ 7,17	1914 5mo	Short Bros. Ld. Sunderland	PrinceLine,Ld. (Furness,Withy &Co.Ld.*Mgrs.*) *Lloyd's*	425·5|56·4|29·3 *WB=CellDBa121'uE33'f184'105* FK	Newcastle British *7BHCem* *7tDTa30'870tFPT81tAPT25t*	Q4Cy 25½"36½"52½"&76"–54" 220lb *130lb* (*a*) 624NHP 3SB,*9cf*,GS188,HS8775 FD Blair&Co.Ld.Stockton	30 " 7 s 4 " 5½ 26 " 7	
1425 131831 HRNP	**Moorlands** *C.R.Hird* –14 1*Dk(ptStl&ptIrn)*	**SteelScSr** *ssC5.No.1-17*	3602 3357 2282	✠100A1 6,17 ~~4,14~~ LMC BS~~6,17~~ BS~~1,15~~ MS5,16	Cff	*w*	~~1,15~~ N6,17	1910 9mo	W.Doxford &Sons,Ld. Sunderland	MitreShpgCo.Ld. (Houlder,Middle-ton&Co.Ld.*Mgrs.*) *Lloyd's*	356·5|50·2|21·7 P29'B229'F29' FK *WB=CellDBa106'uE&B43'f161'792t*	Whitby British *6BHCem* *APT188t*	T.3Cy.25",40"&67"–45" 180lb *100lb* 331NHP 2SB,*6cf*,GS122,HS5227 W.Doxford&Sons,Ld.Sld.	24 " 0 s 3 " 0½ 21 " 4	
1426 137482	**Moose** *F.Websdale* –15 1*Dk(Stl)*	**SteelSc**	208 207 87	✠100A1 *For towing purposes* 10,15 LMC9,15	Liv			1915 9mo	H.&C. Grayson,Ld. Garston *Lloyd's*	MerseyTowingCo. Ld.(Canadian PacificRly.Co.)	100·8|25·1|12·6 BK7" *WB=DTf4'*	Liverpool British *5BHCem* *14tAPT18t*	T.3Cy.17",27"&43"–27" (*r*) 180lb 96RHP 1SB,*3cf*,GS63,HS2410 Crabtree&Co.Ld.Gt.Yar.	13 " 6 s 2 " 10½ 11 " 4	
1427 208616 LBVP	**Moosehead** *E.B.Dickson* *Elec.light*	**SteelTwinSc** 1*Dk2trB*	677 — 324					1911	Bath Iron Works Bath,Me.	Maine CentralR.R. Co.	185·3|35·8|13·9	Prtlnd,Me. Utd.States	T.8Cy.(2)16",(2)26"& (4)30"–24" 176NH		R
1428 9195 JSDO	**Moppo Maru** 2*Dks*	**SteelScSr**	780 655 484					1904	Kawasaki Dkyd.Co.Ld. Kobe	OsakaShosen KabushikiKaisha	186·2|27·1|18·1 B42'	Osaka Japanese *WB*	T.3Cy.14½",24½"&39"–30" 83NHP Kawasaki DkydCoLdKobe		
1429 114033 TKDF	**Mopsa** *BEACHED (WAR LOSS)* *H.A.Greenwood* –16 *Well deck*	**SteelScSr** *ssGoo.No.3–5,14* 1*Dk(Stl–ptws)*	885 664 385	✠ 1,16	Goo	*m*		1902 5mo	Murdoch & Murray Pt Glasgow	BennettS.S.Co.Ld.	225·0|33·1|13·5 Q106'B22'F30' BK8" *WB=CellDBa40'uE11'*	Goole British *4BHCem* *f53'120t*	T.3Cy.19",32"&52"–36" NDB13 187NHP 2SB,*4cf*,GS82,HS3044 Muir&Houston,Ld.Gls.	14 " 7	
1430— 124796 JHQF	— *W.J.Kirby* –12	**SteelScK** *ssHul.No.1-11* 1*Dk*	206 193 75	✠100A1 *StmTrawler* 9,14 BS3,15 LMC6,11	Hul		9,14	1907 11mo	Cook,Welt'n&Gemmell Ld. Beverley *Lloyd's*	Hellyers'Steam FishingCo.Ld.	110·5|22·3|11·7 P&B246'F65' BK8" *WB=DTf15'33t*	Hull British *3BHCem* *DTf15'33t*	T.3Cy.10",16½"&28"–24" (*s*) 200lb 50RHP 1SB,*2pf*,GS27,HS840 Amos&Smith,Hull	12 " 7	
1431 3264 JHTP	**Mora** *A.Sjögren14–14* *Mchy.Aft*	**CompScSr** 1*Dk*	187 152 129					1898	S.Groth Sjötorp	MoraVenerns JrnvägsAktieb.(K Rosenquist,*Mgr.*)	97·9|21·7| 9·5 P22'H8*t* *WB*	Krstnhmn Swedish	C.2Cy.11⅜"&19½"–11⅜" Wilhelmsbergs M.V.Gothenburg	11NHP	
1432 208756 LBWN	**Moran** (*Whaler*) *Elec.light* *Fitted for oil fuel* 1*Dk*	**SteelScSr**	120 — 77					1911	Moran Co. Seattle, Wash.	American Pacific Whaling Co.	87·3|18·0|11·4	Seattle, Wash. Utd.States	T.3Cy.11",18"&29"–18" MoranCo.Seattle,Wash.	36NHP	
1433 139931	**Moravia** *Elec.light*	**SteelScK** 1*Dk*	306 263 121	✠100A1 *StmTrawler* 2,17 LMC2,17	Hul			1917 2mo	Cook,Welt'n&Gemmell Ld. Beverley *Lloyd's*	Gt.Gms.&E.Coast Stm.FishingCo.Ld	130·2|23·0|12·2 Q72' BK8"	Grimsby British *4BHCem*	T.3Cy.13½",22½"&37"–24" 185lb (*s*) 89RHP 1SB,*3pf*,GS49,HS1595 Amos&Smith,Ld.Hull	13 " 1	
1434 JMVG	**Morawitz** *C.Schreiner10–11* *Elec.light*	**SteelScSr** *ssShl.No.1–11* 1*Dk(Stl)2trB deep framing&Webframes3Dk rule*	4795 4042 3106	✠ ~~8,16~~ *Name changed "Kermoor," See No. 38 in Supplement*	Cff	*x*		1907 7mo	JL Thompson&Sons,Ld. Sunderland	AtlanticaSeaNav. Co.Ld. *WB=Cell DBa135'uE&B*	378·0|52·3|24·4 P23'B119'F30' FK *44'f155'1053tFPT*	Fiume Aust.-Hung. *6BHCem* *127tAPT27t*	T.3Cy.26",42"&68"–48" 392NHP 2SB,*8cf*,GS143,HS6650 Blair&Co.Ld.Stockton	27 " 1	
1435 137637	**Moray** 1*Dk*	**SteelScK**	201 198 86					1915 4mo	Hawthorns &Co.Ld. Leith *Lloyd's*	GeneralSteam FishingCo.Ld.	115·3|22·1|11·9 BK7½" *WB=DBf26'23t*	Granton British *3BHCem*	T.3Cy.12",20"&34"–23" (*s*) 180lb 78RHP 1SB,*2pf*,GS44,HS1447 Hawthorns&Co.Ld.Leith	12 " 9	
1436 119168 HBKQ	**Moray Firth** *C.A.Deakin* –11 *Well deck* *Mchy.Aft*	**SteelScSr** *ssBrw.No.3–5,07* *ssLth.No.2–16* 1*Dk(Stl)*	341 245 134	✠100A1 1,16 ~~4,17~~ BS1,18 LMC9,16	Bos Hul	*f*	4,17	1904 10mo	R.Duncan &Co.Ld. Pt.Glasgow *Lloyd's*	~~S.W.Oakley~~ FerrumS.S.Co.Ld. (G.T.Gillie&Co. *Mgrs.*)	141·5|23·6| 9·8 Q77'B9'F30' FK *WB=FPT40t*	Glasgow British *3BHCem* *APT4t*	C.2Cy.18½"&38"–27" (*s*) 120lb 75RHP 1SB,*3pf*,GS50,HS1260 D.Rowan&Co.Glasgow	10 " 10 s 4 " 4 10 " 8	
1437 128808 HRCG	**Mordenwood** *W.G.Randall* –15 1*Dk(ptIrn ptStl)*	**SteelScSr** *ssShl.No.1–16*	3125 2919 1977	✠100A1 12,16 LMC4,16	Shl	*u*	4,16	1910 6mo	Ropner& Sons,Ld. Stockton *Lloyd's*	Constantine& PickeringS.S.Co.	331·0|47·0|23·3 P31'B100'F37' FK *WB=CellDBa108'uE22'f141'*	Middlsbro' British *5BHCem* *702tAPT57t*	T.3Cy.23½",39"&64"–42" (*s*) 160lb *100lb* 271NHP 2SB,*6cf*,GS118,HS4142 Blair&Co.Ld.Stockton	24 " 9 s 4 " 4 20 " 9	
1438 128235 HNJF	**Morea** *J.D.Andrews* –12 *Elec.light* 2*Dks(Stl–ws Mpt Teak)* *Ref.Mchy.* Wireless& *Spardk(Stl–teaks)* *Orlopdkin Nos.1,4,5&7holds(Stl in No.5&7)*	**SteelTwinScSr**	10890 7783 5962	✠ *Spar dk* 11,08	Gls	*h*†		1908 11mo	Barclay, Curle&Co.Ld. Glasgow	P.&O.Stm.Nav.Co.	540·0|61·2|24·7 P108'B277' 33·2 F92' FK&BK3" *WB=CellDBa97'uE&B*	Glasgow British *10BHptCem* *160'f189'1420tFPT*	Q.8Cy.30½",44",61"&87"–54" 1842NHP 4D&4SB,*36cf*,GS700, HS27843	37 " 3	
1439 MHKR	**Morelos** *C.M.Petersen* (*ex*Linga III.)	**SteelScSr** (*Whaler*) 1*Dk*	144 140 51					1912	Akers Mek.Værks. Christiania	Hvalfanger Acties.Capella (P.Bogen)	99·3|20·1|11·6	Sandefjrd Norwegian	T.3Cy.12",20"&35"–24" 59NHP AkersMek.Værks.Xia.		N

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.
1440 212912 LFDB	**Moreni**	**SteelScSr** (*ex*Meppen)	4045 3595 2391					1913	G.Seebeck Akt.Ges. Bremerhaven	StandardOilCo. (NewJersey)	354·6|50·0|26·7 P88′B32′F34′	BayonneNJ Utd.States *WB*	T.3Cy.23½″,38½″&61″–43⅜″ 245NHP G.SeebeckA.G.Bremerhvn	
	Elec.light *Mchy.Aft* Wireless	*CarryingPetroleuminbulk* *Fitted for oil fuel* 2*Dks*												
1441	**Moreno** ~~*E.Gutierrez* –12~~	**SteelSc** (*Tug*) 1*Dk*	*204* *165* *9*			...		1911	GooleS.B. &RepgCo.Ld. Goole	~~Cia.Argentina de Nav.(Nicolas Mihanovich)Ltda.~~ FK	100·0|23·1|10·4	~~Bnos.Ayres.~~ Argentine ~~British~~ *WB*	T.3Cy.13½″,22″&37″–24″ 93NHP Earle'sCo.Ld.Hull	11 ″ 0
1442 80429 WVRN	**Moreton** *P.Esbensen*00–10 (*ex*LadyLamington, *ex*Croydon,*ex*Gunga)	**IronScSr**	357 329 198					1878	T.Wingate &Co. Glasgow	J.E.&W.B.Carr	180·6|22·1|10·8 Q20*t*F8*t*	Brisbane British	C.2Cy.20″&40″–30″ 75RHP T.Wingate&Co.Glasgow	
1443 17651 JCNB	**Morgan**	**IronPad** 2*Dks*	994 — 537					1865	Harlan& Hollings-worthCo. WlmngtnDel	Gulf&Southern S.S.Co.	219·9|33·1|16·6	Tampa Utd.States	1Cy.50″–132″ Harlan&HollingswrthCo., Wilmington,Del.	
1444 391 MOAB	**Moriak** *V.Choumlanski*03–12 (*ex*FridaHorn) *Elec.light*	**SteelScSr** 1*Dk&deepframing*	1217 — 720					1904	Schömer& Jensen Tönning	RussianDanube Steam.Nav.Co.	224·5|33·6|14·1 P12′Q53′B60′F29′	Odessa Russian *WB*	T.3Cy.17⅞″,28⅜″&46½″-31½″ 122NHP Schömer&Jensen,Tönning	
1445 132642 HTVK	**Morialta** *H.Brissenden* –16 *Elec.light* *Ref.Mchy.*	**SteelTwinScSr** 1*Dk*	1848 1016 976					1911	D&W Hen-dersn&Co.Ld. Glasgow	AdelaideS.S.Co.Ld	240·0|40·3|14·5 P&B162′F42′	Adelaide British	T.6Cy.16″,27″&43″–33″ 212NHP D&W Hendersn&Co.LdGls	
1446 131571 NTMJ	**Morinda** *E.J.Hillman* –13 *Elec.light* *Ref.Mchy.* Wireless *Well deck*	**SteelScSr** *ss*Syd.No.1-17 1*Dk*(*Stl*-ws)	1971 1243 1091	✠100A1 12173,17 ~~BS7,11~~ ✠LMC8,15 7,17	Syd	*q*	~~7,15~~ 12,17	1913 8mo *Lloyd's*	Greenock& Grngemouth Dkyrd.Co.Ld. Grngemouth *sA&CP*	Burns,Philp&Co. Ld.	260·0|38·1|16·3 P&B165′F39′ FK *WB=CellD*	Sydny NSW British 4*BHCem* *Ba*50′*u* *E*20′	T.3Cy.20″,33½″&55″–36′ (*s*) 180lb *100lb* 231NHP 2SB,*6cf*,GS107,HS4012 Dunsmuir&JacksonLdGls *f*142′ 327*t* *FPT*21*t* *APT*30*t*	18 ″ 9 s 1 ″ 8½ 17 ″ 7
1447 113541 SGFD	**Morinier** *H.Saunders* –11 (*ex*Wooda) *Ca rrying fuel oil F.P above150°F.inDB*	**SteelScSr** *ss*Cff.No.3–9,13 1*Dk*(*Stl*)2*trB*deep*framing*& *Web frames&Shelter dk*(*Irn*)	3804 3529 2460	✠100A1 *Shelter dk* 11,16 BS1,16 ✠LMC10,12	Sws	*w*	~~11,10~~ 11,16 1,18	1901 3mo	Richardsn, Duck&Co. Stockton A&CP	~~Brys&Gylsen,Ld.~~ LloydRoyalBelge (GreatBritain)Ld. FK *WB=CellDBa*108′*uE*25′	340·0|48·1|25·9 *f*146′895*t* *FPT*180*t* *APT*159*t*	London British 6*BHCem* 2SB,*6cf*,GS128,HS5620 Blair&Co.Ld.Stockton	T.3Cy.26″,42½″&69½″–45″ 160lb (*s*) 349NHP	28 ″ 4 s 3 ″ 4½ 25 ″ 5
1448 104569 NMLW	**Morion** *G.N.Wilkinson* –12 *Mchy.Aft*	**Steel&IronScSr** *ss*Gls.2ndNo.3–6,15 1*Dk*(*Irn*) *Irn framingStl plating* *Well deck*	299 222 118	✠100A1 6,15 ~~BS7,16~~ ✠LMC6,15	Gls	*e*	6,15	1894 9mo	J.Shearer &Son Glasgow A&CP	W.Robertson	135·0|23·1| 9·9 Q46′B7′F23′ BK8″ *WB=*	Glasgow British 3*BHCem* *FPT*20*t*	C.2Cy.17½″&35″–24″ (*s*) 110lb 51RHP 1SB,*2pf*,GS36,HS1180 Ross&Duncan,Glasgow	11 ″ 0 s ″ 10½ 10 ″ 11
1449 130051 JLRB	**Morlais** *D.J.Jenkins*15–15 *ss*Lth.2ndNo.3–4,08 (*ex*Uno,*ex*AlexO. Nelson,*ex*HildurGertrude, *ex*Alblasserdam) *Well deck*	**IronScSr** *ss*Bkn.No.2–16 1*Dk*(*Irn*)2*trB* *Cargo battens not fitted*	950 760 582	✠100A1 10,16 LMC10,16 ~~BS12,17~~	Bkn	*n*	10,16	1883 2mo	Rijkee&Co Rotterdam A&CP	Stone&Rolfe	230·8|31·6|14·8 Q84′B46′H25*t*F23′ BK8″ *WB=DBa*	Llanelly British 4*BHCem* 59′ *f* 92′210*t*	C.2Cy.26″&50″–36″ (*i*) 81lb *85lb* NDB01 122NHP 1SB,*4pf*,GS72,HS2098 Maats'deMaas',Rotterdam	15 ″ 8 s 1 ″ 8½ 14 ″ 10
1450	**Mormugão** (*ex*Kommodore,*ex*Esne)	**SteelScSr** 2*Dks*	6064 4917 3879					1904	Blohm& Voss Hamburg	Requisitioned by thePortuguese Government	411·2|50·9|28·6 P&B261′F54′	Portuguese *WB*	T.3Cy.25′,41⅞″&72½′–54″ 383NHP Blohm&Voss,Hamburg	
1451 116942 KPQV	**Morning Star** (*ex*Sunbeam,*ex*ShoeCity)	**WoodSc** 1*Dk*	262 — 112					1900	James& Tarr Essex,Mass.	F.Waterhouse&Co	132·6|30·0|10·8	Seattle Utd.States	C.2Cy.16″&36″–22″ 51NHP	
1452 105643	**—** *W.Smalley* –00	**IronScK** (*Trawler*) 1*Dk*	145 134 60			...		1900	J.Duthie, Sons&Co. Aberdeen	Scarborough,Hartlepool&N.SeaStm FishingCo.Ld.	99·4|20·0|10·6 BK7½″	Scarboro' British	C.2Cy.14″&34″–22″ 45RHP W.V.V.Lidgerwood,Glas.	11 ″ 3
1453 62164 HCWG	**—** (*ex*Yacht,*ex*Ferida) (*See Sailing Ship Register*)	**CompScSr** *OilEng.* 1*Dk*	129 126 86					1868	Steele& Co. Greenock	B.H.White(Etheridge&Cockerell, *Mgrs.*)	104·1|20·0|12·6	Portsmth British	Oil Engines *made*10 3Cy.6¾″–8″ Fay&BowenEng.Co.N.Yk.	
1454 104516	**—** *J.Baxter* –16	**SteelScSr** 1*Dk*	120 113 47			...		1895	A.Hall& Co. Aberdeen	J.Baxter	91·1|19·6|10·1 BK7½″	Aberdeen British	C.2Cy.13½″&30″–21″ 40RHP A.Hall&Co.,Aberdeen	10 ″ 7
1455 113576 RWQV	**Morocco** *A.H.Harrison* –14 *ss*Hul.No.3–6,14 *Spar dk*(*Stl*)2*trB*&*Web frames*	**SteelScSr**	3802 3603 ~~2467~~ 5,18	✠100A1 *Spar dk* ~~withYkHul~~ *withfreeboard* ~~7,17~~ 6,16 ✠LMC MS11,12 ~~BS12,16~~ 12	Cff	*w*	~~6,14~~ 5,18	1900 10mo	Furness, Withy&CoLd W Hartlepool *A&CP* *W*	Ellerman'sWilson Line,Ld. *B = CellDBa* 112′	340·0|47·2|19·5 P31′B107′F31′ 27·3 FK *uE&B*49′ *f* 124′734*t*	Hull British 6*BHCem* *APT*30*t*	T.3Cy.25″,40″&66″–45″ (*s*) 155lb 317NHP 2SB,*6cf*,GS125,HS5070 SirC.Furness,Westgarth& Co.Ld.Mdb.	29 ″ 10 s 5 ″ 8½ 24 ″ 5
1456 137166	**Morococala** *J.F.Duthie* –15	**SteelScK** 1*Dk*	265 246 118	✠100A1 *StmTrawler* 5,15 ✠LMC3,15	Cff			1915 3mo *Lloyd's*	A.Hall& Co.Ld. Aberdeen *sA&CP*	Jas.F.Duthie	125·6|23·1|12·7 F20′ BK7½″ *WB=*	Aberdeen British 3*BHCem* *DBf*28′21*t*	T.3Cy.12″,21″&34″–24″ (*r*) 180lb 84RHP 1SB,3*pf*,GS52,HS1573 J.Lewis&Sons,Ld.Aberdn	13 ″ 6
1457 115234	**Morpeth** *H.Birch*08–10	**SteelScSp** *ss*Liv.No.3–5,14 1*Dk*(*Irn*)	148 130 5	✠100A1 *For Towing purposes* ~~2,16~~ ✠LMC MS5,14 ~~BS5,16,17~~	Liv		~~1,16~~ 6,17	1901 12mo *Lloyd's*	J.Jones &Sons Birkenhead *sA&CP*	AlexandraTowing Co.Ld.	92·5|20·1|10·8 BK6½″ *WB*	Liverpool British 4*BHCem* *=APT*3*t*	C.2Cy.16″&42½″–27″ (*s*) 150lb 69RHP 1SB,3*cf*,GS56,HS1498 J.Jones&Sons,Liverpool	12 ″ 0
1458 93055 KQFG	**Morro Castle** *Huff* *Ref.Mchy.* Wireless	**SteelTwinScSr** 3*Dks*&*Awng dk*	6004 — 3732					1900	W.Cramp &SonsCo. Philadelphia	NewYork&Cuba MailS.S.Co.	400·0|50·3|18·1 26·0 *WB*	NewYork Utd.States	T.8Cy.(2)32″(2)52″&(4)60″ –42″ 933NHP W.Cramp&SonsCo.Phl.	
1459	**Morse** *E.Ragues* –15 (*ex*Freiston)	**IronSc** (*Trawler*) 1*Dk*	119 96 34	✠90A1 3,15 ~~NB2,07~~ ✠LMC11,15 BS3,15	Arc		3,15	1886 1mo *Lloyd's*	Earle'sCo. Ld. Hull *sA&CP*	F.Castaing	85·0|20·0| 9·9 F17′ ND94 ptND08 BK7½″	Arcachon French 3*BHCem*	C.2Cy.12″&22″–20″ (*s*) 100lb 24NHP 1SB,*2pf*,GS23,HS583 Earle'sCo.Ld.Hull	10 ″ 10 s ″ 11½ 10 ″ 8
1460 NTWF	**Morsö** *O.Sörensen*	**IronScSr** 2*Dks*(1*Irn*)	676 428 402	✠ 3,87	Cpn	*h*		1883 7mo	HM'Intyre &Co. Paisley	DetForenede DampskibsSelsk. *WB=FPT*64*t*	172·4|25·9|13·0 P43′B61′F50′ 19·7 *APT*28*t* *MT*12′66*t*	Copnhagn Danish 4*BHCem*	C.2Cy.20″&40″–30″ 73NHP R.H.Pearson&Co.Glasgow	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys.	3 Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned / Last Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of I.of.TradeCert.
1461 106636 QDNG	**Mortlake** *G.W.Graves* 17–17 (*ex*Lovaine) 1 *Dk* (*pt Irn & pt Stl*) 2 *tr B* & *deep framing* 3 *Dk rule*	Steel Sc Sr *ss* Shl. No. 3–3,11 *ss* Liv. No. 1–16	3125 2854 1998	✠ 100 A1 1,17 ✠ LMC MS12,15 BS~~12~~15,17	Lth	*u*	1,17	1898 6mo	Wood Skinner & Co. Ld. Newcastle A&CP	Britain S.S.Co.Ld. (Watts, Watts & Co. Ld. *Mgrs.*) *Cell D Ba*	325·5 P31′ 96′ *u E*	48·6 B104′ 28′ *f*	21·7 F36′ FK 136′ 754*t*	London British 6 *B.H.Cem* *APT* 84*t*	T. 3 Cy. 23½″, 39″ & 64″–42″ (*s*) 160 lb *120 lb* 270 NHP 2 SB, *6rf*, GS 124, HS 4120 N.E. Marine Eng Co Ld Nwc	24 ″ 0 s 3 ″ 10 20 ″ 6	
1462 124012 THLN	**Moruya** (*ex*Stuart, *ex*Moruya) *Elec. light* Wireless 2 *Dks* *Ref. Mchy. Mchy. Aft*	Steel Twin Sc Sr	530 478 251					1906	Caledonian Eng. & S.B.Co Preston	Australian Steamships, Ld. (*Man. Agents*, Howard Smith, Ld.)	150·7	25·6	14·4 WB	Melbourne British	C. 4 Cy. 13½″ & 28″–20″ 64 RHP Caledonian E. & S.B.Co. Prs.		
1463 136319 JGMW	**Morvada** *G. Irwin* –17 *Elec. light* 2 *Dks* (*Stl-U* teak s)	Steel Twin Sc Sr	8193 6793 5120	✠ 100 A1 ~~11,17 9,16 6,13~~ ✠ LMC 9,14 *Carrying oil fuel F. P. above* 150° F. *in parts of D.B.*	Lon	*c* †	11,17	1914 9mo *Lloyd's*	Swan, Hunter & Wigham Richardson, Ld Newcastle	British India Stm. Nav. Co. Ld. *CellDBa* 135′ *uE* = WB	450·0 P44′ *s A & CP*	58·3 B161′	32·7 F42′ FK 7 *BHCem* *& B* 70′ *f* 187′	Glasgow British	T. 6 Cy. 21″, 35½″ & 61″–45″ (*s*) 215 lb HS 14140 FD 894 NHP 4 SB & 1 Aux SB, *18cf*, GS 346, HS 4120 Wllsnd Slpwy. Co. Ld. Nwc. 1359*t* *FPT* 122*t* *APT* 74*t*	35 ″ 6 s 8 ″ 1½ 27 ″ 11	
1464 115575 TRDG	**Morven** *W.C.Harwood* –15 1 *Dk*	Steel Sc K *ss* Abn. No. 2–11	198 186 80	✠ 100 A1 *Stm Trawler* 10,13 BS4,15 ✠ LMC 11,11	Abn		4,15	1902 10mo *Lloyd's*	J. Duthie, Sons & Co. Aberdeen *A & CP*	Grampian Steam Fishing Co. Ld. *WB* = *Cell D B* 135′ *u E*	115·7 Q61′	21·7 BK 7½″	11·8 *f* 5′ 12*t*	Aberdeen British 3 *BHCem*	T. 3 Cy. 12″, 19½″ & 32″–22″ (*s*) 180 lb 50 RHP 1 SB, *2pf*, GS 36, HS 1243 W. V. V. Lidgerwood, Gls.	12 ″ 6	
1465 137004 JGTV	**Morvina** 1 *Dk*	Steel Sc K	226 218 109	✠ 100 A1 *Stm Trawler* 10,14 ✠ LMC 10,14	Hul			1914 10mo *Lloyd's*	Cook, Welt'n & Gemmell Ld. Beverley *A & CP*	Savoy Stm. Fishing Co. Ld. (Baker & Green, *Mgrs.*)	117·0 Q61′	22·0 BK 7½″	12·7 4 *BHCem*	Grimsby British	T. 3 Cy. 12″, 21″ & 34″–24″ (*s*) 200 lb 75 RHP 1 SB, *3pf*, GS 32, HS 1280 C.D. Holmes & Co. Ld. Hull	13 ″ 7	
1466 95229 MFCL	**Moscow** *J.H.Patterson* –14 1 *Dk* (*Irn*) & *Spar dk* (*Irn*) & *Web frames*	Steel Sc Sr *ss* Lth. No. 3–12,03 *ss* Lth. No. 2–12	1622 1450 1037	✠ 100 A1 *Spar dk* 4,14 ✠ LMC MS5,12 BS4,14	Lth	*q*	N4,13	1891 5mo	Ramage & Ferguson Leith *A & CP*	W. Thomson & Co. *WB* = *Cell D B* 195′ 326*t*	244·3 B59′	36·0 F28′	14·0 20·8 BK 8½″ *APT* 25*t*	Leith British 4 *BHCem*	T. 3 Cy. 19″, 31″ & 50″–36″ (*s*) 160 lb *75 lb* 154 NHP 2 SB, *3cf*, *1rf*, GS 80, HS 2376 Ramage & Ferguson, Leith	23 ″ 1 s 4 ″ 1 19 ″ 10	
1467 RSCJ	**Mosel** *A. Lorenzen* –11 *Elec. light* 1 *Dk*	Steel Sc Sr	912 759 435					1911	Schiffsw. v. Henry Koch Lübeck	H. Kirsten	213·5 P & B 128′	32·9 F60′	14·9 WB	Hamburg German	T. 3 Cy. 17″, 27⅛″ & 42⅞″–32½″ 105 NHP Ottenser Msch. Fab. Altona		G
1468 KJBD	**Moselle** *Valadier* –13 1 *Dk*	Steel Sc Sr	305 — 127					1887	A McMillan & Son Dumbarton	L. Sicard & Co.	142·0 P30′ Q49′ F22′	22·0 B21′	10·0	Marseilles French	C. 2 Cy. 22″ & 40″–27″ 69 NHP Scott & Co., Greenock		V
1469 93321	**Moses Taylor** *Elec. light* *Mchy. Aft* 1 *Dk* 2 *tr B*	Steel Sc	4772 — 3401					1902	American S.B.Co. Lorain, O.	Interlake S.S.Co. (Pickands, Mather & Co. *Mgrs.*)	416·0	50·0	28·0 WB	Cleveland Utd. States	T. 3 Cy. 22″, 35″ & 58″–40″ 213 NHP American SB Co. Clevelnd O		
1470 PBQH	**Moskau** *H. Prestin* –13 *Elec. light* 1 *Dk*	Steel Sc Sr	915 616 548					1913	Schiffsw. v. Henry Koch Lübeck	Hanseatische Dampfsch. Ges.	196·6 P & B 112′	31·2 F27′	13·1 WB	Lübeck German	T. 3 Cy. 17 7/16″, 28 7/16″ & 45 3/16″–27⅜″ 108 NHP Ottensener Maschf. G.m.b.H., Altona		G
1471 JDHS	— *H. Brasack* 10–10 1 *Dk*	Iron Sc Sr	617 550 365					1873	Rostocker Act. Ges. Rostock	R. Lansert	201·4 P30′	27·0 B30′	13·4 F30′	Stettin German	C. 2 Cy. 23½″ & 47″–27½″ NB 04 97 NHP Rostocker A.G., Rostock		G
1472 MLPK	**Mosken** *A. Johansen* *Elec. light* 2 *Dks*	Steel Sc Sr	344 306 185					1915	Akers Mek. Værks. Christiania	Akties. Vesteraalens D/S Selskab.	131·1	22·1 WB	15·6	Stokmarknes Norwegian	T. 3 Cy. 12″, 20″ & 33″–21″ 50 NHP Akers Mek. Værks. Xia.		N
1473 NTBM	**Moskov** *M. Jacobsen* 00–14 *Elec. light* 3 *Dks*	Steel Sc Sr	2441 1436 1490					1914	Helsingörs Jernsk. & Msk Elsinore	Det Forenede Dampskibs Selsk.	286·7 F35′	40·5	25·5 WB	Copenhagn Danish	T 3 Cy. 22″, 36″ & 60″–42″ 233 NHP Helsingörs Jernsk. & Mskb		V
1474	**Mosor** 1 *Dk*	Steel Sc Sr	132 123 49					1896	Stablimnto Tecnico Trieste	Soc. Anon. Austriaca di Nav. a Vap Dalmatia	124·8	16·9	9·7	Macarsca Aust.-Hung.	T. 3 Cy. 12″, 18″ & 29½″–18″ 37 NHP Stablimento Tecnico, Tri.		A
1475	**Mosqueiro** *B.H.Hatfield* 12–12 *Elec. light* 1 *Dk* (*Stl*-ws) & *Promenade dk*	Steel Twin Sc Sr	*525* *395* *236*	✠ — 9,16 *River purposes only* ✠	PGl			1912 6mo	Murdoch & Murray, Ld. Port Glasgow	Empreza Nacional Mosqueiro & Soure (C. Costa & Co.)	180·1	31·1 WB = *FPT* 21*t*	11·5 FK *APT* 35*t*	Para Brazilian 5 *BHCem*	T. 6 Cy. 14″, 23″ & 38″–24″ 215 NHP 1 DB, *6cf*, GS 126, HS 4142 J.G. Kincaid & Co. Ld. Grk.	12 ″ 0	
1476 HVMS	**Mosquitera** *C. Cancio* –06 (*ex*Westleigh) 1 *Dk* (*Irn*) *Mchy. Aft*	Steel Sc	177 148 100	✠ 11,97 ✠	Bkn	*b*		1896 6mo	I. Pimblott Northwich	Soc. Metalurgica Duro-Felguera	100·4 F12′	21·1	9·4 FK WB	Gijon Spanish 3 *BHCem* = *FPT* 15*t*	C. 2 Cy. 14″ & 30″–21″ 46 NHP 1 SB, *2pf*, GS 30, HS 816 D. Rollo & Sons, Liverpool	10 ″ 0	
1477 97787 LSHD	**Moss Rose** *J. Davies* –16 *Well deck* *Mchy. Aft* 1 *Dk* (*Irn*) *Cargo battens not fitted*	Steel Sc 3 Mst Sr *ss* Liv. No. 3–12,03 *ss* Liv. No. 2–13	357 242 146	✠ — 2,16 ✠ NB 2,07 ✠	Liv	*e*		1890 5mo	Grangemth. Dckyrd. Co. Grangemth	R. Hughes & Co.	150·0 Q80′	23·1 B10′	9·7 F23′ BK 7″ WB = *FPT*	Liverpool British 3 *BHCem* 46*t* *APT* 14*t*	C. 2 Cy. 20″ & 40″–30″ 72 RHP 1 SB, *2pf*, GS 30, HS 1346 Hutson & Corbett, Glasgow	10 ″ 6	C
1478	**Mossamedes** *J.C.Botelho* –15 (*ex*Sumatra) 2 *Dks* (1 *Stl*-ws & *Elec. light* *UStl*-teak s) 3 *tr B*	Steel Sc Sr	*4615* *4070* *2958*	✠ 11,95 ✠	Lon	*y*		1895 8mo	A. Stephen & Sons Glasgow	Empreza Nacional de Nav. à Vap para a Africa Portugueza *WB* = *Cell D Ba* 88′ *u E & B*	400·0 P42′ 75′ *f* 142′	46·7 B140′ 786*t*	27·7 F84′ BK 9″ *FPT*	Lisbon Portuguese 7 *BHCem* 60*t* *APT* 45*t*	T. 3 Cy. 28″, 46″ & 77″–54″ 498 NHP 2 DB, *8cf*, GS 154, HS 6720 FD A. Stephen & Sons, Glasgow	31 ″ 0	C
1479 TGNC	**Mossel** *Elec. light* 2 *Dks* & *Awng dk* *Fitted for oil fuel*	Steel Sc Sr	1951 — 1218					1899	Maats. voor Schps & Wrk Fyenoord Rotterdam	Koninkl. Paketv. Maats.	290·0 P12′	38·0 B61′	20·0 F58′ WB	Batavia Dutch	T. 3 Cy. 22″, 34″ & 57″–42″ NB 13 211 NHP Maats. v Schps-Fyend. Rot.		V
1480 135101	— *A. Corneliussen* –14 (*ex*Jón Sigurdsson)	Steel Sc (*Whaler*) 1 *Dk*	123 123 53					1908	Nylands Værksted Christiania	R. Barr	93·1	17·3	11·5	Glasgow British	T. 3 Cy. 10½″, 17″ & 28½″–20″ 36 RHP Nylands Værksted, Xania.		
1481	**Mossoro** *J. Machado* –02 (*ex*Amazonas, *ex*Trinidade, *ex*Tejo, *ex*Alice, *ex*Statesman)	Iron Sc Bg 2 *Dks*	*1865* *1774* *1220*			…		1869	C. & W. Earle Hull	Cia. Commercio e Navegação	310·6 B97′ F20′	33·0	24·1	R. Janeiro Brazilian	C. 2 Cy. 38″ & 70″–42″ NB 82 265 NHP C. & W. Earle, Hull		

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Grément, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant entre les lettres d'équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Donane. Superstructures, &c. Longueur. / Largeur. / Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.
1482	**Mossoul**	**SteelScSr**	3135			...		1898	Barclay,	Messageries Mari-	345·0|42·2|23·0	Marseilles	T.3Cy.23″,38″&63″–45″	25 ″ 8
	Cavaldini –14	(*ex*Olenda)	2659						Curle&Co.Ld	times	P36′B122′F41′	French	300NHP	
KJBF	*Elec.light*	2*Dks&deep framing*	1953						Glasgow		FK	*WB*	Barclay,Curle&Co.Ld.Gls.	
1483	**Mostyn**	**SteelScSr**	1849	✠100A1	Lth	*q*	5,15	1909	Richardsn,	MervynS ShppgCo	260·2|40·0|17·7	NwprtMon	T.3Cy.20″,33″&54″–36″ (*s*)	20 ″ 1
129445	*W.Wallace* –15	*ss*Npt.No.1–14	1503	11,15				11mo	Duck&Co.	Ld. (Martyn,Mar-	P18′Q82′B50′F24′	British	180lb 209NHP	s 2 ″ 1½
HQCB	(*ex*Dalveen)	1*Dk(Stl)&deep framing*	1005	BS11,15 ✠LMC1,14				*Lloyd's*	Stockton	tyn &Co.Ld.*Mgrs*)	*WB=Cell* FK	4*BHCem*	2SB,*6cf*,GS99,HS3477	18 ″ 3
	Elec.light								*A4CP*		*DBuE20′f106′357t*	*tDTa 80′487t FPT*	67*tAPT50t*	Blair&Co.Ld.Stockton
1484	**Motagua**	**SteelTwinScSr**	5977	✠100A1	Gls	*z*	~~4,14~~	1912	Swan,Hun-	Elders&Fyffes,Ld.	410·8|51·1|30·4	Bristol	T.6Cy.23½″,39″&66″–45″ (*s*)	33 ″ 0
134702	*O.Jones* –14		4753	*Shelter dk*			6,17	12mo	ter&Wigham		P40′B206′F53″	British	200lb HS16512 1032NHP	s 7 ″ 5½
JFMB	(*ex*EmilL.Boas)	3*Dks(Stl)&*	3553	*with freeboard*					Richardson,		*onShelter dk* FK	7*BHCem*	2DB&2SB,*18cf*,GS384, FD	26 ″ 0
	Elec.light Ref.Mchy. Shelter dk(Stl–ws)			1,16				*Lloyd's*	Ld Newcastle	*WB=CellDBa*	156′866t *D Tanks a*	*t sides of tun*	Wllsnd Slpwy.Co.Ld.Nwc.	
	Sub.Sig. Wireless			✠LMC12,12					*A4CP*	98′*uE&B* 108′*f*	*nel*69′290t*FPT*68t*APT*39t			
1485	**Motala**	**WoodScSr**	364					1916	F.Borjes-	Angfartygsaktieb	135·8|28·1|11·2	Motala	Oil Eng.	
	Aurell		310						son,	Motala		Swedish	3Cy.14$\frac{8}{16}$″–14$\frac{12}{16}$″	
		Oil Eng.	244						Norrköping				JW.SvensonsMotorfabrik,	
													Stockholm	
1486	**Motala Express**	**SteelScSr**	265					1895	Jönköp-	ÅngbåtsAkties.	112·1|21·9| 9·9	Visingsö	T.3Cy.13$\frac{8}{16}$″,22″&36½″–18$\frac{8}{16}$″	
2815	*J.Lindberg*15–99		137						ingsM.V.	Vista (C.A.	Q33′B47′H30*t*F33′	Swedish	39NHP	
JGHR		1*Dk&Shelter dk*	187						Jönköping	Carlsson,*Mgr.*)			Jönköp.M.V.,Jönköping	
1487	**Motala Ström**	**IronScSr**	1356			...		1883	J.Laing	RederiAktieb.	237·6|36·4|16·0	Nrrköping	C.2Cy.29½″&55″–36″	16 ″ 9
4447	*Berg* –15	(*ex*Amity)	1078						Sunderland	MotalaStröm	Q101′B53′H44*t*	Swedish	NB09 138NHP	
JPKD	*Well deck*	1*Dk2trB*	777							(R.Göhle,*Mgr.*)	F28′ BK8½″	*WB*	G.Clark,Sunderland	
1488	**Motalaström**	**Iron&SteelScSr**	266					18$\frac{55}{69}$	MotalaCo.	Ångf.Aktieb.Göta	96·5|22·0| 8·8	Stockholm	C.2Cy.17″&32″–20″	
1833	*C.A.Svensson*87–93		101						Norrköping	Kanal (A.Rönnow,	H48*t* 15·7	Swedish	NE81&NB96 38NHP	
JDNS	*Mchy.Aft*	1*Dk&Shelter dk*	185							*Mgr.*)			BergsundsM.Vrkst.Skm.	
1489	**Motano**	**SteelSc3MstSr**	2730					1890	Armstrong	StandardOilCo.	308·7|40·2|28·3	NewYork	T.3Cy.23″,37″&60″–39″	
212641		(*ex*Standard)	2660						Mitchell&Co.	(NewJersey)	B20′H—F28′	Utd.States	NB98 225NHP	
LDSC	*Elec.light*	*Carrying Petroleum in bulk*	1748						Newcastle			*WB*	WllsndSlpwy.Co.Ld.Nwc.	
	Mchy.Aft Wireless	1*Dk&Spar dk*												
1490	**Moto**	**SteelScSr**	1941	✠100A1	Bry	*q*	~~4,16~~	1913	S.P.Austin	PeltonS.S.Co.Ld.	267·0|38·0|17·6	Newcastle	T.3Cy.21″,34″&56″–39″ (*s*)	19 ″ 10
133536	*F.H.Cook* –17		1502	~~0,17 8,16~~			5,17	7mo	&Son,Ld.		Q140′B12′F28′	British	180lb *100lb* NDB14 221NHP	s 2 ″ 2
JCPR	*Elec.light*	1*Dk(Stl)*	1088	*Exam.ned*11,17					Sunderland		FK	4*BHCem*	2SB,*6cf*,GS108,HS3514	18 ″ 0
	Well deck	*Cargo battens not fitted*		✠LMC7,15				*Lloyd's*	*A4CP*	*WB=CellDBa*69′*uE&B*39	*f* 106′480t*FPT*101	*tAPT*195t *S*	*ide tanks in ER s*12′*p*10′124t	G.Clark,Ld.Sunderland
1491	**Motricine**	**SteelTwinScSr**	4047					1913	Atel.&Ch.	Soc.Naphte-	348·0|47·2|25·8	Marseilles	Oil Engines 4 S.C.SA	
	Carrying Petroleum in bulk Oil Eng.		3533						deSt.Nazaire	Transports	P79′B25′F41′	French	12Cy.20½″–35½″	
KJBH	*Elec.light*	2*Dks*	2280						Rouen			*WB*	Atel.&Ch.deSt.Nazaire	
	Mchy.Aft	*Longitudinal framing*												
1492	**Mottisfont**	**SteelScSr**	5692	✠100A1	Nwc	*y*		1917	W.Dobson	~~Harris&Dixon,Ld.~~	400·5|~~50·0~~|33·0	London	T.3Cy.26″,43′&72″–48″ (*s*)	35 ″ 7
140262	*H.A.Wale*10–17		5470	*Shelter dk*	Cal			3mo	&Co.	Canadian Pacific	52′0″	British	180lb 455NHP	s 10 ″ 2½
JPCL	*Elec.light*	1*Dk(Stl)&Shelter dk(Stl)*	4228	*with freeboard*					Newcastle	Railway Co	FK	6*BHCem*	3SB,*9cf*,GS141,HS6383 FD	25 ″ 9
		Cargo battens not fitted		11,17 ~~3,17~~				*Lloyd's*	*A4CP*	*CellDB*	351′1087t *FPT*102t	*APT*136t	N.E.Marine EngCoLdNwc	
		in Shelter 'tween dks		✠LMC 2,17										
1493	**Mottlau**	**SteelScSr**	838	✠	Liv	*k*		1899	Oderwerke	Danziger Rhederei	226·6|30·3|12·1	Danzig	T.3Cy.14½″,23½″&38½″–27½″	14 ″ 1
	*B.Kinder*08–10	(*ex*EmilBerenz)	672	6,01				11mo	Act.Ges.	A.G. (Behnke&	P55′F73′	German	104NHP	
HGBQ	*Mchy.Aft*	1*Dk(Stl)*	437						Grabow	Sieg,*Mgrs.*)	len10 BK7½″	3*BHCem*	2SB,*4pf*,GS66,HS1986	
	Elec.light			✠								*WB*	OderwerkeA.G.Grabow	
1494	**Motusa**	**WoodScK**	205					1909	Trustees of	Burns,Philp&Co.	121·5|27·8| 7·4	Levuka,	C.2Cy.14″&28″–18″	
125203	*W.R.Anderson*15–15	(*ex*Warwick	174						lateR.Davis	Ld.		Fiji	45RHP	
JMNS	Edward)	1*Dk*	95						BlckwllNSW			British	Morison&Bearby,N.S.W.	
1495	**Mouette**	**SteelSc**	303					1906	Atel.&Ch.	Vve.Fourmentin	144·3|23·0|12·8	Boulogne	T.3Cy.13″,22″&36″–25″	
	*F.Fourmentin*98–06	(*Trawler*)	275						deFrance	&Co.		French	65NHP	
	Elec.light	1*Dk*	110						Dunkirk			*WB*	Atl&Ch.deFrance,Dunkirk	
1496	**—**	**IronScK**	235	✠100A1	Arc		N3,14	1900	Cochrane&	Soc.Immobiliére	117·2|21·6|12·0	Bordeaux	T.3Cy.12″,20″&32″–24″ (*s*)	12 ″ 9
	H.Castels	*ss*Arc.No.3–9,12	206	*StmTrawler*				3mo	Cooper,Ld.	duMoulleau et des	Q48′F20′	French	180lb 66NHP	s ″ 10½
KJBS	(*ex*King Olav)	1*Dk*	54	2,15					Selby	Pêch.del'Océan(M	BK7½″	4*BHCem*	1SB,*2pf*,GS33,HS1160	12 ″ 9
				✠NB5,14 ✠LMC9,12					A&CP	Camproger,*Mgr.*)			Amos&Smith,Hull	
1497	**—**	**WoodScSr**	119					1892	A.Bour-	J.Besse	85·2|18·4| 9·9	Algiers	C.2Cy.17″&31½″–19¾″	
	*Cavallo*09–12	(*Tug*)	—						relly,fils			French	37NHP	
KJBT		1*Dk*	17						Marseilles				Stapfer deDuclos&Co.Msl.	
1498	**Mouhot**	**IronScSr**	318					1881	Scott&Co.	MessageriesFluvi-	135·7|19·9| 7·2	Saïgon	C.2Cy.15″&27″–15″	
	LeGranil		—						Greenock	ales deCochinchine	H39*t*	French	24NHP	
KJOF		2*Dks*	102										Scott&Co.,Greenock	
1499	**Moulouya**	**SteelScSr**	2123			...		1890	Sunderlnd	Cie.deNav.Mixte	275·0|38·2|15·3	Marseilles	T.3Cy.23½″,39″&64″–42″	26 ″ 1
	*H.Delprat*99–04	(*ex*Calabro)	1925						S.B.Co.Ld.		P55′B26′F30′ 23·7	French	283NHP	
KJBV	*Elec.light*	2*Dks&Spar dk*	1315						Sunderland		FK	*WB*	N.E.MarineEngCo.LdNwc	
1500	**Mount Etna**	**SteelScSr**	4277	✠100A1	Cff	*x*	N9,16	1910	Nthmblnd	SeftonS.S.Co.Ld.	380·0|49·0|26·4	Liverpool	T.3Cy.25″,41″&69″–48″ (*s*)	29 ″ 0
131284	*J.D.Murray* –11	*ss*Bry.No.1–15	4089	~~6,17 8,16~~ 12,17	Bkn			9mo	S.B.Co.Ld.	(H.E.Moss&Co.	P31′B94′F33′	British	180lb 372NHP	s 5 ″ 9
HRNK	(*ex*Dalecrest)	2*Dks(Stl)*	2760	~~BS8,16~~ ✠LMC7,15				*Lloyd's*	Newcastle	*Mgrs.*)	FK	6*BHCem*	3SB,*9cf*,GS150,HS5940	23 ″ 7
				12,17					*A4CP*				Richardsons,Westgarth&	
											*CellDBa*129′*uE*	*&B*42′*f*165′	990t*APT*50t	Co.Ld.Sld.
1501	**Mount Hope**	**WoodPad**	880					1888	.....	D.C.Lawton	193·1|58·8|11·5	Providnce,		
92004			—						Chelsea,Mass			R.I.		
KFGD			440									Utd.States		
1502	**Mount Kembla**	**SteelScSr**	716	✠	Syd	*i*		1885	M.Pearse	J.E.&W.B.Carr	180·0|28·0|13·2	Brisbane	C.2Cy.24″&45½″–30″	13 ″ 11
91836	*P.Esbensen*00–12		524	10,89				5mo	&Co.		Q68′ B46′ F27′	British	88RHP	
JWNQ	*Well deck*	1*Dk(Stl)*	449	✠					Stockton	*WB*	*=DBa*49′*f*59′116*t*	4*BH*	Blair&Co.(Lim.),Stockton	

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned. now required. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed. If not in L. R. Dated Roof Trad. Cert.
1503	**Mount Royal** SteelSc4MstSr	7998	✠100A1	Lon	*d*†	12,12	1898	C.S.Swan&	The Admiralty	470 0 | 56·0 | 32·0	Liverpool	T.3Cy.28″,46″&75″–54″ (*s*)	34 ″ 9	
103498	*J.N.Griffiths* –14 *ss*Lon.No.3–5,11	6744	12,13				11mo	Hunter,Ld.			British	180lb 608NHP	s 6 ″ 9	
QKML	2*Dks*(*Stl*)3*trB&deepframing*	5926	✠NB(1)5,08					Newcastle		FK	6*BHCem*	4SB,*12cf*,GS231,HS9258 FD	28 ″ 6	
	Elec.light *Shelterdk*(*Stl–pt*)*ws*		BS1,14 ✠LMC4,12				*Lloyd's*A&CP		*WB*=*Ce* *DBa*150′*uE&B*50′ *f*208′151*5tDTa*		35′ 1080*tDT*	Cen.Mar.Eng.Wrks.WHpl		
	Sub.Sig. Wireless											*f*33′800*t FPT*140*t APT*55*t*		
1504	**Mount Snowdon** SteelScSr	2891	✠100A1	Npt	*t*	9,16	1892	C.S.Swan&	SeftonS.S.Co.Ltd.	312·0 | 41·0 | 20·5	Liverpool	T.3Cy23″,37½″&62″–39″ (*s*)	23 ″ 1	
99040	*F.Jackson* –15 *ss*Npt.2ndNo.3–9,16	2202	*pt Awng dk*	Off			2mo	Hunter	(H.E.Moss&Co.	P24′Q94′B126′F36′	British	160lb *90lb* NDB00 235NHP	s 8 ″ 5	
JLPD	(*ex*Olkas,*ex*IoannisTh.	1845	*withfreeboard*					Newcastle	*Mgrs.*)	RFD32′ FK	6*BHCem*	2SB,*6cf*,GS99,HS3520	22 ″ 0	
	Sifneo,*ex*Vera,*ex* 1*Dk*(*pt Stl pt Irn*)&		2,13 ~~9,16~~	✠LMC			A&CP				*WB*=	Blair&Co.Ld.Stockton		
	Ashdown) *Web frames& pt Awng dk*(*Irn*)		MS9,16 ~~BS2,17~~								*CellDB*264′640*t*			
1505	**Mount Vernon** SteelScSr	1043					1900	Bergens	O.&A.Irgens	227·7 | 31·9 | 15·0	Bergen	T.3Cy.19″,30″&50″–33″		N
	Börsheim	786						Mek.Verk.		Q75*t*B103*t*H53*t*	Norwegian	NB13 143NHP		
JPDM	*Elec.light* 1*Dk*	648						Bergen		F25*t* *WB*	British	BergensM.V.Bergen		
1506	**Mountaineer** SteelPadSp	235					1910	A.&J.	DavidMacBrayne,	180·0 | 20·1 | 7·7	Glasgow	C.D.2Cy.20½″&38½″–48″		BT till
129481	*J.Mackechnie* –15	182						Inglis,Ld.	Ld.	*Promenade dk*103′	British	86RHP		5,17
JKMQ	*Elec.light* 1*Dk*	84						Glasgow				A.&J.Inglis,Ld.Glasgow		
1507	— IronPadSr	109					1879	.....	NewZealandGov-	125·0 | 16·8 | 7·3	Dunedin,	2Cy.		
57649	*J.G.Summers*88–92	98						LakeWakt-	ernment (Railway		N.Z.	60RHP		
	1*Dk*	66						pu,N.Z.	Department)		British			
1508	**Mountby** SteelScSr	3263	✠100A1	Sws	*u*	~~N11,15~~	1898	W.Gray&	SirR.Ropner&Co.,	325·0 | 47·0 | 22·4	W.Hartlpl	T.3Cy.24″,38″&64″–42″ (*s*)	24 ″ 10	
106994	*T.Austin* –17	2818	~~9,17~~ ~~10,16~~ 6,18	~~Lon~~ ~~Bry~~		N9,17	12mo	Co.Ld.	Ld.	P27′B82′F30′	British	160lb *80lb* 256NHP	s 4 · 5½	
QMHV	*ss*Shl.No.3–3,11	2114	~~MBS10,17~~	Sld ✠LMC11,15				WHartlepool		FK	5*BHCem*	(P)NDB17 (S)NDB12	20 ″ 9	
	*ss*Shl.No.1–15		~~MBS9,17~~				A&CP		*WB*=*CellDB*	*a&uE*130′*f*136′732*t*	*APT*53*t*	2SB,*6rf*,GS85,HS3710		
	1*Dk*(*Irn*)2*trB&deep framing*											Cen Mar.Eng.Wrks.WHpl		
	3*Dk rule*													
1509	**Mountcharles** SteelScK	286	✠100A1	Brs	*d*	~~8,16~~	1910	Smith's	UnitedStoneFirms	130·0 | 25·0 | 8·9	Bristol	C.2Cy.16″&34″–24″ (*s*)	10 ″ 0	
127072	*A.Jewell* –12	208	7,17 ~~6,16~~			7,17	1mo	DockCo.Ld.	Ld. (D.L.	Q47′B7′F17′	British	130lb 48RHP	s ″ 9½	
HQJG	*ss*Brs.No.1–14	105	~~BS7,16~~ 7,17	✠LMC5,14				NorthShields	MacIntosh,*Mgr.*)	FK	3*BHCem*	1SB,*2pf*,GS36,HS1340	9 ″ 5	
	Well deck 1*Dk*(*Stl*)						*Lloyd's*A&CP		*WB*=	*FPT*43*t*		MacColl&Pollock,Ld.Sld.		
	Mchy.Aft													
1510	**Mountpark** SteelScSr	1376	✠100A1	Hul	*p*	11,15	1912	Dunlop,	DenholmLine	250·0 | 37·2 | 16·4	Greenock	T.3Cy.18″,30″&50″–36″ (*r*)	17 ″ 5	
131855	*W.J.Masson* –17 *ss*Gms.No.1–16	1162	6,17 ~~11,15~~	Off			6mo	Bremner&	Steamers,Ld.	P20′Q69′B61′F28′	British	180lb *100lb* 160NHP	s 1 ″ 6½	
HWBG	*Well deck* 1*Dk*(*Stl*)	842		✠LMC11,16				Co.Ld.	(J.&J.Denholm,	BK8″	4*BHCem*	1SB,*4cf*,GS73,HS2414	16 ″ 8	
								PortGlasgow	*Mgrs.*)			Dnlop,Brmner&CoLd P.Gl		
							*Lloyd's*A&CP			WB=	*CellDBa* 71′	*f*93′289*t FPT*33*t APT*34*t*		
1511	**Mourilyan** SteelTwinScSr	1349	✠100A1	Syd	*o*	11,16	1908	A.Stephen	AustralianSteam-	220·7 | 36·2 | 11·0	Melbourne	T.6Cy.14½″,23″&38″–30″ (*s*)	19 ″ 6	
120750	*A.S.Leek* –16 *ss*Syd.No.2–16	1012	*withfreeboard*	Bsh			8mo	&Sons,Ld.	ships,Ld. (*Man.*	F44′	British	180lb 273NHP	s 8 ″ 10	
TVPN	1*Dk&Awng dk* (*pt Stl*–ws *pt* teak)	635	~~3,17~~ ~~4,16~~	✠LMC11,16				Glasgow	*Agents*,Howard	FK	4*BHAsp*	2SB,*6cf*,GS109,HS4500 FD	11 ″ 1	
	Elec.light		~~BS9,17~~				*Lloyd's*A&CP		Smith,Ld.)	*WB*=*FPT*	17*t APT*32*t*	A.Stephen&Sons,Ld.Gls.		
1512	**Mourino** SteelScSr	1819					1906	Earle'sCo.	Ellerman'sWilson	300·0 | 41·5 | 18·4	Hull	T.3Cy.21″,36″&60″–42″		C
122266	*J.W.Freeman* –12	1554						Ld.	Line,Ld.	P187′F32′	British	233NHP		
HGRK	*Ref.Mchy.* 1*Dk*	947						Hull		*WB*		Earle'sCo.Ld.Hull		
1513	**Mourne** Iron&SteelScSr	221	✠100A1	Liv	*c*	8,16	1894	J.Fuller-	T.Coppack&Co.	125·0 | 20·1 | 9·3	Chester	C.2Cy.16″&32″–22″ (*s*)	10 ″ 1	
102021	*J.McLynn* –15 *ss*Liv.2ndNo.3–11,12	159	2,17				4mo	ton&Co.		Q43′B7′F22′ BK6″	British	100lb 45RHP	s ″ 10	
SRWM	*Well deck* *ss*Liv.No.1–17	84		✠LMC2,17				Paisley	*Ne*	*wfore body*(*Stl*)00	3*BHCem*	1SB,*2pf*,GS30,HS926	9 ″ 11	
	Mchy.Aft 1*Dk*(*Irn*)						A&CP			*WB*	=*FPT*42*t*	Hall,Brwn,Buttery&C.Gls.		
1514	**Mouro** SteelScSr	2905	✠100A1	Bbo	*t*		1916	CiaEuskal-	Cia.Vasco	306·0 | 44·2 | 21·6	Bilbao	T.3Cy.23″,36½″&62″–42″ (*s*)	24 ″ 7	
	*P.Aldamiz*04–16	2382	8,17 ~~8,16~~	NYk			8mo	duna deConst	Cantabrica deNav	P33′B70′F35′	Spanish	180lb *100lb* 268NHP	s 3 ″ 11	
HVNC	1*Dk*(*pt Irn pt Stl*)	1639		✠LMC8,16				Bilbao	(U.de la Torre,	FK	5*BHCem*	2SB,*6cf*,GS104,HS4090	21 ″ 0	
							*Lloyd's*A&CP		*Mgr.*)		*CellDB*	Cen.Mar.Eng.Wrks.WHpl		
1515	**Mouth** IronScK	150			...		1891	R.Dixon	N.V.Algemeene	96·5 | 20·3 | 10·7	Ymuiden	T.3Cy.11″,17″&28″–21″	11 ″ 8	V
	W.Zwart –09	144						&Co.	Viss.Maats.	Q20′F19′	Dutch	36NHP		
	(*ex*TyneMouth) 1*Dk*	49						Middlesbro'		BK7½″		N.E.MarineEng.CoLd.Sld.		
1516	**Möwe** SteelScSr	1251					1912	G.Seebeck	Dampfsch.Ges.	241·4 | 36·0 | 18·8	Bremen	T.3Cy.22½″,36⅜″&59½″–		G
	C.Berg	760						Akt.Ges.	Argo	P35′B81′F32′	German	39⅜″ 220NHP		
QKGC	*Elec.light* Sub.Sig. Wireless 2*Dks*	553						Geestemünde			*WB*	G.Seebeck A.G.Bremerhvn		
1517	— SteelSc	300					1912	Stettiner	Rud.Christ.Gribel	128·7 | 22·7 | 10·7	Stettin	C.2Cy.15 7/10″&27½″–15 7/10″		G
	F.Böhnert –12	221						Oderwerke		P44′F19′	German	25NHP		
JGHT	1*Dk*	148						Stettin			*WB*	StettinerOderwerke		
1518	— SteelSc	152					1891	C.Jürgens	Nordischer	98·2 | 19·2 | 10·9	Hamburg	C.2Cy.16½″&31″–20½″		
	R.Baumeister (*Tug*)	—						&Co.	Bergungs-Verein		German	36NHP		
RJKH	1*Dk*	10						Hamburg				C.Jürgens&Co.,Hamburg		
1519	— SteelScSr	127					1909	Schiffsw(v.	H.Krohn	102·2 | 19·7 | 8·3	Lübeck	C.2Cy.11 7/16″&22 1/16″–14 3/16″		G
	H.Krohn –09	90						J&Sch.)A.G.		Q31′B23′F15′	German	15NHP		
MSKD	*Elec.light* 1*Dk*	48						Hamburg				Schwft.(vJ&Sch)AG Ham		
1520	— WoodScSr	103					1909	D.Drake	H.R.Wahlen	78·9 | 20·2 |	Herberts-			
	J.Siebje *Petrol Motor*	—						Sydney	G.m.b.H.		höhe	Petrol Motor		
TCFL	1*Dk*	55									German			
1521	**Moy** SteelSc	88			...		1909	G.Brown	Elliot&Jeffery	75·0 | 20·1 | 6·9	Westport	C.2Cy.9″&18″–12″	7 ″ 6	
124594	*G.H.Hately* –09	80						&Co.			British	18RHP		
	Mchy.Aft 1*Dk*	47						Greenock		FK	*WB*	Miller&MacfieLd.Glasgow		
1522	— IronTwinSc	58	A–	Dub		PN6,14	1897	Ross&	A.Guinness,Son&	80·3 | 15·5 | 5·9	Dublin	2Cy.10″–14″ (*s*)	6 ″ 3	
128860	*ss*Dub.2ndNo.3–2,11	57	*Barge*			S6,14	9mo	Walpole	Co.Ld.		British	100lb 6RHP		
	*ss*Dub.No.1–14	39	7,15					Dublin		ptND07 FK	2*BHCem*	1SB,*1pf*,GS8,HS407		
	1*Dk*		*For River purposes only*									Ross&Walpole,Dublin		
			MS6,14 BS7,16											
1523	**Moyle** SteelScSr	1761	✠100A1	Bry	*q*	3,16	1907	AilsaS.B.	ShamrockShippg.	275·2 | 36·1 | 18·6	Belfast	T.3Cy.19″,31″&51″–36″ (*s*)	19 ″ 0	
124668	*J.McConnell* –17 *ss*Dub.No.2–16	1325	11,16				11mo	Co.Ld.	Co.Ld.(T.Jack,	P21′Q84′B54′F32′	British	216NHP	s1 ″10½	
HLSQ	*Elec.light* Sub.Sig.	749		✠LMC5,16				Troon	*Mgr.*) *WB*=*Cell*	FK	5*BHCem*	2SB,*6cf*,GS107,HS3976	17 ″ 5	
	1*Dk*(*Stl*)&*deep framing*						*Lloyd's*A&CP		*DBuE*24′*f*96′258	*tDTa*80′382*t FPT*	71*t APT*37*t*	AilsaS.B.Co.Ld.Troon		

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenance appro. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. pe.
1524 10746 LCQN	**Moyori Maru** *J.C.Richards* (*ex*Harbarton)	**SteelScSr** *ss*Kob.No.3–7,15 1*Dk*(*Stl*)&*Spar dk* (*pt Irn&pt Stl*)&*deep framing*	3746 3179 2295	✠100A1 *Spar dk* 1,17	Kob	*v*	1,17	1902 10mo *Lloyd's*	Craig, Taylor&Co. Stockton	NipponYusen KabushikiKaisha *WB=CellDB a*102′*uE*20′	330·8|45·1|18·0 P69′B94′F41′ 26·0 FK *f*142′679*t FPT*108*t*	Tokio Japanese	T.3Cy.24″,40″&66″–42″ (*s*) 180lb *100lb* 306NHP 2SB,*6cf*,GS134,HS4733 *APT*113*t* N.E.MarineEng.Co.Ld.Sld	28 ″ 6 s 5 ″ 11 22 ″11
1525 105724 NWSL	**Moyune** *W.J.Elford* –16 *Elec.light* Wireless	**SteelScSr** *ss*Liv.No.3–11,07 *ss*Liv.No.1–12 2*Dks*(*Stl-U*teaks)& *deep framing*	4935 4400 3213	✠100A1 9.15 ~~Examined 10.17~~ ~~BS 10.17~~	Liv	*y*	11,16	1895 8mo *Lloyd's*	D&W Henderson&Co. Glasgow	ChinaMutualStm. Nav.Co.Ld. (A. Holt&Co.*Mgrs.*) *WB=CellD*	410·0|48·1|26·2 P44′B110′F47′ BK9″ *Ba*122′*f*168′*uE&B*	Liverpool British 6*BHCem*	T.3Cy.27″,46″&76″–60″ (*s*) 180lb *160lb* 532NHP 3SB,*9cf*,GS188,HS7068 FD D.&W.Henderson&Co.,Gls 58′1071*t AP* 745*t FPT* 136*t MT*24′335*t*	29 ″ 2
1526 HNPD	**Mrav** *M.Bielich* –13 (*ex*Lydford)	**SteelScSr** *ss*Shl.No.1–09 *Spar dk*(*Stl*)2*trB*& *deep framing*	3786 3654 2406	✠ ~~1,16~~ *Spar dk withfreeboard*	Tri	*w*		1905 4mo	R.Stephenson&Co.Ld Newcastle	M.J.&G.S.Bielich &Co. *WB = CellDBa*110′	340·8|47·2|20·0 P26′B93′F33′ 27·2 FK *uE&B*42′ *f*138′739*t*	Kuciste Aust.-Hung. 6*BHCem* *APT*181*t*	T.3Cy.25″,41″&67″–45″ 316NHP 2SB,*6cf*,GS123,HS4912 N.E.MarineEngCoLd.Nwc	29 ″10
1527 RQVT	**Muansa** *O.Stoffregen* *Elec.light*	**SteelScSr** 2*Dks*	5408 4916 3373					1911	Bremer Vulkan Vegesack	DeutscheOst-AfrikaLinie	419·8|54·5|28·2 P&B334′F58′ *WB*	Hamburg German	Q4Cy27″34½″50⅜″&72½″-53½″ 387NHP Bremer Vulkan, Vegesack	
1528	**Mucuripe** *Speller* –10 *Elec.light*	**SteelScSr** 1*Dk*(*Teak*)& *Promenade dk*(*Teak*)	*207* *141* *141*	✠ *For River purposes only* 11,10 ✠	Liv			1910 11mo	LythamSB &E.Co.Ld. Lytham	Mello,Frotas&Co.	124·0|24·1| 6·2 F22′ FK	Para Brazilian 5*BHAsp*	C.2Cy.14″&30″–21″ 57NHP 1SB,*2pf*,GS36,HS1220 LythamSB&ECo.Ld.Lytm	6 ″ 6
1529	**Mucury** *ss*N.Yk.No.3–11,00 (*ex*BritishPrince) *Well deck*	**SteelScSr** *ss*Nwc.No.2–09 1*Dk*(*Irn-ptwss*)&*Webframes*	*2217* *1713* *1402*	✠ 3,12 ✠	Mch	*r*		1888 11mo	ShortBros. Sunderland	Cia.Commercio eNav. *WB = CellDBa*80′*f*104′	292·0|39·1|18·9 P32′Q76′B114′ F30′ BK10″	R.Janeiro Brazilian 6*BHCem*	T.3Cy.22″,36″&59″–42″ NDB02 223NHP 2SB,*6cf*,GS106,HS3484 314*t APT*40*t* G.Clark,Sunderland	21 ″ 2
1530	**Mudela No. 2** *F.Miangolarra* –17	**SteelScSr** 1*Dk*(*Stl*)&*Awng dk*(*Stl*)	1542 1424 931	✠100A1 *Awng dk withfreeboard* 9,16	Bbo	*o*		1916 9mo *Lloyd's*	Astilleros delNervion Bilbao	R.O.Artiñano *CellDB*191′*f*258*t*	230·0|34·6|21·0 FK	Bilbao Spanish 4*BHCem*	T.3Cy.16″,26″&44″–33″ (*s*) 180lb *100lb* 139NHP 2SB,*4cf*,GS79,HS2386	23 ″ 4 s 5 ″ 6 18 ″ 1
Now named "Concha," See No. 33 in Supplement												*APT*36*t*	Ross&Duncan,Glasgow	
1531 4303 JNTH	**Mudir** *C.G.O.Månsköld*05–06 *Mchy.Aft Elec.light*	**SteelScSr** 1*Dk*	762 588 452					1904	Hlsingbrgs Varfs Aktieb. Helsingborg	MotalaRederiaktiebolag(C.A. Arvidson,*Mgr.*)	196·0|32·0|12·3 P59′H67*t*F20′ *WB*	Motala Swedish	T.3Cy.13″,20½″&33½″–21″ E&B*made*02 51NHP KjbnhavnsFlydk.&Skbsv.	
1532 124338 HLDG	**Muirfield** *W.Clarke* –14	**SteelScSr** *ss*Cff.No.2–16 1*Dk*(*pt Irn&pt Stl*)&*deep framing*	3086 2924 1957	✠100A1 2,17 ~~MS3,16~~	Liv LMC BS2,17	*v*	3,16	1907 8mo *Lloyd's*	J.Readhead&Sons South Shields	DoughtyShppgCo. Ld.(H.Doughty& Co.*Mgrs.*) *WB=CellD*	330·4|47·6|23·4 P29′B186′F31′ FK *Ba*110′*uE*24′*f*138′	W.Hartlpl British 5*BHCem*	T.3Cy.24″,40″&65″–45″ (*r*) 160lb *100lb* NDB17 293NHP 2SB,*6cf*,GS90,HS4558 648*t APT*51*t* J.Readhead&Sons,S.Shl.	24 ″10 s 3 ″ 4½ 21 ″10
1533 213571 LFNP	**Mukilteo**	**WoodScSr** 1*Dk*	1230 — 690					1915	..... Raymond, Wash.	CharlesNelsonCo.	204·7|41·8|14·8	S.Frncisco Utd. States		
1534 14470 LSFK	**Muko Maru** (*Trawler*)	**SteelScSr** 1*Dk*	206 162 111					1911	OsakaIron Works Osaka	TeikokuSuisan KabushikiKaisha	109·1|21·2|10·8	Kobe Japanese	T.3Cy.11½″,19″&32″–22″ 48NHP OskaIronWorks,Osaka	
1535 1331 HJQD	**Mukogawa Maru**	**SteelScSr** 2*Dks*	388 384 231					1893	OsakaIron Works Osaka	OsakaShosen KabushikiKaisha	157·9|21·0|15·4	Osaka Japanese	T.3Cy.13″,21″&34″–26″ 59NHP OsakaIronWorks,Osaka	
1536 103042	**Mulgrave**	**SteelScSp** 1*Dk*&*Spar dk*	485 261 330					1893	I Matheson &Co. N.Glsgw.N.S.	CanadianGovernment	114·8|31·0|16·4	Ottawa British	C.2Cy.22″&42″–30″ 75RHP J.Matheson&Co.N.Gls.N.S	
1537 67240	— *F.Emmett* –97	**IronScSp** (*ex*NumberThree) 1*Dk*	263 263 179					1870	G Robinson &Co. Cork	Palmers'S.B.& IronCo.Ld.	133·2|23·6|10·0	Newcastle British	2Cy.22″–21″ 40RHP M.Paul&Co.,Dumbarton	
1538 127086 HRWS	**Multistone** *W.Powe*16–16 *Well deck* *Mchy.Aft*	**SteelScK** *ss*Brs.No.1–15 1*Dk*(*Stl*)	296 214 105	✠100A1 ~~9.16~~ 12.17 ~~BS5,17~~	Npt Brs LMC2,15	*e*	~~2,15~~ 5,17	1910 12mo *Lloyd's*	Smith's Dock Co.Ld. Middlesbro'	UnitedStoneFirms Ld. (D.L. MacIntosh,*Mgr.*) *WB=FPT*	129·6|25·1| 8·8 Q46′B8′F25′ FK 63*t APT*15*t*	Bristol British 3*BHCem*	C.2Cy.16″&34″–24″ (*s*) 130lb 63RHP 1SB,*2pf*,GS35,HS1131 ShieldsEng.Co.Ld.N.Shl.	10 ″ 0 s ″ 8½ 9 ″ 6
1539 210854 LCSD	**Multnomah** *Maro* Wireless	**WoodScSr** 1*Dk*	969 768 583					1912	St.Helens S.B.Co.San-viesIslnd,Or.	C.R.McCormick& Co.	205·5|40·5|13·8	S.Frncisco Utd.States	T.3Cy.13½″,23″&40″–30″ 88NHP UnitedEng.Wks.,S.Frncio.	
1540 214074 LGBJ	~~**Munalbro**~~ ~~*D.Dalton*16–16~~ *Elec.light* *Mchy.Aft*	**SteelScSr** *W.D.Gilboy*16–17 1*Dk*(*Stl*)	4293 3787 3197	✠100A1 7,17 ~~3,17~~ NYk	NYk LMC5,16	*w*	7,17	1916 5mo	NwprtNws S.B.&D.D.Co. NewprtNews A&CP	MunalbroS.S. Corp. *CellDBuE&B*	359·7|49·2|26·9 P94′B19′F31′ FK 50′*f*243′ 1087*t FPT*	NewYork Utd.States 6*BHCem* 318*t APT*92*t*	T.3Cy.23″,39″&66″–45″ (*s*) 180lb 365NHP 2SB,*6cf*,GS124,HS5070 FD NewportNewsSB&DD.Co.	30 ″ 0
1541 213814 LFRH	**Munamar** *C.M.MacDonald* –15 *Elec.light* Wireless Sub.Sig.	**SteelScSr** 2*Dks*(*Stl*)&*Wcb frames* *Longitudinal framing*	3477 2891 2180	✠100A1 ~~9.14~~ ~~12.16~~ 12,17 ~~11.17~~ *Fitted for oil fuel* 12,15 *F.P. above* 150° F.	Bal NYk LMC12,15	*w*	2,17	1915 12mo	Maryland SteelCo. Sparro' Pt Md A&CP	MunamarS.S.Co. Inc. *WB=Cell DBa*93′*uE&B*	353·0|47·5|24·9 P48′B126′F39′ FK 85′*f* 108′676*t FPT*	NewYork Utd.States 6*BHCem* 69*t APT*37*t*	T.3Cy.27¼″,46″&78″–51″ (*s*) 200lb *200lb* FD 676NHP 3SB,*12cf*,GS236,HS10186 Maryland Stl.Co.Sparr'.Pt	27 ″ 3
1542 123999 HJDS	**Muncaster Castle** *L.A.McDonald* –13 *Elec.light* *Carrying fuel oil F.P. above* 150° F. *in DB*	**SteelScSr** *ss*Lon.No.2–15 1*Dk*(*Stl*)&*Spar dk*(*Stl*)& *deep framing*	4757 4411 3050	✠100A1 *Spar dk* Clr 11,17 ~~1.17~~ ~~MS3,15~~ ~~BS6,16~~ ~~DBS5,17~~	Kob LMC	*z*	1,17	1906 9mo *Lloyd's*	W.Hamilton&Co.Ld. Pt.Glasgow	LancashireShppg. CoLd(J.Chambers &Co.*Mgrs.*) *WB = Cell DBa*120′*uE&B*44′184 *f*′	400·0|50·0|18·7 P31′B230′F44′ 27·2 FK	Liverpool British 6*BHCem*	T.3Cy.26′,44′&73″–48″ (*s*) 200lb *100lb* 476NHP 2SB,*6cf*,GS132,HS6418 FD D.Rowan&Co.Glasgow 1039*t DT f* 28′752*t APT*48*t*	29 ″10 s4 ″10½ 25 ″ 4
1543 93322	**Muncy** *Mchy.Aft*	**SteelScSr** 2*Dks*	3863 — 2946					1902	Detroit S.B.Co. Wyandotte	GreatLakesTransitCorporation	350·0|46·0|30·0 F32′ *WB*	Erie,Pa. Utd.States	Q.4Cy.19″,27½″,40″&58″–42″ 218NHP DetroitS.B.Co.Detroit	
1544 HVNJ	**Mundaka** *F.Oyarbide*04–11 1*Dk*(*Irn*)&*Webframes*&*pt Awng dk*(*Irn*)	**SteelScSr** *ss*Bbo.No.3–4,12	2424 1767 1445	✠100A1 *pt Awng dk withfreeboard* BS7,17 1,14 ~~LMC5,16~~	Bbo	*s*	11,15	1899 4mo	W.Gray& Co.Ld. W Hartlepool A&CP	Cia.Nav.Sotay Aznar (Sotay Aznar,*Mgrs.*) *WB=CellDBa*	290·5|42·2|18·0 P25′Q86′ *pt Awngdk*178′ FK *&uE*118′*f*114′557*t*	Bilbao Spanish 5*BHCem* 4*PT*30*t*	T.3Cy.23″,36½″&62″–39″ (*s*) 160lb *80lb* 246NHP 2SB,*6rf*,GS94,HS3784 Cen.Mar.Eng.Wrks.W Hpl	20 ″ 2 s7 ″10½ 19 ″ 8
Now named "Arinda Mendi," See No. 52 in Supplement														

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 6 7 Particulars of Classification. Character. †for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	8 9 Built. When. Ship. Engines	By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
1545 212790 LDWP	**Mundale** SteelScSr *Connors* –14 *ss* NYk. No. 2–14 (*ex* Luristan) 1 *Dk (Stl) & Spar dk (Stl)* *Elec. light* *& deep framing*	3285 3041 2071	†100A1 *Spar dk* 12,17~~6,16~~ ~~BS5,10~~ †LMC10,14 ~~8,17~~	NYk Phl	*w*	~~10,14~~ 12,17	1906 7mo	W. Hamilton & Co. Ltd. Port Glasgow *Lloyd's* *SA & CP*	Mundale S.S. Corp. *WB = Cell D Ba & u E 134′*	358·0 | 44·9 | 16·3 P25′B86′F41′ 24·3 FK *f* 156′ 690*t* *APT* 25*t*	New York Utd. States	T. 3Cy. 25″, 41″ & 67″–45″ (*s*) 180lb ~~*160lb*~~ *50lb* 364 NHP 2SB, *6cf*, GS 119, HS 4906 FD D. Rowan & Co. Glasgow	26 ″ 10 *s* 5 ″ 0½ 22 ″ 2	
1546	**Mundelta** SteelScSr *For full particulars See No. 2 in Elec. light*	5000 *Supplement*	100A1 (*Class Contemplated*)				1917	Nwprt News S.B. & D.D. Co. Newprt News	Mundelta SS. Corp.	370·0 | 53·0 | 30·0	New York Utd. States	T. 3Cy. 24½″, 41½″ & 72″–48″ Newport News SB & DD. Co.		
1547 93395	**Munepoor** SteelPadLr *Elec. light*	674 674 303					1887	W. Denny & Bros. Dumbarton	Irrawaddy Flotilla Co. Ld.	250·0 | 35·1 | 9·8	Glasgow British	C. 2Cy. 37½″ & 65″–72″ 298 NHP Denny & Co., Dumbarton		
1548 132739 HWGF	**Mungo Park** SteelSternWheel *W. Stephenson* –12 Sr *Elec. light* 1 *Dk & Promenade dk*	264 149 177					1912	Lytham SB & ECo. Ld. Lytham	Niger Co. Ld.	134·2 | 26·0 | 5·7 F14′	London British	C. 2Cy. 17″ & 37″–42″ 55 RHP Lytham S.B. & E. Co. Ld. Lyt		
1549 KJDC	— SteelSc *B. Tavares* 1 *Dk*	159 121 42					1907	Forg. & Ch. de la Médit. LaSeyne	Cie. Française de l'Afrique Occidentale	95·8 | 18·8 | 8·9 P16′Q18′B16′	Marseilles French *WB*	C. 2Cy. 14⅜″ & 25⅜″–16½″ 13 NHP Forg. & Ch. de la Médit. Msl.		V
1550 JVRS	**Munin** SteelScSr *J. Torkelsen* –14 1 *Dk*	1267 1153 778					1899	Schiffsw. v. H. Koch Lübeck	Actieselsk. Dpsk. Munin (J. Lund & Co.)	241·0 | 35·2 | 17·4 P12′B67′F26′	Bergen Norwegian *WB*	T. 3Cy. 16⅜″, 27½⅛″ & 44½″–32½″ 113 NHP J. F. Ahrens, Ottensen		N
1551 1321 HGDQ	— IronScSr *Lethman* 1 *Dk*	737 670 433					1871	Motala Co. Norrköping	Ångf. Aktieb. Svithiod (H. Metcalfe, *Mgr.*)	192·8 | 27·3 | 17·9 B39′ H14*t*	Gothenburg Swedish *WB*	C. 2Cy. 21″ & 43″–27″ NE & B96 72 NHP Motala Co., Motala		V
1552 121218	**Munising** SteelScSr (*ex* F.M. Osborne) *Elec. light* *Mchy. Aft* 1 *Dk 2tr B*	4309 — 3377					1902	American S.B. Co. Lorain, O.	Grand Island S.S. Co. (Cleveland Cliffs Iron Co. *Mgrs*)	380·0 | 50·0 | 28·0	Marquette Utd. States *WB*	T. 3Cy. 22″, 35″ & 58″–40″ 213 NHP American S.B. Co Cleveland		L
1553 214291 LGDV	**Munisla** SteelScSr *Abernethy* –17 *Elec. light* 1 *Dk (Stl)* *Mchy. Aft* *Cargo battens not fitted*	1697 1483 1144	†100A1 3,17 *For St. Lawrence River & Coasting Service to West Indies* †LMC8,16	NOs	*q*		1916 8mo	Gt. Lakes Eng. Works Ecorse, Mich. A&CP *Intermediate*	Munisla S.S. Corp. *Cell D B 208′ 617t Bulkhead in fore hold dispensed with*	243·3 | 43·1 | 17·0 P62′F39′ FK *FPT* 227*t* *APT* 11*t* *3 B H only*	New York Utd. States	T. 3Cy. 16″, 26½″ & 45″–33″ (*s*) 180lb 140 NHP 2SB, *cf* 4, GS 72, HS 2341 Gt. Lakes Eng. Wks. Detroit	19 ″ 2	
1554 2970 JGRS	**Munkedal** SteelScSr *J. A. Settergren* –03 1 *Dk*	164 118 87					1896	Eriksbergs M.V. Aktieb Gothenburg	Munkedals Aktieb. (Alb. Carlander)	98·5 | 20·7 | 10·0 B30′H7*t*	Munkedal Swedish	C. 2Cy. 11½″ & 24⅜″–16½″ 21 NHP Eriksberg M.V. Aktieb, Got		
1555 5655 JVCR	**Munkfors** SteelScSr *L.V. Beckman* 14–14 *Mchy. Aft* 1 *Dk*	252 203 115					1914	P. Larsson Thorskog	Uddeholms Aktieb. (A. Herlenius, *Mgr.*)	101·9 | 22·5 | 11·5 P30′H12*t* F13′	Uddeholm Swedish *WB*	C. 2Cy. 13″ & 20″–16″ 13 NHP Thorskogs M.V. Thorskog		V
1556 3670 JLKP	**Munksjö** CompScSr *K. J. Andersson* 14–14 1 *Dk*	178 159 80					1899	S. Groth Sjötorp	Ångf. Aktieb. Ran (T. F. Almén, *Mgr.*)	100·0 | 23·0 | 10·4 B20′ H6*t*	Jönköping Swedish	C. 2Cy. 9½″ & 21″–13½″ 13 NHP Lundby M.V. Gothenburg		
1557 MHKP	**Munorway** *Z. Backer* –18 SteelScSr *P. Olsen* –16 *ss* NNs. No. 1–16 (*ex* Progress III.) 1 *Dk (Stl)* *Cargo battens not fitted*	3514 ~~3327~~ ~~6,17~~ ~~11,16~~ 3,18 2224	†100A1 ~~9,16~~ 2,18 †LMC11,16	NNs NYk	*w*	~~4,16~~ 3,18	1912 5mo	Campbeltown S.B. Co Campbeltwn *Lloyd's* *SA & CP Interm*	Dpskacties Munorway (Conrad Boe, *Mgr.*) *WB = Cell D Ba 11 ediate B H in after hold dispensed with*	348·0 | 49·9 | 23·4 P29′B90′F36′ FK *1′u E & B 36′ f* 153′ 10	Chrstiania Norwegian *Cem*	T. 3Cy. 24″, 40″ & 65″–45″ (*s*) 180lb 322 NHP 3SB, *9cf*, GS 162, HS 5142 J. G. Kincaid & Co. Ld. Grk.	25 ″ 10 *s* 4 ″ 5½ 21 ″ 8	
1558 214042 LFWR	**Munplacé** SteelScSr *W. J. Connors* 10–16 *Elec. light* 2 *Dks (Stl) & Web frames* *Longitudinal framing*	3315 2732 2105	†100A1 ~~9,16~~ 2,18 †LMC5,16	N Yk	*u*		1916 5mo	Maryland Steel Co. of Baltimore Co Sparro' Pt Md A&CP	Munplacé S.S. Corp *Cell D Ba 90′ u*	327·2 | 46·2 | 22·9 P35′B98′F38′ FK *E 20′ f* 146′ 694*t* *FPT* 78*t* *APT* 296*t*	New York Utd. States *Cem*	T. 3Cy. 24¼″, 41″ & 68″–48″ (*s*) 200lb 449 NHP 2SB, *8cf*, GS 144, HS 6397 FD Maryland Stl. Co. Sparr'. Pt.	25 ″ 6	
1559 214467 LGJT	**Munrio** SteelScSr *A. Haley* 16–16 *Elec. light* 1 *Dk (Stl) & Web frames* *Longitudinal framing*	3868 3102 2439	†100A1 ~~4,18~~ ~~3,16~~ †LMC10,16	N Yk	*v*		1916 10mo	Bethlehem Steel Co. Sparrow's Pt. A&CP	Munrio S.S. Corp.	333·6 | 48·2 | 25·1 P37′B101′F38′ FK *B 278′ 830t FPT 86t above 1 Cell D*	New York Utd. States	T. 3Cy. 24¼″, 41″ & 68″–48″ (*s*) 200lb 449 NHP 2SB, *8cf*, GS 143, HS 6397 FD Bethlehem Stl. Co Sprw's Pt	27 ″ 6	
1560 131385	**Munshi** SteelTwinScSr *W. P. Hornby* –11 (*Tug*) 1 *Dk*	177 147 96	*Fitted for oil fuel* 10,16			*F.P.a*	1911	Lytham SB & Eng Co. Ld. Lytham	Miller Bros. (of Liverpool) Ld.	125·8 | 24·1 | 6·3 B43′F14′	Liverpool British	C. 4Cy. 11″ & 24″–18″ 46 RHP Lytham SB & E Co Ld Lytham		
1561 214087 LGBN	**Munsomo** SteelScSr *A. L. Cornewal* 13–16 *Elec. light* 2 *Dks (Stl) & Web frames* *Longitudinal framing*	3315 2732 2105	†100A1 1,18~~5,16~~ †LMC5,16	Bal NNs	*u*	~~2,17~~ 1,18	1916 5mo	Maryland Steel Co. of Baltimore County Sparro' Pt Md A&CP	Munsomo SS Corp *forward hold dispensed with*	327·2 | 46·2 | 22·9 P35′B98′F39′ FK *'Tween dk BH in aft 1 BH to 2nd dk only* *Cell D B 278′ 768t FPT 78t APT 296t*	New York Utd. States *Cem*	T. 3Cy. 24¼″, 41″ & 68″–48″ (*s*) 200lb 449 NHP 2SB, *8cf*, GS 144, HS 6397 FD Maryland Stl. Co. Sparr'. Pt.	25 ″ 6	
1562 104975 PVKL	**Munster** SteelTwinScSr *J. Thomson* –16 Sub. Sig. Wireless 3 *Dks*	2646 2459 1101					1897	Laird Bros. Birkenhead	City of Dublin Stm. Packet Co.	360·0 | 41·5 | 27·3	Dublin British	T. 8Cy. (2) 29″ (2) 45″ & (4) 48″–33″ 529 NHP Laird Bros., Birkenhead		BT till 3,18
1563 KJWC	**Münster** SteelScLr *E. Akkermann* 10–10 1 *Dk*	169 163 83					1910	J. L. Meyer Papenburg	Emder Heringsfischerei A.G.	98·3 | 23·0 | 10·6	Emden German *WB*	C. 2Cy. 9 7/16″ & 18⅜″–12½″ 9 NHP J. L. Meyer, Papenburg		G
1564 RHBV	**Muntenia** SteelScSr *ss* Hpl. No. 3–1,03 (*ex* Proteus, *ex* Gladys) *ss* Syd. No. 2–12 1 *Dk (Irn) & Web frames & pt Awng dk (Irn)*	*2367* *1729* *1509*	†100A1 *pt Awng dk* *with freeboard* 8,14 MS5,12	Sws LMC BS5,14	*s*	5,14	1890 12mo	S. P. Austin & Son Sunderland A&CP	"Maritima" Soc. Anon. Româna de Nav. (Theodoridi & Co. *Mgrs.*)	285·0 | 39·6 | 18·8 P31′Q72′ 25·8 *pt Awng dk 182′ BK 9′* *WB =*	Braila Roumanian *5 B H pt Asp pt Cem* *Cell D B a 110′*	T. 3Cy. 22″, 36″ & 59″–39″ (*s*) 160lb *80lb* NDB 01 218 NHP 2SB, *6rf*, GS 106, HS 3288 G. Clark, Ld. Sunderland *u E & B 42′ f 86′ 476t APT 30t*	21 ″ 3 *s* 7 ″ 11 21 ″ 3	
1565 ~~5015~~ JBNG HFMR	**Munter** IronScSr ~~*T. Stenersen* 17–17~~ *ss* Xia. 3rd No. 3–10,08 (*ex* Arne, *ex* Ulleswater) *ss* Xia. No. 1–14 *Well deck* 1 *Dk 3tr B*	783 725 471	~~†90A1~~ 9,16 ~~Excused 11,14~~ MS3,13	Xia ~~LMC~~ MB3,16	*l*	~~9,16~~ 11,17	1872 8mo	W. Doxford & Sons Sunderland A&CP	~~A/S Eger (Olsen & Ugelstad, *Mgrs.*)~~ The Shipping Controller (W. Brown, Atkinson & Co *Mgrs.*)	224·2 | 28·9 | ~~16·1~~ 13 5 Q85′B66*t* F35′ len 73 BK 8′ *WB = DB a 47′ f 49′ 237t*	London British *4 B H Cem*	C. 2Cy. 26″ & 47″–33″ (*s*) 80lb *100lb* NDB 12 112 NHP NB 07 *refitted* 11 1SB, *3cf*, GS 68, HS 2090 G, Clark, Sunderland	16 ″ 10 *s* 2 ″ 7 15 ″ 4	

by Collision 2,18

1 Numéro d'Ordre / Numéro Officiel / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pa.
1566	**Munwood** SteelScSr	3190					1914	Scotts' S.B.	MunwoodS.S.	345·0	48·0	24·2	NewYork	T.3Cy.25½″,41½″&68″–48″	
212924		3011						&Eng.Co.Ld.	Corp.	P31′B102′F39′			Utd.States	320NHP	
LFDM	*Elec.light* 2*Dks*	2035						Greenock					*WB*	Scotts'S.B.&Eng.CoLdGrk	
1567	**Murcia** SteelScSr	4871	✠100A1	Npt	*y*	8,16	1915	ShortBros.	English&AmericanShppgCo.Ld.	385·0	53·5	27·2	London	T.3Cy.26½″,44″&73″–48″ (*r*)	29 ″ 8
139068	*F.J.Tamlin* –17	4532	~~3,17 8,16~~ 9,17	~~Cou~~Bry			7mo	Ld.	(C.T.Bowring&Co.	P36′B113′F39′		FK	British	180lb 437NHP	s 5· ″ 7
JLNK	*Elec.light* 1*Dk*(*Stl*)	3010	✠LMC7,15				*Lloyd*	Sunderland	Ld.*Mgrs.*)				6*BHCem*	3SB,*9cf*,GS175,HS7239	24 ″ 5
								'sA&CP	*WB*= *CellDBa* 119′ *uE&B*43′ *f* 169′					N.E.MarineEng.Co.Ld.Sld 1268*t FPT*144*t APT*163*t*	
1568	**Muriel** SteelScSr	1831	✠100A1	Cff	*r*	3,17	1898	Grngemth	Orders&Hand-	270·0	40·6	18·5	Newport	T.3Cy.20½″,33″&53″–36″ (*a*)	20 ″ 6
106253	*W.Jones* –16 ~~ssCff.No.3–5,11~~	1673	11,17 ~~8,16~~	Shl			10mo	DockyardCo	fordS.S.Co.Ld.	P29′B54′F31′		FK	British	160lb *80lb* 185NHP	s 3 ″ 1
QJTH	1*Dk*(*Stl*)&*deep framing*	1144	BS3,17 ✠LMC4,16					Grangmouth					4*BHCem*	2SB,*4cf*,GS77,HS3008	17 ″ 10
	*ss*Shl.No.3–11,17							A&CP	*WB*= *Cell DBa* 88′ *uE&B*36′ *f* 104′ 485*t*				*APT*24*t*	Hutson&Son,Glasgow	
1569	— IronScSk	105	✠	Mel	*a*		1881	Hodgson&	AdelaideSS.Co.Ld.	91·5	18·4	7·3	Adelaide	C.2Cy.12½″&22″–18″	
79415	*A.H.Campbell* *ss*Mel.No.2–91	97	4.91				5mo	Soulsby					British	1SB,*1pf*,GS30 25RHP	
VTWR	1*Dk*(*Irn*)	69	✠NB4,91					Blyth		*WB*= *FPT* 6*t* BK6″			3*BHCem*	R.&W.Hawthorn,Nwc.	
1570	— SteelSc	35	✠ A1	Ard		12,17	1914	Ardrossan	J.Pollock,Sons&	59·0	13·2	6·2	London	C.2Cy.10″&22″–15″ (*s*)	6 ″ 10
		30	*For towing purposes*				1mo	DD&SBCoLd	Co.Ld.				British	130lb	
	1*Dk*(*Stl*)	2	1,14					Ardrossan				BK4″	4*BHCem*	1SB,*2pf*,GS22,HS472	
			✠LMC1,14				*Lloyd*	*'sA&CF*				*WB*= *FPT* 3*t APT*4*t*		Vauxhall&WestHydraulic Eng.Co.Ld.Luton	
1571	**Murillo** SteelTwinScSr	7206	✠100A1	Npt	*b*†		1915	Russell&	Liverpool,Brazil&	440·0	56·2	35·6	Liverpool	Q.8Cy.20½″,29½″,42″&61″	38 ″ 11
137478	~~*H.Hallman* –15~~ *H.H.Allman* –15	6704	*Shelter dk*	PN1			9mo	Co.	RiverPlateS.N.Co.	F48′*on Shelter dk*		FK	British	–48″ 215lb (*s*) 887NHP	s 11· 0½
JLVG	*Elec.light* 3*Dks*(*Stl*–ws)&	4432	*withfreeboard*					Pt.Glasgow	Ld.(Lamport&				8*BHpt Cem*	3DB&1AuxSB,*21cf*,GS424,	28 ″ 4
	Ref.Mchy. *Shelter dk*(*Stl*–ws)		8,17 ~~10,16~~	✠LMC10,16			*Lloyd*	*sA&CP*	Holt,Ld.*Mgrs.*)					HS17070	
			✠Lloyd's RMC ~~8,17~~					*WB*= *Cell DBa* 137′ *uE&B*		95′ *f* 153′ 1286*t FPT*			64*t APT*58*t*	Harland&Wolff,Ld.Bel.	
1572	**Müritz** SteelScSr	121					1898	RitchieGra-	C.Lebermann	113·6	18·4	7·1	Rostock	C.2Cy.11″&22″–16″	
	C.Lebermann –06	111						ham&Milne					German	16NHP	
MDTB	(*ex*Pilot) 1*Dk*	65						Glasgow					*WB*	Campbell&Calderw'd,Psy.	
1573	**Muroran Maru** WoodScSp	290					1904	S.Ono	KanamoriGomei	133·5	19·0	15·2	Hakodate	T.3Cy.10¾″,17½″&28½″–20″	
9139	(*ex*KiodoMaruNo.9)	—						Osaka	Kaisha				Japanese	36NHP	
JSFW	2*Dks*	175												S.Ono,Osaka	
1574	**Murray** IronScSr	144					1859	T.B.Seath	W.Wangh	122·5	16·3	9·4	SydnyNSW	C.2Cy.12″&24″–15″	
29280	*A.A.M.Munter* –15	127						&Co.		*Q7t*	*H10t*		British	25RHP	
QDWV	1*Dk*	90						Glasgow						AnchorFoundryCo.Nelson	
1575	**Murray Bay** IronPad	969					1877	J.Roach	Canada Steamship	251·0	34·7	7·9	Montreal	Beam1Cy.60″–132″	
101261	*W.Toque* –10 (*ex*Carolina)	443						&Sons	Lines,Ld.				British	14RHP	
	1*Dk*	610						Wilmington							
1576	**Murrell** IronSc	311					1890	J.H.	NewEngland	125·0	25·0	14·7	Boston	T.3Cy.16″,24″&40″–28″	
130500	*M.L.Dunton*10–11 Sub.Sig. (*Tug*)	—						Dialogue	Coal&CokeCo.				Utd.States	85NHP	
KHMV	(*ex*Norfolk&WesternNo.1) 1*Dk*	156						Camden,N.J.						J.H.Dialogue,Camden,NJ.	
1577	**Murrundi** CompSc	135					1875	T.Cruick-	R.M.Randell	108·6	16·6	6·0	P.Adelaide	2Cy.13½″–36″	
71764		84						shank					British	NB84 30RHP	
	1*Dk*	80						Pt.Adelaide						Forwood,Down&Co.Adl.	
1578	**Murtinho** SteelTwinScSr	*1106*					1907	Mackay	LloydBrazileiro	235·1	36·1	11·3	R.Janeiro	T.6Cy.11″,18″&30″–18″	
		809						Bros.		Q79′B62′F39′			Brazilian	76NHP	
	Elec.light Mchy.Aft 1*Dk*	*511*						Alloa					*WB*	Aitchison,Blair&Co.Gls.	
1579	**Murupy** IronScSr	*420*				…	1882	Dobson&	Empreza deNav.	155·6	26·1	10·5	R.Janeiro	C.2Cy.21″&40″–30″	
	*J.D.dosSantosBorda*97–02 (*ex*Gomes	*292*						Charles	RiodeJaneiro(J.de	Q60′B32′F24′		FK	Brazilian	NB92 69NHP	
	IV.,*ex*Strathcarron) *Well deck* 1*Dk*	*248*						Grangem'th	SouzaMaciel,*Mgr*)				*WB*	W.Kemp,Glasgow	
1580	**Muruzinho** SteelScSp	*212*	✠	PGl			1911	Murdoch&	Barbosa&	115·0	24·0	7·7	Para	T.3Cy.10½″,16½″&27″–18″	8 ″ 0
	F.W.Pedder –11	*151*	*For River purposes only*				2mo	Murray	Tocantins	F22′		FK	Brazilian	51NHP	
	Elec.light 1*Dk*(*Teak*)&	*144*	2,11 ✠					Pt.Glasgow					6*BHCem*	1SB,*2cf*,GS37,HS1030	
	Promenade dk(*Teak*)													Ross&Duncan,Glasgow	
1581	**Musgrave** SteelTwinScBn	817				…	1883	J.Reid&Co	MusgraveS.S.Co.	211·0	30·2	15·4	Brisbane	C.4Cy.24″&46″–30″	17 ″ 6
89280	*J.W.Queen* –15 (*ex*Fiona)	750						Pt.Glasgow	Ld. (Wm.Collin&	B64′F40′			British	194NHP	
RLHJ	1*Dk*2*trB*	414							Sons,Ld.)			FK	*WB*	Rankin&Blackmore,Grk.	
1582	— SteelTwinScSk	220				…	1897	Scott&	BelfastHarbour	115·0	24·6	11·3	Belfast	C.4Cy.18″&38″–24″	12 ″ 0
108616	*J.M.Alister* –16 (*Tug*)	—						Sons	Commissioners			BK7″	British	147NHP	
	1*Dk*	86						Bowling					*WB*	MacColl&Co.(Lim.),Bel.	
1583	**Musician** SteelScSr	4764	✠100A1	Liv	*y*	~~10,16~~	1894	C.S.Swan&	CharenteS.S.CoLd	400·0	47·0	28·5	Liverpool	T.3Cy.27″,44″&71″–51″ (*s*)	31 ″ 6
102177	*A.O.B.Sandiford* –16 *ss*Liv.No.3–7,07	4349	12,17 ~~14,16~~			N12,17	11mo	Hunter	(T.&J.Harrison,	P39′B100′F57′		FK	British	180lb *90lb* NDB11 432NHP	s 6 ″ 9½
NPFV	*Elec.light* *ss*Liv.No.2–16	3047	~~MBS6,16~~ ✠LMC6,16			12,17		Newcastle	*Mgrs.*)				6*BHCem*	2DB,*12cf*,GS210,HS7236	25 ″ 1
	Wireless 2*Dks*(1*Stl*&1*Irn*)3*trB*						*Lloyd*	*'sA&CP*	*WB*= *CellDBa* 123′ *uE&B*				54′ *f* 171′ 961*t*	WllsndSlpwyCo(Lm)Nwc	
1584	**Muskegon** SteelScSr	3323	✠100A1	NYk	*v*	~~9,15~~	1897	J.Read-	ForeignTransport	326·2	47·1	23·9	NewYork	T.3Cy.24″,40″&64″–42″ (*r*)	26 ″ 4
213636	*ss*Bry.No.3–10,10	3089	*withfreeboard*			2,18	9mo	head&Sons	&MercantileCorp	P35′B78′F29′		FK	Utd.States	160lb *100lb* NDB09 278NHP	s 4 ·6½
LFPG	*ss*NYk.No.1–15	2127	2,18 ~~7,16~~					SouthShields					5*BHCem*	2SB,*6rf*,GS178,HS4366	22 ″ 2
	(*ex*Gotland,*ex*LeonidasCambanis,		MBS11,16 ✠LMC10,15					A&CP						J.Readhead&Sons,S.Shl.	
	*ex*Afonwen) 1*Dk*(*Irn*)2*trB*		DB2,13						*WB*= *CellDBa* 106′ *uE*20′ *f* 132′				756*t APT*30*t*		
	&*deep framing*3*Dk rule*														
1585	**Musketeer** SteelScSr	1283	✠~~100A1~~	Mdb	*n*	8,16	1908	TyneI.S.B.	Fisher,Renwick	220·1	33·1	14·8	Manchestr	T.3Cy.17″,28″&47″–33″ (*s*)	24 ″ 0
124286	*R.J.Evans* –15 *ss*Liv.No.1–12	1229	*Awng dk*				1mo	Co.Ld.	Manchester-Lon-			21·8	British	180lb *80lb* 143NHP	~~5· 3~~
HMDF	1*Dk*(*Stl*)&*deep framing*	794	*withfreeboard*					Newcastle	donSteamersLd.			~~FK~~	1SB,*4cf*,GS72,HS2293		~~10· 6~~
	&*Awng dk*(*Irn*)		8,15	~~LMC8,15~~			*Lloyd*	*'sA&CP*	*WB*= *CellDBa*&*uE*73′ *f* 96′				221*t APT*17*t*	N.E.MarineEngCoLd Nwc	
	Cargo battens not fitted														
1586	**Muskogee** SteelScSr	7225					1913	P.Schichau	StandardOilCo.	451·0	58·0	31·3	Bayonne,	T.3Cy.25 5/16″,43 5/16″&70½″–	
212984	(*ex*Triton)	6647						Danzig	(NewJersey)	P104′B31′F36′			N.J.	47½″ 344NHP	
LFGS	*Elec.light* *Carrying Petroleum in bulk*	4503											Utd.States	P.Schichau,Elbing	
	Sub.Sig. Wireless *Mchy.Aft* 2*Dks*												*WB*		

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1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. / Master. / Special Surveys.	3 Material, Rig, &c. / Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned / now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. / Ship. / Engines	9 By Whom. / Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L. R. Date of B. of T. Trade Cert.
1587 131307	**Musquash** *F.C.Baylis* –14	**SteelScSp** *ss*NYk.No.1–14 1*Dk*(*Stl*)	198 185 4	✠100A1 *For towing purposes* 11,16 BS1,16 ~~BS9,14 BS11,16~~ ✠LMC10,14	Hfx		11,16	1910 10mo	Garston G.D.&S.B.Co. Ld Garston *Lloyd's SA&CP*	QuebecSalvage& WreckingCo.Ld. (G.McL.Brown, *Mgr.*)	100·2|23·1|12·0 BK6¾″ *WB*			Quebec British 5 *BHCem* = *APT*19*t*	T.3Cy.16″,26″&42″–27″ (*s*) 180lb 90RHP 1SB,*3cf*,GS59,HS2115 Crabtree&Co.Ld.Gt.Yar.	13 ″ 1	
1588 123838 HKQP	**Mutlah** *H.Findlay* –16 *Elec.light* 1*Dk*(*Stl*-ws)&*deep framing*& *Awngdk*(*Stl*-ws)*lowerdk in forehold* Wireless	**SteelScSr** *ss*Bkn.No.2–14	3499 3257 2156	✠100A1 *Awngdk* *withfreeboard* 11,17 ~~12,16~~ ✠LMC MS2,16 BS12,16	Cal Bom	*v*	~~8,16~~ 11,17	1907 5mo	C.Connell &Co.Ld. Glasgow *Lloyd's SA&CP* *WB*=	JamesNourse,Ld. *CellDB a* 106′*uE*&	349·8|44·1|19·5 P41′F45′ 27·5 FK *B*68′*f*126′690*tFPT*			London British 6 *BHCem* 49*tAPT*36*t*	T.3Cy.24½″,40″&68″–45″ (*s*) 200lb *100lb* 426NHP 2SB,*6cf*,GS124,HS6000 FD D.Rowan&Co.Glasgow	30 ″ 0 s 6 ″ 5½ 24 ″ 1	
1589 5130 JGLF	**Mutsuwan Maru** 2*Dks*	**WoodScSp**	144 129 89					1904	M.Mihara Osaka	MutsuKisen KabushikiKaisha	100·5|15·3|11·8			Ominato Japanese	C.2Cy.12″&24″–15″ 19NHP M.Mihara,Osaka		
1590 98970 MGTF	**Muttra** *J.E.Bateman* –16 (*ex*MinnaCraig) *Elec.light*	**SteelScSr** 1*Dk*(*Stl*)& *Spardk*(*Stl*-ws)3*trB*	4644 4207 2985	✠ *Spar dk* 4,93 ✠	Mdb	*x*		1891 7mo	J.Laing Sunderland	BritishIndiaStm. Nav.Co.Ld. *WB*=*C*	375·0|46·7|20·7 P10′B90′F53′ 28·6 BK8″ *ellDB*312′689*tFPT*			Glasgow British 6 *BHCem* 88*tAPT*38*t*	T.3Cy.27″,44″&72″–48″ 379NHP 2DB,*12rf*,GS188,HS5971 G.Clark(Lim.),Sunderland	31 ″ 4	
1591 131543	**Myall River** 1*Dk*	**WoodScK**	119 99 77					1912	M.&A.&H. Callen Stockton, N.S.W.	Newcastle&Hunter RiverS.S.Co.Ld	87·6|26·9| 5·5			SydnyNSW British	C.2Cy.9″&18″–20″ 13RHP Morrison&Bearby, Newcastle,N.S.W.		
1592 117603 NTLS	**Myee** *C.H.Soderblom* –14 *Elec.light*	**SteelTwinScSr** 1*Dk*	145 111 86					1903	N.Coast StmNavC.Ld Sydney NSW	NorthCoastSteam Nav.Co.Ld.	100·0|20·1| 6·4 P28*t*			SydnyNSW British	C.4Cy.8½″&17″–11″ 24RHP Bow&McLachlan,Ld.Psy.		
1593 HRFK	**Mykali** *I.Svoronos*01–12 *Well deck*	**SteelSc3MstSr** (*ex*Eldorado) 2*Dks*	935 665 422	✠ 7,85	Hul	Lv		1885 4mo	Earle'sCo. Ld. Hull	Navig.Hellénique JohnMacDowall	235·0|30·0|14·8 P220*t*H33*t*F16*t*			Piræus Greek *WB*	T.3Cy.26″,40″&68″–39″ 289NHP Earle'sCo.Ld.Hull		
1594 92656 KMHG	**Myles Standish** *Mchy.Aft*	**WoodPad**	700 — 340					1895	..... Chelsea,Mass	NantasketBeach SteamBoatCo.	197·8|33·6|10·9			Boston Utd.States			
1595 132288 HVDC	**Myna** *G.W.Leighton* –14	**SteelScK** 1*Dk*	333 296 134	✠100A1 *Stm Trawler* 7,14 ✠LMC1,12	Hul		7,14	1912 1mo	Cook,Welt'n&Gemmell Ld. Beverley *Lloyd's SA&CP*	SaintAndrew's Stm.FishingCo.Ld	140·1|23·7|12·4 Q76′ BK8″ *WB*=			Hull British 4 *BHCem* *DTf*8′25*t*	T.3Cy.13″,23″&37″–26″ (*s*) 200lb 86RHP 1SB,*3pf*,GS47,HS1280 C.D.Holmes&Co.Ld.Hull	13 ″ 3	
1596 16930 MLDF	**Myogisan Maru** *T.Ota* (*ex*Nyassa) 1*Dk* 2*trB*&*deep framing*	**SteelScSr**	2830 2607 1741			...		1899	J.Reid&Co Ld. Glasgow	MitsuiBussan Kaisha,Ld.	320·0|46·0|21·3 P28′B98′F34′ FK			Kobe Japanese *WB*	T.3Cy.22½″36½″&60″–39″ 237NHP D.&W.Henderson&Co. Gls	23 ″ 9	
1597 132448 JDGM	**Myola** *E.D.J.Balfour* –14 *ss*Syd.No.1–17 *Elec.light* 1*Dk*(*Stl*) *Mchy.Aft* *Well deck*	**SteelScSr**	655 452 260	✠100A1 12,17 ~~11,16~~ ~~✠LMC 12,15~~ 1,18	Syd	*j*	~~8,16~~ 12,17	1913 11mo	Smith's DockCo.Ld. Middlesbro' *Lloyd's SA&CP*	AustralianStmships,Ld.(*Man. Agents*,Howard SmithLd.) *WB*=*CellDBuE*&	180·0|29·1|11·6 Q98′B9′F26′ FK *B*42′*f*103′178*tFP*			SydnyNSW British 3 *BHCem* *T*30*tAPT*2*t*	T.3Cy.16½″,27″&44″–30″ (*s*) 180lb 150NHP 2SB,*4cf*,GS68,HS2800 Smith'sDockCo.Ld.Mdb.	14 ″ 0 s 1 ″ 0 13 ″ 3	
1598 LGVM	**Myra** (*ex*Maria) 1*Dk*	**IronScSr** 225 155	278 10,71	✠	Cly			1871 9mo	H.Murray &Co. Pt.Glasgow	H.Himmighoffen	155·7|21·1|11·0 Q34*t*F11*t*			Altona German 4 *BHCem*	C.2Cy.19″&33″–24″ NB84 44NHP D.Rowan,Glasgow		
1599 MPST	**Myriam-Denise** *M.Thorgersen* 1*Dk* (*See Sailing Ship Register Supplement*)	**SteelAuxSc3MstSr** *Oil Engs.*	250 223 171	*Additional* "Skjoldli," *See No.* 119 *in Supplement*				1914 Apr.	Niestern Gebr. Delfzijl	RafensRederi Akties.(L.B. Rafen,*Mgr.*)	119·7|23·9|10·0			Holmstrnd Norwegian	Oil Engine 1Cy.16 $\frac{9}{16}$″–18 $\frac{7}{8}$″ J&CGBolindersCo.Ld.Skm		V
1600 120925 HFRJ	**Myrmidon** *J.L.Sprott* –17 2*Dks*	**SteelScSr**	4965 4465 3063					1905	Armstrong Whitworth &Co.Ld. Newcastle	ChinaMutualStm. Nav.Co.Ld. (A. Holt&Co.*Mgrs.*)	391·5|49·2|28·8 P41′B110′F43′ *WB*			Liverpool British	T.3Cy.25″,41″&70″–48″ 339NHP N.E.MarineEng.CoLdNwc		
1601 120513 HOKL	**Myrtis** *A.Jolliffe* –16 (*ex*Pouvoir) *Mchy.Aft* *Elec.light* *deep framing*	**SteelSc3MstSr** *ss*Lon.No.2–13 1*Dk*(*Stl*)&	971 713 540	✠100A1 12,16 ~~Awngdk 13,17~~ BS9,16 ✠LMC4,13	Ard	*m*	12,16	1905 3mo	Montrose S.B.Co. Montrose *Lloyd's SA&CP*	J.&P.Hutchison *WB*=*CellDB*	210·6|33·1|13·6 Q129′F49′ FK *f*140′270*t FPT*84*t*			Glasgow British 3 *BHCem* *APT*45*t*	T.3Cy.16″,25″&42″–33″ (*s*) 180lb 88RHP 2BS,*4pf*,GS65,HS2154 N.E.MarineEng.Co.Ld.Sld	16 ″ 0 s 1 ″ 1 14 ″ 10	
1602 104688 RJVD	**Myrtle Branch** *J.McClelland* –13 (*ex*IselHolme) *Elec.light*	**SteelScSr** *ss*Ant.No.3–9,12 2*Dks*(1*Stl*&*UptIrn*& *ptStl*)&*deep framing*	3741 3487 2426	✠100A1 ~~Awngdk 16,17~~ ~~BS8,16~~ ✠LMC9,12 ~~MS2,16~~ ~~BS9,17~~	Gls	*w*	6,16	1899 10mo	J.L.Thompson&Sons,Ld Sunderland A&CP	NautilusStmShpg Co.Ld. (F.&W. Ritson,*Mgrs.*) *WB*=*CellDBa*	381·0|45·9|25·6 P29′B102′F30′ FK 116′*uE*24′*f*160′802*t*			Sundrland British 6 *BHCem* *APT*181*t*	T.3Cy.24½″,40½″&68″–45″(*s*) 180lb *180lb* 336NHP 2SB,*8pf*,GS155,HS5183 G.Clark,Ld.Sunderland	28 ″ 5 s 5 ″ 7½ 23 ″ 3	
1603 104818 NPQW	**Myrtlegrove** *T.P.Blair* –13 (*ex*Huelva) 1*Dk*(*ptStl ptIrn*)2*trB*&*ptAwngdk*(*Irn*)	**SteelScSr** *ss*Npt.No.3–4,07 *ss*Hpl.No.2–16	2642 1989 1691	✠100A1 *ptAwng dk* *withfreeboard* 8.16 BS8,16 ✠LMC7,15	Hpl	*t*	8,16	1894 12mo	J.Readhead&Sons South Shields A&CP	S.S.MaryCo.Ld. (Alexander&Mair, *Mgrs.*) *WB*=*CellDBa*96′	303·0|41·6|19·1 P29′Q82′ BK10″ *ptAwng dk*192′ *uE*&*B*44′*f*120′580*t*			Glasgow British 5 *BHCem* *APT*30*t*	T.3Cy.23″,36″&61″–42″ (*r*) 160lb 252NHP 2SB,*6rf*,GS82,HS3953 J.Readhead&Sons,S.Shl.	21 ″ 7 s 8 ″ 1½ 21 ″ 6	
1604 133140	**Mysore** 1*Dk*	**SteelPad**	1248 1248 913					1913	W.Denny &Bros. Dumbarton	IrrawaddyFlotilla Co.Ld.	313·2|46·0|10·8			Glasgow British	D.3Cy 28″,41½″&60″–66″ 203RHP Denny&Co.Dumbarton		
1605 139148 JNCD	**Mytilus** *J.T.Welch*00–16 *Elec.light* 2*Dks*(*Stl*)&*Web frames* *Mchy.Aft* *Longitudinal framing*	**SteelScSr**	5716 5298 3354	✠100A1 11,17 ~~4,17~~ ✠LMC8,16 *Carrying Petroleum in bulk* *Fitted for oil fuel* 8,16 *F.P. above* 1	NNs Lon	*z*		1916 8mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle *Lloyd's SA&CP*	Anglo-Saxon PetroleumCo.Ld.	412·3|53·4|31·1 P109′B26′F46′ FK *CellDBuE*&*B*78′ 50°F.			London British 16 *BHCem* 12 ,, *toU dk* 4 ,, ,,2*nd*,, 245*tDTf*32″	T.3Cy.27″,45″&74″–48″ (*s*) 180lb 518NHP 3SB,*9cf*,GS190,HS7557 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc. 315*tFPT*80*tAPT*135*t*	31 ″ 0 s 6 ″ 9 24 ″ 8	

*** Additional Ships are inserted in the Supplement at the end of the Register.

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terms assigned maintenant expiré. Lettre d'Enlèvement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
1 NRWF	**N. A. Christensen** *P.Mortensen* –12	SteelScSr 1*Dk*	891 674 493					1912	Kjöbnhvns Flydk.&Skbs. Copenhagen	A.P.Möller	218·2 Q56′	32·5 P17′	12·0 B86′F29′	Nykjöbing Danish *WB*	T.3Cy.14″,22½″&37″–24″ 67NHP KjbnhavnsFlydk.&Skbsv.		C
2	**N.A.S.M. V.** *K.Kort* *Mchy.Aft*	SteelSc *ss*Rot.No.3–8,11 *ss*Rot.No.1–14 1*Dk*(*Stl*)		✠ A– *Lighter* 7,17 8,16 ✠LMC *For River purposes only* MS10,14 BS4,17	Rot		8,16 7,17	1903 5mo	Bonn& Mees Rotterdam	Nederl.-Amerik. Stoomv.Maats. (Holland-Amerika Lijn)	130·1	21·0	6·9 FK	Rottrdam Dutch *4BHCem*	C.2Cy.12½″&25″–15″ (*s*) 120lb 32NHP 1SB,*2cf*,GS25,HS680 MachinefabriekKinderdijk	7 ″ 3	
3	**N. A. S. M. X.** *Mchy.Aft*	SteelSc *ss*Rot.No.3–8,16 1*Dk*(*Stl*)		✠ A– *Lighter* 8,16 ✠LMC *For River purposes only* MS8,16 BS2,17,18	Rot		N8,16	1907 5mo	Bonn& Mees Rotterdam	Nederl.-Amerik. Stoomv.Maats. (Holland-Amerika Lijn)	132·4	20·9	6·8 FK	Rottrdam Dutch *4BHCem*	C.2Cy.12½″&25″–15″ (*s*) 120lb 34NHP 1SB,*2cf*,GS25,HS750 MachinefabriekKinderdijk	7 ″ 3	
4	**N. A. S. M. XV.** *W.S.Waardenberg* –14 *Mchy.Aft* *ss*Rot.No.1–17	SteelSc 1*Dk*(*Stl*)		✠ A– *For River purposes only* 9,17 ~~9,16~~ ✠LMC~~4,14~~ BS4,16 ~~BS4,17~~ MS9,17	Rot		8,16	1914 5mo	Bonn& Mees Rotterdam	Nederl.-Amerik. Stoomv.Maats. (Holland-Amerika Lijn)	139·0	21·0	6·9 BK5″	Rotterdam Dutch *4BHCem*	C.2Cy.12½″&25″–15″ (*s*) 120lb 140NHP 1SB,*2cf*,GS27,HS935 Maats.Fyenoord,Rot.	7 ″ 2	
5 119909	**N. E. R. No. 1** *R.Lawson* –09	SteelTwinSc 1*Dk*(*Stl*)	174 165 —	✠ *For Towing purposes* 8,09 ✠	Fal			1909 8mo	Cox&Co. (Engin'rs)Ld Falmouth	N.EasternRly.Co.	75·2	26·2	11·9 BK6½″	S.Shields British *4BHCem*	C.4Cy.19″&40″–27″ 154NHP 2SB,*6pf*,GS100,HS2322 Cox&Co(Engineers)LdFal	12 ″ 6	
6 129812	**N. E. R. No. 2** *H.Paxton* –09	SteelTwinSc 1*Dk*(*Stl*)	173 163 —	✠ *For Towing purposes* 11,09 ✠	Fal			1909 11mo	Cox&Co. (Engin'rs)Ld Falmouth	N.EasternRly.Co.	75·0	26·2	11·9 BK6½″	S.Shields British *4BHCem*	C.4Cy.19″&40″–27″ 154NHP 2SB,*6pf*,GS100,HS2332 Cox&Co(Engineers)LdFal	12 ″ 6	
7 136079	**N. E. R. No. 3** *F.Davidson* –15	SteelTwinScSp 1*Dk*(*Stl–pt*ws)	177 173 —	[illegible]				1915 10mo	J.P.Renoldson&Sns. Ld. S.Shields	N.EasternRly.Co. *Lloyd'sA&CP*	95·0	24·1	11·4 BK7½″ *WB=FPT*	Middlsbro' British *4BHAsp* 12t*APT7t*	C.4Cy.17′&36″–24′ (*s*) 140lb 133NHP 2SB,*6pf*,GS94,HS2260 JP.RennldsdsnSnsLd.SShl	12 ″ 6	
8 135920	**N. E. R. No. 4**	SteelTwinSc 1*Dk*(*Stl–pt*ws)	177 173 69	✠100A1 *For towing purposes* 12,16 ✠LMC5,15	Shl			1916 3mo	J.P.Renoldson&Sns. Ld. S.Shields	N.EasternRly.Co. *Lloyd'sA&CP*	95·0	24·1	11·4 BK7½″ *FPT*	W.Hartlpl British *4BHAsp* 12t*APT7t*	C.4Cy.17″&36″–24″ (*s*) 140lb 133NHP 2SB,*6pf*,GS94,HS2260 JPRennldsdsnSns,Ld.SShl	12 ″ 6	
9 129258	**N. E. R. No. 7** *T.O'Neil* –10 (*Sand Pump Hopper Dredger*)	SteelSc 1*Dk*	820 811 494			...		1910	Lobnitz& Co.Ld. Renfrew	N.EasternRly.Co.	185·0	36·2	14·1 FK&WOOD K6′	Hull British *WB*	T.3Cy.18½″,28″&37″–27″ 95RHP Lobnitz&Co.Ld.Renfrew	15 ″ 0	
10 132279	**N. E. R. No. 14**	SteelSc *ss*Hul.No.1–17 1*Dk*(*Stl*)	672 627 270	✠100A1 *Hopper Barge* 1,13 ~~6,14~~ ✠LMC~~1,13~~7,17 *Examined* 7,17 ~~MS7,17~~	Hul	*i*	~~4,14~~ 7,17	1912 1mo	BlythS.B. &D.D.Co.Ld. Blyth	N.EasternRly.Co. *Lloyd'sA&CP*	170·0	31·1	13·6 FK *WB=APT12t*	Hull British *5BHCem*	T.3Cy.13½″,28″&37″–27′ (*s*) 180lb 98RHP 1SB,*3cf*,GS61,HS1831 Amos&Smith,Ld.Hull	14 ″ 6 s 1″10½ 13 ″ 2	
11 133371	**N. E. R. No. 15**	SteelSc 1*Dk*(*Stl*)	672 627 270	✠100A1 *Hopper Barge* 10,14 ✠LMC2,12	Hul	*i*	9,14	1912 2mo	BlythS.B. Co.Ld. Blyth	N.EasternRly.Co. *Lloyd'sA&CP*	170·0	31·1	13·6 FK *WB=APT12t*	Hull British *5BHCem*	T.3Cy.13½″,28″&37″–27″ (*s*) 180lb 98RHP 1SB,*3cf*,GS61,HS1831 Amos&Smith,Ld.Hull	14 ″ 6 s 1″10½ 13 ″ 2	
12 NMHJ	**N. F. Höffding** *Möller*	SteelScSr 1*Dk*	1693 1207 1060					1903	Helsingörs Jernsk&Msk Elsinore	Dpskslsk.Vendila (Svendsen&Christensen, *Mgrs.*)	249·0 Q90′	37·0 B108′	15·8 F27′	Copnhagn Danish *WB*	T.3Cy.18″,32″&53″–36″ 169NHP HelsingörsJernsk.&Mskb.		T
13 205250 NKDM	**N. F. Leopold** (*ex*W.R.Woodford) *Elec.light Mchy.Aft*	SteelScSr 1*Dk*	6929 — 5245					1908	WestBay CityS.B.Co. BayCityMch.	InlandS.S.Co. (Hutchinson&Co. *Mgrs.*)	532·0	56·0	27·3	Cleveland Utd.States *WB*	T.3Cy.23½″,38″&63″–42″ 257NHP DetroitS.B.Co.,DetroitMch.		
14 NKDM	**N. G. Petersen** *G.Block03–04* Sunk by Collision 3.18	SteelScSr *ss*Cpn.No.3–2,09 *ss*Cpn.No.1–14 1*Dk*(*Stl*) *&deep framing*	1282 1164 803	✠~~100A1~~ 7,16 ~~BS7,16 ✠LMC4,14~~	Cpn	*o*	7,16	1898 10mo	Carmichael Maclean&Co. Greenock A&CP *WB*	Dpskslsk.Vendila (Svendsen&Christensen, *Mgrs.*) *=CellDBa70′uE& B34′f92′345tFPT*	239·1 P19′B58′F22′	36·2	16·8 FK *4BHCem* 35t*APT20t*	Copnhagn Danish 1SB,*3cf*,GS59,HS1963 Muir&Houston,Ld.Gls.	T.3Cy.18″,30″&48″–33″ (*s*) 160lb *80lb* 131NHP 16 ″ 8	19 ″ 0 s 2 ″ 8	
15 HRDL	**N. Hadzikyriakos** *C.G.Coutzis* (*ex*Efstathois,*ex*Ardova)	SteelScSr *ss*Rot.No.2–13 1*Dk*(*Stl*) *&deep framing*	*3533* *3305* *2271*	✠100A1 10,15 BS2,17 ✠LMC5,13	Pir	*u*	7,16	1904 4mo	A.McMillan&Son,Ld. Dumbarton *Lloyd'sA&CP*	G.Hadzikyriakos (D.J.Theopilatos &Co..*Mgrs.*) *WB=CellDBa*	335·0 P30′B100′F36′ 102′*uE*23′*f*146′86*1t*	49·7	24·2 FK	Piræus Greek 6*BHCem* *APT190t*	T.3Cy.25″,41″&67″–45″ (*s*) 180lb *100lb* 332NHP 2SB,*6cf*,GS126,HS5200 ClydeS.B.&E.Co Ld.PtGls	26 ″ 11 s 4 ″ 8 22 ″ 7	
16 KLSB	**N. Verberckmoes** *Turbot* –13	SteelScSr 2*Dks&Spardk*	1353 — 835					1890	J Readhead and Sons S.Shields	Cie.desBateaux àVap.duNord	250·0 H39′	33·0	23·9	Dunkirk French *WB*	T.3Cy.20″,33″&55″–39″ 189NHP J.Readhead&Sons,S.Shl.		T
17 KJGO	**Naalso** *Maurel*11–11	IronScK (*Trawler*) 1*Dk*	129 — 33			...		1891	Earle'sCo. (Lim.) Hull	Soc.Générale d'Armement	96·4 Q16′F19′	20·2	10·4 BK7½″	Nantes French	T.3Cy.12″,18″&30″–18″ NB05 43NHP Earle'sCo.(Lim.),Hull	11 ″ 5	
18 1567 HKPV	**Nachi Maru** (*ex*Kwan-onMaruNo.16)	WoodScSr 2*Dks*	519 — 307					1896	Oaki Kikusaburo Shinagawa	TokyoKounGoshi Kaisha	171·0	22·0	19·4	Yokohama Japanese	C.2Cy.18¼″&34½″–24½″ Oaki 48NHP Kikusaburo,Shinagawa		
19 SBCK	**Nachtigal** *Elec.light*	SteelTwinScSr 1*Dk*	249 218 136					1895	Germania-Werft Kiel	GermanGovernmentColonialDept. *WB*	132·7 P33′H29′F23′	23·2	11·0	Duala, Cameroon German	C.4Cy.11½″&21½″–11½″ NB07 27NHP A.G."Germania,"Berlin		
20	**Nacka** *I.Johaneson*07–16	IronScSr (*ex*Jyden) 1*Dk*2*trB*	378 361 220					1880	Rostock Act.Ges. Rostock	Rederiaktieb.S. Uman	153·2 H49′	24·1	13·4	Stockholm Swedish *WB*	C.2Cy.19″&35½″–24″ 51NHP RostockerA.G. Rostock		
21 130249 JWVM	**Nacoochee** *Munson* Wireless	IronScSr 2*Dks&Spardk*	2680 — 1905					1882	J.Roach& Son Chester,Pa.	OceanS.S.Co. ofSavannah	280·0	40·7	15·8 24·7	Savannah Utd.States *Tpd.99*	T.3Cy.22″,38″&72″–54″ NB99 381NHP N.Riv.Irn.Wrks.Hbkn,NJ		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letters.	7* Date when tail shaft last seen.	8 Built. When	9 Built. By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. m.	15 Registers in which classed, if not in L.R. Date of Ch. of Trade Cert.
22	**Nada** Iron ScSr (*ex* Yacht Antonietta, *ex* Tartarin, *ex* Xantho, *ex* Salamander) *Elec.light*	161 — 91	✠ *Yacht* 7,96				1885 5mo	Schlesingr, Davis & Co. Newcastle	Soc. Anon. Austriaca di Nav. a Vap. Dalmatia	119·7	20·1	9·9	Lissa Aust.-Hung.	C.2Cy.13″&26″–15″ 22NHP *Cmp.*00 Hawthorn, Guppy, Naples		A
23 JGVL	**Naddodd** Wood ScSr *G. Gundersen* 1 *Dk 2 tr B*	286 217 151					1890	K. Skaaluren Rosendal	Giertsen & Co.	123·0 Q21*t*	22·8 B41*t*	12·8 H6*t*	Bergen Norwegian	T.3Cy.10″,16″&26″–18″ NE&B97 29NHP Trondhjems M.V. Dronthm		N
24 69 LJAI	**Nadejda** Steel ScSr *T. Krankle* –17 *ss* Ham. No. 3–5,07 (*ex* Tropic) *ss* Shl. No. 1–12 1 *Dk (Stl) & Spar dk (Irn) & deep framing*	3849 3458 2348	✠100A1 *Spar dk* 12,14 ✠LMC 5,17	Npt	*w*	3,17	1896 2mo	Tyne I.S.B. Co. Ltd. Newcastle A&CP	F.C. Svorono & E. Di Pollone *WB = Cell D Ba* *& u E* 138′*f* 140′791*t*	350·0 P28′B90′F36′ FK *FP T*50*t AP T*32*t M*	47·0 25·6 6 *B H Cem* *T*28′354*t*	17·2	Mariupol Russian 160lb 357NHP 3SB, *9pf*, GS 162, HS 5900 N.E. Marine Eng. Co Ld Nwc	T.3Cy.25½″,41″&68″–48″ (*s*) 3SB, *9pf*, GS 162, HS 5900 N.E. Marine Eng. Co Ld Nwc	28 ″ 3 s 5 ″ 9 22 ″ 10	
25	**Nadeshnij** Steel ScSr *T.V. Garde* 97–97 *Elec.light* 1 *Dk & Awng dk 3 tr B*	1212 1205 258	✠ *Awng dk* *Ice Breaker* *with freeboard* 3,97	Cpn	*m*		1897 3mo	Burmeister & Wain Copenhagen	Russian Government *WB = DT a* 21′84*t*	183·8 23·4 BK 8½″ *DT f* 15′ 150*t FP T* 84*t AP T* 82*t*	42·9 Russian 7 *B H Cem*	16·7 Vladvostk	C.2Cy.40″&74″–42″ 397NHP 4SB, *12rf*, GS 282, HS 8200 Burmeister & Wain, Cpn.	25 ″ 5	
26	**Nadine** Steel ScK *E. Lodrigo* 13–14 *ss* Mil. No. 1–15 (*ex* Thomas Young) 1 *Dk*	*198* *196* 77	✠100A1 *Stm Trawler* 2,16 BS 5,17 ✠LMC 9,15	Mil		2,16	1910 11mo	Hall, Russell & Co. Ld. Aberdeen *Lloyd's SA & CP*	Soc. Anon. Pêcheries du Nord	112·7 BK 7½″ *WB =*	22·2 3 *B H Cem* *DB f* 18′13*t*	11·9 Ostend Belgian 180lb 77NHP 1SB, *3pf*, GS 48, HS 1429 Hall, Russell & Co. Ld. Abn.	T.3Cy.12⅝″, 20″&34″–23″ (*r*)	12 ″ 9	
27	**Nadja** Steel ScSr *Ahlstrand* –16 *Cruiser Stern* *Mchy. Aft* 1 *Dk*	663 507 422					1916	Eriksbergs M.V. Aktieb. Gothenburg	Aktieb. Jensen & Söner	181·1 P56′F22′	28·9	11·7	Karlstad Swedish *WB*	T.3Cy.14⅛″, 22 7/16″&36⅝″–24″ 65NHP Eriksberg M.V. Aktieb. Got		V
28 *Now named "Otago," See No. 31 in Supplement*	**Nádor** Steel ScSr *ss* Npt. No. 3–2,05 1 *Dk (pt Stl pt Irn)* *ss* Shl. No. 2–14 *& Web frames & pt. Awng dk (Irn)*	*2031* *1522* *1302*	✠100A1 *pt Awng dk* *with freeboard* 3,14 BS 4,14 ✠LMC MS 5,14	Shl	*r*	3,14	1893 3mo	W. Gray & Co. (Lim.) W Hartlepool *Lloyd's SA & CP*	J. Ingmansson *WB = Cell D B* 222′419*t*	265·5 P27′Q76′ *pt Awng dk* 162′ BK 9″	37·1 4 *B H Cem*	19·0 Krlshamn Swedish *AP T*23*t*	T.3Cy.20″,31½″&53″–36″ (*s*) 160lb *100lb* NDB06 167NHP 2SB, *4rf*, GS 52, HS 2480 Central Mar. E. Wks, WHpl.	21 ″ 3 s 7 ″ 11½ 21 ″ 2	
29 WLHM	**Nærodal** Steel ScSr *J. Seglem* *ss* Shl. No. 2–14 (*ex* Taxiarhis, *ex* Santona) 1 *Dk (pt Irn pt Stl) & deep framing*	3448 2880 1913	✠100A1 5,16 *Examined* 1,18 BS 2,17 ✠LMC 2,14	Npt	*v*	2,17	1905 1mo	Tyne I.S.B. Co. Ltd. Newcastle *Lloyd's SA & CP*	Dmpsk. Akties. Vestlandet (~~Friimann & Pedersen, *Mgrs.*~~) (Bjørnstad & Brænkus, *Mgrs.*)	331·0 P26′B98′F33′ FK *Cell D B a* 108′*u E & B* 36′	48·1 5 *B H Cem* *f* 142′818*t FP T* 86*t AP T* 92*t*	21·8 Bergen Norwegian	T.3Cy.24″,40″&65″–42″ (*s*) 160lb *80lb* 286NHP 2SB, *6cf*, GS 126, HS 4480 Wllsnd Slpwy. Co. Ld. Nwc.	24 ″ 5 s 4 ″ 1½ 20 ″ 8	
30	**Nafkratousa** Iron ScSr (*ex* Gorilla) *Elec.light*	*962* *707* *428*					1881	Barclay, Curle & Co. Glasgow	Nav. à Vap. "Ionienne" G. Yannoulato Frères	250·2 P157*t*F33*t*	30·0	14·7	Piræus Greek	C.2Cy.38½″&69″–48″ NB92 275NHP Barclay, Curle & Co., Gls.		
31 108765	**Nagama** Steel Twin Sc 1 *Dk*	454 454 245					1898	W. Denny & Bros. Dumbarton	Irrawaddy Flotilla Co. Ld.	180·0	34·1	10·7	Glasgow British	C.2Cy.25″&45″–27″ 66RHP Denny & Co. Dumbarton		
32 14965 LVKN	**Nagasaki Maru No. 1** Steel ScK (*Trawler*) 1 *Dk*	602 — 349					1912	Mitsu Bishi Dkyd & EWks Nagasaki	Nagasaki Kisen Kabushiki Kaisha	121·0 Q73′F20′	21·5	12·1	Nagasaki Japanese *WB*	T.3Cy.12″,20″&33″–24″ 53NHP Mitsu Bishi D. & E Wks. Nag		
33 14967 LVKP	**Nagasaki Maru No. 2** Steel ScK (*Trawler*) 1 *Dk*	603 — 346					1912	Mitsu Bishi Dkyd & EWks Nagasaki	Nagasaki Kisen Kabushiki Kaisha	121·0 Q73′F20′	21·5	12·1	Nagasaki Japanese *WB*	T.3Cy.12″,20″&33″–24″ 53NHP Mitsu Bishi D. & E. Wks Nag		
34 6877 JCQV	**Nagata Maru No. 2** Steel ScSr 2 *Dks*	977 — 606					..... China *Completed* 1900 *by*	S. Nagata S. Nagata, Osaka		197·0	33·0	19·9	Nishino-miya Japanese	C.2Cy.25″&47″–33″ 106NHP S. Nagata, Osaka		
35 8803 JRFH	**Nagata Maru No. 13** Wood ScSr 2 *Dks*	523 — 319					1903	S. Nagata Osaka	C. Kida	159·2	24·5	18·2	Hakodate Japanese	C.2Cy.19″&36″–24″ 53NHP		
36 11721 LFPK	**Nagata Maru No. 19** Wood ScSr 2 *Dks*	417 373 301					1908	S. Nagata Osaka	S. Nagata	139·2	21·7	15·8	Nishino-miya Japanese	T.3Cy.10 3/16″, 17¾″&28½″–20″ 36NHP S. Nagata, Osaka		
37 9275 JSLK	**Nagata Maru No. 20** Wood ScSr (*ex* Nagata Maru No. 14) 2 *Dks*	654 597 484					1904	S. Nagata Osaka	S. Nagata	176·1	25·0	18·5	Nishino-miya Japanese	T.3Cy.12¼″,20¾″&32¾″–22″ 50NHP		
38 14347 LPVC	**Nagata Maru No. 21** Wood ScSp 2 *Dks*	237 207 147					1910	S. Nagata Osaka	S. Nagata	119·7	18·3	13·6	Nishino-miya Japanese	C.2Cy.13″&28½″–16″ E&B *made* 01 *fitted* 10 27NHP S. Nagata, Osaka		
39 15015 LVQJ	**Nagata Maru No. 25** Steel ScSr 2 *Dks*	481 408 298					1912	S. Nagata Osaka	S. Nagata	154·1	21·7	15·3	Nishino-miya Japanese	T.3Cy.12″,19 11/16″&32½″–22″ 50NHP S. Nagata, Osaka		
40 18237 MSQG	**Nagata Maru No. 27** Steel Sc	831 — 501					1915	.....	S. Nagata	185·0	31·0	17·7	Nishino-miya Japanese			
41 18224 MSQC	**Nagata Maru No. 28** Steel Sc	664 — 311					1915	.....	S. Nagata	182·0	29·5	15·3	Nishino-miya Japanese			
42 13438 LNFD	**Nagato Maru No. 3** Steel ScSr 1 *Dk*	213 169 115					1911	Osaka Iron Works Osaka	Nitto Gyogyo Kabushiki Kaisha	114·1	21·2	10·8	Shimono-seki Japanese	T.3Cy.11″,18″&30″–22″ 42NHP Osaka Iron Works, Osaka		
43 15141 LWHG	**Nagato Maru No. 8** Steel ScSr 1 *Dk*	210 169 113					1912	Osaka Iron Works Osaka	Nitto Gyogyo Kabushiki Kaisha	114·1 Q58′F21′	21·2	10·8 *WB*	Shimono-seki Japanese	T.3Cy.11″,18″&30″–22″ 42NHP Osaka Iron Works		
44	**Nagaura Maru** Steel ScSr 1 *Dk*	759 627 449					1915	Mitsu Bishi Dkyd & EWks Kobe	Mitsu Bishi Goshi Kaisha	181·4 P12′Q47′B49′F15′	32·0		Japanese *WB*	T.3Cy.12″,20″&33″–24″ 53NHP Mitsu Bishi D. & E. Wks. Kob		

1 Numero d'Ordre / Numero Officiel / Signaux	2 Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.
45	**Nagd**	SteelSc	129					1897	Soc. Esercizio Bacini Riva Trigoso	PilotsCorporation (Ahmed Bey Bakri, *Mgr.*)	98·4	18·0	9·9	Alexndria Egyptian	C.2Cy.15¾″&30″–17¾″ Wilson&Maclaren, 31NHP Sampierdarena	
	Hassan Hanno –07	(*Tug*)	—													
		1*Dk* 2*trB*	64													
46	**Nagoya**	SteelTwinScSr	6854	✠	Grk	*b*†		1913	Caird&Co. Ld. Greenock	P.&O.Stm.Nav.Co.	450·0	52·2	30·6	Greenock British	Q.8Cy.19″,27″,38½″&54″–48″ 628NHP	33 ″ 6
135393	*A.B.Garwood* –15		5872	4,13				4mo			P84′B149′F84′					
JCBG	*Elec.light*	3*Dks*(*Stl–U* teak s)	4250	✠							FK&BK2″					
	Wireless									*WB*=*Cell*	*DBa* 110′*f* 189′832*t*			*APT*95*t*	Caird&Co.Ld.Greenock	
47	**Nagoya Maru**	WoodSc	349					1916	Y.Matsuzaki Ominato	TokiowanKisen KabushikiKaisha	147·3	22·1	14·4	Shimoda Japanese	C.2Cy.18½″&35½″–18″ 43NHP	
19282			321								B20′					
NCHM		1*Dk*	197												E&B*made—refitted*16	
48	**Nagusa Maru**	WoodScSp	216					1880	E.C.Kirby &Co. Kobe	KagoshimaYusen KabushikiKaisha	131·5	17·1	12·9	Kagoshima Japanese	C.2Cy.12½″&24½″–16″ NE&B99 20NHP	
425			188												M.Matsuo	
HDBJ		2*Dks*	116													
49	**Nagy Lajos**	SteelScSr	2253	✠ ——	Fiu	*s*		1893	Wigham Richrdsn&Co Newcastle	Royl.Hungar'nSea Nav.Co.Adria,Ld.	285·5	38·2	23·2	Fiume Aust.-Hung.	T.3Cy.22″,36″&59″–39″ 237NHP	25 ″ 6
	*E.Ivancich*97–12	*ss*Fiu.No.3–5,06	2037	11,15				11mo			P34′B60′F33′					
JNGH		*ss*Tri.No.1–09	1401	✠							FK				2SB,*6rf*,GS99,HS3808	
		2*Dks*(*Stl–U* ws)&*Webframes*								*WB*=*Cell*	*DB* 232′422*t*			*APT*49*t*	WighamRchrdsn&Co.Nwc	
50	**Naha Maru**	SteelScSr	962					1914	S.Nagata Osaka	OsakaShosen KabushikiKaisha	190·0	32·0	18·5	Osaka Japanese	T.3Cy.15″,25″&42″–30″ 97NHP	
Sunk 1918			760								P23′B69′F30′					
MNKL	*Elec.light*	2*Dks*	568							*WB*					FujinagataIrn.Wks.Osaka	
51	**Nahodka**	SteelScK	190	✠100A1	Nag		2,16	1911	Smith's DockCo.Ld Middlesbro'	RussianGovt.	109·9	21·1	10·9	Vladvostk Russian	T.3Cy.12″,20″&33″–23″ (*s*) 185lb 69NHP	11 ″ 9
114	*A.Mengel*15–15	*ss*Nag.No.1–16	—	*StmTrawler*				4mo			Q67′F20′				1SB.*2pf*,GS35,HS1241	s1 ″ 0½
		1*Dk*	63	2,16									BK7½″		3*BHCem*	11 ″ 8
				✠LMC2,16				*Lloyd's*	*sA&CP*				*WB*		=*FPT*13*t*	ShieldsEng.Co.Ld.N.Shl.
52	**Naiad**	WoodScK	168					1895	R.Davis Brisbane-water,N.S.W.	AustralianMeat ExportCo.Ld.	114·0	24·6	8·0	Twnsville British	C.2Cy.12″&24″–18″ 40RHP	
101147	*H.V.Cotter*08–13		149													
		1*Dk*	90												WallsendPontoonCo.,Cff.	
53	**Naiade**	SteelScK	*240*	✠	Ght			1907	Smith's DockCo.Ld. NorthShields	H.P.Aspeslagh	120·8	21·5	11·6	Ostend Belgian	T.3Cy.12½″,20″&33″–24″ 70NHP	12 ″ 6
	*T.Crekillie*09–12	*ss*Mil.No.1–11	*203*	*StmTrawler*				3mo			Q72′F20′					
MBSF	(*ex*St.Clear)	1*Dk*	77	11,13									BK7½″		3*BHCem*	1SB,*2pf*,GS35,HS1215
				✠												W.V.V.Lidgerwood,Gls.
54	**Naikban**	SteelTwinScSr	300					1888	W.Denny &Bros. Dumbarton	IrrawaddyFlotilla Co.Ld.	165·0	27·1	9·2	Glasgow British	C.4Cy.21½″&38″–24″ 43RHP	
96036	*H.Macnab* –89		300													
	Elec.light	1*Dk*	204												Denny&Co.,Dumbarton	
55	**Naimes**	SteelScSr	5332					1907	Bremer Vulkan Vegesack	RolandLinieAkt. Ges.	419·8	54·5	27·9	Bremen German	Q4Cy24″34½″50″&72½″–53½″ 386NHP	
	H.Refardt		4990								B&P266′F52′					
QJKS	*Elec.light*	2*Dks*	3381												*WB*	BremerVulkan,Vegesack
56	**Nairana**	SteelTwinScSr		✠100A1	Gls	*u*		~~1915~~ 1917	W.Denny &Bros. Dumbarton	Huddart, Parker, Ld.	326·5	45·6	~~16·1~~	London British	4 Steam Turbines geared to 2 Screw Shafts 200lb(*s*) 5WaterTubeBoilersHS20004 Denny&Co.Dumbarton	24 ″ 9
		2*Dks*(1*pt Stl*–ws)	1460	*Shelter dk*				9mo			~~F52′ on Shelter dk~~					s 10·8
	Elec.light	*Shelter dk*(*Stl*–teak s)		*with freeboard*							F60′	23·6				14 ″ 8
				Water Tube Boilers						*Cell*	*DBa* 30·48*t*	*u Ef* 98·15*t*	*f* 73·81*t*	*APT*77·8*t*		
				9,17				*Lloyd's*	*sA&CP*				FK&BK2″			FD
				✠LMC9,17												
57	—	SteelScK	225	✠100A1	Abn			1913	Hall,Russell&Co.Ld. Aberdeen	H.Smethurst (J.W.Smethurst, *Mgr.*)	117·8	22·5	12·1	Milford British	T.3Cy.12″,20″&34″–24″ (*r*) 180lb 75RHP	13 ″ 0
128766	*J.D.Bryant* –15		211	*StmTrawler*				11mo			Q72′					
		1*Dk*	87	11,13									BK7½″		4*BHCem*	1SB,*3pf*,GS46,HS1355
				✠LMC11,15				*Lloyd's*	*sA&CP*							Hall,Russell&Co.Ld.Abn.
58	**Nairn**	SteelScSr	3627					1904	W.Doxford &Sons,Ld. Sunderland	ParkS.S.Co.Ld. (Col.J.SmithPark, M.V.O.*Mgr.*)	339·6	50·0	22·6	Glasgow British	T.3Cy.26″,42″&68″–42″ 300NHP	
118644	*D.Lewis* –16		3031								P30′F38′					
HBKP	*Turret deck*	1*Dk*2*trB*	2324							*WB*					W.Doxford&Sons,Ld.Sld.	
59	**Nairung**	SteelTwinScSr	4478	✠100A1	Bom	*y*	~~8.16~~ PX 10.17	1892	Harland& Wolff(Lim.) Belfast	Bombay&Persian Stm.Nav.Co.Ld.	400·7	45·2	28·1	Bombay British	T.6Cy.18½″,30″&50″–42″ (*s*) 150 ~~160~~lb *90lb* 373NHP	31 ″ 3
103051	~~*G.A.Keenan* –17~~ *s*	Bom2nd.No.3–2,16	4098	10.17,12,16			s10.17	11mo			P39′B92′F47′					s7 ″ 3½
MVLB	*Elec.light*	2*Dks*(*Stl*–ws)3*trB*	2893								FK&BK2½″				7*BHCem*	2DB,*12rf*,GS187,HS6060
	~~*E.Lewis* –17~~ *Geddes* –18			B34,17				*Lloyd's*	*sA&CP*	*WB*=*Cell*	*D B*300′806*t*	*FPT*		67*t*	*APT*51*t*	Harland&Wolff(Lim.)Bel.
				✠LMC2,16												24 ″ 8
60	**Najade**	SteelPad	700					1894	F.Schichau Elbing	Norddeutscher Lloyd	233·6	30·4	11·9	Bremen German	T.3Cy.32¾″,50½″&72¾″–59″ NB03 406NHP	
	H.v.Thülen		530								H121′F52′					
QFVR	*Elec.light* Wireless	1*Dk*	281												F.Schichau,Elbing	
61	—	SteelSc	659					1910	Akt.Ges. "Weser" Bremen	Dampfschifffahrts Ges.Neptun	180·0	28·1	12·9	Bremen German	T.3Cy.13½″,21½″&34½″ –23½″ 59NHP	
	*H.Böhmer*03–10		517								Q51′B45′F22′					
QJTW	*Elec.light*	1*Dk*	363							*WB*					A.G."Weser,"Bremen	
62	**Najaden**	IronScSr	1586	✠100A1	Hbg	*q*	6,16	1883	H.S.Edwards,Son& Co.,Ltd. Hull	Rederiaktieb. Svenska Lloyd (H.Metcalfe, *Mgr.*	260·0	36·2	18·7	Hlsngborg Swedish	C.2Cy.32″&60″–39″ (*a*) 80lb *80lb* NDB98 179NHP	19 ″ 8
3721	*A.Fex*13–13	*ss*Hbg.2ndNo.3–4,09	1233	6,16				10mo			P30′Q72′B66′F32′					s1 ″ 8
JLPR	(*ex*MerchantPrince)	*ss*Els.No.1–13	958	*Now named "Sylvia." See No. 82*				*Lloyd's*	*sA&CP*	*WB*	*D Ba* 88′*f* 16′*fu*			*E&F B*36′302*t*	*FPT*	4*BHCem* 65*t* *APT*20*t*	2SB,*6pf*,GS95,HS3011 N.MarineEng.Co.Gtshd.	18 ″ 11
	Well deck	1*Dk*(*Irn*)2*trB*		BS6,16 ✠LMC5,16												
63	—	Iron&SteelTwinScSr	429					1886	MotalaCo. Gothenburg	HallandsÅngb. Aktieb. (R. H.Möller, *Mgr.*)	164·3	25·2	10·7	Halmstad Swedish	C.4Cy.16½″&33″–20″ NB06 81NHP	
1185	*F.P.Möller*10–12		275								P88′H33*t*F22′		17·5			
HSTC		1*Dk*	231							*WB*					MotalaCo.,Motala	
64	—	SteelSc	124					1896	Bergsunds M.V.Aktieb. Stockholm	VaxholmsNya Ångf. (B. von Sydow, *Mgr.*)	87·0	17·6	7·6	Stockholm Swedish	C.2Cy.16¾″&22½″–14½″ 16NHP	
2939			76								P64′H12*t*					
JGQN			83												BergsundsAktieb.,Skm.	
65	**Najera**	IronScSk	151				∴	1877	HM'Intyre &Co. Paisley	S.N.Aleson& Hermano	100·2	18·9	8·7	Gijon Spanish	C.2Cy.17″&31″–22″ NB06 38NHP	9 ″ 2
	*J.Casariego*08–11	(*ex*Teresa,*ex*	103								Q43′F12′					
HVRN	GeneralAuñon,*ex*Union,*ex*MaryAnn)		74												Lees,Anderson&Co.Gls.	
	Mchy.Aft	1*Dk*														
66	**Nam Hoi**	SteelTwinSc	722					1891	Kwang HepLaung HongKong	~~KwongOnS.S.Co. Ld.~~ Yeung Hee	172·3	35·1	10·1	HongKong British	C.4Cy.14½″&30″–18½″ NB01 80RHP	
95858	*G.Waard*	(*ex*TaiOn)	396								H6*t*					
		1*Dk*, *Shade dk* & *Promenade dk*	427					*Rebuilt* 14 *by*		Kwong Fab,Hong	Kong				KwangHepLaung,H.Kg.	

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Master. Special Surveys.	3 Material, Rig, &c. Late Name if any. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned. now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
67 KJGH	**Nam-Ky** *Gemini*	SteelScSr 1*Dk&Awng dk*	334 208 130					1898	A.Dubigeon Nantes	MessageriesFluvialesdeCochinchine	159·4	23·3	8·5	Saigon French	T.3Cy.11¾″,19½″&31½″–20½″ Brissonneau 45NHP fils&A.Lotz,Nantes		V
68 115794 THGN	**Nam Sang** *F.T.Wheeler* –16 *Elec.light*	SteelScSr 2*Dks*(*Stl–Up*teaks) *&deepframing*	4035 3675 2591	✠ 3,02 ✠	Gls	*x*		1902 3mo	Lon.&Gls. Co.Ld. Glasgow	Indo-ChinaSteam Nav.Co.Ld. *WB=CellDBa*	370·3 P53′B108′F43′ 104′*uE*27′*f*163′680*t*	47·2 FK 6*BHCem* *tAPT*77*t*	27·2 FD	London British	T.3Cy.29″,47″&76″–48″ 480NHP 3SB,*9cf*,GS159,HS6594 London&Glas.Co.Ld.Gls.	30 ″ 0 s 6 ″ 2½ 24 ″ 5	
69 KJGL	**Nam Vian** *Kernonet*	IronScSr 1*Dk*	850 — 436					1876	Forges&C. de la Médit. LaSeyne	MessageriesFluvialesdeCochinchine	199·0 H61*t*	29·7 F25*t*	15·3	Saigon French	C.2Cy.23⅝″&47¼″–22″ 87NHP Forges&C.delaMédit.,Msl.		
70 89250 RLHB	**Namoi** *P.W.Delucey* –16	SteelPadSr 1*Dk*(*pt Stl*)*&Awngdk*	1414 1279 809	✠ *Awng dk withfreeboard* 1,84 ✠ *Coasting service,Syd*	Lth	*n*		1883 8mo	J.Key& Sons Kinghorn	Newcastle&HunterRiverS.S.Co.Ld	245·2 *we., N*	31·6 *SW*	21·7	SydnyNSW British	C.O.2Cy.50″&90″–72″ 573NHP 4*BHCem* J.Key&Sons,Kirkcaldy		
71 MBRD	**Namsos** *M.Grenne* *Elec.light*	SteelScSr 1*Dk&Awng dk*	506 467 300					1904	Trndhjms Mek.Værks. Trondhjem	IndherredsAktie-Dampskselsk. (A.Kleven,*Mgr.*)	164·2 H39*t*	23·1 len10	16·6	Stenkjær Norwegian *WB*	T.3Cy.15″,25″&41″–26″ 86NHP Trondhjems M.V.Trndhjm		N
72 123528 HGWP	**Namur** *A.E.A.Baker* –16 *Elec.light* Wireless	SteelTwinScSr 2*Dks*(*StlU–*teaks)*&deep framing*	6701 5851 4188	✠ 3,09 ✠	Lon	*b*†		1906 9mo	Caird&Co. Ld. Greenock	P.&O.Stm.Nav.Co. *WB=Cell*	449·8 P79′B149′F85′ *DBa*110′*f*171′774*t*	52·2 FK&BK3″	30·6 7*BHptCem* *APT*100*t*	Greenock British	Q.8Cy.19″,27″,38½″&54″–48″ HS11423 625NHP 2D&1SB,*15cf*,GS292, Caird&Co.Ld.Greenock	33 ″ 6	
73 10822 LCVF	**Nan Yang Maru** *O.Kinoshita* *Elec.light*	SteelTwinSc 3*Dks*	3588 2037 2224					1907	Kawasaki Dockyard Co. Ld.,Kobe	NisshinKisen KabushikiKaisha	320·0	43·4	13·8	Tokio Japanese	T.6Cy.17″,28″&46″–33″ 243NHP KawasakiDykdCoLdKobe		
74 132406 HSVC	**Nancy Hague** *K.Gudmundsen* –14 *ss*Flt.No.1–15	SteelScK 1*Dk*	299 258 121	✠100A1 *StmTrawler* 3,15 ✠LMC3,15	Flt		3,15	1911 6mo	Smith's Dock Co.Ld. Middlesbro'	NewDocksSteam TrawlingCo. (Fleetwood)Ld. (Taylor&TomlinsonLd.*Mgrs.*)	130·5 Q79′F21′	23·0 BK7½″	13·2	Fleetwood British	T.3Cy.13½″,23″&37″–27″ (*s*) 180lb 91RHP 1SB,*3pf*,GS52,HS1599 ShieldsEng.Co.Ld.N.Shl.	14 ″ 0	
75 104047 NQTC	**Naneric** *ss*Cal.No.1–17 *J.J.Tulloch* –14 *ss*Hpl.No.3–6,12 (*ex*Aotea) 2*Dks*(*Stl–Up*tws)3*trB* *Elec.light* Wireless	SteelScSr ~~2 18~~ 5,15 5,18 ~~BS1,17~~	5609 5186 3629	✠100A1 ~~Stm~~ Lon ~~LMC6,18~~	Cal	*a*†	~~5,16~~ 3,18	1895 1mo	C.S.Swan& Hunter Newcastle *Lloyd's*	BankLine,Ld. (A. Weir&Co.*Mgrs.*) *WB=C*	430·6 P39′B250′F42′ *ellDBa*94′*uE&B*61	49·0 BK10″	29·6 6*BHCem* *f*216′1100*t*	Glasgow British	T.3Cy.29″,47⅞″&80″–48″ (*s*) ~~180lb~~ 602NHP 3SB,*9cf*,GS186,HS8760 Cen.Mar.Eng.Wks.W.Hpl.	32 ″ 10 ~~s 6 ″ 0~~ ~~27 ″ 1~~ s 6 ″ 6 27 ″ 4	
76 9351 JSQD	**Naniwa Maru** *E.Tani* –12 (*ex*Cydonia)	IronSc3MstSr 2*Dks3trB*	1716 1616 1064			…		1876	ColeBros. Newcastle	C.Tanaka	265·0 BK9½″	34·0 *WB*	24·4	Yokohama Japanese	C.2Cy.31″&58″–33″ 142NHP N.E.MarineEng.Co.Sld.	25 ″ 8	
77 14925 LVJB	—	SteelScSr 1*Dk*	205 — 75					1912	GoshiKaisha Harada Shoko,Osaka	ToyoTororu KabushikiKaisha	117·0 Q63′F19′	21·3 *WB*	11·3	Osaka Japanese	T.3Cy.11 7/16″,19 5/16″&32″–22″ 48NHP GoshiKaishaHaradaShoko		
78 14996 LVNT	**Nankai Maru** *K.Sakuma* –12 (*ex*Indravelli) *Elec.light*	SteelScSr *ss*NYk.No.3–1,11 *ss*Kob.No.1–15 2*Dks*(*Stl*)*&deep framing &Shelter dk*(*Stl*)	4596 4362 3499	✠100A1 ~~3,16 11,16~~ 2,18 ~~LMC11,16~~ ~~Spec. 2,13~~	Kob	*y*	~~11,15~~ 2,18	1897 12mo	C.Connell &Co. Glasgow *Lloyd's*	MeijiKaiunKabushikiKaisha *WB=CellDB* *a*109′*uE&B*52′*f*	400·0 183′ 1189*tFPT*137*t*	49·2 FK	28·3 6*BHCem* *APT*53*t*	Tarumi Japanese	T.3Cy.26″,44″&73″–48″ (*s*) 200lb *100lb* 476NHP 3SB,*6cf*,GS109,HS6439 D.Rowan&Son,Glasgow	31 ″ 3 s 6 ″ 0 25 ″ 8	
79 131857 HWGC	**Nankin** *G.Manley* –14 *Elec.light* Wireless	SteelTwinScSr 3*Dks*(*Stl–U* teaks)	6853 5872 4251	✠ 6,12 ✠	Grk	*b*†		1912 6mo	Caird&Co. Ld. Greenock	P.&O.Stm.Nav.Co. *WB=Cell*	449·7 P84′B149′F85′ *DBa*110′*f*189′832*t*	52·0 FK&BK2″	30·6 7*BHCem* *APT*95*t*	Greenock British	Q.8Cy.19″,27″,38¼″&54″–48″ 628NHP 2DB,*12cf*,GS234,HS9180 Caird&Co.Ld.Greenock	33 ″ 6	
80 17083 MNKD	**Nanking Maru** *Elec.light*	SteelScSr 2*Dks*(*Stl*)*&Web frames Longitudinal framing*	2981 2779 1885	✠100A1 11,17 ~~10,16~~ ~~MS10,16~~ ~~LMC10,14~~	Kob	*t*	~~10,16~~ 11,17	1914 10mo	OsakaIron Works Osaka *Lloyd's*	OsakaShosen KabushikiKaisha *WB=CellDB*	305·3 P19′B82′F32′ *a*85′*uE&B*33′*f*122′	42·2 FK	24·8 5*BHCem* 519*tAPT*20*t*	Osaka Japanese	T.3Cy.22″,37″&61″–42″ (*s*) 180lb 288NHP 2SB,*6cf*,GS90,HS3824 OsakaIronWorks,Osaka	27 ″ 3 s 4 ″ 4½ 23 ″ 2	
81 MPVL	**Nann Smith** *S.Syvertsen* –16 *Elec.light Mchy.Aft* Wireless	SteelSc3MstSr 1*Dk*	2093 — 1276					1907	NwprtNws S.B.&D.D.Co. Newprt News	E.B.Aaby	277·0 P46′B19′F31′	43·0 *WB*	17·3	Drammen Norwegian	T.3Cy.19″,31″&52″–40″ 171NHP Newport NewsSB&DD.Co.		V
82 JPLT	**Nanna** *A.A.Nærö*	SteelScSr 1*Dk*	1125 896 700					1900	Trondhjems M.V. Trondhjem	Dpsk.NannasRederi (Schjelderup &Schjött)	231·4 Q125*t*B53*t*H19*t* F31*t*	34·4	13·6 *WB*	Bergen Norwegian	T.3Cy.16″,26″&44″–30″ 106NHP TrondhjemsMek.Verks.		N
83 JRDG	— *H.M.Alne* *Well deck*	SteelScSr 1*Dk2trB*	449 368 264			…		1881	Motala Co. Gothenburg	Acties.Nanna (S.Larsen)	148·9 Q21*t*	24·4 B46*t*	13·9 F8*t*	Kopervik Norwegian *WB*	C.2Cy.17¾″&33½″–20½″ 42NHP MotalaCo.,Gothenburg		N
84 5665 JVDG	— *S.Dahlin* –15 (*ex*SirAlbertRollit)	IronScK (*Trawler*) 1*Dk*	141 137 49			…		1888	Cook,Welt'n&Gemmell Hull	C.F.Kerr	95·3 BK7½″	20·8	11·0	Gothenbrg Swedish	C.2Cy.17″&33″–22″ 42NHP Bailey&Leetham,Hull	11 ″ 10	
85 ~~109856~~	**Nanning** ~~*R.Ramsey 07–09*~~	SteelPad 2*Dks*	569 280 348					1900	G.Fenwick &Co.Ld. HongKong	~~Hng.Kg.Canton &~~ ~~MacaoStmBtCoLd~~	147·0	31·0	7·2	~~HongKong~~ British Chinese	H.2Cy.18″&38″–72″ 60RHP G.Fenwick&Co.Ld.H.Kg.		
86 122387	**Nanoose** *T.Manson* –16 *Elec.light*	SteelScSp (*Tug*) 1*Dk*	305 226 165			…		1908	BColumbia MarRlyCoLd Victoria,B.C.	CanadianPacific Railway Co.	116·0	24·6 *WB*	14·0 BK7″	Vict'riaBC British	C.2Cy.17″&40″–27″ 63RHP B.ColumbiaMar.Rly.CoLd	15 ″ 0	
87 MLRJ	**Nanset** *C.A.Hansen* 16–16 *Mchy.Aft*	SteelScSr (*ex*Ingeborg) 1*Dk*	381 284 201					1898	P.Larsson Thorskog	Dmpsk.Akties. Nanset (JensAndvig)	133·1 Q42′B35′H14*t*F15′	23·9 *WB*	12·0	Chrstiania Norwegian	C.2Cy.15½″&24⅝″–17½″ 21NHP ThorskogsM.V.Thorskog		V
88 130966 KRPN	**Nantasket**	WoodPad 1*Dk*	739 — 436					1902	..... Chelsea,Mass.	NantasketBeach SteamboatCo.	188·9	34·0	10·7	Boston Utd.States			

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Appel.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Donane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.
89 140261 JPCK	**Nantes** *J.D.Patrickson* 16–17 *Well deck* 1*Dk*(*Stl*) *Elec.light* *Cargo battens not fitted*	**SteelScSr**	1580 1106 823	✠100A1 9,17 ~~8,17~~ ✠LMC5,17	Ayr Nwe	*p*	9,17	1917 3mo *Lloyd's* *Cell D*	AilsaS.B. Co.Ld.Ayr *sA&CP* *Ba* 56′97*t f* 11	EuropeanGasCo. Ld.(H.A.Bright-man&Co.*Mgrs.*) 5′176*t Tanks at tu*	257·0|36·2|15·1 Q198′F26′ FK *nnel sides* 135*t FPT*	London British 4*BHCem* 50*tAPT*64*t*	T.3Cy.19″,31″&50″–36″ (*s*) 180lb 193NHP 2SB,*6cf*,GS104,HS3412 AilsaS.BCo.Ld.Troon	17 ″ 3 s 6 ″ 1 16 ″ 5
90 9902 JVGP	**Nanto Maru** (*ex*LadyMitchell,*ex*Schwalbe) 1*Dk*2*trB*	**IronScSr**	959 — 582					1882	J.C.Teck-lenborg Geestemünde	San-inGoshi ShosenKaisha	210·0|32·0|15·0 B46′F19′	Osaka Japanese *WB*	C.2Cy.23″&47½″–31½″ NB12 105NHP F.Schichau,Elbing	
91 17 QBDF	**—**	**SteelSc**	176 — 75					1910	..... Kobe	Minamimanshu TetsudoKabushiki Kaisha	104·6|23·6| 9·7	Dairen Japanese	T.	
92 130815 KPBJ	**Nantucket** 3*Dks*&*Spar dk* Sub.Sig. Wireless	**SteelScSr**	2599 — 1767					1899	Harlan& Hollings-worthCo. Wlmgtn,Del.	Merchnts&Miners TransportationCo.	274·0|42·0|26·0	Baltimore Utd.States	T.3Cy.28″,45″&72″–54″ 381NHP Harlan&HollingsworthCo. Wilmington,Del.	
93 132860 HVKG	**Nantwen** ~~*A.E.Tambyn* 14~~ *ssCff.No.1–16* *W.H.Ladd* –17 1*Dk*(*Irn*)	**SteelScSr**	4764 4547 3000	✠100A1 ~~8,17~~ 2,17 2,18 ✠LMC8,16	NNs Off	*x*	~~8,16~~ 9,17	1912 3mo *Lloyd's*	Richardsn, Duck&Co.Ld Stockton *sA&CP*	W.&C.T.JonesS.S. Co.Ld. *WB*=*CellDBa* 130′*uE&B* 45′*f* FK 168′ 1117*t FPT*162*t*	380·2|50·9|28·0 P34′B111′F31′ *APT*126*t*	Cardiff British 6*BHCem*	T.3Cy.26″,42″&70″–48″ (*s*) 180lb 385NHP 3SB,*9cf*,GS173,HS6169 Blair&Co.Ld.Stockton	30 ″ 4 s 5 ″ 11 24 ″ 8
94 89 QBJV	**Nanyo Maru** *K.Takanachi* 13–15 *ss*Nwc.No.3–4,06 (*ex*Bentala,*ex*Caldy) *ss*Kob.No.2–14 *Elec.light* 1*Dk*(*Stl*)2*trB*&*Web frames*&*pt Awng dk*(*Irn*)	**SteelScSr**	3039 2360 1919	✠100A1 *pt Awng dk* *withfreeboard* 11,16 ~~11,17~~ ✠LMC ~~11,16~~	Kob	*u*	N11,16	1893 4mo *Lloyd's*	Richrdson, Duck&Co. Stockton *sA&CP*	SakaiGomei Kaisha	315·0|41·1|21·5 P35′Q94′ *pt Awngdk*186′ FK *WB*=*CellDB*266′	Dairen Japanese 6*BHAsp* 569*tAPT*42*t*	T.3Cy.23′,38″&62½″–42″ (*s*) 160lb *100lb* NDB13 256NHP 2SB,*6cf*,GS109,HS3898 Blair&Co.Ld.Stockton	24 ″ 0 s 8 ″ 5½ 22 ″ 7
95 4 QBCH	**Nanzan Maru** *Mchy.Aft* *Elec.light* (*ex*Wisconsin)	**Steel**	483 — 299					1910	..... Kobe	Minamimanshu TetsudoKabushiki Kaisha	160·6|30·1|10·4	Dairen Japanese	C.	
96 80861	**Naomi** *Mchy.Aft* *Elec.light* (*ex*Wisconsin)	**IronSc**	1182 — 1020					1881	Detroit DryDockCo. Wyandotte	CrosbyTranspor-tationCo.	203·9|35·1|11·7	Milwaukee Wis. Utd.States	C.2Cy.27″&44″–40″ NB99 102NHP DetroitDryDcksEng.Wrks	
97 10347 LBQJ	**Naoyetsu Maru** *ss*Syd.No.2–00 (*ex*Culmore,*ex*La Pérouse,*ex*Culmore) *Well deck* 1*Dk*(*Irn*)	**SteelScSr**	733 505 454	✠ 11,00 ✠	Syd	*j*		1890 8mo	J.Jones& Sons Liverpool	B.Hashimoto	182·3|27·0|14·1 Q57′B78′F24′ BK7½″ *WB*=*DBa* 35′*f* 30*t FPT*	Amagasaki Japanese 4*BHCem* 20*tAPT*34*t*	T.3Cy.18″,29″&46″–36″ 128NHP 1SB,*3rf*,GS58,HS2005 J.Jones&Sons,Liverpool	14 ″ 9
98 207420	**Napa Valley** *A.Samuels* –10 1*Dk*	**SteelSc**	1500 — 884					1910	UnionIron Works S.Francisco	MonticelloS.S.Co.	231·2|45·7|15·3	S.Frncisco Utd.States	T.4Cy.25″,41″&(2)48″–30″ 253NHP UnionIron Works,S.Frisco.	
99 5275 JSMN	**Naparima** ~~*C.Kalling* 12–13~~ *ss*Got.2ndNo.3–8,13 *Well deck* 1*Dk*(*Irn*)&*Webframes* ~~*E.*~~*Karlsson* 13–17 *Stringers*&*pt Beams Irn* *Cargo battens not fitted*	**SteelScSr**	1677 1272 1021	✠100A1 1,16 ~~Examined 5,18~~ ~~BS 5,16~~ ✠LMC8,13 11,17	Got	*q*	~~1,16~~ 5,18	1890 2mo	Edwards' S.B.Co.Ld. Newcastle A&CP	~~J.Ingmansson~~ Rederiaktieb SvenskaLloyd (H.Metcalfe,*Mgr.*)	260·0|36·2|16·8 P29′Q66′B106′ F29′ FK *WB*=*Cell*	~~Karlshmn~~ Swedish 4*BHCem* *D B*214′342*t*	T.3Cy.20″,32½″&53″–36″ (*s*) *160lb* 174NHP 2SB,*6pf*,GS84,HS2700 NEMarine Eng.Co(L)Nwc	19 ″ 3 s 1 ″ 3½ 18 ″ 2
100 135550 JDWB	**Napierian** ~~*W.Masters* –16~~ *R.Lowe* ~~–17~~ *Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	**SteelScSr**	6410 6049 4101	✠100A1 *Shelter dk* *withfreeboard* ~~7,17~~ 7,16 2,18 ✠LMC2,14 *Carrying f.d.-oil F.P.above L.O.F. in D B&deep tank*	Liv	*z*	~~9,15~~ 7,17	1914 2mo *Lloyd's*	Napier& Miller,Ld. Glasgow *sA&CP*	F.Leyland&Co.Ld. *WB*=*CellDBa* *uE&B* 80′*f* 154′ 1007*t*	400·8|52·4|35·0 *aft* B 52′ *forward* B35′ *on Shelter dk* 115′ FK&BK2″ *DTa* 26′ 665*t FPT*	Liverpool British 7*BHCem* 128*tAPT*38*t*	Q.4Cy.23½″,34″,49″&70″–51″ 215lb (*s*) 511NHP 2DB&1AuxSB,*14cf*, GS262,HS9053 Dunsmuir&JacksonLd Gls	37 ″ 7 s 9 ″ 1½ 28 ″ 11
101 317 QSRD	**Napoli** *GBologna* **SteelTwinSc4MstSr** ~~*M.Ismardi*~~ *ssNwc.No.1–03* (*ex*Sannio,*ex*BritishPrince) 2*Dks*(*Stl*) *Elec.light* 3*trB*&*deep framing*&*Shelter dk* *Ref.Mchy.* Wireless (*pt Stl–pt ws*) Sub.Sig.		9210 6851 5799	✠ *Shelter dk* 5,06 ✠	Gen	*d*†		1899 12mo	Palmers' Co.Ld. Newcastle	~~ItaliaSoc.diNav.a Vap.~~ "Transoceanica" Soc.Italiana diNav.	470·0|56·8|32·1 FK *WB*=*Cell DBa* 130′*uE*&*B* 67′*f* 197′	Genoa Italian 8*BHCem*	T.6Cy.26″,43″&71″–48″ 794NHP 2D&2SB*18cf*GS356HS12445 Palmers'Co.Ld.Newcastle 1425*tMT*37′1429*tAPT*114*t*	35 ″ 0
102 HNQD	**Napried** *M.Koprivica* –14 *ss*Gen.No.3–3,07 *ss*Gen.No.1–10 1*Dk*(*pt Stl pt Irn*)2*trB* &*pt Awng dk*(*Irn*)	**SteelScSr**	1671 1180 1021	✠ — 4,16 *pt Awng dk* *withfreeboard* ✠	Pal	*p*		1894 4mo	J.Blumer &Co. Sunderland	Nav.aVap. "Napried" (R.Negrini,*Mgr.*)	255·0|35·5|15·9 P24′Q80′ *pt Awng dk*151′ FK *WB*=*CellDB*210′	Ragusa Aust.-Hung. 4*BHCem* 373*tAPT*42*t*	T.3Cy.19″,31″&51″–33″ 153NHP NDB98*fitted*11 1SB,*4pf*,GS68,HS2350 G.Clark(Lim.),Sld.	18 ″ 2
103 125713 HMTL	**Naraguta** *W.H.Stephenson* –08 *Elec.light* 1*Dk*	**SteelSternWheel**	642 430 443					1908	LythamS. B.&E.Co.Ld. Lytham	NigerCo.Ld.	200·0|35·1| 7·7	London British *WB*	C.4Cy.12½″&30″–24″ 70RHP LythamS.B.&E.Co.Ld.Lyt	
104 134271	**Naramata** 1*Dk*	**SteelSc**	150 91 74					1913	W'strn Dry Dock&S.B. Co.Ld. PtArthur Ont.	CanadianPacific RailwayCo.	89·8|19·5| 8·0	Victoria British	C.2Cy.12″&26″–18″ 27RHP W'strnDDCo.Ld,PtArthur	
105 136384	**Narani** *H.E.Frost* –16 *Elec.light* *Mchy.Aft* 1*Dk*	**WoodTwinScK**	381 308 180					1914	E.Wright CapeHawke, N.S.W.	A.Taylor&Co.Ld.	148·6|33·2| 8·7 B53′F35′	SydnyNSW British *WB*	C.4Cy.12′&24″–18″ 48RHP Campbell&Calderw'd,Gls.	
106 115887 TPSB	**Nardoo** *H.S.Steer* –16 *ss*Syd.No.3–1,15 1*Dk*(*Irn*)2*trB*&*deep framing* 3*Dk rule*	**SteelScSr**	2907 2700 1834	✠100A1 7,17~~,16~~ ~~BS 7,17~~ ✠LMC6 16	Mel Syd	*u*	6,16	1902 9mo *Lloyd's*	W.Pickers-gill&Sons Sunderland *sA&CP*	AdelaideS.S.Co. Ld. *WB*=*CellD*	324·0|47·1|21·7 P31′B96′F33′ FK *Ba* 104′*uE* 20′*f* 132′	P.Adelaide British 6*BHCem* 712*tAPT*28*t*	T.3Cy.23′,38′&64″–42″ (*r*) 180lb *90lb* 277NHP 2SB,*6pf*,GS125,HS4143 G.Clark,Ld.Sunderland	24 ″ 1 s 4 ″ 0 20 ″ 5
107 336 IABJ	**Nargen** *A.Schmidt* –14 (*ex*Henriette,*ex*Ostsee) *Mchy.Aft* 1*Dk*&*Spar dk*	**SteelScSr**	310 — 169					1900	Schiffsw.v. Henry Koch Lübeck	RussianEast AsiaticS.S.Co. (BalticLine)	121·0|21·8|16·1 B15′	Riga Russian *WB*	C.2Cy.12⅝″&22″–13″ 15NHP J.F.Ahrens,Ottensen	
108 93554	**Narrabeen** *Williams* –87 1*Dk*	**IronPad**	214 214 96					1886	Mort'sDk. &Eng.Co.Ld. Blmain,NSW	ThePortJackson& ManlySS.Co.Ld.	160·0|22·0| 9·2 H25*t*	SydnyNSW British	C.2Cy.20″&42″–60″ 65RHP Mort'sDk.Co.Ld.,Balmain	

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7a Mean drafts. Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 Built. By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	11 Breadth.	11 Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L. R. Date of B. of T. Trade Cert.
109 211533 LDFB	**Narragansett** Steel Twin Sc Sr *Elec. light* 1 *Dk (Stl) & Web frames*	3539 3539 2134	✠ A1 4,14 ✠LMC 10,13 *For Long Island Sound between New York & Providence*	Phl		*Service*	1913 9mo	Harlan & Hollingsworth Cor. Wlmgtn, Del. A&CP	Central Vermont Transportation Co. *WB=Cell DBa 44' uE & B*	320·2 | 48·1 | 22·0 BK 8"			Prtlnd, Me. Utd. States	T. 8Cy. (2) 23½", (2) 37½" & (4) 42" – 36" (*s*) 754 NHP 185 lb *120 lb* FD 114' *f* 86' 522 *t* 6SB, *12cf*, GS 264, HS 12417 Harlan & Hollingsworth Cor.	21 " 6	
110 210653 LCQF	— Wood Sc Sr 1 *Dk*	164 — 95					1912	..... E. Boston	Staples Trnsprtn. Co.	87·1 | 25·7 | 12·2			Fall River Utd. States			
111 88157 JFHQ	**Narva** Iron Sc Sr *R. Johnson* –13 6th Survey, Hul. 2, 10 *Well deck* 1 *Dk (Irn) 2 tr B*	1889 1448 1234	✠ A1*1 12,12 ~~Examined 9,17~~ 8,18	Hul	Lv	16·55 17·66 18·77 19·87	1883 11mo	Earle's Co. (Lim.) Hull	Ellerman's Wilson Line, Ld. *WB=Cell DB a 62' uE & B 36' f 114*	275·2 | 35·4 | 19·1 P 357 *t* H 34 *t* F 50 *t* FK *4 BH* 1 PBH 300 *t APT* 26 *t*			Hull British	C. 2Cy. 32" & 60" – 42" 194 NHP 2SB, *4pf*, GS 80, HS 2690 Earle's Co. (Lim.), Hull	21 " 9 s 2 " 9½ 19 " 3	
112 8615 JTVH	**Narvik** Steel Sc Sr *A. O. A. Thorman* 12–14 *Elec. light* 1 *Dk (Stl) & Shelter dk (Stl)* Wireless *Cargo battens not fitted*	*4253* *3876* *2004*	✠100A1 *Shelter dk with freeboard* 9,15 ✠LMC 6,14	Rot	*y*	9,15	1914 6mo	J. L. Thompson & Sons, Ld. Sunderland *Lloyd's A & CP*	Trafikaktie bolaget Grangesberg-Oxelosund (P. A. Welin, *Mgr.*) *WB=Cell DB a including tunnel tanks 134' uE 21' f including low tank in fore hold 147' 1811 t D*	385·0 | 53·7 | 23·6 FK *Ta 15' 484 t D*			Stockholm Swedish	T. 3Cy. 26½", 43" & 72" – 48" (*s*) 180 lb 449 NHP 3SB, *9cf*, GS 195, HS 7731 J. Dickinson & Sons, Ld. Sld.	26 " 1 s 2 " 10½ 23 " 7	
113 130959 KBHN	**Narwhal** Wood Sc Bk 2 *Dks*	524 464 390					1883	Dickie Brs. San Francisco	Pacific Steam Whaling Co.	149·5 | 32·0 | 17·0			S. Frncisco Utd. States	C. 2Cy. 14" & 28" – 24" 32 NHP Risdon Iron Wks., S. Frncso.		
114	**Nas** Steel Sc Sr *A. Martinolic*	201 — 59					1909	M. U. Martinolich Lussinpiccolo	Obalna Paroplovitba S. O. J.	123·3 | 20·3 | 10·5			Ragusa Aust.-Hung.	C. 2Cy. 17" & 32" – 18" 36 NHP Plenty & Son, Newbury		A
115 137247 JHMQ	**Nascent** Steel Sc Sr *W. S. Caldecott* 98–15 *Elec. light* 1 *Dk (Stl) & Shelter dk (Stl)* *Tonnage opening closed 1917* *Cargo battens not fitted in Shelter 'tween dks*	4969 3527 3723	✠100A1 *Shelter dk with freeboard* 2,17 ✠LMC 1,15	Bry	*w*	2,17	1915 1mo	J. Priestman & Co. Sunderland *Lloyd's A & CP*	J. Westoll *WB=Cell DBa 106' uE 25' f 154' 862 t*	350·0 | 50·9 | 24·5 FK			Sunderlnd British	T. 3Cy. 25", 41" & 67" – 45" (*s*) 180 lb 325 NHP 6 *BHCem* 3SB, *6cf*, GS 116, HS 4995 *APT* 105 *t* N. E. Marine Eng. Co. Ld. Sld	33 " 11 s 9 " 7 24 " 9	
116 199922 TWLK	**Nascopie** Steel Sc Sr *G. E. Mack* 10–15 *ss* Co. No. 1–18 1 *Dk (Stl) & Shelter dk (Stl–ws)* *Elec. light* Wireless	2475 1591 1541	✠100A1 *Shelter dk with freeboard* 3,18 ~~12.15~~ ✠LMC 2,18 ~~BS 7,16~~ MS 12,16	Sws Cff	*t*	~~7,16~~ 2,18	1912 1mo	Swan, Hunter & Wigham Richardson, Ld Newcastle *Lloyd's A & CP*	Hudson's Bay Co. *WB=Cell DBa 56' uE & B 59' f 119' 415 t FPT 75 t APT 55 t*	285·5 | 43·8 | 20·2 FK			London British	T. 3Cy. 21½", 35½" & 58" – 42" 180 lb *100 lb* (*r*) 339 NHP 2SB, *6cf*, GS 121, HS 5322 Swan, Hunter & Wigham-Richardson, Ld. Nwc.	22 " 6 s 1 " 5½ 21 " 4	
117	**Nassau** Steel Sc 4 Mst Sr *Elec. light* 2 *Dks*	7678 7240 4829					1914	Bremer Vulkan Vegesack	Hamburg-Amerik. Packetf. Akt. Ges. (Ham.-Amr. Linie)	468·7 | 58·3 | 32·8 P 54' B 121' F 58'			Hamburg German	T 3Cy 32 3/16", 52¾" & 86⅜" – 55 15/16" 620 NHP Bremer Vulkan, Vegesack		
118 RLWM	**Nassovia** Steel Sc Sr *J. Roehl* 2 *Dks (1 Stl & 1 Irn) & deep framing* *Elec. light*	3902 3607 2475	✠ 1,01 ✠	Hpl	*w*		1901 1mo	W. Gray & Co. Ld. W Hartlepool	Hamburg-Amerik. Packetf. Act. Ges. (Ham.-Amr. Linie) *WB=Cell DBa 116' uE 24' f 148' 886 t APT 33 t*	350·2 | 49·7 | 25·5 P 27' B 92' F 40' FK			Hamburg German	Q. 5Cy. 17", 24", 34" & (2) 42" – 42" 274 NHP 2SB, *6cf*, GS 90, HS 3010 FD Cen. Mar. Eng. Wrks. W Hpl	28 " 3	G
119 130173	**Nat Strong** Wood Sc	161 — 111					1880	..... Kennebunk, Me.	Fisheries Co.	119·6 | 18·6 | 10·0			Greenport N.Y. Utd. States			
120 NSVH	**Natal** Steel Sc Sr ~~*O. Dak* 14–14~~ *Elec. light* 1 *Dk (Stl) & Awng dk (Stl)* *Petersen* –17	4171 3970 2675	✠100A1 *Awng dk with freeboard* 7,17 ~~1,16~~ 4,18 ~~BS 11,16~~ BS 11,17 ~~BS 11,16~~ ✠LMC 6,14 ✠NE & B 2,09, *refitted* 6,14	Cpn ~~Dal~~ N BAs	*w* Ns	~~10,15~~ 7,17	1914 6mo	Nthmblnd S.B. Co. Ld. Newcastle *Lloyd's A & CP*	Dmpsk. Akties. Orient *WB=Cell DBa 117' uE 23' f 155' on Awng dk*	360·0 | 51·3 | 27·7 P 27' B 97' F 34' FK			Copnhagn Danish	T. 3Cy. 21½", 36½" & 62" – 42" (*s*) 200 lb 326 NHP 6 *BHCem* 3SB, *9cf*, GS 175, HS 5551 970 *t APT* 45 *t* Barclay, Curle & Co. Ld. Gls.	30 " 0 s 5 " 8½ 24 " 7	
121 ~~Lk by Collision~~ 8,17 KJNR	~~Henon~~ *Elec. light* Wireless 3 *Dks*	4012 3802 2452					1882	Messagries Maritimes La Ciotat	Messageries Maritimes	413·9 | 39·7 | 32·8			Marseilles French	C. 3Cy. 43¼" & (2) 60¼" – 43½" 398 NHP Messgrs. Marit., La Ciotat		V
122 87886	— Wood Sc Flat	145 136 98					1882	H. Gibson Northwich	Salt Union, Ld.	90·0 | 20·7 | 9·9			Liverpool British	2Cy. 9½" – 12" 18 RHP W. E. Bates, Northwich		
123 118911 VHFD	**Natal II.** Steel Sc K *S. Craven* –13 *ss* Gms. No. 2–11 (*ex* Natal) 1 *Dk*	208 186 79	✠100A1 *Stm Trawler* 6,13 ✠NB 6,13 ✠LMC 9,11	Gms		6,13	1903 9mo	Cochrane & Sons Selby *Lloyd's A & CP*	Taylor & Staff	114·0 | 21·5 | 11·2 Q 57' F 20' BK 7½"			Grimsby British	T. 3Cy. 12", 21" & 34" – 24" (*s*) 180 lb 60 RHP 1SB, *2pf*, GS 35, HS 1240 C. D. Holmes & Co., Hull	12 " 1	
124 7 QSTM	**Natale L.** Steel Sc Sr *Di Jannil* 12–13 *ss* Gen. No. 3–1, 13 (*ex* Mavisbrook) 1 *Dk (Irn) & deep framing*	2134 1925 1330	✠100A1 9,14 ~~Examined 6,17~~ ~~BS 10,15~~ ✠LMC 1,15 ~~BS 6,17~~	Gen	*s*	10,15	1899 7mo	W. Gray & Co. Ld. W Hartlepool A&CP	G. Lavarello fu P. *WB=Cell DBa & u E & B 126' f 120' 654 t*	290·7 | 42·2 | 19·3 P 27' B 74' F 29' FK			Spezia Italian	T. 3Cy. 21 1/16", 35" & 58" – 39" (*a*) 160 lb 217 NHP 5 *BHCem* *APT* 54 *t* Cen. Mar. Eng. Wrks. W Hpl	21 " 9 s 3 " 5½ 18 " 7	
125 62598 JSMQ	**Natashquan** Iron Sc Sr *J. Boucher* 09–09 (*ex* Polino) *Well deck* 2 *Dks*	991 620 642	✠ 3,74		Lv		1870 8mo	W. Pile & Co. Sunderland	W. Q. Stobo *WB=DBf*	198·7 | 27·3 | 15·5 P 161 *t* F 26 *t*			Quebec British	C. 2Cy. 28" & 48" – 31" 98 RH Clark, Watson & Co. Gts.		
126 130479 KHFT	**Nathan Hale** Wood Sc Sr 1 *Dk*	300 — 150					1890	Thames Tow Boat Co. N. London Cn.	Thames Tow Boat Co.	121·8 | 27·0 | 14·2 H—			N. Lndn Cn. Utd. States *WB*	T. 3Cy. 16", 24" & 41" – 30" NB 96 92 NHP Neafie & Levy, Philadelphia		
127 135148 HWVC	**Natica** Steel Sc Sr *Thackray* –16 *ss* NNs. No. 1–17 *Elec. light* 2 *Dks (Stl) & Web frames* *Mchy. Aft*	5579 4972 3494	✠100A1 ~~Tr 1,13~~ ~~2,17~~ 3,18 *Carrying Petroleum in bulk* ✠LMC 2,17 *Fitted for oil fuel* 10, 12 *above*	NNs ~~Loa~~ Npt	*z*	~~2,17~~ 7,~~17~~ *F. P.*	1912 10mo	Swan, Hunter & Wigham Richardson, Ld. Newcastle *Lloyd's A & CP* 150° F.	Anglo-Saxon Petroleum Co. Ld. *WB=Cell DBu E & DT f 50' 521 t*	406·5 | 51·3 | 28·9 P 110' B 33' F 38' FK B 77' 128 *t* *FP* 172 *t APT* 106 *t*			London British 15 *BHCem* 10 *to U dk* 5 „ *2nd dk*	T. 3Cy. 26½", 43" & 72" – 48" (*s*) 180 lb *100 lb* 449 NHP 3SB, *9cf*, GS 204, HS 7740 Wllsnd Slpwy. Co. Ld. Nwc.	31 " 0 s 6 " 3 25 " 2	
128 121260 HDMB	**Nation** Steel Sc Sr *H. Jones* –13 *ss* Rot. No. 2–13 (*ex* Craigvar) 1 *Dk (Stl) & Spar dk (Stl)* *Elec. light* *& deep framing* Sub. Sig.	4415 4154 2874	✠100A1 *Spar dk* 5,16 BS 2,16 ✠LMC 10,15	Lgn	*x*	5,16	1905 9mo	D & W Hendersn & Co Ld Glasgow A&CP	Manchester Liners. Ld. (R. B. Stoker, *Mgr.*) *WB=Cell D Ba 121' uE & B 37' f 165' 1011 t APT 122 t*	378·1 | 50·1 | 18·0 P 40' B 98' F 40' 26·0 FK			Mnchester British 4 *BH to Spar dk* 2 *BH to Main dk* *Cem*	T. 3Cy. 25", 41" & 67" – 48" (*s*) 180 lb 370 NHP 3SB, *9cf*, GS 173, HS 6171 D & W Hendersn & Co Ld Gls	28 " 8 s 5 " 6½ 23 " 6	

Now named "Manchester Engineer," See No. 3 in Supplement

1 Numéro d'Ordre / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Grément, etc. / Capitaine. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Entretenement	7a Date de la dernière Visite de l'arbre porte-hélice.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord en milieu de navire. Tirant d'eau correspondant.
129	**National**	SteelScSr	843					1888	Rostocker Akt.Ges. Rostock	Paulsen&Ivers	191·6	29·2	14·9	Kiel German WB	T.3Cy.14½″,22½″&36⅝″–27⅛″ NB00 71NHP RostockerA.G.,Rostock	
LCQM	*A.Kriesen*	1*Dk*	581 532								P&B108′	F57′				
130	—	WoodScFlat	120					1876	G.Deakin Winsford	SaltUnion,Ld.	88·0	20·8	8·6	Liverpool British	2Cy.12″–14″ 24RHP J.B.Deakin,Winsford	
81343			119 82													
131	**National City**	WoodScSr	310					1888	A.Hay SanFrancisco	NationalS.S.Co.	148·5	33·8	10·3	S.Frncisco Utd.States	T.4Cy.(2)10″,22″&33″–24″ 53NHP Hinkley,Spiers&HaysSFo.	
130403	*J.Bostram*	1*Dk*	— 221													
132	**Natironco**	SteelSc	1079					1892	Detroit DryDockCo. Detroit,Mich.	NationalS.S.Co. Ld.(A.B.Mackay, *Mgr.*)	225·0	35·0	13·7	Toronto British WB	T.3Cy.18″,33″&54″–42″ NB00 189NHP DryDcksEng.Wks.Detroit	
133743	*J.N.Foote* –16	(*ex*Pioneer)	868													
	Mchy.Aft Elec.light	1*Dk*	542													
133	**Natuna**	SteelTwinScSr	757	✠100A1	Sws	*k*	3,17	1898	Ramage& Ferguson,Ld. Leith	TiordisShipping Co.Ld. (J.Slater, *Mgr.*)	197·4	32·1	13·0	Swansea British	C.4Cy.15″&30″–21″ (*s*) 120lb 88RHP	13 ″ 6
139118	*J.S.Hammond* –16	*ss*Sng.No.3–11,10	544	7,17 3,17	C✠			5mo			Q74′B48′F30′	FK			1SB,*3pf*,GS57,HS1638	
JMTG		*ss*Sng.No.1–15	423	BS6,16 ✠LMC5,15											4*BHCem*	
	Well deck	1*Dk*(*pt Stl*–teak s)		BS7,17 1,18				*Lloyd's*	*sA&CP*	*WB=CellD*	*Ba53′f75′157t*			*FPT*	13*tAPT*6*t*	Ramage&FergusonLd.Lth
134	**Naugatuck**	SteelSc	1113					1898	Delaware RiverCo. Chester,Pa.	NewEnglandS.S. Co.	220·7	37·2	14·0	NwLondon Utd.States	T.3Cy.19″,31″&50″–28″ 132NHP DelawareRiverCo.Chester	
127281	(*ex*AllanJoy,*ex*CapeCharles)		—													
KNQL	*Elec.light*	1*Dk*	655													
135	**Nauma**	SteelScSr	214					1891	Trndhjms Mek.Verks. Trondhjem	NamsosDmpselsk. (Th.Sommerschield,*Mgr.*)	104·2	17·8	7·9	Namsos Norwegian	T.3Cy.10½″,16″&26″–18″ NB01 29NHP TrondhjemsM.V.,Trndhjm	
	K.Refsnæs		207								P64*t*	H5*t*	F5*t*			
JTOM		2*Dks*	124													
136	**Nauplia**	SteelScSr	3966					1901	Akt.Ges. "Neptun" Rostock	Hamburg-Amerik. Packetf.Act.Ges. (Ham.-Amr.Linie)	339·1	51·2	24·2	Hamburg German WB	T.3Cy.25⅝″40½″&66⅞″–44⅞″ 298NHP A.G."Neptun,"Rostock	
	Künstler		3564								P33′B123′F27′					
RMDK	*Elec.light*	2*Dks*	2292													
137	**Nauplion**	IronScSr	502	✠	Cly	*i*		1882	HM'Intyre &Co. Paisley	HellenicCo.ofMarineEnterprises (A.Pallios,*Mgr.*)	185·6	26·2	13·7	Piræus Greek	C.2Cy.24″&48″–33″ NB98 110NHP Hutson&Corbett,Glasgow	
	D.Sotirakis –00		441	6,82				5mo			B29′	F24′			4*BHCem*	
HFDS	*Elec.light*	1*Dk*	295													
138	**Nautic**	SteelScSr	1370	✠100A1	Hbg	*p*	11,16	1914	Kockums M.V.Aktieb. Malmö	Rederiaktieb. Neptunus (W.Wingårdh)	233·2	37·7	16·3	Hlsngborg Swedish	T3Cy.18⅛″,28¾″&48½″–31½″ 185lb (*s*) 155NHP	18 ″ 7
5553	*A.Wingårdh*		1155	11,16				2mo			P16′B58′F26′				2SB,*4cf*,GS62,HS2490	s 2 ″2½
JTPM		1*Dk*(*Stl*)	780	✠LMC2,14				*Lloyd's*	*sA&CP*	*a73′*	*uE15′f90′345t*			*FPT*	14*tAPT*62*t*	KockumsM.V.Akt.Malmö	16 ″ 8
139	**Nautilus**	SteelTwinSc	2034	✠	Rnf			1903	W.Simons &Co.Ld. Renfrew	UnionGovt.of SouthAfrica(Dept. ofRailways& Harbours)	281·0	46·6	17·4	PortNatal British	T.6Cy.18″,28″&48″–27″ 284NHP	18 ″ 6
120380			1819	*Hopper Dredger*				1mo			Q97′F31′RFD68′	FK			3SB,*9cf*,GS170,HS4908	
	(*Sand Pump Hopper Dredger*)		1050	1,03 ✠								*WB=*			5*BHCem*	
	Elec.light	1*Dk*(*Stl–pt* ws)										*DTa*6′42*t*			W.Simons&Co.Ld. Renfrw	
140	—	IronScSr	1615	✠100A1	Hbg	*r*	11,16	1889	Craig, Taylor&Co. Stockton	Rederiaktieb. Neptunus (WWingårdh.*Mgr*)	269·8	37·2	18·3	Hlsngborg Swedish	T.3Cy.20″,33″&54″–36″ (*s*) 160lb *100lb* NDB15 175NHP	19 ″ 8
4553	*W.Wingårdh* *ss*Hbg.2ndNo.3–4,15		1390	11,16				12mo			Q103′B106′F31′	FK			2SB,*6rf*,GS72	s 1 ″ 9
JPST	(*ex*SirWalterRaleigh)		942	MS8,10 ✠LMC9,14					A&CP	*WB=*	*DBa*80′*f*114′365*t*			*FPT*66*tAPT*21*t*	4*BHptCem*	18 ″ 2
	Well deck	1*Dk*(*Irn*)2*trB*		MBS11,16											*ptAsp*	M.Pratt,Huddersfield
141	—	IronScSr	981	A1,1	Got	Lv		1872	Bergsunds Mek.Verkst Stockholm	Stockholms Rederiaktieb. Svea (Hj.Blomberg,*Mgr.*)	209·0	29·7	17·1	Stockholm Swedish	C.2Cy.26″&52″–30″ NB84 NDB15 123NHP	18 ″ 2
2639	*F.R.Westerman*12–13	6thSurvey,Skm.4,11	735	4,17 ~~7,16~~				7mo			P121′H13*t*F27′				2SB,*4pf*,GS61,HS1676	s 2 ″5½
HJKP	2nd Survey Got.4,17	~~1st Survey Got.2,14~~	572								ND98	BK8″			BergsundMek.Verks.Skm.	16 ″ 10
	Well deck	1*Dk*2*trB*														
142	—	SteelScSr	360			...		1890	JM'Arthur &Co. Paisley	ThesenS.S.Co.Ld. NautilusSyndicate,ld. (Smith, Webster&Co.)	130·0	24·0	9·9	Cape Town British WB	C.2Cy.18″&35″–24″ 50RHP Bow,M'Lachlan&Co.,Psy.	16 ″ 3
84610	*H.L.Scharmberg* –00		339								H19*t*		15·8			
WPDV		1*Dk*&*Awng dk*	216										BK7″			
143	—	IronScCtr	~~260~~	288				1879	J.Walker &Co. Maryborough	JohnBurke,Ld.	135·3	23·1	10·3	Brisbane British	C.2Cy.18″&33″–20″ 41 ~~47~~RHP J.Walker&Co.,Maryboro'	
94133	*P.Burke*01–16		~~260~~	262												
		1*Dk*	~~132~~	161												
144	—	SteelScK	257			...		1905	Cochrane& Sons Selby	Soc.enParticipationNautilus (H.P. Aspeslagh,*Mgr.*)	120·0	22·0	13·0	Ostend Belgian	T.3Cy.13″,21½″&35″–24″ 71NHP C.D.Holmes&Co.Hull	13 ″ 10
	A.Leire –05	(*Trawler*)	242								Q48′F20′					
MBNR		1*Dk*	119									BK7″				
145	—	SteelScSr	150					1903	Sandvikns Skeppd&MV Helsingfors	FinnishBoard of Fisheries	89·8	20·0	11·8	Helsingfrs Russian	T.3Cy.11′,17¾″&29⅞″–19¾″ 40NHP SandvikensSkeppsd.&MV	
	V.Grandell –08	(*Trawler*)	129													
VJCK		1*Dk*	85													
146	**Nautpur**	IronScSr	718			...		1874	GSGulston Sunderland	GeneralStm.Nav. Co.Ld.	199·5	28·0	18·8	London British WB	C.2Cy.26″&47″–33″ NB85 95RHP	16 ″ 10
70681	*J.Rees* –11	(*ex*Nautilus)	636								Q75′					
NQGC		1*Dk*	467									BK7½″			G.Clark,Sunderland	
147	**Navahoe**	IronScSr	1879			...		1880	Reiherst'g Schiffsw Hamburg	R.L.Smith,Inc.	283·3	32·4	19·4	NewYork Utd.States WB	C.2Cy.34″&62″–42″ 208NHP Reiherst.Maschinenf.Ham	
130762	*S.W.Smith* –16		1595								F30′					
KNGQ	(*ex*Thuringia)	2*Dks*&*3trB*	1278													
148	**Navajo**	SteelScSr	2684					1911	CraigS.B. Co.,Long Beach,Cal.	NavajoS.S.Co.	258·0	42·1	19·0	Chicago Utd.States	T.3Cy.19″,31″&52″–36″ CraigS.B.Co. 121NHP LongBeach,Cal.	
208300	*P.Miller*	*Fitted for oil fuel*	—													
LBVC	*Elec.light* Wireless	Sub.Sig. 1*Dk*	1967													
149	**Navals**	SteelSc	115					1913	J.Th. Meyer Sliedrecht	B.A.Joureneff	98·5	19·8	8·1	Nicolaieff Russian	T 3Cy.12½″,18⅛″&30⅝″–16″ 36NHP N.V.Machinefab.Bolnes	
	Soboleff 16–16	(*Tug*)	—													
	(*ex*DaCapo)	1*Dk*	—													
150	**Navarino**	SteelScSr	5103	✠100A1	Nag	*z*	9,14	1907	W.Hamilton&Co.Ld. PortGlasgow	GlasgowShipowners'Co.Ld. (Glen&Co.*Mgrs.*)	400·1	52·0	28·2	Glasgow British	T.3Cy.26″,44″&73″–48″ (*s*) 200lb *90lb* 429NHP	31 ″ 0
124161	*W.Corner* –16	*ss*Mch.No.1–11	4884	9,14			N3,13	2mo			P34′B121′F35′	FK			3SB,*9cf*,GS173,HS6687	s 6 ″4½
HKBQ		2*Dks*(*MStl Upt Irn*&*pt Stl*)	3300	BS7,16 ✠LMC5,15				*Lloyd's*	*sA&CP*	*WB = Cell DBa*133	*uE23′f171′1060t*			*APT*49*t*	6*BHCem*	D.Rowan&Co.Glasgow
	Elec.light	&*deep framing*														
151	**Navarra**	SteelScSr	*1688*	✠100A1	Msl	*q*	6,17	1908	R.Thompson&Sons,Ld. Sunderland	Cia.Tras Mediterranea	250·0	35·0	16·0	Seville Spanish	T.3Cy.18½″,30″&49″–33″ (*s*) 180lb *100lb* 153NHP	26 ″ 4
	S.Sanchez –06	*ss*Sev.No.1–13	*1062*	*Awng dk*				11mo				BK9″			1SB,*3cf*,GS62,HS2400	s 6 ″4½
HVRP	*Elec.light* 2*Dks*(*MStl*)&*Awng dk*(*pt Stl*)		*1035*	*with freeboard* 7,16 BS2,16 ✠LMC5,15				*Lloyd's*		*WB=CellDB*	*uA67′uE&B33′f100′*			*6BHCem* 260*tAPT*8*t*	N.E.MarineEng.Co.Ld.Sld	21 ″ 1

Abandoned on fire 8,17

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c.	3	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now explod. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which vessel was in L.R. Date of 1st Trade Cert.
Missing since 3,17																	
152 MDJV	**Navarra**	SteelScSr	1261 1059 777			...		1907	W.Dobson & Co. Newcastle	Dpskintsk. Garonne (Fearnley&Eger, *Mgrs.*)	232·0 Q85′	36·0 B60′	16·2 F28′ FK	Chrstiania Norwegian *WB*	T.3Cy.18″,29½″&48″–33″ 151NHP N.E.MarineEng.CoLdNwc	18 ″ 6	N
	O.Paulsen 12–12																
	Well deck	1 *Dk&deep framing*															
153 130370 KDSH	**Navarro**	WoodScSr	233 — 171					1887	A.Hay SanFrancisco	Hobbs,Wall&Co.	126·0	32·0	10·4	S.Frncisco Utd.States	C.2Cy.12″&24″–20″ 21NHP HinkleySpiers&HayesSFo		
		1 *Dk*															
154 135702 JSKN	**Navasota**	SteelTwinScSr	8799 7621 5523	✠100A1 *Awng dk with freeboard* 2,18 (*Class Contemplated*)	Nwc	*c*† ✠LMC2,18 ✠Lloyd's RMC2,18		1917 12mo *Lloyd's*	Swan,Hunter&Wigham Richardson, Ld Newcastle	RoyalMailSteam PacketMeat Transports,Ld.	430·0 B210′F44′ B211′ on *Awng dk* F44′ on *Awng dk* Cell D B372′ 9 19 *t*	61·3 [35·9] *FK*	~~27·8~~ Southmpt'n British *FPT* 8 *t*	Southmpt'n British 7 *BHCem* 5 *APT* 139 *t*	Q.8Cy.24″,33½″,47″&68″–48″ 215lb (*s*) 1094NHP 5SB,*20cf*,GS415,HS16770FD Swan,Hunter&Wigham-Richardson,Ld.Nwc.	38 ″ 5 9 ″ 8 29 ″ 4	
	Matthews –18 *Elec.light* *Ref.Mchy.* Sub Sig.	3 *Dks(Stl)&Awng dk* (*Stl–ws*) *Cruiser Stern*															
155 135575 JFLS	**Navigator** ~~*R.Kinloch* –17 *J.Mowat* –18~~	SteelScSr 380 B	3798 3602 ~~2427~~ ~~2404~~	✠100A1 ~~5,14,16~~ 2,18 (*Class Contemplated*)	Bkn Lon ✠LMC ~~1,18~~ 1,18	*w*	5,16 3,17	1914 5mo *Lloyd's*	C.Connell & Co.Ld. Glasgow	CharenteS.S.CoLd (T.&J.Harrison, *Mgrs.*) *Cell D B a* 112′ *u E&*	365·2 P33′B109′F37′ FK *B48′f158′820t FPT*	47·1	27·3 Liverpool British 6 *BHCem* 11 *t APT* 14 *t*	Liverpool British 6 *BHCem* 11 *t APT* 14 *t*	T.3Cy.23″,38½″&64″–48″ (*s*) 215lb 382NHP 3SB,*9cf*,GS179,HS6456 Dunsmuir&JacksonLd.Gls	29 ″ 6 85 ″ 4½ 24 ″ 6	
	Elec.light	2 *Dks(Stl)*															
156	—	SteelScSr	3285 3062 2095	✠100A1 12,13	Shl ✠LMC12,15	*v*	12,13	1905 8mo *Lloyd's*	Richardsn, Duck&Co. Stockton	Osc.Sandström *Cell D B a* 112′ *u E&*	340·0 P32′B110′F36′ FK *B40′f146′813t FPT*	47·0	23·5 Helsingfrs Russian 6 *BHCem* 8 *t APT* 9 *6 t*	Helsingfrs Russian 6 *BHCem* 8 *t APT* 9 *6 t*	T3Cy24½″,40½″&66½″-42″(*s*) 180lb *90lb* 304NHP 2SB,*6cf*,GS242,HS4620 N.E.MarineEng.Co.Ld.Sld	26 ″ 0 s 4 ″ 8 21 ″ 8	
	A.W.Starck –13 (*ex*CondeAsdrubal, *ex*Kirkoswald) *Elec.light*	*ss*Shl.No.2–13 1 *Dk(pt Irn&pt Stl)* 2 *trB&deep framing* 3 *Dk rule*															
157 JHFM	—	SteelScSr	1273 1164 797					1900	Fevigs Jernskibsbyg Arendal	J.RingenAkties.	233·9 B60′H22 *t* F23 *t*	35·1	18·5 Haugesnd Norwegian *WB*	Haugesnd Norwegian *WB*	T.3Cy.17″,27″&45″–33″ Richardsons, 116NHP Westgarth&Co.Ld.Mdb.		N
	J.H.Jacobsen	1 *Dk 2 trB*															
158 130792 KNRT	—	SteelSc	414 — 282					1898	J.H.Dialogue& Son Camden,N.J.	AssociatedOilCo.	134·3	26·0	16·0 S.Frncisco Utd.States	S.Frncisco Utd.States	T.3Cy.18″,27″&45″–32″ 115NHP JHDialogue&Sn.Cmdn NJ		
	W.Z.Haskins –11 Sub.Sig.	(*Tug*) *Fitted for oil fuel* 1 *Dk*															
159 117383 WHPC	**Navua**	SteelTwinScSr	2930 2508 1813					1904	D.J.Dunlop & Co. Pt.Glasgow	UnionS.S.Co.of NewZealand,Ld.	300·0 B122′F35′	42·2	25·8 London British *WB*	London British *WB*	T.6Cy.17″,28½″&47″–33″ 254NHP D.J.Dunlop&Co.Pt.Gls.		C
	H.H.Williams –17 *Elec.light* *Ref.Mchy* Wireless 2 *Dks*																
160 137429 JKCP	**Nawab**	SteelScSr 5430	~~5321~~ 4923 ~~3832~~ 3424	✠100A1 ~~Awng dk~~ ~~1,17~~ 12,17 ✠LMC5,15	Bry Clo ~~Cdf~~	*z*	7,17	1915 3mo *Lloyd's*	C.Connell & Co.Ld. Glasgow	AsiaticStm.Nav. Co.Ld. *WB=Cell D B a* *u E&* B46′*f*187′111	404·4 P41′B137′F45′ 120′ FK *3t D Ta* 22′184 *t FPT*	52·8	28·7 Liverpool British 7 *BHCem* 12 4 *t APT* 30 *t*	Liverpool British 7 *BHCem* 12 4 *t APT* 30 *t*	T.3Cy.25″,42″&70″–48″ (*r*) 200lb *100lb* 472NHP 2SB,*8cf*,GS150,HS6714 FD Dunsmuir&JacksonLd.Gls	31 ″ 3 s 6 ″ 3 25 ″ 7	
	J.M.Wright 06–15 *Elec.light*	2 *Dks(Stl–Uteak s)*															
161	**Nazaré**	SteelScSr	992 743 616					1891	Flensburgr Schiffsb.Ges. Flensburg	Requisitioned by the Portuguese Government	218·9 Q75′B51′F27′	32·3	13·1 Portuguese *WB*	Portuguese *WB*	T.3Cy.15″,22½″&43″–30″ 101NHP FlensburgerSchiffsb.Ges.		
		(*ex*MinnaSchuldt) 1 *Dk*															
162	**Nazareth**	SteelScSr	170 136 104					1902	A.Rutherford&Co. Birkenhead	P.F.Ramirez	94·8	22·8	8·2 Callao Peruvian	Callao Peruvian	C.2Cy.12″&24″–16″ 19NHP A.Rutherford&Co.Bkn.		
	J.E.Portella –03																
163	**Nea Ellas**	SteelScSr	3517 3245 2267	✠100A1 5,17½,16 MS6,15 BS6,16	Pir NNs ✠LMC DBS9,16	*v*	1,16	1898 9mo	Richardsn, Duck&Co. Stockton A&CP	J.D.Corcodilos *WB=Cell D B a* 110′*u E* 22′	339·0 P33′B91′F32′ FK *f* 146′810 *t FPT* 167 *t*	46·0	24·6 Andros Greek 6 *BHCem* *APT* 165 *t*	Andros Greek 6 *BHCem* *APT* 165 *t*	T.3Cy.24″,40″&66″–45″ (*s*) 160lb *80lb* 306NHP 2SB,*6rf*,GS132,HS4800 Blair&Co.Ld.Stockton	27 ″ 3 s 4 ″ 11 22 ″ 9	
	D.J.Corcodilos –13 (*ex*Sir W.T.Lewis)	*ss*Cff.No.3–10,10 *ss*Pir.No.1–16 1 *Dk(Irn)* 2 *trB&* *Web frames* 3 *Dk rule*															
164	**Nea Omonoia**	SteelSc	128 127 26			...		1894	J.Cran&Co Leith	Aravandino& Caravia	100·0 BK 6½″	19·8	9·6 Ithaca Greek *WB*	Ithaca Greek *WB*	T.3Cy.13″,21″&34″–24″ 65NHP J.Cran&Co.,Leith	10 ″ 0	
	J.Mitchell 94–94	1 *Dk*															
165	**Nea Orion**	WoodSc		9A (*Class Contemplated*)				1917	Forg.&Ch. deSyra Syra		68·0	13·5	8·0		C.2Cy.11″&21½″–13″ Forges&Chant.deSyra		
166 136850 JKRW	**Neath**	SteelAuxSc5MstBk	5548 4867 4696					1906	Rickmers Akt.Ges. Bremerhaven	Requisitioned by the Admiralty	410·5 P180′F42′	53·6	30·4 London British *WB*	London British *WB*	T.3Cy.18⅛″,30½″&47½″–31½″ 125NHP GebrSachsenberg,Rosslau		
	W.Griffiths –16 (*ex*R.C.Rickmers) (*See Sailing Ship Register*)	*Stm.Eng.* 2 *Dks3trB*															
167 136139	**Neath Castle**	SteelScK	275 245 107	✠100A1 *Stm Trawler* 11,16 ✠LMC11,16	Mdb			1916 11mo *Lloyd's*	Smith's Dock Co.Ld. Middlesbro'	CastleS.Trwlrs.Ld (C.Heron, *Mgr.*)	125·4 Q72′F21′ BK 7½″	23·4	12·8 Swansea British 2 *BHCem*	Swansea British 2 *BHCem*	T.3Cy.12½″,21″&35″–26″ (*s*) 180lb 87RHP 1SB,*3pf*,GS50,HS1616 Smith's Dock Co.Ld.Mdb.	13 ″ 6	
		1 *Dk*															
168 MHNW	**Neb 2**	SteelScSr	175 170 61					1912	Framnes Mek.Værks. Sandefjord	Aktieselsk.Örnen (S.L.Christensen)	111·2	20·2	11·9 Sandefjrd Norwegian *WB*	Sandefjrd Norwegian *WB*	T.3Cy.12″,20″&33″–24″ 53NHP AkersMek.Værks.Xia.		N
	N.Hansen *Elec.light* (*ex*Pequena)	(*Whaler*) 1 *Dk*															
169 210392 LCNH	**Necanicum**	WoodScSr	752 — 565					1912	..... Fairhaven	HammondLumber Co.	178·5	39·0	13·3 New York Utd.States	New York Utd.States			
		1 *Dk*															
170 212464 LDNH	**Neches**	SteelScSr	5426 — 3470					1914	Nwprt Nws S.B.&D.D.Co. Newprt News	MalloryS.S.Co.	397·7	54·3	24·4 New York Utd.States	New York Utd.States	T.3Cy.29″,49″&84″–54″ 518NHP NewportNewsSB&DD.Co.		R
	F.Young *Elec.light* Sub.Sig. Wireless 3 *Dks*																
171 QHFT	**Neckar**	SteelTwinSc	9835 8489 6200					1900	J.C.Tecklenborg A.G. Geestemünde	Norddeutscher Lloyd	499·5 P71′B210′F85′	58·1	37·0 Bremen German *WB*	Bremen German *WB*	Q8Cy.23⅛″,33⅝″,48⅜″&71¼″ –51½″ 726NHP J.C.TecklenborgA.G.Gst.		G
	G.Hellmers *Elec.light* *Ref.Mchy.* Sub.Sig. Wireless	3 *Dks*															
172 QJKT	—	SteelSc	274 218 74					1907	J.Frerichs & Co.A.G. Einswarden	DeutscheDmpfis-chereiGes.Nordsee	129·9 Q73′F24′	23·1	11·2 Nordnham German *WB*	Nordnham German *WB*	T3Cy.12⅛″,19⅛″&31½″–23⅝″ 48NHP J.Frerichs&Co.A.G.		G
	C.Buss 03–10	(*Trawler*) 1 *Dk*															
173 QTNW	**Necken**	IronSc	122 — 105					1877	..... Stockholm	HelsingforsKust Angf.Aktieb.	107·2	18·5	8·4 Helsingfrs Russian	Helsingfrs Russian	NB02		
	M.Blomberg 11–11																

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Grément, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terms assigned maintenant. expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille / Franc-bord en milliers de navire. / Tirant d'eau correspondant. pds. pc.
174 2000 JDSK	**Necken** *O.J.Magnusson* 10–10	**IronScSp** 1*Dk*	121 80 88					1868	Motala Co. Gothenburg	Ångb.Aktieb. Necken (C.F. Lundberg, *Mgr.*)	96·7 Q33′	18·5 B19′	7·9 H4*t* F29′	Trollhättan Swedish	C.2Cy.11¾″&23¼″–14½″ NE86 17NHP Eriksbergs M.V., Gothenb.	
175 JVPG	**Nedenes** *Ths.Eilertsen* 1*Dk*	**SteelScSr**	1538 1396 974					1899	Short Bros. Sunderland	Acties. Nedenes (C.T.Boe&Sön)	255·7 P7*t*	36·8 H100*t*	18·1 F35*t*	Arendal Norwegian *WB*	T.3Cy.19″,31″&51″–36″ 156NHP W.Allan&Co.Ld.Sld.	
176 PMKR	**Nederland** *A.Visser* 1*Dk(Stl)* *Cargo battens not fitted*	**SteelScSr**	1832 1599 1103	✠100A1 ~~7,17 1,18~~ 9,17 ✠LMC11,13 B89,17	Rot Shl	*r*	~~6,15~~ 9,17	1913 1mo	J.Smit,Czn Alblasserdam A&CP	Stoomv.Maats. Nederlandsche Lloyd *WB=Cell D Ba 82′ uE & B35′ f 112′ 571t*	271·5 B63′ F31′ FK	40·0	18·1	Rottrdam Dutch 4*BHCem* *APT 104t*	T.3Cy 20″,32″&52″–39″ (*s*) 180lb 203NHP 2SB,*6cf*,GS101,HS3450 Maats.deSchelde,Flushing	20 ″ 7 s 3 ▪ 3½ 17 ″ 7
177 118618 VFOJ	**Neebing** *J.Ison* –15 *Mchy.Aft* 1*Dk*	**SteelSc3MstSr**	1892 1750 1155					1903	Armstrong Whitworth &Co.Ld. Newcastle	Swift S.S.Co.Ld. (Hessler&Co. *Mgrs.*)	247·6 F41′	42·0	21·8	Newcastle British *WB*	T.3Cy.19″,31″&52″–36″ 162NHP Wllsnd Slpwy.Co.Ld.Nwc.	
178 120649 HFGQ	**Needwood** *P.F.Radley* –14 *ss*Bry.No.2–15 1*Dk(Stl)* & *Web frames* *Cargo battens not fitted*	**SteelScSr**	1985 1758 1243	✠100A1 ~~7,17 10,16~~ BS7,16 ✠LMC2,15	Cff Hul	*r*	10,16	1906 1mo	Osbourne, Graham&Co. Sunderland *Lloyd's A&CP*	W.France,Fenwick&Co.Ld. *WB=Cell D Ba* & *u E 110′ f 110′ 458t*	279·5 P25′ B64′ F28′ FK	40·1	18·1	London British 4*BHCem* *APT 29t*	T.3Cy.20½″,33″&54″–39″ (*s*) 180lb *80lb* 194NHP 2SB,*6pf*,GS86,HS2940 N.E.MarineEng.CoLd.Sld.	20 ″ 6 s 3 ▪ 0½ 17 ″ 9
179	**Neembucu**	**SteelScSr**	103 — 41					1885	Janssen& Schmilinsky Hamburg	Nav.aVap.Vierci Hnos.S.A.	89·9	19·0	9·0	Asuncion Paraguayan	C.2Cy.14″&22½″–18″ 18NHP	
180 102579 JMQT	**Neepawah** *T.Aikman* –15 *Elec.light* 2*Dks*	**SteelScSr**	1799 1701 1190					1903	Grngem'th &Greenock Dockyard Co. Greenock	Canada Steamship Lines Ld.	244·5 F29′	40·0	21·8	Hamiltn,O British *WB*	T.3Cy.20½″,34″&56″–36″ 188NHP J.G.Kincaid&Co.Grk.	
181	**Nefeli** 1*Dk*	**SteelScSr**	3868 3580 2476					1912	W.Doxford &Sons,Ld. Sunderland	Embiricos Bros.	369·9 P33′ B243′ F33′	51·0	25·1	Andros Greek *WB*	T.3Cy.25″,42″&70″–45″ 328NHP W.Doxford&Sons,Ld.Sld.	
182 RNVT	**Negada** *C.v.Appen* *Elec.light* Wireless 2*Dks*	**SteelTwinScSr**	6100 4954 3895					1905	Blohm& Voss Hamburg	Deutsche-Dmpfsfahrts Ges. Kosmos	410·9 P220′ F60′	50·7	28·6	Hamburg German *WB*	T.6Cy.20 7/16″,34½″&60½″–49½″ 510NHP Blohm&Voss,Hamburg	
183 136976	**Negaunee** (*ex*E.N.Saunders) *Elec.light* *Mchy.Aft* 1*Dk2trB*	**SteelScSr**	4305 — 3366					1902	American S.B.Co. Lorain,O.	Grand Island S.S. Co.(Cleveland Cliffs Iron Co. *Mgs.*)	380·0	50·0	28·0	Marquette Utd.States *WB*	T.3Cy.22″,35″&58″–40″ 213NHP American S.B.Co Cleveland	
184 51065 RFNT	**Neghileh** *A.Hislop* –16 (*ex*Moray) 2*Dks* & *Shade dk*	**IronSc3MstSr**	774 658 442	✠ 10,64	Cly			1864 10mo	Barclay, Curle&Co. Glasgow	Khedivial Mail S.S. & Graving Dock Co. Ld.(Lord E.Hamilton, *Mgr.*)	226·8	28·0	15·7	London British 4*BH*	C.2Cy.26″&52″–36″ NE&B80 135NHP Day,Summers&Co.,Sou.	
185 1199 LRBT	**Negroponte D.** *G.Zizos Metoxas* –95 1*Dk*	**Stl&IrnTwinSc**	360 — 249					1889	Stabilmnto Tecnico Trieste	Ch.A.Theofani	175·0	28·0	7·6	Rostoff Russian	C.4Cy.11½″&21″–18″ 31NHP Stabilimento Tcnco.,Trste.	
Sunk (War, 1918) HVRS	**Neguri** *A.Quaranzi* –15 *ss*Bbo.No.3–10,06 *ss*Bbo.No.2–15 (*ex*Twilight) 1*Dk(Stl)* & *Web frames* & *pt Awng dk (pt Stl pt Irn)*	**SteelScSr**	1859 1398 1117	~~✠100A1~~ *pt Awng dk* *with freeboard* 12,17 ~~3,17~~ ~~LMC8,16~~	NYk Bbo	*r*	~~8,17~~ 12,17	1894 1mo	Furness, Withy&C.Ld. W Hartlepool A&CP	Cia.Marit.del Nervion (Urquijoy Aldecoa, *Mgrs.*) *WB=Cell D B 218′ 391t*	270·0 Q111′ *pt Awng dk 159′* FK	38·0	17·0	Bilbao Spanish 4*BHCem* *APT 32t*	T.3Cy.20″,31½″&53″–36″ (*s*) 160lb *100lb* NDB10 169NHP 2SB,*4rf*,GS53,HS2540 Cen.Mar.Eng.Wrks.WHpl	19 ″ 3 s 7 ▪ 9 18 ″ 10
187 MKNB	**Negus** *Frodesen* –14 (*ex*Aristides Bistis, *ex*Basiliades, *ex*Olivemoor) 1*Dk(pt Irn* & *pt Stl)* & *deep framing*	**SteelScSr**	2732 2558 1679	✠100A1 3,17 ~~LMC3,14~~ LMC3,14 ~~MBS8,17~~	NYk	*t*	3,17	1906 2mo	J.Blumer &Co. Sunderland *Lloyd's A&CP*	Akties.Neptun (A.Bruusgaard, *Mgr.*) *WB=Cell D Ba 104′ uE22′ f 128′*	314·0 P28′ B90′ F30′ FK	46·5	20·6	Drammen Norwegian 5*BHCem* 673*t APT 75t*	T.3Cy.23″,38″&62″–42″ (*s*) 160lb *80lb* 257NHP 2SB,*6pf*,GS111,HS3974 J.Dickinson&Sons,Ld.Sld.	23 ″ 0 s 3 ▪ 6½ 19 ″ 10
188 316	**Nehaj** *M.Ursinich* 05–10	**IronSc**	138 — 71					1884	Stabilmnto Tecnico Trieste	Soc.in Azioni Ungaro Croata di Nav. Maritt.a Vap.	124·0	16·0	6·1	Fiume Aust.-Hung.	C.2Cy.15½″&27″–18″ 26NHP	
189 207603 LBNS	**Nehalem** *B.H.Teitjen* 1*Dk*	**WoodScSr**	632 — 367					1910	H.J.Price Fairhaven, Cal.	Hicks-Hauptman Navigation Co. (C.R. McCormick& Co. *Mgrs.*)	173·0	39·0	13·6	S.Frncisco Utd.States		
190 QGKC	**Neidenfels** *D.Hartzog* 02–04 *ss*Ham.No.3–8,08 *ss*Ham.No.1–12 Wireless 1*Dk(Stl)* & *Spar dk(Stl*–teaks) & *Web frames*	**SteelScSr**	5265 5035 3386	✠ — 7,16 *Spar dk* ✠	Ham	*z*		1896 12mo	Wigham Richrdsn&Co Newcastle	Deutsche Dmpfsfahrts.Ges.Hansa *WB=Cell D Ba 136′ uE*	416·0 P60′ B94′ F47′ BK	52·5 29·0	21·0 11″	Bremen German 6*BHCem* 28*′f* 170′ 870*t*	Q.4Cy.24″,34″,51″&74″–54″ 481NHP 3SB,*9cf*,GS146,HS6006 FD Wighm Richrdsn&Co.Nwc	31 ″ 10
191 132098 HSMF	**Neil Gow** *W.Power* –12 1*Dk*	**SteelScK**	255 234 107	✠100A1 *Stm Trawler* 6,13 ✠LMC4,11	Gms		8,12	1911 4mo	Cochrane &Sons Selby *Lloyd's A&CP*	Orient Steam Fishing Co.Ld.	126·7 Q69′	22·1 BK7½″	11·7	Grimsby British 4*BHCem*	T.3Cy.12½″,22″&35″–24″ (*s*) 200lb 80RHP 1SB,*3pf*,GS41,HS1285 C.D.Holmes&Co.Ld.Hull	12 ″ 6
192 124124 HGSB	**Neilrose** *J.Brown* –16 (*ex*Craigmhor, *ex*Garscube) 1*Dk(pt Irn* & *pt Stl)* 2*tr B* & *deep framing* 3*Dk rule*	**SteelScSr**	3568 3372 2297	✠100A1 6,17 ~~4,16~~ ~~BS4,16~~ ~~BS6,17~~ ✠LMC10,13	Cff Bkn	*v*	~~4,16~~ 6,17	1906 3mo	A.McMillan&Son,Ld. Dumbarton *Lloyd's A&CP*	Charlton Steam Shipping Co.Ld. (Charlton,Mc Allum&Co.,*Mgrs.*) *WB=Cell D Ba*	335·5 P29′ B100′ F35′ FK 102′ *uE* 23′ *f* 146′ 841*t*	49·7	24·3	Newcastle ~~Leith~~ British 6*BHCem* *APT 121t*	T.3Cy.25″,41″&67″–45″ (*s*) 180lb *100lb* 330NHP 2SB,*6cf*,GS141,HS5121 J.G.Kincaid&Co.Greenock	26 ″ 11 s 4 ▪ 8½ 22 ″ 7
193 17393 HPDJ	**Neisei Maru** (*ex*Merapi) *Elec.light* 3*Dks*	**SteelScSr**	2630 — 1529					1889	Kon.Maats deSchelde Flushing	Harada Kisen Kabushiki Kaisha	332·4 P80′ H66′ F44′	38·0	23·0	Amagasaki Japanese *WB*	Q.4Cy.23″,33″,43″&63″–42″ 257NHP Maats.deSchelde,Flushing	
194 129406 HTGK	**Neko** *H.A.O.Skontorp* –12 *ss*Ham.No.3–1,04 *Elec.light* *ss*Lth.No.2–12 *Well deck* 2*Dks(Stl*–Uws) & *Web frames*	**SteelScSr**	3576 2990 2176	✠100A1 9,15 BS7,16 ✠LMC9,12 *Carrying Whale Oil in bulk in Nos.2* & *3 lower holds*	Bkn	*w*	9,15	1891 12mo	Armstrong Mitchell&Co. Ld. Newcastle A&CP	Chr.Salvesen&Co. *WB=Cell D B 304′ 602t*	345·0 P&B205′ F31′ FK	43·7	25·8	Leith British 7*BH Asp* *APT 12t*	T.3Cy.27″,43″&69″–48″ (*s*) 160lb *100lb* NDB09 365NHP 2DB,*12rf*,GS180,HS6000 Wllsnd Slpwy Co.,Ld.Nwc.	28 ″ 3 s 4 ▪ 9½ 24 ″ 0

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c.	3	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed if not in L. R. Date of Transfer.
195 79347 QPJW	**Nelcebee** *A. Bradley*	**IronScCtr** 1*Dk*	162 130 85					1883	T. Cruickshank Pt. Adelaide	AdelaideStm.Tug Co.Ld.	107·0 H10′	18·8 F4′	9·2	Adelaide British	C.2Cy.17½″&34″–24″ 60RHP W.King&Co.,Glasgow		
196 131826 HSKJ	**Neleus** *J.L.Sprott* –17 *Elec.light*	**SteelScSr** 2*Dks*	6685 5543 4260					1911	Workman, Clark&Co.Ld Belfast	ChinaMutualStm. Nav.Co.Ld. (A. Holt&Co.*Mgrs.*)	443·0 P50′B162′F54′	52·7	32·0	Liverpool British *WB*	T.3Cy.30″,50″&83″–60″ 534NHP Wrkman,Clark&CoLd Bel		
197	**Nella** *F.Bauditsch*14–14 *ss*Bgn.2ndNo.3–5,11 (*ex*Athalie) 1*Dk*(*Irn*)2*tr*B&*Web frames*	**SteelScSr**	2216 1978 1380	✠ —— 4,16 *withfreeboard* ✠	Gen	*s*		1889 4mo	Strand Slpway Co.Ld Sunderland	Bauditsch& Consorti *WB*=*CellDB*(*Irn*)	289·7 P24′B60′H34*t*F29*t* BK9½″ 236′521*t* *FPT* 103*t*	36·5	21·3	Trieste Aust.-Hung. 5*BHCem* *APT*27*t*	T.3Cy.21½″,35″&58″–39″ NDB98 255NHP 2SB,*6cf*,GS90,HS4500 N.E.MarineEng.Co.Ld.Sld.	24 ″ 11	
198 5814 JVQN	**Nellie** *O.Lindblom*16–17 (*ex*sailing vessel Hjertness) *Oil Eng.* 1*Dk*& *Web frames* (*See Sailing Ship Register Supplement*)	**SteelAuxScBk**	770 682 711					1891	Grangemouth Dockyard Co. Grangemth	Rederiaktieb. Ossian	191·7 P61*t*H18*t*F8*t*	32·0	16·4	Gothenbrg Swedish	Oil Engine NE *fitted*17		N
199 104460	— *J.McStavrock*07–07	**WoodScSp**	109 99 48					1895	Robinson& Hill Belfast	HowdenBros.	84·0	21·4	7·8	Belfast British	C.2Cy.12″&26″–16″ 30RHP W.Kemp,Glasgow		
200 130296	**Nellie B. Dey**	**WoodSc**	122 — 79					1884	..... Lenoxville, N.C.	OceanFisheriesCo.	102·0	17·5	7·5	Wilmgton (N.C.) Utd.States			
201 132415 JCBK	**Nellie Braddock** *B.E.Holt* –14 *Elec.light*	**SteelScK** 1*Dk*	314 269 128	✠100A1 *StmTrawler* 4,13	Abn ✠LMC4,15			1913 4mo	J.Duthie Torry S.B.Co. Aberdeen	CliftonSteam Trawlers,Ld. (Taylor&Tomlinson,Ld.*Mgrs.*) *Lloyd's SA&CP*	130·1 Q77′F22′	23·6 BK7½″	13·3 4*BHCem*	Fleetwood British	T.3Cy.13¼″,23″&37″–27″ (*s*) 180lb 69RHP 1SB,*3pf*,GS53,HS1682 J.Abernethy&Co.Abn.	14 ″ 0	
202 127122	**Nellie Dodds** *J.G.Carsey* –14	**SteelScK** 1*Dk*	220 206 85	✠100A1 *StmTrawler* 8,14	Abn ✠LMC2,11		3,14	1911 9mo	A.Hall& Co.Ld. Aberdeen	W.H.&J.Dodds *Lloyd's SA&CP*	121·5 F19′ BK7½″ *WB*=	22·5	10·0 3*BHCem* *DBf* 18′16*t*	N.Shields British	T.3Cy.11½″,20″&33″–23″ (*r*) 180lb 66RHP 1SB,*3pf*,GS51,HS1149 A.Hall&Co.Ld.Aberdeen	12 ″ 10	
203 135263 JNSF	**Nellie Laud** *J.W.Wilburn* –16 (*ex*Concrete)	**SteelSc** 1*Dk*	125 92 66					1913	Soc.Anon. Meuse et Sambre Namur	GrimsbyExpress PacketCo.Ld.	85·2	20·1	7·6	Grimsby British	C.2Cy.10″&20″–12″ 35RHP T.&J.Hosking,London		V
204 135325 JOMS	**Nellore** *A.M.King* –15 *Elec.light* Wireless	**SteelTwinScSr** 3*Dks*(*Stl-U* teak s)	6853 5872 4250	✠ 6,13	Grk ✠	*b*†		1913 6mo	Caird&Co. Ld. Greenock	P.&O.Stm.Nav.Co. *WB*=*Cell*	450·0 P84′B149′F84′ FK&BK2″ *DBa* 110′*f* 189 832*t*	52·2	30·6 7*BHCem* *APT*95*t*	Greenock British 2DB,*12cf*,GS234,HS9180 FD Caird&Co.Ld.Greenock	Q.8Cy.19″,27″,38½″&54″–48″ 628NHP 2DB,*12cf*,GS234,HS9180 FD	33 ″ 6	
205 KJQV	**Nelly** *Seres* (*ex*Conseil frères, *ex*Cairngorm) 2*Dks*(1*Irn*)&*Web frames*	**IronScSr** *ss*Msl.3rdNo.3–4,14	1868 1736 1170	✠100A1 4,17 ✠NB9,01 BS4,17	Msl ✠LMC4,14	*s*	N8,16	1883 6mo	AM'Millan &Son Dumbarton *Lloyd's SA&CP*	J.Lasry	275·7 P30′B30′F30′ BK9½″ *WB*=*Cell*	36·0	22·7 4*BHCem* *DB* 204′295*t*	Oran French	C.2Cy.34″&60″–42″ (*a*) 851b *60lb* NDB90 188NHP 2SB,*6pf*,GS112,HS3164 D.Rowan,Glasgow	25 ″ 1 s 4 ″ 6½ 21 ″ 8	
206 NKPQ	— *J.Clausen* (*ex*Ingrid, *Well deck* *ex*Sneaton)	**SteelScSr** *ss*Cpn.2ndNo.3–11,09 *ss*Cpn.No.1–14 1*Dk*(*Irn*)&*Web frames* *Inner bottom Iron*	1514 1088 943	✠100A1 ~~7,17~~ 2,16 ~~Lgt~~ 2,16 ~~BS11,16~~ BS11,17	Sws Fal Bo ~~Lgt~~ 2,16 ~~BS11,16~~ BS11,17 ✠LMC5,14	*p*	~~x2,16~~ 11,17	1888 10mo	J.Blumer &Co. Sunderland A&CP	~~Dmpskibslsk Dania~~ (C.Andresen *Mgr.*) C.Guldager	250·0 P19′Q84′B96′F29′ BK9″ *WB*= *Cell*	35·5	15·6 4*BHAsp* *DB* 202′324*t*	Esbjerg Danish	T.3Cy.19″,31″&51″–33″ (*s*) 1601b *100lb* NDB08 147NHP 1SB,*2rf*,*1cf*,GS54,HS2170 N.E.MarineEngCo.LdNwc	18 ″ 0 s ″ 11 17 ″ 11	
207 1711 JDKN	— *A.Backe*16–16 (*ex*Ring) *Mchy.Aft*	**CompScSp** 1*Dk*	191 156 94					1890	P.Larsson Thorskog	Rederiaktieb.Hillberg (A.J.Nilsson, *Mgr.*)	99·0 P22′	22·5 H6*t*	9·7 F11′	Malmö Swedish	C.2Cy.12″&18″–16″ 11NHP P.Larsson,Thorskog		V
208	— *P.Wijker*02–06 (*ex*Nellie,*ex*Pavonia)	**IronScK** *ss*Ams.No.3–1,11 *ss*Ams.No.1–15 1*Dk*	183 174 62	✠100A1 *Stm Trawler* ~~6,18~~ 4,17 MS10,15	Ams Ymu ✠LMC BS7~~10~~ 6,17	*x*	~~7,16~~ 6,17	1899 2mo	Cochrane& Cooper,Ld. Beverley *Lloyd's SA&CP*	N.V.Algemeene Viss.Maats.	115·0 Q47′ BK7½″	21·0	11·2 4*BHCem*	Ymuiden Dutch	T.3Cy.13″,21½″&35″–24″ (*s*) 180lb 67NHP 1SB,*2cf*,GS36,HS1057 J.Cran&Co.Leith	12 ″ 0	
209	**Nelly Gesina** *D.Glas* (*ex*Clyde) (*Trawler*)	**SteelScYl** *ss*Hul.No.2–07 1*Dk*	173 158 54	✠ 11,11	Hul ✠			1898 10mo	Mackie& Thomson Glasgow	A.Eelman& J.H.Boon	105·6 Q17′F19′ BK7½″ *WB* = *MT*14′25*t*	21·0	10·7 4*BHCem*	Ymuiden Dutch 33NHP 1SB,*2pf*,GS26,HS536 Muir&Houston,Ld.Gls.	T.3Cy.10″,16″&27″–20″	11 ″ 7	
210 210617 LCPS	**Nelson** *A.H.Rafuse* –16 *Elec.light* 1*Dk*(*Stl*)&*pt*2*nd dk*(*Stl*) *Mchy.Aft* Sub.Sig. &*Web frames* Wireless	**SteelSc3MstSr** *ss*Phl.No.1–16 *ss*Phl.No.1–15	4747 4203 2797	✠100A1 11,17~~10,16~~ *Carrying Petroleum in bulk* ✠LMC10,16	Phl Bal	*x*	10,16	1912 11mo	ForeRiver S.B.Co. Quincy,Mass. A&CP	CubaDistillingCo. *WB*=*CellDBuE*& 1545*t* ~~*BTf*11′17cm~~	370·0 P98′B26′F30′ FK *B83′f*232′ *FPT*225*t* *APT*120*t*	52·1	27·0 12*BHCem* 7 „ *to Upr dk* 5 „ „ *2nd dk*	New York Utd. States	T.3Cy.23½″,41″&68″–48″ (*s*) 190lb 448NHP 3SB,*9cf*,GS154,HS6501 FD ForeRiverS.B.Co.Quincy	30 ″ 0 s 7 ″ 0 23 ″ 4	
211 110561	— *Evans*	**SteelScSp** *ss*Liv.No.3–3,12 *ss*Liv.No.1–15 1*Dk*(*Irn*)	149 131 — BS12,17	✠100A1 *For Towing purposes* ~~12,16~~ 12,17 ~~BS14,15~~	Liv ✠LMC11,15	*s*	~~12,16~~ 12,17	1899 3mo	J.Jones& Sons Liverpool *Lloyd's SA&CP*	Alexandra Towing Co.Ld.	92·2 BK6½″ *WB*=*APT*3*t*	20·7	10·9 4*BHCem*	Liverpool British	C.2Cy.16″&42½″–27″ (*s*) 150lb 94RHP 1SB,*3cf*,GS56,HS1490 J.Jones&Sons,Liverpool	12 ″ 0	
212 112490	—	**WoodScK** 1*Dk*	146 121 90					1900	Niels Einerson Sydney NSW	~~A.E.Jolly&Co.~~ J.Broadfoot	109·0	25·0	6·8	Twnsville British	C.2Cy.13″&26″–18″ 30RHP Ross&Duncan,Glasgow		
213	—	**SteelScSp** (*Tug*) 1*Dk*	*141* *141* 8			...		1905	Dundee Shipbuilders' CoLd.Dundee	Cia.Argentina de Nav.(Nicolas Mihanovich)Ltda.	80·2 BK6½″	22·3	13·2 *WB*	Bns.Ayres Argentine	C.2Cy.20″&43″–27″ 109NHP MacColl&Pollock,Ld.Sld.	13 ″ 9	
214 114427 TMBP	**Nembe** *G.Owen* –17 (*ex*Croxdale) 2*Dks*(*Stl*)&*deep framing* &*Shelter dk*(*Irn*) *Tonnage opening closed* 1917	**SteelScSr** *ss*Rot.No.3–1,15	3855 2665 2847	✠100A1 *Shelter dk* ~~6,17~~ 2,18 MS1,15	Rot Liv ✠LMC BS~~10~~,15	*v*	~~x6,14~~ 5,17 ~~12,16~~	1902 6mo	TyneI.S.B. Co.Ld. Newcastle *Lloyd's SA&CP*	British&AfricanS. N.Co.Ld.(Elder, Dempster&Co.Ld. *Mgrs.*) *WB*=*CellDB*	325·0 FK *a*96′*u*E22′*f*140′679*t*	45·1	22·8 6*BHCem* *APT*27*t*	Liverpool British	T.3Cy.24″,40″&64″–42″ (*s*) 180lb *70lb* 282NHP 2SB,*6cf*,GS120,HS4240 N.E.MarineEngCoLd.Nwc	33 ″ 2 s 9 ″ 5½ 24 ″ 1	
215 82318 JFLK	**Némesis** *G.Lindsay* –14 (*ex*Yacht,*ex*SeaQueen) Wireless	**IronScSr** *ss*Hav.No.3–3,94 *ss*Hav.No.1–97 2*Dks*	385 369 262	✠ *Yacht* 2,04	Ham	*h*		1880 5mo	Duncan& Co. Pt.Glasgow	Lindsay,Swan, Hunter,Ld.	194·2	25·2	12·4	S'thamptn British 5*BHCem*	C.2Cy.24″&46″–26″ 90RHP Rankin&Blackmore,Grk.	16 ″ 0	

1 Numero d'Ordre / Numero Officiel / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné quand le navire entre en Entretenement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NH = Force en chevaux d'après les formules de la Société. RH = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. / Tirant d'eau correspondant.
216	**Nemrod**	**SteelScSr**	423	✠100A1	Bbo	*f*	~~12,16~~	1904	Cia. Euscal-	Cia. del Vap.	140·0	25·0	8·0	Bilbao	T.3Cy.12½″,18″&32″–23″ (*s*)	17 ″ 6
	J.Ibarguren 05–05	*ss*Bbo.No.3–12,16		*Awng dk*			1,15	10mo	dunade Cons.	Nemrod			15·0	Spanish	180lb ~~200lb~~ NDB13 65NHP	s 5 ″ 9½
HVRW		1*Dk*(*Stl*)&*Awng dk*	212	*withfreeboard* 1,15~~12,16~~	T.S1,15 ✠LMC12,16			*Lloyd's*	deBuques Bilbao *sA&CP*	(P.Chalbaud)			FK *WB*=*CellDBa*	4*BHCem* 1SB,*2cf*,GS33,HS1166 Wilton's Eng Co Rotterdam *f*49′102*tFPT*18*tAPT*10*t*		12 ″ 1
217	**Nentmoor**	**SteelScSr**	3535	✠100A1	Lgn	*v*	6,16	1903	J Readhead	Moor Line, Ld.	341·0	46·6	25·9	Newcastle	T.3Cy.24″,40″&65″–45″ (*r*)	27 ″ 4
118620	*C.E.Bell* –15	*ss*Cff.No.3–11,16	3333	12,16				9mo	&Sons	(W.Runciman &	P29′B82′F32′			British	160lb *80lb* 296NHP	s 5 ″ 0
VFMS		1*Dk*(*pt Irn&pt Stl*)2*trB*	2283		✠LMC				S.Shields	Co.Ld.*Mgrs.*)			FK	6*BHCem*	2SB,*6cf*,GS88,HS4635	22 ″ 7
		&*deep framing*3*Dk rule*			BS11,15 MS6,16			*Lloyd's*		*WB*=*CellDBa*	116′*uE*20′*f*142′826*t*			*APT*29*t*	J.Readhead&Sons,S.Shl.	
218	**Neojeedanny**	**IronPad**	310					1912	I.Bogdanos	Azoff-Black Sea	184·4	23·1	7·5	Rostoff	C.2Cy.21″&36″–42″	
1356	*N.N.Madzink*		—						Nachitch-	S.S.Co.				Russian	70NHP	
LRBS			136						evan							
219	**Neophyte**	**SteelScSr**	150					1903	.....	Canadian Govt.	107·0	20·7	6·2	Chthm N.B.	Paraffin Motor 2S.C.SA	
130990	*J.L.Newman*	*Paraffin Motor*	121						Amsterdam	(Minister of Rail-				British	2Cy.12″	
		1*Dk*	97							ways & Canals)				*WB*	D.Goedkoop,Amsterdam	
220	**Nepaul**	**SteelPad**	1701					1909	W.Denny	Irrawaddy Flotilla	329·0	46·1	10·7	Glasgow	T.3Cy.28″,41½″&60″–66″	
128292			1326						&Bros.	Co.Ld.				British	292NHP	
		2*Dks*	1191						Dumbarton						Denny&Co.Dumbarton	
221	**Nephrite**	**SteelSc3MstSr**	673	✠100A1	Ayr	*i*	12,16	1896	Scott&	W.Robertson	185·0	29·1	10·8	Glasgow	T.3Cy.16″,26″&42″–33″ (*s*)	12 ″ 11
105981	*J.J.Jones* –15	*ss*Gls.No.3–4,09	455	12,16				2mo	Sons		Q91′B11′F37′			British	160lb 90RHP	s ″ 8½
PFSR	*Mchy.Aft* *Well deck*	*ss*Ayr No.1–13	270	~~BS9,16~~	✠LMC5,13				Bowling				BK7½″		3*BHCem* 1SB,*3pf*,GS55,HS1550	13 ″ 0
	Elec.light	1*Dk*(*Irn*)		~~BS11,17~~					A&CP		*WB*=*CellDBf*102′				Muir&Houston(Lim.),Gls.	
222	**Nepos** ~~*ss*NYk.No~~ 3–10,17	**SteelScSr**	*2735*	✠100A1	NYk	*t*	~~*x*7,16~~	1904	J.Blumer&	Akties. Neptune	314·0	46·5	20·7	Drammen	T.3Cy.23″,38″&62″–42″ (*s*)	23 ″ 0
	O.A.Nielsen –14	~~*ss*Cff.No.3–13~~	*2557*	1,18 ~~7,16~~			10,17	10mo	Co.	(A.Bruusgaard,	P28′B90′F32′			Norwegian	160lb *100lb* 257NHP	s 3 ″ 6½
WKCH	(*ex*Arranmore)	1*Dk*(*pt Irn&pt Stl*)	*1721*	~~MBC7,16~~	✠LMC ~~11,15~~				Sunderland	*Mgr.*)			FK	5*BHCem*	DB *made* 10, *fitted* 17	19 ″ 10
		&*deep framing*		~~MBS10,17~~	MS10,17			*Lloyd's*		*WB*=*CellDBa*	104′*uE*22′*f*128′673*t*			*APT*75*t*	2SB,*6pf*,GS111,HS3974	
															J.Dickinson&Sons,Ld.Sld.	
223	**Neptor**	**SteelTwinSc**	326	✠100A1	Fal Dun		3,18	1915	Cox&Co.	Wilson, Sons & Co.	130·7	25·7	12·1		C.4Cy.19″&38″–30″ (*s*)	12 ″ 6
			283	*For towing purposes*				6mo	(Engineers)	Ld.	*Irn framing in*				120lb 187NHP	s 2 ″ 4
		1*Dk*	73	3,18 ~~12,16~~	✠LMC11,15				Ld.Falmouth		*FPT&DTa*		BK7″	4*BHCem*	2SB,*6cf*,GS128,HS3722	11 ″ 0
								Lloyd's			*WB*=*DTa*14′			11*tFPT*5*t*	Cox&Co.(Engineers),Fal.	
224	**Neptun**	**IronScSr**	1902			...		1889	Wood,	Requisitioned by	270·0	37·0	18·4	Brest	T.3Cy.20″,33″&54″–36″	19 ″ 8
	Thomas –15	(*ex*County Antrim)	1401						Skinner&Co.	the French Govt.	Q96′B116′F29′			French	NB13 175NHP	
KJTH	*Well deck*	1*Dk*2*trB*	1221						Newcastle	(Soc. Anon. des			FK	*WB*	N.E.Marine Co.Ld.Nwc.	
										Chargeurs de						
										l'Ouest, *Mgrs.*)						
225	—	**SteelScSr**	1113	✠	Bhn	*l*		1890	J.C.Teck-	Bergenske	218·9	30·0	13·2	Bergen	T.3Cy.21½″,36⅝″&57½″–35½″	22 ″ 8
	N.Smith		1061	*Awng dk*				6mo	lenborg	Dampskibsselskab	H38*t*		22·1	Norwegian	NB04 220NHP	
JVGR		1*Dk*&*Awng dk*	673	*withfreeboard* 6,90					Geestemünde		len04		BK7″	*ABH*	H.Pauksch,Landsberg	
													WB=*Cell*	*DB*146′132*t*		
226	—	**SteelScSr**	659					1912	Akt.Ges.	Dampfschifffahrts	180·1	28·2	12·9	Bremen	T.3Cy.13″,21″&34½″–23 7/10″	
	Fr.Berg 04–12		518						"Weser"	Ges.Neptun	P45′B50′F22′			German	58NHP	
QKCP		1*Dk*	364						Bremen					*WB*	A.G."Weser,"Bremen	
227	—	**IronScSr**	249					1870	W.Lind-	Bergnings och Dy-	143·3	23·7	11·3	Stockholm	C.2Cy.20″&40″–23⅝″	
1673	*J.H.G.Edman* –15		241						bergs Aktieb.	keriaktieb. Neptun	H8*t*			Swedish	64NHP	
HFMB	*Elec.light* (*Salvage Steamer*)	1*Dk*	185						Stockholm	(W.R.Edlind *Mgr*)					W.Lindberg,Stockholm	
228	—	**WoodScSr**	200					1884	P.Larsson	Akties. Neptun	99·3	22·7	10·1	Haugesnd	C.2Cy.12″&25″–19½″	
	L.Ulvenes 15–15		170						Thorskog	(N.Mjelde)	B25*t*H5*t*			Norwegian	NE&B89 23NHP	
HFWJ	(*ex*Lincoln,*ex*Svante)	1*Dk*	113												P.Larsson,Thorskog	
229	—	**WoodAuxScSr**	197					1909	Stone&	Jaluit Gesellschaft	104·1	25·0	10·6	Hamburg	Petrol Motor	
		Petrol Motor	144						Van Bergen					German	2Cy.13½″	
RQHS		1*Dk*	131						San Francisco						Hercules Gas Eng.Co.S.Fo.	
	(*See Sailing Ship Register*)															
230	—	**WoodScSr**	181					1884	S.Groth	Ångf.Aktieb.Fors-	100·5	22·1	10·2	Forsvik	C.2Cy.12¼″&21¼″–15½″	
1676	*J.W.Pettersson* 14–14		159						Sjötorp	viks. (Casper	P16′H5*t*			Swedish	15NHP	
HTKM	*Mchy.Aft*	1*Dk*	66							Larson, *Mgr.*)					Göteborgs M.V.Gothenbrg	
231	—	**SteelScK**	178					1903	HC Stülck-	Joh.von Eitzen	113·9	21·6	10·7	Altona	T3Cy11½″ 19½″&32½″–19½″	
	H.Dreyer	(*Trawler*)	156						enSohn		F20′			German	46NHP	
LGMR		1*Dk*	55						Hamburg					*WB*	H.C.Stülcken Sohn,Ham.	
232	—	**SteelSc**	137					1894	J.C.Teck-	Hochseefischerei	106·6	20·7	9·7	Brmrhavn	T.3Cy.11″,17 5/16″&28 5/16″–21½″	
	U.Diekmann	(*Trawler*)	127						lenborg	J.Wieting, Akt.				German	37NHP	
KRGM		1*Dk*	49						Geestemünde	Ges.					J.C.Tecklenborg,Gstmnde	
233	**Neptune**	**SteelSc**	3717					1901	American	Interlake S.S.Co.	346·0	48·0	28·0	Fairport	T.3Cy.22″,35″&58″–42″	
130901			—						S.B.Co.	(Pickands, Mather				Utd.States	218NHP	
	Elec.light *Mchy.Aft*	1*Dk*2*trB*	2773						Lorain,O.	&Co., *Mgrs.*)				*WB*	American S.B.Co Cleveland	
234	—	**IronTwinScSr**	1352					1883	Earle's Co.	Juneo Importing	260·0	31·4	22·5	New York	C.4Cy.30″&57″–36″	
212873		(*ex*Evelyn,*ex*Fortuna	785						Ld.	Co.Inc.	P68*t*B126*t*			Utd.States	NB97 325NHP	
LFCG	*Elec.light*	*ex*Norwich) 3*Dks*	707						Hull						Earle's Co.Ld.Hull	
235	—	**WoodScSr**	684	✠	Liv	9		1872	A.Stephen	~~Avalon S.S.Co.Ld.~~	190·5	29·8	18·4	St.John's	C.2Cy.28″&50″–30″	
66753	*G.Barbour* –16	HTLiv.77	616	10,77				12mo	&Sons	~~(Job Bros. *Mgrs.*)~~	Q40′F33′			British	NB00 114NHP	
MJQO	Wireless	*Salted*†	465						Dundee	The Neptune	ptF&d72				Gourlay Bros.&Co.,Dun.	
										Steamships Co. Ld.						
236	—	**SteelPadSk**	378					1892	Napier,	Glasgow & South	220·5	26·0	9·2	Glasgow	C.2Cy.33″&62″–60″	
99797	*D.McDougall* –13	1*Dk*	340						Shanks&Bell	Western Rlwy.Co.	*Promenade dk*168′			British	NB13 248NHP	
			150						Glasgow						D.Rowan&Son,Glasgow	
237	—	**SteelTwinSc**	314	✠	Sou	*e*		1910	Day,Sum-	Southampton, Isle	130·0	25·0	11·9	S'thamptn	C.4Cy.19″&38″–30″	12 ″ 6
124528	*A.A.Wadsley* –16	(*Tug*)	27s	2,11				5mo	mers&Co.Ld.	of Wight&South of				British	184NHP	
JBKC		1*Dk*	3		✠				Southampton	England Royal Mail			BK9″	4*BHCem*	2SB,*6cf*,GS128,HS3607	
										Stm.Packet Co.Ld.			*WB*=*DTa*14′	20*tFPT*4*t*	Day,Summers&Co.Ld.Sou.	

1 No. in Book. / Official No. / Code letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned / now expired. Equipment Letter.	Date when tail shaft last seen.	8 Built. When. / Ship. / Engines.	9 By Whom. / Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers with British Dates of Transfer.
238	**Neptune** Steel Twin Sc Sk *(Tug)* 1 *Dk & pt Shade dk*	310 261 8	✠ 5,96 ✠	Gls	*e*		1896 5mo	Barclay, Curle & Co. Ld Glasgow	**The Admiralty**	135·5 | 25·0 | 11·3 *pt Shade dk* 56′ BK 7″ *WB*=			British *4 BHCem* *DT a* 20′ 25 *t*	C.4Cy. 19″ & 38″–27″ 162 NHP 2SB, *6pf*, GS 112, HS 3132 Barclay, Curle & Co. Ld. Gls	12 ″ 5	
239 208375 LBSJ	— Steel Sc Sr *H. Hickman* 1 *Dk*	237 — 161					1911	Spedden S.B.Co. Baltimore	**Curtis Bay Towing Co.**	113·2 | 24·0 | 12·1			Baltimore Utd. States			
240 KJTC	— Steel Sc K *Duchesne* 13–13 ~~*ss La R. No. 1–13*~~ *Elec. light* *ss* Hav. No 2–13 1 *Dk*	231 193 74	✠ 100 A1 *Stm Trawler* 1,18 ~~3,14~~ ✠ LMC 10,16 BS 1,18	Bou Hav		10,16	1908 8mo	Mackie & Thomson, Ld. Glasgow *Lloyd's SA & CP*	**Rémy & P. Huret**	120·5 | 21·5 | 11·5 Q 68′ F 18′ BK 7½″ *WB*=			Boulogne French *3 BHCem* *DB f* 19′ 20 *t*	T.3Cy. 12½″, 20″ & 33″–23″ (*s*) 180 lb 69 NHP 1SB, *2pf*, GS 37, HS 1248 W.V.V. Lidgerwood, Gls.	12 ″ 6 *s* 1 ″ 11½ 12 ″ 5	
241 105885	— Steel Sc Sp *W. Taylor* –16 (*Tug*) 1 *Dk*	165 141 5					1893	Barclay, Curle & Co. Ld Glasgow	**Steel & Bennie, Ld.**	100·0 | 21·1 | 10·8			Glasgow British	C.2Cy. 18″ & 36″–27″ NB 11 84 RHP Barclay, Curle & Co. Ld., Gls		
242 93789	— Iron Twin Sc Sp *Jones* *ss* Liv. 2nd No. 3–8, 13 *ss* Liv. No. 1–17 1 *Dk (Irn)*	138 137 9	✠ 100 A1 9,17 ~~7,16~~ ~~BS 7,16~~ ✠ LMC ~~8,12~~ 9,17	Liv	*b*	7,16	1888 5mo	R. & J. Evans & Co. Liverpool *Lloyd's SA & CP*	**Mersey Docks & Harbour Board**	95·3 | 20·2 | 9·8 BK 6½″ *Cell D Ba* 10′ *f* 18′ 12 *t* ~~*WB = Cell D Ba*~~			Liverpool British *4 BHCem*	C.4Cy. 15 7/16″ & 30″–20″ (*s*) 100 lb 80 RHP 1SB, *3pf*, GS 55, HS 1474 D. Rollo & Sons, Liverpool		
243 130633	— Wood Sc *W. Hurley* –13 1 *Dk*	118 95 80					1911	L.E. Graham Port Greville	**William Thomson & Co. Ld.**	73·4 | 20·5 | 10·7			St John NB British	1Cy. 24″–20″ *E made* 70 *B made* 03 19 RHP J. Harris & Co. Portland, N B		
244 130801	— Steel Sc *K.E. Cross* –04	117 — 80					1898	R.M. Spedden Co. Baltimore	**Atlantic Land & Improvement Co.**	94·0 | 20·1 | 10·5			Tampa, Fla. Utd. States	C.2Cy. 15″ & 30″–20″ 34 NHP		
245 133419 JBLV	**Neptunian** Steel Sc K *S.M. Nielsen* –15 1 *Dk*	315 278 126	✠ 100 A1 *Stm Trawler* 2,15 ✠ LMC 1,13	Hul			1913 1mo	Cochrane & Sons, Ld. Selby *Lloyd's SA & CP*	**~~Neptune Steam Fishing Co. Ld.~~** ~~T. Hudson~~ East Riding Stm Fishing Co. Ld. (T. Hudson Mgr.)	135·2 | 23·5 | 12·6 Q 73′ F 21′ BK 8″			Hull British *4 BHCem*	T.3Cy. 13″, 23″ & 37″–26″ (*s*) 200 lb 84 RHP 1SB, *3pf*, GS 58, HS 1350 C.D. Holmes & Co. Ld. Hull	13 ″ 4	
246 PMNJ	**Neptunus** Steel Sc Sr *H. Wegener* *Elec. light* 2 *Dks*	1580 1224 976					1906	Werf. vrhn Rijkee & Co Rotterdam	**Konnkl. Nederl. Stoomb. Maats.**	251·5 | 34·6 | 18·5 Q 78′ B 62′ F 32′ *WB*			Amstrdam Dutch	T.3Cy. 19″, 32″ & 51″–36″ 156 NHP Maats. Fyenoord, Rot.		V
247 3343 JKDR	— Iron Sc Sr *A. Wingårdh* 11–11 *ss* Cpn. 2nd No. 3–4, 05 (*ex* Tibor) *ss* Hbg. No. 2–13 *Well deck* 1 *Dk (Irn)* 2 *tr B*	1399 1044 770	✠ 100 A1 8,16 ~~BS 6,16~~ ✠ LMC ~~5,15~~ 7,17	Hbg	*o*	8,16	1882 4mo	Burrell & Son Dumbarton *Lloyd's SA & CP*	**Rederiaktieb Neptunus (W. Wingårdh)**	245·4 | 35·1 | 16·9 Q 77′ B 62′ F 30′ pt ND 05 BK 8″ *WB = DB a* 57′ *f* 96′ *& u*			Hisingborg Swedish *4 BHCem* *E & B* 46′ 310 *t*	C.2Cy. 27½″ & 55″–36″ (*o*) 80 lb *90 lb* ND B 95 144 NHP 2SB, *4pf*, GS 74, HS 2416 Paul & Co. Dumbarton	18 ″ 0 *s* 1 ″ 10 16 ″ 11	
248 JKVB	— Steel Sc *W. Welteurden* –08 ~~*ss Sng. No. 1–13*~~ *ss* Sng. No. 2–17 1 *Dk (Stl)*	266 240 1	✠ 100 A1 *For Towing purposes* ~~3,12,16~~ 3,18 *Fitted for oil fuel* 11,08 ~~BS 12,16~~ ✠ LMC ~~5,15~~ 8,17	Sng	*F. P.*	~~12,15~~ 3,18	1908 12mo *above*	Rotterdam Droogd. Maat Rotterdam 150° F. *Lloyd's SA & CP*	**Nederl. Indische Tankstoomboot Maats. (Bataafsche Petroleum Maats. *Mgrs.*)**	121·4 | 24·0 | 12·4 F 12′ FK *WB = DT f* 23′ 44 *t*			Batavia Dutch *4 BHCem* *AP T* 15 *t*	T.3Cy. 15″, 25″ & 41″–30″ (*s*) 180 lb 112 NHP 1SB, *3cf*, GS 60, HS 1906 Rotterdam Droogd. Maats.	13 ″ 6 *s* 1 ″ 5½ 12 ″ 2	
249 KJTG	**Néra** Steel Sc Sr *Lassince* (*ex* La Plata) *Elec. light* Wireless 3 *Dks & Spar dk*	5548 5070 3432					1889	Message. Maritimes La Ciotat	**Messageries Maritimes**	452·6 | 45·9 | 32·5 H 585 *t*			Marseilles French *WB*	T.3Cy. 45 3/8″, 62½″ & 85½″–51″ NB 05 520 NHP Message. Marit. La Ciotat		V
250 MBGC	**Nérée** Steel Sc K *R. Legein* –14 (*ex* Athalia) 1 *Dk*	*230* *205* 88			…		1909	Dundee S.B.Co. Ld. Dundee	**H.P. Aspeslagh**	120·3 | 22·1 | 11·8 Q 69′ F 18′ BK 7½″			Ostend Belgian	T.3Cy. 12½″, 21″ & 34″–24″ 76 NHP W V.V. Lidgerwood, Gls.	12 ″ 9	V
251 HNVM	**Nereide** Steel Sc Sr *S. Cossovich* –10 1 *Dk (pt Irn pt Stl)* & *deep framing* *Elec. light*	3317 2570 2129	✠ —— 1,16 ✠	Tri	*u*		1910 6mo	Cant. Nav. Triestino Monfalcone	**T. Cossovich** *WB = Cell D Ba*	330·2 | 46·3 | 21·2 P 33′ B 164′ F 40′ FK 104′ *u E* 22′ *f* 142′ 767 *t*			Trieste Aust.-Hung. *6 BHCem* *AP T* 30 *t*	T.3Cy. 23″, 38″ & 62″–42″ 282 NHP 2SB, *6cf*, GS 126, HS 4506 D. Rowan & Co. Glasgow	23 ″ 6	
252 HNVR	**Neretva** Steel Sc Sr *ss* Tri. No. 1–13 *Elec. light* 1 *Dk (Teak)*	160 123 76	✠ —— 1,17 *with freeboard* *For Service in the Adriatic*	Tri	*c*		1909 7mo	M.U. Martinolich Lussinpicc'lo	**Soc Anon Austriaca di Nav. a Vap. "Dalmatia"**	121·3 | 19·0 | 8·5 Q 42′ F 22′ BK 5″			Zara Aust.-Hung. *4 BHCem*	C.2Cy. 15½″ & 30″–20″ 51 NHP 1SB, *2pf*, GS 31, HS 1020 Plenty & Son, Ld. Newbury	9 ″ 6	
253 QHWR	**Nereus** Steel Sc Sr *P. Hinrichs* 02–05 1 *Dk*	648 513 383					1905	Akt. Ges. "Weser" Bremen	**Dampfschifffahrts Ges. Neptun**	179·8 | 28·1 | 12·6 Q 54′ B 43′ F 19′			Bremen German *WB*	T.3Cy. 12¼″, 19 1/16″ & 31½″–21⅝″ 46 NHP A.G. "Weser," Bremen		G
254 KRGD	— Steel Sc (Captured & taken to Grimsby) *W. Reinders* (*Trawler*) 1 *Dk*	133 124 26					1893	J.C. Tecklenborg Geestemünde	**Hochseefischerei J. Wieting, Akt. Ges**	105·6 | 20·8 | 9·7			Brmrhavn German *WB*	T.3Cy. 11″, 17¼″ & 28½″–21⅜″ 38 NHP J.C. Tecklenborg, Gstmnde.		
255 3354 JKFM	**Nerike** Comp Sc Sp *G.F.L. Carlsson* 95–98 *Mchy. Aft* 1 *Dk*	173 147 80					1898	S. Gröth Sjötorp	**Ångf. Aktiebolaget Nerike (A. Svensson)**	99·9 | 22·3 | 9·4 B 19′ H 6 *t*			Gothenbrg Swedish	C.2Cy. 9½″ & 21″–13½″ 13 NHP Lundbys M.V. Gothenburg		
256 RGKC	**Nerissa** Iron Sc Sr 1 *Dk 2 tr B*	903 663 568					1882	Flensburgr Schiffsb. Ges. Flensburg	**A. Bolten**	199·6 | 30·2 | 15·0 P & B 122′ F 22′			Hamburg German *WB*	C.2Cy. 28″ & 51″–30″ 119 NHP Flensburger Schiffsb. Ges.		G
257 123245 JHQG	— Steel Sc K *W. Harrison* –15 *ss* Hul. No. 2–14 1 *Dk*	173 166 68	✠ 100 A1 *Stm Trawler* 5,14 BS 6,15 ✠ LMC 5,14	Hul		5,14	1906 4mo	Cook, Welt'n & Gemmell Beverley *Lloyd's SA & CP*	**~~Hellyers Steam Fishing Co. Ld.~~** W.A. Massey & Sons, Ld.	108·5 | 21·6 | 11·5 BK 8″ *WB*=			Hull British *4 BHCem* *DT f* 13′ 30 *t*	T.3Cy. 10″, 16½″ & 27″–24″ (*s*) 200 lb 45 RHP 1SB, *2pf*, GS 25, HS 750 Amos & Smith, Hull	12 ″ 4	
258 TGPM	**Nerite** Steel Sc Sr *J. Schuurman* *ss* Sng. No. 3–3, 16 *Trunk deck (Stl)* 1 *Dk (Stl)* & *Web frames* *Mchy. Aft* *Elec. light*	2166 1661 1453	✠ 100 A1 *Trunk dl.* ~~2,13~~ 3,16 ✠ LMC 3,16 *Carrying Petroleum in bulk* ~~BS 3,17~~ *Fitted for oil fuel* 12,04	Sng	*r*	~~3,16~~ 2,18 *F. P.*	1904 12mo *above*	Armstrong Whitworth & Co. Ld. Newcastle *Lloyd's SA & CP* 150° F.	**Nederl. Indische Industrie en Handel Maats.**	258·1 | 46·2 | 18·2 P 33′ F 31′ FK *WB = FP T* 121 *t*			Batavia Dutch *9 BHCem* *AP T* 35 *t*	T.3Cy. 20½″, 33″ & 54″–36″ (*s*) 180 lb 216 NHP 3SB, *6cf*, GS 111, HS 3684 Wilsnd Slpway Co. Ld. Nwc.	18 ″ 3 *s* 1 ″ 11 16 ″ 6	
259 NGCJ	**Nerma** Steel Sc Sr *S.P. Madsen* *Elec. light* *Well deck* 1 *Dk*	689 516 424					1893	Helsingörs Skibsbyggeri Elsinore	**Dampskibs Akties. Skagerak (M. Nielsen & Sön, *Mgrs.*)**	188·1 | 29·8 | 10·9 Q 105′ B 18′ F 23′			Esbjerg Danish *WB*	C.2Cy. 22″ & 42″–27″ 76 NHP Helsingörs Maskinbyggeri		V

1 Numéro d'Ordre / Numéro Officiel / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant après Autre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pt.
260 129232 HPKB	**Nero** *J.C.Collins* –17	**SteelScSr** 1 *Dk*	1257 1083 709					1909	Earle's Co. Ld. Hull	Ellerman's Wilson Line, Ld.	250·0 P16′	35·2 B136′	15·7 F31′	Hull British *WB*	T.3Cy.16½″,27″&45″–33″ 116NHP Amos&Smith,Ld.Hull	
261	**Nerok** *Etherington* *Elec.light*	**SteelScK** 1 *Dk*	*81* *81* *20*	✠100A1 4,14 ✠LMC12,13	Cpn	*a*	4,14	1913 12mo *Lloyd's*	Smith's Dock Co.Ld Middlesbro' *sA&CP*	**Russian Govt.**	80·2	18·5	8·7 BK6″ *WB*=	**Cronstadt** Russian *3 BHCem* *DT f* 7′6*t*	C.2Cy.11¼″&25″–16″ (*s*) 130lb 35NHP 1SB,*2pf*,GS26,HS730 Shields Eng.Co.Ld.N.Shl.	9 ″ 6 s ″ 11 9 ″ 2
262 Foundered 9.17 NTLV	**Nerong** *A.McIntyre* –16	**SteelTwinScSr** 1 *Dk*	219 175 132					1903	N.Coast S.N.Co.Ld. Sydney,NSW	North Coast Steam Nav.Co.Ld.	119·8 P26′	22·0 F15′	7·9	**Sydney NSW** British	C.4Cy.9″&18″–12″ 27RHP Bow&McLachlan,Ld.Psy.	
263 MBPQ	**Nervier** *Dubois* *Elec.light*	**SteelScSr** (*ex* Bruxellia) 1 *Dk*	*1759* — *1155*					1909	Short Bros. Ld. Sunderland	~~Lloyd Royal Belge (Parent Company)~~ Lloyd Royal Belge Soc. Anon.	281·0 P219′	41·0 F29′	18·1	**Antwerp** Belgian *WB*	T.3Cy.21″,33″&56″–36″ 188NHP N.E.Marine Eng.Co Ld.Sld.	
264 MBJF	**Nesazio** *A.Treo* 1 *Dk*	**SteelScSr** 1 *Dk*	268 — 153					1904	Stabilmento Tecnico Trieste	Soc.di Nav.a Vap. Istria-Trieste	156·9 P80*t*	20·5 F10*t*	10·2	**Trieste** Aust.-Hung.	T.3Cy.14″,22½″&37″–24″ NB14 67NHP Stabilimento Tecnico,Tri.	11 ″ 0
265 MBJF	**Nesodden** *H.Tollefsen* –08 1 *Dk*	**SteelSc**	147 56 71					1903	Moss Jrnst. &Mek.Værks Moss	Acties Bundefjord-Helvig (A.Hennum, *Mgr.*)	96·0 P80*t*	18·4 F10*t*	6·0	**Chrstiania** Norwegian	C.2Cy.12½″&28″–16½″ 27NHP Moss Jernst.&M.V.Moss	
266 105788 PFHN	**Ness** *G.L.Perry* –17 *ss* Off.No.3–7,08 *ss* ~~Shl.No.2–17 ss Shl.No.1–18~~ 1 *Dk*(*pt Stl pt Irn*)2*tr B&W frames* &*pt Awng dk*(*Irn*)	**SteelScSr**	3050 2323 1963	✠100A1 *pt Awng dk* *with freeboard* 6,17 ~~6,16~~ ~~Bs5,16~~ ✠LMC~~Bs5,17~~	Shl	*u*	9,15 6,17	1896 1mo	JL Thompson&Sons,Ld. Sunderland A&CP	Mercantile S.S.Co. Ld. (E Hain&Son, *Mgrs.*) *WB*=*Cell D Bo*	322·0 P26′ Q95′ 106′ *f* 130′ *u E&B* 37′	41·5 *pt Awng dk* 201′ FK	21·4 6 *BHCem* 586*t APT* 24*t*	**London** British	T.3Cy.24″,39″&64″–42″ (*s*) 160lb ~~180lb~~ 357 264NHP 2SB,*6cf*,GS116,HS3950 J.Dickinson&Sons,Ld.,Sld.	24 ″ 0 s 8 ▪ 5 22 ″ 9
267 131467 JBDH	**Nessian** *W.Hannaford* –12 *ss* Bkn.No.1–16 *Elec.light* 2 *Dks*(*Stl*)&*Shelter dk*(*Stl*) Wireless	**SteelScSr**	6276 5960 4012	✠100A1 *Shelter dk* *with freeboard* 2,17 ✠LMC12,16	Liv	*z*	12,16	1912 11mo *Lloyd's*	Scotts' S.B. &E.Co.Ld. Greenock *sA&CP* 115′	F.Leyland&Co. Ld. *WB*=*Cell D Ba* *uE&B* 69′ *f* 154′ 995*t*	400·0 B a52′ *f* 35′ *on Shltr dk* *DT a* 26′ 654*t*	52·4 FK&BK2″ *FPT* 150*t*	35·0 7 *BHCem* *APT* 31*t*	**Liverpool** British	Q.4Cy 23½″,34″,49″&70″–51″ 215lb HS9220 (*s*) 516NHP 2DB&1AuxSB,*14cf*,GS266, Scotts'S.B.&E.Co.Ld.Grk.	37 ″ 7 s 9 ▪ 1 28 ″ 11
268 135456 JCDH	**Nestor** *R.D.Owen* –14 *Elec.light Ref.Mchy.* Wireless 3 *Dks*	**SteelTwinScSr**	14501 11857 9101					1913	Workman, Clark&Co.Ld. Belfast	Ocean S.S.Co.Ld. (A.Holt&Co *Mgrs*)	563·2 P75′ B226′ F67′	68·4	31·2	**Liverpool** British *WB*	T.6Cy.26″,44″&74″–51″ 782NHP Wrkman,Clark&Co Ld.Bel	
269 QKDG	— *L.Prahm* 89–12 *Well deck* 1 *Dk*(*Stl*)	**SteelScSr**	*1420* *1120* *862*	✠ ~~—~~ 5,16 ✠	Sld	*o*		1912 8mo	Mackay Bros. Alloa	Dampfschifffahrts Ges.Neptun *WB*=*Cell D B a* 58′ *u E*	235·2 Q86′ B56′ F29′ 17′ *f* 94′ 35*t*	36·0 FK *FPT*	16·3 4 *BHCem* 64*t APT* 36*t*	**Bremen** German	T.3Cy.18″,29″&48″–33″ 153NHP 1SB,*3cf*,GS66,HS2484 MacColl&Pollock,Ld.Sld.	18 ″ 6
270 84878	— *H.P.Gouge* –15 (*ex* Africa) (*Tug*) 1 *Dk*	**IronScSk**	122 122 41			...		1883	Armstrong Mitchell&Co. Newcastle	Lawson Stm.Tug Boat Co.Ld. (J.Lawson, *Mgr.*)	100·0	19·8 BK6½″	10·1	**S.Shields** British	C.2Cy.21″&38″–24″ NB02 80RHP Ross&Duncan,Glasgow	
271 177732 HKGT	**Nethergarth** *H.Henderson* *ss* Brs.No.2–15 1 *Dk*(*Stl*)	**SteelSc**	96 89 —	✠100A1 *For Towing purposes* 1,18 ~~1,17~~ ~~Bs1,18 Bs1,17~~ ✠LMC~~3,16~~	Brs		3,15 1,18	1907 3mo	Lytham SB &Eng.Co.Ld. Lytham	Rea Transprt Co Ld (R&J.H.Rea *Mgrs*)	81·2	17·6 BK6″	9·9	**Bristol** British 4 *BHCem*	C.2Cy.15″&32″–21″ (*s*) 130lb 60RHP 1SB,*2pf*,GS33,HS1220 Lytham S.B.&E.Co.Ld.Lyt	10 ″ 5
272 104686	**Netherhall** *R.Tully* 98–98 *ss* Brw.No.3–11,11 *ss* Bkn.No1–16 1 *Dk*	**SteelScSp**	69 62 —	✠100A1 *For Towing purposes* 11,16 ✠LMC11,16 ~~Bs3,15~~	Bkn		11,16	1898 11mo *Lloyd's*	Mordey, Carney&Co. Ld. Newport *sA&CP* Mon.	Maryport Harbour Commissioners	76·3	15·5 BK6″	9·0	**Maryport** British 4 *BHCem*	C.2Cy.16″&30″–22″ (*a*) 100lb 50RHP 1SB,*2pf*,GS36,HS1000 Mordey,Carney&Co.Ld Cff	9 ″ 5
273 129444 HQBK	**Netherpark** *T.Radcliffe* –17 2 *Dks*	**SteelScSr**	4363 4130 2804					1909	Nthmblnd S.B.Co.Ld. Newcastle	Nethertons Shippg. Co.Ld.(J Greenlees &Co. *Mgrs.*)	385·0 P32′ B100′ F33′	49·7	26·4	**Glasgow** British *WB*	T.3Cy.24½″,40″&68″–48″ 320NHP N.E.Marine Eng Co Ld.Nwc	
274 86255 WPLR	**Neto** *T.McMurray* –17 *ss* Gls.2nd No.3–9,07 *ss* Brs.No.2–17 1 *Dk*(*Irn*)&*Awng dk* 3*tr B*	**IronScBg**	1696 1678 1073	✠100A1 *Awng dk* *with freeboard* 2,17 ✠NB9,99 ✠LMC2,17	Brs		N2,17	1882 9mo *Lloyd's*	Dobie&Co. Glasgow *sA&CP*	Eastern Nav.Co.Ld (Whimster&Co. *Mgrs.*)	260·0 ND99	34·1 BK9″ *WB*=*Cell*	24·0	**Glasgow** British 5 *BHCem* *DB* 196′ 277*t*	C.2Cy.20″&50″–36″ (*s*) 180lb 199NHP 1SB(FD)&1AuxSB11,13 6*pf*,GS100,HS3125 Smith Bros.&Co.,Glasgow	26 ″ 4 s 6 ▪ 8½ 20 ″ 10
275 122999	**Netravati** *Abubakar Fakerra* 10–14 *ss* Bom.No.2–17 ~~ss Bom.No.1–18~~ *Elec.light* 1 *Dk*&*Spar dk*(*Stl*–teaks) &*deep framing*	**SteelScSr**	1536 1399 699	✠100A1 *Spar dk* *with freeboard* 9,17 ~~9,16~~ ~~Bs7,16~~ ✠LMC~~3,16~~ 9,17	Bom	*p*	~~4,15~~ 9,17	1909 3mo *Lloyd's*	Greenock& Grngemouth Dockyard Co. Grngemouth *sA&CP*	Bombay S.Nav.Co. Ld.	246·8 21·5 BK8½′ *WB*=*FPT* 58*t*	36·2	14·3	**Bombay** British 6 *BHCem* *APT* 62*t*	T.3Cy 21½″,36″&59½″–42″ (*s*) 200lb 310NHP 2DB,*12cf*,GS209,HS5410 Dunsmuir&Jackson Ld Gls	22 ″ 6 s 3 ▪ 8½ 19 ″ 11
276 121230	**Nettle** *G.Liston* –16 1 *Dk*	**SteelScK** *ss* Lth.No.2–14	173 173 69	✠100A1 *Stm Trawler* 6,14 ~~Bs4,14~~ ~~Bs5,14~~ ✠LMC6,14	Lth		11,15	1905 5mo *Lloyd's*	Mackie& Thomson Glasgow *sA&CP*	Port St Mary Fishing&Curing Co Ld. (C.Jolie,jr., *Mgr.*)	110·4 B K7½′ *WB*=*DT* 5′ 13*t*	21·0	11·0	**Glasgow** British 3 *BHCem* W.V.V.Lidgerwood,Gls.	C.2Cy.16″&34″–22″ (*s*) 140lb 47RHP 1SB,*2pf*,GS37,HS1150	12 ″ 0
277 92 QSWX	**Nettuno** *G.Tami* 2 *Dks* *Longitudinal framing* *Carrying Oil in bulk*	**SteelTwinSc**	5088 4482 2614					1916	Cantieri Navali Riuniti Palermo	Ferrovie dello Stato (Italian State Railways)	416·7	51·3	28·3	**Palermo** Italian *WB*	T.6Cy.23⅜″,38⅜″&63½″–35½″ 484NHP Cant.Nav.Riuniti,Ancona	
278 565 QSWT	— *A.Rubaudo* –12 1 *Dk*&*Spar dk* 3*tr B*	**IronScSr** (*ex* Leipzig)	1167 — 714					1884	Akt.Ges. "Vulcan" Stettin	Comm.A.Odero	224·7 F12′	30·2	19·7	**Genoa** Italian *WB*	C.2Cy.26⅜″&49⅜″–31½″ 114NHP A.G."Vulcan," Stettin	
279 8 QTBE	— (*Tug*)	**SteelSc**	301 — 149					1876	..... Renfrew	V.Cini di G.	136·0	25·3	10·9	**Chioggia** Italian		
280 KLMJ	**Neuenfelde** *Cl.Witt* –12 *Elec.light* 1 *Dk*	**SteelSc** (*Trawler*)	205 177 41					1906	G.Seebeck Act.Ges. Bremerhaven	Cranzer Fisch-dampfer Ges. (Otto Bröhan *Mgr*)	116·2 Q23′ F16′	21·6	11·9	**Cranz** German *WB*	T3Cy.11⅝″,18½″&29½″–22″ 42NHP G.Seebeck A.G.Bremerhvn	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7a Date when tail shaft last recn.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NP=Horse power by Society's formulæ; RP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Certs.
281 QHJR	**Neuenfels** SteelScSr *N.Frerichs* ssHam.No 3–6,13 1*Dk*(*Stl*)&*Spar dk*(*Stl–pt* teak s) *Elec.light* Wireless &*Web frames*	5519 5284 3524	✠ 4,16 *Spar dk* ✠	Ham	*z*		1901 5mo	Wigham-Richrdsn&Co Ld Newcastle	DeutscheDmpfs-fahrts.Ges.Hansa *WB* = *CellD Ba* 142′ *u*	420·0 P60′B96′F48′ 55·2 28·7 20·5 BK11″			Bremen German 6*BHCem*	Q.4Cy.24″,34″,51″&74″–54″ 494NHP 3SB,*9cf*,GS150,HS6303 FD WghmRchrdsn&C.LdNwc *a* 50′490*t f* 46′ 570*t APT*40*t*	31 ″ 4	
282 QJTF	**Neufahrwasser** SteelSc *H.Schoon* –10 (*Tug*) 1*Dk*	261 235 —					1910	Bremer Vulkan Vegesack	Schleppschiff.Ges. Unterweser	117·1 H35′	24·0	13·0	Bremen German *WB*	T3Cy 16$\frac{7}{16}$″,26″&41$\frac{13}{16}$″–27$\frac{7}{16}$″ HS2045 118NHP BremerVulkan,Vegesack		G
283	**Neumark** SteelScSr *Elec.light* 2*Dks*	5820					1914	Akt.Ges. "Weser" Bremen	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	420·0 P59′B125′F54′	56·0	29·6	Hamburg German *WB*	T3Cy28$\frac{1}{16}$″,46$\frac{1}{2}$″&75$\frac{3}{8}$″–53$\frac{3}{16}$″ 420NHP A.G."Weser,"Bremen		
284	**Neuquen** IronScBn (*ex*Ville de SanNicolas) 2*Dks3tr B*	2119 — 1185					1881	Forges&C. de laMédit. LaSeyne	Cia.Commercial Costa	305·4 H– F41′	36·1	25·9	R.Janeiro Brazilian	C.2Cy.32$\frac{1}{2}$″&63″–39$\frac{1}{2}$″ NB94 208NHP Forges&C.dela Médit.,Msl		V
285 133081 JBDT	**Neuralia** SteelTwinScSr *A.H.Acheson*98–12 3*Dks*(*UStl*–teak s)2*nd dk*(*Stl*–ws) *Elec.light* &*Shade dk*(*Stl*–teak s) Wireless	9082 6541 5656	✠ *Shade dk* 12,15 ✠	Bkn	*e*†		1912 12mo	Barclay, Curle&Co.Ld Glasgow	BritishIndiaStm. Nav.Co.Ld. *WB* = *Cell DBa*130′*uE*&*B*	480·5 B149′F44′ *onShade dk* FK 94′ *f* 192′1341*t FPT*	58·1	30·8	Glasgow British 8*BHCem* 64*tAPT*53*t*	Q.8Cy.23½″,33″,47″&68″–48″ 1131NHP 7SB,*21cf*,GS423,HS17633 FD Barclay,Curle&Co.Ld.Gls.	34 ″ 0	
286 LOMG	**Neutral** IronScSr *R.Rühr* *Well deck* 1*Dk2trB*	786 575 492					1882	Germania-Werft Kiel	Paulsen&Ivers	188·6 P112′ F23′	29·0	14·9	Kiel German	C.2Cy.24¼″&42½″–27½″ NB99 79NHP A.G."Germania,"Berlin		V
287	**Neuwerk II.** SteelSc *W.Henck*03–12	276 — 37					1912	Nüscke& Co.A.G. Stettin	HamburgerStaat	114·8	25·3	14·8	Hamburg German	T.3Cy.		
288 127971 HNTJ	**Neva** SteelScSr *T.F.Best* –12 2*Dks*	1985 1717 1051					1909	ClydeS.B. &E.Co.Ld. Pt.Glasgow	StottLineLd. (W.H.Stott&Co. Ld.*Mgrs.*)	295·3	42·1	17·6	Liverpool British *WB*	T.3Cy.22″,35″&59″–39″ 217NHP ClydeS.B.&E.Co.Ld.P.Gl.		C
289 4489 JPMS	— IronScSr *T.O.Olsson*14–14 *ss*Hbg.2ndNo.3–4,09 (*ex*WesternStar) *ss*Hbg.No.1–13 *Well deck* 1*Dk*(*Irn*)2*trB*	1420 1136 846	✠100A1 1,17 ~~6.15~~ ✠NB5,03 ✠LMC5,13 ~~Nov 1915~~ 1,17 Maja, *See No. 7 Supplement*	Hbg Shl	*p*	~~7,14~~ N1,17	1883 10mo	S.P.Austin &Sons Sunderland	RederiAktieb. Kärnan (B. Ingelsson,*Mgr.*) Aker *WB* = *DB*	245·0 Q86′B57′F26′ 36·1 BK8″	17·6		Hisingborg Swedish 4*BHCem* *a*66′*f* 96′450*t*	C.2Cy.31″&58″–36″ (*a*) 80lb 169NHP 2SB,*4pf*,GS81,HS3014 N.E.Mar.E.Co.(Lim.) Nwc.	18 ″ 11 s 1 ″ 11 17 ″ 10	
290 567 NABS	— SteelScSr *A.Prinz* (*ex*Bianca) 1*Dk2trB*	1257 — 638					1899	Schiffsw. v. Henry Koch Lübeck	RussianEast AsiaticS.S.Co.Ld. (BalticLine)	245·4 P15′B56′F22′	36·0	16·2	Riga Russian *WB*	T3Cy.16¾″27⅞″&44$\frac{7}{16}$″–32$\frac{7}{16}$″ 113NHP OttensenerEisenwerk,Alt.		
291	**Nevada** SteelScSr *Elec.light* 2 *Dks*	3807 3425 2327					1917	Helsingörs Jernsk&Msk. Elsinore	DetForensde DampskibsSelsk.	360·0	50·0	34·7	Copnhagn Danish *WB*	T.3Cy.26″,43″&71″–42″ 327NHP HelsingörsJernsk.&Mskb.		
292 213782	— SteelScSr *Elec.light* 3*Dks*	2122 — 1078					1915	Manitowoc S.B.&D.D.Co. Manitwc.Wis	GoodrichTransit Co.	212·0	42·2	24·7	Duluth Utd.States *WB*	T.3Cy.28½″,34½″&56″–36″ 188NHP GtLakesEngWrks.Detroit		
293 95225 LVGT	— SteelScSr *J.Willet* ssPtA.2ndNo.3–8,13 1*Dk*(*Stl*)&*Awng dk*	1276 1232 794	✠100A1 *Awing dk* *withfreeboard* 4,17 ~~5.16~~ BS5,16 ✠LMC8,15	NFL	*n*	5,16	1890 9mo	Ramage & Ferguson Leith A&CP	NevadaShipping Co.Ld.(Dominion SteelCorp.Ld.) *WB*	230·0 P15′B56′F22′ 34·1 19·5 FK = *MT*30′ 400*t FPT*	13·0		Montreal British 6*BHCem* 84*tAPT*25*t*	T.3Cy.17″,27″&44″–30″ (*s*) 160lb 99RHP 1SB,*3rf*,GS50,HS1661 Ramage&Ferguson,Leith	20 ″ 9 s 7 ″ 5½ 13 ″ 7	
294 MNRC	**Nevada II.** WoodAuxScCtr *O.Alexandersen* *Motor* (*ex*Nevada) 1*Dk* (*See Sailing Ship Register.*)	102 99 51					1890	..... Bremerhaven	T.Volstad	83·2	20·8	10·9	Vardö Norwegian	Motor		
295 133102 JBRK	**Nevasa** SteelTwinScSr *R.Henderson*99–13 *Elec.light* 3*Dks*(*U Stl*–teak s2*nd dk* Wireless *Stl*–ws)&*Shade dk*(*Stl*–teak s)	9071 6541 5652	✠ *Shade dk* 1,14 ✠	Lon	*e*†		1913 3mo	Barclay, Curle&Co.Ld Glasgow	BritishIndiaStm. Nav.Co.Ld. *WB* = *CellDB a*130 *uE*&*B*	480·4 B149′F44′ *onShade dk* FK 94′*f* 192′1341*t FPT*	58·1	30·8	Glasgow British 8*BHCem* 64*tAPT*53*t*	Q.8Cy.23¼″,33″,47″&68″–48″ 1131NHP 7SB,*21cf*,GS423,HS17633FD Barclay,Curle&Co.Ld.Gls.	34 ″ 0	
296	**Nevesser** SteelPad *Elec.light* 1*Dk*	375 256 262					1903	Danubius Schoenichen HartmnnA.G Budapest	Administr.deNav. àVap.Ottomane	180·4	22·0	9·5	Constanpl Turkish	C.2Cy.26¾″&42$\frac{1}{16}$″–48″ 102NHP DanubiusSchoenichen-HartmannA.G.Budapest		V
297 WKQP	**Nevis** SteelScSr *S.Salvesen*16–16 (*ex*Boyarin, *ex*Antung) *Elec.light* 2*Dks*	1620 — 994					1908	Fredrkstad Mek.Værks. Fredrikstad	Dmpsk.Akties. Neptun (Alex. Bruusgaard,*Mgr*)	239·8 H87*t*F32*t*	36·0	19·0	Drammen Norwegian *WB*	T.3Cy.18″,29½″&50″–36″ 150NHP FredrikstadM V.Frdstad		N
298 133149 JDBN	**Nevisbrook** SteelScSr *G.King* –15 1*Dk*(*ptIrn ptStl*)	3140 2935 1968	✠100A1 11,16 ✠LMC9,13	Sld	*v*	11,16	1913 9mo	J.Blumer &Co. Sunderland	BrookS.S.Co.Ld. (Miller&Richards, *Mgrs.*) Ld.*Mgrs*) *Lloyd'sA&CP WB* = *CellDBa*116′*uE*	334·3 P29′B100′F30′ 48·7 FK 25′*f* 141′ 863*t FPT*	21·9		Glasgow British 5*BHCem* 60*tAPT*102*t*	T.3Cy.23″,38″&61″–42″ (*s*) 180lb *120lb* 284NHP 2SB,*6cf*,GS116,HS4700 N.E.MarineEng.CoLd.Sld.	24 ″ 3 s 3 ″ 11½ 21 ″ 7	
299 131453 JNTV	**Nevisian** SteelScSr *J.Trickey* –16 *ss*Liv.No.1–16 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Elec.light* *Carrying fuel oil F.P.above*150° *F.in D.B*&*D.T*	6369 6046 4097	✠100A1 *Shelter dk* *withfreeboard* 5,17 ~~5.16~~ 5,13 ✠LMC11,16	Liv	*z*	~~8,16~~ 5,13	1912 9mo	D&W Hendersn&Co.Ld. Glasgow	F.Leyland&Co.Ld. *Lloyd'sA&CP* *Cell DBa*115′*uE*&*B*80′*f*	400·8 *Aft*B52′*Fwd*B35′ *onShelter dk* FK&BK2″ 152′ 964*t DT*	52·5	26·9	Liverpool British 7*BHCem* *a*26′675*t FPT*123*t APT*30*t*	Q.4Cy.23½″,34″,49″&70″–51″ 215lb HS8935 (*s*) 507NHP 2DB&1AuxSB,*14cf*,GS264. D&W.Hendersn&CoLdGls	37 ″ 7 s 9 ″ 1½ 28 ″ 11	
300 131864 HVJQ	**New Abbotshall** SteelScSr *W.T.King* –12 *ss*Lon,No.1–15 *Well deck* 1*Dk*(*Stl*) *Elec.light Mchy.Aft*	783 605 328	✠100A1 11.16 DBS8,16 ✠LMC2,12 MBS11,16	Lon	*m*	11,16	1912 2mo	GooleS.B. &Repg.Co.Ld Goole *Lloyd'sA&CP*	H.L.Stocks&Co. Ld. *WB* = *CellDBf*131′145*t FPT*	215·0 Q68′B26′F91′ 32·0 FK	12·3		Kirkcaldy British 3*BHCem* 17*tAPT*33*t*	T.3Cy.18″,29″&48″–33″ (*s*) 180lb *100lb* 209NHP 1SB,*4cf*,GS88,HS3310 FD Richardsons,Westgarth& Co.Ld.Mdb.	14 ″ 6 s ″ 6½ 14 ″ 2	
301 89829	**New Amsterdam** IronTwinScSr *J.Rodriques* 1*Dk*	103 84 53			...		1887	C.S.Swan& Hunter Newcastle	Sproston's,Ld.	100·0	19·1	6·7 BK4½″	Georget'n British	C.4Cy.9″&18″–12″ NE92 NB96*td*01 25RHP A.Wilson&Co.,London	7 ″ 0	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 / 3 Nom du Navire. Matériaux, Grément, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 6 7 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite. / Port de Visite. / Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière Visite de l'arbre porte-hélice.	8 9 Construit. Quand. / Navire. / Mach. / Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille / Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. pe.	15
302	**New Crown** SteelScK ssFlt No.2–16 1*Dk*	283 248 123	✠100A1 Flt *Stm Trawler* 8,16 ✠LMC8.16	1,15	1908 4mo Earle's Co.Ld. Hull *Lloyd's* A&CP	~~Joseph Armour~~	135·0|23·0|12·1 Q72'F23' BK8"	French 4*BHCem*	T.3Cy.12¾",22"&36"–27" (*s*) 180lb 88NHP 1SB,*2cf*,GS36,HS1560 Earle'sCo.Ld.Hull	13 ″ 0 s 2 ″ 5 12 ″ 4	
303 204647 KWJH	**New England** SteelSc 1*Dk*	417 — 265			1907 ForeRiver S.B.Co. Quincy,Mass.	NewEnglandS.S. Co.	118·0|31·4|11·3	N.London Utd.States			
304 130759 KNGD	— SteelSc *J.A.Gott*00–06 *Mchy.Aft*	230 — 71			1897 J.H.Dialogue&Son Camden,N.J.	NewEnglandFish Co.	121·8|23·8|12·0	Prtlnd.Me. Utd.States	T.3Cy.14",22"&36"–24" 68NHP J.H.Dialogue&Son		
305 130581 KLFC	**New Hampshire** SteelSc 1*Dk* Wireless	2395 — 1505			1892 Harlan& Hollings-worthCo. WlmngtnDel	NewEnglandS.S. Co.	302·7|44·0|17·5	Nw.Haven Conn. Utd.States	T.4Cy.28",45"&(2)51"–42" 337NHP Harlan&Hollingsworth Co.,Wilmington,Del.		
306 204200 KWDL	**New Haven** SteelSc *Elec.light* Wireless 2*Dks*	2930 — 1986			1907 Delaware RiverCo. Chester,Pa	NewEnglandS.S. Co.	275·7|45·1|16·7	N.Lndn.Cn Utd.States	T.3Cy.20",34"&56"–42" 203NHP DelawareRiverCo.Chester		
307	**New Jersey** IronScSr *C.Theofilatos*01–09 (*ex* Maria,*ex* Argo) *Elec.light* 2*Dks*	1238 1069 754			1877 Austro Un-garicoLloyd Trieste	Archipelago AmericanS.N.Co. (G.Farkouh,*Mgr.*)	243·6|31·5|21·8	Smyrna Utd.States	C.2Cy.31"&56"–36" NB96 157NHP ArsenaleLloyd,Trieste		
308 206082 KWVJ	**New London** SteelSc *W.S.Durkee* *Elec.light* 2*Dks*	2818 — 1893			1909 Harlan& Hollings-worthCo. Wlmgtn,Del.	CentralVermont TransportationCo.	278·5|44·0|19·0	Prtlnd.Me. Utd.States	T.3Cy.21",34"&56"–42" 203NHP Harlan&HollingsworthCo. Wilmington,Del.		
309 133504 HWFM	**New Londoner** SteelScSr *J.Bruce* –15 *Elec.light* Wireless 1*Dk*	1374 924 679			1912 Irvine's SB &D.D.Co.Ld. W Hartlepool	Tyne-TeesSteam ShippingCo.Ld.	260·2|35·0|14·3 P140'B83'F50' *WB*	Newcastle British	T.3Cy.22½",37"&61"–42" 241NHP Richardsons,Westgarth& Co.Ld.Hpl.		C BT 12/17 7,17
310 18726 JLSC	**New Orleans** IronSc3MstSr *Mchy.Aft* 2*Dks3trB*	1564 — 1017			1872 ThePusey &JonesCo. Wlmgtn,Del.	Merchnts&Miners TransportationCo.	249·0|33·0|24·4	Baltimore Utd.States	1Cy.48"–60" NB91 137NHP ThePusey&JonesCo.		
311 119596 HFDS	**New Pioneer** SteelScSr *I.T.M.Gemmell* –06 *ss*Mch.No.2–13 *Elec.light* 1*Dk*(*Stl*)	722 535 320	✠100A1 Bkn *k* N3,16 8,16 ~~BS5,16~~ ✠LMC10,15 ~~3,17~~		1905 W.Dobson &Co. Newcastle *Lloyd's* A&CP	Co-operative WholesaleSociety, Ld. *WB*=*Cell D Ba* 42	193·0|29·6|12·4 P19'B53'F44' BK7½" *uE* 17'*f* 83'164*t* *FPT* 35*t* *APT* 28*t*	Manchestr British 4*BHCem*	T.3Cy.16",27"&44"–30" (*r*) 180lb 97RHP 2SB,*4pf*,GS122,HS2294 MacColl&Pollock,Ld.Sld.	14 ″ 6 s 1 ″ 1½ 14 ″ 2	
312 130934 KRCH	**New Shoreham** WoodScSr 1*Dk*	503 — 317			1901 ..... Boston	TownofNewShore-ham(NewEngland S.S.Co.*Mgrs.*)	151·9|28·1|11·8	Newprt Rl Utd.States			
313 5537 JTNS	**New Sweden** SteelScSr *J.R.Renström* –16 *Elec.light* 1*Dk*(*Stl*) & *Shelter dk*(*Stl*) Wireless 2*nd Dk*(*Stl*) *in Nos.*1 & 3 *holds*	5319 4977 3287	✠100A1 Mmo *a*† ~~2,15~~ *Shelter dk with freeboard* 7,16 ✠LMC10,15 1,18		1913 Earle'sCo. Ld. Hull *Lloyd's* A&CP	Gustaf Borin *WB*=	430·2|54·2|26·2 FK *Cell D Ba* 146' *uE* 29'*f* 187' 1350*t*	Gothenbrg Swedish 7*BHCem*	T.3Cy.28",45½"&76"–54" (*s*) 180lb 534NHP 3SB,*9cf*,GS189,HS7395 FD Earle'sCo.Ld.Hull *DTa* 36'1368*t* *APT* 113*t*	28 ″ 11 s 4 ″ 0 25 ″ 3	
314 130616 KLPB	**New York** SteelTwinSc3MstSr *J.T.Roberts* *ss*Sou.2nd No.3–4,10 (*ex* City of New York) *ss*Sou.No.1–14 4*Dks*(2*Stl*–ws & 1*pt Stl*–ws) & *Promenade dk*(*Stl*–ws) *Ref.Mchy.* *Elec.light* Sub.Sig. Wireless	10080 8557 4425	✠100A1 N Yk ~~6,17~~ ~~10,16~~ Bkn ✠NE&B4,05 ✠LMC MS11,15 ~~BS11,16~~ 12,17	4,16	1888 7mo J.&G. Thomson Clydebank *Lloyd's* A&CP	InternationalMer-cantileMarineCo. *B*=*Cell D Ba* 105'*u*	517·0|63·6|22·0 P75'F109' 39·2 FK *E&B* 180'*f* 149'1627*t*	NewYork Utd.States 13*BHAsp* *Tanks f* 147*t*	T.8Cy.(2)40½",(2)66½"&(4) 77"–60" (*s*) 2747NHP 175lb *175lb* NDB03 HS42613 6D&4SB,*64cf*,GS1144. FD W.CrampSnsS&EBCo.Phl	41 ″ 10 12 ″ 2 30 ″ 4	
315 213937 LFTP	— SteelScSr *E.O.Larsen*05–16 *Elec.light* 2*Dks*(*Stl*) & *Web frames* ~~*Ref.Mchy.*~~ *Longitudinal framing* *Mchy.Aft*	6678 6064 5045	✠100A1 N Yk *a*† ~~10,17~~ ~~12,16~~ ✠LMC4,16 *Carrying Petroleum in bulk* *Fitted for oil fuel* 4,16	10,17 *F.P. above*	1916 4mo ForeRiver S.B.Corp. Quincy,Mass. A&CP	TheTexasCo.	416·8|56·1|31·1 P107'B35'F33' FK *Cell L B u E&B* 64' 50°F.	P.Arthur Utd.States 16*BHCem*	T.3Cy.26½",44"&74"–51" (*r*) 1901b *125lb* 549NHP 3SB,*9cf*,GS191,HS7979 FD ForeRiverS.B.CorpQuincy 209*t* *FPT* 229*t* *APT* 130*t*	32 ″ 9	
316 206239 LBCP	— SteelSc *S.Crocker* *Elec.light* 2*Dks*	2818 — 1893			1909 Harlan& Hollings-worthCo. Wlmgtn,Del.	CentralVermont TransportationCo.	278·5|44·0|19·0	Prtlnd.Me. Utd.States	T.3Cy.21",34"&56"–42" 203NHP Harlan&HollingsworthCo. Wilmington,Del.		
317 130043 JRFG	— IronScSr *L.Simmons* 3*Dks*	2590 — 2111			1875 Harlan& HllngwrthCo Wlmngtn,Dl	ClydeS.S.Co.	281·0|38·1|20·2	NewYork Utd.States *WB*	T.3Cy.17",27"&42"–30" NE&B92 97NHP MorganIronWorks,N.Yk.		
318 130450 KGNQ	— IronSc *R.A.McGuire* –03 1*Dk* & *Saloon dk* *Elec.light*	770 — 523			1889 Harlan& Hollings-worthCo. Wilmngtn,Dl	N.Yk.Philadelphia &NorfolkR.R.Co.	207·5|31·1|11·4	Phildlphia Utd.States	T.3Cy.18½",27"&42"–24" NB02 86NHP Harlan&Hollingsworth Co.,Wilmington,Del.		
319	— SteelScSr *S.Panaretos*94–06 (*ex* Sofia) *Elec.light* 1*Dk2trB*	*696* *557* *429*	...		1894 Ramage& Ferguson,Ld. Leith	Archipelago AmericanS.N.Co. (G.Farkouh,*Mgr.*)	210·0|29·1|13·9 P50'B52'F46' BK7½" *WB*	Smyrna Utd.States	T.3Cy.15",24"&39"–30" 99NHP Ramage&FergusonLd.Ltb	16 ″ 0	
320 130736 KNBM	— SteelSc Wireless	541 — 301			1897 Harlan& Hollings-worthCo. Wlmgtn,Del.	UnitedNewYork SandyHookPilots' Association	155·0|28·1|19·9	NewYork Utd.States	C.2Cy.26"&48"–30" 105NHP Harlan&Hollingsworth Co.Wilmington,Del.		R
321 109056 JMTL	**New Zealand** Iron&SteelScK *J.H.Greenhill* –15 *ss*Hul.No.3–6,10 *ss*Hul.No.1–14 1*Dk* *Steel plating & Iron framing*	290 251 116	✠100A1 Hul N1,15 *Stm Trawler* 1,16 ~~NB12,13~~ ✠LMC6 14		1898 8mo Cook, Wel-t'n&Gemmell Hull A&CP	HullSteamFishing &IceCo.Ld.	146·7|22·6|10·8 Q57'F23' ptND10 BK8"	Hull British 4*BHCem*	T.3Cy.13",22"&36"–27" (*s*) 200lb 86RHP 1SB,*3pf*,GS44,HS1438 Amos&Smith,Hull	11 ″ 6	
322 135894 JDPF	**New Zealand Transport** Steel ScSr *E.Grant* –15 1*Dk*	4481 4270 2848			1913 Nthmblnd S.B.Co.Ld. Newcastle	EmpireTransport Co.Ld. (Houlder Bros.&Co.Ld., *Mgrs.*)	385·0|51·9|27·1 P36'B119'F37'	W.Hartlpl British *WB*	T.3Cy.25",40"&68"–48" 320NHP Richardsons,Westgarth& Co.Ld.Sld.		C

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c.	3	4 Register Tonnage Gross. Under deck. Net.	5 6 7 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years assigned & now expired. Equipment Letter.	Date when tail shaft last seen.	8 Built. When	9 Built. By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed if not in L.R. Date of f.& d. Cert.
323 NRCL	**Newa** *L.C.Dahl* 07-09 (*ex* Mickley) *Elec. light*	**SteelScSr** *ss* Els. No. 3-5, 16 1 *Dk* (*Stl*) & *Web frames*	2441 2249 1522	✠100A1 6,17 5,16 ✠LMC 5,16	Els NNs	*t*	N5,16	1902 11mo *Lloyd's*	W. Dobson & Co. Newcastle	Det. Dansk. Russiske Dampskibsselskab. *WB* = *Cell DB*	305·0 P27' B82' F35' *a* 94' *u E* & *B* 40' *f* 132'	43·1 FK	20·5 5 *BH Cem* 608 *t APT* 18 *t*	Copnhagn Danish	T. 3 Cy. 22", 36" & 58"–39" (*s*) 160 lb *80 lb* 233 NHP 2 SB, *6 pf*, GS 107, HS 3840 N.E. Marine Eng. Co Ld Nwc	23 " 0 *s* 3 " 8½ 19 " 7	
324 PBNS	— *W. Burmeister* *Elec. light*	**SteelScSr** 1 *Dk*	916 617 548					1912	Schiffsw. v. Henry Koch Lübeck	Hanseatische Dampfschiffs. Ges.	196·6 P & B 112' F 28'	31·2	13·1 *WB*	Lübeck German	T. 3 Cy. 17⅞", 28¾" & 45¼"–27⅝" 113 NHP Ottenser Masch. Fab.		G
325 PMQS	— *B.C. Weltevreden* 12–15 (*ex* Viking) *Elec. light*	**SteelSc** (*Tug*) 1 *Dk*	167 135 22					1910	Geb. Sachsenberg. Akt. Ges. Cologne	N.V. Sleepboot "Newa" (International Tug Co. *Mgrs.*)	105·8	19·3		Rottrdam Dutch	C. 2 Cy. 14¼" & 24¾"–16½" 20 NHP Geb. Sachsenberg Akt. Ges. Rosslau a/d Elbe		
326	—	**SteelSc** 1 *Dk* (*Stl*)	120 111 —	✠ *For towing purposes* 3,14 ✠	Rot			1913 9mo	NV Burgerhout's Mch Fb & Scheepswft Rotterdam	Russian Govt.	95·2 B33' F10'	19·4 BK 6" *WB* = *APT* 12 *t*	8·7	Sebastopl Russian	T. 3 Cy. 12", 19" & 31½"–21" 72 NHP 1 SB, *2 cf*, GS 38, HS 1440 N.V. Burgerhout's Mach. Fab. Rot	9 " 3	
327 30384 KDVQ	**Newark** *Petrol Motor* 1 *Dk*	**WoodScSr**	162 — 88					1887	M. Turner Benicia, Cal.	Monterey Packing Co.	93·5	27·2	7·5	S. Frncisco Utd. States	Petrol Motor Atlas Gas NE 11 Eng. Co. Oakland, Cal.		
328 101897 MQVW	**Newbigging** *A.C. Ferenbeck* –05 (*ex* Woodruff, *ex* Gertor)	**SteelScSr** *ss* Lth. No. 3–11, 03 *ss* Shl. No. 2–13 1 *Dk* (*Stl*) & *Web frames*	2400 1842 1551	✠100A1 5.14 *Examined* 1.17 ✠LMC 11,17	Lth	*s*	~~5,14~~ 11,17	1892 6mo *Lloyd's*	Osbourne, Graham & Co. Sunderland A&CP	New Line SS. Co. Ld (R. Mackie & Co. *Mgrs.*)	289·7 P 28' Q 90' B 116' F 33' *WB* = *Cell DB* 240' 459 *t*	38·1 FK	20·1 6 *BH Cem*	Leith British	T. 3 Cy. 21", 35" & 57½"–39" (*r*) 150 ~~160~~ lb *100 lb* NDB 08 203 NHP 2 SB, *6 pf*, GS 89, HS 3000 G. Clark, Ld. Sunderland	22 " 6 *s* 1 " 10½ 20 " 10	
329 122935 HGBN	**Newbridge** *H. Chapple* –14	**SteelScK** *ss* Flt. No. 2–14 1 *Dk*	228 204 93	✠100A1 *Stm Trawler* 5.14 BS 5,15 ✠LMC 5,14	Flt		5,14	1906 1mo *Lloyd's*	J. Duthie, Sons & Co. Ld. Aberdeen	Tettenhall Steam Fishing Co. of Fleetwood, Ld. (J. A. Robertson, *Mgr.*)	125·7 P 28' Q 90' B 116' F 33' *WB* = *Cell DB* 240' 459 *t*	21·9 BK 7½"	8·9 3 *BH Cem*	Fleetwood British	T. 3 Cy. 12", 20" & 33"–24" (*s*) 180 lb 54 RHP 1 SB, *2 pf*, GS 38, HS 1152 W.V.V. Lidgerwood, Gls.	12 " 6	
330 130779 KNMJ	**Newburg** *J. Norberg*	**WoodSc**	450 384 333					1898	Fulton Eng & S.B. Works San Francisco	Slade Shipping Co.	158·5	34·0	11·9	S. Frncisco Utd. States	Fulton Eng. S.B. Works		
331 130350 KDJQ	**Newburgh** *W. Meakin* 99–02	**IronSc** 3 *Dks*	1034 — 741					1887	Neafie & Levy Philadelphia	Central Hudson Steamboat Co.	200·0	32·0	11·0	New York Utd. States	C. 2 Cy. 26" & 45"–36" 101 NHP Neafie & Levy, Philadelphia		
332 89836 PVGR	— *Lawrence* –18 ~~*Wallan* 03~~	**IronScSr** *ss* Syd. 2nd No. 3–8, 12 *ss* Syd. No. 1–17 1 *Dk*	78 78 1	✠100A– *For Tug purposes* ~~4,17 12,15~~ 2,18 BS 2,18 BSI 12,15 ✠LMC 8,12 ~~4,17~~	Syd		~~12,15~~ 2,18	1888 8mo	J.T. Eltringham S. Shields	J. Fenwick & Co.	86·0	16·6 BK 6"	9·7	Sydny NSW British	C. 2 Cy. 17" & 34"–22" (*s*) 100 lb 50 RHP 1 SB, *2 pf*, GS 36, HS 945 J.P. Rennoldson & Sons, Shl		
333 120848 HCLW	**Newby Hall** *D.L. Lloyd* –15	**SteelScSr**	4391 4103 2840					1905	Barclay, Curle & Co. Ld Glasgow	Ellerman Lines Ld. (Hall Line, Ld. *Mgrs.*)	375·0 P 42' B 95' F 43'	47·2	27·9 *WB*	Liverpool British	T. 3 Cy. 23½", 40" & 69"–48" 330 NHP Barclay, Curle & Co. Ld. Gls.		C
334 88978 RLDC	**Newcastle** *R.T. Heron* –11 *Elec. light*	**SteelPadSr** 2 *Dks* (1 *Stl* & 1 *pt Stl*) & *Awng dk*	1251 945 587	✠ 3,92 *Awng dk with freeboard*	Syd *Coasting service, Sydney to Newcastle*	*o*		1884 8mo	J Key & Sns Kinghorn	Newcastle & Hunter River S.S. Co. Ld	264·6	32·9	15·9	Sydny NSW British 5 *BH*	C. O. 2 Cy. 54" & 100"–78" 737 NHP J. Key & Sons, Kirkcaldy		
335 133156 JBCG	**Newfield** *A. Harvey* –13	**SteelScSr** *ss* Shl. No. 1–17 1 *Dk* (*Stl*)	3847 3593 2421	✠100A1 ~~9,17~~ ~~9,16~~ 12.17 ✠LMC ~~1,17~~ 10,17	Bry Shl	*w*	~~6,15~~ 10,17	1912 10mo *Lloyd's*	Irvine's SB & D.D. Co. Ld. W Hartlepool	West Hartlepool Steam Navigation Co., Ld.	350·0 P 31' B 101' F 34' *WB* = *Cell DB* 113' *u* 27' *f*	51·1 FK	23·9 6 *BH Cem* 157' 822 *t*	W. Hartlep'l Newcastle British	T. 3 Cy. 25", 40" & 67"–45" (*s*) 180 lb *180 lb* 341 NHP 2SB, *6 cf*, GS 112, HS 5438 Richardsons, Westgarth & *T* 85 *t APT* 117 *t* Co. Ld. Hpl.	26 " 3 *s* 4 " 6½ 22 " 0	
Now named "Apsleyhall," See No. 121 in Supplement.																	
336 72650 PWGM	**Newhailes** *J. Clark* –06 (*ex* Triton) *Well deck*	**IronScSr** *ss* Lth. 2nd No. 3–4, 02 *ss* Lth. No. 2–11 1 *Dk* (*Irn*) 2 *tr B*	1423 1149 893	✠90A1 2,14 ~~Examined 11.15~~ ~~BS 4,14~~ ✠LMC ~~4,16~~ 11,17	Lth	*p*	~~4,14~~ ~~11,17~~	1876 6mo	M. Pearse & Co. Stockton A&CP	New Line SS. Co. Ld. (R. Mackie & Co., *Mgrs.*)	250·6 Q 91' B 54' F 30' *WB* = *DB a* 74' *f* 96' *u E* & *B* 36' 390 *t*	32·5 BK 9"	18·5 4 *BH Cem*	Leith British	C. 2 Cy. 30" & 55"–36" (*i*) 75 lb *100 lb* NDB 01 136 NHP 2 SB, *6 pf*, GS 58, HS 2181 Blair & Co. (Lim.), Stockton	19 " 9 *s* 1 " 9½ 18 " 10	
337 139053 JLHD	**Newhaven** *Elec. light* Wireless	**SteelTrpScSr** 2 *Dks*	1656 1520 497					1911	Forg. & Ch. de la Médit. Havre	The Admiralty	292·0	34·6	22·1	London British	3 Steam Turbines Forg. & Ch. de la Médit. Hav.		V
338 108449	— *B. McEwen* –16	**SteelScYl** *ss* Gms. No. 3–10, 12 *ss* Gms. No. 1–16 1 *Dk*	161 148 63	✠100A1 *Stm Trawler* 6,17 7,16 ✠LMC 7,16 ✠NB 15, *rejitted* 7,16	Gms		~~11,15~~ 6,17	1897 2mo	Mackie & Thomson Glasgow A&CP	Consolidated Stm. Fishing & Ice Co. (Gms.) Ld. (J.D. Marsden, *Mgr.*)	104·2 Q 17' F 19'	20·5 BK 7½"	10·7 4 *BH Cem*	Grimsby British	T. 3 Cy. 10", 16" & 27"–20" (*s*) 180 lb 45 RHP 1 SB, *2 pf*, GS 26, HS 656 Muir & Houston (Lim.), Gls.	11 " 7	
339 122989	**Newhaven, N.B.** *J. Lyle* –10	**SteelScK** (*Trawler*) 1 *Dk*	182 182 69			...		1909	Hall, Russell & Co. Ld. Aberdeen	D. Dow (T.Y. Carnie, *Mgr.*)	110·3	21·8 BK 7½"	11·7	Granton British	T. 3 Cy. 12½", 20" & 33"–21" 67 RHP Hall, Russell & Co. Ld. Abn.	12 " 7	
340 110329 RCPT	**Newholm** *N.H. Blake* –15	**SteelScSr** *ss* Nwc. No 3–7, 11 *ss* Shl. No. 1–16 1 *Dk* (*Stl*) 2 *tr B* & *deep framing* 3 *Dk rule*	3399 3110 2194	✠100A1 8,17 ~~12,16~~ ~~B 12,17~~ ✠LMC 4,16	Shl	*v*	~~4,16~~ 5,17	1899 5mo *Lloyd's*	C.S. Swan & Hunter, Ld. Newcastle	Newcastle S.S. Co. Ld. (J.J. & C.M. Forster, *Mgrs.*) *WB* = *Cell DB a* 10 4' *u E* & *B* 38' *f* 140' 82	330·6 P 32' B 62' F 34' 9 *t DT a* 24' 493 *t FPT*	48·0 FK	23·6 5 *BH Cem* 60 *t APT* 36 *t*	Newcastle British	T. 3 Cy. 24", 40" & 64"–42" (*s*) 170 lb 293 NHP 3 SB, *9 pf*, GS 130, HS 4720 N.E. Marine Co. Ld. Nwc.	26 " 6 *s* 4 " 10 22 " 1	
341 110697 RGCW	**Newington** *C. Barnes* Wireless (*Tug*)	**IronScK** 1 *Dk*	193 176 76			...		1899	Cook, Welt'n & Gemmell Hull	Government of Canada	115·3 Q 20'	21·0 BK 7½"	11·5 *WB*	Vancvr BC British	T. 3 Cy. 11¾", 20" & 33"–24" NB 06 58 RHP C.D. Holmes & Co. Hull	12 " 4	
342 116118	**Newland** *G. Andrews* –14	**SteelScK** *ss* Hul. No. 2–11 1 *Dk*	245 221 97	✠100A1 *Stm Trawler* 3,14 BS 8,14 ✠LMC 6,11	Hul		8,13	1903 1mo *Lloyd's*	Cochrane & Sons Selby	City Steam Fishing Co. Ld.	125·0 Q 49'	21·5 BK 7" *WB* =	12·0 4 *BH Cem* *DB f* 13' 9 *t*	Hull British	T. 3 Cy. 12½", 21½" & 36"–24" (*s*) 200 lb 63 RHP 1 SB, *2 cf*, GS 33, HS 1120 C.D. Holmes & Co. Hull	12 " 10	
343 115125 TJGH	**Newlands** *ss* Gls. No. 1–17 *D. McT. McCrone* –15 *Elec. light*	**SteelScSr** 1 *Dk* (*Irn*) 2 *tr B* & *deep framing* 3 *Dk rule*	3012 2818 1938	✠100A1 ~~5,17 7,16~~ 1,18 Clf ~~B 12,16~~ ✠LMC ~~4,14~~ 8,17	Gls Clf	*u*	~~7,16~~ N8,17	1902 2mo *Lloyd's*	W. Gray & Co. Ld. W Hartlepool	Glasgow Nav. Co. Ld. (Maclay & McIntyre, *Mgrs.*) *WB* = *Cell DB*	325·0 P 27' B 88' F 30' *a* & *u E* 130' *f* 136' 732 *t*	47·0 FK	22·5 5 *BH Cem* *APT* 53 *t*	Glasgow British	T. 3 Cy. 24", 38" & 64"–42" (*s*) 160 lb ~~150~~ NDB 17 257 NHP 2 SB, *6 pf*, GS 98, HS 3738 *100 lb* Cen. Mar. Eng. Wrks. W Hpl	24 " 10 *s* 4 " 5½ 20 " 9	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné à un rapport antérieur. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres ou cotes de classification antérieurs.
344	**Newlyn**	**SteelScSr**	4019	✠100A1	Bry	*x*	6,16	1913	W.Pickers-	NewcastleS.S.Co.	380·0	52·2	22·9	Newcastle	T.3Cy.26″,42″&71″–48″ (*s*)	25 ″ 5	
133546	*W.Baker* –15		3845	7,17 6,16	Shl			12mo	gill&Sons,Ld	Ld. (J.J.&C.M.	P31′	B204′	F36′	British	180lb 420NHP	s 3 ″ 8½	
JDPV	.	1*Dk*(*Stl*)	2484	✠LMC12,13					Sunderland	Forster,*Mgrs.*)			FK	6*BHCem*	3SB,*9cf*,GS186,HS7070	22 ″ 2	
								Lloyd's	*SA&CP*	*WB=Cell DB a* 129′ *u E2*	5′*f* 165′	1075*t FPT*	135*t APT* 169*t*	J.Dickinson&Sons,Ld.Sld.		
345	**Newmarket**	**SteelTwinScSr**	833					1907	Earle'sCo.	Gt.EasternRly.Co.	245·0	31·1	15·2	Harwich	T.6Cy.15½″,25½″&41″–36″		
123934	*G.Fryatt* –13		721						Ld.		P59′	B66′	F60′	British	202NHP		
HLMD	*Elec.light*	2*Dks*	334						Hull					*WB*	Earle'sCo.Ld.Hull		
346	**Newminster Abbey**	**SteelScSr**	3114					1917	TyneI.S.B.	Fisher,Renwick&	331·3	48·0	22·2	Newcastle	T.3Cy.24″,40″&65″–42″		C
133594	*J.Robinson* –17		2903						Co.Ld.	Co.	P29′	B98′	F33′	British	274NHP		
JPBT		1*Dk*	1879						Newcastle					*WB*	N.E.MarineEng.CoLdNwc		
347	**Newona**	**SteelScSr**	2179					1909	Swan,Hun-	~~Fraser,Brace&Co.~~	250·3	43·0	22·5	Montreal	T.3Cy.20½″,33″&54″–36″		C
125470	*E.K.Perry* –15		1969						ter&Wigham	~~Ld.~~ Fraser,Brace	F42′			British	175NHP		
HPQR	*Elec.light Mchy.Aft*	1*Dk*	1401						Richardson,	&Clarke,Ld.				*WB*	N.E.MarineEngCoLd.Nwc		
									Ld Newcastle								
348	**Newport**	**IronScSr**	2735					1880	J.Roach&	PacificMailS.S.Co.	326·0	38·2	23·9	NewYork	T.3Cy.25″,37″&62″–42″		R
130179			—						Son					Utd.States	NE&B97 249NHP		
JTVP	Wireless	2*Dks3trB*	1806						Chester,Pa.						UnionIronWorks,S.Frs'co.		
349	—	**WoodSc3MstSr**	331					1875	.....	NorthPacificS.S.	133·5	25·5	9·9	S.Frncisco	C.2Cy.12″&20″–20″		
130056			—						SanFrancisco	Co.				Utd.States	15NHP		
		1*Dk*	206												RisdonIronWks.,S.Fo.		
350	—	**SteelPad**	307	✠	Dun			1910	CaledonS.	DundeeHarbour	151·5	29·1	7·2	Dundee	C.D.4Cy.18″&34″–42″	7 ″ 7	BT
123333	*S.Carrie* –10	(*Ferry*)	224	*For River service on the Tay*				8mo	B.&E.Co.Ld.	Commissioners				British	99RHP		SHS
	Elec.light	1*Dk*	189	3,12	✠				Dundee				FK	6*BHCem*	1SB,*3pf*,GS42,HS1644		&J.T.
															CaledonSB.&E.Co.Ld.Dun		
351	**Newport News**	**SteelSc**	1535					1895	NwprtNws	Norfolk&Wash-	260·0	46·0	14·1	Washngtn,	T.3Cy.24″,31″&62″–36″		
130696			—						S.B.&D.DCo.	ington StmboatCo.				D.C.	231NHP		
KSQP			1044						NwportNews					Utd.States	NewportNwsS.B.&D.D.Co		
352	**Newquay**	**SteelScSr**	4191	✠100A1	Shl	*x*	~~4,16~~	1914	J.Readhead	NewcastleS.S.Co.	369·9	51·1	25·3	Newcastle	T.3Cy.26″,42″&69″–48″ (*r*)	27 ″ 8	
133550	*C.C.Clarke* –16		4009	7,17 ~~12,16~~			7,17	2mo	&Sons,Ld.	Ld.(J.J.&C.M.	P33′	B226′	F34′	British	180lb 386NHP	s 4 ″ 2½	
JFBP		1*Dk*(*pt Irn pt Stl*)	2670	✠LMC2,14					SouthShields	Forster,*Mgrs.*)			FK	6*BHCem*	2SB,*6cf*,GS133,HS6329	23 ″ 11	
								Lloyd's	*SA&CP*	*WB=Cell D*	*Ba* 114′ *u E* 26′ *f* 166′		964*t APT* 60*t*	J.Readhead&SonsLd SShl		
353	**Newton**	**SteelSc3MstSr**	5001					1911	ForeRiver	NewEnglandCoal	389·0	54·6	28·0	Boston	T.3Cy.25″,41″&68″–48″		CE
209388	*A.G.Abbott*08–11		4412						S.B.Co.	&CokeCo.				Utd.States	320NHP		
LCGB	*Elec.light Mchy.Aft*	Sub.Sig. 1*Dk*	3093						Quincy,Mass.					*WB*	ForeRiverS.B.Co.Quincy		
354	—	**SteelScSr**	541	✠100A1	Got	*h*	6,16	1890	P.Larsson	J.N.Sanne	167·1	26·9	13·2	Uddevalla	T.3Cy.12″,19¾″&32″–24″ (*s*)	14 ″ 2	
1046	*I.E.Andersson*15–15		413	6,16 ~~6,16~~				10mo	Thorskog		Q55′	B35′	H14*t* F21′	Swedish	160lb 50NHP	s ″11½	
HVGT		*ss*Got.2ndNo.3–6,16	361	✠LMC6,16				*Lloyd's*	*SA&CP*				BK7″	4*BHCem*	1SB,*2cf*,GS33,HS760	13 ″ 11	
	Well deck	1*Dk*(*Irn*)								*WB=*	*DB u E&B* 24′ 80*t FPT*			70*t APT* 5*t*	Ross&Duncan,Glasgow		
		Cargo battens not fitted		~~B&C,17~~													
355	**Newtown** *Lloyd* –17	**SteelScSr**	1149	✠100A1	Bry	*n*	~~4,16~~	1899	NrthmberInd	TownLine(Lon-	220·0	32·5	15·1	London	T.3Cy.18½″,30″&49″–33″ (*s*)	17 ″ 4	
110327	~~*T.B.Tippett*–17~~	*ss*Shl.No.3–3,12	881	6,17 ~~2,15~~	Brest	Hpl	6,17	10mo	SB.Co.Ld.	don)Ld. (Harrison	Q92′	B48′	F23′	British ~~Lloyds~~	180lb 99RHP	s 1 ″ 8	
RJFQ	(*ex*Newark)	1*Dk*(*Stl*)&*Web frames*	611	✠LMC6,17					Newcastle	Sons&Co.*Mgrs.*)			FK	4*BHCem*	2SB,*4pf*,GS76,HS2496	15 ″11	
	Well deck	*ss*Hpl.No.1–17		~~B&C11,15~~	MS4,16			A&CP		*Cell DB a* 69′ *u E&*	*B* 38′ *f* 75′	225*t FPT*	28*t APT* 55*t*	J.P.Rennoldsn&Sns,SShl.		
		Cargo battens not fitted															
356	**Newtownards**	**SteelScSr**	837	✠100A1	Sld	*k*	4,17	1912	J.Crown&	Marquis of	199·6	30·0	12·2	Sundrland	T.3Cy.17″,28′&46″–30″ (*s*)	14 ″ 3	
132066	*T.Nicholson*09–12		605	3,16				4mo	Sons,Ld.	Londonderry	P21′	Q44′	B46′ F21′	British	160lb *90lb* 138NHP	s 1 ″ 1½	
HVST	*Well deck*	1*Dk*(*Stl*)	425	Examined 4,17					Sunderland	(D.N.Grimes,*Mgr*)			FK	4*BHCem*	1SB,*3cf*,GS58,HS2400	14 ″ 4	
				✠LMC4,12				*Lloyd's*	*SA&CP*	*W B=Cell DBa* 45′ *u E&*	*B* 29′ *f* 84′	224*t FPT*	49*t APT* 41*t*	N.E.MarineEng.CoLd.Sld.		
357	**Newyork**	**SteelScSr**	6859	✠100A1	Rot	*a*†	~~2,16~~	1902	Palmers'	AmericanPetro-	428·0	54·7	30·4	Rottrdam	T.3Cy.28″,46½″&77″–54″ (*s*)	32 ″ 0	
	G.H.Sinningh	*ss*Rot.No.3–8,15	5860	6,17 ~~2,16~~			6,17	9mo	Co.Ld.	leumCo.	P252′	F46′		Dutch	180lb *180lb* NDB13 564NHP	s 6 ″ 2	
PMRB		2*Dks*(1*Stl*&*Upt Irn*&*pt Stl*)	4463	*Carrying Petroleum in bulk*					Newcastle				FK	14*BHCem*	4SB,*12f*,GS268,HS9960	26 ″ 2	
	Mchy.Aft Elec.light	&*Web frames*		✠LMC8,15				*Lloyd's*	*SA&CP*	*WB=Cell DB*	*u E* 39′ 71*t FPT* 77*t*			*APT* 130*t*	Palmers'Co.Ld.Newcastle		
	Wireless			~~B&S11,16~~ MBS12,17													
358	**Ngahere** *ss*Wln.No.2–17	**SteelScSr**	1090	✠100A1	Wln	*n*	~~1,15~~	1908	A.Rodger	BlackballCoalCo.	225·0	33·1	15·7	PtGlasgow	T.3Cy.18″,30′&48′–33″ (*s*)	16 ″ 8	
102580	*H.Dillner*00–10	~~*ss*Ddn.No.1–12~~	893	3,17 ~~1,16~~			3,17	8mo	&Co.	Ld.	P20′	B58′	F22′	British	180lb 165NHP	s 1 ″ 11	
HNBG	*Elec.light*	1*Dk*(*Stl*)&*deep framing*	556	✠LMC5,16			~~3,17~~		Pt.Glasgow				FK	4*BHCem*	2SB,*4cf*,GS86,HS2850	15 ″ 1	
		Cargo battens not fitted						*Lloyd's*	*SA&CP*	*WB=Cell DBa* 71′ *u E*	15′*f* 84′	263*t FPT*	28*t*	*APT* 70*t*	A.Rodger&Co.Glasgow		
359	**Ngakuta**	**SteelScSr**	1775	✠100A1	Wln	*q*	~~6,15~~	1913	Smith's	BlackballCoalCo.	275·0	39·0	17·6	Middlsbro'	T.3Cy 21″,34′&56″–36″ (*s*)	18 ″ 5	
128829	*W.M.Muir* –13	*ss*Wln.No.1–17	1398	7,17 ~~7,16~~			7,17	8mo	DockCo.Ld.	Ld.	P24′	B63′	F23′	British	180lb 248NHP	s 2 ″ 8	
JCTH	*Elec.light*	1*Dk*(*Stl*)	944	~~B&S6,15~~	✠LMC8,~~15~~		~~7,17~~		Middlesbro'				FK	4*BHCem*	2SB,*6cf*,GS120,HS4440	16 ″ 2	
		Cargo battens not fitted						*Lloyd's*	*SA&CP*						Richardsons,Westgarth		
										WB=Cell DBa 82′ *u*	*E* 20′ *f* 108′	465*t FPT*	36*t APT* 70*t*		&Co.Ld.Mdb.		
360	**Ngan-Kin**	**SteelTwinScSp**	2732					1883	Scott&Co.	ChinaNav.Co.Ld.	289·5	43·2	10·4	London	C.4Cy.22½″&45″–30″		
87152	*F.Newcomb* –16		1966						Greenock		B302*t*		20·3	British	185NHP		
HWCB			2101												Scott&Co.,Greenock		
361	**Ngapuhi**	**SteelTwinScSr**	691	✠	Auk	*j*		1900	Gourlay	NorthernSSCo.Ld.	190·0	30·0	12·8	AuklndNZ	T.6Cy.13″,21″&34″–24″	13 ″ 6	
102329	*T.Haultain* –15	*ss*Auk.No.2–09	486	5 11				6mo	Bros.&Co.		B90′	F24′		British	161NHP		
RSHB	*Elec.light*	1*Dk*(*Teak*)	299	✠NB10,09✠					Dundee		*pt Shade dk* 35′		FK	5*BHCem*	1SB,*3cf*,GS62,HS2419 FD		
											WB=FPT 25*t*			*Tanka* 16*t*	GourlayBros.&Co.Dundee		
362	**Ngatiawa**	**SteelTwinScSr**	451					1906	D.J.Dun-	NorthernSSCo.Ld.	152·5	27·1	10·0	AuklndNZ	T.6Cy.8½″,14¼″&23½″–15″		
122916	*C.Hopkins* –15		332						lop&Co.		H76*t*	F11*t*		British	55RHP		
HGMV	*Elec.light*	1*Dk*	220						PortGlasgow					*WB*	D.J.Dunlop&Co.Pt.Gls.		
363	**Ngatoro**	**SteelScSr**	1138	✠100A1	Wln	*n*	~~16,15~~	1910	A.Rodger	BlackballCoalCo.	225·0	33·1	15·5	P.Glasgow	T.3Cy.18″,30″&48″–33″ (*s*)	16 ″ 8	
128651	*J.W.Duthie* –16	*ss*Wln.No.1–15	897	7,17 ~~1–16~~	Ddn		N7,17	6mo	&Co.	Ld.	P20′	B60′	F22′	British	180lb 166NHP	s 1 ″11½	
HQWV	*Elec.light*	1*Dk*(*Stl*)&*deep framing*	583	~~B&S9,16~~	✠LMC10,15				PortGlasgow				FK	4*BHCem*	2SB,*4cf*,GS86,HS2870	15 ″ 0	
		Cargo battens not fitted						*Lloyd's*	*SA&CP*	*WB=Cell DBa* 71′	*u E* 15′ *f* 84′	263*t FPT*	28*t APT* 62*t*		A.Rodger&Co.Glasgow		
364	**Ngi Moy**	**WoodSc**	*114*					1886	NewHar-		120·0	16·5	6·5		C.2Cy.16″&29′–18″		
		(*ex*Mena)	*79*						bourDck.Co.						37NHP		
		1*Dk*	*47*						Singapore						Hall,Russell&Co.Abn.		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. / Master. / Special Surveys.	3 Material, Rig, &c. / Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage. Gross / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 Built. By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L. R. Date of last Trade Cert.
365 133289	**Ngoiro**	CompScBarge Screws fore & aft 1 Dk	204 147 139					1913	C.Bailey, junr. Auckland,NZ	DevonportSteam FerryCo.Ld.	101·8	26·0	9·5	Auklnd NZ British	T.3Cy.12″,20″&32″–21″ 52RHP Ross&Duncan,Glasgow		
366 135193 JBSG	**Niagara** J.T.Rolls –14 Elec.light Ref.Mchy. Wireless	SteelTrpScSr 3Dks(U&2nd dk Stl–ws) & Shelter dk(teak s) & Web frames	13415 11365 7582	✠100A1 Shelter dk withfreeboard 1,17 ~~Feb 1918~~ Fitted for oil fuel 3,13 ✠LMC3,18	Syd	i†	~~12,15~~ s6,16 ~~c1,17~~ c12,17 L.P. a	1913 3mo Lloyd's above	J.Brown &Co.Ld. Clydebank	UnionS.S.Co.of NewZealand,Ld. WB=CellDBa 103′uE&B188′	524·7 FK&BK2″ f166′1343t	66·3	34·5 FPT120t	London British 9BHCem APT88t	T.8Cy.(2)27½″,(2)42″&(4) 47″–54″ 1L.P.Turbine (r) 220lb FD HS31564 2DB&6SB,40cf,GS787, J.Brown&Co.Ld.Clydebnk	37 ″ 6 s10 ″ 0 28 ″ 1	
367 KJTQ	— Juham97–10 Elec.light Wireless	SteelTwinSc (exCorse) 3Dks4trB	8590 7366 5361					1908	Atel.&Ch. de laLoire St.Nazaire	Cie.Générale Transatlantique	485·2 P34′H—F54′	56·1	33·8 WB	Havre French	T6Cy25½″,42½″&70⅞″–47½″ 676NHP Atel.&Ch de laLoire,Nts.		V
368 130738	— Mchy.Aft Elec.light	SteelSc	1952 — 1483					1897	F.W. Wheeler&Co W.BayCity	RochesterS.S.Co. (Boland&Cornelius,Mgrs.)	266·0	42·2	16·8	Buffalo Utd.States WB	T.3Cy.17″,29″&48″–36″ 138NHP F.W.Wheeler&Co.		L
369 PMRD	**Nias** G.Kruit Elec.light Wireless	SteelSc4MstSr 2Dks&Awning dk	5916 4328 3757					1909	Nederl. Schps.Maats. Amsterdam	Stoomv.Maats. Nederland	393·6 B71′F40′	51·3	29·3 WB	Amstrdam Dutch	T.3Cy.26½″,43″&72″–48″ 359NHP NedFb.v.Wrk&Spoor,Ams		V
370	**Nibbio**	SteelSc	112 — 39					1899	M.U. Martinolich Lussinpiccolo	Soc.Anon.Austriaca diNav.aVap. "Dalmatia"	111·2	18·0	8·6	Zara Aust.-Hung.	C.2Cy.13″&26″–15¾″ 22NHP Greenham&Co.Trieste	9 ″ 6	A
371 98753 MSQD	**Niblick** H.Rook –16 (exCormorant)	IronScK ssHul.No.3–9,03 ssHul.No.2–11 1Dk	154 143 63	✠ Stm Trawler 6,15 ✠NB6,08 ✠	G ms			1891 7mo	Cochrane, Coopr&Schofield Beverley	H.Wood	101·0 Q19′ ptND03	20·5 BK7½″	11·0 3BHCem	Grimsby British	T.3Cy.12½″,19½″&31½″–22½″ 50RHP 1SB,2pf,GS27,HS730 C.D.Holmes&Co.Hull	11 ″ 10	
372	**Nicaraguan** (exPortoRico) Elec.light	SteelScSr 1Dk&Hur dk	1257 1070 854					1899	CraigS.B. Co. Toledo,O.	BluefieldsFruit& S.S.Co.	220·2	32·0	13·6 21·0	Bluefields Nicaraguan	T.3Cy.18″,27″&42″–28″ 93NHP RiversideIrnWrks,Detroit		R
373 RMGC	**Nicaria** Hollasch –14 Elec.light Wireless	SteelScSr 2Dks	3974 3572 2298					1901	Akt.Ges. "Neptun" Rostock	Hamburg-Amerik. Packetf.Act.Ges. (Ham.-Amr.Linie)	339·1 P33′B123′F27′	51·2	24·2	Hamburg German	T3Cy25 9/16″,40½″&66⅞″–44 7/16″ 298NHP A.G."Neptun,"Rostock		G
374 KJTR	**Nice** Gouffon (exHarriet Agnes)	IronSc3MstSr (exJeanne d'Arc, 1Dk2trB	620 462 377					1866	Nyköpings Mek.Verks. Nyköping	Soc.Les Affrêteurs Réunis (J.Stern, Mgr.)	194·8 P102t	25·9 F19t	15·2 WB	Algiers French	C.2Cy.22″&42″–27″ NE83NB00 76NHP R.&W.Hawthorn,Nwc.		V
375 137516 JMWS	**Niceto de Larrinaga** C.H.Ferrell –16 Elec.light	SteelScSr 2Dks(Stl)&Shelter dk(Stl) Cruiser Stern	5591 5147 3506	✠100A1 Shelter dk withfreeboard ~~11,17~~ ~~10,16~~ 5,18 ✠LMC8,16 Carrying fuel oil F.P.above	Mch	b†		1916 8mo Lloyd's	Russell& Co. Pt.Glasgow	LarrinagaSSCoLd (Larrinaga&Co.) 1IntrmteBH&1′tw CellDB385′1468t DTa42′1138t	439·8 Fon Shelter dk50′	56·0 ndk BHdispensedwi FK	26·3 th Cem 4BH to Udk 1 ,, ,,Shlt ,, 1 ,, ,, 2nd ,,	Liverpool British	T.3Cy.26″,43″&70″–48″ (r) 180lb 110lb 483NHP 2DB,12cf,GS202,HS9020 Rankin&Blackmre Ld.Grk	29 ″ 0 s 4 ″ 0 25 ″ 4	
376 9143 JSGH	**Nichibei Maru** S.Tagami10–12 (exSalamanca) Well deck	IronScSr ssN.Yk.No.3–3,95 ssN.Yk.No.1–99 1Dk(Irn)2trB	1420 1077 880	✠ 3,04 ✠	HKg	p		1882 6mo	JLThompson&Sons Sunderland	OkazakiKisenK. Kaisha WB=Cell D	250·0 P28′Q68′B48′F27′ Ba72′u	36·5 FK E&B34′ f96′	14·1 342t	Kobe Japanese APT18t	C.2Cy.32″&60″–39″ 176NHP 2SB,4pf,GS80,HS2916 J.Dickinson,Sunderland	16 ″ 9	
377 1656 HKWS	**Nichinan Maru** (exKwan-onMaruNo.15. exPalamed)	IronScSr 2Dks	2474 2248 1534					1885	A.Leslie& Co. Newcastle	OkazakiKisen KabushikiKaisha	326·1	35·7	26·4	Kobe Japanese	C.2Cy.27″&58⅜″–45″ 190NHP R.Stephenson&Co.Nwc.		
378 91 QBKC	**Nichiren Maru** Well deck	SteelScSr (exBuckminster) 1Dk&Webframes	2015 — 1400			…		1892	W.Gray& Co.Ld. WHartlepool	TaiyoKisen KabushikiKaisha	277·0 P29′Q76′	38·0 B114′F29′ BK9½″	18·7	Dairen Japanese WB	T.3C y.20″,31½″&53″36″ 175NHP Cen.Mar.Eng.Wrks.WHpl	20 ″ 1	
379 5109 JGKD	**Nichiun Maru** (exUgoMaru,exJason)	IronScSr 2Dks	2300 2058 1426					1880	A.Leslie& Co. Newcastle	K.Yamamoto	329·1 H180t	33·3	26·2	Kobe Japanese	C.2Cy.27⅛″&56⅛″–52″ 188NHP R.Stephenson&Co.Nwc.		
380 8942 JRPD	**Nichiyei Maru** H.Takashima11–12 (exCelebes)	SteelScSr 2Dks3trB	2302 1958 1427			…		1883	A.&J. Inglis Glasgow	K.Hamaguchi	285·0 P54′B78′F40′	37·2 BK10″	23·9	Nishinomiya Japanese	C.2Cy.36⅜″&69¾″–45″ 272NHP A.&J.Inglis,Glasgow	25 ″ 2	
381 77 QBJD	**Nichiyo Maru** R.Minagawa –13 (exMargherita)	SteelScSr ssKob.No.3–8,13 1Dk(Stl) & Spar dk(Stl) & deep framing	3357 3047 2109	✠100A1 Spar dk 10,16 ✠LMC ~~10,16~~	Kob	v	~~9,15~~ 8,17	1900 11mo	Russell &Co. Pt.Glasgow	OkazakiKisen GoshiKaisha WB=CellDBa	330·5 P20′B74′F33′ A&CP 102′u	48·1 E&B40′ f140′	15·9 23·5 FK	Dairen Japanese 5BHCem 877tAPT63t	T.3Cy.24″,40¼″&65″–42″ (s) 180lb 80lb 290NHP 2SB.6cf,GS130,HS4360 J.G.Kincaid&Co.Greenock	26 ″ 1 s 5 ″ 0 21 ″ 6	
382 HQLP	**Nicholaos** A.Karantonis (exAlexanderPirie)	IronScSr ssPir.3rdNo.3–4,12 1Dk	460 415 250	✠ 12,14 ✠NB81	Pir	i		1873 11mo	A.Hall& Co. Aberdeen	G.Katrakis	180·0 Q47′B49tF10t ND87	26·0 BK7½″	14·0 4BHCem	Piræus Greek	C.2Cy.28″&48½″–24″ NDB81 110NHP 1SB,3pf,GS52,HS1751 GourlayBros.&Co.Dundee	14 ″ 9	
383 MDHV	**Nicholas Cuneo** F.Hansen –11 Elec.light	SteelScSr 1Dk&Spar dk	1051 916 606					1907	Framnes Mek.Værks. Sandefjord	DpskselskAvance (B.Hanssen)	216·0 H99t	30·1	20·1	Flekkefjrd Norwegian WB	T.3Cy.18″,29″&48″–33″ 132NHP AkersMek.Værks.Xia.		N
384 PMRF	**Nickerie** A.R.Nyboer (exSt.Jan) Elec.light Well deck Wireless	SteelScSr ssAms.No.2–15 2Dks(Stl–Upt teaks)	2462 1760 1556	✠100A1 ~~6,17~~ ~~10,16~~ 2,18 ~~Nov 1916~~ BS ~~10,16~~ ✠LMC11,15 11,17	Ams	t	10,15 11,17	1907 6mo Lloyd's	Akt.Burmeistr&Wain Copenhagen	Koninkl.West-IndischeMaildienst B=Cell DB a84′u	310·8 P&B213′F33′ E22′f140′	40·7 FK 435t	18·8 FPT	Amstrdam Dutch 5BHCem 20tAPT5t	T3Cy.21½″,34½″&60″–39″ (r) 180lb 281NHP 2SB,6cf,GS126,HS4840 Akt.Burmeistr&Wain,Cpn	21 ″ 9 s 2 ″ 3½ 19 ″ 9	
385 PMRG	**Nicolaas** A.Dekker11–12 (exTyne) Well deck	SteelScSr ssAms.No.3–6,16 1Dk(ptIrn&ptStl) & Web frames	1101 869 683	✠100A1 8,17 ~~11,16~~ ✠LMC6,16 ~~BS6,17~~ 6,18	Ams	n	~~5,16~~ 8,17	1903 6mo Lloyd's	S.P.Austin &Son,Ld. Sunderland	Naam.Ven.totExploitatie van het S.S.Nicolaas (W.H.Berghuys CoalTrade)	222·2 Q79′B50′F26″ DBa61′ uE17′ f 90′	33·3 WB=Cell FK	14·3	Amstrdam Dutch 4BHCem 278tAPT78t	T.3Cy.18″,29½″&48″–33″ (s) 160lb 90lb 145NHP 1SB,3pf,GS61,HS2356 N.E.MarineEng.Co.Ld.Sld	16 ″ 6 s 1 ″ 4 15 ″ 5	

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Forme assignée maintenant expiré. Lettre d'Applipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pt.	15
386	**Nicolaas**	**SteelScK**	172			...		1898	Cumming &Ellis Inverkeithng	Zeeviss.Maats. Nicolaas (W.Haarleveld)	109·0 Q18′F19′	21·1 BK7½″	10·4	Ymuiden Dutch	T.3Cy.12½″,20″&32″–23″ 49NHP MacColl&Pollock,Sld.	11 ″ 9	V
	L.Vuijt –10 (*ex*Active,*ex*MountBlanc)	(*Trawler*) 1*Dk*	166 60														
387	—	**SteelSc**	117					1915	Jonker& Stans Hendrik Ido Ambacht	Ackermans&Van Haaren	88·6	19·0	10·0	'sGraven-hage Dutch	T.3Cy.11$\frac{4}{16}$″,18$\frac{1}{16}$″&29$\frac{5}{16}$″–21$\frac{5}{16}$″ 42NHP Alblasserdam.Msch.Fab.		V
PMRJ	*Boysen* –15	(*Tug*) 1*Dk*	115 —														
388	**Nicolai**	**IronTwinScSr**	316					1882	..... Trieste	H.Baranoff& Ch.Theofani	176·0	27·6	7·4	Rostoff Russian	C.4Cy.10½″&21″–18″ 31NHP		
970 LRBV		1*Dk*	— 217														
389	—	**SteelSc**	307					1908	Nüscke &Co. Stettin	D.N.Maslennikoff	142·1 P&B70′F23′	22·8 *WB*	10·9	Archangel Russian	T.3Cy.10″,15″&24″–16″ Christiansen& Meyer,Harburg		
1090	*W.F.Berkul*08–08 *Elec.light*	1*Dk*	— 123														
390	—	**IronScK**	165	✠	Sws			1898 10mo	Cook,Welt'n&Gemmell Hull	Gebr.P.&C. Malachoff	110·0 Q20′	20·7 BK7½″	11·0	Archangel Russian	T.3Cy.12½″,19½″&32″–22½″ 1SB,2*cf*,GS27,HS876 54NHP C.D.Holmes&Co.Hull	11 ″ 10	
1056	*G.Wildik* –12 (*ex*RocheCastle)	*ss*Mil.No.1–02 1*Dk*	156 59	*StmTrawler* 9,07											3*BHCem*		
391	—	**IronSc**	154					1912	Sandvikens Mek.Værks. Helsingfors	P.Belaieff's Successors	95·1	21·0	10·1	Petrograd Russian	Motor		
425		*Motor* 1*Dk*	— 83														
392	—	**IronPad**	152					1870	Bellino- Fenderich Odessa	RussianBlack-Sea Dnepr.S.N.Co.	130·5	17·2	8·9	Nicolaieff Russian	C.2Cy.22″&35″–56″ 76NHP		
728		(*Tug*) 1*Dk*	— 69														
393	—	**IronScSr**	141					1858	MotalaCo. Gothenburg	A.Morosoff	101·5 B7*t*	22·0	10·2	Archangel Russian	C.4Cy.15″&30″–20″ 67NHP Burmeister&Wain,Cpn.		
1216	*W.Bogdanoff*05–13 (*ex*Union,*ex*Skandinavien)	(*SalvageSteamer*) 1*Dk*	— 58														
394	—	**IronPad**	115					1879	..... SouthShields	RussianBlack-Sea DneprS.N.Co.	95·5	18·2	9·6	Odessa Russian	1Cy.35″–48¾″ 71NHP		
112		(*Tug*) 1*Dk*	— —														
395	**Nicolai II.**	**SteelScSr**	2567					1895	Lobnitz& Co. Renfrew	C.Vasilescu	296·0 P29′ Q86′ F31′	40·1 H120′ *WB*	19·8	Bucharest Roumanian	T.3Cy.19¼″,32″&51″–39″ 162NHP Lobnitz&Co.,Renfrew		V
		2*Dks*	1904 1646														
	Well deck																
396	—	**IronScSr**	387					1886	Göteborgs M.V.Aktieb. Gothenburg	J.Burkoff	140·0 B43′H13′	24·0	14·1	Archangel Russian	C.2Cy.13½″&32″–20″ *E.alt*01 NB01 38NHP GöteborgsM.V.Aktieb.Got		
1190	*J.Eliseeff* –12	(*ex*Nornan) 1*Dk*	— 214												*WB*		
397	**Nicolaos**	**SteelScSr**	1667	✠100A1	Shl	*r*	1,16	1891	Richardsn Duck&Co. Stockton	Akties.Steam (C.B.Nielsen *Mgr.*)	270·0 Q101′	36·7 23·5	16·5	Skien Norwegian	T.3Cy20½″,33½″&55″–36″ (*s*) 150lb *100lb* NDB06 176NHP 2SB,*4cf*,GS58,HS2560 Blair&Co.Ld.Stockton	19 ″ 2 s 7 ▪ 4½ 18 ″ 10	
WKVD	*G.Ronneberg*14–16*ss*Shl.2nd*No.3–6,16* (*ex*Billio,*ex*Sledmere)	1*Dk*(*Irn*)&*Webframes*&*pt Awng dk*(*Irn*)	1494 1284	*pt Awng dk* *withfreeboard* 6,16	✠LMC BS1,16	MS6,16		2mo		*Lloyd'sA&CP*				1Cy.30″–48¾″ 71NHP	*WB*=*Cell DB*208′321*t FPT*82*t APT*27*t*		
398	—	**IronScSr**	1369	✠100A1	Sws		9,16	1878	Schlesingr, Davis&Co. Newcastle	OverseasSyndicate Ld.(Moller&Co. *Mgrs.*)	250·6 P26′F30′	32·7 BK9″	19·0	London British	C.2Cy.30″&56″–39″ (*r*) 75lb *80lb* NDB02 149NHP 1SB,3*pf*,GS65,HS2385 Black,Hawthorn&Co.Gts.	22 ″ 4 s 3 ▪ 6 19 ″ 9	
79644 JNMW	*S.Hiles* –17 (*ex*Innesmoor, *ex*Suppicich)	*ss*Dub.3rdNo.3–1,12 1*Dk*(*Irn*)2*trB*	1237 839	2,14 NB3,95 BS10,16	✠LMC MS2,17			10mo		A&CP		*WB*=			*ABHCem* *DBf*60′110*t*		
399	**NicolaosAthanassulis**	**SteelScSr**	3406	✠100A1	Grf	*v*	~~12,13~~ 4,17	1901	J.Priestman&Co. Sunderland	A.N.Athanassulis (N.M.Athanassulis *Mgr.*)	339·7 P31′B92′F34′	48·0 FK	26·0	Piræus Greek	T.3Cy.24″,38″&64″–42″ (*s*) 160lb *120lb* NDB13 276NHP 2SB,*6cf*,GS94,HS4307 Richardsons,Westgarth& Co.Ld.Hpl.	27 ″ 4	
	*K.Terentino*14–14 (*ex*Portugalete)	*ss*Bla.No.3–11,13 1*Dk*(*Stl*)2*trB*& *Webframes* 3*Dk rule*	2619 2244	9,16 ~~Ex.~~ ~~BS7,16~~	✠LMC9,15			6mo		A&CP		*WB*=			6*BHCem* *APT*118*t*		
400	**Nicolaos Canelopoulos**	**IronScSr**	*387*			...		1884	M'Knight M'Credie&Co Ayr	N.Canelopoulos	159·5 Q54′B36′F18′	23·1 BK7″	11·6	Syra Greek	C.2Cy.20¼″&40″–28″ NDB94 71NHP J.&T.Young,Ayr	12 ″ 1	V
HRVQ	Dimitrios,*ex*Vril)	*Well deck* 1*Dk*	*303* *160*												*WB*		
401	**Nicolaos Michalos**	**SteelScSr**	3406	✠100A1	Npt	*u*	~~x2,16~~	1892	W.Gray& Co.Ld. W Hartlepool	L.Michalos	330·0 Q131′	43·1 BK11″	21·6	Syra Greek	T.3Cy.24″,38″&64″–42″ (*s*) 160lb *100lb* NDB14 256NHP 5*BHCem* *APT*37*t*	24 ″ 4 s 9 ▪ 0 23 ″ 7	
HRNK	*N.Picoulis* –14 (*ex*StefanoDandria, *ex*Thyra)	*ss*Yka.No.3–8,05 *ss*Pir.No.2–14 1*Dk*(*Irn*)2*trB*& *Webframes*&*pt Awng dk*(*Irn*)	2619 2244	*pt Awng dk* *withfreeboard* 5,17 ~~2,16~~ BS10,16	Mal ✠LMC4,~~14~~ MS5,17		~~x~~5,17	3mo		A&CP		*WB*=			2SB,*4rf*&*2cf*,GS84,HS3700 Cen.Mar.Eng.Wrks.WHpl		
	Now named "Indret," See No. 26 in Supplement																
402	**Nicolaos Roussos**	**SteelScSr**	2421	✠100A1	Cff	*t*	7,16	1890	Richardsn, Duck&Co. Stockton	J.RoussosSons	307·0 Q117′	41·1 FK	20·7	Piræus Greek	T.3Cy.22½″,37″&61″–42″ (*s*) 160lb *180lb* NDB16 251NHP 5*BHCem* *APT*214′361*t*	23 ″ 6 s 9 ▪ 0½ 21 ″ 8	
	~~*G.Vrouliz*11–12~~ *Antenellos* –17 (*ex*Congo)	*ss*Pir.2ndNo.3–3,10 *ss*Nap No.1–14 1*Dk*(*Irn*)2*trB*&*Webframes* &*pt Awng dk*(*Irn*)	— 1304	*pt Awng dk* *withfreeboard* 6,17 ~~7,16~~ MS7,14	Mdb ✠LMC BS7,16			9mo		*Lloyd'sA&CP*		*WB*=*Cell DBa*&*u*			5*BHCem* *E&f*214′361*t*		
403	**Nicolas**	**SteelScSr**	2429	✠100A1	Bbo	*s*	~~11,16~~ 10,17	1895	SirR Dixon &Co. Middlesbro'	~~Soc.Anon.deNav.~~ ~~Palma~~ MaritimaBilbao	294·9 P27′Q82′	41·3 FK	17·9	Bilbao Spanish	T.3Cy.23″,37″&61″–42″ (*s*) 160lb *80lb* NDB11 246NHP 5*BHCem* *APT*42*t*	20 ″ 3 s 8 ▪ 1½ 19 ″ 8	
HVWG	~~*V.Evadne* –17~~ *V.Renteria* –17 (*ex*Lombardy)	*ss*Liv.No.3–3,07 *ss*Bbo.No.2–15 1*Dk*(*pt Stl pt Irn*) &*Webframes*&*pt Awng dk*(*Irn*)	1800 1554	*pt Awng dk* *withfreeboard* 10,17 ~~9,16~~ MS6,15	~~BS9,16~~ BS10,17 ~~MS7,16~~			2mo		*Lloyd'sA&CP*		*WB*=*Cell DBa*			5*BHCem* 2SB,*6cf*,GS104,HS3760 16′*f*118′483*t*		
	Now named "Sendeja," See No. 87 in Supplement																
404	—	**SteelScSr**	516	✠100A1	Bkn	*g*	~~x7,16~~ 1,18	1906	VanVliet &Co. Hardinxveld	Potter&Son	159·4 Q82′B14′F18′	26·2 FK	11·3	London British	T.3Cy.13″,21″&34″–24″ (*s*) 180lb 75RHP 1SB,3*pf*,GS43,HS1377 G.T.Grey,SouthShields	12 ″ 0 s ▪ 6½ 11 ″ 8	
123707 HJGC	*J.Walker* –13 *Well deck*	*ss*Bkn.No.2–14 1*Dk*(*Stl*)	368 229	5,13 ~~Mch.Lev~~ ~~BS7,16~~ ~~BS6,17~~	~~✠LMC9,14~~			9mo		*Lloyd'sA&CP*		*WB*=*FPT*56*t*			4*BHCem* *APT*58*t*		
405	**Nicolas Constantinos**	**SteelScSr**	952	✠100A1	Msl	*n*	9,16	1890	Irvine& Co. WHartlepool	E.Tournis&Co. (C. Antoniadi, *Mgr.*)	231·4 P27′Q61′B96′F26′	32·1 BK8″	13·7	Piræus Greek	T.3Cy.16½″,26″&44″–33″ (*s*) 160lb *60lb* NDB01 111NHP 1SB.3*rf*,GS45 Cen.Mar.Eng.Wks.W.Hpl.	16 ″ 2 s ▪ 10 16 ″ 2	
472 HSDP	*E.Tournis* (*ex*GlenGairn,*ex*Lizzie *Well deck* Cory)	*ss*Msl.2ndNo.3–9,16 1*Dk*(*Irn*)&*Webframes*	859 703	9,16	✠LMC9,16			4mo		*Lloyd'sA&CP*		*WB*=*Cell DB*195′364*t*			4*BHCem*		
406	**Nicolas Kirzis**	**SteelScSr**	2869	✠	Hpl	*t*		1897	W Pickersgill&Sons Sunderland	Aug.Bolten, Wm.Miller's Nchfl.	309·3 P27′Q42′	42·8 FK	19·2	Hamburg German	T.3Cy.21½″,36″&60″–42″ 254NHP 2SB,*6pf*,GS100,HS3940 G.Clark,Ld.Sunderland	21 ″ 9	G
RVCB	*J.Falk* (*ex*Haardt,*ex*FlorianHeyne,*ex* Shahristan,*ex*Heronspool)	*ss*Hpl.No.3–12,08 1*Dk*(*Stl*)& *deep framing*&*pt Awng dk*(*Stl*)	2105 1816	*pt Awng dk* *withfreeboard* 12,08 ✠				3mo				*WB*=			6*BHCem* *Cell DBa*96′*u E&B*44′*f*120′647*t APT*38*t*		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 6 7 Particulars of Classification. Character. / ✝ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 9 Built. When. / Ship. / Engines.	By Whom. / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidship. / Corresponding draught.	15 Registers as within classed, if not in L. R.
407 363 HNAF	**Nicolay Belozwetow** SteelScSr ~~C.Oscilin 13–18~~ ssNag.2ndNo.3–11,16 (*ex*Regnant) *Bachmann* –17 1*Dk*(*Stl*)&*Web frames*&*ptAwng dk*(*Stl*)	*1943* *1383* *1245*	✝100A1 *ptAwng dk* *with freeboard* ~~7,17~~ ~~11,18~~ 12,17 ✝LMC11,16	Nag	*r*	11,16	1891 8mo	Sunderlnd S.B.Co.Ld. Sunderland A&CP	NorthernSS.Co.Ld *WB*	265·2|38·2|17·2 P23′Q84′ *ptAwng dk*158′ FK = *Cell DB*218′ 390*t*	Petrograd Russian 6*BHCem* *APT*49*t*	T.3Cy.21″,34″&56″–36″ (*s*) 160lb *120lb* NDB04 192NHP 2SB,*6cf*,GS90,HS2928 N.E.MarineEng.CoLdNwc	19 ″ 6 s 7 ″ 9 19 ″ 1	
408 HFGD	**Nicolay Knudtzon** WoodScSr *S.Alne* –12 1*Dk*	226 164 127					1871	..... Drammen	Kr.Högh-Hervig	103·2|17·9|7·1 Q17*t*B39*t*H5*t*			Haugesnd Norwegian	C.2Cy.15⅝″&29⅞″–24″ 35NHP NylandsVærksted,Xania		
409 73 QTHV	**Nicolò Tommaseo** SteelSc *F.Zennaro* 1*Dk*	653 — 389					1910	F.Menetto Chioggia	G.E.Salvagno& Nipoti	218·7|29·1|13·6			Venice Italian	C.2Cy.16½″&34⅜″–19 7/10″ 44NHP Soc.Veneta diCostr.Mecc. Treviso		I
410 121232 HCLQ	**Nicoya** SteelScSr (Detained at Hamburg) *A.E.Johnson* –12 ssRot.No.2–13 4*Dks*(*StlU–ws*) *Elec.light* *Ref.Mchy.* Wireless	3911 3596 2482	✝100A1 6,14 ✝LMC6,13	Rot	*x*	1,14	1905 4mo	A.Stephen &Sons Glasgow *Lloyd's WB*	Elders&Fyffes, Ld. *sA&CP* = *CellDBa*73′	365·5|46·2|29·6 F45′ FK *uE&B*77′*f*138′616*t*	Glasgow British 4*BHonly*, *Cem* *D Tanksaft*,*port*31′ 100*t*Stbd35′	T.3Cy.28⅝″,45″&75″–51″ (*s*) 180lb 574NHP 4SB,*16cf*,GS314,HS10750 A.Stephen&Sons,Glasgow 100*t FW Tanksaft*10′57*t*	32 ″ 6 s 7 ″ 4 25 ″ 8	
411 NBSF	**Nidaros** SteelScSr *S.Rindby* *Elec.light* *Well deck* *Ref.Mchy.*	1024 703 617					1889	Lobnitz& Co. Renfrew	DetForenede DampskibsSelsk.	219·4|29·1|15·4 len04			Esbjerg Danish	T.3Cy.18″,30″&48″–36″ 138NHP Lobnitz&Co.,Renfrew		V
412 MFLR	— SteelScSr *H.Weidemann* (*SalvageSteamer*) *Elec.light* Wireless 1*Dk*	313 300 118					1909	Trndhjms Mek.Værks. Trondhjem	NorskBjergnings- kompagni	154·8|25·1|11·8 B28′F28′			Trndhjem Norwegian *WB*	T.3Cy.15″,25″&41″–24″ 82NHP TrondhjemsM.V.Trndhjm.		N
413 104228 RVML	**Nidd** ssGoo.No.1–17 SteelScSr *J.Blackburn* –17 ssGoo.No.3–5,13 *Elec.light* 1*Dk*(*Irn–ptws*)&*Web frames*	996 842 457	✝100A1 7,17 ~~3,16~~ ~~BS8,16~~ ✝LMC5,13	Bkn Goo	*n*	~~3,16~~ N7,17	1900 8mo	W.Dobson &Co. Newcastle A&CP	Lancashire& YorkshireRly.Co. *WB*=	235·0|33·1|15·7 P39′B81′F33′ BK7″ *Cell DBa*56′ *uE*19′	Goole British 5*BHCem* *f*64′207*t*	T.3Cy.19″,32″&52″–36″ (*s*) 180lb 185NHP 2SB,*6cf*,GS112,HS2984 Wllsnd.Slpwy.Co.Ld.Nwc.	16 ″ 6 s 2 ″ 2 15 ″ 4	
414 MFKR	**Nidelven** SteelSc *Randers* *Elec.light* 1*Dk*&*ptAwng dk*	1262 816 764					1908	Trndhjms Mek.Værks. Trondhjem	Nordenfjeldske Dampskibsselskab	231·1|33·3|13·6 Q84*t*H41*t*F292*t*	Trndhjem Norwegian *WB*	T.3Cy.17″,28½″&48″–33″ 132NHP Trondhjems M.V.Trndhjm		N
415 RPMQ	**Niederwald** SteelScSr *L.Schubart* (*ex*St.Thomas) 2*Dks*(*Stl*)&*Web frames* *Elec.light* Wireless *Fitted for oil fuel*	3490 3136 2195	✝ 2,08 ✝	Ham	*w*		1904 5mo	Akt.Bur- meistr&Wain Copenhagen	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie) *WB*	354·8|45·2|24·3 P&B289′F38′ FK = *Cell DBa* 98′ *uE* 24′*f*146′ 612*t FPT*	Hamburg German 6*BHCem* 61*t APT*30*t*	T.3Cy.27″,43″&75″–48″ 482NHP 4SB,*12cf*,GS205,HS8252 Akt.Burmeistr&Wain,Cpn	27 ″ 0	G
416 MBDO	**Niel Macleod** IronScSr (*ex*Salvadora) *Elec.light* 1*Dk*&*Awngdk3trB*	901 698 634			…		1875	W.Doxford &Sons Sunderland	Cia.Maritima	210·4|31·0|15·3 BK8″	Manila Utd.States *WB*	C.2Cy.27″&50″–33″ NB84 106NHP G.Clark,Sunderland		
417 RPMQ	**Niels** SteelScSr *H.Hermansen* –16 ssB.As.No.3–9,16 (*ex*CaboCorrientes,*ex*West 1*Dk*(*Stl*) *Well deck* *Mchy.Aft* Coast,*ex*RiverTay)	*467* *325* *195*	✝100A1 11,17 9,16 ~~BS11,17~~ ✝LMC9,16	BAs Hul		12,16	1902 7mo	Ardrossan D.D.&S.B.Co. Ld Ardrossan *Lloyd's sA&CP*	~~Dampskibs.~~ "Excelsior" ~~(R.Brünnich *Mgr.*)~~ ~~Ardrossan~~ Th.Just	165·8|25·6|10·4 Q91′B10′F19′ FK *FPT*50*t*	Copnhagn Danish 3*BHCem* *APT*5*t*	C.2Cy.16″&40″–20″ (*a*) 125lb *65lb* 89NHP 1SB,*3pf*,GS55,HS1453 Hutson&Son,Ld.Glasgow	11 ″ 2 ~~8~~3 ″ 11½	
418 NFPC	— WoodAuxScSr *J.Henriksen* *Paraffin Motor* (*ex*Sailing Vessel) 1*Dk* (*See Sailing Ship Register*)	113 107 94					1892	N.P.Peter- sen Thurö	~~P.B.Petersen~~	86·2|20·4| 9·8	Rudkjbng Danish	Paraffin Motor 3Cy.10½″–12¾″ NE*fitted*16 Houmöllers-Maskinfab. Frederikshavn		V
419 NSTK	**Niels Brock** Steel&IronScSr *P.Petersen* 1*Dk*	433 302 210					1881	Kockums Mek.Værks. Malmö	DetForenede DampskibsSelsk.	164·5|25·0|11·5 P21*t*B54*t*H25*t*F35′ *WB*	Copnhagn Danish *WB*	C.2Cy.37¼″&46½″–29¼″ 97NHP KockumsMek.Vrks,Mlmö		
420 NKRD	**Niels Ebbesen** SteelScSr *Eriksen* *Elec.light* 1*Dk*&*Awng dk*	874 585 382					1899	Lobnitz& Co.Ld. Renfrew	DetForenede DampskibsSelsk.	200·9|31·2|13·5 20·7	Randers Danish *WB*	T.3Cy.19″,32″&57″–39″ 203NHP Lobnitz&Co.Ld.Renfrew		V
421 PMSV	**Niels Nielsen** SteelScSr *D.Dietrichsen*04–16 *Elec.light* 2*Dks*(*Stl*) ~~*Ref.Mchy.*~~	5730 5058 4410	✝100A1 2,18 ~~MS10,17~~ ~~✝LMC11,16~~ *Fitted for oil fuel* 11,16 *F. P. above* 150°F.	Sea Sba	*z*		1916 11mo	Skinner& Eddy Corp. Seattle,Wash 1*BHinforehold* & A&CP	B.Stolt-Nielsen	409·6|54·0|27·1 P44′B115′F47′ FK 1*BH in after hold dispensed with*	Haugesnd Norwegian *Cem* 5*BHonly* *CellDB*355′	1GearedSteamTurbine (*s*) 190lb 3SB,*9cf*,GS207,HS7509 Gen.Electric.SehnctdyNY 1198*t FPT*120*t APT*140*t*	29 ″ 9 ~~25–11~~ ~~12 ″ 11~~ s 6 ″ 0½ 24 ″ 1	
422 NMRL	**Niels R. Finsen** SteelScSr *Olsen* 1*Dk*	1839 1637 1138					1904	J.Smit,Czn Alblasserdm	DpskslskDanmark (P.Brown,*Mgr.*)	274·8|41·1|17·8 P21′B166′F33′	Copnhagn Danish *WB*	T.3Cy.20½″,33″&54″–36″ 175NHP Maats deSchelde,Flushing		V
423 KJTS	**Niémen** SteelScSr *Bernard*10–10 ssBdx.No.1–13 *Elec.light* 1*Dk*(*Stl*)&*Awng dk*(*Stl–ws*) &*deep framing*	1888 1568 1050			…	10,15	1909 5mo	Atel.&Ch. deFrance Dunkirk A&CP *WB*	Maurel frères = *CellDBa*73′*uE*&*f*	251·9|36·4|20·6 B44′F33′ FK B37′*f*106′380*t FPT*	Bordeaux French 4*BHCem* 41*t APT*24*t*	T.3Cy.19″,30½″&51″–36″ (*s*) 170lb *90lb* 204NHP 2SB,*4cf*,GS68,HS2872 FD Atel.&Ch.deFrance,Dnk.	23 ″ 0 ~~s 6 ″ 8~~ ~~16 ″ 9~~	
424 PMSV	**Nieuw Amsterdam** StlTwinSc *J.Baron* ssRot.No.2–15 4MstSr 3*Dks*(*StlM–ws*)&*Awng dk*(*Stl–ws*) &*lower Orlop dk in Nos.*1,2,3&5*holds* *Elec.light* Sub.Sig. Wireless	17149 14278 10830	✝100A1 *Awng dk* *with freeboard* 1,18 ~~5,16~~ ~~MS5,15~~ ~~BS13,17~~ ✝LMC	Rot	/ †	~~5,16~~ ~~SN5,16~~ 1,18	1906 2mo	Harland& Wolff,Ld. Belfast A&CP	Nederl.-Amerik. Stoomv.Maats. (Holland-Amerika Lijn) *WB*= *CellDB*	600·3|68·9|35·6 B306′ 43·5 FK&BK3″ *a*155′*uE*&*B*89′*f*221·2564*t D T f*	Rottrdam Dutch 10*BHpt Cem* *APT*114*t*	Q.8Cy.29″,41½″,61″&87″–60″ 215lb (*s*) 1767NHP 7DB,*42cf*,GS826,HS31801 Harland&Wolff,Ld.Bel. 53′1330*t FPT*130*t*	47 ″ 4 s 13 ″ 3 34 ″ 11	
425 12894 JDPG	**Nigaristan** SteelScSr *W.Paramour* –15 1*Dk*(*Stl*)	4345 4042 2743	✝100A1 ~~7,17~~ ~~10,16~~ ✝LMC ~~6,15~~ ~~10,16~~	Mdb Swa	*x*	~~10,16~~ ~~6,17~~ 10,17	1913 11mo	W.Gray &Co.Ld. WHartlepool *Lloyd's sA&CP*	StrickLine,Ld. (F.C.Strick&Co. Ld.*Mgrs.*) *WB*= *CellDBa*	365·2|50·8|26·0 P27′B106′F36′ FK 119′*uE*26′*f*159′966*t*	Swansea British 6*BHCem* *APT*109*t*	T.3Cy.25″,41″&68″–48″ (*s*) 180lb *100lb* 371NHP 2SB,*8cf*,GS147,HS6039 Cen.Mar.Eng.Wrks.WHpl	28 ″ 4 s 5 ″ 6½ 23 ″ 3	
426 114747 ~~SNKV~~ ~~NTFN~~	**Nigeria** SteelScSr *J.C.Shooter* –16 ssLiv.No.3–11,14 *Elec.light* 2*Dks*(1*pt Stl*&*UStl–ws*) *Ref.Mchy.* Wireless &*deep framing*	3755 2813 2391	✝100A1 11,16 BS9,16 ✝LMC2,14	Liv	*w*	11,15	1901 8mo	SirRaylton Dixon&CoLd Middlesbro' A&CP	TheShipping Con- troller(Alder,Demp- ster&Co.Ld.*Mgrs.*) *WB*= *CellDBa*80′	351·9|44·1|23·5 P&B240′F43′ FK *uE*&*B*42′*f*162′573*t*	London British 6*BHCem* *FPT*91*t*	T.3Cy.27″,43″&72″–48″ (*s*) 180lb FD 505NHP 2SB&1Aux.SB(1,12),*8cf*, GS157,HS7507 Richardsons,Westgarth& Co.Ld.Hpl.	26 ″ 0 s 3 ″ 7½ 23 ″ 0	BT till 9,17

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Matériaux Gréement etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Hangars on Deck. Number. Length. Breadth.
427 108215 PRHQ	**Nigeria** *R.Johnson* –97	Steel Twin Sc Sr 1 *Dk*	334 285 166					1897	D.J.Dunlop&Co. Pt.Glasgow	NigerCo.Ld.	148·2 B20′	26·4 F17′	8·9	London British	C.4Cy.10″&20″–15″ 36RHP D.J.Dunlop&Co.,Pt.Gls.		
428 138942 JMFH	**Night Hawk** *Elec.light*	Steel Sc K 1 *Dk*	307 285 150	✠100A1 *Stm Trawler* 1,16 ✠LMC1,16	Hul			1916 1mo *Lloyd's*	Cochrane &Sons,Ld. Selby *SA&CP*	GrimsbySteam FishingCo.Ld.(G. E.J.Moody,*Mgr.*)	132·0 Q74′ BK8″	24·0 F23′	12·8	Grimsby British *4 BHCem*	T.3Cy.13½″,23″&37″–26″ (*s*) 180lb 89RHP 1SB,*3pf*,GS47,HS1540 C.D.Holmes&Co.Ld.Hull	13 ″ 6	
429 118191 VHDC	**Nightingale** *J.Spolanden*	Steel Sc K (*Trawler*) 1 *Dk*	137 129 54		...			1905	A.Hall& Co.Ld. Aberdeen	Irvin&JohnsonLd	97·6 BK7½″	20·1	10·8	Cape Town British	C.2Cy.12½″&32″–21″ 54RHP *E made 96, refitted 05* A.Hall&Co.Aberdeen	11 ″ 6	
430 99644	**—** *W.Duthie* –16	Steel Sc Sr ss Bwg.No.3–4,05 ss Bwg.No.2–14 1 *Dk*	91 91 38	✠100A– *For fishing pu* 11,15 BS11,15 ✠LMC3,14	Abn *rposes*		3,14	1892 12mo	Hall,Russell&Co. Aberdeen	A.Walker	86·0 BK6″	19·1	9·2	Aberdeen British *3 BHCem*	C.2Cy.13″&28″–18″ (*s*) 100lb 40RHP 1SB,*2pf*,GS22,HS602 Hall,Russell&Co.,Abn	9 ″ 9 s1 ″ 0½ 9 ″ 6	
431 8046 JWCR	**Nihonkai Maru No. 1**	Wood Sc Sr 2 *Dks*	186 — 110					1906	Niigata Irn Works Niigata	NipponSekiyu KabushikiKaisha	122·1	16·7	12·0	Niigata Japanese	C.2Cy.15″&30″–19″ 33NHP		
432 12111 LGHM	**Nihonkai Maru No. 6**	Steel Sc Sp 2 *Dks*	199 181 107					1909	Nihon Sekiyu Kabushiki Kaisha Niigata	NipponSekiyu KabushikiKaisha	116·0	17·6	12·0	Niigata Japanese *WB*	T.3Cy.9¼″,15″&24½″–18″ 25NHP NiigataTekkosho		
433 8780 JRGB	**Niigata Maru** *Y.Kishi*	Steel Sc Sr ss Kob.No.1–07 1 *Dk* (*pt Irn & pt Stl*) *deep framing & Web frames M dk* (*Stl*) *in fore hold & (Irn) in M chy space 3 Dk rule*	2066 1781 1168	✠ 2,07 ✠	Kob	*s*		1903 7mo	MitsuBishi Dkyd&EWks Nagasaki	NipponYusen KabushikiKaisha	282·7 P26′ *WB=Cell*	38·3 B82′ F32′ *DBa* 110′	20·6 FK 5 *BHCem* *uE&B* 52′	Tokio Japanese *f* 72′ 514*t D*	T.3Cy.21″,35″&58″–36″ 245NHP 2SB,*4cf*,GS75,HS3270 FD MitsuBishiD.&E.Wks.Nag *Ta* 26′ 255*t FPT* 70*t APT* 32*t*	23 ″ 3	
434 96379 KQCB	**Niihau** *W.F.Thompson* (*ex* Hueneme)	Wood Sc Sr 1 *Dk & Awng dk*	342 — 201					1897	H.D. Bendixsen Fairhavn,Cal	InterIslandSteam Nav.Co.Ld.	148·2	33·6	11·2	Honolulu Utd. States	C.2Cy.12″&24″–20″ 21NHP FultonE.&S.B.Wks.S.Fo.		
435 15189 LWMK	**Niitaka Maru** *T.Fuseno* (*ex* Erny) *Elec.light* ss Kob.No.3–7,17	Steel Sc Sr ~~ss Kob.No.2–12~~ 1 *Dk* (*Stl*) *& Spar dk* (*Stl*–ws) *deep framing aft & lower dk* (*Stl*) *forward*	2494 2385 1557	✠100A1 *Spar dk* 7,17 ~~6,16~~ ~~BS16,16~~ ✠LMC ~~7,17~~ 7,17	Shi ~~Kob~~	*t*	~~12,16~~ 7,17	1904 10mo *Lloyd's*	Russell& Co. Pt.Glasgow *SA&CP*	OsakaShosen KabushikiKaisha *WB=Cell*	294·0 B82′ FK *DBa* 66′	40·3 25·3 *uE&B* 40′	17·6 *f* 136′	Osaka Japanese 5 *BHCem* 503*t APT* 29*t*	T.3Cy.24″,40″&65′–42″ (*s*) 180lb 295NHP 2SB,*6cf*,GS132,HS4530 J.G.Kincaid&Co.Grk.	27 ″ 9 s 5 ″ 3 23 ″ 0	
436 2 JRGF	**Nijni Novgorod** *Th.Stetsky* 10–10 Wireless	Steel Sc Sr 1 *Dk* (*Stl*) *& Spar dk* (*Irn*–ws) *& deep framing*	3367 2915 1892	✠ *Spar dk* 2,91	Nwc			1891 2mo	Armstrong Mitchell&Co. Ld. Newcastle	RussianVolunteer FleetAssociation *WB=Cell*	324·5 B86′ F37′ FK *DB* 270′	40·6	19·3 5 *BHAsp* 586*t APT* 20*t*	Odessa Russian NB00 NDB93 303NHP 2SB,*8pf*,GS144,HS4720 NEMarineECo.(Lim)Nwc.	T.3Cy.25″,41″&67″–42″		
437 93994 SVFR	**Nikau** *D.Irvine* –09 *Well deck* *Elec.light*	Steel Twin Sc Sr 1 *Dk*	248 143 98	✠ 5,09	Gls	*c*		1909 5mo	Mackie& Thomson,Ld. Glasgow	AnchorShipping& FoundryCo.Ld. *WB=DT*	120·2 Q21′ FK	22·1 B58′ F15′ 4 *BHCem* 18*t APT* 5*t*	7·3	Nelson, NZ British Ross&Duncan,Glasgow	C.4Cy.10″&22″–16″ 55RHP 1SB,*2pf*,GS37,HS1125	8 ″ 0	
438 3708 JLNV	**Nike** *A.S.Andersen* –16 (*ex* Mario, *ex* Caledonia) *Well deck*	Iron Sc Sr ss Got.2nd No.3–3,09 ss Shl.No.1–12 1 *Dk* (*Irn*) *2 tr B* *Cargo battens not fitted*	1834 1477 1094	✠100A1 3,16 ~~Spar dk 3,17~~ ~~BS8,16~~ ✠LMC ~~8,12~~ ~~BS8,17~~ ~~M S~~ ~~8,17~~	Nwc	*r*	~~3,16~~ 11,17	1883 12mo *Lloyd's*	Oswald, Mordaunt&Co. Southampton *SA&CP*	~~Angf.Aktieb.Nike~~ (E.Brodin) Erik Brodins Rederiak (E.Brodin *Mgr.*)	270·4 Q94′ BK9½″ *WB=DBa*	38·0 B62′ F30′	18·6	Gefle Swedish 4 *BHCem* 72′ *f* 120′ 540*t*	C.2Cy.32″&60″–42″ (*a*) 80lb *80lb* NDB05 184NHP 2SB,*6pf*,GS96,HS3072 Oswald,Mordaunt&Co.Sou	20 ″ 0 s 2 ″ 4 18 ″ 7	
439	**Niki** *J.Caravias* 03–12 *ex* Viera y Clavijo) *Elec.light*	Steel Sc Sr (*ex* Alegranza, 1 *Dk* & *pt Shade dk*	511 403 254		...			1888	David J. Dunlop&Co. Pt.Glasgow	Nav.Héllénique JohnMcDowall	190·2 P37′ B76′ *pt Shade dk* 14′ BK7½″	27·1 F35′	12·7	Piræus Greek *WB*	T.3Cy.17″,27″&45″–36″ 143NHP D.J.Dunlop&Co.Pt.Gls.	13 ″ 8	
440	**—** *Elec.light*	Steel Sc Sr ss Obn.No.2–07 (*ex* Yacht Niki, *ex* Oimara)	*129* — *42*	✠ 6,07	Obn			1886 4mo	J.Reid& Co. Pt.Glasgow	G.Galeos	134·2	18·1	9·2	Salamis Greek	T.3Cy.11″,16″&28″–22″ 31NHP Rankin&Blackmore,Grk.		
441 9222 JSMF	**Nikkai Maru** *S.Morisada* (*ex* Nor, *ex* Bramble) *Well deck*	Steel Sc Sr ss Shl.No.3–12,00 1 *Dk* (*Irn*) *2 tr B* *Cell DB & Stringers Irn*	1684 1262 1044	✠ 1,03	Ant	*q*		1888 10mo	Cmpbltwn S.B.Co. Campbeltwn	S.Tanaka	258·6 Q92′ BK9″ *WB=Cell*	36·3 B72′ F34′ *DB* 212′	16·9 4 *BHCem* 293*t APT* 30*t*	Kobe Japanese NDB00 1DB,*4cf*,GS71,HS2060	T.3Cy.18⅜″,29″&46″–36″ 132NHP Hutson&Corbett,Glasgow	19 ″ 1	
442 9673 JTMQ	**—**	Steel Twin Sc Sr 2 *Dks*	300 — 177					1905	T.Hyogo-dani Osaka	I.Amagasaki	141·8	18·7	13·4	Osaka Japanese	C.4Cy.11″&22″–15″ 31NHP		
443 8908 JNFG	**Nikko Maru** *R.Takeda* –13 2 *Dks* (*Stl–U* teak s) *& Web frames lower dk* (*Stl*) *in No.1 hold & after part of* *Elec.light* Wireless	Steel Sc Sr ss Yka.No.3–10,15 *after hold*	5056 4007 3076	✠100A1 ~~4,18~~ ~~10,16~~ ~~4,17~~ ~~Kob~~ ~~BS10,16~~ ✠LMC ~~10,16~~ 10,17	Yka	*a*†	~~3,16~~ 4,18	1903 12mo *Lloyd's*	Mitsu Bishi Dkyd&EWks Nagasaki *SA&CP*	Nippon Yusen KabushikiKaisha *WB=Cell*	428·1 P73′ B177′ FK *DBa* 113′	48·8 F48′ *uE&B* 98′	26·7 6 *BHCem* *f* 154′ 868*t D*	Tokio Japanese *Ta* 31′ 705*t FPT* 47*t APT* 24*t*	T.3Cy.31″,51″&85″–54″ (*s*) 185lb 785NHP 2D&2SB *18cf* GS379HS14841 Mitsu BishiD.&EWks.Nag	30 ″ 6 s 6 ″ 5½ 24 ″ 8	
444 ~~Wrecked 6.17~~ TSSC LRPC	**—** *G.Katayama* 11–11 Wagner, *ex* Brunswick, *ex* Moruca)	Steel Sc Sr (*ex* Kiangching, *ex* Hans 1 *Dk*	1699 1430 1250		...			1883	J.&G. Thomson Clydebank	OkazakiKisen KabushikiKaisha	281·6 P50′ B62′ F30′	31·9	19·9	Kobe Japanese *WB*	C.2Cy.32½″&63½″–45″ 225NHP J.&G.Thomson,Clydebank		
445 ~~HTDC~~	**Nikolaos** ~~De Hanco 15~~ (*ex* Dionyssios Stathatos, *ex* Japanic) *A. Cremonini* –17	Steel Sc Sr ss Pir.No.2–14 1 *Dk* (*pt Irn & pt Stl*) *2 tr B* *deep framing & Web frames 3 Dk rule*	*3561* *3354* *2296*	✠100A1 2,16 ~~BS5,16~~ ✠LMC ~~4,14~~ ~~BS10,15~~	Bbo	*v*	~~5,15~~ ~~2,17~~ ~~1,16~~ 5,18	1906 1mo *Lloyd's*	JL Thompson&Sons,Ld. Sunderland *SA&CP*	~~N.E.Ambaticles~~ Soc.Nazionale di Nav. *Cell L Ba* 119′	346·5 P23′ B92′ FK *u E&B* 38′	50·8 F31′ *f* 142′	23·0 6 *BHCem* *APT* 86*t*	Genoa Italian	T.3Cy.24½″,40″&66″–45″ (*s*) 180lb *180lb* 316NHP 2SB,*8pf*,GS142,HS4859 J.Dickinson&Sons,Ld.Sld.	25 ″ 6 s 4 ″ 5½ 21 ″ 5	
446 9329 JTBF	**Nikorai Maru** (*ex* Nicolai)	Steel Sc Sr 1 *Dk*	132 124 71					1895	Akers Mek.Værks. Christiania	Toyo Hogei KabushikiKaisha	95·0	18·3	11·5	Tokio Japanese *WB*	T.3Cy.11″,18″&29″–20″ 38NHP AkersMek.Værks.Xia.		

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 Built. By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Dated of Trade Cert.
447 86199	**Nil Desperandum** WoodScFlat	122 116 83					1870	Ann Deakn Winsford	SaltUnion,Ld.	85·2	20·7	9·0	Liverpool British	2Cy.12″–14″ 24RHP J.Jack&Co.,Liverpool		
448 102804 NFDC	**Nile** SteelSc3MstSr *A.Lockett* –14 Sub.Sig. *Elec.light* Wireless	5888 4955 3135	✠ 9,93 ✠	Gls	*b*†		1893 9mo	J.&G. Thomson,Ld. Clydebank	ChinaPacificS.S. Co.Ld.	420·0 P42′F73′ BK10″ *Promenade dk*217′	52·0	33·5	HongKong British 10*BHCem*	T.3Cy.38″,60″&94″–66″ 934NHP 4DB,*32cf*,GS624,HS17292 J&GThomsonLdClydebnk	35 ″ 5	R
449 108497 QBKT	— SteelScK *G.Cooke* –14 *ss*Flt.No.3–5,10 1*Dk*	196 182 78	✠100A1 *StmTrawler* 7,13 ✠LMC9,14	Flt		2,13	1898 3mo *Lloyd's*	Edwards Bros. N.Shields *sA&CP*	A.Walker (J.A. Robertson,*Mgr.*)	123·0 Q49′F21′ len04 BK7½″	21·1	10·9	Fleetwood British 3*BHCem*	T.3Cy.12″,20″&32″–23″ (*s*) 180lb 52RHP 1SB,*2pf*,GS35,HS1000 MacColl&Pollock,Sld.	11″10	
450 HMRS	**Nilos** IronScSr *ss*Gen.No.3–4,90 (*ex*Cephalonia, *ex*Camilla,*ex*CamillaO., *ex*Alcira,*ex*Douro) *ss*Pir.No.2–99 1*Dk*(*Irn*)2*trB*	732 549 473	1,01	Pir			1864 11mo	Harland& Wolff Belfast	N.J.Eustathiadis	198·4 P114′F26′	27·5	16·0	Piræus Greek 4*BHCem*	C.2Cy.28½″&52″–33″ NB84 NE71 129NHP 1SB,*3pf*,GS45 NDB93 J.Jack&Co.Liverpool	15 ″ 9	
451 4728 JQMC	**Nils** SteelScSr *C.Nygren* –17 *ss*Els.3rdNo.3–3,17 (*ex*Winnie) 1*Dk*(*Irn*)&*Webframes* *Well deck* *Cargo battens not fitted*	1857 1382 1149	✠100A1 3,17 ✠NB5,08 ✠LMC5,17	Els	*r*	N3,17	1889 6mo	Grangemth Dockyard Co. Grngemouth *WB*=*CellDB228′387t&uE* A&CP	RederiAktieb. Malmö (N.Aschan)	270·3 P25′Q78′B114′F33′ BK9½″ 96′*f*112′340*tFPT*	36·9	17·1	Malmö Swedish 4*BHCem* 4*t APT*45*t*	T.3Cy.19¾″,31″&51″–36″(*a*) 160lb *80lb* NDB01 167NHP 2SB,*4cf*,GS68,HS2680 Hutson&Corbett,Glasgow	19 ″ 5 s 1 ″ 4½ 19 ″ 0	
Now named "Industria," See No. 19 in Supplement																
452 MKBL	— SteelScSr *A.Christoffersen*16–13 1*Dk*	1834 1630 1101					1914	Fredrkstad Mek.Værks. Fredrikstad	Akties.Nesjar (H.L.Meyer&L. Sandsdalen,*Mgrs*)	265·0 P56′B71′H82*tF29*′	42·1	17·9	Larvik Norwegian *WB*	T.3Cy.20½″,33″&56″–36″ 188NHP FredrikstadM.V.Frdstad		N
453 3530 JKTR	— CompScSr *E.H.Johansson*12–14 1*Dk*	160 132 84					1899	Sixten Groth Sjötorp	J.Carlsson	94·2 B20′H7*t*	22·3	8·3	Gothenbrg Swedish	C.2Cy.9⅛″&16½″–14⅝″ NE&B99 9NHP GöteborgsMV.Gothenbrg		
454	**Nimet** IronSc	280 — —		Blackwood &Gordon Pt.Glasgow					Administr.deNav. àVap.Ottomane	146·0	22·1	11·5	Cnstantpl Turkish	C.2Cy.20″&36″–24″ 53NHP Blackwood&Gordon		
455 55047 JNFD	**Nimrod** WoodScSr *G.A.Pattison* –17 1*Dk*2*trB*	352 334 194	Æ ~~1,17~~ 9,~~16~~1,18 SS Ply.16–4yrs. BS11,17	Ply Hull LMC9,16		~~9,16~~ 1,18	1866	..... Dundee	S.S.Nimrod,Ld. ~~(Deckers&Co.)~~ (WetternBros.)	136·0	26·9	16·0	London British	C.2Cy.16″&30″–22″ (*s*) 70lb NE&B89 44NHP 1B,*2pf*,GS33,HS960 WestrayCopeland&CoBrw	17 ″ 2 s 2 ″ 5	
456 112665 RMDS	**Nina** *ss*Sld.No.1–17 SteelScSr *J.W.Burnitt* –16 *ss*Sld.No.3–4,12 *Well deck* 1*Dk*(*Irn*)&*Webframes* *Cargo battens not fitted*	1082 879 672	✠100A1 7,17 ~~4,15~~ ✠NB8,07 ~~BS6,16~~ ✠LMC4,~~12~~ 7,17	Lon Sld	*n*	~~6,10~~ 10,17	1900 1mo	W.Dobson &Co. Newcastle A&CP	W.France,Fenwick &Co.Ld. *WB*=*CellDBa53′uE&*	212·4 P18′Q44′B46′F24′ FK *B27′f99′311tFPT*	35·0	14·0	London British 4*BHCem* 81*tAPT*26*t*	T.3Cy.18½″,30″&49″–33″ (*r*) 160lb *80lb* 148NHP 1SB,*3cf*,GS57,HS2380 N.E.MarineCo.Ld.Nwc.	16 ″ 5 s 1 ″ 8½ 15 ″ 0	
457 1315 LRBW	— IronTwinSc (*ex*Columbus) 1*Dk*	347 — 193					1869	..... Linz	P.S.Lagofeti	208·0	26·3	7·7	Rostoff Russian	C.4Cy.13⅛″&22⅝″–15″ 33NHP		
458	**Ning Shao** SteelTwinSc *J.M.Bell*09–09 *Elec.light* 3*Dks*	2641 1513 1448					1905	Foochow Arsenal Foochow	NingpoShaohsing S.N.Co.Ld.	280·0	48·0	18·0	Shanghai Chinese *WB*	T.6Cy.20½″,30½″&46″–28″ *Emade*05B*made*04 112NHP FoochowArsenal,Foochow		
459 115326 TRKH	**Ningchow** SteelTwinScSr *H.Nicholas* –17 *ss*Ams.No.3–2,15 *Elec.light* 2*Dks*(*Stl*)&*deepframing*	9029 7293 5837	✠100A1 11,17 ~~12,16~~ Yks BS~~8,16~~ 2,18 ✠LMC2,15	Kob Lon	*e*†	~~SN8,15~~ P3,16 ~~Sl1,17~~ ~~N11,17~~	1902 10mo *Lloyd's*	D&W Hendersn&Co.Ld. Glasgow *sA&CP*	ChinaMutualStm. NavCo.Ld.(A.Holt &Co.*Mgrs.*) *WB*=*CellDBa*147′*uE&*	480·6 P&B338′F75′ FK *B61′f204′1742tD*	58·3	32·6	Liverpool British 9*BHCem* *Ta* 39′1228*t*	T6Cy.23″,38½″&65¼″&48″(*s*) 200lb *100lb* 820NHP 3DB.*18rf*,GS300HS11625 FD D&W.Hendersn&CoLdGls *FPT*110*tAPT*60*t*	35″10 s 6″10½ 29 ″ 4	BT till 8,17
460 108390 QFVM	**Ningpo** SteelScSr *W.J.Freer* –16 2*Dks*	1985 1777 1228					1898	Scott&Co. Greenock	ChinaNav.Co.Ld.	275·4 P20′B70′F30′	38·2	21·4	London British *WB*	T.3Cy.20″,32″&52″–39″ 169NHP Scott&Co.Greenock		
461 131420 HVJC	**Ninian** SteelScSr *W.Rollerson* –15 *ss*Mch.No.1–16 *Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) Wireless *Carrying fuel oil F.P. above 150° F. in D Bs deep tank*	6385 4562 4068	✠100A1 *Shelter dk* *withfreeboard* 4,~~13~~4,~~17~~ ~~BS5,18~~ ✠LMC4,16	Liv Lon	*z*	4,17	1912 2mo *Lloyd's*	Hawthorn, Leslie&Co.Ld Newcastle *sA&CP*	F.Leyland &Co.Ld *WB*=*CellDBa uE&B80′f154′937t*	400·4 B52′*Frwrd*B35′*on Shltr dk* FK&BK2″ 115′ *DTa*26′ 660*t FPT*	52·5	35·0	Liverpool British 7*BHCem* 135*tAPT*36*t*	Q.4Cy.23½″,34″,49″&70″–51″ 215lb (*s*) 510NHP 2DB&1AuxSB,*14cf*,GS260, HS9007 N.E.MarineEng.CoLdNwc	37 ″ 7 s 9 ″ 1½ 28 ″ 11	
462 RSPC	**Ninive** SteelScSr *A.Fey* –13 (*ex*Turkistan) *Elec.light* 2*Dks*(*Stl*)	4591 4219 2877	✠ — 8,16	Ham	*x*		1911 11mo	W.Gray& Co.Ld. WHartlepool	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	373·0 P25′B120′F38′ FK *WB*=*CellDBa*119′	50·0	27·4	Hamburg German 6*BHCem* *uE*28′*f*162′	T.3Cy.28″,46″&77″–48″ 616NHP 3SB,*12pf*,GS213,HS9469 FD Cen.Mar.Eng.Wrks.WHpl 1002*tDT a*34′860*tAPT*36*t*	30 ″ 0	
463 132131 HVQK	**Ninus** SteelScK *A.E.Evans* –14 1*Dk*	292 267 124	✠100A1 *StmTrawler* 6,15 ✠LMC4,12	Gms		6,14	1912 4mo *Lloyd's*	Cook,Welt'n&Gemmell Ld. Beverley *sA&CP*	Roberts&Ruthven Ld.	130·0 Q72′	23·0	12·4 BK8″	Grimsby British 4*BHCem*	T.3Cy.13″,23″&37″–24″ (*s*) 180lb 80RHP 1SB,*3pf*,GS45,HS1245 C.D.Holmes&Co.Ld.Hull	13 ″ 2	
464 4910 JRFB	**Niobe** *ss*Slm No.2–17 IronScSr *J.Pettersson*15–15 *ss*Nwc.2ndNo.3–2,08 (*ex*Kingscote) ~~*ss*Osc.No.1–13~~ *Well deck* 1*Dk*(*ptIrn*)2*trB* *Cargo battens not fitted*	975 774 489	✠100A1 6,17 ~~9,17~~ 6,18 ~~BS7,15~~ ✠LMC5,~~15~~ 6,17	Nwc Skm	*m*	~~9,14~~ 6,17	1883 4mo *Lloyd's*	R.Thompson&Sons Sunderland *sA&CP* A&CP	RederiAktieb. Niobe (B.Silfverling,*Mgr.*) *WB*=*DBa*	220·2 Q75′B48′F25′ BK10″ 52′*f*92′240*t FPT*	32·1	15·5	Stockholm Swedish 4*BHCem* 30*tAPT*25*t*	C.2Cy.28⅝″&54″–36″ (*s*) 80lb *80lb* NDB00 142NHP 2SB,*4pf*,GS78,HS2454 R.&W.Hawthorn,Nwc.	16 ″ 5 s 1 ″ 5½ 15 ″ 11	
465 QJRB	— SteelSc *M.Ganzer*99–10 *Elec.light* 1*Dk*	658 520 303					1909	J.C.Tecklenborg A.G. Geestemünde	Dampfschifffahrts Ges.Neptun	179·8 Q51′B45′F21′	28·1	12·6	Bremen German *WB*	T.3Cy.13″,21 1/16″&34 7/16″–23⅝″ 58NHP J.C.TecklenborgA.G.Gst.		G
466 PMVF	— SteelScSr *R.P.Voorham* 1*Dk*	654 490 387					1902	Rijkee& Co. Rotterdam	Koninkl.Nederl. Stoomb.Maats.	186·2 Q60′B46′F21′	27·6	12·6	Amstrdam Dutch *WB*	T.3Cy.15″,25″&40″–36″ 96NHP Maats.Feyenoord,Rot.		V

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 3 Nom du Navire. Matériaux. Gréement, etc. / *Capitaine.* *Ex-nom, s'il y a lieu.* / Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. / Total. / Sous le Pont. / Net.	5 6 7 Détails de la Classification. / Cote. / ✠ Surveillance Spéciale. Date de la dernière Visite. / Port de Visite. / Terme assigné maintenant à la classification d'Ecosse.	7a Date de la dernière visite de l'arbre porte-hélice.	8 9 Construit. / Quand. / Navire. / Mach. / Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane Superstructures, &c. / Longueur. / Largeur. / Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RH = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pr.
467 4790 JQSC	**Niord** IronScSr *J.A.Ohlsson* *ss*Qns.2ndNo.3–10,07 *ss*Mmo.No.2–16 (*ex*YvesConseil,*ex*Golconda) *Well deck* 1*Dk*(*pt Stl&pt Irn*)2*trB*	1451 1193 850	✠100A1 8,17 ~~6,16~~ ~~BS7,17~~ ✠NB10,07 ✠LMC6,16	*p*	6,16	1884 12mo	W.Pickersgill&Sons Sunderland A&CP	Rederiaktieb. Niord (P.L.Pählsson)	260·0|35·1|17·2 Q102′B48′F32′ DtND07 FK *WB=DBa*76′*f*101′	Hlsngborg Swedish	C.2Cy.30″&60″–39″ (*s*) 85lb *90lb* NDB10 165NHP NDB10 *fitted*13 338*t APT*11*t* 2SB,*6pf*,GS90,HS2458 G.Clark,Sunderland	18 ″ 6 ‹1 ″11½ 16 ″ 10
468 478 HPTB	— IronTwinScSr *K.H.Ardell* –14 1*Dk*	635 340 457				18$\frac{55}{88}$	MotalaCo. Norrköping	Stockholms Rederiaktieb. Svea (HjBlomberg *Mgr*)	175·1|27·2|11·8 P117′ H52*t* F44′	Stockholm Swedish	C.4Cy.19″&37″–21″ NB03 104NHP W.LindbergsM.V.Skm.	
469 1484 JCVG	— SteelScSr *C.M.Lindgren*13–13 1*Dk* *Elec.light*	510 351 278				1894	Helsingörs Skibsbyggeri Elsinore	Ångt.Aktieb.Nor-nan (Ossian Ahrenberg, *Mgr.*)	157·5|24·7|12·6 P98′H18*t*F16′	Gothenbrg Swedish *WB*	T.3Cy.14½″,23″&38½″–27″ 77NHP HelsingörsJernsk.&Mskb.	
470 92443	**Nipissing** IronPad *J.Henry*74–92 2*Dks*	275 121 207				1887	M.Simpson Gravenhurst	MuskokaLakes Nav.&HotelCo.Ld.	125·0|21·0| 7·6 H&C154*t*	Toronto British	1Cy.26″–72″ 23RH Davidson&DoranKingston	
471 13901 LRPD	**Nippo Maru** SteelScSr *J.Satow* –14 *ss*Lth.No.3–3,06 (*ex*Benmohr) *ss*Kob.No.2–15 *Elec.light* 2*Dks*(1*Stl&Urn*–ws)3*trB*	3163 2756 1927	✠100A1 1,17 ✠LMC1,17	*u*	11,15	1893 11mo	A.Stephen &Sons Glasgow *Lloyd's sA&CP*	OkazakiKisen KabushikiKaisha	340·0|41·8|24·1 P40′B72′F39′ DtND02 BK10½″ *WB=CellDB*262′	Kobe Japanese	T.3Cy.25″,41″&67″–42″ (*s*) 160lb *100lb* NDB10 300NHP 2SB,*6cf*,GS135,HS4648 652*t APT*25*t* A.Stephen&Sons,Glasgow	27 ″ 0 s 5 ″ 1 22 ″ 3
472 220 HNGC	**Nippoku Maru** IronScSr (*ex*Kwan-onMaruNo.20. (*ex*Palinurus) 2*Dks*	2564 2281 1590				1886	Hawthorn, Leslie&Co. Newcastle	OkazakiKisen KabushikiKaisha	326·1|36·1|26·4	Kobe Japanese	C.2Cy.27½″&58½″–50″ 182NHP R.Stephenson&Co.Nwc.	
473 HPBW	**Nippon** SteelScSr *ss*Tri.No.3–9,12 (*ex*Moreno) 2*Dks*(*Stl*)&*Webframes* *Elec.light* &*Shelter dk*(*Stl*–ws) Wireless	6350 4820 4015	✠ — 10,16 *Shelter dk* ✠	Tri *a*†		1902 3mo	Sir J.Laing &Sons,Ld. Sunderland	LloydAustriaco	442·4|50·3|27·7 FK *WB=CellDBa*146′	Trieste Aust.-Hung.	T.3Cy.27″,44½″&74″–54″ 550NHP 3SB,*9cf*,GS181,HS7578 FD 6*BHCem* G.Clark,Ld.Sunderland *uE&B*46′*f*1	38 ″ 5 s1′ 1226*t FPT*105*t APT*84*t*
474 4985 JRLC	— SteelScSr *A.V.Lindqvist* –14 *ss*Shi.No.1–14 *Elec.light* 2*Dks*(*Stl–Upt* ws)& *deep framing*	4009 3768 2521	✠100A1 11,16 ~~BS2,18~~ ✠LMC11,16	Got *y*	11,16	1909 1mo	Hawthorn, Leslie&Co.Ld Newcastle *Lloyd*	Aktieb.Svenska OstasiatiskaKom-paniet (G.Borin, *Mgr.*) *sA&CP*	380·4|49·0|25·7 P22′B278′F44′ FK *WB=CellD* *Ba*120′*uE*28′*f*172′	Gothenbrg Swedish	T.3Cy.27″,45″&74″–48″ (*s*) 180lb 474NHP 2SB(FD)&1AuxSB,*8cf*, GS158,HS6741 824*t APT*21*t* N.E.MarineEngCoLd.Nwc	28 ″ 6 ‹ 4 ″ 3 24 ″ 7
475 2806 HQSL	**Nippon Maru** SteelTwinScSr *H.S.Smith* –16 *ss*Yka.No.3–10,08 *ss*HKg.No.2–17 2*Dks*(*Stl–Upeaks*)&*Webframeslower* *Elec.light* Wireless *dk*(*Stl*)in*No.1hold*	5919 4354 2965	✠100A1 ~~11,17~~ ~~12~~ ✠LMC~~1,17~~ 11,17	HKg *a*†	1,17	1898 8mo	Sir J.Laing Sunderland A&CP	ToyoKisen KabushikiKaisha *WB=CellDBa*98′*uE&B*	431·0|50·7|29·7 P78′B221′F54′ FK&BK1½″ 144′*f*119′751*t FPT*	Yokohama Japanese	T.6Cy.28½″,46″&75″–48″ (*s*) 180lb *80lb* 1058NHP 4D&1SB27*cf*GS648HS19293 69*t APT*80*t* G.Clark,Ld.Sunderland	32 ″ 6 s 6 ″ 5 26 ″ 9
476 HTSB	**Nirefs** SteelScSr *Margaronis* –15 *Elec.light* 1*Dk*(*Stl*)	*4080* *3790* *2526*	✠100A1 3,17 ✠LMC2,15	Cff *x*		1915 2mo	Craig,Taylor&Co.Ld Stockton *Lloyd's sA&CP*	HellenicCo.ofMarineEnterprises (A.Pallios, *Mgr.*) *CellDBa*128′*uE&B*36′*f*	383·0|52·7|22·9 P55′B221′F48′ *WB=* FK 168′1440*t FPT*150*t*	Piræus Greek	T.3Cy.26″,42½″&69½″–45″ 180lb *120lb* (*s*) 368NHP 2SB,*6cf*,GS134,HS5904 *APT*133*t* Blair&Co.Ld.Stockton	25 ″ 7 s 3 ″ 6 22 ″ 5
477 9 '65 JSNR	**Nireisan Maru** SteelTwinScSr (*ex*Ibadan) 1*Dk*	806 — 430				1896	D.J.Dunlop &Co. PortGlasgow	RyouKisen KabushikiKaisha	205·3|34·4|12·4 P32′B52′F30′	Hakodate Japanese *WB*	T.6Cy.11″,18″&28½″–24″ 77NHP D.J.Dunlop&Co.Pt.Gls.	
478 137818 JMWF	**Nirpura** SteelScSr *R.A.Milne*11–16 *Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Carrying o*	7640 7357 4841	✠100A1 *Shelter dk with freeb'rd* 7,16 ✠LMC7,16 *fuel F.Pabove*1500*F.in parts of DB*	Hpl *b*†		1916 7mo	W.Gray& Co.Ld. W.Hartlepool *Lloyd's sA&CP*	BritishIndiaStm. Nav.Co.Ld. *CellDB*	450·0|56·0|27·0 35·0 FK 102′1811*t FPT*132*t*	Glasgow British	T.3Cy.28″,46″&77″–54″ (*s*) 180lb FD 656NHP 7*BHCem* *APT*30*t*	37 ″ 8 1‹0lb s10 ″ 9½ 1SB,*12cf*,GS231,HS10126 27 ″ 3 Cen.Mar.Eng.Wrks.W.Hpl
479 136328 JHBN	**Nirvana** SteelScSr *J.W.Cook* –17 *Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) Wireless	6021 5612 3768	✠100A1 *Shelter dk* *withfreeboard* ~~2,17~~ ~~3,17~~ ✠LMC10,14	Sou *b*†	5,17	1914 10mo	W.Gray& Co.Ld. W.Hartlepool *Lloyd*	BritishIndiaStm. Nav.Co.Ld. *WB=CellDBa* 155′*uE&B*49′	450·5|56·0|27·0 FK *f*201′1812*t FPT*11	Glasgow British	T.3Cy.28″,46″&77″–54″ (*s*) 180lb FD 656NHP 7*BHCem* 3*t APT*30*t*	29 ″ 8 s 4 ″ 4 25 ″ 8 Cen.Mar.Eng.Wrks.W.Hpl
480 15016 LVQK	**Nishiso Maru No. 2** SteelScSr (*Trawler*) *Elec.light* 1*Dk*	224 — 84				1913	Kawasaki DkydCo.Ld Kobe	GomeiKaisha NishisoShoten	119·4|21·9|11·8 Q70′F22′	Kobe Japanese *WB*	T.3Cy.12½″,20″&33″–23″ 52NHP KawasakiDkydCoLdKobe	
481 16006 MFLQ	**Nishiso Maru No. 3** SteelScSr 1*Dk*	251 204 135				1913	Kawasaki DkyrdCo.Ld. Kobe	KawasakiDock-yardCo.Ld.	119·0|21·0|11·0	Kobe Japanese	T.3Cy.12½″,20″&33″–23″ 52NHP KawasakiDkydCoLdKobe	
482 3744 JLRF	**Nissan** SteelScSr *O.Wennerström*13–13 *ss*Got.No.3–5,04 (*ex*BassRock) *ss*Got.No.2–12 *Well deck* 1*Dk*(*Irn*)	505 344 209	✠ — 5,17 ✠	Got *g*		1892 5mo	AilsaS.B. Co. Troon	HallandsÅngbåts Aktiebolag (R.H.Möller, *Mgr.*) *WB=DBa*33′36*t FPT*	164·7|26·1|11·5 P12′Q73′B12′F22′ BK7″ 22*t APT*12*t*	Halmstad Swedish	T.3Cy.14$\frac{13}{16}$″,23½″&36″–27″ 81NHP 4*BHCem* 1SB,*3pf*,GS54,HS1425 Dunsmuir&Jackson,Gls.	12 ″ 1
483 4912 JRFC	**Nisse** SteelScSr *M.Pettersson*16–16 *Mchy.Aft* 1*Dk*	242 198 104				1908	Eriksberg M.V.Aktieb. Gothenburg	Rederiaktieb. Stjärnan (J. Bergendorff, *Mgr.*)	102·4|22·4|11·5 B32′H12*t*F14′	Karlstad Swedish *WB*	C.2Cy.10″&22½″– EriksbergM.V.Aktieb,Got	
484 16332 MHLT	**Nissei Maru** SteelScSr *T.Kitano* *ss*Kob.No.3–6,13 (*ex*Auguste) 1*Dk*(*Stl*)2*trB*& *deep framing*3*Dk rule* *ss*Kob.No.1–17	2846 2624 1761	✠100A1 6,17 ~~12,16~~ ✠LMC~~12,16~~ 6,17	Kob *u*	~~11,15~~ 6,17	1900 6mo	A.Rodger &Co. Pt.Glasgow A&CP	OkazakiKisen KabushikiKaisha *WB=CellDBa*	320·2|46·1|21·3 P29′B88′F32′ FK &*uE* 120′*f* 136′645	Kobé Japanese	T.3Cy.22½″,37″&59½″–42″ 160lb (*s*) 249NHP 6*BHCem* *APT*137*t*	23 ″ 9 s 4 ″ 0 20 ″ 1 A.Rodger&Co.P.Glasgow
485 9054 JPBQ	**Nisshin Maru** CompScSr 3*Dks* *Elec.light* (*ex*GunboatFoo-Chi)	998 — 619				1878	French Arsenal Foochow	T.Otsubo	216·5|29·1|17·0	Nishino-miya Japanese	C.2Cy.30″&61″–27″ 161NH Maudslay,Sons&Field,Lon	
486 9150 JSGR	**Nissho Maru** SteelScSr *S.Suzuki*11–12 1*Dk*2*trB* (*ex*Hermes)	1479 1302 917		...		1896	Wood, Skinner&Co. Newcastle	OkazakiKisen KabushikiKaisha A&CP	243·3|36·0|18·0 B30′F29′ FK *WB=CellDB*	Kobe Japanese *WB*	T.3Cy.18½″,30″&49½″–33″ 159NHP N.E.MarineCo.(Lim.)Nwc.	20 ″ 6
487 13896 LRNT	**Nisshu Maru** SteelScSr *M.Yedamatsu* *ss*Kob.No.3–6,11 (*ex*Lucia) *ss*Yka.No.1–16 1*Dk*(*Stl*)&*Webframes*&*pt Awng dk*(*Stl*)	2351 1648 1722	✠100A1 *pt Awng dk* *withfreeboard* 2,17 ✠LMC5,16 ~~BS11,17~~	Yka *s*	2,17	1900 4mo	Craig, Taylor&Co. Stockton A&CP	OkazakiKisen KabushikiKaisha *WB=CellDB*	280·0|43·0|16·5 P26′Q76′ FK *pt Awng dk*177′ a86′*uE&B*32′*f*116′	Kobe Japanese	T.3Cy.21″,35″&57″–39″ (*s*) 160lb ~~180lb~~ 215NHP 4*BHCem* 2SB,*6pf*,GS106,HS3335 500*t APT*90*t* MacColl&Pollock,Sld.	18 ″ 10 s 7 ″ 9½ 18 ″ 5

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. / No. of Decks &c.	3	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now Classed By whom First Class.	7a Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registered in which classed. If not in L.R. Date of last Trip Cert.
488	**Nitedal**	SteelScSr	1714					1903	Laxevaags Msk.&Jrnsk. Bergen	Dpsk.Akties. Östlandet (T Sagen, *Mgr.*)	268·2	38·8	17·3	Chrstiania Norwegian	T.3Cy.19¼″,31″&51″–33″		N
	T.Evensen	(*ex*Hero)	1531								H142*t*	F32*t*		*WB*	149NHP		
MBLC		1*Dk*	1081												LaxevaagsMsk.&Jrns.Bgn		
489	**Nith**	SteelScSr	260			...		1897	R.William-son&Son Workington	Brito-FrancoShipping Co.Ld. (A. Tate&Co. *Mgrs.*)	130·9	22·2	8·6	Maryport British	C.2Cy.17″&34″–24″	10 ″ 9	
104685	*H.Payne* –16		193								Q44′B9′F20′		FK	*WB*	48RHP		
HWRL	*Well deck Mchy.Aft*	1*Dk*	99												Ross&Duncan,Glasgow		
490	**Nitinat**	IronScSr	332					1885	J.Readhead &Co.Ld. S.Shields	CanadianPacific RailwayCo.	149·0	26·2	14·0	Vict'ria BC British	C.2Cy.30″&60″–30″		
91255	*F.R.Springall* –17	(*Tug*)	321												NB14 164NHP		
KCNM	*Elec.light* (*ex*WilliamJolliffe)		58												J.Readhead&Co.S.Shields		
491	**Nitokris**	SteelTwinScSr	6150					1906	Blohm& Voss Hamburg	DeutscheDmpfs-fahrt.Ges.Kosmos	410·9	50·8	28·6	Hamburg German	T.6Cy.20$\frac{7}{16}$″,31$\frac{3}{4}$″&60$\frac{1}{4}$″–49$\frac{1}{2}$″		G
	R.Paessler		4953								P&B220′F60′				510NHP		
RPJG	*Elec.light* Wireless	2*Dks*	3941												Blohm&Voss,Hamburg		
492	**Nitonian**	SteelScSr	6381	✠100A1 *Shelter dk*	Liv	*z*	6,16	1912	Hawthorn, Leslie&Co.Ld Newcastle	F.Leyland&Co.Ld.	400·3	52·5	35·0	Liverpool British	Q.4Cy.23½″,34″,49″&70″–51″	37 ″ 7	
131460	~~*D.Dawson* –15~~ *W.Hannaford* –17		6048	*withfreeboard*				9mo			B52′*Fwd*B35′			7*BHCem*	215lb HS9007 (*s*) 510NHP	s 9 ″ 1½	
HWRL	2*Dks*(*Stl*)&*Shelter dk*(*Stl*)		4066	7,16 ✠LMC~~9~~12		7,17		*Lloyd's*			*onShelter dk*		FK&BK2″		2DB&1AuxSB,*14cf*,GS260,	28 ″ 11	
	Elec.light ~~*Carrying fuel oil F.P.above*~~ ~~150° F.in D.B.&deep tank~~			*Carrying fuel oil F.P.above*150° *F.in D.B.&deep tank*				*SA&CP*		*WB*=*Cell*	*DB*a115′*uE&B*80′*f*			154′937*t DT*	N.E.MarineEng.CoLdNwc *a*26′660*t FPT*135*t APT*36*t*		
493	**Nitor**	IronScSr	2677	✠100A1 *Spar dk*	Gen	*u*	5,17	1881	J.L.Thomp-son&Son Sunderland	FratelliLagorara	330·0	39·0	18·7	Genoa Italian	T.3Cy.20″,40″&57″–48″ (*s*)	29 ″ 7	
314	*M.Longobardo*13–13		2615	8,14				11mo					26·2		165lb *100lb* NDB10 225NHP	s 6 ″ 7	
QTSC	(*ex*Critic) *ss*Nwc.2ndNo.3–2,06		1693	✠NB11,95 ✠LMC8,14					A&CP		ptND93		FK	7*BHCem*	2SB.*2rf*&*2cf*,GS91,HS3338	23 ″ 6	
	*ss*Gen.No.2–14			BS5,17							*WB*=*Cell DB*238′			157*t APT*21*t*	7*pd*93Gourlay Bs&Co.Dun		
	1*Dk*(*Irn*)&*Spardk*(*ptIrn*)3*trB*																
	Cargo battens not fitted																
494	**Nitrogen**	SteelScLr	78	✠100A– *Barge*	Lon		7,16	1912	Hepple& Co.Ld. SouthShields	Burt,Boulton& Haywood,Ld.	79·0	17·1	6·7	London British	Oil Engine 2S.C.SA	7 ″ 2	
	G.W.Dines –12	*ss*Lon.No.1–16	72	7,16 ✠LMC7,16				3mo					FK	6*BH*	2Cy.13″–13¾″	s ″ 9	
JCKT	*Mchy.Aft*	*OilEng.*	47	*Carrying Tar in bulk*											J.&C.G.Bolinder&Co. Stockholm	6 ″ 7	
		1*Dk*(*Stl*)															
495	**Nivernais**	IronSc3MstSr	2555			...		1882	J.Elder& Co. Glasgow	Soc.Gén.deTransp. Mar.àVap.	325·5	37·1	25·5	Marseilles French	C.2Cy.38″&70″–48″	27 ″ 0	V
	Cayol	(*ex*Sumatra)	2198								P103′B46′F46′		BK10″		277NHP		
KJWV	*Elec.light*	3*Dks*	1880												J.Elder&Co.Glasgow		
496	**Nivonia**	SteelScK	175					1912	Smith's Dock Co.Ld. Middlesbro'	Eastern Whaling Co.Ld. (C.Schlesinger, *Mgr.*)	110·7	20·8	12·0	London British	T.3Cy.12¾″,20″&34″–24″		C
132686	*P.A.Nielsen* –12	(*Whaler*)	172											*WB*	73RHP		
HVKD		1*Dk*	64												ShieldsEng.Co.Ld.N.Shl.		
497	**Nixe**	SteelPad	727					1899	G.Seebeck A.G. Bremerhaven	Norddeutscher Lloyd	247·6	30·3	11·9	Bremen German	T.3Cy.32⅝″,49½″&78″–63″		G
	C.Langemak		586								B174′F53′			*WB*	NB04 483NHP		
QGSV	*Elec.light* Wireless	1*Dk*	283												G.SeebeckA.G.Bremerhvn		
498	—	SteelSc	660					1910	Akt.Ges. "Weser" Bremen	Dampfschifffahrts Ges.Neptun	180·0	28·1	12·9	Bremen German	T.3Cy.13½″,21$\frac{1}{16}$″&34$\frac{7}{16}$″		G
	*C.Ruchel*04–10		516								Q51′B45′F22′			*WB*	–23⅛″ 59NHP		
QJVB	*Elec.light*	1*Dk*	363												A.G."Weser,"Bremen		
499	—	IronSc	129					1889	J.C.Teck-lenborg Geestemünde	EmilSöhle	103·7	20·2	9·7	Gstemnde German	C.2Cy.18″&33″–22″		G
	R.Kuiper	(*Trawler*)	—												43NHP		
KRDC		1*Dk*	23												Maschinnfabrik Bcku.Mdg		
500	**Nizam**	SteelScSr	5322	✠100A1	Bom	*z*	5,16	1914	C.Connell &Co.Ld. Glasgow	AsiaticStm.Nav. Co.Ld.	404·0	52·8	28·7	Liverpool British	T.3Cy.25″,42″&70″–48″ (*r*)	31 ″ 3	
13741†	~~*O.T.Elliott* –16~~		4922	9,17~~2~~				12mo		*WB*=*Cell DBa*	P41′B137′F45′		FK	7*BHCem*	200lb *100lb* 472NHP	s 6 ″ 3	
JHLK	*Elec.light* 2*Dks*(*Stl–Uteak s*)		3334	✠LMC12,14				*Lloyd's*	*SA&CP*	120′	*uE&B*46′*f*187′ 111			3*t DT*a22′184*t FPT*	124*t APT*30*t*	25 ″ 7	
	J.H.Benson –17 *Carrying fuel oil F.P. above*150° *F.in D.B.*														Dunsmuir&Jackson,LdGls		
501	**Njàll**	SteelScSr	121	*Now named "Léopard," See No. 25 in Supplement.*				1907	Nylands Værksted Christiania		90·0	17·9	11·6		T.3Cy.10½″,17″&28½″–20″		
		(*Whaler*)	114											French	51RHP		
		1*Dk*	43											*WB*	NylandsVærksted,Xania		
502	**Njörd**	WoodAuxScBk	522					1886	K.Larsen Arendal	CanadianWhaling Co.(S.Th.Sverre, *Mgr.*)	152·7	30·5	17·2	Sydney,NS British	C.2Cy.22½″&42″–26″		
134522	*K.Jacobsen* –09	*Stm.Eng.*	460								Q62*t*				70RHP		
	(*See Sailing Ship Register*) 2*Dks*		254												NylandsVærks.Chrstiania		
503	—	SteelScSr	109					1907	Mjellem& Karlsen Bergen	P.Th.Sandborg Akties. (G.Devold, *Mgr.*)	94·6	19·0	9·2	Aalesund Norwegian	C.2Cy.9″&20″–17″		
	H.Roald –07	(*Fishing*)	102												14NHP		
MDLK		1*Dk*	39												Mjellem&Karlsen,Bergen		
504	**Njördur**	SteelScK	278	✠100A1	Flt		~~10,15~~ 6,18	1912	Cochrane &Sons Selby	FiskiveidNjördur (E.Stefansson)	133·5	23·0	12·0	Reykjavik Danish	T.3Cy.12¾″,22″&36″–24″ (*s*)	12 ″ 9	
	G.Gudnason –14		254	*Stm Trawler*				10mo			Q73′F20′		BK7½″		200lb 80NHP		
LCDK	(*ex*Velia)	1*Dk*	121	10,15 ✠LMC~~10~~12			3,18	*Lloyd's*	*SA&CP*					1*BHCem*	1SB,*3pf*,GS48,HS1333		
															C.D.Holmes&Co.Ld.Hull		
505	**Nobel**	SteelScSr	220					1912	Akers Mek.Værks. Christiania	Nitroglycerin Companiet	120·6	21·1	12·0	Chrstiania Norwegian	T.3Cy.12″,20″&33″–25″		N
	K.Nilsen		203								H17*t*			*WB*	54NHP		
MHJT	*Elec.light*	1*Dk*	81												AkersMek.Værks.Xia.		
506	**Noble Nora**	SteelScK	160					1912	Smith's Dock Co.Ld. Middlesbro'	PremierWhalg.Co. Ld. (DeutschSchlesinger&Co., *Mgrs.*)	105·0	20·9	12·4	London British	T.3Cy.13″,22″&35″–24″		C
132747	*A.Andersen* –12	(*Whaler*)	149												90RHP		
HWJS		1*Dk*	67												ShieldsEng.Co.Ld.N.Shl.		
507	**Nodzu**	SteelScK	257	✠100A1	Cff		5,16	1911	Smith's Dock Co.Ld. Middlesbro'	Neale&West,Ld.	125·5	23·0	12·3	Cardiff British	T.3Cy.12½″,21″&35″–26″ (*s*)	13 ″ 0	
132856	*A.Petherbridge* –11		229	*Stm Trawler*				10mo			Q74′F21′		BK7½″	3*BHCem*	180lb 80RHP		
HVRP		1*Dk*	101	12,13 ✠LMC9,11				*Lloyd's*	*SA&CP*						1SB,*3pf*,GS48,HS1406		
															ShieldsEng.Co.Ld.N.Shl.		
508	**Noeau**	WoodScSr	294					1896	Hall Bros. Pt.Blakely	InterIslandSteam Nav.Co.Ld.	120·2	28·0	10·2	Honolulu Utd.States	C.2Cy.12″&24″–20″		
116748	*J.H.Hacke*		—												21NHP		
KQCD	(*ex*Scray)	1*Dk*	221												FultonI.Works,S.Fr.		
509	**Noel**	IronScSr	1578	✠100A1	Bdx	*q*	2,16	1879	J.Laing Sunderland	Gillet&Fils	263·0	33·7	20·7	Marseilles French	C.2Cy.31″&57″–36 (*s*)	22 ″ 0	
	*D.Lecoq*13–13	*ss*Sld.2ndNo.3–9,06	1367	2,16				2mo	A&CP		Q84′B101*t*F30′			3*BHCem*	75lb *60lb* NDB06 151NHP	s 2 ″ 5½	
KLBJ	(*ex*St.Abbs,	*ss*Bdx.No.2–16	955	✠NB9,06 ✠LMC2,16							ptND06		BK9½″	3*BHCem*	2SB,*4pf*,GS71,HS2704	20 ″ 4	
	*Well deck ex*Douro)	1*Dk*(*Irn*)2*trB*		BS1,17									*WB*=	*DB*114′	G.Clark,Sunderland		

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	3 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 6 7 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux aux Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.
510 JBRW	**Nogaro** SteelScSr *ss*Tri.No.3–5,13 (*ex*Maesteg) *Mchy.Aft* 1*Dk*(*Stl*)	154 132 89	✠ — 4,16 *Stm.Barge* ✠	Tri			1901 10mo	G.K. Stothert&Co. Bristol	A.G.&V.Cosulich (*in lig.*) (A. Hreglich, *Mgr.*)	107·3 | 20·6 | 8·0 Q36′F16′ BK5½″			Trieste Aust.-Hung.	C.2Cy.12″&24″–16″ 19NHP 1SB,*2pf*,GS30,HS562 G.K.Stothert&Co.Bristol	8 " 6
511 4242 JBRW	**Noge Maru** WoodTwinSc 1*Dk*	101 76 54					1899	Yokohama Dock Co.Ltd. Yokohama	Yokohama Dock Co.Ltd.	91·1 | 17·1 | 7·7			Yokohama Japanese	C.4Cy.10″&19″–15″ 23NHP Yokohama Dock Co.Ltd.	
512 123200 HMST	**Nogi** SteelScK *ss*Cff.No.1–13 1*Dk*	257 230 100	✠100A1 *Stm Trawler* 11,13 BS11,14 ✠LMC5,15	Cff		5,13	1908 7mo	Smith's Dock Co.Ld. North Shields *Lloyd's A&CP*	Neale&West,Ld.	125·4 | 22·1 | 12·2 Q70′F19′ BK7½″			Cardiff British	T.3Cy.12½″,21″&35″–26″ (*s*) 180lb 82RHP 1SB,*3pf*,GS51,HS1418 3*BHCem* Shields Eng.Co.Ld.N.Shl.	13 " 0
513 136737 JHMR	**Nolisement** SteelScSr<br~~*T.H.Mather* 00–15~~ *S.W.Decent* –17 1*Dk*(*Stl*) *Carrying fuel oil F.P. above 150° F.*	4447 4211 2820	✠100A1 ~~5,11 1,16~~ 10,17 ✠LMC1,15	NYk ~~NSs~~	*y*	~~2,16~~ 10,17	1915 1mo	W.Gray& Co.Ld. W Hartlepool *Lloyd's A&CP* *W*	Breynton S.S.Co. Ld.(R.E.Morel& Co.*Mgrs.*) *B* = *Cell D B a* 125′ FK	380·0 | 52·0 | 26·0 P30′B240′F36′ *uE*26′ *f* 166′ 1078*t*			London British	T.3Cy.25″,41″&68″–48″ (*s*) 180lb HS7751 430NHP 2SB&1AuxSB,*10cf*,GS190, Cen.Mar.Eng.Wrks.WHpl	28 " 6 s 4 " 5 24 " 6
514 KLDC	**Nomadic** SteelTwinScSp *Boitard* –12 *Elec.light* 2*Dks*	1273 — 814					1911	Harland& Wolff,Ld. Belfast	A.Lanièce	220·7 | 37·1 | 12·4			Cherbourg French	C.4Cy.13½″&27″–18″ 52NHP Harland&Wolff,Ld.Bel.	
515 130859 KPVF	**Nome City** WoodSc *L.C.Hansen* *Elec.light* 2*Dks*	939 — 597					1900	H.D.Bendixsen, Eureka,Cal.	Charles Nelson Co.	230·0 | 38·0 | 16·2			S.Frncisco Utd.States	T.3Cy.13″,22½″&38″–30″ 79NHP United Eng.Works.S.Fo.	
516	**Nonni** SteelSc (*ex*Sabine Rickmers) *Elec.light* Sub.Sig. Wireless 2*Dks*	4105 3822 2562					1909	Rickmers Akt.Ges. Geestemünde	Russian Volunteer Fleet Association	366·9 | 47·7 | 27·3 B94′F44′			Russian *WB*	T.3Cy.23¼″,38⅝″&63″–43½″ Ottensener 261NHP Maschf.Ottensen	
517 201557 KTMS	**Nonpareil** WoodSc 1*Dk*	167 — 99					1904	R.Palmer& Son S.B.Co Noank,Ct.	Merchnts&Miners Transportation Co.	101·0 | 25·0 | 12·0			Baltimore Utd.States	C.2Cy.16″&34″–26″ 49NHP	
518 128768	**Noogana** SteelScK *W.Davies* 14–14 1*Dk*	237 213 90	✠100A1 *Stm Trawler* 6,14 ✠LMC6,14	Abn			1914 6mo	Hall, Russell&Co.Ld. Aberdeen *Lloyd's A&CP*	Brand&Co. F.B.O'Meara	120·9 | 22·7 | 12·1 Q72′F20′ BK7½″			Milford British	T.3Cy.12½″,21″&35″–25″ (*r*) 180lb 85RHP 1SB,*3pf*,GS46,HS1564 4*BHCem* Hall,Russell&Co.Ld.Abn.	13 " 0
519	**Noord Brabant** SteelSc *Elec.light* 1*Dk*	2332 2070 1359					1916	N.V.Boeles Schp.&Mch. Bolnes		294·0 | 44·2 | 19·7 P46′B85′F31′			Norwegian	T.3Cy.22″,37″&60″–39″ 225NHP NV Boeles Sch&Mch Bolnes	
520 142363 ~~PNBM~~ ~~JSTQ~~	**Noord-Holland** SteelScSr ~~*A.B.Kers*~~ *ss*Rot.No.1–16 *Well deck* 1*Dk*(*Stl*)	1006 670 522	✠100A1 11,17~~8,16~~ ~~BS4,18~~ ✠LMC2,16	Rot	*m*	~~6,15~~ 14,17	1911 4mo	Rijkee&Co Rotterdam *Lloyd's A&CP*	The Shipping Controller (J.Cormack &Co., *Mgrs.*) *WB* = *Cell D B a* 54′	216·5 | 32·7 | 13·1 Q75′B58′F24′ *uE*21′ *f* 86′ 301*t* *FPT*			London British	T.3Cy.17½″,29″&46″–36″ (*r*) 180lb 155NHP 2SB,*4cf*,GS78,HS2621 4*BHCem* 17*t APT* 13*t* Maats.Fyenoord,Rot.	14 " 3 s "10½ 13 " 8
521 PMVL	**Noordam** SteelTwinScSr *B.C.van Walraven ss*Rot.No.3–3,15 3*Dks*(*Stl–Uws*)&*Awng dk*(*Stl–ws*) *Elec.light* Sub.Sig. Wireless	12531 11395 7978	✠100A1 *Awng dk with freeboard* ~~5,17 4,16~~ ~~BS5,18~~ ~~6,18~~ ~~BS5,17~~ BS2,16 ✠LMC3,15	Rot	*h*†	~~8,15~~ ~~1,16~~ ~~5,17~~ 10,17	1902 3mo	Harland& Wolff,Ld. Belfast *Lloyd's A&CP* *WB*	Nederl.-Amerik. Stoomv.Maats. (Holland-Amerika Lijn) = *Cell D B a* 151′ *uE*	550·3 | 62·3 | 34·0 42·0 *Promenade dk* 193′ FK&BK3″ &*B*107′*f*191′1847*t D*			Rottrdam Dutch	T6Cy.28⅛″,47⅛″&78″–57″ 180lb (*s*) 1265NHPs 3D&3SB*36cf*GS639HS23199 10*BHCem* Harland&Wolff,Ld.Bel. *Tf* 56′ 1620*t* *FPT* 147*t APT* 75*t*	45 " 2 13 "11½ 32 " 1
522 ~~PNBG~~	**Norddijk** SteelScSr ~~*LC Stavgaen*~~ 1*Dk*(*Stl*)	3241 2951 1979	✠100A1 5,18 2,17 ✠LMC5,14	Rot ~~NYk~~	*v*	~~2,17~~ 5,18	1914 5mo	Rotterdam Droogd.Maat Rotterdam *Lloyd's A&CP* *W*	The Shipping Controller (Furness, Withy&Co.Ld., *Mgrs.*)	331·7 | 48·1 | 22·3 P25′B94′F31′ *B* = *Cell D B a* 90′ *uE*			London British	T.3Cy.23″,38″&62″–42″ (*s*) 180lb *100lb* 274NHP 2SB,*6cf*,GS113,HS4270 5*BHCem* Rotterdam Droogd.Maats. 21′*f* 156′ 704*t* *FPT* 58*t APT* 74*t*	24 " 6 s 4 " 2 20 " 8
523 PNCD	**Noordstroom** SteelScSr *P.J.H.H.Kolishoek* –16 *Elec.light* 1*Dk*(*Stl*) *Well deck*	738 528 341	✠100A1 ~~3,17 1,17~~ 3,18 ✠LMC1,17	Ams	*j*		1917 1mo	NV Scheep. De Merwede Hardinxveld A&CP	Hollandsche Stoomb.Maats. *Cell D B a* 24′ *uE*	185·0 | 29·1 | 12·5 Q92′B17′F24′ FK 13′*f* 79′140*t* *FPT* 44*t*			Amstrdam Dutch	T.3Cy.13½″,21″&35″–27″ (*s*) 180lb 100NHP 2SB,*4pf*,GS60,HS1982 4*BHCem* *APT* 21*t* Richardsons,Westgarth& Co.Ld.Mdb.	14 " 6 s " 10 13 " 10
524	**Noordsvaarder** SteelSc *J.Doeksen* (*ex*Panadero,*ex*Glücksberg, (*Tug*) *ex*Falkenstein) 1*Dk*	184 168 35					1897	J.W.Klawitter Danzig	G.Doeksen&Zonen	110·5 | 21·0 | 10·9 H39′			Terschelling Dutch	C.2Cy.17½″&31½″–19½″ 44NHP J.W.Klawitter,Danzig	
525 PMVN	**Noordwijk** SteelScSr *C.Kleykamp* 11–11 *ss*Rot.No.1–13 Sub.Sig. 1*Dk*(*Stl*)&*deep framing* Wireless *Elec.light*	2118 1917 1338	✠100A1 1,17 ✠LMC ~~MS2,15~~ BS6,16 ~~MS1,17~~	Rot	*s*	1,17	1909 6mo	Schpw.v. Jan Smit,Czn. Alblasserdm *Lloyd's A&CP*	Maats.Stoomschip Noordwijk (Erhardt&Dekkers) *Intermediate bulkhead in fore*	286·7 | 42·1 | 19·5 P20′B72′F32′ FK *hold dispensed with* *WB* =			Rottrdam Dutch *BH only Cem* *Cell D B a* 84′	T.3Cy.21″,35″&57″–39″ (*s*) 160lb *100lb* 221NHP 2SB,*6cf*,GS108,HS3586 Maats.de Schelde,Flushing *uE* 18′*f* 120′590*t* *APT* 68*t*	21 "11 3 " 3 19 " 0
526	**Noordzee** SteelScLr *D.Penning* –10 1*Dk*	150 — 75					1907	M.van der Kuijl Slikkerveer	N.V.Stoomvissch. "DeMaas" (B.Pot, *Mgr.*)	93·1 | 21·3 | 10·7			Vlaardngn Dutch *WB*	C.2Cy.9 1/16″&16½″–12⅝″ 8NHP J.H.v.Capellen,Bolnes	
527 117575 HBQP	**Noorebar** SteelScSr *A.A.Brown* –16 *Well deck* 1*Dk*(*pt Stl*) *Elec.light Ref.Mchy.*	670 397 309	✠ 12,04 ✠	Lth	*i*		1904 12mo	Scott of Kinghorn,Ld Kinghorn	North Coast Steam Nav.Co.Ld.	185·1 | 28·1 | 12·4 P&B116′F43′ BK7″ *WB* = *D B a* 31′			Sydny NSW British	T.3Cy.18″,29″&49″–33″ 176NHP 2SB,*4cf*,GS80,HS3070 4*BHCem* 35*t FPT* 20*t* Scott of Kinghorn,Ld.Kgn.	13 " 0
528 HBQP	**Noor-el-Bahr** SteelScSr *Saleh Bin Muhammed ss*Cpl.No.1–98 (*ex*Richard Grech,*ex*Noor-ul-Bahr) *Elec.light* 1*Dk*(*Teak*)	295 265 180	✠ 8,00 ✠	Cpl	*e*		1893 12mo	Gourlay Bros.&Co. Dundee	Sultan of Muscat	150·0 | 23·2 | 10·7 B8′F21′ BK6½″ *WB* = *FPT*			Muscat Oman	T.3Cy.12½″,20″&32″–24″ 59NHP 1SB,*2pf*,GS34,HS1029 4*BHCem* 20*t APT* 15*t* Gourlay Bros.&Co.Dundee	11 " 4
529 JPQT	**Nor** SteelScSr *O.Gotaas* *Elec.light* 1*Dk*	1418 1236 878					1901	Laxevaags Msk.&Jrnskb Bergen	Akties.Rödseth& Co.	245·1 | 36·2 | 16·8 H121*t* F41*t*			Bergen Norwegian *WB*	T.3Cy.17½″,29″&48″–33″ 132NHP Laxevaags Msk&Jrns.Bgn	
530 JWRN	— WoodScSr *O.Olsen* 97–02 1*Dk*	591 453 344					1897	E.K.Lindstöl Risör	Acties.Nor(S.Bergesen)	166·9 | 29·8 | 15·1 Q45*t* B72*t* H8*t* F23*t*			Stavanger Norwegian	T.3Cy.11¼″,17½″&30″–27″ 47NHP Nylands M.V.Xia.	

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 6 7 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned. now expired. Equipment Letter.	Date when tail shaft last scrn.	8 9 Built. When	By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed. If not in L.R. Date of ✠ Trade Cert.
531 JSNW	**Nor** IronScSr *M.Hellevik* 16-16 2 *Dks*	158 158 87					1870	Trondhjems Mek. Trondhem	Akties. Trudvang (Thor Egeland, *Mgr.*)	94·9 | 18·6 | 14·4	Stavanger Norwegian	C.2Cy.10″&22″–18″ 17NH Trondhjems Mek. V.	*	
532 123193 HMCG	**Nora** SteelScSr ~~*W.G.Jones* 00–03~~ *ss* Cff. No.2–16 1 *Dk* (*pt Irn & pt Stl*) 2 *tr B & deep framing* *Firth* –17 3 *Dk rule*	3933 ~~3646~~ 2537	✠100A1 ~~1,12,16 3,17 Nwc Bly~~ 4,18 ✠LMC12,16 BS4,18	Cff	*w*	12,16	1908 1 mo	R. Stephenson & Co. Ld Newcastle *Lloyd's SA & CP*	Universal S.N.Co., Ld. (P. Samuel & Co. Ld., *Mgrs.*) *WB = Cell DB a* 110′	340·7 | 50·6 | 24·6 P31′B96′F32′ FK *uE & B* 42′ *f* 140′ 905*t*	London British 6 *BHCem APT* 168*t*	T.3Cy.25″,40″&67″–45″ (*s*) 165lb *90lb* 314NH 2SB, *6cf*, GS113, HS1849 Richardsons, Westgarth & Co. Ld. Hpl	27 ″ 2 s 5 ″ 0½ 22 ″ 6	
533 5568 JTQN	— IronScSr *Öfverberg* (*ex* Langdon) *Well deck* 1 *Dk 2 tr B*	1263 956 777			…		1882	J. Readhead & Co. S. Shields	O. Banck	240·0 | 34·2 | 15·9 Q90′B40′H88′F31′ FK	Hlsngborg Swedish *WB*	C.2Cy.30″&57″–36″ 147NH J. Readhead & Co. S. Shields	17 ″ 0	V
534 JPSQ	— SteelScSr *H. Rasmussen* *Dk*	1131 901 699					1901	Hasseldalens Jrnskbsb. Grimstad	Akties. Dpsk. Nora (K.S. Nordgreen)	231·4 | 34·0 | 13·7 Q127*t* B52*t* H2 5 F25*t* *WB*	Bergen Norwegian	T.3Cy.16″,25″&42″–30″ 97NH Bergen Mek. Værks. Bergen		N
535 124060	— SteelScYl *T. Parry* –13 1 *Dk*	226 182 89					1907	Scott & Sons Bowling	J. Monks & Co. Ld.	100·2 | 23·1 | 10·7 F16′ *WB*	Liverpool British	C.2Cy.14″&29″–20″ 40RHP Ross & Duncan, Glasgow		
536 HWNM	**Nora Hugo Stinnes 2** SteelSc *D. Schumacher* 11–12 *Elec. light* Wireless Sub. Sig. 2 *Dks*	4985 4421 3100					1910	Bremer Vulkan Vegesack	"Nora Hugo Stinnes 2" Dampfsch. G.m.bH (Hugo Stinnes, *Mgr.*)	382·9 | 51·6 | 26·8 P24′B71′F29′ *WB*	Hamburg German	T3Cy 23⅛″, 39⅞″ & 64″–43⅝′ 270NHP Bremer Vulkan, Vegesack		G
537 121589 HJWR	**Nora Niven** SteelScK 1 *Dk*	166 147 66	✠ *Stm Trawler* 2,07 ✠	Hul			1907 2 mo	Cochrane & Sons Selby	New Zealand Trawling & Fish Supply Co. Ld.	96·0 | 20·6 | 10·8 Q48′F15′ BK7½″	Napier, NZ British 3 *BHCem*	T.3Cy.10½′,15½″&26½″–20″ 35RHP 1SB, *2pf*, GS31, HS995 Gt. Central Co-op Eng. & Ship Repairing Co. Ld. Gms.	11 ″ 10	
538 133617 JCRN	**Norah Elsmie** SteelScSr *J.H.Gibb* –13 *ss* Nwc. No.1–17 *Well deck* 1 *Dk (Stl)* *Mchy. Aft*	424 309 168	✠100A1 3,17 ✠LMC5,17	Nwc	*g*	3,17	1912 12 mo	Hall, Russell & Co. Ld. Aberdeen *Lloyd's SA & CP*	~~North Eastern Shipping Co. Ld.~~ (G. Elsmie & Son, *Mgrs.*) Shankland & Co. Ld.	155·3 | 25·1 | 10·7 Q91′B9′F22′ BK7″ *WB = FPT* 30*t*	Aberdeen British 3 *BHCem*	T3Cy.12½″,21½″&34″–24″ (*r*) 180lb *100lb* 75RHP 1SB, *2pf*, GS40, HS1345 Hall, Russell & Co. Ld. Abn.	11 ″ 8 s 3 ″ 8½ 12 ″ 2	
539 114309	**Norbreck** SteelScK *G. Davison* –14 *ss* Flt. No.2–13 1 *Dk*	201 186 80	✠100A1 *Stm Trawler* 4,15 BS4,15 ✠LMC8,15	Flt		5,14	1905 2 mo	J. Duthie, Sons & Co. Ld. Aberdeen *Lloyd's SA & CP*	Norbreck Steam Fishing Co. Ld. (J.A. Robertson, *Mgr.*)	121·3 | 21·6 | 11·7 BK7½″	Fleetwood British 3 *BHCem*	T.3Cy.12″,19½″&32″–23″ (*s*) 180lb 60RHP 1SB, *2pf*, GS36, HS1243 W.V.V. Lidgerwood, Gls.	12 ″ 6	
540	**Norburg** SteelScK (*Trawler*) *Elec. light* *Mchy. Aft* 1 *Dk*	214 204 83					1914	J.H.N. Wichorst Hamburg	Joh. Thode & N. Ebeling	117·2 | 22·2 | 9·8 F16′	Altona German	T3Cy12 $\frac{9}{16}$″ 20 $\frac{1}{16}$″ & 32¼″–22 $\frac{1}{16}$″ 49NHP J.H.N. Wichorst, Ham.		
541 127435 HNFR	**Norburn** SteelScSr *E.D.Bilton* –15 1 *Dk*	2028 1886 1226					1908	Craig, Taylor & Co. Ld. Stockton	Coombes, Marshall & Co. Ld.	281·0 | 43·8 | 18·4 P26′B68′F29′ *WB*	W. Hartlpl British	T.3Cy.22″,35″&58″–39″ *Emade* 91, *refitted* 08 210NHP Cen. Mar. Eng. Wks. W. Hpl		C
542 KLDQ	**Nord** SteelScSr *Wadoux* 00–15 *ss* Dnk. No.2–13 2 *Dks* (*U-pt Irn & pt Stl*) *& deep framing* *Well deck*	3193 2511 2052	✠100A1 7,15 BS12,16 ✠LMC2,13	Dnk	*u*	7,15	1904 10 mo	Sunderlnd S.B. Co. Ld. Sunderland *Lloyd's SA & CP*	Cie. des Bateaux a Vap. du Nord *WB = Cell DB a* 110′ *uE & B* 36′	314·0 | 46·5 | 20·6 P&B215′F29′ FK *f* 122′ 701*t FPT* 100*t*	Dunkirk French 5 *BHCem APT* 125*t*	T.3Cy.23″,38″&62″–42″ (*s*) 160lb *80lb* 262NHP 2SB, *6pf*, GS111, HS4124 N.E. Marine Eng. Co. Ld. Sld	23 ″ 0 s 3 ″ 1½ 20 ″ 3	
543 MKNV	— SteelScSr *A. Berntzen* –16 *ss* Nwc. No.3–2,06 (*ex* Cairnmore) *ss* Xia. No.2–15 1 *Dk (Irn) & deep framing & pt Awng dk (Irn)*	1632 1243 1003	✠100A1 *pt Awng dk with freeboard* 10,17,9,16 BS10,17	Sws Shl	*p*	~~9,16~~ 3,13	1892 9 mo	Wood, Skinner & Co. Newcastle A&CP	O. & H. Holta	250·5 | 36·1 | 16·8 Q95′B60′F28′ RFD68′ FK *WB = Cell DB* 210′	Skien Norwegian 4 *BHCem* 341*t APT* 28*t*	T.3Cy.19″,31″&51″–36″ (*s*) 160lb *100lb* NDB06 156NHP 2SB, *4pf*, GS60, HS2340 Black, Hawthorn & Co. Gts.	19 ″ 0 s 7 ″ 11 18 ″ 5	
544	— IronSc3MstSr 6th Survey, Pir. 6,10 (*ex* Nikitas, *ex* Petros, *ex* Gemelli, *ex* Tento, *ex* Eugene, *ex* Altofts) 1 *Dk 2 tr B*	806 — 473	✠ 6,10	Pir	Lv		1873 1 mo	Schlesnger Davis & Co. Newcastle		193·1 | 28·6 | 16·9 Q117′H47*t* FK *WB = DB & f*	3 *BH* 1 PBH	C.2Cy.26″&48″–30″ NB84 109NHP 1SB, *3pf*, GS65, HS2121 Hawks, Crawshay & Co. Gts		
545	— IronScK *ss* Hul. No.3–8,08 (*ex* Vancouver) *ss* Hul. No.1–12 1 *Dk*	*139* *133* *58*	✠ ~~——~~ 12,16 *Stm Trawler* ✠	Hul			1895 10 mo	Cochrane & Cooper Beverley	V. Putz & Co.	98·5 | 20·5 | 11·0 ND08 BK7½″ *WB = DT f* 17′15*t*	Gstemnde German 3 *BHCem*	T3Cy10 $\frac{5}{16}$″ 16″ & 25½″–20″ 34NHP 1SB, *2pf*, GS22, HS573 Amos & Smith, Hull	11 ″ 10	
546 QHTD	— SteelScLr *C. Moenis* 1 *Dk*	129 129 67					1904	Bremer Vulkan Vegesack	Bremer Vegescker Fischerei Ges.	90·9 | 21·4 | 9·8	Vegesack German	C.2Cy.9 $\frac{1}{16}$″ & 16½″–12 $\frac{5}{16}$″ 8NHP Bremer Vulkan, Vegesack		G
547 KLDT	— SteelSc *Agnieray* 07–13 (*Tug*) 1 *Dk*	119 109 —					1912	Wd C. Boele & Zonen Slikkerveer	Soc. Dunkerquoise de Remorquage et de Sauvetage	85·3 | 18·7 | 9·5	Dunkirk French *WB*	T.3Cy.11 $\frac{7}{16}$″, 18 $\frac{5}{16}$″ & 29 $\frac{15}{16}$″–21 $\frac{1}{16}$″ 39NHP Alblasserdam. Msch. Fab.		V
548 LBQP	— SteelSc *W. Hinz* *Elec. light* 1 *Dk*	110 78 17					1907	Akt. Ges. "Neptun" Rostock	Neue Dampfer-Cie. Akt. Ges.	78·6 | 19·8 | 9·0 H59′	Kiel German	C.2Cy.12 $\frac{3}{16}$″ & 23¾″–13 $\frac{13}{16}$″ 17NHP A.G. "Neptun," Rostock		G
549	— SteelSc (*Tug*) 1 *Dk*	104 101 —					1905	Wed. C Boelen & Zonen Slikkerveer	Schneider & Co.	86·0 | 18·2 | 9·8	Alexndria Egyptian	C.2Cy.15 $\frac{3}{16}$″ & 31½″–23 $\frac{3}{16}$″ 40NHP Alblasserdam. Msch. Fab.		V
550 MKHJ	**Nordalsfjord** SteelScSr *P. Skutevig* –14 *Elec. light* 1 *Dk*	295 156 148					1914	Mjellem & Karlsen Bergen	Söndmöre Dampskibsselsk. Akties.	132·1 | 21·7 | 9·3 P85*t* H20*t* F32*t*	Aalesund Norwegian	T.3Cy.12″,20″&30″–21″ 41NHP Mjellem & Karlsen, Bergen		N
551 NPGW	**Nordamerika** SteelScSr *P. Linnet* –14 *ss* Shl. No.2–14 1 *Dk (pt Irn & pt Stl) 2 tr B & deep framing & Web frames* 3 *Dk rule*	2647 2464 1685	✠100A1 12,16 BS10,16 ✠LMC5,14 BS8,17	NOs	*u*	~~4,16~~ 10,17	1905 4 mo	J.L Thompson & Sons, Ld Sunderland *Lloyd's SA & CP*	Dpskselsk. Norden (P. Brown, *Mgr.*)	315·0 | 46·5 | 20·8 P29′B190′F34′ FK *WB = Cell DB a* 106′ *uE & B* 30′ *f* 132′ 720*t DT a* 24′ 616*t FPT* 40*t APT* 46*t*	Copnhagn Danish 5 *BHCem*	T.3Cy.23″,38″&62½″–42″ (*s*) 180lb *100lb* 264NHP 2SB, *6cf*, GS113, HS3913 J. Dickinson & Sons, Ld. Sld.	2′3 ″ 2 s 2 ″ 8 2 0 ″ 11	

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Renforcements maintenant assurés. Lettre d'identification.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP= Force en chevaux d'après les formules de la Société. RHP= Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.
552	**Nordboen**	Steel Sc Sr	2417	✠100A1	NYk	*t*	~~8,16~~	1896	Richardsn,	Dpskselsk.Norden	310·0|44·0|20·4	Copnhagn	T.3Cy.22½″,37″&61″–42″ (*s*)	22 ″ 10
	P.Petersen	*ss*Hbg.No.3–8.09	2254	7,17 ~~10,16~~	NOs		7,17	10mo	Duck&Co.	(P.Brown, *Mgr.*)	P31′B162′F32′	Danish	160lb *70lb* 246NHP	s 3 ″ 2½
NHWC		*ss*Cpn.No.1–14	1547	~~Examd.Nwc2,13~~					Stockton	*WB=CellDBa*	FK	5*BHpt Asp*	2SB,*6cf*,GS113,HS3755	19 ″ 11
		1*Dk(Stl)*2*trB*		~~BS8,16~~ ✠LMC3,14					A&CP	104′*uE&B40′*	*f*120′702*t APT71t*	*ptCem*	Blair&Co.(Lim.),Stockton	
553	**Nordborg**	Steel Sc	461	✠100A1	Npt	*g*	~~9,16~~	1916	G.Niestern	A.Salomonson	151·6|25·2|11·3	Kopervik	T.3Cy.11⅞″,17½″&29½″–24″	12 ″ 1
	~~Salvage–16~~ *M.Andressen* –18		318	4,18 ~~4,17~~	Gls		4,18	5mo	Delfzyl		Q57 B29′F14′	Norwegian	185lb (*s*) 58NHP	s ″ 9
~~WLPD~~	*Well deck*	1*Dk(Stl)*	~~288~~		✠LMC5,16				A&CP		FK	4*BHCem*	1SB,2*cf*,GS38,HS1075	11 ″ 7
MPGF	*Elec.light*									*Cell*	*DBuE12′ 19t FPT*	24*t APT67t*	Machf.Fulton,Hoogezand	
554	**Nordcaper**	Steel Sc Sr	418			...		1907	Atel.&Ch.	Lobez,Poret&Co.	151·2|26·2|13·7	Boulogne	T.3Cy.13¾″,23″&38″–27″	15 ″ 0
	Ballard	(*Trawler*)	372						deFrance		F23′	French	100NHP	
KLFD	Wireless	1*Dk*	154						Dunkirk		BK8′	*WB*	Atel.&Ch.deFrance,Dnk.	
555	**Norddeble**	Steel Sc Sr	107					1908	Akers		91·7|17·8|10·6		T.3Cy.11″,18″&29″–18″	
		(*Whaler*)	103						Mek.Værks.				36NHP	
		1*Dk*	42						Christiania				AkersMek.Værks.Xia.	
556	**Norddeich**	Steel Pad Ctr	192					1888	J.L.Meyer	Act.Ges.Rhed.	150·9|19·2| 7·7	Norden	C.2Cy.20″&35″–39″	
	Joh.deBloom		169						Papenburg	Norden		German	NB10 64NHP	
KHFN	*Elec.light*	1*Dk*	110										J.L.Meyer,Papenburg	
557	**Norden**	Steel Sc Sr	2529	✠100A1	NYk	*n*	~~6,16~~	1909	J.L.Thomp-	Dampskibsselsk bt	318·5|47·2|19·5	Copnhagn	T.3Cy.23″,38″&62″–42″ (*s*)	21 ″ 9
	*P.A.Sonne*05–09	*ss*Cpn.No.1–14	2360	*Shelter dk*			6,18	1mo	son&Sons Ld.	Norden(P.Brown,		Danish	180lb *100lb* 285NHP	s 1 ″ 8
NRFP		1*Dk(Stl)&deep framing*	1564	*withfreeboard*					Sunderland	*Mgr.*) *WB=Cell*	FK	5*BHCem*	2SB,*6cf*,GS130,HS4601	20 ″ 5
		&Shelter dk(Irn)		1,17 ~~Examd.Nwc2,13~~	BS7,17				*Lloyd'sA&CP*	*DBa*104′*uE&B*	30′*f*136′ 772*t FPT*	18*t APT84t*	J.Dickinson&Sons,Ld.Sld.	
				~~BS8,16~~ ✠LMC5,14										
558	—	Steel Sc Sr	776					1905	Nylands	Akties.Ganger	194·5|30·2|15·3	Chrstiania	T.3Cy.15½″,25″&42″–30″	
	H Andersen		602						Værksted	Rolf (Fred.	Q56*t*B85*t*H11*t*F22*t*	Norwegian	97NHP	
MCKR		1*Dk*	483						Christiania	Olsen&Co., *Mgrs.*)		*WB*	NylandsVærksted,Xania	
559	—	Steel&Iron Sc Sr	702	✠	Got	*j*		1885	Boolds,	Achalandabaso,	180·5|27·2|14·5	S.Sebast'n	C.2Cy.27″&50″–36″	15 ″ 3
	D.Gamecho –13		461	6,14				9mo	Sharer&Co.	Gascue&Co.	P118′H34*t*F21′	Spanish	NDB00 122NHP	
HWCF	*Well deck* Wireless	*ss*Got.2nd No.3–5,09	382	✠					Sunderland		BK7½′	1*BHCem*	1SB,3*pf*,GS49,HS2090	
	Floors,Beams&KeelsonIrn	1*Dk*2*trB*								*WB=1*	*Ba*87′*f*24′75*t FPT*	30*t APT25t*	Carr&Co.(Lim.),Sld.	
560	—	Steel Sc Sr	520					1914	Oskrshmns	Blekinge Ångb.	152·5|27·7|11·5	Karlshmn	T.3Cy.13″,22″&36″–24″	
5601	*G.Ekelund*02–14		376						M.V.Aktieb.	Aktieb.(O.E.	Q48′B38′H62*t*F18′	Swedish	63NHP	
JTSV	*Elec.light*	1*Dk*	259						Oskarshamn	Lundström, *Mgr.*)		*WB*	OskarshamnsM.V.Aktieb.	
561	—	Steel Sc Sr	184					1885	W.Rosen-	ÅboLänsKust	109·9|18·5| 8·0	Åbo	C.2Cy.14½″&26¾″–20½″	
	G.R.Engström		—						lew&Co.	Ångb.Aktieb.		Russian	26NHP	
QTMG			123						Björneborg				W.Rosenlew&Co.	
562	**Norderney**	Steel Sc Sr	884					1902	Akt.Ges.	Ernst Russ	214·0|30·6|14·3	Hamburg	T.3Cy16 7/16″,24⅝″&41⅜″–28½″	
	J.Niehage –11		752						"Neptun"		B49′F31′	German	92NHP	
RMNS	*Elec.light*	1*Dk*	547						Rostock			*WB*	A.G."Neptun,"Rostock	
563	—	Steel Pad	220					1892	J.L.Meyer	Act.Ges.Rhed.	160·7|19·0| 7·8	Norden	C.2Cy.20½″&35½″–39½″	
	A.Buss		187						Papenburg	Norden		German	NB09 66NHP	
KHNR	*Elec.light*	1*Dk*	108										Stettiner A.G.,Stettin	
564	**Nordfarer**	Steel Sc Sr	3744	✠100A1	Mch	*w*	~~8,16~~	1898	Palmers'	Dpskselsk.Norden	365·0|47·2|17·8	Copnhagn	T.3Cy.25″,41″&66″–45″ (*s*)	28 ″ 4
	~~Olsen~~	*ss*Cpn.No.3–11,10	3473	*Spar dk*	Bal		6,17	3mo	Co.Ld.	(P.Brown, *Mgr.*)	P39′B120′F46′25·7	Danish	180lb *90lb* 320NHP	s 5 ″ 3
NJST	*C.Jespersen* –15	*ss*Shl.No.1–15	2397	8,17 ~~8,16~~	✠LMC				Newcastle	*B=CellDBa* 120	FK	6*BHCem*	2SB,6*cf*,GS141,HS5000	23 ″ 5
		1*Dk(Stl)&Spar dk(Irn*		MS8,15	~~BS8,16~~ 11,17				A&CP	*uE*18′*f*152′901*t*	*DTa* 26′ 579*t FPT*	97*t APT80t*	Palmers'Co.Ld.Nwc.	
		&deep framing												
565	**Nordfjeld**	Steel Sc Sr	3521	✠100A1	Nap	*u*	2,17	1900	C.S.Swan&	Akties.Doris(H.C.	348·0|45·3|17·8	Chrstiania	T.3Cy.24″,40″&66″–45″ (*s*)	28 ″ 10
	G.Christensen –16	*ss*Rot.No.3–6,1	3322	*Spar dk*				12mo	Hunter,Ld.	Görrissen, *Mgr.*)	P28′B92′F38′ 26·0	Norwegian	180lb *150lb* 308NHP	s 5 ″ 7
WLCN	(*ex*Callisto)	1*Dk(Stl)&Spar dk(Stl)&	2284	2.17	BS2,17				Newcastle		FK	6*BHCem*	2SB,6*cf*,GS121,HS4640	23 ″ 7
		deep framing		~~BS2,16~~ ✠LMC9,15					A&CP	*WB=CellDBa*	116′*uE&B*38′*f*148′	813*t APT171t*	Blair&Co.Ld.Stockton	
566	**Nordfjord**	Iron Sc Sr	220					1865	.....	Romsdals	113·7|20·6|11·7	Molde	C.2Cy.13″&30″–18″	
	*N.Fuglseth*14–08	(*ex*Vesteraalen)	156						Gothenburg	Dmpskselsk. (U.	B24*t*H5*t*F34*t*	Norwegian	NE82 NB02 32NHP	
JRLD		1*Dk*	128							Möller, *Mgr.*)			BergensMek.Værks.Bergn	
567	**Nordfjord I.**	Steel Sc Sr	572					1914	Helsingörs	NordreBergenhus	168·0|26·3|13·0	Bergen	T.3Cy.16½″,27″&44″–30″	
	P.Titland		309						Jernsk& Msk	AmtsDampskibe	P105′F49′	Norwegian	106NHP	
MLHJ	*Elec.light*	2*Dks*	281						Elsinore			*WB*	Helsingörs Jernsk.&Mskb.	
568	**Nordfold**	Steel Sc	1200					1917	N.V.Schps.	M.Clausen	236·0|36·2|18·0		T.3Cy.17½″,29″&46″–36″	
									"Juliana"			Norwegian	127NHP	
		1*Dk*							Papendrecht			*WB*	I.&A.van derSchuyt,Pap.	
569	**Nordhavet**	Steel Sc Sr	3357	✠100A1	Npt	*v*	~~6,16~~	1898	W.Hamil-	Dpskselsk.Norden	330·0|45·5|16·2	Copnhagn	T.3Cy.23⅜″,40″&65″–42″ (*s*)	26 ″ 6
	J.Jansen	*ss*Els.No.3–10,10	3045	*Spar dk*	NNs		6,17	4mo	ton&Co.	(P.Brown, *Mgr.*)	P31′B118′F39′ 23·8	Danish	180lb *90lb* 302NHP	s 4 ″ 6½
NJQB		*ss*Cpn.No.1–14	2159	*withfreeboard*					PortGlasgow		FK	6*BHCem*	2SB,6*cf*,GS141,HS4691	22 ″ 4
		*Spar dk(Stl)*2*trb*		6,17 ~~4,16~~	BS9,17				A&CP	*WB=CellDBa&uE*114′	*f*144′ 727*t DTa* 22′	438*t APT77t*	D.Rowan&Son,Glasgow	
		&deep framing		~~BS4,16~~ ✠LMC12,14										
570	**Nordhvalen**	Steel Sc Sr	3297	✠100A1	NYk	*v*	~~7,16~~	1895	Richardson	Dpskselsk.Norden	330·0|43·0|18·4	Copnhagn	T.3Cy.24″,38½″&64″–42″(*s*)	29 ″ 0
	A.Lindberg	*ss*Els.No.3–2,08	3116	*Spar dk*	Bal		10,17	5mo	Duck&Co.	(P.Brown. *Mgr.*)	P29′B42′F33′ 26·3	Danish	160lb *100lb* NDB97 267NHP	s 6 ″ 4
NWVD		*ss*NYk.No.2–16	2121	10,17 ~~12,16~~	~~BS10,17~~				Stockton	*WB=CellDBa*	FK	5*BHCem*	*refitted*15	23 ″ 0
		1*Dk(Stl)&Spar dk(Irn)&Webframes*		MS12,16 ✠LMC					A&CP	110′*uE&B*40′*f*	132′598*t MT*22′287*t*	*APT*118*t*	2SB,*6cf*,GS95,HS4016	
				~~MBS7,16~~	~~DBS12,16~~								T.Rchrdsn&Sn(Lm)WHpl	
571	**Nordic** *E.Reich*08–18	Steel Sc Sr	4182	✠100A1	Cpn	*y*	11,16	1914	J.L.Thomp-	Rederiaktieb.	385·0|53·7|23·6	Gothenbrg	T.3Cy.27″,45″&74″–48″ (*s*)	26 ″ 1
5642	~~*O.E.W.Hald*,rem06–14~~		3874	*Shelter dk*	Got			9mo	son&Sons,Ld.	Transatlantic (G.	F8′	Swedish	180lb 465NHP	s 2 ″ 10½
JVCB	*Elec.light*	1*Dk(Stl)&Shelter dk(Stl)*	2561	*withfreeboard*					Sunderland	Carlsson, *Mgr.*)		6*BHCem*	3SB,9*cf*,GS197,HS7906	23 ″ 7
				4,18 ~~11,16~~	✠LMC9,14				*Lloyd'sA&CP*		FK		Blair&Co.Ld.Stockton	
										*WB=CellDBa*134′	*uE&B*45′*f*	164′1176*t FPT*76*t APT*77*t*		
572	**Nordkap**	Steel Sc Sr	3550	✠100A1	Mch	*w*	N3,17	1896	W.Dobson	Dpskselsk.Norden	350·0|44·0|18·5	Copnhagn	T.3Cy.24″,40″&64″–45″ (*s*)	29 ″ 1
	C.Therkelsen	*ss*Els.No.3–2,09	3327	*Spar dk*				10mo	&Co.	(P.Brown, *Mgr.*)	P25′B70′F41′ 26·4	Danish	160lb *125lb* 288NHP	s 6 ″ 3
NHWB		*ss*Els.No.1–13	2294	8.16					Newcastle		FK	6*BHCem*	2SB,*8pf*,GS112,HS4500	23 ″ 2
		1*Dk(Stl)&Spar dk(Irn)*3*trB*		*Examined* 7.17					A&CP	*WB=CellDBa*	110′*uE&B*38′*f*150′	692*t APT*43*t*	N.E.MarineCo.(Lim.),Nwc	
				~~BS3,16~~ ✠LMC10,18										

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. *Master.* *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now 3 prfd. Equipment Letter	7a Date when tail shaft last scen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. Flag.	12 Port of Registry.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L. R. Transf. R. of Freeboard
573 JTVR	**Nordkyn** Steel Sc Sr *H.T.Volden* 1 *Dk & Spar dk & Web frames*	3244 3085 2104			...		1895	Ropner & Son Stockton	Akties. Dpsk. Nordkyn (Alb. Harloff)	325·0 | 43·0 | 18·0 B64′F32′ 25·8 FK *WB*	Bergen Norwegian	T. 3Cy. 23½″, 39″ & 64″–42″ 272 NHP Blair & Co. (Lim.), Stockton	28 ″ 3	N
574 4427 JPHD	**Nordland** *O. H. Olsen* 13–15 Steel Sc Sr ~~*H. J. Wilsson* 14~~ *ss* Rot. No. 2–15 1 *Dk (Stl) 3 tr B deep framing & Web frames*	3769 3196 2346	✠100A1 *Turret dk* 3,13~~10,15~~ BS~~7,16~~	Mdb Got ~~LMC 13~~ ✠LMC5~~13~~	*v*	~~12,14~~ 3,15	1905 6 mo *Lloyd's*	W. Doxford & Sons, Ld. Sunderland *SA & CP* *WB*	Ångf Aktiebolag Tirfing (Axel Broström & Son, *Mgrs.*) = *Cell D Ba* 82′ *u E*	352·0 | 48·2 | 23·4 P23′ H92 *t* F29′ FK 24′ *f* 170′ 754 *t* *DT f* 38′	Gothenburg Swedish 6 *B H Cem* 585 *t* *APT* 14 *t*	T. 3Cy. 24½″, 40½″ & 67″–45″ (*s*) 180 lb 409 NHP 3SB. *9cf*, GS 177, HS 7474 W. Doxford & Sons, Ld. Sld.	26 ″ 0 s 11 • 1½ 22 ″ 1	
575 NJCF	— Steel Sc Sr *A. Andersen* –12 1 *Dk & Awng dk*	1650 1072 1042					1897	Flensburger Schiffsb. Ges. Flensburg	Dmpsk. Akties. Orion (C. P. Jensen, *Mgr.*)	250·4 | 36·0 | 14·2 P14′ Q70′ 21·1 Danish	Copnhagn Danish	T. 3Cy. 18″, 29″ & 48″–33″ 131 NHP Flensburger Schiffsb. Ges.		V
576 JTCW	— Steel Sc Sr *M. R. Jentoft* *Elec. light* 1 *Dk & Awng dk*	725 695 444					1898	Trondhjems M.V. Trondhjem	Vesteraalens Dampskibsselskab	175·9 | 27·6 | 17·8 H30 *t* *WB*	Stokmarknæs Norwegian	T. 3Cy. 13½″, 23″ & 27″–27″ 38 NHP Trondhjems M.V. Trndhjem		N
577 NTWE	**Nordlys** Steel Sc Sr *W. Olsen* –16 *Elec. light* 1 *Dk (Stl) & Shelter dk (Stl)*	3718 3439 2307	✠100A1 *Shelter dk with freeboard* 6,17 ~~12,16~~ ✠LMC6,16	NNs NYk	*x*		1916 6 mo *Lloyd's*	Akt. Burmeistr & Wain Copenhagen	~~D~~mpskibs. Norden (~~A~~. Brown, *Mgr.*) *C U L*	362·0 | 51·5 | 23·4 FK *B* 321′ 1030 *t* *FPT* 78	Copnhagn Danish 6 *B H Cem* *APT* 82 *t*	T. 3Cy. 25½″, 42″ & 70″–45″ (*s*) 180 lb 364 NHP 3SB, *9cf*, GS 124, HS 5700 Akt. Burmeistr & Wain, Cpn	26 ″ 0 s 2 • 9 23 ″ 7	
578 JQHL	**Nordlyset** Iron Sc Sr *H. N. Thomassen* 15–15 *ss* Bgn. No. 3–5, 8 *ss* Bgn. No. 1–89 1 *Dk 2 tr B*	474 387 268	4.94	Bgn	*h*		1872 11 mo	Bergens M.V. Bergen	Akties. Nordlyset (Thorvildsen & Co)	155·5 | 23·8 | 15·4 B66′ F17 *t* *WB* = *D Bu E & B*	Christiania Norwegian 1 *B H Cem*	C. 2Cy. 19½″ & 37″–24″ 56 NHP Bergens Mek. Værks., Bgn.		N
579 RSQT	**Nordmark** Steel Sc Sr *H. Lüning* –13 *Elec. light* 2 *Dks (Stl) & Shelter dk (Stl)*	5106 4783 3173	✠ —— 3,17 *Shelter dk with freeboard* ✠	Ham	*z*		1913 4 mo	W. Doxford & Sns, Ld. Sunderland	Hamburg-Amerik. Packetf. Akt. Ges. (Ham.-Amr. Linie) 1 *B H in fore hold dispensed with* *WB*	420·0 | 54·1 | 26·3 FK = *Cell D Ba* 132′ *u E*	Hamburg German *Cem* 6 *B H only* *& B* 43′ *f* 18	T. 3Cy. 27″, 44½″ & 75″–54″ 577 NHP 3SB, *9cf*, GS 198, HS 8530 FD W. Doxford & Sons, Ld. Sld. 1179 *t* *FPT* 109 *t* *APT* 123 *t*	29 ″ 0	
580 JSCR	**Nordmöre** Steel Sc Sr *Chr. Hoff* 1 *Dk*	180 120 96					1890	Christiansands Mk. Vrk Christiansand	Nordmör Dampskibsselskab	118·0 | 18·1 | 9·6 Q19 *t* B28 *t* H8 *t* F5 *t*	Xiansund Norwegian	T. 2Cy. 11″, 18″ & 29″–21″ NB 09 38 NHP Bergens Mek Værks Bergen		
581 MNFC	**Nordnæs** *N. A. Nilsen* ~~O. T. Bernsten 14~~–17 Steel Sc Sr ~~*ss* P. Gl. No. 3–6. 10~~ (*ex* Vizcaina) *ss* Nwc. No. 1–14 1 *Dk (Irn) & deep framing*	2153 2002 1292	✠100A1 4,17 MBS 4,16 ✠LMC4,13	Npt	*s*	4,17	1897 7 mo	A. Stephen & Sons Glasgow A & CP	C. C. Krohn *WB* = *Cell D B*	290·0 | 42·7 | 19·3 B66′ F33′ FK *a* 80′ *u E & B* 36′ *f* 116	Christiania Norwegian 5 *B H Cem* 561 *t* *APT* 99 *t*	T. 3Cy. 19½″, 32″ & 53″–42″ (*s*) 180 lb *100 lb* 199 NHP 2SB, *4cf*, GS 90, HS 3070 A. Stephen & Son, Glasgow	21 ″ 10 s 3 • 6½ 8	
582 WKVQ	**Nordpol** *ss* Bry. No. 3–9.17 Steel Sc Sr *Jorgensen* –16 ~~*ss* Bbo. No. 3–11~~ (*ex* Pedro Luis Lacarve) 1 *Dk (Stl) & deep framing*	2055 1774 ~~1315~~	✠100A1 9,14~~,14~~ ~~BS 4,17~~ ✠LMC~~9,14~~ 9,17	Bbo Bry	*r*	~~4,17~~ N 9,17	1903 6 mo *Lloyd's*	Const. Nav Espanola Cadiz *SA & CP*	H. C. Görrissen *WB* = *Cell*	281·4 | 40·0 | 19·1 P28′ B54′ F30′ FK *D Ba* 74′ *f* 116′ 324 *t*	Christiania Norwegian 4 *B H Cem* *APT* 87 *t*	T. 3Cy. 21″, 33″ & 53″–36″ (*s*) 165 lb *100 lb* NDB 17 184 NHP 2SB, *6rf*, GS 71, HS 2950 Cen. Mar. Eng. Wrks. W Hpl	21 ″ 8 s 3 ″ 0 18 ″ 11	
583 3301 JKBN	**Nordre Elf** Steel Sc Sr *S. Sahlberg* 09–09 1 *Dk*	143 95 95					1898	P. Larsson Thorskog	Ångb. Aktieb. Inland (E. Zetterlöf *Mgr.*)	98·2 | 18·6 | 9·3 B31′ H16 *t*	Kungelf Swedish	C. 2Cy. 13″ & 20″–16″ 13 NHP P. Larsson, Thorskog		
534 HQMC	**Nordsjö** Iron Sc Sp *A. Groven* 1 *Dk*	184 67 107					1868	Akers Mek. Verkst. Christiania	Skien Telemarkens Dpskaktieselsk	100·0 | 17·2 | 7·4 P100 *t* H16 *t*	Skien Norwegian	1 Cy. 15″–17½″ 7 NHP Akers Mek. V., Christiania		
535 NLGS	**Nordsöen** Steel Sc Sr *B. Nielsen* 1 *Dk*	1055 790 665					1901	Burmeister & Wain Copenhagen	Dampskibs Akties. Skagerak (M. Nielsen & Søn, *Mgrs.*)	222·9 | 31·7 | 12·9 Q77′ B59′ F21′ *WL*	Esbjerg Danish	T. 3Cy. 16½″, 27″ & 45″–30″ 111 NHP Burmeister & Wain, Cpn.		V
586 KRTP	**Nordstern** Steel Sc Sr *P. Gerdes* –12 (*Trawler*) 1 *Dk*	201 67 64					1912	G. Seebeck Akt. Ges. Geestemünde	Hochseefischerei Nordstern Akt. Ges	118·7 | 22·1 | 8·5 Q61′ F21′ *WB*	Gstemnde German	T. 3Cy. 10⅛″, 17⅞″ & 28¾″–21½″ 38 NHP G. Seebeck A. G. Bremerhvn		G
587 QKBV	— Steel Sc *J. Ahrens* (*Tug*) *Elec. light* 1 *Dk*	170 150 —					1911	Nord Msch. & Arm. Fab. Bremen	Norddeutscher Lloyd	98·3 | 21·8 | 10·7 *WB*	Bremen German	T. 3Cy. 12⅝″, 22″ & 36⅛″–21⅝″ 61 NHP Nord Msch & Arm Fab. Bmn.		G
588 3453 JKPG	**Nordstjernan** Steel Sc Sr *J. W. Ringbom* 13–14 1 *Dk*	1221 1034 621					1899	Howaldtswerke Kiel	Rederi Aktieb. Nordstjernan (A. A. Johnson, *Mgr.*)	236·8 | 35·2 | 15·9 Q17′ B64′ H86 *t* F23′ *WB*	Stockholm Swedish	T. 3Cy. 17″, 27½″ & 43½″–24¾″ 95 NHP Howaldtswerke, Kiel		V
589 TGMN	— Iron Sc Sr *A. Wilen* 10–12 (*ex* Nordstern, *ex* Nordstjernan) 1 *Dk & Shelter dk*	718 410 392					1871	Motala Co. Norrköping	Angf.-Aktieb. Transito (H. Wilén, *Mgr.*)	195·9 | 27·4 | 12·7 H43 *t* 19·7 *Shelter dk* 259 *t*	Åbo Russian *WB*	T. 3Cy. 18½″, 30″ & 48¾″–35″ NE & B 89 140 NHP Motala M. V. Motala		V
590 2310 JFHC	— Iron Sc Sr *N. Bergwall* 15–15 1 *Dk*	114 73 65					1884	Göteborgs Mek. Wrks. Gothenburg	Ångb. Aktieb. Byelfen (J. Carlsson, *Mgr.*)	89·1 | 15·9 | 9·7 B32 *t* H8 *t*	Gillberga Swedish	C. 2Cy. 12½″ & 22″–16″ 16 NHP Gthenburg Mek. Werk. Got.		
591 NMKJ	**Nordstjernen** Steel Sc Sr *C. Koefoed* 09–12 *ss* Shl. No. 3–7, 09 *ss* Els. No. 1–14 1 *Dk (Stl) & deep framing*	2130 1959 1338	✠100A1 4,17 ~~Rng 2,13~~ BS 12,16 ✠LMC9,14	NYk	*s*	4,17	1903 8 mo *Lloyd's*	Helsingörs Jernsk & Msk. Elsinore *SA & CP* H	Dampskibs Selskbt Norden (P. Brown, *Mgr.*) *B* = *Cell D Ba & u E*	291·7 | 42·6 | 19·0 P29′ B172′ F37′ FK 112′ *f* 120′ 578 *t* *FPT*	Copnhagn Danish 5 *B H Cem* 58 *t* *APT* 91 *t*	T. 3Cy. 21½″, 36″ & 58½″–39″ (*s*) 185 lb *100 lb* 238 NHP 2SB, *6cf*, GS 85, HS 3705 Helsingörs Jernsk. & Mskb.	21 ″ 10 2 ″ 4 19 ″ 9	
592 JPCN	— Iron Sc Sr *T. Tönseth* *Elec. light* 1 *Dk & Awng dk 3 tr B*	856 825 447	✠ *Awng dk with load line* 11,83 ✠	Ham	*l*		1882 6 mo	Rostocker Act. Ges. Rostock	Bergenske Dampskibsselskab	188·0 | 28·2 | 14·8 H9 *t* 21·3 *WB* = *D Ba*	Bergen Norwegian 4 *B H Cem* 53′ *f* 57′ 80 *t*	C. 2Cy. 31½″ & 59″–35½″ NB 07 173 NHP A. Borsig, Berlin		
593 RJTQ	**Nordstrand** Steel Sc Sr *A. Bondesen* 12–12 *ss* Ham. No. 3–5, 06 *ss* Ham. No. 2–14 1 *Dk (Stl) & Web frames*	887 757 557	✠ —— 8,16 ✠	Ham	*m*		1893 8 mo	Akt. Ges. "Neptun" Rostock	Ernst Russ	210·3 | 30·6 | 13·8 B52′ F20′ BK 6″ *WB* = *Cell*	Hamburg German 4 *B H Cem* *D B* 172′ 252 *t*	T. 3Cy. 13¾″, 22⅝″ & 36⅝″–27½″ NDB 08 90 NHP 1SB, *2cf*, GS 42, HS 1634 A. G. "Neptun," Rostock	16 ″ 4	
594 123531 HJWT	**Nore** Steel Twin Sc Sr *D. Asbury* –12 *Elec. light* 2 *Dks (Stl U-teak s) 3 tr B & deep framing* Wireless	6703 5861 4188	✠ 8,09 ✠	Lon	*b*†		1907 1 mo	Caird & Co. Ld. Greenock	P. & O. Stm. Nav. Co.	449·8 | 52·2 | 30·6 P78′ B149′ F85′ FK & BK 3″ *WB* = *Cell*	Greenock British 7 *B Hpt Cem* *APT* 100 *t*	Q. 8Cy. 19″, 27″, 38¾″ & 54″–48″ 625 NHP 2DB, *12cf*, GS 234, HS 9125 FD Caird & Co. Ld. Greenock	33 ″ 6	BT till 6,17

1 Numero d'Ordre / Numero Officiel / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Forme assigné maintenant expiré. Lettre d'Enlèvement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.
595	**Norefos**	SteelScSr	1788					1914	Nylands Mek.Værks. Christiania	DenSkandinaviske Ost AfricaLinie A/S (ThorThoresen,jun Ld.Akties,*Mgrs.*)	275·8 P22′	42·1 H90*t*	17·3 B&F229′	Chrstiania Norwegian	T.3Cy.20½″,33″&56″–36″	
	H.Pedersen 16–16		1614												188NHP	
MKDT	*Elec.light*	1*Dk*	1073							*WB*					NylandsVærksted,Xania	
596	**Noreg**	SteelScSr	1389			...		1903	Laxevaags Msk.&Jrnskb Bergen	TheShippingCon-troller (Burnett& Co.,*Mgrs.*) FK	245·4 P18′	36·3 B64′	16·7 F28′	~~Newcastle~~ ~~Norwegian~~ British *WB*	T.3Cy.17½″,29″&48″–33″ 145NHP LaxevaagsMsk&Jrns.Bgn	19 ″ 0 s 2 ″ 6 16 ″ 4
~~JGVM~~ ~~MBOV~~	~~*H.Iversen* 12~~	1*Dk&deep framing*	1236 866													
597	**Norfolk**	SteelScSr	3775					1907	J.Priest-man&Co. Sunderland	TheShippingCon-troller (Constan-tine&PickeringSS. Co.Ld.,*Mgrs.*)	344·0 P18*t*	49·1 H101*t*	24·9 F57*t*	~~Middlesbro'~~ British London *WB*	T.3Cy.24″,40″&66″–45″ 292NHP N.E.MarineEng.CoLd.Sld.	
~~136082~~ ~~MRGL~~ ~~JQSC~~	~~*S.Skjævelund* 17–16~~ *K.Spooner* –17	1*Dk2trB*	3512 2349													
598	—	SteelScSr	3522 3050	✠100A1 11,16	NYk	*v*	~~5,15~~ 6,17	1913 1mo	New York S.B.Co. Camden,N.J. A&CP	CoastwiseTrans-portationCo. *WB=CellDBu E&B53′f217′127*4*t* FK	310·7 P79′	48·1 B18′	25·5 F30	Boston Utd.States British	T.3Cy23¼″,38¼″&64″–45″(*r*) 180lb 325NHP 2SB,8*cf*,GS175,HS5426	29 ″ 1
210861 LOSG	*W.M.Hart* –13 *Mchy.Aft Elec.light* Sub.Sig. *Cargo battens not fitted*	1*Dk*(*Stl*)	3050 1986	✠LMC1,15											NewYorkS.B.Co.CmdnNJ	
599	—	SteelScSr	2482					1916	Gt.Lakes Eng.Works Ecorse,Mich.	ClydeS.S.Co.	253·0	43·5	21·5	New York Utd.States	T.3Cy.17″,29½″&50½″–36″ 153NHP Gt.LakesEng Wks,Detroit	
214564 LGMV	*Elec.light*	3*Dks*	— 1780													
600	—	SteelPadSr	295					1900	Gourlay Bros.&Co. Dundee	Gt.EasternRly.Co.	184·0 *Promenade dk*142′	24·1	7·0	Harwich British	C.D.2Cy.23½″&45″–45″ 86RHP GourlayBros.&Co.Dundee	
109880 RSBC	*J.W.Morton* –12	1*Dk*	198 162													
601	—	IronSc	212					1885	Harlan& Hollings-worthCo. WlmingtnDl.	N.Yk.Philadelphia &NorfolkR.R.Co.	116·3	23·0	12·0	Phildlphia Utd.States	C.2Cy.22″&40″–38″ NB03 82NHP Harlan&Hollingsworth Co.,Wilmington,Del.	
130328 KQVS	*J.J.Owens* (*Tug*)	1*Dk*	— 106													
602	**Norfolk Coast**	SteelScSr	782	✠100A1 7,17 ~~6,16~~	Liv	*k*	5,16	1910 9mo	W. Harkess &Son,Ld. Middlesbro' *Lloyd'sA&CP*	~~Powell,Bacon&~~ ~~HoughLines,Ld.~~ CoastLinesLd. *WB=Ce*	195·0 Q109′	30·0 B13′	11·6 F33′ FK	Liverpool British	T.3Cy.16″,27″&44″–30″ (*r*) 180lb 128NHP 2SB,3*BHCem* 39*t APT*3*t*	13 ″ 10 s ″ 9 13 ″ 4
131290 HRSN	*Thomas* –16 *Mchy.Aft* *Well deck Elec.light*	*ss*Liv.No.1–14 1*Dk*(*Stl*)	557 385	~~B8~~7,17 ✠LMC5,16							*llDBf*117′158*t FPT*				Richardsons,Westgarth& Co.Ld.Mdb.	
603	**Norge**	SteelScSr	793					1909	Fredrkstad Mek Værks. Fredrikstad	Akties.Arendals Dampskibsselskab	180·8 H72*t*	28·7	20·4	Arendal Norwegian	T.3Cy.18″,29″&49″–30″ Richardsons, 132NHP	
MFWJ	*P.Nielsen* –09 *Elec.light*	2*Dks*	700 397												5*BH WB* Westgarth&Co.Ld.Midb.	
604	**Norhaug**	SteelScSr	1245					1899	Framnes Mek.Værks. Sandefjord	Akties.Norhaug (M.H.Kongshavn)	240·8 P15*t*	35·3 H108*t*	14·8 F32*t*	Haugesnd Norwegian	T.3Cy.16½″,27″&44″–33″ 111NHP	
HKGQ	*O.Christiansen* 14–16	(*ex*Raum) 1*Dk*	1099 775							*WB*					AkersMek.Værks.Xia.	
~~Missing since 1917~~ 605	**Norheim**	SteelScSr	1403			...		1902	Laxevaags Msk.&Jrnskb Bergen	Akties.Dpsk.Nord-heim (Alb.Harloff) FK	245·3 P18′	36·3 B64′	16·7 F28′	Bergen Norwegian	T.3Cy.17½″,29″&48″–33″ 145NHP	19 ″ 0
JQDW	*H.Hansen* –12 *Elec.light*	1*Dk&deep framing*	1236 874							*WB*					LaxevaagsMsk&Jrns.Bgn	
606	**Norhilda**	SteelScSr	1175	✠100A1 5,16	Cff	*o*	9,16	1910 6mo	Swan,Hun-ter&Wigham Richardson, Ld Newcastle *Lloyd'sA&CP*	~~C.TennantSons&~~ ~~Co.Ld.~~ ~~(T.B.Evans,*Mgr.*)~~ J.Cory&Sons,Ld. *WB=CellDBa*	230·0 P16′	36·5 B60′	16·1 F27′ FK 70′*u E&B*32′	Bristol British 1*BHCem*	T.3Cy.17″,28″&46″–33″ (*s*) 180lb 145NHP 2SB,4*cf*,GS63,HS2404 N.E.MarineEng.CoLdNwc	18 ″ 2 s 2 ″ 5 16 ″ 0
127079 HRDG	*C.Jenkins* –17	*ss*N.Yk.No.1–14 1*Dk*(*Stl*)	1056 693	BS9,16 ✠LMC12,14											*f*94′400*t FPT*45*t APT*40*t*	
607	**Noris**	WoodScSr	583					1902	B.J. Grefstad Grimstad	Dpsk.Selsk.Noris (OleDrolsham-mer)	152·8 Q30*t*	31·2 B72*t*	14·5 H15*t* F18*t*	Sandefjord Norwegian	C.2Cy.13⅜″&29½″–23⅝″ 34NHP PorsgrundM.V.Porsgrund	
MBGH	*Chr.Thorsen* 16–16 (*ex*Bostad)	1*Dk*	445 335													
608	**Norlænningen**	IronScSr	137					1882	R.Smith Preston	A.C.Normann	103·0 Q20*t* len93	16·8 H8*t*	8·7 F5*t*	Aalesund Norwegian	C.2Cy.17″&32″–20″ NB05 38NHP R.Smith,Preston	
JTGQ	*J.Gutrik* 15–15	(*ex*Mabel) 1*Dk*	104 82													
~~Wrecked 5.19~~ 609	**Norlands**	IronScSr	1207	~~✠100A1~~	Sws	*o*	3,17	1882 2mo	Osbourne, Graham&Co. Sunderland A&CP	Akties.Norlands (A.Monsen) *WB=Db*	231·3 Q73′ *a*59′	33·5 B69′ H34*t* *f*92′	16·9 F27′ BK8″ 294*t FPT*	Tönsberg Norwegian 1*BHCem*	C.2Cy.29⅝″&56″–36″ (*i*) 80lb *100lb* NDB16 145NHP 1DB,4*pf*,GS62,HS2370	18 ″ 1 s 1 ″ 6 17 ″ 3
~~*W.Andersen*~~ *J.L.Petersen* –18 WKBG (*ex*Hogland, *ex*Salerno)	*ss*Hbg.3rdNo.3–7,14 *Well deck* 1*Dk*(*Irn*)2*trB*		949 705	4,18 ~~6,16~~ ~~MS5,16~~ ~~✠LMC5,16~~											56*t APT*30*t* N.E.MarineEng.Co.Ld Sld	
610	**Norlina**	SteelScSr	4596	✠100A1 *Spar dk* 12,16 ~~MS3,12~~ MS7,17	Bal	*y*	~~4,16~~ 7,17	1909 1mo	W.Gray& Co.Ld. W Hartlepool *Lloyd's A&CP*	GarlandS.S.Corp. *CellDBauE*27′	385·0 P35′ 129′ *f*167′	51·1 B111′	26·4 F35′ FK 106*3t FPT*	New York Utd.States 1*BHCem* 3*t APT*	T.3Cy.26″,42″&70″–48″ (*r*) 180lb *90lb* 391NHP 2SB,6*rf*,GS141,HS6332 Cen.Mar.Eng.Wrks.WHpl	29 ″ 0 s 5 ″ 9½ 23 ″ 7
212840 LFPS	*Foster* –16 (*ex*Georgiana, *ex*Harfleur) *Elec.light* Wireless	*ss*Hpl.No.1–12 1*Dk*(*Stl*)&*Spar dk*(*pt Irn* &*pt Stl*)&*deep framing*	4255 2846	~~✠LMC~~ ~~BS4,16~~ BS5,17												
611	**Norma**	IronScSr	1443			...		1885	J Readhead &Co. S.Shields	Rederiaktieb. Kärnan (B. Ingelsson,*Mgr.*)	256·4 Q101′	36·1 B64′	15·8 H23*t* F28′ BK9″	Hlsngborg Swedish	C.2Cy.30″&58″–36″ 160NHP	18 ″ 11
5403 JPNQ	*G.P.Nilsson* 13–13 *Well deck* (*ex*Treneglos)	1*Dk2trB*	1209 877							*WB*					J.Readhead&Co.S.Shields	
612	—	IronScSr	842					1884	Flensburgr Schiffs.Ges. Flensburg	H.Schuldt	199·1 Q66′	30·0 B53′	13·9 F21′	Flensburg German	C.2Cy.27″&48″–30″ NB00 105NHP FlensburgerSchiffsb.Ges.	
LMCB	*C.Peters*	1*Dk2trB*	648 519													
613	—	WoodScSr	131					1882	..... Stenkjær	Linnerud&Breien	89·2 H11*t*	26·6	9·0	Chrstiania Norwegian	C.2Cy.7¾″&15½″–11″ NE&B10 7NHP BrunholmensMV.Aales'nd	
MGDL	*P.Steen* 16–16	1*Dk*	120 69													
614	**Normal**	IronScSr	*364*	✠ —— 6,16	Ham	*g*		1876 8mo	J Readhead &Co. S.Shields	Paulsen&Ivers	160·0 B38′ ptND95	23·8	12·5 BK7″ *WB=DBa*35′ *f*40′	Kiel German 5*BHCem*	C.2Cy.20″&38″–26″ NDB85 67NHP 1SB,2*cf*,GS34,HS1324 J.Readhead&Co.S.Shields	13 ″ 3
LBVJ	*R.Dirks* 13–13 (*ex*India)	*ss*Apl.3rdNo.3–9,13 1*Dk*	*325* *182*	✠NB6,07												
615	**Norman**	SteelTwinScSr	7596					1894	Harland& Wolff(Lim.) Belfast	TheUnion-Castle MailS.S.Co.Ld.	490·8 P59′	53·2 F60′	33·5	S'thamptn British *WB*	T.6Cy.31½″,52″&85″–57″ 1090NHP Harland&Wolff(Lim.),Bel	BT 22′ 6.17
104042 NMRJ	*N.R.Neilson* –17 *Ref.Mchy. Elec.light* Wireless	Sub.Sig. 3*Dks*	6247 3983													
616	—	SteelScK	346	✠100A1 *Stm Trawler* 2,15	Hul		2,15	1911 5mo	Cook,Wel-t'n&Gemmell Ld.Beverley *Lloyd'sA&CP*	ImperialSteam FishingCo.Ld.	140·3 Q76′	24·1	12·5 BK8″ *WB=*	Hull British 1*BHCem*	T.3Cy.13″,22½″&37″–24″ (*s*) 200lb 87RHP 1SB,3*pf*,GS51,HS1476 Amos&Smith,Ld.Hull	13 ″ 4
182241 HSPN	*P.Pelsen* –15 *Elec.light*	1*Dk*	306 135	✠LMC5,11							*DTf*8′25*t*					

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. / Master. / Special Surveys.	3 Material, Rig, &c. / Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed. If not in L. R. Date of ft. of Trade Cert.
617	**Norman**	Iron Sc Sr	300					1877	HM'Intyre & Co. Paisley	Cia. Sansinena de Carnes Congeladas	112·1	18·2	8·3	Bns. Ayres Argentine	C.2Cy.13½″&23″–18″ 19NHP W.King&Co.,Glasgow		
	N. Marinovich		200								Q40′	B6′	F11′				
	Mchy. Aft		150														
618	—	Iron Sc K	120				...	1894	Cook, Welt'n & Gemmell Hull	J. Mitchell & Sons	87·5	20·1	10·7	Peterhead British	C.2Cy.16″&32″–22″ 43RHP C.D.Holmes&Co.,Hull	11 ″ 4	
104162	*D. Noble* 07–07 (*Trawler*)		110								Q18′		BK7½″				
		1 *Dk*	47														
619	**Norman B. Ream**	Steel Sc Sr	7053					1906	Chicago S.B.Co. Chicago	Pittsburgh S.S.Co.	580·0	58·0	32·0	Duluth Utd. States	T.3Cy.24″,39″&65″–42″ 274NHP American S.B.Co.,Clevelnd		
203543			—											*WB*			
	Mchy. Aft Elec. light Sub. Sig.	1 *Dk*	5444														
620	**Norman Bridge**	Steel Sc Sr	4288	✠100A1	N Yk	*w*	10,16	1913	Swan, Hunter & Wigham Richardson, Ld Newcastle	Petroleum Transport Co.	365·4	50·3	28·6	L. Angeles, Cal.	T.3Cy.23½″,39″&66″–45″ (*r*) 180lb *100lb* 341NHP 2SB,6*cf*, GS224, HS4473 FD 15 *BHCem* 9 *to Upr dk* 6 *to 2nd dk* Swan, Hunter & Wigham-Richardson, Ld. Nwc.	28 ″ 9 s 6 ″ 3½ 22 ″ 10	
212648	*G. F. Hudson* –18 *C. F. Hudson* –18		4021	3,18 10,16			8				P88′	B25′	F41′				
LDSK	*Elec. light*	2 *Dks* (*Stl*) & *Web frames*	2609	✠LMC 4,15									FK	Utd. States			
	Mchy. Aft	*Longitudinal framing*		*Carrying Petroleum in bulk*													
	Wireless	ss NYk. No. 1–15		*Fitted for oil fuel* 4,13			*F.P.*			*above Lloyd's*	*WB = Cell D Bu E & B* 53′213*t*						
										SA & CP	*FPT* 81*t A*		*PT* 27*t DT* 48′244*t*		6 *to 2nd dk*		
621	**Norman Monarch**	Steel Sc Sr	4997					1909	Napier & Miller, Ld. Glasgow	Monarch S.S.Co.Ld (Raeburn & Vérel Ld. *Mgrs.*)	400·6	52·2	27·4	Glasgow British	T.3Cy.27″,44″&73″–48″ 369NHP		C
129442	*A. B. Watson* –11		4674								P43′	B119′	F44′				
HPWS	*Elec. light*	2 *Dks*	3184											*WB*	Dunsmuir&Jackson,Ld Gls		
622	**Norman Prince**	Steel Sc Sr	3464	✠100A1	Npt	*w*	2,17	1900	Short Bros. Sunderland	Prince Line, Ld. (Furness, Withy & Co. Ld. *Mgrs.*)	352·7	45·1	18·7	Newcastle British	T.3Cy.24½″,40″&66″–45″ (*s*) 180lb ~~*160lb*~~ *80lb* 313NHP 2SB,*8pf*, GS125, HS4780 N.E.Marine Co.Ld. Sld.	27 ″ 9 s 5 ″ 0½ 23 ″ 1	
110352	*H. G. V. Smith* –10 ss Shl. No. 3–8,12		3278	*Spar dk*	Lon				A&CP		P35′	B95′	F40′ 26·7				
RQKO	1 *Dk* (*Stl*) & *Spar dk* (*Stl*) & *deep framing*		2235	10,16 ~~6,16~~ ✠LMC 2,17						*WB = Cell D Ba*	111′ *uE* 24′ *f* 137′ 810*t*		FK 6 *BHCem* *APT* 65*t*				
	Elec. light	ss Mch No. 1–16		~~BS12,15~~ ~~MS12,15~~ BS3,13													
623	**Normanby**	Steel Sc Sr	4219	✠100A1	N Ns	*y*	~~11,15~~	1911	W. Gray & Co. Ld. W Hartlepool	Pyman, Watson & Co. Ld.	397·0	53·5	23·0	London British	T.3Cy.26″,42″&70″–48″ (*s*) 180lb GS202 HS6963 412NHP 2SB&1AuxSB,*8cf*&*3pf*, Cen. Mar. Eng. Wrks. W Hpl	25 ″ 5 s 2 ″ 9 23 ″ 1	
132596	*D. MacLennan* –14	ss Shl. No. 1–15	3945	*Shelter dk*	Hull		3,13	8mo						6 *BHCem*			
HTJF		1 *Dk* (*Stl*) & *Shelter dk* (*Stl*)	2598	*with freeboard* 4,18 ~~8,17~~ ✠LMC 11,15				*Lloyd's*		*a* 132′ *uE & B*	*WB = Cell DB* 45′ *f* 168′ 1232*t*		FK *APT* 79*t*				
624	**Normand**	Steel Sc Sr	3621					1893	Harland & Wolff, Ld. Belfast	Messageries Maritimes	361·0	43·2	19·5	Marseilles French	T.3Cy.24″,39½″&68″–48″ 302NHP		V
	Cabouſigue	(*ex* Sarmiento)	—								P40′	B96′	F42′				
KLFT	*Elec. light*	2 *Dks* 3 *trB*	2284											*WB*	Harland&Wolff, Ld. Bel.		
625	—	Steel Sc Sr	2097	✠100A1	Npt	*s*	3,16	1902	W. Gray & Co. Ld. W Hartlepool	Akties. Dampskibs. Normand (Jens Pay)	294·0	42·4	19·2	Chrstiania Norwegian	T.3Cy.22″,35″&59″–39″ (*s*) 160lb *90lb* 228NHP 2SB,6*pf*, GS92, HS3576 Cen. Mar. Eng. Wrks. W Hpl	21 ″ 9	
	O. Virik	ss Got. No. 3–4,12	1962	3,16				9mo			P22′	B78′	F28′				
HFDQ		1 *Dk* (*Irn*) & *deep framing*	1350	MBS3,16 ✠LMC 4,12 DBS10,16 ~~MBS9,17~~				*Lloyd's*		*SA & CP*	*WB = Cell DBa & uE* 114′ *f* 124′		FK 5 *BHCem* 627*t APT* 88*t*				
626	—	Steel & Iron Sc 3 Mst Sr	*368*	✠100A1	Brest	*f*	~~8,15~~	1893	R. William-son & Son Workington	J. Larran	153·2	23·6	9·0	Bayonne French	C.2Cy.19″&38″–27″ (*s*) 92lb 68NHP 3 *BHCem* 94*t FPT* 23*t* 1SB,2*pf*, GS36, HS1208 Dunsmuir&Jackson,Gls.	11 ″ 3 s ″ 9 11 ″ 2	
	Lebreton –14	ss Ayr No. 3–5,05	*273*	2,16			8,17	2mo			Q84′	B10′	F20′				
KLFP	(*ex* Bell Rock)	ss Ard. No. 2–13	*141*	✠NB2,08 ✠LMC ~~8,15~~									BK7″				
	Well deck	1 *Dk* (*Irn*)		~~BS7,16~~ 8,17				*Lloyd's*		*SA & CP*	*WB = DB f* 79′						
	Mchy. Aft	*Irn framing Stl plating*															
627	—	Iron Sc K	190	✠100A1	Whn	*b*	~~4,16~~	1885	Maats. de Maas Delfshaven	Whitehaven & I. of Man S.S.Co.Ld. (T. Wilson, *Mgr.*)	116·0	20·0	8·4	Whitehvn British	C.2Cy.13″&25″–18″ (*s*) 90lb 30RHP 3 *BHCem* = *FPT* 19*t* 1SB,2*pf*, GS27, HS508 Mtschppy de Maas Dlfshvn	9 ″ 1 s 1 ″ 2½ 8 ″ 9	
98207	*W. Carran* –07	ss Trn. 2nd No. 3–9,06	142	7,17 ~~2,16~~	Bkn		7,17	12mo			Q35′	B10′	F16′				
NHGW		ss Liv. No. 2–15	66	✠NB6,04 ✠LMC 4,15									BK6½″				
	Mchy. Aft	1 *Dk*		~~BS10,16~~ 2,13				*Lloyd's*		*SA & CP*			*WB*				
628	**Normandie**	Steel Sc Sr	535	✠100A1	Nts		1,16	1913	J T Eltring-ham & Co. S. Shields	Soc. Anon. les Pêcheries de Fécamp	164·2	27·1	13·9	Fécamp French	T3Cy15½″,25½″&42″–27″ (*s*) 180lb 121NHP 3 *BHCem* 1SB,3*cf*, GS63, HS2165 G.T.Grey, South Shields	15 ″ 5 s 2 ″ 7 14 ″ 9	
	J. Lelen 13–18		449	*Stm Trawler*				11mo			Q85′	F33′					
KLGP	*Elec. light*	1 *Dk*	184	1,16									BK8″				
				BS1,15 ✠LMC 11,15				*Lloyd's*		*SA & CP*	*WB =*		*DB f* 31′ 55*t*				
629	—	Steel Twin Sc Sr	335	✠	Ham	*g*		1886	Kon. My. de Schelde Flushing	Silva & Santos	149·6	24·9	10·6	R. Janeiro Brazilian	T.3Cy.10″,16″&26″–16″ 27NHP		
	J. J. Fernandes	ss Ham. No. 1–91	263	2,91				3mo					FK	5 *BHCem*	2SB,2*cf*, GS30 Maats. de Schelde, Flshng.		
	(*ex* Jeronymo Rebello, *ex* Harmonie, *ex* Industrie II.)	1 *Dk* (*Irn*)	200	✠													
630	**Normandier**	Steel Sc Sr	4772	✠100A1	Cff	*w*	2,17	1902	Richardsn, Duck & Co. Stockton	~~Brys & Gylsen, Ld.~~ Lloyd Royal Belge (Great Britain) Ld.	340·0	48·1	25·9	London British	T3Cy.26″,42½″&69½″–45″ (*s*) 160lb *80lb* 349NHP 2SB,6*cf*, GS128, HS5620 Blair & Co. Ld. Stockton	35 ″ 10 s 10 ″ 1½ 26 ″ 2	
115389	*S. E. Drake* 15–15	ss Cff. No. 3–5,14	3552	*Shelter dk*				3mo					FK	6 *BHCem*			
TGMJ	(*ex* Northam)	1 *Dk* (*Stl*) 2 *tr B* & *deep framing* & *Web frames* & *Shelter dk* (*Irn*)	3561	2,17				*Lloyd's*		*SA & CP*							
	Cargo battens not fitted in Shelter 'tween dks. Tonnage opening closed 1917			BS2,17 ✠LMC 9,15							*Cell D Ba*	108′ *uE & B* 40′ *f* 150′		944*t DT f* 25′	610*t FPT* 180*t APT* 138*t*		
631	**Normandiet**	Steel Sc Sr	1843					1902	Hellerup's Skbsv. & Msk. Hellerup	~~Lambert Bros. Ld.~~ The Shipping Controller (Lambert Bros. Ld., *Mgrs.*)	265·7	37·2	16·1	London British	T.3Cy.18″,29″&48″–33″ 132NHP		V
140231		(*ex* Kronprinsesse Louise)	1152								Q55′	B58′					
		1 *Dk* & *pt A w ngdk*	1162											*WB*	Dansk Maskinf. Skodsborg		
632	**Normandy**	Steel Sc Sr	618	✠	Sou			1910	Earle's Co. Ld. Hull	London & South Western Rly. Co.	192·0	29·2	14·1	S'thamptn British	T.3Cy.15½″,25″&40″–27″ 82RHP	15 ″ 0	
105656	*E. Woods* –15		522	*with freeboard*				7mo			B51′	F38′					
HRGT	*Elec. light*	1 *Dk* (*Stl*)	251	5,14 ✠									FK	4 *BHAsp*	2SB,4*cf*, GS85, HS3200		
	Ref. Mchy.			*For English Channel Service*									*WB = FPT*	17*t APT* 58*t*	Earle's Co. Ld. Hull		
633	**Normann I.**	Steel Sc Sr	135					1911	Nylands Værksted Christiania	Akties. Normanna (H. Virik, *Mgr.*)	98·3	19·1	11·4	Sandefjord Norwegian	T.3Cy.11½″,18½″&31″–22″ 45NHP Nylands Værksted, Xania.		N
	O. Stökken	(*Whaler*)	131														
MGNW		1 *Dk*	47														
634	**Normann II.**	Steel Sc Sk	133					1908	Framnes Mek. Værks Sandefjord	Akties. Normanna (H. Virik, *Mgr.*)	93·7	19·1	11·6	Sandefjord Norwegian	T.3Cy.11″,18″&29″–21″ 39NHP G.T.Grey, South Shields		N
	E. Nilsen –14	(*Whaler*)	128								H5*t*						
WKCR	(*ex* Ravn)	1 *Dk*	47														
635	**Normannia**	Steel Sc Sr	3229	✠ 11,16	Bmn	*v*		1899	W. Hamil-ton & Co. Pt. Glasgow	W. Kunstmann	330·7	45·7	16·2	Stettin German	T.3Cy.24″,40″&65″–42″ 301NHP 2SB,6*rf*, GS141, HS4691 D. Rowan&Co. Glasgow	26 ″ 6	
	H. Wietstock –13	ss Stn. No. 3–11,12	3040	*Spar dk*				10mo			P31′	B118′	F41′ 23·9				
JGFL	(*ex* Claverdon)	*Spar dk* (*Stl*) 2 *tr B* &	2012	*with freeboard*									FK	6 *BHCem*			
	Elec. light Wireless	*deep framing*								*WB = Cell D B*	*u & uE* 114′ *f* 144′ 727*t*			*APT* 77*t*			
636	—	Steel Sc Sr	2598					1897	Howaldts-werke Kiel	Dmpsk. Hafnia Akties. (P. Brown, jr. & Co. *Mgrs.*)	312·5	45·0	20·5	Copnhagn Danish	T.3Cy.22″,35″&57″–39⅜″ 204NHP		V
	E. E. Eriksen 96–00		2409								B58′	F30′					
NWQM		1 *Dk* 2 *tr B*	1660											*WB*	Howaldtswerke, Kiel		
637	—	Steel Twin Sc Sr	1567					1911	Fairfield Co. Ld. Glasgow	L. & S. W. Rlwy. Co.	290·3	36·1	15·3	S'thamptn British	2 Sets geared Stm. Turbines		
131800	*T. N. Darnell* –16	*Cruiser Stern*	955								P46′	B160′	F48′				
HVMB	*Elec. light* Sub. Sig. Wireless	2 *Dks*	676											*WB*	Fairfield Co. Ld Glasgow		

Numéro d'Ordre / Numéro Officiel / Signaux	Nom du Navire. Matériaux, Gréement etc / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	Tonnage Officiel. Total. — Sous le Pont. — Net.	Détails de la Classification. Cote. ✠ Surveillance Société. Date de la dernière Visite.	Port de Visite.	Terme acquis maintenant expire. Lettre d'Entretement	Date de la dernière visite de l'autre portelettre.	Construit. Quand. — Navire. — Mach.	Par qui. — Où.	Armateurs.	Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux	Port d'Armement. — Pavillon.	Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.
638 133383 HVTR	**Normanton** SteelScSr *P.Putt* –13 *ss*Bry.No.1-17 *Elec.light* 1*Dk*(*Stl*)	3862 3692 2445	✠100A1 9,17 ~~4,16~~ Bry ✠LMC~~5,18~~ 9,17	Hul	*x*	~~4,16~~ 9,17	1912 5mo	SirRaylton Dixon&CoLd Middlesbro' *Lloyd's A&CP*	RomeStm.Shppg. Co.Ld.(FisherAlimonda&Co.Ld. *Mgrs.*) *WB*=*CellDBa*	360·4|52·3|24·0 P32'B220'F36' FK	Hull British	T.3Cy.25″,40″&67″–45″ (*s*) 180lb 332NHP 2SB.*9pf*,GS175,HS5182 G.Clark,Ld.Sunderland	26 ″ 5 s 3 ·8½ 23 ″ 0
639 HPDQ	**Norna** SteelScSr *J.R.McEwan*98–09 1*Dk*(*pt Stl-ws*) *Elec light*	457 319 171	✠ 5,09 ✠	Dun	*h*		1909 5mo	CaledonS. B.&E.Co.Ld. Dundee *W*	FisheryBoard forScotland *B*=*Cell DBf*35'2	150·1|25·0|13·3 Q41'B58'F28' BK7′ 8t*DTanks*a12′17*t FPT*	British 5*BHCem* *PT*9*APT*6*t*	T.3Cy.14″,23″&38″–27″ 150NHP 1SB.*3cf*,GS80 HS2584 FD CaledonSB&E.Co.LdDun.	14 ″ 0
640 NVQW	**Noronic** SteelSc *R.Foote*80–14 *Elec.light* 2*Dks*(*Stl*)&*Promenade dk* *Mchy Aft* (*Stl-ws*)&*Web frames* Wireless *Longitudinal framing*	6905 6888 3935	✠100A— *For Service on the Great Lakes* 4,15 ✠LMC12,15	Clv			1913 11mo	Western DD&SBCoLd P.Arthur,Ont *WB*	CanadaSteamship Lines,Ld. = *CellDBuE&B*1	362·0|52·0|24·8 FK 16′*f*205′15*24t FPT*	Pt.Arthur, Ont. British 7*BH* *64tAPT*3*4t*	T4Cy.29½″,47½″&(2)58″–42″ 200lb (*s*) FD 805NHP 4SB&1AuxSB,*14cf*,GS308, HS13128 AmericanSBCo ClevelndO	28 ″ 9
641 1057 01 NVQW	**Norriston** SteelScSr *G.Mann* –16 *ss*Shl.No.3–7.08 (*ex*Eddystone) ~~*ss*Gls.No.1–10~~ *ss*PGl.No.2–17 1*Dk*(*Stl*)&*pt Awng dk* (*Irn*)&*Web frames*	2323 1704 1451	✠100A1 *pt Awng dk with freeboard* 7,17 ~~6,15~~ ~~BS6,15~~ ✠LMC ~~1,15~~ 9,16	Gls PGl BS7,17	*s*	~~8,15~~ 7,17	1895 7mo	Richards'n Duck&Co. Stockton *Lloyd's A&CP*	NorristonS.S.Co. Ld. (W.S.Miller&Co.) *WB*=*CellDBa*	290·0|42·0|16·8 P29'Q86' *pt Awng dk*175′ FK 100′*uE*&*B*38′*f*108′	Glasgow British 5*BHpt Cem* *pt Asp* 559*tAPT*67*t*	T.3Cy.22″,36″&59″–39″ (*s*) 160lb *80lb* 244NHP 2SB,6*cf*,GS102,HS8300 Blair&Co.Ld.Stockton	20 ″ 0 7 ·5 19 ″ 5
642 520 HTVC	**Norrköping** SteelScSr *ss*Msl.No.3–2.09 (*ex*Edmond-Gustave, *ss*Stn.No.1-13 *ex*Greylands)1*Dk*(*Irn*)2*trBkt ebframes*	2721 2425 1713	✠100A1 7,14 ~~Bramble dk~~ ✠LMC MS1,13 BS7,14	Msl	*t*	~~x1,13~~ 10,16	1896 3mo	W.Gray& Co.Ld. W Hartlepool A&CP	H.UnérAktieb. (R.Gühle,*Mgr.*) *WB*=*Cell DBa&uE*128′*f*1:6′	314·0|44·0|20·8 P27'B70'F31' FK	Norrköping Swedish *BHCem* 684*tAPT*40*t*	T.3Cy.23″,36½″&62″–39″ (*s*) 160lb *80lb* 244NHP 2SB.*4rf*,*2cf*,GS83,HS3720 Cen.Mar Eng.Wrks.WHp	23 ″ 3 s 3 ·10½ 19 ″ 6
642* 520 HTVC	**Norrland** SteelScSr *J.G.Westman*06–14 1*Dk*&*Shelterdk*	425 201 286					1888 4mo	Bergsunds Mek.Verk. Stockholm	Stockholms Rederiaktieb.Svea (HjBlomberg,*Mgr.*)	135·6|22·5|11·1 H53*t* 18·1	Stockholm Swedish	T.3Cy.12¼″,19½″&31½″–23½″ 47NHP BergsundsM.V.Stockholm	
Sunkby Collision 2,17 613 MGDJ	**Norröna** IronScSp *ss*Hul.No.3–9,11 (*ex*Akureyri,*ex*Europe) 1*Dk*	246 198 113	✠ 2,93	Lon	*c*		1880 4mo	Earle'sCo. Ld. Hull	HindöDmpskakties. (J.N.A. Ellingsen,*Mgr.*)	130·9|21·1|10·9 Q22'H11'F7*t* BK7″	Sigerfjord Norwegian 3*BHCem*	C.2Cy.21″&40″–27″ NB01 68NHP Earle'sCo.Ld.Hull	N
Now named "Jaguar," See No. 16 Whaler plan unit 644 41	**Norrona** SteelScSr *E.Skontorp* (*Whaler*) (*ex*Norrönna) 1*Dk*	116 75 41					1903	Nylands Værksted Christiania		91·9|17·9|10·8	French	T.3Cy.10½″,17″&28½″–20″ 50RHP NylandsVærksted,Xania	
645 MHJR	**Norröna I.** SteelScSr *E.Skontorp* (*Whaler*) 1*Dk*	144 140 51					1912	Akers Mek.Værks. Christiana	NorrönaHvalf. Akties. (P.Bogen, *Mgr.*)	99·3|20·1|11·6	Sandefjrd Norwegian *WB*	T.3Cy.12″,20″&33″–24″ 53NHP Akers.Mek.Værks.Xia.	N
646 MGNB	**Norröna II.** SteelScSr *G.Hamalane* (*Whaler*) 1*Dk*	170 167 62					1911	Framnes Mek.Værks. Sandefjord	Sandefjords Hvalfselsk. (P. Bogen,*Mgr.*)	111·3|20·1|12·0	Sandefjord Norwegian *WB*	T.3Cy.12″,20″&33″–24″ 53NH AkersMek.Værks.Xia.	N
647 3702 JLNP	**Norrtelje** SteelScSp *C.E.Öhlin*13–13 1*Dk*	359 164 213					1900	Lindbergs Mek.Verks. Stockholm	VarholmsNya Ångf.Aktieb. (B. vonSydow,*Mgr.*)	145·0|26·6|7·5 B68′ H78*t*	Vaxholm Swedish	T3Cy15⅝″,25⅛″&41⅜″–25⅜″ 86NH LindbergsMek.Verks.Skn	
648 136901 JHsG	**Norse** SteelScK *J.R.Dice*15–15 *Elec.light* 1*Dk*	297 259 125	✠100A1 *Stm Trawler* 9,17 ~~7,15~~ ✠LMC1,15	Abn		9,17	1915 1mo	J.Duthie Torry'S.B.Co Aberdeen *Lloyd's A&CP*	MerseySteam Trawlers,Ld. (Taylor&Tomlinson,Ld.*Mgrs.*)	135·9|23·1|12·4 Q75'F20′ BK7½″ *WB*=	Fleetwood British 3*BHCem* *DBf*34′25*t*	T.3Cy.13″,23″&36″–27″ (*s*) 180lb 85RHP 1SB.*3pf*,GS54,HS1606 Lidgerwood,Ld.Gls.	13 ″ 1
649 110633 RMJP	**Norseman** SteelTwinSc4MstSr *G.Berry* –09 Wireless (*ex*Brasilia) *Elec.light Ref.Mchy.* 3*Dks*&*Shelter dk* Sub.Sig.	9542 6678 6156					1897	Harland& Wolff,Ld. Belfast	Brit.&N.Atlantic S.N.Co.Ld.	500·7|62·3|33·9 B*on Shelter dk*110′	Liverpool British *WB*	Q.8Cy.21½″,32½″,46″&66″– 18″ 604NHP Harland&Wolff,Ld.Bel.	
650 91900 KFMC	— *Barter* –17 SteelTwinScSr *Cable Vessel* *ss*Nwc.2ndNo.3–9,10 ~~*W.Douglas* –16~~ *ss*Rio.No.1–15 (*ex*Mirror) 2*Dks*(1*pt Stl*)&*Spardk* *Elec.light* Wireless	1545 1021 790	✠100A1 *Spar dk* 9,17 ~~9,16~~ ✠NB9,02 ✠LMC MS10,15 ~~BS9,16~~ 9,17	Rio	*q*	~~5,15~~ 9,17	1885 12mo	R.Napier& Sons Glasgow A&CP	WesternTelegraph Co.Ld.	255·7|34·1|17·6 25·0 BK9 *WB*=	London British 4*BHCem* *DBf*42′&*uE*	C.4Cy.26″&46″–36″ (*o*) 1001b *100lb* NDB02 238NHP 2SB.6*cf*,GS112,HS4298 R.Napier&Sons,Glasgow 20′153*t DeepTanks*36′104*t*	26 ″ 4 s 6 ·3 21 ″ 2
651 119150 JHFK	— SteelScSr *J.Macdonald* –16 *ss*Rot.No.3–1.17 *Welldeck* 1*Dk*(*Stl*) *Mchy.Aft*	352 247 145	✠100A1 1,181,17 ✠LMC1,17	Rot Hul	*f*	~~x6,16~~ 12,17	1904 8mo	IrvineSB& ECo(1902)Ld Irvine *Lloyd's A&CP*	~~F.T.Eberhardt~~ F.T.Everard	142·0|24·1|10·6 Q75'B9'F20' BK7″ *WB*=	Glasgow British 3*BHCem* *FPT*23*t*	C.2Cy.18″&40″–27″ (*s*) 130lb 64RHP 1SB.*3pf*,GS48,HS1470 RenfrewBros.&Co.Irvine	11 ″ 9 s ″ 6 11 ″ 11
652 113985	— SteelScSr *C.Smith* –03 *Mchy.Aft* 1*Dk*	120 95 45				...	1901	J Fullerton &Co. Paisley	Anglo-Egyptian Oilfields,Ld. (C.C.Tayloe,*Mgr.*)	82·8|19·1|8·6 P12'F15' BK6″	Glasgow British *WB*	C.2Cy.12″&26″–18″ 30RHP C.Houston&Co.Glasgow	9 ″ 4
653	**Norte** SteelScSr 1*Dk*	290 232 207					1891	Akers Mek. Værkst. Christiania	AlmeidaSobato& Co.	135·6|24·0|8·5 B22*t* H23*t* F12*t*	Para Brazilian *WB*	C.2Cy.11½″&25½″–18″ 23NHP AkersMekVærkChrstiania	
654	— SteelScK *J.dosS.Costa* –11 *ss*Lis.No.1–13 (*ex*JohnE.Lewis) 1*Dk*	*254* *243* *98*	✠ — 3,16 *Stm Trawler* ✠	Lis			1909 8mo	Hall,Russell&Co.Ld. Aberdeen	EmprezaIndustrialMaritima,Ld.	125·5|23·2|12·6 F20′ BK7½″ *WB*=	Lisbon Portuguese 3*BHCem* *DBf*19′15*t*	T.3Cy.12″,21″&34″–24″ 78NHP 1SB,*3pf*,GS43,HS1434 J.Lewis&Sons,Aberdeen	13 ″ 6
655 88323	**North** WoodPad *O.Fortin*	289 183 182					1886	G.T.Davie Levis,Quebec	Quebec&Levis Ferry Co.Ld.	132·4|25·2|9·3	Quebec British	1Cy.26″–26″ 30RHP E.E.Gilbert,Montreal	
656 130057 JWQT	**North America** IronScSr (*Tug*) 2*Dks*	290 — 145					1876	Dialogue &Wood Camden,N.J.	PotterTrnsprtn. Co.	130·0|28·2|14·0	NewYork Utd.States	C.2Cy.24½″&44″–42″ *Cmpd.*02Neafie& Levy Co.Phl	81NHP
657 211076	**North American** SteelScSr *Elec light* Wireless 2*Dks*&3*Shade dks*	2317 — 1262					1913	Gt.Lakes Eng.Works Ecorse,Mich.	Chicago,Duluth& GeorgianBay TransitCo.	259·0|47·1|18·3	Chicago Utd.States	Q.4Cy.17½″,25″,36″&52″–36″ 162NHP GtLakesEngWrks,Detroit	
658 211727 LDHC	— SteelScSr (*Tug*) *Elec.light* 1*Dk*	134 — 14					1913	J.H.Dialogue&Sons Camden,N.J.	TheTexasCo.	82·0|21·5|10·4	NewYork Utd.States	C.2Cy.15″&32″–24″ 42NHP J.H.Dialogue&Sons	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. / Master. / Special Surveys.	3 Material, Rig, &c. / Late Name if any. / No. of Decks. &c.	4 Register Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years assigned and Distinguishing Letter.	7* Date when tail shaft last seen.	8 Built. When. / Ship. / Engines	9 By Whom. / Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught.	15 Registers in which classed, if not in L. R. District Port Trade Mark.
659 / 123631 / HLQV	North Britain / *J.M.Parker* –16 / (*ex*BalticExchange)	Steel ScSr / *ss*Cff.No.2–15 / 1*Dk(Stl)2trBy* *Elec.light* *deep framing&Web frame* 3*Dk rule*	3679 / 3459 / 2357	✠100A1 6,17 ~~11,16~~ ✠LMC MS10,15	Hul Nwa BS11,16	*u*	11,16	1907 10mo	Bartram& Sons Sunderland *Lloyd'sA&CP*	NorthShippingCo. Ld.(H.Roberts& Son,*Mgrs.*) *WB=CellDBa*	346·5 P23 B94 F36 FK 119′*uE21′f144′828t*	50·8	22·9	London British *6BHCem* *APT50t*	T.3Cy.24½″,40″&66″–45″ (*a*) 180lb *80lb* 317NHP 2SB,*6rf*,GS123,HS4900 Blair&Co.Ld.Stockton	25 ″ 6 s 4 ″ 6 21 ″ 5	
660 / 125638 / HLSV	North Cambria / *J.W.Nelson* –15 / (*ex*Calcutta)	Steel ScSr / ~~*ss*NptoNo.1–12~~ / 1*Dk(part Stl)* *Elec.light* *&deep framing* *ss*Bry.No.2–16	3577 3299 2244	✠100A1 ~~12,17~~ 5,18 ✠LMC MS7,15	Bry Swa- Bry BS5,16	*v*	~~11,16~~ 12 17 *in after* ~~12,17~~	1907 10mo *d*	Furness, Withy&CoLd W.Hartlepool *r hold dispensed wit* *Lloyd'sA&CP*	NorthShippingCo. Ld.(H.Roberts& Son,*Mgrs.*) *h 5BH only* *CellDBa108′uE&B40*	348·5 P29′B100′F35′ FK —	49·7	23·1	London British *Cem* *f154′881tF*	T.3Cy.24″,39″&66″–45″ (*s*) 180lb *100lb* 312NH 2SB.*6cf*,GS105,HS4731 Richard'sons,Westgarth& *PT71tAPT98t* Co.Ld.Hpl	25 ″ 8 s 4 ″ 7 21 ″ 6	
661 / 94537	North Cape / *A.Bruce* –16	Steel ScSr / *ss*Abn.No.3–10,01 *ss*Lis.No.1–06 (*ex*Machado,*ex*NorthCape) 1*Dk*	122 111 46	✠ *For fishing purposes* 1,10 ✠	Abn			1889 10mo	Hall, Russ- sell&Co.Ld Aberdeen	~~J.M.Davidson~~ ~~A.Black~~ S.Western SteamFishingCo., Ld.(A.Black,*Mgr.*)	95·2 ptND01 BK6½″	19·6	10·1	Grimsby ~~Fleetwood~~ British *4BHCem*	C.2Cy.17″&34″–24″ 50RHP 1SB,*2cf*,GS27,HS847 Hall,Russell&Co.Abn.	10 ″ 9	
662 / 118067	North Cock / *A.Godfrey* –13	Steel ScSp (*Tug*) 1*Dk*	149 149 —			…		1903	Laird Bros. Ld. Birkenhead	LiverpoolSw.Tow. &LighterageCo. (G.R.Nicholson)	96·2 BK7½″	22·1	11·5	Liverpool British	C.2Cy.19″&42″–27″ 76NHP LairdBros.Ld.Birkenhead	12 ″ 0	
663 / 130417 / KFHC	North Fork / *J.Nelson*	Wood ScSr 1*Dk*	323 — 244					1888	Bendixen Fairhaven	C.NelsonCo.	157·3	33·7	10·5	S.Frncisco Utd.States	C.2Cy.16″&32″–24″ 42NH W.Deacon,SanFrancisco		
664 / 123357	North King / *L.A.McCombie* –14	Steel ScK (*Trawler*) 1*Dk*	194 185 75			…		1906	Hall, Russ- sell&Co.Ld Aberdeen	E.Walker	115·3 BK7½″	21·6	11·6	Aberdeen British *WL*	T.3Cy.11½″,21″&33″–23″ 73RH Hall,Russell&Co.Ld.Abn.	12 ″ 6	
665 / 123254 / HGKL	North King II. / *R.Syrett* –14 / (*ex*NorthKing)	Steel ScK *ss*Hul.No.2–14 1*Dk*	271 239 107	✠100A1 *Stm Trawler* 7,14 ✠LMC7,14	Hul		5,13	1906 5mo *Lloyd*	Earle'sCo. Ld. Hull *sA&CP*	J.H.Robins&Co. Ld.	131·8 Q72′F21′ BK8″	22·1	11·8	Hull British *4BHCem*	T.3Cy.12¾″,22″&36″–24″ (*s* 200lb 78RH 1SB,*3pf*,GS44,HS1260 Earle'sCo.Ld.Hull	12 ″ 10	
666 / 206144	North Lake	Steel Sc *Mchy.Aft* *Elec.light* 2*Dks*	3861 — 2941					1909	Gt. Lakes Eng.Works St.Clair,Mich	GreatLakesTran- sitCorporation	350·0 F32′ *WB*	46·0	26·0	Buffalo NY Utd. States	Q.4Cy.19″,27½″,40″&58″–42″ GreatLakes 218NH Eng.Works,Detroit		
667 / 130690	North Land	Steel TwinSc *Elec.light* Wireless 2*Dks&Spar dk*	4244 — 2340					1894	Globe Iron Works Co. Cleveland,O.	NorthernS.S.Co.	358·5 *WI*	44·0	23·2	Duluth, Minn. Utd. States	Q.8Cy.25″,36″,51½″&74″–42″ 710NH GlbeIrnWksCo,Clvelnd,O		
668 / 207282 / LBJT	—	Steel ScSr *Elec.light* Wireless 3*Dks*	3282 — 1973					1910	Harlan& Hollings- worthCor. Wlmgtn,Del.	EasternSteamship Corporation	304·4 28·0	47·2	19·8 *WL*	Boston Utd.States	T.3Cy.28½″,46″&75″–54″ 413NH Harlan&HollingswrthCo		
669 / 132072 / JCGQ	North Pacific / *C.Beck* –16	Steel ScSr *ss*Cff.No.1–16 1*Dk(Stl)&Shelter dk(Stl)* *Tonnage opening closed 1917*	5287 3750 ~~3980~~	✠100A1 *Shelter dk* *withfreeboard* ~~5,17~~ 5,16 5,13 ✠LMC5,16	Cff	*x*	~~5,16~~ 6,17	1913 5mo *Lloyd*	J.L.Thomp- son&Sons,Ld. Sunderland *sA&CP*	FelixS.S.Co.Ld. (G.Ambatielos*Mgr.*) *WB=Cell* *DBa133′uE&B*	379·5 FK 38′*f160′*	53·0	22·8 1139*t FPT*	Sundrland British *6BHCem* *6stAPT80t*	T.3Cy.26″,42″&71″–48″ (*s* 180lb *180lb* 399NH 3SB,*9pf*,GS168,HS6449 J.Dickinson&Sons,Ld.Sld.	33 ″ 4 s 9 ″ 8 24 ″ 0	
670 / 110865	North Pines / (*ex*Republic)	Steel Sc3MstSr *Mchy.Aft* *Elec.light* 2*Dks*	2931 — 2052					1890	Globe Iron Work-Co. Cleveland,O.	RepublicIronCo. M.A.Hanna&Co. *Mgrs.*)	364·5 H—F34′ len04 *WI*	41·0	24·5	Cleveland Utd.States	T3Cy.24″,38″&61″–42″ NB15 241NH Globe IrnWksCo.Clevelnd		L
671 / 113438 / SCTM	North Point / *W.H.Gerrard* –17 / *Carrying fuel oil FP.above* 150°F.*in DB&deep tank*	Steel ScSr *ss*Hpl.No.3–8,11 *ss*Lom.No.1–16 2*Dks(Stl)3trBy&Web frames,* *Elec.light* Wireless *lower dk fore hold* *&Shelter dk(pt Stl)* *Tonnage opening closed 1917* *Cargo battens not fitted in Shelter 'tween dks*	~~5216~~ ~~4709~~ ~~3399~~ 6366 4709 4822	✠100A1 *Shelter dk* *with freeboard* 5,17 ~~6,16~~ ✠LMC MS9,15 BS~~2,16~~ 6,17	Lon Bry	*y*	6,16	1900 12mo	J.L.Thomp- son&Sons Ld Sunderland A&CP	Norfolk&N.Ameri- canS.Shpg Co.Ld (Furness,Withy& Co.Ld. *Mgrs.*)	390·0 *WB=CellDBa123*	51·0	27·7 *E29′ f158′*	Liverpool British *6BHCem*	T.3Cy.25″,43″&74″–48″ (*s*) 200lb 450NH 3SB,*6cf*,GS132,HS5680 FD J.Dickinson&SonsLd.Sld. *1028tDTa33′869tAPT50t*	38 ″ 1 ~~11~~ ″5 27 ″ 4	
672 / 123358	North Queen	Steel ScK *W.Logan* –14 (*Trawler*) 1*Dk*	195 185 75			…		1906	Hall, Russ- sell&Co.Ld. Aberdeen	E.Walker	115·4 BK7½″	21·6	11·6 *WL*	Aberdeen British	T.3Cy.11½″,21″&33″–23″ 73RH Hall,Russell&Co.Ld.Abn.	12 ″ 6	
673 / 106102 / PBTN	North Sands	Steel ScSr *G.Mowat* –16 *ss*Nwc.No.3–9,08 *ss*Lth.No.1–13 1*Dk(Stl)&Spar dk(Irn)3trB*	3567 3265 2263	✠100A1 *Spar dk* 9.16 MBS3,17 ✠LMC~~12,13~~	Bkn DBS10,17 MS~~10~~,17	*w*	~~9,16~~ N1,18	1895 9mo	J.L.Thomp- son&Sons,Ld. Sunderland A&CP	Chr.Salvesen& Co. *WB=CellDBa*	345·0 P29′B76′F40′ FK *pt uE122′f144′615t*	44·1	18·2 26·(	Leith British *5BHCem* *APT45t*	T.3Cy.24½″,40″&64″–45″ (*s*) 160lb *130lb* NDB16 291NH 2SB,*8pf*,GS109,HS4600 J.Dickinson&Sns(Lim),Sld	28 ″ 8 s 5 ″11½ 23 ″ 0	
674 / 206229	North Sea	Steel Sc *Elec.light* *Mchy.Aft* 2*Dks*	4065 — 3119					1909	Gt. Lakes Eng.Works Ecorse,Mich.	GreatLakesTran- sitCorporation	351·2 F32′ *pt uE122′f144′615t*	46·2	31·0	Buffalo NY Utd. States *WB*	Q.4Cy.19″,27½″40″&58″–42″ 218NHP Gt.LakesEng.Wks.Detroit		
675 / 110181 / RHGN	—	Steel ScSr *G.Glennie* –16 *ss*Lth.No.3–4,12 1*Dk(Stl)&deep framing* *Cargo battens not fitted*	1711 1599 1089	✠100A1 5,13 *Examined* 10,17 ~~BS5,14~~ ✠LMC~~4,12~~ 10,17	Lth	*r*	~~5,14~~ N10,17	1899 8mo	Craig, Taylor&Co. Stockton A&CP *WB*	J.Cormack&Co. *=CellDBa82′uE2*	269·0 P27′B68′F30′ FK *0′f100′395t FPT1*	40·7	19·4	Leith British *4BHCem* *29tAPT84t*	T.3Cy.21″,35″&57″–39″ (*s*) 160lb *90lb* 205NH 2SB,*4cf*,*2pf*,GS82,HS3120 T.Richardson&Sns.Ld.Hpl	20 ″ 6 s 3 ″ 0 17 ″ 10	
676 / 207011	North Star	Steel ScSr *Mchy.Aft* *Elec.light* 2*Dks*	3849 — 2928					1909	Gt. Lakes Eng.Works St.Clair,Mich	GreatLakesTran- sitCorporation	350·0 F32′	46·0	26·0	Buffalo Utd.States *WL*	Q.4Cy.19″,27½″,40″&58″–42″ 218NH Gt.LakesEng.Wrks.St.Cl.		
677 / 130924 / KQVW	—	Steel ScSr Wireless 3*Dks*	3159 — 1999					1901	Delaware S.&E.B.Co. Chester	EasternSteamship Corporation	298·8	46·0	17·5	Boston Utd.States	T.3Cy.28″,48″&75″–54″ 413NHP DelawareS.&E.B.Co.		
678 / 127134	—	Steel ScK *J.Wilson* –09 *ss*Abn No.1–12 1*Dk*	188 175 73	✠100A1 *Stm Trawler* 7.14 BS1,14 ✠LMC5,12	Abn		7,14	1907 11mo *Lloyd'sA&CP*	Hall, Russ- sell&Co.Ld Aberdeen	NorthStarSteam FishingCo.Ld. (J.A.Harrow*Mgr*)	115·2 BK7½″ *WB=*	21·6	11·5 *DBf30′20t*	Aberdeen British *3BHCem*	T.3Cy.11½″,21″&33″–23″ (*r*) 180lb 73RHP 1SB,*3pf*,GS41,HS1374 Hall,Russell&Co.Ld.Abn.	12 ″ 6	
679 / 130447	North Vancouver Ferry No. 3 / *W.J.Spracklin* –11	Steel Sc *Elec.light* *ss*Vcr.No.1–15 (*Screws fore&aft*) 1*Dk*	1176 398 792	✠ A– 5.15 ~~BS4,16~~ ✠LMC5,16 *For Ferry purposes, Water Tube Boilers s*	Vcr ~~BS6,17~~ *Vancouver Harbour subject to Annual Survey*		~~5,15~~ 6,17	1911 4mo	Wallace Shipyards,Ld N.Vancouver	Corporation of the City of North Vancouver	145·0	29·1	12·4 BK6½″	Vancouver British *4BHCem*	C.4Cy.10½″&23½″–24″ 160lb 121NHP Mackie&Baxter,Glasgow	13 ″ 6	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Hauteurs en cond. au-dessus de la ligne de flot.
680 129056 HQDK	**North Wales** *G.Owens* –15 (*ex* Wakefield)	**SteelScSr** *ss*Shl.No.1–14 1*Dk*(*Stl*)2*tr*B✠ *Web frames*	4072 3898 2535	✠100A1 10,16 BS6,16 ✠LMC1,14	Hul	*w*	10,16	1909 12mo *Lloyd's*	J.L.Thompson&Sons,Ld. Sunderland	NorthWalesShpg. Co.Ld.(H.Roberts &Son,*Mgrs.*) a121′*u*E✠B45′*f*	351·7 P25′B145′F32′ *WB*=*CellDB* 145′1006*t FPT*	51·0 FK 104*t*	25·7 6*BHCem APT* 213*t*	London British	T3Cy25½″,42″&68½″–48″(*s*) 180lb *90lb* 350NHP 2SB,*6cf*,GS136,HS5415 J.Dickinson&Sons,Ld. Sld.	28 ″ 2 s 4·10½ 23 ″ 8	
681 130661	**North West** *Elec.light*	**SteelTwinSc** 2*Dks*✠*Spar dk*	4244 — 2340					1894	GlobeIron WorksCo. Cleveland,O.	NorthernS.S.Co.	358·5 H—	44·0 *WB*	23·2	Duluth, Minn. Utd.States	Q.8Cy.25″,36″,51½″&74″–42″ 710NHP GlobeIrnWksCo.,Clevelnd		
682 94549	— *J.Cormack* –16 (*Trawler*)	**SteelScSr** 1*Dk*	123 111 50			..		1890	Hall, Russell&Co. Aberdeen	T.Davidson	95·2 BK6½″	19·7	10·1	Aberdeen British	C.2Cy.17″&34″–24″ 50RHP Hall,Russell&Co.,Abn.	10 ″ 9	
683 127947	**North Western** *J.Atherton* –09 (*Grab Hopper Dredger*) *Elec.light*	**SteelSc** *ss*Bng.No.2–16 1*Dk*(*Stl*–ws)	874 829 439	✠100A1 *Hopper Dredger* 8,16 ✠LMC8,16	Bng		8,16	1908 11mo *Lloyd's*	Ferguson Bros. Pt.Glasgow	L.&N.W.Rlwy.Co.	190·0 FK	35·1 5*BHCem*	15·6	Liverpool British	T.3Cy.18″,27½″&46″–27″(*s*) 150lb 146NHP 2SB,*6cf*,GS108,HS2820 FergusonBros.P.Glasgow	16 ″ 3 s 3 ″ 0 13 ″ 8	
684 130419	**North Wind** *Elec.light Mchy.Aft*	**SteelSc3MstSr** 1*Dk*✠*Spar dk*	2476 — 1885					1888	GlobeIron WorksCo. Cleveland,O.	GreatLakesTransitCorporation	299·5 H—F36′	40·8 *WB*	21·6	Buffalo Utd.States	T.3Cy.24″,38″&61″–42″ 241NHP GlobeIrnWksCo.,Clevelnd		
685 101847 NFTJ	**Northdene** *T.A.Rawlings* –16 *ss*Shl.No.3–6,06 *ss*Cff.No.2–15 *Well deck*	**SteelScSr** 1*Dk*(*Irn*)✠*Web frames*	1356 1010 843	✠100A1 2,18 ~~8,17~~ ~~BS8,17~~ ✠LMC5,15 ~~BS2,16~~	Shl	*o*	~~8,17~~ 2,16	1893 11mo *Lloyd's*	S.P.Austin &Son Sunderland A&CP	J.Geo.Joicey (Lambton&Hetton Collieries,Ld.,*Mgrs.*) *WB*=*DB*a62′*f*94′✠*uE*✠*B*32′410*t FPT*	240·0 P28′Q59′B44′F27′ FK	36·1 4*BHCem*	14·8 29*t APT* 29*t*	Newcastle British	T.3Cy.19″,31″&51″–33″(*s*) 160lb *90lb* 155NHP 1SB,*4pf*,GS60,HS2420 W.Allan&Co.,Sunderland	17 ″ 7 s 1 ″ 8½ 16 ″ 2	
686 132672 HVGR	**Northern** *O.Jones* –15 *Elec.light*	**SteelScSr** *ss*Bdx.No.1–17 1*Dk*(*Stl*)✠*Shelter dk* (*pt Irn pt Stl*)	4731 4464 2912	✠100A1 *Shelter dk* *with freeboard* 7,17 ~~9,16~~ MBS2,18 ~~BS7,17~~	NYk Bdx ~~MS7,17~~ ~~LMC~~	*y*	N8,16 ~~N4,16~~	1912 2mo *Lloyd's*	JL.Thompson&Sons,Ld. Sunderland	J.Mathias&Sons a136′*u*E✠*B*	388·7 *WB*=*CellDB* 46′*f*163′1270*t FPT*	54·1 FK 1*5t APT* 238*t*	26·0 6*BHCem*	London British	T.3Cy.27½″,44½″&74″–48″(*s*) 180lb *120lb* 455NHP 3SB,*9cf*,GS195,HS7575 J.Dickinson&Sons,Ld.Sld.	28 ″ 6 s 3 ″ 7½ 25 ″ 4	
687 135548 JFGW	**Northern Coast** *J.Carefull* –15 *Elec.light*	**SteelScSr** 1*Dk*✠*Shelter dk*	1744 938 1070					1913	Sir Raylton Dixon&Co.Ld Middlesbro'	Powell,Bacon& Hough Lines,Ld., Coast Lines Ld	250·5 B67′F26′	36·0 *WB*	15·0	Liverpool British	T.3Cy.18″,29″&48″–36″ 138NHP Richardsons,Westgarth& Co.Ld.Mdb.		
688 130420	**Northern King** *Elec.light Mchy.Aft*	**SteelSc3MstSr** 1*Dk*✠*Spar dk*	2476 — 1885					1888	GlobeIron WorksCo. Cleveland,O.	GreatLakesTransitCorporation	299·5 H—F36′	40·8 *WB*	21·6	Buffalo Utd.States	T.3Cy.24″,38″&61″–42″ 241NHP GlobeIrnWksCo.,Clevelnd		
689 130407	**Northern Light** *Elec.light Mchy.Aft*	**SteelSc3MstSr** 1*Dk*✠*Spar dk*	2476 — 1885					1888	GlobeIron WorksCo. Cleveland,O.	GreatLakesTransitCorporation	299·5 H—F36′	40·8 *WB*	21·6	Buffalo Utd.States	T.3Cy.24″,38″&61″–42″ NB06 241NHP GlobeIrnWksCo.,Clevelnd		
690 212926 LFDP	**Northern Pacific** *A.Ahman*15–15 *Elec.light* *Ref.Mchy.* Sub.Sig. Wireless	**SteelTrpScSr** 2*Dks*(*Stl*)3*rd Dk*(*Stl*) *forward*✠*aft Shade dk*(*Stl*) ✠*Promenade dk*(*Stl*–ws)	8256 4071 4185	✠100A– *with freeboard* *Water Tube Boilers* 5,16 ~~10,16~~ *For Service between San Francisco & above* *Fitted for oil fuel* 3,15 MBS3,17 ✠LMC5,15 ~~Lloyd's RMC6,17~~	SFo			1915 4mo	W.Cramp& SonsS&EBCo. Philadelphia	GreatNorthern PacificS.S.Co. *Columbia River* 150° F.	509·5 *Prom.dk* 482′ *WB*=*CellDB a*90′*u*E✠*B*	63·1 FK 178′*f*130′	21·0 10*BHAsp.* 1005*t FPT* 24*t APT* 69*t*	Astoria, Oregon Utd.States	3 Steam Turbines (*s*) 220lb *104lb* 12B,HS59808 FD W.Cramp&SnsS&EBCPhl	34 ″ 6 s 13 ″ 0 21 ″ 9	
691 133320	**Northern Prince** *W.H.Steward*05–13	**SteelScK** 1*Dk*	208 204 81	✠100A1 *Stm Trawler* 6,14 ✠LMC12,13	Shl			1913 12mo *Lloyd's*	JT.Eltringham&Co. S.Shields	R.Irvin&Sons,Ld.	115·0 BK7½″	22·2	11·6	N.Shields British	T.3Cy.12″,20″&34″–24″(*s*) 180lb 82RHP 1SB,*3pf*,GS51,HS1505 ShieldsEng.Co.Ld.N.Shl.	12 ″ 9	
692 130436	**Northern Queen** *Elec.light Mchy.Aft*	**SteelSc3MstSr** 1*Dk*✠*Spar dk*	2476 — 1885					1888	GlobeIron WorksCo. Cleveland,O.	GreatLakesTransitCorporation	299·5 H—F36′	40·8 *WB*	21·6	Buffalo Utd.States	T.3Cy.24″,38″&61″–42″ NB06 241NHP GlobeIrnWksCo.,Clevelnd		
693 132776	**Northern Scot** *J.Reid* –11	**SteelScK** 1*Dk*	90 89 38	✠ — 10,14 *For Fishing purposes* ✠	Abn			1911 8mo	J.Duthie Torry S.B.Co. Aberdeen	J.Smith	84·0 BK7″	18·1	8·7	Inverness British	T.3Cy.9″,15″&25″–18″ 31RHP 1SB,*2pf*,GS24,HS716 J.Abernethy&Co.Abn.	9 ″ 6	
694 130437	**Northern Wave** *Elec.light Mchy.Aft*	**SteelSc3MstSr** 1*Dk*✠*Spar dk*	2476 — 1885					1889	GlobeIron WorksCo. Cleveland,O.	GreatLakesTransitCorporation	299·5 H—F36′	40·8 *WB*	21·6	Buffalo Utd.States	T.3Cy.24″,38″&61″–42″ 241NHP GlobeIrnWksCo.,Clevelnd		
695 135786	**Northesk** *A.Cargill*83–13	**SteelScK** 1*Dk*	100 100 42			...		1913	J.Duthie, Torry S.B.Co. Aberdeen	J.Johnston &Sons, Ld.	86·2 BK7″	18·6	9·1	Montrose British	T.3Cy.9″,15″&25″–18″ 30RHP J.Abernethy&Co.Aberdeen	9 ″ 8	
696 114672 SHWP	**Northfield** *G.Arnold* –15 *Elec.light*	**SteelScSr** *ss*Npt.No.3–7,13 1*Dk*(*pt Irn*✠*pt Stl*)✠*deep framing*	2099 1938 1329	✠100A1 2,16 ~~BS7,15~~ ✠LMC7,15 ~~Lloyd's~~ 12,17	Shl	*s*	~~8,16~~ 12,17	1901 5mo	TyneI.S.B. Co.Ld. Newcastle A&CP	~~✠Cleveland pt~~ (H.Keep, *Mgr.*) ~~H.Keep~~ *WB*=*CellDB a*✠*uE*110′*f*122′551*t*	288·5 P27′B73′F30′ FK	43·0 5*BHCem*	18·9 2SB,*6pf*,GS104,HS3300 *APT* 39*t*	London British	T.3Cy.21″,35″&57″–39″(*s*) 160lb *80lb* 210NHP N.E.MarineEng.CoLdNwc	21 ″ 3 s 3 ″ 4 18 ″ 2	
697 105315 NVMS	**Northford** *ss*Nwc.No.2–17 *A.McNeill* –15 (*ex* Beacon Rock) *Well deck Mchy.Aft*	**SteelScSr** *ss*AyrNo.3–5,08 ~~*ss*Bkn.No.1–12~~ 1*Dk*(*Irn*)	495 352 194	✠100A1 2,18 ~~4,16~~ ~~Examined 7,17~~ ~~✠LMC7,17~~ ~~✠NB3,16~~	Ard Bkn	*h*	~~1,16~~ N2,18	1895 6mo	AilsaS.B. Co. Troon A&CP	D.Macleod *WB*=*DB f*11′34*t FPT*	170·0 Q93′B10′F28′ BK7″	25·9 3*BHCem* 44*t APT* 8*t*	11·7	Glasgow British	C.2Cy.19″&42½″–30″(*s*) 115lb 69RHP 1SB,*3pf*,GS56,HS1492 Muir&Houston,Glasgow	12 ″ 10 s ″ 6½ 13 ″ 0	
698 113460 JGCW	**Northland** *J.Stivey* –17 (*ex* Zeeland) *Elec.light* Sub.Sig. Wireless	**SteelTwinSc4MstSr** *ss*Sou.No.3–10,13 3*Dks*(*Stl*)(*M*✠*U*–ws)4*tr B* ✠*Web frames*	11905 10109 7511	✠100A1 2,14 ✠LMC 5,17 ~~MS10,15~~ ~~B6,16~~ ~~6,17~~	Sou	*i*†	6,16	1901 4mo *Lloyd's*	J.Brown& Co.Ld. Clydebank	International Nav. Co.Ld. *WB*=*Cell DB*	561·6 P49′B215′F84′ FK a133′*u E*✠*B*	60·2 10*BHAsp*	38·2	Liverpool British	Q.8Cy.31″,44″,62″&88″–54″ 200lb ~~180lb~~ (*s*) 1627NHP 8SB,*32rf*,GS584,HS23480FD J.Brown&Co.Ld.Clydebnk 160′*f*170′1998*t FPT* 165*t*	42 ″ 0	
699 208377 LBTF	— *Elec.light*	**SteelSc** 2*Dks*	2055 — 1205					1911	Harlan& Hollings-worthCor. Wlmgtn,Del	UnitedStatesS.S. Co.Inc.	291·2	51·0	18·0	Washngtn D.C. Utd.States	T.4Cy.23½″,37″&(2)43″–42″ 240NHP Harlan&Hollingsw'rthCor		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. / Master. / Special Surveys.	3 Material, Rig, &c. / Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now Cl'fied. Equipment Letter	7a Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed. If not in L.R. Date of R. of Trade Cert.
700 201033 KTDR	**Northland** *H.R.Bodge* –09 Wireless	**WoodSc3MstSr** 1*Dk*	845 — 560					1904	..... Fairhaven, Cal.	**E.J.DodgeCo.**	195·0	39·2	14·6	**S.Frncisco Utd.States**			
701 205044 KWNS	**—** *S.Brunn* –08	**SteelSc** 1*Dk&Shelter dk*	697 — 360					1908	**MoranCo.** Seattle, Wash.	**NorthlandS.S.Co.**	140·0	27·0	14·5 P53′F29′	**Ketchikan Utd.States** *WB*	T.3Cy.11″,18″&30″–30″ 49NHP MoranCo.Seattle,Wash.		
702 129368	**Northman** *G.Masson*01–11	**SteelScK** 1*Dk*	197 196 75	✠100A1 *StmTrawler* 7,14 ✠LMC10,14	Abn		7,14	1911 10mo *Lloyd's*	Hall, Russell&Co.Ld. Aberdeen *sA&CP*	**StandardFishing Co.ofAbn.Ld. (J.G.Adam,*Mgr.*)**	115·2 BK7½′ *WB=DBf30′*	22·0	12·1 4*BHCem* 18*tFPT7t*	**Aberdeen British**	T.3Cy.12″,20″&34″–23″ (*r*) 180lb 74RHP 1SB,*3pf*,GS41,HS1334 Hall,Russell&Co.Ld. Abn.	13 ″ 0	
703 139112 JMGV	**Northumberland** *J.H.Gordon*–16 *Elec.light* 2*Dks*(*Stl*)*&Shelterdk*(*Stl-ws*) *Ref.Mchy.* 3*rd dk*(*Stl*)*inNo.1hold* *CruiserStern*	**SteelTwinSc** 4MstSr	12160 10786 7834	✠100A1 *Shelter dk withfreeboard* ~~7,17~~ ~~10,16~~ 1,18 ✠LMC2,16 ✠Lloyd's~~LMC10,16~~ ~~1,18~~ 3,18	Liv	*g*†		1915 11mo *Lloyd's*	Swan, Hunter&Wigham Richardson, Ld Newcastle *sA&CP*	**FederalSteam Nav.Co.Ld.** *WB*	530·5 B209′F84′*on Shelter dk* *=CellDBa124′uE&B107′f226′*	63·0 39·8 FK	31·9 8*BHCem* 1750*tFPT104tAPT112t*	**London British** WllsndSlpwy.Co.Ld.Nwc.	4 Steam Turbines geared to 2 screw shafts 190lb (*s*) 8SB,*32cf*,GS586,HS23584FD WllsndSlpwy.Co.Ld.Nwc.	42 ″ 8 s 11″3½ 31 ″ 9	
704 96937 TQNQ	**—** *A.W.McLeod*10–10	**SteelTwinScSr** 1*Dk*	1255 975 542					1891	**Wigham** Richrdsn&Co Newcastle	**CanadianGovt.**	220·0 H171′	33·1	20·4	**Charletwn British**	T.6Cy.17½″,27½″&46″–33″ 243NHP WighmRchardsn&Co.Nwc		V
705 105210	**—**	**IronPad** 1*Dk*	230 197 104					1895	**Wood,** Skinner&Co. Newcastle	**TyneImprovement Commissioners**	110·0 H33*t*	26·1	8·7	**N.Shields British**	L.2Cy.30″–48″ 60RHP Baird&Barnsley,N Shields		BT till 6,17
706 120652 HFJN	**Northumbria** *W.E.Willcocks* –17 ~~*ssShl.No.1–10*~~ *Elec.light* 1*Dk*(*Stl*)*&Spar dk*(*Stl*) *ssShp.No.2–15 &deep framing*	**SteelScSr**	4215 4082 2756	✠100A1 *Spar dk* ~~3,17~~ ~~7,16~~ 7,17 ✠LMC MS2,14 BS2,16 3,17	Lon ~~Gls~~ Brs	*x*	~~1,16~~ ~~2,17~~ 3,17	1906 1mo *Lloyd's*	Nthmblnd S.B.Co.Ld. Newcastle *sA&CP*	**Westminster Shppg.Co.Ld.** *WB=CellDBa*	360·0 P30′B92′F33′ 118′*uE&B42′f154′*	48·0 28·0 FK	20·2 6*BHCem* 857*tAPT63t*	**London British**	T.3Cy.25″,41″&69″–48″ (*s*) 180lb 372NHP 3SB,*9cf*,GS150,HS5940 Richardsons,Westgarth& Co.Ld.Sld.	30 ″ 10 s 6 ″ 2½ 25 ″ 0	
707 123580	**—** *A.Young* –13 *ss*Gms.No.2–14	**SteelScK** 1*Dk*	211 194 83	✠100A1 *StmTrawler* 4,14 ✠LMC4,14	Gms		4,14	1906 8mo *Lloyd's*	Cook, Welt'n&Gemmell Ld.Beverley *sA&CP*	**EastAngliaSteam FishingCo.Ld.**	115·4 Q58′F19′	21·6 BK8″	11·5 3*BHCem*	**Grimsby British**	T.3Cy.12″,21″&34″–24″ (*s*) 180lb 67RHP 1SB,*2cf*,GS31,HS1110 C.D.Holmes&Co.Hull	12 ″ 3	
708 104825	**—** *H.C.Davies* –16 *ss*Sng.2ndNo.3–10,14	**SteelScSr** 1*Dk*(*Irn*)	100 85 —	✠100A1 *For Towingpurposes* 4,16 BS1,16 ✠LMC10,14	Sng		8,14	1894 12mo	**Montrose** S.B.&E.CoLd Montrose A&CP	**SirJ.Jackson,Ld.**	85·0 B15′ *WB=FPT*	18·2 BK6″	8·2 4*BHCem* 6*tAPT6t*	**London British**	C.2Cy.15″&32″–24″ (*s*) 130lb 53RHP 1SB,2*pf*,GS33,HS953 Hall-Brwn,Buttery&C.Gls	8 ″ 6	
709 103219 PQTL	**Northville** *J.N.Sim*14–16 *ss*Shl.No.3–6,10 *ss*Shl.No.1–15 1*Dk*(*ptIrn&ptStl*)*2trB &deep framing3Dk rule*	**SteelScSr**	2472 2304 1552	✠100A1 *withfreeboard* 10,17~~12,16~~ ✠LMC MS10,15 MBS12,16	Hul Brw	*t*	~~12,16~~ 10,17	1897 5mo	**J Readhead** &Sons South Shields A&CP	**TheLowlandsStm. Shppng.Co.Ld.(J. Crass&Co.*Mgrs.*)** *WB=CellDBa94′*	304·3 P29′B80′F37′ *uE&B40′f122′657t*	44·0 FK	20·7 5*BHCem* *APT22t*	**S.Shields British**	T.3Cy.23″,37½″&61½″–39″ 160lb *80lb*NDB15(*r*)240NHP 2SB,*5rf&1cf*,GS84,HS3676 J.Readhead&Sons,S.Shl.	23 ″ 1 s 3 ″ 9½ 19 ″ 7	
710 122720 HNTV	**Northward** *A.G.Backhurst* –14 *ss*Gms.No.2–14 1*Dk*	**SteelScK** 1*Dk*	204 190 77	✠100A1 *StmTrawler* 7,14 ✠LMC7,14	Gms		7,14	1906 2mo *Lloyd's*	Cochrane &Sons Selby *sA&CP*	**ForwardSteam FishingCo.Ld.**	117·0 Q61′F20′	21·6 BK7½″	11·5 4*BHCem*	**Grimsby British**	T.3Cy.12″,21″&34″–24″ (*s*) 180lb 60RHP 1SB,*2pf*,GS31,HS1110 C.D.Holmes&Co.Hull	12 ″ 3	
711 155177 KGVM	**Northwestern** *J.C.Hunter* (*ex*Orizaba)	**Steel&IronScSr** 2*Dks&Hur dk*	3497 — 2334					1890	**Delaware** RiverCo. Chester,Pa.	**AlaskaS.S.Co.**	336·2	43·2	22·0	**P.Twnsnd Wash. Utd.States**	T.3Cy.28″,44″&70″–48″ NB10 339NHP DelawareRiverCo. Chester		
712 130908 KQRL	**—** *E.O.Larssen* Wireless *Mchy.Aft Elec.light* 1*Dk&Spar dk* *Carrying oil in bulk Fitted for oil fuel*	**SteelScSr**	2207 — 1299					1901	**Chicago** S.B.Co. Chicago	**TheTexasCo.**	242·0	42·2	23·2	**P.Arthur, Tex. Utd.States** *WB*	T.3Cy.20″,33″&54″–40″ 184NHP ChicagoS.B.Co.		V
713 137431 JKGP	**Northwestern Miller** *H.Coffin* –16 *Elec.light* 2*Dks*(*Stl*)*&Shelter dk*(*Stl*) 3*trB inNo.1hold*	**SteelScSr**	6504 4746 4151	✠100A1 *Shelter dk withfreeboard* 8,15 ✠LMC3,15	Sou	*a*†	11,17	1915 3mo *Lloyd's* *WB=*	Nthmblnd S.B.Co.Ld. Newcastle *sA&CP*	**Norfolk&N.AmericanS.Shppg.Co.Ld. (Furness,Withy& Co.Ld.*Mgrs.*)** *CellDBa146′*	419·8 F34′*onShelter dk* *uE33′f172′1230t D*	53·4 FK *Ta35′955tFPT110t*	27·8 7*BHCem* *APT125t*	**Liverpool British**	T.3Cy.29″,49″&80″–54″ (*s*) 180lb 682NHP 3SB,*12cf*,GS234,HS10300FD Richardsons,Westgarth& Co.Ld.Hpl.	30 ″ 6 s 4 ″ 3 26 ″ 7	
714 137262	**Northwick** *J.Kinley* –17 *Mchy.Aft* *Well deck* 1*Dk*(*Stl*)	**SteelScCtr-~~SteelSc~~**	472 339 236	✠100A1 6,17 ~~(*ClassContemplated*)~~ ✠LMC6,17	Shl	*g*		1917 6mo *Lloyd's*	Swan,Hunter&Wigham Richardson, LdSunderlnd *sA&CP*	**Pile&Co.Ld.**	~~157·2~~ Q57′~~B11~~′F24′ 158·2	26·1 10·8 FK *FPT69t*	~~11·7~~ 3*BHCem*	**Sunderland British**	T.3Cy.12″,20″&34″–23″(*s*) 180lb 70RHP 1SB,*2pf*,GS42,HS1303 W.Beardmore&Co.Ld.Gls.	11 ″ 9 s 1 ″ 1 10 ″ 10	
715 95515 KWSB	**Northwood** *A.Ayre* –14 *Well deck* *ss*Sld.No.3–5,01 *ss*Shl.No.2–10 1*Dk*(*Stl*)	**SteelScSr**	764 549 376	✠ 8,13 ✠NB9,10 ✠	Lon	*k*		1889 1mo	**Palmers'** Co.(Lim.) Newcastle	**WFrance,Fenwick &Co.Ld.**	205·5 Q61′B44′F27′ *WB=CellDB168′*	31·2 FK	11·0 4*BHCem* 245*tAPT7t*	**London British**	T.3Cy.18½″,31″&51″–36″ 157NHP 2SB.*4cf*,GS68,HS2760 Palmers'S.B.Co.(Lm)Nwc	13 ″ 4	CV
716 127424 HMDP	**Norton** *A.Jameson* –14	**SteelScSr** 1*Dk*	1825 1684 1135					1907	**Greenock&** Grngemouth Dockyard Co. Grngemouth	**Furness,Withy& Co.Ld.**	276·2 P24′B60′F29′	40·5	18·5 *WB*	**W.Hartlpl British**	T.3Cy.20½″,33″&54″–36″ 175NHP Richardsons,Westgarth& Co.Ld.Mdb.		C
717 135514 JDLK	**Nortonian** ~~*A.McQuaker* –14~~ *Elec.light* 2*Dks*(*Stl*)*&Shelter dk*(*Stl*) Wireless ~~*J.McCormick* –17~~ ~~*Carrying oil in bulk*~~ *Carrying part cargo in DB&D*	**SteelScSr**	6367 6039 4097 ~~5,17~~ ~~10,16~~ 5,17	✠100A1 *Shelter dk withfreeboard* ✠LMC11,15	Liv Mch	*z*	1,16	1913 11mo *Lloyd's*	D&W Henderson&CoLd Glasgow *sA&CP*	**F.Leyland &Co.Ld** *WB=CellDBa115′ uE&B80′f152′964t*	400·7 *AftB52′frd.B35′on Shltr dk* *DTa26′675tFPT12*	52·4 FK&BK2″	26·9 7*BHCem* 3*tAPT30t*	**Liverpool British**	Q.4Cy23½″,34″,49″&70″–51″ 215lb HS8935 (*s*) 507NHP 2DB&1Aux.SB,*14cf*,GS264 D&W.Hendersn&CoLdGls	37 ″ 7 s 9 ″ 1½ 28 ″ 11	
718 MFLD	**Noruega** *S.Aarvig*16–16 *ss*NNs.No.1–12 *Elec.light* 1*Dk*(*Stl*) Wireless *&Spar dk*(*Stl–ws*)3*trB*	**SteelScSr**	3459 3027 2192	✠100A1 *Spar dk* 9,16 ~~BS8,10~~ MS2,17 ~~BS11,17~~	NOs	*v*	2,17	1909 1mo *Lloyd's*	Fevigs Jernskibsbyg Fevig *sA&CP*	**Acties.Norge MexicoGulf Linien (W.Wilhelmsen,*Mgr.*)** *WB=CellDBa90′uE22′*	330·9 P74′B116′F36′ *f150′681tAPT29t*	46·1 FK	15·2 6*BHCem* 5*toSp dk* 1*toM dk*	**Tonsberg Norwegian**	T.3Cy.24″,40″&66″–45″ (*r*) 185lb 340NHP 2SB&1AuxSB,*8cf*,GS151, Richardsons, HS5493 Westgarth&Co.Ld.Mdb.	27 ″ 0	
719	**—** *Mchy.Aft*	**SteelScK** 1*Dk*	180 139 114			...		1905	**Schp Maats** vrn.JJ Croles Ylst,Holland	**Cia. Argentina de Nav.(Nicolas Mihanovich)Ltda.**	103·7 F16′	20·2	9·0	**Bns.Ayres Argentine** *WB*	C.2Cy.11½″&25″–18″ 27NHP W.H.Jacobs,Haarlem	9 ″ 9	

1 Numéro d'Ordre / Numéro officiel / Signaux	2 Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel: Total / Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terre jusqu'où est autorisé à visiter. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NH=Force en chevaux d'après les formules de la Société. RH=Force en chevaux d'après les pressions du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	H
720 824 HBCD	Noruega *G.H.Hansen* 14–14 (*ex* Ronas Hill)	Steel Sc (*Whaler*) 1 *Dk*	143 117 72					1908	Framnes Mek. Værks. Sandefjord	A.A.Andresen	92·2 | 18·2 | 11·1			Pnta Arnas Chilian	T.3Cy.11″,18″&29″–21″ 39NHP G.T.Grey, South Shields		
721 130979 KRTV	Norumbega 1 *Dk*	Wood Sc	304 — 142					1902	Kelley, Spear & Co. Bath, Me.	Maine Central R.R. Co.	146·0 | 28·6 | 10·1			Prtlnd, Me. Utd. States	T.3Cy.10″,15½″&26″–15″ 26NHP		
722 *Elec. light*	Norvegia (*Whaler*) 1 *Dk*	Steel Sc Sr	182 172 64					1912	Akers Mek. Værks. Christiania	The Admiralty	106·4 | 21·5 | 12·3			British *WB*	T.3Cy.13½″,22″&37½″–24″ 69NHP Akers. Mek. Værks, Xia.		
723 140375 JFDE	Nörvö ~~*R. Selaga* –15~~ 1137 1 *Dk*	Steel Sc Sr	~~1136~~ 992 687					1915	Moss. Jrnst. & Mek. Værks Moss	~~P.A. Muscus~~ The Shipping Controller (Everett & Newbigin, *Mgrs.*)	~~225·5 | 36·3 | 16·6~~ P10′B51′F27′ 15·7 226·3 | 36·6			London British *WB*	T.3Cy.16″,25″&42″–30″ ~~97RH~~ 97NHP Moss Jernst. & M.V. Moss	16 ″ 8 s 2 – 0	N
724 Foundered 11,17	Norwalk	Wood Sc	1007 — 881					1891	W. Dulac Mt. Clements, Mich.		209·2 | 38·8 | 14·0			Nicaraguan	C.2Cy.21″&40″–30″ 73NHP S.F. Hodge & Co. Detroit	14–11	L
725 207247	Norway	Steel Sc	6673 — 5314					1910	Toledo S.B. Co. Toledo, Ohio	Great Lakes SS. Co.	504·0 | 58·0 | 25·6 F50′			Oswego Utd. States *WB*	Q.4Cy.20″,29″,42″&61″–42″ 241NHP Toledo S.B. Co. Toledo, Ohio		
726 Sunk (War loss) MGCN	— *O.F. Hald* *Elec. light*	Steel Sc Sr 1 *Dk* & *Spar dk*	1447 1353 895					1910	Nylands Værksted Christiania	Dmpskselsk. Færder (Fred. Olsen & Co. *Mgrs.*)	231·9 | 35·7 | 22·9 H74*t*			Chrstiania Norwegian *WB*	T.3Cy.20½″,33″&56″–36″ 188NHP Nylands Værksted, Xania		N
727 13551 JDGS	Norwegian *C.I.H. Manning* –16 *Elec. light* 2 *Dks* (*Stl*) & *Shelter dk* (*Stl*)	Steel Sc Sr	6327 6000 4056	✠100A1 *Shelter dk* *with freeboard* 12,16 ✠LMC10,15	Liv	*z*	12,15	1913 10mo *Lloyd's*	Caledon S. B. & E. Co. Ltd. Dundee	F. Leyland & Co. Ltd. *SA&CP* *WB = Cell*	100·6 | 52·4 | 35·0 Bon *Shelter dk* a52′ *f* d35′ FK & BK2″ *DBa* 98′ *u E & B* 80′ *f* 154′ 923*t DT*			Liverpool British 7 *BHCem*	Q.4Cy.23½″,34″,49″&70″–51″ 215lb (*s*) 508NHP 2D & 1SB. *14cf.* GS 271 HS 8930 Caledon S.B. & E. Co. Ld Dun *a* 26′ 65*t FPT* 110*t APT* 35*t*	37 ″ 7 9 ″ 2 28 ″ 10	
728 201446 KTLB	Norwood *C.A. Knudsen* –12 Wireless	Wood Sc Sr 1 *Dk*	1323 — 1017					1904	Hall Bros. Winslow, Wash.	Pacific American Fisheries	203·0 | 38·5 | 15·0			Seattle Utd. States	T.3Cy.13½″,23″&40″–30″ 88NHP Fulton Iron Works, S.Fo.		
729 115700 TNHL	— *W.H. Coffey* –13 *Mchy. Aft* *Well deck*	Steel Sc Sr *ss* Ayr No.3–9,16 1 *Dk* (*Irn*)	222 165 84	✠100A1 12,17~~16~~ ~~BS 12.17~~ ✠LMC9,16	Ayr	*b*	9,16	1902 7mo *Lloyd's*	Scott & Sons Bowling *SA&CP*	Glasgow Steam Coasters Co. Ld. (Hendry, McCallum & Co. *Mgrs.*)	118·9 | 20·2 | 9·1 Q42′F23′ len 16 FK *WB = FPT*			Glasgow British 3 *BHCem* 26*t APT* 2*t*	C.2Cy.12″&26″–21″ (*s*) 130lb 40RHP 1SB, 2*pf*, GS 29, HS 824 Fisher & Co. Paisley	10 ″ 0 s ″ 9½ 9 ″ 5	
730 67344 ~~JRMB~~	Nösted I. *A. Petersen* 15–15 *ss* Xia. 2nd No.3–5,03 (*ex* Vestmandröd, *ss* Shl. No.1–08 *Well deck* *ex* Lagom, *ex* Opah)	Iron Sc Sr 1 *Dk* 2 *tr B*	1158✠ 837 7.12 704 ✠NB 5.03		Nwc	*o*		1872 12mo	J. Duthie & Co. Aberdeen	~~Nösteds Rederi Akties. (Pehrson & Wessel, *Mgrs.*)~~ The Shipping Controller (Sharp & Co., *Mgrs.*)	239·4 | 30·6 | 14·8 P137′F36′ BK8″ *WB =*			London British 4 *BHCem* *DBa* 59′ *f* 55′	C.2Cy.27″&50″–33″ NDB 99 116NHP 1SB, 3*pf*, GS 56, HS 1994 *Cmps* 81, Earle's Co. Ld. Hull	17 ″ 9	N
731 MNDL	Nösted II. *H.A. Andersen* 16– (*ex* Sailing vessel Noordkaap) (*See Sailing Ship Register*)	Steel Aux Sc Sr *Motor* 1 *Dk*	189 163 127	*Name altered to* "Regina," *See No. 49 in Supplement.*				1919	J. Th. Wilmink Groningen	Fearnley & Wilhelmsen	105·2 | 22·3 | 8·6			Chrstiania Norwegian	Motor		V
732 MPNG	Nösted III. *J. Carlsen* (*See Sailing Ship Register*)	Steel Aux Sc Sr *Oil Eng.*	335 304 270					1916	Gebr. Bodewes Martenshoek	Nöstads Rederi Akties. (Pehrson & Wessel, *Mgrs.*)	141·9 | 25·5 | 11·4			Drammen Norwegian *WB*	Oil Engine 2Cy.16½″–18$\frac{5}{16}$″ J. & C.G. Bolinders Mek. Værksted, Stockholm		V
733 MPNB	Nösted IV. *G. Hansen* (*See Sailing Ship Register*)	Steel Aux Sc Sr *Oil Eng.*	336 305 270					1916	Gebr. Bodewes Martenshoek	Nöstads Rederi Akties. (Pehrson & Wessel, *Mgrs.*)	141·2 | 25·5 | 11·4			Drammen Norwegian *WB*	Oil Engine 2Cy.16½″–18$\frac{5}{16}$″ J. & C.G. Bolinders Mek. Værksted, Stockholm		V
734 Wrecked 11,17 JVSW	Nösted V. *C.A. Backer* 16–16 (*ex* Borgur, *ex* Oddfrid, *ex* Bergenseren) *Well deck*	Iron Sc Sr 1 *Dk* 2 *tr B*	670 515 383				...	1884	Flensburgr Schiffsb. Ges. Flensburg	Nöstads Rederi Akties. (Pehrson & Wessel, *Mgrs.*)	179·5 | 27·3 | 14·2 Q52′B49′F25′ BK7″			Drammen Norwegian	C.2Cy.22½″&42″–27″ 74NHP Flensburger Schiffsb. Ges.		G
735 716	Nostra Signora del Boschetto *L. Profumo* (*ex* Admiral Foret) (*See Sailing Ship Register*)	Wood Aux Sc Sr *Motor*	106 — 81					1908	J. Guerruel Antibes	A. Mortola	82·4 | 20·7 | 9·8			Genoa Italian	Motor		I
736 7932 JCHN	Noto Maru *B. Nakano* 95–04 (*ex* Tai-Lee)	Steel Sc Sr 1 *Dk* & *Spar dk*	1316 1148 816					1889 2mo	Flensburgr Schiffs. Ges. Flensburg	Maruni Kisen Goshi Kaisha	231·6 | 31·9 | 19·9 B28′ F32′ *WB*			Nishino-miya Japanese	T.3Cy.19½″,28½″&51″–33″ 149NHP Flensburger Schiffsb. Ges.		
737 MFDR	Notodden *J. Folkestad* *Mchy. Aft*	Steel Sc 1 *Dk*	159 114 82					1908	Porsgrund Mek. Værks. Porsgrund	Skien Telemarkens Dampskibs Aktieselskab	95·4 | 19·7 | 8·8 P34*t*			Skien Norwegian *WB*	C.2Cy.9½″&19½″–14$\frac{7}{16}$″ 11NHP Porsgrund M.V. Porsgrund		
738 KLHM	Notre Dame D'Afrique *Vigilio* *Mchy. Aft*	Steel Sc K 1 *Dk* (*Stl*)	216 206 92	✠ 6,91 ✠	Bwg	*c*		1891 6mo	Scott & Co. Bowling	Nav. Côtière Algérienne (Sch. Schiaffino, A. Jouvet & Co. *Mgrs.*)	120·0 | 20·1 | 10·0 Q38½′B14′F17′ BK6½″ *WB = FPT* 39*t*			Algiers French 3 *BHCem*	C.2Cy.14″&28″–21″ 37NHP 1SB, 2*pf*, GS 24, HS 738 Dunsmuir & Jackson, Gls.	10 ″ 6	V
739 KLJH	Notre Dame de la Salette *S. Leprêtre* 13–13	Steel Sc K 1 *Dk*	69 65 —	✠100A– *For fishing purposes* 12,13 ✠LMC12,15	Bou			1913 12mo	Germe & Jouy Boulogne	Trénaux & Leprêtre	62·9 | 18·5 | 9·8 BK5″			Boulogne French 3 *BHCem* *DBu* 16′7*t*	C.2Cy.12½″&23½″–14$\frac{7}{16}$″ (*s*) 114lb 35NHP 1SB. 2*pf*, GS 31, HS 831 Germe & Jouy, Boulogne	10 ″ 2	
740 KLJN	Notre Dame de Lourdes *P.J. Malfoy* *Elec. light*	Steel Sc K *ss* Bou. No.1–12 1 *Dk*	375 360 173	✠100A1 *Stm Trawler* 1,15 ~~Exempted fr BS 12.17~~ ~~BS 12.17~~ ✠LMC 12.17	Bou		~~12,14~~ 12,17	1908 3mo *Lloyd's*	Cochrane & Sons Selby	Soc. Française de Pêcheries à Vapeur (Vve. Christiaens & A. Bourgain, *Mgrs.*)	155·0 | 25·1 | 12·8 Q79′F24′ BK7½″ *WB = DBf* 33′ 32*t*			Boulogne French 5 *BHAsp* *APT* 12*t*	T.3Cy.14″,23″&38″–27″ (*s*) 180lb 99NHP 1SB, 3*pf*, GS 54, HS 1765 Amos & Smith, Hull	14 ″ 0 s 1 ″ 6½ 13 ″ 4	
741 KLHV	Notre Dame des Dunes *J. Bourgain* 08–09 *Elec. light* Wireless	Steel Sc K (*Trawler*) 1 *Dk*	482 391 211					1909	Cochrane & Sons Selby	Vve. Christiaens & Bourgain frères	160·0 | 25·0 | 13·6 Q79′F30′			Boulogne French *WB*	T.3Cy.14″,23″&38″–27″ 75NHP Amos & Smith. Hull		V
742 130672 KMBJ	Nottingham 1 *Dk*	Steel Sc (*Tug*)	409 — 204					1894	J. Dialogue Camden, N.J.	Lehigh & Wilkes Barre Coal Co.	128·5 | 27·3 | 17·1			New York Utd. States	T.3Cy.16″,24″&42″–30″ 97NHP J.H. Dialogue, Camden, N.J.		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys.	3 Late Name if any. / No. of Decks, &c.	4 Registered Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. (✠ for Special Survey. Date of last Survey.)	6 Port of Survey.	7 Years Assigned. now expired. Equipment Letter.	8 Date when tail shaft last seen.	9 Built. When	By Whom / Where	10 Owners.	11 Registered Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure NIP=Horse power by Society's formulæ; RIP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of ✠ Cert.
743 96249 MFBH	**Notts** *T.Barley* –17 (*ex*Nottingham) *Elec.light*	Iron ScSr *ss*Mdb 2nd No.3–7,13 2*Dks*(*U Irn*–ws) Sub.Sig	1045 825 485	✠100A1 11,16 ✠NB7,13 ✠LMC7,15 12,17	Grk	*n*	10,16	1891 5mo	C.S.Swan& Hunter Newcastle	Great Central Rly. *Lloyd's* *WB*	240·2 | 32·0 | 15·9 P55′B67′F32′ BK8″ = *Cell D B* 185′/213*t*			Grimsby British	T.3Cy.22″,35″&57″–42″ (*r*) 170lb *100lb* NDB13 238NHP 2SB,*6cf*,GS126,HS3898 WllsndSlpwy.Co.Ld.Nwc.	17 ″ 8	BT till 10,17
744 KLNW	**Noun** *Aymon* –15 (*ex*Ioanna,*ex*Andreas Issaias,*ex*Maria Luiza,*ex*Eastham,*ex* Amicizia,*ex*Eastham) *Well deck*	Steel ScSr *ss*Goo.No.3–11,03 *ss*Lis.No.1–08 1*Dk*(*Irn*) *Floors Irn*	569 408 253	✠ 2,12 ✠	Lis	*h*		1891 9mo	Tyne I.S.B. Co.Ld. Newcastle	Cie.de Nav.Maroc. & Arménienne (Cie. de Navigation Paquet) *WB* = *DBa* 37′	169·8 | 27·2 | 10·5 Q86′B21′F18′ BK7″ *&u E & B* 33′			Marseilles French	T.3Cy.13″,22″&36″–24″ 70NHP 1SB,*3pf*,GS39,HS1200 WllsndSlpwy Co.Ld.Nwc 109*t FPT* 19*t APT* 2*t*	13 ″ 6	V
745 KLRM	**Nouveau Conseil** *Lesquel* –15 (*ex*Thames) *Mchy. Aft* *Well deck*	Steel ScSr *ss*Bdx.No.2–13 1*Dk*(*Stl*)	310 226 115	✠100A1 9,17 ~~9,16~~ ✠LMC9,16	Bdx	*e*	9,16	1905 12mo	Goole S.B. & Repg Co.Ld. Goole	Soc.Les Affrêteurs Réunis (J.Stern, *Mgr.*) *Lloyd's* *WB* =	143·0 | 23·1 | 9·5 Q58′F20′ FK			Bordeaux French	C.2Cy.16″&34″–24″ (*s*) 130lb *90lb* 61NHP 1SB.*2pf*,GS36,HS1279 Crabtree&Co.Ld.Gt.Yar.	10 ″ 6 s ″ 11 9 ″ 9	
746 13954	**Nouvelle Voldrogue** *F.Fatal* *Well deck* *Elec.light*	Steel ScSr 1*Dk*	298 191 139	✠ 4,87	Gmb	*e*		1887 3mo	Grangemth Dockyrd Co. Grangemth	Cie.B.Riviere	156·0 | 22·1 | 9·5 Q&B91′ F26′			P.au Prnce Haytian	C.2Cy.18″&34″–24″ NB98 47NHP Dunsmuir&Jackson.Gls.	10 ″ 0	
747 1318·0 HWPR	**Novara** *H.R.Hetherington,R.N.R.* –12 *Elec.light* Wireless	Steel Twin ScSr 3*Dks*(*Stl–U* teaks)	6850 5872 4250	✠ 6,15 ✠	Mdb	*b*†		1912 9mo	Caird&Co. Ld. Greenock	P.&O.Stm.Nav.Co.	449·7 | 52·2 | 30·6 P84′B149′F85′ FK&BK2″ *WB* = *Cell* *DBa* 110′/1·9′832*t*			Greenock British	Q.8Cy.19″,27″,38½″&54″–48″ 628NHP 2DB,*12cf*,GS234,HS9180 FD Caird&Co.Ld.Greenock	33 ″ 6	
748 13954	**Novelli** 1*Dk*	Steel ScK	226 219 109	✠100A1 *Stm Trawler* 5,16 ✠LMC5,16	Hul			1916 5mo	Cook, Welt'n&Gemmell Ld. Beverley *Lloyd's*	Great Northern S.S.Fishing Co.Ld	117·0 | 22·0 | 12·7 Q61′F16′ BK7½″			Hull ~~Grimsby~~ British	T.3Cy.12″,21″&34″–24″ (*s*) 200lb 74RHP 1SB,*3pf*.GS31,HS1268 Amos&Smith,Ld.Hull	13 ″ 7	
749 1278·8 WRQT	**Novelty** *D.Smith* –15 1*Dk*	Comp Twin ScSr	194 161 94					1909	G.Niccol Auckland,NZ	J.A.Dalton	108·0 | 29·2 | 6·8			Newcastle, N.S.W. British	C.2Cy.8″&16″–9″ E&1B *made* 97 *refitted* 09 J.Burton&Co.Liverpool C.2Cy.9″&18″–12″ NE&1NB *fitted* 09 Ross&Duncan,Glasgow	31RHP 50RHP	
750 ~~699~~ ~~NJCH~~ 14264 JSQT	**Novgorod** ~~*S.Kostromitinoff*~~ *Elec.light* Wireless	Steel ScSr 2*Dks*(*Stl*)2*nd dk*(ws)	5267 4460 ~~3363~~	✠100A1 12,16 ✠LMC7,13	Shl	*y*	7,16	1913 7mo	Sir J.Laing &Sons,Ld. Sunderland *Lloyd's*	The Shipping Controlle (Royal Mail Steam Packet Co., *Mgrs.*) *WB*=*Cell* *DBa* 134′/*uE & B* 40′/*f* 170′/122*t FPT* 115*t APT* 50*t*	390·0 | 50·7 | 28·0 P40′B111′F42′ FK			London British	T.3Cy.26″,42½″&70″–48″ (*r*) 180lb *100lb* 427NHP 2SB,*6cf*,GS133,HS5926 FD Swan,Hunter&Wigham–Richardson,Ld.Nwc.	30 ″ 5 s ″ 3 24 ″ 6	
751 135542 JDTN	**Novi** *S.Chinchella* 05–08 *Elec.light*	Steel ScSr 1*Dk*	247 191 146			…		1908	Stabilmnto Tecnico Trieste	Soc.in Azioni Ungaro Croata di Nav. Maritt.a Vap.	158·5 | 21·6 | 10·2 Q63′F23′ *Shaded dk* 38′ BK6½″			Fiume Aust.-Hung	T.3Cy.14″,22½″&37″–24″ 88NHP Stabilimento Tecnico,Tri.	11 ″ 0	A
752 135542 JDTN	**Novian** *J.R.Carnon* –17 *Elec.light*	Steel ScSr 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	6368 6034 4096	✠100A1 *Shelter dk* *with freeboard* ~~[illegible]~~ 6,17 ~~1,17~~ ✠LMC1~~7~~ ~~7,13~~ *Carrying fuel in T.D. also* 150°F. *in D.B.&deep tank*	Mch NYk	*z*	~~9,15~~ 6,17	1914 2mo	D&W Henderson&Co Ld Glasgow *Lloyd's* *WB* = *Cell* *DBa* 11	F.Leyland&Co.Ld.	400·3 | 52·4 | 34·9 *After* B52′ *for'd* B35′ *on Shelter dk* FK&BK2″ *&u E* 80′/*f* 154′/96 *t DT* a 26′/675*t FPT* 123*t APT* 30*t*			Liverpool British	Q.4Cy.23½″,34″,49″&70″–51″ 215lb (*s*) 507NHP 2DB&1AuxSB,*14cf*, GS264.HS8935 D&W.Hendersn&Co Ld Gls	37 ″ 7 s 9 ″ 1½ 28 ″ 11	
753 HWCM	**Noviembre** *F.Garay* 1*Dk*(*Stl*)&*Spar dk*(*Irn*)3*tr B*	Steel ScSr *ss*Bbo.No.3–7,08 *ss*Bbo.No.1–13	3500 3257 2165	✠100A1 *Spar dk* 10,15 BS12,16 ✠LMC5,15	Bbo	*v*	12,16	1895 6mo	Tyne Iron S.B.Co.Ld. Newcastle A&CP	Cia. Bilbaina de Nav(S.Innerarity, *Mgr.*) *WB* = *Cell*	345·0 | 44·0 | 18·3 P28′B78′F33′ 26·0 FK *DBa* &*uE* 122′/*f* 144′/652*t APT* 20*t*			Bilbao Spanish	T.3Cy.24″,40″&64″–45″ (*s*) 160lb *140lb* 287NHP 2SB.*8pf*,GS112,HS4500 J.Dickinson,Sunderland	28 ″ 8 s 5 ″ 10 23 ″ 2	
754 NVFK	**Novillo** *Jeppesen* 16–16 (*ex*Amasis)	Steel ScSr *ss*Liv.No.3–4,08 *ss*BA<.No.2–16 2*Dks*(1*Stl*&1*Irn*)	*2336* *2128* *1491*	✠100A1 1,17 ~~DB5,17~~ ✠LMC7,16 ~~MBS10,17~~	Lgn	*t*	7,16	1895 2mo	Hawthorn, Leslie&Co.Ld Newcastle A&CP *WB* =	A/S Valberg (Rasmus Rasmussen, *Mgr.*) *DBa* 54′/*uE* 22′/210*t*	312·6 | 40·0 | 21·9 P24′B92′F35′ BK9″ *MT* 32′/555*t FPT* 78*t*			Copnhagn Danish	T.3Cy.22½″,38″&62½″–42″ 180lb *80lb* (*s*) 276NHP NDB89 *refitted* 12 2SB,*6cf* GS130,HS4276 HwthrnLeslie&Co.Ld Nwc	23 ″ 1 s 3 ″ 8½ 20 ″ 3	
755 132729 HWCK	**Novington** *S.Jordan* –17	Steel ScSr *ss*Hul.No.1–16 1*Dk*(*Stl*)	3442 3229 2100	✠100A1 1,17 ✠LMC11,16	Cff	*w*	1,17	1912 6mo	Richardsn, Duck&Co.Ld. Stockton *Lloyd's*	Southdown S.S.Co. Ld.(Bell.Symondson&Co. *Mgrs.*) *DBa* 119′/*uE & B* 44′/	362·0 | 50·0 | 21·6 P31′B211′F37′ *WB* = *Cell* FK /154′/1126*t FPT* 125*t*			London British	T.3Cy.25″,41″&67″–45″ (*r*) 170lb *100lb* 327NHP 2SB,*8cf*,GS135,HS5169 Blair&Co.Ld.Stockton	24 ″ 0 s 3 ″ 2 21 ″ 3	
756 113648 TKJW	**Novo** *A.C.Hall* –15	Steel ScSr 1*Dk*	1683 1270 994					1902	R.Stephenson&Co.Ld. Newcastle	Ellerman's Wilson Line,Ld.	280·4 | 37·1 | 17·6 P&B173′F31′			Hull British *WB*	T.3Cy.20″,33″&56″–39″ 196NHP Richardsons,Westgarth& Co.Ld.Mdb		C
757 418 OABD	**Novorossia** *G.Porcelli* 00–13 1*Dk*(*pt Irn&pt Stl*)2*tr B deep framing&Web frames* 3*Dk rule*	Steel ScSr *ss*Bly.No.2–13	3436 2912 1856	✠100A1 1,17 BS9,16 ✠LMC12,15	Bry	*u*	7,16	1905 2mo	Bartram& Sons Sunderland *Lloyd's* *WB*	Russian Commercial S.S.Co. (P. Regier, *Mgr.*) = *Cell* *DBa* 108′/*uE*	325·0 | 48·0 | 21·9 P29′B94′F35′ FK 20′/*f* 136′/777*t FPT* 7*t APT* 140*t*			Petrograd Russian	T.3Cy.24″,39″&64″–42″ (*s*) 180lb *90lb* 285NHP 2SB.*8pf*,GS125,HS4360 J.Dickinson&Sons, Ld.Sld	24 ″ 0 s 3 ″ 11 20 ″ 6	
758 135152 HWVP	**Noya** *H.P.Cove* –17	Steel ScSr 1*Dk*	4282 4058 2634					1912	W.Doxford &Sons,Ld. Sunderland	English&American Shppg.Co.Ld. (C.T.Bowring& Co.Ld., *Mgrs.*)	370·0 | 50·0 | 26·3 P34′B114′F33′			London British *WB*	T.3Cy.24″,41″&68″–45″ 310NHP W.Doxford&Sons,Ld.Sld.		C
759 Hundred 2,18 130593 KFBP	**Nova** *C.Matsen* 1*Dk*	Wood ScSr	316 — 229					1887	A.Hay San Francisco	National S.S.Co.	150·0 | 33·2 | 10·5			S.Frncisco Utd.States	T.4C.(2)10″,22″&36″–24″ 63NHP Hinckley,Spiers&Co.,S.Fo		
760 113250	**Nubia** *F.Firth* –17	Steel ScK *ss*Gms.No.2–11 1*Dk*	196 177 76	✠100A1 *Stm Trawler* 1.15 ✠LMC11,15	Gms		~~10,14~~ 12,16	1903 8mo	Cook, Welt'n&Gemmell Hull *Lloyd's*	Gt.Gms.&E.Coast Stm.Fishing Co.Ld.	113·5 | 20·8 | 11·2 Q49′F19′ BK7″ *WB* = *DBf* 5′3*t*			Grimsby British	T.3Cy.11¾″,20″&33″–24″ (*s*) 180lb 59RHP 1SB,*2pf*,GS32,HS913 Amos&Smith,Hull	12 ″ 1	
761 98143 LVCM	— *W.Hoiles* –17	Iron ScSr 1*Dk*	102 98 18	~~BS18,16 11,17~~				1890	Westwood Baillie&Co. London	J.S.Watkins William Watkins, Ld. (J.S.Watkins *Mgrs.*)	87·6 | 18·6 | 10·7			London British	T.3Cy.12½″,19″&32″–20″ NB01 *fitted* 02 70RHP J.Stewart&Son,Blackwall		

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Matériaux, Grément, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terms assigned under Rules for other Equipment.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NF=Force en chevaux d'après les formules de la Société. RF=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres ou cotes aux Lloyd's.
762 131431 HVNW	**Nubian** *W.Botton* –17 *Elec.light*	**SteelScSr** ssLiv.No.1–16 2*Dks*(*Stl*)&*Shelterdk*(*Stl*) *Carrying oil fuel F.P.above150°F in DB&DT*	6384 6051 4067	✠100A1 *Shelter dk* *withfreeboard* 2,19 ~~2,17~~	Liv	*z*	~~12,15~~ 2,18	1912 4mo *Lloyd's*	Hawthorne Leslie&Co.Ld Newcastle *sA&CP*	F.Leyland&Co.Ld *WB=Cell*	400·3|52·5|35·0 B52'&*for'dB*35' *onSheltrdk* FK&BK2" *DBa*115'*uE&B*80'*f*	Liverpool British 7*BHCem*	Q.4Cy.23½",34",49"&70'–51" 215lb (*s*) HS9007 510NHP 2DB&1AuxSB*14cf*GS260, N.E.MarineEng.CoLdNwc *a* 26'660*tFPT*135*tAPT*36*t*	37 " 7 s 9 " 1½ 28 " 11	
763 133658 JFDS	**Nuceria** *O.Richards* –15	**SteelScSr** 1*Dk*(*ptIrn ptStl*)	4702 4369 2872	✠100A1 9,17~~7,16~~	Brs Liv	*y*	7,16	1914 3mo *Lloyd's*	JLThomp-son&Sons,Ld. Sunderland *sA&CP*	InternationalLine S.S.Co.Ld. (G.Marwood*Mgr.*) *WB=Cell*	383·5|52·0|27·0 P35'B225'F40' FK *DBa*132'*uE&B*43'*f*167'	Whitby British 6*BHCem*	T.3Cy.25½",42",&70"–48"(*s*) 180lb 390NHP 3SB.*9pf*,GS168,HS6300 J.Dickinson&Sons,Ld.Sld. 1166*tFPT*108*tAPT*298*t*	29 " 6 s 4 " 9½ 25 " 1	
764 130369 KDSM	**Nueces** *Young* Wireless	**IronScSr** 3*Dks&Spar dk*	3367 — 2465					1887	Delaware RiverCo. Chester,Pa.	MalloryS.S.Co.	328·0|44·2|21·2 NewYork Utd.States *WB*	NewYork Utd.States *WB*	C.2Cy.41"&82"–54" NB05 412NHP DelawareRvrCo.,Chstr.Pa.		
765 MBSF	**Nuestra Señora de Begona** *M.Versoso* ssMan.No.1–17 SteelSc (*ex*Penguin) ssMan.No.3–7,12 *Mchy.Aft* 1*Dk*(*Irn*) *Well deck Elec.light*		*445* *322* *180*	✠100A1 9,17 ~~1,16~~	Man	*g*	2,17	1899 3mo Comp *Lloyd's*	J.Mc Arthur&Co. Paisley leted by Shali *sA&CP*	G.Urrutia&Co. marWorks,Ld.Cal	146·0|27·0|10·2 Q84'F19' FK *WB*=*FPT*51*t*	Manila Utd.States *WB*	T.3Cy.11",18"&31"–24" (*s*) 175lb *75lb* NDB02 60NHP 1SB,*2cf*,GS34,HS1067 McKie&Baxter,Glasgow	11 " 0 s 10	
766 MCJF	**Nuestra Señora del Carmen** *J.Villaviciencia* *Elec.light* 1*Dk&ptShadedk*	**IronScSr**	389 245 235			...		1890	Workman, Clark&Co.Ld Belfast	Cia.Maritima	147·8|24·6| 9·1 BK6"	Manila Utd.States *WB*	C.2Cy.20"&40"–30" 74NHP Muir&Houston,Glasgow	11 " 0	V
767	**Nueva Villeta** (*ex*Mentana)	**WoodSc**	219 — 137						..... UnitedKing-dom	M.Adano	142·8|20·6| 8·4 len90	Bns.Ayres Argentine			
768	**Nueve** (*ex*PrincessMaud) *Elec.light*	**SteelScK** ssBAs.No.2–15 1*Dk*	*270* *240* *94*	✠100A1 *StmTrawler* 6,16	Npt		7,16	1907 1mo *Lloyd's*	A.Hall& Co.Ld. Aberdeen *sA&CP*	RussianGovt.	135·6|22·1|12·0 Q51'F20' BK7½" *WB*=*DTfT*'13*t*	Russian 4*BHCem*	T.3Cy.12½",22"&36"–24"(*r*) 180lb 79NHP 1SB,*3pf*,GS54,HS1351 A.Hall&Co.Ld.Aberdeen	12 " 8	
769 Sunk by Collision 3.18 HWPL	**Nuevo Ampurdanés** *J.Gelpi*06–08 (*ex*Provvidenza,*ex*Ville ssGen.No.1–96 de Cannes,*ex*LuigiaC.*ex*Hayle)1*Dk*2*trB*	**IronScSr** ssGen.No.3–8,92	331 — 172	5,96	Gen			1867 7mo	Harvey& Co. Hayle	F.Ribera	147·1|24·7|13·8 Q42' ND80ptND96 BK6½" *WB*= *DBa—f*44'	Palamos Spanish 4*BHCem* *DBa—f*44'	C.2Cy.20"&37"–24" NE&B80 56NHP 1SB,*3pf*,GS37,HS1058 Hall,Russell&Co.Abn.	14 " 1	
770 Wrecked 1.18 106525 PLDQ	**Nugarea** *H.H.Davis* *Stm.Eng.* (*See Sailing Ship Register*) 1*Dk*	**WoodAuxScSr**	143 122 100					1899	D.Drake Balmain, N.S.W.	R.J.Stevens	107·1|23·9| 8·5	Fremantle British	2Cy.12"–18" *Emade*03 60RHP HerculesGasEng.Co.S.Fo.		
771 98353	**Nulchira** *C.W.Amburger* –15 ssCal.No.2–15 1*Dk*(*Teak*)&*Shade dk*(*Teak*)	**SteelTwinSc**	272 259 160	✠ A1 *withfreeboard* 3,16 *Coasting, Barisal & Chittagong* BS4,16 ✠LMC4,15	Cal		N4,1 6 P4,16	1908 6mo *Lloyd's*	W.Denny &Bros. Dumbarton Completed *sA&CP*	RiversSteamNav. Co.Ld. (Macneill &Co.*Mgrs.*) by Rivers SteamNav.Co.Ld.Calcutta	150·0|25·6| 8·8 FK	Calcutta British 5*BHAsp*	C.2Cy.16"&32"–21" (*r*) 130lb 43RHP 1SB,*2cf*,GS38,HS1150 FD Denny&Co.Dumbarton	9 " 6 s 2 " 3 7 " 7	
772 JBKR	**Numancia** *J.R.France* –00	**IronScSr** 1*Dk*	512 — 268					1865	A.Leslie& Co. Newcastle	J.AcuñaGomez	175·8|24·9|13·8	Almeria Spanish	2Cy.20"&25"–24" 26NHP R.&W.Hawthorn&C.,Nwc.		
773 16889 MLHR	**Numashima Maru No. 7**	**Wood ScSp** 1*Dk*	167 — 67					1914	S.Amano Osaka	H.Sagiike	114·0|16·7|11·5	Osaka Japanese	T.3Cy.9",15"&24½"–18" 25NHP K.Yoshida,Osaka		
774 137525	**No. 1** 1*Dk*(*Stl–ws*)	**SteelSc**	863 821 407	✠100A1 *HopperBarge* 12,16	Liv	*m*		1916 10mo *Lloyd's*	Fleming& Ferguson,Ld. Paisley *sA&CP*	MerseyDocks& HarbourBoard	195·1|35·6|14·4 F21' FK	Liverpool British 5*BHCem*	T.3Cy.16½",27'&45"–30" (*s*) 180lb 168NHP 2SB,*6cf*,GS103,HS3276 Fleming&Fergusn,Ld,Psy.	15 " 6 s 2 " 4 13 " 7	
775 102102	— *W.Parke* (*ex*No.12) (*HopperBarge*) 1*Dk*	**IronScSp**	338 306 156					1893	Exors.of the lateT.A. Walker Sudbrook	FurnessRly.Co.	145·0|27·0| 9·0	Barrow British	C.2Cy.16½"&33"–22" 60RHP Newall&Co.Ld.Bristol		
776	— *H.W.Piening* –10 ssCpl.No.1–14 *Elec.light* 1*Dk*	**SteelSc**	146 127 79	✠ — 3,17 *For River purposes only* ✠	Cpl			1910 12mo	J.&A.van derSchuyt Papendrecht	Soc.deNav.àVap. dans leCorne d'Or	98·7|20·2| FK	Constanpl Turkish 4*BHCem*	C.2Cy.11"&20⅞"–12⅝" 29NHP 1SB,*1cf*,GS20,HS645 J.&A.vanderSchuyt	8"10	
777	— (*ex Yacht* CarolineIII.) 1*Dk*	**SteelScSr**	*137* — *47*	✠ 10,11	StN			1906 6mo	Hawthorns &Co.Ld. Leith	Cia.Arrendataria deTabacos	100·0|20·6|10·0 BK6"	Malaga Spanish 4*BHCem*	C.2Cy.12"&25"–18" 36NHP 1B,*2pf*,GS28,HS749 Hawthorns&Co.Ld.Leith		
778 58551	**Number One** *C.Sutton* –09 *Mchy.Aft*	**IronScSp**	317 317 216					1868	G.Robinsn &Co. Cork	CorkHarbourCom-missioners	116·6|26·2|12·6	Cork British	C.2Cy.13½"&27"–24" NE&B91 50RHP M.Paul&Co.Dumbarton		
779 74500	— *J.Callister* –15 5thSurvey,Liv.8,97 (*HopperBarge*) 1*Dk*	**IronScSp**	266 266 158	*Special Service* 8,97	Liv	Lv		1874	Brassey& Co. Birkenhead	SirWGArmstrong Whitworth&CoLd (A.H.J.Cochrane, *Mgr.*)	135·5|23·2| ... BK9"	Manchestr British 4*BH*	2Cy.26½"–24" 50RHP Brassey&Co.,Birkenhead		
780	**No. 2** *G.Pomper* –11 1*Dk*	**SteelSc** ssCpl.No.1–14	146 127 79	✠ — 4,17 *For River purposes only* ✠	Cpl			1911 1mo	Boele&Pot Bolnes	Soc.deNav.àVap. dans laCorne d'Or	98·7|20·2| FK	Constanpl Turkish 4*BHCem*	C.2Cy.11"&20⅞"–12⅝" 29NHP 1SB,*1cf*,GS20,HS645 Boele&Pot,Bolnes	8"10	
781 (*ex*MayQueen)	**No. II.** 1*Dk*	**SteelScK** ssLth.No.1–08	*217* *198* 27	✠ *StmTrawler* 7,10	Lth			1903 12mo	Scott of Kinghorn,Ld. Kinghorn	Cia.Arrendataria deTabacos	115·0|23·1|12·0 BK7½" *WB=DBf*20'	Cadiz Spanish 3*BHCem* 15*tAPT*8*t*	T.3Cy.13½",22'&36"–27' 82NHP 1SB,*2cf*,GS43,HS1423 Scott of Kinghrn,Ld.Kghn.	12"10	
782 58552	**Number Two** *M.Healy* –10 *Mchy.Aft*	**IronScSp**	317 317 216					1869	G.Robinsn &Co. Cork	CorkHarbourCom-missioners	116·6|26·2|12·6	Cork British	C.2Cy.14"&30"–24" NE&B93 50RHP J.Jones&Sons,Liverpool		

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Master. Special Surveys.	3 Material, Rig, &c. Late Name if any. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L. R. Dated list of Trade Cert.
783 90125	**No. 3** *S.Smiley*	**IronTwinSc** (*HopperDredger*) 1*Dk*	760 372					1885	W.Simons &Co. Renfrew	**BelfastHarbour Commissioners**	185·0|38·6|14·5	**Belfast** British	C.4Cy.20″&38½″–30″ 162NHP		
784 119962	— *ss*Cff.No.3–2,17	**SteelScCtr** 1*Dk*	516 477 213	✠100A1 *Hopper Barge* 2,17 ✠LMC2,17	Cff		2,17	1904 4mo *Lloyd's*	R.Stephenson&Co.Ld. Newcastle	**CardiffRailwayCo.**	140·0|33·2|12·4 FK	**Cardiff** British 3*BHCem*	C.2Cy.21″&44″–30″ (*s*) 130lb 79RHP 1SB,*3pf*,GS61,HS1772 McColl&Pollock,Ld.Sld.	13 ″ 2 s 2 ″ 1½ 11 ″ 7	
785 125903	— *W.Corkill*	**SteelSc** 1*Dk*(*Stl–ws*)	424 363 173	✠ *Hopper Barge* 2,11 ✠	Brw	*g*		1907 10mo	Vickers,Ss. &Maxim,Ld. Barrow	**FurnessRailway Co.**	150·0|28·7|10·9 Q55′F37′ FK	**Barrow** British 5*BHCem*	C.2Cy.21″&42″–24″ 92RHP 1SB,*3pf*,GS56,HS1650 VickersSs.&MaximLdBrw	11 ″ 4	
786 74502	— *W.Newton* –09	**IronScSp** (*HopperBarge*) 1*Dk*	274 274 153			...		1875	W.Simons &Co. Renfrew	**Corporation of Belfast**	139·2|23·4| ... BK9″	**Liverpool** British	2Cy.28″–21″ 56RHP W.Simons&Co.,Renfrew		
787 —		**SteelSc** 1*Dk*	146 127 79	✠ — 3,17 *For River purposes only* ✠	Cpl			1911 1mo	J.&A.van derSchuyt Papendrecht	**Soc.deNav.àVap. dans laCorne d'Or**	98·7|20·2| FK	**Constanpl** Turkish 4*BHCem*	C.2Cy.11″&20⅞″–12⅝″ 29NHP 1SB,*1cf*,GS20,HS645 J.&A.van derSchuyt,Ppd	8 ″ 10	
788 119964	**No. 4** *ss*Cff.No.3–8,16	**SteelScCtr** 1*Dk*	515 478 212	✠100A1 *Hopper Barge* 8,16 ✠LMC8,16 ~~ES3,18~~	Cff		8,16	1904 5mo *Lloyd's*	R.Stephenson&Co.Ld. Newcastle	**CardiffRailwayCo.**	140·0|33·2|12·4 FK	**Cardiff** British 3*BHCem*	C.2Cy.21″&44″–30″ (*s*) 130lb 79RHP 1SB,*3pf*,GS61,HS1772 MacColl&Pollock,Ld.Sld.	13 ″ 2 s 2 ″ 1½ 11 ″ 7	
789 76488	— *C.H.Aldred* –14	**IronScSp** (*HopperBarge*) 1*Dk*	366 366 156			...		1877	W.Simons &Co. Renfrew	**London&S.Westrn RailwayCo.**	150·2|25·2|12·3 BK6″	**S'thamptn** British *WB*	2Cy.30″–27″ 65RHP W.Simons&Co.,Renfrew		
790 —	*Borg* –11 *Elec.light*	**SteelSc** *ss*Cpl.No.1–14 1*Dk*	146 127 79	✠ — 3,17 *For River purposes only* ✠	Cpl			1911 2mo	P.Boele Slikkerveer	**Soc.deNav.àVap. dans laCorne d'Or**	98·7|20·2| FK	**Constanpl** Turkish 4*BHCem*	C.2Cy.11″&20⅞″–12⅝″ 29NHP 1SB,*1cf*,GS20,HS645 J.&A.Van derSchuyt,Ppd.	8 ″ 10	
791 133106	**Number 4** *Elec.light*	**SteelTwinSc** (*Hopper Barge*) 1*Dk*	1012 922 469					1913	Ferguson Bros.(Port Glasgow)Ld. Pt.Glasgow	**CalcuttaPort Commissioners**	200·2|38·1|15·1 F22′ FK	**Glasgow** British	T.6Cy.16″,25″&40″–24″ 205NHP FergusonBros.(Port Glasgow)Ld.,P.Gls.	16 ″ 3	
792 76489	**No. 5** *Manson*	**IronScSp** (*HopperBarge*) 1*Dk*	365 365 155			...		1877	W.Simons &Co. Renfrew	**MerseyDocks& HarbourBoard**	150·2|25·2|12·3 BK6″	**Liverpool** British *WB*	2Cy.30″–27″ NB91 65RHP W.Simons&Co.,Renfrew		
793 —		**SteelSc** *Elec.light* 1*Dk*	146 127 80	✠ — 11,15 *For River purposes only* ✠	Cpl			1911 3mo	J.&A.Van derSchuyt Papendrecht	**Soc.deNav.àVap. dans laCorne d'Or**	98·7|20·2| FK	**Constanpl** Turkish 4*BHCem*	C.2Cy.11″&20⅞″–12⅝″ 29NHP 1SB,*1cf*,GS20,HS645 J.&A.Van derSchuyt,Ppd.	8 ″ 10	
794 133141	**Number 5** *H.L.Mack*13–13 *Elec.light* *Mchy.Aft*	**SteelTwinSc** (*Hopper Barge*) 1*Dk*	1011 922 468			...		1913	Ferguson Bros.(Port Glasgow)Ld. Pt.Glasgow	**Commissioners for thePortofCalcutta**	200·2|38·1|15·1 F22′ FK	**Glasgow** British	T.6Cy.16″,25″&40″–24″ 205NHP FergusonBros.(Port Glasgow)Ld.Pt.Gls.	16 ″ 3	
795 78746	**No. 6** *Simpson* –00	**IronScSp** (*HopperBarge*) 1*Dk*	365 365 155			...		1877	W.Simons &Co. Renfrew	**MerseyDocks& HarbourBoard**	150·2|25·2|12·3 BK6″	**Liverpool** British *WB*	2Cy.30″–27″ 65RHP W.Simons&Co.,Renfrew	12 ″ 10	
796 —		**SteelSc** *Elec.light* 1*Dk*		✠ — 3,17 *For River purposes only* ✠	Cpl			1911 4mo	C.Ruthof Mayence& Regensburg	**Soc.deNav.àVap. dans laCorne d'Or**	99·0|18·4| 8·3 FK	**Constanpl** Turkish 4*BHCem*	C.2Cy.11″&18¾″–11½″ 27NHP 1SB,*1cf*,GS20,HS650 Escher,Wyss&Co.Zurich	8 ″ 10	
797 95337	**Number Six**	**IronSc** (*Hopper*)	572 572 389					1873	T.Brassey &Co. Birkenhead	**DublinPort& DocksBoard**	155·6|33·1|13·9	**Dublin** British	2Cy.26½″–24″ NB95 50RHP T.Brassey&Co.,Birkenhd.		
798 95175	— —	**IronScSp** (*Hopper*)	427 389 248					1877	Wingate& Co. Glasgow	**ButeDocksCo.**	130·0|30·2|12·3 Q13*t* F8*t*	**Cardiff** British	C.2Cy.21″&36″–24″ 60RHP Wingate&Co.,Glasgow		
799 119974	**No. 7** *ss*Cff.No.2–14	**SteelScCtr** 1*Dk*	516 482 218	✠100A1 *Hopper Barge* 2,16 ✠LMC ~~MS12,15~~ ~~BS2,16~~ 10,17	Cff		2,16	1905 8mo *Lloyd's*	R.Stephenson&Co.Ld. Newcastle	**CardiffRailwayCo.**	140·0|33·2|12·4 FK	**Cardiff** British 3*BHCem*	C.2Cy.21″&44″–30″ (*s*) 130lb 106NHP 1SB,*3pf*,GS61,HS1801 ShieldsEng.Co.Ld.N.Shl.	13 ″ 2 s 2 ″ 1½ 11 ″ 7	
800 78747	— *Moffatt*	**IronScSp** (*HopperBarge*) 1*Dk*	367 366 174			...		1877	W.Simons &Co. Renfrew	**MerseyDocks& HarbourBoard**	150·4|25·1|12·4 BK6″	**Liverpool** British *WB*	2Cy.30″–27″ 65RHP W.Simons&Co.,Renfrew		
801 —		**SteelSc** *Elec.light* 1*Dk*		✠ — 3,17 *For River purposes only* ✠	Cpl			1911 5mo	C.Ruthof Mayence& Regensburg	**Soc.deNav.àVap. dans laCorne d'Or**	99·0|18·4| 8·3 FK	**Constanpl** Turkish 4*BHCem*	C.2Cy.11″&18¾″–11½″ 27NHP 1SB,*1cf*,GS20,HS650 Escher,Wyss&Co.Zurich	8 ″ 10	
802 95338	**Number Seven**	**IronSc** (*Hopper*)	572 572 389					1873	T.Brassey &Co. Birkenhead	**DublinPort& DocksBoard**	155·6|33·1|13·9	**Dublin** British	2Cy.26½″–24″ 50RHP T.Brassey&Co.,Birkenhd.		
803 119977	**No. 8** ~~*ss*Cff.No.2–15~~ *ss*Cff.No.3–2,18 1*Dk*	**SteelScCtr** 1*Dk*	515 482 222	✠100A1 *Hopper Barge* ~~2,15~~ 2,18 ~~BS2,16~~ ~~LMC~~ 2,18	Cff		~~2,15~~ 2,18 —	1905 9mo *Lloyd's*	R.Stephenson&Co.Ld. Newcastle	**CardiffRailwayCo.**	140·1|33·2|12·4 FK	**Cardiff** British 3*BHCem*	C.2Cy.21″&44″–30″ (*s*) 130lb 106NHP 1SB,*3pf*,GS61,HS1801 ShieldsEng.Co.Ld.N.Shl.	13 ″ 2 s 2 ″ 1½ 11 ″ 7	
804 78748	— *Puzey*	**IronScSp** (*HopperBarge*) 1*Dk*	366 366 174			...		1877	W.Simons &Co. Renfrew	**MerseyDocks& HarbourBoard**	150·4|25·1|12·4 BK6″	**Liverpool** British *WB*	2Cy.30″–27″ 65RHP W.Simons&Co.,Renfrew		

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Grément, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré, Lettre d'Equilibrement.	7a Tirant d'eau Moyen. / Dernière visite de l'arbre porte-hélice.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille / Franc-bord au milieu du navire. / Tirant d'eau correspondant.	15 Registres ou copies de Certificats.
805	**No. 8**	**SteelSc**		✠ —— 3,17	Cpl			1911	C.Ruthof	Soc.deNav.àVap.	99·0	18·4	8·3	Constanpl	C.2Cy 11″&18¾″–11½″	8 ″ 10	
	Elec.light	1*Dk*		*For River purposes only* ✠				5mo	Mayence& Regensburg	dans laCorne d'Or			FK	Turkish	27NHP		
															4*BHCem*	1SB,*1cf*,GS20,HS650 Escher,Wyss&Co.Zurich		
806	**Number Eight**	**IronSc**	572					1873	T.Brassey	TilburyContract-	155·6	33·1	13·9	London	T.3Cy.16½″,26½″&45″–20″		
95339	*S.J.Wood* –14	(*Hopper*)	572						&Co.	ing&DredgingCo.				British	NE&B96 50RHP		
			300						Birkenhead	Ld.					Wstgrth,English&Co.Mdb		
807	**No. 9**	**IronScSr**	662	✠ A1 *1	Liv	Lv	12·61	1884	W.Simons	MerseyDocks&	185·4	33·1	14·9	Liverpool	C.2Cy.26″&51″–35″		
91161	*Roberts* 6thSurvey,Liv.6,10		662	*Special Service*			13·35	6mo	&Co.	HarbourBoard			BK6″	British	128NHP		
	1stSurvey,Liv.11,15		346	6.1,~~11,16~~			14·09		Renfrew					6*BH*	2SB,*4pf*,GS71,HS2063		
	(*HopperBarge*)	1*Dk*					14·82							*WB*	W.Simons&Co.,Renfrew		
808	—	**SteelSc**		✠ —— 11,16	Cpl			1911	C.Ruthof	Soc.deNav.àVap.	99·2	18·3	8·3	Constanpl	C.2Cy.11″&18¾″–11½″	8″10	
	Elec.light	1*Dk*		*ForRiver purposes only* ✠				6mo	Mayence& Regensburg	dans laCorne d'Or			FK	Turkish	27NHP		
															4*BHCem*	1SB,*1cf*,GS20,HS650 Escher,Wyss&Co.Zurich		
809	**No. 11**	**IronSc**	231					1884	Soc.John	W.Cooper&Sons	124·8	24·1	8·4	Liverpool	C.2Cy.20″&32½″–24″		
102067	*C.Wooldridge* –93	1*Dk*	231						Cockerill	Ld. (J.H.				British	45RHP		
			102						Antwerp	Cooper,*Mgr.*)					Soc.JohnCockerill,Ant.		
810	—	**SteelSc**	38	✠ —— 3,17	Cpl			1910	CWollheim	Soc.deNav.àVap.	65·6	14·9	4·8	Constanpl	C.2Cy.8½″&15″–9″	5 ″ 3	
		*ss*Cpl.No.1–14	27					12mo	Werft&	dans laCorne d'Or				Turkish	19NHP		
	(*Ferry*) (*Screws fore & aft*)		9	*For Service on the Golden Horn* ✠					Rhederei				FK		1SB,*1cf*,GS13,HS430		
	Elec.light	1*Dk*							Breslau					4*BHCem*	C.Wollheim Wrft.Breslau		
811	**No. 12**	**SteelSc**	38	✠ —— 3,17	Cpl.			1910	CWollheim	Soc.deNav.àVap.	65·6	14·9	4·8	Constanpl	C.2Cy.8½″&15″–9″	5 ″ 3	
		*ss*Cpl.No.1–14	27					12mo	Werft&	dans laCorne d'Or				Turkish	19NHP		
	(*Ferry*) (*Screws fore & aft*)		9	*For Service on the Golden Horn* ✠					Rhederei				FK		1SB,*1cf*,GS13,HS430		
	Elec.light	1*Dk*							Breslau					4*BHCem*	C.Wollheim Wrft.Breslau		
812	**No. 13**	**IronScSp**	333					1893	Exors.of	MerseyDocks&	144·9	27·0	9·0	Liverpool	C.2Cy.16½″&33″–22″		
102123	*G.Braugh* –93	1*Dk*	301						the lateT.A	HarbourBoard				British	65RHP		
		(*Hopper Barge*)	144						Walker						Newall&Co.,Bristol		
									Sudbrook								
813	**No. 14**	**SteelTwinSc**	982	✠ A1	Liv	*l*	7,15	1897	W.Simons	MerseyDocks&	200·0	35·1	15·6	Liverpool	T.6Cy.14½″,23″&36″–24″ (*s*)	16 ″ 3	
106894	*J.Brown* –97	*ss*Liv.No.3–1,17	909	*Hopper Grab Dredger*				12mo	&Co.Ld.	HarbourBoard	F24′			British	160lb 156NHP		
		1*Dk*(*Stl*–ws)	455	1,17 ✠LMC					Renfrew				FK	4*BHCem*	2SB,*4rf*,GS88,HS2778		
				~~B29,16~~ MS1,17		BS2,18			A&CP						W.Simons&Co.Ld Renfrew		
814	—	**SteelScSr**	396					1903	PolsonIron	CanadianGovern-	121·3	24·7	19·0	Ottawa	1Cy.23″–22″		
116993		(*ex*Lurcher)	396						WorksCo.Ld.	ment				British	18RHP		
		2*Dks*	269						Toronto						PolsonI.W.Co.Ld.Toronto		
815	**No. 15**	**SteelTwinSc**	982	✠ A1	Liv	*l*	10,16	1898	W.Simons	MerseyDocks&	200·0	35·1	15·6	Liverpool	T.6Cy.14½″,23″&36″–24″ (*s*)	16 ″ 3	
109405	*Kay*	*ss*Liv.No.3–10,16	909	*Hopper Grab Dredger*				2mo	&Co.Ld.	HarbourBoard				British	160lb 156NHP		
		1*Dk*(*Stl*-ws)	455	10,16 ✠LMC					Renfrew				FK	4*BHCem*	2SB,*4rf*,GS88,HS2778		
				MS10,16	BS~~3,17~~ 2,18				A&CP						W.Simons&CoLd.Renfrew		
816	—	**SteelScSr**	396					1904	PolsonIron	CanadianGovern-	121·3	24·7	19·0	Ottawa	1Cy.23″–22″		
116994		(*ex*Anticosti)	396						WorksCo.Ld.	ment				British	18RHP		
		2*Dks*	269						Toronto						PolsonI.W.Co.Ld.Toronto		
817	—	**SteelSc**	218	✠ —— 11,16	Rot			1913	J.&A.van	Soc.deNav.àVap.	98·4	21·7		Constanpl	C.2Cy.11″&22″–11½″	8″11	
	G.Pomper –13		95					4mo	derSchuyt	dans laCorne d'Or				Turkish	33NHP		
	Elec.light	1*Dk*	141	*ForRiver purposes only* ✠					Papendrecht				FK	4*BHCem*	1SB,*1cf*,GS21,HS752		
															J.&A.van derSchuyt,Ppn.		
818	**No. 16**	**SteelSc**	648	✠100A1	Liv	*j*	3,17	1900	W.Simons	MerseyDocks&	190·3	30·1	14·0	Liverpool	T.3Cy.17″,27″&43″–27″ (*s*)	15 ″ 0	
113378	*Hutchinson* –06	*ss*Liv.No.3–10,12	646	*Hopper Dredger*				6mo	&Co.Ld.	HarbourBoard	F20′			British	160lb 95RHP		
		*ss*Liv.No.1–17	269	5,18 ~~3,17~~ ✠LMC3,17					Renfrew				FK	4*BHCem*	2SB,*4rf*,GS71,HS2149		
		1*Dk*(*Stl*–ws)		~~BS5,18~~					A&CP						W.Simons&CoLd.Renfrew		
	(*Sand Suction Hopper Dredger*)																
819	—	**SteelSc**	255	✠ —— 4,17	Rot			1914	J.&A.van	Soc.deNav.àVap.	97·2	22·1		Constanpl	T.3Cy.9¼″,14⅛″&23⅜″–12⅜″	8″11	
	H.Pomper –14		99					9mo	derSchuyt	dans laCorne d'Or				Turkish	37NHP		
	Elec.light	1*Dk*	169	*ForRiver purposes only* ✠					S.B.&E.Co.				FK	4*BHCem*	1SB,*2cf*,GS27,HS775		
									Papendrecht						J.&A.Van derSchuytCo.		
820	**No. 17**	**SteelSc**	648	✠100A1	Liv	*j*	8,15	1900	W.Simons	MerseyDocks&	190·0	30·1	14·0	Liverpool	T.3Cy.17″,27″&43″–27″ (*s*)	15 ″ 0	
113404	*Hutchison* –07	*ss*Liv.No.3–8,12	646	*Hopper Barge*				8mo	&Co.Ld.	HarbourBoard	F20′			British	160lb 95RHP		
	*ss*Liv.No.1–17	1*Dk*(*Stl*–ws)	284	9,17 ~~8,15~~ MS8,17					Renfrew				FK	4*BHCem*	2SB,*4rf*,GS71,HS2149		
				~~BS8,18~~ ~~BS2,13~~ ✠LMC~~8,17~~					A&CP						W.Simons&CoLd.Renfrew		
821	**No. 18**	**SteelSc**	648	✠100A1	Liv	*j*	7,15	1900	W.Simons	MerseyDocks&	190·0	30·1	14·0	Liverpool	T.3Cy.17″,27″&43″–27″ (*s*)	15 ″ 0	
113416	*Greaves*	*ss*Liv.No.3–2,13	646	*Hopper Barge*				9mo	&Co.Ld.	HarbourBoard	F20′			British	160lb 95RHP		
		1*Dk*(*Stl*–ws)	284	7,15 ✠LMC					Renfrew				FK	4*BHCem*	2SB,*4rf*,GS71,HS2149		
				MS10,12	BS~~7,16~~1,18				A&CP						W.Simons&CoLd.Renfrew		
822	**No. 19**	**SteelScSp**	436					1900	CHWalker	MerseyDocks&	164·0	27·1	10·7	Liverpool	T.3Cy.13″,22″&34″–22½″		
113371	*R.Hughes* –17	(*HopperBarge*)	431						&Co.Ld.	HarbourBoard				British	65RHP		
		1*Dk*	181						Sudbrook						Plenty&Sons,Newbury		
823	**No. 20**	**SteelSc**	703	✠100A1	Liv	*j*	4,16	1901	Fleming&	MerseyDocks&	190·4	30·1	14·2	Liverpool	T.3Cy.16¼″,26″&43″–27″ (*s*)	15 ″ 0	
113492	*W.A.Fenemore* –14	*ss*Liv.No.3–7,13	664	*Hopper Barge*				8mo	Ferguson,Ld.	HarbourBoard	F21′			British	180lb 60RHP		
		1*Dk*(*Stl*–ws)	300	4,16 ✠LMC					Paisley				FK	6*BHCem*	2SB,*4cf*,GS80,HS2446		
				MS7,13	BS~~10,16~~ 11,17			*Lloyd'sA&CP*							Fleming&Fergusn,Ld.Psy		
824	**No. 21**	**SteelSc**	702	✠100A1	Liv	*j*	2,17	1901	Fleming&	MerseyDocks&	190·7	30·2	14·2	Liverpool	T.3Cy.16¼″,26″&43″–27″ (*s*)	15 ″ 0	
115223	*A.E.Clare* –14	*ss*Liv.No.3–10,14	664	*Hopper Barge*				10mo	Ferguson,Ld.	HarbourBoard	F21′			British	180lb 93RHP		
		1*Dk*(*Stl*–ws)	305	3,17 ✠LMC					Paisley				FK	6*BHCem*	2SB,*4cf*,GS81,HS2446		
				MS10,14	BS2,17			*Lloyd'sA&CP*							Fleming&FergusonLd.Psy		
825	**No. 22**	**SteelSc**	700	✠100A1	Liv	*j*	4,16	1902	Fleming&	MerseyDocks&	190·2	30·1	14·2	Liverpool	T.3Cy.16¼″,26″&43″–27″ (*s*)	15 ″ 0	
115260	*J.Morrish* 14	*ss*Liv.No.3–6,14	663	*Hopper Barge*				2mo	Ferguson,Ld	HarbourBoard	F21′			British	180lb 93RHP		
		1*Dk*(*Stl*–ws)	301	1,18 ~~4,16~~ ✠LMC					Paisley				FK	6*BHCem*	2SB,*4cf*,GS81,HS2446		
				MS6,14	~~BS4,16~~ BS4,18			*Lloyd'sA&CP*							Fleming&FergusonLd.Psy		

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c.	3	4 Regist'd Tonnage. Gross. Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NP=Horse power by Society's formulæ; RP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of Cl. & Trade Cert.
826 115301	No. 23 *W.Manifold*	SteelSc ssLiv.No.3-6,15 1*Dk*(*Stl*-ws)	700 663 298	✠100A1 *Hopper Barge* ~~6-16~~ 5,16 4,18 ✠LMC MS6,16 BS1~~-16~~ 2,16	Liv	*j*	5,16 2,18	1902 6mo	Fleming& Ferguson,Ld. Paisley *Lloyd's SA&CP*	MerseyDocks& HarbourBoard	190·1|30·1|14·2 F21′ FK	Liverpool British 6*BHCem*	T.3Cy.16¼″,26″&43″-27″ (*s*) 180lb 92RHP 2SB,*4cf*,GS81,HS2446 Fleming&Fergusn,Ld.Psy	15 ″ 0	
827 115253	No. 24 *J.Robertson*96-02	SteelScSp (*HopperBarge*) 1*Dk*	434 413 186					1901	C H Walker &Co.Ld. Sudbrook	MerseyDocks& HarbourBoard	164·0|27·1|10·7	Liverpool British	T.3Cy.13″,22″&34″-22½″ 60RHP Plenty&Sons,Newbury		
828 115254	No. 25 *C.Roberts*97-03	SteelScSp (*HopperBarge*)	434 413 186					1901	C H Walker &Co.Ld. Sudbrook	MerseyDocks& HarbourBoard	164·0|27·1|10·7	Liverpool British	T.3Cy.13″,22″&34″-22½″ 60RHP Plenty&Sons,Newbury		
829 105761 VCHQ	No. 47	Iron&SteelScSp (*Hopper*) 1*Dk*	417 381 197					1895	Exors.of the late T.A. Walker Sudbrook	~~TilburyContracting&DredgingCo.Ltd~~ G.E.Fanquier	160·0|26·1|10·6	London British	C.2Cy.18″&36″-22″ 54RHP Plenty&Son,Newbury		
830 109982 VCGM	No. 62	SteelScSp (*Hopper*) 1*Dk*	447 408 197					1898	Exors.of the late T.A. Walker Sudbrook	~~TilburyContracting&DredgingCo.Ltd.~~ Trés.Ld.(Houlder, Middleton&Co.Ld.*Mgrs*)	164·0|27·1|10·6	London British	T.3Cy.13″,22″&34″-22½″ 65RHP Plenty&Son,Newbury		
831 135138 JDCR	No. 63	SteelSc 1*Dk*(*Stl*)	486 404 187	✠100A1 *Hopper Barge* 11,15 ✠LMC8,12	St.J	*h*	N10,15	1912 3mo	Earle's Co.Ld. Hull *Lloyd's SA&CP*	J.Constant	155·0|28·1|12·0 Q56′RFD40′ FK *WB*=*FPT*38*t*	London British 4*BHCem* *APT*33*t*	T.3Cy.13″,18″&31″-21″ (*s*) 180lb 48RHP 1SB,*2pf*,GS39,HS1210 Earle'sCo.Ld.Hull	13 ″ 5 s 1 ″ 6½ 12 ″ 0	
832 135139 JDCS	No. 64	SteelSc 1*Dk*(*Stl*)	486 404 187	✠100A1 *Hopper Barge* 10,13 ✠LMC8,12	Sou		5,16	1912 9mo	Earle'sCo. Ld. Hull *Lloyd's SA&CP*	J.Constant	155·0|28·1|12·0 Q56′RFD40′ FK *WB*=*FPT*38*t*	London British 4*BHCem* *APT*33*t*	T.3Cy.13″,18″&31″-21″ (*s*) 180lb 48RHP 1SB,*2pf*,GS39,HS1210 Earle'sCo.Ld.Hull	13 ″ 5 s 1 ″ 6½ 12 ″ 0	
833 112624 VCGK	No. 69 (*ex*Starborough,*ex*No.69)	SteelScSp (*Hopper*) 1*Dk*	457 408 191			…		1899	Exors.of the late T.A. Walker Sudbrook	London&S.Western Railway Co.	164·0|27·2|10·6 FK	S'thamptn British	T.3Cy.13″,22¼″&34″-22½″ 65RHP Plenty&Son,Newbury	11 ″ 4	
834 123142	No. 350 *G.N.Lindsay* *Elec.light*	SteelTwinSc ssDdn.No.3-3,16 2*Dks*(*UStl*) (*Bucket Hopper Dredger*)	942 919 488	✠ A1 *Hopper Dredger* 3,17 ~~3,16~~ ✠LMC3,16	Ddn	*m*	~~r1,16~~ ~~st1,16~~ 3,17	1906 7mo	Fleming& Ferguson,Ld. Paisley *Lloyd's SA&CP*	TimaruHarbour Board	215·3|38·1|15·2 P15′ FK *WB*=*FPT*54*t*	TimaruNZ British 5*BHCem*	T.6Cy.12″,18½″&30″-24″ (*s*) 160lb 117NHP 2SB,*4cf*,GS78,HS2197 Fleming&Fergusn,Ld.Psy.	15 ″ 9 s 3 ″ 7½ 12 ″ 5	
835 76075	No. 404 *F.J.Duncan* –13 (*ex*Timaru,*ex*No.404)	SteelTwinSc 1*Dk* (*Sand Pump Hopper Dredger*)	479 432 215			…		1893	Lobnitz& Co. Renfrew	~~OtagoHarbour Board~~ – Commonwealth Govt.	145·0|30·1|12·2 FK *WB*	Melbourne British	C.4Cy.16″&30″-24″ 78RHP Lobnitz&Co.Renfrew	13 ″ 0	
836	No. 551 *W.Rodick* –14 *Elec.light*	SteelSc (*BucketDredger*) 1*Dk*(*Stl*)	520 449 264	✠ A1 *Dredger* 5,17 ~~5,14~~ ✠LMC5,14	Rnf Mtl		5,17	1914 5mo	W.Simons &Co.Ld. Renfrew *Lloyd's SA&CP*	QuebecHarbour Commissioners	152·0|34·1|11·8 FK	Quebec British 4*BHCem*	C.2Cy.18″&36″-24″ (*s*) 120lb 54RHP 1SB,*3cf*,GS57,HS1449 W.Simons&Co.Ld Renfrew	12 ″ 0 s 2 ″ 2 10 ″ 0	
837 KNRD	Numedal *~~O.Orum~~* ~~*H.Tonge*~~ –17 (*ex*Zeus,*ex*Romola) *Well deck*	SteelScSr ssPir.2ndNo.3-12,14 1*Dk*(*Irn*) *Web frames*	2204 1646 1380	✠100A1 2,18 2,17 ~~BS10,16~~ ✠LMC12,14	Bgn Sws	*r*	2,17 ~~BS~~ 2,18	1889 11mo	Ropner & Son Stockton A&CP	DmpskbFjösanger ~~Primann&Pedersen~~, *Mgrs.*) (Björnstad& Bræknus,*Mgrs.*)	272·3|38·8|18·6 P27′Q86′B106′F29′ BK9″ *WB*=*Cell*	Bergen Norwegian 4*BHCem* *DB*218′426*t*	T.3Cy.21½″,35½″&59½″-39″ 160lb *90lb* NDB00(*s*)212NHP 2SB,*4cf*,GS56,HS3150 Blair&Co.Ld.Stockton	21 ″ 11 s 1 ″ 8 21 ″ 0	
838	Numidia *Simunkovich* –13 *Elec.light*	SteelScSr 2*Dks*(*Stl*)	5391 4639 3490	✠ 1,17 ✠	Tri	*y*		1913 7mo	Cantiere SanRocco Trieste *WB*	NumidiaS.S.Co. (D.Tripcovich) = *Cell DB a* 132′ *uE*20′ *f* 171′ 1104*t*	395·3|52·7|26·9 50·5 P32′B113′F43′ FK *DT a* 38′ 957*t FPT*	Trieste Aust.-Hung. *BHCem* 167*t APT*33*t*	T.3Cy.26″,42″&72″-48″ 415NHP 3SB,*9cf*,GS189,HS6738 N.E.MarineEng CoLdNwc	29 ″ 8	
839 KLSV	— *Fraissinet* –11 *Elec.light* Wireless	SteelTwinScSr 1*Dk*&*Awng dk*	1284 — 455					1904	Cie.Franç. deNav.&de Const.Nav. Nantes	Cie.Marseillaisede Nav.àVap. (Fraissinet&Co. *Mgrs.*)	260·7|28·5|16·2 H— 22·9	Marseilles French	T.6Cy.19¹¹⁄₁₆″,31½″&51¾″-31½″ NB11 305NHP Cie.Franç.deNav.& deConst.Nav.Lyons		V
840 98659 MGNS	Numidian *Elec.light Ref.Mchy.*	SteelScSr 2*Dks*&*Spar dk*&*deep framing*	4836 4279 3107			…		1891	D&W Henderson&Co. Glasgow	TheAdmiralty	400·0|45·2|23·3 P23′B144′ 30·6 F51′ FK *WB*	Glasgow British	T.3Cy.30″,50″&80″-60″ 582NHP D&W.Henderson&Co.Gls.		C
841 MBNS	Numitor *L.Zonnekeijn*84-03	SteelScK (*Trawler*) 1*Dk*	242 226 123			…		1903	Cochrane &Sons Selby	Soc. en ParticipationNumitor(H.P. Aspeslagh,*Mgr.*)	120·0|22·0|12·0 Q49′F20′ BK7″ *WB*	Ostend Belgian	T.3Cy.13″,21½″&35″-24″ 71NHP C.D.Holmes&Co.Hull	12″10	V
842 115152 VFHF	Nunima *E.R.Robinson* –17 1*Dk*(*Irn*) *Cell side tanks amidships deep framing*&*2tr Beams at ends*	SteelScSr ssShl.No.3-3,16 3*Dk rule*	2938 2734 1881	✠100A1 ~~4-17~~ 3,16 11,17 ~~Hyt~~ Bry ~~MS3,16~~ ✠LMC 4,17 ~~DBS3,16~~ ~~MBS6,16~~	Shl	*u*	~~3,16~~ 4,17	1903 9mo	W.Gray& Co.Ld. WHartlepool *Lloyd's SA&CP*	TrechmannS.S.Co. Ld. (Trechmann Bros. *Mgrs.*) *WB* = *Cell DB a* & *u E*	325·0|47·0|22·4 P27′B90′F34′ FK 190′ *f* 137′ 695*t Cell*	W.Hartlpl British 5*BHCem* *side tanks*	T.3Cy.25″,40″&65″-42″ (*s*) 160lb ~~90lb~~ NDB17 287NHP 2SB,*6rf*,GS106,HS4518*Q90lb* Cen.Mar.Eng.Wrks.WHpl 182′586*t APT*114*t*	24″10 s 4 ″ 2½ 21 ″ 0	
843 76117 JLKP	Nunthorpe *E.Grayson* –16	IronPad	122 122 11					1876	J.T.Eltringham S.Shields	RobinsonTugCo. Ld.(C.W.Robinson *Mgr.*)	105·4|18·7| 9·7	Middlsbro' British	L.2Cy.28″-50″ NE&B84 50RHP Rennoldson&Sn.,S.Shields		
844 99438 NSCP	Nurani *H.W.Thomson*13-14 *Elec.light*	SteelTwinScSr ssBom.2nd.No.3-9,15 2*Dks*(*Stl*-ws)3*tr B*	4432 4098 2870	✠100A1 ~~4-17~~ ~~12,16~~ 1,18 Msl BS1,17 ✠LMC9,15	Bom	*y*	~~9,15~~ 1,18	1892 9mo	Harland& Wolff(Lim.) Belfast *Lloyd's SA&CP*	Bombay&Persia S.N.Co.Ld. *WB*=*Cell D B*300′806*t FPT*	400·7|45·2|28·1 P39′B92′F47′ FK&BK2½″ 67*t APT*51*t*	Bombay British 7*BHCem*	T.6Cy.18½″,30″&50″-42″ 180lb 373NHP 2DB,*12rf*,GS187,HS6060 Harland&Wolff(Lim.),Bel	31 ″ 3 s 7 ″ 3½ 24 ″ 8	
845 QHLW	Nürnberg *H.Rosskam*07-09	SteelSc (*Trawler*) 1*Dk*	220 187 81					1902	G.Seebeck Act.Ges. Bremerhaven	DeutscheDmpfischereiGes.Nordsee	122·0|22·8|11·8 Q60′F23′	Nordnham German	T3Cy11½″18½″&30½″-22½″ 43NHP G.Seebeck A.G.Bremerhvn		G
846 133512 HWMV	Nurtureton *H.E.Dowell*12-12	SteelScSr ssMch.No.1-16 1*Dk*(*Stl*)&*Awng dk*(*Stl*)	6055 5886 4495	✠100A1 *Awng dk with freeboard* ~~5-17~~ 12,16 5,18 ~~13-17~~ ✠LMC11,16	Npt ~~Lyt~~ Shl ~~Bcn~~	*z*	11,16	1912 8mo	Ropner& Sons,Ld. Stockton *Lloyd's SA&CP*	CarltonS.S.Co.Ld. (R.Chapman&Son, *Mgrs.*) *WB*=*Cell* 108′*uE*&*B*56′ *f*	415·0|55·0|30·6 *DBa* FK 175′1567*t FPT* 346*t*	Newcastle British 7*BHCem* *APT* 258*t*	T.3Cy.25½″,43″&71″-48″ (*s*) 180lb HS7841 448NHP 2SB&1AuxSB,*9cf*,GS185, Blair&Co.Ld.Stockton	34 ″ 7 s 8 ″ 7 26 ″ 4	

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'équilibrement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Hauteur du pont supérieur au milieu du navire.
847 200856 KTCE	**Nushagak** *A.Anderson*95–06 ~~ssS.Fo.No.3–10~~ *Elec.light* ssSFo.No 3–4,17 1*Dk*(*Stl*)	SteelScSr	739 584 479	✠100A1 11,17 ~~9,15~~ ~~BS1,16~~ ✠LMC4,~~15~~ 4,17 *Fitted for oil fuel* 3,07	S.Fo	*j*	~~3,15~~ N11,17 *F. P.*	1904 5mo *above*	United Eng.Works San Francisco A&CP 150°F.	Alaska Packers Association *WB = Cell DB*	175·5 | 34·0 | 14·5 P43′F38′ FK *uE & B50′62t FPT*			S.Frncisco Utd.States 3*BH* 75t*APT*27t	T.3Cy.14″,22″&38″–30″ (*s*) 180lb *120lb* 118NHP 2SB,*4cf*,GS60,HS2320 UnitedEng.Works.S.Fo.		
848 110919 RLNH	**Nuttallia** *C.Plowman* –17	IronScYl	229 218 115				...	1899	Schofield, Hagerup& Doughty,Ld. Grimsby	N.EasternSteam FishingCo.Ld.	121·5 | 21·6 | 11·5 Q48′F21′ BK7½″			Grimsby British	T.3Cy.13″,21″&34″–24″ 59RHP C.D.Holmes&Co.Hull	12 ″ 4	
849 4422 JPGS	**Nya Dansätter** *C.Andersson*04–14 (*ex*Heros) *Mchy.Aft* 1*Dk*	CompScSr	177 147 79					1904	Sixten Groth Sjötorp	Ångf.Akt.Motala (C.Andersson, *Mgr.*)	99·8 | 22·9 | 10·3 P23′H5*t*			Motala Swedish	C.2Cy.10″&20½″–15″ NE&B07 16NHP LundbyM.V.Gothenburg		
850 5438 JTFR	**Nya Enköping** *C.Pettersen* *Elec.light* 1*Dk*	SteelScSp	227 118 135					1912	Eriksberg M.V.Aktieb. Gothenburg	Ångf.Akt. Drottningholm-Fittja	109·1 | 22·4 | 9·0 B54′			Stockholm Swedish	C.2Cy.15″&29⅛″–22⅛″ 33NHP EriksbergM.V.Akt.Got.		
851 1719 JDKT	**Nya Hållsviken** *S.Pettersson*03–10	IronSc	176 89 125					1877	Oskrshmns M.V.Aktieb. Oskarshamn	Handelsb.Wilhelm Kempe (W.von Hallwyl, *Mgr.*)	108·0 | 19·7 | 8·4 Q31′B47′H11*t*F10′			Stockholm Swedish	C.2Cy.14″&29″–21″ 32NHP OskarshamnsM.V.Aktieb.		
852 3478 JKQN	**Nya Hermes** *A.M.Petersson*15–15 (*ex*Willie) 1*Dk*	CompScSr	201 161 90					1899	Sixten Groth Sjötorp	Ångf. Aktieb.Daga (A.Th.Assmundson, *Mgr.*)	100·1 | 22·6 | 10·6 B28′H7*t*			Gothenbrg Swedish	C.2Cy.10⅝″&21⅛″–15½″ 15NHP MotalaNyaCo.,Motala		
853 3899 JMGQ	**Nya Hillersjö** *L.A.Olsson*89–01	SteelSc	174 94 120					1901	Bergsunds M.V.Aktieb. Stockholm	Ångf.AktiebGamla Svartsjölandet (J. W.Rickander *Mgr*)	103·5 | 19·3 | 8·9 Q28′B44′H14*t*F10′			Stockholm Swedish	C.2Cy.13⅛″&26½″–17⅝″ 24NHP BergsundsM.V.Aktb.Skm.		
854 1736 JDLF	**Nya Sandhamn** *C.G.Kronow* –14 (*ex*ÖstanåI.,*ex*Östanå) 1*Dk*	IronSc	132 74 84					1875	W.Lindbergs Aktieb. Stockholm	S.Palmers	99·1 | 17·6 | 8·0 Q36′B35′H11*t*F12′			Sandhamn Swedish	C.2Cy.11¾″&24¾″–21″ 23NHP W.LindbergsM.V.Skm.		
855 5693 JVFR	**Nya Skärgården** *J.S.Grandin*09–15 *Elec.light* 1*Dk*	SteelScSr	183 108 110					1915	Motala Vrk.NyaAkt. Motala	SkärgårdsAktieb. Norrköping(F. Blom, *Mgr.*)	104·3 | 20·5 | 9·2 B36′H28*t*			Nrrköping Swedish *WB*	C.2Cy.13⅞″&29½″–18⅞″ 31NHP MotalaV.NyaAkt.Motala		
856 3086 JHFN	**Nya Slottsbron** *P.J.Guldbrand* –97 *Mchy.Aft* 1*Dk*	WoodScSr	186 150 113					1897	S.Groth Sjötorp	O.Esping	100·2 | 22·3 | 9·9 P22′H5*t*F11′			Grums Swedish	C.2Cy.10″&22½″–15″ 16NHP LindholmenM.V.Got.		
857 1626 JDGR	**Nya Södertelje** *J.C.Ramberg*87–93 (*ex*Hållsviken) 1*Dk*	IronSc	125 57 87					1886/79	Oscarshmn M.V. Oscarshamn	Ångb.Aktieb.Vestra Södertörn (K. F.Carlsson, *Mgr.*)	104·5 | 17·3 | 6·2 Q30′ B43′ H15*t*			Södertörn Swedish	C.2Cy.14½″&25½″–19½″ NB07 23NHP BergsundsM.V.Stockholm		
858 4050 JMTH	**Nya Svartsjölandet** *A.F.Petersson*08–08 1*Dk*	SteelScSr	151 93 96					1900	MotalaNya Co. Motala	Ångf.Aktieb.Nya Svartsjölandet (A.Eriksson, *Mgr.*)	103·0 | 19·4 | 8·6 B38′H13*t*			Svartsjö Swedish	C.2Cy.13″&26½″–17½″ 60NHP MotalaNyaCo.Motala		
859 2571 JFQT	**Nya Upsala** *K.R.Åmark*09–13 (*ex*Vesterås) 1*Dk*	IronScSp	168 104 122					1855	MotalaCo. Norrköping	Ångf. Aktieb. Garibaldi (H.W. Söderman)	95·4 | 21·8 | 8·9 Q29′ B23′ H8*t* F26′			Upsala Swedish	C.2Cy.19″&32″–18″ NB01 36NHP BergsundsMek.Verks.Skm		
860 3471 JKQD	**Nya Vesterbotten** *G.A.Svanström*12–10(*ex*NyaSöderhamn, *ex*Finland) 1*Dk*&*pt Shelter dk*	IronScSr	589 312 450					1876	W.Crichton Åbo	Stockholms Rederiaktieb.Svea (HjBlomberg *Mgr*)	166·9 | 25·6 | 12·0 H54*t*F45′			Stockholm Swedish *WB*	T.3Cy.14½″,22⅝″&37½″–27½″ NE&B02 73NHP BergsundsMek.V.Skm.		
861 123529 HJNC	**Nyanza** *J.Gaunt* –16 *Elec.light* 2*Dks*(*Stl–Ute* ak s)3*trB* Wireless &*deep framing*	SteelTwinScSr	6695 5851 4184	✠ 11,09 ✠	Ant	*b*†		1906 11mo	Caird&Co. Ld. Greenock	P.&O.Stm.Nav.Co. *WB = Cell DB a* 110′*f* 171′774*t*	449·9 | 52·2 | 30·6 P78′B149′F85′ FK&BK3″			Greenock British 7*BHpt Cem* *APT*100*t*	Q.8Cy.19″,27″,38½″&54″–48″ 625NHP 2DB,*12cf*,GS234,HS9125 FD Caird&Co.Ld Greenock	33 ″ 6	
862 106057 PNKB	— *F.Kerr* –15 ssBry.No.3–3,09 ssNwc.No.2–17 ~~ssGls.No.1–14~~ 2*Dks*(*U Irn*&1*Stl*)&*deep framing*	SteelScSr	4053 3775 2642	✠100A1 12,17,~~10~~ ~~*Extr.Mchy.*5,17~~ ~~BS11,15~~ ✠LMC~~10,15~~ 12,17	Grk Nwc	*w*	~~8,17~~ 12,17	1897 1mo	A.Stephen &Sons Glasgow A&CP W	S.S.NyanzaCo.Ld. (Maclay& McIntyre) *B = Cell DB a* 118′*u*	370·0 | 48·0 | 24·7 P12′B100′F37′ FK			Glasgow British 6*BHCem* *APT*160*t*	T.3Cy.25″,41″&67″–45″ (*s*) 175lb *90lb* NDB09 351NHP 2SB,*6cf*,GS184,HS4664 FD A.Stephen&Sons, Glasgow	27 ″ 6 s 5 ″ 5 22 ″ 6	
863 WJVS	**Nyasaland** *J.Jacobsen* –16 (*ex*Diamante) 1*Dk*2*trB*	SteelScSr	*383* *289* *203*					1896	J.C.Tecklenborg Geestemünde	RafensRederi Akties. (L.B.Rafen, *Mgr.*)	148·0 | 26·1 | 9·4 Q37′B45′F14′			Holmstrnd Norwegian *WB*	T.3Cy.11⅜″,17⅞″&28½″–21⅝″] 36NHP J.C.Tecklenborg,Gstmnde		V
864 106621 PTFQ	**Nyassa** *M.Halcrow* –16 ssBly.No.3–3,10 (*ex*Sceptre) ssCff.No.1–15 1*Dk*(*Irn*)2*trB*&*Web frames*3*Dk rule*	SteelScSr	2579 2396 1643	✠100A1 10,17 ~~4,15~~ ✠LMC 10,17 ~~BS6,14~~ MS12,14	Cff Gls	*t*	3,17 10,17	1897 8mo	W.Gray& Co.Ld. W Hartlepool A&CP	GlasgowNav.Co. Ld. (Maclay& McIntyre, *Mgrs.*) *Cell DBa* 106′*u E&B* 42′*f* 122′	314·0 | 44·1 | 20·7 P27′B70′F31′ FK			Glasgow British 5*BHCem* 739*APT*57*t*	T.3Cy.23″,36½″&62″–39″ (*s*) 160lb ~~90lb~~ NDB17 244NHP 2SB,*6rf*,GS83,HS3718 *100lb* Cen.Mar.Eng.Wrks.WHpl	23 ″ 3 s 4 ″ 0 19 ″ 7	
865 NTWF	**Nyborg** *C.Rasmussen* (*Ferry*) 1*Dk*	Iron&SteelPad	945 892 382					1883	Kockums Mek.Vrkt. Malmö	DeDanskeStatsbaner	250·0 | 34·2 | 14·7			Kallunbrg Danish	C.4Cy.33¾″&63¾″–54″ 490NHP KockumsMek.V.,Malmö		
866 MPJK	**Nydal** *O.Eilertsen* 1*Dk*	SteelSc	1809 1612 1096					1916	Fredrkstad Mek.Værks. Fredrikstad	Dmpsk.Vestlandet (Frimann& Pedersen, *Mgrs.*)	265·0 | 42·0 | 20·0 P22′B71′F29′			Bergen Norwegian *WB*	T.3Cy.20½″,33″&56″–36″ 188NHP FredrikstadM.V.Frdstad.		N
867 NTCJ	**Nykjöbing** *K.V.Andersen* 1*Dk*	SteelScSr	900 670 490					1914	Kjöbnhvns Flydk.&Skbs Copenhagen	A.P.Möller	217·8 | 32·5 | 12·0 P17′Q56′B88′F30′			Nykjöbing Danish *WB*	T.3Cy.14″,22½″&37″–24″ 67NHP KjbnhavnsFlydk.&Skbsv.		C
868 1820 JDNQ	**Nyköping** *J.A.Hartzell*78–78 1*Dk*	IronScSr	183 90 130					1861	Nyköpings M.V. Nyköping	Ångf.Aktieb. Södermanland (E.Eriksson, *Mgr*)	114·1 | 19·6 | 8·5 Q39′ B32′ H11*t* F34′			Nyköping Swedish	C.2Cy.17½″&33″–21″ 42NHP W.LindbergsAktieb.,Skm.		
869 5063 JRQP	**Nyland** *A.B.Arvidsson* –14 *Turret deck* 1*Dk*	SteelScSr	3325 2773 2041					1909	W Doxford &Sons,Ld. Sunderland	Ångf.Aktieb. Tirfing (AxelBroström&Son, *Mgs.*)	326·9 | 48·6 | 21·7 P37′B42′F29′			Gothenbrg Swedish *WB*	T.3Cy.24½″,40″&66″–42″ 282NHP W.Doxford&Sons,Ld.Sld.		V
870 136751 JHVN	— *T.D.Smythe* –16 1*Dk*&*deep framing*	SteelScSr	1534 1453 960			...		1898	R.Duncan &Co.Ld. Port Glasgow	Requisitioned by the Admiralty (Everett& Newbigin, *Mgrs.*)	259·2 | 37·1 | 18·1 P23′B62′F28′ FK			London British *WB*	T.3Cy.19″,30½″&50″–36″ 156NHP Dunsmuir&Jackson,Gls.	20 ″ 6	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. / Master. / Special Surveys.	3 Material, Rig, &c. / Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage: Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / for Special Survey, Date of last Survey.	6 Port of Survey.	7 Years Assigned / now Classed. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. / Ship. / Engines.	9 Built. By Whom. / Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed. If not in L.R. Date of R. of Trade Cert.
871 590 JBRD	**Nyland** *C. Westin* 17–11	**IronScSr** 1 *Dk*	163 86 104					1875	W. Lindbergs Aktieb. Stockholm	**Sundsvalls Skärgård** (F. Hägg, *Mgr.*)	109·3 Q30′	17·7 B47′	7·7 H12*t* F16′	**Sundsvall** Swedish	C.2Cy.11″&24″–21″ NB95 22NHP W.Lindbergs Aktieb., Skm.		
872 127826 HMJB	**Nylghau** *J. W. Webster* –14	**SteelScK** *ss* Gms. No.1–12 1 *Dk*	261 236 112	✠100A1 *Stm Trawler* 4.15 BS6,14 ✠LMC3,12	Gms		6,14	1908 2mo *Lloyd*	Charlton & Doughty, Ld. Grimsby *'s A & CP*	**Morris & Fisher Ld.**	130·6 Q70′ len14	22·1 F19′ BK8″	11·5 4 *BHCem*	**Grimsby** British	T.3Cy.12″,21″&34″–24″ (*s*) 180lb 70RHP 1SB,*2pf*,GS35,HS1186 Amos & Smith, Hull	12 ″ 3	
873 WLJT	**Nynæs** *Chr. Tün* 16–16 (*ex* Vitesse)	**SteelSc** *Motor* 1 *Dk*	114 91 72					1912	G. J. van der Werff Hoogesand	**Akties. Kystfart (Karl A. Dahl,** *Mgr.*)	98·1	17·6	6·7	**Bergen** Norwegian	Motor		V
874 ~~Registered 7-17~~ 129160	**Nyora** *W. McBain* 09–09 *Elec. light*	**SteelScSp** *ss* Mel. No.1–13 1 *Dk* (*Teak*)	306 296 5	~~✠100A1~~ *Fortowing purposes* 8,16 ~~✠LMC3,12~~	Mel		8,16	1909 8mo *Lloyd*	J. P. Rennoldson & Sns South Shields *'s A & CP*	**Huddart, Parker Ld.** *W*	135·0 *B* = *DB* 9′	25·1 12*t*	13·5 BK7″ *FPT*	**Melbourne** British	T.3Cy.19″,31″&51″–33″ (*a*) 180lb 206NHP 2SB,*6cf*,GS121,HS3781 J. P. Rennoldsn & Sns, S.Shl.	14 ″ 6 ~~s 2 ″ 8½~~ ~~13 ″ 2~~	
875 124984	**Nyounghla** *Mchy. Aft*	**SteelTwinSc** 1 *Dk*	382 312 132					1909	Armstrong Whitworth & Co. Ld. Newcastle	**Burmah Off Co. Ld.**	160·0	31·1	8·1	**Rangoon** British	T.6Cy.9″,14½″&24″–15″ 58RHP Baird Bros. North Shields		
876 115115 VCHS	**Nyroca** *W. Gray* –14 *Well deck*	**SteelScSr** *ss* Liv. No.3–9,16 2 *Dks* (*Upt Irn & pt Stl*)	1295 1141 634	✠100A1 9,16 MS8,15 ✠LMC BS9,16	Liv	*p*	N8,15	1903 6mo *Lloyd*	Wigham-Richrdsn & Co Ld Newcastle *'s A & CP* *WB*	**Cork S.S. Co. Ld.** = *Cell DB* a67′ *u* B8′	255·4 P144′ *f* 88′	33·8 F60′ 217*t*	18·6 BK9″ *FPT* 27*t*	**Cork** British *APT* 17*t*	T.3Cy.21″,33½″&54″–39″ (*s*) 160lb *80lb* NBD12 195NHP 2SB,*6pf*,GS97,HS3120 Wghm Rchrdsn & C. Ld Nwc	19 ″ 9 s 2 ″ 2 18 ″ 5	
877 nk 16,17 MDSV	**Nytaar** *T. Hiorth* *Elec. light*	**SteelScSr** (*ex* Ida Cuneo) 1 *Dk & Spar dk*	1044 910 584					1907	A. Vuijk & Zonen Capelle a/d Ysel	**Dampsk. Nytaar's A/S. (G. T. Monsen)**	216·0 H94*t*	30·2	18·8 *WB*	**Stavanger** Norwegian	T.3Cy.17½″,28½″&47″–33″ 127NHP G. T. Grey, South Shields		N
878 2388 HRBT	**Nyttig** *R. Strandlund* 98–09	**IronScSp** 1 *Dk*	131 103 21					1868	W. Lindbergs Aktieb. Stockholm	**Söderhamns Transport Aktieb. (L.R.G. Hillman)**	91·9 H19*t*	17·8	9·9	**Söderhmn** Swedish	C.2Cy.19″&37″–21″ NB08 52NHP W. Lindbergs Aktieb., Skm.		

***Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

Numéro d'Ordre / Numéro Officiel. / Signaux	Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	Tonnage Officiel. Total. — Sous le Pont. — Net.	Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terre assigné matriculaire. Lettre d'Equipement.	Date de la dernière visite de l'arbre porte-hélice.	Construit. Quand. — Navire. — Mach.	Par qui. — Où.	Armateurs.	Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	Port d'Armement. Pavillon.	Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pa.
1	**O. A. Knudsen** SteelScSr	3532	✠100A1	Rot	*v*	~~1,16~~	1907	Craig, Tay-	K. Knutsen	342·0	51·0	22·5	Haugesnd	T.3Cy.24½",40"&66"–45" (*s*)	25 " 1
	Beiermann ~~ssBgn.No.1-2-15~~	3299	10,17 ~~7,16~~	Sou		11,17	1mo	lor&Co.Ld.		P46'B102'F31'			Norwegian	180lb *120lb* 307NHP	s 4 " 5
MDBW	1*Dk(Stl)2trB&deep framing*	2266						Stockton	*WB=Cell*			FK		2SB,*8pf*,GS142,HS4600	21 " 1
	*ss*Sou.No.3-10,17 3*Dk rule*		~~BS1,18~~ ✠LMC7,14				*Lloyd's*	*SA&CP*	*DBa*111 ~~*uE&B*198~~ *uE*19	*f*116'931*tFPT*118*t*			*APT*155*t*	J.Dickinson&Sons,Ld.Sld.	
2	**O. B. Jennings** ~~SteelTwinScSr~~	~~10300~~	✠100A1	NNs	*ft*		1917	NwprtNws	StandardOilCo.	500·0	~~68·0~~ 28·3		Baynne NJ	T.6Cy.20½",35"&60"–42" (*s*)	38 " 3
215588	*R.A.Smith* 14–17 2*Dks(Stl)&Shelter dk*	10290	*Shelter dk*				10mo	S.B.&D.D.Co.	(NewJersey)		68·2	35·5	Utd.States	200lb *180lb* 628NHP	s 11 " 5
LHTW	*Elec.light* (*Stl*)*&Web frames*	10049	*withfreeboard*	✠LMC10,17				Newport News				FK	19*BHpt Cem*	3SB,*12cf*,GS213,HS8700 FD	27 " 3
	Mchy.Aft	7890	10,17					A&CP					(15 " *to fdk.*	NewportNewsSB&DD.Co.	
	Sub Sig. *Longitudinal framing*		*Carrying Petroleum in bulk*										4 " " *2nd dk*)		
			Fitted for oil fuel 10,17 *F.P.above* 150° F.										*CellDBu E&B*59'184*t*	*f*17'711*tDT*/	54'673*tFPT*243*tAPT*127*t*
3	**O. E. Carlsund** SteelScSr	235					1915	Motala	Ångf.Aktieb.	100·2	22·4	10·2	Motala	C.2Cy.10¼"&21½"–15"	
5760	*P.A.Törngvist* –15	181						Vrk.NyaAkt.	Motala(C.Anders-	P25'H12*t*F13'			Swedish	15NHP	
JVMD	*Mchy.Aft* 1*Dk*	99						Motala	son,*Mgr.*)				*WB*	Motala V.NyaAkt.Motala	
4	**O. H. Wiens** SteelScSr	2393	✠100A1	Els	*t*	7,16	1905	Murdoch &	Rederiaktieb.	299·3	44·5	19·9	Malmö	T.3Cy.22",36"&59"–39" (*s*)	22 " 4
4502	*E.Franke* –15 *ss*Els.No.3–7,16	2187	7,16				11mo	Murray,	Malmö	P27'B74'F26'			Swedish	180lb *100lb* 238NHP	s 3 " 4½
JPNM	1*Dk(Stl)&deep framing*	1443	*Now named "Totten," See No. 5 of 1918-19*					Pt.Glasgow	(NilsAschan,*Mgr*)			FK	5*BHCem*	2SB.*6cf*,GS97,HS3716	19 " 5
	Cargo battens not fitted			✠LMC7,16			*Lloyd's*	*SA&CP*	*WB=CellDBa*96*t*	*uE&B*38*f*124*t*640*t*			*APT*100*t*	D.Rowan&Co.Glasgow	
5	**O. J. D. Ahlers** SteelScSr	7490					1911	Akt.Ges.	DeutscheDmpfs-	468·5	58·5	32·2	Bremen	Q.4Cy.26½",38⅝",55⅛"&	
	H.Frerichs	7135						"Weser"	fahrtsGes.Hansa	P64'B133'F56'			German	79⅝"–53⅛" 469NHP	
QKCB	Sub.Sig. *Elec.light* Wireless 3*Dks*	4737						Bremen					*WB*	A.G."Weser,"Bremen	
6	**O. M. Clark** WoodScSr	973					1913	Mathews	C.H.Higgins	200·5	41·0	14·2	S.Frncisco	T.3Cy.13½",22"&36"–24"	
211074	*J.F.Higgins* –13 *Fitted for oil fuel*	—						S.B.Co.					Utd.States	64NHP	
LCTV	*Elec.light Mchy.Aft* 1*Dk*	555						Hoquiam						UnitedEng.Wrks,Alameda	
7	**Oak** SteelSc3MstSr	318	✠100A1	Dub	*f*	~~1,16~~	1906	J Fullerton	Newry&Kilkeel	142·5	23·3	10·1	Newry	C.2Cy.16"&34"–24" (*s*)	11 " 2
115636	*J.Keenan* –08 *ss*Dub.No.2–14	228	~~12,14~~11,17			11,17	10mo	&Co.	SS.Co.Ld(J.Fisher	Q79'B7'F23'			British	130lb 47RHP	s 4 " 2
HKCP	*Mchy.Aft* 1*Dk(Irn)*	124						Paisley	&Sons,*Mgrs.*)			BK6"	3*BHCem*	1SB,*2pf*,GS40,HS1300	11 " 5
	Well deck		~~BS2,17~~ 2,18	✠LMC12,14			*Lloyd's*	*SA&CP*				*WB=*	*FPT*43*t*	RenfrewBros.&Co.Irvine	
8	**Oak Branch** SteelScSr	4430	✠100A1	Mch	*x*	~~8,16~~	1906	Russell&	NautilusStmShpg.	385·0	49·8	18·4	Sundrland	T.3Cy.26",42"&70"–48" (*s*)	29 " 0
118750	*G.H.Pindar* –14 *ss*Ant.No.2–14	4127	*Spar dk*	Sun	Liv	~~2,17~~	1mo	Co.	Co.Ld.(F.&W.	P30'B109'F41'26·4			British	180lb *100lb* ~~80lb~~ 410NHP	s 5 " 7
HFGJ	(*ex*Den of Kelly) 1*Dk(Stl)&*	2875	~~9,16~~ 9,16 2,18			N2,18		Pt.Glasgow	Ritson,*Mgrs.*) *WB*	=		FK	6*BHCem*	2SB,*6cf*,GS118,HS5523 FD	23 " 10
	Elec.light Spar dk(Stl)&deep framing		BS1,17 ~~BS4,16~~	✠LMC12,13			*Lloyd's*	*SA&CP*	*Cell DBa*126*t*	*uE&B*40*t*	*f*170'1070*t DTa*32'		765*tAPT*45*t*	Rankin&Blackmore,Grk.	
9	**Oakdale** IronScSr	1340	✠100A1	Cff	*o*	~~9,15~~	1878	E.Withy&	J.Johnston	243·7	32·0	16·9	London	C.2Cy.29⅞"&57"–33" (*i*)	19 " 4
77091	*A.Finch* –12 ~~ssQns.2nd No.3–8,01~~	1026	. ~~8,16~~12,17	Grk		12,17	3mo	Co.		Q84'B69'F39'			British	68lb ~~80lb~~ NDB04 156NHP	s 1 " 5
RKQC	*Well deck* ~~ssSws.No.2–13~~	836		LMC 12,17				Hartlepool		ptND91	BK8½"		4*BHCem*	1DB,GS63	18 " 9
	*ss*Grk.3rd No.3–12,17 1*Dk2trB*		~~MS9,13~~	~~BS11,16~~				A&CP				*WB=*	*DB*202'311*t*	T.Richardson&Sons,Hpl.	
10	**Oakfield** SteelScSr	~~3618~~ 3646	✠100A1	Brs	*w*	~~8,16~~	1912	W.Gray&	DoughtyShppg.Co.	360·0	51·0	22·7	W.Hartlpl	T.3Cy.25",40½"&67"–45" (*r*)	25 " 1
132816	*H.Cameron* –16 *ss*Mil.No.1–18	3422	1,18 ~~8,16~~	Mil		1,18	3mo	Co.Ld.	Ld.(H.Doughty&	P25'B221'F36'			British	180lb HS5986 359NHP	s 3 " 5½
HVLN	1*Dk(pt Irn&pt Stl)*	~~2290~~						WHartlepool	Co.*Mgrs.*)			FK	3*BHCem*	2SB&1AuxSB,*8cf*,GS131	22 " 1
		2289		✠LMC3,12			*Lloyd's*	*SA&CP*	*WB=CellDBa*	*ŋuE*142'*f*158'991*t*			*APT*87*t*	Cen.Mar.Eng.Wrks.WHpl	
			MS1,18	BS3,17											
11	**Oakford** SteelScSr	679	✠100A1	Bkn	*j*	~~10,15~~	1900	J Fullerton	FordShppg.Co.Ld.	185·0	28·1	11·6	Dublin	C.2Cy.21"&46"–33" (*s*)	14 " 0
111030	*D.W.McKinlay* –17 *ss*Ard.No.3–4,12	445	8,17 ~~10,15~~	Shl		7,17	3mo	&Co.	(Mann,Macneal&	Q100'B9'F27'			British	130lb 131NHP	s " 7
SCLQ	(*ex*Saint Kevin) 1*Dk(Stl)*	259						Paisley	Co.Ld.*Mgrs.*)			BK7"	3*BHCem*	1SB,*3pf*,GS69,HS2338	14 " 1
	Well deck Mchy.Aft *ss*Bkn.No.1–15		~~BS10,15~~ ✠LMC 4,18					A&CP		*DBf*99'119*tFPT*			14*tAPT*3*t*	Hall-Brwn,Buttery&C.Gls	
			MS9,15	BS7,17											
12	**Oaklands Grange** SteelScSr	4488					1912	Nthmblnd	HoulderLineLd.	385·0	52·0	27·1	W.Hartlpl	T.3Cy.25",40"&68"–48"	
132833	*G.Lewis* –12	4275						S.B.Co.Ld.	HoulderBros.&	P35'B119'F37'			British	Richardsons, 320NHP	
JBKV	1*Dk*	2853						Newcastle	Co.Ld.*Mgrs.*)				*WB*	Westgarth&Co.Ld.Sld.	
13	**Oakleaf** SteelTwinSc4MstSr	8106	✠100A1	Lon	*lt*	PN	1899	A.Stephen	Lane&Macandrew	485·0	59·0	30·5	London	T.6Cy.22½",36"&61"–48" (*s*)	33 " 6
110604	*Griffiths* *ss*Lon.No.3–1,12	7115	*Shelter dk*			12,13	9mo	&Sons	Ld.	P81'			British	180lb 660NHP	s 6 " 3½
JNVG	*Elec.light* 2*Dks(Stl)&Web frames*	5022	5,14			S12,13		Glasgow				FK	7*BHCem*	3SB,*12cf*,GS225,HS9260 FD	27 " 7
	Wireless *&Shelter dk(Stl)*		BS12,15	✠LMC5,11				A&CP						A.Stephen&Sons,Glasgow	
									CellDBa	173'*uE&B*65'*f*189'			1577*tDTf*30	990*tDTa*33'908*tAPT*75*t*	
14	**Oakmere** SteelScSr	1251	✠100A1	Bbo	*p*	~~2,16~~	1910	Sunderlnd	~~LeverBros.Ld.~~	245·0	36·0	15·9	Manchestr	T.3Cy.18½",31"&52"–36" (*s*)	18 " 3
124289	*E.Fellowes* –17 ~~ssSws.No.1–14~~	1108	*Shelter dk*	Liv	Hul	9,17	7mo	S.B.Co.Ld.	BromportSSCoLd				British	180lb *100lb* 170NHP	s " 9½
HRKN	*Elec.light* 1*Dk(Stl)&Shelter dk(pt Stl)*	744	*withfreeboard*					Sunderland	(H.R.Greenhalgh,			FK	1*BHCem*	1SB,*3cf*,GS50,HS2646	17 " 9
	*ss*Liv.No.2–17		5,17 ~~10,16~~ 2,18			6,17	*Lloyd's*	*SA&CP*	*Mgr*)*WB=CellDB*	*a*61'*uE*17'*f*115'283*t*			*APT*24*t*	N.E.MarineEng.Co Ld.Sld.	
			~~BS8,16~~ ✠LMC9,14												
15	**Oakwold** IronScK	129				...	1895	Cochrane&	NorthwoldSteam	93·5	20·5	11·0	Grimsby	T.3Cy.10",16"&25½"–20"	11 " 10
105533	*E.A.Benzing* –16 (*Trawler*)	119						Cooper	FishingCo.Ld.	Q17'			British	NB10 35RHP	
	1*Dk*	52						Beverley	(T.Sowerby,*Mgr*)			BK7½"		Amos&Smith,Hull	
16	**Oanfa** SteelTwinScSr	9016	✠100A1	Liv	*e†*	~~P.N~~	1903	D&W Hen-	China Mutual Stm.	480·0	58·3	32·7	Liverpool	T.6Cy.23",38⅛"&65½"–48"(*s*)	35 " 10
113351	*D.T.Williams* –16 *ss*Liv.No.3–2,16	7286	12,17 ~~5,17~~			~~5,14~~	1mo	dersn&Co.Ld.	Nav.Co.Ld. (A.	P&B338'F75'			British	200lb *100lb* 820NHP	s 6 " 10½
TSPJ	*Elec.light* 2*Dks(Stl)&deep framing*	5810				S11,16		Glasgow	Holt&Co.*Mgrs.*)			FK	9*BHCem*	3DB*18rf*,GS300HS11625 FD	29 " 4
	Wireless		~~BS8,16~~ ✠LMC11,14			P12,17	*Lloyd's*	*SA&CP*						D&W.Hendersn&CoLdGls	
									WB=	*CellDBa*147'*uE&B*	61' *f*204'1742*tDTa*		39'1228*tFP*	*T*110*tAPT*60*t*	
17	**Oaxaca** SteelScSr	1393					1903	Framnes	Cia.Mexicana de	231·9	35·2	20·5	Tabasco	T.3Cy.16½",27"&44"–33"	
	J.Orts	1297						Mek.Værks.	Nav.S.A.	H95*t*			Mexican	111NHP	
	(*ex*Primula) 1*Dk&Spar dk*	860						Sandefjord					*WB*	AkersMek.Værks.Xia.	
18	**Oaxen V.** SteelSc	157					1916	Schpw.	Aktieb.Karta&	90·3	20·0	10·1	Stockholm	T.3Cy.12",19"&31½"–19"	
	Nordling (*Tug*)	130						"Baanhoek"	Oaxens,Kalkbruk				Swedish	43NHP	
	Elec.light	6						Baanhoek						J.&A.v.d.Schuijt,Papndrcht	
19	**Ob** SteelScSr	113					1883	Motala	N.Rousanoff&Son	92·8	17·6	8·6	Archangel	C.2Cy.10½"&18½"–16"	
657		—						Mek.Verk.					Russian	11NHP	
	1*Dk*	88						Motala							
20	**Oberbürgermeister Haken**	1189					1895	Flensburgr	Neue Dampfer-Co.	219·9	32·4	15·6	Stettin	T.3Cy.20",32"&52"–33"	
	P.Lange SteelScSr	864						Schiffsb.Ges.	Act.Ges.	P134' F28'			German	155NHP	
JFHR	*Elec.light* 1*Dk2trB*	700						Flensburg					*WB*	FlensburgerSchiffs.Ges.	
21	**Oberelbe** SteelSc	594	✠	Lon			1888	Steward&	Nordischer	117·0	40·0	18·2	Hamburg	T.6Cy.12½",18¼"&25½"–13½"	10 " 11
	H.Lüdders *Twin Screws fore and aft*	—	11,89				9mo	Latham	Bergungs-Verein				German	NB02 49NHP	
RMSJ	(*Salvage Steamer*)	357						London				FK	7*BH*	*Tpd.*02Act.Ges."Vulcan,"	
	(*ex*Countess of Zetland) 2*Dks*													Stettin	

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c.	3	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character.	6 Port of Survey.	7 Years Assigned. now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Distinguishing Letters in L.R. Inter'd.L.of Trade Certs.
	Now named "Argonauta," See No. 40 in Supplement																
22 124105 HMBT	**Oberon** *S.Cooper* –12 *Elec.light* *Mchy.Aft*	SteelScSr 2*Dks(Stl)&Webframes*	5142 4662 3161	✠100A1 10,16 *Carrying Petroleum in bulk* BS6,16 ✠LMC5,16 8,17 *Fitted for oil fuel* 9,09	Npt	*y*	9,16 *F.P.above*	1907 12mo *Lloyd's*	Armstrong Whitworth &Co.Ld. Newcastle *SA&CP*	BearCreekOil& ShippingCo.Ld. (C.T.Bowring& Co.Ld. *Mgrs.*)	385·0 P99′B25′F42′ *WB=CellD*	50·5	30·2 FK 15 *BHCem* *BuB38′76tD*	Liverpool British 180lb 3SB,*9cf*,GS202,HS7275 WllsndSlpwy.Co.Ld.Nwc *Tf44′408tFPT47tAPT21t*	T.3Cy.26″,43″&72″–48″ (*r*) 432NHP 1SB,*9cf*,GS202,HS7275 WllsndSlpwy.Co.Ld.Nwc *Tf44′408tFPT47tAPT21t*	31 ″ 10 s 6 ″ 8½ 25 ″ 6	
23 PNGB	— *H.J.C.Zindler* *Elec.light*	SteelScSr (*ex*Ussa) 1*Dk&Shelter dk*	1955 1667 1103					1911	ClydeS.B. &E.Co.Ld. PortGlasgow	Koninkl.Nederl. Stoomb.Maats.	295·9	43·2	17·2	Amstrdam Dutch *WB*	T.3Cy.22″,35″&59″–39″ 217NHP ClydeS.B.&E.Co.Ld.PtGls		V
24 HFWQ	**Oberpräsident Delbrück** *G.Peters89–03*	SteelScSr 1*Dk*	1119 829 686					1902	Schömer& Jensen Tönning	F.G.Reinhold	219·3 B62′Q75′F28′	34·3	13·8	Danzig German *WB*	T.3Cy.15″,24¾″&40½″–28″ 85NHP Schömer&Jensen,Tönning		G
25 KRNV	**Obotrit** *Joh.Vollmers* –06	SteelSc (*Trawler*) 1*Dk*	168 153 41					1906	G.Seebeck Akt.Ges. Bremerhaven	F.A.Pust	109·9 Q22′F18′	21·6	11·1	Gstemnde German *WB*	T.3Cy.10⅝″,17⅝″&28 9/10″– 21 3/10″ 38NHP G.SeebeckA.G.Bremerhvn.		G
26 104628 KVMK	**Obra** *H.Davey* –14	SteelScSr 2*Dks(Stl)&Webframes*	5462 5232 3521	✠ 6,95	Sld	*y*		1895 6mo	J.Laing Sunderland	BritishIndiaStm. Nav.Co.Ld.	410·0 B86′F40′ *WB=CellDBa133′*	50·7 *uE&B61′f166′970t*	29·2 FK *APT147t*	Glasgow British 6 *BHCem*	T.3Cy.26″,43″&70″–54″ 403NHP 2DB,*12cf*,GS230,HS6382 G.Clark(Lm.),Sunderland	32 ″ 3	
27 JBLV	**Obrascon No. 1** *P.deClordi* –13	SteelSc 1*Dk(ptStl)*	145 107 51	✠100A1 *For Towing purposes* 1,17 ✠LMC1,17	Cdz		7,16	1913 10mo *Lloyd's*	Cia.Euskal-duna deConst Bilbao *SA&CP*	Soc.Gen.deObras y Construccions	92·8 Q103′B11′F35′ *WB=DT14′15t*	20·1 FK 4 *BHCem*	8·4 BK7″ 3 *BHCem* 75t *APT10t*	Bilbao Spanish 180lb 1SB,*3pf*,GS55,HS1505 McKie&Baxter,Glasgow	T.3Cy.12″,20″&32″–22″ (*s*) 76NHP	9 ″ 5 s 1 ″ 0 8 ″ 7	
28 115705 TPQN	**Obsidian** *J.Montgomery* –14 *Mchy.Aft* *Well deck* *Elec.light*	SteelSc3MstSr ssAyrNo.2–11 1*Dk(Stl)&deepframing*	742 535 310	✠100A1 6,13 BS6,13 ✠LMC4,11	Ayr	*j*	6,13	1902 8mo *Lloyd's*	A.Rodger &Co. Pt.Glasgow *SA&CP*	W.Robertson *WB=CellDB*	195·2 Q103′B11′F35′ *a59′f57′170t*	30·1 BK7″ *FPT*	11·2	Glasgow British 3 *BHCem* 75t *APT10t*	T.3Cy.17 7/16″,27½″&44″–33″ 160lb *60lb* (*s*) 99RHP 1SB,*3pf*,GS61,HS1856 A.Rodger&Co.Glasgow	13 ″ 6 s ″ 9½ 13 ″ 5	
29 128041 HQTF	**Obuasi** *P.Sola* –14 (*ex*Christopher) 2*Dks(Stl)&Shelter dk(ptIrn&ptStl)* *Elec light* *Ref.Mchy.* Wireless	SteelScSr *ss*Liv.No.1–15	4416 3280 2747	✠100A1 *Shelter dk with freeboard* 3,17 BS10,16 ✠LMC6,14	Liv	*x*	10,16	1910 4mo *Lloyd*	TyneI.S.B. Co.Ld. Newcastle *SA&CP*	British&African S.N.Co.Ld. (Elder,Dempster & Co.Ld. *Mgrs.*)	360·0 B108′F48′ P36′ *on Shelter dk* *WB=CellDB*	50·1 FK *a113′uE25′*	22·8 BK10″	Liverpool British 180lb 3SB,*9rf*,GS177,HS5925 N.E.MarineEng.CoLdNwc *f156′708tFPT86tAPT35t*	T.3Cy.25″,40″&68″–48″ (*s*) 367NHP 1SB,*9rf*,GS177,HS5925 N.E.MarineEng.CoLdNwc *f156′708tFPT86tAPT35t*	25 ″ 3 s 2 ″ 6 23 ″ 1	BT till 0, 7
30 76947 QNMK	**Ocamo** *W.J.Balcam* –15 (*ex*TaymouthCastle) *Elec.light*	IronScSr *ss*Hfx.3rdNo.3–9,13 2*Dks*(1*ptIrn*)*3trB*	1910 1790 1228	~~✠100A1 6,17~~ ✠NB6.00 ~~BS1,16~~ LMC8,13	NYk	*s*	2,16	1877 3mo	Barclay, Curle&Co. Glasgow	~~NewportSS.Co.Ld.~~ ~~(Continental Trading Co.*Mgrs.*)~~ Williams&Smith	300·1 B24′F43′ ND00	33·8	25·0 BK10″	HalifaxNS British 1DB,*8cf*,GS150,HS4330 Barclay,Curle&Co.Gls.	C.2Cy.36¾″&64″–39″ 229NHP	26 ″ 5	
31 136781 JKBG	**Occident** *J.Bennett* –16	SteelScSr 1*Dk*	813 610 506					1889 6mo	Flensburgr Schiffsb.Ges. Flensburg	Requisitioned by the Admiralty (Everett& Newbigin, *Mgrs.*)	191·3 Q64′	30·8 B52′	13·3 F26′	London British *WB*	T.3Cy.14″,23″&40½″–27″ 85NHP FlensburgerSchiffsb.Ges.		
32	**Oceaan II.** *T.Gravemaker* *ss*Ymu,No.1-17	SteelScK *ss*Ams.No.3–7,13 1*Dk*	214 200 61	✠100A1 *StmTrawler* 5,18 ~~10,16~~ BS12,18 BS1,17 ✠LMC7,13	Ymu		~~10,16~~ 5,18 14,17	1901 3mo	Nederl. Schps.Maats. Amsterdam A&CP	N.V.OceaanViss. Maats.OceaanII. (L.Allard, *Mgr.*)	120·7	22·2	10·8 BK7½″ *WB=CellDBf14′15t*	Ymuiden Dutch 3 *BHCem*	T.3Cy.12″,21″&32″–22½″ (*s*) 71NHP 1SB,*2cf*,GS36,HS1300 NedFb.v.Wrk&Spoor,Ams	12 ″ 0	
33	**Oceaan III.** *B.van der Plas*	SteelSc *ss*Ams.No.3–4,13 1*Dk*	222 210 63	✠100A1 *StmTrawler* 3,16 ✠LMC 6,17 BS10,17 MS6,16 BS1,17	Ymu		~~5,16~~ 4,17	1901 6mo	Nederl. Schps.Maats. Amsterdam A&CP	N.V.OceaanViss. Maats.OceaanIII. (L.Allard, *Mgr.*)	129·1	22·3	8·4 BK7½″ *WB=CellDBf16′15t*	Ymuiden Dutch 6 *BHCem*	T.3Cy.12″,21″&32″–22½″ (*s*) 67NHP 1SB,*2pf*,GS36,HS1300 NedFb.v.Wrk&Spoor,Ams	12 ″ 0	
34	**Oceaan IV.** *O.Zwaart* (*ex*W.Wetherly)	~~SteelScK~~ ~~*ss*Ymu.No.2–14~~ 1*Dk* *ss*Ymu No.3–1,18	231 216 61	✠100A1 *StmTrawler* Ymu 1,18 ~~4,18~~ ✠LMC BS4,18 MS12,14 ~~BS6,16~~ MS1,18	Ams		10,16	1906 5mo *Lloyd's*	Hall,Russell&Co.Ld. Aberdeen *SA&CP*	N.V.OceaanViss. Maats.OceaanIV. (L.Allard, *Mgr.*)	120·1	23·1	12·1 BK7½″ *WB=DTf5′16t*	Ymuiden Dutch 3 *BHCem*	T.3Cy.12″,20″&34″–23″ (*r*) 75NHP 1SB,*3pf*,GS44,HS1374 Hall,Russell&Co.Ld.Abn.	13 ″ 0	
35 MFRW	**Ocean** *L.Carlsen*	IronScSr (*ex*Kairos) 1*Dk&Spar dk3trB*	2872 2803 2018				…	1882	J.L.Thomp-son&Sons Sunderland	Hvalfangerselsk. OceanAkties. (Chr.Nielsen&Co. Akties. *Mgrs.*)	312·6 H8*t*	40·1	29·4	Larvik Norwegian *WB*	T.3Cy.21″,35″&58″–45″ (*s*) NB93 236NHP *Tpd*93GourlayBrs&CoDun	30 ″ 11	N
36 PNGK	— *P.H.Gnodde* *Mchy.Aft* *Elec.light*	SteelSc3MstSr *ss*Rot.2ndNo.3–11,12 2*Dks(Stl)&Webframes* *ss*Rot.No.1–17 *&Shelterdk*	2752 2740 1694	✠100A1 *Shelter dk with freeboard* 8,17 ~~4,16~~ *Carrying Petroleum in bulk* NB5,04 ✠LMC11,12	Ams Rot	*u*	~~12,16~~ 8,17 MS8,17 BS13,16 12,16	1888 2mo	Russell& Co. Greenock A&CP	AmericanPetro-leumCo.	310·7 ptND06 *WB=FPT147t*	39·1 FK	25·2	Rotterdm Dutch 15 *BHCem* *APT110t*	T.3Cy.21″,36″&58″–42″ (*s*) 160lb *100lb* NDB12 258NHP 2SB,*6cf*,GS124,HS4360 D.Stewart&Co.,Glasgow	26 ″ 2 s 2 ″ 10½ 23 ″ 7	
37 PNGB	— *P.Gotthard* (*ex*Demosthenes, *Well deck*	SteelScSr –16*ss*Rot.2ndNo.3–9,16 *ex*Zoe) 1*Dk(Stl)2trB*	2255 1750 1267	✠100A1 9,16 ✠LMC7,16	Rot	*s*	N7,16	1889 12mo	T.Turnbull &Son Whitby A&CP	Rederiaktieb. Baltic-France	289·5 P28′Q76′B124′ F32′ *WB=Cell*	38·3 FK *DB244′504t*	19·6	Gothenbrg Swedish 6 *BHCem*	T.3Cy.22″,36″&59″–39″ (*r*) 160lb *100lb* NDB16 217NHP 2SB,*6rf*,GS84,HS3255 Blair&Co.Ld.Stockton	22 ″ 2 s 1 ″ 9 20 ″ 8	
38 102856 NJFH	— *H.Norman* –13 *Well deck*	SteelScSr *ss*Shl.No.3–2,07 *ss*Shl.No.2–15 1*Dk(Irn)&Webframes* *Cargo battens not fitted*	1442 1097 890	✠100A1 8,17 ~~11,16~~ NB09,*fitted*7,11 BS4,17 ✠LMC10,15	Nwc Shl	*p*	~~10,15~~ 8,17	1894 4mo	S.P.Austin &Son Sunderland A&CP	CoryColliers,Ld. *WB=CellDBa67′uE&*	247·0 P28′Q63′B45′F27′ *B32′f100′430tFPT*	35·3 FK	15·6	London British 4 *BHCem* 29t *APT41t*	T.3Cy.19″,31″&51″–33″ (*s*) 160lb 155NHP 1SB,*4pf*,GS63,HS2210 NE.Mar.EngCo.(Lim.)Sld.	18 ″ 3 s 1 ″ 8 16 ″ 10	
39 KMDS	— *Elec.light*	Steel&IronScSr (*Trawler*) 1*Dk*	*634* — *368*					1914	Earle's Co. Ld. Hull	Coppin&Co.	175·4 Q89′F29′	29·1	14·0	Boulogne French *WB*	T.3Cy.15″,25″&42″–27″ 95NHP Earle'sCo.Ld.Hull		V
40 LGRQ	— *E.Lane* –12 *Elec.light*	SteelScK *ss*Ham.No.1–11 1*Dk*	234 218 37	✠ 11,15 *StmTrawler*	Ham			1907 1mo	J.Duthie, Sons&Co.Ld. Aberdeen	B.Brockmann	126·8	22·0	9·4 BK7½″ *WB=DB*	Altona German 3 *BHCem* *uBkr14′16t*	T.3Cy.12½″,21″&35″–25″ 91NHP 1SB,*3pf*,GS53,HS1731 W.V.V.Lidgerwood,Gls.	13 ″ 0	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Grément, etc. — Capitaine. Ex-nom, s'il y a lieu. — Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equitement.	7* Date de la dernière Visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	Lettres de classification
41 102484	**Ocean** *W.Windows* –16	**SteelScSp** ~~ssBrs.No.2 6,05.~~ ssBrs.2ndNo.3–3,18 ~~ssBrs.No.2 12.~~	140 110 71	✠100A1 ~~5,14,15~~ 3,18 *Bristol Channel Service* MS9,17 ✠LMC MS12,15 BS~~14~~ ~~6,14~~ 3,18	Brs	*a*	~~3,15~~ 3,13 N3,13	1893 10mo	Exors.of T.A.Walker Sudbrook *Lloyd's SA&CP*	Osborn&Wallis	95·0 Q32′	19·1 BK6½″	7·9 *WB*	Bristol British 3 *BHCem* Newall&Co.(Lim.),Bristol	C.2Cy.13½″&27″–18″ (*s*) 100lb 45RHP 1SB,*2pf*,GS30,HS720	8 ″ 10 s ″ 9½ 8 ″ 8
	Mchy.Aft	1*Dk*(*Irn*)	71														
42 99659 JNKT	**Ocean Bride** *P.Watson* –17	**SteelScK** (*Trawler*) 1*Dk*	175 155 71			…		1894	Mackie& Thomson Glasgow	AberdeenMutual &GeneralMarine InsuranceCo.Ld. (D.Rennie,*Mgr.*)	103·6 Q42′RFD18′	21·0 BK7½″	10·8 *WB*	Aberdeen British	C.2Cy.14½″&34″–22″ 46RHP Muir&Houston,Glasgow	12 ″ 0
43 99575	**Ocean Comrade** *G.S.Peek* –13 (*ex*Pesha, *ex*Melbourne)	**IronScK** (*ex*Pesha, *ex*Melbourne) 1*Dk*	133 126 54	✠ *StmTrawler* 6,92 ✠	Hul			1892 6mo	Cook,Welt'n&Gemmell Hull	~~Bloomfields,Ldn~~ A.Lewis *WB*=*FPT*17*t*	95·6	20·5 BK7½″	10·8	Yarmouth British 3 *BHCem*	T.3Cy.10″,16″&25½″–19½″ 1SB,*2pf*,GS19,HS511 35RHP C.D.Holmes&Co.Hull	
44 135074	**Ocean Crest II.** *Elec.light*	**SteelScK** 1*Dk*	99 98 42	✠100A1 *For fishing purposes* 4,14 ✠LMC5,14	Yar			1914 4mo	Crabtree& Co.Ld. Yarmouth *Lloyd's SA&CP*	Bloomfields,Ld.	87·5	18·6 BK7½″	9·1	GtYarm'th British 3 *BHCem*	T.3Cy.10″,15″&24″–16″ (*s*) 180lb 33RHP 1SB,*2pf*,GS29,HS760 Crabtree&Co.Ld.Gt.Yar.	9 ″ 9
45	**Ocean Fisher** *E.E.Breach*09–13	**SteelScK** 1*Dk*	96 95 38	✠100A1 *For fishing purposes* 7,13 ✠LMC7,13	Abn			1913 7mo	A.Hall& Co.Ld. Aberdeen *Lloyd's SA&CP*	Bloomfields,Ld.	86·6	18·6 BK7″ *WB*=*DTf*2′4*t*	9·3	Yarmouth British 3 *BHCem*	T.3Cy.9½″,16″&26″–18″ (*s*) 180lb 34RHP 1SB,*2pf*,GS27,HS671 A.Hall&Co.Ld.Aberdeen	10 ″ 0
46 119145 VTJS	**Ocean Monarch** *J.McMurdo* –17 *Elec.light*	**SteelScSr** 2*Dks*	4521 4156 2898					1904	Russell& Co. Pt.Glasgow	MonarchSS.Co.Ld. (Raeburn&Verel, Ld.*Mgrs.*)	384·7 P37′B104′F40′	48·6	27·0 *WB*	Glasgow British	T.3Cy.27″,43″&72″–48″ 359NHP Dunsmuir&JacksonLd Gls	C
47 122870 JFMC	**Ocean Prince** *R.Kirkwood* –15 *Elec.light*	**SteelScSr** *ss*Hul.No.2–15 2*Dks*(*Stl*)&*deep framing*	5101 4873 3288	✠100A1 11,15 BS8,16 ✠LMC6,15	Hul	*z*	6,15	1907 5mo	Swan,Hunter& Wigham Richardson Ld Newcastle *Lloyd's SA&CP*	PrinceLine,Ld. (Furness,Withy& Co.Ld.*Mgrs.*) *WB*=*Cell*	401·0 P40′B108′F46′ *DBa* 137′ *uE&B* 43′	50·2 FK	29·6 *DBf*26′30*t*	Newcastle British 6 *BHCem* *f* 175′1072*t*	T.3Cy.27″,45″&74″–48″ (*s*) 180lb 464NHP 3SB,*9cf*,GS146,HS6312 FD N.E.MarineEngCoLd.Nwc	32 ″ 3 s 6 ″ 9½ 25 ″ 9
48 115578	— *J.Smith* –14	**SteelScK** *ss*Abn.No.1–07 1*Dk*	203 191 79	✠ *StmTrawler* 10,09 ✠	Abn			1902 10mo	Mackie& Thomson Glasgow	AberdeenFish SupplyAssoc.Ld. (H.H.Girdlestone, *Mgr.*)	115·7	21·5 BK7½″ *WB*=*DBf*26′30*t*	12·0	Aberdeen British 3 *BHCem*	T.3Cy.11″,19″&32″–22″ 50RHP 1SB,*2cf*,GS32,HS1195 W.V.V.Lidgerwood,Gls.	13 ″ 0
49 115581	**Ocean Princess** *A.N.Rix* –14	**SteelScK** (*Trawler*) 1*Dk*	203 191 78			…		1902	Mackie& Thomson Glasgow	AberdeenFish SupplyAssoc.Ld. (H.H.Girdlestone, *Mgr.*)	115·8	21·5 BK7½″ *WB*	12·0	Aberdeen British	T.3Cy.11″,19″&32″–22″ 50RHP W.V.V.Lidgerwood,Gls.	13 ″ 0
50 123215 HFJK	**Ocean Queen** *B.Hume* –14	**SteelScK** *ss*Hul.No.2–14 1*Dk*	284 253 113	✠100A1 *StmTrawler* 5,14 ✠LMC MS4,14 BS6,14	Hul		10,13	1906 1mo	Earle'sCo. Ld. Hull *Lloyd's SA&CP*	~~J.Hollingsworth,~~ H.Burns	135·0 Q70′F21′	22·3 BK8″	12·3	Grimsby ~~Hull~~ British 4 *BHCem*	T.3Cy.12¾″,22″&36″–24″ (*s*) 200lb 77RHP 1SB,*3pf*,GS43,HS1250 Earle'sCo.Ld.Hull	13 ″ 4
51	**Ocean Rambler** *E.Dyble*10–14	**SteelScK** 1*Dk*	96 96 37	✠100A1 *For fishing purposes* 6,14 ✠LMC6,14	Abn			1914 6mo	A.Hall& Co.Ld. Aberdeen *Lloyd's SA&CP*	Bloomfields,Ld.	86·5	18·7 BK7″ *WB*=*MT*2′5*t*	9·3	GtYarm'th British 3 *BHAsp*	T.3Cy.9½″,16″&26″–18″ (*s*) 180lb 34RHP 1SB,*2pf*,GS29,HS660 A.Hall&Co.Ld.Aberdeen	10 ″ 0
52	**Ocean Reward** *E.Green*10–12	**SteelScK** 1*Dk*	95 94 39	✠100A1 *For fishing purposes* 7,12 ✠LMC7,12	Abn			1912 7mo	A.Hall& Co.Ld. Aberdeen *Lloyd's SA&CP*	Bloomfields,Ld.	86·1	18·6 BK7″	9·3	Yarmouth British 3 *BHCem*	T.3Cy.9¼″,16″&26″–18″ (*s*) 180lb 37RHP 1SB,*2pf*,GS24,HS650 W.V.V.Lidgerwood,Gls.	10 ″ 0
53 137170	**Ocean Scout I.**	**SteelScK** 1*Dk*	200 197 86	✠100A1 *StmTrawler* 6,15 ✠LMC6,15	Abn			1915 6mo	Hall,Russell&Co.Ld. Aberdeen *Lloyd's SA&CP*	AberdeenFish SupplyAssoc.Ld. (H.H.Girdlestone) *WB*=	115·7	22·0 BK7½″ *DTf*27′16*t*	12·1	Aberdeen British 3 *BHCem*	T.3Cy.12″,20″&34″–23″ (*r*) 180lb 76RHP 1SB,*2pf*,GS36,HS1386 Hall,Russell&Co.Ld.Abn.	13 ″ 0
54 135887 JCQR	**Ocean Transport** *J.Snaith* –15	**SteelScSr** 1*Dk*	4643 4375 2919					1913	Irvine'sSB. &D.D.Co.Ld. WHartlepool	EmpireTransport Co.Ld.(Houlder Bros&CoLd.*Mgrs*)	385·0 P36′B119′F36′	52·0	27·0 *WB*	W.Hartlpl British	T.3Cy.25″,40″&68″–48″ Richardsons, 320NHP Westgarth&Co.Ld.Hpl.	C
55 124132 HJDQ	**Oceana** *T.M.Milne* –15 *Elec.light*	**SteelScSr** ~~ssNpt.No.2–14.~~ 2*Dks*(*Stl*)&*deep framing* ssBry.No.3–1,18	4846 4606 3155	✠100A1 1,18 ~~BS4,17~~ ✠LMC~~4,14~~ BS11,17 MS1,18 *Carrying fuel oil F.P. above 150°F. in D.B.*	Bry	*y*	~~1,17~~ 1,18	1906 9mo	D&W Hendersn&Co.Ld. Glasgow *Lloyd's SA&CP*	S.S.OceanaCo.Ld. (Maclay& McIntyre) *WB*=*Cell DBa* 125′*uE&B*42′*f*178′	400·0 P44′B125′F40′	52·0 FK 4*BH* 2*BH*	26·9 British *toU dk* *toM dk*	Glasgow British *Cem* *Cem*	T.3Cy.26″,43″&71″–48″ (*s*) 180lb *100*% 425NHP 2SB,*8cf*,GS140,HS5778 FD D&W.Hendersn&CoLdGls 1108*t FPT*106*t APT*341*t*	29 ″ 8 s 5 ″ 10½ 24 ″ 2
56 95549 LCPT	— *G.Wells* –14	**SteelTwinScK** (*Tug*)	337 266 2					1889	Gourlay Bros.&Co. Dundee	~~J.S.Watkins~~ WilliamWatkins, Ld. (J.S.Watkins, *Mgr.*)	140·0	22·7	13·1 *WB*	London British	C.4Cy.19″&36″–27″ NB09 112NHP GourlayBros.&Co.,Dundee	14 ″ 0
57 HPJN	**Oceania** *Bartulich* *Elec.light* *Ref.Mchy.* Wireless	**SteelTwinScSr** *ss*Tri.No.1–11 2*Dks*(*Stl*)&*deep framing*& *Shelter dk*(*Stl*–*ws*)	5497 4426 3488	✠ ~~——~~ 6,16 *Shelter dk withfreeboard* ✠	Tri	*z*		1907 11mo	A.Stephen &Sons,Ld. Glasgow	UnioneAustriaca diNav.(Soc.Anon.) *WB*=*Cell DBa* 112′	391·1 F75′ *uE&B*62′*f*144′813*t*	50·0 FK	23·2 7*BH Cem* *APT*51*t*	Trieste Aust.-Hung.	T.6Cy.20½″,35″&56″–42″ 584NHP 3SB&1AuxSB,*12cf*,GS221, HS8800 FD A.Stephen&Sons,Ld.Gls.	25 ″ 9
58 103821 QGTK	**Oceanic** *R.Imrie* –17 ~~ssHul.No.3–1,10~~ ssGms.No.3–11,16 ~~ssGms.No.1–15~~	**SteelScK** 1*Dk*	235 216 109	✠100A1 *Well Fishing Vessel* 12,17~~,15~~ ~~NB98,refitted08~~ BS12,17 ✠LMC11,16	Gms		N1,17	1898 9mo	Earle'sCo. Ld. Hull *Lloyd's SA&CP*	Baker&Green	122·7 Q44′F21′ len10ptND10	21·0 BK7½″	11·7 *3BHCem*	Grimsby British	T.3Cy.12″,20″&32″–23″ (*s*) ~~300lb~~ 180lb 55RHP 1SB,*2pf*,GS33,HS880 Earle'sCo.Ld.Hull	12 ″ 3
59 105542	— *W.Dalton* –14	**IronScK** 1*Dk*	168 150 69			…		1895	T.Charlton Grimsby	KelsallBros.& Beeching,Ld. (G. Beeching&J.E.A. Kelsall,*Mgrs.*)	102·0 Q50′F20′	21·0 BK7½″	11·0	Hull British	T.3Cy.12½″,20″&32″–22″ 53RHP T.Charlton,Grimsby	11 ″ 10
60 KMFD	**Océanien** *Gombault* –14 *Elec.light* Wireless	**IronScBk** 3*Dks*	4162 3921 2544					1884	Mssageries Maritimes LaCiotat	MessageriesMaritimes	416·7 H215*t* F54′	41·7	30·9 *Tpd*.95	Marseilles French	T.3Cy.45¾″,65″&94½″–43½″ NB00 586NHP MessageriesMar.,LaCiotat	V

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 Built. By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of its Trade Cert.
nded	7,17													
61	**Oceano** ss Hpl. No. 1–17 Steel Sc Sr	4657	✠ ~~100A1~~ 5,17 ~~11,15~~	Sws	x	~~10,14~~ 5,17	1900	Russell & Co.	Bank Line Ltd. (A. Weir & Co., *Mgrs.*)	369·7 | 52·0 | 27·2	Glasgow	T. 3 Cy. 27″, 43″ & 72″–48″ (*s*)	29 ″ 11	
111254	*J.R.Bremner* –16 ss Phl. No. 3–2, 13	4265		Hpl			4mo	Pt. Glasgow	*WB* = *Cell D B a* 121′ *u E* 22′ *f* 158′	P 31′ B 106′ F 31′	British	180 lb *90 lb* NDB 14 403 NHP	~~5 ″ 11~~	
RPHS	*Elec. light* 2 *Dks* (*Stl*) & *deep framing*	3050	MBS 3,16 ~~LMC 11,13~~ 6,17					A & CP		1023 *t D T a* 23′ 588 *t*	FK	2 SB, *6 cf*, GS 122, HS 5121 FD	24 ″ 5	
												Rankin & Blackmore, Grk.		
62	— Steel Sc Sr	4131	✠	N Yk	x		1898	J. L. Thomp-son & Sons, Ld	Soc. Anon. Ilva	370·0 | 48·5 | 19·3	Genoa	T. 3 Cy. 24″, 41½″ & 71″–48″	30 ″ 0	I
559	*Massa* ss Rot. No. 3–3, 11	3985	*Spar dk*				7mo	Sunderland		P 34′ B 121′ F 34′ 27·3	Italian	412 NHP		
RFNW	(*ex* Masconomo) 1 *Dk* (*Stl*) & *Spar dk*	2696	1,15						*W B* = *Cell D B a* 113′	FK	6 *B H Cem*	3SB, *9 rf*, GS 173, HS 6500		
	(*pt Irn pt Stl*) 3 *tr B* & *Web frames*									*uE* & *B* 57′ *f* 145′ 843 *t*	*M T* 39′ 636 *t*	Blair & Co. Ld. Stockton		
63	**Ocho** Steel Sc K	275	✠ 100A1	Npt		7,16	1911	Hall, Rus-sell & Co. Ld.	Russian Govt.	136·4 | 23·7 | 11·7		T. 3 Cy. 13″, 21½″ & 36″–24″ (*r*)	12 ″ 6	
	ss BAs. No. 1–15	*242*	*Stm Trawler*				4mo	Aberdeen		Q 77′ F 24′	Russian	185 lb 86 NHP		
	Elec. light 1 *Dk*	*104*	6,16			LMC 7,16		*Lloyd's*		BK 7½″	3 *B H Cem*	1SB, *3 pf*, GS 46, HS 1540		
								SA & CP		*WB* =	*D Bf* 36′ 22 *t*	Hall, Russell & Co. Ld. Abn.		
64	**Ockenfels** Steel Sc Sr	5621	✠ —	Ham	*a*†		1910	J. C. Teck-lenborg A. G. Geestemünde	United States Shipping Board,	420·9 | 51·9 | 27·3	New York	Q 4 Cy 24½″ 34½″ 50⅝″ & 74½″	31 ″ 3	
215126	~~Leonhardt~~ *F. Hunt* –17	5322	11,16				5mo		*Intermediate BH in*	P 60′ B 124′ F 51′	Utd. States	–53½″ 517 NHP		
QHTH	*Elec. light* 2 *Dks* (*Stl–U* teak s)	3542							*fore hold dispensed*	FK	6 *B H only*	3SB, *9 cf*, GS 161, HS 6780 FD		
LHFG	Wireless								*with Cem*			J. C. Tecklenborg A. G. Gst.		
									WB = *Cell D B a* 141′ *u E* 24′ *f* 18	3′ 1225 *t* *Tweendk ta*	*nks a* 42′ 451 *t*	*f* 40′ 496 *t* *F P T* 86 *t* *A P T* 60 *t*		
65	**Ocland** Steel Sc Sr	3201					1907	Sunderlnd S.B.Co. Ld. Sunderland	Dpsk. Acties. Ocland (Chr. P. Winsnes)	306·6 | 47·0 | 22·3	Skien	T. 3 Cy. 24″, 40″ & 65″–42″		N
	G. Pedersen	2462								P 187 *t* H 20 *t*	Norwegian	274 NHP		
MDPQ	*Elec. light* *Mchy. Aft* 1 *Dk*	1874									*WB*	N.E. Marine Eng. Co. Ld. Sld		
66	**Ocmulgee** Steel Sc Sr	2667					1907	Fore River S.B.Co. Quincy, Mass.	Atlantic, Gulf & West Indies S.S. Lines	300·0 | 41·0 | 25·8	New York	T. 3 Cy. 18″, 28½″ & 48″–40″		R
203953		2515									Utd. States	146 NHP		
KVWP	*Elec. light* 2 *Dks*	2042										Fore River S.B.Co. Quincy		
67	**Octavia** Steel Sc K	173	✠ 100A1	Hul		~~3,16~~ ~~5,13~~ 4,13	1906	Cook, Wel-t'n & Gemmell Beverley	Hellyers' Steam Fishing Co. Ld.	108·5 | 21·6 | 11·5	Hull	T. 3 Cy. 10″, 16½″ & 27″–24″ (*s*)	12 ″ 4	
123238	*V. Johnson* –17 ss Hul. No. 2–14	166	*Stm Trawler*				3mo				British	200 lb 45 RHP		
JHQK	1 *Dk*	68	5,17 ~~8,15~~			BS 5,17				BK 8′	4 *B H Cem*	1SB, *2 pf*, GS 25, HS 750		
			BS 8,16			LMC 7,14		*Lloyd's*		*WB* =	*D Tf* 10′ 14 *t*	Amos & Smith, Hull		
								SA & CP						
68	**Octo** Steel Sc Sr	1620	✠ 100A1	Hav	*q*	~~9,16~~ 7,17	1910	Short Bros. Ld.	Akties. Dmpsk. Octo (B. Stolt-Nielsen)	259·0 | 37·9 | 18·1	Haugesund	T. 3 Cy. 19″, 31″ & 51″–36″ (*s*)	20 ″ 4	
	G. D. Dietrichson ss Shl. No. 1–14	1466	~~7,17~~ ~~4,16~~ 1,18 Msl			LMC 3,14	4mo	Sunderland		P 18′ B 65′ F 27′	Norwegian	180 lb *80 lb* 162 NHP	s 2 ″ 9½	
MGBK	1 *Dk* (*Stl*)	987	BS ~~12,16~~ 4,16					*Lloyd's*	*WB* = *Cell D B a* 76′ *u E* &	FK	4 *B H Cem*	1SB, *3 cf*, GS 60, HS 2400	17 ″ 10	
								SA & CP		*B* 33′ *f* 126′ 411 *t* *F P T*	45 *t* *A P T* 41 *t*	N.E. Marine Eng. Co Ld. Sld.		
69	**Octorara** Steel Sc Sr	4329					1910	Detroit S.B.Co. Wyandotte	Great Lakes Transit Corporation	340·0 | 45·2 | 28·0	Erie, Pa. Utd. States	Q. 4 Cy. 22″, 31½″ 45″ & 65″–42″		
207175	*Elec. light*	—										274 NHP		
	Mchy. Aft Wireless 2 *Dks* & 2 *Shade Dks*	2652										Detroit S.B.Co., Detroit		
70	**Octoroon** Steel Sc K	195	✠ 100A1	Abn			1914	Hall, Rus-sell & Co. Ld. Aberdeen	Sutton Steam Trawling Co. Ld. (A. R. Sutton *Mgr.*)	115·4 | 22·1 | 11·9	Hartlpool	T. 3 Cy. 12″, 20″ & 34″–24″ (*r*)	12 ″ 9	
137105	*G. Whamond* 13–14	192	*Stm Trawler*				12mo				British	180 lb 78 RHP		
	1 *Dk*	85	12,14			LMC 12,14		*Lloyd's*		BK 7½″	3 *B H Cem*	1SB, *3 pf*, GS 48, HS 1429		
								SA & CP		*WB* =	*D Bf* 19′ 13 *t*	Hall, Russell & Co. Ld. Abn.		
71	**Odanah** Steel Sc Sr	4907					1907	American S.B.Co. Lorain, O.	Interlake S.S.Co. (Pickands, Mather & Co., *Mgrs.*)	420·0 | 52·0 | 28·0	Cleveland Utd. States	T. 3 Cy. 22″, 35″ & 58″–42″		
204455		—										218 NHP		
	Mchy. Aft *Elec. light* 1 *Dk*	3588									*WB*	American S.B.Co. Cleveland		
72	**Odd II.** Steel Sc Sr	177					1911	Nylands Værksted Christiania	Bryde & Dahl's Hvalfangerslsk. (T. Dahl, *Mgr.*)	111·1 | 20·1 | 11·9	Sandefjrd	T. 3 Cy. 12″, 19½″ & 33″–24″		N
	H. Jespersen 16–16 (*Whaler*)	171									Norwegian	53 NHP		
MGVT	1 *Dk*	64									*WB*	Nylands Værksted, Xania		
73	**Oddborg** Steel Sc	640					1917	Larvik Slip & Verksted Larvik	Akties. Jacob Ringen	186·2 | 30·0 | 14·5	Haugesnd	T. 3 Cy. 14″, 23″ & 38″–27″		
	E. A. Enoksen –17 *Cruiser Stern*										Norwegian	75 NHP		
	1 *Dk*										*WB*	Fredrikstad M.V. Frdstad		
74	**Oden** Comp Sc Sr	190					1902	S. Groth Sjötorp	Ångf. Aktieb. Oden (A. Svensson)	99·7 | 23·1 | 10·0	Gothenbrg	C. 2 Cy. 9½″ & 21″–13½″		
4007	*C. A. Olsson* 00–02	162								P 17′ Q 2′ H 7 *t*	Swedish	13 NHP		
JMQN	*Mchy. Aft* 1 *Dk*	115										Akt Lund by Mek Vrks. Got.		
75	**Odense** Steel Sc Sr	1756					1890	Helsingörs Skibsbyggeri Elsinore	V. Müller	260·7 | 36·0 | 16·7	Copnhagn	T. 3 Cy. 19″, 30½″ & 50″–35″		V
	J. Poulsen –13 (*ex* Fredericia, *ex* Nord-	1228								P 154′ F 25 *t*	Danish	148 NHP		
NCKL	*Elec. light* *Well deck* vest) 1 *Dk* 2 *tr B*	1098									*WB*	Helsingörs Maskinbyggeri		
76	**Odensvold** Iron Sc Sr	1129	✠ 100A1	Got	*n*	~~5,15~~ 6,17	1883	S. P. Austin & Son Sunderland	Aktiebol. J. N. Sanne (J. N. Sanne, *Mgr.*)	225·4 | 34·0 | 14·4	Uddevalla	C. 2 Cy. 26½″ & 53 9/16″–33″ (*b*)	17 ″ 6	
4611	*J. W. Bengtsson* 07–16	860	6,17 ~~5,16~~				6mo			Q 76′ B 57′ F 23′	Swedish	80 lb *100 lb* NDB 12 124 NHP	s 1 ″ 6	
JQOM	(*ex* Cairngowan) ss Lth. 2nd No. 3–6, 08	649	MBS 4,16 ~~LMC 6,15~~							FK	4 *B H Cem*	1SB, *4 pf*, GS 60, HS 1970	16 ″ 3	
	ss Got. No. 1 ~~13~~ 2 — *Now named "Oddevold," See No. 33 in Supplement*									*WB* = *Cell D B a* 52′ *f* 90′	323 *t* *A P T* 36 *t*	Blair & Co. Ld. Stockton		
	Well deck 1 *Dk* (*Irn*) & *Web frames*													
77	**Odenwald** Steel Sc Sr	3537	✠	Ham	*w*		1904	Flensburgr Schiffsb. Ges. Flensburg	Hamburg-Amerik. Packetf. Akt. Ges. (Ham-Amr. Linie)	355·9 | 45·4 | 24·5	Hamburg	T. 3 Cy. 27″, 45″ & 75″–48″	27 ″ 0	G
	C. Segebarth	3065	1,08				2mo			P & B 288′ F 40′	German	480 NHP		
RPMW	(*ex* St. Jan) 2 *Dks* (*Stl–U* teak s)	2098								FK	6 *B H Cem*	4SB, *12 cf*, GS 162, HS 8209		
	Elec. light & *Web frames*											Flensburger Schiffsb. Ges.		
	Wireless *Fitted for oil fuel*								*WB* =	*Cell D B a* 110′ *u E* 22′	*f* 108′ 677 *t* *D*	*Tf* 32′ 498 *t* *F P T* 45 *t* *A P T* 18 *t*		
78	**Oder** Steel Sc Sr	965	✠ 100A1	Shl	*m*	4,17	1909	Ramage & Ferguson, Ld. Leith	Leith, Hull & Hamburg Stm. Pkt. Co. Ld. (J. Currie & Co. *Mgrs.*) *WB* =	215·0 | 31·5 | 13·8	Leith	T. 3 Cy. 16½″, 27″ & 44″–30″ (*s*)	14 ″ 8	
125491	*J. McLay* –17 ss Lth. No. 1–13	690	9,15				3mo			P & B 122′ F 68′	British	180 lb 98 RHP	s ″ 7½	
HNPT	*Elec. light* 1 *Dk* (*Stl*)	550	LMC 4,17							FK	5 *B H Cem*	2SB, *4 cf*, GS 80, HS 2303	14 ″ 3	
	Well deck		BS 4,18					*Lloyd's*	*Cell D Ba* 40 *u E* 18′ *f* 90′		230 *t* *A P T* 39 *t*	Ramage & Fergusn, Ld. Lth.		
								SA & CP						
79	**Odessa** Steel Sc Sr	4272					1889	Laird Bros. Liverpool	Russian Stm. Nav. & Trading Co.	373·0 | 44·5 | 22·2	Odessa	T. 3 Cy. 33″, 52″ & 80″–60″		
8	*Dinne* (*ex* Russia, *ex* Santa Barbara, *ex*	—								P 53′ B 11′ F 56′ 30·1	Russian	NB 12 496 NHP		
HBKG	*Elec. light* Wireless Russia) 2 *Dks* & *Sprdk*	2503										Laird Bros. Birkenhead		
80	— Steel Sc Sr	3475					1912	Akt. Ges. "Neptun" Rostock	Deutsche Levante Linie	365·9 | 50·5 | 21·6	Hamburg	T. 3 Cy. 23⅝″, 39 3/16″ & 62″–		G
	E. Frosch –12	3191								F 36′	German	41 3/16″ 247 NHP		
RSPK	*Elec. light* Sub. Sig. 1 *Dk* & *Shelter dk*	2138									*WB*	A.G. "Neptun," Rostock		
81	— Steel Sc Sr	1679					1888	Burmeister & Wain Copenhagen	The Shipping Controller (Ellerman's Wilson Line, Ld., *Mgrs.*)	~~261·1~~ 261·0 | 34·1 | ~~16·2~~ 23·7	~~Libau~~ Russian	T. 3 Cy. 18″, 30″ & 48″–36″		V
149326	~~Rowa 15~~ (*ex* Georgios I.)	1175								P 167′ F 64′	London British	138 NHP		
JSNF	*Well deck* 2 *Dks*	996									*WB*	Burmeister & Wain, Cpn.		
82	**Odet** Steel Sc K	212					1908	A. Dubi-geon et fils Nantes	Soc. des Pêcheries à Vapeur de Lorient	124·5 | 21·3 | 12·5	Lorient	T. 3 Cy 12½″ 20⅞″ & 33 1/16″–24 3/32″		V
	Jambon –12 (*Trawler*)	197									French	53 NHP		
KMFG	1 *Dk*	67									*WB*	Brissonneau et Lotz, Nantes		

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.
83	**Odin**	SteelTwinSc	1510					1909	Akt.Burmeistr&Wain	DeDanskeStatsbaner	290·0	48·5	17·2	Korsör	T.6Cy.17″,28″&45″-24″	
	H.P.Petersen	(*Ferry*)	1395						Copenhagen					Danish	198NHP	
NRHV	*Elec.light*	1*Dk*	593											*WB*	Akt.Burmeistr&Wain,Cpn	
84	—	SteelTwinScSr	1177					1902	Oderwerke	StettinerDmpfsch.	236·5	33·9	20·8	Stettin	T.6Cy.18″,28″&46″-28″	
	R.Krull		1074						Act.Ges.	Ges. J.F.Braeunlich,G.m.b.H.	B12′H–			German	224NHP	
JFQV	*Elec.light*	2*Dks*3*trB*	388						Stettin					*WB*	OderwerkeAct.Ges.Stettin	
85	—	SteelScSr	646					1910	Kjöbnhvns	DetForenede	184·8	31·1	12·5	Copnhagn	T.3Cy.16½″,27″&48″-30″	
	*J.Nielsen*00–10		433						Flydk.&Skbs	DampskibsSelsk.	P115′F24′			Danish	126NHP	
NRKC	*Elec.light*	1*Dk*	323						Copenhagen					*WB*	KjbnhavnsFly dk &Skbsv	
86	—	SteelTwinScSr	626					1885	MotalaCo.	Stockholms	168·0	26·5	11·2	Stockholm	C.4Cy.20″&34″-21″	
5026	*O.Hallberg* –15		342						Norrköping	Rederiaktieb.Svea	P110′H61*t*F37′			Swedish	NB11 88NHP	
JRNQ	(*ex*Norra Finland)	1*Dk*	370							(HjBlomberg,*Mgr*)					MotalaCo.,Motala	
87	—	SteelSc	276					1907	J.C.Tecklenborg	Kohlenberg &Putz	132·4	23·4	10·4	Gstemnde	T.3Cy.13″,21½″&34½″-22¾″	
	D.Kleemann	(*Trawler*)	231						A.G.	Seefischerei	Q74′F18′			German	56NHP	
KRPV	*Elec.light*	1*Dk*	101						Geestemünde	Akt.Ges.				*WB*	J.C.TecklenborgA.G.Gst.	
88	—	SteelScK	*229*	✠100A—	Ams		10,16	1907	J.Duthie	N.V.Zeevis.Maats.	115·5	22·3	12·1	Ymuiden	T.3Cy.12″,20″&33″-24″ (*r*)	13 ″ 0
	L.Schager –12	*ss*Ymu.No.2–16	*198*	*StmTrawler*				12mo	Torry S.B.Co	Ysland (R.DeBoer,	F16′			Dutch	180lb 70NHP	
	(*ex*Clydesdale)	1*Dk*	*55*	12,17~~,17~~		✠LMC8,16			Aberdeen	*Mgr.*)		BK7½″			1SB,3*pf*,GS50,HS1254	
						ES10,17						*WB*=			W.V.V.Lidgerwood,Gls.	
89	—	SteelScSr	158					1908	Trndhjms	Acties.Trondhjems	100·4	18·3	8·6	Trndhjem	T.3Cy.10″,16″&26″-18″	
	O.Næss –12		92						Mek.Værks.	Lægtercompagni	Q18*t*H42*t*F6*t*			Norwegian	29NHP	
MFGV		1*Dk*	63						Trondhjem	(E.Tönnesen*Mgr*)				*WB*	Trondhjems M.V.Trndhjm	
90	—	SteelScSr	117					1906	Xiansands		102·8	17·9	8·6		C.2Cy.10″&21″-12″	
			103						Mek.Værks.						13NHP	
		1*Dk*	51						Xiansand						XiansandsM.V.Xiansand	
91	**Odland**	SteelScSr	1244					1908	Sunderlnd	Dmpskacties.	231·0	38·0	15·4	Chrstiania	T.3Cy.17½″,29″&48″-33″	
	H.Aas		1080						S.B.Co.Ld.	Odland	P70*t*H13*t*F29*t*			Norwegian	132NHP	
MFBQ	*Mchy.Aft*	1*Dk*	746						Sunderland	(H.Fredriksen)				*WB*	N.E.MarineEng.Co.Ld.Sld	
92	**Oehringen**	SteelScSr	3390	✠	Rot	*v*		1907	Chant.Nav	Rhederei-	345·9	48·1	23·0	Hamburg	T.3Cy.24″,40″&66″-45″	25 ″ 7
	*K.Horn*09–12		3192	2,11				9mo	Anversois	Vereinigung	P31′B180′F31′			German	320NHP	
RPQM	1*Dk*(*Stl*)2*trB*deep framing&		2191	✠					Hoboken	G.m.b.H.		FK		*6BHCem*	3SB,*9cf*,GS129,HS4986	
	Elec.light	*Webframes3Dk rule*								*WB*=	*Cell DBa* 108′*u E&*	*B42′f*152′788*t FPT*		108*t APT*81*t*	N.E.MarineEng.Co.Ld.Sld	
93	**Oesterreich**	WoodAuxScBk	598					1904	Lindstöl	F.Koenig	144·2	29·6	18·7	Trieste	C.2Cy.13¾″&29½″-23½″	
	(*ex*Deutschland,	*Stm.Eng.*	476						Skibsværft		P65*t*			Aust.-Hung.	34NHP	
	Elec.light	*ex*Björn) 1*Dk*2*trB*	344						Risör						Porsgrund M.V.Porsgrund	
	(*See Sailing Ship Register*)															
94	**Oevelgönne**	SteelScK	230					1913	J.H.N.	AltonaerHochsee-	117·2	22·2	9·8	Altona	T.3Cy.12⅝″,20⅛″&32⅛″-	
	DeBoer –13	(*Trawler*)	203						Wichhorst	fischereiAkt.Ges.	H–F16′			German	22⅛″ 49NHP	
LGVW	*Elec.light*	1*Dk*	83						Hamburg						J.H.N.Wichhorst,Ham.	
95	**Offa**	SteelScK	313	✠100A1	Hul			1913	Cochrane	A.Bannister	135·2	23·5	12·7	Grimsby	T3Cy.13½″,22¾″&37″-24″(*s*)	13 ″ 6
135988	*G.A.Ridley* –15		297	*StmTrawler*				12mo	&Sons,Ld.		Q75′F23′			British	180lb 87RHP	
JDQS	*Elec.light*	1*Dk*	136	12,13		✠LMC12,13			Selby			BK7½″		*4BHCem*	1SB,3*pf*,GS43,HS1550	
								Lloyd	*'sA&CP*						Amos&Smith,Ld.Hull	
96	**Offenbach**	SteelScSr	4336	✠ —	Ham	*y*		1900	Wigham-	Deutsch-Austral.	390·0	48·1	27·1	Hamburg	Q.4Cy.24″,34″,51″&74″-54″	29 ″ 9
	*N.Moritzen*12–12	*ss*Ham.No.3–8,12	4075	9,16				12mo	Richrdsn&Co	Dmpsfch.Ges.		FK		German	508NHP	
RLVM	2*Dks*(*Stl*)3*trB&S*helter dk(*Stl*)		2743	*Shelter dk*					Ld Newcastle					7*BHCem*	2S&2DB,*12cf*,GS237HS8252	
				✠						*WB*=*Cell DBa*	1021′*u E&B*	65′*f*161′900*t*			WghmRchrdsn&C.LdNwc	
97	**Ofoten**	IronScSr	301					1871	Pattison&	SaltenDpskslsk.	125·4	20·1	10·2	Bodö	C.2Cy.17″&31″-20″	
	P.Bjergfjord	1*Dk&pt*	148						Atkinson		P109*t*H13*t*F30*t*			Norwegian	NB95 36NHP	
JTBH	(*ex*Namsos,*ex*Katzjarloff)	*Awngdk*	173						Newcastle		len95			*WB*	Pattison&Atkinson,Nwc.	
98	**Ogasawara Maru**	SteelTwinScSr	1460					1906	MitsuBishi	ImperialGovnmt.	240·0	34·0	12·5	Tokio	T.6Cy.14½″,24″&40″-30″	
10089	*Cable Vessel*		1370						Dkyd&EWks	(Department of	B73′			Japanese	176NHP	
JWRQ	*Y.Yebiko*06–06	Wireless 2*Dks*	788						Nagasaki	Communications)					MitsuBishiD.&E.Wks.Nag	
99	**Ogawa Maru**	IronScSp	*662*	✠	Shi	*j*		1886	W.Gray	H.Narasaki	160·0	33·8	12·6	Hakodate	C.2Cy.27″&50″-33″	15 ″ 5
11102		*ss*Hpl.No.3–11,98	*561*	4,08				4mo	&Co.			BK7½″		Japanese	NDB98 120NHP	
LBTF	(*ex*PeiTai,*ex*Stepney)	*ss*Hpl.No.1–03	*410*						WHartlepool					*4BHptAsp*	1SB,*2pf*,GS43	
		1*Dk*(*Irn*)*&Webframes*								*WB*=*DBa*	48′*f*49′179*t APT*28*t*			*ptCem*	Cen.Mar.Eng.Wrks.W Hpl	
100	**Ogna**	SteelScSr	198					1902	Thorskogs	IndherredsAktie	100·8	22·5	10·1	Stenkjær	C.2Cy.11″&18″-16″	
	*O.Jacobsen*12–12	(*ex*Hertha)	155						Mek.Verks.	Dampskibsselskab	P31*t*F4*t*			Norwegian	25NHP	
MHGW	*Mchy.Aft*	1*Dk*	97						Thorskog	(A.Kleven,*Mgr.*)				*WB*	P.Larsson,Thorskog	
101	**Ogoño**	SteelScSr	2416	✠	Bbo	*s*		1894	Furness,	Cia.deNav.Ola-	290·0	40·5	18·8	Bilbao	T.3Cy.22″,35″&59″-39″	21 ″ 0
	Libano	*ss*Bbo.No.3–9,07	1804	*ptAwng dk*				10mo	Withy&CoLd	zarri (Garteiz&	Q109′	FK		Spanish	NDB11 221NHP	
JBNT	(*ex*Cundall)	*ss*Bbo.No.1–12	1487	*withfreeboard*					WHartlepool	Mendialdua,*Mgs.*)	*ptAwngdk*181′			*6BHCem*	2SB,*6cf*,GS89,HS3357	
		1*Dk*(*ptIrnptStl*)*&Web*		4,12				A&CP		*WB*=*CellDBa*	90′*u E&B*42′*f*106′			445*t APT*33*t*	T.Richardsn&Sns.Ld.Hpl.	
		frames&ptAwngdk(*ptIrn ptStl*)		✠												
102	**Ohinemuri**	WoodScK	114					1891	W.Homes	WhangapeTimber	89·1	18·4	6·9	AuklndNZ	C.2Cy.12″&24″-15″	
94252			81						Auckland NZ	Co.Ld.	B15*t* H18*t*			British	30RHP	
		1*Dk*	73												G.Fraser,Auckland,N.Z.	
103	**Ohio**	SteelScSr	8719	✠100A1	Bry	*c* †	N1,17	1914	Chant.de	Soc.Anon.des	445·0	61·2	27·5	Havre	T.3Cy.27¾″,44½″&74½″-51″	31 ″ 10
	Arnaud –15	*ss*Bry.No.1–17	6616	1,17				12mo	Normandie	Chantier&Ateliers	P*t*B310 F57′			French	189lb (*s*) 542NHP	s 5 ″ 3½
KMFN	*Elec.light*	1*Dk*(*Stl*)	5548			✠LMC1,17			Rouen	de St.Nazaire	P&B310	FK		*Cem*	4SB.*12cf*,GS286,HS9686	26 ″ 9
	Well deck							A&CP		*Interme*	*diate BH in forwa*	*rd hold dispensed wi*	*th 6BH only*		Ch.de l'Atlantique,St.N.	
										WB=*CellDB a*	138′*u E&B*76′*f*173′			1541*t FPT*120*t APT*42*t*		
104	—	IronScSr	1332	✠100A1	Sws	*o*	8,16	1878	W.Gray&	RederiAktieb.	241·0	33·3	18·2	Sundsvall	C.2Cy.27″&55″-33″ (*i*)	19 ″ 6
4440	~~Owl, Brown's 15~~	*ss*Hpl.2ndNo.3–3,04	1069	9,17 ~~9,16~~	Hbg			6mo	Co.	Othello(E.A.	Q84′B59′F34′			Swedish	75lb *80lb* NDB01 145NHP	s 1 ″ 9½
JPHS	(*ex*Duo,*ex*Circassia)	~~*ssShl.No.3–13*~~	794	~~B87,16~~		~~✠LMC8,15~~			WHartlepool	Enhörning,*Mgr.*)	ptND04	BK8½″		*4BHCem*	2SB,*4pf*,GS62	18 ″ 7
	Well deck	1*Dk*(*Irn*)2*trB*				9,17		A&CP				*WB*=		*DBa*69′*f*63′	T.Richardson&Sons,Hpl.	
	A.Sundberg –17	*ss*Hbg.3rdNo.3–9,17														
		Cargo battens not fitted														

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. / *Master.* / Special Surveys.	3 Material, Rig, &c. / *Late Name if any.* / No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	8 Date when tail shaft last seen.	9 Built. When	By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Dated Bof Trade Cert.
105 212314 LDMK	**Ohioan** *Swicker* –16 *Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Ref.Mchy.* Sub.Sig. 3*rd dk in No.1 hold*& Wireless *Web frames* *Longitudinal framing*	**SteelScSr**	6650 6423 4064	✠100A1 *Shelter dk with freeboard* ~~1.1.12.16~~ 11,17 *Fitted for oil fuel* 6,14 ~~Lloyd's LMC 1.10~~ ✠LMC6,14	NYk	*a*†	5,16	1914 6mo	Maryland SteelCo. Sparro'Pt Md	American-HawaiianS.S.Co. A&CP	407·7 | 53·7 | 36·1 B90′ FK	New York Utd. States	Q4Cy25½″,37″,53½″&78″–54″ 215lb (*s*) 704NHP 3SB(FD)&1AuxSB,*14cf*, GS241,HS10618	39 ″ 6 10 ″ 3½ 29 ″ 6	
106 MFGW	**Öiekast** *Valdusen* (*ex*Mascot) *Mchy.Aft* 1*Dk*	**SteelSc**	606 502 322					1908 Bergens Mek.Værks. Bergen	Akties.Öiekast (M.Chr. Sommerfelt)	171·1 | 29·1 | 12·0 P35*t*H40*t*F23′	Porsgrund Norwegian *WB*	T.3Cy.12½″,20″&32″–26″ 52NHP BergensMekVærks,Bergen		N
107 1665 HLBM	**Oigawa Maru** 2*Dks*	**SteelTwinScSr**	568 554 338					1897 Shirato Takahisa Osaka	OsakaShosen KabushikiKaisha	176·8 | 24·6 | 16·3	Osaka Japanese	T.6Cy.12″,18½″&31″–22″ 90NHP OsakaIronWorks,Osaka		
108 SQLW	**Oihonna** *C.H.Rönngren*08–15 *ss*Skm.No.3–5,10 *Elec.light* ~~*ss*~~Skm No2–18 ~~*ss*Abo.No.1–14~~ 1*Dk*(*Stl*–ws)&*Awngdk*&*Web frames*	**SteelScSr**	1076 1002 622	✠100A1 *Awng dk with freeboard* 5,18 ~~11,15~~ ~~B311,16~~ ✠LMC ~~11,14~~ 5,18	Skm	*l*	~~11,15~~ 3,18	1898 5mo *Lloyd's*	Gourlay, Bros.&Co. Dundee	FinskaÅngfAktieb (L.Krogius, *Mgr.*) *WB*=*Cell* *DBu*E&*B*53′64*t*FP	200·0 | 31·2 | 13·6 21·1 BK6½ 5*BHCem* *T*7*t*APT35*t*	Helsingfrs Russian	T.4Cy.21″,33″&(2)38″–33″ 170lb (*s*) 240NHP 2SB,*6rf*,GS116,HS3688 FD GourlayBros.&Co.Dundee	23 ″ 4 s 8 ″ 6 15 ″ 8	
109 104299 PJDW	**Oilfield** *J.E.King* –15 *ss*Nwc.No.3–2,09 *ss*Nwc.No.1–14 *Mchy.Aft* 1*Dk*(*Stl*)&*Spar dk*(*Irn*)& *Web frames*	**SteelScSr**	4000 3739 2356	✠100A1 *Spar dk* 7,16 *Carrying Petroleum in bulk* B~~S10,17~~ ✠LMC ~~7,14~~ 7,16	Nwc	*w*	7,16	1896 6mo *Lloyd's*	TyneIron S.B.Co.Ld. Newcastle	HuntingStmship. Co.Ld. (Hunting& Son, *Mgrs.*) *WB*=*Cell* *DB* *a*66′ 197*t* FPT 143*t*	345·0 | 47·2 | 21·9 P93′B32′F46′ 28·9 FK *a*66′ 197*t* FPT 143*t*	Newcastle British	T.3Cy.27″,44″&71″–48″ (*s*) 160lb 394NHP 3SB,*9cf*,GS170,HS6579 WllsndSlpwyCo.Ld.,Nwc.	30 ″ 3 s 6 ″ 2 24 ″ 5	
110 11mo	**Oistein** *H.Pedersen*16–16 *Oil Eng* (*ex*Steady,*ex*Cornelius) *ss*Ant.No.1–14 *Elec.light* 1*Dk*(*Stl*)	**SteelScSr**	399 339 235	✠100A1 10,17 ~~5,15~~	Shl	*g*		1910 S.B.Co. ZaltBommel A&CP	J.Meyer's	G.Pedersen&Son	154·8 | 26·9 | 10·6 F14′ FK *CellDBf*97′ 124*t*FPT21*t*	Lillesand Norwegian	Oil Engine 4S.C.SA 4Cy.12 $\frac{9}{16}$″–16½″ 32NHP 3*BHCem* NedFb.v Wrk.&Spoor,Ams	12 ″ 6 s 1 ″ 7½ 11 ″ 1	
111 10335 LBPQ	**Oita Maru** 2*Dks*	**SteelScSr**	700 663 400					1907 Works Osaka	OsakaIron KabushikiKaisha	186·8 | 26·3 | 18·1	Osaka Japanese	T.3Cy.13¾″,21½″&36″–27″ 67NHP OsakaIronWorks,Osaka		
112 HCJB	**Oito de Setembro** *V.Aquiar* –13 *ss*Lis.No.3–11,15 (*ex*PrincessVictoria) 1*Dk*	**SteelScK**	*202* *189* *54*	✠100A1 *Stm Trawler* 11,16 ~~B811,16~~ ✠LMC 11,15 ~~B8~~ 11,16	Lis		11,16	1903 10mo *Lloyd's*	Smith's Dock Co.Ld. NorthShields	Empresa dePescaa Vap.Oito de Setembro,Ld.(A. Moreira, *Mgr.*)	115·3 | 21·5 | 11·9 BK7½ *WB*=*Deep* *Tank f*4′8*t*	Lisbon Portuguese	T.3Cy.12″,20″&33″–23″ (*r*) 180lb 65NHP 1SB,*2pf*,GS47,HS1120 W.V.V.Lidgerwood,Gls.	12 ″ 10	
113 JBLR	**Oiz** *H.Landa*09–09 *ss*Bbo.No.3–7,07 (*ex*Novocastria) *ss*Bbo.No.2–16 1*Dk*(*Irn*)&*deep framing* 3*Dk rule*	**SteelScSr**	1922 1684 1077	✠100A1 4,18 ~~10,16~~ ✠LMC MS3,16 BS10,16 MBS4,18	Bbo	*r*	~~10,16~~ 4,18	1894 4mo	Short Bros. Sunderland	CiaBilbainadeNav (S.Innerarity, *Mgr.*) *WB*=*Cell* *D*	270·0 | 38·2 | 19·3 P32′B62′F36′ FK *B*202′ 447*t* APT50*t*	Bilbao Spanish	T.3Cy.21″,33″&54½″–39″ (*s*) 160lb *100lb* NDB13 192NHP 2SB,*6pf*,GS97,HS2988 Black,Hwthrn&Co.Ld.Gts	21 ″ 8 s 3 ″ 1 18 ″ 11	
114 122378	**Okanagan** 1*Dk*	**WoodPad**	1078 731 679					1907 Okanagan Landing,B.C.	J M Bulger	CanadianPacific RailwayCo.	193·2 | 32·3 | 7·7	Vancouver British	H.2Cy.22″–96″ 32RHP PolsonI.W.Co.Ld.Toronto		
115 105968 PDJH	**Okara** *W.R.Sparrow* –15 2*Dks*(*Stl*)3*tr B*&*Web frames*	**SteelScSr**	5291 5042 3439	✠ 11,95 ✠	Dmb	*z*		1895 11mo	W.Denny &Bros. Dumbarton	BritishIndiaStm. Nav.Co.Ld.	410·0 | 50·7 | 28·9 B77′F51′ FK	Glasgow British	T.3Cy.26½″,42″&66½″–51″ 354NHP 2SB,*6pf*,GS105,HS4714 FD Denny&Co.,Dumbarton	32 ″ 0	
										WB=	*DBa*158′*u* E&*B*45′ *f*158′1086*t*				
116 939 HGBC	**Okawa Maru** 2*Dks*	**WoodScSr**	164 — 95					1886 UnyuKaisha Okawa	Okawa KyushuKisen KabushikiKaisha	111·0 | 16·0 | 12·8	Tokitsu Japanese	C.2Cy.14″&23¾″–16″ 18NHP MitsuBishiD.&E.Wks.Nag		
117 104631 NVQG	**Okhla** *R.A.M.Ayres* –16 2*Dks*(*Stl*)3*tr B*&*Web frames*	**SteelScSr**	5288 5039 3436	✠ 6,95 ✠	Dmb	*z*		1895 6mo	W.Denny &Bros. Dumbarton	BritishIndiaStm. Nav.Co.Ld.	410·0 | 50·7 | 21·0 B77′F51′ 28·9 FK	Glasgow British	T.3Cy.26½″,42″&66½″–51″ 354NHP 2SB,*6pf*,GS105,HS4714 FD Denny&Co.,Dumbarton	32 ″ 0	
										WB=*DBa*155′*u*	E&*B*50′ *f*155′1076*t* APT120*t*				
118 106 HBVK	**Oki Maru** (*ex*FloraMcDonald) 1*Dk*	**CompScSr**	121 82 68					1878 ..... West Point	K.Noda		93·6 | 15·8 | 8·6	Osaka Japanese	C.2Cy.12⅝″&21⅝″–13¾″ 14NHP		
119 1525 HKMC	**Oki Maru No. 2** 2*Dks*	**WoodScSr**	235 215 126					1895 Usaburo Osaka	Morita	M.Saigo	127·5 | 18·3 | 13·9	Saigo,Oki Japanese	C.2Cy.17$\frac{15}{32}$″&34″–22″ 45NHP OkamotoKisaburo,Osaka		
120 17065 MNHP	**Oki Maru No. 6** 2*Dks*	**SteelScSr**	476 — 280					1914 Osaka	I.Aizawa	S.Shimamoto	156·9 | 21·3 | 15·8	Niigata Japanese	T.3Cy.11″,18″&30″–22″ B *made— refitted* 14 42NHP G.Ohara,Osaka		
121 1601 HKSD	**Okinawa Maru** *Cable Vessel* 1*Dk*&*Spar dk*&*Web frames* *T.Nonaka*94–05 *Elec.light* Wireless	**SteelTwinScSr**	2232 1980 1200			...		1896 Lobnitz& Co. Renfrew	Lobnitz& Co.	ImperialGovnmt. (Department of Communications)	307·2 | 40·1 | 13·5 B94′ 21·7 BK8″	Yokohama Japanese *WB*	T.6Cy.18$\frac{5}{16}$″,30$\frac{1}{16}$″&48″–36″ 313NHP Lobnitz&Co.,Renfrew	24 ″ 7	
122 8706 JRDG	— (*ex*Oslo) 1*Dk*&*Spar dk*3*tr B*	**IronScSr**	1371 1230 850			...		1882 M.V.Actieb. Malmö	Kockums	KagoshimaYusen KabushikiKaisha	233·9 | 30·5 | 15·2 H19*t* 22·5 *WB*	Nishino-miya Japanese	T.3Cy.15½″,25$\frac{5}{16}$″&40½″–30″ NE&B95 88NHP W.Allan&Co.Sunderland		
123 *For full particulars See No. 5 in Supplement*	**Okino** *Elec.light* 1*Dk*	**SteelScK**	300	100A1 *Stm Trawler* (*Class Contemplated*)				1917 Cochrane & Sons,Ld. Selby	Cochrane & Sons,Ld.	H.L.Taylor& H.G.Hopwood	135·0 | 23·5 | 12·3 Q73′F19′	Grimsby British	T.3Cy.13½″,22½″&37″–24″ Amos&Smith,Ld.Hull		
124 10375 LBSJ	**Okinoshima Maru** 1*Dk*	**SteelScSp**	100 — 37					1907 Osaka Iron Works Osaka	Osaka		86·2 | 17·2 | 9·7	Miike Japanese	T.3Cy.10″,16″&26″–21″ 31NHP OsakaIronWorks,Osaka		
125 82260	**Okpho** *Redman*	**SteelPad**	244 244 154					1879 W.Denny &Bros. Dumbarton	W.Denny &Bros.	IrrawaddyFlotilla Co.Ld.	160·4 | 26·0 | 7·6	Glasgow British	C.D.2Cy.25″&43″–42″ 90RHP Denny&Co.,Dumbarton		

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Grément, etc. / Capitaine. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 6 7 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.
126	**Oksö** SteelScSr	186					1899	Xiansands Mek.Værks. Chrstiansand	DenNorskeStat (Fyrdirektören)	118·2	20·1	10·9	Chrstiania Norwegian	C.2Cy.13½″&25″–18½″ 21NHP XiansandsMek.Værks.	
	H.Höksnæs –12	167							H9*t*len09						
HKGC	1*Dk*	88													
127	**Oku** SteelScK	248	✠100A1	Mdb		10,14	1909	Smith's Dock Co.Ld. North Shields	Neale&West,Ld.	125·6	22·1	12·2	Cardiff British	T.3Cy.12½″,21″&35″–26″ (*s*) 180lb 81NHP	13 ″ 0
128499	*Bush* –09 *ss*Mdb.No.1–14	217	*Stm Trawler*				11mo			Q74′F20′		BK7½″	*3BHCem*	1SB,*3pf*,GS50,HS1420	
HQDM	1*Dk*	95	10,14 ✠LMC10,14				*Lloyd's SA&CP*							ShieldsEng.Co.Ld.N.Shl.	
128	**Olaf** SteelScSr	1890	✠100A1	NYk	*r*	4,17	1897	W.Gray& Co.(Lim.) W Hartlepool	Akties Damps.Carl (L.H.Carl,*Mgr.*)	280·5	39·7	18·6	Copnhagn Danish	T.3Cy.21″,33″&56″–36″ (*s*) 160lb 198NHP	21 ″ 0
	*G.A.Mikkelsen*09–11 *ss*Bry.No.3–1,10	1716	10,17 ~~1,17~~	Bo			3mo		P29′B69′F25′		FK	*4BHCem*		s 3 ″ 2	
NWQS	*ss*Els.No.1–15	1194	✠LMC MS3,15	BS11,16 CS12,17			A&CP		*WB*=*Cell DB*	*a&uE*108′*f*118′517*t*		*APT*38*t*	2SB,*4rf*,GS63,HS3110	18 ″ 2	
	1*Dk*(*Irn*)*&deep framing*												Cen.Mar.Eng.Wrks,WHpl		
129	**—** CompScSr	210					1916	Akties Karl-shamns Skp. Karlshamn	O.Baumbach	104·0	22·5	10·7	Stockholm Swedish	Oil Engines 3Cy.	
	Oil Eng.									P30′					
	Mchy.Aft 1*Dk*													BergsundsM.V.Akt.Skm.	
130	**Olaf Kyrre** SteelScSr	3063				...	1895	Readhead &Sons South Shields	DmpskibetOlaf Kyrre'sRederi (Bergh&Helland)	321·2	41·5	21·9	Bergen Norwegian	T.3Cy.24″,40″&64″–42″ 283NHP	24 ″ 4
	G.B.Onarheim	2367								P29′Q94′					
JTVN	1*Dkpt Awng dk 2tr B&deep framing*	1956								*pt Awng dk* 198′ FK			*WB*	J.Readhead&Sons,S.Shl.	
131	**Olaf Trygveson** IronScSr	663					1876	Wigham Richrdsn&Co Newcastle	Nordenfjeldske Dampskibsselskab	192·2	25·2	12·9	Trondhjem Norwegian	T.4Cy(2)11¼″,26″&42¼″–30″ NB96 100NHP	
	H.Urbye	646								H16*t*		19·8		*Tpd*.02NylandsVerk,Xia.	
JSNQ	2*Dks&Awng dk*	398													
132	**Öland** IronScSp	239					1883	Bergsunds Mek.Verks Stockholm	Kungl.General-poststyrelsen (J.Pihlgren,*Mgr.*)	100·4	24·1	9·3	Stockholm Swedish	C.2Cy.19½″&34″–23½″ 47NHP	
3889	*C.Gyllenstjerna*07–07	124								Q27′B50′H22*t*F25′				Bergsnds.Mk.Vrks.,Skm.	
JMGH	1*Dk*	156													
133	**Olanda** WoodSc	100					1914	A Bagnasco Varazze	Soc.Rimorchiatori Genovesi	81·2	19·0	11·7	Genoa Italian	C.2Cy.15½″&30 7/10″–21½″ 36NHP	
710	(*Tug*)	—												D.Torriani&Co.Samprdna.	
RFPJ		15													
134	**Olands Rev** SteelTwinScSr	322	✠	Skm			1914	Bergsunds M.V.Aktieb. Stockholm	SwedishGovern-ment (Kungl. Lotsstyrelsen)	95·8	24·3	17·9	Stockholm Swedish	Paraffin Motors 4S.C.SA 10Cy.10¼″–13″	19 ″ 2
	*J.Dahlberg*07–15 *Paraffin Motors*	318	*Lightship*				9mo					BK6¾″	*3BHptCem*		
	Elec.light 1*Dk&Awng dk*	—	5,15 ✠									*WB*=*FPT*	12*t APT*6*t*	Bergsunds M.V.Aktb.Skm.	
135	**Olavarria** SteelScSr	*2237*	✠100A1	Bbo	*s*	~~1,16~~	1889	JL Thomp-son&Sons Sunderland	Cia.Maritima del Nervion	290·0	38·6	19·7	Bilbao Spanish	T.3Cy.22″,37″&60″–39″ (*s*) 160lb *100lb* NDB16 232NHP	22 ″ 3
	M.Sertucha –16 *ss*Bbo.2ndNo.3–1,16	*1987*	*pt Awng dk*	NYk		8,17	5mo			P29′Q80′	BK10″	Spanish	2SB,*6rf*,GS110,HS3600	s 7 ″ 6	
JBMN	(*ex* White Jacket)	*1406*	*with freeboard*							*pt Awng dk* 180′		*6BHCem*			22 ″ 2
	1*Dk*(*Stl*)*&Web frames*		5,14 ~~11,16~~ MBS11,16 ✠LMC1,16				A&CP		*WB*=*Cell DB*a88′*f*114′886*t*			*APT*16*t*	J.Dickinson,Sunderland		
136	**Olbers** SteelSc	242					1907	G.Seebeck Akt.Ges. Bremerhaven	Hochseefischerei Bremerhaven,Akt. Ges.	132·3	22·5	8·5	Brmerhvn German	T.3Cy.12″,19½″&31½″–23″ 47NHP	
	*R.Streeck*05–08 (*Trawler*)	199								Q74′F19′				G.Seebeck A.G.Bremerhvn	
QJMK	*Elec.light* 1*Dk*	72													
137	**Old Colony** SteelTrpSc	4779					1907	W Cramp& Sns S.&E B Co Philadelphia	Eastern Steamship Corporation	375·0	52·2	31·6	Boston Utd.States	3 Steam Turbines	
204528		—											*WB*	W.Cramp&SonsCo.	
KWHQ	*Elec.light* Wireless 2*Dks 3trB*	2428													
138	**—** WoodPad	741					1903	J.K.Mont-gomery Chelsea Mass.	Nantasket Beach Steamboat Co.	184·2	32·5	11·3	Boston Utd.States	1Cy.50″–96″ 188NHP	
200888		—												W.&A.Fletcher Co.N.Yk.	
KTOL	1*Dk*	434													
139	**Old Quay** SteelScSp	119	✠	Shl			1907	J.P.Ren-noldson&Sns. South Shields	Manchester Ship Canal Co.	85·4	20·1	10·1	Manchestr British	C.2Cy.18″&40″–26″ 75RHP	11 ″ 0
124284		113	*For Towing p*	*urpose*	*s*		9mo					BK6″	*4BHCem*		
	1*Dk*	4	9,07 ✠											1SB,*3cf*,GS49,HS1479	
														J.P.Rennoldsn&Sns,S.Shl.	
140	**Old Trafford** SteelPad	156	✠	Shl			1907	J.T Eltring-ham&Co. South Shields	Manchester Ship Canal Co.	100·0	20·2	9·9	Manchestr British	L.2Cy.30″–54″ 66RHP	10 ″ 4
124285		139	*For Towing p*	*urpose*	*s*		10mo					BK6″	*3BHCem*		
	1*Dk*(*pt Stl*)	2	10,07 ✠											2SB,*4pf*,GS50,HS1393	
														Hepple&Co.Ld.S.Shields	
141	**Oldambt** SteelScSr	470	✠100A1	Rot	*g*	N12,16	1914	Arnhem-scheStoom Sleephelling My. Arnhem	Naamlooze Vennoots Stooms. Oldambt (N.Haas&Co.)	151·6	25·2	11·5	Rottrdam Dutch	T3Cy.11″,17½″&28½″–24″(*r*) 185lb 58NHP	12 ″ 1
	J.C.Joekes –16	344	12,16				12mo			Q57′B29′F15′				1SB,*2cf*,GS33,HS1080	s ″ 8½
PNHV	*Well deck* 1*Dk*(*Stl*)	262	✠LMC12,14				A&CP		*WB*=*Cell DB uE* 13′ 17*t*		FK	*4BHCem* 22*t APT*46*t*		ArnhemscheStoom SleephellingMy,Arnhem	11 ″ 7
142	**Oldenburg** SteelScSr	1454	✠100A1	Gmh	*p*	~~5,14~~	1910	Greenock& Grangem'uth Dockyard Co. Grngemouth	Leith,Hull&Ham. Stm.Pkt.Co.Ld.(J. Currie&Co.*Mgrs.*)	234·8	36·0	16·6	Leith British	T.3Cy.18″,27½″&45″–33″(*r*) 180lb 143NHP	18 ″ 4
129391	*R.Surry* –10 *ss*Gmh.No.1–14	1125	8,17 ~~5,14~~	Hul		9,17	5mo			P21′Q118′F26′				2SB,*4cf*,GS80,HS2440	s 1 ″ 7½
HQYR	*Well deck* 1*Dk*(*Stl*)	780	✠LMC ~~5,14~~ 9,17				*Lloyd's SA&CP*		*WB*=*Cell DB*a60′ *uE&B*34′*f*104′366	B *on*Qdk56′	FK	*4BHCem* *t APT*82*t Tween dk*	Richardsons,Westgarth& *tanks*14′34*t*	Co.Ld.Mdb.	17 ″ 1
143	**—** SteelScSr	1316					1900	Schiffsw.v. H.Koch Lübeck	Oldenbrg-Portug. Dmpfsch.Reed.	226·6	32·2	18·7	Oldenburg German	T.3Cy.17″,28″&44½″–32½″ 113NHP	
	*H.Ewert*11–11	1105								B71′F24′			*WB*	J.F.Ahrens,Ottensen	
NGWB	*Elec.light* 1*Dk&Spar dk*	828													
144	**—** SteelTwinSc	428					1911	J.Frerichs &Co.A.G. Einswarden	Weserschiffsges. m.b.H.	149·0	32·9	13·0	Oldenburg German	T.6Cy.11⅝″,17 5/10″&29 5/10″– 22 1/16″ 84NHP	
	Kleemeyer –12 (*Ferry*)	356											*WB*	J.Frerichs&Co.A.G.Osthlz	
NGWV	*Elec.light* 2*Dks*	138													
145	**—** SteelScK	229					1913	J.H.N. Wichhorst Hamburg	Joh.Thode& N.Ebeling	117·2	22·2	9·8	Altona German	T.3Cy.12 3/10″,20 1/16″&32 5/16″– 22 1/16″ 49NHP	
	G.Berends –13 (*Trawler*)	203								F16′H—				J.H.N.Wichhorst,Ham.	
LGWC	*Elec.light* 1*Dk*	83													
146	**—** SteelSc	137					1896	J.C.Teck-lenborg Geestemünde	Hochseefischerei J.Wieting,Akt.Ges	105·7	20·7	9·7	Brmrhavn German	T.3Cy.11 1/16″,17 1/16″&28 1/16″– 21 1/16″ 37NHP	
	W.Idens (*Trawler*)	128												J.C.Tecklenborg,Gstmnde	
KRHD	1*Dk*	49													
147	**Olderfleet** IronScSr	247	✠100A1	Bwg	*d*	6,16	1880	T.B.Seath &Co. Glasgow	Carnlough Lime Co. Ld. (W. Robertson,*Mgr.*)	134·3	21·2	9·7	Glasgow British	C.2Cy.15″&32″–22″ (*s*) 110lb 50RHP	10 ″ 1
82338	*W.Wilson* –08 *ss*Bwg.2ndNo.3–7,07	180	6,16				8mo			Q44′B7′F23′				1SB,*2pf*,GS36,HS780	s 1 ″ 0½
	Mchy.Aft *ss*Bwg.No.2–16	90	✠NB10,94 ~~B5,11~~ B57,17	✠LMC6,16			*Lloyd's SA&CP*			len.&*pt*ND94	BK6″ *WB*=*FPT*25*t*	*3BHCem*	W.King&Co.,Glasgow	9 ″ 10	
	1*Dk*(*pt Irn*)														

1 No. in Book. Official No. Code letters.	2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 Built. By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which class is not in L.R. Date of R. of Trade Cert.
148	**Oldfield Grange** SteelScSr *W.Dalziel* –17 1*Dk*	4653 4385 2927					1913	Irvine'sSB. &D.D.Co.Ld. WHartlepool	HoulderLine,Ld. (HoulderBros.& Co.Ld.*Mgrs.*)	385·0|52·0|27·0 P36'B119'F36'	W.Hartlpl British *WB*	T.3Cy.25″,40″&68″–48″ Richardsons, 320NHP Westgarth&Co.Ld.Hpl.		C
149	**Oldham** SteelScYl *W.T.Hills* –14 *ss*Gms.No.3–10,10 *ss*Gms.No.1–14 1*Dk*	165 152 64	✠100A1 *StmTrawler* 11,14 ✠NB11,14	Gms		11,14	1898 3mo	Mackie& Thomson Glasgow	ConsolidatedStm. Fishing&IceCo. (Gms.)Ld. (J.D. Marsden,*Mgr.*)	104·2|21·0|10·7 Q17'F18' dptF&s10 BK7½″	Grimsby British	T.3Cy.10″,16″&27″–20″ (*s*) 180lb 45RHP 1SB,*2pf*,GS26,HS656 Muir&Houston,Ld.Gls.	11 ″ 7	
150	**Ole Lea** IronScSr *I.Gaulen*15–15 (*ex*Tosca,*ex*Ran. *ex*Peritia) 1*Dk*2*trB*	543 422 313					1880	Flensburgr Schiffsb.Ges. Flensburg	W.SmithAkties.	168·1|24·6|13·7 Q41*t*B60*t*F15*t*	Bergen Norwegian *WB*	C.2Cy.20″&34½″–24″ NB00 49NHP FlensburgerSchiffsb.Ges.		G
151	**Ole Wegger** SteelSc *N.Nilsen* –11 (*Whaler*) 1*Dk*	177 171 64					1911	Nylands Værksted Christiania	Akties. Laboremus (T.Dannevig&Co. *Mgrs.*)	111·1|20·1|11·9	Sandefjrd Norwegian *WB*	T.3Cy.12″,19½″&33″–24″ 53NHP NylandsVærksted,Xania		N
152	**Olean** SteelScSr *For full particulars See No.10 in Supplement* *Elec.light*	2400 1525	100A1 (*ClassContemplated*)				1917	Harlan& Hollings-worthCor. Wlmgtn,Del.	VacuumOilCo.	300·0|45·0|26·5 P24'B96'F39'	NewYork Utd.States	T.3Cy.21½″,35″&58″–42″ Harlan&HollingswrthCor		
153	**Olearia** IronScK *J.E.Webster* –15 (*Trawler*) 1*Dk*	209 191 85			…		1899	Cochrane& Cooper,Ld. Selby	N.EasternSteam FishingCo.Ld.	117·0|21·5|11·2 Q48'F20' BK7½″	Grimsby British	T.3Cy.12½″,21″&34″–24″ 60RHP C.D.Holmes&Co.Hull	12 ″ 0	
154	**Oleg** SteelScSr *P.Meuder* –12 (*ex*Pronto) *Elec.light* 1*Dk*&*Spar dk*	1377 1264 880					1896	Helsingörs Jernsk& Msk. Elsinore	Stm.Nav.of Count H.H.Keyserling	239·9|34·4|20·1 H99*t*	Vladvostk Russian *WB*	T.3Cy.17″,27½″&47″–33″ 127NHP HelsingörsJernsk.&Mskb.		N
155	**Oleum** SteelTwinScSr *C.Curtis*11–09 (*ex*Dredger Thomas) *Elec.light* *Carrying Oil in bulk* 1*Dk* *Mchy.Aft* Sub.Sig.	2525 — 1717					1900	Maryland SteelCo. Sparro'PtMd	UnionOilCo.of California	293·0|52·5|25·0	NewYork Utd.States	T.6Cy.18″,28″&45″–30″ 222NHP MarylandStl.Co.Sparr'.Pt.		R
156	**Olex** SteelScSr *Carrying Petroleum in bulk* *Longitudinal framing*	4500					1914	Nordsee-werke Emden	DeutscheErdöl Akt.Ges.	388·7|52·5|29·5	Hamburg German	T.3Cy.		
157	**Olga** SteelScSr (Seized and taken to Nicolaieff) *O.Ebert*93–13 *ss*Cff.No.1–12 (*ex*Oppurg) 1*Dk*(*Stl*)2*trB*deep framing *Elec.light* &*Web frames* 3*Dk rule*	3390 3191 2140	✠100A1 6,14 ✠LMC11,12	Ham	*v*	7,13	1908 12mo *Lloyd's*	Chant.Nav Anversois Hoboken	RhedereiAkt.Ges. 1896 *SA&CP WB=*	346·0|48·1|23·0 P31'B180'F31' FK *Cell DBa*108′ *uE&* B42′*f*152′788*t FPT*	Hamburg German 6*BHCem* 108*t APT*81*t*	T.3Cy.24″,40″&66″–45″ (*s*) 180lb 317NHP 3SB,*9cf*,GS136,HS4905 N.E.MarineEng.CoLdNwc	25 ″ 7 s 3 ″ 8 22 ″ 4	
158	— (Seized at Venice) SteelScSr *ss*Tri.No.3–8,12 1*Dk*(*Stl*)&*Spar dk*(*pt Irn*&*pt Stl*) &*deep framing*	3129 2978 1951	✠100A1 *Spar dk* 1,14 BS6,14 ✠LMC11,11	Cff	*v*	N1,14	1900 4mo	R.Thomp-son&Sons Sunderland A&CP	Requisitionedby theItalianGovt. (Ministry of Marine)	340·2|45·0|15·3 P29'B74'F37' 23·0 *WB=CellDBa* FK 112′*uE*22′*f*136′778*t*	Italian 6*BHCem* *APT*47*t*	T.3Cy.24″,39″&64″–42″ (*s*) 160lb *80lb* 279NHP 2SB,*4pf*,GS106,HS4410 N.E.MarineCo.Ld.Sld.	25 ″ 9 s 4 ″ 10 21 ″ 3	
159	— IronScSr *C.Stesser*97–01 *ss*Bly.2ndNo.3–4,05 (*ex*Bellini) *ss*Rga.No.2–13 *Well deck* 1*Dk*(*Irn*)2*trB*	1672 1441 977	✠100A1 1,17 ✠NB2,99 ✠LMC MS4,13 BS7,16	Mdb	*q*	7,16	1880 9mo	ShortBros. Sunderland A&CP	Helmsing&Grimm	269·0|36·0|18·2 P32′Q64′B60′F28′ BK9½″ *WB=CellDBa*76′	Riga Russian 5*BHCem* *f*102′340*t*	C.2Cy.33″&62″–42″ (*s*) 80lb *90lb* NDB01 187NHP 2SB,*4cf*,GS80,HS2940 J.Dickinson,Sunderland	20 ″ 11 s 2 ″ 4 19 ″ 6	
160	— SteelScSr ~~*A.Olsen*~~ *ss*Cpn,No.1–16 &*M.Christensen* –17 1*Dk*(*Stl*)	798 675 463	✠100A1 ~~5,18~~ 2,16 ~~—~~ ✠LMC ~~BS9,15~~ MS12,16 ~~BS3,18~~	Cpn	*l*	~~9,15~~ ~~7,14~~ 3,18	1911 7mo *Lloyd's*	Antwerp Eng.Co.Ld. Hoboken	Dmpskselsk. Vesterhavet (I. Lauritzen,*Mgr.*) *WB=CellDBa*47′	207·8|30·9|13·3 P29′B60′F26′ FK *uE*23′*f*90′213*t FPT*	Esbjerg Danish 4*BHCem* 24*t APT*21*t*	T.3Cy.13″,21″&35″–27″ (*s*) 180lb 82NHP 2SB,*4cf*,GS44,HS1428 N.E.MarineEng.Co Ld.Sld.	15 ″ 5 s 1 ″ 7½ 14 ″ 0	
161	— IronScSr *E.Sonne* *Ref.Mchy.* 2*Dks*&*Hurdk*	777 636 471					1875	Norddeut. Schiffb.A.G. Kiel	DetForenede DampskibsSelsk.	210·9|28·5|14·7 P14*t* B111*t* 21·5 F21*t* *WB*	Aalborg Danish	C.2Cy.30″&56″–36″ 157NHP Schweffel&Howaldt,Kiel		
162	— SteelTwinScSr 1*Dk*&*Shelter dk*2*trB* (*ex*Malleco)	641 — 447					1893	R.Napier &Sons Glasgow	Germain&Sierra	170·2|32·1| 9·9 16·8	Valpraiso Chilian *WB*	T.3Cy.11″,17″&28″–21″ 72NHP R.Napier&Sons,Glasgow		
163	— IronScSr *O.Reichert*10–10 (*ex*Duesternbrook) 1*Dk*2*trB*	584 496 331					1882	G.Howaldt Kiel	L.F.Mathies&Co.	175·6|25·3|15·8 B40′	Hamburg German *WB*	C.2Cy.20″&37½″–27″ NB98 61NHP Gebr.Howaldt,Kiel		G
164	— SteelTwinScSr *K.Monopolis* –90 (*ex*Tomsk) *Mchy.Aft* 1*Dk*	327 — 229					1880	C.Mitchell &Co. Newcastle	S.&V.Tavanioti	185·0|28·7| 7·2	Taganrog Russian	C.4Cy.12½″&22″–18″ 34NHP R.&W.Hawthorn,Nwc.		
165	— SteelSc 1*Dk*	197 174 124					1895	G.Ansaldo &Co. Sestri Pnente	N.Vernici	133·5|19·8|10·5 B19′F18′	Piræus Greek	C.2Cy.15¾″&30″–22″ 35NHP G.Ansaldo&Co.,Smprdrna		
166	— WoodScSp *N.Gustafsson* –00 *Mchy.Aft* 1*Dk*	153 130 102					1898	J.Johans-son Arvika	J.A.Fridlund	96·6|22·1| 8·9 H23*t*	Glafva Swedish			
167	— SteelScLr *H.Koch* *Oil Eng.* (*ex*Sailing Vessel) 1*Dk*	102 100 71					1906	C.Lühring Hammel-warden	BrakerHerings-fischereiAkt.Ges.	80·7|21·6| 9·7	Brake German	Oil Engine 4S.C. 1Cy.13½″–13¾″ *Efitted*13 DeutscheKromhoutMotor-enfabrik,G.m.b.H.Brake		G
168	**Olga Methinity** WoodPad *G.Minetto*13–13 (*SalvageTug*) 1*Dk*	123 99 24					1905	McLaren, Frischist& Co Novorossisk	O.Methinity	108·9|19·6|11·6	Kertch Russian	C.2Cy.19″&28½″–45¾″41NHP McLaren, *Ebuilt*03*fitted*05 Frischist&Co. Novorossisk		
169	**Olimpo** SteelScSr *G.Turicevich* *ss*Tri.No.3–4,11 1*Dk*(*Stl*)&*Spar dk*(*Stl*)&*deep framing*	3478 3195 2242	✠ — 5,16 *Spar dk* ✠	Rot	*v*		1898 11mo	C.S.Swan& Hunter Ld. Newcastle	OlimpoS.S.Co.Ld. (T.Cossovich) *WB=*	330·0|45·3|18·1 B84′F38′ 26·4 FK *Cell DBa*106′*uE&B*	Trieste Aust.-Hung. 5*BHCem* 38′*f*140′696*t*	T.3Cy.24″,38″&64″–42″ 285NHP 2SB,*6cf*,GS126,HS4352 SirC.Furness,Westgarth& Co.Ld.Mdb.	28 ″ 9	
170	**Olinda** SteelScBn *Cornwall* *Elec.light* Wireless 2*Dks*	2376 2042 1492					1887	Armstrong Mitchell&Co. Newcastle	Cia.Mar.Cubana (MunsonS.S.Line, *Mgrs.*)	308·4|40·2|22·4 P86′ B76′ F48′	Havana Cuban *WB*	T.3Cy.24″,39″&64″–42″ 265NHP WllsndSlpwyCo.Ld.,Nwc.		GR

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. / Visites Périodiques.	3 Ex-nom, s'il y a lieu. / Nombres des Ponts	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.
171	**Olinda**	**SteelScSr**	2020 / 1582 / 1240	✠ *Shade dk with freeboard* 10,91	Gls	*s*		1891 / 10mo	J.&G. Thomson, Ld. Clydebank	**LloydBrazileiro**	282·0 / F48′	38·1	20·7 BK7″	**R.Janeiro** Brazilian	T.3Cy.27″,40½″&61″–45″ 318NHP	22 ″ 0
	2Dks(1pt Stl–ws) & Shade dk									*4 BHCem*					2DB,*12cf*,GS202,HS5986	
	Elec.light									*WB=CellDBa76′ 124t APT23t*					J.&G.Thomson(Lim.), Clydebank	
				Coasting Rio de Janeiro & Para												
172	**Oliva**	**SteelScSr**	5694	✠100A1 5,18 5,17	Sng	*z*		1916 / 7mo	Swan, Hunter & Wigham Richardson, Ld. Newcastle	**Anglo-Saxon PetroleumCo.Ld.**	412·2 / P109′ B26′ F46′ FK	53·3	31·1	**London** British	T.3Cy.27″,45″&74″–48″ (*s*) 518NHP	31 ″ 0
139131	*G.A.Thomas* 06–16		5273	CS										180lb	2SB,*9cf*,GS190,HS7557 FD	s 6 ″ 8
JMVD	*Elec.light* 2*Dks(Stl)* & *Web frames*		3335	✠LMC7,16						*16 BHCem*				11 ″ *toU dk*	3SB,*9cf*,GS190,HS7557 FD	24 ″ 8
	Mchy.Aft *Longitudinal framing*													5 ″ ″ *2nd* ″	Swan, Hunter & Wigham-Richardson, Ld. Nwc.	
				Carrying Petroleum in Bulk				*Lloyd's*						80t *APT135t*		
				Fitted for oil fuel 7,16			*F.P.a*	*s A & CP*			*above* 1 50°F.			*CellDB78′245t*	*DTf* 32′ 315t *FPT*	
173	**Olivant**	**SteelScSr**	3841					1906	Flensburgr Schiffsb.Ges. Flensburg	**RolandLinieAkt. Ges.**	341·2 / P38′ B78′ F40′	49·2	18·2 26·1	**Bremen** German	T.3Cy.20½″,36½″&63″–39½″ 250NHP	
	R.Schumann –13		3545											*WB*		
QJDV	*Elec.light* 1*Dk & Spar dk*		2456												FlensburgerSchiffsb.Ges.	
174	**Olive**	**SteelScSr**	1047	✠100A1 4,17 4,16	Gls	*o*	4,16	1893 / 8mo	D&W Henderson & Co. Glasgow A&CP	**LairdLine,Ld.**	260·0 / P62′ B92′ F52′ ptND03	33·1	15·8 BK8½″	**Glasgow** British	T.3Cy.26″,42″&68½″–45″ (*s*) 369NHP	16 ″ 6
102618	*J.Hotely* –16	*ss*P.Gl.No.3–5,06	881	NB3.11 ~~BS4,16~~	LMC4,14									165lb *100lb* NDB11		s 2 ″ 4
NDVB		*ss*Gls.No.2–14	446							*4 BHCem*				2DB,*12cf*,GS228,HS6368		15 ″ 4
	Elec.light	2*Dks(UStl–ws)*													D.&W.Henderson&Co.Gls.	
175	—	**SteelSc3MstSr**	328	✠100A1 11,16	Dub	*f*	11,16	1907 / 9mo	J Fullerton & Co. Paisley	**FrontierTownS.S. Co.Ld. (J.Fisher &Sons,** *Mgrs.*)	142·5 / Q80′ B7′ F25′	23·4	10·2 BK6″	**Newry** British	C.2Cy.16″&34″–24″ (*s*) 47RHP	11 ″ 2
115638	*W.McCormick* –16	*ss*Dub.No.2–16	241											130lb		s 4 ″ 2
HNLW	*Well deck*	1*Dk(Irn)*	122	BS12,17	LMC11,16			*Lloyd's*		*3 BHCem*			*WB=FPT43t*	1SB,*2pf*,GS40,HS1300		11 ″ 5
	Mchy.Aft							*s A & CP*							RenfrewBros.&Co.Irvine	
176	**Olive M.**	**WoodScSp**	134					1911	W.Turpel & Son Victoria, B.C.	**VancouverIsland TowingCo.Ld.**	78·0	22·0	10·0	**Vict'riaBC** British	C.2Cy.9″&24″–18″ Emade97 Bmade08 22RHP	
130611	*J.J.McPhee* –11		92												AlbionIronWorks Co.Ld.Victoria,B.C.	
		1*Dk*	71													
Wrecked, 18	**Olivette**	**IronScSr**	1678					1887	W.Cramp & Sons Co. Philadelphia	**Peninsular & OccidentalS.S.Co.**	274·3 /	35·2	11·9 *WB*	**Nw.Haven Con.** Utd.States	T.3Cy.23″,36″&60″–36″ NB01 216NHP	
138738	*W.J.Phelan* 11–11		—												W.Cramp&SonsCo.,Phl.	
KDQR	Wireless	1*Dk & Awngdk*	1026													
178	**Olivia**	**IronScSr**	1585	✠100A1 9,16	Cpn	*q*	5,16	1882 / 9mo	Bartram, Haswell & Co. Sunderland A&CP	**Rederiakt"Activ" (F.Börjesson** *Mgr*)	258·0 / P28′ Q66′ B60′ F33′ BK9″ *D*	36·0	18·6	**Hisingborg** Swedish	C.2Cy.33″&62″–42″ (*i*) 197NHP	20 ″ 0
3193	*C.Nilsson* 15–16	*ss*Hbg.2ndNo.3–4,06	1285							*4 BHCem*				80lb *80lb* NDB03		s 2 ″ 0
JHPM	(*ex*ThomasAllen)	*ss*Mmo.No.2–15	959	BS3,16 LS4,16	LMC5,16					*37t APT22t*	*Ba66′ f44′ 210t FPT*			2SB,*6pf*,GS96,HS3300	J.Dickinson,Sunderland	18 ″ 10
	Well deck	1*Dk(Irn)* 2*trB*														
179	—	**IronScSr**	904					1884	Flensburgr Schiffsb Ges. Flensburg	**A.Kirsten**	199·6 / P119*t* F23′	30·2	15·0	**Hamburg** German	C.2Cy.28″&51″–30″ 119NHP	
	(Seized at Petrograd)		663											*WB*		
RGQN	*P.Jensen*	2*Dks*	568												FlensburgerSchiffsb.Ges.	
180	**Olivine**	**SteelScK**	289	✠100A1 *StmTrawler* 7,14	Hul		7,14	1905 / 11mo	Mackie & Thomson Glasgow *Lloyd's A & CP*	**KingstonSteam TrawlingCo.Ld.**	135·8 / Q74′ F18′	22·5	11·8 BK8″	**Hull** British	T.3Cy.13″,22′&37″–27″ (*s*) 67RHP	13 ″ 0
121097	*A.E.Munzer* –14	*ss*Hul.No.2–14	255		LMC7,14									200lb		
HFCV		1*Dk*	115							*4 BHCem*				1SB,*3pf*,GS44,HS1460	W.V.V.Lidgerwood,Gls.	
181	**Ollargan**	**SteelScSr**	2241	✠ *pt Awng dk with freeboard* 1,13	Bbo	*s*		1891 / 7mo	Richardsn, Duck & Co Stockton	**Cia.deNav.Olazarri (Garteiz & Mendialdua,** *Mgs.*)	277·0 / P27′ Q74′ BK10″ *pt Awng dk* 176′	37·5	18·4	**Bilbao** Spanish	T.3Cy.21″,35″&57″–39″ NDB10 201NHP	21 ″ 8
	Echeandia	*ss*Bbo.No.3–7,04	1639											4 *BHCem*		
JBPR	(*ex*WilliamAnning)	*ss*Bbo.No.2–12	1333								*WB=CellDB184′ 431t*			2SB,*4cf*,GS74,HS2990	Blair&Co.Ld.Stockton	
	1*Dk(Irn)* & *Web frames* & *pt Awngdk(Irn)*															
Sunk by Collision, 3.17	**Olof**	**IronSc3MstSr**	442					1882	Göteborgs Mek.Verkst Gothenburg	**Rederiaktieb. Skandia (Joh. Andersson,** *Mgr.*)	149·6 / B29′	24·5	15·2	**Ystad** Swedish	C.2Cy.12½″&28″–19½″ E.*alt*.01 NB01 29NHP	
4537	*J.H.Brandt* 15–15		396												GothnbrgMek.Wks,Gthbg	
HRFC		1*Dk*	318													
183	**Olof Trätälja**	**IronScSp**	191					1879	P.Larsson Thorskog	**BillerudsAktieb. (Chr.Storjohann,** *Mgr.*)	100·8 / B21′ F11′	21·7	10·0	**Seffle** Swedish	C.2Cy.10¾″&21½″–19½″ 17NHP	
2386	*O.A.Jacobsson* –15		156												P.Larsson,Thorskog	
HTMS	*Mchy.Aft*	1*Dk*	87													
184	**Olof Wijk**	**SteelScSr**	796					1891	Bergsunds M.V. Stockholm	**FörnyadeÅngf. Aktieb.Götha (F. Sternhagen,** *Mgr.*)	194·5 / Q56′ B57′ H29*t* F20′	28·2	14·6	**Gothenbrg** Swedish	T.3Cy.18″,29″&46½″–30″ 118NHP	
	Now named "Polwick," See No. 38 in Supplement		819												BergsundsM.V.Stockholm	
HVRS	Sub.Sig.	1*Dk*	438													
185	**Oltenia**	**SteelScSr**	2251	✠100A1 11,13	Pir	*r*	7,13	1889 / 6mo	Ropner & Son Stockton A&CP	**"Maritima" Societate Anon.Româna de Navigatiune (Theodoridi & Co.** *Mgrs.*)	272·2 / P27′ Q78′ B114′ F29′ BK9″ *WB=CellDB218′*	38·8	18·6	**Braila** Roumanian	T.3Cy.21″,35′&57″–39″ (*s*) 160lb *95lb* NDB02 206NHP	21 ″ 11
	*ss*Brs.2ndNo.3–5,08		1680													s 1 ″ 7½
	(*ex*Archimides, *ex*Iolo, *ex*SarahRadcliffe) 1*Dk(Irn)*	*ss*Bry.No.1–12	1410	BS8,15	LMC5,12									2SB,*4cf*,GS74,HS3123		21 ″ 2
	Well deck	& *Web frames*												426t *APT91t*	Blair&Co.Ld.Stockton	
186	**Oltul**	**SteelScSr**	3782	✠100A1 4,14	Cff	*w*	2,15	1912 / 9mo	R.Duncan & Co.Ld. Pt.Glasgow *Lloyd's A & CP*	**RomaniaPrima SocietateNationala deNav.Maritima** *WB=CellDBa115′*	354·3 / P22′ B90′ F36′ FK *uE & B36′ f156′ 915t*	51·5	23·8	**Braila** Roumanian	T.3Cy.25″,41″&67″–45″ (*s*) 180lb *100lb* 338NHP	26 ″ 3
548	*G.Simatu* –14		3521											6 *BHCem*		s 4 ″ 9
PHDM	(*ex*Iriston)	1*Dk(Stl)*	2398	LMC9,12						*APT105t*				2SB,*6cf*,GS130,HS5384	Rankin&Blackmore,Grk.	21 ″ 10
187	**Oluf Bager**	**SteelScSr**	366					1890	Burmeister & Wain Copenhagen	**DetForenede DampskibsSelsk.**	162·3 /	24·1	11·2	**Frdrkshvn** Danish	T.3Cy.14⅝″,22½″&36″–24″ 64NHP	
	C.Bonnesen 82–06		256											*WB*		
NCRS	*Elec.light*		186												Burmeister&Wain,Cpn.	
188	**Oluf Mærsk**	**SteelScSr**	1962	✠100A1 4,15 4,17	Rot NYK	*r*	4,15	1916 / 9mo	A.Vuijk & Zonen Capelle a/d Ysel A&CP	**AktiesDmpskssls af1912 (A.P. Möller,** *Mgr.*) *Cell*	281·3 / P22′ B74′ F31′ FK *DB252′ 535t FPT*	40·2	19·1	**Copnhagn** Danish	T.3Cy.20½″,31½″&51⅞″–35 1/16″ 180lb *140lb* (*s*) 208NHP	21 ″ 4
	H.C.Lündgreen 16–16		1775							*4 BHCem*				2SB,*4cf*,GS74,HS3000 FD		s 3 ″ 2
NVDJ		1*Dk(Stl)*	1168	LMC9,16						*78t APT82t*					NedFb.v.Wrk&Spoor,Ams	18 ″ 6
189	**Olwen**	**SteelAuxSc3MstSr**	128	✠100A1 1,15	Dub	*o*		1891 / 9mo	Ardrossan S.B.Co. Ardrossan A&CP	~~J.D.Bevan~~ ~~(G.Shepherd&Co.)~~ S.W.Oakley	93·0 /	22·1	9·0 BK7″	**Swansea** British	Oil Engines 2S.C.SA 2Cy.13″–13½″ 2 *BHCem*	10 ″ 0
98977	*G.Kearon* 07–13	*ss*Chs.No.3–3,05 *Oil Eng.*	123													s 1 ″ 5½
MHDT		*ss*Dub.No.2–15 1*Dk*	68													9 ″ 6
	(*See Sailing Ship Register*)														CampbellGasE.Co.Ld.Hfx	
190	**Olympia**	**SteelScSr**	5138					1902	D&W Hendersn&Co.Ld. Glasgow	**AnchorLine(Henderson Bros.)Ld.**	400·0 / P27′ B132′ F46′	49·2	27·8	**Glasgow** British	T.3Cy.26″,43″&71″–48″ 350NHP	
114029	*W.Mitchell* –17		4409											*WB*		
TGRV	Wireless	2*Dks*	3272												D&W.Hendersn&CoLdGls	
191	**Olympiade**	**SteelTwinSc**	551					1911	Stab.Tec. Triestino Linz	**T.G.Birukoff**	190·4 /	31·6	10·0	**Rostoff** Russian	C.4Cy.12½″&24″–20″ 42NHP	
1335	*T.Voinilloff* –11		—													
LRCA			351												StabilimentoTecnico,Tri.	

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year assigned now expired. Re-assigned Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom. Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of first Trade Cert.
192 31346 HSRP	**Olympic** SteelTrpScSr *V.F.Hayes* –15 5 *Dks amidships, 7 Dks in No. 1 hold,* *Elec.light Ref.Mchy. 6 Dks in other holds* Sub.Sig. Wireless	46359 35043 22350					1911	Harland& Wolff,Ld. Belfast	**OceanicStmNavCo Ld.(WhiteStar Line)**	852·5|92·5|59·5 P76′B540′F127′ *Prom dk on* B495′	**Liverpool** British *WB*	T8Cy.(2)54″,(2)84″&(4)97″ –75″ 6906RHP 1 Low Pressure Turbine Harland&Wolff,Ld.Bel.		
193 [illegible] 13437 TRPT	**—** WoodScSr *J.Hansen* –02 1 *Dk*	688 — 454					1901	G H. Hitchings Hoquiam, Wa	**E.K.Wood Lumber Co.** sh.	185·7|38·0|13·4	**S.Frncisco** Utd. States	T.3Cy.13½″,23″&40″–30″ 88NHP Fulton Eng.Wks.S.Frisco		
194 BQSP	**Olympos** SteelScSr *M.Menssen* *Elec.light* 1 *Dk & Shelter dk 2 trB*	2983 2754 1818					1911	Akt.Ges. "Neptun" Rostock	**Deutsche Levante Linie**	338·1|48·1|20·9 H21′F33′	**Hamburg** German *WB*	T3Cy23″,37 1/16″&61 1/16″–41 5/16″ 250NHP A.G."Neptun," Rostock		G
195 34350	**Omaha** WoodSc *J.D.Deslauries* 2 *Dks*	1251 1126 800					1887	..... Milwaukee	**Beaver S.S.Co.Ld.**	222·8|34·8|18·7 d	**Montreal** British	C.2Cy.20″&40″–40″ 67RHP R.Davis Mfg Co. Milwaukee		
196 36413	**Omana** SteelScSr *J.Benton* –16 *Elec.light* 1 *Dk (Stl)*	2523 2248 ~~2,178 8,16~~ 1519	✠100A1 11,17 ✠LMC1,16	Syd	*t*	11,17	1915 1mo	Osbourne, Graham&Co. Sunderland	**Omanas.S.Proprietary Co.Ld. (D.F.Stewart)**	303·0|46·2|20·2 P21′B76′F26′ FK *hold dispensed with*	**Sydny NSW** British *Cem*	T.3Cy.22″,37″&61″–39″ (*s*) 180lb 282NHP 2SB,6*cf*,GS134,HS4750 G.Clark,Ld.Sunderland	22 ″ 6 s 3 ″ 7½ 19 ″ 3	
Lloyd's SA&CP Inter									*mediate B H in fore W B = Cell D B a 98′ u E & B36′ f 126′*			4 *B H only* 680 *t F P T 40 t A P T 120 t*		
197 34477 TLSF	**Omapere** SteelScSr *F.P.Morris* 10–13 1 *Dk*	601 560 352			…		1882	W.Denny &Bros. Dumbarton	**EasternShipping Co.Ld.**	180·3|29·2|14·4 B36′ F19′ FK	**Penang** British *WB*	C.2Cy.24″&42″–30″ 80RHP Denny&Co.,Dumbarton		
198 NJB	**Ombilin** SteelSc *Th.L.Arnold* *Elec.light Mchy.Aft* 1 *Dk*	5658 4532 3195					1915	Nederl. Schps.Maats. Amsterdam	**Koninkl.Paketv. Maats.**	420·4|54·2|24·3 F42′	**Batavia** Dutch *WB*	T.3Cy.24½″,40½″&67″&48″ 311NHP NedFb.v.Wrk&Spoor,Ams		V
199 10682	**Omoga** CompSc (*ex* Fayette Br *Mchy.Aft* 1 *Dk 2 trB*	2081 *Was named "Glenmount" See No. 17 in Supplement.* 1217					1887 *Lloyd's*	Detroit Dry Dock Co. Wyandotte	**DakotaTrans.Co.**	252·6|40·3|18·6 len 96	**Detroit, Mich.** Utd. States	T.3Cy.19″,30″&52″–40″ 171NHP Detroit Dry Dock Co.Det.		L
200 15278 DJB	**Omi Maru** SteelScSr *J.Nagao* *ss* Yka. No.1–16 *Elec.light* 1 *Dk (Stl) & Shelter dk (Stl–ws)*	3384 2973 2091	✠100A1 *Shelter dk with freeboard* ~~9,17 1,16~~	Yka	*v*	12,15 9,17	1912 7mo *Lloyd's*	Napier& Miller,Ld. Glasgow	**NipponYusen KabushikiKaisha**	345·5|46·3|25·5 P37′F42′ *on Shelter dk* FK *SA&CP WB = Cell D B a 108′ u E & B60′ f 128′ 690 t F P T 45 t A P T 15 t*	**Tokio** Japanese	T.3Cy.24½″,41″&68″–48″ (*s*) 200lb GS172 HS6811 456NHP 6 *B H Cem* 2SB (FD) &1 Aux SB,9*cf*, Dunsmuir&Jackson,Ld Gls	28 ″ 0 s 5 ″ 10½ 22 ″ 8	
201 6970 DTK	**—** WoodPad 1 *Dk*	143 41 82					1894	M.Hayashi Fushimi	**YodogawaUnsu KabushikiKaisha**	98·2|13·9| 3·5	**Osaka** Japanese	C.2Cy.10″&20″–14″ 13NHP Osaka Iron Works,Osaka		
202	**Omnium** SteelScSr *Elec.light* *Well deck*		100A1 (*Class Contemplated*)				1915	Chant.de Normandie Rouen		447·8|61·2|27·8 P341′F52′		T.3Cy.27 3/16″,44½″&47 13/16″–51″ Chant.de Penhöet,St.Naz.	31 ″ 8 s 5 ″ 3¼ 26 ″ 7	
203	**Omoa** IronScSr *McFaull* –16 6th Survey,Liv.8,94 (*ex* Rosina, 5th Survey,N.Os.4,16 *Elec.light ex* Paraense) 2 *Dks 3 trB*	1697 937 1094 BS 1,18 ~~BS4,16~~	✠A1* 1 ~~1,18 9,16~~ ✠NB4,06 LMC MS12,16	NOs	Lv	~~12,16~~ 1,18	1871 5mo	T.Royden &Sons Liverpool	**CuyamelFruitCo.**	270·2|33·0|23·9 P122 t H37 t BK9″	**Puerto Cortez** Honduras	T.3Cy23⅜″36½″&58″–36″ (*s*) 180lb *100lb* NDB09 230NHP 2SB6*cf*,GS115,HS3704 NE89 8 *B H Cem* Westray Copeland&Co Brw	25 ″ 3 s 4 ″ 5½ 22 ″ 0	
204 5782 RGJ	**Omrah** SteelTwinScSr *W.S.Shelford* –15 *ss* Lon.No.3–3,11 *ss* Lon.No.1–15 2 *Dks (Stl–ws) & Spar dk (Stl–teak s)* *Ref.Mchy. Elec.light & Web frames* Wireless	8130 4955 4429	✠100A1 *Spar dk* ~~10,17 4,17~~ ✠LMC MS12,13 BS11,16 Lloyd's RMC ~~4,17~~ 10,17	Lon Sou	*d†*	~~8,16~~ ~~8,14~~ 10,17	1899 1mo *Lloyd's*	Fairfield Co.Ld. Glasgow	**OrientS.Nav.Co Ld** *WB = Cell D B a 67′ u E & B144′*	490·7|56·7|26·0 P77′B260′F66′ 34·2 FK *f 181′ 978 t F P T 69 t*	**Glasgow** British *10 B H Cem A P T 135 t*	T.6Cy.33″,54½″&89″–57″ (*s*) 180lb FD 1772NHP 3D&2SB *32 rf* GS588 HS27070 Fairfield Co.Ld.Glasgow		
205 9132	**Omravati** SteelScSr *M.Dawood* 04–04 1 *Dk & Shade dk*	253 193 103					1904	Grngem'th &Greenock Dockyard Co. Greenock	**BombayStm.Nav. Co.Ld.**	149·4|26·1| 8·8	**Bombay** British *WB*	T.3Cy.12″,19″&31″–27″ 49RHP Dunsmuir&Jackson,Gls.		
206 ~~E.Vancouver 17~~ DG	**Omsk** SteelSc4MstSr (*ex* Rio Tiete, *ss* Lon.No.1–15 *Elec.light ex* Knight Errant) 2 *Dks (Stl)* *& Web frames* *Carrying fuel oil F.P. above 150° F. in D.B.*	*7464* *7168* ~~Kel 8,15~~ 6,18 4779 ~~MB89,16~~ BS10,17	✠100A1 Liv ✠LMC12,14	Lon	*c†*	~~9,16~~ ~~8,17~~ 12,17	1898 3mo *Lloyd's*	C.Connell &Co. Glasgow	**The Shipping Controller (Royal Mail Stm, Pkt.Co. Mgrs.)**	470·0|57·2|31·9 P43′B136′F56′ FK *WB = Cell D B a 163′ u E & B52′ f 204′*	**London** British 6 *B Hpt Asp pt Cem* 1748 *t D T a*	T.3Cy.27″,46″&76″–51″ (*s*) 200lb *90lb* 549NHP 3SB,9*cf*,GS142,HS7567 FD Dunsmuir&Jackson.Gls. 41′1306 *t F P T 200 t A P T 50 t*	34 ″ 10 s 8 ″ 3½ 27 ″ 0	
207 094 TB	**Omuro Maru** SteelScSr *T.Kasai* 10–13 (*ex* Kolpino) 1 *Dk (Stl) & pt Awng dk (Irn) 2 trB*	2424 1805 1779	✠ *pt Awng dk with freeboard* 3,92 ✠	Shl	*s*		1889 8mo	R.Stephenson&Co.Ld. Newcastle	**HiroumiNisaburo** *WB = Cell D B a 244′ 486 t F P T*	295·0|39·0|19·3 Q115′ *pt Awng dk* 179′ FK 6 *B H Cem 70 t A P T 26 t*	**Uraga** Japanese	T.3Cy.22″,35″&59″–39″ 217NHP 2SB,6*cf*,GS94,HS3236 R.Stephenson&Co.Ld.Nwc	21 ″ 8	
208 0007	**On Lee** SteelTwinSc *O.Hughes* –15 1 *Dk*	695 417 397					1909	Hong K'ng &Whampoa Dock Co.Ld. Hong Kong	**OzeYapS.S.Co. Ld.**	168·0|34·0|10·4	**Hong Kong** British	C.4Cy.15″&31″–22″ 80RHP Hong Kong&Whampoa Dock Co.Ld.Hong Kong		
209 7745 GF	**On Sang** SteelScSr *G.T.Tough* –14 1 *Dk & Spar dk* *& deep framing*	2802 2607 1787			…		1895	Sir Raylton Dixon&Co. Middlesbro'	**Indo-China Steam Nav.Co.Ld.**	310·0|40·6|17·6 P41′B42′F39′ 25·5 FK	**London** British *WB*	T.3Cy.23″,36″&59″–42″ 244NHP N.E.Mar.Eng.Co.(Lm.)Sld	27 ″ 10 s 5 ″ 9 22 ″ 5	
210	**Ona** SteelTwinScK *Elec.light* Wireless 1 *Dk (Teak)*	*345* *316* *2*	✠ *For towing purposes* 8,14 ✠	Sou			1914 8mo	J.I. Thornycroft &Co.Ld. Southampton	**Argentine Government**	130·2|28·2|12·8 B&F84′ BK7″ *WB = F P T 13 t*	**Bns.Ayres** Argentine 5 *B H Cem A P T 29 t*	T.6Cy.13½″,22″&35″–27″ 181NHP 2SB,6*cf*,GS119,HS3380 J.I.Thornycroft&Co Ld Sou	14 ″ 0	
211	**Once** SteelScK *ss* BAs.No.2–14 (*ex* Corbina, 1 *Dk* *ex* Ben Cruachan)	*261* *231* *76*	✠100A1 *Stm Trawler* 7,16 ✠LMC7,16	Npt		7,16	1906 3mo *Lloyd's*	J.Duthie Torry S.B.Co Aberdeen	**RussianGovt.**	130·7|22·2|12·1 BK7½″	Russian 4 *B H Cem*	T.3Cy.12¾″,22″&36″–24″ (*r*) 180lb 81NHP 1SB,3*pf*,GS46,HS1439 Clyne,Mitchell&Co Ld Abn	13 ″ 0	

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pt.
212 105967 PDHM	**Onda** *W.Mozon* –16 Wireless	SteelScSr 2*Dks*(*Stl*)3*trB&Web frames*	5247 4973 3410	✠ 2,96 ✠	Bom	*z*		1895 12mo	A&J Inglis Glasgow	BritishIndiaStm. Nav.Co.Ld. *WB=Cell*	410·0|50·7|29·0 B72′F52′ FK *DBa* 120′ *uE&B* 58′			Glasgow British 6*BHCem* *f*152′1101*t*	T.3Cy.25″,40″&65″–51″ 345NHP 2DB,*8cf*,GS160,HS5841 A.&J.Inglis,Glasgow	32 ″ 3
213 HPMD	**—** *G.Butorac* –12 1*Dk*(*ptIrn&ptStl*)*&deep framing*	SteelScSr *ss*Lon.No.1–11	2751 2584 1720	✠ 7,16 ✠	Tri	*u*		1907 8mo	ClydeS.B. &E.Co.Ld. Pt.Glasgow	Nav.LiberaTriestinaSoc.inAzioni *WB=CellDBa*	315·3|46·5|21·0 P37′B94′F31′ FK 106′*uE*18′*f*134′703*t*			Trieste Aust.-Hung. 5*BHCem* *APT*54*t*	T.3Cy.23″,38″&61″–42″ 269NHP 2SB,*6cf*,GS120,HS4244 ClydeS.B.&E.Co.Ld.P.Gls.	23 ″ 4
214	**Onderneming** *D.Taal* (*ex*Loveden)	IronScK 1*Dk*	193 180 65	✠ *StmTrawler* 11,03	Gms			1900 6mo	Cochrane& Cooper,Ld. Selby	Scheveningsche Stoomviss.Mij 2	112·6|21·0|11·5 Q48′F22′ BK7½″			Schevingn Dutch 4*BHCem*	T.3Cy.12″,19¾″&32″–23″ NB06 49NHP 1SB,*2cf*,GS29,HS920 C.D.Holmes&Co.Hull	12 ″ 3
215	**162**	SteelSc (*Tug*) 1*Dk*	*202* *166* *19*					1915	J.Constant Kievits&Co. Ld.Dordrecht	RussianGovernment	97·5|23·9|11·4			Russian	T.3Cy.14½″,23½″&38½″–20″ 66NHP Verschure&CoAmsterdam	
216 202491 KVCF	**Onega** *A.W.Howard*15–15 (*ex*S.V.Luckenbach, *ex*Brooklyn,*ex*McPherson,*ex*Obdam, *ex*BritishQueen) *Elec.light* Wireless	SteelSc *ss*Rot.No.3–8,92 *ss*Rot.No.1–96 3*Dks*(2*Stl*) *IrnBeams*	3636 2405 2276	✠ 6,98 ✠	Rot	*x*		1880 11mo	Harland& Wolff Belfast	OnegaS.S.Corp. (Barber&Co.Inc.)	401·0|39·6|21·3 P50′F86′ BK9½″			NewYork Utd.States 6*BHCem*	T.3Cy.28¾″,46½″&74″–51″ NE&B96 391NHP Nedrl.Stoombt.Maats.Rot.	30 ″ 10
217 125733 HNFL	**Oneida** *W.Ivey* –15 *Well deck* *Mchy.Aft* *Elec.light*	SteelSc ~~*ssShl.No.1–12*~~ 1*Dk*(*ptStl–ws*) ~~*ssBrs.No.2–16*~~	698 496 332	✠100A1 ~~6,18 8,16~~ *Carrying Petroleum in bulk* ~~LMC 11~~ 11,17	Brw		~~8,16~~ 11,17	1908 10mo *Lloyd's*	Greenock& Grangem'th Dockyard Co. Grngemouth *sA&CP*	Anglo-American OilCo.Ld. (J. Hamilton,*Mgr.*) *WB=CellDBuE&B*	165·0|32·5|12·1 Q63′B15′F26′ FK 46′ *sA&CP*			London British 9*BHptCem* *ptAsp* 58*tFPT*25*t* Hong Kong	T.3Cy.14″,23″&37″–24″ (*s*) 180lb 70RHP 1SB,*3cf*,GS57,HS2033 Richardsons,Westgarth& Co.Ld.Sld.	12 ″ 9 s ″ 11½ 12 ″ 1
218 118290 VCMH	**Oneka** ~~*Begnon* –16~~ (*ex*Schuylkill) *Elec.light* *Hayward*–17 Wireless	SteelScSr *ss*N.Yk.No.3–5,15 2*Dks*(*Stl*)*&deep framing* *&Shelter dk*(*Stl*)	5176 4811 3344	✠100A1 *Shelter dk* *withfreeboard* 11,17 ~~8,16~~ LMC MS6,15 BS1~~0~~ 4,17	NYk	*a*†	~~11,16~~ 11,17	1903 6mo *Lloyd's*	Russell& Co. Pt.Glasgow *sA&CP*	~~Tank~~Storage& CarriageCo.Ld. (W.J.Smith,*Mgr.*) *WB=CellDBa*	411·8|52·3|27·6 FK 146′ *uE* 23′ *f* 171′			~~London~~ British 7*BHCem* 1210*t D T a*	T.3Cy.27″,43″&72″–48″ (*s*) 180lb 418NHP 3SB,*9cf*,GS184,HS6850 Rankin&Blackmore,Grk. 42′1089*tFPT*82*tAPT*45*t*	30 ″ 6 s 4 ″ 5 26 ″ 6
219 207593	**Oneonta** *C.E.Anderson* Wireless	SteelSc (*Tug*)	214 — 99					1910	Willamette Irn&StlWrks Portland,Or.	PortofPortland	103·5|25·3|13·2			Prtlnd,Or. Utd.States		
220 448 RFSZ	**Onestà** *P.Costa* –13 (*ex*Mantinea)	SteelScSr *ss*Gen.No.3–7,16 1*Dk*(*Stl*)*&Spar dk*(*Irn*) *&deep framing*	2674 2505 1697	✠100A1 *Spar dk* 7,17 ~~7,16~~ LMC7,16	Gal	*t*	N7,16	1896 6mo	Russell& Co. Pt.Glasgow A&CP	Flli.Beraldo *WB=CellDB*	309·0|42·6|16·1 B58′F32′ 23·1 FK a 96′ *uE&B* 38′ *f* 128′			Genoa Italian 5*BHCem* 625*tAPT*48*t*	T.3Cy.22¾″,37″&61″–42″ (*s*) 160lb *90lb* 232NHP 2SB,*6pf*,GS122,HS3344 J.G.Kincaid&Co.Grk.	
221 133639	**Onetos** *J.Gore*13–13	SteelScK 1*Dk*	217 213 79	✠100A1 *StmTrawler* 11,13 LMC11,13	Abn			1913 11mo *Lloyd's*	J.Duthie Torry S.B.Co. Aberdeen *sA&CP*	NationalStmFishingCo.(Aberdeen) Ld. Tucker,Tippett&Co. (J.C.Tippett,*Mgr.*) *WB=DT*75′11*t*	115·1|22·6|12·3 BK7½″			Aberdeen British 3*BHCem*	T.3Cy.11½″,20″&34″–23″ (*s*) 180lb 70RHP 1SB,*3pf*,GS38,HS1250 W.V.V.Lidgerwood,Gls.	13 ″ 1
222 128048 HRBG	**Onitsha** *J.H.G.Lamont* –16 *Elec.light* *Ref.Mchy.*	SteelScSr *ss*Liv.No.1–14 2*Dks*(*Stl*)*&Shelter dk* (*ptIrnptStl*)	3921 3210 2422	✠100A1 *Shelter dk* *withfreeboard* ~~7,17~~ ~~3,17~~ 4,18 ~~BS11,16~~ BS11,17 LMC9,15	Liv	*x*	~~6,16~~ 11,17	1910 6mo *Lloyd's*	Irvine'sSB &D.D.Co.Ld. W Hartlepool *sA&CP*	British&African S.N.Co.Ld. (Elder,Dempster& Co.Ld. *Mgrs.*) *WB=CellD*	360·2|50·1|22·7 P34′B108′F44′ *on Shelter dk* FK *Ba* 113′ *uE* 27′ *f* 156′			Liverpool British 6*BHCem* 715*t F P T*	T.3Cy.25″,40″&68″–48″ (*s*) 180lb 370NHP 3SB,*9cf*,GS171,HS6012 Richardsons,Westgarth& 83*tAPT*52*t* Co.Ld.Hpl.	25 ″ 3 s 2 ″ 6 23 ″ 1
223 240 PCFV	**Onjo Maru**	Steel 2*Dks*	372 — 211					1913	..... Osaka	ChosenYusen KabushikiKaisha	130·0|24·2|15·5			Jinsen, Corea Japanese		
224 15212 LWPR	**Ono Maru No. 11**	SteelScSr 1*Dk*	221 175 119					1912	S.Ono Osaka	S.Ono	115·5|21·3|11·0 Q61′F18′			Osaka Japanese *WB*	T.3Cy.11″,19″&32″–22″ 48NHP S.Ono,Osaka	
225 17063 MNHK	**Ono Maru No. 12**	SteelScSr 2*Dks*	685 — 401					1914	S.Ono Osaka	S.Ono	168·3|25·2|17·1 B42′			Osaka Japanese *WB*	T.3Cy.11″,19″&32″–22″ 48NHP S.Ono,Osaka	
226 1330 HJQC	**Onogawa Maru**	WoodScSp 2*Dks*	317 297 185					1893	Kawasaki S.B.Yard Kobe	OsakaShosen KabushikiKaisha	142·4|19·0|15·2			Osaka Japanese	T.3Cy.11″,16″&26″–20″ NB02 30NHP KawasakiS.B.Yard,Kobe	
227 201970 KTVC	**Onondaga** *C.M.Hale* Sub.Sig.	SteelScSr 2*Dks*3*trB*	2696 — 2155					1905	W Cramp& SonsS&EBCo Philadelphia	ClydeS.S.Co.	275·9|40·1|19·5			NewYork Utd.States	T.3Cy.18″,30″&49″–30″ 131NHP W.Cramp&SnsS&EBCPhl	
228 33	**Onoria** *F.Napoli* –16 (*ex*Giovanrosa, *ex*JohnBright) *Well deck*	SteelScSr *ss*Shl No.3–5,00 *ss*Npt.No.1–04 1*Dk*(*Stl*)*&Web frames*	2580 2087 1617	✠ 8,09 ✠	NYk	*t*		1890 1mo	W.Gray& Co.Ld. W Hartlepool	D.DeCastro& A.Aboaf *WB=DBa*	300·6|41·6|21·2 P27′Q98′B112′F27′ BK10″ 100 *f* 112′529*t*			Rome Italian 5*BHCem*	T.3Cy.23″,36½″&62″–39″ NDB06 240NHP 2SB,*6rf*,GS108 Cen.Mar.Eng.Wrks.WHpl	23 ″ 0
229 790 HFLC	**Onoura Maru** *TomoiFusazo*	WoodScSr 2*Dks*	199 — 111					1885	Kawasaki Kiyemon Maisaka	TokiowanKisen KabushikiKaisha	123·6|16·9|12·9			Tokio Japanese	C.2Cy.12¾″&22½″–14″ Ishikawajima 15NHP S.B.&Eng.Co.Tokio	
230 2364 HSPC	**Onsala** *V.A.Svensson* 16–15	SteelScSr (*ex*Pan) 1*Dk2trB*	819 729 488					1886	Aktiebol. Atlas Gefle	RederiAktieb. Steam (N.B. Persson,*Mgr.*)	201·4|28·2|18·5 B48′H15*t*			Stockholm Swedish *WB*	C.2Cy.26″&44½″–28½″ 90NHP Actiebol.Atlas,Stockholm	
231 9447 JTDW	**Onshu Maru** (*ex*BjörnstjerneBjörnson)	SteelScSr 1*Dk&Spardk*	1185 1084 702					1904	Nylands Værksted Christiania	OsakaShosen KabushikiKaisha	229·1|32·6|12·7 H76*t* 19·0			Osaka Japanese *WB*	T.3Cy.16½″,27″&44″–32″ 109NHP NylandsVærksted,Xania	
232 WKVL	**Ontaneda** *F.Wisloff* (*ex*Benridge)	SteelScSr 1*Dk&Spar dk&Web frames*	3448 — 2236			...		1895	Craig, Taylor&Co. Stockton	AalesundsDampskibsrederi Akties. (HjWesenberg *Mg*)	330·5|43·1|19·3 P25′B72′F35′ 27·1 FK			Aalesund Norwegian *WB*	T.3Cy.22½″,38″&62″–42″ 262NHP T.Richrdsn&Sons,Ld.Hpl.	29 ″ 9

1 No. in Book. Official No. Code letters.	2 Steamer's Name. Master. Special Surveys.	3 Material, Rig, &c. Late Name if any. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines.	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; IHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught.	15 Which classed. If not in L.R. Date of 1st Trade Cert.
233 101169 KTGJ	**Ontario** Sub.Sig Wireless	**SteelScSr** 4 *Dks*	3082 — 1987					1904	New York S.B.Co. Camden, N.J.	Merchnts&Miners TransportationCo	292·2 | 42·2 | 15·9 24·0	Baltimore Utd. States	T.3Cy.28″,45″&72″–54″ 381NHP New York S.B.Co. Cmdn NJ		R
234 94885	**—** —	**SteelPad** *(Tug)* 1 *Dk*	1615 1288 1018					1890	Polsn.IWC (Lim.) Owen Snd Ont	Canadian Pacific Railway Co.	297·0 | 41·3 | 14·9	Montreal British	2Cy.50″–114″ 411NHP Polson I.W.C.(Lim.), Tto.		
235 94974 TWMS	**—** —	**SteelScSr** *(Tug)* 1 *Dk*	415 — 282					1908	J.H.Dialogue&Son Camden, N.J	New York, Ontario & Western Rly. Co.	134·9 | 27·1 | 15·2	New York Utd. States	T.3Cy.17″,25″&43″–30″ 101NHP J.H Dialogue&Sn, Cmdn NJ		
236 25046	**—** *W.Webb* –14	**SteelScK** *ss*Gms.No.1–11 1 *Dk*	208 190 100	✠100A1 *Stm Trawler* 11,14 BS7,14 ✠LMC7,11	Abn		6,13	1907 2mo *Lloyd's SA&CP*	Smith's Dock Co. Ltd. North Shields	Dominion Steam Fishing Co. Ltd. (T. Robinson, *Mgr.*)	115·5 | 21·6 | 11·2 Q64′F19′ BK 7½″	Grimsby British	T.3Cy.12″,21″&34″–24″ (*s*) 180lb 65RHP 1SB.*2pf*,GS36,HS1195 Shields Eng.Co.Ltd.N.Shl.	12 ″ 0	
237 25983	**Ontario No. 1** *Elec.light* Wireless	**SteelTwinSc** *(Car ferry)* —	5146 — 3229					1907	Canadian S.B.Co. Toronto	Ontario Car Ferry Co. Ltd.	317·0 | 54·2 | 36·0	Montreal British	T.6Cy.20½″,32½″&54″–36″ 350NHP Canadian S.B.Co. Toronto		
238 13738	**Ontario No. 2**	**SteelTwinSc** *(Car ferry)* 2 *Dks*	5568 4812 3376					1915	Polson Iron Works Co. Ltd. Toronto	Ontario Car Ferry Co. Ltd.	307·5 | 54·0 | 20·2	Montreal British *WB*	T.6Cy.20½″,33″&54″–36″ 350 NHP Polson I.W.Co.Ltd. Toronto		L V
239 JBNV	**Onton** *Bastida* (*ex*Wilderspool) 1 *Dk(Stl)&deep* *framing&pt Awng dk(Stl)*	**SteelScSr** *ss*Bbo.No.3–12,07 *ss*Bbo.No.1–12	2810 2116 1590	✠ *pt Awng dk with freeboard* 8,12 ✠	Cff	/		1894 10mo	W.Pickersgill&Sons Sunderland	Cia.de Nav.Olazarri (Garteiz&Mendialdua, *Mgs.*) *WB = Cell D Ba*	310·0 | 42·9 | 19·2 Q77′ *pt Awng dk* 233′ FK 96′ *u* B 20′ *f* 120′ 576*t*	Bilbao Spanish 6 *BHCem* *APT* 66*t*	T.3Cy.22½″,37″&61″–42″ 249NHP NDB 90 *fitted* 07 2SB.*6pf*,GS108,HS3857 G.Clark,Ld.Sunderland	21 ″ 9	V
240 JBNQ	**Onuba** (*ex*Dienstag)	**IronScYl** *ss*Bhn.No.2–00 1 *Dk*	142 — 30	✠ *Stm Trawler* 3,05 ✠	Bhn			1892 2mo	Mackie& Thomson Glasgow	Soc.Anon. Pesquera Malaguena	100·5 | 20·5 | 10·7 Q19′F19′ BK 7½″	Malaga Spanish 3 *BHCem*	C.2Cy.16″&32″–22″ 1SB,*2pf*,GS30 40NHP Muir&Houston,Glasgow	11 ″ 11	
241 91622 RMF	**Onward** *H.Emery* –17 Wireless	**SteelTrpScSr** 2 *Dks&Awng dk*	1671 1162 692					1905	W.Denny &Bros. Dumbarton	S.Eastrn&Chathm RlyCos.'Managing Committee	311·2 | 40·1 | 15·8	London British *WB*	3 Steam Turbines Denny&Co.Dumbarton		BT till 8,17
242	**—** *Mchy.Aft*	**SteelScSp** 1 *Dk(Irn)*	358 258 124	✠ *Coasting* 3,00 ✠	Lon			1899 5mo	T.Turnbull &Son Whitby	The Admiralty	130·0 | 25·2 | 9·9 Q45′F24′ FK *WB = FPT*	British 2 *BHCem* 46*t APT* 5*t*	C.2Cy.15″&30″–22″ 70RHP 1SB,*2pf*,GS38,HS774 J.G.Fay&Co.,Ld.Sou.	10 ″ 11	
243 92705 NVR	**—** *A.Cook* –15	**SteelScK** *ss*Gms.No.2–13 1 *Dk*	209 194 79	✠ 9,15 *Stm Trawler* ✠	Gms			1905 10mo	Cochrane &Sons Selby	Forward Steam Fishing Co. Ld.	115·0 | 21·6 | 11·5 Q58′F19′ BK 7½″	Grimsby British 4 *BHCem*	T.3Cy.12″,21″&34″–24″ 60RHP 1SB,*2cf*,GS32,HS1110 C.D.Holmes&Co.Hull	12 ″ 3	
244 90214 JSVT	**—** (*ex*Intrepid)	**WoodScSr** *Petrol Motor* 1 *Dk*	126 — 115					1878	..... Brooklyn	G.T.Winternitz	105·5 | 25·3 | 11·2	New York Utd. States	Petrol Motor		
245 92807 JDTS	**Onwen** ~~*G.J.Jenkins* 01–11~~ *W.J.Goddard* –17	**SteelScSr** 1 *Dk(pt Irn pt Stl)*	4250 4022 2707	✠100A1 ~~3,14 6,16~~ 8,17 Mel Cff ✠LMC1,14	Hul	*x*	~~12,16~~ ~~3,17~~ 8,17	1914 1mo *Lloyd's SA&CP*	J Readhead &Sons,Ld. South Shields	W.&C.T.Jones S.S. Co.Ld. *WB = Cell D Ba* 110′ *u* E&B 42′ *f* 161′ 1017*t* FPT	363·1 | 51·0 | 26·3 P32′B110′F34′ FK	Cardiff British 6 *BHCem* 75*t APT* 61*t*	T.3Cy.26″,43″&71″–48″ (*r*) 180lb *120lb* 400NHP 3SB,*9cf*,GS173,HS6467 J.Readhead&Sons,Ld SShl	28 ″ 9 s 5 ″ 6 23 ″ 7	
246 92801 BOW	**Onyx** *A.McPhail* –17 *Well deck* *Mchy.Aft*	**SteelScSr** *ss*Ayr No.1–15 1 *Dk(pt Stl)*	592 416 241	✠100A1 11.16 ~~BS6,16~~ ✠LMC9,15 BS5,17	Gls	*i*	N11,16	1910 6mo *Lloyd's SA&CP*	Scott& Sons Bowling	W.Robertson *WB = Cell*	175·1 | 28·1 | 10·8 Q96′B11′F32′ BK 7¼″ *DB f* 103′ 153*t FPT*	Glasgow British 3 *BHCem* 35*t APT* 4*t*	T.3Cy.15″,25½″&41″–30″ (*s*) 170lb 85RHP 2SB,*4pf*,GS65,HS1852 Muir&Houston,Ld.Gls.	13 ″ 0 s ″ 7 13 ″ 2	
247 98167 JDRC	**Onyx II.** *W.G.Worrell* –15 (*ex*Onyx)	**SteelScK** 1 *Dk*	248 226 98	✠100A1 *Stm Trawler* 12,13 ✠LMC1,14	Hul			1913 12mo *Lloyd's SA&CP*	Cochrane& Sons,Ld. Selby	Kingston Steam Trawling Co.Ld.	121·9 | 22·1 | 12·2 Q70′F20′ BK 7½″	Hull British 4 *BHCem*	T.3Cy.13″,21½″&35″–24″ (*s*) 200lb 76RHP 1SB,*3pf*,GS43,HS1250 C.D.Holmes&Co.Ld.Hull	13 ″ 0	
248	**Onze Trawler** *E.Krab* –13 (*ex*Hirose)	**SteelScK** *(Trawler)* 1 *Dk*	*227* *200* *61*			...		1906	Smith's Dock Co.Ld. North Shields	N.V.Onze Trawler (K.van Zeventer)	120·6 | 21·6 | 11·7 Q67′ BK 7½″	Vlaardngn Dutch	T.3Cy.12½″,20″&34″–24″ 81NHP Shields Eng.Co.Ld.N.Shl.	12 ″ 6	
249 96036 JMCS	**Oolobaria** *W.F.Bates* –16	**SteelScSr** 2 *Dks(Stl)3trB&Web frames*	5295 5042 3437	✠ 10,96 ✠	Dmb	*z*		1896 10mo	W.Denny &Bros. Dumbarton	British India Stm. Nav.Co.Ld.	410·0 | 50·7 | 28·9 B77′F51′ FK *WB = Cell D Ba* 158′ *u* E&B 45′ *f* 158′ 1093*t*	Glasgow British 6 *BHCem*	T.3Cy.26½″,42″&66½″–51″ 354NHP 2SB,*6pf*,GS104,HS4714 FD Denny&Co.,Dumbarton	32 ″ 0	
250 90603 DKN	**Ooma** *W.Macfarlane* –16 *ss*Mdb.No.2–13 (*ex*Croxteth Hall,*ex*Claverhill) 1 *Dk(Stl)&Spar dk(Stl)&deep framing*	**SteelScSr**	3991 3773 2435	✠100A1 *Spar dk* 6,17 ~~10,16~~ ✠LMC10,16 BS12,17	Mel Syd	*x*	9,15	1905 9mo *Lloyd's SA&CP*	Craig,Taylor&Co.Ld. Stockton	W.Crosby&Co. *WB = Cell D B a* 108′ *u* E&B 38′	358·0 | 49·3 | 18·2 P&B228′F32′ 26·2 FK *f* 158′ 810*t FPT* 136*t*	Melbourne British 6 *BHCem* *APT* 194*t*	T.3Cy.26″,42″&72″–48″ (*r*) 180lb 391NHP 3SB,*9cf*,GS158,HS6051 N.E.Marine Eng.Co.Ld.Sld	28 ″ 9 s 4 ″ 7 24 ″ 6	
251 97617 TVR	**Oonah** *W.Madden* 98–08 *ss*Syd.No.1–92 1 *Dk&Spar dk(Stl-ws)&Web frames* *Elec.light*	**SteelScSr**	1757 1613 945	✠ *Spar dk* 12,92 ✠	Syd	*s*		1888 2mo	A&J Inglis Glasgow	Union S.S.Co.of New Zealand,Ld.	290·3 | 35·8 | 13·2 B100′F53′ 21·0 BK 10″ *WB = Cell DB* 210′ 370*t*	Hobart British 6 *BHCem* *APT* 53*t*	T.3Cy.25″,40″&63″–48″ 298NHP 2DB,*12cf*,GS198,HS4826 A.&J.Inglis,Glasgow	24 ″ 5	
252 94804 MWQ	**Oopack** *D.T.Williams* –17 *ss*Bkn.No.3–4,08 *ss*Liv.No.1–13 2 *Dks*(1 *Irn&USt*l–teak s)&deep framing *Elec.light* 3 *Dk rule*	**SteelScSr**	3883 3618 2517	✠100A1 11,15 ~~Examined 12–~~ 6,15 ✠LMC MS12,16 BS2,17 ~~MBS11,17~~	Liv	*w*	N2,17	1894 10mo	Workman, Clark&Co.Ld Belfast	China Mutual Stm. Nav Co.Ld.(A.Holt &Co. *Mgrs.*) *WB = Cell D Ba* 116′	370·0 | 45·3 | 27·0 P26′B73′F42′ BK 9″ *u* E&B 30′ *f* 154′ 767*t*	Liverpool British 6 *BHCem* *APT* 53*t*	T.3Cy.26″,42″&71″–48″ (*s*) 180lb *150lb* NDB 17 398NHP 2SB,*6cf*,GS124,HS5112 FD Wrkman,Clark&Co(L)Bel	29 ″ 9 s 6 ″ 1 24 ″ 10	BT till 12,17
253 NKJ	**Oostdijk** *J.R.de Vries*	**SteelScSr** *ss*Rot.No.1–17 1 *Dk(Stl)*	3051 2809 1871	✠100A1 3,17 ✠LMC2,17	Rot	*u*	2,17	1912 2mo *Lloyd's SA&CP*	Rotterdam Droogd. Maat Rotterdam	Solleveld,van der Meer&T.H.van Hattum's Stoomv. Maats.	325·3 | 47·3 | 21·8 P21′B94′F31′ *WB = Cell D Ba* FK 90′ *u* E 21′ *f* 150′ 698*t*	Rottrdam Dutch 5 *BHCem* *APT* 77*t*	T.3Cy.22½″,37½″&62″–42″ 160lb *100lb* (*s*) 266NHP 2SB,*6cf*,GS120,HS4268 Rotterdam Droogd.Maats.	24 ″ 2 s 4 ″ 1 20 ″ 4	

1 Numéro d'Ordre / Numéro Officiel / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Ferme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Francbord au milieu du navire. Tirant d'eau correspondant. pds. pc.
254 PNKL	**Oosterdijk** *J.Metz* *Elec.light* Wireless	**SteelSc4MstSr** *ss*Rot.No.1-17 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) 3*trB*	8251 7805 5226	✠100A1 *Shelter dk withfreeboard* ~~6.17 3.18~~ 4.18 ✠LMC~~6.18~~ 6.17	Rot Bal	*b*†	~~9.15~~ 6,17	1913 5mo	Irvine's SB &D.D.Co.Ld. W Hartlepool A&CP	HollandAmerika Lijn FK *WB*=*CellDBa*135′ 1162*t DTa*29′940*t D*	450·4	55·0	38·7	Rottrdam Dutch 7*BHCem* *APT*37*t*	Q.4Cy.27½″37¾″55″&84″–60″ 215lb (*s*) 755NHP 6SB,*18cf*,GS350,HS12889 Richardsons,Westgarth& Co.Ld.Hpl.	41 ″ 7 s 10·3½ 31 ″ 9
255 142351 ~~PNKM~~ JSRT	**Oosterland** ~~*J.Knop* –13~~ *Well deck*	**SteelScSr** 1*Dk*(*Stl*)	1192 905 724	✠100A1 ~~5.12 2.16~~ 4.18 ✠LMC2.16	Rot Hul	*o*		1916 2mo	Wrf.voorh. Rijkee&Co. Rotterdam A&CP	TheShippingController (W.Brown Atkinson&Co.Ld.,*Mgrs.*) *CellDBa*65′*u*	230·0	34·6	14·7 Q83′B52′F26′ FK	London British 4*BHCem* 21*t APT*18*t*	T.3Cy.17½″,29″&46″–36″(*r*) 180lb 155NHP 2SB,*4cf*,GS78,HS2620 Maats.Fyenoord,Rot.	17 ″ 1 s 1 ″ 4 16 ″ 0
256 PNKW	**Oostzee** *B.'t Hart*08–12	**SteelScSr** (*Tug*) 1*Dk*	199 193 6					1903	Schpw.v. JanSmit,Czn. Alblasserdm	LSmit&Co's Sleepdienst,Ld.	113·9	21·1	12·3 B29′F12′	Rottrdam Dutch	T.3Cy.16″,24″&40″–24″ 180lb 112NHP Machinefabrik Kinderdijk	
257 124566 HJVM	**Opawa** *H.C.Barnes* –14 *Elec.light Ref.Mchy*	**SteelTwinScSr** Wireless 2*Dks*&*Shelter dk*	9297 6885 5890					1906	Denny& Bros. Dumbarton	NewZealand ShippingCo.Ld.	460·7	60·2	31·3	Plymouth British *WB*	T.6Cy.24½″,41½″&69″–48″ HS13505 943NHP Denny&Co.Dumbarton	
258 91800	— *W.Nicholas*07–07	**CompScK** 1*Dk*	110 79 64					1897	T.S.Dixon &Co. Wellington	T.Eckford&Co.	90·0	16·0	7·9	Wellingtn British	C.2Cy.10″&20″–12″ NB02 18RHP Anchor Fndry,Nelson,N.Z.	
259 286 RFTB	**Operosità** *A.Cuneo* (*ex*Brento,*ex*Antonio)	**IronScBg** *ss*Mes.2ndNo.3–9,02 *ss*Gen.No.2–11 2*Dks*(1*Irn*)3*trB*	1800 1689 1092	✠ —— 12.15 ✠NB8.90	Nap	*s*		1877 6mo	W Doxford &Sons Sunderland	Flli.Beraldo	280·0	34·0	23·9 P29′B24′F31′ ptND90 BK9½″ *WB*=*DBa*75′121*t*	Genoa Italian 5*BHCem* *MT*36′350*t*	T.3Cy.19⅝″,30½″&59″–39″ NDB99*fitted*08 207NHP 2SB,*6pf*,GS86,HS2961 *Tpd*.90G.Clark,Ld.Sld.	25 ″ 6
260 98673 MJGD	**Ophir** *R.J.Fitzgerald* –14 *Ref.Mchy.* *Elec.light*	**SteelTwinScSr** *ss*Lon.No.3–11,03 *ss*Lon.No.2–13 4*Dks*(2*Stl*–ws)	6942 5412 2939	✠100A1 10.14 BS10.14 ✠LMC3.11 Lloyd'sRMC10.14	Lon	*b*†	10,14	1891 10mo	R.Napier& Sons Glasgow *Lloyd'sA&CP*	OrientS.Nav.CoLd	465·0	53·4	34·1 P42′B252′F59′ FK *WB*=*Cell D B*319′949*t*	Glasgow British 10*BHCem* *Tf*49′70*t*	T.6Cy.34″,51½″&85″–54″(*s*) 160lb *120lb* 1398NHP 5D&2SB36*r*/GS756HS26004 R.Napier&Sons,Glasgow	37 ″ 2
261 PNLC	— *J.M.Meerburg* *Elec.light* Sub.Sig. Wireless	**SteelScSr** 3*Dks*	4726 3644 2928					1904	Kon.Maats deSchelde Flushing	Rotterdamsche Lloyd (W.Ruys& Zonen,*Mgrs.*)	394·4	47·1	27·2 P80′B180′F80′	Rottrdam Dutch *WB*	T.3Cy.28½″,48″&82″–60″ 521NHP Maats.deSchelde,Flushing	
262 MDBL	— *C.Sörvig*	**SteelScSr** 1*Dk*	1005 784 621					1906	Bergens Mek.Værks. Bergen	R.F.Olsen	225·1	32·1	13·2 Q115*t*B50*t*H6*t*F31*t*	Bergen Norwegian *WB*	T.3Cy.16″,25″&43″–30″ 101NHP Bergens Mek Værks Bergen	
263 124102 HMCS	— *J.Ashton* –15 *Well deck* *Mchy.Aft*	**SteelScSr** *ss*Bkn.No.1–12 1*Dk*(*Stl–pt* teak s)	469 350 172	✠100A1 7,14 ~~BS12.15~~ ✠LMC~~5.18~~ 5.17	Liv	*g*	~~7.14~~ 5,17	1907 12mo	AilsaS.B. Co.Ld. Ayr *Lloyd'sA&CP*	ZillahShipping& CarryingCo.Ld. (W.A.Savage,Ld. *Mgrs.*)	155·1	26·2	10·5 Q50′B10′F29′ BK7″ *WB*=*Cell DB f* 79′ 112*t*	Liverpool British 3*BHCem* 18*t APT*7*t*	C.2Cy.18″&40″–27″ (*s*) 130lb 94RHP 1SB,*3pf*,GS51,HS1752 Ross&Duncan,Glasgow	13 ″ 1 s 1 ·0½ 12 ″ 9
264 123581	**Ophir II.** *G.Ellis* –14 (*ex*Ophir)	**SteelScK** *ss*Gms.No.2–14 1*Dk*	213 195 105	✠100A1 *StmTrawler* 7,14 ✠LMC7.14	Gms		7,14	1906 9mo	Cochrane &Sons Selby *Lloyd'sA&CP*	A.Bannister	119·0	22·0	11·5 Q63′F19′ BK7½″	Grimsby British 4*BHCem*	T.3Cy.12½″,22″&35″–24″(*s*) 180lb 68RHP 1SB,*2cf*,GS32,HS1103 C.D.Holmes&Co.Hull	12 ″ 3
265 116137	**Ophir III.** *G.Clackston* –14 (*ex*Ophir)	**SteelScK** *ss*Hul.No.2–12 1*Dk*	230 217 89	✠100A1 *StmTrawler* 1,15 BS6.14 ✠LMC5.11	Lon		6,14	1903 3mo	Cook,Welt'n&Gemmell Hull *Lloyd'sA&CP*	Pickering&Haldane'sStmTrawlingCo.Ld.	125·0	21·7	12·0 ptND12 BK7″ *WB*=*DB f* 8′5*t*	Hull British 4*BHCem*	T.3Cy.12½″,21½″&35″–24″(*s*) 200lb 70RHP 1SB,*2cf*,GS34,HS1090 Amos&Smith,Hull	12 ″ 10
266 142456 MBHG JTKK	**Opland** *O.Haaversen*16–16 *Elec.light*	**SteelScSr** 1*Dk*(*Stl*)&*Spar dk*(*Stl*) &*deep framing*	1353 1264 820	✠ 1,07 ✠	Mdb	*p*		1903 7mo	Fevigs Jernskibsbyg Arendal	TheShippingController) W.A. Young&Co,*Mgrs*)	235·7	35·0	12·8 19·6 FK *WB*=*CellDBa*52′*f* 104′	London British 4*BHCem* 281*t APT*27*t*	T.3Cy.17½″,27″&47″–33″ 138NHP 1SB,*3pf*,GS60,HS2142 Richardsons,Westgarth& Co.Ld.Mdb.	22 ″ 0
267 93783 KSMN	**Oporto** *T.R.Pearce* –13	**SteelScSr** 2*Dks*	739 682 460					1888	C.J.Bigger Londonderry	EllermanLines,Ld. (F.Swift,*Mgr.*)	212·0	27·1	16·8 B59′F23′ BK8″	Liverpool British	C.2Cy.16″&43″–36″ 80RHP D.Rollo&Sons,Liverpool	17 ″ 10
268 ~~Glasgow~~ 9,17 NTSB	**Opouri** *W.Pearson* –13 *Well deck* *Mchy.Aft* *Elec.light*	**SteelScSr** *ss*Lyt.No.1–16 1*Dk*(*Stl*)	570 361 218	~~✠100A1~~ 2,17 ~~✠LMC2,17~~	Lyt	*i*	8,16	1911 11mo	J Fullerton &Co. Paisley *Lloyd'sA&CP*	OpouriShppng.Co. Ld.(ReeseBros.)	170·1	27·0	9·7 Q100′B18′F30′ FK *WB*=*CellD Bf* 88′117*t FPT*35*t*	Lyttelton, N.Z. British 3*BHCem*	T.3Cy.15″,25½″&41″–30″(*s*) 180lb 86RHP 2SB,*4cf*,GS77,HS2230 Ross&Duncan,Glasgow	12 ″ 0 s 4 ·4½ 11 ″ 10
269 SDBT	**Optima** *J.Rompotti* –07	**SteelScSr** 1*Dk*	174 — 100					1907	Björneborgs M.V. Björneborg	Hackman&Co.	101·7	21·0	10·0	Wiborg Russian	C.2Cy.13½″&26″–15½″ 22NHP Björneborgs M.V.	
270 84043	**Opus** (*ex*SailingVessel)	**SteelScFlat**	168 158 114					1880	H.E.Falk Winsford	SaltUnion,Ld.	89·0	21·0	10·6	Liverpool British	2Cy.10½″–14″ NE&B86 4RHP W.E.Bates,Northwich	
271 1063	**Opyt** (*ex*Gibraltar)	**IronScK** *ss*Hul.No.1–95 1*Dk*	170 — 75	✠ *StmTrawler* 2,96 ✠	Hul			1891 1mo	Cook,Welt'n&Gemmell Hull	A.G.Agafieff	100·4	20·5	10·7 Q24′ BK7½″	Archangel Russian 3*BHCem*	C.2Cy.17″&33″–22″ 43NHP 1SB,*2pf*,GS29,HS930 C.D.Holmes&Co.Hull	11 ″ 10
272 1298 LROD	—	**IronTwinSc** 1*Dk*	126 — 45					1909	..... Rostoff	P.F.Tchernomordick&I.M.Elfond	92·9	18·7	9·3	Rostoff Russian	C.4Cy.9⅝″&18½″–10″ 18NHP	
273	**Oquendo** *Urrutia* –14 (*ex*Tuscany)	**SteelScSr** *ss*Bbo.No.2–17 *Spar dk*(*Stl*)2*trB* &*deep framing*	*3000* *2807* *1872*	✠100A1 *Spar dk withfreeboard* 4,17 ✠LMC4.17	Bbo	*u*	4,17	1908 2mo	Irvine's SB &D.D.Co.Ld. W Hartlepool *Lloyd'sA&CP*	Cia.deNav. ~~Olazarri (Garteizy Mendialdua,*Mgrs.*)~~ Cia.Nav.Zas.Basca *WB*=*CellDBa*102′*uE*	325·0	47·0	13·8 P32′B101′F31′ 22·4 FK 24′*f* 138′573*t FPT*	Bilbao Spanish 5*BHCem* 80*t APT*77*t*	T.3Cy.24″,38″&64″–42″(*s*) 160lb *100lb* 287NHP 2SB,*6cf*,GS102,HS4637 Richardsons,Westgarth& Co.Ld.	24 ″ 10 s 4 ″ 1 21 ″ 1
274 14052 JRBD ~~NLOS~~	**Ora** ~~*P.Jensen*~~ 925	**WoodScSr** 1*Dk*	~~924~~ 759 534					1915	O.B.Sörensen Arendal	~~O.B.Sörensen~~ TheShippingController (Atkinson &Prickett,*Mgrs.*)	190·2	34·1	17·7 Q42′B93′H16*t*F22′	~~Arendal~~ ~~Norwegian~~ London British	T.3Cy.14″,23″&38″–27″ Richardsons, Westgarth&Co.Ld.Mdb. 75NHP	

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Ward Loss)	Steamer's Name. Material, Rig, &c.	Special Surveys. No. of Decks, &c.	Regist'd Tonnage. Gross. — Under deck. — Net.	Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	Date when tail shaft last scen.	Built. When	Built. By Whom — Where	Owners.	Regist'd Dimensions. Deck Erections, &c. Length.	Regist'd Dimensions. Deck Erections, &c. Breadth.	Regist'd Dimensions. Deck Erections, &c. Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	Registers in which classed, if not in L.R. Date of ft. Trade Cert.
275	**Orama** SteelTrpScSr	*A.J.Coad* –11	12927	✠~~100A1~~	Lon	*i* †	c5,14	1911	J.Brown&	OrientS.Nav.CoLd	551·0	64·2	39·0	Glasgow	T8Cy(2)27½"(2)42"&(4)47"	42 " 0	
9999			10167	*Shelter dk*			s1,14	10mo	Co.Ld		B288'F54'			British	–54" 215lb (*s*)	~~44 6~~	
TRP	*Elec.light*	3*Dks*(*U*&2*nd dks Stl*&	8179	*withfreeboard*			f9,17		Clydebank				FK	9*BHCem*	1L.P.Turbine 2D&5SB,	~~27 6~~	
	Ref.Mchy.	3*rd dk pt Stl*)& *Shelter dk*		9,14	✠~~MC11,16~~			*Lloyd's*	*sA&CP*					*WB=Cell*	*DBa*98'*uE*&*B*183'	*f*189'1331*t*	*FPT*49*t*	*APT*61*t*	*36cf*,GS655,HS28632 FD	
	Wireless	(*Stl–pt* teaks)		~~Liberty dk~~	~~LMC9,14~~										J.Brown&Co.Ld.Clydebnk		
				~~Bk 17'~~													
276	**Oran** SteelSc	*G.Mugo* –11	*473*	✠	Goo		–	1911	GooleS.B.	M.Camuyrano	175·0	28·1	9·8	Bns.Ayres	T.3Cy.13½",21"&35"–24"	10 " 0	
			366	*Rivers Paran*	*a*&*Plate*			5mo	&RepgCo.Ld.		B18'F25'		FK	Argentine	85NHP		
	Mchy.Aft	1*Dk*(*Stl*)	*241*	5,11	✠				Goole				*WB=FPT*	3*BHCem*	1SB,*3pf*,GS51,HS1600		
	Elec.light													50*t*	*APT*16*t*	Richardsons,Westgarth& Co.Ld.Mdb.	
277	**Orange Branch** SteelScSr	*J.I.Rogers* –14	3435					1896	W.Doxford	NautilusStmShpg.	340·3	45·6	24·5	Sundrland	T.3Cy.24½",40"&65"–42"		C V
6021		(*ex*Bullionist)	2949						&Sons,Ld.	Co.Ld. (F.&W.	F40'			British	NB10 274NHP		
NW	*Turret deck Ref.Mchy.*	1*Dk2trB*	2196						Sunderland	Ritson,*Mgrs.*)				*WB*	W.Doxford&Sons,Ld.Sld.		
278	**Orange River** SteelScSr	*H.D.Andrews* –14	4708					1914	Irvine's SB	BritishEmpireStm	385·0	52·0	27·0	W.Hartlpl	T.3Cy.25",40"&68"–48"		C
5905			4353						&D.D.Co.Ld.	NavCoLd (Houlder	P36'B119'F36'			British	Richardsons, 320NHP		
FGR		1*Dk*	2959						W Hartlepool	Bros.&Co.Ld.*Mgs*)				*WB*	Westgarth&Co.Ld.Hpl.		
279	**Orangemoor** SteelScSr	*W.M.Griffiths* –16	4134					1911	W.Doxford	MoorLineLd. (W.	350·0	51·1	24·0	London	T.3Cy.26",42"&68"–45"		V
5552			3455						&Sons,Ld.	Runciman&Co.Ld.	P28'F41'			British	310NHP		
WB	*Turret deck*	1*Dk2trB*	2576						Sunderland	*Mgrs.*)				*WB*	W.Doxford&Sons,Ld.Sld.		
280	**Oranian** SteelScSr	*W.E.Henderson* –14	3942	✠100A1	Liv		8,16	1914	Napier&	F.Leyland&Co.Ld.	365·2	47·8	27·0	Liverpool	T.3Cy.25½,42½"&72"–48" (*s*)	29 " 6	
5674			3682	8,17 ~~8,16~~				4mo	Miller,Ld.		P38'B140'F67'		FK&BK2"	British	2001b 449NHP	s 5 " 1	
FKL	*Elec.light*	2*Dks*(*Stl*)	2448		✠LMC4,14				Glasgow				7*BHCem*		3SB,*9cf*,GS207,HS7443	24 "10	
	Carrying fuel oil F.P.above150°F.in D.B.							*Lloyd's*	*sA&CP*	*WB=CellDBa*96'*uE*&*B*	58'*f*158'772*t*	*FPT*1		10*t*	*APT*40*t*	Dunsmuir&JacksonLd.Gls	
281	**Oranje** SteelScSr	*W.A.Beyer* *ss*Ams.No.3–9,15	4437	✠100A1	Cal	*y*	7,16	1903	Maats.	Stoomv.Maats.	397·6	45·7	26·7	Amstrdam	Q.4Cy.27½",39",55"&82"–60"	29 " 9	
			3446	1,18 4,17	Sba			5mo	Feyenoord	Nederland	P&B282'F80'			Dutch	210lb (*s*) 718NHP	s 5 " 9½	
NLQ		3*Dks*(2*Stl*–1ws&*U* teaks)	2734		✠LMC				Rotterdam				FK&BK3"	7*BHCem*	3DB,*18cf*,GS253,HS9915 FD	24 " 9	
	Elec.light	Sub.Sig. Wireless		MS5,15 ~~BS10,16~~ 12,17				*Lloyd's*	*sA&CP*	*WB=Cell*	*DBa*94'*uE*48'*f*136'			570*t*		Maats.Feyenoord,Rot.	
282	**Oranje Nassau** SteelScSr	~~*D.Haarnoot* –15~~ *ss*Ams.No.1–15	3721	✠100A1	N Yk	*v*	~~5,15~~	1911	Kon.Maats	Koninkl.West-Indische Maildienst	337·6	44·2	23·3	Amstrdam	T.3Cy.25",41½"&68"–51" (*s*)	26 " 0	
			2576	~~L1,16 10,16~~			4,17	6mo	deSchelde		P&B218'F66'			Dutch	180lb 501NHP	s 2 " 11	
KLT	*Elec.light*	2*Dks*(*Stl–U* teaks)3*trB*	2345	BS6,17	✠LMC5,15				Flushing				FK&BK2"		3SB,*9cf*,GS186,HS7827 FD	23 " 6	
	Well deck	Wireless							A&CP	*WB=CellDBa*76'					Maats.deSchelde,Flushing		
	Nieman –17							*Inter*	*mediate bulkh*	*eads in fore*&*after*	*f*135'326*t*	*APT*20*t*		*holds dispensed with*	*h–4BH only*	*Asp*	
283	— SteelTwinScSr		2885	✠ A–	Rot		10,15	1909	Fairfield	Stoomv.Maats.	350·0	42·7	16·4	Flushing	T8Cy.(2)28",(2)43½",(4)49"	25 " 0	
	A.Buskoop	*ss*Rot.No.1–13	2405	*withfreeboard*	BS5,17			11mo	Co.Ld.	Zeeland	F60'		23·9	Dutch	–33" 190lb (*s*) 1130NHP	s12"9½	
NLS	*Elec.light* Sub.Sig.	3*Dks*(*Stl–Up* tws)	1133	10,15	✠LMC5,16				Glasgow				FK	8*BHAsp*	4DB,*24cf*,GS534,HS19450FD	12 " 7	
	Wireless			*For Channel Service f'o lkesto*						*ne,Queenboro' & Flushing*		*WB–Cell DB uE*12'		23*t*	*APT*56*t*	FairfieldCo.Ld.Glasgow	
284	— SteelScSr		184					1899	J.S.Figee	DoggerMaats.	110·0	23·0	11·5	Vlaardngn	T.3Cy.10",15"&25"–16"	-	
	T.M.Vogler		—						Vlaardingen	(A.Hoogendijk,Jz.				Dutch	25NHP		
		1*Dk*	91							*Mgr.*)					P.Smit,Jr.Rotterdam		
285	**Orara** SteelScSr	*F.R.H.Innes*04–12	1297					1907	Scott of	NorthCoastSteam	240·3	33·9	19·9	SydnyNSW	T.3Cy.22½",37"&60"–36"		
1193			1141						Kinghorn,Ld.	Nav.Co.Ld.				British	216NHP		
LTM	*Elec.light Ref.Mchy.*	2*Dks*	629						Kinghorn					*WB*	Scott of Kinghorn,Ld.Kgn		
286	**Orari** SteelTwinScSr	*T.S.Weston* –12 Wireless	9179					1906	W.Denny	NewZealand	460·7	60·2	31·3	Plymouth	T.6Cy.24½",41¼"&69"–48"		C
9350			6743						&Bros.	ShippingCo.Ld.				British	HS13505 943NHP		
JFP	*Ref.Mchy. Elec.light*	2*Dks*&*Shelter dk*	5905						Dumbarton					*WB*	Denny&Co.Dumbarton		
287	**Orator** SteelScSr	*J.T.Ling* –17 *ss*Liv.No.2–13	3563	✠100A1	Liv	*w*	11,15	1905	Workman,	CharenteS.S.CoLd	350·3	46·1	18·0	Liverpool	T.3Cy.21",35"&58"–48" (*r*)	29 " 6	
6887			3388	*Spar dk*				10mo	Clark&Co.Ld	(T.&J.Harrison,	P33'B100'F37'		27·0	British	180lb 305NHP	s 5 " 5½	
DPN	*Elec.light*	1*Dk*(*Stl*)& *Spar dk*(*Stl*)	2283	3,17	✠LMC			*Lloyd's*	*sA&CP*	*Mgrs.*)		FK		6*BHCem*	3SB,*9cf*,GS160,HS5421	24 " 4	
		& *deep framing*		MS6,15	BS8,16					*WB=CellDBa*98'	*uE*&*B*60'*f*136'705*t*			*APT*45*t*	Wrkman,Clark&Co.Ld Bel		
288	**Orb** SteelScSp	*G.W.Morgan* –16 *ss*Brs.No.1–15	~~202~~	✠100A1	Brs	*b*	~~10,15~~	1911	C.H.Wal-	Osborn&Wallis	116·7	20·0	7·9	Bristol	C.2Cy.14"&28"–18" (*s*)	8 " 9	
7089			196157	6 18 3,17			6,15	5mo	ker&Co.Ld.		Q36'		BK5½"	British	130lb 32RHP	s 1 " 1	
	Mchy.Aft	1*Dk*(*Stl*)	71 73	*For Bristol Channel Service*					Sudbrook					3*BHCem*	1SB,*2pf*,GS31,HS847	8 " 3	
		Cargo battens not fitted		B37,17	✠LMC5,15			*Lloyd's*	*sA&CP*		*WB=FPT*52*t*			*APT*4*t*	Plenty&Sons,Ld.Newbury		
289	**Orbit** SteelScK	*V.Obiol* –07	*198*	✠	Shl	*b*		1907	Hepple&	C.Luro	110·3	21·1	7·1	B'hiaBlnca	C.2Cy.14¼"&30"–21"	8 " 0	
			146	2,07				2mo	Co.Ld.		B13'F16'		FK	Argentine	44NHP		
	Mchy.Aft	1*Dk*(*Stl*)	*85*		✠				South Shields				*WB=*	3*BHCem*	1SB,*2pf*,GS30,HS780		
													*FPT*30*t*		Hepple&Co.Ld.S.Shields		
290	**Orbita** SteelTrpScSr		15678	✠100A1	Bel	*k*†		1915	Harland&	PacificStm.Nav.Co	550·3	67·3	43·0	Liverpool	T.8Cy.(2)26½",(2)42"&(4)	47 " 1	
7467			12425	*Awng dk*				4mo	Wolff,Ld.					British	47½"–51" 215lb	s15 " 0	
LND	*Elec.light*	2*Dks*(*Stl*)& *Awng dk*(*Stl*–	10140	*withfreeboard*					Belfast				FK&BK2"	10*BHCem*	1L.P.Turbine	32 " 7	
	Ref.Mchy.	Sub.Sig. *ptws*) *Shade dk*(*Stl*)		7,15	✠LMC8,15			*Lloyd's*	*sA&CP*	*WB=CellDB*					6DB,*36cf*,GS709,HS28410		
		3*rd dk*(*Stl*) *in Nos.*1,2&3*holds*								*a*145'*uE*&*B*142'*f*	188'1898*t*	*FPT*211*t*		*APT*125*t*	Harland&Wolff,Ld.Bel.		
291	**Orca** SteelTrpScSr		15500	100A1				1917	Harland&	PacificStmNav.Co.	550·3	67·3	43·0	Liverpool	T.8Cy.(2)26½",(2)42"&		
			12425	*Awng dk*					Wolff,Ld.					British	(4)47½"–51" &1 Low		
	Elec.light	*Ref.Mchy.* *Cruiser Stern*	9548	*withfreeboard*					Belfast						pressure Turbine		
	Sub.Sig.														Harland&Wolff,Ld.Bel.		
				(*Class Contemplated*)													
292	**Orcadia** IronScSr	*J.Craigie* –06	198				…	1868	Readhead,	OrkneyStmNav.Co	140·1	20·2	9·2	Kirkwall	C.2Cy.19"&36"–24"	9 " 6	BT till 6,17
5385			161						Softley&Co.	Ld.	Q35'B25'			British	NE84 NB92 60RHP		
JRK		1*Dk*	79						South Shields		len84		BK6"		Hall,Russell&Co.,Abn.		
293	**Orcas** WoodAuxTwinSc3MstSr	*C.A.F.Henningsen*17–17 *Stm.Eng.*	568					1917	Seaborn	H.F.Ostrander	155·0	37·5	13·0	Seattle	C4.Cy.8¼"&19"–16"		
14751			456						S.B.Co.		P44'F42'			Utd.States	24NHP		
GRV	*Mchy.Aft.*	1*Dk*	398						Tacoma						WashngtnIrn.Wks.Seattle		
	(*See Sailing Ship Register*)																
294	**Orchis** SteelScSr	*W.Moyse* –17	482	✠100A1	Apl	*g*		1917	R.Cock&	R.Cock&Sons,Ld.	~~150·6~~	25·9	12·0	Bideford	T.3Cy.13",22"&34"–22½" (*s*)	12 " 9	
35905			337	5,18 ~~2,16~~				8mo	Sons,Ld.		Q83'~~B8'F18'~~B9'			British	180lb 72NHP	s 4 " 1	
SFP	*Mchy.Aft Well deck*	1*Dk*(*Stl*) ~~1*Dk*~~	204	~~(*Class Contemplated*)~~				*Lloyd's*	*sA&CP*	Appledore	150·0	F24'	FK	*FPT*10*t*	3*BHCem*	~~Plenty&Son,Ld.Newbury~~	12 " 5
				✠LMC~~?~~,18												1SB,*2cf*,GS38,HS1271	
																Plenty&Son,Ld.Newbury	

1 Numéro d'Ordre / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / *Capitaine.* *Ex-nom, s'il y a lieu.* / Visites Périodiques. Nombres des Ponts.	3	4 Tonnages Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equilibrement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Cresu sur Quille Franc-bord en milliers de navire. Tirant d'eau correspondant pds. pc.
295	**Orcoma**	SteelTwinScSr	11571	✠100A1	Liv	*g*†	F12,15	1908	W.Beard-	PacificStmNavCo.	511·6	62·2	29·1	Liverpool	Q8Cy.26″,37½″,53½″&76″–54″	40 « 6
127920	*W.Styer* –13	*ss*Liv.No.1–12	9186	*Shelter dk*			S3,16	8mo	more&Co.Ld.		P50′B243′F93″	37·5		British	210lb (*s*) 1342NHP	11 « 7
HMWP	*Elec.light* 2*Dks*(*Stl–Uwss*)&*deep framing*		7100	*withfreeboard*					Glasgow		FK&BK2″			8*BHCem*	3D&3SB,*36cf*,GS657,	29 « 7
	Sub.Sig. &*Shltr dk*(*Stl–teaks*)			12,15				*Lloyd's A&CP*	*WB=Cell*	*DBa*123′*uE*&*B*	103′*f*200′1452*t FPT*			206*t APT*92*t*	HS25047	
	Wireless *lower dk*(*Stl*)*in Nos.1*&*2holds*			BS9,14 ✠LMC4,12					*DBa*123′*uE*&*B*						W.Beardmore&Co.Ld.Gls.	
296	**Orconera**	IronScSr	1361	✠ —	Rot	*p*		1874	M.Pearse&	Fried.Krupp	272·1	32·2	19·3	Hamburg	Q4Cy.16⅝″,24⅝″,32″&48¼″–36″	
	O.T.Pischel –12	*ss*Rot.3rdNo.3–10,10	1233	1,17				4mo	Co.	Aktienges.	F24′ len98			German	NDB11 138NHP	
LDDV		*ss*Rot.No.1–14	848	✠NB6,91					Stockton		ND91ptND98	FK		4*BHCem*	2SB,*2rf*,*2cf*,GS62,HS1860	
	Sub.Sig.	1*Dk2trB*								*WB=DBa*72′	*f*111′500*t*			*Qpd*.91Kon.	Maats.deSchelde,Flushing	
297	**Orduña**	SteelTrpScSr	15499	✠100A1	Liv		4,18	1914	Harland&	PacificStmNav.Co.	550·3	67·3	43·0	Liverpool	T.8Cy.(2)26½″,(2)42″&(4)	47 « 1
135539	*T.M.Taylor* –14		12425	*Awng dk*	NYk			2mo	Wolff,Ld.		P27′B64′F33′			British	17½″–51″&1L.P.Turbine	s15 « 0
JDTF	*Elec.light* Sub.Sig. 2*Dks*(*Stl*)&*Awng dk*		9548	*withfreebord*					Belfast	*WB=CellDB*		FK&BK2″		10*BHCem*	215lb (*s*)	32 « 7
	Ref.Mchy. (*Stl-ptwss*)&*Shade dk*(*Stl*)			9,17~~12,16~~				*Lloyd's A&CP*	*a*145′*uE*&*B*142′*f*		188′1898*t FPT*211*t*			*APT*125*t*	6DB,*36cf*,GS709,HS28410	
	Wireless 3*rd dk*(*Stl*)*in Nos.*1,2,&3*holds*			✠LMC2,14											Harland&Wolff,Ld.Bel.	
298	**Ordunte-Mendi**	SteelScSr	3952	✠100A1	Bbo	*w*	11,16	1898	Ropner&	Cia.Nav.Sota y	336·5	46·6	25·7	Bilbao	T.3Cy.24½″,40½″&66½″–42″	27 « 3
	M.Saenz	*ss*Bbo.No.3–10,11	3401	*Trunk dk*				9mo	Son	Aznar(Sota y	P27′B64′F33′			Spanish	160lb *80lb* (*s*) 294NHP	s 4 « 6
JBQM		*ss*Bbo.No.1–15	2435	*withfreeboard*					Stockton	Aznar,*Mgrs.*)		FK		6*BHCem*	2SB,*6rf*,GS119,HS4535	23 « 3
	(*ex*Scarthoe)	1*Dk*(*Irn*)*2trB*		11,16				A&CP	*WB=CellDBa*		114′*uE*24′*f*182′662*t*			*APT*130*t*	Blair&Co.Ld.Stockton	
		&*Webframes3Dk rule*		~~BS6,16~~ ✠LMC5,15												
299	**Örebro I.**	IronScSp	203					1888	MotalaCo.	ÖrebroNyaRederi-	94·2	20·5	6·6	Örebro	C.2Cy.16″&32″–19½″	
2283	*A.Roberg*09–15		75						Motala	aktieb. (J.A.H.	H24*t*		13·5	Swedish	38NHP	
JFGK		1*Dk*&*Shelterdk*	152							Källström,*Mgr.*)					MotalaCo.,Motala	
300	**Orebro II.**	IronScSp	234					1872	MotalaCo.	ÖrebroNyaRederi-	96·0	21·5	7·5	Örebro	C.2Cy14½″&29½″–19½″&20½″	
2284	*O.F.Norelius* –14	(*ex*Örebro)	98						Motala	aktieb. (J.A.H.	H24*t*F15′		14·3	Swedish	NB12 32NHP	
JFGL		1*Dk*&*Awngdk*	179							Källström,*Mgr.*)					MotalaCo.,Motala	
301	**Örebro III.**	SteelScSp	242					1899	Bergsunds	ÖrebroNyaRederi-	95·8	21·5	7·3	Örebro	C.2Cy.13¾″&26¾″–17½″	
3729	*A.W.Sjögren*90–15		89						M.V.Aktieb	aktieb. (J.A.H.	H43*t*		14·2	Swedish	24NHP	
JLQF		1*Dk*&*Shelter dk2trB*	175						Stockholm	Källström,*Mgr.*)					BergsundsMVAktieb.Skm	
302	**Oregon**	SteelTwinScSr	4774					1916	Akt.Bur-	DetForenede	407·8	54·2	34·4	Copnhagn	Oil Engines 4S.C.SA	
	J.Lissner –16	*Oil Eng.*	4363						meistr&Wain	DampskibsSelsk.				Danish	12Cy.23 1/16″–35 1/16″	
NTSJ	*Elec.light*	1*Dk*&*Shelterdk*	2900						Copenhagen					*WB*	Akt.Burmeistr&Wain,Cpn	
302*	—	WoodTwinScSr	1623					1917	Alaska	AlaskaPacific	215·0	41·9	20·5	Seattle	OilEngine	
		Oil Eng.	1356						PacificNavCo	Nav.Co.	P61′F41′			Utd.States		
	Elec.light Mchy.Aft	2*Dks*	1318						Seattle						SouthwarkCo.Phl.	
303	—	WoodScSr	989					1916	A.Petersen	WilsonBros.&Co.	200·1	41·0	14·7	S.Frncisco	T.3Cy.13″,21″&36″–24″	
214322	*O.Sundman*	1*Dk*	—						Aberbeen,					Utd.States	64NHP	
LGFP		*Fitted for Oil fuel*	628						Wash							
304	**Oregonian** *Knight* –17	SteelScSr	5648	✠100A1	Bal	*z*	3,16	1901	Delaware	American&	406·0	51·1	30·3	NewYork	T.3Cy.27½″,46″&75″–48″ (*s*)	33 « 6
155408	~~Sunbeam~~	*ss*NYk.No.3–10,12	5089	6,17~~11,16~~	NYk			5mo	RiverCo.	HawaiianS.S.Co.	P52′ B100′	F42′		Utd.States	180lb 90*lb* 470NHP	s13 « 6
KQSC	*Elec.light*	*ss*NYk.No.1–16	3535	✠LMC7,16					Chester,Pa.			FK		6*BHCem*	4SB,*12cf*,GS288,HS8268	
	Sub.Sig.	2*Dks*(*Stl*)&*deep framing*						A&CP	*WB=Cell*	*DBa*131′*uE*&*B*	63′*f*161′1060*t FPT*			102*t APT*63*t*	DelawareRiverCo.Chester	
	Wireless	*lower beams in No.1hold*														
305	**Orehoved**	SteelSc	789					1916	Helsingörs	DeDanske	222·9	34·5	14·1	Masnedö	C.2Cy.19″&38″–20″(*forwd*)	
	Nielsen –16	(*Screws fore*&*aft*)	717						Jernsk.&Msk	Statsbaner				Danish	C.2Cy.19″&38″–20″(*aft*)	
NTWS	*Elec.light* (*RailwayFerry*) 1*Dk*		322						Elsinore					*WB*	108NHP	
															HelsingörsJernsk.&Mskb.	
306	**Orel**	SteelScSr	3462	✠100A1	Shi	*w*	3,12	1909	F.Schichau	RussianVolunteer	336·7	45·3	29·6	Vladvostk	T.3Cy.27½″,46⅜″&76⅜″–47½″	32 « 6
108	*Remezoff*		3281	*Spar dk*				8mo	Danzig	FleetAssociation			30·1	Russian	210lb (*s*) 654NHP	s13 « 6
PABG	*Elec.light* 1*Dk*&*Spar dk*(*Stl–pt teaks*&*pt wss*)		1922	*withfreeboard*				*Lloyd's A&CP*				FK		6*BHCem*	4SB,*12cf*,GS245,HS9900 FD	19 « 6
	Wireless &*lower dk*(*Stl*)			2,13 ✠LMC8,09							*WB=CellDBa*62′				F.Schichau,Elbing	
				Vladivostock&	*Shanghai*						*uE*&*B*104′*f*			*uE*&*B*104′*f*	108′431*t FPT*35*t APT*18*t*	
307	**Oreland**	SteelScSr	4190	✠100A1	Cff	*x*	3,17	1911	Nthmblnd	HazelwoodShipg.	370·2	51·0	26·2	London	T.3Cy.25″,41″&69″–48″ (*s*)	28 « 9
132550	*G.B.Veale*15–15	*ss*Bdx.No.1–16	4021	3,17				6mo	S.B.Co.Ld.	Co.Ld.(Humphries	P22′B100′F33′			British	180lb 372NHP	s 5 « 6
HSVR		1*Dk*(*Stl*)	2709	~~BS11,17~~ ✠LMC4,15					Newcastle	(Cardiff)Ld.		FK		6*BHCem*	3SB,*9cf*,GS150,HS5940	23 « 6
								Lloyd's A&CP		*Mgrs.*)					Richardsons,Westgarth&	
										WB=CellDBal	17′*uE*&*B*43′*f*166′1			120*t APT*45*t*	Co.Ld.Sld.	
308	**Orénoque**	IronSc	3833					1874	Messageries	Messageries	393·7	39·7	30·9	Marseilles	C.3Cy.43¾″&(2)60¾″–43¾″	
	Cambin		3559						Maritimes	Maritimes	H192*t* F50′			French	NB86 398NHP	
KMJS	*Elec.light*	3*Dks*	2362						LaCiotat					*WB*	Mess.Mar.,LaCiotat	
309	**Orepuki**	SteelScSr	531	✠100A1	Lyt	*h*	N10,16	1908	GooleS.B.	OrepukiShipping	165·0	26·0	12·5	Lyttelton	T.3Cy.13″,21″&35″–24″ (*s*)	13 « 5
128092	*F.Dewhurst* 16	*ss*Syd.No.2–16	378	10,17~~10,16~~				7mo	&RepgCo.Ld.	Co.Ld.(Reese	Q85′B14′F19′			British	180lb *100lb* 78RHP	s « 8
HMSW	(*ex*TayL.)	1*Dk*(*Stl*)	226	✠LMC10,16					Goole	Bros.)		FK		4*BHCem*	1SB,*3pf*,GS40,HS1373	13 « 0
	Well deck			BS10,17				*Lloyd's A&CP*			*DBa*32′33*t FPT*43*t*			*APT*16*t*	Earle'sCo.Ld.Hull	
310	**Orest**	SteelSc	652					1906	Akt.Ges.	Dampfschifffahrts	180·0	28·1	12·7	Bremen	T.3Cy.13″,20½″&33 1/16″–21½″	
	*H.Ehlers*02–09		515						"Weser"	Ges.Neptun	Q44′B43′F18′			German	51NHP	
QJCK	*Elec.light*	1*Dk2trB*	382						Bremen					*WB*	A.G."Weser,"Bremen	
311	**Orestes**	SteelScSr	4659					1894	Scott&Co.	OceanS.S.Co.Ld.	392·3	47·1	26·0	Liverpool	T.3Cy.25½″,43″&69″–54″	
102174	*J.W.Clark* –	2*Dks*	3962						Greenock	(A.Holt&Co*Mgrs*)	P32′B106′F49′			British	350NHP	
NPDT	*Ref.Mchy.*		3006											*WB*	Scott&Co.,Greenock	
312	**Öresund**	IronScSr	1321	✠100A1	Cpn	*o*	N11,16	1883	Irvine&Co.	RederiAktieb.	245·2	33·3	15·9	Nrrköping	C.2Cy.30″&57″–33″ (*b*)	18 « 11
3256	*A.P.Larsson*16–16		1053	3,18~~11,16~~	Hull			12mo	WHartlepool	Standar(G.af	Q90′B63′F65′			Swedish	80lb *90lb* NDB01 156NHP	s 1 « 8
JHTF	(*ex*Craiglands)	*ss*Osc.2ndNo.3–7,08	760	✠LMC11,16						Ekenstam,*Mgr.*)		BK8½″		4*BHCem*	1DB,*4pf*,GS68	18 « 1
		*ss*Cpn.No.2–16										*WB=Cell*		*DB*201′321*t*	T.Richardson&Sons,Hpl.	
	Well deck	1*Dk*(*Irn*)*2trB*		BS~~5~~,18												
313	—	SteelScSr	581					1905	Kockums	SvenskaRederi-	179·5	30·0	13·8	Malmö	T3Cy16½″,27½″&47½″–27 5/16″	
4398	*J.M.A.Fagerlund*04–05		437						M.V.Aktieb	aktieb.Öresund	H118*t*			Swedish	117NHP	
JPFL	*Elec.light*	1*Dk2trB*	226						Malmö	(C.Faxe,*Mgr.*)				*WB*	KockumsM.V.Akt.Malmö	
314	—	IronScSr	195					1865	Burmeister	S.Subbotin	130·5	21·0	12·2	Archangel	C.4Cy.15″&30″–20″	
1206	*D.Subbotin*		192						&Wain		B7*t*			Russian	67NHP	
	(*SalvageSteamer*)	1*Dk*	79						Copenhagen					*WB*	Burmeister&Wain,Cpn.	

1 No. in book. Official No. Call letters.	2 3 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c.	4 Register Tonnage Gross. — Under deck. — Net.	5 6 7 Particulars of Classification. Character. — for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 9 Built. When. — Ship. — Engines.	By Whom. — Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L. R. Date of last Trial &c.
315 2973 JGLC	**Oriana** SteelTwinScSr *F.E.Kile* –15 *ss*Liv.No.2-14 *Elec.light* Wireless 3*Dks*(*Stl–Mp*tws. Sub.Sig. *U*–wspt&eak)&*deep framing* *Orlop dk*(*Stl*)*in Nos.*1&5*holds*	8117 7155 4549	✠100A1 ~~8,17~~ 11,16 12,17 ~~[8,11 16~~ ✠LMC10,14 BS12,17	Liv	*d*†	11,16	1906 6mo	Barclay, Curle&Co.Ld Glasgow *WB=CellDB* *Lloyd'sA&CP*	PacificStmNavCo. *a*103′*uE&B*88	465·7|56·2|35·8 F88′ FK&BK2″ *f*198′1179*t*FPT72*t*	Liverpool British 7*BHCem* 4*PT50t*	Q8Cy.25½″,36½″,52″&74″–51″ 215lb (*s*) 1138NHP 3D&3SB*27cf*GS540HS2010 Barclay,Curle&Co.Ld.Gls.	39 ″ 0 s10 ″ 7 29 ″ 1	BT till 11,17
316 22024 KJSF	**Orient** IronScSr *A.H.Moir* –15	739 693 457					1859	Barclay, Curle&Co. Glasgow	Leith,Hull&Ham. S.P.Co.Ld.(J.Currie&Co.*Mgrs.*)	226·7|27·7|15·2 P30*t*	Leith British		C.2Cy.24″&42″–30″ NB88 NE73 70RHP J.Penn&Sons,London	16 ″ 0 s 2 ″10	
317 96338	— WoodPad	471 —					1896	..... Chelsea,Mass.	MontaukSteamboatCo.Ld.	167·6|25·0| 9·2	SagHarbor N.Y. Utd.States				
	(*ex*Hingham)	331													
318	**Oriental** SteelScSr *ss*Gls.No.3-5,04 *Elec.light* (*ex*Yacht) 1*Dk*	281 271 157	✠ 8,06	Grk			1891 6mo	A.&J. Inglis Glasgow	~~AristidesDoxeas~~	165·4|22·1|13 1	Greek 5*BHCem*		T.3Cy.13½″,22½″&36″–27″ 1SB.*3cf*,GS46 100RHP A.&J.Inglis,Glasgow		
319	**Oriente** IronScK *J.F.daSilva* –90 (*ex*SaoSebastião,*ex*WestwardHo) 1*Dk*	*111* *104* *22*	✠ *Stm Trawler* 8,90	Shl			1890 8mo	J.T.Eltringham&Co. S.Shields	Camuyranoy Cia.	93·0|18·6|10·1 BK6″	R.Janeiro Brazilian 3*BHCem*		C.2Cy.16″&32″–22″ 42NHP 1SB.*2pf*,GS28,HS719 Baird&Barnsley,N.Shields	10 ″ 3	
320 10141 FHC	**Oriflamme** SteelSc3MstSr *R.Jones* –15 *Elec.light* 2*Dks* *Mchy.Aft* *Carrying Petroleum in bulk*	3764 3374 2424					1899	Armstrong Whtwrth&C Ld.Newcastle	OriflammeS.S.Co. Ld. (Lane&Macandrew,Ld.)	335·7|45·0|28·6 P82′B23′F42′	London British *WB*		T.3Cy.24″,40″&64″–48′ 284NHP WllsndSlpwyCo.Ld.Nwc.		V
321 BQK	**Oriñon** SteelScSr *Zalvidea* *ss*Bbo.No.3–1,09 (*ex*Wolviston) 1*Dk*(*pt Stl pt Irn*)& *Web frames&pt Awng dk*(*Irn*)	2571 1832 1542	✠ *pt Awng dk with freeboard* 3,12 ✠	Bbo	*s*		1895 11mo	Ropner& Son Stockton	Cia.de Nav.Olazarri (Garteiz&Mendialdua,*Mgrs*) *WB=CellDBa*	300·0|43·0|16·4 P29′Q46′ *pt Awng dk*225′ FK 104′*uE&B*32′*f*114′	Bilbao Spanish 5*BHCem* 530*t APT35t*	T.3Cy.22½″,36½″&60″–39″ 224NHP 2SB,*6cf*,GS96,HS3358 Blair&Co.Ld.Stockton	19 ″ 8	V
322 21732	**Oriole** SteelScK *D.Gibbs* –13 1*Dk*	172 161 65	✠ *Stm Trawler* 1,10 ✠	Hul			1907 1mo	GooleS.B. &RepgCo.Ld Goole	KelsallBros.& Beeching,Ld. (G. Beeching&J.E.A. Kelsall,*Mgrs.*)	110·2|21·1|11·2 BK7½″ *WB=DTf*23′42*t*	Hull British 3*BHCem*	T.3Cy.12″,20″&32″–21″ 60RHP 1SB,*2pf*,GS24,HS900 Earle sCo Ld.Hull	12 ″ 0	
323 3171 VDN	**Orion** SteelSc *G.Rosenthal* 16–16 *ss*Rot.No.3–12,10 (*ex*Coningsby) *ss*Osc.No.1–15 1*Dk*(*Irn*)2*tr I* &*Web frames*3*Dk rule*	3411 2804 2111	✠100A1 *Trunk dk with freeboard* 12.15 BS1,17 ✠LMC4,16	Osc	*v*	12,16	1897 8mo	Ropner& Son Stockton A&CP *WB=Cell DBa*108′*uE*	Rederiaktieb. Orient(B.M.Banck *Mgr.*) &*B*38′*f* 126′623*t AP*	325·0|46·0|23·2 P31′B66′F32′ FK 5*BHCem* *T64t*	Stockholm Swedish 2SB,*Grf*,GS105,HS3888 Blair&Co.Ld.Stockton	T.3Cy.22″,38″&63″–42″ (*s*) 210lb *80lb* 275NHP	24 ″ 9 s 3 ″ 7½ 21 ″ 7	
324	— SteelScSr ~~*P.Mandilis* –14~~ *D.Papagelis* –17 *ss*Pir.No.2–16 (*ex*Hillcrag) 1*Dk*(*Stl*)&*Spar dk*(*Irn*) &*deep framing*	*3256* *3029* *2081*	✠100A1 4,18 *Spar dk* ~~3,18 4,16~~ ✠LMC MS1,16	Gen Off	*v*	~~5,15~~ ~~N6,17~~ ~~1,18~~ 4,18	1896 8mo	R.Thompson&Sons Sunderland A&CP *WB=Cell DBa* 106	G.Psiachi	328·1|47·1|15·9 P29′B70′F35′ 23·3 FK *uE*22′*f* 130′ 714*t A*	Syra Greek 6*BHCem* *PT50t*	T.3Cy.24″,39″&64″–42″ (*s*) 160lb *80lb* NDB18 275NHP 2SB,*6pf*,GS100,HS4274 G.Clark,Ld.Sunderland	25″10 s 4 ″ 11 21 ″ 3	
325 IFCD	— SteelScSr *H.Madsen* –16 *ss*Cpn.2ndNo.3–5,16 (*ex*Flindt *ex*Girdleness) 1*Dk*(*Stl*)&*pt Awng dk*(*Irn*)&*Web frames*	1848 1376 1171	✠100A1 *pt Awng dk with freeboard* 1,17 BS1,17 ✠LMC2,15	Cpn	*r*	1,17	1890 5mo	Richardsn, Duck&Co. Stockton *Lloyd's.A&CP*	Akties.Damps. Orion(C.P.Jensen, *Mgr.*) *WB=CellDB*	270·0|37·1|17·1 Q105′ *pt Awng dk*165′ FK 230′428*t APT30t*	Copnhagn Danish 1*BHptCem* *pt Asp*	T.3Cy.21″,34″&56″–36″ (*r*) 160lb 187NHP 2SB,*4cf*,GS60,HS2800 Blair&Co.Ld.Stockton	19 ″ 6 s 7 ″ 7 19 ″ 0	
326 NMF	— SteelScSr *A.H.Daarnhouwer* –14 *Elec.light* 1*Dk*&*Spar dk*	1705 1465 977					1914	A.Vuijk& Zonen Capellea/d Ysel	Koninkl.Nederl. Stoomb.Maats.	297·0|43·3|16·1 26·5	Amstrdam Dutch		T.3Cy.21″,35″&56″–39″ 196NHP Maats.Fyenoord,Rot.		V
327 ~~Reg since 2,17~~ EDCH	IronScSr *Chr.Hatt* 15–16 (*ex*Merthyr) 1*Dk2tr B*	1317 1080 817					1882	Palmers' Co.Ld. Newcastle	Akties.Inger(Jac K.ödeAkties,*Mgr*)	240·4|33·3|16·7 Q93*t*B101*t*F34*t* FK	Bergen Norwegian *WJ*		C.2Cy.28″&57″–39″ B*made*91*fitted*08 169NHP Palmers'Co.Ld.Newcastle	19 ″ 0	N
328	— SteelScSr *ss*Nwc.2ndNo.3–4,10 1*Dk*(*Stl*)&*Awng dk*3*tr B*	1068 1037 691	✠100A1 *Awng dk with freeboard* 8,13 ✠LMC4,10 ✠NB7,05 BS5,14	Mdb	*n*	N8,13	1884 5mo	Bremer Schiffsb.Ges Vegesack *Lloyd's.A&CP*		210·0|30·0|14·6 BK8″ *WB=Cell DB*178′235*t*	Russian 4*BHCem*	C.2Cy.25″&46″–33″ (*s*) 85lb *90lb* NDB03 101NHP 1SB,*3cf*,GS56,HS1707 GuteHffngshutteStrhrde	22 ″ 3 s 7 ″ 11 15 ″ 4	
329 ~~RKJ~~ ~~RRL~~	— WoodScSr ~~*Pandora*~~	~~850~~ ~~683~~ 499	851 684				~~1900~~ 1909	O.B.Sörensens Værft Arendal	~~O.B.Strunsen~~ TheShippingController(W.A.Souter &Co.,*Mgrs.*)	183·6|32·3|~~17·4~~ Q61*t*B87*t*H11~~6~~F21~~6~~ R7·3	~~Arendal~~ ~~Norwegian~~ London ~~British~~	T.3Cy.13¾″,21″&36″–27″ 67NHP MossMek.Værks.Moss		V
330 5093 JRTD	— SteelScSr *C.N.Nilsson* –09 1*Dk2tr B*	624 448 310					1896	J.Laing Sunderland	Rederiaktieb. Fortuna (A.Nilsson,*Mgr.*)	183·1|27·2|12·3 Q65′B46′H19*t*F27	Hlsngborg Swedish *WB*		T.3Cy.16½″,26½″&43½″–38″ 117NHP G.Clark(Lim.),Sunderland		V
331 176 JACW	— IronScSr *T.Besserab* (*ex*GrafSchuvaloff.*ex*Orion) 1*Dk*	429 — 258					18$\frac{60}{84}$	Bergsunds M.V.Aktieb. Stockholm	G.G.Sarandinaki	168·1|23·8|10·7 P99 H20*t*F20′	Odessa Russian		C.2Cy.20″&41″–24″ 69NHP W Lindberg,Stockholm		
332 LGRM	— SteelSc *S.Wrede* (*Trawler*) *Elec.light* 1*Dk*	203 131 70					1907	H.C.Stülcken Sohn Hamburg	J.vonEitzen	117·6|22·4|12·0 F17′	Altona German *WB*		T3Cy12$\frac{5}{16}$″19½″&32$\frac{5}{16}$″–22$\frac{1}{16}$″ 50NHP H.C.StülckenSohn,Ham.		G
333	— IronSc (Captured and taken to Newcastle) (*Trawler*) 1*Dk*	158 148 27					1891	F.W. Wencke Bremerhaven		106·9|21·8|10·3 H7′			C.2Cy.17½″&30½″–21½″ 36NHP Act.Ges.Pauksch,Lndsbrg		
334 16932	— SteelScSr *R.Balcom* –04 (*Whaling*) 1*Dk*	109 104 40					1904	Akers Mek.Værks. Christiania	VictoriaWhaling Co.Ld.	94·1|17·4|10·6	Vict'riaBC British		T.3Cy.11″,18″&29″–18″ 42RHP AkersMek.Værks.Xia.		
335 MLNG	**Orion I.** SteelAuxSc3MstSr *E.Jansson* 12–14 *Oil Eng* (*ex*Orion) 1*Dk* (*See Sailing Ship Register*)	322 271 224					1907	Oskrshmns M.V.Aktieb. Oskarshamn	Akties.Goodwin (Otto&Viggo Kallevig,*Mgrs.*)	131·8|28·9|10·4 Q33′H31*t* len09	Arendal Norwegian *WB*		OilEngine Akt.Diesel-Mtr.-Fabr.Skm		G

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. — Capitaine — Ex-nom, s'il y a lieu. — Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. — Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière Visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP= Force en chevaux d'après les formules de la Société. IHP= Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant pds. pc.
336 126 RGHJ	**Orione** *Elec.light*	**IronSc3MstSr** *2Dks&Spardk*	4016 2664 2065			...		1883	R.Napier &Sons Glasgow	SocietàMarittima Italiana	380·0 H190*t*	42·1 F34′	24·9 32·6	Genoa Italian	T.3Cy.37″,61″&98½″–60″ NE&B91 750NHP G.Ansaldo&Co.,Smprdrna. *WB*	
337 106100 PTCJ	**Orissa** *F.M.Austin* –16 Wireless	**SteelScSr** *2Dks(Stl)3trB&Webframes*	5436 5163 3525	✠ 8,97 ✠	Sld	*z*		1897 8mo	Sir J.Laing Sunderland	BritishIndiaStm. Nav.Co.Ld. *WB=CellDBa153′u*	410·1 B90′F53′	50·7	28·9 FK *E&B45′f168′1236t*	Glasgow British	T.3Cy.26½″,42″&66½″–51″ 369NHP 6*BHCem* *APT113t* 2SB,*6pf*,GS117,HS5070 FD G.Clark(Lim.),Sunderland	32 ″ 0
338 102200 NSHP	— *A.T.D.Pearson* –13 Sub.Sig. Wireless	**SteelTwinScSr** *3Dks*	5358 5058 3262					1895	Harland& Wolff(Lim.) Belfast	PacificStmNavCo.	421·0 F64′	48·8	33·0	Liverpool British	T.6Cy.23½″,38½″&64″–48″ 568NHP *WB* Harland&Wolff(Lim.),Bel	
339 RPVQ	— *T.Rühne*08–08 *ss*Ham.No.1–13 *Elec.light* (*ex*Ingelfingen) 1*Dk*(*Stl*) 2*trB deep framing&Web frames3Dk rule*	**(Seized at Petrograd) SteelScSr** *ss*Ham.No.1–13	3392 3193 2193	✠100A1 4,14 BS4,14 ✠LMC6,13	Ham	*v*	6,13	1908 4mo	Chant.Nav Anversois Hoboken *Lloyd's*	RhedereiAkt.Ges. von1896 *WB= CellDBa108′uE&B*	346·0 P31′B180′F31′	48·1	23·0 FK 6*BHCem* *APT81t*	Hamburg German	T.3Cy.24″,40″&66″–45″ (*s*) 317NHP 3SB,*9cf*,GS136,HS4905 N.E.MarineEngCo.LdNwc	25 ″ 7 s 3 ″ 8 22 ″ 4
340 132805 HTNF	**Oristano** *J.W.Browne* –17 *ss*Cff.No.1–16 *Carrying fuel oil F.P.above150°F.inDB*	**SteelScSr** 2*Dks*(*Stl*)	4253 4037 2732	✠100A1 ~~7,17~~ 12,17 ~~Cff 1~~ ✠LMC ~~BS10,17~~ BS12,17	Bry	*x*	~~9,16~~ 7,17	1911 10mo	Nthmblnd S.B.Co.Ld. Newcastle *Lloyd's*	GulfLine,Ld. (Furness,Withy& Co.Ld.*Mgrs.*) *WB=CellDBa129′u*	380·0 P31′B94′F36′	49·0	26·4 FK 6*BHCem* *E&B42′f164′1108t*	W.Hartlpl British	T.3Cy.25″,41″&69″–48″ (*s*) 372NHP 3SB,*9cf*,GS150,HS5940 Richardsons,Westgarth& Co.Ld.Sld.	29 ″ 0 s 5 ″ 8 23 ″ 8
341 118010 TWGB	**Orita** *ss*Liv.No.3-10,16 *T.Daniel* –17 ~~*ssLiv.No.2–11*~~ *Elec.light* Wireless 3*Dks*(*Stl*-2ws) *Orlop beams aft Orlop dk*(*Stl*)*forward* Sub.Sig.	**SteelTwinScSr**	9292 6677 5816	✠100A1 ~~6,17,15~~ 10,15 2,18 ~~BS9,15~~ ✠LMC9,15 ~~BS10,17~~	Liv	*f*†	PN 10,16 SN 3,17	1903 3mo	Harland& Wolff,Ld. Belfast *Lloyd's*	PacificStmNavCo. *WB= Cell DBa133′uE&B*	485·4 F53′	58·2	39·3 FK&BK3″ 108′*f*180′1502*t*	Liverpool British	Q.8Cy.24½″,35″,51″&72″–54″ 210lb (*s*) 1148NHP 8*BHCem* 135*t* 3D&3SB27*cf*GS540HS20880 *APT84t* Harland&Wolff,Ld.Bel.	42 ″ 8 s 11 ″ 5 32 ″ 0
342 127827 HMJT	**Orizaba** *S.B.Melhuish* –13 *ss*Gms.No.1–12 *StmTrawler* 8.14	**SteelScK** 1*Dk*	233 209 91	✠100A1 BS8,14 ✠LMC7,12	Gms		8,14	1908 3mo	Cook,Welt'n&Gemmell Ld. Beverley *Lloyd's*	A.Bannister	120·0 Q67′F19′	22·0	11·7 BK7½″	Grimsby British	T.3Cy.12½″,22′&35″–24′ (*s*) 70RHP 4*BHCem* 1SB,*2pf*,GS33,HS1103 C.D.Holmes&Co.Hull	12 ″ 6
343 HPMR	**Orjen** *V.Miletic*11–12 *ss*Tri.No.3–12,13 1*Dk*(*Stl*)*&deepframing*	**SteelScSr** 2042 1459	2363	✠ 7,16 ✠	Tri	*s*		1900 10mo	Stabilmnto Tecnico Trieste	Nav.Libera Giovanni Racich&Ci. *WB=CellDBa*	290·0 P33′B76′F35′	42·8	19·6 FK 84′*uE*20′*f*108′620*t*	Ragusa Aust.-Hung.	T.3Cy.20″,32″&54″–39″ NDB05 200NHP 5*BHCem* *APT50t* 2SB,*6cf*,GS100,HS3121 StabilimentoTecnico,Tri.	22 ″ 0
344 367	**Orkan** *W.Jaanberg* –12 (*ex*Rescue) *Welldeck Elec.light* 1*Dk*	**SteelScSr**	691 — 386			...		1900	J.P.Rennoldson&Sns SouthShields	CarlF.Gahlnbäck	189·2 Q92′B14′F23′	30·2	11·1 FK	Reval Russian	T.3Cy.15½″,25″&41″–27″ 90NHP J.P.Rennoldsn&Sns,S.Shl.	13 ″ 6
345 NPWC	**Örkild** *J.Skovgaard*06–06 (*ex*Boscia) 1*Dk&Awngdk*	**SteelScSr**	2632 2498 1622					1906	Helsingörs Jernsk& Msk. Elsinore	DampskibsSelsk Dannebrog (C.K. Hansen,*Mgr.*)	281·7	42·1	24·9	Copnhagn Danish *WB*	T.3Cy.20″,32″&53″–36″ 169NHP HelsingörsJernsk.&Msk.	
346 MFCJ	**Orkla** *A.Herstad* *Elec.light* 1*Dk*	**SteelScSr**	292 143 146					1908	Trndhjms Mek.Værks. Trondhjem	Chr.Salvesen&Chr Thams'sCommunicationsActies.	137·2 Q31*t*B56*t*H20*t*F79*t*	20·9	9·7	Trndhjem Norwegian	T.3Cy.13¾″,23″&38″–22″ 68NHP TrondhjemsM.V.Trndhjm	
347 MKBW	**Orla** *E.Nielsen-Moe* –14 1*Dk*(*Stl*)	**SteelScSr**	4032 3833 2536	✠100A1 7,17,~~16~~ ✠LMC5,14	NYs	*w*	6,16	1914 5mo	TyneI.S.B. Co.Ld. Newcastle *Lloyd's*	IvarAn.Christensen RederiI.I. (IvarAn.Christensen,*Mgr.*) *WB=Cell*	355·3 P32′B102′F34′	50·8	24·9 FK *DBa115′uE&B40′f1541001tAPT102t*	Chrstiania Norwegian	T.3Cy.25″,41″&68″–45′ (*s*) 180lb 355NHP 6*BHCem* 3SB,*9cf*,GS135,HS5742 NE.MarineEngCoLd.Nwc	27 ″ 4 s 4 ″ 10 22 ″ 10
348 3524 JKTH	**Orlando** *N.J.Ljungberg*13–13 *ss*Hbg.2ndNo.3–4,08 (*ex*Helmswood, *ss*Cpn.No.2–16 *Well deck ex*Helmsley) 1*Dk*(*Irn*)2*trB* *Cargo battens not fitted*	**IronScSr**	1757 1363 1037	✠100A1 12,16 ✠LMC ~~BS7,16~~ MS8,16 BS12,17	Cpn	*r*	12,16	1883 3mo	W.Gray& Co. WHartlepool A&CP	Rederiaktieb Orlando (E.A. Enhörning) *WB=DBa*	265·1 P28′Q68′B68′F63′ ptND03	36·0	18·1 BK9½″ 4*BHCem* 80′*f*98′349*t*	Sundsvall Swedish	C.2Cy.32½″&62″–39″ (*b*) 80lb *70lb* NDB94 184NHP 2SB,*6pf*,GS78,HS2958 Blair&Co.Ld.Stockton	21 ″ 2 s 1 ″ 11 20 ″ 1
349 214724 LGQW	**Orleans** *Tucker* *ss*BAs.No.2–14 (*ex*Avellaneda,*ex*Menepthah) *Elec.light* Wireless 1*Dk*(*Stl*)*&Spar dk*(*Stl*-ws)*&deep framing*	**SteelScSr**	*2853* *2393* *1784*	✠100A1 *Spar dk* 4.17 MS3,15 ✠LMC MBS6,16 DBS8,16	NYk	*u*	6,16	1905 9mo	A.McMillan&Son,Ld. Dumbarton *Lloyd's*	OrientalNav. Corpn. *CellDBa86′uE&B40′f140′592tFPT*	315·9 P32′B108′F34′22·8	44·7	14·5 FK 5*BHCem* 60*t*	NewYork Utd.States	T.3Cy.24″,40″&67″–42″ (*a*) 180lb *90lb* 326NHP 2SB,*6cf*,GS144,HS5180 J.G.Kincaid&CoGreenock	25 ″ 5 s 4 ″ 2½ 21 ″ 9
350 107235	— 1*Dk*	**SteelSc**	269 185 183					1898	Carrier, Laine&Co. Levis,Quebec	Buffalo&Fort ErieS.S.Co.Ld.	118·0	28·0	9·2	Toronto, Ont. British	C.2Cy.17″&34″–28″ 52RHP A.F.Beaulieu,Levis	
351 MJGF	**Orm Jarl** *O.Hægstad*11–13 *ss*Xia.2ndNo.3–2,13 (*ex*Hamburg) *ss*Bgn.No.1–17 *Well deck Elec.light* 1*Dk2trB*	**SteelScSr**	799 528 399	✠100A1 ~~4,17,13~~ 11,17 ~~BS7,16~~ ✠LMC~~2,15~~ 4,17	Bgn	*k*	~~7,16~~ 4,17	1888 11mo	W.Doxford &Sons Sunderland A&CP	DetNordenfjeldske Dampskibsselskab	199·0 P&B136′ H29′ F48′	27·4	13·0 FK *WB=CellDB(Irn)*	Trndhjem Norwegian	T.3Cy.18⅛″29″&48″–33″(*o*) 150lb 133NHP 5*BHCem* 2SB,*4cf*,GS70,HS2100 W.Doxford&Sons,Sld.	15 ″ 2
352 136305 JFVB	**Ormara** *S.G.Cave* –16 *Elec.light* Wireless	**SteelScSr** 2*Dks*(*Stl*)	4742 4406 2978	✠100A1 7,14 ✠LMC7,14	Hpl	*y*		1914 7mo	W.Gray& Co.Ld. W.Hartlepool *Lloyd's*	BritishIndiaStm. Nav.Co.Ld. *WB=CellDBa119′uE&B48′f169′130*	380·0 P36′B121′F53′	51·5	27·5 FK 6*BHCem* 8*t*	Glasgow British	T.3Cy.28″,46″&77″–48″ (*s*) 180lb 588NHP 3SB,*9cf*,GS192,HS8832 FD Cen.Mar.Eng.WrksWHpl	30 ″ 0 s 5 ″ 9 24 ″ 8
353 102625 NFBO	**Ormidale** *D.Kennedy* –15 *ss*Shl.No.3–10,06 *Elec.light* *ss*Lth.No.2–14 2*Dks*(1*Irn&UStl*–ws) *&deep framing,3Dk rule*	**SteelScSr**	3560 3324 2305	✠100A1 12,17 ~~2,17~~ Liv ~~BS6,16~~ ✠LMC7,14 ~~BS7,17~~	Gls	*w*	11,16	1893 9mo	Workman, Clark&Co.Ld Belfast *Lloyd's*	DonaldsonLine,Ld. (DonaldsonBros. Ld.*Mgrs.*)	361·0 P25′B76′F47′	44·5	26·5 BK10″ *WB=CellDB290′*	Glasgow British	T.3Cy.25″,42″&68″–48″ (*s*) 180lb *80lb* NDB06 369NHP 6*BHCem* 700*t* 2SB,*6pf*,GS115,HS4775 FD Wrkman,Clark&Co.Ld Bel	29 ″ 1
354 124173 HKLR	**Ormiston** *A.McKillop* –15 2*TwinMasts* *Elec.light* *ss*Cff.No.2–15 2*Dks*(*Stl*)*&deepframing*	**SteelSc**	4843 4591 3147	✠100A1 ~~5,17,14~~ ~~7,17~~ ~~Liv~~ Sng 12,17 ~~BS8,16~~ ✠LMC2,15	Gls	*z*	~~11,15~~ 12,17	1907 4mo	A.Stephen &Sons,Ld. Glasgow *Lloyd's*	CrownS.S.Co.Ld. (Prentice,Service &Henderson, *Mgrs.*) *WB=CellDBa*	400·0 P34′B173′F42′	52·0	27·1 FK *128′uE&B43′f185′1113tFPT99tAPT34t*	Glasgow British	T.3Cy.26″,42′&70″–54″ (*s*) 180lb 481NHP 6*BHCem* 3SB,*9cf*,GS173,HS6915 FD A.Stephens&Son,Ld.Gls.	29 ″ 9 s 5 ″ 5½ 24 ″ 7

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Master. Special Surveys.	3 Material, Rig, &c. Late Name if any. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 6 7 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 9 Built. When	By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of Place of Cert.
355 141866 JRQT	**Ormonde** *W.deM.Baynham* –17 *Elec.light Ref.Mchy.*	**SteelTwinScSr** 2*Dks(Stl)*3 *Shltr dk(Stl–Teaks)*3rd dk *(pt–Stl)*	~~15000~~ 14853 11786 9021	✠100A1 *Shelter dk with freeboard* 6,18 ~~10,17~~ ~~(Class Contem plated)~~	Gls	*k*† ✠LMC10,17 ✠Lloyd's RMC10,17		1917 10mo	J.Brown& Co.Ld. Clydebank *Lloyd'sA&CP*	OrientS.Nav.CoLd *CellDB464'20 1St*	580·5|66·7|40·5 B303'F59' *onShltrdk* FK&BK2¾	Glasgow British 12*BHCem*	4 Steam Turbines geared to 2 Screw shafts 215lb FD (*s*) 4DB&2SB*40cf*GS755HS3336 *tFPT*82*tAPT*130*t* *Sidetanks in Engine space*55' J.Brown&Co.Ld.Clydbnk.	44 ″ 0 s 17 ″ 2 27 ″ 4	
356 123878	— *C.Paterson* –11	**SteelScK** (*Trawler*) 1*Dk*	250 246 101			…		1906 —	Cochrane &Sons Selby	ArcticSteam FishingCo.Ld. (E.Bacon, *Mgr.*)	125·0|22·0|12·4 BK7½″	Grimsby British	T.3Cy.12″,21″&34″–24″ 69RHP Amos&Smith,Hull	13 ″ 3	
357 133103	**Ormsa** *M.Fletcher* –17	**SteelScSk** 1*Dk*	100 79 41					1913 —	LarneS.B. Co. Larne	M.Campbell	66·7|18·4| 8·5 *WB*	Glasgow British	C.2Cy.11″&22″–16″ 26RHP Gauldie,Gillespie& Co.Gls.		
358 112320 JSFH ~~JVSH~~	**Örn** ~~*Th. A.Thoresen* 16–16~~	**SteelScSr** 1*Dk*	1479 1318 921					1902 —	Laxevaags Msk.&Jrnsb. Bergen	TheShippingCon-troller (W.Brown, Atkinson&Co., *Mgrs.*)	257·6|36·3|17·0 H126*t* F32′	~~Arendal~~ Norwegian London British *WB*	T.3Cy.17½″,24″&48″–33″ 132NHP Laxevaags Msk&Jrns.Bgn.		N
359 MGSR	**Örn 2** *Thv.Larsen* ex*Carnarvonshire*, ex*Gaekwar*) *Elec.light* Wireless	**SteelSc4MstSr** (*ex*Falkland, 2*Dks*3*trB*	4358 4026 2757			…		1890 —	Harland& Wolff,Ld. Belfast	AktiesOrnen. (SörenL.Christen-sen, *Mgr.*)	400·6|45·2|28·4 H185*t* F59*t* BK9½″	Sandefjord Norwegian *WB*	T.3Cy.22½″,37″&64″–48″ 334NHP Harland&Wolff,Ld.Bel.	31 ″ 3	N
360 136261 JDKQ	**Orna** *E.D.Pratt* –16 *Elec.light*	**SteelScSr** 2*Dks*(*Stl*)	4783 4457 2997	✠ 11,13 ✠	Hpl	*y*		1913 11mo	W.Gray& Co.Ld. WHartlepool *WB=*	BritishIndiaStm. Nav.Co.Ld. *CellDBa*119′*uE*26′	380·0|51·5|27·5 P25′B124′F40′ FK *f*169′1070*t DTa*35′	Glasgow British 6*BHCem* 880*tAPT*140*t*	T.3Cy.28″,46″&77″–48″ 588NHP 3SB,*12cf*,GS213,HS8813 FD Cen.Mar.Eng.Wrks.WHpl	30 ″ 0	
361 KMPJ	**Orne** *Jeanpierre* –06 *Elec.light Well deck*	**SteelScSr** 1*Dk*	928 802 445					1903 —	DelaBrosse &Fouché Nantes	P.Duval	212·1|30·4|11·9 Q&B113′F26′ *WB*	Havre French	T3Cy.16¾″27½″&39¾″–31½″ 87NHP De la Brosse&Fouché,Nts.		V
362 NRDS	**Örnen** *T.Pihl* *Elec.light*	**SteelScSr** 1*Dk*	789 391 408					1909 —	Akt.Bur-meistr&Wain Copenhagen	Dmpskibs.paa Bornholm af 1866 (T.H.Lund, *Mgr.*)	191·9|32·1|19·3 *WB*	Rönne Danish	T.3Cy.16½″,27″&45″–24″ 99NHP Akt.Burmeistr&WainCpn		V
363 5371 JSVK	— *E.L.Eriksson* –15	**WoodScSp** *Oil Eng.* 1*Dk*	114 84 68					1912 —	Skebäcks Varf Örebro	ÖrebroNyaRederi Aktieb.(J.A.H. Källström, *Mgr.*)	90·3|20·7| 7·0 Q30′H19*t*F8′	Örebro Swedish	Oil Engine 2Cy.14″&10″ J.V.SvenssonsMotorfab. Stockholm		
364 108769 QKHP	**Oron** (Detained at Hamburg) *E.W.Williams* –12 *Elec.light*	**SteelScSr** *ss*Ham.No.3–8,11 2*Dks*(1*pt Stl*–ws&*UStl*–ws) &*deep framing*	3171 2670 2015	✠100A1 1,14 MS2,15	Ham	*v* ✠LMC BS10,15	2,13	1898 11mo *Lloyd*	Barclay, Curle&Co.Ld. Glasgow *'sA&CP*	British&African S.N.Co.Ld. (Elder,Dempster& Co Ld. *Mgrs.*) *WB=CellDBa*70′	345·0|42·2|23·0 P36′B122′F41′ FK *f*160′1303*t FPT*89*t* *uE&B*34′*f*	Liverpool British 6*BHCem* *APT*71*t*	T.3Cy.23″,38″&63″–45″ (*s*) 1806 *100lb* NDB12 300NHP 2SB,*6rf*,GS138,HS4723 Barclay,Curle&Co.Ld.Gls. 152′626*t FPT*85*t APT*44*t*	25 ″ 8	
365 (WarLoss) HGTK	**Oronsa** *T.H.Hobson* –13 3*Dks*(*StlU&Mws*)&*deep framing Orlopdk* *Elec.light* Sub.Sig. Wireless	**SteelTwinScSr** ~~*ss*Liv.No.1–10~~ (*Stl*) *in fore hold* *ss*Liv.No.2–15	8075 7131 4516	✠~~100A1~~ ~~1,17 Sshd 8,17~~ 1,18 ~~TS 13~~ ~~Ts~~	Liv	*d*† ✠LMC ~~S 11~~	7,15	1906 8mo *Lloyd*	Harland& Wolff,Ld. Belfast *'sA&CP*	PacificStmNav.Co *WB=CellDBa* 115′*uE&B*125′	465·3|56·3|35·9 F86′ FK&BK2″ *f*160′1303*t FPT*89*t*	Liverpool British 7*BHCem* *APT*71*t*	Q.8Cy.24″,34½″,50″&71″–54″ 215lb (*s*) 1125NHP 3D&3SB27*cf*GS529HS20343 Harland&Wolff,Ld.Bel.	39 ″ 2 s10•8½ 29 ″ 1	
366 115707 TPWN	**Orontes** *M.J.Sarson* –17 3*Dks*(*Stl*–2ws *U* teak s)4*trB* *Elec.light Ref.Mchy.* Wireless	**SteelTwinScSr** *ss*Lon No.3–2,14	9023 7377 4622	✠100A1 8,17 ~~2,17~~ MS11,15 ✠Lloyd's RMC ~~2·10 2,15~~ M BS3,18	Lon	/† ✠LMC BS10,16	P 9,15 ~~s 1,17~~ s3,18 ~~s3,18~~	1902 9mo *Lloyd*	Fairfield Co.Ld Glasgow *'sA&CP* *WB=CellDBa*45′*uE&B*167′	OrientS.Nav.CoLd	513·7|58·2|34·4 P74′B267′F74′ FK *f*169′1303*t FPT*74*t*	Glasgow British 10*BHCem* *APT*150*t*	Q.8Cy.27¼″,39″,56″&80″–60″ 215lb ~~100lb~~ (*s*) 1700NHP 2DB&4SB,*32rf*,GS574, *70lb* FD HS26142 FairfieldCo.Ld.Glasgow	38 ″ 2	BT till 10,17
367 105040	— *ss*Flt.No.3–8,07 ~~*F.Kerr* –11~~ ~~*Reynolds* –17~~ *H.Hansen* –17	**IronScK** ~~(*Trawler*)~~ *ss*Vcr.No.2–17 1*Dk*	178 166 76	✠100A1 *Stm.Trawler* 9,17 ~~4,17~~ ✠NE3,09	Vcr Hfx	~~4,17~~ 9,17 ✠LMC4,17		1895 5mo *Lloyd's*	Cochrane &Cooper Beverley	A.&R.Logan ies Company Ld.	111·5|21·0|11·5 Q20′ BK7½″	Vancouver B.C. British 3*BHCem*	T.3Cy.13″,21″&34″–24″ (*s*) 170lb ~~NB09~~ 60RHP C.D.Holmes&Co.,Hull 1SB,*3pf*,GS20,HS900	12 ″ 4	
368 102192 NRCG	**Oropesa** Sub.Sig. Wireless	**SteelTwinScSr** 3*Dks*	5360 2491 3293					1895 —	Harland& Wolff(Lim.) Belfast	PacificStm.Nav.Co	421·0|48·8|33·0 F64′ *WB*	Liverpool British	T.6Cy.25½″,38½″&64″–48″ 568NHP Harland&Wolff(Lim.)Bel.		
369 137011	— *S.B.Melhuish* –14 *Elec.light*	**SteelScK** 1*Dk*	324 297 171	✠100A1 *Stm Trawler* 4,15	Hul	✠LMC11,14		1914 11mo *Lloyd*	Cochrane &Sons,Ld. Selby *'sA&CP*	A.Bannister	140·2|24·0|12·6 Q77′F20′ BK7½″	Grimsby British 4*BHCem*	T.3Cy.13½″,23″&37″–24″ (*s*) 200lb 84RHP 1SB,*3pf*,GS47,HS1400 C.D.Holmes&Co.Ld.Hull	13 ″ 3	
370 96348 LHTB	**Orotava** *W.C.Barrett* –14 *Ref.Mchy. Elec.light*	**SteelSc4MstSr** Wireless	5980 5063 3423					1889 —	Naval Con. &Arm.Co.Ld. Barrow	RoyalMailSteam PacketCo.	430·0|49·3|34·2 P48′ F66′	Liverpool British	T.3Cy.39″,61″&97″–66″ 764NHP NavalCon.&A.Co.Ld., Brw		
371 NHBA	— *Elec.light Mchy.Aft*	**SteelScSr** 1*Dk*	2064 1609 1193					1914 —	Schiffsw.v. HenryKoch Lübeck	Oldenbrg-Portug. Dampfsch.Rhed.	290·6|41·2|16·8 P&B107′F81′ *WB*	Oldenburg German	T.3Cy.22½″,36½″&56 7/16″–35⅝″ 192NHP OttensenerMaschf.Altona		
372 124690 HKTN	**Orphesia** *D.Nolan* –09	**SteelScK** *ss*Flt.No.2–14 1*Dk*	273 225 106	✠100A1 *Stm Trawler* 12,14	Flt	✠LMC12,1	12,14	1907 5mo *Lloyd*	GooleS.B. &Repg.Co.Ld Goole *'sA&CP*	StarettaSteam FishingCo.Ld. (J.N.Ward&Son, *Mgrs.*)	130·0|23·1|12·0 Q73′F23′ BK7½″	Fleetwood British 4*BHCem*	T.3Cy.13″,22″&36″–26″ (*s*) 180lb 79RHP 1SB,*3pf*,GS50,HS1516 Shields Eng&D.D.Co.N.Shl	13 ″ 0	
373 132067 HWCP	**Orpheus** *H.E.Dalton* –16 *Elec.light*	**SteelScSr** 1*Dk*(*Stl*)	4393 4163 2731	✠100A1 11,15	Bry	*y* ✠LMC6,12	11,16	1912 6mo *Lloyd*	Bartram& Sons Sunderland *'sA&CP WB=*	W.&C.T.JonesS.S. Co.Ld.(W.&C.T. Jones, *Mgrs.*) *Cell DBa* 133′*u E2*	385·0|52·0|25·1 P33′B237′F56′ FK 3′*f*169′1113*t FPF*1	Sundrland British 6*BHCem* 72*tAPT*150*t*	T.3Cy.26″,42″&71″–48″ (*r*) 180lb 404NHP 3SB,*9pf*,GS167,HS6568 J.Dickinson&Sons,Ld.Sld	27 ″ 6 s 4 ″ 2 23 ″ 8	
	Now named "Craigwen," See Supplement														
374 122695	— *J.Robinson* –10	**SteelScK** (*Trawler*) 1*Dk*	228 213 91			…		1905 —	Cochrane &Sons Selby	Arctic SteamFish-ingCo.Ld. (E.Bacon, *Mgr.*)	120·0|21·6|11·5 Q65′F22′ BK7½″	Grimsby British	T.3Cy.12″,21″&34″–24″ 69RHP Amos&Smith,Hull	12 ″ 4	
375 5225 JSHN	**Orsa** *M.Anderson* ~~*Mackenzie* –15~~ (*ex*Cairndhu) *Well deck*	**IronScSr** 6thSurvey,Hbg.7,11 1*Dk*(*Irn*)&*Web frames* 1stSurveyGot,7,17	1271 991 745	✠A1* 1 7,17	Shl	Lv Got LMC7,17		1885 5mo	H.S.Ed-wards&Sons Newcastle	O.Banck	231·0|34·6|17·2 Q93*t*B132*t*H29*t* F27*t* FK *WB=DBa&f*	Hlsingborg Swedish 4*BH*	T.3Cy.~~16½″,30″&48″–36″~~ ~~12½″,30″&18½″–36″~~ 160lb *80lb* 138NHP 1SB,*3cf*,~~GS55,HS1959~~ GS54,HS1908 Blair&Co.Ld.Stockton	~~18 ″ 5~~ 18 ″ 5 s1 ″ 9 16 ″ 11	

1 Numéro d'Ordre / Numéro Officiel / Signaux	2 Nom du Navire. Matériaux. Grèement. etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Enrôlement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.
376	**Orseolo** SteelScSr	4423	✠100A1	Gen	*w*	1,16	1905	Cant.Nav.	Soc.Veneziana di	342·3|48·6|19·7	Venice	T.3Cy.25″,40″&68″–48″ (*s*)	30 ″ 0
44	*S.Chiesa*10–10 *ss*Tri.No.2–14	3697	*Spar dk*				6mo	diMuggiano	Nav.aVap.	P40′B118′F38′ 27·5	Italian	180lb *100lb* 388NHP	s 5 ″ 4
RGJF	1*Dk*(*Stl*)&*Spar dk*(*Stl*-ws)	2849	1.16	✠LMC9,15				Spezia		FK	7*BHCem*	2SB,6*cf*,GS122,HS5231 FD	25 ″ 0
	Elec.light &*Web frames*		~~Dec17,15~~	~~MBS1,17~~ 18			*Lloyd's*A&CP		*WB*=*CellDBa*	84′ *uE*&*B*44′ *f* 152′	702*tAPT*80t	Richardsons,Westgarth& Co.Ld.Hpl.	
			DBS11,17										
377	**Orsova** SteelTwinScSr	12036	✠100A1	Lon	*i*†	P5,16	1909	J.Brown&	OrientS.Nav.Co.	536·2|63·3|34·3	Glasgow	Q.8Cy.28¾″41″58½″&84″–60″	38 ″ 0
128278	*A.J.Coad* –14 *ss*Lon.No.1–13	8313	*Shelter dk*			S1,16	5mo	Co.Ld.	Ld.	B60′	British	215lb (*s*) 1987NHP	s 10·9½
HPFB	*Elec.light* 3*Dks*(*Stl*-ws)4*trB*	6831	3,17					Clydebank		FK	10*BHCem*	4D&2SB,*40rf*,GS728,	27 ″ 8
	Ref.Mchy. Orlop dk(*Stl*)*inNos.*1&5*holds*		BS10,16	✠LMC5,13			*Lloyd's*A&CP					HS31373 FD	
	Wireless &*Shelter dk*(*Stl*-teak s)			✠Lloyd'sRMC5,17				*WB*=*CellD*	*Ba*105′ *uE*&*B*188′	*f*168′1307*tFPT*92t	*APT*119*t*	J.Brown&Co.Ld.Clydebnk	
378	— SteelScSr	3549	✠	Shl	*w*		1907	R.Craggs	HungarianLevant	350·0|49·7|23·4	Fiume	T.3Cy.23½″,39″&66″–45″	25 ″ 10
	R.Kehrer *ss*Shl.No.1–12	3324	~~11,16~~				10mo	&Sons,Ld.	S.S.Co.Ld.	P31′B101′F35′	Aust.-Hung.	322NHP	
JPCL	1*Dk*(*Stl*)&*deepframing*	2226	✠					Middlesbro'	*WB*=*Cell*	FK	6*BHCem*	3SB,9*cf*,GS122,HS5034	
									*DBa*119′*uE*&*B*	42′*f*144′1034*t FPT*	88*tAPT*99*t*	N.E.MarineEngCoLd.Nwc	
379	**Ortega** SteelTwinScSr	8075	✠100A1	Liv	*d*†	12,16	1906	Harland&	PacificStmNavCo.	465·3|56·3|35·9	Liverpool	Q.8Cy.24″,34½″,50″&71″–54″	39 ″ 2
123976	*G.C.M.Oakley* –16 *ss*Bkn.No.2–15	5423	~~8,17~~ ~~12,16~~ 12,17				6mo	Wolff,Ld.		F86′	British	215lb (*s*) 1125NHP	s 10·8½
HGNJ	*Elec.light* Wireless 3*Dks*(*Stl*–*U*&*M*ws)	4510						Belfast	*WB*=*CellDB*	FK&BK2″	7*BHCem*	3D&3SB27*c*/*in*GS529HS20343	29 ″ 1
	&*deep framing*,*Orlop dk*(*Stl*)*in fore hold*		~~BS6,16~~	✠LMC7,14			*Lloyd's*A&CP		*a*115′*uE*&*B*125′	*f*163′1303*tAPT*71t	*FPT*89*t*	Harland&Wolff,Ld.Bel.	
	Sub.Sig.		BS12,17										
380	**Ortensia** SteelScSr	688			…		1890	Bergens	S.Arditi	201·1|31·8|11·6	Genoa	T.3Cy.15½″,25″&40″–27″	13 ″ 9
784	*S.LiGressi* (*ex*GiacomoGrasso,*ex*	538						Mek.Værks.		Q51′B55′F30′	Italian	92NHP	
RGJQ	Rescuer,*ex*Breidablik) 1*Dk*2*trB*	367						Bergen			*WB*	BergensMekVærksBergen	
	Well deck												
381	**Orthia** SteelScSr	4225	✠100A1	Gls	*x*	10,16	1896	J.Laing	DonaldsonLine,Ld	377·0|46·6|19·0	Glasgow	T.3Cy.27″,44″&72″–48″ (*s*)	29 ″ 5
106012	*K.Macdonald* –17 *ss*Gls.No.3–10,08	3988	*Spar dk*				6mo	Sunderland	(DonaldsonBros.	P34′B84′F35′ 26·9	British	160lb *90lb* 404NHP	s 6 ″ 2
PJDV	*ss*Gls.No.1–13	2694	10,16					A&CP	Ld..*Mgrs.*)	FK	6*BHCem*	2SB,6*cf*,GS117,HS5407 FD	23 ″ 8
	1*Dk*(*Stl*)&*Spar dk*(*Irn*)3*trB*		~~BS4,16~~	✠LMC~~8,16~~ 2,17					*WB*=*C*	*ellDBa*118′*uE*&*B*	34′*f*164′750*tMT*26′	608*tAPT*78t	G.Clark(Lim.),Sunderland	
	Wireless *Web frames only in No.2 hold*												
382	**Orthos** SteelScK	218	✠100A1	Abn			1913	J.Duthie	NationalStmFish-	115·3|22·6|12·3	Aberdeen	T.3Cy.11½″,20″&34″–23″ (*s*)	13 ″ 1
133636	*G.W.Robinson*13–13	213	*StmTrawler*				11mo	TorryS.B.Co.	ingCo.(Aberdeen)		British	180lb 70RHP	
	1*Dk*	80	11,13	✠LMC11,13				Aberdeen	Ld.	BK7½″	3*BHCem*	1SB,3*pf*,GS38,HS1250	
							*Lloyd's*A&CP			*WB*=	*DT*75′11*t*	W.V.V.Lidgerwood,Gls.	
383	**Ortiga Hermanos** IronScSr	392	✠	Sng	*g*		1874	Macfayden	OrtigaHnos.yCia.	150·7|23·2|15·1	Manila	C.2Cy.22″&39″–27″	
	*ss*Sng.No.2–83	353	10.85				10mo	&Co.		B22′H39*t*	Utd.States	66NHP	
MBRJ	(*ex*Florencio,*ex*Carmen,*ex*Rosa) 2*Dks*	267	~~NB85~~					Port Glasgow		*WB*=*ptDB*	4*BHCem*	Kemp&Hume,Glasgow	
384	**Ortolan** SteelScSr	1727	✠100A1	Shl	*r*	2,15	1902	CaledonS.	GeneralStm.Nav.	275·3|40·2|17·2	London	T.3Cy.24½″,39″&64″–45″ (*a*)	19 ″ 4
115897	*J.R.Acors*10–15 *ss*Lon.No.3–5,14	1346	4,17				9mo	B.&E.Co.Ld.	Co.Ld.	P215′UpperB98′	British	170lb *100lb* 328NHP	s 1 ″ 11
TQKB	*Well deck* 2*Dks*(*U Stl*-ws)	847	BS5,16	✠LMC5,14				Dundee		F35′ BK9½″	6*BHCem*	2SB,8*cf*,GS162,HS5590	18 ″ 7
	Elec.light Wireless						*Lloyd's*A&CP		*WB*=*Cell*	*DBa*60′ *uE*26′*f*112′	295*t*	CaledonSB&E.Co.Ld.Dun.	
385	**Ortona** SteelScSr	5524	✠100A1	Mdb	*y*		1916	J.L.Thomp-	TheGulfLine,Ld.	385·0|53·7|31·6	London	T.3Cy.27″,45″&74″–48″ (*s*)	34 ″ 2
140259	*J.Carter*09–17	5287	*Shelter dk*				12mo	son&Sons,Ld			British	462NHP	s 8 ″ 4½
JPBV	*Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	8530	*withfreeboard*					Sunderland		FK	6*BHCem*	3SB,9*cf*,GS195,HS7746	26 ″ 2
			3,17	✠LMC5,17			*Lloyd's*A&CP			*CellDB*841′1105*tFPT*	71t *APT*76t	J.Dickinson&Sons,Ld.Sld.	
386	**Ortrud** SteelScLr	136					1908	Bremer	"Visurgis"	90·8|21·3| 9·8	Nordnham	C.2Cy.9$\frac{1}{16}$″&16½″–12$\frac{13}{16}$″	
	Jul.Voss	129						"Vulkan"	Heringsfischerei	Q21′	German	8NHP	
NJPL	1*Dk*	66						Vegesack	Akt.Ges.			Bremer"Vulkan,"Vegesck	
387	**Ortwin** SteelScLr	138					1910	J.Frerichs	FischereiGes.	91·0|21·4| 9·9	Brmrhavn	Oil Engine 4S.C.SA.	
	J.v.d.Blohm *Oil Eng.*	129						&Co.A.G.	"Brema" m.b.H.		German	2Cy.11$\frac{13}{16}$″–12$\frac{13}{16}$″	
NJSM	*Mchy.Aft* (*ex*Rotesand) 1*Dk*	87						Einswarden				J.Frerichs&CoAG Ostrholz	
388	**Oruba** SteelSc3MstSr	5971					1889	NavalCon.	RoyalMailS.P.Co.	430·0|49·3|34·2	Liverpool	T.3Cy.39″,61″&97″–66″	
96310	*J.G.K.Chereb* –14	5063						&Arm.Co.Ld.		F66′	British	764NHP	
LDVH	*Ref.Mchy. Elec.light* Wireless	3377						Barrow				NavalCon.&A.Co.Ld.,Brw	
389	**Orubian** SteelScSr	3876	✠100A1	Liv	*x*	~~6,16~~	1914	Scotts'S.B.	F.Leyland&Co.Ld.	365·0|47·7|27·0	Liverpool	T3Cy.25½″,42½″&72″–48″(*s*)	29 ″ 6
135540	*G.F.Stewart* –16	3624	7,17 ~~6,16~~			7,17	1mo	&Eng.Co.Ld		P38′B140′F66′	British	200lb 462NHP	s 5 ″ 1
JDTL	*Elec.light* 2*Dks*(*Stl*)	2412		✠LMC4,14				Greenock		FK&BK2″	7*BHCem*	3SB,9*cf*,GS207,HS7779	24 ″10
							*Lloyd's*A&CP	*WB*=	*CellDBa*96′*uE*&*B*	58′*f*158′ 743*t FPT*	72t*APT*37t	Scotts'SB.&Eng.CoLdGrk	
390	**Oruga Maru** SteelScSp	125					1898	Akers	ToyoHogei	94·5|18·2|11·5	Osaka	T.3Cy.11″,18″&29″–20″	
9045	(*ex*Olga)	118						Mek.Værks.	KabushikiKaisha		Japanese	39NHP	
JMNK	1*Dk*	67						Christiania				AkersMek.Værks.Xania.	
391	**Oruro** IronScBg	1919	✠100A1	Hfx	*s*	12,15	1878	Barclay,	BedfordS.S.Co.Ld.	301·5|33·2|25·1	London	C.2Cy.34″&63″–45″ (*s*)	
79148	*H.C.Warner* –15 *ss*Hfx.3rdNC8–8,13	1792	12,15				7mo	Curle&Co.	(Continental	F42′	British	80lb *80lb* NDB00 233NHP	
RVTK	(*ex*DuartCastle,*ex*Adjutant)	1249	~~NB8,00~~	LMC5,13				Glasgow	TradingCo.*Mgrs.*)	BK10″	5*BHCem*	1DB,8*cf*,GS150,HS4350	
	Elec.light 5*Dks*(1*Irn*)		BS12,15					A&CP				Barclay,Curle&Co.Gls.	
392	**Orvar** SteelScSr	1702	✠100A1	Got	*p*	10,15	1913	Oskrshmns	Ångf.Aktieb.Göte-	227·7|36·7|16·0	Gothenbrg	T3Cy.19″,31½″&51½″–33″(*s*)	25 ″ 6
5545	*J.A.Forslund*05–13 *ss*Got.No.1–17	1061	*Shelter dk*				12mo	M.V.Aktieb.	borg-Manchester	*B on Shelter dk* 30′	Swedish	185lb 204NHP	s 7 ″ 2
JTPD	*Elec.light* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	1020	*withfreeboard*					Oskarshamn	(H.Metcalfe,*Mgr.*)	H105*t* FK	4*BHCem*	2SB,6*cf*,GS87,HS3636	18 ″ 8
	~~*Cargo battens not fitted in Shelter 'tween decks*~~		6,17 ~~9,16~~	✠LMC~~9,16~~ 6,17			*Lloyd's*A&CP	*WB*	=*CellDBa*66′*uE*&	*B33′f* 93′346*t FPT*	37t*APT*33t	Oskarshamns M.V.Aktieb.	
393	**Orvicto** SteelScK	226	✠100A1	Hul			1916	Cook,Wel-	~~AldersydeSteam~~	117·0|22·0|12·7	Hull ~~Grimsby~~	T.3Cy.12″,21″&34″–24″ (*s*)	13 ″ 7
138962		219	*StmTrawler*				7mo	t'n&Gemmell	~~FishingCo.Ld.~~	Q61′F16′	British	200lb 74RHP	
	1*Dk*	109	7,16	✠LMC7,16				Ld. Beverley	~~F.Bocock,Mgr.~~	BK7½″	4*BHCem*	1SB,3*pf*,GS31,HS1268	
							*Lloyd's*A&CP		GreatNorthernS.S.			Amos&Smith.Ld.Hull	
394	**Orvieto** SteelTwinScSr	12130	✠100A1	Lon	*h*†	5,16	1909	Workman,	Fish.ngCo.Ld.	535·3|64·0|38·6	Belfast	Q.8Cy.29″,41″,59″&84″–60″	34 ″ 3
129628	*W.S.Shelford* –11	9782	*Shelter dk*				11mo	Clark&Co.Ld	OrientS.Nav.CoLd	B305′	British	215lb (*s*) 1977NHP	s 7 ″ 1
HQBL	*Elec.light* 2*Dks*(*Stl*)&*Shelter dk*	7421	11,13	✠LMC7,13				Belfast		FK	9*BHCem*	4D&2SB,*40cf*,GS733,	27 ″ 7
	Ref.Mchy. .Wireless (*Stl*–*ptws*)			✠Lloyd'sRMC6,14			*Lloyd's*A&CP		*WB*=	*CellDBa*85′*uE*&*B*	165′*f*170′1425*tFPT*	55t*APT*80t	HS31086 FD Wrkman,Clark&CoLd.Bel

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. / Master. / Special Surveys.	3 Material, Rig, &c. / Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage: Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned. now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. Wnen. — Ship. — Engines.	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught ft. in.	15 Registers in which classed, if not in L.R. Discon. R. of Trade Cert.
395 MHTV	**Orwell** *J.S.Guldbrandsen*	**SteelScSr** *ssCtt.No.3-6,10* 2*Dks(Stl)&Webframes*	3880 3273 2474	✠ 8,12 ✠	Shl	*w*		1897 8mo	C.Connell &Co. Glasgow	AktiesTönsbergs Hvalfangeri (O.Hytten,*Mgr.*) *WB=CellDBa*	353·5 P34′B104′F38′ 114′*u E&B38′f*152′	45·0 FK	29·4	Tönsberg Norwegian *6BHCem* 801*tAPT*62*t*	T.3Cy.25″,40″&66″–45″ 354NHP 2SB,*6rf*,GS94,HS4900 FD Dunsmuir&Jackson,Gls.	28 ″ 6	N
396 129431	**Osaka**	**SteelPad** 1*Dk*	297 224 171					1909	W.Denny &Bros. Dumbarton	IrrawaddyFlotilla Co.Ld.	176·3	26·0	7·2	Glasgow British	T.3Cy.15½″,23½″&36″–48″ 70RHP Denny&Co.Dumbarton		
397 129377	**Osborne Stroud** *O.Stroud*12–12	**SteelScK** 1*Dk*	209 205 79	✠100A1 *StmTrawler* 4,14 ✠LMC2,12	Abn		4,14	1912 3mo *Lloyd's*	A.Hall& Co.Ld. Aberdeen *s.&CP*	Stroud'sSteam FishingCo.Ld.	115·5 BK7½″ *WB=DTf*5′10*t*	22·5	12·4	Aberdeen British *3BHCem* 180*t*APT13*t*	T.3Cy.11⅝″,20″&33″–23″ (*r*) 180lb 66RHP 1SB,*3pf*,GS51,HS1149 A.Hall&Co.Ld.Aberdeen	13 ″ 0	
398 189	**Oscar** *Koutcherenko*09–09 *Well deck*	**IronScSr** (*ex*Hilda)	645 — 304			…		1872	Backhouse &Dixon Middlesbro'	A.T.Karapatnitzky	190·0 Q68′	26·9 B55*t*	15·3 F28′	Odessa Russian	C.2Cy.24″&47½″–30″ 103NHP Blair&Co.(Lim.),Stockton		
399	— *A.Hansen* –12 *Elec.light*	**SteelScSr** *Fitted for oil fuel* 1*Dk*	175 134 59					1910	R.Holz Harburg	HamburgColumbierBananenA.G.	94·5	21·4	9·2	PrtoCesar Colombian	T.4Cy.(2)8¼″,18½″&29½″–14⅛″ 34NHP R.Holz,Harburg		
400 339 HTKS	— *J.Gustafsson*07–11	**CompScSr** 1*Dk*	163 127 98					1888	G.Persson Nylandsö	JanLarson	100·1 B24′H5*t*	23·0	8·5	Gothenbrg Swedish	C.2Cy.11¾″&23¾″–14½″ 17NHP EriksbergsM.V.,Gothnbg.		
401 RSFM	— *J.Jonas*	**SteelSc** (*Tug*) 1*Dk*	107 96 —					1911	E.J.Smit &Zoon Hoogezand	H.Peters	82·7	18·7	10·0	Hamburg German	T.3Cy.12½″,19$\frac{5}{16}$″&32$\frac{7}{16}$″–17$\frac{7}{16}$″ 45NHP E.J.Smit&ZoonHoogezand		G
402 HDNC	— *K.Eriksen*99–99	**IronSc**	106 64 55					1888	Akers Mek Værks Christiania	Asker,Röken&Hurum Dpskslsk.	89·3 P14*t*B23*t*H5*t*	16·2	8·3	Chrstiania Norwegian	T.3Cy.8½″,13″&21½″–15″ 18NHP AkersMek.Værks.Xia.		
403 HMJR	— *J.Johannesen*03–03	**IronScSp** 1*Dk*	103 62 56					1890	AkersMek. Værksted Christiania	Tönsberg& OmegnsDpskslsk.	85·2 P34*t*	16·9 H7*t*	8·4	Tönsberg Norwegian	T.3Cy.8½″,13″&21½″–15′ NB06 18NHP AkersMek.Væk.Chrstiania		
404	**Oscar D. Bennett** *ssNOs.No.1–17* *Elec.light*	**SteelScK** 1*Dk(ptStl)*	*175* *150* *24*	✠100A1 *For towing purposes* 6,17 ~~10,15~~ *Fitted for oil fuel* 12, 12 ✠LMC12,12 ~~,15~~ 0,17	NNs NOs		~~10,16~~ 6,17 *F. P. above*	1912 12mo *Lloyd's*	J.P.Rennoldson&Sns. South Shields *s.&CP*	HuastecaPetroleumCo.	106·0 P34*t* H7*t*	21·1 FK *WB=APT*13*t*	11·2	Tampico Mexican 5*BHCem*	C.2Cy.18″&38″–24′ (*s*) 130lb 59NHP 1SB,*2pf*,HS1290 J.P.Rennoldsn&Sns,S.Shl	12 ″ 0 s 2 ″ 5 10 ″ 0	
405 623 HNRF	**Oscar Dickson** *A.W.Glimstedt*13–13	**IronScSr** 1*Dk*	294 156 163					1876	MotalaCo. Gothenburg	Ångf.Aktieb. Bohuslänska Kusten(C.Thorburn,*Mgr.*)	141·4 P83′	21·4 H17*t*	9·7 F32′ *WB*	Uddevalla Swedish	C.2Cy.23″&40″–24″ NB03 65NHP MotalaCo.,Gothenburg		
406 3593 JLDG	**Oscar Fredrik** *W.G.Näsholm*11–15 *Elec.light* 1*Dk&Trunk dk&Webframes*	**SteelScSr**	4379 3764 2543					1900	Howaldtswerke Kiel	Rederiaktieb. Nordstjernan (A.A.Johnson,*Mg*)	389·8 P28′H180*t*F31′	52·5	21·5	Stockholm Swedish *WB*	T.3Cy.26½″,42″&69″–43″ 312NHP Howaldtswerke,Kiel		V
407 4081 JNBG	**Oscar Midling** (*ex*Bertha,*ex*Ainsdale) *Well deck*	**SteelScSr** 1*Dk(Irn)*2*trB*	2237 1715 1371	✠100A1 9,17 ~~4,16~~ ✠LMC BS10,17 ~~BS8,16~~ MS11,16	Liv Shl	*s*	~~4,16~~ 10,17	1889 9mo	J.Readhead &Sons S.Shields A&CP	RederiAktieb. Fredrika (J.Mannerheim, *Mgr.*)	290·5 P28′Q82′B118′ F33′	39·0 BK10′ *Cell*	18·9	Hernösand Swedish 6*BHCem* *DB*250′534*t* Gothenburg	T3Cy19½″37½″&61½″–39″(*r*) 160lb *100lb* NDB07 234NHP 2SB,*4rf*,*2cf*,GS107,HS3490 J.Readhead&Sons,S.Shl.	21 ″ 5 s 1 ″ 11½ 20″ 5	
408 5540 JTNR	**Oscar Trapp** *C.G.Johnsson*~~16–16~~ (*ex*Marina) ~~*Hall'berg*05–17~~ *J.L.G.Anderberg*17–17	**SteelScSr** ~~*ssEls.No.2–16*~~ 1*Dk(ptIrn&ptStl)* *&deepframing*	2811 2661 1702	✠100A1 11,17 ~~4,16~~ ✠LMC12,15 BS9,17	Els Shl	*u*	~~9,15~~ 11,17	1907 4mo *Lloyd's*	R.Stephenson&Co.Ld. Newcastle *s.&CP*	Ångf.Aktieb. Karin (Dan Broström) *WB=CellD*	318·0 P30′B94′F30′ *Ba*102′ *uE*20′ *f*138′	46·6 FK	20·8	~~Hisingborg~~ Swedish 4*BHCem* 740*t*APT95*t*	T.3Cy.23″,38″&62″–42″ (*s*) 160lb *90lb* 262NHP 2SB,*6pf*,GS115,HS4140 Richardsons,Westgarth& Co.Ld.Sld.	23 ″ 3 s 3 ″ 9 19 ″10	
409 NLTM	**Oscar II.** *V.Hempel* –03 *Ref.Mchy. Elec.light*	**SteelTwinScSr** Wireless 2*Dks&Awng dk*	9996 6518 6038					1901	A.Stephen &Sons,Ld. Glasgow	DetForenede DampskibsSelsk.	500·8 P44′B176′F59′	58·3	29·2 37·6	Copnhagn Danish *WB*	T.6Cy.30″,50″&80″–54″ 940NHP A.Stephen&Sons,Ld.Gls.		V
410 2584 JFRH	— *E.M.F.Rietz*	**IronScSr** 1*Dk&Shelter dk*	527 260 374					1872	Bergsunds Mek.Verkst. Stockholm	StockholmsRederiAktieb.Svea (Hj. Blomberg,*Mgr.*)	163·1 H37*t*	25·1	11·6 18·7	Stockholm Swedish	C.2Cy.19½″&38″–26¼″ NE&B95 62NHP Aktieb.GefleVerkst.Gefle		
411 MGND	**Oscarsborg I.** *O.Wiik*10–10	**SteelScSr** (*ex*StyrsöI.) 1*Dk*	156 85 59					1904	W.Lindbergs Aktieb Stockholm	Akties.Næsoddens Dpskselsk. (Joh. Johnsen,*Mgr.*)	99·0 B56*t*H10*t*	22·2	7·8	Chrstiania Norwegian	C.2Cy.14⅜″&26¼″–17½′ 24NHP W.LindbergsAktieb Skm.		
412 108275 PWCV	**Osceola** *T.B.Atkinson* –13 *Well deck* *Mchy.Aft Elec.light*	**SteelScSr** *ssNwc.No.3–7,10* *ssHul.No.1–15* 1*Dk(ptStl)*	393 284 161	✠100A1 ~~9,17 10,16~~ 12,17 *Carrying Petroleum* BS~~10,16~~ 9,17 ✠LMC5,15	Nwc Cff Sou	*f* *in*	~~5,16~~ 9,17 *bulk*	1897 12mo	D.J.Dunlop&Co. Pt.Glasgow A&CP	Anglo-American OilCo.Ld. (J.Hamilton,*Mgr.*)	140·5 Q56′B16′F15′	26·1 FK *WB=FPT*	10·8	London British 7*BHCem* 43*t*APT35*t*	T.3Cy.13″,21″&34″–24″ (*s*) 160lb 62RHP 1SB,*3cf*,GS42,HS1367 D.J.Dunlop&Co.P.Gl.	11 ″ 3 s ″ 9½ 10 ″ 8	
413 13177 LMSH	**Oshima Maru**	**SteelScK** 1*Dk*	214 172 115					1911	Kawasaki Dkyd.Co.Ld. Kobe	T.Shibuya	115·2 Q65′F18′	20·4	11·0	Nagasaki Japanese *WB*	T.3Cy.12½″,20′&33″–23″ 52NHP KawasakiDkydCoLdKobe		
414 124013 HJPC	**Oshogbo** *T.M.Sharp* –12 *Elec.light*	**SteelTwinScSr** 1*Dk*	949 815 577					1906	DJ Dunlop &Co. Pt.Glasgow	ElderLine,Ld. (ElderDempster& Co.Ld.*Mgrs.*)	220·0 P31′B58′F32′	36·1	13·2 *WB*	Liverpool British	T.6Cy.13″,21″&34″–24″ 114NHP D.J.Dunlop&Co.P.Gl.		C
415 146	**Osilia** *A.Pichel*03–11 *Elec.light*	**SteelScSr** 1*Dk*	539 — 320					1911	Bergsunds M.V.Aktieb. Stockholm	Dampfschifffahrts Ges.Osilia	170·0 Q113′F45′	26·0	9·1 *WB*	Arensburg Russian	T.3Cy.14⅛″,22$\frac{7}{16}$″&37½″–27⅜″ 74NHP BergsundsM.V.Aktb.Skm.		V
416 RMSF	**Osiris** *W.Kagelmacher* *Elec.light* Wireless	**SteelSc** 2*Dks*	5952 4921 3814					1902	Blohm& Voss Hamburg	Deutsche-Dmpfsfahrts.Ges.Kosmos	410·8 P&B248′F53′	50·9	28·5 *WB*	Hamburg German	T.3Cy.25′,41⅜″&72¼″–54′ 384NHP Blohm&Voss,Hamburg		G
417 109243 QGHK	— *W.H.S.Hall* –13 *Elec.light* Wireless	**SteelTwinScSr** 2*Dks*(1*Stl*–ws&1*ptStl*–ws) *&ptAwng dk*(*Stl*–ws)	1728 1097 684	✠ *ptAwng dk with freeboard* 8,98 ✠	Grk	*r*		1898 8mo	Caird&Co. Ld. Greenock	P.&O.Stm.Nav.Co.	300·4 P59′F49′ *ptAwng dk*176′ *WB=CellDBf*80′	37·1 BK8″	17·5	Greenock British 8*BHCem* 52*t*FPT12*t*	T.8Cy.(2)24½″,(2)39″&(4) 42″–36″ FD 755NHP 2DB&2SB*18cf*GS365HS130 Caird&Co.Ld.Greenock	18 ″ 6 37	

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Capitaine.* *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Entretenement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*
418 109838 RDTJ	**Osiris** *F.Clarke* –17 *Well deck*	**IronScK** *ss*Gms.No.3–7,10 *ss*Gms.No.1–14 1*Dk*	173 155 69	✠100A1 *StmTrawler* 8,16 BS8,17 ✠NB8,15 ✠LMC8,14	Gms		8,16	1898 12mo *Lloyd's*	Cook, Welton&Gemmell Hull *A&CP*	Roberts&Ruthven Ld.	108·8 Q47 F19′ BK7½″	21·0	11·0	Grimsby British *WB*	T.3Cy.12¼″,19½″&32″–22½″ 180lb (*s*) 50RHP 3*BHCem* 1SB,*2pf*,GS29,HS888 =*DBf*7′3*t* C.D.Holmes&Co.Hull	11 ″ 10
419 123251 HGFP	**Oslo** *F.P.Henson* –15 *Elec.light* Wireless	**SteelScSr** 2*Dks*	2296 2035 1427					1906	Earle'sCo. Ld. Hull	Ellerman'sWilson Line,Ld.	290·0 F36′	39·1	25·3	Hull British *WB*	T.3Cy.22″,36″&60″–42″ 233NHP Earle'sCo.Ld.Hull	
420 4862 JRBQ	**Osman** *M.Perhon* –17 ~~*O.E.Lamborg*~~ –15 (*ex*Urania,*ex*Pencalenick,*ex*Chamois) *Well deck* *ss*Hbg.No.1–17	**SteelScSr** *ss*Cph.2ndNo.3–3,15 1*Dk*(*Irn*)2*trB*	1844 1405 ~~6,17 9,16~~ 11,17 1100	✠100A1 *StmTrawler* ~~Mar~~ Hbg ~~Mar~~ ✠LMC5,~~16~~ ~~BS13,16 DBS6,17~~ 11,17	Shl	*r*	~~12,16~~ 11,17	1888 8mo	W.Doxford&Sons Sunderland A&CP	RederiAktieb. Nordkap(C.W. Winck,*Mgr.*) *WB*=*Cell DB*(*Irn*)*a*76′*uE&SB*40′*f*106′	262·6 P33′Q66′B120′ H32′F28′ FK *a*76′*uE&SB*40′*f*106′	37·1	17·1	Hisingborg Swedish *A BHCem* 3861*APT*490	T.3Cy.19½″,33″&54″–36″ (*s*) 160lb *100lb* NDB09 175NHP 2SB,*4cf*,GS84 W.Doxford&Sons,Sld.	19 ″ 8 s 1 ″ 4 18 ″ 8
421	**Osmanié** *J.Levantis* –10 *Well deck*	**IronScSr** (*ex*Swift) 1*Dk*	*667* *463* *344*				…	1884	Sunderlnd S.B.Co.Ld. Sunderland	Bank of Athens (A.Gaetano&Co. *Mgrs.*)	210·0 P39′Q78′B59′F26′ BK6″	28·4	12·9	Greek *WB*	T.3Cy.21½″,32″&56″–30″ NB94 177NHP E.Wales,Hull	
422 ~~Sunk (War Loss)~~ HGVP	**Osmanieh** *D.Hadlay* –16 *Elec.light*	**SteelTwinScSr** 3*Dks*3*trB*	4041 2449 1721					1906	Swan, Hunter& Wigham Richardson, Ld.Newcastle	KhedivialMailS.S. &GravingDockCo. Ld. (LordE. Hamilton,*Mgr.*)	360·2 P&B256′F67′	45·2	24·3	London British *WB*	Q.8Cy.(2)27″(2)44″&(4)50″–42″ 650NHP Wllsnd.Slpwy.Co.Ld.Nwc.	V
423 MNKF	**Osnes** *Spjuto* –16	**SteelScSr** (*Fishing*) 1*Dk*	112 108 38					1916	Xiansands Mek.Værks. Xiansand	J.Osnes	98·0	19·0	10·3	Aalesund Norwegian	T.3Cy.9″,14½″&24″–15″ 22NHP XiansandsM.V.Xiansand	
424 132404 HSLF	**Ospray II.** *B.A.Martin* –11	**SteelScK** 1*Dk*	295 258 114	✠100A1 *StmTrawler* 3,15 ✠LMC5,11	Flt		2,15	1911 3mo *Lloyd's*	Smith's Dock Co.Ld. Middlesbro' *A&CP*	CygnetSteam FishingCo.Ld. (T.Cardwell,*Mgr*)	130·0 Q76′F21′ BK7½″	23·0	13·2	Fleetwood British 3*BHCem*	T.3Cy.12½″,21″&35″–26″ (*s*) 180lb 85RHP 1SB,3*pf*,GS50,HS1549 ShieldsEng.Co.Ld.N.Shl.	14 ″ 0
425 89095 KBCM	**Osprey** *W.Flowers*89–06	**SteelScSr** (*ex*Eagle) 1*Dk*	208 204 25	✠ 7,85	Dun	*d*		1885 6mo	PearceBrs. Dundee	Melb'rneHarbour TrustCommisionrs	125·3	22·1	12·5	Melbourne British 4*BHCem*	C.2Cy.23½″&47″–27″ NB90 95RHP A.Shanks&Son,Arbroath	
426 —	— 1*Dk*	**SteelScYl**	*141* *135* *59*				…	1893	Mackie& Thomson Glasgow	J.Scouryalos	98·0	20·5	10·7 BK7½″	Greek *WB*	T.3Cy.10″,16″&25½″–20″ NB06 35RHP Muir&Houston,Glasgow	11 ″ 7
427 67974	— *S.Banks* –16 *Mchy.Aft*	**IronTwinScSk**	111 100 44					1872	T.B.Seath &Co. Glasgow	Charlton&Co.Ld.	105·8	18·2	8·2	Grimsby British	C.2Cy.13″&24″–20″ NE91NB15 40RHP Rankin&Blackmore,Grk.	
428	**Osric** *W.H.Crowther* –13 *ss*Glr.No.1–17	**Steel&IronSc** *Oil Eng.* 1*Dk*(*Stl*)	70 72	✠100A– *Lighter* 8,17 ~~6,16~~ ✠NE11,15 ✠LMC~~16~~ 8,17	Brs Glr	*a*	6,16	1913 7mo	Simpson, Strickland &Co.Ld. Dartmouth	Severn&Canal CarryingCo. (J.W. Danks,*Mgr.*)	79·7	17·6	7·3 FK *WB*=	Gloucestr British 3*BHCem* *FPT*6*t*	Oil Engines 2S.C.SA 2Cy.13″–13⅜″ J&CG BolindersCoLd Skm	8 ″ 0 s ″ 8½ 7 ″ 5
429 203856 KVTR	**Ossabaw** *A.K.Webby* –07 Wireless	**SteelScSr** 2*Dks*	2667 2515 2043					1907	ForeRiver S.B.Co. Quincy,Mass.	Atlantic,Gulf& WestIndiesS.S. Lines	300·0	41·0	25·8	New York Utd.States	T.3Cy.18″,28½″&48″–40″ 146NHP ForeRiverS.B.Co.Quincy	
430 155414	**Ossian Bedell**	**SteelSc** 2*Dks*	296 — 192					1901	..... Buffalo,N.Y.	OssianBedell	104·5	28·0	9·6	Buffalo Utd.States		
43	**Ossun** *G.Montero*98–97 (*ex*Higuerote,*ex*ButeNo.2)	**IronTwinScSk** 1*Dk*	*231* *148* *80*	✠ 8,97 ✠	PGl	*c*		1890 5mo	Scott&Co. Bowling	V.Crassus *WB*=	116·4 B40′F17′ *FPT*12*t*	22·0	8·7 BK7″	LaGuayra Venezuelan 3*BHCem*	C.4Cy.12″&23″–18″ 1SB,*2pf*,GS28,HS640 38NHP W.Kemp,Glasgow	9 ″ 0
432 MKCW	**Öst** *L.Wiese* 1*Dk*	**WoodScK** (*Fishing*)	230 188 93					1913	K.Skaaluren Hardanger	O.M.Karlsen	114·7 Q41′	24·0	10·4	Bergen Norwegian	T.3Cy.9½″,14½″&24½″–18″ 26NHP BergensMekVærksBergen	
433	— (Captured & taken to Yarmouth) (*ex*Alderney)	**IronScK** *ss*Hul.No.3–7,07 *ss*Hul.No.1–11 1*Dk*	*138* *132* *57*	✠100A1 *For fishing purposes* 9,13 BS2,14 ✠LMC2,11	Hul		2,13	1895 3mo *Lloyd's*	Cook, Welton&Gemmell Hull *A&CP*		98·7	20·5	11·0 BK7½″ *WB*=	3*BHCem* *DTf*15′27*t*	T.3Cy.10⅞″,16″&25½″–20″ 170lb (*s*) 34NHP 1SB,*2pf*,GS22,HS573 Amos&Smith,Hull	11 ″ 10
434 QHTG	— *E.Zepernick* 1*Dk*	**SteelScLr**	129 129 67					1904	Bremer Vulkan Vegesack	Bremen-VegesackerFischereiGes.	90·9	21·4	9·8	Vegesack German	C.2Cy.9 1/16″&16½″–12 5/16″ 8NHP BremerVulkan,Vegesack	G
435 LBQS	— *H.Kähler*87–07 *Elec.light*	**SteelSc** 1*Dk*	112 78 20					1907	Akt.Ges. "Neptun" Rostock	NeueDampfer-Co. Akt.Ges.	78·6 H59′	19·8	9·1	Kiel German	C.2Cy.12 5/16″&23¼″–13 13/16″ 16NHP A.G."Neptun,"Rostock	G
436 139201 JLFR	**Osta** *Elec.light*	**SteelScK** 1*Dk*	230 201 90	✠100A1 *StmTrawler* 5,15 ✠LMC5,15	Abn			1915 5mo *Lloyd's*	J.Duthie Torry S.B.Co. Aberdeen *A&CP*	NewDocksSteam TrawlingCo. (Fleetwood)Ld. (Taylor&Tomlinson,Ld.*Mgrs.*)	123·8 P77′F16′ BK7½″	22·1	11·8	Fleetwood British 3*BHCem*	T.3Cy.12″,20″&34″–24″ (*s*) 180lb 75RHP 1SB,3*pf*,GS52,HS1340 Lidgerwood,Ld.Glasgow	12 ″ 7
437 4637 JQFC	**Östanå I.** *A.V.Fahlström* –06 1*Dk*	**SteelSc**	218 106 127					1906	Bergsunds M.V.Aktieb. Stockholm	VaxholmsNya Ångf.Aktieb. (B. vonSydow,*Mgr.*)	109·1 B43′H52*t*	22·5	8·6	Vaxholm Swedish	C.2Cy.13 5/16″&28¾″–20½″ 31NHP Bergsunds M.V.Aktb.Skm	
438 4879 JRCN	**Östanå II.** *C.A.Spikh* –08 1*Dk*	**SteelScSr**	232 122 140					1908	Bergsunds M.V.Aktieb Stockholm	VaxholmsNya Ångf.Aktieb. (B. vonSydow,*Mgr.*)	110·0 B43′H51*t*	22·3	8·8	Vaxholm Swedish	C.2Cy.13 5/16″&28¾″–20½″ 31NHP Bergsunds M.V.Aktb.Skm.	
439 3698 JLNG	**Östanå III.** *N.F.H.Hook* –07 1*Dk*	**SteelScSr**	145 88 86					1900	Motala NyaCo. Motala	VaxholmsNya Ångf.Aktieb. (B. vonSydow,*Mgr.*)	104·3 B29′H31*t*F14′	19·0	8·2	Vaxholm Swedish	C.2Cy.13″&26½″–17½″ 24NHP MotalaNyaCo.Motala	
440 NTWH	**Östen** *O.G.Christiani* ~~Subbergenende~~ ~~–07~~ *ss*Pir.2ndNo.3–6,09 (*ex*East,*ex*Demetrios, *ss*Nap.No.1–14 *Well deck* *ex*BenLedi) 1*Dk*(*Irn*)2*trB*	**IronScSr**	*1916* *1600* *1220*	✠100A– 3,16 ~~Examined~~ 6,17 BS~~12~~6,17 ✠LMC6,14	Npt	*r*	3,16	1884 3mo	J.Laing Sunderland	A/S D/S Rollo (Th.Just,*Mgr.*)	270·0 Q98 B56′F34′	36·4	21·0 BK9½″ *DBa*	Copnhagn Danish 4*BHCem* 80′*f*52′209*t*	C.2Cy.30″&60″–39″ 70lb NDB99 173NHP 2SB,*4pf*,GS72,HS2794 G.Clark,Sunderland	22 ″ 4 s 2 ″ 7½ 20 ″ 8

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. / No. of Decks, &c.	4 Regist'd Tonnage Gross / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year assigned / now assigned. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines.	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught, ft. in.	15 Registers in which classed, if not in L. R. Dated if Trade Cert.
441	**Oster**	SteelScSr	191				1908	Xiansands Mek.Værks. Xiansand	IndreNordhordlandsDmpsksselsk. (BSamuelsen *Mgr*)	118·6	21·7	9·7	Bergen Norwegian	T.3Cy.11″,18″&29″–18″ 35NHP		
MFKS	*T.Horvik* –08	159								H17*t*						
		1*Dk* 80											*WB*	XiansandsM.V.Xiansand		
442	**Österdal**	SteelScSr	3768				1907	J.Priestman&Co. Sunderland	Dpsk.Akties. Östlandet (T.Sagen, *Mgr.*)	344·0	49·1	25·0	Chrstiania Norwegian	T.3Cy.24″,40″&66″–45″ 292NHP		N
MDNF	*H Hirsch* (*ex*Alden)	3495								P26*t*	B100′	H128*t*				
		1*Dk2trB* 2340								F55*t*			*WB*	J.Dickinson&Sons,Ld.Sld.		
443	**Östergötland**	CompScSr	170				1888	S.Groth Sjötorp	Ångf.Aktieb. Halfdan (F.B. Wahlquist)	99·6	22·6	8·8	Gothenbrg Swedish	C.2Cy.11¾″&23¼″–14½″ 17NHP		
758	*Th.Granath*07–11	139								P12′	H13*t*					
JCDS	*Mchy.Aft*	1*Dk* 91												EriksbergsM.V.Got.		
444	**Österland**	SteelSc	4085				1905	W.Doxford &Sons,Ld. Sunderland	Ångf.Aktieb.Tirfing(AxelBroström &Son, *Mgrs.*)	346·3	51·1	23·8	Gothenbrg Swedish	T.3Cy.24″,41″&68″–45″ 310NHP		V
4551	*P.J.Andersson*07–13	3455								P38′	H124*t*	F41′				
JPLQ	*Turret deck*	1*Dk2trB* 2546											*WB*	W.Doxford&Sons,Ld.Sld.		
445	**Osterley**	SteelTwinScSr	12129	✠100A1	Lon	*i*†	s2,17	1909	Lon.&Gls. Co.Ld. Glasgow	OrientS.N.Co.Ld.	535·0	63·2	34·1	Glasgow British	Q.8Cy.28¾″,41″58½″&84″–60″ 215lb HS31038 FD 1973NHP	38 ″ 0 / s 10 ″ 0 / 28 ″ 5	BT till 7,17
128287	~~*W.Jenks* –13~~ *ss*Lon.No.1–13	8480	*Shelter dk*				~~P3,17~~	6mo			B57′		FK	4D&2SB,*40cf*,GS682		
HPGN	*Elec.light Coad* –18	3*Dks*(*Stl*–ws)4*trB* 6781	4.17				7,14						10*BHCem*	London&Gls.Co.Ld.Gls.		
	Ref.Mchy. Orlop dk(*Stl*)*in Nos.*1&5*holds*		~~BS16.17 BS7,16~~ ✠LMC5,13				P4,18	*Lloyd's*	*sA&CP*							
	Wireless	*&Shelter dk*(*Stl*–teaks)		✠Lloyd'sRMC4,17 ~~19,17~~			1,18			*WB*=*CellDBa* 80′			*uE&B*165′*f*	185′1476*t FPT*85*t APT*130*t*		
446	**Östern**	IronTwinScSr	266				1869	Oskrshmns M.V.Aktieb. Oskarshamn	NyaÅngb.Aktieb. Östern (F.Blom)	118·6	22·4	7·4	Nrrköping Swedish	C.4Cy.10½″&18″–22″ 25NHP		
2319	*A.G.Jonsson* –01	105								P90′	H20*t*	F32′				
JFHM		1*Dk* 204												OskarshamnsM.V.Aktieb.		
447	**Ostero**	IronScK	138			…	1897	Edwards Bros. N.Shields	G.Smith (W.Ellis, *Mgr.*)	101·0	20·6	10·8	Grimsby British	T.3Cy.11″,17″&30″–21″ 44RHP	11 ″ 8	
106700	*J.H.Wood* –17 (*Trawler*)	132								Q17′	F19′		BK7½″	N.E.Marine Co.(Lim.),Sld.		
		1*Dk* 52														
448	**Östersjöen**	IronScSr	220				1871	Göteborgs Mek.V. Gothenburg	Amundsen's Dmpskakties. (B. Amundsen, *Mgr.*)	112·2	21·0	10·8	Trndhjem Norwegian	C.2Cy.11½″&26″–18″ NB07 24NHP		
	*S.Pedersen*17–17	157								Q16*t*	B40*t*		*WB*	GöteborgsMek.Verks.Got.		
JQGD		1*Dk* 125														
449	**Östersjön**	SteelScSr	388				1886	H.Koch Lübeck	Stockholms Rederiaktieb.Svea (HjBlomberg *Mgr*)	147·1	25·3	11·6	Stockholm Swedish	C.2Cy.17¾″&31¼″–22″ 38NHP		V
827	*B.E.Forsberg*13–13	295								P95′	H17*t*	F22′	*WB*	BerlinerActienGes.Berlin		
HSQV		1*Dk* 201														
450	**Östhammar I.**	IronScSr	259				1858	MotalaCo. Motala	Ångf.Aktieb. Östhammar (M. Lundqvist, *Mgr.*)	123·6	21·2	8·9	Östhammr Swedish	C.2Cy.16″&30″–21″ 34NHP		
2375	*J.G.Lundin*00–00 1*Dk*&*Shelter dk*	129								P67′	H19*t*	F32′				
HGNJ	(*ex*Svanen,*ex*Amiral von Platen)	189												MotalaCo.,Motala		
451	**Östhammar II.**	IronScSr	169				1876	..... Stockholm	Ångf.Aktieb. Osthammar (M. Lundqvist, *Mgr.*)	107·6	18·4	7·1	Östhammr Swedish	NB93		
3514	*E.Eriksson*05–05	72								P79*t*	H9*t*	F12′				
JKSP	(*ex*Björneborg)	1*Dk* 127														
452	**Ostpreussen**	SteelScSr	1779				1901	F.Schichau Danzig	Requisitioned by the Admiralty (Everett&Newbigin, *Mgrs.*)	252·0	36·1	16·9	London British	T.3Cy.18$\frac{9}{10}$″,30$\frac{7}{16}$″&47$\frac{13}{16}$″– 29$\frac{5}{10}$″ 116NHP		
136775		1181								P17′	Q70′	B52′	*WB*	F.Schichau,Danzig		
JHVR		1*Dk*&*pt A wng dk* 1210														
453	**Ostrich**	IronScK	146			…	1891	Cochrane, Coopr&Schofield Beverley	H.L.Taylor,Ld.	97·2	20·6	11·0	Grimsby British	T.3Cy.11½″,18″&30″–22″ NB09 45RHP	11 ″ 10	
96246	*F.Christian* –15 (*Trawler*)	134								Q17′	F17′		BK7½″	C.D.Holmes&Co.Hull		
MJWD		1*Dk* 69														
454	**Ostrich II.**	SteelScK	244	✠100A1	Hul		10,13	1903	Cook,Welt'n&Gemmell Hull	St.AndrewsSteam FishingCo.Ld. (C.F.Foster, *Mgr.*)	125·0	22·0	12·0	Hull British	T.3Cy.12½″,21½″&35″–24″ 200lb (*s*) 63RHP	12 ″ 10	
116141	*G.A.Moore* –15 *ss*Hul.No.2–11	218	*Stm Trawler*					4mo			Q50′		ND15	1SB,*2pf*,GS32,HS1100		
TWPJ	(*ex*Ostrich)	1*Dk* 95	7,14	✠LMC8,15				*Lloyd's*	*sA&CP*				BK7″ *WB*=*DBf*8′5*t*	C.D.Holmes&Co.Hull		
455	**Ostsee**	SteelScSr	1007				1907	ClydeS.B. &E.Co.Ld. Pt.Glasgow	L.Possehl&Co.	215·0	32·2	15·0	Lübeck German	T.3Cy.17″,27″&45″–30″ 111NHP		G
	R.Eiggert –07	775								Q73′	B61′	F25′				
PBND		1*Dk* 621											*WB*	ClydeS.B.&E.Co.Ld.P.Gls.		
456	—	IronScSr	815				1881	Act.Ges. "Vulcan" Stettin	Ostsee Dmpfschifffahrts Ges.	199·5	28·3	15·0	Stettin German	C.2Cy.27½″&51″–31½″ NB04 122NHP		V
	G.Breidsprecher –94	610								P110′	B14′	F30′				
JDTB	*Elec.light*	1*Dk2trB* 496											*WB*	A.G."Vulcan,"Stettin		
457	**Östvaagö**	SteelScSr	150				1908	Rosenbrgs Mek.Værks. Stavanger	Akties.Nordlands Olie&Kraftfoderfabrik (O.J.Kaarbö, *Mgr*)	94·5	20·1	8·7	Svolvær Norwegian	C.2Cy.8½″&17½″–12″ 5NHP		N
	O.H.Wig –11	121								Q14*t*						
MFJW	*Mchy.Aft*	1*Dk* 70											*WB*	RosenbergsM.V.Stavanger		
458	**Osumi Maru**	SteelScSr	1278				1906	OsakaIron Works Osaka	NipponYusen KabushikiKaisha	235·0	31·5	21·6	Tokio Japanese	T.3Cy.17½″,28″&46″–33″ 122NHP		
10210	*K.Hiraga*	1263											*WB*	OsakaIronWorks,Osaka		
LBDQ		2*Dks* 711														
459	**Oswald**	SteelScSr	5185	✠100A1	Liv	*y*	1915	SirR Dixon &Co.Ld. Middlesbro'	BoothS.S.Co.Ld.	375·5	51·7	29·6	Liverpool British	T.3Cy.25½″,41″&68″–48″ (*r*) 180lb HS6957 FD 462NHP	32 ″ 3 / s 6 ″ 5 / 26 ″ 3	
137445	*J.W.Couch*95–15	4535	12,16				3mo			P32′	B122′	F44′	FK	2SB&1Aux.SB,*9cf*,GS173,		
JKRG	*Elec.light* Wireless	2*Dks*(*Stl–U* ws) 3280		✠LMC4,15			*Lloyd's*	*sA&CP*	*DBa*	115′	*uE*24′	*f*160′	930*t*	*DTa* 22′ 520*t FPT*	55*t APT*10*t*	N.E.MarineEng.CoLdNwc
	Carrying oil fuel F.P. above 200° *F. in DB tanks & in way of holds*															
460	—	SteelSc	191				1915	Yarwood &Sons,Ld. Northwich	Brunner,Mond &Co.Ld.	96·8	22·0	10·5	Liverpool British	C.2Cy.13″&26″–18″ Yarwood 28RHP		
137497		178											*WB*	&Sons,Ld.Northwich		
	Mchy.Aft	1*Dk* 127														
461	**Oswego**	SteelScSr	5793	✠100A1	N Yk	*a*†	1916	Russell& Co. PortGlasgow	Ellerman'sWilson Line,Ld.	423·5	56·0	28·7	Hull British	T.3Cy.27″,45″&74″–51″ (*s*) 180lb 546NHP	31 ″ 4 / s 6 ″ 4½ / 25 ″ 4	
139297	*H.Montgomery*08–16	5532	2,17	✠LMC8,16			8mo		*1 intermediate*	P38′	B123′	F43′	FK	3SB,*9cf*,GS198,HS8070 FD		
JNBM	*Elec.light*	2*Dks*(*Stl*) 3702					*Lloyd's*	*sA&CP*	*BH*&1′*tween dk*	*BH dispensed with*			*Cem*	J.G.Kincaid&Co.Ld.Grk.		
									*DB*366′	1321*t DTa*	36′1113*t APT*32*t*		1 „ „ 2*nd* „	*only*		
462	**Oswestry**	SteelScSr	3657	✠100A1	Shl	*w*	7,13	1905	JLThompson&Sons,Ld. Sunderland	NorthofEngland Protecting&Indemnity Assoc. (J.S.Todd, *Mgr.*)	352·0	50·0	24·6	Manchestr British	T.3Cy.24½″,40″&67″–45″ (*s*) 180lb 328NHP	27 ″ 2 / s 5 ″ 0½ / 22 ″ 6	
119595	(Detained at Hamburg)	3451	6,13				11mo			P34′	B100′	F35′	FK	3SB,*9pf*,GS129,HS5090		
HDTR	*E.Wattley*00–05 *ss*Bry.No.1–10	2354	BS7,13	✠LMC9,10			*Lloyd's*	*sA&CP*		*Ba*115′	*uE*23′	*f*154′	824*t APT*36*t*	Richardsons,Westgarth& Co.Ld.Hpl.		
	1*Dk*(*pt Irn*&*pt Stl*)1*pt Dk*(*Stl*) *&deep framing*								*WB*=*CellD*							

1 Numéro d'Ordre / Numéro Officiel / Signaux	2 Nom du Navire. Matériaux. Grément, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de la flotte porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pt.	Registres ou code
463 4166 JNHF	**Oswin** *K.C.Gummesson* 13–13 *Well deck*	SteelScSr *ss*Hbg.2ndNo.3–6,15 1*Dk*(*Stl*)2*trB*	1737 1344 1027	✠100A1 ~~6,17~~,16 10,17 BS6,16 BS5,17	Sws ~~Gf~~ NYk ✠LMC6,16	*q*	~~3,16~~ 6,17	1890 1mo *Lloyd's*	T.Turnbull &Son Whitby *sA&CP*	Rederiaktieb.Walhall (C.W.Winck, *Mgr.*) *WB=CellDB216'378t*	259·0 P28'Q60'B112' F32' ptND02 FK	37·2	16·9	Hlsingborg Swedish	T.3Cy.20″,33″&54″–36″ (*r*) 160lb *80lb* NDB02 172NHP 2SB,*4cf*,GS60,HS2550 Blair&Co.(Lim.),Stockton	19 ″ 4 s 1 ″ 3½ 18 ″ 3	
464 7700 JQHD	**Otaka Maru**	WoodSc 1*Dk*	146 132 79					1902	S.Ono Osaka	KochiKen	105·7	15·7	11·0	Ushioye Japanese	T.3Cy.9¼″,15″&24½″–18″ 25NHP S.Ono,Osaka		
465 129432	**Otaru**	SteelPad 1*Dk*	297 224 171					1909	W.Denny &Bros. Dumbarton	IrrawaddyFlotilla Co.Ld.	176·3	26·0	7·2	Glasgow British	T.3Cy.15½″,23½″&36″–48″ 70RHP Denny&Co.Dumbarton		
466 9752 JVCG	**Otaru Maru** (*ex*Gaute) *Elec.light*	SteelScSr 1*Dk*(*Stl*)&*Spar dk*(*Stl–ws*) &*deep framing*	1464 1345 906	✠ *Spar dk with freeboard* 11,05 ✠	Yka	*d*		1905 7mo	Fevigs Jernskibsbyg Fevig	NipponYusen KabushikiKaisha *WB=CellDBa61'uE*	235·0 B64'	35·2 21·8 FK	14·6 19'*f*88'304*t*	Tokio Japanese	T.3Cy.16½″,28″&48″–33″ 175NHP 1SB,*3cf*,GS59,HS2417 FD *APT15t* Richardsons,Westgarth& Co.Ld.Mdb.	22 ″ 9	
467 7119 LDKJ	**Otaru Maru No. 1** (*ex*Falk.*ex*Clandeboye) *Well deck*	SteelScSr 1*Dk*&*Web frames*	2247 1729 1393			…		1888	Richardsn. Duck&Co. Stockton	MojiKisen KabushikiKaisha	275·0 P28'Q78'B110' F29 BK9½″	37·3	19·1 *WB*	Tarumi Japanese	T.3Cy.22″,36″&59″–39″ 218NHP Blair&Co.Ld.Stockton	22 ″ 2	
468 7120 LDKM	**Otaru Maru No. 2** *S.Shirakawa*	SteelScSr (*ex*Blackheath) 1*Dk*&*Web frames*&*pt Awng dk*	2757 2088 1709			…		1889	W.Gray& Co.Ld. WHartlepool	~~T.Yamamoto~~ YamashitaKisen KabushikiKaisha	300·0 P27'Q98' *pt Awng dk*175'	41·6 BK10″	19·6 *WB*	Tarumi Japanese	T.3Cy23″,37½″&61½″–39″ 236NHP Blair&Co.Ld.Stockton	23 ″ 0	
469 7121 LDKN	**Otaru Maru No. 3** ~~*Kobesawa*~~ *I.Itg* (*ex*Isleworth) *Well deck*	SteelScSr s Kob.3rdNo.3–12,16 1*Dk*(*Stl*)&*Web frames*	2620 2013 1881	✠100A1 ~~Mark 7,16~~ 2,18 ~~Yke~~ Spa ✠LMC12,16 12,17	Kob	*t*	~~12,16~~ 12,17	1889 5mo *Lloyd's*	W.Gray& Co.Ld. WHartlepool *sA&CP*	YamashitaKisen ~~TomoiKaisha~~ KabushikiKaisha	300·3 P27'Q98'B112' F29'	41·6 BK10″	19·6 *CellDB254'624t*	Nishino-miya Japanese	T.3Cy.23″,37½″&61½″–39′(*s*) 160lb *80lb* NDB01 236NHP Blair&Co.Ld.Stockton 2SB,*6cf*,GS98,HS3528 *5BHCem*	23 ″ 0	
470	**Otava** *E.A.Hohenthal* (*ex*Girdleness) *Well deck*	IronScSr –16 *ss*Shl.2ndNo.3–12,07 *ss*Abn.No.1–12 1*Dk*(*Irn*)	*569* *410* *347*	✠100A1 5,14 MS2,12	Sld ✠LMC BS7,16	*i*	5,14	1883 10mo *Lloyd's*	A.Hall&Co Aberdeen *sA&CP*	Hcyrylaiva O Y OtavaAktieb. (J.Nurminen)	171·7 Q52'B44'F20'	26·7 BK7½″ *DBa*	13·1 5*BHCem* 40'*f*31'110*t*	Raumo Russian	C.2Cy.20½″&44″–30″ (*s*) 90lb *95lb* NDB97 84NHP 1SB,*3pf*,GS53,HS1839 Hall,Russell&Co.Abn.	13 ″ 10 s ″ 10½ 13 ″ 8	
471 RNJP	**Otavi** *J.Franck* (*ex*LuluBohlen) Wireless *Elec.light*	SteelScSr *ss*Ham.No.2–13 1*Dk*(*Stl*)&*Spar dk* (*pt Stl*&*pt Irn–pt* teaks) &*deep framing*&*Web frames*	5173 3894 3856	✠ ~~4,16~~ ✠ *Spar dk*	Ham	*y*		1904 12mo	Russell& Co. Pt.Glasgow	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie) *WB=CellDBa*	380·1 P36'B215'F36' 116'*uE*&*B42 f*164'	47·4 27·2 FK	18·8 *999tAPT34t*	Hamburg German	T.3Cy.26″,42″&70″–48″ 412NHP 2SB,*6cf*,GS124,HS5568 FD 6*BHCem* D.Rowan&Co.Glasgow	30 ″ 0	
472 629	**Otez** (*ex*Achilles)	IronPad (*Tug*) 1*Dk*	127 — 48					1867	..... Newcastle	N.J.Sposito	101·8	19·0	10·3	Nicolaieff Russian	2Cy.28¾″–33½″ 35NHP		
473 4264 JNRF	**Othalia** *P.S.Sörensson* 13–13 (*ex*Dowlais) *Well deck*	IronScSr *ss*Hbg.2ndNo.3–5,07 *ss*Hbg.No.2–16 1*Dk*(*Irn*)2*trB*	1205 935 704	✠100A1 6,16 ✠LMC6,16	Hbg	*o*	N6,16	1880 11mo *Lloyd's*	Palmers' Co. Newcastle *sA&CP*	Rederiaktieb. Othalia(A.Th. Jonasson)	238·2 Q89'B49'H38'F26' *CellDB205'325t*	33·2 FK	14·3	Råå Swedish	C.2Cy.28″&54″–36″ (*s*) 80lb *80lb* NB05 120NHP 1SB3*pf*GS65HS1800NDB01 Palmers'Co.Ld Newcastle	17 ″ 0 s 1 ″ 8 15 ″ 7	
474 106732 PNKH	**Othello** *E.W.Warden* –17	SteelScSr 2*Dks*	~~5059~~ 4879 ~~3927~~	5099 3291				1897	Earle'sCo. (Lim.) Hull	Ellerman'sWilson Line,Ld.	420·0 P27'B115'F39'	48·2	28·8 *WB*	Hull British	T.3Cy.24¼″,40″&70″–48″ 339NHP Earle'sCo.(Lim.),Hull		C
475 4070 JMVN	**—** *B.A.Broman* 10–01 (*ex*Uno.*ex*Princi-pessaElena*ex*Sylvia)	IronScSr *Well deck* 1*Dk*2*trB*	1756 1386 1021			…		1883	W.Gray& Co. WHartlepool	Rederiaktieb. Othello (E.A.Enhörning)	264·8 P28'Q68'B70'F31'	35·7 BK9½″	20·0 *WB*	Sundsvall Swedish	C.2Cy.32″&62″–40″ 186NHP Black,Hawthorn&Co.Gts.	21 ″ 4	V
476 125080	**—** *J.C.Haynes* –11	SteelScK *ss*Gms.No.1–11 1*Dk*	201 187 94	✠100A1 *Stm Trawler* 7,14 BS7,14 ✠LMC7,11	Hul		7,14	1907 10mo *Lloyd's*	Cochrane& Sons Selby *sA&CP*	A.Bannister	115·0 Q59'F20'	21·6 BK7½″	11·5	Grimsby British	T.3Cy.12″,21″&34″–24″ (*s*) 180lb 67RHP 1SB,*2cf*,GS31,HS1110 C.D.Holmes&Co.Hull	12 ″ 3	
477 5597 JTSN	**Othem** ~~*H.Anderssonl5–16*~~ *G.Myrsten* –18	SteelSc *ss*Got.No.1–18 1*Dk*(*Stl*)	687 564 376	✠100A1 ~~4,17~~ 6,15 5,18 ~~Lmo~~ Got ✠LMC ~~7,14~~ 5,18	Skm	*k*	4,17	1914 7mo *Lloyd's*	Framnæs Mek.Værks. Sandefjord *sA&CP WB=*	~~Rederiaktieb.Volo (J.Myrsten, *Mgr.*)~~ J.Myrsten *CellDBa44'uE20'*	184·0 P17'B53'F30' *f*66' 155t *FPT*27t	30·0 FK	12·9	Stockholm Swedish	T.3Cy.13½″,22″&37½″–28″ 180lb (*s*) 95NHP 2SB,*4pf*,GS53,HS1666 AkersMek.Værks.Xia. *4BHCem APT37t*	14 ″ 11 s 1 ″ 6 13 ″ 8	
478 3733 JLQM	**Othilia** *C.G.Bergström* 99–09	SteelScSp 1*Dk*	125 106 14					1900	Jönköpings M.V.Aktieb. Jönköping	StockholmsTrans-port&Bogserings Aktieb. (J.A. Appelqvist, *Mgr.*)	86·2 B22'H19*t*	19·5	11·8	Stockholm Swedish	C.2Cy.17″&29¾″–17½″ 31NHP JönköpingsM.V.Aktieb.		
479 LGVT	**Othmarschen** *Elec.light* *Mchy.Aft*	SteelScSr 1*Dk*	235 208 84					1913	H.C.Stülc-kenSohn Hamburg	AltonaerHochsee-fischerei,A.G.	119·1 F18'	24·1	11·7	Altona German	T.3Cy.12¾″,21½″&33½″–22″ 54NHP H.C.StülckenSohn,Ham.		G
480 HQMR	**Othon Stathatos** *S.Liossatos* 03–06 *Elec.light*	SteelSc4MstSr *ss*Pir.No.3–2,14 1*Dk*(*pt Irn pt Stl*)2*trB*& *deep framing*3*Dk rule ss*Pir.No.1–17	3254 2840 1957	✠100A1 *with freeboard* ~~10,17~~ ~~10,15~~ 5,18 BS10,16 ✠LMC ~~2,14~~ 10,17	Npt Pir	*v*	~~10,16~~ N10,17	1902 5mo *Lloyd's*	J Readhead &Sons S.Shields *W sA&CP*	O.A.Stathatos *B=CellDBa110' uE&B40'f140'760t*	326·0 P11'B150'F30' *DTa40'426tFPT*	46·1 FK	23·5	Ithaca Greek	T.3Cy.24½″,40″&66″–45″ (*r*) 160lb *80lb* 310NHP 2SB,*6rf*,GS121,HS4940 *6BHCem 72tAPT29t* J.Readhead&Sons,S.Shls.	26 ″ 0 s 4 ″ 1½ 22 ″ 2	
481 108439	**Othonna** *J.Stroud* –14	SteelScK *ss*Shl.No.3–10,09 *ss*Mil.No.1–13 1*Dk*	180 161 71	✠100A1 *Stm Trawler* 11.13 ✠NB10,09 ✠LMC11,13	Mil		3,13	1899 3mo *Lloyd's*	J.Duthie, Sons&Co. Aberdeen *sA&CP*	SouthernSteam TrawlingCo.Ld. (C.C.Morley, *Mgr*)	110·8 Q23'	20·8 BK7½″	11·1 *3BHCem*	Milford British	T.3Cy.12″,19½″&32″–22″ (*r*) 180lb 61RHP 1SB,*2pf*,GS35,HS1080 Whyte&Mair,Dundee	12 ″ 0	
482 548 HTSL	**Otis** *T.Börjesson* 17–17 ~~*Kirkwall–Edin 05–15*~~ (*ex*Marie) *Well deck*	IronScSr *ss*Got.2ndNo.3–3,06 *ss*Got.No.2–14 1*Dk*(*Irn*)2*trB* *Cargo battens not fitted*	1305 1049 770	✠100A1 7,17 ~~3,16~~ ✠LMC MS10,14 ~~Fwe 6,17~~ ~~BS6,15~~	Rot Got	*p*	3,16	1880 12mo *Lloyd's*	Palmers' Co. Newcastle *sA&CP*	Rederiaktieb.Otis (J.M.Dannberg) *WB=DBa74'*	249·4 Q100'B48'H35t F28' *f*36'&*uE*&*B*36'284*t*	33·1 BK8½″	17·4	Gothenbrg Swedish	C.2Cy.28″&54″–36″ (*i*) 75lb *80lb* NDB99 120NHP 1SB,*4pf*,GS60,HS1708 *3BHCem APT10t* Palmers'Co.(Lim.),Nwc.	18 ″ 6 s 2 ″ 0½ 17 ″ 4	
483 142352 ~~PNKV~~ JSTB	**Otis Tetrax** ~~*Mole Bay*~~ *Elec.light* *Well deck*	SteelSc 1*Dk*(*Stl*)&*pt 2nd dk*	996 767 436	✠100A1 ~~4,15~~ ~~10,15~~ 4,18 ✠LMC5,16	Rot Hul	*m*	10,16	1916 5mo	J.Meyer's S.B.Co. ZaltBommel A&CP	TheShippingCon-troller(E.P.Atkin-son&Sons,*Mgrs.*) *CellDBa41'u*	215·6 Q60'B61'F25' *E19'f*96'167*tFPT*	32·1 FK	14·5	London British	T.3Cy.17¾″,29½″&47½″–35½″ 192lb (*s*) 186NHP 2SB,*4cf*,GS96,HS3360 *4BHCem 41tAPT10t* Burgerhout'sWorks,Rot.	16 ″ 7 s 1 ″ 3½ 15 ″ 7	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / *Master.* / *Late Name if any.* / Special Surveys.	3 No. of Decks, &c.	4 Register'd Tonnage: Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned / now expired. Equipment Letter.	7* Date when tail shaft last seen	8 Built. When. / Ship. / Engines.	9 Built. By Whom. / Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of Is of Trade Cert.
484 21008 LCPN	**Otis W. Douglas** 1 *Dk*	**WoodSc**	295 — 159					1912	Harlan & Hollingsworth Cor. Wlmgtn, Del.	DouglasCo.	146·0	23·3	11·0	Redville, Va. Utd. States			
485	**Otoño** *J. Stam* ss Ams. No. 3–8, 09 ss Ams. No. 2–16 (*ex* Alert, *ex* Mount Cenis) 1 *Dk*	**SteelScK**	182 175 68	✠100A1 *Stm Trawler* 10.17 ~~1.17~~ ✠NB8,16 ✠LMC8,16	Ams Ymu		1,17	1898 6mo A&CP	Cumming & Ellis Inverkeithng	Naam. Venn. Viss. Maats. Pesca (P. Dyksen & P. Visser, *Mgrs.*)	109·0 Q18′F19′	21·1 BK7½″	10·4	Ymuiden Dutch	T. 3Cy. 12½″, 20″ & 32″–23″ (*s*) 160lb 56NHP 1SB, *2pf*, GS30, HS950 MacColl & Pollock, Sld.	11 ″ 9	
486 10172 JWHK	**Otowa Maru** ss Bom. 2nd No. 3–10, 97 (*ex* King Arthur) ss Bom. No. 1–02 2 *Dks*	**IronSc**	1471 1340 912	✠ 11,04	Bom	*p*		1874 2mo	J. Scott & Sons Inverkeithng	Maruni Kisen Goshi Kaisha *WB*=	263·8 B67′ ND89	30·7 BK9″	22·2	Nishinomiya Japanese	C. 2Cy. 30″ & 55″–36″ NB84 151NHP *FPT* 86*t* *APT* 20*t* 4 *BHCem* J. Scott & Sons, Inverkthg.		
487 14331 LPSW	**—** 1 *Dk*	**SteelScSr**	178 — 63					1911	Osaka Iron Works Osaka	S. Itakura	109·1	21·2	10·8	Osaka Japanese	T. 3Cy. 11½″, 19″ & 32″–22″ 48NHP Osaka Iron Works, Osaka		
488 JBQN	**Otoyo** *A. Garteiz* 09–14 (*ex* Craigleith) 1 *Dk* 2 *tr B*	**SteelScSr**	3460 3191 2021			…		1899	W. Gray & Co. Ld. W Hartlepool	Cia. de Nav. Olazarri (Garteiz & Mendialdua *Mgrs*)	330·0 P35′B91′F31′	47·1 FK	24·7 *WB*	Bilbao Spanish	T. 3Cy. 25″, 40″ & 65″–42″ 275NHP Cen. Mar. Eng. Wrks. W Hpl	27 ″ 4	V
489 12467S HPKD	**Otranto** *W. de M. Baynham* –13 *Elec. light* 3 *Dks* (*Stl*) & *Shelter dk* *Ref. Mchy.* Wireless (*Stl-pt* ws)	**SteelTwinScSr**	12124 9782 7433	✠100A1 *Shelter dk* 5,13 ✠LMC9,13 ✠Lloyd's RMC4,14	Lon	*h*†	2,16	1909 6mo *Lloyd's* A&CP	Workman, Clark & Co. Ld Belfast	Orient S. Nav. Co Ld *WB*=	535·3 B305′ *Cell DBa* 85′ *u E&B*	64·0 FK 165′ *f* 170′ 1425*t*	38·6 *FPT* 55*t* *APT* 80*t*	Belfast British	Q8Cy 29″, 41″ 59″ & 84″–60″ (*s*) 215lb HS31086 1977NHP 9 *BHCem* 4DB & 2SB. *40cf*, GS733, FD Wrkman, Clark & Co Ld. Bel	34 ″ 3 s 7 ″ 1 27 ″ 7	
490 JVTH	**Otta** *Th. Riise* –15 ss Cff. No. 3–5, 14 *Elec. light* 1 *Dk* (*pt Irn* & *pt Stl*) & *Web frames* 3 *Dk rule*	**SteelScSr**	3238 3067 2036	✠100A1 ~~5,17 2,16~~ 1,18 MBS12,16 ✠LMC5,14 1,18	Rot	*v*	N12,16	1899 6mo	J. Priestman & Co. Sunderland A&CP	Akties. Dmpsk. Otta (LW Hansen) *WB*= *Cell*	325·0 P31′B90′F35′ *DBa* 110′ *f* 120′ 693*t*	47·0 FK *APT* 110*t*	25·6	Bergen Norwegian	T. 3Cy. 25″, 41″ & 67″–45″ (*s*) 160lb *90lb* NDB12 312NHP 2SB, 8*pf*, GS128, HS4840 W. Allan & Co. Ld. Sld.	26 ″ 10	
491 MFGL	**Ottar** *O. M. Olsen* *Elec. light* 1 *Dk* & *Spar dk* & *deep framing*	**SteelScSr**	1585 1438 972			…		1908	Fevigs Jernskibsbyg Fevig	Acties. Ottar (J.C. Knudsen)	252·6 P15′B69′F29′	37·0 19·2 FK	11·8 *WB*	Porsgrund Norwegian	T. 3Cy. 20″, 33″ & 54″–36″ Richardsons, 192NHP Westgarth & Co. Ld. Mdb.	21 ″ 6	N
492 25480 KVMN	**Ottawa** *T. McMillan* –16 (*ex* Elbruz) *Carrying Petroleum in bulk* *Mchy. Aft* *Elec. light* Wireless	**SteelSc3MstSr**	2742 2700 2074					1888	Armstrong Mitchell & Co. Ld. Newcastle	Anglo-American Oil Co. Ld. (J. Hamilton, *Mgr.*)	309·5	40·4	28·2	London British	T. 3Cy. 23″, 37″ & 60″–39″ FD 225NHP Wllsnd Slpwy Co. Ld. Nwc.		V
493 MGDR	**—** *Berg* –16 (*ex* Craigisla) *Elec. light* ss Xia. No. 3–2, 18 ~~ss Gls. No. 2–17~~ *Spar dk* (*Stl*) 2 *tr B* & *deep framing*	**SteelScSr**	2462 2319 1583	✠100A1 *Spar dk* *with freeboard* 2,18 ~~1,16~~ MS2,18 ~~BS8,17~~ ~~BS2,16~~ ✠LMC12,14	Xia	*t*	11,16	1906 3mo	A. Rodger & Co. Port Glasgow *Lloyd's* A&CP	Akties. Ottawa (F. Th. Bergh) *WB*= *Cell*	313·6 P29′B82′F30′ *DBa* & *u E* 118′ *f* 136	43·8 20·7 FK	13·3	Porsgrund Norwegian	T. 3Cy. 21 5/16″, 35″ & 57″–39″ (*s*) 180lb *80lb* 248NHP 5 *BHCem* 623*t* *APT* 67*t* A. Rodger & Co. Glasgow	23 ″ 3 s 3 ″ 10 19 ″ 9	
494 116650	**Ottawan** 2 *Dks*	**SteelSc**	311 222 157					1904	J. & R. Weir Montreal	Ottawa Trans-portation Co. Ld.	108·0	24·0	6·2	Ottawa British	C. 2Cy. 11″ & 20″–16″ NB09 17RHP J. & R. Weir, Montreal		
495 RNHD	**Ottensen** *A. Lenschow* ss Ham. No. 2–13 1 *Dk* (*Stl*) & *Spar dk* (*Stl*) 3 *tr B* *Elec. light*	**SteelScSr**	4258 3974 2681	✠ ~~—~~ 9,16 *Spar dk* ✠	Ham	*y*		1904 10mo	Swan Hunter & Wigham Richardsn Ld Newcastle	Deutsch-Austral. Dmpfsch. Ges. *WB*= *Cell*	378·8 P&B308′F46′ *DBa* 106′ *u E&B* 46′	49·7 27·1 FK *f* 172′ 925*t*	19·1	Hamburg German 7 *BHCem*	Q. 4Cy. 23″, 32″, 48″ & 72″–54″ 492NHP 3SB, *9cf*, GS161, HS6492 FD Swan, Hunter & Wigham-Richardson, Ld. Nwc.	29 ″ 9	
496 LGVQ	**—** *V. Borstel* –13 (*Trawler*) *Elec. light* 1 *Dk*	**SteelScK**	216 184 48					1913	G. Seebeck Akt. Ges. Geestemünde	Altonaer Hochseefischerei A.-G.	123·1 Q68′F19′	22·6	12·1 *WB*	Altona German	T. 3Cy 12½″, 19 7/16″ & 31½″–23½″ 48NHP G Seebeck A.G. Gstemünde		G
497 107832	**Otter** *D. Brown* 96–00 2 *Dks*	**WoodScSr**	366 212 232					1900	Canadian Pacific Nav. Co. Ld. Victoria, B.C.	Canadian Pacific Railway Co.	128·0	24·5	11·0	Vict'ria BC British	C. 2Cy. 12″ & 24″–18″ *E. blt.* 87, *alt.* & *fitted* 00 24RHP T. Gowen, Victoria, B.C.		
498 81390	**—** *Mchy. Aft*	**IronScSk**	287 270 187					1880	Blackwood & Gordon Pt. Glasgow	~~Cunard S.S. Co. Ld.~~ Rea Transport Co. Ld. (R & J.H. Rea, *Mgrs.*)	142·2	23·2	10·2	Liverpool British	C. 2Cy. 14″ & 25″–21″ 40RHP Blackwood & Gordon, P. Gls		
499 87323	**—** *A. Junner* 98–98 1 *Dk*	**SteelTwinScSr**	~~191~~ 187 ~~87~~ 94	242		…		1884	Ramage & Ferguson Leith	Government of Queensland	128·6 B42′	21·2	10·2	Brisbane British	C. 4Cy. 15½″ & 30″–20″ 99RHP Ramage & Ferguson, Leith		
500 89213	**—** *W. Drysdale* –11 (*Tug*) (*ex* African, *ex* Sir W.T. Lewis)	**IronScSr**	165 141 73					1887	Elliot & Jeffery Cardiff	Mersey Towing Co. Ld. (Canadian Pacific Railway Co. *Mgrs.*)	105·4	19·8	10·5	Liverpool British	C. 2Cy. 22″ & 44″–24″ NB06 80RHP Elliot & Jeffery, Cardiff		BT till 5,17
501 1649 HTCN	**Otterbäcken** *A. E. Törnberg* 14–14 (*ex* Amalia) *Mchy. Aft* 1 *Dk*	**CompScSp**	194 162 118					1886	S. Groth Sjötorp	Nora Bergslags Jernvägsaktieb. (O. Bärnheim *Mgr*)	101·4 B18′ H7*t*	22·2	10·3	Nora Swedish	2Cy. 12″ & 24″–16″ 19NHP Eriksbergs M V. Gothenbrg		
502 MDQG	**Otterstad** *H. Mörland* 08–12 ss Npt. No. 2–15 (*ex* Kristiania) 1 *Dk* (*Stl*) & *deep framing*	**SteelScSr**	2693 2495 1672	✠100A1 ~~19,17 8,16~~ BS12,15 ✠LMC2,15 ~~MBS8,17~~ ~~BS6,13~~ LS10,17	NOs NNs	*u*	~~N8,16~~ 10,17	1907 6mo *Lloyd's* A&CP	J. Blumer & Co. Sunderland	Grefstads Rederi Akties. (B.J. Grefstad, *Mgr.*) *WB*= *Cell DBa*	314·0 P30′B148′F28′ 106′ *u E* 20′ *f* 124′ 649*t*	46·5 FK	20·6 *APT* 88*t*	Arendal Norwegian	T. 3Cy. 23″, 38″ & 62″–42″ (*s*) 180lb *90lb* 270NHP 2SB, 6*cf*, GS100, HS4120 N.E. Marine Eng. Co. Ld. Sld.	23 ″ 0	
503 136010 JFSB	**Ottilie** 1 *Dk*	**SteelScK**	226 218 113	✠100A1 *Stm Trawler* 7,14 ✠LMC7,14	Hul			1914 7mo *Lloyd's* A&CP	Cook, Welt'n & Gemmell Ld. Beverley	A.W. Baxter (A. Black, *Mgr.*)	117·0 Q61′	22·0 BK7½″	12·7 4 *BHCem*	Grimsby British	T. 3Cy. 12″, 21″ & 34″–24″ (*s*) 200lb 68RHP 1SB, 3*pf*, GS32, HS1099 Amos & Smith, Ld. Hull	13 ″ 7	
504 109039 QFPK	**Otto** *C. Butlin* –17 1 *Dk*	**SteelScSr**	836 596 360					1898	Caledon SB. & E. Co. Ld Dundee	Wilsons & North Easterny Ry Shppg. Co. Ld.	225·0 Q61*t* B93*t*	32·1	12·0	Hull British	T. 3Cy. 17″, 30″ & 52″–36″ 162NHP Caledon S.B. & E. Co. Ld. Dun		C

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Grément, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné aux Cales après l'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille / Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. pc.	15 Longueur de pont. Largeur au maître. Creux. Tonnage brut.
505 KRMQ	**Otto** *Fr.Kref* 07–09	SteelScSr (*Trawler*) 1 *Dk*	202 193 79					1904	Bonn& Mees Rotterdam	Geestemünder Herings&Hochsee fischereiAct.Ges.	119·0 | 22·3 | 11·6			Gstemnde German *WB*	T3Cy12$\frac{1}{16}$″,20$\frac{1}{16}$″&33$\frac{1}{16}$″–23$\frac{1}{2}$″ Alblasserdamsche 53NHP Maschinenfab.Alblas.		G
506 LGMW	— *E.Läu* 01–07	SteelSc (*Trawler*) 1 *Dk*	187 167 39					1904	J.C.Tecklenborg A.G. Geestemünde	F.W.E.Thomae	114·2 | 22·6 | 10·7 Q27′F20′			Hamburg German	T3Cy.11$\frac{7}{16}$″,17$\frac{1}{16}$″&29$\frac{7}{8}$″–21$\frac{5}{8}$″ 42NHP J.C.TecklenborgA.G.Gst.		G
507 NFTS	— *B.Langhinrichs* 09–11 *Elec.light* 1 *Dk*	IronScSr	152 130 88					1881	F.Schichau Elbing	Sartori&Berger	114·8 | 19·0 | 8·3 len97 B15′			Kiel German	C.2Cy.9$\frac{1}{2}$″&17$\frac{1}{2}$″–10″ NB05 8NHP F.Schichau,Elbing		G
508 MDVG	**Otto Cords** *O.Pahnke* –10 *Mchy.Aft* *Elec.light* 1 *Dk*	SteelScSr	899 772 496					1910	Akt.Ges. "Neptun" Rostock	Dmpfschfs.Ges. Aug.Cords G.m.b.H.	231·5 | 33·8 | 12·0 P&B177′F25′			Rostock German *WB*	T.3Cy.14$\frac{3}{8}$″,24$\frac{7}{16}$″&38$\frac{1}{2}$″–26$\frac{3}{4}$″ 77NHP A.G."Neptun,"Rostock		G
509 RNGK	**Otto Fricke** *F.Seemund* –14 *Elec.light* 1 *Dk*	SteelScK (*Trawler*)	231 209 85					1914	G.Seebeck Akt.Ges. Geestemünde	Grundmann& Gröschel	127·2 | 23·0 | 10·0 Q70′F20′			Gstemnde German *WB*	T.3Cy.12$\frac{3}{8}$″,20$\frac{1}{2}$″&33″–23$\frac{1}{2}$″ 53NHP G.SeebeckA.G.Gstemnde.		G
510 HWNQ	**Otto Hugo Stinnes 9** *O.Giese* 10–12 *Elec.light* *Mchy.Aft* 1 *Dk* Wireless Sub.Sig.	SteelSc	1668 1400 822					1911	G.Seebeck Akt.Ges. Geestemünde	OttoHugoStinnes9 Dampfsch.G.m.b.H. (HugoStinnes *Mg.*)	248·8 | 38·1 | 18·2 P67′B24′			Hamburg German *WB*	T.3Cy.17$\frac{1}{8}$″,28$\frac{3}{8}$″,&44$\frac{1}{2}$″–35$\frac{1}{2}$″ 118NHP G.SeebeckA.G.Bremerhvn		G
511 RNGK	**Otto Kalthoff** *Fr.Voss* –12 *Elec.light* (*ex*MarieMenzell) 1 *Dk*	SteelScSr	2514 1845 1607					1904	Flensburger Schiffsb.Ges. Flensburg	VulkanReed. Dmpt "OttoKalthoff"G. m.b.H. (N.V.Hand. en Tns.Maats.Vulcaan,Rot. *Mgs.*)	291·7 | 41·2 | 18·8 P16′B175′F34′			Hamborn German *WB*	T3Cy20$\frac{5}{8}$″,35$\frac{7}{16}$″&55$\frac{1}{2}$″–35$\frac{7}{16}$″ 180NHP FlensburgerSchiffsb.Ges.		G
512 MGDC	**Otto Sinding** *R.Rasmussen* 1 *Dk*	SteelScSr	948 738 572					1910	Laxevaags Msk.&Jrnskb Bergen	Akties.Dpsk.Otto Sinding (V.Torkildsen)	214·3 | 32·2 | 12·8 Q109*t*B51*t*F29*t*			Bergen Norwegian *WB*	T 3Cy.16″,25½″&43″–30″ 101NHP LaxevaagsMsk.&Jrns.Bgn		N
513 MBSR	**Otto Sverdrup** *H.Michelsen* 00–04 1 *Dk2trB*	SteelScSr	3526 3307 2291					1904	J.Readhead &Sons,Ld. South Shields	Akties.Dpsk.Otto Sverdrup (Bergh&Helland)	340·9 | 46·6 | 24·7 H174*t* F42′			Bergen Norwegian *WB*	T.3Cy.24″,40″&65″–45″ 283NHP J.Readhead&Sons,S.Shl.		N
514 132806 HTNS	**Otto Trechmann** ~~*G.Bruce* 14~~ *G.Bruce* –14	SteelScSr ~~*ss*~~Bry.No.1–16 1 *Dk*(*Irn*)	3736 ~~3487~~ 2339	✠100A1 ~~7,15 12,14~~ 2,18 ✠LMC5,16 BS2,16	Cff Shl	*x*	~~3,16~~ 2,18	1911 10mo	W.Gray& Co.Ld. WHartlepool *Lloyd's A&CP*	LaurentianS.S.Co. Ld. (E.Roberts& Co., *Mgrs.*) *WB*=*CellDBa*	370·0 | 51·5 | 22·4 P29′B223′F38′ FK 123′*u*E25′*f*163′998*t*			Liverpool ~~W.Hartlpl~~ British 180lb HS5956 6*BHCem* *APT*150*t*	T.3Cy.25½″,40½″&67″–45″(*s*) 358NHP 2SB&1AuxSB,*Scf*,GS156, Cen.Mar.Eng.Wrks.WHpl	24 ″ 10 s 3 ″ 5½ 21 ″ 9	
515 135832 JKBM	**Ottokar** *A.Harvey* –15 1 *Dk&Spardk&3trB*	IronScSr	957 944 704					1884	FSchichau Elbing	Requisitioned by the Admiralty (Everett& Newbigin, *Mgrs.*)	201·1 | 27·7 | 14·6 21·3			London British *WB*	T.3Cy.16″,25″&39″–25″ NB07 76NHP F.Schichau,Elbing		V
516 98745 MSQH	**Ottoman Empire** *F.Lumbard* –17 (*ex*NorthSea) 1 *Dk*	IronScK (*Trawler*)	162 ~~Now navy~~ 65	"Navenby," *See* N. 20 *in Supp.*				1891	Cook,Welton&Gemmell Hull	~~Clevedon Steam Fishing Co.Ltd.~~ A.Grant	100·5 | 20·9 | 11·0 len99 BK7½″			~~Fleetwood~~ British Grimsby	C.2Cy.16¾″&33″–22″ NB09 45RHP C.D.Holmes&Co.Hull	11 ″ 10	
517 334 LABI	**Otton** *M.Skalerino* 11–13	WoodSc (*SalvageTug*) 1 *Dk*	120 — 63					1895	McDowall &Barbour Piræus	G.Panagiotato	99·0 | 19·6 | 9·0			Kertsch Russian *WB*	C.2Cy.17½″&35″–22″ 48NHP McDowall&Barbour,Pir.		
518 809	**Otvazhiny**	SteelTwinSc	151 — 106					1893	Maats. Fyenoord Rotterdam	A.A.Theofani	142·2 | 17·2 | 8·2			Odessa Russian			
519 128252 HPFC	**Otway** *Symons* –12 *Ref.Mchy.* 3 *Dks*(*Stl-ws*)4*trB* *Elec.light* *Orlop dk*(*Stl*)*in Nos.1&5holds* Wireless *&Shelter dk*(*Stl-teak s*)	SteelTwinScSr *ss*Lon.No.1–13	12077 8416 6690	✠~~100A1~~ *Shelter dk* 4,17 ~~BS5,15 ✠LMC4,16~~ ~~✠Lloyd's RMC11,14~~	Liv	*i* †	9,16	1909 5mo	Fairfield Co.Ld. Glasgow *Lloyd's A&CP*	OrientS.Nav.CoLd *WB*=*Cell*	535·9 | 63·2 | 34·2 B60′ FK *DBa*58′*u*E&B168′			Glasgow British 215lb (*s*) 2000NHP 9*BHCem* 4D&2SB,*40cf*,GS720, HS31621 FD *f*185′1118*t* *FPT*81*t* *APT*171*t*	Q.8Cy.28¾″41″58½″&84″–60″ FairfieldCo.Ld.Glasgow	38 ″ 0 ~~s 11 0½~~ ~~27 ″ 6~~	
520	**Oudalej** 1 *Dk2trB*	SteelSc	254 226 107					1894	Kockums Mek.Verks. Malmö	RussianGovernment	117·5 | 25·0 | 14·2 B13′			Libau Russian	C.2Cy.22″&44″–27½″ 85NHP Motala Mek.Verks.,Motala		
521 KMPV	**Oued Sebou** *Rizoulières* 1 *Dk&Awng dk*	SteelScSr (*ex*Macina)	1540 — 978					1897	R.Napier& Sons,Ld. Glasgow	Cie.deNav.Maroc. &Arménienne (Cie.deNavigation Paquet)	255·0 | 36·0 | 20·1 H—F30′			Marseilles French *WB*	T.3Cy.20″,32″&52″–36″ 162NHP R.Napier&Sons,Ld.Gls.		V
522 KMPW	**Ouessant** *Martin* 04–13 *Elec.light* *Ref.Mchy.* Wireless 3 *Dks4trB*	SteelTwinSc	8497 7386 5319	✠Lloyd's RMC8,17 ~~9,17~~			~~1,18~~ 4,13	1908	Atel.&Ch. de la Loire St.Nazaire	ChargeursRéunis	484·5 | 55·8 | 33·8 P34′H—F54′			Havre French *WB*	T.6Cy.25$\frac{13}{16}$″,42½″&70$\frac{17}{8}$″–47½″ 346NHP Atel.&Ch.de la Loire,Nts.		V
523 125163	**Our Elsie** *W.Donovan* –15 1 *Dk*	WoodTwinScK	213 179 112					1908	A W Settree Laurieton, N.S.W.	A.&E.Ellis,Ld.	119·3 | 28·5 | 7·6			Sydny NSW British *WB*	C.4Cy.9″&18″–12″ 28RHP Mort's Dk&E.Co Ld.Balmn		
524 121198	**Our Jack** *A.Andersen* –16 1 *Dk*	WoodTwinScK	272 212 152					1907	J.Wright Cape Hawke, N.S.W.	JohnWright&Co. Ld.	133·0 | 28·0 | 6·8			Sydny NSW British Kobe ~~Nagasaki~~	C.4Cy.10″&20″–16″ 30RHP Chapman&Co.Sydney		
525 7828 JPNH	**Oura Maru** *T.Tsujita* *Elec.light* *ss*Nag.No.3–6,14 2 *Dks*	SteelScSr	716 497 444	✠100A1 6,16 ✠LMC6,16 BS3,13	Nag	*k*	6,16	1902 4mo	MitsuBishi Dkyd&EWks Nagasaki *Lloyd's A&CP*	~~MitsuBishiGoshi Kaisha~~ Nippon Kaiji Kogyo Kabushiki Kaisha *WB*=*CellDBu E&B59′f*	184·1 | 29·0 | 16·1 B86′F35′ FK 59′128*t* *DTa*			Japanese 180lb 4*BHCem*	T.3Cy.13″,22″&36″–27″ (*s*) 88NHP 1SB,*3cf*,GS47,HS1558 MitsuBishiD.&E.Wks.Nag 22′56*t* *FPT*18*t* *APT*7*t*	16 ″ 3	
526 136746	**Oural** *J.N.Umpleby* –16 (*ex*Hans&Kurt) *Elec.light* *Carrying Petroleum in bulk* *Mchy.Aft* 3 *Dks*	Steel&IronSc3MstSr	2419 1713 1836					1887	Armstrong Mitchell& Co.(Lim.) Newcastle	TheAdmiralty	270·0 | 39·2 | 21·2 P157′ F34′			London British	T.3Cy.20½″,34″&55″–36″ NB03 181NHP Wllsnd SlpwyCo.Ld.,Nwc.		V

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys.	3 Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned. now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines.	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Dates of Ex-Trade Cert.
527 HPML	**Ourana** *G.Feloutzis* 4thSurvey2-96 *Elec.light*	IronScSr *ssNwc.No.3-12,91* *ssLiv.No.1-96* (*ex*Lodore) 1*Dk*(*Irn*)2*trB*	624 539 334	✠ 6,00 ✠NB9,93 ✠	Pir	*k* Lv		1878 9mo	Wigham Richrdsn&Co Newcastle	Nav.Orientale (P.Pantaleon)	200·2 P30'F24'	28·3	14·0 BK7½" *WB*=*DBa*	Syra Greek	C.2Cy.26"&46"–30" NDB87 83NHP 1SB,*3pf*,GS45,HS1240 4*BHCem* 55'*f*26'118*t*	14 " 8	
528 128876 HTRL	**Ouse** *G.Lea* –14 *Elec.light*	SteelScSr *ssGoo.No.1-16* 1*Dk*(*Stl*)	1004 832 419	✠100A1 2,16 ✠LMC2,16	Goo	*o*	3,14	1911 11mo *Lloyd's*	W.Dobson &Co. Newcastle *sA&CP*	Lancashire& YorkshireRly.Co. *WB*=*Cell D Ba*58'*u*	240·2 P38'B88'F35' *E*15'*f*91'182*t*	34·2 FK	15·4 5*BHCem* 14*tAPT*31*t*	Goole British *FPT*	T.3Cy.22",36"&61"–39" (*s*) 180lb 331NHP 2SB,*6cf*,GS124,HS4948 Wllsnd.Slpwy.Co.Ld.	16 " 4 s 2 " 1 14 " 7	
529 113574	—	SteelScK *ssAnt.No.3-9,13* 1*Dk*	167 159 66	✠100A1 *StmTrawler* 9,13 BS7,15 ✠LMC9,15	Ant		7,15	1900 8mo *Lloyd's*	Mackie& Thomson Glasgow *sA&CP*	Paton'sTrawlers Ld.	104·1 BK7½" *WB*=*DTf*7'10*t*	21·0	10·7 3*BHCem*	Glasgow British	T.3Cy.10",16"&27"–20" (*s*) 200lb 45RHP 1SB,*2pf*,GS26,HS642 Muir&Houston,Ld.Gls.	11 " 7	
530 91302 KJSD	**Ouse Hopper No. 1** (*Hopper Barge*)	Irn&ptStl 1*Dk*	516 *Now owned as "KathleenLily," See No. 28 in Supplement* 231	...				1885	W.Dobson &Co. Newcastle	~~Sir J. Jackson, Ld.~~ BargateSteam-shippingCo.Ld. (F.A.Hobbs,*Mgr.*)	158·6 BK6"	28·6	12·3	London British	C.2Cy.22"&44"–30" 80RHP NEMarineEC(Lim.),Nwc.	13 " 1	
531 91305 KJSM	**Ouse Hopper No. 3** *J.Looby* –04	Irn&ptStl ScSr *ssHul.3rdNo.3–3,15* 1*Dk*(*Irn*)	582 529 275	✠ A1 *HopperBarge* 3,15 ✠LMC6,14	Hul	*h*	6,14	1886 5mo *Lloyd's*	W.Dobson &Co. Newcastle *sA&CP*	Trustees of the Aire&CalderNav. Co.(W.H.Bar-tholomew,*Mgr.*)	169·0 BK6"	28·7	12·8 7*BHCem*	Goole British	C.2Cy.22"&44"–30" (*s*) 100lb 80RHP 1SB,*3pf*,GS49,HS1720 NEMarineEC(Lim.),Nwc.	13 " 6 s 1 " 11 12 " 3	
532 91312 KQPB	**Ouse Hopper No. 6** *J.Simpson* –03	IronSc	216 203 112					1888	W.Dobson &Co. Newcastle	Wick&Pulteney Hrb'rTrustees (D. W.Georgeson *Mgr*)	125·0	22·2	8·8	Wick British	C.2Cy.12"&24"–15" 24RHP N.EasternEng.Co.,Nwc.	9 " 4	
533 by Collis 1/20 703908 SJNL	**Ousel** *Mackenzie* –17 *Well deck*	SteelScSr *ssLiv.No.3-7,13* 2*Dks*(*UptStl&ptIrn*)	1284 1140 648	✠ ~~100A1~~ 9,16 ~~BS8,16~~ ~~LMC7,15~~	Liv	*p*	N9,16	1901 5mo	Wigham-Richrdsn&Co Ld Newcastle A&CP	CorkS.S.Co.Ld. *WB*=*CellD*	255·0 P&B143'F26' *Ba*67'*f*96'217*tFPT*	33·8 BK9"	18·6 5*BHCem* 27*tAPT*17*t*	Cork British	T.3Cy.21",33½"&54"–39" (*s*) 160lb *80lb* NDB10 195NHP 2SB,*6pf*,GS98,HS3120 WghmRchrdsn&C.LdNwc	19 " 9 ~~2 " 2~~ ~~10 " 3~~	
534 99133 JLPM	**Oushla** (*STRANDED 11,16*) (*ex*Constantinos Samaras,*ex*Sydmonton) *Web frames&ptAwng dk*(*Irn*)	SteelScSr *C.W.Whitett* –16 *ssLon.2ndNo.3–11,16* 1*Dk*(*Stl*)&	2514 1909 1572	✠ *ptAwng dk withfreeboard* 11,16 ✠	Lon	*s*		1891 5mo	J.Blumer& Co. Sunderland	BritishAfrica Shppg.&Coaling Co.Ld. (Mitchell Cotts&Co.*Mgrs.*) *WB*=*CellL*	290·1 P27'Q96' *ptAwng dk*167' *Ba*42'*f*86'141*tFPT*	39·2 FK	19·5 4*BHCem* 23*tAPT*24*t*	CapeTown British	T3Cy.22½",36½"&60"–39" NDB02 224NHP 2SB,*6cf*,GS89,HS3358 Blair&Co.Ld.Stockton *DB*234'561*tAPT*57*t*	22 " 0	
535 602	**Ouspekh** *P.Dmitrieff*93–10 (*ex*St.Bernard)	SteelScK (*Trawler*) 1*Dk*	169 — 61	...				1893	Grngem'th Dockyard Co. Grangem'th	Russian-Danube S.N.Co.	113·2 F14'	21·2 BK6½"	10·3 *WB*	Odessa Russian	C.2Cy.21"&42"–24" 73NHP Hutson&Son,Glasgow	11 " 3	
536 128732 VHDM	**Outeniqua** *O.C.Mathiesen* –16 *Elec.light*	SteelScSr 2*Dks*(2*nd dk Stl*)	1019 942 627	✠100A1 4,18 ~~2,16~~ C.Tn ✠LMC2,15	Xia	*l*	10,16	1915 2mo *Lloyd's*	Porsgrund Mek.Værks. Porsgrund *sA&CP*	ThesenS.S.Co.Ld. (Thesen&Co.Ld. *Mgrs.*) *WB*=*CellL*	195·8 *Ba*42'*f*86'141*tFPT*	30·1 FK	21·2 4*BHCem* 23*tAPT*24*t*	Cape Town British	T.3Cy.14",23"&38"–27" (*s*) 180lb 109NHP 2SB,*4cf*,GS80,HS2060 Porsgrund M.V.Porsgrund	22 " 6	
537 KMQJ	**Outreau** *G.Lewintre* –09 (*ex*Beck Frères, *ex*Laju)	IronScSr *ssDnk.2ndNo.3–6,08* *ssDnk.No.~~3~~ 2–17* 1*Dk*(*Irn*)&*Spar dk3trB*	1874 1883 1164	✠100A1 *Spar dk* ~~3,17~~ 5,18 ~~NB10,06~~ ~~MS4,12~~ ✠NB5,17 ✠LMC5,17 ~~BS7,14~~	Dnk Shl	*r*	~~N10,15~~ ~~5,17~~ 5,18	1881 12mo	J.Laing Sunderland A&CP	Soc.desAciéries de Paris et d'Outreau	261·0 ND08	35·0 BK9½" *DBa*	27·1	Boulogne French	C.2Cy.20"&54"–42" (*s*) 150lb *100lb* NDB13 201NHP 2SB,*4cf*,GS80,HS3330 G.Clark,Sunderland	28 " 3 s 6 " 4 23 " 1	
538	**Ouzou-Kalé**	SteelSc	319 311 195					1900	Danubius Schoenichen Hartmann Budapest	RussianGovern-ment	150·0	29·5	11·5	Nicolaieff Russian *WB*	C.2Cy.21"&32"–18" 36NHP DanubiusSchoenichen Hartmann,Budap.		
539	**Ovar** *Elec.light*	SteelScSr (*ex*Casablanca) 1*Dk*&*Shelter dk*	1650 1466 1043					1903	Schiffsw. v. HenryKoch Lübeck	Requisitioned by the Portuguese Government	261·0 P15'B&F219'	38·7	17·4	Portuguese *WB*	T.3Cy.19¾",32"&51½"–33½" 151NHP J.F.Ahrens,Altona		
540 115786 VFTD	**Overdale** *ssLth.No.3–9,16* *W.Lawson* –16 (*ex*Dumbarton) 1*Dk*(*Stl*)&*Spar dk*(*Stl*) &*deep framing*	SteelScSr ~~*ssHul.No.2–12*~~	3571 3310 2236	✠100A1 *Spar dk* 6,17 ~~4,15~~ ~~BS6,17~~ ~~BS3,16~~ ✠LMC MS9,16	Qns Hul	*w*	~~4,15~~ 6,17	1903 8mo *Lloyd's*	AM'Millan &Son,Ld. Dumbarton *sA&CP*	Chr.Salvesen& Co. *WB*=*CellD*	340·0 P30'B88'F36' *Ba*112'*uE*24'*f*144'	45·0 FK	17·8 26·1 6*BHCem* 715*tAPT*91*t*	Leith British	T.3Cy.24",40"&65"–42" (*s*) 180lb *90lb* 305NHP 2SB,*6cf*,GS121,HS4818 ClydeS.B.&E.Co.Ld.P.Gls.	28 " 9 s 5 " 6½ 23 " 7	
541 HLFR	**Overgarth** *E.P.Griffin*	SteelSc *ssLiv.No.2–15* 1*Dk*(*Stl*)	97 90 —	✠100A1 *ForTowingpurposes* 10,17 ~~12,15~~ ~~BS3,17~~ ✠LMC3,15	Liv		~~3,15~~ ~~2nd~~ 10,17	1907 5mo *Lloyd's*	LythamSB &Eng.Co.Ld Lytham *sA&CP*	ReaTransportCo. Ld.(R.&J.H.Rea, *Mgrs.*)	81·6 BK6"	17·6	10·0 4*BHCem*	Liverpool British	C.2Cy.15"&32"–21" (*s*) 130lb 60RHP 1SB,*2pf*,GS33,HS1220 LythmSB&E.CoLd.Lythm	10 " 5	
542 131393 HTPW	**Overton** *J.Hewitt* –14 *Well deck* *Mchy.Aft*	SteelScSr *ssLiv.No.1–15* 1*Dk*(*pt Stl*)	426 286 185	✠100A1 9,15 ✠LMC6,15	Liv	*f*	6,15	1911 10mo *Lloyd's*	JTEltring-ham&Co.Ld. South Shields *sA&CP*	OvertonS.S.Co.Ld. (R.R.Clark)	143·5 Q81'B9'F25' *WB*=*FPT*	24·4 FK	10·5 3*BHCem* 24*tAPT*23*t*	Liverpool British	C.2Cy.17"&36"–24" (*s*) 130lb 74RHP 1SB,*3cf*,GS46,HS1408 BairdBros.NorthShields	11 " 9 s 3 " 10½ 11 " 7	
543 115901 TRBF	**Ovid** *J.Iredale* –16	SteelScSr *ssCff.No.3–2,16* 2*Dks*(1*Stl*&*UptIrn*&*ptStl*) &*Web frames*	4159 3656 2686	✠100A1 ~~12,16~~ ~~BS2,17~~ ✠LMC2,16	Hul Cff	*w*	N2,16	1902 10mo *Lloyd's*	JLThomp-son&Sons,Ld Sunderland *sA&CP*	ShakespearShppg. Co.Ld. (Glover Bros.,*Mgrs.*) *WB*=*CellD Ba*	345·0 P37'B108'F30' 116'*uE*20'*f*148'834*t*	48·5 FK	25·9 6*BHCem* *APT*133*t*	London British	T.3Cy.25",40"&67"–45" (*s*) 160lb *160lb* 330NHP 2SB,*6cf*,GS102,HS5581 Richardsons,Westgarth& Co.Ld.Hpl	28 " 5 s 5 " 0½ 23 " 9	
544 WLMP	**Övre** *O.Bommen*16–16	SteelScSr (*ex*Athamas) 1*Dk*	*3867* *3580* *2477*					1912	W.Doxford &Sons,Ld. Sunderland	Dampskibsakties. Övre(KarlMöen)	369·9 P33'B243'F33'	51·0	25·1	Chrstiania Norwegian *WB*	T.3Cy.25",42"&70"–45" 329NHP W.Doxford&Sons,Ld.Sld.		C
545 86271 HNDL	**Owain Tudur** *G.E.Middleton* –17 *Well deck* *Mchy.Aft*	IronSc3MstSr 1*Dk*	238 171 89	...				1882	SamuelBrs. Llanelly	H.Parker	125·9 Q63'B7'F17'	20·1 BK6½"	10·2	Grimsby British *WB*	C.2Cy.14"&32"–22" NB03 55RHP R.Nevill,Llanelly	10 " 9	
546 150813	**Owana** *Elec.light*	SteelPad (*ex*Pennsylvania) 1*Dk*&*Saloon dk*	747 — 420					1899	DetroitDry DockCo. WyndtteMch	WhiteStarLine (B.W.Parker*Mgr*)	200·6	32·0	12·0	Detroit Utd.States	B.1Cy.48"–108" *E.built*64,*fitted*99 DetroitDryDockCo.		
547 15993 MFTP	**Owari Maru**	WoodTwinScSr 1*Dk*	172 — 102					1913	K.Sawa-mura	TokyowanKisen KabushikiKaisha	118·0	16·0	11·0	Tokyo Japanese	C.4Cy.8"&16"–12" 15NHP		

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / ✝ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Enlèvement.	7* Date de la dernière visite de l'autre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
548 153153 LFTN	**Owego** *E. W. Barlow* *Elec.light Mchy.Aft*	**SteelSc** *2 Dks*	3069 — 1877					1888	Union Dry Dock Co. Buffalo, N.Y	United States S.S. Co.	325·7	41·2	14·6	New York Utd. States *WB*	T.3Cy.28″,42½″&72″–54″ NB12 381NHP Quintard Iron Works, N.Yk		V
549 128304	**Owenaminane** *J. Davidson* –10	**SteelSc** *ss* Sou. No. 1–17 (*Double Grab Hopper Dredger*) 1 *Dk* (*pt Irn*)	402 374 179	✝100A1 *Hopper Dredger* 4,17 ✝LMC 2,17	Sou	*f*	2,17	1910 8mo *Lloyd's*	G. Brown & Co. Greenock	M. Constant	135·0	27·1	12·5 FK	Cork British *5 BHCem*	C.2Cy.15′&30″–24′ (*s*) 120lb 54RHP 1SB,*2pf*,GS39,HS1098 Gauldie, Gillespie & Co. Gls.	13 ″ 0 s 1 ″ 8½ 11 ″ 5	
550 118795	**Owl** *J. Rumble* –14	**SteelScK** 1 *Dk*	169 161 64	✝ *Stm Trawler* 11,06 ✝	Hul			1904 1mo	Goole S.B. & Repg Co. Ltd Goole	Kelsall Bros. & Beeching, Ltd. (G. Beeching & J. E. A. Kelsall, *Mgrs.*)	110·3	21·1	11·2 BK7½″ *WB=Deep tanks*	Hull British *3 BHCem* *f* 23′41*t*	T.3Cy.12″,18″&30″–21″ 45RHP 1SB,*2pf*,GS26,HS880 C.D. Holmes & Co. Hull	12 ″ 0	
551 105550	— *G. King* –15 *Elec.light*	**Steel&IronScK** (*Trawler*) 1 *Dk*	117 112 41			...		1896	Edwards Bros. North Shields	T. Davidson	90·8 Q18′F18′	20·1	10·9 BK7½″	Aberdeen British	T.3Cy.9½″,16″&25½″–19½″ 30RHP N.E. Marine Co. (Lim.), Sld.	11 ″ 7	
552 135928 JMPS	**Oxbird** *H. W. Leeks* 10–16 *Mchy.Aft*	**SteelScK** 1 *Dk*	310 221 111	✝100A1 2,18 ~~3,16~~ ✝LMC 3,16	Yar Lon	*e*		1916 3mo *Lloyd's*	Crabtree & Co. Ld. Gt. Yarmouth	R. & W. Paul, Ld.	135·0 Q47′F18′	23·2	9·5 FK *FPT*	Ipswich British *3 BHCem* 29*t APT* 17*t*	C.2Cy.17″&36″–24″ (*s*) 130lb 53RHP 1SB,*2pf*,GS38,HS1370 Crabtree & Co. Ld. Gt. Yar.	10 ″ 6 s ″ 7½ 10 ″ 1	
553 131454 HWPD	**Oxfordshire** **SteelTwinSc4MstSr** *G. H. Harris* –12 *Elec.light* Wireless Sub.Sig.	*ss* CTn. No. 1–17 3 *Dks* (*Stl–Uws*) *& Web frames*	8624 6620 5414	✝100A1 11,~~3,16~~ ~~Examination~~ ✝LMC 8,12 ~~BS8,17~~ 8,17	Liv	*d*†	12,16	1912 9mo *Lloyd's*	Harland & Wolff, Ld. Belfast	Bibby S.S. Co. Ld. (Bibby Bros. *Mgrs.*) *WB=Cell DB* *a* 123′ *u E & B*	474·7 P52′B250′F78′ 70′ *f* 218′ 1313*t FPT*	55·3	32·1 FK	Liverpool British *8 BHCem* 92*t APT* 52*t*	Q.8Cy.22″,31½″,46″&66″–51″ 215lb (*s*) 906NHP 2D&2SB24*cf* GS394 HS16014 Harland & Wolff, Ld. Bel.	35 ″ 4 s 7 ″ 8 28 ″ 2	
554 109475 QJLR	**Oxonian** **SteelSc4MstSr** *J. Parry* –17 (*ex* Pinemore) *Ref. Mchy.* Wireless *Elec.light*	*ss* Liv. No. 3–2,12 2 *Dks* (1 *Stl & U pt Irn d* *pt Stl*) 3 *tr B*	6383 5999 4123	✝100A1 11.15 ✝LMC ~~MS5,15~~ BS3,16	Liv	*c*†	12,15	1898 11mo *Lloyd's*	C. Connell & Co. Glasgow	F. Leyland & Co. Ld. *WB=Cell D* *Ba* 132′ *u E & B* 61′ *f*	459·0 P56′B&F338′ 205′ 1417*t DT*	52·5	31·0 FK & BK2½″	Liverpool British 7 *BHCem* *a* 35′ 1150*t FPT* 77*t APT* 60*t*	T.3Cy.28″,47½″&78″–60″ (*s*) 200lb 608NHP 2D&1SB *15cf* GS312 HS10261 D. Rowan & Son, Glasgow	34 ″ 1 s 6 ″ 3½ 28 ″ 3	
555 139035 JLHR	**Oxshott** **SteelScSr** *G. E. Clayburn* –17 *Well deck* *Cargo battens not fitted*	1 *Dk* (*Stl*)	1241 1022 761	✝100A1 ~~5,17~~ 5,18 ✝LMC 5,15	Sld Sws	*o*	1,18	1915 5mo *Lloyd's*	Campbeltn S.B. Co. Campbelt'wn	J. Hudson & Co. Ld. *WB=Cell DB*	230·0 Q79′B48′F24′ *a* 56′ *u E & B* 33′ *f* 102	35·8	15·6 FK 395*t APT* 85*t*	London British *4 BHCem* Rankin & Blackmore Ld Grk	T.3Cy.18″,27½″&45″–33″ (*r*) 180lb 139NHP 2SB,*4cf*,GS72,HS2324	17 ″ 7 s 1 ″ 6 16 ″ 5	
556 81287	**Oxton** **IronTwinSc** *A. M'Dougall* *ss* Liv. No. 1–84 1 *Dk*		431 431 88	✝ *For Ferry pur* 7,84	Liv *poses*	*g*		1879 6mo	W. Simons & Co. Renfrew	Municipal Corporation of Birkenh'd	130·0	45·2	12·0	Liverpool British *4 BHCem*	C.4Cy.19″&34″–24″ NB93 98RHP W. Simons & Co., Renfrew		
557 KMRD	**Oxus** **IronScBk** *Riguier* *Elec.light* Wireless	3 *Dks*	3743 3568 2270					1879	Mssageries Maritimes La Ciotat	Messageries Maritimes	394·6	39·7	32·8	Marseilles French	C.3Cy.43¼″&(2)60¼″–43¼″ NB99 398NHP Messageries Mar., La Ciotat		V
558 124716	**Oxwich Castle** **SteelScK** *A. G. Kippin* –14 *ss* Sws. No. 1–11 1 *Dk*		252 211 97	✝100A1 *Stm Trawler* 9,14 BS9,14 ✝LMC 6,11	Sws		12,13	1907 8mo *Lloyd's*	Smith's Dock Co. Ld. North Shields	Castle S. Trwlrs, Ld (C. Heron, *Mgr.*)	120·6 Q66′F19′	22·1	11·7 BK7½″ *WB=*	Swansea British *3 BHCem* *DBf* 16′15*t*	T.3Cy.12½″,20″&34″–24″ (*s*) 180lb 68RHP 1SB,*2pf*,GS38,HS1230 Shields Eng. Co. Ld. N. Shl.	12 ″ 6	
559 123199 HMSR	**Oyama** **SteelScK** *G. Davidson* –08 1 *Dk*	*ss* Cff. No. 1–13	257 230 100	✝100A1 *Stm Trawler* 6,13 BS9,14 ✝LMC 6,13	Cff		6,13	1908 7mo *Lloyd's*	Smith's Dock Co. Ld. North Shields	Neale & West, Ld.	125·4 Q70′F19′	22·1	12·2 BK7½″	Cardiff British *3 BHCem*	T.3Cy.12½″,21″&35″–26″ (*s*) 180lb 82RHP 1SB,*3pf*,GS51,HS1418 Shields Eng. Co. Ld. N. Shl.	13 ″ 0	
560 KMRG	**Oyapoc** **SteelTwinSc** *Laporte* –11 *Elec.light*	1 *Dk*	255 173 112					1911	A. Dubigeon & Fils Nantes	Clanis & Tanon	132·5 P28′F20′	21·4	8·7 *WB*	Cayenne French	C.4Cy.10½″&18⅜″–14⅝″ 28NHP Brissonneau & Lotz, Nantes		V
561	**Oyapock** **SteelTwinScSr** (*ex* Venus) *Elec.light*	1 *Dk & Awng dk*	916 — 439					1905	Howaldtswerke Kiel	Lloyd Brazileiro	200·0	30·0	8·9 *WB*	R. Janeiro Brazilian	T.6Cy.11⅝″,19¼″&31½″–18⅛″ 84NHP Howaldtswerke, Kiel		
562	— *Elec.light*	**SteelSc**	*470*					1905	A. Rodger & Co. Pt. Glasgow	Amazon River Stm. Nav. Co. (1911) Ld.	150·0	26·1	10·3	Para Brazilian	T.3Cy.12½″,20″&32″–24″ 50NHP D. Rowan & Co. Glasgow		
563 136269 JDVG	**Oyleric** **SteelScSr** *J. McLean* –17 (*ex* Barneson) *Elec.light* *Mchy.Aft* Wireless	2 *Dks* (*Stl*) *& Web frames* *Longitudinal framing*	6051 5744 3791	✝100A1 4,1~~9,16~~ ✝LMC 2,14 *Carrying Petroleum in bulk* *Fitted for oil fuel* 2,14	Sws Lon	*a*†	~~N0,16~~ ~~3,17~~ *F.P. a*	1914 2mo *Lloyd's* *bove* 1	Hawthorn, Leslie & Co. Ld Newcastle	Bank Line, Ld. (A. Weir & Co. *Mgrs.*) *WB=Cell D Ba b* *DT f* 42′510*t*	420·3 P99′B26′F45′ 11′116*t* 50° F.	54·6	32·4 FK	Glasgow British 17 *BHCem* 9 *BH to U dk* 8 „ „ 2*nd* „	T.3Cy.27″,45″&74″–48″ (*r*) 180lb 536NHP 3SB,*9cf*,GS180,HS7983 FD Hwthrn, Leslie & C. Ld Nwc	32 ″ 8 s 7 ″ 1 25 ″ 11	
564 136112	**Oystermouth Castle** **SteelScK** *S. Smith* –16 1 *Dk*		283 253 112	✝100A1 *Stm Trawler* 9,16 ✝LMC 3,14	Sws		9,16	1914 3mo *Lloyd's*	Smith's Dock Co. Ld. Middlesbro'	Castle S. Trwlrs, Ld (C. Heron, *Mgr.*)	128·8 Q76 F23′	23·5	12·8 BK7½″	Swansea British *2 BHCem*	T.3Cy.12½″,21″&35″–26″ (*s*) 180lb 85RHP 1SB,*3pf*,GS54,HS1522 Smith's Dock Co. Ld. Mdb.	13 ″ 6	
565 214562 LGMR	**Ozama** **SteelScSr** *Dalton* –16 *Elec.light* *Cargo battens not fitted*	1 *Dk* (*Stl*)	2118 1680 1259	✝100A1 ~~3,17~~ ~~3,17~~ ✝LMC 11,16	NYk NNs	*r*		1916 11mo	Detroit S.B. Co. Wyandotte A&CP	Atlantic Gulf & West Indies S.S. Lines *Cell DB* 212′478*t FPT*	251·0 P28′B65′F27′	43·8	18·2 FK	New York Utd. States *4 BHCem* 67*t APT* 77*t*	T.3Cy.20″,33″&54″–40″ (*s*) 180lb 274NHP 2SB,*6cf*,GS126,HS5246 Detroit SB Co. Detroit Mich	20 ″ 0	
566	— *Elec.light*	**SteelSc** (*Bucket Hopper Dredger*) 1 *Dk* (*Stl*)	300 276 134	✝ *Hopper Dredger* 7,10 ✝	PGl			1910 7mo	Ferguson Bros. Port Glasgow	San Domingo Govt.	119·0 F14′	26·6	11·9 FK	S. Domingo Dominican *4 BHCem*	C.2Cy.15″&30″–21″ 47NHP 1SB,*2cf*,GS33,HS922 Ferguson Bros. Pt. Gls.	12 ″ 0	
567 133114 JGDN	**Ozarda** **SteelScSr** *G. H. A. Deune* –16 *Elec.light*	2 *Dks* (*Stl*)	4791 4465 3038	✝ 4,13 ✝	Hpl	*y*		1913 4mo	W. Gray & Co. Ld. W Hartlepool	British India Stm. Nav. Co. Ld. *WB=Cell D Ba* 119′ *u E* 26′	380·0 P25′B124′F40′ *f* 169′ 1070*t DT*	51·5	27·5 FK	Glasgow British *6 BHCem* *a* 35′ 8 80*t APT* 44*t*	T.3Cy.28″,46″&77″–48″ 603NHP 3SB,*12pf*,GS213,HS9174 FD Cen. Mar. Eng. Wrks. W Hpl	30 ″ 0	
568 88947	**Ozone** **SteelPadSr** *A. E. Booth* –02 1 *Dk & Promenade dk*		572 520 241					1886	Napier, Shanks & Bell Glasgow	~~Bay Excursion Co.~~ Bay Steamers Proprietary, Ltd	260·0 H52*t*	28·1	10·6	Melbourne British	C.2Cy.47″&85″–66″ 489NHP Rankin & Blackmore, Grnck		

***Additional Ships are inserted in the Supplement at the end of the Register.

1 No. in Book. / Official No. / Code letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys.	3 Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned. now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. / Ship. / Engines.	9 By Whom. / Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NP=Horse power by Society's formulæ; RP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L. R. Date of Reg. Trade Cert.
1	**P. de Satrustegui**	Steel Sc Sr	4671	✠100A1	Bbo	*y*	11,16	1890	A. & J.	Cia. Trasatlantica	410·0	46·1	29·5	Barcelona	T.3Cy.33″,52″&86″–60″ (*s*)	31 ″ 2	
	E. Aparico (*ex* Tara)	*ss* Cdz. No. 3–9,06 / *ss* Bbo. No. 2–14	3915 / 2718	5,17 11,16 1,18 BS11,16 ✠LMC11,14 BS8,18				1mo	Inglis Glasgow		P51′B162′F51′ BK11″			Spanish	170lb *125lb* 700NHP		
CHW	*Elec.light* Wireless Sub Sig.	3 *Dks* (2 *Stl*–*Uws*)						*Lloyd's*	*sA&CP*	*WB*=	*DB*a 88′ *f* 166′ & *uE*			3 *BHCem*	3DB, *18cf*, GS327, HS9681 FD		
2	**P. Faunon**	Steel Sc K	211	✠100A1	Abn			1915	A. Hall &	Aberdeen Pioneer	115·7	22·6	12·2	Aberdeen	T.3Cy.12″,20″&34″–23″ (*s*)	13 ″ 0	
18173	*Stm Trawler*		207	7,15 ✠LMC7,15				7mo	Co. Ld. Aberdeen	Stm. Fishing Co. Ld (H.E. Stroud, *Mgr*)	BK7½″			British	180lb 69RHP		
	1 *Dk*		78					*Lloyd's*	*sA&CP*	*WB*=	*DT f* 7′12 *t*			3 *BHCem*	1SB, *3pf*, GS38, HS1250		
															A. Hall & Co. Ld. Aberdeen		
3	**P. G. Halvorsen**	Steel Sc Sr	1109					1912	Bergens Mek. Værks. Bergen	Akties. Thv. Halvorsens Rederi (T. Halvorsen, *Mgr.*)	226·3	36·5	15·9	Bergen	T.3Cy.17″,26½″&46″–30″		N
	Chr. Rytter		993								H56 *t* F30 *t*			Norwegian	116NHP		
HJP	1 *Dk*		668											*WB*	Bergens Mek Værks Bergen		
4	**P. Hansen**	Steel Sc Sr	115					1914	Kjöbnhvns Flydk. & Skbs. Copenhagen	Ingv. Thorsen	100·0	19·2	8·2	Stavanger	C.2Cy.14¼″&28″–18″		V
	L. Pettersen		83								Q32′B32′F19′			Norwegian	42NHP		
IPKQ	*Elec.light*	1 *Dk*	50											*WB*	Kjbnhavns Fiydk. & Skbsv.		
5	**P. L. M. 2** *Chapelair* –17	Steel Sc Sr	2646	✠100A1	NYk	*s*	8,16	1911	Gt. Lakes Eng. Works Ecorse, Mich. A&CP	Soc. Nationale d'Affrêtements	247·0	43·7	28·4	Havre	T.3Cy.21″,34½″&57″–42″ (*s*)	27 ″ 6	
	~~*Endepensier* –16~~ ~~*ExServi* –17~~ *ss* N.Yk. No. 3–8,16		2334	3,17 8,16 8,17	~~Cdn~~ Bry		3,17				F25′ FK			French	175lb 192NHP	*s* 5 ″ 4¾	
QNT	(*ex* Penobscot) 1 *Dk* (*Stl*)		1369	LMC8,16							5 *BHAsp*				2SB, *4cf*, GS82, HS3954 FD	22 ″ 3	
	Elec.light *Cargo battens not fitted*			3,17							*CellDB* 204′634 *t*			*Topside tanks*	Gt. Lakes Eng. Works, Det.		
	Mchy. Aft														157′902 *t* *FPT* 137 *t* *APT* 35 *t*		
6	**P. L. M. 3**	Steel Sc Sr	2294	~~100A1~~	NYk	*s*	~~7,16~~	1911	Gt. Lakes Eng. Works Ecorse, Mich. A&CP	Soc. Nationale d'Affrêtements	247·0	43·7	28·4	Havre	T.3Cy.21″,34½″&57″–42″ (*s*)	27 ″ 6	
nk by Collision 11,17	*Brusson* –16	*ss* N.Yk. No. 3–7.16	2124	6,17 ~~7,16~~	Shl		6,17				F25′ FK			French	175lb 192NHP	~~*s* 5 ″ 4¾~~	
QNS	(*ex* F. J. Lisman) 1 *Dk* (*Stl*)		1666	~~LMC8,16~~							5 *BHAsp*				2SB, *4cf*, GS82, HS3954 FD	~~22 ″ 3~~	
	Elec.light *Cargo battens not fitted*			~~6,17~~							*CellDB* 204′634 *t*			*Topside tanks*	Gt. Lakes Eng. Works, Det.		
	Mchy. Aft														157′902 *t* *FPT* 137 *t* *APT* 35 *t*		
7	**P. L. M. 4**	Steel Sc Sr	2640	✠100A1	Sws	*s*	~~10,17~~	1916	Gt. Lakes Eng. Works Ecorse, Mich. A&CP	Soc. Nationale d'Affrêtements	253·0	43·5	25·6	Havre	T.3Cy.21″,34½″&57″–42″ (*s*)	27 ″ 7	
	Garo –16		2217	~~10,17~~ 12,16 12,17	~~Dr~~ Shl		12,17	9mo			P121′F25′ FK			French	175lb 284NHP	*s* 4 ″ 2¾	
QNV	*Elec.light* 1 *Dk* (*Stl*) *Topside tanks*		1325	LMC9,16							4 *BHCem*				2SB, *6cf*, GS104, HS4160 FD	23 ″ 7	
	Mchy. Aft *Cargo battens not fitted*										*APT* 50 *t*				Gt Lakes Eng. Wks. Detroit		
8	**P. L. M. 5**	Steel Sc Sr	2820	✠100A1	Cff	*s*	9,17	1916	Gt. Lakes Eng. Works Ecorse, Mich. A&CP	Soc. Nationale d'Affrêtements	253·0	43·5	25·6	Havre	T.3Cy.21″,34½″&57″–42″ (*s*)	27 ″ 7	
	Robert –17		2477	9,17 ~~1,17~~				10mo			F25′ FK			French	175lb 284NHP	*s* 4 ″ 2¾	
QNX	*Elec.light* 1 *Dk* (*Stl*) *Topside tanks*		1508	LMC10,16						*CellD*	4 *BHCem*				2SB, *6cf*, GS104, HS4160 FD	23 ″ 7	
	Mchy. Aft *Cargo battens not fitted*									*B* 209′595 *t* *Topside*	*tanks* 382 *t* *FPT* 180 *t*				0 *t* *APT* 50 *t* Gt. Lakes Eng. Wks Detroit		
9	**P. L. M. 6**	Steel Sc Sr	3244	✠100A1	Kob	*t*	5,18	1916	Osaka Iron Works, Ld. Osaka A&CP	Soc. Nationale d'Affrêtements	305·0	43·7	27·2	Havre	T.3Cy.22″,37″&61″–42″ (*s*)	27 ″ 3	
	Quenecant –17 (*ex* Kifunezan Maru)		3071	5,13 ~~12,16~~	Cff			4mo			P19′B82′F32′ FK			French	180lb 288NHP	*s* 4 ″ 4½	
QNZ	*Elec.light* 2 *Dk* (*Stl*) & *Web frames*		1951	LMC4,16						*Cell*	5 *BHCem*				2SB. *6cf*, GS90, HS3824 FD	23 ″ 2	
	Longitudinal framing									*DB* 255′ 519 *t* *FPT*	6 *t* *APT* 20 *t*				Osaka Iron Wrks Ld Osaka		
10	**P. L. M. 7**	Steel Sc Sr	3615	✠100A1	Bry	*u*	5,17	1908	W. Gray & Co. Ld. W Hartlepool A&CP	Soc. Nationale d'Affrêtements	331·0	47·7	22·5	Havre	T.3Cy.24″,38″&64″–42″ (*s*)	25 ″ 0	
	Garo –17	~~*ss* Pir. No. 1–13~~	3479	~~7,17~~ 7,16 4,18	~~Shl~~ Cff			7mo			P23′B90′F32′ FK			French	180lb *90lb* 277NHP	*s* 4 ″ 5	
QPB	(*ex* Ambatielos, *ex* Fameliaris) 1 *Dk* (*Stl*) & *deep framing*	*ss* Shl No. 2–17	2608	LMC5,17				*Lloyd's*	*sA&CP*	*CellDBa*	5 *BHCem*				2SB, *6rf*, GS100, HS4114	21 ″ 0	
											&uE 130′ *uB* 18′ *f* 142				829 *t* *APT* 97 *t* Cen. Mar. Eng. Wks. W. Hpl		
11	**P. L. M. 8**	Steel Sc	3813	✠100A1	NYk	*v*	~~7,16~~	1915	New York S.B. Co. Camden. N.J. A&CP	Soc. Nationale d'Affrêtements	318·5	49·5	24·2	Havre	T.3Cy.21″,35″&58″–42″ (*r*)	27 ″ 6	
	Dolo –17		3295	~~7,13~~ ~~7,17~~ 12,17	Npt Shl		7,17	12mo			P79′B18′F31′ FK			French	200lb 318NHP	*s* 5 ″ 6	
QPG	(*ex* Virginia) 1 *Dk* (*Stl*)		1865	LMC12,15						*CellD*	7 *BHCem*				2SB, *6cf*, GS110, HS4643 FD	22 ″ 4	
	Elec.light *Cargo battens not fitted*									*BuE&B* 53′ *f* 216′ 12	54 *t* *DT* 13′412 *t* *FPT*				293 *t* *APT* 92 *t* New York S B Co Camdn NJ		
	Mchy. Aft ~~Sub. Sig.~~																
12	**P. L. M. 9** *ss* Shl. No. 2–18	Steel Sc Sr	3150	✠100A1	Pir	*u*	~~7,16~~	1896	C. S. Swan & Hunter, Ld. Newcastle	Société Nationale d'Affrêtements	312·0	42·5	20·5	Havre	T.3Cy.23″,38″&61″–42″ (*s*)	23 ″ 1	
~~HQJB~~	*Belliard* –17	*ss* Nwc. No. 3–10,09	3019	*pt Awng dk*	Shl		3,18	12mo			P24′Q88′B132′F80′			French	160lb 250NHP	*s* 8 ″ 6½	
KQPD	(*ex* Andreas Gerakis, ~~*ex* Mek. No. 1–14~~ *ex* Benrath, *ex* Saint Mary) 1 *Dk* (*pt Stl* *pt Irn*) & *deep framing* & *pt Awng dk* (*Irn*)		1856	*with freeboard* 3,18 ~~7,16~~ BS10,16 ✠LMC8,16	BS6,17			*Lloyd's*	*sA&CP*	*WB*= *CellDB*	RFD 38′ FK				2SB, *6pf*, GS108, HS3930	22 ″ 0	
											a 96′ *uE&B* 38′ *f* 130				479 *t* *APT* 64 *t* N.E. Marine Eng Co. Ld Nwc		
13	**P. L. M. 10**	Steel Sc Sr	3107	✠100A1	Cff	*u*	~~5,16~~	1898	W. Gray & Co. Ld. W Hartlepool A&CP	Société Nationale d'Affrêtements	330·1	48·5	21·6	Havre	T.3Cy.24″,38″&64″–42″ (*s*)	24 ″ 0	
	Aufray –17	*ss* Cff. No. 3–12,10	2870	7,17 ~~2,17~~			7,17	9mo			P27′B82′F30′ FK			French	170lb *100lb* NDB16 292NHP	*s* 4 ″ 0½	
KQPE	(*ex* Easingwold) 1 *Dk* (*Irn*) 2 *tr B* & *deep framing* 3 *Dk rule*	*ss* Shl. No. 1–15	*1980*	BS7,17 ~~HS6,16~~ ✠LMC2,15				*Lloyd's*	*sA&CP*	*WB*= *CellDBa* 106′ *u*	*E&B* 40′ *f* 136′ 765 *t*			5 *BHCem*	2SB. *6rf*, GS111, HS4680	20 ″ 4	
															Cen. Mar. Eng. Wrks. W Hpl		
14	**P. P. Miller**	Steel Sc Sr	3845					1903	Buffalo D.D. Co. Buffalo	Interstate S.S. Co. (W.H. Becker, *Mgr.*)	354·0	48·0	28·0	Duluth Utd. States	T.3Cy.20″,33½″&55″–40″		
200346			—												191NHP		
	Mchy. Aft *Elec.light*	1 *Dk* 2 *tr B*	2858												American S.B. Co. Cleveland		
15	**Paal**	Steel Sc Sr	155					1912	Bergens Mek. Værks Bergen	Akties. Hvalen (N. Bugge, *Mgr.*)	103·6	20·1	11·9	Tönsberg Norwegian	T.3Cy.12″,20″&33″–24″		N
	H. Christoffersen –15 (*Whaler*)		149												53NHP		
MHQJ	1 *Dk*		53											*WB*	Bergens Mek Værks Bergen		
16	**Pacific**	Steel Sc Sr	6034	✠100A1	NYk	*z*	0,17	1915	Union Iron Works Co. San Francisco A&CP	Acties. Dmpsk. Pacific (V. Torkildsen, *Mgr.*)	399·7	56·2	30·5	Bergen Norwegian	1 Geared Steam Turbine	32 ″ 0	
	E. Hille –15		5540	0,17 ~~11,16~~				11mo			P57′B73′F40′ FK				210lb (*s*)	*s* 7 ″ 0	
VKQV	*Elec.light* 2 *Dks* (*Stl*) & *Web frames*		4381	✠LMC11,15						*WB*=	*E* 28′ *f* 188′ 1236 *t*			6 *BHAsp*	3SB, ~~*HS8055*~~ HS7704	25 ″ 4	
	Longitudinal framing									*CellDBa* 100′ *u*	*DT f* 30′405 *t* *FPT*			*D T at sides*	General Electric Co. N.Y.		
				Fitted for oil fuel		1,1	5 *F.P.*	*above*		150° F.				80 *t* *APT* 200 *t*			
17	—	Steel Twin Sc 3 Mst Sr	3731	✠100A1	Xia	*x*	1,17	1914	Akt. Burmeistr & Wain Copenhagen	Rederiaktieb. Nordstjernan (A.A. Johnson, *Mgr.*)	360·0	51·6	22·1	Stockholm Swedish	Oil Engines 4S.C.SA	25 ″ 6	
5657	~~*Meyer* –16~~ 1 *h. Meyer* 10–16 *Oil Eng.*		3350	*Shelter dk*				12mo							12Cy.21½″–28¾″ 364NHP	*s* 2 ″ 7	
JVCT	*Elec.light* 2 *Dks* (*Stl*) & *Shelter dk* (*Stl*)		2232	*with freeboard* 1,17				*Lloyd's*	*sA&CP*	*WB*= *Cell*	*WB*= *Cell* FK			6 *BHpt Asp*	DB *80lb*	23 ″ 3	
	Wireless			✠LMC6,16						*DBa* 69′ *uE*	37′ *f* 212′ 1138 *t* *FPT*			7 *t* *APT* 53 *t*	Akt Burmeistr & Wain, Cpn		
18	—	Steel Twin Sc Sr	1570					1903	Akt. Burmeistr & Wain Copenhagen	Store Nordiske Telegraf Selskab	264·6	35·8	21·5	Copnhagn Danish	T.6Cy.16½″,27″&45″–27″		V
	Cable Vessel	1 *Dk* & *Spardk*	934												210NHP		
NMLT	*H.C. Petersen* 03–13 *Elec.light*		728											*WB*	Akt Burmeistr & Wain, Cpn		
18*	—	Steel Sc K	235	✠100A1	Gms		~~8,15~~ 5,17	1898	Earle's Co. Ld. Hull	J.L. Green	122·7	21·0	11·7	Grimsby British	T.3Cy.12″,20″&32″–23″ (*s*)	12 ″ 3	
109824	*A.H. Fisher* –16 *ss* Gms. No. 3–2,10		216	*Stm Trawler*				9mo			Q44′F21′ BK7½″				190lb 55RHP		
QHFJ	*ss* Gms. No. 1–15		109	5,17 ~~1,16~~				*Lloyd's*	*sA&CP*		len 10 pt ND 10			3 *BHCem*	1SB, *2pf*, GS33, HS880		
	1 *Dk*			✠NB98, *refitted* 06 BS11,16 ✠LMC6,15											Earle's Co. Ld. Hull		
19	**Pacific Transport**	Steel Sc Sr	4482					1913	Nthmblnd S.B. Co. Ld. Newcastle	Empire Transport Co. Ld. (Houlder Bros. & Co. Ld. *Mgrs.*)	385·1	52·0	27·1	W. Hartlpl British	T.3Cy.25″,40″&68″–48″		C
135893	*R. Routledge* –13		4271								P36′B120′F37′				320NHP		
JDLB	1 *Dk*		2848											*WB*	Richardsons, Westgarth & Co. Ld. Sld.		

1 Numero d'Ordre / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel: Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné quant à l'état d'Entretien.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.
20	**Pacifico**	SteelSc	*154*	✠ ——	Rnf	*b*		1911	Lobnitz&	Tehuantepec	100·3	21·1	11·3	Salina	T.3Cy.13″,22″&35″–27″	12 ″ 0
	*C.Smith*11–11	(*Tug*)	*149*	2,17				12mo	Co.Ld.	NationalRly.Co.			FK	Cruz	82NHP	
	Elec.light	1*Dk*(*Teak*)	*9*	✠					Renfrew					Mexican	1SB,*2cf*,GS42,HS1500	
	Mchy.Aft			*Fitted for oil fuel*	12	,11	*F.P*	*above*	150°F.					6*BHCem*	Lobnitz&Co.Ld.Renfrew	
21	—	IronScK	125			...		1892	Anderson	Cia.delVap.San	102·7	19·3	8·9	Bilbao	C.2Cy.17″&34″–24″	11 ″ 6
	*P.Ureta*02–02		—						&Laverick	Miguel (G.de				Spanish	47NHP	
JBRM	(*ex*Pacific)	1*Dk*	35						Newcastle	Armona,*Mgr.*)			BK6½″		Hedley&Boyd,N.Shields	
22	**Pacifique**	SteelScBn	1938					1899	Message.	MessageriesMari-	292·0	35·6	16·6	Marseilles	T.3Cy.25½″,37″&55″–43½″	
	*Charvin*09–09		—						Maritimes	times	H123′F85′		25·3	French	199NHP	
KMRN	*Elec.light* Wireless	3*Dks*&*Spar dk*	900						LaCiotat				*WD*		Forges&C.de la Médit.Msl.	
23	**Pacuare**	SteelScSr	3891	✠100A1	Bkn	*x*	10,16	1905	Workman,	Elders&Fyffes,	367·3	46·8	29·3	Belfast	T.3Cy.27″,44″&75″–48″ (*s*)	32 ″ 6
120705	*R.B.Drake* –14	*ss*Liv.No.2–13	3576	10,16				5mo	Clark&Co.Ld	Ld.	F43′		FK	British	190lb 577NHP	s 7 ″ 3½
HCMJ	*Elec.light*	4*Dks*(*Stl–Uws*)	2484	BS10,16 ✠LMC1,15					Belfast					4SB,*16cf*,GS314,HS10800		25 ″ 9
	Ref.Mchy. Wireless							*Lloyd's*&*CP*						*Cem*	Wrkman,Clark&Co.Ld Bel	
										WB=*Cell DBa*79′	*uE*&*B*65′	*f*131′770*t*		*Tanks at si*	*des of Tunnel* 31′P85*t*s75*t*	
24	**Paddington**	SteelScSr	5084	✠100A1	NNs	*y*	11,16	1906	Richardsn,	PaddingtonS.S.Co	378·5	52·1	27·9	London	T.3Cy.27″,44½″&73″–48″ (*s*)	30 ″ 4
123162	*W.Rowlands*14–16	*ss*Bcl.No.2–15	4709	1,16 ✠LMC				6mo	Duck&Co	Ld.(E.Thomas	P28′B111′F27′		FK	British	180lb *100lb* 419NHP	s 6 ″ 0
HGPB	(*ex*Swindon,*ex*Patagonia)		3242	MS4,15 BS2,16,17					Stockton	Radcliffe&Co.)				6*BHCem*	3SB,*9cf*,GS175,HS6700	24 ″ 9
	1*Dk*(*Irn*)2*trB*&*deep framing*3*Dk rule*							*Lloyd's*&*CP*	*Cell*	*DBa* 126′*uE*&*B*43′	*f*169′1260*t*	*FPT*17		7*tAPT*193*t*	Blair&Co.Ld.Stockton	
25	**Padmavati**	SteelScSr	252					1904	Gmh & Grk	BombayS.N.Co.Ld.	148·9	26·1	8·8	Bombay	T.3Cy.12″,19″&31″–27″	
109942	*Ahmedbhoy Walliji* –14		191						DockyardCo.					British	49RHP	
	1*Dk*&*Shade dk*		102						Greenock				*WB*		Dunsmuir&Jackson,Gls.	
26	**Padoue**	IronScK	147	✠	Hul			1891	Cook,Wel-	Soc.Salazar y	99·0	20·9	11·0	S. Sebast'n	C.2Cy.17½″&34″–24″	11 ″ 10
	*ss*Hul.No.2–98		136	*Stm Trawler*				3mo	ton&Gemm'll	Marqueze			BK7½″	Spanish	1SB,*2pf*,GS41 47NHP	
	(*ex*City of Wakefield)	1*Dk*	21	8,00 ✠					Hull					3*BHCem*	Tindall&Co.Hull	
27	**Padova**	SteelScSr	1903					1902	Akt.Ges.	Requisitioned by	280·9	40·6	18·4		T.3Cy.20⅞″,35 7/16″&55½″–	
		(*ex*Volos)	1708						"Neptun"	theItalianGovt.	P23′B163′F22′			Italian	35 7/8″ 180NHP	
RGSK	*Elec.light*	1*Dk*	1206						Rostock	(ItalianStateRlys)				*WB*	A.G."Neptun,"Rostock	
28	**Paes de Carvalho**	SteelTwinScSr	*459*			...		1896	Gourlay	AmazonRiverStm.	172·0	33·2	8·6	Para	T.6Cy.10″,16″&26″–21″	8 ″ 9
	*J.Darling*96–96		*354*						Bros.&Co.	Nav.Co.(1911)Ld.	P28′B11′F36′		FK	Brazilian	81NHP	
	Elec.light	1*Dk*&*Promenade dk*	*261*						Dundee						GourlayBros.&Co.,Dundee	
29	**Pagenturm**	SteelScSr	5000	✠100A1	Bom		9,16	1909	J.C.Teck-	Requisitioned by	401·1	52·4	28·2	London	Q.4Cy.22 5/8″,31½″,48″&70¾″–	31 ″ 0
139001	*W.H.Ross* –17	*ss*Ham.No.1–13	4729	*Spar dk*	Hul			10mo	lenborgA.G.	the Admiralty	P50′B122′F50′			British	51 7/16″ 213lb *121lb*(*r*)474NHP	s 6 ″ 1½
JKVG	*Elec.light* Wireless	1*Dk*(*Stl*)&*Spar dk*	3160	5,17,18 ✠LMC					Geestemünde	(Grahams&Co,*Mgrs.*)				6*BHCem*	3SB,*9cf*,GS150,HS6324 FD	25 ″ 3
	(*Stl–pt* teak s)&*deep framing*			MS7,15 BS10,16				*Lloyd's*&*CP*		WB=*Cell DBa*132	*uE*24′*f*182′830*t* FK				J.C.TecklenborgA.G.Gst.	
										*FPT*51*tAPT*47*t*	*Tween dk tanks a*46′			441*tf*44′467*t*		
30	**Pagodroma**	SteelScSr	179					1912	Akers	Hvalfselsk.Ocean	106·4	21·5	12·3	Larvik	T.3Cy.13½″,22″&37½″–24″	
	Sörlie	(*Whaler*)	171						Mek.Værks.	Akties(ChrNielsen				Norwegian	69NHP	
MHRT	*Elec.light*	1*Dk*	64						Christiania	&Co.Akties.*Mgrs*)			*WB*		AkersMek.Værks.Xia.	
31	**Paipoonge**	SteelSc	2517					1888	GlobeIron	(MontrealTrans-	292·0	40·8	21·0	Montreal		
130840	*P.McIntyre* –17	(*ex*Corona)	2297						Works	portationCo Ld	H—F34′			Pt.Arthur	T.3Cy.24″,38″&61″–42″	
		1*Dk*&*Spar dk*	1565						ClevlandOhio				*WB*	Ont. British	NB13 241NHP	
32	**Pak Ling**	SteelScSr	4621	✠100A1	Liv	*y*	4,16	1895	Workman,	ChinaMutualStm.	410·0	48·1	27·4	Liverpool	T.3Cy.28″,47″&77″–60″ (*s*)	30 ″ 5
105732	*E.B.Francis* –14	*ss*Bkn.No.3–12,08	4243	1,18,16				9mo	Clark&Co.Ld	Nav.Co.Ld. (A.	P45′B108′F47′		BK9″	British	180lb *90lb* 600NHP	s 6 ″ 1½
PBGD	*ss*Lon.No.2–17 ~~ssRot.No.1–18~~		2954	~~BS1,16 ✠LMC1,15~~ 7,17					Belfast	Holt&Co.*Mgrs.*)				6*BHCem*	2DB,~~*12pf*~~,GS220,HS8493 FD	25 ″ 2
	2*Dks*(*Stl–U*teak s)&*deep framing*							*Lloyd's*&*CP*							Wrkmn,Clark&Co(L),Bel.	
	Elec.light	3*Dk rule*								WB=*Cell D*	*Ba*125′*uE*&*B*61′*f*1			14′1095*t DT*	*n*25′370*t FPT*75*tAPT*50*t*	
33	**Pakeha**	SteelTwinScSr	7899	✠100A1	Lon	*e*†	10,15	1910	Harland&	Shaw,Savill&	477·5	63·1	31·3	S'thamptn	Q8Cy22″,31½″,46″&65½″–48″	34 ″ 4
131759	*R.L.Lewis* –15	*ss*Lon.No.1–14	7390	*Shelter dk*				8mo	Wolff,Ld.	AlbionCo.Ld.	B181′F50′*on Shlrdk*		FK&BK2″	British	215lb (*s*) 854NHP	s 6 ″ 0
HRMK	*Elec.light*	2*Dks*(*Stl*)&*Shelter dk*	5055	*withfreeboard*					Belfast					9*BHCem*	2D&2SB*24cf*GS309HS14950	28 ″ 9
	Ref.Mchy. Wireless	(*Stl–ws*)		8,17 ~~12,16~~				*Lloyd's*&*CP*		WB=*C*	*ell DBa*133′*uE*&*B*9			0′*f*193′1390*t*	Harland&Wolff,Ld.Bel.	
				BS12,16 ✠LMC1,15												
				✠Lloyd's RMC12,16 8,17													
34	**Pakhoi**	SteelScSr	1992					1895	Scott&Co.	ChinaNav.Co.Ld.	274·8	38·2	21·4	London	T.3Cy.20″,32″&52″–39″	
105730	*W.G.Cowan* –17		1783						Greenock		P9′B58′F31′			British	169NHP	
PBFH		2*Dks*	1227										*WB*		Scott&Co.,Greenock	
35	**Palacine**	SteelScSr	3286	✠	NYk	*w*		1904	A.McMil-	ImperialOilCo.Ld.	355·6	47·0	13·9	SarniaOnt	T.3Cy.24″,40″&67″–45″	24 ″ 4
118150	*SUNK (WAR LOSS)*		3000	*Spar dk*				11mo	lan&Son,Ld.		P39′B206′F39′	21·9		British	332NHP	
HBPL	*G.Patterson* –13	*ss*Liv.No.2–12	2094	4,15 ✠					Dumbarton				FK	6*BHCem*	2SB,*6cf*,GS120,HS5188	
	(*ex*Khorazan)	1*Dk*(*Stl*)&*Spar dk*(*Stl*)													Rankin&Blackmore,Grk.	
		&*deep framing*								WB=*Cell DBa*122′*uE*22′				*f*148′691*tD*	*Ta*58′489*tFPT*63*tAPT*43*t*	
36	**Palacky**	SteelScSr	3891	✠	Tri	*w*		1907	Lloyd	LloydAustriaco	356·0	44·2	22·9	Trieste	T.3Cy.24½″,40½″&68″–48″	25 ″ 10
			2822	*Spar dk*				12mo	Austriaco		P&B246′F65′		FK	Aust.-Hung.	432NHP	
HPSK	*Elec.light*	1*Dk*(*Stl*)&*Spar dk*(*Stl–ws*)	2385	12,07 ✠					Trieste					4*BHCem*	2SB,*8cf*,GS146,HS6000 FD	
		&*deep framing*								WB=*Cell D*	*Ba*108′*uE*38′*f*138′			686*tAPT*21*t*	LloydAustriaco,Trieste	
37	**Paladin II.**	SteelTwinScK	326					1913	Murdoch&	AnchorLine(Hen-	140·3	30·1	11·6	Glasgow	C.4Cy.18″&40″–27″	
133154		(*ex*Paladin)	310						Murray,Ld.	dersonBros.)Ld.				British	138NHP	
	Elec.light	1*Dk*	127						Pt.Glasgow				*WB*		Ross&Duncan,Glasgow	
38	**Palamcotta**	SteelScSr	3413	✠	Gls	*w*		1890	A&J Inglis	BritishIndiaStm.	360·0	42·2	26·4	Glasgow	T.3Cy.27½″,45″&70″–54″	29 ″ 3
97617	*A.R.W.Handcock* –16		3084	4,90				4mo	Glasgow	Nav.Co.Ld.	P68′ B86′	F48′		British	2DB,*12cf*,GS220 360NHP	
LQKP	*Elec.light*	3*Dks*(1*Stl*&1*pt Stl–ws*)	2208	✠						WB=*Cell*	*DB*270′467*t*		BK11″	6*BHCem*	A.&J.Inglis,Glasgow	
39	**Palatia**	SteelScSr	3557					1912	Flensburgr	Hamburg-Amerik.	364·3	51·0	22·0	Hamburg	T.3Cy.24½″,40½″&67½″–48″	
	W.Schwinghammer		2377	*Name changed to "Macao," See No. 65 in Supplement.*					Schiffsb.Ges.	Packetf.Akt.Ges.	H25′		30·0	German	318NHP	
RSJP	*Elec.light* Wireless	1*Dk*&*Shelter dk*	2181						Flensburg	(Ham.-Amr.Linie)				*WB*	Flensburger.Schiffsb.Ges.	
40	**Palatine**	SteelScSr	2110	✠100A1	Ard	*r*	~~1,16~~	1888	Palmers'	EllastonS.S.Co.Ld	275·6	37·8	18·8	Glasgow	T.3Cy.22″,35″&58″–42″ (*s*)	21 ″ 7
96130	*B.Miller* –17	*ss*PGl.2ndNo.3–12,13	1636	8,17 ~~4,16~~	PGl		8,17	12mo	Co.(Lim.)	(W.S.Miller&Co.	P28′Q76′B107′			British	160lb *100lb* NDB08 222NHP	s 1 ″ 8
KWLQ	*Well deck*		1322	~~NB12,13~~ ✠LMC12,13					Newcastle	*Mgrs.*)	F34′		BK9½″	4*BHpt Asp*	2SB,*6cf*,GS100,HS3400	20 ″ 10
	Inner bottom plating Iron	1*Dk*(*Stl*)2*trB*		~~DBS2,16,17~~				*Lloyd's*&*CP*		WB=*Cell DB*226′416*t*				*ptCem*	Palmers'Co.(Lim.),Nwc.	
	Cargo battens not fitted															

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Master. Special Surveys.	3 Material, Rig, &c. Late Name if any. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines.	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L. R. Date of Build or Trade Cert.
41	**Palembang**	Sng. No. 3–3,17 **SteelSc**	1856	✠100A1	Rot	*q*	1,16	1905	Nederl.	Bataafsche	241·0|41·9|18·7	Batavia	T. 3Cy. 21″, 32¾″ & 55″–36″ (*s*)	19 ″ 11
	C. F. Smith –16	~~*ss* Sng. No. 3–13~~	1441	*Trunk dk*	Sng			2mo	Schps. Maats.	PetroleumMaats.	P68′F43′	Dutch	180lb *80lb* 237 NHP	s 2 ″ 2
TGWN	*Mchy. Aft*	1 *Dk* (*pt Irn & pt Stl*)	1062	3,17 ~~1,16~~				*Lloyd's*	Amsterdam		FK	11 *B H Cem*	2SB, *6cf*, GS 96, HS 3379 FD	18 ″ 1
	Elec. light	*& Web frames & Trunk dk* (*Stl*)		*Carrying Petroleum in bulk*				*sA & CP*					Ned Fb. v. Wrk & Spoor, Ams	
				~~BS 7,16~~ ✠LMC ~~1,15~~ 4,17							WB=	*Cell D B u E*	*& B* 46′ 70*t F P T* 103*t A P T* 37*t*	
				Fitted for oil fuel 2,05			*F. P. above*	1 50°F.						
42	**Palena**	**SteelSc3MstSr**	2640			…		1896	J. Reid & Co. (Lim.)	CompaniaSud Americana de Vap.	350·0|42·1|19·5	Valparaiso	T. 3Cy. 28″, 45″ & 74″–54″	23 ″ 0	
621			—						Glasgow		F27′	Chilian	500 NHP		
HCLF	*Elec. light*	Wireless 2 *Dks & Shade dk*	1581								BK 10½″	*WB*	Dunsmuir & Jackson, Gls.		
43	**Palermo**	**SteelTwinSc4MstSr**	9203	✠	Gen	*d*†		1899	Palmers' Co. Ld. Newcastle	Nav. Gen. Italiana	470·0|56·8|32·1	Genoa Italian	T. 6Cy. 26″, 43″ & 71″–48″ 800 NHP	35 ″ 0	I
309	*A. Dodero* 88–13	*ss* Ant. No. 1–04	8799	*Shelter dk*				9mo			FK	8 *B H Cem*	2D & 2SB *18cf* GS 356 HS 12679		
RHBV	(*ex* Lazio, *ex* British Princess)	2 *Dks* (*Stl*)	5846	3,06 ✠									Palmers' Co. Ld. Newcastle		
	Elec. light	3 *tr B & deep framing & Shelter*									WB=	*Cell D B a* 130′ *u E*	*& B* 67′ *f* 197′		
	Sub. Sig.	Wireless *dk* (*pt Stl–pt ws*)											1425*t M T* 37′ 1429*t A P T* 114*t*		
44	—	**SteelTwinScSr**	7597					1903	Barclay, Curle & Co. Ld	P. & O. Stm Nav. Co.	479·5|57·2|32·5	Glasgow	T. 6Cy. 22½″, 37″ & 60½″–48″		
115774	*K. Jenkins* –16		7236						Glasgow		P43′B98′F54′	British	506 NHP		
VCQW	*Elec. light*	*Ref. Mchy.* Wireless 2 *Dks 3tr B*	4909									*WB*	Barclay, Curle & Co. Ld. Gls.		
45	—	**SteelSc**	227	✠100A1	BAs		1,17	1914	J. & A. van der Schuyt S.B. & E. Co. Papendrecht A&CP	Navigazione Generale Italiana	111·5|24·7|12·3	Bns. Ayres Argentine	T. 3Cy. 14⅜″, 23⅜″ & 38 3/16″–26¾″	13 ″ 1
			214	*For towing purposes*				6mo			B39′F10′		1861b (*s*) 114 NHP	s 1 ″ 5
	Elec. light	1 *Dk*	—	1,17 ✠LMC 6,14							BK 6¾″	5 *B H Cem*	2SB, *4cf*, GS 73, HS 2152	12 ″ 4
											WB= *F P T*	8*t A P T* 30*t*	J. & A. van der Schuyt S.B. & E. Co. Papendrecht	
46	**Paliki**	**SteelScSr**	1578	✠100A1	Shp	*p*	~~8,15~~ 12,17	1889	J. Blumer & Co. Sunderland A&CP	C. A. Stewart & Co.	240·0|36·0|17·1	Sundrland	T. 3Cy. 17″, 30″ & 48″–36″ (*r*)	19 ″ 5
109701	*M. More* 16–16		1178	12,17 ~~4,17~~	Shr						Q89′B106′F29′	British	180lb *100lb* NDB 17 156 NHP	s 1 ″ 1½
SFMN	*Wel[illegible]eck*	*ss* Port Arthur 2nd No. 3–8,15	993		LMC 8,15						FK	4 *B H Cem*	1SB, *3cf*, GS 66, HS 2475 NB 12	18 ″ 6
	Elec. light	1 *Dk & Web frames*		MBS 12,17							WB= *Cell*	*D B* 198′ 326*t*	Alley & Maclellan, Glasgow	
47	**Palitana**	**SteelSc3MstSr**	2998	✠	Gls	*v*		1886	A. & J. Inglis	British India Stm. Nav. Co. Ld.	335·0|40·2|18·8	Glasgow	T. 3Cy. 27½″, 44″ & 66″–54″	28 ″ 0	
93321	*J. Fisher* –16		1861	10,86				1mo	Glasgow		P57′B76′F29′ 26·7	British	320 NHP		
KHVS	*Elec. light*	3 *Dks* (*U Stl–ws*)	1934	✠							*WB= D B a* 86′ 280*t*	6 *B H Cem*	A. & J. Inglis, Glasgow		
48	**Pallada**	**SteelScSr**	3455	✠100A1	Oda	*v*	3,13	1900	Howaldts-werke Kiel A&CP	Russian Stm. Nav. & Trading Co.	345·0|46·0|16·4	Odessa	T. 3Cy. 26½″, 42 3/16″ & 69″–43¼″	26 ″ 9
73	*Malinovsky*	*ss* Oda. No. 3–3,13	3005	*Spar dk*				5mo			P30′B74′F40′ 24·3	Russian	1601b *160lb* (*s*) 339 NHP	s 5 ″ 4
HBLF		1 *Dk* (*Stl*) & *Spar dk* (*Stl*)	2148	3,14							FK	6 *B H Cem*	2SB, *6cf*, GS 103, HS 4379 FD	21 ″ 10
	Elec. light	*& deep framing*		BS 3,14 ✠LMC 5,15							*W B= Cell D B a* 106′ *u*	*E* 26′ *f* 152′ 622*t F P T*	48*t A P T* 25*t*	Howaldtswerke, Kiel	
49	**Pallanza**	**SteelSc3MstSr**	4606	✠	Ham	*y*		1891	C. S. Swan & Hunter Newcastle	Hamburg-Amerik. Packetf. Act. Ges. (Ham.-Amr. Linie)	398·6|47·1|28·4	Hamburg	T. 3Cy. 29″, 48″ & 77″–51″	31 ″ 6	G
	J. Fendt	*ss* Ant. No. 3–3,03	4258	2,11				7mo			P39′B100′F46′	German	461 NHP		
RMFG	(*ex* Chancellor)	*ss* Ham. No. 1–07	2960	✠							BK 9″	6 *B H Cem*	2DB, *16pf*, GS 235, HS 7500		
	Sub. Sig. Wireless	2 *Dks* (*Stl U–ws*) 3 *tr B*									WB= *Cell*	*D B* 340′ 830*t*	Wllsnd Slpwy. Co. Ld. Nwc.		
50	**Pallas**	**SteelScSr**	2052			…		1897	W. Gray & Co. (Lim.) W Hartlepool	Heinrich Schmidt	270·0|39·2|15·9	Flensburg	T. 3Cy. 19″, 30½″ & 51″–36″	18 ″ 2	G
	M. Dittmer		1399								P17′Q86′	German	156 NHP		
LMKW		1 *Dk & deep framing & pt Awng dk*	1332								*pt Awng dk* 167′ FK	*WB*	Cen. Mar. Eng. Wrks. W Hpl		
51	—	**SteelScSr**	838	✠100A1	Got	*l*	~~2,16~~ 6,17	1893	Scott & Co. Greenock	Ångf. Aktieb Pallas (Alex. Pedersen, *Mgr.*)	212·7|31·2|14·0	Gothenbrg	T. 3Cy. 16″, 26″ & 44″–33″ (*s*)	14 ″ 10
4306	*S. G. Tingström* 13–16	*ss* Got. No. 3–3,07	657	6,17 2,16	Skp			11mo			Q109′B16′F21′	Swedish	160lb *85lb* NDB 07 112 NHP	s 1 ″ 6
JNTM	(*ex* Wellpark)	*ss* Got. No. 2–16	494	✠LMC				*Lloyd's*			BK 7½″	4 *B H Cem*	1SB, *3cf*, GS 58, HS 1702	14 ″ 1
	Well deck	1 *Dk* (*Irn*)		MS 5,15 ~~BS 9,16~~ 9,17				*sA & CP*			*WB= D B a* 48′ *f* 46′ 148*t*	*A P T* 14*t*	Scott & Co. Greenock	
52	—	**SteelScSr**	627					1904	Act. Ges. "Weser" Bremen	Dampfschifffahrts Ges. Neptun	179·8|27·3|12·8	Bremen	T. 3Cy. 13″, 20 1/16″ & 33 1/16″–21⅝″		G
	G. Budelmann 01–05		498								Q54′B43′F19′	German	51 NHP		
QHVC		1 *Dk*	370									*WB*	A. G. "Weser," Bremen		
53	—	**Iron & SteelScSp**	252					1885	Motala Co. Motala	Ångf. Aktieb. Göta Kanal (A. Rönnow, *Mgr.*)	96·0|22·0| 8·2	Stockholm	C. 2Cy. 18½″ & 30″–16″		
1835	*H. G. Hansson* 85–90		94								H42*t* 15·0	Swedish	30 NHP		
JDNV		1 *Dk & Shelter dk*	165										Motala Co., Motala		
54	—	**IronScK**	164	✠100A1	Ymu		~~1,15~~ 5,17	1898	Cook, Welt'n & Gemmell Hull *Lloyd's*	N.V. Stoomviss. Maats. Praxis III.	105·4|20·7|11·0	Ymuiden Dutch	T. 3Cy. 12″, 20″ & 32″–23″ (*s*)	11 ″ 10
	K. Zwart 11–11	*ss* Hul. No. 3–7,10	160	*Stm Trawler*				6mo			Q20′		180lb 58 NHP		
	(*ex* Colonial Empire)	*ss* Ymu. No. 1–15	57	5,17 ~~5,15~~		BS 5,17					ptND 10 BK 7½″	3 *B H Cem*	1SB, *2pf*, GS 29, HS 975		
		1 *Dk*		~~BS 6,14~~ ✠LMC 6,14							WB=	*D B f* 10′ 6*t*	Tindall & Co. Hull		
55	**Palm Branch**	**SteelScSr**	3891					1897	W. Denny & Bros. Dumbarton	Nautilus Stm Shpg Co. Ld. (F. & W. Ritson, *Mgrs.*)	360·0|45·1|26·4	Sundrland	T. 3Cy. 26½″, 42″ & 66½″–51″		C
106086	*F. M. Maling* –14	(*ex* Rangoon)	3502								P36′B108′F34′	British	316 NHP		
PRWV		2 *Dks & deep frames*	2523									*WB*	Denny & Co. Dumbarton		
56	**Palma**	**SteelTwinScSr**	7632					1903	Workman, Clark & Co. Ld Belfast	P. & O. Stm. Nav. Co.	480·0|57·2|32·7	Belfast	T. 6Cy. 22½″, 36½″ & 61″–48″		
116009	*E. B. Bartlett* –15	2 *Dks 3tr B &*	7230								P45′B98′F52′	British	516 NHP		
VGLT	*Elec. light*	*Ref. Mchy.* *deep framing*	4913									*WB*	Wrkman, Clark & Co. Ld Bel		
	Wireless														
57	—	**SteelScSr**	2981	✠100A1	NYk	*v*	~~6,15~~ 7,17	1907	Irvine's SB Co. Ld. Hartlepool *Lloyd's*	British & African S.N. Co. Ld. (Elder, Dempster & Co. Ld. *Mgrs.*)	325·0|45·9|22·7	Liverpool British	T. 3Cy. 24″, 39″ & 66″–45″ (*s*)	25 ″ 3
124080	*H. Havercroft* –15	*ss* Rot. No. 2–15	2799	*Shelter dk*	Liv			8mo	&D.D.Co. Ld. W				180lb ~~90lb~~ *80lb* 310 NHP	s 2 ″ 5
HLGN	*Elec. light*	2 *Dks* (*Stl*) & *Web frames* &	1864	*with freeboard*							FK	6 *B H Cem*	2SB, *6cf*, GS 114, HS 4683	23 ″ 2
		Shelter dk (*pt Irn pt Stl*)		~~12,17~~ 5,18 ✠LMC							WB= *Cell*	*D B a* 96′ *u E* 26′ *f* 142′	563*t A P T* 27*t*	Richardsons, Westgarth & Co. Ld. Hpl.	
				MS 6,15 ~~BS 5,16~~ 7,17											
58	**Palmella**	**SteelScSr**	1352	✠100A1	Liv	*p*	6,15 ~~7,16~~ 7,17	1913	Ramage & Ferguson, Ld. Leith *Lloyd's*	Ellerman Lines, Ld. (Graham Smith, *Mgr.*)	232·8|37·1|16·6	Liverpool British	T. 3Cy. 16½″, 28½″ & 48½″–33″	18 ″ 9
135438	*L. Malley* –17		1183	7,16				2mo			P29′B77′F23′		210lb *100lb* (*s*) 192 NHP	s 2 ″ 2½
JBNT	*Elec. light*	2 *Dks* (*Stl*)	759	~~BS 7,13~~ ✠LMC 2,15							FK	5 *B H Cem*	2SB, *4cf*, GS 72, HS 2688 FD	16 ″ 10
		Cruiser Stern									*WB= Cell D B*	*a* 56′ *u E & B* 38′ *f* 96′	320*t A P T* 62*t*	Ramage & Fergusn, Ld. Lth.	
							7,15								
59	**Palmer**	**SteelTwinScSr**	298	✠	Tns	*e*		1884	J Fullerton & Co. Paisley	Australas'n United Stm. Nav. Co. Ld.	140·2|26·0| 8·5	Sydny NSW British	C. 4Cy. 15″ & 30″–18″	9 ″ 0	
89588	*J. R. Marr* –13	1 *Dk*	216	4,89				5mo			Q28′ B28′ F16′		74 RHP		
JMCB			164	✠							FK	4 *B H Cem*	Kincaid & Co., Greenock		
60	—	**SteelSc**	111					1910	Nylands Værksted Christiania		91·0|18·2|10·7		T. 3Cy. 10½″, 17″ & 28½″–20″		N
		(*Whaler*)	106										36 NHP		
	(*ex* Rusheen)	1 *Dk*	37									*WB*	Nylands Værksted, Xania.		
61	**Palmerston**	**IronScSr**	463			…		1878	J. & G. Thomson Clydebank	Mount Pleasant Coal & Iron Mining Co. Ld.	175·3|25·0|13·0	Sydny NSW British	C. 2Cy. 20″ & 39″–28″		
78636	*A. P. Holst* –04	(*ex* Rook)	383								Q29′ B38′ F30′		70 RHP		
		1 *Dk*	239										J & G Thomson, Clydebank		

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant entre l'Entretoisement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NH^e=Force en chevaux d'après les formules de la Société. RH^e=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.
62 44923 VBFS	**Palmerston** **IronPad** *R.Stewart* –16		121 109 28					1864	Simpson& Co. London	BroomhillColl-lieriesLd. (H.Coates, *Mgr.*)	96·5	18·5	9·4	Milford British	L.2Cy.30″–48″ NB97 60RHP Simpson&Co.,London	
63	**Paloma** **SteelScSr** *Baker* *ss*N.Yk.No.3–5,06 (*ex*Ardanrose) *ss*N.Yk.No.2–14 *Elec.light* 1*Dk(Stl)&Spar dk* (*Stl*–teak s)*&deep framing*		2169 1916 1403	✠100A1 *Spar dk* 12,16 ~~BS2,16~~ ✠LMC12,14 ~~BS7,17~~	NYk	*s*	~~9,16~~ 7,17	1894 1mo	Workman, Clark&CoLd. Belfast	Cia.Maritima Cubana (Munson SteamshipLine, N.Yk.*Mgrs.*) *WB*	281·7 P23′B70′F36′ = *Cell DB* 220′	39·7 22·5 FK 318*t*	15·0 4 *BHCem* *APT36t*	Havana Cuban Wrkman,Clark&Co.Ld Bel	T.3Cy.22″,36″&60″–42″ (*s*) 180lb 274NHP 2SB,*4cf*,GS73,HS3580 FD	
64	**Palomita** **SteelSc** (*Trawler*) 220 nav. "Rosario II. *See No. 32* (*ex*Helgoland) 1*Dk*		150 ~~146~~ 41					1896 *a Spanish*	G.Seebeck Geestemünde	Cia.LaParteña (P.Denti,*Mgr.*)	106·0 B31′	21·0	10·2	Bns.Ayres Argentine	C.2Cy.17⅝″&32⅝″–22″ 41NHP G.Seebeck A.G.Gstemnde	
65 101728 NFMB	**Paloma** *J.Reid* –17 **SteelScSr** ~~*A.TyNorton* –15~~ *ss*Syd.No.3–11,11 (*ex*Zealandia) *ss*Ddn.No.1–14 *Ref.Mchy.* *Well deck* 2*Dks(Stl–Uws)* *Elec.light* Wireless *&Web frames*		2771 1991 1736	✠100A1 ~~1,17~~ 12,17 ~~BS10,15~~ ✠LMC12,14	Ddn	*u*	~~12,15~~ 12,17	1899 6mo	Gourlay Bros.&Co. Dundee	UnionS.S.Co.of NewZealand,Ld.	327·0 P&B193′F94′ BK8½″	42·0	20·5	Dunedin British	T.3Cy.26″,43″&70″–48″ (*s*) 180lb *180lb* 443NHP 2DB,*12cf*,GS270,HS7848	23 ″ 0 *s* 2 ″ 11 21 ″ 3
66 82262	**Palow** **SteelPad** *Sommerville*		244 244 154					1879	Denny& Bros. Dumbarton	IrrawaddyFlotilla Co.Ld.	160·4 B54′*f* 142′439*t* *FPT*	26·0	7·6	Glasgow British	C.D.2Cy.25″&43″–42″ 90RHP Denny&Co.,Dumbarton	
67 KNBR	**Pampa** **SteelTwinScSr** *Goy*97–10 *Elec.light* *Ref.Mchy.* Wireless 3*Dks*		4471 3752 2812					1906	Lon.&Gls. Co.Ld. Glasgow	Soc.Gén.deTransp. Mar.àVap.	408·0 P48′B150′F62′	47·4	29·5	Marseilles French *WB*	T.6Cy.23″,39″&64″–42″ 531NHP London&Glas.Co.Ld.Gls.	
68	— **SteelScSr** *C.C.Bois* –16 *ss*B.As.No.3–6,05 (*ex*Barcelona) *ss*B.As.No 2–14 *Elec.light* Wireless 1*Dk(Stl)&Spar dk* (*Stl*–ws)3*trB*		4218 3958 2761	✠100A1 *Spar dk* 8,16 BS9,16 ✠LMC4,14	BAs	*x*	9,16	1895 6mo	C.Connell &Co. Glasgow	ArgentineGovern-ment	390·0 P36′F48′ *WB*=	46·0 28·7 BK11″ *CellDBa* 96′	20·6 *uE&B*	Bns.Ayres Argentine	T.3Cy.30″,48″&78″–54″ (*s*) 160lb 501NHP 2D&1SB*15cf*,GS298,HS8328 80′*f* 142′660*t* Dunsmuir&Jackson,Gls.	31 ″ 6
69	**Pan** **SteelSc** *J.Kwak* –15 1*Dk*		138 124 31	✠100A1 *Forfishingpurposes* 5,16 ✠LMC1,16	Ams		5,16	1916 1mo	Arnhem-scheStoom Sleephelling My.Arnhem	Stoomv.Maats. PraxisVIII.(C. Maas,G.Crast&J. Prins, *Mgrs.*)	95·1 BK6¼″ *WB*	19·9	9·3	Ymuiden Dutch	T.3Cy.10″,16″&26″–18″ (*r*) 180lb 45NHP 1SB,*2cf*,GS28,HS892 ArnhemscheStoom Sleepshelling My.Arnhem	9 ″ 10
70 210960 LCTJ	**Pan-American** **SteelScSr** *E.E.Sanford*11–13 (*Towing*) *Elec.light* *Fitted for oil fuel* 1*Dk2trB* Wireless		344 — 234					1913	Staten Isld. S.B.Co. Pt.Richmond	TheTexasCo.	132·7	27·6	15·1	New York Utd.States *WB*	T.3Cy.16½″,25″&43″–30″ 101NHP StatenI.SB.Co.P.Richmnd	
71 HRDG	**Panaghi Lykiardopulo** **StlScSr** *S.Vaglianos*09–09 *ss*Sws.No.3–6,13 (*ex*Cymbeline) 1*Dk(Stl)&Spar dk(Irn)* *Elec.light* *&deep framing*		3193 3133 2054	✠100A1 *Spar dk* 10,16 BS10,16 ✠LMC6,15	Npt	*v*	9,15	1900 6mo	Bartram& Sons Sunderland	N.D.Lykiardo-pulo	350·0 P30′B102′F36′ FK *WB*= *CellDBa*	45·0 24·1 108′*uE*	16·4 24′*f* 140′805*t*	Argostoli Greek 160lb 297NHP 6*BHCem* *APT68t*	T.3Cy.24″,39½″&65″–42″ (*s*) 2SB,*6rf*,GS124,HS3860 FD J.Dickinson&Sons,Ld.Sld.	26 ″ 9 *s* 4 ″ 11 22 ″ 2
72 HRCP	**Panaghi Vagliano** **SteelScSr** *T.Couvelos* *ss*Cff.No.2–13 1*Dk(pt Irn&pt Stl)*2*trB&Web frames* *Elec.light* 3*Dk rule*		2979 2791 1878	✠100A1 *withfreeboard* 11,15 ~~Equiv.12,13~~ ~~BS2,13~~ ✠LMC3,13	Npt	*v*	9,16	1904 7mo	R.Craggs& Sons,Ld. Middlesbro'	A.S.Vagliano *WB*= *CellDBa* 100′*uE* 26′*f* 140′699	330·1 P36′B166′F36′ FK *Lloyd's* *sA&CP*	46·0	22·2 *DTa* 26′468*t* *FPT*	Argostoli Greek 180lb *90lb* 295NHP 5*BHCem* 85*t APT66t*	T.3Cy.23½″,39″&64″–42″ (*s*) 2SB,*6cf*,GS120HS4640 Blair&Co.Ld.Stockton	24 ″ 4 *s* 3 ″ 5½ 21 ″ 3
73 377 LABD	— **SteelScSr** *Ch.Panaioti* 1*Dk2trB*		813 695 503					1899	Smith's Dock Co.Ld. NorthShields	F.C.Svorono& E.diPollone	224·4 B22′F19′	32·0	12·0	Kertsch Russian *WB*	T.3Cy.15″,25″&40″–27″ 83NHP MacColl&Pollock,Sld.	
74 115276 TJKP	**Panama** **SteelTwinScSr** *W.Styer* –15 2*Dks&Shade* *Elec.light* Wireless *dk&Promenade dk*		5768 4160 3306					1902	Fairfield Co.Ld. Glasgow	PacificStmNavCo	401·2 F63′	52·3	33·7	Liverpool British *WB*	T.6Cy.22½″,38″&63″–48″ 550NHP FairfieldCo.Ld.Glasgow	
75 96435 KNTV	— **SteelTwinScSr** *B.Corning*02–02 (*ex*Havana) *Elec.light* Sub.Sig. 3*Dks&Awng dk*		5665 — 3547					1898	W Cramp& Sons S&EBCo Philadelphia	PanamaCanal (Panama R.R.Co., *Mgrs.*)	360·0	50·0	32·2	New York Utd.States *WB*	T.6Cy.25″,41½″&68″–42″ 600NHP W.Cramp&SnsS&EBC Phl	
76 NTDH	— **SteelTwinScS4MstSr** *A.K.Ingemann* –15 *Oil Eng.* *Elec.light* 2*Dks(Stl)&Shelter dk(Stl)*		5239 4778 3301	✠100A1 *Shelter dk* *withfreeboard* ~~9,17~~ ~~6,16~~ ✠LMC3,13	Cpn NYk	*a*†		1915 3mo	Akt.Bur-meistr&Wain Copenhagen	Akties.detÖstasia-tiskeKompagni *WB*=	410·0 *CellDBa* 126′*uE&B*	55·2	35·4 4	Copnhagn Danish 7*BHptCem* 2′*f* 194′1198*t* *FPT90t APT72t*	Oil Engines 4S.C.SA 12Cy.24⅛″–37⅛″ DB*80lb* 568NHP AktBurmeistr&Wain,Cpn	30 ″ 6 *s* 4 ″ 3½ 26 ″ 7
77 "Now named "Apollon." *See No. 37 Supplement*	— **SteelScSr** *J.Murphy* –16 *ss*Pna.No.1–16 *Elec.light* 1*Dk(Stl)&Shade dk*		~~946~~ 657 452	✠100A1 4,17 ✠LMC3,16	Pna	*m*	3,16	1912 8mo	Dundee S.B.Co.Ld. Dundee	Cia.deNavigacion Nacional	200·2 P34′B152′F44′ FK *WB*= *CellDBa* 38′*uE&B*	35·1	12·2 4	Panama Panama 180lb 159NHP 4*BHCem* *T35t APT8t*	T.3Cy.16½″,27″&44″–30″ (*s*) 2SB,*6cf*,GS88,HS3060 G.T.Grey,Newcastle	14 ″ 7 *s* 2 ″ 3½ 12 ″ 7
78 13084 LMHJ	**Panama Maru** **SteelTwinScSr** *J.Kanao* –13 *ss*HKg.No.1–15 2*Dks(Upt Irnpt Stl* *Elec.light* *M Stl)&deep framing* Wireless *Lower dk(Stl)in fore hold*		5790 4958 3568	✠100A1 8,17 ~~9,17~~ ✠LMC2,17	HKg	*z*	2,17	1910 4mo	MitsuBishi Dkyd&EWks Nagasaki	OsakaShosen KabushikiKaisha *WB*= *CellDBa* *f* 137′1070*t* *DT*	408·0 P34′B152′F44′ 131′*uE&B*79′ *Lloyd's* *sA&CP*	49·7 FK a 36′ 565*t* *FPT*	29·8 122*t*	Osaka Japanese 200lb 604NHP 7*BHCem* *APT39t*	T.6Cy.19½″,32″&54″–48″ (*s*) 4SB,*11cf*,GS216,HS8925 FD MitsuBishiD.&E.Wks.Nag	32 ″ 6 *s* 6 ″ 10½ 26 ″ 0
79 135905 JFRK	**Panama Transport** **SteelScSr** *W.Dowens* –15 1*Dk*		4644 4368 2915					1914	Irvine's SB &D.D.Co.Ld. W Hartlepool	EmpireTransport Co.Ld.(Houlder Bros&Co.Ld.*Mgrs*)	385·2 P35′B120′F37′	52·0	27·0	W.Hartlpl British *WB*	T.3Cy.25″,40″&68″–48″ 320NHP Richardsons,Westgarth& Co.Ld.Hpl.	
80 211629 LDGF	**Panaman** **SteelScSr** *Kane* *Elec.light* 2*Dks(Stl)&Shelter dk(Stl)* 3*rd dk in No.*1 *hold & Web frames* *Ref.Mchy.* *Longitudinal framing* Sub.Sig. Wireless		6655 6423 4139	✠100A1 *Shelter dk* *withfreeboard* ½,17 ~~19,15~~ ✠LMC9,13 Lloyd's RMC 9,17 for temp. 35°F. *Fitted for oil fuel* 9,15	NYk	*a*†	~~10,15~~ 4,17	1913 9mo	Maryland Steel Co. Sparro'Pt Md	American-HawaiianS.S.Co. *Intermediate'tween No. 2 hold dispe WB*=*CellDB*	407·7 FK *dk BH in* (6*BH to* *nsed with*) *BH to* a 122′*uE&B*54′ *f* 16′ 6″ 1234*t DT*	53·7	36·1 *Cem* *Upr dk* *2nd dk only* *f* 30′866*t* *FPT*125*t* *APT52t*	New York Utd.States 215lb (*s*) 704NHP 3SB(FD)&1AuxSB, *14cf*,GS241,HS10618 MarylandStl.Co.Sparr'.Pt.	Q4Cy25½″,37″,53½″&78″–54″ *Cem* 3SB(FD)&1AuxSB, *14cf*,GS241,HS10618 MarylandStl.Co.Sparr'.Pt.	39 ″ 6 *s* 10 ″ 3½ 29 ″ 6
81 150959	**Panay** **SteelScSr** *Mchy.Aft* *Elec.light* 1*Dk2trB*		3811 3697 2778					1902	Chicago S. B.Co. Chicago	GrandIsland.S.S. Co(ClevelandCliffs IronCo.*Mgrs.*)	356·0	50·0	24·0	Cleveland Utd.States *WB*	T.3Cy.20″,33½″&55″–40″ 191NHP ChicagoS.B.Co.Chicago	

1 No. in book. / Official No. / Code letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys.	3 No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. † for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned. now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines.	9 By Whom. Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of Roll of Trade Cert.
82 RKFL	**Panay** *Cayano* (*ex* Germania)	Steel Sc Sr 2 *Dks*	2256 2060 1714					1895	Howaldtswerke Kiel	Madrigal & Co.	284·4 B40′	40·1 F32′	21·6	Manila Utd. States *WB*	T.3Cy.19$\frac{11}{16}$″,31$\frac{1}{2}$″&51$\frac{1}{8}$″–35$\frac{1}{2}$″ 156 NHP Howaldtswerke, Kiel		GV
83 (BDF	— *W. Matiner* –14 (*ex* F. Pleguezuelo, *ex* VanRiebeeck) *Elec. light*	Steel Sc Sr 1 *Dk* & *Awng dk*	664 434	*Awaiting name.* "Shyori Maru," *See No. 109 in Supplement.*				1890	J. & K. Smit Kinderdijk	Limpang Co, Sons & Co.	166·8	27·0	10·5	Manila Utd. States	T.3Cy.15$\frac{1}{2}$″,24$\frac{1}{2}$″&40″–36″ 96 NHP Nederl. Stoomb. Maats. Rot.		
84 32608 HTLV	**Panayiotis** *E. Fletcher* –18 *J. W. Ene* ~~–16~~ (*ex* Essex Abbey) *Elec. light*	Steel Sc Sr *ss* Liv. No. 1–16 1 *Dk* (*Stl*)	3595 3380 2266	✠100 A1 5,7,10,16 4,18 BS3,18	Liv Bry ✠LMC 2,16	*w*	10,16	1911 9mo	Greenock & Grngemouth Dkyd. Co. Ltd. Greenock *Lloyd's*	Grahams & Co.	348·5 P30′ *Lloyd's*	50·2 B99′ *sA&CP*	23·6 F38′ FK *Cell D Ba*	London British 6 *BHCem* 102′ *u E&B*	T.3Cy.25″,41″&67″–45″ (*s*) 180 lb *100 lb* 362 NHP 2SB, *6cf*, GS135, HS6044 Rankin & Blackmore, Grk. 39′ *f* 154′ 832 *t APT* 105 *t*	26 ″ 0 s 4 ″ 6½ 21 ″ 10	
85 31367 HTGL	**Pancras** *W. T. Aspinall* –17 *Elec. light* Wireless	Steel Sc Sr 2 *Dks* (*Stl*) & *Shelter dk* (*Stl*)	4436 3607 2809	✠100 A1 *Shelter dk with freeboard* 2.15 *Examined* 2,18	Sou ✠LMC 3,11 BS2,18	*x*	~~3,15~~ 2,18	1911 9mo	Hawthorn, Leslie & Co. Ltd Newcastle *Lloyd's*	Booth S.S. Co. Ltd. *WB = Cell D Ba u E* 23′ *f* 171′ 804 *t*	376·5 Bon *Shelter dk* 116′ 108′ *DT a* 33′ 625 *t*	50·3 FK *FPT*	23·6 7 *BHCem* 60 *t APT* 32 *t*	Liverpool British	T.3Cy.24″,40″&67″–48″ (*r*) 180 lb 446 NHP 2SB (FD) & 1 Aux SB, *8cf*, GS167, HS6955 N.E. Marine Eng Co Ld Nwc	26 ″ 0 s 2 ″ 11 23 ″ 5	
86 98244 JSMB	**Pandelis** *Reece* –18 ~~*M. Dracopoulos* –18~~ (*ex* Tregurno) *Well deck*	Steel Sc Sr *ss* Shl. No. 3–8, 04 *ss* Pir. No. 2–13 1 *Dk* (*pt Stl & pt Irn*) 2 *tr B*	2411 2411 1490	✠100 A1 8,15 *Examined* 11,17 MS9,15	Cff ✠LMC MBS8,15	*s*	2,17	1891 9mo	J Readhead & Sons S. Shields A&CP	Pandeli Bros. The Shipping Control (Galbraith, Pembroke & Co., *Mgrs.*) *WB = Cell D B*	290·0 P29′ Q82′ BK 10″ 248′ 544 *t*	40·0 B118′ F33′ *APT*	19·9 41 *t*	London British *BHCem*	T.3Cy.23″37$\frac{1}{2}$″&61$\frac{1}{2}$″–39″ (*r*) 160 lb *100 lb* NDB 13 234 NHP 2SB, *2cf*, *4rf*, GS104, HS3490 J. Readhead & Sons, S. Shl.	22 ″ 6 s 1 ″ 10 21 ″ 7	
87	**Panderma** (*ex* Kymi, *ex* Trocadero)	Iron Sc Sr 1 *Dk*	279 278 192			…		1878	H. Mc Intyre Paisley	Administr. de Nav. à Vap. Ottomane	157·4 Q71′ BK 7″	27·9 B14′	21·2 F16′	Constanpl Turkish *WB*	C.2Cy.20″&35″–24″ 50 NHP Hutson & Corbett, Glasgow		
88 IQNV	**Pandia A. Ralli** *S. Arvanitakis* *Elec. light*	Steel Sc Sr *ss* Pir. No. 3–3, 15 1 *Dk* (*Irn*) & *deep framing*	2281 2111 1451	✠100 A1 5,~~7,10,16~~ 9,17 BS~~5,15~~ 5,17	Pir ✠LMC 3,15	*s*	10,16	1903 3mo	W. Gray & Co. Ltd. W Hartlepool *Lloyd's*	Nav. à Vapeur Panhellénique *WB = Cell D Ba* 100′	302·8 P26′ B72′ F31′ *u E&B* 40′ *f* 120′ 668 *t*	43·2 FK	19·8 5 *BHCem* *APT* 40 *t*	Piræus Greek	T.3Cy.22″,35″&59″–39″ (*s*) 160 lb *80 lb* 222 NHP 2SB, *6rf*, GS85, HS3398 Cen. Mar. Eng. Wrks. W Hpl	22 ″ 3 s 3 ″ 7½ 18 ″ 11	
89 254 LMAT	**Pandia S.** *A. Constantinis* 09–13	Iron Twin Sc Sr 1 *Dk*	381 — 202					1871	..... Utd Kingdom	P.S. Logothetti	179·6	27·8	6·4	Taganrog Russian	C.4Cy.11″&22″–18″ 34 NHP		
90 90948 PCQG	**Pandora** *G. Griffiths* 83–03 *ss* Bng. No. 3–6, 05 *ss* Bng. No. 2–13 1 *Dk* (*Irn*)	Steel Sc K *ss* Bng. No. 3–6, 05 *ss* Bng. No. 2–13 1 *Dk* (*Irn*)	203 154 76	✠100 A1 8,14 *Examined* 9,17 BS3,16 DS6,17	Bng ✠LMC 11,13	*c*	3,16	1893 1mo	Schlsinger, Davis & Co. Newcastle A&CP	Rt. Hon. Baron Penrhyn (O. T. Jones, *Mgr.*)	116·0 Q46′ *WB*	23·1 B7′ F14′ FK *FPT*	7·9 16 *t*	Beaumaris British 3 *BHCem* 20 *t APT* 12 *t*	C.2Cy.18″&26″–16″ (*r*) 100 lb 35 RHP 1SB, *2pf*, GS27, HS552 Hedley & Boyd, N. Shields	8 ″ 7 s ″10½ 7 ″ 11	
91 10649 RPQV	**Pandosia** (Detained at Hamburg) *J. Y. Wright* 07–10 1 *Dk* (*Stl*) & *Spar dk* (*Stl*) & *deep framing*	Steel Sc Sr *ss* Nwc. No. 3–6, 13	3326 3088 2165	✠100 A1 *Spar dk* 6,13 MS12,12	Nwc ✠LMC BS12,13	*v*	6,13	1900 4mo	Russell & Co. Pt. Glasgow A&CP	SS. Pandosia Co. Ltd (Wm. Thomson & Co., St. John, N.B.) *WB = Cell D Ba* 10	330·6 P20′ B74′ F33′ 2′ *u E&B* 40′ *f* 140′ 87	48·1 23·5 FK 7 *t APT* 110 *t*	15·9 5 *BHCem*	St John NB British	T.3Cy.24″,40″&65″–42″ (*s*) 180 lb *80 lb* 288 NHP 2SB, *6cf*, GS135, HS4311 J. G. Kincaid & Co. Greenock	26 ″ 0 s 5 ″ 0 21 ″ 5	
92 HKLN	**Panellenion** *G. Conas*	Iron Sc	310 — 195					1856	.....	Hellenic Co. of Marine Enterprises (A. Pallios, *Mgr.*)	156·8	21·9	12·0	Syra Greek	C.4Cy.15″&34″–24″ NB06 94 NHP		
93 NTCL	**Pangan** *K. Harder* –16 *Elec. light*	Steel Sc Sr 1 *Dk* (*Stl*) & *deep framing* & *Awng dk* (*Stl*–teaks)	3409 3174 2169	✠100 A1 *Awng dk* *with refrgn.* NE12,14	Cpn ~~Liverpool~~ Lidvard," *See No. 4 in Supplement.* LMC 7,15	*v*	12,15	1909 3mo	Barclay, Curle & Co. Ltd Glasgow *Lloyd's*	Akties. Det Ostasiatiske Kompagni *WB = Cell D Ba* 106′ *u*	330·0 P31′ B65′ F37′ E16′ *f* 146′ 702 *t*	47·3 25·7 FK *FPT*	17·7 20 *t APT* 12 *t*	Copnhagn Danish 5 *BHCem*	Oil Engines 4S.C.SA 6Cy.26$\frac{3}{4}$″–39$\frac{3}{8}$″ 324 NHP 2NDB 14 *100 lb* *Alt* 14 Burmeister & Wain Oil Eng. Co. Gls.	28 ″ 0 s 7 ″ 3½ 21 ″ 1	
94 136638 JDVP	**Pangbourne** *W. McB. Campbell* –14 *Elec. light* *Mchy. Aft*	Steel Sc Sr 1 *Dk* (*Stl*) & 2nd *Dk* (*Stl*) in Nos. 1 & 2 holds	1668 1449 1021	✠100 A1 1,18 ~~2,17~~ LMC 1,14	Lon	*q*	~~7,10~~ 1,18	1914 1mo	Earle's Co. Ld. Hull *Lloyd's* *WB*	Power S.S. Co. Ltd. (J. Power & Co. *Mgrs.*) *sA&CP* = *Cell D Bu E&B* 5	250·2 P69′ B28′ F53′ 9′ *f* 161′ 319 *t*	40·1 FK *FPT*	19·7 46 *t APT* 35 *t*	London British 4 *BHCem*	T.3Cy.18″,29″&50″–33″ (*s*) 180 lb 182 NHP 2SB, *4cf*, GS92, HS3180 Earle's Co. Ld. Hull	21 ″ 11 s 2 ″ 8 19 ″ 6	
95	**Pangim** *R. P. Roberts* –17 (*ex* Numantia) *Elec. light*	Steel Sc Sr *ss* Ham. No. 3–5, 14 2 *Dks* (1 *Stl* & *U Irn*) *Cell side tanks amidships, deep framing at ends*	4503 4051 2875	✠100 A1 ~~5,14~~ ~~7,16~~ 4,18 BS6,17	Lon ~~Bombay~~ LMC 5,14	*x*	~~12,13~~ 3,17	1901 4mo	W. Gray & Co. Ld. W Hartlepool A&CP	Requisitioned by the Portuguese Government *Cell D Ba* 126′ *u E* 26′ *f* 172′	384·5 P40′ B145′ F40′ 1008 *t* *Cell si*	52·1 FK *de tanks* 217′ 850 *t APT* 55 *t*	25·6 6 *BHCem*	Portuguese	T.3Cy.27″,43″&72″–45″ (*s*) 180 lb 369 NHP 3SB, *9cf*, GS157, HS5592 Cen. Mar. Eng. Wrks. W Hpl	28 ″ 4 s 5 ″ 9 23 ″ 0	
96 89152	**Pangkor** *R. D. Caswell* –12 *Elec. light*	Steel Sc 1 *Dk* & *Shade dk*	205 168 94			…		1910	Kwong Tak Cheong Hong Kong	Eastern Shipping Co. Ld.	131·6	20·8	8·5 FK *WB*	Penang British	C.2Cy.14$\frac{1}{2}$″&30″–19″ 37 RHP Tin Hing Eng. Co. H. Kg.	8 ″ 7	
97 MDFS	**Pank** *J. W. Björness* 16–16 (*ex* Jenny) *Well deck*	Iron Sc Sr *ss* Xia. 3rd No. 3–4, 14 1 *Dk* 2 *tr B*	802 624 478	✠90 A1 4,18 ~~1,17~~ BS7,15 ~~1,5~~ ~~1,16~~ 3,18	Shl Hul LMC 4,14	*k*	~~3,16~~ 3,18	1878 9mo	Austin & Hunter Sunderland A&CP	~~Akties. Pank (Bjelland & Hansen)~~ D/SA/SEdith C.H. Engelhart *Mgr*	201·0 Q71′ BK 7½″ pt ND 01	28·0 B43′ F24′ *APT* 35 *t*	15·4 4 *BHCem* *MT* 18′ 136 *t*	Chrstiania Norwegian	C.2Cy.25″&48″–30″ 103 NHP 75 lb *80 lb* NB5,90 NDB 10 1SB, *3pf*, GS50, HS1829 Black, Hawthorn & Co. Gts.	15 ″ 10 s 1 ″ 6 15 ″ 5	
98 96567 JBMP	**Panmure** *S. J. Reason* –17 (*ex* H.M.S. Lord Panmure) *Mchy. Aft*	*ss* Bkn. No. 1–17 Iron Sc Sr *ss* Pnz. 4th No. 3–9, 12 1 *Dk*	321 269 129	100 A1 4,17 ~~11,14~~ NB9,00 ~~BS10,16~~	Bel Bkn LMC 9,12 4,17	*f*	~~7,16~~ 4,17	1859	J. & W. Dudgeon London A&CP	Jones, Grainger & Co. (Etheridge & Corkerell, *Mgrs.*)	148·2 Q53′ F28′	22·0 BK 7″	12·0 4 *BHCem*	Penzance British	C.2Cy.22″&40″–27″ (*s*) 66 lb E *made* 83 90 RHP 1SB, *3pf*, GS50, HS1350 Seaward & Co. London	12 ″ 7 s 1 ″ 9 11 ″ 10	
99 118080 VPTN	**Pannonia** *R. Capper* –11 *Elec. light* Wireless	Steel Twin Sc Sr *ss* Liv. No. 2–12 2 *Dks* (*Stl*–ws) 3 *tr B* & *deep framing* & *Shelter dk* (*Stl*–ws) *Carrying fuel oil F.P. above 150° F. in after deep tanks*	9858 7434 6208	✠100 A1 *Shelter dk* 8,14 *Examined* 11,17 BS2,17 BS8,16	N Yk LMC 2,16	*f*†	9,16	1903 3mo	J. Brown & Co. Ld. Clydebank *Lloyd's*	Cunard S.S. Co. Ltd. *WB = Cell D Ba* *f* 196′ 1347 *t DT a* 32	486·5 126′ *u E&B* 81′ 1025 *t DT f* 36′ 1060 *t*	59·3 FK	33·0 8 *BHCem* *APT* 94 *t*	Liverpool British	T.6Cy.25$\frac{7}{8}$″,42″&70″–48″ (*s*) 190 lb 811 NHP 2D&2SB, *18rf*, GS418, HS13235 J. Brown & Co. Ld. Clydebnk	36 ″ 0 s 6 ″ 10 29 ″ 7	
100	— *S. Randich* 91–09 *Well deck* *Elec. light*	Steel Sc Sr *ss* Fiu. No. 3–1, 09 *ss* Tri. No. 1–13 1 *Dk* (*Stl–pt* teaks) 2 *tr B*	779 529 361	✠ 8,16 *with freeboard* ✠	Fiu	*l*		1896 8mo	Wigham Richrdsn & Co Newcastle	Soc. in Azioni Ungaro Croata di Nav. Maritt. a Vap.	220·0 P140′ F48′ *WB = Cell D Ba*	29·2 *& pt Shade dk* BK 7½″	14·4 5 *BHCem* 37′ *f* 26′ 50 *t*	Fiume Aust.-Hung.	Q.4Cy.17″,24″,36″&52″–36″ 203 NHP 2SB, *6rf*, GS116, HS3338 Wigham Richrdsn & Co. Nwc	15 ″ 1	
101 109433 QFHN	**Pansy** *G. Roberts* –15 *Well deck* *Mchy. Aft*	Steel Sc 3 Mst Sr *ss* Liv. No. 3–9, 10 1 *Dk* (*Stl*)	559 395 242	✠ 2,16 NE90, *fitted* 98 ✠	Liv	*h*		1898 6mo	Grangm'th Dockyard Co. Grangmouth	R. Hughes & Co.	175·0 Q90′ B12′ F33′ BK 8″ *WB = FPT*	26·3	11·6 3 *BHCem* 45 *t APT* 5 *t*	Liverpool British	T.3Cy.13″,21½″&34″–27″ 60 RHP 1SB, *2pf*, GS36, HS1394 Muir & Houston, Ld. Gls.	12 ″ 6	C

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. / Ex-nom, s'il y a lieu. / Visites Périodiques. / Nombres des Ponts.	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Enfoncement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Fovers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.
102 20 RHDM	**Pantelleria** *Elec.light*	**SteelScSr** 1*Dk*	406 240 196				1911	Mackie& Thomson,Ld Glasgow	Soc.Anon.diNav. LaSicania	153·0 P27′	24·0 B61′	10·7 F26′	Trapani Italian *WB*	T.3Cy.13″,22″&36″–24″ 63NHP W.V V.Lidgerwood,Gls.	
103 133123	**Panthay**	**SteelPad** 1*Dk*	1250 1250 915				1913	W.Denny &Bros. Dumbarton	IrrawaddyFlotilla Co.Ld.	313·3	46·0	10·8	Glasgow British	T.3Cy.28″,41½″&60″–66″ 292NHP Denny&Co.Dumbarton	
104 112643	**Panther** *A.Aadnesen* –10	**SteelTwinScSp** 1*Dk*	236 194 90				1899	Ramage& Ferguson,Ld Leith	AfricanBoating Co.Ld.	110·0	23·1	10·9	London British	T.6Cy.8½″,14″&22″–20″ 68RHP Ramage&Ferguson,Ld.Lth	
105 89188	**—** *D.Flattery* –03 (*ex*Elliot&Jeffery)	**IronScSp**	150 132 19				1884	Elliot& Jeffery Cardiff	MerseyTowingCo. Ld(Canadn.Pacific Rly.Co.*Mgrs.*)	105·2	19·8	10·7	Liverpool British	C.2Cy.19″&35″–20″ NB01 70RHP Elliot&Jeffery,Cardiff	
106 214668 LGPS	**Panuco** *G.Cornehl*02–17 *Elec.light*	**SteelScSr** 2*Dks*(*Stl*)	3833 3148 2321	✠100A1 1,17 ✠LMC1,17	Sea	*w*	1917 1mo	SeattleCon &D.D.Co. Seattle,Wash *Intermediate* A&CP	NewYork&Cuba MailS.S.Co. *BH in for'd & afte*	351·0 P44′ *r holds dispensed with*	47·9 B90′ *4BH only*	24·7 F38′ FK *Cell DB*315′	New York Utd.States *Cem*	T.3Cy.24″,40″&70″–48″ (*s*) 190lb 472NHP 3SB,*9cf*,GS169,HS6831 FD SeattleCon&DDCoSeattle 743*t FPT*86*t APT*27*t*	27 ″ 3
107 2 2596 LDQP	**—** *J.Ankersen*14–14 Oevelgonne) *Carrying Elec.light Mchy.Aft.* Wireless	**SteelSc3MstSr** (*ex*LaHesbaye,*ex* *Petroleum in bulk* *Fitted for oil fuel* 2*Dks*	2556 2516 1975				1888	Armstrong Mitchell& Co. Newcastle	Freeport&Tam- picoFuelOil& Trans.Corporation	300·0	39·2	28·1	NewYork Utd.States *WB*	T.3Cy.21½″,35″&57″–38″ NB92 200NHP WllsndSlpwy.Co.Ld.Nwc.	
108	**Panuco II.** *H.C.Townsend* (*ex*JuanJ.Vina)	**SteelScSp** (*Tug*)	106 — 57				1890	Neafie& Levy Philadelphia	MexicanNational Railways	75·0	18·0	7·3	Tampico Mexican	C.2Cy.12½″&22″–18″ 17NHP Neafie&Levy,Philadelphia	
109	**Pao-hua** 1*Dk&Shadedk*	**IronScSr**	*665* *317* *492*				1885	S.C.Farn- ham&Co. Shanghai	ChunLiangYue	191·8	22·3	8·8 15·2	Shanghai Chinese	C.4Cy.12″&21″–18″ 32NHP S.C.Farnham&Co.,Shanghi	
110 150710 KMLJ	**Paoli** Sub.Sig.	**SteelSc** (*Tug*)	331 — 225				1895	C.Hillman S.E.&B.Co. Philadelphia	SusquehannaCoal Co.	125·4	26·0	14·7	Perth Amboy Utd.States	T.3Cy.16″,24″&40″–28″ 85NHP	
111 98972 MHBR	**Paoting** *P.R.Parslow* –15	**SteelScSr** 2*Dks*	1742 1603 1073				1891	Scott&Co. Greenock	ChinaNav.Co.Ld.	260·0	36·8	21·6	London British	T.3Cy.18″,29″&47″–39″ 138NHP Scott&Co.,Greenock	
112	**Papagaio** *ss*Victoria,No.1–17 1*Dk*	**SteelSc**	*84* 75 *17*	✠100A1 4,17 *For Towing pu* ~~3,17~~ ✠LMC~~4,15~~4,17	Victo ria (Brazil)		~~4,15~~ 4,17	1912 10mo *Lloyd's*	Day,Sum- mers&Co.Ld Southampton *SA&CP*	LeopoldinaRly.Co. Ld.	80·2 BK6′	16·0	8·4 *4BHCem*	Victoria Brazilian 1SB.*2pf*,GS38,HS951 Day,Summers&Co.Ld.Sou.	9 ″ 0 s 2 ″ 2½ 7 ″ 6
113 111346 RJPD	**Paparoa** *N.E.Bower* –10 *Ref.Mchy.Elec.light*	**SteelTwinScSr** Wireless 2*Dks&Shade dk*	7697 5539 4954				1899	W.Denny &Bros. Dumbarton	NewZealand ShippingCo.Ld.	430·0	54·2	30·0	Plymouth British *WB*	T.6Cy.22″,35½″&58″–48″ 233NHP Denny&Co.Dumbarton	
114 KNCB	**Papeete** *Ph.Micheli*09–03 (*See Sailing Ship Register*)	**WoodAuxScSr** *OilEng.* 1*Dk*	127 107 107				1891	M.Turner Benicia,Cal.	S.R.Maxwell&Co. Ld.	96·1	24·0	8·7	Papeete French	Oil Engine	
115 95739 TKRQ	**Par** *J.Hughes*00–02 *Mchy.Aft* *Well deck*	**SteelSc3MstSr** *ss*Ard.No.3–8,14 1*Dk*(*Stl*)	436 293 172	✠100A1 ~~8,14~~ 10,16~~–18~~ BS6,16 ✠LMC8,14 ~~9,17~~	Lon	*g*	10,16	1902 3mo *Lloyd's*	J Fullerton &Co. Paisley *SA&CP*	Par(No.1)SSCo.Ld (Toyne,Carter& Co.*Mgrs.*) *WB=DBamid*	155·5 Q85′ 32′*f*	27·0 B11′ 12′79*t*	10·6 F25′ FK *FPT*54*t*	Fowey British *3BHCem* *APT*35*t*	C.2Cy.21″&42″–30″ (*s*) 115lb 88RHP 1SB,*3pf*,GS53,HS1447 Ross&Duncan,Glasgow	11 ″ 5 s 4 ″ 4½ 11 ″ 3
116	**Pará** *E.Pedroso* –17 2*Dks*(*UStl* teak s) *Elec.light Ref.Mchy.* Wireless	**SteelTwinScSr** *ss*Rio.No.2–15 *&deep framing lower* *dk in Nos.1&2holds*	*3351* *2687* *2097*	✠100A1 8,17 ~~7,16~~ ✠LMC7,16 BS5,17	Rio	*v*	s 7,16 ~~8,17~~	1907 7mo *Lloyd's*	Workman, Clark& Co.Ld Belfast *SA&CP WB*	LloydBrazileiro *=Cell DBa*88′ *uE*	340·2 F67′ FK&BK1½″ 36′*f*96′395*t FPT*45*t*	44·8 6 *BHCem*	23·5 *APT*55*t*	R.Janeiro Brazilian 18OlbNHP 3DB.*12cf*,GS224,HS8754 FD Wrkman,Clark& CoLd.Bel	T.6Cy.18″,30″&49″–42″ (*s*) 180lb *100lb* 534NHP 3DB.*12cf*,GS224,HS8754 FD *APT*55*t*	26 ″ 0 s 8 ″ 0½ 18 ″ 6
117 KNGQ	**Paraciers** *Morganti* –16 (*ex*Halifax City,*ex*Syracusa,*ex*John Cockerill)	**SteelScSr** (*ex*Tijditt,*ex*Syra, 2*Dks&Web frames*	2542 2302 158*t*				1894	Soc.Anon. Jhn.Cockerill Hoboken	Soc.Anon.des Aciéries deParis &d'Outreau	321·0 B63′	40·2 H24′	23·7 F34′	Boulogne French *WB*	T.3Cy.26½″,43¾″&69¼″–43″ 315NHP SocAn.J.Cockerill,Seraing	
118 95327 LTWH	**Paragon** ~~*T.Murphy* –16~~ *Well deck* *Gorman* **–17**	**SteelScSr** *ss*Dub.2ndNo.3–9,14 1*Dk*(*Irn*)	408 301 172	✠100A1 ~~1,18~~ ~~12,15~~ ~~BS12,16~~ ✠LMC9,14 BS2,17	Npt Dub	*g*	~~12,16~~ N6,17	1889 12mo *Lloyd's*	AilsaS.B. Co.(Lim.) Troon *SA&CP*	ParagonShipping Co Ld(~~A. H. Neales~~) (Morison,Pollexfen & Blair,Ld.)	142·0 P12′ *Cell DB*26′	25·7 Q51′ 23*t*	12·4 B19′ F19′ BK7′ *FPT*	Dublin British *4BHCem* 27*t APT*12*t*	T.3Cy14¼″,22½″&36″–27″(*s*) 160lb 80*lb* NDB09 70RHP 1SB,2*cf*,GS32,HS1120 W.Kemp,Glasgow	12 ″ 11 s ″ 7 13 ″ 1
119 150880 KQLB	**Paraguay** *W.F.Berg*–06 *Mchy.Aft Elec.light*	**SteelScSr** *Carrying Petroleum in bulk* Wireless 1*Dk*2*trB*	2627 — 1583				1900	American S.B.Co. Lorain,O.	SunCompany	292·0 len09	42·0	23·0	Philidlphia Utd.States *WB*	Q.4Cy.15″,23″,35″&54″–36″ 175NHP AmericanS.B.Co.Clevelnd	
120 77 RHVQ	**—** *A.Pasquale* *Elec.light*	**IronScSr** (*ex*Maria,*ex*Marina) 3*Dks*	1329 862 747			...	1870	Barclay, Curle&Co. Glasgow	SiciliaSocietà di Navigazione	241·1 H64*t*	32·6	23·8	Palermo Italian *Tpd*90	T.3Cy.21″,33″&55″–36″ NB90 185NHP Contntl.Lead&IronCo.Ld.	
121	**—** *E.Porro* (*ex*Zorro,*ex*Neptuno,*ex*Silex)	**IronTwinScSr**	439 — 294				1870	A.&J.In- glis Glasgow	E.Arana	167·0	27·0	9·0	Bns.Ayres Argentine	C.4Cy.22″&44″–26″ 164NHP	
122 210812 LCRM	**Paraiso** *J.Jacobson* Wireless	**SteelTwinScSr** 1*Dk*	1383 — 855				1912	CraigS.B. Co., Long Beach,Cal.	LongBeachS.S.Co. (Swayne&Hoyt, *Mgrs.*)	216·5	40·2	14·1	Ls Angeles Utd.States *WB*	C.4Cy.13″&30″–24″ 74NHP CraigS.B.Co.	
123 HSNL	**Paralos** *L.Cambanis* *Elec.light*	**SteelScSr** *ss*Pir.No.2–16 *Spar dk(Stl)2trB* *&deep framing*	*3180* *2985* *2022*	✠100A1 *Spar dk* *with freeboard* ~~7,17~~ 8,16 ✠LMC ~~BS7,16~~ BS8,16 MS5,16	NYk Bry	*v*	~~8,16~~ N7,17	1906 11mo *Lloyd's*	J.Priest- man&Co. Sunderland *SA&CP*	NationalStm.Nav. Co.Ld.Greece (Em- biricosBros. *Mgrs.*) *WB=*	332·0 P29′ *DBa*106′	49·5 B184′ *f*136′	23·6 F33′ FK 1024*t*	Andros Greek 5*BHCem* *APT*142*t*	T.3Cy.24″,40″&66″–45″ (*s*) 180lb *90lb* 316NHP 2SB,*8pf*,GS142,HS4850 G.Clark,Ld.Sunderland	24 ″ 8 s 3 ″ 4½ 21 ″ 8

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years assigned. Special Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of 1st class cert.
124 KNGT	**Parame** SteelScSr (*ex*J.S.Keefe) *Mchy.Aft Elec.light* 1*Dk*	1640 — 944					1903	Buffalo Dry Dock Co. Buffalo, N.Y.	Soc.Maritime Ouest-Etat	238·7 | 41·0 | 19·2 Q60′F36′	Havre French *WB*	T.3Cy.15″,25″&42″–30″ 97NHP DetroitS.B.Co.Detroit		V
125	**Paramonoff** IronPad (*Tug*) 1*Dk*	232 — 113					1884	..... Budapest		164·6 | 23·7 | 7·0		C.2Cy.20″&36″–44⅜″ 72NHP		
126 KNHL	**Parana** SteelTwinSc *Allemand* Wireless *Elec.light Ref.Mchy.* 2*Dks&Awng.dk*	6248 5273 3862					1908	Forg.&Ch. de la Médit. LaSeyne	Soc.Gén.de Transp. Mar.àVap.	420·6 | 50·3 | 31·6 P28′F48′	Marseilles French *WB*	T.6Cy.26½″,41″&65″–43½″ 556NHP Forg.&Ch.de la Médit.Msl.		IV
127 116016 VSBH	— *ss*Cff.No.3–3,17 SteelScSr *F.S.Hannam* –16 ~~*ssHull.No.2–12*~~ *Ref.Mchy.* 2*Dks*(*Stl*)*&deep framing* *Elec.light* Sub.Sig. Wireless	4182 3676 2689	✠100A1 8,17 ~~14.17~~ ~~BS8,17~~ ✠LMC11,13 ✠Lloyd's RMC3,17 ~~3.17~~ 1,18	Cff Npt	*x* 3,17	~~5,15~~ 8,17	1904 6mo	Workman, Clark & Co.Ld Belfast	RoyalMailSteam PacketCo. *WB*= *CellDBa*108′*uE&* *Lloyd'sA&CP*	375·3 | 48·3 | 25·9 P45′B110′F99′ FK *B50′f161′877tFPT*	Belfast British 6*BHCem* 55*tAPT*20*t*	T.3Cy.24″,39″&67″–48″ (*s*) 205lb 430NHP 3SB,9*cf*,GS150,HS6000 FD Wrkman,Clark&Co Ld.Bel	28 ″ 9 s 4 ″ 10 24 ″ 3	
128	— SteelSc *J.Pereira* (*ex*Vulcano) *Mchy.Aft*	*351* *291* *197*					1886	W.Denny & Bros. Dumbarton	G.Cappagli	150·0 | 28·1 | 9·1 Q54′F21′	Bns.Ayres Argentine	C.2Cy.13½″&24″–24″ 24NHP Denny&Co.Dumbarton		
129 HLFB	— Wood	— — 195						.....	T.doD'Acheno	.....	Paranagua Brazilian			
130 RKGV	**Paranagua** SteelScSr *D.Stockhorst*12–12 *Elec.light* 1*Dk&Spar dk3trB*	2836 2413 1813					1895	Reiherst'g Schiffsw. Hamburg	Hamburg-Süd-Amerik.Dampf-schifffahrtsGes.	301·1 | 39·4 | 23·5 P40′B93′F38′	Hamburg German *WB*	T.3Cy.22½″,36″&58″–42″ 218NHP Reiherst.Maschinenf.Ham.		G
131 112702	**Parastrine** SteelSc *Mchy.Aft* 1*Dk*	130 121 88					1900	W.I.Yarwood Northwich	Price'sPatent CandleCo.Ld. (J.Findlater *Mgr.*)	85·7 | 20·7 | 9·0	London British	C.2Cy.10½″–12″ 7RHP W.I.Yarwood,Northwich		
132 MCGV	**Parat** SteelScSr *P.O.Kjelaas* (*Salvage Steamer*) *Elec.light* 1*Dk*	135 130 52					1905	Trndhjms Mek.Værks. Trondhjem	Norsk Bjergnings-kompagnie	106·0 | 18·8 | 10·0 H5*t*	Trondhjm Norwegian *WB*	C.2Cy.14½″&26″–16″ *Emade*90*fitted*05 22NHP A.L.ThuneMek Værks.Xia		N
133 139017 JLBR	**Parattah** SteelScSr *C.M Rowley* –16 (*ex*Berlin) *Elec.light* 3*Dks*	4196 3939 2628					1904	Flensburgr Schiffsb.Ges. Flensburg	Requisitioned by theCommonwealth ofAustralia	375·6 | 48·7 | 27·3 P306′F46′	London British *WB*	T.3Cy.27¾″,46½″&76″–48″ 400NHP FlensburgerSchiffsb.Ges.		
134 120701 HBJF	**Pardo** SteelScSr *G.F.Huff* –16 *ss*Sou.No.3–2,15 *Ref.Mchy.* 2*Dks*(*Stl*)*&deep framing* *Elec.light* Sub.Sig. Wireless	4454 3862 2798	✠100A1 6,17 ~~2.17~~ ~~BS7,16~~ ✠LMC2,15 ✠Lloyd's RMC ~~2.17~~ ~~7.17~~ ~~1.18~~ BS11,17 3,18	Lon Npt	*x*	2,17	1904 9mo	Harland& Wolff,Ld. Belfast	RoyalMailSteam PacketCo. *Lloyd'sA&CP WB*= *CellDBa* 110′ *uE&*	375·0 | 48·3 | 25·8 P49′B112′F98′ FK *B48′f164′926tFPT*	Belfast British 6*BHpt Cem* 77*tAPT*58*t*	T.3Cy.23″,39″&64″–51″ (*s*) 205lb 378NHP 3SB,9*cf*,GS172,HS6309 Harland&Wolff,Ld.Bel.	28 ″ 11 s 5 ″ 2 24 ″ 1	
135 104735	**Pareora** SteelScSr *J.Keldie* –11 (*ex*Breeze) *Well deck* 1*Dk*	650 469 355			...		1896	Wood, Skinner&Co. Newcastle	~~W.A.Firth~~ E.G Weyland	180·0 | 29·2 | 11·1 Q90′B16′F24′ FK	SydnyNSW British *WB*	T.3Cy.13½″,22″&36″–27″ (*r*) 71RHP G.Clark(Lim.),Sunderland	13 ″ 6	
136	**Paria** CompPadSr	120 110 60					1892	J.S.White East Cowes, I.W.	Crown Agents for theColonies	110·0 | 19·0 | 8·0 B39′	British	C.2Cy.19″&35″–30″ 56NHP J.S.White,E.Cowes,I.W.		
137 120466 HBLC	**Parika** SteelTwinScCtr *J.F.Smith* *ss*Dem.No.3–10,13 1*Dk*	304 220 151	✠ A1 *with freeboard* 10,13 *For British Guiana & its Rivers* BS11,16 ✠LMC10,15	Dem	*d*	1,16	1904 10mo	Swan,Hunter&Wigham Richardson, Ld Newcastle A&CP	Sprostons,Ld. *Lloyd'sA&CP*	141·0 | 24·5 | 8·6 B21′F25′ FK *WB*= *FPT25t*	Georget'n, Dem. British 4*BHCem*	T.6Cy.9½″,15″&25″–18″ (*s*) 180lb 90RHP 1SB,2*cf*,GS38,HS1291 J.S.Vaux&Co.Ld.Sld.	9 ″ 0 s 2 ″ 4 7 ″ 0	
138 96643 LJON	**Parima** SteelSc3MstSr *H.F.Spinney* –12 (*ex*Bungaree) *ss*N.Yk.2ndNo.3–10,15 *Welldeck* 2*Dks*(1*Stl&UptStl-ws*)3*trB* Wireless	2990 2761 1875	✠100A1 1,17 BS11,16 ~~17,17~~ ✠LMC2,15	NYk	*v*	5,16	1889 9mo	Wigham Richrdsn&Co Newcastle A&CP	QuebecSS.Division Canada Steamship Lines,Ld. *WB*=*D*	335·0 | 42·1 | 24·0 P214′F41′ BK11″ *BuE&B&c.66′213t*	Montreal British 6*BHCem* *Tunnel Tank*	T.3Cy.28″,45″&73″–48″ (*s*) 150lb *80lb* NDB03 420NHP 2DB,*12pf*,GS189,HS7340 Wghm.Richardson&CNwc *k*96′83*t FPT*65*tAPT*43*t*	28 ″ 0	
139 122723 HMLJ	**Paringa** SteelScSr *W.Hall* –16 *Mchy.Aft Elec.light* 1*Dk*	1310 874 762					1908	Scott of Kinghorn,Ld. Kinghorn	AdelaideS.S.Co.Ld	230·2 | 36·1 | 13·9 P&B132′F33′	P.Adelaide British	T.3Cy.21″,35″&57″–36″ 195NHP Scott ofKinghorn,Ld.Kgn.		C
140	**Paris** SteelQuadScSr *Elec.light*	30000					1917	Ch.&Atel. deSt.Nazaire St.Nazaire	CieGén.Trans-atlantique	734·9 | 85·2 | 59·1	Havre French	4 Steam Turbines Chant.dePenhoët,St.N.		
141	— SteelPad Wireless 3*Dks*	2000 — 1176					1896	A.&J. Inglis Glasgow	Cia.Argentina de Nav.(Nicolas Mihanovich)Ltda.	292·0 | 36·0 | 29·5 *Hurricane dk*235′	M.Video Uruguayan	T.3Cy.30″,49″&75″–84″ 516NHP A.&J.Inglis,Glasgow		
142 105658 JQPN	— SteelTwinScSr *C.L.Cook* –13 *Cruiser Stern* *Elec.light* Wireless 2*Dks&Awng dk*	1774 1649 712					1913	W.Denny & Bros. Dumbarton	LondonBrighton& S.CoastRailwayCo	293·5 | 35·6 | 15·2	Newhaven British *WB*	2sets geared Stm.Turbines Denny&Co.Dumbarton		
143 MGBR	— SteelSc3MstSr *C.von der Lippe* *Elec.light* 2*Dks*	1634 1325 999					1910	Akers Mek.Værks Christiania	AktiesGangerRolf (Fred.Olsen&Co. *Mgrs.*)	241·5 | 37·2 | 20·5 P53*t*B180*t*H32*t* F35*t*	Chrstiania Norwegian *WB*	T.3Cy.19″,31″&53″–36″ 169NHP AkersMek.Værks.Xia.		N
144 NHCS	— SteelScSr *Kaas* *Well deck* (*ex*Saturn) 1*Dk2trB*	1192 931 743					1894	Flensburgr Schiffsb.Ges. Flensburg	Dmpskselsk.Trafic (P.L.Fisker, *Mgr.*)	232·1 | 34·3 | 13·7 Q71′B107′F25′	Copnhagn Danish *WB*	T.3Cy.16″,26″&43″–33″ 106NHP FlensburgerSchiffsb.Ges.		V
145 95354 LBHN	— SteelPadSr *J.G.Gray* –15 *Elec.light* 1*Dk*	804 710 365					1888	Fairfield Co.(Lim.) Glasgow	Shippg.Federation Ld.	250·6 | 29·1 | 14·0 B49′F80′ *ptShelterDk*48′ FK	Newhaven British	C.D.2Cy.46″&88″–72″ 487NHP FairfieldCo.(Lim.),Gls.	15 ″ 0	
146 111191	— ~~*R.Robertson* –18~~ SteelSc3MstSr ~~*J.Laurenson* –15~~ *ss*PGl.No.3–3,11 *Mchy.Aft* *ss*Ard.No.1–16 *Well deck* 1*Dk*(*Stl*)	599 431 240	✠100A1 6,17 ~~7.16~~ ~~BS11,16~~ ~~15~~ ✠LMC MS7,16 1,17	Ard Sws	*i*	~~7,16~~ 6,17	1899 6mo	IrvineS.& E.Co.Ld. Irvine A&CP	J.&P.Hutchison *WB*=*Cell*	180·0 | 27·6 | 11·6 P57′B58′F27′ FK *DBf97′130t FPT*	Glasgow British 3*BHCem* 65*tAPT*7*t*	T.3Cy.14″,23″&37″–27″ (*a*) 160lb ~~80lb~~ 86RHP 1SB,3*pf*,GS49,HS1493 Hutson&Sons,Ld.Glasgow	14 ″ 0 s ″ 10½ 13 ″ 5	

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréament, etc. — Capitaine. — Visites Périodiques.	3 Ex-nom, s'il y a lieu. — Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant en lettre. Lettre d'Appui[ement].	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	Remarques
147 KNJQ	Paris *Coudert* –13 *Elec.light* Wireless	SteelScK (*Trawler*) 1*Dk*	551 477 208	✠ — 5,16 ✠	Bel	*h*		1913	ANormand &Cie. Havre	Lobez,Poret&Co.	164·0 | 27·6 | 15·4 F36′			Boulogne French	T3Cy.15½″,31⅞″&40½″–27½″ 85NHP Caillard&Co.Havre		V
148 JBVF	— *C.Mahiques* (*ex*Edith) *Well deck*	SteelScSr *ss*Hul.No.3–5,11 1*Dk*(*Stl*)	*507* *376* *265*	✠ — 5,16 ✠	Bel	*h*		1899 2mo	W.Harkess &Son Middlesbro'	Candeira y Estens &ParisHermanos (ParisHermanos, *Mgrs.*) *WB*	163·2 | 26·0 | 12·2 Q82′B14′F20′ FK = *DBa* 32′ 35*t FPT*			Vigo Spanish	T.3Cy.12″,21⅜″&33″–24″ 62NHP 4*BHCem* 35*tAPT*18*t*	13 ″ 0	
149 (*ex*Uriel)	— *F.van der Kuil* 1*Dk*	SteelScK *ss*Gms.No.3–7,11 *ss*Ymu.No.1–15	190 178 63	✠100A1 *StmTrawler* 5,17 ~~5,15~~ ✠LMC5,15 ✠NB7,11 BS ~~12,16~~ 11,17	Ymu		5,17	1899 2mo	Earle'sCo. Ld. Hull *Lloyd's*A&CP	Stoomv.Maats. PraxisVI.	115·0 | 21·0 | 11·2 Q46′F19′ BK7½			Ymuiden Dutch	T.3Cy.11″,20″&32″–23″ (*s*) 180lb 62NHP 4*BHCem* 1SB,*2pf*,GS32,HS1077 Earle'sCo.Ld.Hull	12 ″ 0	
150	— (Seized by Turks) *Vafiadis* *Elec.light*	SteelScSr (*Tug*) 1*Dk*	*116* *103* *33*					1896	D.J.Dunlop&Co. Pt.Glasgow	Cie.deRemorq.de Pilotage&de Sauvetage (S. Pandermaly, *Mgr*)	90·5 | 19·0 | 8·9			Constanpl French	C.2Cy.14½″&30″–24″ 37NHP *WB* D J.Dunlop&Co.,Pt.Gls.		V
151 120444 JLMH	Parisian *J.A.Baker* –15 *Elec.light* 2*Dks*&*Web frames*&*Shelter dk* Sub.Sig.	SteelSc4MstSr (*ex*Bethania)	7548 7157 4848				...	1899	A.Stephen &Sons Glasgow	F.Leyland&Co.Ld.	483·6 | 57·0 | 32·7 P75′B&F388′ FK			Kingston, Jam. British *WB*	T.3Cy.30″,50″&83″–60″ 690NHP A.Stephen&Sons, Glasgow	36 ″ 0	
152 212632 LDRT	Parismina *P.H.Johnson* –13 *Elec.light* *Ref.Mchy.*	SteelScSr Wireless 2*Dks*&2*pt Dks*	4937 3936 3102					1908	Workman, Clark&Co.Ld Belfast	ParisminaS.S. Corp.(United FruitCo.Line)	378·8 | 49·8 | 29·6 B154′F44′			NewYork Utd.States *WB*	T.3Cy.27″,45″&75″–54″ 413NHP Wrkman,Clark&Co.LdBel		C
153 121384	Paritutu *J.McMahon* –10 ~~ssWln.No.1–2~~ *Elec.light* *ss*Wln.No.2–17 1*Dk*(*Stl*) (*Bucket & Suction Hopper Dredger*)	SteelTwinScCtr *J.McMahon* –10 ~~ssWln.No.1–2~~ *Elec.light* *ss*Wln.No.2–17 1*Dk*(*Stl*)	564 563 233	✠ A1 *Hopper Dredger* 5,17 ~~2,15~~ 5,17 ~~BS2,15~~ ✠LMC2,15	Wln	*j*	~~9,14~~ N5,17	1910 3mo	Fleming& Ferguson,Ld. Paisley *Lloyd's*A&CP	NewPlymouth HarbourBoard	180·0 | 34·1 | 12·2 FK			Wellingtn N.Z. British 5*BHCem*	T.6Cy.11″,18″&30″–22″ (*s*) 160lb *160lb* 90RHP 1SB,3*cf*,GS73,HS1921 Fleming&Fergusn,Ld.Psy.	13 ″ 0 s 2 ″ 8 10 ″ 6	
154 150774	Park City *Tooker* –98	WoodSc —	391 208					1898	Mather& Wood,Pt. Jefferson,NY	C.E.Tooker	143·5 | 28·0 | 9·9			Bridgeprt Utd.States			
155 PNSF	Parkhaven *G.Roelfezema* 1*Dk*(*Stl*)&*deep framing* *Cargo battens not fitted*	SteelScSr *ss*Rot.No.2–17	2655 2490 1682	✠100A1 ~~9,17~~ ~~9,17~~ ✠LMC2,17	Rot	*l*	~~x2,17~~ ~~8,17~~	1908 5mo	Palmers' Co.Ld. Newcastle *Lloyd's*A&CP	N.V.MaatsS.S. Parkhaven (Gebr.vanUden) *WB* = *CellDB*	312·0 | 46·0 | 20·6 P24′B70′F32′ FK *a*98′*uE*&*B*40′*f*120′			Rottrdam Dutch 5*BHCem* 741*tAPT*25*t*	T.3Cy.21½″,35″&58″–42″ (*s*) 180lb *90lb* 237NHP 2SB.6*cf*,GS118,HS3662 Palmers'Co.Ld.Newcastle	23 ″ 1 s 3 ″ 8½ 19 ″ 9	
156 135917 JHTB	Parklands *J.H.Bovill* –16 (*ex*MarieGlaeser) *Elec.light* *Well deck*	SteelScSr *ss*Gls.No.3–2,15 1*Dk*(*Stl*)	1608 1098 998	100A1 5,18 ~~1,17~~ ~~BS7,16~~ LMC2,15	Npt Lon		~~1,17~~ 5,18	1905 *Lloyd's*A&CP	Akt.Ges. "Neptun" Rostock	BolivianGeneral Enterprise,Ld. Leopold Walford (London)Ld.*Mgrs*)	244·0 | 36·1 | 14·9 P15′Q64′B110′F31 *WB*=*Cell* *DBa* 56′ *uE*&*B*30′*f* 114′449			W. Hartlpl British 4*BHCem*	T.3Cy.16½″,25⅜″&41¾″–31½″ 185lb (*s*) 98RHP 2SB,4*cf*,GS130,HS2378 A.G."Neptun,"Rostock	17 ″ 8 s ″ 11½ 17 ″ 0	
157 128907 HPWB	Parkmill *J.Sneller* –15 ~~ssSws.No.1–14~~ *Well deck* 1*Dk*(*Stl*)&*deep framing* *Cargo battens not fitted*	ssSld.No.2–17 SteelScSr 1*Dk*(*Stl*)&*deep framing*	1316 1039 774	✠100A1 4,17 ~~3,16~~ ~~BS3,16~~ ✠LMC2,14 4,17	Shl Sld	*o*	~~3,16~~ 4,17	1909 10mo *Lloyd's*A&CP	ClydeS.B. &E.Co.Ld. Pt.Glasgow	~~Brown,Jenkinson &Co.~~ L.Guéret Ld.	235·1 | 36·1 | 15·1 P24′Q69′B46′F26′ FK *WB* = *Cell DBa* 71′*uE*&*B*31′			London British 4*BHCem* *f*92′362*t FPT*55*t APT*59*t*	T.3Cy.19″,31″&51″–36″ (*s*) 180lb *100lb* 162NHP 1SB,3*cf*,GS64,HS2393 ClydeS.B.&E.Co.Ld.P.Gls.	17 ″ 3 s 1 ″ 5½ 16 ″ 1	
158 137107	Parkmore 1*Dk*	SteelScK	199 196 86	✠100A1 *StmTrawler* 10,15 ✠LMC10,15	Abn			1915 10mo *Lloyd's*A&CP	Hall,Russell&Co.Ld Aberdeen	R.H.Davison&Co.	115·7 | 22·3 | 11·9 BK7⅛″ *WB*= *DBf* 19′13*t*			Hartlepo'l British 3*BHCem*	T.3Cy.12″,20″&34″–24″ (*s*) 180lb 80RHP 1SB,3*pf*,GS47,HS1480 J.Abernethy&Co.Ld.Abn.	12 ″ 9	
159 150478	Parks Foster *Mchy.Aft*	SteelSc3MstSr 2*Dks*	1730 — 1475					1889	GlobeIron WorksCo. Cleveland,O.	J.G.Keith	262·0 | 39·0 | 19·2 H—F34′			Chicago Utd.States *WB*	C.2Cy.25″&50″–42″ NB08 135NHP GlobeIrnWksCo.,Clevelnd		
160 206818 LBGQ	Parksley (*Tug*) 1*Dk*	SteelSc	296 — 201					1909	J.H.Dialogue&Son Camden,N.J.	N.Yk.Philadelphia &NorfolkR.R.Co.	125·0 | 25·0 | 12·6			Phildlphia Utd.States *WB*	T.3Cy.17″,24″&41″–30″ 92NHP JH Dialogue&Sn,Cmdn,NJ		
161	Parnahyba *J.A.daSilva* (*ex*AugustoLeal,*ex*Grangense) 1*Dk*(*Stl*)	SteelScSr	420 368 223	✠ 8,89 ✠	Liv	*g*		1887 5mo	BarrowS. B.Co.Ld. Barrow	J.A.daSilva Pedreira *WB*=	180·0 | 26·2 | 10·4 P11′B17′F25′ FK *DBa* 42′ 35*t FPT* 28*t*			Para Brazilian 4*BHCem*	T.3Cy.17″,26½″&42″–24″ 86NHP BarrowS.B.Co.Ld.Brw.	10 ″ 11	
162 RQVF	Parnassos *F.Alers* –11 *Elec.light*	SteelSc 2*Dks*	2860 2632 1745					1911	Akt.Ges. "Weser" Bremen	DeutscheLevante Linie	337·7 | 48·2 | 20·4 H—F32′			Hamburg German *WB*	T.3Cy.23⅜″,38⅛″&62″–41⅛″ 248NHP A.G."Weser,"Bremen		G
163 108690 PVLM	Paroo *W.Wright* –16 *Elec.light* 1*Dk*&*Spar dk*&*deep framing*	SteelScSr ~~Renamed~~ "Iran," *See No. 29 in Supplement.*	2665 2240 1719					1897	Russell& Co. Pt.Glasgow	PersianGulfStm Nav.Co.Ld.	315·6 | 40·1 | 14·6 B92′ FK 22·1 P36′*Shade dk a* 24′ F35′*Shade dk f* 28′			~~Fremantle~~ British Bombay*WB*	T.3Cy.25″,40″&64″–45″ 291NHP Hutson&Son,Glasgow	24 ″ 6	
164 136852	Paroto *D.Teixeira* –14 (*See Sailing Ship Register*)	WoodAuxTwinScK *OilEng.* 1*Dk*	109 92 57					1914	G.Niccol Auckland	NorthernS.S.Co. Ld.	87·3 | 23·3 | 6·8			Auckland British	Oil Engines 4Cy.9″–14″ W.Beardmore&Co.Gls.		
165 98767 JNGS	Parramatta *G.Richmond* –17	IronScK 1*Dk*	168 158 63	✠ *StmTrawler* 10,91 ✠	Shl			1891 10mo	Hepple& Co. N.Shields	KelsallBros.& Beeching,Ld. (G.Beeching& J.E.A.Kelsall, *Mgs*)	119·0 | 20·6 | 10·8 len.05 BK7″ *WB*			Hull British 3*BHCem*	T.3Cy.12″,20″&32″–22″ 60RHP 1SB,2*cf*,GS26,HS1014 Hepple&Co.,N.Shields	11 ″ 10	
166 (*ex*Consort)	Parreiras Horta ~~ssPra.No.1–13~~ ~~ssPra.No.2–17~~ 1*Dk*	SteelTwinScK ~~ssPra.No.1–13~~ ~~ssPra.No.2–17~~ 1*Dk*	*157* *125* *21*	✠100A1 *For Towing purposes* 7,17 ~~4,13~~ ✠LMC[illegible]	Pra		7,17	1908 11mo *Lloyd's*A&CP	Cochrane &Sons Selby	Port of Para	94·0 | 23·0 | 9·6 BK6″			Para Brazilian 5*BHCem*	C.4Cy.14′&28″–18″ (*s*) 180lb 28NHP 1SB,2*pf*,GS48,HS1288 Crabtree&Co.Ld.Gt.Yar.	10 ″ 6	
167 JSWH	Partagas *E.Holm*16–16	SteelScSr (*ex*OttoSverdrup) 1*Dk*	191 134 98					1898	Trondhjms Mek.Verks. Trondhjem	Dmpsk.Akties. Partagas (H.B.Arnesen)	121·1 | 19·2 | 9·0 B49*tF*6*t*			Chrstiania Norwegian	T.3Cy.10½″,17½″&28½″–18″ 34NHP Trondhjems Mek.Verks.		N

1	2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned and Expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 Built. By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. tn.	15 Registers in which classed, if not in L.R. Inscofit, or under cer
168	**Partenope** IronScSr *Denegri* *(ex Lorraine)* 2*Dks*	1026 958 633					1866	Forges&C. de la Médit LaSeyne	S.Bertorello	250·5	29·3	18·3	Genoa Italian	T3Cy.19$\frac{3}{10}$″30$\frac{7}{10}$″&49½″–39$\frac{3}{10}$″ Forges NE&B91 152NHP &C.de la Médit.LaSeyne		I
169	**Parthenia** SteelScSr *R.R.Rankine* –17 *ss* Gls.No.3–6,14 *Elec.light* Wireless 2*Dks(Stl)3trBδ Shelter dk(Stl)*	5160 4925 3310	✠100A1 *Shelter dk* 6.16 BS7,16 ✠LMC4,14	Bal		6,16	1901 5mo *W B = C*	Furness, Withy&CoLd (DonaldsonBros. Ld.) W Hartlepool A&CP *ell DBa 127′ u*	DonaldsonLine,Ld. (DonaldsonBros. Ld.) *E&B69′ f148′907t*	400·5 FK *FPT77t APT46t*	52·1	29·3	Glasgow British 6*BHCem* *DTa29′ 855t*	T.3Cy.28″,46″&77″–48″ (*s*) 180lb 489NHP 4SB,*12cf*,GS208,HS8140 Richardsons,Westgarth& *DTf25′789t* Co.Ld.Hpl.	32 ″ 1 s 4 ″ 11 27 ″ 7	
170	**Parthenon** SteelScSr *N.S.Manolatos* –16 *ss* Pir.No.2–13 1*Dk(Stl)&Webframes*	*2934* *2625* *1896*	✠100A1 3,16 ✠LMC BS3,16 MS11,16	Sws	*u*	3,16	1904 8mo *Lloyd's sA&CP*	R.Craggs& Sons,Ld. Middlesbro'	D.A.Stathatos *WB = Cell D*	330·0 P36′B188′F36′ FK *Ba 104′ u E26′ f140′*	47·0	20·4	Ithaca Greek 5*BHCem* *828t FPT93t*	T.3Cy.23″,39″&65″–42″ (*r*) 180lb *90lb* 299NHP 2SB,*6pf*,GS137,HS4616 Richardsons,Westgarth& *APT111t* Co.Ld.Mdb.	23 ″ 0 s 2 ″ 8 20 ″ 8	
171	**Parthia** SteelScSr *R.Lewin* 1*Dk&Awng dk&Webframes*	2728 2607 1703			…		1896	Richardsn, Duck&Co. Stockton	Hamburg-Amerik. Packett.Act.Ges. (Ham.-Amr.Linie)	299·2 25·0 FK	42·1	17·3	Hamburg German *WB*	T.3Cy.22½″,37″&61″–42″ 246NHP Blair&Co.(Lim.),Stockton	27 ″ 6	G
172	**Parthian** IronScSr Wireless 3*Dks*	2083 — 1406					1887	Harlan& Hllngswth Co Wilmingtn Dl	Merchants& Miners Transprtn. Co.	267·8 len.02	38·0	16·5	Baltimore Utd.States	C.2Cy.30″&56″–54″ 192NHP Harlan&HollingsworthCo.		
173	— SteelScK *A.A.Wilkinson* –13 1*Dk*	202 185 90	✠100A1 *Stm Trawler* 6,14 ✠LMC10,11	Gms		6,14	1911 10mo *Lloyd's sA&CP*	Cook,Wel-t'n&Gemmell Ld. Beverley	OnwardSteam FishingCo.Ld. (T.Robinson, *Mgr*)	115·4 Q58′F18′ BK7½″	21·6	11·5	Grimsby British 3*BHCem*	T.3Cy.12″,21″&34″–24″ (*s*) 180lb 67RHP 1SB,*2pf*,GS33,HS1044 C.D.Holmes&Co.Ld.Hull	12 ″ 3	
174	**Participation** SteelScSr ~~*Oneto12–12*~~ *ss* Npt.2ndNo.3–4,16 (*ex* Benedick) *C.Pisforio* –17 1*Dk(Stl)&pt Awng dk(Irn)&Webframes*	2438 1853 1497	✠100A1 *pt Awng dk with freeboard* BS6,17 ~~7,17~~ 7,16 ✠LMC4,16	Cff ~~Nap~~ Gls	*s*	12,16	1890 4mo A&CP	Bartram, Haswell&Co. Sunderland	ErnestDeMatteis (A.Lattes, *Mgr.*) *WB = Cell DB 250′ 391t*	300·0 P31′Q80′ *pt Awng dk 189′* FK	39·1	19·0	Rome Italian 6*BHCem* *APT32t*	T.3Cy.22″,36½″&60″–42″ (*s*) 160lb *100lb* NDB07 243NHP 2SB,*6cf*,GS100,HS3800 J.Dickinson,Sunderland	21 ″ 7 s 8 ″ 2 20 ″ 9	
175	**Partington** SteelScCtr *E.Hankinson* 91–99 (*Tug*) 1*Dk*	103 92 —			…		1899	J.G.Fay& Co.Ld. Southampton	ManchesterShip CanalCo.	80·3 BK6″	19·0	9·9	Manchestr British	C.2Cy.17″&35″–24″ 63RHP J.G.Fay&Co.Ld.Sou.	10 ″ 3	
176	**Partridge II.** SteelScSr *Bruce* –07 *ss* Gls.No.2–14 (*ex* Partridge) 2*Dks(UStl–ws)* *Elec.light*	1461 1044 629	✠100A1 5,15 BS5,15 ✠LMC6,14	Qns	*q*	6,14	1906 7mo *Lloyd's sA&CP*	J.Brown& Co.Ld. Clydebank	G.&J.Burns,Ld.	270·4 P75′B103′F44′ BK8″ *WB = DTa 10*	36·1	16·3	Glasgow British 5*BHCem* *24t FPT30t*	T.3Cy.29″,48″&76″–45″ (*s*) 175lb *70lb* 460NHP 2DB,*12cf*,GS264,HS7720 J.Brown&Co.Ld.Clydebnk	17 ″ 6 s 2 ″ 5½ 16 ″ 2	
177	**Pasadena** WoodScSr *M.S.McGovern* 09–09 *Fitted for oil fuel* 1*Dk*	300 — 236					1887	A.Hay SanFrancisco	AlbionLumberCo. (D.McDonald, *Mgr.*)	141·0 FK	31·1	10·4	S.Frncisco Utd.States	C.2Cy.14″&28″–20″ 29NHP HinkleySpiers&HayesSFc		
178	**Pasha** SteelScSr *H.Elliot* –13 *ss* Cal.No.3–12,13 *Elec.light* 2*Dks(StlU–teaks) &Webframes*	5930 5600 3839	✠100A1 11,16 BS4,16 ✠LMC12,13	Cal	*a*†	11,16	1902 2mo *Lloyd's sA&CP*	C.Connell &Co. Glasgow W	Asiatic S.N.Co.Ld. *B = Cell DBa 131′ u E&B61′ f196′1349t*	438·1 P41′B139′F45′ FK *DTa 31′ 825t FPT*	51·2	29·6	Liver poo British 7*BHCem* *152t APT37t*	T.3Cy.27½″,46″&75″–51″ (*s*) 180lb *100lb* 497NHP 2DB,*12cf*,GS252,HS8524 Dunsmuir&JacksonLdGls	32 ″ 8 s 7 ″ 3 25 ″10	
179	**Paso de Cuevas** SteelTwinSc *M.Gomez* *Elec.light* 1*Dk* *Mchy.Aft*	*682* *626* *393*			…		1909	J.I.Thorny-croft&Co.Ld. Woolston	MarinaMercante Argentina	221·3 FK	33·2	10·7	Bns.Ayres Argentine *WB*	T.6Cy.11″,18″&29″–21″ 128NHP J.I.Thornycrft&CoLd.Lon	11 ″ 3	
180	**Paso de la Patria** SteelTwinSc *N.Romero* *Elec.light* 1*Dk* *Mchy.Aft*	*682* *626* *393*			…		1908	J.I.Thorny-croft&Co.Ld. Woolston	MarinaMercante Argentina	221·3 FK	33·2	10·7	Bns.Ayres Argentine *WB*	T.6Cy.11″,18″&29″–21″ 128NHP J.I.Thornycrft&CoLd.Lon	11 ″ 6	
181	**Paso de los Lihes** SteelTwinScSr *A.Ginochio* (*ex* Sajonia II.) *Elec.light* 1*Dk*	606 — 363					1905	Nordsee Werke Emden	MarinaMercante Argentina	197·0	32·8	9·0	Bns. Ayres Argentine	T.6Cy.10¼″,15¾″&20¾″–17¾″ I.Frerichs&Co. 36NHP OsterholzScharmbeck		
182	**Paso de Martin Garcia** *J.Mariotti* SteelTwinSc *Elec.light* 1*Dk* *Mchy.Aft*	*703* *626* *414*			…		1909	J.I.Thorny-croft&Co.Ld. Woolston	MarinaMercante Argentina	221·3 FK	33·2	10·7	Bns. Ayres Argentine *WB*	T.6Cy.11″,18″&29″–21″ 128NHP J.I.Thornycrft&CoLd.Lon	11 ″ 6	
183	**Paso de Obligado** SteelTwinSc *A.Ramos* *Elec.light* 1*Dk* *Mchy.Aft*	*682* *626* *393*			…		1908	J.I.Thorny-croft&Co.Ld. Woolston	MarinaMercante Argentina	221·3 FK	33·2	10·7	Bns. Ayres Argentine *WB*	T.6Cy.11″,18″&29″–21″ 128NHP J.I.Thornycrft&CoLd.Lon	11 ″ 6	
184	**Paso de San Lorenzo** Steel TwinSc *J.Castillo* *Elec.light* 1*Dk* *Mchy.Aft*	*703* *627* *415*			…		1909	J.I.Thorny-croft&Co.Ld. Woolston	MarinaMercante Argentina	221·2 FK	33·2	10·7	Bns. Ayres Argentine *WB*	T.6Cy.11″,18″&29″–21″ 128NHP J.I.Thornycroft&Co.LdLon	11 ″ 6	
185	**Paso de Tenelero** SteelTwinScSr (*ex* Sajonia, *ex* Mercurio, *ex* Francisco del barra) *Now* BAs No.2–12 *Formerly* BAs No.2–12 *See Vol. II in Supplement*	1116 781 685	✠ 7,15 *Now* ✠ *Formerly* ✠	BAs			1906 10mo *Lloyd's sA&CP*	J.Frerichs &Co.A.G. Bremerhaven	Soc.Anon.deNav. MarinaMercante Argentina	235·5 P31′B56′F25′ FK	36·0	11·0	Bns. Ayres Argentine 5*BHCem*	T.6Cy.11¾″,17¾″&30″–22″ 122NHP 2SB,*4cf*,GS78,HS2260 J.Frerichs&Co.Osterholz	11 ″ 6	
186	**Passing** SteelScK *G.Volson* –14 *Elec.light* 1*Dk*	459 427 291	✠100A1 *Stm Trawler* 6,15 ✠LMC9,13	Gms		2,15	1913 8mo *Lloyd's sA&CP*	Cook,Wel-t'n&Gemmell Ld.Beverley	North Western Stm Fishing Co.Ld. (A.Black, *Mgr.*)	160·2 Q90′F24′ BK7½″	26·1	14·1	Grimsby British 4*BHCem*	T.3Cy.13″,22½″&37″–26″ (*s*) 200lb 68RHP 1SB,*3pf*,GS43,HS1560 Amos&Smith,Ld.Hull	15 ″ 0	
187	**Pastores** SteelTwinScSr *H.A.Henshaw* –13 Sub.Sig. Wireless *Elec.light Ref.Mchy.* 2*Dks&2ptdks*	7781 5888 4559					1912	Workman, Clark&Co.Ld Belfast	PastoresS.S.Corp. (United Fruit Co. Line)	470·4 P48′B245′F47′	55·3	30·8	New York Utd.States *WB*	Q.8Cy.23½″,33½″,47½″&68″–45″ 620NHP Wrkman,Clark&Co.Ld Bel		C
188	**Pasvik** SteelScSp *Hansen* (*Tug&Ice Breaker*) 1*Dk*	237 220 85					1910	Bergens Mek.Værk. Bergen	Dpskacties.Pasvik (J.Th.Wiull)	108·7 H17*t*	26·2	13·6	Kirkenes Norwegian *WB*	T.3Cy.14″,23½″&38″–27″ 75NHP Bergens Mek Værks Bergen		N

Numéro d'Ordre / Numero Official / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / ✝ Surveillance Speciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Roulement.	7a Tirant d'eau Moyen / Dernière visite de l'arbre porte-hélice.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Francobord au milieu du navire. Tirant d'eau correspondant. pds. pc.	
189	**Patagonia**	SteelScBn	3016					1890	Reiherst'g Schiffsw. Hamburg	Hamburg-Amerik. Packet.Act.Ges. (Ham.-Amr.Linie)	327·3 | 41·6 | 29·2 H— F54′	Hamburg German WB	T.3Cy.25½″,41″&66″–48″ 302NHP		G
	H.Schuster		2076												
RJDS	*Elec.light* Wireless	2*Dks*&*Awngdk*	1903										Reiherst.Maschinenf.Ham.		
190	—	SteelScSr	351	✝100A1 12,16	PAr	*d*	12,16	1903	Langeveld enVanVliet Nederhardinveld	Braun&Blanchard	130·5 | 22·1 | 9·9 Q51′F18′ FK	PntaArnas Chilian	C.2Cy.13½″&31″–21″ (*s*) 140lb 49NHP	10 ″ 6 s1 ″ 0½ 9 ″ 8	
710	*V.Varela*	ssP.Ar.No.3–12,16	210	✝LMC12,16				9mo			*WB*=*FPT*27*t*	1SB,*2pf*,GS30,HS888			
HBGT	*Mchy.Aft*	1*Dk*(*Stl*)	175					*Lloyd's*A&CP		AfricanS.S.Co	*APT*11*t*	MacColl&Pollock,Sld.			
191	**Patani**	SteelScSr	4810					1905	Workman, Clark&Co.Ld Belfast	~~Elder Line, Ld.~~ (Elder,Dempster &Co.Ld.*Mgrs.*)	370·3 | 49·3 | 30·3 B98′F48′	Liverpool British WB	T.3Cy.26″,44″&74″–48″ 379NHP		C
120872	*J.H.Lawson* –15		3089												
HDCN	*Elec.light*	2*Dks*&*Shelter dk*	3087										Wrkman,Clark&Co.LdBel		
192	—	SteelSc	1819					1907	Schiffsw. v. Henry Koch Lübeck	~~Norddeutscher Lloyd~~ Requisitioned by theSiameseGovt.	265·8 | 40·0 | 16·5 P36′B75′F38′	~~Bremen~~ German Bangkok WB Siamese	T.3Cy.17½″,28¾″&46¾″–32½″ 121NHP		G
	~~*New named "Thong-Samud," See No. 66 in Supplement*~~														
~~QSTH~~	*Elec.light*	1*Dk*&*deepframing*	1086										J.F.Ahrens,Altona		
193	**Pateena**	SteelScSr	1212	✝ A1✻1	Wln	Lv	14·55 15·45 16·35 17·25	1883	A&J Inglis Glasgow	UnionS.S.Co.of NewZealand,Ld.	240·0 | 31·7 | 22·2 F18*t* FK	Dunedin British	C.2Cy.38½″&76½″–48″ 90lb *60lb* 333NHP		
79262	*J.Thomson* –17	6thSurvey,Ddn.11,07	550	*Spar dk* 12,16				7mo				6*BH*	2DB,*12pf*,GS107		
QHSP	*Elec.light*	2ndSurvey,Wln.10,15		BS12,16 ✝LMC10,15			N12,16				*B*=*DBa*&*f*	*W*	A.&J.Inglis,Glasgow		
	Wireless	1*Dk*(*ptStl*)&*Spardk*													
194	**Patella** *McDermet* –17	SteelScSr	5617	✝100A1 10,16	HKg	*z*	10,16	1909	Swan Hunter&Wigham Richardson, LdNewcastle	Anglo-Saxon PetroleumCo.Ld.	406·3 | 51·3 | 29·5 P108′B33′F35′ FK	London British	T.3Cy.26½″,43″&72″–48″(*s*) 180lb *100lb* 448NHP	31 ″ 0 s6 ″ 3	
125781	~~*ch.B.Nesbet97–11*~~	*ssNwc.No.1–13*	5013	*Carrying Petroleum*		*in*	*bulk*	4mo			*WB*=*CellDBa*	15*BHCem*	3SB,*9cf*,GS204,HS7725	25 ″ 2	
HNTL	*Elec.light*	2*Dks*(*Stl*)&*Webframes*	3501	BS10,16 ✝LMC8,15							85′134*tDTf*50′521	11*to U Dk*	WllsndSlpwy.Co.Ld.Nwc.		
	Mchy.Aft			*Fitted for oil fuel* 4,09			*F.P. a*	*Lloyd's*A&CP			*t*FPT72*t*APT106*t*	4*to M Dk*			
	Wireless							*above*	50°F.						
195	**Pater**	SteelTwinSc	141					1913	I.J.Abdela &Mitchell.Ld Queensferry	TheBargePirate Co.Ld. (L. Fairclough,*Mgr.*)	95·1 | 18·8 | 8·1	Runcorn British	Oil Engines 2S.C.SA 4Cy.13 $\frac{7}{16}$″–13 $\frac{13}{16}$″ Plenty&Sons,Ld.Newbury		
133951		*OilEng.*	120												
	(*ex*Pioneer)	1*Dk*	117												
196	**Paterson**	SteelScSr	120					1911	MoranCo. Seattle, Wash.	AmericanPacific WhalingCo.	87·3 | 18·0 | 11·4	Seattle, Wash. Utd.States	T.3Cy.11″,18″&29″–18″ 36NHP		
208757		(*Whaler*)	—										MoranCo Seattle,Wash.		
LBWP		1*Dk*	77												
197	**Pathan**	SteelScSr	5145	✝100A1 *Shelter dk*	Liv	*x*	7,16	1905	SirRaylton Dixon&CoLd Middlesbro'	MogulS.S.Co.Ld. (Gellatly,Hankey &Co.*Mgrs.*)	360·0 | 50·2 | 33·4 P30′B285′F45′ FK	Rochester British	T.3Cy.25″,40″&68″–48″ (*s*) 180lb 386NHP	28 ″ 4 s 3 ″ 6	
118219	*M.Benning* –17	*ss*Nwc.No.2–13	3821	*withfreeboard* 3,17				9mo				6*BHCem*	3SB,*9cf*,GS171,HS6477	25 ″ 3	
HDMN		2*Dks*(*Stl*)&*deepframing*	3304	BS7,17 ~~BS7,16~~ ✝LMC5,15				*Lloyd's*A&CP	*W*	*B*=*CellDBa*110′*u*	*E*&*B*52′*f*144′1000*t*	*APT*34*t*	Richardsons,Westgarth& Co.Ld.Hpl.		
	Elec.light Wireless	&*Shelter dk*(*Stl*)													
198	**Pathfinder**	SteelScSr	2793	✝100A1 1,17	NNs	*t*	2,16	1901	Harlan& Hollingsworth Co. Wlmgtn, Del.	NewYork& PortoRicoS.S.Co.	310·5 | 45·0 | 20·6 P22′B60′F27′ FK	NewYork Utd.States	T.3Cy.23″,38″&62″–42″ (*s*) 170lb *110lb* NDB11 280NHP	23 ″ 0	
150925	~~*Boyle —ln*~~	*ssNYk.No.3–7,13*	2533	~~Examd 3,18~~				12mo				5*BHCem*	2SB,*6f*,GS130,HS4564		
KRJG	*P.H.Johnson* –18	2*Dks*(*UStl*)	1800	BS12,16 ✝LMC7,15				A&CP		*WB*=*Cell DBa* 98′*uE*	26′*f*118′597*t*	*APT*18*t*	Harlan& HollingsworthCo Wilmington,Del.		
199	—	SteelSc	2425					1892	American Stl.BargeCo. Superior,Wis	InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*)	340·0 | 42·0 | 25·0 *WB*	Cleveland, Ohio Utd.States	T.3Cy.23″,37″&62″–42″ NB08 249NHP		
150598		1*Dk*	—										FrontierIronWrks,Detroit		
	Whaleback Mchy.Aft		1762												
200	—	IronPad	377	✝	Shl			1876	J Readhead &Co. S.Shields		161·4 | 24·8 | 12·7		L.2Cy.42¼″–66″ NB95 223NHP		
		(*ex*PilotFish)	*322*	*For Tug purposes only*				12mo				3*BHCem*	J.Readhead&Co.S.Shields		
		1*Dk*	*153*	2,77											
201	—	SteelScSr	258					1906	Smith's Dock Co.Ld. North Shields	Corporation of the Trinity House	135·5 | 23·2 | 11·8	London British	T.3Cy.13½″,21″&35″–24″ 85RHP		
123709	*J.Eagles* –15		255										G.Clark,Ld.Sunderland		
HJLV		1*Dk*	116												
202	**Patia**	SteelTwinScSr	6103					1913	Workman, Clark&Co.Ld Belfast	Elders&Fyffes,Ld.	417·2 | 53·3 | 30·1 P46′F48′	Belfast British WB	T.6Cy.23″,39″&66½″–45″ 594NHP		C
132034	*A.D.Riseley* –14	Sub.Sig. Wireless	4858										Wrkman,Clark&Co.Ld Bel		
JCDM	*Elec.light Ref.Mchy.*	2*Dks*&*2pt dks*	3337												
203	**Patience**	SteelSc	292					1901	J.H.Dialogue&Son Camden,N.J.	F.W.Munn	122·3 | 25·0 | 14·0	Phildlphia Utd.States	T.3Cy.16″,24″&40″–28″ 85NHP		
150921	*E.T.Chandler* –10	(*Tug*)	—												
KRGW		1*Dk*	198												
204	**Patmos**	SteelScSr	1907					1902	Akt.Ges. "Neptun" Rostock	DeutscheLevante Linie	281·0 | 40·6 | 18·5 P23′B163′F22′	Hamburg German WB	T3Cy20$\frac{7}{8}$″,35$\frac{7}{16}$″&55$\frac{1}{8}$″–35$\frac{7}{16}$″ 180NHP		G
	Günzel		1713										A.G."Neptun," Rostock		
RMKL	*Elec.light*	1*Dk*	1209												
205	**Patrão Lopes**	IronScSr	467					1880	Rostocker Act.Ges. Rostock	Requisitioned by thePortuguese Government	160·6 | 26·1 | 14·4 B26′	Portuguese WB	C.3Cy.31½″&(2)42″–24″ NB93 144NHP		
	(*SalvageSteamer*)	(*ex*Newa)	425										RostockerA.G.Rostock		
		1*Dk*	98												
206	**Patras**	SteelScSr	2529					1895	C.S.Swan& Hunter Newcastle	Flli.Denegri	300·0 | 43·0 | 24·0 H23*t*	Genoa Italian	T.3Cy.23″,38″&61″–39″ 232NHP		V
689	*E.Dapelo*	(*ex*Ibex,	—										N.E.MarineEng.Co.Nwc.		
RJDA	*Turret deck*	*ex*ForestBrook) 1*Dk*	1602												
207	**Patria**	SteelTwinScSr	11885					1913	Forg.&Ch. de la Médit. LaSeyne	Cie.Française de Nav.àVap. (C. Fabre&Co.*Mgrs.*)	487·2 | 59·2 | 40·1 B236′F69′	Marseilles French WB	T6Cy30$\frac{3}{8}$″49$\frac{3}{16}$″&79$\frac{7}{16}$″–51$\frac{3}{16}$″ 900NHP		IV
	Déchelles –14		9189										Forg.&Ch.de la Médit.Msl.		
KNLG	*Elec.light* Wireless	7*Dks*	6744												
208	—	SteelTwinScSr	9700					1916	Kon.Maats. deSchelde Flushing	Stoomv.Maats. Rotterdamsche Lloyd	480·0 | 57·0 | 38·0 P&B364′F84′	Rottrdam Dutch	Turbines		
		CruiserStern													
	Elec.light	3*Dks*											Maats.deSchelde,Flushing		
209	—	SteelSc	1220					1915	Göteborgs NyaV Aktieb Gothenburg	Förnyade Ångf. Aktieb.Göta(F. Sternhagen.*Mgr.*)	213·0 | 34·2 | 13·1 P120′H128*t*F33′	Gothenbrg Swedish WB	T.3Cy.18½″,29½″&47$\frac{7}{8}$″–29½″ 123NHP		V
5733	*M.Lundberg*97–15		754										GöteborgsN.V.AktiebGot		
JVKH	*Elec.light*	1*Dk*	774												
210	—	IronScSr	838	✝100A1 8,17 ~~7,14~~	Hul	*l*	~~6,14~~ 8,17	1882	Murdoch &Murray Pt.Glasgow	WasaNordsjöÅngf Aktieb. (Karl Kurten,*Mgr.*)	205·8 | 28·9 | 15·1 Q63′B56′F28′ BK8″	Wasa Russian	C.2Cy.25″&46¾″–30″ (*s*) 80lb *100lb* NDB08 93NHP	16 ″ 3 s1 ″ 9½	
	G.Nylund –08	*ss*Nwc.2ndNo.3–5,06	690	~~Rly~~				4mo			*WB*=	4*BHCem*	1SB,*3pf*,GS53,HS1630	15 ″ 7	
QTNR		*ss*Hul.No.2–14	528	✝NB4,98 BS9,15 ✝LMC6,14				*Lloyd's*A&CP			*MT*22′160*t*		Kincaid&Co.,Greenock		
	Well deck	1*Dk*2*trB*													

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys.	3 Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	6 7 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 9 Built. When. — Ship. — Engines.	By Whom. — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L. R. Dates of ft. of Trade Cert.
211	**Patria**	**SteelSc**	73	✠100A1	Lis		3,16	1912	Scott&	"A.Maritima"	75·3	17·1	7·8	**Lisbon**	C.2Cy.13″&28″–18″ (s)	8 ″ 6	
	E.Pinto	*ss*Lis.No.1–16	65	*For towing purposes*				2mo	Sons	SociedadAnonyma				Portuguese	140lb 42NHP	s ″ 9	
		1*Dk*	—	3,16 ✠LMC3,16				*Lloyd's*	Bowling	Ltda.			BK5″		4*BHCem*	8 ″ 5	
													WB=		*APT5t*		
212	**Patricia**	**SteelTwinSc4MstSr**	14466					1899	Akt.Ges.	Hamburg-Amerik.	560·3	62·3	37·1	**Hamburg**	Q8Cy 23″,33⅜″,48″&69⅜″–55″		G
	A.Rörden	Sub.Sig. Wireless	12873						"Vulcan"	Packetf.Act.Ges.	B160′			German	719NHP		
RLGQ	*Ref.Mchy. Elec.light*	4*Dks*5*trB*	9073						Stettin	(Ham.-Amr.Linie)				*WB*	A.G."Vulcan,"Stettin		
213	—	**SteelSc3MstSr**	781	✠100A1	Dub	*k*	~~1,16~~	1913	Dublin	MichaelMurphy,	192·7	30·6	12·5	**Cardiff**	C.2Cy.21½″&46″–30″ (s)	14 ″ 9	
132894	*H.Banks* –16		557	1,16			3,18	10mo	Dkyd.Co.Ltd.	Ld.(J.O'Dowd,	Q115′B9′F29′			British	135lb *90lb* 87RHP	s ″ 7½	
JHFC	*Elec.light*	1*Dk*(*Stl*)	342	BS3,11					Dublin	*Mgr.*)			BK7″		3*BHCem*	14 ″ 10	
	Mchy.Aft Well deck			✠LMC11,15				*Lloyd's*		*WB*=*Cell*	*DBf*113′148*t*		*FPT*		52*tAPT*13*t*		
214	**Patrician**	**SteelSc4MstSr**	7474	✠100A1	Liv	*c* †	2,13	1901	C.S.Swan&	CharenteS.S.CoLd	470·0	56·2	31·8	**Liverpool**	T.Cy.27½″,45½″&75″–60″	34 ″ 10	
113459	*C.S.Rhodes* –13	*ss*Liv.No.3–9.13	6821	9,14				4mo	Hnnter,Ld.	(T.&J.Harrison,	P37′B162′B44′			British	180lb (s) 592NHP	s 8 ″ 3	
SGLV	2*Dks*(*Stl*)&*deepframing*&*Webframes*		4859	BS3,14 ✠LMC2,13					Newcastle	*Mgrs.*)			FK		9*BHCem*	27 ″ 0	
	Elec.light Wireless							*Lloyd's*		*WB*=*Cell*	*DBa*				2D&1SB*15cf*GS315HS10787		
											143′*u E*&*B* 61′*f* 204′			1544*t*	WllsndSlpwy.Co.Ld.Nwc		
														DTo	30′937*tFPT*117*tAPT*30*t*		
215	**Patricio**	**SteelScSr**	2164	✠100A1	Bbo	*s*	~~10,15~~	1887	W.Gray&	~~Ricardo Ortiz~~	282·3	37·6	19·5	**Bilbao**	T.3Cy.22″,35″&59″–39″ (s)	22 ″ 3	
	M.Lezama –16	*ss*Bbo.2ndNo.3–5,12	1751	*pt Awng dk*			8,17	5mo	Co.	~~R.O.Artiñano~~	P27′Q88′*pt Awng*			Spanish	160lb *100lb* NDB14 217NHP	s 8 ″ 1	
JSWR	(*ex*BegoñaNo.2,*ex*UriarteNo.5,		1268	*withfreeboard*					WHartlepool		*dk* 167′		BK10″		5*BHpt Asp*	22 ″ 0	
	*ex*Goldsbro)	1*Dk*(*pt Irnpt Stl*)&*Web*		10,15				*Lloyd's*		*CellDB*	*a*&*uE*112′*f* 106′456*t*				*ptCem*		
		frames&*ptAwng dk*(*Irn*)		BS12,16 ✠LMC5,12											Cen.Mar.Eng.Wrks.WHpl		
216	**Patriot**	**SteelScSr**	2545	✠	Bom	*t*		1887	R.Dixon	A.R.Burkill&Sons	300·0	40·2	23·9	**Shanghai**	T.3Cy.26″,42″&69″–48″	25 ″ 2	
93197	*M.P.LeBrun* –16	*ss*Nwc.No.3 9,99	2227	5,12				10mo	&Co.		P82′B76′F80′		BK10″	British	342NHP		
KPGL	(*ex*Islami,*ex*Gulf of	*ss*Bom.No.2–08	1605						Middlesbro'						6*BHCem*		
	Trinidad)	2*Dks*(1*Stl*&1*ptStl*)3*trB*									*DBa*				2SB,*9cf*,GS195,HS5740		
	Elec.light										86′&*uE*&*B* 58′27*y*				Blair&Co.Ld.Stockton		
217	—	**IronSc3MstSr**	166					1855	.....	Aug.Prochnow	135·0	18·9	8·7	**Rügen-**	C.2Cy.15″&25¾″–12½″		G
	M.Zieger		141						Glasgow	(J.F.Prochnow,	Q21′B14′H18′			walde	NE81 NB97 20NHP		
JBDN	(*ex*MemelPacket,*ex*Alma)	1*Dk*	89							*Mgr.*)	len74			German	Möller&Holberg,Stettin		
218	**Patriotic**	**SteelTwinScSr**	2254	✠100A1	Bkn	*u*	5,17	1912	Harland&	BelfastS.S.Co.Ld.	325·4	41·7	16·2	**Belfast**	T8Cy(2)21½″(2)35″&(4)41″	17 ″ 11	
132019	*J.Paisley* –12	*ss*Liv.No.1–16	1427	*withfreeboard*	Liv			3mo	Wolff,Ld.		P53′B162′F76′			British	7*BHCem*	3 ″ 8½	
HVNM	*Elec.light*	1*Dk*(*Stl-pt*WS)2*nd dk*	937	3,18 ~~5,17~~					Belfast				FK&BK1½		2DB&1SB*20cf*,GS386,	16 ″ 6	
		*in Nos.*1&2*holds*		~~BS5,17~~ ✠LMC4,16				*Lloyd's*							HS14437 FD		
				BS3,18						*WB*=*Cell*	*DBu E* 40′81*t FPT*				37*tAPT*48*t*		
															Harland&Wolff,Ld.Bel.		
219	**Patris**	**SteelTwinScSr**	4390	✠100A1	Pir	*x*	~~5,15~~ ~~P 8,16~~ P 5,17	1909	Nthmblnd	NationalStm.Nav.	370·0	47·0	23·9	**Andros**	T.6Cy.22½″,37″&60″–42″ (s)	26 ″ 6	
	Zagoras	*ss*Pir.No.1–13	3876	*Shelter dk*			SN5,17	3mo	S.B Co.Ld.	Co.Ld.of Greece				Greek	180lb *90lb* 776NHP	s 2 ″ 8½	
HSGF	*Elec.light*	2*Dks*(*UStl,MStl in Nos.*3&4	2558	*withfreeboard*	✠LMC				Newcastle	(EmbiricosBros.)			FK		8*BHCem*	24 ″ 4	
	*hold*s)&*deepframing*&*Shelterdk*(*Stl*–ws)			9,14	ES7,15			*Lloyd's*							4SB,*16cf*,GS295,HS12557FD		
	Wireless	*lowerdk*(*Stl*)*inNos.*4&5*holds*		*Examined* 3,18 MS3,13											G.Clark,Ld.Sunderland		
										WB=*CellDBa*	66′*uE*&*B*82′				*f*46′420*tFPT*53*tAPT*96*t*		
220	**Patroclus**	**SteelScSr**	~~5312~~	5509				1896	Workman,	~~Nederlandsche~~	422·0	49·4	28·6	~~Liverpool~~	T.3Cy.29″,50″&82″–60″		C
105395	~~*ExKoudenburg*01–14~~		~~4715~~	4740					Clark&Co.Ld	~~Stoomv.Maats.~~	P39′ B121′ F43′			British	520NHP		
PNTR		2*Dks*	~~3879~~	3548					Belfast	~~Oceaan~~ AHolt&Co.				London	*WB* Wrkman,Clark&Co.Ld Bel		
221	**Patrol**	**SteelTwinScSr**	3132	✠100A1	Sng	*v*	~~2,15~~	1903	Wigham-	EasternExtension	357·0	44·0	21·0	**London**	T.6Cy.23″,39″&64″–42″ (r)	30 ″ 3	
115948	*Cable Vessel* Wireless	*ss*Sng.No.3–2,15	2960	*Spar dk*			9,17	1mo	Richrdsn&Co	Australasia&			29·0	British	180lb *180lb* 701NHP	s7 ″ 7½	
TSMB	*F.Bredenberg* –15		1281	4,16	✠LMC				Ld Newcastle	ChinaTelegraph			BK10″		4SB*12cf*,GS234,HS10016 FD	23 ″ 11	
	1*Dk*(*Stl*–ws)&*Spardk*(*Stl*–teaks)&*Web*			MS2,15	BS2~~,16~~ 9,17			*Lloyd's*		Co.Ld.					6*BHCem*		
	Elec.light	*frames,lowerdk forehold*													Wghm Rchrdsn&C.Ld Nwc		
										WB=*CellD*	*Ba*70′*uE*28′				*f*62′380*tFPT*69*tAPT*86*t*		
222	—	**SteelScSr**	261	✠	Mdb			1914	W.Harkess	Hon.Corporation	135·0	23·0	11·7	**London**	T.3Cy.13½″,21″&35″–24″	12 ″ 6	
136095	*L.Cork*96–14		245	*Pilot Steamer*				7mo	&Son,Ld.	oftheTrinityHouse				British	62RHP		
JGTP	*Elec.light*	1*Dk*(*Teak*)	109	7,14					Middlesbro'				BK7″		5*BHCem*		
															1SB,*3cf*,GS53,HS1819		
															MacColl&Pollock,Ld.Sld.		
223	**Patron**	**SteelScK**	278	✠100A1	Mdb			1913	Smith's	RussianGovt.	140·0	24·4	12·1	**Vladvostk**	T.3Cy.14″,23″&39″–27″ (s)	12 ″ 9	
			250	*StmTrawler*				11mo	DockCo.Ld.		F22′			Russian	180lb 114NHP		
	Elec.light	1*Dk*	80	11,13 ✠LMC11,15					Middlesbro'				BK7½″		4*BHCem*		
								Lloyd's							1SB,*3cf*,GS61,HS2154		
															Smith'sDockCo.Ld.Mdb.		
224	**Patsy**	**WoodScSr**	155					1911	.....	Nehalem&South	96·6	24·6	7·6	**Astoria**	Petrol Motor		
209000	*B.Tabell*	*Petrol Motor*	—						NorthBend,	CoastTransprtn.				Utd.States			
LCBW		1*Dk*	113						Or.	Co.							
225	**Patuca**	**SteelTwinScSr**	6103					1913	Workman,	Elders&Fyffes,Ld.	417·2	53·3	30·1	**Belfast**	T.6Cy.23″,39″&66½″–45″		C
132040	*E.H.Jones* –13	Sub.Sig. Wireless	4858						Clark&Co.Ld		P45′F50′			British	594NHP		
JCMV	*Elec.light Ref.Mchy.*	2*Dks*&2*pt dks*	3337						Belfast					*WB*	Wrkman,Clark&Co.Ld Bel		
226	**Paul**	**IronScSr**	721					1882	G.Howaldt	Sartori&Berger	187·1	24·7	19·4	**Kiel**	C.2Cy.23″&37½″–27″		G
	H.Ehrhardt		704						Kiel		H49′			German	NB13 61NHP		
LCMJ	*Elec.light*	1*Dk*&*Awngdk*	447											*WB*	Gebr.Howaldt,Kiel		
227	—	**IronScSr**	659	✠	Lon	*k*		1880	Hall,Rus-	J.Huyghebaert	190·3	31·2	13·0	**Nieuport**	C.2Cy.23½″&46″–30″	13 ″ 10	
	E.Brysse –13	*ss*Lon.2ndNo.3–11,05	516	4,14				10mo	sell&Co.		Q55′B40′F22′			Belgian	91NHP		
MBVT	(*ex*Ballochbuie)	*ss*Lon.No.1–10	436	✠NB11,05 ✠					Aberdeen				FK		5*BHCem*		
	Well deck	1*Dk*(*Irn*)2*trB*											*WB*=		*DBf*53′130*t*		
															1SB,*3pf*,GS52,HS1524		
															Hall,Russell&Co.,Abn.		
228	—	**IronTwinScSr**	437					1879	Stabilmnto	G.P.Gripari	177·0	28·0	9·0	**Rostoff**	C.4Cy.11½″&23½″–18″		
934	*F.M.Kolnaokoff*96–07		—						Tecnico					Russian	39NHP		
LRCE		1*Dk*	286						Trieste								
229	—	**SteelSc**	153					1894	G.Seebeck		110·0	22·1	11·0		T.3Cy.11½″,17¾″&30″–22″		
	(Captured & taken to Grimsby)		143						Geestemünde						42NHP		
		(*Trawler*)1*Dk*	53												G.Seebeck,Geestemünde		
230	**Paul Beau**	**SteelTwinSc**	1671					1903	Cie.Fran-	CantonNav.Co.Ld.	222·2	38·1	12·3	**Canton**	T.6Cy.13$\frac{23}{32}$″,21$\frac{13}{32}$″&35$\frac{7}{16}$″–		V
	O.Paus		—						çaisedeNav.		H—			Chinese	21$\frac{13}{32}$″ 118NHP		
KNPR	*Elec.light*	2*Dks*&*Awng dk*	909						Nantes						CieFrançaisedeNavLyons		
231	**Paul Beneke**	**SteelPad**	344					1906	J.W.Kla-	"Weichsel"Dan-	142·7	24·8	8·8	**Danzig**	C.2Cy.21½″&39⅓″–39⅓″		
	O.Fillschaft –09		207						witter	zigerDampfschifft.	P34′B30′H40′			German	96NHP		
HFWS	*Elec.light*	1*Dk*	158						Danzig	&SeebadA.G.					J.W.Klawitter,Danzig		

Numéro d'Ordre / Numéro Officiel / Signaux	Nom du Navire. Matériaux, Gréement, etc. — Capitaine. Ex-nom, s'il y a lieu. — Visites Périodiques. Nombres des Ponts.	Tonnage Officiel. Total. Sous le Pont. Net.	Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant expiré. Lettre d'Equipement.	Date de la dernière visite de l'arbre porte-hélice.	Construit. Quand. Navire. Mach.	Par qui. Où.	Armateurs.	Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	Port d'Armement. Pavillon	Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	
232 992 LROF	**Paul Kotzebue** Iron Pad *W.Fomin05–05* (*Tug*) 1 *Dk*	116 — 41					1869	..... London	Russian Export Co.	110·8 | 18·8 | 8·5	Rostoff Russian	C.2Cy.20″&33″–42″ 59 NHP	
233 KNSB	**Paul Lecat** Steel Twin Sc *Vallat* *Elec.light* Wireless 4 *Dks*	12989 10671 7546					1911	Message. Maritimes La Ciotat	Messageries Maritimes	510·7 | 61·6 | 42·0 B254′	Marseilles French *WB*	Q.8Cy.30$\frac{3}{32}$″,43$\frac{5}{16}$″,62$\frac{1}{32}$″& 88$\frac{5}{16}$″–53$\frac{5}{32}$″ 1140 NHP Message.Marit.La Ciotat	V
234 — —	**Paul Leferme** Steel Sc *Péneau84–09* 1 *Dk*	209 — 175					1909	Chant.de l'Atlantique St.Nazaire	Ponts et Chaussées	130·3 | 22·1 | 9·5 B14′	St. Nazaire French	T.3Cy.11½″,18¼″&30″–16″ 36 NHP Cen.Mar.Eng.Wrks.W Hpl	
235 125146 HNKR	**Paul Paix** ssSws.No.2–17 Steel Sc Sr *G.Legg* –16 ~~ex Mdb.No.1–10~~ *Elec.light* 1 *Dk*(*Stl*) & *Web frames* *Longitudinal framing*	4196 3717 2481	✠100A1 ~~8,16~~ 1,18 Sws *Carrying Petroleum* ~~BS5,16~~ ✠LMC6,~~15~~16,17	Bkn	*w*	~~8,16~~ 5,17 *in bulk*	1908 11mo *Lloyd's*	R.Craggs& Sons,Ld. Middlesbro' *SA&CP*	Lennard's Carrying Co.Ld. (J.M. Lennard&Sons,Ld *Mgrs.*) *WB*=	355·2 | 49·4 | 25·7 P27′B106′F37′ *Trunk dk* 186′ FK *Cell DB u E&B* 78′ 306*t APT* 46*t*	Middlsbro' British 15 *B H Cem* 220lb (*s*) 376 NHP 3SB,9*cf*,GS169,HS6336 306*t APT* 46*t* N.E.Marine Eng.Co Ld Nwc	28 ″ 0 s 4 ″ 8½ 23 ″ 7	
236 — LGQF	**Paul Radmann** Steel Sc *H.Benningsen* (*Trawler*) *Elec.light* 1 *Dk*	197 171 36					1906	G.Seebeck Akt.Ges. Bremerhaven	A.von Appen	115·5 | 22·0 | 11·4 Q23′F17′	Altona German *WB*	T3Cy 11$\frac{5}{16}$″,18$\frac{1}{16}$″&29$\frac{1}{16}$″–22″ 42 NHP G.Seebeck A.G.Bremerhvn	G
237 — NJLG	**Paula** Steel Sc Lr *W.Koch* *Oil Eng.* (*ex* Sailing Vessel) 1 *Dk*	102 100 71					1906	C.Lühring Hammel- warden	Braker Herings-fischerei Akt.Ges.	80·7 | 21·6 | 9·7	Brake German	Oil Engine 4S.C. 1Cy.13$\frac{3}{4}$″–13$\frac{3}{4}$″ *E built* 13 Deutsche Kromhout Motoren Werke,Brake	G
238 — JDRH	**Paulina** Iron Sc *Anasagasti*00–09 (*ex* Puerto Riqueño) 2 *Dks* 3 *tr B*	*2098* *1890* *1328*					1881	R.&J. Evans&Co. Liverpool	Linea de Vapores Serra	279·7 | 35·8 | 24·7 P63*t* B139*t* F44*t*	Bilbao Spanish	C.2Cy.33″&66″–42″ 235 NHP D.Rollo&Sons,Liverpool	V
239 — NLBS	**Pauline** Iron & Steel Sc Sr *P.Johnsen* –13 1 *Dk*	165 137 93					1898	D.W.Kre- merSohn Elmshorn	P.E.Petersen	109·0 | 21·0 | 7·7 H23′	Copnhagn Danish *WB*	C.2Cy.10″&18½″–13½″ 10 NHP Chr.Steen Sr.Elmshorn	G
240 109698	— Steel Sc K *T.W.Tooley* –15 (*Trawler*) *Elec.light* 1 *Dk*	133 124 52			...		1899	J T Eltring- ham&Co. South Shields	Wear Stm.Fishing Co.Ld.	96·3 | 19·3 | 10·9 BK7″	Sundrland British	C.2Cy.16″&34″–22″ 47 RHP G.T.Grey,South Shields	11 ″ 0
241 — —	— Steel Sc 1 *Dk*	97 91 —	✠100A1 *For towing purposes* 5,16 ✠LMC5,16	Rot			1916 5mo A&CP	J.&A.van derSchuyt S.B.&E.Co. Papendrecht	K.Ottesen	82·0 | 19·5 | 9·6 BK6″ *FPT*	Bergen Norwegian	T.3Cy.10½″,16¾″&27¾″–16¾″ 186lb (*s*) 53 NHP 1SB,2*cf*,GS36,HS1076 J.&A.v.d.Schuyt S.B.&E Co	10 ″ 4 s ″ 9 10 ″ 2
242 JFHL	**Pauline Haubuss** Steel Sc Sr (Seized at Petrograd) *E.Vorsatz* –07 *Elec.light* 1 *Dk*	403 334 229					1894	Nüscke& Co. Grabow	Pauline-Haubuss Akt.Ges. (E.Haubuss, *Mgr.*)	149·9 | 24·8 | 12·5 Q59′B24′F14′ *WB*	Stettin German	C.2Cy.17¾″&30¾″–19½″ 35 NHP KetteSchiffs.,Uebigau Drs	
243 214449 LGJM	**Paulsboro** Steel Sc Sr *F.W.Chapman* 15–16 *Elec.light* 2 *Dks*(*Stl*) & *Web frames* *Mchy.Aft* *Longitudinal framing*	6945 6422 4308	✠100A1 ~~NYS~~ NYS ~~7,16~~ 1,16 ✠LMC9,16 *Carrying Petroleum* *Fitted for oil fuel* 9,16		*b*†	*bulk* *F.P.ab*	1916 9mo *above*	Union Iron Works Co. San Francisco	Vacuum Oil Co.	435·0 | 56·0 | 32·0 P106′B50′F42′ FK *Cell D Bu E&B* 64′ 197*t DT f* 50′880*t F* 0° F.	New York Utd. States 15 *B Hpt Asp* 10 „ *to U dk* 5 „ „ 2nd „ *PT* 97*t APT* 74*t*	T.3Cy.27″,47″&78″–48″ (*s*) 215lb 563 NHP 3SB,9*cf*,HS9405 Union Iron Works Co.S.Fo.	33 ″ 6
244 67	**Pavanna** Iron Sc Sr *Pogarelsky* –12 6th Survey,Shl.9,91 (*ex* Beta) 3rd Survey,Oda.7,04 *Well deck* 1 *Dk*(*Irn*) 2 *tr B*	1524 1037 821	✠ 9,08	Oda	Lv		1871 9mo	Humphrys & Pearson Hull	A.N.Wourgaft& T.M.Mosel *WB*	253·5 | 31·9 | 18·1 P157′H17*t*F26′ BK9″ = *D Ba* 20′ *g in Main*	Batoum Russian 5 *B H* *hold* 60′225*t*	C.2Cy.30″&56″–33″ NB80 150 NHP Humphreys&Co.Hull	19 ″ 1
245 106853 PTJN	**Pavia** Steel Sc Sr *T.A.Chester* –17 *ss* Liv.No.3–12,09 *ss* Liv.No.1–14 1 *Dk*(*Stl*) & *Spar dk*(*Stl*) *Elec.light* & *deep framing*	2945 2733 1885	✠100A1 *Spar dk* 12,16 ~~BS5,16~~ ✠LMC11,15 BS9,17	Liv	*u*	12,16	1897 6mo	Workman, Clark&Co.Ld Belfast	Cunard S.S.Co.Ld.	332·1 | 45·7 | 15·0 P25′B76′F33′ 22·5 FK *WB*= *Cell D Ba* 106′ *u E&B* 52′ *f* 108′	Liverpool British 6 *B H Cem* 620*t APT* 35*t*	T.3Cy.24″,40″&66″–45″ (*s*) 200lb ~~90lb~~ 80/0 354 NHP 2SB,6*cf*,GS112,HS4604 FD Barclay,Curle&Co.Ld.Gls.	25 ″ 0 s 4 ″ 7½ 20 ″ 8
246 — —	**Pavie** Steel Sc 1 *Dk*	115 — 45					1909	A Dubig'on &fils Nantes	Messageries Fluviales de Cochinchine	114·8 | 21·3 | 5·1	Saigon French	C.2Cy.9$\frac{1}{16}$″&19$\frac{1}{16}$″–11$\frac{3}{32}$″ 7 NHP Brissonneau&Lotz,Nantes	
247 134736 HWKQ	**Pavlova** Steel Sc K *A.F.Klevin* –14 *Elec.light* 1 *Dk*	342 319 191	✠100A1 *Stm Trawler* 12,13 ✠LMC7,13	Gms		12,13	1912 7mo *Lloyd's*	Cook,Wel- t'n&Gemmell Ld. Beverley *SA&CP*	T.W.Baskcomb	140·0 | 24·1 | 13·0 Q81′ BK7½″ *WB*= *DT f* 8′25*t*	Grimsby British 4 *B H Cem* 1SB,3*pf*,GS40,HS1557 Amos&Smith,Ld.Hull	T.3Cy.13″,22½″&37″–24″ (*s*) 200lb 68 RHP	13 ″ 10
248 — —	**Pavon** Steel Twin Sc Sr 1 *Dk*(*Stl*)	270 228 49	✠ *For towing purposes* 12,12 ✠	Mdb	*d*		1912 12mo	Smith's Dock Co.Ld Middlesbro'	Cia.Argentina de Nav.(Nicolas Mihanovich) Ltda.	120·0 | 26·0 | 9·1 FK *WB*= *FPT* 17*t*	Bns.Ayres Argentine 4 *B H Asp* *APT* 21*t*	T.6Cy.11″,18″&30″–21″ 108 NHP 1SB,3*cf*,GS60,HS1973 Shields Eng.Co.Ld.N.Shl.	10 ″ 0
249 — RTSK	**Pawnee** Steel Sc Sr *E.Vollmer* 12–13 *Elec.light* 2 *Dks*(*Stl*) & *Web frames* *Mchy.Aft* *Longitudinal framing* Wireless	4972 4536 3002	✠ — 1,17 ✠ *Carrying Petroleum* *Fitted for oil fuel* 9,13	Lis	*y*	*bulk* *F.P.*	1913 9mo *above*	Palmers' Co.Ld. Newcastle	Deutsch-Amerik. Petroleum Ges. *WB*= *Cell DB u E&B* 68′195*t*	380·1 | 52·8 | 29·0 P95′B32′F36′ FK *FPT* 180*t APT* 76*t*	Hamburg German *Cem* 12 *B H to U dk* 2 „ *2nd dk*	Q4Cy20¼″29¼″42¼″&61″–45″ 332 NHP 2SB,6*cf*,GS102,HS4446 FD Palmers' Co.Ld.Newcastle	29 ″ 3
250 203925 KVWJ	— Steel Sc Sr *A.M.Rich* 2 *Dks* *Elec.*	1908 — 1382					1907	Harlan& Hollings- worth Co. Wlmgtn,Del.	Clyde S.S.Co.	250·5 | 40·0 | 25·0	New York Utd. States	T.3Cy.19″,30″&50″–30″ 137 NHP Harlan&Hollingsworth Co.	R
251 — QFSM	**Pax** Steel Sc Sr *G de Wal* –10 1 *Dk*	513 385 301					1893	Akt.Ges. "Weser" Bremen	Dampfschifffahrts Ges.Neptun	159·1 | 26·1 | 11·9 Q44′ B38′ F21′ *WB*	Bremen German	C.2Cy.17$\frac{7}{8}$″&31$\frac{1}{8}$″–21$\frac{1}{8}$″ 38 NHP A.G."Weser," Bremen	V
252													

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Master. Special Surveys.	3 Material, Rig, &c. Late Name if any No. of Decks, &c.	4 Register Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	8 Built. When. Ship. Engines.	9 By Whom. Where.	10 Owners.	11 Registr'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L. R. Dates of Last Docking.
253 HRTJ	**Paxoi** (*Salvage Vessel*) (*ex* Vilna, *ex* Siphnos & Eubea)	**IronScSr** 1 *Dk*	145 135 87					1883	Scott & Co. Greenock	**Nav. à Vap. "Ionienne" G. Yannoulato Frères**	110·0 | 19·0 | 9·7	**Argostoli** Greek	C.2Cy.15″&28″–21″ NB99 30NHP Scott & Co. Greenock		
254 106026 PLBR	**Pearl** *P. Walsh* –02 *Elec. light* *Well deck* *Mchy. Aft*	**SteelSc3MstSr** *ss* Ayr. No. 3–11,16 1 *Dk* (*Stl*)	691 473 269	✠100A1 5,18 ~~1,18~~ ✠LMC BS5,16, LMS11,16	Ayr Bry	*i*	~~11,16~~ 5,18	1896 8mo	J. Shearer & Son Glasgow A&CP	**W. Robertson** *WB*	185·0 | 29·1 | 10·8 Q92′B11′F36′ BK7½″ = *Cell D Bf* 108′153*t*	**Glasgow** British	T.3Cy.16″,26″&42″–33″ (*s*) 160lb 90RHP 1SB,*3pf*, GS55, HS1550 Muir & Houston (Lim.), Gls.	13 ″ 0 s ″ 8½ 13 ″ 0	
255 110920 RMQJ	— *R. Morris* –13	**IronScK** (*Trawler*) 1 *Dk*	198 182 79			...		1899	Cochrane & Cooper, Ld. Beverley	**T. C. & F. Moss**	115·7 | 21·0 | 11·5 Q47′ BK7½″	**Grimsby** British	T.3Cy.12½″,21″&34″–24″ NB10 60RHP C.D. Holmes & Co. Hull	12 ″ 3	
256 114994	— *J. Buck* *Well deck* *Mchy. Aft*	**SteelScCtr** 1 *Dk*	191 135 77			...		1901	J. P. Rennoldson & Sns. South Shields	**General Stm. Nav. Co. Ld.**	110·8 | 19·1 | 9·0 Q37′B9′F17′ FK *WB*	**London** British	C.2Cy.14″&29″–20″ 30RHP J. P. Rennoldsn & Sns, S. Shl.	9 ″ 9	
257 106855	— *H. Kay* 97–97	**SteelPad** 1 *Dk*	171 171 82					1897	J. Jones & Sons Liverpool	**New Liverpool Easth am Ferry & Hotel Co. Ld. (E. J. Hannaford, *Mgr.*)**	130·0 | 22·0 | 8·0	**Liverpool** British	C.D.2Cy.20″&38″–42″ NB12 80RHP J. Jones & Sons, Liverpool		
258 214490 LGKD	**Pearl Shell** *O. Lane* 16–16 *Elec. light* *Mchy. Aft*	**SteelScSr** 2 *Dks* (*Stl*) & *Web frames* *Longitudinal framing*	5845 5310 3420	✠100A1 ~~1,16~~ 1,16 ~~NYk~~ *Carrying Petroleum in bulk* ✠LMC11,16 *Fitted for oil fuel* 11,16	Phl	*z*		1916 12mo	Harlan & Hollingsworth Cor. Wlmgtn, Del. A&CP	**Shell Company of California** *Cell D Bu L & DT* 32′337*t* *F P*	411·6 | 53·4 | 29·8 P110′B29′F40′ FK 16 *B Hpt Cem* 12 ″ *to U dk* 4 ″ ″ *2nd*, *F. P. above* 150° F. *T* 114*t A P T* 106*t*	**Wilmgton** (Del.) Utd. States	T.3Cy.27″,45″&74″–48″ (*s*) 180lb 537NHP 3SB.*9cf*, GS192, HS8001 FD Harlan & Hollingsw'th Cor	31 ″ 0 s 6 ″ 9½ 24 ″ 7	
259 133431 JBVG	**Pearl II.** *W. Kennedy* –13 (*ex* Pearl)	**SteelScK** 1 *Dk*	289 253 115	✠100A1 *Stm Trawler* 10,14 ✠LMC4,13	Hul		10,14	1913 4mo	Cochrane & Sons, Ld. Selby *Lloyd's*	**Kingston Steam Trawling Co. Ld.**	133·5 | 23·0 | 12·2 Q73′F20′ BK7½″ 4 *B H Cem*	**Hull** British	T.3Cy.13″,22½″&37″–24″ (*s*) 200lb 83RHP 1SB,*3pf*, GS47, HS1350 C.D. Holmes & Co. Ld. Hull	13 ″ 0	
260 120613 HDQB	**Pearlmoor** *O. G. Owens* –12 *Turret deck*	**SteelScSr** 1 *Dk* 2 *tr B*	4119 3461 2576					1905	W. Doxford & Sons, Ld. Sunderland	**Moor Line, Ld. (W. Runciman & Co. Ld. *Mgrs.*)**	350·0 | 51·1 | 24·0 P28′F41′ *WB*	**London** British	T.3Cy.26″,42″&68″–45″ 310NHP W. Doxford & Sons, Ld. Sld.		V
261 133470 JDHQ	**Peary** *T. S. Glenton* –15	**SteelScK** 1 *Dk*	289 253 115	✠100A1 *Stm Trawler* 3,15 ✠LMC10,13	Hul			1913 10mo	Cochrane & Sons, Ld. Selby *Lloyd's*	**Pickering & Haldane's Stm. Trawling Co. Ld.**	133·4 | 23·0 | 12·0 Q72′F19′ BK7½″ 4 *B H Cem*	**Hull** British	T.3Cy.13″,22″&36″–24″ (*s*) 200lb 79RHP 1SB,*3pf*, GS46, HS1295 C.D. Holmes & Co. Ld. Hull	12 ″ 9	
262 98580 LVRK	**Pebble** *J. Carmichael* –15 *Mchy. Aft* *Well deck*	**Steel & IronSc3MstSr** *ss* Bwg. 2nd No. 3–2,11 1 *Dk* (*pt Irn*) *Irn framing & Stl plating*	477 330 184	✠100A1 4,13 ✠NB4,13 ✠LMC4,13	PGl	*h*	7,15	1890 9mo	Scott & Co. Bowling A&CP	**W. Robertson**	165·2 | 26·1 | 10·9 Q81′B10′F27′ BK7½″ *WB* =	**Glasgow** British	T.3Cy.14″,23″&36″–27″ (*s*) 160lb 60RHP 1SB,*3pf*, GS52, HS1174 Muir & Houston, Glasgow	12 ″ 2 s ″ 7 12 ″ 4	
263	**Pechelbronn** *Carrying Petroleum in bulk* *Elec. light* *Mchy. Aft*	**SteelScSr** 2 *Dks* *Longitudinal framing*	5080 4670 3050					1914	Howaldtswerke Kiel	**Deutsche Erdöl, Akt. Ges.**	385·0 | 52·5 | 25·9 P115′B22′F37′ *WB*	**Hamburg** German	Q.4Cy.19½″28″41″&59″–41½″ 224NHP Howaldtswerke, Kiel		
264 150160	**Peconic**	**WoodSc**	127 — 80					1879	..... Kennebunk, Me.	**Fisheries Co.**	105·2 | 18·4 | 9·4	**Greenport** N.Y. Utd. States			
265 214960 LGWQ	**Pedrito** *R. D. Coghlan* 17–17 *Mchy. Aft*	**SteelTwinSc** 1 *Dk* (*Stl*)	296 — 153	✠ A1 *Barge* 5,17 ✠LMC5,17 (*Class Cont. em-plated*) *Carrying Molasses in bulk* —	J Vllo			1917 5mo *Coast*	Merrill-Stevens Co. Jacksonville, Fla. A&CP	**Boston Molasses Co.** *ing Service in Porto Rico*	133·0 | 25·0 | 9·0 FK 5 *B Hpt Asp* 13*t A P T* 12*t*	**Boston** Utd. States	C.4Cy.10″&20″–16″ (*o*) 140lb 47NHP (RP 2cf Cas) HS803 Merrill-Stevens Co. Jacksonville, Fla.	9 ″ 0	
266	**Pedro** (*ex* Norman)	**SteelScK** *ss* Bcl. No. 3–4,15 1 *Dk*	270 242 105	✠100A1 *Stm Trawler* 3,16 ✠LMC MS4,15 BS1,16	Bcl		4,15	1903 1mo	Cook, Welt'n & Gemmell Beverley *Lloyd's*		130·0 | 22·0 | 12·1 Q53′ BK7″ 4 *B H Cem*	Italian	T.3Cy.13″,21½″&35″–24″ (*s*) 200lb 77NHP 1SB,*2cf*, GS37, HS1323 Amos & Smith, Hull	12 ″ 10	
267 5519 UTML	**Pedro Christophersen** ~~*Cr. Herlitz* –15~~ *Elec. light* *R. Snoboim* –17	**Steel** **TwinSc3MstSr** *ss* Cpn. No. 1–17 2 *Dks* (*Stl*) & *Shelter dk* (*Stl*) *Oil Eng.*	3725 3354 2239	✠100A1 *Shelter dk with freeboard* 8,17 ~~1,17~~ DBS8,17 ✠LMC4,~~16~~ 1,17	Mmo Cpn	*x*	4,16	1913 8mo *Lloyd's*	Akt. Burmeistr & Wain Copenhagen *A&CP*	**Rederiaktieb. Nordstjernan (A. A. Johnson, *Mgr.*)** *a* 69′*u E*	360·0 | 51·6 | 22·2 H226*t* *WB* = *Cell D B* FK 37′*f* 212′1138*t F P T*	**Stockholm** Swedish	Oil Engines 4S.C.S.A. 16Cy.19¼″–26″ 394NHP DB *80lb* Akt. Burmeistr & Wain, Cpn	25 ″ 6 s 2 ″ 7 23 ″ 3	
268 HKDF	**Pedro Nunes** (*ex* Malange) *Elec. light* Wireless	**SteelScSr** 2 *Dks* & *Awngd* 4*tr B*	3574 3474 2404			...		1890	Scott & Co. Greenock	**Empreza Nacional de Nav. a Vap. para Africa Portugueza**	363·5 | 42·2 | 25·3 33·3 BK11″ *WB*	**Lisbon** Portuguese	T.3Cy.31″,50″&80″–54″ 606NHP Scott & Co., Greenock	36 ″ 5	
269 129779 HTLM	**Peebles** *W. Wood* –16	**SteelScSr** *ss* Shl. No. 1–15 1 *Dk* (*Stl*)	4284 4072 2732	✠100A1 8,15 ✠LMC8,15	Shl	*x*	N8,15	1911 9mo *Lloyd's*	Nthmblnd S.B. Co. Ld. Newcastle *A&CP* *W*	**Sutherland S.S. Co. Ld. (A. M. Sutherland, *Mgr.*)** *B* = *Cell D Ba* 129′*u*	380·0 | 49·0 | 26·7 P31′B94′F33′ FK *E & B* 42′*f* 164′1108*t*	**Newcastle** British	T.3Cy.25″,41″&69″–48″ (*s*) 180lb 372NHP 3SB,*9cf*, GS150, HS5940 Richardsons, Westgarth & Co. Ld. Sld.	29 ″ 4 s 5 ″ 8½ 24 ″ 0	
270 26683	**Peel** *L. Legendre* –09	**SteelScSr** (*Tug*) 1 *Dk* (*Stl*)	205 159 117	✠ *For Towing purposes* 9,09 ✠	Qbc			1909 9mo	A M'Millan & Son, Ld. *Completed by*	**Canadian Government** Cie. Pontbriand, L	91·5 | 22·1 | 10·7 d. Sorel, P.Q. FK *WB* = *FP T*	**Montreal** British	T.3Cy.12″,19″&30″–20″ 47RHP 1SB,*3cf*, GS45, HS1120 J. Reid & Co. Glasgow	11 ″ 6	
271 04233 JFKQ	**Peel Castle** *P. E. W. Haynes* –14 (*ex* Duke of York)	**SteelTwinScSr** 2 *Dks*	1474 1112 596					1894	W. Denny & Bros. Dumbarton	**Isle of Man Steam Packet Co. Ld.**	310·2 | 37·0 | 16·0 P76′B126′F70′ *WB*	**Douglas IM** British	T.6Cy.23″,35½″&53″–33″ NB11 323NHP Denny & Co. Dumbarton		
272 IKTD	**Peer Gynt** *K. Teigland*	**SteelScSr** 1 *Dk*	1144 1005 678					1915	Laxevaags Msk. & Jrnskb Bergen	**Dpsk.-Selsk. Peer Gynt (H. Gran Kahrs)**	228·8 | 35·2 | 15·9 P11*t* B61′H48*t* F24*t*	**Bergen** Norwegian *WB*	T.3Cy.16¾″,27″&44″–30″ 106NHP Laxevaags Msk. & Jrns. Bgn		N
273 06647 JJND	**Peerless** *A. F. Newman* –12 1 *Dk* (*Irn*) 2 *tr B* & *Web frames* 3 *Dk rule*	**SteelScSr** *ss* Shl. No. 1–16	3112 2834 2011	✠100A1 6,17 3,14 ~~BS8,16~~ ✠LMC4,11 8,16	Sld Bbo	*v*	8,16	1898 10mo *Lloyd's*	Richardsn, Duck & Co. Stockton *A&CP* *W*	**Hall Bros. SS. Co. Ld (Hall Bros. *Mgrs.*)** *B* = *Cell D B a* 108′	325·0 | 45·5 | 23·7 P31′B90′F33′ FK *u E & B* 42′*f* 130′754*t*	**Newcastle** British	T.3Cy.23″,38″&62½″–42″ (*s*) 160lb *100lb* NDB17 255NHP 2SB,*6rf*, GS106, HS3900 Blair & Co. Ld. Stockton	26 ″ 4 s 4 ″ 10 21 ″ 11	

1 Numero d'Ordre / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Speciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expire. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NH^P=Force en chevaux d'après les formules de la Société. iH^P=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quill. Franc-bord au milieu du navire. — Tirant d'eau correspondant. pds. pc.	15
274 111953	Peerless 1 *Dk*	WoodScSp	128 107 89					1904	W.Peck New Westminster, B.C.	WestminsterTowing&FishCo.Ld.	92·0	20·5	9·5	N.Wstmtr, B.C. British	T.3Cy.10″,17″&28″–20″ 39RHP McKie&Baxter,Glasgow		
275 123002	Peewit 1 *Dk* (*Stl–pt* teaks)	SteelTwinSc	537 493 256	✠ *Hopper Barge* 10,10 ✠	Rnf	*h*		1910 10mo	W.Simons &Co.Ld. Renfrew	BombayPortTrust	168·0	28·1	12·6 FK *WB* = *FPT*22*t*	Bombay British	C.4Cy.15″&30″–21″ 74RHP 2SB,*4cf*,GS81,HS2297 W.Simons&Co.Ld.Rnf.	13 ″ 3	
276 81801 *Elec.light* *Mchy.Aft*	Pegasus (*ex*WilliamH.Gratwick) 1 *Dk*2*trB*	SteelScSr	4776 — 3352					1902	American S.B.Co. Cleveland	InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*)	416·0	50·0	28·0 *WB*	Cleveland Utd.States	T.2Cy.22″,35″&58″–40″ 213NHP AmericanSB.Co.Cleveland		
277 150214 JVHK	— 1 *Dk*	IronPad	848 — 579					1881	W.Cramp &Sons Philadelphia	IronSteamboatCo.	211·6	32·0	10·6	NewYork Utd.States	1Cy.53″–132″ NB10 248NHP W.Cramp&Sons,Phl.		
278 119617 *J.Buchan*07–07	Peggy 1 *Dk*	SteelScK	100 92 39			…		1907	Hall,Russell&Co.Ld. Aberdeen	W.Hay	86·4	18·6	9·1 BK7½″ *WB*	Peterhead British	C.2Cy.13″&28″–18″ 38RHP Hall,Russell&Co.Ld.Abn.	9 ″ 10	
279 127135 *E.C.Nutten* –14	Peggy Nutten *ss*Abn.No.1–12 1 *Dk*	SteelScK	193 182 75	✠100A1 *Stm Trawler* 11,14 BS5,14 ✠LMC6,12	Abn		5,13	1907 11mo *Lloyd's*	Hall,Russell&Co.Ld. Aberdeen *sA&CP*	~~J.E.&W.W.Nutten~~ P.Belman, (S.M. Cannon, *Mgr.*)	110·5	21·8	11·7 BK7½″ 3*BHCem*	Aberdeen British	T.3Cy.12″,20″&33″–21″ (*r*) 160lb 67RHP 1SB,*2pf*,GS36,HS1254 Hall,Russell&Co.Ld.Abn.	12 ″ 7	
280 675 RJLN	Pegli *F.Grani* (*ex*Markomannia)	SteelScSr (*ex*Kirchberg, 1 *Dk*&*Spar dk* 3*trB*	3321 2958 2064			…		1890	Edwards' S.B.Co.Ld. Newcastle	Chiarella&Carbone	330·8 P49′B94′F44′	41·7 26·2	18·9 *WB*	Genoa Italian	T.3Cy.25½″,41½″&67″–42″ 291NHP R.Stephenson&CoLd.Nwc		I
281 133117 JCDT	Pegu *G.Currin* –17 *Elec.light* Wireless	SteelScSr 2 *Dks*	6348 5459 4052					1913	W.Denny &Bros. Dumbarton	Brit.&BurmeseSN Co.Ld&BurmahSS Co.Ld.(P.Henderson&Co. *Mgrs.*)	445·8 P62′B149′F42′	55·3	28·8 *WB*	Glasgow British	T.3Cy.28½″,48½″&82 –60″ 521NHP Denny&Co.Dumbarton		C
282 KPBD	Peiho *Antram* –13 *Elec.light*	SteelScSr 2 *Dks*	5951 5089 3782					1907	Barclay, Curle&Co.Ld Glasgow	Messageries Maritimes	410·7 P39′B148′F44′	52·7	29·8 *WB*	Marseilles French	T.3Cy.26″,45″&76″–54″ 424NHP Barclay,Curle&Co.Ld.Gls		V
283 203899 KWBL	Pejepscot 1 *Dk*	WoodSc	142 — 79					1907	..... S.Portland, Me.	SagadahocTowing Co.	102·0	24·2	12·3	Bath,Me. Utd.States			
284 127823 HMDR	Peken *C.Myalls* –15 1 *Dk*	SteelScK *ss*Gms.No.1–12	228 202 119	✠100A1 *Stm Trawler* 7,14 BS7,14 ✠LMC4,12	Gms		7,14	1908 1mo *Lloyd's*	Cochrane &Sons Selby *sA&CP*	H.L.Taylor	120·0 Q67′F20′	22·0	11·4 BK7½″	Grimsby British	T.3Cy.12″,21″&34″–24″ (*s*) 180lb 66RHP 1SB,*2pf*,GS32,HS1095 C.D.Holmes&Co.Hull	12 ″ 3	
285 93337 *Elec.light*	Pekin	SteelPadLr	674 674 250					1886	W.Denny &Bros. Dumbarton	IrrawaddyFlotilla Co.Ld.	250·0	35·1	9·8	Glasgow British	Q.D.4Cy.23″35″46″&67″–72″ 381NHP Denny&Co.,Dumbarton		
286 4895 JRDF	Peking *J.H.Bang-Melchior*13–13 *Elec.light* *ss*Stn.No.1–12 2 *Dks*(*Stl–Up* teaks) &*deep framing*	SteelScSr	3507 3278 2217	✠100A1 5,16 BS12,15 ✠LMC8,12	Got	*x*	12,15	1908 8mo *Lloyd's*	Akt.Burmeistr&Wain Copenhagen *sA&CP*	Aktieb.Svenska OstasiatiskaKompaniet (G.Borin, *Mgr.*) *WB* = *CellDB*a124′*u*	366·6 P292′H138*t*F39′ *E*24′*f*160′765*t*F*PT*	47·6	23·7 FK 29*t*A*PT*17*t*	Gothenbrg Swedish 6*BHCem*	T.3Cy.24½″,42″&70″–45″(*s*) 180lb 372NHP 3SB,*9cf*,GS150,HS5955 Akt.Burmeistr&WainCpn	26 ″ 6 3 ″ 7½ 23 ″ 2	
287 17072 MNJF	Peking Maru ~~*Palmaidzumi* –16~~*J Sateo* –17 *Elec.light* 2 *Dks*(*Stl*)&*Web frames* *Longitudinal framing*	SteelScSr	2955 2738 1867	✠100A1 ~~7,17 8,16~~ 10,17 ~~Shp~~ ✠LMC~~8,16~~ 9,17	Kob	*t*	8,16	1914 8mo *Lloyd's*	OsakaIron Works Osaka *sA&CP*	OsakaShosen KabushikiKaisha *WB* = *CellDB*	305·3 P19′B82′F32′ *a*85′*uE*&*B*33′*f*122′	42·4	24·8 FK 519*t*A*PT*20*t*	Osaka Japanese	T.3Cy.22″,37″&61″–42″ (*s*) 180lb 288NHP 5*BHCem* 2SB,*6cf*,GS90,HS3824 FD OsakaIronWorks,Osaka	27 ″ 3 s 4 ″ 4½ 23 ″ 2	
288 137194	Pelagos *C.Grimmer*13–16 *Elec.light* 1 *Dk*	SteelScK	231 216 89	✠100A1 *Stm Trawler* 5,16 ✠LMC5,16	Abn			1916 5mo *Lloyd's*	J.Duthie Torry S.B.Co. Aberdeen *sA&CP*	EastCoastSteam FishingCo. (Aberdeen)Ld.	115·2 BK7½″	22·7	12·1 3*BHCem* *DT*5′12*t*	Aberdeen British	T.3Cy.11½″,20″&34″–23″(*s*) 180lb 71RHP 1SB,*3pf*,GS38,HS1250 W.Beardmore&Co.Ld.Gls	13 ″ 0	
289 113159 HPVR	Pelaw Main *A.G.Murison* –10 *Well deck* 1 *Dk*(*Stl*)&*deep framing* *Elec.light*	SteelTwinScSr *ss*NSW.No.1–14	1221 961 584	✠100A1 5,17~~,16~~ BS4,16 ✠LMC3,14 5,17	Syd	*o*	~~N4,16~~ 5,17	1909 11mo *Lloyd's*	Hall,Russell&Co.Ld. Aberdeen *sA&CP*	J.&A.Brown *WB* = *CellDB* *a*59′*uE*17′*f*96′288*t*	235·1 Q143′F24′	34·6	15·9 BK8″ *FPT*21*t*A*PT*39*t*	Newcastle N.S.W. British	T.6Cy.16″,26″&43″–27″ (*r*) 180lb *90lb* 239NHP 2SB,6*cf*,GS121,HS4102 4*BHCem*	17 ″ 0 s 1 ″ 6½ 16 ″ 3	
290 130388	Pelee *H.Kirby* –14 *Elec.light* 2 *Dks*	SteelSc	538 413 243					1914	Collingw'd S.B.Co.Ld. Collingwood	Windsor&Pelee IslandStm.Nav.Co. Ld.	146·0	24·1	9·9	Amherstburg British *WB*	T.3Cy.12½″,21″&34″–21″ 58RHP CollingwoodS.B.Co.Ld.		L
291 113467 SHJC	Peleus *T.W.Quirk* –17 *Elec.light* 2 *Dks*&*deep framing*	SteelScSr	7441 6045 4800					1901	Workman, Clark&Co.Ld Belfast	OceanS.S.Co.Ld. (A.Holt&Co *Mgrs*)	454·7 P53′B160′F57′	54·1	32·3 *WB*	Liverpool British	T.3Cy.29″,49½″&83″–60″ 533NHP Wrkman,Clark&Co.Ld Bel		
292 128495 HRJL	Pelica *G.C.J.Hodgson* –14 1 *Dk*(*Stl*)&*deep framing*	SteelScSr *ss*Cff.No.1–14	2144 1982 1310	✠100A1 8,16 ~~BS8,16~~ ✠LMC9,13 ~~BS5,17~~	Lth	*s*	7,15	1909 6mo *Lloyd's*	W.Pickersgill&Sons,Ld. Sunderland *sA&CP*	Scarisbrick S.S. Co.Ld. (Elvidge &Morgan, *Mgrs.*) *WB* = *CellDB*a94′	286·0 P21′B72′F27′ *uE*&*B*38′*f*114′55*7t*	43·3	18·7 FK *APT*13*3t*	Cardiff British	T.3Cy.21″,35″&58″–39″ (*s*) 180lb *90lb* 233NHP 5*BHCem* 2SB,*6pf*,GS108,HS3637 G.Clark,Ld.Sunderland	21 ″ 0 s 3 ″ 1 18 ″ 3	
293 5945	Pelican *H.E.Pollard*10–10(*SandPumpDredger*) *Elec.light* ~~*ss*~~Rga No.3–14~~*ssCal.No.1–11*~~ 1 *Dk*(*Stl*)	SteelTwinSc	890 776 394	✠ A1 *Dredger* 10,14~~,11~~ ~~MS10,14~~ ✠LMC~~3,11~~	Cal Rgn		~~10,14~~ 11,17	1908 5mo *Lloyd's*	W.Simons &Co.Ld. Renfrew *sA&CP*	RangoonPort Commissioners	207·9 F18′	36·1	13·3 FK	Rangoon British 175 *p'Cem*	T6Cy.13″,20½″&34½″–22″(*s*) ~~180~~lb 284NHP 5*BH*~~Ces~~ 4SB,*12cf*,GS268,HS6632 W.Simons&Co.Ld.Rfw.	14 ″ 0 s ~~3~~ 2 11 ″ 1	
294 114681 SJRF	— *D.Gordon* –17 1 *Dk*&*pt lower dk* CF *Iron frame planked* (*Full rigged Sailing Bk.—See Sailing Ship Register*)	CompScBk	638 549 294	Cont. 13A1 Lon *from* 12,15 Lon Cff 5,18~~,15~~ ✠NB6,01 B&MS5,15			5,15 ~~9,17~~ 12,17 6,17	1877	TheAdmiralty Devonport A&CP	Hudson'sBayCo. Rudder post A	180·0 P32′F33′ ptND01 merican White Oak	36·1	16·8 *Cmp*.01	London British *Cem*	C.H.2Cy.27″&54″–24″ (*s*) 90lb 122NHP 2SB,*4pf*,GS60,HS2058 GlengallIron Wks.Milwall	18 ″ 8 s 3 ″ 2½	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. / Master. / Special Surveys.	3 Material Rig, &c. / Late Name if any. / No. of Decks &c.	4 Regist'd Tonnage. Gross. / Under dcck. / Net.	5 Particulars of Classification. Character. / for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned. now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. / Ship. / Engines	9 By Whom. / Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NP=Horse power by Society's formulæ; RP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L. R. Dated Roof Trade Mark.
295	**Pelican**	**SteelScK**	264	✠100A1	LaR		3,14	1910	Mackie&	A.Brière	125·9	23·0	11·9	La Rochlle	T.3Cy.13″,21″&34″-24″ (r)	13 " 0	
	*J.Mesple*09-10	*ss*LaR.No.1-14	219	*Stm Trawler*				3mo	Thomson,Ld.	(V.Bousquet.*Mgr.*)	Q70′F20′			French	180lb 74NHP		
KPBH	*Elec.light*	1*Dk*	62	3,14 ✠LMC5,14					Glasgow				BK7½″	3*BHCem*	1SB,*3pf*,GS51,HS1310		
								*Lloyd's*A&CP					*WB*=	*DBf*28′32*t*	W.V.V.Lidgerwood,Gls.		
296	—	**SteelScK**	205	✠100A1	Shl		1,15	1905	Cochrane&	Cleethorpes Steam Trawling Co.Ld. W.H.Beeley	114·0	21·6	11·2	Grimsby	T.3Cy.12″,21″&34″-24″ (s)	12 " 0	
122707	*A.Smith* -16	*ss*Gms.No.2-14	190	*Stm Trawler*				11mo	Sons		Q64′F19′			British	180lb 60NHP		
		1*Dk*	78	12,15					Selby				BK8″	1*BHCem*	1SB,*2pf*,GS32,HS1125		
				✠NB12,15 ✠LMC8,14				*Lloyd's*A&CP							C.D.Holmes&Co.Hull		
297	—	**SteelScSr**	168					1909	Framnæs	Hvalfangerselsk.	101·0	20·1	11·9	Larvik	T.3Cy.11″,18″&29″-24″		N
	G.Pettersen -14	(*Whaler*)	162						Mek.Værks.	Ocean(Chr.Nielsen	H6*t*			Norwegian	41NHP		
MFSW		1*Dk*	62						Sandefjord	&Co.Akties.*Mgrs*)					Akers.Mek.Værks.Xia.		
298	—	**SteelTwinSc**	162				...	1900	Fleming&	Leyland O'Brien	100·0	21·0	8·4	Auklnd NZ	T.6Cy.9″,14″&24″-22″	9 " 0	
94185	*E.Sellars*04-12	(*Tug*)	135						Ferguson,Ld.	Timber Co.Ld.	B11′		FK	British	57RHP		
		1*Dk*	1						Paisley						Fleming&Fergusn,Ld.Psy		
299	—	**IronSc**	159					1892	Akt.Ges.	Cia.La Porteña	109·3	20·7	10·6	Bns.Ayres	C.2Cy.17¾″&33½″-19¾″		
		(*Trawler*)	146						"Neptun"	(P.Denti,*Mgr.*)	B35′			Argentine	42NHP		
	(*ex*Gadus)	1*Dk*	32						Rostock				*WB*		A.G."Neptun,"Rostock		
300	—	**IronScSk**	131					1871	T.B.Seath	Pelican Steam	108·8	18·9	8·3	Liverpool	C.2Cy.14″-18″		
63858	*R.S.Horton* -14		128						&Co.	Barge Co.Ld	len78			British	30RHP		
JGDB	*Mchy.Aft*		76						Rutherglen	(J Forster)					A.Campbell&Co.,Glasgow		
301	**Pelican I.**	**SteelScK**	248	✠100A1	Ply		6,13	1908	A.Hall&	Red Rose Steam	125·6	22·0	11·9	Plymouth	T.3Cy.12½″,21″&34″-24″(r)	12 " 6	
124578	*T.Phipps*02-08	*ss*Ply.No.1-13	217	*Stm Trawler*				12mo	Co.Ld.	Trawlers.Ld.	Q59′F21′			British	180lb 71RHP		
		1*Dk*	94	6,13 ✠LMC6,13					Aberdeen	(J.A.Taylor,*Mgr*,			BK7½″	4*BHCem*	1SB.*3pf*,GS46,HS1229		
								*Lloyd's*A&CP							A.Hall&Co.Ld.Aberdeen		
302	**Pelikaan**	**SteelScSr**	182	✠100A1	Ymu		9,16	1897	Dundee	N.V.Zeeviss Maats	110·0	21·0	11·0	Ymuiden	T.3Cy11½″,19½″&32″-22″(s)	12 " 0	
	W.Bruin	*ss*Ymu.No.3-5,14	166	*Stm Trawler*	Ams				Shipbuilders'	Pelikaan(W.&J.	Q23′			Dutch	180lb 59NHP		
	(*ex*Agincourt)	1*Dk*	50	7,17 9,16					CoLd.Dundee	Polderman)			BK7½″	3*BHCem*	1SB,*2pf*,GS31,HS1001		
				✠NB5,13, *fitted*14					A&CP						Whyte&Mair,Dundee		
				BS6,16 ✠LMC5,14													
303	**Pelion**	**IronScBn**	1728	✠	Msl	*r*		1883	A.M'Mil-	Cie.Marseillaise de	259·8	36·7	15·5	Marseilles	C.2Cy.36½″&63″-48″		V
	Lauriol -14	*ss*Msl.No.3-5,95	1352	*Spar dk*				2mo	lan&Son	Nav.àVap.(Frais-	P24′ B28′		23·0	French	2DB,*4pf*,GS168 229NHP		
KPBL		1*Dk*(*Irn*)&*Spardk3trB*	1089	5,95 ✠					Dumbarton	sinet&Co.,*Mgrs.*)	F29′		BK8″	6*BHCem*	Denny&Co.,Dumbarton		
304	**Pellegrini**	**SteelScSr**	904	✠100A1	BAs	*k*	12,15	1909	Short Bros.	Dutero Kermanos	195·7	34·1	11·3	Lorient	T.3Cy.15″,25″&41″-27″ (s)	13 " 6	
	*A.Allain*17-17	*ss*B.As.No.2-16	611	11,16				6mo	Ld.	Dems Quertier	Q92′B17′F22′			French	180lb *100lb* 100NHP	s 1 " 0½	
	(*ex*Skerne)	1*Dk*(*Stl*)	567	✠LMC11,16					Sunderland				FK	4*BHCem*	1SB,*3pf*,GS49,HS1600	12 " 8	
	Well deck			BS10.17				*Lloyd's*A&CP		*WB*=*CellDBa*37′	*uE*15′*f*92′223*tFPT*			31*tAPT*20*t*	G.T.Grey,SouthShields		
305	**Pellworm**	**SteelScSr**	1370	✠—	Ham	*o*		1904	Fevigs	Hamb.-Manchstr.	230·0	35·1	14·6	Hamburg	T.3Cy.17″,29″&48″-33″	22 " 9	
	E.Wallis -13	*ss*Shl.No.2-[illegible]	1338	Launched "Poldown," *S.P. No. 24 known as Cement*					Anfo Jevakisbyg	Dmpf.Linie (P.				German	142NHP		
RTSG	(*ex*Hauk)	1*Dk*(*Stl*)&*Spar dk*(*Stl*)&	840	*Spar dk*					Fevig	Gunther,*Mgr.*)			FK	4*BHCem*	1SB,*3cf*,GS60,HS2169		
	Elec.light	*deep framing*		*withfreeboard* ✠						*WB*=*CellDBa*56′	*f*92′259*t FPT*46*tA*			*PT*7*t*	Richardsons,Westgarth& Co.Ld.Mdb.		
306	**Peloponessos**	**IronScSr**	608					1863	Tod&	Hellenic Co.of Mar-	210·1	27·1	14·4	Piræus	T.3Cy.19½″,31″&49″-33″		
	S.Roucas -07		505						McGregor	ineEnterprises	P61*t*			Greek	138NHP		
HMKB	(*ex*Electric)		272						Glasgow	(A.Pallios,*Mgr.*)					A.&J.Inglis,Glasgow		
307	**Pelops**	**IronScSr**	973					1883	T.Royden	Hellenic Co.of Mar-	230·8	30·2	15·5	Syra	C.2Cy.32″&62″-42″		
	G.Lempesis		—						&Sons	ineEnterprises				Greek	208NHP		
HLDT		2*Dks*	613						Liverpool	(A.Pallios,*Mgr.*)					J.Jack&Co.,Liverpool		
308	**Peloro**	**IronScSr**	1874			...		1874	Wigham		299·8	35·4	18·0		C.2Cy.44″&74″-42″		
			—						Richrdsn&Co				25·2		NB94 295NHP		
		1*Dk*&*Spardk3trB*	1140						Newcastle						GourlayBros.&Co.,Dun.		
309	**Pelorus**	**SteelSc**	128			...		1911	Scott&	Booth S.S.Co.Ld.	92·4	20·6	10·0	Manaos	T.3Cy.13″,21″&34½″-24″	10 " 6	
	*G.R.Williams*96-11	(*Tug*)	125						Sons					Brazilian	78NHP		
	Elec.light	1*Dk*	46						Bowling				BK7″	*WB*	Fishers,Ld.Paisley		
310	**Pemaquid**	**SteelSc**	409					1893	Neafie&	Maine Central R.R.	132·5	28·0	9·8	Prtlnd,Me.	C.2Cy.20″&40″-28″		
141270			—						Levy Co.	Co.				Utd.States	71NHP		
	(*ex*LongIsland)		225						Philadelphia						Neafie&LevyCo.Phl.		
311	**Pemba**	**SteelSc**	533					1898	Soc.des	F.Ward	161·8	24·9	11·2	London	C.2Cy.17″&30″-19½″		V
139124	*R.T.Yeates* -16 (*ex*RioItapemirim,*ex*		348						Etabl.Bertin					British	Soc.des 39RHP		
JMPC	RobertSuzanne)	*Elec.light* 1*Dk*	212						FrèresBezons					*WB*	Etabl.BertinFrères.Bezons		
312	**Pembroke**	**SteelTwinScSr**	918					1880	Laird Bros.	Gt.Western Rly.Co	254·0	30·9	15·0	Milford	T.6Cy.19″,30″&46″-30″		
82973	*C.H.Langdon* -16		760						Birkenhead		P74′ B87′			British	NE&B96 232NHP		
HSNL	*Elec.light*	2*Dks*	311												LairdBros.,Birkenhead		
313	—	**SteelPad**	194					1895	Bertram	Upper Ottawa	104·5	28·2	6·6	Ottawa	H.1Cy.16″-48″		
103434			174						Eng.WrksCo	Improvement CoLd				British	30RHP		
			122						Pembrke,Ont						Bartley&Co.,Montreal		
314	**Pembroke Castle**	**IronScK**	153	✠	Sws			1898	Edwards	Port St.Mary Fish-	105·5	20·8	10·9	Aberdeen	T.3Cy.12″,19″&32″-22½″	11 " 10	
108324	*G.J.Noble* -15	*ss*Sws.No.2-06	148	*Stm Trawler*				3mo	Bros.	ing&Curing Co.	Q19′		BK7½″	British	1SB,*2pf*,GS25,HS890 56RHP		
		1*Dk*	58	2,09 ✠					N.Shields	Ld.(C.Jeffs,jr.				3*BHCem*	N.E.MarineCo.(Lim.),Sld.		
										Mgr.)							
315	**Pembroke Coast**	**SteelSc3MstSr**	809	✠100A1	Liv	*k*	8,16	1912	J.Fullerton	Powell,Bacon&	199·2	30·1	11·2	Liverpool	T.3Cy.17″,27½″&44″-33″ (s)	13 " 7	
135432	*F.Ainscough* -17	*ss*Liv.No.1-16	568	12,17 8,16	Cff			12mo	&Co.	Hough Lines,Ld.	Q121′F33′			British	170lb 99RHP	s 10½	
JBMF	(*ex*SirRogerBacon)	1*Dk*(*Stl*)	354	✠LMC8,16					Paisley	Coast Lines Ld.			FK	3*BHCem*	2SB,*4pf*,GS78,HS2696	13 " 0	
	Elec.light Mchy.Aft							*Lloyd's*A&CP			*WB*=*CellDBf*106′			185*tFPT*79*t*	Ross&Duncan,Glasgow		
316	**Pembrokeshire**	**SteelScSr**	7821	✠100A1	Nag	*d*†	5,16	1915	Workman,	Royal Mail S.P.Co.	470·2	58·3	32·2	Belfast	Q4Cy27½″,39½″57″&82″-54″	35 " 0	BT till 5,17
136449	*L.W.Bolland* -16		7246	5,17 8,16 11,17	Liv			4mo	Clark&Co.Ld		P99′B171′F79′			British	215lb (s) 735NHP	s 7 " 7½	
JKSG	*Elec.light* Sub.Sig.	2*Dks*(*Stl*)	4968	5,18 ✠LMC4,15	Lon				Belfast	*WB*=*CellDBa*	141′		FK	7*BHCem*	4SB,*16cf*,GS260,HS10500FD	27 " 11	
	Ref.Mchy.			*Carrying oil fuel F.P. about 150° F. in double bottom & deep tank*				*Lloyd's*A&CP		*uE&B*84′*f*190′180	0*tDTa*27′810*t FPT*			105*tAPT*25*t*	Wrkman,Clark&Co.Ld.Bel		

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux. Gréement, etc / *Capitaine.* *Ex-nom, s'il y a lieu.* / Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✝ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termo assigné maintenant, en pieds. Lettre d'Equitonnage	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15
317 135172 JBHM	**Pen Cw.** *B.J.Evans* –13	**SteelPad** 1*Dk(Stl)*	168 159 69	✝ **A–** *For Towing purposes* 12,12 ✝LMC12,13	Shl			1912 12mo	J.T.Eltringham&Co. SouthShields	Gt.WesternRly.Co	105·1 B37′	21·1 *W*	9·5 FK	London British	C.D.2Cy.28″–48″ (*s*) 60lb 68RHP 2SB,*4pf*,GS51,HS1440 Baird Bros.NorthShields	11 ″ 0	
318 KPBS	**Pen Men** *Ducos* (*ex*Dugong,*ex*Sealark)	**SteelScSr** (*Trawler*) 1*Dk*	154 145 38			…		1896	J.Duthie, Sons&Co. Aberdeen	O.Dahl	101·9 *B=DBf*	20·5 9′17*t*	11·0 BK7½″ *FPI*	La Rochlle French	C.2Cy.14½″&34″–22″ 57NHP Clyne,Mitchell&Co.Abn.	11 ″ 6	V
319 JCMG	**Peña Angustina** *J.Munquia* –16 (*ex*Manuka) 1*Dk(Irn)*&*Web frames&pt Awngdk(Irn)*	**SteelScSr** *ss*Bbo.2ndNo.3–9,16 *Cargo battens not fitted*	1806 1334 1092	✝100A1 *pt Awng dk withfreeboard* 12,17 ~~9,16~~ ✝LMC9,16	Bbo	*q* ~~9,16~~ 12,17 BS12,17		1890 5mo	Tyne Iron S.B.Co. Newcastle *Lloyd'sA&CP*	Cia.Santanderina deNav. (A.Piris, *Mgr.*)	260·0 P29′Q68′ *pt Awng dk* 163′ *WB=CellDB* 212′	36·7 FK	16·8 FK 398*t*	Santander Spanish 4*BHCem APT*19*t*	T.3Cy.20″,34″&54″–36″ (*s*) 160lb *70lb* 184NHP 2SB,*6pf*,GS90,HS2900 WllsndSlpwyCo.Ld.Nwc.	19 ″ 2 s 7 ″ 4 18 ″ 10	
320 JCMH	**Peña Cabarga** *A.Velasco*11–13 *ss*Bbo.2nNo.3–3,18 1*Dk(Stl)*&*deep framing*	**SteelScSr** ~~*ssBry.No.3–11,01*~~ ~~*ssBbo.No.2–12*~~	1701 1466 962	✝100A1 2,18 ~~3,15~~ ~~BS2,16~~ ✝LMC12,13 BS3,17 MS3,18	Bbo	*q* ~~12,16~~ 5,18		1897 10mo	A.M'Millan &Son,Ld. Dumbarton A&CP	Cia.Santanderina deNav. (A.Piris, *Mgr.*) *WB=Cell*	260·0 B60′F27′ *DBa&uE*88′*f*110′	37·0 FK	18·2 FK 402*t*	Santander Spanish 4*RHCem APT*63*t*	T.3Cy.19″,31″&51″–36″ (*s*) 160lb ~~80lb~~ ~~70lb~~ 164NHP 18B,*3cf*,GS66,HS2567 Muir&Houston,Ld.,Gls.	20 ″ 6 s 3 ″ 4½ 17 ″ 5	
321 JCMB	**Peña Rocias** *M.Saiz* –14 (*ex*Norlands) *Well deck*	**SteelScSr** *ss*Bbo.2ndNo.3–8,13 1*Dk(Stl)*&*Webframes*	1697 1306 996	✝100A1 3,17 BS~~4,17~~ ✝LMC8,13 1,13	Bbo	*q* 3,17		1889 5mo	W.Gray& Co.Ld. WHartlepool A&CP	Cia.Santanderina deNav. (A.Piris, *Mgr.*) *WB=DBa*	260·0 P27′Q80′B104′F25′ 82′	36·6 FK	18·3 FK	Santander Spanish 4*BHCem* *f*100′378*t*	T.3Cy.19″,30½″&51″–36″ (*s*) 145lb *100lb* NDB13 156NHP 2SB,*4rf*,GS66 Cen.Mar.Eng.Wrks.WHpl	19 ″ 5 s 1 ″ 3 18 ″ 5	
322 JCMN	~~*M.C.Sota*03–11~~ 1*Dk(Stl)*&*deepframing* *M.Gomez* –18	*ss*Bbo.No.3–11,12 *ss*Bbo.No.1–18	1788 1494 1083	✝100A1 ~~3,15~~ ~~1,16~~ ~~BS11,16~~ ✝LMC4,~~12~~ 6,18	Cff Bbo	*q* ~~3,16~~ 6,18		1900 1mo	R.Duncan &Co.Ld. Pt.Glasgow *Lloyd'sA&CP*	Cia.Santanderina deNav. (A.Piris, *Mgr.*) *WB=Cell*	259·9 P23′B62′F28′ *DBa*74′*f*100′366*t*	37·2 FK	18·1 FK	Santander Spanish 4*BHCem APT*60*t*	T.3Cy.19″,30½″&50″–36″ (*s*) 160lb 158NHP 2SB,*4cf*,GS64,HS2500 Hall-Brwn,Buttery&C.Gls	20 ″ 6 s 2 ″ 10½ 17 ″ 11	
323 28	**Penai** *D.Fabiano* –10(*ex*Ekaterini,*ex*Peters)	**SteelScSr**	595 — 349			…		1891	Blohm& Voss Hamburg	NovorossiskS.S. Co. (Ehrtmann& Geelmuyden, *Mgs*)	170·6 P21′B62′F29′ *WB*	27·0	14·0	Novrssisk Russian	C.2Cy.18″&35″–23″ 49NHP Blohm&Voss,Hamburg		
324 82853 VKTJ	**Penang** *R.Perry*	**IronScSr** 867 1*Dk*&*Shade dk*	623 511 ~~386~~	~~5,12~~		…		1881	Ramage& Ferguson Leith	StraitsS.S.Co.Ld.	201·0 P41′F35′	27·1	13·9 FK	Singapore British	C.2Cy.27″&50″–33″ 120NHP T.Richardson&Sons,Hpl.	30 ″ 0 s 5 ″ 10½ 24 ″ 6	
325 16104 MFVK	**Penang Maru** *S.Murazumi* *Elec.light*	**SteelScSr** *ss*Kob.No.1–17 2*Dks*	5206 4744 3261	✝100A1 ~~9,17~~ ~~9,16~~ 4,18 ✝LMC~~8,16~~ ~~9,17~~ 9,17	Kob	*y* ~~9,15~~ 9,17 4,18		1913 1mo	Russell& Co. Pt.Glasgow *Lloyd'sA&CP* *W*	NipponYusen KabushikiKaisha *B=CellDB a* 121′	405·0 P37′B119′F46′ *u E* 24′*f* 184′ 1125*t*	52·2 FK	27·4 FK	Tokio Japanese 6*BHCem APT*28*t*	T.3Cy.26″,42″&70″–48″ (*s*) 180lb 488NHP 3SB,*3cf*,GS177,HS7318 FD Rankin&Blackmore,Grk.	30 ″ 0 s 5 ″ 10½ 24 ″ 6	
326 109225 SBTH	**Penare** *N.P.Blake* –18 1*Dk(Irn)*2*trB*&*Web frames* 3*Dk rule*	**SteelScSr** *ss*Bry.No.3–10,12	3078 2862 1973	✝100A1 *withfreeboard* 8,16 ~~BS8,15~~ ✝LMC10,12	Cff BS9,17	*u* 12,16		1900 11mo	Ropner& Son Stockton A&CP	PenareS.S.Co.Ld. (R.B.Chellew) *WB=CellDB*	325·0 P29′B166′F36′ *a&uE*124′*f*136′626*t*	48·1 FK	21·9 FK	Falmouth British 5*BHCem APT*104*t*	T.3Cy.23½″,39″&64½″–42″ 160lb *80lb* (*s*) 273NHP 2SB,*6rf*,GS119,HS4200 Blair&Co.Ld.Stockton	24 ″ 3 s 3 ″ 5 21 ″ 2	
327 99156 MTWF	~~*J.A.Holymack* –16~~ *Klynack* –17 1*Dk(ptStl ptIrn)*&*Webframes* &*ptAwngdk(Irn)*	**SteelScSr** *ss*Cff.No.3–2,05 *ss*Hpl.No.2–13	2669 2063 1706	✝100A1 *pt Awng dk withfreeboard* 1.17 *Examined*12,17 ✝LMC BS3,16 MS12,17	Cff MBS7,17	*t* 7,16		1892 9mo	SirR.Dixon &Co. Middlesbro' A&CP	PendarvesS.S.Co. Ld. (R.B.Chellew) *WB=Cell DB*	299·5 P27′Q84′ 284′513*t*	40·1 FK	20·5 FK	Falmouth British 6*BHCem APT*111*t*	T.3Cy23″,37½″&61½″–39″(*s*) 160lb *150lb* NDB17 244NHP 2SB,*6cf*,GS91,HS3788 T.Richardson&Sons,Hpl.	22 ″ 10 s 8 ″ 7 21 ″ 10	
328 109218 QTFJ	**Pendeen** *W.Edwards* –13 1*Dk(Irn)*&*Web frames*	**SteelScSr** *ss*Hpl.No.3–5,11	2108 1932 1342	✝100A1 1,14 *Examined*9,17 ~~BS7,14~~ ✝LMC4,11 BS9,17	Npt	*s* ~~1,14~~ 9,17		1899 2mo	W.Gray& Co.Ld WHartlepool A&CP	PendeenSS.Co.Ld. (R.B.Chellew) *WB=Cell*	290·0 P25′B69′F29′ *DBa&uE* 110′*f* 120′	42·0 FK	13·2 FK	Falmouth British 5*BHCem* 607*t APT*54*t*	T.3Cy.21⅝″,35″&58″–39″ (*s*) 160lb *80lb* 217NHP 2SB,*6rf*,GS82,HS8370 Cen.Mar.Eng.Wrks,WHpl	21 ″ 9 s 3 ″ 5½ 18 ″ 7	
329 108015 PQMC	**Pendennis** (Captured and taken to Hamburg) *A.E.Jago* –09 1*Dk(Irn)*&*Webframes*	**SteelScSr** *ss*Bry.No.3–7,09 *ss*Hpl.No.1–14	2123 1956 1348	✝100A1 7,14 ✝LMC7,14	Hpl	*s* N7,14		1897 4mo	W.Gray& Co.(Lim.) WHartlepool A&CP	PendennisS.S.Co. Ld. (R.B.Chellew) *WB=Cell*	290·0 P25′B69′F29′ *DBa&uE* 110′*f* 120′	42·2 FK	19·1 FK	Falmouth British 5*BHCem* 607*t APT*54*t*	T.3Cy.21½″,35″&58″–39″ (*s*) 160lb *100lb* NDB09 218NHP 2SB,*6rf*,GS73,HS3380 Cen.Mar.Eng.Wrks.WHpl	21 ″ 9 s 3 ″ 6½ 18 ″ 6	
330	**Pendik** *Elec.light*	**SteelTwinSc** 1*Dk*	350					1914	J.W. Klawitter Danzig	Administr.deNav. àVap.Ottomane	175·5	25·6 *WB*	11·5	Constanpl Turkish	T.6Cy.16⅝″,22½″&37½″–21⅜″ 24NHP J.W.Klawitter,Danzig		
331 124246 HMCT	**Pendragon Castle** *R.L.Hughes* –17 (*ex*Inverkip) 1*Dk(Stl)*&*Spar dk(Stl)* &*deep framing*	**SteelScSr** *ss*NNs.No.2–15 1*Dk(Stl)*&*Webframes*	4353 4107 2806	✝100A1 *Spar dk* ~~BeLt~~ ~~7,17 8,17~~ ~~34~~ MS12,15 ✝LMC DBS~~5,16~~ MBS~~9,16~~ 9,17	Liv	*x* ~~2,17~~ 5,18		1908 1mo	Russell& Co. PortGlasgow A&CP	LancashireShppg. CoLd (J.Chambers &Co. *Mgrs.*)	385·0 P36′B108′F41′ 264 *1BH CellDBa* 126	49·8 FK	18·4 FK *toMdk Cem uE*24′*f*170′	Liverpool British 5*BHtoSp dk* 1071*t DTa*32′760*t APT*45*t*	T.3Cy.26″,42″&70″–48″ (*s*) 180lb *100lb* 410NHP 2SB,*6cf*,GS118,HS5523 FD Rankin&Blackmore,Grk.	29 ″ 0 s 5 ″ 6 23 ″ 10	
332 65260 KQNL	**Pendrecht** *A.Meinsma* –16 *Elec.light* *Mchy.Aft*	**SteelTwinSc** *OilEng.* 1*Dk(Stl)*&*Webframes* *Longitudinal framing*	1589 1169 955	✝100A1 ~~6,17~~ 12,16 10,14 Rot *CarryingPetroleum in bulk* ✝LMC12,16	Ams	*o*		1916 12mo	Werf.Conrad Haarlem A&CP	Stoomv.Maats.De Maas.(Phs.van Ommeren, *Mgr.*)	242·1 P39′F39′	33·6 FK	18·1 FK	Rottrdam Dutch 12*BH APT*23*t*	Oil Engines 2S.C.SA 8Cy.16½″–18½″ J&CGBolindersCoLdSkm	8 ″ 6 sl ″ 10½ 16 ″ 11	
333 65260 KQNL	**Penelope** *C.A.Renand* –15 *Ref.Mchy.*	**IronScSr** 6thSurvey,Lth.4,96 4thSurvey,Lth.4,12 1*Dk(Irn)*2*trB*	1202 1027 756	✝ **A1*** 1 2,14	Lth	Lv		1871 9mo	Richardson Duck&Co. Stockton	J.Cormack&Co.	230·0 Q142*t* ptND06&12	30·1 RFD25*t*	19·6 FK	Leith British 5*BH*	C.2Cy.27″&51″–30″ NB80 119NHP 2SB,*4pf*,GS56 C.D.Holmes&Co.,Hull		
334 HSLT	— *Pappalas*	**IronScSr** (*ex*Libau) 1*Dk*2*trB*	803 593 474					1879	Rostocker Act.Ges. Rostock	A.CaroussisFrères	200·6 P104′F31′	27·6	14·5	Piræus Greek	C.2Cy.23½″&47″–30″ NB90 101NHP RostockerA.G.Rostock		GT
335	—	**SteelScBn** (*ex*PlazaVictoria, *ex*EstebanD.Risso,*ex*SanPaolo) 1*Dk*	392 — 305					1895	G.Ansaldo &Co. SestriP'nente	Cia.deNav. S.Lambruschini Ltda.	167·5	35·6	8·8	Bns.Ayres Argentine	C.4Cy.9″&17½″–9½″ 16NHP G.Ansaldo&Co.Smprdrna.		
336	— *R.Zwart* –11	**IronScK** *ss*Ams.2ndNo.3–6,11 *ss*Ymu.No.1–15 1*Dk*	151 150 53	✝100A1 *StmTrawler* 6,17 ~~5,15~~ ✝NB11,09 ✝LMC5,15 BS~~8,16~~6,17	Ymu	~~8,15~~ 5,17		1895 10mo	Cook,Welt'n&Gemmell Hull *Lloyd'sA&CP*	N.V.Stoomvissch. Maats.Praxis	102·5 ptND07	20·5 BK7½″	11·0	Ymuiden Dutch 3*BHCem*	T.3Cy.11½″,18″&30″–22″ (*s*) 160lb 43NHP 1SB,*2pf*,GS24,HS660 C.D.Holmes&Co.Hull	11 ″ 9	

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned. now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; IHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L. R. Dated list of Trade Cert.
337 Pengreep SteelScSr 133349 *G.Popham* –17 JFNQ 1*Dk(Stl)* *Carrying fuel oil F.P. above 150° F. in D.B*		4806 4432 3007	✠100A1 Mch *y* ~~5,17~~ ~~11,16~~ 11,17 ~~Bal~~ ✠LMC6,14			~~11,16~~ 5,17	1914 5mo	Irvine's SB &D.D.Co.Ld. W Hartlepool *Lloyd's A&CP*	PengreepSS.Co.Ld (R.B.Chellew) *WB = Cell D Ba 134' uE*	390'0|52'0|26'9 P38' B121' F38' FK 28' *f* 169' 1002 *t FPT* 73 *t APT* 152 *t*	Falmouth British 6 *BHCem*	T.3Cy.25½",42"&70"–48" (*s*) 180lb 402NHP 3SB,*9cf*,GS167,HS6653 Richardsons,Westgarth& Co.Ld.Hpl.	29 " 6 s 5 "7½ 24 " 3	
338 Penguin WoodSc *2 Dks*		*210* *203* *10*					1907	Forrestt& Co.Ld. Wyvenhoe	PeruvianCorporation,Ld.	114'2|24'3|12'3	Peruvian	T.3Cy.14½",24"&40"–27" 83NHP J.Stewart&Sons,London		
339 — SteelScK *J.Airey (Tug)* *Elec.light* 1*Dk*		208 205 60	...				1897	Palmers' Co.(Lim.) Newcastle	Government of Western Australia	120'0|24'1|11'4 BK6" *WB*	Perth, W.A British	T.3Cy.11¼",18½"&30"–24" 44NHP Palmers'Co.(Lim.),Nwc.	12 " 0	
340 — SteelScK 114622 *J.Edwards* –14 *ss* Ply.No.2–11 1*Dk*		190 176 74	✠100A1 Ply *Stm Trawler* 1,14 BS1,14 ✠LMC2,11			5,13	1902 11mo	A.Hall& Co. Aberdeen *Lloyd's A&CP*	~~Chant&Paddon,Ld~~ ~~J.Maxwell Jones~~ H.Ford (J.M.Jones, *Mgr.*)	112'4|21'1|11'6 Q21' BK7½" *WB* =	Plymouth British 3 *BHCem* *DT* 5'6 *t*	T.3Cy.12",19"&32½"–24" (*s*) 185lb 63RHP 1SB,*2cf*,GS31,HS1096 A.Hall&Co.Aberdeen	12 " 2	
341 — SteelScSr *Hansen* (*Whaler*) MFSK 1*Dk*		169 162 62					1909	Framnes Mek.Verks. Sandefjord	Hvalfangerselsk. Ocean(Chr.Nielsen &Co.Akties *Mgrs.*)	101'0|20'1|11'9 H7 *t* *WB*	Larvik Norwegian	T.3Cy.11",18"&29"–24" 41NHP Akers.Mek.Værks.Xia.		N
342 — IronScK 105042 *R.Wright* –17 TLHW 1*Dk*		151 140 65	...				1895	Cook, Welt'n&Gemmel Hull	PenguinStm FishingCo.Ld. (J.Johnson)	101'7|20'7|11'0 Q24' BK7½"	Scarboro' British	T.3Cy.11½",18"&30"–22" 45RHP C.D.Holmes&Co.Hull	11"10	
343 — IronSc 63849 *H.McLachlan* –05 1*Dk*		129 129 80					1871	Lon.&Gls. Co.Ld. Glasgow	W.Jones	107'6|18'7| 8'5 len77	Glasgow British	2Cy.13"–18" 15RHP London&Glas.Co.Ld.Gls.		
344 — SteelTwinScSr 110187 *A.Alexander* 00–06 (*Tender*) RHTM 1*Dk*		123 93 53	...				1899	Cox&Co. Falmouth	TheUnion-Castle MailS.S.Co.Ld.	90'2|19'3| 7'4 Q18' BK4"	London British *WB*	C.4Cy.10½"&21"–16" 36RHP Cox&Co.Falmouth	8 " 0	
345 Penguina SteelScSr (*Whaler*) 1*Dk*		170 *Should be "Neb 2.," See Letter N.* 60					1912	Framnes Mek.Verks. Sandefjord	Acties.Hvalfselsk. Quilimane (T. Andresen, *Mgr.*)	110'4|20'1|11'8	Larvik Norwegian	T.3Cy.12",20"&33"–24" 53NHP AkersMek.Værks.Xia.		
346 Penhale SteelScSr 128438 *J.H.Lowry* –14 *ss* Cff.No.1–16 TRM 1*Dk(Stl)*		3712 3476 2330	✠100A1 Cff *w* 12,16 ✠LMC BS1,16 MS5,16			1,16	1911 11mo	W.Gray& Co.Ld. W Hartlepool *Lloyd's A&CP*	PenhaleS.S.Co.Ld. (R.B.Chellew) *W B = Cell D Ba & uE*	350'0|50'0|23'6 P22' B101' F35' FK 138' *f* 154' 927 *t FPT*	Falmouth British 6 *BHCem* 80 *t APT* 97 *t*	T.3Cy.25",40½"&67"–45" (*s*) 180lb *100lb* 336NHP 2SB,*6cf*,GS132,HS5303 Cen.Mar.Eng.Wks.W.Hpl	25"11 s 4 "9½ 21 " 6	
347 Penhallow SteelScSr 133343 *J.M.P.Tregaskis* –15 JCQW 1*Dk(Stl)*		4318 4019 2707	✠100A1 Cff *x* 6,17 ~~6,15~~ ✠LMC ~~2,15~~ 6,17			~~3,14~~ 6,17	1913 7mo	W.Gray& Co.Ld. W Hartlepool *Lloyd's A&CP*	*W B = Cell D Ba & uE*	365'0|50'8|26'0 P27' B106' F36' FK 145' *f* 159' 966 *t FPT* 110 *t APT* 109 *t*	British 6 *BHCem*	T.3Cy.25",41"&68"–48" (*s*) 180lb *100lb* 371NHP 2SB,*8cf*,GS147,HS6039 Cen.Mar.Eng.Wks.WHpl	28 " 4 s 5 "6½ 23 " 3	
348 Peniche SteelScSr *R.A.Fernandes* –17 (*ex* Phoenicia) *Elec.light* Wireless 1*Dk & Shelter dk*		3566 3284 2185 —	G.L.Lon. ~~9,14~~ 4,18 (*See footnote**) *Carrying oil fuel F.P. above 150° F. in D.B tanks*			7,17	1913	Flensburgr Schiffsb.Ges. Flensburg	Requisitioned by thePortuguese Govt.(Furness, Withy&CoLd *Mgs*)	364'3|51'1|22'0 B30' 30'0	Lisbon Portuguese *WB*	T.3Cy.24¾",40⅜"&67¾"–48" 318NHP FlensburgerSchiffsb.Ges.		
349 Peninsula IronScSr 68961 *E.J.Besauvalle* –17 *ss* Lon.3rdNo.3–8,15 RLOW (*ex* Doris,*ex* Prudent) 2*Dks*(1*Irn*)3*trB*		1384 1334 879	✠100A1 Lon *p* 5,17 ~~6,16~~ ✠NB7,99 LMC MS5,15 ~~BS3,16~~ BS5,17			~~8,15~~ 5,17	1877 8mo	Bartram, Haswell&Co Sunderland A&CP	J.Hall,jun.&Co.	240'2|33'2|23'1 B17' F18' DD02 BK9" *WB* =	London British 4 *BHCem* *DB* 64' *f* 36'	C.2Cy.29"&60"–36" (*s*) 80lb *55lb* NDB88 162NHP 2SB,*4pf*,GS66,HS2526 J.Dickinson,Sunderland	24 " 7	
350 Peninsular SteelSc3MstSr *M.M.Fife* 88–15 *ss* Lis.No.3–1,00 IBWM (*ex* Murrumbidgee) *ss* Lis.No.2–08 *Elec.light* 2*Dks*(1*Stl* & 1*pt Stl*–ws)3*trB*		*2744* *2594* *1774*	✠ Lis *u* 5,08 ✠				1887 10mo	J.L.Thompson&Sons Sunderland	EmprezaNacional deNav.àVap.para aAfricaPortugueza *WB* =	325'0|40'0|25'9 P37' B90' F41' BK11" *Cell D B* 238' 407 *t*	Lisbon Portuguese 6 *BHCem* *APT* 31 *t*	T.3Cy.27",42"&70"–45" NDB06 329NHP 3DB,*12pf*,GS174 T.Richardson&Sons,Hpl.	29 " 3	
351 Penistone SteelScSr 135286 *D.Evans* –14 JDMF 1*Dk(Stl)*		4139 3770 2534	✠100A1 NYk *x* 7,17 ~~12,16~~ ✠LMC11,15			~~4,16~~ 5,18	1913 11mo	Craig, Taylor&Co.Ld. Stockton *Lloyd's A&CP*	CharlesRadcliffe, Ld.(C.Radcliffe& Co. *Mgrs.*) *W B* =	370'0|51'5|24'1 P52' B&F289' *Cell DB* FK *a* 127' *uE* & B40' *f* 152' 1152 *t FPT* 98 *t*	London British 6 *BHCem* *APT* 207 *t*	T.3Cy.26"42½"&69½"–45"(*s*) 180lb *120lb* 371NHP 2SB,*6cf*,GS123,HS5983 Blair&Co.Ld.Stockton	26 " 6 s 3 "1½ 23 " 9	
352 Penlee SteelScSr 109228 *J.Richards* –13 *ss* Bry.No.3–10,13 SJGW 1*Dk(Stl)*2*trB deep framing & Web frames & Shelter dk(Irn)*		3775 3562 2451	✠100A1 Liv *w* *Shelter dk* Cff 8,17 ~~12,16~~ ✠LMC MS10,15 BS12,16			~~8,15~~ 9,17	1901 5mo	Ropner& Son Stockton A&CP *WB* =	PenleeS.S.Co.Ld. (R.B.Chellew) *Cell D Ba & uE* 123'	340'0|48'0|25'8 FK *f* 146' 737 *t FPT* 237 *t*	Falmouth British 6 *BHCem* *APT* 232 *t*	T.3Cy.26",42½"&69½"–45" 160lb ~~90lb~~ *70lb* 349NHP 2SB,*8cf*,GS128,HS5620 Blair&Co.Ld.Stockton	28 " 4 s 3 "4½ 25 " 5	
353 Penmorvah SteelScSr 133347 *G.G.Bickford* 98–13 JDKB 1*Dk(Stl)*		4323 4024 2711	✠100A1 NYk *x* 4,17 ~~9,16~~ ✠LMC10,15			~~2,16~~ 12,17	1913 10mo	W.Gray& Co.Ld. W Hartlepool *Lloyd's A&CP*	PenmorvahS.S.Co. Ld. (R.B.Chellew, *Mgr.*)	365'2|50'8|26'0 P25' B106' F36' FK *W B = Cell D Ba & uE* 145' *f* 159'	Falmouth British 6 *BHCem*	T.3Cy.25",41"&68"–48" (*s*) 180lb *100lb* 371NHP 2SB,*8cf*,GS147,HS6039 Cen.Mar.Eng.Wks.WHpl	28 " 4 s 5 "6½ 23 " 3	
354 Penmount SteelScSr 109221 *S.R.Valler* –12 *ss* Cff.No.3–10,12 RMLF 1*Dk(Irn)* & *Web frames*		2314 2136 1483	✠100A1 Npt *s* 10,13 *Examd.* ~~MS5,15~~ ~~BS7,16~~ ✠LMC6,13			~~8,17~~ 3,18	1900 2mo	W.Gray& Co.Ld. W Hartlepool A&CP	PenmountS.S.Co. Ld. (R.B.Chellew)	302'5|43'2|19'7 P25' B71' F29' FK *W B = Cell DB a & uE* 120' *f* 124' 644 *t*	Falmouth British 5 *BHCem* *APT* 40 *t*	T.3Cy.22½",35"&59"–39" (*s*) 160lb *150lb* NDB17 218NHP 2SB,*6rf*,GS82,HS3303 Cen.Mar.Eng.Wks.WHpl	22 " 3 s 3 " 8 18 " 11	
355 Penn SteelSc 200053 *P.White* 1*Dk*		445 — 289					1903	Harlan& Hollingsworth Co. Wlmgtn, Del.	Baltimore & Philadelphia Stm.Bt.Co.	196'0|23'5|12'0	Phildlphia Utd.States	T.4Cy.21",32"&(2)35"–24" 120NHP Harlan&HollingsworthCo. Wilmington,Del.		
356 Pennant SteelTwinScSr 214597 *J.Menander* 14–16 *Oil Eng.* LGNQ *Elec.light* 2*Dks*(*Stl*) & *Web frames* *Mchy.Aft* *Longitudinal framing*		3253 2994 2029	✠100A1 Bal *t* 12,17 ~~12,16~~ NYk ✠LMC ~~10,16~~ 12,17 *Carrying Petroleum in bulk* *Fitted for oil fuel* 12,16 *F.P. above* 150° F.			P12,17	1916 12mo	Baltimore D.D.& S.B.Co Baltimore A&CP	PierceOilCorporation	292'3|47'2|26'9 P76' F26' FK *FPT* 73 *t APT* 117 *t*	NewYork Utd.States 11 *BHpt Cem* 7 „ *to U dk* 4 „ „ *2nd* „	Oil Engines 2S.C.SA 8Cy.20½"–29½" DB *150lb* J&CG Bolinders Co Ld.Skm	28 " 1 s 5 " 5 23 " 0	
357 — SteelSc3MstSr 101759 *R.J.Owens* 95–97 *ss* Bng.No.3–4,10 PTQH *Well deck* *ss* Bel.No.1–15 *Elec.light* *Mchy.Aft* 1*Dk(Stl)*		648 448 254	✠100A1 Bel *i* 4,17 BS4,17 ✠LMC11,14			4,17	1897 9mo	Scott& Sons Bowling A&CP	Rt.Hon.Baron Penrhyn (O.T.Jones, *Mgr.*)	180'0|29'1|10'7 Q97' B16' F34' BK7½" *W B = Cell D B f* 97' 136 *t*	Beaumaris British 3 *BHCem* *FPT* 21 *t*	T.3Cy.16",27"&43"–33" (*s*) 180lb *70lb* NDB11 94RHP 1SB,*3cf*,GS59,HS1806 Barclay,Curle&Co.Ld.Gls.	13 " 0 s " 7 13 " 3	

* This vessel, which was classed in the Germanischer Lloyd, has now been surveyed by the Surveyors to Lloyd's Register.

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant. Lettre ajouté d'équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Calaison sur Quille. Franc-bord au milieu navire. Tirant d'eau correspondant. pds. pc.
358 124099	**Pennar** *F.Ball* –07 *Mchy.Aft*	**SteelSc** 1*Dk*	130 112 75					1907	W.J.Yarwood&Sons Northwich	~~Powell,Bacon&~~ ~~Hough Lines,Ltd.~~ CoastLinesLd.				Liverpool British *WB*	C.2Cy.10½″&21″–12″ 18RHP W.J.Yarwood&Sons	
359 124360	**Pennard Castle** *J.Collins* –14 *ss*Sws.No.1–11 1*Dk*	**SteelScK**	259 222 100	✠100A1 *StmTrawler* 5,14	Sws		8,13	1907 1mo *Lloyd's A&CP*	W.Walker Maryport	CastleS.Trwlrs,Ld (C.Heron, *Mgr.*)	120·0 Q67′F19′	22·0	11·7 BK7½′	Swansea British *3BHCem*	T.3Cy.12½″,20″&34″–24″ (*s*) 180lb 57RHP 1SB,*2pf*,Gs38,Hs1423 MacColl&Pollock,Ld.Sld.	12 ″ 6
360 RKPB	**Pennsylvania** *U.Russ*01–09 *Elec.light Ref.Mchy.* Sub.Sig. Wireless	**SteelTwinScSr** 4*Dks*	13333 10621 8527					1896	Harland& Wolff(Lim.) Belfast	Hamburg-Amerik. Packetf.Act.Ges. (Ham.-Amr.Linie)	559·4 B160′	62·2	30·0 *WB*	Hamburg German	Q.8Cy.23″,33″,48″&69″–54″ 695NHP Harland&Wolff(Lim.)Bel.	G
361 215286 LHMF	— *H.Iverson*10–17 *Elec.light* 2*Dks*(*Stl*)&*Webframes* *Mchy.Aft* *Longitudinal framing*	**SteelScSr**	~~6678~~ 6606064 ~~3645~~ 5048	✠100A1 7,17 ~~(ClassContemplated~~ *CarryingPetroleum in bulk*	Quincy	*a*†		1917 7mo	ForeRiver S.B.Cor. Quincy,Mass.	TheTexasCo.	416·8 P107′B35′F33′	56·1	31·1 FK	~~Pt.Arthur~~ NewYork Utd.States	T.3Cy.26½″,44″&74′–51″ (*r*) 190lb *125lb* 549NHP 3SB,*9cf*, Hs7979 FD ForeRiverS.B.Cor.Quincy	32 ″ 9
362 NQFM	— *C.S.Petersen* *ss*Cpn.No.2–15 *Elec.light* 2*Dks*(*Stl*)&*deepframing*	**SteelScSr**	3704 3480 2385	✠100A1 5,17~~,16~~	Cpn Els	*w*	~~3,17~~ 5,17	1907 4mo *Lloyd's A&CP*	W.Dobson &Co. Newcastle	DetForenede DampskibsSelsk.	354·4 P41′B112′F38′ *WB=CellDB*	48·0	26·0 FK	Copnhagn Danish 6*BHCem*	T.3Cy.24½″,40″&67″–45″ (*s*) 180lb 361NHP 3SB,*9cf*,Gs124,Hs4830 FD N.E.MarineEng.CoLdNwc	28 ″ 5 s 5 ″ 1½ 23 ″ 8
363 20428 JMQL	— *C.F.Austin*10–12 *Elec.light* Wireless 2*Dks*&*Spar dk*	**IronScSr**	3400 — 2134					1872	Cramp& Sons Philadelphia	PacificMailS.S.Co.	343·0 31·9	43·0	24·9	NewYork Utd.States	T.3Cy.23″,36″&60″–36″ NE91 NB08 216NHP Cramp&Sns.,Philadelphia	R
364 105849 KQFM	— *A.Sadler* 1*Dk*&*Shade dk*	**SteelTwinSc**	1352 — 857					1899	Delaware RiverCo. Chester,Pa.	NewYork,Philadelphia&Norfolk R.R.Co.	244·3	40·0	14·8	Phildlphia Utd.States	T.8Cy.18″,29″&(2)33″–28″ 230NHP DelawareRiver Co.Chester	
365 211297 LDBH	**Pennsylvanian** *Tapley* *Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Ref.Mchy.* Sub.Sig. 3*rd dk in No.*1 *hold*& Wireless *Webframes* *Longitudinal framing*	**SteelScSr**	6655 6423 4139	✠100A1 *Shelter dk* *withfreeboard* 6,17 ~~1,17~~ *Fitted for oil fuel* 6,13 *F.P.*	NYk	*a*†	9,15	1913 6mo *above*	Maryland SteelCo. Sparro'Pt.Md A&CP	American-HawaiianS.S.Co.	407·7 *Intermediate'tween dk BH in* { 6 *B* *No.2 hold dispensed with* { 1 *B* *WB=CellDBa* 122′*u E*&*B*54′*f*166′1	53·7	36·1 FK *Cem* *H to Upr dk* *H to 2nd dk* 234*t DT f*30′	NewYork Utd.States 150° F.	Q.4Cy 25½″37′53½″&78″–54″ 215lb (*s*) 704NHP 3SB(FD)&1Aux.SB,*14cf*, Gs241,Hs10618 MarylandStl.Co.Sparr.'Pt. *only* 866*t FPT*125*t APT*52*t*	39 ″ 6 s 10 ″ 3½ 29 ″ 6
366 150705	**Penobscot** *Mchy.Aft* *Elec.light* 2*Dks*	**SteelSc3MstSr**	4077 — 3530					1895	F.W. Wheeler&Co. W.BayCity, Mich.	LakeTransitCo. (H.L.Shaw, *Mgr.*)	454·0 len06	44·5	22·5	Duluth, Minn. Utd.States *WB*	T.3Cy.22″,35½″&59″–44″ 231NHP F.W.Wheeler&Co.,West BayCity,Mich.	
367 133334 HWBF	**Penolver** *J.R.Bradshaw* –15 1*Dk*(*Stl*)	**SteelScSr**	3721 3474 2338	✠100A1 4,16	Cff	*w*	~~8,15~~ 7,17	1912 6mo *Lloyd's A&CP*	W.Gray& Co.Ld. WHartlepool *W*	PenolverSS.Co.Ld. (R.B.Chellew)	350·0 P23′B101′F34′ *B= Cell DBa*&*uE*	50·0	23·6 FK 138′*f*154′927*t FPT*	Falmouth British *3BHCem* 80*t APT*97*t*	T.3Cy.25″,40½″&67″–45″ (*s*) 180lb *100lb* 336NHP 2SB,*6cf*,Gs132,Hs5303 Cen.Mar.Eng.Wrks.WHpl	25 ″ 11 s 4 ″ 9½ 21 ″ 6
368 95908 MCBN	**Penpol** *T.Christopher* –14 *ss*Hpl.2ndNo.3–12,13 1*Dk*(*Stl*)&*Webframes*&*pt Awngdk*(*Irn*)	**SteelScSr**	2061 1546 1300	✠100A1 *pt Awng dk* *withfreeboard* 4,14	Cff	*r*	11,13	1891 2mo *Lloyd's A&CP*	Harvey &Co.(Lim.) Hayle	PennolS.S.Co.Ld. (R.B.Chellew)	276·0 P29′Q82′B110′26·0 F28′ *WB= Cell D B*228′361*t*	36·9	19·0 BK9½′	Falmouth British 5*BHCem* *APT*41*t*	T.3Cy.19½″,33″&56″–39″ (*s*) 160lb *80lb* NDR06 209NHP 2SB,*6rf*,Gs117,Hs3328 Harvey&Co.(Lim.)Hayle	21 ″ 3 s 7 ″ 8 21 ″ 3
369 101755 PDJB	**Penrhyn** *W.Hughes* –16 *ss*Bng.No.3–7,08 *Welldeck* *ss*Bel.No.2–17 *Elec.light* *Mchy.Aft* 1*Dk*(*Stl*)	**SteelScSr**	342 253 137	✠100A1 3,17	Bel	*f*	3,17	1895 8mo *Lloyd's A&CP*	Scott& Sons Bowling A&CP	Rt.Hon.Baron Penrhyn (O.T.Jones, *Mgr.*)	145·0 Q54′B10′F24′ *WB=CellDB*f67′	24·0	9·0 BK7′ 72*t FPT*30*t*	Beaumaris British 3*BHCem*	C.2Cy.18½″&40″–27″ (*s*) 120lb 64RHP 1SB,*2pf*,Gs38,Hs1257 Ross&Duncan,Gls.	11 ″ 2 s ″ 11 11 ″ 0
370 128940	**Penrice Castle** *F.Mortimer* –14 1*Dk*	**SteelScK**	255 227 100	✠100A1 *StmTrawler* 11,14	Sws			1913 3mo *Lloyd's A&CP*	Smith's Dock Co.Ld. Middlesbro'	CastleS.Trwlrs,Ld (C.Heron, *Mgr.*)	125·0 Q76′F21′	23·5	12·3 BK7½′	Swansea British 3*BHCem*	T.3Cy.12½″,21″&35″–26″ (*s*) 180lb 85RHP 1SB,*3pf*,Gs50,Hs1522 Smith'sDockCo.Ld.Mdb.	13 ″ 0
371 124608 HMQK	**Penrose** *T.Colman* –16 *Turret deck* 1*Dk*	**SteelSc**	3882 3186 2463					1908	W.Doxford &Sons,Ld. Sunderland	PenroseS.S.Co.Ld. (R.B.Chellew)	350·0 P32′F31′	49·1	23·9 *WB*	Falmouth British	T.3Cy.25″,41″&66″–45″ 292NHP W.Doxford&Sons,Ld.Sld.	V
372 135906 JFVS	**Pensacola** *J.Taylor* –16 *Arch deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	**SteelScSr**	2092 1922 1268	✠100A1 3,17	Cff	*r*	3,17	1914 7mo *Lloyd's A&CP*	Osbourne, Graham&Co. Sunderland	Furness,Withy& Co.Ld.	279·3 P25′F29′ *WB=CellDBa*84′*u E*20′	40·3	22·6 FK *f*112′475*t FPT*103*t*	W.Hartlpl British 4*BHCem* *APT*67*t*	T.3Cy.20½″,33″&54″–36″ (*s*) 180lb *90lb* 206NHP 2SB,*4pf*,Gs82,Hs3400 Richardsons,Westgarth& Co.Ld.Sld	24 ″ 9 s 6 ″ 11½ 18 ″ 1
373 123643 HGFS	**Penshurst** *E.Davies* –14 *Mchy.Aft* *Elec.light* 1*Dk*	**SteelSc3MstSr**	1191 828 740					1906	Montrose S.B.Co. Montrose	PowerS.S.Co.Ld. (J.Power&Co. *Mgrs.*)	225·0 Q114′B30′F49′	35·2	13·7 *WB*	London British	T.3Cy.17′,27′&45″–33″ 116NHP N.E.MarineEng.CoLd.Sld.	C
374 133342 JCHG	**Pensilva** ~~*J.Steer*01–12~~ *Roberts* –17 1*Dk*(*Stl*)	**SteelScSr**	4316 4028 2714	✠100A1 1,17	Cff	*x*	~~7,12~~ 12,17	1913 5mo *Lloyd's A&CP*	W.Gray& Co.Ld. WHartlepool *WB=*	PensilvaS.S.Co.Ld (R.B.Chellew)	365·2 P27′B106′F36′ *Cell D Ba*&*uE*145′	50·8	26·0 FK *f*159′966*t FPT*110*t*	Falmouth British 6*BHCem* *APT*109*t*	T.3Cy.25″,41″&68″–48″ (*s*) 180lb *100lb* 371NHP 2SB,*8cf*,Gs147,Hs6039 Cen.Mar.Eng.Wrks.WHpl	28 ″ 4
375 98588 LWKT	**Pentakota** *T.M.Hall* –16 3*Dks*(*UStl*–ws&1*pt Stl*–ws) *Elec.light*	**SteelScSr**	3427 3088 2215	✠ 11,90	Gls	*w*		1890 11mo	A&J Inglis Glasgow	BritishIndiaStm. Nav.Co.Ld.	360·0 P68′B86′F48′ *WB=Cell*	42·2	26·4 BK11″ *DB*270′467*t*	Glasgow British 6*BHCem*	T.3Cy.27½″,45″&70″–54″ 382NHP 2DB,*12cf*,Gs220,Hs6000 A.&J.Inglis,Glasgow	29 ″ 3
376 120381 JMGB	**Pentaur** *J.Bowman*11–15 (*ex*Volumnia) *Elec.light* 2*Dks3trB*	**SteelScSr**	3061 2519 1958					1892	Flensburgr Schiffsb.Ges. Flensburg	Chr.Salvesen&Co. of Leith	322·5 P203′F36′	40·3	24·4 *WB*	Leith British	T.3Cy.25″,41″&68″–45″ 310NHP FlensburgerSchiffsb.Ges.	
377 96663	**Pentecost Mitchell** (*ex*H.B.Hawgood) *Mchy.Aft.Elec.light.* ~~Sub.Sig.~~ 1*Dk2trB* Sub.Sig.	**SteelScSr**	4655 — 3386					1902	American S.B.Co. Lorain,Ohio	PittsburghS.S.Co.	414·0 F48′	50·0	28·0 *WB*	Duluth Utd.States	T.3Cy.22″,35′&58″–40′ 213NHP AmericanSB.Co.Cleveland	
378 136666	**Pentower** *C.Edwards* –15 (*Tug*) (*ex*Cleopatra) 1*Dk*	**SteelScCtr**	102 99 —					1913	Gebr.G.& H.Bodewes Martenshoek	Topham,Jones& Railton,Ld.	87·0 F48′	19·2	8·9 *WB*	London British	T.3Cy.11½″,18″&30″–17½″ 45RHP NVMachinef"Fulton,"Hzd	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys.	3 Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Class good now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught.	15 Registers in which classed, if not in L. R. Dates of Build or Trade Cert.
379 12850S HQVW	**Pentwyn** *H.A.Motyer* 10–10	Steel Sc Sr *ss* Bry. No. 1–15 1 *Dk (pt Irn & pt Stl)*	3587 3260 2151	✠ 100 A1 6.17 5,16 1,18 MS9,14	Bkn ~~Bkn~~ ✠ LMC	*w*	~~1,15~~ 3,17	1910 5mo *Lloyd's*	J. L. Thompson & Sons, Ld Sunderland *sA & CP*	**Pentwyn S.S. Co. Ld.** (F. H. Lambert, Barnett & Co.)	356·0 | 50·5 | 21·8 P27' B206' F33' FK *WB = Cell D Ba* 125' *uE & B* 45' *f* 147'			**Cardiff** British 6 *BHCem*	T. 3Cy. 25", 41" & 67"–45" (*s*) 180lb *100lb* 337 NHP 2SB, *6cf*, GS 126, HS 5337 Blair & Co. Ld. Stockton 1007 *t FPT* 62 *t APT* 239 *t*	24 " 3 s 3 " 3 21 " 4	
380 110071 QTPG	**Pentyrch** *Eagle* –18 ~~*P. H. Manley* –16~~ (*ex* Bardsey) *Elec. light*	Steel Sc Sr *ss* Nwc. No. 3–5, 12 *ss* Sld. No. 1–17 1 *Dk (pt Irn & pt Stl)* 2 *tr B & deep framing* 3 *Dk rule*	3312 3104 2118	✠ 100 A1 ~~6.17 2,17~~ 4,18 MBS 4,18	Sld ~~Hpt~~ ✠ LMC 2 17	*v* Shi	~~2,17~~ 4,18	1899 2mo *Lloyd's*	Richardsn, Duck & Co. Stockton *sA & CP*	**Pentwyn S.S. Co. Ld.** (F. H. Lambert, Barnett & Co *Mgrs*) *WB = Cell D Ba* 110' *uE & B* 24'	339·0 | 46·1 | 24·7 P33' B92' F33' FK *WB = Cell f* 146' 807 *t FPT* 107 *t*			**London** British 6 *BHCem APT* 168 *t*	T. 3Cy. 24½", 40½" & 66½"–42" 160lb *180lb* NDB 17 (*s*) 294 NHP 2SB, *6cf*, GS 123, HS 4530 Blair & Co. Ld. Stockton	27 " 3 s 5 " 0½ 22 " 7	
381 120212 HFSM	**Penvearn** *J. M. P. Tregaskes* –17 *Turret deck Elec. light*	Steel Sc Sr 1 *Dk 2 tr B*	3710 3133 2377					1906	W. Doxford & Sons, Ld. Sunderland	**Penvearn S.S. Co. Ld.** (R. B. Chellew) *WB*	342·1 | 46·6 | 24·7 P21' F35'			**Falmouth** British	T. 3Cy. 26", 42" & 68"–42" 300 NHP W. Doxford & Sons, Ld. Sld.		V
382 107 PABK	**Penza** *Heikel* ~~*G. Makaroff* –14~~ –18 *Elec. light* Wireless	Steel Sc Sr *ss* Nag. No. 1–14 2 *Dks Lower dk (Stl)* & *Spar dk (Stl–teak s)*	2679 2506 1334	✠ 100 A1 *Spar dk* with freeboard 11,16 *Shanghai & Vladivostock*	Shi BS 16 ✠ LMC 11,16	*u*	~~11,14~~ 11,17	1909 10mo *Lloyd's*	F. Schichau Danzig *sA & CP*	**Russian Volunteer Fleet Association** *WB = Cell D Ba* 44' *uE & B* 96' *f* 92' 30 *t FPT* 23 *t APT* 12 *t*	299·8 | 41·6 | 28·4 FK			**Vladvostk** Russian 5 *BHCem*	T. 3Cy. 25½", 43⅜" & 70⅜"–47½" 210lb (*s*) 584 NHP 4SB, *12cf*, GS 223, HS 8978 FD F. Schichau, Elbing	30 " 8 s 12 " 0 19 " 2	
383 JCQP	**Pepin** *L. Gonzalez* –06 (*ex* Olimpia) *Well deck*	Steel Sc Sr *ss* Bbo. No. 3–11, 05 *ss* Bbo. No. 1–10 1 *Dk (Irn)*	446 347 201	✠ ~~—~~ 1,16 ✠	Bbo	*g*		1893 8mo	W. Harkess & Son Middlesbro'	**Cia. de Nav. Vasco-Asturiana** *WB = D Ba* 31' 28 *t FPT*	160·0 | 24·5 | 12·2 Q82' B14' F24' BK 7"			**Aviles** Spanish 4 *BHCem* 18 *t APT* 10 *t*	96' *f* 92' 30 *t FPT* 23 *t APT* 12 *t* T. 3Cy. 13", 21" & 34"–24" 65 NHP 1SB, *2rf*, GS 38, HS 1086 Wstgrth, English & Co. Mdb	12 " 9	
384 202939 RVGT	**Pequonnock** Wireless	Steel Sc Sr 2 *Dks*	2930 — 1986					1906	Delaware River Co. Chester, Pa.	**New England S.S. Co.**	275·7 | 45·1 | 16·7			**N. Lndn Cn** Utd. States	T. 3Cy. 20", 34" & 56"–42" 203 NHP Delaware River Co. Chester		
385 5697 JVGB	**Per** *N. E. Mårtensson* 16–16	Wood Sc Sr *Oil Eng.* 1 *Dk*	131 115 92					1905	Westerviks Warfs A/B Westervik	**Kalkindustri Aktiebolaget (Ph. Wersen, *Mgr*)**	95·6 | 21·3 | 8·4			**Södertelge** Swedish	Oil Engine 2Cy. 12¼"–13½" NE *fitted* 15 J V Svensson Motorfab Skm		V
386 1938 JDSG	**Per Brahe** *Ty. Böija* 16–16	Iron Sc Sr 1 *Dk*	186 91 129					1857	Motala Co. Motala	**Ångf. Aktieb. Göta Kanal (Aug. Rönnow, *Mgr.*)**	98·8 | 21·2 | 8·4 Q33' B37' H13 *t* F31'			**Stockholm** Swedish	C. 2Cy. 17" & 34"–18" NB 10 41 NHP Bergsunds Mek. Verks. Skm		
387 116002 VCWL	**Pera** *G. E. Butler* –17 Wireless *Elec. light* *Ref. Mchy.*	Steel Twin Sc Sr 2 *Dks 3 tr B & deep framing*	7635 7235 4899					1903	Workman, Clark & Co. Ld Belfast	**P. & O. Stm. Nav. Co.** *WB*	480·0 | 57·2 | 32·7 P44' B98' F53'			**Belfast** British	T. 6Cy. 22½", 36½" & 61"–48" 516 NHP Wrkman, Clark & Co. Ld Bel		
388 RPBT	— *H. Muny* 03–14 (*ex* Heimfeld, *ex* Wellgunde, *ex* Armanistan)	Steel Sc Sr *ss* Cpn. No. 2–14 1 *Dk (Stl)* & *Spar dk (Stl)* & *deep framing*	4002 3804 2620	✠ ~~—~~ 3,16 *Spar dk* ✠	Cpn	*w*		1905 8mo	D & W Hendersn & Co. Ld Glasgow	**Deutsche Levante Linie** *WB = Cell D Ba* 118' *uE* 24' *f* 152'	360·0 | 50·2 | 17·0 P31' B100' F33' 25·0 FK 907 *t DT a* 34' 800 *t*			**Hamburg** German 6 *BHCem APT* 117 *t*	T. 3Cy. 25", 41" & 67"–45" 370 NHP 2SB, *6pf*, GS 118, HS 5048 FD D & W Hendersn & Co Ld Gls	27 " 6	
389 120296 WDJB	**Perak** *W. S. Quine* *Elec. light*	Steel Sc Sr 2 *Dks*	1188 809 519					1906	Caledon S. B. & E. Co. Ld. Dundee	**Straits S.S. Co. Ld.**	239·8 | 35·2 | 13·8			**Singapore** British	T. 3Cy. 20", 33" & 54"–36" 175 NHP Caledon SB. & E. Co. Ld. Dun		
390 89150	— *G. A. Glenday* 08–11	Steel Sc Sr 1 *Dk & Promenade dk*	529 391 296			...		1903	Riley, Hargreaves & Co. Ld. Singapore	**Eastern Shipping Co. Ld.**	164·0 | 25·0 | 12·6 P41' F25' BK 7" *Promenade dk* 63'			**Penang** British *WB*	C. 2Cy. 19" & 34"–27" NB 03 51 RHP NE 85 *re-fitted* 03 Smith Bros. Glasgow	14 " 0	
391 117146	**Percesien** *J. Lazard* –16 (*ex* Canada, *ex* Pro Patria)	Steel Sc Sr *ss* Hfx. No. 3–4, 06 *ss* Hfx. No. 1–09 *Elec. light* 2 *Dks*	772 ~~579~~ 772 ~~509~~ 707 17 4	*with freeboard* 7,13 *For Coasting purposes, Halifax, N.S. & Cape Breton*	Hfx			1893	J. Scott & Co. Kinghorn	~~Caspé & Baie des Chaleurs S.S. Co. Ld.~~ J. & P. Coats, Ld *on* *WB = Cell D B*	185·5 | 27·2 | 19·5 BK 7" *a* 28' *f* 69' 143 *t*			**Quebec** British 4 *BHCem*	T. 3Cy. 19½", 31" & 51"–36" 144 NHP 1SB, *4pf*, GS 84, HS 2172 J. Scott & Co. Kinghorn	12 " 9	V
392 211025	**Percival Roberts, Jr.** *S. C. Allen* 01–13 *Mchy. Aft* *Elec. light* Sub. Sig.	Steel Sc Sr 1 *Dk (Stl)* & *Web frames* *Longitudinal framing*	7593 7290 5862	✠ 100 A– 11,13 *For Service on the Great Lakes* ✠ LMC 4,15	N Yk			1913 4mo	American S.B. Co Lorain, O.	**Pittsburgh S.S. Co.** *WB = Cell D Bu*	580·0 | 58·0 | 32·0 F51' FK *E & B* 55' *f* & *in Hopper side tanks*			**Duluth** Utd. States 4 *BH*	T. 3Cy. 24", 39" & 65"–42" (*s*) 170lb *170lb* 406 NHP 2SB, *6cf*, GS 132, HS 6338 FD American SB. Co. Cleveland 479' 8549 *t FPT* 259 *t APT* 59 *t*	32 " 0	
393 83518	**Percy** *T. P. Wilson* –03	Wood Sc Flat 1 *Dk*	104 85 36					1887	Brundrit & Co. Runcorn	**Stm. Flat Percy Co. Ld. (T. J. May)**	73·4 | 19·5 | 8·5			**Runcorn** British	C. 2Cy. 11" & 22"–15" NE & B 98 30 RHP Plenty & Son, Newbury		
394 131309 HSOB	**Perdita** *W. J. Cornish* –11 *Well deck* *Mchy. Aft*	Steel Sc Sr 1 *Dk (Stl)*	543 394 211	✠ 100 A1 10,14 MS 5,15 ✠ LMC 12 10	Bkn	*i*	10,14	1910 12mo *Lloyd's*	Mackay Bros. Alloa *sA & CP*	**S. Wales & Liverpool S.S. Co. Ld. (R. Gilchrist & Co *Mgs*)** *WB = Cell D Bf* 93' 123 *t FPT*	175·0 | 26·1 | 10·7 Q97' B13' F28' FK			**Liverpool** British 3 *BHCem* 41 *t APT* 3 *t*	T. 3Cy. 16", 27" & 44"–30" (*s*) 180lb *100lb* 97 RHP 1SB, *3cf*, GS 64, HS 2340 MacColl & Pollock, Ld. Sld.	13 " 0 s " 6 12 " 9	
395 150740	**Pere Marquette** *Elec. light* Wireless	Steel Twin Sc (*Car Ferry*) 2 *Dks 3 tr B*	2443 — 1634					1896	F. W. Wheeler & Co. W. Bay City	**Pere Marquette R.R. Co.**	337·1 | 56·0 | 17·0			**Grand Haven** Utd. States	C. 4Cy. 27" & 56"–36" 314 NHP F W Wheeler & Co W B'y Cty		
396 139855	**Pere Marquette 5** *C. Cross*	Wood Sc Sr 1 *Dk*	1825 1753 1179					1890	F. W. Wheeler & Co. W Bay City Mich	**Annzac S.S. Co. Ld.**	226·0 | 38·0 | 24·2			**S Jhns NFL** British	T. 3Cy. 19", 30" & 50"–40" 158 NHP Frontier Iron Wks. Detroit		
397 200611	**Pere Marquette 14** *Two Screws forward & two aft* *Elec. light* (*Car Ferry*)	Steel Twin Sc 1 *Dk*	2531 — 1655					1904	Detroit S. B. Co. Wyandotte	**Pere Marquette R.R. Co.**	327·6 | 52·1 | 21·0			**Detroit** Utd. States	C. 4Cy. 28" & 52"–36" 279 NHP Detroit S. B. Co. Detroit		
398 116695	**Pere Marquette 16** (*ex* Muskegon, *ex* Shenango, No. 2)	Comp (*Car Ferry*) Twin Sc	1938 — 1317					1895	Craig S. B. Co. Toledo, O.	**Pere Marquette R.R. Co.**	282·6 | 53·0 | 19·4			**Grand Haven** Utd. States	C. 4Cy. 23" & 46"–36" 212 NHP S. F. Hodge & Co. Detroit		
399 150906	**Pere Marquette 17** *Elec. light* Wireless	Steel Twin (*Car Ferry*) Sc Sr 1 *Dk & Shade dk 3 tr B*	2775 2400 1685					1901	American S.B. Co. Cleveland	**Pere Marquette R.R. Co.** *WB*	338·0 | 56·0 | 17·7			**Grand Haven** Utd. States	T. 6Cy. 19", 31" & 52"–36" 324 NHP American SB. Co. Cleveland		
400 208305	**Pere Marquette 18** *Elec. light* Wireless	Steel Twin Sc (*Car Ferry*) 2 *Dks 3 tr B*	2777 — 1660					1910	Chicago S.B. Co. Chicago	**Pere Marquette R.R. Co.**	338·0 | 56·0 | 20·5			**Grand Haven** Utd. States	T. 6Cy. 19", 31" & 52"–36" 324 NHP American SB. Co. Cleveland		

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Speciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expire. Lettre d'Equilisement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Règlement des coffres
401 200459	Pere Marquette 19 (*Car Ferry*) Wireless	Steel Twin Screw 2 *Dks*	2626 — 1548					1903	American S.B.Co. Cleveland	Pere Marquette R.R.Co.	338·0	56·0	19·5	Grand Haven Utd. States	T.6Cy.19″,31″&52″–36″ 324NHP American S.B.Co. Cleveland		
402 200531	Pere Marquette 20 (*Car Ferry*) Wireless	Steel Twin Screw 2 *Dks*	2626 — 1495					1903	American S.B.Co. Cleveland	Pere Marquette R.R.Co.	338·0	56·0	19·5	Grand Haven Utd. States	T.6Cy.19″,31″&52″–36″ 324NHP American S.B.Co. Cleveland		
403 98375 MHGC	Peregrine *E.Jones* ss Mel.2nd No.3–2,16 *Ref.Mchy.* Wireless 2 *Dks* (*UIrn–ws*) *Shell plating* (*pt Stl*)	Iron Sc Sr	2514 1468 1537	✠100A– *Awng dk with freeboard* 8,16 ✠LMC8.16	Mel	*s*	8,16	1891 9mo	WB Thmpson & Co., Lim. Dundee	Peregrine S.S.Co. Ld. (Moller & Co.) *WB*	320·2 P36′B179′F31′ len06 BK 9″ = *DBa* 27′ *uE* 31′ *f* 82′ *In termediate B Hin forehold d*	37·7	16·2 *ispensed with 4 B Ho*	Shanghai British *Cem* *nly Collision B Hto U*	T.3Cy.30″,47″&75″–48″ (*a*) 1501b *100lb* NDB06 430NHP 2 DB, *12rf*, GS190, HS6997 W.B.Thmpsn & Co.Ld.Dun. *pper dk only*	17 ″ 8 s 1 ″ 9 17 ″ 1	
404 99098	~~12.17~~ *W.S.Hunnisett* –16 ss Hpl.No.3–7,03 *Elec.light* Sub.Sig. Wireless 1 *Dk* (*Irn–ws*) 2 *trB* *Shell plating & floors* (*pt Stl*)	Iron Sc Sr	1681 1166 780	~~✠100A1~~ 1,15 *Examined 3,17* ✠NB7,05 ~~✠MC8.16~~ ~~BS8.16~~	Lon	*r*	~~12,15~~ 5,17	1892 6mo	WB Thmpson & Co., Lim. Dundee *Lloyd's*	General Stm. Nav. Co. Ld. *WB* =	280·0 P59′B139′F32′ BK 9″ *DBa* 34′ *f* 80′ *d uE* 30′	37·7	16·2 *4 B HCem* 165 *t FPT* 21 *t*	London British	T.3Cy.30½″,47″&75″–48″ (*s*) 170lb *80lb* NDB03 455NHP 2SB, *8cf*, GS156, HS6269 FD W.B.Thmpsn & Co.Ld.Dun.	17 ″ 9 s 2 ″ 4 16 ″ 7	Wreck Rem
405 MPFH	— *M.Danielsen* 16–16	Steel Sc Sr (*ex* Yacht)	234 216 88					1896	Bath Iron Works Bath, Me.	Akties. Vesterhav (C.M.Höie, *Mgr.*)	143·5	22·8	13·3	Stavanger Norwegian	T.3Cy.14″,22″&34½″–22″ 56NHP Bath Iron Works		
406 135162	Perena *A.Martinez* ss Vpo.No.1–16 1 *Dk* (*Stl*)	Steel Sc	45 36 —	✠ A– *For Towing purposes* 9,16 ✠LMC9.16	Vpo		9,16	1912 11mo	Bow, McLachlan & Co. Ld. Paisley	S.Pearson & Son, Ld.	55·5	15·1	6·6 BK 4′	London British	C.2Cy.10″&20″–14″ (*o*) 120lb 17RHP 1SB, *1pf*, GS17, HS480 Bow, McLachln & Co Ld Psy	7 ″ 0	
407 129233 JHNL	Perez Pujol *R.Garcia* –16 (*ex* Dolores, *ex* Marie Elisabeth) ss Msl.No.2–10 1 *Dk* (*pt Irn & pt Stl*) *& deep framing*	Steel Sc Sr	1297 1180 788	✠ — 1,16 ✠	Bbo	*n*		1902 6mo	W.Harkess & Son Middlesbro'	~~Ferrer Peset Hermanos~~ Cia. Trasmediterranea *DB*	225·0 P15′Q83′B56′ RFD86′F21′ FK 351 *t APT* 29 *t*	35·1	17·8 *a & uE* 79′ *uB* 15′ *f* 92′	Valencia Spanish *4 BHCem*	T.3Cy.17″,28½″&46″–33″ 131NHP 1SB, *3cf*, GS59, HS2025 MacColl & Pollock, Sld.	16 ″ 6	V
408 208989 LCBV	Perfection *T.C.Johnson* Sub.Sig. *Elec.light* *Carrying Petroleum in bulk* Wireless *Fitted for oil fuel* 1 *Dk* 2 *trB*	Steel Sc Sr	2309 — 1151					1911	American S.B.Co. Cleveland, O.	Standard Transportation Co.	250·0 P92′F52′	43·0	23·0 *WB*	New York Utd. States	T.3Cy.19″,31″&54″–42″ 189NHP American S.B.Co. Cleveland		
409 100470	Peribonca 1 *Dk*	Wood Pad	179 113 113					1892	H.J. Beemer Roberval	Quebec Development Co.Ld.	90·0	21·8	6·2	Quebec British	C.2Cy.13″&16″–32″&40″ 28RHP Carrier, Lane & Co. Levis		
410 909 HRCF	Pericles 1 *Dk*	Iron Twin Sc Sr	380 — 273					1878	Stabilmnto Tecnico Trieste	A.&I.Frangopoulo	176·0	27·6	9·1	Rostoff Russian	C.4Cy.10½″&21″–18″ 31NHP		
411 129283 JHNL	— *A.E.Batty* –17 ss Hul.No.1–15 1 *Dk*	Steel Sc K	208 204 82	✠100A1 *Stm Trawler* 5,16 ~~BS7,16~~ ~~BS12,16~~ ✠LMC10.14	Hul		5,16	1910 8mo	Cook, Welt'n & Gemmell Ld. Beverley *Lloyd's*	Hellyers' Steam Fishing Co. Ld. *WB* =	112·0 BK 8″ *APT* 3 *t*	22·5	12·1	Hull British	T.3Cy.10″,16½″&27″–24″ (*s*) 200lb 45RHP 1SB, *2pf*, GS25, HS750 Amos & Smith, Ld. Hull	13 ″ 2	
412 115215 SRLW	Perico *S.G.Thompson* –02 1 *Dk & Shade dk*	Steel Twin Sc Sr	268 207 21					1901	J.Jones & Sons Birkenhead	Pacific Stm Nav Co.	125·5 P92′F52′	25·1	9·4	Liverpool British	C.4Cy.14″&28″–20″ 65RHP J.Jones & Sons, Liverpool		
413 102934 NGVQ	Peridot *B.Hume* –17 ss Goo.No.3–3,05 ss Hul.No.2–13 1 *Dk*	Iron Sc K	214 195 86	✠100A1 *Stm Trawler* 2,17 ✠LMC8.15 ✠NB5.05 BS7,16	Hul		N7,16	1894 2mo	Earle's S.B. & E.Co (Lim) Hull *Lloyd's*	~~Kingston Steam Trawling Co. Ld.~~ W.Baynton (H.C.Baker, *Mgr.*)	123·0 Q46′F20′ ND05 len05 BK 7½″	20·6	11·4	Grimsby ~~Hull~~ British	T.3Cy.12″,20″&32″–22″ (*s*) 160lb 55RHP 1SB, *2pf*, GS30, HS920 Earle's Co. (Lim.), Hull	12 ″ 0	
414 136995	Perihelion 1 *Dk*	Steel Sc K	215 200 98	✠100A1 *Stm Trawler* 7,14 ✠LMC7.14	Goo			1914 7mo	Goole S.B. & Repg Co. Ld. Goole *Lloyd's*	Grimsby & N. Sea Stm Trawling Co Ld	120·4 Q66′	22·0 BK 7½″	11·6 *3 BHCem*	Grimsby British	T.3Cy.12″,21½″&35″–24″ (*s*) 180lb 76RHP 1SB, *2pf*, GS33, HS1313 C.D.Holmes & Co.Ld.Hull	12 ″ 6	
415 ~~Sunk by Submarine 10.17~~ 76060 QPNB	Perim ~~*E.G.Shepherd*~~ –17 ss Liv.2nd No.3–10,15 2 *Dks* (1 *Irn*) 3 *tr B*	Iron Sc Sr	1348 1254 851	~~✠100A1~~ 6,17 7,16 ~~Mch B&C~~ ~~Mch B&C~~	Liv	*o*	7,16	1877 4mo	Lon. & Gls. Co. Glasgow A&CP *Lloyd's*	Perim S.S.Co.Ld. (Ellerman Lines Ld. *Mgrs.*) *WB* =	241·3 B24′ Dd98 BK 9″ *FPT* 81 *t deep tank*	32·6	22·7 a 22′ 149 *t*	London British	C.2Cy.31″&54″–33″ (*i*) 65lb *80lb* NDB12 118NHP 2SB, *4pf*, GS72, HS1860 Lon. & Gls. Co., Glasgow	24 ″ 2 ~~s 1 ″ 5½~~ ~~20 ″ 10~~	
416 120736 TVPF	Period ~~*Jubilee* –17~~ *Elec.light* *Spar dk* (*Stl*) *& deep framing* *W.Wills* –18 *Spar dk rule* *Cantilever framed topside tanks* *Cargo battens not fitted*	Steel Sc 4 Mst Sr ss Mel.No.2–16	2785 2503 1747	✠100A1 ~~3,13 3,17~~ ~~LMC3.16~~ 3,16	Mel	*u*	3,17	1907 4mo	Sir Raylton Dixon & Co Ld Middlesbro' *Lloyd's*	Australian Steamships, Ld. (*Man. Agents.* Howard Smith Ld.) *WB* = *Cell DBa* 106′ *uE & B*	330·3 B58′F39′ 35′ *f* 135′ 657 *t Topside tanks P &*	45·3 FK	22·6 s 219′ 554 *t FPT* 82 *t APT* 132 *t*	Melbourne British	T.3Cy.24″,40″&66″–42″ (*s*) 180lb 307NHP 3SB, *6cf*, GS133, HS4761 Richardsons, Westgarth & Co. Ld. Mdb.	25 ″ 0	
417 ~~R.N.F.~~	Peris Valero *J.Banos* –16 ss Bbo.2nd No.3–9,11 (*ex* Pepita, *ex* Cairnryan) *Well deck* 1 *Dk* (*Irn*) *& Web frames*	Steel Sc Sr	1663 1230 1060	✠ — 9,16 *pt Awngdk with freeboard* ✠	Bbo	*q*		1888 5mo	Palmers' Co.Ld. Newcastle	~~Ferrer Peset Hermanos~~ Cia. Trasmediterranea *Cell*	260·0 P31′Q64′B110′ F27′ *DBa* 218′ 407 *t FPT*	36·3 FK	16·5	Valencia Spanish *4 BHCem* 60 *t APT* 9 *t*	T.3Cy.18½″,31″&51″–36″ NDB11 159NHP SB, *4rf*, GS69, HS2418 Palmers' Co. Ld. Newcastle	18 ″ 9	V
418 LNFD	Peritia **(Seized at Petrograd)** *A.Klevenhusen* 94–08 *Elec.light* 1 *Dk*	Steel Sc Sr	2081 1810 1307					1908	Eiderwerft Tönning	J.Jost	274·8 P11′B82′F24′	40·6	15·9 *WB*	Flensburg German	T.3Cy.18½″,30¾″&49½″–33½″ 139NHP Eiderwerft, Tönning		
419 139046 JLGF	Perla *Elec.light* 1 *Dk* (*Stl*) *& Shelter dk* (*Stl*)	Steel Sc Sr	5355 4975 3440	✠100A1 *Shelter dk with freeboard* 10,15 BS9,15 ✠LMC12.12	Hul	*y*	10,15	1912 12mo	Cant. Nav. Triestino Monfalcone *Lloyd's*	Requisitioned by the Admiralty (Grahams & Co. *Mgrs.*) *WB* = *Cell DBa* 130′ *uE & B* 42′ *f* 165′	400·1 54·0 FK	52·1	28·8	London British *6 BHCem*	T.3Cy.26″,42″&70″–48″ (*s*) 180lb 499NHP 3SB, *9cf*, GS148, HS7590 FD Clyde S.B.&E.Co.Ld.P.G.I. 1292 *t FPT* 105 *t APT* 234 *t*	32 ″ 0 s 7 ″ 7 24 ″ 9	
420 129305 HSWQ	Perlak *A.E.Gentles* –12 ss Cal.No.3–3,15 *Elec.light* 1 *Dk* (*pt Irn & pt Stl*) *Mchy.Aft & Web frames & Trunk dk* (*Stl*)	Steel Sc Sr	1899 1468 1108	✠100A1 ~~11,16~~ 11,18 ~~4,18~~ BS12.16 ~~BS11.16~~ ✠LMC3.15 *Carrying Petroleum in bulk Fitted for oil fuel*	Cal	*q*	~~11,16~~ ~~6,17~~ 4,18 11,04	1904 11mo	Maats. Fyenoord Rotterdam A&CP	Indo-Burma Petroleum Co.Ld.	242·0 P68′F40′	42·0 FK	18·9 *WB* = *Cell*	Rangoon British *11 BHCem*	T3Cy.20½″,33½″&55″–36″ (*s*) 180lb *70lb* 215NHP 2SB, *6cf*, GS98, HS3561 Maats. Fyenoord, Rot. *DBa* 44′ 60 *t FPT* 60 *t APT* 6 *t*	20 ″ 1 s 2 ″ 4 18 ″ 1	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / *Master.* *Late Name if any.* / Special Surveys. No. of Decks, &c.	3	4 Register'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned. now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines.	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L. R. Date of R. of Trade Cert.
421	**Perlis**	**SteelSc**	146 / 100 / 48					1913	Eastern Shpg.Co.Ltd. Penang	EasternShipping Co.Ld.	102·0	19·6	7·6	Penang British	C.2Cy.13″&26″–18″ 120lb 28RHP 1SB,*2pf*,GS33,HS726 Jeffray&Co.London		
	Elec.light	1*Dk*(*Teak*)&*pt Shade dk*															
422	**Perm**	**SteelScSr**	1112 / 796 / 675					1883	Burmeister &Wain Copenhagen	DetForenede DampskibsSelsk.	236·4 / P25*t* F29*t*	30·1 / B31*t*	14·9 / 21·7	Copnhagn Danish *WB*	C.4Cy.24″&48″–32″ 217NHP Burmeister&Wain,Cpn.		V
NTQF	*P.Henriksen*																
	Well deck Ref.Mchy.	2*Dks*															
423	**Pernigel**	**SteelScSr**	169 / 156 / 40					1896	Act.Ges. "Neptun" Rostock	PernigelSteam Nav.Co.	113·0 / H36′	21·0	10·3	Riga Russian	C.2Cy.17¾″&32½″–22″ 41NHP A.G."Neptun,"Rostock		V
967	*J.Leelkaln* –09																
	(*ex*Blankenese)	1*Dk*															
424	**Pero-da Nhaya**	**SteelScSr**	297 / 222 / 94	✠100A1 7,15 ~~ES8,15~~ ~~BS1,17~~	Beira	*e*	6,15	1898 3mo	Mackie& Thomson Glasgow A&CP	Cia.deMoçambique	140·5 / Q61′F23′	23·5	10·0 / BK7½″ *WB*	Beira Portuguese	T.3Cy.13½″,21½″&35½″–27″ 170lb (*s*) 71NHP 1SB,*3cf*,GS51,HS1270 Muir&Houston,Ld.Gls	11 ″ 2 s ″11½ 11 ″ 2	
	Cable Vessel	ssHav.2ndNo.3–7,07		✠LMC ~~MS2,10~~													
	Chauvelon –16	ssHav.No.1–12															
	(*ex*FrançoisArago, *ex*Westmeath)	1*Dk*(*Irn*)&*Spar dk* *Elec.light* 3*trB*															
425	**Peronne**	**IronScSr**	3342 / 3141 / 1906	✠ ~~——~~ 3,16 *Spar dk* ✠NB8,02 ✠	Hav	*u*		1882 11mo	Sunderlnd S.B.Co.Ld. Sunderland	Cie.Française de Marine et de Commerce	320·0 / ND99 *Cell DB a*92′	42·4 / BK11″ *uE*20′	28·0	Havre French	C.2Cy.40″&74″–48″ 316NHP 2DB,*8rf*,GS186,HS5168 W.Doxford&Sons,Sld.	30 ″ 7	V
KPJS	*Chauvelon* –16	ssHav.No.1–12															
	(*ex*FrançoisArago, *ex*Westmeath)	1*Dk*(*Irn*)&*Spar dk* *Elec.light* 3*trB*															
426	**Perou**	**SteelTwinSc**	6599 / — / 2972					1907	Chant.de l'Atlantique St.Nazaire	Cie.Générale Transatlantique	432·5 / P52′Q204′H—F55′	52·3	31·4 / *WB*	Havre French	T.6Cy.27″,43″&72″–48″ 718NHP Ch.de l'Atlantique,St.Naz.		V
KPJR	*Brevet* –14																
	Ref.Mchy. Wireless	3*Dks*															
427	**Perseo**	**IronSc3MstSr**	3935 / 2555 / 2097	✠ *Spar dk* 4,84	Gen	*x*		1883 11mo	R.Napier & Sons Glasgow	SocietàItaliana di ServiziMarittimi *WB*	380·6 / H190*t* F49′ / *=DBa*42′*f*32′312*t*	42·0 / 32·5	24·9 / *5BHCem*	Venice Italian	T.3Cy.37″,61″&98¾″–60″ NE&B91 750NHP G.Ansaldo&Co.,SestriPnt.		I
103		2*Dks*(1*pt Irn*)&															
RKDW	*Elec.light*	*Spar dk*(*Irn*-ws)															
428	**Persepolis**	**SteelScSr**	1682 / — / 1023				…	1889	C.J.Bigger Londonderry	MessageriesMaritimes	271·0 / P60′B82′F48′	35·2 / BK8″	19·7 / *WB*	Marseilles French	T.3Cy.28″,37″&59″–42″ 235NHP D.Rollo&Sons,Liverpool	22 ″ 0	V
	Rigaud	2*Dks*															
KPLS	*Elec.light* (*ex*Brandenburg)																
429	**Perseus**	**SteelScSr**	4978 / — / 3770					1905	St.Clair Eng.Works StClair,Mch.	InterlakeS.S.Co. (Pickands,Mather &Co.,*Mgrs.*)	462·0	50·0	24·0 / *WB*	Fairport Utd.States	T.3Cy.22,″36″&60″–40 228NHP GreatLakesEng.Works		
202475	(*ex*FrankJ.Hecker)																
	Elec.light *Mchy.Aft*	1*Dk*															
430	—	**IronPad**	848 / — / 579					1881	W.Cramp &Sons Philadelphia	IronSteamboatCo.	211·0	32·0	10·6	New York Utd.States	1Cy.53″–132″ NB10 248NHP W.Cramp&Sons,Phl.		
150213 JVGW																	
431	—	**SteelSc**	658 / 517 / 362					1910	Akt.Ges. "Weser" Bremen	Dampfschifffahrts Ges.Neptun	180·0 / Q52′B44′F19′	28·1	12·8 / *WB*	Bremen German	T3Cy.13½″21 1/16″&34 7/16″–23½″ 57NHP A.G."Weser,"Bremen		G
	*C.Cassen*07–10																
QJSR		1*Dk*															
432	—	**Iron&SteelScK**	157 / 152 / 56	✠100A1 *StmTrawler* 7,17 ~~9,12~~ 7,179,16 ✠LMC ~~ES6,14~~ ✠NB5,07	Ymu		9,16	1897 9mo	Cook,Welt'n&Gemmell Hull *Lloyd's SA&CP*	NaamVennStoomv Maats.PraxisV.	100·2 / Q23′F19′	21·0	11·0 / BK7½″	Ymuiden Dutch	T.3Cy.10″,17½″&30″–22″ (*s*) 180lb 51NHP 1SB,*2pf*,GS28,HS866 Earle'sCo.Ld.Hull	11 ″ 8	
	~~*R.Vuil*~~	~~ssYmu.No.1–12~~															
	(*ex*Dane) *R.Vuil*	ssYmu.No.2–17 1*Dk* *Irn plating&Stl framing*															
433	**Perseverança**	**SteelTwinSc**	*498* / *363* / *338*	-- *For River purposes only* 10,87	Liv			1887 10mo	LairdBros. Birkenhead	AmazonRiverStm. Nav.Co.(1911)Ld.	182·1 / F28′	28·1	9·6 / FK *7BHCem*	Para Brazilian	T.6Cy.13″,19½″&33″–24″ 107NHP Laird.Bros.,Birkenhead	10 ″ 2	
	W.Boulton –87	1*Dk*&*Shade dk*&*pt Shade dk*															
434	**Perseverance**	**IronTwinScSp**	212 / 189 / 23				…	1896	Allsup& Co.(Lim.) Preston	Corporation of Preston	120·8	22·7	10·3 / BK7″	Preston British	C.4Cy.17″&34″–24″ 98RHP Allsup&Co.(Lim.),Preston	11 ″ 0	
105232	*E.J.Hughes* –15	(*Tug*) 1*Dk*												*WB*			
435	—	**CompScSr**	108 / 93 / 46					1903	F.Palmer Ringaskiddy co.Cork	R.Palmer	86·7	21·0	7·8	Boston British	C.2Cy.13″&24″–18″ 32BHP M.Pratt,Huddersfield		
113743	*S.Palmer* –14	1*Dk*															
436	**Persévérant**	**IronSc**	102 / 86 / 15				…	1885	W.B. Thompson Dundee	Micke-Battez	90·0	20·1	9·1 / BK6″	Boulogne French	C.2Cy.15″&27″–16″ NB90 32NHP W.B.Thompson,Dundee		
KPMQ	*Corbec* (*ex*Snowdrop)	(*Trawler*) 1*Dk*															
437	**Perseveranza**	**SteelScSr**	3512 / 3348 / 2244	✠ ~~——~~ 12,16 ✠ *Spar dk*	Shl	*v*		1901 6mo	R.Thompson&Sons Sunderland	ConsorzioPir.A-U. Perseveranza (G.Freno&G.G. Vidulich) *WB=CellDBa*	335·3 / P29′B78′F36′ / 108′*uE*22′*f*136′786*t*	46·2 / 25·7	17·8 / FK *6BHCem* *APT48t*	Lusinpiclo Aust.-Hung.	T.3Cy.24″,39″&64″–42″ 285NHP 2SB,*6pf*,GS122,HS4574 G.Clark,Ld.Sunderland	28 ″ 5	
HPWS	*P.Straulino* –11	ssRot.No.3–6,12															
		1*Dk*(*Stl*)&*Spar dk*(*pt Irn*&*pt Stl*)& *deep framing*															
438	**Persia**	**SteelScSr**	5895 / 5417 / 3779	✠ *Spar dk* 7,06 ✠	Tri	*a*†		1903 4mo	Wigham-Richrdsn&Co Ld Newcastle	LloydAustriaco *W*	424·0 / P53′B117′F46′ / *B=Cell DB a* 129′	52·5 / 29·1	21·3 / FK *7BHCem* / *u E*33′ *f* 215′ 1096*t*	Trieste Aust.-Hung.	Q.4Cy.24″,34″,51″&74″–54″ 533NHP 3SB,*9cf*,GS177,HS7167 FD *APT55t*	32 ″ 0	A
HQBF	1*Dk*(*Stl*)2*trB*&*Spar dk*(*Stl–pt* ws) *Elec.light* Wireless														WghmRchrdsn&C.LdNwc		
439	—	**IronScSr**	3596 / 3326 / 2331				…	1883	D&W Henderson&Co. Glasgow	Denaby&Cadeby MainCollieriesLd.	378·2 / P23*t*	40·2 / F27*t*	28·6	Glasgow British	C.2Cy.33″&66″–60″ 281NHP D.&W.Henderson&Co.,Gls		C
87701 JCNT	*J.R.Peek* –13																
440	—	**SteelSc**	3569 / 3240 / 2182	*Now named "Aracajú," See No. 7 in Supplement*				1914	Flensburgr Schiffsb.Ges. Flensburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	364·3 / B30′.	51·0	22·0 / *WB*	Hamburg German	T.3Cy.24¾″,40¾″&67¾″–48″ 318NHP FlensburgerSchiffsb.Ges.		G
RVCQ	*H.Rohde* –14																
	Elec.light Wireless	2*Dks*															
441	—	**WoodScFlat**	225 / 207 / 130					1867	W.O'Kell Northwich Rebuilt88	SaltUnion,Ld.	120·5 / len88	20·8	10·3	Liverpool British	C.2Cy.12″&20″–16″ NB91 18RHP SaltUnion,Ld.Winsford		
87875																	
442	**Persia Maru**	**SteelSc4MstBk**	4384 / 3974 / 2684					1881	Harland& Wolff Belfast	ToyoKisen KabushikiKaisha	430·2 / H329*t*	42·2	29·4	Yokohama Japanese	T.3Cy.28″,47″&78″–60″ NE&B94 471NHP Harland&Wolff,Ld.Bel.	33 ″ 4	
	*K.Hashimoto*08–15	(*ex*Persia, *ex*Coptic) 3*Dks*															
	Elec.light Wireless																

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Grément, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille / Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. pa.	15
443	**Persian**	**IronScSr**	2677					1882	J.Roach& Son Chester,Pa.	**Merchants& MinersTransprtn. Co.**	280·0 H787*t*	40·7	15·8 24·1	**Baltimore** Utd.States	C.2Cy.38″&74′–54″ NB03 335NHP J.Roach&Son,Chester,Pa.		
145320	(*ex*Tallahassee)		—														
JWNG	Sub.Sig. Wireless	2*Dks&Spar dk*	1890														
444	**Persian Empire**	**IronScK**	195	✠100A1	Hul		4,13	1899	Cook,Wel- t'n&Gemmell Hull	**CargillSteam TrawlingCo.Ld.**	115·5 Q50′	21·0	11·2	**Hull** British	T.3Cy.12¾″,21½″&35″–24″ 200lb (*s*) 63RHP		12 ″ 1
110743	*F.Chard* –14	*ss*Hul.No.3–8,12	172	*StmTrawler*				10mo			ND12	BK7½″			1BHCem		
RKLN		1*Dk*	76	5,14				*Lloyd's*	*SA&CP*			*WB*=			*DBf*10′5*t*		
				✠NB5,14 ✠LMC8,12											C.D.Holmes&Co.Hull		
445	**Persian Prince**	**SteelScSr**	4350	100A1				1917	W Pickers- gill&Sns.Ld. Sunderland	**PrinceLine,Ld. (Furness,Withy& Co.Ld.*Mgrs.*)**	405·0	52·3	23·9	**Liverpool** British	T3Cy.26″,43″&73″–48″		
			4030	*Shelter dk*													
	Elec.light		2700	*withfreeboard*													
				(*ClassContem plated*)											Richardsons,Westgarth& Co.Ld.Hpl.		
446	**Persic**	**SteelTwinSc4MstSr**	12042					1899	Harland& Wolff,Ld. Belfast	**OceanicStmNavCo Ld. (WhiteStar Line)**	550·2 P57′B107′F55′	63·3	39·9	**Liverpool** British	Q.8Cy.22″,31½″,46″&67″-51″ 641NHP		
110620	*C.E.Starck* –16	Wireless	11185														
RKGS	*Ref.Mchy. Elec.light*	Sub.Sig. 3*Dks*	7851	✠Lloyd'sRMC~~4,17~~										*WB*	Harland&Wolff,Ld.Bel.		
447	**Persier**	**SteelScSr**	3874	✠100A1	Syd	*w*	~~8,16~~ 11,17	1910	J L Thomp- son& Sons,Ld Sunderland	~~**Brys&Sylcan,Ld.**~~ LloydRoyal Belge (GreatBritain)Ld	352·5 P33′B100′F37′	50·9	24·8 FK	**London** British	T.3Cy.25″,41″&68″–48″ (*s*) 180lb 341NHP		27 ″ 4
124291	*C.H.Laing* –15	*ss*Ham.No.1–14	3658	~~11,17~~ 2,17	Cfl			8mo							6BHCem		s 5 ″ 0
HRMV	(*ex*Daventry)	1*Dk*(*ptIrn&ptStl*)& 1*pt dk*(*Stl*)	2482	BS2,17 ✠LMC12,14				*Lloyd's*	*SA&CP*	*CellDBa*	115′*uE*23′*f*154′927*t*				3SB.*9pf*,GS162,HS5172 *APT*37*t*		22 ″ 8
															G.Clark,Ld.Sunderland		
448	**Pert**	**Steel&IronScSr**	171	✠100A1	Hul	*b*	7,16	1892	Scott&Co. Bowling	~~**R.Rix&Sons**~~ ~~**J.Crass&Co**~~ John Crass.	105·2 Q37′B7′F16′	20·1	8·9	**London** ~~Hull~~ British	C.2Cy.13″&26″–18″ (*s*) 120lb 28RHP		9 ″ 6
99846	*S.G.Bugg* –17	*ss*Dun.No.3–11,07	127	7,16				8mo							3BHCem		s ″ 8
HMKD	(*ex*Plover)	*ss*Hul.No.2–16	67	✠NB11,07 ✠LMC7,16					A&CP					*WB*	1SB,*2pf*,GS29,HS788		9 ″ 6
		1*Dk*(*Irn*)		BS5,13											= *FPT*15*t*		
	Well deck	*Stl plating&Irn framing*													Ross&Duncan,Glasgow		
449	**Perth**	**SteelScSr**	3522	✠100A1	Shl	*w*	12,16	1895	AM'Millan &Son,Ld. Dumbarton	Hvalfangerselskc Ocean (Chr Nielsen&Co.A/S,	344·0 P86′B88′F44′	44·5	25·9 FK	**Larvik** Norwegian	T.3Cy.25″,42″&68″–45″ (*s*) 170lb *90lb* 370NHP		28 ″ 6
	H.Björnes-Hansen	*ss*Shl.No.3–10,07	3245	12,16				11mo							6BHCem		s 5 ″ 2½
MHQG	(*ex*Gloamin)	*ss*Shl.No.2–16	2245	✠LMC12,16					A&CP	*Mgs*) *WB*=*CellD*	*Ba*114′*uE*24′*f*140′				2SB,*6rf*,GS106,HS5084 FD		23 ″ 7
	2*Dks*(1*Irn*&1*Stl*)&*deepframing*3*Dk rule*			BS5,13						*Dtank*	*f*52′1158*t Dtanks a*				769*tAPT*43*t*		
	Elec.light										64′2194*t*				D.Rowan&Son,Glasgow		
450	—	**SteelScSr**	2502	✠100A1	Dun	*s*	11,17	1915	CaledonS. B.&E.Co.Ld. Dundee	**Dundee,Perth& LondonShppg.Co.**	280·2 P&B167′F45′	40·2	17·7 FK&BK½″	**Dundee** British	T.3Cy.24½″,39″&64′–42″ (*r*) 180lb 345NHP		19 ″ 0
123346	*W.Chapman*10–15		1370	11,17 7,15	Bom			7mo							5*BHCem*		s 1 ″ 7½
JLNW	*Well deck*	2*Dks*(*Stl*)	1413	✠LMC7,15				*Lloyd's*	*SA&CP* *WB*	= *CellDBa*50′*uE*	24′*f*108′259*t FPT*				44*tAPT*39*t*		17 ″ 8
	Elec.light														CaledonSB.&E.Co.Ld.Dun		
451	—	**SteelScSr**	1799	✠100A1	Mel	*r*	~~12,16~~	1897	S.P.Austin &Son,Ld. Sunderland	**MelbourneSSCoLd**	264·0 Q99′B112′F29′	37·0	16·7 FK	**Melbourne** British	T.3Cy.19¼″,31½″&51½″–36″ 160lb *90lb* (*s*) 181NHP		19 ″ 5
106422	~~*J.Ll.Lloyd* –16~~	*ss*Mel.No.3–1,11	1331	1,18 12,16			1,18	12mo							4BHCem		s 1 ″ 6
PWNQ	*J.Dawson*	*ss*Mel.No.1–16	1126	✠LMC~~12,16~~ 1,18					A&CP	*WB*=*CellD*	*Ba*74′*uE*18′*f*108′4				2SB,*6pf*,GS91,HS3035		18 ″ 3
	Well deck	1*Dk*(*Irn*)&*Webframes*									20*tAPT*71*t*				J.Dickinson& Sons,Ld.Sld.		
452	**Perthshire**	**SteelScSr**	5865	✠100A1	Lon	*a*†	3,13	1893	Hawthorn, Leslie&Co.Ld Newcastle	**The Admiralty**	420·0 P41′B262′F49′	54·0	28·8 FK	**London** British	T.3Cy.30″,48″&78″–54″ (*s*) 160lb *160lb* NDB11 477NHP		32 ″ 0
102638		*ss*Lon.No.3–8,06	5195	4,14				11mo							7BHCem		s 5-10½
JMHR	*Ref.Mchy.*	*ss*Liv.No.1–11	3751	BS11,14 ✠LMC10,13					A&CP						2SB&1AuxSB7,00, *9cf*,GS172,HS6083 FD		26 ″ 6
	Elec.light	2*Dks*(*Stl–Uptws*)&								*WB*=*Cell*	*DB*354′1150*t FPT*			175*tAPT*75*t*	Hwthrn,Leslie&C.Ld.Nwc		
	Wireless	*deepframing*3*Dkrule*															
453	**Peru**	**SteelTwinSc4MstSr**	5584	✠100A1	Cpn	*a*†		1916	Akt.Bur- meistr&Wain Copenhagen	**DetÖstasiatiske Kompagni**	425·3	55·2	27·5	**Copnhagn** Danish	Oil Engines 4S.C.SA 12Cy.24½″–37½″ 568NHP DB*100lb*	38 ″ 6 s 11 ″ 2	
	H.Kruuse –16	*Oil Eng.*	5045	*Shelter dk*				8mo							7BHptCem	28 ″ 0	
NVBR	*Elec.light*	2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	3499	*withfreeboard*				*Lloyd's*	*SA&CP*	*Cell*	*DB*378′1266*t FPT*			93*tAPT*73*t*	Akt.Burmeistr&Wain,Cpn		
		Tonnage opening closed 1918		4,17 ~~8,16~~ ✠LMC8,16													
454	—	**SteelScSr**	3391					1892	UnionIron Works SanFrancisco	**PacificMailS.S.Co.**	336·0 H—	45·9	27·6	**NewYork** Utd.States	T.3Cy.28″,44″&70″–48″ 339NHP		RV
150596	*G.S.Mackinnon* –93		—												UnionIronWorks,S.Fo.		
KLJD	*Elec.light* Wireless	2*Dks&Spardk*	2135														
455	—	**SteelTwinScSr**	3225					1896	Caird&Co. (Lim.) Greenock	**PacificStmNavCo.**	350·0 *Promenade dk*318′ *Shade dk*153′	43·1	19·4	**Liverpool** British	T.6Cy.19¾″,32″&52″–36″ 324NHP		22 ″ 6
106815	*E.G.Cole* –13		2300											*WB*	Caird&Co.(Lim),Greenock		
PMGN	Wireless	2*Dks&Shadedk*	1702														
456	—	**SteelTwinScSr**	733					1906	Bow,Mc- Lachlan&Co. Ld. Paisley	**Cia.Argentina de Nav.(Nicolas Mihanovich) Ltda.**	211·2 F22′ *Shade dk*52′	34·1	10·8	**Bns.Ayres** Argentine *WB*	T.6Cy.11″,18″&30″–22″ 84NHP Bow,McLachln&CoLd.Psy		
			615														
	Elec.light	1*Dk*	368														
457	**Pervenche**	**IronScSr**	369					1883	Stettiner Act.Ges. Stettin	**G.deBéchade**	137·2 Q29*t*B33*t*F17*t*	22·9	11·5	**Nouméa** French *WB*	C.2Cy.17¾″&30¾″–20½″ NB02 36NHP Stettiner A.G.Stettin		V
	Treillard –12	(*ex*Saturn)	—														
KPQB	*Elec.light*	1*Dk*	202														
458	**Pervoi**	**SteelPad**	*264*					1894	Armstrong Mitchell&Co. Ld Newcastle	**RussianGovern- ment**	185·0	25·0	7·2	**Yeniseisk** Russian	C.4Cy.16″&30″–42″ 97NHP Bow,McLachlan&Co.Psy.		
		(*Tug*)	*252*														
		1*Dk*	*117*														
459	**Pervyse**	**SteelScSr**	994					1909	Osbourne, Graham&Co. Sunderland	**Messageries MaritimesBelges (Soc.Anon.)**	210·5 Q108′B10′F20′	33·2	13·6	**Antwerp** Belgian *WB*	T.3Cy.16″,27″&44′–30″ Richardsons, Westgarth&Co.Ld.Sld. 106NHP		C
	*E.Kesteloot*16–16	(*ex*AlfredKrelinger)	783														
MBOT		1*Dk*	700														
460	**Perwenetz**	**IronTwinSc**	325					1880	Stabilmnto Tecnico Trieste	**Ch.A.Theofani**	176·0	27·8	7·4	**Rostoff** Russian	C.4Cy.11″&22″–18″ 34NHP StabilimentoTecnico,Tri.		
956	*Skorobogato*	(*ex*Ecaterina)	—														
LRCG			215														
461	**Perwie**	**Iron&SteelScSr**	407					1883	Kockums Mk.Værks. Malmö	**SvenskaCement- försäljningsAB (C Ax.Odmann,*Mgr.*)**	149·9 Q46′B38′F18′	23·3	12·2	**Malmö** Swedish *WB*	C.2Cy.20″&33″–20″ 41NHP KockumsMkVærksMalmö		V
5454	*R.Olsson*06–13		319														
JTGS		1*Dk*	186														
462	**Pesaro**	**SteelTwinScSr**	12335					1901	Blohm& Voss Hamburg	**Requisitioned by theItalianGovt. (ItalianStateRlys)**	525·6 P&B403′F74′	62·3	35·6	Italian *WB*	Q.8Cy.29½″,42½″,60½″&85½″– 55½″ 1090NHP Blohm&Voss,Hamburg		
		(*ex*Moltke)	9182														
RKFS	*Ref.Mchy. Elec.light*	Sub.Sig. Wireless	7638														
463	**Pescador**	**SteelScK**	*198*	✠100A1	Rio		10,14	1902	J.Duthie, Sons&Co. Aberdeen	**O.Dahl**	115·5	21·7	11·8 BK7½″	**LaRochelle** French	T.3Cy.12″,19½″&32″–22″ (*s*) 180lb 61NHP		12 ″ 6
		*ss*Rio.No.3–10,14	*186*	*StmTrawler*				6mo							3BHCem		
	(*ex*Cairntoul)	1*Dk*	*54*	5,16				*Lloyd's*	*SA&CP*				*WB*	1SB,*2pf*,GS36,HS1085			
				BS5,16 ✠LMC10,14											= *DBf*5′11*t*		
															W.V.V.Lidgerwood,Gls.		

Now named "La Blanche." See No. 5 in Supplement

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys.	3 Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years assigned for present Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. / Ship. / Engines.	9 By Whom. / Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Register in which classed, if not in L.R. Date of last Trade Cert.
464 121223 HCJN	**Peshawur** SteelTwinScSr *F.E.Andrews* –14 *Ref.Mchy.* Wireless	7634 7230 4885 2*Dks*3*trB*					1905	Barclay, Curle&Co.Ld. Glasgow	P.&O.Stm.Nav.Co.	479·5 P43′	57·3 B98′	32·7 F53′	Glasgow British *WB*	T.6Cy.22½″,37″&60½″–48″ 500NHP Barclay,Curle&Co.Ld.Gls.		
465 KPQG	**Pessac** SteelSc3MstSr *M.Robin*12–12 1*Dk*	775 501 141					1907	Forg.&Ch. de laMédit. Havre	Worms&Co.	197·7 P&B128′	27·8 F35′	11·9	Havre French *WB*	T.3Cy.15″,23⅝″&37″–27⅝″ 72NHP Forg.&Ch.de laMédit.Hav.		V
466 140392	**Petalis** SteelTwinSc *ss*N.Yk.2ndNo.3–4,17 (*ex*YachtPacifique) *Elec.light*	488 — 200 ~~206~~	✠100A1 *Yacht* 4,17 ✠LMC4,17	NYk		4,17	1905 6mo	DelaBrosse &Fouché Nantes A&CP	TheBaySS.Co.Ld. Hudson'sBay.Co.	186·8 BK6½″ *CellDBa*24′ *f*	27·3	13·5	London British 5*BHCem* 18′32*t*	T6Cy11⅛″19⅛″&31½″–23⅝″ 213lb *170lb* FD 243NHP 2B(*watertube*)GS97,HS4380 De laBrosse&Fouché,Nts.		
467	**Petar Zrinski** IronScSr *A.Suslich* –08 (*ex*YachtLadyGhiga,*ex*St.Georges, *ex*JeanneBlanche,*ex*Caliban)	123 — 59	✠ *Yacht* 1,82	Lon			1881 11mo	Edwards& Symes London	Soc.Croata di Nav. Maritt.aVapore	111·7	15·4	10·5	Segna Aust.-Hung.	C.2Cy.14″&25″–16″ NB06 21NHP A.Wilson&Co.London		A
468 QHJF	**Petchaburi** SteelScSr ~~*G.Gosewisch*~~ *Elec.light* 2*Dks*	2191 1921 1373	*Now named "Kato-Samud" See No. 61 in Supplement*				1901	G.Seebeck Akt.Ges. Bremerhaven	~~Norddeutscher Lloyd~~ Requisitioned by theSiameseGovt.	290·2 P13′	39·0 B32′	21·2 F43′	~~Bremen~~ German Bangkok *WB* Siamese	T3Cy.20½″,34¼″&55½″–35½″ 181NHP G.Seebeck A.G.Bremerhvn		G
469 934 LRCI	**Peter** IronTwinScSr 1*Dk*	338 — 214					1883	Stabilmnto Tecnico Trieste	K.K.Mavrogordato	176·0	27·1	7·5	Rostoff Russian	C.4Cy.11⅛″&23½″–18″ 39NHP		
470 203677	**Peter A. B. Widener** SteelScSr *Elec.light Mchy.Aft* Sub.Sig. 1*Dk*	7053 — 5444					1906	Chicago S.B.Co. Chicago	PittsburghS.S.Co.	580·0	58·0	27·4	Duluth Utd.States *WB*	T.3Cy.24″,39″&65″–42″ 274NHP AmericanS.B.Co.Clevelnd.		
471 MBPW	**Peter Benoit** SteelScSr *J.Verschueren* *ss*Mdb.No.3–12,13 1*Dk*(*Stl*)&*deep framing*	*1359* *1248* *859*	✠100A1 12,13 ✠LMC12,13	Mdb	*p*	N12,13	1902 5mo	Soc.Anon. Chant.Naval Anversois Hoboken *WB* *Lloyd's A&CP*	F.Alexander = *CellDBa*70′*uE*&	253·2 B50′ FK *B36′f106′410t FPT*	36·1 F26′	16·3	Antwerp Belgian *45tAPT25t*	T.3Cy.19″,31″&51″–33″ (*s*) 160lb 158NHP 2SB,*4cf*,GS136,HS2510 N.E.MarineEng.CoLdNwc	19 ″ 2 s 2 ″ 11 16 ″ 7	
472 375 NACR	**Peter Berg** SteelScSr *H.Ohsoling*12–12 *ss*H.Kg.No.2–12 (*ex*Vera) *Spar dk*(*ptIrn&ptStl*)2*trB* &*deep framing*	*2972* *2788* *1913*	✠100A1 *Spar dk with freeboard* 3,14 BS3,14 ✠LMC3,12	Bly	*u*	3,14	1903 12mo	Irvine'sSB &D.D.Co.Ld. WHartlepool *Lloyd's A&CP*	NorthernSS.Co.Ld.	325·0 P30′B102′F31′ FK *WB*=*Cell*	47·0	13·7	Petrograd Russian 5*BHCem* *DBa*98′*uE* 22′*f*142′	T.3Cy.23½″,38″&64″–42″ (*r*) 180lb *90lb* 301NHP 2SB,*6cf*,GS116,HS4815 Richardsons,Westgarth& *APT*106*t* Co.Ld.Hpl.	24 ″ 10 s 4 ″ 2½ 21 ″ 0	
473	**Peter D.** SteelScK *F.t.Hart*07–12 (*Trawler*) (*ex*Jetty,*ex*Mercedes) 1*Dk*	208 — 75			…		1899	Mackie& Thomson Glasgow	Stomvisscherij Maats. "Mercurius"	117·2 Q51′ BK7½″	21·5	10·9	Ymuiden Dutch	T.3Cy.12½″,19½″&32″–22″ 64NHP Ross&Duncan,Glasgow	12 ″ 0	
474 210818 LCRN	**Peter H. Crowell** SteelScSr *Huntley* –16 *Elec.light* 1*Dk*(*Stl*)&*Web frames* Sub.Sig. *Longitudinal framing*	3102 2699 2423	✠100A1 10,16 MS5,15 ✠LMC12,12	Bal	*u*	N3,16	1912 12mo	NwprtNws S.B.&D.D.Co. NewprtNews A&CP *WB*	Crowell&Thurlow = *CellDBa*102′*uE*	313·5 P36′B94′F37′ FK 20′ *f* 134′671*t FPT*	46·1	22·0	Boston Utd.States 5*BHCem* 70*tAPT*248*t*	T.3Cy.22″,37″&60″–42″ (*s*) 180lb *180lb* 279NHP 3SB,*6cf*,GS138,HS4680 NewportNewsSB&DD.Co.	24 ″ 3	
475 NPWJ	**Peter Mærsk** SteelScSr *A.Petersen* –17 *ss*Bry.No.2–15 1*Dk*(*Stl*)&*deep framing*	1352 1207 830	✠100A1 2,18 ~~3,17~~ ✠LMC MS3,15 BS~~3,17~~ 2,18	Cpn Nwc	*p*	3,17	1906 9mo	A.Vuijk& Zonen Capelle a/d *Lloyd's A&CP* Ysel	Dampskbselsk. Svendborg (~~A.P. Möller,Copenhagen,Mgr.~~) (P.M.Möller*Mgr.*)	241·3 P19′B66′F28′ FK *WB*=*CellDB*	36·8	16·7	Svendborg Danish 4*BHCem* *a*60′*uE*18′*f*	T.3Cy.18″,29″&48″–33″ (*s*) 180lb *90lb* 143NHP 1SB,*3cf*,GS60,HS2208 G.T.Grey,SouthShields 102′354*t FPT*30*tAPT*50*t*	19 ″ 0 s 2 ″ 4 16 ″ 11	
476 127452 HWDV	**Peter Pan** SteelScSr *F.Wright* –13 (*ex*Harlingen) 1*Dk*	938 829 545					1909	Osbourne, Graham&Co. Sunderland	Furness,Withy& Co.Ld.	210·0 P16′B65′F24′	33·2	14·1	Leith British *WB*	T.3Cy.16″,27″&44″–30″ 106NHP Richardsons,Westgarth& Co.Ld.Sld.		C
477 60	**Peter Regier** IronScSr *J.Merteus* –00 (*ex*Ferncliffe) 1*Dk*2*trB*	1461 1232 818			…		1883	Palmers' Co.(Lim.) Newcastle	Sch.&E.Karapatnitsky	251·3 B52′F33′ FK	37·8	17·2	Odessa Russian *WB*	C.2Cy.31⅜″&60¼″–39″ 168NHP Palmers'Co.(Lim.),Nwc.	18 ″ 6	
478 207471	**Peter Reiss** SteelScSr *Elec.light Mchy.Aft* 1*Dk*	5923 — 4217					1910	Superior Shipbldng Co Superior, Wis	NorthAmerican SteamshipCo(R.A. Williams,*Mgr.*)	512·0 F44′	54·0	30·0	Duluth Utd.States *WB*	T.3Cy.23½″,38″&63″–42″ TheAmerican 257NHP Shipbuilding Co.Cleveland		L
479 QKGJ	**Peter Rickmers** SteelScSr *H.Schwegmann*05–13 *Elec.light* Sub.Sig. Wireless 2*Dks*	5162 4749 3180					1913	Rickmers Akt.Ges. Bremerhaven	RickmersReismühlen,Reed.& Schiffb.Akt.Ges.	401·1 P50′B134′F34′	53·2	27·5	Brmrhavn German *WB*	T.3Cy.28″,45¼″&74″–53¼″ 400NHP A.G."Weser,"Bremen		G
480 MNDT	**Peter Vessel** SteelSc *H.Mjelde* –16 (*ex*Nordanger, *ex*Walcheren,*ex*NormanIsles) 1*Dk*2*trB* *Turret deck Elec.light*	3454 2917 2303					1896	W.Doxford &Sons,Ld. Sunderland	HaraldBjering	341·2 H108*t*F42*t*	45·6	24·7	Bergen Norwegian *WB*	T.3Cy.24½″,40″&65″–42″ NB10 274NHP W.Doxford&Sons,Ld.Sld.		NV
481 1005 HDFS	**Peter Weliki** SteelScSr *E.Melville* –11 (*Icebreaker*) *One screw forward & one aft* *Elec.light* Wireless 2*Dks*	1267 — 427					1911	Göteborgs Nya V.Akt. Gothenburg	RigaerBörsenkomitte	166·0 B44′	51·0	26·9	Riga Russian *WB*	T3Cy(aft)22 7/16″35 7/16″&59 1/16″–39⅜″ T.3Cy.(for.)15 1/16″,25⅜″&41⅜″–17 3/4″ Göteborgs Nya Værks.Got.		
482 KJLR	**Peter Wessels** SteelSc *P.Heeren*07–07 (*SalvageVessel&Tug*) 1*Dk*	135 — —					1903	Schiffsw(v. J.&Sch.)A.G. Hamburg	P.W.Wessels Wwe.	89·0	20·1	11·4	Emden German *WB*	C.2Cy.14¾″&28″–20½″ 30NHP Schwft(v.J&Sch)AGHam		
483 202368	**Peter White** SteelScSr *Elec.light Mchy.Aft* 1*Dk*	6184 — 4931					1905	Gt.Lakes Eng.Works Ecorse,Mich.	PresqueIsleTransptn.Co.(Cleveland CliffsIronCo.*Mgrs.*)	504·0 P216′B147′F55′ FK *B216′412t APT*50*t*	54·2	31·0	Cleveland Utd.States *WB*	T.3Cy.23″,38″&63″–42″ 257NHP GreatLakesEngWksDetrit		L
484 NMCB	**Peter Willemoes** SteelScSr *A.Jensen* *ss*Kel.2ndNo.3–6,14 (*ex*Lundy) *Well deck* 1*Dk*(*Stl*)&*Webframes Floors Irn*	1825 1423 1157	✠100A1 7,17 ~~12,15~~ ~~BS3,15~~ ✠LMC ~~3,15~~ 7,17	Cpn	*q*	~~4,15~~ 7,17	1888 6mo	Richardsn, Duck&Co. Stockton *Lloyd's A&CP*	DmpskSelsk Fiona (Svendsen&Christensen,*Mgrs.*) *WB*=*CellD*	260·0 P&B147′F55′ FK *B216′412t APT*50*t*	37·1	17·7	Copnhagn Danish 4*BHpt Asp pt Cem*	T.3Cy.21″,34″&56″–36″ (*s*) 160lb 185NHP 2SB,*4cf*,GS60,HS2844 Blair&Co.Ld.Stockton	19 ″ 11 s 2 ″ 0 18 ″ 3	

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc	3 Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant pour Lettre d'Entretenue	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
485 108451	Peterborough *H.Bradbury* –13	**SteelScYl** *ss*Gms.No.3–7,09 *ss*Gms.No.1–14 1*Dk*	161 148 63	✠100A1 *Stm Trawler* 6,14 ✠NB6,14 ✠LMC6,14	Gms		N6,14	1897 2mo	Mackie& Thomson Glasgow A&CP	ConsolidatedStm. Fishing&IceCo. (Gms.)Ld. (J.D. Marsden, *Mgr.*)	104·2|20·5|10·7 Q17′F19′ BK7½″	Grimsby British 4*BHCem*	T.3Cy.10″,16″&27½″–20″ (*s*) 180lb 45RHP 1SB,2*pf*,Gs26,Hs656 Muir&Houston(Lim.),Gls.	11 ″ 7	
486 JGFR	Peterhof *R.Bäthke*07–11 *Elec.light*	**SteelScSr** 1*Dk*	1459 1026 858					1911	Stettiner Oderwerke Stettin	Neue Dampfer-Co. Akt.Ges.	230·6|36·5|15·0 Q75′B101′F29′ *WB*	Stettin German	T3Cy16$\frac{9}{16}$″,27½″&45$\frac{5}{16}$″–31½″ 105NHP StettinerOderwerke		G
487 34 HBLP	Petersburg [*ex*Dniepr(RussianNavy)*ex*Petersburg] *Elec.light* Wireless	**SteelTwinSc3MstSr** 3*Dks*(*Stl* ws–*U*teak s) 1*Dk*(*pt Irn&pt Stl*)2*tr B&deep framing* 3*Dk rule*	5432 4750 1796	✠ 5,94 ✠	Nwc	*a*†		1894 5mo	R&W Haw- thorn,Leslie &Co.Ld. Newcastle	RussianVolunteer FleetAssociation	439·0|52·0|31·6 P50′B65′F71′ FK *WB = Cell*	Odessa Russian 9*BHCem* *DR*322′770*t*	T.6Cy.34″,54″&85″–51″ 1149NHP 5D&2SB36*cf*Gs790Hs19000 Hwthrn.Leslie&C.Ld.Nwc	34 ″ 10	
488 110698 RCBP	Petersham *A.J.Brewer* –16 (*ex*Clinton) 1*Dk*(*pt Irn&pt Stl*)2*tr B&deep framing* 3*Dk rule*	**SteelScSr** *ss*Bry.No.3–4,12 *ss*Hul.No.1–16	3381 3104 2184	✠100A1 ~~1,14~~2,10 10,17 ✠LMC8,16	Bry Mch	*v*	~~8,16~~ 10,17	1899 4mo	Richardsn, Duck&Co. Stockton *Lloyd's*A&CP	BritainSS.Co.Ld. (Watts,Watts& Co.Ld.*Mgrs.*) *Cell DBa*110′*uE*24′	339·0|46·1|24·7 P33′B92′F33′ FK *f*146′807*t FPT*107*t*	London British 6*BHCem* *APT*80*t*	T3Cy24½″40½″&66½″–42″ (*s*) 160lb *90lb* NDB15 299NHP 2SB,6*cf*,Gs123,Hs4530 Blair&Co.Ld.Stockton	27 ″ 3 s 5 ″ 1 22 ″ 7	
489 105217 PNFL	Petingaudet *T.Evans* –14 (*ex*Gloxinia) 1*Dk*(*Irn*)*&deep framing*	**SteelScSr** *ss*Shl.No.3–3,09 *ss*Shl.No.1–14	2540 2365 1618	✠100A1 3,16 ~~B5,16~~ ✠LMC~~8,16~~ BS6,17 MS~~8,16~~	Shl	*t*	~~X12,15~~ 8,17	1897 1mo	TyneI.S.B. Co. Newcastle A&CP	BolivianGeneral Enterprise,Ld. (LeopoldWalford (London)Ld,*Mgs*)	313·0|45·0|20·7 P28′B72′F33′ *Cell DBa*100′ FK *uE&B*88′*f*126′	N.Shields British 6*BHCem* 670*t APT*21*t*	T.3Cy.23″,38″&61″–39″ (*r*) 180lb *90lb* NDB09 258NHP 2SB,6*cf*,Gs90Hs4088 N.E.MarineEng.CoLdNwc	23 ″ 1 s 3 ″ 11½ 19 ″ 5	
490 NQDG	Petka *M.Miletic* *Well deck* *Elec.light*	**SteelScSr** *ss*Tri.No.3–11,13 1*Dk*(*Stl*)	498 308 309	✠ 2,17 ✠NB11,13 ✠	Tri			1896 4mo	Howaldts- werke Kiel	Nav.a Vap. Ragusea *WB =*	174·1|25·8|11·5 P&B108′F42′ BK7″ *DB a*40′*f*28′*uE Cell*	Ragusa Aust.-Hung. 4*BHCem* *DB*16′69*t*	T.3Cy.16¾″,27½″&43½″–24¾″ NDB13 133NHP 1SB,3*cf*,Gs58,Hs2009 FD Howaldtswerke,Kiel	11 ″ 11	
491 112654 RMBT	Petone *W.L.Laverick* –17 (*ex*Gresham) *Well deck*	**SteelScSr** *ss*Ddn.No.3–7,12 *ss*Lyt.No.1–16 1*Dk*(*Stl*)	708 ~~503~~ 388	✠100A1 ~~5,17 5,17 11,17~~ 2,18 BS10,17 ✠LMC8,16	Sws Cff	*j*	~~8,16~~ ~~X17~~ 12,17	1900 1mo	Taylor& Mitchell Greenock *Lloyd's*A&CP	PetoneShipping Co.Ld. *W*	185·4|29·2|11·8 Q64′B48′F26′ BK7½″ *B = Cell DBa*48′*uE*	London British 4*BHCem* 15*f*68′145*t*	T.3Cy.15″,25″&40″–27″ (*s*) 160lb *70lb* 82RHP 1SB,3*pf*,Gs56,Hs1490 McKie&Baxter,Glasgow	14 ″ 0 s ″ 11 13 ″ 10	
492 646	Petr Karpoff *E.Metrovitch* –13 (*ex*AlexandrosMicha- linos,*ex*Brantwood) *Web frames&pt Awng dk*(*Irn*)	**SteelScSr** *ss*Npt.No.3–12,06 *ss*Oda.No.1–13 1*Dk*(*pt Stl pt Irn*)*&*	2784 — 1630	✠100A1 *pt Awng dk* *with freeboard* 9,13 BS11,13 ✠LMC1,13	Oda	*t*	N1,13	1894 12mo	JLThomp- son&SonsLd. Sunderland A&CP	S.M.Bespaloff *WB = Cell DB*	300·0|41·8|19·6 P29′Q84′ *pt Awng dk*187′ FK *a*92′*uE&B*36′*f*114′	Odessa Russian 6*BHCem* 548*t APT*39*t*	T.3Cy.22½″,37″&60″–42″ (*s*) 160lb 245NHP 2SB,6*rf*,Gs100,Hs3850 J.Dickinson,Sunderland	22 ″ 1 s 7 ″ 8 21 ″ 3	
493 MHSQ	Petra *O.Katgraff*16–16 *Elec.light*	**SteelScSr** *ss*Rot.No.1–16 1*Dk*(*Stl*)	*2111* *1935* *1292*	✠100A1 9,17 ~~12,16~~ ✠LMC12,16	Rot Cff	*s*	~~12,16~~ 3,18	1912 9mo	Sunderlnd S.B.Co.Ld. Sunderland *Lloyd's*A&CP	Akties.Petra F.Wiese L.S.) *Inter*	290·0|42·0|19·2 P27′B76′F29′ FK *mediate BH in fore*	Bergen Norwegian *Cem* *hold dispensed with*	T.3Cy.22″,36″&59″–39″ (*s*) 180lb *100lb* 232NHP 2SB,6*cf*,Gs88,Hs3524 N.E.MarineEng.Co.Ld.Sld	21 ″ 6	
494 MJWR	Petra Lea *H.Gohde*15–15 *ex*Mannheim)	**SteelScSr** (*ex*Norhaug, 1*Dk*	668 596 373					1899	J.L.Meyer Papenburg	Akties.D/S.Petra Lea(Σ.G.Lea)	171·3|27·0|16·4 B74*t*	Bergen Norwegian *WB*	T.3Cy.12¾″,21½″&33½″–24½″ 55NHP J.L.Meyer,Papenburg		G
495 134468	Petrel *B.W.C.Manning* –16 *Elec.light*	**SteelSc** 2*Dks*	540 295 367					1915	StatenIsl'd S.B.Co.Pt. Richmnd,NY	CanadianSalvage AssociationLd.	123·7|26·3|15·3	Halifax,NS British	T.3Cy.13″,22″&36–28″ 65RHP StatenIslandS.B.Co.		R
496 96917	— *Mchy.Aft*	**IronSc** 2*Dks*	346 210 199					1892	Collins Bay Rft.&For.Co. CollinsBay,O	ReidNewfoundlnd Co.	129·2|26·3| 9·6 H36*t*	Kingston, Ont. British	2Cy.18″–20″ CollinsBay Raftg. &ForwardingCo.,Ont.	80RHP	
497	— *Elec.light*	**SteelScK** 1*Dk*	265 231 75	✠100A1 *Stm Trawler* 5,14 ✠LMC4,12	LaR		5,14	1912 4mo	J.Duthie TorryS.B.Co. Aberdeen *Lloyd's*A&CP		130·3|22·1|12·0 Q77′ BK7½″ *WB =*	Italian 3*BHCem* *DBf*30′25*t*	T.3Cy.12½″,21″&35″–27″ (*s*) 180lb 85NHP 1SB.3*pf*.Gs54,Hs1535 W.V.V.Lidgerwood,Gls.	12 ″ 9 s 1 ″ 9¼ 12 ″ 8	
498	— *Bon* (*ex*Courage) *Mchy.Aft*	**IronScK** *ss*Arc.2ndNo.3–9,10 1*Dk*	222 207 98	✠100A1 5,14 ✠LMC4,14	Bdx	*c*	9,13	1885 4mo	R.Dixon& Co. Middlesbro' *Lloyd's*A&CP	Soc.Immobilière duMoulleau et des Pêch.de l'Océan(M Camproger, *Mgr.*)	123·8|21·0|11·6 ptND10 BK6½″	Bordeaux French 4*BHCem*	C.2Cy.19″&36″–24″ 71lb 52NHP 1SB,2*pf*,Gs24,Hs952 Blair&Co.(Lim.),Stockton	12 ″ 1 s ″ 11½ 11 ″ 11	
499 103040	— 1*Dk*	**SteelScSr**	192 156 98					1892	PolsonIron WksCo(Lim) OwenSound	CanadianGovern- ment	116·0|22·0|10·3	Ottawa British	C.2Cy.18″&36″–24″ 50RHP PolsonI.W.Co.(Lim.),Tto		
500 106061	— *R.Harris* –00 1*Dk*	**IronPadK** (*Tug*)	170 154 19					1897	J.P.Ren- noldson&Sns SouthShields	N.BritishStm.Pkt. Co.	110·5|20·2|10·0	Glasgow British	L.2Cy.30″–54″ 95RHP J.P.Rennoldsn&Sns,S.Shl.		
501 121974	— 1*Dk*	**SteelScSp**	134 101 58					1906	Victria Mch DepotCo.Ld. Victoria,B.C.	Govt.ofCanada	86·4|17·0|12·3	Vict'riaBC British	C.2Cy.11″&24″–16″ 23RHP VictoriaMchyDepotCo.Ld		
502 — (*ex*Oriental)	— *Paravitini* 1*Dk*	**IronScSr**	111 — 65					1880	Reiherst'g Schiffsw. Hamburg	MessageriesFluvi- alesdeCochinchine	71·2|10·9| 6·6 P38′Q—	Saigon French	2Cy.8″–10″ 2NHP Reiherst.Maschinenf.Ham.		
503 NPWM	Petrine Hansen *L.Hansen*09–13 (*ex*Nyköbing)	**SteelScSr** *Now named* "Geysir." 1*Dk*	918 592 569	*See No.* 51 *in Supplement*				1906	Helsingörs Jernsk&Msk. Elsinore	Akties.Dpskslk. Thurö (H.A. Hansen, *Mgr.*)	201·2|31·6|11·3 Q71′B84′F23′ *WB*	Thurö Danish	T.3Cy.15″,24″&40″–27″ 83NHP HelsingörsJernsk.&Mskb.		V
504 HTEP	Petritzis *G.Mastrogeorgiou*10–12 (*ex*Abbotsford) 2*tr B deep framing&Web frames* 3*Dk rule*	**SteelScSr** *ss*Pir.No.2–14 1*Dk*(*pt Irn&pt Stl*)	*3692* *3428* *2352*	✠100A1 2,17 MS2,14 ✠LMC BS3,16	Cff	*w*	10,15	1905 2mo	JLThomp- son&Sons,Ld Sunderland *Lloyd's*A&CP	E.Petritzis fils *WB = Cell DBa* 119′*uE&B*33′*f*	346·6|50·8|23·0 P32′B88′F31′ FK 146′889*t DTa*29′945*t*	Syra Greek 7*BHCem* *APT*28*t*	T.3Cy.24½″,40″&66″–45″ (*s*) 180lb *180lb* 321NHP 2SB,8*pf*,Gs142,Hs5003 J.Dickinson&Sons,Ld.Sld.	25 ″ 6 s 4 ″ 6 21 ″ 5	
505 99222 MFVC	Petrograd *H.J.Small* –16 (*ex*Petersburg) 1*Dk*(*Irn*)*&Spar dk*(*Irn*)*&Web frames*	**SteelScSr** *ss*Lth.No.3–12,03 *ss*Lth.No.2–12	1713 1528 1090	✠100A1 *Spar dk* 4,14 MS10,16 ✠LMC ~~BS10,16~~ BS6,17	Lth	*q*	11,16	1891 7mo	J.Laing Sunderland *Lloyd's*A&CP	W.Thomson&Co.	245·0|36·2|14·0 B59′F30′ 20·9 BK8½″ *WB = Cell DB*195′	Leith British 4*BHCem* 247*t APT*35*t*	T.3Cy.19$\frac{5}{16}$″,31″&50″–36″(*s*) 160lb *70lb* 149NHP 2SB,4*rf*,Gs66,Hs2221 G.Clark,Ld.Sunderland	23 ″ 1 s 3 ″ 11½ 20 ″ 0	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / *Master.* / *Late Name if any.* / Special Surveys. No. of Decks, &c.	3	4 Regist'd Tonnage. Gross. — Under deck. — Net.	6 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned / now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 Built. By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	11 Breadth.	11 Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Dates of Trade Certs.
506	**Petrolea**	**SteelSc**	480					1904	Kjöbnhvns Flydk.&Skbs Copenhagen	**C.FromHolm**	155·9 P62′F19′	27·9	12·0	Copnhagn Danish	T.3Cy.13″,20½″&33½″–21″ 51NHP		V
NPBJ	*J.S.Schack* –04 *Elec.light* 1*Dk*		385											*WB*	KjbnhavnsFlydk.&Skbsv		
	Mchy.Aft *CarryingPetroleum in bulk*		231														
507	—	**SteelScSr**	202					1905	L.Zobel Bromberg	**BritishPetroleum Co.Ld.**	119·0 B20′	21·9	10·0	London British	T.3Cy.7¾″,12⅜″&19½″–11½″ NB15 20RHP		
125775	*G.W.Smith* –11 1*Dk*		178												L.Zobel,Bromberg		
HNMQ	*CarryingPetroleum in bulk*		95														
508	**Petroléine**	**Steel&IronSc3MstSr**	~~4205~~	4217				1908	TyneIron S.B.Co.Ld. Newcastle	**SaxoleineS.S.Co. Ld.(Hunting& Son)**	350·3 P96′B23′F41′	48·5	28·9	Newcastle British	T.3Cy.26″,42″&70″–48″ 340NHP		V
125445	*J.Lowe* –08 *Carrying Oil in bulk*		3924											*WB*	Wllsnd Slpwy.Co.Ld.Nwc.		
HNGL	*Mchy.Aft* *Elec.light* 2*Dks*		~~2654~~	2500													
509	**Petroleum**	**SteelSc3MstSr**	4686				...	1903	Swan,Hunter&Wigham Richardson, Ld Newcastle	**TheAdmiralty**	370·8 P79′B28′F38′	48·7	29·3 FK	London British	T.3Cy.24½″,40″&68″–48″ 320NHP	30 ″ 9	
118493	*A.McLean* –17		4273											*WB*	N.E.MarineEng.Co.Nwc.		
	Wireless *CarryingPetroleum in bulk*		3055														
	Elec.light *Mchy.Aft* 2*Dks&Webframes*																
510	—	**SteelSc**	720					1911	Kjöbnhvns Flydk.&Skbs Copenhagen	**VestlandskePetroleumskompagni**	176·5 P126*t*H55*t*F34*t*	30·4	13·8	Bergen Norwegian	T.3Cy.15″,24½″&40″–27″ 83NHP		V
	Riise *CarryingPetroleum*		502											*WB*	KjbnhvnsFlydk.&Skbsv.		
MGVS	*Elec.light* *Mchy.Aft* 1*Dk* *in bulk*		384														
511	**Petrolite**	**SteelSc3MstSr**	3710					1894	Akt.Ges. "Vulcan" Stettin	**StandardOilCo. (NewJersey)**	339·2 P42′B26′F34′	43·7	29·5	NewYork Utd.States	T.3Cy.24″,40″&64″–49″ NB13 287NHP		
K(War Loss)	*H.Segebarth*15–15 (*ex*Excelsior)		3322											*WB*	A.G."Vulcan,"Stettin		
213029	*Elec.light* *Carrying Petroleum in bulk*		2361														
LFBC	*Mchy.Aft* Wireless 3*Dks*																
512	**Petropolis**	**SteelPadSk**	289					1890	AM'Millan &Son(Lim.) Dumbarton	**Leopoldina RailwayCo.**	210·6	23·1	8·0	R.Janeiro Brazilian	C.D.2Cy.31″&60″–60″ 232NHP		
	N.V.daSilva –91		*259*												D.Rowan&Son,Glasgow		
			59														
513	**Petros**	**IronScSr**	*761*				...	1870	Denton, Gray&Co. W Hartlepool	**Tsouros&Co.**	199·1 Q90′F32′	29·1 BK7″	16·5	Piræus Greek	C.4Cy.13″&32″–30″ NB98 82NHP	17 ″ 9	V
	N.Tsouros –07		*640*											*WB*	BlythDryDkCo.Ld.Blyth		
HSOM	(*ex*Mabel) 1*Dk&Webframes*		*463*														
514	**Petschora**	**SteelScSr**	689					1901	J.W.Klawitter Danzig	**Archangel-MourmanStm.Nav.Co.**	177·6 P41′Q72′ *Awng dk*112′	27·4	11·4	Archangel Russian	T.3Cy.13¾″,21¾″&35⅝″–25⅝″ 63NHP		
974	*J.Viashnekoff*00–07		391											*WB*	J.W.Klawitter,Danzig		
	1*Dk&pt Awng dk*		422														
515	—	**SteelPad**	135					1899	Allsup& Co.Ld. Preston	**StellaPolare SawmillCo.Ld.**	110·0	20·0	6·5	Archangel Russian	C.2Cy.16½″&38″–36″ 72NHP		
			103												Allsup&Co.Ld.Preston		
	1*Dk*		47														
516	**Petunia**	**SteelScSr**	1749	✠100A1	Shl	*q*	1,17	1889	BlythS.B. Co.(Lim.) Blyth	**J.Cormack&Co.**	260·3 P24′Q72′B108′F31′	36·6	16·9 FK	Leith British	T.3Cy.20″,33″&54″–36″ (*s*) 160lb *80lb* NDB00 174NHP 2SB,*4rf*,GS72,HS2600	19 ″ 3 s 1 ″ 2½ 18 ″ 4	
95886	*T.Harcus* –11 *ss*Gmh.2ndNo.3–2,11		1276	1,17					3mo					*4BHCem*			
LBKM	*ss*Shl.No.1–16		1090	✠LMC6,16										353*t*APT21*t*	Black,Hawthorn&Co.,Gts.		
	1*Dk(Irn)&Webframes(Irn)*									A&CP	*WB=Cell D B(Irn)* 190′						
	Well deck *StringersIrn*																
517	—	**IronScK**	209				...	1899	Cochrane& Cooper, Ld. Selby	**N.EasternSteam FishingCo.Ld.**	117·0 Q48′F20′	21·5 BK7½″	11·2	Grimsby British	T.3Cy.11¾″,21″&34″–24″ 60RHP	12 ″ 0	
110910	*F.Leeman* –15 (*Trawler*)		191												C.D.Holmes&Co.Hull		
RLNG	1*Dk*		85														
518	—	**SteelScK**	180	✠100A1	Mil'		1,13	1899	J.Duthie, Sons&Co. Aberdeen	**SouthernSteam TrawlingCo.Ld. (C.C.Morley,*Mgr*)**	110·3 Q23′	20·8 BK7½″	11·1	Milford British	T.3Cy.12″,19½″&32″–22″ (*s*) 180lb 61RHP	12 ″ 0	
108437	*T.Roch* –12 *ss*Shl.No.3–11,09		161	*Stm Trawler*				3mo						*3BHCem*	1SB,*2pf*,GS35,HS1080		
	*ss*Mil.No.1–13		71	12,13											Whyte&Mair,Dundee		
	1*Dk*			✠NB11,09 ✠LMC12,13						*Lloyd's*	*SA&CP*						
519	**Peuceta**	**IronScSr**	456				...	1873	J.Key Kinghorn	**Soc.Anon.diNav.a Vap.Puglia**	170·6 P33′F35′	23·7 BK7″	12·9	Bari Italian	C.2Cy.23″&42″–28″ NB96 78NHP		
3	*S.Alfonso*		359												J.&T.Dale, Kirkcaldy		
RKHS	(*ex*Fifeshire) 1*Dk*		253														
520	**Pevensey Castle**	**WoodScDy**	101					1913	J.Chambrs Lowestoft	**J.V.Breach**	86·3	20·2	10·4	Lowestoft British	T.3Cy.9¾″,15″&22″–16″ Elliott& Garrood,Ld.Beccles 25RHP		
135758	*C.Durrant* –14 (*Fishing*)		101														
	1*Dk*		47														
521	**Peveril** *ss*Mdb.3rdNo.3–5,17	**IronScBn**	1643	✠100A1	PGl	*q*	4,15	1882	M.Pearse& Co. Stockton	**C.A.Stewart&Co.**	257·5 Q68′B64′F30′	34·5 BK9″	18·1	Glasgow British	C.2Cy.28½″&60″–39″ (*s*) 180lb *80lb* NDB17 182NHP 1DB,*4pf* GS85,HS2850	20 ″ 6 s 2 ″ 0 19 ″ 5	
87041	*J.N.S.Butcher* –12 ~~*ssGls.2ndNo.3–4,07*~~		1336	~~4,15~~ 4,18	Mdb-Nwc			11mo						*4BHCem*			
HDRP	(*ex*Carina) ~~*ssGls.No.1–12*~~		1019	BS3,15 ✠LMC4,12										*WB=Cell DB*214′363*t*	Blair& Co.Ld.Stockton		
	Well deck 1*Dk(Irn)*2*trB*			✠NB5,17			5,17			*Lloyd's*	*SA&CP*						
	Cargo battens not fitted																
522	—	**SteelScSr**	1459	✠100A1	Nwc	*p*	N2,15	1904	Grngem'th &Greenock DockyardCo. Grngemouth	**G.Gibson&Co.**	260·1 P32′B90′F41′	35·1 FK	17·3	Leith British	T.3Cy.23″,38″&62″–42″ (*s*) 180lb *100lb* 295NHP 2SB,*6cf*,GS147,HS4883 S.&H.Morton&Co.Leith	18 ″ 6 s 2 ″ 2½ 16 ″ 9	
118696	*J.G.Wood* –17 *ss*Lth.No.2–13		1109	2,15				6mo						*4BHCem*			
VRQK	2*Dks(UStl–pt* ws)		688	BS2,15 ✠LMC5,15										*WB=CellD*	*Ba*48′*uE*19′		
	Elec.light									*Lloyd's*	*SA&CP*				*f*83′264*t*FPT53*t*APT10*t*		
523	**Phädra** (Seized at Riga)	**SteelSc**	619					1898	G.Seebeck Act.Ges. Bremerhaven	**Dampfschifffahrts Ges.Neptun**	170·6 H42′	27·1	16·4	Bremen German	T.3Cy.14¾″,17¾″&38⅝″–23⅝″ 72NHP		
	*J.Klöfkorn*98–04		612											*WB*	G.SeebeckA.G.Bremerhvn		
QGNK	2*Dks*		372														
524	**Phalarope**	**SteelScSr**	124				...	1896	A.Hall& Co. Aberdeen	**ProgressSteam TrawlingCo.Ld. (F.Harrison,*Mgr*)**	96·0	19·6 BK7½″	10·0	Scarboro' British	C.2Cy.13½″&30″–21″ 45RHP	10 ″ 7	
104518	*W.Cox* –17		117												A.Hall&Co.,Aberdeen		
	1*Dk*		48														
525	**Phare**	**SteelScSr**	1282	✠100A1	Shl	*o*	3,17	1906	BlythS.B. Co.Ld. Blyth	**GasLight&Coke Co.(Stephenson Clarke&Co.*Mgrs.*)**	234·6 Q121′B10′F24′	34·5 FK	15·1	London British	T.3Cy.19″,31″&51″–36″ (*s*) 180lb *100lb* 166NHP 1SB,*4cf*,GS70,HS2501	17 ″ 3 s 1 ″ 8 15 ″ 11	
132808	*T.H.Craig* –16 *ss*Hpl.No.2–14		1006	3,17				10mo						*4BHCem*			
JKHB	(*ex*Grovelea,*ex*LadyFurness) 1*Dk(pt*		783	BS3,17 ✠LMC2,14						*Lloyd's*	*SA&CP* *WB*			*53tAPT72t*	N.E.MarineEngCoLdNwc		
	Well deck *Irn&pt Stl)&deep framing*										*=CellDBa*63′*uE&*						
	Cargo battens not fitted																
526	**Pharos**	**SteelTwinScSr**	921	✠	Lth	*m*		1909	W.Beardmore&Co.Ld. Glasgow	**Commissioners of NorthernLighthouses**	206·4 P&B127′F30′	31·2	15·0 FK	Leith British	T.6Cy.15″,24″&38″–24″ HS4190 215NHP	15″11	
125500	*T.M.Ewing* –09		625	3,13				12mo						*6BHCem*	2SB&1AuxSB,*8cf*,GS140,		
HQGD	*Elec.light* 2*Dks(Upt Stl*–ws)		393	✠										*28tAPT54t*	W.Beardmore&Co.Ld.Gls.		
										WB=CellD	*Ba*33′*f*69′93*t FPT*						
527	—	**IronPadSr**	574				...	1874	R.Napier& Sons Glasgow	**S.Galbraith**	204·5	26·7	15·3	Leith British	C.D.2Cy.33″&64″–54″ NE&B98 252NHP		
65788			550												Gourlay Bros.&Co.Dun.		
SRQW	*Elec.light*		241														

1. Numero d'Ordre. / Numero Officiel. / Signaux	2 / 3 Nom du Navire. Matériaux, Grèement, etc. *Capitaine.* *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 / 6 / 7 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 / 9 Construit. Quand. — Navire. — Mach.	Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille / Franc-bord au milieu du navire. / Tirant d'eau correspondant. *pds. pc.*	15
528 PQFB	**Phecda** **SteelScSr** *W.Stofkoper* 1*Dk*	2637 2431 1653					1906	Bonn& Mees Rotterdam	VanNievelt, Goudriaan&Co.'s Stoomv.Maats	306·6 | 44·6 | 21·0	Rottrdam Dutch *WB*	T.3Cy.23″,36″&62″–39″ 240NHP Maats.deSchelde,Flushing		V
529 135515 JDLQ	**Phemius** **SteelScSr** *K.Gough* –17 *Elec.light* 2*Dks*	6699 5557 4268					1913	Workman, Clark&Co.Ld Belfast	OceanS.S.Co.Ld. (A.Holt&Co. *Mgs.*)	443·0 | 52·8 | 32·1 P50′B162′F52′	Liverpool British *WB*	T.3Cy.30″,50″&83″–60″ 533NHP Wrkman,Clark&Co.Ld Bel		
530 78839 SPVG	**Pheumpenh** **IronSc3MstSr** *R.M.de la Sald* –17 *ss*Cal.No.3–5,91 (*ex*Shahjehan) *ss*Cal.No.2–99 2*Dks*(1*Irn*)	1692 1537 1065	✠ 6,04 ~~NB6,91~~	Cal	*r*		1878 12mo	Harland& Wolff Belfast	LuenHingS.S.Co. Ld. *WB*=	305·8 | 31·7 | 22·2 F48′ BK9″ *MTf*26′ *a*28′ *FPT*	HongKong British 6*BHCem* 19*tAPT*6*t*	C.2Cy.34″&61″–45″ NDB89 211NHP 2DB,8*cf*,GS160,HS8512 D.Rowan,Glasgow	23 ″ 10	
531 135459 JCGM	**Phidias** **SteelScSr** *F.R.Collings* –15 *Elec.light* 2*Dks*(*Stl*)	5623 5281 3565	✠100A1 11,15 ~~BS6,17~~ ~~LMC6,15~~ 8,17	Mch	*z*	11,15	1913 5mo *Lloyd's*	A.McMillan&Son,Ld. Dumbarton *sA&CP*	LivBrazil&RPlate SN.CoLd(Lamport &Holt,Ld.*Mgrs.*) *Tween hold* *WB*=*CellDB*	415·5 | 56·0 | 28·1 P44′B123′F46′ FK *dk BH in No.3* (6*B* *dispensed with* (1*B* *a*133′ *uE&B*43′ *f*18	Liverpool British *Cem* *H to Upr dk* *H to 2nd dk* 6′1056*t DTa*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 480NHP 3SB,9*cf*,GS189,HS8502 D.Rowan&Co.Glasgow *only* 35′1048*t FPT*121*t APT*41*t*	30 ″ 9 s 6 ″ 0½ 25 ″ 1	V
532 160617 KLPC	**Philadelphia** **SteelTwinScSr** *A.R.Mills*99–01 *ss*Sou.2ndNo.3–12,18 (*ex*Paris,*ex*City of Paris)4*Dks*(2*Stl*–ws)& *Elec.light* 1*ptStl*–ws)&*Promenade dk* *Ref.Mchy.* Sub.Sig. Wireless (*Stl*–ws)	10232 8566 4205	✠100A1 6,17 ~~4,17~~ ~~NE&B8,01~~ ~~BS12,16~~ ~~LMC12,13~~ 11,17	NYk		~~11,15~~ s11,15 P6,17	1889 3mo *Lloyd's*	J.&G. Thomson Clydebank *sA&CP*	InternationalMercantileMarineCo. *WB*=*CellDBa*106′*uE&B*179′*f*121′1553*t*	527·6 | 63·2 | 22·0 P75′F109′ 39·2 FK	NewYork Utd.States 14*BHptAsp* *ptCem* *DTf*30′194*t*	Q8Cy39″,54″,76″&106″–60″ 206lb *104lb* (*s*) 2675NHP NDB01 FD HS39618 6DB&4SB,64*cf*,GS1128, Harland&Wolff,Ld.Bel.	41 ″ 10 s12 ″ 2 30 ″ 4	
533 150344 KCWD	— **IronScBg** *Hickborn* *ss*NYk.2ndNo.3–8,11 *ss*NYk.No.1–17 *Elec.light* 2*Dks*(1*ptIrn*)&*Shadedk* Wireless	2520 1655 1900	✠100A– ~~5,17~~ *Shade dk* *withfreeboard* 5,14 ~~1,17~~ ~~LMC2,17~~	NYk	*r*	~~2,17~~ 5,18	1885 2mo	W.Cramp &SonsS.& E.B.Co. Philadelphia	Atlantic&CaribbeanStm.Nav.Co.	300·0 | 35·0 | 20·6 len92 28·1 BK9½″	Wilmgton (Del.) Utd.States 5*BHCem*	C.2Cy.32″&61″–36″ (*a*) 90lb *87lb* 186NHP 2SB,6*f*,GS144 WCramp&SsS&EBCo.Phl. *Freeboard to Shade dk*	22 ″ 1 s 3 ″ 5 19 ″ 9 11 ″ 1	
534 214565 LGMW	— **SteelScSr** *Elec.light* 3*Dks*	2482 — 1780					1916	Gt.Lakes Eng.Works Ecorse,Mich.	ClydeS.S.Co.	253·0 | 43·5 | 19·9	NewYork Utd.States	T.3Cy.17″,29½″&50½″–36″ 153NHP Gt.LakesEngWks.Detroit		
535	— **IronScSr** (*ex*Muquy,*ex*Parahyba) 1*Dk2trB*	696 520 378	✠ 9,82 ✠	Gls	*k*		1882 8mo	W.B. Thompson Glasgow	Emprza Brazileira deNav.(Prates, Magalhães&Co. *Mgrs.*)	200·0 | 28·0 | 14·2 P66′B46′F35′ *WB*=*APT*26*t*	R.Janeiro Brazilian 4*BHCem*	C.2Cy.30″&60″–33″ 172NHP W.B.Thompson,Dundee		
536 99330 MJWT	**Philadelphian** **SteelSc4MstSr** *W.J.Dickinson* –17 *ss*Liv.No.1–95 *Elec.light* 3*Dks*(*Stl*-*Uws*) *Ref.Mchy.* Wireless	5165 4804 3344	✠ *withfreeboard* 12,98 ✠	Liv	*a*†		1891 11mo	Harland& Wolff(Lim) Belfast	F.Leyland&Co. Ld.	442·5 | 45·2 | 31·0 P69′B143′F102′ BK9½″ *WB*=*CellDB*328′	Liverpool British 7*BHCem* 696*tAPT*49*t*	T.3Cy.25″,41½″&71″–60″ 451NHP 3DB,12*rf*,GS180,HS6978 Harland&Wolff,Belfast	34 ″ 2	
537 439	**Philip** **IronPad** *M.E.Katchenko*12–13 (*Tug*) (*ex*FratelliPassalacqua, 1*Dk* *ex*Telemachos,*ex*LordCollingwood)	108 — 34					1877	J.Read- head&Co. SouthShields	Ph.P.Scourtely	100·5 | 18·7 | 9·8	Kertsch Russian	1Cy.35″–51″ NB98 67NHP		
538	**Philip Maxsted** **IronScK** (*Trawler*) 1*Dk*	*148* *140* *61*			…		1889	Cook,Welton&Gmmll Hull	J.Stranne	100·6 | 20·9 | 10·8 BK7½″	Gothenbrg Swedish	C.2Cy.17″&33″–22″ 42NHP Bailey&Leetham,Hull	11 ″ 11	
539 201928	**Philip Minch** **SteelScSr** *Elec.light* *Mchy.Aft* 1*Dk*	5865 — 4471					1905	American S.B.Co. Lorain,O.	KinsmanTrans.Co. (H.Steinbrenner, *Mgr.*)	480·0 | 52·0 | 30·0	Cleveland Utd.States *WB*	T.3Cy.22½″,36″&60″–42″ 233NHP AmericanS.B.Co.Cleveland		
540 139186 JQRT	**Philomel** **SteelScSr** *H.J.T.Wilson*88–17 1*Dk*(*Stl*-ws)&*Shelter dk*(*Stl*-ws)2*nd dk* *Elec.light* *Ref.Mchy.* *in Nos.1&2holds* *Tonnage opening closed* 1917	3050 2773 1910	✠100A1 *Shelter dk* *withfreeboard* 1,17 ~~LMC1,17~~	Trn	*u*		1917 1mo *Lloyd's*	AilsaS.B. Co.Ld. Troon *sA&CP*	GeneralStm.Nav. Co.Ld.	312·5 | 45·3 | 18·7 B125′F37′*onShelter dk* FK *CellDB*264′506*t FPT*	London British 6*BHCem* 49*tAPT*30*t*	T.3Cy.26½″,42″&68″–45″ (*s*) 180lb 439NHP 38B,9*cf*,GS165,HS6579 FD AilsaS.B.Co.Ld.Troon	29 ″ 0 s 8 ″ 7 21 ″ 0	
541 125302	**Philorth** **SteelScK** *W.Tait* –09 1*Dk*	100 92 39					1907	J.Duthie, Sons&Co.Ld. Aberdeen	W.Tait	84·6 | 18·1 | 8·8	Fraserbro British	C.2Cy.11½″&27″–16″ 35RHP J.Vaux&Co.Sunderland		
542 141873 JSOL	**Philotis** **SteelScSr** *J.Laurenson*13–18 1*Dk*(*Stl*) *Elec.light* &*Shelter dk*(*Stl*) *Mchy.Aft*	~~1200~~ 1037 953 543	✠100A1 *Shelter dk* *withfreeboard* 1,18 ~~LMC1,18~~ ~~(Glass Contem. plated)~~	Ard	*l*		~~1917~~ 1918 1mo *Lloyd's*	Ardrossan DD&SBCoLd Ardrossan *sA&CP*	J.&P.Hutchison *CellDBa*310*f*100′196*tFPT*	~~199·7 | 30·5 | 11·7~~ 200 · 4 | 30 · 7 | 19 · 1 FB 3*BHCem* 8*tAPT*13*t*	Glasgow British 2SB,4*pf*,GS60,HS2490 W.Beardmore&Co.Ld.Gls.	T.3Cy.16″,26′&44″–33″ (*s*) 180lb 143NHP 15 ″ 4	21 ″ 4 s 6 ″ 3½	
543 ~~125711~~	**Phoca** **SteelSc** (*Tug*) 1*Dk*	112 99 5			…		1908	C.H.Walker &Co.Ld. Sudbrook	~~C.H.Walker&Co.~~ ~~Ld.~~	86·0 | 18·6 | 9·7 BK6″	~~London~~ ~~British~~ Brazilian	T.3Cy.13″,22″&34″–22½″ 60RHP Plenty&Son,Ld.Newbury	10 ″ 4	
544 KQDC	**Phocéen** **IronScSr** *Paoli* –13 (*ex*JaneJolliffe)	257 — 17					1888	J.Read- head&Co. SouthShields	Soc.Provençale de Remorquage	133·0 | 22·6 | 12·9	Marseilles French	T.3Cy.16″,26″&43″–30″ 101NHP J.Readhead&Co.S.Shields		V
545 KPWT	**Phoebe** **SteelSc** *Bocher* –11 *Elec.light* 1*Dk* &2*nd dk in holds*	3956 3109 2489			…		1912	Atel.&Ch. deFrance Dunkirk	Cie.Française des Chemins deFer de Paris-Orléans (Soc.Mar.Aux.de Transports,*Mgrs*)	350·0 | 48·9 | 22·5 P41′B123′F41′ FK	Algiers French *WB*	T.3Cy.24″,40″&66″–45″ 332NHP Atel.&Ch.deFrance,Dnk.	25 ″ 1	V
546 123253	— **SteelScK** *A.Gillard* –13 *ss*Hul.No.2–14 1*Dk*	178 166 68	✠100A1 *StmTrawler* 5,14 ~~LMC6,14~~	Hul		8,15	1906 5mo *Lloyd's*	Cook,Welt'n&Gemmell Beverley *sA&CP*	~~Hellyers'Steam~~ ~~FishingCo.Ld.~~ Mrs.H.G.Hordern (C.Curzon,*Mgr.*)	108·5 | 21·6 | 11·5 BK8″ *WB*=	Hull British 4*BHCem* *DTf*13′30*t*	T.3Cy.10′,16½″&27″–24″ (*s*) 200lb 45RHP 18B,2*pf*,GS25,HS750 Amos&Smith,Hull	12 ″ 4	
547 98449 NQHJ	**Phœbe** **SteelScSr** ~~*G.W.Levitt* –17~~ *ss*Cff.No.3–2,07 *T.B.Emmerson* –18 *ss*Cff.No.2–16 1*Dk*(*Irn*)&*Webframes*&*ptAwng dk*(*Irn*)	2754 2127 1755	✠100A1 *ptAwng dk* *withfreeboard* 2,18 ~~8,16~~ ~~LMC~~ ~~MS9,16~~ ~~BS3,16~~ 1917,18	Cff ~~Awng~~ Hpl	*t*	~~9,16~~ N2,18	1894 12mo	T.Turnbull &Son Whitby A&CP	BedeStm.Shippg. Co.Ld. (Frew Elder&Co.*Mgrs.*)	312·4 | 40·6 | 21·8 P29′Q90′ *ptAwng dk*193′ FK *WB*=*DBa*104′	Cardiff British 6*BHCem* *f*120′574*t*	T3Cy23″,37½″&61½″–39″ (*s*) 160lb *80lb* NDB11 240NHP 2SB,6*cf*,GS90,HS3664 T.Richrdsn&Sns(Lm),Hpl	23 ″ 2 s 8 ″ 5 22 ″ 0	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Master. Special Surveys.	3 Material, Rig, &c. Late Name if any. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 Built. By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught.	15 Registers in which classed, if not in L.R. Date of Ib. of Trade Cert.
548 124692 HLKV	Phœbe *J.C.Turner* –17	SteelScK *ss*Flt.No.2–16 1*Dk*	278 239 109	✠100A1 *Stm Trawler* 2,17	Flt		~~6,15~~ ~~3,17~~ N1,18	1907 9mo *Lloyd's*	GooleS.B. &RepgCo.Ld. Goole *sA&CP*	Sun Stm.Trawling Co.Ld. (J.W. Armitage, *Mgr.*)	130·0 Q76′F22′	22·6	12·1 BK7½″	Fleetwood British *3BHCem*	T.3Cy.13″,21″&35″–25″ (*r*) 180lb 76RHP 1SB,*3pf*,GS43,HS1258 W.V.V.Lidgerwood,Gls.	13 ″ 0	
549 LGVK	Phoebos *E.Kailis*12–12 (*ex*Commercial) *Mchy.Aft*	IronScK *ss*Lon.2ndNo.3–6,99 *ss*Lon.No.2–08 1*Dk*	115 109 53	✠ 5,12	Lon	*a*		1874 9mo	J.Softley& Co. SouthShields	H.Himminghoffen	100·7 ND86 ptND04	18·3	8·6 BK6½″	Altona German *3BHCem*	C.2Cy.11½″&23″–18″ 19NHP 1SB,*2pf*,GS24,HS431 W.&J.Almond,N.Shields	9 ″ 6	V
550 156 RKHV	Phoebus *T.Bosio* (*ex*ArmandoR.)	SteelScSr *ss*Gen.No.3–9,06 1*Dk*(*Stl*)&*Spar dk*(*Stl*) &*deep framing*	3133 3063 2013	✠ *Spar dk* 11,09 ✠	Cff	*u*		1894 7mo	Hawthorn, Leslie&Co.Ld Newcastle	Soc.Anon.Ilva *WB*=*CellDB*	324·5 *a*96′*u*E&*B*42′*f*136′	42·1 26·8 FK	19·6 *5BHCem* 675*tAPT*75*t*	Genoa Italian	T.3Cy.23½″,39″&64″–42″ NDB06 271NHP 2SB,*4rf*,*2cf*,GS120,HS4138 Hawthrn,Leslie&Co.Nwc.	29 ″ 6	CI
551 QJSV	— *J.Hovers*05–11	SteelSc 1*Dk*	657 517 362					1910	Akt.Ges. "Weser" Bremen	Dampfschifffahrts Ges.Neptun	180·0 Q50′B45′F22′	28·1 *WB*	12·8	Bremen German	T.3Cy.13½″21 1/16″&34 7/16″–23½″ 57NHP A.G."Weser,"Bremen		G
552 QKGL	Phoenix *H.Röver* –13 *Elec.light*	SteelScSr 1*Dk*	1166 828 533					1913	Stettiner Oderwerke Stettin	Dampfsch.Ges. Argo	236·0 P&B144′F27′	32·5	13·7 *WB*	Bremen German	T.3Cy.21¾″,35½″&57 1/16″–39½″ 205NHP StettinerOderwerke		G
553 1196 LRDB	—	IronTwSc 1*Dk*	365 — 262					1881	Stabilmnto Tecnico Trieste	Ch.A.Theofani	176·0	27·1	8·6	Rostoff Russian	C.4Cy.11″&22″–19″ 35NHP		
554 150929 KRLP	Phœnix *J.Kokeritz* (*ex*Aloha)	WoodScSr 1*Dk*	256 226 160					1898	Hay& Wright Alameda,Cal	C.T.Forster	126·5	30·5	10·0	S.Frncisco Utd.States	Oakland NB10 IronWorks,Oakland,Cal.		
555 86223	—	WoodScFlat	128 119 87					1882	G.Deakin (Lim.) Winsford	SaltUnion,Ld.	88·2	20·8	9·0	Liverpool British	2Cy.12″–14″ 24RHP G.Deakin(Lim.),Winsford		
556 NVBC	Phönix *H.Jörgensen* –16 *Elec.light*	SteelScSr 1*Dk*&*Awng dk*	1894 1679 1145					1916	Helsingörs Jernsk&Msk. Elsinore	Dampskibsselsk. "Danmark"	280·1	41·5	17·8 *WB*	Copnhagn Danish	T.3Cy.20″,32″&53″–36″ 168NHP HelsingörsJernsk.&Mskb.		V
557 13 NTBH	— *E.Jörgensen* (*See Sailing Ship Register.*)	SteelAuxSc4MstSr *OilEng.* 1*Dk*	357 328 269					1914	J.R.Ander-sen Svendborg	Akties.Phönix (R.S.Hansen)	139·4	29·6	10·5 *WB*	Thurö Danish	Oil Engines 4Cy.10¾″–16⅛″ HolebyMasch.Holeby		V
558 NRSW	— *H.N.Andersen*04–11	SteelScS r 1*Dk*&*part Awng dk*	322 240 167					1911	Nüscke& Co. Stettin	AktiesDpskPhönix (E.Brüning)	136·1 B31′	25·7	15·9 *WB*	Esbjerg Danish	T.3Cy.12¼″,19″&31″–20½″ 43NHP Christiansen&Meyer,Har.		G
559 QFWC	— *Rose* –13 *Elec.light*	IronPad (*ex*Union) 1*Dk*	197 — 122					1885	J.C.Teck-lenborg Geestemünde	B.W.Riedemann	149·6 H61′	21·9	8·3	Bremen German	C.2Cy.23″&39″–47″ 87NHP H.Pauksch,Landsberg		
560 LMQS	— *K.Sörnsen*95–07 *Elec.light*	IronTwinSc (*ex*Ems)	170 144 63					1875	Meyer& Barth Papenburg	Ver.Flensburg-Ekensunder&Sonderburg Dampfs.G.	123·8 B72′	22·8	8·3 *WB*	Flensburg German	C.4Cy.12½″&21¾″–15¾″ NB00 31NHP Meyer&Barth,Papenburg		G
561 KQDB	Phoque II. *P.Lalande*06–08 (*ex*Hermione, *ex*Bassanio—*Sailing*)	IronScK *ss*Arc.2ndNo.3–8,13 1*Dk*	135 122 9	100A1 *Trawler* 8,13 ✠NE&B8,88	Arc		8,13	1885 3mo *Lloyd's*	Cook,Wel-t'n&Gemmell Hull *sA&CP*	J.F.Castaing	96·7 len88	20·4 ND96 BK7″	10·0 *3BHCem*	LaRochlle French	C.2Cy.16″&30″–22″ (*s*) 90lb 40NHP 1SB,*2pf*,GS27,HS760 C.D.Holmes&Co.Hull	11 ″ 0 s ″ 10 11 ″ 0	
562 133314 JCPD	Photinia *R.A.Goodridge* –14	SteelScSr 1*Dk*(*Stl*)	4584 4372 2835	✠100A1 4,17	Mdb	*y*	N1,15	1913 7mo *Lloyd's*	W.Pickers-gill&Sons,Ld. Sunderland *sA&CP*	NationalSS.Co.Ld. (Fisher,Alimonda &Co.Ld.*Mgrs.*) *WB*=*Cell*	383·0 P36′B221′F37′ *DBa*134′*uE*&*B*43′	51·7 FK	26·6 *6BHCem* *f*164′1270*t*	N.Shields British	T.3Cy.26″,42″&71″–48″ (*s*) 180lb 431NHP 3SB,*12pf*,GS198,HS7363 G.Clark,Ld.Sunderland *FPT*217*tAPT*125*t*	29 ″ 6 s 4 ″ 11 25 ″ 0	
563 97675 VJQD	Phra Nang *T.R.Nicol* –15	SteelScSr 2*Dks*	1604 1472 1022					1890	Fairfield S.B.Co.(Lim) Glasgow	CheongYueS.S.Co. Ld.	270·4 B30′ H52′	37·0 F42′	21·8	HongKong British	T.3Cy.22″,36″&57″–42″ 211NHP FairfieldS.B.Co.(Lim.)Gls.		
564 132405	Phrontis *J.R.Carter* –12	SteelScK 1*Dk*	288 267 114	✠100A1 *StmTrawler* 7,13	Flt		7,13	1911 4mo *Lloyd's*	Cochrane &Sons Selby *sA&CP*	MountSteam FishingCo.Ld.	130·1 Q79′F23′	23·5 BK8″	12·5 *4BHCem*	Fleetwood British	T.3Cy.13″,22¾″&37″–26″ (*s*) 180lb 90RHP 1SB,*3pf*,GS47,HS1590 Amos&Smith,Ld.Hull	13 ″ 3	
565 110973 RLWN	Phrygia *R.D.Jones* –17 (*ex*Oro)	SteelScSr *ss*Liv.No.3–1,13 1*Dk*(*Stl*)&*Spar dk* (*pt Irn*&*pt Stl*)&*deep framing*	3353 3126 2147	✠100A1 *Spar dk* 7,15 Examined6,17 MS5,17	Mch	*v*	~~7,15~~ 6,17	1900 1mo	SirRaylton Dixon&CoLd Middlesbro' A&CP	CunardS.S.Co.Ld. *WB*=*Cell*	340·0 P30′B78′F36′ *DBa*106′*uE*20′	47·1 FK	15·4 23·4 *6BHCem* *f*146′749*t*	Liverpool British	T.3Cy.25″,40″&66″–45″ (*r*) 180lb *100lb* 337NHP 2SB,*6cf*,GS106,HS4378 FD SirC.Furness,Westgarth &Co.Ld.Mdb.	25 ″ 9 s 4 ″ 11 21 ″ 2	
566 KQFH	Phrygie *Ambroselli* –15 *Elec.light* Wireless	SteelScSr 2*Dks*3*trB*	3814 3219 2419					1906	Gourlay Bros.&Co. (Dundee)Ld. Dundee	Cie.deNav.Maroc &Arménienne (Cie.deNavigation Paquet)	358·0 P51′B126′F56′	44·1	26·4 *WB*	Marseilles French	T.3Cy.26″,41½″&68″–45″ 310NHP GourlayBros.&Co. (Dundee),Ld.Dun.		V
567 KQFG	Phryné *Brieud* –11	SteelScSr *ss*Alg.No.3–10,07 1*Dk*(*Stl*)&*Spardk*(*Irn*) &*deep framing*	2817 2610 1754	✠ 10,16 *Spar dk*	Hav	*u*		1895 11mo	C.S.Swan& Hunter,Ld. Newcastle	Cie.Française des Chemins deFer de Paris-Orléans(Soc MarAuxdeTrans-ports,*Mgrs.*) *WB*=*CellDB*	320·4 P30′B52′F34′ *a*96′*u*E&*B*36′*f*130′	42·0 FK	14·1 24·8 *5BHCem* 576*tAPT*25*t*	Algiers French	T.3Cy.22″,37½″&61½″–42″ NDB11 257NHP 2SB,*6cf*,GS112,HS3830 N.E.Mar.E.Co.(Lim.)Nwc.	27 ″ 6	
568 KQFN	Phuoc Kien *Dasté*	IronScSr 2*Dks*	318 — 102					1881	Scott&Co. Greenock	MessageriesFluvi-ales deCochinchine	135·7 *Erections*39*t*	19·9	17·2	Saïgon French	C.2Cy.15″&27″–15″ 24NHP Scott&Co.,Greenock		V

1 Numero d'Ordre / Numero Officiel / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. Surveillance Speciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Avertissement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où cotés. Lettres de Signaux Pilots.
569 4961 ~~LPBR~~ 72051 JHKM	**Phyllis** ~~*J.J.Winther* –16~~ *ss*Hpl.3rdNo.3–12,09 (*ex*Hesleden) *ss*Hpl.No.1–14 *Well deck* 1*Dk*(*Irn*)2*tr B* *Cargo battens not fitted*	**IronScSr**	1455 1173 894	✠90A1 ~~6–4~~ 10,17 ✠NB95, *fitted* 99 ~~BS–16~~ 8,17 LMC5,14	Hpl Off	*p*	N6,16	1876 6mo	W.Gray& Co. WHartlepool A&CP	~~Rederiaktieb~~ ~~"Phyllis" (F.O.~~ ~~Liljefors)~~ The Shipping Co.-troller (Casper Edgar & Co., *Mgrs.*)	259·1|33·0|19·2 Q96′B60′F35′ *WB*=*DBa*73′*f*68′*fu*	London British *BHCem* *E&B*36′278*t*	C.2Cy.27″&55″–36″ (*s*) 95lb ~~86lb~~ NDB99 132NHP 2SB,*4pf*,GS73,HS1844 ~~45th~~ Blair&Co.Ld.Stockton	20 ″ 7 s 2 ″ 1½ 19 ″ 4	
570 214757 LGPW	— *Elec.light* 1*Dk*	**WoodSc3MstSr**	1238 1065					1917	Aberdeen S.B.Co.Aberdeen,Wash	W.R.Chamberlain &Co.	215·3|42·8|17·1 P12′F34′	S.Frncisco Utd.States	T.3Cy. MainStreetIronWrks,S.Fo		
571 137169	**Phyllis Belman** *W.Nightingale* –15 1*Dk*	**SteelScK**	211 207 78	✠100A1 *Stm Trawler* 6,15 ✠LMC6,16	Abn			1915 6mo	A.Hall& Co.Ld. Aberdeen *Lloyd's A&CP*	P.Belman	115·7|22·6|12·2 BK7½″ *WB*=	Aberdeen British *BHCem* *DTf*7′12*t*	T.3Cy.12″,20″&34″–23″ (*s*) 180lb 69RHP 1SB,3*pf*,GS38,HS1250 A.Hall&Co.Ld.Aberdeen	13 ″ 0	
572 118072 VNDQ	**Physa** *W.H.McDowell* –17 *ss*Sng.No.3–1,16 (*ex*SaintEgbert) 1*Dk*(*Stl*)& *Elec.light* *Spar dk*(*Stl*)&*deep framing* *Cargo battens not fitted*	**SteelScSr**	3899 3493 2438	✠100A1 *Spar dk* 10,17 ~~9,16~~ ✠LMC1,16	Sng	*x*	9,16	1904 2mo	W.Pickersgill&Sons Sunderland *Lloyd's A&CP*	Anglo-Saxon PetroleumCo.Ld. *WB*=*Cell*	361·0|46·2|17·6 P31′B198′F38′ 25·6 FK *DBa*114′*uE&B*40′*f*	London British 6*BHCem* 154′839*t DT*	T.3Cy.24″,40″&67″–45″ (*r*) 180lb ~~110lb~~ 343NHP 2SB,6*pf*,GS114,HS4399 FD G.Clark,Ld.Sunderland *a*24′510*t FPT*103*t APT*46*t*	28 ″ 2 s 4 ″ 3½ 24 ″ 3	
573 901 644	**Piauhy** (*ex*Guarany) *Elec.light* 1*Dk*&*Awng dk*	**SteelSc**	1022					1902	Off.e.Cant. Ligur.Ancon. Ancona	Cia.Commercia e Navegaçao	209·9|32·1|18·3	R.Janeiro Brazilian	T.3Cy.15½″,23½″&39½″–19¾″ *Emade*93*fitted*02 68NHP G.Ansaldo&Co.Smprdrena		
574 76 74	— 1*Dk*&*Promenade dk*	**SteelPad**	122					1906	Tranmere Bay Development Co.Ld. Birkenhead	Com.deNav.aVap. noRioParnahyba	101·6|21·1| 4·6	Prnahyba Brazilian	2Cy.15½″–36″ 22NHP CammellLaird&Co.Ld Bkn		
575 ~~*Picardie*~~ ~~*Hvorris*~~ (*ex*Artigas)	~~*Picardie entier* –15~~ ~~*ss*M.V.o.No.2–16~~ *ss*Hul.No.3–7,17 1*Dk*(*Stl*) *Mchy.Aft* *Elec.light*	**SteelTwinScSp**	699 568 377	✠ 100A1 ~~7,16~~ 7,16 *For River purposes only* ~~Restored~~ ✠LMC~~7,16~~ 1,18	M Vo Hul		~~7,16~~ ~~7,17~~ 1,18	1911 12mo	G.Brown& Co. Greenock *Lloyd's A&CP*	~~Soc.des Forges de~~ ~~Montbau et~~ ~~Jeumont~~	196·8|34·1| 9·9 ~~T33~~ B&F147 Alt7,17 FK *DBf*28′55*t FPT*23*t*	~~Rouen~~ French 3*BHCem*	T.6Cy.10″,16″&27″–18″ (*s*) 180lb 87NHP 2SB,4*cf*,GS60,HS1625 Ross&Duncan,Glasgow	10 ″ 6 s 1 ″ 1¼ 9 ″ 7	
576 117512	**Pick Me Up** *C.Myrtle* *ss*Bng.No.3–11,14 1*Dk*(*Stl*)	**SteelSc**	170 161 68	✠100A1 *Hopper Barge* ~~11,17~~ 11,16 ~~Restored~~ ✠LMC11,14 BS11,17	Bng	*b*	8,16	1902 10mo	Fleming& Ferguson,Ld. Paisley *Lloyd's A&CP*	L.&N.W.Rlwy.Co.	100·2|22·6| 9·0 FK *WB*=*MTanks*	Dublin British 4*BHCem* 23′39*t*&4′6*t*	C.2Cy.12″&24″–16″ (*s*) 110lb ~~75lb~~ 24RHP 1SB,2*pf*,GS30,HS645 Fleming&Fergusn,Ld.Pay.	9 ″ 6	
577 123165 HGTD	**Picton** *R.Roberts* –15 *ss*Lth.No.2–15 1*Dk*(*Irn*)2*tr B*&*deep framing* 3*Dk rule* *Carrying oil fuel F.P. above* 150° *F. in DB*	**SteelScSr**	5083 4706 3241	✠100A1 10,17 ~~9,16~~ LMC ~~LMC~~ MS4,15 BS12,16	Lon Off	*y*	~~12,16~~ 10,17	1906 8mo	Richardsn, Duck&Co. Stockton *Lloyd's A&CP*	PictonS.S.Co.Ld. (E.Thomas,Radcliffe&Co.) *WB*=*Cell DBa* 126′*uE&B* 43′*f* 169′	378·5|52·1|27·9 P28′B111′F27′ FK	London British 6*BHCem*	T.3Cy.27″,44½″&73″–48″ (*s*) 180lb ~~100lb~~ 419NHP 3SB,9*cf*,GS175,HS6700 Blair&Co.Ld.Stockton 1260*t FPT*177*t APT*193*t*	30 ″ 4 s 6 ″ 0 24 ″ 9	
578 150807 KNWJ	**Piedmont** *R.E.Hudgins, Jr.*16–10 (*Tug*) 2*Dks*	**SteelScSr**	391 — 214					1899	Columbian I.W.&D.D.Co Baltimore	Consolidation CoastwiseCo.	141·0|27·0|15·4	Baltimore Utd.States	T.3Cy.16″,24″&41″–30″ 92NHP ColumbianI.W.&D.D.Co.		
579 84 RKME	**Piemonte** *M.Mattina* 1*Dk*&*Spar dk*&*deep* *Elec.light* (*ex*St.JohnCity) *framing*	**SteelScSr**	2395 1891 1450			…		1895	A.Stephen &Sons Glasgow	SiciliaSocietà di Navigazione	311·0|37·0|15·8 P&B196′F36′ 23·2 BK9½″ *WB*	Palermo Italian	T.3Cy.25″,40″&66″–45″ 313NHP A.Stephen&Sons,Glasgow	25 ″ 9	I
580 RKMG	**Piero Maroncelli** (*ex*Ambria,*ex*Bhandara) Wireless 1*Dk*&*Spar dk*3*tr B* *Elec.light* *Web frames only in No.2 hold*	**SteelTwinScSr**	5143 4810 3233			…		1896	Flensburgr Schiffsb.Ges Flensburg	Requisitioned by theItalianGovt. (ItalianStateRlys)	404·6|50·4|21·2 P34′B102′F52′ 29·2 FK *WB*	Italian	T.6Cy.19″,31″&52″–40″ 426NHP FlensburgerSchiffsb.Ges.		I
581 KQJR	**Pierre François** *Ph.Lemaire*07–12 *ss*Hul.No.3–5,94 (*ex*Electra) *ss*Hul.No.1–98 1*Dk*	**IronScK**	*102* *102* *54*	✠ *Trawler* 12,01 ✠	Hul			1886 5mo	Cook,Welt'n&Gemmell Hull	Mme.Vve.A.Lecat	90·0|20·4|10·6 ptND94 BK7½″	Dieppe French 3*BHCem*	C.2Cy.14″&26″–20″ 29NHP 1SB,2*pf*,GS24,HS560 C.D.Holmes&Co.Hull	11 ″ 1	V
582 190 ~~61~~ (*ex*Abbeydale)	**Pieter Cornelis** *P.Prins,Cz.*12–12 *ss*Abn.No.3–4,10 *ss*Ams.No.1–14 1*Dk*	**SteelScK**	210 190 ~~61~~	✠100A1 *Stm Trawler* ~~Hull No. 4 Dirk Jab~~ ~~Stm No. 8 Hull~~ BS9,16 ✠LMC6,14	Ymu		9,16	1907 3mo	J.Duthie TorryS.B.Co Aberdeen *Lloyd's A&CP*	N.V.Maats. Tarbotbank(P. Prins,Cz.&C. Stam,Gzn.,*Mgrs.*)	115·2|21·6|12·1 BK7½″ *WB*= *DTf*7′11*t*	Ymuiden Dutch 3*BHCem*	T.3Cy.11¾″,20″&33″–23″ (*s*) 180lb 71NHP 1SB,3*pf*,GS50,HS1294 W.V.V.Lidgerwood,Gls.	13 ″ 0	
583 176 56	— *J.Stoker* –12 *ss*Ams.No.3–10,12 (*ex*Strathleven) 1*Dk* *ss*Ams.No.1–16	**SteelScK**	187 176 56	✠100A1 *Stm Trawler* 10,16 ✠LMC7,16 BS~~6~~,17	Ams		6,16	1901 8mo	Hall,Russell&Co.Ld. Aberdeen *Lloyd's A&CP*	N.V.Stoomv. ViribusUnitus	108·7|21·8|11·5 BK7½″	Ymuiden Dutch 3*BHCem*	T.3Cy.12½″,20″&33″–21″ (*s*) 140lb 56NHP 1SB,2*pf*,GS36,HS992 Hall,Russell&Co.Ld.Abn.	12 ″ 1	
584 1254 827 GQDK	**Pieter de Coninck** *Elec.light* Wireless 3*Dks*	**SteelTrpScSr**	1767					1910	Soc.Anon. Jhn Cockerill Hoboken	BelgianGovernment	348·0|40·0|23·2 B218′	Ostend Belgian	3 Steam Turbines SocAn.J.Cockerill,Seraing		
585 84617 WPFH	**Pieter Faure** *D.McMillan* –07 *ss*C.Tn.No.3–2,10 *ss*C.Tn.No.1–14 1*Dk*(*Teak*)	**SteelScYl**	177 157 58	✠100A1 *Stm Trawler* 9,15 BS11,16 ✠LMC9,14	CTn		9,15	1897 5mo	Mackie& Thomson Glasgow A&CP	UnionGovt.of S.Africa (Dept.of theInterior, Pretoria)	110·0|22·1|10·4 Q21′F25′ BK7½″ *WB*=*FPT*	CapeTown British 3*BHCem* 9*t APT*4*t*	T.3Cy.12″,19″&31″–22″ (*s*) 160lb 50RHP 1SB,2*pf*,GS26,HS770 Muir&Houston(Lim.),Gls.	11 ″ 3 s 1 ″ 1 11 ″ 1	
586 144 43	**Pieter Jan** *A.Groen* *ss*Ams.No.3–7,09 (*ex*Waverley) *ss*Ams.No.1–13 1*Dk*	**SteelScK**	158 144 43	✠100A1 *Stm Trawler* 1.17 ✠LMC1,17 ✠NB10,14	Ams		12,16	1897 2mo	Edwards Bros. NorthShields *Lloyd's A&CP*	Stoomv.Maats.de HalveMaan (G. VisserHzn,*Mgr.*)	96·0|20·7|10·9 Q18′F19′ BK7½″	Ymuiden Dutch 3*BHCem*	T.3Cy.10″,17½″&30″–21″ (*s*) 180lb 48NHP 1SB,2*cf*,GS30,HS785 N.E.MarineEng.Co.Ld.Sld	11 ″ 8	
587 662 RKMT	**Pietro** ~~*ss*Gen.No.3–2,16~~ *G.Nisbet* –13 ~~*ss*Ant.No.2–10~~ (*ex*Etonian) 1*Dk*(*Irn*)2*tr B*&*deep framing* &*Web frames* 3*Dk rule*	**SteelScSr**	3860 3569 2420	✠100A1 ~~12,17~~ ~~4,14~~ Gen BS12,17 LMC2,16	Bry	*w*	2,17	1901 2mo	W.Gray& Co.Ld. WHartlepool A&CP	G.Ravana fuP. *WB*=*Cell DBa* &*uE* 133′*f* 144′ 911*t*	340·5|49·6|25·6 P28′B88′F31′ FK	Genoa Italian 6*BHCem* *APT*71*t*	T3Cy.25½″,40½″&67″–45″ (*s*) ~~160lb~~ ~~80lb~~ 297NHP 2SB,6*rf*,GS113,HS4404 Cen.Mar.Eng.Wrks.WHpl	28 ″ 3	I
588 33 RKSH	**Pietro Micca** *D.Delgatto* *ss*Nap.No.3–4,10 (*ex*Dilwara) *ss*Nap.No.1–14 1*Dk*	**SteelScK**	134 135 26	✠100A1 *For Tug purposes* 6,14 ✠LMC6,14	Nap	*b*	6,14	1895 10mo	J.P.Rennoldson&Sns SouthShields A&CP	Impresa Geometra G.Fogliotti	95·4|20·2|11·2 BK6½″	Naples Italian 4*BHCem*	T.3Cy.13½″,22″&36″–24″ (*s*) 160lb 77NHP 1SB,3*pf*,GS43,HS1368 J.P.Rennoldson&Sons,SShl	12 ″ 1	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 Built. By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NIP=Horse power by Society's formulæ; RIP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of ft. of Trade Cert.
589 108527	**Pigeon** IronScK *S.Langford* –14 (*Trawler*) 1*Dk*	166 163 69				...	1897	Edwards Bros. N.Shields	KelsallBros.& Beeching,Ld. (G. Beeching&J.E.A. Kelsall,*Mgrs.*)	118·2 len12	20·6 BK7½″	10·9	Hull British *WB*	T.3Cy.12″,18″&30″–21″ 41RHP N.E.MarineCo.(Lim.),Sld.	11 ″ 10	
590 ~~TGWJ~~	**Pijnacker Hordijk** SteelSc ~~*Boelbuis*~~ *Fitted for oil fuel* *Elec.light* 3*Dks*	2982 2367 1810					1914	Maats. Fyenoord Rotterdam	TheShippingCon-troller (British IndiaS.N.Co.Ld. *Mgrs.*)	325·5 B95′	40·8	22·7	~~Batavia~~ Dutch London British *WB*	T.3Cy.22″,36½″&60″–42″ 233NHP Maats.Fyenoord,Rot.		V
591 127453 HQFT	**Pikepool** SteelSoSr *F.W.Whitefield* –17 1*Dk*	3683 3397 2271					1909	Ropner& Sons,Ld. Stockton	PoolShippingCo. Ld.(SirR.Ropner& Co.Ld.*Mgrs.*)	346·5 P23′B99′F36′	51·0	23·3	W.Hartlpl British *WB*	T.3Cy.25″,41″&67″–45″ 301NHP Blair&Co.Ld.Stockton		C
592 ~~Log named "Chira," See No. 180 in Supplement~~ (*ex*Chira) *Elec.light Mchy.Aft*	**Pilar** SteelScSp ~~ssCallao No.1–15~~ ssCallao No.1–17 1*Dk*(*Stl*)	108 98 46	✠100A1 8,13 *Carrying Oil in bulk* ~~BS8,15~~ ✠LMC~~8,15~~11,17 *Fitted for oil fuel* 14,09	Callao	*a*	~~6,15~~ 11,17	1909 4mo *Lloyd's above*	Smith's Dock Co.Ld. North Shields *s A&CP* 150°F.	Braun& Blanchard *F.P. a*	90·3 F13′	19·4 FK	7·2	PntaArnas Chilian 7*BHCem* *FPT*11*t*	C.2Cy.12″&27″–16″ (*s*) 140lb 37NHP 1SB,*2pf*,GS31,HS745 ShieldsEng.Co.Ld.N.Shl.	7 ″ 9 s ″ 9 7 ″ 2	
593 115328 TRHB *Elec.light*	**Pilar de Larrinaga** SteelScSr *C.T.Morris* –17 ssAnt.No.2–11 2*Dks*(*Stl*)*&deep framing&* *Shelter dk*(*Stl*)	4136 3822 2691	✠100A1 *Shelter dk* 3,14 ✠LMC BS3,14 MS5,16	Npt	*x*	12,16	1902 10mo *Lloyd's*	Russell& Co. Pt.Glasgow *s A&CP*	Miguel deLarrin-agaS.S.C.Ld.(Lar-rinaga&Co.Ld. *Mgrs.*) *WB*=*CellDBa*	369·9 FK 124′*uE&B*46′*f*154′	50·1	25·3	Liverpool British 6*BHCem* 971*t DTa*44′	T.3Cy.26″,42″&70″–48″ (*r*) 1801b *100lb* 431NHP 2SB,*6cf*,GS202,HS6010 FD D.Rowan&Co.Glasgow 1000*t APT*50*t*	28 ″ 1 s 3 ″ 5½ 25 ″ 0	
594 *J.Porro*	**Pilcomayo** SteelSc	318 — 222					1893	E.Badar-acco BuenosAyres	L.Carsoglio	164·0 len04	24·0	8·0	Bns.Ayres Argentine	C.2Cy.15″&30″–18″ NB04 32NHP		
~~Sunk by collision 12,17~~ 180048 KRQV	**Pilot** SteelScSr 1*Dk*	193 — 131					1880	..... WlmngtnDel	Association of MarylandPilots	115·1	23·6	13·3	Baltimore Utd.States			
596 136324	**Pima** SteelPad 1*Dk*	181 181 166					1914	Yarrow& Co.Ld. Glasgow	IrrawaddyFlotilla Co.Ld.	132·1	32·0	5·3	Glasgow British	C.2Cy.15″&27″–54″ 32RHP Yarrow&Co.Ld.Glasgow		
597 82865	**Pin Seng** IronSeSr *J.A.Davidson* –99 (*ex*Labuan,*ex*Ranee) 1*Dk&Shadedk*	617 501 378				...	1881	Ramage& Ferguson Leith	EasternShipping Co.Ld.	185·0 P41′F31′	27·1	13·6	Penang British	C.2Cy.25″&48″–30″ 99RHP T.Richardson&Sons,Hpl.		
598 175 RKTQ	**Pina** IronScSr *P.Bossi* (*ex*Silvia. *ex*RiponCity) 2*Dks3trb*	1929 1790 1190				...	1883	W.Gray& Co. W Hartlepool	Conti,Giorgi&Co. (L.E.Conti,*Mgr.*)	285·5 P26′B62′F81′ BK9½″	36·0	24·4	Genoa Italian *WB*	C.2Cy.36½″&68″–42″ 223NHP Blair&Co.Ld.Stockton	25 ″ 3	V
599 212597 LDQR	**Pinar del Rio** SteelScSr *J.Mackenzie* –14 ssShl.No.3–12,07 (*ex*Saba) ssCff.No.2–15 1*Dk*(*Stl*)*&Spardk*(*Stl*)*&deep framing*	2504 2270 1607	✠100A1 *Spar dk* 12,17 8,16 ✠LMC MS7,16 BS~~8,16~~ 12,17	N Yk	*t*	~~5,15~~ 11,17	1895 7mo	J.Read-head&Sons S.Shields A&CP	American&Cuban S.S.Line,Inc. *WB*=*CellDB*	306·2 P65′B88′F37′ *a*96′*uE&B*42′*f*120′	41·1 23·2 FK	14·9	New York Utd. States 5*BHCem* 571*t APT*10*t*	T.3Cy.25″,40″&65″–42″ (*r*) 160lb *80lb* 262NHP 1SB,*3cf*,GS72,HS3001 FD J.Readhead&Sons,S.Shl.	25 ″ 7 s 4 ″ 1 21 ″ 0	
600 115640 HQTB	**Pine** SteelSc3MstSr *D.Hollywood* –15 ssDub.No.2–16 *Well deck* 1*Dk*(*Irn*) *Mchy.Aft*	328 241 122	✠100A1 6,16 ~~BS7,17~~ ✠LMC6,16	Dub	*f*	6,16	1907 11mo *Lloyd's*	J Fullerton &Co. Paisley *s A&CP*	FrontierTownS.S. Co.Ld. (J.Fisher&Sons, *Mgrs.*)	142·7 Q80′B7′F25′	23·4 BK6″	10·2	Newry British 3*BHCem* *FPT*43*t*	C.2Cy.16″&34″–24″ (*s*) 130lb 47RHP 1SB,*2pf*,GS40,HS1300 RenfrewBros.&Co.Irvine	11 ″ 2 s 4 ″ 2 11 ″ 5	
601 123343 JDLN	**Pinemore** SteelScSr *H.B.Murdoch*05–16 (*ex*Den of Ewnie) 1*Dk*(*Stl*)*&Shelter* *Elec.light* *dk*(*Irn*)	5980 5724 4465	✠100A1 *Shelter dk* *with freeboard* 11,17 ~~2,17~~ ✠LMC11,13	Hul Bal	*y*	8,16	1913 11mo *Lloyd's*	J L Thomp-son&Sons,Ld Sunderland *s A&CP* *Cell*	JohnstonLine,Ld. (Furness,Withy & Co.Ld.*Mgrs.*) *DBa*136′*uE&B*41′	388·5 FK *f*167′1214*t FPT*106	54·1	26·0	Liverpool British 6*BHCem* *tAPT*219*t*	T3Cy.27½″,44½″&74″–48″(*s*) 180lb *120lb* (*s*) 455NHP 3SB,*9cf*,GS195,HS7575 J.Dickinson&Sons,Ld.Sld.	36 ″ 6 s10 ″) 26 ″ 11	
602 109523	**Pinewold** IronScK *W.H.Dalton* –15 (*Trawler*) 1*Dk*	141 138 55				...	1898	Cochrane& Cooper,Ld. Beverley	NorthwoldSteam FishingCo.Ld. (T.Sowerby,*Mgr.*)	97·5 Q17′	20·6 BK7½″	11·0	Grimsby British	T.3Cy.11″,17″&28″–21″ NB12 40RHP Amos&Smith,Hull	11 ″ 9	
603 136670 JFLR	**Pinewood** SteelScSr *C.D.Fowle* –16 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	2219 1758 1286	✠100A1 10,16 ✠LMC5,14	Shl	*r*	10,16	1914 5mo *Lloyd's*	S.P.Austin &Son,Ld. Sunderland *s A&CP*	W France,Fenwick &Co.Ld. *WB*=*Cell DBa*75′*uE&B*	280·0 Q146′B12′F28′ 41′*f*114′562*t FPT*1	40·5 FK	18·5	London British 4*BHCem* 26*t APT*252*t*	T.3Cy.21″,34″&56″–39″ (*s*) 1801b 221NHP 2SB,*6pf*,GS108,HS3514 G.Clark,Ld.Sunderland	20 ″ 9 s 2 ″ 5 ½ 18 ″ 7	
604 *Ping An*	**Ping An** SteelTwinScSr 2*Dks*	760 557 455					1908	TongYu Nau-Ma-Teu Shanghai	TungYue	179·2	27·3	16·2	Shanghai Chinese	T.6Cy.11″,16″&26″–18″ 48NHP TongYu,Shanghai		
605 *W.Wyles* (*ex*Amatista&JorgeJuan)	**Ping Ching** IronScSr ssH.Kg.No.1–84 2*Dks* (*UIrn*–ws)	*819* *769* *522*	✠ 12,86 ✠	HKg	*m*		1880 2mo	AM'Millan &Sons Dumbarton	ChineseCustoms *WB*=*DBa*	212·0 F40′ 40′*f*21′59*t FPT*12*t*	30·0	18·0	Peking Chinese 4*BHCem*	C.2Cy.29″&56″–36″ 157NHP D.Rowan,Glasgow		
606 *Ping On*	**Ping On** WoodScSr 1*Dk&Shade dk*	*157* *133* *97*					1902	KwongKi Sun HongKong	TangLaiTong	133·1	20·7	7·4	Chinese	C.2Cy.13″&26″–18″ 24NHP YuHingLoong,HongKong		
607 136549	**Pingha** WoodSc (*Tug*) 1*Dk*	134 127 73					1916	HoahSeng Singapore	~~UnitedSawMills, Ld.~~ KooSooChoon ~~KhooSoonChoon~~	85·0	27·5	9·6	Singapore British	C.2Cy.8″&16″–10″ SingaporeEng.Co.Ld.Sng.		
608 *Pingo*	**Pingo** IronPad	138 — 70					1879	Aitken& Mansel Glasgow	Cia.Argentina de Nav.(Nicolas Mihanovich)Ltda.	98·0	20·0	6·0	Bns.Ayres Argentine	C.2Cy.17″&34″–40″ NB13 61NHP		
609 *Taris* (*ex*Waverley) *Mchy.Aft*	**Pingouin** IronScSr ssBdx.2ndNo.3–6,05 ssArc.No.2–15 1*Dk*	114 101 66	✠ ~~12,17~~ ~~✠LMC9,14~~	Arc	*a*	2,15	1877 5mo	H.McIn-tyre&Co. Paisley	Soc.Immobilière duMoulleau et des Pêch.de l'Océan(M Camproger,*Mgr.*)	99·7 Q43′ ND90 ptND08	17·6 BK6″ *WB*=*FPT*18*t*	8·5	Bordeaux French 3*BHCem* 1SB,*2f*,GS25,HS720	C.2Cy.16″&28″–22″ (*i*) 75lb NB87 35NHP King&Co.,Glasgow	9 ″ s ~~10½~~ 9 ″ 4	
610 *L.Sandoros* HKMO	**Pinios** IronScSr (*ex*Raven)	778 632 493					1869	J.&G. Thomson Glasgow	HellenicCo.ofMar-ineEnterprises (A.Pallios,*Mgr.*)	215·7	28·4	15·5	Syra Greek	C.2Cy.35″&61″–36″ 186NHP J.&G.Thomson,Glasgow		

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux Gréement. etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Forme assignant maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Francbord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Règlements où cette classe est mentionnée.
611 99362 MPJC	Pink Rose *F.Lott* –15 *Welldeck Mchy.Aft* 1*Dk*(*Irn*)	Steel&IronSc3MstSr *ss*Liv.No.3–2,05 *ss*Liv.No.2–12 *Irn framing Stl plating* *Cargo battens not fitted*	317 228 121	✠100A1 5,16 ~~Examined 11.17~~ ~~BS11,17~~ ✠LMC5,17	Goo	*e*	N5,16	1892 1mo: *Lloyd*	J.Shearer &Son Glasgow *'s A & CP*	R.Hughes&Co. ptND	140·0|22·1|10·2 Q68′B10′F24′ BK7″ (*Irn&Stl*)12 *WB*	Liverpool British 3*BHCem*	C.2Cy.19⅞″&36″–27″ (*o*) 90lb 72RHP 1SB,*2pf*,Gs34,Hs1162 =*FPT*47*t* Hutson&Corbett,Glasgow	10 ″ 11 s ″ 5 11 ″ 3	
612 139293	Pinky 1*Dk*	SteelScK	103 101 —	✠100A1 *For towing purposes* 6,16 ✠LMC6,16	Hul			1916 6mo *Lloyd*	Livingstne &Cooper,Ld. Hessle *s A & CP*	PremierTugCo.Ld. (W.H.Miller, *Mgr.*) BK6″	85·2|19·1| 9·8 (*Irn&Stl*)12 *WB*	Hull British 4*BHCem* *APT*5*t*	C.2Cy.15½″&33″–22″ (*s*) 140lb 63RHP 1SB,*2pf*,Gs34,Hs1187 C.D.Holmes&Co.Ld.Hull	10 ″ 6	
613 112811 SFHP	Pinna *W.Pritchard* –15 *Elec.light* 2*Dks*(*Stl*)&*Web frames* *Mchy.Aft* *Now named* "BritishEarl," *See No. 62 in Supplement*	SteelSc3MstSr *ss*Mch.No.3–5,13	6288 5866 4100	✠100A1 4,16 ~~BS2,16~~ ✠LMC10,16 *Carrying Petroleum in bulk* *Fitted for oil fuel* 3,01	Cff	*a*†	5,16 *F.P. above*	1901 3mo	Armstrong Whitworth &Co.Ld. Newcastle A&CP	PetroleumS.S.Co. Ld.(BritishTanker Co.Ld.,*Mgrs.*) *WB*=*CellDB uB*37′112*tFPT*219*t*	420·8|52·1|32·2 P100′B20′F56′ FK	London British 15*BHCem* *APT*43*t*	T.3Cy.27½″,46″&77″–48″ (*s*) 180lb *100lb* 556NHP 3SB,*1cf*,*11rf*,Gs225,Hs8070 N.E.MarineEngCoLd.Nwc	34 ″ 0 s 8 ″ 0½ 26 ″ 4	
614 134907	Pinta *J.H.Young* –15 1*Dk* (*See Sailing Ship Register.*)	WoodAuxTwinScSr *Oil Eng.*	101 87 60					1893	..... Essex,Mass.	~~Bay of Islands Fisheries Co.Ld.~~ A.Jarvis	92·6|24·4| 9·2	SJhnsNFL British	Oil Engine 6Cy.6¾″–8″ StandardMotorCon.Co.NJ		
615 124830	Pintail *W.Woollock* –14 (*Trawler*) 1*Dk*	SteelScK	199 188 73			…		1908	GooleS.B. &RepgCo.Ld. Goole	KelsallBros.& Beeching,Ld.(G. Beeching&J.E.A. Kelsall,*Mgrs.*)	110·0|21·6|11·6 BK7½″	Hull British *WB*	T.3Cy.12″,21″&33″–21″ 55RHP Earle'sCo.Ld.Hull	12 ″ 6	
616 212913 LFDC	Pioneer *Morris* (*ex*Kiowa) 2*Dks*(*Stl*)&*Web frames* *Elec.light* *Longitudinal framing* *Mchy.Aft* Wireless	SteelScSr	5075 4470 3026	✠100A1 9,16 ✠LMC7,16 *Carrying Petroleum in bulk* *Fitted for oil fuel* 7,13	NYk	*y*	N9,16 *F.P. a*	1913 7mo *Lloyd*	Howaldts- werke Kiel *'s A & CP*	StandardOilCo. (NewJersey) *WB*=*CellD BuE DT*31′480*t*	385·7|52·4|28·5 P115′B22′F37′ FK &*B*74′221*t* *FPT*169*tAPT*66*t*	BaynneNJ Utd.States 13*BHCem* 10 *to Upr dk* 3 „ 2*nd* „	Q.4Cy19½″,28″,41″&59″–41⅜″ 213lb *120lb* (*s*) 320NHP 2SB,*6cf*,Gs100,Hs4512 FD Howaldtswerke,Kiel	28 ″ 8	
617 121220 JKMS	— *A.Campbell* –05 1*Dk*	SteelPadSp	241 195 92					1905	A.&J. Inglis Glasgow	DavidMacBrayne, Ld.	160·0|22·1| 8·3 Q15′B&F145′	Glasgow British	C.2Cy.20″&38″–48″ 84RHP A.&J.Inglis,Glasgow		BT till 6,17
618 150132	— *C.Olsen*	IronScSr	161 — 80					1878	W.Cramp &Sons Philadelphia	PugetSoundTug BoatCo.	107·0|21·0|13·0	Seattle Utd.States	C.2Cy.18″&31″–28″ 42NHP W.Cramp&Sons,Pha.		
619 98971 MHGF	— *A.H.Stookey* –15 1*Dk*	SteelScYl	156 155 82			…		1891	W.Denny &Bros. Dumbarton	Corporation of the TrinityHouse	114·3|21·0|11·4 B6′ BK6½″	London British	C.2Cy.12½″&24″–15″ 24RHP M.Paul&Co.,Dumbarton	12 ″ 3	
620 123242	— *T.Curtis*09–09 1*Dk*	SteelScCtr *ss*Hul.No.1–10	47 47 —	✠ ~~7,15~~ *For Towing purposes* ✠	Hul			1906 4mo	P.Mc- Gregor&Sons Kirkintilloch	CityTowingCo. (R.W.Wheeldon& T.Commander, *Mgrs.*)	69·0|15·1| 8·0 BK5″	Hull British 4*BHAsp*	C.2Cy.13″&26″–18″ 40RHP 1SB,*2pf*,Gs29,Hs753 Fisher&Co.Paisley	8 ″ 6	
621 —	Pionier *Elec.light* *Ref.Mchy.*	SteelScSr	4500 — —					1914	J.C.Teck- lenborgA.G. Geestemünde	F.Laeisz	385·0|49·0|32·6 B155′F53′	Hamburg German	T.3Cy.28 1/16″,45 1/10″&74″–53½″ 400NHP J.C.TecklenborgA.G. Gst.		
622 RDTJ	— *Schloer* *Welldeck* *Elec.light*	IronScSr 1*Dk*	433 323 249			…		1873	Reiherst'g Schiffsw. Hamburg	R.Kleyenstüber &Co.	160·1|23·0|12·8 Q80′B20′F24′	Königsbrg German	C.2Cy.19″&34½″–26″ NB99 50NHP Reiherst.Maschinenf.Ham.		G
623 —	Pirai *Elec.light* 1*Dk*	SteelTwinSc						1914	Philip& Son,Ld. Dartmouth	CrownAgents for theColonies	100·0|23·0| F13′	Georget'n British	C.4Cy.10″&20″–14″ Philip&Son,Ld.Dartmouth		
624 RKPV	Pirangy *B.Tonnessen*99–02 (*ex*Tupy,*ex*Olaf) *Elec.light* Sub.Sig. Wireless 2*Dks*(*Stl–Uws*)&*Web frames*	IronSc3MstSr 1*Dk*&*Spar dk*	1540 1534 950			…		1875	Lobnitz, Coulborn&Co Renfrew	Cia.Commercio e Navegação	257·8|32·3|17·1 24·1 BK8½″	R.Janeiro Brazilian *WB*	C.2Cy.28″&60″–48″ NB85*fitted*88 175NHP Lobnitz,Coulborn&Co.Rnf		
625 —	Pirgos *G.Dadico* –92 1*Dk*	WoodPadSr (*ex*Aida)	135 — 74					1875	L.Polli Capo d'Istria	G.Policantriti& Co.	115·2|16·6|11·2	Syra Greek	C.2Cy.21″&35⅜″–30″ NB80 58NHP J.Holt,Trieste		
626 RKPV	Pisa *W.Lerche* *ss*Ham.No.3–7,08 *ss*Ham.No.1–13 *Elec.light* Sub.Sig. Wireless 2*Dks*(*Stl–Uws*)&*Web frames*	SteelScSr	4967 4011 3148	✠ ~~8,16~~	Ham	*x*		1896 12mo	A.Stephen &Sons Glasgow	Hamburg-Amerik. Packetf.Act.Ges. (Ham.-Amr.Linie) *WB*=*CellD Ba*	390·0|46·2|27·7 P&B240′F50′ BK10″ 118′*uE*28′*f*146′709*t*	Hamburg German 6*BHCem* *APT*55*t*	T.3Cy.28″,47″&79″–51″ 538NHP 2DB,*12cf*,Gs247,Hs9008 A.Stephen&Sons,Glasgow	30 ″ 6	
627 RMPC	Piteå *H.Meyer* 1*Dk*	SteelScSr	1173 793 713					1902	Helsingörs Jernsk&Msk. Elsinore	H.M.Gehrckens	224·2|33·0|13·5 Q67′B108′F24′	Hamburg German *WB*	T.3Cy.17″,27½″&47″–33″ 127NHP HelsingörsJernskb.&Msk.		G
628 464 HLGP	— *P.G.Sjöblom* –07 1*Dk*&*Shelter dk*	IronScSr	644 353 486					1873	Bergsunds Mek.Verks. Stockholm	Stockholms Rederiaktieb.Svea (HjBlomberg*Mgr*)	171·0|25·2|13·0 H47*t* 20·2	Stockholm Swedish	C.2Cy.24¾″&33¾″–25½″ NE&B96 34NHP W.LindbergsAktieb.,Skm.		
629 130214	Pitfour 1*Dk*	SteelScK	227 208 98	✠100A1 *Stm Trawler* 10,16 ✠LMC10,16	Lth			1916 10mo *Lloyd*	Hawthorns &Co.Ld. Leith *'s A & CP*	Peterhead TrawlingCo.Ld.	117·2|22·1|12·6 BK7½″ *DB*29′21*t*	Peterhead British 4*BHCem* *FPT*4*t*	T.3Cy.12″,20″&34″–23″ (*s*) 180lb 82RHP 1SB,*3pf*,Gs41,Hs1554 Hawthorns&Co.Ld.Leith	13 ″ 6	
630 136489	Pitho 1*Dk*	SteelTwinSc (*Tug*)	165 165 5					1914	Singapore HrbourBoard Singapore	Singapore HarbourBoard	76·0|24·0|11·9	Singapore British	C.4Cy.15′&30″–20″ B*made*99 75RHP SingaporeHarbrBoardSng		
631 ~~QNGW~~	Pitsanulok ~~*W.Teubert*~~ *Elec.light* 2*Dks* *Now named* "Phan-Samud," *See No. 65 in Supplement*	SteelScSr	2019 1865 1267					1901	G.Seebeck Act.Ges. Bremerhaven	~~Norddeutscher~~ ~~Lloyd~~ Requisitioned by theSiameseGovt.	290·2|39·2|20·2 P18′B82′H31′F43′	~~Bremen~~ ~~German~~ Bangkok Siamese *WB*	T.3Cy.20½″,34½″&55½″–35 7/16″ 180NHP G.SeebeckA.G.Bremerhvn		G

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. / No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned / now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines.	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught.	15 Registers in which classed, if not in L.R. Date of R.of Trade Cert.
632 133638	**Pitstruan** SteelScK *J.L.Potter*06–13 1*Dk*	206 202 78	✠100A1 *StmTrawler* 11,13 ✠LMC11,13	Abn			1913 11mo *Lloyd's*	A.Hall&Co.Ld. Aberdeen *SA&CP*	DonFishingCo.Ld. (J.S.Doeg, *Mgr.*)	115·4 | 22·1 | 12·0 BK7½″ *WB*=*DTf*5′11*t*			Aberdeen British	T.3Cy.12″,20″&34″–24″ (*s*) 180lb 56RHP 1SB,*3pf*,GS46,HS1433 A.Hall&Co.Ld.Aberdeen	12 ″ 9	
633 208690	**Pittsburg** SteelTwinSc *Mchy.Aft* *Elec.light* 1*Dk*	1270 — 620					1911	Buffalo DryDockCo Buffalo,N.Y.	PittsburghCoalCo	134·0 | 40·0 | 21·7			Cleveland, Ohio Utd.States	2Cy.12″–14″ AmericanS.B.Co.Clevelnd.		
634 102467 RCGP	**Pivoc** SteelSc3MstSr *T.F.Mitchell* –13 *ss*Bkn.No.3–2,12 *ss*Liv.No.1–15 (*ex*SirEdwardBacon,*ex*BirkerForce) *Well deck* *Mchy.Aft* 1*Dk*(*Stl*)	483 320 197	✠100A1 11,15 ✠NB11,15 ✠LMC11,15	Liv	*g*	7,15	1899 4mo	IrvineS.&E.Co.Ld. Irvine A&CP	J.H.Bennetts *WB*=	165·0 | 25·1 | 9·7 Q89′B12′F33′ BK7″ *CellDBf*91′130*tFP*			Penzance British	C.2Cy.17″&42″–30″ (*s*) 140lb 69RHP 3*BHCem* *T*65*tAPT*8*t*	12 ″ 1 s 4 ″5½ 12 ″ 4	
635 124239 HLTG	**Pladda** SteelScSr *D.McTavish* –15 *Elec.light* 2*Dks*	1334 1023 567					1907	Scott'sS.B.&E.Co.Ld. Greenock	ClydeShppg.CoLd. (W.Cuthbert, *Mgr.*)	252·3 | 35·7 | 17·0 P&B151′F50′			Glasgow British	T.3Cy.25″,40″&65″–48″ 293NHP *WB* Scott'sS.B.&E.Co.Ld.Grk.		C BT till 7,17
636 HDFR	**Plajodel** SteelTwinSc *Abadie* –13 *Mchy.Aft* 1*Dk*	152 135 96					1913	Soc.Dyle&Bacalan Bordeaux	Cie.Gén.de l'AfriqueFrançaise	116·1 | 21·4 | 6·5 F18′			Grand Bassam French	C.4Cy.9″&18″–12″ 19NHP Plenty&Son,Ld.Newbury		V
637 QDLC	**Plamia** SteelScK *Elec.light* 1*Dk*	278 250 80	✠100A1 *StmTrawler* 11,13 ✠LMC11,13	Mdb			1913 11mo *Lloyd's*	Smith's DockCo.Ld Middlesbro' *SA&CP*	RussianGovt.	140·0 | 24·4 | 12·1 F22′ BK7½″			Vladvostk Russian	T.3Cy.14″,23″&39″–27″ (*s*) 180lb 114NHP 4*BHCem* 1SB,*3cf*,GS61,HS2154 Smith'sDockCo.Ld.Mdb.	12 ″ 9	
638 QDLC	**Planet** IronScSr *A.Pensky*05–06 1*Dk*2*trB*	725 563 433					1881	Rostocker Act.Ges. Rostock	Dampfschifffahrts Ges.Neptun	186·1 | 25·7 | 15·6 Q60′B48′F26′ *WB*			Bremen German	T.3Cy.12½″,21″&34½″–24″ NB98 58NHP *Tpd*98 Hels.Jerns.&Mask.,Els.		V
639 HDFR	— IronScGlt *C.Etzler*89–04 1*Dk*2*trB*	686 629 478					1883	F.Schichau Elbing	Königsberger Dampf.Compagnie A.G.(Rob.Kleyenstüber&Co.,*Mgrs.*)	187·3 | 26·5 | 17·1 B44′ F26′			Königsbrg German	C.2Cy.20″&42½″–23½″ NB02 73NHP *WB* F.Schichau,Elbing		G
640 KQPH	**Planeta** SteelScSr *Monsel* (*ex*Gloria,*ex*CommandanteAlvim, *ex*RosaLowndes,*ex*Corsican) 1*Dk*	*336* *267* *177*	✠ 8,92 ✠	Rio	*f*		1890 4mo	Mackie&Thomson Glasgow	J.Pacheco de Aguiar	148·0 | 23·6 | 10·5 Q79′B26′F21′ BK7″ *WB*=*DBa*35			R.Janeiro Brazilian	T.3Cy.13″,21½″&34″–27″ 63NHP 4*BHCem*91 *29tFPT*38*t* 1SB,*3pf*,GS45,HS983 Muir&Houston,Glasgow	11 ″ 6	V
641 108792 QRWJ	**Plasma** SteelScSr *J.Crauford* –13 *ss*Bwg.No.3–8,11 *Mchy.Aft* *ss*Bwg.No.1–15 *Well deck* 1*Dk*(*Irn*)	325 228 129	✠100A1 2,17<br~~3S9,17~~ ✠LMC12,15 BS2,13	Bwg	*e*	N2,17	1899 2mo	Crmichael,MacLean&Co Greenock A&CP	W.Robertson	135·4 | 23·0 | 10·0 Q46′B9′F22′ BK8″ *WB*=*FPT*22*t*			Glasgow British	C.2Cy.16″&32″–22″ (*s*) 120lb 42RHP 3*BHCem* 1SB,*2pf*,GS32,HS860 Muir&Houston,Ld.Gls.	11 ″ 0 s ″11½ 10 ″ 10	
642 109259 SDHB	**Plassy** SteelTwinScSr *E.W.Bruce* –14 *Elec.light* 3*Dks*(*Stl*–1ws&*U* teak s) Wireless	7346 5801 4615	✠ 9,04 ✠	Sou	*c*†		1901 1mo	Caird&Co.Ld. Greenock *WB*=	P.&O.Stm.Nav.Co.	450·3 | 54·2 | 31·6 P28′B245′F94′ FK&BK3″ *CellDBa*99′*u E&B*97′*f*169′1010*tFPT*			Greenock British	T.6Cy.28½″,46″&76″–48″ FD 1055NHP 3D&1SB*21cf*GS413HS15424 Caird&Co.Ld.Greenock	34 ″ 6	
643 KQPH	**Plata** SteelTwinSc *Nicolai*89–07 2*Dks*§ *Elec.light* *Ref.Mchy.* Wireless *Shelter dk*	5577 4782 3480					1907	Lon.&Gls.Co.Ld. Glasgow	Soc.Gén.deTransp.Mar.àVap.	420·0 | 50·2 | 23·7 P42′B156′F45′			Marseilles French	T.6Cy.23½″,40″&64″–42″ 520NHP *WB* London&Glas.Co.Ld.Gls.		IV
644 1206	— SteelScSr (*ex*Paranagua) *Elec.light* 2*Dks*	2117 —					1890	R.Dixon&Co. Middlesbro'	D.Schakouskoy	295·0 | 38·2 | 22·2 H93*t*			M.Video Uruguayan	T.3Cy.23″,37″&61″–42″ 241NHP *WB* T.Richardson&Sons,Hpl.		V
645 2930 1956	**Platea** SteelScSr *Dmerintzos* –14 *ss*Rot.No.3–6,09 *ss*Pir.No.1–14 1*Dk*(*Stl*)§*Spardk* (*Irn*)§*Deepframing*	3039 *Spar dk* 4,17 MS4,14	✠100A1 ✠LMC BS11,16	NNs	*u*	4,17	1897 10mo	Russell&Co. Pt.Glasgow A&CP	A.A.Capparis *WB*=*CellDB*	324·6 | 48·0 | 15·6 P22′B68′F32′ 22·6 FK *a*94′*u E&B*40′ *f*144′			Syra Greek	T.3Cy.25⅞″,41″&66″–42″(*s*) 160lb *100lb* NDB13 294NHP 5*BHCem* 2SB,*6rf*,GS130,HS4600 835*tAPT*41*t* J.G.Kincaid&Co Greenock	25 ″ 0 s 4 ″7½ 20 ″ 9	
646 113625	**Plato** SteelSc *A.Cawkwell*12–12 *ss*Hul.No.3–10,13 1*Dk*	135 116 50	✠100A1 *For Towing p* 7,17 ~~7,16~~ BS7,17 ~~BS3,16~~ ✠LMC10,16	Hul	*urpose s*	~~7,16~~ 7,17	1901 11mo *Lloyd's*	Cook,Welt'n&GemmellHull *SA&CP*	Ellerman'sWilson Line,Ld.	90·0 | 22·1 | 9·5 B22′ BK6″			Hull British	T.3Cy.12″,20″&33″–24″ (*s*) 180lb 65RHP 3*BHCem* 1SB,*2cf*,GS35,HS1110 Amos&Smith,Hull	10 ″ 0	
647 212627 LDRQ	**Platuria** SteelSc3MstSr (*ex*Diamant) *Mchy.Aft* *Carrying Petroleum in bulk* *Elec.light* Wireless 3*Dks*	3445 3242 2205					1892	Armstrong Mitchell&Co.Ld. Newcastle	StandardOilCo.(NewJersey)	328·2 | 43·3 | 29·8 P33′B24′F39′			NewYork Utd.States	T.3Cy.24″,40″&64″–48″ 284NHP WllsndSlpwy.Co.Ld.Nwc.		
648 RPLG	**Plauen** SteelScSr *R.Schuldt*07–12 *ss*Ham.No.1–11 *Elec.light* 2*Dks*(*Stl*)§*deep framing* *lower dk in Nos.1&3holds*	4210 3927 2632	✠ 6,16 ✠	Ham	*y*		1907 4mo	Flensburgr Schiffsb.Ges. Flensburg	Deutsch-Austral. Dmpfsch.Ges.	387·8 | 51·0 | 25·2 P&B315′F50′ FK *WB*=*CellDBa* 122′*u E&B*42′			Hamburg German	T.3Cy.27¾″,46½″&76″–48″ 473NHP 7*BHCem* 3SB,*9cf*,GS147,HS6255 FD *f*175′1040*t* FlensburgerSchiffsb.Ges.	27 ″ 9	
649 140679 JQLS	**Plawsworth** SteelScSr *CT.Daniels* –17 *Tonnage opening closed 1917* *Elec.light* 1*Dk*(*Stl*)§*Shelter dk*(*Stl*)	4724 4408 2887	✠100A1 *Shelter dk* *withfreeboard* 8,18 ~~8,17~~ ✠LMC8,17 ~~(*Class Contem. plated*)~~	Stk Bry	*z*		1917 8mo *Lloyd's*	Richardsn,Duck&Co.Ld. Stockton *SA&CP*	DalgliesbSteam ShippingCo.Ld. (RSDalgliesb*Mgr*)	~~400·0 | 51·5~~ 34·9 400·3 | 51·6 FK *CellDBa*134′*u*126′*f*176′1230*tFPT*144*tAPT*143*t*			Newcastle British	T.3Cy.27″,44½″&74″–48″(*s*) 180lb 440NHP 6*BHCem* 3SB,*9cf*,GS192,HS7171 Blair&Co.Ld.Stockton	37 ″ 6 s 11 ″ 7 26 ″ 4	
650 150856 KPSL	**Pleiades** SteelScSr — Wireless Sub.Sig. 2*Dks*	3753 — 2932					1899	Maryland SteelCo.Sparr'wsP'nt	E.F.Luckenbach	331·5 | 47·0 | 25·0 *WB*			Wilmgton (Del) Utd.States	T.3Cy.21″,35″&56″–42″ 203NHP MarylandStlCo.Baltimore		R
651	~~Pleiaden~~ Plejaden SteelSc ~~*P.Kwak* –17~~ *W.Gravenmaker* –18 1*Dk*	~~389~~ 311 276 100	✠100A1 *StmTrawler* 4,18 ~~(*Class Contem. plated*)~~ ✠LMC4,18	Ams			1917 11mo	Arnhem-scheStoom Sleephelling My.Arnhem AACP	~~Stoomv.My.Praxis (C.Maas,Carst&Prins,*Mgrs.*)~~ N.V. VisschMyPraxis (Maas,Prins&Karst,*Mgrs.*)	~~140·0 | 23·5 | 13·5~~ ~~F21′~~ | 23·7 | 12·7 140·1 | F20′ BK7″ *CellDBf*36′35*tDT*12′10*t*			Ymuiden Dutch	T.3Cy.14½″,24″&39″–24″ (*s*) 190lb 104NHP 4*BHCem* 1SB,*3cf*,GS52,HS1887 ArnhemscheStoom Sleephelling My.Arnhem	13 ″ 6	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Registres où cotés. Lettres de la marque.
Now named "Andraka Mendi," See No. 56 in Supplement																	
652	**Plencia**	**SteelScSr**	2516	✠100A1	Bbo	*s*	~~8,16~~	1898	SirR Dixon	Cia.Nav.Sota y	289·5	42·0	17·9	Bilbao	T.3Cy.22½″,36½″&60″-39″(*s*)	20 ″ 3	
	*T.Gañeca*04–09	*ss*Bbo.No.3–6,11	1801	*pt Awng dk*			9,17	5mo	&Co.Ld.	Aznar (Sota y	P24′Q88′		FK	Spanish	160lb *80lb* 224NHP	s 8 ″ 1½	
JDGQ		*ss*Bbo.No.1–16	1644	*withfreeboard*					Middlesbro'	Aznar, *Mgrs.*)	*pt Awng dk* 176′			5*BHCem*	2SB,*6cf*,GS97,HS3350	19 ″ 8	
		1*Dk*(*pt Stl&pt Irn*)&*Web frames*& *pt Awng dk*(*Irn*)		9,17 ~~8,16~~ ✠LMC8,16					A&CP	*WB*=*CellDBa*98′	*uE*&*B*34′ *f*106′530*t*			*APT*69*t*	Blair&Co.Ld.Stockton		
653	**Plentingen**	**SteelScSr**	667					1894	Bergens	Dmps.Akt.	182·0	28·1	12·0	Stavanger	T.3Cy.17$\frac{1}{16}$″,27″&45″–30″		RV
	*J.Kvudsheim*15–15	(*ex*Bodö,	486						Mek.Værks.	Plentingen	Q38*t*B104*t*H13*t*			Norwegian	111NHP		
MLSF	*ex*Xenia)	1*Dk*	351						Bergen	(BrödreneOlsen)	F24*t*			*WB*	BergensMekVærksBergen		
654	**Plessis**	**SteelSc**	559	100A–	Qbc		~~9,15~~	1911	G.T.Davie	LaTraverse de	120·6	34·0	15·5	Quebec	T3Cy15½″,25½″&42½″–30″(*r*)	16 ″ 9	
126925	*N.Thivierge* –16	*ss*Qbc.No.1–15	341	6,16			N4,18	3mo	&Sons	Lévis,Ld.				British	175lb E*made*10 88RHP		
	Elec.light	1*Dk*(*Stl–ptws*)	338	~~BS11,17~~ LMC9,16					Levis,P.Q.				FK	3*BHCem*	1SB,*2cf*,GS42,HS1896		
		&*Shade dk*(*Stl–ptws*)		*For Ferry Service between Quebec & Levis*							*WB*=*FPT*100*t*			*APT*110*t*	CanadianGen.&Shoe Mchy Co.Levis		
655	**Plethos**	**SteelScK**	210	✠100A1	Abn			1913	A.Hall&	EastCoastSteam	115·0	22·6	12·1	Aberdeen	T.3Cy.11½″,20″&34″–23″ (*s*)	13 ″ 0	
133624	*P.Fannon*10–13		206	*StmTrawler*				4mo	Co.Ld.	FishingCo.(Aber-				British	180lb 71RHP		
		1*Dk*	79	7,13					Aberdeen	deen),Ld.			BK7½″	3*BHCem*	1SB,*3pf*,GS38,HS1250		
				✠LMC4,15					*Lloyd's SA&CP*				*WB*=	*DBf*26′16*t*	W.V.V.Lidgerwood,Gls.		
656	**Plettenberg**	**SteelScSr**	116					1912	Akers		95·4	18·8	10·4		T.3Cy.11″,18″&29″–24″		N
		(*Whaler*)	111						Mek.Værks.						41NHP		
	Elec.light		39						Christiania					*WB*	AkersMek.Værks.Xia.		
657	**Plitvice**	**SteelScSr**	3778	✠ ——	Tri	*w*		1902	R.Thomp-	Soc.inAzioniUn-	356·0	45·2	18·7	Fiume	T.3Cy.24″,39″&64″–42″	29 ″ 4	
	*G.Sigante*08–08	*ss*Gen.No.2–10	3629	12,15				11mo	son&Sons	garoCroata per la	P29′B88′F37′		26·6	Aust.-Hung.	280NHP		
JPTL		1*Dk*(*Stl*)&*Spar dk*(*pt Irn&pt Stl*)	2442	*Spar dk* ✠					Sunderland	Nav.Libera			FK	6*BHCem*	2SB,*6pf*,GS122,HS4420		
		&*deep framing*								*WB*=*CellDBa*	118′*uE*22′*f*146′846*t*			*APT*53*t*	N.E.MarineEng.CoLd.Sld.		
658	**Plougastel**	**SteelSc**	156					1912	A.Blasset et	Soc.Anon.des	109·2	20·2	9·2	Brest	T3Cy12$\frac{3}{16}$″20$\frac{1}{16}$″&32$\frac{3}{32}$″–19½″		V
	LeBras		—						Fils	VapeursBrestois				French	46NHP		
KQPN		1*Dk*	41						Nantes					*WB*	Mancour frères,Nantes		
659	**Plough**	**SteelScK**	95	✠	Yar			1912	A.Hall&	M.Gardner	86·4	18·6	9·2	Kirkcaldy	T.3Cy.9½″,16″&26½″–18″	10 ″ 0	
	*M.Gardner*12–12		94	*For fishing purposes*				5mo	Co.Ld.					British	39RHP		
		1*Dk*	40	2,14					Aberdeen				BK7″	3*BHCem*	1SB,*2pf*,GS25,HS691		
				✠									*WB*=	*FPT*5*t*	A.Hall&Co.Ld.Aberdeen		
660	**Ploughboy**	**SteelScDy**	102					1912	Cochrane	S.Turrell	88·0	19·1	9·0	Lowestoft	C.2Cy.12½″&26″–18″		
132948	*W.C.Scrivener*15–16	(*Fishing*)	100						&Sons					British	35RHP		
		1*Dk*	47						Selby						Crabtree&Co.Ld.Gt.Yar.		
661	**Plover**	**IronSc3MstSr**	908			...		1875	Mounsey&	GeneralStm.Nav.	231·8	29·2	17·3	London	C.2Cy.21½″&52″–33″	18 ″ 4	
70720	*J.R.Hubert* –15		792						Foster	Co.Ld	Q67′B33′F33′			British	NB99 119NHP		
PCGT	*Mchy.Aft*	2*Dks*	561						Sunderland				BK8″	*WB*	GourlayBros.&Co.,Dun.		
662		**IronSc3MstSr**	302	✠ ~~100A1~~	Pnz	*e*	2,17	1888	J.Fuller-	Bain,Sons&Co.	140·0	22·1	10·5	Glasgow	C.2Cy.19″&36″–24″ (*r*)	11 ″ 2	
Sunk by Collision 5.18			234	6,17 ~~2,17~~	Dub			12mo	ton&Co.		Q49′ B7′		F21′	British	90lb 55RHP		
LFVW	*Mchy.Aft*		127	✠NB2,03 ✠LMC2,16					Paisley					3*BHCem*	1SB,*2pf*,GS36,HS1117		
				~~BS2,16~~					A&CP				*WB*=	*FPT*22*t*	Hutson&Corbett,Glasgow		
663	—	**IronTwinScSr**	245					1881	J.Reid&Co	LawsonStm.Tug	122·4	22·5	10·8	S.Shields	C.2Cy.25″&48″–27″	12 ″ 0	
73764	*M.Forster* –16		216						PortGlasgow	BoatCo.Ld.				British	NB09 98RHP		
KPJL	(*ex*Fylde)		4							(J.Lawson, *Mgr.*)					Rankin&Blackmore, Grk.		
664	—	**SteelScSr**	~~208~~					1904	Scott&	DavidMacBrayne,	136·8	21·1	9·4	Glasgow	C.2Cy.23½″&42″–24″		BT
119140	*A.Black* –17		154						Sons	Ld.	P44′B40′F43′			British	*Emade*78, *fitted*04 77RHP		tfd
JKMT		1*Dk*	~~676~~						Bowling					*WB*	BarrowS.B.Co.,Barrow		11.17
665	—	**SteelSc**	155					1902	J.Fuller-	Steel&Bennie,Ld.	105·0	20·5	7·2	Glasgow	C.2Cy.11″&22″–16″		
115740	*R.McCormick* –14		111						ton&Co.		Q32′F14′			British	22RHP		
		1*Dk*	64						Paisley					*WB*	Ross&Duncan,Glasgow		
666	**Plumgarth**	**SteelScK**	164	✠100A1	Brs		6,16	1908	JTEltring-	ReaTransportCo.	95·4	22·2	11·3	Bristol	T.3Cy.12½″,21″&34″–24″ (*s*)	12 ″ 0	
127062	*C.Field* –15	*ss*Brs.No.1–12	162	*For Towing purposes*				7mo	ham&Co.	Ld. (R.&J.H.Rea,				British	180lb 84RHP		
HMVJ		1*Dk*(*Stl*)	2	9,15 ✠LMC6,16					South Shields	*Mgrs.*)			BK7″	4*BHAsp*	1SB,*3pf*,GS53,HS1610		
									Lloyd's SA&CP				*WB*=*FPT*9*t*	*APT*14*t*	G.T.Grey,SouthShields		
667	**Plutarch**	**SteelScSr**	5613					1913	Russell&	LivBrazil&RPlate	423·5	56·0	28·7	Liverpool	T.3Cy.27″,44″&73″–48″		C
135531	*F.S.Leicester* –16		5351						Co.	SNCoLd (Lamport	P38′B123′F48′			British	369NHP		
JDQP	*Elec.light*	2*Dks*	3587						Pt.Glasgow	&Holt,Ld.*Mgrs.*)				*WB*	J.G.Kincaid&Co.Ld.Grk.		
668	**Pluto**	**SteelScSr**	1156					1905	Maats.	Koninkl.Nederl.	229·7	32·0	15·8	Amstrdam	T.3Cy.17½″,28″&45″–36″		V
	J.Bakker		890						Fyenoord	Stoomb.Maats.	Q70′B63′F32′			Dutch	121NHP		
PQKB	*Elec.light*	2*Dks*	709						Rotterdam					*WB*	Maats.Fyenoord,Rot.		
669	—	**SteelScSr**	1148					1912	Laxevaags	Dmpsk.Akties	229·2	35·2	15·9	Haugesnd	T.3Cy.16¾″,27″&44″–30″		N
	Chr.Hansen		1006						Msk.&Jrnskb	Pluto (B.Stolt	P19′B61′H17*t*F29′			Norwegian	106NHP		
MHRG		1*Dk*	678						Bergen	Nielsen)				*WB*	LaxevaagsMsk&Jrns.Bgn		
670	—	**IronScSr**	286					1866	MotalaCo.	Bergnings&Dy-	121·1	25·3	10·5	Stockholm	C.2Cy.18½″&36″–23½″		
1974	*G.Leveaux* –15	(*ex*Visby)	193						Norrköping	keriaktiebNeptun	Q39′B36′H7*t*			Swedish	52NHP		
JDSB		1*Dk*	215							(W.R.Edlind, *Mgr*)					W.LindbergsMek.V.Skm.		
671	—	**IronScSr**	186	✠	Sld	*b*		1886	JLThomp-	LloydAustriaco	111·5	21·2	11·2	Trieste	T.3Cy.15½″,24½″&40″–24″	11 ″ 10	
			154	8,86				7mo	son&Sons		B10′F19′			Aust.-Hung.	NB00 78NHP		
		1*Dk*	9						Sunderland	*WB*=*DB*	20′4*t FPT*7*t APT*6*t*			4*BHCem*	T.Richardson&Sons,Hpl.		
672	**Pluton**	**SteelScSr**	1449	✠100A1	Lon	*p*	~~9,16~~	1889	J.Blumer&	A/S.Sörlandske	250·0	35·1	16·6	Chrstiania	T.3Cy.18″,30″&48″–36″ (*s*)	19 ″ 0	
	H.Olafsen –16	*ss*Pir.2ndNo.3–1,15	1150	~~8,17~~ ~~10,16~~	Cff		9,17	9mo	Co.	Lloyd (KarlA.	Q89′B70′F31′			Norwegian	150lb *100lb* 133NHP	s 1 ″ 11½	
WKHJ	(*ex*Leonardos,*ex*Garnet)	1*Dk*(*Irn*)&	858	BS9,16 ✠LMC12,14					Sunderland	Thorbjörnsen *Mg.*)			BK9″	4*BHCem*	NDB15*refitted*16	17 ″ 11	
	Well deck	*Web frames*							A&CP		*WB*=*CellDB*204′			380*t APT*30*t*	2SB,*2rf*,*2pf*,GS72,HS1927		
															Hutson&Corbett,Glasgow		
673	—	**IronScSr**	999	✠	Dnk	*n*		1879	J.Laing	Chevilotte frères	225·5	31·8	16·2	Brest	C.2Cy.24½″&55″–36″	17 ″ 6	V
	*Dieumegarde*11–	*ss*Brs.2ndNo.3–5,98	842	7,07				6mo	Sunderland		Q82′B42′F23′			French	NDB98 144NHP		
KQPM	(*ex*Activity)	*ss*Rou.No.1–02	580	✠NB5,98									BK8″	4*BHCem*	2SB,*4pf*,GS82,HS2156		
	Well deck	1*Dk*(*Irn*)2*trB*								*WB*=*DBa*53′*f*91′				*FPTAPT*	J.Dickinson,Sunderland		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years As. prod. now expired. Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When	9 Built. By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft., in.	15 Registers in which classed, if not in L.R. Parcel No. of Trade Cert.
674	**Plutos** SteelScK *H.Ketting* ssYmu.No.3-7,13 (*ex*HollandVII.) 1*Dk* ssYmu.No 1-17	272 267 89	100A– *StmTrawler* ~~9,17~~ 10,16 6,17 BS~~8,16~~ ✠LMC~~7,15~~	Ams Ymu ~~10,16~~ 6,17 BS~~8,16~~ ✠LMC~~7,15~~		10,16	1903 5mo	DeWedC. Boele&Zoon Slikkerveer	N.V.Stoomviss. Maats."Praxis"	135·1 WB=	23·1 BK8″	10·3 *DTf*18′25*t*	Ymuiden Dutch 6*BHCem*	T.3Cy.11″,18½″&32″–20″ (*s*) 192lb 70NHP 1SB,*2cf*,GS36,HS1328 ArnhemscheStmMts.Arn.	12 ″ 0	
675 129470 HQLK	**Plutus** SteelScSr *J.M.Shearlaw* –13 *Well deck* 1*Dk*(*Stl*)&*deep framing*	1189 1028 707	✠100A1 8,13 ✠LMC6,15	Bkn	*o*	9,14	1910 2mo *Lloyd's*	Campbel-townS.B.Co. Campbeltown	J.&P.Hutchison *WB*=*CellDBa*54	230·0 Q79′B58′F28′ *uE*&*B*33′*f*102′ 315*t*	35·0 FK *sA*&*CP*	16·0 4*BHCem* *APT*95*t*	Glasgow British	T.3Cy.18″,27½″&45″–33″ (*s*) 180lb *75lb* 131NHP 1SB,*3cf*,GS63,HS2078 D.Rowan&Co.Glasgow	18 ″ 4 s 1 ″ 8½ 16 ″ 11	
676 118830 JGSP	**Plym** SteelScK *F.Fearnley* –17 ssHul.No.3-10,16 1*Dk*	193 183 75	✠100A1 *StmTrawler* 10,16 ✠LMC10,16	Hul		2,16	1904 9mo *Lloyd's*	Mackie& Thomson Glasgow	Gt.NorthernS.S. FishingCo.Ld.	110·8 BK7½″ *WB*=	22·0 4*BHCem* *DTf*12′28*t*	10·8	Hull British	T.3Cy.11″,17″&28″–21″ (*s*) 200lb 45RHP 1SB,*2pf*,GS24,HS788 W.V.V.Lidgerwood,Gls.	11 ″ 7	
677 213670 LFPM	**Plymouth** SteelScSr *E.H.Wider* 11–15 *Elec.light* 1*Dk*(*Stl*)&*Webframes* *Cargo battens not fitted*	5266 4737 3354	✠100A1 ~~11,16~~ 8,17 ✠LMC10,15	NNs		N8,17	1915 10mo	NewYork S.B.Co. Camden,N.J.	American-Italian S.S.Co.	368·6 P27′B72′F31′ *WB*=*Cell* *DBa*104′ *uE*&*B*43′	55·2 FK A&CP	30·5 *f*173′1832*t* *FPT*22	Boston Utd.States	T.3Cy.25″,41½″&70″–46″ (*r*) 195lb 462NHP 3SB,*9cf*,GS150,HS6624 FD NewYorkSBCo.Camdn.NJ	34 ″ 5	I
678 150502 KHQS	— Steel&IronPad Wireless 1*Dk*&*Saloons*&*Webframes*	3770 — 2280					1890	Delaware RiverCo. Chester,Pa.	NewEnglandS.S. Co.	352·0	50·4	18·8	FallRiver, Mass. Utd.States	T.4Cy47″&75″&(2)81½″–99″ NB05 1320NHP W.&A.Fletcher,NewYork		
679 180604	— IronSc (*Tug*) *Elec.light* 2*Dks*	373 — 187					1892	Neafie& LevyCo. Philadelphia	Lehigh&WilkesBarreCoalCo.	126·2	26·2	15·2	NewYork Utd.States	T.3Cy.16″,24″&41″–30″ 92NHP Neafie&LevyS&EB.C.,Phl.		
680 76 RLBT	**Po** IronSc3MstSr (*ex*Titania) *Elec.light* Wireless 2*Dks*3*trB*	2261 2037 1397			…		1880	D&WHen-derson&Co. Glasgow	SiciliaSocietà di Navigazione	329·7 B96′ F35′	36·8	25·1 *WB*	Palermo Italian	C.2Cy.36″&68″–54″ NB94 283NHP D.&W.Henderson&Co.Gls.		I
681	— SteelTwinScSr (*ex*Lilias) 1*Dk*	495 — 316					1906	Edwards& Co.Ld. Millwall		190·0	36·1	9·6 *WB*		C.4Cy.15″&30″–18″ Vauxhall& 64NHP WestHydraulicCo.Luton		
682 292 RLBM	— WoodSc (*Tug*) (*ex*Britannia) cf 1*Dk*(*Teak*) *Elec.light*	186 160 31	✠ 7,05 ✠	Gen	12		1905 4mo	F.Parodi Multedo Genoa	Soc.Anon.Ilva	93·0 9&12yrsMat	22·7	14·9	Genoa Italian	T.3Cy.15⅝″,24″&39⅜″–25½″ 103NHP 1SB,*3cf*,GS61,HS1832 Soc.Co-op.Prod.Samprdra.	14 ″ 9	
683 529 LMBF	**Pobieda** SteelPad 1*Dk*2*trB*	279 — 124					1905	G.Fechter Königsberg	NewAzoffS.N.Co.	176·0	21·0	10·2	Taganrog Russian	T.3Cy.15″,23″&38″–49½″ Giesserei 102NHP "Union,"Königsberg		
684 96393 LMSD	**Pochard** IronScK *G.Craig* –16 (*Trawler*) 1*Dk*	146 143 63			…		1889	Cochrane, Coopr&Scho-fieldBeverley	T.Lauder R.D.Clarke	101·4 Q20′	20·3 BK7½″	11·0 Grimsby	Aberdeen British	T.3Cy.11½″,18″&30″–22″ 45RHP C.D.Holmes&Co.,Hull	11 ″ 10	
685 203766 KVSJ	**Pocomoke** SteelSc (*Tug*) *Elec.light* 1*Dk*	293 — 199					1906	J.H.Dia-logue&Son Camden,N.J.	N.Yk.Philadelphia &NorfolkR.R.Co.	125·0	25·0	12·6 *WB*	Phildlphia Utd.States	T.3Cy.16½″,24″&41″–30″ J.H.Dialogue 92NHP &Son,Camden,N.J.		
686 LBGD	**Podbielski** SteelScSr *A.Rhode*08–09	127 — 51					1899	Howaldts-werke Kiel	NeueDampfer-Co. Act.Ges.	98·2	21·0	8·8 *WB*	Kiel German	T.3Cy.9½″,14½″&24½″–12″ 20NHP Howaldtswerke,Kiel		
687 131360 HTDG	**Poderoso** SteelScSp *W.H.Kelly* –11 (*Tug*) 1*Dk*	285 284 115			..		1911	H.&C. Grayson,Ld. Garston	PacificStmNavCo.	115·3 BK6″	25·1	13·2 *WB*	Liverpool British	T.3Cy.15″,23½″&36″–27″ 103NHP Crabtree&Co.Ld.Gt.Yar.	14 ″ 1	
688 PQJV	**Poeldijk** SteelScSr *J.A.Liebau* ssRot.No.2–15 (*ex*Vrijbergen, *ex*Flodden) 1*Dk*(*Stl*)&*Spar dk*(*Stl*)&*deep framing*	4226 4073 2711	✠100A1 *Spar dk* ~~6,17~~ 10,16 ~~BS5,16~~ ✠LMC~~5~~ 15 ~~2S6,17~~	Rot	*x*	N10,16	1907 10mo *Lloyd's*	Nthmblnd S.B.Co.Ld. Newcastle	Nederl.-Amerik. Stoomv.Maats. (Holland-Amerika Lijn) *WB*=*CellDBa*	360·0 P31′B93′F32′ 117′*uE*&*B*41′	48·0 28·0 FK *f*157′	20·2 6*BHCem* 860*tAPT*63*t*	Rotterdm Dutch	T.3Cy.25″41″&69″–48″ (*s*) 180lb 372NHP 3SB,*9cf*,GS150,HS5940 Richardsons,Westgarth& Co.Ld.Sld.	30 ″ 10 s6 ″ 2½ 25 ″ 0	
689 82588 WCRD	**Poeta Querol** IronScSr *N.Vigil* ssSws.No.3–10,85 (*ex*Julian,*ex*Chats-worth) ssNwc.No.2–94 *Well deck* 1*Dk*2*trB*	929 816 593	✠ 11,96 ✠NB5,91	Shl	*n*		1872 12mo	J.Softley& Co. SouthShields	~~FerrerPeset~~ Hermanos (Ch. Trasmediterranea)	229·2 Q83′B47′F29′ ptND91	29·0 BK7½″	17·0 4*BHCem* *DBa*68′*f*69′	Valencia Spanish	C.2Cy.25½″&50⅞″–30″ 100NHP 1DB,*4pf*,GS45,HS1536 T.Richardson&Sons,Hpl.	18 ″ 5	V
690 98061 SLPH	**Poh Ann** IronScSr *Fripp* 2*Dks*	781 645 485			…		1881	Wigham Richrdsn&Co Newcastle	StraitsS.S.Co.Ld.	211·2 P48′B44′F26′	28·1 FK	16·0	Singapore British	C.2Cy.27″&51″–33″ NB12,94 131NHP Wghm.Rchrdsn.&Co.,Nwc	16 ″ 11	
691 98061 SLPH	**Poherua** SteelScSr *F.H.Edge* –16 (*ex*Croydon) 1*Dk*&*Webframes*&*pt Awngdk*	1175 838 749			…		1890	W.Harkess &Son Middlesbro'	UnionS.S.Co.of NewZealand,Ld.	221·5 Q77′ *pt Awngdk*144′	32·0 BK8″	15·6 *WB*	Dunedin British	T.3Cy.17″,28″&47″–33″ 127NHP A.Shanks&Son,Arbroath	17 ″ 9	
692 130354 KDJN	**Point Comfort** WoodPad (*ex*Nantucket) 1*Dk*	629 — 468					1886	..... Camden,N.J.	KingsburgS.S.Co.	190·0	33·0	9·0	Perth Amboy,N.J Utd.States	B.1Cy.48″–120″ NB95 195NHP Pusey&JonesCo.Wlmngtn		
693 130917	**Point Grey** SteelSc *W.W.Best* –12 (*Tug*) 1*Dk*	238 192 162					1912	Wallace Shipyards,Ld N.Vancouver	CanadianGovern-ment	93·4	22·3	14·5	Vancouver British	C.2Cy.17″&40″–27″ 63RHP Campbll&Calderwood,Gls.		
694 106001 PHGT	**Pointer** SteelScSr *J.Bruce* –15 *Ref.Mchy.* 2*Dks*	1183 869 502					1896	A.&J. Inglis Glasgow	G.&J.Burns,Ld.	250·0 P66′Q78′B46′	33·6	15·9	Glasgow British	T.3Cy.24″,39″&64″–42″ 265NHP A.&J.Inglis,Glasgow		C
695 123351	— SteelScK *W.Nightingale* –10 ssAbn.No.2–14 1*Dk*	198 187 77	✠100A1 *StmTrawler* 9,14 BS5,14 ✠LMC MS9,14	Abn		9,14	1906 3mo *Lloyd's*	Hall,Rus-sell&Co.Ld. Aberdeen	W.H.Burn	110·3 BK7½″	21·8	11·7 3*BHCem*	Aberdeen British	T.3Cy.11½″,20″&33″–21″ (*r*) 160lb 67RHP 1SB,*2pf*,GS36,HS1254 Hall,Russell&Co.Ld.Abn.	12 ″ 7	
696 136113	**Pointz Castle** SteelScK *R.L.Cladingbowl* –15 1*Dk*	283 253 112	✠100A1 *StmTrawler* 11,14 ✠LMC3,14	Sws			1914 3mo *Lloyd's*	Smith's DockCo.Ld. Middlesbro'	CastleS.Trwlrs,Ld (C.Heron,*Mgr.*)	128·8 Q76′F23′	23·5 BK7½″	12·8 2*BHCem*	Swansea British	T.3Cy.12½″,21″&35″–26″ (*s*) 180lb 85RHP 1SB,*3pf*,GS54,HS1522 Smith'sDockCo.Ld.Mdb.	13 ″ 6	

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. / Ex-nom, s'il y a lieu. / Visites Périodiques. / Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille / Franc-bord au milieu du navire. / Tirant d'eau correspondant pds. pt.
697	**Poitiers**	**SteelScSr**	2045	✠100A1	PtA	*r*	-	1917	Superior	Cie Française des Chemins de Fer du Paris-Orleans (Soc. Anon. Aux. de Trns. *Mgrs.*)	251·0 | 43·5 | 20·0	Nantes	T.3Cy.20″,33″&54″–40″ (*s*)	20 ″ 3
	D.Fitzpatrick –17	1*Dk*(*Stl*)	1688	10.17 ~~7.15~~	Clt			7mo	S.B.Co.		P25′B64′F27′ 18·2	French	180lb 274NHP	s 2 ″ 10
	Elec.light	*Cargo battens not fitted*	1258	(~~*Class Contemplated*~~)					W.Superior		P28′B65′43·8 FK		2SB,8*cf*,GS120,HS5060	17 ″ 9
				✠LMC7.17					A&CP		*4BHCem*	Detroit	DetroitS.B.Co.Detroit	
698	**Poitou**	**SteelScK**	222					1912	Smith's	H.Veron&Co.	120·0 | 22·0 | 11·7	LaRochlle	T.3Cy.12½″,20″&34″–24″	
	Noël –13	(*Fishing*)	195						Dock Co.Ld.		Q72′F19′	French	57NHP	
KQPT	*Elec.light*	1*Dk*	86						Middlesbro'				Smith'sDock Co.Ld.Mdb.	
699	**Pola**	**SteelScLr**	186					1890	Stablimnto	Soc.inAzioniUngaroCroatadiNav. Maritt.aVap.	134·0 | 18·6 | 10·6	Fiume	2Cy.18″&32″–21″	11 ″ 6
	*G.Blazic*10–12		—						Tecnico			Aust.-Hung.	NB01 39NHP	
			95						Trieste				StabilimentoTecnico,Tri.	
700	**Polamhall**	**SteelScSr**	4010	✠100A1	Bry	*w*	2,17	1901	Irvine's SB	WestHartlepool	346·0 | 47·9 | 19·4	W.Hartlpl	T.3Cy.25″,41″&67″–45″ (*s*)	30 ″ 2
112436	*J.H.Needler* –16	*ss*Rot.No.3–11,13	3753	*Spar dk*				3mo	&D.D.Co.Ld.	Stm.Nav.Co.Ld.	P31′B100′F34′ 27·6	British	165lb 313NHP	s 5 ″ 9½
SGJQ		*Spar dk*(*pt Irn&pt Stl*)2*tr B&*	2581	*with freeboard*					W Hartlepool		FK		2SB,8*pf*,GS124,HS4840	24 ″ 9
		deep framing		1,17					A&CP	*WB=Cell D B a* 112′	*uE&B*36′*f*144′872*t*		Richardsons,Westgarth& Co.Ld.Sld.	
				BS1,17 ✠LMC11.15										
701	**Polana**	**SteelSc**	296					1911	Kingston	Canadian Government	107·3 | 23·0 | 12·6	Quebec	C.2Cy.18″&36″–24″	
126930			205						S.B.Co.Ld.			British	54RHP	
		1*Dk*	86						Kingston Ont				CollingwoodS.B.Co.Ld.	
702	**Poland**	**SteelScSr**	1740	✠100A1	Hul	*q*	9,16	1911	Barclay,	Liverpool&Hamburg S.S.Co.(D. Currie&Co. *Mgrs.*)	260·0 | 36·0 | 22·2	Liverpool	T.3Cy.19½″,34″&55″–42″ (*r*)	24 ″ 6
131372	*G.H.Roberts* –16	*ss*Mch.No.1–16	1562	~~1,17~~ 3,18				8mo	Curle&Co.Ld.		B73′F33′	British	180lb HS4252 246NHP	s 3 ″ 9½
HTJW	*Elec.light*	2*Dks*(*Stl*)	861	BS11,17 ✠LMC9.16					Glasgow		FK&BK1½″		2SB&1AuxSB,8*cf*,GS131,	21 ″ 1
								Lloyd's	*SA&CP*	*WB=Cell D B a* 58′*u*	*E*22′*f*116′257*t FPT*		48*t APT*25*t*	Barclay,Curle&Co.Ld.Gls.
703	**Polandia**	**SteelScSr**	2238					1898	Blohm&	Wm.Brown,Atkinson&Co.Ld.	290·4 | 38·2 | 23·6	Liverpool	T.3Cy.19″,30″&50″–39½″	
137441	*R.G.Steele* –15 (*ex*Paul Woermann)		2061						Voss		B80′F35′	British	157NHP	
JKRB	*Elec.light*	2*Dks*	1416						Hamburg			*WB*	Blohm&Voss,Hamburg	
704	**Polanna**	**SteelScSr**	2345					1893	Blohm&	~~Pardoe-Thomas&~~ Co.Ld. Clyde	281·8 | 38·0 | 23·7	Nwprt, Mn	T.3Cy.21″,34″&56″–39″	
139452	*S.L.Evans* –17 (*ex*Anna Woermann)		2094						Voss.	Shipping Co.Ltd.		British	196NHP	
JNBV		2*Dks*	1460						Hamburg	(W Cuthbert, *Mgr.*)		*Glasgow*	Blohm&Voss,Hamburg	
705	**Polar Prince**	**SteelScSr**	3611	✠100A1	Hpl	*w*	~~9,16~~ 8,17	1895	Wigham	~~Prince Line, Ld.~~	340·0 | 44·0 | 19·0	Newcastle	Q.4Cy.22″,28″,44″&64″–44½″	29 ″ 7
123518	*A.W.Hudson* –15	*ss*Ham.No.3–9,07	3285	*Spar dk*	Grk			9mo	Richrdsn&Co	~~(Furness,Withy& Co.Ld. *Mgrs.*)~~	P38′B70′F43′ 27·0	British	215lb *100lb* (*s*) 297NHP	s 6 ″ 2½
	(*ex*Kawak,*ex*Oberon, *ss*Hpl.No.2–17		2288	8,17 ~~9.15~~ ✠LMC					Newcastle		BK10″		3SB6*rf*GS100HS4239NDB08	24 ″ 8
	*ex*Persia,*ex*Ingeborg,*ex*Goldenfels)			MS12.15 BS7.16					A&CP	Farrar,Groves& Co.Ld.	*WB=Cell D B a*		WghamRchrdsn&Co. Nwc	
	1*Dk*(*Stl*)&*Spar dk*(*Stl*–teaks)												108′*uE*22′*f*140′654*t*	
	Elcc.light	&*Web frames*												
706	**—**	**SteelScK**	194	✠100A1	Nwc			1915	Jos.T.El-	R.Irvin&Sons,Ld.	115·7 | 22·0 | 11·9	N.Shields	T.3Cy.12″,20″&34″–24″ (*s*)	12 ″ 9
137371			191	*Stm Trawler*				9mo	tringham&		BK7½″	British	180lb 80RHP	
		1*Dk*	86	9,15 ✠LMC9.15					Co.Ld. Willington Quay		*WB=3BHCem*		1SB,3*pf*,GS48,HS1474	
								Lloyd's	*SA&CP*		*DBf*19′13*t*		ShieldsEng.Co.Ld.N.Shl.	
707	**Polaria**	**SteelScBkn**	3546			...		1893	Workman,	Houlder,Middleton&Co.Ld.	361·0 | 44·4 | 26·2	Glasgow	T.3Cy.25″,42″&68″–48″	29 ″ 1
102644	*S.G.Aglund* –17	2*Dks*&*deep framing*.	3294						Clark&Co.Ld		P25′B76′F47′	British	328NHP	
NFVG	(*ex*Orcadian,*ex*Ormiston)	3*Dk rule*	2252						Belfast		BK10″	*WB*	Wrkman Clark&Co.Ld.Bel	
	Elec.light	Wireless												
708	**Polarine**	**SteelScSr**	4046					1914	G.Seebeck	Standard Oil Co. (New Jersey)	354·6 | 50·0 | 26·7	Baynne NJ	T.3Cy.23½″,38½″&59″–43 15/16″	
212916	(*ex*Ems)	*Carrying Oil in bulk*	—						Akt.Ges.		P88′B33′F34′	Utd.States	230NHP	
LFDH	*Elec.light*	*Mchy.Aft* Wireless 2*Dks*	2389						Geestemünde			*WB*	G.Seebeck A.G.Gstemnde.	
709	**Polaris**	**SteelScSr**	2011	✠100A1	Hul	*s*	4,13	1899	Gourlay	Russian Government	281·4 | 38·2 | 13·7	Helsingfrs	T.3Cy.30¾″,47″&75″–45″ (*s*)	23 ″ 5
	*C.H.Rönngren*08–08	*ss*Hul.No.3–6,12	1510	*Spar dk*				3mo	Bros.&Co.		P41′B102′F62′ 21·1	Russian	170lb 551NHP	s 4 ″ 10
SQMK		1*Dk*(*Stl*)&*Spar dk*(*Stl*–*pt* ws)	1150	*with freeboard*					Dundee		BK8″		3SB,9*cf*,GS183,HS8520 FD	19 ″ 5
	Ref.Mchy. Elec.light	&*Web frames*		4,14					A&CP	*WB=Cell D B a* 36′	*uF&B*61′*f*94′227*t*		*APT*17*t*	Gourlay Bros.&Co.Dundee
				✠NB4,13 ✠LMC5,12										
710	**—** *A.T.Hermansson* 16–16	**IronScSr**	1402	✠100A1	Got	*q*	~~1,16~~ ~~7,17~~	1883	J.Read-	~~John E.Österlund~~	259·5 | 36·0 | 17·5	Nrrköping	C.2Cy.25″&58″–36″ (*s*)	18 ″ 6
4753	~~*P.E.M.Jansson*07–07~~		1198	4,16				2mo	head&Co.	Rederiaktiebolaget Olof (John E.Österlund, *Mgr.*)	Q100′B52′F32′	Swedish	85lb *85lb* NDB06 161NHP	s 1 ″ 9
JQNH	(*ex*Robert Köppen, *ss*Mmo.2nd No.3–4,09		842	~~*Engine'd*11.12~~					S.Shields		BK9″		2SB,4*cf*,GS64,HS1230	17 ″ 8
	*ex*Derwentdale) *ss*Mmo.No.1–14			✠NB5.06 ✠LMC4.~~14~~				*Lloyd's*	*SA&CP*	*WB=DBa*	78′*f*72′340*t*		J.Readhead&Co.S.Shields	
	Well deck	1*Dk*(*Irn*)2*tr B*		~~BS6.15~~ 7.17										
711	**—**	**WoodSc**	533					1883	R.Sample	Quebec&Levis Ferry Co.Ld.	118·5 | 31·4 | 16·5	Quebec	C.2Cy.25″&49½″–33″	
85759	*J.Keily*		341						Levis,Quebec		H192*t*	British	*B made–refitted* 11 117NHP	
		1*Dk*	336										Carrier,Laine&C.,Lvs,Qbc.	
712	**—**	**WoodScSr**	155					1914	G.Ottesen	P.S.Brandal	95·5 | 22·6 | 10·8	Aalesund	C.2Cy.8½″&17″–12″	N
	B.Chr.Landmark		129						Sagvaag		Q20′	Norwegian	8NHP	
MKDL	*Mchy.Aft*	1*Dk*	70										Laxevaags.Msk&Jrn.Bgn.	
713	**Polarlys**	**SteelScSr**	1069					1912	Akt.Bur-	Bergenske Dampskibsselskab	208·5 | 31·6 | 19·8	Bergen	T.3Cy.18½″,30″&50″–30″	
	J.Loose –12		919						meistr&Wain		H122*t*	Norwegian	137NHP	
MHFV	*Elec.light* *Ref.Mchy.*	2*Dks*	579						Copenhagen			*WB*	Akt.Burmeistr&Wain,Cpn	
714	**Polarstern**	**SteelSc**	253					1907	G.Seebeck	Hochseefischerei Nordstern Akt.Ges.	128·6 | 23·1 | 10·1	Gstemnde	T.3Cy.12″,19½″&31½″–23½″	G
	E.Fischer –11	(*Trawler*)	210						Akt.Ges.		Q74′F23′	German	48NHP	
KRPN	*Elec.light*	1*Dk*	67						Bremerhaven			*WB*	G.Seebeck A.G.Bremerhvn	
715	**Polbain**	**SteelSc**	2064					1902	Rickmers	~~The Shipping Controller (Cosmos Lines Ld., *Mgrs.*)~~	255·2 | 37·2 | 19·7	London	T.3Cy.18 5/16″,30½″&49 1/16″	C
137688	*G.Reynard* –17 (*ex*Paklat,*ex*Maria		1531						Akt.Ges.		P&B160′F26′	British	–31½″ 135NHP	
THKP	Rickmers) *Elec.light*	1*Dk*&*Spar dk*	1254						Bremerhaven			*WB*	Ottenser Maschf.Altona	
716	**Polcirkeln**	**SteelScSr**	1920					1907	Lindhol-	Trafikaktiebolaget Grangesberg-Oxelosund (P.A.Welin, *Mgr.*)	291·6 | 39·9 | 19·7	Stockholm	T.3Cy.21½″,35½″&58½″–36″	V
4679	*P.R.Hall*13–13	*Turret deck*	1490						mens V.A.		P52′H83*t*	Swedish	206NHP	
JQHG	*Elec.light* *Mchy.Aft*	1*Dk*	741						Gothenburg			*WB*	Lindholmens V.A.Got.	
717	**Poldennis**	**SteelScSr**	3539					1910	W.Doxford	Fisher,Alimonda &Co.Ld.	360·2 | 50·3 | 21·5	London	T.3Cy.26″,42″&68″–42″	C
136821	*H.M.Bentley* –16		3265						&Sons,Ld.		P26′B231′F32′	British	300NHP	
JLTV	(*ex*Izrada)	1*Dk*	2258						Sunderland			*WB*	W.Doxford&Sons,Ld.Sld.	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. Late Name if any. / Special Surveys. No. of Decks, &c.	3	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 6 7 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned. How expired. Equipment Letter.	Date when tail shaft last seen.	8 9 Built. When	By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught.	15 Registers in which classed, if not in L.R. Date of Roll of Trade Cert.
	Now named "Stromness," See No. 91 in Supplement																
718	**Poldhu**	**SteelScSr**	2793	✠100A1	Cff	*u*	~~2,17~~ 12,17	1902	J.Blumer & Co. Sunderland	LetricheuxLineLd (Letricheux & David, Ltd., *Mgrs.*)	319·7 | 46·1 | 21·0			Swansea ~~Belfast~~	T.3Cy.23″,38″&62″–42″ (*r*)	23 ″ 6
104680	*E.H.Orman* –14	*ss*Cff.No.3–8,14	2574	12,17 ~~2,17~~				1mo			P28′B72′F32′		FK	British	160lb *80lb* 263NHP	s 3 ″ 11
NGQH	1 *Dk*(*pt Irn&pt Stl*) *deep framing & Web frames*		1791	~~—~~ ✠LMC MS8.14 BS2.17				*Lloyd's*	*SA&CP*	*W B = Cell DBa* 114′	*uE&B* 32′ *f* 122′ 698*t*			5 *BHCem* *APT* 79*t*	2SB, *6pf*, GS 112, HS 4118 J.Dickinson & Sons, Ld. Sld.	20 ″ 0
719	**Pole Star**	**SteelTwinScSr**	459			…		1892	Fairfield Co. (Lim.) Glasgow	Commissioners of Northern Light-houses	175·4 | 26·4 | 13·8 B50′F28′		BK 6½″	Leith British *WB*	T.6Cy.14½″,24″&39″–24″ 177NHP	14 ″ 6
99236	*J.Cairnie* –13		398													
NGQH	*Elec.light* 2 *Dks*		207					*Lloyd's*	*SA&CP*	*WB = Cell DBa* 124′ *uE&B* 67′	*f* 195′ 1070*t* *D*			6 *BHCem* *APT* 79*t*	4SB, *12cf*, GS 260 HS 11469 FairfieldSB&ECo(Lm)Gls T.Richardsn&Sns, Ld. Hpl. *Ta* 30′ 790*t* *FPT* 97*t* *APT* 55*t*	28 ″ 8
720	**Poleric**	**SteelTwinSc4MstSr**	6182	✠100A1	Cal	*c*†	12,16	1900	C.S.Swan & Hunter, Ld. Newcastle	BankLine, Ld. (A.Weir & Co. *Mgs*)	461·5 | 52·1 | 38·7			Glasgow British	T.6Cy.22″,37″&64″–42″ (*r*)	34 ″ 2
110797	*F.W.Davies* –16	*ss*Cff.No.3–9,12	5781	*Shelter dk* 1,16				6mo					FK	200lb 682NHP	s 5 ″ 11	
RQGK	(*ex*Albania, *ex*Cairnrona, *ex*Consuelo)		3927	~~Examined 11.17~~ ~~BS2.16~~ ~~✠LMC 9.12~~ MS12.16 BS6.17				*Lloyd's*	*SA&CP*					6 *BHCem*	4SB, *12cf*, GS 260 HS 11469	28 ″ 8
	Elec.light 2 *Dks*(*Stl*) & *deep framing*									*WB = Cell*	*DBa* 124′ *uE&B* 67′				*f* 195′ 1070*t* *D*	
	Wireless *lower dk in* 1,3 & 5 *holds*														*Ta* 30′ 790*t* *FPT* 97*t* *APT* 55*t*	
	Sub.Sig. & *Shelter dk*(*Stl*)			*Carrying fue oil 7 P.above* 150°F, *in DB*												
721	**Polescar**	**SteelScSr**	5832	✠100A1	Cff	*a*†	2,17	1914	Flensburg Schiffsb. Ges. Flensburg	The Shipping Controller (G.Heyn & Sons, *Mgrs.*)	420·0 | 56·2 | 29·6			London ~~Belfast~~	'3Cy.28¾″,47¼″&78″–54″ (*s*)	32 ″ 4
132926	*R.R.Stone* –15		5478	~~2,17~~ 12,17	~~Bry~~ Lon			1mo			P60′B126′F54′		FK	British 120*lb* 530NHP	85lb 6 ″ 9	
TQVF	(*ex*Gibraltar, *ex*Schneefels) 2 *Dks*(*Stl–U* teak s)		3642	~~Examined 12.17~~ ~~✠LMC 1.14~~				*Lloyd's*	*SA&CP*	1 *BH in fore*	*hold dispensed with*			*Cem* 6 *BH only*	3SB, *9cf*, GS 148, HS 6956 FD	25 ″ 11
	Elec.light Wireless			*Carrying fuel oil F.P.above* 150°F. *in DB*				*Cell D*	*Ba* 140′ *uE&B* 2	3′ *f* 187′ 1348*t* *tween*	*dk tanks aft* 36′ 480*t*			*tween dk tan*	FlensburgerSchiffsb.Ges. *k* f 25′ 500*t* *FPT* 60*t* *APT* 62*t*	
722	**Polesley**	**SteelScSr**	4221	✠100A1	Bry	*x*	~~7,17~~ 10,17	1905	C.Connell & Co. Ld. Glasgow	~~Houlder, Middleton & Co. Ld.~~ Farrar, Groves & Co. Ld.	380·0 | 47·5 | 19·1 P37′B106′F35′ 27·6		FK	London British	T.3Cy.26′,42′&70″–48″ (*s*)	30 ″ 0
118747	*J.W.L.Legg* –16	*ss*Ham.No.2–13	3914	*Spar dk* 5,16				5mo						180lb *100lb* 412NHP	s 6 ″ 1	
JKFN	(*ex*Istria, *ex*Den of Crombie) 1 *Dk*(*Stl*) & *Spar dk* (*pt Irn&pt Stl*) & *deep framing*		2668	~~Examined 10.17~~ ~~BS 10.17~~ ~~BS7.15~~ ~~✠LMC 4.13~~				*Lloyd's*	*SA&CP*	*W B = Cell DBa* 130′	*uE&B* 42′ *f* 164′ 895*t*			6 *BHCem* *APT* 26*t*	2SB, *6cf*, GS 124, HS 5568 FD D.Rowan & Co. Glasgow	24 ″ 4
	Elec.light Wireless															
723	**Polezny**	**SteelScSr**	363	✠	Nwc	*g*		1887	Hawthorn, Leslie & Co. Ld Newcastle	Russian Stm. Nav. & Trading Co.	151·0 | 26·1 | 12·5 B28′			Odessa Russian	T.3Cy.19″,30″&50″–33″ NB13 144NHP	13 ″ 0
188	*Krizanovski*		312	6,87				4mo								
HNPB	Wireless 1 *Dk2trB*		21	✠						*WB = FPT* 15*t* *APT* 10*t*				4 *BHCem*	Hwthrn, Leslie & C.Ld. Nwc	
724	**Polgarth**	**SteelScSr**	1825					1903	Laxevaags Msk. & Jrnskl Bergen	The Shipping Controller (Cunard SS Co. Ld., *Mgrs.*)	267·6 | 37·4 | 19·9 H131*t* F35*t*			London British	T.3Cy.19½″,31″&51″–33″ 149NHP	N
139441	(*ex*Edna, *ex*Mazatlan, *Fitted for oil fuel*		1639													
JNDP	*Elec.light* *ex*Jason) 1 *Dk* & *Spar dk*		1156												Laxevaags Msk. & Jrns. Bgn	
725	**Polglass Castle**	**SteelScSr**	4762	✠100A1	Bom	*y*	~~5,18~~ 12,17	1903	Swan, Hunter & Wigham Richardson, Ld Newcastle	The Shipping Controller (Union-Castle Mail SS Co Ld *Mgrs.*)	390·0 | 51·5 | 27·5 P50′B123′F53′		BK 10″	London British	Q.4Cy.23″,32″,48″&72″–54″	30 ″ 3
139080	*J.Turnbull* –17	*ss*Ham.No.2–11	4436	9,14				10mo						213lb *120lb* (*r*) 492NHP	s 6 ″ 0½	
JLSM	(*ex*Reichenfels) 2 *Dks*(*Stl–U* teak s) & *Elec.light* Wireless *Web frames*		2968	*Examined* 12.17 BS2.14 ✠LMC 5.11				*Lloyd's*	*SA&CP*	*WB = Cell DBa* *Tween deck tanks a* 42′	119′ *uE* 25′ *f* 175′ 885*t* 390*t* *f* 42′ 450*t* *FPT*			7 *BHCem* 75*t* *APT* 50*t*	3SB, *9rf*, GS 154, HS 6462 FD Swan, Hunter & Wigham-Richardson, Ld. Nwc.	25 ″ 3
726	**Polgowan**	**SteelScSr**	4347			…		1900	C.S.Swan & Hunter, Ld. Newcastle	~~Fisher, Alimonda & Co. Ld.~~ Farrar, Groves & Co., Ld.	379·4 | 46·3 | 20·2 P42′B96′F44′ 28·1		FK	London British	T.3Cy.24½″,40″&68″–48″ 370NHP	31 ″ 0
139057	*W.A.Willett* 15–15 (*ex*Macedonia)		4022											*WB*	N.E.MarineEng.CoLd Nwc	
JLKF	1 *Dk* & *Spar dk* & *deep framing*		2779													
727	**Polheim**	**WoodScK**	109					1914	G.Ottesen Sagvaag	Brödr.Hessen	89·0 | 21·7 | 9·6 Q9*t*			Aalesund Norwegian	C.2Cy.9″&19″–12″ 11NHP	N
	S.Hessen		98													
MKTQ	1 *Dk*		54												Aalesunds Mek. Værkst.	
728	**Polhem**	**SteelScSr**	384					1889	W.Lindbergs M.V. Stockholm	Ångf.Aktieb.Gotland (Carl E. Ekman, *Mgr.*)	117·8 | 24·2 | 11·4 H18*t* 18·4			Visby Swedish	2Cy.20″&38″–25⅜″ 61NHP	
1973	*A.Snöbohm* –99		204													
JDRV	1 *Dk* & *Shelter dk*		252												W.Lindbergs M.V., Skm.	
729	**Policastria**	**SteelScSr**	4594					1907	Bremer Vulkan Vegesack	The Shipping Controller (Farrar, Groves & Co. Ld. *Mgrs.*)	388·6 | 51·7 | 25·9 P248′F54′			~~Glasgow~~ British London *WB*	Q.4Cy.22⅜″,32 7/16″,44⅛″&69⅜″–48¾″ 345NHP	
137799	*D.Cole* –15	(*ex*MaxBrock)	4156													
JLPB	*Elec.light* 2 *Dks*		2967												Bremer Vulkan, Vegesack	
730	**Polish Monarch**	**SteelScSr**	4292	✠100A1	Shl	*x*	7,14	1912	W.Dobson & Co. Newcastle	Raeburn & Vérel, Ld.	378·2 | 53·3 | 24·5 P35′B230′F42′		FK	Glasgow British	T.3Cy.24″,39″&66″–45″ (*s*)	26 ″ 11
136772	*D.Gillies* –16		3983	2,15				10mo						180lb 343NHP	s 4 ″ 2½	
JHWT	(*ex*Polmont, *ex*Karpat) 1 *Dk*(*pt Irn pt Stl*)		2675	*Examined* 11.17 BS1.18 ✠LMC 10.12				*Lloyd's*	*SA&CP*					7 *BHCem*	3SB, *9cf*, GS 150, HS 5658 N.E.MarineEng.CoLd Nwc	23 ″ 0
	Carrying fuel oil F.P.above 150°F. *in DB*									*Cell*	*DBa* 132′ *uE* 21′ *f*			157′ 971*t* *DT*	*a* 26′ 908*t* *FPT* 151*t* *APT* 108*t*	
731	**Politania**	**SteelScSr**	3133					1910	Reiherst'g Schiffsw. Hamburg	Raeburn & Vérel, Ld.	331·4 | 44·7 | 22·8 P200′F49′			Liverpool British *WB*	Q4Cy.19 1/16″,29⅜″,42½″&61 1/16″–42⅛″ 249NHP	
137446	*J.Dutton* –16	(*ex*AlineWoermann)	2661												Reiherst. Maschinenf. Ham	
JKSR	*Elec.light* 2 *Dks*		1845													
732	**Politician**	**SteelSc4MstSr**	7523	✠100A1	Liv	*c*†	~~8,15~~ 11,17	1899	C.S.Swan & Hunter, Ld. Newcastle	Charente S.S.Co Ld (T.&J.Harrison, *Mgrs.*)	469·5 | 56·4 | 31·9 P37′B165′F38′		FK	Liverpool British	T.3Cy.27½″,45½″&75″–60″ 180lb (*s*) 571NHP	34 ″ 10
110533	*J.Gandie* –17	*ss*Liv.No.3–3,11	6690	11.17 ~~2,16~~				1mo						9 *BHCem*	2D&1SB *15cf* GS 308 HS 10150	s 8 ″ 3
QPSW	*ss*Liv.No.1–15		4938	✠LMC MS8.15 BS5.16 6.17				*Lloyd's*	*SA&CP*						Wllsnd Slpwy Co. Ld. Nwc.	27 ″ 0
	2 *Dks*(*Stl*) & *deep framing* & *Web frames*									*WB = Cell DBa*	137′ *uE&B* 63′ *f* 204′			1534 *t* *D Ta*	30′ 970*t* *FPT* 117*t* *APT* 30*t*	
	Elec.light Wireless															
733	**Polkerris**	**SteelScSr**	*943*					1889	Rostocker Act.Ges. Rostock	Soc Anon Polkerris (Paul Mottard)	215·2 | 31·7 | 13·3 Q76′B52′F23′			Havre French *WB*	T.3Cy.14″,23″&39″–32″ NB03 86NHP	V
	(*ex*Adolphus, *ex*Adolf)		*694*												Rostocker A.G. Rostock	
KPTV	*Elec.light* 1 *Dk*		*572*													
734	**Polladern**	**SteelScSr**	5932	90A1	Cff	*a*†	7,16	1911	Bremer Vulkan Vegesack	~~Elder, Dempster & Co. Ld.~~ J.Herron & Co.	420·4 | 54·5 | 28·0 P&B333′F60′		FK	Liverpool British	Q.4Cy.24″,34 1/16″,50⅜″&72 1/16″–53 3/16″ 227lb (*s*) 601NHP	30 ″ 6
137499	*C.A Watts* 15–17	*ss*Liv.No.1–16	5039	~~3,17~~ ~~11,16~~ ~~11,17~~ ~~Bat~~ Liv 12.17						*One bulkhead in forward*	*hold dispensed with*			*Cem* 6 *BH only*	4SB, *12cf*, GS 188, HS 8611 FD	
JMPG	(*ex*Emir) 2 *Dks*(*Stl*)		3825	✠LMC 7.16 BS11.17				*Lloyd's*	*SA&CP*					*Cell DB*	Bremer Vulkan, Vegesack 358′ 1255*t* *FPT* 92*t* *APT* 11*t*	
	Elec.light															
735	**Pollcrea** *ss*Shl No.1–17	**SteelScSr**	1209	✠100A1	Rot	*o*	~~4,13~~ ~~11,17~~ 1,18	1899	R.Duncan & Co.Ld. Port Glasgow	Farrar, Groves & Co. Ld.	234·9 | 34·7 | 16·5 P29′B63′F28′		FK	London British	T.3Cy.18 13/32″,30″&49″–33″ (*s*) 160lb *80lb* 141NHP	18 ″ 9
57850	*L.Gibbs* –16	*ss*Rot.No.3–7,11	1115	~~11,17~~ ~~10,14~~ 2,18 Shl				12mo								s 2 ″ 3
	(*ex*Grahamland, 1 *Dk*(*Stl*) & *deep framing* *ex*Josephina) *Cargo baltens not fitted*		750	~~BS5.14~~ ✠LMC 7.11 11,17				A&CP						4 *BHCem*	1SB, *3pf*, GS 49, HS 2156 Hall-Brwn Buttery & Co Gls	16 ″ 9
										Cell DBa 65′ *f* 84′				260*t* *APT* 42*t*		
736	**Polluce**	**SteelPad**	282					1883	Atel. & Chant. Loire. Nantes	Nav. a Vap. (Vierci Hnos.) S.A.	123·7 | 21·0 | 13·1			Asuncion Paraguay'n	O.2Cy.16″&27½″–30¾″ 35NHP	
			282													
	(*ex*Pollux)		149												Atel. & Chant. Loire. Nts.	
737	**Pollux**	**SteelSc**	2886					1909	Wrf. voorh. Rijkee & Co Rotterdam	Koninkl. Nederl. Stoomb. Maats.	326·8 | 44·1 | 18·7 Q106′B88′F40′			Amstrdam Dutch *WB*	T.3Cy.21″,33″&56¾″–39½″ 202NHP	V
	H.deGraaff		2237													
PQKG	*Elec.light* 2 *Dks*		1815												Ned Fb. v Wrk. & Spoor, Ams	
738	—	**SteelScSr**	1799			…		1892	W.Dobson & Co. Newcastle	Heinrich Schmidt	254·0 | 35·1 | 18·1 Q89′B67′F32′		FK	Flensburg German *WB*	T.3Cy.19″,31½″&51″–36″ 152NHP	19 ″ 3	G
	F.Beyer 05–13 (*ex*Byzanz, *ex*Godrevy)		1308													
RJTH	1 *Dk* & *Web frames* & *pt Awng dk*		1151												Blair & Co. Ld. Stockton	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant à la Classification d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc
739	**Pollux**	SteelScSr	1281	✠100A1	Nwc	*n*	~~2,14~~	1898	Campbel-	FinskaÅngfAktieb	230·2|32·7|15·0	Helsingfrs	T.3Cy.17½″,27½″&45″–33″	17 ″ 4
	*K.G.Jernström*08–09 *ss*Nwc.No.3–3,11		1230	*pt Awng dk*	Gfl		5,18	6mo	townS.B.Co.	(L.Krogius, *Mgr.*)	Q79′	Russian	160lb *100lb* (*a*) 114NHP	s 7 ″ 3½
SQMB	*ss*Gfl.No.2–18 ~~*ss*Nwc.No.1–11~~		743	*withfreeboard*					Campbelt'wn		*pt Awng dk*151′ FK	4*BHCem*	NDB14	17 ″ 3
	1*Dk*(*Stl*)*&deep framing&*			5,18 ~~2,14~~					A&CP	*WB*=*CellD*	*Ba*53′*uE&B*38′*f*94′	267*tAPT*80*t*	1SB,*3rf*,GS68,HS1668	
	Elec.light *pt Awng dk*(*Stl–pt* ws)			~~BS5,16~~ ✠LMC2,16 5,15									J.G.Kincaid&Co.Greenock	
740	—	SteelSc	518					1896	Akt.Ges.	Dampfschifffahrts	163·0|24·1| 9·6	Bremen	C 2Cy.16$\frac{15}{16}$″&30$\frac{1}{16}$″–20½″	G
	G.Altmanns		289						"Weser"	Ges.Neptun	F16′	German	36NHP	
QGDV	1*Dk&pt Awng dk*		319						Bremen		*pt Awng dk*133′	*WB*	A.G."Weser,"Bremen	
741	**Polly**	SteelScSr	798	✠100A1	Cpn	*l*	~~8,15~~	1911	Antwerp	Dmpsskselsk.	208·0|31·3|13·1	Esbjerg	T.3Cy.13″,21″&35″–27″ (*s*)	15 ″ 5
	H.Mathieson –12	*ss*Cpn.No.1–17	675	7,17 ~~2,15~~			7,17	8mo	Eng.Co.Ld.	Vesterhavet (I.	P29′B60′F26′	Danish	180lb 82NHP	s 1 ″ 7½
NRQP		1*Dk*(*Stl*)	463						Hoboken	Lauritzen, *Mgr.*)	FK	4*BHCem*	2SB,*4cf*,GS44,HS1428	14 ″ 0
				~~BS9,17~~ ✠LMC8,11				*Lloyd*	*sA&CP*	*WB*=*CellDBa*47′	*uE*23′*f*90′213*tFPT*	24*tAPT*21*t*	N.E.MarineEng.CoLd.Sld.	
														2,17
742	**Polly Bridge**	SteelScSr	403	✠100A1	Shl	*f*	~~2,18~~	1916	J.P.Ren-	~~W.Leetham&Sons,~~	143·1|24·4|10·4	Hull	C.2Cy.17″&36″–24″ (*s*)	11 ″ 9
	Jas.Cook –16 *J.Insley* –18		291	~~7,15~~ 7,16	~~2,14~~ Hull	Mdo	5,18	5mo	noldson&Sns.	~~Ltd.~~ Letricheux	Q47′B9′F19′	British	180lb 75RHP	s 1 ″ 7½
139289				4,18 ~~5,15~~		~~Swn~~			Ld.S.Shields	Line Ld. (Letrich-				8 ″ 11½
JMTD	*Mchy.Aft*	1*Dk*(*Stl*)	163		✠LMC5,16	Lon		*Lloyd*	*'sA&CP*	eux&David,Ld.	FK	4*BHCem*	1SB,*3pf*,GS47,HS1400	11 ″ 0
	Well deck									*Mgrs.*)	*FPT*34*t*	*APT*16*t*	J PRennoldsn&SnsLdSShl	
743	**Polo**	SteelScSr	2915					1913	Earle'sCo.	Ellerman'sWilson	300·0|44·7|17·8	Hull	T.3Cy.23″,35″&59″–39″	
	T.Hornsby –17		1737						Ld.	Line,Ld.		British	217NHP	
133459									Hull			*WB*		
JCVR	*Elec.light* *Cruiser Stern*	1*Dk*	1813										Earle'sCo.Ld.Hull	
744	**Polperro**	SteelScSr	3365	✠100A1	Npt	*w*	~~9,15~~	1898	C.S.Swan&	Fisher,Alimonda &	335·0|48·0|24·5	London	T.3Cy.23½″,38½″&66″–45″	26 ″ 10
109473	*W.G.Jones* –16	*ss*Bkn.No.3–8,10	3231	*Shelter dk*	~~Bry~~ Msl		~~7,17~~	10mo	Hunter,Ld.	Co.		British	~~180lb~~ ~~170lb~~ (*s*) 320NHP	s 3 ″ 6
JLSP		*ss*Lon.No.1–15	2170	~~10,17~~ ~~9,16~~	✠LMC9,15		~~10,17~~		Newcastle	*WB*=*CellDBa*	104′*uE&B*40′ FK	6*BHCem*	2SB*6cf*,GS132,HS5000~~1000~~	23 ″ 8
	(*ex*Alfa,*ex*SaintQuentin) 1*Dk*(*Stl*)2*trB*			5,18	BS7,17				A&CP	*f*140′785*tMT*	24′485*tFPT*112*t*	*APT*44*tt*	WIlsndSlpwyCo.Ld.Nwc.	
	*&deep framing*3*Dk rule&Shelter dk*(*Stl*)													
745	**Polshannon**	SteelScSr	6121	✠100A1	NYk	*a*†	12,15	1910	J.C.Teck-	Requisitionedby	421·0|55·1|28·7	London	Q.4Cy.24$\frac{3}{4}$″,34$\frac{3}{4}$″,50$\frac{3}{4}$″&	31 ″ 3
139103			5365	7,14				7mo	lenborgA.G.	theAdmiralty	P60′B124′F51′	British	74$\frac{3}{16}$″–53$\frac{1}{16}$″ (*r*) 517NHP	
JMDG	(*ex*Tandem, *ex*Birkenfels)	2*Dks*(*StlU*–teak s)	3956	BS12,15 ✠LMC2,14					Geestemünde		FK	6*BHonly*	213lb *121lb*	
	Elec.light Wireless							*Lloyd*	*'sA&CP*	*Intermediate bulkheads*	*in forehold dispensed with Cem*		3SB,*9cf*,GS161,HS6780 FD	
													J.C.TecklenborgA.G.Gst.	
									WB=*CellD*	*Ba*141′*uE*24′*f*183′	1225*t*′*Tween Dk Tanks a*42′ 451*t*		*f*40′496*tFPT*86*tAPT*60*t*	
746	**Polstad**	SteelScSr	2692			...		1907	J.Blumer&	GrefstadsRederi	314·0|46·5|20·6	Arendal	T.3Cy.23″,38″&62″–42″	23 ″ 0
	A.Paulsen		2495						Co.	Akties.(B.J.	P30′B148′F28′	Norwegian	262NHP	
MDQN	(*ex*Akershus)	1*Dk&deepframing*	1671						Sunderland	Grefstad, *Mgr.*)	FK	*WB*	N.E.MarineEng.Co.Ld.Sld	
747	**Poltava**	SteelScSr	3476	~~✠100A1~~	Shi	*w*	12,15	1909	F.Schichau	RussianVolunteer	335·9|45·2|29·7	Vladvostk	T.3Cy.27¾″,46¾″&76¾″–47½″	32 ″ 6
Wrecked 1918	*W.Haikel*09–13 *ss*Nag.No.1–14		3280	*Spar dk*				9mo	Danzig	FleetAssociation	30·1	Russian	210lb (*s*) 654NHP	s13 ″ 6
PABH	1*Dk&Spar dk*(*Stl–pt* teak s&*pt* ws)		1922	*withfreeboard*				*Lloyd*	*'sA&CP*		FK	6*BHCem*	4SB,*12cf*,GS245,HS9900 FD	19 ″ 6
	Elec.light Wireless	*&lower dk*(*Stl*)		10,16									F.Schichau,Elbing	
				Vladivostock&Shanghai						*WB*=*CellDBa*62′	*uE&B*101′	Swansea	*f*108′431*tFPT*35*tAPT*18*t*	
748	**Polurrian**	SteelScSr	2801	✠100A1	Cff	*u*	N5,14	1900	J.Blumer	~~TheZagtenhS.S.Co.~~	319·7|46·1|21·0	~~St.Ives~~	T.3Cy.23″,38″&62″–42″ (*r*)	23 ″ 6
104679	*R.Stevenson* –13 *ss*Cff.No.3–4,13		2583	5,14				8mo	&Co.	Ld.(Letricheux&	P28′B72 F32′	British	160lb *80lb* 263NHP	s 3 ″ 11
RTVM	1*Dk*(*pt Irns&pt Stl*)*deep framing&*		1807	~~Exam'd 9,17~~					Sunderland	David Ld. *Mgrs.*)	FK	5*BHCem*	2SB.6*pf*,GS111,HS4115	20 ″ 0
Now named "Skegness," Sec No. 8	*Wood Deck*	*Equipment*		BS5,14 ✠LMC1,15					A&CP *W*	*B*=*Cell D Ba* 116′	*uE&B*34′*f*120′692*t*	*APT*90*t*	J.Dickinson&Sons,Ld.Sld.	
749	**Polvarth**	SteelScSr	3146	✠100A1	Cff	*v*	~~10,15~~	1909	Sunderlnd	PolvarthS.S.Co.	330·0|48·7|22·2	Swansea	T.3Cy.23½″,39″&64″–42″ (*s*)	24 ″ 7
128904	*H.Thompson* –17 *ss*Cff.No.1–13		2956	8,17 ~~14,15~~			5,17	8mo	S.B.Co.Ld.	Ld.(W.Badco)	P25′B90′F27′	British	180lb *100lb* 286NHP	s 4 ″ 2
HPNK		1*Dk*(*Stl*)*&deepframing*	1972	BS10,15 ✠LMC12,13					Sunderland	*WB*=*Cell*	FK	5*BHCem*	2SB.6*cf*.GS99.HS4400	20 ″ 9
				MS5,17				*Lloyd*	*'sA&CP*	*DBa*108′*uE&B*38′	*f*144′805*tFPT*67*tA*	*PT*103*t*	N.E.MarineEng.Co.Ld.Sld	
750	**Polvena**	SteelScSr	4750	✠100A1	Bom	*y*	7,13	1904	J.C.Teck-	~~Wm.Brown,~~	389·4|51·5|27·5	Liverpool	Q.4Cy.24″.34⅝″.50″&72½″–	30 ″ 3
139290		*ss*Ham.No.2–12	4459	9,14				4mo	lenborgA.G	~~Atkinson&Co.Ld.~~	P30′B117′F50′	British	53$\frac{3}{16}$″ 214lb *121lb* (*s*) 505NHP	s 5 ″ 11
JNMR	(*ex*Trifels)	2*Dks*(*Stl–U* teak s)	2970	BS4,14 ✠LMC2,12					Geestemünde	J.Herron&Co.	BK11″	6*BHCem*	3SB.*9cf*,GS155,HS6669 FD	25 ″ 5
	Elec.light Wireless	*&Web frames*						*Lloyd*	*'sA&CP*				J.C.TecklenborgA.G.Gst.	
										CellDBa	113′*uE&B*52′*f*169′	816*t Tween dk tanks*	*a*22′384*tf*40′	421*tFPT*120*tAPT*43*t*
751	**Polvo**	SteelScSr	267					1907	Bergsunds	Broms&Dam	123·8|22·8| 9·1	Stockholm	C.2Cy.10¾″&22$\frac{15}{16}$″–10$\frac{15}{16}$″	V
4774	*F.A.Johansson*16–16 (*ex*Hammar)		213						M.V.Aktieb.		P30′H9*t*F11′	Swedish	14NHP	
JQPN	*Mchy.Aft*	1*Dk*	168						Stockholm		len14		BergsundsM.V.Aktb.Skm.	
752	**Polwell**	SteelScSr	2013	~~✠100A1~~	Cff	*r*	~~3,16~~	1888	J.L Thmp-	~~Tyzack&Branfoot~~	284·0|38·1|18·2	London	T.3Cy.21″,35″&57″–39″ (*s*)	20 ″ 9
95683		*ss*Rot.2ndNo.3–6,14	1509	8,17 ~~3,17~~ 2,18	Bry		2,18	8mo	son&Sons	~~Clydesshipping Co.Ld.~~	P29′Q74′B126′F26′	British	160lb 201NHP	s 1 ″ 7½
JLFH	(*ex*Syra,*ex*DeutscherKaiser, *ex*Northumbria)	1*Dk*(*Stl*)	1241	BS8,16 ✠LMC12,13					Sunderland	~~(W.Grayburn, Mgr.)~~	FK	6*BHCem*	2SB,*4rf*,GS74,HS2991	19 ″ 5
	Well deck Sub.Sig.	*&Web frames*		~~8,17~~ 5,17					A&CP	TheShippingCon-			Blair&Co.Ld.Stockton	
										troller (Clyde		*WB*=*Cell*	*DB*172′211*tAPT*22*t*	
										ShippingCo.Ld., *Mgrs.*)				
753	**Polyktor**	SteelScSr	4077	✠100A1	Msl	*x*	~~10,16~~	1914	W.Pickers-	G.C.Dracoulis	380·0|52·4|22·3	Ithaca	T.3Cy.25″,42″&68″–45″ (*s*)	25 ″ 5
	*G.Gratsos*08–14		3805	10,17 ~~10,16~~	Cff		10,17	2mo	gill&Sons,Ld.		P31′B221′F37′	Greek	180lb *120lb* 357NHP	s 3 ″ 7
		1*Dk*(*pt Stl p&Irn*)	2484	✠LMC2,14					Sunderland	*WB*=*Cell*	FK	6*BHCem*	2SB,*8cf*,GS154,HS5774	22 ″ 3
								Lloyd	*'sA&CP*	*Ba*131′*uE&B*44′*f*	163′1444*tFPT*135*t*	*APT*231*t*	G.Clark,Ld.Sunderland	
754	**Polymitis**	SteelSc	3388					1898	W.Doxford	O.A.Stathatos	335·0|46·1|24·1	Ithaka	T.3Cy.24½″,40″&66″–42″	V
			2883						&Sons,Ld.		P37′ F35′	Greek	282NHP	
HQCK	*Turret deck*	2*Dks*	2177						Sunderland			*WB*	W.Doxford&Sons,Ld.Sld.	
755	**Polymnia**	SteelScSr	2426					1903	Blohm&	Kaye,Son&Co.Ld.	300·8|40·7|23·4	London	T.3Cy.19$\frac{3}{16}$″,30″&50″–39$\frac{3}{8}$″	
137443	*A.H.Bonser* –17(*ex*HenriettaWoer-		2240						Voss		B89′F35′	British	157NHP	
JKRL	mann) *Elec.light*	2*Dks*	1530						Hamburg			*WB*	Blohm&Voss,Hamburg	
756	**Polynesia**	SteelScSr	6022					1904	Reiherst'g	Hamburg-Amerik.	410·8|50·9|28·4	Hamburg	Q.4Cy.24$\frac{15}{16}$″,34$\frac{1}{4}$″,50$\frac{3}{4}$″&72$\frac{15}{16}$″	G
	J.Eckhorn Sub.Sig.		4725						Schiffsw.	Packetf.Akt.Ges.	P&B250′F63′	German	–54″ 392NHP	
RNJK	*Elec.light* Wireless	2*Dks&Web frames*	3845						Hamburg	(Ham.-Amr.Linie)		*WB*	Reiherst.Maschinenf.Ham.	
757	—	SteelScSrBarge	3640					1897	GlobeIron	PioneerS.S.Co.	375·0|46·0|26·7	Fairport	T.3Cy.19″,30″&52″–40″	
54525			—						Works	(Hutchinson&Co.		Utd.States	E*built*88*fitted*07 NB07	
	(*ex*SailingBarge)	1*Dk2trB*	2596						Cleveland	*Mgrs.*)		*WB*	171NHP	
	Elec.light *Mchy.Aft*												DryDockEng.Wks.Detroit	

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c.	3	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned. now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NP=Horse power by Society's formulæ; IP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of ✠ of Trade Cert.
758 283 RLDM	**Polynesia** *G.B.Schiaffino* 07-07 *Elec.light*	**IronScSr** ss Gen. 2nd No. 3-12,04 ss Gen. No. 2-14 2 *Dks (Irn) 3 tr B*	2145 1928 1294	✠ 100 A1 3.16 Examined 5.18	Gen	*s*	10,16	1881 Lloyd's	C. Mitchell & Co. Newcastle	Flli. Degregori *SA&CP*	306·1 P44′	36·1 B83′	23·3 F30′ *WB = Cell*	Genoa Italian *4 BHCem DB 242′ 342 t*	C.2Cy.35″&68″–45″ (*i*) 80 lb *80 lb* NDB99 258 NHP 2SB, *6 f*, GS108 Wallsend Slipway Co., Nwc.	25 ″ 11 s 4 ″ 6 22 9	
759 KQSG	**Polynésien** *Eschenauer* –13 *Elec.light* Wireless	**SteelSc 3 Mst** *4 Dks & Spar dk*	6373 5585 3550					1890	Messagries Maritimes La Ciotat	Messageries Maritimes	482·3	49·2	34·1 *WB*	Marseilles French	T.3Cy.44″,67″&106″–53″ 818 NHP Messageries Marit., La Ciot.		V
760 190945 HGFB	**Polyphemus** *E.S.Arrowsmith* –13	**SteelScSr** 2 *Dks*	4968 4473 3061					1906	Armstrong Whitworth & Co.Ld. Newcastle	China Mutual Stm. Nav. Co. Ld. (A. Holt & Co. *Mgrs.*)	392·0 P41′ B110′	49·2 F43′	28·8	Liverpool British *WB*	T.3Cy.25″,41″&70″–48″ 339 NHP N.E.Marine Eng.Co Ld Nwc		
761 136794 JMGH	**Polyxena** *W.A.Holman* –16 (*ex* Nerine, *ex* Helgoland, *ex* Maria Rickmers) *Elec.light*	**SteelScSr** ss Ehn. No. 3-7,08 ss Bmn. No. 1-12 2 *Dks (1 pt Irn & Stl & Stl) & Web frames*	5737 4566 3648	✠ 100 A1 12,15 MS 9,12	Hul	*y*	12,15	1896 3 mo Lloyd's	J. L. Thompson & Sons, Ld Sunderland *SA&CP*	Ocean S.S.Co.Ld. *WB = Cell D Ba*	409·0 P&B 270′ F48′ 134′ *uE & B 41′ f 163′*	50·5 FK	27·1 *7 BHCem* 956 t *APT 42 t*	Liverpool British	T.3Cy.26½″,43½″&72″–48″ 180 lb (*r*) 402 NHP 4SB, *12 pf*, GS212, HS6370 G. Clark, Ld. Sunderland	30 ″ 0 s 5 ″ 0 25 ″ 4	
762 131922 HSJN	**Polzeath** *H.Smith* –15 (*ex* Walter Dammeyer) *Well deck*	**SteelScSr** ss Hul. No. 1–15 1 *Dk (Stl)*	882 629 480	✠ 100 A1 ~~7.15~~ ~~9.16~~ 2.18 ~~Spar~~ Dry LMC 5.16	Sou	*l*	~~5.15~~ 2,18	1911 3 mo Lloyd's	Sunderland S.B.Co.Ld. Sunderland *SA&CP*	The Shipping Controller (J. Cory & Sons, Ld., *Mgrs.*) *WB = Cell D Ba 54′*	205·0 Q66′ B57′ F23′ *uE 23′ f 83′ 190 t FPT*	30·6 FK	12·8 *4 BHCem 24 t APT 10 t*	London ~~Newport, Mon~~ British	T.3Cy.16½″,26″&43″–30″ (*s*) 180 lb 129 NHP 2SB, *4 pf*, GS65, HS2250 N.E.Marine Eng.Co.Ld Sld.	15 ″ 0 s 1 ″ 0½ 14 ″ 3	
763 124345 HLQG	**Pomaron** *R.W.Dickinson* –16	**SteelScSr** 1 *Dk*	1809 1672 1127					1907	Grngem'th & Greenock Dockyard Co. Grngemouth	Furness, Withy & Co. Ld.	276·3	40·5	18·5	W. Hartlpl British *WB*	T.3Cy.20½″,33″&54″–36″ Richardsons, 175 NHP Westgarth & Co. Ld.		C
764 JFBD	**Pomerania** *A.Tesch* 10-01 *Elec.light*	**SteelScSr** 1 *Dk*	392 319 226					1888 10 mo	Stettiner Akt.Ges. Stettin	Baltische Dmpfsch Ges. m.b.H. (Ernst Rolke. *Mgr.*)	169·0 B33 len 98	22·3 F13′	10·9 *WB*	Stettin German	C.2Cy.15″&26½″–18″ NB08 25 NHP Stettiner A.G., Stettin		G
765 JRDL	**—** *P.Lüthgens* –06	**SteelScSr** 1 *Dk*	189 164 108					1891	Stettiner Akt.Ges. Stettin	C.E.Geiss	121·4 P20′	18·6 F16′	9·4	Stlpmünde German	C.2Cy.10¾″&20″–13⅜″ NB12 12 NHP Stettiner A.G., Stettin		G
766 88193 WMRG	**Pomeranian** *A.Maxwell* –17 (*ex* Grecian Monarch) *Ref.Mchy.* Wireless	**IronScSr** 2 *Dks & Awng dk 4 tr B*	4241 3127 2694			…		1882	Earle's Co. (Lim.) Hull	Allan Line S.S.Co. Ld (Canadian Pacific Ocean Services Ld. *Mgrs.*)	381·0	43·8 BK 11″	33·1	Glasgow British	T.3Cy.26½″,42″&66½″–51″ NE&B01 316 NHP Denny & Co., Dumbarton		C BT till 12,17
767 KQSR	**Pomerol** *J.Garo* 10-12 *Elec.light*	**SteelScSr** (*ex* Freya) 1 *Dk & Spar dk*	1149 — 678					1905	Nylands Værksted Christiania	Worms & Co.	225·0 H74 t	33·7	18·5 *WB*	Havre French	T.3Cy.16½″,27″&44″–32″ 109 NHP Nylands Værksted, Xania		V
768 QKHD	**Pommern** *A.Willemsen* –13 Wireless Sub.Sig. *Elec.light Ref.Mchy.*	**SteelScSr** 2 *Dks & Shelter dk*	6557 6174 4086					1913	Bremer Vulkan Vegesack	Norddeutscher Lloyd	471·2	59·2	36·7 *WB*	Bremen German	T3Cy32⅜″,52⅞″&86⅜″–55⅛″ 556 NHP Bremer Vulkan, Vegesack		G
769 JFTV	**—** *A.Budig* 10-12 *Elec.light* Sub.Sig.	**SteelScSr** 1 *Dk*	2182 1854 1272					1906	Stettiner Oderwerke Stettin	Hedwigshütte James Stevenson Akt.Ges.	284·0 P26′ B55′ F29′	41·2	19·0 *WB*	Stettin German	T.3Cy.21″,34″&55″–39″ 189 NHP Stettiner Oderwerke, Stn.		G
770 JFTL	**—** *R.Beyreis* –07	**SteelSc** (*Icebreaker*) 2 *Dks*	525 — 230					1905	Stettiner Oderwerke Stettin	Korporation der Kaufmannschaft	136·3 H—F16′	36·9	16·5	Stettin German	T.3Cy.19¾″,31½″&51½″–35⅜″ 156 NHP Stettiner Oderwerke, Stn.		
771 JFLN	**Pommerscher Greif** *A.Fretwurst* –08	**IrnTwinSc**	209 180 123					1898	Kroll & Eulert Memel	Stettin-Bredower Portland Cement Fabrik A.G.	141·7	19·8	8·2	Stettin German	C.4Cy.10½″&18½″–11″ NB10 19 NHP Kroll & Eulert, Memel		V
772 HBCF *Now*	**Pomona** *Cucovitch* –16 Wireless *named* "Cadorna,"	**SteelScSr** ss B.As.3rd No.3-9,13 1 *Dk & Awng dk* *see Supplement*	868 865 648	✠ 100 A1 *Awng dk with freeboard* 11,16 NB 12,01	BAs	*l*	N5,15 LMC 3.13 BS 9,16	1883 2 mo Lloyd's	David J. Dunlop & Co. Port Glasgow *SA&CP*	Soc. Anon. de Nav. Sud. Atlantica	199·9	30·0 18·9 FK *WB = FPT 14 t*	11·2	Bns. Ayres Argentine *4 BHCem*	C.2Cy.24½″&46″–30″ (*a*) 90 lb *90 lb* NDB01 90 NHP 1SB, *3 pf*, GS54, HS1482 David J. Dunlop & Co. P. Gls.	19 ″ 6 s 9 ″ 3 10 ″ 7	
773 PQKM	**—** *K.Roos* 04-08	**SteelScSr** 2 *Dks*	789 608 476					1896	Rijkee & Co Rotterdam	Koninkl. Nederl. Stoomb. Maats.	200·0 Q65′ B40′ F20′	30·0	15·5 *WB*	Amstrdam Dutch	T.3Cy.15″,25″&40″–36″ 96 NHP Maats. de Maas, Rotterdam		V
774 110721	**—** *E.Haddican* –14 ss Hul. No. 3-3,11 1 *Dk*	**IronScK**	161 154 65	✠ 100 A1 *Stm Trawler* 3.11 BS 4,14	Hul		7,13	1899 6 mo	Cochrane & Cooper, Ld. Beverley A&CP	Hull Steam Fishing & Ice Co. Ld.	107·0	21·2 BK 7½″ *WB = DTf 14′ 23 t*	11·0 *4 BHCem*	Hull British	T.3Cy.10″,17″&28″–21″ (*s*) 200 lb 45 RHP 1SB, *2 rf*, GS24, HS720 Amos & Smith, Hull	11 ″ 9	
775 KQTC	**Pomone** *Lelièvre* 15-15 (*ex* Gorbea-Mendi, *ex* Balderton)	**SteelScSr** ss Bbo. No. 3-11,08 1 *Dk (Irn) 2 tr B & Web frames*	2594 2413 1590	✠ 10.10	Bbo			1896 9 mo	W. Gray & Co. Ld. W Hartlepool	Cie. des Vapeurs Français (J. Stern, *Mgr.*) *Cell*	314·0 P27′ B70′ F31′ *DB a & u E 128′ f 126′*	44·1 FK	20·7 *5 BHCem 684 t APT 40 t*	Rouen French	T.3Cy.23″,36½″&62″–39″ 244 NHP 2SB, *6 rf*, GS83, HS3715 Cen.Mar.Eng.Wrks.W Hpl	23 ″ 3	V
776 96061 LCHV	**Ponani** *M.Hoosain* 96-15	**IronScSr** ss Bom. 2nd No. 3-8,11 ss Bom No. 1-16 1 *Dk & Awng dk*	908 839 552	✠ 100 A1 *Awng dk with freeboard* 8,17 ~~1.16~~ NB 5,06	Bom	*j*	11,16 BS 8,17 LMC 11,16	1889 4 mo	Whitehavn S.B.Co (Lm.) Whitehaven A&CP	Bombay S.Nav.Co. Ld.	180·0	29·1 19·5 BK 7½″ *WB = FPT*	12·4 *6 BHCem 25 t APT 34 t*	Bombay British	T.3Cy.16″,26″&40″–30″ (*s*) 180 lb 84 RHP 1SB, *3 cf*, GS58, HS1580 FD Dunsmuir & Jackson, Gls.	20 ″ 2 s 7 ″ 11 13 ″ 1	
777 150831 KPJD	**Ponce** *F.W.Folher* –11 *Elec.light* Wireless	**SteelScSr** ss N.Yk. No. 3-6,10 ss N.Yk. No. 1-14 1 *Dk & Spar dk (Stl–ws) & Web frames*	3503 3051 2519	✠ 100 A1 *Spar dk* 6,17 ~~7.16~~ BS 1,16	NYk	*u*	~~7,15~~ 6,17 LMC 8,13	1899 9 mo	Harlan & Hollingsworth Co. Wlmgtn, Del. A&CP	New York & Porto Rico S.S.Co. *WB = Cell D Ba 86′ u E & B 60′ f 124′ 543 t FPT*	317·0 P49′ B116′ F33′ 27·8 *128 t APT 68 t*	42·0 FK	20·1 *6 BHCem*	New York Utd. States	T.3Cy.24″,38″&62″–42″ (*s*) 180 lb 303 NHP 2SB, *6 cf*, GS110, HS4102 FD Harlan & Hollingsworth Co., Wilmington, Del.		
778 184	**Ponga** *G.Shabalin* –02	**SteelSc** 1 *Dk*	161 133 85					1901	Sandvikens M.V. Actieb. Helsingfors	Onega Wood Co.	94·6 H17′ R FD 15′	20·2	11·0 *WB*	Onega Russian	C.2Cy.13¾″&26″–13¾″ 21 NHP Sandvikens M.V. Actieb. Hls		

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine / Visites Périodiques. Nombres des Ponts.	3 Ex-nom, s'il y a lieu.	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	
779	**Pongtong**		1631					1903	Rickmers Akt.Ges. Bremerhaven	Norddeutscher Lloyd	253·2	37·4	19·6	Bremen German	T3Cy18½″,30½″&49½″-31½″		G
	W.Bötefür	(*ex*ElisabethRickmers)	1489								P&B161′F26′			*WB*	135NHP		
QHNS	*Elec.light*	1*Dk&Spar dk*	997												OttenserMaschinenf.Alt.		
780	**Ponrabbel II.**	**SteelTwinSc**	457	100A1 *Dredger*				1916	Ferguson Bros.(Port Glasgow)Ld. PortGlasgow	MarineBoard of Launceston, Tasmania	155·3	34·2	11·4	Launceston British	C.4Cy.15′&30′-21′	12 ″ 0	
			455								F18′					≤1 ″ 8	
	Elec.light		176													11 ″ 1	
	Mchy.Aft			(*ClassContem plated*)											FergusonBros.(Pt.Gl.)Ld.		
781	**Ponta Delgada**	**SteelScSr**	3381				...	1891	Caird&Co. Ld. Greenock	Requisitioned by the Portuguese Government	349·3	42·0	26·3	Portuguese	T.3Cy.28″,46″&75″-48″	29 ″ 3	
	(*ex*Schwarzburg,*ex*Gulf of Bothnia)		3015								B95′F45′				398NHP		
	Elec.light Wireless	2*Dks3trB*	2057										BK9″	*WB*	Caird&Co.Ld.Greenock		
782	**Pontet-Canet**	**SteelScSr**	1183					1905	Nylands Værksted Christiania	Worms&Co.	225·0	33·7	12·7	Havre	T.3Cy.16½″,27″&44″-32″		T
	*E.Serré*10–12	(*ex*Kathinka)	1085								H77*t*		19·0	French	109NHP		
KQTN	*Elec.light*	1*Dk&Spar dk*	711											*WB*	NylandsVærksted,Xania		
783	**Pontiac**	**SteelScSr**	8200					1917	Gt.Lakes Eng.Works, Ecorse,Mich.	ClevelandCliffs IronCo.	580·0	60·0		GrndIslnd Utd.States	T.3Cy.24½″,40″&65″-42″		
											F54′				274NHP		
	Elec.light Mchy.Aft	1*Dk*												*WB*	Gt.LakesEng.Wks.Detroit		
784	—	**SteelScSr**	3345	✠100A1	Bry	*w*	4,16	1903	Napier& Miller,Ld. Glasgow	PontiacS.S.Co.Ld. (J.W.Carmichael& Co.,Ld.)	352·0	48·2	22·4	SJhnsNFL British	T.3Cy.25½″,42″&68″-45″ (*s*)	25 ″ 0	
115790	*R.G.Sprague*09–11	*ss*NYk.No.3–2,16	3043	*Shelter dk*				10mo						6*BHCem*	180lb *100lb* 342NHP	s 2 ″ 5½	
VGNT		2*Dks*(*Stl*)*&deep framing*	2072	*withfreeboard* 5,16				*Lloyd's*	*sA&CP*		FK				2SB,*8cf*,GS156,HS5395	23 ″ 0	
	Elec.light	*&Shelter dk*(*Irn*)		BS2,17 ✠LMC2,16						*WB=Cell*	*DBa* 108′	*uE&B* 44′		*f* 154′ 913*t*	Dunsmuir&JacksonLd Gls *D* *Tu*44′810*t* *FPT*67*t* *APT*25*t*		
785	—	**IronScBg**	1698	✠100A1	Liv	*r*	2,16	1879	T.Royden &Sons Liverpool	Atlantic&Eastern S.S.Co.Ld. (J. Glynn&Son, ~~*Mgrs.*~~ Ld. *Mgrs.*)	267·6	33·4	24·1	Liverpool British	T.3Cy.20″,34″&56″-39″ (*s*)	25 ″ 5	
81273	*C.J.Parkinson* –17	*ss*Liv 2ndNo.3–8,05	1525	10,16				4mo			B64′F35′		BK9½″	4*BHCem*	170lb *100lb* NDB11″197NHP	s 4 ″ 4	
SNDT		*ss*Liv.No.2–13	1076	✠NB7,92	LMC11	15			A&CP					*WB=DBa* 66′ *f* 20′	2SB,*6rf*,GS115,HS2840	22 ″ 6	
		2*Dks*(*Irn*)3*trB*		MBS2,16										*uE&B* 38′	*Tpd*92FwcttPrstn&CoLiv		
786	**Pontianak**	**IronScSr**	*200*					1875	Lobnitz, Coulborn&Co Renfrew	OeiBokSin	125·2	20·4	8·0	Tandjong Pinang Dutch	C.2Cy.16″&36″-18″		
			138												46NHP		
THDP	(*ex*Kourier)	1*Dk*	97												Lobnitz,Coulborn&Co.Rnf		
787	**Pontic**	**SteelScSp**	395					1894	Harland& Wolff(Lim.) Belfast	Oceanic StmNavCo Ld. (WhiteStarLine)	150·5	26·1	11·1	Liverpool British	T.3Cy.13″,21″&34″-24″		
109143	*Owen*71–94	1*Dk*	346								Q22*t*				64RHP		
NJFK	*Mchy.Aft*		210											*WB*	Harlnd&Wolff(Lim.),Bel.		
788	**Pontida**	**SteelSc**	6018					1906	W.Doxford &Sons,Ld. Sunderland	Requisitioned by theItalianGovt. (ItalianStateRlys)	399·0	56·6	26·9	Italian	T.3Cy.26″,45″&76″-54″		C
	(*ex*Kattenturm)		4640								P60′B128′F50′				424NHP		
RLDF	*Turret deck Elec.light*	Wireless2*Dks3trB*	3471											*WB*	W.Doxford&Sons,Ld.Sld.		
789	**Pontoporos**	**SteelScSr**	*4049*					1913	W.Doxford &Sons,Ld. Sunderland	NationalStm.Nav. Co.Ld.ofGreece (EmbiricosBrs. *Mgrs.*)	385·8	52·1	22·3	Andros Greek	T.3Cy.25′,42″&70″-45′		C
	D.Polemis		*3767*											*WB*	329NHP		
	Elec.light	1*Dk&Shelter dk*	*2603*												W.Doxford&Sons,Ld.Sld.		
790	**Pontos**	**SteelScSr**	5703				...	1900	J.Priest-	Hamburg-Amerik.	430·8	54·0	27·8	Hamburg	T.3Cy.27″,44½″&73″-54″	31 ″ 0	G
	S.Krause	~~*Mchy.Aft*~~	3393	"Pelotas," *See No.* 30 *in Supplement.*						Packetf.Akt.Ges.	B *on Shelter dk* 112′			German	436NHP		
RLTC	*Elec.light*	*Webframes&Shelter dk*	3666						Sunderland	(Ham.-Amr.Linie)	FK			*WB*	Blair&Co.Ld.Stockton		
791	—	**SteelScSr**	2265	✠ 10,14	Mdb	*s*		1891	A.Stephen &Sons Glasgow	TheAdmiralty	305·0	39·0	23·3	British	T.3Cy.22″,37″&62″-42″	24 ″ 9	
		*ss*Hpl.No.3–2,03	2058	✠				6mo			P28′B72′F37′		BK10″	6*BHCem*	306NHP		
	(*ex*St.JohnCity, *ex*ClanMacnab)	*ss*Nwc.No.2–12 2*Dks*(1*Stl–UIrn*–ws)	1412												2SB,*6cf*,GS100,HS4180 FD A.Stephen&Sons,Glasgow		
	Elec.light	3*trB*													*WB=MTa* 28′ 302*t* *f* 18′ 330*t*		
792	—	**CompScSr**	192					1905	Sixten Groth Sjötorp	LillaEdets Pappersbruk (C.E.Hæger, *Mgr.*)	100·0	22·5	10·5	LillaEdet Swedish	C.2Cy.11⅜″&19½″-12″		
4448	*G.E.Olsson*15–15		159								P20′	H10*t*			11NHP		
JPKF		1*Dk*	92												WilhelmsbergM.V.Got.		
793	**Pontwen**	**SteelScSr**	4796	✠100A1	Cff	*x*	~~5,16~~ 5,17	1914	Richardsn, Duck&Co.Ld. Stockton	TheW.&C.T.Jones S.S.Co.Ld. (W.&C.T.Jones, *Mgrs.*) 127′*uE&B*	380·2	50·9	28·0	Cardiff British	T.3Cy.26″,42″&70″-48″ (*s*)	30 ″ 4	
136936	*D.Jenkins* –16		4558	~~5,16,16~~ 1,18				6mo			P34′B111′F31′			6*BHCem*	180lb *120lb* 385NHP	s 5 ″ 11	
JFQW		1*Dk*(*Irn*)	3020	✠LMC6,14				*Lloyd's*	*sA&CP*	*WB=CellDBa* 45′ *f* 168′ 1116*t* *FPT* 1	FK			62*t* *APT* 129*t*	3SB,*9cf*,GS173,HS6169 Blair&Co.Ld.Stockton	24 ″ 9	
794	**Poo-chi**	**SteelTwinScSr**	*1049*					1882	Aitken& Mansel Glasgow	ChinaMerchants' Stm.Nav.Co.	209·7	35·4	14·8	Shanghai Chinese	T.6Cy.11″,17″&29″-36		
	*J.Glen*11–11		*882*								H147*t*				*Tpd*03 NB03 101NHP		
		1*Dk&Awngdk*	*631*												Lees,Anderson&Co.Gls.		
795	**Poolzee**	**SteelScSr**	304					1900	L.Smit& Zoon Kinderdijk	LSmit&Co'sSleep-dienst,Ld.	134·5	27·6	12·8	Rottrdam Dutch	T.3Cy.17″,28″&46″-27″		V
	*J.H.van derHoeven*04–12	(*Tug*)	291												160lb HS2596 141NHP		
PQKR		1*Dk*	12												Maats.deSchelde,Flushing		
796	**Poona**	**SteelTwinScSr**	7626					1905	Barclay, Curle&Co.Ld Glasgow	P.&O.Stm.Nav.Co.	479·7	57·2	32·6	Glasgow British	T.6Cy.22½″,37″&60½″-48″		
121202	*S.C.Warner* –16		7223								P43′B98′F53′				506NHP		
HBVD	*Ref.Mchy. Elec.light*	Wireless 2*Dks3trB*	4878											*WB*	Barclay,Curle&Co.Ld.Gls.		
797	**Poonbar**	**SteelTwinScSr**	909					1913	Murdoch& Murray,Ld. PortGlasgow	NorthCoastStm. Nav.Co.Ld.	200·4	34·1	12·2	SydnyNSW British	T.6Cy.11″,18″&30″-22″		C
131557	*T.E.Adams* –14		650								Q96′F31′				90RHP		
JBWT	*Elec.light*	1*Dk*	421											*WB*	W.V.V.Lidgerwood,Gls.		
798	**Poplar Branch**	**SteelSc**	5391					1902	W.Doxford &SonsLd. Sunderland	NautilusStmShpg. Co.Ld. (F.&W. Ritson, *Mgrs.*)	396·2	56·2	25·8	Sunderlnd British	T.3Cy.26″,44″&72″-48″		CV
114642	*T.E.Denbow* –11	5TwinMsts	4526												359NHP		
THJG	*Turret deck Elec.light*	2*Dks3trB*	3475											*WB*	W.Doxford&SonsLd.Sld.		
799	**Porjus**	**SteelScSr**	2779	✠100A1	Mdb	*t*	9,15	1906	S.P.Austin &Son,Ld. Sunderland	Trafikaktiebolage Grangesberg-Oxelosund (P.A.Welin, *Mgr.*)	313·8	46·5	20·6	Stockholm Swedish	T.3Cy.23″,38″&62″-42″ (*s*)	23 ″ 0	
5285	*G.R.Forswall* –15	*ss*Rot.No.2–15	2580	10,16				11mo			P23′B86′F31′		FK	5*BHCem*	160lb *90lb* 266NHP	s 3 ″ 8	
JSND	(*ex*Hampshire)	1*Dk*(*pt Irn&pt Stl*)*&deep framing*	1692	BS9,16 ✠LMC9,15				*Lloyd's*	*sA&CP*	*WB=Cell DBa* 104′	*uE&B* 38′	*f* 130′ 832*t*	*FPT* 102*t*	*APT* 81*t*	2SB,*6pf*,GS117,HS4237 G.Clark,Ld.Sunderland	19 ″ 9	
		Cargo battens not fitted															
800	**Poros**	**IronScSr**	*193*					1871	Day,Sum-mers&Co. Southampton	I.C.Papadopulos	146·6	20·1	12·1	Piræus Greek	C.2Cy.20″&40″-24″		
		(*ex*YachtMona)	—												NB06 65NHP		
HSDB			*110*												Day,Summers&Co.Sou.		

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c.	3	4 Regist'd Tonnage. Gross. Under deck. Net.	5 6 7 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	7a Date when tail shaft last survd.	8 9 Built. When	By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft.	in.	15 Registers in which classed, if not in L.R. Date of Builder's Trade Cert.
801 73341	**Porpoise** *P.Burke* –10 1*Dk*	**IronScSr**	125 99 75					1875	Australas'n Stm.Nav.Co. Sydney	**JohnBurke,Ld.**	103·8	17·9	6·9	**SydnyNSW** British	C.2Cy.10″&20″–14″ Smith NE&B08 12RHP &Faulkner,S.Brisbane		
802 136676 JFND	**Port Albany** *F.Farmer* –14 *Elec.light* 2*Dks(Stl)&Shelter dk(Stl)* *Ref.Mchy.* Wireless	**SteelScSr**	5714 5250 3620	✠100A1 *Shelter dk withfreeboard* ~~9,14,17~~ 1,18 ✠LMC5,14	N Yk Cliff	*a*†	9,16	1914 5mo	Hawthorn, Leslie&Co.Ld Newcastle *Lloyd's*	**Commonwealth& DominionLine,Ld.** *WB=CellDBa*	426·3 FonShltr*dk*50′ FK 117′*uE&S*88′*f*170′1	54·1	29·3	**London** British 7*BHCem* 033*tAPT*27*t*	Q4Cy 27½″,39″,56″&81½″–54″ 220lb (*s*) 767NHP 4SB,*16cf*,GS260,HS11160FD N.E.MarineEng.CoLdNwc	31 ″ 10 s 4 ″ 10½ 27 ″ 4	
803 113469 SHKW	**Port Alma** *A.C.Hoad* –16 *ss*Lon.No.3–6,13 (*ex*Indralema) 2*Dks(Stl)&deep framing* *Ref.Mchy.* Wireless *&Shelter dk(Stl)* *Elec.light*	**SteelScSr**	6669 6278 4344	✠100A1 *Shelter dk* 10,16 ✠LMC MS6,15 BS10,16	Lon	*c*†	10,16	1901 6mo	C.Connell &Co. Glasgow *Lloyd's*	**Commonwealth& DominionLine,Ld.** *Cell DBa*129′*u E&B*63′*f*204′	450·6	55·0	30·8 FK 6*BHCem*	**London** British 1395*tFPT*195*tAPT*75*t*	T.3Cy.27″,46″&76″–51″ (*s*) 200lb *100lb* 615NHP 3SB,*9cf*,GS152,HS8763 FD D.Rowan&Co.Glasgow	33 ″ 10 s 5 ″ 10½ 28 ″ 4	
804 214716 LGQT	**Port Angeles** 1*Dk*	**WoodScSr**	1358 — 760					1916	Kruse& Banks, North Bend,Oreg.	**CharlesNelsonCo. Inc.**	233·2	42·3	15·8	**S.Frncisco** Utd.States			
805 MJCW	**Port Antonio** *A.Tollefsen* *Elec.light* 2*Dks*	**SteelScSr**	1266 1101 717					1912	Sörlandets Skibsbyg Fevig	**Akties.Frugtfart (L.Harboe-Jensen,*Mgr.*)**	235·0	33·7	20·0	**Chrstiania** Norwegian *WB*	T.3Cy.20½″,33″&56″–36″ 188NHP FredrikstadM.V.Frdstad		N
806 123696 HJBL	**Port Augusta** *Allen* ~~*A.E.Strickland* –14~~ *ss*Nwc.No.2–14 *Elec.light* 2*Dks(Stl)&deep framing &Shelter dk(Stl)* *Carrying fuel oil F.P.above 150°F.in D.B.*	**SteelScSr**	4063 3815 2587	✠100A1 *Shelter dk withfreeboard* 4,18 9,16 ~~BS8,16~~ BS7,17 ✠LMC10,14	Syd Cliff	*y*	6,16	1906 9mo	Hawthorn, Leslie&Co.Ld Newcastle *Lloyd's*	**Commonwealth& DominionLine,Ld.** *WB=CellDBa*	380·6 120′*uE28′f*168′813*t*	49·1	25·7 FK 6*BHCem* *APT*21*t*	**London** British	T.3Cy.27″,45″&74″–48″ (*s*) 180lb HS6903 FD 481NHP 2SB&1Aux.SB,*10cf*,GS180 Hwthrn,Leslie&C.Ld.Nwc.	28 ″ 6 s 3 ″ 11½ 24 ″ 11	
807 120702 HBNG	**Port Campbell** *P.J.Reynolds* –16 *ss*Lon.No.2–12 (*ex*Star of Scotland) 2*Dks(Stl)&deep framing&Shelter dk(Stl–ws)* *Elec.light* *Ref.Mchy.* Wireless	**SteelScBn**	6230 5872 4001	✠100A1 *Shelter dk withfreeboard* 9,15 ~~BS5,17~~	Lon	*b*†	~~3,16~~ 5,16	1904 11mo	Workman, Clark&Co.Ld Belfast *Lloyd's*	**Commonwealth& DominionLine,Ld.** *Cell DBa*111′*u E&B*69′*f*199′1300*t*	440·3	55·3	30·3 FK 7*BHCem* *APT*60*t*	**London** British	T.3Cy.27″,46″&78″–54″ (*s*) 200lb 579NHP 4SB,*12cf*,GS194,HS7849 FD Wrkman,Clark&Co.LdBel	33 ″ 3 s 5 ″ 6½ 28 ″ 1	
808 125591 HLBK	**Port Chalmers** *A.West* –16 *ss*Lon.No.2–16 (*ex*Whakarua) 2*Dks(Stl)&deep framing* *Elec.light &Shelter dk(Stl–ws)* *Ref.Mchy. Lower dk beams in No.3 hold* Wireless	**SteelTwinScSr**	6534 6135 4198	✠100A1 *Shelter dk withfreeboard* 10,17 ~~4,17~~ ✠LMC MS2,16 ~~BS9,16~~ 10,17	Lon	*c*†	9,16 P10,17	1907 7mo	Workman, Clark&Co.Ld Belfast *Lloyd's*	**Commonwealth& DominionLine,Ld.**	450·3 *Cell DBa*121′*u*	55·3	30·4 FK 7*BHCem* *E&B*67′*f*204′1345*tAPT*80*t*	**London** British	T.6Cy.20″,33½″&56″–45′ (*s*) 200lb 650NHP 4SB,*16cf*,GS246,HS9784 FD Wrkman,Clark&Co.LdBel	33 ″ 4 s 5 ″ 7½ 28 ″ 1	
809 129734 HPRM	**Port Colborne** *A.Stewart* –17 *Elec.light Mchy.Aft* 1*Dk*	**SteelScSr**	1729 1545 1306					1909	Swan,Hunter&Wigham Richardson, Ld Newcastle	**Forwarders,Ld.**	250·0 F40′	42·5	17·8	**Newcastle** British *WB*	T.3Cy.15″,25″&42″–30″ 97NHP N.E.MarineEng.CoLdNwc		C
810 129118 HRKM	**Port Curtis** *W.S.Mason* –17 *ss*Lon.No.1–15 *Elec.light* 2*Dks(Stl)&Shelter dk(Stl)* Wireless	**SteelScSr**	4710 4417 2998	✠100A1 *Shelter dk withfreeboard* 8,16 ✠LMC MS5,15 BS8,16	Lon	*z*	8,16	1910 7mo	Hawthorn, Leslie&Co.Ld Newcastle *Lloyd's*	**Commonwealth& DominionLine,Ld.** *WB=CellDBa*1	400·6 26′*uE&B*56′*f*171′9	52·7	26·2 FK 6*BHCem* 53*tAPT*20*t*	**London** British	Q.4Cy.25½″36″52½″&76″–51″ 220lb *160lb* (*s*) 590NHP 3SB,*12cf*,GS199,HS8163 FD N.E.MarineEngCoLd.Nwc	28 ″ 10 s 4 ″ 1½ 25 ″ 1	
811 140446 JRTD	**Port Darwin** *R.P.Craven* –17 *Elec.light* 2*Dks(Stl)&Shltr dk(Stl–ws)* *Ref.Mchy. Tonnage opening closed 1917* *Cargo battens not fitted in Shelter 'tween dks*	**SteelTwinScSr**	~~10365~~ 7500 9728 7804	✠100A1 *Shelter dk withfreeboard* 7,18 ✠LMC12,17 ~~(Class Contem plated)~~ 100A1 (*Class Contem plated*)	Liv	*e*†	~~1917~~ 1918 1mo ~~Lloyd's Rgd 12,17~~	~~1917~~ 1918 1mo Workman, Clark&Co.Ld Belfast *Lloyd's*	**Commonwealth& DominionLine,Ld.** *Cell D*3120′1490*tAPT*75*t*	480·4 ~~F50′~~ FonShltr*dk*56′	60·3 40′8 FK	~~32·3~~ 8*BHCem*	London British	T.6Cy.22½″,38″&63½″–45″ 200lb (*s*) 809NHP 4SB,*16cf*,GS293,HS11960FD Wrkman,Clark&Co.LdBel	43 ″ 8 £13 ″ 8 30 ″ 8	
812	**Port Denison** *Elec.light* *Ref.Mchy. Tonnage opening closed 1918*	**SteelTwinScSr**	7500	100A1 (*Class Contem plated*)				1917	Workman, Clark&Co.Ld Belfast	**Commonwealth& DominionLine,Ld.**	480·4 F56′	60·3	32·3	British	T.6Cy.22½″,38″&63½″–45″ Wrkman,Clark&Co.LdBel	43 ″ 8 £13 ″ 8 30 ″ 8	
813 131279 HRLK	**Port Elliot** *A.E.Jolly* –16 (*ex*Indrabarah) 2*Dks(Stl)&Shelter dk* *Ref.Mchy.* (*Stl*) *Elec.light* Wireless	**SteelTwinSc4MstSr**	7395 6891 4664	✠100A1 *Shelter dk withfreeboard* ~~6,17~~ ~~11,16~~ 4,18 ~~BS11,16~~ BS2,18 ✠LMC3,14	Lon NYk Liv	*d*†	11,16	1910 8mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle *Lloyd's*	**Commonwealth& DominionLine,Ld.** *Cell DBa*137′*uE&B*65	471·0 B34′*Shade dk*93′ F44′*onShelter dk* FK *f*221′1336*tFPT*81*t*	58·4	31·6 7*BHCem* *APT*80*t*	**London** British	T.6Cy.22″,37″&62″–45″ (*s*) 200lb 755NHP 4SB,*12cf*,GS262,HS1104 FD Richardsons,Westgarth& Co.Ld.Hpl.	34 ″ 7 s 6 ″ 1 28 ″ 10	
814 112691 RNFG	**Port Hacking** *S.C.Cottell* –14 (*ex*Mimiro) 2*Dks(Stl)&deep framing* *Ref.Mchy.* *&Shelter dk(Stl–ws)* *Elec.light* Wireless	**SteelScBn**	6225 5846 4025	✠100A1 *Shelter dk* 10,16 ~~BS9,16~~ ✠LMC ~~1,15~~	Lon	*b*†	9,16	1900 3mo	Workman, Clark&Co.Ld Belfast A&CP	**Commonwealth& DominionLine,Ld.** *CellDBa*111′*u E&B*65′*f*199′1287*t*	440·0	55·1	29·9 FK 7*BHCem* *APT*95*t*	**London** British Wrkman,Clark&CoLd.Bel	T.3Cy.27″,46″&78″–54″ (*s*) 200lb 570NHP 4SB,*12cf*,GS194,HS7648 FD	33 ″ 0 s 5 ″ 9½ 27 ″ 7	
815 125633 HLRF	**Port Hardy** *G.Griffiths* –14 (*ex*Nerehana) 2*Dks(Stl)&deep framing* *Elec.light &Shelter dk(Stl–ws)* *Ref.Mchy.* Wireless *lower dk in No.3 hold*	**SteelTwinScSr**	6533 6133 4196	✠100A1 *Shelter dk withfreeboard* 9,15 ~~Examined 7,17~~ ~~6,13~~ BS7,17 ✠LMC4,16	Lon	*c*†	~~7,14~~ ~~7,17~~ ?N4,18 S4,18	1907 10mo	Workman, Clark&Co.Ld Belfast *Lloyd's*	**Commonwealth& DominionLine,Ld.** *CellDBa*121′*u*	450·3	55·3	30·4 FK 7*BHCem* *E&B*67′*f*204′1345*tAPT*80*t*	**London** British	T.6Cy.20″,32½″&56″–45′ (*s*) 200lb 650NHP 4SB,*16cf*,GS246,HS9784 FD Wrkmn,Clark&CoLd.Bel	33 ″ 4 s 5 ″ 7½ 28 ″ 1	
816 123689 HGVD	**Port Hunter** *W.McQueen* –15 *ss*Nwc.No.2–16 *Elec.light* 2*Dks(Stl)&deep framing Shelter dk(Stl)*	**SteelScSr**	4062 3815 2589	✠100A1 *Shelter dk withfreeboard* ~~11,16~~ 5,18 ~~BS8,16~~ ✠LMC7,14	Lon Cliff	*y*	5,16	1906 8mo	Hawthorn, Leslie&Co.Ld Newcastle *Lloyd's*	**Commonwealth& DominionLine,Ld.** *WB=CellDBa*	380·5 120′*uE28′f*168′813*t*	49·1	25·7 FK 6*BHCem* *APT*21*t*	**London** British	T.3Cy.27″,45″&74″–48″ (*s*) 180lb *180lb* 442NHP 2SB,*8cf*,GS150,HS5782 FD Hwthrn,Leslie&C.Ld.Nwc.	28 ″ 6 s 3 ″ 11½ 24 ″ 11	
817 114303 HKMN	**Port Jackson** *R.Collinson* –16 1*Dk*	**SteelScK**	197 183 76	✠ *Stm Trawler* 3,04 ✠	Abn			1904 3mo	J.Duthie, Sons&Co.Ld. Aberdeen	**T.F.Kelsall**	115·7	21·8	11·8 BK7½ *WB=*	**Fleetwood** British 3*BHCem* *DT f*5′6*t*	T.3Cy.12″,19½″&32″–23″ 51RHP 1SB,*2pf*,GS36,HS1243 W.V.V.Lidgerwood,Glas.	12 ″ 6	
818 129131 HRNL	**Port Kembla** *J.Jack* –16 *Elec.light* 2*Dks(Stl)&Shelter dk(Stl)* *Ref.Mchy.* Wireless	**SteelScSr**	4700 4414 2990	~~100A1~~ *Shelter dk withfreeboard* 5,17 10,16 ~~BS10,16~~ ~~LMC6,14~~	Lon NYk	*z*	10,16	1910 9mo	Hawthorn, Leslie&Co.Ld Newcastle *Lloyd's*	**Commonwealth& DominionLine,Ld.** *WB=CellDBa*	400·6 126′*uE&B*56′*f*171′	52·7	26·2 FK 6*BHCem* 953*tAPT*20*t*	**London** British	Q.4Cy25½″,36′,52½″&76′–51′ 220lb *160lb* (*s*) 590NHP 3SB,*12cf*,GS199,HS8163 FD N.E.MarineEngCoLd.Nwc	28 ″ 10 ~~s 4 ″ 1½~~ ~~25 ″ 1~~	

nk after Explosion 9,17

1 Numéro d'Ordre / Numéro Officiel / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Ferme assignée maximum expiré. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.
819 132733 HWFD	**Port Lincoln** *Macon* –18 **SteelScSr** *T.O.Hutchinson* ~~04–12~~ *ss*Lon.No.1–17 *Elec.light* 2*Dks*(*Stl*)&*Shelter dk* *Ref.Mchy.* Wireless		7243 6749 4638	✠100A1 *Shelter dk* *withfreeboard* 4,18 ~~4,16~~ ✠LMC7,16	Syd Lon	*a*†	2,17	1912 6mo	Hawthorn, Leslie&Co.Ld. Newcastle *Lloyd's*A&CP *W*	**Commonwealth&** **DominionLine,Ld.** *B=CellDBa*117′*u*	426·0|54·1|37·3 *FonShltr dk*50′ FK	**London** British *7BHCem* *APT*27*t*	Q4Cy27½″,39″,56″&81½″–54″ 220lb (*s*) 777NHP 4SB,*16cf*,GS276,HS11420FD N.E.MarineEng.CoLdNwc	39 ″ 10 s 12 ″ 11 27 ″ 6
820 114854 TGWL	**Port Lyttelton** **SteelTwinScBn** *S.W.Hayter* –12 *ss*Lon.No.3–4,14 (*ex*Niwaru) 2*Dks*(*Stl*)&*deep framing*& *Ref.Mchy.* *Shelter dk*(*Stl*–ws) *Elec.light* Wireless		6444 6061 4170	✠100A1 *Shelter dk* 10,17 ~~8,17~~ BS8,16 ✠LMC4,14 10,17	Lon	*c*†	PN 6,15 SN8,16	1902 3mo	Workman, Clark&Co.Ld Belfast *Lloyd's*A&CP	**Commonwealth&** **DominionLine,Ld.**	450·0|55·2|30·2 FK *CellDBa*121′*u*	**London** British *7BHCem* *APT*30*t*	T.6Cy.20″,33½″&56″–45″ (*s*) 200lb 583NHP 4SB,*12cf*,GS208,HS8266 FD Wrkman,Clark&Co Ld.Bel *E&B*63′*f*204′1345*tAPT*30*t*	33 ″ 4 s 5 ″ 8½ 28 ″ 1
821 135132 HWPC	**Port Macquarie** **SteelScSr** *W.Gilling* –17 *ss*Bry.No.1–17 2*Dks*(*Stl*)&*Shelter dk*(*Stl*–ws) *Elec.light* *Ref.Mchy.* Wireless		7236 5237 4638	✠100A1 *Shelter dk* *withfreeboard* 5,18 ~~10,16~~ ✠LMC2,15	Mel Hul	*a*†	2,17	1912 9mo	Hawthorn, Leslie&Co.Ld Newcastle *Lloyd's*A&CP *W*	**Commonwealth&** **DominionLine,Ld.** *B=CellDBa*117′*u*	426·0|54·1|29·3 F *onShltr dk*50′ FK	**London** British *7BHCem* *APT*27*t*	Q4Cy27½″,39″,56″&81½″–54″ 220lb (*s*) 777NHP 4SB,*16cf*,GS276,HS11420 FD N.E.MarineEng.CoLdNwc	39 ″ 10 s 12 ″ 11 27 ″ 6
822 132046 JDTC	**Port Melbourne** **SteelTwinScSr** *E.D.Beck* –14 (*ex*Star of Victoria) 2*Dks*(*Stl*) *Elec.light* &*Shelter dk*(*Stl*-ws) *Ref.Mchy.* Wireless		9152 8338 5852	✠100A1 *S helter dk* *withfreeboard* 10,17 ~~8,17~~ ✠LMC1,14	Lon Liv	*f*†	12,15	1914 1mo	Workman, Clark&Co.Ld Belfast *Lloyd's*A&CP	**Commonwealth&** **DominionLine,Ld.** *CellDBa*117′	501·3|63·3|33·6 F57′ *onShelter dk* FK *uE&B*98′*f*199′1645*t*	**London** British *9BHCem* *APT*70*t*	T.6Cy.24″,40½″&68″–48″ (*s*) 200lb 979NHP 2DB&1SB,*20cf*,GS367, HS14650 FD Wrkman,Clark&Co.LdBel	36 ″ 6 s 6 ″ 9 30 ″ 2
823 135175 JBKG	**Port Napier** **SteelTwinScSr** *J.E.L.Compton* –16 (*ex*HawkesBay) Wireless 2*Dks*(*Stl*)& *Elec.light* *Ref.Mchy.* *Shelter dk*(*Stl*–ws)		8491 7800 5430	✠100A1 *Shelter dk* *withfreeboard* 7,16 ✠LMC12,12	Lon	*e*†	~~3,17~~ 3,18	1912 12mo	Workman, Clark&Co.Ld Belfast *Lloyd's*A&CP	**Commonwealth&** **DominionLine,Ld.** *CellDBa*131′	490·2|61·4|32·9 *uE&B*88′*f*209′1530*t*	**London** British *8BHCem* *APT*70*t*	T6Cy.23″,38½″&64½″–45″(*s*) 200lb 804NHP 4SB,*16cf*,GS274,HS11628FD Wrkman,Clark&Co.LdBel	35 ″ 8 s 6 ″ 5 29 ″ 8
824 123708 HJGD	**Port Phillip** **SteelScSr** *B.Sherrington* –17 *ss*Lon.No.2–14 *Elec.light* 2*Dks*(*Stl*)&*deep framing* &*Shelter dk*(*Stl*)		4060 3811 2586	✠100A1 *Shelter dk* *withfreeboard* ~~5,17~~ 8,16 12,17 ~~BS8,16~~ ✠LMC12,14	Cff NYk	*y*	8,16 ~~5,17~~	1906 9mo	Hawthorn, Leslie&Co.Ld Newcastle *Lloyd's*A&CP	**Commonwealth&** **Dominion Line,Ld.** *WB=CellD*	380·4|49·1|25·7 FK *Ba*120′*uE*28′*f*168′	**London** British *6BHCem* 813*tAPT*21	T.3Cy.27″,45″&74″–48″ (*s*) 180lb HS6903 FD 442NHP 2SB&1AuxSB,*10cf*,GS180, Hwthrn,Leslie&C.Ld.Nwc	28 ″ 6 s 3 ″ 11½ 24 ″ 11
825 129635 HRWD	**Port Pirie** **SteelTwinScSr** *F.J.Kearney* –10 *ss*Lon.No.1–14 (*ex*Star of India) 2*Dks*(*Stl*)&*Shelter dk* *Ref.Mchy.Elec.light* Wireless (*Stl*–ws)		7316 6900 4602	✠100A1 *Shelter dk* *withfreeboard* 5,17 ~~1,17~~ BS3,13 ~~BS9,16~~ ✠LMC5,14	Syd Bry	*dt*†	~~2,15~~ 5,17	1910 10mo	Workman, Clark&Co.Ld Belfast *Lloyd's*A&CP	**Commonwealth&** **DominionLine,Ld.** *CellDBa*126′	470·1|58·4|31·6 *BonShelter dk*37′ FK *uE&B*70′*f*216′1378*t*	**London** British *7BHCem* *APT*40*t*	T.6Cy.22″,37″&62″–45″ (*s*) 200lb 756NHP 4SB,*16cf*,GS273,HS11040FD Wrkman,Clark&Co.LdBel	34 ″ 5 s 6 ″ 0 28 ″ 10
826 119456	**Port Saunders** **SteelSc** *J.Dame* –16 1*Dk*		104 99 20					1904	Akers Mek.Værks. Christiania	**EuphratesS.S.Co.** **Ld.**	92·7|17·5|11·6	**SJhnsNFL** British	T.3Cy.10″,17″&28″–24″ 52RHP AkersMek.Værks.Xia.	
827 122390	**Port Simpson** **WoodPad** *T.J.Jackman* –08 1*Dk*		607 168 379					1908	A.Watson Victoria,B.C.	**Hudson'sBayCo.**	136·6|30·4| 5·4	**Vict'riaBC** British	2Cy.15′–72″ 15RHP PolsonI.W.Co.Ld.Toronto	
828 MGRQ	**Port Stanley** **SteelScSr** *C.Christoffersen* (*Whaler*) 1*Dk*		169 166 61					1911	Kaldnæs P.Slip&M.V Tönsberg	**Hvalfangerselsk** **HektorAkties.** (*N.Bugge,Mgr.*)	106·1|20·0|12·4 *WB*	**Tönsberg** Norwegian	T.3Cy.12″,20″&33″–24″ 53NHP BergensMekVærksBergen	
829 110507 RJOV	**Port Stephens** *Hart* –17 **SteelScBn** ~~*J.M.Hume* –15~~ *ss*Hul.No.3–9,11 (*ex*Star of Australia) *ss*Lon.No.1–16 2*Dks*(*Stl*)&*deepframing*&*Shelterdk* *Ref.Mchy.Elec.light* Wireless(*Stl*–*pt*ws)		6179 5843 3985	✠100A1 *Shelter dk* 8,17 ~~8,16~~ BS10,16 ✠LMC7,15	Lon NYk	*b*†	7,15	1899 9mo	Workman, Clark&Co.Ld Belfast *Lloyd's*A&CP	**Commonwealth&** **DominionLine,Ld.** *CellDBa*106′*u*	440·0|55·1|29·7 FK *E&B*65′*f*204′1285*t*	**London** British *7BHCem* *APT*95*t*	T.3Cy.27″,46″&78″–54″ (*s*) 200lb 579NHP 4SB,*12cf*,GS194,HS7849 FD Wrkman,Clark&Co.LdBel	33 ″ 1 s 5 ″ 6 28 ″ 0
830 136660 JFHL	**Port Sydney** **SteelTwinScSr** *F.W.Ulyatt* –14 (*ex*Star of England) *Elec.light* 2*Dks*(*Stl*)&*Shelter dk* *Ref.Mchy.* Wireless (*Stl*–ws)		9136 8338 5835	✠100A1 *Shelter dk* *withfreeboard* 9,17 ~~10,16~~ ✠LMC4,14	Lon Syd	*f*†	5,16	1914 4mo	Workman, Clark&Co.Ld Belfast *Lloyd's*A&CP	**Commonwealth&** **DominionLine,Ld.** *CellDBa*117′*u*	501·3|63·3|33·6 P57′ *on Shelter dk* FK *E&B*98′*f*199′1645*t*	**London** British *9BHCem* *APT*70*t*	T.6Cy.24″,40½″&68″–48″ (*s*) 200lb 979NHP 2D&1SB,*20cf*,GS367, FD HS14650 Wrkman,Clark&Co LdBel	36 ″ 6 s 6 ″ 9 30 ″ 2
831 129099 HRUK	**Port Victor** **SteelTwinScSr** ~~*PtPyE.Mello* –16 *ss*Lon.No.1–15~~ (*ex*Muritai) Wireless 2*Dks*(*Stl*)& *Elec.light* *Ref.Mchy.* *Shelter dk*(*Stl*–ws) *W.Gilling* –18 *ss*Bel.No.2–18		7280 6875 4645	✠100A1 *Shelter dk* *withfreeboard* 3,13 ~~1,17~~ 6,17 ~~BS11,16~~ ✠LMC3,~~14~~ 13	Syd Bel	*dt*†	~~2,16~~ ~~5,17~~ 3,18	1910 6mo	Workman, Clark&Co.Ld Belfast *Lloyd's*A&CP	**Commonwealth&** **DominionLine,Ld.** *Cell DBa*131′*u*	470·0|58·2|31·7 FK *E&B*79′*f*201′1384*t*	**London** British *7BHCem* *APT*46*t*	T.6Cy.22″,37″&62″–45″ (*s*) 200lb FD 727NHP 4SB,*16cf*,GS247,HS10396 Wrkman,Clark&CoLd.Bel	34 ″ 5 s 6 ″ 0 28 ″ 10
832 110038	**Port of London Authority** **Hopper No. 3** **SteelScSr** *ss*Lon.No.3–12,10 (*ex*ThamesConservancyHopperNo.3) 1*Dk*(*Stl*)&*Web frames*		704 694 321	✠100A1 *Hopper Barge* 1.14 BS1,14 ✠LMC11,10	Lon	*j*	N1,14	1898 10mo	W.Simons &Co. Renfrew A&CP	**Port of London** **Authority**	190·0|30·1|14·6 F22′ FK *WB=*	**London** British *4BHCem* *MT*20′140*t*	T.3Cy.18″,28″&47″&27″ (*s*) 180lb 153NHP 2SB,*4rf*,GS94,HS2767 W.Simons&Co.Renfrew	15 ″ 6
833 110039	**Port of London Authority** **Hopper No. 4** **SteelScSr** *ss*Lon.No.3–12,10 (*ex*ThamesConservancyHopperNo.4) 1*Dk*(*Stl*)&*Web frames*		704 694 321	✠100A1 *Hopper Barge* 4,14 BS4,15 ✠LMC11,10	Lon	*j*	1,14	1898 10mo	W.Simons &Co. Renfrew A&CP	**Port of London** **Authority**	190·0|30·1|14·6 F22′ FK *WB=*	**London** British *4BHCem* *MT*20′140*t*	T.3Cy.18″,28″&47″–27″ (*s*) 180lb 153NHP 2SB,*4rf*,GS94,HS2767 W.Simons&Co.Renfrew	15 ″ 6
834 123780 HKDG	**Port of London Authority** **Hopper No. 5** **SteelScCtr** *ss*Lon.No.2–15 (*ex*ThamesConservancyHopperNo.5) 1*Dk*(*Stl*)		869 832 368	✠100A1 1,15 *For English Channel purposes* ✠LMC BS9,14 MS1,15	Lon	*l*	N1,15	1906 11mo	Fleming& Ferguson,Ld. Paisley *Lloyd's*A&CP	**Port of London** **Authority**	198·0|32·1|16·3 FK *WB=*	**London** British *5BHCem* *FPT*43*t*	T.3Cy.18″,29″&48″–30″ (*s*) 175lb 161NHP 2SB,*6cf*,GS118,HS2841 Fleming&Fergusn,Ld.Psy.	17 ″ 6
835 123823 HLFS	**Port of London Authority** **Hopper No. 6** **SteelScCtr** *ss*Lon.No.2–15 (*ex*ThamesConservancyHopperNo.6) 1*Dk*(*Stl*)		869 832 369	✠100A1 6,15 *For English Channel purposes* ✠LMC2,15	Lon	*l*	2,15	1907 3mo	Fleming& Ferguson,Ld Paisley *Lloyd's*A&CP	**Port of London** **Authority**	198·0|32·1|16·3 FK *WB=*	**London** British *5BHCem* *FPT*43*t*	T.3Cy.18″,29″&48″–30″ (*s*) 175lb 161NHP 2SB.*6cf*,GS118,HS2841 Fleming&Fergusn,Ld.Psy.	17 ″ 6
836 123824 HLFT	**Port of London Authority** **Hopper No. 7** **SteelScCtr** *ss*Lon.No.1–11 (*ex*ThamesConservancyHopperNo.7) 1*Dk*(*Stl*)		869 832 368	✠100A1 12,13 *For English Channel purposes* BS6,15 ✠LMC3,13	Lon	*l*	12,13	1907 4mo	Fleming& Ferguson,Ld. Paisley *Lloyd's*A&CP	**Port of London** **Authority**	197·9|32·1|16·3 FK *WB=*	**London** British *5BHCem* *FPT*43*t*	T.3Cy.18″,29″&48″–30″ (*s*) 175lb 161NHP 2SB,*6cf*,GS118,HS2841 Fleming&Fergusn,Ld.Psy.	17 ″ 6

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys.	3 Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage Gross. — Under deck. — Net.	5 Particulars of Classification. Character. † for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 Built. By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L. R. Date of P. & O. Certs.
837 123847 HLFV	Port of London Authority Hopper No. 8 Steel Sc Ctr	ss Lon. No. 1-11 (ex Thames Conservancy Hopper No. 8) 1 Dk (Stl)	869 832 368	✝100A1 7,14 For English Channel purposes BS8,16 ✝LMC5,11	Lon	l	7,14	1907 5mo	Fleming & Ferguson, Ld Paisley Lloyd's SA & CP	Port of London Authority	197·8 F K WB =	32·1 5 BH Cem	16·3 FPT 43t	London British 175lb 2SB, 6cf, GS 118, HS 2841	T. 3Cy. 18", 29" & 48"–30" (s) 161 NHP Fleming & Ferguson, Ld. Psy.	17 " 6	
838 132542	Port of London Authority Hopper No. 9	Steel Sc 1 Dk (Stl)	583 565 224	✝100A1 Hopper Barge For Channel purposes 11,14 ✝LMC5,11	Lon	i	3,14	1911 5mo	Ferguson Bros. Pt. Glasgow Lloyd's SA & CP	Port of London Authority	173·7 F18' F K WB =	32·1 4 BH Cem FPT 56t	12·8	London British 180lb 88 RE? 2SB, 4cf, GS 80, HS 2500	T. 3Cy. 15½", 25½" & 42"–27" (s) 88 RHP Ferguson Bros. Pt. Glasgow	13 " 5 s 1 " 11 11 " 8	
839 132554	Port of London Authority Hopper No. 10	Steel Sc 1 Dk (Stl) ss Lon. No. 1-17	583 565 224	✝100A1 Hopper Barge For Channel purposes 9,17 ~~9,13~~ 9,17 ~~BS6,16 ✝LMC6,16~~	Lon	i	~~9,13~~ 9,17	1911 6mo	Ferguson Bros. Port Glasgow Lloyd's SA & CP	Port of London Authority	173·7 F18' F K WB =	32·1 4 BH Cem FPT 56t	12·8	London British 180lb 88 RHP 2SB, 4cf, GS 80, HS 2500	T. 3Cy 15½", 25½" & 42"–27" (s) Ferguson Bros. Pt. Glasgow	13 " 5 s 1 " 11 11 " 8	
840 132590	Port of London Authority Hopper No. 11	Steel Sc 1 Dk (Stl)	583 565 224	✝100A1 Hopper Barge for Channel purposes 11,13 ✝LMC8,11	Lon	i	11,13	1911 8mo	Ferguson Bros. Pt. Glasgow Lloyd's SA & CP	Port of London Authority	173·7 F18' F K WB =	32·1 4 BH Cem FPT 56t	12·8	London British 180lb 88 RHP 2SB, 4cf, GS 80, HS 2500	T. 3Cy. 15½" 25½" & 42"–27" (s) Ferguson Bros. Pt. Glasgow	13 " 5 s 1 " 11 11 " 8	
841 132606	Port of London Authority Hopper No. 12	Steel Sc 1 Dk	583 565 224	✝100A1 Hopper Barge for Channel purposes 8,15 ✝LMC8,15	Lon	i	3,16	1911 9mo	Ferguson Bros. Pt. Glasgow Lloyd's SA & CP	Port of London Authority	173·7 F18' F K WB =	32·1 4 BH Cem FPT 56t	12·8	London British 180lb 88 RHP 2SB, 4cf, GS 80, HS 2500	T 3Cy. 15½", 25½" & 42"–27" (s) Ferguson Bros. Pt. Glasgow	13 " 5 s 1 " 11 11 " 8	
842 132626	Port of London Authority Hopper No. 13	Steel Sc 1 Dk (Stl)	583 565 224	✝100A1 Hopper Barge for Channel purposes 4,12 BS2,16 ✝LMC10,11	Lon	i	~~4,12~~ 8,17	1911 10mo	Ferguson Bros. Pt. Glasgow Lloyd's SA & CP	Port of London Authority	173·7 F18' F K WB =	32·1 4 BH Cem FPT 56t	12·8	London British 180lb 88 RHP 2SB, 4cf, GS 80, HS 2500	T. 3Cy 15½", 25½" & 42"–27" (s) Ferguson Bros. Pt. Glasgow	13 " 5 s 1 " 11 11 " 8	
843 132639	Port of London Authority Hopper No. 14	Steel Sc ss Lon. No. 1-16 1 Dk (Stl)	583 565 224	✝100A1 Hopper Barge for Channel purposes 4,16 ✝LMC5,16	Lon	i	5,16	1911 11mo	Ferguson Bros. Pt. Glasgow Lloyd's SA & CP	Port of London Authority	173·7 F18' F K WB =	32·1 4 BH Cem FPT 56t	12·8	London British 180lb 88 RHP 2SB, 4cf, GS 80, HS 2500	T 3Cy. 15½", 25½" & 42"–27" (s) Ferguson Bros. Pt. Glasgow	13 " 5 s 1 " 11 11 " 8	
844 132648	Port of London Authority Hopper No. 15	Steel Sc 1 Dk (Stl)	583 565 224	✝100A1 Hopper Barge for Channel purposes 3,13 BS3,16 ✝LMC12,11	Lon	i	3,16	1911 12mo	Ferguson Bros. Pt. Glasgow Lloyd's SA & CP	Port of London Authority	173·7 F18' F K WB =	32·1 4 BH Cem FPT 56t	12·8	London British 180lb 88 RHP 2SB, 4cf, GS 80, HS 2500	T 3Cy. 15½", 25½" & 42"–27" (s) Ferguson Bros. Pt. Glasgow	13 " 5 s 1 " 11 11 " 8	
845 132587 JNKH	Port of London Authority Hopper No. 16	Steel Sc 1 Dk (Stl)	1279 1073 477	✝100A1 Hopper Barge for Channel purposes 8,13 BS8,15 ✝LMC8,11	Lon	n	8,13	1911 8mo	Ropner & Sons, Ld. Stockton Lloyd's SA & CP	Port of London Authority	215·0 F25' F K WB =	35·6 4 BH Cem FPT 47t	18·1	London British 180lb 252 NHP 2SB, 6cf, GS 126, HS 4544	T. 3Cy. 21", 34½" & 56"–36" (s) 252 NHP Blair & Co. Ld. Stockton	19 " 3 s 3 " 1½ 16 " 4	
846 132602 JNHF	Port of London Authority Hopper No. 17	Steel Sc 1 Dk (Stl)	1126 1074 511	✝100A1 Hopper Barge for Channel purposes 6,14 BS3,16 ✝LMC9,11	Lon	n	6,14	1911 9mo	Ropner & Sons, Ld. Stockton Lloyd's SA & CP	Port of London Authority	215·0 F25' F K WB =	35·6 4 BH Cem FPT 47t	18·1	London British 180lb 252 NHP 2SB, 6cf, GS 126, HS 4544	T. 3Cy. 21", 34½" & 56"–36" (s) 252 NHP Blair & Co. Ld. Stockton	19 " 3 s 3 " 1½ 16 " 4	
847 132609 JNHG	Port of London Authority Hopper No. 18	Steel Sc 1 Dk (Stl)	1281 1075 482	✝100A1 Hopper Barge for Channel purposes 2,15 BS1,16 ✝LMC9,11	Lon	n	2,15	1911 9mo	Ropner & Sons, Ld. Stockton Lloyd's SA & CP	Port of London Authority	215·0 F25' F K WB =	35·6 4 BH Cem FPT 47t	18·1	London British 180lb 252 NHP 2SB, 6cf, GS 126, HS 4544	T. 3Cy. 21", 34½" & 56"–36" (s) 252 NHP Blair & Co. Ld. Stockton	19 " 3 s 3 " 1½ 16 " 4	
848 132615 JNHK	Port of London Authority Hopper No. 19	Steel Sc 1 Dk (Stl)	1287 1074 487	✝100A1 Hopper Barge for Channel purposes 12,13 ✝LMC10,11	Lon	n	12,13	1911 10mo	Ropner & Sons, Ld. Stockton Lloyd's SA & CP	Port of London Authority	215·0 F25' F K WB =	35·6 4 BH Cem FPT 47t	18·1	London British 180lb 252 NHP 2SB, 6cf, GS 126, HS 4544	T. 3Cy. 21", 34½" & 56"–36" (s) 252 NHP Blair & Co. Ld. Stockton	19 " 3 s 3 " 1½ 16 " 4	
849 132647 JNHM	Port of London Authority Hopper No. 21	Steel Sc 1 Dk (Stl)	1283 1075 482	✝100A1 Hopper Barge for Channel purposes 6,15 BS2,16 ✝LMC12,11	Lon	n	6,15	1911 12mo	Ropner & Sons, Ld. Stockton Lloyd's SA & CP	Port of London Authority	215·0 F25' F K WB =	35·6 4 BH Cem FPT 47t	18·1	London British 180lb 252 NHP 2SB, 6cf, GS 126, HS 4544	T. 3Cy. 21", 34½" & 56"–36" (s) 252 NHP Blair & Co. Ld. Stockton	19 " 3 s 3 " 1½ 16 " 4	
850 132667 JNHQ	Port of London Authority Hopper No. 23	Steel Sc 1 Dk (Stl)	1291 1075 489	✝100A1 Hopper Barge for Channel purposes 3,15 ✝LMC2,12	Lon	n	12,14	1912 2mo	Ropner & Sons, Ld. Stockton Lloyd's SA & CP	Port of London Authority	215·0 F25' F K WB =	35·6 4 BH Cem FPT 47t	18·1	London British 180lb 252 NHP 2SB, 6cf, GS 126, HS 4544	T. 3Cy. 21", 34½" & 56"–36" (s) 252 NHP Blair & Co. Ld. Stockton	19 " 3 s 3 " 1½ 16 " 4	
851 108646 HFKG	Portadown P. McCourt –13 Mchy. Aft Well deck	Steel Sc Sr ss Dub. No. 3-5,12 ss Dub. No. 1-16 1 Dk (Stl)	273 217 108	✝100A1 10,16 ✝LMC10,16 BS10,17	Dub	e	N10,16	1900 3mo	J Fullerton & Co. Paisley A & CP	Newry & Kilkeel S.S. Co. Ld. (J. Fisher & Sons, Mgrs.)	142·5 Q45' B7' F24' B K 6" WB =	21·3 3 BH Cem FPT 34t	10·4	Newry British 130lb 61 RHP 1SB, 2pf, GS 39, HS 1109	C. 2Cy. 16"& 34"–24" (s) 61 RHP Hall-Brwn, Buttery & C. Gls	11 " 2 s "11½ 10 " 10	
852 89954 QFLN	Portaferry C. F. Hiles –16 (ex Ben Nevis) Well deck Mchy. Aft	Iron Sc Sr ss Brs. 2nd No. 3–1,10 ss Brs. No. 1–13 1 Dk (Teak)	236 163 94	~~✝100A1~~ ~~7,15,16~~ 10,17 Shd Nwc ~~✝NB11,02 ✝LMC~~ ~~MS10,14 BS14,16~~	Brs	c	~~8,15~~ 6,17	1884 8mo	Abercorn S. B. Co. Paisley A & CP	P. Haagensen & Co.	121·0 Q44' B9' F19' ND 97 B K 6½" WB = DBf 27'	20·1 3 BH Cem 22t FPT 7t	10·3	Glasgow British 85lb 55 RHP 1SB, 2pf, GS 40, HS 1106	C. 2Cy. 18"& 36"–24" (s) 55 RHP Hanna Donald & Co. Paisley	11 " 1 s 1 " 2 10 " 9	
853 KQTL	Portbail E. LeFur 17–17 (ex Mary Emily) Well deck Mchy. Aft	Steel Sc 3 Mst Sr ss Hav. No. 2-12 1 Dk (Stl)	378 228 111	✝100A1 11,15 ✝LMC4,17	Hav	e	4,17	1904 9mo	R. William-son & Son Workington Lloyd's SA & CP	Bretel Frères	135·9 Q76' B9' F20' F K WB =	23·6 3 BH Cem FPT 51t	10·0	St. Vaast French 125lb 87 NHP 1SB, 3pf, GS 53, HS 1576	C. 2Cy. 20½"& 40"–27" (s) 87 NHP Ross & Duncan, Glasgow	10 " 11 4 " 5 10 " 9	
854	Porteño W. H. Campbell –17 (ex Cachalote, ex Don Pedro, ex Nant Francon) Well deck	Iron Sc Sr ss Hpl. 2nd No. 3–9,05 ss BAs. No. 2-13 1 Dk (Irn) 2 tr B	586 512 354	✝100A1 3,15 ✝NB9,06 ✝LMC12,16	BAs	j	~~13,16~~ 8,17	1881 11mo	J Readhead & Co. S. Shields Lloyd's SA & CP	Cia. Carbonifera y de Fundicion Schwager	189·8 Q71' B40' F22' B K 7½" WB = DBa 51' f 48' ḡ u	26·7 4 BH Cem E & B 29' 135t	15·0	Valparaiso Chilian 70lb 100lb 77 NHP ND B 07 fitted 09 1SB, 3pf, GS 41, HS 1351 J. Readhead & Co. S. Shields	C. 2Cy. 22½"& 42"–30" (s) 77 NHP NDB 07 fitted 09	15 " 8 s 1 " 7 14 " 10	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expire. Lettre d'Equilivement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où cela n'est dans le L. R. Fonte Cert. Bur. Franc.
	Now named "Claymont," See No. 128 in Supplement																
855 136979 JLMS	Porthcawl *O.J.Nilsen* 10–15	SteelScSr 1Dk(Stl)	2406 2207 1441	✠100A1 3,18 6,16 ✠LMC7,15	Cff Hul	t	3,18	1915 7mo *Lloyd's*	Craig, Taylor & Co. Ltd. Stockton	ScarisbrickS.S.Co. Ltd. (Elvidge & Morgan, *Mgrs.*) *Intermediate b'head in fore hold dispensed with, 4 WB = CellDBa92'uE*	295·0 P27'B78'F30'	45·0	20·3 FK	Cardiff British	T.3Cy.22″,36″&60″–39″ (s) 180lb *100lb* 250NHP 2SB,*6cf*,GS100,HS3916 N.E.MarineEng.Co.Ld.Sld *B HonlyCem & B34' f 124' 628t FPT83t APT94t*	22 ″ 6 s 3 ″ 5 19 ″ 5	
856 128525 HSQP	Porthkerry *W.J.Ebbett* –16 *ss*Cff.No.1–16 1Dk(Irn)	SteelScSr 1733 1117	1920 ✠100A1 9,16 ✠LMC9,16	Cff	r	9,16	1911 5mo *Lloyd's*	J.Crown & Sons, Ld. Sunderland	PorthcawlS.S.Co. Ld. (Thomas, Stephens & Wilson, *Mgrs.*) *WB = CellDBa FK 112' f 114'493t FPT 123t APT92t*	280·0 P24'B60'F31 *sA&CP &uE*	40·2	18·3	Cardiff British *4 BHCem*	T.3Cy.21″,35′&57″–39″ (s) 180lb 220NHP 2SB,*6cf*,GS96,HS3404 Blair&Co.Ld.Stockton	20 ″ 6 s 3 ″ 0 17 ″ 10	
857 KRBG	Porthos *Lauriol* –15 *Elec.light* 4Dks	SteelTwinSc	12633 10722 7337					1914	Ch.&Atel. de la Gironde Bordeaux	MessageriesMaritimes *WB*	510·8	61·6	42·1	Marseilles French	T.6Cy.28⅝″,46⅞″&78$\frac{7}{10}$″–53½″ 904NHP Schneider&Co.LeCreusot		V
858 RSBL	Portia *Toastern* *Elec.light* 1Dk	SteelScSr	1189 843 729					1911	Schiffsw. v. Henry Koch Lübeck	A.Kirsten *WB*	225·6 P&B177'F28'	33·1	14·9	Hamburg German	T3Cy 18$\frac{15}{16}$″,29$\frac{15}{16}$′&46$\frac{1}{2}$″–32½″ 122NHP OttensenerMaschf.Altona		G
859 118120 HBDQ	— ~~*ss*Kean –10~~ *ss*NFL.No.2–12 *ss*NFL.No.3–4,16 1Dk *Elec.light* *C.Couch* –18	SteelScSr 1Dk & Web frames & Awng dk (Stl–ws)	978 914 599	✠100A1 *Awng dk* *with freeboard* ~~4·17 5,15~~ ~~BS4 2,15~~ ✠LMC4,16	NFL	m	~~5,14~~ ~~1,17~~ N2,18	1904 8mo *Lloyd's*	Murdoch & Murray Pt.Glasgow	Bowring Bros. Ld. *WB = CellDBa39' uE17' f 77' 141t FPT 31t APT23t*	204·8 F23' BK7½″	31·2	13·0 20·5	SJhnsNFL British *4 BHCem*	T.3Cy.18½″,30″&50″–33″ (r) 175lb *100lb* 197NHP 1SB,*3cf*,GS59,HS2924 D.Rowan&Co.Glasgow	22 ″ 9 s 7 ″ 7½ 16 ″ 1	FD
860 105038 NTQW	— *W.Randles* –17 *ss*Hul.No.3–11,05 *ss*Hul.No.2–14 1Dk	IronScK 163 68	178 ✠100A1 *StmTrawler* 11,15 ~~BS5,15~~ ✠NB97,*refitted*05 ~~BS9,15~~ ✠LMC7,14	Hul		~~9,15~~ 1,18	1895 5mo *Lloyd's*	Cook, Welt'n & Gemmell Hull	~~SouthWesternSteam FishingCo.Ld.~~ (A.Black, *Mgr.*) ~~A.Black~~	108·8 Q45' ptND05 *WB = DTa*	20·6 BK7½″	11·3	Grimsby British *4 BHCem nks f 13·25t*	T.3Cy.10¾″,17½″&29″–23″ 180lb (s) 55RHP 1SB,*2cf*,GS25,HS876 C.D.Holmes&Co(Lim)Hul	12 ″ 0	
861 RSDJ	Portici *E.Friedrich* 03–11 *Elec.light* 1Dk	SteelScSr	1754 1560 1032				1911	Akt.Ges. "Neptun" Rostock	Rob.M. Sloman, jr. *WB*	287·3 P&B226'F20'	41·1	16·8	Hamburg German	T.3Cy.22$\frac{1}{16}$″,35$\frac{7}{16}$″&55$\frac{3}{4}$″–37$\frac{7}{16}$″ 192NHP A.G."Neptun," Rostock		G
862 NGTV	Portimão (Seized at Antwerp) *D.Schumacher* 12–12	SteelScSr 1Dk & Spar dk	1489 *Now named "LotteReith," See No. 27 in Supplement* 923				1899	Schiffsw. v. H.Koch Lübeck	Oldenbrg-Portug. Dmpfsch.Reed. *WB*	245·9 B69'F29'	35·2	18·4	Oldenburg German	T.3Cy.16¾″,28″&44½″–32½″ 113NHP J.F.Ahrens,Ottensen		
863 127436 HNGR	Portinglis (Detained at Bremen) *T.H.Terry* –11	SteelScSr 1Dk	1867 1727 1164				1908	Irvine's SB & D.D.Co.Ld. W Hartlepool	Furness, Withy & Co.Ld.	279·2 P25'B66'F29'	40·1	18·2	W.Hartlpl British *WB*	T.3Cy.20½″,33″&54″–36″ 175NHP MacColl&Pollock,Ld.Sld.		C
864 102006 JHLR	Portlairge *J.Cashin* –15 (*Grab Hopper Dredger*)	SteelSc *ss*Bkn.No.2–15 1Dk(Stl)	401 367 165	✠100A1 *Hopper Dredger* 5,17 ~~12,16~~ BS12,16 ✠LMC12,15	Liv	f	12,15	1907 8mo *Lloyd's*	Dublin Dockyard Co. Dublin	The Waterford Harbour Commissioners *WB = FPT*	140·3 FK	29·1	11·5	Waterford British *5 BHCem 45t APT1t*	C.2Cy.16″&33″–22″ (s) 130lb 62RHP 1SB,*2cf*,GS36,HS1225 Muir&Houston,Ld.Gls.	12 ″ 6 s1 ″ 9½ 11 ″ 0	
865	Portland *Mchy.Aft* *Elec.light*	WoodTwinSc4MstSr *Oil Eng.* 1Dk	1602 1426					1917	Puget Snd. Bridge & Dredging Co. Seattle, Wash	Pacific Motor Shipping Co.	231·5 P36'F46'	44·4	19·1	Chrstiania Norwegian	Oil Engine 4Cy. Meitz&Weiss,Newark,N.J.		
866 150167	—	WoodSc	118 — 21					1879	..... Kennebunk, Me.	Fisheries Co.	85·5	18·1	7·5	Greenport N.Y. Utd.States			
867 127145	Portlethen *H.Godsman* –12 *Mchy.Aft* GIB	CompScSp SSAbn.16 1Dk(ptStl) *Iron frame planked*	146 122 57	✠ 10 A1 *For Coasting* 0,17~~3,17~~ ✠LMC12,16 ~~12,17~~	~~Nwc~~Abn *purposes*		3,17	1908 1mo *Lloyd's*	Dundee S.B.Co.Ld. Dundee	Aberdeen Lime Co. Ld.	83·0	22·3	9·3	Aberdeen British *3 BHCem*	C.2Cy.11″&27″–18″ (s) 150lb 28RHP 1SB,*2pf*,GS24,HS703 J.Abernethy&Co.Abn.	10 ″ 2 s ″ 11	
868 132873 HWSD	Portloe *P.P.Roberts* 03–12	SteelScSr 1Dk(ptIrn,ptStl)	3187 3003 1960	✠100A1 7,16 ✠LMC10,12	Sbl	u	2,17	1912 10mo *Lloyd's*	J.Blumer & Co. Sunderland	PortloeS.S.Co.Ld. (W.E.Hinde&Co.) *WB = Cell DBa112' f 132' 879t FPT84t uE&B42'*	331·0 P26'B94'F31' FK	47·7	22·5	Cardiff British *5 BHCem APT188t*	T.3Cy.24″,39″&65″–42″ (s) 180lb *90lb* 306NHP 2SB,*6cf*,GS130,HS4830 J.Dickinson&Sons,Ld.Sld.	24 ″ 6 s 3 ″ 11 21 ″ 0	
869	Porto *A.V.Dionysio* –17 *Elec.light* Wireless	SteelTwinSc (*ex*PrinzHeinrich) 3Dks & Web frames	6636 5196 3886	G.L. ~~Liv.3,17~~ Liv. 9,17 (*See footnote**)			...	1894	F.Schichau Danzig	Requisitioned by the Portuguese Government (Furness, Withy & Co.Ld., *Mgrs.*)	455·3 P128'B179'F99'	51·3	29·8	Lisbon Portuguese *WB*	T.6Cy.28½″,46″&71″–47½″ NB02 694NHP F.Schichau,Elbing		
870	— *Elec.light*	SteelTwinSc (*Suction Dredger*) 1Dk	791 — 281				...	1913	F.Schichau Elbing	Junta Autonoma das Obras da Cidade	188·0 FK	35·9	13·8	Oporto Portuguese *WB*	C.8Cy.13⅜″&25⅜″–15″ 159NHP F.Schichau,Elbing	15 ″ 0	
871 WLGR	— *P.Sörensen* *Well deck* *Mchy.Aft*	SteelSc3MstSr 1Dk(Stl)	727 512 306	✠100A1 ~~13,17~~ 1,18 ✠LMC6,16	Sws	j	~~N1,17~~ 11,17	1916 6mo	N.V.Schpsw de Merwede Hardinxveld A&CP	J.Prebensen,junr. *C ellDB f 103' 146t FP*	180·0 Q105'B11'F23' FK	28·1	12·5	Risör Norwegian *3 BHCem T63t APT7t*	T.3Cy.15″,25″&40″–27″ (s) 180lb 110NHP 2SB,*4cf*,GS64,HS1948 Verschure&Co.Amstrdam.	14 ″ 6	
~~872~~ *Now Cratoo* –17	Porto Alexandre (*ex*Ingbert, *ex*ThoraMenzell) *Elec.Light* Sub.Sigs. *A.F.C. via dos Leaes* –18	SteelScSr 1Dk & Spar dk	2699 2560 1681	G.L. ~~Liv.17~~ 1,18 (*See footnote**)				1906	Eiderwerft Akt.Ges. Tönning	Requisitioned by the Portuguese Government	292·8	43·7	16·7 24·1	Lisbon Portuguese *WB*	T.3Cy.21¼″,36″&56$\frac{3}{4}$″–37$\frac{5}{8}$″ 197NHP Eiderwerft A G.Tönning		
873	Porto Allegre *Stada* *Elec.light*	SteelTwinSc 1Dk & 2 Shade dks	1491 1149 985					1912	Jonker & Stans Hendrik Ido Ambacht	Cia. Navegaçao do Amazonas	224·0	45·0	10·8	Para Brazilian	T.6Cy.14″,23″&37½″–16½″ 114NHP Alblasserdam.Msch.Fab.		V
874 673 RLDN	Porto di Adalia *Ferrando* –13 (*ex*Kunz, *ex*Clara Menzell, *ex*AmiralBaudin) *Elec.light* Wireless	SteelScSr 2Dks3trB	4073 3532 2484				...	1899	Atel.&Ch. de la Loire Nantes	Soc.Marittima Italiana *WB*	376·6 P45'B117'F66' BK11'	46·8	26·1	Genoa Italian	T.3Cy25½″,42½″&68½″–44½″ NB12 443NHP Atel.&Ch.de la Loire,Nts.	29 ″ 6 s 5 ″ 11½ 24 ″ 11	I
875 680 RLDO	Porto di Alessandretta *C.Massone* –13 (*ex*Heinz, *ex*ThoraMenzell, *ex*AmiralAube) *Elec.light* Wireless	SteelScSr 2Dks3trB	4175 3577 2581				..	1898	Atel.&Ch. de la Loire Nantes	Soc.Marittima Italiana *WB*	376·6 P44'B117'F66' BK11'	46·8	26·1	Genoa Italian	T3Cy25½″42½″&68½″–44″ NB12 423NHP Atel.&Ch.de la Loire,Nts.	29 ″ 6 s 5 ″ 11½ 24 ″ 11	I

* This Vessel, which was classed in the Germanischer Lloyd, has now been surveyed by the Surveyors to Lloyd's Register.

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys.	3 Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned. now expired. Equipment Letter.	Date when tail shaft last seen.	8 Built. When. — Ship. — Engines.	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Register in which classed as at 31 D. Dated 1st Trust Cert.
876 690 RLDY	**Porto di Savona** *V.Emilio* (*ex*Goetz,*ex*LotteMenzell,*ex*Amiral Courbet) *Elec.light* Wireless	**SteelScSr** 2*Dks3trB* 1*Dk*	4204 3575 2563			...		1899	Forg.&Ch. de la Médit. Havre	**Soc.Marittima Italiana**	376·6 46·8 26·1 P45′B117′F66′ BK11′			Genoa Italian *WB*	T.3Cy.24⅞″,37⅛″&58″–43½″ NB12 376NHP Forg.&Ch.de la Médit.Hav.	29 ″ 6 s 5 ″ 10½ 25 ″ 0	I
877 646 RLDS	**Porto di Suez** *A.D'Agostini* *Elec.light*	**IronScBn** (*ex*Oasis) 2*Dks&Spar dk*	1320 — 822					1883	Scott&Co. Greenock	**Soc.Marittima Italiana**	249·5 31·8 16·0 H37*t* 23·5			Genoa Italian *WB*	C.2Cy.34½″&64½″–41⅞″ NB95 224NHP Greenock Foundry Co.Grk.		I
878	**Porto Grande** *Mchy.Aft*	**SteelScSp** 1*Dk(Stl)* *Longitudinal framing*	*198* *170* 99	✠100A1 2,16 ✠LMC2,16	Grk	*b*		1916 2mo	G.Brown &Co. Greenock	**Ferro&Companhia Limitada** *Lloyd's A&CP*	97·3 23·6 10·0 FK *DTf6′*			St.Vincent Portuguese 7*BHCem* 40*tAPT10t*	C.2Cy.12″&24″–18″ (*s*) 130lb 35NHP 1SB,*2pf*,GS29,HS733 McKie&Baxter,Glasgow	10 ″ 0 s 1 ″ 0½ 9 ″ 2	
879 672 RLDT	**Porto Maurizio** *G.Bruno* –13 *Elec.light*	**IronScSr** (*ex*Ville de Bastia)	848 — 392					1885	Claparède &Co. Rouen	**Soc.Marittima Italiana**	217·0 29·0 17·5			Genoa Italian	C.2Cy.34″&60″–36″ NB97 180NHP Claparède&Co.Rouen		IV
880 118026 VCSF	**Porto Novo** *A.Birss* –13	**SteelScSr** 1*Dk*	603 484 328					1903	DJ.Dunlop &Co. Pt.Glasgow	**Elder Line,Ld.** (Elder,Dempster& Co.Ld.*Mgrs.*)	202·5 30·1 9·9 P24′F25′			Liverpool British	C.2Cy.22″&44″–27″ 99RHP D.J.Dunlop&Co.Pt.Gls.		
881	**Porto Santo** *Elec.light* Wireless	**SteelScSr** (*ex*Guahyba) 1*Dk&Spar dk3trB*	2801 2420 1786					1895	Blohm& Voss Hamburg	**Requisitioned by the Portuguese Government**	300·8 41·2 23·6 P36′B90′F44′			Portuguese	T.3Cy.21⅝″,33½″&56″–45″ 210NHP Blohm&Voss,Hamburg		
882	**Porto-Seguro** *Rus* –10 *Elec.light* Wireless	**SteelTwinScSr** 1*Dk&Promenade dk(Teak)*	*395* *252* *205*	✠ 9,13 *withfreeboard* ✠ *Brazilian Coasting Pernambuco& Rio de Janeiro*	PGl			1910 9mo	Murdoch& Murray Port Glasgow	**EmprezaNav. Bahiana**	150·3 27·5 8·0 F38′ FK 4*BHCem* *WB*=*FPT11t*			Bahia Brazilian	T.6Cy.10″,16½″&27½″–21″ 95NHP 1SB,*3cf*,GS54,HS1747 Muir&Houston,Ld.Gls.	8 ″ 6	
883 712 RLDX	**Porto Torres** *G.B.Gavi* (*ex*Helen) *Elec.light*	**SteelScSr** 1*Dk&pt Awng dk*	1162 947 696			...		1901	Fevigs Jernskibsbyg Fevig	**Soc.Marittima Italiana**	229·6 30·8 16·7 FK			Genoa Italian *WB*	T.3Cy.20″,32″&53″–33″ 186NHP Richardsons,Westgarth& Co.Ld Mdb.	14 ″ 5	I
884 RLDI	**Portofino** *Elec.light* Sub.Sig.	**SteelScSr** 1*Dk*	1754 1560 1034					1912	Akt.Ges. "Neptun" Rostock	**Requisitioned by the Italian Govt. (Italian State Rys)**	287·1 41·1 16·9 P&B226′F31′			Italian *WB*	T3Cy22 1/16″35 7/16″&55⅜″–37 7/16″ 188NHP A.G."Neptun,"Rostock		I
885 PBMH	**Portonia** *H.Nielsen07-* *Elec.light*	**SteelScSr** 1*Dk&Spar dk*	2778 2643 1744					1903	Act.Ges. "Neptun" Rostock	**Dampfschiffs Reed. Horn Akt.Ges.**	291·5 41·2 18·8 25·8			Lübeck German *WB*	T3Cy.19 11/16″,35⅜″&55½″–35⅜″ 180NHP Act.Ges."Neptun,"Rostck		G
886 5238 JSMF	**Portos** *K.G.Nilsson* –16 (*ex*Ilmari,*ex*Dordrecht) *Well deck*	**SteelScSr** *ss*Els.2ndNo.3–3,16 1*Dk(Irn)&Web frames*	1802 1452 1102	✠100A1 8,17 ~~9,16~~ ✠LMC MS3,16 BS9,16 9,17	Phl Got	*r*	~~N8,16~~ 8,17	1891 8mo	Wood, Skinner&Co. Newcastle	**H.Modin** *Lloyd's A&CP* *WB*=*Cell*	274·5 37·2 17·2 Q101′B64′F31′ FK *DBa* 76′*uE*18′*f*112′			Stockholm Swedish 4*BHCem* 320*tAPT29t*	T.3Cy.21¾″,34″&56″–39″ (*s*) 160lb *100lb* NDB06 194NHP 2SB,*6pf*,GS88,HS2900 N.E.MarineEngCoLdNwc	19 ″ 8 s 2 ″ 2½ 17 ″ 9	
887 213717 LFPT	**Portrerillos** *W.Barba* *Elec.light*	**SteelScSr** (*ex*ElizabethWeems,*ex*Anita) 1*Dk&Spar dk*	1186 1080 837					1906	Akers Mek.Værks. Christiania	**Andes Copper Mining Co.**	224·7 33·7 19·1 H82*t*			New York Utd. States *WB*	T.3Cy.16½″,27″&44″–33″ 111NHP Akers Mek.Værks.Xia.		R
888 139595 JNMP	~~**Portrush**~~ **Portrushton** *J.Beazley* –16 *Elec.light*	**SteelSrSc** (*ex*Portrush) 1*Dk*(*Stl*)	3814 3207 2416	✠100A1 11,16 ✠LMC11,16	Sld	*u*		1916 11mo	J.Blumer &Co. Sunderland	**Portland S.S.Co Ld (R.McNeil&Sons,** *Mgrs.*) *Lloyd's A&CP Interm* *ediate BH in after hold dispensed with*	348·5 48·7 23·3 P35′B106′F34′ FK			Cardiff British *Cem* 5*BHonly* *CellDB308′*	T.3Cy.24″,40″&65″–42″ (*s*) 180lb *120lb* 313NHP 2SB,*6cf*,GS136,HS5024 J.Dickinson&Sons,Ld.Sld. 918*tFPT59tAPT132t*	25 ″ 4 s 4 ″ 4 21 ″ 5	
889 133415 JBFK	**Portsea** *T.Cook*04–12	**SteelScSr** *ss*Hul.No.1–17 1*Dk(pt Irn,pt Stl)*	3283 3146 2062	✠100A1 2,18 ~~3,17~~ ✠LMC5,17	Hul Liv	*w*	~~3,17~~ 2,18	1912 11mo	Earle's Co. Ld. Hull	**Sea S.S.Co.Ld. (W.Brown,Atkinson &Co.Ld.** *Mgrs*) *Lloyd's A&CP WB* = *Cell DBa* 108′*uE* 22′*f* 156′ 844*t FPT*	352·0 49·6 22·0 P30′B189′F37′ FK 6*BHCem* 65*tAPT105t*			Hull British	T.3Cy.24″,39″&66″–45″ (*s*) 180lb 307NHP 3SB,*6cf*,GS125,HS4590 Earle's Co.Ld.Hull	24 ″ 3 s 3 ″ 3 21 ″ 4	
890 KQTS	**Portsmouth** *Morin* –12	**SteelTwinSc** 1*Dk*	524 — 256					1902	Forges&C. de la Médit Havre	**Chemins de Fer de l'Etat Français (L. B.&S.C.R.Co.** *Mgs*)	204·0 26·0 15·0			Dieppe French	T.6Cy.11″,17½″&25½″–18″ 55NHP Forges&C.de la Médit.Hav		V
891 150375 KDMQ	— *G.S.Forrest*	**IronSc** (*Tug*) 1*Dk*	214 — 107					1886	Harlan& Hllngswth Co Wlmngtn Del	**N.Yrk.Philadlphia &Norfolk R.R.Co.**	116·3 23·0 12·0			Phildlphia Utd.States	C.2Cy.22″&40″–26″ NB03 68NHP Harlan&Hollingsworth Co.		
892 117703	— *J.W.Hewett* –14	**SteelScK** *ss*Mil.No.2–11 1*Dk*	178 168 68	✠100A1 *StmTrawler* 4.13 BS10,13 ✠LMC6,11	Mil		10,13	1903 5mo	Smith's Dock Co.Ld. North Shields	**Western Steam Trawling Co.Ld. (S.M.Price,** *Mgr.*) *Lloyd's A&CP*	110·0 21·0 11·6 BK7½″			Bristol British 3*BHCem*	T.3Cy.12″,19″&32″–22½″ (*s*) 160lb 51RHP 1SB,*2pf*,GS32,HS976 MacColl&Pollock,Sld.	12 ″ 6	
893 HJQD	**Portugal** *J.de Freitas Miranda*89–10 1*Dk*(*Stl*–ws)&*Spar dk*(*Stl*–teak s)3*trB* *Elec.light* Wireless	**SteelScSr** *ss*Lis.No.1–04 *Spar dk* 2,04	3998 3555 2771	✠ ✠	Lis	*u*		1899 10mo	Sir Raylton Dixon&Co Ld Middlesbro'	**Empreza Nacional de Nav à Vap para a Africa Portugueza** *WB*=*Cell DBa* 96′*uE&B*64′*f* 130′652*t*	365·0 45·7 19·0 B96′F50′ 27·2 BK10″ 7*BHCem* *DTa* 52′497*t*			Lisbon Portuguese	T.3Cy.28″,46″&77″–48″ 504NHP 2DB,*12cf*,GS222,HS8568 T.Richardsn&Sns,Ld.Hpl.	29 ″ 10	
894 MBQK	— *DeHerdt*12- 1*Dk*(*Stl*)&*Spar dk*(*pt Irn&pt Stl–pt ws*) *&deep framing*	**SteelScSr** *ss*Ant.No.1–13 *Spar dk* *withfreeboard* 7.16 MS11,17 ~~BS8,16~~ ✠LMC~~8,16~~	1463 1349 1070	✠100A1 BS9,17	Bry	*p*	~~8,15~~ ~~9,17~~ 11,17	1909 6mo	Chant.Nav Anversois Hoboken *Lloyd's A&CP*	**Armement Adolf Deppe** *WB*=*Cell*	235·5 36·0 19·5 B52′F30′ FK *DBa* 67′*uE* 17′*f* 100′			Antwerp Belgian 4*BHCem* 272*tAPT13t*	T.3Cy.18″,29″&48″–33″ (*s*) 180lb *100lb* 150NHP 2SB,*4cf*,GS67,HS2404 N.E.MarineEng.Co Ld Nwc	22 ″ 0 s 4 ″ 1 18 ″ 5	
895 129798 HVQC	**Portuguese Prince** *E.J.Holroyd* –14 *Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) Wireless	**SteelScSr** *ss*NYk.No.1–16 *Shelter dk* *withfreeboard* ~~12,16~~ ✠LMC5,16	4981 4556 3142	✠100A1	NYk	*z*	~~12,16~~ 3,18	1912 4mo	J.Priest- man&Co. Sunderland *Lloyd's A&CP*	**Prince Line,Ld. (Furness,Withy& Co.Ld.** *Mgrs.*)	410·0 53·3 26·7 *WB*=*Cell DBa* FK 119′*uE*28′*f*182′102 *9tDTa*28′629*t FPT*			Newcastle British 7*BHCem* 52*tAPT19t*	T.3Cy.27″,45″&74″–54″ (*a*) 180lb *100lb* 542NHP 3SB,*9cf*,GS181,HS7857 G.Clark,Ld.Sunderland	28 ″ 3 s 3 ″ 7½ 25 ″ 0	
896	**Portus Herculis** *Elec.light*	**SteelScSr**	2500 2270	100A1 *(Class Contemplated)*				1917	Forth S.B. &E.Co.Ld. Alloa	**Forth S.B.&Eng. Co.Ld.**	305·3 42·7 21·5 P23′B85′F31′			London British	T.3Cy.21″,34″&56″–36″ Ramage&Ferguson,Ld Lth		

Should be "Nantes," See No.23 in Supplement

1 Numéro d'Ordre / Numéro Officiel / Signaux	2 Nom du Navire. Matériaux. Gréement, etc / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné aux rapports après Visite. Lettre d'Equilibrement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, et où il est dans le L. R. Distinct. Cert. de Classe.
897	**Portwood**	**SteelScSr**	2241	✠100A1	Sld	*r*	2,17	1913	S.P.Austin	WFrance,Fenwick	280·0	40·5	18·5	London	T.3Cy.21″,34″&56″-39″ (*s*)	20 ″ 9	
135217	*G.H.Lawson* -14		1756	1,17				5mo	&Son,Ld.	&Co.Ld.	Q116′B53′F29′			British	180lb 221NHP	s 2 ″ 2½	
JCDW	*Well deck*	1*Dk*(*Stl*)	1283	✠LMC5,15				Sunderland		*WB=CellDBa*45′	*uE&B*41′ FK			2SB,*6pf*,GS89,HS3534	18 ″ 10		
		Cargo battens not fitted						*Lloyd's*A&CP		*f*100′480*t*	*DTa*45′ 300*t* *FPT*103*t*			*APT*97*t*	N.E.MarineEng.Co.Ld.Sld		
898	**Porvenir**	**SteelScSr**	1177					1900	Rijkee&Co	MarinaMercante	230·3	33·8	14·1	Bns.Ayres	T.3Cy.17½″,28″&45″-36″		V
	A.Risso	(*ex*Candelaria,	*Aug* 906	/ "JulesHauzeur,"			*See No. 29*	Rotterdam		Argentina	B60′F30′			Argentine	122NHP		
	Elec.light	*ex*Jan vanRijswick) 2*Dks*	728											*WB*	Maats.Feyenoord,Rot.		
899	**Posadas**	**SteelPadSp**	231					1884	Napier,	Nav.aVap. (Vierci	140·0	20·1	6·3	Asuncion	C.2Cy.19″&34″-36″		
	W.Ralti		—						Shanks&Bell	Hnos.)S.A.	P48′	F22′		Paraguay'n	58NHP		
			188						Glasgow						D.Rowan,Glasgow		
900	—	**SteelPadSr**	*188*					1886	W.Denny	Nuñez yGibaja	140·0	22·1	6·7	Bns.Ayres	C.D.2Cy.21″&37″-42″		
		(*ex*Tesoro,*ex*Teseo)	*168*						&Bros.					Argentine	NB07 74NHP		
			28						Dumbarton						Denny&Co.Dumbarton		
901	**Poseidon**	**SteelScSr**	1909					1914	Dunlop,	Koninkl.Nederl.	295·8	43·2	17·2	Amstrdam	T.3Cy.22″,35″&59″-39″		C
	O.Lieffijn		1592						Bremner	Stoomb.Maats.				Dutch	217NHP		
PQLC		*Cruiser Stern*	1008						&Co.Ld.					*WB*	Dunlop,Bremner&Co.Ld.		
	Elec.light	1*Dk*&*Shelter dk*							Pt.Glasgow						Pt.Gls.		
902	—	**SteelScSr**	831				...	1899	Grangmth	FinskaÅngf.	181·3	28·6	12·0	Helsingfrs	T.3Cy.15″,25″&40″-30″	13 ″ 6	
	V.Läckström -12		—						Dockyard Co.	Aktieb. (L.	P&B117′F48′	19·3		Russian	101NHP		
SRBG	*Elec.light*	1*Dk*&*pt Awng dk*	496						Gr'ngemouth	Krogius,*Mgr.*)		BK7″		*WB*	Cooper&Greig,Dundee		
903	—	**SteelScSr**	*617*	✠100A1	HKg	*j*	11,16	1914	Smith's	Ned.IndischeTank	185·3	30·5	12·2	Batavia	Oil Engines 4S.C.SA	13 ″ 3	
	K.Blom -16	*Oil Eng.*	*484*	~~7,17~~11,16	8,18 Spg			9mo	DockCo.Ld.	Stoomb.Maats.	P54′F62′			Dutch	1Cy.15⅝″-27⅛″ 65NHP	s 1 ″ 9	
TGWK	*Elec.light*	1*Dk*(*Stl*)	*301*		✠LMC~~8,16~~			Middlesbro'				FK		4*BHCem*	DB*120lb*	11 ″ 9	
	Mchy.Aft							*Lloyd's*A&CP							NedFb.v.Wrk&Spoor,Ams		
														WB=	*DBf*46′78*t*(*FPT*45*tAP*17*t*		
904	—	**IronSc3MstSr**	604	✠	Sws	*j*		1855	C.Lungley	J.Potamianos&Co.	179·4	25·4	17·2	Constanpl	C.2Cy.26″&45″-30″		
		*ss*Cly.No.3–6,81	450	5,89					London					Turkish	92NHP		
	(*ex*Celt,*ex*Gothenburg)	*ss*Brs.No.1–85	314								*WB=MT*14′85*t*			4*BHCem*	D.Rowan,Glasgow		
905	—	**SteelTwinScSr**	481					1902	Bremer	GermanGovern-	150·5	29·8	11·9	Geeste-	C.4Cy.14⅜″&26″-19⅝″		G
			389						Vulkan	ment (Deutscher	H74			münde	50NHP		
KRLG	*Elec.light*	Wireless 1*Dk*	153						Vegesack	Seefischrei Verein)				German	BremerVulkan,Vegesack		
906	—	**IronScSr**	237					1872	WLndbrgs	BergningsochDy-	125·1	24·7	12·0	Stockholm	C.2Cy.18″&35″-20½″		
Lost 1918	*K.H.B.Lindström* -14		216						Aktieb.	keriaktieb.Neptun	H7*t*			Swedish	NE&B07 46NHP		
HJLD	*Elec.light* (*Salvage Steamer*)	1*Dk*	65						Stockholm	(W.R.Edlind,*Mgr*)					BergsundsMek V.Skm.		
907	—	**CompScSr**	193					1901	S.Groth	LillaEdets	99·9	23·0	10·3	LillaEdet	C.2Cy.11⅜″&19½″-11⅜″		
Lost 1918	*V.G.Guldbrand*15–15		160						Sjötorp	Pappersbruk	P23′H7*t*			Swedish	11NHP		
JMNF	*Mchy.Aft*	1*Dk*	118							(C.E.Hæger,*Mgr.*)					WilhelmsbergsM.V.Got.		
908	—	**IronScSr**	*187*	✠	PGl			1877	Duncan&	Th.G.Lymberakis	145·2	20·1	11·1	Piræus	C.2Cy.18″&36″-22″		
	M.Mathessis	*ss*Trn.2ndNo.3–5,03	—	12,09				4mo	Co.					Greek 52NHP		
	(*ex Yacht* SeaKing)	1*Dk*2*trB*	*110*	✠NB6,98					PortGlasgow					5*BHCem*	1B,*2pf*,GS32,HS925		
	Elec.light														Rankin&Blackmore,Gnk.		
909	—	**IronScK**	175	✠100A1	Ymu		6,16	1898	Cook,Wel-	Naam.Venn.	110·0	21·0	11·3	Ymuiden	T.3Cy.12″,20″&33″-24″ (*s*)	12 ″ 1	
	C.Blok -12	*ss*Hul.No.3–5,10	170	*Stm Trawler*				5mo	t'n&Gemmell	Stoomv.PraxisIV.	Q20′			Dutch	180lb 60NHP		
	(*ex*Butterfly)	*ss*Ams.No.1–14	60	6,16	BS6,17			Hull			ptND11	BK7½″		3*BHCem*	1SB,*2cf*,GS27,HS940		
		1*Dk*		~~BS6,16~~ ✠LMC4,14				*Lloyd's*A&CP						*WB=DBf*17′8*t*	C.D.Holmes&Co.Hull		
910	—	**SteelScK**	96	✠100A1	Abn			1913	A.Hall	A.Cowie	86·5	18·6	9·3	Buckie	T.3Cy.9½″,16″&26½″-18″ (*r*)	10 ″ 0	
132158	*A.Cowie*10–13		96	*For fishing purposes*				8mo	&Co.Ld.					British	180lb 35RHP		
		1*Dk*	40	8,13				Aberdeen				BK7″		3*BHCem*	1SB,*2pf*,GS27,HS698		
				✠LMC8,13				*Lloyd's*A&CP							A.Hall&Co.Ld.Aberdeen		
911	**Posen**	**SteelScSr**	6569					1913	Bremer	Norddeutscher	471·2	59·2	28·9	Bremen	T3Cy32⅜″,52½″&86⅜″-55⅛″		G
	F.Iseke	Sub.Sig. Wireless	6181	/ "Belmonte,"			*See No. 76*		Vulkan	Lloyd				German	557NHP		
QKHP	*Elec.light*	2*Dks*&*Shelter dk*	4094						Vegesack		H-			*WB*	BremerVulkan,Vegesack		
912	**Posillipo** *E.Curarino* -17	**SteelScSr**	5965	✠100A1	Gen	*y*	~~8,16~~	1912	D&W Hen-	"Transoceanica"	380·2	53·1	25·8	~~Messina~~	T.3Cy.26″,43″&71″-48″ (*s*)	36 ″ 3	
15062	~~*C.B.Baratta* 16~~		5704	*Shelter dk*			10,17	11mo	dersn&Co.Ld.	SocItaliana diNav.				Italian	200lb 457NHP	s 8 ″ 7	
RLDV	*Elec.light*	2*Dks*(*Stl*)&*Shelterdk*(*Stl*)	3906	*withfreeboard*				Glasgow		*WB=CellDBa*	119′	FK		6*BHCem*	4SB,*12cf*,GS228,HS7810	28 ″ 0	
				8,16				*Lloyd's*A&CP		*uE&B*45′*f*159′105	*5tDTa*40′930*tFPT*			40*tAPT*7*t*	D&W.Hendersn&CoLdGls		
				Exp~~8,16~~17													
				~~BS8,16~~ ✠LMC11,17														
913	—	**SteelSc**	354					1912	Cant.Nav.	Cia.Napoletana di	175·2	24·7	11·0	Naples	T.3Cy.11⅛″,18⅛″&30″-21⅝″		I
91	*E.Cafiero* -12		273						Riuniti	Nav.aVap.				Italian	42NHP		
RLDW		1*Dk*	103						Ancona						Cant.Nav.Riuniti,Ancona		
914	**Pospieshny**	**IronPad**	276					1873	RussianSN	RussianStm.Nav.	173·9	20·1	8·1	Odessa	2Cy.32¼″-33″		
146	*Pevneff*		—						& TradingCo.	&TradingCo.				Russian	92NHP		
HBGD		1*Dk*	172						Sebastopol						J.Penn&Sons,London		
915	**Potlatch**	**SteelScSr**	575					1912	SeattleCon-	PugetSoundNav.	150·0	26·8	16·8	Seattle	T.3Cy.15″,24″&38″-24″		
210378	*R.B.Holbrook*	*Fitted for oil fuel*	—						struction&	Co.(J.Green,				Wash.	78NHP		
LCNJ	*Elec.light*	2*Dks*	325						DryDockCo.	*Mgr.*)				Utd.States	SeattleConstruction&		
									Seattle,Wash.					*Wb*	DryDockCo.Seattle,Wash		
916	**Potomac** *A.W.Hart* -17	**SteelSc3MstSr**	3868	✠100A1	Dub	*w*	N7,16	1893	A.&J.	Anglo-American	345·2	44·2	23·0	London	T.3Cy.27¼″,45″&70″-54″ (*s*)	31 ″ 6	
102798	~~*F.C.Strong* 17~~	*ss*Nwc.No.3–10,06	3487	*Spar dk*	Gls			8mo	Inglis	OilCo.Ld. (J.	P93′B30′F49′	30·2		British	160lb *120lb* ND809 411NHP	s 6 ″ 7	
NDPW	*Mchy.Aft* Wireless	*ss*NYk.No.2–16	2472	2,18~~4,17~~				Glasgow		Hamilton,*Mgr.*)		FK		16*BHCem*	2DB,*12rf*,GS228,HS6944	25 ″ 3	
	Elec.light	1*Dk*(*Stl*)&*Spar dk*(*Stl*)		*Carrying Petroleum in bulk*				A&CP	*WB=*	*DBuE&B*60′190*t*	*FPT*172*tAPT*128*t*			*DTf*20′410*t*	A.&J.Inglis,Glasgow		
		&*Web frames*		~~BS2,18~~ ~~BS7,16~~ ✠LMC9,16													
917	—	**SteelScSr**	3618	✠100A1	Sea	*u*	~~4,16~~	1902	C.S.Swan&	PotomacS.S.Co.Ld	348·5	45·3	18·0	London	T.3Cy.23⅝″,39″&66″-45″ (*s*)	29 ″ 0	
115127	*J.Houghton* -16	*ss*Hul.No.3–3,15	3431	*Spar dk*	~~Inv~~ Lon		11,17	4mo	Hunter,Ld.	~~(Century Shipping	P28′B32′F39′	26·2		British	180lb *90lb* 315NHP	s 5 ″ 5	
TJDB		1*Dk*(*Stl*)&*Spar dk*(*Stl*)	2355	~~3,17~~ ~~2,16~~				Newcastle		~~Co.Ld. Mgrs.~~) (M.C.		FK		6*BHCem*	2SB,*6cf*,GS133,HS4840	24 ″ 0	
		&*deep framing*		11,17				*Lloyd's*A&CP		Piggott) *WB=Cell*	*DBa*116′*uE&B*38′			*f*148′813*t*	Richardsons,Westgarth& Co.Ld.Sld.		
				~~BS8,17~~ ✠LMC4,16													

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / *Master.* / *Late Name if any.* / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. / Ship. / Engines	9 Built. By Whom. / Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.*	15 Registers in which classed in L.R. Date of Trade Cert.
918 120855 HCQP	**Potosi** ~~Liv.No.3-12,17~~ **SteelScSr** *H.T.S.Pleignier* 13-13 ~~Liv.No.2-13~~ 2 *Dks(Stl)* & *deep framing* & Wireless *Shelter dk(Stl)* *Orlop dk(Stl)* in *Elec.light* Sub.Sig. *Nos.1 & 4 holds*	4375 3883 3155	✠100A1 *Shelter dk with freeboard* 12,17 ~~4,16~~ ✠LMC ~~MS7,13~~ BS9,16	Bkn Liv	*y*	~~4,16~~ 12,17	1905 6mo *Lloyd's*	W.Pickersgill & Sons Sunderland	PacificStm.NavCo *WB=Cell DBa* 122′ *uE*	381·4 P&B 44′	49·0 *f* 164′	25·7 FK	Liverpool British 6 *BHCem*	T.3Cv.26″,43″&72″–48″ (*a*) 180lb ~~200lb~~ *80lb* 429NHP 2SB,*6cf*,GS123,HS5731 FD G.Clark,Ld.Sunderland 992*t APT* 42*t*	28 *n* 5 s 3 *n* 7 25 *n* 3	
919	**Pourqoi Pas** **SteelScK** *A.van Schaick* 11-11 *(Fishing)* 1 *Dk*	135 134 91					1910	Gebr.Boot Leiderdorp	L.deMunter& G.deConinck (Jan Schippers, *Mgr.*)	92·2	21·7	10·7	Vlaardingn Dutch	Oil Engine Goedkoop,Amsterdam		
920	**Pourquoi-Pas** **WoodScBk** *Dr.J.B.Charcot* –08 *Elec.light* 2 *Dks*	449 — 103					1908	Ed.Gautier St.Malo	Dr.J.B.Charcot	139·7	31·2	15·4	St.Malo French	C.2Cy.18″&31½″–23½″ 40NHP De la Brosse&Fouché,Nts.		V
921 KRFN	**Pouyer Quertier** **IronTwinScSr** *Cable Vessel* *Dulac* 02-08 *Elec.light* 3 *Dks*	1396 1324 728	...				1879	C.Mitchell &Co. Newcastle	Cie.Françaises des Cables Télégraphiques	238·2 P17′B42′F36′ FK	35·9	22·9 *WB*	St.Nazaire French	C.4Cy.24″&40″–30″ NB11 146NHP T.Clark&Co.,Newcastle		V
922 KRFM	— **SteelScSr** *J.Mettler* –14 *Elec.light* 1 *Dk*	*144* *136* *59*	...				1914 12mo *Lloyd's*	Lobnitz& Co.Ld. Renfrew	Pilots of the Seine *WB=DTa* 9′	98·6 9*t* *DTf* 9′10*t*	21·4 *FPT* 9*t*	10·7 FK	Havre French 4 *BHCem* *APT* 14*t*	T.3Cy.12″,19″&31″–21″ (*s*) 160lb 53NHP 1SB,*2cf*,GS35,HS930 Lobnitz&Co.Ld.Renfrew	11 *n* 6 ~~s 1 n 9~~ ~~10 n 0~~	
923 WKPN	**Poveña** **SteelScSr** *O.L.Öien* 16-16 *ss*Bbo.No.3–1,07 (*ex*SouthGwalia) *ss*Bgn.No.2–16 1 *Dk(Irn)* & *Web frames* & *pt Awng dk(Irn)* *Cargo battens not fitted*	2117 1577 1213	✠100A1 *pt Awng dk with freeboard* 10,16 ✠LMC MS5,15 BS10,16	Bgn	*r*	10,16	1894 9mo	W.Gray& Co.Ld. W Hartlepool A&CP	Dampskibs.Akties. "Povena" (J.E. Nielsen, *Mgr.*) *WB=Cell DBa* 86′ *uE* 18′ *f* 108′ 433*t*	271·8 P27′Q76′ *pt Awng dk* 169′ FK	38·1	18·5	Chrstiania Norwegian 4 *BHCem* *APT* 29*t*	T.3Cy.20″,31½″&53″–36″ (*s*) 160lb 100*lb* NDB11 188NHP 2SB,*4rf*,GS56,HS3110 Cen.Mar.Eng.Wrks.WHpl	20 *n* 8 s 8 *n* 0 20 *n* 0	
924	**Powell** **SteelScSr** (*Whaler*) (*ex*Snorri) 1 *Dk*	120 120 43					1910	Nylands Værksted Christiania		92·6	18·3	11·6 *WB*		T.3Cy.11½″,18½″&31″–22″ 45NHP Nylands Værksted,Xania		N
925 202339	**Powell Stackhouse** **SteelScSr** *Elec.light* *Mchy.Aft* 1 *Dk*	6171 — 4919					1905	Detroit S.B.Co. Wyandotte	Mahoning S.S.Co. (M.A.Hanna&Co. *Mgrs.*)	504·0	54·2	31·0 *WB*	Cleveland Utd.States	T.3Cy.22½″,38″&63″–42″ 257NHP Detroit S.B.Co.Detroit		L
926	**Power** **SteelTwinSc** *ss*Lon.No.3-12,13 *ss*Lon.No.1-17 1 *Dk(Stl)*	149 141 —	✠100A– *For Towing purposes* 9,17 ~~12,16~~ *Water tube boilers* ~~BS7,16~~ ✠LMC 12 ~~,13~~	Lon		12,13 8,17	1908 11mo	J.P.Rennold -on&Sns. South Shields	Port of London Authority *WB=*	86·0 *FPT* 11*t*	21·1 *APT* 20*t*	11·5 BK 6½″	London British 4 *BHCem*	C.4Cy.19″&40″–24″ 200lb 120lb *at Engines* 2B,GS73,HS3090 167NHP J.P.Rennoldsn&Sns,S.Shl.	12 *n* 0	
927	**Powerful** **SteelSc** (*Tug*) *Elec.light* 1 *Dk*	*206* *172* *28*					1905	J Fullerton &Co. Paisley	Government of Uruguay	105·1	23·6	12·3 BK 6″	M.Video Uruguayan *WB*	C.2Cy.20½″&44″–30″ 104NHP Ross&Duncan,Glasgow	13 *n* 0	
928 116130 VNGK	— **SteelScSr** *W.D.Lent* 05–06 1 *Dk*	195 174 6				...	1903	Cochrane& Sons Selby	JohnS.Darrell&Co	114·0 B12′	21·1 BK 7″ *WB*	12·0	Hamilton, Bermuda British	T.3Cy.14″,22″&36″–24″ Tindall,Earle& Hutchinson,Ld.Hull	12 *n* 10	
929 78628	— **IronPadSp** *W.Williamson* –12 (*ex*Flying Huntress)	182 165 3					1878	J T Eltringham S.Shields	Brito-Franco Shipping Co.Ld. (A Tate&Co *Mgrs*)	22·5	20·2	10·6	Greenock British	L.1Cy.41″–60″ NB03 98RHP J.P.Rennoldsn&Sns,S.Shl.		
930 27660 KLVM	**Powhatan** **SteelScSr** *J.E.Ryan* (*ex*Rawlins, *ex*U.S.N.Resolute, *ex*Yorktown) *Elec.light* Wireless Sub.Sig. 2 *Dks* & *Awng dk*	2898 2853 2126					1894	Delaware River Co. Chester,Pa.	Merchnts & Miners Transportation Co.	310·0	40·0	26·9	Baltimore Utd.States	T.3Cy.22″,44½″&73″–60″ NB05 413NHP DelawareRiverCo.Chester		R
931 136142	**Powis Castle** **SteelScK** 1 *Dk*	275 245 107	✠100A1 *Stm Trawler* 12,16 ✠LMC 12,16	Mdb			1916 12mo *Lloyd's*	Smith's Dock Co.Ld. Middlesbro'	CastleS.Trwlrs,Ld (C.Heron, *Mgr.*)	125·4 Q72′F21′	23·4	12·8 BK 7½″	Swansea British 3 *BHCem*	T.3Cy.12½″,21″&35″–26″ (*s*) 180lb 87RHP 1SB,*3pf*,GS50,HS1616 Smith'sDockCo.Ld.Mdb.	13 *n* 6	
932 98976 MHFP	**Poyang** **SteelTwinScSp** *J.G.Carnaghan* –07 3 *Dks*	2551 1899 1892					1891	Scott&Co. Greenock	ChinaNav.Co.Ld.	287·7 H652*t*	43·0	27·9	London British *WB*	T.6Cy.14″,23″&37″–30″ 150NHP Scott&Co.,Greenock		
933	**Pozsony** **SteelScSr** *A.Stiglich* *ss*Fiu.No.1–12 *Elec.light* 1 *Dk(Stl)*	396 308 202	✠ — 7,16 ✠	Fiu	*h*		1908 10mo	Howaldts-werke Kiel	Soc.inAzioni Ungaro Croata di Nav.Maritt.a Vap. *WB=*	162·5 P32′B38′F32′	24·1 BK 7″ *Cell DBa* 42′ *uE* 11′	12·6 44*t* *APT* 9*t*	Fiume Aust.-Hung. 4 *BHCem*	T.3Cy.14½″,22½″&36½″–23½″ 85NHP 1SB,*2cf*,GS43,HS1502 Howaldtswerke,Kiel	13 *n* 3	
934	**Prachatipok** ~~N.M.Jessen –17~~ **SteelScSr** ~~T.Larsen 08–09~~ *ss*Bgk.No.1–15 *Elec.light* 1 *Dk(Stl)* & *Awng dk(Teak)*	968 832 603	✠100A1 *Awng dk with freeboard* ~~6,17~~ ~~7,17~~ 1,18 ~~BS1,13~~ ~~BS1,17~~ ✠LMC 1,18	Bgk	*l*	~~12,16~~ 1,18	1909 11mo	Kjöbnhvns Flydk.&Skbs. Copenhagen A&CP	SiamS.Nav.Co.Ld. *WB=Cell DBa* 50′ *uE* 13′ *f* 87′	201·5	30·2 FK 174*t*	16·6 *APT* 15*t*	Bangkok Siamese 4 *BHCem*	T.3Cy.14″,23″&37″–24″ (*s*) 180lb 87NHP 2SB,*4cf*,GS52,HS1540 KjbnhavnsFlydk.&Skbsv.	19 *n* 0 s 7 *n* 11 11 *n* 7	
935 JDHK	**Prado** **SteelScSr** *G.Telleria* –16 (*ex*Celaeno) *Well deck*	2704 2076 1712	✠100A1 11,16 ✠LMC 11,16	Bbo	*t*	11,16	1894 6mo	W.Doxford &Sons Sunderland	~~J.B.Prado~~ Cia.de Nav.Begoña *WB=*	300·0 Q108′B138′F33′	42·0 FK	19·9 *Cell DB* 260′ 627*t* *APT* 53*t*	Bilbao Spanish 5 *BHCem*	T.3Cy.23″,38″&62″–42″ (*s*) 160lb *80lb* 251NHP 2SB,*4rf*,*2cf*,GS120,HS3800 W.Doxford&Sons,Sld.	22 *n* 0 s 1 *n* 11 20 *n* 5	
936 JQHN	**Præsident Christie** **IronScSr** *S.Berg* 1 *Dk* & *Awng dk*	611 596 361					1873	Bergens. Mek.Verks. Bergen	Nordenfjeldske Dampskibsselskab	166·6 H13*t*	24·8	20·3	Trondhjm Norwegian	C.2Cy.24″&45″–24″ 83NHP Bergens Mek.Verks.,Bgn.		
937 HQGL	**Praga** **SteelScSr** *ss*Tri.No.1–13 *Elec.light* 1 *Dk(Stl)* & *Spar dk(Stl–ws)* & *deep framing*	3905 2822 2386	✠ — 10,16 *Spar dk* ✠	Tri	*w*		1908 7mo	Lloyd Austriaco Trieste	Lloyd Austriaco *WB=Cell D*	356·0 P&B 246′F65′	44·2 FK 6 *Ba* 108′ *uE* 38′ *f* 142′	22·9 669*t* *APT* 21*t*	Trieste Aust.-Hung. 6 *BHCem*	T.3Cy.26″,43½″&73″–48″ 495NHP 3SB,*9cf*,GS162,HS6855 FD LloydAustriaco,Trieste	25 *n* 10	
938 110548 QVKN	**Prah** **SteelScSr** *A.Sutherland* –17 *Elec.light* *ss*Ham.No.3–3,11 *ss*Hul.No.1–17 2 *Dks(Stl)*	3339 2349 2466	✠100A1 ~~7,17~~ ~~3,17~~ ~~1,18~~ ~~NO~~ Liv 5,18 ✠LMC 3,17 BS5,13	Hul	*u*	N3,17	1899 3mo	W.Dobson &Co. Newcastle A&CP	British&African S.N.Co.Ld. (Elder, Dempster&Co.Ld. *Mgrs.*) *WB=Cell*	325·0 P33′B224′F38′ FK 5 *Ba* 92′ *uE* 22′ *f* 142′	45·2	19·5 *DBa* 656*t*	Liverpool British 5 *BHCem* *APT* 26*t*	T.3Cy.23″,37″&61″–42″ (*s*) 160lb ~~180lb~~ *140lb* 254NHP 2SB,*6cf*,GS106,HS4008 Wllsnd.Slpwy.Co.Ld.Nwc.	22 *n* 2 s 2 *n* 0½ 20 *n* 6	

Now named "Begoña II.," See No. 79 in Supplement

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Ferme assigné maintenant aux navires d'Equilibrement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registre ou code. Si ce n'est pas dans le L.R.
939	**Prahsu**	**SteelScSr**	5072	✠100A1	Liv	*x*	9,15	1907	Harland&	AfricanS.S.Co.	370·6	49·3	21·8	Liverpool	T.3Cy.26″,44″&74″–48″ (*s*)	33 ″ 2	BT
124075	*W.Walker* –17	*ss*Liv.No.2–16	3239	*Shelter dk*				6mo	Wolff,Ld.	(Elder,Dempster&	P28′B106′F54′			British	205lb 528NHP	≈10 ″ 1	≈ BT
HKWL	*Elec.light*	2*Dks*(*Stl*)&*deep framing*	3181	*withfreeboard*					Belfast	Co.Ld.*Mgrs.*)			FK	6*BHCem*	3SB,*9rf*,GS177,HS7395 FD	23 ″ 9	9,17
	Ref.Mchy.	&*Shelter dk*(*Stl*–ws)		~~5,15~~ ~~BS9,17~~ 5,18 ~~BS9,16~~ ✠LMC9,15				*Lloyd's*	*SA&CP*	*WB*= *Cell DBa* 106′*uE* & *B42′f*152′835*t FPT*				87*t APT*32*t*	Harland&Wolff,Ld.Bel.		
		Tonnage opening closed, 1917															
940	**Prairial**	**SteelScSr**	3489	✠100A1	Bry	*v*	~~8,15~~	1898	Bartram&	PlissonStm.Nav.	350·0	46·5	16·2	London	T.3Cy.24″,39″&64″–42″ (*s*)	26 ″ 9	
106426	*T.C.Sawyer* –15	*ss*Shl.No.3–12,10	3229	*Spar dk*			~~N6,17~~	4mo	Sons	Co.Ld.	P32′B68′F36′	24·3		British	180lb *180lb* 288NHP	≈ 5 ″ 3	
QBPM	(*ex*Palestrina)	*ss*Bry.No.1–14	2209	8,15			B~~S6,15~~6,17		Sunderland				BK8″	6*BHCem*	2SB,*6rf*,GS118,HS4450	22 ″ 4	
	1*Dk*(*Stl*)&*Spar dk*(*Irn*)&*deep framing*			~~BS8,15~~ ✠LMC5,14					A&CP	*WB*= *Cell DBa* 112′*uE* 26′*f* 140′				714*t APT*68*t*	J.Dickinson&Sons,Ld.Sld.		
941	**Prairie Cock**	**IronScSp**	125	✠	Npt			1884	S.&H.Mor-	LiverpoolScw.Tow	90·7	19·1	11·2	Liverpool	C.2Cy.20½″&40″–24″	11 ″ 10	
89672	*J.Summers* –10		124	*For towing purposes*					ton&Co.	&LighterageCo.				British	NB02 90RHP		
JTRK	(*ex*Condor,*ex*PrairieKing)	1*Dk*	8	3,90					Leith	(G.R.Nicholson)				3*BHCem*	A.Shanks&Son,Arbroath		
942	**Prangenhof**	**SteelSc**	215					1902	J.C.Teck-	Hochseefischerei	117·8	22·6	11·4	Brmrhavn	T.3Cy.11″,17½″&29½″–21½″		G
	W.Reemts	(*Trawler*)	188						lenborgA.G.	J.Wieting,Akt.				German	39NHP		
KRLQ		1*Dk*	75						Geestemünde	Ges.					J.C.TecklenborgA.G.Gst.		
943	**Prase**	**Iron&SteelScSr**	285	✠100A1	Bwg	*d*	~~7,16~~	1899	Crmichael,	W.Robertson	135·1	21·1	9·4	Glasgow	C.2Cy.16½″&32″–22″ (*s*)	10 ″ 6	
108784	*H.McNeill* –10	*ss*Bwg.No.3–4,11	196	~~5,16~~ ~~7,16~~ 6,18	G~~Sp~~		5,18	1mo	MacLean&Co		Q46′B9′F22′		BK8″	British	120lb 42RHP	≈ 10	
QRHS		*ss*Bwg.No.1–16	113	BS9,17 ✠LMC7,16					Greenock				*WB*	3*BHCem*	1SB,*2pf*,GS32,HS860	10 ″ 5	
	Mchy.Aft	1*Dk*(*Irn*)							A&CP				= *FPT*18*t*		Muir&Houston,Ld.Gls.		
	Well deck	*Iron framing,Steel plating*															
944	**Präsident**	**SteelScSr**	3335					1900	Blohm&	DeutscheOst-	320·9	40·3	24·9	Hamburg	T.3Cy.23¾″,38″&63¾″–42¼″		
	(Captured at Lindi)		2599						Voss	AfrikaLinie	P&B217′F40′			German	264NHP		
	Elec.light	2*Dks*	2086						Hamburg				*WB*		Blohm&Voss,Hamburg		
945	—	**SteelTwinSc**	1849					1905	G.Seebeck	Hamburg-Amerik	282·2	40·6	13·0	Hamburg	T.6Cy.15¾″,26″&43⅝″–27½″		G
	L.Schlimbach		1198						Akt.Ges.	Packet.Akt.Ges.	P53′F24′			German	196NHP		
RNWM	*Elec.light* Wireless	1*Dk*&*deep framing*	924						Bremerhaven	(Ham-Amr.Linie)			*WB*		G.Seebeck A.G.Bremerhvn		
946	**Präsident Herwig**	**SteelSc**	185					1902	G.Seebeck	F.Busse	120·2	22·7	10·7	Gstemnde	T.3Cy.11½″,18″&30½″–22″		G
	R.Tietz	(*Trawler*)	162						Akt.Ges.		H13′F20′			German	43NHP		
KRLS		1*Dk*	59						Bremerhaven						G.Seebeck A.G.Bremerhvn		
947	**Präsident Koch**	**SteelScSr**	116					1896	Howaldts-	NeueDampfer-Co.	94·7	21·4	9·3	Kiel	T.3Cy.9¾″,14¾″&24½″–13¾″		G
	H.Oelerking –11		101						werke	Akt.Ges.	P8′Q34′F13′			German	NB98 22NHP		
LBCW		1*Dk*	47						Kiel						Howaldtswerke,Kiel		
948	**Präsident Rose**	**SteelSc**	159					1897	Bremer		106·1	21·0	10·2		C.2Cy.14½″&26″–19½″		
	(Captured & taken to Grimsby)		—						Vulkan						25NHP		
	(*ex*Dueren) (*Trawler*)	1*Dk*	44						Vegesack				*WB*		Bremer Vulkan,Vegesack		
949	**Präsident von Mühlenfels**		158					1896	Bremer	DeutscheDmpfis-	105·9	21·0	10·2	Nordenhm	C.2Cy.14½″&26″–19⅝″		G
	*W.Groenewoldt*04–	**SteelSc**	148						Vulkan	chereiGes.Nordsee	B34′			German	25NHP		
QGHV	(*Trawler*)	1*Dk*	54						Vegesack				*WB*		Bremer Vulkan,Vegesack		
950	**Prazattus**	**SteelScSr**	2623	✠ — 5,16	Shl	*t*		1892	Craig,	Nav.aVap.Napried	300·0	40·2	19·3	Ragusa	T.3Cy.22″,35″&57″–39″	22 ″ 0	
	(Seized at Antwerp)		1941					12mo	Taylor&Co.	(R.Negrini,*Mgr.*)	Q82′F29′			Aust.-Hung.	NDB05 206NHP		
HQGS	*A.Randich* –11	*ss*Tri.No.3–4,05	1648	*pt Awng dk*					Stockton		*pt Awng dk*189′		FK	5*BHCem*	2SB,*4cf*,GS88,HS3410		
	(*ex*Oakley)	*ss*Tri.No.2–13		*withfreeboard*													
		1*Dk*(*Irn*)&*Webframes*		✠NB8,08 ✠						*WB*= *Cell DB* 258′553*t FPT*				80*t*	Wstgrth,Englsh&Co.Mdb.		
		&*pt Awng dk*(*Irn*)															
951	**Preesall**	**SteelTwinSc**	572	✠	Rnf	*i*		1912	W.Simons	Lan.&Yorks.&Lon	165·0	32·0	11·3	Fleetwood	T.6Cy.11″,17′&28″–21″	12 ″ 0	
132413	*G.Brooks* –12		500	*Hopper Barge*				11mo	&Co.Ld.	&N.W.Rlwy.Cos.	Q65′RFD45′			British	79RHP		
	Elec.light	1*Dk*(*Stl*–ws)	257	11,12 ✠					Renfrew				FK	6*BHCem*	2SB,*4cf*,GS78,HS2277		
													WB	= *FPT*23*t*	W.Simons&CoLdRenfrew		
952	**Prefect**	**SteelScK**	302	✠100A1	Hul			1916	Cochrane&	AnchorStm.Fishg.	135·3	23·5	12·4	Grimsby	T.3Cy.13″,23″&37″–24″ (*s*)	13 ″ 1	
138941			278	*StmTrawler*				1mo	Sons,Ld.	CoLd (LettenBros.	Q74′F21′		BK7½″	British	200lb 84RHP		
JMGQ	*Elec.light*	1*Dk*	159	1,16					Selby	*Mgrs.*)				4*BHCem*	1SB,*3pf*,GS43,HS1371		
				✠LMC1,16				*Lloyd's*	*SA&CP*						Gt.CentrlCo-opEng.&Ship		
															RepairingCo.Ld.Gms.		
953	**Pregel**	**SteelScSr**	977					1889	Burmeister	TheShippingCon-	~~220·8~~	~~28·2~~	14·8	London	T.3Cy.14½″,23″&36″–24″		V
140295	~~*Iverson*~~ *C.Roe*17–17		724						&Wain	troller(Turnbull,	len97	28·0		British	68RHP ~~68NHP~~		
JRHB	*Well deck*	1*Dk*	607						Copenhagen	Scott&Co.,*Mgrs.*)	216·0		*WB*		Burmeister&Wain,Cpn.		
954	—	**SteelScSr**	490					1903	Akt.Ges.	Korporation der	127·6	36·7	17·4	Königsbrg	T.3Cy.20″,31′&51″–31′		
	*W.Seeger*99–03	(*IceBreaker*)	—						"Vulcan"	Kaufmannschaft				German	144NHP		
		2*Dks*	190						Stettin				*WB*		A.G."Vulcan,"Stettin		
955	—	**IronScSr**	363					1871	Reiherst'g	HamburgDanzig	150·9	22·8	13·0	Danzig	C.2Cy.17′&28″–24″		G
		(*ex*Africa)	303						Schiffsw.	Linie,G.m.b.H.	Q36*t* B36*t*		F22*t*	German	NB02 32NHP		
RDGT		1*Dk*	222						Hamburg						Reiherst.Maschinenf.Ham		
956	**Premier**	**SteelScSr**	374				...	1891	S.Mc	CanadianDredge	155·0	23·1	10·0	London	C.2Cy.22″&44″–30″	10 ″ 8	
98864	*G.Heneberry* –14		238						Knight&Co	Co.	Q37′B72′F23′			British	NB07 80RHP		
		1*Dk*	188						Ayr				BK7″	*WB*	W.Kemp,Glasgow		
957	—	**SteelScK**	253	✠100A1	Gms		3,13	1908	Cochrane	AnchorStm.Fishg.	127·0	22·0	11·9	Grimsby	T.3Cy.12½″,22′&35″–24″ (*s*)	12 ″ 9	
127834	*H.Rowson* –14	*ss*Gms.No.1–12	234	*StmTrawler*				7mo	&Sons	Co.Ld.(G.S.Letten	Q69′F21′		BK7½″	British	180lb 70RHP		
HMVW		1*Dk*	98	7,14					Selby	*Mgr.*)				4*BHCem*	1SB,*2cf*,GS33,HS1120		
				BS7,14 ✠LMC8,12				*Lloyd's*	*SA&CP*						C.D.Holmes&Co.Hull		
958	—	**IronScK**	162				...	1890	Hawthorns	BombayS.N.Co.Ld	100·2	21·1	10·4	Bombay	C.2Cy.17″&34″–22″	11 ″ 6	
98190	*E.Sulleman* –15		138						&Co.		F11′			British	48RHP		
MFND	*Mchy.Aft*	1*Dk*	60						Leith				BK7″	*WB*	Hawthorns&Co.,Leith		
959	—	**IronPad**	129					1846	W.Denny	Cosens&Co.Ld.	148·5	17·3	6·7	Weymouth	O.2Cy.29″–33″		
6387	*A.Cox* –98		115						&Bros.		len78			British	NE78 NB10 50RHP		
JNPS			54						Dumbarton						J.Penn&Sons,Greenwich		
960	**Prentiss**	**WoodScSr**	406					1901	W.A.Boole	P.L.Transprtn.Co.	144·0	34·5	11·5	S.Frncisco	C.2Cy.14″&32″–24″		
150938	*V.Iverson*		367						&Son					Utd.States	42NHP		
KRPD		1*Dk*	267						Oakland,Cal.						FultonE.&S.B.Wrks,S.Fo.		

Wrecked 1917

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. / Master. / Special Surveys.	3 Material, Rig, &c. / Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned. now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. / Ship. / Engines	9 Built. By Whom. / Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L. R. Date of Rec. of Trade Cert.
961 127918	**Prenton**	**IronTwinSc** (*Ferry*) *Screws Fore & Aft*	487 483 170			...		1907	Caledonian E.&S.B.Co. Preston	Municipal Corporation of Birkenh'd	129·2	45·4	13·0 BK7″	Liverpool British	C.4Cy.18″&36″–24″ 135NHP Caledonian E.&S.B.Co.Prs.	13 ″ 6	BT till 2,18
	Elec.light (*ex* Liverpool)	1 *Dk*															
962 136616	**Presenter**	**WoodScDy** (*Fishing*) 1 *Dk*	106 105 45					1915	J.Chambers,Ld. Lowestoft	E.W.Hall	89·4	20·4	10·9	Lowestoft British	T.3Cy.10″,15″&24″–16″ 39RHP Crabtree&Co.Ld.Gt.Yar.		
963 125052 HKLN	**Presidency** *A.H.Fisher* –14 (*ex* President)	**SteelScK** *ss* Gms.No.1–11 1 *Dk*	257 231 109	✠100A1 *Stm Trawler* 9,14 BS9,14 ✠LMC5,11	Gms		1,14	1907 3mo *Lloyd's SA&CP*	Cochrane &Sons Selby	Anchor Stm.Fishg. Co.Ld.(G.S.Letten *Mgr.*)	128·0 Q69′F21′	22·0	11·6 BK7½″	Grimsby British 4 *BHCem*	T.3Cy.12½″,22″&35″–24″ (*s*) 200lb 75RHP 1SB,2*cf*,GS38,HS1120 C.D.Holmes&Co.Hull	12 ″ 6	
964 203813 KVTF	**President** *N.E.Cousins* *Elec.light* Sub.Sig. Wireless	**SteelScSr** *Fitted for oil fuel* 3 *Dks & Shelterdk*	5453 — 2393					1906	New York S.B.Co. Camden, N.J.	Pacific Coast Co. (Pacific S.S. Co. *Mgrs.*)	391·0	48·0	19·7 *WB*	New York Utd. States	T.3Cy.34″,56″&90″–60″ 601NHP New York S.B.Co.		R
965 123947 HKJN	— (Detained at Hamburg) *R.Errington* –13	**SteelScSr** *ss* Sld.No.1–11 1 *Dk* (*Stl*) *& deep framing*	1945 1729 1146	✠100A1 11,13 BS5,13 ✠LMC4,11	Shl	*r*	11,13	1907 3mo *Lloyd's SA&CP*	S.P.Austin &Son,Ld. Sunderland	J.Westoll *WB=Cell D Ba 88′ u E&B*	280·0 P25′B52′F29′	40·5	18·2 FK 34′ *f* 112′ 5 15 *t*	Sundrland British 4 *BHCem*	T.3Cy.20½″,33″&54″–39″ (*s*) 160lb *90lb* 194NHP 2SB,6*pf*,GS90,HS3093 00 *t* APT110 *t*	20 ″ 8 s 3 ″ 2½ 17 ″ 9	
966 125592 JSKG	— *C.Reed* –02	**WoodPad** (*ex* Columbia) 1 *Dk*	1468 — 1098					1877	..... Green Point, N.Y.	Columbia Transportation Co. (B. Johnson, *Mgr.*)	260·6	39·0	12·0	Phildlphia Utd. States	1Cy.66″–132″ *E made* 52 *fitted*— *B made* 13 *fitted* 14 Morgan Iron Works,N.Yk.		
967 86652	— *W.Newcastle* –16	**IronPad** 1 *Dk*	130 130 26	✠ *For Tug pur poses* 10,76	Shl			1876 8mo	J.Readhead& Co. S.Shields	G.Brown	100·0	20·0	9·9	S.Shields British 4 *BHCem*	2Cy.30″–52″ NB89 70RHP J.Readhead&Co.,S.Shields		
968 MBQG	**President Bunge** *Sangelein* –16 (*ex* Endsleigh) *deep framing & Web frames*	**SteelScSr** *ss* Ant.No.2–13 1 *Dk* (*pt Irn & pt Stl*) 2 *tr B* 3 *Dk rule*	*3709* *3454* *2391* MS3,13	✠100A1 12,16 3,18 Examined 3,17 ✠LMC MS3,18 BS3,16 11,17	Cff	*w*	~~12,16~~ 3,18	1905 3mo *Lloyd's SA&CP*	J.L.Thompson&Sons,Ld Sunderland	Cie.Royale Belgo Argentine (Armement Adolf Deppe, *Mgrs*) *WB=Cell D*	346·7 P23′B94′F31′ *Ba* 119′ *u* E21′ *f* 146′	50·8	23·0 FK 84 3 *t*	Antwerp Belgian 6 *BHCem* 3 *APT* 94 *t*	T.3Cy.24½″,40″&66″ -45″ (*s*) 1801b ~~100lb~~ 75lb 317NHP 2SB,6*rf*,GS138,HS4870 G.Clark,Ld.Sunderland	25 ″ 6 s 4 ″ 6 21 ″ 5	
969	**President de Leeuw** *C.Mommaas* 72–08	**SteelSc** (*Tug*)	260 257 43					1908	A.Vuijk& Zoon Capelle a/Y.	Soc.Anon.de Remorq.à Hélice	125·4 B26′	25·3	12·8 *WB*	Antwerp Belgian	T.3Cy.16⅜″,26⅜″&44⅛″–29½″ Kattendyk 106NHP Wks.Soc.Anon Ant		
970	**Président Désiré Maas** *H.J.van Twel* –12	**SteelSc** (*Tug*) 1 *Dk*	135 134 26					1912	Gebr. v.d.Windt Vlaardingen	Soc.Anon.de Remorq.à Hélice	89·5	22·0	10·7	Antwerp Belgian	T.3Cy.13⅜″,22⅛″&36″–24″ 63NHP Alblasserdam.Msch.Fab.		
971 RPNT	**President Grant** *H.Meyerdiecks* *Elec.light* *Ref.Mchy.* Sub.Sig. Wireless	**SteelTwinSc** 6 **MstSr** 4 *Dks & Awngdk*	18072 16073 11112					1907	Harland& Wolff,Ld. Belfast	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	599·0 B166′	68·2	48·3 *WB*	Hamburg German	Q.8 Cy.25″,36″,52½″&75″–54″ 827NHP Harland&Wolff,Ld.Bel.		G
972	**Président John P. Best** *VanGaever* (*ex* Octave Pinnoy, *ex* Président Octave Pinnoy)	**SteelSc** (*Tug*) 1 *Dk*	125 — 44					1900	Wed.A.van Duyvendijk Papendrecht	Soc.Anon.de Remorq.à Hélice	90·2	18·0	10·7 *WB*	Antwerp Belgian	T.3Cy.13⅜″,22″&36½″–16″ 52NHP Huiskens&vnDijk,Drdrcht		
973 KRGN	**Président Le Roy Lallier** *Jacob* –13	**IrnScBn** 1 *Dk & Spardk 3 tr B*	1320 — 820					1881	J Readhead &Co. S.Shields	Cie.des Bateaux à Vap.du Nord	250·9 H41′ F16′	33·1	15·1 23·0 *WB*	Dunkirk French	C.2Cy.32″&61″–36″ NB01 186NHP J.Readhead&Co.,S.Shields		V
nk (War Loss) RPMD	**President Lincoln** *Witt* *Elec.light* *Ref.Mchy.* Sub.Sig. Wireless	**SteelTwinSc** 6 **MstSr** 4 *Dks & Awngdk*	18168 16186 11171					1907	Harland& Wolff,Ld. Belfast	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr. Linie)	598·8 B166′	68·2	48·3 *WB*	Hamburg German	Q.8Cy.25″,36″,52½″&75″–54″ 827NHP Harland&Wolff,Ld.Bel.		G
975	**President Ludwig** *E.Depauw* 88–	**IronSc** (*Tug*) 1 *Dk*	165 — 58					1892	Cook,Welt'n&Gemmell Hull	Soc.Anon.de Remorq.à Hélice	116·0	22·0	11·4 BK6½″	Antwerp Belgian	T.3Cy.15″,24½″&39″–24″ NB04 68NHP C.D.Holmes&Co.,Hull	12 ″ 3	
976 MBQH	**President Stevens** *P.Defer* 01–12	**SteelScK** 1 *Dk*	212 194 87	✠ *Stm Trawler* 9,05 ✠	Hul			1905 9mo	Cochrane &Sons Selby	Pêcheries à Vapeur (Soc.Anon.) (John Bauwens, *Mgr.*)	115·0 Q54′F19′	21·5	11·7 BK7½″ *WB=DTf* 12′12 *t*	Ostend Belgian 4 *BHCem*	T.3Cy.12″,21″&34″–24″ 69NHP 1SB,2*cf*,GS30,HS1126 C.D.Holmes&Co.Hull	12 ″ 6	V
977	**Presidente Mitre** *B.Janssen* 05–11 *Elec.light* Wireless	**SteelScSr** (*ex* Argentina) 2 *Dks & Web frames*	3958 3103 2527					1894	Reiherst'g Schiffsw. Hamburg	Hamburg-Süd-Amerik.Dampfschifffahrts Ges.	343·0 P&B212′F41′	42·4	26·1 *WB*	Bns.Ayres Argentine	T.3Cy.23″,37½″&63″–42″ 257NHP Reiherst.Maschinenf.Ham.		G
978	**Presidente-Mitre** *Giobata* –88	**Steel&IronScSr** 1 *Dk*	130 107 59					1887	Soc.Gén. Forges Atel. St.Denis	Cia.Argentina de Nav.(Nicolas Mihanovich) Ltda.	96·8 P34′	18·5	8·9	Bns.Ayres Argentine	C.2Cy.17⅜″&30½⅛″–18⅜″ 34NHP Soc.Con.Batignolles,Paris		
979	**Presidente Quintana** *E.Pohlmann* –12 *Elec.light* Wireless	**SteelScSr** 1 *Dk & Spar dk*	1731 1410 1063					1905	Howaldtswerke Kiel	Hamburg-Süd-Amerik.Dampfschifffahrts.Ges.	240·0 B75′F33′	36·0	20·8 *WB*	Bns.Ayres Argentine	T.3Cy.17½″,27½″&45¼″–27½″ 107NHP Howaldtswerke,Kiel		V
980	**Presidente-Roca**	**Stl&IrnScSr** 1 *Dk*	130 107 59					1887	Soc.Gén. Forges Atel. St.Denis	Cia.Argentina de Nav.(Nicolas Mihanovich) Ltda.	96·8 P34′	18·5	8·9	Bns.Ayres Argentine	C.2Cy.17⅜″&30½⅛″–18⅜″ 34NHP Soc.Con.Batignolles,Paris		
981	**Presidente Saenz Penna** (*ex* C.A.Bade) *Well deck*	**Steel ScSr** 1 *Dk*	*635* *621* 287			...		1888	Sunderlnd S.B.Co.Ld. Sunderland	R.Arenspreis	170·0 P100′F20′	26·2	12·5 BK6″ *WB*	Bns.Ayres Argentine	T.3Cy.14″,23″&39″–27″ 79NHP N.E.Marine Eng.Co.Sld.	13 ″ 1	V
982 HQGV	**Presjednik Becher** *A.Randich*	**SteelScSr** *ss* Tri.No.3–3,13 1 *Dk* (*Stl*) *& deep framing*	2319 1924 1445	✠ 1,16 ✠	Tri	*s*		1900 7mo	Craig, Taylor&Co. Stockton	Nav.a Vap. "Napried" (R.Negrini *Mgr.*) *WB=Cell D Ba*	289·2 P27′B76′F33′ 90′ *u* E 20′ *f* 114′ 4 9 3 *t*	43·2	20·1 FK	Ragusa Aust.-Hung. 5 *BHCem* *APT* 42 *t*	T.3Cy.21″,35″&57″–39″ 206NHP 2SB,6*cf*,GS92,HS3150 Blair&Co.Ld.Stockton	21 ″ 3	
983 150786	**Presque Isle** *Elec.light* *Mchy.Aft*	**SteelScSr** 1 *Dk* 2 *tr B*	4578 — 3486					1898	Cleveland S.B.Co. Lorain,O.	Presque Isle Transportation Co. (Clevelan d Cliffs Iron Co. *Mgrs.*)	407·0	50·0	24·7 *WB*	Cleveland, Ohio Utd. States	Q.4Cy.17″,25½″,39″&60″–40″ 228NHP Clevelan d S.B.Co.Clev.		L

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné au maintenu. expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant.	15 Registres où coté, si ce n'est de Lloyd's Register.
984 2562 HMRF	**Presto** *G.H.Smedman* 12–14	**IronScSr** 1 *Dk* 2 *tr B*	1046 802 596					1875	Bergsunds Mek.Vrks. Stockholm	Stockholms Rederiaktiebsvea (Hj Blomberg *Mgr*)	217·2 P128′	29·8 H11*t*	17·7 F29′	Stockholm Swedish	C.2Cy.25½″&45″–26½″ 86NHP Bergsunds Actieb., Skm.		V
985 102033	— *R.Hasting* 07–07 (*ex* Triumph)	**IronPadSk** 1 *Dk*	155 139 59					1893	J.T.Eltringham & Co South Shields	Ellerman's Wilson Line, Ld.	107·0	19·6	10·0	Hull British	2Cy.28½″–50″ NB10 60RHP Baird & Barnsley, N.Shl.		
986 JQDG	**Preston** *H.v.d.Fehr* 02–12 *Elec.light* Wireless	**SteelScSr** 1 *Dk* & *Spardk*	1444 1304 908					1902	Bergens Mek.Værks. Bergen	Akties.Dampsk. Preston (O.&A. Irgens)	252·4 H140*t*	33·2	20·4	Bergen Norwegian *WB*	T.3Cy.21″,34″&56″–36″ 188NHP Bergen Mek.Værks. Bergen		N
987 RKTS	**Pretoria** *M.Dugge* *Elec.light Ref.Mchy.* Sub.Sig. Wireless	**SteelTwinScSr** 4 *Dks*	13234 10562 8415					1897	Blohm & Voss Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	561·0 B163′	62·2	37·9	Hamburg German *WB*	Q.8Cy.23″,33″,48″&69¾″–54″ 1000NHP Blohm & Voss, Hamburg		G
988 106110 RTOW	— *A.W.H.Lillie* –13 *ss* Bry.No.3–1,13 2 *Dks* (1 *Stl* & *Upt Irn* & *pt Stl*) & *deep framing*	**SteelScSr**	3700 3489 2409	✠100A1 12,16 Examined 13 BS2,16 ✠LMC1,13	Bry	*w*	~~9,16~~ 12,17	1900 8mo	J.L Thompson & Sons, Ld Sunderland A&CP	Isles Stm Shipping Co. Ld. (A.M. Sutherland, *Mgr.*) *WB* = *Cell D Ba* 116′ *uE* 24′ *f* 160′ 802*t*	381·3 P29′ B102′ F31′ FK	45·9	25·6	Newcastle ~~Whitby~~ British	T.3Cy.24″,40½″&68″–45″ (*s*) 180lb *180lb* NDB16 336NHP 6 *BHCem* *APT* 181*t*	28 ″ 5 *s* 5 ″ 7½ 23 ″ 3	
989 123579	— *W.H.Brennan* –16 *ss* Gms.No.2–15 1 *Dk*	**SteelScK**	283 254 120	✠100A1 *Stm Trawler* 9,15 ✠LMC9,15 BS10,16	Gms	N9,15		1906 8mo	Cook, Welt'n & Gemmell Ld. Beverley *Lloyd's* & *CP*	Gt.Gms.&E.Coast Stm.Fishing Co.Ld	130·0 Q72′	22·2 BK8″	12·2	Grimsby British	T.3Cy.13″,22″&36″–24″ (*s*) 200lb 92RHP 1SB, 2*cf*, GS41, HS1500 Amos & Smith, Hull	13 ″ 1	
990 116104	— *J.Brophy* –13 *ss* Hul.No.3–6,14 1 *Dk*	**SteelScK**	180 169 70	✠100A1 *Stm Trawler* 6,14 ✠LMC3,14	Hul	3,14		1902 11mo	Cook, Welt'n & Gemmell Beverley *Lloyd's* & *CP*	Hull Steam Fishing & Ice Co. Ld.	109·0 Q19′	21·5 BK7″	11·0	Hull British	T.3Cy.10″,17′&28′–21′ (*s*) 200lb 45RHP 1SB, 2*pf*, GS25, HS750 Amos & Smith, Hull	12 ″ 1	
991 113070	— *G.I.Houghton* –17 (*Trawler*) 1 *Dk*	**SteelScK**	159 148 61			...		1900	Hall, Russell & Co. Ld. Aberdeen	~~R.Irwin & Sons, Ld.~~ E Taylor	103·3 *WB* = *Deep Tanks* *f* 13′ 30*t*	20·6 BK7½″	11·3	N.Shields British	T.3Cy.11½″,18″&31″–21″ 56RHP Hall, Russell & Co. Ld. Abn.	11 ″ 10	
992 113969 SMKV	**Pretorian** *H.Blanchard* –17 *Ref.Mchy.* 2 *Dks* (*Stl–Mp* tws) *Elec.light* 3 *tr B* & *Shelter dk* (*Stl–pt* tws) Sub.Sig. Wireless	**SteelScSr**	~~6948~~ 7650 5475 ~~4875~~ 4842	✠ *Shelter dk* 3,04 ✠	Liv	*b*†		1901 6mo	Furness, Withy & Co Ld W Hartlepool	Allan Line SS Co. Ld (Canadian Pacific Ocean Services, Ld. *Mgrs.*) *WB* = *Cell D Ba* 135′ *uE* & *B* 81′	436·9 B on *Shelter dk* 144′ *f* 163′ 1117*t* *DTa* 29′	53·1 FK	29·7 868*t*	Glasgow British	T.3Cy.32″,53″&88″–54″ NB11 800NHP 7 *BHCem* *APT* 31*t* 4SB, 12*cf*, GS274, HS11896FD Richardsons, Westgarth & Co Ld. Mdb.	32 ″ 8	C
993 RQNF	**Preussen** *H.Lübcke* *Elec.light* 2 *Dks* (*Stl*) 3rd *Dk* (*Stl*) in No.1 *Hold only*	**SteelSc4MstSr**	7997 7562 5083	✠ — 1,16 ✠	Ham	*c*†		1910 12mo	J.Brown & Co.Ld. Clydebank	Hamburg-Amerik Packetf.Akt.Ges. (Ham.-Amr.Linie)	470·0 P54′ B121′ F55′ *WB* = *Cell D Ba* 138′	58·2 FK & BK2″	32·4 *uE* & *B* 77′ *f*	Hamburg German	Q.4Cy.26″,39″,56″&78½″–54″ 696NHP 7 *BHCem* 4SB, 12*cf*, GS248, HS10160FD J.Brown & Co.Ld. Clydebnk 194′ 1603*t* *FPT* 205*t* *APT* 78*t*	35 ″ 5	
994 RQNF	— *R.Kundt* 09–10 (*Ferry*) *Elec.light* Sub.Sig. Wireless 2 *Dks*	**SteelTwinScSr**	2849 2425 707					1909	Akt.Ges. "Vulcan" Stettin	Königliche Eisenbahndirektion	354·2 F69′ *Promenade dk* 275′	50·8	22·1	Sassnitz German *WB*	T.6Cy.23″,38″&63″–36″ 476NHP A.G. "Vulcan," Stettin		G
995 NHBC	— *Wulf* 11–12 (*Ferry*) (*Screws fore* & *aft*) *Elec.light* 1 *Dk*	**SteelSc**	342 300 80					1911	J.C.Tecklenborg A.G. Geestemünde	Weserschiffsges. m.b.H.	164·5 B70′	29·7	12·1	Oldenburg German	T.3Cy.11⅞″,18½″&30″–22″ 42NHP J.C.Tecklenborg A.G.Gst.		G
996 QHRN	— *A.Oschinski* 08– (*Trawler*) 1 *Dk*	**SteelSc**	253 211 77					1903	G.Seebeck Akt.Ges. Bremerhaven	Deutsche Dmpfischerei Ges. Nordsee	135·3 Q66′ F23′	22·6	9·8	Nordnham German *WB*	T.3Cy.12″,19$\frac{5}{16}$″&31½″–23$\frac{5}{8}$″ 48NHP G.Seebeck A.G. Bremerhvn		G
997 QHRN	**Preveza** *B.Panas* –12 (*ex* Phœnicia, *ex* Glenloig) *ss* Cff.No.3–8,04 *ss* Gen.No.2–13 1 *Dk* (*pt Stl pt Irn*) 2 *tr B* & *Web frames* & *pt Awng dk* (*Irn*)	**SteelScSr**	*3100* *2347* *2018*	✠100A1 *pt Awng dk with freeboard* 5,14 BS7,15 ✠LMC10,15	Ham	*u*	5,14	1892 5mo	Ropner & Son Stockton A&CP	D.Demetriades	322·0 P29′ Q110′ *pt Awng dk* 183′	41·5 BK10″ *WB* = *Cell*	20·6	Argostoli Greek	T.3Cy.23½″,39″&64″–42″ (*s*) 160lb *80lb* NDB90 270NHP 5 *BHCem* *DB* 250′ 551*t* 2SB, 6*cf*, GS118, HS4127	24 ″ 0 *s* 8 ″ 7½ 23 ″ 2	
998 118143 HBLV	**Priam** *W.R.Bailey* –17 *Elec.light* 2 *Dks*	**SteelScSr**	4543 4031 2905					1904	R.&W. Hawthorn, Leslie & Co. Ld Newcastle	Ocean S.S.Co.Ld. (A.Holt & Co. *Mgrs.*)	382·7 P39′ B117′ F42′	47·2	28·2	Liverpool British *WB*	T.3Cy.24″,41″&69″–54″ 350NHP N.E.Marine Eng.Co Ld Nwc		BT till 12,17
999 QKBG	**Priamus** (Seized at Riga) *Joh.Bruns* 96–11 1 *Dk*	**SteelScSr**	660 518 363					1911	Akt.Ges. "Weser" Bremen	Dampfschifffahrts Ges. Neptun	180·0 Q50′ B45′ F22′	28·2	12·8	Bremen German *WB*	T.3Cy.13″,21$\frac{1}{16}$″&34$\frac{11}{16}$″–23$\frac{3}{4}$″ 58NHP A.G. "Weser," Bremen		
1000 205324	**Price McKinney** *Elec.light Mchy.Aft*	**SteelScSr** 1 *Dk*	5250 — 3927					1908	American S.B Co. Lorain	Pioneer S.S.Co. (Hutchinson & Co. *Mgrs.*)	432·0	54·0	28·0	Fairport Utd. States *WB*	T.3Cy.22″,35″&58″–40″ 213NHP American S.B.Co. Clevelnd		
1001 110530	**Pride o'th'Weaver** *T.Sadler* –14 1 *Dk*	**SteelScFlat**	178 169 78					1898	W.I.Yarwood Northwich	Weaver S.S.Co.Ld. (H.Seddon, *Mgr.*)	100·0	21·5	9·9	Liverpool British	C.2Cy.13″&26″–18″ 45RHP W.E.Bates, Northwich		
1002 78480 Wrecked 11,17	**Pride of Wales** *W.N.George* –15 *Paraffin Motor* 1B *Salted* 1 *Dk* (*See Sailing Ship Register.*)	**WoodAuxScK**	36 35 26	✠ 5,80	Mil	12		1880 3mo	H.G.Jones Milford	W.N.George	52·1 9&12yrs.Mat.	16·6	7·3	Milford British	Paraffin Motor 2Cy.5½″–7″ *Emade* 14 Bergius Launch & E.Co.Gls		
1003 114404 TBFV	**Priestfield** ~~*A.C.Ealls* –13~~ *Spar dk* (*pt Irn* & *pt Stl*) 2 *tr B* & *deep framing* *A.J.Davies* –17	**SteelScSr** *ss* Cff.No.3–9,13	4033 3766 2612	✠100A1 *Spar dk with freeboard* 7,17 BS10,16 Examined 13 ✠LMC6,12	Hul Mch	*w*	~~10,16~~ 7,17	1901 5mo	Irvine's SB & D.D.Co.Ld W Hartlepool A&CP	Sutherland SS Co Ld. (A.M.Sutherland, *Mgr.*) *B* = *Cell D B a* 112′ *W*	345·4 P31′ B100′ F34′ *uE* & *B* 36′ *f* 144′ 873*t*	47·9 FK	19·4 27·6 *APT* 101*t*	Newcastle British	T.3Cy.25″,41″&67″–45″ (*s*) 165lb *90lb* 314NHP 6 *BHCem* 2SB, 8*pf*, GS124, HS4840 Richardsons, Westgarth & Co.Ld.Sld.	30 ″ 2 *s* 5 ″ 9½ 24 ″ 9	
1004 123087	**Priestman** *W.H.Bartlett*	**SteelSc** *ss* NFL.No.1–14 1 *Dk* (*Stl*)	291 271 138	✠ *Steam Grab Hopper Barge* 4,15 ✠	NFL	*d*		1910 4mo	Smith's Dock Co.Ld Middlesbro'	Government of Newfoundland (Minister of Marine & Fisheries)	122·0	26·5	10·8	S Johns NFL British	C.2Cy.16″&34″–23″ 68RHP 4 *BHCem* 1SB, 2*pf*, GS35, HS1304 Shields Eng.Co.Ld.N.Shl.	11 ″ 3	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. / *Master.* / Special Surveys.	3 Material, Rig, &c. / *Late Name if any.* / No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of Withdrawal from Class. Cert.
1005	**Prima** (Seized at Libau)	**SteelScSr**	1756					1901	Schiffsw.v. Henry Koch Lübeck	Flensburger Dampfschifffahrt Ges.v.1869	250·9	36·7	16·0	Flensburg German *WB*	T3Cy.17½",29½"&47½"-33½" 129NHP J.F.Ahrens,Ottensen		
LMRT	*P.Lassen*12-12	1*Dk*	1244 1110					P14'Q62'B114'F30'									
1006	—	**SteelAuxTwinScBarge**	212					1906	Hlsingbrgs Varfs Aktieb. Helsingborg	Sulitelma Aktieb. (C.W.Ingelsson, *Mgr.*)	114·0	22·1	8·5	Hlsngborg Swedish	2 Paraffin Motors 2 S.C.SA 2Cy.11½"-13⅜"		V
5475 JTKF	*N.P.Olofsson*07-07 *Paraffin Motors* 1*Dk* (*See Sailing Ship Register*)		186 168					H27*t*									
1007	**Primavera**	**SteelTwinSc** (*Tug*) 1*Dk*	124 103 14					1898	G.Seebeck Akt.Ges Bremerhaven	Telles&Co. (Hamb.-Amr.Linie *Mgrs.*)	96·7	18·0	9·0	Rio Grande do Sul Brazilian	C.4Cy.10⅛"&20⅛"-13¾" 30NHP G.Seebeck Akt.Ges.Bhn.		
1008	**Prime**	**SteelScK**	101					1914	J.Duthie Torry S.C.Co. Aberdeen	W.Murray, jr.	87·9	18·6	9·0	Buckie British *WB*	T.3Cy.9¾",15½"&26"-18" 52RHP Lidgerwood,Ld.Glasgow		
132168	*W.Murray, jr.* -14 (*Fishing*) 1*Dk*		101 42														
1009	**Primero**	**SteelScK**	141	✠	Abn			1892 10mo	W.Hamilton&Co. Pt.Glasgow	Molina&Marquez	100·2	20·5	10·6	Corunna Spanish	T.3Cy.11",17"&27"-22" 47NHP	11 ″ 11	
JDKS	*V.Consillas* ss Abn.No.2-01 (ex Collingwood) 1*Dk*		136 19	*Stm Trawler* 2,04 ✠				Q19'F18'			BK7½"			3*BHCem*	1SB,*2pf*,GS31,HS916 D.Rowan&Son,Glasgow		
	Now named "Maria," See No. 46 in Supplement																
1010	**Primevère**	**SteelScK**	100					1914	J.Duthie Torry S.B.Co. Aberdeen	T.E.Thirtle	86·2	18·6	9·0	Lowestoft British	T.3Cy.9¾",15"&22"-16" E*made* 11 25RHP Elliott&Garrood,Beccles		
136601	*W.S.Capps* -14 (*Fishing*) 1*Dk*		99 44														
1011	**Primo**	**SteelScSr**	1250	✠100A1	Nwc	*o*	7,16	1915 4mo	Cmpbltwn S.B.Co. Campbeltwn	Pelton S.S.Co.Ld.	230·0	35·8	15·6	Newcastle British	T.3Cy.18",27½"&45"-33" (*s*) 180lb 136NHP	17 ″ 7 s 1 ″ 4	
133571 JKPB	*W.H.Bewen* -17 *Elec.light* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*		1023 751	9,17 ~~7,16~~ Off ✠LMC4,15				Q79'B57'F28' *Lloyd's SA&CP*	FK	*WB*=*CellDB*	a56'*uE&B*33'*f*102'			4*BHCem* 395*tAPT*85*t*	2SB,*4cf*,GS73,HS2228 Rankin&BlackmreLd.Grk	16 ″ 7	
1012	—	**SteelScSr**	1037			...		1908	J.Meyer's S.B.Co. Zaltbommel	The Shipping Controller(J.J Thomas &Co.*Mgrs.*)	215·6	33·3	15·3	~~Haugesnd~~ Norwegian London British *WB*	T.3Cy.17",28½"&46"-30" 133NHP G.T.Grey,SouthShields	16 ″ 3	N
142392 ~~MDSW~~ JTFV	~~*A.Wattesaert*~~ (*ex* Remus,*ex* Falstad) *Well deck*	1*Dk*& *deep framing*	841 592					Q75'B66'F25'	FK								
1013	**Primrose**	**SteelSc3MstSr**	611	✠ ——— 1,16 ✠	Liv	*i*		1910 4mo	J Fullerton &Co. Paisley	R.Hughes&Co.	175·0	28·1	10·5	Liverpool British	T.3Cy.14¼",24"&40"-27" 90RHP	13 ″ 0	C
123044 HTKG	*D.Morris* -13 *Mchy.Aft*	ss Liv.No.1-14 1*Dk*(*Stl*)	419 256					Q105'F32' *WB*=*CellDBf*95'	BK6"	3*BHCem* 137*tFPT*51*t*				1S*B*,*3pf*,GS54,HS1899 Ross&Duncan,Glasgow		
1014	—	**SteelScSr**	150	✠100A1	Sng		12,14	1892 3mo	A.Hall&Co Aberden		102·4	20·7	10·7	London British	C.2Cy.18"&34"-24" (*s*) 100lb 50RHP	11 ″ 5 s 1 ″ 2	
9636	*W.J.Carver* -15 (*ex* St.George)	ss Lon.No.3-8,09 ss Sng.No.1-13 1*Dk*	137 11	*Tug* 12,14 BS10,15 ✠LMC10,13				*Lloyd's SA&CP*			BK6½"			4*BHCem*	1SB,*2pf*,GS40,HS1127 A.Hall&Co.Aberdeen	10 ″11	
1015	**Primula**	**SteelScSr**	1524					1896	Lobnitz& Co.(Lim.) Renfrew	Det Forenede DampskibsSelsk.	271·5	34·1	15·9 21·9	Esbjerg Danish *WB*	T.3Cy.25",40"&64"-42" 266NHP Lobnitz&Co.,Renfrew		V
NWRP	*Rasch* *Ref.Mchy.* *Elec.light*	2*Dks*& *Spar dk*	878 676														
1016	—	**SteelScSr**	825					1904	W.Lindbergs Aktieb. Stockholm		196·2	28·2	13·0		T.3Cy.18",29¾"&48½"-29¼" 128NHP W.Lindbergs Aktieb.Skm.		V
	(Seized and taken to Lubeck) *Elec.light*	1*Dk*	— 534														
1017	**Primus**	**SteelTwinScSr**	4000					1912	Akt.Ges. "Weser" Bremen	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	352·3	50·2	22·9	Hamburg German *WB*			
	Elec.light Wireless	*Longitudinal framing* 2*Dks*									P&B271'F41'						
1018	—	**SteelTwinSc**	243					1908	G.Seebeck Akt.Ges. Bremerhaven	Zollausschlussgebiet&Holzhafen	102·9	26·3	12·9	Bremen German	T.6Cy.11¼",17⅛"&28¾"-21¼" 79NHP G.Seebeck A.G. Bremerhvn		G
	H.Wellbroek&W.Hartung (*Tug*) *Elec.light*	1*Dk*	205 20														
1019	—	**IronScSr**	228					1876	Motala Co. Motala	Ångb.Aktieb.Göta Kanal (Aug. Rönnow,*Mgr.*)	95·9	21·8	9·3 15·9	Stockholm Swedish	C.2Cy.17½"&32¾"-21½" NE&B06 41NHP Motala Co.,Motala		
1909 JDQN	*W.Forsberg*15-15 *Mchy.Aft*	1*Dk*& *Shelterdk*	101 157					H19*t*									
1020	—	**CompScSp**	164					18$\frac{72}{91}$	C.J.Berglund Carlstad	Rederiaktieb. Bäckeröd	99·1	22·8	9·2	Udevalla Swedish	2Cy.		
1905 HRVB	*A.Pettersson* (*ex* Skoghall)	1*Dk*	136 77					B20'							Christinehamns Mek Verks		
1021	—	**SteelScSp**	110					1899	Jönköpings Mek.Verks. Jönköping	Finska ÅngfAktieb	86·2	19·5	10·6	Helsingfrs Russian	C.2Cy.17"&29⅝"-17½" 31NHP Jönköpings M.V.Jönkping		
SRCF	*F.Blomquist*06-13 (*ex* Ophelia)	1*Dk*	94 35					H17*t*									
1022	**Prince Abbas**	**SteelScSr**	2030			...		1892	R.Napier &Sons Glasgow	Hudson'sBayCo.	300·0	37·5	15·8	London British	T.3Cy.30",45½"&79"-54" 510NHP	26 ″ 3	V
110138 RFQS	*W.Dunbar* -16 *Elec.light*	2*Dks*& *Spar dk*	1761 852					F35' BK9½" 23·5 *Promenade dk*122'						*WB*	R.Napier&Sons,Glasgow		
1023	**Prince Albert**	**SteelScSr**	1015	✠100A1	Ver	*m*	~~12,14~~ 4,17	1892 10mo	Earle'sCo. Ld. Hull A&CP	Grand Trunk Pacific Developmnt Co.Ld. (C.H. Nicholson,*Mgr.*)	232·0	30·0	14·1	Prince Rupert B.C. British 5*BHCem*	T.3Cy.23½",35"&57"-33" (*s*) 150lb 215NHP	16 ″ 4 s 1 ″ 2	
99584 MTPR	*W.S.Morehouse* (*ex* Bruno) *Elec.light*	ss Hul.No.3-3,10 ss Vcr.No.1-15 1*Dk*(*Stl-pt*ws)2*trB*	686 587	4,17 ~~2,15~~ ✠NB3,10 ✠LMC2,15 BS1,17							P&B139'F37' *WB*= *CellDB*165'14*t*		FK		2SB,*6cf*,GS114,HS3760 Earle'sCo.Ld.Hull	15 ″ 5	
1024	**Prince Arthur**	**SteelTwinScSr**	2188	✠ A1	Bos	*r*	~~1,15~~ 3,18	1899 1mo	Earle'sCo. Ld. Hull A&CP	Boston&Yarmouth S.S.Co.Ld.	290·5	38·0	16·5 23·9	Yarmth NS British	T.8Cy.26",40"&(4)45"-30" 180lb ~~140lb~~ (*s*) 718NHP	24 ″10 s 11 ″ 0½	
110131 RMHL	*F.H.Hawes* -16 *Elec.light* Wireless	ss Hfx.No.3-5,09 ss Hfx.No.2-16 2*Dks*(*UptSt*-ws,*lowerdk* *Stl*-ws *aft*)& *Awng dk*	1791 923	*Awng dk* *with freeboard* 2,18 ~~2,16~~ ✠LMC 3,18 *Coasting New York,* ~~MS1,15~~ ~~BS1,16~~ ~~7,17~~							*WB*= *FPT*25*tAPT*15*t*		FK	6*BHptAsp ptCem*	4SB,*12cf*,GS280,HS11440 FD Earle'sCo.Ld.Hull	14 ″ 3	
1025	**Prince Charles**	**SteelScSr**	373	✠100A1	Lth	*f*	2,16	1905 5mo	Mackay Bros. Alloa *Lloyd's SA&CP*	Brussels S.S.Co.Ld	135·0	23·6	11·9	London British	T.3Cy.13",22"&36"-24" (*s*) 160lb *80lb* 65RHP	12 ″ 6 s ″ 10	
120546 HCQS	*G.B.Whiting*16-16	ss Lon.No.2-13 1*Dk*(*Stl*)	275 160	5,17 ~~3,10~~ Lon ~~BS2,16~~ ✠LMC5,15 ~~BS3,17~~				P15'Q67'F21' B *on* Q8'	FK	*WB*= *APT*15*t*				4*BHCem* 1SB,*2pf*,GS43,HS1379 MacColl&Pollock,Ld.Sld.	11 ″ 10	
1026	—	**SteelScK**	226	✠100A1	Sws		~~11,15~~ 3,17	1904 3mo	Cook,Welt'n&Gemmell Beverley *Lloyd's SA&CP*	Alfred Golder	120·0	22·0	12·0	Ostend Belgian	T.3Cy.13",21½"&35"-24" (*s*) 200lb 71NHP	12 ″ 9	
MBRC	*L.Klausing*13-13	ss Ams.No.2-12 1*Dk*	207 102	*Stm Trawler* 11,15 ~~Permit 3,18~~ ✠LMC2,12 BS1,18				Q50'F20'	BK7"	*WB*= *DBf*12'10*t*				4*BHCem* 1SB,*2cf*,GS35,HS1120 C.D.Holmes&Co.Hull		

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
1027 MBQW	**Prince Charles de Belgique** *W.Lambert 14* (ex Ormesby Broad) *Well deck*	**SteelScSr** ss Ant. No 3–12,13 1 *Dk (Stl) & deep framing*	*1277* *963* *809*	✝100A1 5,17 6,16 ~~MC~~ ~~Nwc~~ ~~Examined 6,17~~ ~~BS6,16~~ ~~LMC6,17~~ ~~M Sht 6,16~~	Sld Nwc	*n*	6,16	1901 5mo *Lloyd's*	Murdoch & Murray Pt. Glasgow	Océan Soc. Anon. Belge d'Armement et de Nav. (L. Dens & Co. *Mgrs.*)	227·7 P16' Q65' *WB = Cell D Ba* 58' *u* 16' *f* 100' 311 *t*	34·6 B60' F26' FK	14·9	Antwerp Belgian	T. 3 Cy. 16½", 27½" & 46"–33" 180lb *100lb* (*s*) 135 NHP 4 *B H Cem A P T 49 t* NDB 15 1 SB, *3cf*, GS 64, HS 2134 W. V. V. Lidgerwood, Gls.	17 " 0 s 1 " 4 16 " 0	
1028 98702 MSGL	**Prince Consort** *J. Hayes* –17	**IronScK** (*Trawler*) 1 *Dk*	154 144 61					1890	Cook, Welt'n & Gemmell Hull	Brent Stm. Fishing Co Ld. (T. A. Langley, *Mgr.*)	104·0 Q24'	20·3 BK 7½"	11·0	Grimsby British	T. 3 Cy. 12½", 19½" & 31½"–22½" NB 07 50 RHP C. D. Holmes & Co., Hull	11 " 10	
1029 93381 PKDB	**Prince Edward** *E. Cowley* –08	**SteelPadSr** (*ex* Prince of Wales)	1547 1252 654					1887	Fairfield Co. Ld. Glasgow	Isle of Man S.P. Co. Ld.	330·5 P71 *t* F158 *t*	39·1	15·2	Douglas IM British	C. D. 2 Cy. 61" & 112"–78" 925 NHP Fairfield Co. Ld. Glasgow		
1030 133036	— *W. Macfarlane*	**SteelPadSp** 1 *Dk*	304 161 163					1911	A. & J. Inglis, Ld. Glasgow	Dumbarton & Balloch Joint Line Committee (L. H Gilchrist, *Mgr.*)	175·0	22·1	6·0	Glasgow British	C. 2 Cy. 26" & 48"–48" 133 NHP A. & J. Inglis, Ld. Glasgow		
1031 134206	**Prince Edward Island** *W. Manning* 15–15 *Elec. light*	**SteelTrpScSr** (2 *Screws aft & 1 for'd.*) 2 *Dks (Stl) & Web frames* *Promenade dk (Stl–ws)*	2795 2071 1110	✝100A1 *Train Ferry* 6,15 ~~MC~~ LMC 6,15	Nwc	*v*		1915 4mo *Lloyd's*	Armstrong Whitworth & Co. Ld. Newcastle *SA & CP*	Canadian Government (Dept. of Railways & Canals) *WB = Cell D B a* 42' *u E &*	285·3 *B* 164' *f* 24' 463 *t*	52·2	21·3 FK	Charlottetown P.E.I. British	T. 6 Cy (a) 23½", 37½" & 60"–39" T. 3 Cy. (f) 21", 33½" & 54"–36" 180lb (*s*) 1014 NHP 8 *B H Cem* 6 SB, *18cf*, GS 383, HS 16230 FD 148 *t A P T 78 t*	24 " 0 s 5 " 0 19 " 3	
1032 129748 HQTW	**Prince George** *D. Donald* *Elec. light* Wireless *Ref. Mchy.* *Cruiser Stern*	**SteelTwinScSr** ss Ver. No. 2–17 *Shelter dk*	3372 2148 1625	✝ A1 4,17 *Channel & Sound Service* *Tacoma & Skagway* LMC 4,17 *Fitted for oil fuel* 3,12	Ver		4,17 *F. P.*	1910 5mo *Lloyd's* above	Swan, Hunter & Wigham Richardson, Ld Newcastle *SA & CP* 150° F.	Grand Trunk Pacific Development Co. Ld. (C. H. Nicholson, *Mgr.*) *WB = Cell D B*	306·7 *Bon Shltr dk* 170' *u E & B* 122' *f* 50' 277 *t*	42·2 FK *D T a* 26' 94 *t D*	24·0	Newcastle British 7 *B H Asp* *T f* 38' 179 *t F P T* 27 *t A P T* 26 *t*	T. 8 Cy. (2) 23½", (2) 37" & (4) 41"–33" 180lb FD 768 NHP 2 D & 2 SB *18cf* GS 360 HS 13330 Wllsnd Slpwy. Co. Ld. Nwc	26 " 0	
1033 110003 QKBS	— *A. Simms* –16	**SteelTwinScSr** ss Hfx. No. 3–6,08 ss Bos. No. 2–15 2 *Dks (Upt Stl–ws lower dk Stl–ws aft)* *Elec. light* Wireless	2194 1791 863	✝ A1 *Awng dk* *with freeboard* 12,16 ~~Examined 6,17~~ *Coasting, New York, Yarmouth* ~~BS6,16~~ LMC 5,15	Bos	*r*	~~12,16~~ 12,16 S 11,17	1898 11mo *Lloyd's*	Earle's Co. Ld. Hull *SA & CP* *h & St. John, N.B.*	Boston & Yarmouth S.S. Co. Ld.	290·5 *WB = F P T*	38·0 FK	16·5	Yarmth NS British 6 *B H pt Asp* *pt Cem* 25 *t A P T* 15 *t*	T 8 Cy. (2) 26" (2) 40" & (4) 45" –30"] 180lb *110lb* (*s*) 718 NHP 4 SB, *12cf*, GS 280, HS 11440 FD Earle's Co. Ld. Hull	24 / 10 ~~11~~ 10½ 14 " 3	
1034 126476	**Prince Ito** *G. Irving* –13	**IronScSp** 1 *Dk*	473 466 321					1900	..... Kinderdijk	W. J. Poupore	159·3	28·0	10·2	Halifax NS British	T. 3 Cy. 12", 18" & 30"–18" 38 NHP		
1035 129472 HQMK	**Prince John** *A. M. Davies* –16 (*ex* Amethyst) Wireless *Well deck* *Elec. light* *Mchy. Aft*	**SteelSc3MstSr** ss Ver. No. 1–15 1 *Dk (pt Stl)*	905 466 540	✝100A1 *pt Awng dk* *with freeboard* 3,17 *Fitted for oil fuel* 3,14 BS 12,16 LMC 2,15	Ver	*j*	3,17 *F. P.*	1910 3mo *Lloyd's* above	Scott & Sons Bowling *SA & CP* 150° F.	Grand Trunk Pacific Development Co. Ld. (C. H. Nicholson, *Mgr.*)	185·3 Q103' *pt Awng dk* 82 *W B = Cell D B*	29·6 BK 7¼" *W*	10·9	Prince Rupert, BC British	T. 3 Cy. 17", 28" & 45"–33" (*s*) 160lb 136 NHP 3 *B H Cem* *f* 106' 170 *t F P T* 42 *t A P T* 7 *t*	13 " 3 s 4 " 3 13 " 9	
1036 135989	**Prince Leo** *A. F. Van den Klemm* –15	**SteelScK** 1 *Dk*	218 210 86	✝100A1 *Stm Trawler* 3,16 LMC 9,15	Lon			1913 9mo *Lloyd's*	Cochrane & Sons, Ld. Selby *SA & CP*	~~H. Burns~~ Zaree Stm Fishing Co Ld (H. Burns, *Mgr.*)	117·1 Q64' F20'	22·0 BK 7½"	11·9	Grimsby British	T. 3 Cy. 12½", 21" & 34"–24" (*s*) 200lb 58 RHP 1 SB, *2pf*, GS 32, HS 1086 Amos & Smith, Ld. Hull	12 " 9	
1037 123657 HGLM	**Prince Léopold** *J. G. Brown* 09–15	**SteelScSr** ss Lon. No. 2–13 1 *Dk (Stl)*	373 275 150	✝100A1 9,15 ~~Examined 6,17~~ ~~BS6,16~~ LMC 5,15 ~~BS6,17~~	Shl	*f*	9,15	1905 5mo *Lloyd's*	Mackay Bros. Alloa *SA & CP*	Brussels SS. Co. Ld.	135·0 P15' Q67' F21' B *on* Q8' *W B = A P T 15 t*	23·6 FK	11·9	London British	T. 3 Cy. 13", 22" & 36"–24" (*s*) 160lb *80lb* 78 RHP 1 SB, *2pf*, GS 43, HS 1379 MacColl & Pollock, Ld. Sld.	12 " 6 s " 10 11 " 10	
1038 MBRG	**Prince Leopold de Belgique** *Prea* –15 (*ex* Roman) *Well deck*	**SteelScSr** ss Ant. No. 3–4,13 1 *Dk (Stl) & deep framing*	*1216* *897* *750*	✝100A1 12,16 ~~MC~~ LMC ~~MS 6,16~~ ~~BS6,16~~ 3,16 ~~MS 6,17~~	Cff	*n*	~~5,16~~ 8,17	1900 12mo	Mackie & Thomson Glasgow A&CP	Océan Soc. Anon. Belge d'Armement et de Nav. (L. Dens & Co. *Mgrs.*)	228·0 P15' Q67' B60 F29' *WB = Cell D Ba* 68' *f* 94' 233 *t F P T* 58 *t A P T* 27 *t*	34·5 FK	14·4	Antwerp Belgian	T. 3 Cy. 17", 27½" & 46"–33" (*s*) 180lb *70lb* 135 NHP 1 SB, *3cf*, GS 64, HS 2143 W. V. V. Lidgerwood, Gls.	16 " 7 s 1 " 4 15 " 6	
1039 136189 JFTD	**Prince Palatine** *C. Bilton* 93–14	**SteelScK** 1 *Dk*	256 235 100	✝100A1 *Stm Trawler* 5,14 LMC 5,14	Hul			1914 5mo *Lloyd's*	Cochrane & Sons, Ld. Selby *SA & CP*	Cargill S. Trawling Co. Ld.	123·5 Q72' F20'	22·5 BK 8"	12·2	Hull British	T. 3 Cy. 12¾", 22" & 35"–24" (*s*) 200lb 70 RHP 1 SB, *2pf*, GS 35, HS 1100 C. D. Holmes & Co. Ld. Hull	13 " 0	
1040 164 HNPC	**Prince Potemkin** *Kianitzine*	**SteelScSr** 2 *Dks*	836 636 499	✝ 7,87 ~~MC~~ *For Channel purposes, Odessa & Khersón* Nwc	Nwc			1887 5mo	Hawthorn, Leslie & Co. Ld	Russian Stm. Nav. & Trading Co. *WB = F P T 32 t*	233·5 B57' F30' *A P T 9 t M T 5' 30 t*	26·6	15·3	Odessa Russian 4 *B H Cem*	T. 3 Cy. 20", 32" & 53"–36" 169 NHP Hwthrn, Leslie & C. Ld. Nwc	16 " 0	
1041 129743 HQNV	**Prince Rupert** *D. Mackenzie* *Elec. light* *Ref. Mchy.* Wireless	**SteelTwinScSr** ss Ver. No. 2–17 2 *Dks & Shelter dk* *Cruiser Stern*	3379 2151 1626	✝ A1 6,17 ~~3,17~~ *For Channel & Tacoma & Skagway* *Sound Service,* LMC 2,17 *Fitted for oil fuel* 5,12	Ver		N 2,17 *F. P.*	1910 3mo *Lloyd's* above	Swan, Hunter & Wigham Richardson, Ld. Newcastle *SA & CP* 150° F.	Grand Trunk Pacific Development Co. Ld. (C. H. Nicholson, *Mgr.*) *WB = Cell D Bu E &*	306·7 B *on Shltr dk.* 170' *B* 122' *f* 50' 277 *t D T a* 26' 94 *t D T*	42·2 FK *f* 38' 179 *t F P T* 27 *t A P T* 26 *t*	23·9	Newcastle British 7 *B H Asp*	T. 8 Cy. 23½", 37" & (2) 41"–33" 180lb (*s*) 768 NHP 2 D & 2 SB, *18cf*, GS 360, FD HS 13330 Wllsnd. Slpwy. Co. Ld. Nwc.	26 " 0	
1042 104789 RMHB	— *G. A. Saunders* –13	**SteelPadSr** 3 *Dks*	1158 1048 620					1894	W. Denny & Bros. Dumbarton	Sir W. Van Horne, K.C.M.G. (G.H. Whigham, *Mgr.*)	260·0	32·2	11·5 19·5	Digby, N.S. British *WB*	T. 3 Cy. 31½", 47" & 68"–72" 392 NHP W. Denny & Co., Dumbarton		
1043 127865	**Prince Victor** *A. W. Cook* –13	**SteelScK** ss Gms. No. 1–14 1 *Dk*	207 193 94	✝100A1 *Stm Trawler* 5,14 LMC 5,14	Gms		5,14	1910 8mo *Lloyd's*	Cochrane & Sons Selby *SA & CP*	~~H. Burns~~ Zaree Stm Fishing Co Ld. (H. Burns, *Mgr.*)	115·2 Q61'	21·5 BK 7½"	11·5	Grimsby British	T. 3 Cy. 12", 21" & 34"–24" (*s*) 180lb 65 RHP 1 SB, *2pf*, GS 33, HS 1070 C. D. Holmes & Co. Ld. Hull	12 " 3	
1044 98850	**Prince of Wales** *T. W. Gandy* –16	**SteelPadSp**	280 198 117					1891	Southmptn Nav. Wks. Ld. Southampton	Sou. I. of Wight & S. of Eng. Royal Mail Stm Pkt Co. Ld	185·5 H 43 *t*	22·2	7·5	S'thamptn British	C. D. 2 Cy. 21½" & 38"–60" 119 RHP Sou. Nav. Wks. (Lim.), Sou.		
1045 63747	—	**IronPad**	142 140 89					1858	L. Hill & Co. Pt. Glasgow	J. Carvill	153·8	18·6	7·7	Glasgow British	D. 2 Cy. 34"–42" NB 77 75 RHP Scott & Sinclair, Greenock		

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned. now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in Lt. Thereon, or transferred.
1046 84646	**Prince of Wales** IronPad	114 114 25					1884	Hepple& Co. N.Shields	TeesConservancy Commissioners	101·0|18·4| 9·0	Stockton British	L.1Cy.35″–54″ 40RHP Hepple&Co.,NorthShields		
1047 133109 HTFM	**Princeps** SteelScK *W.Sessions* –14 1*Dk*	264 242 106	✠100A1 *StmTrawler* 7,14 ✠LMC8,11	Gms		7,14	1911 8mo	Cochrane &Sons Selby *Lloyd'sA&CP*	AnchorStm.Fishg. Co.Ld.(G.S.Letten *Mgr.*)	130·1|22·5|12·0 Q71′ BK7½″	Grimsby British 4*BHCem*	T.3Cy.12¾″,22″&36″–24″ (*s*) 180lb 73RHP 1SB,*2pf*,GS37,HS1170 C.D.Holmes&Co.Ld.Hull	12 ″ 9	
1048 Cecilie) *Elec.light*	**Princess** SteelTwinScSr (*ex*Kronprinzessin Sub.Sig. 2*Dks* *Ref.Mchy.* Wireless	8684 6099 5002					1905	Frd.Krupp Akt.Ges. Kiel	Requisitioned by theAdmiralty	471·4|55·3|30·0 P55′B218′F91′	British *WB*	Q.8Cy.23⅜″,34⅞″,50⅞″& 73⅛″–53⅛″ 800NHP Frd.KruppA.G.Kiel		
1049 103595 TQWB	— SteelScSr *J.Chalifour* 1*Dk&Awng dk*	542 498 252			…		1896	Grngemth DockyardCo. Grangmouth	Govt.ofCanada	165·0|26·0|10·2 17·7 BK7″	Quebec British *WB*	T.3Cy.16″,26″&42″–30″ 90RHP Muir&Houston(Lim.),Glas.	18 ″ 3	
1050 *Darrell* *Elec.light*	— SteelSc ‡‡BermudaNo.1–17 1*Dk*	251 — 171	✠ A– *For river pur* 12,17~~11,13~~ *Water tube bo* ✠LMC12,17	NYk *poses o* Bermuda *iler*	*d* *only*	12,17	1913 11mo	Downey Shipyard BrooklynNY	BermudaTrans-portationCo.Ld. *WB=DTf8′*	106·6|27·6|10·3 BK6″ 60*tFPT*15*tAPT*8*t*	Hamilton, Bermuda British 5*BHAsp*	T.3Cy.12″,20″&32″–18″ (*a*) 230lb 96NHP 1B,GS60,HS2000 Plenty&Son,Ld.Newbury	10″11	
1051 126948 *Elec.light*	**Princess Adelaide** SteelScSr *P.J.Hickey* –12 1*Dk*(*Stl*)*&pt2nd dk*(*Stl*) *&ptAwng dk*(*Stl*)*&Promenade dk*(*ptStl*) Wireless	3061 1186 1910	✠ *withfreeboard* 9,10 ✠ *For Channel& Seattle&Skag*	Gls *Sound way*		*Service,*	1910 9mo	Fairfield Co.Ld. Glasgow	CanadianPacific RailwayCo. *WB=CellDB uE&B98′f*	290·5|46·1|15·0 FK 60′254*tDTanksf*18′ 55*tFPT*22*t*	Vict'riaBC British 7*BHCem*	T.4Cy.27″,42″&(2)48½″–39″ 616NHP 4SB,*12cf*,GS331,HS10900 FD FairfieldCo.Ld.Glasgow	17 ″ 0	
1052 RLVN	**Princess Alice** SteelTwinScSr *J.Bortfeldt* (*ex*Kiautschou) *Elec.light* Sub.Sig. Wireless 4*Dks*	10981 8610 6629					1900	Akt.Ges. "Vulcan" Stettin	Norddeutscher Lloyd	523·5|60·1|34·7 P110′B242′F85′	Bremen German *WB*	Q.8Cy.27½″,40″,57½″&82¾″–55″ 1016NHP A.G."Vulcan,"Stettin		G
1053 130609	— SteelScSr *L.P.Locke* –16 *Elec.light* 1*Dk*(*ptStl*)*&ptAwng dk* Wireless (*Stl*–ws)*&Promenade dk*	3099 1146 1904	✠ *withfreeboard* 9,11 ✠ *For Channel& Seattle&Skag*	Nwc *Sound way*		*Service,*	1911 9mo	Swan,Hunter&Wigham Richardson, Ld Newcastle	CanadianPacific RailwayCo. *WB=CellDB*	290·6|46·1|14·3 FK *uE&B*100′*f*54′246*t*	Vict'riaBC British 8*BHCem* *DTa*34′163*t*	T.4Cy.27″,42″&(2)48½″–39″ FD 610NHP 4SB,*12cf*,GS332,HS10780 Wllsnd.Slpwy.Co.Ld.Nwc. *DTanksf*18′56*tAPT*79*t*	17 ″ 0	
1054 133323 JFLP	— SteelScK *J.H.Brown* –15 1*Dk*	225 223 84	✠100A1 *StmTrawler* 5,15 ✠LMC6,14	Cff			1914 4mo	A.Hall& &Co.Ld. Aberdeen *Lloyd'sA&CP*	The"Dodds"Steam FishingCo.Ld.(W. H.Dodds,*Mgr.*)	121·1|22·5|12·3 BK7½″ *WB=DTf*5′11*t*	N.Shields British 3*BHCem*	T.3Cy.12½″,20″&34″–24″ (*s*) 180lb 57RHP 1SB,*3pf*,GS46,HS1427 A.Hall&Co.Ld.Aberdeen	13 ″ 0	
1055 150756 KNBV	**Princess Anne** SteelSc *O.J.Young* *Elec.light* Sub.Sig. Wireless 3*Dks*	3629 — 2346					1897	Delaware Riv.I.Wrks. Chester,Pa.	OldDominionS.S. Co.	350·0|42·0|27·0 H— len07	NewYork Utd.States *WB*	T.3Cy.27″,44½″&73″–54″ 392NHP Del.Riv.Works,Chester,Pa		R
1056 109509	**Princess Beara** ~~SteelScSr~~ *J.Redmond*06–07 *ss*Qns.No.3–7,05 *ss*Qns.No.3–6,17 *ss*Grk.No.2–12 1*Dk*	212 164 95	✠100A1 ~~3,16~~ 5,18 ✠NB4,12 ✠LMC4,12 ~~B&S3,16~~ 6,17	Qns	*c*	~~4,15~~ 6,17	1901 7mo	G. Brown& Co. Greenock A&CP	BantryBayS.S.Co. Ld.	115·2|21·2|10·2 Q27′F25′ BK7″ *WB=APT*19*t*	Cork British 5*BHCem*	C.2Cy.17½″&35″–24″ (*s*) 120lb 70RHP 1SB,*3cf*,GS51,HS1448 J.G.Kincaid&Co.Greenock	10 ″ 9 s 1 ″ 3½ 10 ″ 5	BT till 5,17
1057 116405 *Elec.light*	**Princess Beatrice** WoodScSr *A.Johnson* –17 Wireless 1*Dk&Awng dk*	1290 1008 635			…		1903	BColumbia Mar.Ry.Co. Victoria,B.C	CanadianPacific RailwayCo.	193·4|37·4|15·2	Vict'riaBC British	T.3Cy.18½″,30″&50″–36″ 150NHP Bow,McLachln&CoLdPsy	24 ″ 6	
1058 99898 NBSC *Elec.light*	— SteelScSr *W.McGilvray* –17 *ss*Liv.No.3–4,06 *ss*Bkn.No.2–15 *Well deck* 2*Dks*(*Stl*-ws)	974 820 387	✠100A1 7,17 ~~9,16~~ ✠NB6,07 ✠LMC MS5,14 BS5,16	Liv Bkn	*n*	~~3,15~~ 7,17	1893 5mo	D&W Henderson&Co. Glasgow *Lloyd'sA&CP*	M.Langlands& Sons	236·0|34·1|14·8 P&B142′F49′ FK *WB=DBa*	Glasgow British 5*BHCem* 52′*f*44′155*t*	T.3Cy.20″,32″&52″–39″ (*s*) 180lb 192NHP 2SB,*6cf*,GS108,HS3078 FD D&W.Henderson&Co.,Gls	15″10	
1059 82408	— IronPadSk *T.W.Gandy* –17	253 189 105					1880	Barclay& Co. Glasgow	Sou.I.of Wight& S.of Eng.Royal MailStmPktCo.Ld	175·7|20·1| 8·2	S'thamptn British	C.D.2Cy.25″&45″–54″ NB93 90RHP Barclay&Co.,Glasgow		BT till 6,17
1060 126236	**Princess Charlotte** *T.O.Griffin* –09 SteelTwinScSr 2*Dks*(*MptStl&LStl*)*Shelter dk*(*Stl*)*&* *Elec.light Promenade dk*(*Stl–pt*ws) Wireless	3844 2457 1999	✠ 10,08 *For Channel& Seattle&Skag*	Gls *Sound way*	*v*	*Service,*	1908 10mo	Fairfield Co.Ld. Glasgow	CanadianPacific RailwayCo. *WB=CellDBa*26′*uE&B*124′*f*	330·0|46·7|23·7 FK	Vict'riaBC British 6*BHCem*	T.8Cy.(2)24″,(2)38″& (4)43″–33″ 795NHP 6SB,*18cf*,GS362,HS13476FD FairfieldCo.Ld.Glasgow 74′335*tDTf*20′82*tAPT*74*t*	26 ″ 0	
1061 124178 HKNQ	**Princess Dagmar** SteelScSr *E.Crebbin* –16 1*Dk*	913 803 378					1907	Napier& Miller,Ld. Glasgow	M.Langlands& Sons	236·3|34·2|16·0 P&B140′F74′	Glasgow British *WB*	T.3Cy.17″,28″&45″–33″ 116NHP Dunsmuir&Jackson,LdGls		C
1062 122387	**Princess Ena** SteelScSr *T.Cliffe* –17 Wireless 1*Dk&Spar dk&deep framing*	1368 1287 827	✠ *Spar dk* 10,07	Liv	*o*		1907 10mo	Garston G.D.&SB.Co Ld. Garston	CanadianPacific RailwayCo. *WB=CellDB*	195·1|38·2|14·8 B61′ 22·6 FK *a*44′*uE&B*48′*f*56′	Vic'triaBC British 4*BHCem* 268*tFPT*66*t*	C.2Cy.20″&43″–30″ 75RHP 2SB,*4cf*,GS78,HS2668 Crabtree&Co.Ld.Gt.Yar.	24″10	
1063 119743 HGRC	— SteelTwinScSr *J.Large* –13 *Elec.light* Sub.Sig. 2*Dks*	1198 744 502					1906	Gourlay Bros.&Co. (Dundee)Ld. Dundee	L.&S.W.Rlwy.Co.	250·6|33·3|15·1 P&B166′F43′	S'thamptn British	T.6Cy.16″,26″&41″–24″ 165NHP GourlayBros.&Co. (Dundee),Ld.Dun.		
1064 99953 MTHB	— SteelScSr *W.Mackenzie* –15 (*ex*Glenariff) *Well deck* 1*Dk*	665 518 272			…		1892	McIlwaine &McColl,Ld. Belfast	M.Langlands& Sons	201·0|29·1|13·8 P20′Q82′B55′F47′ BK7½″	Glasgow British *WB*	T.3Cy.17⅞″,28″&46″–33″ 136NHP M'Ilwaine&McColl,Ld.Bel	14 ″ 9	C
1065 125 HDOY	**Princess Eugenie of Oldenburg** *Brileff* SteelScSr *Elec.light* Wireless 2*Dks&Awng dk*	1852 1696 1085			…		1903	Howaldts-werke Kiel	RussianStm.Nav. &TradingCo.	266·0|36·0|15·3 22·8 FK	Odessa Russian *WB*	T.3Cy.22½″,34⅜″&56½″–39½″ 245NHP Howaldtswerke,Kiel	25 ″ 1	
1066 121226 HCLN	**Princess Helena** SteelScSr *W.H.Corlett* –17 *Elec.light* 1*Dk*	677 608 275					1905	CaledonS. B.&E.Co.Ld. Dundee	M.Langlands& Sons	210·5|31·1|14·3 P&B123′F55′	Glasgow British *WB*	T.3Cy.17″,28″&45″–33″ 116NHP CaledonSB.&E.Co.Ld.Dun		C

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
1067 86341	**Princess Helena** *W.Dennis* –16	**IronPadSk**	246 187 102					1883 6mo	Barclay&Co. Glasgow	Sou.I.of Wight&S.of Eng.Royal MailStmPktCo.Ltd	175·4|20·2| 8·3			S'thamptn British	C.D.2Cy.25″&44″–54″ NB12 118NHP Barclay&Co.,Glasgow		
1068 137790 JKHR	**Princess Irma** *W.Kinley* –16 *Elec.light* *Mchy.Aft*	**SteelSc3MstSr** 1*Dk&Shelter dk*	1520 865 881					1915	SirRaylton Dixon&CoLd Middlesbro'	M.Langlands& Sons	240·0|34·9|14·3			Glasgow British *WB*	T.3Cy.19″,31″&52″–36″ 162NHP Richardsons,Westgarth &Co.Ld.Mdb.		C
1069 121068 HDMR	**Princess Juliana** *ssHul.No.2–14* (*ex*Lord Curzon)	**SteelScK** 1*Dk*	266 236 107	✠100A1 *StmTrawler* 6,14 BS5,14 ✠LMC4,13	Hul		6,14	1905 8mo *Lloyd's A&CP*	Earle'sCo. Ld. Hull	~~Armitage'sSteam TrawlingCo.Ld.~~ CrostonSteam TrawlingCo.Ld. (T.B.Taylor,*Mgr.*)	130·0|22·1|11·8 Q63′ BK8″			Hull British 4*BHCem*	T.3Cy12½″,22″&36″–24″ (*s*) 200lb 77RHP 1SB,*3pf*,GS43,HS1250 Earle'sCo.Ld.Hull	12″10	
1070 95050 PSMJ	**Princess Louise** ~~*PrMcGilvray* –16~~ *Well deck* 1*Dk*(*pt Stl*–ws)2*trB* *Elec.light J.H.R.Rendall* –17	**SteelScSr** *ssLiv.2ndNo.3–4,12* *ssHul.No.2–14* *ssBkn.No.1–16*	868 716 362	✠100A1 10,17~~,15~~ ~~AMC4,03~~ ~~NE02~~ ✠LMC6,16 ✠NE02 ✠NB10,17 BS10,17	Liv Ard	*m*	6,16	1888 4mo *Lloyd's A&CP*	D&W Henderson&Co. Glasgow	M.Langlands& Sons	226·0|32·1|14·1 P46′B88′F48′ BK8″ *WB*			Glasgow British 5*BHCem* = *FPT42t*	T.3Cy.17″,28″&45″–33″ (*s*) 160lb *80lb* NDB02 135NHP 1SB,*3cf*,GS68,HS2261 ClydeS.B.&E.Co.Ld.P.Gls	15″1 s 1″8 14″6	
1071 108750	— *A.Paterson* –15	**SteelScSr** *ssBwg.No.3–4,10* *ssGls.No.1–14* 1*Dk*	106 83 39	✠100A1 ~~11,17,16~~ 4,18 BS4,17 ✠LMC4,14	Gls Bwg	*a*	~~5,16~~ 4,18	1898 7mo A&OP	Ritchie, Graham& Milne Glasgow	A.Paterson	95·1|17·1| 8·2 Q25′ BK6″			Glasgow British 4*BHCem*	C.2Cy.13″&26″–18″ (*s*) 120lb 30RHP 1SB,*2pf*,GS26,HS720 Campbell&Calderwd,Psy.	8″6 s 1″4 8″0	
1072 121084 JGVF	**Princess Louise II.** *T.W.Stockton* –15 (*ex*PrincessLouise)	**SteelScK** *ssHul No.3–10,14* 1*Dk*	289 252 116	✠100A1 *StmTrawler* 10,14 ✠LMC9,14	Hul		9,14	1905 10mo *Lloyd's A&CP*	Cook,Welt'n&Gemmell Beverley	Armitage'sSteam TrawlingCo.Ld(G. T.Armitage,*Mgr.*)	133·6|22·5|12·3 Q70′F19′ BK8″			Hull British 4*BHCem*	T.3Cy.13″,22″&37″–24″ (*s*) 200lb 70RHP 1SB,*2cf*,GS36,HS1288 C.D.Holmes&Co.Hull	13″2	
1073 133769	**Princess Maquinna** *A.Slater* –17 *Elec.light* 1*Dk*(*Stl*)*&Awng dk* Wireless	**SteelScSr** 1*Dk*(*Stl*)*&Awng dk*	1777 1308 979				3,16	1913 6mo	British Columbia Mar.R.Co.Ld. Victoria,B.C.	CanadianPacific RailwayCo. *WB*= *CellDBa33′uE&*	232·6|38·0|14·5 *BonAwng dk*142′ *B40′f94′168t FPT*		FK	Vict'riaBC British 6*BHCem* 28*tAPT38t*	T.3Cy.20″,33″&54″–36″ (*s*) 180lb 238NHP 2SB,*6cf*,GS136,HS4345 Bow,McLachln& CoLdPsy	25″0 ~~s 1″8~~ ~~15″10~~	
1074	**Princess Margaret** *Fitted for oil fuel* *Elec.light* *CruiserStern* 4*Dks* Wireless	**SteelTwinScSr**	5934 — 2803					1914	W.Denny &Bros. Dumbarton	CanadianPacific RailwayCo.	395·0|54·0|20·0			Vict'ria BC British	4 Steam Turbines Denny&Co.Dumbarton		C
1075 98465	— 1*Dk*	**SteelPadSp**	260 225 110					1893	Scott&Co. Greenock	L.&S.W.Rlwy.Co. &L.B.&S.C.Rly.Co	170·6|22·1| 8·5			Portsmth British	C.D.2Cy.23″&54″–54″ NB03 178NHP Scott&Co.,Greenock		
1076 136234 JKDG	**Princess Marie-José** *F.Purvis* –15 *Elec.light* 1*Dk*	**SteelScK**	274 239 109	✠100A1 *StmTrawler* 3,15 ✠LMC3,15	Hul			1915 3mo *Lloyd's A&CP*	Cook,Welt'n&Gemmell Ld. Beverley	Armitage'sSteam TrawlingCo.Ld(G. T.Armitage,*Mgr.*)	125·4|22·7|12·2 Q71′F19′ BK8″			Hull British 3*BHCem*	T.3Cy.12¾″,22″&36″–24″ (*s*) 200lb 80RHP 1SB,*3pf*,GS47,HS1310 C.D.Holmes&Co.Ld.Hull	13″1	
1077 126950	**Princess Mary** *W.L.Gilchrist* –15 *Elec.light* 1*Dk*(*Stl*)*&pt2nd dk*(*Stl*) Wireless *&pt Awng dk*(*Stl*–ws) *&pt Prom dk*(*Stl*–ws)	**SteelTwinScSr**	2155 1336 1346	✠ *pt Awng dk* *with freeboard* 11,12 ✠	Ver	*p*		1910 11mo *Reblt* 14	Bow,McLachlan&Co. Ld. Paisley Yarrow'sLd. Esquimault, B.C.	CanadianPacific RailwayCo. *WB*= *Cell DBa27′*	248·4|40·1|14·0 len14 FK *uE&B* 65′*f* 46′ 218*t*			Vict'riaBC British 6*BHCem* *DTf*14′52*t*	T.6Cy.16″,27″&44″–30″ 388NHP 2SB,*6cf*,GS181,HS6502 FD Bow,McLachln&CoLd Psy	16″1	
1078 131780	— *W.Dennis* –16 *Elec.light* 2*Dks*	**SteelPad**	326 269 130					1911	Day,Summers&Co.Ld. Southampton	Sou.I.of Wight& S.of Eng.Royal MailStmPktCo.Ltd	195·2|24·1| 8·1 B122′			S'thamptn British	C.D.2Cy.23″&48″–51″ 137NHP Day,Summers&Co.Ld.Sou.		
1079 133321 JFDC	— *J.H.Brown* –14 1*Dk*	**SteelScK**	225 220 84	✠100A1 *StmTrawler* 10,14 ✠LMC5,14	Abn			1914 3mo *Lloyd's A&CP*	A.Hall& Co.Ld. Aberdeen	The"Dodds"Steam FishingCo.Ld.(W. H.Dodds,*Mgr.*)	121·1|22·5|12·3 BK7½″ *WB*=			N.Shields British 3*BHCem* *DTf*5′11*t*	T.3Cy.12′,20″&34″–24′ (*s*) 180lb 37RHP 1SB,*3pf*,GS46,HS1427 A.Hall&Co.Ld.Aberdeen	13″0	
1080 98333 JKDP	**Princess Maud** *W.McCalmont* –15 *Elec.light* 2*Dks*	**SteelTrpScSr**	1655 1168 687					1904	W.Denny &Bros. Dumbarton	P'patrick&WigtnsRlysJntCommittee (W.McConchie,*Mgr.*)	300·6|40·1|15·8 P85′B130′F57′			Stranraer British *WB*	3 Steam Turbines ParsonsMar. 470RHP SteamTurbineCo.Ld.Nwc.		
1081 114008 TFCB	— *J.McKinley* –16 2*Dks*	**SteelScSr**	1566 1025 706					1902	Napier& Miller,Ld. Glasgow	M.Langlands& Sons	256·5|36·7|16·4 P164′F44′			Glasgow British *WB*	T.3Cy.21″,34″&56″–42″ 202NHP Dunsmuir&Jackson,LdGls		C
1082 109860 PVNQ	**Princess May** *T.Rippon* –16 (*ex*Hating, *ex*Ningchow,*ex*Cass,*ex*Arthur,*ex*Cass) *Elec.light* Wireless 2*Dks&pt Shade deck*	**SteelTwinScSr**	1717 1015 892				…	1888	Hawthorn, Leslie&Co.Ld Newcastle	CanadianPacific RailwayCo.	249·0|33·2|17·7 F46′ FK			Vancvr.BC British	T.6Cy.19″,30″&50″–33″ NB06 287NHP Hwthrn,Leslie&C.Ld.Nwc	19″0	
1083 98331	— 1*Dk*	**SteelPadSr**	1123 771 472					1892	W.Denny &Bros. Dumbarton	TheAdmiralty	280·5|35·6|13·4 P74′ B109′ F75′			Stranraer British	C.D.2Cy.52″&90″–66″ 548NHP Denny&Co.,Dumbarton		
1084 133072 HWQB	**Princess Melita** *W.E.Taylor* –16 *Elec.light* 1*Dk*	**SteelScSr**	1094 916 453					1912	Ramage& Ferguson,Ld. Leith	M.Langlands& Sons	240·0|34·1|16·5 P&B148′F58′			Glasgow British *WB*	T.3Cy.20″,33″&54″–36″ 175NHP Ramage&Fergusn,Ld.Lth.		C
1085 101546 RLFB	— *S.Stivala* 1*Dk*	**SteelScK**	120 100 51					1893	J.Scott& Co. Kinghorn	AlexanderMattei	112·8|18·1| 8·3 H11*t*			Malta British *WB*	C.2Cy.16″&32″–18″ 50RHP J.Scott&Co.,Kinghorn		
1086 114192 SPTF	**Princess Melton** *R.Brown* –14 (*Trawler*) 1*Dk*	**SteelScK**	224 211 91				…	1901	J.Duthie, Sons&Co. Aberdeen	T.Lauder	120·3|22·0|11·8 Q19′ BK7½″			Aberdeen British	T.3Cy.11¾″,20″&33″–22″ NB02 50RHP J.S.Vaux&Co.Ld.Sld.	12″6	
1087 137379	**Princess Olga** *J.G.Carsey* –17 1*Dk*	**SteelScK**	245 228 93	✠100A1 *StmTrawler* 2,17 ✠LMC2,17	Dun			1916 9mo *Lloyd's A&CP*	Cochrane &Sons,Ld. Selby	The"Dodds"Steam FishingCo.Ld. (W. H.Dodds,*Mgr.*)	124·8|22·7|12·3 F21′ BK7½″			N.Shields British 3*BHCem* *DTf*5′11*t*	T.3Cy.12½″,21″&35″–24″ (*s*) 180lb 82RHP 1SB,*3pf*,GS49,HS1477 Cooper&Greig,Ld.Dundee	13″0	

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Master. Special Surveys.	3 Material, Rig, &c. Late Name if any. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines.	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of Rec. of Trade Cert.
1088 115685 HVDJ	**Princess Patricia** *J.N.P.Ritchie* –15 (*ex*Queen Alexandra) Wireless	SteelTrpScSr 1*Dk&Promenadedk*	1158 558 535	✠ —		...		1902	W.Denny &Bros. Dumbarton	CanadianPacific RailwayCo.	270·0|32·1|11·6 FK	Vict'riaBC British *WB*	3 Steam Turbines 450RHP Parsons'Mar.S.TurbineCo. Ld.Nwc.	11 " 6	
1089 120553	— *J.H.Browne* –14 (*ex*Shakespeare) *Elec.light*	SteelPad 1*Dk*	127 118 59			...		1905	J.I.Thornycroft&Co.Ld Woolston	Dumbarton& BallochJointLine Committee (L.H. Gilchrist,*Mgr.*)	130·3|18·0| 6·8 FK	Glasgow British	C.D.2Cy.16"&31"–36" 53RHP Scotts'S.B.&E.Co.Ld.Grk.	7 " 0	BT till 10,17
1090 121988	**Princess Royal** *T.Manson* –15 *Elec.light* Salted† cf Wireless	WoodScSr 1*Dk&Awngdk*	1997 1338 981	✠ *Awng dk withfreeboard* 10,09 ✠	Ver			1907 3mo	B.C. MarineRailwaysCo.Ld Esquimault	CanadianPacific RailwayCo.	228·0|40·0|16·6 BK7½" *WB*=	Vict'riaBC British 4*BH*	T.3Cy.22",35"&60"–36" 302NHP 3SB,*9cf*,GS190,HS5596 Bow,McLachlan&Co.Psy.	25 " 2	
1091 133044 HVTK	— *J.H.R.Rendall* –12 *Elec.light*	SteelScSr 2*Dks*	1986 1210 866					1912	CaledonS. B.&E.Co.Ld Dundee	M.Langlands& Sons	291·4|38·2|14·1 P&B202'F46' *WB*	Glasgow British	T.3Cy.22",35"&59"–39" 217NHP CaledonS.B.&E.Co.LdDun		C
1092 133307	— *G.A.Cooper*05–13	SteelScK 1*Dk*(*Stl*)	213 209 79	✠100A1 *StmTrawler* 3,15 ✠LMC3,13	Shl			1913 3mo *Lloyd's*	A.Hall& Co.Ld. Aberdeen	The"Dodds"Steam FishingCo.Ld.(W. H.Dodds,*Mgr.*)	117·3|22·6|12·1 BK7½" *WB*=	N.Shields British 3*BHCem* *DTf*5'11*t*	T.3Cy.12",20"&34"–24" (*s*) 180lb 56RHP 1SB,*3pf*,GS46,HS1433 A.Hall&Co.Ld.Aberdeen	13 " 0	
1093 95124	— *C.Martin* –14	SteelPadSp 1*Dk*	105 105 56					1888	Willoughby Bros. Plymouth	PlymouthPromenadePier& PavilionCo.Ld.	117·6|16·6| 4·7 Q44*t*	Plymouth British	C.O.2Cy.17"&32"–30" NB09 45RHP WilloughbyBros.Ply.		
1094	**Princess Sophia** *C.Campbell* *Elec.light* Wireless	SteelScSr 1*Dk*(*Stl*)&*Awngdk* 2*nd dk*(*Stl*) *in forehold*	2320 1914 1466	✠ *Awng dk withfreeboard* 1,14 ✠ *British Columbia Coasting*	Ver	*r*		1912 2mo	Bow,McLachlan&Co. Ld. Paisley	CanadianPacific RailwayCo. *WB*=*CellDBa*35'*uEa*	245·2|44·1|24·0 FK *B*56'*f*97'306*tFPT*	Vict'riaBC British 5*BHCem* 90*tAPT*104*t*	T.3Cy.22",37"&60"–36" 366NHP 3SB,*9cf*,GS175,HS5970 FD Bow,McLachlnCo LdPsy	26 " 1	
1095 HMKG	— *A.Mantzaris* –13	SteelScSr ss Msl.2nd No.3–12,14 1*Dk*(*Irn*)2*trB&Webframes*	*2282* *2072* *1481*	✠100A1 8,17 ~~9,16~~ ~~BS2,16~~ ✠LMC12,14 ~~BS11,17~~ *Now named "Antonios N.Theophilatos"*	Shl Bry	*s*	~~12,14~~ 8,17	1889 12mo	Palmers' Co.(Lim.) Newcastle	C.A.Theophilatos	290·0|40·2|21·2 B62'F35' FK *WB*= *CellDB*142' *See No. 107 in Supplement.*	Ithaca Greek 6*BHAsp* 588*tAPT*21*t*	T.3Cy.22",35"&58"–42" (*a*) 160lb ~~NDB17 NDB02~~ 239NHP 2SB,*6rf*,GS101,HS3908 ~~100lb~~ Palmers'Co.(Lim.),Nwc.	23 " 9 s 3 " 8½ 20 " 2	
1096 123245 HNMC	**Princess Thyra** *J.Watterson* –16 *Elec.light Mchy.Aft*	SteelSc3MstSr 1*Dk*	781 621 311					1909	Russell& Co. PortGlasgow	M.Langlands& Sons	210·0|31·5|13·2 P&B115'F60' *WB*	Glasgow British	T.3Cy.17",28"&45"–33" 116NHP Dunsmuir&JacksonLd Gls		C
1097 115953 TSQJ	**Princess Victoria** *P.J.Hickie* Wireless	StlTwinScSr 1*Dk&Promenadedk*	1943 1194 785					1903	C.S.Swan& Hunter,Ld. Newcastle	CanadianPacific RailwayCo.	300·0|40·5|15·4 *WB*	London British	T.8Cy(2)26"(2)40"&(4)43½" –33" 434NHP Hwthrn,Leslie&C.Ld.Nwc		
1098 98335 JHCN	— *G.T.Blaxland* –16 *Elec.light*	SteelTrpScSr 2*Dks*	1687 1184 702			...		1912	W.Denny &Bros. Dumbarton	P'patrick&Wigtns RlysJntCommittee (WMcConchie*Mg*)	300·6|40·2|15·8 P90'B130'F57' FK *WB*	Stranraer British	3 Steam Turbines Denny&Co.Dumbarton	16 " 6	
1099 137383	—	SteelScK 1*Dk*	245 228 93	✠100A1 *StmTrawler* 12,16 ✠LMC12,16	Dun			1916 9mo *Lloyd's*	Cochrane &Sons,Ld. Selby	The"Dodds"Steam FishingCo.Ld.	124·8|22·7|12·3 F21' BK7½" 3*BHCem* *DTf*55'11*t*	N.Shields British	T.3Cy.12½",21"&35"–24" (*s*) 180lb 82RHP 1SB,*3pf*,GS49,HS1477 Cooper&Greig,Ld.Dundee	13 " 0	
1100 106516	**Princess of Wales** *J.Rawlinson* –96	SteelPadSp 1*Dk*	163 138 75					1896	R.Craggs &Sons Middlesbro'	MedwayStm.Pkt. Co.Ld.	139·6|18·1| 7·5	Rochester British	C.D.2Cy.21"&39"–30" 65RHP Jameson&MacColl,Sld.		
1101 MBRF	**Princesse Clémentine** *J.Baneux* *ss*.Hul.No.2–17 1*Dk*(*Stl*)&*deep framing*& *Shelter dk*(*Stl*) *Tonnage opening closed 1917*	SteelScSr	*1965* *1815* *1219*	✠100A1 *Shelter dk withfreeboard* 11,17 ~~3,17~~ ~~BS1,16~~ ✠LMC ~~MS5,17~~ BS11,17	Hul Cft	*t*	3,17	1909 1mo *Lloyd's*	TyneI.S.B. Co.Ld. Newcastle	"Océan"Soc.Anon. Belged'Armement &deNav.(L.Dens &Co.*Mgrs.*)	300·5|42·0|18·9 FK *WB* = *Cell DBa*	Antwerp Belgian 5*BHCem*	T.3Cy.22",37"&61"–42" (*s*) 180lb 278NHP 3SB,*6cf*,GS129,HS4530 N.E.MarineEngCoLd Nwc 86'*uE*22'*f*130'457*tAPT*35*t*	29 " 2 s 8 " 5½ 21 " 1	
1102 GQDM	— *Elec.light* Wireless	SteelPadSr 2*Dks3trB*	1474 1108 770					1896	Soc.J. Cockerill Hoboken	BelgianGovernment	341·3|37·8|14·2	Ostend Belgian	C.2Cy.60"&108"–84" 891NHP Soc.J.Cockerill,Seraing		
1103 GQDN	**Princesse Elisabeth** Wireless	SteelTrpScSr 3*Dks*	1747 1256 787					1905	Soc.Anon. Jhn.Cockerill Hoboken	BelgianGovernment	357·0|40·0|23·2 *WB*	Ostend Belgian	3 Steam Turbines ParsonsMarineSteam TurbineCo.Ld.Nwc.		
1104 GQDP	**Princesse Henriette** *Elec.light* Wireless	SteelPad	1094 865 541					1888	W.Denny &Bros. Dumbarton	BelgianGovernment	300·0|38·0|13·6	Ostend Belgian	C.2Cy.58"&104"–72" 765NHP Denny&Co.,Dumbarton		
1105 GQDR	**Princesse Joséphine** *Elec.light*	SteelPadSr	1107 871 539					1888	W.Denny &Bros. Dumbarton	BelgianGovernment	300·0|38·0|13·6	Ostend Belgian	C.2Cy.58"&104"–72" 765NHP Denny&Co.,Dumbarton		
1106 MBRJ	**Princesse Marie José** *P.Lefèvre*	SteelScK 1*Dk*	*222* *195* *86*	✠100A1 *StmTrawler* 10,16 ✠LMC ~~1,15~~ *Examined* 3,15 5,17	Sws		~~4,15~~ 5,17	1913 1mo *Lloyd's*	Smith's DockCo.Ld. Middlesbro'	A.T.Golder&Co.	120·0|22·0|11·7 Q73'F19' BK7½" 4*BHCem* *WB*=*MTv*'22*t*	Ostend Belgian	T.3Cy.12¼",20"&34"–24" (*s*) 180lb 74NHP 1SB,*3pf*,GS42,HS1322 Smith'sDockCo.Ld.Mdb.	12 " 6	
1107 150876	**Princeton** Sub.Sig. *Mchy.Aft* *Elec.light*	SteelScSr 1*Dk2trB*	5125 — 3820					1900	American S.B.Co Lorain	Pittsburgh S.S.Co. *WB*	454·0|50·0|28·5	Duluth, Minn. Utd.States	Q.4Cy.18",26¾",41"&63"–42" 257NHP AmericanSB.Co.Cleveland		
1108 212833 LFBP	— *J.C.B.Jarvis*14–14 (*ex*Sioux) *Elec.light* *Mchy.Aft*	SteelScSr 2*Dks*(*Stl*)&*Webframes* *Longitudinal framing* Wireless	5081 4466 3049	✠100A1 8,16 *Carrying Petroleum in bulk* ✠LMC12,12 *Fitted for oil fuel* 1,1	NYk	*y*	~~8,16~~ N1,18 2*F.P.*	1912 12mo *Lloyd's* above	Howaldtswerke Kiel	StandardOilCo. (NewJersey) *WB*=*CellDBuE* 480*t*	385·1|52·5|25·9 P115'B22'F37' FK &*B*74'221*tDTf*31') *FPT*169*tAPT*66*t*)	NewYork Utd.States 13*BHCem* 10*BHtoUdk* 3 „ „ 2*nd* „	Q4Cy.19½"28",41"&59"–41⅜" 213lb *120lb* (*s*) 320NHP 2SB,*6cf*,GS100,HS4512 FD Howaldtswerke,Kiel	28 " 8	

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Matériaux. Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Entretenuité.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Longueur (en pieds) sur la Ligne de Flottaison. Largeur. Creux.
1109 140451	**Princetown** *G.Williams* 10–17 *Mchy.Aft*	**SteelScSr** *Well deck* 1 *Dk(Stl)*	~~639~~ 719 494 2	✠100A1 2,13 ~~—~~ (*Class Centre ~~Harrow~~*) ✠LMC8,14	Shl Bos	*J*		1917 8mo	J.P.Rennoldson&Sns Ld.S.Shields *Lloyd'sA&CP*	HiberniaS.S.Co. Ld.(J.Weatherill &Sons,*Mgrs.*) *CellDB f* 106′1	~~188·0~~ Q109′B11′F32 188·5 28·7 FK *6t FPTrip APT49t*	~~28·5~~ 11·1	~~13·7~~	Dublin British *3BHCem*	T.3Cy.15″,25½″&41″–30″ (s) 180lb *100lb* 85RHP JSB.*3cf*,GS70.HS1500 JPRennoldson&SnsLdSShld	13 ″ 9 s 4·7½ 13 ″ 4	
1110 372 RLTN	**Principe di Udine** *F.Cignoni* –14 *Elec.light* *Ref.Mchy.* Wireless	**SteelTwinScSr** 2*Dks&Shelter dk*	7828 6167 4936			…		1908	Barclay, Curle&Co.Ld Glasgow	"Lloyd Sabaudo," Soc.Anon.per Azioni	450·8 F58′	55·2 FK	25·1	Genoa Italian *WB*	Q.8Cy.25½″36½″52″&74″–51″ 1266NHP Barclay,Curle&Co.Ld.Gls.	27 ″ 10	I
1111 HRJL	**Principesa Ileana** *M.Zenzefillis* 98–08 *ex*Kypros, *ex*Ardlethen)	**IronScSr** *ss*Cpl.2ndNo.3–4,09 1*Dk(Irn)&Spar dk3trB*	*1539* *1498* *975*	✠ 6,14 ✠	Pir	*q*		1883 10mo	Sunderlnd S.B.Co. Sunderland	J.Arvanitidi,fils	249·0 F22′	34·1 BK8½″ *WB=DBa*	23·3	Piræus Greek *5BHCem* *54′f63′154t*	C.2Cy.30″&58″–36″ NDB00 168NHP 2SB,*6pf*,GS96 Hawks Crawshay&Sns,Gts	24 ″ 10	V
1112 PFBJ	**Principesa Maria** *C.Stoianovici* (*ex*IgnazioFlorio) 2*Dks* *Elec.light* Wireless *Fitted for oil fuel*	**SteelTwinScSr**	1605 1261 635					1896	Flli. Orlando Leghorn	RoumanianState MaritimeService	289·0 P35′B72′F41′	34·5	20·1	Constanza Roumanian *WB*	T.6Cy.23½″,37½″&59″–36″ NB08 417NHP Flli.Orlando,Leghorn		V
1113 HQJC	**Principessa Cristiana** (Seized and taken to Mariupol) *S.Luchetta* *ss*Tri.No.3–10,08 *ss*Tri.No.1–12 1*Dk(pt Stl pt Irn)&Web frames &pt Awng dk(Irn)*	**StlScSr**	2854 2201 1770	✠100A1 *pt Awng dk with freeboard* 6,14 ✠NB6,12 ✠LMC MS6,12 DBS1,14	Cff	*t*	6,14	1896 7mo	Osbourne, Graham&Co. Sunderland A&CP	NavGenAustriaca-Gérolimich&Co. Soc.inAzioni *WB=CellDBa*	308·5 P29′Q94′ *pt Awng dk* 183′ 104′*uE&B* 44′*f* 110′	42·1 FK	20·2	Trieste Aust.-Hung. *5BHCem* 583*t APT*60*t*	T.3Cy.22⅞″,37″&61″–42″ (r) 160lb *80lb* 246NHP 2SB,*6cf*,GS97,HS3756 NDB01*refitted*11 G.Clark(Lim.) Sunderland	22 ″ 9 s 8 ″ 3½ 21 ″ 8	
1114 89 RMBS	**Principessa Jolanda** ~~*Bosei* –17~~ *Ref.Mchy.* *A.Rainais* –18 1*Dk(Stl)&Web frames&* *ss*Gen.No.3–4,17	**SteelScSr** ~~*ssGen.No.2–11*~~ *Awng dk with freeboard* 3,18	2879 2577 1751	✠100A1 MS4,17 ✠LMC DBS3,18	Gen Nap	*t*	~~2,18~~ 4,17	1903 5mo	Off.e.Cant. Ligur.Ancon. Ancona *Lloyd'sA&CP*	Soc.Veneziana di Nav.aVap. *WB=CellDBa* 82′	296·6 B70′F33′ *uE&B* 40′*f* 110′ 525*t*	42·0 FK	18·0 25·3	Venice Italian 6*BHCem* *APT*61*t*	T.3Cy.23½″,38½″&61″–39″ 244NHP 2SB,*6cf*,GS126,HS3736 Off.e.Cant.Lig.-Anconit. Ancona	27 ″ 9 s 5 ″ 3½ 22 ″ 9	I
1115 79 RMBT	**Principessa Lætitia** *C.Bagna* 1*Dk(Stl)2trB&deep framing* 3*Dk rule&Shelter dk(Stl–ws)*	**SteelScSr** *ss*Gen.No.3–4,16	4011 3879 2522	✠100A1 *Shelter dk with freeboard* 10.16 ~~MS7,16~~ ✠LMC7,15	Gen	*v*	4,16	1903 3mo	Cant.Nav. diMuggiano Spezia *Lloyd'sA&CP*	Nav.AltaItalia (Soc.Anon.) *WB=CellDBa* 92′	336·0 *uE&B* 42′*f* 134′ 822*t*	48·0 FK	24·0	Genoa Italian 6*BHCem* *APT*51*t*	T.3Cy.24″,40″&66″–48″ (s) 180lb *100lb* 356NHP 2SB,*6cf*,GS114,HS4707 FD Richardsons,Westgarth& Co.Ld.Hpl.	24 ″ 3 s 8 ″ 8 23 ″ 8	
1116 410 RMOF	**Principessa Mafalda** *V.E.Parodi* *Ref.Mchy.* Wireless 3*Dks*	**SteelTwin ScSr**	9210 — 5087					1908	Soc.Esercizio Bacini RivaTrigoso	Soc.diNav.Lloyd Italiano	485·2 P59′B230′F52′	55·6	32·6	Genoa Italian *WB*	Q.8Cy.27½″39⅜″56½″&79⅛″–53⅜″ 917NHP Soc.EsercizioBacini		I
1117 17 RMCD	— *E.Cafiero* *Ref.Mchy.* 1*Dk*	**SteelSc**	459 330 270					1903	C.&T.T. Pattison Naples	Cia.Napoletana di Nav.aVap.	180·5	25·4	13·2	Naples Italian	T.3Cy.20½″,26⅛″&48″–27⅝″ 121NHP C.&T.T.Pattison,Naples		I
1118 1158 HKBQ	**Princyp** *N.P.Nesterenko* 06–06	**SteelTwinSc3MstSr**	687 — 445					1897	Stabilmnto Tecnico Trieste	E.T.Paramonoff SonsCo. *WB*	210·0	31·0	11·0	Rostoff Russian	C.4Cy.13″&28″–20″ 58NHP Stabil.Tecnico,Trieste		
1119 HFKS	**Prinkipessa Eleni** *Dorizas* (*ex*Epirus,*ex*Estremadura) *Elec.light*	**IronScSr** *ss*Nwc.No.3–80	613 472 460	✠ 3,82	Tri			1862 1mo	A.Leslie& Co. Newcastle	Cie.deNav.àVap. "Ermopolis" (E.A. Foustanos,*Mgr.*)	213·0 P43′F50′ len80	24·3	13·1 *WB=DBf* 31′40*t*	Syra Greek 4*BHCem*	C 2Cy.23′&44″–30″ NE80 NB88 88NHP 1SB,*2pf*,GS36 N.E.MarineEng.Co.Ld.Sld		V
1120 1244 JCMQ	**Prins Bernadotte** (*ex*Oregrund) 1*Dk*	**IronScSr**	198 108 142					1887	MotalaCo. Oscarshamn	RederiAktieb. PrinsBernadotte (H.K.H.Pohlman)	105·7 Q32′B50′H11′F26′	19·2	8·4	Örnsköldsvik Swedish	C.2Cy.15″&29″–19½″ NB95 31NHP MotalaCo.,Oscarshamn		
1121 3257 JHTG	**Prins Carl** *P.W.Sjödin* –15	**IronScSr** 1*Dk*	189 116 137					1897	Ekensberg Varf Stockholm	StockhlmsTransp. ochBogs.Aktieb. (JAAppelqvist*Mr*)	114·8 Q31′B42′H11′F13′	18·8	8·3	Stockholm Swedish	C.2Cy.12⅛″&27⅝″–19½″ E*built in* 78 28NHP Lindahl&Runer,Gefle		
1122 NMLH	**Prins Christian** *K.Eriksen* *Elec.light* Sub.Sig.	**SteelTwinSc** (*Ferry*) 1*Dk2trB*	1824 1636 757					1903	Helsingörs Jernsk.&Msk Elsinore	DeDanske Statsbaner *WB*	285·0	44·9	21·1	Gjedser Danish	T.6Cy.19″,31½″&52″–28″ 286NHP HelsingörsJernsk.&Mskb.		
1123 PQMS	**Prins der Nederlanden** *J.Versteegh* –14 2*Dks(Stl)&Shelter dk(Stl* teak s) *Elec.light* 3*rd dk in No.1 hold* Wireless Sub.Sig.	**Steel TwinScSr**	9322 7169 5689	✠100A1 *Shelter dk with freeboard* 11,15 ✠LMC1,14	Ams	*d*†		1914 1mo	Nederl. Schps.Maats. Amsterdam *Lloyd'sA&CP* *WB*	Stoomv.Maats. Nederland *=CellDBa* 122′*uE*	481·2 P43′F74′ *on Shelter dk* 58′*f* 159′1033*t FPT*	57·2 FK	26·8	Amstrdam Dutch 8*BHCem* 78*t APT*62*t*	Q.8Cy.24½″,34⅜″,47½″&70⅞″–47½″ 213lb (*s*) 1105NHP 3D&2SB,*24cf*,GS400, HS16411 FD NedFb.v.Wrk&SpoorAms	37 ″ 11 s12 ″ 5½ 26 ″ 0	
1124 PQMT	— *Metus* –16 2*Dks(1Stl–ws)&Shade dk(Teak)* *Elec.light* Wireless	**StlScSr** *ss*Ams.No.3–7,14	2287 1527 1429	✠100A1 *Shade dk with freeboard* ~~11,16~~ 11,17 ~~MBS6,16~~ MBS6,17 ~~MBS6,16~~ ✠LMC3,14	Ams	*s*	3,15 ~~3,16~~ 3,17	1902 8mo	Blohm& Voss Hamburg A&CP	Koninkl.West-IndischeMaildienst *WB=CellDBa* 56′*uE*	290·0 FK&BK3″	38·0	18·8	Amsterdm Dutch 5*BHCem* 36′*f* 116′260*t*	T.3Cy.22″,37″&59″–39″ (*s*) 180lb *100lb* NDB14 267NHP 2SB,*6cf*,GS135,HS4605 Blohm&Voss,Hamburg	21 ″ 2 s 2 ″ 2 19 ″ 10	
1125 PQMV	~~**Prins Frederik Hendrik** *P.Koningstein* –15~~ 2*Dks(Stl–Mws)&Shade dk* *Elec.light* Wireless (*pt Stl*–teak s) *D.Haasnoot* –17	**StlScSr** ~~*ssAms.No.2–12*~~ *ssAms.No.3–9,16*	2164 1730 1366	✠100A1 *Shade dk with freeboard* 9.16 ✠LMC MS1,16 ~~BS9,16~~ BS10,17	Ams	*t*	2,17	1904 10mo	Nederl. Schps.Maats. Amsterdam A&CP	Koninkl.West-IndischeMaildienst *WB=Cell DBa* 80′ *uE&B* 68′	317·8 FK&BK2¾″ *5BHCem* *f* 110′435*t*	40·1	18·5	Amstrdam Dutch	T 3Cy.22″,37″&59″–39″ (*s*) 180lb *80lb* 266NHP 2SB.*6cf*,GS130,HS4510 NedFb.v.Wrk&Spoor,Ams	21 ″ 3 s 3 ″ 1 18 ″ 11	
1126 3362 JHTM	**Prins Gustaf** *H.L.Hamnstedt* –02	**SteelSc** 1*Dk*	138 82 83					1898	Motala M.V.Aktieb. Motala	VaxholmsNya Angf.Aktieb. (B. vonSydow,*Mgr.*)	100·4 B33′H13*t*F12′	19·0	7·9	Vaxholm Swedish	C.2Cy.13⅞″&26¼″–17½″ 24NHP MotalaM V.Aktieb,Motala		
1127 2133 JDVR	— *J.A Sikstrom* 09–09	**Iron&SteelScSp** 1*Dk*	117 57 60					1855	MotalaCo. Motala	ÅngfAktiebSvartviken (J.Chr. Barth,*Mgr.*)	89·1 Q27′ B34′ H8*t* F19′	17·5	7·7	Svartvik Swedish	C.2Cy.16″&32″–21½″ NB09 39NHP MotalaCo.,Motala		
1128 NMPS	**Prins Hamlet** *M.Jörgensen* –13 *Elec.light*	**SteelPad** (*ex*Nordsee) 1*Dk*	123 88 49					1892	Howaldtswerke Kiel	L.C.Andersen	120·5	16·5	6·7	Rngkøbng Danish *WB*	T.3Cy.11⅜″,18¾″&29⅝″–23⅜″ 43NHP Howaldtswerke,Kiel		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / *Master.* / *Late Name if any.* / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years assigned. now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines.	9 Built. By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of/No. of Trade Cert.
1129 PQNF	**Prins Hendrik** Steel Pad Sr *W.Reedeker* 03-10 *ss* Rot. 2nd No. 3-2,14 *Elec.light* 2 *Dks* & *Awng dk* Sub.Sig. Wireless	1968 1820 814	✠ A1 *Awng dk with freeboard* 10,16 ✠LMC 7,13 *For Channel purposes* — *Flushing*	Rot	*r*		1895 10mo *Lloyd's A & CP Queenboro'*	Fairfield Co.(Lim.) Glasgow	Stoomv.Maats. Zeeland	320·0	35·8	16·0 23·6 FK	Flushing Dutch	T.3Cy.51″,75″&112″–78″ (*s*) 170lb 1305 NHP 6SB,*24cf*,GS396,HS17658 FD Fairfield Co.(Lim.) Gls.	24 ″ 0 s 10 ″ 10 13 ″ 6	
1130	**Prins Hendrik der Nederlanden** 182 *Kr.Broek* 07-07 Steel Sc Sr 1 *Dk* 85		✠NB 12,04 BS 7-16 17				1901	P.Smit, Jr. Rotterdam	Dogger Maats. (A.Hoogendijk, Jz. *Mgr.*)	110·0	23·0	11·5	Vlaardngn Dutch	T.3Cy.9″,14″&23″–16″ 21 NHP P.Smit, Jr. Rotterdam		
1131 1201 HTCK	**Prins Oskar** Iron Sc Sr 141 *G.Blomqvist* –15 (*ex* Färdig) 102 *Elec.light* 1 *Dk* 31						18 7/8 8	Motala Co. Motala	Rederiaktieb. Höfding (E.A.Enhörning)	99·1 H31 *t* F11′ len88	19·6 15·9	9·0	Kubikenborg Swedish	C.2Cy.18″&35″–20½″ NE&B96 46 NHP W.Lindbergs Aktieb. Stkm		
1132 PQRN	**Prins Willem I.** Steel Sc Sr 2121 *I.P.van den Borden* *ss* Ams. No.3–2,14 2078 2 *Dks* (*U Stl*–ws) & *Shade dk* (*Teak*) 1331 1,18 ~~,16~~ ✠LMC *Elec.light* MS3,13 BS ~~6,13~~ 6,17	2121 2078 1331	✠100A1 *Shade dk*	Ams NYk	*s*	~~12,16~~ 1,18	1901 9mo *Lloyd's A & CP*	Nederl. Schps. Maats. Amsterdam	Koninkl.West-Indische Maildienst	284·2 *WB = Cell D Ba*	38·0 & *uE*	19·5 BK 10″	Amstrdam Dutch	T.3Cy.23″,37″&59″–39″ (*s*) 180lb *80lb* 268 NHP 2SB,*6cf*,GS130,HS4508 Ned Fabr.v.Wrk&Spr.Ams	21 ″ 0 s 2 ″ 1 20 ″ 2	
1133 PQNW	**Prinses Juliana** Steel Twin Sc 8085 *J.R.de Brouwers* –13 *ss* Ams. No.1–15 6432 *Elec.light* 2 *Dks* (*Stl*) & *deep framing* & Sub.Sig. *Shelter dk* (*Stl*–teak s) Wireless *lower dk beams in No.1 hold* 4998	8085 6432 4998	✠100A1 *Shelter dk with freeboard* ~~10,16~~ 2,18 ✠LMC MS1,15 BS ~~6,14~~ 10,17	Ams Sba	*c* †	sN 6,16 ~~10,16~~ P6,17	1910 9mo *Lloyd's A & CP*	Nederl. Schps. Maats. Amsterdam	Stoomv.Maats. Nederland	455·1 P44′F73′ *Prom dk* 273′ FK *on Shelter dk* *WB = Cell D Ba* 108′ *uE*	55·2 *WB*	36·8 56′ *f* 158′ 881 *t* *FPT*	Amstrdam Dutch	Q.8Cy.24 7/16″,34 3/8″,47½″&70 5/8″ –47½″ 210lb (*s*) 1094 NHP 3DB&2SB,*24cf*,GS391, HS16336 FD 68 *t* *APT* 68 *t* Ned Fb.v.Wrk&Spoor,Ams	37 ″ 3 s 11 ″ 4 26 ″ 5	
1134 GSWX	— Steel Sc Sr 443 *P.C.van der Graaf* –10 281 *Elec.light* 1 *Dk* 229						1910	Wilton's E.&S.lpwy Co. Rotterdam	Government of Suriname	165·0 P34′B68′F20′	25·0 *WB*	9·8	Paramribo Dutch	T.3Cy.10½″,17″&27″–18″ 31 NHP Wilton's E.&S.lpwy.Co.Rot		
1135 4499 JPNH	**Prinsessan Ingeborg** Steel Sc Sr 3670 ~~*D.Liljeqvist* –14~~ *ss* Cpn. No.3–2,17 3213 *Elec.light* 2 *Dks* (*Stl*) & *deep framing* *S.T.Evelius* –17 2159	3670 3213 2159	✠100A1 2,17 ✠LMC 2,17	Cpn	*x*	2,17	1905 11mo	Akt. Burmeistr & Wain Copenhagen A&CP	Rederiaktiebolag. Nordstjernan (A.A.Johnson, *Mgr.*)	359·6 P&B296 H193 *t* F40′ *WB = Cell D Ba* 121′	49·0 FK *uE* & *B* 22′ *f*	22·2 7 *B H Cem*	Stockholm Swedish	T.3Cy.24¾″,42″&70″–45″ (*s*) 200lb 441 NHP 4SB,*12cf*,GS231,HS7340 Akt.Burmeistr&Wain,Cpn 142′1117 *t* *FPT* 56 *t* *APT* 26 *t*	25 ″ 6 s 2 ″ 10½ 23 ″ 0	
1136 3527 JKTN	— Steel Twin Sc 192 *C.J.Hellqvist* 07-12 100 1 *Dk* 118						1899	Bergsunds M.V. Stockholm	Ångf.Aktieb.Nohl (A.Berg, *Mgr.*)	102·8 P69′H15 *t*	18·5	8·1	Lilla Edet Swedish	C.4Cy.10½″&22½″–14½″ 16 NHP Bergsunds M.V.Skm.		
1137 NMPF	**Prinsesse Alexandrine** Stl Pad 1733 *J.C.Petersen* (*Ferry*) *Elec.light* Sub.Sig. 1 *Dk* 1554 696						1903	F.Schichau Elbing	De Danske Statsbaner	338·8 len05	36·1	18·7	Giedser Danish	T.3Cy.31½″,52″&82⅛″–63″ 442 NHP F.Schichau, Elbing		
1138 KRGW	**Printemps** Steel Sc K 186 *Bayard* 08-08 (*Trawler*) (*ex* Sea Horse) 1 *Dk* 163 55				…		1901	J.Duthie, Sons&Co. Aberdeen	F.Rimbert	109·2 Q36′	20·6	11·2 BK 7½″	Dieppe French	T.3Cy.10¼″,17¼″&28″–20″ 52 NHP J.S.Vaux&Co.Ld.Sld.	11 ″ 9	V
1139 140260 JPBG	**Prinz Adalbert** Steel Twin Sc Sr 6006 *A.E.Stebbing* –17 4202 *Elec.light* Sub.Sig. Wireless 3 *Dks* 4079						1902	Bremer Vulkan Vegesack	Gellatly, Hankey & Co.	403·3 P&B278′F64′	49·2	27·1 *WB*	London British	Q8Cy.18½″,26 5/8″&38 3/8″&55 9/16″ –41 3/16″] 402 NHP Bremer Vulkan, Vegesack		
1140 LBCN	— Steel Twin Sc Sr 699 *H.Holtz* 87-98 2 *Dks* 396 *Elec.light* 238						1895	Howaldtswerke Kiel	Sartori & Berger	205·7 B121′F56′	28·7	12·2 *WB*	Kiel German	T.6Cy.15 5/8″,23″&37 13/16″–21 5/8″ NB06 133 NHP Howaldtswerke, Kiel		G
1141 RMVB	**Prinz August Wilhelm** Stl Sc Sr 4733 *F.Krause* 2 *Dks* & *Webframes* 3376 *Elec.light* *Ref.Mchy.* Wireless 2975						1902	Flensburgr Schiffsb.Ges. Flensburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	370·9 P244′B on P152′ F50′	45·3	25·2 *WB*	Hamburg German	Q.4Cy.23¼″,33¾″,49¼″&72″–54″ 381 NHP Flensburger Schiffsb.Ges.		G
1142 QHVN	**Prinz Eitel Friedrich** 8797 *C.Mundl* Steel Twin Sc Sr 6792 *Elec.light* Sub.Sig. Wireless 3 *Dks* 4812						1904	Akt.Ges. "Vulcan" Stettin	Norddeutscher Lloyd	488·3 P136′B194′F90′	55·7	32·1 *WB*	Bremen German	Q.8Cy.25″,36½″,52″&75″–55″ 417 NHP A.G. "Vulcan," Stettin		G
1143 RMLJ	— Steel Sc Sr 4650 *G.Stege* 3609 *Elec.light* Wireless 2 *Dks* 2921						1901	Reiherst'g Schiffsw. Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	371·0 P&B244′F50′	45·3	26·8 *WB*	Hamburg German	Q.4Cy.22½″,32½″,47¼″&68″–47¼″ 184 NHP Reiherst.Maschinenf.Ham		G
1144 JGHR	— Steel Sc Sr 1525 *P.Kolbe* (Seized and taken to Reval) 961 *Elec.light* Wireless 1 *Dk* 860						1912	Akt.Ges. "Vulcan" Stettin	Neue Dampfer-Co. Akt.Ges.	240·8 P&B161′F30′	34·6	15·4 *WB*	Stettin German	T.3Cy.19¾″31½″&51 1/16″–31½″ 148 NHP A.G. "Vulcan," Stettin		
1145 QJPF	**Prinz Friedrich Wilhelm** 17082 *E.Malchow* Steel Twin Sc Sr 12107 *Elec light* *Ref.Mchy.* Sub.Sig. 4 *Dks* 9840 Wireless						1907	J.C.Tecklenborg A.G. Geestemünde	Norddeutscher Lloyd	589·9 P98′B130′F123′	68·3	38·6 *WB*	Bremen German	Q8Cy32½″48″,66½″&98⅜″–61″ 1416 NHP J.C.Tecklenborg A.G.Gst.		G
1146 JFSC	**Prinz Heinrich** Steel Twin Sc Sr 358 *C.Strahl* –06 273 *Elec.light* 1 *Dk* 63						1904	Stettiner Oderwerke Stettin	Ernst Behnke	165·0 B21′H39′F18′	25·1	10·8 *WB*	Stettin German	T.6Cy.10⅝″,16½″&27⅜″–15½″ 61 NHP Stettiner Oderwerke Stettin		G
1147 KJVL	— Steel Twin Sc Sr 212 *J.de Vries* 175 *Elec.light* 1 *Dk* 99						1909	J.L.Meyer Papenburg	Borkumer Kleinbahn-und Dampfsch.Akt.Ges	121·9 H23′	23·1	8·6 *WB*	Emden German	C.4Cy.11″&18 5/16″–13¾″ 23 NHP J.L.Meyer, Papenburg		G
1148 LBMW	— Steel Sc 128 *R.Vöge* 96-06 89 *Elec.light* 1 *Dk* 50						1906	Howaldtswerke Kiel	Neue Dampfer-Co. Akt.Ges.	90·6 F33′ *Promenade dk* 57′	21·1	8·6 *WB*	Kiel German	C.2Cy.14 9/16″&27 9/16″–13¾″ 23 NHP Howaldtswerke, Kiel		G
1149 HQJF	**Prinz Hohenlohe** Steel Trp Sc Sr 2069 *Fitted for oil fuel* 675 2 *Dks* (1 *Stl*) & *Awng dk* (*Stl*–ws pt teak) 861 *Elec.light*		✠ *Awng dk with freeboard* 10,08 ✠	Dun	*r*		1908 10mo	Gourlay Bros.&Co. (Dundee) Ld. Dundee	Lloyd Austriaco	270·0 *Prom.dk* 190′ *WB = Cell D Ba* 42′ *u*	39·1 25·1 FK *E* 33′ *f* 46′ 88 *t*	17·1 4 *B H Cem*	Trieste Aust.-Hung.	T.12Cy.(3)16½″,(3)27″&(6)30″–24″ 565 NHP 4SB,*12cf*,GS239,HS10049 FD Gourlay Bros.&Co. (Dundee) Ld.Dun.	26 ″ 1	A
1150 RNBJ	**Prinz Joachim** Steel Sc Sr 4760 *E.Tarnow* 2 *Dks* & *Webframes* 3393 *Elec.light* *Ref.Mchy.* Wireless 2981						1903	Flensburgr Schiffsb.Ges. Flensburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	370·8 P244′B on P152′ F50′	45·2	25·2 *WB*	Hamburg German	Q.4Cy.23¼″,33¾″,49¼″&72″–54″ 381 NHP Flensburger Schiffsb.Ges.		G

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Matériaux. Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Speciale. Date de la dernière Visite.	6 Port de Visite.	7 Terms assigned under Lloyd's Rules. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pa.	15
1151	**Prinz Ludwig**	**SteelTwinScSr**	9687					1906	Akt.Ges. "Vulcan" Stettin	Norddeutscher Lloyd	492·0|57·6|35·0 P&B325'F108'	Bremen German *WB*	Q.8Cy.25',36',52'&75'-55' 836NHP		G
	F.vonBinzer –06		7778												
QJDM	*Elec.light* Sub.Sig. Wireless 3*Dks*		5688										A.G."Vulcan,"Stettin		
1152	**Prinz Oskar**	**SteelTwinScSr**	6026					1902	Bremer Vulkan Vegesack	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	403·4|49·2|27·1 P&B278'F64'	Hamburg German *WB*	Q8Cy.18½",26⅝"&38⅜"&55⅝"-41½" 402NHP		G
	A.v.Leuenfels		4336												
RMVL	*Elec.light* Sub.Sig. Wireless 3*Dks*		3777										Bremer Vulkan,Vegesack		
1153	**Prinz Regent Luitpold**	**Steel TwinScSr**	6595 5189					1894	F.Schichau Danzig	Requisitioned by theItalianGov'nt. (Ministry of Mar.)	455·4|51·3|29·8 P128'B179'F99'	Italian *WB*	T.6Cy.28½",46"&71"-47½" NB03 694NHP		
	Elec.light Wireless 3*Dks&Webframes*		3820										F.Schichau,Elbing		
1154	**Prinz Sigismund**	**SteelScSr**	4689					1902	Akt.Ges. "Neptun" Rostock	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	370·2|45·3|26·8 P258'F50'	Hamburg German *WB*	Q4Cy.22$\frac{7}{16}$",32¼",47½"&68$\frac{1}{16}$"-47½" 318NHP		G
	A.deWall		3602												
RMVQ	*Elec.light* Wireless 2*Dks*		2942										A.G."Neptun,"Rostock		
1155	—	**SteelTwinScSr**	697					1899	Howaldts-werke Kiel	Sartori&Berger	205·4|28·6|12·4 B120'H18'F56'	Kiel German *WB*	T.6Cy.15½",23⅝"&37⅜"-21⅛" 66NHP		G
	M.Rohlff 77–98		398												
LBFS	*Elec.light* 2*Dks*		205										Howaldtswerke,Kiel		
1156	**Prinz Waldemar**	**SteelTwinScSr**	3227					1903	G.Seebeck Akt.Ges. Bremerhaven	Norddeutscher Lloyd	328·1|41·8|24·4 P&B220'F52'	Bremen German *WB*	T.6Cy.19¾",32¼"&52"-35½" 322NHP		G
	O.Jurany		2502												
QHPF	*Elec.light Ref.Mchy.* 2*Dks&Prom.dk*		1737										G.Seebeck A.G.Bremerhvn		
1157	—	**SteelTwinScSr**	660					1893	Howaldts-werke Kiel	Sartori&Berger	204·1|27·8|12·1 B102'H18'F58'	Kiel German	T.6Cy.15⅛",23"&36⅝"-19$\frac{11}{16}$" NB01 119NHP		G
	Holtz		398												
LCVK	*Elec.light* 1*Dk*		234										Howaldtswerke,Kiel		
1158	**Prinzess Irene**	**SteelTwinScSr**	10893					1900	Act.Ges. "Vulcan" Stettin	Norddeutscher Lloyd	523·5|60·2|34·7 P110'B242'F104'	Bremen German *WB*	Q.8Cy.27½",40",57½"&82¾"-55"] 1016NHP		G
	F.v.Letten-Petersen 4*Dks*		9160												
QHCJ	*Elec.light Ref.Mchy.* Sub.Sig. Wireless		6443										A.G."Vulcan,"Stettin		
1159	**Prinzessin**	**SteelTwinScSr**	6387					1905	Blohm& Voss Hamburg	DeutscheOst-AfrikaLinie	416·0|50·4|28·0 P&B267'H189'F76'	Hamburg German *WB*	T.6Cy.23⅝",39⅜"&67"-48" 622NHP		G
	H.Weisskam		4708												
RPDG	*Elec.light* Sub.Sig. Wireless 2*Dks*		3697										Blohm&Voss,Hamburg		
1160	**Prinzessin Heinrich**	**SteelPadSr**	867					1896	Blohm& Voss Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	250·3|27·2|13·2 F25'	Hamburg German	T.3Cy.29",44"&73½"-60" 416NHP		G
	H.Wesselhöft		632										Blohm&Voss,Hamburg		
RKLJ	*Elec.light* Wireless 2*Dks3trB*		348												
1161	**Prinzessin Irene**	**SteelSc**	128					1906	Howaldts-werke Kiel	NeueDampfer-Co. Akt.Ges.	90·6|21·1| 8·6 F33' *Promenade dk*57'	Kiel German *WB*	C.2Cy.14$\frac{9}{16}$"&27$\frac{9}{16}$"-13¾" 23NHP		G
	*W.Busch*03–07		89										Howaldtswerke,Kiel		
LBNC	1*Dk*		50												
1162	**Prinzessin Sophie Charlotte** (Seized at Petrograd)	**SteelScSr**	1543 963					1912	Stettiner Oderwerke Stettin	NeueDampfer-Co. Akt.Ges.	240·9|34·6|15·3 P150'F28'	Stettin German *WB*	T.3Cy.18¼"29½"&47$\frac{5}{16}$"-35½" 134NHP		
JGRS	*A.Delmas*00–12 1*Dk*		866										StettinerOderwerke		
	Elec.light Wireless														
1163	**Prinzregent**	**SteelTwinScSr**	6375					1903	Blohm& Voss Hamburg	DeutscheOst-AfrikaLinie	416·1|50·4|28·1 P&B272'F86'	Hamburg German *WB*	T.6Cy.24",38½"&64½"-48" 577NHP		G
	P.v.Holdt Sub.Sig.		4708												
RMTP	*Elec.light* Wireless 2*Dks&Webframes*		3752										Blohm&Voss,Hamburg		
1164	**Priscilla**	**SteelPad**	5292					1893	Delaware RiverCo. Chester,Pa.	NewEnglandS.S. Co.	425·8|52·3|18·3	Fall River, Mass. Utd. States	C.4Cy.51"&95"-132" 1727NHP		
150686	*Appleby*		—												
KLWJ	Wireless 2*Dks&Webframes*		2673										W.A.Fletcher&Co. Hob'ken		
1165	—	**SteelScSr**	243	✠100A1 2,17	Bkn	*d*	N9,16	1896 10mo	AilsaS.B. Co. Troon A&CP	ZillahShipping& CarryingCo.Ld. (W.A.Savage,Ld. *Mgrs.*)	120·0|22·5|10·3 Q42'F18' BK7" *WB=FPT*	Liverpool British *3BHCem* 18t*APT8t*	C.2Cy.16"&33"-24" (*s*) 160lb 100lb 48RHP 1SB,2*pf*,GS33,HS896 Muir&Houston(Lim.),Gls.	11 " 3 s " 9½ 11 " 2	
88914	*J.Atherton* –16 *ss*Liv.No.3–5,10		196												
VPCN	*Well deck* *ss*Bkn.No.1–13		98	NB5,08 LMC10,13 BS9,16 7,18											
	Mchy.Aft 1*Dk*(*pt Stl pt Teak*)														
1166	—	**WoodSc**	111					1877	Hulse Chester	SaltUnion,Ld.	84·8|20·4| 8·2	Liverpool British	D.2Cy.13½"-12" 27RHP		
78799			106										J.Stewart,Leigh		
			72												
1167	**Privateer**	**IronPadSp**	117					1883	T.&W. Toward Newcastle	~~C.Duncan&Sons, Ld.~~ LawsonSteam TugboatCo.Ld. J.Lawson *Mgrs.*	96·5|18·3| 9·2	Middlsbro' British	L.1Cy.35"-54" NB02 65RHP		
78447	*J.Hall* –17		104										G.P.Hepple,N.Shields		
JLGV			—												
1168	**Pro Patria ~~1914~~**	**SteelScSr**	*549*	✠100A1 9,15	Hfx	*i*	2,17	1905 6mo	AilsaS.B. Co.Ld. Troon *Lloyd's* A&CP	LaMorueFrançaise&Pêcheries deFécamp	178·5|27·1|12·4 P18'Q79'B16'F32' BK7½" *WB=Cell DBa* 35'50t *FPT*	St.Pierre French *4BHCem* 50t*APT23t*	T.3Cy.16",26½"&43"-30" (*s*) 170lb *90lb* 110NHP 1SB,3*cf*,GS59,HS1930 Muir&Houston,Ld.Gls.	13 " 3 s 1 " 0½ 12 " 11	
KRNS	(*ex*Calshot) 1*Dk*(*pt Irn pt Stl*)		*216*	BS6,15 LMC6,13 BS5,17											
	Well deck Elec.light														
1169	**Procida** *G.Salvatore* -18	**SteelScSr**	3928			...		1901	Soc.Esercizio Baccini Riva Trigoso	Nav.Gen.Italiana	359·5|45·2|18·0 P32'B100'F38' 26·4 FK	Genoa Italian *WB*	T3Cy23$\frac{13}{32}$"39$\frac{23}{32}$"&64$\frac{9}{16}$"-43$\frac{5}{16}$" 369NHP N.Odero fu A.Sestri Pnente	28 " 8	I
~~84~~ RMC[illegible]	~~*G.Mazzella*~~ (*ex*Isola di Procida)		3391	~~Lloyd's RMC 10,15 5,18 11,15 7,13 5,17~~											
	Elec.light Ref.Mchy. 1*Dk&Spardk3trB*		2436												
1170	—	**SteelScSr**	3002					1910	Akt.Ges. "Neptun" Rostock	Rob.M.Sloman, Jun.	321·2|46·2|24·2 P27'H–F31'	Hamburg German *WB*	T3Cy.20½",35$\frac{7}{16}$"&55⅛"-37⅜" 191NHP A.G."Neptun,"Rostock		G
	J.Hoffmann		2768												
RQKV	*Elec.light* 2*Dks*		1872												
1171	**Procyon**	**SteelScSr**	3566					1915	Rotterdam Droogd.Maat Rotterdam	VanNievelt, Goudriaan&Co.'s Stoomv.Maats.	345·8|48·8|23·3 P25'B115'F35'	Rotterdm Dutch *WB*	T.3Cy.25",41'&67"-45" 301NHP Rotterdam Droogd.Maats.		V
	J.deJong		3259												
PQSK	1*Dk*		2175												
1172	—	**SteelScK**	195			...		1903	Hall,Russell&Co.Ld. Aberdeen	T.Davidson	110·5|21·8|12·0 BK7½"	Aberdeen British	T.3Cy.12",20'&33"-22" 64RHP Hall,Russell&Co.Ld.Abn.	12 " 7	
118170	*G.Wood* –12 (*Trawler*)		184												
	(*ex*Strathmartin) 1*Dk*		76												
1173	**Produce**	**SteelScSr**	1170					1905	Nylands Værksted Christiania	Dpsk.Akties.Produce(HansKiær& Co.A.S.*Mgrs.*)	225·0|33·7|19·0 H76t	Drammen Norwegian *WB*	T.3Cy.16½",27'&44"-32" 109NHP Nylands Værksted,Xania		N
	E.Winsnes –05		1082												
MCLN	*Elec.light* 1*Dk&Spardk*		748												
1174	**Produgol**	**SteelScSr**	2640	✠100A1 *pt Awng dk with freeboard* 11.13 BS4,14 LMC4,11	Oda	*t*	N4,12	1894 2mo	Palmers' Co.Ld. Newcastle *Lloyd's* A&CP	F.C.Svorono& E.diPollone	303·0|43·1|19·2 P25'Q96' *pt Awng dk*181' FK *WB=Cell DB*216'439t	Mariupol Russian *6BHCem*	T.3Cy.24⅞",38"&64"-42"(*s*) 160lb *100lb* NDB12 269NHP 2SB,6*rf*,GS92,HS4105 Palmers'Co.Ld.Newcastle	20 " 11 s 8 " 1½ 20 " 2	
73	*Vickona* *ss*Bry.No.3–3,07		1997												
LJAH	*ss*Bry.No.1–12		1537												
	(*ex*Beeforth) 1*Dk*(*pt Stl pt Irn*) & *Webframes&pt Awng dk*(*Irn*)														

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys.	3 Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L. R. Date of Ex. Cert.
1175	**Professor**	SteelScSr	3928	✠100A1	Liv	*w*	~~6,16~~	1910	Workman,	CharenteS.S.CoLd	350·2	46·1	27·0	Liverpool	T.3Cy.20″,34″&58″–48″ (*s*)	29 ″ 7	
128017	*T.Bass* –16	*ss*Liv.No.1–14	3400	*Spar dk*			5,18	2mo	Clark&Co.Ld	(T.&J.Harrison,	P31′B102′F34′			British	200lb 301NHP	s 5 ″5½	
HQKF	*Elec.light*	1*Dk*(*Stl*)&*Spardk*(*Stl*) &*deep framing*	2504	5,16	~~BS8,17~~				Belfast	*Mgrs.*) *WB*=	FK			6*BHCem*	3SB,*9cf*,GS142,HS5082	24 ″ 6	
				~~BS8,16~~ ✠LMC1,14				*Lloyd's*SA&CP		*CellDBa*98′*uE*&*B*	60′*f*138′700*t FPT*			45*tAPT*40*t*	Wrkman,Clark&Co.Ld Bel		
				Carrying fuel oil F.P. above 150° F. *in D.B.*													
1176	**Professor Buys**	SteelScSr	751				...	1891	W.Dobson	TheShippingCon-	205·7	29·2	14·5	~~Amsterdam~~	T.3Cy.19″,31″&51″–33″	17 ″ 0	V
128253	~~*S.Kruisinga*~~		629						&Co.	troller(EPAtkin-	P36′B53′F27′			~~Dutch~~	NB06 149NHP		
HSBC	*Elec.light*	1*Dk2trB*	377						Newcastle	son&Sons,*Mgrs.*)		BK7″		London *WB*	N.E.Mar.E.Co.(Lim.)Nwc.		
1177	**Professor Woermann**	SteelScSr	6061					1912	Reiherst'g		392·9	52·4	26·9	British	Q.4Cy.26⅝″,38⅜″,55½″&81½″		
	(Captured and taken to Sierra Leone)		4217						Schiffsw.		P&B272′F72′				–55½″ 484NHP		
	Elec.light Sub.Sig. Wireless	2*Dks*	3588						Hamburg					*WB*	Reiherst.Maschinenf.Ham.		
1178	**Profit**	SteelScSr	1126	*Now named "Lagarfoss." See letter L*				1904	Nylands	Dpsk.Akties.Pro-	225·0	33·7	12·2	Drammen	T.3Cy.16½″,27″&44″–32″		N
	E.Olsen		~~1,049~~						Værksted	duce(HansKiær&	H84*t*		18·5	Norwegian	119NHP		
MBTS	*Elec.light*	1*Dk*&*Spardk*	715						Christiania	Co.A.S.*Mgrs.*)				*WB*	NylandsVærksted,Xania		
1179	**Progress**	IronScSr	1173	✠	Oda	*o*		1882	J.L.Thmp-	D.&A.Walik&	240·0	35·0	15·0	Odessa	C.2Cy.28¾″&54⅝″–36″	16 ″ 8	V
72	*G.Scaritsch* –93	*ss*Oda.No.3–2,95	1018	4,05				4mo	son&Sons	J.Ostrowsky	P23′B44′F24′			Russian	NDB97 138NHP		
NACS	(*ex*Nutford)	*ss*Gen.No.1–00	668	✠					Sunderland			FK		4*BHCem*	2SB,*4pf*,GS70,HS2416		
		1*Dk*(*Irn*)2*trB*								*WB*	= *D Ba*77′*f*46′251*t*			*APT*14*t*	J.Dickinson,Sunderland		
1180	—	SteelScSr	768					1903	Schömer&	Hamburg-Danzig	206·3	31·2	13·0	Danzig	T.3Cy.15″,24¾″&40⅛″–28″		G
	*O.Nicolai*12–12		655						Jensen	Linie,G.m.b.H.	P&B157′F27′			German	85NHP		
PBMD	*Mchy.Aft Elec.light*	1*Dk*&*deep framing*	437						Tönning					*WB*	Schömer&Jensen,Tönning		
1181	—	IronScSr	203	✠	Hul	*c*		1880	Murdoch&	BritishPhosphate	130·4	21·0	10·8	Liverpool	C.2Cy.20″&40″–27″		
89468	*S.O.Kingsley* –14		179	9,81				3mo	Murray	Co.Ld(H.Freytag,				British	NB95*fitted*97 65RHP		
	Mchy.Aft	1*Dk*	79						Pt.Glasgow	*Mgr.*)				5*BHCem*	Muir&Houston,Glasgow		
1182	—	WoodScSr	169					1914	.....	ProgressiveFish	90·5	21·9	15·4	Seattle	Petrol Motor		
212081		(*PetrolMotor*)	—						Seattle,	Co.				Utd.States			
LDKG		2*Dks*	115						Wash.								
1183	**Progresso**	SteelTwinSc	159					1911	Frdrkshvn	Cia.dePesca Norte	90·0	23·0	9·0	Natal	2 Motors		V
	J.Menezes	*Motor*	150						Skibsværft	doBrazil				Brazilian			
		(*Trawler*)	105						Frederikshvn						Brd.Houmöller,Frdrkshvn		
1184	**Prome**	SteelPad	752					1904	W.Denny	IrrawaddyFlotilla	250·0	37·1	10·3	Glasgow	T.3Cy.28″,41½″&60″–66″		
119174			752						&Bros.	Co.Ld.				British	292NHP		
		1*Dk*	474						Dumbarton						Denny&Co.Dumbarton		
1185	**Prometeo** *Tonietti*	SteelScSr	*4455*	100A1	Nap		9,16	1906	r Ravilo	Ferrovie dello	360·5	51·3	26·2		T.3Cy.26″,42″&70″–48″ (*s*)	29 ″ 0	
	~~*Posen* –17~~	*ss*N.Yk.No.3–11,12	*4047*	9,16	~~BS8,18~~				Dixon&Co Ld	Stato	P104′F30′			Italian	180lb *150lb* 384NHP		
RMOX	Horley,*ex*Fritzöe)	1*Dk*(*Stl*)	*3437*	~~BS8,17~~	LMC9,16				Middlesbro'	(ItalianStateRlys)		FK		7*BHCem*	2SB,*6cf*,GS122,HS4918 FD		
	hy.Aft Elec.light			*Fitted with cylindri l tanks in hold s for Carrying Petroleum*											N.E.MarineEng.Co.Ld.Sld		
	Cantilever framed Topside tanks			*Fitted for oil fuel* 11 2 *F.P. above* 15° F.						*WB*=*CellDBu*E*g*	*B*52′*f*260′1069*t FP*			*T*190*t APT*	75*tTopside tanks*248′815*t*		
										*Lloyd's*SA&OP							
1186	**Prometheus**	SteelScSr	5305					1896	Scott&Co.	OceanS.S.Co.Ld.	422·0	49·0	28·3	Liverpool	T.3Cy.29″,50″&82″–60″		C
105387	*C.H.G.Carnon* –16		4761						Greenock	(A.Holt&Co*Mgrs*)	P38′B115′F46′			British	520NHP		BT till 5,17
JGTH		2*Dks*	3391											*WB*	Scott&Co.,Greenock		
1187	—	SteelScSr	1673					1902	J.Crown	Dpsk.Akties.Pro-	259·4	36·8	20·0	Drammen	T.3Cy.19″,31″&51″–32″		N
	H.Jensen		1523						Sunderland	duce(HansKiær&	H112*t*F35*t*			Norwegian	147NHP		
HGDW	*Elec.light*	1*Dk*&*Spardk*	1024							Co.Akties.*Mgrs.*)				*WB*	N.E.MarineEng.Co.Ld.Sld.		
1188	**Prompt**	SteelScSp	144					1895	W.Dobson	J.E.Martins	100·3	21·0	7·1	Funchal	T.3Cy.8″,13″&21″–15″		
	F.Castro		122						&Co.					Portuguese	17NHP		
	Mchy.Aft	1*Dk*	68						Newcastle						N.E.Mar.E.Co.(Lim.)Nwc.		
1189	—	SteelScK	*127*	✠	Sld	*a*		1896	S.B.Hylton	A.R.Alves	95·0	20·0	7·3	Para	T.3Cy.10″,15½″&24″–14″	7″11	
	N.Handley –96		*115*	10,99				3mo	SB&Repg.Co.		F13′			Brazilian	1SB,*2pf*,GS22,HS455 21NHP		
	Mchy.Aft	1*Dk*(*Irn*)	*68*	✠NB8,93					Sunderland	*WB*=	*FPT*15*t*	FK		3*BHCem*	Butler,Belfast *E.made*92		
1190	**Pronta**	SteelScSr	182	✠	Tri	*d*		191	Cant.Nav.	UnioneAustriaca	123·5	23·7	10·1	Trieste	T.3Cy.14″,22½″&36″–27″	12 ″ 0	
			143	2,17				0mo	Triestino	diNav.(Soc.Anon.)		24·6		Aust.-Hung.	97NHP		
HQJR	*Elec.light*	1*Dk*(*Stl*)	85	*For towing purposes*					Monfalcone				BK5½″	4*BHCem*	1SB,*3cf*,GS62,HS1825		
				✠										*WB*=*DB*10′15*t*	Cant.Nav.Triestino		
1191	**Prophet**	SteelScSr	3230	✠100A1	Npt	*v*	1,16	1912	TyneI.S.B.	MitreShpg.Co.Ld.	331·0	47·5	23·2	Glasgow	T.3Cy.24″,40″&65″–42″ (*s*)	25 ″ 7	
133006	*A.L.Pritchett* –16	*ss*Npt.No.1–16	3029	~~9,15~~ 12,16,17	~~C&Bros~~			2mo	Co.Ld.	(Houlder,Middle-	P29′B98′F31′			British	180lb *100lb* 298NHP	s 4 ″ 3	
HVFB	*Elec.light*	1*Dk*(*Stl*)	2054	MS10,16	✠LMC				Newcastle	ton&Co.Ld.*Mgrs.*)		FK		5*BHCem*	2SB,*6cf*,GS118,HS4616	21 ″ 8	
				MBS3,16	DBS12,16				*SA&CP*	*WB*=*CellDBa*	106′*uE*&*B*38′*f*143′			772*tAPT*82*t*	N.E.MarineEng.CoLdNwc		
1192	**Propontis**	SteelScSp	*125*	✠	Shl			1890	J.P.Ren-	J.G.Matsoukis	100·0	18·2	9·8	Ithaca	T.3Cy.12″,20″&32″–22″	10 ″ 0	
		(*Tug*)	*125*	*For River purposes only*				11mo	noldson&Ss.					Greek	1SB,*2pf*,GS27,HS984 57NHP		
		1*Dk*(*Irn*)	*4*	11,90 ✠					S.Shields				BK6″	4*BHCem*	J.P.Rennoldson&Ss,S.Shl.		
1193	—	WoodPad	118					1877	.....	P.Stefanovich diG.	95·2	16·4	10·2	Leghorn	L.1Cy.37″–32″		
		(*Tug*)	—						NorthShields	(P.Cosmetto,*Mgr*)				Italian	60NHP		
			71														
1194	**Prorok Jona**	SteelTwinScSr	472					1896	Stabilmnto	A.Tschernikow	186·0	31·0	8·9	Rostoff	C.4Cy.13″&24″–20″		
1148	*J.A.Voltchenko*02–07		—						Tecnico					Russian	NB08 43NHP		
LRCK		1*Dk*	314						Trieste						StabilimentoTecnico,Tri.		
1195	**Prosper**	SteelScSr	1075					1904	Schömer&	~~Requisitioned by~~	206·4	31·2	12·6	London	T.3Cy.15″,24¾″&40½″–28″		
136739			667						Jensen	~~the Admiralty~~	P155′F27′			British	85NHP		
JLWC	*Elec.light Mchy.Aft*	1*Dk*&*deep framing*	705						Tönning	J.Cory&Sons,Ld				*WB*	Schömer&Jensen,Tönning		
1196	—	WoodSc	168					1898	.....	AdmiraltyTug	84·1	18·6	9·6	Seattle,	C.2Cy.11″&24″–20″		
150781	*A.H.Thompson*	(*Tug*)	—						wnsend	BoatCo.				Wash.	21NHP		
			85						Wash.					Utd.States			
1197	**Prospero**	SteelScSr	978	✠100A1	NFL	*m*		1904	Murdoch&	BowringBrs.Ld.	204·8	31·2	13·0	SJhnsNFL	T.3Cy.18½″,30″&50″–33″ (*r*)	22 ″ 9	
118129	~~*A.Kean* –16~~	*ss*NFL.No.3–5,16	914	*Awng dk*				10mo	Murray		F23′	20·5		British	175lb *100lb* 197NHP	s 7 ″7½	
HBGT	*Elec.light*	1*Dk*&*Web frames*	599	*with freeboard*					Pt.Glasgow				BK7½″	4*BHCem*	1SB,*3cf*,GS59,HS2924	16 ″ 1	
	Kennedy –18	&*Awng dk*(*Stl*–ws)		5,18 ~~3,17~~				*Lloyd's*SA&CP		*WB*=*CellDBa*39′	*uE*17′*f*77′141*t FPT*			31*tAPT*33*t*	D.Rowan&Co.Glasgow		
				~~BS3,17~~ ✠LMC5,16													

1 Numéro d'Ordre / Numéro Officiel / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant pour Lettre d'Equivalence	7a Tirant d'eau Moyen. / Dernière visite de l'arbre porte-hélice.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines	14 Creux sur Quille / Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. pc.	15
1198	**Protector**	**SteelScSr**	562					1905	Akt.Burmeistr&Wain Copenhagen	Em.Z.Svitzer's Bjerg.Entreprise	185·0	29·4	14·0	Copnhagn Danish	T.3Cy.16½″,27″&45″–27″		V
	J.Fabricius	(*Salvage Vessel*)	532								B35′F30′				FD HS2500 161NHP		
NPMR	*Elec.light*	1*Dk*	147											*WB*	Akt.Burmeistr&Wain,Cpn		
1199	—	**SteelScSr**	161	✠100A1	Bos	*b*	5,16	1904	G.Brown& Co. Greenock	EasternSea FisheriesJoint Committee	108·8	21·1	9·4	Boston British	T.3Cy.12″,20″&32½″–24″ (*r*)	10 ″ 0	
113744	*H.Donnison* –15	*ss*Bos.No.2–12	139	4,15				3mo						180lb	70NHP		
VQHC		1*Dk*	70	BS5,16 ✠LMC11,13				*Lloyd's*	*SA&CP*		BK7″			5*BHCem*	1SB,*2cf*,GS35,HS1490		
	Elec.light			BS9,17							*WB=FPT*			3t*APT*3t	Muir&Houston,Ld.Gls.		
1200	—	**SteelScSr**	149					1900	Aktb.Sandvikens Helsingfors	Finska Bergnings-aktieb.Neptun (O. Sandström,*Mgr.*)	91·5	21·7	10·5	Helsingfrs Russian	C.2Cy.16½″&33″–19½″		
	P.Björk –10	(*Salvage Steamer*)	137						M.V.		B22′F18′				41NHP		
SQNH			86											*WB*	SandvikensMek.Verkst.		
1201	—	**IronPadK**	133					1893	J.P.Rennoldson&Sns S.Shields	C.SvoronoSons	100·3	18·3	9·4	Mariupol Russian	L.1Cy.34″–54″		
	*D.Nosenko*05–05	(*Tug*)	119												65NHP		
	(*ex*Annandale)	1*Dk*	48												J.P.Rennoldsn&Sns,S.Shl.		
1202	**Proteo**	**SteelScSr**	3813	✠	Tri	*w*		1900	C.S.Swan& Hunter,Ld Newcastle	ProteoS.S.Co.Ld. (T.Cossovich)	348·0	45·3	17·8	Trieste Aust.-Hung.	T.3Cy.24″,39″&66″–45″	28 ″ 9	
	*F.Kosovic*05–13	*ss*Nwc.No.3–4,12	3351	10,16				10mo			P28′B92′F38′		26·0		310NHP		
HQKC		1*Dk*(*Stl*)&*Spar dk*(*Stl*) &*deep framing*	2441	*Spar dk* ✠									FK	6*BHCem*	2SB,*6cf*,GS102,HS4687		
											*W B=Cell DBa*116′			*APT*17t	T.Richardsn&Sns,Ld.Hpl		
1203	**Protesilaus**	**SteelTwinScSr**	9547					1910	Hawthorn, Leslie&Co.Ld Newcastle	ChinaMutualS. Nav.Co.Ld. (A. Holt&Co.*Mgrs.*)	484·9	60·4	39·5	Liverpool British	T.6Cy.23″,38½″&65″–48″		
128014	*A.T.Braithwaite* –15		9113												586NHP		
HQGV	*Elec.light* Wireless	3*Dks*	6118											*WB*	N.E.MarineEng.CoLdNwc		
1204	**Proteus**	**SteelScSr**	4836					1900	Newport NewsS.B.Co. Newprt News	SouthernPacific Co.	390·8	48·3	29·9	NewYork Utd.States	T.3Cy.33″,52″&84″–54″		
150864	*W.Hopner*91–12	Wireless	—												NB09 518NHP		
KPTR	*Ref.Mchy. Elec.light*	2*Dks*&*Awng dk*	3006												NewprtNewsS.B.&D.D.Co.		
1205	—	**SteelScSr**	1678					1902	J.Crown Sunderland	Dpsk.Akties.Produce(HansKiær& Co.A.S.,*Mgrs.*)	260·0	36·8	20·0	Drammen Norwegian	T.3Cy.19″,31″&51″–33″		N
	C.Höien		1532								H108*t*	F37*t*			149NHP		
HGDF	*Elec.light*	1*Dk*&*Spardk*	1024											*WB*	N.E.MarineEng.Co.Ld.Sld		
1206	**Proton**	**SteelScSr**	870	✠	Cff	*l*	13·87 14·72 15·57 16·41	1885	Osbourne, Graham&Co. Sunderland	Lapaka&Co.	200·0	29·3	15·2	Syra Greek	C.2Cy.26″&47″–36″	16 ″ 0	V
		*ss*Cff.No.3–5,98	641	4.12		Lv		10mo			P114′F53′				NDB04 107NHP		
	5thSurvey2,07	*ss*Npt.No.2–07	539	✠NB4,01 ✠									BK7½″	4*BHCem*	1SB,*3cf*,GS47,HS1828		
	(*ex*Nicolaos, *ex*Dordogne)	1*Dk*(*Stl*)&*Webframes* *Well deck*											*WB=DBa*51′	69t*FPT*22t	G.Clark,Sunderland		
1207	**Provençal 15**	**SteelScCtr**	53	✠100A1	Msl		3,15	1905	P.McGregor&Sons Kirkintilloch	Soc.Anon. Provençale de Remorquage (M.Venture,*Mgr.*)	68·0	16·4	8·5	Marseilles French	C.2Cy.15″&30″–21″ (*s*)	9 ″ 2	
	*Amadei*12–13	*ss*Msl.No.2–13	52	*For Towing purposes*				5mo						130lb	47NHP	s ″ 9	
KRSQ		1*Dk*	3	3,15 ✠LMC MS3,13 BS8,16				*Lloyd's*	*SA&CP*				BK6″	4*BHCem*	1SB,*2pf*,GS34,HS879	9 ″ 0	
															J.Ritchie,Glasgow		
1208	**Provençal 17**	**SteelScSp**	82	✠100A1	Msl		3,16 3,18	1909	I.J. Abdela & Mitchell,Ld Queensferry	Soc.Anon. Provençale de Remorquage (M.Venture,*Mgr.*)	71·2	16·6	8·7	Marseilles French	C.2Cy.15″&30″–21″ (*s*)	9 ″ 6	
	*T.Paoli*09–13	~~*ss*Msl.No.1–13~~	73	*For towing purposes*				6mo						130lb	47NHP		
KRSV		*ss*Msl.No.2–13 1*Dk*(*Stl*–ws)	—	3,18 12,16				*Lloyd's*	*SA&CP*				BK6″	4*BHCem*	1SB,*2pf*,GS33,HS881		
				BS7,16 ✠LMC8,13											Plenty&Son,Ld.Newbury		
1209	**Provence**	**Steel&IronSc3MstSr**	3941					1884	Forges&C. de la Médit. LaSeyne	Cie.de Nav.France Amérique(Soc.Gén de Transp.Mar.à Vap.*Mgrs.*)	387·1	42·3	22·6	Marseilles French	C.2Cy.43″&78¾″–49½″		V
	Cabrol –12		—								H—	F34′	30·4		NB01 362NHP		
KRSD	*Elec.light* Wireless	2*Dks*&*Spardk*	2480												Forges&C.de la Médit,Msl.		
1210	**Providence**	**SteelTwinSc**	11900					1914	Forg.&Ch. de la Médit. LaSeyne	Cie.Française de Nav.à Vap.(C. Fabre&Co.*Mgrs.*)	511·8	59·7	43·5	Marseilles French	T.6Cy.30⅝″,49 13/16″&79 5/16″–51 3/16″		
			9184								B234′F70′				910NHP		
	Elec.light	7*Dks*	6800											*WB*	Forg.&Ch.de la Médit.Msl.		
1211	—	**SteelPad**	4365					1904	ForeRiver S.B.Co. Quincy Mass.	NewEnglandS.S. Co.	379·4	50·0	18·6	FallRiver Utd.States	C.D.4Cy.44″&83″–108″		
201723	Wireless	2*Dks*	2607												1193NHP		
KTQP	*Elec.light*	*Saloon&Promenade dks*	2502												ForeRiv.S.B.Co.Quincy		
1212	—	**SteelScSr**	1095			...		1903	Fevigs Jernskibsbyg Fevig	H.Kiær&Co.A/S	225·8	33·6	10·0	Drammen Norwegian	T.3Cy.17″,27″&46″–33″	19 ″ 6	N
	O.Hansen	(*ex*ProvidenceA.,	1012										17·2		131NHP		
WKHG	*ex*Providence)	1*Dk*&*Spar dk*	693										FK	*WB*	Richardsons,Westgarth& Co.Ld.Mdb.		
	Elec.light	&*deep framing*															
1213	**Providencia**	**SteelScSr**	1497					1907	Harlan& Hollngswrth Wlmgtn,Del.	ProvidenciaS.S.Co. (S.E.Slade,*Mgr.*)	224·3	41·2	20·6	S.Frncisco Utd.States	T.3Cy.19″,30″&50″–36″		
204444	*H.T.Payne* –07	(*ex*Olson&Mahony)	—												150NHP		
KWGS	*Elec.light* Wireless	1*Dk*	779														
1214	**Provorny**	**SteelPad**	518					1892	Russian S.N.&T.Co Sebastopol	RussianStm.Nav. &TradingCo.	210·0	28·2	8·1	Odessa Russian	C.2Cy.31″&61″–48″		
191	*Petroucha*	1*Dk*	—												215NHP		
HBGF			259														
1215	**Provvidenza**	**IronScSr**	1321	✠	Msl	*o*		1879	AM Millan &Son Dumbarton	R.Rizzuto&Co.	250·2	32·9	16·1	Palermo Italian	C.2Cy.31″&58½″–39″	23 ″ 10	IV
66	*A.Scudera*	*ss*Sld.2ndNo.3–1,00	971	*Awng dk*				7mo							NDB03 170NHP		
RMGL	(*ex*Mitidja,*ex*Pongola)	*ss*Msl.No.2–09	676	*withfreeboard*									FK	5*BHCem*	1DB,*6rf*,GS90,HS2796		
		2*Dks*(1*Irn*–ws)&*Awng dk*		2,13									*WB=FPT*	37t*APT*26t	J.&J.Thomson,Glasgow		
				✠NB10,91 ✠													
1216	**Prudence**	**SteelScSr**	292					1900	J.H.Dialogue&Son Camden,N.J.	F.W.Munn	122·3	25·0	14·0	Philadlphia Utd.States	T.3Cy.16″,24″&40″–28″		
150885	*E.T.Chandler*90–07		—												85NHP		
KQMR		1*Dk*	198														
1217	—	**SteelScSr**	258					1906	Smith's Dock Co.Ld North Shields	Corporation of the Trinity House	135·5	23·2	11·8	London British	T.3Cy.13½″,21″&35″–24″		
123740	*A.A.Wadbrook* –14		255												85RHP		
HJRF		1*Dk*	116												G.Clark,Ld.Sunderland		
1218	**Prudente de Moraes**	**SteelTwin ScSr**	780					1896	Craig, Taylor&Co Stockton	LloydBrazileiro	223·0	33·0	12·5	Bahia Brazilian	T.6Cy.12½″,20″&33″–24″		
			613												107NHP		
	Wireless	1*Dk*&*Shade dk2tr B*	497												N.E.MarineCo.(Lim.),Sld.		
1219	—	**SteelTwinScSr**	472	✠	P.Gl			1896	Russell& Co. Pt.Glasgow	AmazonRiverStm. Nav.Co.(1911) Ld.	172·6	33·2	8·6	Para Brazilian	T.6Cy.10″,16″&26″–21″	8 ″ 9	
	*A.Jackson*96–96		360	*For Riverpur*		*poseso*	*nly*	3mo			F23′		FK	4*BHptCem*	81NHP		
	1*Dk*(*Teak*)&*Promenadedk*(*Teak*)		321	3,96 ✠										*pt Asp*	1SB,*2cf*,GS40,HS1509		
	Elec.light														Rankin&Blackmore,Grk.		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now Expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of ft. of Trade Cert.
1220 JQSK	**Prunelle** IronScSr *T.M.Holmen* 15–15 (*ex* Asbjörn Selsbane, *ex* Saturnus) 1 *Dk*	578 382 414					1874 Malmö		**Akties.S.S. Prunelle (E.Rusten)**	155·9 | 26·7 | 12·9 Q30*t* H6*t* F158*t*			Bergen Norwegian	C.2Cy.20″&40″–24″ 65NHP		V
1221 RHSV	**Prussia** SteelScSr *J.Wecker* –12 *Elec.light* Wireless 1 *Dk & Shelter dk*	3557 3277 2180	*Now named "Cabedello," See No. 68 in Supplement*				1912 Flensburg Schiffbau.Ges. Flensburg		**Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)**	364·3 | 51·0 | 22·0 H25′			Hamburg German WB	T.3Cy.24⅜″,40⅜″&67⅜″–48″ 318NHP FlensburgerSchiffsb.Ges.		G
1222 RPVH	— SteelScSr (Seized and taken to Cronstadt) *Zollitsch* (*ex* Charlotte Blumberg, *ex* Lewisport) *Elec.light* 1 *Dk & deep framing*	1833 1718 1152			…		1903 Caledon SB &E.Co.Ld. Dundee		**L.Jahn&C.Wiese (A.H.Schwedersky Nchfl.)**	279·3 | 40·0 | 18·1 P25′B68′F27′ FK			Memel German WB	T.3Cy.20″,33″&54″–36″ 191NHP CaledonS.B.&E.CoLd.Dun	20 ″ 7	
1223 139109 JMGD	**Pruth** SteelScSr *W.B.Pickworth* 09–16 *Elec.light* 2 *Dks (Stl)*	4698 4424 2945	✠100A1 4,18 ~~4,17~~ ✠LMC1,16	Bkn Bry	*y*	2,16	1916 1mo	J.L Thompson&Sons, Ld Sunderland	**Mercantile S.S.Co. Ld.** (E.Hain&Son, *Mgrs.*) *Lloyd's* A♣CP	400·0 | 53·0 | 26·0 P27′B241′F39′ FK *Cell DB a* 139′ *u E&B* 41′ *f* 176′ 1222*t FPT* 88*t APT* 121*t*			London British 6 *BHCem*	T.3Cy.26″,43″&71″–48″ (*s*) 421NHP 3SB,*9cf*,GS192,HS7060 Blair&Co.Ld.Stockton	28 ″ 7 180lb s 4 ″ 7½ 24 ″ 4	
1224 KSBV	**Psyche** SteelScSr *Briand* –16 1 *Dk & Spardk*	2951 2776 1895			…		1904	J.Blumer &Co. Sunderland	**Cie.Française des Chemins de Fer de Paris-Orléans (Soc.Mar.Aux.de Transports, *Mgrs.*)**	315·0 | 46·0 | 14·0 P30′B80′F34′ 24·9 FK			Nantes French WB	T.3Cy.23″,38″&63″–42″ 283NHP N.E.MarineEngCo.Ld.Sld.	27 ″ 6	V
1225	**Pteroti** SteelSc (*ex* SanMarco) 1 *Dk*	125 — 73					1897	M.U.Martinolich Lussnpiccolo	**Antonopoulo**	123·3 | 17·4 | 9·1			Volo Greek	T.3Cy.12½″,18½″&30¾–16½″ 38NHP Wilson&Maclaren,Smprdn		
1226	**Puebla** *R.Urtiaga* –17 IronScSr ~~*M.Bolteau* –18~~ *ss* Bbo.3rdNo.3–11,15 (*ex* St.Aubin) *Well deck* 1 *Dk (Irn) & Web frames* *Cargo battens not fitted*	*1181* *980* *701*	✠90A1 6,17 ~~9,16~~ ✠NB7,89 LMC11,16 ~~BS9,16~~ 10,17	Bbo	*o*	9,16	1875 4mo	Schlesingr, Davis&Co. Newcastle A&CP	~~Maura&Arosti~~ CiaAnondeNav. Izarra (I.Asteinza, *Mgr.*)	235·3 | 32·3 | 18·2 Q91′B48′F28′ BK8½″			Vigo Spanish 4 *BHCem*	C.2Cy.27″&54″–33″ 90lb *100lb* NDB13 127NHP 1SB,*3pf*,GS74,HS1910 *WB=ptDB* Hawks,Crwshy&Sons,Gts.	19 ″ 2 s 2 ″ 0 18 ″ 0	
1227 KSOG	**Puerto Rico** SteelTwinScSr *Brevet* –14 *Elec.light* Wireless 3 *Dks*	6757 — 4080					1913	Ch.&Atl. deSt.Nazaire Gnd Quevilly	**Cie.Générale Transatlantique**	413·1 | 51·4 | 29·0 P268′F46′			Havre French WB	T.6Cy.21″,27 7/16″&55″–41½″ 390NHP Ch.de l'Atlantique,St.Naz.		V
1228	**Pueyrredon** SteelTwinScSr (*ex* José Gibert)	402 300 282					1889	Akt.Ges. "Weser" Bremen	**E.Arana**	163·0 | 23·6 | 10·2			Bns.Ayres Argentine	T.6Cy.8″,12½″&21″–14″ NB00 33NHP A.G."Weser," Bremen		
1229 111363 HVWS	**Puffin** SteelScSr *T.S.Williamson* –15 *ss* Bkn.No.3–9,12 *Well deck* 1 *Dk (pt Irn pt Stl–pt* teak s) *Mchy.Aft* *Elec.light*	371 283 141	✠100A1 8,15 ~~Machinery 12,18~~ ~~BS9,17~~ ~~BS8,15~~ ✠LMC9,12	Bkn	*g*	~~8,15~~ 8,18	1900 5mo	AilsaS.B. Co. Troon A&CP	**ZillahShppg&CarryingCo.Ld.(W.A. Savage,Ld.,*Mgrs.*)** *WB=*	150·0 | 25·0 | 9·9 Q57′B11′F27′ BK7″ *DB f* 72′ 105*t FPT*			Liverpool British 3 *BHCem* 45*t APT* 5*t*	C.2Cy.19″&43½″–30″ (*s*) 140lb 93RHP 1SB,*3cf*,GS56,HS1750 Dunsmuir&Jackson,Gls.	12 ″ 6 s ″ 9½ 12 ″ 5	
1230 124807	— SteelScK *W.Billaney* –11 1 *Dk*	199 188 73	✠ *Stm Trawler* 12,07	Goo			1907 12mo	GooleS.B. &Repg.Co.Ld Goole	**KelsallBros.& Beeching,Ld. (G. Beeching&J.E.A. Kelsall, *Mgrs.*)** *WB=Deep tanks*	110·0 | 21·6 | 11·6 BK7½″			Hull British 3 *BHCem* *f* 23′ 40*t*	T.3Cy.12″,21″&33″–21″ 55RHP 1SB,*2pf*,GS24,HS900 Earle'sCo.Ld.Hull	12 ″ 6	
1231 205849 KWSC	**Puget** WoodScSr *A.N.McAlpine* *Fitted for oil fuel* *Elec.light* (*ex* Vashonian) 2 *Dks*	234 — 140					1908	P.Sloan Seattle	**PugetSoundNav. Co. (J.Green, *Mgr.*)**	115·0 | 24·5 | 7·5			P.Twnsnd Wash. Utd.States	T.3Cy.12½″,19¾″&33″–16″ 43NHP NorthWestern IronWorks,Seattle		
1232 84491 SLPO	**Pukaki** SteelScSr *F.A.Nelson* –17 1 *Dk*	1444 1138 917					1887	W.Denny &Bros. Dumbarton	**W.Crosby&Co.**	230·0 | 36·2 | 17·5			Melbourne British	Q.4Cy.16″,24″,32″&47″–36″ 132NHP Denny&Co.,Dumbarton		
1233 133509 HVMF	**Pulganbar** SteelScSr *D.L.Davies* –17 *Elec.light* *Ref.Mchy.* 1 *Dk & Shade dk*	1160 641 474					1912	Greenock& Grngemouth Dkyrd Co.Ld Grngemouth	**NorthCoastSteam Nav.Co.Ld.**	225·0 | 35·1 | 12·5 F35′			SydnyNSW British	T.4Cy.21″,34½″&(2)40″–33″ 184NHP Dunsmuir&JacksonLdGls		C
1234 HCKF	**Pulp** SteelScSr *H.Kristiansen* –99 (*ex* Fredriksstad) 1 *Dk*	107 84 46					1897	Fredrikstd Mek.Værks. (H.Helland) Fredriksstad	**TheKellner PartingtonPaper PulpCo.Ld.**	84·2 | 18·1 | 8·4 B22*t*			Sarpsborg Norwegian	C.2Cy.10¾″&23″–14″ 16NHP Fredriksstad M.V.,Frstad.		N
1235 MFPR	**Pulp 2** CompSc *O.Markussen* –09 (*ex* F Hollender) *Mchy.Aft* 1 *Dk*	192 149 121					1897	P.Larsson Thorskog	**TheKellner PartingtonPaper PulpCo.Ld.**	100·3 | 22·1 | 9·9 P32*t*			Sarpsborg Norwegian	C.2Cy.11″&18″–16″ 11NHP P.Larsson,Thorskog		
1236 104693 RGWS	**Pulteney** SteelSc3MstSr *J.Curnow* –06 *ss* Pnz.No.3–5,12 (*ex* Barrow Castle) *ss* Pnz.No.1–16 *Mchy.Aft* *Well deck* 1 *Dk (Irn)*	326 233 129	✠100A1 11,16 BS9,17 ✠LMC5,16	Npt	*f*	3,16	1899 6mo	AilsaS.B. Co. Troon A&CP	**Harvey&Co.Ld.** *W*	145·2 | 23·6 | 10·0 Q83′B9′F22′ FK&BK1¼″ *B=DT f* 7′ 19*t FPT*			Falmouth British 3 *BHCem* 31*t APT* 5*t*	C.2Cy.16½″&38″–27″ (*s*) 140lb 78RHP 1SB,*3pf*,GS47,HS1385 Dunsmuir&Jackson,Gls.	11 ″ 0 s 3 ″ 11 10 ″ 10	
1237 111025 HCSW	**Puma** SteelScSr ~~*J.McGilvray* –16~~ ~~*M.Lachlan* –17~~ *Elec.light* 2 *Dks (UStl–ws)* & *pt Awng dk* (*ex* Duke of Rothesay) (*pt Stl–ws*)	1226 862 525	✠100A1 *pt Awng dk* *with freeboard* ~~2,17~~ 3,18 ~~BS9,18~~ ~~BS9,16~~ ✠LMC3,16	Gls	*q*	~~3,16~~ 3,18	1899 10mo	Caledon S.B.&E.Co.Ld Dundee	**BurnsS.S.Co.Ld.** *WB=Cell DB a* 42′ *f* 65′ 130*t*	265·0 | 35·2 | 15·5 BK7½″ *Ta* 31′ 825*t FPT* 152*t*			Glasgow British 4 *BHCem* *Deep tank f* 42*t*	T.3Cy.28″,47″&75″–45″ (*s*) 180lb *95lb* 453NHP 2DB,*12rf*,GS246,HS6050 FD CaledonSB.&E.Co.Ld.Dun	16 ″ 6 s 2 ″ 4 15 ″ 2	BT till 2,18
1238 115331 TRFC	**Pundit** SteelScSr *Bullen* –17 *ss* Cal.No.3–2,14 2 *Dks (Stl–U* teak s) & *Web frames* *Elec.light*	5917 5609 3832	✠100A1 ~~11,17~~ ~~9,17~~ BS7,17 ~~BS8,16~~ ✠LMC2,14	Bom	*a*†	2,17	1902 10mo	C.Connell &Co. Glasgow *Lloyd's* A♣CP	**AsiaticStm.Nav. Co.Ld.** *WB=Cell DB a* 61′ *f* 196′ 1349*t D*	438·0 | 51·3 | 29·7 P41′B144′F45′ 131′ *u E&* FK *Ta* 31′ 825*t FPT* 152*t*			Liverpool British 7 *BHCem* *APT* 37*t*	T.3Cy.27½″,46″&75″–51″ (*s*) 180lb *100lb* 497NHP 2DB,*12cf*,GS252,HS8524 Dunsmuir&Jackson,Gls.	32 ″ 9 s 7 ″ 3 25 ″ 11	
1239 96008 KVLM	**Pundua** SteelScSr *A.T.Andreasen* –14 3 *Dks (UStl–ws)* *Elec.light* *Inner bottom Irn*	3305 2978 2126	✠ 10,88	Gls	*w*		1888 10mo	A.&J. Inglis Glasgow	**BritishIndiaStm. Nav.Co.Ld.** *WB=Cell DB* 270′ 487*t*	350·1 | 42·2 | 26·5 P62′ B86′ F44′			Glasgow British 6 *BHCem*	T.3Cy.27½″,45″&70″–54″ 360NHP A.&J.Inglis,Glasgow	29 ″ 3	
1240	**Pungah** SteelSc *Elec.light* 1 *Dk & pt Shade dk*	125 96 44					1913	Eastern Shpg.Co.Ld. Penang	**EasternShipping Co.Ld.**	95·0 | 19·5 | 7·8			Penang British	C.2Cy.14″&28″–14½″ 120lb 30RHP 1SB,*2pf*,GS30,HS710 Dudgeon&Co.London		

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Grèement, etc. / Capitaine. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille / Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. pa.	15 Inspections où coque et machines sont à la charge de Lloyd's Register.
1241	**Pungo**	**SteelScSr**	4500					1914	J.C.Tecklenborg A.G. Geestemünde	**F.Laeisz**	385·0 B155′	49·0 F53′	32·6	Hamburg German *WB*	T.3Cy.28½″,45½″&74½″–53½″ 400NHP J.C.Tecklenborg,A.G.Gst.		
	Elec.light *Ref.Mchy.*	4*Dks*															
1242	**Pungué**	**SteelScSr**	1377					1895	Flensburgr Schiffsb.Ges. Flensburg	**Requisitioned by the Portuguese Government**	231·9 Q71′	34·2 B107′	14·0 F25′	Portuguese *WB*	T.3Cy.16″,26″&43″–33″ 106NHP FlensburgerSchiffsb.Ges.		
	(*ex*Linda Woermann, *ex*Gutrune)	1*Dk*	925 878														
1243	**Punjab**	**SteelPad**	1248					1913	W.Denny &Bros. Dumbarton	**Irrawaddy Flotilla Co.Ld.**	313·2	46·0	10·8	Glasgow British	T.3Cy.28″,41½″&60″–66″ 292NHP Denny&Co.Dumbarton		
133151		1*Dk*	1248 913														
1244	**Punta Ninfa**	**SteelAux-Sc3MstSr**	383	✠ — 7,14	BAs	*j*		1898	Cumming &Ellis Inverkeithng	**E.Piaggio**	155·7 Q36′F16′	28·2 BK7″	10·1	Bns.Ayres Argentine	C.2Cy.11″&22″–18″ 20NHP	12 ″ 6	I
Wrecked 12.17	*T.Meine ss*BAs.No.3–4,10 *Stm.Eng.*		328	✠				4mo			*WB=CellDBf42′*			3*BHCem*	1SB,*2pf*,GS11,HS340		
	(*ex*Mars)	1*Dk*	285											60t*FPT*30t	Macfrlne,Machan&Co.Dun		
	(*See Sailing Ship Register*)																
1245	**Purfleet Belle**	**SteelScSr**	1401	✠	Dub	*p*		1888	Workman Clark&Co Belfast	**Cunningham, Shaw&Co.Ld. (V.S.Lovell,*Mgr.*)**	269·6 P64′	34·2 B90′F53′	16·4	London British	T.3Cy.24″,39″&64″–45″ NB08 NDB98 275NHP	17 ″ 6	
95315	*J.J.Gray* 15–17 *ss*Dub.No.2–97		1009	5,01				11mo			BK8″			5*BHCem*	Dunsmuir&Jackson,Gls.		
KWNF	(*ex*Lady Martin,*ex*Bimbashi Riza Bey)		728	✠							*CellDB107′*			162t*FPT*48t			
	Elec.light	2*Dks*(*UStl–ws*)															
1246	**Puritan**	**SteelSc**	1762					1901	Craig S.B. Co. Toledo,O.	**Graham&Morton Transprtn.Co.**	259·0 len08	40·5	26·6	Chicago Utd.States	T.3Cy.21″,35″&58″–40″ NB05 213NHP Craig S.B.Co.,Toledo		L
150898	*W.A.Boswell*		—														
	Elec.light Wireless	2*Dks&Awngdk*	1267														
1247	**Purley**	**SteelScSr**	4500	✠ 100A1	Syd	*y*	5,15	1913	Richardsn, Duck&Co.Ld. Stockton	**MitreShppg.Co.Ld (Houlder,Middleton&Co.Ld.** *Mgrs.*)	390·1	52·5	24·8	London British	T.3Cy.26′,42′&70″–48″ (*r*) 480lb 410NHP	28 ″ 0	
135229	*I.M.Welford* –13		4237	*Shelter dk*				6mo			*CellDBa129′uE&B*		FK	6*BHCem*	3SB,*9cf*,GS177,HS6900	s 3 ″ 6	
JCLF	1*Dk*(*Stl*)&*Shelter dk*(*Irn*)&*Web frames*		2840	*with freeboard*				*Lloyd's*	*A&CP*	*WB=*	40′*f*165′1488t*FPT*			85t*APT*84t	Blair&Co.Ld.Stockton	24 ″ 0	
	Elec.light *Longitudinal framing*			2,17 ✠LMC6,13													
				BS3,17													
1248	**Purnea**	**SteelScSr**	3306	✠	Gls	*w*		1888	A.&J. Inglis Glasgow	**BritishIndiaStm. Nav.Co.Ld.**	350·0 P62′	42·2 B86′	26·5 F44′	Glasgow British	T.3Cy.27½″,45″&70″–54″ 360NHP	29 ″ 3	
96033	*A.Munro* –17		2979	12,88				12mo			*WB=CellDB270′487t*			6*BHCem*	A.&J.Inglis,Glasgow		
KWNR	*Elec.light*	3*Dks*(*UStl–ws*)	2127	✠													
1249	**Puruni**	**SteelTwinScCtr**	295	✠ A1	Dem	*d*	1,16	1905	Swan,Hunter&Wigham Richardson, Ld Newcastle	**Sprostons,Ld.**	140·6 B21′F25′	24·6	8·6	Georget'n, Dem.	T.6Cy.9½″,15″&25″–18″ (*s*) 180lb 90RHP	9 ″ 0	
120577	*J.P.Dadd*	*ss*Dem.No.3–9,14	213	*with freeboard*				6mo					FK	British	1SB,*2cf*,GS38,HS1291	s 2 ″ 4	
HDNC		1*Dk*	140	9,14										4*BHCem*	A.G.Mumford,Ld.Colchstr	7 ″ 0	
				For British Guiana ports			*Rivers*	*Lloyd's*	*A&CP*	*WB=*	*FPT21t*						
				BS4,16 ✠LMC9,14													
1250	**Purus**	**SteelScSr**	*3822*	✠ 100A1	N Yk	*w*	N1,17	1900	Osbourne, Graham&Co. Sunderland	**LloydBrazileiro**	339·0 P29′	48·0 B86′	19·4 F34′	R.Janeiro Brazilian	T.3Cy.25″,42″&68″–48″ (*s*) 180lb *80lb* 349NHP	29 ″	
	Oliveira *ss*NYk.No.3–9,12		*3599*	*Spar dk*				6mo			P29′B86′F34′ 27·8		FK	6*BHCem*	2SB,*6cf*,GS119,HS5410	s 5 ″ 6½	
	(*ex*Ras Dara)	1*Dk*(*Stl*)	*2495*	4,16 ✠LMC1,17					A&CP		*WB=CellDBa108′uE 22′f 140′*			739t*APT*78t	J.Dickinson&Sons,Ld.Sld.	23 ″ 10	
	&*Spar dk*(*pt Irn&pt Stl*)&*deep framing*																
				Fitted for oil fuel 9,12		*F.P.*		*above*	150° F								
	Pusey Jones No. 1.																
Foundered 12.17	~~**Pusey Jones 1.**~~	**SteelAuxSc3MstSr**	418	~~✠ 100A1~~	Phl	*i*		1917	The Pusey &Jones Co. Wilmgtn.Del. A&CP	~~**Chris.Hannevig**~~ Thor.O.Hannevig &Co.	~~125·0~~ P30′ 129·1	~~28·0~~ F26′	~~15·0~~ P31′ 13·1 FK	~~Christiania~~ Norwegian Horten	Oil Engines 2S.C.SA. 2Cy.15½″–16½″ 3*BHCem*	15 ″ 0	
	O.Hall 17–17	*Oil Eng.*	350	6,17				6mo			*CellDB100′105t FPT40t APT36t*				JVSvenssons Motorfab Skm	s 2 ″ 0	
	Mchy.Aft	1*Dk*(*Stl*)&*Web frames*	287	~~(*Class Contem plated*)~~												13 ″ 2	
	(*See Sailing Ship Register*)			~~BS10,17~~													
1252	**Pushkar**	**SteelScCtr**	*159*	✠	Nwc	*b*		1896	S.C.Farnham&Co.,Ld. Shangha	**RussianGovernment**	107·5 F14′	20·3	9·6	Vladivostk Russian	C.2Cy.16″&32″–24″ 55NHP	10 ″ 4	
	Nikitchenks –96		*134*	*For towing purposes*				5mo					BK6″	5*BHCem*	1SB,*2pf*,GS41,HS1172		
		1*Dk*(*Teak*)	*14*	5,96 ✠							*WB=FPT*			3t*APT*2t	S.C.Farnham&Co.,Ld.,Shi.		
1253	**Put-in-Bay**	**SteelScSr**	1182					1911	Detroit S.B.Co. Wyandotte	**Ashley&Dustin**	226·0	46·5	17·6	Detroit Utd.States *WB*	T.4Cy.25″,40″&(2)45″–36″ 243NHP Detroit S.B.Co.Detroit		L
208636			—														
	Elec.light	2*Dks*	731														
1254	**Putiki**	**IronScSr**	433					1904	Seagor Bros Auckland,NZ	~~**Wellington&Wanganui Stm.Packet Co.**~~ The Putiki,Ld.	150·4	25·1	10·2	Wellingtn British	C.2Cy.19″&38″–24″ 60RHP Robertson&Co Wellington		
108088	*W.E.Wahlstrom* –14		282														
QHWR		1*Dk*	168														
1255	**Putney**	**SteelScSr**	3232	✠ 100A1	Rot	*y*	1,17	1899	R.Thompson&Sons Sunderland A&CP	**BritainS.S.Co.Ld. (Watts,Watts& Co.Ld.** *Mgrs.*)	340·2 P29′B74′F37′	45·0	15·3 23·0 FK	London British 6*BHCem*	T.3Cy.23⅝″,39″&65″–42″ (*s*) 180lb *70lb* 289NHP 2SB,*8pf*,GS120,HS4428	25 ″ 9 s 4 ″ 10 21 ″ 3	
110608	*E.Winter* 17–17 *ss*Ant.No.3–10,12		2989	*Spar dk*				9mo									
RHVL	(*ex*Lynton)	1*Dk*(*Stl*)&*Spar dk*(*Irn*) &*deep framing*	2073	8,15 BS4,17 *Examined* 12,17 ✠LMC8,11							*CellDBa* 112′*uE22′f136′791t*			*APT48t*	N.E.MarineEng.Co.Ld.Sld		
1256	**Pylades**	**SteelSc3MstSr**	681	✠ 100A1	Liv	*j*	8,15	1903	R.Williamson&Son Workington	**CityofCorkSteam PacketCo.Ld.**	182·8	27·9	12·3	Cork British	T.3Cy.15″,25½″&41″–30″ (*s*) 160lb *90lb* 85RHP	14 ″ 7 s 1 ″ 2	
95407	*G.L.Morison* –17 *ss*Qns.No.2–11		498	8,15				9mo					BK7″	3*BHCem*	1SB,*3pf*,GS57,HS1889	14 ″ 1	
VFTB	*Mchy.Aft*	1*Dk*(*Stl*)	275	BS11,14 ✠LMC7,11				*Lloyd's*	*A&CP*		*WB=DBf95′*			134t*FPT*50t	Ross&Duncan,Glasgow		
	Well deck			11,15													
				BS3,18													
1257	—	**SteelSc**	651					1906	Akt.Ges. "Weser" Bremen	**Dampfschifffahrts Ges.Neptun**	180·1 Q52′B43′F22′	28·2	12·8	Bremen German *WB*	T.3Cy.13″,20½″&33½″–21½″ 50NHP A.G."Weser,"Bremen		G
	F.Braue 05–09		515														
QJCS	*Elec.light*	1*Dk*2*trB*	383														
1258	**Pylaros**	**IronScSr**	326					1880	HM'Intyre &Co. Paisley	**C.P.Marketto**	162·1 P31′B19′F16′	22·4	11·5	Piræus Greek	C.2Cy.22″&40″–30″ 73NHP Hutson&Corbett,Glasgow		
	C.Giafis (*ex*Darenth II., *ex*Hellas)	1*Dk*	— 191														
1259	—	**IronTwinScSr**	310					1864	Baumgarten &Burmeister Copenhagen	**N.M.Athanassulis**	181·9 H26t	20·1	10·4	Argostoli Greek	T.6Cy.12″,19″&30″–16″ NE&B95 72NHP Howaldtswerke,Kiel		
	D.Galatis –10	(*ex*Carmen Sylva, *ex*Hermod)	—														
HPQG	*Elec.light*	1*Dk*	121														
1260	**Pylos**	**SteelScSr**	2177				…	1896	Richardsn, Duck&Co. Stockton	**DeutscheLevante Linie**	300·0 P31′Q44′	43·0	16·5 FK	Hamburg German *WB*	T.3Cy.23″,37″&61″–42″ 246NHP Blair&Co.Ld.Stockton	19 ″ 8	G
	A.Braun	(*ex*Rodney)	1784								*pt Awng dk225′*						
RLTB	1*Dk*&*pt Awng dk*&*Web frames*		1371														
1261	**Pyreneu**	**SteelTwinScSr**	*1696*					1910	Workman, Clark&Co.Ld Belfast	**LloydBrazileiro**	276·2 F29′	44·9	16·4	R.Janeiro Brazilian	T.6Cy.14″,22″&37″–21″ 126NHP		C
			1570											*WB*	Wrkman,Clark&Co.Ld Bel		
	Elec.light	1*Dk*	*1044*														
1262	**Pyrgos**	**SteelScSr**	3588					1906	Flensburgr Schiffsb.Ges. Flensburg	**DeutscheLevante Linie**	341·0 H24′	48·7	17·2 25·0	Hamburg German *WB*	T.3Cy.20⅛″,34⅛″&61″–39⅛″ 236NHP Flensburger Schiffsb.Ges.		G
	R.Konow 01–11	*ex*Horncap.	3405														
QJDP	(*ex*Haimon) *Elec.light*	1*Dk*&*Spar dk*	2307														

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys.	3 Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years assigned. now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines.	9 Built. By Whom. — Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
	Now named "Epitalofos," See No. 5 in Supplement																
1263	**Pyrin**	**IronScSr**	646	✠ 90A1	Pir	*j*	8,16	1875	Act.Ges.	Angelica Mango	181·4	27·3	14·8	Piræus	C.2Cy.24″&40″–27″		
	J.Sakallarides –16		488	2,15				6mo	"Hansa"		P96′F26′			Greek	71lb NDB00 76NHP		
	(*ex*Pirini,*ex*	*ss*Stn.3rdNo.3–3,12	384	✠ NB5,00 ✠ LMC8,16					Rostock						1SB,*2pf*,GS45,HS1441		
	Well deck	Palmerino,*ex*Riga) 1*Dk2trB*							A&CP				*MTa*24′		43*tf*13′80*t*		
1264	**Pyrope**	**Steel&IronSc3MstSr**	452	✠ 100A1	Gls	*h*	~~10,15~~	1890	Scott&Co.	W.Robertson	165·2	26·1	10·9	Glasgow	T.3Cy.~~14″,25½″~~ 14½″,25½″&36″–27″ (*s*)	12	2
98592	*A.McPhail* –16	*ss*P.Gl.2ndNo.3–4,13	330	5,18 ~~0,15~~	Bwg		5,18	12mo	Bowling		Q81′B10′F27′			British	160lb ~~NDB00~~ 60RHP	s	7
MBCF	*Mchy.Aft*	*ss*Bwg.No.1–18 1*Dk*(*pt Irn*)	180	~~✠ 7/14~~					A&CP				BK7½″		4*BHCem*	12	4
	Well deck	*Iron framing & Steel plating*		✠ NB5,13 ✠ LMC5,13			18						*WB*		1SB,*3pf*,GS52,HS1174		
													= *FPT*32*t*		Muir&Houston,Glasgow		
1265	**Pyrrhus**	**SteelScSr**	~~7608~~					1914	Workman,	Ocean S.S.Co.Ld.	455·5	56·5	32·5	Liverpool	T.3Cy.31″,51½″&86″–60″		
137410	*W.Cooper* –17	761	5299						Clark&Co.Ld	(A.Holt&Co *Mgrs*)	P53′B162′F59′			British	572NHP		
JHDR	*Elec.light*	2*Dks*	~~4819~~ 4823						Belfast				*WB*		Wrkman,Clark&Co.Ld.Bel		
1266	**Pysen**	**IronScK**	145	✠	Hul			1891	Cook,Wel-	Westerberg&	101·5	20·3	10·6	Gothenbrg	C.2Cy.17″&33″–22″	11	11
5404	*A.Sahlqvist* 13–13	*ss*Hul.No.1–95	135	*Stm Trawler*				7mo	t'n&Gemmell	Berglund	Q23′H7*t*F6′			Swedish	1SB,*2pf*,GS30,HS810 42NHP		
JTCN	(*ex*Desideratum)	1*Dk*	48	5,00 ✠					Hull				BK7½″		3*BHCem*		Bailey&Leetham,Hull
1267	**Pytheas**	**SteelScSr**	2690	✠ 100A1	Lon	*t*	~~7,16~~	1895	Richardsn,	Dmpsk.Akties.	315·0	42·8	17·8	Xiansand	T.3Cy.23″,37″&61″–42″ (*s*)	20	11
	H.Andersen –15	*ss*Pir.No.3–4,08	1991	*pt Awng dk*	Bal		5,17	4mo	Duck&Co.	Pytheas (O.A.T.	P25′Q54′			Norwegian	160lb *100lb* NDB13 246NHP	s 7	9
WKLC	*ss*Bal.No.2–17 ~~*ss*Pir.No.1–16~~		1707	*with freeboard*					Stockton	Skjelbred)	*pt Awng dk*236′ FK			6*BHCem*	2SB,*6cf*,GS104,HS3760	20	3
	(*ex*Volage)	1*Dk*(*pt Stl pt Irn*) &		5,17 ~~1,16~~					*Lloyd's*	*WB*=*CellDB*	*a&uE*120′*f*122′526*t*			~~*4PT100t*~~	2SB,*6cf*,GS104,HS3760		
		Web frames & pt Awng dk(*Irn*)		~~MB53,16~~ ✠ LMC8,13			5,17		*SA&CP*						Blair&Co.Ld.Stockton		
1268	**Pythia**	**SteelScSr**	4493	✠ 100A1	Cff	*x*	~~11,15~~	1897	Barclay,	Akties.Dominion	383·5	46·3	20·0	Sandefjord	T.3Cy.26½″,44″&70″–48″ (*s*)	30	0
	O.Larsen	*ss*Gls.No.3–11,09	3888	*Spar dk*			1,13	3mo	Curle&Co.Ld	Whaling Co.Ld.	P49′B119′F47′27·5			Norwegian	180lb 419NHP	s 6	2
MHNF		*ss*Bly.No.1–14	2724	11,16					Glasgow	(T.Dannevig&Co.			FK&BK3″	7*BHCem*	3SB,*11rf*,GS199,HS7161	24	8
	(*ex*Raglan Castle,*ex*St.Domingo,			~~BS11,16~~ ✠ LMC5,14					A&CP	*Mgrs.*)					Barclay,Curle&Co.Ld.Gls.		
	Elec.light	*ex*Raglan Castle)		19,17						*WB*=*Cell*	*DBa*92′*uE & B*70′*f*			158′774*t Dta*	*nks a*92′898*t DTf*66′1202*t*		
	2*Dks*(1*Stl*-ws) & *Spar dk*(*Stl*–teaks)			*For carrying fuel or other oils having a F.P. of over* 150°F.													

*** Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 / 3 Nom du Navire. Matériaux, Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 / 6 / 7 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. Port de Visite. Terme assigné maintenant expiré. Lettre d'Enjoignement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 / 9 Construit. Quand. — Navire. — Mach. Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Francbord au milieu du navire. Tirant d'eau correspondant. pds. pc.	H
	Now named "Julienne," See No. 23 in Supplement										
1 138131	Q. H. C. Grain Boat No. 1 SteelSc *J.T.Randall* –14 *(Fitted with Grain Elevator)* *Mchy.Aft* 1 *Dk(Stl)&Web frames*	956 897 790	✠ A1 Qbc *k* *For River&Harbour purposes* 5,17 ~~11,14~~ ✠LMC7,14	5,17	1914 8mo *Lloyd's*	Smith's Dock Co.Ltd. Middlesbro' *&CP*	~~Quebec Harbour Commissioners.~~ Canadian Maritime Co.Ltd.	202·0 | 39·1 | 15·4 FK *WB=FPT*	Quebec British *3BHCem* *42tAPT6t*	C.2Cy.13½″&30″–24″ (*s*) 130lb 36RHP 1SB,*2pf*,Gs29,Hs8845 MacColl&Pollock,Ld.Sld.	16 ″ 0
2 96899	Quadra SteelScSr *M.F.Cutler* 16–16 Wireless *Elec.light* ~~1 *Dk*~~ 2 *Dks*	683 436 375	...		1891	Fleming & Ferguson Paisley	Britannia Mining &Smelting Co.Ld.	174·5 | 31·1 | 13·6 P44′B28′F31′ BK7½″	Vancvr B.C British *WB*	Q.4Cy.15″,23″,30″&45″–33″ 140NHP Fleming&Ferguson,Psy.	14 ″ 5
3	Quadros SteelScK *G.NobreCosta* –12 *(Trawler)* *(ex*MachadoIV.,*ex*LordSalisbury) 1 *Dk*	*239* *216* *84*	...		1902	Cook, Welt'n&Gemmell Hull	M.F.Quadros	125·0 | 21·7 | 11·7 Q50′ BK7″	R.Janeiro Brazilian *WB*	T.3Cy 12½″,21½″&35″–24″ 70NHP Amos&Smith,Hull	12 ″ 6
4 123593 HJRV	Quail SteelScK *J.W.Loftus* –15 *ss*Gms.No.2–16 *Elec.light* 1 *Dk*	265 243 108	✠100A1 Gms *Stm Trawler* 10,17 ~~7,16~~ ✠LMC1,18 BS8,17	~~1,16~~ 10,17	1906 11mo *Lloyd's*	Cook, Welt'n&Gemmell Ld. Beverley *&CP*	Thomas Baskcomb Ld. (T.W.Baskcomb, *Mgr.*)	130·0 | 22·5 | 11·4 Q71′ BK8′	Grimsby British *4BHCem*	T.3Cy.13″,23″&37″–24″ (*s*) 180lb 80RHP 1SB,*2cf*,Gs36,Hs1338 C.D.Holmes&Co.Hull	12 ″ 4
5 130607	Qualicum SteelScSr *T.Manson* –17 *(Tug)* *(ex*Colima) 1 *Dk*	200 178 98			1904	Neafie& Levy Philadelphia	Canadian Pacific Railway Co.	96·0 | 22·0 | 11·9 H23*t*	Vict'ria BC British	C.2Cy.16″&32″–24″ 43RHP Neafie&Levy,Philadelphia	
6 126076 JWRL	Quantico IronScSr *(ex*Chattahoochee) Wireless 2 *Dks&Spardk*	2676 — 1888			1882	J.Roach &Son Chester,Pa.	Merchnts&Miners Transportation Co.	280·0 | 40·7 | 15·8 H— 24·1	Baltimore Utd.States	T.3Cy.22″,38″&74″–54″ NB00 402NHP *Tpd.*00MorganIronWorks	
7 128505 HQSM	Quantock SteelScSr *O.R.Thomas* –17 1 *Dk*	4470 4183 2777			1910	W.Doxford &Sons,Ld. Sunderland	Atlantic Shipping &Trading Co.Ld. (W.J.Tatem,Ld. *Mgrs.*)	365·0 | 50·1 | 26·1 P36′B117′F35′	Cardiff British *WB*	T.3Cy.25″,42″&68″–45″ 310NHP W.Doxford&Sons,Ld.Sld.	C
8	Quarnero SteelScSr 1 *Dk&Spar dk*	3237 3039 2068	...		1899	Russell& Co. Port Glasgow	Requisitioned by the Italian Govt. (Ministry of Marine)	330·4 | 48·0 | 15·9 P20′B72′F32′ 23·5 FK	Italian *WB*	T.3Cy.24″,40″&65″–42″ 291NHP J.G.Kincaid&Co.Grk.	26 ″ 0
9	Quarry Knowe SteelScK *W.Bruce* 14–14 1 *Dk*	98 97 41	✠100A1 Abn *For fishing purposes* 5,14 ✠LMC6,14		1914 5mo *Lloyd's*	J.Duthie Torry S.B.Co. Aberdeen *&CP*	A.Bruce	86·2 | 18·6 | 9·0 BK7″ *WB=FPT4t*	Buckie British *3BHCem*	T.3Cy.9½″,15½″&26″–18″ (*s*) 180lb 42RHP 1SB,*2pf*,Gs31,Hs810 Lidgerwood,Ld.Glasgow	9 ″ 6
10 120528 HCNG	Quarrydene SteelScSr *J.Prideaux* –11 ~~*ss*Cff No.2–13~~ *ss*Gls.No.3–1,18 1 *Dk(pt Irn& pt Stl)&deep framing*	2883 2722 1822	✠100A1 Bry *v* ~~6,14~~ ~~4,16~~ 1,18 ~~Mch~~ Gls BS8,16 ✠LMC6,18 MS1,18 BS10,17	~~5,15~~ 5,17	1905 5mo *Lloyd's*	Bartram& Sons Sunderland *&CP*	St.Just S.S.Co.Ld (W.R.Smith&Sons *Mgrs.*) *Cell DBa*108′*uE&*	331·0 | 48·0 | 21·5 P29′B190′F37′ FK *B52′f*124′871*t FPT*	London British 180lb 100*lb* 291NHP 6 *BHCem* 53*tAPT46t*	T.3Cy.23½″,39″&64″–42″ (*s*) 2SB,*4rf*,Gs105,Hs4530 Blair&Co.Ld.Stockton	24 ″ 0 s 3 ″ 1 21 ″ 3
11 136518 TWKY	Quarta SteelScSr 1 *Dk&Spar dk* 2 *trB*	1890 1673 1125			1896	Flensburgr Schiffsb.Ges. Flensburg	Khedivial Mail Co Ld.	258·9 | 38·3 | 20·4 P26′B64′F29′	Singapore British *WB*	T.3Cy.21″,35″&56″–39″ 196NHP FlensburgerSchiffsb.Ges.	
12	Quartz SteelScSr *Bijn* (*ex*B.A.H.W.No.10) *Mchy.Aft* 1 *Dk(Stl)*	*613* *482* *316*	✠ Npt *i* 12,11		1911 12mo	C.H.Walker&Co.Ld. Sudbrook	Soc.Minière& Métal.de Penarroya (Cie.Franç.de Marine&de Commerce, *Mgrs.*)	171·0 | 30·0 | 11·1 Q62′F24′ FK *B on Quarter dk*17′ *WB=FPT46t*	Rouen French *4BHCem* *MT6′66t*	T.3Cy.13″,22″&34″–22½″ 75NHP 1SB,*3pf*,Gs50,Hs1405 Plenty&Son,Ld.Newbury	12 ″ 3
13 110938 RMQG	Quassia IronScYl *E.G.Eggleton* –16 *(Trawler)* 1 *Dk*	207 195 98	...		1900	Schofield, Hagerup& Doughty,Ld. Grimsby	N.Eastern Steam Fishing Co.Ld.	116·2 | 21·5 | 11·2 Q48′F20′ BK7½″	Grimsby British	T.3Cy.11½″,21″&34″–24″ 58RHP C.D.Holmes&Co.Hull	12 ″ 1
14 133541 JDLS	Quaysider SteelScSr *J.Ralph* –15 *ss*Nwc.No.1–17 *Well deck* 1 *Dk(Stl)* *Mchy.Aft*	595 428 239	✠100A1 Nwc *i* 10,17 ~~7,16~~ ✠LMC~~11,13~~ 10,17	~~7,16~~ 10,17	1913 11mo *Lloyd's*	J.P.Rennoldson&Sns. South Shields *&CP*	"T" Stm.Coasters, Ld.(Robinson, Brown&Co.*Mgrs.*) *WB=Cell*	175·3 | 28·2 | 11·0 Q89′B9′F22′ FK *DB f*112′140*t FPT*	Newcastle British *3BHCem* *44tAPT31t*	T.3Cy.15½″,25″&41″–27″ (*s*) 180lb *80lb* 95RHP 1SB,*3pf*,Gs55,Hs1825 J.P.Rennoldsn&Sns,S.Shl.	13 ″ 3 s ″ 9½ 12 ″ 8
15 122405	Quebec Iron&SteelPad *J.Rainfrette* –15 4 *Dks*	3498 3345 2013			1865 1907	W.P. Bartley Sorel,P.Q. *Rebuilt by*	Canada Steamship Lines,Ld. Richelieu & Ontario N	311·0 | 64·1 | 44·6 avigation Co. Mont	Montreal British *Bmade*98 W P.Bartley&Co.Montreal real	1Cy.60″–132″	
16	Quebracho SteelScSr (*ex*FranciscoVidiella) 1 *Dk(Irn)*	*454* *343* *269*	✠ Cly *For River purposes only* 3,90		1890 3mo	D.J.Dunlop &Co. Pt.Glasgow	P.Risso&Co.	162·2 | 28·6 | 9·8 P20′ B14′ F21′ FK	M.Video Uruguayan *4BHCem*	T.3Cy.14½″,22½″&37″–24″ 67NHP 1SB,*3rf*,Gs44,Hs1083 D.J.Dunlop&Co.,P.Gls.	10 ″ 0
17 121238 HCPB	Queda SteelSc *H.Maude* –16 *Turret deck* *Elec.light* Wireless 1 *Dk2trB*	7703 6508 4944			1905	W.Doxford &Sons,Ld. Sunderland	British India Stm. Nav.Co.Ld.	455·2 | 58·1 | 30·2 P26′F29′	Glasgow British *WB*	T.3Cy.27½″,45½″&75″–54″ 413NHP W.Doxford&Sons,Ld.Sld.	
18 123532 HKJG	Queen SteelScSr *F.O.Potts* –17 *ss*Liv.No.2–16 (*ex*Springburn) 1 *Dk(Stl)&Spar dk(Stl)* *Elec.light* Sub.Sig. *&deep framing*	4956 4628 3173	✠100A1 Bry *y* *Spar dk* ~~Cl~~ Cff ~~5,15~~ 1,17~~6,18~~ BS7,18 ✠LMC6,16	~~6,16~~ N6,18	1907 3mo *Lloyd's*	Russell& Co. Port Glasgow *&CP*	Rome Stm.Shppg. Co.Ld. (Fisher Alimonda& Co.Ld. *Mgrs.*) 24′*f*170′1107*tDTa* *Intermediate Bulk*	400·0 | 52·0 | 19·3 P40′B120′F44′ 27·3 *Cell DBa*136′*uE* FK 32′831*tAPT44t* *head in after 'tween dks dispensed with*	London British 5 *BHtoSpdk* 1 *BHtoMdk* *Cem*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb *100lb* 471NHP 2SB,*8cf*,Gs132,Hs6572 FD Rankin&Blackmore,Grk.	30 ″ 0 s 5 ″ 11 24 ″ 5
19 20587 JVWG	— IronScBn *H.Thomas* 95–09 (*ex*Queen of the Pacific) *Elec.light* 2 *Dks&Awngdk* Sub.Sig. Wireless	2728 1974 1672			1882	W.Cramp &Sons Philadelphia	Pacific Coast Co. (Pacific S.S.Co. *Mgrs.*)	331·2 | 38·5 | 12·5 21·2	S.Francsco Utd.States *WB*	T.3Cy.27½″,43″&68″–48″ NE97*Bmde*06/*td*08 319NHP Union Iron Wrks.S Frncsco	
20 92335	— WoodSc *G.Chamberland* 76–86 1 *Dk*	367 204 249			1886	Etienne Samson Levis,P.Q.	Quebec&Levis Ferry Co.Ld.	117·0 | 31·6 | 14·8	Quebec British	C.2Cy.22″&42″–30″ NE89 75RHP Carrier,Laine&Cie.,Levis	
21 114559	— SteelPadSp *G.Jenman* –15 1 *Dk&Promenade dk*	345 267 145			1902	J.Reid&Co Ld. Glasgow	Sou.I.of Wight& S.of Eng.Royal Mail Stm.Pkt Co Ld	200·3 | 24·1 | 8·3	S'thamptn British	C.2Cy.27″&55″–54″ 185NHP Barclay,Curle&Co.Ld.Gls.	

1 No. in Book. / Official No. / Code Letters.	2 / 3 Steamer's Name. Material, Rig, &c. / Master. Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 / 6 / 7 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned. now expired. Equipment Letter.	Date when tail shaft last seen.	8 / 9 Built. When	By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Dated 1st of trade Cert.
22 99580 MVPC	Queen 1 Dk	IronScSr 190 182 72			...		1892	Earle's Co. (Lim.) Hull	Humber Conservancy Board	125·4 H30t	22·0	10·5	Hull British	T.3Cy.12¾″,20″&32″–22″ NB02 60RHP Earle's Co.(Lim.),Hull		
23 88126 HNTD	— W.C.King –12	IronPadSp 169 146 76			...		1883	L.Smit& Zoon Holland	Cosens&Co.Ld.	110·2	19·7	8·9	Wymouth British	L.2Cy.26″–48″ 70RHP VulcanI.W.C.(Lim.)Hull		
24 113203	— R.J.Legge –14 1 Dk	IronScK 161 144 61			...		1900	Cook, Welt'n&Gemmell Hull	QueenStm.Fishing Co.Ld.	100·0 Q45′F17′	21·0	11·0 BK7½″	Grimsby British	T.3Cy.12¼″,19½″&32″–22½″ NB11 50RHP C.D.Holmes&Co.Hull	11 ″ 10	
25 132963 HTVM	Queen Adelaide Legg –15 Elec.light 2 Dks(Upt Irnpt Stl 2nd Dk Stl)	SteelScSr 4965 4748 3196	✠100A1 5,15 BS4,16 ✠LMC11,11	Rot	y	1,17	1911 11mo	R.Duncan &Co.Ld. Port Glasgow	TheDunlopS.S.Co. Ld.(T.Dunlop& Sons, Mgrs.) Lloyd'sA&CP WB = Cell D Ba 135′u	405·0 P41′B115′F40′ FK E&B43′f173′ 1189t	53·0	27·2	Glasgow British 6 BHCem APT36t	T.3Cy.26″,42″&71″–48″ (r) 180lb 428NHP 3SB,9cf,GS189,HS7275 J.G.Kincaid&Co.Ld.Grk.	29 ″ 9 s 5 ″ 11 24 ″ 3	
26 136672 JFLW	Queen Alexandra E.Ritson –17 (ex Elfland) 1 Dk(Stl) Elec.light	SteelScSr 4211 4013 2670	✠100A1 3,17 ~~10,15~~ ✠LMC5,14	Rot Hul	x	~~7,15~~ 9,17	1914 5mo	Nthmblnd S.B.Co.Ld. Newcastle	DunlopS.S.Co.Ld. (T.Dunlop&Sons, Mgrs.) Lloyd'sA&CP WB = Cell D Ba 117′	370·0 P22′B100′F35′ FK uE&B43′f166′1120t	50·9	26·2	Glasgow British 6 BHCem APT140t	T.3Cy.25″,41″&69″–48″ (s) 180lb 371NHP 3SB,9cf,BS160,HS5895 N.E.MarineEng.CoLdNwc	28 ″ 9 s 5 ″ 6½ 23 ″ 6	
27 133045	— Elec.light 1 Dk&Promenade dk	SteelTrpScSr 785 557 326					1912	W.Denny& Bros. Dumbarton	TurbineSteamers, Ld.(J.Williamson)	270·3	32·1	11·0	Glasgow British WB	3 Steam Turbines Denny&Co.Dumbarton		
28 114840 TGHS	— W.H.Shipp –09 ssYar.No.3–5,14 Elec.light 1 Dk	SteelScK 267 249 101	✠100A1 StmTrawler 5,16 BS5,16 ✠LMC5,14	Yar		5,16	1902 2mo	Hawthorns &Co.Ld. Leith	RoyalNational Mission toDeep SeaFishermen Lloyd'sA&CP	135·0 Q29′F21′ BK7½″ WB = DTanks f6′	22·5	13·8	London British 4 BHCem 16t&7′10t	T.3Cy.13″,21″&34″–24″ (s) 180lb 65RHP 1SB,2cf,GS36,HS1040 Hawthorns&Co.Ld.Leith	14 ″ 6	
29 113614 SNFP	— H.Elliott –16 ssHul.No.3–5,14 1 Dk Irnframes&Stl plating	Iron&SteelScK 231 217 93	✠100A1 StmTrawler 1,18 ~~7,15~~ ~~BS5,16~~ ✠LMC7,13	Flt		~~7,15~~ 1,18 BS6,17	1901 8mo	Cook, Welt'n&Gemmell Hull	Armitage'sSteam TrawlingCoLd.(G. T.Armitage, Mgr.) Lloyd'sA&CP	121·7 BK7″	21·5	12·0	Hull British 4 BHCem	T3Cy.12½″,21½″&35″–24″(s) 200lb 63RHP 1SB,2pf,GS32,HS1056 C.D.Holmes&Co.Hull	12 ″ 10	
30 121257 HDKS	Queen Amelie J.B.Allan –15 ssLiv.No.3–11,16 1 Dk(Stl)&Spar dk(pt Irn&pt Stl) Elec.light &deep framing	SteelScSr 4278 4130 2782	✠100A1 Spar dk 7,11 ~~11,16~~ ✠LMC11,16	Liv Lon	x	~~1,16~~ 7,17	1905 9mo	Nthmblnd S.B.Co.Ld. Newcastle	TheDunlopS.S.Co. Ld. (T.Dunlop& Sons, Mgrs.) Lloyd'sA&CP WB = Cell D Ba	372·0 P32′B92′F32′ FK 124′uE&B42′f158′	48·0	20·0 27·9	Glasgow British 6 BHCem 898t APT89t	T.3Cy.24½″,40″&68″–48″ (s) 180lb 358NHP 3SB,9cf,GS155,HS5715 N.E.MarineEng.CoLdNwc	30 ″ 8 s 6 ″ 3 24 ″ 10	
31 121174	Queen Bee A.C.Gardner –11 1 Dk	WoodTwinScK 173 158 70					1907	R.Davis Blackwall, N.S.W.	Mrs.M.J.Weston	110·0	26·0	8·2	SydnyNSW British	C.4Cy.9½″&16″–15″ Emade85 Bmade03 31RHP J.&A.Taylor,Ayr		
32 20612	Queen City Elec.light Mchy.Aft Sub.Sig. 1 Dk	SteelSc 3980 — 3198					1896	Cleveland S.B.Co. Cleveland	PittsburghS.S.Co.	401·4	48·0	23·7	Duluth Utd.States WB	T.3Cy.23″,38″&63″–40″ 251NHP ClevelandS.B.Co.,Clevelnd		
33 124221 HLMK	Queen Elizabeth R.M.Bowie –17 ssNNs.No.2–16 1 Dk(Stl)&Spar dk(Stl)& deep framing Carrying fuel oil F.P.above150° F.in D.B.	SteelScSr 4225 4089 2748	✠100A1 Spar dk 10,17 ~~1,16~~ ✠LMC10,16 BS4,18	NNs Phl	x	~~N11,16~~ N10,17	1907 9mo	Nthmblnd S.B.Co.Ld. Newcastle	MeritoShpg.Co.Ld (T.Dunlop&Sons, Mgrs.) Lloyd'sA&CP WB = Cell D Ba	360·3 P31′B93′F33′ FK 117′uE&B41′f157′	48·0	20·2 28·0	Glasgow British 6 BHCem 860t APT63t	T.3Cy.25″,41″&69″–48″ (s) 180lb 372NHP 3SB,9cf,GS150,HS5940 Richardsons,Westgarth& Co.Ld.Sld.	30 ″ 10 s 6 ″ 2½ 25 ″ 0	
34 105705	— G.Brooks –95 1 Dk	SteelPad 141 141 109					1895	Edwards& Co. London	J.T.Mears	159·3	15·5	6·5	London British	C.2Cy.20″–21″ 25RHP Wilson&Co.(Lim.),Lon.		
35 133048	Queen-Empress A.McDougall –12 Elec.light 2 Dks	SteelPadSp 411 291 164					1912	Murdoch & Murray,Ld. Port Glasgow	J.Williamson	210·0	25·6	8·4	Glasgow British	C.D.2Cy.27½″&54″–54″ 178NHP Rankin&Blackmore,Grk.		
36 119147 VTLN	Queen Helena J.McKellar –15 ssNYk.No.2–12 1 Dk(Stl)&Spar dk(pt Stl&pt Irn)& deep framing	SteelScSr 4224 4086 2755	✠100A1 Spar dk 3,16 ✠LMC7,16	Bry	x	~~9,16~~ ~~N11,17~~	1904 7mo	Nthmblnd S.B.Co.Ld. Newcastle	TheDunlop S.S.Co. Ld. (T.Dunlop& Sons, Mgrs.) Lloyd'sA&CP WB = Cell D Ba 116′u	360·2 P32′B92′F32′ FK E&B42′f154′ 855t	48·0	20·2 28·1	Glasgow British 6 BHCem APT85t	T.3Cy.24½″,40″&68″–48″ (s) 180lb 360NHP 3SB,9cf,GS155,HS5715 N.E.MarineEng.CoLdNwc	30 ″ 10 s 6 ″ 2½ 25 ″ 0	
37 133028 HVND	Queen Louise D.P.McDonald –12 ssNap.No.1–16 Elec.light 2 Dks(Stl)	SteelScSr 4879 4626 3139	✠100A1 8,17 ~~1,17~~ ✠LMC BS3,16 MS0,15 Carrying oil fuel F.P.above150° F. in D.Bs	NYk Bry	y	~~1,17~~ 8,17	1912 4mo	Nthmblnd S.B.Co.Ld. Newcastle	TheDunlop S.S.Co. Ld. (T.Dunlop& Sons, Mgrs.) Lloyd'sA&CP WB = Cell D Ba 135′u	404·9 P41′B115′F40′ FK E&B43′f173′1232t	53·0	27·1	Glasgow British 6 BHCem APT38t	T.3Cy.26″,42″&72″–48″ (r) 180lb 436NHP 3SB,9cf,GS202,HS7356 N.E.Marine EngCoLd.Nwc	29 ″ 9 s 6 ″ 0 24 ″ 1	
38 133093 JBKW	Queen Margaret R.J.Taylor –17 ssNYk.No.1–16 Elec.light 2 Dks(Upt Irnpt Stl) &2nd dk(Stl) Carrying fuel oil F.P.above150° F. in D.Bs	SteelScSr 4972 4748 3197	✠100A1 8,17 ~~10,16~~ BS4,17 MS1,16 ✠LMC	Liv Bry	y	~~1,16~~ 8,17	1912 12mo	R.Duncan &Co.Ld. Pt Glasgow	The DunlopS.S.Co. Ld. (T.Dunlop& Sons, Mgrs.) Lloyd'sA&CP WB = Cell D Ba 135′u	405·0 P41′B115′F41′ FK E&B43′f173′1189t	53·0	27·2	Glasgow British 6 BHCem APT36t	T.3Cy.26″,42″&71″–48″ (s) 180lb 415NHP 3SB,9cf,GS189,HS6888 J.G.Kincaid&Co.Ld.Grk.	29 ″ 9 s 5 ″ 11 24 ″ 3	
39 Queen Mary A.M.Amundsen 13–13 Elec.light 1 Dk(pt Stl pt teak s) Mchy.Aft	SteelTwinSc 636 594 338	✠ Hopper Dredger 12,13 ✠	Rnf			1913 12mo	Lobnitz& Co.Ld. Renfrew	Govt.of Bermuda	170·7 F16′ FK	34·1	12·8	Bermuda British 5 BHCem	T.6Cy.13″,22″&34″–22″ 137NHP 2SB,4cf,GS86,HS2500 Lobnitz&Co.Ld.Renfrew	13 ″ 3	
40 120567	— W.Manning –14 (ex Earl Godwin) 1 Dk Elec.light	SteelPad 116 116 53	✠ For River purposes only 5,08 ✠	Lon			1905 5mo	Napier& Miller,Ld. Glasgow	Dumbarton&Balloch Joint Line Committee (L.H. Gilchrist, Mgr.)	130·0	18·5	6·8 FK	Glasgow British 3 BHAsp in E&B space	C.D.2Cy.16″&31″–36″ 53RHP 1SB,2pf,GS25,HS730 FD Scotts'S.B.&Eng.Co.LdGrk	7 ″ 0	
41 129452 HRFD	Queen Maud J.T.Howes –12 ssSyd.No.1–14 Elec.light 1 Dk(Stl)&Spar dk(Stl) &deep framing Carrying fuel oil F.P.above150° F. in D.Bs	SteelScSr 4344 4132 2795	✠100A1 Spar dk 2,17 ~~BS3,17~~ ✠LMC6,14	Mel	x	~~9,15~~ 1,18 13	1909 12mo	Nthmblnd S.B.Co.Ld. Newcastle	TheDunlop S.S.Co. Ld. (T.Dunlop& Sons, Mgrs.) Lloyd'sA&CP WB = Cell D Ba 132′u	385·0 P31′B100′F32′ FK E&B41 f167′1040t	49·7	26·4	Glasgow British 6 BHCem APT50t	T.3Cy.24½″,40″&68″–48″ (r) 180lb 378NHP 3SB,9cf,GS174,HS6243 N.E.MarineEngCo.LdNwc	29 ″ 0 s 5 ″ 8 23 ″ 9	
42 139973	Queen Mother (Fishing) 1 Dk	WoodScDy 120 117 54					1916	Colby Bros. Ld. Oulton Broad	W.A.W.Greaves'	93·6	21·4	10·1	Lowestoft British	T.3Cy.9¾″,14½″&24¼″–18″ 29RHP F.W.Carver&Co.Gt.Yar.		
43 843 HKBP	Queen Olga Constantine F.Valnef 95–96 Elec.light 1 Dk(pt Stl)&Awng dk	Steel TwinScSr 811 784 480	✠ Awng dk with freeboard 3,96 ✠	Bgn	k		1896 2mo	W.Dobson &Co. Newcastle	ArchangelMourmanStm.Nav.Co. WB = Cell D Ba&uE61′f62′	206·5 20·8 FK	28·0	13·3	Archangel Russian 4 BHCem 99t APT15t	T.6Cy.12½″,20″&33″–24″ 122NHP 2SB,4cf,GS70,HS2060 N.E.MarineCo.(Lim.) Nwc	21 ″ 6	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 / 3 Nom du Navire. Matériaux, Grément, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✝ Surveillance Speciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme soulignant quelque chose dans la Cote. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pr.	15 Hauteurs des ponts, etc., au dessus de la quille.
44 93379 PKCS	**Queen Victoria** SteelPadSr *W.Cannell* –14	1547 1252 654					1887 3mo	Fairfield Co.(Lim.) Glasgow	Isle of Man S.P.Co. Ld.	330·5 | 39·1 | 15·2 P71*t* F158*t*			Douglas IM British	C.D.2Cy.61″&112″–78″ 925NHP FairfieldCo.(Lim.),Gls.		
45 109416	— SteelScSr *F.Rogers* –15 *ss*Liv.No.3–1,11 *Elec.light* Sub.Sig. 1*Dk*	275 240 111	✝100A1 9,13 ~~Boilers 9,13~~ ✝LMC7,15 BS10,17	Liv	*d*	~~5,17~~ 10,17	1898 4mo	Murdoch & Murray PortGlasgow A&CP	Mersey Docks& Harbour Board	128·4 | 24·1 | 11·7 B14′ BK7½″			Liverpool British	T.3Cy.12″,18″&30″–22″ (*s*) 180lb 53RHP 1SB,*2rf*,GS34,HS927 D.Rowan&Son,Glasgow	13 ″ 0	
46 124241	**Queen of the Lake** SteelTwinScSk *J.Mackenzie*97–07 1*Dk*	152 150 69	✝ 9,11 *Loch Tay Service*	Ayr			1907 8mo	AilsaS.B. Co.Ld. Ayr	Loch Tay Steam-boat Co.Ld.	110·1 | 20·1 | 9·3 BK5″			Glasgow British	C.4Cy.10½″&28″–16″ 43RHP 1SB,*2cf*,GS31,HS989 FD AilsaS.B.Co.Ld.Troon	9 ″ 8	
47 104238	**Queen of the North** SteelPad *H.E.Clare* –09 2*Dks*	594 401 250					1895	Laird Bros. Birkenhead	Blackpool Passen-ger Stm.Bt.Co.Ld.	221·6 | 26·0 | 11·2 B101′			Fleetwood British	O.4Cy.28½″&50″–60″ 323NHP LairdBros.,Birkenhead		
48 74793	**Queen of the South** IrnSc3MstSr *E.J.Harvey*83–89 1*Dk*	198 — 121					1877	H.McIntyre&Co. Paisley	Levin&Co.Ld.	126·2 | 22·1 | 7·8 P14′ F13′			WlngtnNZ British *WB*	C.2Cy.15″&28″–24″ NB12 40RHP Muir&Houston,Glasgow		
49 109528	**Queenborough** SteelScY1 *R.Fraser* –12 *ss*Gms.No.3–9,10 *ss*Gms.No.1–15 1*Dk*	165 152 64	✝100A1 *Stm Trawler* 11,16 ✝NB10,16 ✝LMC10,15	Gms		3,15	1898 4mo	Mackie& Thomson Glasgow A&CP	Consolidated Stm. Fishing&Ice Co. (Gms.)Ld. (J.D. Marsden, *Mgr.*)	104·2 | 21·0 | 10·7 Q17′F18′ dptF&s10 BK7½″			Grimsby British	T.3Cy.10⅝″,16″&27½″–20″ 180lb (*s*) 45RHP 1SB,*2pf*,GS26,HS656 Muir&Houston,Ld.Gls.	11 ″ 7	
50 120511 HCKJ	**Queenie** SteelSc3MstSr *J.Green* –17 *ss*Hul.No.2–13 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft*	329 230 130	✝100A1 3,17 ✝LMC3,17	Shl	*e*	3,17	1905 4mo	R.William-son&Son Workington *Lloyd's*A&CP	James Henry Monks(Preston) Ld. Moor Line Ld.	135·9 | 24·0 | 9·8 Q78′B9′F20′ FK *WB*=*FPT*27*t*			Liverpool British	C.2Cy.18″&36″–24″ (*s*) 125lb 54RHP 3*BHCem* 1SB,*2pf*,GS40,HS1300 *DT f*9′20*t* Ross&Duncan,Glasgow	10 ″ 9 s ″ 7 10 ″ 5	
51 114440 TSVH	**Queenmoor** SteelScSr *W.Evans* –15 (*ex*Siward) *Turret deck* 1*Dk*2*trB*	3753 3154 2409					1903	W.Doxford &Sons,Ld. Sunderland	~~Novocastrian Shpg Co.Ld.~~ (W.Runci-man&Co.Ld.*Mgs*)	342·9 | 46·6 | 24·8 F37′			Newcastle British *WB*	T.3Cy.26″,42″&68–42″ 300NHP W.Doxford&Sons,Ld.Sld.		V
52 202347	**Queens** SteelSc (*Screws fore&aft*) (*Ferry*) *Elec.light* 2*Dks*	1954 — 1329					1905	Maryland Steel Co. Sparro'PtMd	City of New York	246·4 | 46·1 | 18·4			New York Utd.States	C.4Cy.22½″&50″–30″ 228NHP MarylandStl.Co.Sparr'.Pt.		
53 136710 JGVR	**Queensferry** SteelScSp *Pritchard* –14 1*Dk*(*Stl*)	472 450 207	✝100A1 *Hopper Barge* ~~3,17~~ ~~4,16~~ ✝LMC10,14 ✝NB7,17	Lth All	*g*	N5,17	1914 10mo	CH Walker &Co.Ld. Sudbrook *Lloyd's*A&CP	Topham,Jones& Railton,Ld.	166·5 | 27·7 | 11·2 FK			London British	T.3Cy.13″,22″&34″–22½″ (*s*) 165lb 60RHP ~~1SB,*2cf*,GS38,HS1360~~ Plenty&Son,Ld.Newbury	11 ″ 11 s 1 ″ 9½ 10 ″ 3	
54 127951 HNKV	**Queensgarth** SteelScSr *A.J.Armstrong* –16 1*Dk* *Elec.light Cantilever framed topside tanks*	2098 1840 1007					1908	Sir Raylton Dixon&Co Ld Middlesbro'	ReaShippingCo.Ld (R.&J.H.Rea, *Mgrs.*)	275·0 | 40·3 | 20·5 B52′F28′			Liverpool British *WB*	T.3Cy.22″,35″&59″–39″ Richardsons, 217NHP Westgarth&Co.Ld.Mdb.		C
55 97530 LSTB	**Queensland** SteelScSr *J.R.Rae* –15 *ss*Sld.2nd No.3–12,15 *Elec.light* 2*Dks*(*Irn*)*& Webframes* 3*Dk rule*	3840 3505 2420	✝100A1 ~~9,12,16~~ 3,18 BA ✝NB12,05 ✝LMC9,16 ~~BS12,17~~	Brs	*w*	~~9,16~~ ~~6,17~~ 12,17	1890 7mo	JLThomp-son&Sons Sunderland A&CP	k.M.Hudson&Sons *WB*=	360·0 | 48·0 | 24·7 P29′B80′F42′ BK11″ *Cell DBa* 104′*f* 130′			Sundrland British	T.3Cy.26″,43″&70″–45″ (*s*) 160lb *160lb* 360NHP NDB01*fitted*04 6*BHCem* 571*t APT*46*t* FD 2SB,*6pf*,GS116,HS4700 J.Dickinson,Sunderland	27 ″ 3 s 5 ″ 5 22 ″ 11	
56 99249	— SteelScSr *Well deck* 1*Dk*(*Irn*)	461 332 232	✝ 7,94 ✝	Lth	*g*		1894 7mo	J.Scott &Co. Kinghorn	R.Hart *WB*=	160·0 | 25·6 | 11·2 Q74′B14′F20′ FK *DBa*30′*f*9′40*t FPT*27*t APT*16*t*			Leith British	T.3Cy.14″,22″&36″–27″ 70RHP 4*BHCem* 1SB,*3pf*,GS55,HS1500 J.Scott&Co.,Kinghorn	11 ″ 9	
57 135881 JCDV	**Queensland Transport** SteelScSr *J.Dove* –14 1*Dk*	4663 4399 2931					1913	Irvine's S B &D.D.Co.Ld. W Hartlepool	Empire Transport Co.Ld.(Houlder Bros&CoLd *Mgrs*)	385·0 | 52·0 | 27·1 P36′B119′F36′			W.Hartlpl British *WB*	T.3Cy.25″,40″&68″–48″ Richardsons, 320NHP Westgarth&Co.Ld.Hpl.		C
58 —	**Queguay** IronSc3MstSr *ss*Sws.No.1–82 *Mchy.Aft* (*ex*Reveil) 1*Dk*	*415* *319* *211*	✝ 8,85	Cff	*g*		1878 3mo	A.Leslie &Co. Newcastle	G.Kambitsis	159·5 | 25·0 | 10·0 Q91′F20′ *WB*=*DBf*89′*FPT*			M.Video Uruguayan	C.2Cy.20″&37″–27″ NB89 59NHP 3*BHCem* Black,Hawthorn& Co.Gts.		
59 —	**Quelimane** SteelTwinSc (*ex*Kronprinz) *Elec.light* Wireless Sub.Sig 2*Dks*	5689 4379 3541					1900	Blohm& Voss Hamburg	Requisitioned by the Portuguese Government	411·1 | 48·2 | 27·9 P&B274′F86′			Portuguese *WB*	T.6Cy.23½″,38″&63–48″ NB09 550NHP Blohm&Voss,Hamburg		
60 115764 VCBR	**Quenast** SteelScSr *G.Smith* –06 *ss*Lon.No.2–12 (*ex*Dunavon) 1*Dk*(*pt Stl*)*& deep framing* *Well deck Mchy.Aft Elec.light*	569 436 280	✝100A1 12,14 ~~Boilers 12,14~~ ~~BS9,14~~ ~~BS6,16~~ ✝LMC 12 6,16	Lon	*h*	6,16	1903 5mo	Bow,Mc Lachlan&Co. Ld. Paisley *Lloyd's*A&CP	The London Granite Co.Ld.	165·5 | 28·2 | 12·0 Q48′B11′F34′ FK *WB*=*Cell DBf* 94′			London British	C.2Cy.20⅝″~~&14″~~–30′ (*s*) 140lb ~~&14½″~~ 78RHP 3*BHCem* 1SB,*3pf*,GS75,HS2094 216*t FPT*62*t* Bow,McLachln&CoLdPsy	14 ″ 5 s 1 ″ ~~4~~ 4½ 13 ″ 4	
61 99233 MQVB	**Quentin** SteelScSr *A.Simpson* –15 *ss*Lth.No.3–4,05 (*ex*Durward) *ss*Lth.No.2–14 *Elec.light* 2*Dks*(1*Stl*)	1274 1032 648	✝100A1 10,16 BS10,16 ✝LMC4,14 MS12,17	Rot	*p*	~~10,16~~ 12,17	1892 7mo	A.Stephen &Sons Glasgow A&CP	G.Gibson&Co.Ld.	260·0 | 32·5 | 16·2 P50′B65′F50′ BK9″ *WB*=*MT*23′202*t*			Leith British	T.3Cy.23″,37″&59″–42″ (*s*) 170lb *50lb* 261NHP 6*BHCem* 2SB,*6cf*,GS147,HS4352 A.Stephen&Sons,Glasgow	17 ″ 5 s 2 ″ 3 16 ″ 1	
62 —	**Querandi** SteelTwinScK *Elec.light* 1*Dk*(*Teak*)	*345* *316* *2*	✝ *For Towing purposes* 10,14 ✝	Sou			1914 10mo	JI.Thorny-croft&Co.Ld. Southampton	Argentine Government	130·2 | 28·2 | 12·8 B&F84′ BK7″ *WB*=*FPT*13*t APT*29*t*			Bns.Ayres Argentine	T.6Cy.13½″,22″&35″–27″ 181NHP 5*BHCem* 2SB,*6cf*,GS119,HS3380 JIThornycroft&CoLd.Sou.	14 ″ 0	
63 132126	**Quercia** SteelScK *A.W.Swan* –14 1*Dk*	288 256 144	✝100A1 *Stm Trawler* 9,14 ✝LMC4,12	Gms		9,14	1912 4mo	Cook,Wel-t'n&Gemmell Ld. Beverley *Lloyd's*A&CP	Gt.Gms.&E.Coast Stm.Fishing Co.Ld	130·1 | 22·2 | 12·2 Q72′ BK8″			Grimsby British	T.3Cy13½″,22½″&37″–24′(*s*) 185lb 89RHP 4*BHCem* 1SB,*3pf*,GS52,HS1595 Amos&Smith,Ld.Hull	13 ″ 1	
64 127069 HPSB	**Querida** SteelScSr *J.R.Evans* –15 *ss*NYk.No.1–14 1*Dk*(*Stl*)*& deep framing*	1175 1057 690	✝100A1 4,17 BS10,16 ✝LMC12,14	Cff	*o*	4,17	1909 9mo	Swan,Hun-ter& Wigham Richardson, Ld Newcastle *Lloyd's*A&CP	C.Tennant,Sons& Co.Ld. (T.L.Evans, *Mgr.*) ~~J.Cory&Sons,Ltd.~~ The Shipping Con-troller,J.Cory& Sons,Ld.,*Mgrs.*)	230·0 | 36·5 | 16·0 P16′B60′F27′ FK *WB*=*Cell DBa*70′*u E&B*			~~London~~ ~~Bristol~~ British	T.3Cy.17″,28″&46″–33″ (*s*) 180lb 145NHP 2SB,*4cf*,GS63,HS2404 N.E.MarineEng.CoLdNwc 32′*f*94′400*t FPT*45*t APT*40*t*	18 ″ 2 s 2 ″ 5½ 16 ″ 0	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys.	3 Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned or Completed. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not In L.R. Date of Rot/Trade Cert
65 121245 HCVJ	**Querimba** *H.W.Bamber* –14 *Elec.light Turret deck*	**SteelScSr** *1 Dk*	7696 6511 4937					1905	W.Doxford &Sons,Ld. Sunderland	BritishIndiaStm. Nav.Co.Ld.	455·3 P26′F29′	58·2	30·2	Glasgow British *WB*	T.3Cy.27½″,45½″&75″–54″ 413NHP W.Doxford&Sons,Ld.Sld.		
66 109491 QKCD	**Quernmore** *E.W.Sutherland* –17 Wireless	**SteelSc4MstSr** *3 Dks4trB*	7302 6982 4783					1898	Workman, Clark&Co.Ld Belfast	JohnstonLine,Ld. (Furness,Withy & Co.Ld. *Mgrs.*)	480·0 P28′B128′F41′	52·3	27·0 34·7	Liverpool British *WB*	T.3Cy.29½″,50″&82″–60″ 521NHP Wrkman,Clark&Co.Ld Bel		C
67 MGDV	**Quernstad** *K.M.Bie* (*ex*Signe) *Elec.light*	**SteelScSr** *ss*Liv.No.1–14 1 *Dk*(*Stl*) *Cargo battens not fitted*	2095 1934 1302	✠100A1 11,17 ~~9,16~~ BS9,16→LMC11,14 ES11,17	Rot	*s*	9,16	1910 9mo	Sunderland S.B.Co.Ld. Sunderland	GrefstadsRederi A/S (B.J.Grefstad, *Mgr.*) *Lloyd's SA&CP* *Intermediate BHd in*	290·0 P27′B76′F29′ FK *fore hold dispensed WB=CellD*	42·0	19·2	Arendal Norwegian 4 *BHonly* *Ba&uE114*	T.3Cy.22″,36″&59″–39″ (*s*) 180lb *100lb* 232NHP 2SB,*6cf*,GS88,HS3524 *with Cem* N.E.MarineEng.CoLd.Sld. *uB18′f116′549tAPT74t*	21 ″ 6	
68 KSFM	**Quevilly** *F.Rault* *ss*Rot.No.3–7,09 *ss*Hav.No.1–14 *Elec.light* 2 *Dks*(*Stl–Uws*)*&Webframes* (*See Sailing Ship Register*)	**SteelAuxTwinSc4MstBk** *Oil Eng.*	3203 2700 2418	✠100A1 7,17 ~~9,16~~ DBS~~9,16~~ 12,17 *Carrying Petroleum in bulk*	Bdx	*x*		1897 6mo	Laporte& Cie. Rouen A&CP	Soc.Anon.duQuevilly (Leroux&Heuzey)	322·0 P104′B32′F88′ FK	45·5	24·2	Rouen French 10 *BHCem*	Oil Engine 2S.C.SA 12Cy.9 1/16″–15¾″ 96NHP *85lb* NE11 NDB96 Maschinenfabrik Augsburg–Nürnberg A.G.	25 ″ 7	
69 108526 PSGJ	**Quickly** *G.Deakin* –13 *Elec.light* *Well deck*	**SteelScK** (*ex*Swift) 1 *Dk*	242 198 94			…		1897	Edwards Bros. Newcastle	KelsallBros.& Beeching.Ld. (G. Beeching&J.E.A. Kelsall, *Mgrs.*)	133·7 Q49′B7′F20′	21·6 BK7½″	10·8	Hull British *WB*	T.3Cy.13½″,22½″&38″–27″ NB14 70RHP N.E.MarineEng.Co.Ld.Sld	11 ″ 9	
70 125464 HPJF	**Quickstep** *L.R.Manson* *Elec.light* *Well deck*	**SteelScSr** *ss*Shl.No.1–14 1 *Dk*(*Stl*)*&deep framing* *Cargo battens not fitted*	1446 1130 834	✠100A1 11,15 BS5,17 →LMC2,14	Lth	*o*	11,15	1909 7mo	J.Crown& Sons,Ld. Sunderland *Lloyd's SA&CP*	Witherington& Everett *WB=CellDBa65′uE17′f104′349tFPT*	239·5 P24′Q59′B50′F26′ FK	36·0	15·7	Newcastle British 4 *BHCem* 53t *APT92t*	T.3Cy.19″,31″&51″–36″ (*s*) 180lb *90lb* 174NHP 1SB,*4pf*,GS66,HS2743 N.E.MarineEng.Co.Ld.Sld	17 ″ 9 s 1 ″ 8½ 16 ″ 4	
71 20581	—	**WoodSc**	214 — 87					1879	..... Noank,Conn.	FisheriesCo.	139·5	19·2	11·2	Greenport N.Y. Utd.States		25 ″ 0	
72	**Quieto** *P.Palese*	**IronScSr** 1 *Dk*	189 — 88					1887	G.Howaldt Kiel	Soc.diNav.aVap. Istria-Trieste	137·8 P82′	19·0	13·9	Trieste Aust.-Hung.	T.3Cy.14″,24″&36″–20″ 58NHP Gebr.Howaldt,Kiel	10 ″ 5 s 1 ″ 5 9 ″ 9	A
73 124036 HKDR	**Quillota** *Duncan* –15 2 *Dks*(*StlU–*teaks) *Elec.light* Wireless	**SteelTwinScSr** *ss*Liv.No.2–15 *pt deep framing* *&pt Web frames*	3692 2856 1965	✠100A– ~~6,17~~ 10,15 4,18 Lon BS11,16→LMC6,15 ~~BS6,17~~	Liv	*x*	s 10.15 PN 10,15	1907 2mo	W.Beard-more&Co.Ld. Glasgow	PacificStmNavCo. *WB=CellDBa81′uE&S*	361·4 P41′F55′ FK&BK2″ *B59′f153′634tFPT*	46·2	22·2	Liverpool British 7 *BHCem* 65t *APT31t*	T.6Cy.20″,33″&55″–40″ (*s*) 190lb *120lb* 550NHP 4SB,*12cf*,GS270,HS10160 W.Beardmore&Co.Ld.Gls.	25 ″ 0 s 5 ″ 3 20 ″ 6	BT till 6,17
74 121253 HDFW	**Quiloa** *A.F.G.Warrington* –15 *Turret deck Elec.light*	**SteelScSr** 1 *Dk2trB*	7697 6519 4942					1905	W.Doxford &Sons,Ld. Sunderland	BritishIndiaStm. Nav.Co.Ld.	455·4 P26′F29′	58·2	30·2	Glasgow British *WB*	T.3Cy.27½″,45½″&75″–54″ 413NHP W.Doxford&Sons,Ld.Sld.		
75 124065 HKQD	**Quilpue** *W.H.Morgan* –15 *Elec.light* Wireless	**SteelTwinScSr** 2 *Dks*	3669 2856 1959			…		1907	W.Beard-more&Co.Ld. Glasgow	PacificStm.NavCo	361·0 P41′F55′ FK&BK2″	46·2	22·2	Liverpool British *WB*	T.6Cy.20″,33″&55″–40″ 550NHP W.Beardmore&Co.Ld.Gls.	25 ″ 0	
76	**Quimistan** *Wells* 6thSurveyLiv.10,95 (*ex*JosephVaccaro, 5thSurveyNOs.3,14 *ex*Lisbonense)	**IronScSr** 2 *Dks3trB*	1661 1440 1037	✠ **A1*1** 4,17 ~~NB12,04~~ BS9,16 ~~4,18~~	NOs	Lv	~~4,17~~ ~~4,18~~ LMC3,14	1871	T.Royden &Sons Liverpool	CuyamelFruitCo.	269·4	33·2	16·4 23·7 BK 9″	Puerto Cortez Honduras 6 *BH* *WB=DB*	T.3Cy.23″,36½″&58″–36″ (*s*) 160lb *100lb* NE88 213NHP 2SB,*6cf*,GS109,HS3374 NDB13 Westray Copeland&CoBrw	25 ″ 2 s 4 ″ 5½ 21 ″ 11	
77 ecked 203022 KVHP	**Quinault** *J.G.Walvig* –13	**WoodScSr** 1 *Dk*	582 — 426					1906	..... Aberdeen, Wash.	QuinaultS.S.Co. (HartWood LumberCo. *Mgrs.*)	169·0	38·0	12·1	S.Frncisco Utd.States	C.2Cy.15″&36″–24″ 53NHP FultonIrnWrks.S.Frncisco		
78 208762	**Quincy A. Shaw** *Mchy.Aft* *Elec.light*	**SteelScSr** 1 *Dk*(*Stl*)*&Webframes* *Longitudinal framing*	6336 — 5013	✠100A– 6,11 →LMC6,11 *For Service on the Great Lakes*	Clv			1911 6mo	American S.B.Co Lorain	CalumetTrans-portationCo.(M.A. Hanna&Co. *Mgrs.*) *WB=CellDB&Sid*	504·0 F48′ FK *etanks f410′447ltC*	54·0	30·0 *ellDBuE&B*	Cleveland Utd.States 4 *BH*	T.3Cy.23½″,38″&63″–42″ (*s*) 180lb FD 349NHP 2SB,*6cf*,GS115,HS5086 AmericanS.B.Co.Clevelnd. 48′297tFPT247tAPT47t	30 ″ 0	
79 KSFR	**Quinette de Rochemont** *Colin* –12 *Mchy.Aft*	**Steel TwinSc** 1 *Dk*	200					1911	Atel.&Ch. de la Loire Nantes	Ponts et Chaussées	124·7	22·3	10·0	Royan French	C.4Cy.13 3/32″&25 5/16″–14 3/32″ 41NHP Atel.&Ch.de la Loire,Nts.		V
80 201 RNFB	**Quinto** *A.Capellino* –00 (*ex*OthonStathatos) *Well deck*	**SteelScSr** 1 *Dk2trB*	1796 1363 1116			…		1888	J Readhead &Co. S.Shields	Soc.Anon.Ilva	280·5 P34′Q68′B110′ F34′	36·9 BK9″	17·6	Genoa Italian *WB*	T.3Cy.21″,35″&57″–39″ 205NHP J.Readhead&Co.,S.Shields	19″11	
81 5 RPBC	**Quirinale** *L.Baffetti* *Elec.light* *Mchy.Aft*	**SteelTwinSc** 1 *Dk*(*Stl*)	258 200 139					1907	N.Odero fuA.&Co. SestriPonent	Soc.Italiana di Nav.Marittima e Fluviale	132·0 P7′Q49′F19′	24·6	8·5	Rome Italian	C.4Cy.12⅜″&24⅜″–15″ 38NHP Soc.Anon.Venez.Ind.Nav. eMecc.,Venice		I
82 111250 RNMV	**Quito** *F.J.Hill* –15 *Spar dk(Stl)2trB&deep framing* *Elec.light*	**SteelScSr** *ss*Nwc.No.3–10,12	3358 3033 2153	✠100A1 *Spar dk with freeboard* 9,15 ~~Lgrmind12,17~~→LMC3,17	Shl	*v*	3,17	1900 4mo	W.Hamil-ton&Co. Pt.Glasgow A&CP	LewisS.S.Co.Ld. (T.Lewis, *Mgr.*) *WB=CellDBa*	330·7 P31′B118′F38′ FK *&uE114′f144′727t*	45·7	16·2 23·9	Glasgow British 6 *BHCem* *APT77t*	T.3Cy.24″,40″&65″–42″ (*s*) 180lb *100lb* NDB14 300NHP 2SB,*6cf*,GS126,HS4620 Dunsmuir&Jackson,Gls.	26 ″ 6 s 4 ″ 6 22 ″ 5	
83	—	**SteelScSr**	*1089* *815* *652*					1888	Laird Bros. Birkenhead	Etchegaray, Onfray&Co.	216·0 P24t F51t	35·2	14·9	Valparaiso Chilian	T.3Cy.17″,27″&42″–36″ 106NHP Laird Bros.,Birkenhead		
84 109837 JMVB	**Quixotic** *F.V.H.Hahn* –15	**SteelScK** *ss*Gms.No.3–10;10 *ss*Flt.No.1–15 1 *Dk*	197 180 79	✠100A1 *Stm Trawler* 5,18 ~~8,15~~ ~~BS1,17~~→LMC8,15	Flt Gms BS5,18		~~N8,15~~ 5,18	1898 11mo	Earle's Co. Ld. Hull *Lloyd's SA&CP*	GrimsbySteam FishingCo.Ld.	115·6 Q44′F20′ BK7½″	21·0	11·2	Grimsby British 3 *BHCem*	T.3Cy.12″,20″&32″–23″ (*s*) 200lb 55RHP 1SB,*2cf*,GS33,HS880 Earle's Co.Ld.Hull	12 ″ 0	
85 122740 TQSJ	**Quorna** *P.Barry* (*ex*Warrener) *Elec.light*	**SteelScSr** *ss*Adl.No.1–16 1 *Dk*(*Stl*)	606 414 265	✠100A1 4,17 9,12 →LMC9,16	Fsy Adl	*i*	~~3,15~~ 12,17	1912 9mo	J.Fuller-ton&Co. Paisley *Lloyd's SA&CP*	AdelaideS.S.Co.Ld *WB=Cell*	175·5 B55′F28′ FK *DBa40′26t FPT40t*	28·1	11·6	Adelaide British 4 *BHCem* *APT28t*	T.3Cy.15″,25½″&41″–30″(*s*) 180lb *80lb* 86RHP 1SB,*3cf*,GS62,HS2107 Ross&Duncan,Glasgow	12 ″ 3 s 1 ″ 3½ 11 ″ 2	

1 Numero d'Ordre / Numero Officiel / Signaux	2 Nom du Navire. Matériaux, Grément, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Ferme assigné maintenant expiré. Lettre d'Avertissement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres ont cessé d'être tenus dans le L. R. Bureau Cent. Brit. Fran.
86	**Quorra**	**SteelTwinScSr**	189	✠	Lon	*b*		1883	Forrestt&	KhooBoonChuan	125·0	20·2	7·0	Singapore	C.4Cy.10½″&24″–16″	7 ″ 6	
87959			148	4,86				12mo	Son					British	NB00 46RHP		
	Fitted for oil fuel	1*Dk*	89	✠					London				FK	4*BHCem*	Forrestt&Son,London		
87	**Qvarntorp**	**WoodScSr**	163					18$\frac{}{75}$	P.Larsson	J.R.Svensson	92·3	22·8	10·9	Gothenbrg	C.2Cy.8$\frac{3}{8}$″&17″–11$\frac{5}{8}$″		
2668	*G.Nyström*13–13	(*ex*Minnet)	150						Thorskog		H12			Swedish	NE&B95 8NHP		
JFTQ		1*Dk*	120												EriksbergsMVAktieb,Got		

*** **Additional Ships are inserted in the Supplement at the end of the Register.**

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. / Master. / Special Surveys.	3 Material, Rig, &c. / Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned. now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. / Ship. / Engines	9 Built. By Whom. / Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed. If not in L. R. Date of Port Trad-Cert.
1 110896	**R. C. Veit** (*Tug*)	**WoodSc** 1*Dk*	192 — 96					1891	..... Athens, N.Y.	**Christie&Lowe**	106·2	23·8	12·2	**N.Orleans** Utd.States	T.3Cy.14″,21″&36″–26″ 66NHP		
2 137110	**R. H. Davison** *B.Trufitt*14–16	**SteelScK** 1*Dk*	210 196 91	✠100A1 *StmTrawler* 5,16 ✠LMC5,16	Abn			1916 5mo *Lloyd's*	Hall, Russell&Co.Ld. Aberdeen *sA&CP*	**HartlepoolSteam TrawlingCo.Ld.** **(R.H.Davison& Co.*Mgrs.*)**	115·7	22·3	11·9 BK7½″	**Hartlepool** British 3*BHCem* *DTf*19′13*t*	T.3Cy.12″,20″&34″–24″ (*r*) 180lb 78RHP 1SB,*3pf*,GS48,HS1429 Hall,Russell&Co.Ld.Abn.	12 ″ 9	
3 133315	**R. Irvin** *R.H.Stanhouse*11–13	**SteelScSr** 1*Dk*	208 205 82	✠100A1 *StmTrawler* 6,14 ✠LMC7,15	Shl			1913 7mo *Lloyd's*	JTEltring- ham&Co. South Shields *sA&CP*	**R.Irvin&Sons,Ld.**	115·3	22·2	11·6 BK7½″	**N.Shiel s** British 3*BHCem*	T.3Cy.12″,20″&34″–24″ (*s*) 180lb 81RHP 1SB,*3pf*,GS51,HS1506 ShieldsEng.Co.Ld.N.Shl.	12 ″ 9	
4 204701	**R. L. Agassiz** (*ex*WilliamA.Hawgood) *Elec.light Mchy.Aft*	**SteelScSr** 1*Dk*	6530 — 4910					1907	Chicago S.B.Co. Chicago	**CalumetTransptn. Co.(M.A.Hanna &Co.*Mgrs.*)**	532·0	56·2	31·0 *WB*	**Cleveland,** Ohio Utd.States	T.3Cy.23½″,38″&63″–42″ 257NHP AmericanSB.Co.Cleveland		L
5 111124 KRJN	**R. M. Waterman** *T.F.Manken*	**WoodSc** (*Tug*)	175 — 74					1896	..... NewLondon, Conn.	**ThamesTowBoat Co.**	91·0	23·5	10·8	**N.Lndn.Cn** Utd.States			
6 135095	**R. Nicholson** (*ex*Vulcan)	**IronSc** (*Tug*) 1*Dk*	200 184 17					1891	J.P.Ren- noldson&Sns S.Shields	**NicholsonStm.Tug &SalvageCo.Ld.**	108·5	21·7	12·8 *WB*	**Leith** British	C.2Cy.21⅝″&38″–26″ 75RHP J.P.Rennoldsn&Sns,S.Shl.		
7	**R. No. 1** *Nadort* –03	**SteelTwinSc** (*Tug*) 1*Dk*	110 — 11					1903	A.F.Smul- ders Slikkerveer	**H.Hersent&Sons**	90·3	18·0		**Rosario** Argentine *WB*	C.4Cy.8″&18″–12″ 18NHP A.F.Smulders,Utrecht		
8	**R. No. 2** *Moars* –03	**SteelTwinSc** (*Tug*) 1*Dk*	110 — 11					1903	A.F.Smul- ders Slikkerveer	**H.Hersent&Sons**	90·3	18·0		**Rosario** Argentine *WB*	C.4Cy.8″&18″–12″ 18NHP A.F.Smulders,Utrecht		
9 [illegible] KQOG	**R. P. Rithet** *R.Jackson* –13 *ss*S.Fo.No.3–11,04 *Elec.light* *(See Sailing Ship Register)*	**SteelAuxTwinScSr** *OilEng.* *ss*S.Fo.No.2–13 1*Dk*2*trB*	1097 975 1043	~~✠100A1~~ 8,16 ~~LMC6,16~~	SFo	*r*		1892 2mo *Lloyd's*	C.Connell &Co. Glasgow *sA&CP*	**MatsonNav.Co.**	206·5 P36′F24′	38·0	19·0 BK8″ *FPT*39*tAPT*54*t*	**S.Frncisco** Utd.States 2*BHCem* *DBa*22′31*t*	Oil Engines 2S.C.SA 4Cy.16½″–18⅞″ NE8,16 J.&C.G.Bolinder,Skm.	20 ″ 5 s 3 ″ 7½ 17 ″ 11	
10 77532	**R. R. Richardson** (*ex*J.M.Jenks) *Elec.light* Sub.Sig.	**SteelScSr** 1*Dk*2*trB*	4644 — 3381					1902	American S.B.Co. Lorain,O.	**PittsburghS.S.Co.**	414·0	50·0	28·0 *WB*	**Duluth** Utd.States AmericanSB.Co.Cleveland	T.3Cy.22′,35″&58″–40″ 213NHP		
11 135050	**R. R. S.** *A.Grey* –15	**SteelScK** 1*Dk*	159 152 73	✠100A1 *StmTrawler* 5,13 ✠LMC6,15	Lwt			1913 5mo *Lloyd's*	Cochrane &Sons,Ld. Selby *sA&CP*	**R.Sutton**	110·1	21·1	10·2 BK6½″ *WB*=*FPT*25*t*	**Yarmouth** British 3*BHAsp*	T.3Cy.9¾″,15″&22″–16″ (*s*) 180lb 25RHP 1SB,*2pf*,GS32,HS805 Elliott&Garrood,LdBeccls	11 ″ 0	
12 200348	**R. W. England** *Elec.light Mchy.Aft*	**SteelScSr** 1*Dk*2*trB*	3887 3680 2935					1904	Gt.Lakes Eng.Works Detroit	**InterstateS.S.Co.**	362·8 F46′	50·2	29·0 *WB*	**Duluth** Utd.States	T.4Cy.18″,28″&(2)36″–32″ 147NHP *Emade*74*Tpd*89*fitted*04 S.F.Hodge&Co.Detroit		
13 111200	**R. W. Wilmot** *H.P.McNeely* –09 *Elec.light*	**SteelScSr** (*Tug*) 1*Dk*2*trB*	569 — 279					1898	GlobeIron WorksCo. Cleveland,O.	**Monongahela RiverConsol.Coal& CokeCo.**	142·0	31·5	18·6	**Pittsburg** Utd.States	T.3Cy.21″,33½″&55½″–42″ 200NHP GlobeIronWorksCo.		
14 NHBJ	**Rabat** *H.Sandersfeld*02–12 *Elec.light*	**SteelScSr** 2*Dks*	1723 1525 1043					1912	Schiffsw.v. HenryKoch Lübeck	**Oldenbrg-Portug. Dmpfsch.Rhed.**	278·7 P&B220′F35′	39·2	17·8 *WB*	**Oldenburg** German	T.3Cy.22 1/16″,35 1/16″&53⅛″– 33 7/16″ 160NHP OttensenerMaschf.Altona		G
15 JDVR	— *J.Otero*09–13	**IronScSr** (*ex*Pasages) 2*Dks*	791 697 514	✠ 8,72	Lon			1872 5mo	J.&W. Dudgeon London	**D.TejeroPerez**	229·9 P58′ F33′	27·1	16·5 4*BHCem*	**Corunna** Spanish	C.2Cy.35″&61″–32″ 175NHP J.&W.Dudgeon,London		V
16	**Rabbione** (*ex*Almirante Brown,*ex*Lydia, *ex*Mayfield)	**IronScSr** 6thSurvey,Sld.3,02 1stSurvey,Nwc.7,07 1*Dk*2*trB*	*1249* *1113* *763*	✠ 10,12 *Now named "Lord Kitchener," See No. 52 in Supplement*	Dun	Lv		1877 7mo	Gourlay Bros. Dundee	**A.Rabbione**	250·0 P36′B56′F30′	32·0	20·1 BK8½″ *WB*=*DB*	**Bahia** Blanca Argentine 4*BH*2PBH	C.2Cy.31″&54″–36″ NB88 NDB94 135NHP 2SB,*4pf*,GS66,HS2204 GourlayBros.&Co.Dundee	21 ″ 3	V
17 QJKN	**Rabe** *W.Wömpner* *Mchy.Aft*	**SteelScLr** 1*Dk*	136 129 68					1907	Bremer Vulkan Vegesack	**BremenVegescker FischereiGes.**	90·9 Q21′	21·4	9·8	**Vegesack** German	C.2Cy.9 1/16″&16½″–12⅛″ 8NHP BremerVulkan,Vegesack		G
18 139031 JLDR	**Rabenfels** *G.Sinn* *Elec.light* Wireless	**SteelScSr** *ss*Ham.No.2–11 2*Dks*(*Stl–Upt Irn&pt Stl*) *&Web frames*	4678 4412 2893	✠100A1 12,12 ~~"Ravenoak." See No. 51 in Supplement~~ ~~LMC~~ MS7,11 BS11,13	Ham	*y*	11,13	1903 12mo *Lloyd's*	Swan,Hun- ter&Wigham Richardson, Ld Newcastle *sA&CP*	**Requisitioned by theAdmiralty** *WB*=*CellDBa Tweendktanksa*42′	390·4 P50′B123′F53′ 119′*uE*25′*f*175′885*t* 390*t f* 42*t* 450*t FPT*	51·5	27·5 BK10″ 75*tAPT*50*t*	**London** British 7*BHCem*	Q.4Cy.23″,32″,48″&72″–54″ 213lb *120lb* (*r*) 492NHP 3SB,*9rf*,GS154,HS6462 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	30 ″ 3 s 6 ″ 0½ 25 ″ 3	
19 542	**Rabotnik** *T.Bertelson* –09 (*ex*Umguza)	**IronScK** *ss*Gms.No.3–5,08 1*Dk*	147 135 77	✠ *StmTrawler* 4,12 ✠NB95,*refitted*06	Oda			1896 7mo	Cochrane& Cooper Beverley	**W.W.Feodoroff**	94·2 Q17′	20·6	10·9 BK7½″	**Odessa** Russian 3*BHCem*	T.3Cy.11′,17′&30′–21′ 44NHP 1SB,*2pf*,GS24,HS690 Earle'sCo.Ld.Hull	11 ″ 10	
20 137833 JNVW	**Rabymere** *N.Wicklen*17–17 *Elec.light* 1*Dk*(*Stl*)*&Shelter dk*(*Stl*)	**SteelScSr**	1776 1592 1052	✠100A1 *Shelter dk* *withfreeboard* ~~4,17~~ 2,17 ✠LMC2,17	PGl Liv	*r*		1917 2mo *Lloyd's*	ClydeS.B. &Eng.Co.Ld. PortGlasgow *sA&CP*	**BromportS.S.Co. Ld.(H.R. Greenhalgh,*Mgr.*) CellD**	265·2 *B*223′ 493*t FPT*52*t*	42·2	17·8 FK 4*BHCem* *APT*53*t*	**Liverpool** British 4*BHCem*	T.3Cy.21′,33″&57′–36″ (*s*) 180lb 214NHP 2SB,*6cf*,GS105,HS3320 ClydeS.B.&E.Co.Ld.P.Gl.	20 ″ 0 s 1 ″ 1½ 19 ″ 2	
21 684 RPDF	**Racconigi** *A.Bozzalla* –16 (*ex*LaSicilia, *ex*Sicilia)	**SteelScSr** *ss*Gen.No.3–5,12 *ss*Gen.No.1–16 2*Dks*(1*Stl&Upt Irn&pt Stl*) *&Shelter dk&Web frames*	4298 4160 2716	✠100A1 *Shelter dk* *withfreeboard* 3,17 ~~8,16~~ ✠LMC8,16 BS9,17	Gen NYk	*w*	~~8,16~~ 9,17	1899 7mo	Hofer, Manaira&Co. Spezia A&CP	**LloydSabaudoSoc. Anon,perAzioni**	342·8 *uE&B*36′ *f* 140′958*t*	47·7	23·5 31·2 FK *DBa*100′	**Genoa** Italian 7*BHCem* *APT*60*t*	T.3Cy.24″,40″&66″–48″ (*s*) 180lb *100lb* 357NHP 2SB,*6rf*,GS114,HS4640 FD N.E.MarineEngCo.LdNwc	25 ″ 10 s 3 ″ 4 22 ″ 10	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Capitaine. Visites Périodiques.	3 Matériaux, Grément, etc. Ex-nom, s'il y a lieu. Nombres des Ponts.	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NIP=Force en chevaux d'après les formules de la Société. RIP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille / Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. pc.	15
22 93430 NHKD	**Race Fisher** *T.Lobb* –15	**SteelScSr** *ss*Lan.No.3–8,13	493 381 202	✠100A1 7,15	Cff	*h*	~~8.11~~ 10,17	1892 6mo	M'Ilwaine &M'Coll,Ld Belfast	**J.Fisher&Sons**	173·5|26·1|12·4 Q100'B38'F25' BK7½'	**Barrow** British	T.3Cy.15⅝",23½"&39"–30" ~~160lb~~ 190lb (*s*) 76RHP	13 " 7 s " 10½ 13 " 5	
	Well deck	1*Dk*(*Stl*)		✠NB10,07 ~~BS4,17~~ ✠LMC8,13 10,17				*Lloyd's*A&CP		*WB*=	*CellDB*37'64*tFPT* 38*tAPT*33*t*		1SB,*3pf*,GS50,HS1452 M'Ilwaine&M'Coll(L),Bel		
23 90331 KFTR	**Racer** *D.Fearon*76–90	**SteelSc** (*Tug*) 1*Dk*	185 182 3			…		1886	Boolds, Sharer&Co. Sunderland	**MelbourneS.S.Co. Ld.**	120·0|20·1|12·3	**Melbourne** British	T.3Cy.15",23"&40"–27" NB97 78RHP Carr&Co.(Lim.),Sld.	13 " 1	
24 129066 HQJR	**Rachel** *D.Jones*12–16	**SteelScSr** *ss*Nwc.No.1–13 1*Dk*(*Stl*)	3580 3389 2252	✠100A1 12,16	Bry	*w*	12,16	1910 1mo	W.Gray& Co.Ld. WHartlepool	**J.C.Gould&Co.** (SteamShipManagers)Ld.	362·2|51·1|21·6 P27'B225'F41' FK	**London** British	T.3Cy.25",40½"&67"–45" (*s*) 180lb 344NHP 3SB,*9cf*,GS152,HS5528	24 " 0 s 3 " 2½ 21 " 2	
Now named "Grelarlie," See No. 19 in Supplement				~~BS2,16~~ ✠LMC12 13				*Lloyd's*A&CP		*WB*=	*Cell DBa*119' *uE*25' *f*158' 1017*t*		Cen.Mar.Eng.Wks.W.Hpl.		
25 64370 SQBJ	**Rachel Cohen** *W.J.McBryde* –15	**WoodTwinScSr** *Oil Eng.* 1*Dk*	171 164 95					1871	A.Newton Manning River,N.S.W.	**J.Hatch**	105·5|21·0|10·4	**P.Adelaide** British	Oil Engines *made* 1914 4Cy.8½"–10" Normaplan Bros.Cologne		
26	**Racia**	**SteelScSr** (*ex*Oceaan)	410 360					1894	L.Smit& Zoon Kinderdijk	**J.S.Watkins**	149·2|28·3|13·6 B46'F16'	British	T.3Cy.18",28"&46"–30" 160lb HS3208 NB08 165NHP		V
	Elec.light	1*Dk*	31							*WB*			Maats.deSchelde,Flushing		
27 107627	**Racine**	**SteelSc** (*ex*Argo)	1089 —					1901	CraigS.B. Co. Toledo,O.	**Chicago,Racine& MilwaukeeLine**	173·5|31·6|20·8	**Chicago** Utd.States	T.3Cy.15",25"&42"–24" 86NHP CraigS.B.Co.Toledo,O.		
	Elec.light	1*Dk*&*Awng dk*	740												
28 NVHR	**Radaas** *J.A.Olsen* –17 (*ex*AthosRomanos, *ex*Marstonmoor)	**SteelScSr** *ss*Cpl.2ndNo.3–6,14 1*Dk*(*pt Irn*& *Well deck pt Stl*)2*trB*	2524 1658 1496	✠100A1 10,16 ~~MBS10,16~~ ✠LMC6,14	Rot	*s*	N10,16	1890 11mo	J Readhead &Sons S.Shields A&CP	**Damps.Selsk. Primula (Schach, Steenberg&Co. *Mgrs.*)** *WB*=*Cell*	290·4|40·0|19·9 P28'Q82'B118' F33' BK10" *DBa*88'*uE*20'*f*116' 193*tAPT*41*t*	**Copnhagn** Danish	T.3Cy.23",37½"&61½"–39"(*r*) 160lb *100lb* NDB11 234NHP 2SB,*6rf*,GS104,HS3491 J.Readhead&Sons,S.Shl.	22 " 6 s 2 " 1½ 21 " 4	
29 RMGL	**Radames** *Ed.Koehler* *Elec.light*	**SteelScSr** 2*Dks*	4756 3878 3032					1901	Blohm& Voss Hamburg	**DeutscheDmpfs-fahrts.Ges.Kosmos**	380·8|47·0|26·9 B&P226'F44'	**Hamburg** German *WB*	T.3Cy.24",40"&70½"–48" 340NHP Blohm&Voss,Hamburg		G
30 211610 LDFT	**Radiant** *T.W.Salmons*13–13 *Elec.light Mchy.Aft* *Fitted for oil fuel Longitudinal framing Carrying Petroleum in bulk*	**SteelScSr** Sub.Sig. Wireless 1*Dk*&*Web frames*	2487 2137 1258			…		1913	American S.B.Co. Cleveland,O.	**StandardTrans-portationCo.**	250·0|43·0|26·0 P83'F53' FK	**NewYork** Utd.States *WB*	T.3Cy.19",31"&54"–42" 277NHP AmericanSBCo Clvelnd,O.	25 " 0	
31 KSJL	**Radioléine** *Quedrue* *Carrying Petroleum in bulk*	**SteelSc** *Elec.light Mchy.Aft* 2*Dks*	4029 3505 2305					1912	Chant.de Normandie Rouen	**Soc."Pétroles Transports"**	350·0|47·2|24·8 P97'B18'F38' *WB*	**Marseilles** French	T3Cy24⅞",40⅛"&66½"–47⅝" 302NHP Chant.de l'Atlantique,St N	25 " 0	V
32	**Radium** *F.Guccione* –13 (*ex*Maude)	**SteelScSr** *ss*Shl.No.1–11 *Spardk*(*Stl*)2*trB* &*deep framing*	*3254* *2819* *2078*	✠ — 12,15 *Spar dk* ✠ *withfreeboard*	Shl	*u*		1906 11mo	Irvine's SB &D.D.Co.Ld. WHartlepool	**Roth&Olivetti** *WB*=*Cell DBa*106'*u*	324·6|47·0|13·7 P32'B100'F32' 22·6 FK *E24'f*138'615*tFPT*	**Trieste** Aust.-Hung. 5*BHCem* 100*tAPT*35*t*	T.3Cy.24",40"&66"–45" 301NHP 2SB,*6cf*,GS120,HS4640 Blair&Co.Ld.Stockton	24 " 10	
33 KSJR	— *A.Brault*13–13 (*ex*Cambo, *ex*Dalegarth)	**SteelScSr** 1*Dk*&*deep framing*	1601 1255 891			…		1897	W.Gray& Co.Ld. WHartlepool	**A.Taurin**	250·0|36·7|17·5 Q107'B40'F30' FK	**Fécamp** French *WB*	T.3Cy.21",34"&58"–39" 238NHP Cen.Mar.Eng.Wrks.WHpl	19 " 9	V
34 210806 LCRK	— *L.T.Stow*12–12 *Mchy.Aft*	**SteelSc** *Petrol Motor* 1*Dk*	339 — 230					1912	Skinner SB &D.D.Co. Baltimore	**GulfRefiningCo.**	140·4|23·2|13·0	**Pt.Arthur, Tex.** Utd.States	Petrol Motor 6Cy.		
35 PQWC	**Radja** *J.W.Kempff* *Elec.light* Wireless	**SteelScSr** 2*Dks*(*Stl*)&*Shelter dk* (*Stl*–teak s)	7503 6985 4704	✠100A1 *Shelter dk withfreeboard* 8,16 ✠LMC11,15	NYk	*b*†	8,16	1913 11mo	W.Hamil-ton&Co.Ld PortGlasgow	**Stoomv.Maats. Nederland** *WB*=	450·5|55·9|35·6 P46'B29'F52' FK *CellDBa*110' *uE*57'	**Amstrdam** Dutch 7*BHptCem pt Asp* *f*179'1084*tD*	T.3Cy.28½",47"&82"–54" (*s*) 213lb 827NHP 6SB,*18cf*,GS272,HS12600FD D.Rowan&Co.Glasgow *Ta*29'1157*tFPT*161*tAPT*8*t*	38 " 3 s 9 " 11 28 " 10	
36	**Radu Negru**	**SteelTwinSc**	160 129 91					1899	Danubius Schoenichen Hartmann Budapest	**Nav.Fluviale Roumaine**	118·1|20·5| 8·4	**Giurgevo** Roumanian *WB*	C.4Cy.16"&25"–16" Danubius 42NHP SchoenichenHartmann		
37 113365 RQKJ	**Raeburn** *W.Jardine* –07 *Elec.light* Wireless	**SteelScSr** 2*Dks*&*Shade dk*	5183 4792 3232					1900	D&W Hen-derson&Co Glasgow	**LivBrazil&RPlate S.N.Co.Ld.(Lam-port&Holt,Ld. *Mgrs.*)**	405·4|52·2|28·3	**Liverpool** British *WB*	T.3Cy.29½",47"&78"–54" 447NHP D.&W.Henderson&Co.Gls.		C
38 132138	**Raetia** *G.F Smith* –14	**SteelScK** 1*Dk*	295 264 121	✠100A1 *Stm Trawler* 12,13 ✠LMC6,12	Gms		12,13	1912 5mo	Cook,Wel-t'n&Gemmell Ld.Beverley *Lloyd's*A&CP	**Gt.Gms.&E.Coast Stm.FishingCo.Ld**	130·0|23·0|12·2 Q72' BK8"	**Grimsby** British 4*BHCem*	T.3Cy.13½",22½"&37"–24" 185lb (*s*) 69RHP 1SB,*3pf*,GS52,HS1595 Amos&Smith,Ld.Hull	13 " 1	
39 JFBD	**Rafael** *L.Otaola* –17 (*ex*Garton)	**SteelScSr** *ss*Rot.No.3–5,06 *ss*Bbo.No.2–14 1*Dk*(*Irn*)&*Web frames*&*pt Awng dk*(*Irn*)	2733 2049 1760	✠100A1 *pt Awng dk withfreeboard* ~~7.11~~ 3.17 10,17 ~~BS2,17~~ ✠LMC8,14	Bbo	*t*	~~8.11,17~~ ~~3.14,17~~ 10,17	1894 4mo	W.Gray& Co.Ld. WHartlepool A&CP	~~Soc.Anon.deNav. Delma~~ CieMaritime Bilbao(ECortina, *Mgr.*)	306·0|43·0|18·3 P27'Q90' *ptAwng dk*189' FK *WB*=*CellDB*244'	**Bilbao** Spanish 5*BHCem* 662*tAPT*31*t*	T.3Cy.23",36½"&62"–39" (*s*) 160lb *100lb* NDB12 239NHP 2SB,*6rf*,GS79,HS3580 Cen.Mar.Eng.Wrks.WHpl	20 " 10 s 8 " 1 20 " 1	
Now named "Achuri," See No. 85 in Supplement															
40 187 RPFJ	**Raffaele Padre** *L.Capano*	**WoodAuxScBkn** *Motor*	239 — 170					1915	G.Donna-rumma Castellamare	**R.Capano**	127·3|26·5|11·5	**Cstllmare** Italian	Motor		I
	(*See Sailing Ship Register*)														
41 136129	**Raglan Castle**	**SteelScK** 1*Dk*	274 245 108	✠100A1 *Stm Trawler* 11,15 ✠LMC11,15	Mdb			1915 11mo	Smith's Dock Co.Ld. Middlesbro' *Lloyd's*A&CP	**CastleS.TrwlrsLd.** (C.Heron, *Mgr.*)	125·0|23·5|12·8 Q72'F21' BK7½'	**Swansea** British 2*BHCem*	T.3Cy.12½",21"&35"–26" (*s*) 180lb 87RHP 1SB,*3pf*,GS51,HS1619 Smith'sDockCo.Ld.Mdb.	13 " 6	
42 JBSD	**Ragna** *N.J.Nielsen* *Well deck* Wireless	**SteelScSr** 1*Dk*2*trB*	1747 1298 1110			…		1892	Wood, Skinner&Co. Newcastle	**Acties.Baltic (A.Isachsen *Mgr.*)**	260·0|36·6|17·0 Q95'B110'F31' BK9"	**Grimstad** Norwegian *WB*	T.3Cy.19",31½"&51½"–36" 158NHP N.E.Mar.E.Co.(Lim.)Nwc.	19 " 3	N

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 Built. By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NIP=Horse power by Society's formulæ; RIP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Dates of Trade Cert.
43 4604 JQCD	**Ragnar** Steel Sc Sr *O.A.Borg* –07 *ss* Mino. No. 2–14 *Well deck* 1 *Dk (Stl) & deep framing* *Cargo battens not fitted*	1215 971 718	✠100A1 7,17 ~~12,16~~ ~~BS6,16~~ ✠LMC5,14 BS7,17	Cpn Gla	*o*	12,16	1906 5mo	Wood Skinner & Co. Ltd. Newcastle *Lloyd's SA & CP* *WB*	Rederiaktieb. Sigurd (O.S. Hedberg, *Mgr.*) = *Cell D B a* 69′ *u E & B* 33′ *f* 94′ 371 *t F P T*	236·0 | 35·6 | 14·3 P 14′ Q 74′ B 62′ F 24′ FK	Malmö Swedish	T.3Cy.18″,29″ & 50″–33″ (*s*) 180 lb *120 lb* 156 NHP 1 SB, *4pf*, GS 68, HS 2398 *4 B H Cem* *57 t A P T 19 t* J. Dickinson & Sons, Ld. Sld.	16 ″ 6 s 1 ″ 4 15 ″ 5	
44 JTKS	— Steel Sc Sr *J. Simonsen* 93–98 1 *Dk*	119 93 51					1890	Akers Mek. Værksted Christiania	Hindö Dmpskselsk. (J.N.A. Ellingsen)	103·5 | 17·1 | 8·4 Q 8 *t* H 5 *t* F 5 *t* len 08			Sigerfjord Norwegian	T.3Cy.10″,15″ & 24″–16″ NB 09 23 NHP Akers Mek. Værksted, Xia.		
45 ~~14067~~ JPVH ~~XWSJ~~	**Ragnhild** Steel Sc Sr *A. Schültz* 04–11 (*ex* Carbonia, *ex* Finland) 1 *Dk & pt Awngdk*	1495 950 932					1895	Flensburger Schiffsb. Ges. Flensburg	Pelton SS Co. Ld.	~~239·8 | 34·3 | 20·9~~ 238·0 | 34·0 | 16·8 *WB*	Newcastle British	T.3Cy.16″,26″ & 43″–33″ 106 NHP Flensburger Schiffsb. Ges.		V
46 MFPW	— Steel Sc Sr *H.E. Gynther* 16–16 (*ex* Bianca) 1 *Dk*	1117 997 655					1909	Bergens Mek. Værks. Bergen	H.N. Hartmark & Co.	229·0 | 35·2 | 15·9 P 10′ B 61′ F 25′ *WB*	Haugesnd Norwegian	T.3Cy.16½″,26″ & 44″–30″ 106 NHP Bergens Mek Værks Bergen		N
47 1592 JDFK	— Steel Sc *C.A. Olsson* 00–00 1 *Dk*	208 100 112					1885	Aktiebol. Atlas Gefle	Södertelje Rederiaktieb. (W. Wetterström, *Mgr.*)	111·0 | 21·3 | 9·8 B 57′ H 32 *t*			Södertelje Swedish	C.2Cy.19¾″ & 39⅜″–23⅝″ 63 NHP Aktiebol. Atlas, Stockholm		
48 77457 ~~HDNM~~ JRHN	**Ragni** ~~McGunderson~~ Iron Sc Sr ~~*J. Hudness*~~ *ss* Xia. 3rd No. 3–5,09 (*ex* Kate Forster. *ss* Xia. No. 1–12 *ex* Ballogie) *Well deck* 1 *Dk 2 tr B*	959 748 ~~577~~	✠100A1 8,16 ~~Examd. (6)17~~ ~~mds. 6,18~~ ✠NB12,94 LMC12,12 ~~BS7,16 7,16~~ BS7,17	Bly	*m*	~~8,16~~ 10,17	1879 10mo	Hall, Russell & Co. Aberdeen A&CP	The Shipping Controller (Temple Thomson & Clark, *Mgrs.*)	220·4 | 29·7 | 16·7 P 112′ F 28′ BK 7″ *WB = DBa*	London British	C.2Cy.26½″ & 48″–30″ (*r*) 80 lb *90 lb* NDB 01 98 NHP 1 SB, *3pf*, GS 57, HS 1608 *5 B H Cem* *34′ f 54′ 155 t* Hall, Russell & Co., Abn.	17 ″ 7 s 2 ″ 0 16 ″ 6	
49 JSQK	**Ragnvald Jarl** Steel Sc Sr *A. Rude* *Elec. light* 1 *Dk (pt Stl) & Awngdk 3 tr B* Wireless	1084 1057 687	✠ *Awng dk* *with freeboard* 5,90	Nwc	*n*		1890 5mo	Wigham Richrdsn & Co Newcastle	Nordenfjeldske Dampskibsselskab	225·0 | 30·2 | 14·4 H 31 *t* 21·6 BK 8″ *WB = Cell*	Trondhjm Norwegian	T.3Cy.21″,33″ & 54″–36″ NB 02 182 NHP *5 B H Cem* *DB 180′ 150 t* Wigham Richrdsn & Co. Nwc	24 ″ 0	
50 2705 HSFM	**Ragvald** Iron Sc Sp *G.G. Palmgren* 10–10 (*ex* Köping, *ex* Delfin, *ex* Murena) 1 *Dk*	139 96 94					1884	W. Lindbergs M.V. Stockholm	Vesterås Rederiaktieb. (Aug. Erikson, *Mgr.*)	97·5 | 18·6 | 7·2 B 29′ H 11 *t*			Vesterås Swedish	C.2Cy.11½″ & 19″–16″ 12 NHP W. Lindbergs M.V. Skm.		
51 121300	**Raheng** Steel Twin Sc 1 *Dk*	151 151 68					1905	W. Denny & Bros. Dumbarton	Irrawaddy Flotilla Co. Ld.	135·5 | 25·0 | 6·6			Glasgow British	C.4Cy.14″ & 26″–18″ 15 RHP Denny & Co. Dumbarton		
52 ~~66705~~ WPLM	**Rahmani** *HS Smaridge* 17–17 Iron Sc Sr ~~*H.W. Watson* 16~~ *ss* Brw. No. 3–2.97 (*ex* Clan Sinclair) *ss* Gls. No. 2–05 2 *Dks (Ira–Uws) & Web frames*	2961 2662 1873	✠ 5 10 ✠NB2,97	Bom	*v*		1882 8mo	Napier, Shanks & Bell Glasgow	~~Framjee Sons & Co.~~ Framjee Sons & Co.	330·5 | 40·2 | 26·3 P 62′ B 30′ F 38′ ND 93 BK 11″ *WB = Cell DB 264′*	Bombay British	T.3Cy.21½″,40″ & 67″–48″ NDB 93 364 NHP 2 SB, *6 rf*, GS 115, HS 4730 FD *6 B H Cem* *512 t Tpd 97* Naval Con. & A. Co. Ld. Brw.	29 ″ 2	
53 *Elec. light*	**Raimund** Steel Sc 4 Mst Sr 2 *Dks & Shelter dk*	6870 6390 4250					1914	Akt. Ges. "Weser" Bremen	Roland Linie Akt. Ges.	467·0 | 58·3 | 37·5 B 44′ *WB*	Bremen German	Q4Cy.28⅜″,40½″,58⅜″ & 85⅝″–55 1/16″ 542 NHP A.G. "Weser," Bremen		
54 123355	**Rainbow** Steel Sc K *J. Wood* –14 (*Trawler*) 1 *Dk*	176 167 68			…		1906	Hall, Russell & Co. Ld. Aberdeen	T. Davidson	105·6 | 21·1 | 11·5 BK 7½″	Aberdeen British	T.3Cy.11″,18½″ & 32″–21″ 67 RHP Hall, Russell & Co. Ld. Abn.	12 ″ 6	
55 50083	— Iron Pad Sp *G. Minto*	125 112 3					1864	I. Ash & Co. Cubitt Town	Anchor Stm. Tug Co Ld (R. Chater, *Mg.*)	90·0 | 18·5 | 9·9	N. Shields British	L.2Cy.30″–42″ NB 78 60 RHP J. Stewart, London		
56 129375	**Raindrop** Steel Sc K *J. Wood* –13 *Elec. light* 1 *Dk*	167 167 65	✠100A1 *Stm Trawler* 9,14 ✠LMC3,15	Abn		3,13	1912 1mo	Hall, Russell & Co. Ld. Aberdeen *Lloyd's SA & CP*	T. Davidson	105·4 | 21·2 | 11·6 BK 7½″ *WB =*	Aberdeen British	T.3Cy.11″,18½″ & 32″–21″ (*r*) 180 lb 67 RHP 1 SB, *2pf*, GS 36, HS 1258 *3 B H Cem* *MT 7′ 14 t* Hall, Russell & Co. Ld. Abn.	12 ″ 6	
57 125658	**Rainham** Steel Sc *ss* Lon. No. 2–16 (*ex* Helpful) 1 *Dk*	44 43 20	✠100A– *For towing purposes* 6,16 BS7,17 ✠LMC6,16	Lon		6,16	1908 2mo	J. & K. Smit Kinderdijk	Port of London Authority	65·6 | 14·7 | 7·3 BK 6″	London British	C.2Cy.9½″ & 20″–14″ (*s*) 140 lb 20 RHP 1 SB, *2pf*, GS 27, HS 680 *3 B H Cem* J. Stewart & Son, Ld. Lon.	8 ″ 1	
58 111268 KPRS	**Rainier** Wood Sc *L. Hansen* 1 *Dk*	800 — 519					1900	G.H. Hutchings Hoquiam Wsh	Rainier Co. (T. Pollard)	204·9 | 38·0 | 13·6	S. Frncisco Utd. States			
59 106995 QTVD	**Raithwaite** Steel Sc Sr *J.G. Dodds* –15 *ss* Nwc. No. 3–2,12 *ss* Bry. No. 1–16 1 *Dk (Irn) 2 tr B & deep framing 3 Dk rule*	3025 2845 1966	✠100A1 ~~5,15~~ 2,17 5,18 MBS 11,17 ✠LMC7,16	Bry Bly Sh	*u*	~~7,16~~ 5,18	1899 3mo	W. Gray & Co. Ld. W Hartlepool A&CP	~~Pyman SS Co Ld (G. Pyman & Co. Mgrs.)~~ E.J. Leslie *WB = Cell*	329·0 | 47·1 | 22·4 P 27′ B 80′ F 32′ FK *DBa & u E 130′ f 136′*	W. Hartlpl British	T.3Cy.24″,38″ & 64″–42″ (*s*) 160 lb *100 lb* NDB 15 258 NHP 2 SB, *6 rf*, GS 94, HS 3784 *5 B H Cem* *715 t A P T 51 t* Cen. Mar. Eng. Wrks. W Hpl	24 ″ 10 s 4 ″ 5½ 20 ″ 9	
60 54573 HDLS	**Raithwaite Hall** Iron Sc 3 Mst Sr *A. Kitching* –16 1 *Dk 2 tr B*	723 644 445			…		1868	Denton, Gray & Co. Hartlepool	The Dwina Ld. (F.C. Strick & Co. Ld. *Mgrs.*)	200·3 | 28·8 | 16·9 Q 27′ F — ND 83 BK 8″ *WB*	W. Hartlpl British	C.2Cy.25″ & 47″–30″ NE 74 NB 94 96 RHP T. Richardson & Sons, Hpl.	17 ″ 10	
61 110595 RHCG	**Rajah** Steel Sc Sr *A. Maclennen* –13 *ss* Cal. No. 3–1.14 2 *Dks (Stl–U teaks) & Web frames* *Elec. light*	5662 5231 3634	✠100A1 10,17 ~~3,17~~ BS2,17 ✠LMC1,14	Cal	*z*	2,17	1899 8mo	C. Connell & Co. Glasgow *Lloyd's SA & CP*	Asiatic Stm. Nav. Co. Ld.	420·0 | 51·2 | 29·5 P 38′ B 90′ F 47′ FK *WB = Cell D B a*	Liverpool British	T.3Cy.26″,43″ & 71″–48″ (*s*) 180 lb *100 lb* 406 NHP 2 DB, *12 cf*, GS 231, HS 6618 *7 B H Cem* *122′ u E & B 56′ f 193′* *1281 t D T o* Dunsmuir & Jackson, Gls. *29′ 880 t F P T 114 t A P T 38 t*	32 ″ 6 s 7 ″ 8 25 ″ 6	
62 QHKN	— Steel Sc Sr *C. Rosiefsky* (*ex* Hohnstein) 1 *Dk*	2028 1839 1275					1902	G. Seebeck Akt. Ges. Bremerhaven	Norddeutscher Lloyd	283·5 | 42·1 | 18·8 P 10′ B 64′ F 26′ *WB*	Bremen German	T.3Cy.20″,32½″ & 52″–33½″ 157 NHP G. Seebeck A.G. Bremerhvn		G
63 110874	— Iron Sc K *J. Hamilton* –14 (*Trawler*) 1 *Dk*	172 154 70			…		1899	Cochrane & Cooper, Ld. Beverley	E. Sleight	100·0 | 21·0 | 11·0 Q 45′ F 17′ BK 7½″	Grimsby British	T.3Cy.12¼″,19½″ & 32″–22½″ NB 11 50 RHP C.D. Holmes & Co. Hull	11 ″ 9	
64 SRLP	**Rajah of Sarawak** Steel Sc Sr *McDonald* *ss* Sng. No. 3–3,13 *ss* Sng. No. 1–17 *Elec. light* 1 *Dk (Stl–ws) & Web frames & Shade dk (Teak)*	*1452* *897* *892*	✠100A1 *Shade dk* ~~3,17~~ ~~3,17~~ ~~3,17~~ 4,18 BS4,18	Sng	*n*	3,17	1901 10mo	Ramage & Ferguson, Ld. Leith *Lloyd's SA & CP*	Sarawak & Singapore S.S. Co. Ld.	230·0 | 34·1 | 14·8 FK *WB*	Kuching Sarawak	T.3Cy.19″,31″ & 50″–36″ (*s*) 170 lb *100 lb* NDB 17 175 NHP 2 SB, *4cf*, GS 90, HS 2931 *4 B H Cem* *B = A P T 6 t* Ramage & Fergusn, Ld. Lth.	15 ″ 10 s 1 ″ 2½ 15 ″ 1	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Déplacement.	7a Date de la dernière Visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.
65	**Rajapuri**	SteelScSr	236					1887	Grangmth	BombayS.Nav.Co.	155·3	26·0	9·5	Bombay	T.3Cy.14″,22″&38″–27″	
93371	*O.Mahomed* 08–16		210					2mo	Dockyard Co.	Ltd.				British	70RHP	
KLNW	*Elec.light*	1*Dk*	93						Grangem'uth						Dunsmuir&Jackson,Gls.	
66	**Rajput**	SteelScSr	5628	✠100A1	Bom	*z*	3,17	1900	C.Connell	AsiaticStm.Nav.	419·5	51·2	29·3	Liverpool	T.3Cy.26″,43″&71″–48″ (*s*)	32 ″ 6
113421	*J.M.Thomson* –14 *ss*Cal.No.3–2,14		5175	11,17 ~~3,17~~	Cal			11mo	&Co.	Co.Ld.	P37′B90′F46′			British	180lb *100lb* 406NHP	s 7 ″ 8
SBKD		2*Dks*(*Stl–U* teak s)	3615						Glasgow				FK	7*BHCem*	2DB,*12cf*,GS231,HS6618	25 ″ 6
	Elec.light	*&Web frames*		~~B27,16~~ ✠LMC5,14					A&CP		*WB*=*Cell D*	*Ba*122′*u*E&B56′*f*		193′ 1281*t D*	Dunsmuir&Jackson,Gls.	
				BS9,17											*Ta*29′760*t FPT*90*t APT*33*t*	
67	**Rakanoa**	SteelScSr	2246	✠	Nwc	*s*		1896	W.Dobson	UnionS.S.Co.of	280·0	38·2	19·7	Dunedin	T.3Cy.21″,35″&57″–39″	20 ″ 11
101477	*W.W.Heender* –16		1673	*pt Awng dk*				4mo	&Co.	NewZealand,Ld.	P29′Q74′			British	206NHP	
SLPV	1*Dk*(*pt Stl pt Irn*)*&pt Awng dk*(*Irn*)3*trB*		1393	*withfreeboard* 4,96					Newcastle		*pt Awng dk*176′		FK	4*BHCem*	2SB,*6rf*,GS88,HS3130	
				✠						*WB*=*Cell DB*a110′	*f*116′ 531*t APT*13*t*			*MT*28′385*t*	Blair&Co.(Lim.),Stockton	
68	**Rákóczy**	SteelScSr	1554	✠ ——	Fiu	*p*		1892	Wigham	Royl.Hungar'nSea	240·0	34·0	14·0	Fiume	T.3Cy.20″,32″&53″–36″	23 ″ 6
	S.Peterdi 03–08 *ss*Fiu.No.3–7,05		1387	5,16				11mo	Richrdsn&Co	Nav.Co.Adria,Ld.	P28′B55′F31′	21·2		Aust.-Hung.	181NHP	
JQML		*ss*Fiu.No.2–13	943	*Spar dk*					Newcastle				FK	4*BHCem*	NDB92*refitted*06	
	1*Dk*(*Stl*)*&Spardk*(*Irn*)*&Webframes*			*withfreeboard* ✠						*WB*=*Cell D B*199′304*t*				*APT*21*t*	2SB,*4rf*,GS80,HS2868	
															Wghm Richardsn&CoNwc	
69	**Ralco**	SteelScK	228	✠100A1	Gms		8,14	1912	Cook, Wel-	G.F.Sleight	117·3	22·0	11·7	Grimsby	T.3Cy.12¼″,22″&35″–24″ (*s*)	12 ″ 6
132116	*W.Bell* –14		210	*StmTrawler*				1mo	t'n&Gemmell		Q59′			British	180lb 70RHP	
		1*Dk*	108	8,14					Ld.Beverley				BK7½″	4*BHCem*	1SB,*2pf*,GS35,HS1070	
				✠LMC1,12					*Lloyd's A&CP*						C.D.Holmes&Co.Ld.Hull	
70	**Raleigh**	SteelScSr	1185					1906	Maryland	BaltimoreSteam	222·5	33·0	21·3	Baltimore	T.3Cy.19″,30″&50″–30″	
203422			—						SteelCo.	PacketCo.				Utd.States	137NHP	
KVNS		2*Dks*	805						Sparro'Pt Md						MarylandStl.Co.Sparr'Pt.	
71	—	SteelPad	*125*	✠	Lon			1905	J.I.Thorny-	Soc.deSucrerie et	130·3	18·0	6·8		C.D.2Cy.16″&31″–36″	7 ″ 0
			118	*For River pur poses only*				5mo	croft&Co.Ld.	Raffinerie de				Belgian	53RHP	
	Elec.light	1*Dk*	57	5,08					Woolston	Pontelongo			FK	3*BHAsp*	1SB,*2pf*,GS27,HS730 FD	
				✠										*in E&Bspace*	Scott'sS.B.&E.Co.Ld.Grk.	
72	**Raloo**	SteelScSr	1012	✠100A1	Trn	*n*	7,16	1898	AilsaShip-	ShamrockShppg.	224·0	33·1	15·6	Belfast	T.3Cy.17⅞″,27½″&44″–33″	16 ″ 6
108627	*J.McBride* –14 *ss*Trn.No.3–6,10		790	7,16				9mo	buildingCo.	Co.Ld.	P23′Q52′B53′F26′			British	160lb *80lb* (*s*) 96RHP	s 1 ″ 3½
QKRT		*ss*Trn.No.1–14	396	✠LMC					Troon	(T.Jack,*Mgr.*)			FK&BK1″	4*BHCem*	1SB,*3cf*,GS59,HS2040	15 ″ 6
	Well deck	1*Dk*(*Irn*)*&deep framing*		MS5,14 BS5,16					A&CP	*WB*=*Cell DBa*50′	*u*E17′*f*83′286*t FPT*			45*t APT*64*t*	Muir&Houston,Ld.Gls.	
73	**Ralph Brocklebank**	SteelTwin	173			...		1903	Tranmere	ShropshireUnion	105·1	22·7	10·0	Chester	C.4Cy.14″&30″–20″	11 ″ 0
104479	*G.Howard* –03	ScSp	162						BayDevelop-	Rlwy.&CanalCo.				British	83RHP	
		1*Dk*	64						mentCo.Ld.				FK	*WB*	J.Jones&Sons,Liverpool	
									Birkenhead							
74	**Rama**	SteelTwinSc	1577	✠ A1	NNs		3,17	1905	SirJ.Laing	BluefieldsFruit&	255·0	38·1	14·0	N.Orleans	T.6Cy.15½″,25″&41″–27″ ( )	14 ″ 9
	Gibson 17–17	*ss*B.As.No.3–5,16	1012	7,17 ~~3,17~~	NOs			7mo	&Sons,Ld.	S.S.Co.	P59′B82′F60′			Utd.States	180lb *180lb* 234NHP	
LGMT	(*ex*Madrid)	1*Dk*(*Stl-p* teak s)	957	*Gulf of Mexico & Caribbean Sea*					Sunderland				FK	4*BHAsp*	2SB,*6cf*,GS116,HS4224	
	Elec.light Wireless			BS11,17 ✠LMC5,16				*Lloyd's A&CP*						*FPT*65*t*	N.E.MarineEng.Co.Ld.Sld	
75	**Ramapoora**	SteelPadSr	910					1887	A&J Inglis	BritishIndiaStm.	256·0	31·0	13·2	Glasgow	T.3Cy.29″,47″&70″–78″	
93382	*W.W.Wilson* –16		707						Glasgow	Nav.Co.Ld.	F32′			British	433NHP	
KMQH	*Elec.light*	2*Dks*	379												A.&J.Inglis,Glasgow	
76	**Rambler**	IronScK	162	✠100A1	Liv		N12,14	1898	Cook, Wel-	J.Duncan,Son&	105·4	20·7	11·0	Hull	T.3Cy.12¾″,19⅛″&32″–22½″	11 ″ 10
109034	*G.Richmond* –15	*ss*Liv.No.3–7,10	150	*Stm Trawler*				6mo	t'n&Gemmell	Co.	Q20′		BK7½″	British	170lb (*s*) 50RHP	
		1*Dk*	65	5,14					Hull					3*BHCem*	1SB,*2cf*,GS25,HS896	
				✠LMC12,14				*Lloyd's A&CP*							C.D.Holmes&Co.Hull	
Wrecked 10/17	**Ramfos**	SteelScSr	3726	~~✠100A1~~	PNl	*w*	9,15	1907	J.L.Thomp-	DenSkandinaviske	346·5	50·8	22·9	Chrstiania	T.3Cy.24½″,40″&66″–45″ (*s*)	25 ″ 6
	J.Jargenson –16	*ss*Xia.No.2–16	3412	11,16				2mo	son&Sons,Ld	ÖstAfrikaLinie	P23′B92′F32′			Norwegian	180lb *90lb* 307NHP	
MNCB	(*ex*Centenario,*ex*Wintringham)		2371						Sunderland	(Thor.Thoresen,Jr			FK	6*BHCem*	2SB,*8pf*,GS143,HS4600	
	1*Dk*(*pt Irn&pt Stl*)2*trB*,*deep framing*			~~B11,16~~ ~~✠LMC1,16~~				*Lloyd's A&CP*		Ld.Akties.*Mgrs.*)					J.Dickinson&Sons,Ld.Sld.	
	&Webframes 3*Dk rule*									*WB*=*Cell D*	*Ba* 119′*u*E23′*f* 146′			823*t APT*94*t*		
78	**Ramillies**	SteelScSr	2935	✠100A1	Lon	*t*	8,16	1892	W.Gray&	RamilliesS.SCo.Ld	314·9	40·6	22·4	Cardiff	T.3Cy.24″,38″&64″–42″ (*s*)	23 ″ 8
98425	*W.Knight* –13	*ss*Bel.No.3–12,05	2290	*pt Awng dk*				10mo	Co.(Lim.)	(J.Cory&SonsLd.)	P29′Q100′			British	160lb *100lb* NDB05 260NHP	s 8 ″ 7
MTBP		*ss*Shl.No.2–13	1904	*withfreeboard* 8,16					WHartlepool		*pt Awng dk*185′		FK	5*BHCem*	2SB,*6cf*,GS885,HS3820	22 ″ 5
	1*Dk*(*Irn*)*&Webframes&pt Awng dk*(*Irn*)			BS8,16 ✠LMC9,13					A&CP	*WB*=	*D Ba* 104′*f*120′551*t*			*APT*29*t*	CentralMar.E.W.,W.Hpl.	
79	**Ramleh**	SteelScSr	2663	✠100A1	Gls	*s*	~~10,16~~ 4,18	1891	Harvey&	Petersen&Co.Ld.	294·0	40·0	19·3	London	T 3Cy 23″,37½″&61½″–42″(*s*)	22 ″ 5
97888	*H.Swales* –16	*ss*Lth.2ndNo.3–2,09	1965	*pt Awng dk*				8mo	Co.(Lim.)		P29′Q82′			British	170lb *100lb* NDB06 260NHP	s 8 ″ 1½
MGSD		*ss*Lth.No.1–13	1694	*withfreeboard* 10,16					Hayle		*pt Awndk*183′ BK10″			6*BHCem*	2SB,*6rf*,GS130,HS4020	22 ″ 2
	1*Dk*(*Irn*)*&Webframes&pt Awng dk*(*Irn*)			~~Extra 7,16~~ ~~B11,16~~				*Lloyd's A&CP*		*WB*=*Cell D B*252′631*t FPT*				45*t APT*41*t*	Harvey&Co.(Lim.),Hayle	
				BS ~~8,16~~ BS10,16 ✠LMC10,13												
80	**Ramna**	SteelScK	108					1908	Akers	Chr.Salvesen&Co.	91·8	18·0	10·7	Leith	T.3Cy.11″,18′&29′–18′	
125482	*K.Skontorp* –13	(*Whaler*)	106						Mek.Værks.					British	4 RHP	
		1*Dk*	39						Christiania						AkersMek.Værks.Xia.	
81	**Ramoen**	SteelScSr	139					1912	Mjellem&	L.Vartdal	101·8	20·0	10·2	Aalesund	T.3Cy.9½″,15″&25″–18′	N
	L.Vartdal 12–12	(*Trawler*)	132						Karlsen					Norwegian	26NHP	
MHLF		1*Dk*	51						Bergen						Mjellem&Karlsen,Bergen	
82	**Ramon**	SteelScSr	2310	✠100A1	Bbo	*s*	~~9,16~~ 9,17	1899	W.Gray&	Cia.NavieraBachi	302·2	43·1	19·8	Bilbao	T.3Cy.22″,35″&59″–39″ (*s*)	22 ″ 3
	P.Ortiz 01–12	*ss*Shl.No.3–1,11	2117	~~9,17~~ ~~9,16~~			9,17	10mo	Co.Ld.	(Hijos de Astigar-	P27′B69′F29′			Spanish	160lb ~~50lb~~ 223NHP	s 3 ″ 8½
JFBH	(*ex*Sheppy Allison)	*ss*Bbo.No.1–15	1376						WHartlepool	raga,*Mgr.*)			FK	5*BHCem*	2SB,*6rf*,GS82,HS3445	18 ″ 10
	1*Dk*(*Irn*)*&deep framing*			BS9,16 ✠LMC9,15					A&CP	*WB*=*Cell D Ba*	*&uE*120′*f*124′643*t*			*APT*40*t*	Cen.Mar.Eng.Wrks.WHpl	
				BS9,17												
83	**Ramon Corral**	SteelTwinScCtr	103					1907	G.Ansaldo,	Cia.Zamorense de	91·9	19·8	6·4	VeraCruz	C.4Cy.9″&17″–10′	
	Arroyta –07		86						Armstrong&	Nav.				Mexican	15NHP	
		1*Dk*	59						Co St Ponente						Ansaldo,Armstrong,Smp.	
84	**Ramon de Larrinaga**	SteelScSr	*3058*	✠100A1	Liv	*v*	~~2,17~~	1889	C.Connell	~~Larrinaga&Co.Ld.~~	350·0	40·0	25·4	Bilbao	T.3Cy.26″,42″&68″–48″ (*s*)	28 ″ 3
	P.Bengoechea		*2773*	~~3,17~~ ~~1,17~~ 4,18 ~~C5 Bcl~~			9,17	2mo	&Co.	Hijos de JoséTaya	P48′B88′F40′			Spanish	150lb *80lb* 314NHP	s 5 ″ 5½
JFBK		*ss*Mch.2ndNo.3–10,14	*1983*	BS1,17 ✠LMC10,14					Glasgow	S.enC.			BK11″	2*BHCem*	2DB,*8cf*,GS168,HS4794	24 ″ 2
	2*Dks*(*Irn*)3*trB Inner bottom plating Irn*			BS~~2,17~~ 1,18				*Lloyd's A&CP*		*WB*=*Cell D*	*B*236′391*t*				J.&J.Thomson,Glasgow	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	6 7 Particulars of Classification. Character. / † for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned for Equipment Letter.	Date when tail shaft last seen.	8 9 Built. When / By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. / Breadth. / Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NIP=Horse power by Society's formulæ; RIP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of Flt. Cert.
85 JFBQ	**Ramon Mumbrú** IronScBg *E.Blanc* ssBlo.2ndNo.3–1,98 (*ex*Elguezabal,*ex*BallesterosNo.2, *ex*Derwent) 1*Dk*&*Spar dk*3*tr B*	1511 — 1153	† 4.01 ~~NB85~~	Lon	*p*		1873 6mo	Gilbert& Cooper Hull	DomingoMumbrú	239·3|32·7|17·3 24·7 BK8½″ *WB=DBa*62′	Barcelona Spanish	C.2Cy.30″&56″–36″ NDB97 146NHP 1SB,*4pf*,GS72,HS2466 *Cmp*73CDHolmes&CoHull	25 ″ 2	
86 T.Ylagan	**Ramoncita** WoodSc (*ex*Chicago,*ex*Bacolad) F&YM12,12 1*Dk*	201 — 114					1901	Kwong TuckChong HongKong	F.Tarnate	130·0|20·5| 7·0	Manila Utd.States	KwongTuckChong,HKg.		
87 JFBT	**Ramonita** IronSc3MstSr (*ex*Miguel,*ex*Moratin) *Mchy.Aft*	816 673 632					1872	Bowdler, Chaffer&Co. Liverpool	G.Ontañon	200·1|27·9|16·7	Bilbao Spanish	C.2Cy.23″&46″–24″ 86NHP J.Jones&Sons,Liverpool	17 ″ 3	
88 99144 MCPD	**Ramore Head** SteelScSr *H.S.Kane* –17 ssBel.2ndNo.3–3,17 *Elec.light.* Sub.Sig. 2*Dks*(*Stl*)3*tr B*	4585 4183 2952	†100A1 3,17 ~~BS8,16~~ †LMC3,17 ~~MS6,17~~	Bel	*x*	3,17	1891 4mo	Workman, Clark&Co.Ld Belfast	UlsterS.S.Co.Ld. (G.Heyn&Ss.*Mgs*)	402·1|44·7|27·8 B100′F49′ BK10″	Belfast British	T.3Cy.26½″,44″&72″–51″ (*s*) 170lb *90lb* 473NHP 6*BHCem* 160t*APT*30t	30 ″ 8 s 6 ″ 9 24 ″ 11	
89 112563 NTLR	**Ramornie** SteelTwinScSr *G.Towning* –16 *Elec.light* 1*Dk*	575 363 288			...		1902	A&J.Inglis Glasgow	NorthCoastSteam Nav.Co.Ld.	184·2|28·1| 9·6 P&B75′F34′ FK	SydnyNSW British	T.6Cy.9″,14″&23″–22″ 80RHP A.&J.Inglis,Glasgow	10 ″ 3	
90 132726 HWBC	**Ramos** SteelTwinScSr (*Cable Vessel*) *F.W.Pedder* –12 *Elec.light* Wireless 1*Dk*	272 188 91					1912	Napier& Miller,Ld. Glasgow	AmazonTelegraph Co.Ld.	123·4|25·1| 7·7 F20′ *WB*	London British	T.6Cy.8,12″&18″–12″ 98RHP Miller&McFie,Glasgow		C
91 115831 TKDS	**Ramsay** SteelScSr *M.J.Hudson* –16 ssCff No.3–6,15 2*Dks*(1*Stl*&*Upt Irn*&*pt Stl*) &*Web frames*	4318 3721 2768	†100A1 11,17 ~~12,16~~ ~~BS5,16~~ †LMC3,15 11,17	Bry Liv	*w*	3,16	1902 5mo	JLThomp- son&Sons,Ld. Sunderland	SutherlandS.S. Co.,Ld. (A.M. Sutherland,*Mgr.*)	351·5|49·3|25·8 P37′B106′F35′ FK	~~London~~ Newcastle British	T.3Cy.25″,40″&67″–45″ (*s*) 160lb ~~*160lb*~~ *140lb* 330NHP 6*BHCem* 2SB,*6cf*,GS102,HS5381 Richardsons,Westgarth& Co.Ld.Hpl.	28 ″ 5 s 5 ″ 0 23 ″ 10	
92 RSMD	**Ramses** SteelScSr *M.Vierth* –12 *Elec.light* Wireless 2*Dks*&*Shelter dk*	7128 6591 4449					1912	Flensburgr Schiffsb.Ges. Flensburg	Deutsche-Dmpfs- fahrtsGes. Kosmos	470·5|60·8|28·3 H— F50′ 36·6	Hamburg German *WB*	T.3Cy.31⅛″,50¾″&84″–53⅝″ 516NHP FlensburgerSchiffsb.Ges.		G
~~Sunk by Collision 1918~~ JKSR	**Ramsholm** SteelScSr *O.Bjørhovde*16–15 ssShl.No.3–7,99 (*ex*Ramfos,*ex*Phönix, *ex*Josephjohn) 1*Dk*(*Irn*) *Well deck* &*Web frames*(*Irn*)	2172 1602 1350	† 12.07	NYk	*r*		1889 1mo	W.Doxford &Sons Sunderland	TheShippingCon- troller(Capel&Co. (Newcastle&Hull) Ld.,*Mgrs.*)	280·0|38·2|18·3 P29′Q70′B126′F28′ FK	London British	T.3Cy.21″,35″&57″–39″ NDB04 197NHP 4*BHCem* 2SB,*6cf*,GS90,HS2852 W.Doxford&Sons,Sld.	21 ″ 0	N
94 3881 JMFV	**Ran** IronScSr *O.L.Svensson*15–15 (*ex*Mulgrave) ssMmo.2ndNo.3–11.07 *Well deck* ssGms.No.1–12 1*Dk*(*Irn*)2*tr B*	1592 1315 970	† 7,16	Lon	*q*		1883 11mo	JLThomp- son&Sons Sunderland	RederiaktiebHild (Ericsson& Horndahl,*Mgrs.*)	260·0|36·0|18·6 Q100′B58′F26′ FK	Norrköpng Swedish	C.2Cy.29½″&60″–39″ NDB05 180NHP 4*BHCem* 2SB,*6pf*,GS96,HS3066 J.Dickinson,Sunderland	19 ″ 8	V
95 LCDR	— SteelSc *J.Tinnbogason* (*Trawler*) 1*Dk*	263 222 105					1915	Schiffsbau Ges Unter- weser,Lehe	Akties.M.Blöndal	131·1|23·5|12·6	Reykjavik (Iceland) Danish	T.3Cy.12⅝″,20½″&32⅞″–22⅞″ 50NHP SchiffsbauGes.Unterweser		
96 3291 JKBC	— CompScSr *B.C.Johansson*92–98 *Mchy.Aft* 1*Dk*	176 147 77					1898	S.Groth Sjötorp	Ångf.Aktieb.Ran (T.Almén)	97·7|22·3| 9·5 P20′H6*t*	Jönköping Swedish	C.2Cy.9½″&21″–13½″ 13NHP LundbyM.V.Aktieb.Got.		
97	**Rana I.** SteelScSr *Elec.light* 2*Dks*	360					1916	Storviks Mek.Værks. Xiansund	Helgelandske Dampskibs.	140·1|23·2| 9·6	Trndhjem Norwegian	T.3Cy.13½″,22″&36″–22″ 61NHP StorviksM.V.Xiansund		
98 (*ex*Idaho) *Elec.light*	**Rancagua** SteelSc4MstSr *Barramonde* ssVpo.No.3–3,13 3*Dks*(2*Stl*)&*Shelter dk*(*Stl*)	6210 5784 3802	†100A1 3,13 ~~MS4,16~~ †LMC3,~~15~~ 6,17	Vpo	*ct*	~~3,13~~ 6,17	1898 4mo	C.S.Swan& Hunter,Ld. Newcastle	ChilianGovern- ment *WB=Cell* *DBa*117′*uE*&*B*70′	460·0|50·1|31·6 FK *f*192′1072*tDTa*30′	Valparaiso Chilian	T.3Cy.31″,52″&91″–60″ (*s*) 180lb FD 874NHP 6*BHCem* 2D&2SB*18cf*GS324HS12278 91t*APT*75t Wilsnd Slpwy.Co.Ld.Nwc	34″11	
99 208158 LBRK	**Rancocus** SteelSc (*Tug*) *Elec.light* 1*Dk*	106 — 71					1910	J.H.Dia- logue&Sons Camden,N.J.	HainesportMining &Transptn.Co.	79·0|20·0| 9·2	CamdenNJ Utd.States *WB*	C.2Cy.15″&30″–20″ 34NHP J.H Dialogue&Sn,Cmdn NJ		
~~Lost by War Loss~~ NQJC	**Randelsborg** SteelScSr *M.Schultz*96–12 (*ex*OttoRud) 1*Dk*	1551 1166 954					1907	Howaldts- werke Kiel	Dmpskselsk. Dannebrog (C.K. Hansen,*Mgr.*)	241·2|36·1|16·5 P13′Q73′B105′F29′ *WB*	Copnhagn Danish	T.3Cy.16¾″,29⅞″&42½″–29½″ 96NHP Howaldtswerke,Kiel		V
101 111338	**Randolph S. Warner** SteelScSr *Elec.light* *Mchy.Aft* 1*Dk* 2*tr B*	3062 — 2128					1901	Superior S.B.Co. W.Superior	CalumetTrans- prtn.Co. (M.A. Hanna&Co.*Mgrs*)	332·0|42·0|22·7	Cleveland Utd.States *WB*	T.3Cy.20″,33″&54″–40″ 184NHP SuperiorS.B.Co.		L
102 55 MCRW	**Randulf Hansen** SteelScSr (Captured and taken to Hamburg) *J.L.Johannessen* –15 ssSld.No.2–14 1*Dk*(*Stl–pt*ws)&*deep framing* *Elec.light*	1287 1110 750	†100A1 7,15 †LMC5,14	Bdx	*p*	5,14	1906 6mo	Fevigs Jernskibsbyg Fevig *Lloyd's*A&CP	Dpskacties RandulfHansen (Arth.H. Mathiesen) *WB=CellDBa*50′*uE*	246·2|35·6|17·8 P26′B70′F24′ FK 20′*f*102′284*t*	Chrstiania Norwegian *4BHCem*	T.3Cy.18″,29″&48″–33″ (*r*) 180lb *100lb* 159NHP 2SB,*4cf*,GS78,HS2650 Richardsons,Westgarth& *APT*51*t* Co.Ld.Mdb.	18 ″ 9 s 2 ″ 3 16 ″ 9	
103 PQWF	**Randwijk** SteelScSr *J.P.Groen* ssRot.No.1–16 *Elec.light* Sub.Sig. 1*Dk*(*Stl*)	2401 2222 1517	†100A1 ~~7,16~~ 2,18 ~~NNS~~ †LMC MS4,16 BS7,16	Rot	*s*	4,16	1912 7mo	Schpw.v. JanSmit,Czn. Alblasserdm A&CP	Stoomv.Maats. Randwijk(Erhardt &Dekkers) *Inter*	287·4|45·2|20·9 F34′P22′B74′ FK *mediate BH in fore*	Rottrdam Dutch *Cem*	T.3Cy.22½″,37″&62″–39″ (*s*) 160lb *100lb* 265NHP 2SB,*6cf*,GS128,HS4296 Maats.deSchelde,Flushing	23 ″ 1 s 3 ″ 4 20 ″ 1	
104 110612 RKGD	**Ranee** SteelScSr *J.A.Olsen* –16 ssCal.No.3–3,14 2*Dks*(*Stl–Uteaks*)&*Web frames* *Elec.light*	5660 5231 3634	†100A1 9,17 ~~2,17~~ ~~BS4,16~~ †LMC3,14 2,17	Bom Cal	*z*	3,17	1899 10mo	C.Connell &Co. Glasgow A&CP	AsiaticStm.Nav. Co.Ld. *WB=CellDBa* *f*193′1281*tDT*	420·0|51·2|29·5 P38′B90′F47′ FK 122′*uE*&*B*56′ a29′880*t FPT*114*t*	Liverpool British 7*BHCem* *APT*38*t*	*hold dispensed with* *WB=Cell* *DBa*86′*uE* 22′*f*118′605*tAPT*120*t* T.3Cy.26″,43″&71″–48″ (*s*) 180lb *100lb* 406NHP 2DB,*12cf*,GS231,HS6618 Dunsmuir&Jackson,Gls.	32 ″ 6 s 7 ″ 8 25 ″ 6	
105 136517 TWKQ	— SteelTwinScSr *Elec.light* 1*Dk*	790 477 317					1906	Schiffsw. v. Henry Koch Lübeck	StraitsS.S.Co.Ld.	180·5|32·2|11·2 P33′B27′F36′	Singapore British *WB*	T.6Cy.12¼″,20¾″&33½″–21⅜″ 102NHP J.F.Ahrens,Altona		

1 Numero d'Ordre / Numero Officiel / Signaux	2 Nom du Navire. Matériaux. Gréement. etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / Surveillance Speciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
106	**Ranee**	SteelScK	194	✠100A1	Gms		~~7,16~~	1900	Earle's Co. Ld. Hull	Bowering's Steam Fishing Co. Ld. (W. H. Beeley, *Mgr.*)	110·4	21·1	11·2	Grimsby British	T.3Cy. ~~H",17",&32"-29"~~ (*s*)	12 " 0	
113164	*G. H. Staples* –15	*ss*Gms. No.3–4,12	174	*Stm Trawler*			10,17	4mo			Q46'F18'		BK7½'		180lb 52RHP		
JMVF		*ss*Gms. No.1–16	78	9,17 ~~8,14~~ ✠NE10,17				*Lloyd's*							1SB.2*pf*,GS32,HS1000		
		1*Dk*		✠NB6,13 ✠LMC ~~6,16~~ 10,17				*A&CP*							GtCentral Co-operatives S.& E.Repg.Co.Ld.Gms.		
107	**Ranella**	SteelScSr	5590	✠100A1	Sng	*z*	~~4,15~~	1912	Swan, Hunter & Wigham Richardson, Ld Newcastle	Anglo-Saxon Petroleum Co. Ld. *WB= CellD BuE DT f50'521t*	406·4	51·3	28·9	London British *Cem*	T.3Cy.26½",43"&72"-48" (*s*)	31 " 0	
132715	*C. P. Arnold* –16	*ss*Sng.No.1–17	4970	~~9,13~~ ~~L17~~ 4,18 ~~NNeLon~~			2,17	5mo			P110'B33'F38'				180lb *100lb* 449NHP	s 6 " 3	
HVTG	*Mchy. Aft*	2*Dks* (*Stl*)	3494	~~BS5,15~~ ✠LMC1,17				*Lloyd's*			⚓B77'128t FK			15*BH*—	3SB,9*cf*,GS204,HS7740	25 " 2	
	Elec. light	⚓*Web frames*		*Carrying Petroleum in bulk*				*above* 1			*FPT* 72t *APT* 106t			10 *to U dk*	WllsndSlpwy.Co.Ld.Nwc.		
				Fitted for oil fuel 5,12				*F.P. a*						5 „ *M dk*			
108	**Ranenfjord**	SteelScSr	5404	✠100A1	N Yk	*y*	10,16	1908	Union Iron Works San Francisco	Den Norske Amerika Linje Akties.	383·3	50·0	25·8	Chrstiania Norwegian	T.3Cy.28",47"&78"-48" (*s*)	36 " 5	
	Ole Bull 13–16	*ss*N.Yk.No.2–16	5170	*Shelter dk*				4mo			B84'		FK		200lb *120lb* 577NHP	s 9 - 2	
MPNF	(*ex* Isthmian) 2*Dks* (*Stl*) ⚓*deep framing*		3461	*with freeboard*										6*BH Asp*	3SB,9*cf*,GS162,HS8127 FD	27 " 8	
	Elec. light Wireless	⚓*Shelter dk* (*Stl*)		6,17 ~~8,16~~ ✠LMC				*A&CP*		*Cell D B a* 117' *u E & B*	52' *f* 156' 1031t *FPT*			66t *APT* 26t	UnionIronWorks,S.Fo.		
	Sub. Sig.			*Fitted for oil fuel* 12,08			*F.P. a*	*above* 1									
				BS4,16 ~~MS10,16~~				50°F.									
109	**Rangeley**	SteelSc	652					1913	Bath Iron Works Bath, Me.	Maine Central R.R. Co.	185·1	35·6	13·5	Portland, Me. Utd. States	T.4Cy.16",26"&(2)30"-24"		
211290			—												88NHP		
LDBG		1*Dk*	282														
110	**Ranger**	WoodScSr	520					1871	A. Stephen & Son Dundee	Bowring Brs. Ld.	161·1	28·7	18·0	SJhnsNFL British	2Cy.		
64271	*W. Bartlett, Jr.* –16		493								F27t				70RHP		
WNHT	*Mchy. Aft*	2*Dks*	354														
111	—	CompScSr	409					1880	J. Elder & Co. Glasgow	Liv Assn. for Protcn of Com. Interests as respects Wrecked & Damaged Property	157·5	29·5	14·4	Liverpool British *WB*	T.3Cy.16½",27"&45"-27"		
102075	*F. Newton* –12		400												NE&B02 150NHP		
MWLK	Wireless	2*Dks*	134												Wrkman,Clark&Co.Ld Bel		
112	—	WoodSc	160					1882	..... Mystic, Conn	Fisheries Co.	121·0	20·2	10·2	Greenport N.Y. Utd. States			
110534			—														
			88														
113	**Rangoon Maru**	SteelScSr	5213	✠100A1	Kob	*y*	8,16	1908	Russell & Co. Pt. Glasgow	Nippon Yusen Kabushiki Kaisha	400·0	52·0	27·3	Tokio Japanese	T.3Cy.27",44"&73"-48" (*s*)	30 " 0	
15804	*Y. Kamoshita* –12	*ss*Kob.No.2–16	4582	*Spar dk*				9mo			P36'B120'F40'		FK		180lb *100lb* 471NHP	s 6 - 0	
MDJL	(*ex* Hillcrag, *ex* Bannockburn)		3844	7,17 ~~8,16~~ ✠LMC ~~8,16~~ 7,17				*Lloyd's*						1*BH to Mdk*	2SB,*Scf*,GS136,HS6576 FD	24 " 5	
	Elec. light	1*Dk* (*Stl*) ⚓*deep framing* ⚓*Spar dk* (*Stl*)						*A&CP*		*WB= Cell D Ba* 1228t *D*	134'*u* E24'*f* 171' *Ta* 35'886t *APT* 44t			5 „ *Sp* „ *Cem*	Rankin&Blackmore,Grk.		
114	**Ranheim**	SteelScSr	329					1913	Akers Mek. Værks. Christiania	Akties. Ranheims Papirfabrik	130·0	24·6	10·1	Trondhjm Norwegian	T.3Cy.11",18"&29"-18"		N
	S. Öien –13		232								P55t	H8t	F16t		36NHP		
MJRQ		1*Dk*	192											*WB*	AkersMek.Værks.Xia.		
115	**Rani**	WoodScSr	186					1907	D. Drake Sydney, N.S.W.	Colonial Sugar Refining Co. Ld. (E. W. Knox)	109·9	24·5	8·5	SydnyNSW British	T.3Cy.11½",18"&29½"-20"		
121191	*H. Low* –10		146												GourlayBros.&Co. 60RHP (Dundee) Ld.Dun		
TVQD		1*Dk*	78														
116	**Rannveig**	SteelSc	841					1916	Schiffsbau Ges. "Unterweser," Lehe	Skibs Akties. Rannveig (E. Rusten)	211·8	31·3	13·3	Bergen Norwegian			
	J. B. Jénsen –16		724								P31'B64'F23'						
MPCQ	(*ex* Gudrun)		483														
		1*Dk*															
117	**Ransom B. Fuller**	WoodPad	2329					1902	New England Co. Bath, Me.	Eastern Steamship Corporation	317·5	40·1	14·0	Boston Utd. States	B.1Cy.63"-132"		
111436			—								len10				351NHP		
KSCQ	*Elec. light* Wireless	1*Dk*	1617												W.&A.Fletcher,New York		
118	**Ranvik**	SteelScSr	5848					1911	Armstrong Whitworth & Co. Ld. Newcastle	Akties. Atlantis (Bernh. Hanssen, *Mgr.*)	445·5	57·7	24·5	Flekkefjrd Norwegian	T.3Cy.27",45"&75"-48"		N
	J. C. Kolderup 16–		5460								P130t	H117t	F29t		390NHP		
MHCN	*Elec. light*	*Longitudinal framing* 1*Dk* ⚓*Shelter dk*	3332											*WB*	N.E.MarineEng.CoLdNwc		
119	**Rapallo**	SteelScSr	~~3810~~ 3811					1917	Irvine's SB & D.D.Co.Ld. W Hartlepool	~~Furness, Withy & Co. Ld.~~ Gulf Line Ld.	350·0	51·1	24·0	Liverpool British	T.3Cy.25",40"&67"-45"		
140528											P31'B106'F39'				301NHP		
JQMB	*Elec. light*	1*Dk*	5494 ~~2873~~ 2370											*WB*	Richardsons, Westgarth& Co.Ld.Hpl.		
120	**Raphael**	SteelScSr	4699					1898	D&W Henderson & Co. Glasgow	Liv Brazil & R Plate SN Co Ld. (Lamport & Holt, Ld. *Mgrs.*)	380·0	50·2	27·8	Liverpool British	T.3Cy.27½",46"&74"-48"		C
109494	*T. R. James* –17		4282								P46'B98'F47'				379NHP		
QKMR	Wireless	2*Dks*	2899											*WB*	D.&W.Henderson&Co.Gls.		
121	—	IronPad	168					1879	Stbilimnto Tecnico Trieste	L. Mendl & Co.	125·0	21·0	10·0				
	S. Lichiardopulos 81–81	(*Tug*)	111											Aust.-Hung.	C.2Cy.25"&39"-42"		
			87												NB95 82NHP		
															StabilimentoTecnico,Tri.		
122	**Rapidan**	SteelScSr	4811					1907	Furness, Withy & Co Ld W Hartlepool	Furness, Withy & Co. Ld.	368·4	49·0	33·7	W. Hartlpl British	T.3Cy.25',40"&68"-48"		C
124334	*T. H. Webber* –15	(*ex* Clan Maciver,	3523											*WB*	Richardsons, Westgarth&Co.Ld.Hpl.		
HKPD	*ex* Rapidan)	2*Dks* ⚓*Shelter dk* 3*trB*	3736												320NHP		
123	**Rapide**	SteelPadSr	1195					1895	Société Cockerill Hoboken	Belgian Government	300·0	38·0	13·6	Ostend Belgian	C.2Cy.60"&108"-72"		
			904												825NHP		
GQDT	Wireless	2*Dks* 3*trB*	634												Soc.John Cockerill,Seraing		
124	—	SteelPadSr	175					1881	A Normand Havre	Cie. Normande de Nav. à Vap.	151·5	20·4	9·6	Havre French	C.2Cy.29½"&47"-38"		V
	Clouet –08		—												NB08 113NHP		
KSMV		1*Dk*	56												A.Normand,Havre		
125	**Rapids King**	SteelTwinSc	1801					1907	Canadian S.B.Co.Ld. Toronto, Ont.	Canada Steamship Lines, Ld.	239·0	40·0	25·5	Montreal British	T.8Cy.(2)15½",(2)24"& (4)30"-22"	168NHP	
122407	*G. Batten* –10		1801												CanadianS.B.Co.Ld.Trnto.		
	Wireless	3*Dks*	1199														
126	**Rapids Prince**	SteelTwinSc	1384					1910	Toronto Shipyards Ld. Toronto	Canada Steamship Lines, Ld.	196·6	37·0	22·6	Montreal British	T.8Cy.12½",20"&(2)22"-16"	102RHP	
130418	*S. Putnam* –11		916												J.InglisCo.Ld.Toronto		
	Elec. light	3*Dks*	955														
127	**Rapids Queen**	SteelTwinScSp	1307					1892	Delaware River Co. Chester, Pa.	Canada Steamship Lines, Ld.	194·4	33·3	8·8	Montreal British	T.6Cy.12½",19"&30"-15"		
101254	*J. P. Stephenson* –09	(*ex* Brockville,	738								rbt01&09				NB09 96RHP		
	Elec. light	*ex* Columbian) 3*Dks*	770												DelawareRiverCo.		

1 No. in Book. / Official No. / Code Letters	2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys.	3 No. of Decks, &c.	4 Register'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned / now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. / Ship. / Engines	9 Built. By Whom. / Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NP=Horse power by Society's formulæ; RP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in G. R. Date of last Trade Cert.
128 135699 JNQH	**Raranga** Steel Twin Sc Sr *A.J.Charman* 08–16 *Elec.light* 2 *Dks* (*Stl*) & *Shelter dk* (*Stl*) *Ref.Mchy.* *Tonnage opening closed 1917*		7956 ~~7441~~ ~~5078~~ 10040 7441 6490	✠100A1 *Shelter dk with freeboard* 7,17 ~~12,18~~ ✠LMC 11,16 ✠Lloyd's RMC ~~1915~~ 16 ~~1916~~ 12,17	Nwc Auk	e†		1916 12mo *Lloyd's*	Armstrong Whitworth & Co.Ld. Newcastle	Shaw,Savill& Albion Co.Ld.	478·0 | 63·2 | 31·2 B181′F51′ *on Shelter dk* FK *Cell D B* 415′ 1514*t*			S'thamptn British 9 *B H Cem* 4 *P T* 42*t*	Q.8Cy.23″,32″,45″&65″–48″ 220lb (*s*) 967 NHP 5SB,*20cf*,GS341,HS14475 FD N.E.Marine Eng Co Ld Nwc.	~~34~~ ~~4~~ ~~5~~ 6 ″ 6 ~~3~~ 3 ″ 3 42 ″ 10 s 13 ″ 0 ~~10~~ ″ 2	
129 115207 WHJN	**Rarawa** Steel Twin Sc Sr *W.Bark* –15 *ss* Auk.No.2–11 1 *Dk* (*Stl*–ws) & *Awng dk* (*Teak*) *Elec.light*		1077 984 451	✠ *Awng dk with freeboard* 10,12 ✠	Auk	*m*		1903 7mo	Gourlay Bros.& Co Dundee	Northern SS.Co Ld.	210·3 | 31·1 | 13·3 21·0 FK *WB* = *DT a* 13′			Auklnd NZ British 5 *B H Cem* 22*t F P T* 16*t*	T.6Cy.14″,23″&37″–24″ 198 NHP 2SB,*6cf*,GS113,HS3029 FD Gourlay Bros.& Co.Dundee	21 ″ 8	
130 9561 JTNL	**Rashu Maru** Steel Twin Sc Sr Sub.Sig. (*ex* Argun) *Elec.light* 1 *Dk* & *Spar dk* & *deep framing*		2461 1887 1419			…		1901	Akt.Ges. "Neptun" Rostock	Imperial Government (Dpt. of Communications)	275·0 | 41·5 | 14·4 P32′B106′F40′ 21·8 FK *WB*			Yokohama Japanese	T.6Cy.20⅞″,35½″&55½″–35½″ 426 NHP A.G. "Neptun," Rostock	24 ″ 0	
131 WLFQ	**Rask** Steel Aux Sc 4 Mst Sr *M.Anstad* 16–16 *Oil Eng.* *Mchy.Aft* (*ex* Hjalmar Sörensen) 1 *Dk* (*See Sailing Ship Register*)		556 438 316					1915	P.Ph. Stuhr's Msk& Skbs Aalborg	Dmpsk.Acties. "Rask" (Sigv.& Joh.Rasmussen)	168·6 | 33·2 | 10·9 P22′B18′F19′			Haugesnd Norwegian *WB*	Oil Engine 4 Cy.16½″–18 3/16″ J&C G Bolinders Co Ld.Skm		V
132 97615 LQKF	**Rasmara** Steel Pad Sr *H.Brown* –16 *Elec.light*		892 671 372					1890	A&J Inglis Glasgow	British India Stm. Nav.Co.Ld.	256·3 | 31·1 | 13·2 P39*t*			Glasgow British	T.3Cy.29″,47″&70″–78″ 433 NHP A.&J.Inglis,Glasgow		
133 QJLR	**Rastede** Steel Sc *J.Niemeyer* (*Trawler*) *Elec.light* 1 *Dk*		205 164 64					1907	J.Frerichs & Co.A.G. Einswarden	Hochseefischerei J.Wieting,Akt. Ges.	117·5 | 22·6 | 9·1 Q64′F21′			Brmrhavn German *WB*	T.3Cy.11 11/32″,17 29/32″&29 3/64″–22 3/64″ 42 NHP J.Frerichs&Co.A.G.		G
134 RSMW	**Rat Kirchenpauer** Steel Sc *K.Kossack* –12 (*Trawler*) *Elec.light* 1 *Dk*		210 175 61					1912	G.Seebeck Akt.Ges. Geestemünde	Cuxhavener Hochseefischerei Akt.Ges.	120·7 | 22·6 | 8·6 Q61′F21′			Cuxhaven German *WB*	T.3Cy.11 3/8″,18 7/16″&30 5/16″–22 1/16″ 42 NHP G.Seebeck A.G. Gstmnde		G
135 129379	**Ratapiko** Steel Sc K *W.T.Annison* –13 1 *Dk*		247 244 91	✠100A1 *Stm Trawler* 4,14 ✠LMC 3,12 ~~Examined 1913~~	Abn		4,14	1912 3mo *Lloyd's*	J.Duthie Torry S.B.Co. Aberdeen	J.G.Smith	120·3 | 22·6 | 12·6 BK 7½″			Aberdeen British *WB*	T.3Cy.12½″,21″&34″–24″ (*s*) 180lb 79 NHP 1SB,*3pf*,GS54,HS1464 W.V.V.Lidgerwood,Gls.	13 ″ 6	
136 121234 HCMP	**Rathlin** Steel Sc Sr *G.Hunter* –16 2 *Dks*		1321 1008 588					1905	W.Beardmore & Co.Ld. Glasgow	Clyde Shppg.Co.Ld (W.Cuthbert *Mgr*)	252·2 | 35·1 | 17·1 P&B156′F51′			Glasgow British *WB*	T.3Cy.25″,40″&65″–48″ 293 NHP W.Beardmore&Co.Ld.Gls.		C BT till 5,17
137 110510 RKVF	**Rathlin Head** Steel Twin Sc Sr *W.J.Campbell* –17 *ss* Bry.No.3–4,12 *Elec.light* *ss* Bry.No.1–17 Sub.Sig. 2 *Dks* (*Stl*) 3 *tr B & W b frames* *Carrying fuel oil F.P.above 150°F.in D.B.*		7378 6461 4795	✠100A1 3,18 ~~4,17~~ ~~BS6,17~~ ~~BS6,18~~ ✠LMC MS4,17	Bry	c†	4,17	1899 12mo *Lloyd's*	Workman, Clark &Co.Ld Belfast	Ulster S.S.Co.Ld. (G.Heyn&Ss. *Mgs*) *WB* = *Cell D B a* 153′ *u*	469·0 | 53·4 | 32·3 *E* & *B* 75′ *f* 158′ 1270*t* FK&BK 3″			Belfast British 8 *B H Cem* *A P T* 180*t*	T.6Cy.19½″,32″&54″–45″ (*s*) 200lb *200lb* 520 NHP 3SB,*9rf*,GS177,HS7180 FD Wrkman,Clark&Co.Ld Bel	35 ″ 5 s 8 ″ 3½ 27 ″ 8	BT till 5,17
138 123136 HMRN	**Rathmore** Steel Twin Sc Sr *P.Sorge* *Elec.light* Wireless Sub.Sig. 2 *Dks*		1569 1089 634			…		1908	Vickers,Ss. &Maxim,Ld. Barrow	L.&N.W.Rlwy.Co.	299·5 | 40·2 | 14·8 P75′B126′F68′ FK&BK 1″			Dublin British *WB*	T8Cy(2)25″(2)37″&(4)41″–30″ 742 NHP VickersSs.&Maxim Ld Brw	15 ″ 9	BT till 5,17
139 98735	**Rattler** Iron Sc Yl *J.W.Walsh* –15 *ss* Flt.No.3–7,03 *ss* Flt.No.1–07 1 *Dk*		149 142 55	✠ *Stm Trawler* 10,11 ✠	Flt			1891 5mo	Mackie& Thomson Glasgow	J.Marr&Son,Ld. (J.A.Robertson, *Mgr.*)	100·5 | 20·5 | 10·7 Q19′F19′ pt ND03 BK 7½″			Fleetwood British 3 *B H Cem*	C.2Cy.16″&32″–22″ 45 RHP 1SB,*2pf*,GS30,HS690 Muir&Houston,Glasgow	11 ″ 11	
140 110860 SDML	**Rattray** Steel Sc K *J.H.Fish* –16 *ss* Abn.No.1–05 1 *Dk*		182 171 71	✠ *Stm Trawler* 11,07 ✠	Abn			1900 12mo	Hall,Russell&Co.Ld. Aberdeen	Rattray Stm.Fishg Co.(H.Rachkind)	110·2 | 21·2 | 11·4 BK 7½″			Grimsby British 3 *B H Cem*	T.3Cy.11½″,19″&33″–22″ 59 RHP 1SB,*2pf*,GS32,HS969 Hall,Russell&Co.Ld.Abn.	12 ″ 1	
141 129414 HWPT	**Rattray Head** Steel Sc Sr *J.Whitehead* –17 *ss* Lth.No.1–17 *Well deck* 1 *Dk* (*Stl*) *Mchy.Aft*		252 206 99	✠100A1 ~~10,17~~ ~~8,16~~ ✠LMC ~~S12~~ 16,17	Shl Lth	*d*	~~7,15~~ 10,17	1912 8mo *Lloyd's*	Scott& Sons Bowling	A.F.Henry& J.MacGregor,Ld.	128·7 | 22·1 | 9·2 Q44′B7′F18′ BK 7″			Leith British 3 *B H Cem* *D T f* 9′17*t*	C.2Cy.15″&32″–24″ (*s*) 135lb 80 RHP 1SB,*2pf*,GS40,HS1315 Gauldie,Gillespie&Co.Gls.	10 ″ 0 s ″ 10 9 ″ 10	
142 QJGW	**Rauenfels** Steel Sc Sr *H.Kückens* *ss* Ham.No.1–11 *Elec.light* 1 *Dk* (*Stl*) & *Spar dk* (*Stl*–*pt* teak s) & *deep framing* Wireless		5472 5261 3523	✠ — 2,16 *Spar dk*	Ham	*a*†		1907 1mo	Swan,Hunter&Wigham Richardson, Ld Newcastle	Deutsche-Dmpfsfahrts.Ges.Hansa	421·9 | 55·3 | 20·3 P61′B123′F46′ 28·4 FK			Bremen German 6 *B H only Cem*	Q.4Cy.24″,34″,51″&74″–54″ 528 NHP 3SB,*9cf*,GS168,HS7014 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc.	31 ″ 2	
	Now named "Lages," See No. 36 in Supplement									*WB* = *Cell D B a* *f* 186′ 1100*t* *Tween d*	138′ *u* *E* 25′ *k tanks a* 46′ 470*t* *f* 42′			480*t* *F P T* 65*t*			
143	**Rauha** Wood Aux Sc Sr *Johansson* *Motor* 1 *Dk* (*See Sailing Ship Register*)		134 127 124					1907	J.Kelkka, Neuvattoma, Wiborg	O.Y.Motorseglare Aktieb.	87·3 | 22·2 | 10·4			Åbo Russian	Motor 4 Cy.5½″–7″		V
144 JRQV	**Rauma** Steel & Iron Sc Sr *P.Vestvik* 1 *Dk*		120 95 67					1889	Akers Mek. Verkst Christiania	Romsdals Dpskslsk (U.Möller, *Mgr.*)	96·9 | 16·1 | 10·0 B18*t* H7*t*			Molde Norwegian	T.3Cy.8½″,13″&21½″–15″ NB06 18 NHP Akers Mek. Verks.,Xia.		N
145 202681 KVDM	**Ravalli** Wood Sc Sr *L.A.Nelson* 1 *Dk*		998 — 777					1905	H.D.Bendixen S B.Co. Fairhavn,Cal	Pacific Coast Co. (Pacific S.S.Co. *Mgrs.*)	186·2 | 38·1 | 14·8			New York Utd. States	T.3Cy.11″,18½″&32″–24″ 50 NHP Fulton E.&S.B.Wrks.S.Fo.		
146	**Ravana** Steel Twin Sc *Elec.light* 2 *Dks*		120					1916	India Gen. Nav.&Rly.Co Ld. Calcutta	India General Nav. &Rly.Co.Ld.	105·5 | 22·5 | 6·5			Calcutta British	C.4Cy.9″&18″–11″ J.King&Co.Calcutta		
147 90925 HGVJ	**Ravelston** Steel Sc Sr *R.McGregor* –06 *ss* Cff.No.2–15 1 *Dk* (*pt Irn* & *pt Stl*) & *deep framing*		2085 1935 1316	✠100A1 8,17 ~~8,16~~ ✠LMC MS9,15 BS8,~~16~~ 8,17 *Intermediate bulkhead in fore hold dispensed with*	Cff	*s*	8,16	1906 8mo *Lloyd's*	W.Gray& Co.Ld. W Hartlepool	Ravelston S.S.Co. Ld. (Gillespie& Nicol, *Mgrs.*) 4 *B H only*	288·0 | 43·1 | 18·8 P29′B76′F31′ FK *WB* = *Cell D B a*			Grngemth British *Cem*	T.3Cy.21½″,34″&57″–39″ (*s*) 160lb *90lb* 219 NHP 2SB,*6pf*,GS92,HS3532 Cen.Mar.Eng.Wrks.WHpl *f* *u* *E* 116′ *f* 122′ 629*t* *A P T* 71*t*	21 ″ 2 s 3 ″ 2½ 18 ″ 4	
148 136715 JHBG	**Raven** Steel Sc Sr *G.K.Field* –14 *Elec.light* 1 *Dk* (*Stl*) *Mchy.Aft* & *Shelter dk* (*pt Stl*–ws)		1337 981 660	✠100A1 *Shelter dk with freeboard* 8,17 ~~10,14~~ ✠LMC 10,14	Trn Lon	*p*	8,17	1914 10mo *Lloyd's*	Ailsa S.B. Co.Ld. Troon	General Stm.Nav. Co.Ld. *WB* = *Cell D B*	250·2 | 37·2 | 14·2 FK *f* 163′ 262*t* *F P T* 20*t*			London British 4 *B H Cem* *A P T* 20*t*	T.3Cy.22″,35″&59″–39″ (*s*) 180lb 266 NHP 2SB,*6cf*,GS126,HS4516 Ailsa S.B.Co.Ld.Troon	16 ″ 6 s ″ 7½ 16 ″ 2	

1 Numéro d'Ordre / Numéro Officiel / Signaux	2 Nom du Navire. Matériaux, Gréement, etc / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnages Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expire. Lettre d'Enlèvement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. pc.
149 123217	**Raven** *W.Jackson* –13	**SteelScK** 1*Dk*	172 161 65	✠ *StmTrawler* 8,07	Hul			1906 1mo	GooleS.B. &RepgCo.Ld. Goole	KelsallBros.& Beeching.Ld. (G.Beeching& JEAKelsall, *Mgrs*)	110·3 P23′	21·1 B40′	11·2 F28′ BK7½″ *WB*=	Hull British	T.3Cy.12″,18″&30″–21″ 51RHP 1SB,*2pf*,GS24,HS900 *5 BHCem DTf23′40t* Earle'sCo.Ld.Hull	12 ″ 0
150 95206 KTRF	**Ravenna** *J.Rosie*10–15	**SteelSc3MstSr** *ss*Lth.2ndNo.3–8,13 2*Dks*(1*Irn*) *ss*Shl.No.1–17	1169 1073 713	✠100A1 2.17 ~~8,16~~ 8,16,18 ~~BS8.16~~ ✠LMC~~8.15~~ 9,17	Shl Xia	*o*	~~2,15~~ 2,17	1888 8mo *Lloyd's SA&CP*	Ramage& Ferguson Leith	London&Edin-burghShipping Co.Ld.	248·9 P23′B40′F28′ *WB*= *FPT*30t	33·2 BK9″	17·0 *6 BHCem MT*38′340t	Leith British	T.3Cy 18″,30″&48″–36″ 150lb *55lb* 134NHP 1SB,*3rf*,GS62,HS2032 Ramage&Ferguson,Leith	18 ″ 4 s 2 ·10 16 ″ 6
151 1 RPKD	— *L.Gennari* –09 (*ex*Psyche)	**IronScSr** 1*Dk*	402 291 229					1883	Stabilmnto Tecnico Trieste	Cognoni&Casadi	171·6	23·1	10·8	Ravenna Italian	C.2Cy.22″&39¾″–24″ 65NHP StabilimentoTecnico,Tri.	
152	**Ravensberg** (*ex*Rolandseck)	**IronScSr** 1*Dk*2*trB*	742 661 539					1882	J.W.Kla-witter Danzig	J.W.Paulin&Co.	193·5 B48′	30·2 F22′	13·2 *WB*	Wiborg Russian	C.2Cy.20½″&41″–21½″ NB88 65NHP F.Schichau,Elbing	
153 KJWV	— *E.Deterding*	**SteelScLr** 1*Dk*	168 165 85					1911	J.L.Meyer Papenburg	GrosserKurfürst Heringsfischerei A.G.	99·1	23·1	10·5	Emden German	C.2Cy 9½″&18½″–12⅝″ 10NHP J.L.Meyer,Papenburg	G
154 111284 KPSW	**Ravenscraig** *J.F.Block* *Mchy.Aft* *Elec.light*	**SteelSc** 1*Dk*&*Spardk*	2402 — 1507					1900	JenksS.B. Co. PortHuron	EasternCoalCo.	243·5	43·2	23·8	Duluth Utd.States *WB*	T.3Cy.17½″,28″&47″–40″ 140NHP JenksS.B.Co.	
155 107039 RLSD	— *J.J.Tait* –07 *Mchy.Aft* *Well deck*	**SteelScSr** *ss*Dun.No.3–8,11 *ss*Hul.No.1–15 1*Dk*(*Irn*)	330 258 132	✠100A1 6,16 BS5,17 ✠LMC10,15	Hul	*e*	10,15	1899 11mo *Lloyd's SA&CP*	Dundee Ship builders' CoLd Dundee	WearStm.Ship-pingCo.(1917)Ld (T.Rose, *Mgr.*)	135·0 Q48′B10′F15′	23·1 BK6″	11·0 *WB*= *FPT* 32t *APT*2t	Kirkcaldy British	C.2Cy.13½″&34″–27″ (*s*) 120lb *80lb* 50RHP *3 BHCem* 1SB.*2pf*,GS35,HS1089 Cooper&Greig,Dundee	11 ″ 10 s ·11 11 ″ 6
156 109782 RCLT	**Ravenshoe** *J.H.Vanstone* –13	**SteelScSr** *ss*Cff.No.3–10,11 *ss*Shl.No.1–15 1*Dk*(*pt Irn*&*pt Stl*)2*trB*&*deep framing*3*Dk rule*	3592 3395 2351	✠100A1 ~~12,17~~ 12,17 MBS1,17 ✠LMC9,15	Cff Gls	*w*	~~8,9,15~~ 12,17	1899 4mo *Lloyd's SA&CP*	Nrthumbr-landS.B.CoLd Newcastle	Seville&U.King-domCarryingCoLd (J.Cory&Sons.Ld. *Mgrs.*) *WB*=	340·0 P33′B94′F36′ FK *CellDBa*104′/146′7	48·1	24·8 *6 BHCem* 40t *APT*142t	Cardiff British	T.3Cy.24″,39″&66″–45″ (*s*) 160lb *90lb* NDB16 301NHP 2SB,*6pf*,GS104,HS4664 T.Richardsn&Sns.Ld.Hpl.	27 ″ 4 s 4·10½ 22 ″ 10
157 122826 HDGR	**Ravenstone** *J.Begg*08–15	**SteelScSr** ~~ssGms.No.2–14~~ 1*Dk*(*pt Irn*&*pt Stl*)2*trB* &*deep framing*3*Dk rule* *ss*Liv.No.3–1,18	3049 2859 1946	✠100A1 ~~1,18,8,16~~ 6,18 ~~Lrr~~ Npt ~~BS8.16~~ ✠LMC~~5.15~~ 7,18	Lon	*v*	~~4,15~~ 2,18	1905 9mo *Lloyd's SA&CP*	BlythS.B. Co.Ld. Blyth *WB*= *Cell DBa* 108′	Chr.Salvesen&Co.	330·4 P29′B168′F30′ FK *uE*&*B*38′/136′762t	47·2	21·8 *5 BHCem APT*44t	Newcastle British	T.3Cy.24″,40″&65″–42″ (*s*) 180lb *100lb* 289NHP 2SB,*6rf*,GS118,HS4345 Blair&Co.Ld.Stockton	24 ″ 5 s 3 ·4 21 ″ 5
158 98821	**Ravenswood** *J.J.Ashford* –14	**SteelPadSk**	345 317 123					1891	SMcKnght &Co. Ayr	P.&A.Campbell Ld	215·0 Q12′ *Saloon dk*153′	24·1	8·5	Bristol British	C.2Cy.25½″&50″–54″ NE&B09 153NHP Barclay,Curle&Co.,Gls.	
sunk by collision 9.17 **159** 98736 JCGD	**Ravensworth** *W.D.Penkins* 17 *Well deck*	**IronScSr** *ss*Sws.2ndNo.3–5,08 1*Dk*2*trB*	801 638 480	~~✠100A1~~ 11,15 ~~Examined 6.17~~ ~~BS8.17~~ ✠LMC~~9.15~~	Sws	*k*	~~N11,16~~ 7,17	1883 9mo *Lloyd's SA&CP*	J.Priestmn &Co. Sunderland	HarriesBros.&Co. *WB*=	195·0 Q101′B20′F24′ BK7½″ *DBa*46′/53′140t	30·3	14·3 *4 BH pt Cem pt Asp*	Newcastle British	C.2Cy.26″&48″–30″ (*i*) 80lb *100lb* NDB10 90RHP 1SB,*3pf*,GS49,HS1600 N.E.MarineCo.(Lim.)Nwc	14 ″ 11 ~~s 1 5~~ ~~11 ″ 8~~
160 124393 HMJW	**Ravonia** *J.T.Skinner* –17 *Well deck* *Mchy.Aft*	**SteelSc3MstSr** *ss*Nwc.No.2–16 1*Dk*(*Stl*)	703 511 278	✠100A1 7,17 ~~2,17~~ BS7,17 ✠LMC7,16	Nwc Shl	*j*	~~7,16~~ 7,17 N12,17	1908 3mo *Lloyd's SA&CP*	R.William-son&Son Workington	CommercialGas Co. *WB*=	182·7 Q101′B11′F22′ FK *DBf* 101	27·9	12·3 *3 BHCem* 138t *FPT*53t	London British	T.3Cy.14″,25½″&41″–30″ (*s*) 160lb ~~90lb~~ *80lb* 85RHP 1SB,*3pf*,GS58,HS2048 Ross&Duncan,Glasgow	14 ″ 7 s ·10 14 ″ 0
161 122955 HGNS	**Rawcliffe** *H.G.H.Miller* *Elec.light*	**SteelScSr** *ss*Goo.No.2–14 1*Dk*(*Irn*)*deep framing*	866 727 518	✠100A1 2.16 BS5,16 ✠LMC7,14	Lth	*m*	2,15	1906 6mo *Lloyd's SA&CP*	J.Crown& Sons,Ld. Sunderland	Lancs&YorksRly. Co. *WB*= *Cell DBa* 48′	215·0 P21′B50′F24′ FK *uE*19′/94′249t *FPT*	32·6	12·8 *4 BHCem* 22t *APT*49t	Goole British	T.3Cy.17″,28½″&46″–33″ (*s*) 180lb *80lb* 99RHP 1SB,*3cf*,GS59,HS2131 MacColl&Pollock,Ld.Sld.	15 ″ 3 s1 ·9½ 13 ″ 9
162	**Rawson** *Thompson* –17 *Elec.light* Wireless	**SteelScSr** *ss*BAs.No.1–15 2*Dks*(*Stl*)	*3101* *2413* *1958*	✠100A1 2.17 ✠LMC8,15 *Now trading "Oregon." See No. 8 in S*	N Yk	*u*	2,17	1911 11mo *Lloyd's SA&CP*	SirJ.Laing &Sons,Ld. Sunderland	Cia.Argentina de Nav.(Nicolas Mihanovich) Ltda. *DBa*94′*uE*&	325·0 P33′B148′F36′ *WB*= *Cell* *B*44′/158′568t *FPT*	44·0	22·6 *5 BHCem* 36t *APT*17t	Mnte Video Uruguayan	T.3Cy.25″,41″&68″–45″ (*s*) 180lb *100lb* 455NHP 2SB,*6cf*,GS137,HS6930 FD Richardsons,Westgarth& Co.Ld.Mdb.	25 ″ 0 s 3 ·5½ 21 ″ 11
163 136753 JHRN	**Ray** *R.H.Cook* –15 *Well deck* *Mchy.Aft*	**SteelSc3MstSr** 1*Dk*(*Stl*) *Cargo battens not fitted*	666 462 335	✠100A1 5,17 ~~8,16~~ ✠LMC1,15	Goo Hul	*i*	5,17	1915 1mo *Lloyd's SA&CP*	Dundee S.B.Co.Ld. Dundee	M.A.Ray&Sons *WB*= *Cell*	170·1 Q96′B15′F22′ BK8″ *DBf* 101′/141t *FPT*	29·0	11·3 *3 BHCem* 55t *APT*5t	London British	T.3Cy.15″,25″&41″–27″ (*s*) 180lb *100lb* 84RHP 1SB,*3pf*,GS58,HS1915 Earle'sCo.Ld.Hull	13 ″ 6 s ″ 7 13 ″ 8
164 102131 NHSC	**Rayford** *H.Richmond* –16 (*ex*BlancheRock) *Well deck* *Mchy.Aft*	**SteelSc3MstSr** ~~ssAyr No.3–9,05~~ ~~ssArd.No.2–13~~ 1*Dk*(*Jrn*) *ss*Ard.andNo.3–9,14	471 343 186	✠100A1 ~~2.16~~ 12,17 ✠NB10,15 ✠LMC~~3.15~~ 8,17	Shl Ard	*g*	~~8,15~~ 8,17 N12,17	1894 2mo	AilsaShip-buildingCo. Troon A&CP	RayfordShipping Co.Ld (Mann,Mac-neal&Co.Ld. *Mgrs.*) M.Taylor *WB*	162·0 Q89′B10′F24′ BK7″ *DBf* 10′20t *FPT*	25·6	11·5	Glasgow British *3 BHCem* 18t *APT*10t	C.2Cy.17″&42″–30″ (*s*) 415lb 73RHP 1SB,*3pf*,GS51,HS1492 Muir&Houston,Glasgow	12 ″ 7 s ·6½ 12 ″ 9
165 203448 KVPF	**Raymond** *J.Kittleson* –12	**WoodScSr** 1*Dk*	595 — 350					1906	EH.Heick-endorff Prosper,Or.	Sudden& Christenson	182·4	38·0	13·0	S.Frncisco Utd.States		
166 MBHC	— *A.Blonde*06–12 *Elec.light* (*ex*Jacqueline)	**SteelSc** (*Trawler*) 1*Dk*	221 197 76					1910	Soc.Anon. Jhn.Cockerill Hoboken	Pêcheries à Vap. (Soc.Anon.) (John Bauwens, *Mgr.*) *WB*	115·8	21·6	12·7	Ostend Belgian	T.3Cy.12″,20′&32″–23″ 49NHP Earle'sCo.Ld.Hull	V
167 208505	**Raymond J. Anderton** *M.Leman* *Elec.light*	**WoodSc** 1*Dk*	291 — 141					1911	R.Palmer& SonS.B.& M.Rly.Co. Noank,Conn.	AtlanticFertilizer &OilCo.	139·6	23·7	11·6	Greenport Utd.States	C.2Cy.18′&38″–26″ 61NHP A.Miller&BroJrseyCtyNJ	
168 138959	**Raymont**	**SteelScK** 1*Dk*	226 219 109	✠100A1 *StmTrawler* 7.16 ✠LMC7,16	Hul			1916 7mo *Lloyd's*	Cook,Wel-t'n&Gemmell Ld. Beverley	~~Aldersyde Steam Fishing Co.Ld. (B. Beacock, *Mgrs.*)~~ Great Northern S.S. Fishing Co.Ld.	117·0 Q61′F16′	22·0	12·7 BK7½″ *4 BHCem*	~~Grimsby~~ Hull British	T.3Cy.12″,21′&34″–24″ (*s*) 200lb 74RHP 1SB,*3pf*,GS31,HS1268 Amos&Smith,Ld.Hull	13 ″ 7
169 210519 LCNT	**Rayo** *Lingo* (*Carrying Petroleum in bulk*) *Elec.light* Sub.Sig. *Mchy.Aft* Wireless	**SteelScSr** *Fitted for ... fuel* 2*Dks* ... *ames*	3664 3168 2223				...	1912	NewYork S.B.Co. Camden,NJ.	StandardTrans-portationCo.	321·7 P116′B30′F43′ FK	46·2	27·5 *WB*	NewYork Utd.States	T.3Cy.21′,35′&58″–42″ 318NHP NewYorkSBCo.CamdnNJ	27 ″ 0

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L. R. Date of Roof Trade Cert.
170 134737 HWLD	Rayon d'or *M A Olesen* –17 SteelScK ~~*C P Iuncan H C Knudsen* –17~~ *Elec.light* *ss* Hfx.No.1–17 1*Dk*	342 319 191	✠100A1 *StmTrawler* 6,11 ~~5,16~~ ✠LMC~~8~~6,17	Hfx		~~9,16~~ 6,17	1912 8mo *Lloyd's*	Cook, Welt'n&Gemmell Ld. Beverley *sA&CP*	GoldenRayFshg. Co.Ld.	140·0|24·1|13·0 Q81′ BK7½″ *WB=*	Halifax N.S. ~~Grimsby~~ British *4BHCem* *DTf8′25t*	T.3Cy.13″,22½″&37″–24″ (*s*) 200lb 68RHP 1SB,*3pf*,GS40,HS1557 Amos&Smith,Ld.Hull	13 ″ 10	
171 133700	Rayvernol SteelScK *W.Nightingale* –12 1*Dk*	221 195 85	✠100A1 *StmTrawler* 4,12 ✠LMC4,12	Mdb			1912 4mo *Lloyd's*	Smith's DockCo.Ld. Middlesbro' *sA&CP*	TheAdmiralty	120·0|22·0|11·7 Q69′F19′ BK7½″	Milford British *3BHCem*	T.3Cy.12½″,20″&34″–24″ (*s*) 180lb 70RHP 1SB,*3pf*,GS41,HS1501 MacColl&Pollock,Ld.Sld.	12 ″ 6	
172 341 RPKM	Re d'Italia SteelTwinScSr *A.Pinceti* 07–12 Wireless *Elec.light* *Ref.Mchy.* 2*Dks&Shelter dk*	6237 4110 3982			…		1907	Sir J. Laing &Sons,Ld. Sunderland	"Lloyd Sabaudo," Soc.Anon.per Azioni	430·0|52·7|25·0 FK	Genoa Italian *WB*	T.6Cy.24″,39″&64″–45″ 869NHP G.Clark,Ld.Sunderland	27 ″ 10	CI
173 392 RPLC	Re Vittorio SteelTwinSc *A.DiBartolo* 96–11 Wireless *Elec.light* 3*Dks&Shelter Dk*	7977 — 4363					1907	N.Odero& Co. Genoa	Nav.Gen.Italiana	476·7|53·3|30·3	Genoa Italian *WB*	Q.8Cy.23⅜″,33⅛″,49⅜″&72½″–51½ 759NHP N Odero&Co.Genoa		I
174 136968 JHNR	Reading SteelScSr *W.Bartlett* –16 1*Dk(Stl)&Shelter dk(Stl)*	3801 3627 2396	✠100A1 *Shelter dk* ~~Nov.~~ Sws *withfreeboard* ~~6,13 6,16~~ ✠LMC1,15 *Carrying freeboard 1·1 abaft 150′ from F.inD.B.*	Bom	*x*	~~N~~6,17	1914 11mo *Lloyd's*	Nthmblnd S.B.Co.Ld. Newcastle *sA&CP*	Seville&U.Kingdom CarryingCoLd (J.Cory&Sons,Ld. *Mgrs.*) *DBa125′u*	374·9|51·3|23·7 *WB=Cell* FK *E&B43′f162′1130t*	Cardiff British *6BHCem* *APT145t*	T.3Cy.25″,41″&69″–48″ (*s*) 180lb 367NHP 3SB,*9cf*,GS156,HS5796 N.E.MarineEngCoLd.Nwc	26 ″ 1 *s* 2 ″ 10½ 23 ″ 8	
175 108183 PNWG	Ready Steel&IronScK *S.J.C.Allan* –16 1*DkFrames&* *Mchy.Aft* *Elec.light* *BeamsIron*	251 201 153			…		1896	R.Craggs& Sons Middlesbro'	AustralianSteamships,Ld. (*Man. Agents*,Howard SmithLd.)	119·6|25·1| 8·2 Q37′F14′ BK6″	Melbourne British *WB*	C.2Cy.14″&30″–22″ 65RHP J.Stewart&Sons(Lim.)Lon	8 ″ 9	
176 — SteelTwinScSp (*Barge*) 1*Dk*		193 162 32			…		1899	Lobnitz& Co.Ld. Renfrew	CeylonGovernment	108·5|22·1| 8·1 BK5½″	Colombo British	C.4Cy.10″&22″–18″ 20NHP Lobnitz&Co.Ld.Renfrew	9 ″ 0	
177 89501 KBHF	— IronTwinScSr *Nankival* *Mchy.Aft* 1*Dk*	119 119 61	✠ 9,85 ✠	Cff	*a*		1883 9mo	T.B.Seath &Co. Glasgow	Corporation of the Trinity House	100·0|18·1| 9·9	London British *4BHCem*	C.4Cy.12″&24″–18″ 50RHP A.Campbell&Son,Glasgow	10 ″ 6	
178 THGM	Reael *Wijgers* *Elec.light* 2*Dks&Shade dk*	1333 1294 825					1890	Kon.Maats "deSchelde" Flushing	Koninkl.Paketv. Maats.	258·5|34·4|16·8	Batavia Dutch	T.3Cy.20″,31″&51″–42″ 169NHP Kon.Maats.deSchldeFlsng		V
179 136588	Realize WoodScDy *A.W.Wilkinson* –14 (*Fishing*) 1*Dk*	108 107 50					1914	J.Chambrs Ld. Lowestoft	~~W.Strowger~~ R.Wylie	86·3|20·3|10·9	Lowestoft British	T.3Cy.9¾″,15″&22″–16″ Elliott& Garrood,Ld.Beccles 25RHP		
180 92218 PFNS	Rebecca SteelSc3MstSr *T.Boyd* –16 *Well deck* *Mchy.Aft* 1*Dk*	317 213 115			…		1895	J Fullerton &Co. Paisley	Cullen,Allen&Co. Ld.(Wilson&Reid, *Mgrs.*)	140·3|23·1|10·0 Q72′B14′F25′ BK6″	Carnarvon British *WB*	C.2Cy.18″&36″–24″ 54RHP Ross&Duncan,Glasgow	10 ″ 8	
181 KSPM	Rebia SteelScSr *Gregori* –13 (*ex* Wyoming) *Well deck* 1*Dk*	593 469 350			…		1907	R.Thompson&Sons,Ld. Sunderland	Cie.deNav.Maroc. &Arménienne (Cie.deNavigation Paquet)	176·0|29·8|10·6 Q85′B17′F23′	Marseilles French *WB*	T.3Cy.15½″,25″&41″–27″ Richardsons, Westgarth&Co.Ld.Mdb. 87NHP	13 ″ 0	V
182 5168 JGPH	Rebun Maru SteelScSr 2*Dks*	348 — 198					1904	Osaka Iron Works Osaka	Y.Fujiyama	134·0|20·0|15·3 B26′	Otaru Japanese *WB*	T.3Cy.11″,18″&29½″–22″ 41NHP OsakaIronWorks		
183 136991	Recepto SteelScK *Elec.light* 1*Dk*	245 226 107	✠100A1 *StmTrawler* 9,14 ✠LMC9,14	Hul			1914 9mo *Lloyd's*	Cook, Welt'n&Gemmell Ld. Beverley *sA&CP*	G.F.Sleight	120·5|22·0|12·3 Q67′ BK7½″	Grimsby British *4BHCem*	T.3Cy.12½″,22″&35″–24″ (*s*) 190lb 80RHP 1SB,*3pf*,GS46,HS1402 C.D.Holmes&Co.Ld.Hul	13 ″ 1	
184	Réchid Pacha SteelTwinScSr *ss* Brs.No.2–09 (*ex* Port Antonio) 2*Dks(UStl–ptws)&* *Elec.light* *Awng dk(Stl–ws)*	*4458* *3872* *2482*	✠ *Awng dk* *withfreeboard* 3,11 ✠	Brs	*w*		1901 7mo	SirRaylton Dixon&CoLd Middlesbro'	Administr.deNav. àVap.Ottomane	370·0|46·5|22·0 F45′ 30·0 BK10″ *WB=CellDB* *a88′uE&B72′f142′*	Constanpl Turkish *6BHCem* *641tFPT69t*	T.6Cy.24″,38″&64″–45″ 799NHP 4SB,*12cf*,GS274,HS12084FD Richardsons,Westgarth& Co.Ld.Mdb. *APT26t*	32 ″ 7	
185 831 640	Recife SteelTwinSc *Elec.light* 1*Dk&2Shade dks*	1082					1913	Gebr.Pot Bolnes	Cia.Navegaçao do Amazonas	224·0|45·0|10·8	Para Brazilian *WB*	T.6Cy.14″,28″&37½″–16½″ 114NHP Alblasserdam.Msch.Fab.		V
186 91232 KBGD	Reclaimer IronScSr *H.A.Waters* –16 (*ex* Yacht Argo) *Elec.light* 2*Dks&Break dk*	296 252 132			…		1885	Scott&Co. Greenock	Lindsay,Swan, Hunter,Ld.	141·0|23·4|12·7	Sundrland British	C.2Cy.16″&32″–28″ NB09 44RHP Scott&Co.Greenock	14 ″ 2	
187 138936	Recono SteelScK *Elec.light* 1*Dk*	248 228 108	✠100A1 *StmTrawler* 3,16 ✠LMC3,16	Hul			1916 2mo *Lloyd's*	Cook, Welt'n&Gemmell Ld. Beverley *sA&CP*	G.F.Sleight	120·5|22·0|12·2 Q67′ BK7½″	Grimsby British *4BHCem*	T.3Cy.12½″,22″&35″–24″ (*s*) 195lb 80RHP 1SB,*3pf*,GS43,HS1402 C.D.Holmes&Co.Ld.Hull	13 ″ 1	
188 ntered 9.16	Reconquista SteelScSr *A.Gazzo* *ss* Sws.No.2–04 (*ex* Dunraven) 1*Dk(ptIrnptStl)*	*261* *216* *121*	✠ 9,07 ✠	Brs	*d*		1897 3mo	R.Craggs &Sons Middlesbro'	C.Camera	132·8|21·0|10·0 F17′ FK *WB=FPT25t*	Bns.Ayres Argentine *4BHCem* *APT16t*	C.2Cy.14″&31″–21″ 1SB,*2pf*,GS31,HS907 49NHP Furness,Westgarth&Co. Ld.Middlesbro'	10 ″ 7	
189 105904 PSDR	Record Reign WoodAuxTwinScK *N.Handley* –08 *Roof* GIB *OilEng.* (*ex* SailingBarge) HTNwc.03 1*Dk* (*See Sailing Ship Register*)	184 179 123	✠ 5,03	Nwc	11		1897 3mo	J T Howard Maldon 9&12yrs.mat	J.Sadler (H.W.Sadd, *Mgr.*)	112·2|24·1| 9·5	Maldon British	Oil Engines 2Cy.12⅝″–13⅜″ *made&fitted16* J&C G Bolinders CoLdSkm	10 ″ 3	
190 91879 KOWB	Recorder SteelScSr *Cable Vessel* *ss* H.Kg.3rdNo.3–4,12 *W.J.Kemp* 2*Dks(1ptStl)&Awngdk* *Elec.light* Wireless *ss* Sng.No.1–16	1201 771 677	✠100A1 *Awng dk* *withfreeboard* 6,17 ~~6,15~~ ✠NB4,12 ✠LMC MS7,16 ~~DBS11,15~~ MBS7,~~16~~10,17 DBS6,17	HKg Sng	*o*	7,16	1885 9mo	R.Napier& Sons Glasgow A&CP	Eastern Extension, Australasia& China Tel.Co.Ld. *WB=*	236·8|32·0|16·5 23·7 BK7½″ *DBf42′&uE21′166t*	London British *4BHCem* *DTa40′121t*	C.2Cy.32″&64″–42″ (*s*) 100lb *100lb* 185NHP 2SB,*6cf*,GS78,HS2300 R.Napier&Sons,Glasgow	24 ″ 9 *s* 8 ″ 5 17 ″ 3	

1 Numéro d'Ordre / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnages Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Appui nominé.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.
191	**Recordo**	SteelSrK	230	✠100A1	Gms		5,14	1910	Cook, Welt'n&Gemmell	G.F.Sleight	117·3	22·0	11·7	Grimsby	T.3Cy.12¾",22"&35"-24" (s)	12 " 6
127855	*W.Lewis* –15	*ss*Gms.No.1–14	211	*Stm Trawler*				4mo	Ld. Beverley		Q59'		BK7½"	British	180lb 63RHP	
		1*Dk*	105	5.14	✠LMC5,14			*Lloyd's*A&CP					*WB*	*1BHCem*	1SB,*2pf*,Gs33,HS960	
															C.D.Holmes&Co.Ld.Hull	
192	**Recovery**	IronTwinScSk	208	A1	Hpl		~~9,15~~ 12,17	1879	Napier,	Charlton&Co.Ld.	126·6	20·9	11·0	W.Hartlpl	C.2Cy.21⅝"&40½"-26"	12 " 1
82281	*W.Smith*15–16	*ss*Hpl.2ndNo.3–7,07	183	*For towing purposes*				12mo	Shanks&Bell	(R.H.Charlton,				British	66lb 98RHP	s 1 " 9
KRFN	(*ex*Conqueror)	*ss*Hpl.No.2–13	76	5.16	✠LMC12,17				Glasgow	*Mgr.*)	ptND07			*4BHCem*	1SB,*3pf*,Gs45,HS1388	11 " 2
	Elec.light			~~Exam. 5,16~~ 12,17				*Lloyd's*A&CP					*WB*	*=FPT7t*	Rankin&Blackmore,Grk.	
				~~MBS.15~~ BS12,17												
193	**Recto**	SteelScSr	1114					1913	Bergens	Dmpsk.Akties.	226·3	36·5	15·8	Haugesnd	T.3Cy.17",26½"&46"-30"	
	O.Haugen		983						Mek.Værks.	Recto	P21*t*H51*t*F29*t*			Norwegian	115NHP	
MJQD		1*Dk*	670						Bergen	(B.Stolt-Nielsen)			*WB*	BergensMekVærksBergen		
194	**Red Cap**	SteelScSr	2730	✠100A1	Bry	*u*	12.16	1899	A.Rodger	RedCap.S.S.Co.	320·2	46·1	21·2	Hull	T.3Cy.22½",37"&61"-42" (s)	23 " 9
111217	*T.Kelly* –16	*ss*Gls.No.3–7,11	2575	~~6,17 19,16~~ 5,18	~~Cff~~ Mdy			9mo	&Co.	Ld.(J.Good&Sons,	P29'B90'F32'		FK	British	160lb *100lb* NDB16 251NHP	s 4 " 0
RHNJ	(*ex*Athara)	*ss*Bry.No.1–16	1774						Pt.Glasgow	Ld.)				6*BHCem*	2SB,*6pf*,Gs105,HS3912	20 " 1
	1*Dk*(*Stl*)2*trB*&*deep framing*3*Dk rule*			MBS6,17	✠LMC5,16			*Lloyd's*A&CP	H	*B = Cell DBa* 100'	*u E*&*B*38'*f* 136'694*t*			*APT*137*t*	Hall-Brwn,Buttery&C.Gls	
195	**Red Cross**	SteelPadSp	162					1901	Mordey,	Managers of the	136·0	18·6	8·4	London	C.2Cy.24"&40"-36"	
114845	*C.Digby* –01		153						Carney,Ld.	Metropolitan	*Break*7*t*			British	72RHP	
		1*Dk*	101						Southampton	AsylumDistrict					Mordey,Carney,Ld.Sou.	
196	**Red Hand** *B.Brown* –17	SteelScSr	123	✠100A1	All		N3,16	1914	A.Jeffrey	S.Allsopp&Sons,	75·8	18·0	8·2	Newcastle	Oil Engines 2S.C.SA	9 " 0
133560	~~*M.W.Finney* –16~~		84	10,17 ~~3,16~~	Nwc			6mo	&Co.	Ld.	Q24'F15'		FK	British	4Cy 11"-15"	s " 6
	Mchy.Aft	1*Dk*(*Stl*)	45						Alloa					*3BHCem*		8 " 8
				✠NE5,16	✠LMC~~5,16~~ 10,17			*Lloyd's*A&CP			*WB=FPT*			15*t APT*6*t*	W.Beardmore&Co.Ld.Gls.	
197	**Red Nab**	SteelSc	537					1908	W.Simons	MidlandRlwy.Co.	146·2	33·1	12·3	Lancaster	C.2Cy.17"&34"-24"	
128311	*J.Williams* –08		490						&Co.Ld.					British	*Emade*07, *fitted*08 48RHP	
HMVC		1*Dk*	322						Renfrew				*WB*		W.Simons&Co.Ld. Renfrw	
198	**Red Rose**	Steel&IronScSr	401	✠100A1	Liv	*g*	11,16	1891	J Fullerton	R.Hughes&Co.	160·3	23·1	10·0	Liverpool	C.2Cy.18"&40"-30" (s)	11 " 0
97854	*T.Pritchard* –16	*ss*Liv.2ndNo.3–5,14	285	11,16				4mo	&Co.		Q85'B10'F25'		BK6"	British	100lb 80RHP	s " 6½
MFBQ	*Well deck*	1*Dk*(*Iron*)	151	✠NB2,12	✠LMC5,14				Paisley				*WB=FPT*	*3BHCem*	1SB,*3pf*,Gs53,HS1657	11 " 1
	Mchy.Aft	*Stlplating&Irnframing*						*Lloyd's*A&CP						*34t APT*13*t*	Hutson&Corbett,Glasgow	
199	**Redang**	SteelScSr	500	✠100A1	Bgk	*h*	~~1,16~~	1901	Kjöbnhvns	SiamS.N.Co.Ld.	165·0	27·9	11·9	Bangkok	T3Cy.13",20½"&33½"-21"(s)	12 " 6
	A.Hanson –16	*ss*Bgk.No.3–12,13	398	7,17 ~~12,16~~			1,18	9mo	Flydk.&Skbs		P59'F23'		FK	Siamese	170lb *100lb* 61NHP	
	Mchy.Aft	1*Dk*(*Stl*)	298	~~B12,16~~ ✠LMC12,17					Copenhagen				*WB=FPT*20*t*	*3BHCem*	1SB,*2cf*,Gs36,HS1030	
									A&CP					*APT*40*t*	KjbnhavnsFlydk.&Skbsv.	
				Fitted for oil fuel 9,01				*F.P. a*	bove 150°F.							
200	**Redbreast**	SteelScSr	1313	✠100A1	Gls	*p*	5,15	1908	A&J.Inglis	G.&J.Burns,Ld.	267·0	33·6	15·9	Glasgow	T.3Cy.28",46"&74"-45" (s)	16 " 9
128216	*R.T.Montgomery* –15	*ss*Gls.No.1–12	948	5,15				8mo	Ld.		P79'B106'F44'		BK8"	British	165lb *70lb* 414NHP	s 2 " 1½
HNBD	*Elec.light*	2*Dks*(*MptStl*–ws)	551	BS5,15	✠LMC4,16				Glasgow				*WB=DT*	4*BHCem*	2DB,*12cf*,Gs224,HS6830	15 " 9
								*Lloyd's*A&CP					*a*18' *FPT*19*t*	A.&J.Inglis,Ld.Glasgow	
201	**Redbridge**	SteelScSr	3834					1907	W.Doxford	TemperleyS.Shpg.	350·0	50·2	22·3	London	T.3Cy.24",41"&68"-45"	
123841	*J.C.Vasey* –17		3127						&Sons,Ld.	Co.Ld.(J.Temper-	P32'F31'			British	310NHP	
HKSF	*Turret deck*	1*Dk*	2444						Sunderland	ley&Co.*Mgrs.*)			*WB*		W.Doxford&Sons,Ld.Sld.	
202	**Redesmere**	SteelScSr	2123	✠100A1	Cff	*s*	~~8,15~~	1911	Sunderlnd	BromportS.S.Co.	290·0	42·7	19·5	Manchestr	T.3Cy.21",35"&57"-39" (s)	21 " 9
124293	*D.Jackson* –15	*ss*Bry.No.1–15	1988	11,16 10,17	Bry		10,17	10mo	S.B.Co.Ld.	Ld. (H.R.Green-	P23'B84'F30'		FK	British	180lb *100lb* 226NHP	s 3 " 3
HTNL		1*Dk*(*Stl*)	1323						Sunderland	halgh,*Mgr.*)				5*BHCem*	2SB,*6pf*,Gs88,HS3574	18 " 10
				✠LMC5,15				*Lloyd's*A&CP		*WB=CellDBa*	*&u E*114'*f* 118'522*t*			*APT*73*t*	N.E.MarineEng.Co.Ld.Sld	
203	**Redgauntlet**	SteelPadSk	278					1895	Barclay,	~~GallowaySaloon~~	215·0	22·1	7·4	Leith	D.1Cy.53"-72"	
104623	*J.Linton* –11		255						Curle&Co.Ld	~~SteamPacketCo.~~	H22*t*			British	183NHP	
		1*Dk*	113						Glasgow	~~(Incorporated)(J.~~					Barclay,Curle&C(Lim)Gls	
										~~G.Galloway,*Mgrs*~~						
204	**Redhall**	SteelScSr	~~1075~~	✠100A1	Shl	*n*		1917	Hall,Rus-	AberdeenCoalCo.	~~220·0~~	~~33·2~~	~~16·~~	Aberdeen	T.3Cy.17½",29"&47"-33"(r)	16 " 5
139800	*P.Ross*02–17		1093	7,17				6mo	sell&Co.Ld.	Ld.	Q131'B16'F26'F27'			British	180lb *100lb* 178NHP	s 3 " 3½
JQFN	*Elec.light*	1*Dk*(*Stl*)	775	(*Class Contem. plated*)					Aberdeen		221'0 35'3 14'3		FK	*4BHCem*	2SB,*6cf*,Gs104,HS3300	15 " 0
	Well deck	*Cargo battens not fitted*	467		✠LMC6,17			*Lloyd's*A&CP		*CellDBa*54'*uE*20'*f*	90'300*tFPT*33*tAPT*79*t*				Hall,Russell&Co.Ld.Abn	
205	**Redondo**	SteelScSr	679					1902	CraigS.B.	AlaskaS.S.Co.	188·0	38·0	11·5	P.Twnsnd	T.3Cy.15½",25"&42"-36"	
111405	*Flynn* –15	*Fitted for oil fuel*	462						Co.					Utd.States	106NHP	
KRPW	*Mchy.Aft* *Elec.light*	1*Dk*	586						Toledo,O.				*WB*		CraigS.B.Co.Toledo	
	Sub.Sig Wireless															
206	**Redriff**	SteelScSr	1256	✠100A1	Grk	*o*		1917	Campbel-	SouthMetropolitn	230·0	35·8	15·6	London	T.3Cy.18",27½"&45"-33"(s)	17 " 7
139193	*C.W.Stevens*15–17		1032	9,17 ~~2,17~~	Shl			2mo	townS.B.Co.	GasCo.	Q79'B48'F26'		FK	British	180lb 142NHP	s 1 " 6
JNTP	*Elec.light*	1*Dk*(*Stl*)	723		✠LMC2,17				Campbelt'wn					4*BHCem*	2SB,*4cf*,Gs79,HS2386	16 " 8
	Well deck	*Cargo battens not fitted*						*Lloyd's*A&CP		*CellDB*171'370*t LTa*29' 125*t FPT*60*t*				*APT*85*t*	Ross&Duncan,Glasgow	
207	**Redruth**	SteelScSr	2374	✠100A1	Cff	*s*	~~11,16~~	1889	Palmers'	RedruthS.S.Co.Ld.	285·3	39·0	21·6	Cardiff	T.3Cy.22",35"&58"-42" (r)	23 " 0
95177	*W.Wills* –15	*ss*Ard.2nd.No.3–6,14	1887	9,17 ~~11,16~~			10,17	5mo	Co.(Lim.)	(J.Cory&SonsLd.)	P29'Q74'B118'			British	150lb *100lb* NDB09 218NHP	s 2 " 0½
LDNW	*Well deck*	1*Dk*(*Stl*)2*trB*	1504		✠LMC				Newcastle		F30'		FK	5*BHCem*	2SB,*6rf*,Gs102	21 " 3
				MS5,14	BS~~11,16~~ 10,17			*Lloyd's*A&CP		*WB=DBa* 86'*f*	114'494*t FPT* 62*t*			*APT*60*t*	Palmers'Co.(Lim.),Nwc.	
208	**Redstart**	IronScSr	904				...	1880	M.Pearse	GeneralStm.Nav.	225·5	31·0	16·5	London	C.2Cy.28½"&53"-33"	17 " 6
82826	*G.W.Lyndon*		803						&Co.	Co.Ld.	P142'F42'		BK8"	British	130NHP	
VDRM	*Well deck*	2*Dks*	553						Stockton				*WB*		Blair&Co.(Lim.),Stockton	
209	**Redstone**	SteelScK	227					1916	A.Jeffrey&	C.A.Ewing (W.J.	112·1	20·1	8·8	Glasgow	C.2Cy.13"&28"-18"	
137825	*W.Parry* –16		159						Co.	Ireland,*Mgr.*)	Q87'F20'			British	32RHP	
JNLH	*Mchy.Aft*	1*Dk*	90						Alloa				*WB*		A.Jeffrey&Co.Alloa	
210	**Reducindo Melliza**	WoodSc	188					1889	.....	J.Castro	128·3	21·7	9·0	Cebu		
			—						Donzol					Utd.States		
			88													
211																

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Master. Special Surveys.	3 Material, Rig, &c. Late Name if any. No. of Decks, &c	4 Register'd Tonnage Gross — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines.	9 Built. By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed. If not in L. R. Dates of L. of Trad. Cert.
212	**Redwing**	**SteelScSi**	119			...		1896	Mackie& Thomson Glasgow	J.Buthlay	95·0 | 19·9 | 9·8	Aberdeen British	C.2Cy.13½″&30″–21″ 40RHP	10 ″ 9	
94025	*J.Buthlay* –12	*(Fishing)*	110								BK7½″		Muir&Houston,Glasgow		
		1Dk	51												
213	**Redwood**	**WoodTwinScSr**	1774					1917	Pacific American Fisheries Bellingham	PacificAmerican Fisheries	226·4 | 41·8 | 23·1	Bellinghm Utd.States	T.6Cy.18″,21″&35″–24″ 120NHP		
	Elec.light	*2Dks*	1586										SeattleMachineWorks, Seattle,Wash.		
214	**Reeve**	**SteelScK**	172	✠	Hul			1905	GooleS.B. &Repg Co.Ld Goole	KelsallBros.& Beeching,Ld. (G. Beeching&J.E.A. Kelsall,*Mgrs.*)	110·3 | 21·1 | 11·2	Hull British	T.3Cy.12″,18″&30″–21″ 51RHP	12 ″ 0	
121094	*J.C.Møller* –14		161	*StmTrawler*				12mo			BK7½″	5*BHCem*	1SB,*2pf*,GS24,HS900		
		1Dk	65	7,07 ✠							*WB*=	*DTf*23′40*t*	Earle'sCo.Ld.Hull		
215	**Reformer**	**SteelTwinScSp**	1086	✠ A1	BAs		~~9·16~~	1901	A.Rodger &Co. Pt.Glasgow A&CP	British&Argentine MeatCo.Ld.	230·2 | 42·0 | 11·5	Bns.Ayres Argentine	T.6Cy.11″,17″&28″–21″ (*s*) 175lb 130NHP	13 ″ 6	
	J.Rusca	*ss*BAs.No.3–8,10	977	*For river purposes only*			11,17	6mo			FK	3*BHAsp*	2SB,*6pf*,GS93,HS2760		
	Ref.Mchy. Elec.light	*ss*BAs.No.2–16	541	~~11,15–16~~ ✠LMC9,16						*WB*	=*CellDBf*138′296*t*	*FPT*78*t*	Ross&Duncan,Glasgow		
	Mchy.Aft	*1Dk(Stl)*		BS11,17											
216	**Refugio**	**SteelScSr**	2642	✠100A1	Bry	*t*	1,17	1905	R.Thomp- son&Sons Sunderland	Orders&Handford S.S.Co.Ld.	313·0 | 45·0 | 20·5	NewprtMn British	T.3Cy.23″,38″&61″–39″ (*s*) 180lb *80lb* 254NHP	23 ″ 1	
121632	*J.R.Jones* –15	*ss*Bry.No.2–14	2450	1,17				6mo			P29′B94′F34′		2SB.*6pf*,GS108,HS3946	s 3 ″ 6½	
HCRD		*1Dk(pt Irn&pt Stl)&deep framing*	1679	✠LMC				*Lloyd's*	*SA&CP*	*WB*=*CellDBa*	98′*uE*22′*f*128′655*t*	5*BHCem* *APT*59*t*	G.Clark,Ld.Sunderland	19 ″ 10	
				MS2,14	BS1,17										
217	**Refundo**	**SteelScK**	~~248~~	✠100A1	Hul			~~1916~~	Cook,Wel-	G.F.Sleight	~~120·3~~ | 22·0 | 12·2	Grimsby	T.3Cy.12½″,22″&35″–24″ (*s*)	13 ″ 1	
139953			258	*StmTrawler*				1917	t'n&Gemmell		Q67′~~F13′~~	British	195lb 80RHP		
	Elec.light	*1Dk*	228	7,17	✠LMC7,17			5mo	Ld. Beverley		120 · 5 | BK7½″	4*BHCem*	1SB,*3pf*,GS13,HS1402		
			113	*(Glass Contem plated)*				*Lloyd's*	*A&CP*				C.D.Holmes&Co.Ld.Hull		
218	**Regal**	**SteelScSr**	892					1904	Akers Mek.Værks Christiania	Dmspk.Akties. Adine (C.H.Engelhart,*Mgr.*)	216·3 | 31·6 | 14·0	Chrstiania Norwegian	T.3Cy.15½″,25″&42″–30″ 97NHP		N
	M.Karlsen	*(ex*Ala)	783								B47*t*H36*t*F25*t*				
MBPW		*1Dk*	528									*WB*	Akers.Mek.Værks.Xia.		
219	—	**SteelScK**	212	✠100A1	Gms		8,14	1906	Cook,Wel-	LoyalStm.Fishing	116·0 | 21·6 | 11·5	Grimsby	T.3Cy.11¾″,20″&33″–24″ (*s*)	12 ″ 3	
123573	*T.Whitcombe* –15	*ss*Gms.No.2–14	195	*StmTrawler*				7mo	t'n&Gemmell Beverley	Co.Ld. (W.W.Butt, *Mgr.*)	Q59′F19′	British	180lb 63RHP		
		1Dk	83	8,14	✠LMC8,14			*Lloyd's*	*SA&CP*		BK8″	4*BHCem*	1SB,*2pf*,GS33,HS1041		
													Amos&Smith,Hull		
220	**Regaleira**	**WoodSc**	—					1886	..... S.Joao da Barra	F.J.daCosta Almeida	....	S.Joao daBarra Brazilian			
			—												
			155												
221	**Regardo**	**SteelScK**	248	✠100A1	Hul			1915	Cook,Wel-	G.F.Sleight	120·5 | 22·0 | 12·2	Grimsby	T.3Cy.12½″,22″&35″–24″ (*s*)	13 ″ 1	
137035			228	*StmTrawler*				12mo	t'n&Gemmell Ld. Beverley		Q67′	British	195lb 80RHP		
	Elec.light	*1Dk*	108	12,15	✠LMC12,15			*Lloyd's*	*SA&CP*		BK7½″	4*BHCem*	1SB,*3pf*,GS43,HS1402		
													C.D.Holmes&Co.Ld.Hull		
222	**Regele Carol I.**	**SteelTwinScSr**	2653					1898	Fairfield Co.Ltd. Glasgow	RoumanianState MaritimeService	350·0 | 42·0 | 18·5	Cnstantza Roumanian	T.6Cy.23″,38½″&61″–36″ NB10 446NHP		V
	M.Ionescu	*Fitted for oil fuel*	1790									*WB*			
PFBK	*Elec.light* Wireless	2*Dks&Shade dk3trB*	1194										FairfieldCo.Ld.Glasgow		
223	**Regent**	**SteelScSr**	3281	✠100A1	Sld	*v*	2,17	1903	Bartram &Sons Sunderland	J.Westoll	325·1 | 46·9 | 24·2	Sunderlnd British	T.3Cy.24″,40″&65″–42″ (*s*) 180lb *90lb* 294NHP	26 ″ 10 s 4 ″ 7½	
114650	*M.A.Ramshaw* –07	*ss*Sld.No.3–4,16	3072	2,17				1mo			P29′B90′F35′		2SB,*6pf*,GS123,HS4466	22 ″ 6	
TSVC	*Elec.light*	*1Dk(Irn)2trB&deep framing3Dk rule*	2055	BS1,18	✠LMC3,16			*Lloyd's*	*SA&CP*	*WB*=*Cell DBa*104′*uE&B*	40′*f*136′766*t* *FPT*	6*BHCem* 72*t* *APT*124*t*	J.Dickinson&Sons,Ld.Sld.		
224	**Reggio**	**SteelTwinSc**	998					1909	C.&T.T. Pattison Naples	Ferrovie dello Stato (Italian StateRailways)	272·5 | 34·4 | 13·1	Messina Italian	T.6Cy.16⅛″,25½″&40½″–23⅝ 159NHP		I
45	*T.Buonocore*														
RPMB		*1Dk*	353										C.&T.T.Pattison,Naples		
225	**Regin**	**SteelSc4Mst**	1846					1915	Sörlandets Skibsbyggeri Fevigs	Dpsk.Akties.Niger (E.&.N.Chr.Evensen,*Mgrs.*)	265·0 | 42·0 | 20·0	Chrstiania Norwegian	T.3Cy.18″,29½″&50″–36″ 150NHP		N
	*O.L.Larsen*16–16		1640								P22′B71′F29′	*WB*			
MNDV	*Elec.light*	*1Dk*	1124										Fredrikstad M.V.Frdstad		
226	**Regina**	**SteelSc**	2662					1906	Flensburgr Schiffsb.Ges. Flensburg	OzeanDmpf.Akt. Ges. (H.Schuldt, *Mgr.*)	290·3 | 44·1 | 16·6	Flensburg German	T.3Cy20⅛″,33½″&55⅞″–37½″ 192NHP		G
	*R.Lieberg*90–07		2430								P27′B72′F34′ 23·7	*WB*			
LNCT	*Elec.light*	*1Dk&Spar dk*	1662										FlensburgerSchiffsb.Ges.		
227	—	**IronScSr**	1380	✠100A1	Hbg	*o*	N9,16	1885	Palmers' Co.Ld. Newcastle	Rederiaktieb. Regina (P.Nordfeldt)	240·6 | 33·7 | 18·0	Hlsngborg Swedish	C.2Cy.29″&57″–39″ (*a*) 80lb *90lb* NDB01 154NHP	19 ″ 2 s 1 ″ 10½	
5464	*H.P.Persson*12–12	*ss*Nwc.2ndNo.3–1,06	1134	9,16							Q93′B50′F29′		2SB.*6pf*,GS180,HS2458	17 ″ 6	
JTHN	(*ex*Moto)	*ss*Ant.No.2–14	799	DBS7,16	✠LMC9,14			*Lloyd's*	*SA&CP*	*WB*=*DBa*70′	*uE&B*34′*f*238*t* *FPT*	4*BHCem* 59*t* *APT*15*t*	Palmers'Co.Ld.Newcastle		
	Well deck	*1Dk(Irn)2trB*		MBS9,16											
228	— (Seized at Riga)	**SteelSc**	1297					1911	F.Schichau Danzig	Stettin-Rigaer Dampfs.Ges.Th. Gribel(Rud.Christ. Gribel,*Mgr.*)	241·8 | 34·1 | 15·4	Stettin German	T.3Cy.19$\frac{7}{16}$″,31$\frac{7}{16}$″&51½″– 29½″ 141NHP		
	Möller –11		853								P&B147′F27′	*WB*			
JGFH	*Elec.light* Wireless	2*Dks*	792										F.Schichau,Elbing		
229	—	**SteelScSr**	*1155*					1904	Workman, Clark&Co.Ld Belfast	Cia.Cubana de Transportes de Mieles	247·5 | 36·7 | 14·2	Havana Cuban	T.3Cy.17″,28″&46″–30″ 116NHP		C
	J.Basté		*970*								Q69′B16′F26′	*WB*			
	Elec.light	*1Dk*	*669*										Wrkman,Clark&Co.Ld Bel		
230	—	**IronScK**	125			...		1891	Earle'sCo. (Lim.) Hull	F.Ballard	92·0 | 20·1 | 10·6	Aberdeen British	C.2Cy.17″&32″–21″ NB14 44RHP	11 ″ 3	
99191	*F.Ballard* –16	*(Trawler)*	115								Q18′				
MJWH		*1Dk*	51								BK7½″		Earle'sCo.(Lim.),Hull		
231	**Regina d'Italia**	**SteelTwinScSr**	6240			...	2,17	1907	SirJ.Laing &Sons,Ld. Sunderland	"LloydSabaudo" Soc.Anon.per Azioni *WB*=*Cell DBa*102′ *uE&B*94′	430·0 | 52·7 | 25·0	Genoa Italian	T.6Cy.24″,39″&64″–45″ (*s*) 180lb *110lb* 807NHP	27 ″ 10 s 4 ″ 1½	
344	*G.Croppi* –15	*ss*Gen.No.2–15	4231					4mo			FK	8*BHCem*	4SB,*12pf*,GS284HS12280FD	24 ″ 5	
RPML	*Elec.light Ref.Mchy.* Wireless	2*Dks(Stl)&deep framing& Shelter dk(Stl–teaks)*	3398					*Lloyd's*	*SA&CP*		*f*167′892*t* *FPT*135*t*	*APT*30*t*	G.Clark,Ld.Sunderland		
232	**Regina Elena**	**SteelTwinScSr**	7940					1907	Off.e.Cant. Ligur. Ancon. Ancona	Nav.Gen.Italiana	476·6 | 53·5 | 38·2	Genoa Italian	Q.8Cy.23⅜″ 33$\frac{13}{16}$″ 49⅝″&72$\frac{13}{16}$″ -51$\frac{7}{16}$″ 716NHP		I
375	*V.Di Benedetto*01–12	3*Dks&Shelter dk*	6231									*WB*			
RPSA	*Elec.light* Wireless	*4trB*	4363										Off.e.Cant.Lig.-Anconit.		
233	—	**SteelSc**	459					1903	C.&T.T. Pattison Naples	Cia.Napoletana diNav.aVap.	180·5 | 25·4 | 13·2	Naples Italian	T.3Cy.20$\frac{13}{32}$″ 32$\frac{9}{32}$″&48″–27$\frac{9}{16}$″ 121NHP		I
12	*S.Lubrano*		330												
RPSF		*1Dk*	270										C.&T.T.Pattison,Naples		

Now named "Valpen." See No. 17 in Supplement.

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Grèement, etc. / Capitaine. / Ex-nom, s'il y a lieu. / Visites Périodiques / Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. pc.	15 Hospitaux où ces Navires ont été visités par le Docteur Noel Bard Francis.
234 63377 RSQH	**Reginald** *W.Spillane* 12–12 *Mchy.Aft*	IronSc3MstSr 2*Dks&ptAwngdk*	930 763 436			…		1878	Lon.&Gls. Co. Glasgow	TheAdmiralty	240·2 32·2 15·7			Glasgow British *WB*	C.2Cy.23″&60″–45″ NE&B94 201NHP D.Rollo&Sons,Liverpool		
235 129038 HPRK	**Regis** *S.B.Mosley* –14 *Well deck*	SteelScSr ssSld.No.1–14 1*Dk(Stl)&deepframing* *Cargo battens not fitted*	1370 1082 798	✠100A1 6.17 ~~3,16~~ ~~BS11,16~~	Dun Lon	*o*	~~3,16~~ 6,17	1909 9mo *Lloyd's*	S.P.Austin &Son,Ld. Sunderland *A&CP*	Stephenson Clarke &Co. *WB= CellDBa63′uE&B 33′f 103′375t FPT*	235·1 36·1 15·5 Q81′B48′F24′ FK			London British 4*BHCem* 2*tAPT118t*	T.3Cy.19″,31″&51″–36″ *(s)* 180lb *100lb* 170NHP 1SB,*4cf*,GS66,HS2634 N.E.MarineEng.Co.Ld. Sld	17 ″ 8 s 1 ″ 8 16 ″ 3	
236 77456	**Regulus** (*ex*JohnJ.Albright) *Mchy.Aft Elec.light*	SteelSc 1*Dk2trB*	4805 — 3298					1900	American S.B.Co. Cleveland	InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*)	416·0 50·0 28·0			Cleveland Utd.States *WB*	T.3Cy.23″,37½″&63″–42″ 257NHP AmericanSB.Co.Cleveland		
237 *For full particulars See No.1 in Supplement*	— *Elec.light*	SteelScSr	3560 ~~3380~~ 2330	100A1 (*Class Contem plated*)				1917	Union Iron Works Co. Alameda,Cal.	A.O.Lindvig	341·0 48·2 24·7 P29′B73′F34			Chrstiania Norwegian	T.3Cy.24′,39′&65″–42″ UnionIronWksCo Alamda	27 ″ 3 s 5 ″ 0 22 ″ 7	
238 117596 HKJT	— *A.J.Tointon* 10–10 *Elec.light*	SteelTwinScSr 1*Dk*	584 389 232					1907	Swan,Hunter&Wigham Richardson, Ld Newcastle	AnchorShipping& FoundryCo.Ld.	170·0 29·9 9·7 Q96′B10′F22′			Nelson,NZ British *WB*	C.4Cy.17″&24″–21″ 36NHP A.G.Mumford,Ld.Colchstr		
239 211326 LDBK	**Rehoboth** *Mchy.Aft* *Elec.light*	WoodSc (*Fishing*) 1*Dk*	273 — 138					1913	W.G.Abbot Milford,Del.	LewesFisheriesCo.	136·0 23·1 11·3 P69′Q40′F46′			Wilmgton, Del. Utd.States	C.2Cy.16″&33″–26″ 46NHP Harlan&HollingswrthCor		
240 MBNG	**Reidar** *K.Knudsen* –15 *Turret deck*	SteelScSr 1*Dk*	3574 3417 2276					1903	W.Doxford &Sons,Ld. Sunderland	Akties.Reidar (F.Friis&C.O. Lund)	340·0 50·2 22·7 H103*t*F51*t*			Drammen Norwegian *WB*	T.3Cy.26″,42″&68″–42″ 300NHP W.Doxford&Sons,Ld.Sld.		N
241 ~~Wrecked 2.18~~ ~~2952~~ HDWN JRLW	— ~~*Fitzroy* –17~~ ~~*Fitzcohsen*~~ (*ex*Albany) *Well deck* *B.McCallum* –17	IronScSr ssXia.2ndNo.3–4,08 ssXia.No. ~~1–10~~ 2–17 1*Dk(ptIrn)2trB*	1353 1080 831	✠~~100A1~~ 5,17~~8,14~~ ~~BS8,16~~ ~~LMC14,15~~	Bgn Xia	*o*	~~8,16~~ 5,17	1883 9mo	T.Turnbull &Son Whitby A&CP	~~DupsaeticsReidar (F.Lund)~~ TheShippingControllers(Whitfield, Kendrick&Co.,*Mgrs*)	243·0 34·0 17·8 P24′Q63′B54′F31′ FK *WB= DBa 65′f 92′197t*			London British 4*BHCem* 65′*f* 92′197*t*	C.2Cy.31″&58″–36″ *(b)* 80lb *100lb* NDB13 155NHP 2SB,~~*4pf*~~,GS63,HS2517 Blair&Co.(Lim.),Stockton	19 ″ 3 s 2 ″ 2 17 ″ 8	
242 JPKS	**Reichsfahrer** *W.Winter* –08	IronScSr 1*Dk*	106 — 56					1878	Möller& Hollberg Grabow	F.BöttcherNchfl.	111·9 16·3 8·6 Q14′B10′ len98			Stralsund German	C.2Cy.14⅝″&25⅛″–12⅝″ NB05 18NHP Möller&Hollberg,Stettin		G
243 QJSC	**Reiher** *G.Engelking* 05–12 *Elec.light*	SteelScSr 1*Dk*	1045 750 466					1909	Bremer Vulkan Vegesack	Dampfsch.Ges. Argo	220·6 32·4 13·6 P&B138′F23′			Bremen German *WB*	T.3Cy.21¼″,34⅞″&54½″– 35⅞″ 179NHP Bremer Vulkan,Vegesack		G
244 RJKS	— *H.Behnke* 96–98	SteelSc (*Tug*) 1*Dk*	132 123 —					1891	C.Jürgens &Co. Hamburg	Nordischer Bergungs-Verein	87·3 19·2 11·0			Hamburg German	C.2Cy.16½″&31″–20½″ NB03 36NHP C.Jürgens&Co.,Hamburg		
245 THJB	**Reijniersz** *Elec.light*	SteelSc 1*Dk*	1693 1328 902					1908	Maats. Feyenoord Rotterdam	Koninkl.Paketv. Maats.	270·4 40·2 16·9 P33′B73′F30′			Batavia Dutch *WB*	T.3Cy.19″,31½″&51½″–39″ 165NHP Maats.Feyenoord,Rot.		V
246 THJD	**Reijnst** *Elec.light*	SteelScSr 2*Dks* *Fitted for oil fuel*	1359 950 831					1895	Maats. "deMaas" Rotterdam	Koninkl.Paketv. Maats.	251·2 35·0 15·0			Batavia Dutch *WB*	T.3Cy.19″,29″&48″–36″ 138NHP MaatschappijDeMaas,Rot.		V
247 112447 SNMF	**Reims** *J.Horsfield* 17 (*ex*Fructidor,*ex*Horsley)	SteelScSr ssShl.No.3–5,14 1*Dk(Stl)* 3*trB&deep framing&Web frames*	3717 3148 2410	✠100A1 *Turretdk* 1,18~~10,16~~ ~~MS11,13~~ ~~LMC BS4,17~~	Cff Npt	*v*	~~11,16~~ 1,18	1901 9mo	W.Doxford &Sons,Ld. Sunderland A&CP	UnionShipping& TradingCo.Ld.(W. T.Jaques,*Mgr.*)	342·2 46·6 24·9 F33′ FK *CellDB a78′uE&B42′f170′*			London British 6*BHCem* 772*t DTf20* 732*tAPT54t*	T.3Cy.23½″,39″&66″–45″ *(s)* 180lb *70lb* 310NHP 2SB,*6cf*,GS100,HS4687 Richardsons,Westgarth& Co.Ld.Hpl.	27 ″ 5 s 12 ″ 8 22 ″ 6	
248 HDPB	**Rein** *K.Kristensen*	SteelScSr 1*Dk*	1175 1032 725					1900	Framnes Mek.Værks. Sandefjord	Dpsk.ReinsActie-rederi(And.Jacob-sen)	241·2 35·3 14·7 P15*t* H96*t* F32*t*			Chrstiania Norwegian *WB*	T.3Cy.16½″,27″&44″–33″ 111NHP AkersMek.Verks.Xia.		N
249 JSNC	— *JohRein*	Iron&SteelScSr 1*Dk*	131 77 84					1892	Trond-hjemsM.V. Trondhjem	NielsBye	102·7 17·0 7·7 Q14*t* B29*t* F5*t*			Trondhjm Norwegian	T.3Cy.10½″,16″&26″–18″ NB08 29NHP TrondhjemsMek.Verksted		
250 334	— *Eslon*	SteelScSr 1*Dk*	117 — 54					1907	Borgå Mek.Værks. Borgå	J.Leesman	89·7 20·2 8·3			Reval Russian *WB*	C.2Cy.14′&26½″–18′ 25NHP E*built* 74, *fitted* 07 NB07 MotalaM.V.Motala		V
251	**Reina de los Angeles**	SteelTwin ScSr 2*Dks*	1334 — 956					1896	Neafie& Levy Co. Philadelphia	CarlosTrujilloS.S. Co.	232·0 35·0 20·4 H—			Havana Cuban *WB*	T.6Cy.14″,21″&36″–26″ NB07 132NHP Neafie&LevyCo.,Phil.		
252 JFHR	**Reina Maria Cristina** *Zaragoza* 95–15 *Elec.light* Wireless	SteelScSr 3*Dks*	4818 3752 2436					1888	W.Denny &Bros. Dumbarton	Cia.Trasatlantica	408·8 48·0 27·7 P20′ H94′			Barcelona Spanish *WB*	T.3Cy.34″,57″&91″–60″ 641NHP Denny&Co.,Dumbarton		V
253 JFHN	**Reina Victoria** *M.Maestre* *Elec.light* Wireless	SteelScSr ssCdz.No.2–16 2*Dks(UStl)&Awng dk(Stl–ws)*	1247 648 687			…	3,15	1907 11mo *Lloyd's*	Swan,Hunter&Wigham Richardson, Ld Newcastle *SA&CP*	Soc.Navegacioné Industria *WB= CellDBa42′uE19′f117′*	250·2 32·1 13·7 F41′ 20·8 BK8″			Barcelona Spanish 5*BHCem* 150*tAPT15t*	T.3Cy.21″,33½″&54″–39″ *(r)* 160lb *80lb* 223NHP 2SB,*6cf*,GS122,HS3956 Swan,Hunter&Wigham-Richardson,Ld.Nwc.	23 ″ 1 ~~s 5–10½~~ ~~18 ″ 3~~	
254 JFHM	— *B.Vidal* (*ex*LordNelson)	IronScK ssHul.No.2–05 1*Dk*	*162* *150* *63*	✠ *Stm Trawler* 10,06 ✠	Hul			1897 2mo	Cook,Welt'n&Gemmell Hull	L.Lamigueiro	105·5 20·7 11·0 Q25′ BK7½″			S.Sebast'n Spanish 3*BHCem*	T.3Cy.12¼″,19½″&32″–22½″ 54NHP 1SB,*2cf*,GS23,HS876 C.D.Holmes&Co.Hull	11 ″ 10	
255 JTSL	**Reina Victoria-Eugenia** *J.Sisa* –17 *Elec.light* Sub.Sig. Wireless	Steel QuadScSr ssCdz.No.1–17 3*Dks(UStl–teak s)* *&Shade dk(Stl–teak s)*	10137 6924 5564	✠100A1 *Shade dk* ~~2,17~~ ~~3,17~~ ~~LMC3,17~~	Cdz BAs	*e*†	3,17	1913 2mo *Lloyd's*	Swan,Hunter&Wigham Richardson, Ld Newcastle *SA&CP*	Cia.Trasatlantica *WB= CellDB a105′uE&B150′*	480·0 61·3 40·7 FK&BK2½″ *f 170′ 1080t FPT*			Barcelona Spanish 9*BHCem* 81*tAPT42t*	T.8Cy.(2)29′,(2)43′& (4)47″–42″ 180lb *(r)* 7SB,*2lcf*,GS480,HS20657FD 2L.P.Turbines Swan,Hunter&Wigham-Richardson,Ld.Nwc	35 ″ 9 ~~s 11 ″ 5½~~ 25 ″ 0	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 6 7 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned. now expired. Equipment Letter.	7a Date when tail shaft last seen.	8 9 Built. When	By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of Trade Cert.
256 108424 PSJV	**Reindeer** Steel Twin Sc Sr *Elec.light* Wireless 2 *Dks*	1101 811 455			...		1897	Naval Con. & Arm. Co. Ltd. Barrow	Gt. Western Rly. Co	280·0 P57' B&F209'	34·5	16·8 BK7'	Milford British *WB*	T. 6 Cy. 23", 36" & 56" – 33" 643 NHP	15 " 6	
257 113236	— Steel Sc K *C.F. Gladwell* –14 *ss* Gms. No. 2–10 1 *Dk*	192 167 76	✠100A1 *Stm Trawler* 4,14 BS4,14 ✠LMC12,10	Gms		N4,14	1902 11 mo *Lloyd's*	Cook, Welt'n & Gemmell Beverley *sA&CP*	Morris & Fisher, Ld	112·7 Q56' F20'	21·5	11·5 BK8'	Grimsby British *4 BHCem*	T. 3 Cy. 11¾", 20" & 33" – 24" (*s*) 180 lb 62 RHP 1 SB, *2pf*, Gs 33, Hs 1000 Amos & Smith, Hull	12 " 4	
258 MBRL	**Reine Elisabeth** Steel Sc Sr *Schoonjans* –08 (*ex* Princesse Elisabeth) 1 *Dk*	*2430* *2344* *1485*					1902	Soc. Anon. Jhn. Cockerill Hoboken	Armement Adolf Deppe	288·1 B24' F33'	45·0	21·6 *WB*	Antwerp Belgian	T. 3 Cy. 22½", 36" & 57½" – 43½" 211 NHP Soc An. J. Cockerill, Seraing		V
259	**Reinier** Steel Sc 1 *Dk*	83 69 31			...		1914 5 mo *Lloyd's*	Shanghai S.B. & D. Co. Ltd Shanghai *sA&CP*	Netherland Harbour Works Co.	78·0	17·0	7·3 FK	Shanghai Dutch *4 BHAsp*	C. 2 Cy. 12½" & 26" – 16" (*s*) 135 lb 47 NHP 1 SB, *2cf*, Gs 32, Hs 1093 Shanghai E.S.B. & DD Co Ltd	8 " 6	
260 111 PBTM	**Reisui Maru** Wood Sc Sr (*ex* Doyo Maru) 2 *Dks*	160 — 89					1901	N. Nakajo Misato	Chosen Yusen Kabushiki Kaisha	98·3	16·5	12·9	Jinsen Japanese	T. 3 Cy. 9¼", 15" & 24½" – 18" 24 NHP S. Ono, Osaka		
261 10823 LFSP	**Rekkusu Maru** Steel Sc Sp (*Whaler*) (*ex* Rex) 1 *Dk*	119 110 64					1902	Nylands Værksted Christiania	Toyo Hogei Kabushiki Kaisha	95·2 H6*t*	17·3	10·7	Osaka Japanese	T. 3 Cy. 10½", 17" & 28½" – 20" 36 NHP Nylands Værksted, Xania		
262 114426 TLMN	**Relay** Steel Twin Sc Sr (*Cable Vessel*) *ss* NYk. 3rd No. 3–8,14 *E. Oldham* –08 *Mchy. Aft* 2 *Dks* (1 *Irn-ptws*) & *Awng dk* Wireless	*1198* *1182* *742*	✠100A1 *Awng dk with freeboard* 8,17 ~~11,16~~ ✠LMC8,14 ✠NB7,06 BS11,16	NYk	*n*	~~8,15~~ 8,17	1890 3 mo	R. Thompson & Sons Sunderland A&CP	Mexican Telegraph Co.	240·0 ND13	32·2	14·2 21·5 BK8' *WB = Cell*	New York Utd. States *5 BHCem* *DB* 174' 280*t*	T. 6 Cy. 16½", 26½" & 43½" – 30" 160 lb *80 lb* ND B06 (*s*) 213 NHP 2 SB, *6rf*, Gs 102, Hs 3292 G. Clark (Lim.), Sld.	24 " 10 s 8 " 5 17 " 3	
263 114426 TLMN	**Relentless** Steel Sc Sr *W.R. Ladd* –16 *ss* Cff. No. 3–7,15 (*ex* Alto) 1 *Dk* (*Stl*) & *deep framing* *Cargo battens not fitted*	2027 1900 1294	✠100A1 1,18 ~~2,17~~ ✠LMC MS8,14 ~~BS9,15~~ 1,18	Mdb Lon	*s*	~~7,16~~ 1,18	1902 6 mo *Lloyd's*	S. P. Austin & Son, Ld. Sunderland *sA&CP* *WB*	Marquand Shppng. Co. Ltd. (Martin & Marquand, *Mgrs.*) *= Cell D Ba 88' u E &*	289·0 P27' B72' F28' *B* 30' *f* 50' 380*t* *FPT*	43·1	18·7 FK	Newcastle British *5 BHCem* 61*t A PT* 47*t*	T. 3 Cy. 21", 35" & 57½" – 39" (*s*) 160 lb *160 lb* 215 NHP 2 SB, *6pf*, Gs 99, Hs 3373 G. Clark, Ld. Sunderland	21 " 2 s 3 " 2½ 18 " 4	
264 132121	**Relevo** Steel Sc K *E. Parmenter* –14 1 *Dk*	176 163 67	✠100A1 *Stm Trawler* 10,15 ✠LMC5,12	Gms		10,15	1912 3 mo *Lloyd's*	Cook, Welt'n & Gemmell Ld. Beverley *sA&CP*	G. F. Sleight	105·2 Q58'	21·0	10·9 BK7½"	Grimsby British *4 BHCem*	T 3 Cy. 11½", 19½" & 32" – 23" (*s*) 180 lb 60 RHP 1 SB. *2pf*, Gs 30, Hs 1004 C. D. Holmes & Co. Ltd. Hull	11 " 10	
265 126603	**Reliable** Wood Sc *D.A. McLean* 1 *Dk*	208 159 112					1901	American Car & Fndy Co Wlmgton Del	Northern Dredging & Const. Co. Ld.	90·0	23·0	11·0 *WB*	Chthm, NB British	C. 2 Cy. 17" & 34" – 25" 68 RHP F A Verdon Co Hoboken NY		
266 131280 HRMS	**Reliance** Steel Sc Sr *Lieut. J.R. Williams, R.N.R.* (*ex* Knight Companion) 3 *Dks* *Elec.light*	9220 8665 7397	✠ 1,13 ✠	Liv	*c*†		1910 8 mo	C. Connell & Co. Ld. Glasgow	The Admiralty	469·6 P39' B167' F47'	58·0	40·0 FK *WB*	London British	T. 3 Cy. 26½", 45" & 75" – 48" NE & B13 390 NHP D. Rowan & Co. Glasgow	34 " 10	
267 118651 HCFL	— Steel Sc Sr *J. Harrison* –15 *ss* Cff. No. 2–13 1 *Dk* (*Stl*) 2 *tr B* & *deep framing* *Now named "Grelben," See No. 20 in Supplement*	3638 3388 2362	✠100A1 1,16 BS1,16 ✠LMC5,15	Sws	*w*	1,16	1905 3 mo *Lloyd's*	R. Stephenson & Co. Ld. Newcastle *sA&CP* *WB =*	J. C. Gould & Co. (Steam Ship Managers) Ld. *Cell D Ba 98' u E & B*	343·3 P36' B165' F26' 44' *f* 152' 911*t* *FPT*	50·1	23·5 FK 61*t A PT* 188*t*	Newcastle British *6 BHCem* Blair & Co. Ld. Stockton	T. 3 Cy. 25", 42" & 68" – 45" (*s*) 180 lb *100 lb* 335 NHP 2 SB, *6cf*, Gs 126, Hs 5150	26 " 3 s 4 " 1½ 22 " 5	
268 202077 KTVP	— Wood Twin Sc Sr *E.J. Barnes* (*ex* Anvil) *Petrol Motors* *Elec.light*	363 346 276					1905	W.F. Stone San Francisco	P.C. Lertora	116·0	24·5	16·5	S. Frncisco Utd. States	2 Petrol Motors		
269 97115	— Comp Sc 1 *Dk*	311 — 182					1892	Cllngwood Dry Dock Co. Collingwood	Lake Superior Paper Co. Ld.	124·0	23·0	11·6	Sault e St. Marie, Ont. British	C. 2 Cy. 20" & 40" – 24" NB 01 NE 02 67 RHP J. Inglis & Son, Toronto		
270 200023 KSNR	— Wood Sc 1 *Dk*	251 — 122					1903	Kelley, Spear & Co. Bath, Me.	Boston Sand and Gravel Co.	109·8	30·5	10·1	Boston Utd. States	Q. 4 Cy. 8", 12", 16" & 24" – 18" 24 NHP		
271 KSTG	— Steel Sc K *Lasnier* –12 *ss* Mil. No. 1–08 1 *Dk*	198 168 44	✠ *Stm Trawler* 12,11 ✠	Mil			1903 11 mo	Cochrane & Sons Selby	P.P. Planchat & fils	110·0 Q47' F22'	21·1	11·0 BK7½"	Dieppe French *3 BHCem*	T. 3 Cy. 11½", 18½" & 30⅛" – 22" 59 NHP 1 SB, *2p f*, Gs 30, Hs 1098 Gt. Centrl Co-op Eng. & Ship Repairing Co. Ld. Gms.	11 " 10	
272 19233	— Wood Sc Sr *J. Connors* –12 1 *Dk*	158 110 86					1904	J.E. Heron Pt. Esperance Tasmania	F. Carpenter	112·1	24·0	8·0	Melbourne British	C. 2 Cy. 14" & 28" – 20" 32 RHP Ross & Duncan, Glasgow		
273 11278	— Wood Sc *C. Wallace* –09 *Elec.light* 1 *Dk* & *Awng dk*	153 — 104					1900	J. Supple Portland, Or.	Kitsap Transptn. Co.	118·0	20·5	6·5	P. Twnsnd Utd. States	C. 2 Cy. 12" & 20" – 14" 12 NHP		
274 18936 IBSD	**Reliance II.** Steel Sc K *T. Robinson* –14 *ss* Gms. No. 2–13 (*ex* Reliance) 1 *Dk*	203 189 83	✠100A1 *Stm Trawler* 7,13 BS8,14 ✠LMC7,13	Gms		7,13	1904 11 mo *Lloyd's*	Cochrane & Sons Selby *sA&CP*	Baker & Green	115·0 Q60' F20'	21·6	11·3 BK7½"	Grimsby British *4 BHCem*	T. 3 Cy. 11½", 20" & 33" – 24" (*s*) 180 lb 58 RHP 1 SB, *2cf*, Gs 30, Hs 1000 C. D. Holmes & Co. Hull	12 " 4	
275 03988 WBH	**Relief** Steel Sc Sr *Elec.light* 2 *Dks*	828 — 563					1907	Harlan & Hollingsworth Co. Wlmgtn, Del.	Merritt & Chapman Derrick & Wrecking Co.	184·6	30·2	20·6	New York Utd. States *WB*	T. 3 Cy. 18", 30" & 50" – 30" 137 NHP Harlan & Hollingsworth Co		R
276 10886	— Iron Sc	242 — 113					1890	Neafie & Levy Philadelphia	Virginia Pilots' Association	128·7 len06	23·0	12·1	Norfolk, Va. Utd. States	C. 2 Cy. 22" & 40" – 26" NB 06 68 NHP Neafie & Levy, Philadelphia		
277 10655 OSM	— Iron Sc *C.M. Pettersen* 99–11 (*Tug*) *Elec.light* *Fitted for oil fuel* 1 *Dk*	204 — 102					1884	W. Cramp & Sons Philadelphia	Humboldt Lumber Manufact. Assocn.	112·0	22·5	12·6	Eureka Utd. States	C. 2 Cy. 20½" & 40" – 30" 73 NHP W. Cramp & Sons, Phl.		

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite. Terme assigné maintenant à cette Lettre d'Echiquier.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NP = Force en chevaux d'après les formules de la Société. RP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille / Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. pc.	15
278 / 121629 / HPDW	**Relillio** SteelScSr *J.B.Youens* –17 *ss*Shl.No.1–13 1 *Dk* (*pt Irn pt Stl*) *& deep framing*	2398 2255 1481	✠100A1 2,17 ~~5,18~~ ~~Examined~~ ✠LMC ~~BS3,18 MS8,13 BS10,16 2,17~~	Bry	*s* ~~10,15~~ 10,17 5,18	1909 6mo *Lloyd's SA&CP*	R.Thompson&Sons,Ld Sunderland	Orders & Handford S.S.Co.Ld. *WB = Cell D Ba 90*	290·0 / B74′F29′ FK *uE&B 36′ f 116′ 669t*	46·0	19·7	Newport British 5 *BHCem*	T.3Cy.21½″,36″&59″–39″ (*s*) 180lb *100lb* 237NHP 2SB,*6pf*,GS92,HS3664 N.E.MarineEng.Co.Ld.Sld	22 ″ 0 s 3 ″ 6 18 ″ 10	
279 / 136988	**Relonzo** SteelScK *C.London* –14 *Elec.light* 1 *Dk*	245 226 107	✠100A1 *Stm Trawler* 8,14 ✠LMC8,14	Hul		1914 8mo *Lloyd's SA&CP*	Cook, Welt'n&Gemmell Ld. Beverley	G.F.Sleight	120·5 / Q67′ BK7½″	22·0	12·3	Grimsby British 4 *BHCem*	T.3Cy.12½″,22″&35″–24″ (*s*) 190lb 80RHP 1SB,*3pf*,GS46,HS1402 C.D.Holmes&Co.Ld.Hull	13 ″ 1	
280 / 134770	**Remagio** SteelScK *H.Stephenson* –15 1 *Dk*	174 160 76	✠100A1 *Stm Trawler* 10,13 ✠LMC6,13	Gms		1913 6mo *Lloyd's SA&CP*	Cook, Welt'n&Gemmell Ld. Beverley	G.F.Sleight	106·7 / Q58′ BK7½″	21·0	10·9	Grimsby British 4 *BHCem*	T.3Cy.11½″,19½″&32″–23″ 180lb (*s*) 62RHP 1SB,*2pf*,GS30,HS1050 C.D.Holmes&Co.Ld.Hull	11 ″ 10	
281 / 136987	**Remarko** SteelScK *C.Dix* –15 *Elec.light* 1 *Dk*	245 226 107	✠100A1 *Stm Trawler* 7,14 ✠LMC7,14	Hul		1914 7mo *Lloyd's SA&CP*	Cook, Welt'n&Gemmell Ld. Beverley	G.F.Sleight	120·5 / Q67′ BK7½″	22·0	12·3	Grimsby British 4 *BHCem*	T.3Cy.12½″,22′&35″–24″ (*s*) 190lb 80RHP 1SB,*3pf*,GS46,HS1402 C.D.Holmes&Co.Ld.Hull	13 ″ 1	
282 / PRFN	**Rembrandt** SteelScSr ~~*P.Haasmoet*~~ *ss*Ams.No.2–15 *Elec.light* *UDk* (*Stl–ws*) *pt Stl MDk* Sub.Sig. 3 *tr B & Shelter dk* (*Stl–teaks*) Wireless *H.G.Wilkens* –17	5876 5172 3670	✠100A1 *Shelter dk with freeboard* 6,~~17 10,16 11,17~~ ~~BS7,17~~ 3,18 ~~BS1,16~~ ✠LMC2,15	Ams Sba	*a*† 6,16	1906 10mo *Lloyd's SA&CP*	Nederl. Schps. Maats. Amsterdam	Stoomv.Maats. Nederland *WB = Cell D Ba 106′*	420·8 / B102′F75′ FK&BK3″	47·9	34·7	Amstrdam Dutch 6 *BHCem*	Q.4Cy.29½″,41⅝″,58½″&88½″–59″ 210lb *210lb* (*s*)807NHP 3DB,*18cf*,GS280HS10935FD NedFb.v.Wrk&Spoor,Ams *n lower dk a* 25′ 118 *t FPT 45t*	37 ″ 6 s 11 ″ 1 27 ″ 3	
283 / 110571 / RDGV	— SteelScSr *S.J.Connolly* –15 Wireless 3 *Dks*	4667 4279 2904				1899	D&W Henderson&Co. Glasgow	LivBrazil&RPlate SNCoLd(Lamport &Holt,Ld.*Mgrs.*)	380·0 / P45′B100′F46′	50·2	27·8	Liverpool British *WB*	T.3Cy.27½″,46″&74″–48″ 379NHP D.&W.Henderson&Co.Gls		C
284 / 134738	**Remexo** SteelScK *R.J.P.Jones* –15 1 *Dk*	231 212 108	✠100A1 *Stm Trawler* 6,14 ✠LMC8,12	Gms	6,14	1912 8mo *Lloyd's SA&CP*	Cook, Welt'n&Gemmell Ld. Beverley	G.F.Sleight	117·5 / Q60′ BK7½″	22·0	11·7	Grimsby British 4 *BHCem*	T.3Cy.12¼″,22″&35″–24″ (*s*) 180lb 62RHP 1SB,*2pf*,GS35,HS1070 C.D.Holmes&Co.Ld.Hull	12 ″ 6	
285 / MBVL	**Remier** SteelScSr *Parate* –16 *ss*Rot.No.2–15 (*ex*Gloriana) *Spar dk* (*pt Irn & pt Stl*) 2 *tr B & deep framing*	3039 2826 2119	✠100A1 *Spar dk with freeboard* 2,17 ~~Examined~~ ~~BS8,15~~ ~~MS8,13~~ BS9,16 ✠LMC5,15	Rot	*u* ~~3,17~~ 5,18	1905 5mo *Lloyd's SA&CP*	Irvine's SB &D.D.Co.Ld. WHartlepool	~~Lloyd Royal Belge~~ (~~Brys&Gylsen Ld. *Mgrs.*~~) Lloyd Royal Belge Soc. Anon. *WB = Cell D Ba 106′ u E24′*	325·3 / P33′B100′F32′ 22·6 FK *f 138′ 654t FPT 100t*	47·1	13·8	Antwerp Belgian 5 *BHCem*	T.3Cy.24″,38″&64″–42″ (*s*) 160lb ~~*100lb*~~ 275NHP 2SB,*6cf*,GS100,HS4264 Richardsons,Westgarth& Co.Ld.Hpl.	24 ″ 10 s 4 ″ 2½ 21 ″ 0	
286 / 139057	**Remindo** SteelScK *Elec.light* 1 *Dk*	258 228 113	✠100A1 *Stm Trawler* 9,17 ✠LMC9,17 ~~(Class Contem plated)~~	Hul		1917 8mo *Lloyd's SA&CP*	Cook, Welt'n&Gemmell Ld. Beverley	G.F.Sleight	~~120·8~~ / Q67′ ~~F19′~~ 120·5 BK7½″	~~22·0~~	12·2	Grimsby British 4 *BHCem*	T.3Cy.12½″,22′&35″–24″(*s*) 195lb 80RHP 1SB,*3pf*,GS43,HS1402 C.D.Holmes&Co.Ld.Hull	13 ″ 1	
287 / 113212	**Remo** IronScK *A.Clarke* –14 *ss*Gms.No 3–8,13 1 *Dk*	169 152 69	✠100A1 *Stm Trawler* 8,14 BS7,14 ✠LMC8,15	Gms	7,14	1900 11mo *Lloyd's SA&CP*	Cochrane& Cooper,Ld. Selby	G.F.Sleight	101·0 / Q45′F18′ BK7½″	21·0	11·0	Grimsby British 3 *BHCem*	T.3Cy.11⅞″,19½″&32″–23″ 180lb (*s*) 55RHP 1SB,*2cf*,GS30,HS1037 C.D.Holmes&Co.Hull	11 ″ 9	
288 / 130162	**Remora** SteelTwinSc *W.Williams* 03–12 (*Suction & Grab Hopper Dredger*) *Elec.light* 1 *Dk*	1045 983 461			…	1912	F.Schichau Elbing	Government of Queensland	213·5 / FK	37·3	15·9	Brisbane British *WB*	T.12Cy.11″,18½″&29½″–16½″ 204NHP F.Schichau,Elbing	17 ″ 1	
289 / 124590 / HTJK	**Remuera** SteelTwinScSr Wireless *Ref.Mchy. Elec.light* 3 *Dks & Shelter dk*	11276 9948 7154				1911	W.Denny& Bros. Dumbarton	NewZealand ShippingCo.Ld.	485·0 / FK	62·3	41·0	Plymouth British *WB*	T.6Cy.28″,47″&78″–48″ 843NHP Denny&Co.Dumbarton		C BT HB 8,17
290 / 122976 / HNJT	**Remus** ~~*ss*Goo.No.2–17~~ SteelSc3MstSr *J.Best* –16 *ss*Goo.No.1–13 *Well deck* 1 *Dk* (*Stl*) *& Web frames* *Elec.light* *Mchy.Aft* *Cargo battens not fitted*	1079 801 566	✠100A1 11,17 ~~1,16~~ ✠LMC 11,17 ~~MS8,15 BS7,16~~	Goo	*m* ~~1,16~~ 11,17	1908 11mo *Lloyd's SA&CP*	J Fullerton &Co. Paisley	G.B.Wadsworth *WB = Cell D Bf 136′*	221·0 / Q109′B16′F28′ FK	34·2	13·1	Goole British 3 *BHCem* 239 *t FPT 71t*	T.3Cy.18″,29″&48″–33″ (*s*) 180lb 163NHP 2SB,*4cf*,GS82,HS2772 Ross&Duncan,Glasgow	15 ″ 6 s 1 ″ 3 14 ″ 6	
Missing since 19.17 291 / MBKD	**Ren** SteelScSr *Th.Jensen* 1 *Dk*	977 799 585				1903	Fredrkstad Mek.Værks. Fredrikstad	Dpsk.Akties.Björn (ThorvaldHansen, *Mgr.*)	217·4 / Q56 *t* H57 *t* F29 *t*	33·1	13·1	Risör Norwegian *WB*	T.3Cy.16″,26″&43″–30″ 101NHP Fredrikstad M.V.Frdstad		N
292 / MGVJ	**Rena** SteelScSr *H.Berg* –11 *Elec.light* 1 *Dk & Shelter dk 2 tr B* Wireless	4686 4362 2885				1911	W.Doxford &Sons,Ld. Sunderland	NrwgnAfr&Astrla Line (W.Wilhelmsen&Fearnley& Eger, *Mgrs.*)	390·0 / P101 *t* H194 *t*	53·5	26·2	Tönsberg Norwegian *WB*	T.3Cy.27″,46½″&77″–54″ 436NHP W.Doxford&Sons,Ld.Sld.		N
293 / 134780	**Renarro** SteelScK *E.W.Darwood* –14 1 *Dk*	230 212 107	✠100A1 *Stm Trawler* 7,14 ✠LMC7,13	Gms		1913 7mo *Lloyd's SA&CP*	Cook, Welt'n&Gemmell Ld. Beverley	G.F.Sleight	117·5 / Q60′ BK7½″	22·0	11·6	Grimsby British 4 *BHCem*	T.3Cy.12½″,22″&35″–24″ (*s*) 180lb 70RHP 1SB,*2pf*,GS35,HS1113 C.D.Holmes&Co.Ld.Hull	12 ″ 6	
294 / JDRP	**Renata** IronScSr *P.Sielaff* *Elec.light* 1 *Dk 2 tr B*	726 548 435				1879	Akt.Ges. "Vulcan" Stettin	RenataDmpfsch. Ges.ThGribel(Rud ChristGribel, *Mgr*)	199·4 / P107′	27·5 / F26′	13·1	Stettin German *WB*	C.2Cy.25″&43″–27½″ NB93 81NHP A.G."Vulcan," Stettin		G
295 / RJVH	**Renate Leonhardt** SteelScSr *K.Waldmann* 10–10 (*ex* GreteGronau, *ex* Brunhilde) 1 *Dk 2 tr B*	1126 925 700				1893	Flensburgr Schiffsb.Ges. Flensburg	Leonhardt& Blumberg	231·8 / Q71′B107′F27′	34·2	14·0	Hamburg German *WB*	T.3Cy.16″,26″&43″–33″ 106NHP FlensburgerSchiffsb.Ges.		G
296 / 127862	**Renco** SteelScK *C.F.Dix* –15 *ss*Gms.No.1–14 1 *Dk*	230 211 105	✠100A1 *Stm Trawler* 12,14 ✠LMC5,14	Gms	5,13	1910 7mo *Lloyd's SA&CP*	Cook, Welt'n&Gemmell Ld. Beverley	G.F.Sleight	117·3 / Q59′F18′ BK7½″	22·0	11·7	Grimsby British 4 *BHCem*	T.3Cy.12¼″,22′&35″–24″ (*s*) 180lb 64RHP 1SB,*2pf*,GS33,HS960 C.D.Holmes&Co.Ld.Hull	12 ″ 6	
297 / RQKN	**Rendsburg** SteelScSr *G.Voss* *Well deck* 2 *Dks* (*Stl*) *& pt deep framing &* *Elec.light lower dk beams in No.1 hold only*	4639 4307 2905	✠ — 6,16 ✠	Ham	*z*	1910 6mo	Flensburgr Schiffsb.Ges. Flensburg	Deutsch-Austral. Dmpfsch.Ges. *WB = Cell D Ba 126′ u E & B 52′*	395·9 / P&B320′F47′ FK	54·0	25·3	Hamburg German 7 *BHAsp* *f 178′ 1211t*	T.3Cy.28¾″,47½″&78″–54″ 594NHP 3SB,*9cf*,GS198,HS8414 FD FlensburgerSchiffsb.Ges.	28 ″ 0	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. / Master. / Special Surveys.	3 Material, Rig, &c. / Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage: Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned / now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines.	9 Built. By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of ✠ of Trade Cert.
298 KTJB	**Renée Achaque** *S.Antoni* –12 *ex*Es sid'et Turki)	SteelScSr (*ex*Malaga, 1*Dk*	458 — 307					1892	Akt.Ges. "Weser" Bremen	M.Mazzella&Co.	157·1 Q28′	26·8 B33′	10·5 F19′	Oran French *WB*	T.3Cy.10¼″,16½″&26⅝″–16½″ 28NHP A.G."Weser,"Bremen		V
299 KTHP	**Renée Hyaffil** *Morelli* –13 (*ex*Hispania)	Iron&SteelScSr 1*Dk&Spar dk*	1114 1019 681					1885	TyneI.S.B. Co.Ld. Newcastle	Soc.Commerciale &Maritime (D.Hyaffil, *Mgr.*)	209·6 B58*t*	30·2 H36*t*	20·0	Oran French *WB*	T.3Cy.20″,31″&52″–36″ 162NHP WighmRichrdsn&C.,Nwc.		V
300 KTHS	**Renée Marthe** *La Colley* –11 *Cargo battens not fitted*	SteelScSr ~~ssSws.No.1–15~~ 1*Dk(Stl)* *ss*Fal.No 2–18	1389 1072 727	✠100A1 Fal ~~6,15 6,15 2nd cross~~ 5,18 ~~BS8,16~~ ✠LMC5,15 ~~9,17~~ Sws ~~7,15~~	*o*	~~5,15~~ ~~7,17~~ ~~9,18~~ 5,18		1910 9mo *Lloyd's*	Osbourne, Graham&Co. Sunderland *SA&CP* *WB*	F.Bouet = *CellDBa75′uE&B*	248·3 P22′Q67′ *CellDBa75′uE&B*	35·0 B56′F21′ FK	14·8 *B29′f102′392tFPT*	Caen French 4*BHCem* *48tAPT121t*	T.3Cy.18″,30″&49″–36″ (*s*) 180lb 177NHP 2SB,*4pf*,GS73,HS2998 N.E.Marine Eng.CoLd.Sld.	17 ″ 0 8 1 ″ 4 15 ″ 11	
301 14238 ~~HPOR~~ JTDH	**Renen** *J.Pedersen*16–15 (*ex*Prospero,*ex*Prima) *Elec.light Well deck*	IronScSr 1*Dk2trB*	656 462 ~~353~~ 354			...		1869	Denton, Gray&Co. W Hartlepool	TheShippingController (R.A.Constantine&Donkin Ld.*Mgrs.*)	179·6 P168*t*	27·7 H13*t*	14·1 F34*t*	~~Christiania~~ Norwegian London *WB* British	C.2Cy.23″&44¾″–30″ 90RHP NE79&NB89 ~~91NHP~~ FlensburgS.B.C.Flensburg		N
302 124172 HKLM	**Renfrew** *J.Hill* –17 *Turret deck*	SteelScSr (*ex*Galavale) 1*Dk*	3830 3126 2441					1907	W.Doxford &Sons,Ld. Sunderland	IrismereSteam ShippingCo.Ld. (R.J.Sutherland &Co.*Mgrs.*)	350·0 P32′F31′	50·1	22·4	Newcastle British *WB*	T.3Cy.24″,41″&68″–45″ 310NHP W.Doxford&Sons,Ld.Sld.		C
303	**Rennie** *Elec.light*	SteelPad 1*Dk*	*120* *120* *57*			...		1905	G.Rennie& Co. Greenwich	Soc.deSucrerie et Raffinerie de Pontelongo FK	131·0	18·0	6·8	Belgian	C.D.2Cy.16″&31″–36″ 60RHP Scott'sS.B.&E.Co.Ld.Grk.	7 ″ 0	
304 89154 TWMF	**Renong**	SteelSc 1*Dk*	733 460 405					1916	Eastern Shpg.Co.Ld. Penang	EasternShipping Co.Ld.	180·0	28·0	14·6	Penang British	C.2Cy.22½″&46½″–30″ 88RHP J.Dickinson&Sons,Ld.Sld.		
305 118933	**Renovo** *R.J.P.Jones* –17	IronScK *ss*Gms.No.2–12 1*Dk*	170 159 64	✠100A1 Gms *StmTrawler* 5,14 ~~5,18~~ BS11,17 ~~Examined 11.17~~ ✠LMC ~~BS11,16~~ ~~MS9,16~~			9,16	1904 9mo *Lloyd's*	Cook,Welt'n&Gemmell Beverley *SA&CP*	G.F.Sleight	105·0 Q46′F18′	21·1 BK7½″	11·0	Grimsby British	T.3Cy.11½″,19½″&32″–23″(*s*) 180lb 55NHP 1SB,*2cf*,GS29,HS950 C.D.Holmes&Co.Hull	11 ″ 10	
306 210175	**Renown** *Elec.light* 1*Dk(Stl)&Webframes* *Mchy.Aft* *Longitudinal framing* Sub.Sig.	SteelScSr	4154 3778 2098	✠100A1 Clv *o* 3,13 *For Service on the Great Lakes* *Carrying Petroleum in bulk* *Fitted for oil fuel* 7,12 ✠LMC7,12				1912 7mo *above*	American S.B.Co. Lorain,O. A&CP	StandardOilCo., Indiana (B.Parker, *Mgr.*) 150°F. *WB=CellDBu E&B*	373·0 F54′ 73′ *f* 266′1210*tFPT*	52·0 FK	25·0	Whiting, Ind. Utd.States 12*BH* 180*tAPT18t*	T.3Cy.23½″,38″&63″–42″ (*s*) 180lb 388NHP 2SB,*6cf*,GS126,HS5998 FD AmericanSBCo.ClevelndO	25 ″ 0	
307 9433 JVSB	**Rensho Maru** (*ex*Herald)	SteelScSr *ss*Ddn.No.1–89 1*Dk(Stl)*	587 — 342	✠ Ddn *i* 4,89 ✠				1884 7mo	Pearce Bros. Dundee	C.Nishimura *WB=DBa40′60tFPT67t*	172·0 Q33′B43′F18′	28·2 FK	13·3 *4BHCem*	Nanao Japanese	C.2Cy.23″&45″–30″ 92NHP PearceBros.Dundee	13 ″ 11	
308 THGF	**Rensiena** *Metes*	SteelScSr 1*Dk*	246 204 134					1912	E.J.Smit &Zoon Hoogezand	Maats.totExploitatie van het stoomschip "Rensiena"	125·3 Q6′B18′F11′	21·7	9·7	Pal'mbang Dutch *WB*	C.2Cy.10¼″&19¾″–13″ 12NHP E.J.Smit&Zoon,Hoogeznd		G
309 111302	**Rensselaer** *Mchy.Aft* *Elec.light* Sub.Sig.	SteelScSr 1*Dk2trB*	5124 — 3827					1900	American S.B.Co. Cleveland	Pittsburgh S.S.Co.	454·0	50·0	28·5 *WB*	Duluth, Minn. Utd.States	Q.4Cy.18″,26¾″,41″&63″–42″ 257NHP ChicagoS.B.Co.,Chicago		
310 206501	— *C.H.Bruder* –09 *Elec.light*	SteelPad 3*Dks*	2690 — 1796					1909	MarvelS.B. Co. Newburgh,NY.	HudsonNav.Co.	317·3 Q21′	42·5	12·5	NewYork Utd.States	B.1Cy.70″–144″ 452NHP W.&A.FletcherCo.Hbkn		
311 126836 JLWP	**Renvoyle** *J.Harrison* –15 *Mchy.Aft* *Elec.light*	SteelScSr 1*Dk*	1830 1477 1176			...		1910	ClydeS.B. &Eng.Co.Ld Pt.Glasgow	CanadaSteamship Lines,Ld.	250·0 Q94′F38′	42·7 FK	16·3 *WB*	Toronto British	T.3Cy.17″,28″&46″–33″ 159NHP ClydeS.B.&E.Co.Ld.Pt.Gls	18 ″ 6	C
312 134765	**Renzo** *A.J.B.Smith* –14	SteelScK 1*Dk*	230 212 108	✠100A1 Gms *StmTrawler* 7,14 ✠LMC3,13				1913 3mo *Lloyd's*	Cook,Welt'n&Gemmell Ld. Beverley *SA&CP*	G.F.Sleight	117·5 Q60′	22·0 BK7½″	11·7 *4BHCem*	Grimsby British	T.3Cy.12¾″,22″&35″–24″ (*s*) 180lb 70RHP 1SB,*2pf*,GS35,HS1113 C.D.Holmes&Co.Ld.Hull	12 ″ 6	
313 JFHV	**Réocin** *J.Fernandez*06–73	IronScSr 1*Dk*	298 245 148					1873	Cunliffe& Dunlop Pt.Glasgow	JoséDiaz	133·5 Q21′	22·4	11·6	Santander Spanish	C.2Cy.20″&35″–24″ 50NHP Cunliffe&Dunlop,Pt.Gls.		
314 125069	**Reperio** *C.London* –14	SteelScK *ss*Gms.No.1–11 1*Dk*	230 211 91	✠100A1 Gms *StmTrawler* 12,14 BS7,14 ✠LMC6,11			5,13	1907 8mo *Lloyd's*	Cook,Welt'n&Gemmell Ld. Beverley *SA&CP*	G.F.Sleight	117·0 Q59′F18′	22·0 BK7½″	11·7 *4BHCem*	Grimsby British	T.3Cy.12¾″,22″&35″–24″ (*s*) 180lb 70RHP 1SB,*2pf*,GS32,HS1110 C.D.Holmes&Co.Hull	12 ″ 6	
315 127831	**Reporto** *R.J.P.Jones* –15	SteelScK *ss*Gms.No.1–12 1*Dk*	230 211 107	✠100A1 Gms *Stm Trawler* 5,14 BS6,14 ✠LMC4,12			6,14	1908 7mo *Lloyd's*	Cook,Welt'n&Gemmell Ld. Beverley *SA&CP*	G.F.Sleight	117·0 Q59′F18′	22·0 BK7½″	11·7 *4BHCem*	Grimsby British	T.3Cy.12¾″,22″&35″–24″ (*s*) 180lb 70RHP 1SB,*2pf*,GS33,HS1066 C.D.Holmes&Co.Hull	12 ″ 6	
316 127857	**Repro** *H.A.Green* –15	SteelScK *ss*Gms.No.1–14 1*Dk*	230 211 105	✠100A1 Gms *StmTrawler* 6,14 ✠LMC6,14			6,14	1910 6mo *Lloyd's*	Cook,Welt'n&Gemmell Ld. Beverley *SA&CP*	G.F.Sleight	117·3 Q59′F18′	22·0 BK7½″	11·7 *4BHCem*	Grimsby British	T.3Cy.12¾″,22″&35″–24″ (*s*) 180lb 64RHP 1SB,*2pf*,GS33,HS960 C.D.Holmes&Co.Ld.Hull	12 ″ 6	
317 102838 NHBP	**Repton** *T.Pearn* –16 *k(ptStl&ptIrn)&Webframes* *&ptAwng dk(Irn)*	SteelScSr *ss*Cff.No.3–8,07 *ss*Cff.No.2–16	2881 2218 1852	✠100A1 Hul *t* *ptAwng dk* *withfreeboard* 3,17 BS4,17 ✠LMC4,16			4,17	1894 2mo *Lloyd's*	C.S.Swan &Hunter Newcastle *SA&CP*	AustinFriarsStm. Shpg.Co.Ld. (~~Gal.~~ (Houlder,Middleton&Co.Ld., *Mgrs.*)	312·5 P24′Q94′F30′ *wng dk126′RFD38′* *WB=Cell*	41·0 FK	20·6 *6BHCem* *DB264′640t*	London British	T.3Cy.23″,36¾″&62″–39″ (*s*) 160lb NDB11 245NHP 2SB,*6rf*,GS83,HS3760 CenMarEWks(Lim)WHpl	23 ″ 1 s 8 ″ 5½ 22 ″ 0	
318 214028 LFQT	**Republic** *C.Watts* –16 *Turret deck* *Elec.light*	SteelSc (*ex*Walküre) 1*Dk*	4169 — 3121					1907	W.Doxford &Sons,Ld. Sunderland	ChiléS.S.Co.Inc.	345·1 P32′F31′	49·1	25·1	NewYork Utd.States *WB*	T.3Cy.24″,41″&68″–45″ 310NHP W.Doxford&Sons,Ld.Sld.		
319	**Republica** *IsaiasBernardo* –12 *Elec.light*	SteelScK 1*Dk*	*323* *294* *130*	✠ Abn *StmTrawler* 4,11 ✠				1911 4mo	J.Duthie Torry S.B.Co. Aberdeen	Empreza dePescaria Lisbonense, Ld.	135·5 Q75′	24·1 BK8″ *WB=DBf26′25t*	12·5	Lisbon Portuguese 4*BHCem*	T.3Cy.15″,25″&40″–27″ 116NHP 1SB,*3cf*,GS51,HS2150 J.Abernethy&Co.Abn.	13 ″ 6	V

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Greement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Speciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.
320	**Republica Argentina** SteelScSr		*3556*	✠100A1	Rot	*v*	11,15	1894	W.Dobson	Cie.RoyaleBelgo-	345·5	44·1	19·7	Antwerp	T.3Cy.22½″,40″&64″–45″ (*r*)	28 ″ 8
	Sangeleer *ssAnt.No.3–3,06*		*3310*	*Spar dk*				3mo	&Co.	Argentine	P30′B60′F33′		27·5	Belgian	180lb ~~200lb~~ 305NHP	″ 6 ·0½
MBRK	*ssAnt.No.2–13*		*2295*	10,17 ~~1,15~~					Newcastle	(ArmementAdolf	*WB=Cell*		FK	*6BHCem*	2SB.*6cf*,GS126,HS4800	22 ″ 11
	(*ex*PortElliot) 1*Dk(Stl)&Spardk*			✠NB9,04 ✠LMC				*Lloyd's*	*sA&CP*	Deppe,*Mgrs.*)	*DBa&uE120′f148′*			606t*APT51t*	WllsndSlpwy.Co.Ld. Nwc.	
	(*Irn*)*3trB*			MS12,13	BS6,16 7,17											
321	**Republicano** SteelTwinScSr		328	✠ ——	Grk			1910	Murdoch&	Tavares.Coutinho	150·0	32·1	6·2	Para	C.4Cy.12½″&26″–18″	6 ″ 6
	J.A.M.França13–13		231	12,14				8mo	Murray	&Co.	F17			Brazilian	73NHP	
	Elec.light 1*Dk(Stl)&Promenade dk*		223	*River purposes only*					Pt.Glasgow				FK	5*BHCem*	1SB,*2pf*,GS41,HS1471	
	(*Teak*)			✠											Ross&Duncan,Glasgow	
322	**Keresby** SteelScSr		2961	✠100A1	Nwc	*u*	4,17	1898	C.S.Swan&	BirkdaleS.S.Co.	325·4	47·2	21·5	London	T.3Cy.24″,38″&64″–42″ (*r*)	24 ″ 0
109022	*J.J.Davies* –17 *ssCff.No.3–3,11*		2737	8,17 4,17	Cff			4mo	Hunter,Ld.	Ld.(C.Radcliffe&	P30′B60′F33′			British	170lb 276NHP	s 4 ″ 3
QDCB	*ssCff.No.1–16*		1882						Newcastle	Co.*Mgrs.*)	ptND11		FK	5*BHCem*	3SB,*6pf*,GS103,HS4215	20 ″ 2
	1*Dk(Stl)2trB&deepframing*			BS1,17 ✠LMC8,15				*Lloyd's*	*sA&CP*	*WB=CellDBa*	100′*uE&B38′f138′*			713t*APT48t*	SirC.Furness,Westgarth&	
	3*Dk rule*														Co.Ld.Mdb.	
323	**Rescue** IronTwinSc		630			...		1887	W.H.Pot-	Government of	200·6	27·3	14·0	Calcutta	C.4Cy.24″&46½″–36″	14 ″ 9
93717	*A.E.Harvey09–12* (*Tug*)		532						ter&Sons	Bengal	F25′			British	NB06 259NHP	
KLJN	1*Dk2trB*		194						Liverpool				BK12″	*WB*	Fawcett,Preston&Co.,Liv.	
324	— WoodScSr		538					1899	A.C.Brown	Merritt&Chapman	160·3	32·2	16·8	NewYork	T.3Cy.16½″,26½″&42½″–28″	
111215	F&YM4,13		—						&Sons	Derrick&Wreck-				Utd.States	LakeErie 96NHP	
KPBN	1*Dk*		284						Tottnvlle NY	ingCo.					BoilerWorks,Buffalo,N.Y.	
325	— SteelScSr		357	✠100A1	Shl	*g*	8,14	1904	J.P.Ren-	M.H.Bland&Co.Ld	150·0	26·2	12·8	Gibraltar	C.2Cy.23½″&49″–33″ (*a*)	14 ″ 0
111335	*G.W.Doran* –15 *ssGib.No.2–13*		308	*For Salvage &				6mo	noldson&Sns.					British	130lb 143NHP	s 1 ″ 11
WHJC	1*Dk(Teak)*		143	*Towing purposes*					South Shields				BK7″	4*BHCem*	1SB,*4pf*,GS71,HS2514	13 ″ 0
	Elec.light			8,14				*Lloyd's*	*sA&CP*		*WB=FPT*			12t*APT10t*	J.P.Rennoldsn&Sns.S.Shl.	
				BS6,14 ✠LMC2,15												
326	— IronPadSp		142					1869	HeppleBrs.	AnchorStm.Tug	107·2	18·5	9·8	N.Shields	2Cy.28½″–54″	
63510	*J.T.Jobling* –95		126						N.Shields	Co.Ld. (R.Chater,				British	NB92 60RHP	
			16							*Mgr.*)						
327	— SteelPadLr		135					1887	W.Denny	IrrawaddyFlotilla	120·0	22·1	6·8	Glasgow	C.D.2Cy.15″&26″–42″	
95017			135						&Bros.	Co.Ld.				British	30RHP	
	Elec.light		65						Dumbarton						Denny&Co.,Dumbarton	
328	**Resercho** SteelScK		258	✠100A1	Hul			1917	Cook,Wel-	G.F.Sleight	~~120·3~~	22·0	12·2	Grimsby	T.3Cy.12½″,22″&35″–24″ (*s*)	13 ″ 1
139961			228	*Stm Trawler*				8mo	t'n&Gemmell		Q67′ ~~F19′~~			British	195lb 80RHP	
	Elec.light 1*Dk*		113	10,17 ✠LMC10,17					Ld. Beverley		120 · 5		BK7½″	4*BHCem*	1SB,*3pf*,GS43,HS1402	
				(~~Class Contemplated~~)				*Lloyd's*	*sA&CP*						C.D.Holmes&Co.Ld.Hull	
329	**Reserv** IronScSr		1725	✠100A1	Osc	*r*	~~8,15~~	1882	E.Withy&	RederiAktieb.	275·0	35·6	19·5	Stockholm	C.2Cy.33½″&65″–36″ (*b*)	21 ″ 2
3857	~~*Joh.Andersson99–04*~~ *ssOsc.2ndNo.3–4,04*		1439	3,15			11,17	8mo	Co.	Nordstjernan (A.	P30′Q82′B66′F31′			Swedish	80lb 211NHP	
JMDN	*A.O.Rommel12–17* *ssMdb.No.2–12*		1014	~~Examined 11,17~~ ~~C.MC5,15~~					WHartlepool	A.Johnson,*Mgrs.*)	ptND04		BK9½″	4*BHCem*	2SB,*4pf*,GS89,HS2469	
	(*ex*Merkur,*ex*Bestevåer,*ex*Wellfield)			BS11,17				*Lloyd's*	*sA&CP*	*WB=DBa*	84′*f*96′287t*APT15t*			*DTa*14′184t	T.Richardson&Sons,Hpl.	
	Well deck 1*Dk(ptIrn,ptStl)2trB*															
330	**Resident Bodemeijer** SteelScSr		236					1902	Nederl.	MadoeraStoom-	124·0	22·0	9·5	Kamal	C.2Cy.14″&28″–18″	V
	(*ex*LaurensPit)		—						Schps.Maats.	tramMaats.	P38′B20′F22′			Madoera	28NHP	
THGD	*Elec.light* 1*Dk*		163						Amsterdam					Dutch *WB*	NedFb.v.Wrk&Spoor,Ams	
331	**Resident Halewyn** WoodScSr		105					1889	J.M.Lyon	ChinKengChew	104·8	16·2	7·8	Singapore	C.2Cy.12″&24″–15″	
97510			95						&Co.					British	25RHP	
	1*Dk*		47						Singapore						Ross&Duncan,Glasgow	
332	**Resident Schiff Bahru** WoodSc		134					1885	.....	OeiTiangTjai	118·3	16·0	...	Tandjong		
	HadjiMachoed03–12		—						Singapore					Pinang		
THGW	1*Dk*		68											Dutch	Hall,Russell&Co.Abn.	
333	**Resie** SteelSc		155					1891	F.W.	F.Busse	104·5	20·7	10·3	Gstemnde	C.2Cy.17⅞″&30⅞″–21⅝″	
	(Captured & taken to Grimsby)		143						Wencke					German	37NHP	
QFNJ	*W.Tennhoff* (*Trawler*) 1*Dk*		33						Bremerhaven						H.Pauksch,Landsbrga.W.	
334	**Resmilo** SteelScK		258	✠100A1	Hul			1917	Cook,Wel-	G.F.Sleight	120·5	22·0	12·2	Grimsby	T.3Cy.12½″,22″&35″–24″ (*s*)	13 ″ 1
			228	*Stm Trawler*				3mo	t'n&Gemmell		Q67′			British	195lb 80RHP	
139938	*Elec.light* 1*Dk*		113	3,17 ✠LMC3,17					Ld. Beverley				BK7½″	4*BHCem*	1SB,*3pf*,GS43,HS1402	
								Lloyd's	*sA&CP*						C.D.Holmes&Co.Ld.Hull	
335	**Resolut** IronScSr		191			...		1884	M.Pearse	Akties.UnitedSar-	120·4	21·0	9·9	Bergen	C.2Cy.22″&41″–26″	10 ″ 7 N
	A.Langeland (*ex*Resolute)		158						&Co.	dineFactories	Q52′F22′			Norwegian	71NHP	
MDBS	*Elec.light* *Mchy.Aft* 1*Dk*		71						Stockton				FK	*WB*	Blair&Co.(Lim.),Stockton	
336	**Resolute** SteelSc		453					1916	Gt.Lakes	Merritt&Chapman	135·0	30·0	16·0	NewYork	C.2Cy.19″&42″–28″	
214625	(*Tug*)		—						Eng.Works	Derrick&Wreck-				Utd.States	78NHP	
LGDP	*Elec.light* 1*Dk*		219						Ashtabula	ingCo.					Gt.LakesEng.Wrks.Ash.	
337	— SteelScSr		294					1908	J.H.Dia-	P.DoughertyCo.	122·3	25·0	14·0	Baltimore	T.3Cy.15″,24″&40″–30″	
205311	*P.Pearson* (*ex*SarahE.McWilliams)		—						logne&Sons					Utd.States	88NHP	
KWQF	1*Dk*		199						Camden,N.J.						JHDialogue&Sn,Cmdn,NJ	
338	— WoodPadSp		133					1858	.....	Townsville	102·3	18·7	10·0	Townsvlle	2Cy.	
22170			121						London	HarbourBoard				British	60RHP	
	1*Dk*		24													
339	**Resolvo** SteelScK		231	✠100A1	Hul			1913	Cook,Wel-	G.F.Sleight	117·4	22·0	11·7	Grimsby	T.3Cy.12¼″,22″&35″–24″ (*s*)	12 ″ 6
135974	*G.Ellis* –15		212	*Stm Trawler*				10mo	t'n&Gemmell		Q61′			British	180lb 70RHP	
	1*Dk*		108	10,18 ✠LMC10,13					Ld. Beverley				BK7½″	4*BHCem*	1SB,*2pf*,GS35,HS1113	
								Lloyd's	*sA&CP*						C.D.Holmes&Co.Ld.Hull	
340	**Resparko** SteelScK		248	✠100A1	Hul			1916	Cook,Wel-	G.F.Sleight	120·5	22·0	12·2	Grimsby	T.3Cy.12½″,22″&35″–24″ (*s*)	13 ″ 1
138973			228	*Stm Trawler*				6mo	t'n&Gemmell		Q67′F19′			British	195lb 80RHP	
	Elec.light 1*Dk*		108	7,16 ✠LMC7,16					Ld. Beverley				BK7½″	4*BHCem*	1SB,*3pf*,GS43,HS1402	
								Lloyd's	*sA&CP*						C.D.Holmes&Co.Ld.Hull	

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Master. Special Surveys.	3 Material, Rig, &c. Late Name if any. No. of Decks, &c.	4 Regist'd Tonnage. Gross Under deck. Net.	5 Particulars of Classification. Character. for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Dates of Trade Cert.
341 127372	**Resplendent** *D.Mair* 14–14	**SteelScK** 1 *Dk*	100 99 42	✠100A1 *For fishing purposes* 5,14 ✠LMC6,14	Abn			1914 5mo *Aberdeen* *Lloyd's SA&CP*	A.Hall& Co.Ld.	D.Mair	88·0 18·7 9·3 BK 7″ *WB=FPT 5t*	Banff British	T.3Cy.9½″,16″&26½″–18″ (s) 180lb 35RHP 1SB.2pf,GS25,HS702 A.Hall&Co.Ld.Aberdeen	10 ″ 0	
342 121601	**Respondo** *W.Farrow* –17 (*ex*Emerald)	**SteelScK** *ss*Mil.No.2–13 1 *Dk*	209 196 82	✠100A1 *StmTrawler* 2.17 ~~3.16~~ ~~Examined 7.17~~ MS4,15 ✠LMC BS3,17	Mil Gms		~~3,16~~ ~~3.17~~ 3,18	1905 6mo *Aberdeen* *Lloyd's SA&CP*	Cochrane &Sons Selby	G.F.Sleight	115·0 21·6 11·9 BK 7½″ *WB=FPT 5t*	Grimsby British	T.3Cy.12″,21″&34″–24″ (s) 180lb 60RHP 1SB,2cf,GS35,HS1096 C.D.Holmes&Co.Hull	12 ″ 9	
343 130642	**Restigouche** 1 *Dk*	**SteelSc**	470 446 319					1900 Kinderdijk	.....	CanadianGovernment	156·0 33·0 10·2	Ottawa British	T3Cy11 1/16″,16 7/32″&27 1/16″–18″ 60RHP		
344 LDVN	**Restorer** *Cable Vessel* *B.C.Combe* –16 *&Spar dk(Stl–teaks)&Web frames* *Elec.light* Wireless *lower deck fore hold*	**SteelTwinScSr** *ss*Sea.No.3–9,15 1 *Dk(Stl–ws)*	3180 2995 1284	✠100A1 *Spar dk* ~~11,17 6,16~~ ✠LMC9,15 11,17 *Fitted for oil fuel* 6,16	Vcr Sea	*v*	~~9,15~~ 11,17 *F.P.above*	1903 1mo *Lloyd's SA&CP* 150°F.	Armstrong Whitworth &Co.Ld. Newcastle	Commercial PacificCableCo.	358·4 44·0 20·8 28·8 BK 10″ *WB=CellD Ba 68′ uE 28′*	NewYork Utd.States	T.6Cy.23″,39″&64″–42″ (s) 180lb *180lb* 705NHP 4SB,12cf,GS240 HS10112 FD *f 52′ 62t FPT 77t APT 75t*	30 ″ 0 s 7 ″ 9 23 ″ 6	
345 136992	**Restrivo** *Elec.light*	**SteelScK** 1 *Dk*	245 226 107	✠100A1 *Stm Trawler* 10,14 ✠LMC10,14	Hul			1914 10mo *Lloyd's SA&CP*	Cook, Welt'n&Gemmell Ld. Beverley	G.F.Sleight	120·5 22·0 12·3 Q67′ BK 7½″ *WB=CellDBa 33*	Grimsby British	T.3Cy.12½″,22″&35″–24″ (s) 190lb 80RHP 1SB.3pf,GS46,HS1402 C.D.Holmes&Co.Ld.Hull	13 ″ 1	
346 99337	**Result** *S.J.Incledon* –09 *Elec.light*	**SteelAuxSc3MstSr** *Oil Eng.* ~~ssChs.No.3–3,05~~ 1 *Dk* *ss*Apl.2ndNo.3–3,18 ~~ssApl.No.2–18~~ (*See Sailing Ship Register*)	122 121 77	✠100A1 ~~5,18 Sold~~	Apl	*c*		1893 1mo *Lloyd's SA&CP*	P.Rodgers &Co. Carrickfergus	H.S.G.Clarke *Completed by* R.Kent&Co.	102·0 21·7 9·1 BK 7″ *WB=FPT 4t*	Barnstaple British	Oil Engines 2S.C.SA 1Cy.13 3/16″–13½″ Plenty&Son,Ld.Newbury	9 ″ 10 s 1 ″ 2 9 ″ 7	
347 651 RQLN	**Resurrezione** *M.Delucchi* *Elec.light* *Ref.Mchy.*	**SteelSc3MstSr** (*ex*Montana) 2 *Dks 3trB*	3026 2655 1896			...		1887	W.Gray& Co. W.Hartlepool	Soc.AnonLaPolare perTrasportiRefrigeranti (V.Chiarella,*Mgr*)	333·1 40·8 25·0 P31′B94′F47′ BK 11″ *WB*	Genoa Italian	T.3Cy.25¾″,42″&68″–45″ NB04 325NHP CentralMar.Eng.C.W.Hpl.	28 ″ 6	CI
348 136990	**Retako** *R.J.P.Jones* –15 *Elec.light*	**SteelScK** 1 *Dk*	245 226 107	✠100A1 *StmTrawler* 9,14 ✠LMC9,14	Hul			1914 9mo *Lloyd's SA&CP*	Cook, Welt'n&Gemmell Ld. Beverley	G.F.Sleight	120·5 22·0 12·3 Q67′ BK 7½″ *WB=CellDBa 33*	Grimsby British	T.3Cy.12½″,22″&35″–24″ (s) 190lb 80RHP 1SB.3pf,GS46,HS1402 C.D.Holmes&Co.Ld.Hull	13 ″ 1	
349	**Retiro** *Elec.light*	**SteelSc** 1 *Dk*	130 109 —	✠100A1 *For towing purposes* 11,16 ✠LMC6,14	BAs		11,16	1914 6mo	deGroot& van Vliet Slikkerveer A&CP	Navigazione GeneraleItaliana	82·0 19·5 9·6 B14′ BK 6″ *WB=FPT 4t*	Bns.Ayres Argentine	T.3Cy.10½″,16 3/4″&27 3/4″–16 3/4″ 186lb (s) 53NHP 1SB,2cf,GS36,HS1076 J&A.v.d.Schuyt,Ppndrcht	10 ″ 4 s 1 ″ 1½ 9 ″ 10	
350	**Retriever** (*Tug*) 2 *Dks*	**IronTwinScSk**	799 681 84			...		1888	WBThmpson&Co.,Lim. Dundee	Government of Bengal	212·0 30·2 15·3 F25′ BK 8″ *WB*	British	T.6Cy.19″,33″&54″–33″ 319NHP W.B.Thmpsn&Co.Ld.Dun	16 ″ 0	
351 129024 HPJN	— *Cable Vessel* *D.Cambridge* –15 *Elec.light*	**SteelScSr** *ss*Clo.No.1–13 1 *Dk(Teak) 2trB*	674 578 332	✠100A1 12,13 BS1,16 ✠LMC12,15	Clo	*k*	10,15	1909 7mo *Lloyd's SA&CP*	GooleS.B. &Repg.Co Ld Goole	WestCoast of AmericaTelegraph Co.Ld.	190·2 28·2 15·5 B55′F27′ BK 7½″ *WB=CellDBa 33*	London British	C.2Cy.23″&46″–30″ (s) 120lb 91RHP 1SB,3pf,GS56,HS2080 Richardsons,Westgarth& Co.Ld.Mdb.	16 ″ 6 2 ″ 1 15 ″ 4	
352 115835 HJGV	~~Collision 11,16~~ *P.O'Neill* –12 *Well deck* *Mchy.Aft*	**SteelSc3MstSr** *ss*Bel.No.2–14 1 *Dk(Stl)*	459 322 183	~~✠100A1~~ 10,16 ~~BS10,16~~ ✠LMC5,12	Liv	*h*	10,16	1906 10mo *Lloyd's SA&CP*	AilsaS.B. Co.Ld. Troon	ClanryeS.S.Co.Ld. (F.Ferris,*Mgr.*) *WB=Cell*	168·0 25·7 10·0 Q95′B9′F26′ BK 7″ *DB f 91′ 124t FPT 38t APT 7t*	Newry British	C.2Cy.19″&42″–30″ (s) 130lb 72RHP 1SB.3pf,GS50,HS1750 RenfrewBros.&Co.Irvine	12 ″ 8 ~~″ 6½~~ 12 ″ 10	
353 135980	**Retrudo** *R.Duffield* –15 1 *Dk*	**SteelScK** *StmTrawler* 11,14 ✠LMC11,13	178 165 68	✠100A1	Gms			1913 11mo *Lloyd's SA&CP*	Cook, Welt'n&Gemmell Ld. Beverley	G.F.Sleight	106·7 21·0 11·8 Q58′ BK 7½″ *WB=CellDBa 33*	Grimsby British	T3Cy.11½″,19½″&32″–23″(s) 180lb 61RHP 1SB.2pf,GS30,HS1050 C.D.Holmes&Co.Ld.Hull	11 ″ 10	
354 QDWH	**Retter** *Chr.Wiechmann* 2 *Dks*	**IronScSp**	392 352 23					1885	J.C.Tecklenborg Geestemünde	Norddeutscher Lloyd	152·5 24·6 15·1	Bremen German	C.2Cy.31″&57½″–31½″ Maschinen- NB99 154NHP fab.BuckauMagdeburg		
355 136989	**Returno** *F.Emmitt* –15 *Elec.light*	**SteelScK** 1 *Dk*	245 226 107	✠100A1 *StmTrawler* 9,14 ✠LMC9,14	Hul			1914 9mo *Lloyd's SA&CP*	Cook, Welt'n&Gemmell Ld. Beverley	G.F.Sleight	120·5 22·0 12·3 Q67′ BK 7½″ *WB=CellDBa 33*	Grimsby British	T.3Cy.12½″,22″&35″–24″ (s) 190lb 80RHP 1SB.3pf,GS46,HS1402 C.D.Holmes&Co.Ld.Hull	13 ″ 1	
356 109588 QLBF	**Reval** *J.C.Sinclair* –17 *Elec.light* 1 *Dk(Stl)&Spar dk(Irn)&deep framing*	**SteelScSr** *ss*Lth.No.3–2,11 *ss*Sld.No.1–15	1682 1476 1056	✠100A1 *Spar dk* *withfreeboard* 8,17 ~~9,17~~ MS3,15 ~~BS8,16~~	Lth	*q*	~~5,15~~ 8,17	1898 8mo *Lloyd's SA&CP*	Ramage& Ferguson,Ld. Leith	W.Thomson&Co. *WB=CellBDa 59′*	246·2 37·6 13·6 B60′F30′ 20·5 FK *uE&B 35′ f 100′ 357t*	Leith British	T.3Cy.19″,31″&50″–36″ (s) 175lb *90lb* 154NHP 2SB,4cf,GS80,HS2272 Ramage&Fergusn,Ld.Lth.	22 ″ 6 s 3 ″ 4½ 19 ″ 5	
357 993 HDFR	— *M.Ebrans* –14 *Elec.light*	**IronScSr** (*ex*Deutschland) 1 *Dk*	717 512 387					1882	Stettiner Akt.Ges. Stettin	Gebr.Kross	199·0 26·0 15·4 P92′B35′ *WB*	Riga Russian	C.2Cy.23″&46″–27″ NB95 92NHP StettinerA.G.Stettin		
358 JDLR	— *P.Markwardt 82–12* *Elec.light*	**IronScSr** 1 *Dk 2trB*	695 562 425					1874	Rostocker Akt.Ges. Rostock	Neue Dampfer-Co. Akt.Ges.	199·8 27·5 13·8 P103′ F31′	Stettin German	C.2Cy.23½″&47″–27½″ NB89 97NHP RostockerA.G.,Rostock		G
359 127830	**Revello** *A.Clarke* –14	**SteelScK** *ss*Gms.No.1–12 1 *Dk*	230 211 107	✠100A1 *StmTrawler* 6,14 BS7,14 ✠LMC4,12	Gms		2,14	1908 6mo *Lloyd's SA&CP*	Cook, Welt'n&Gemmell Ld. Beverley	Geo.F.Sleight	117·0 22·0 11·7 Q59′F18′ BK 7½″ *WB=CellDBa 33*	Grimsby British	T.3Cy.12½″,22″&35″–24″ (s) 180lb 70RHP 1SB.2pf,GS33,HS1066 C.D.Holmes&Co.Hull	12 ″ 6	
360 135304 JDRK	**Revenger** *C.W.Brown* –14 (*ex*Maas)	**SteelSc** *ss*Rot.No.2–13 1 *Dk*	243 207 —	✠100A1 *For towing purposes* 7,16 ✠LMC7,16	Lon		N12,16	1905 5mo *Lloyd's SA&CP*	M.van der Kuijl Slikkerveer	ElliottStm.TugCo. (J.Page,*Mgr.*)	123·1 23·6 12·4 B33′F12′ BK 7″ *WB=FPT 3BHCem 7t APT 15t*	London British	T.3Cy14 3/8″,23 7/16″&38 9/16″–26 3/4″ 170lb (s) 106NHP 1SB,3cf,GS59,HS2060 Alblasserdam.Msch.Fab.	12 ″ 6 s 1 ″ 4½ 12 ″ 0	

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Forme assignée maintenant expire. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Crenx sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
361	**Reventazon**	SteelScSr	4050	✠100A1	Brs	*y*	8,15	1906	Workman,	Elders&Fyffes,	374·3	47·8	29·5	Manchestr	T.3Cy.27″,45″&75″–54″ (*s*)	32 ″ 6	
119599	*A.W.Riseley* –15	*ss*Liv.No.2–14	3697	8,15				6mo	Clark&Co.Ld	Ld.	F43′		FK	British	190lb *100lb* 666NHP	s 7 ″ 1½	
HGPC	*Elec.light*	4*Dks*(*Stl–Uws*)	2584	BS8,16 ✠LMC5,14					Belfast					*Cem*	4SB,*16cf*,GS259,HS10400FD	25 ″ 8	
	Ref.Mchy. Wireless			Bs 1				*Lloyd's*A&CP		*WB*=*Cell*D*Ba*, *h*,*A*B*H only*	82′*u*E&F B66′				Wrkman,Clark&Co.Ld Bel		
				*Interme diate Bulkhead*s *in f ore*			*&after*				*f*160′789*t Ta*				*nks at sides*		
362	**Reverto**	IronScK	177	✠100A1	Gms		5,16	1904	Cook, Wel-	G.F.Sleight	105·0	21·1	11·0	Grimsby	T.3Cy.11½″,19½″&32″–23″ (*s*)	11 ″ 10	
118927	*C.F.Gladwell* –16	*ss*Gms.No.2–12	159	*Stm Trawler*				7mo	t'n&Gemmell		Q46′F18′		BK7½′	British	180lb 55RHP		
		1*Dk*	67	5,16					Beverley					4*BHCem*	1SB,*2cf*,GS29,HS950		
				BS10,15 ✠LMC5,12				*Lloyd's*A&CP							C.D.Holmes&Co.Hull		
363	**Revesby**	IronScK	194	✠100A1	Bos		2,14	1898	J.Jones&	BostonDeepSea	110·0	20·9	10·8	Boston	T.3Cy.11″,20″&33″–24″ (*s*)	11 ″ 9	
104153	*C.Mills* –13	*ss*Gms.No.3–5,12	163	*Stm Trawler*				12mo	Sons	Fishg.&IceCo.Ld.	Q49′F19′		BK7½′	British	200lb 80RHP		
		1*Dk*	79	2,14 ✠LMC					Liverpool	(*A.Lunn, Mgr.*)				3*BHCem*	1SB,*2cf*,GS34,HS1056		
				MS5,12 BS4,15				*Lloyd's*A&CP							J.Jones&Sons,Liverpool		
364	**Rewa**	SteelTrpScSr	7308	✠	Sou	*c*†		1906	W.Denny	BritishIndiaStm.	456·0	56·2	29·8	Glasgow	3 SteamTurbines	32 ″ 9	
Sunk (WL)	*H.E.Drake* –16		5232	12.09				5mo	&Bros.	Nav.Co.Ld.	P&B346′F53′		FK	British	FD 850RHP		
HGFK		3*Dks*(*Stl–M&L wsUws pt* teak)	4013	✠					Dumbarton	*WB*=*Cell*				8*BHCem*	2D&4SB*24cf*GS518HS21048		
	Wireless									*DBa*52′*u*E&F B143′	*f*164′ 920*t FPT*50*t*			*APT*98*t*	Denny&Co.Dumbarton		
365	**Rex**	SteelSc	1557					1917	J.&A.van	A.O.Lindvig	237·0			Chrstiania	T.3Cy.17½″,29″&46″–36″		
	J.Johannesen		—						derSchuyt		P36′B64′F25′			Norwegian	127NHP		
WLSH		1*Dk*	698						Papendrecht				*WB*		J.&A.van der Schuyt,Ppn.		
366	—	IronScBn	1013					1877	MotalaCo.	Stockholms	206·9	29·8	17·0	Stockholm	T.3Cy.16½″,25½″&43¾″–33″		V
2597	*M Svensson*		760						Norrköping	Rederiaktieb.Svea	P119′ H21*t* F23′			Swedish	NB89 110NHP		
HPCV		1*Dk2trB*	666							(Hj Blomberg *Mgr*)				*WB*	*Tpd*.89MotalaCo.,Norrkpg		
367	—	SteelScSp	200					1891	W.Lind-	Ångf.Aktieb.	108·9	19·2	9·2	Norrtelje	C.2Cy.17′&30½″–20½″		
1747	*J.F.Gustafsson*12–12	(*ex*Eskilstuna)	92						bergsAktieb.	Östersjön (K.E.G.	P71′H28*t*F12′			Swedish	34NHP		
JDLS		1*Dk*	138						Stockholm	Ahlman, *Mgr*)					W.LindbergsAktieb.Skm.		
368	—	CompScSp	165					1907	Norra Grns	Ångf.Aktieb.	98·5	22·1	8·4	Gothenbrg	C.2Cy.10″&15″–12″		
4694	*A.H.Fröjdendal* –15		134						Skeppsvarf	Teodor (A.	H25*t*			Swedish	NE&B09 6NHP		
JQKD	*Mchy.Aft*	1*Dk*	87						SödraGarn	Svensson, *Mgr*.)					ThorskogsMek.Verkst.		
369	**Rey Jaime I.**	SteelTwinScSr	2257	✠100A1	Bcl		9.15 11,17	1911	N.Odero	IsleñaMaritima,	304·8	37·8	25·3	Palma,Maj	T.6Cy.23″,37″&59½″–37½″	28 ″ 6	
	R.Terrassa –11	*ss*Bcl.No.1–15	1290	*Awng dk*				6mo	fuA.	Cia.Mallorquina			FK	Spanish	171lb *100lb* (*s*) 683NHP	s 12 ″ 1	
	Elec.light	2*Dks*&*Awng dk*(*Stl–ws*)	1100	*withfreeboard*	BS11,17				SestriPnente	deVapores			6*BHCem*		4SB,*12cf*,GS253,HS10911FD	16 ″ 10	
	Wireless			11,17 ~~9,16~~	✠LMC9,15			*Lloyd's*A&CP *WB*		=*Cell*D*B*u*E*&*F B*10	4′*f*48′ 150*t FPT*20*t*			*APT*45*t*	N.Odero fuA.SestriPnente		
				For Service in	*the Me dit*		*erranean*			*d to theCanar y Islands*							
370	**Rey Jaime II.**	SteelScSr	1380					1906	Swan,Hun-	IsleñaMaritima,	263·0	34·4	18·1	Palma,Maj	T 4Cy.29″,45″&(2)52″–45″		V
	G.Pujol	(*ex*Corte)	1214						ter& Wigham	Cia.Mallorquina	F35′			Spanish	363NHP		
JFHQ	*Elec.light* Wireless	2*Dks*	476						Richardson,	deVapores			*WB*		Swan,Hunter&Wigham-		
									Ld.Newcastle						Richardson,Ld.Nwc		
371	**Rhaetia**	SteelSc	6600					1904	Bremer	Hamburg-Amerik.	409·5	52·7	28·0	Hamburg	Q.4Cy.24″,34½″,50⅝″&72⅞″–		G
	*P.Mützell*02–09		4737						Vulkan	Packetf.Akt.Ges.	P&B265′F79′			German	53½″ 387NHP		
RNPS	*Elec.light* Wireless	Sub.Sig. 2*Dks*	4141						Vegesack	(Ham.-Amr.Linie)			*WB*		Bremer Vulkan,Vegesack		
372	**Rhakotis**	SteelTwinScSr	6982					1907	Blohm&	Deutsche-Dmpfs-	435·7	53·2	29·2	Hamburg	T.6Cy.22 1/16″,36⅜″&63″–42½″		G
	D.Reimers		5649						Voss	fahrtsGes.Kosmos	P&B268′F53′			German	514NHP		
RPLK	*Elec.light* Wireless	2*Dks*	4475						Hamburg				*WB*		Blohm&Voss,Hamburg		
373	**Rhea**	SteelScSr	1308					1917	Wrf.voorh.	TheShippingCon- troller (Lewis	~~260·0~~	~~39·0~~	~~16·9~~	London	T.3Cy.20″,31″&50″–36″		
142420		*CruiserStern*	1091						Rijkee&Co.	Lougher&Co*Mgrs*)	266·4	39·2	14·4	~~Dutch~~	150NHP		
JTKD	*Elec.light*	2*Dks*	736						Rotterdam				*WB*	British	Werkspoor,Amsterdam		
374	—	IronScSr	616					1884	MotalaCo.	StockholmsReder-	165·5	25·5	12·2	Stockholm	T.3Cy.14½″,27⅜″&37½″–27¼″		
543	*A.Morin*09–04	1*Dk*&*Shelterdk*	332						Norrköping	iaktieb.Svea(Hj.	H43*t*		19·2	Swedish	NE&B04 60NHP		
HSKF		(*ex*TransitNo.6)	360							Blomberg, *Mgr*.)					BergsundsM.V.Aktb.Skm.		
375	—	SteelScSr	491					1892	H.Koch	Dampfschifffahrts	159·1	24·2	11·9	Bremen	C.2Cy.19 1/16″&31½″–21⅝″		V
	*H.Hiller*05–06		369						Lübeck	Ges.Neptun	Q40′ B38′	F21′		German	38NHP		
QFPN		1*Dk*	293										*WB*		C.Daevel,Kiel		
376	**Rhein**	SteelTwinScSr	10058					1899	Blohm&	Norddeutscher	501·0	58·1	36·7	Bremen	Q.8Cy.23⅝″,33⅞″,48″&68⅞″–		G
	H.Heyen	4*Dks*	8711						Voss	Lloyd	P92′B214′F80′			German	51⅞″ 679NHP		
QGTP	*Elec.light Ref.Mchy*	Sub.Sig. Wireless	6398						Hamburg						Blohm&Voss,Hamburg		
377	—	IronScSr	1024					1882	G.Howaldt	Neue Dampfer-Co.	219·2	28·4	21·2	Stettin	C.2Cy.23″&43″–35½″		G
	*W.Herzberg*11–11		—						Kiel	Akt.Ges.				German	NB00 92NHP		
PBJH	*Elec.light*	1*Dk*&*Spardk3trB*	625										*WB*		Gebr.Howaldt,Kiel		
378	—	SteelScSr	669					1897	J.C.Teck-	A.Kirsten	184·5	26·1	12·0	Hamburg	C.2Cy.19″&37″–26¾″		G
	O.Schmidt		475						lenborgA.G.		P110′F23′			German	59NHP		
RKSB		1*Dk*	418						Geestemünde				*WB*		J.C.TecklenborgA.G.,Gst.		
379	—	SteelSc	254					1907	G.Seebeck	DeutscheDmpfis-	128·9	23·0	11·6	Nordenhm	T.3Cy.12″,19¾″&31½″–23⅝″		G
	*H.Strenge*00–	(*Trawler*)	210						Akt.Ges.	chereiGes.Nordsee	Q75′F23′			German	48NHP		
QJHK		1*Dk*	72						Bremerhaven				*WB*		G.SeebeckA.G.Bremerhvn		
380	**Rheinfels**	SteelScSr	5512	✠100A1	Bom	*a*†	5,16	1905	SwanHun-	Requisitioned by	422·0	55·3	20·4	London	Q.4Cy.24″,34″,51″&74″–54″	31 ″ 2	
139044		*ss*Ham.No.2–14	5332	*Spar dk*				7mo	ter&Wigham	the Admiralty	P60′B123′F52′	28·5		British	213lb *120lb* (*r*) 500NHP	s 6 ″ 6	
JLGC		1*Dk*(*Stl*)&*Spar dk*(*Stl–pt* teaks)	3529	2,17 ~~9,14~~	✠LMC				RichardsnLd	(Grahams&Co. *Mgrs*.)	FK&BK2½″			6*BHCem*	3SB,*9cf*,GS153,HS6372 FD	25 ″ 2	
	Elec.light Wireless	&*Web frames*		MS1,13	BS5,16 6,17				Newcastle	*WB*=*Cell*D*Ba*	138′*u*E25′*f*183′				Swan,Hunter&Wigham-		
	Carrying fuel oil F.P.about 150° F. in D.B.&in tween deck tanks							*Lloyd's*A&CP		1100*t Tween dk*	*tanks a* 46′490*t f*44′			526*t FPT*80*t*	Richardson,Ld.Nwc.		
381	—	SteelSc	208					1906	G.Seebeck	DeutscheDmpfis-	118·7	22·0	10·9	Nordnham	T.3Cy.11¾″,18¾″&30½″–22″		G
	*Lucht*08–09	(*Trawler*)	170						Akt.Ges.	chereiGes.Nordsee	Q70′F17′			German	44NHP		
QJGL		1*Dk*	72						Bremerhaven				*WB*		G.Seebeck A.G.Bremerhvn		
382	**Rheinland**	SteelScSr	6588					1912	Bremer	Norddeutscher	471·2	59·2	28·9	Bremen	T.3Cy32 3/16″,52⅝″&86⅜″–55 1/16″		G
	M.Sprangenberg	Wireless	6200						Vulkan	Lloyd				German	551NHP		
QKOS	*Elec.light Ref.Mchy.*	Sub.Sig. 3*Dks*	4153						Vegesack				*WB*		Bremer Vulkan,Vegesack		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / *Master.* *Late Name if any.* / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last scen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Dates of Trade Cert.
383	**Rhenania** SteelScSr	4116	✠ ——	Lbc	*w*		1900	W.Gray&	W.Kunstmann	360·2	48·0	17·7	Stettin	Q.5Cy.17″,24″,34″&(2)42″–	29 ″ 0	
	F.Sterm *ss*Rot.No.3–2,13	3813	1,17				10mo	Co.Ld.		P21′B95′F33′		26·6	German	42″ 266NHP		
JGBW	(*ex*Inchmarlo) 1*Dk*(*Stl*)&*Spar dk*(*Irn*)	2398	*Spar dk* ✠					WHartlepool				FK	6*BHCem*	2SB,*6rf*,GS86,HS2846 FD		
	Elec.light Wireless &*deep framing*							*WB*=*Cell D*	*BuE* 26′ *f* 148′498*t*	*DTa* 26′ 682*t*		*FPT*	66*t APT* 58*t*	Cen.Mar.Eng.Wrks.WHpl		
384	— SteelScSr	827					1894	Flensburgr	Requisitioned by	205·6	33·5	12·9	London	T.3Cy.14″,23″&37″–24″		V
136773	*G.J.Hyde* –15	707						Schiffsb.Ges.	the Admiralty	Q18′B44′F21′			British	69NHP		
JHWO	*Elec.light* 1*Dk*	480						Flensburg	(Everett&				*WB*	FlensburgerSchiffsb.Ges.		
									Newbigin,*Mgrs.*)							
385	**Rhesus** SteelScSr	6704					1911	Scott's S.B.	ChinaMutualS.N.	443·5	52·8	36·1	Liverpool	T.3Cy.30″,50″&83″–60″		
131363	*J.Inkster* –14	5558						&Eng.Co.Ld.	Co.Ld. (A.	P50′B162′F52′			British	534NHP		
HTDP	*Elec.light* 2*Dks*	4295						Greenock	Holt&Co.*Mgrs.*)				*WB*	Scott'sS.B.&E.Co.Ld.Grk.		
386	**Rhio** SteelScSr	2365	✠100A1	Bry	*t*	~~3,15~~	1903	R.Thomp-	Orders&Handford	299·0	44·5	19·8	Newport	T.3Cy.21½″,36″&59″–39″ (*s*)	22 ″ 3	
115176	*T.Rees* –15 *ss*Cff.No.2–12	2228	9,16			5,17	11mo	son&Sons	S.S.Co.Ld.	B74′F30′			British	180lb *80lb* 233NHP	s 3 ″ 8½	
VHJW	1*Dk*(*pt Irn*&*pt Stl*)	1505	~~Examined 9,17~~ ~~LMC~~					Sunderland				FK	5*BHCem*	2SB,*6pf*,GS98,HS3546	18 ″ 10	
	&*deep framing*		~~MBS,12 BS~~ ~~5,17~~				*Lloyd's*A&CP		*WB*=*Cell D Ba* 90′	*uE*&*B* 36′ *f* 124′706*t*			*APT* 62*t*	N.E.MarineEng.Co Ld.Sld.		
			Carrying oil fuel F.P. above 150° F. in DB.													
387	**Rhodesia** SteelScSr	4313	✠100A1	Hul	*x*	~~10,16~~	1900	Nthmblnd	Franco-British	360·0	48·0	20·2	Cardiff	T.3Cy.23″,38½″&65″–48″ (*s*)	30 ″ 10	
113529	*C.E.Wheeler* –16 *ss*Nwc.No.3–12,12	4120	*Spar dk*			N7,17	8mo	S.B.Co.Ld.	S.S.Co.Ld.(Olivier	P26′B90′F32′		28·0	British	180lb *90lb* NDB15 319NHP	s 6 ″ 4½	
RTJL	1*Dk*(*Stl*)&*Spar dk*(*Stl*)	2826	10,16 ✠LMC					Newcastle	&Co.Ld.*Mgrs.*)			FK	6*BHCem*	2SB,*6cf*,GS129,HS4960	24 ″ 10	
	&*deep framing*		~~MBS~~ ~~5,17~~				A&CP		*WB*=*Cell D Ba* 116′	*uE*&*B* 40′ *f* 154′811*t*			*APT* 100*t*	N.E.MarineCo.Ld.Nwc.		
			MBS10,16													
388	— SteelScSr	4112	✠100A1	Cpn	*w*	~~3,16~~	1914	W.Dobson	Dmpsk.Akties.	360·2	51·2	27·7	Copnhagn	T.3Cy.21½″,36½″&62″–42″	30 ″ 0	
	H.Jacobsen –14 *ss*Kob.No.1–18	3906	*Awng dk*	PNKob		8,17	5mo	&Co.	Orient	P27′B97′F34′			Danish	200lb (*s*) 326NHP	s 5 ″ 8	
NSTH	*Elec.light* 1*Dk*(*Stl*)&*Awng dk*(*Stl*)	2625	*with freeboard*	BS2,18				Newcastle		*on Awng dk*		FK	6*BHCem*	3SB,*9cf*,GS175,HS5551	24 ″ 9	
			~~9,16~~ 4,18				*Lloyd's*A&CP		*WB*=*Cell D*	*Ba* 117′*uE* 20′*f* 158′8			44*t APT* 47*t*	Barclay,Curle&Co.Ld.Gls.		
			✠NE&B4,09 *refitted* 5,14													
			~~BS2,17~~ ✠LMC5,14			~~S4,18~~										
389	**Rhodesian** SteelScSr	3192	✠100A1	Nwc	*v*	7,15	1890	R.Stephen-	W.S.Miller&Co.	330·0	41·3	18·9	Newcastle	T.3Cy.24″,40″&64″–42″ (*s*)	28 ″ 11	
96168	*J.E.Davies* –16	2928	*Spar dk*				1mo	son&Co.Ld.		P48′B100′F42′		26·3	British	160lb *100lb* NDB06 274NHP	s 5 ″ 9	
LMWC	(*ex*Matatua) *ss*Nwc.2ndNo.3–7,15	2055	7.15					Newcastle				FK10″	6*BHCem*	2SB,*6cf*,GS120,HS4232	24 ″ 2	
	1*Dk*(*Irn*)&*Spar dk*(*Irn pt*-ws)3*trB*		✠NB7,15 ✠LMC7,15				*Lloyd's*A&CP					*WB*=*Cell*	*DB* 280′395*t*	T.Richardson&Sons,Hpl.		
	Now named "**Ellaston**," *see Supplement*															
390	**Rhodesian Transport** SteelScSr	4986	✠100A1	Cff	*y*	1,17	1914	Irvine'sSB.	EmpireTransport	400·0	52·0	27·4	W.Hartlpl	T.3Cy.26″,42″&70″–48″ (*s*)	30 ″ 0	
135913	*J.M.Binmore* –15	4667	11,17~~,17~~	Liv			12mo	&D.D.Co.Ld.	Co.Ld.(Houlder	P36′B126′F43′			British	180lb 402NHP	s 5·10½	
JHGT	(*ex*CluthaRiver) 2*Dks*(*Stl*)	3145	✠LMC12,14					WHartlepool	Bros&CoLd*Mgrs*)			FK	6*BHCem*	3SB,*9cf*,GS167,HS6636	24 ″ 6	
	Wireless						*Lloyd*	*sA*&*CP*	*WB*=*Cell D Ba* 132′*uE*	28′*f* 173′1029*t FPT*			83*t APT* 110*t*	Richardsons,Westgarth&		
														Co.Ld.Hpl.		
391	**Rhodopis** SteelTwinSc	6975					1906	Blohm&	Deutsche-Dmpfs-	435·7	53·2	29·2	Hamburg	T.6Cy.22$\frac{1}{16}$″,36$\frac{3}{4}$″&63″–42½″		G
	T.Breckwoldt	5642						Voss	fahrts.Ges.Kosmos	P&B 284′F51′			German	514NHP		
RPKH	*Elec.light* Wireless 2*Dks*	4470						Hamburg					*WB*	Blohm&Voss,Hamburg		
392	**Rhona** SteelTwinScSp	*142*			...		1897	J.P.Ren-	Mason&Barry,Ld.	105·4	21·6	8·6	Villareal	C.4Cy.15″&30″–21″	9 ″ 0	
	(*Tug*)	*142*						nolds'n&Sons					Portuguese	83NHP		
HJMQ	1*Dk*	3						S.Shields				BK5″		JPRennoldson&Sons,SShl		
393	**Rhône** SteelScSr	1398					1889	Wigham	Cie.deNav.Mixte	251·5	32·2	17·0	Marseilles	T.3Cy.25″,38½″&65″–42″		V
	Franceschi –10	—						Rchrdsn&Co.		B38′		24·0	French	NB01 274NHP		
KTMJ	*Elec.light* 2*Dks*&*Spar dk*	885						Newcastle					*WB*	WighamRchardsn&C.Nwc		
394	**Rhone** SteelScSr	1064					1915	Kjöbnhvns	DetForenede	237·1	35·6	21·6	Copnhagn	T.3Cy.18″,28½″&48″–33″		V
	O.Sörensen	875						Flydk.&Skbs.	DampskibsSelsk.				Danish	132NHP		
NTQG	*Elec.light* 1*Dk*&*Awngdk*	567						Copenhagen					*WB*	Kjbnhavns Flydk.&Skbsv.		
395	— IronScK	117			...		1893	Cochrane&	G.F.Sleight	88·4	20·1	10·7	Grimsby	C.2Cy.15¾″&32″–21″	11 ″ 4	
99704	*F.Lark* –14 (*Trawler*)	109						Cooper		Q17′			British	NB12 44RHP		
	1*Dk*	47						Beverley				BK7½″		C.D.Holmes&Co.,Hull		
396	**Rhyl** SteelTwinSc	988	✠100A1	Bng	*m*	11,15	1911	Ferguson	L.&N.W.Rlwy.Co.	200·0	38·1	15·5	Liverpool	T6Cy.15½″,24″&38½″–24″(*r*)	16 ″ 3	
131323	*W.R.Goff* *ss*Bng.No.1–15	944	*Hopper Dredger*	Liv			3mo	Bros.					British	150lb 175NHP	s 2 ″ 9½	
	Elec.light 1*Dk*	482	1,18~~1,15~~ ✠LMC11,15					Pt.Glasgow				FK	4*BHCem*	2SB,*6cf*,GS125,HS3200	13 ″ 7	
	(*Suction*&*Grab Hopper Dredger*)		~~BS1,13~~				*Lloyd's*A&CP							FergusonBros.Pt.Gls.		
397	**Rialto** IronScK	139			...		1897	Cochrane&	G.F.Sleight	95·0	20·6	11·0	Grimsby	T.3Cy.11″,17″&28″–21″	11 ″ 7	
108477	*E.S.Thrower* –14 (*Trawler*)	130						Cooper		Q17′			British	NB08 40RHP		
	Elec.light 1*Dk*	53						Beverley				BK7½″		C.D.Holmes&Co.,Hull		
398	**Riano** SteelScK	212	✠100A1	Gms		8,14	1906	Cook,Wel-	G.F.Sleight	117·0	22·0	11·4	Grimsby	T.3Cy.12½″,22″&35″–24″ (*s*)	12 ″ 3	
123583	*W.A.Messenger* –14 *ss*Gms.No.2–14	194	*Stm Trawler*				9mo	t'n&Gemmell		Q59′F19′			British	180lb 70RHP		
	1*Dk*	83	8,14 ✠LMC8,14					Ld.Beverley				BK7½″	4*BHCem*	1SB,*2pf*,GS32,HS1110		
							*Lloyd's*A&CP							C.D.Holmes&Co.Hull		
399	**Ribble** IronScK	197	✠100A1	Gms		N1,14	1900	J.Duthie	~~W.W.Crampin~~	111·6	21·3	11·5	Grimsby	T.3Cy.10¾″,20″&32″–23″ (*s*)	12 ″ 4	
113166	*W.Smith* –14 *ss*Gms.No.3–5,13	180	*Stm Trawler*				3mo	&Co.	Baker&Green	Q50′F23′			British	180lb 55RHP		
HCGM	1*Dk*	79	1.14					Montrose				BK7½″	3*BHCem*	1SB,*2pf*,GS30,HS990		
			✠NB11,09 ✠LMC5,13				A&CP							Tindall&Co.Hull		
400	— SteelScK	193	✠100A1	Hul		2,15	1904	Mackie&	Gt.NorthernS.S.	110·8	22·0	10·8	Hull	T.3Cy.11″,17″&28″–21″ (*s*)	11 ″ 7	
118831	*H.T.Howard* –17 *ss*Hul.No.2–13	183	*Stm Trawler*				9mo	Thomson	FishingCo.Ld.				British	200lb 45RHP		
JGST	1*Dk*	75	7,16 ✠LMC7,16					Glasgow				BK7½″	4*BHCem*	1SB,*2pf*,GS24,HS788		
							*Lloyd's*A&CP					*WB*=	*DT f* 12′28*t*	W.V.V.Lidgerwood,Gls.		
401	**Ribbledale** SteelScSr	523	✠100A1	Liv	*g*	4,16	1902	GarstonG.	Ribble ShppgCoLd	160·0	24·7	11·0	Liverpool	C.2Cy.18¾″&42″–27″ (*s*)	12 ″ 3	
115271	*W.S.Lee* –14 *ss*Liv.No.3–6,13	349	4,16 ✠LMC 7,17				4mo	Dk&SBCoLd	(J.S.Sellers, ~~Mgrs.~~	Q93′B16′F24′			British	130lb 91RHP	s 4 ″ 3	
TKCP	(*ex*BritishMonarch) 1*Dk*(*Stl*)	229	~~MS2,13~~ ~~BS4,16~~ 3,17					Garston	&Co.,*Mgrs.*)			FK	3*BHCem*	1SB,*3pf*,GS53,HS1538	11 ″ 11	
	Well deck Mchy.Aft						*Lloyd's*A&CP		*WB*=	*Cell DB f* 12′9*t FPT*			21*t APT* 5*t*	Ross&Duncan,Glasgow		
402	**Ribbleton** IronScSr	320			...		1887	S.M'Knght	J.Gale	145·0	22·5	11·0	Preston	C.2Cy.22″&40″–28″	11 ″ 9	C
92965	*J.Gale* –15 (*ex*Yare,*ex*Norfolk)	233						&Co.		P33′Q33′B14′F30′			British	70RHP		
KPGB	*Well deck* 1*Dk*	116						Ayr				BK7″	*WB*	W.Kemp,Glasgow		

1 Numero d'Ordre / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Enregistres en cold. Hauteur entre Ponts.
403	**Ribe**	**SteelScSr**	2374	✠100A1	Cpn	*s*	6,15	1897	W.Gray&	Acties.Nord-	302·0	43·1	19·7	Copnhagn	T.3Cy.22″,35″&59″–39″ (*s*)	22 ″ 3	
	C.Ravn –16	*ss*Pir.No.3–2,11	2174	10,17 1,17	NYk		11,17	12mo	Co.Ld.	Osters&Rederiet	P25′B69′F29′			Danish	170lb 227NHP	s 3 ▪ 8½	
NTLM		*ss*Abg.No.1–16	1483						WHartlepool	(A.Krohn,*Mgr.*)			FK	5*BHCem*	2SB,*6rf*,GS81,HS3460	15 ″ 11	
	(*ex*GeorgiosB.Panoutsos,	1*Dk*(*Irn*)&		DS11,17	✠LMC7,16				A&CP	*WB=CellDBa&uE120′f124′643t*				*APT39t*	Cen.Mar.Eng.Wrks.WHpl		
	*ex*Cresyl)	*Web frames*															
404	**Ribera**	**SteelScSr**	3511	✠100A1	Shl	*v*	1,16	1915	W.Gray&	GlobeShpgCo.Ld.	343·0	49·0	22·9	London	T.3Cy.24½″,40″&65″–42″ (*s*)	25 ″ 5	
136776	*A.Smith* –17		3196	12,16				2mo	Co.Ld.	(Humphries(Cardiff)Ld.,*Mgrs.*)	P27′B96′F32′			British	180lb *100lb* 299NHP	s 4 ▪ 6	
JHTF		1*Dk*(*pt Stl&pt Irn*)	2204		✠LMC2,15				WHartlepool				FK	6*BHCem*	2SB.*6cf*,GS123,HS4645	21 ″ 4	
Now named "Glorose," See No. 9 in Supplement								*Lloyd's*	A&CP	*WB=CellDBa&uE135′u*	B16′*f*151′951t		*FPT*	62t*APT*30t	Cen.Mar.Eng.Wrks.WHpl		
405	**Riberhuus**	**IronScSr**	627	✠	Lon			1875	Gourlay	Det Forenede	199·6	27·2	13·6	Aalborg	C.2Cy.27″&50″–36″		
	A.Andersen		507	*Awng dk*				5mo	Bros.	DampskibsSelsk.	H24*t*		20·2	Danish	NE&B83 125NHP		
NPCQ		2*Dks&Awng dk*	341	4,77					Dundee					5*BHCem*	Lobnitz&Co.,Renfrew		
406	**Ribston**	**SteelScSr**	3372	✠100A1	Liv	*v*	5,16	1894	W.Gray&	ZodiacShpgCo.	330·0	43·0	18·7	London	T.3Cy.24″,38″&64″–42″ (*s*)	28 ″ 9	
102837	*J.Tweedie* –16	*ss*Hpl.No.3–7.06	3118	*Spar dk*				2mo	Co.(Lim.)	Ld. (Moller&Co.,	P29′B68′F37′		26·4	British	160lb *60lb* 260NHP	s 5 ▪ 11	
NGWR		*ss*Shl.No.2–13	2185	5,17					WHartlepool	*Mgrs.*)			FK	6*BHCem*	2SB,*6rf*,GS96,HS3820	23 ″ 3	
	1*Dk*(*Irn*)&*Spar dk*(*Irn*)&*Web frames*			BS5,16	✠LMC11,13				A&CP	*WB=CellDB* 266′ 696t				*APT*32t	Cen.Mar.E.Works,W. Hpl.		
407	**Riby**	**SteelScK**	214	✠100A1	Gms		7,13	1910	Cook,Wel-	W.Grant	118·8	21·5	11·5	Grimsby	T.3Cy.12½″,22″&35″–24″ (*s*)	12 ″ 3	
132092	*T.Slatter* –13		192	*Stm Trawler*				12mo	t'n&Gemmell		Q68′		BK8″	British	180lb 67RHP		
		1*Dk*	98	5,14	✠LMC12,10			*Lloyd's*	Ld.Beverley A&CP					3*BHCem*	1SB,2*bf*,GS32,HS1070 C.D.Holmes&Co.Ld.Hull		
408	**Ricardo A. Mestres**	**SteelScSr**	4468					1914	W.Gray&	Ricardo A.Mestres	365·0	50·7	26·7	London	T.3Cy.25″,41″&68″–48″		C
136686	*A.K.Murray* –16	*Fitted for oil fuel*	3902						Co.Ld.	Ld.(A.Weir&Co.)	P97′B20′F36′			British	320NHP		
JFRN	*Elec.light*	*Fitted with cylindrical tanks*	2783						WHartlepool					*WB*	Cen.Mar.Eng.Wrks.WHpl		
	Mchy.Aft	*in holds for carrying*															
	Wireless	*petroleum* 1*Dk*															
409	**Richard**	**SteelScK**	229	✠100A1	Ymu		10,15	1911	J.Duthie	Zeeviss.Maats.	115·0	22·6	12·2	Ymuiden	T.3Cy.12″,20″&34″–23″ (*s*)	13 ″ 0	
	C.Gravenmaker –13	*ss*Ymu.No.1–15	214	*Stm Trawler*				10mo	TorryS.B.Co.	Richard(J&GFen-			BK7½″	Dutch	180lb 70NHP		
	(*ex*Copia)	1*Dk*	55	10,15	DS7,17			Aberdeen	nell&P.Arnken)					3*BHCem*	1SB,*3pf*,GS46,HS1294		
				BS7,16	✠LMC10,15			*Lloyd's*	A&CP				*WB=*	*DBf*26′25t	W.V.V.Lidgerwood,Gls.		
410	**Richard C. Krogmann**	**SteelScSr**	209					1913	Schffb.Ges.	Cuxhavener	124·1	22·6	9·0	Cuxhaven	T.3Cy.12½″,19⅝″&31⅛″–22″		G
	G.Wellm –13	(*Trawler*)	184						Unterweser	Hochseefischerei	Q67′F20′			German	48NHP		
RSWF		1*Dk*	79						Lehe	Akt.Ges.				*WB*	OttensenerMasch.Altona		
411	**Richard de Larrinaga**	**SteelScSr**	5591	✠100A1	Mch	*b*†		1916	Russell&	Miguel deLarrin-	439·8	56·0	26·3	Liverpool	T.3Cy.26″,43″&70″–48″ (*r*)	29 ″ 0	
137524	*G.J.Bonner* –17		6147	*Shelter dk*	NNs			1mo	Co.	agaS.S.Co.Ld.	*FonShelter dk*50′			British	180lb *110lb* 483NHP	s 4 ▪ 0	
JNMG	*Elec.light*	2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	3505	*withfreeboard*				Pt.Glasgow		(Larrinaga&Co.			FK	*Cem*	2DB,*12cf*,GS202,HS9020	25 ″ 4	
		Cruiser Stern		6,17 2,17	✠LMC11,16			*Lloyd's*	A&CP	*Mgrs.*)				4*BHto U dk*	Rankin&BlackmoreLdGrk		
										1*Intermed*	*inteBH&1'tween d*		*k BHdispensed with*	1 „ *Shltr* „			
										*CellDB*385′	1468t*DTa*12′1138t		*FPT* 104t*APT*38t	1 „ 2*nd* „	*only*		
412	**Richard F. Young**	**WoodScSr**	268					1915	.....	H.Crew	99·6	28·2	13·4	NewYork			
213751			—						Grassy Point.					Utd.States			
LFQK		1*Dk*	182						N.Y.								
413	**Richard Fitzgerald**	**SteelSc**	167					1912	Manitowoc	FringleBargeLine	82·0	22·0	12·0	Chicago	C.2Cy.18″&38″–30″		L
210354			—						S.B&D.D.Co.					Utd.States	66NHP		
	Elec.light	(*Tug*)	110						Manitowoc						MarineIronWorksChicago		
414	**Richard Holyoke**	**WoodScSr**	182					1877	.....	PugetSoundTug	115·6	24·3	11·8	Seattle,	C.2Cy.20″&36″–24″		
110335	*C.Nelsen*		—						Seabeck,Wsh	BoatCo.				Wash.	53NHP		
JSPL		1*Dk*	91											Utd.States			
415	**Richard Irvin**	**SteelScK**	197				6,16	1909	Hall,Rus-	Irvin&Johnson,	112·9	22·1	11·9	CapeTown	T.3Cy.12″,20″&34″–23″ (*r*)	12 ″ 9	
127159	*J.E.Collett* –12	*ss*Abn.No.1–12	194					2mo	sell&Co.Ld	Ld.				British	180lb 75RHP	s 1 ▪ 6	
HWJK		1*Dk*	75					Aberdeen					BK7½″	3*BHCem*	1SB,*3pf*,GS41,HS1374	3 ▪ 3	
								Lloyd's	A&CP				*WB=*	*DBf*21′22t	Hall,Russell&Co.Ld.Abn.		
416	**Richard King**	**IronTwinScSr**	327	✠	Dun	*g*		1891	Gourlay	UnionGovt.of	150·0	26·7	12·9	PortNatal	T.6Cy.15″,25″&40″–27″	13 ″ 9	
99203	*A.S.Duthie*08–08		316	8,91				8mo	Bros.&Co.	SouthAfrica	B50′			British	NB17 177NHP		
MGKJ	*Elec.light*	1*Dk*	17	✠				Dundee		(Dept.ofRailways	*WB=DBa*		FK	4*BHCem*	2SB,*4rf*,GS91,HS2805		
										&Harbours)	24′*f*34′78t	*FPT*		10t*APT*7t	GourlayBros.&Co.,Dundee		
417	**Richard Lander**	**SteelPad**	340					1911	LythamSB	NigerCo.Ld.	150·2	30·0	6·2	London	H.2Cy.17″&37″–48″		
132560			218						&E.Co.Ld.					British	55RHP		
HTBJ	*Elec.light*	2*Dks*	235						Lytham						Lytham S.B.&E.Co Ld.Lyt		
418	**Richard Peck**	**Steel&IronTwinSc**	2906					1892	Harlan&	NewEnglandS.S.	303·3	48·0	17·8	N.Lndn Cn	T.6Cy.24″,38″&60″–30″		
110971			—						Hollingswrth	Co.				Utd.States	NB12 394NHP		
KLGF	*Elec.light*	Wireless	1819						Wlmngtn Del						Harlan&HollingsworthCo.		
419	**Richard Trimble**	**SteelScSr**	7607	✠100A–	Toledo			1913	American	PittsburghS.S.Co.	580·0	58·0	32·0	Duluth	T.3Cy.24″,39″&65″–42″ (*s*)	32 ″ 0	
211287			7306	11,13				6mo	S.B.Co.		F51′			Utd.States	170lb *170lb* 406NHP		
	Elec.light	1*Dk*(*Stl*)&*Web frames*	5868	*For Service on the Great Lakes*					Lorain,Ohio				FK	4*BH*	2SB,*6cf*,GS132,HS6338		
	Mchy.Aft	*Longitudinal framing*			✠LMC7,15										AmericanSBCo.ClevelndO		
	Sub.Sig.									*WB=CellD*	*BuE&B55′f & in H*			*pr side tanks*	479′8549t*FPT*259t*APT*59t		
420	**Richard Welford**	**SteelScSr**	1349					1908	Palmers'	Tyne-TeesSteam	255·7	35·5	14·4	Newcastle	T.3Cy.25″,41″&66″–45″		C
125439	*C.D.Meikle* –15		908						Co.Ld.	ShippingCo.Ld.	P&B170′F32′			British	292NHP		
HMJD	*Elec.light*	2*Dks*	650						Newcastle					*WB*	Palmers'Co.Ld.Newcastle		
421	**Richard With**	**SteelScSr**	904					1909	Trndhjms	Vesteraalens	193·2	29·2	13·0	Stokmark-	T.3Cy.17½″,29″&49″–33″		N
	G.With		462						Mek.Værks	Dampskibsselskab				næs	138NHP		
MFQT	*Elec.light*	1*Dk*&*Awng dk*2*trB*	542						Trondhjem					Norwegian	Trondhjems M.V.Trndhjm		
													WB				
422	**Richelieu**	**SteelScK**	279					1911	Smith's	R.Maubaillarcq	125·0	23·0	12·3	La Rochlle	T.3Cy.12½″,21″&35″–26″		V
	Guégan –14	(*Fishing*)	—						DockCo.Ld.					French	62NHP		
KTNL	*Elec.light*	1*Dk*	96						Middlesbro'						ShieldsEng.Co.Ld.N.Shl.		
423	**Richmond**	**SteelSc3MstSr**	6563	✠100A1	SFo	*z*	7,16	1913	ForeRiver	StandardOilCo.	419·4	54·2	31·2	RchmdCal	Q4Cy23″,32¾″,49″&71½″–51″	31 ″ 6	
211443	*G.E.Bridgett*95–13		5902	2,17				9mo	S.B.Co.	California	P101′B34′F43′			Utd.States	220lb *200lb* (*s*) 512NHP		
LDCJ	*Elec.light*	2*Dks*(*Stl*)&*Web frames*	4089		✠LMC9,13			Quincy,Mass.		*WB=CellDBu E&*	*B79′267t*		FK	15*BHCem*	3SB,*9cf*, ,HS8760		
	Mchy.Aft	*Longitudinal framing*		*Carrying Petroleum in bulk*					A&CP	*DTf*45′834t	*FPT* 180t*APT*60t			(8*BHto U dk*	ForeRiverS.B.Co.Quincy		
	Sub.Sig. Wireless			*Fitted for oil fuel* 9,13			*F.P. above* 1		50° F.					7 „ 2*nd dk*)			

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys.	3 Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now Expired. Present Class. Letters.	7a Date when tail shaft last seen.	8 Built. When. — Ship. — Engines.	9 Built. By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	11 Breadth.	11 Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Keysters in which classed, if not in L. R. Date of R. of T. Cert.
424 201898	**Richmond** Steel Sc (*Screws fore and aft*) (*Ferry*) *Elec.light* 2 *Dks*		2006 — 1364					1905	Burlee D.D Co. Port Richmnd NY.	City of New York	231·6	46·0	18·2	New York Utd. States	C.4Cy.22½″&50″–30″ 228 NHP		
425 110086 JMRW	— Iron Sc Sr *Dow* 2 *Dks*		1269 — 863					1872	Tredecar Iron Works. Richmond Va	Atlantic Coast Lumber Corp.	206·0	33·0	13·0 21·6	New York Utd. States	C.2Cy.26″&50″–30″ 114 NHP *Emade—refitted* 09 NB09 Neafie & Levy Co. Phl.		
426 111261 KPQH	— Steel Sc (*Tug*) Sub.Sig. 1 *Dk*		401 — 196					1899	Neafie & Levy Co. Philadelphia	Seaboard Transportation Co.	135·0	27·5	15·7	Boston Utd. States *WB*	T.3Cy.16½″,24″&42″–30″ 97 NHP Neafie & Levy Co. Phl.		
427 108455	— Steel Sc Yl *A.E.W.Mace* –17 *ss* Gms. No.3–6,09 1 *Dk* *ss* Gms. No.1–13		161 148 63	✠100A1 *Stm Trawler* 10,15 BS10,17 ✠NB9,13 ✠LMC9,13	Gms		~~10,15~~ 10,17	1897 3mo	Mackie & Thomson Glasgow A&CP	Consolidated Stm. Fishing & Ice Co. (Gms.) Ld. (J.D. Marsden, *Mgr.*)	104·2 Q17′F19′ dptF&s6,09	20·5 BK7½″	10·7	Grimsby British *1 BHCem*	T.3Cy.10″,16″&27″–20″ (*s*) 180lb 45 RHP 1SB.*2pf*,GS26,HS656 Muir & Houston (Lim.),Gls	11 ″ 7	
428 114200	**Richmond Castle** Steel Sc K *E.W.Goodinson* –13 (*Trawler*) (*ex* Loch Leven) 1 *Dk*		178 167 68			...		1901	Hall, Russell & Co. Ld. Aberdeen	R. Irvin & Sons, Ld.	106·2 BK7½″	21·2	11·6	N. Shields British	T.3Cy.12″,19″&33″–22″ 62 RHP Hall, Russell & Co. Ld. Abn.	12 ″ 4	
429 99237	**Richmond Crawford** Steel Twin *Ahmed* –15 ~~*ss* Krh. 2nd No.3–10,17~~ Sc Sr ~~*ss* Krh. No.3–10,04~~ ~~*ss* Krh. No.3–12~~ 1 *Dk*		258 231 29	✠100A1 10,17 ~~8,16~~ ~~BS8,15~~ ✠LMC7,~~14~~ 10,17	Krh	*d*	~~5,15~~ 10,17	1892 10mo	Hawthorns & Co. Leith *Lloyd's A&CP*	Karachi Port Trust	125·5 BK7″ *WB*=	24·0	11·5	Karachi British *3 BHCem*	C.4Cy.20″&40″–24″ (*s*) 100lb 66 RHP 1DB,*4cf*,~~GS81,HS870,HS~~2720 Hawthorns & Co., Leith	12 ″ 0	
430 105894	**Ridgway** Steel Sc Sp *ss* Azr. No.2–05 (*ex* Condor) 1 *Dk* *Floors, Keelsons & Stringers Irn*		112 100 1	✠ *For Towing purposes* 1,05 ✠	Azr			1896 10mo	J T Eltringham & Co. S. Shields	Tilbury Contracting & Dredging Co. Ld.	88·0 BK6″	19·1	10·4	London British *3 BHCem*	C.2Cy.17½″&36″–24″ 66 RHP 1SB,*3pf*,GS41,HS1205 Hepple & Co. S. Shields	11 ″ 0	
431 127128 HVFW	**Riding** Steel Sc Sr (Detained at Hamburg) *N.W.Ashworth* –14 *Well deck* Sub.Sig. 1 *Dk*(*Stl*) *Elec.light* *Cargo battens not fitted*		1287 979 674	✠100A1 5,14 ✠LMC2,12	Nwc	*o*	1,14	1912 2mo	W. Dobson & Co. Newcastle *Lloyd's A&CP*	Tyneside Line, Ld. (J. Ridley, Son & Tully, *Mgrs.*)	240·1 Q127′B13′F25′ *WB*	33·5 FK	15·4	N. Shields British *4 BHCem*	T.3Cy.19″,31″&51″–36″ (*s*) 180lb 201 NHP 2SB.*6pf*,GS84,HS3524 N.E.Marine Eng Co Ld. Nwc	17 ″ 3 s 1 ″ 7½ 15 ″ 11	
432 133534 JCLH	**Ridley** Steel Sc Sr *R.Brewer* –14 1 *Dk*(*Stl*)		3323 3080 2076	✠100A1 8,16 *Examined* 8,17 ✠LMC6,15	Npt	*v*	5,15	1913 6mo	Blyth S.B. & D.D.Co.Ld Blyth *Lloyd's A&CP*	Red "R" S.S.Co.Ld. (Stephens, Sutton & Stephens, *Mgrs.*)	331·1 P29′B102′F35′ *WB*=	47·5 FK	23·2	Newcastle British *4 BHCem*	T.3Cy.24″,40″&65″–42″ (*s*) 180lb *100lb* 298 NHP 2SB,*6cf*,GS118,HS4616 N.E.Marine Eng.Co Ld Nwc	25 ″ 8 s 4 ″ 3½ 21 ″ 9	
433 KTNP	**Riff** Steel Sc Sr *T.Bartoli* *ss* Cff. 2nd No.3–11,97 (*ex* Naranja) *ss* Liv. No.1–01 *Well deck* 1 *Dk*(*pt Stl*) & *Web frames*		975 768 591	✠ 3,10 ✠NB7,01 ✠	Liv	*m*		1884 3mo	Murdoch & Murray Pt. Glasgow	M. Mazzella & Co.	214·7 Q75′B64′F45′ *WB*=	31·1 BK8″	15·4	Oran French *4 BHCem*	C.2Cy.22″&54″–36″ NDB01 148 NHP 1SB,*4pf*,GS74,HS2697 J. Howden & Co. Glasgow	16 ″ 4	
434 NGWL	**Riga** Steel Sc Sr *W.Niemann* 10–12 *Elec.light* 1 *Dk* & *Spar dk* 2 *tr b*		2156 1789 1336					1906	Schiffsw. v. Henry Koch Lübeck	Oldenbrg-Portug. Dmpfsch. Reed.	265·8 P15′B73′F38′	39·2	20·9	Oldenburg German *WB*	T.3Cy.20½″,33½″&53½″–33½″ 164 NHP Ottensener Masch. Altona		G
435 68 MBGT	— Iron Sc *E.Rosefeld* –08 *ss* No.1–67 1 *Dk* (*ex* Aziz, *ex* Eugenie, *ex* Princess Dagmar) *Elec.light* *Mchy.Aft*		462 380 280	✠ 3,67	Lon			1863 6mo	Henderson Coulborn & Co Renfrew	Russian East Asiatic S.S.Co.Ld. (Baltic Line)	196·0 P92′	24·5	12·0	Riga Russian *1 BH*	C.2Cy.24″&36″–24″ NE83 NB11 53 NHP Felser & Co., Riga		V
436 KTNR	**Rigel** Steel Sc Sr *J.Ribe* *ss* Msl. No.3–5,12 1 *Dk*(*Stl*) & *Spar dk*(*pt Irn* & *pt Stl*) (*ex* Abbey Holme) & *deep framing*		3365 2861 2191	✠100A1 *Spar dk* 1,16 *Examined* ~~8,17~~ ✠LMC1,16 BS4,17 4,18	Msl	*v*	~~5,15~~ 1,18	1899 6mo	J L Thompson & Sons, Ld. Sunderland A&CP	Soc. Gén. de Transports Maritimes a Vap.	342·0 P29′B94′F26′ *WB*= *Cell DBa*	45·2	16·1 24·1 FK	Marseilles French *6 BHCem*	T.3Cy.23″,39″&66″–42″ (*s*) 180lb *180lb* 296 NHP 2SB,*6pf*,GS134,HS4412 G. Clark, Ld. Sunderland	26 ″ 7 s 4 ″ 7½ 22 ″ 2	
437 NRSH	**Rigmor** Steel Sc Sr *C.Rasmussen* *ss* Shl. No.1–15 1 *Dk*(*Stl*)		798 675 462	✠100A1 5,17 ~~7,16~~ ✠LMC1,16	Cpn	*l*	~~4,15~~ 5,17	1911 10mo	Antwerp Eng. Co. Ld Hoboken *Lloyd's A&CP*	Dmpsksselsk, Vesterhavet (I. Lauritzen, *Mgr.*)	208·0 P29′B60′F26′ *WB*= *Cell D Ba*	31·3	13·1 FK	Esbjerg Danish *4 BHCem*	T.3Cy.13″,21″&35″–27″ (*s*) 180lb 82 NHP 2SB,*4cf*,GS44,HS1428 N.E.Marine Eng.Co Ld. Sld.	15 ″ 5 s 1 ″ 7½ 14 ″ 1	
438 NTHK	— Steel Sc 3 Mst Sr *Schlawensky* 16–16 *Oil Eng.* *Mchy.Aft* (*ex* A.H.Schade) 1 *Dk*		162 135 107					1915	P. Ph. Stuhr's Msk & Skbs Aalborg	Wilh.R.Maegaard	104·6 P28′	23·1	7·6	Odense Danish *WB*	Oil Engines 2Cy. D.Goedkoop, Jr. Ams.		V
439 123584	**Rigoletto** Steel Sc K *E.W.Darwood* –14 *ss* Gms. No.2–14 1 *Dk*		212 194 83	✠100A1 *Stm Trawler* 6,15 ✠LMC6,14	Shl		6,15	1906 9mo	Cook, Welt'n & Gemmell Ld. Beverley *Lloyd's A&CP*	G.F.Sleight	117·0 Q59′F19′	22·0	11·4 BK7½″	Grimsby British *4 BHCem*	T.3Cy.12¼″,22″&35″–24″ (*s*) 180lb 70 RHP 1SB,*2pf*,GS32,HS1110 C.D.Holmes & Co. Hull	12 ″ 3	
440 NTMD	**Rigsö** Steel Sc Sr *V.Thorkildsen* 1 *Dk*		202 161 102					1915	Kaldnæs Mek. Værk. Tönsberg	Akt. Dmpslsk. Rödby Havn (A. Andersen, *Mgr.*)	101·2 *WB*	21·6	9·2	Rödby Hvn Danish	C.2Cy.12¾″&20½″–15″ 14 NHP Bergens Mek. Verk. Bergen		V
441 PRMV	**Rijn** Steel Sc Sr *J.L.Schuijt* –16 *Elec.light* 1 *Dk*(*Stl*)		1964 1753 1165	✠100A1 10,17 ~~9,16~~ ✠LMC9,16	Rot	*r*		1916 9mo	A. Vuijk & Zonen Capelle a/d Ysel A&CP	Naam. Venn. Houtvaart (Vinke & Co. *Mgrs.*)	281·3 P23′B70′F24′ *Cell DB* 244′5	40·3	19·1 FK	Rottrdam Dutch *4 B II pt C em pt Asp*	T.3Cy.21″,34½″&57″–36″ (*s*) 190lb *100lb* 225 NHP 2SB,*6cf*,GS104,HS3560 Arnhemsche Stm. Maats.	21 ″ 4	
442 PRNB	**Rijndam** Steel Twin Sc Sr *W.Krol* *ss* Rot. No.3–2,14 3 *Dks*(*Stl–U* ws) & *Awng dk*(*Stl–ws*) *Elec.light* Sub.Sig. Wireless		12527 11396 7976	✠100A1 *Awng dk with freeboard* 5,17 ~~7,16~~ ✠LMC MS2,14 BS3,16 5,17	Rot	*h*†	7,16	1901 10mo	Harland & Wolff, Ld. Belfast *Lloyd's A&CP*	Nederl.-Amerik. Stoomv. Maats. (Holland-Amerika Lijn)	550·3 *Promenade dk* 193′ *WB*= *Cell DBa*	62·3 FK&BK3″	26·2 42·0	Rottrdam Dutch *10 BH Cem*	T.6Cy.28¾″,47¾″&78″–57″ 180lb (*s*) 1265 NHP 3D&3SB36*cf* GS639 HS23199 Harland & Wolff Ld. Belfast	45 ″ 2 s 14 ″ 0 32 ″ 0	
443 PRMT	**Rijndijk** Steel Sc Sr *H.Kuiken* *Elec.light* 1 *Dk*(*Stl*)		3557 3259 2172	✠100A1 10,16 ✠LMC10,16	Rot	*v*	10,16	1915 3mo	Rotterdam Droogd. Maat Rotterdam A&CP	Solleveld, van der Meer & T.H. Van Hattum's Stoomv. Maats.	345·6 P25′B115′F35′ *WB*= *Cell DBa*	48·8 FK	23·2 96′*u*	Rottrdam Dutch *6 BHCem*	T.3Cy.25″,41″&67″–45″ (*s*) 180lb *100lb* 329 NHP 2SB,*6cf*,GS131,HS5083 Rotterdam Droogd. Maats.	25 ″ 7 s 4 ″ 4 21 ″ 7	
444 PRNH	**Rijnland** Steel Sc Sr ~~*J.M.Kolkman*~~ *ss* Ams. No.3–7,12 2 *Dks*(*Stl*) & *deep framing* & *Elec.light* *Shade dk*(*pt Stl–teaks*) *A.Vreuydenhall* –17		5421 5259 3528	✠100A1 *Shade dk* 7,16 *Examined* 7,17 ✠LMC BS1,16 MS7,16 BS0,17	Ams	*y*	N7,16	1900 11mo	Russell & Co. Pt. Glasgow *Lloyd's A&CP*	Konink. Holland-sche Lloyd	389·4 *WB*= *Cell DBa* 118′*u*	51·2 FK	25·2	Amstrdam Dutch *6 BHCem*	T.3Cy.27″,42″&69″–54″ 180lb *80lb* 449 NHP 3SB,*9cf*,GS150,HS6296 FD Dunsmuir & Jackson,Gls	28 ″ 0 s 4 ″ 10 23 ″ 6	

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où l'on trouve M. Navire. Machines.
445	**Rijnstroom**	SteelScSr	855					1896	R.Thompson&Sons Sunderland	Hollandsche Stoomb.Maats.	247·7	31·2	14·9	Amstrdam Dutch	T.3Cy.20″,33″&55″–36″ 181NHP		V
	H.Bloem		644								Q73′B65′F32′						
PRND	*Elec.light*	1*Dk*	444								len99			*WB*	G.Clark(Lim.)Sunderland		
446	**Rijsbergen**	SteelScSr	3653	✠100A1	Rot	*w*	9,16	1897	Sir J. Laing Sunderland	Furness, Withy &Co.Ld.	355·7	46·0	18·6	London British	T.3Cy.24½″,41″&67″–45″ (*r*)	29 ″ 1	
114644	*J.Burger*	*ss*Rot.2ndNo.3–11,14	3408	*Spar dk*				7mo			P23′B100′F32′		26·5	NDB11	180lb ~~100lb~~ 323NHP	s 5 ″ 7½	
~~PRNG~~	(*ex*Swaledale,*ex*Ile de la Réunion)		2348	~~7,12,16~~ 5,18					A&CP		SDS09		FK	6*BHCem*	3SB,*9rf*,GS150,HS4959 *80lb*	23 ″ 10	
	1*Dk*(*Stl*)&*Spar dk*(*Irn-ws*) &*Web frames*			~~BS9,16~~ ✠LMC11,14 B57,17										*WB*=*Cell DBa* 108′*u*	G.Clark,Ld.Sunderland *E*18′*f*145′692*t APT*67*t*		
447	**Rijswijk**	SteelScSr	1673	✠100A1	Ams	*q*	~~9,15~~ 5,17	1910	Schpw.v. Jan Smit,Czn. Alblasserdm	Maats.Stoom. Rijswijk(Erhardt &Dekkers)	256·5	39·0	18·7	Rottrdam Dutch	T.3Cy.19″,32″&51″–36″ (*r*) 180lb *100lb* 183NHP	20 ″ 9	
	J.Post	*ss*Rot.No.1–14	1494	~~5,17~~ 1,16 5,18	~~Rot~~ Bal			7mo			P18′B65′F31′		FK	4*BHCem*	2SB,*6cf*,GS94,HS3001	s 2 ″ 10½	
PRNF	Sub.Sig.	1*Dk*(*Stl*)	1037	✠LMC MS11,14	BS~~5,16~~ 5,17				A&CP	*WB*=*Cell*	*DBa* 72′*u*	*E*18′*f* 106′		418*t APT*59*t*	Maats.Feyenoord,Rot.	18 ″ 2	
448	**Rikard Kaarbö**	SteelScSr	401					1914	Bergens Mek.Værks. Bergen	Haalogalands Dmpskselsk.	152·5	24·0	13·2	Harstad Norwegian	T.3Cy.13½″,22″&37″–24″ 67NHP		N
	L.Martinusen –14		330								P11′Q7*t*B61*t*H3*t*						
MKSD	*Elec.light*	1*Dk*	154								F7*t*			*WB*	BergensMekVærksBergen		
449	**Rikard Nordraak**	SteelScSr	1123					1901	Hasselda-lensJernsk. Grimstad	Akties.Dpsk. RikardNordraak (V.Torkildsen)	231·0	34·0	13·5	Bergen Norwegian	T.3Cy.16″,25″&42″–30″ 97NHP		N
	H.Huun		894								Q123*t*B25*t*H19′						
JPRK		1*Dk*	698								F25*t*			*WB*	BergensMekVærksBergen		
450	**Rikoku Maru**	SteelScSr	234					1912	GoshiKaishaHarada Shoko Osaka	K.Horiuchi	117·0	21·5	11·2	Osaka Japanese	T.3Cy.11½″,19″&32″–22″ 48NHP		
14193			190												GoshiKaishaHaradaShoko		
LVGT		1*Dk*	126														
451	**Rilette**	SteelScK	~~210~~ 212	✠100A1	Abn			1917	A.Hall& Co.Ld. Aberdeen	~~A.L.Black~~ W.J.Barrett	~~115·0~~ 115·5	~~22·0~~ 22·1	~~12·7~~ 11·9	Grimsby British	T.3Cy.12″,20″&34″–24″ (*s*) 180lb 78RHP	12 ″ 3	
139947		1*Dk*	197	5,17	✠LMC5,17			5mo					BK7½	3*BHCem*	1SB,*3pf*,GS46,HS1433		
			82	(*Class Contem plated*)				*Lloyd's A&CP*			*DBa* 9′12*t*				A.Hall&Co.Ld.Aberdeen		
452	**Rimfakse**	SteelScSr	1119					1909	Laxevaags Msk.&Jrnskb Bergen	Akties.Dpsk. Rimfakse (Schjelderup& Schjött)	229·0	35·2	15·9	Bergen Norwegian	T.3Cy.16″,25½″&43″–30″ 101NHP	16 ″ 10	N
	I.Jacobsen		993								H54*t*F29*t*			*WB*	Laxevaags Msk&Jrns.Bgn	s 2 ″ 0½	
MFNW		1*Dk*	649													15 ″ 1	
453	**Rimfaxe**	SteelScSr	1052					1908	Helsingörs Jernsk&Msk. Elsinore	Dansk-Franske Dmpsk. (A.N. Petersen,*Mgr.*)	211·3	32·1	12·5	Copnhagn Danish	T.3Cy.15″,24″&40″–27″ 83NHP		G
	W.Weichardt –15		684								P13′Q52′B90′F24′						
NQWB	*Well deck*	1*Dk*	637											*WB*	HelsingörsJernsk.&Mskb		
454	**Rimu**	SteelTwinScSr	412				...	1898	Allsup&Co Ld. Preston	NorthernS.S.Co. Ld.	142·6	24·0	9·6	Auklnd NZ British	T.6Cy.10½″,16″&28″–22″ 95RHP	10 ″ 2	
105235	*A.Parris* –13		231								Q75′B21′F15′		FK				
PRTB	*Well deck*	1*Dk*	169											*WB*	Allsup&Co.Ld.Preston		
455	**Rimutaka**	SteelTwinScSr	8893					1900	W.Denny &Bros. Dumbarton	NewZealand ShippingCo.Ld.	457·7	58·2	30·8	Plymouth British	T.6Cy.24″,39″&63″–48″ 550NHP		C* BT till 7,17
111355	*J.B.Makepeace* –17	Wireless	6439											*WB*	Denny&Co.Dumbarton		
SDJL	*Elec.light Ref.Mchy.*	2*Dks*&*Shelter dk*	5759														
456	**Rinaldo**	IronScK	166	✠100A1	Gms		11,14	1900	Cochrane& Cooper,Ld. Beverley	G.F.Sleight	101·0	21·0	11·0	Grimsby British	T3Cy.11½″,19½″&32″–23″ (*s*) 180lb 55RHP	11 ″ 9	
113205	*W.A.Messenger* –12	*ss*Gms.No.3–5,12	149	*Stm Trawler* 11.14				9mo			Q45′F17′		BK7½	3*BHCem*	1SB,*2pf*,GS32,HS1070		
		1*Dk*	68	✠NB11,14 ✠LMC5,12				*Lloyd's A&CP*							C.D.Holmes&Co.Hull		
457	**Rindjani**	SteelScSr	4762					1906	Kon.Maats deSchelde Flushing	Rotterdamsche Lloyd(W.Ruys& Zonen,*Mgrs.*)	394·3	47·1	27·2	Rottrdam Dutch	T.3Cy.28½″,48″&82″–60″ 521NHP		V
	W.Adam		3647								P72′B176′F80′						
PRJH	*Elec.light* Sub.Sig. Wireless	3*Dks*	2952											*WB*	Maats.deSchelde, Flushing		
458	**Ring**	SteelScSr	1182	✠100A1	Got	*n*	~~8,15~~ 8,17	1888	Russell& Co. Pt.Glasgow	Ángf.Aktieb.Thule (H.Metcalfe,*Mgr.*)	231·3	33·0	17·0	Gothenbrg Swedish	T.3Cy.17″,28″&45″–36″ (*s*) 150lb *80lb* NDB03 115NHP	18 ″ 0	
3590	*A.J.Löfås*08–16	*ss*Got.2ndNo.3–2,09	887	~~8,17~~ 8,16 4,18	Shl		1,18	8mo			P135′F31′		BK8″	4*BH*(*Irn*)	1SB,*3cf*,GS54,HS1710	s 1 ″ 9	
JLDB	(*ex*LordRosebery)	*ss*~~Got.No.1–13~~	710	✠NB2,09 ✠LMC8,16				*Lloyd's A&CP*		*WB*=*DBa*56′	*f*84′245*t FPT*44*t*			*Cem*	1SB,*3cf*,GS54,HS1710	17 ″ 0	
	*Well deck ss*Got.No.2–17	1*Dk*(*Irn*)2*trB*		BS8,17											Kincaid&Co.Greenock		
459	**Ringborg**	SteelScSr	2675				...	1903	W.Gray& Co.Ld. WHartlepool	Dpsk.Akties. Ringborg (J.RingenAkties.)	318·0	45·0	21·1	Haugesnd Norwegian	T.3Cy.23″,36½″&62″–39″ 245NHP	23 ″ 6	V
	L.Hvidding	(*ex*Bengalen,*ex*	2449								P26′B192′F35′		FK	*WB*	Cen.Mar.Eng.Wrks.WHpl		
WLBV	*Elec.light*	Leonis)	1664														
		1*Dk*2*trB*&*deep framing*															
460	**Ringhorn**	SteelScSr	1713					1904	Laxevaags Msk.&Jrnskb Bergen	TheShippingCon-troller(S.Hogg& Co.,*Mgrs.*)	268·0	38·8	17·5	~~Bergen~~ Norwegian London~~?~~ British	T.3Cy.19″,31″&51″–33″ 149NHP		N
142280	*O.Lind*		1535								H74*t*F38*t*			*WB*	LaxevaagsMsk.&Jrns.Bgn		
JSCK		1*Dk*	1078														
461	**Rinto**	IronScK	169	✠100A1	Gms		4,14	1900	Cochrane& Cooper,Ld. Selby	G.F.Sleight	101·0	21·0	11·0	Grimsby British	T.3Cy.12″,19½″&32″–23″ (*s*) 180lb 55RHP	11 ″ 9	
110943	*G.R.Sharp* –14	*ss*Gms.No.3–5,12	152	*Stm Trawler* 11.14				2mo			Q45′F17′		BK7½	3*BHCem*	1SB,*2pf*,GS32,HS1070		
		1*Dk*	66	✠NB11,14 ✠LMC5,12				*Lloyd's A&CP*							C.D.Holmes&Co.Hull		
462	**Rio Acre**	SteelTwinSc	100					1885	Akt.Ges. "Vulcan" Stettin	Newtel,Newton, Maia&Co.	105·0	19·5	9·0	Para Brazilian	C.4Cy.12″&21″–14″ 27NHP		
	J.Chrisostomo		—												A.G."Vulcan,"Stettin		
	(*ex*Sepetiba)		62														
463	**Rio Amazonas**	SteelScSr	2970					1891	G.Ansaldo &Co. SestriPnente	Cav.G.Trucco	331·4	40·1	18·5	Genoa Italian	T.3Cy.22⅝″,37⅝″&61⅝″–43¾″ 248NHP		I
158	*A.Migliaccio* –11	(*ex*Maranhao,	2680														
RQHP	*ex*Rio,*ex*Maranhao,*ex*GiulioCesare)		1849												G.Ansaldo& Co.,Sampdrna		
	Elec.light	1*Dk*&*Spar dk*3*trB*															
464	—	IronScSr	*1668*	✠	Cff	Lv		1882	Short Bros. Sunderland	Barbosa& Tocantins	272·0	36·1	20·1	Para Brazilian	C.2Cy.27″&63″–39″ NDB00 190NHP	21 ″ 11	
	F.Duarte –06	5thSurvey,Sld.2,05	*1842*	3,08				4mo			P67*t*Q87*t*B137*t*						
	(*ex*Remembrance)	1*Dk*(*Irn*)2*trB*	*1060*	✠NB1,00							H34*t*F31*t*		BK9″	5*BHCem*	2SB,*4pf*,GS79,HS2584		
	Well deck												*WB*=*D*	*Ba*&*f*	N.E.MarineEng.Co.Ld.Sld		
465	**Rio Araguaya**	SteelScSr	*155*			...		1906	Murdoch& Murray Pt.Glasgow	Cia.dasEstradas deFerro doNorte deBrazil	105·1	24·1	5·8	Para Brazilian	C.2Cy.12½″&26″–18″ 39NHP	6 ″ 0	
	A.Duncan –06		*111*								F15′		FK				
	Elec.light	1*Dk*&*Promenade dk*	*105*												White&Hemphill,Ld.Grk.		
466	**Rio Aripuana**	SteelScSr	*210*			...		1911	Lytham SB.&E.Co.Ld Lytham	H.DaCostaSantos	124·0	24·1	6·2	Manaos Brazilian	C.2Cy.14″&30″–21″ 57NHP	6 ″ 6	
	Kearney –11		*141*								F22′		FK				
	Elec.light	1*Dk*&*Promenade dk*	*143*												LythamS.B.&E.Co.Ld.Lyt		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. *Master.* *Late Name if any.* Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years As[signed] now expired Equipment Letter.	7* Date when tail shaft last exam.	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught.	15 Registers in which classed, if not in L.R. Date of R.of Trade Cert.
467 110177 RHDJ	**Rio Blanco** ~~*R.M.Henry* –13~~ (*ex*SouthAustralia) *Elec.light*	**SteelScSr** *ss*Nwc.No.3–11,11 1*Dk(Stl)* *&Spar dk(Stl)&deep framing* *O.E.Fremantle* –11	4014 3847 2580	✠ 100A1 *Spar dk* 10.13 ~~Examined 10.17~~ ~~LMC 11~~ ~~BS1,17~~ BS12,17	Nwc	*x*	1,16	1899 8mo	Short Bros. Sunderland A&CP	London-American MaritimeTrading Co.Ld.(Petersen &Co.Ld.*Mgrs.*)	370·3|48·1|20·3 P35′B214′F37′ 28·9 FK *WB=CellDB* *a*106′ *u*E24′	London British 6*BHCem*	T.3Cy.26″,42″&70″–48″ (*s*) 180lb *100lb* NDB08 366NHP 3SB,*9cf*,GS159,HS5600 Blair&Co.Ld.Stockton *f*152′ 900*t* *FPT* 69*t* *APT*78*t*	30 " 0 s 4 " 11 25 " 5	
468 RHDJ	**Rio Branco** *W.Boulton*87–88 1*Dk&Shadedk*	**SteelTwinScSr** *For River purposes only*	556 415 378	✠ 12,88 ✠	Cly			1888 12mo	Russell& Co. PortGlasgow	AmazonRiverStm. Nav.Co.(1911)Ld.	200·6|34·3| 9·7 F28′ *WB=APT*5*t* FK	Para Brazilian 7*BHAsp*	T.6Cy.13″,20″&32″–24″ 1DB,*4cf*,GS75 100NHP Rankin&Blackmore,Grk.	10 " 1	
469 118398 VPRH	**Rio Claro** *J.E.Grant* –12 *Turret deck Elec.light*	**SteelScSr** (*ex*Elaine) 1*Dk2trB*	3687 3029 2337					1904	W.Doxford &Sons,Ld. Sunderland	London-American MaritimeTrading Co.Ld.(Petersen &Co.Ld.*Mgrs.*)	340·1|50·2|22·6 *WB*	London British	T.3Cy.26″,42″&68″–42″ 300NHP W.Doxford&Sons,Ld.Sld.		V
470	**Rio Cunene** (*Whaler*) (*ex*Hekla)	**SteelScSr** 1*Dk*	135 132 49					1912	Akers Mek.Værks. Christiania		99·3|19·6|11·6	Swedish	T.3Cy.12″,20″&33″–21″ 50NHP AkersMek.Værks.Xia.		
471	**Rio Curuça** *F.W.Pedder* –10 *Elec.light*	**SteelScSr** 1*Dk(Teak)&Promenade dk(Teak)*	333 244 226	✠ —— 10,11 *River purposes only* ✠	PGl			1910 8mo	Murdoch& Murray Pt.Glasgow	C.deQ.Carvalho	150·0|30·0| 7·7 B20′F26′ FK	Manaos Brazilian 5*BHCem*	T.3Cy.13½″,22″&36″–24″ 90NHP 1SB,*3pf*,GS53,HS1667 Muir&Houston,Ld.Gls.	8 " 0	
472 843 HBLT	**Rio de Janeiro** *Dominguez* *Elec.light* *Ref.Mchy.* Wireless	**SteelTwinScSr** *ss*NYk.No.2–16 2*Dks(UStl–*teaks) *&deep framing*	3583 ~~2772~~ 2213	✠ 100A1 ~~4,17~~ ~~9,18~~ 4,18 ~~BS1,16~~ ~~BS9,17~~	NYk Rio ~~LMC~~ MS4,16	*v*	~~P4,16~~ ~~S9,16~~ 1,18	1908 2mo *Lloyd's*	Workman, Clark&Co.Ld Belfast *sA&CP*	LloydBrazileiro *WB=CellDBa*88′	340·3|45·1|24·8 P48′B130′F48′ FK&BK1¼″ *u*E36′*f*98′460*t* *FPT*	R.Janeiro Brazilian 6*BHCem* 50*t* *APT*50*t*	T.6Cy.18″,30″&49″–42″ (*s*) 180lb 534NHP 3SB,*12cf*,GS224,HS8754 FD Wrkman,Clark&CoLd. Bel	26 " 0 s 4 " 5 22 " 2	
473 MKPC	— *E.Pedersen* –14 *Elec.light* Wireless	**SteelScSr** 1*Dk*	2827 2397 1489					1914	J.Blumer &Co. Sunderland	Nordenfjeldske Dampskibsselskab	333·6|48·7|19·6 P85*t*H153*t*F39*t* *WB*	Trondhjm Norwegian	T.3Cy.24″,40″&66″–42″ 282NHP N.E.MarineEng.Co.Ld.Sld		N
474 MKQL	**Rio de la Plata** *H.Fjeldstad* –14 *Elec.light* Wireless	**SteelScSr** 2*Dks*	2823 2394 1527					1914	J.Blumer &Co. Sunderland	Nordenfjeldske Dampskibsselskab	333·6|48·7|19·5 P77*t*H160*t*F39*t* *WB*	Trondhjm Norwegian	T.3Cy.24″,40″&66″–42″ 282NHP N.E.Marine Eng.Co.Ld.Sld		N
475 (*ex*Adder) Wireless	— *F.Pacchi* *ss*Gls.No.3–5,00 *ss*Gls.No.2–06 1*Dk&Promenade dk*	**SteelPadSr** *ss*Gls.No.2–06	951 771 146	✠ 9,10 *For River Plate* ✠	BAs			1890 5mo	Fairfield Co.Ld. Glasgow	Cia.deNav.S.Lam-bruschini,Ltda.	280·0|33·0|13·8 BK5½″	Bns.Ayres Argentine	C.D.2Cy.51½″&93″–72″ 658NHP 2DB,*16cf*,GS388,HS10750 FairfieldCo.Ld.Glasgow	14 " 6	
476	**Rio Envira** *F.Tribusy* *Elec.light*	**SteelTwinScSr** (*ex*RioJamary) 1*Dk&Promenade dk*	305 216 207			…		1906	Murdoch& Murray Pt.Glasgow	A.Mesquita&Co.	140·0|28·1| 8·0 F26′ FK	Para Brazilian	C.4Cy.12″&24″–18″ 62NHP McKie&Baxter,Glasgow	8 " 4	
477 843 HBLT	**Rio Gallegos** *J.Leoni* (*ex*Douglas) *Well deck Mchy.Aft Elec.light*	**SteelScSr** *ss*Ard.No.1–07 1*Dk(Stl)*	259 157 130	✠ 11,07 ✠	PGl	*c*		1903 2mo	Ardrossan DD&SBCoLd Ardrossan	Braun& Blanchard	115·0|22·1| 8·5 Q42′F18′ FK *WB=FPT*28*t*	Punta Arenas Chilian 3*BHCem*	C.2Cy.13″&29″–21″ 42NHP 1SB,*2pf*,GS29,HS771 Menzies&Co.Ld.Leith	9 " 6	
478 RNKL	**Rio Grande** *E.Höltring* *Elec.light Ref.Mchy.* Wireless	**SteelScSr** Sub.Sig. 2*Dks*	4556 3586 2879	(Renamed "Benevente," See No. 55 in Supplement)				1904	J.C.Teck- lenborgA.G. Geestemünde	Hamburg-Süd-Amerik.Dampf-schifffahrtsGes.	361·2|46·7|26·2 P236′F29′ *WB*	Hamburg German	T.3Cy.22⅛″,38½″&65¾″–48″ 300NHP J.C.TecklenborgA.G.Gst.		G
479 110303 JSDV	— *Johnston* Wireless	**IronScSr** 2*Dks*	2556 — 2048					1876	J.Roach& Son Chester,Pa.	MalloryS.S.Co.	289·5|39·2|21·6	NewYork Utd.States	C.2Cy.34″&60″–54″ NB91 220NHP J.Roach&Son,Chester,Pa.		
480 HBLT	**Rio Jamary** ~~*ss*Pra.No 1–17~~ 1*Dk(Stl–*teaks) *Elec.light*	**SteelScSr** *&Promenade dk(Teak)*	307 248 205	✠ A1 *For River purposes only* 5,17 ~~6,12~~ ~~LMC5,12~~ 5,17	~~Shl~~ Pra		5,17	1912 5mo *Lloyd's*	Smith's DockCo.Ld. Middlesbro'	B.Levy&Co.	145·2|30·1| 8·3 F30′ FK	Manaos Brazilian 4*BHCem*	T.3Cy.12½″,20″&34″–22″ (*s*) 180lb 73NHP 1SB,*2cf*,GS44,HS1330 ShieldsEng.Co.Ld.N.Shl.	8 " 6 s 1 " 6 7 " 4	
481 HBLT	**Rio Juruá** *B.N.Hatfield* –05 *Elec.light* 1*Dk(Teak)&Promenade dk(Teak)*	**SteelScSr** *ss*Pra.No.1–09	337 243 229	✠ *For River purposes only* 2,13 ✠	Pra			1905 12mo	Murdoch& Murray Pt.Glasgow	F.A.deAbreu, J.R.daSilva& J.Irmãos	150·3|30·1| 7·7 F26′ FK *WB=FPT*18*t*	Para Brazilian 5*BHCem*	T.3Cy.13½″,22″&36″–24″ 89NHP 1SB,*3pf*,GS53,HS1667 Muir&Houston,Ld.Gls.	8 " 0	
482	**Rio Jutahy** (*ex*RioItuxy) *Well deck Mchy.Aft*	**SteelScK** 1*Dk*	196 147 115			…		1893	J.Mulder Vierverlaten	S.deMello	110·8|20·1| 8·5 Q33′B15′F17′ BK6½″	Manaos Brazilian *WB*	C.2Cy.13″&26″–15″ 26NHP N.E.Mar.E.Co.(Lim.),Sld.	9 " 7	
483	**Rio Macautan** *N.Cordeiro* –08 *Elec.light*	**SteelTwinScSr** (*ex*RioItuhy) 1*Dk&Promenade dk*	474 374 323			…		1900	Murdoch& Murray Pt.Glasgow	Pinho,Certo&Co.	170·1|33·1| 9·8 F16′ FK	Pará Brazilian	T.6Cy.10″,16½″&26½″–21″ 91NHP D.Rowan&Son,Glasgow	10 " 0	
484 HBLT	**Rio Machado** *T.Costa* *Elec.light*	**SteelTwinScSr** *ss*Mns.No.1–14 1*Dk(ptTeak)&Promenade dk(Teak)*	577 416 392	✠ ~~A1~~ *For River purposes only* ~~2,13~~ 10,14 ~~LMC10,14~~	Mns		10,14	1911 1mo *Lloyd's*	RitchieGra -ham&Milne Glasgow *sA&CP*	B.Levy&Co.	180·1|36·1| 8·7 F35′ FK	Manaos Brazilian 5*BHCem*	T.6Cy.11″,18″&29″–21″ (*s*) 180lb *100lb* 117NHP 1SB,*3cf*,GS63,HS2254 J.G.Kincaid&Co.Ld.Grk.	9 " 1 s 1 " 11 7 " 4	
485 HBLT	**Rio Madeira** *C.Santos* –11 *Elec.light*	**SteelScSr** 1*Dk(Teak)&Promenade dk(Teak)*	312 222 212	✠ *For River purposes only* 2,14 ✠	Pra			1910 1mo	LythamS. B.&E.Co.Ld. Lytham	Gunzburger&Co. (E.Levy,*Mgr.*)	141·0|30·1| 7·7 F28′ FK	Manaos Brazilian 5*BHCem*	T.3Cy.12½″,21″&34″–24″ 81NHP 1SB,*3pf*,GS50,HS1520 LythamSB&Eng.CoLdLyt	8 " 0	
486	**Rio-Mar** *Elec.light*	**SteelTwinScSr** 2*Dks*	680 500 450					1905	Gourlay Bros.&Co. (Dundee)Ld. Dundee	AmazonRiverStm. Nav.Co.(1911)Ld.	204·0|35·6|10·2	Para Brazilian	T.6Cy.14″,21½″&35″–24″ 120NHP Gourlay Bros.&Co. (Dundee)Ld.Dundee		
487 RNMV	**Rio Negro** *F.Wilde*08–10 *Elec.light Ref.Mchy.* Sub.Sig. Wireless	**SteelScSr** 2*Dks*	4556 3582 2879					1905	J.C.Teck- lenborgA.G. Geestemünde	Hamburg-Süd-Amerik.Dampf-schifffahrtsGes.	361·2|46·7|26·1 P&B225′F34′ *WB*	Hamburg German	T.3Cy.22⅛″,38½″&65¾″–48″ 300NHP J.C.TecklenborgA.G.Gst.		G
488 HBLT	— *Mchy.Aft*	**SteelScSr** 2*Dks*	669 582 406					1906	Soc.Co-op. diProduzione Samprdarena	Peyrano&Co.	167·0|31·4|14·7 P7′B165′F13′	Bns.Ayres Argentine *WB*	T.3Cy.14½″,21⅛″&35½″–21¼″ 60NHP Soc.Co-op.diProduzione		V

1 Numero d'Ordre / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné pour la prochaine visite d'Entretien.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
489 118096 VRKJ	**Rio Pallaresa** *O.K.Bulmer* –15 (*ex*Harcroft,*ex*Incharran) *Elec.light*	**SteelScSr** *ss*Sld.No.3–6,16 2*Dks*(*Stl*)& *deep framing*	4034 3768 2587	✠100A1 10,17 ~~12,16~~ ✠LMC6.16 BS1,13	Gls Bom	*x*	~~6,16~~ 10,17	1904 5mo *Lloyd's*	W.Pickersgill&Sons Sunderland *A&CP*	KyleTransport Co Ld.(Alex.Bicket, *Mgr.*) *WB=Cell*	375·0|47·5|25·7 P31'B208'F38' FK *DBa*122'*uE*&*B*44'*f*	Liverpool British 6*BHCem* 156'972*t DT*	T.3Cy.25',42'&71'–48' (*a*) 180lb ~~200lb~~ 423NHP 2SB,*6cf*,GS122,HS5720 FD G.Clark,Ld.Sunderland *a*28'583*tFPT*104*tAPT*48*t*	28 " 6 s 4 " 6 24 " 5	
490 RNSH	**Rio Pardo** *I.Ihnen*07–10 Sub.Sig. (*ex*Dalmatia) *Elec.light* Wireless *Ref.Mchy.* 2*Dks*	**SteelTwinSc**	4588 3581 2900					1905	J.C.Tecklenborg A.G. Geestemünde	Hamburg-Süd-Amerik.Dampf. schifffahrts.Ges.	361·1|46·7|26·2 P236'F34' *WB*	Hamburg German	T.6Cy.22½",38½"&65½"–48" 432NHP J.C.TecklenborgA.G.Gst.		G
491	— *O.Bjertness* –16 *ss*Rio.No.3–2,15 (*ex*Gaucho,*ex*SanLorenzo) 1*Dk*(*Stl*) *Elec.light* &*Awng dk*	**SteelScSr**	935 858 495	✠100A1 *Awng dk* *withfreeboard* 9,16 BS9,16 ✠LMC2,15	Rio	*k*	2,15	1903 12mo	Craig, Taylor&Co. Stockton A&CP	L.Lorentzen *WB=CellDBa*48'*uE*15'*f*84'159*t*	200·4|30·0|10·8 17·8 FK	R.Janeiro Brazilian 4*BHCem* *APT*24*t*	T.3Cy.18",30'&48'–33" (*s*) 180lb *85lb* 158NHP 2SB,*4pf*,GS78,HS2644 N.E.MarineEng.CoLd.Sld.	20 " 0 s 8 " 0½ 12 " 5	
492	**Rio Pauhiny** *ss*Pra.No.1–99 1*Dk*(*Teak*)&*Promenade dk*(*Teak*) *Elec.light*	**SteelTwinScSr**	*460* *369* *313*	✠ *For River purposes only* 11,03 ✠	Pra			1895 9mo	Murdoch& Murray Pt.Glasgow	Martins,Ribas&Ca	160·2|33·0| F16' FK	Para Brazilian 5*BHCem*	T.6Cy.10",16½"&26½"–21" 79NHP 1SB,*3rf*,GS60,HS1369 D.Rowan&Son,Glasgow	10 " 0	
493 115123 TBQW	**Rio Preto** *F.J.Rose* –17 (*ex*Birmingham) *Elec.light*	**SteelScSr** *ss*Cff.No.3–1.14 *Spar dk*(*pt Irn*&*pt Stl*) 2*tr B*&*deep framing*	4026 3762 2564	✠100A1 *Spar dk* *withfreeboard* 10,16 ✠LMC MS5,14 BS~~7,16~~12,17	Cff	*w*	10,16	1901 10mo *Lloyd's*	Irvine'sSB &D.D.Co.Ld. WHartlepool *A&CP*	London-American MaritimeTrading Co.Ld.(Petersen& Co.Ld.*Mgrs.*) *WB=CellDBa*112'*uE*&*B*36'*f*148	345·0|47·9|19·4 P31'B100'F34' FK	London British 6*BHCem*	T.3Cy.25",40"&67"–45" (*s*) 165lb ~~200lb~~ NDB17 306NHP 2SB,*6cf*,GS114,HS4615 Richardsons,Westgarth& 876*tAPT*101*t* Co.Ld.Hpl.	30 " 2 s 5 " 9½ 24 " 9	
494 TBQW	**Rio Purus** *J.B.Mendes* –95 *Mchy.Aft Elec.light* 1*Dk*&*Promenade dk*	**SteelTwinScSp**	*429* *325* *291*			…		1893	Murdoch& Murray Pt.Glasgow	J.F.Mendonça& Co.	170·1|30·0| F16' FK	Para Brazilian *WB*	T.6Cy.9",14"&22"–18" 62NHP D.Rowan&Son,Glasgow	9 " 0	
495	**Rio Real**	**Wood**	— — 186					1884	..... RiodeJaneiro	Associação Sergipense	....	Aracati Brazilian			
496 844 HBLV	**Rio Santa Cruz** *Gomez* (*ex*Alice) *Mchy.Aft Elec.light*	**SteelScK** *ss*P.Ar.No 3–8,16 1*Dk*(*Stl*)	267 152 133	✠100A1 8,16 ✠LMC8,16	PAr	*c*	8,16	1903 11mo *Lloyd's*	Gourlay, Bros.&Co. Dundee *A&CP*	Braun& Blanchard	115·0|22·1| Q43'F18' FK *WB=FPT*3*5t*	Punta Arenas Chilian 3*BHCem*	C.2Cy.12½"&28"–22" (*s*) 130lb 38NHP 1SB,*2pf*,GS36,HS712 Gourlay Bros.&Co.Dundee	9 " 7 s " 9 9 " 0	
497	**Rio Tapajos** *Elec.light*	**SteelTwinScSr** 1*Dk*&*Promenadedk*	*414* *333* *281*			…		1895	Murdoch &Murray Pt.Glasgow	AmazonRiverStm. Nav.Co.(1911)Ld.	150·0|33·0| F16' FK	Para Brazilian	T.6Cy.10",16"&26"–21" 78NHP D.Rowan&Son,Glasgow	10 " 0	
498 TBQW	**Rio Tejo** *G.Peixe* (*ex*Alberia)	**SteelScK** *ss*Lis.No.1–14 1*Dk*	337 293 '173	✠100A1 *Stm Trawler* 10,14 ✠LMC5,14	Lis		10,13	1910 3mo *Lloyd's*	Cook,Welt n&Gemmell Ld.Beverley *A&CP*	Soc.dePesca a Vap. Amphitrite,Ld.	135·0|24·0|12·4 Q73'F22' BK8"	Lisbon Portuguese 4*BHCem*	T.3Cy.13½",23"&37"–26" (*s*) 180lb 85NHP 1SB,*3pf*,GS47,HS1400 C.D.Holmes&Co.Ld.Hull	13 " 2	
499 95264 KRPG	**Rio Tinto** *J.Leslie* –08 1*Dk*(*Irn*)2*tr Rivet bottom plating Irn* *Now named "Capelpark," See No. 101 in Supplement*	**SteelScSr** *ss*Shl.2ndNo.3–1,14	2160 1830 1332	✠100A1 ~~8,1 3,17~~ 10,17 ✠LMC ~~MS4,16~~ MS12,16 BS2,17	Nwc Shl	*r*	N12,16 3,17	1888 5mo	Short Bros. Sunderland A&CP	A.Capel ~~(W.L.Scott,*Mgrs.*)~~ ~~Arthur Capel&Co. South Wales) Ld~~	281·0|39·5|19·8 P28'B65'F35' FK *WB=*	Newport,Mon. ~~Sundrland~~ British 4*BHCem* 236'432*t*	T.3Cy.21½",35"&58"–42" (*s*) 150lb *100lb* NDB02 211NHP 2SB,*6rf*,GS84,HS3195 J.Dickinson,Sunderland	22 " 3 s 3 " 3½ 19 " 2	
500	**Rio Uruguay** *P.Pasche* Wireless	**SteelPadSr** (*ex*Princess of Wales) 2*Dks*	*1000* *872* *237*					1898	Laird Bros. Birkenhead	Cia.deNav.S.Lambruschini,Ltda.	270·0|32·2|14·7	Bns.Ayres Argentine	C.3Cy.47"&(2)66"–72" 740NHP LairdBros.Birkenhead		
501 112448 SPDM	**Rio Verde** *A.E.Park*15–15 (*ex*Austriana)	**SteelScSr** *ss*Nwc.No 3–1,14 *Spar dk*(*pt Irn*&*pt Stl*) 2*tr B*&*deep framing*	4025 3762 2579	✠100A1 *Spar dk* *withfreeboard* 8,17 ~~9,16~~ ✠LMC MS1,14 BS3,17	NYk Bry	*w*	N9,16	1901 9mo	Irvine'sSB &D.D.Co.Ld. WHartlepool A&CP	London-American Maritime Trading Co.Ld.(Petersen& Co.Ld.*Mgrs.*) *WB=CellDBa*112'	345·0|47·9|19·4 P31'B100'F34' FK *uE*&*B*36'*f*148'876*t*	London British 6*BHCem* *APT*101*t*	T.3Cy.25",40"&67"–45" (*s*) 165lb ~~200lb~~ 306NHP 2SB,*6cf*,GS114,HS4615 Richardsons,Westgarth& Co.Ld.Hpl	30 " 2 s 5 " 9½ 24 " 9	
502	**Rio Victoria** *F.Solari*	**SteelScSr** (*ex*Operaio) 1*Dk*	251 202 149					1889	A.Roncallo Sampierdrna	M.Marquez	119·7|22·8|10·0 H18*t* F16'	Bns.Ayres Argentine	C.2Cy.18½"&33½"–20" 42NHP A.Roncallo,Sampierdarena		
503	**Rio Xapury** 1*Dk*&*Promenadedk*	**SteelTwinScSr**	*250* *194* *170*			…		1895	Murdoch& Murray Pt.Glasgow	J.F.Mendonça&Co	130·2|27·1| F16' FK	Para Brazilian	C.4Cy.12"&24"–18" 55NHP Lees,Anderson&Co.,Gls.	8 " 4	
504	— *R.R.daGama y Silva* –09 *Elec.light* 1*Dk*&*Promenade dk*	**SteelScSr**	*140* *94* *95*			…		1904	Murdoch& Murray Port Glasgow	BragaSobrinho& Co.	110·4|23·1| F13' FK	Para Brazilian	C.2Cy.12"&24"–18" 34NHP White&Hemphill,Grk.	6 " 0	
505 TBQW	**Rio Yaco** *B.H.Hatfield* –10 1*Dk*(*Teak*)&*Promenade dk*(*Teak*)	**SteelTwinScSr**	*361* *258* *246*	✠ *For River purposes only* 6,10 ✠	PGl			1910 6mo	Murdoch& Murray PortGlasgow	Rocha,Silva&Co.	145·0|31·0| B34'F35' FK	Para Brazilian 5*BHCem*	T.6Cy.10",16½"&26½"–21" 86NHP 1SB,*3cf*,GS54,HS1562 J.G.Kincaid&Co.Ld.Grk.	8 " 9	
506	**Rio Yguazu** *Elec.light*	**SteelTwinSc**	— — 283					1906	T.Dobson &Co. Hessle,Hull	Cia.Argentina de Nav.(Nicolas Mihanovich)Ltda.	155·0|27·0| P&B105'F16' len—	Bns.Ayres Argentine	C.4Cy.15"&30"– G.T.Grey,SouthShields		
507 TBQW	**Rio Zingu** *Elec.light* (*ex*RioMuru,*ex*Sophia Martins)	**SteelScSr** 1*Dk*(*Teak*)& *Promenadedk*(*Teak*)	*319* *225* *217*	✠ *For River purposes only* 9,12	Liv			1908 4mo	LythamSB &Eng.Co.Ld. Lytham	J.P.deMiranda	142·1|30·1| F27' FK	Manaos Brazilian 5*BHCem*	T.3Cy.12½",21"&34"–24" 81NHP 1SB,*3pf*,GS50,HS1520 Lytham S.B.&E.Co.Ld.Lyt	8 " 0	
508 JFNH	**Rioja** *J.Mas* *Mchy.Aft*	**IronSc3MstSr** 2*Dks* (*ex*JuanCunningham)	795 632 610					1872	Bowdler, Chaffer&Co. Liverpool	JoséEscandell (Fabregas y Garcias,*Mgrs.*)	191·6|27·9|17·4 P60' B10' F27'	Barcelona Spanish	C.2Cy.23"&46"–24" NB92 86NHP J.Taylor&Co.,Birkenhead		
509 1444 HKCR	**Riojun Maru** *Y.Yamaguchi*01–09 (*ex*PortHunter) 2*Dks*(*IrnU–ws*)&*Web frames* &*Awng dk*(*Irn–ws*)	**SteelScBn** *ss*Kob.2ndNo.3–12,13	4731 4634 2990	✠100A1 *Awng dk* *withfreeboard* 10,17 ~~12,16~~ ✠LMC ~~12,16~~ 10,17	Kob	*x*	N12,15 10,17	1892 12mo *Lloyd's*	Hawthorn, Leslie&Co.Ld Newcastle *A&CP*	HaradaKisen KabushikiKaisha	360·4|48·0|26·2 34·1 BK9" *WB=Cell D Ba*	Amagasaki Japanese 7*BHCem*	T.3Cy.30",48"&78"–54" (*a*) 160lb 529NHP 2D&1SB,*19pf*,GS255HS9152 Hwthrn,Leslie&C(L),Nwc 90'*uE*38'*f*135'645*tAPT*60*t*	36 " 10 s 11 " 4½ 26 " 8	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name.	3 Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7a Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L. R. Date of R. of Trade Cert.
510 QJKH	**Riol** *Heinr. Refardt* *Elec. light*	**SteelScSr** 2 *Dks*	5329 5018 3379					1907	Bremer Vulkan Vegesack	**Roland Linie, Akt. Ges.**	419·7 / P&B 266	54·5 / F52′	27·9	Bremen German *WB*	Q4Cy. 24″ 34⅝″ 50″ & 72½″-53½″ 386 NHP Bremer Vulkan, Vegesack		G
511 96150 LHBF	**Rion** *Isabel* –14 *ss* Bly. 2nd No. 3–2,14 *Mchy Aft Elec. light* 1 *Dk (Irn) & Spar dk (Irn) & Web frames*	**SteelScSr**	2186 2153 1419	✠100A1 *Spar dk* 11.16 *Carrying Petroleum in bulk* BS4,16 ✠LMC10,14	Lth	*s*	4,16	1889 3mo *Lloyd's*	Palmers' Co. (Lim.) Newcastle *sA&CP*	**Rion S.S. Co. Ld. (Stephens, Sutton & Stephens)** ~~British Tanker Co. Ld.~~	279·0 / F24′ *WB = FPT*	37·7 / 25·2 FK	19·1 10 *BHptCem* 48 *tAPT* 53 *t*	~~Newcastle~~ British	T.3Cy. 22″, 35″ & 58″–39″ (*s*) 150 lb *80 lb* NDB02 216 NHP 2SB, *6pf*, GS110, HS3464 Palmers' Co. (Lim.), Nwc.	26 ″ 7 s 5 ″ 4 21 ″ 6	
512 PRJL	**Riouw** *T. Schuurman* –17 2 *Dks (Stl) & Shelter dk (Stl–teak s)* *Elec. light* 3rd deck beams in No. 1 hold Wireless	**SteelScSr**	7526 7009 4728	✠100A1 *Shelter dk* *with freeboard* 10,17~~,17~~ ✠LMC4,14	Ams Cal	*b*†	7,16	1914 4mo *Lloyd's*	A. McMillan & Co. Ld. Dumbarton *sA&CP*	**Stoomv. Maats. Nederland**	450·7 / P46′ B29′ F51′ *WB = CellDB* a 93′ *f* 177′	55·9 / *on Shelter dk* FK	27·5 7 *BH pt Asp & pt Cem* 980 *t DT* a 29′	Amstrdam Dutch	T.3Cy. 28½″, 47″ & 82″–54″ (*s*) 213 lb FD 827 NHP 6SB, *18cf*, GS272, HS12600 D. Rowan & Co. Glasgow 1173 *t FPT* 160 *t APT* 13 *t*	38 ″ 3 s 9 ″ 11 28 ″ 10	
513 PRJL	**Riozinho** *Kearney* –11 *Elec. light* 1 *Dk & Promenade dk (Teak)*	**SteelScSr**	*225* *164* *153*	✠ —— 1,16 *For River purposes only* ✠	Liv			1911 11mo	Lytham SB & E Co. Ld. Lytham	**Pinho, Certo & Co.**	112·5 / 27·1	7·7 FK		Para Brazilian	T.3Cy. 11″, 17¼″ & 29″–22″ 64 NHP 1SB, *2pf*, GS36, HS1280 Lytham S.B. & E. Co. Ld. Lyt	8 ″ 0	
514 ISBT	**Ripa** *B. Jardon* –17 ~~*dd per 04–9†*~~ *ss* Bgn. 3rd No. 3–4,14 (*ex* Vicenta, *ex* Vasco Andaluz) 1 *Dk 2 tr B*	**IronScSr**	429 293 249	✠ A1 10,17~~,15~~ MS4,14 BS~~7,16~~ ~~BBS2,15~~ 10,17	Bbo		7,16	1861 8mo	Tod & M'Gregor Glasgow	~~**Viuda de H. Lund y Clausen**~~ Gutierrez y Otero	168·8 / P48′ B45′ F28′ DF&S08	25·1 /	11·5 4 *BH Cem*	Bilbao Spanish	C.2Cy. 20¾″ & 39½″–20″ 60 lb *100 lb* NDB04 58 NHP 1SB, *2pf*, GS32 HS1135 NB89		
515 134782	**Riparvo** *J. H. Wilkinson* 1 *Dk*	**SteelScK**	230 213 107	✠100A1 *Stm Trawler* 8,13 ✠LMC7,13	Hul			1913 8mo *Lloyd's*	Cook, Welt'n & Gemmell Ld. Beverley *sA&CP*	**G.F. Sleight**	117·5 / Q61′	22·0 / BK7½″	11·6 4 *BH Cem*	Grimsby British	T.3Cy. 12¼″, 22″ & 35″–24″ (*s*) 180 lb 70 RHP 1SB, *2pf*, GS35, HS1113 C.D. Holmes & Co. Ld. Hull	12 ″ 6	
516 120627 HFBT	**Ripple** *J. Carlson* –15 *Well deck* *Elec. light* 1 *Dk*	**SteelScSr**	413 288 174			…		1905	Van Vliet & Co. Hardinxveld	**Richardson & Co. Ld.**	141·7 / Q71′ B14′ F19′	24·1 / FK	11·3 *WB*	Napier, NZ British	T.3Cy. 13½″, 22″ & 36″–24″ 80 RHP E & B *made* 02 *refitted* 05 J.S. Vaux & Co. Ld. Sld.	11 ″ 9	
517 208239 LBRT	— *J. Steele* –11 *Elec. light* 1 *Dk*	**SteelScSr** (*Trawler*)	244 216 114					1910	Fore River S.B. Co. Quincy, Mass.	**Bay State Fishing Co.**	114·3 /	22·5 /	11·6	Boston Utd. States	T.3Cy. 12¾″, 22″ & 36″–24″ 63 NHP Fore River S.B. Co. Quincy		
518 99 QBKN	**Risai Maru**	**SteelSc**	664 557 411					1913	..... Osaka	**Dairen Kisen Kabushiki Kaisha**	182·1 /	24·1 /	16·4	Dairen Japanese			
519 131425 HVLK	**Risaldar** *C.A. Oakeshott* –15 *ss* Bom. No. 1–16 *Elec. light* 2 *Dks (Stl–U teak s)*	**SteelScSr**	4919 4588 3092	✠100A1 ~~8,16 1,18 (Carr. 2,18)~~ 2,18 ✠LMC8,16 BS3,18	Bom	*y*	~~8,16~~ 4,17 2,18	1912 3mo *Lloyd's*	C. Connell & Co. Ld. Glasgow *sA&CP*	**Asiatic Stm. Nav. Co. Ld.** *WB = CellDB* a 119′ *u E&B* 46′ *f* 182′ 1087 *t FPT* 111 *t APT* 75 *t*	400·2 / P40′ B132′ F46′	51·9 / FK	28·2 5 *BH Cem*	Liverpool British	T.3Cy. 25″, 42″ & 70″–48″ (*r*) 200 lb *100 lb* 455 NHP 3SB, *9cf*, GS172, HS6324 FD Dunsmuir & Jackson Ld Gls	30 ″ 9 s 6 ″ 7½ 24 ″ 6	
520 9	**Risano** *A. Botterini* (*ex* Resoler) 1 *Dk*	**IronScSr** (*Tug*)	188 — 87					1887	G. Howaldt Kiel	**Soc. di Nav. a Vap. Istria-Trieste**	135·8 / Q82′	18·5 / F18′	9·7	Trieste Aust.-Hung.	T.3Cy. 14¼″, 23½″ & 36½″–19¾″ NB11 59 NHP Gebrüder Howaldt, Kiel	10 ″ 5	A
521 138969	**Riskato** *Elec. light* 1 *Dk*	**SteelScK**	248 228 105	✠100A1 *Stm Trawler* 5,16 ✠LMC6,16	Hul			1916 5mo *Lloyd's*	Cook, Welt'n & Gemmell Ld. Beverley *sA&CP*	**G.F. Sleight**	120·5 / Q67′	22·0 / BK7½″	12·2 4 *BH Cem*	Grimsby British	T.3Cy. 12½″, 22″ & 35″–24″ (*s*) 195 lb 80 RHP 1SB, *3pf*, GS43, HS1402 C.D. Holmes & Co. Ld. Hull	13 ″ 1	
522 9	**Risoluto** *R. Bertini* (*ex* Resoler) 1 *Dk*	**IronSc** (*Tug*)	113 — 29					1887	Lobnitz & Co. Renfrew	**U. Calderai & F. Bastianelli**	104·3 /	17·9 /	8·7	Brindisi Italian	C.2Cy. 16½″ & 30½″–36½″ 46 NHP Lobnitz & Co. Renfrew		
523 (*ex* Flink)	**Risorto**	**IronScSr**	110 — 63					1886	M.U. Martinolich Lussnpiccolo	**Soc Anon Austriaca di Nav. a Vap. "Dalmatia"**	99·4 /	14·6 /	9·2	Sebenico Aust.-Hung.	C.2Cy. 13″ & 23″–15″ 17 NHP Bartlett & Greenham, Trste.		
524 MBSD	**Risösund** *Korneliussen* *Elec. light* 1 *Dk & Awng dk*	**SteelScSr**	216 206 122					1904	Xiansands Mek. Værks. Xiansand	**Vesteraalens Dampskibsselskab**	109·3 / H10 *t*	19·1 / 15·0	9·0	Stokmarknæs Norwegian	T.3Cy. 10¼″, 16″ & 26″–18″ 29 NHP Xiansands M.V. Xiansand		N
525 135976	**Ristango** *J. Hudson* –14 1 *Dk*	**SteelScK**	178 165 68	✠100A1 *Stm Trawler* 6,14 ✠LMC11,13	Gms			1913 11mo *Lloyd's*	Cook, Welt'n & Gemmell Ld. Beverley *sA&CP*	**G.F. Sleight**	106·7 / Q58′	21·0 / BK7½″	11·0 4 *BH Cem*	Grimsby British	T3Cy. 11½″, 19½″ & 32″–23″ (*s*) 180 lb 61 RHP 1SB, *2pf*, GS30, HS1050 C.D. Holmes & Co. Ld. Hull	11 ″ 10	
526 7 RQMT	**Risveglio** *I. Micel* 06–11 1 *Dk*	**SteelScSr** (*ex* Mimi)	843 677 489					1889	Howaldtswerke Kiel	**Soc. Vinalcool**	203·2 / Q59′ B46′ F29′	30·2 /	14·2 *WB*	Cagliari Italian	T.3Cy. 14¾″, 22 7/16″ & 36¾″–23¾″ NB08 65 NHP Howaldtswerke, Kiel.		V
527 JFKP	**Rita** *L. Maristany* –16 *ss* Pir. 2nd No. 3–5,13 (*ex* Evangelistria, *ex* Kittie) 1 *Dk (Stl) &* *Elec. light Well deck Web frames*	**SteelScSr**	*2212* *1734* *1446*	✠100A1 1,16 BS9,15 ✠LMC5,15	Gen	*s*	8,16	1888 2mo	W. Gray & Co. W Hartlepool	**Hijos de Jose Taya, S. en C.**	284·2 / P27′ Q90′ B108′ F28 A&CP	37·6 / BK10″ *CellDB*	19·5 5 *BH Cem* 240′ 489 *t*	Barcelona Spanish	T.3Cy. 21⅛″, 35″ & 58″–39″ (*s*) 150 lb *65 lb* NDB96 210 NHP 2SB, *4rf & 2pf*, GS91 Cen. Mar. Eng. Wrks. W Hpl	22 ″ 2 s 1 ″ 9½ 21 ″ 4	
528 JFNP	— *Basterrechea* –15 *ss* Liv. No. 3–5,14 1 *Dk (Stl–ptws) & deep framing &* *pt Awng dk (Stl–ptws) lower dk after hold*	**SteelScSr**	*1238* *909* *768*	✠100A1 *pt Awng dk* *with freeboard* 6,17 ~~2,16~~ BS11,16 ✠LMC5,13	Bbo Bel	*n*	3,16	1901 2mo *Lloyd's*	Cmpbltwn S.B. Co. Campbeltwn *sA&CP*	~~**Linea de Vapores. Serra**~~ Hijos de Enrique Gironella *WB = Cell DB* a 54′ *f* 94′	230·0 / Q79′ *pt Awng dk* 151′ FK	32·8 /	16·3 4 *BH Cem* 205 *t APT* 80 *t*	Bilbao Spanish	T.3Cy. 18″, 27½″ & 45″–33″ (*a*) 160 lb *80 lb* 120 NHP 1SB, *3rf*, GS65, HS1871 Hutson & Sons, Ld. Glasgow	17 ″ 4 s 7 ″ 5 17 ″ 3	
529 NFMT	— *H. Tönnesen* *Elec. light*	**SteelScSr**	530 395 310					1892	Helsingörs skibs byggeri Elsinore	**Det Forenede Dampskibs Selsk.**	174·1 / Q82′	27·1 / B18′	11·7 F22′	Copnhagn Danish	C.2Cy. 18½″ & 34″–20″ 43 NHP Helsingörs Maskinbyggeri		V
530 HKLQ	— *D. A. do Santos Machado* 1 *Dk*	**SteelTwinScSp**	148 — 55			…		1892	J.P. Rennoldson & Son S. Shields	**Mason & Barry, Ld.**	95·0 /	20·7 / BK5″	8·9 *WB*	Villareal Portuguese	C.4Cy. 13″ & 26″–20″ NB15 54 NHP J.P. Rennoldson & Sn., S. Shl	9 ″ 0	

1 Numero d'Ordre. / Numero Officiel / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Enrôlement.	7* Date de la dernière visite de Flotteur porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille / Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. pc.	15 Registres où cotés, et les 3 lettres de la Flotte
531	**Rita Garcia**	SteelScSr	202			...		1904	Gibbs&Co. Galmpton	F.Garcia	106·1	21·0	11·6	Bilbao Spanish	C.2Cy.12½″&27½″–16″ 38NHP	12 ″ 3	
	A.Lopez –15		189										BK6¾″				
	(*ex*Chasna)	1*Dk*	112												ShieldsEng.Co.Ld.N.Shl.		
532	**Ritzebüttel**	SteelSc	237					1907	Schiffsw(v. J&Sch.)A.G. Hamburg	Hambg-Cuxhaven Fischd.A.G."Alte Liebe"	121·4	22·5	10·1	Hamburg German	T.3Cy.12½″,20″&32″–22″ 43NHP		G
	*C.Wilken*13–13	(*Trawler*)	212								F16′						
LGRN	*Elec.light* (*ex*Pelikan)	1*Dk*	67											*WB*	Schwft.(vJ&Sch)AG Ham		
533	**Rius y Taulet**	SteelScSr	1357	✠100A1 11,15	Bkn	*o*	7,15	1899	R.Duncan &Co.Ld. Pt.Glasgow	Cia.Tras. Mediterranea	234·3	34·6	16·5	Barcelona Spanish	T.3Cy.18″,28¾″&49½″–33″ 160lb *80lb* (*s*) 142NHP	18 ″ 9	
	G.Anazagasti –17 *ss*Bkn.No.3–11,12		1115	Exam 12.16				8mo			P&B150′F28′		FK			s 1 ″ 5	
JFHW	(*ex*Fortuny, 1*Dk*(*Stl*)&*deep framing*		936	BS9,16 ✠LMC7,15											4*BHCem*	17 ″ 7	
	*ex*SpartanChief) *lower dk*(*Stl*)							*Lloyd's*			*CellDBa*65′				1SB,*3cf*,GS49,HS2156		
	Well deck Elec.light *in forehold*										*uE&B*40′*f*84′350*t*				*APT*42*t* Hall-Brwn,Buttery&C.Gls		
534	**Rivadavia**	SteelPad	1106					1884	D.Rowan Glasgow	Cia.Argentina de Nav.(Nicolas Mihanovich)Ltda.	238·2	30·0	11·0	Bns.Ayres Argentine			
			—														
			552												D.Rowan,Glasgow		
535	**Rival**	SteelScSr	570					1887	Rostock S.&E.Co. Rostock	Paulsen&Ivers	173·2	26·2	11·1	Kiel German	T.3Cy.11⅝″,17¾″&30¾″–19¾″ NB99 42NHP		V
	F.Schmalfeldt		418								Q&B104′	F18′					
LCPR		1*Dk*	353												RostockS.&E.Co.,Rostock		
536	**River Araxes**	SteelScSr	4407	✠100A1 *Spar dk*	Bry	*x*	~~7,15~~ 4,18	1907	R.Craggs &Sons,Ld. Middlesbro'	America-Levant Line,Ld.(Stanley M.Thompson, *Mgr.*)	376·0	52·3	17·5	London British	T.3Cy.25″,41″&68″–48″ (*s*) 180lb 366NHP	28 ″ 0	
124174	*J.F.Simpson*	*ss*Lgn.No.2–16	4100	4,18 ~~4,17~~	Cff			4mo			P28′B92′F40′	25·4	FK			s 5 ″ 5	
HKLT	(*ex*Fitzclarence)	1*Dk*(*Stl*)&	2832	✠LMC				*Lloyd's*							3SB,*9cf*,GS169,HS5900	22 ″ 11	
	Elec.light *Spar dk*(*Irn*)&*deep framing*			MS7,15 BS ~~10,15~~ ~~14,15~~ 14,18							*sA&CP*				7*BHCem*		
				Carrying oil fuel F.P.above 150′ *T.in D.B.*							*WB=CellDBa*118′	*uE&B*42′	*f*166′1159*t*		N.E.MarineEng.Co.Ld Nwc		
															*D T f*24′608*t APT*109*t*		
537	**River Avoca**	SteelScSr	322	✠100A1 3,16	Sld	*f*	~~3,16~~ 6,17	1909	J.Fuller-ton&Co. Paisley	Kynoch-Arklow, Ld.	142·2	23·6	10·4	Dublin British	C.2Cy.16″&34″–24″ (*s*) 130lb 68RHP	11 ″ 3	
128493	*T.Tyrrell*99–16	*ss*Cff.No.1–13	226	*Exam* 12.16 2,18				4mo			Q51′B11′F22′		BK6″			s ″ 9½	
HPCD	(*ex*Edenside,*ex*CardiffCity)	1*Dk*(*Stl*)	116	BS7,15 ✠LMC5,15				*Lloyd's*							3*BHCem*	11 ″ 1	
	Well deck Mchy.Aft			6,17							*DBf*28′				3*8tFPT*32*t* Ross&Duncan,Glasgow		
538	**River Crake**	IronScSr	669	✠ 90A1 8,17 ~~5,16~~	Goo	*k*	5,16	1877	W.B. Thompson Dundee	Lancashire& YorkshireRly.Co.	202·1	28·2	13·0	Goole British	C.2Cy.27½″&52″–33″ (*s*) 90lb 126NHP	13 ″ 11	
67821	*J.W.Hutchinson* –17		498					2mo			Q99′B16′F29′		BK7″			s 1 ″ 3	
QNPM	(*ex*Altona)	*ss*Goo.3rdNo.3–6,15	313	✠NB6,16 ✠LMC6,15					A&CP						5*BHCem*	13 ″ 7	
	Well deck	1*Dk*									*WB=DB*				1SB,*3cf*,GS53,HS2065 *a*51′*f*59′ W.B.Thompson,Dundee		
539	**River Fisher**	SteelSc3MstSr	457	✠100A1 7,15	Dub	*h*	~~7,15~~ 12,17	1899	J Fullerton &Co. Paisley	J.Fisher&Sons	168·0	25·1	9·7	Barrow British	C.2Cy.19″&42″–30″ (*s*) 115lb 88RHP	12 ″ 5	
99947	*W.A.Smythe* –15	*ss*Lan.No.3–8,11	311					8mo			Q93′B10′F25′		BK6″			s ″ 7	
RHLM	*Mchy.Aft*	*ss*Dub.No.1–15	185	BS7,17 ✠LMC7,15					A&CP						3*BHCem*	12 ″ 5	
	Well deck	1*Dk*(*Irn*)									*WB=DBf*89′119*t*				*FPT*30*t* Ross&Duncan,Glasgow		
540	**River Lagan**	IronScSr	803	✠100A1 3,15	Lon	*l*	~~11,15~~ 2,18	1882	R.Duncan &Co. Pt.Glasgow	Little&Johnston	207·8	28·9	14·0	Glasgow British	C.2Cy.24″&48″–36″ (*a*) 90lb *80lb* NDB99 96RHP	14 ″ 9	
85948	*J.R.Bell* –17	*ss*Lon.2ndNo.3–9,07	669	*Exam* 12.16 2,18				6mo			Q114′F27′		BK7″				
HDPF		*ss*Lon.No.1–12	505	✠NB4,02 ✠LMC11,12				*Lloyd's*	*sA&CP*	*WB=DBa*59′131*t*					4*BHCem*		
	Elec.light	1*Dk*(*Irn*)2*trB*		BS2,15 ~~BS2,15~~							*FPT*42*t*				*APT*16*t* 1SB,*3pf*,GS53,HS1447 Hutson&Corbett,Glasgow		
541	**River Lune**	SteelScSr	275			...		1898	J Fullerton &Co. Paisley	J.Little&Co.	142·5	21·3	10·4	Barrow British	C.2Cy.16″&34″–24″ 47RHP	11 ″ 2	
108641	*S.W.Cake* –17	(*ex*FrontierTown)	209								Q45′B7′F24′		BK6″				
HFKB	*Well deck Mchy.Aft*	1*Dk*	108											*WB*	Hall-Brwn,Buttery&C.Gls		
542	**River Orontes**	SteelScSr	4351					1912	Greenock& Gr'ngemouth Dckyd Co.Ld. Greenock	America-Levant Line,Ld. (Stanley M.Thompson, *Mgr.*)	375·8	52·2	25·5	London British	T.3Cy.25″,41″&68″–48″ 320NHP		C
135161	*H.Campe* –16		4056								P36′B100′F41′						
JBFW	*Elec.light*	2*Dks*	2809											*WB*	J.G.Kincaid&Co.Ld.Grk.		
543	**River Ribble**	SteelScSr	1111	✠100A1 11,17 ~~9,16~~	Goo	*o*	~~9,16~~ 11,17	1891	WBThmp-son&Co.Ld. Dundee	Lancashire& Yorkshire Rly.Co.	245·0	34·1	15·8	Goole British	T.3Cy.24″,38″&62″–42″ (*s*) 160lb 277NHP	16 ″ 8	
98383	*G.E.Lea* –17	~~*ss*Hul.No.2–1,06~~	903					8mo			P33′B77′F33′		BK8½″			s 2 ″ 1½	
MGTL	(*ex*Berlin) *Ref.Mchy.*	~~*ss*Goo.No.2–13~~	497	✠NB7,04 ✠LMC9,16											5*BHCem*	15 ″ 8	
	Elec.light	1*Dk*(*Stl–ws*)&*Web frames*		BS11,17				*Lloyd's*	*sA&CP*		*DBa*50′*f*57′				&*uE*24′214*t* WBThmpsn&Co.Ld.,Dun.		
544	**River Thames**	*ss*Goo.2nd ~~No.2–11,17~~ IronScSr	792	90A1 12.16	Lon	*k*	N12,16	1870	Withy,Al-exander&Co. Hartlepool	Little&Johnston	200·6	28·5	15·9	London British	C.2Cy.25″&48″–36″ (*i*) 75lb *100lb* NB80 99RHP	16″11	
63689	*W.Nicholls* –13	*ss*Lon.4thNo.3–12,16	644					11mo			Q47*t*				4*BHCem*		
NQPJ	(*ex*AnnWebster	1*Dk2trB*	479	B&MS12,16 ~~MS2,18~~					A&CP						1SB,*3pf*,GS47 NDB16		
	Elec.light *ex*Londres,*ex*AnnWebster)										*WB=DBa*59′*f*46′146*t*				T.Richardson&Sons,Hpl.		
545	**Riverdale**	SteelScSr	4206	✠100A1 *Spar dk* 9,17	NYk	*x*	N2,17	1900	Sunderlnd S.B.Co.Ld. Sunderland	PlissonSteamNav. Co.Ld.	360·0	48·1	20·5	Glasgow British	T.3Cy.26″,42½″&69½″–45″(*s*) 180lb 351NHP	31 ″ 0	
111300	*B.King* –16	*ss*Bry.No.3–2,13	4073					10mo			P26′B90′F36′	28·3	FK			s 6 ″ 4½	
RWKD		1*Dk*(*Stl*)&*Spar dk*(*Stl*)	2752	*Exam* ~~9,17~~ 12,17											6*BHCem*	25 ″ 0	
		&*deep framing*		MS ~~9,17~~ 12,17											3SB,*9cf*,GS154,HS5406 N.E.MarineCo.Ld.Sld.		
											*WB=Cell DBa*116′	*uE&B*34′	*f*154′902*t*		*APT*80*t*		
546	**Riverina**	SteelScSr	4758	✠100A1 *Shelter dk*	Syd	*x*	6,16	1905	SirJ.Laing &Sons,Ld. Sunderland	Huddart,Parker, Ld.	370·0	49·7	22·8	Melbourne British	T.3Cy.32″,51″&84″–54″ (*r*) 180lb 719NHP	25 ″ 4	
120729	*S.F.Entwisle* –15	~~*ss*Syd.No.2–13~~	3009					10mo			P&B245′F93′		BK9″			s 2 ″ 11	
WHFT	2*Dks*(*Stl–Uws*)&*Web frames*&		2808	*with freeboard* ~~9,17~~ ~~1,16~~ 11,17											7*BHCem*	23 ″ 7	
	Elec.light *Shelter dk*(*pt Stl–ws pt teak*)							*Lloyd's*	*sA&CP*						6SB,*18cf*,GS418,HS13212 Richardsons,Westgarth&		
	Wireless	*ss*Syd.No.3–7,17		BS6,16 ✠LMC7,15						*WB=CellDBa*	84′*uE&B*100′*f*134′		713*t*	*FPT*63*t*	*APT*33*t* Co.Ld.Hpl.		
547	**Riversdale**	SteelScSr	2805					1906	J.Blumer &Co. Sunderland	R.C.Thompson	317·5	46·5	21·2	Sundrland British	T.3Cy.23″,38″&62″–42″ 249NHP		C
119226	*J.T.Simpson* –16		2631								P30′B92′F30′						
HGMR		1*Dk*	1785											*WB*	J.Dickinson&Sons,Ld.Sld.		
548	**Riverside**	SteelSc	452					1895	Delaware RiverCo. Chester,Pa.	ChesterShipping Co.	141·5	27·1	10·3	Phildlphia Utd.States	C.2Cy.18″&36″–26″ 55NHP		
111098	*E.J.Brown* –05		—														
KMNF		1*Dk*	372														
549	**Riverton**	SteelScSr	4423					1896	F.W. Wheeler&Co. W.Bay City	MathewsSS.Co.Ld	451·0	46·6	23·1	Toronto British	T.3Cy.23″,37½″&63″–44″ NB16 263NHP		L
137898		(*ex*L.C.Waldo)	4262								len05			*WB*	FWWheelr&CoWBayCity		
	Elec.light *Mchy.Aft*	1*Dk2trB*	2684														
550	—	SteelScSr	3438	✠100A1 *Awng dk*	Npt	*v*	~~9,15~~ 2,18	1899	Ropner& Son Stockton	CarltonS.S.Co.Ld. (R.Chapman&Son, *Mgrs.*)	325·0	46·0	21·6	Newcastle British	T.3Cy.24″,40⅞″&66″–45″(*s*) 180lb *100lb* NDB14 314NHP	32 ″ 6	
110338	*T.Stubbs* –17	*ss*Shl.No.3–9,11	3387	*with freeboard* 9.15				8mo				28·9	BK12″			s 8 ″ 3½	
RHFS		1*Dk*(*Stl*)&*Awng dk*(*Irn*)3*trB*	2236	*Exam in dock* ~~12,17~~ 2,18					A&CP	*WB=Cell DBa*88′*uE&B*36′	*f*140′702*t*	*FPT*145*t*			7*BHCem*	25 ″ 5	
		&*Web frames*		MBS1,18 ✠LMC11,16											*APT*48*t* Blair&Co.Ld.Stockton		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned / now expired. Equipment Letter.	7* Date when tail shaft last exam.	8 Built. When	9 Built. By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
551 132546 HSVG	**Riviera** SteelTrpScSr *C.N.Cobb* –11 *Elec.light* Wireless 2*Dks & Awng dk*	1675 1203 649					1911	W.Denny & Bros. Dumbarton	S.Eastrn&Chathm Rly Cos.'Managing Committee	316·0	41·1	15·8	London British *WB*	3 Steam Turbines 850RHP Denny&Co.Dumbarton		
552 20 RQMZ	— IronScSr *D.Acquarone* (*ex*Sallustrio Bandini,*ex* Ancona,*ex*Osborne) 2*Dks*	679 518 377					1861	Blackwood & Gordon Pt.Glasgow	Soc.di Nav.a Vap. per Trasporti costieri Liguria Occidentale	217·2	26·5	14·6	P.Maurizio Italian	C.2Cy.27½″&50½″–32½″ NE77 NB93 121NHP W.Allan&Co.Ld.Sld.		V
553 138956	**Riviere** SteelScK 1*Dk*	226 219 109	✠100A1 *StmTrawler* 5,16 ✠LMC5,16	Hul			1916 5mo *Lloyd's*	Cook,Welt'n&Gemmell Ld. Beverley *A&CP*	GreatNorthern S.S.Fishing Co.Ld	117·0 Q61′	22·0	12·7 BK7½″	Hull ~~Grimsby~~ British	T.3Cy.12″,21″&34″–24″ (*s*) 200lb 74RHP 1SB,*3pf*,GS31,HS1268 Amos&Smith,Ld.Hull	13 ″ 7	
554 119590	**Rixton** SteelPadSp 1*Dk*(*pt Stl*)	158 141 6	✠ *For Towing p* 4,05 ✠	Shl *urpose s*			1905 4mo	JT Eltring-ham&Co. South Shields	ManchesterShip CanalCo.	100·0 BK6″	20·1	10·0	Manchestr British	L.2Cy.30″–54″ 66RHP 2SB,*4pf*,GS72,HS1393 Hepple&Co.South Shields	10 ″ 4	
555 8719 JRFB	**Riyei Maru** WoodScSp (*ex*RiyeiGo) 2*Dks*	153 134 87						.....	T.Masuda	108·5	15·0	12·4	Osaka Japanese	C.2Cy.11½″&23″–14″ 16NHP		
556	**Rizal** SteelScSr *D.Inchausti* –16 *ss*Sng.No.3–2,10 (*ex*Minilya,*ex*Dona Amelia) *ss*HKg.No.1–15 1*Dk*(*Stl*–ws) & *Spar dk* (*Stl*–ws) & *deep framing*	*2744* *2321* *1723*	✠100A1 *Spar dk* 10,16 ✠NB8,15 ✠LMC8,15	Ams	*t*	10,16	1896 8mo	J.Blumer& Co. Sunderland A&CP	Tabacalera S.S.Co (Cia General de Tabacos de Filipinas,*Mgrs.*) *WB=Cell DB a92′ uE22′ f120′*	313·0 P23′B96′F38′ FK	43·0	14·0 21·9 *499t APT30t*	Manila Utd. States 6*BHCem*	T.3Cy.23½″,38″&62″–42″ (*s*) 160lb *70lb* 266NHP 2SB,*6cf*,GS132,HS4136 N.E.Marine Eng.Co Ld.Sld	24 ″ 2 s 4 • 6½ 20 ″ 2	
557	**Rjukan** SteelTwinSc *Should be* "Hydro," *See letter* H. *Elec.light* 1*Dk*	550					1914	Akers Mek.Værks. Christiania	NorskTransport Akties.	165·0	32·5	11·8	Tinoset Norwegian	T.6Cy.11″,18″&29″–18″ 70NHP AkersMek.Værks.Xia.		
558 LBFW	— WoodScSr 1*Dk*	253 196 140					1873	P.Kaaven Bergen	K.J.T.Hjemgaard	126·6 Q17*t*	21·4 B31*t*	10·6 F6*t*	Bkkafjördr (Iceland) Danish	C.2Cy.15″&30½″–18″ NB86 33NHP LaxevaagsVærkst.,Bergen		
559 *J.Pedersen* –12	**Rjukanfos** SteelTwinSc 1*Dk*(*Stl*)	338 338 113	✠ ~~——~~ 11,14 ✠ *Railwayferry, Lake Se*	Xia *rvice*			1909 10mo *Tinnsjöen*	Norsk TransprtAkt Fevig	NorskTransport Akties. (K.Holmboe,*Mgr*) *WB=FPT*	138·8 B51′ FK *23t APT21t*	32·3	10·3	Skien Norwegian 4*BHCem*	T.6Cy.9″,15″&25″–15″ 66NHP 2SB,*2cf*,GS36,HS1217 Akers.Mek.Værks.Xia.	11 ″ 0	
560 HTPK	**Roald** CompScSr *K.Ström* (*ex*Victoria, *ex*Ida,*ex*Bohus) 1*Dk*	158 145 84					1883	E.Jansson Gäddvik	Aarnæs&Lund	97·8 B37*t*	23·0	9·9	Xiansund Norwegian	C.2Cy.12″&25¼″–19½″ 30NHP MotalaCo.Gothenburg		
561 MGTH	**Roald Amundsen** SteelScSr *C.O.Lorentsen* –16 *ss*Gls.No.3–4,06 (*ex*Sandhurst, *ex*Toronto,*ex*SaintEnoch) *ss*Xia.No.2–14 1*Dk*(*Irn*) *Elec.light* & *Spar dk*(*Irn*) 3*trB*	4390 4006 2670	✠100A1 *Spar dk* 7,16 BS9,16 ✠LMC9,14	Lon	*x*	8,15	1891 2mo *Lloyd's*	Palmers' Co.Ld. Newcastle	Akties.Laboremus (T.Dannevig&Co. *Mgrs.*) *WB=Cell DB 322′ 697t FPT anks a100′2120t DT*	375·0 P34′B86′F31′ BK11″	46·5	20·4 28·2 *76t APT35t f58′1360t*	Sandefjrd Norwegian 7*BHCem*	T.3Cy.25″,45″&73″–48″ (*s*) 160lb *150lb* 397NHP 2DB,*12cf*,GS192,HS6383 DB *refitted* 11 Palmers'Co.Ld.Newcastle	31 ″ 2 s 7 ″ 3 25 ″ 0	
562 MJFT	**Roald Jarl** SteelScSr *R.Gärtner* 09–12 *Elec.light* 1*Dk*	1404 1235 810					1912	Trndhjms Mek.Værks. Trondhjem	Nordenfjeldske Dampskibsselskab	253·3 P22′B86′F34′	38·5	15·4	Trndhjem Norwegian *WB*	T.3Cy.18″,29″&50″–33″ 144NHP TrondhjemsM.V.Trndhjm		N
563 124329 HKGJ	**Roanoke** SteelScSr *W.N.Williams* –14 (*ex*Clan Macinnes, *ex*Roanoke) 2*Dks & Shelter dk 3trB*	4803 3523 3739					1907	Furness, Withy&Co Ld W Hartlepool	Furness,Withy& Co.Ld.	368·4	49·0	25·9	W.Hartlpl British *WB*	T.3Cy.25″,40″&68″–48″ Richardsons, Westgarth&Co.Ld.Hpl. 320NHP		C
564 MPCF	**Roar** SteelScSr *O.Stark* 1*Dk*	1251 1090 704					1916	Stavanger Stöberi&Dok Stavanger	RederiAkties.Roar (K.M.Pedersen)	235·1 P21′B60′F23′	37·2	15·2	Kragerö Norwegian	T.3Cy.17½″,28½″&48″–33″ 132NHP StavangerStöberi&Dok		N
565 115363 STMJ	**Roath** SteelScSr *D.R.Williams* –17 *ss*Hul.No.3–6.15 1*Dk*(*Stl*) & *Spar dk*(*pt Irn* & *pt Stl*) & *Web frames*	4317 4146 2808	✠100A1 *Spar dk* 2,18 ~~5,16~~ PS2,18 ~~BS10,16~~ ✠LMC6,16	NYk	*x*	N4,16	1901 10mo	Nthmblnd S.B.Co.Ld. Newcastle	BritishStm.Shpng Co.Ld.(J.Cory& Sons,Ld. *Mgrs.*) *WB=Cell DB a114′ u E24′ f160′803t APT265t*	360·0 P32′B94′F40′ FK	48·1	20·2 28·1	Cardiff British 6*BHCem*	T.3Cy.24½″,40″&68″–48″ (*s*) 180lb 356NHP 3SB,*9cf*,GS174,HS5610 N.E.Marine Eng.Co Ld Nwc	30 ″ 10 s 6 ″ 2½ 25 ″ 0	
566 QJMF	**Rob. de Neufville** SteelSc *H.Becker* 13–10 (*Trawler*) 1*Dk*	223 183 71					1907	J.C.Teck-lenborg A.G. Geestemünde	"Die See" Fisch. Ges.m.b.H.	121·1 Q64′F21′	22·6	9·0	Gstemnde German *WB*	T.3Cy.11 13/32″,18 5/16″&29 3/4″–21 7/32″ 42NHP J.C.TecklenborgA.G.Gst.		G
567 106015 PJRK	**Rob Roy** SteelScSr *D.Carmichael* –06 *Welldeck Mchy.Aft* 1*Dk*	130 97 50			...		1896	AilsaS.B. Co. Troon	W.McLachlan&Co	100·0 Q43′F17′	18·1	8·6 BK6″	Glasgow British *WB*	C.2Cy.14″&30″–21″ 36RHP Muir&Houston(Lim),Glss.	9 ″ 2	
568 139602 JPSD	**Robert Bruce** SteelScSr *Elec.light*	4207 3966 2623	100A1 (*Class Contemplated*)				1917	Sir Raylton Dixon&Co Ld Middlesbro'	R.W.J.Sutherland	364·5 P25′B94′F40′	51·1	26·1	Cardiff British	T.3Cy.25″,41″&68″–45″ Richardsons, Westgarth& Co.Ld.Hpl.	28 ″ 4 s 5 ″ 3½ 23 ″ 5	
569 207299 LBKD	**Robert C. Clowry** WoodTwinSc *Cable Vessel* *T.Royen* 10–10 *Elec.light* 1*Dk*	532 — 235					1910	A.C.Brown & Sons Ttnvlle,N.Y.	WesternUnion TelegraphCo.	132·3	33·3	15·1	NewYork Utd.States	C.4Cy.14″&30″–22″ 70NHP A.Miller&Bro.Jersey City		R
570 132803 HTLF	**Robert Coverdale** SteelScSr *G.H.Brown* –15 *ss*Hpl.No.1–16 1*Dk*(*Stl*)	3722 3478 2337	✠100A1 8,17 ~~6,16~~ MS6,16 ✠LMC ~~DB6,16~~ MBS6,16	Hpl NWe	*w*	~~6,16~~ 8,17	1911 9mo *Lloyd's*	W.Gray& Co.Ld. W Hartlepool *A&CP*	Charlton Steam Shipping Co.Ld. (Charlton,McAll-um&Co.*Mgrs.*) *WB=Cell D Ba* 113′ *u E25′ f154′ 927t*	350·2 P23′B101′F34′ FK	50·1	23·6	~~W.Hartlpl~~ British 6*BHCem*	T.3Cy.25″,40½″&67″–45″ (*s*) 180lb *100lb* 336NHP 2SB,*6cf*,GS132,HS5303 Cen.Mar.Eng.Wrks.W Hpl	25 ″ 11 s 4 ″ 9½ 21 ″ 6	
571 85320	**Robert Dunsmuir** WoodTwinScSp *W.Mathieson* 1*Dk*	152 102 96					1883	H.Maloney New West-minster,B.C.	OceanFallsCo.Ld.	105·0 P23′B101′F34′	17·5	6·7	N.Wstmtr, B.C. British	C.4Cy.9″&14″–14″ *Emade* 89 18RHP AlbionIrnWksVictoriaBC		

Part particulars See No. 2 in Supplement

Now named "Hollinside," See No. 40 in Supplement

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant et pour le Renouvellement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. / Tirant d'eau correspondant. pcls. pc.	15 Registres du code international des signaux.
572 97523 LQBD	**Robert Eggleton** *S.McLaren* –11	**SteelScSr** ~~ssShl.No.3=2.03~~ ssShl.2ndNo.3-9,17 ~~ssShl.No.2=11~~ 1*Dk(Iru)2trB&Webframes*	2274 1925 1378	✠100A1 ~~9,14~~ 11,18 BS11,15 ✠LMC~~8,11~~ 9,17	Shl	*s*	~~11,16~~ 9,17	1890 3mo	Short Bros. Sunderland A&CP	J.Westoll	290·2 P32'B78'F34' BK10' *WB=CellDB210'*	39·1	21·7	Sunderland British *4BHCem* *398tAPT51t*	T.3Cy.21",35"&58"–36" *(s)* 150lb *100lb* NDBII 196NHP 1DB,*6cf*,GS90,HS2984 T.Richardson&Sons,Hpl.	24 " 3 " 3 " 4½ 21 " 10	
573 111129	**Robert Fulton** *Mchy.Aft Elec.light* Sub.Sig. 1*Dk2trB*	**SteelSc**	4220 — 3182					1896	Detroit Dry Dock Co. Wyandotte	Pittsburgh S.S.Co.	424·6	45·8	27·8 *WB*	Duluth Utd. States	T.3Cy.24",38"&64"–42" 266NHP DryDockE.Works,Detroit		
574 206288	— *Elec.light*	**SteelPad** 2*Dks&shadedk*	2168 — 1344					1909	New York S.B.Co. Camden,N.J.	Hudson River Day Line	337·0 2*Promenadedecks*	42·0	11·5	New York Utd. States	B.1Cy.75"–144" 519NHP *Emade87,refitted09* W.&A.Fletcher,N.Yk.		
575 130622	**Robert G. Cann** *A.McKinnon* –11	**WoodScSr** 1*Dk*	265 156 112					1911	N w Burrell Johnsn Co.Ld Shelburne NS	H.Cann&Son,Ld.	119·0 H109*t*	24·6	9·4	Yarmth NS British	C.2Cy.15"&32"–24" New Burrell John- son Iron Co.Ld.Yar.N.S. 41RHP		
576 133303	**Robert Hastie** *G.Hays09–12*	**SteelScK** 1*Dk*	210 207 81	✠100A1 *StmTrawler* 12,14 ✠LMC10,12	Gms		12,14	1912 10mo *Lloyd's A&CP*	JTEltring- ham&Co. S.Shields	R.Hastie&Sons	117·3 BK7½" *WB=DTf4'8t*	21·6	12·2	N.Shields British *3BHCem*	T.3Cy.13",21½"&35"–24" *(s)* 180lb 80RHP 1SB,*3pf*,GS52,HS1439 G.T.Grey,SouthShields	13 " 0	
577 73609	**Robert L. Cook** *R.C.Baister* –15 (*ex*Betefdoe,*ex*Champion)	**IronPad** *(Tug)* 1*Dk*	143 128 23					1877	J.Read- head&Co. SouthShields	R.C.Baister	107·3 B10'	19·0	9·7	Sunderlnd British	2Cy.29"–50½" 56RHP J.Readhead&Co.S.Shields		
578 212078	**Robert L. Ireland** *J.W.Ehrhart11–14* *Elec.light* *Mchy.Aft*	**SteelScSr** 1*Dk(Stl)&Webframes* *LongitudinalframingLongitudinalframing*	6387 — 4899	✠100A– *ForServiceontheGreatLakes* 4,14 ✠LMC5,14	Clv			1914 4mo	American S.B.Co. Lorain,O.	Kinney S.S.Co. (A.T.Kinney, *Mgr.*)	504·0 F43' *WB=CellDB&sidetanks f410'4470t*	54·0 FK	30·0 *CellDBu E&B48'300tFPT247tAPT47t*	Duluth Utd. States *4BH*	T.3Cy.22½",36"&60"–42" *(s)* 180lb 318NHP 2SB,*4cf*,GS90,HS4640 FD American S.B.Co.Lorain,O.	30 " 0	
579 HCJP	**Robert Lea** *Krüger15–15*	**SteelScSr** (*ex*Courier) 1*Dk2trB*	587 478 357				...	1883	Motala Co. Gothenburg	Akties.Robert Lea (E.Grant Lea)	161·8 Q27*t*B61*t*H13*t*F9*t*	26·6	15·3 *WB*	Bergen Norwegian	C.2Cy.19½"&35½"–23½" NB90 51NHP MotalaCo.Gothenburg		N
580 210287 LCMP	**Robert M. Thompson** *J.Shanks* –16	**SteelScSr** ssNYk.No.1–16 2*Dks(Stl)*	2459 2198 1606	✠100A1 ~~9,16~~ 11,18 ~~12,16~~ ✠LMC9,15	NYk	*s*	~~9,16~~ 11,18	1912 8mo *Lloyd's A&CP*	Gt.Lakes Eng.Works Ecorse,Mich.	American Transptn.Co.(J.W. Elwell&Co.*Mgrs.*) *DBa56'uE&B*	247·0 P19'B68'F23' *WB=Cell* 42'*f*110'404*t FPT*	43·7 FK	29·3 44*tAPT22t*	Philadlphia Utd. States *4BHCem*	T.3Cy.21½",35½"&58"–42"(*s*) 180lb 303NHP 2SB,*6cf*,GS105,HS4458 FD GtLakesEngWrks.Detroit	28 " 5	
581 107419	**Robert Mackay** 1*Dk*	**SteelSc**	129 94 87					1899	Carrier, Laine&Co Levis	Harbour Commis- sioners of Montreal	79·2	17·6	11·9	Montreal British	C.2Cy.16"&32"–24" 43RHP Carrier,Laine&Co.Levis		
582 137172	**Robert Smith** *R.Smith* –15	**SteelScK** 1*Dk*	211 207 78	✠100A1 *StmTrawler* 7,15 ✠LMC7,15	Abn			1915 7mo *Lloyd's A&CP*	A.Hall & Co.Ld. Aberdeen	Aberdeen Pioneer Stm.Fishing Co.Ld (H.E.Stroud,*Mgr*)	115·7 BK7½" *WB=DTf71'2t*	22·6	12·2	Aberdeen British *3BHCem*	T.3Cy.12",20"&34"–23" *(s)* 180lb 69RHP 1SB,*3pf*,GS44,HS1230 A.Hall&Co.Ld.Aberdeen	13 " 0	
583 726 JCBS	**Robert Thorburn** *O.E.Olsson* –99	**IronScSr** 1*Dk*	174 92 116					1883	Bergsund's Mk.Vrks. Stockholm	Ångb.Aktieb.Bo- huslänska Kusten (C.Thorburn *Mgr.*)	108·9 Q34' B45' F31'	19·4	8·6 H11*t*	Uddevalla Swedish	C.2Cy.17½"&31½"–19½" 36NHP Bergsnd'sMek.Vrks.,Skm.		
584 132869	**Robert Vassall** *W.Crockhart12–12* (*Bucket Dredger*)	**SteelSc** 1*Dk*	317 317 143				...	1912	W.Simons &Co.Ld. Renfrew	Taff Vale Rly.Co. (1836)	122·0 FK	31·1	11·5	Cardiff British	C.2Cy.17"&34"–24" 48RHP W.Simons&Co.Ld.Rnf.	12 " 0	
585 111294	**Robert W. E. Bunsen** *Mchy.Aft Elec.light* Sub.Sig. 1*Dk*	**SteelSc**	5181 — 4012					1900	Chicago S. B.Co. Chicago	Pittsburgh S.S.Co.	439·0	50·2	25·3 *WB*	Duluth Utd. States	Q.4Cy.20½",30",43½"&63"– 42" 257NHP ChicagoS.B.Co.Chicago		
586 202430 KVBS	**Robert W. Johnson** *F.Cost* –09	**Wood Twin Sc** 2*Dks*	204 — 138					1905	R.Palmer& Son Co. Noank,Conn.	Middlesex Trans- portation Co.	107·0	22·2	7·8	Perth Amboy,N.J Utd. States	T.6Cy.		
587	**Roberta** (*Fishing*) 1*Dk*	**SteelSc**	143 — 47					1916	Gebr.Boot Leiderdorp	N.V.Scheeps Ex- plotatie My Velzen	102·0	20·4	10·2	Ymuiden Dutch	T.3Cy.9½",15½"&27½"–21½" 36NHP N.V.Indust.MyHera,Ymu		
588	**Roberto Nuñez** ssV.Cz.No.2–15 (*Tug*) 1*Dk(Teak)*	**SteelSc**	*142* *142* 2	✠100A1 7,16 BS12,16 ✠LMC3,15 *Fitted for oil fuel* 1 0,0 6*F.P.*	NOs	*b*	7,16	1906 10mo *Lloyd's A&CP above*	Lobnitz& Co.Ld. Renfrew 150F°	Tehuantepec National Ry.Co.	101·0 B21'	20·1	11·4 BK6½"	Vera Cruz Mexican *4BHCem*	T.3Cy.13",22"&35"–27" *(s)* 140lb 82NHP 1SB,*2cf*,GS42,HS1500 Lobnitz&Co.Ld.Renfrew	12 " 0 s 2 " 2 10 " 8	
589 ~3711 JLPC	**Robertsfors** *E.Bylund92–03*	**SteelScSp** 1*Dk*	124 108 27					1900	Jönköpngs M.V.Aktieb. Jönköping	Aktieb Robertsfors (S.M.Kempe)	86·2 H16*t*	19·5	11·8	Sikeå Swedish	C.2Cy.17"&29½"–17½" 31NHP JönköpingsM.V.Aktieb.		
590 118799	**Robin** *J.Harris* –14	**SteelScK** (*Trawler*) 1*Dk*	169 161 64				...	1904	Goole S.B. &Repg.Co.Ld Goole	Kelsall Bros.& Beeching,Ld. (G. Beeching&J.E.A. Kelsall,*Mgrs.*)	110·3 BK7½"	21·1	11·2 *WB*	Hull British	T.3Cy.12",18"&30"–21" 45RHP C.D.Holmes&Co.Hull	12 " 0	
591 JFKS	— *C.Troutino*	**SteelScK** ssBcl.No.3–8,08 ssCorunnaNo.1–13 1*Dk*	134 124 41	✠— 10,14 *Stm Trawler* ✠	Corun	na		1895 5mo	Earle's Co. (Lim.) Hull	E.Truan (H.Guyatt,*Mgr.*)	94·0 Q18'	20·7	10·4 BK7½"	Corunna Spanish *3BHCem*	T.3Cy.11",17"&30"–21" 1SB,*3pf*,GS28,HS800 47NHP Earle'sCo.(Lim.),Hull	11 " 3	
592 135726	**Robina** *H.E.Clare* –14	**SteelTwinScSr** 1*Dk*	306 242 121	✠ A– *IrishChannel Service* 6,14 ✠LMC5,14	Liv			1914 5mo	Ardrossan DD&SB Co Ld Ardrossan	New Morecambe Central Pier Co.Ld. (W.A.Turner, *Mgr.*)	159·6 B63'	26·1 FK	8·8	Ardrossan British *5BHAsp*	T.6Cy.10½",17"&28"–18" *(s)* 160lb 79RHP 1SB,*3cf*,GS52,HS1927 FD McKie&Baxter,Glasgow	9 " 6	
593 118174	— *R.Barber* –16	**SteelScK** 1*Dk*	168 155 63	✠ *Stm Trawler* 7,07 ✠	Lth			1903 9mo	Scott(of Kinghorn)Ld Kinghorn	J.W.Smethurst	108·2 Q57' *WB=*	21·1 BK6"	11·3 *DBf20'15t*	Grimsby British *3BHCem*	T.3Cy.11",18"&32"–22" 67RHP 1SB.*2pf*,GS37,HS1180 Scott(of Kinghorn),Ld.	12 " 0	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys.	3 Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned / now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. / Ship. / Engines.	9 By Whom. / Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L. R. Dates of Build or Trade Cert.
594 110944 RNBC	**Robinia** *T.Swinburn* –14	**IronScYl** (*Trawler*) 1*Dk*	208 195 97			...		1900	Schofield, Hagerup& Doughty,Ld. Grimsby	**N.EasternSteam FishingCo.Ld.**	116·3 Q48′F20′	21·5 BK7½″	11·2	Grimsby British	T.3Cy.11¾″,21″&34″–24″ 58RHP C.D.Holmes&Co.Hull	12 ″ 1	
595 139307 JNRD	**Robrix** *J.Carter*17–17 *Well deck* *Mchy.Aft*	**SteelSc3MstSr** 1*Dk*(*Stl*)	314 220 124	✠100A1 1,17 ✠NB1,17 ✠NE7,00,*refitted*1,17	Hul ✠LMC1,17			1917 1mo *Lloyd's*	Cochrane& Sons,Ld. Selby *A&CP*	**HumberSteam Coasters.Ld. (R. Rix&Sons,** *Mgrs.*)	135·3 Q68′*Bon*Q9′F20′	23·1 BK7″ *FPT*39*t*	9·5 *APT*2*t*	Hull British 3*BHCem*	T.3Cy.10″,16″&26″–20″ (*s*) 180lb 50RHP 1SB,*2pf*,GS29,HS1007 DrypoolEng.Co.(Hull)Ld.	10 ″ 6 s ″ 6½ 10″ 8	
596 Robur ~~foundered 1917~~	**WoodScSr** *Duchatel* (*ex*Paul Jones) *Elec.light* 1*Dk*		954 — 545					1903	Thames MarineRy.Co N.London,Ct	**SociétéMaritime Nationale**	189·3	39·3	20·1	Havre French	T.3Cy.21″,31″&55″–36″ 182NHP Neafie&LevyS&EBCo.Phl.		V
597	**Robuste** *V.Barone*85–02	**SteelSc** (*Tug*) 1*Dk*	245 — 96					1890	Forges&C. de la Médit. Havre	**Cie. Universelle du Canal Maritime de Suez**	131·3	23·0	15·6	PortSaid Egyptian	C.2Cy.28″&52″–26″ 115NHP Forges&C.de la Médit.,Hav.		
598	**Roca** *F.Rodriguez* –07	**SteelScSr** (*Tug*) 1*Dk*	*142* *127* 72			...		1904	Bow,Mc Lachlan&Co. Ld. Paisley	**Liebig's Extract of Meat Co.Ld.**	100·8	19·3 FK	9·9	Bns. Ayres Argentine	C.2Cy.16″&32″–21″ 61NHP Bow,McLachln&CoLd.Psy	10 ″ 6	
599	**Rocha** *Well deck* *Elec.light*	**IronScSr** (*ex*Albertina) 1*Dk*	*688* *526* *419*			...		1882	D.Baxter &Co. Sunderland	**Government of Uruguay**	185·0 Q95′B18′F22′	30·3 BK7½″	13·0 *WB*	M.Video Uruguayan	T.3Cy.14¼″,20½″&40″–33″ NB99 90NHP Douglas&Grant.Krkcldy.	13 ″ 10	
600 KTRL	**Rochambeau** *Juham* –15 Wireless *Elec.light* *Ref.Mchy.* Sub.Sig.	**SteelQuadSc** 4*Dks*	12678 10233 6620					1911	Chant.de l'Atlantique St.Nazaire	**Cie.Générale Transatlantique**	559·4 B287′F69′	63·7	43·3	Havre French	T.8Cy.(2)34½″(2)50¾″& (4) 57½″–39″&2Stm.Turbines Ch.de l'Atlantique,St.Naz.		V
601 123155 HFWK	**Rochdale** *J.E.Davies* –16 1*Dk*(*pt Irn&pt Stl*)2*trB*,*deep framing&Web frames*3*Dk rule*	**SteelScSr** *ss*Cff.No.2–14	3718 3495 2377	✠100A1 9,17 ~~11,18~~ ✠LMC MS10,14 BS11,16	Cff	*v*	11,16	1906 4mo *Lloyd's*	Bartram& Sons Sunderland *A&CP*	**RochdaleSS.Co.Ld. (C.Radcliffe&Co.)** *WB*= *Cell D B a* 119′ *u E&*	346·5 P31′B88′F37′ *B*43′*f*144′899*t FPT*	50·8 FK 6*BHCem*	22·9 89*t APT* 50*t*	London British 6*BHCem*	T.3Cy.24½″,40″&66″–45″ (*s*) 180lb *80lb* 307NHP 2SB,*8pf*,GS142,HS4600 J.Dickinson&Sons,Ld.Sld.	25 ″ 6 s 4 ″ 6 21 ″ 5	
602 RPCL	**Roche** *H.Wortmann*08–08 1*Dk*	**SteelSc** (*Trawler*)	243 227 97					1906	J.H.N. Wichhorst Hamburg	**H.Fock**	124·9 H–F20′	22·9	10·7 *WB*	Hamburg German	T.3Cy.12¼″,20 1/16″&32 5/16″– 22 1/16″ 49NHP I.H.N.Wichhorst,Ham.		G
603 128918	**Roche Castle** *W.Kingston* –13 1*Dk*	**SteelScK**	241 213 94	✠100A1 *Stm Trawler* 6,14 ✠LMC11,10	Sws		10,12	1910 11mo *Lloyd's*	Smith's Dock Co.Ld. Middlesbro' *A&CP*	**CastleS.Trwlrs,Ld (C.Heron,** *Mgr.*)	124·9 Q74′F20′	22·0 BK7½″	11·9 3*BHCem*	Swansea British	T.3Cy.12½″,21″&35″–26″ (*s*) 180lb 81RHP 1SB,*3pf*,GS50,HS1420 Shields Eng.Co.Ld.N.Shl.	13 ″ 0	
604 KTRQ	**Rochebonne** *Hamon* –13 *Elec.light* 1*Dk*	**SteelScK** (*Trawler*)	253 212 89					1913	Smith's Dock Co.Ld. Middlesbro'	**Dahl&Garrigues**	125·0 Q76′F21′	23·5	12·3 *WB*	La Rochlle French	T.3Cy.12½″,21″&35″–26″ 62NHP Smith's Dock Co.Ld.Mdb.		V
605 KTRN	— (*ex*LeReynaud)	**IronScSr** 1*Dk*	101 — 50					1880	Jollet& Babin Nantes	**Administration des Ponts et Chaussées**	70·5	14·3	7·9	La Rochlle French	C.2Cy.11¾″&19″–15¾″ 12NHP Jollet&Babin,Nantes		
606 135231 JCLQ	**Rochelie** *J.Sutherland* –16 *Well deck* *Elec.light*	**SteelScSr** 1*Dk*(*Stl*)	1487 1194 904	✠100A1 9,16 ✠LMC6,13 10,17 *Fitted for oil fuel* 9,16 *F.P.above* *Carrying Mol asses or Vegetable Oils in bulk in Nos.* 2 & 3 *holds*	NOs	*p*	~~N3,16~~ 10,17 e150°F	1913 6mo *Lloyd's*	Mackay Bros. Alloa *A&CP*	**Tres,Ld.(Houlder, Middleton&Co.Ld.** *Mgrs.*) *WB*= *Cell D B a* 65′ 2 & 3 *holds*	241·0 Q91′B58′F29′ *uE*17′*f*96′322*t FPT*	36·0 FK 8*BHCem* 64*t APT* 36*t*	16·7	London British	T.3Cy.19″,30″&50″–33″ (*s*) 180lb 170NHP 2SB.*Acf*,GS86,HS2820 Shields Eng.Co.Ld.N.Shl.	18 ″ 10 s 1 ″ 8 17 ″ 5	
607 204650	**Rochester** *Elec.light* *Mchy.Aft*	**SteelScSr** 2*Dks*	4571 — 3855					1907	Gt.Lakes Eng.Works Ecorse,Mich.	**Great Lakes Transit Corporation**	381·0	50·2	30·0 *WB*	Buffalo Utd.States	Q.4Cy.21″,30″,43½″&63″–42″ 257NHP Great Lakes Eng.Wks.Det.		
608 209730 LCJB	— *McKay*14–14 (*ex*Yaguez) *Elec.light*	**SteelScSr** *ss*N.Yk.No 1–15 2*Dks*(*Stl*)	2551 2198 1992	✠100A1 4,17 ✠LMC9,16	Cff	*s*	4,17	1912 5mo *Lloyd's*	Gt.Lakes Eng.Works Ecorse,Mich. A&CP	**Kerr S.S.Line** *Cell D B a* 56′ *u E&*	247·0 P19′B68′F23′ *B*42′*f*110′404*t FPT*	43·7 FK 4*BHCem* 44*t APT* 22*t*	29·3	New York Utd.States	T.3Cy.21½″,35½″&58″–42″(*s*) 180lb 303NHP 2SB,*6cf*,GS105.HS4458 FD Gt.Lakes Eng Wrks Detroit	28 ″ 5 s 4 ″ 9½ 23 ″ 11	
609 207073	— *Elec.light*	**SteelScSr** 1*Dk*2*trB*	1603 — 867					1910	Detroit S.B Co. Wyandotte	**Canada Steamship Lines Ld.**	246·0	42·0	15·6	Chicago Utd.States	T.4Cy.16″,25″&(2)31″–32″ 90NHP Detroit S.B.Co.Detroit		
610 109529	— *A.J.Blackburn* –14	**SteelScYl** *ss*Gms.No.3–9,10 *ss*Gms.No.1–13 1*Dk*	165 152 64	✠100A1 *Stm Trawler* 10,14 ✠NB11,15 ✠LMC11,13	Gms		10,14	1898 4mo	Mackie& Thomson Glasgow A&CP	**Consolidated Stm. Fishing&Ice Co. (Gms.)Ld. (J.D. Marsden,** *Mgr.*)	104·2 Q17′F18′ dpt F&S10	21·0 BK7½″	10·7 4*BHCem*	Grimsby British	T.3Cy.10″,16 7/16″&27″–20″(*s*) 180lb 45RHP 1SB,*2pf*,GS26,HS656 Muir&Houston,Ld.Gls.	11 ″ 7	
611 ~~FHRM~~	**Rochussen** *Fitted for oil fuel* *Elec.light* 2*Dks&Awngdk*	**SteelSc**	2777 — 1695					1903	Nederl. Schps.Maats. Amsterdam	**The Shipping Controller**(British India S.N.Co.Ld, *Mgrs.*)	317·0	41·4	21·8	~~Batavia~~ Dutch London British *WB*	T.3Cy.23½″,37″&63″–43 5/16″ 261NHP NedFb.v Wrk&Spoor,Ams		V
612 135798 JLSC	**Rocio** *R.Elliott*02–15 1*Dk*(*Stl*)	**SteelScSr**	3722 3466 2321	✠100A1 ~~6,11~~ 10,16 ~~L17~~ ~~Gal~~ ✠LMC8,15	Bry	*w*	11,17	1915 8mo *Lloyd's*	R.Thompson&Sons,Ld. Sunderland *A&CP*	**Orders&Handford S.S.Co.Ld.** *WB*= *Cell D B a*	350·0 P35′B210′F36′ 106′*u E*21′*f*148′807*t*	50·5 FK 6*BHCem*	22·8 *APT*139*t*	Newport British	T.3Cy.25″,42″&68″–48″ (*s*) 180lb *100lb* 346NHP 2SB.*6cf*,GS138,HS5300 N.E.Marine Eng.Co. Ld.Sld	25 ″ 2 s 3 ″ 3 22 ″ 4	
613 95548 LFDS	**Rock Light** *J.A.Roberts* –13 *Mchy.Aft* 1*Dk*(*Irn*)*&Spardk*3*trB* *Elec.light Beams Stringers&pt Web frames*	**SteelSc3MstSr** *ss*Mdb.2nd No.3–5,14	3287 3187 2074	✠100A1 *Spar dk* 10,11 ~~11,16~~ ✠LMC5,14 *Carrying Petroleum in bulk* *Now named "British Viscount," See No. 29 in Supplement*	Npt Gls	*u*	~~N11,16~~ 10,17	1889 4mo	Oswald, Mordaunt &Co Southampton	~~Petroleum S.S.Co. Ld.~~(British Tanker Co.Ld., *Mgrs.*) *WB*= *D B*	312·0 B28′ *uE*&*B*56′101*t FPT*	40·4 28·9 FK	21·1 13*BHCem* 243*t APT* 95*t*	London British	T.3Cy.22½″,37″&61″–39″ (*s*) 165lb *100lb* NDB06 271NHP 2SB,*6rf*,GS136,HS4570 Oswld,Mordaunt&Co.,Sou.	30 ″ 4 s 6 ″ 8 24 ″ 3	
614 121137 TVQW	**Rock Lily** *C.Anderson* –15 1*Dk*	**WoodScK** F&YM6,11	218 185 100					1906	G.Frost Kincumber, N.S.W.	**J.Weston**	117·7	27·9	9·0	Sydny NSW British	C.2Cy.13″&27″–18″ 30RHP Poole&Steel,Blmain NSW		
615 120512 HOJP	**Rockabill** *Davison* ~~2Dks.No.2–13~~ (*ex*Blacktor) 1*Dk*(*pt Irn&pt Stl*) 2*trB&Web frames*3*Dk rule* *ss*Nwc.No.3–9,12	**SteelScSr**	3018 2827 1932	✠100A1 9,17 ~~5,10~~ BS2,17 ✠LMC8,13 MS9,17	Bry Nwc	*u*	~~12,15~~ 9,17	1905 4mo *Lloyd's*	Ropner& Son Stockton *A&CP*	Haenton Stm Shpg Co.Ld. (J.C.Gould &Co.(Steamship Managers)Ld.) *WB*= *Cell D*	330·1 P29′B166′F35′ *Ba*106′*u E*22′*f*140′6	46·0 FK 6*BHCem*	22·0 63*t APT* 91*t*	London British	T.3Cy.23½″,39″&64″–42″ (*a*) 180lb *70lb* 280NHP 2SB,*6rf*,GS119,HS4200 Blair&Co.Ld.Stockton	24 ″ 4 s 3 ″ 6½ 21 ″ 2	

Now named "Grelisle," See No. 49 in Supplement

1 Numéro d'Ordre / Numéro Officiel / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expire. Lettre d'Envoi	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Francbord au milieu du navire. Tirant d'eau correspondant.	
616	**Rockingham**	Steel Twin Sc Sr	4455	✠100A1	Bal	*x*	4,17	1902	New York	Garland Steamship Corp.	360·0	46·2	24·6	New York	T.6Cy.19″,31″&54″–42″ (*s*)	27 ″ 2	
130977	*C.Edwards* –16	*ss* S.No.3–5,14	4218	*Shelter dk*				7mo	S.B.Co.					Utd.States	200lb *120lb* 465NHP	29 ″ 7½	
KRTF	(*ex* Nebraskan)	2 *Dks* (*Stl*) & *deep framing* & *Shelter dk* (*pt Stl*–ws)	2772	*with freeboard* 4,17	BS10,16	✠LMC 5,14			Camden, N.J.				FK	8 *BHAsp*	2SB, *8cf*, GS156, HS6070 FD	24 ″ 10	
	Elec.light *Ref.Mchy.* Sub.Sig. Wireless			*Fitted for oil fuel*			F.P. 10,02	*DTf above*	A&CP	*Cell DBa* 84 *at sides of tunnels*	*uE* & *B* 44′ *f* 110′ 653*t* 24′ & 28′ 254*t* & *Tank* 150°F.				New York SB Co Camden NJ *els* 38′ 72*t* *FPT* 139*t* *APT* 84*t*		
617	**Rockpool**	Steel Sc Sr	4502	✠100A1	Npt	*y*	~~7~~,16	1912	Ropner &	Pool Shppg. Co. Ltd.	379·0	56·0	24·3	W.Hartlpl	T.3Cy.26″,42″&70″–48″ (*s*)	26 ″ 9	
132819	*J.White* –17		4241	*t* 7,15			10,17	4mo	Sons, Ld.	(Sir R. Ropner & Co.				British	180lb *100lb* 880NHP	s 4 ″ 1	
HVNR		1 *Dk* (*pt Irn*, *pt Stl*)	2807	~~Fitted for oil fuel 10,17~~	BS5,17	✠LMC 4,12		*Lloyd's*	Stockton	Ld. *Mgrs.*)	P30′ B221′ F37′		FK	6 *BHCem*	3SB, *9cf*, GS175, HS6012	23 ″ 0	
				MS10,17				*A&CP*		*Cell DBa* 127′ *uE* 24′	*f* 167′ 1046*t* *FPT* 15			7*t* *APT* 184*t*	Blair & Co. Ld. Stockton		
618	**Roda**	Steel Twin Sc	7266					1908	Reiherst'g	Deutsche Dmpfs-	441·2	52·9	29·7	Hamburg	T6Cy.22⅝″,39½″&63½″–42½″		G
	A.Carstens		5729						Schiffsw.	fahrts Ges. Kosmos	P&B 266′ F66′			German	532NHP		
RPVS	*Elec.light* Wireless	2 *Dks*	4639						Hamburg				*WB*		Reiherst. Maschinenf. Ham		
619	**Rödfaxe**	Steel Sc Sr	1659					1913	Helsingörs	Dansk-Franske	249·5	38·1	15·0	Copnhagn	T.3Cy.18″,30″&50″–36″		G
	H.Petersen		1160						Jernsk & Msk.	Dampsk. (A.N.	P17′ Q76′ B96′ F29′			Danish	150NHP		
NSLP		1 *Dk*	1027						Elsinore	Petersen, *Mgr.*)			*WB*		Helsingörs Jernsk. & Mskb.		
620	**Rodi**	Steel Sc Sr	2622				...	1888	D & W Hen-	Bastianelli	310·0	39·2	23·8	Genoa	T.3Cy.22″,36″&59″–42″	27 ″ 10	V
594	*(WRECKED 2,17)*		2421						derson & Co.	Lucotti Cerrano	P32′ B62′ F40′			Italian	NB04 286NHP		
RQSM	*F.Grazzolo* –16	(*ex* Bellarden) 2 *Dks* 3 *tr B*	1605						Glasgow				BK10″ *WB*		D. & W. Henderson & Co. Gls.		
621	—	Steel Sc	836					1900	Soc. Eserci-	Armamenti	226·5	28·2	15·4	Rome	T.3Cy.19″,31″&51½″–30″		
31			613						zio Bacini	Maritt. Nicolò				Italian	144NHP		
RQSL		(*ex* Evelyn, *ex* Flavio Gioia)	480						Riva Trigoso	Gavagnin fu G.					Fonderia Oretea, Palermo		
	Elec.light	2 *Dks*															
622	**Rodino**	Steel Sc K	230	✠100A1	Gms			1913	Cook, Wel-	G.F.Sleight	117·5	22·0	11·7	Grimsby	T.3Cy.12½″,22″&35″–24″ (*s*)	12 ″ 6	
134766	*R.J.P.Jones* –15		212	*Stm Trawler*				3mo	t'n & Gemmell					British	180lb 70RHP		
		1 *Dk*	108	3,14		✠LMC 4,13			Ld., Beverley		Q60′		BK7½″	4 *BHCem*	1SB, *2pf*, GS35, HS1113		
								Lloyd's					*A&CP*		C.D. Holmes & Co. Ld. Hull		
623	**Rodney**	Iron Sc Sr	1182				...	1879	E. Withy	Acties. Rodney	229·9	31·5	17·2	Tönsberg	C.2Cy.28½″&52⅝″–33″	18 ″ 2	G
	G.S.Gran	(*ex* F.Bischoff,	920						& Co.	(Alf. Monsen)	Q92*t* B113*t* H39*t*			Norwegian	NB03 131NHP		
MHCR	*Well deck*	*ex* Potaro) 1 *Dk* 2 *tr B*	725						Hartlepool		F30*t*		*WB*		T. Richardson & Sons, Hpl.		
624	—	Steel Sc K	246	✠100A1	Gms		4,13	1906	Cook, Wel-	W.Grant	125·0	22·0	11·8	Grimsby	T.3Cy.12½″,22″&35″–24″ (*s*)	12 ″ 7	
123587	*F.W.Lane* –15	*ss* Gms.No.1–11	221	*Stm Trawler*				10mo	t'n & Gemmell					British	180lb 70RHP		
		1 *Dk*	100	7,14					Ld. Beverley		Q68′ F19′		BK8″	4 *BHCem*	1SB, *2pf*, GS33, HS1103		
				BS7,14		✠LMC 6,11		*Lloyd's*					*A&CP*		C.D. Holmes & Co. Hull		
625	**Rödölöven**	Wood Sc Sr	106					1871	.....	M.Lossius	83·2	21·6	10·2	Bodö	Motor		
		(*ex* Sailing Vessel Roma)	99						Rudkjöping					Norwegian			
MLQH		(*Motor*)	78														
626	**Rodosto**	Steel Sc	3662					1903	Rickmers	Deutsche Levante	353·2	45·1	26·2	Hamburg	T.3Cy.33⅜″ 37¾″&66½″–43⅝″		G
	C.Keil	(*ex* Helene Rickmers)	3277						Akt.Ges.	Linie	P47′ B94′ F45′			German	295NHP		
QHPN	*Elec.light*	2 *Dks*	2325						Bremerhaven				*WB*		Masch. Buckau A.G. Buckau		
627	—	Steel Sc K	174	✠100A1	Gms		4,15	1913	Cook, Wel-	G.F.Sleight	106·7	21·0	10·9	Grimsby	T3Cy.11½″,19½″&32″–23″ (*s*)	11 ″ 10	
134769	*J.W.Sheppard* –15		160	*Stm Trawler*				4mo	t'n & Gemmell					British	180lb 62RHP		
		1 *Dk*	76	4,15		✠LMC 4,13			Ld. Beverley		Q58′		BK7½″	4 *BHCem*	1SB, *2pf*, GS30, HS1050		
								Lloyd's					*A&CP*		C.D. Holmes & Co. Ld. Hull		
628	**Rodrigo**	Iron Sc K	169	✠100A1	Gms		~~3,15~~ 6,17	1900	Cochrane &	G.F.Sleight	101·0	21·0	11·0	Grimsby	T.3Cy.11½″,19½″&32″–23″ (*s*)	11 ″ 9	
113214	*H.E.Chandler* –16	*ss* Gms.No.3–7,13	152	*Stm Trawler*				11mo	Cooper, Ld.					British	~~180lb~~ 170lb 55RHP		
		1 *Dk*	69	6,17 ~~8,15~~	BS10,17				Selby		Q45′ F18′		BK7½″	3 *BHCem*	1SB, *2cf*, GS30, HS1037		
				~~BS2,16~~		✠LMC 7,13		*Lloyd's*					*A&CP*		C.D. Holmes & Co. Hull		
629	**Rödskjæl**	Steel Sc	133					1914	Kaldnæs	Norsk-Engelsk	97·3	19·1	8·9	Chrstiania	Motor		N
	A.Andersen	1 *Dk* *Motor*	110						Mek. Værks.	Mineralolje Akt.	Q7*t* H6*t* F5*t*			Norwegian	2 Cy.		
MKHQ		*Carrying Petroleum in bulk*	65						Tönsberg						J & G C Bolinders Co Ld Skm.		
630	**Rödskjær**	Steel Sc Sr	2725	✠100A1	Got	*t*	~~8,17~~	1889	Schlesinger	The Shipping Con-	303·0	40·2	20·2	London	T.3Cy.22½″,34″&56″–42″ (*s*)	23 ″ 2	
96313	~~*C.G.Solberg* 15–15~~	*ss* Got.2nd No.3–12,15	2102	12,15		✠LMC	10,17	7mo	Davis & Co.	troller (H. Doughty	P17′ Q98′ B124′			British	160lb *80lb* NDB01 212NHP	s 2 ″ 4	
~~MLVS~~	(*ex* England, *ex* Bentala)	1 *Dk* (*Stl*) 2 *tr B*	1729	MS12,15	BS5,17	10,17			Newcastle	& Co., *Mgrs.*)	F33′		FK	6 *BHCem*	2SB, *6r/*, GS93, HS3300	21 ″ 2	
JRLK	*Well deck*							*A&CP*		*WB* = *Cell DB* 250′ 727*t* *FPT*				82*t* *APT* 82*t*	Black, Hawthorn & Co. Gls.		
631	**Roepat**	Steel Sc Sr	7563	✠100A1	Nag	*b*†	5,16	1914	W. Hamil-	Stoomv. Maats.	450·0	55·9	35·6	Amstrdam	T.3Cy.28½″,47″&82″–54″ (*s*)	38 ″ 3	
	Veenhuysen *H.A.G.Schippers* –17		7053	*Shelter dk*	Sba			3mo	ton & Co. Ld.	Nederland	P46′ B29′ F51′		FK	7 *BHpt Cem*	213lb 827NHP	s 9 ″ 11	
PRLN	*Elec.light*	2 *Dks* (*Stl*) & *Shelter dk*	4746	*with freeboard*					Glasgow					*pt Asp*	6SB, *18cf*, GS272, HS12600 FD	28 ″ 11	
	Wireless	(*Stl*–teak s)		12,17 ~~2,15~~		✠LMC 5,14		*Lloyd's*					*A&CP*	79′ 1084*t* *DT*	D. Rowan & Co. Glasgow		
										WB = *Cell DBa* 110′ *uE* 57′ *f* 1					*a* 29′ 1157*t* *FPT* 161*t* *APT* 8*t*		
632	**Rogaland**	Iron Sc Sr	127					1878	Kockums	Stavangerske	97·4	18·7	9·3	Stavanger	C.2Cy.18½″&32½″–17½″		
	G.Jonasen		90						Mk.Wrks.	Dampskibsselskab	Q15*t* H14*t* F8*t*			Norwegian	36NHP		
JWGT		1 *Dk*	62						Malmö						Kockums Mk.Wrk., Malmö		
633	**Roger de Flor**	Steel Sc Sr	*1471*	✠100A1	Shl	*p*	~~9,15~~ 7,17	1897	A. Rodger	Cia. Tras. Mediter-	245·1	34·1	21·1	Barcelona	T.3Cy.19″,31″&51″–33″ (*s*)	23 ″ 4	
	L.Gaspar	*ss* Ham.No.3–7,10	*1381*	*Spar dk*	Bcl			12mo	& Co.	ranea	B57′			Spanish	160lb *100lb* NDB10 155NHP	s 3 ″ 7	
HCVR	(*ex* Arana)	*ss* Shl.No.1–15	*921*	*with freeboard*					Pt. Glasgow				BK8″	4 *BHCem*	1SB, *4pf*, GS63, HS2420	20 ″ 7	
		1 *Dk* (*Stl*) & *Spar dk* (*Irn*) & *deep framing*		7,17 ~~8,16~~		✠LMC		*A&CP*		*DBa* 56′	*uE* & *B* 33′ *f* 106′ 258*t*			*APT* 21*t*	Hall-Brwn, Bttery & Co. Gls		
				MS9,15		BS ~~8,16~~ 7,17											
634	**Roger Poizat**	Wood Sc Sr	525					1904	J Rodrgues	J.Poizat	167·7	27·3	13·4	Manila	C.2Cy.30½″&61″–38″		
		(*ex* J.Rodrigues)	400						Manila					Utd.States	*Emade* 87 *fitted* 04 191NHP		
MBSW		F & YM 8,13 2 *Dks*	323												Rankin & Blackmore, Grk.		
635	**Roggeveen**	Steel Sc Sr	4687					1914	Maats.	Koninkl. Paketv.	382·3	48·7	27·4	Batavia	T.3Cy.28½″,47″&77″–54″		V
	H.Huijman	*Fitted for oil fuel*	3843						Fyenoord	Maats.				Dutch	436NHP		
THJL	*Elec.light* Wireless	3 *Dks*	2908						Rotterdam				*WB*		Maats. Fyenoord, Rot.		
636	**Roi Albert**	Steel Sc Sr	2853	✠100A1	Ant	*u*	11,13	1911	Antwerp	Armement Adolf	329·3	45·6	22·3	Antwerp	T.3Cy.23½″,39″&66″–45″ (*s*)	25 ″ 0	
	J.Coppens 99–11		2685	11,13				7mo	Eng. Co. Ld.	Deppe	P27′ B96′ F37′		FK	Belgian	180lb *100lb* 318NHP	s 4 ″ 2½	
MBPN	*Elec.light*	2 *Dks* (*Stl*)	1975			✠LMC 7,11			Hoboken					5 *BHCem*	2SB, *6cf*, GS128, HS4906	21 ″ 2	
								Lloyd's		*WB* = *Cell DBa* 94′ *uE* 20′ *f* 149′			*A&CP*	654*t* *APT* 85*t*	N.E. Marine Eng Co Ld. Nwc		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys.	3 Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 Built. By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of Trade Cert.
637 142294 JSDW	Röisheim ~~Pandsen —17 Of Pandsen 08–15~~ *Elec.light*	SteelSc4Mst 1*Dk*	1891 1689 ~~1135~~					1917	Trndhjms Mek.Værks. Trondhjem	E.Lund The Shipping Controller (R. Newbigin, *Mgr.*)	~~265·2~~ P23′B72′F30′ ~~17·8~~ ~~265 · 0 42 1 18 · 0~~			Chrstiania Norwegian ~~London British~~ *WB*	T.3Cy.20½″,33″&56″–36″ 188NHP Trondhjems M V Trondhjm	20 ″ 0 s 2 ″ 6½ 17 ″ 9	
638 BHVB	Roitelet *Gomis* 08–08	SteelScSr 1*Dk*(*Irn*)2*trB*&*deep framing* &*Web frames*3*Dk rule*	106 — 72	✠100A1 Cff *w* 7,17 ~~12,16~~ Hul ~~Assigned "Molesey." See No. 112 in Supplement~~ ~~DBS12,16~~ ✠LMC4,16 ~~BS7,17~~			~~5,16~~ 7,17	1888	Canada Works Birkenhead	V.Sallenave *WB*=*CellDBa*	90·2 P12′ | 18·0 F12′ | 7·7			Dakar French London Cnada Wks. Co. Ld., Brknhd	C.2Cy.12″&26″–16″ NB01 23NHP C.nada Wks. Co. Ld., Brknhd		
639 113405 RHVB	Rokeby *D.M.Hood* –11	SteelScSr *ss*Cff.No.3–9,11 *ss*Nwc.No.1–16 1*Dk*(*Irn*)2*trB*&*deep framing* &*Web frames*3*Dk rule*	3786 3568 ~~3443~~	✠100A1 Cff *w* ~~12,16~~ 7,17 Hul ~~Assigned "Molesey." See No. 112 in Supplement~~ ~~DBS12,16~~ ✠LMC4,16 ~~BS7,17~~			~~5,16~~ 7,17	1899 9mo	Ropner& Son Stockton	PymanS.S.Co.Ld. (G.Pyman&Co. Mgrs.) *WB*=*CellDBa*	347′8|49′5|25′5 P30′B75′F39′ FK 98′*uE* 44′*f* 135′746*t*		W.Hartlpl British 6*BHCem* *APT*67*t*	T.3Cy.25″,41″&67″–45″ (*s*) 180lb ~~100lb~~ *110lb* 310NHP 2SB,*6rf*,GS134,HS5438 Blair&Co.Ld.Stockton	28 ″ 3 s 5 ″ 4½ 23 ″ 3	
640 106424 QBLC	Roker *J.W.Stephenson* –17	SteelScSr *ss*Shl.No.3–3,11 *ss*Shl.No.1–16 1*Dk*(*Stl*)2*trR*&*deep framing*3*Dk rule*	3499 3306 2263	✠100A1 Shl *v* *with freeboard* ~~Lex~~ Cff ~~9,17~~ ~~9,16~~ ✠LMC9,16 2,18 ~~BS2,18~~			~~9,16~~ 8,17	1898 3mo	Short Bros. Sunderland	J.Westoll *WB*=*CellD Ba*110′*uE* 24′*f* 139′ FK	360·0|47·2|24·7 P31′B84′F37′ 846*t APT*64*t*		Sundrland British 6*BHCem*	T.3Cy.25″,40″&67″–45″ (*s*) 160lb ~~140lb~~ *110lb* 310NHP 2SB,*8pf*,GS124,HS4790 W.Allan&Co.Ld.Sld.	27 ″ 4 s 5 ″ 3½ 22 ″ 5	
641 119208	— *A.Dixon* –14	SteelPadSp (*Tug*) 1*Dk*	119 118 5					1904	J.P.Rennoldson&Sns South Shields	~~J.E.Dawson~~ France Fenwick, Tyne&Wear Co.Ld. (J.E.Dawson, *Mgr.*)	95·0|19·0|10·0			Sundrland British	L.2Cy.28″–50″ 70RHP J.P.Rennoldsn&Sns,S.Shl.		
642 10157 JWVK	Rokko Maru (*ex*Bawtry) *Well deck*	SteelScSr *ss*Nag.No.3–7,06 *ss*Kob.No.1–09 1*Dk* (*pt Stl &pt Irn*) & *Web frames*	2410 1826 1752	✠ — 8,15 ✠ Kob *s*				1890 11mo	Tyne I.S.B. Co.Ld. Newcastle	M.Yamazaki *WB*=*CellDB* 248′ FK	290·0|38·1|19·9 Q117′B120′F33′ 563*t APT*8*t*		Hakodate Japanese 6*BHCem*	T.3Cy.21½″,35″&58″–39″ NDB07 222NHP 2SB,*6pf*,GS100,HS3500 Wllsnd Slpwy.Co.Ld.Nwc.	22 ″ 6	
643 16010 MFLV	— 	SteelSc 1*Dk*	157 — 54					1913	Goshi Kaisha Harada Shoko, Osaka	Kobe Sanbashi Kabushiki Kaisha	99·3|19·9|10·3			Kobe Japanese	T.3Cy.11″,19″&32″–22″ 48NHP Goshi Kaisha Harada Shoko		
644 10376 LBSF	— 	SteelScSp 1*Dk*	135 123 73					1907	Osaka Iron Works Osaka	Toyo Hogei Kabushiki Kaisha	101·2|17·5|10·6			Nishino-miya Japanese	T.3Cy.11″,18″&30″–20″ 40NHP Osaka Iron Works, Osaka		
645 14167 LQPK	Rokkosan Maru *S.Maetomi* 13–15 *Elec.light* 1*Dk*(*Stl*) *Mchy.Aft*	SteelScSr *ss*Nag.No.1–16 *Cantilever framed, topside tanks*	2137 1734 1148	✠100A1 Nag *r* 9,17 ~~10,16~~ Yka ✠LMC10,16			~~10,15~~ 9,17 ~~9,16~~	1911 7mo	Sir Raylton Dixon&Co Ld Middlesbro' *Lloyd's SA&CP*	Mitsui Bussan Kaisha, Ld. *WB*=*CellDBuE* & *f* 196′519*t topside tanks* FK	275·5|42·3|18·1 P73′B16′F23′ 193′430*t FPT* 4*BHCem* 85*t APT*26*t*		Mikawa Japanese	T.3Cy.21″,35″&57″–39″ (*s*) 180lb ~~150lb~~ 240NHP 2SB,*6cf*,GS120,HS3963 Blair&Co.Ld.Stockton	20 ″ 7 s 3 ″ 0½ 17 ″ 11	
646 QKFJ	Roland *W.Martens* 07–13 *Elec.light* 2*Dks*(*Stl*) & *Shelter dk*(*Stl*) Wireless	SteelSc4MstSr *Shelter dk with freeboard* *Now named "Ayuruoca," See No. 78 in Supplement*	6872 6386 4245	✠ 7,16 Bmn *d*† ✠				1912 12m o	Akt.Ges. "Weser" Bremen	Roland Linie Akt. Ges. *WB*=*CellDBa* 158′*uE*&*B*78′*f* FK	468·4|58·4|29·2 F54′ *on Shelter dk* 189′ 1568*t FPT* 12 6*t*		Bremen German 7*BHCem* *APT*17*t*	Q4Cy28⅛″40⅝″58¼″&85⅞″–55⅛″ 750NHP 4SB,*12cf*,GS220,HS10340FD A.G. "Weser" Bremen	32 ″ 0	
647 RTVJ	— *H.Tiedemann* –13 *Elec.light* Wireless	SteelSc 1*Dk*	227 204 —					1913	J.W. Klawitter Danzig	Verein.Bugs.-& Frachtschfhrt Ges.	111·7|24·3|11·6 B8′H33′			Hamburg German *WB*	T.3Cy.16½″,25½″&38½″–23⅝″ HS1840 104NHP J.W.Klawitter, Danzig		G
648 108659	— *G.Wood* –15	SteelScK (*Trawler*) 1*Dk*	159 151 59				...	1899	J.T.Eltringham&Co. South Shields	G.F.Paul	104·5|21·3|11·2 BK7″			Aberdeen British	T.3Cy.10½″,18″&30″–22″ 58RHP Clyne,Mitchell&Co.Abn.	12 ″ 0	
649 1018	— *K.Kirschstein* –13	WoodAuxScSr *Motor*	143 128 124					1913	A.Apse Neubad	J.Kirschstein	91·0|24·0| 9·5			Riga Russian	Motor 2Cy.		V
	(See Sailing Ship Register)																
650 106655	Rolando *W.T.Godfrey* –14	IronScK *ss*Gms.No.2–04 1*Dk*	120 111 48	✠ Gms *Stm Trawler* 7,07 ✠NB7,07 ✠				1896 6mo	Cochrane &Cooper Beverley	G.F.Sleight	89·4|20·1|10·8 Q17′ BK7½″			Grimsby British 3*BHCem*	T.3Cy.11″,17″&28″–21″ 40RHP 1SB,*2pf*,GS27,HS740 C.D.Holmes&Co.,Hull	11 ″ 4	
651 NMDS	Rolf *E.Riese*	SteelScSr 1*Dk*	1916 1688 1202					1902	Helsingörs Jernsk&Msk. Elsinore	Dpsksl sk Danmark (P.Brown, *Mgr.*)	280·2|40·3|18·0 P17′B166′F32′			Copnhagn Danish *WB*	T.3Cy.19″,32″&53″–36″ 169NHP Helsingörs Jernsk.&Mskb		V
652 	— *J.Björnsson* 15–15	CompScSr 1*Dk*	210 165 122					1887	Kustens Varf. Gothenburg	A.Holdö	100·3|22·4|10·8 Q13*t* B28*t*			Akyreyri (Iceland) Danish	C.2Cy.12¼″&24½″–17″ 21NHP Eriksbergs MV,Gothenbrg		
653 MLRV	Rolf II. *O.P.Pedersen* 16–16 (*ex*Maas)	IronScSr (*ex*Kepler, 2*Dks*	494 425 277					1886	G.Howaldt Kiel	Dampsk.A/S. Rolf II.(Thorvildsen&Co.)	176·6|24·9|13·8 B41′H8*t*F19′			Chrstiania Norwegian	C.2Cy.23″&37″–27″ NB96 59NHP Gebr.Howaldt,Kiel		V
654 JTBR	Rollaug *J.Aune*	SteelScSr 1*Dk*&*Awng dk*	221 206 124					1902	Xiansands Mek.Værks. Xiansand	Namdalens Aktie. Dampskibsselskab (C.Hustad, *Mgr.*)	109·2|20·0|14·7 H12*t*			Namsos Norwegian *WB*	T 3Cy.10¼″,16″&25″–18″ 26NHP Xiansands M.V.Xiansand		N
655 119894 HGJV	Rollesby *D.McKenzie* 98–06 1*Dk*(*Stl*)2*trB*&*deep framing* 3*Dk rule*	SteelScSr *ss*Shl.No.2–14	3955 3340 2530	✠100A1 Bry *w* *Trunk dk no s sheer* 5,17 BS12,16 ✠LMC7,14			7,16	1906 5mo	R.Ropner &Sons Stockton *Lloyd's SA&CP*	Sir R.Ropner&Co. Ld. *WB*=*CellDBa* 110′*uE* 24′*f* 148′832*t FPT* 170*t*	350·3|50·0|24·9 F33′ FK		W.Hartlpl British 6*BHCem* *APT*211*t*	T.3Cy.26″,42½″&69½″–45″(*s*) 180lb *100lb* 358NHP 2SB,*6rf*,GS127,HS5620 Blair&Co.Ld.Stockton	27 ″ 4 s 5 ″ 1 22 ″ 7	
656 208918 LCBN	Rollin E. Mason 	WoodSc 1*Dk*	323 — 145					1911	..... Essex,Mass.	Atlantic Phosphate &Oil Corp.	155·6|23·1|12·9			Newport, R.I. Utd.States			
657 NBFS	Rollo *Rohde* –17 (*ex*Lexa Mærsk,*ex*Fredensborg) *Well deck*	SteelScSr *ss*Cpn.2nd No.3–5,15 1*Dk*(*Stl*)2*trB*	1568 1173 950	✠100A1 Rot *p* ~~5,17 9,16~~ 8,17 ~~Cpn~~ Nls MBS9,16 ✠LMC5,16 ~~MBS9,16~~			~~9,16~~ 8,17	1889 6mo	Burmeister &Wain Copenhagen A&CP	Th.Just Dampskib. Rolle (Th.Just) *DB*	250·8|34·7|16·2 P140′F58′ BK9″ *a*56′*f* 98′*&uE*&*B*48′		Copnhagn Danish 4*BHCem* 369*t APT*44*t*	T.3Cy.18½″,30″&48″–36″ (*s*) 150lb *145lb* NDB15 145NHP 2SB,*4cf*,GS71,HS2356 Burmeister&Wain,Cpn.	19 ″ 0 s 1 ″ 5 18 ″ 6	
658 110907	— *A.Staff* –17	IronScK *ss*Gms.No.3–6,11 1*Dk*	167 150 66	✠100A1 Gms *Stm Trawler* 3,15 ~~Examined 3,17 11,17~~ ~~✠DBS6,14~~ ✠LMC6,11 ~~✠NB3,14~~			~~2,16~~ N11,17	1899 8mo	Cochrane& Cooper, Ld. Beverley *Lloyd's SA&CP*	G.F.Sleight	101·0|21·0|11·0 Q45′F17′ BK7½″		Grimsby British 3*BHCem*	T.3Cy.12¼″,19½″&32″–23″ 55RHP 1SB,*2pf*,GS32,HS1097 C.D.Holmes&Co.Hull	11 ″ 9	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Grèement, etc. / Capitaine. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Enrollement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	Boussole
659 KTVB	**Rollon** *Lepicard*	**SteelSc** (*Tug*)	152 — —					1910	H.J. Koopman Dordrecht	Mme.Vve.G. Levasseur&fils	98·5	21·4	8·7	Rouen French	T.3Cy.14″,21½″&36″–16½″ 53NHP H.J.Koopman,Dordrecht		
660 RNTF	**Rom** *W.Wiegand* –10 *Elec.light* 1*Dk&Shelter dk*	**SteelScSr**	2062 1258 1313					1905	Flensburgr Schiffsb.Ges. Flensburg	Rob.M.Sloman, Jun.	272·8 H73′	39·3	14·9 *WB*	Hamburg German	T.3Cy.20$\frac{1}{16}$″,33½″&55½″–37$\frac{3}{8}$″ 190NHP FlensburgerSchiffsb.Ges.		
661 KTVG	**Roma** *Cambernous* *Elec.light* Wireless 2*Dks&Spar dk*	**SteelScSr**	5291 — 2875					1901	Forges&C. de la Médit. LaSeyne	Cie.Française de Nav.àVap. (C. Fabre&Co.*Mgrs.*)	411·0 P58′H—F63′	46·1	28·6 *WB*	Marseilles French	T.3Cy.39″,59″&90½″–51½″ 588NHP Forges&C.de la Médit.Msl.		
662 696 RQSP	— *Elec.light* Wireless 2*Dks3trB*	**SteelTwinScSr**	3950 — 2328					1912	Soc. Esercizio Bacini Riva Trigoso	Società Marittima Italiana	360·9 P69′B72′F46′	44·6	24·5 *WB*	Genoa Italian	T.6Cy.21½″,34½″&59$\frac{7}{16}$″–41½″ Soc.Esercizio Bacini,Genoa 454NHP		
663 113729 SNPL	— *T.Granger* –16 *ss*Sws.No.3–1,14 1*Dk*(*Irn*)2*trB* *Deep framing&Web frames*	**SteelScSr**	3634 3439 2363	✠100A1 ~~11.16~~ 6,17 ✠LMC ~~MS1,14~~ BS~~1,14~~6,17	Hul Cff	*w*	~~6,16~~ N6,17	1901 8mo	J.L Thompson&Sons,Ld. Sunderland A&CP	Rowland&Marwood's S.S.Co.Ld. (Headlam& Rowland,*Mgrs.*)	342·0 P29′B100′F32′ *WB*=*Cell DB*a 104′*u*	49·5	25·0 FK 6*BHCem* *E*23′*f*150′832*t APT*55*t*	Whitby British 160lb 299NHP 3SB,*9pf*,GS135,HS4580 J.Dickinson&Sons,Ld.Sld.	27 ″ 6 s 5 ″ 1 22 ″ 10	
664 RJBG	— *M.Günael* (*ex*Sommerfeld) *Well deck Elec.light* 2*Dks&deep framing*	**SteelScSr**	2606 2133 1671			...		1889	C.Connell &Co. Glasgow	Deutsche Levante Linie	319·8 P&B186′F41′	38·7	22·6 BK10″	Hamburg German	T.3Cy.22½″,37″&60″–42″ 247NHP D.Rowan&Son,Glasgow	25 ″ 2	
665 QJGD	— *N.Meyer* *Elec.light* 1*Dk&Spar dk*	**SteelScSr**	2108 1985 1330					1906	Akt.Ges. "Neptun" Rostock	Dampfsch.Ges. Argo	261·2 H26′	38·1	24·0 *WB*	Bremen German	T.3Cy.20$\frac{1}{16}$″,32$\frac{3}{16}$″&52″–35$\frac{3}{4}$″ 160NHP A.G."Neptun,"Rostock		
666	— *R.Balius* –16 *ss*B.As.No.3–12,16 *Elec.light* 1*Dk*(*Stl*–pt teaks) Wireless *Now named "Ville de Cette," See No.29 in Supplement*	**SteelTwinScSr**	*1621* *1070* *1020*	✠ A1 ~~12,16~~10,17 *Rivers Parana&Plate*	BAs		12,16	1906 4mo	Sir J.Laing &Sons,Ld. Sunderland *Lloyd's A&CP*	Cia.Argentina de Nav.(Nicolas Mihanovich)Ltda.	255·0 P&B171′F57′ *WB*=	38·1	13·8 FK 5*BHAsp* *FPT*72*t*	Bns.Ayres Argentine 180lb *180lb* 232NHP 2SB,*6cf*,GS108,HS4164 G.Clark,Ld.Sunderland	T.6Cy.15½″,25″&41″–27″ (*s*)	14 ″ 9
667 74 RQWJ	— *G.Razetto* (*ex*Swallow) *Well deck Elec.light* 1*Dk*	**SteelScSr**	1081 782 558			...		1899	Earle's Co. Ld. Hull	Siciliasocietà diNavigazione	240·0 Q79′B65′F29′	33·0	15·1 BK7″ *WB*	Palermo Italian	T.3Cy.19½″,32″&52″–36″ 189NHP Earle's Co.Ld.Hull	16 ″ 0	
668 JVBC	— *K.Schaar* –16 1*Dk2trB*	**WoodScSr**	568 449 332					1891	A.Dekke Bergen	Dmpsk.Acties. Roma (OttoW. Bergman)	163·3 Q41*t*B56*t*F14*t*	25·7	15·6 *WB*	Bergen Norwegian	T.3Cy.12″,20″&32″–26″ 52NHP AkersMek Værk Chrstiania		
669 74 RQTM	— *Elec.light*	**SteelSc**	197 — 129					1911	J.&A.van derSchuijt Papendrecht	Soc.Veneta di Nav.aVap. Lagunare	118·1 Q79′B65′F29′	20·5	8·4 BK7″ *WB*	Venice Italian	T.3Cy.10″,16″&26½″–16″ 28NHP J.&A.Van der Schuijt		
670 116007 JHFD	— *R.Murphy* –16 1*Dk*	**SteelScYl**	181 135 68					1903 reblt 1913	Larne S.B.Co. Larne	~~W.J.R.Harbinson~~ ~~&G.L.MacKean~~ H.Renny	106·0 P32′B5′F15′ len13	18·9	8·5 *WB*	Belfast British	C.2Cy.12″&24″–18″ 32RHP Muir&Houston,Ld.Gls.		
671	— 1*Dk*(*Stl*)	**SteelSc**		✠ A1 *For towing purposes* 11,13 ✠LMC11,13	Ips			1913 11mo *Lloyd's A&CP*	Dan S.B.& E.Co.Ld. Ipswich		40·0 BK4″	12·0	6·0 *2BHCem*		C.2Cy.8″&16″–10″ (*s*) 120lb 12NHP 1SB,*1pf*,GS10,HS270 Crabtree&Co.Ld.Gt.Yar.	6 ″ 6	
672 110939	**Roman** *Mchy.Aft*	**SteelSc**	2348 — 1875					1891	Globe Iron Works Co. Cleveland,O.	Pittsburgh S.S.Co.	296·2 F36′H—	40·4	21·1 *WB*	Duluth, Minn. Utd. States	T.3Cy.24″,38″&61″–42″ 241NHP GlobeIrnWksCo.,Clevelnd		
673 123264 HGPR	— *J.T.Awty* –17 *ss*Hul.No.3–6,15 (*Tug*) 1*Dk*	**SteelScK**	108 93 5	✠ A– *For River Ser* 1,17 ~~BS1,17~~ ✠LMC6,16	Hul *vice*		6,15	1906 6mo	J.P.Rennoldson&Sns South Shields	T.Gray&Co.Ld.	90·2 BK6″ *WB*=	18·0	9·9 *4BHCem* *APT*7*t*	Hull British 125lb 75RHP 1SB,*2pf*,GS31,HS1104 J.P.Rennoldsn&Sns,S.Shl.	C.2Cy.16″&34″–22″ (*s*)	10 ″ 6	
674 109082 QMFS	**Roman Empire** *S.Hewitt* –18 *ss*Hul.No.3–7,11 1*Dk*	**IronScK**	182 169 73	✠100A1 *Stm Trawler* 4,14 ~~BS4,14~~ ✠LMC7,11	Hul		N5,13	1898 11mo *Lloyd's A&CP*	Cook, Welt'n&Gemmell Hull	Cargill S.Trawling Co.Ld.(E.B Cargill &Co.*Mgrs.*)	110·0 Q20′ ptND11 *WB*	21·0	11·3 BK7½″ *3BHCem* =*DBf*17′8*t*	Hull British 180lb 60RHP 1SB,*2cf*,GS29,HS1037 C.D.Holmes&Co.Hull	T.3Cy.13″,21″&34″–24″ (*s*)	12 ″ 1	
675 133549 JDWV	**Roman Prince** ~~*G.B.Anderssen* –14~~ *Elec.light* 2*Dks*(*Stl*)*&Shelter dk*(*Stl*) *E.W.Chambers* –18	**SteelScSr**	5284 4863 3301	✠100A1 *Shelter dk* *with freeboard* ~~7,11~~ ~~1,17~~ 3,15 ✠LMC3,14 *Carrying fuel oil F.P. about 150 L.T.D.B*	NYk Liv	*z*	~~4,17~~ 3,18	1914 3mo *Lloyd's A&CP*	W.Doxford &Sons,Ld. Sunderland	Prince Line,Ld. (Furness,Withy& Co.Ld.*Mgrs.*) 1*B Hin fore* *WB*=*Cell DBa*	420·0 *hold dispensed with* 132′*uE&B*43′*f*184′	54·1	26·3 FK *Cem* 6*BHonly* 1095*t D T a*	Newcastle British 180lb 577NHP 3SB,*9cf*,GS198,HS8530 FD 6*BHonly* W.Doxford&Sons,Ld.Sld. 26′643*t FPT*109*t APT*17*t*	T.3Cy.27″,44½″&75″–54″ (*s*)	29 ″ 0 s 3 ″ 10½ 25 ″ 6	
676 127428 HMGL	**Romanby** *W.Crighton* –16 *Trunk deck* 1*Dk*	**SteelScSr**	3835 3112 2327					1908	Ropner& Sons,Ld. Stockton	Sir R.Ropner&Co. Ld.	350·0 F33′	50·0	23·0 *WB*	W.Hartlpl British	T.3Cy.25″,41″&67″–45″ 301NHP Blair&Co.Ld.Stockton		
677 PGBD	**Romania** *Ionescu* *Elec.light* Wireless 2*Dks&Awngdk*	**SteelTwinScSr** *Fitted for oil fuel*	3034 2815 1340					1904	Atel.& Chant.Loire St.Nazaire	Roumanian State Maritime Service	356·9 Q41′B114′F37′	41·9	27·5 *WB*	Constanza Roumanian	T.6Cy.24½″,38½″&64½″–39½″ 524NHP Atel&Ch.de la Loire,Nantes		
678 27 RSBC	— *Elec.light*	**SteelScSr** 2*Dks3trB*	2562 2066 1579					1898	G.Ansaldo &Co. Sestri Pnente	Società Italiana di Servizi Marittimi	321·2 Q42′B114′F37′	39·2	22·5 *WB*	Venice Italian	T.3Cy.22½″,37″&59″–40″ 220NHP G.Ansaldo&Co.Sampierd.		
679 113210 JCHS	**Romanoff** *C.Johansen* –17 *ss*Flt.No.3–6,13 (*ex*Cecilie,*ex*Romanoff) 1*Dk*	**IronScK**	178 160 69	✠100A1 *Stm Trawler* 5,16 ~~BS10,17~~ ~~Liverpool~~ ✠LMC6,18	Gms		~~4,16~~ 12,17	1900 11mo *Lloyd's A&CP*	Cook, Welt'n&Gemmell Hull	~~Savoy Stm Fishing Co.Ld.~~ (~~H.C.Baker, Mgr.~~) W.Baynton	108·7 Q56′F19′ ND11	21·0	11·2 BK7½″	Grimsby British *3BHCem*	T.3Cy.11½″,19½″&32″–23″ 180lb (*s*) 55RHP 1SB,*2cf*,GS29,HS920 C.D.Holmes&Co.Hull	11 ″ 11	
680 109839 QWJB	**Romantic** *H.Lombard* –15 *ss*Gms.No.3–2,11 *ss*Hul.No.1–15 1*Dk*	**SteelScK**	197 180 79	✠100A1 *Stm Trawler* 10,15 ✠LMC9,16 ✠NB7,06 BS8,17	Hul		N9,15	1898 12mo *Lloyd's A&CP*	Earle's Co. Ld. Hull	Grimsby Steam Fishing Co.Ld.	115·6 Q44′F20′ ND15	21·0	11·2 BK7½″	Grimsby British *3BHCem*	T.3Cy.10¾″,20″&32″–23″ (*s*) 190lb 55RHP 1SB,*2pf*,GS26,HS880 Earle's Co.Ld.Hull	12 ″ 0	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys.	3 Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. † for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Laid-up, now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines.	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of P. & O. Certs.
681 115808 HJQR	**Romany** *J.Milner* –13 (*ex*Rossija,*ex*Romany) *Mchy.Aft*	**SteelSc3MstSr** *ss*Sng.No.3–5,16 2*Dks*(1*Stl*&1*Irn*) *Elec.light*	3983 3631 2579	✝100A1 ~~4,17~~ 5,16 4,18 *Carrying Petroleum in bulk* ✝LMC MS12,14 *Fitted for Oil fuel*	Sng ~~H.K.g.Msl~~	*u*	~~12,14~~ 1,17 *bulk* 1,13 7,17 *F.P. a*	1902 4mo *Lloyd's*	Armstrong Whitworth& Co.Ld. Newcastle *sA&CP*	Anglo-Saxon PetroleumCo.Ld. *WB=CellDB*	350·0 P85'B24'F37' *uE&B48'88t FPT*	47·0 FK	27·6	London British 94*tAPT*25*t*	T.3Cy.25½″,42″&68″–45″(*s*) 180lb *100lb* 346NHP 2SB,*6cf*,GS144,HS5550 Wllsnd Slpwy.Co.Ld.Nwc.	29 ″ 0 s 5 ″ 9½ 23 ″ 7	
682 82494 VLWS	**Romeo** *P.J.Atkins* –10 *Ref.Mchy. Elec.light Well deck*	**IronSc3MstSr**	1730 1396 982			…		1881	Earle'sCo. (Lim.) Hull	Ellerman'sWilson Line,Ld	275·0 P370*t*	34·6 F41*t*	19·9 FK	Hull British	C.2Cy.38″&76″–48″ 333NHP Earle'sCo.(Lim.),Hull		
683 129124 HPQS	**Romera** *R.Fair* –15 *Elec.light*	**SteelScSr** ~~*ss*Bry.No.1–18~~ 2*Dks*(*Stl*)&*deep framing* *ss*Hul No.2–17	4949 4656 3189	✝100A1 7,14 ~~4,16~~	Bry Hul	*z*	~~3,16~~ 8,17	1909 8mo *Lloyd's*	A.Stephen &Sons,Ld. Glasgow *sA&CP*	GlasgowUnited ShippingCo.Ld. (Maclay&Mc-Intyre,*Mgrs.*) *WB=CellDBa*	402·2 P45'B125'F38' 131'*uE*	52·2 FK	27·3 *&B42' f*181'	Glasgow British 6*BHCem* *APT*265*t*	T.3Cy.25″,41″&67″–51″ (*s*) 175lb 425NHP 3SB,*9cf*,GS150,HS6144 FD A.Stephen&Sons,Ld.Gls 1018*tFPT*141*tAPT*	29 ″ 10 s 5 11½ 24 ″ 3	
684 108400 QGRD	**Romford** *G.Green* –16 1*Dk*(*Irn*)2*trB&Webframes* 3*Dk rule*	**SteelScSr** *ss*Mel.No.3–12,10	3035 2835 1930	✝100A1 *withfreeboard* 10.14 Examined 5.17	Phl	*u*	~~5,16~~ 5,17	1898 8mo	Ropner& Son Stockton A&CP	BritainS.S.Co.Ld. (Watts,Watts&Co Ld.,*Mgrs.*) *WB=CellDBa*	325·0 P29'B74'F38' 104'*uE*24'*f*140'723*t*	48·1 FK	21·8 5*BHCem* *APT*60*t*	London British Blair&Co.Ld.Stockton	T.3Cy.23½″,39″&64″–42″ (*s*) 160lb ~~80lb~~ 273NHP 2SB,*6rf*,GS118,HS4200	24 ″ 3 s 4 ″ 4½ 20 ″ 3	
685 122701 HQLW	**Romilly** *M.Andersson* –15	**SteelScK** *ss*Gms.No.2–13 1*Dk*	214 196 83	✝100A1 *Stm Trawler* 5,15	Cff		6,13	1905 8mo *Lloyd's*	Cochrane& Sons Selby *sA&CP*	JohnL.Green,Ld. (F.Clark,*Mgr.*)	117·0 Q62'F19'	21·6 BK7½″	11·7 4*BHCem*	London British	T.3Cy.12″,21″&34″–24″ (*s*) 180lb 60RHP 1SB,*2pf*,GS39,HS1096 C.D.Holmes&Co.Hull	12 ″ 6	
686 110532 QRCS	**Romney** *A.H.Edlin* –15 Wireless	**SteelScSr** 2*Dks&Shelter dk3trB*	4529 4178 2826					1899	Sir Raylton Dixon&Co Ld Middlesbro'	LivBrazil&RPlate SNCoLd.(Lamport &Holt,Ld.*Mgrs.*)	380·0 P43'F42'	50·2	27·7 *WB*	Liverpool British	T.3Cy.27½″,44″&75″–48″ 390NHP T.Richardsn&Sns.Ld. Hpl		C
687 102787 NOVK	— *A.H.Thurgar* –11 1*Dk*(*Stl*)&*Spar dk*(*Irn*)&*Webframes*	**SteelScSr** *ss*Shl.2ndNo.3–12,13	2806 2558 1763	✝100A1 *Spar dk* 11,16 ~~BS11,16~~ ✝LMC12,13	Cff	*u*	11,16	1893 8mo	JLThomp-son&Sons Sunderland A&CP	Franco-BritishSS. Co.Ld.(Olivier& Co.Ld.*Mgrs.*) *WB=CellDB*	316·0 P28'B70'F36' 238'518*t*	42·0 FK	17·1 24·2	London British 6*BHCem* *APT*35*t*	T.3Cy.23½″,38″&62″–42″ (*s*) 160lb ~~95lb~~ 248NHP 2SB,*6cf*,GS116,HS3700 J.Dickinson,Sunderland	26 ″ 10 s 4 ″ 11 22 ″ 3	
688 140266 JRDB	**Romny** *J.L.Bögvad*97–13 *Elec.light*	**SteelScSr** 1*Dk&Awngdk*	1024 841 525					1913	Helsingörs Jernsk.& Msk. Elsinore	~~LambertBros.,Ld.~~ TheShppngContrc-ller(LambertBros Ld.,*Mgrs.*)	236·1	35·6	21·2 *WB*	London British	T.3Cy.18″,30″&50″–36″ 150NHP HelsingörsJernsk.&Mskb.		V
689 JRFN	**Romsdal** *B.Roald*	**SteelScSr** 1*Dk*	138 88 77					1889	Akers Mek. Verks. Christiania	Acties.Söndmöre Dampskibsselskab	117·5 Q10*t*B24*t*H6*t*F10*t*	17·1	7·7	Aalesund Norwegian	T.3Cy.10″,15″&24″–16″ NB04 23NHP AkersMek.Værks.Xia.		
690 MHTG	**Romsdalsfjord** ~~*J.Wiese*15–12~~ (*ex*Vally,*ex*Dorington Court) *C.deLange* –15	**SteelScSr** *ss*Shl.No.1–12 1*Dk*(*Stl*)2*trB&* deep framing 3*Dk rule*	4580 4106 3242	✝100A1 11,15 ✝LMC MS12,15 BS11,15	Xia	*x*	8,16	1908 3mo *Lloyd's*	R.Stephen-son&Co.Ld. Newcastle *sA&CP*	DenNorske Amerikalinie *WB=DBa*117'*uE&B*42'	355·5 P46'B98'F34' *f*150'984*t*	50·0 FK *FPT*58*t*	27·6 6*BHCem* *APT*211*t*	Chrstiania Norwegian	T.3Cy.26″,43″&70″–45″ (*s*) 180lb *100lb* 356NHP 2SB,*6cf*,GS150,HS5486 Palmers'Co.Ld.Newcastle	30 ″ 2 s 5 ″ 10½ 24 ″ 8	
691	**Romsdalshorn** *Should be "Jan van Steen," See No. 10 in Supplement*	**SteelSc** 1*Dk*	1300					1916	T. v. Duivendijk Lekkerkerk		236·0			Dutch *WB*	T.3Cy.17″,28″&46″–36″ v.d.Kuy& 127NHP v.d.Rees'Mchf.Rot.		
692 MCDT	**Romulus** *A.Calvo* *Mchy.Aft Well deck Elec.light* 1*Dk2trB*	**IronScSr**	830 688 531			…		1879	HM'Intyre &Co. Paisley	Cia.Maritima	210·0 P133'F16'	29·2 BK8″	15·3	Manila Utd.States *WB*	C.2Cy.28″&50″–33″ NB93 114NHP Hutson&Corbett,Glasgow		
693 93068 LGVF	— *T.H.Perry* –15	**IronSc** (*Trawler*) 1*Dk*	159 142 76			…		1885	Cochrane &Co. Beverley	A.Walker (J.A.Robertson, *Mgr.*)	109·0 Q20'F18'	20·2 BK7½″	10·6	Fleetwood British	C.2Cy.17½″&33″–22″ NB01 45RHP C.D.Holmes&Co.,Hull	11 ″ 7	
694 109586 QBLH	**Ronan** *A.Stewart* –17 *Elec.light*	**SteelScSr** *ss*Lth.No.3–4,11 *ss*Rot.No.1–15 2*Dks*(*UStl*)	1198 997 515	✝100A1 9,17 8,15 BS8,17 ✝LMC8,15	Rot	*p*	~~8,15~~ 9,17	1898 3mo *Lloyd's*	Ramage& Ferguson,Ld. Leith *sA&CP*	G.Gibson&Co.Ld. *WB=DBa*72'*f*80'331*t*	259·0 P30'B66'F37'	33·9 FK	17·6 4*BHCem* *APT*30*t*	Leith British	T.3Cy.21″,33″&54″–42″ (*s*) 170lb *100lb* 232NHP 2SB,*6cf*,GS130,HS4027 Ramage&Fergusn,Ld.Lth	18 ″ 9 s 2 ″ 8 16 ″ 4	
695	**Ronashill**	**SteelScSr** (*Whaler*) 1*Dk*	164 152 55					1911	Porsgrund Mek.Værks Porsgrund		103·9 H12*t*	20·0	11·9 *WB*	Russian	T.3Cy.12″,20″&33″–24″ 53NHP BergensMekVærksBergen		N
696 7 RSBK	**Ronco** (*ex*Dagmar,*ex*Sapphire) *Well deck*	**IronScSr** *ss*Rga.3rdNo.3–4,10 1*Dk*(*Irn*)2*trB*	805 617 501	✝ — 6,15 NBy,96 ✝	Rga	*l*		1878 5mo	RThompsn jun. Sunderland	G.Carnevali&Ci. *WB=DBa*46'*f*46'	201·0 Q68'B44'F18'	28·4 BK7½″	15·3 5*BHCem* 139*tAPT*10*t*	Ravenna Italian	C.2Cy.24″&47″–30″ NDB05 95NHP 1SB,*3pf*,GS54,HS1584 N.E.MarineEng.CoLd.Sld.	16 ″ 3	
697 89479 LHWV	**Ronda** *A.H.Harrison* –14 (*ex*RydalHolme) 1*Dk&ptAwngdk&Webframes*	**SteelScSr**	1941 1428 1226			…		1889	J.Blumer &Co. Sunderland	TheAdmiralty	274·0 P29'Q74' *ptAwngdk*169'	36·6 BK9½″	19·0 *WB*	Hull British	T.3Cy.21″,33″&54″–39″ NB97 196NHP Amos&Smith,Hull	20 ″ 2	
698 HDKQ	**Rondane** *Holther* –17 (*ex*Southwood) *Well deck*	**IronScSr** ~~*ss*Xia.2ndNo.3–3,04~~ ~~*ss*Xia.No.2–13~~ 1*Dk*(*Irn*)2*trB* *ss*Xia.3rdNo.3–10,17	1176 944 734	✝100A1 10,17 7,15 NB2,17	Xia	*o*	~~12,16~~ 10,17 10,17	1880 7mo *Lloyd's*	Richardsn, Duck&Co. Stockton *sA&CP*	Dampskibselsk. Rondane (ErlingLund)	240·0 Q79'B63'F28' *pt*	35·0 ND04 BK8½″	16·0 5*BHCem* *WB=DB* a55'*f*55'270*t*	Chrstiania Norwegian Blair&Co.Ld.Stockton	C.2Cy.27⅞″&55½″–36″ (*a*) 90lb 145NHP 2SB,*4pf*,GS40,HS2322	16 ″ 11	
699 PRMF	**Rondo** ~~*M.C.Braat* –16~~ *Botje* –17 *Elec.light* Wireless	**SteelScSr** 2*Dks*(*Stl*)& *Shelter dk*(*Stl*–teak s)	7549 7026 4759	✝100A1 *Shelter dk withfreeboard* ~~7,17~~ 4,16 10,17	Ams NYk Sea ✝LMC12,14	*b*†	7,17	1914 12mo *Lloyd's*	Rotterdam Droogd.Maat Rotterdam *sA&CP*	Stoomv.Maats. Nederland	450·3 P46'B29'F52'*on Shelter dk* *WB=CellDBa*110'	55·9 FK	35·6 7*BHCem* *uE* 60' *f*177'	Amstrdam Dutch *tanks in ER*	T3Cy27⅞″&47½″&82½″–53½″ 213lb (*s*) FD 829NHP 6SB,*18cf*,GS292,HS12618 RotterdamDroogd.Maats. 999*tFPT*140*tDTa*1173*t*	38 ″ 3 s 9 ″ 11 26 ″ 11	
700 129799 HVTS	— *J.Johnston* –17 *Well deck* *Elec.light*	**SteelScSr** *ss*Trn.No.1–16 1*Dk*(*Stl*)	1906 1489 1070	✝100A1 8,14 ~~11,16~~ ✝LMC8,15	Bry Cff	*q*	6,16	1912 5mo *Lloyd's*	S.P.Austin &Son,Ld. Sunderland *sA&CP*	PeltonS.S.Co.Ld. *WB=CellDBa*73'*uE &*	267·0 P28'Q71'B51'F28' *B35'f*110'439*t Side*	38·0 FK	17·6	Newcastle British 4*BHCem*	T.3Cy.20½″,33″&54″–39″(*s*) 180lb *100lb* 199NHP 2SB,*6pf*,GS97,HS3090 G.Clark,Ld.Sunderland 12'106*tFPT*119*tAPT*156*t*	19 ″ 10 s 3 ″ 1½ 18 ″ 0	
701 439 JBMV	**Ronneby** *A.O.Carlsund* –04	**SteelScSr** 1*Dk*	192 122 99					1890	Bergsunds M.Verk. Stockholm	BlekingeÅngb.Aktieb (O.E. Lundström,*Mgr.*)	117·8 Q35'B57'H18*t*F31'	21·5	8·7	Karlshamn Swedish	C.2Cy.17½″&31½″–19½″ NB05 36NHP BergsundsMk.Vek.,Skm.		

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Enfoncement	7* Date de la dernière visite de mâture porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.
702 134777 JCNH	**Rononia** SteelScK *J.Housby* –14 1*Dk*	213 206 89	✠100A1 Bkn *StmTrawler* 1,14 ✠LMC7,15				1913 7mo *Lloyd's*	Cook,Welt'n&Gemmell Ld. Beverley *sA&CP*	NevaStmTrawlers Ld. (E.Tomlinson, *Mgr.*)	117·1 21·5 12·1 Q61′F14′ BK7½″			Grimsby British 4*BHCem*	T.3Cy.12″,21″&34″–24″ (*s*) 200lb 66RHP 1SB,*2pf*,Gs30,Hs1020 C.D.Holmes&Co.Ld.Hull	13 ″ 1
703 137034	**Ronso** SteelScK *Elec.light* 1*Dk*	248 228 108	✠100A1 Hul *StmTrawler* 11,15 ✠LMC11,15				1915 11mo *Lloyd's*	Cook,Welt'n&Gemmell Ld. Beverley *sA&CP*	G.F.Sleight	120·5 22·0 12·2 Q67′ BK7½″			Grimsby British 4*BHCem*	T.3Cy.12½″,22″&35″–24″ (*s*) 195lb 80RHP 1SB,*3pf*,Gs43,Hs1402 C.D.Holmes&Co.Ld.Hull	13 ″ 1
704 PRMG	**Roode Zee** SteelScSr *J.vanRees*03–12 *ss*Rot.No.2–16 *Elec.light* Wireless (*Tug*) 1*Dk*	573 556 91	✠100A1 Rot *j* 3,17 3,17 BS3,17 ✠LMC1,16 3,18			3,17	1908 7mo *Lloyd's*	J.&K.Smit Kinderdijk *sA&CP*	L.Smit&Co.'s Sleepdienst,Ld.	172·0 30·9 16·2 B46′F17′ BK7½″ *WB=DTa* 11′23t *FPT*			Rottrdam Dutch 4*BHCem*	T.3Cy.22″,33″&55″–30″ (*s*) 165lb 246NHP 2SB,*6cf*,Gs126,Hs4860 Masch.Kinderdijk.Kin.	17 ″ 4 s 2 ″ 3½ 16 ″ 1
705 140304	**Rooke** SteelScSr (*ex*Slawentzitz) *Elec.light* 1*Dk*(*Stl*)2*trB&deep framing &Web frames*3*Dk rule*	3391 3192 2194	✠ Ham *v* 9,11 ✠				1908 1mo	Chant.Nav Anversois Hoboken	F.C.Strick&Co.Ld	345·9 48·1 23·0 P31′B180′F31′ FK *WB=CellDBa* 108′*uE&B*42′			London British 6*BHCem*	T.3Cy.24″,40″&66″–45″ 320NHP 3SB,*9cf*,Gs129,Hs4986 N.E.Marine Eng Co.Ld.Sld. *f*152′788*tFPT*108*tAPT*81*t*	25 ″ 6
706 QHNM	**Roon** SteelTwinSc *G.Wittstein* • Sub.Sig. Wireless 3*Dks&pt lower dk*	8174 7081 4956					1902	J.C.Tecklenborg A.G. Geestemünde	Norddeutscher Lloyd	453·9 55·8 36·0 P79′B186′F88′ *WB*			Bremen German	T6Cy24½″ 41½″&69⅞″–51½″ 690NHP J.C.Tecklenborg A.G.Gst.	G
707	— SteelScK (*Trawler*) 1*Dk*	211 187 78					1914	Schffsb Ges Unterweser Bremerhaven	DeutscheDmpfschereiGes.Nordsee	124·4 22·6 9·7 Q72′B20′ *WB*			Nordenhm German	T.3Cy.12⅝″,19⅛″&31⅛″–22″ 48NHP OttensenerMasch.Altona	
708 202129 KTWO	**Roosevelt** WoodAuxSc3MstSr *Stm.Eng.* 1*Dk* (*See Sailing Ship Register*)	654 — 445					1905	McKay& Dix BucksportMe	RooseveltS.S.Co.	182·0 35·5 16·2			Chicago Utd.States	C.2Cy.24″&52″–30″ NB07 124NHP	
709 KTVH	**Rorqual** SteelScK *Maillard* *Elec.light* 1*Dk&deep framing* Wireless	468 410 148	✠ Shl *StmTrawler* 5,10 ✠				1908 12mo	JT Eltringham&Co. S.Shields	Lobez,Poret&Co.	156·0 27·1 14·3 F34′ BK7½″ *WB=DBf*35′38*t*			Boulogne French 4*BHCem*	T.3Cy.15″,24″&39″–27″ 118NHP 1SB,*4pf*,Gs62,Hs2250 G.T.Grey,SouthShields	15 ″ 6
710 113 RSDL	**Rosa** IronScSr *G.Messina* 6thSurveyNwc.1,91 *Well deck* 1*Dk2trB*	908 736 551	✠ Bly Lv 11,91				1870 10mo	Denton, Gray&Co. Hartlepool	G.Bagnoli	219·4 29·3 16·1 Q82′B42′H17t F26′ *WB=DBa&f* BK8″			Leghorn Italian 4*BHCem*	C.2Cy.27″&50″–36″ NB79 *fitted* 84 125NHP T.Richardson&Sons,Hpl.	17 ″ 2
711 245 LGAC	— SteelTwinScSr *G.Kralevitch* –10 *Mchy.Aft* 1*Dk*	*478* *411* *325*					1910	Smith's DockCo.Ld. Middlesbro'	G.Kralevitch	192·0 31·4 10·2			Berdiansk Russian	C.4Cy.12″&26″–20″ 60NHP ShieldsEng.Co.Ld.N.Shl.	
712 112468	— SteelScK *J.Collings* *ss*Mil.No.2–13 1*Dk*	242 218 93	✠100A1 Mil 9,14 *StmTrawler* 9,14 BS4,14 ✠LMC1,15			9,14	1904 12mo *Lloyd's*	Smith's DockCo.Ld. NorthShields *sA&CP*	SouthernSteam TrawlingCo.Ld.	125·5 22·0 12·0 Q49′ BK7½″			MilfrdHvn British 3*BHCem*	T.3Cy.12″,21″&34″–24″ (*r*) 180lb 58RHP 1SB,*3pf*,Gs49,Hs1408 W.V.V.Lidgerwood,Gls.	12 ″ 10
713 435 NADB	— IronPad (*Tug*) 1*Dk*	161 — 56					1875	Richardsn &Co. Newcastle	V.G.Sarandinaki	129·5 24·0 8·0			Odessa Russian	C.2Cy.28″&48″–24″ 94NHP	
714 63728	— IronSc *T.Lindsay* –14 (*ex*Sailing,*ex*Steamer) 1*Dk*	156 150 93					1884	JT Eltringham&Co. S.Shields	Mrs.A.McLeod& Sons	116·0 19·6 10·3			Alloa British	C.2Cy.10″&20″–15″ 50RHP *Emade*00 *Bmade*96 AlloaDryDock&Eng.Co.	
715 247	**Rosa P.** IronScSp *A.Nossardi* –94 1*Dk*(*Irn*)	126 114 30	✠ Gen *ForRiver purposes only* 9,94 ✠NB9,94 ✠				1894 5mo	J.P.Rennoldson& Sons S.Shields	R.Peirano di E.	92·3 20·1 8·9 FK *WB=APT*7*t*			Genoa Italian 4*BHCem*	T.3Cy.12″,20″&32″–22″ 56NHP 1SB,*2pf*,Gs30,Hs930 J.P.Rennldsn&Sns,S.Shlds	9 ″ 0
716	**Rosa & Silva** SteelSc *ss*PernambucoNo.1–14 (*ex*MariaHendrikaII.) 1*Dk*(*pt Stl*)	133	✠100A1 Per- namb uco 11,14 *ForTowing purposes* BS9,16 ✠LMC11,14			~~11,14~~ 11,17	1909 9mo A&CP	Jonker& Stans HendrikIdo Ambacht	Soc.desConstructions duPort duPernambuco	91·0 18·5 8·2 BK5″ *WB=APT*15*t*			Bahia Brazilian 4*BHCem*	T.3Cy.11⅛″,17½″&29⅝″–14⅜″ 192lb (*s*) 57NHP 1SB,*2cf*,Gs35,Hs1161 MachinefabriekBolnes	8 ″ 8
717 102597 HJDG	**Rosabelle** SteelScK *E.J.Bennett* –15 ~~*ssLiv.No.3–9,05*~~ (*ex*Rhanbuoy) ~~*ssBkn.No.2–12,*~~ *Mchy.Aft* *ss*Liv.2ndNo,3–2,18 1*Dk*(*Stl*)	273 179 99	✠100A1 Liv *d* 2,18 ~~2,15~~ ~~BS2,16~~ ✠LMC12,12			~~11,15~~ 2,18 2,18	1893 6mo *Lloyd's*	R.Kent& Co. Carrickfrgus *sA&CP*	T.Coppack&Co.	129·0 22·3 9·0 Q44′B9′F23′ BK7″ *WB=FPT*29*t*			Chester British 3*BHCem*	T.3Cy.11″,16½″&27″–22″ (*s*) 160lb 45RHP 1SB,*2pf*,Gs36,Hs870 Muir&Houston,Glasgow	9 ″ 11 s ″ 8½ 9 ″ 11
718 5473 JTKO	**Rosafred** SteelScSr *J.A.Edvall*07–13 (*ex*Jyden, *ex*IrmgardLinnemann) 1*Dk*	620 438 351					1908	Eiderwerft Akt.Ges. Tönning	Verkebäcks Ångf. Aktieb.(Fredr. Olsson, *Mgr.*)	174·4 29·0 10·7 Q55′B47′H51t F21′ *WB*			Verkebäck Swedish	T.3Cy.13¾″,23¼″&37⅞″–28⅝″ 68NHP EiderwerftA.G.Tönning	G
719 29 RSQF	**Rosalba** SteelScSr *A.Sanguineti*12–12 *ss*Gen.2ndNo.3–1,16 (*ex*Orfordness) 1*Dk*(*Irn*) *&Webframes&ptAwngdk*(*Irn*)	1853 1688 1137	✠100A1 Gen *r* 7,16 *pt Awng dk withfreeboard* 1,16 MS7,15 ✠LMC BS~~7,16~~ 6,17				1890 10mo *Lloyd's*	Richardsn Duck&Co. Stockton *sA&CP*	Flli.Sanguinetifu G.	270·0 37·1 17·0 Q105′ *ptAwngdk*165′ FK			Spezia Italian 4*BHptAsp ptCem*	T.3Cy.21″,34″&56″–36″ (*s*) 160lb *100lb* NDB06 187NHP 2SB,*4cf*,Gs60,Hs2800 Blair&Co.(Lim),Stockton *WB=CellDB*226′428*tAPT*30*t*	19 ″ 6 s 7 ″ 7 19 ″ 0
720 128485 HNKF	**Rosaleen** SteelScSr *C.W.Amberger* –15 *ss*Dub.No.3–3,12 *Well deck* *ss*Dub.No.1–15 *Mchy.Aft* 1*Dk*(*Stl*)	409 298 163	✠100A1 Dub *g* 3,15 3,15 ✠LMC3,15			3,15	1908 10mo *Lloyd's*	Dublin Dockyard Co. Dublin *sA&CP*	MichaelMurphy, Ld. (J.O'Dowd, *Mgr.*)	155·0 23·9 9·9 Q86′B9′F22′ BK7″ *WB=DBf*81′75*tFPT*			Cardiff British 3*BHCem*	C.2Cy.19″&38″–27″ (*s*) 130lb 87RHP 1SB,*3pf*,Gs53,Hs1657 Ross&Duncan,Glasgow	12 ″ 0 s 3 ″ 10½ 12 ″ 3
721 98 RSQM	**Rosalia** SteelScSr *G.Oxilia* –17 *ss*Mdb.No.3–6,10 *ss*Gen.No.1–14 (*ex*Barkston, 1*Dk*(*Stl*)*&Spar dk*(*Stl*) *ex*Heathglen) *&Webframes*	4184 4013 2673	✠100A1 Nap *x* N10,16 *Spar dk* 4,17 BS4,17 ✠LMC4,14				1902 1mo *Lloyd's*	Craig, Taylor&Co. Stockton *sA&CP*	Soc.Anon. diNav. Adriatica *WB=CellDBa* 118′*uE&*	361·0 48·5 20·4 P31′B90′F38′ 28·4 FK B38′*f* 148′830*tFPT*			Venice Italian 6*BHCem*	T.3Cy.25⅝″,42″&68″–48″(*s*) 180lb 348NHP 3SB,*9pf*,Gs121,Hs5367 N.E.MarineEng.Co.Ld.Sld	30 ″ 11 s 6 ″ 6 24 ″ 9
722 111022 KLQF	**Rosalie** WoodScSr *S.Barlow* 1*Dk*	319 237 227					1893	Chas.G. White Alameda,Cal.	PugetSoundNav. Co(J.Green, *Mgr.*)	136·5 27·0 10·0			P.Twnsnd Wash. Utd.States	C.2Cy.15″&34″–24″ 47NHP W.Deacon,SanFrancisco	

1 No. in Book. / Official No. / Code letters.	2 Steamer's Name. / Master. / Special Surveys.	3 Material, Rig, &c. / Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned / now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L. R. Date of L. of Trade Cert.
723 211634 LDGK	**Rosalie Mahony** *W.E.Hutton* –13 *Elec.light Mchy.Aft*	**WoodScSr** 1*Dk*	912 805 552					1913	Mathews' S.B.Co. Hoquiam	RosalieMahony S.S.Corp. (Olson& Mahony	201·1	41·0	14·7	New York Utd. States	T.3Cy.13½″,22″&36″–24″ 60NHP UnitedE.WksAlameda,Cal		
724 JFLP	**Rosalind** *R.Gorria*	**IronScK** (*Trawler*) 1*Dk*	*198* *175* *59*				…	1900	Cook, Welt'n&Gemmell Hull	Soc.Pesquera Malagueña (M. Nuñez,*Mgr.*)	117·0 Q49′	21·0 BK7½″	11·2	Corunna Spanish *WB*	T.3Cy.12″,20″&33″–24″ 63NHP Amos&Smith,Hull	12 ″ 1	
725 121088 JHQN	— *F.Webb* –15	**SteelScK** *ss*Hul No.2–14 1*Dk*	174 168 68	✠100A1 *StmTrawler* 9.14 BS5,15 ✠LMC9,14	Hul		9,14	1905 11mo	Cook, Welt'n&Gemmell Beverley	~~Hellyer'sSteam FishingCo.Ltd.~~ A.Gouldby *Lloyd'sA&CP*	108·5	21·6 BK8″ *WB*=	11·5	Hull British *4BHCem* *DTf*13′30t	T.3Cy.10″,16½″&27″–24″ (*s*) 200lb 45RHP 1SB,*2pf*,GS25,HS750 Amos&Smith,Hull	12 ″ 4	
726 89594 TWNS	**Rosamond** *J.Rankine* –16 *Well deck*	**IronScSr** 1*Dk*	721 552 462				…	1884	Nederland-scheS.M. Rotterdam	UnionS.S.Co.of NewZealand,Ld.	179·4 Q60′	27·7 B41′	13·5 F23′	Dunedin British *WB*	C.2Cy.23″&43″–30″ 90RHP StombootMtschppy.,Rot.	14 ″ 3	
727 113233	**Rosareno** *W.Iles* –17	**Iron&SteelScK** *ss*Gms.No.3–9,14 1*Dk* *Irn framing&Stl plating*	166 148 64	✠100A1 *Stm Trawler* 7,17~~12·15~~ ~~BS5,15~~ ✠LMC9,14	Gms		~~1,16~~ 7,17	1902 10mo	Cook, Welt'n&Gemmell Beverley *Lloyd'sA&CP*	G.F.Sleight	101·0 Q55′F17′	21·0 BK7½″	11·0	Grimsby British *3BHCem*	T.3Cy.11½″,19½″&32″-23″(*s*) 180lb 55RHP 1SB,*2pf*,GS29,HS970 C.D.Holmes&Co.Hull	11″10	
728 IFTW	**Rosario** *S.Saratégui* –16 (*ex*KendalCastle)	**SteelScSr** *ss*Bbo.No.3–5,09 *ss*Bbo.No.1–14 1*Dk*(*Stl*)& *deep framing&ptAwng dk*(*Stl*)	2884 2116 1747	✠100A1 *pt Awng dk with freeboard* 2.16 ~~Exam 12.17~~ ~~BS4,15~~ ~~MBS3,15~~ ✠LMC7,14	Bry	*t*	2,16	1896 5mo	W.Pickersgill&Sons Sunderland A&CP	Cia.Nav.Guipuzcoana *WB*=*CellDB*	310·0 P27′Q42′ *ptAwng dk*241′ *a*96′*uE&B*44′*f*120′	42·9 FK	19·2 6*BHCem* 647t*APT*38t	Bilbao Spanish	T.3Cy.21½″,36″&60″–42″ (*r*) 180lb *100lb* NDB13 245NHP 2SB,*6pf*,GS98,HS3865 G.Clark,Ld.Sunderland	21 ″ 9 s 8 ″ 5 21 ″ 1	
729 08259 MHL	— *C.E.Crookes* –12	**SteelScSr** *ss*Bly.No.3–11,05 *ss*Cff.No.2–14 1*Dk*(*Irn*)&*deep framing* *Cargo battens not fitted*	1821 1696 1164	✠100A1 6,15 ✠LMC MS12,15 BS4,15	Bry	*r*	7,15	1900 3mo	BlythS.B. Co.Ld. Blyth A&CP *W*	Orders&Handford S.S.Co.Ld. (Orders &Handford, *Mgrs*) *B*=*CellDB&uE*	274·0 B70′F30′ 104′*uB&f*124′590t	40·7 FK	18·2 4*BHCem* *APT*45t	Newport British	T.3Cy.20″,33″&54″–39″ (*s*) 160lb *100lb* NDB12 192NHP 2SB,*6pf*,GS86,HS3030 J.Dickinson&Sons,Ld.Sld.	20 ″ 6 s 3 ″ 1 17 ″ 9	
730 RSTG	— *A.Costa* –09	**SteelTwinScSr** 1*Dk*	691 541 400					1908	Soc.Esercizio Bacini Genoa	NewYork&Paraguay Co.	207·3	34·1	9·8	Bns.Ayres Argentine	T.6Cy.9¼″,16⅛″&25⅛″–13⅛″ 47NHP Soc.Esercizio Bacini,Genoa		V
731 JFTR	— *T.G.Rendueles* –12 *Mchy.Aft*	**IronSc3MstSr** (*ex*Calderon) 2*Dks*	612 515 342					1869	Bowdler, Chaffer&Co. Birkenhead	R.G.Rendueles	185·0	26·2	15·9	Gijon Spanish	C.2Cy.22″&44″–24″ 79NHP J.Taylor&Co.,Birkenhead	15 ″ 8	
732 24 RSTG	— *Ghirlanda* (*ex*GiulioCosulich,*ex* FaustoCosulich,*ex*Ivete,*ex*Julia)	**CompScSr** 1*Dk*	277 219 146					1891	P.Larson Thorskog	F.Cappiello	122·0 Q34′B28′H9t	21·0	11·1	Cstllmare Italian	C.2Cy.16½″&24½″–17½″ NB06 21NHP P.Larsson,Thorskog		
733 JFTV	— *S.Gonzalez* –08 *Mchy.Aft*	**SteelScK** 1*Dk*	119 79 74	✠ 1,01 ✠	Stk			1895 8mo	Craig, Taylor&Co. Stockton	BlancoHermanos &Co.,S.enC.	80·0 F14′ *WB*=*FPT*20t	19·1 FK	6·9 3*BHCem*	Bilbao Spanish	C.2Cy.12″&24″–18″ 1SB,*2pf*,GS20,HS470 25NHP Fisher&Co.,Paisley	7 ″ 6	
734 113232	**Rosco** *M.Andersson* –17	**Iron&SteelScK** *ss*Gms.No.3–7,14 1*Dk* *Irn framing&Stl plating*	166 148 65	✠100A1 *Stm Trawler* 5,13 ~~11,16~~ ~~BS5,15~~ ~~BS1,16~~ ✠LMC7,14	Gms		~~7,14~~ 5,18	1902 9mo	Cook, Welt'n&Gemmell Beverley *Lloyd'sA&CP*	G.F.Sleight	101·0 Q55′F17′ ptND14	21·0 BK7½″	11·0 3*BHCem*	Grimsby British	T3Cy.11½″,19½″&32″–23″(*s*) 180lb 55RHP 1SB,*2pf*,GS29,HS970 C.D Holmes&Co.Hull	11″10	
735 114066 TGMO	**Roscommon** *A.Robertson* –17 (*ex*Oswestry Grange) *Elec.light* *Ref.Mchy.* Wireless	**SteelTwinSc4MstSr** 2*Dks*(*Stl*)&*deep framing&Shelter dk*(*Irn*)	8238 7434 5298	✠100A1 *Shelter dk* 8,17 ~~11,16~~ ~~BS4,16~~ ✠LMC2,15 ✠Lloyd'sRMC ~~11,16~~ 8,17	Liv	*c*†	~~8·2,15~~ ~~PN2,15~~ 7.17	1902 3mo	Workman, Clark&Co.Ld Belfast *Lloyd'sA&CP*	UnionS.S.Co.of NewZealand,Ld. *WB*=*C*	450·5 *ellDBa*108′*uE&B*	55·2 69′*f*202′1285t*FPT*	~~30·6~~ 38·6 FK 7*BHCem*	London British 150t*APT*80t	T.6Cy.20″,33½″&56″–45″ (*s*) 190lb FD 662NHP 4SB&1AuxSB,*15cf*,GS271½″ HS10488 Wrkman,Clark&Co.LdBel	33 ″ 5 s 5 ″ 9 28 ″ 1	
736 115692 TQKP	**Rose** *P.Kerr*84–02 *Elec.light*	**SteelScSr** *ss*Gls.No.3–5,14 2*Dks*(*Stl–Up*tws)	1098 807 458	✠100A1 ~~5,17·4,16~~ 11,17 ~~BS5,16~~ ~~BS6,17~~ ✠LMC5,14	Gls Liv	*q*	5,16	1902 6mo	A.&J. Inglis Glasgow *Lloyd'sA&CP*	LairdLine,Ld.	250·5 P43′B121′F39′ *Shltr dkf*17′	36·1 BK8½″ *WB*	15·2 5*BHCem* =*FPT*28t	Glasgow British	T.3Cy.26″,42″&65″–42″ (*s*) 165lb *100lb* 330NHP 2DB,*12cf*,GS191,HS5790 A.&J.Inglis,Glasgow	16 ″ 0 s 2 ″ 0 14 ″ 11	
737 90914 HKGV	— *J.E.Gledhill* –16 (*ex*Genbert,*ex*Rose) *Well deck*	**SteelScSr** *ss*Lon.No.3–1,07 *ss*Hul.No.2–16 1*Dk*(*Irn*) &*Web frames* *Cargo battens not fitted*	872 670 521	✠100A1 ~~5,13·4,16~~ 11,17 ✠NB8,15 ✠LMC8,15 D~~1·7,17~~	Hul Grd Lth	*l*	~~7,15~~ ~~7,17~~ 11,17	1894 5mo	Wood, Skinner&Co. Newcastle A&CP	LondonTransport Co.Ld. (Brown, Jenkinson&Co.*Mgrs*) *WB*=*C*	200·4 P17′Q82′B9′F25′ *ellDB*167′245t*FPT*	32·7 FK	12·7 4*BHCem* 35t*APT*22t	London British	T.3Cy.16″,26″&43″–30″ (*s*) 160lb *90lb* NDB02*fitted*07 93RHP 1SB,*3pf*,GS49,HS1835 N.E.MarineEngCoLd.Nwc	15 ″ 0 s 1 ″ 5 13 ″ 10	
738 113422	— *J.Maxwell* –00 *Elec.light*	**SteelTwinSc** (*Ferry*) 1*Dk*	514 506 212				…	1900	J.Jones& Sons Birkenhead	TheMayor,Aldermen&Burgessesof theBorough of Wallasey	155·6	42·1 FK	11·0	Liverpool British *WB*	T.8Cy.(2)19″(2)26″&(4)31″ –21″] 242NHP J.Jones&Sons,Liverpool	11 ″ 6	BT till 5,17
739 109346 TBWQ	— *Elec.light*	**SteelTwinSc** 1*Dk*(*Teak*)	308 301 6	✠ *For towing purposes* 8,04	Abn	*g*		1904 8mo	Hall, Russell&Co.Ld. Aberdeen	BombayPortTrust *WB*=	140·1 F14′ *DBf*28′50t*FPT*10t	26·1 BK7″	13·1 4*BHCem* *APT*19t	Bombay British	T.6Cy.13½″,22½″&36″–25″ 154NHP 2SB,*6cf*,GS102,HS2680 Hall,Russell&Co.Ld.Abn.	14 ″ 0	
740 118085	— *W.J.James* –17	**SteelScSr** 1*Dk*	299 229 113					1904	Scott& Sons Bowling	J.Monks&Co.Ld.	130·2 Q46′B9′F22′	23·1	10·9	Liverpool British *WB*	C.2Cy.16″&36″–24″ 52RHP Fisher&Co.Paisley		
741 112843	—	**SteelTwinSc** (*Ferry*)	259 189 176					1901	A.W. Robertson London	MidlandRly.Co.	124·7	24·7	7·8	London British	C.4Cy.12″&24″–18″ 100RHP A.W.Robertson,London		BT till 2,18
742	— (*ex*Nizam)	**SteelScK** 1*Dk*	243 222 102	✠ *StmTrawler* 6,09 ✠	Gms			1907 1mo	Smith's Dock Co.Ld. NorthShields	TheAdmiralty	120·8 Q65′F20′	22·0 BK7½″	11·7 3*BHCem*	British	T.3Cy.12¼″,22″&35″–24″ 65RHP 1SB,*2p*,GS35,HS1083 ShieldsEng.Co.Ld.N.Shl.	12 ″ 6	
743 129540	— *J.Walker* –15	**SteelScK** (*Trawler*) 1*Dk*	218 210 86				…	1911	A.Hall& Co.Ld. Aberdeen	J.S.Boyle	121·2 RFD19′	22·5 BK7½″	12·2	Glasgow British *WB*	T.3Cy.12″,20″&33″–23″ 66RHP A.Hall&Co.Ld.Aberdeen	12″10	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Grément, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Ferme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille / Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. pc.	15 Registres où inscrits. Signaux.
744 125081	**Rose** *T.Allison* –10	**SteelScK** *ss*Gms.No.1–12 1*Dk*	213 198 102	✠100A1 *StmTrawler* 6.14 BS6,14 ✠LMC6,19	Gms		6,14	1907 10mo	Cochrane& Sons Selby *Lloyd's*AP	**A.&R.Osborne**	115·0|21·4|11·4 Q60'F20' BK7½"	**Grimsby** British	T.3Cy.12",21"&34"–24" (*s*) 180lb 66RHP 1SB,*2pf*,GS32,HS1065 C.D.Holmes&Co.Hull	12 " 3	
745 128374	**Rose III.** *A.Smith*08–08	**SteelScK** *ss*Abn.No.1–13 1*Dk*	88 88 39	✠100A1 *For fishing purposes* 4,14 ✠LMC4,13	Abn		4,14	1908 9mo	A.Hall& Co.Ld. Aberdeen *Lloyd's*AP	**A.Smith**	86·5|18·6| 9·0 BK7"	**Buckie** British	C.2Cy.13"&26"–18" (*r*) 120lb 33RHP 1SB,*2pf*,GS27,HS652 A.Hall&Co.Ld.Aberdeen	9 " 9	
746 80453 MKFC	**Rose Ann** *H.Parry* –17 *Mchy.Aft*	**IronScSr** 1*Dk*	125 104 48	…				1879	H.M'Intyre&Co. Paisley	PremierTugCoLd (W.H.Miller*Mgr*.)	100·5|19·0| 8·8 Q44' F12'	**DouglasIM** British *WB*	C.2Cy.17½"&34"–24" NB99 47RHP Hutson&Corbett,Glasgow	9 " 4	
747 137438 JKNS	**Rose Castle** *J.M.Smith* –17 *Elec.light* Sub.Sig. Wireless	**SteelScSr** 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing*	7546 6894 4351	✠100A1 ~~9yr 12,16~~ 11,17 Bry ✠LMC4,16 *Carrying fuel oil F.P. above 100' F. in part D.B.*	N Yk	*b*†	~~12,16~~ ~~3,17~~ 11,17	1915 4mo	Short Bros. Ld. Sunderland *Lloyd's*AP	**LewisS.S.Co.Ld.** (**T.Lewis**, *Mgr.*) *WB=CellDBa f*195'1758*t topside*	455·0|58·0|31·1 P27'B76'*fwd*B16' F33' FK 152'*uE&B*52' *tanks a*169'*E&Bs pace*62'*f*185'	**Liverpool** British *7BHCem*	T.3Cy.28½",47"&79"–54" (*s*) 180lb 606NHP 3SB,*12cf*,GS213,HS8670 FD G.Clark,Ld.Sunderland 1460*t FPT*147*t APT*118*t*	33 " 9 s **8** " 8 25 " 6	
748 27637 KGTR	**Rose City** *O.P.Rankin*12–12 (*ex U.S.*Lawton,*ex* Badger,*ex*Yumuri) Sub.Sig. Wireless	**SteelScSr** 1*Dk&Hur dk*	3468 2412 2154					1890	Delaware RiverCo. Chester,Pa.	**SanFrancisco& PortlandS.S.Co.**	336·2|43·2|22·3	**S.Frncisco** Utd.States	T.3Cy.28",44"&70–48" NB16 339NHP DelawareRiverCo.Chester		
749 133589 JNQP	**Rose Marie** *H.R.Cubitt*00–16 *Elec.light* *Well deck*	**SteelScSr** 1*Dk*(*Stl*)	2220 1764 1222	✠100A1 12,16 ✠LMC12,18	Sld	*r*		1916 12mo	S.P.Austin &Sons,Ld. Sunderland *Lloyd's*AP *Cell*	**RodneyS.S.Co.Ld.** *DB*231'562*t si de tanks in Engine*	280·0|40·5|18·5 B12'Q146 F28' FK *room*166*t FPT*110*t*	**Newcastle** British *4BHCem* *APT*252*t*	T.3Cy.21",34"&56"–39" (*s*) 180lb *100lb* 223NHP 2SB,*6pf*,GS94,HS3564 Richardsons,Westgarth& Co.Ld.Sld.	20 " 9 s **2** · 5½ 18 " 7	
750 209822 LCJK	**Rose Standish** *W.L.Rathburn*89–12 *Elec.light*	**SteelPad** 1*Dk*	993 — 504					1912	Harlan& Hollingsworth Cor. Wlmgtn,Del.	**NantasketBeach SteamboatCo.**	205·4|34·5|11·4	**Boston** Utd.States	C.D.2Cy.31"&56"–102" 262NHP A.&W.FletcherCo.N.Yk.		
751 127954 HPQJ	**Rose of England** *G.Rickmore* –13 *Elec.light*	**SteelScK** *ss*Liv.No.1–13 1*Dk*	223 203 86	✠100A1 *StmTrawler* 12,14 BS1,15 ✠LMC11,12	Flt		1,15	1909 1mo	Cochrane& Sons Selby *Lloyd's*AP	**J.Duncan,Son& Co.**	120·2|22·0|11·3 Q69'F20' BK7½"	**Liverpool** British *3BHCem*	T.3Cy.12½",21½"&35"–24" 180lb (*s*) 68RHP 1SB,*2pf*,GS33,HS1070 C.D.Holmes&Co.Ld.Hull	12 " 4	
752 112438 SKFC	**Rosebank** *A.B.Woodrow* –14 1*Dk*(*Irn*)2*tr B deep framing&Web frames* 3*Dk rule*	**SteelScSr** *ss*Nwc.No.3–9,14	3837 2597 2470	✠100A1 1,16 BS4.17 ✠LMC9,14	Phl	*w*	6,15	1901 6mo	W.Gray& Co.Ld. W Hartlepool A&CP	**PymanS.S.Co.Ld.** (**G.Pyman&Co.** *Mgrs.*) *WB=CellDBa*	346·7|49·7|25·6 P28'B88'F31' FK *&uE*133'*f*144'912*t*	**W.Hartlpl** British *6BHCem* *APT*56*t*	T.3Cy.25½",40½"&67"–45" 180lb (*s*) 319NHP 2SB,*6rf*,GS119,HS4884 Cen.Mar.Eng.Wks.W.Hpl.	28 " 3 s 5 · 4½ 23 " 5	
753 84908	**Rosebery** *J.Sutherland* –17	**IronScDy**	103 101 39	…				1883	Hawthorns &Co. Leith	**GeneralSteam FishingCo.Ld.**	92·5|18·0| 9·4 F12'	**Granton** British	C.2Cy.15"&27"–21" 32RHP Hawthorns&Co.,Leith		
754 119618 HGQP	**Rosebud** *J.Cordiner* –13	**SteelScK** 1*Dk*	100 92 39	✠ *For fishing purposes* 3,07 ✠	Abn			1907 3mo	Hall,Russell&Co.Ld. Aberdeen	**A.Cordiner**	86·4|18·6| 9·0 BK7½" *WB=FPT*8*t*	**Peterhead** British *3BHCem*	C.2Cy.13"&28"–18" 38RHP 1SB,*2pf*,GS27,HS724 Hall,Russell&Co.Ld.Abn.	9 " 10	
755 95265 KRTN	**Rosedale** *A.R.Lee* –16 1*Dk*(*Irn*)&*Awng dk&Web frames* *Beams,Keelsons&CellDBIrn*	**Steel&IronSc3MstSr**	1507 978 977	✠ *Awng dk with freeboard* 3,91 ✠	Sld	*l*		1888 5mo	Sunderlnd S.B.Co.(Lim) Sunderland A&CP	**Canada Steamship Lines,Ld.**	246·1|35·0|14·7 21·1 len91 FK *WB=CellDB*	**Hamiltn,O** British *4BHCem* *APT*100*t*	T.3Cy.17",28"&46"–30" 116NHP NE.MarineCo.(Lim.),Sld.		
756 110329	**—**	**WoodPad**	938 — 677					1877	..... Norfolk,Va.	**A.J.Smith**	216·0|34·2|10·0	**Bridgeprt** Utd.States			
757 105811 PGJR	**Rosefield** *R.H.Kidd* –16 1*Dk*(*Stl*)2*tr B&Web frames*	**SteelScSr** *ss*Cff.No.3–9,09 *ss*Bly.No.1–14	3089 2860 1959	✠100A1 *with freeboard* 5,17 ~~9,16~~ BS9,16 ✠LMC4,14	Sws Bly MBS1,18	*u*	5,16 1,18	1896 3mo	J.Priestman&Co. Sunderland A&CP	**WoodfieldS.Shppg CoLd(WoodsTylor &Brown**, *Mgrs.*) *WB=*	325·0|47·0|23·6 P31'B88'F36' ptND09 FK *DBa*110'*f*120'776*t*	**London** British *5BHCem* *APT*100*t*	T.3Cy.24",40"&66"–45" (*r*) 160lb *100lb* NDB16 301NHP 2SB,*6cf*,GS124,HS4650 Blair& Co.(Lim.),Stockton	24 " 10 s 4 · 5½ 20 " 8	
758 119963 MKHS	**Rosegg** *G.Iversen*09–15 *Elec.light*	**SteelSc4MstSr** (*ex*Röisheim) 1*Dk*	1840 1645 1116					1914	Fredrkstad Mek.Værks. Fredrikstad	**Akties.Uto** (**C.Eitzen&Co.** *Mgrs.*)	265·0|42·1|17·9 P56*t*B71'H76*t*F29' *WB*	**Chrstiania** Norwegian	T.3Cy.20½",33"&56"–36" 188NHP FredrikstadM.V.Frdstad		
759 132802 MTKV	**Roselands** *G.W.Thaaker* –14	**SteelScSr** *ss*Cff.No.1–16 1*Dk*(*Irn*)	4383 4136 2827	✠100A1 10,16 MS6,17 ✠LMC10,18	Cff	*x*	~~N10,16~~ 6,17	1911 9mo	W.Gray& Co.Ld. W Hartlepool *Lloyd's*AP	**WilsonShppgCoLd (J.F.Wilson&Co.** *Mgrs.*) *WB=Cell DBa* 123'*u*	374·7|51·3|26·0 P25'B103'F36' FK *E&B*45'*f*164'1115*t*	**W.Hartlpl** British *6BHCem* *APT*40*t*	T.3Cy.25",41"&68"–48" (*s*) 180lb HS7136 408NHP 2SB&1AuxSB,*9cf*,GS180, Cen.Mar.Eng.Wrks.WHpl	28 " 6 s 5 · 8 23 " 3	
760 KVFD	**Rosemonde** *V.Bourgain*13–13 (*Trawler*) Wireless	**SteelScK** 1*Dk*	364 303 173					1910	Smith's Dock Co.Ld. Middlesbro'	**V.Fourny**	147·6|23·0|13·1 Q79'F28'	**Boulogne** French	T.3Cy.14",23"&39"–27" 79NHP ShieldsEng.Co.Ld.N.Shl.		
761 119963 HBRW	**Rosemount** *S.Cook* –15	**SteelScSr** *ss*Cff.No.2–13 *Spar dk*(*Stl*)2*tr B&deep framing*	3044 2836 1979	✠100A1 *Spar dk with freeboard* 3,15 ✠LMC MS5,13 BS10,15	Cff	*u*	N5,16	1905 1mo	Nthmblnd S.B.Co.Ld. Newcastle *Lloyd's*AP	**Seville&U.Kingdom CarryingCoLd (J.Cory&Sons,Ld.** *Mgrs.*)	325·0|48·0|21·8 P26'B168'F31' FK *WB=CellDBa&uE*128'*f*146'	**Cardiff** British *5BHCem*	T.3Cy.23½",39"&64"–42" (*s*) 160lb 276NHP 2SB,*6cf*,GS104,HS4300 Richardsons,Westgarth& 714*t APT*68*t* Co.Ld.Sld.	24 " 3 s 3 · 3½ 21 " 4	
762 119963 NSWL	**Rosenborg** *P.T.R.Jans*09–14	**SteelScSr** 1*Dk*(*Irn*)	1994 1764 1210	✠100A1 2,17 ✠LMC6,14	Cpu	*r*	2,17	1914 6mo	W.Gray& Co.Ld. W Hartlepool *Lloyd's*AP	**Dampskibsselsk. Dannebrog** (**C.K. Hansen**, *Mgr.*) *WB=CellDBa*88'*u*	280·0|40·0|19·1 P21'B74'F31' FK *E&B*38'*f*114'535*t*	**Copnhagn** Danish *4BHCem* *APT*78*t*	T.3Cy.20",31½"&53"–36" (*s*) 180lb *100lb* 188NHP 2SB,*4cf*,GS70,HS3030 Cen.Mar.Eng.Wrks.WHpl	21 " 4 s 3 · 1½ 18 " 6	
763 MTSL	**Rosendal** *A.Lindbom* *Elec.light*	**SteelScSr** 1*Dk*	357 187 171					1909	Laxevaags Msk&Jrnskb Bergen	**Hardanger Söndhordlandske Dampskibsselskab**	140·0|23·6|10·7 P106*t*H19*t*F42*t*	**Bergen** Norwegian *WB*	T.3Cy.13¾",22"&35"–25" 61NHP LaxevaagsMsk.&Jrns.Bgn		

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last sent.	8 Built. When. Ship. Engines.	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught.	15 Registers in which classed, if not in L.R. Date of ✠ of Trade Cert.
764 129498 HRBW	**Roseric** SteelScSr *R.White* –14 *ss*Sws.No.1–14 Wireless *Shelter dk*(*Stl*–ws) *Elec.light* 2*Dks*(*Stl*)&*deep framing*& *Carrying fuel oil F.P. above 150° F. in D.B.*	4738 4296 3005	✠100A1 *Shelter dk* *withfreeboard* 11,16 ~~BS5,16~~ ✠LMC11,14	Bel		11,16	1910 6mo *Lloyd's*	Russell& Co. Pt.Glasgow	**BankLine,Ld.** (A.Weir&Co. *Mgrs.*)	405·2 | 52·0 | 25·8 FK *WB*=*CellDBa*134′ *uE*24′ *f*173′	Glasgow British *Cem* 5*BH to U dk* 1 *to M dk*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb *110lb* 478NHP 2SB,*8cf*,GS146,HS6764 FD Rankin&Blackmore,Grk. 1121*t DTa*43′1031*t APT*25*t*	28 ″ 5 s 3 ″ 8½ 25 ″ 1	
765 124685 HKGB	**Rosetta** SteelScK *G.A.Novo* –14 *ss*Flt.No.1–11 *Elec.light* 1*Dk*	236 208 95	✠100A1 *StmTrawler* 1,15 BS10,14 ✠LMC7,11	Bel		10,13	1907 2mo *Lloyd's*	J.Duthie Sons&Co.Ld. Aberdeen	**RossallSteam FishingCo.Ld.** **(JohnD.Gibson,** *Mgr.*)	126·8 | 22·0 | 11·8 BK7½″ *WB*=*CellDBa*134′ *uE*24′ *f*173′	Fleetwood British 3*BHCem*	T.3Cy.12½″,20″&33″–24″ (*s*) 180lb 68RHP 1SB,*2pf*,GS37,HS1200 W.V.Lidgerwood,Gls.	12 ″ 6	
766 97468 QFJH	— WoodAuxScK *S.Chugg* –06 GIB *Paraffin Motor* *Salted*† 1*Dk* (*See Sailing Ship Register*)	74 73 46	✠ A1 8,16 S.S.Apl.16–8yrs.	Apl	12 C8 C4		1890 4mo	Watson& Fox Plymouth	**S.G.B.Chugg**	76·3 | 19·5 | 8·7 9&12yrsMat	Brnstaple British	Paraffin Motor *Made & fitted* 16 2Cy.9½″&10″–10″ InvincibleEg.Co.Keighley	9 ″ 6 s 1 ″ 2	
767 132977	**Rosevine** WoodScDy (*Fishing*) 1*Dk*	100 99 43					1913	J.Chambers Lowestoft	**G.H.Burwood**	86·0 | 20·3 | 10·4	Lowestoft British	T.3Cy.9¾″,15″&22″–16″ Elliott&Garrood, 25RHP Ld.Beccles		
768 88817 LBHC	**Rosewood** SteelScSr *G.H.Howey* –14 *ss*Gls.No.3–5,01 *ss*Shl.No.2–10 (*ex*Blakemoor) 1*Dk*(*Irn*)2*trB* *Well deck* *Inner bottom plating pt Irn*	1757 1324 1104	✠ 5,14 ✠	Shl	*q*		1889 1mo	J.Read- head&Sons S.Shields	**TheAdmiralty**	259·0 | 36·0 | 17·9 P28′Q70′B108′ F33′ BK9½″ *WB*=*CellDBa*76′*uE* 16′*f*104′338*t*	S.Shields British 4*BHCem*	T3Cy.20½″,33½″&55″–36″ NDB08 181NHP 2SB,*4rf*,GS71,HS2701 J.Readhead&Sons,S.Shl.	20 ″ 6	
769 110129 HLDW	**Rosia** SteelScSp *H.Williams* –16 *ss*Lth.2ndNo.3–4,13 (*ex*No.66) *ss*All.No.1–17 1*Dk*(*Stl*)	462 411 192	A– *Hopper* 2,17~~,16~~ ✠NB2,14 LMC4,~~13~~	Gmh All		~~8,16~~ 10,17 0,17	1899	Exors. of T.A.Walker Sudbrook	**Topham,Jones&** **Railton,Ld.**	164·0 | 27·1 | 10·7 FK	London British 6*BHCem*	T3Cy.18″,22½″&34″–22½″(*s*) 165lb 65RHP 1SB,*2cf*,GS39,HS1281 Plenty&Son,Newbury	11 ″ 5 s 1 ″ 10½ 9 ″ 8	
770 124736	**Rosie** SteelScK *J.Adams*07–07 *ss*Hul.No.1–11 *Mchy.Aft* 1*Dk*(*Stl*)	115 99 64	✠100A1 12,14 BS6,14 ✠LMC5,11	Gms		12,14	1907 4mo *Lloyd's*	J.Scarr& Son Beverley	**J.Adams**	80·5 | 17·5 | 8·6 Q24′F10′ BK6′ *WB*= *FPT*12*t*	Grimsby British 3*BHCem*	C.2Cy.10″&20″–14″ (*s*) 140lb 16RHP 1SB,*2pf*,GS19,HS460 F.T.Harker,Stockton	9 ″ 2 s ″ 10½ 8 ″ 10	
771 HQLF	**Rosina** SteelScSr *J.Falangas* *ss*Sws..No.3–5,16 1*Dk*(*Stl*)2*trB*&*Webframes* *Elec.light* 3*Dk rule*	2572 2412 1600	✠100A1 3,13 ~~5,16~~ BS3,18 ✠LMC5,16	Sws Bdx	*u*	5,16	1904 2mo *Lloyd's*	Chant. Nav Anversois Hoboken	**A.Embiricos** *WB*=*CellDBa*92′ *uE*&*B*38′*f*142′810*t*	318·0 | 44·6 | 20·7 P35′B200′F37′ FK *DTa* 28′ 510*t FPT*	Andros Greek 6*BHCem* 82*t APT*100*t*	T.3Cy.23″,38″&64″–42″ (*s*) 180lb 287NHP 2SB,*6cf*,GS126,HS4417 N.E.MarineEng.Co.Ld.Sld	23 ″ 6 s 2 ″ 9 21 ″ 1	
772 HBPN	**Rosita** SteelScSk *J.Thorsen* (*Whaler*) 1*Dk*	166 149 43					1905	Framnes Mek.Værks. Sandefjord	**Cia.Argentina de** **Pesca**	100·8 | 20·1 | 11·7	Bns.Ayres Argentine	T.3Cy.11″,18″&29″–24″ 41NHP AkersMek.Værks.Xia.		
773 838 HBNF	— IronScSr *ss*Liv.No.3–2,99 (*ex*Amalia, *ss*Cff.No.2–07 *ex*SaintSeiriol) *Mchy.Aft* 1*Dk*(*Irn*)	129 109 89	✠ 4.09 ✠NB5,02 ✠	Cff	*a*		1886 5mo	C.S.Swan &Hunter Newcastle	**Cia.deMav.del** **Maule**	95·0 | 20·0 | 7·9 Q34′B7′F13′ BK6″ *WB*=*FPT*12*t*	Cnstitucion Chilian 3*BHCem*	C.2Cy.14″&26″–20″ 32NHP 1SB,*2pf*,GS17,HS637 J.P.Rennoldsn&Sns,S.Shl.	8 ″ 6	
774 MBPN	**Röskva** SteelScSr *Th.Coldevin*14–14 *Elec.light* (*ex*Lom) 1*Dk*	1256 1134 765					1904	Nylands Værksted Christiania	**Dpsk.A/SRöskva** **(A.H.Arvesen)**	241·5 | 35·7 | 17·8 P22*t*H77*t*F26*t*	Chrstiania Norwegian *WB*	T.3Cy.18″,29″&48″–33″ 132NHP Nylands Værksted,Xania.		N
775 3847 JMCT	**Roslagen** IronScSr *E.Näsholm*17–17 (*ex*Probus, *ss*Osc.2ndNo.3–3,10 *ex*TudorPrince) *ss*Skm.No.1–15 *Well deck* 1 *Dk*(*Irn Qws*)&*Webframes*	1394 1121 834	✠100A1 8,16 BS4,17 ✠LMC5,15	Sws	*o*	8,16	1884 10mo	JLThomp- son&Sons Sunderland A&CP	**Rederiaktieb.** **Ljungan (J.Öberg,** *Mgr.*)	245·2 | 35·0 | 17·6 P23′Q69′B59′F27′ FK *WB*=*DBa* 69′	Stockholm Swedish 4*BHpt Asp* *pt Cem*	C.2Cy.31″&57″–36″ (*a*) 80lb *100lb* NDB01 162NHP 1DB,*4pf*,GS80,HS2811 J.Dickinson,Sunderland *f*54′238*t FPT*61*t APT*21*t*	18 ″ 8 s 1 ″ 7½ 16 ″ 4	
776 MHSW	**Ross** SteelScSr (*Whaler*) 1*Dk*	173 170 62					1912	Kaldnæs Mek.Værks. Tönsberg	**Akties.Hector (N.** **Bugge,***Mgr.*)	106·1 | 20·0 | 12·4	Tönsberg Norwegian *WB*	T.3Cy.12′,20′&33′–24′ 53NHP BergensMekVærksBergen		N
777 104848 NSVT	**Rossall** SteelScSr (Detained at Bremerhaven) *C.Glanfield* –96 *ss*Cff.No.3–5,08 *ss*Cff.No.1–13 1*Dk*(*Irn*)2*trB*&*Webframes*	2739 2588 1751	✠100A1 *withfreeboard* 10,13 BS5,14 ✠LMC5,13	Cff	*t*	5,13	1895 3mo	W.Gray& Co.(Lim.) WHartlepool A&CP	**AustinFriarsStm.** **Shpg.Co.Ld. (Gal-** **braith,Pembroke&** **Co.,*Mgrs.*)** (Houlder,Middle- ton&Co.Ld.,*Mgrs.*)	312·2 | 42·1 | 24·8 P27′B68′F31′ FK *WB*=*DBa* 100′*f*124′	London British 5*BHCem* 675*t APT*64*t*	T.3Cy.23″,36½″&62″–39″ (*s*) 160lb *100lb* NDB10 245NHP 2SB,*6rf*,GS83,HS3760 Cen.MarEng.Wrks,WHpl.	26 ″ 0 s 4 ″ 9½ 21 ″ 7	
778 73766	— IronTwinScSk *J.Blundell* –03 *Mchy.Aft*	192 169 91					1881	Barrow S.B.Co. Barrow	**W.Cooper&Sons,** **Ld.**	111·8 | 23·2 | 7·3 Q20*t*	Fleetwood British	C.4Cy.10″&20″–18″ 35RHP BarrowS.B.Co.,Barrow		
779 127442 HPBC	**Rossano** SteelScSr *J.Roche* –14 1*Dk*	3744 3470 2371					1909	W.Gray& Co.Ld. WHartlepool	**GulfLineLd.**	346·3 | 50·8 | 23·1 P27′B96′F32′	W.Hartlpl British *WB*	T.3Cy.25″,40″&65″–42′ 274NHP Cen.Mar.Eng.Wrks.WHpl		C
780 119103 VPQN	**Rossbank** SteelSc3MstSr *J.McSporran* –16 *ss*AyrNo.2–12 *Well deck* 1*Dk*(*Stl-ptws*) *Mch.Aft* named "Westford," *See No. 10 in Supplement*	602 409 242	✠100A1 5,15 ✠LMC ~~11,15~~ 11,16	Npt	*i*	5,15	1904 3mo *Lloyd's*	Murdoch& Murray Pt.Glasgow	**FordShppg.Co.Ld.** **(Mann,Macneal&** **Co.Ld.,*Mgrs.*)** *WB*=	180·3 | 27·0 | 10·7 FK&BK¾″ *DBf* 96′ 148*t FPT*	Glasgow British 3*BHCem* 56*t APT*9*t*	C.2Cy.19½″&44″–30″ (*s*) 130lb *60lb* 80RHP 1SB,*3pf*,GS62,HS1543 Muir&Houston,Ld.Gls.	13 ″ 5 s ″ 8 13 ″ 0	
781 113401 RTVQ	**Rossetti** SteelScSr *G.Blackler* –16 *Elec.light* Wireless 3*Dks*	6508 6290 4120					1900	D&WHen- derson&CoLd Glasgow	**LivBrazil&RPlate** **S.N.Co.Ld. (Lam-** **port&Holt,Ld.** *Mgrs.*)	405·4 | 52·2 | 36·3	Liverpool British *WB*	T.3Cy.29½″,47″&78″–54″ 447NHP D.&W.Henderson&Co.Gls.		C
782 102398 NLGH	— SteelScSr *W.E.Thomas* –14 *ss*Bry.No.3–5,07 *ss*Lth.No.2–14 1*Dk*(*pt Stl pt Irn*)&*Webframes* &*pt Awng dk*(*Irn*)	2080 1501 1307	✠100A1 *pt Awng dk* *withfreeboard* ~~11,15~~ 11,16 ~~BS11,15~~ ✠LMC7,14	Cff	*r*	~~9,14~~ 11,16	1894 8mo	JLThomp- son&Sons,Ld. Sunderland A&CP	**Cambo Shppg.Co.** **Ld. (J.P.Cadogan,** *Mgr.*) *WB*=*Ce*	280·0 | 39·0 | 17·3 P24′Q80′ *pt Awngdk*174′ FK *llDBa*84′*f*108′327*t*	London British 6*BHCem* *APT*20*t*	T.3Cy.21½″,35″&58″–39″ (*s*) 160lb *100lb* NDB10 220NHP 2SB,*6cf*,GS108,HS3443 J.Dickinson,Sunderland	19 ″ 8 s 7 ″ 6 19 ″ 2	
783 113440 JLVT	**Rossia** *H.Lugg* –17 SteelScSr ~~*E.Steinberg*~~ *ss*Shl.No.3–1,14 (*ex*LowtherCastle) 1*Dk*(*Stl*)& *Elec.light* *Spar dk*(*Stl*)&*deep framing*	4576 4324 2879	✠100A1 *Spar dk* 10,17 ~~1,17~~ BS7,16 ✠LMC1,14	Cff Mch	*x*	7,16	1900 12mo	AM'Millan &Son,Ld. Dumbarton A&CP	**SeftonS.S.Co.Ld.** **(H.E.Moss&Co.** *Mgrs.*) *WB*=*Cell DBa* 116′	375·5 | 50·0 | 18·6 P40′B104′F35′ 27·1 FK *uE*&*B*44′*f*158′994*t*	Liverpool British 6*BHCem* *APT*210*t*	T.3Cy.26″,43″&72″–48″ (*s*) 200lb 396NHP 3SB,*9cf*,GS189,HS5910 Muir&Houston,Ld.Gls.	29 ″ 9 s 5 ″ 10½ 24 ″ 2	

1 Numero d'Ordre / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux. Gréement, etc. / *Capitaine.* *Ex-nom, s'il y a lieu.* / Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15
784	**Rossija**	SteelTwinSc4MstSr	8339	✠100A1	NYk	*e*†	6,12	1908	Barclay,	RussianEast	475·0	57·7	32·6	Libau	T.6Cy.26″,45″&76″–54″ (*s*)	35 ″ 6	
224	*C.Zerpe*	*ss*Cpn.No.1–12	6734	1,14				5mo	Curle&Co.Ld.	AsiaticS.S.Co.Ld.	P47′B199′F83′		FK	Russian	200lb 1194NHP	s 9 ″ 7	
IWAE	*Elec.light*	3*Dks*(*Stl–M* ws,*U* teak s)	4880	BS3,13 ✠LMC6,12					Glasgow	(RussianAmerica Line)				8*BHCem*	3D&1SB,*21cf*,GS409, HS17018 FD	26 ″ 6	
	Wireless							*Lloyd's*A&CP			*Tank between tun*				Barclay,Curle&Co.Ld.Gls.		
				WB=Cell			*DBa* 1	15′*uE*	35′*f*198′1105*t*		*nels* 135*t*	*FPT* 61*t*	*A*	*PT* 36*t*			
785	—	IronScSr	1447	✠	Bgn	Lv		1879	W.Doxford	P.Spoliansky	253·1	33·0	17·8	Taganrog	C.2Cy.23′&50″–39″		V
535	*Bertulson*	2ndSurvey,Liv.7,88	1109	7,89				5mo	&Sons		Q98*t*	B160*t*	H10*t*	Russian	NB02 130NHP		
LMBG	(*ex*Congal,*ex*Arranmore)	1*Dk*(*Irn*)2*trB*	921						Sunderland		*E&BMT*	*F*34*t*	FK	4*BH*2PBH	W.Doxford&Sons,Sld.		
	Well deck									*WB=DBu*							
786	—	SteelScSr	1322	✠100A1	Oda	*n*	5,14	1896	W.Dobson	RussianTransport	239·6	32·1	13·0	Odessa	T.3Cy.18½″,30″&49″–36″ (*s*)	22 ″ 4	
252	*Ralye*	*ss*Oda.No.3–5,14	1173	*Awng dk*				7mo	&Co.	&InsuranceCo.	B53′F37′		20·1	Russian	150lb *65lb* NDB09 155NHP	s 8 ″ 3½	
		1*Dk*(*Stl*)&*Webframes*&*Awng dk*	760	*withfreeboard*					Newcastle				FK	5*BHCem*	2SB,*4cf*,GS80,HS2552	14 ″ 6	
	Elec.light			5,14				*Lloyd's*A&CP		*WB=*	*Cell DBa* 59′	*uE&B*		33′*f*94′238*t*	Wllsnd SlpwyCo.Ld.Nwc.		
				✠NB5,14 ✠LMC5,14													
787	**Rosskeen**	SteelScK	196			…		1907	Hall,Russell&Co.Ld Aberdeen	J.Lyle	115·7	21·7	11·6	Granton	T.3Cy.12″,20″&33″–22″	12 ″ 6	
123376	*F.W.Slatter* –13	(*Trawler*)	183										BK7½′	British	69RHP		
		1*Dk*	77											*WB*	Hall,Russell&Co.Ld.Abn.		
788	**Rosslyn**	SteelSc	702					1912	Lobnitz& Co.Ld. Renfrew	Trustees of the ClydeNavigation	189·0	39·6	12·4	Glasgow	C.3Cy.20″&(2)30″–24″		C
133035	*J.Graham* –12		699											British	88NHP		
		1*Dk*	354											*WB*	Lobnitz&Co.Ld.Renfrew		
789	**Rossmore**	SteelSc3MstSr	627	✠100A1	Sld	*j*	5,16	1907	Murdoch &	~~Archibald~~ ~~McKenzie,Ld.~~	180·2	27·6	11·0	Belfast ~~Aberdeen~~	C.2Cy.20½″&44″–30″ (*s*)	13 ″ 8	
124166	*A.L.Alcock* 15–15	*ss*Liv.No.2–15	419	3,18 ~~5,15~~			5,17	3mo	Murray	Alex King,Ld.	Q103′B11′F33′		FK	British	130lb *80lb* 80RHP	s ″ 7	
HKJD	*Well deck*	1*Dk*(*Stl*)	253	~~BS5,15~~ ✠LMC4,15					PortGlasgow					3*BHCem*	1SB,*3pf*,GS59,HS1768	13 ″ 4	
	Mchy.Aft			~~BS7,15~~ 3,18				*Lloyd's*A&CP		*WB=*	*DB f* 94′	150*t*	*FPT*	53*t APT* 12*t*	Ross&Duncan,Glasgow		
790	**Rosstrevor**	SteelTwinScSr	805					1895	W.Denny &Bros. Dumbarton	L.&N.W.Rly.Co.	272·1	35·1	14·2	Dublin	T.6Cy.19″,29″&44″–30″		
104964	*L.T.Dudgeon* –14		728								P58′B119′F51′			British	212NHP		
NTQK	*Elec.light* Sub.Sig.Wireless	2*Dks*	329											*WB*	Denny&Co.,Dumbarton		
791	**Rossum**	SteelScSr	1320	✠100A1	Cff	*o*	~~5,17~~	1902	Bonn&	TheShippingCon-	236·0	36·2	15·6	London	T.3Cy.19″,30½″&51″–36″ (*s*)	18 ″ 0	
142377	~~*J.Stewart* 12–12~~	*ss*Rot.No.3–2,15	1092	~~5,17~~ 1,17 4,18	~~Liv~~	Brs	4,18	7mo	Mees	troller (C.Hill&	Q83′B58′F25′			British	160 ~~160lb~~ *100lb* NDB15 148NHP	s 1 ″ 7	
~~PRMH~~	(*ex*Snel)	1*Dk*(*Stl*)&*deepframing*	814	~~BS1,17~~ ✠LMC8,14					Rotterdam	Sons,*Mgrs.*)			FK	4*BHCem*	1SB,*3cf*,GS53,HS2120	16 ″ 9	
JTBM	*Well deck*			BS4,18				*Lloyd's*A&CP		*WB=CellDBa*	60′*uE* 17′	*f* 104′	350*t*	*APT* 50*t*	Cen.Mar.Eng.Wrks.WHpl		
792	**Röst**	SteelScSr	379					1898	Trndhjems Mek.Værkst. Trondhjem	Vesteraalens Dampskibsselskab	147·5	21·1	15·4	Stokmark-	T.3Cy.12½″,20½″&33″–21″		N
	F.Kendel		334								H45*t*			næs	NB12 50NHP		
JTDV		1*Dk*&*Awngdk*	210										*WB*	Norwegian	TrondhjemsM.V.Trndjhm		
793	**Rostock**	SteelScSr	4957	✠100A1	Ham	*y*	11,12	1901	Flensburgr	Requisitioned for	391·0	47·8	21·6		Q.4Cy.26″,37½,55″&80″–60″	31 ″ 10	
		*ss*Ham.No.3–3,14	4468	*Spar dk*				12mo	Schiffsb.Ges.	BritishGovern-	P&B260′F46′		29·2	British	213lb (*s*) 810NHP		
	Ref.Mchy.	2*Dks*(1*Stl*&1*pt Stl*)&	2682	3,14	~~LMC10,15~~				Flensburg	mentService			FK	7*BHCem*	6SB,*18cf*,GS256,HS12725		
		Spardk(*Stl*)		*Navy Mchy.*				*Lloyd's*A&CP		*WB=C*	*ellDBa* 98′	*uE&B*	66′	*f* 170′	972*t* FlensburgerSchiffb.Ges.		
794	**Rostoff**	IronScSr	1280	✠	Lon			1867	C.Mitchell	RussianStm.Nav.	258·0	33·0	21·9	Odessa	C.4Cy.21″&46½″–36″		
91	*Ivanoff*	*ss*Lon.No.2–73	1149	7,75				8mo	&Co.	&TradingCo.	P51*t*	F—	FK	Russian	NB73 216NHP		
JQRH		1*Dk*2*trB*	728						Newcastle		*WB=DBa*	90′*f*	90′	4*BHCem*	Maudslay,Sons&Field,Lon		
795	**Rostrevor**	SteelScSr	273	✠	Dub	*e*		1899	J.Fullerton	Newry&Kilkeel	142·5	21·3	10·4	Newry	C.2Cy.16″&34″–24″	11 ″ 2	
108644	*(FOUNDERED 4,17)*		220	10,15				10mo	&Co.	S.S.CoLd(J.Fisher	Q45′B7′F24′			British	61RHP		
HFKD	*F.McKevitt* –14	*ss*Dub.No 3–11,11	107	✠					Paisley	&Sons,*Mgrs.*)			BK6″	3*BHCem*	1SB,*2pf*,GS39,HS1109		
	Mchy.Aft	*ss*Dub.No.1–15											*WB*	=*FPT* 34*t*	Hall-Brwn,Buttery&C.Gls		
	Well deck	1*Dk*(*Stl*)															
796	**Rosyth**	SteelScSr	376	✠100A1	Sld	*g*	~~4,16~~	1903	Dundee	~~WearSteamShip~~	165·0	25·1	11·7	Kirkcaldy	T3Cy.15½″,25½″&41″–33″ (*s*)	12 ″ 8	
118734	*J.Small* –08	*ss*Sld.No.3–1,16	303	~~5,17~~ ~~1,16~~	Hul		5,17	12mo	Shipbuilders'	pingCo.Ld.	Q67′B11′F23′			British	180lb *80lb* 86RHP	s 1 ″ 0½	
VNGM	*Well deck*	1*Dk*(*pt Stl–pt* ws)	149	9,17	~~LMC1,16~~		10,17		Co Ld Dundee	(T.Rose,*Mgr.*)			FK	3*BHCem*	1SB,*3cf*,GS61,HS2122	11 ″ 10	
	Mchy.Aft			~~DS5,17~~				*Lloyd's*A&CP		~~son,Mgrs.~~ *WB*	*=DBf* 33′	50*t*	*FPT*	24*t APT* 4*t*	Cooper&Greig,Dundee		
797	**Rosyth No. 1**	SteelSc	26	✠ 100A–	Lth		~~5,15~~	1909	P.Mc	EastonGibb&Son,	55·2	13·1	5·8	Leith	C.2Cy.10″&20″–16″ (*s*)	6 ″ 3	
	D.Simpson	~~*ss*Lth.No.1–18~~	26	*For towing pu rposes*			3,18	9mo	Gregor&Sons	Ld.				British	120lb		
		*ss*Lth.No.2–18 1*Dk*	4	5,15					Kirkintilloch				BK5″	4*BHCem*	1SB,*1pf*,GS14,HS418		
				~~BS1,17~~ ✠LMC~~4,15~~ 3,18									*WB*		Fishers,Ld.Paisley		
798	**Rota**	SteelScSr	2171	✠100A1	Brs	*t*	6,17	1915	Dunlop,	Furness,Withy&	310·5	44·7	18·3	London	T.3Cy.22″,36½″&60″–42″ (*r*)	20 ″ 8	
140301	~~*C.Christensen* 05–15~~		1864	*Shelter dk*	Bry			4mo	Bremner&C	Co.Ld.				British	180lb *125lb* 262NHP	s 1 ″ 5½	
~~NTGP~~	*Elec.light*	1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	1152	*withfreeboard*					Ld.PtGlasg				FK	6*BHAsp*	2SB,*6cf*,GS104,HS4180	19 ″ 7	
JPWT				6,17 ~~12,16~~ ✠LMC4,15				*Lloyd's*A&CP		*WB=CellB*	*a* 93′	*uE&B*	38′*f* 135′	697*t APT* 75*t*	Dunlop,Brmnr&Co Ld.PGl		
799	—	IronScSr	107					1885	Flensburgr	VerFlensburg-Ek-	93·9	18·2	8·3	Sonderbrg	C.2Cy.15½″&28½″–18″		
	P.Brag 90–96		—						Schiffsb.Ges.	ensunder&Sonder-	Q30′	B26′		German	29NHP		
LMOJ			44						Flensburg	burgerDampfs.G.					FlensburgerSchiffsb.Ges.		
800	**Rotenfels**	SteelScSr	5589	✠100A1	Ham	*a*†	~~9,15~~	1906	J.C.Teck-	Requisitioned for	421·0	55·1	20·3	London	Q.4Cy.24″,34½″,50½″&74″–	31 ″ 2	
139045	*A.Taylor* –15	*ss*Ham.No.1–10	5379	*Spar dk*			8,17	11mo	lenborgA.G	British Govern-	P58′B125′F51′		28·3	British	53⅛⅜″213lb *121lb* (*s*) 504NHP		
JLGD	*Elec.light*	1*Dk*(*Stl*)&*Spar dk*(*Stl–*	3591	5,14	✠LMC				Geestemünde	ment Service			FK&BK2″	6*BH only*	3SB,*9cf*,GS156,HS6456 FD		
	Wireless	*pt* teak s)&*Webframes*		~~Examined 5,17~~	~~BS7,16~~		8,17	*Lloyd's*A&CP		(Grahams&Co.*Mgrs.*)				*Cem*	J.C.TecklenborgA.G.Gst.		
				~~BS5,14~~						*WB=CellD*	*Ba* 136′	*uE* 29′	*f* 181′	1049*t Tween dk Tan*	*ks a* 44′ 439*t*	*f* 44′ 520*t FPT* 85*t APT* 57*t*	
801	**Rother**	SteelScSr	986	✠100A1	Goo	*o*	3,18	1914	ClydeS.B.	Lancashire&	240·0	34·1	15·3	Goole	T.3Cy.22″,36″&61″–39″ (*r*)	16 ″ 4	
128883	*G.Arnold* –16		817	3,18 ~~2,17~~				5mo	&Eng.Co.Ld.	YorkshireRly.Co.	P38′B88′F37′			British	180lb 349NHP	s 2 ″ 0	
JFNW	*Elec.light*	1*Dk*(*Stl*)	403		~~LMC5,14~~				Pt.Glasgow				FK	5*BHCem*	2SB,*6cf*,GS120,HS5370 FD	14 ″ 7	
	Ref.Mchy.			~~BS3,18~~				*Lloyd's*A&CP		*WB=CellDBa*	51′	*uE* 23′	*f* 92′	197*t FPT*	13*t APT* 28*t*	ClydeSB.&Eng.Co.Ld.PGl	
802	**Rotherfield**	SteelScSr	2831	✠100A1	Sws	*u*	4,13	1889	E.Withy&	The Admiralty	320·0	40·1	21·6	London	T.3Cy.24″,38″&64″–42″ (*s*)	24 ″ 3	
96659	*G.Bain* –04	*ss*Lon.No.3–10,01	2157	7,13				10mo	Co.		P35′Q98′B132′F31′			British	160lb *100lb* NDB01 270NHP	s 2 ″ 7½	
LKFR	*Well deck*	*ss*Cff.No.2–10	1843	BS7,13 ✠LMC11,10					WHartlepool				ptND01 FK	5*BHptAsp*	2DB,*8rf*,GS120,HS4105	21 ″ 11	
		1*Dk*(*Irn*)2*trB*&*Webframes*						A&CP		*WB=CellDBa*	108′*f*	114′	461*t APT* 29*t*	*ptCem*	T.Richardson&Sons,Hpl.		
803	**Rotherhill**	SteelScSr	2384	✠100A1	Bry	*s*	~~4,16~~	1910	Richardsn,	W.J.TillettS.S.Co.	303·0	42·5	20·1	Cardiff	T.3Cy.22½″,37″&61″–42″(*a*)	22 ″ 5	
128511	*R.Jones* –14		2154	5,14			11,17	6mo	Duck&Co.	Ld. (W.J.Tillett&	P23′B55′F25′			British	180lbGS148,HS5542 313NHP	s 3 ″ 9	
HRCV		1*Dk*(*pt Irn*&*pt Stl*)	1452	~~Examined 1,17~~					Stockton	Co.,*Mgrs.*)	*WB=CellDB*		FK	5*BHCem*	2SB&1AuxSB,*6cf*&*2pf*,	19 ″ 1	
		Cargo battens not fitted		~~BS11,17~~ ✠LMC~~4,16~~				*Lloyd's*A&CP		a104′	*u* E22′	*f* 114′	625*t FPT* 116*t APT*	132*t*	Blair&Co.Ld.Stockton		
804	**Rothesay Bay**	WoodScK	101			…		1897	W.Jarvis	J.Stewart	91·8	19·1	10·0	Kirkcaldy	C.2Cy.14″&29″–20″		
107038	*J.Stewart* –11		94						Anstruther	(T.Cunningham,				British	38RHP		
		1*Dk*	37							*Mgr.*)					J.Cran&Co.,Leith		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. / Master. / Special Surveys.	3 Material, Rig, &c. / Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 6 7 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 9 Built. When. — Ship. — Engines	By Whom. — Where.	10 Owners	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, and in R. Dated L. of Trials Cert.
805 129780 HTMF	**Rothley** *P.Nelson* –15	**SteelScSr** *ssBrs.No.1–16* *1Dk(Stl)*	3942 3757 2487	✠100A1 5,17 ✠LMC7,16	Bly	*w*	5,17	1911 9mo *Lloyd's*	BlythSB.& D.D.Co.Ld. Blyth *A&CP*	Red "R" S.S.Co.Ld (Stephens,Sutton &Stephens,*Mgrs.*) *W*	352·5 | 50·8 | 24·9 P31′B98′F39′ FK *B=Cell D Ba* 115′ *uE&B* 40′ *f* 154′ 929*t*	Newcastle British 6*BHCem* *APT*155*t*	T.3Cy.35″,41″&68″–45″ (*s*) 180lb *125lb* 356NHP 2SB,*6cf*,GS136,HS5756 N.E.MarineEngCoLd Nwc	27 ″ 4 s 4 ″ 11 22 ″ 8	
806 118931	**Roto** *W.Wilson* –14	**IronScK** *ssGms.No.2–12* *1Dk*	170 159 64	✠100A1 *StmTrawler* 6,14 BS6,14 ✠LMC5,12	Gms	N6,14		1904 8mo *Lloyd's*	Cook,Welt'n&Gemmell Beverley *A&CP*	G.F.Sleight	105·0 | 21·1 | 11·0 Q46′F18′ BK7½″ *uE&B* 40′ *f* 154′ 92*t*	Grimsby British 4*BHCem* *APT*155*t*	T.3Cy.11½″,19½″&32″–23″(*s*) 180lb 55RHP 1SB,*2cf*,GS29,HS950 C.D.Holmes&Co.Hull	11 ″ 10	
807 75224 WLJV	**Rotomahana** *F.Mailland* *Elec.light*	**SteelScSr** *ssDdn.2ndNo.3–10,02* *ssMel.No.2–11* *2Dks(1Stl)3Dk rule*	1777 1605 915	✠ — 8,16 ✠NB9,01	Mel	*s*		1879 6mo	W.Denny &Bros. Dumbarton	UnionS.S.Co.of NewZealand,Ld.	298·2 | 35·2 | 23·7 H71*t*F52′ ptND91&01 FK *WB=DBa* 48′	Dunedin British 4*BHCem* *&uE* 40′ 140*t*	C.2Cy.42″&82″–48″ 380NHP 4SB,*12pf*,GS228,HS6302 Denny&Co.,Dumbarton		
808 75214<~~*F.Bell08–11*~~ WLJR	**Rotorua** ~~*B.Griffiths17–17*~~ *3Dks*	**IronScSr** 909 576	926			...		1876	W.Denny &Bros. Dumbarton	~~RotoruaS.S.Co.Ltd~~ (~~CarrollBros.~~) T.W.Bowern	226·0 | 27·2 | 20·4	~~Penang~~ British ~~HongKong~~	C.2Cy.34″&60″–39″ 187NHP Denny&Co.,Dumbarton		
809 PRMN	**Rotterdam** *J Baron* *Elec.light* Sub.Sig. Wireless 4*Dks(StlU,M&L–ptws)* *Lower Orlop dk in Nos.*1,2,3&4 *holds*	**SteelTwinScSr** *ssRot.No.1–13*	24149 17293 15020	✠100A1 9,15 BS11,16 ✠LMC2,13	NNs	*q*†	9,15	1908 6mo *Lloyd's* *CellD*	Harland& Wolff,Ld. Belfast *WB=*	Nederl.-Amerik. Stoomv.Maats. (Holland-Amerika Lijn)	650·5 | 77·4 | 43·5 B&F535′ FK&BK2½″ *Ba* 170′ *uE&B* 188′ *f* 205′ 3073*t D1*	Rottrdam Dutch 12*BHptCem* *APT*92*t*	Q.8Cy.33″,47″,68″&97½″–60″ 215lb (*s*) 2451NHP 8D&2SB,*54cf*,GS1116, HS46436 Harland&Wolff,Ld.Belfast	47 ″ 4 s15″0½ 33 ″ 0	
810 PRMS	— *G.DeBoer* *Mchy.Aft* Wireless *Elec.light*	**SteelSc3MstSr** *ssAms.No.3–8,07* *ssRot.No.2–16* 2*Dks(Stl)&Web frames*	4114 3434 2623	✠100A1 3.17 ✠NB9,12 ✠LMC2,16 *Carrying Petroleum in bulk* ~~BS1,18~~	Rot	*x*	3,17	1895 6mo *Lloyd's*	Palmers' Co.(Lim.) Newcastle *A&CP*	AmericanPetroleumCo. *WB=DBuE*	360·0 | 46·7 | 27·7 P218′F41′ FK *&B* 72′ 250*t FPT* 107*t*	Rottrdam Dutch 14*BHCem* *tAPT*86*t*	T.3Cy.28½″,46″&75″–48″ (*r*) 180lb 468NHP 4SB,*12cf*,GS260,HS7860 Palmers'Co.(Lim.),Nwc.	29 ″ 3 s4″10½ 24 ″ 9	
811 106032 PLJB	— *A.McNab* –13	**SteelScSr** 2*Dks*	1092 848 490					1896	Gourlay Bros.&Co. Dundee	RankineLine,Ld.	250·0 | 32·0 | 15·9 P44′B77′F58′ *WB*	Glasgow British	T.3Cy.21½″,34″&56″–42″ 203NHP Gourlay Bros.&Co.,Dundee		C
812 (*ex*CanadianPrince)	— *S.van der Wint* 1*Dk*	**SteelScK** *ssAms.No.3–6,16*	150 149 51	✠100A1 *Stm Trawler* 8,17 ~~12,16~~ ~~BS5,17~~ ✠LMC7,16	Ams		~~6,16~~ 8,17	1903 2mo *Lloyd's*	JTEltringham&Co. S.Shields *A&CP*	Stoomviss VisscheryMyZaanstroom 10. (P.J.D.& Joh Dll&S.Yff,*Mgrs*)	104·0 | 20·2 | 11·4 BK7″	Ymuiden Dutch 3*BHCem*	T.3Cy.11″,18″&32″–22″ (*s*) 170lb 59NHP 1SB,*2pf*,GS32,HS1015 ShieldsEng.Co.Ld.N.Shl.	12 ″ 0	
813 PRMQ	**Rotti** *D Ouwehand* 2*Dks(Stl)&Shelter dk(Stl–teak s)3rd dk* *Elec.light* Wireless	**SteelSc** *Shelter dk* *withfreeboard* *inNo.1hold only*	7518 7003 4736	✠100A1 7,16 ✠LMC8,14	N Yk	*b*†	7,16	1914 8mo *Lloyd's*	Nederl. Schps.Maats. Amsterdam *A&CP*	Stoomv.Maats. Nederland *WB=Cell DBa* 111′ *uE* 60′ *f* 171′ 1052*t FPT*	450·0 | 55·8 | 35·6 P46′B29′F51′ *onShelter dk* FK	Amstrdam Dutch 8*BHCem* 133*t APT* 13*t DTa* 29′960*t*	T3Cy.27⅞″,47¼″&82¾″–53½″ 213lb (*s*) 830NHP 6SB,*18cf*,GS300HS12630 FD NedFb.v.Wrk&SpoorAms	38 ″ 3 s 9 ″ 11 28 ″ 10	
814 130251	**Rotundus** *C.E.Terfry* –10	**WoodScSp** 1*Dk*	123 71 66					1910	J.McGill ShelburneNS	SS.RotundusCoLd	92·0 | 20·6 | 6·8	WindsrNS British	C.2Cy.10½″&22″–14″ 19RHP W.&A.Moir,Halifax,N.S.		
815 127438 HNMK	**Rouen** *C.Duck* –16	**SteelScSr** 1*Dk*	1968 1727 1201					1909	Irvine's SB &D.D.Co.Ld. WHartlepool	Furness,Withy& Co.Ld.	279·2 | 40·1 | 18·2 P25′B60′F29′ *WB*	W.Hartlpl British	T.3Cy.20½″,33″&54″–36″ 175NHP MacColl&Pollock,Ld.Sld.		C
816 KVGP	— *C.Gonefroy*94–12 *Elec.light* Wireless	**SteelTrpScSr** 2*Dks*	1656 1520 474					1912	Forg.&Ch. de la Médit. Havre	Chemins deFer de l'EtatFrançais(LB &S.C.R.Co.*Mgrs.*)	292·0 | 34·6 | 22·1 *WB*	Dieppe French	3 Steam Turbines Forg.&Ch.de la Médit.Hav.		V
817 KVGQ	**Rouennais** *Olivier* –16 (*ex*Venango) 1*Dk(Irn)&Spar dk(Stl–ws)3trB*	**SteelScSr** *ssShl.No.3–11,03* *ssLth.No.2–12*	*2938* *2742* *1910*	✠100A1 *Spar dk* 10,13 ✠NB11,06 ✠LMC ~~BS7,11~~ ~~BS9,16~~ ~~BS4,17~~	Lth	*u*	N6,16	1891 5mo *Lloyd's*	J.Laing Sunderland A&CP	J.Lasry *WB=Cell DBa* 90′ *uE*	308·7 | 41·5 | 18·0 B78′H40′F36′ 26·0 NDS08 BK10″	Oran French 5*BHCem* 18′*f* 112′ 414*t*	T.3Cy.22½″,38″&62″–42″ (*s*) 170lb *80lb* NDB05 255NHP 2SB,*6cf*,GS109,HS3812 G.Clark,Ld.Sunderland	28 ″ 8 s 5 ″ 4 24 ″ 4	
Now named "Wilfred," See No.96 in Supplement															
818 11 HPRW	**Roumania** *F.Ditzman*09–09 1*Dk*	**IronPadSp**	180 — 55					1889	J.Jones& Sons Liverpool	RussianDanube Stm.Nav.Co.	145·0 | 20·2 | 7·3	Reni Russian	C.D.4Cy.14½″&28″–42″ 85NHP J.Jones&Sons,Liverpool		
819 125723 HNOQ *Now named "BritishBaron," See No.86 in Supplement*	**Roumanian** *E.Parry* –16 *Elec.light* 2*Dks(U–ptIrn&ptStl,M–Stl)*	**SteelScSr** *ssLon.No.1–13*	4906 4662 3089	✠100A1 9,16 *Carrying Petroleum in bulk* ~~BS11,16~~ ✠LMC7,15	Hul	*y*	~~11,15~~ 9,17	1908 9mo *Lloyd's*	Armstrong Whitworth &Co.Ld. Newcastle *A&CP*	PetroleumS.S.Co. Ld(BritishTanker Co.Ld.,*Mgrs.*) *WB=Cell DB u E&B* 54′ 193*t*	385·0 | 51·0 | 27·6 P30′B83′F36′ FK *FPT* 154*t APT* 52*t*	London British 16*BHCem* 12 *to U dk* 4 *to M dk*	T.3Cy.26½″,44″&72″–48″ (*s*) 180lb *120lb* 425NHP 3SB,*9cf*,GS189,HS7050 Wllsnd Slpwy.Co.Ld.Nwc.	30 ″ 2 s 6 ″ 5½ 24 ″ 1	
820 ~~133526~~ JBQG	**Roumanian Prince** ~~*H.A.Campe* –18~~ *H.J.Symonds* –18 *Elec.light* 2*Dks(Stl)&Web frames* *Mchy.Aft* *Longitudinal framing*	**SteelScSr**	4147 3721 2577	✠100A1 10,16 *Carrying Petroleum in bulk* ~~BS11,16~~ ✠LMC5,17 2,16 *Fitted for oil fuel* 2,13	Mdb	*w*	10,16 *F.P.*	1913 2mo *Lloyd's above*	TyneI.S.B. Co.Ld. Newcastle *A&CP*	BritishTankerCo Ld. *WB=CellDBuE&*	357·3 | 48·2 | 28·2 P87′B25′F39′ FK *B44′ f 33′ 199t FPT*	London British 14*BHCem* 77*t APT* 19*t*	T.3Cy.25″,42″&68″–48″ (*s*) 180lb *100lb* 362NHP 2SB,*8cf*,GS160,HS5780 Wllsnd Slpwy.Co.Ld.Nwc.	28 ″ 3 s 5 ″ 4 23 ″ 3	
821 HLDN	**Roumeli** *G.Makris* *Elec.light*	**IronScSr**	297 — 193					1881	T.B.Seath &Co. Glasgow	Nav.Orientale (P.Pantaleon)	155·0 | 21·7 | 11·1	Syra Greek	C.2Cy.21″&38″–30″ 66NHP ScottBros.,Glasgow		
822 137414 JHFT	**Roumelian** *W.J.Price* –17 *Elec.light* *CruiserStern*	**SteelScSr** 2*Dks(Stl)*	2687 2545 1710	✠100A1 4,17 ~~8,16~~ PN1 ✠LMC11,14	Liv	*u*	4,17	1914 11mo *Lloyd's*	Palmers' Co.Ld. Newcastle *A&CP*	EllermanLines,Ld. (GrahamSmith, *Mgr.*) *WB=CellDBa*	312·0 | 43·0 | 23·8 P71′B103′F32′ FK 95′ *u E&B* 45′ *f* 135′	Liverpool British 6*BHCem* 621*t APT* 15*t*	T.3Cy.20″,34½″&59″–42″ (*s*) 220lb *112lb* 331NHP 2SB,*6cf*,GS111,HS4654 FD Richardsons,Westgarth& Co.Ld.Mdb.	26 ″ 1 s 3 ″ 11½ 22 ″ 6	
823 172 HBKN	**Roumiantzeff** *Voskresenski* *Elec.light* 2*Dks(U–Teak)*	**SteelPadSr**	778 584 399	✠ 3,94 *Coasting—Odessa & Cherson*	Nwc			1894 3mo	Hawthorn, Leslie&Co,Ld Newcastle	RussianStm.Nav. &TradingCo. *WB*	212·0 | 28·0 | 14·1 P57′B61′F36′ *=APT* 17*t* FK	Odessa Russian 4*BHCem*	C.2Cy.32″&61″–51″ 219NHP 2SB,*6pf*,GS111,HS3255 Hwthrn,Leslie&C.Ld.Nwc	14 ″ 6	
824 102845 NHDP	**Rounton** *J.Martin* –16	**SteelScSr** *ssCff.No.3–6,06* *ssCff.No.2–15* 1*Dk(Irn)&Webframes& ptAwngdk(Irn)*	2640 1972 1697	✠100A1 *pt Awng dk withfreeboard* 9,17 ~~5,17~~ BS3,17 ✠LMC4,16	Bry Npt	*l*	9,16	1894 3mo	W.Gray& Co.(Lim.) WHartlepool A&CP	HansenShppngCo. Ld.(HansenBros. Ld.,*Mgrs.*) *WB*	304·5 | 42·0 | 18·3 P29′Q88′ *ptAwng dk* 183′ FK *=Cell DB* 238′ 643*t*	London British 5*BHCem* *APT*32*t*	T.3Cy.23″,36½″&62″–39″ (*s*) 160lb *100lb* NDB11 239NHP 2SB,*6rf*,GS88,HS3580 Cen.Mar.Eng.Wks.,WHpl.	20 ″ 10 s 8 ″ 1 20 ″ 1	

1 Numéro d'Ordre / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Francbord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où sont publiés les Rapports de Classification.
825	**Rounton Grange**	**SteelScSr**	4487					1913	Nthmblnd S.B.Co.Ld. Newcastle	HoulderLine,Ld. (HoulderBros.& Co.Ld.*Mgrs.*)	385·0	52·0	27·1	W.Hartlpl British	T.3Cy.25″,40″&68″–48″ 320NHP		C
132837 JBST	*B.Lawson* –15		4275								P35′B119′F37′			*WB*	Richardsons,Westgarth& Co.Ld.Sld.		
		1*Dk*	2853														
826	**Rousslane**	**SteelScSr**	1678	✠100A1	Oda	*r*	5,13	1904	Soc.Anon.	RussianTransport	265·0	36·0	13·8	Odessa	T3Cy22$\frac{7}{16}$″,35$\frac{1}{16}$″&57$\frac{1}{2}$″–43$\frac{7}{16}$″	23 ″ 6	
421	*Worobieff* –04	*ss*Oda.No.2–13	1448	*Spar dk*				12mo	Jhn.Cockerill Hoboken	&InsuranceCo.	P55′B66′F50′	21·2 FK		Russian	170lb (*s*) 278NHP	s 5 ″ 10½	
	Elec.light	1*Dk*(*Stl*)&*Spar dk* &*Web frames*	1010	*withfreeboard* 9,13 ✠LMC9,13				*Lloyd's*	*sA&CP*	*WB*=*Cell*	*DBa*63′*uE&B*60′*f*		90′325*t*	5*BHCem*	3SB,*9cf*,GS159,HS4962 SocAn.J.Cockerill,Seraing	18 ″ 1	
827	**Rouville**	**WoodScSr**	301					1906	Dept.Marine&Fisheries Sorel,P.Q.	CanadianGovernment	125·0	26·0	14·2	Ottawa British	C.2Cy.18″&36″–24″ 54RHP		
126528	*C.Bossé* –12	2*Dks*	248 144												Pontbriand&Co.Ld.Sorel		
828	**Rovuma**	**SteelScSr**	144					1894	Germania-werft Kiel	GermanGovernment(Colonial Department)	113·4	17·8	9·2 len06	Dar-es-Salam German	C.2Cy.13½″&24½″–12½″ 18NHP		
SBCH		1*Dk*	127 84												A.G.“Germania,”Berlin		
829	**Rowan**	**SteelScSr**	1493	✠100A1	Gls	*r*	5,13	1909	D&W Hendersn&Co.Ld. Glasgow	LairdLine,Ld.	280·8	38·1	16·5	Glasgow British	T.3Cy.27″,45″&73″–36″ (*s*) 185lb 525NHP	17 ″ 6 s 2 ″ 6	
128288 HPDQ	*J.Hately* –09	*ss*Gls.No.1–13 2*Dks*(*UStl*–ws)	1103 622	3,14 ✠LMC5,13				6mo *Lloyd's*	*sA&CP*		P58′B120′F47′	BK8″	*WB*=*Cell*	4*BHCem*	4SB,*12cf*,GS230,HS8361 FD D&W Hendersn&CoLd.Gls	16 ″ 0	
	Elec.light										*DBuE*30′*f*28′104*t*						
830	**Rowitta**	**WoodScCtr**	121					1909	Purdon& Featherstone Hobart,Tas.	RiverTamar TradingCo.Ld.	103·5	20·5	7·7	Launceston British	T.3Cy.10½″,16½″&27″–18″ 45RHP		
101791	*T.Bamett* –09	2*Dks*	88 45												Ross&Duncan,Glasgow		
831	**Rowland H. Wilcox**	**WoodSc**	247					1911	R.Palmer& SonS.B.& M.Rly.Co. Noank,Conn.	WilcoxFertilizer Co.	132·0	22·3	10·7	Stonington Utd.States	C.2Cy.15′&30″–24″ 37NHP		
	R.H.Wilcox *Elec.light*	1*Dk*	— 119												PortlandCo.Portland,Me.		
832	**Rowsay**	**SteelScK**	207	✠100A1	Hul		10,14	1912	Cook,Welt'n&Gemmell Ld.Beverley	HullSteamFishing &IceCo.Ld.	112·2	22·5	12·3	Hull British	T.3Cy.10″,17′&28″–24″ (*s*) 200lb 49RHP	13 ″ 2	
133372 JNDB	*G.Richmond* –16	*ss*Hul.No.1–16 1*Dk*	207 81	*StmTrawler* 1,18 ~~8,16~~ ✠LMC8,16	Loa			2mo *Lloyd's*	*sA&CP*			BK8″	*WB*=*DTf*13′	4*BHCem* 30*tAPT*2*t*	1SB,*2pf*,GS27,HS835 Amos&Smith,Ld.Hull		
833	**Rowsley**	**SteelScK**	213	✠100A1	Gms		12,14	1912	Cook,Welt'n&Gemmell Ld. Beverley	W.H.Beeley	117·2	21·5	12·1	Grimsby British	T.3Cy.12″,21″&34″–24″ (*s*) 200lb 68RHP	13 ″ 1	
134746 HWVG	*G.J.Hine* –15		206	*StmTrawler*				10mo *Lloyd's*	*sA&CP*		Q61′	BK7½″		4*BHCem*	1SB,*2pf*,GS32,HS1086 Amos&Smith,Ld.Hull		
	Elec.light	1*Dk*	89	12,14 ✠LMC10,13													
834	**Roxane**	**SteelScSr**	430					1903	Aktieb. LödöseVarf Lödöse	RederiaktiebUnda (*J.A.Waller*,*Mgr*)	116·7	26·0	13·9	Gothenburg Swedish	C.2Cy.12″&27″–18″ N.E.&B.*fitted*09 26NHP		V
4215 JNMD	*A.Dahlby*01–09 (*ex*SailingVessel)	1*Dk*	367 297								Q37′H23*t*F13′				LödöseVarf,Gothenburg		
835	**Roxano**	**SteelScK**	228	✠100A1	Gms		6,13	1907	Charlton& Doughty,Ld. Grimsby	G.F.Sleight	117·3	22·0	11·7	Grimsby British	T.3Cy.12½″,22″&35″–24″ (*s*) 180lb 70RHP	12 ″ 6	
125078	*A.Sharman* –14	*ss*Gms.No.1–11 1*Dk*	213 112	*StmTrawler* 11,14 BS5,14 ✠LMC6,13				11mo *Lloyd's*	*sA&CP*		Q60′F19′	BK7½″		4*BHCem*	1SB,*2pf*,GS32,HS1110 C.D.Holmes&Co.Hull		
836	**Roxburgh**	**SteelScSr**	4630					1906	W.Doxford &Sons,Ld. Sunderland	Sutherland S.S.Co. Ld. (A.M.Sutherland,*Mgr*.)	380·8	51·2	25·4	Newcastle British	T.3Cy.26″,43″&70″–48″ 339NHP		V
120936 HFVW	*C.Harrison* –12 *Turret deck*	(*ex*Drumeldrie) 1*Dk*2*trB*	3909 2927								P23′B151′F37′			*WB*	W.Doxford&Sons,Ld.Sld.		
837	**Roxen**	**SteelSc4MstSr**	1822	✠100A1	NNs	*r*		1916	Lindholmens M.V. Gothenburg	FörnyadeÅngf. Aktieb.Viking (J.M.Dannberg, (G.Carlsson,*Mgr*)	262·0	42·7	18·1	Gothenburg Swedish	T.3Cy.20½″,33″&55″–36″ (*s*) 185lb 214NHP	20 ″ 6 s 2 ″ 10	
5813 JVQM	~~*Inf.N.Weström*08–13~~ *Elec.light* *A.Andersson*17–18	1*Dk*(*Stl*)	1621 1089	2,18 ~~4,17~~ ✠LMC7,16	Got			7mo			P24′B65′F31′	FK	*CellDB*224′471*t*	4*BHCem* *APT*41*t*	2SB,*6cf*,GS110,HS3500 LindholmensM.V.Got.	18 ″ 0	
838	**Royal**	**SteelScSr**	3833	✠100A1	Rot	*x*	5,13	1902	Palmers' Co.Ld. Newcastle		365·0	48·3	25·4	Liverpool British	T3Cy.24½″,41½″&70″–45″ (*s*) 200lb *120lb* 414NHP	28 ″ 4 s 5 ″ 4½	
115259 TGLQ	(Detained at Hamburg) *E.Jones* –12	*ss*Bry.No.2–11 2*Dks*(*Stl*)&*deepframing*	3643 2497	9,13 BS1,13 ✠LMC3,11				3mo *Lloyd's*	*sA&CP*		P40′B118′F32′	FK	*WB*=*Cell* *DBa*	6*BHCem* 120′*uE* 26′ *f*	2SB,*6cf*,GS121,HS5496 FD Palmers'Co.Ld.Newcastle 146′852*t* *FPT*168*t* *APT*148*t*	23 ″ 4	
	Elec.light																
839	—	**SteelScSr**	1446					1892	Akt.Ges. “Neptun” Rostock	Paulsen&Ivers-	240·5	36·1	19·8	Kiel German	T.3Cy.16½″,25$\frac{5}{16}$″&41$\frac{3}{4}$″–31½″ 98NHP		V
LOVB	*M.Troebst*	1*Dk*&*Spar dk*	1379 911								P&B188′ F26′			*WB*	A.G.“Neptun”Rostock		
840	**Royal Arrow**	**SteelScSr**	7794	✠100A1	Cam-den	*d*†	N12,17	1916	New York S.B.Co. Camden,N.J.	StandardTransportationCo.	467·6	62·7	32·0	New York Utd.States	Q.4Cy.24″,35″,51″&75′–51″ 220lb (*r*) 568NHP	32 ″ 0 s 5 ″ 4½	
214581 LGNF	*J.vonSneiden*13–16 *Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)& *Mchy.Aft* Sub.Sig.	*Web frames* *Longitudinal framing*	7385 4800	*Shelter dk* *withfreeboard* 12,17 ~~2,16~~ ✠LMC12,16 *CarryingPetroleum in Fitted for oil*	NYkSFo		*bulk* *F.P. a*	A&CP *Cell* above 1			76′463*t* *DTf*40′441	FK	*tFPT*229*t* *APT*131*t*	16*BH* 10 ,, *toU dk* 6 ,, ,,*2nd* ,,	3SB,*9cf*,GS177,HS7804 FD NewYorkSB.Co.Cmdn,NJ	27 ″ 0	
841	**Royal George**	**SteelTrpScSr**	11146	✠100A1	Brs	*g*†	~~8,16~~ P&S3,16	1907	Fairfield Co.Ld. Glasgow	CunardS.S.Co.Ld.	525·8	60·2	27·0	London British	3 Steam Turbines (*s*) 180lb HS39540 FD	30 ″ 0 s 5 ″ 2½	
125643 HLTW	*D.Dow* –17 (*ex*Heliopolis)	*ss*Brs.No.1–12 3*Dks*(*UStl*–ws)	5647 5685	*Shelter dk* *withfreeboard* 6,15			G1,18	11mo *Lloyd's*	*sA&CP*	*WB*=*Cell* *DBa*	B308′F70′	FK&BK3″	56′*uE&B*204′*f*125′	8*BHCem* 947*tFPT*34*t*	4DB&4SB,*48cf*,GS989, FairfieldCo.Ld.Glasgow	25 ″ 7	
	Elec.light *Ref.Mchy.*Sub.Sig.	*Web frames&Shelter dk* Wireless(*Stl*–teaks)		~~BS5,16~~ ✠LMC5,~~13~~ 1,18													
842	**Royal Norman**	**IronPadSk**	133					1881	J.T.Eltringham S.Shields	D.Wilson&Son	108·0	18·6	9·8	Bo'ness British	L.1Cy.37″–54″ NB97 70RHP		
84852	*T.Reddie* –14		133 57												J.P.Rennoldson,S.Shields		
843	**Royal Prince** *Childers* -18	**SteelScSr**	5547	✠100A1	NYk	*a*†	~~10,16~~	1907	Short Bros. Ld. Sunderland	PrinceLine,Ld. (Furness,Withy& Co.Ld.,*Mgrs*.)	417·8	54·5	29·3	Newcastle British	Q.4Cy24½″,35″,51″&74″–51″ 220lb(*a*)HS8658 FD 587NHP	30 ″ 10 s 4 ″ 6½	
~~D.Coull~~ 07– 125435 HMBF	~~D.Coull~~ 07– *Elec.light*	*ss*NYk.No.2–16 2*Dks*(*Stl*)&*deepframing* &*Shelter dk*(*Stl*–ws)	5212 3516	*Shelter dk* *withfreeboard* 8,18 ~~10,16~~ ✠LMC MS12,15 BS~~10,16~~	Bal		3,18 11,17	12mo *Lloyd's*	*sA&CP*	*WB*=*Cell*	*DBa*113′*uE*29′*f*17	FK	9′1125*t* *DTa*	7*BHCem*	3SB&1AuxSB,*11cf*,GS205, N.E.MarineEngCo Ld Nwc 33′ 970*t* *FPT*89*t* *APT*52*t*	26 ″ 8	
	Carrying fuel oil F.P.above 150° F. *in DB&peak tank*																
844	**Royal Rose**	**SteelScSk**	130	✠100A1	Cff	*a*	~~12,14~~ 2,13	1904	AilsaS.B. Co.Ld. Ayr	W.J.Guy	95·0	18·3	9·8	Cardiff British	C.2Cy.17′&34″–24″ (*s*) 120lb 48RHP	10 ″ 6	
99734	*J.Tresize* –14 (*ex*España)	~~*ss*La P.No.2–19~~ *ss*Cff.No.3–2,18 1*Dk*(*Teak*)	129 59	2,18 ~~12,14~~ ~~BS8,17~~ ✠LMC~~13,18~~ 2,18				5mo *Lloyd's*				BK6½″	*WB*=*FPT*8*t*	4*BHCem* *APT*12*t*	1SB,*2pf*,GS43,HS1276 McKie&Baxter,Glasgow		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. / Master. / Special Surveys.	3 Material, Rig, &c. / Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. / Ship. / Engines	9 By Whom. / Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L. R. Date of B. of Trade Cert.
845 122862 HJMG	Royal Sceptre *W.H.Lawton* –17 *Turret deck*	SteelSc 1*Dk*	3838 3131 2435					1906	W.Doxford &Sons,Ld. Sunderland	London-American MaritimeTrading Co.Ld.(Petersen& Co.Ld.*Mgrs.*)	350·2 P32′	50·1 F31′	22·4	London British *WB*	T.3Cy.25″,41″&67″–45″ 301NHP W.Doxford&Sons,Ld.Sld.		V
846 129399 HRQJ	Royal Scot *T.E.Urquhart* –13 *Elec.light*	SteelScSr 2*Dks*	1726 1234 794					1910	CaledonS. B.&E.Co.Ld. Dundee	London&Edinburgh ShippingCo. Ld.	290·2	38·2	18·1	Leith British *WB*	T.3Cy.33$\frac{1}{16}$″,51$\frac{5}{16}$″&85″–54″ 530NHP CaledonSB.&E.Co.Ld.Dun		C
847 102763	Royal Sovereign *H.A.Shaw* –11	SteelPadSp 2*Dks*	891 727 365					1893	Fairfield Co.(Lim.) Glasgow	Royal Sovereign S.S.Co.Ld. (A.W.Pickard*Mgr.*)	300·2 H71*t*	33·1	10·6 18·1	London British	C.D.2Cy.45″&83″–66″ NB09 444NHP FairfieldCo.(Lim.),Gls.		
848 135895 JDRG	Royal Transport *W.C.Davison* –15	SteelScSr 1*Dk*	4652 4382 2927					1913	Irvine's SB &D.D.Co.Ld. W Hartlepool	EmpireTransport Co.Ld.(Houlder Bros.&CoLd.*Mgrs*)	385·0 P36′B119′F36′	52·0	27·0	W. Hartlpl British *WB*	T.3Cy.25″,40″&68″–48″ Richardsons, 320NHP Westgarth&Co.Ld.Hpl.		C
849 109078 RGPS	Royalist *Morgan*	IronScK (*Trawler*) 1*Dk*	183 171 74				...	1898	Cook,Welt'n&Gemmell Hull	~~DublinSteam TrawlingCo.Ld. (A.Richardson, *Mgr.*)~~ G.F.Sleight	111·7 Q20′	21·0 BK7½″	11·3	~~Dublin~~ British Grimsby*WB*	T.3Cy.12″,20″&33″–24″ 58RHP C.D.Holmes&Co.Hull	12 ″ 1	
850 134513	Royalite *N.Scott* –16 *Elec.light* *Mchy.Aft*	SteelSc 1*Dk*(*Stl*)& *Web frames*	2052 1530 1542	✠100A– 7.16 *Carrying Petroleum in bulk* ✠LMC6.16	Tto			1916 6mo	Collingw'd S.B.Co.Ld. Collingwood, Ont.	Imperial OilCo.Ld. *Cell D Bu E&*	250·0 P63′F43′ *B* 42′ 108*t*	43·1 FK *FPT* 210*t*	16·6 13*BH* *APT* 51*t*	Sarnia Ont British 1SB,*3cf*,GS72,HS2443 CollingwoodS.B.Co.	T.3Cy.16″,26″&44″–36″ (r) 180lb 96RHP	18 ″ 0 s 2 ″ 0½ 16 ″ 3	
851 125079	Royallieu *J.Austin* –13	SteelScK *ss*Gms.No.1–11 1*Dk*	211 194 83	✠100A1 *Stm Trawler* 7.14 BS8,14 ✠LMC9,14	Gms		9,13	1907 9mo *Lloyd's*	Cook,Welt'n&Gemmell Ld. Beverley	W.H.Beeley	115·4 Q58′F19′	21·6 BK7½″	11·5 4*BH Cem*	Grimsby British	T.3Cy.12½″,22″&35″–24″ (s) 180lb 70RHP 1SB,*2pf*,GS35,HS1110 C.D.Holmes&Co.Hull	12 ″ 3	
852 138977	Royalo *Elec.light*	SteelScK 1*Dk*	248 228 108	✠100A1 *Stm Trawler* 8,16 ✠LMC8,16	Hul			1916 6mo *Lloyd's*	Cook,Welt'n&Gemmell Ld. Beverley	G.F.Sleight	120·5 Q67′	22·0 BK7½″	12·2 4*BH Cem*	Grimsby British	T.3Cy.12½″,22″&35″–24″ (s) 195lb 80RHP 1SB,*3pf*,GS43,HS1402 C.D.Holmes&Co.Ld.Hull	13 ″ 1	
853 108276 PWDH	Royston Grange *A.G.Ablett* –16 *Ref.Mchy.* *Elec.light* Wireless	SteelScSr *ss*Cff.No.3–1,11 1*Dk*(*Stl*)&*Spar dk*(*Stl*) &*deep framing*	4213 3721 2679	✠100A1 *Spar dk* 10,14 ✠LMC MS9,15 BS~~10,16~~ 11,17 Lloyd's RMC~~9,17~~ ~~12,17~~ 4,18	Liv	*x*	~~10,14~~ 6,17	1897 12mo	Workman, Clark&Co.Ld Belfast	HoulderLine,Ld. (HoulderBros.& Co.Ld.*Mgrs.*) A&CP *WB*= *Cell D Ba* 102′ *uE&*	370·0 P37′B174′F79′ 27·3 *B* 62′ *f* 130′ 747*t*	47·6 FK *FPT*	19·0 6*BH Cem* 138*t* *APT* 30*t*	London British 2SB,*6cf*,GS125,HS5253 FD Wrkman,Clark&Co.Ld Bel	T.3Cy.26″,43″&72″–48″ (s) 190lb *90lb* 415NHP	29 ″ 10 s 4 ″ 10½ 25 ″ 8	
854 PRMK	Rozenburg *H.van Dijk* 11–13	SteelSc (*Tug*)	112 112 —					1906	J.&K.Smit Kinderdijk	LSmit&Co's Sleepdienst,Ld.	91·4	20·1	11·2	Rottrdam Dutch	T.3Cy.11½″,17″&29″–18″ 156·5lb HS1273 60NHP Machinef."Kinderdijk"		V
855 124582 HPVS	Ruahine *E.T.Smith* –14 *Ref.Mchy. Elec.light*	SteelTwinSc Wireless 3*Dks*	10758 9593 6823					1909	W.Denny &Bros. Dumbarton	NewZealand ShippingCo.Ld.	480·6 B157′	60·3	32·1	Plymouth British *WB*	T.6Cy.28″,47″&78″–48″ 843NHP Denny&Co.Dumbarton		C BT till 6.17
856 111357 SHBP	Ruapehu *A.W.McKellar* –16 *ex*Ruapehu) *Ref.Mchy. Elec.light* Wireless	SteelTwinScSr (*ex*Australasian. 2*Dks*&*Shelter dk* 5746	8331 6376					1901	W.Denny &Bros. Dumbarton	NewZealand ShippingCo.Ld.	457·3	58·2	30·8	Plymouth British *WB*	T.6Cy.24″,39″&63″–48″ 550NHP Denny&Co.Dumbarton		C BT till 12.17
857 136860	Ruawai *G.H.Sellars* –15	SteelScCtr 1*Dk*	291 232 177					1915	G.T.Niccol Auckland NZ	G.T.Niccol	123·6	27·8	9·0	AuklndNZ British	T.3Cy.12″,20″&32″–21″ 52RHP Ross&Duncan,Glasgow		
858 120678 HFSC	Rubens (Detained at Hamburg) *T.A.French* –13 1*Dk*(*pt Irn&pt Stl*)&*deep framing*	SteelScSr *ss*Liv.No.1–10	3587 3124 2322	✠100A1 8,13 BS3,13 ✠LMC6,10	Sws	*v*	8,13	1906 3mo *Lloyd's*	W.Gray& Co.Ld. W Hartlepool	~~BoltonStm.Shpg. Co.Ld.(F.Bolton& Co.*Mgrs.*)~~ Glover,Bros. *WB*	343·0 P23′B92′F31′ = *Cell D Ba* 133′ *uE*	49·1 FK	23·0 6*BH Cem* 17′ *f* 152′ 941*t*	London British 2SB,*6rf*,GS123,HS4869 Cen.Mar.Eng.Wrks.W Hpl	T.3Cy.24½″,40″&65″–42″ (s) 180lb *100lb* 307NHP *FPT* 60*t* *APT* 35*t*	25 ″ 5 s 4 ″ 8½ 21 ″ 1	
859 121640 HPKW	Rubio *J.Jenkins* –10 1*Dk*(*pt Irn&pt Stl*)&*deep framing*	SteelScSr *ss*Bry.No.1–13	2395 2256 1475	✠100A1 6,17 ~~9.16~~ ~~BS4,15~~ ✠LMC5,13 ~~BS9,16~~ 10,17	Gms ~~Cff~~	*s*	9,16	1909 7mo *Lloyd's*	R.Thompson&Sons,Ld. Sunderland	Orders&Handford S.S.Co.Ld. *WB*= *Cell D Ba* 90′	290·0 B74′F29′ *uE&B* 36′ *f* 116′ 669*t*	46·0 FK	19·7 5*BH Cem* *APT* 163*t*	Newport British	T.3Cy.21½″,36″&59″–39″ (s) 180lb *100lb* 237NHP 2SB,*6pf*,GS92,HS3664 N.E.MarineEng.Co.Ld.Sld	22 ″ 0 s 3 ″ 6 18 ″ 10	
860 MBPC	Rubis *Van Glabbeke* 01–03 Sub.Sig.	SteelTwinSc	633 528 389					1897	Société John Cock'rill Hoboken	Soc.Anon.John Cockerill	213·8 Q64′H8′F30′	27·9	13·2	Ostend Belgian	T.6Cy.16½″,24½″&37⅜″–25½″ 142NHP SociétéJ.Cockerill,Seraing		V
861 118189 HBVK	Rubislaw *T.Walker* –05 (Detained at Hamburg) *Well deck* *Elec.light*	SteelScSr *ss*Abn.No.2–13 1*Dk*(*Stl*)&*deep framing*	1018 606 412	✠100A1 3.14 BS4,14 ✠LMC4,15	Abn	*nl*	4,13	1905 1mo *Lloyd's*	Hall,Russell&Co.Ld. Aberdeen	GraniteCityS.S. Co.Ld. (R.Connon Reid&Co.,*Mgrs.*) *sA&CP WB* = *Cell D Ba* 54′ *uE*	220·2 Q76′B67′F47′ 19′ *f* 91′ 241*t*	32·2 BK8″ *FPT* 14*t*	14·8 4*BH Cem* *APT* 48*t*	Aberdeen British	T.3Cy.18½″,31″&51½″–36″ 180lb *100lb* (r) 190NHP 2SB,*6cf*,GS103,HS3166 Hall,Russell&Co.Ld.Abn.	15 ″ 7 s 1 ″ 0 15 ″ 5	
862 210550 LCNW	Ruby *Smith* –17 *Elec.light*	SteelScSr *ss*NYk.No.1–16 2*Dks*(*Stl*)	2459 2198 1606	✠100A1 10,1~~3,16~~ ✠LMC10,16	NYk	*s*	10,16	1912 9mo	Gt.Lakes Eng.Works Ecorse,Mich. A&CP	AmericanTransportationCo. (J.W.Elwell&Co. *Mgrs.*)	247·0 P19′B68′F23′ *WB*= *Cell D Ba* 56′	43·7 FK	29·3 4*BH Cem* *uE&B* 42′ *f*	Phildlphia Utd. States	T.3Cy.21½″,35½″&58″–42″ 180lb (*s*) 303NHP 2SB,*6cf*,GS105,HS4458 Gt.LakesEng.Wks.Detroit	28 ″ 5	
863	— *W.R.Wrightson* –16 1*Dk* (*See Sailing Ship Register.*)	WoodAuxTwinSc3MstSr *Oil Eng.*	495					1916	St.Helens S.B Co. St Helens,Or.	W.R.Wrightson	170·0 P34′F19′	34·5	12·5	Utd. States	110′ 404*t* *FPT* 44*t* *APT* 22*t* Oil Engines 4Cy.10½″–12½″ FairbanksMorseCo.U.S.A		
864 119106 VPRB	— *R.McAuley* –12 *Well deck* *Mchy.Aft* *Elec.light*	SteelSc3MstSr *ss*Bwg.No.3–5,11 *ss*AyrNo.1–16 1*Dk*(*Stl*)	406 287 157	✠100A1 6,16 ✠LMC MS6,16 BS~~4,16~~ 5,18	Ayr	*g*	6,16	1904 3mo *Lloyd's*	Scott& Sons Bowling	W.Robertson	142·5 Q70′B9′F26′	26·1 BK7½″ *WB*=	10·9 3*BH Cem* *FPT* 39*t*	Glasgow British 1SB,*3pf*,GS53,HS1680 Muir&Houston,Ld.Gls.	C.2Cy.18″&40″–27″ (*s*) 130lb 91RHP	12 ″ 1 s ″ 6 12 ″ 4	

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. — Tirant d'eau correspondant. Registres ob coté. si ce n'est dans le L. R. Durée Cert. Il est nulle. pds. ps.	15
865	**Ruby**	**SteelScK**	251	✠100A1	Hul			1916	Cochrane&	KingstonSteam	121·8	22·6	12·2	Hull	T.3Cy.13″,21½″&35″–24″ (s)	13 ″ 0	
139299			230	*StmTrawler*				6mo	Sons,Ld.	TrawlingCo.Ld.	Q70′F20′		BK7½″	British	200lb 76RHP		
JNGF	*Elec.light*	1*Dk*	98	9,16	✠LMC9,16				Selby						1SB,3*pf*,GS43,HS1250		
								Lloyd's	*SA&CP*						C.D Holmes&Co.Ld.Hull		
866	—	**IronScSr**	*245*					1873	J.Softley&		130·2	20·0	11·1	Chinese	C.2Cy.16″&30″–24″		
		(*ex*JamesTaylor)	*199*						Co.		Q68′				37NHP		
		1*Dk*	*149*						SouthShields				*WB*		Wilson&Hall,N.Shields		
867	—	**CompPad**	205					1907	D.Milne	GemNav.Co.Ld.	130·9	18·8	6·0	P.Adelaide	H.2Cy.10½″–14″		
122724			186						Morgan,S.A.					British	20RHP		
		3*Dks*	108												Robey&Co.Lincoln		
868	—	**SteelPad**	171					1897	J.Jones&	NewLiverpool	124·0	22·0	8·0	Liverpool	C.D.2Cy.20″&38″–42″		
106856	*J.Kay*97–97		171						Sons	EasthamFerry&				British	NB12 80RHP		
		1*Dk*	82						Liverpool	HotelCo.Ld. (E.J.					J.Jones&Sons,Liverpool		
										Hannaford,*Mgr.*)							
869	**Ruby L.**	**WoodScSr**	119					1907	J.A.Balcom	MargaretvilleS.S.	90·0	20·4	8·6	Annapolis	C.2Cy.10″&20″–16″		
122148	*C.D.Baker* –15		90						Margaret-	Co.Ld.				Royal,N.S.	NewBurrell 17RHP		
		1*Dk*	49						ville,N.S.					British	JohnsonIronCo.Yrmth,NS		
870	**Ruda**	**IronSc3MstSr**	335					1857	Denny&	I.Artero	158·9	23·0	11·2	S.Sebast'n	C.2Cy.20″&40″–24″		
	D.Gamecho –08	(*ex*Glengarry,	—						Rankin		P45*t*H16*t*			Spanish	NB91 NE77 78NHP		
JGFC	*ex*Risö,*ex*SaintPetersburg)	1*Dk*	165						Dumbarton						Aron&Gollnow,Stettin		
871	**Rudi**	**IronScSr**	415					1885	G.Howaldt	J.Bauer	160·8	24·0	11·4	Florian-	C.2Cy.18″&34″–24″		
	J.Viegas d'Amorim –04		357						Kiel					opolis	NB93 47NHP		
	(*ex*Kopernikus,*ex*Elve)	1*Dk*2*trB*	243										*WB*	Brazilian	Gebr.Howaldt,Kiel		
872	**Rudmore**	**SteelScSr**	969	✠100A1	Hpl	*m*	~~3,16~~	1911	S.P.Austin	J.Westoll	208·0	34·0	12·9	Sundrland	T.3Cy.17½″,29″&48″–33″ (s)	14 ″ 11	
132058	*A.G.Hewson*07–11	*ss*Sld.No.1–15	730	9,17 ~~8,16~~	Lth		9,17	3mo	&Son.Ld.		Q98′B10′F22′		FK	British	180lb *100lb* 162NHP	s 1 ″ 5	
HSKR	*Mchy.Aft*	1*Dk*(*Stl*)	574		✠LMC4,16				Sunderland					4*BHCem*	1SB,4*pf*,GS82,HS2782	13 ″ 9	
	Well deck	*Cargo battens not fitted*						*Lloyd's*	*SA&CP*	*WB=Cell*	*DB f* 129′263*t*		*FPT* 51*t*	*APT* 31*t*	G.Clark,Ld.Sunderland		
873	**Rudolf** *Johnsen* –18	**SteelScSr**	924	✠100A1	Xia	*m*	~~4,15~~	1893	Wood,	Akties.Rudolf	206·0	32·3	14·4	Chrstiania	T3Cy16½″,28½″&47″–33″(s)	16 ″ 7	
	~~*Ilsenberg*~~	*ss*Got.No.3–3,06	734	~~1,71 2,16~~ 2,18	Cff		N7,17	4mo	Skinner&Co.	(Olsen&Ugelstad)	Q100′B21′F23′			Norwegian	160lb ~~80lb~~ NDB98 127NHP	s 1 ″ 6	
MLDB	(*ex*Småland,*ex*Skef-	*ss*Hul.No.2–14	541	~~Examined 18~~	~~BS6,16~~ ✠LMC~~4,16~~				Newcastle				FK	4*BHCem*	1SB,3*pf*,GS56,HS1900~~65*lb*~~	15 ″ 5	
	Well deck	fington) 1*Dk*(*Irn*)2*trB*			MS7,17			A&CP		*WB=Cell D*	B 173′254*t*	*FPT* 41*t*		*APT* 22*t*	N.E.MarineEng.CoLdNwc		
874	—	**SteelScSr**	821					1905	Stettiner	L.F.Mathies&Co.	210·9	30·8	12·8	Hamburg	T.3Cy.16″,25″&41″–30″		G
	*P.Frederiksen*99–09		654						Oderwerke		P14′Q41′B71′F27′			German	92NHP		
RNVG	*Elec.light*	1*Dk*	487						Stettin				*WB*		StettinerOderwerke,Stn.		
875	—	**SteelSc3MstSr**	266					1889	Howaldts-	Rud.Christ.Gribel	132·9	22·7	10·6	Stettin	C.2Cy.15¾″&27¾″–15¾″		G
	C.Stöwahse		216						werke		P23′ F19′			German	NB11 25NHP		
JFBR	*Elec.light* *Mchy.Aft*	1*Dk*	157						Kiel				*WB*		Howaldtswerke,Kiel		
876	**Rudolf Blumberg**	**SteelScSr**	1769					1909	Schiffsw. v.	Leonhardt&	275·9	40·2	16·7	Hamburg	T.3Cy.19¼″,32½″&51½″–		G
	*C.Piper*11–11	(*ex*Rheingraf)	1602						H.KochA.G.	Blumberg	P&B218′F36′			German	33½″ 151NHP		
RQDB		1*Dk*	1077						Lübeck				*WB*		OttensenerMasch.Fabrik		
877	**Ruediger**	**SteelScLr**	138					1911	J.Frerichs	FischereiGes.	90·8	21·4	9·9	Bremen	OilEngine		G
	H.Korte –12	*OilEng.*	128						&Co.A.G.	"Brema"m.b.H.	Q22′			German	2Cy.11½″–12½″		
QJWS		1*Dk*	92						Einswarden						J.Frerichs&Co.A.G.Osthlz		
878	**Ruff**	**SteelScK**	169	✠	Hul			1904	GooleS.B.	KelsallBros.&	110·3	21·1	11·2	Hull	T.3Cy.12″,18′&30″–21″	12 ″ 0	
118802	*J.Atkinson* –14		161	*Stm Trawler*				2mo	&Repg.Co.Ld	Beeching,Ld. (G.				British	45RHP		
		1*Dk*	64	4,06	✠				Goole	Beeching&J.E.A.			BK7½″	3*BHCem*	1SB,2*pf*,GS26,HS880		
										Kelsall,*Mgrs.*)			*WB=Deep*	*Tanks* 23′41*t*	C.D.Holmes&Co.Hull		
879	**Rufus P. Ranney**	**SteelScSr**	4797					1908	Superior	TritonS.S.Co.	425·0	52·0	28·0	Cleveland	T.3Cy.22″,35″&58″–42″		
205088			—						S.B.Co.	(A.E.Williams,				Utd.States	218NHP		
	Elec.light *Mchy.Aft*	1*Dk*	3505						Superior Wis.	*Mgr.*)			*WB*		AmericanS.B.Co.Superior		
880	**Rugbeian**	**SteelScSr**	4042	✠100A1	Msl	*w*	3,16	1904	Nthmblnd	WatergateStmShpg	345·0	48·0	27·5	~~London~~ Newcastle	T.3Cy.24½″,40″&67–45″ (s)	30 ″ 2	
85277	*E.Hughes* –16	*ss*Msl.No.3–4,17	3821	*Spar dk*	Cff			9mo	S.B.Co.Ld.	CoLd(RSDalgliesh	P26′B90′F30′			British	180lb *80lb* 322NHP	s 5 ″ 11	
HBDN		*Spar dk*(*Stl*)2*trB*&	2650	*withfreeboard*					Newcastle	&R.I.James,*Mgrs.*)			FK	6*BHCem*	2SB,6*cf*,GS105,HS4904	24 ″ 8	
		deepframing		12,14~~4,17~~	✠LMC4,17			*Lloyd's*	*SA&CP*	*WB=CellDBa*	116′*uE&B*40′*f* 144′			802*t*	*APT* 88*t*	Richardsons,Westgarth&		
																Co.Ld.Hpl.		
881	**Rugby**	**SteelScK**	274	✠100A1	Hul			1916	Cook,Wel-	W.Grant	125·6	22·8	12·2	Grimsby	T.3Cy.12¾″,22″&36″–24″ (s)	13 ″ 1	
139924			240	*StmTrawler*				11mo	t'n&Gemmell		Q71′F19′			British	180lb 79RHP		
		1*Dk*	123	11,16	✠LMC11,16				Beverley				BK8″	4*BHCem*	1SB,3*pf*,GS46,HS1355		
								Lloyd's	*SA&CP*						C.D.Holmes&Co.Ld.Hull		
882	—	**IronScK**	115	✠100A1	Hpl		~~8,16~~	1889	Earle'sCo.	~~The "Rugby"~~				Grimsby			
96194	*R.Butterwick* –16	*ss*Hpl.No.1–17	107	*For towing purposes*			8,17	4mo	(Lim.)	~~Wrecking Co.~~	88·0	20·1	10·7	~~Hartlepool~~	C.2Cy.17″&32″–21″ (s)	11 ″ 3	
MJKP		*ss*Shl.2ndNo.3–3,13	46	8,17 ~~3,16~~					Hull	(T.C.Hudson)			BK7½″	3*BHCem*	100lb 44RHP	s 1 ″ 1	
		1*Dk*		✠NB2,13	✠LMC3,16			*Lloyd's*	*SA&CP*	Gibley,Doig&CoLd					1SB,2*pf*,GS29,HS730	11 ″ 1	
										(J.S.Doig,*Mgr.*)					Earle'sCo.(Lim.),Hull		
883	**Rügen**	**SteelTwinScSr**	1894					1914	Stettiner	StettinerDampfsh.	294·3	38·2	21·6	Stettin	T6Cy20-½″,32-½″&51½″–29½″		G
	R.Krull –14		1593						Oderwerke	Ges.J.F.Braeun-	B26′H—			German	283NHP		
	Elec.light	3*Dks*	727						Stettin	lichG.m.b.H.					StettinerOderwerke		
884	—	**SteelScSr**	221					1885	Stettiner	Heinr.Spruth	130·6	22·4	10·1	Greifswald	C.2Cy.18″&31½″–20½″		G
	*P.Rehren*05–05	(*SalvageSteamer*)	203						Act.Ges.		B26′.			German	NB08 37NHP		
JHQT	*Elec.light*	1*Dk*	101						Stettin		len94		*WB*		J.Kessler,Greifswald		
885	**Ruggen**	**SteelScSr**	164					1911	Kaldnæs	Akties.Tönsbergs	106·5	20·0	12·4	Tönsberg	T.3Cy.12″,20′&33″–24″		N
	B.Sörensen	(*Whaler*)	161						Mek.Værks.	Hvalfangeri (O.				Norwegian	53NHP		
MHBP	*Elec.light*	1*Dk*	59						Tönsberg	Hytten,*Mgr.*)			*WB*		G.T.Grey,SouthShields		
886	**Rugia**	**SteelSc**	6598					1905	Bremer	Hamburg-Amerik.	409·4	52·7	28·0	Hamburg	Q.4Cy.24″,34½″,50½″&72½″–		G
	*J.Nickels*03–09	Sub.Sig.	4737						Vulkan	Packetf.Akt.Ges.	P265′F79′			German	53½″ 386NHP		
RNSJ	*Elec.light* Wireless	2*Dks*	4139						Vegesack	(Ham.-Amr.Linie)			*WB*		Bremer Vulkan,Vegesack		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / *Master.* / *Late Name if any.* / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned or expired. Equipment Letter.	7a Mean drafts. Date when tail shaft last seen.	8 Built. When	9 Built. By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.*	15 Registers in which classed if not in L.R. Date of R. of Trade Cert.
887 / NVDP	**Rugsö** Steel Aux Sc 4 Mst Sr *Hansen* *Oil Eng.* 1 *Dk* (*See Sailing Ship Register.*)	385 342 280					1916	Ring Andr-sens Staalskb. Svendborg	Akt. Dansk Rederi Komp. (N. Nielskov, *Mgr.*)	139·4	29·8	11·0	Copnhagn Danish *WB*	Oil Engine 4Cy. 12″–16$\frac{9}{16}$″ H. Christoffersens Maskinfabrik, Holeby		V
888 / VRPG	**Ruiz Capdepon** Steel Sc Sr *ss* Sld. No. 1–99 (*ex* Florencio Rodriguez, *ex* Brenda) *Well deck* 1 *Dk* (*Irn*) & *Web frames*	992 778 658	✠ 5,04 ✠	Sld	*m*		1894 11mo	W. Harkess & Son Middlesbro'	Ferrer Peset Hermanos *Cell D*	211·4 P 25′ Q 46′ B 44′ F 22′ *Ba* 50′ *u E* & *B* 35′ *f* 88′	32·1	13·7 BK 7″ 252 *t A P T* 20 *t*	Valencia Spanish	T. 3 Cy. 17″, 28″ & 46″–30″ 120 NHP 4 *B H Cem* 1 SB, *3pf*, Gs 47, Hs 1870 N.E. Marine Eng. Co Ld. Sld.	16 ″ 1	
889 / 109941	**Rukmavati** Steel Sc Sr *F. Ahmed* 82–12 1 *Dk* & *Shade dk*	266 201 109					1904	Grngem'th & Greenock Dockyard Co. Greenock	Bombay S.N. Co. Ld.	150·0	26·1	9·0	Bombay British *WB*	T. 3 Cy. 12″, 19″ & 31″–27″ 70 RHP Dunsmuir & Jackson, Gls.		
890 / QJWT	**Rumolt** Steel Sc Lr *C. Lübkemann* –12 *Oil Eng.* 1 *Dk*	138 128 92					1911	J. Frerichs & Co. A.G. Einswarden	Fischerei Ges. "Brema" m.b.H.	90·8 Q 22′	21·4	9·9	Bremen German	Oil Engine 4S.C.SA 2Cy. 11$\frac{5}{8}$″–12$\frac{3}{8}$″ J. Frerichs & Co. A.G. Osthlz		G
891 / 9075 / JGPR	**Rumoye Maru** Wood Sc Sr 2 *Dks*	313 — 185					1907	B. Takemori Otaru	Maruichi Homma Gomei Kaisha	133·8	20·1	15·2	Nishinomiya Japanese	C. 2 Cy. 13$\frac{3}{4}$″ & 31$\frac{1}{2}$″–22″ 38 NHP		
892 / THJK	**Rumphius** Steel Twin Sc Sr *Boelhuijs* *Elec. light* Wireless 2 *Dks* & *Awng dk*	2548 2052 1246					1908	Nederl. Schps. Maats. Amsterdam	Koninkl. Paketv. Maats.	299·7	42·0	23·0	Batavia Dutch *WB*	T. 8 Cy. 19″, 30″ & (2) 35″–31$\frac{1}{2}$″ 275 NHP Ned Fb. v. Wrk & Spoor, Ams		V
893 / MGPT	**Runa** Steel Sc Sr *C. Gundersen* 11–11 (*ex* Marie di Giorgio) *Elec. light* 2 *Dks* 3 *tr B*	1611 1451 941					1911	Nylands Værksted Christiania	Akties. Marie di Giorgio (H. Waage, *Mgr.*)	250·1 H 110 *t*	34·7	22·1	Chrstiania Norwegian *WB*	T. 3 Cy. 21$\frac{1}{2}$″, 34$\frac{1}{2}$″ & 60″–39″ 225 NHP Nylands Værksted, Xania		N
894 / 1529 / HTSQ	— Steel Sc Sr *H. J. Johansson* 11–11 1 *Dk*	336 285 187					1889	Göteborgs Mek. Verks. Gothenburg	Ångf. Aktieb. Nornan (O. Ahrenberg, *Mgr.*)	130·1 B 31′ H 10 *t*	22·4	13·7	Göteborg Swedish *WB*	C. 2 Cy. 15$\frac{1}{2}$″ & 28$\frac{1}{4}$″–19$\frac{1}{2}$″ 29 NHP Göteborgs Mek. Vks., Göt.		V
895 / 2633 / JFSN	**Runar** Iron Sc *A. P. Eriksson* 14–14 (*ex* Kungshatt, *ex* Runar, *ex* Vätösund, *ex* Nya Hillersjö) 1 *Dk*	101 59 66					1885	Bergsunds M.V. Aktieb. Stockholm	Ångf. Aktieb. Kungshatt (J.F. Tillman, *Mgr.*)	91·2 Q 30′ B 28′ H 6 *t* F 12′	16·7	7·2	Stockholm Swedish	C. 2 Cy. 13$\frac{1}{4}$″ & 23$\frac{1}{2}$″–17$\frac{1}{2}$″ 19 NHP Bergsunds M.V. Aktb. Skm		
896 / MQCR	**Rundö** Steel Sc Sr *Blankholm* –17 1 *Dk*	1112 976 659					1917	Akers Mek. Værks. Christiania	Akties. Dmpsk. Rundö (P.A. Musæus)	226·2 P 21′ B 58′ F 28	36·3	16·6	Aalesund Norwegian *WB*	T. 3 Cy. 17″, 29″ & 47″–33″ 127 NHP Akers Mek. Værks. Xia.		
897 / 113441 / SDCT	**Runic** Steel Twin Sc 4 Mst Sr *J. Kearney* –12 *Ref. Mchy.* Sub. Sig. Wireless 3 *Dks*	12490 11178 8102	✠ Lloyd's RMC 9,16 14 17 12,17 6,18				1900	Harland & Wolff, Ld. Belfast	Oceanic Stm Nav Co Ld. (White Star Line)	550·2 Q 22″, 31$\frac{1}{2}$″, 46″ & 67″–51″	63·3	39·9	Liverpool British *WB*	Q. 8 Cy. 22″, 31$\frac{1}{2}$″, 46″ & 67″–51″ 641 NHP Harland & Wolff, Ld. Bel.		BT till 9,17
898 / 93334	**Runner** Iron Pad Sk *N. McDermid* 10–10 (*ex* Champion, *ex* Flying Scotsman)	146 131 24					1886	J.T. Eltringham S. Shields	Grangemouth & Forth Towing Co. Ld.	108·0 B 31′ H 10 *t*	18·6	9·7	Grngemth British	L. 1 Cy. 36″–54″ 80 RHP J.P. Rennoldson & Sns S. Shl		
899 / 242 / IWAM	**Runo** Steel Sc Sr *A. Kalnin* –12 *Mchy. Aft* 1 *Dk*	775 — 409					1912	Scott & Sons Bowling	Russian East Asiatic S.S. Co. Ld. (Baltic Line)	204·6 Q 92′ B 16′ F 22′	35·6	9·6	Libau Russian	T. 3 Cy. 13$\frac{1}{2}$″, 22″ & 36″–24″ 63 NHP W. V. V. Lidgerwood, Gls.		V
900 / 118471 / WDKP	**Runswick** Steel Sc Sr *R.H. Nesbitt* 06–10 *ss* Hul. No. 3–7, 16 1 *Dk* (*Irn*) & *deep framing*	3060 2889 1940	✠ 100 A1 7,16 ✠ LMC 7,16 Bs 10,15	Hul	*v*	7,16	1904 8mo	W. Gray & Co. Ld. W Hartlepool	[illegible] S.S. Co. Ld. W. R. Smith & Sons *Mgrs.*)	340·0 P 25′ B 186′ F 24′ *WB* = *Cell D Ba* 1	49·1	22·0 FK 6 *B H Cem* 06′ *u E* & *B* 40′	London British	T. 3 Cy. 24″, 38″ & 64″–42″ (*s*) 180 lb *100 lb* 299 NHP 2 SB. *6rf*, Gs 114, Hs 4760 Cen. Mar. Eng. Wrks. W Hpl *f* 144′ 904 *t F P T* 78 *t A P T* 30 *t*	24 ″ 6 s 3 ″ 5 21 ″ 6	
901 / 123662 / HGMW	**Rupara** Steel Sc Sr *C.C. Mackenzie* –16 *Elec. light* *Ref. Mchy.* 2 *Dks*	1368 829 791					1906	Hawthorn, Leslie & Co. Ld Newcastle	Adelaide S.S. Co. Ld	230·2 *Lloyd's SA & CP*	36·2	13·7 FK *WB* = *Cell D Ba* 1 10′ *u E*	P. Adelaide British *WB*	T. 3 Cy. 20″, 33″ & 54$\frac{1}{2}$″–39″ 185 NHP Hwthrn, Leslie & C. Ld. Nwc		C
902 / 115390 / VRPG	**Ruperra** Steel Sc Sr *E.W. Bastard* –12 *ss* Cff. No. 2–13 1 *Dk* (*pt Irn* & *pt Stl*) 2 *tr B* & *Web frames*	4232 3720 2693	✠ 100 A1 4,16 ✠ LMC BS 1,17 MS 2,17	Hul	*w*	2,17	1904 6mo	Short Bros. Ld. Sunderland	British Steam Shppg. Co. Ld. (J. Cory & Sons, Ld.)	345·4 P 32′ B 192′ F 36′ *Lloyd's SA & CP* *WB* = *Cell D Ba* 110′ *u E*	51·1	24·9 FK 6 *B H Cem* 25′ *f* 140′ 931 *t F P T* 92 *t A P T* 151 *t*	Cardiff British	T. 3 Cy. 25″, 42″ & 68″–45″ (*s*) 180 lb *90 lb* 330 NHP 2 SB, *6rf*, Gs 136, Hs 4983 J. Dickinson & Sons, Ld. Sld.	27 ″ 7 s 4 ″ 2½ 23 ″ 9	
903 / 959 / HCBP	**Rurik** Steel Sc Sr *E. Dreimann* 13–13 *ss* Rga. No. 3–4, 12 1 *Dk* (*Stl*)	509 429 274	✠ 100 A1 6,14 BS 6,14 ✠ LMC 4,12	Rga	*h*	3,13	1900 2mo	A. McMillan & Son, Ld. Dumbarton A & CP	"Rurik" Russian S.S. Co. Ld. (Baltic Line)	170·0 B 53′ F 23′ *WB* = *F P T*	26·0	13·3 BK 5″ 4 *B H Cem* 62 *t A P T* 38 *t*	Riga Russian	T. 3 Cy. 15″, 25″ & 40″–27″ (*s*) 160 lb *70 lb* 102 NHP 1 SB, *3pf*, Gs 63, Hs 1800 McKie & Baxter, Glasgow	14 ″ s 1 ″ 7 12 ″ 1	
904 / 121586	**Ruru** Wood Sc K *P.A. Petersen* –08 1 *Dk*	158 107 62					1905	T.M. Lane & Sons Auckland	Richardson & Co. Ld.	96·4	20·2	8·2	Napier NZ. British	C. 2 Cy. 13″ & 26″–18″ 10 RHP A. & G. Price, Thames, N.Z.		
905 / 169 / HMSK	**Rus** Iron Sc Sr *N. Suprunenko* (*ex* Benedict) *Well deck* 1 *Dk* (*Irn*) 2 *tr B*	1185 782 666	✠ 12,80	Liv	Lv	12·60 13·42 14·22 15·06	1880 11mo	W.H. Pottr & Son Liverpool	Sch. & E. Karapatnitsky *WB* = *M T A P T F P T*	203·0 Q 94 *t* B 96 *t* F 45 *t*	32·4	14·3 FK 3 *B H* 3 PSH	Odessa Russian	C. 2 Cy. 23″ & 46″–33″ NB 96 101 NHP J. Jones & Sons, Liverpool		
906 / 41 / HNDR	— Steel Sc Sr 1 *Dk*	734 — 389					1886	Stab. Tecnico, N.I. Trieste	M.E. Edelstein	201·0	26·0	12·7	Odessa Russian	C. 2 Cy. 27″ & 50″–24″ 102 NHP		
907 / 28	— Steel Pad 1 *Dk*	348 — 213					1899	Soc. John Cockerill Antwerp	Zaria Dampfsch. Ges.	175·0	25·6	8·2	Cronstadt Russian			
908 / 566	**Rusalka** Iron Pad 1 *Dk*	246 — 119					1880	..... Linz	G. Kuman, Wolochin & Co.	172·8	19·8	8·6	Nicolaieff Russian	C. 2 Cy. 24″ & 36″–36″ 65 NHP		

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expire. Lettre d'Equipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L. R. Thomas Ford, Hull Trials
909 211774 LDHJ	**Rush**	WoodScSr 1Dk	459 — 254					1885	..... Pt.Blakeley	BehringSea PackingCo.	163·0	25·0	14·2	Seattle Utd.States			
910	**Rusheen** (Whaler)	SteelSc 1Dk	117 114 42					1912	Nylands Værksted Christiania	ChargeursRéunis	91·2	18·1	10·8	French	T.3Cy.10½",17"&28½"-20" 36NHP NylandsVærksted,Xania		
911 114065	**Rushlight** W.J.Norman -10 Mchy.Aft	SteelScSk 1Dk	118 95 56					1902	Ross& Marshall Greenock	Wansbrough PaperCo.Ld. (E.S. Reed,*Mgr.*)	84·1	18·8	8·4	Greenock British *WB*	C.2Cy.11"&24⅝"-14" 35RHP Ross&Marshall,Greenock		
912	**Russ** (exLahn) Elec.light	SteelSc 4Dks	5383 4786 2449					1887	Fairfield Co.Ld. Glasgow	RussianGovernment	447·1	48·4	34·6 P54'B213'F71'	Russian	T.5Cy.(2)32½",68"&(2)85"-72" 1225NHP FairfieldCo.Ld.Glasgow		
913 NJFM	— N.M.Petersen01-07	SteelScSr 1Dk	2463 2310 1535					1897	SirRaylton Dixon&Co. Middlesbro'	DanskRussiske Dmpskselsk.	314·7	43·0	20·5 P25'B84'F30' *WB*	Copnhagn Danish	T.3Cy.22",36½"&60"-42" 233NHP G.Clark(Lim.),Sunderland		C
914 478	— A.Feodoroff 07-12	SteelTwinScSr 1Dk&Shelter dk2trB	1078 — 619					1906	Bergsunds M.V.Aktieb. Stockholm	RussianDanube Stm.Nav.Co.	217·5	32·0	14·1 H107*t* 21·7	Odessa Russian	T.6Cy.14½",22⅝"&37½"-27½" 74NHP BergsundsM.V.Aktb.Skm		
915	— (exFrederikshavn)	IronScSr (SalvageSteamer) 1Dk	254 — 183					1875	Burmeister &Wain Copenhagen	"Union"Tugboat S.S.Co.	130·1	21·2	12·1 B8*t*	Petrograd Russian	C.4Cy.16½"&34"-20" 86NHP Burmeister&Wain,Cpn.		
916 123585	**Russell** F.W.Lane -14	SteelScK ssGms.No.1-11 1Dk	246 221 100	✠100A1 StmTrawler 9,14	Gms ✠LMC9,14		9,14	1906 9mo Lloyd's SA&CP	Cook,Welt'n&Gemmell Ld.Beverley	W.Grant	125·0	22·0	11·8 Q68'F19' BK8"	Grimsby British 4BHCem	T.3Cy.12½",22"&35"-24" (*s*) 180lb 70RHP 1SB.2*pf*,GS33,HS1103 C.D.Holmes&Co.Hull	12 " 7	
917 135107	— G.W.Lennard -15	SteelScK (Whaler) 1Dk	156 151 68					1912	Akers Mek.Værks. Christiania	Chr.Salvesen&Co.	104·1	20·1	11·8	Leith British *WB*	T.3Cy.12",20"&33"-24" 84RHP AkersMek.Værks.Xia.		
918 93829	**Russia** (Flat)	WoodSc 1Dk&Awng dk	124 118 85					1873	C.Gibson Northwich	SaltUnion,Ld.	85·4	20·6	8·7	Liverpool British	C.2Cy.14"&24"-12" NE&B85 28RHP F.Friedenstral&Co.,Prs.		
919 133513 HWNT	**Russian Prince** W.Edwards -16 Elec.light Mchy.Aft	SteelScSr ssNYk.No.1-16 2Dks(Stl)&Webframes Longitudinal framing	4158 3723 2584	✠100A1 1,165,18 Carrying Petroleum in bulk ✠LMC11,16	NYk *w* Cff Lon	11,17	11,16	1912 9mo Lloyd's SA&CP above 1	TyneI.S.B. Co.Ld. Newcastle	BritishTanker Co.Ld. *WB*=CellDBuE&B44'*f*33'201*t*FPT 50°F.	357·2	48·2	28·2 P87'B25'F39' FK 14*t*	London ~~Newcastle~~ British 14*BHCem* 77*t*APT19*t*	T.3Cy.25",42"&68"-48" (*s*) 180lb *100lb* 362NHP 2SB,8*cf*,GS160,HS5780 Wllsnd.Slpwy.Co.Ld.Nwc.	28 " 3 s 5 • 4 23 " 3	
Now named "British Marshal," See No. 93 in Supplement							F.P. a										
920 PBJM	**Russland** F.Meislahn (exEuropa)	IronScSr (Seized at Petrograd) 1Dk&Awng dk	680 657 415					1883	G.Howaldt Kiel	Hanseatische DampfsfahrtsGes.	175·3	25·2	18·7 H45'	Lübeck German *WB*	C.2Cy.23"&37½"-27" NB01 61NHP Gebr.Howaldt,Kiel		
921 129057 HQFK	**Rustington** T.Cormac -16	SteelScSr ssCff.No.1-13 1Dk(Stl)	3071 2846 1900	✠100A1 12,16 B512,16	Cff ✠LMC7,18	*v*	12,16	1909 12mo Lloyd's SA&CP	Richardsn, Duck&Co. Stockton	SouthdownS.S.Co. Ld.(Bell,Symondson&Co. *Mgrs.*)	340·0	49·1	21·0 P31'B201'F35' *WB*=Cell 40'*f*142'1001*t* FPT	London British 4BHCem 94*t*APT60*t*	T.3Cy.23½",39"&64"-45" (*s*) 170lb *100lb* 299NHP 2SB,6*cf*,GS111,HS4740 Blair&Co.Ld.Stockton	23 " 3 s 2 " 11 20 " 8	
922 KHWL	**Rüstringen** F.Schulz	SteelScSr (Trawler) 1Dk	169 158 35					1897	Akt.Ges. "Neptun" Rostock	F.Busse	110·8	20·9	10·5 H38'	Gstemnde German *WB*	C.2Cy.17¾"&33½"-22" 44NHP A.G."Neptun,"Rostock		G
923 142291 ~~HDNC~~ JRPT	**Ruth** ~~Salvensen 16~~ 1Dk(Stl)2trB&deepframing3Dk rule	SteelScSr ssShl.No.3-11,12	3506 3233 ~~2282~~	✠100A1 4,18,9,16 ~~MS9,16~~ ~~BS9,16~~ Carrying oil fuel F.P.above150 F.inDB	Gms ✠LMC	*v*	9,16 4,17	1900 4mo Lloyd's SA&CP	C.S.Swan& Hunter,Ld Newcastle	TheShipping Controller(WmFranc Fenwick&CoLd.*Mgrs*) *WB*=CellDBa	330·0	48·0	~~24·7~~ 21·6 P24'B70'F34' FK 5	London British 5BHCem 106'*u*E18'*f*140'829*t*	T.3Cy.24½",38"&64"-42" (*s*) 180lb *80lb* 275NHP 2SB.6*cf*,GS92,HS4048 T.Richardsn&Sns.Ld.Hpl.	27 " 5 s 4-11½ 22 " 10	
924 207775 LBPS	— ~~Risk~~ Briggs -17 Elec.light Sub.Sig.	SteelScSr ssN.Ns.No.1-14 1Dk(Stl)&Webframes Longitudinal framing	3102 2699 2423	✠100A1 5,17 ~~7,16~~ ~~BS5,17~~	NYk ✠LMC10,14	*u*	1,16	1910 8mo Lloyd's A&CP	Nwprt Nws S.B.&D.D.Co. Newport Nws	A.H.BullS.S.Co. (A.H.Bull&Co. *Mgrs.*) *WB*=CellDBa102'*u*	313·6	46·1	22·1 P36'B94'F37' FK 5	NewYork Utd.States 5BHCem 70*t*APT248*t*	T.3Cy 22",37"&60"-42" (*s*) 180lb *100lb* 271NHP 2SB,6*cf*,GS149,HS4400 NewportNewsSB.&DD.Co.	24 " 3	
925 MFBL	— J.Klein -16 Mchy.Aft Well deck	SteelSc3MstSr ssXia.No.1-12 1Dk(Stl)	549 392 231	✠100A1 5,18 ~~3,15~~ ✠NE&B12.05 fitted08 MS1.18 ~~MS9,16~~	Xia Grk ✠LMC ~~BS2,17~~ 5,18	*h*	2,17	1908 3mo Lloyd's SA&CP	W.Walker Maryport	Dmpsk Akties. Ruth (Wegger& Ohre) H.Rachlew *WB*=	160·5	28·1	11·0 Q92'B9'F28' FK 3	Sandefjord Norwegian 3BHCem 40*t*APT4*t*	T3Cy13½"21½"&34½"-27"(*r*) 160lb *80lb* 78NHP NDB05 *fitted*08 1SB,3*pf*,GS50,HS1414 Hutson&Sons Ld.Glasgow	13 " 1 s " 7 12 " 9	
926	— (exBarão do Rio Branco, ex Swansea Castle)	SteelScK ssBah.No.2-16 1Dk	257 232 83	✠100A– StmTrawler 9,16	Rio ✠LMC9,16		9,16	1906 1mo	Smith's Dock Co.Ld. North Shields	~~Paulo Passos&Co.~~	125·9	22·1	12·0 Q63' BK7½"	R.Janeiro Brazilian 3BHCem	T.3Cy.12½",20"&34"-25" (*s*) 180lb 88NHP 1SB.2*pf*,GS36,HS1697 Shields Eng.Co.Ld.N.Shl.	12 " 10	
927 124066	— T.Hewitt -14 Mchy.Aft	SteelScYl 1Dk	226 181 89					1907	Scott& Sons Bowling	J.Monks&Co.Ld.	100·0	23·1	10·7 F16' *WB*	Liverpool British	C.2Cy.14"&29"-20" 38RHP Ross&Duncan,Glasgow		
928 5259 JSLQ	— J.E.Hayman11-11 (exMosquito)	IronScYl ssHul.No.3-10,03 ssHul.No.1-07 1Dk	160 148 53	✠ StmTrawler 4,12 ✠	Hul			1891 2mo	Mackie& Thomson Glasgow	C.J.Andersson	100·5	20·5	10·7 Q19'F19' BK7½"	Smögen Swedish 3BHCem	C.2Cy.16"&32"-22" 42NHP 1SB,2*pf*,GS30,HS690 Muir&Houston,Glasgow	11 " 11	
929 NQTB	— N.Hansen (See Sailing Ship Register)	SteelAuxSc3MstSr Motor	105 94 84					1908	J.Ring Andersen Svendborg	Sö-Transport Kompagnie-Akties (J.Christensen,*Mgr.*)	83·4	21·3	16·8	Copnhagn Danish	Motor 3Cy.10½"-12½" Frederikshavns Jernstöberi,Frhavn.		V
930 111181	**Ruth B. Lute**	WoodSc	148 — 91					1898	..... Wlmgtn, Del.	DyerTransportationLine	95·0	21·8	7·6	Providnce, R.I. Utd.States	C.2Cy.10½"&18"-18" 11NHP		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys.	3 Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✝ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned / now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 Built. By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers to which classed, if not in L.R. Date of ft. of Trade Cert.
931 110650 JMHD	**Ruthenia** *A.C.Birch* –16 (*ex*Lake Champlain) 2 *Dks*(*Stl*) & *deep framing*, *hold beams fore* Wireless	**Steel Twin Sc 4 Mst Sr** *ss* Liv. No. 3–4, 12 *Elec. light* *hold & Shlter dk*(*Stl*)	7208 6988 4846	✝100A1 *Shelter dk* 4, 14 ✝LMC1, 14	Liv	*b*†	4, 12	1900 5mo	Barclay, Curle & Co Ld. Glasgow A&CP	**The Admiralty** *W* *B* = *Cell D Ba* 120′	446·0 | 52·0 | 27·8 FK *uE & B* 66′ *f* 198′ 1256 *t*			**London** British 7 *B H Cem* *APT* 75 *t*	T. 6 Cy. P 22⅝″ 37¾″ S 22″ 37½″ & 60″–48″ (*s*) 180 lb HS 11790 660 NHP 3 D B. *13 cf & 5 rf*, GS 369, Barclay, Curle & Co. Ld. Gls.	30 // 10 s 5 // 3½ 25 // 11	
932 121303 HFPW	**Rutherglen** *W. Gay* –10 *Elec. light* 2 *Dks*(*Stl*) & *deep framing*	**Steel Sc Sr** *ss* Gls. No. 2–14 2742	4214 4014 2742	✝100A1 7, 17 ~~12, 16~~ ~~DS 12, 16~~ ✝LMC 10, 14	Cff	*x*	~~11, 15~~ 7, 17	1906 3mo	Lon. & Gls. Co. Ld. Glasgow *Lloyd's* *A & CP*	**S.S. Rutherglen Co. Ld. (Maclay & McIntyre)** *WB* = *Cell D Ba* *uE & B* 38′ *f* 169′ 880 *t*	385·0 | 50·0 | 25·9 P 47′ B 113′ F 38′ FK 121′ *FPT* 107 *t* *APT* 286 *t*			**Glasgow** British 4 *BH to U dk* 2 *BH to Middle dk Cem*	T. 3 Cy. 25″, 41″ & 67″–48″ (*s*) 175 lb ~~110 lb~~ 90 lb 400 NHP 2 SB, *6 cf*, GS 122, HS 5668 FD London & Glas. Co. Ld. Gls.	28 // 8 s 5 // 6½ 23 // 6	
933 136141	**Ruthin Castle** 1 *Dk*	**Steel Sc K** 275 245 107	✝100A1 *Stm Trawler* 12, 16 ✝LMC 12, 16	Mdb			1916 12mo	Smith's Dock Co. Ld. Middlesbro' *Lloyd's* *A & CP*	**Castle S. Trwlrs, Ld** (C. Heron, *Mgr.*)	125·4 | 23·4 | 12·8 Q 72′ F 21′ BK 7½ 3 *B H Cem*			**Swansea** British	T. 3 Cy. 12½″, 21″ & 35″–26″ (*s*) 180 lb 87 RHP 1 SB. *3 pf*, GS 50, HS 1616 Smith's Dock Co. Ld. Mdb.	13 // 6	
934 102110 NDRJ	**Rutland** (Detained at Hamburg) *D. Hodgins* –13 *Elec. light* *ss* Liv. No. 3–6, 06 *ss* Liv. No. 1–10 1 *Dk*(*Stl*) & *Spar dk 3 tr B*	**Steel Sc Sr** 1424 1371 884	✝100A1 *Spar dk* 5, 14 ✝LMC 8, 10 ✝NB 8, 10 DBS 5, 14	Liv	*q*	5, 14	1893 9mo	Barclay, Curle & Co Ld. Glasgow A&CP	**Liverpool & Hamburg S.S. Co. Ld (D. Currie & Co. *Mgrs.*)** *WB* = *Cell D B* 211′ 260 *t* *FPT*	255·0 | 34·1 | 14·2 B 26′ F 29′ 21·3 FK 5 *B H Cem* 26 *t* *APT* 16 *t*			**Liverpool** British	T. 3 Cy. 20″, 33″ & 54″–42″ (*r*) 160 lb *85 lb* 198 NHP 1 SB, *4 cf*, GS 82, HS 3110 Barclay Curle & Co (Lm) Gls	23 // 6 s 4 // 3½ 19 // 3	
935 HJWD	— *Joh. Mathisen* 1 *Dk* (*ex* Motala Verkstad, *ex* Södern)	**Iron Sc Sr** 182 140 80						18 6 7 / 8 2	Motala Co. Motala	**Dpskacts. Rutland (J. Chr. Olsen)**	99·8 | 22·0 | 10·6 H 16 *t*			**Moss** Norwegian	C. 2 Cy. 10¾″ & 21½″–15½″ 15 NHP Motala Co., Motala		
936 132653 HVCT	**Ruy Barbosa** *R. Hurlford* 07–12 *Elec. light*	**Steel Twin Sc Sr** (*ex* Jupiter) 1 *Dk* & *Awng dk* 1629 984						1905	Reiherst'g Schiffsw., Hamburg	**Lloyd Brazileiro**	269·0 | 37·8 | 11·5 F 30′			**R. Janeiro** Brazilian *WB*	T. Cy. 13⅜″, 23¼″ & 37½″–29 9/16″ 156 NHP Reiherst. Maschinenf. Ham.		
937 132653 HVCT	**Ruysdael** *R. Hurlford* 07–12 1 *Dk*(*pt Irn pt Stl*)	**Steel Sc Sr** *ss* Hul. No. 1–17	3478 3190 2202	✝100A1 9, 17 ~~11~~ ✝LMC 3, 13 9, 17	Bry Hul	*v*	~~1, 11~~ 9, 17	1912 1mo	W. Gray & Co. Ld. W Hartlepool *Lloyd's* *A & CP*	**A.D. Axarlis** *WB* = *Cell D Ba* & *uE* 135′ *u*	342·8 | 49·0 | 22·9 P 27′ B 97′ F 33′ FK *B* 16′ *f* 151′ 951 *t* *FPT*			**London** British 6 *B H Cem* 62 *t* *APT* 30 *t*	T. 3 Cy. 24½″, 40″ & 65″–42″ (*s*) 180 lb *100 lb* 298 NHP 2 SB, *6 cf*, GS 123, HS 4610 Cen. Mar Eng. Wrks. W Hpl	25 // 5 s 4 // 6 21 // 3	
938 127462 HRPF	**Ryburn** ~~*T. Douglass* 81–10~~ *H. Pattinson* 06–17 *Cargo battens not fitted* 1 *Dk*(*Irn*)	**Steel Sc Sr** 2974 2770 1848	✝100A1 10, 13 *Examined* ~~3, 17~~ 3, 13 BS 3, 17 ✝LMC 9, 10	Cff	*u*	2, 13	1910 9mo	W. Gray & Co. Ld. W Hartlepool *Lloyd's* *A & CP*	**J. E. Murrell & Son** Charles Lowe & Partners, Ld. *WB* = *Cell D B*	331·0 | 46·0 | 21·9 P 29′ B 106′ F 35′ FK *a & uE* 133′ *f* 145′ 821 *t*			**W. Hartlpl** British 5 *B H Cem* *APT* 113 *t*	T. 3 Cy. 24″, 38″ & 64″–42″ (*s*) 180 lb *100 lb* 287 NHP 2 SB, *6 cf*, GS 108, HS 4424 Cen. Mar. Eng. Wrks. W Hpl	24 // 4 s 4 // 1½ 20 // 6	
939 96395 LMSJ	**Rydal Hall** *G. Naylor* 04–16 2 *Dks*(*Stl–Uws*) 3 *tr B*	**Steel Sc Sr** *ss* Liv. No. 3–8, 02 *ss* Mdb. No. 2–11	3314 3021 2139	✝100A1 9, 13 *Examined* 6, 17 MBS 2, 17 ✝LMC 1, 18	Bkn	*w*	1, 16	1889 12mo	Caird & Co. (Lim.) Greenock *Lloyd's* *A & CP*	**Hall Line, Ld.** *WB* = *Ce*	349·5 | 42·1 | 26·7 P 37′ B 76′ F 47′ FK NDS 02 *ll D B* 290′ 623 *t* *FPT*			**Liverpool** British 6 *B Hpt Asp* 51 *t* *pt Cem*	T. 3 Cy. 24½″, 40″ & 63″–54″ (*s*) 160 lb *100 lb* NDB 16 307 NHP 2 DB, *8 cf*, GS 159, HS 4830 Caird & Co. (Lim.), Grk.	29 // 9 s 5·10½ 24 // 6	
940 124559 HKLD	**Ryde** *W. G. Diver* 95–07 1 *Dk*(*pt Irn pt Stl*) & *deep framing*	**Steel Sc** *ss* Sld. No. 2–16	3556 3331 2288	✝100A1 ~~1, 17~~ 12, 16 2, 18 Cff NNs BS 2, 17 ✝LMC 2, 18	Hul	*w*	2, 16	1907 2mo	Tyne I.S.B. Co. Ld. Newcastle *Lloyd's* *A & CP*	**Rowland & Marwood's S.S. Co. Ld. (Headlam & Rowland, *Mgrs.*)**	348·5 | 50·1 | 23·1 P 28′ B 100′ F 37′ *WB* = *Cell D B* FK *a* 110 *uE* 25′ *f* 152′ 868 *t* *APT* 99 *t*			**Whitby** British 6 *B H Cem* *8 pf*, GS 142, HS 4600	T. 3 Cy. 24″, 40″ & 66″–45″ (*s*) 180 lb *90 lb* 307 NHP 2 SB, *8 pf*, GS 142, HS 4600 J. Dickinson & Sons, Ld. Sld.	25 // 8 s 4 // 7½ 21 // 5	
941 138885 JFSL	**Rye** *J. R. Sykes* –16 *Elec. light* 1 *Dk*(*Stl*)	**Steel Sc Sr** 986 817 399	✝100A1 11, 17 ~~8, 15~~ BS 11, 17 ✝LMC 8, 14	Goo	*o*		1914 6mo	Clyde S.B. & Eng. Co. Ld. Pt. Glasgow *Lloyd's* *A & CP*	**Lancashire & Yorkshire Rly. Co.** *WB* = *Cell D Ba* 51′	240·0 | 34·1 | 15·3 P 38′ B 88′ F 37′ FK *uE* 23′ *f* 92′ 197 *t* *FPT*			**Goole** British 5 *B H Cem* 13 *t* *APT* 28 *t*	T. Cy. 33 21/16, 36″ & 61″–39″ (*r*) 180 lb 349 NHP 2 SB, *6 cf*, GS 120, HS 5370 FD Clyde S.B. & E. Co. Ld. P. Gls.	16 // 4 s 2 // 0 14 // 7	
942 JWQT	**Ryfylke** *G. Selmer* *Elec. light* 1 *Dk* & *Awng dk 3 tr B*	**Steel Sc Sr** 527 270 318				...		1891	Kockums M.V. Aktieb Malmö	**Stavangerske Dampskibsselskab**	156·6 | 23·1 | 11·6 B 35′ H 31′ F 34′ len 94 *WB*			**Stavanger** Norwegian	T. 3 Cy. 13¾″, 21 13/16″ & 38″–23 5/8″ NB 03 70 NHP Kockums Aktieb., Malmö		N
943 124340 HLGW	**Ryhope** ~~*C. Duck* –12~~ *Well deck* *Sabourne* –17 *Cargo battens not fitted*	**Steel Sc Sr** *ss* Cff. No. 2–15 1 *Dk*(*pt Irn* & *pt Stl*) & *deep framing*	1334 1030 695	✝100A1 5, 17 ~~4, 17~~ ~~DS 3, 16~~ ✝LMC 8, 16 BS 2, 16	Cff Hpl	*o*	8, 15	1907 8mo	Blyth S.B. Co. Ld. Blyth *Lloyd's* *A & CP*	**Furness, Withy & Co. Ld.** *WB* = *Cell D B a* 65′ *u E &*	234·5 | 34·5 | 15·0 Q 121′ B 10′ F 24′ FK *B* 35′ *f* 98′ 341 *t* *FPT*			**W. Hartlpl** British 4 *B H Cem* 53 *t* *APT* 75 *t*	T. 3 Cy. 19″, 31″ & 51″–36″ (*s*) 180 lb *100 lb* 179 NHP 2 SB, *4 cf*, GS 62, HS 2900 Richardsons, Westgarth & Co. Ld. Sld.	17 // 3 s 1 // 8 15 // 11	
944 94 QBKG	**Ryohei Maru** 2 *Dks*	**Steel Sc Sr** 757 658 469						1910	Osaka Iron Works Osaka	**Dairen Kisen Kabushiki Kaisha**	186·9 | 26·3 | 18·1			**Dairen** Japanese	T. 3 Cy. 13″, 21½″ & 36″–27″ 67 NHP Osaka Iron Works, Osaka		
945 16238 MGWP	**Ryohi Maru** 2 *Dks*	**Wood Sc Sp** 154 — 79						1913	T. Mikami Misumi	**Kyushu Kisen Kabushiki Kaisha**	117·2 | 15·5 | 12·2			**Tokitsu** Japanese	C. 2 Cy. 13″ & 26″–15″ *E made* 87 *refitted* 13 22 NHP Osaka Iron Works, Osaka		
946 8949 JRPN	**Ryoto Maru** *Hamamoto* –06 (*ex* Benlawers) 2 *Dks*(*Irn–Uws*) 3 *tr B*	**Steel Sc Sr** *ss* Kob. 2nd No. 3–6, 11 *ss* Kob. No. 1–16	2522 2182 1564	✝100A1 3, 17 ✝LMC 3, 17	Kob	*t*	3, 17	1886 11mo	Barclay, Curle & Co Ld Glasgow *Lloyd's* *A & CP*	**Oiye Shichihei** *WB* =	319·7 | 38·0 | 25·3 P 37′ B 84′ F 36′ BK 10″ *D Bu E & B* 66′ 180 *t*			**Nishinomiya** Japanese 6 *B H Cem*	T. 3 Cy. 24″, 40″ & 61″–45″ (*o*) 160 lb *100 lb* NDB 99 264 NHP 2 DB, *8 cf*, GS 120, HS 4174 Barclay, Curle & Co. Ld. Gls.	26 // 5 s 5 // 0½ 22 // 8	
947 123 QBMF	**Ryoyu Maru** (*ex* Loong Yue, *ex* Stettin) *Elec. light* 2 *Dks* 3 *tr B* *Fitted for oil fuel*	**Steel Sc Sr** 2211 1928 1354						1886	Akt. Ges. "Vulcan" Stettin	**S. Tanaka**	316·0 | 35·4 | 24·5 P 33′ B 125′ F 40′ len 95			**Dairen** Japanese *WB*	T. Cy. 23½″, 39″ & 63″–49″ NB 95 278 NHP A.G. "Vulkan," Stettin		V
948 133545 JDQC	**Ryton** *C. Dingle* –16 1 *Dk*(*Stl*)	**Steel Sc Sr** 3991 3720 2505	✝100A1 6, 17 ~~2, 15~~ ✝LMC 12, 13	Npt Mdb	*w*	11, 14	1913 12mo	Blyth S.B. Co. Ld. Blyth *Lloyd's* *A & CP*	**Red "R" S.S. Co. Ld.** (Stephens, Sutton & Stephens, *Mgrs.*) *WB* = *Cell D Ba* 115′	352·5 | 50·8 | 24·9 P 30′ B 98′ F 40′ FK *uE & B* 40′ *f* 154′ 930 *t* *APT* 150 *t*			**Newcastle** British 6 *B H Cem*	T. 3 Cy. 25″, 41″ & 68″–45″ (*s*) 180 lb *120 lb* 356 NHP 2 SB, *6 cf*, GS 136, HS 5756 N.E. Marine Eng Co Ld Nwc	27 // 4 s 4·11½ 22 // 9	
949 121201 HBTL	**Rytonhall** *W. F. Trott* –15 (*ex* Saint Helena) *Spar dk*(*Stl*) & *deep framing*	**Steel Sc Sr** *ss* Gls. No. 2–13 1 *Dk*(*Stl*) &	4203 4019 2708	✝100A1 *Spar dk* ~~1, 17~~ ✝LMC 2, 17	Hul	*x*	2, 17	1905 1mo	Russell & Co. Pt. Glasgow *Lloyd's* *A & CP*	**Wiltonhall S.S. Co. Ld. (Guthe Bros. Ld** *Mgrs.*) *Cell D Ba* 114′ *u E* 26′	370·4 | 49·8 | 19·0 P 36′ B 108′ F 44′ 27·0 FK *f* 160′ 942 *t* *DTa* 36′			**W. Hartlpl** British 6 *B H Cem* 870 *t* *APT* 45 *t*	T. 3 Cy. 26″, 42″ & 70″–48″ (*s*) 180 lb *90 lb* 411 NHP 2 SB, *6 cf*, GS 124, HS 5552 FD D. Rowan & Co. Glasgow	29 // 8 s 5 // 10 24 // 3	
950 17181 MLVJ	**Ryuho Maru** 1 *Dk*	**Wood Sc Sr** 283 228 195						1916	Hakodate Zosensho Hakodate	**H. Awaya**	132·0 | 20·0 | 12·0 P 20′ B 22′ F 19′			**Hakodate** Japanese	C. 2 Cy. 13″ & 28 3/8″–16″ E & B *made* 92 *refitted* 16 27 NHP S. Nagata, Osaka		

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Grément, etc. / Capitaine. / Visites Périodiques.	3 Ex-nom, s'il y a lieu. / Nombres des Ponts.	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. ps.	15 Registres où existe le certificat de la Soc. (Lettres voir Introduction.)
951 10305 LBMR	**Ryukyu Maru** *Elec.light*	**SteelScSr** 2 *Dks*	737 668 429					1906	Osaka Iron Works Osaka	Osaka Shosen Kabushiki Kaisha	185·0 B35′	27·1	17·8	Osaka Japanese	T.3Cy.13″,24½″&39″–30″ 83NHP WB Osaka Iron Works, Osaka		
952 87 QBJS	**Ryusho Maru** (*ex* Rita Wallem, *ex* Baluchistan, *ex* Harmonic)	**SteelScSr** 1 *Dk2trB*	2880 2572 1752				...	1897	S.P. Austin & Son, Ld. Sunderland	Minamimanshu Tetsudo Kabushiki Kaisha	314·1 P34′ B62′ F36′	45·5	20·9 FK	Dairen Japanese	T.3Cy.22½″,37¾″&61″–42″ 249NHP WB G.Clark, Ld. Sunderland	23 ″ 8	
953 10 QBCP	**Ryuzan Maru**	**Steel**	426 — 234					1910	..... Osaka	Minamimanshu Tetsudo Kabushiki Kaisha	165·2	29·7	10·3	Dairen Japanese	C.		
954 MDGB	**Ryvarden** *C.Thomassen* 16–16	**SteelScSr** 1 *Dk*	1116 983 646					1907	Laxevaags Msk.&Jrnskb Bergen	Dpsk.Akties. Ryvarden (K.J. Bredsdorff& N.Chr.Sörensen)	229·0 P11′	35·2 H54′	15·9 F29′	Kragerö Norwegian WB	T.3Cy.16″,25½″&43″–30″ 101NHP Laxevaags Msk&Jerns Bgn	16 ″ 10 s 2 ″ 0½ 15 ″ 1	N

***Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. / Master. / Special Surveys.	3 Material, Rig, &c. / Late Name if any / No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character.	6 Port of Survey.	7 Year Assigned / now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L. R. Dates of Ins. of Trade Cert.
1 116358	**S. C. Schenck** *Tug* 1 *Dk*	**SteelSc** 127 — 63					1890	**Union Dry Dock Co.** Buffalo, N.Y.	**Great Lakes Towing Co.**	90·6	21·0	10·9	**Buffalo** Utd. States	C.2Cy.20″&40″–30″ 73 NHP King Iron Works, Buffalo		
2 132971	**S. D. J.** *J. Smith* –13 *Fishing* 1 *Dk*	**SteelScDy** 100 100 36					1912	**J. Duthie Torry S.B. Co.** Aberdeen	**J. Smith**	87·3	18·4	9·0	**Lowestoft** British	T.3Cy.9¾″,15″&22″–16″ 25 RHP Elliott & Garrood, Beccles		
3	**S. Giner** (*ex* Melton Gonzalez, *ex* Wittekind) *ss* Sws. No. 1–93 1 *Dk* (*Irn*) & *Web frames* *Irn Beams & Stringers* (*Irn*)	**SteelScSr** 1001 690 610	✠ *pt Awng dk with freeboard* 5,94 ✠	Gls	*m*		1889 4mo	**Sunderlnd S.B. Co. Ltd.** Sunderland	~~Ferrer Peset Hermanos~~ Cia Trasmediterranea	210·0	30·1	13·4 P22′ Q46′ B22′ *Cell DB* (*Irn*) 174′ 210*t*	**Valencia** Spanish	T.3Cy.17⅞″,28″&46″–30″ 116 NHP 4 *BH Cem* 1 SB, *3pf*, Gs52, Hs1777 N.E. Marine Eng Co Ltd. Nwc	15 ″ 10	
4	**'s Gravenhage** *J. Westerwal* –15 (*ex* Highland Prince) *ss* Ams. No. 3–9, 15 1 *Dk*	**SteelScK** 150 148 51	✠ 100 A1 *Stm Trawler* 6,17 ~~11,15~~ ~~B58,16~~ ✠ LMC 9,15	Ams Ymu		~~11,15~~ 6,17	1902 9mo	**J. T. Eltringham & Co. S. Shields** *Lloyd's SA & CP*	**D. Boon**	104·0	20·2	11·4 BK 7″	**Ymuiden** Dutch	T.3Cy.11″,18″&32″–22″ (*s*) 170 lb 59 NHP 3 *BH Cem* 1 SB, *2pf*, Gs32, Hs1031 Shields Eng. Co. Ltd. N. Shl.	12 ″ 0	
5 96445	**S. H. Robbins** (*ex* Henry W. Oliver) *Elec. light* *Mchy. Aft* 1 *Dk* 2 *tr B*	**SteelSc** 4909 — 3617					1899	**Cleveland S.B. Co.** Lorain, O.	**Wilson Transit Co.**	444·0	50·0	24·6 *WB*	**Cleveland** Utd. States	T.3Cy.23″,38″&63″–40″ 251 NHP Cleveland S.B. Co.		
6 ~~9 C S~~	**s' Jacob** *Elec. light* 2 *Dks* & *pt Awng dk* 3 *tr B*	**SteelScSr** 2988 2549 1873					1907	**Maats.** Fyenoord Rotterdam	The Shipping Controller (British India S.N. Co. Ltd., *Mgrs.*)	325·5	44·1	22·8 F39′ *pt Awng dk* 220′	~~**Batavia**~~ ~~Dutch~~ London *WB* British	T.3Cy.22″,36½″&60″–42″ 233 NHP Maats. Fyenoord, Rot.		V
7	**S. João da Barra** *H. G. Valente* (*ex* Itaya) 1 *Dk*	**SteelTwinScSr** 665 586 452					1896	**Scott & Co.** Greenock	**Cia. de Nav. S. João da Barra e Campos**	181·5	35·0	10·6 B26′ F25′	**R. Janeiro** Brazilian	T.6Cy.9″,15″&25″–21″ 57 NHP Scott & Co. Greenock		
8	**S. Jorge** *S. V. Diaz* –17 *Elec. light* Wireless (*ex* Sardinia) 2 *Dks* & *Web frames*	**SteelScSr** 3601 3156 2264	G.L. Lis. ~~6,17~~ 3,18 (*See footnote**)				1898	**Blohm & Voss** Hamburg	**Requisitioned by the Portuguese Government**	345·6	43·7	25·8 P34′ B102′ F45′	**Lisbon** Portuguese *WB*	Q.4Cy.20½″,30½″,44½″&64½″ ~~44¾″~~ : 276 NHP Blohm & Voss, Hamburg		
9 116849	**S. L'Hommedieu** *R. Eastman* *Tug*	**WoodSc** 100 — 68					1898	**R. Palmer & Son S.B. Co.** Noank, Ct.	**S. L'Hommedieu**	74·0	20·6	9·3	**New York** Utd. States	2Cy.18″&21″ New York		
10	**S. Luiz** *M. A. P. Guimarães* *Elec. light* 1 *Dk* & *Promenade dk*	**SteelTwinScSr** 372 270 253				…	1900	**Murdoch & Murray** Pt. Glasgow	**Gomes, Ribeiro & Co.**	150·0	35·0	8·2 F16′ FK	**Para** Brazilian	C.4Cy.16″&32″–21″ 106 NHP Lees, Anderson & Co. Gls.	8 ″ 4	
11 116717	**S. M. Fischer** (*Tug*) *Elec. light* 1 *Dk* & *Spar dk*	**SteelSc** 629 — 428					1896	**Craig S.B. Co.** Toledo, O.	**Reid Wrecking Co.**	139·5	31·0	21·0 *WB*	**Mlwaukee Wis.** Utd. States	T.3Cy.18″,30″&50″–36″ 150 NHP Hodge & Co., Detroit		
12 1 RTWZ	**S. Malfidano** *S. Vigo* 80–90 1 *Dk*	**SteelScSr** 124 — 25					1891	**E. Cravero & Co.** Genoa	**Soc. Anon. delle Miniere di Malfidno (R. Jacomy, *Mgr.*)**	93·2	18·4	10·9	**Cagliari** Italian	T.3Cy.10⅜″,17⅝″&28″–15¾″ NB 02 31 NHP E. Cravero & Co. Genoa		
13 LCWN	**S.N.A. 1** ~~Servo 16~~ *E. Carpentier* –17 *Elec. light* (*ex* International) 1 *Dk* (*Stl*) *Mchy. Aft* *Cargo battens not fitted*	**SteelSc3MstSr** 1794 1592 964	✠ 100 A1 10,17 ~~9,16~~ ✠ LMC 7,14 *For River St. Lawrence & Coasting Service to West Indies*	N Yk Shl	*q*	~~9,15~~ N 10,17	1914 8mo	**Gt. Lakes Eng. Works** Ecorse, Mich.	**Soc. Nationale d'Affrêtements**	255·6	43·0	16·6 Q68′ F38′ FK A&CP *Intermediate bulkhead in for hold dispensed with* *Cell D*	**Havre** French	T.3Cy.16″,26½″&45″–33″ (*s*) 180 lb 170 NHP 2 SB, *4cf*, Gs80, Hs3249 Gt. Lakes Eng Wrks Detroit	19 ″ 2 s 3 ″ 5 15 ″ 11	
14 LCWQ	**S.N.A. 2** *Robert* –16 (*ex* M.E. Harper) 1 *Dk* (*Stl*) *Elec. light* *Cargo battens not fitted* *Mchy. Aft*	**SteelScSr** 2294 2124 1666	100A– 8,16	N Yk LMC ~~8,16~~ 8,17		~~2,16~~ 5,17	1911	**Gt. Lakes Eng. Works** Ecorse, Mich.	**Soc. Nationale d'Affrêtements**	247·0	43·7	28·4 F25′ FK *Cell DB* 204′ 634*t* *Topside tanks*	**Havre** French	T.3Cy.21″,34½″&57″–42″ (*s*) 175 lb 192 NHP 5 *BH Asp* 2 SB, *4cf*, Gs82, Hs3954 FD Gt. Lakes Eng. Works, Det. 157′ 902*t* *FPT* 137*t* *APT* 35*t*	27 ″ 6 s 5 ″ 4¾ 22 ″ 3	
15 LCWR	**S.N.A. 3** ~~Cero 16~~ *F. Ferrero* –17 (*ex* Clinchfield, *ex* International) *Elec. light* 1 *Dk* (*Stl*) *Mchy. Aft* *Cargo battens not fitted*	**SteelSc3Mst** 1709 1483 1146	✠ 100 A1 ~~3,17~~ ~~9,16~~ 7,17 *For River St. Lawrence & Coasting Service to West Indies* ✠ LMC ~~7,15~~ 7,17	N Yk Shl	*q*	~~9,16~~ 7,17	1915 7mo	**Gt. Lakes Eng. Works** Ecorse, Mich.	**Soc. Nationale d'Affrêtements**	255·6	43·0	16·6 Q68′ F38′ FK A&CP *Intermediate BH in fore hold dispensed with* *Cell DB*	**Havre** French	T.3Cy.16″,26½″&45″–33″ (*s*) 180 lb 160 NHP 2 SB, *4cf*, Gs72, Hs2341 FD Gt. Lakes Eng. Works, Det. 166′ 670*t* *FPT* 250*t* *APT* 12*t*	19 ″ 2 s 3 ″ 5 15 ″ 11	
16	**S. Paulo** *Carvalho* –17 *Ref. Mchy.* *Elec. light* Wireless *ss* NYk. No. 2–16 2 *Dks* (*U Stl*–teaks) & *deep framing*	**SteelTwinScSr** 3583 2772 2213	✠ 100 A1 7,17 ~~7,16~~ ✠ LMC 8,16 ~~B58,16~~	N Yk	*v*	8,16	1907 12mo	**Workman, Clark & Co. Ltd.** Belfast *Lloyd's SA & CP*	**Lloyd Brazileiro** *WB* = *Cell DB* a 88′	340·3	45·1	24·8 P48′ B130′ F48′ FK & BK 1½″ *u* E36′ *f* 98′ 460*t* *FPT*	**R. Janeiro** Brazilian	T.6Cy.18″,30″&49″–42″ (*s*) 180 lb 534 NHP 6 *BH Cem* 3 SB, *12cf*, Gs224, Hs8754 FD Wrkman, Clark & Co. Ltd. Bel	26 ″ 0	
17 116558	**S. S. Curry** *Elec. light* 2 *Dks*	**SteelScSr** 3931 — 2901					1893	**F. W. Wheeler & Co.** W. Bay City	**Interstate S.S. Co.** (W.H. Becker, *Mgr.*)	432·0	45·0	20·8 F34′ len 05 *WB*	**Duluth** Utd. States	T.3Cy.19″,31″&52″–44″ *E rebuilt* 05 179 NHP F.W. Wheeler, W. Bay City		
18	**S. Salvador** 2 *Dks* (*Upt Stl*–ws) & *Shade dk* *Elec. light* Wireless	**SteelScSr** 2020 1582 1240	✠ *Shade dk with freeboard* 9,91 ✠ *Coasting, Rio de Janeiro & Para*	Gls	*s*		1891 9mo	**J. & G. Thomson, Ld.** Clydebank	**Lloyd Brazileiro**	282·0	38·1	20·7 F48′ BK 7″ *WB* = *Cell DB* 76′ 124*t*	**R. Janeiro** Brazilian	T.3Cy.27″,40½″&61″–45″ 318 NHP 2 DB, *12cf*, Gs202, Hs5986 J. & G. Thomson (Lim.) Clydebank	22 ″ 0	
19	**S. Thiago** *I. Bernardo* –17 (*ex* Santa Barbara) *Elec. light* 1 *Dk*	**SteelSc** 3768 3350 2347	G.L. Lis. 4,17 (*See footnote**) ~~S. Thiago~~ *See No. 25 in Supplement*				1908	**Akt. Ges. "Neptun"** Rostock	**Requisitioned by the Portuguese Government**	351·7	50·2	23·4 P24′ B216′ F43′	Portuguese *WB*	T3Cy.22 1/16″,36¾″&60½″–41⅜″ 231 NHP A.G. "Neptun," Rostock		
20	**S. Vicente** (*ex* Würzburg) *Elec. light* Sub. Sig. Wireless 2 *Dks*	**SteelSc** 5085 4104 3246	~~G.L. Lis. 4,17~~ ~~(*See footnote**)~~				1900	**Bremer Vulkan** Vegesack	**Requisitioned by the Portuguese Government**	402·2	47·1	27·4 P&B 250′ F19′	Lisbon Portuguese *WB*	T.3Cy.26¾″,43 5/16″&70″–47¼″ 337 NHP Bremer Vulkan, Vegesack		
21 MHRN	**Saaheim** *E. Guldbrandsen* *Mchy. Aft* 1 *Dk*	**SteelScSr** 172 127 89					1912	**Moss Værft** Moss	**Akties. Tinn Dmpskselsk. (C. Wm. Bothner *Mgr.*)**	96·4	19·6	9·0 *WB*	**Chrstiania** Norwegian	C.2Cy.10½″&24″–16″ 23 NHP Moss Værft, Moss		
22 QJLM	**Saale** *H. Neddermann* (*Trawler*) 1 *Dk*	**SteelSc** 273 218 74					1907	**J. Frerichs & Co. A.G.** Einswarden	**Deutsche Dmpfischerei Ges. Nordsee**	129·9	23·1	11·2 Q73′ F24′ *WB*	**Nordenhm** German	T.3Cy.12⅜″,19 13/16″&31½″–23⅜″ 48 NHP J. Frerichs & Co. A.G.		G

*This vessel, which was classed in the Germanischer Lloyd, has now been surveyed by the Surveyors to Lloyd's Register.

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Matériaux. Gréement. etc	3 Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Emplacement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où cotés. L. = Lloyd's. B. = Bureau Veritas.
23 135125 HWMG	**Saba** SteelScSr *D.P.Smith* –15 2 *Dks* (*U–Irn* 2nd *dk–Stl*)		4257 3872 2687	✠100A1 10,15 ✠LMC8,16	Cff	*x*	~~1,17~~ 10.17	1912 8mo *Lloyd's*	J.Readhead &Sons,Ld. South Shields	ScruttonSons&Co. *WB = Cell DB*	370·3|50·3|25·8 P83'B132'F38' FK *a*110'*uE&B*43'*f*162'	London British 6 *BHCem* 890 *t APT* 31*t*	T.3Cy.28″,46″&75″–48″ (*r*) 180lb *100lb* 487NHP 2SB,*8cf*,GS136,HS6730 FD J.Readhead&Sons,Ld.SShl	28 ″ 2 s 4 ″ 9½ 23 ″ 10	
24 1199 HJCL	**Sabagawa Maru** WoodScSr 2 *Dks*		317 287 184					1890	J.Ellerton Kobe	OsakaShosen KabushikiKaisha	144·7|18·8|15·2	Osaka Japanese	T.3Cy.11″,17½″&27½″–20″ NB03 34NHP OsakaIronWorks,Osaka		
25 THJN	**Sabah** WoodScSr *Elec.light* 1 *Dk*		212 — 137 70					1904	China-BorneoCo.Ld Sandakan	SabahS.S.Co. (Darby&Co *Mgrs.*)	125·3|21·3| 9·2	Sandakan Borneo	C.2Cy.15″&32″–21″ 39NHP A.Young&Co.Glasgow		
26 THJN	**Sabangbaai** SteelSc *J.K.de Weerd* 03–04 (*Tug*) 1 *Dk*		181 156 70					1903	Kon.Maats deSchelde Flushing	AtjehTransport Maats.Naaml.Ven	100·0|20·0|11·0 Q30'B40'	Sabang Dutch *WB*	C.2Cy.16″&32″–18″ 36NHP Maats.deSchelde,Flushing		V
27 98665 MHDB	**Sabarmati** SteelScSr *S.Shamsuddin* –15 *ss* Bom.2nd No.3–7,16 *Elec.light* 1 *Dk* & *Spar dk* & *deep framing*		1022 941 523	✠100A1 *Spar dk* *with freeboard* 12,17 ~~14,16~~ 16 BS11,16 ✠LMC7,16	Bom	*m*	7,16	1891 9mo	AilsaS BCo Troon A&CP	BombayS.Nav.Co. Ld.	210·0|31·0|13·0 20·2 BK7½″ *WB = FPT*	Bombay British 5 *BHCem* 28 *t APT* 22 *t*	T.3Cy.19″,29½″&48″–30″ (*s*) 165lb 154NHP 2SB,*6rf*,GS104,HS2619 Dunsmuir&Jackson,Gls.	20 ″ 10 s 5 ″ 3½ 16 ″ 6	
28 118331 VGHJ	**Sabia** SteelScSr *J.H.McNeil* –16 *ss* Bkn.No.3–4,15 *Spar dk* (*pt Irn & pt Stl*) 2 *tr B & Web frames*		2807 2593 1767	✠100A1 *Spar dk* *with freeboard* ~~5,17~~ 6,16 BS5,17 ✠LMC5,16	Cff	*u*	2,16	1903 10mo *Lloyd's*	R.Stephen-son&Co.Ld. Newcastle A&CP	FrumentumS.S.Co Ld. (W.Hollick, *Mgr.*) *WB = Cell DB*	314·6|46·8|13·7 P29'B84'F35' 20·8 FK	London British 5 *BHCem* 22 *f* 140'704 *t*	T.3Cy.23½″,38″&64″–42″ (*r*) 180lb *100lb* 291NHP 2SB,*6pf*,GS104,HS4540 Richardsons,Westgarth& Co.Ld.Hpl.	23 ″ 3 s 10½ 19 ″ 9	
29 104458 NRLG	**Sabine** SteelScSr *E.F.Gilbert* –16 *ss* C.Tn.No.3–3,08 (*ex* Marino) *ss* NYk.No.2–17 *Elec.light* 2 *Dks* (*Stl*) 3 *tr B*		3827 3557 3008	✠100A1 ~~3,17~~ 3,18 ✠LMC MS7,16 BS~~5,17~~ 3,16	NYk Liv	*w*	~~6,15~~ 3,18	1895 2mo *Lloyd's*	Harland& Wolff,Ld. Belfast *WB = Cell DB*	TheUnion-Castle MailS.S.Co.Ld.	371·0|43·2|27·5 P35'B82'F40' ptND06 BK9½″ *a*114'	S'thamptn British 6 *BHCem* *APT* 65 *t*	T.3Cy.24″,40″&66″–42″ (*s*) 160lb *85lb* 268NHP 2SB,*6cf*,GS124,HS3800 Muir&Houston,Glasgow	30 ″ 7 s 6 ″ 9 24 ″ 9	
30 141027 KGNS	— SteelScSr *Davidson* (*ex* Leona) Wireless 2 *Dks* & *Saloon dk*		3328 — 2478					1889	Delaware River Co. Chester,Pa.	MalloryS.S.Co.	314·0|46·2|20·3	NewYork Utd.States	T.3Cy.28″,44″&70″–48″ NB99 339NHP DelawareRiverC.Chst.,Pa.		
31 THJP	**Sabine Rickmers** SteelScSr *J.C.M.Visser* 2 *Dks* *Elec.light* Carrying Petroleum in bulk Fitted for oil fuel		950 573	Now named "Sumatra," See No 100 in Supplement				1894	Rickmers Aet.Ges. Geestemünde	Nederl.-Indische Tankstoomboot Maats.	200·0|30·6|20·9	Batavia Dutch *WB*	T.3Cy.17⅝″,28″&44½″–27½″ 104NHP H.Pauksch,Landsberg		V
32 129571 HSTN	**Sable** SteelSc *S.Nicholson* –16 *ss* Gls.No.1–16 1 *Dk* (*Stl*–ws)		687 598 280	✠100A1 12,16 ✠LMC12,15	Gls	*k*	12,16	1911 5mo *Lloyd's*	A.&J. Inglis,Ld. Glasgow *sA&CP*	G.&J.Burns,Ld. *WB = Cell*	195·2|31·1|13·0 B54'F30' BK7½″ *DB f* 75'87 *t DT a* 23'	Glasgow British 4 *BHCem* 64 *t FPT* 12 *t*	T.3Cy.17″,27″&44″–36″ (*s*) 175lb *70lb* 124NHP 1SB,*3cf*,GS60,HS1900 A.&J.Inglis,Ld.Glasgow	15 ″ 4 s 2 ″ 1 14 ″ 3	
33 136307	**Sable I.** SteelScSr ~~*J.W.McKean* –17~~ *G.A.Murby* –17 *Elec.light* 1 *Dk* (*Stl*) & *Shade dk*		734 425 341	✠100A1 *Shade dk* 7,17 ~~6,14~~ ✠LMC6,14	Psy Hfx	*j*	7,17	1914 6mo *Lloyd's*	Bow,Mc-Lachlan&Co. Ld. Paisley *sA&CP*	HalifaxTrading& SealingCoLd. (J.A. Farquhar&Co. *Mgrs.*) *B = Cell DB*	183·0|28·6|12·2 FK&BK1″ *a*35'*uE*	Wndsor NS British 4 *BHCem* 27 *f* 83'156 *t*	T.3Cy.15″,25½″&41″–30″ (*s*) 200lb 85RHP 2SB,*4cf*,GS81,HS2410 Bow,McLachln&CoLdPsy	13 ″ 0 s ″ 7 12 ″ 8	
34 138976	**Sabreur** SteelScK 1 *Dk*		188 172 82	✠100A1 *Stm Trawler* 9,16 ✠LMC9,16	Hul			1916 9mo *Lloyd's*	Cook,Wel-t'n&Gemmell Ld. Beverley *sA&CP*	~~A.L.Black~~ Strand Stm Fishing Co.Ld. (Baker & Green, *Mgrs.*)	110·4|21·0|11·6 Q59'F19' BK7½″	Grimsby British 3 *BHCem*	T.3Cy.12″,20″&34″–24″ (*s*) 180lb 69RHP 1SB,*2pf*,GS38,HS 1175 ShieldsEng.Co.Ld.N.Shl.	12 ″ 6	
35 98184 LWPG	**Sabrina** IronSc3MstSr *J.Kean* –16 (*Barge*) *Mchy.Aft* 1 *Dk*		335 270 193			…		1890	T.A. Walker Sudbrook	C.H.Walker&Co. Ld.	150·1|26·3| 8·3 Q38'B9'F24' FK	London British *WB*	Q.4Cy.9″,12″,16″&25″–21½″ 48RHP Fleming&Ferguson,Psy.	8 ″ 5	
36 102114 NFKJ	**Sacavem** SteelScSr *A.F.Corujo* –16 *ss* Nap.No.3–4,09 (*ex* Jaffa, *ex* Nizza, *ss* Rot.No.1–13 *ex* Margaritone, *ex* Whitehall) 1 *Dk* (*Stl*) Sub.Sig. & *Web frames* & *pt Awng dk* (*Stl*)		2047 1524 1263	✠100A1 *pt Awng dk* *with freeboard* 12,16 *Examined* 12,17 ✠LMC1,17	Nwc	*r*	~~5,17~~ 8,17	1897 10mo	Craig, Taylor&Co. Stockton A&CP	Requisitioned by thePortuguese Government *Cell DB*	271·0|40·7|17·5 P27'Q72' *pt Awng dk* 172' FK *a*80'*uE*22'*f*104'399 *t*	Portuguese 4 *BHCem* *APT* 54 *t*	T.3Cy.20″,32½″&53″–36″ (*r*) 160lb *90lb* NDB08 176NHP 2SB,*4cf*,GS71,HS2762 SirC.Furness,Westgarth& Co.Ld.Mdb.	18 ″ 9 s 7 ″ 9 18 ″ 5	
37 KVLT	**Sacha** SteelScSr (*Trawler*) *Elec.light* Wireless 1 *Dk*		273 243 78					1906	De la Brosse &Fouché Nantes	Soc.Générale d'Armement	139·8|22·0|10·8 Q53'	Arcachon French	T3Cy.11⅛″19⅛″32⅝″–24⅝″ 52NHP De la Brosse&Fouché,Nts.		V
38 102114 NFKJ	**Sachem** SteelSc4MstSr *R Ritchie* –15 *ss* Liv.No.3–9,06 *Elec.light* Wireless *ss* Liv.No.2–15 3 *Dks* (*Stl*)		5354 4864 3414	✠100A1 6,17 ~~8,16~~ BS8,16 ✠LMC8,14	Liv	*a*†	8,16	1893 10mo *Lloyd's*	Harland& Wolff (Lim.) Belfast *sA&CP*	White DiamondSS Co.Ld. (G.Warren &Co.(Liverpool), Ld. *Mgrs.*) *WB =*	445·5|46·2|31·1 P77'B122'F94' FK *Cell DB* 338'802 *t F*	Liverpool British 6 *BHCem* *PT* 37 *t APT*	T.3Cy.31″,49″&79″–60″ (*s*) 160lb *120lb* 533NHP 2DB,*12cf*,GS224,HS8748 Harland&Wolff (Lim),Bel. 50 *t MT* 36'714 *t DT a* 34'589 *t*	34 ″ 4 s 7 ″ 4½ 27 ″ 5	BT till 8,17
39 116994	— SteelSc *C.Sanders* (*Tug*) *Elec.light* 1 *Dk*		195 — 132					1900	Columbian Iron Works Baltimore	Hartford&New YorkTranspn.Co.	110·3|24·0|10·0	Hartford, Conn. Utd.States	C.2Cy.20″&40″–28″ 71NHP		
40 204106	— SteelSc (*Tug*) (*ex* John Kelderhouse) 1 *Dk*		100 — 70					1907	B.T.Cowles Buffalo	EmpireEngin. Corporation	71·8|20·1|10·5	Buffalo Utd.States	C.2Cy.14″&32″–22″ 40NHP E&B *made* 93, *refitted* 07 Sutton Bros.Buffalo		
41 14459 LVGP	**Sachi Maru** SteelScSr 1 *Dk*		199 156 107					1911	Osaka Iron Works Osaka	I.Kadota	109·1|21·2|10·8	Osaka Japanese	T.3Cy.11½″,19″&32″–22″ 48NHP OsakaIronWorks,Osaka		
42 RQNV	**Sachsen** SteelSc4MstSr *A.Wagner* –11 *Elec.light* 2 *Dks* (*Stl*) & 3 *rd dk* (*Stl*) Wireless in No.1 *hold only*		8007 7562 5088	✠ — 2,16 ✠	Ham	*c*†		1911 1mo	Harland& Wolff,Ld. Belfast *WB =*	Hamburg-Amerik Packetf.Act.Ges. (Ham.-Amr.Linie *Cell DB a* 138'*uE&L*	470·0|58·2|32·4 P54'B121'F55' FK&BK2″ 77 *f* 194'1603 *t FPT*	Hamburg German 7 *BHCem* 205 *t APT* 78 *t*	Q.4Cy.26″,39″56″&78½″–54″ 697NHP 4SB,*12cf*,GS248,HS10160 FD Harland&Wolff,Ld.Bel.	35 ″ 5	
43 RPNS	**Sachsenwald** SteelScSr *H.Hintze* (*ex* St.Croix) 2 *Dks* (*Stl–U* teak s) *Elec.light* Wireless & *Web frames* Fitted for oil fuel		3559 2999 2129	✠ 8,07 ✠	Ham	*w*		1904 1mo	Flensburg r Schiffsb.Ges. Flensburg	Hamburg-Amerik Packetf.Akt.Ges. (Ham.-Amr.Linie *WB = Cell*	156·4|45·3|24·5 '&B288'F40' FK *Ba* 110'*uE* 22'*f* 138'	Hamburg German 6 *BHCem* 677 *t DT f* 32'	T.3Cy.27″,45″&75″–48″ 480NHP 4SB,*12cf*,GS162,HS8209 FlensburgerSchiffsb.Ges. 498 *t FPT* 45 *t APT* 18 *t*	27 ″ 0	G

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. No. of Decks, &c.	3	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✝ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned / now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 Built. By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught.	15 Registers in which classed, if not in L.R. Date of ✝ or Trade Cert.
44 672 NACB	**Sadko** *P.Malte* –12 (*ex*Winkfield) 1*Dk*(*Stl*)&*Spar dk*(*Stl*) *Elec.light* &*deep framing*	**SteelScSr** *ss*Nwc.No.3–7,12	5542 3839 4016	✝100A1 *Spar dk* 5,14 ✝LMC5,14	Oda	*x*	5,14	1900 2mo	Short Bros. Sunderland A&CP	RussianStm.Nav.&TradingCo. *WB* = *Cell DBa* 106′ *u*	370·4 P35′B228′F37′ FK *E*24′*f*152′900*t FPT*	48·1 28·8 6*BHCem*	20·3 69*t APT* 78*t*	Odessa Russian 180lb *100lb* 418NHP 2SB,*6cf*,GS144,HS5466 FD G.Clark,Ld.Sunderland	30 ″ 0 s 4 ″ 10 25 ″ 6	
45 JCQH	— (*ex*Lintrose) 2*Dks*(*Stl*)& *Elec.light* Wireless *Shelter dk*(*Stl*-ws)	**SteelScSr**	*1616* *1426* *683*	✝100A1 *Shelter dk* *with freeboard* 12,15 ✝LMC3,13	Bel	*v*		1913 3mo *Lloyd's SA&CP*	Swan,Hunter&Wigham Richardson, Ld Newcastle	RussianGovernment *WB* = *Cell DBa* 45′	255·0 F36′ FK *uE*18′ *f*93′ 157*t FP*	37·4 22·7 5*BHCem* *T*9*t APT*20*t*	Archangel Russian 180lb 587NHP 4SB,*12cf*,GS248,HS9920 FD	T.3Cy.26″,42½″&70″–42″ (*r*) Swan,Hunter&Wigham-Richardson,Ld.Nwc.	24 ″ 11 s 4 ″ 5½ 21 ″ 0	
46	**Sado** (*ex*Pluto) 1*Dk*	**SteelSc**	1408 948 892					1905	J.C.Tecklenborg A.G. Geestemünde	Requisitioned by the Portuguese Government	229·7 Q87′F43′	36·2 15·1	Portuguese *WB*	T.3Cy.17″,28″&45″–33″ 116NHP J.C.Tecklenborg A.G.Gst.		
47 2475 HPKL	**Sado Maru** *S.Murazumi* –16 ~~*ssNag.No.8–12,04*~~ ~~*ssKob.No.3–12,16 ssHKg.No.2–16*~~ 2*Dks*(*Stl–U*teak s)&*deep framing* *Elec.light* Wireless	**SteelTwinScSr**	5880 5327 3653	✝100A1 11,17 ~~1,16~~ ✝LMC12,16 ~~11,17~~	HKg Kob	*a*†	12,16	1898 2mo	Workman, Clark&Co.Ld Belfast A&CP	NipponYusen KabushikiKaisha *WB*= *Cell D*	445·0 P60′B111′F57′ FK&BK1½″ *Ba* 135′ *u E*&*B* 53′ *f*	49·7 30·4 7*BHCem*	Tokio Japanese 200′ 1150*t D*	T.6Cy.20″,33½″&56″–48″ (*s*) 200lb 554NHP 2D&2SB*18cf*,GS313,HS9271 Wrkman,Clark&Co,Ld Bel *Ta* 28′ 480*t FPT* 95*t APT* 45*t*	33 ″ 5 s 7 ″ 10 26 ″ 4	
48 17078 MNJT	**Sado Maru No. 1** 1*Dk*	**SteelScSp**	190 138 103					1914	S.Ono Osaka	SadoShosen KabushikiKaisha	113·3 Q87′F43′	18·3 9·3	Osaka Japanese *WB*	T.3Cy.10″,16½″&26½″–20″ 31NHP S.Ono,Osaka		
49 17086 MNKH	**Sado Maru No. 2**	**SteelSc**	199 — 174					1914	.....	SadoShosen KabushikiKaisha	110·0 Q87′F43′	18·5 12·5	Rytosu Japanese			
50 MGKD	**Sælen** *K.Virkola* –10 1*Dk* (*See Sailing Ship Register*)	**WoodAuxScCtr**	133 129 70					1910	N.K. Bolsönæs Molde	Feddersen&Nissen	93·2 Q87′F43′	22·7 11·2	Hamerfest Norwegian	C.2Cy.7½″&17½″–12″ 9NHP AalesundsM.V.Aalesund		
51 MPHB	**Sælfangeren** *J.Torvite*	**WoodSc**	111 96 46					1916	KnutSkaalurenRosendal Bergen	Knutsen&Torvik (M.Knutsen *Mgr.*)	92·2 Q87′F43′	21·6 9·7	Aalesund Norwegian	C.2Cy.9″&19″–12″ 10NHP AalesundsMek.Værksted		
52	**Saetia** *Elec.light* 1*Dk*	**SteelScSr**	3070	100A1 (*Class Contemplated*)				1917	Harlan&Hollingsworth Cor. Wlmgtn, Del.	UnitedFruitCo.	310·0 P24′B96′F37′	48·0 24·0	NewYork Utd.States	T.3Cy.21½″,35″&58″–42″ Harlan&Hollingsrwth Cor		
53 JRPG	**Safeguard** *T.Eckert* 12–16 *Well deck* 2*Dks*(*Stl–pt* ws) *Ref.Mchy.* Sub.Sig. Wireless *Elec.light*	**SteelTwinScK**	562 509 191	✝100A1 *with freeboard* 9,14 ✝LMC9,14	Sou			1914 9mo *Lloyd's SA&CP*	Day,Summers&Co.Ld. Southampton	TheAdmiralty	160·2 F33′ BK7″ *WB*=	29·1 15·8 7*BHCem* *DT f* 9′ 18*t*	British 180lb 193NHP 2SB,*6cf*,GS140,HS4040 Day,Summers&Co.Ld.Sou	T.6Cy.13″,20½″&33″–24″ (*s*) s 5 ″ 1 12 ″ 10	17 ″ 0	
54 NGWD	**Saffi** *H.Feyen* 11–11 *Elec.light* 1*Dk*&*Spar dk*	**SteelScSr**	1301 1055 795					1905	Schiffsw.v. Henry Koch Lübeck	Oldenbrg-Portug. Dmpfsch.Rhed.	230·8 P15′B67′F30′	33·7 17·4	Oldenburg German *WB*	T.3Cy.17″,28⅜″&45¼″–32½″ 116NHP J.F.Ahrens,Altona		G
55 5035 JRPG	**Saga** *T.Eckert* 12–16 *Well deck* 2*Dks*(*Stl–pt* ws) *Ref.Mchy.* Sub.Sig. Wireless *Elec.light*	**SteelScSr**	2809 1932 1684	✝100A1 11,16 *Examined* 3,18 ~~DS7,16~~ ✝LMC11,14 BS9,17	Got	*u*	~~4,14~~ 3,18	1909 6mo *Lloyd's SA&CP*	Swan,Hunter&Wigham Richardson, Ld Newcastle	Ångf.Aktieb.Thule (H.Metcalfe, *Mgr.*) *WB*= *Cell DBa* 56′ *u E*&	322·4 P&B222′F78′ FK *B*58′ *f* 156′ 315*t FPT*	46·2 19·5 5*BHCem* 20*t APT* 15*t*	Gothenbrg Swedish 170lb 500NHP 3SB,9*cf*,GS182,HS7155 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc.	T.3Cy.28″,46″&75″–48″ (*r*) s 2 ″ 3½ 20 ″ 1	21 ″ 11	
56 140447 JRVP ~~HDKN~~	— ~~*C.Schoubye*~~ 1*Dk*	**SteelScSr** 1143	~~1142~~ 910 682					1901	Akt.Burmeistr&Wain Copenhagen	TheShippingController(Robinson, Brown&Co.*Mgrs*)	231·3 Q133*t*B52*t*H16*t* F31*t*	34·3 13·6	~~Christiania~~ ~~Norwegian~~ ~~London~~ British *WB*	T.3Cy.16″,26″&45″–30″ 111NHP Akt.Burmeistr&Wain,Cpn		N
57 NQFV	— *H.Hansen* *ss*Cpn.No 2–13 (*ex*Scotscraig) 1*Dk*(*Stl*)&*deep framing* *Well deck*	**SteelScSr**	899 668 546	✝100A1 10,15 ~~12,17~~ 5,18 *Examined* ~~12,17~~ 5,18 ✝LMC8,17 ~~MS7,12~~ ~~BS8,15~~	Els	*l*	8,16	1904 7mo *Lloyd's SA&CP*	Grngem'th &Greenock Dockyard Co. Greenock	DetForenede DampskibsSelsk. *WB*= *Cell D*	200·1 Q69′B58′F22′ FK *Ba* 44′ *u E*& *B* 31′ *f* 86′	32·5 13·1 4*BHCem* 282*t APT* 10*t*	Copnhagn Danish 180lb *100lb* 119NHP 1SB,3*cf*,GS63,HS1954 D.Rowan&Co.Glasgow	T.3Cy.15½″,26″&43″–30″ (*s*) s 1 ″ 0 14 ″ 6	15 ″ 3	
58 137422 JHRM	**Sagama River** *J.G.Gorst* –15 1*Dk*	**SteelScSr**	4728 4373 2990					1915	Irvine's SB &D.D.Co.Ld W Hartlepool	BritishEmpire SteamNav.Co.Ld. (HoulderBros.& Co.Ld.,*Mgrs.*)	385·0 P36′B126′F38′	52·0 27·1	Liverpool British *WB*	T.3Cy.25″,40″&68″–48″ 320NHP Richardsons, Westgarth&Co.Ld.Hpl.		C
59 9657 JTRC	**Sagami Maru** *H.Yata* *ss*Yka.No.1–05 (*ex*Mazagan) 2*Dks*(*UStl*–ws)&*deep framing*	**SteelScSr**	1831 1499 1085	✝ 10,06 ✝	Kob	*r*		1902 6mo	Grngem'th &Greenock DockyardCo Grngemouth	NipponYusen KabushikiKaisha *WB*= *Cell DBa* 66′	270·3 P29′B82′F28′ FK *uE*& *B* 38′ *f* 112′ 401*t*	37·0 18·5 4*BHCem* *APT*68*t*	Tokio Japanese 243NHP 2SB,6*cf*,GS114,HS4045 Cooper&Greig,Dundee	T.3Cy.21″,35″&57″–39″	20 ″ 6	
60 122218	**Sagamo** *G.Bailey* –06 2*Dks*	**SteelTwinSc**	744 611 420					1906	Canadian S.B.Co. Toronto	MuskokaLakes Nav.&HotelCo.Ld.	152·0 Q98′B11′F35′	29·0 9·7	Toronto British	T.6Cy.10″,16″&26″–16″ 69RHP CanadianSBCoLd.Toronto		
61 117031	**Sagamore** *E.M.Boyce* –02	**WoodSc**	173 — 62					1900	ReedBros. FallRiver	DyerTransportationCo.	110·0 Q98′B11′F35′	25·0 12·0	Providnce, R.I. Utd.States	MorrisMachine Works,Baldwinsville,N.Y.		
62 WLMS	**Sagatind** *H.Hansen* 16–16 *Fitted for oil fuel* (*ex*GeneralHubbard) 1*Dk*	**SteelScSr**	2183 1861 1396					1910	CraigS.B. Co. LongBeach	KjeldStubsDampskibssk.(K.Stub, *Mgr.*)	258·0 Q98′B11′F35′	42·1 19·0	Chrstiania Norwegian	T.3Cy.19″,31″&52″–36″ 162NHP CraigSBCo.LongBeachCal		V
63 119195 HBQM	**Sagenite** *A.Campbell* –13 *Well deck* 1*Dk*(*Irn*) *Mchy.Aft Elec.light*	**SteelSc3MstSr**	712 518 288	✝100A1 10,16 *Examined* 1,15 2,18 ~~BS5,17~~ ✝LMC5,15	Gls	*k*	~~10,15~~ 2,18	1905 1mo *Lloyd's SA&CP*	J.Shearer& Sons,Ld. Glasgow	W.Robertson	194·7 Q98′B11′F35′ BK7½″ *WB*= *Cell DB f* 122′	30·2 11·2 4*BHCem* 183*t FPT* 71*t*	Glasgow British 99RHP 1SB,3*pf*,GS61,HS1840 Ross&Duncan,Glasgow	T.3Cy.17″,27½″&44″–33″ (*s*) 160lb ~~*75lb*~~ *65lb* s ″10 13 ″ 5	13 ″ 6	
64 204673 LBFK	**Saginaw** *Webster*	**WoodSc**	886 — 498					1908	Mathews S.B.Co.	McCulloughS.S. Co.	191·4 Q98′B11′F35′	39·1 14·2	S.Frncisco Utd.States	T.3Cy.14″,23″&40″–30″ 88NHP		

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote.	6 Surveillance Spéciale. Date de la dernière Visite.	7 Port de Visite. Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'hélice porte-hélice.	8 Construit. Quand. Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Hogsheres ou cotes si ces n'est dans le L. R. Durée Cert. d'AT. Sale.
65 102746 PGMV	**Sagittarius** *Sangster* –17 ~~*A.R.Andersen* –18~~ *ss*Cff.No.3–8,08 (*ex*Millwall,*ex*Dorothy) *ss*Cff.No.1–12 1*Dk*(*pt*Stl*pt*Irn)*&*Web frames*&pt Awng dk*(*Irn*)	IronScSr	2445 1763 1546	✠100A1 *pt Awng dk* *withfreeboard* ~~1,16~~ 11,16 ~~BS4,17~~ ✠LMC6,12	Shi	*s*	~~*s*1,16~~ 4,17	1896 4mo	Ropner& Son Stockton A&CP	~~London–China~~SS Co.Ld. (Moller &Co.,*Mgrs.*) *WB=CellD*	290·0|43·0|16·5 P29'Q88' *pt Awng dk*173' FK *Ba*100'*u E*24'*f*106			Cardiff British 5*BHCem* 477*t APT*63*t*	T.3Cy.21½",35"&59"–39" (*s*) 160lb *70lb* 224NHP 2SB.*6cf*,GS76,HS3474 T.Richardsn&Sns,Ld.Hpl.	19 " 9 s 8 " 0 19 " 2	
66 94075 JKTM	— *W.Burrows* –15 1*Dk*	IronScK	147 137 59	...				1887	Earle's Co.(Lim.) Hull	Wenn,Ld. (F.Wenn,*Mgr.*)	101·6|20·5|10·6 Q17'F22' BK7½'			G Yarmuth British	T.3Cy.11½",17"&30"–18" NB03 38NHP Earle'sS.B.Co.(Lim.),Hull	11 " 7	
67 5522 JTMR	**Sagoland** *J.J.Nilson* –13 *Elec.light* 1*Dk*(*Stl*) *&Shelter dk*(*Stl*)	SteelScSr	5334 4991 3299	✠100A1 *Shelter dk* *withfreeboard* 3,16 ~~✠LMC6,16~~ 7,17	Mmo	*a*†	~~4,15~~ 7,17	1913 6mo	Earle'sCo. Ld. Hull *Lloyd's A&CP*	Ångf.Aktieb. Tirfing(A.Brostrom&Son,*Mgrs.*) *DBa*146'*u*E29'*f*	430·2|54·2|26·2 *WB=Cell* FK 187'1350*t DTa*36'18			Gothenbrg Swedish 7*BHCem* 68*t APT*113*t*	T.3Cy.28⅞",45½"&76"–54" 180lb (*s*) 534NHP 3SB,*9cf*,GS189,HS7395 FD Earle'sCo.Ld.Hull	28 " 11 s 4 " 0 25 " 3	
68 132682	**Sagona** ~~*B.Tavarnev* –16~~ *Sprachkn* –17 *Elec.light* 1*Dk*(*Stl*)*&Shelter dk*	SteelScSr	808 701 420	✠100A1 *Shelter dk* *withfreeboard* 6.14 ~~Examined 4.17~~ ~~BS4,17~~ ✠LMC2,17	NFL	*j*	3,16	1912 2mo	DundeeS.B Co.Ld. Dundee *Lloyd's A&CP*	ReidNewfoundlandCo. *WB=CellDBa*32'	175·0|28·3|20·3 FK *'u*E15'*f*64'105*t FP*			SJhns NFL British 4*BHCem* *T*30*t APT*8*t*	T.3Cy.16",27"&44"–30" (*s*) 180lb 98RHP 2SB,*4pf*,GS74,HS2493 MacColl&Pollock,Ld Sld.	21 " 0 s 7 "10 13 " 7	
69 2760 1817	**Sagres** (*ex*Taygetos) *Elec.light* 1*Dk*&*Shelter dk*2*trB*	SteelScSr	2986	...				1911	Akt.Ges. "Neptun" Rostock	Requisitioned by thePortuguese Government	338·2|48·2|21·0 H21'F33'			Portuguese *WB*	T3Cy23",37⅛"&61½"–41⅞" 250NHP A.G."Neptun,"Rostock		
70 214722 LGQV	**Sagua** *Port* –18 ~~*W.H.Millema*" –18~~ (*ex*Van der Duyn) *Elec.light* ~~*ss*~~NYk.No.1–17 2*Dks*(*Stl*)*&* *Ref.Mchy.* Wireless *Awng dk*(*Stl*–ws)	SteelScSr	3298 2838 2005	✠100A1 *Awng dk* *withfreeboard* ~~6,17 10,16~~ 8,17 ~~✠LMC7,11~~ 6,17	NYk	*u*	~~3,15~~ N6,17	1914 7mo	Swan,Hunter&Wigham Richardson, Ld Newcastle *Lloyd's A&CP*	SibiriaS.S.Corpn.	331·1|45·2|25·6 F43'*on Awng dk* FK *CellDBa* 80'*u E&B*56'*f*144'607*t FPT*38*t APT*26*t*			NewYork Utd.States 5*BHCem* N.E.MarineEngCoLdNwc*f*144'607*t FPT*38*t APT*26*t*	T.3Cy.23",38"&63"–39" (*s*) 180lb 440NHP 3SB,*9cf*,GS174,HS7308 FD N.E.MarineEngCoLdNwc	28 " 0 s 7 " 6 21 " 1	
71 130526	**Saguenay** *C.Koenig* –11 *Elec.light* 2*Dks*(*Stl*)	SteelTwinScSr	2777 931 1864	...				1911 6mo	Fairfield Co.Ld. Glasgow *Lloyd's A&CP*	CanadaSteamship Lines,Ld.	275·3|40·0|14·9 FK *WB=APT*65*t*			Montreal British 6*BH* FairfieldCo.Ld.Glasgow	T.8Cy.(2)16¼"(2)25½"&(4) 29½"–24" (*s*) 175lb 354NHP 3SB,*8cf*,GS157,HS6307 FD FairfieldCo.Ld.Glasgow	15 "10 s ~~4 "10~~ ~~11 " 2~~	
				Canadian Lakes&River Service													
72 JGHQ	**Sagunto** *R.E.Bustamente*07–07 *ss*Msl.No.3–6,89 *Elec.light* *ss*Msl.No.1–94 Wireless 1*Dk*2*trB*	IronSc	*962* *698* *600*	✠ 2,94	Msl			1875 8mo	J Readhead &Co. S.Shields	Cia.Valenciana de Vap.Correos de Africa–On Trasmediterranea	205·6|29·0|16·9 P126'F30' BK8'			Valencia Spanish 4*BHCem* *WB=APT*	C.2Cy.28"&50"–33" NB02 NDB91 120NHP 2SB,*4pf* J.Readhead&Co.,S.Shields		V
73 106062 PQBH	**Sahara** *P.R.Silverlock* –15 *ss*Gls.No.3–6,08 *ss*Cdz.No.2–17 ~~*ss*Gls.No.1–12~~ 2*Dks*(*UIrn*&1*Stl*)*&deep framing*	SteelScSr	4089 3775 2665	✠100A1 ~~11,16 11,16~~ ~~MBS6,16~~ ~~BS12,17~~ ✠LMC4,12 1,17	Msl Shl	*w*	~~*s*6,16~~ N12,17	1897 3mo	A.Stephen &Sons Glasgow A&CP *W*	Houlder,Middleton &Co.Ld.	370·0|48·0|24·7 P24'B100'F37' FK *B=CellDBa*118'*u E&B*40'*f*156'1014*t*			Glasgow British 6*BHCem* *APT*160*t*	T.3Cy.25⅞",41"&67"–45" (*s*) 175lb *100lb* NDB11 351NHP 2SB,*6cf*,GS184,HS4664 FD A.Stephen&Sons,Glasgow	27 " 6 s 5 " 4½ 22 " 6	
74 JWFP	— *Drouaillet*09–14 (*ex*Intrepido. *ex*Prussia) 1*Dk*2*trB*	IronScSr	691 641 392					1883	F.Schichau Elbing	Soc.Les Affrêteurs Réunis (J.Stern,*Mgr.*)	185·8|26·4|17·7 B44'F26'			Algiers French *WB*	C.2Cy.21⅝"&42½"–23⅝" NB02 73NHP F.Schichau,Elbing		V
75	**Sahir** *Husni Husein* (*ex*Lapwing) *Elec.light* 2*Dks*	IronSc3MstSr	*1215* *1004* *786*	...				1879	Gourlay Bros. Dundee	AbbasPasha	235·9|32·0|18·2 P61'B60'F51' FK			Constanpl Turkish *WB*	C.2Cy.27"&58"–36" NB01 168NHP GourlayBros.&Co.Dundee		
76 15217 MDKN	**Saigon Maru** *T.Yamaguchi*09–12 *ss*Yka.No.3–11,12 (*ex*Alleghany) *ss*Kob.No.1–17 1*Dk*(*pt Stl*)*&* *Spar dk*(*Stl*)*&Web frames*	SteelScSr	4354 4179 2740	✠100A1 *Spar dk* 2,18~~1,17~~ ~~✠LMC4,17~~ 2,18	Kob	*x*	~~12,15~~ 2,18	1901 3mo	Furness, Withy&CoLd WHartlepool A&CP	OsakaShosen KabushikiKaisha *WB=CellDBa*	354·0|50·3|20·3 P31'B104'F36' FK 120'*u E&B*52'*f*126'			Osaka Japanese 6*BHCem* 838*t APT*45*t*	T.3Cy.25",40"&68"–48" (*s*) 180lb *100lb* 380NHP 3SB,*9cf*,GS148,HS6300 NDB09*fitted*11 SirC.Furness,Westgarth&Co.Ld.Mdb.	30 "11 s 5 "11½ 25 " 2	
77 13907 LRPK	**Saikai Maru** *T.Hayashi* –14 *ss*Shl.No.3–1,06 (*ex*Bucentaur,*ex*Oolong)*ss*Hak.No.2–14 *Elec.light* 2*Dks*(*Stl Upt*–ws)3*trB*	SteelScSr	3750 3466 2743	✠100A1 6,17 ~~10,16~~ ~~✠LMC6,16~~ 6,17	Sng Kob	*w*	~~6,16~~ N6,17	1893 8mo	Lon.&Gls. Co.Ld. Glasgow *Lloyd's A&CP*	~~M.Naruse~~ G.Katsuda *WB=CellDB*276'7	360·0|44·2|26·9 P17'B72'F44' FK			Amagasaki ~~Tarumi~~ Japanese 6*BHCem* 50*t APT*103*t*	T.3Cy.24½",39"&64"–48" (*s*) 160lb *130lb* NDB06 297NHP 2SB,*6cf*,GS105,HS4654 FD Lon.&Gls.Co.Ld.Glasgow	29 " 9 s 5 " 9 24 " 4	
78 14912 LVGS	— 1*Dk*	SteelScSr	220 176 119					1911	S.Nagata Osaka	NattSmithKisen GomeiKaisha	113·5|21·3|11·0			Nishinomiya Japanese	T.3Cy.12⅜",19½"&33"–22" 51NHP S.Nagata,Osaka		
79 5443 JHSG	— 2*Dks*	WoodScSr	112 — 61					1901	K.Nikon Osaka	KyushuKisen KabushikiKaisha	93·3|14·4|11·6			Mitsumi Japanese	C.2Cy.11¼"&22¼"–14" 15NHP S.Isomura,Osaka		
80 15220 MDKV	**Saikai Maru No. 2** 1*Dk*	SteelScSr	230 182 124					1912	S.Nagata Osaka	HizenGyogyo KabushikiKaisha	118·8|21·2|10·9			Karatsu Japanese	T.3Cy.11¼",19½"&32⅜"–22" 53NHP S.Nagata,Osaka		
81 1092 HGQF	**Saikio Maru** *M.Abe* *ss*Yka.No.3–5,01 *Elec.light* *ss*Kob.No.1–05 2*Dks*(*Stl-Uws*)*&Spar dk*	SteelScSr	2849 2520 1511	✠ *Spar dk* 1,07 ✠NB6,02 ✠	Kob	*u*		1888 6mo	Lon.&Gls. S&ECo(Ld) Glasgow *BHd extends to Main deck only in Fore Hold*	NipponYusen KabushikiKaisha *WB=Cell DB*246' 447*t FPT*	325·0|41·2|18·9 F38' 26·5 BK10"			Tokio Japanese 6*BHCem* 42*t APT*12*t*	T.3Cy.33½",54"&87"–54" 563NHP 2D&2SB,*18cf*,GS280HS8557 Lon.&Gls S&ECo(Lim)Gls	29 " 0	
82 14000 JQSN	**Saima** *S.F.Rasmussen* –14 1*Dk*	SteelScSr	1147 1007 679					1914	Laxevaags Msk.&Jrnsk Bergen	~~Witherington&Everett~~ P10*t*B61'H47*t*F26*t*	228·9|35·2|15·9			~~Newcastle~~ British London *WB*	T.3Cy.16½",27"&44"–30" 106NHP LaxevaagsMsk&Jrns.Bgn.		N
83 129408 HWKT	— *C.N.Sjovold* –16 (*Whaler*) *Mchy.Aft* 1*Dk*	SteelScFlat	192 178 70					1912	Smith's Dock Co.Ld. Middlesbro'	Chr.Salvesen&Co.	106·5|21·5|12·9			Leith British *WB*	T.3Cy.13½",22"&37½"–24" 97RHP Smith'sDockCo.Ld.Mdb.		C
84 ~~136339~~	**Sainam** ~~*J.Bilbao* 19–1~~	SteelPad	588 280 367					1900	G.Fenwick &Co.Ld. HongKong	~~HongKong,Canton &MacaoSteamBoat Co.Ld.~~	147·0|31·0| 7·2			~~HongKong~~ British Chinese	2Cy.18"&38"–72" 60RHP G.Fenwick&Co.Ld.HKg.		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys.	3 No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey.	6 Port of Survey.	7 Year Assigned / now expired. Equipment Letter.	Date when tail shaft* last seen.	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught.	15 Registers in which classed, if not in L.R. Dated Roll Trade Cert.
85	**St. Abbs Head**	**SteelScSr**	342	✠100A1	Lth	*e*	6,16	1903	Garston	John Harrison, Ltd.	136·3	23·9	9·9	Leith	C.2Cy.16½″&37″–24″ (*s*)	10 ″ 9	
118061	*J.Campbell* –17	*ss*Lth.No.3–6,16	232	7,17	Hul		7,17	11mo	G. Dk&SB Co Ld	~~Leith Coasters~~	Q78′B9′F20′			British	130lb 55RHP	s 4 ″ 3	
VNBJ	(*ex*Taunton)	1*Dk*(*Stl*)	143		✠LMC 6,16			*Lloyd's*	Garston	Shipping Co.		FK		3*BHCem*	1SB,*2pf*,GS42,HS1461	10 ″ 9	
	Well deck Mchy.Aft				DS7,17		6,18	*SA&CP*		(A.F.Henry&MacGregor,Ld. *Mgrs.*)			*FPT*	17*t APT* 4*t*	McKie&Baxter,Glasgow		
86	**St. Agnes**	**SteelScSr**	1195	✠100A1	Sld	*n*	~~7,16~~	1903	S.P.Austin	Stephenson Clarke	227·8	35·1	14·6	London	T.3Cy.19″,31″&51″–36″ (*s*)	16 ″ 9	
118316	*J.J.Smith* –15	*ss*Sld.No.3–7,16	942	~~7,17~~ 9,18	Nwc		~~9,17~~ 9,18	8mo	&Son,Ld.	&Co.	Q85′B50′F26′		FK	British	165lb *90lb* 167NHP	s 1 ″ 4½	
VDSF	1*Dk*(*pt Irn&pt Stl*)*&Web frames*		740		✠LMC 7,16			*Lloyd's*	Sunderland					4*BHCem*	1SB,*4pf*,GS74,HS2648	15 ″ 8	
	Well deck	*Cargo battens not fitted*			BS5,17			*SA&CP*		*WB=CellDB*	*a*67′ *uE* 17′ *f* 90′293*t*			*APT* 80*t*	N.E.Marine Eng.Co Ld.Sld.		
87	**St. Agnes No. 1**	**SteelScK**	205			...		1908	J.T.Eltringham&Co.	R.Hastie&Sons, Ld.	117·2	21·6	12·4	N.Shields	T.3Cy.13″,21½″&35″–24″	13 ″ 0	
127101	*W.Hastie* –13	(*Trawler*)	202						S.Shields				BK7½″	British	80RHP		
		1*Dk*	79											*WB*	G.T.Grey,SouthShields		
88	**St. Albans**	**SteelScSr**	4119	✠100A1	Kob	*w*	~~7,16~~	1910	Workman,	Eastern&Australian	367·2	47·0	24·0	London	T.3Cy.27″,45″&75″–54″ (*s*)	26 ″ 6	
129108	*E.T.Pilcher* –15	*ss*Syd.No.1–15	3127	~~5,17~~ 2,18	Syd	Bom	2,18	7mo	Clark&Co.Ld	S.S.Co.Ld.	P63′B156′F50′		FK	British	190lb 588NHP	s 4 ″ 1½	
HRFV	*Elec.light*	2*Dks*(*Stl–Upt* teak s)	2538		~~BS7,16~~ ✠LMC 7,14			*Lloyd's*	Belfast	*WB=*				6*BHCem*	4SB,*12cf*,GS220,HS8616 FD	22 ″ 10	
	Ref.Mchy. Wireless				~~BS5,~~ 7 ✠Lloyd's RMC ~~5,17~~ 2,18			*SA&CP*		*CellDBa* 104′ *uE&*	*B*61′ *f* 150′685*t FPT*			50*t APT* 25*t*	Wrkman,Clark&Co.Ld.Bel		
89	**Saint André**	**SteelScSr**	5765			...		1912	Atel.&Ch. de France	Cie.Générale Transatlantique	397·9	50·3	28·2	Havre	T.3Cy.25⅝″,42½″&68½″–51½″	31 ″ 6	V
	*Lizion*04–16		4890						de la Loire		P40′B121′F43′			French	446NHP		
KVMC	*Elec.light*	2*Dks*	3681						St.Nazaire				FK	*WB*	Atel.&Ch.de la Loire,Nts.		
90	—	**SteelScSr**	2457					1907	Atel.&Ch. de France	Soc.Navale de l'Ouest	288·7	38·9	16·6	Havre	T.3Cy.19″,30½″&51″–36″		V
	Dupart		2214						Dunkirk		B31′F32′		24·2	French	156NHP		
KVMG		2*Dks&Awng dk*	1338											*WB*	Atel.&Chnt.de France,Dnk		
91	—	**SteelScK**	317					1907	Smith's Dock Co.Ld North Shields	Acher,Duhamel& Gournay	141·8	22·9	13·5	Fécamp	T.3Cy.13″,21″&34″–27″		V
	Richer	(*Trawler*)	286								Q60′			French	60NHP		
KVMT	*Elec.light* (*ex*Turenne)	1*Dk*	129											*WB*	Shields Eng.Co.Ld.N.Shl.		
92	—	**SteelSc**	286					1907	Atel.&Ch. de France	A.Coppin&Cie.	137·7	23·0	11·6	Boulogne	T.3Cy.13″,21½″&35″–24″		V
	*L.Bourgain*13–13	(*Trawler*)	261						Dunkirk					French	60NHP		
KVMF	*Elec.light*	1*Dk*	101											*WB*	Atel.&Ch.de France,Dnk.		
93	**Saint Andrew**	**SteelScSr**	4874	✠100A1	NYk	*y*	~~9,14~~	1912	AM'Millan	Brit.&Foreign S.S.	400·6	52·1	27·4	Liverpool	T.3Cy.27″,44″&78″–48″ (*r*)	30 ″ 0	
131459	~~*J.Niblock* –16~~	*ss*Liv.No 1–17	4601	~~9,16~~ 2,18	~~Lon~~	~~Nyk~~	3,17	9mo	&Son,Ld.	Co.Ld(Rankin,Gilmour&Co Ld *Mgrs.*)	P36′B126′F48′		FK	British	458NHP	s 5 ″ 8	
HWRJ	*Elec.light W.Barr* –18	2*Dks*(*Stl*)	3054		~~BS10,16~~ ✠LMC ~~9,13~~			*Lloyd's*	Dumbarton					6*BHCem*	3SB,*9cf*,GS181,HS7860	24 ″ 9	
	Now named "Sculptor," See No.	132 *in Supplement*			10,16			*SA&CP*		*WB=Cell*	*DBa* 117′ *uE&B* 42			*f* 188′ 955*t D*	D.Rowan&Co.Glasgow		
	Carrying fuel oil F.P. above							*F.in DB&deep tank*						*Tf* 27′745*t FPT* 70*t APT* 45*t*			
94	**St. Andrew**	**SteelTrpSc**	2528	✠ A1	Sou	*l*	~~8,13~~	1908	J.Brown& Co.Ld. Clydebank	Fishguard&Rosslare Railways& Harbours Co.	351·1	41·1	16·5	London	3 Steam Turbines (*s*)	17 ″ 8	
125682	*A.Evans* –15	*ss*Sou.No.2–15	1369	*Awng dk*			~~8,15~~	4mo			F44′		FK	British	185lb	s 3 ″ 10	
HMNK	*Elec.light* Wireless	2*Dks*(*Mpt Stl*–ws)*&*	1034	*with freeboard*			~~6,16~~	*Lloyd's*						9*BHAsp*	8SB,*24cf*,GS472HS18304 FD	14 ″ 6	
	Ref.Mchy	*Awng dk*(*pt Stl*–teaks)		2,17	✠LMC 7,17		12,17	*SA&CP*		*WB=CellDBu*	*E*44′67*t*			*DTf* 10′82*t*	J.Brown&Co.Ld.Clydebnk		
				Examined 2,18													
				Irish Channel Service													
				MS4,16	~~BS6,16 7,17~~												
95	**St. Andrews**	**SteelScSr**	3613	✠100A1	Hpl	*w*	8,15	1906	R.Craggs	St.Andrews	346·5	50·7	23·1	Cardiff	T.3Cy.25″,42″&68″–45″ (*s*)	25 ″ 6	
123154	*T.R.Davies* –17	*ss*Bry.No.2–14	3388	3,17				4mo	&Sons,Ld.	(Cardiff) Ld. (R.E.	P31′B98′F32′		FK	British	180lb *90lb* 344NHP	s 4 ″ 6	
HGWK	1*Dk*(*pt Irn&pt Stl*)2*tr B&deep framing*		2334	BS2,16	✠LMC 12,14			*Lloyd's*	Middlesbro'	Morel&Co.*Mgrs.*)				6*BHCem*	2SB,*8cf*,GS147,HS5400	21 ″ 5	
	&Web frames 3*Dk rule*							*SA&CP*		*WB=CellDBa*	115′ *uE* 23′ *f* 142′952*t*			*APT* 114*t*	N.E.Marine Eng.Co Ld.Sld.		
96	— *L.Henrichsen* –17	**SteelScSr**	2984	✠100A1	NYk	*u*	~~5,15~~	1906	J.Blumer& Co. Sunderland	Dmpskibs.St. Andrews(W.Wilhelmsen)	325·0	46·7	21·4	Tönsberg	T.3Cy.23½″,39″&64″–42″(*a*)	23 ″ 10	
	~~*P.O.Nuwen* 01–05~~	*ss*N.Yk.No.2–15	2744	5,17 7,16	NOs		5,17	1mo			P38′B123′F34′		FK	Norwegian	160lb *80lb* 288NHP	s 3 ″ 10½	
MONS	1*Dk*(*pt Irn&pt Stl*)*&deep framing*		1899	~~BS6,16~~	✠LMC 5,15			*Lloyd's*	Sunderland	*B=CellDBa* 114′	*uE&B* 38′ *f* 128′729*t*			5*BHCem* *APT* 175*t*	2SB,*6pf*,GS120,HS4652 G.Clark,Ld.Sunderland	20 ″ 5	
				BS5,18				*SA&CP*	*W*								
97	**Saint Anthony**	**SteelScSk**	115			...		1899	Taylor& Mitchell Greenock	~~J.McCausland~~ Neptune Marine Salvage Co Ld. (Johnston, *Mgr.*)	80·4	19·6	7·5	Greenock	C.2Cy.10″&20″–16″	8 ″ 0	
109248	*H.Quinn* –05	(*Barge*)	86								Q25′F15′		BK6″	British	*Emde*93*fitted*99NB99 30RHP		
		1*Dk*	43											*WB*	Walker, Henderson&C.Gls		
98	**Saint-Antoine**	**SteelScSr**	807			...		1890	Day,Summers&Co. Southampton	Union Commerciale et de Nav. Calédonienne	230·1	30·0	12·4	Noumea	T.3Cy.16½″,26″&44″–36″	15 ″ 10	
	*E.Terrasson*06–06	(*ex*Norseman)	676								P123′F37′		BK8″	French	NB11 125NHP		
KVMR	*Well deck Elec.light*	1*Dk*2*tr B*	504											*WB*	Day,Summers&Co.,Sou.		
99	**Saint Barchan**	**SteelScSr**	362	✠100A1	Bwg	*f*		1917	Scott& Sons Bowling	J.&A.Gardner &Co.Ld.	~~141·5~~	~~23·6~~	~~10·2~~	Glasgow	C.2Cy.16″&34″–24″ (*s*)	11 ″ 0	
137854	*D.Macdougall* –17	3MstSr	247	8,17				8mo			Q81′B8′F20′		10·1	British	130lb 47RHP	s 3 ″ 5½	
JQTB	*Well deck*	1*Dk*(*Stl*)	138	(*Class Contem plated*)				*Lloyd's*			141 8	23·8	F24′	3*BHCem*	1SB,*2pf*,GS39,HS1280	11 ″ 3	
	Mchy.Aft			✠LMC 8,17				*SA&CP*			*FPT*	*APT* 12*t*	BK7″		Fishers,Ld.Paisley		
100	**Saint Barnabé**	**SteelSc2TwinMst**	5184					1912	Atel.&Ch. de France	Soc.Navale de l'Ouest	352·3	52·5	28·7	Havre	T.3Cy.26″,42″&70″–48″		V
	*Fclange*95–13		4367						Dunkirk		P29′B100′F35′			French	339NHP		
KVNM	*Elec.light*	2*Dks&Spar dk*	3274											*WB*	Atel.&Ch.de France,Dnk.		
101	**Saint Barthelemy**	**SteelScSr**	1476	✠	Hpl	*o*		1889	W.Gray& Co.Ld. W Hartlepool	Soc.Navale de l'Ouest	245·5	35·1	14·9	Havre	T.3Cy.19″,30½″&51″–36″	24 ″ 3	V
	Eon		—	*Awng dk*				7mo					21·9	French	156NHP		
KVNF	(*ex*Sahel,*ex*Karthago,*ex*Geiserich)		919	*with freeboard*										4*BHCem*	Cen.Mar.Eng.Wrks.W Hpl		
	1*Dk*(*Stl*)*&Awng dk&Web frames*			8,89 ✠						*WB=Cell*				*DB* 205′309*t*			
102	**St. Baruch**	**SteelTwinSc**	177	✠ 100A–	Fal			1916	Cox&Co. (Engineers), Ld. Falmouth	Barry Railway Co.	85·7	25·1	12·5	Cardiff	C.4Cy.17″&34″–22″ (*s*)	13 ″ 0	
139596	*D.Irving* –16		177	*For towing purposes*				12mo					BK6½″	British	120lb 99RHP		
		1*Dk*	—	12,16	✠LMC 11,16									4*BHCem*	1SB,*3pf*,GS71,HS1865 Cox&Co.(Engnrs),Ld.Fal.		
103	**Saint Bede**	**SteelScSr**	4940	✠100A1	Kob	*y*	~~8,16~~	1912	Russell& Co. Port Glasgow	Charente SS Co Ld (T.&J.Harrison, *Mgrs.*)	404·7	52·2	27·4	Liverpool	T.3Cy.26″,42″&70″–48″ (*s*)	30 ″ 0	
131408	*S.Fortay* –16	*ss*Shl.No.1–16	4704	11,17	~~Lon~~		11,17	1mo			P45′B119′F46′		FK	British	180lb *100lb* 463NHP	s 5 ″ 10	
HVCP		2*Dks*(*Stl*)	3149	~~BS3,16~~	✠LMC MS6,16			*Lloyd's*		*WB=Cell*	*Ba* 121′ *uE* 24′ *f* 184′			*Cem* 5*BH to U dk*	2SB.*8cf*,GS136,HS6764	24 ″ 6	
	Elec.light	*Carrying fuel oil F. P. above*		DBS8,17				*SA&CP*		*DBf*	5′3*t*			l „ 2*nd dk*	Rankin&Blackmore,Grk.		
	150°*F.in DB&deep tank*																
	Now named "Dictator," See No.	38 *in Supplement*								*WB=Cell*	123*t DTa* 37′982*t*			*FPT* 68*t APT* 28*t*			
104	**St. Bernard**	**Iron&SteelScK**	186	✠100A1	Gms		7,16	1900	Cook, Welt'n&Gemmell Hull	John L.Gordon,Ld. (Baker&Green, *Mgrs.*)	113·6	21·0	11·2	Grimsby	T.3Cy.11¾″,20″&32″–24″ (*s*)	12 ″ 1	
113184	*F.Knudsen* –16		175	*Stm Trawler*				6mo			Q49′F19′		BK7½″	British	180lb 55RHP		
VMNK	(*ex*Silanion)	*ss*Gms.No.3–8,11	78	9,14									*WB=DBf*	3*BHCem*	1SB,*2pf*,GS33,HS1060		
		1*Dk*		✠NB7,14 ✠LMC 7,16				*Lloyd's*					5′3*t*		Amos&Smith,Hull		
105	**Saint Brevin**	**SteelSc**	175					1908	De la Brosse &Fouché Nantes	Messageries de l'Ouest (Cie.de Transp.Mar.)	123·0	21·7	6·7	Nantes	T.3Cy.9⅝″,14¾″&23⅝″–14 3/16″		V
			134											French	21NHP		
KVNG	*Elec.light*	1*Dk*	80								len13			*WB*	De la Brosse&Fouché,Nts.		

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Matériaux. Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. Surveillance Speciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expire. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au maillon du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où cotés. (si ce n'est dans le R. L.)
106	**Saint-Brieuc**	**SteelSc**	461					1904	De la Brosse & Fouché Nantes	**Vte. le Gualès de Mézaubran**	180·0 | 24·8 | 11·9 P52′H–F29′	**Le Légué** French *WB*	T.3Cy.15½″,24½″&40⅝″–26″ 83NHP De la Brosse & Fouché, Nts.		V
	Josselin –04														
KVNJ	*Elec.light*	1 *Dk*	135												
107	**St. Chamond**	**SteelScSr**	2866					1913	W. Gray & Co. Ld. W Hartlepool	**Soc Anon. des Chargeurs de l'Ouest**	314·2 | 46·6 | 21·1 P22′B78′F27′	**Nantes** French *WB*	T.3Cy.23″,36½″&62″–42″ 250NHP Cen. Mar. Eng. Wrks. W Hpl		V
	Lenoil –16		2569												
KVNP		1 *Dk*	1804												
108	**St. Charles**	**IronScSr**	1649					1884	T. Royden & Sons Liverpool	**New York & New Orleans S.S. Co.**	280·9 | 34·1 | 22·9 P55*t*	**New York** Utd. States	C.2Cy.28″&58″–48″ 194NHP G. Forrester & Co. Liverpool		R
214443	*Elec.light* (*ex* Plan de Guadaloupe		1463												
LGJH	*ex* Olympia, *ex* Lanfranc)	2 *Dks*	1046												
109	**Saint Clair**	**IronScSr**	1355	✠100A1 10,15	Msl	*q*	~~10,15~~ 9,17	1879 1mo	Gourlay Bros. Dundee A&CP	**Gillet & Fils** *WB = DB*	258·1 | 32·0 | 20·2 P36′B57′F30′ BK8½″ *a*54′ *f*50′ *u E & B* 14′	**Marseilles** French 7 *BH Cem* *FPT & APT*	C.2Cy.32″&56″–36″ 80lb ~~260~~ NDB02 134NHP 1SB, *4pf*, GS69, HS1956 *80″* Gourlay Bros. & Co. Dundee	21 ″ 5 s 3 ″ 4½ 19 ″ 2	
KVNS	*T. Le Coq* 16–16 *ss* Msl. 3rd No. 3–9,13 (*ex* Hellespont, *ex* Jasper, *ex* Balmuir)	2 *Dks* (1 *Irn*–ws)	1231 822	✠NB4,92 MS5,15	LMC										
110	—	**IronScSr**	621	✠ *A* 1 10,16	Lth		10,16	1868 2mo	Randolph, Elder & Co. Glasgow A&CP	**N. of Scotland, Orkney & Shetland Stm Nav. Co.**	205·6 | 26·6 | 14·1 P50′B57′F17′ ND85&95 BK7″ pt ND14	**Aberdeen** British 4 *BH Cem*	C.2Cy.38¼″&67½″–33″ (*i*) 60lb *75lb* NDB99 219NHP 1DB, *6pf*, GS87 Randolph, Elder & Co., Gls.	15 ″ 0 s 1 ″ 11½ 14 0	ST 1m 10,17
56613	*D. Burgess* –16 *ss* Lth. 5th No. 3–10,14		481												
HLBD			349	✠NB2,85 BS12,16	LMC10,14 12,17										
	Elec.light	1 *Dk 2tr B*													
111	—	**SteelScK**	255	✠100A1 *Stm Trawler* 8,15	Hul		4,13	1904 1mo *Lloyd's*	Cook, Welt'n & Gemmell Hull *SA&CP*	**T. Hamling & Co. Ld**	128·3 | 22·2 | 12·0 Q51′ BK7″	**Hull** British 4 *BH Cem*	T.3Cy.13″,22″&37″–24″ (*s*) 200lb 70RHP 1SB, *2cf*, GS36, HS1200 C.D. Holmes & Co. Hull	12 ″ 10	
118797	*G.T. Pawlett* –15 *ss* Hul. No. 2–12		232												
VNBD		1 *Dk*	103	BS8,15	LMC6,12										
112	**St. Cloud**	**SteelScK**	189	✠100A1 *Stm Trawler* 3,14	Gms		~~8,17~~ 5,17	1899 2mo *Lloyd's*	Earle's Co. Ld. Hull *SA&CP*	**Premier Steam Fishing Co. Ld.**	108·9 | 21·0 | 10·9 Q46′F20′ BK7½″	**Grimsby** British 3 *BH Cem*	T.3Cy.11½″,20″&32″–22″ (*s*) 180lb 50RHP 1SB, *2pf*, GS33, HS1027 Earle's Co. Ld. Hull	11 ″ 8 s 1 ″ 1 11 ″ 6	
110866	*G. Williams* –17 *ss* Gms. No. 3–7,11 (*ex* Hajen, *ex* St. Louis)	1 *Dk*	172 93	~~LMC7,11~~ 1,16 MS6,17 Examined 5,17 ~~BS7,13~~ BS2,18											
113	**St. Croix**	**SteelScSr**	2530	✠100A1 6,17 ~~8,16~~	Nwc Xia	*t*	8,16	1907 8mo *Lloyd's*	Akt. Burmeistr & Copenhagen *SA&CP*	**Dmpsk. Akties. Otto Thoresens Linie** *WB = Cell DBa* 84′ *u E* 2′ *f* 140′ 435*t*	310·7 | 40·7 | 18·8 P&B214′F32′ FK	**Chrstiania** Norwegian 5 *BH Cem* 20*t APT* 5*t*	T.3Cy.21½″,34½″&60″–39″(*r*) 180lb 281NHP 2SB, *6cf*, GS126, HS4840 Akt. Burmeistr & Wain, Cpn	21 ″ 9 s 2 ″ ~~3~~ 3½ 19 ″ 9	
MNCG	*Elec.light*	2 *Dks* (*Stl–U pt* teak s)	1591	BS6,17	LMC10,15										
	Well deck														
114	—	**SteelScSr**	1113 912	✠100A1 *Awng dk with freeboard* 3,17	Cpn	*n*		1917 3mo *Lloyd's*	Kjöbnhvns Flydk. & Skbs. Copenhagen *SA&CP*	**Akties. det Östasiatiske Kompagni**	220·3 | 32·7 | 17·3 B79′F46′ *on Awng dk* FK	**St. Thomas** W.I. Danish 5 *BH pt Cem*	T.3Cy.17″,27″&45″–30″ (*s* 200lb 166NHP 2SB, *6cf*, GS90, HS3080 FD Kjbnhavns Flydk. & Skbsv.	19 ″ 9 ~6 ″ 3 13 ″ 9	
	Elec.light	1 *Dk* (*Stl*) *& Awng dk* (*Stl*–ws)	657	LMC3,17 *Fitted for oil fuel* 3,17		*F.P. a*		*bove* 1	50° F.	*Cell DB* 179′187*t FPT*		31*t APT* 8*t*			
115	**St. Cuthbert**	**SteelScK**	311	✠100A1 *Stm Trawler* 3,16	Hul			1916 3mo *Lloyd*	Cochrane & Sons, Ld. Selby *SA&CP*	**The New Docks Stm Trlg Co (Fleetwood Ld. (Taylor & Tomlinson Ld., *Mgrs.*)**	137·0 | 23·5 | 12·3 Q75′F22′ BK8″	**Grimsby** British 4 *BH Cem* *APT* 6*t*	T.3Cy.13″,23″&37″–24″ (*s*) 180lb 80RHP 1SB, *3pf*, GS43, HS1332 C.D. Holmes & Co. Ld. Hull	13 ″ 0	
138943	*Elec.light*	1 *Dk*	282 162	LMC3,16											
JMLB															
116	**St. Cyr**	**SteelScK**	315	✠100A1 *Stm Trawler* 3,15	Hul			1915 3mo *Lloyd's*	Cochrane & Sons, Ld. Selby *SA&CP*	**T. Hamling & Co. Ld.**	135·3 | 23·5 | 12·6 Q74′F21′ BK8″	**Hull** British 4 *BH Cem*	T.3Cy.13″,23″&37″–26″ (*s*) 200lb 84RHP 1SB, *3pf*, GS58, HS1350 C.D. Holmes & Co. Ld. Hull	13 ″ 4	
136235	*J. Spours* –15		277												
JKTG	*Elec.light*	1 *Dk*	126	LMC5,15											
117	**St. David**	**SteelTrpScSr**	2479	✠ A1 *Shelter dk with freeboard* 5,17 ~~5,15~~ 3,18 *Irish Channel Service*	Sou	*t*	~~4,16~~ P&S 4.16 ~~C4,18~~	1906 8mo *Lloyd's*	J. Brown & Co. Ld. Clydebank *SA&CP*	**Fishguard & Rosslare Railways & Harbours Co.** *WB = Cell DB u E* 44′ 67*t*	350·8 | 41·1 | 16·5 F44′ FK	**London** British 9 *BH Asp* *DT f* 20′ 172*t*	3 Steam Turbines (*s*) 185lb 8SB, *24cf*, GS473 HS18304 FD J. Brown & Co. Ld. Clydebnk	17 ″ 8 s 3 ″ 10 14 ″ 6	
123675	*W. Mulhall* –15 ~~ss Liv. No. 2–13~~		1320												
HGQN	*Elec.light*	2 *Dks* (*Mpt Stl*–ws)	1008	BS6,17 12,17 LMC4,16											
	Ref. Mchy.	*& Shelter dk* (*pt Stl*–teak s)													
	Wireless	*ss* Sou. No. 3–5,17													
118	**St. Denis**	**SteelTrpScSr**	2410					1908	J. Brown & Co. Ld. Clydebank	**Gt. Eastern Rly. Co.**	331·0 | 43·2 | 17·8 P63′B&F254′	**Harwich** British *WB*	3 Turbines J. Brown & Co. Ld. Clydebnk		
123938	*A. Smy* –15	(*ex* Munich)	1503												
HNJM	*Elec.light* Sub. Sig. Wireless	2 *Dks*	1019												
119	—	**SteelScK**	294	✠100A1 *Stm Trawler* 3,16	Hul			1915 2mo *Lloyd's*	Cochrane & Sons, Ld. Selby *SA&CP*	**T. Hamling & Co. Ld**	133·5 | 23·0 | 12·3 Q72′F21′ BK7½″	**Hull** British 4 *BH Cem*	T.3Cy.13″,23″&37″–24″ (*s*) 180lb 78RHP 1SB, *3pf*, GS48, HS1290 C.D. Holmes & Co. Ld. Hull	13 ″ 1	
136228	*W. Grantham* –16		270												
JKTF	*Elec.light*	1 *Dk*	128	LMC2,15											
120	**Saint Dimitrios**	**SteelScSr**	3359	✠100A1 4,17 Examined 7,17 LMC MS10,12 BS6,16 7,17	Npt	*r*	6,15	1901 9mo *Lloyd's*	R. Thompson & Sons Sunderland *SA&CP*	**London & Piræus S.S. Co. Ld. (Lykiardopulo & Co. *Mgrs.*)**	330·3 | 48·0 | 23·8 P31′B104′F37 FK *WB = Cell DB a* 102′ *u E* 24′	**London** British 5 *BH Cem*	T.3Cy.24½″,40″&66″–45″ (*s*) 160lb *80lb* 316NHP 2SB, *8pf*, GS142, HS5100 J. Dickinson & Sons, Ld. Sld. *f* 136′ 807*t FPT* 38*t APT* 171*t*	26 ″ 5 s 4 ″ 6 22 ″ 3	
114770	*Luckham* –15	*ss* Off. No. 3–4,13	3169												
SQWD	(*ex* Gwent, *ex* Evangeline)	1 *Dk* (*Irn*) 2*tr B & deep framing* 3 *Dk rule*	2140												
	Elec.light														
121	**Saint Domingue**	**IronScSr**	1048				...	1879	Forges & C. de la Médit. Havre	**Cie. Générale Transatlantique**	228·6 | 29·8 | 12·9 20·1	**Fort de France** French	C.2Cy.27½″&55″–35½″ NB98 150NHP F. & C. de la Médit., Havre		V
	Ruvoen –12	1 *Dk & Awng dk*	637												
KVRB			483												
122	**Saint Dunstan**	**SteelScSr**	4422	100A1 6,16	NYk	*x*	~~9,16~~ 1,18	1912 6mo *Lloyd's*	Russell & Co. Port Glasgow *SA&CP*	Charente S.S. Co. Ld. (T. & J. Harrison, *Mgrs.*) *Mgrs.*) *Intermediate* *in after h* *WB =*	384·5 | 49·8 | 26·4 P37′B109′F46′ FK *te'tween deck BH* *old dispensed with* *Cell DBa* 128′ *u E* 22′	**Liverpool** British *Cem* 5 *BH to Udk* 1 „ 2nd dk *only* *f* 170′ 1006*t D*	T.3Cy.25″,42″&68″–48″ (*s*) 180lb *80lb* 401NHP 2SB, *6cf*, GS118, HS5550 FD Rankin & Blackmore, Grk *Ta* 35′ 839*t FPT* 84*t APT* 34*t*	29 ″ 0 s 5 ″ 5½ 23 ″ 10	
131441	*E. Bennett* –17		4130												
HWCG		2 *Dks* (*Stl*)	2807	Examined 1,18 LMC MS8,16 BS9,16											
	Carrying fuel oil F.P. above 150° *F. in D.B.*														
	Now named "Instructor," See No. 28 in Supplement														
123	**St. Edmund**	**SteelScSr**	1228	✠100A1 9,16 Examined 7,17 ~~BS9,16~~ LMC 7,17	Cff	*o*	9,16	1904 10mo *Lloyd's*	Clyde S.B. & E. Co. Ld. Pt. Glasgow *SA&CP*	**Stephenson Clarke & Co.** *WB = Cell D*	234·6 | 36·1 | 14·9 Q89′B46′F30′ FK *Ba* 67′ *u E & B* 33′ *f* 94′	**London** British 4 *BH Cem* 394*t APT* 18*t*	T.3Cy.19″,31′&51′–36″ (*r*) 165lb *90lb* 167NHP 1SB, *4pf*, GS73, HS2636 Clyde S.B. & E. Co. Ld. P. Gl.	17 ″ 3 s 1 ″ 7 15 ″ 11	
120461	*G.C.L. Hunter* –12	*ss* Sld. No. 2–13	1017												
HBKF	*Well deck*	1 *Dk* (*pt Irn & pt Stl*) *& Cargo battens not fitted*	758	~~LMC4,13~~ 7,17											
		deep framing													
124	**Saint Egbert**	**SteelScSr**	5596 5303	✠100A1 12,17 ~~4,17~~	Hul Mch	*a†*	6,16	1914 3mo *Lloyd's*	Russell & Co. Pt. Glasgow *SA&CP*	Charente S.S. Co. Ld. (T. & J. Harrison, *Mgrs.*) ~~Tw~~ *Tween* *dk BH in No. 2* *dispensed with* *WB = Cell DB*	423·2 | 53·0 | 29·8 P50′B129′F40′ FK 6 *B* 1 *B* *a* 129′ *u E & B* 42′ *f* 191′	**Liverpool** British *Cem* *H to U dk* *H to 2nd dk* *only* 1227*t DT f* 27′	T.3Cy.27½″,45″&75″–51″ (*r*) 180lb *100lb* 557NHP 3SB, *9cf*, GS177, HS8214 FD D. Rowan & Co. Glasgow 847*t FPT* 74*t APT* 30*t*	32 ″ 6 s 6 ″ 5½ 26 ″ 5	
135563	*G. Aitkens* –14														
JFQT	*Elec.light*	2 *Dks* (*Stl*)	3553	LMC3,14											
	Carrying fuel oil F.P. above 150° *F. in D.B.*														
	Now named "Author," See No. 96 in Supplement														

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. / *Master.* / Special Surveys.	3 Material, Rig, &c. / *Late Name if any.* / No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey.	6 Port of Survey.	7 Years assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.*	15 Registers to which classed, if not in L. R. Date of last Trade Cert.
125 136170 JDSH	St. Elmo *H.Pattison* –14 *Elec.light*	SteelScK 1 *Dk*	314 281 125	✠100A1 *Stm Trawler* 2,14	Hul ✠LMC2,14			1914 2mo *Lloyd's*	Cook, Welt'n & Gemmell Ld. Beverley *sA&CP*	St. Andrew's Stm. Fishing Co. Ld.	136·3 | 23·5 | 10·9 Q76′F20′ BK8″ *WB=DB*			Hull British *4 BH Cem*	T.3Cy.12¾″,23″&37″–26″ (*s*) 200lb 86RHP 1SB.*3pf*,GS47,HS1280 *uBkr*20′22*t* C.D.Holmes&Co.Ld.Hull	13 ″ 7	
126 KVQS	Saint Eloi *Levigoureux* –09	SteelSc 2 *Dks*	1993 1709 1028					1909	Atel.&Ch. de France Dunkirk	Soc. Anon. des Hauts-Fourneaux Forges et Aciéries de Denain & d'Anzin	273·1 | 38·9 | 20·3 B58′F33′ *WB*			Dunkirk French	T.3Cy.19″,30½″&51″–36″ 156NHP Atel.&Ch.de France,Dnk.		V
127 105390 JGCS	St. Elvies *W.Highton* –14 2 *Dks & Shelter dk*	SteelPadSr	567 423 232					1896	Fairfield Co.(Lim.) Glasgow	Liverpool & North Wales S.S.Co.Ld.	240·6 | 28·3 | 10·2 *Promenade dk*240′			Liverpool British	C.D.2Cy.37½″&72″–60″ NB14 335NHP Fairfield Co.(Lim.),Gls.		
128 1176 JCKT	St. Erik *J.A.Skantze*06–07 1 *Dk*	SteelScSr	215 115 144					1880	Motala Co. Gothenburg	Marstrands Nya Angf.Actieb. (J. Ahnström, *Mgr.*)	122·3 | 20·1 | 8·7 Q38′B41′H12*t*F45′			Marstrand Swedish	C.2Cy.16″&29″–21″ NB90 32NHP Motala Co.,Gothenburg		
129 137189 JMLG	St. Fergus *J.Winter* –17 *Well deck* *Mchy.Aft*	SteelSc 1 *Dk(Stl)*	390 288 144	✠100A1 10,16 ✠LMC8,15	Lth	*f*	9,16	1913 8mo *Lloyd's*	Hawthorns & Co.Ld. Leith	North of Scotland. Orkney & Shetland S.N.Co.	150·0 | 24·1 | 10·0 Q85′B14′F22′ BK7″ *WB=FPT*46*t*			Aberdeen British *3 BH Cem*	T.3Cy.13″,21″&34″–24″ (*s*) 180lb *100lb* 58RHP 1SB.*3pf*,GS52,HS1569 *AP T*40*t* Hawthorns&Co.Ld.Leith	11 ″ 0 s 3 ″ 8½ 11 ″ 4	
130 — JMLG	Saint François *Corbinais* –13 *Elec.light*	SteelScSr 1 *Dk*	683 — 359					1913	Smith's Dock Co.Ld. Middlesbro'	Cia. Navale de l'Océanie	180·3 | 29·5 | 14·5 P51′F41′			Bordeaux French *WB*	T.3Cy.16″,26″&43″–27″ 96NHP Smith's Dock Co.Ld.Mdb.		V
131 123 39	St. Georg (Captured and taken to Grimsby) *ss* Bmn.No.3–7,12 (*ex* Northmoor) 1 *Dk*	SteelScK	142 123 39	✠100A1 *Stm Trawler* 7,14 BS7,14 ✠LMC3,12	Bhn		7,14	1900 4mo *Lloyd's*	Smith's Dock Co.Ld North Shields *sA&CP*		95·0 | 20·7 | 10·8 Q46′F19′ BK7½″				T.3Cy.11½″,18″&30″–21″ (*s*) 180lb 49NHP 1SB,*2pf*,GS26,HS816 *3 BH Cem* N.E.Marine Eng.Co Ld.Sld.	11 ″ 8	
132 137419 JHMK	Saint George *J.Fortay* –16 *Elec.light*	SteelScSr 2 *Dks(Stl)*	5596 5298 3553	✠100A1 ~~6,7,11,14,17~~,18 ✠LMC12,14	NYk Lon	*a*†	~~11,18~~ 2,18	1914 12mo *Lloyd's*	Russell & Co. Port Glasgow *sA&CP*	Charente SS Co.Ld (T.&J.Harrison, *Mgrs.*) *'Tween dk BH in No. 2 hold dispensed with*	423·3 | 53·0 | 29·8 P50′B129′F50′ FK *WB=Cell*			Liverpool British *Cem*	T.3Cy.27½″,45″&75″–51″ (*r*) 180lb *100lb* 557NHP 3SB.*3cf*,GS177,HS8214 FD D.Rowan&Co.Glasgow *BH to upper dk 1 BH to 2nd dk only* *f*27′ 847*t FPT*74*t APT*30*t*	32 ″ 0 s 6 • 5½ 26 ″ 5	

Now named "Statesman." See No. 140 in Supplement

133 123673 HGQK	St. George ~~*A.Beauchamp* –18~~ *ss* ~~liv.No.2–18~~ *Elec.light* Wireless *ss* Sou.No,3–2–17 *Ref.Mchy* 2 *Dks(M pt Stl–ws)* *M.Cardiff* –17 *& Shelter dk(pt Stl–teak s)*	SteelTrpScSr	2456 1346 1012	✠ A1 *Shelter dk with freeboard* ~~9,17~~ 2,~~14,16~~,18 *For Service in the Bay of Fundy–Digby & Brunswick* Examined 16 BS8,16 ✠LMC7,15	NYk Sou	*t*	2-17 ~~8,13~~ p2,15 ~~c7,18~~ MS2,17 BS9,17 c2,17	1906 9mo *Lloyd's*	Cammell Laird&Co.Ld Birkenhead *sA&CP*	Canadian Pacific Railway Co.	352·0 | 41·1 | 16·2 F45′ FK *WB=Cell DB u*			London British *9 BH Asp* *suick*	3 Steam Turbines (*s*) 185lb 3SB.*24cf*,GS462,HS17865 FD Cammell Laird&Co.Ld Bkn *E*34′52*t DTanks f*20′160*t*	17 ″ 4 s 3 ″ 4½ 14 ″ 6	
134 105360 PFDG	Saint George *C.Kristensen* –16 *Elec.light*	SteelScSr 1 *Dk*	515 410 288			…		1895	J.L Thompson&Sons,Ld. Sunderland	Loo Tom Fin	161·0 | 25·5 | 12·7 F25′ FK *WB*			Sydny NSW British	T.3Cy 15½″,25″&41″–27″ 95RHP J.P.Rennoldsn&Sns,S.Shl.	13 ″ 5	
135 103937	— *A.McLean* 1 *Dk*	WoodPad	278 237 175					1897	J.B.Snowball Chatham,N B	J.B.Snowball Co. Ld.	114·6 | 25·1 | 12·3 H41*t*			Chthm,NB British	C.2Cy.18″&32″–60″ Eng.made80&81 44RH J.Hains&Co.,St.John; & Eagle Foundry Co.,Mtreal.		
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1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Capitaine / Visites Périodiques.	3 Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. / Nombres des Ponts.	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettres d'Emplacement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Loglines ob coté, si on n'est dans la L. R. Inscription Cert. Exemption.
145 122406	St. Irenee *F.V.La France* –10	Iron&SteelPad 3*Dks*	2094 1924 1160					1867	W.C. White Sorel,P.Q.	CanadaSteamship Lines,Ld.	268·2	58·0	31·8	Montreal British	B.1Cy.56″–132″ 105RHP		
								1905	*Rebuilt by* Richelieu & OntarioNavigation Co.					Montreal	Richelieu&OntarioNav.Co. Montreal		
146 103290	St. Isidore *A.Allard*11–12	WoodPad 1*Dk*	142 111 89					1895	J.B.Snowball Chatham,NB	PrescottLumber Co.Ld.	96·2	23·1	5·5	Chatham, N.B. British	C.2Cy.15″&28″–24″ 31RHP JB.Snowball&C.ChthmNB		
147 KVWT	Saint Jacques *H.Hauville* –09	SteelScSr 2*Dks&Awng dk*	2459 2214 1339					1909	Atel.&Ch. deFrance Dunkirk	SociétéNavale de l'Ouest	288·8 B31′F32′	38·9 24·2	16·6 *WB*	Havre French	T.3Cy.19″,30½″&51″–36″ 156NHP Atel.&Ch.deFrance,Dnk.		V
148 KWFC	Saint Jean *L.Quemper*09–15 *Elec.light*	SteelScSr 2*Dks*(*Stl*)	5681 4774 3600	✠ 9,16 ✠	NYk	*y*		1915 11mo	Atel.&Ch. de la Loire Nantes	Cie.Générale Transatlantique *WB*=*Cell* *DBa*121′*uE&B*74′	397·0 P40′B121′F43′ FK *f*139′957*t FPT*91	50·1	28·9 6*BHCem* *APT*118*t*	Havre French HS6553	T3Cy 25⅝″,42½″&68½″–51″ 446NHP 2SB&1AuxSB8*cf*GS233 FD Atel.&Ch.de la Loire,Nts.	31 ″ 6	
149 KWDL	— *Carpentier* –12	SteelScSr 2*Dks&Awng dk*	2457 2214 1338					1908	Atel.&Ch. deFrance Dunkirk	SociétéNavale de l'Ouest	288·0 B31′F32′	38·9 24·2	16·6 *WB*	Havre French	T.3Cy.19″,30½″&51″–36″ 156NHP Atel.&Ch.deFrance,Dnk.		V
150 KWFB	— *P.Gournay*09–09 *Elec.light*	SteelSc (*Trawler*) 1*Dk*	287 261 101					1906	Atel.&Ch. deFrance Dunkirk	A.Coppin&Co.	137·8	22·9	12·8	Boulogne French	T.3Cy.13″,21½″&35″–24″ 60NHP Atl&Ch.deFrance,Dunkirk		V
151 KWFQ	Saint Joachim *C.Bourgain*14–14	SteelScK (*Trawler*) 1*Dk*	192 175 53					1914	Baheux frères Boulogne	E.Deconinck (A.Etienne, *Mgr.*)	103·6	22·2	11·7 *WB*	Boulogne French	T 3Cy.10½″,17½″&28″–23½″ 38NHP Caillard et Cie.Havre		V
152 129270	St. Johns *R.J.Nicholson* –14 *ss* *Elec.light*	SteelScK Hul.No.1–14 1*Dk*	208 208 80	✠100A1 *StmTrawler* 9,15 ✠LMC1,14	Hul		3,14	1910 6mo	Cook,Welt'n&Gemmell Ld. Beverley	HullSteamFishing &IceCo.Ld.	112·2 BK8″	22·5 *WB*=*APT*2*t*	12·3 4*BHCem* *DTf*13′30*t*	Hull British	T.3Cy.10″,17″&28″–24″ (*s*) 200lb 50RHP 1SB,2*pf*,GS27,HS835 Amos&Smith,Ld.Hull	13 ″ 2	
								Lloyd's									
153 KWFR	Saint Joseph *Moussion*05–16 *Elec.light*	SteelScSr 2*Dks*	5796 4859 3689			…		1912	Atel.&Ch. de la Loire St.Nazaire	Cie.Générale Transatlantique	398·0 P40′B121′F43′ FK	50·3	28·2 *WB*	Havre French	T3Cy25½″42½″&68½″–51″ 446NHP Atel.&Ch.de la Loire,Nts.	31 ″ 6	V
154 KWJQ	St. Joseph *Lomonello* F&YM7,13	WoodScSr 1*Dk*	119 — 36					1883	Curet fils LaSeyne	Ch.Schiaffino, A.Jouvet&Co.	91·5	18·2	10·4	Philppville French	C.2Cy.13″&26″–12½″ 20NHP Labarre,Marseilles		V
155 Sunk by Collision 9.17 HLND	St. Katharine 9.17 Pilot (*ex*Haller) *Well deck Mchy.Aft*	SteelSc3MstSr *ss*Bel.No.2–13 1*Dk*(*Stl*)	442 318 170	~~✠100A1~~ 8,17 ~~8,16~~ ~~BS11,16~~ 8,17 ~~LMC8,13~~	Lon	*g*	~~8,16~~ 8,17	1905 5mo *Lloyd's*	W.Walker Maryport	NorburyS.S.Co. Ld.(H.Harrison, *Mgr.*)	159·1 Q89′B11′F22′ BK7″ *WB*=*CellDBf*86′	24·9	9·3 3*BHCem* 117*tFPT*53*t*	Aberdeen British	C.2Cy.18″&40″–30″ (*r*) 130lb 64RHP E&B*made*03*fitted*05 1SB,3*pf*,GS56,HS1735 McKie&Baxter,Glasgow	11 ″ 9 ~~3–11~~ ~~12–0~~	
156 118838 JMRV	St. Kilda *H.Clark* –17	SteelScK *ss*Hul.No.2–12 1*Dk*	187 180 73	✠100A1 *StmTrawler* 11.15 ~~BS1,16~~ ✠LMC ~~1,13~~ ~~BS1,17~~ 1,18	Hul		~~11,15~~ 5,18	1904 10mo *Lloyd's*	Cook,Welt'n&Gemmell Beverley	HullSteamFishing &IceCo.Ld.	108·4 BK7″ *WB*=	21·5	11·5 4*BHCem* *DTf*13′30*t*	Hull British	T.3Cy.10″,17″&28″–21″ (*s*) 200lb 45RHP 1SB,2*pf*,GS25,HS750 Amos&Smith,Hull	12 ″ 4	
157 MGPC	— (*Whaler*)	SteelScSr 1*Dk*	130 128 46					1911	Kaldnæs Patentslp&M V. Tönsberg	Akties.Harpunen (H.Sandberg, *Mgr.*)	97·3	19·5	11·2	Chrstiania Norwegian *WB*	T.3Cy.11½″,18½″&31″–22″ 45NHP Nylands Værksted,Xania		N
158 KWMD	Saint-Laurent *Rollin* –12 *Elec.light* Wireless	SteelSc 3*Dks*	5614 4486 3561					1905	Ch.&Atel. deSt.Nazaire Rouen	Cie.Générale Transatlantique	392·2 P47′H91′F47′	50·6	28·8 *WB*	Havre French	T.3Cy.27′,43″&72″–48″ 359NHP Ch.&Atel.deSt.Nazaire		V
159 Lost by Fire 9.17 80735	St. Laurent *P.Demarais*	WoodPad 2*Dks*	349 186 189					1880 *Re-blt* 1900	Baker Bros S Nicholas PQ S.Beaudry,Montreal,PQ.&1909 J.A. Lamarre,S	Montreal&Cornwall Nav.Co.Ld.	127·0 909	24·6	8·3	Montreal British orel,P.Q.	B.1Cy.36″–48″ B*made*98*fitted*09 43RHP		
160	St. Lawrence	SteelTwinSc 1*Dk*(*Stl*) (*Sand Pump Hopper Dredger*)	2121 2070 1442	✠ *Hopper Dredger* 10,10 ✠	Rnf			1910 10mo	W.Simons &Co.Ld. Renfrew	TheAdmiralty	280·0 F36′ FK	46·2	18·5 7*BHCem*	British	T.6Cy.18″,28″&48″–27″ 299NHP 3SB,9*cf*,GS178,HS5391 W.Simons&Co.Ld.Rnf.	19 ″ 4	
161 117295	Saint Lawrence *J.Arvesen* –16	SteelScSr 1*Dk*	111 106 24					1903	Nylands Værksted Christiania	VictoriaWhaling Co.Ld. (W.A. Lawson, *Mgr.*)	93·2	16·9	10·6	SJhnsNFL British	T.3Cy.10½″,17″&28½″–20″ 50RHP Nylands Værksted,Xania		
162 127105	St. Lawrence No. 1 *P.Fitzpatrick* –17	SteelScK (*Trawler*) 1*Dk*	211 208 80			…		1909	JTEltringham&Co. S.Shields	R.Hastie&Sons,Ld	117·3 BK7½″	21·6	12·2 *WB*	N.Shields British	T.3Cy.13′,21½″&35″–24″ 80RHP G.T.Grey,SouthShields	13 ″ 0	
163 134755 JBHC	St. Leonard *G.Myhree* –14 *Elec.light*	SteelScK 1*Dk*	296 267 128	✠100A1 *StmTrawler* 1,15 ✠LMC1,13	Gms		1,15	1912 12mo *Lloyd's*	Cochrane &Sons Selby	~~GrimsbyVictor Stm.FishingCo.Ld~~ PortStMaryFshg& CuringCo.Ltd. (C.Jaffs,jun.,*Mgr.*)	135·2 Q75′F22′ BK8″	23·0	12·2 4*BHCem*	Grimsby British	T.3Cy.13′,23″&37″–24″ (*s*) 180lb 79RHP 1SB,3*pf*,GS43,HS1332 C.D.Holmes&Co.Ld.Hull	13 ″ 0	
164 133306	St. Leonard No. 1 *T.Dunn*	SteelScK 1*Dk*	210 207 81	✠100A1 *StmTrawler* 2,14 ✠LMC3,13	Shl			1913 3mo *Lloyd's*	JTEltringham&Co. S.Shields	R.Hastie&Sons,Ld	117·3 BK7½″	21·6	12·2 *WB*	N.Shields British	T.3Cy.13″,21½″&35″–24″ (*s*) 180lb 80RHP 1SB,3*pf*,GS52,HS1439 G.T.Grey,S.Shields	13 ″ 0	
165 131349 HSTR	Saint Leonards *J.McLean* –16 *Elec.light*	SteelScSr *ss*Nag.No.1–16 2*Dks*(*Stl*)	4574 4259 2860	✠100A1 ~~1,16~~ ~~1,17~~ Shl Bry 3,18 ✠LMC1,16 ~~BS3,17~~	Nag	*x*	~~8,15~~ ~~8,17~~ 3,18	1911 6mo *Lloyd's*	AM'Millan &Son,Ld. Dumbarton	CharenteSSCoLd. (T.&J.Harrison, *Mgrs.*) *CellDBa*111′*uE&*	384·7 P40′B119′F42′ FK *B*42′*f*179′845*tFPT*	50·0	27·2 6*BHCem* 105*tAPT*87*t*	Liverpool British	T.3Cy.26″,42″&70″–48″ (*s*) 180lb *100lb* 446NHP 2SB.6*cf*,GS130,HS6350 FD Rankin&Blackmore,Grk.	29 ″ 9 s 5 ″ 6½ 24 ″ 6	
166 116669 HSPT	St. Louis *J.C.Jamison* –03 Sub.Sig. Wireless *Ref.Mchy. Elec.light* 4*Dks*(2*Stl*&1*pt Stl*-ws)&*Promenade dk*(*Stl*-ws)&*Web frames*	SteelTwinScSr *ss*NYk.No.3–3,16	10230 6724 4667	✠100A1 6,17 ~~8,16~~ ✠NB8,03 ✠LMC11,15 ~~BS10,16~~ 2,13	Liv NYk		P3,16 SN3,16	1895 5mo	W.Cramp &SonsS.& E.B.Co. Philadelphia A&CP	InternationalMercantileMarineCo. *WB* = *Cell D B a* *f*148′1335*tAP*	535·5 P104′F150′ 104′*uE&B*176′ *T*157*tFPT*56*tDTa*	63·0 FK	26·8 9*BHAsp* 107*tDTf*41*t*	NewYork Utd.States	Q.12Cy(4)28½″(2)55″(6)77″ –60″] 200lb *100lb* (*s*) 6D&4SB,64*cf*, 2764NHP GS1158,HS41154 FD W.Cramp&SnS&EBCoPhl	42 ″ 0 s 13 ″ 2 29 ″ 5	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 6 7 Particulars of Classification. Character. / ✝ for Special Survey. Date of last Survey.	Port of Survey.	Years assigned now expired. Numerals Mo. Letter.	7a Date when tail shaft last seen.	8 9 Built. When	By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of T. Cert.
167 KWQS	**St. Louis** Steel Sc Sr *L. Chateauvieux* 13–13 *Elec. light* 2 *Dks* (*Stl*)	5818 4857 3712	✝ 3,16 ✝	Gls	*y*		1913 7mo	Atel. & Ch. de la Loire St. Nazaire	Cie. Générale Transatlantique *WB* = *Cell D B a* 121′ *u E & B* 74′ *f* 139′ 940 *t F P T*	398·1 | 50·3 | 28·2 P 40′ B 121′ F 43′ FK 6 *B H Cem* 99 *t A P T* 60 *t*			Havre French	T. 3 Cy. 25⅝″, 42½″ & 68½″–51⅞″ 446 NHP 2SB (FD) & 1 Aux SB, *Scf*, GS 171, HS 5384 Atel. & Ch. de la Loire, Nts.	31 ″ 6	V
168 KWQT	**Saint Louis** Steel Sc *Léon* 13–13 *Elec. light* 2 *Dks*	5202 4290 3277					1913	Atel. & Ch. de France Dunkirk	Soc. Navale de l'Ouest	352·5 | 52·5 | 28·4 P 30′ B 102′ F 35′			Havre French *WB*	T. 3 Cy. 26″, 42″ & 70″–48″ 340 NHP Atel. & Ch. de France, Dnk.		V
169 KWQB	**St. Louis** Steel Sc Sr *J. Chaniel* 04–04 1 *Dk & Spar dk &* (*ex* Baron Fife) *Web frames*	1352 1259 762			…		1890	R. Duncan & Co. Pt. Glasgow	Union Commerciale et de Nav. Calédonienne	230·0 | 33·1 | 13·7 B 19′ 20·5 FK			Noumea French *WB*	T. 3 Cy. 17½″, 27½″ & 46″–36″ 134 NHP D. Stewart & Co., Glasgow	22 ″ 10	
170 KWQG	**Saint Louis** Steel Sc *Antoni* 16–16 (*ex* Mpanjaka) *Elec. light* 2 *Dks*	617 — 362					1889	Message. Maritimes La Ciotat	L. Castel	209·3 | 26·1 | 15·5 H 112 *t*			Cette French *WB*	T. 3 Cy. 14″, 16½″ & 30″–28½″ NB 05 48 NHP Forges & C. de la Médit. Msl.		V
171 KWQG	— Steel Sc K *N. Robert* 01–09 (*Trawler*)	303 271 117					1905	Atel. & Ch. de France Dunkirk	A. Coppin & Co.	138·6 | 23·1 | 11·6			Boulogne French *WB*	T. 3 Cy. 13″, 21½″ & 35″–24″ 59 NHP Atel. & Ch. de France		V
172 110798 VRLC	**St. Louis** Iron Sc K *F. E. Sharpe* –14 *ss* Hul. No. 3–6, 12 1 *Dk*	233 211 92	✝ 100 A1 *Stm Trawler* 10.14 BS 9,14 ✝ LMC 6,12	Hul		10,14	1900 5mo	Cochrane & Cooper, Ld. Beverley *Lloyd's A & CP*	T. Hamling & Co. Ld	126·0 | 21·5 | 11·8 Q 50′ pt N D 12 BK 7½″			Hull British 4 *B H Cem*	T. 3 Cy. 12½″, 22″ & 36″–24″ (*s*) 200 lb 70 RHP 1SB, *2pf*, GS 34, HS 1114 C. D. Holmes & Co. Hull	12 ″ 3	
173 KWQR	**Saint Louis** Steel Sc *Sergent-Leprêtre* –12 (*Trawler*) 1 *Dk*	103 97 32					1912	Baheux frères Boulogne	Sergent-Leprêtre	76·0 | 20·2 | 11·0			Boulogne French *WB*	C. 2 Cy. 12″ & 25″–16″ 20 NHP Caillard & Co. Havre		V
174 KWRH	**Saint Luc** Steel Sc *Lemerle* 1 *Dk & Awng dk*	2456 2214 1338					1908	Atel. & Ch. de France Dunkirk	Soc. Navale de l'Ouest	288·8 | 38·9 | 16·6 B 31′ F 32′			Havre French *WB*	T. 3 Cy. 19″, 30½″ & 51″–36″ 156 NHP Atel. & Ch. de France, Dnk.		V
175 124749 JNDC	**St. Lucia** Steel Sc K *C. Hopwood* –17 *ss* Hul. No. 2–15 *Elec. light* 1 *Dk*	186 179 73	✝ 100 A1 *Stm Trawler* 11,17 ~~10.15~~ ~~BS 11,15~~ BS 11,17 ~~BS 11,15~~ ✝ LMC 10,16	Hul		5,15 11,17	1907 3mo	Cook, Welt'n & Gemmell Ld. Beverley *Lloyd's A & CP*	Hull Steam Fishing & Ice Co. Ld.	110·5 | 21·6 | 11·7 BK 8″ *WB* = *D T f* 13′ 30 *t*			Hull British 4 *B H Cem*	T. 3 Cy. 10″, 17″ & 28″–24″ (*s*) 200 lb 50 RHP 1SB, *2pf*, GS 27, HS 835 Amos & Smith, Hull	12 ″ 7	
176 133601 HWKN	**St. Magnus** Steel Sc Sr *W. Leask* 08–13 *Elec. light* 2 *Dks* (*U Stl*-ws) *Well deck*	809 642 321	✝ 100 A1 10,14 ~~Examined 7.17~~ ~~LMC 6,18~~ ✝ LMC 6,16	Lth	*m*	10,14	1912 5mo	Ramage & Ferguson, Ld. Leith *Lloyd's A & CP*	N. of Scotland Orkney & Shetland Stm Nav. Co. *WB* = *Cell D B a* 39′ *u E* 19′ *f* 75′ 140 *t F P T*	215·1 | 31·1 | 15·3 P & B 139′ F 60′ BK 8″			Aberdeen British 4 *B H Cem* 22 *t A P T* 23 *t*	T. 3 Cy. 21″, 33″ & 54″–36″ (*s*) 190 lb *100 lb* 206 NHP 2SB, *6cf*, GS 110, HS 3316 Ramage & Ferguson, Ld. Lth.	16 ″ 2 s 1 ″ 7 15 ″ 9	
177 132278 HVMD	**Saint Malo** Steel Sc K *W. E. Brown* –15 1 *Dk*	335 297 136	✝ 100 A1 *Stm Trawler* 4,15 ✝ LMC 12,11	Hul		8,13	1911 12mo	Cook, Welt'n & Gemmell Ld. Beverley *Lloyd's A & CP*	T. Hamling & Co. Ld	140·0 | 23·7 | 12·4 Q 75′ BK 8″			Hull British 4 *B H Cem*	T. 3 Cy. 13″, 23″ & 37″–26″ (*s*) 200 lb 86 RHP 1SB, *3pf*, GS 47, HS 1240 C. D. Holmes & Co. Ld. Hull	13 ″ 3	
178 KWRQ	**Saint Marc** Steel Sc *Piquot* –12 2 *Dks & Awng dk*	2456 2214 1338					1908	Atel. & Ch. de France Dunkirk	Soc. Navale de l'Ouest	288·8 | 38·9 | 16·6 B 31′ F 32′ 24·2			Havre French *WB*	T. 3 Cy. 19″, 30½″ & 51″–36″ 156 NHP Atel. & Ch. de France, Dun.		V
179 KWRM	**St. Marc** Steel Sc Sr *Lunois* 1 *Dk*	2249 1840 1143					1912	Atel. & Ch. de Bretagne Nantes	Soc. Mar. Aux. de Transports	270·5 | 41·4 | 19·5 B 62′ F 26′			St. Nazaire French *WB*	T. 3 Cy. 18⅜″, 29½″ & 48 7/16″ –37½″ 144 NHP Atel. & Ch. de Bretagne, Nts.		V
180 KWRN	**Saint-Marcouf** Steel Sc Sr *Mignard* –14 *ss* Hav. No. 3–4, 16 (*ex* Greenwood) 1 *Dk* (*pt Irn & pt Stl*) *Well deck* *& deep framing* *Cargo battens not fitted*	*1117* *880* *664*	✝ 100 A1 3,17 BS 3,17 ✝ LMC 4,16	Dnk	*n*	4,16	1903 6mo	Blyth S. B. Co. Ld. Blyth *Lloyd's A & CP*	Soc. des Forges et Aciéries de la Marine et d'Homécourt *WB* = *Cell D B a* 60′ *u E & B* 37′ *f* 92′ 314 *t F P T*	225·0 | 33·2 | 14·4 Q 116′ B 10′ F 21′ FK			Havre French 4 *B H Cem* 49 *t A P T* 20 *t*	T. 3 Cy. 18½″, 30″ & 50″–36″ (*s*) 180 lb *80 lb* 162 NHP 1SB, *4pf*, GS 70, HS 2500 N. E. Marine Eng. Co Ld. Sld.	16 ″ 7 s 1 ″ 8 15 ″ 2	
181 133626 JGBT	**St. Margaret** Steel Sc Sr *H. Gray* –15 *Elec. light* 2 *Dks* (*U Stl*–ws) *Well deck*	943 649 401	✝ 100 A1 10,16 ✝ LMC 6,15	Gls	*m*	10,16	1913 5mo	Ramage & Ferguson, Ld. Leith *Lloyd's A & CP*	N. of Scotland, Orkney & Shetland Stm Nav. Co. *WB* = *Cell D B a* 39′ *u E* 19′ *f* 75′ 140 *t F P T*	215·0 | 31·1 | 15·3 P & B 139′ F 63′ BK 8″			Aberdeen British 4 *B H Cem* 22 *t A P T* 23 *t*	T. 3 Cy. 21″, 33″ & 54″–36″ (*s*) 190 lb *100 lb* 206 NHP 2SB, *6cf*, GS 110, HS 3316 Ramage & Ferguson, Ld. Lth.	16 ″ 2 s 1 ″ 5 15 ″ 11	BT till 10,17
182 96050 LCFS	— Steel Sc 3 Mst Sr *S. Pringle* –15 *ss* Ard. 2nd No. 3–5, 14 *Well deck* *Mchy. Aft* 1 *Dk* (*Stl*)	478 349 191	✝ 100 A1 ~~11,16~~ 12,17 Ard ✝ NB 5,14 ✝ LMC 5,14	Gls	*h*	~~2,16~~ 12,17	1889 3mo	Scott & Co. Bowling A & CP	T. Heiton & Co. Ld. (R. Harper, *Mgr.*)	175·0 | 26·6 | 10·5 Q 86′ B 10′ F 29′ BK 7½″ *WB* = *Cell D B* 94′			Dublin British 3 *B H Cem* 152 *t F P T* 26 *t*	T. 3 Cy. 14¼″, 24 11/16″ & 40″–33″ 160 lb (*s*) 80 RHP 1SB, *3pf*, GS 51, HS 1589 W. King & Co., Glasgow	13 ″ 0 s ″ 9 13 ″ 0	
183 129629 HQDV	**St. Margaret of Scotland** Steel *H. Le Brecht* –14 Twin Sc Sp *Elec. light* Wireless (*ex* Balantia) *Ref. Mchy.* 1 *Dk & Shelter dk 2 tr B*	2467 1859 1429					1909	Harland & Wolff, Ld. Belfast	Royal Mail Steam Packet Co.	300·7 | 38·2 | 22·9 B 144′ F 47′			Belfast British *WB*	Q 8 Cy. 13½″, 19½″, 28″ & 40″–28″ 170 NHP Harland & Wolff, Ld. Bel.		
184 KWSB	**Saint Mathieu** Steel & Iron Sc Bn *Peneau* –13 1 *Dk 2 tr B*	930 823 554					1882	Société J. Cockerill Antwerp	Soc. Navale de l'Ouest	228·6 | 28·1 | 16·4 Q 67′ B 59′			Havre French *WB*	C. 2 Cy. 27″ & 45″–33″ NB 94 97 NHP Soc. J. Cockerill, Seraing		V
185 KWRT	**St. Mathieu** Steel Sc K *Le Coheleach* 08–15 *ss* Abn. No. 2–12 (*ex* Nere Aingerua, *ex* Balnagask) 1 *Dk*	186 179 78	✝ *Stm Trawler* 8,13 ✝	Abn			1903 1mo	Hall, Russell & Co. Ld. Aberdeen	Caillé & Cie.	108·3 | 21·6 | 11·5 BK 7½″			Brest French 3 *B H Cem*	T. 3 Cy. 12″, 20″ & 33″–22″ 64 NHP 1SB, *2cf*, GS 31, HS 1116 Hall, Russell & Co. Ld. Abn.	12 ″ 1	V
186 116121 VRTB	**St. Maurice** Steel Sc K *W. Moore* –14 *ss* Hul. No. 2–11 1 *Dk*	251 224 101	✝ 100 A1 *Stm Trawler* 6.14 BS 6,14 ✝ LMC 6,14	Hul		7,12	1903 1mo	Mackie & Thomson Glasgow *Lloyd's A & CP*	T. Hamling & Co. Ld	130·7 | 22·0 | 11·0 Q 54′ BK 7½″			Hull British 4 *B H Cem*	T. 3 Cy. 13″, 22″ & 36″–27″ (*r*) 180 lb 65 RHP 1SB, *2cf*, GS 37, HS 1300 Muir & Houston, Ld. Gls.	12 ″ 6	
187 124050 HKJW	**Saint Michael** Steel Sc Sr *J. O. Donnell* –15 *ss* Cal. No. 2–15 1 *Dk* (*Stl*) *& Spar dk* (*Stl*) *&* *deep framing* *Carrying fuel oil F.P. above 150° F. in D.B.*	3796 3507 2418	✝ 100 A1 *Spar dk* 12,17 ~~12.16~~ ✝ LMC MS 2,15 BS 3,16	Bry	*x*	11,16 7	1907 4mo	W. Pickersgill & Sons Sunderland *Lloyd's A & CP*	Brit. & Foreign S. S. Co. Ld (Rankin, Gilmour & Co Ld *Mgrs*) *WB* = *Cell D B a* 118′ *u E & B* 44′ *f* 146′	361·0 | 47·4 | 17·2 P 29′ B 198′ F 41′ 25·1 FK			Liverpool British 6 *B H Cem* 831 *t D T f* 28′	T. 3 Cy. 24″, 40″ & 67″–45″ (*r*) 180 lb *110 lb* 343 NHP 2SB, *6cf*, GS 114, HS 4401 FD G. Clark, Ld. Sunderland 651 *t A P T* 43 *t*	27 ″ 8 s 4 ″ 1½ 23 ″ 11	

1 Numéro d'Ordre / Numéro Officiel. / Signaux.	2 Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant aux Lettre d'Entretenu.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant.	15 Règlement où coté, si on le voit dans le Y. R. (Yacht Racing Rules)
188	**Saint Michel** SteelSc	5202					1914	Atel.&Ch. deFrance Dunkirk	Soc.Navale de l'Ouest	352·5 | 52·5 | 28·7 P29'B102'F35'			Havre French WB	T.3Cy.26″,42″&70″–48″ 339NHP Atel&Chnt.deFrance,Dnk		V
	F.Rozé –14	4290														
KWSJ	*Elec.light* Wireless 2*Dks*	3277														
189	— SteelScSr	575	✠100A1 2,13	Hul	*h*	7,16	1913 2mo	N.V.Werf deNoord Alblasserdm A&CP	Cie.Navale de l'Océanie	155·2 | 26·1 | 11·7 P&B106'F24' FK WB=FPT23			Bordeaux French	T.3Cy.13″,18″&31″–21″ (*s*) 180lb 64NHP 1SB,*2pf*,GS37,HS1210 *tAPT28t* Earle'sCo.Ld.Hull	12″ 6 s ″ 4½ 12″ 4	
	*LeDiabat*13–13	294														
KWSF	*Well deck* 1*Dk*(*Stl*)	332	BS7,16 ✠LMC2,15													
	Elec.light															
190	**Saint Mirren** SteelSc3MstSr	557	✠100A1	Ard	*i*	7,16	1894 8mo	J.Fuller-ton&Co. Paisley A&CP	T.Heiton&Co.Ld. (R.Harper, *Mgr.*)	178·0 | 27·1 | 10·7 Q96'B10'F33' BK7″ WB=CellDBf91′			Dublin British	T.3Cy.16″,27″&43″–33″ (*s*) 160lb 114NHP 1SB,*3pf*,GS61,HS1817 139t*FPT*50t Ross&Duncan,Glasgow	13 ″ 1 s ″ 7 13 ″ 3	
104548	*A.Harrigain* –08 *ss*Ard.2ndNo.3–1,15	398	3,17 7,15	Sou		7,16 8,17										
NLMV	*Well deck*	223	✠NB7,12 ✠LMC1,15													
	Mchy.Aft 1*Dk*(*Stl*)															
191	**Saint Modan** SteelScSr	237	✠100A1	Bwg	*d*	14,11 8,17	1910 2mo	Scott& Sons Bowling *Lloyd's*A&CP	J.&A.Gardner& Co.Ld.	122·2 | 21·6 | 9·4 Q43'B7'F23' BK7″ WB=FPT			Glasgow British	C.2Cy.14″&30″–24″ (*s*) 135lb 35RHP 1SB,*2pf*,GS36,HS1056 Fishers,Ld.Paisley	10 ″ 3 s ″ 8 10 ″ 3	
129468	*M.McDougall* –10 *ss*Bwg.No.1–14	176	8,17 14,11													
	Well deck 1*Dk*(*pt Stl*)	89	BS7,16 ✠LMC11,14													
	Mchy.Aft															
192	**Saint Mungo** SteelScSr	402	✠100A1	Liv	*g*	4,17	1907 11mo	Scott& Sons Bowling *Lloyd's*A&CP	T.Heiton&Co.Ld. (R.Harper, *Mgr.*)	155·3 | 23·0 | 11·0 Q86'F28' BK7½″ WB=FPT55t			Dublin British	C.2Cy.18¼″&40″–27″ (*s*) 130lb 98RHP 1SB,*3pf*,GS56,HS1877 Ross&Duncan,Glasgow	12″ 0 s ″ 7½ 12″ 1	
123128	*D.Kerr* –13 *ss*Ard.No.2–15	286	4,17													
HSDM	*Well deck* 1*Dk*(*Irn*)	147	BS9,16 ✠LMC11,15													
	Mchy.Aft															
193	**Saint Nicholas** SteelScSr	3583	✠ —	Bkn	*w*		1901 9mo	W.Pickers-gill&Sons Sunderland	A.&E.Lederer	361·0 | 46·2 | 17·6 P31'B198'F38'25·6 FK WB=CellD			Trieste Aust.-Hung.	T.3Cy.25″,42″&69″–45″ 375NHP 2SB,*6cf*,GS123,HS4948 FD G.Clark,Ld.Sunderland	28 ″ 2	
	N.Nikolovic –14 *ss*Bkn.No.3–7,13	3405	5,16													
	1*Dk*(*Stl*)&*Spar dk*(*Stl*)&	2284	*Spar dk* ✠													
	Elec.light *deep framing*									*Ba*114′*u E&B*40′*f*			148′823t*DT*	6 *BHCem*		
														*a*24·510t*FPT*103t*APT*35t		
194	**St. Nicolaas** SteelScK	156	✠100A1	Ams		3,17	1901 1mo	WoodSkin-ner&Co.Ld Newcastle A&CP	NaamVenn.de Seelvisch (L.S.J. Reigersberg&De Rooy, *Mgrs.*)	104·0 | 20·7 | 11·0 BK7½″			Ymuiden Dutch	T 3Cy.11″,18″&30″–22″ (*s*) 160lb 42NHP 1SB,*2pf*,GS18,HS1015 ShieldsEng.Co.Ld.N.Shl.	11 ″ 10	
	G.Zwaan *ss*Ymu.No.3–7,12	155	*Stm Trawler*													
	(*ex*StirlingCastle) *ss*Ams.No.1–17	47	3,17													
	1*Dk*		BS2,13 ✠LMC5,17													
195	**Saint Ninian** SteelScSr	834	✠100A1	Lth	*l*	7,15	1895 3mo	Ramage& Ferguson,Ld. Leith A&CP	N.of Scotland,Ork-ney&Shetland Stm Nav.Co.	205·0 | 28·6 | 14·9 P&B136'F53' BK6½″ WB=FPT			Aberdeen British	T.3Cy.19″,30″&50″–36″ (*s*) 180lb *90lb* 174NHP 2SB,*6cf*,GS99,HS2959 Rmage&Frgusn(Lim),Lth	15 ″ 10 s 1 ″ 7½ 15 ″ 2	
104508	*W.J.Williamson* –15 *ss*Abn.No.3–4,07	548	5,14													
HPNG	*Well deck* *ss*Abn.No.1–11	379	BS5,16 ✠LMC6,15													
	Elec.light 2*Dks*(*UStl*–ws)		BS2,13													
196	**Saint Ola** SteelScSr	231	✠100A1	Abn	*d*	5,16	1892 3mo	Hall,Rus-sell&Co. Aberdeen *Lloyd's*A&CP	N.of Scotland,Ork-ney&ShetlandStm Nav.Co.	135·5 | 22·1 | 11·0 P82'F38' BK7″ WB=DB			Aberdeen British	T.3Cy.16″,26″&43″–27″ (*r*) 160lb *80lb* NDB10 105NHP 1SB,*3cf*,GS62,HS1668 Hall,Russell&Co.,Abn.	11 ″ 6	BT till 5,17
99637	*G.B.Swanson* –11 *ss*Abn.No.3–5,04	164	5,16 Examined 8,17													
NKCW	*ss*Abn.No.2–12	88	NB4,10 ✠LMC 8,17													
	Well deck 1*Dk*									*a*22′*f*23′32*t*						
197	**St. Olaf** SteelSc3MstSr	919					1901	Framnæs MekVerkst Sandefjord	TheShippingCon-troller(L.W.Laing, *Mgr.*)	200·5 | 30·1 | 12·2 P273*t*H16*t*			London British	T.3Cy.14″,21 $\frac{9}{16}$″&36 $\frac{9}{16}$″–27″ 71NHP		N
140960	~~*H.C.Nilsen*~~	595														
JRDH	*Mchy.Aft* 1*Dk*	433											*WB*	Akers.M.V.Christiania		
198	**Saint Oran** SteelScSr	237	✠100A1	Bwg	*d*	3,15 1,18	1911 12mo	Scott& Sons Bowling *Lloyd's*A&CP	J.&A.Gardner& Co.Ld.	122·0 | 21·6 | 9·4 Q43'B7'F23' BK7″ WB=FPT18t			Glasgow British	C.2Cy.14″&30″–24″ (*s*) 135lb 35RHP 1SB,*2pf*,GS36,HS1056 Fishers,Ld.Paisley	10 ″ 3 s ″ 8 10 ″ 3	
132996	*J.Summers* –16 *ss*Bwg.No.1–15	177	1,18 5,16													
	Mchy.Aft 1*Dk*(*pt Stl*)	89	LMC3,15 1,18													
199	**Saint Patrick** SteelScSr	4259	✠100A1	Shi	*y*	10,16	1906 7mo	W.Pickers-gill&Sons Sunderland *Lloyd's*A&CP	Brit.&ForeignS.S. Co.Ld(Rankin,Gil-mour&CoLd *Mgrs*)	381·0 | 49·0 | 25·7 FK WB=CellDB122′uE			Liverpool British	T.3Cy.26″,43″&72″–48″ (*a*) 180lb *100lb* 430NHP 2SB,*6cf*,GS123,HS5739 FD G.Clark,Ld.Sunderland	28 ″ 5 s 3 ″ 7 25 ″ 3	
123977	~~*A.McCurdy* –15~~	3895	*Shelter dk*	NYk Bry												
HGNP	*Elec.light* 2*Dks*(*Stl*)&*deep framing*	2692	*withfreeboard*													
	~~*Yacht* –17~~ *J.Nicholl* ~~–18~~&*Shelter dk*(*Stl*)		4,17 12,17	BS2,13												
	*Carrying fuel oil F.P.above*150°*F.in DB&* ~~*DT*~~		~~B5,16~~	✠LMC7,14												
200	**St. Patrick** SteelTrpScSr	2531	✠ A1	Son	*l*	~~8,14,16~~ P3,15 ~~11,16~~ 8,17	1906 8mo	J.Brown& Co.Ld. Clydebank *Lloyd's*A&CP	Fishguard&Ross-lareRailways& HarboursCo.	350·8 | 41·1 | 16·5 F44' FK WB=CellDBuE44′67t			London British	3SteamTurbines (*s*) 185lb 9*BHAsp* *DTf*20′172t J.Brown&Co.Ld.Clydebnk	17 ″ 8 s 3 ″ 10 14 ″ 6	
123674	*A.E.Davies* –10 *ss*Liv.No.2–12	1320	*Shelter dk*													
HGQL	*Elec.light* Wireless 2*Dks*(*M pt Stl*–ws)&	1047	*withfreeboard*													
	Ref.Mchy. *Shelter dk*(*pt Stl*–teak s)		3,15 *Irish Channel*	✠LMC Service		~~11,16~~ 8,17 10,17										
			MS7,12	~~BS10,16~~ 2,18												
201	**St. Paul** SteelTwinScSr	10230	✠100A1	NYk		5,16	1895 10mo	W.Cramp &SonsS.& E.B.Co. Philadelphia A&CP	International Mercantile Marine Co.	535·5 | 63·0 | 26·8 P80'F150' 37·5 FK WB			NewYork Utd.States	Q.12Cy(4)28½″(2)55″(6)77″ –60″] 200lb *100lb* FD (*s*) 6D&4SB,HS10700 2750NHP WCramp&SnS&EBCo,Phl	42 ″ 0 s13 ″ 2 29 ″ 5	
116693	*F.M.Passow* *ss*Sou.No.3–6,08	5724	7,14 8,16 10,17													
HPTS	*ss*NYk.No.2–16	4667	NB5,07 ✠LMC11,15													
	Ref.Mchy. 4*Dks*(2*Stl*&1*pt Stl*–ws)&		BS ~~14,16~~ 11,17													
	Elec.light *Promenadedk*(*Stl*–ws)															
	Sub.Sig. Wireless &*Web frames*									*t APT* 157*t*				*FPT*56*t DTa*107*t DTf*41*t*		
202	**Saint Paul** SteelSc	2456					1908	Atel.&Ch. deFrance Dunkirk	Soc.Navale de l'Ouest	288·8 | 38·9 | 16·6 B31'F32' 24·2			Havre French	T.3Cy.19″,30½″&51″–36″ 156NHP		V
	*Laroque*08–08	2214														
KWVJ	2*Dks*&*Awng dk*	1337											*WB*	Atel.&Ch.deFrance,Dun.		
203	— SteelScSr	2293	100A1				1917	NofIreland S.B.Co.Ld. Londonderry		287·0 | 40·6 | 22·8 P22'F22'					25 ″ 2 s 6 ″ 10 18 ″ 7	
	Elec.light	1989														
	Arch deck	1216	(*Class Contem. plated*)											ClydeS.B.&E.Co.Ld.Pt.Gl.		
204	**St. Paul** SteelScSr	2029					1897	Chicago S.B.Co. Chicago	United StatesS.S. Co.Inc.	238·0 | 42·2 | 22·2			NewYork Utd.States	T.3Cy.17″,29″&47″–36″ 132NHP		
116762		—											*WB*	ClevelandS.B.Co,Clevelnd		
LGHT	*Mchy.Aft* *Elec.light* 1*Dk*&*Spardk*	1222														
205	**St. Pauli** SteelSc	227					1906	Schiffsw(v. J&Sch.) A.G. Hamburg	Hambg-Cuxhaven Fischd.A.G."Alte Liebe"	115·8 | 22·4 | 9·8 F16'			Hamburg German	T.3Cy.12½″,20″&32″–22″ 48NHP		G
	*A.Woldmann*06–06 (*Trawler*)	199												Schwft.(vJ&Sch)AG Ham		
LGQN	(*ex*Oberbürgermeister Adickes)	51														
	Elec.light 1*Dk*															
206	**St. Petersburg** SteelScSr	3157					1900	Act.Ges. "Neptun" Rostock	NeueDampfer-Co. Act.Ges.	325·8 | 44·2 | 18·8 P18'Q127'			Stettin German	T.3Cy.24″,41 $\frac{5}{16}$″&61″–39 $\frac{3}{4}$″ 336NHP		
	(Seized at Petrograd)	2240								*pt Awng dk*198′			*WB*	A.G."Neptun,"Rostock		
JFPL	*H.Ehrenreich*10–10	2020														
	Elec.light 1*Dk*&*pt Awng dk*															

For full particulars See No. 1 in Supplement

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. Late Name if any. / Special Surveys. No. of Decks, &c.	3	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned. now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP.=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
207	**Saint Pierre**	SteelSc	2456					1908	Atel.&Ch. deFrance Dunkirk	Soc.Navale de l'Ouest	288·8	38·9	16·6	Havre French	T.3Cy.19″,30½″&51″–36″ 156NHP		V
LBCG	*Rozé08–08*		2214								B31′F32′		24·2				
		2Dks&Awng dk	1338											*WB*	Atel.&Ch.deFrance,Dnk.		
208	—	Steel&IronScSr	731					1895	J.W. Klawitter Danzig	UnionCommerciale et de Nav. Calédonienne	177·0	27·0	12·9	Nouméa French	T.3Cy.13¾″,21⅝″&35$\frac{7}{16}$″–25⅝″ NB03 64NHP		
LBDF	*G.Terrasson02–02* (*ex*Balder)		—								P115′F39′			*WB*	J.W.Klawitter,Danzig		
	Elec.light	*1Dk*	355														
209	**Saint Pierre II**	IronScK	235	✠100A1	Shl		6,14	1904	Mackie& Thomson Glasgow	Acher,Duhamel& Gournay	130·3	22·0	11·5	Fécamp French	T.3Cy.13″,21″&34″–24″ (*s*) 180lb 78NHP	12 ″ 6	
	~~*ex*Imbrim~~		226	*StmTrawler*				12mo			Q55′				1SB,*3pf*,GS50,HS1440	s 1 ″ 0½	
	(*ex*SaintPierre,*ex*Imbrim)	*1Dk*	92	6,14				*Lloyd's*	*SA&CP*				BK7½″ *WB*=	*1BHCem* *DBf*14′11*t*	W.V.V.Lidgerwood,Gls.	12 ″ 4	
				~~*Examined*~~ 11,18 ~~BS4,18~~	✠LMC5,17												
210	**Saint Quentin**	SteelScSr	6372	✠100A1	Cff	*z*	11,16	1914	W.Hamilton&Co.Ld Pt.Glasgow	CharenteS.S.Co.Ld (T.&J. Harrison, *Mgrs.*)	405·1	52·0	27·4	Liverpool British	T.3Cy.27″,44″&73″–48″ (*r*) 180lb 458NHP	38 ″ 0	
135587	*O.E.Cafferata* –17	*Tonnage opening*	4732	*Shelter dk*	Lon			4mo							3SB,*9cf*,GS181,HS7860	s 10·7½	
JFHG	*Elec.light*	*2Dks(Stl)&Shelter dk(Stl) &Web frames Longitudinal framing*	4742	*withfreeboard* 11,17~~3,17~~	✠LMC4,14			*Lloyd's*	*SA&CP*	*WB=CellD*	*Ba*126′*uE&B*36′*f*		18 4′1103*tD*7	*BHCem*	D.Rowan&Co.Glasgow	27 ″ 9	
		Carrying fuel oil F.P. above 150°F. in DB													*f*30′824*tFPT*78*tAPT*29*t*		
211	**Saint Remy**	SteelScSr	749			...		1889	Wood, Skinner&Co. Newcastle	Ch.Schiaffino, A.Jouvet&Co.	195·0	30·1	13·5	Algiers French	T.3Cy.16″,26″&43″–30″ NB98 101NHP	16 ″ 0	V
LBGJ	*Candelot*		594								Q95′B11′F21′		BK7′		N.E.MarineEngCoLd.Nwc		
	Well deck (*ex*Angelus)	*1Dk2trB*	445											*WB*			
212	**St. Rognvald**	SteelScSr	920	✠100A1	Lth	*n*	4,16	1901	Hall,Russell&Co.Ld. Aberdeen	N.ofScotland,Orkney&ShetlandStm Nav.Co.	230·1	31·2	15·5	Aberdeen British	T.3Cy.22″,36″&59″–36″ (*a*) 190lb *100lb* 225NHP	16 ″ 3	
114185	*J.Scott* –15	*ssAbn.No.3-2,13*	701	4,16				5mo			P152′F65′		BK7″	*1BHCem*	2SB,*6cf*,GS110,HS3370	s 1 ″ 9½	
JGBV	*Well deck*	*2Dks(CStl–ws)*	382	~~*Examined*~~ 1,18 ~~BS10,16~~	✠LMC2,13			*Lloyd's*	*SA&CP*	*WB=Cell DBa*56′*f*77′				*88tFPT*13*t*	Hall,Russell&Co.Ld.Abn.	15 ″ 6	
	Elec.light			~~MBS1,17~~	6,17												
213	**Saint Ronald**	SteelScSr	4387	✠100A1	Bal	*y*	3,15	1910	W.Hamilton&Co.Ld Pt Glasgow	Brit.&ForeignS.S. Co.Ld(Rankin,Gilmour&CoLd *Mgrs*)	380·0	50·0	26·5	Liverpool British	T.3Cy.25½″,42″&70″–48″ (*r*) 180lb *150lb* 393NHP	29 ″ 1	
128028	*S.H.Hobbs06–16*	*ssShl.No.1–14*	4084	5,17 ~~7,16~~	NNs			4mo			P41′B127′F32′			*6BHCem*	3SB,*9cf*,GS122,HS6384	s 5 ″ 4	
HQPG	*Elec.light*	*2Dks(Stl)&Web frames Longitudinal framing*	2766	BS11,16	✠LMC7,14			*Lloyd's*	*SA&CP*	*WB=Cell DBa*115′*uE&B*	3[illegible]′*f* 173′1048*tFPT*	FK		*73tAPT*36*t*	Dunsmuir&JacksonLdGls	24 ″ 1	
214	**St. Seiriol**	SteelTwinScSp	928					1914	A&J.Inglis Ld. Glasgow	Liverpool&North WalesS.S.Co.	239·6	30·1	10·5	Liverpool British	4 Steam Turbines		
137413	*W.Williams* –14		896														
JHGD	*Elec.light*	*1Dk&Promenade dk*	402												A.&J.Inglis,Ld.Glasgow		
215	**St. Sergy**	SteelPad	269					1899	..... Linz	Russian-Danube S.N.Co.	186·9	23·2	7·5	Reni Russian	C.2Cy.28″&48″–48″ 133NHP		
36	*K.Zuber03–07*	(*Tug*)	—														
		1Dk	108														
216	**Saint Servan**	SteelSc	1243					1906	Ch.&Atel. deProvence Port deBouc	Cie.Générale Transatlantique	232·6	33·2	17·9	St.Nazaire French	T.3Cy.19$\frac{7}{16}$″,31½″&51½″–35½″ 151NHP		V
	LeRolland08–10		1018								P26′H—F34′			*WB*	Ch.&Atel.de Provence,Msl.		
LBGS		*1Dk&Spar dk*	642														
217	**Saint Simon**	IronScBn	1511			...		1884	A.Hall&Co Aberdeen	F.Puech fils	250·7	33·1	17·7 24·8	Cette French	C.2Cy.30″&57″–36″ 153NHP	25 ″ 9	V
	Dagnet12–12		—										BK9″	*WB*	Hall,Russell&Co.Abn.		
LBJC	(*ex*GlenTanar)	*1Dk&Spardk3trB*	943														
218	**Saint Stephen**	SteelScSr	4398	✠100A1	NYk	*x*	~~3,17~~ 4,18	1911	W.Hamilton&Co.Ld Port Glasgow	Brit.&ForeignS.S. Co.Ld(Rankin,Gilmour&CoLd *Mgrs*)	376·0	52·2	25·5	Liverpool British	T.3Cy.25″,41″&68″–48″ (*r*) 180lb 357NHP	28 ″ 0	
131327	*W.McKenzie* –16	*ssBry.No.1–15*	4131	12,17 ~~8,17~~	4,18			4mo			P31′B105′F40′		FK	*6BHCem*	3SB,*9cf*,GS165,HS5934	s 5 ″ 4	
HSKL		*2Dks(Stl)&Web frames Longitudinal framing*	2782	BS7,17	✠LMC11,15			*Lloyd's*	*SA&CP*	*WB=Cell DBa*108′*uE*					D.Rowan&Co.Glasgow	23 ″ 0	
														*&B*39′*f*174′	1040*tDTf*24′601*tAPT*76*t*		
219	**St. Sunniva**	SteelScSr	1140					1912	Laxevaags Msk.&Jrnskb Bergen	Akties.St.Sunniva (J Lund&Co.)	228·8	35·2	15·9	Bergen Norwegian	T.3Cy.16¾″,27″&44″–30″ 106NHP		N
	L.Nielsen –12		1005								P19′B61′F25′			*WB*	LaxevaagsMsk&Jrns.Bgn.		
MHND		*1Dk*	675														
220	**Saint Sunniva**	SteelScSr	861	✠100A1	Lth	*m*	~~8,14~~ 5,17	1887	Hall,Russell&Co. Aberdeen	N.ofScotland,Orkney&ShetlandStm Nav.Co.	235·7	29·8	14·7 22·0	Aberdeen British	T.3Cy.24″,36″&63″–36″ (*s*) 160lb ~~65lb~~ 265NHP	15 ″ 7	BT till 6,17
88873	*H.Gray* –14	*ssAbn.2ndNo.3–5,11*	564	*Shelter dk*				3mo					BK8″	*1BHCem*	2DB,*8cf*,GS148,HS4378	s 1 ″ 8½	
NHCR	*Elec.light*	*ssLth.No.1–15*	353	*withfreeboard* 5,17~~6,16~~	BS5,17			*Lloyd's*	*SA&CP*						Hall,Russell&Co.,Abn.	14 ″ 11	
		2Dks(1ptStl)&Shelterdk			~~BS6,16~~ ✠LMC5,15												
221	**Saint Thomas**	SteelScSr	2460					1909	Atel.&Ch. deFrance Dunkirk	Soc.Navale de l'Ouest	288·8	38·9	16·6	Havre French	T.3Cy.19″,30½″&51″–36″ 156NHP		V
	Petit		2214								B31′F32′		24·2				
LBJK		*2Dks&Awng dk*	1340											*WB*	Atel.&Ch.deFrance,Dnk.		
222	**St.Thomas**	SteelScSr	1113	✠100A1	Cpn	*n*		1916	Kjöbnhvns Flydk.&Skbs. Copenhagen	Akties.detÖstasiatiskeKompagni	220·3	32·7	17·3	St.Thomas D.W.I. Danish	T.3Cy.17″,27″&45″–30″ (*s*) 200lb 166NHP	19 ″ 9	
			912	*Awng dk*				10mo			F46′*onAwng dk*				2SB,*6cf*,GS90,HS3080	s 6 ″ 3	
	Elec.light	*1Dk(Stl)&Awng dk(Stl–ws)*	656	*withfreeboard* 8,17~~10,16~~	✠LMC10,16			*Lloyd's*	*SA&CP*		B79′	FK		*5BHptCem*	KjbnhvnsFlydk.&Skbsv.	13 ″ 9	
				Fitted for oil fuel	10,16		*F.P. above*	150°F.		*CellD*	*B*179′187*tFPT*31*t*			*APT*8*t*			
223	**Saint Trifon**	SteelScSr	230	✠	Bgn	*d*		1896	W.Dobson &Co. Newcastle	ArchangelMourmanStm.Nav.Co.	125·5	21·0	10·3	Archangel Russian	C.2Cy.18″&34″–20″ NB11 52NHP	11 ″ 0	
870	*I.Sushikin96–08*		181	3,96				2mo			Q32′B28′F28′		FK	*4BHCem*			
		1Dk	154										*WB=FPT*	*10tAPT*19*t*	N.E.MarineCo.(Lim.)Nwc		
224	**St. Trillo**	IronPadSr	164					1876	Barclay, Curle&Co. Glasgow	Liverpool&North WalesS.S.Co.Ld.	165·7	20·1	8·0	Liverpool British	C.O.2Cy.23″&40″–42″ NB99 70RHP		
72360	*W.Williams* –16		164												Barclay,Curle&Co.Gls.		
JGCR	(*ex*RhosTrevor,*ex*Carisbrooke)		89														
225	**Saint Tudno**	SteelPadSr	754					1891	FairfieldCo (Lim.) Glasgow	MacIverS.S.Co.Ld (TWTamplin *Mgr*)	265·4	32·6	11·4	Liverpool British	C.D.2Cy.51½″&93″–66″ NB11 585NHP		
97861	*H.T.Jackson* –13		597								H58*t*				FairfieldCo.(Lim.),Gls.		
Wireless			339														
226	**St. Tudwal**	SteelScSr	204	✠100A1	Bwg	*c*	~~3,16~~ 9,17	1895	C.S.Swan& Hunter Newcastle	~~Duncan&Leith~~ J.J.Murphy	115·0	20·5	8·8	Aberdeen British	C.2Cy.14″&28″–20″ (*s*) 100lb 35RHP	9 ″ 6	
101756	*R.Doyle* –16	*ssBkn.No.3–9,07*	158	9,17 ~~1,16~~	Lon		9,17	9mo			Q35′B13′F15′		FK	*3BHCem*	1SB,*2pf*,GS22,HS625	s ~~11½~~ 8 ″ 9	
PCGH	*Mchy.Aft*	*ssBwg.No.2–16*	99		✠LMC11,16			*Lloyd's*	*SA&CP*				*WB=*	*FPT*21*t*	J.P.Rennoldson&Son,SShl		
	Well deck	*1Dk(Irn)*															
227	**Saint Veronica**	SteelScSr	4761	✠100A1	NYk	*y*	1,17	1912	J.L.Thompson&Sons,Ld. Sunderland	ChareneS.S.Co. Ld.(T&J.Harrison *Mgrs.*)	395·7	51·5	26·7	Liverpool British	T.3Cy.25½″,42″&69″–48″ (*a*) 180lb *180lb* 428NHP	29 ″ 4	
131407	*J.P.Stabb* –13	*ssBry.No.1–16*	4496	~~3,17~~ ~~1,17~~	12,17 ~~1,16~~			1mo			P38′B118′F35′			*6BHCem*	2DB,*12cf*,GS219,HS7542	s 5 ″ 7½	
HVBP	(*ex*Arab)	*2Dks(Stl)*	2950		✠LMC5,16			*Lloyd's*	*SA&CP*	*WB=Cell*		FK		108*tAPT*56*t*	G.Clark,Ld.Sunderland	24 ″ 1	
	Elec.light									*DBa*128′*uE&B*	55′*f*166′1230*tFPT*						
		Carrying oil fuel F.P. above 150°F. in DB tanks															

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné pour maintenir explré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe.	15 Inscrites où coté, si ce n'est dans le L. R.
228	**Saint Vincent**	SteelSc	5195					1913	Atel.&Ch. deFrance Dunkirk	Soc.Navale de l'Ouest	352·8	52·7	28·7	Havre French	T.3Cy.26″,42″&70″–48″ 340NHP		V
	Boisselier –13		4281								P29′B100′F35′						
LBJP	*Elec.light*	2*Dks*	3272											*WB*	Atel.&Ch.deFrance,Dnk.		
229	**St. Vincent**	SteelScK	186	✠100A1	Hul		7,14	1907	Cook, Wel-	HullSteamFishing	110·5	21·6	11·7	Hull	T.3Cy.10″,17″&28″–24″ (*s*)	12 ″ 7	
124743	*G.B.Fleet* –13	*ss*Hul.No.1–11	179	*StmTrawler*				2mo	t'n&Gemmell	&IceCo.Ld.			BK8″	British	200lb 50RHP		
		1*Dk*	73	7,14					Ld. Beverley				4*BHCem*		1SB,*2pf*,GS27,HS835		
	Elec.light			BS1,14 ✠LMC1,11				*Lloyd's*	*sA&CP*				*WB*= *DTf*13′30*t*		Amos&Smith,Hull		
230	—	IronScSp	143					1866	J.Batchelor	Osborn&Wallis	99·3	19·0	7·5	Bristol			
55202	*E.Bevan* –12		70						Cardiff					British	40RHP		
			73												G.K.Stothert&Co.,Bristol		
231	**Saint Winifred**	SteelScSr	4572	✠100A1	Bry	*y*	~~1,17~~ 12,17	1913	Russell&	CharenteS.S.Co.	385·0	52·0	26·5	Liverpool	T.3Cy.25″,41″&68″–48″ (*r*)	29 ″ 0	
135460	*F.E.Hill* –16		4329	1,17				5mo	Co.	Ld (T.&J.	P34′B111′F45′			British	180lb 361NHP	s 5 ″ 5½	
JCHN	*Elec.ligh*	2*Dks*(*Stl*)	2884	BS12,11					Pt.Glasgow	Harrison, *Mgrs.*)			FK	*Cem*	3SB,*9cf*,GS174,HS5749	23 ″ 11	
Now named "Electrician," See No. 42 in Supplement				✠LMC5,15				*Lloyd's*	*sA&CP*	~~Algoma~~ *'Tween dk*	*BH in after* (5*B*			*H to Upr dk*	J.G.Kincaid&Co.Ld.Grk.		
										hold	*dispensed with* (1*B*			*H to 2nd dk*	*only*		
										WB=*CellDB*	*a*124′*u E&B*41′*f*16			9′1106*t DTa*	30′781*t FPT*75*t APT*20*t*		
232	—	IronPad	144					1870	W.C.Miller	ManchesterShip	125·0	18·4	7·7	Manchestr	O.2Cy.30″–36″		
63272	*W.Cox* –15		132						Liverpool	CanalCo.				British	NB99 60RHP		
			7												Fawcett,Preston&Co.,Liv.		
233	**Sainte Adresse**	SteelSc	3056					1908	Chant. de	Cie.Générale	312·0	44·0	23·6	Havre	T.3Cy.23½″,38″&64″–42″		V
	*Crespin*90–10		2451						Normandie	Transatlantique				French	265NHP		
LBKN	*Elec.light*	1*Dk*2*trB*	1683						Grd. Quevilly					*WB*	Ch.&Atel.deSt.Nazaire		
234	**Sainte Anne**	SteelScSr	2247					1913	Atel.&Ch.	Soc.Mar.Aux.de	269·0	41·4	19·6	St.Nazaire	T.3Cy.18⅛″,29½″&48⅞″–37⅜″		V
	Baron –13		—						deBretagne	Transports	Q103′B59′F26′			French	143NHP		
LBKT		1*Dk*	1132						Nantes					*WB*	Atel.&Ch.de Bretagne,Nts.		
235	**Ste. Claire**	SteelScSr	870					1910	ToledoS.B.	Detroit&Windsor	181·0	50·0	14·9	Detroit	T.3Cy.20½″,32″&50″–36″		
207582			—						Co.	FerryCo.				Utd.States	150NHP		
	Elec.light	1*Dk*	407						Toledo,Ohio					*WB*	ToledoS.B.Co.Toledo		
236	**Sainte Jehanne** *	SteelScSr	623					1916	Atel.&Ch.	Soc.desŒuvres de	168·0	28·0	15·5	Havre	T.3Cy.18″,22″&36″–25″		V
	*Mahias*01–14		466						deBretagne	Mer	P34′F37′			French	65NHP		
	Elec.light	2*Dks*	226						Nantes						Atel.&Ch.Bretagne,Nts.		
237	**Sainte Marie**	SteelSc	2383					1913	ToledoS.B.	MackinacTrans-	250·0	62·2	21·7	St.Ignace	C.2Cy.(*f*)28″&52″–40″		
210944	(*Car ferry–screws fore & aft*)		—						Co.	portationCo.				Utd.States	C.2Cy.(*a*)32″&58″–48″		
	Elec.light	1*Dk*	1620						Toledo,O.						*Emade*93*refitted*13		
															DryDockEng.Wks Detroit		
238	—	SteelScSr	108					1895	Chantiers	JulesBonpain	85·6	18·9	9·8	Rouen	C.2Cy.16″&28″–18″		V
	Mérer	(*Trawler*)	100						deNormandie					French	82NHP		
LBQV			—						Rouen						A.LeMarchand,Rouen		
239	**Sais**	SteelScSr	4258	✠ 5,16	Ham	*y*		1905	W.Pickers-	Deutsche-Dmpfs-	381·0	49·0	25·7	Hamburg	T.3Cy.26″,43″&72″–48″	28 ″ 5	
	H.Höhs	*ss*Ham.No.2–13	3924					9mo	gill&Sons	fahrtsGes.Kosmos				German	420NHP		
RNTV		2*Dks*(*Stl*)&*deep framing*&	2668	*Shelter dk*					Sunderland	*WB*=*Cell*			FK	6*BHCem*	2SB,*6cf*,GS124,HS5520 FD		
	Elec.light	*Shelter dk*(*Stl*–ws)		*withfreeboard* ✠						*DBa*118′*u E&B*	46′*f*166′992*t FPT*			105*t APT*72*t*	G.Clark,Ld.Sunderland		
240	**Saishu Maru**	SteelScSr	2072	✠	Kob	*s*		1897	J.Priest-	NipponYusen	290·0	42·3	20·4	Tokio	T.3Cy.22″,36″&59″–39″	21 ″ 7	
10747	*I.Noma*	*ss*Kob.No.2–07	1870	7,07				9mo	man&Co.	KabushikiKaisha	P27′B56′F28′			Japanese	220NHP		
LCQP	(*ex*Rossija,*ex*Wiltshire)	1*Dk*(*Stl*)&	1225	✠					Sunderland				FK	5*BHCem*	2SB,*6pf*,GS89,HS3350		
		Web frames									*WB*=*DBa*98′			*f*102′60*lt*	W.Allan&Co.Ld.Sld.		
241	**Saitsu Maru**	SteelScSr	1025	✠	Kob	*m*		1911	Osaka	Minamimanshu	225·9	32·8	16·1	Dairen	T.3Cy.13½″,23″&38″–30″	17 ″ 0	
1	*K.Kashima* –11		—	*Shelter dk*				12mo	Iron Works	TetsudoKabushiki	B54′F24′*on Shitr dk*			Japanese	116NHP		
QBCD		1*Dk*(*Stl*)&*Shelter dk*(*Teak*)	600	*withfreeboard*					Osaka	Kaisha			FK	4*BHCem*	2SB,*4cf*,GS66,HS2169		
	Elec.light			12,11 ✠						*WB*=*Cell DBa*62′	*u E* 19′ 87*t FPT* 80*t*			*APT*55*t*	OsakaIronWorks,Osaka		
242	**Saiwai Maru**	SteelSc	194					1915	.....	MitsubishiGoshi	110·0	20·0	11·7	Hakodate			
17178			—							Kaisha				Japanese			
MLVF			92														
243	**Sajima Maru**	SteelSc	140					1901	OsakaIron	KochiKen	102·3	22·2	7·9	Urado	C.2Cy.12″&24″–15″		
7699			122						Works					Japanese	19NHP		
JMGS		1*Dk*	70						Osaka						OsakaIronWorks,Osaka		
244	**Sakae Maru**	SteelScSr	215					1912	Y.Shirato	TaiwanGyogyo	112·2	21·3	10·8	Takao,	T.3Cy.11″,18 1/16″&30″–22″		
47			173						Osaka	KabushikiKaisha	Q60′F19′			Formosa	42NHP		
KBGD		1*Dk*	116										*WB*	Japanese	T.Hirao,Osaka		
245	**Sakai Maru**	IronScSr	2209	✠	Bom	*s*		1884	Palmers'	T.Sakai	270·0	36·1	24·2	Amaga-	C.2Cy.32½″&62″–42″	24 ″ 3	
19217		*ss*Bom.2ndNo.3–6,09	2195	*Shelter dk*				4mo	Co.Ld.					saki	205NHP		
NBTR	(*ex*Mohammadi,*ex*Prydain)		1576	*withfreeboard*					Newcastle		ND(*Teak*)00 BK9½″			Japanese	2SB,*6cf*,GS85,HS3421		
		2*Dks*(1*Irn*)&*Shelter dk*3*trB*		3,14 ✠										6*BHCem*	Palmers'Co.Ld.Newcastle		
											WB=*DBa*82′*f*56′			270*t APT*7*t*			
246	**Sakaki Maru**	SteelTwinScSr	3875					1913	Kawasaki	TeikokuKaiji	366·1	46·0	23·6	Tokio	2 Steam Turbines		
16319			2605						D.&E.Wrks.	Kyokwai(Imperial	P49′B176′F65′			Japanese			
MHLG	*Elec.light* Wireless	2*Dks*	2092						Kobe	MarineAssoc.)				*WB*	KawasakiDkydCoLdKobe		
247	—	WoodScSp	1234					1900	TheMoran	A.Nagata	197·0	38·6	25·3	Kobe	C.2Cy.24½″&48½″–33″		
19212			1191						Co.					Japanese	111NHP		
NBTJ		2*Dks*	714						Seattle								
248	**Sakata Maru**	IronScSr	1845	✠	Yka	*r*		1887	Hawthorn,	NipponYusen	267·0	35·3	23·9	Tokio	C.2Cy.32″&62″–39″	25 ″ 1	
1051	*T.Noguchi*	*ss*Nag.No.3–12,98	1663	2,07				1mo	Leslie&Co.Ld	KabushikiKaisha	P28′B50′F38′			Japanese	200NHP		
HGMN	(*ex*KiushiuMaru)	*ss*Yka.No.2–07	1097	✠					Newcastle		ptND96 BK9½″			5*BHCem*	2SB,*4pf*,GS83		
		2*Dks*(1*Irn*)3*trB*									*WB*=*DBa*64′*f*56′			229*t APT*26*t*	N.E.MarineCo.(Lim.)Nwc.		
249	**Sakigake Maru**	WoodSc	187					1912	G.Ichi-	R.Yamashina	108·0	20·0	9·0	Uraga	C.2Cy.14½″&27½″–22″		
7139			—						kawa					Japanese	E&B*made*94 29NHP		
LTOD		1*Dk*	104						Ominato						*refitted*12		
															I.Okuyama		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. / Master. / Special Surveys.	3 Material, Rig, &c. / Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned. now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of last Trade Cert.
250 15187 LWMG	**Sakigake Maru No. 2** *Master.*	**SteelSc**	235 — 87					1912	.....	**R.Yamashina** Osaka	114·2	22·0	12·2	**Osaka** Japanese			
251 15209 LWPK	**Sakigake Maru No. 3** *Master.*	**SteelSc**	237 — 93					1912	.....	**R.Yamashina** Osaka	117·0	21·3	11·3	**Osaka** Japanese			
252 3549 HTVB	**Sakihana Maru No. 2** *Master.*	**WoodScSp** 1*Dk*	142 112 77					1898	Fukui Yoshimatsu Osaka	**OsakaShosen KabushikiKaisha**	102·0	19·4	8·4	**Osaka** Japanese	C.2Cy.17½″&34″–24″ 47NHP OkamotoKisaburo,Osaka		
253 RPHD	**Sakkarah** *H.Kilp* *Elec.light* Wireless	**SteelScSr** *ss*Ham.No.1–11 2*Dks*(*Stl*)&*deep framing*& *Shelter dk*(*Stl–ws*)	4670 4431 3010	✠ — 1,16 *Shelter dk with freeboard* ✠	Ham	*z*		1906 9mo	Armstrong Whitworth &Co.Ld. Newcastle	**Deutsche-Dmpfs-fahrtsGes.Kosmos** *WB* = *CellDBa*129′ *uE* & *B*67′*f*154′	400·0	52·0	27·0 FK	**Hamburg** German	T.3Cy.27″,45″&75″–48″ HS7311 FD 478NHP 6*BHCem* 3S&1Aux.SB,*11cf*,GS202, WllsndSlpwy.Co.Ld.Nwc. 1047*tAPT*30*t*	29 ″ 9	
254 SQLR	**Säkkijärvi** *A.Pollonen*00–03 (*ex*Porkala)	**SteelSc**	111 — 63					1897	W.Rosenlew&Co. Björneborg	**WiborgsÅngslups Aktieb.**	93·5	17·5	6·9	**Wiborg** Russian	C.2Cy.11″&20½″–13″ 13NHP W.Rosenlew&Co.		
255 11088 LFMH	**Sakura Maru** *Master.*	**SteelTrpScSr** 3*Dks*	3058 — 1192					1908	MitsuBishi Dkyd&EWks Nagasaki	**ImperialMarine Association**	340·3	42·4	21·3	**Tokio** Japanese *WB*	3Steam Turbines MitsuBishiD&E.Wks.Nag		
256 118948	**Salacon** *H.Newman* –15	**SteelScK** *ss*Gms.No.2–13 1*Dk*	211 194 83	✠100A1 *StmTrawler* 11.16 BS10,16	Gms LMC5,16		10,17 10,17	1905 3mo	Cook,Welt'n&Gemmell Beverley *Lloyd's*A&CP	**StandardSteam FishingCo.Ld.**	115·4	21·6	11·5 Q49′F19′ BK7″	**Grimsby** British	T.3Cy.11¾″,20″&33″–24″ 62RHP 3*BHCem* 1SB,*2pf*,GS33,HS1030 Amos&Smith,Hull	12 ″ 3	C BT till 3,18
257 124035 HKOT	**Salaga** *J.H.Watson* –16	**SteelScSr** 2*Dks*&*Shelter dk*	~~3811~~ 3294 ~~3894~~ 3285	5134				1907	Workman, Clark&Co.Ld Belfast	**Impl.Dir't LineLd.** (Elder,Dempster& Co.Ld.*Mgrs.*)	380·5	50·3	~~22·4~~ 30·9 P29′B98′F54′ *WB*	**Liverpool** British	T.3Cy.26″,44″&74″–48″ 379NHP Wrkman,Clark&Co.Ld Bel		
258 THKB	**Salahadji** *J.Liberg* (*ex*Astral) *Mchy.Aft*	*ss*HKg.No.1–17 *ss*H.Kg.2ndNo.3–5,13 1*Dk*(*Irn*)&*Spardk*(*Stl*) *Elec.light* &*Web frames*	**SteelScSr** 2114 — 1235	✠100A1 *Spar dk* 10,17 BS~~2,17~~ *Carrying Petroleum in bulk* ✠NB5,13 ✠LMC~~8,13~~ *Fitted for oil fuel* 7,00 *F.P. above* 150°F.	Sng HKg.	*s*	~~2,15~~ 10,17	1889 5mo	Palmers' Co.Ld. Newcastle A&CP	**BataafschePetroleumMaats.**	281·0	38·2	18·3 F33′ 25·3 ND05 FK	**Batavia** Dutch	T.3Cy.21″,34″&57″–39″ (*s*) 160lb 213NHP 2SB,*6cf*,GS102,HS3342 Palmers'Co.Ld.Nwc. *WB*= *DBuE*&*B*42′66*tAPT*90*t*	26 ″ 6 s 5 ″ 6 21 ″ 3	
259 RPHF	**Salamanca** *W.Kuhls* *Elec.light* Sub.Sig. Wireless	**SteelScSr** *Now named "Alegrete"* 2*Dks*	5970 ~~5966~~ 3812	*No. 74 in Supplement*				1906	Harland& Wolff,Ld. Belfast	**Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)**	392·0	50·2	28·4 P36′B243′F50′	**Hamburg** German *WB*	T.3Cy.25½″,42½″&71″–51″ 360NHP Harland&Wolff,Ld.Bel.		G
260 MJGP	— *O.Nygaard* *Elec.light*	**SteelScSr** 1*Dk*	1317 1081 728					1913	WoodSkinner&Co.Ld. Newcastle	**Dpsk.Akties.Otto ThoresensLinie** (O.Thoresen,*Mgr.*)	260·3	37·6	15·7 P12*t*H11*t*F6*t*	**Chrstiania** Norwegian *WB*	T.3Cy.19″,31″&51″–36″ 156NHP N.E.MarineEngCoLd Nwc		N
261 LBTH	**Salambo** *LeMarchand* –13 (*ex*AlmiranteBlanco) *Elec.light* *Ref.Mchy.*	**SteelScK** 1*Dk*	248 206 88	✠100A1 *StmTrawler* 9,13 BS9,15 ✠LMC5,12	Abn		9,15	1912 5mo	A.Hall& Co.Ld. Aberdeen *Lloyd's*A&CP	**R.Petit**	121·5	22·5	9·7 F19′ BK7½″ *WB*=	**Dieppe** French	T.3Cy.11½″,20″&33″–23″ (*r*) 180lb 66NHP 1SB,*3pf*,GS51,HS1149 A.Hall&Co.Ld.Aberdeen	12 ″ 10 s 1 ″ 6½ 12 ″ 3	
262 HSPT	**Salaminia** (*Paterassus* (*ex*Trevilley) *deep framing* 3*Dk rule* *ss*Gls.No.1–16	**SteelScSr** *ss*Ant.No.3–7,11 1*Dk*(*Irn*)2*trB*&	~~*3112*~~ *2916* *1983*	~~✠100A1~~ *wit'freeboard* 12,17 ~~2,15~~ ~~MS8,16~~	Cff Npt ~~LMC~~ ~~MBS1,16~~	*u*	~~x8,15~~ 12,17 ~~12,17~~	1897 3mo	J.Readhead&Sons South Shields A&CP	Hellenic ShipowningCo.Ld *WB*= *CellDBa*104′ *uE*24′*f*130′	323·0	47·1	22·6 P29′B76′F36′ FK	**Andros** Greek	T.3Cy.24″,40″&64″–42″ (*r*) 160lb *100lb* NDB15 278NHP 2SB,*6rf*,GS89,HS4366 701*tAPT*31*t* J.Readhead&Sons,S.Shl.	25 ″ 0 s 4 ″ 3 21 ″ 1	
263 108666	**Salamis** *D.A.Gardiner* –14	**SteelScBkn** *ss*Lon.No.3–4,12 *ss*HKg.No.1–16 2*Dks*(*Stl–Uws*)&*Spar dk* *Elec.light* Wireless (*Stl–teak s*)	4510 2764 2796	✠100A1 *Spar dk* 3,17 ✠NB1,14 ✠LMC1,16	Kob	*y*	1,17	1899 7mo	Hall, Russell&Co. Aberdeen *Lloyd's*A&CP	**BankLineLd.** (A. Weir&Co.*Mgrs.*) *WB*= *CellDBuE*46′*f*48′289*t*	392·7	47·2	21·5 P60′B150′F48′ 29·5 BK9″	**Glasgow** British	T.3Cy.29″,50″&80½″–54″ (*s*) 200lb FD 690NHP 2DB(&1Aux.SB1,08),*15cf*, GS259,HS10266 Hall,Russell&Co.Abn.	32 ″ 2 s 6 ″ 3½ 27 ″ 2	
264 RPDT	**Salatis** *J.Dreyer* *Elec.light* Wireless	**SteelScSr** *ss*Ham.No.1–10 2*Dks*(*Stl*)&*deep framing*& *Shelter dk* (*Stl–ptws*)	4764 4526 3070	✠ — 11,15 *Shelter dk with freeboard* ✠	Lon	*z*		1906 5mo	Armstrong Whitworth &Co.Ld. Newcastle	**DeutscheDmpfs-fahrts.Ges.Kosmos** *WB*= *Cell D Ba*129′*uE* & *B*48′*f*173′1033*tAPT*47*t*	400·0	51·0	27·3 FK	**Hamburg** German	T.3Cy.27″,45″&75″–48″ 471NHP 3SB,*9cf*,GS171,HS6360 FD WllsndSlpwy.Co.Ld.Nwc.	30 ″ 0	
265	**Saldana** (*Whaler*)	**SteelScSr** 1*Dk*	130 128 46					1911	Kaldnæs Patentslp&M V. Tönsberg		95·4	19·0	11·2	French *WB*	T.3Cy.11″,18″&29″–24″ 41NHP FredrikstadM.V.Frdstad		N
266 127119 HTDR	**Saldanha** *A.McClelland* –13 *Elec.light* Wireless	**SteelScSr** 2*Dks*	4594 4385 2950					1911	Swan,Hunter&Wigham Richardson, Ld Newcastle	**Ellerman&BucknallS.S.Co.,Ld.**	385·9	48·8	29·0 P45′B112′F48′	**N.Shields** British *WB*	T.3Cy.23½″,40½″&70″–48″ 339NHP WllsndSlpwy.Co.Ld.Nwc.		C
267 127903 HPQG	**Salerno** *I.Evans* –17 *Elec.light*	**SteelScSr** (*ex*Edenmore) 1*Dk*2*trB*	3667 3463 2292					1909	Richardsn, Duck&Co. Stockton	**GulfLine,Ld.**	360·0	48·7	24·2 P23′B108′F35′	**Liverpool** British *WB*	T.3Cy.24″,40″&67″–45″ 278NHP G.Clark,Ld.Sunderland		C
268 105664 JFMS	**Salford** *M.Dean* –97 (*SludgeVessel*)	**SteelTwinScSr** *ss*Mch.No.3–2,07 *ss*Bkn.No.2–15 2*Dks*(*Stl*)	618 546 287	✠100A— 9,11 ~~9,18~~ BS~~5,16~~ ✠LMC5,15 BS6,17	Mch Liv	*h*	~~11,15~~ 9,17	1895 2mo	W.Simons &Co. Renfrew	Salford Corporation	165·0	32·1	13·0 F28′ FK	**Manchestr** British	T.6Cy.12″,18½″&30″–24″ (*o*) 160lb 110NHP 2SB,*4rf*,GS71,HS1962 W.Simons&Co.,Renfrew	13 ″ 9	
269 119210 HCBT	**Salient** *C.P.Dickens* –15 *Elec.light*	**SteelScSr** *ss*Rot.No.2–13 1*Dk*(*Stl*)2*trB*&*Web frames* 3*Dk rule*	3879 3579 2419	✠100A1 10,16 *Examined* ~~6,17~~ 4,13 BS1,16 ✠LMC10,13 D~~1,17~~ 11 BS6,17	Shl	*v*	~~10,16~~ 4,18	1905 3mo	Short Bros. Ld. Sunderland *Lloyd's*A&CP	**J.Westoll** *WB*= *Cell DBa*122′*uE*24′	346·3	49·6	25·5 P29′B74′F30′ FK	**Sundrland** British	T.3Cy.24½″,40″&66″–45″ (*s*) 180lb *180lb* 317NHP 6*BHCem* 2SB,*6pf*,GS138,HS4870 G.Clark,Ld.Sunderland	26 ″ 4 s 4 ″ 8½ 22 ″ 1	
270 JWQP	**Salina** *S.Dahl* *Well deck*	**IronScSr** (*ex*Solfond,*ex*Hassia) 2*Dks*	1854 1609 1166					1883	HFUlrichs Vegesack	**Akties.Salina (H.M.Wrangell& Co.Akties.)**	264·1	35·4	21·9 Q63*t* B145*t* H8*t* F43*t*	**Haugesnd** Norwegian *WB*	T.3Cy.17″,29″&47″–33″ NE&B02 127NHP AkersMek.Værks,Xia.		N

1 Numéro d'Ordre / Numéro Officiel / Signaux	2 Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Ingénieurs ou code d'Ingénieurs et Date de Dernier Tour de Mer.
271 107539 KPVC	**Salisbury** *F.Sandell*	SteelScSr (*ex*AbramMinis) 1*Dk*	284 — 164					1900	J.H.Dialogue&Son Camden,N.J.	NewYork,Philadelphia&NorfolkR.R.Co.	123·9	25·0	12·6	Phildlphia Utd.States	T.3Cy.17″,24″&41″–30″ 93NHP		
272 109391 PWSD	**Sallust** *F.C.Taylor* –14 *Elec.light*	SteelScSr *ss*Liv.No.3–11,10 *ss*Ant.No.1–14 1*Dk*(*Stl*)&*Spar dk* (*Iron*)&*Webframes*	3628 3347 2308	✠100A1 *Spar dk* 4,16 ~~BS7,15~~ ✠LMC6,14 ~~DBS4,16~~ ~~MS5,17~~	Mch	*w*	4,16	1898 2mo	SirRaylton Dixon&Co. Middlesbro' *Lloyd's*&*CP*	LivBrazil&RPlate S.N.Co.Ld. (Lamport&Holt,Ld. *Mgrs.*) *WB*=*Cell DBa* 106′*uE*	354·6 P33′B90′F40′ FK	47·1 25·1 6*BHCem*	17·5 2SB,*6cf*,GS132,HS5910 N.E.MarineCo.(Lim.)Nwc. 702*t FPT*92*t APT*43*t*	Liverpool British FD	T.3Cy.26″,43″&71″–48″ (*s*) 180lb *100lb* 431NHP 22 ″ 8	27 ″ 9 s 5 ″ 5½	
273 ~~MHFC~~ (*ex*Winifred)	**Sally Mærsk** (Seized at Constantinople) ~~*Gekendgroen*13–13~~ 1*Dk*(*Irn*)&*deep framing*	SteelScSr *ss*Nwc.No.3–7,10 *ss*Rot.No.1–14	*2794* *2569* *1802*	✠100A1 2,14 ✠LMC BS9,13 MS2,14	Rot	*u*	N2,14	1898 9mo	Irvine'sS.B &D.Dk.Co.Ld WHartlepool A&CP	~~Dmpskibsselsk.af.~~ ~~1912(A.P.Møller,~~ ~~*Mgrs.*~~ *WB*=*Cell DBa* &*uE* 124′ *f* 136′ 675*t*	324·0 P9′B160′F33′ FK	46·0 20·5 5*BHCem* *APT*47*t*	20·5 ~~Copnhagn~~ ~~Danish~~ 2SB,*6cf*,GS89,HS4030 T.Barkisdsn&Sns.Ld.Hpl.	~~Copnhagn~~ ~~Danish~~ 160lb *90lb* 267NHP	T.3Cy.24″,38″&64″–42″ (*s*) s 3 ″ 3½	23 ″ 0 20 ″ 1	
274 TFGL	**Salo** *F.Sandell*	IronScSr	131 — 76					1875	..... Gothenburg	ÅboSkärgårds Ångb.Aktieb.	100·4	18·0	8·4	Åbo Russian			
275 127419	**Salome** *G.Gibbs* –13	SteelScK *ss*Mil.No.1–12 1*Dk*	252 214 96	✠100A1 *StmTrawler* 9,13 BS10,14 ✠LMC9,13	Mil		9,14	1908 10mo	Dundee S.B.Co.Ld. Dundee *Lloyd's*&*CP*	GwynethSteam TrawlingCo.Ld. (S.P.Christie*Mgr*)	125·2 Q72′F22′ BK7½″	22·1 12·0 3*BHCem*	Milford British	T.3Cy.12½″,21″&34″–24″ (*r*) 180lb 73RHP 1SB,*3pf*,GS44,HS1310 W.V.V.Lidgerwood,Gls.	13 ″ 0	
276 HQWN	**Salona** *Bussanich* –14 (*ex*Clarence) 1*Dk*(*Stl*)&*deep framing* *Well deck* *Cargo battens not fitted*	SteelScSr *ss*Sws.No.2–11	1157 832 557	✠ —— 11,16 ✠	Tri	*n*		1903 7mo	Mackie& Thomson Glasgow	C.Martinolich& figlio *WB*=*Cell DBa* 73′*u*	232·0 P18′Q67′B56′F23′ FK *E*17′*f*100′367*t FPT*	34·1 13·6 4*BHCem* 43*t APT*44*t*	Trieste Aust.-Hung.	T.3Cy.19″,30″&50″–33″ 177NHP 2SB,*6pf*,GS104,HS3014 D.Rowan&Co.Glasgow	15 ″ 10	
277	**—** *F.Bachich* 1*Dk*(*Stl*)&*deep framing*&*Shelter dk* *Elec.light* *lower dk*(*Stl*)*forward*	SteelScSr *ss*Fiu.No.2–13	936 865 575	✠ —— 4,16 *Shelter dk* *withfreeboard* ✠	Fiu	*m*		1904 10mo	Swan,Hunter&Wigham Richardson, LdNewcastle	Soc.inAzioniUngaroCroatadiNav. Maritt.aVap. *WB*=*Cell DBa* 22′ *uE*24′	225·0 BK7″	30·1 13·7 4*BHCem*	Fiume Aust.-Hung.	Q.4Cy.17″,24″,36″&52″–36″ 203NHP 2SB,*6cf*,GS116,HS3338 Swan,Hunter&Wigham-Richardson,Ld.Nwc.	14 ″ 4	
278 MHKN	**Salonica** *J.Jacobsen* 97–12 *Elec.light* 1*Dk*	SteelScSr	2694 2493 1607					1912	WoodSkinner&Co.Ld. Newcastle	Dpskakties.Otto ThoresensLinie (O.Thoresen,*Mgr*)	324·0 P27′B205′F29′	46·5 19·8 *WB*	Chrstiania Norwegian	T.3Cy.23″,37½″&61½″–39″ 236NHP N.E.MarineEng.CoLdNwc		N
279 127538 HMRJ	**Salsette** *A.B.Armitage* –15 *Elec.light* Wireless	SteelTwinScSr 2*Dks*(*MStl*–ws pt teak)&*Spar dk*(*Stl*–ws pt teak) 1*Dk*(*Stl*)&*deep framing*&*Shelter dk* *lower dk*(*Stl*)*forward*	5842 4180 2388	✠ *Spar dk* 7,08 ✠	Grk	*b*†		1908 7mo	Caird&Co. Ld. Greenock	P.&O.Stm.Nav.Co. *WB*=*Cell DBa* 72′*uE*&*B*	440·0 P86′B200′F69′ FK&BK3″ 160′*f* 124′ 914*t FPT*	53·2 19·5 28·0 8*BHptCem* 52*t APT*87*t*	Greenock British	Q.8Cy.28″,40″,57″&82″–48″ FD 1535NHP 4D&2SB30*cf*GS584HS23151 Caird&Co.Ld.Greenock	32 ″ 0	
280 97374	**Salt** *F.W.Holyroyd* –15	SteelPadSp	114 114 16					1889	J.T.Eltringham&C. SouthShields	N.EasternRly.Co.	95·0 P27′B65′F29′	19·2 9·9 *WB*	W.Hartlpl British	L.2Cy.28″–50″ 75RHP J.P.Rennoldsn&Sns,S.Shl.		
281 112444 JBNQ	**Saltburn** *H.E.Lundbom* –13 (*ex*Norman) 1*Dk*(*Stl*)&*deep framing*	SteelScSr *ss*Hpl.No.3–4,14	1840 1681 1156	✠100A1 4,14 BS4,14 ✠LMC1,13	Hpl	*r*	4,14	1901 8mo	Osbourne, Graham&Co. Sunderland A&CP	HesslerShipping Co.Ld.(J.Hessler& Co.Ld.,*Mgrs.*) *WB*=*Cell DBa* 86′ *uE*&*B* 34′ *f* 108′ 491*t*	275·0 P29′B66′F30′ FK	40·2 17·8 4*BHCem* *APT*45*t*	W.Hartlpl British	T.3Cy.20″,32½″&53″–36″ (*s*) 160lb *60lb* 180NHP 2SB,*4pf*,GS61,HS2865 N.E.MarineEng.CoLd.Sld.	20 ″ 2 s 2 ″ 9 17 ″ 9	
282 111176 RBLQ	**Saltees** *A.McLachlan* –15	SteelScSr 2*Dks*	1218 941 516					1899	CaledonSB &Eng.Co.Ld. Dundee	ClydeShppg.Co.Ld (W.Cuthbert *Mgr*)	250·0 P&B160′F50′	35·1 16·3 *WB*	Glasgow British	T.3Cy.25″,40″&65″–48″ 293NHP CaledonSB.&E.Co.Ld.Dun		C
283 MFGS	**Salten** *Chr.Gotaas* *Elec.light* 1*Dk*&*Awng dk*	SteelScSr	350 322 197					1908	Akers Mek.Værks. Christiania	Saltens Dampskibsselskab	139·0 H28*t*	21·6 15·7 *WB*	Bodö Norwegian	T.3Cy.11″,18″&29″–21″ 38NHP AkersMek.Værks.Xia.		
284 NTFQ	**Saltholm** *C.Bartholdy* –14	IronScSr 1*Dk*	219 157 95					1882	MotalaCo. Gothenburg	DanishGovernmnt (Marine-ministeriet)	135·5 Q23′B14*t*F5*t*	22·4 8·9 *WB*	Copnhagn Danish	C.2Cy.23½″&42½″–23½″ 74NHP MotalaCo.,Gothenburg		V
285 122959 HKTC	**Saltmarshe** *J.Siddall* –14 *Elec.light* 1*Dk*(*Stl*)&*deep framing*	SteelScSr *ss*Goo.No.2–16	930 723 461	✠100A1 8,16 BS9,17 ✠LMC8,16	Goo	*m*	8,16	1907 6mo	W.Pickersgill&Sons Sunderland *Lloyd's*&*CP*	Lancs.&Yorks.Ry. Co. *WB*=*Cell DBa* 44′*u*	215·0 P21′B62 F25′ FK *E*18′ *f* 99′ 232*t FPT*	32·2 12·7 4*BHCem* 19*t APT*23*t*	Goole British	T.3Cy.17″,28½″&46″–33″ (*s*) 180lb 137NHP 2SB,*4pf*,GS65,HS2181 G.Clark,Ld.Sunderland	15 ″ 3 s 1 ″ 8½ 13 ″ 10	
286 ~~MHFC~~	**Salto** ~~*Gekendgroen*13–13~~	SteelPadSr 1*Dk*	*259* *164* *199*					1889	AilsaShipbuildingCo. Troon	Cia.Argentina de Nav.(Nicolas Mihanovich)Ltda.	150·0 P36′F44′	21·1 7·1	M.Video Uruguayan	C.H.2Cy.20″&39″–48″ 88NHP D.Rowan&Son,Glasgow		
287 113131 SDMP	**Saltom** *J.L.Rogerson* –16 *Mchy.Aft* *Well deck*	SteelScSr *ss*Liv.No.3–7,13 1*Dk*(*Stl*)	274 210 105	✠100A1 3,17 BS5,17 ✠LMC7,13	Liv	*d*	N3,17	1900 12mo	AilsaS.B. Co. Troon A&CP	NorthwichCarryg. Co.Ld.	137·2 Q43′B10′F23′ BK6½″ *WB*=*FPT*	22·6 9·7 3*BHCem* 30*t APT*6*t*	Liverpool British	C.2Cy.14″&36″–24″ (*s*) 180lb 55RHP 1SB,*2pf*,GS36,HS1160 Muir&Houston,Ld.Gls.	10 ″ 6 s ″ 9 10 ″ 5	
288 203826 KVTH	**Salutation** (*Tug*) *Elec.light* 1*Dk*	SteelScSr	184 — 125					1907	..... CramerHill, N.J.	J.McWilliams TowingLine	107·5 *WB*	22·5 11·0	NewYork Utd.States	T.3Cy.14″,22″&36″–26″ 66NHP J.H.Dialogue&Sn,Cmdn,NJ		
289 129041 HPSR	**Salvador** ‡‡SFo.No.2–17 *G.H.Davis* –16 *Elec.light* 1*Dk*(*Teak*) 2nd *dk*(*Stl*)*in forehold*	SteelScSr ~~*ss*SalimaCruzNo.1–18~~	1128 957 650	✠100A1 11,17 ~~11,18~~ ~~BS4,18~~ ✠LMC~~11,18~~ 11,17 *Fitted for oil fuel* 11,17 *F.P.above*	~~Salima~~ Cruz SFo	*u*	~~11,18~~ 11,17 150°F.	1909 9mo	Swan,Hunter&Wigham Richardson, Ld Newcastle *Lloyd's*&*CP*	PacificSteamNav. Co. *WB*=*Cell DBa* 40′*uE* 15′*f* 94′	215·0 F26′ FK	33·5 19·4 4*BHCem* 160*t APT*10*t*	London British	T.3Cy.17″,28″&46″–33″ (*r*) 180lb 174NHP 2SB,*6cf*,GS107,HS3268 Swan,Hunter&Wigham-Richardson,Ld.Nwc.	21 ″ 6 s 3 ″ 5½ 18 ″ 4	
290 JGLQ	**—** (*ex*Gaviota)	IronScSr	131 — 59					1882	JFullerton &Co. Paisley	Cia.Arrendataria deTabacos	120·2 *WB*	16·7 10·4	Malaga Spanish	C.2Cy.14″&28″–22″ NB94 31NHP T.Reid&Sons,Paisley		
291 JGLP	**Salvadora** *M.Parcual*–14 (*ex*Kingford,*ex*Westow) *Well deck* 1*Dk*(*Stl*)&*Webframes* ‡‡Bbo.2ndNo.3–9,17	SteelScSr ~~*ss*Shl.No.3–6,04~~ ~~*ss*Bbo.No.2–10~~	*2283* *1754* *1464*	✠100A1 9,17 ~~8,16~~ ✠LMC ~~9,17~~ ~~MS5,15~~ ~~BS10,16~~	Bbo	*s*	12,16	1891 10mo	W.Gray& Co.Ld. WHartlepool A&CP	UribeyEguiraun	290·5 P27′Q94′B112′F29′ ptND9 BK10″ *WB*=*DBa* 96′*f* 108′ 508*t*	38·1 20·9 5*BHCem*	Bilbao Spanish	T.3Cy.21½″,35″&58″–39″ (*s*) 160lb *80lb* NDB01 208NHP 2SB,*5rf*,*1cf*,GS72,HS3090 Cen.Mar.Eng.Wrks.WHpl	22 ″ 2 s 1 ″ 9½ 21 ″ 4	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys.	3 Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Yrs Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. / Ship. / Engines.	9 By Whom. / Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught.	15 Registers in which classed. If not in L. R. Date of R. of Trade Cert.
292	**Salvage**	**IronScSlp**	474					1882	**MotalaCo.**	**NorskBjergnings-**	128·6	33·8	17·1	**Chrstiania**	C.2Cy.33″&60″–36″		N
	*H.Larsen*16–16	(*ex*Isbrytaren I.)	430						Gothenburg	**kompaniAkties.**	H59*t*			Norwegian	180NHP		
MNQR	(*Icebreaker & SalvageSteamer*)	1*Dk*	176							(E.Jacobsen,*Mgr.*)					MotalaCo.Gothenburg		
293	—	**SteelScSp**	111			...		1908	**J.P.Ren-**	**Goole&HullSteam**	80·0	20·1	9·2	**Goole**	C.2Cy.16″&34″–22″	10 ″ 0	
122965	*G.A.Osburn* –16	(*Tug*)	97						**noldson&Sns**	**TowingCo.Ld.**			FK	British	75RHP		
		1*Dk*	2						SouthShields				*WB*		J.P.Rennoldsn&Sns.S.Shl.		
294	**Salvage Steamer No. 1**	**SteelSc**	*194*	✠	Liv			1912	**JTEltring-**	**Russian**	100·4	23·6	12·3	**Reval**	T.3Cy.16″,27″&44″–27″	13 ″ 6	
			184	*For towing purposes*				1mo	**ham&Co.**	**Government**	B9′			Russian	108NHP		
	(*ex*Huskisson)	1*Dk*(*Irn*)	*76*	6,13 ✠					S.Shields				BK7½″	4*BHCem*	1SB.*3pf*,GS60,HS1642		
	Elec.light												*WB*–	*APT4t*	ShieldsEng.Co.Ld.N.Shl.		
295	**Salvage Steamer No. 2**	**SteelScSp**	*211*	✠100A1	Liv			1913	**J.Cran&**	**Russian**	100·1	23·6	12·5	**Sebastopol**	C.2Cy.21″&44″–27″ (*s*)	13 ″ 6	
			195	*For towing purposes*				8mo	**Co.**	**Government**	B33′			Russian	130lb 83NHP	s **1** ″ **7½**	
	(*ex*Gladstone)	1*Dk*(*Irn*)	*78*	5,14 ✠LMC8,15					Leith				BK7½″	4*BHCem*	1SB,*3cf*,GS66,HS1850	12 ″ 7	
	Elec.light							*Lloyd's*					*WB*–	*APT3t*	J.Cran&Co.Leith		
296	—	**SteelScSr**	*188*	✠100A1	Shl		1,14	1910	**Armstrong**	**Russian**	103·5	23·2	11·9	**Reval**	T.3Cy.15½″,25″&41″–27″ (*s*)	12 ″ 9	
			163	*For towing purposes*				9mo	**Whitworth**	**Government**	B12′			Russian	170lb 106NHP	s **1** ″ **5½**	
	(*ex*GeorgeV.)	1*Dk*	*2*	5,14 ✠LMC9,10					**&Co.Ld.**		len14		BK6¾″	4*BHAsp*	1SB.*3pf*,GS56,HS1836	12 ″ 2	
									Newcastle				*WB*–	*APT18t*	J.P.Rennoldsn&Sns.S.Shl.		
								Lloyd's									
297	**Salvator**	**SteelScSr**	350					1915	**Akties.**	**Norsk Bjergnings-**	148·8	24·1	12·4	**Chrstiania**	T.3Cy.14″,23″&38″–27″		N
	A.Olsen –15		329						**Moss Værft**	**kompagni Akties.**				Norwegian	75NHP		
MLDR	*Elec.light* Wireless	1*Dk*	121						Moss				*WB*		MossVærft,Moss		
298	—	**SteelScSr**	342			...		1895	**Scott&**	**Nordischer**	139·4	24·0	10·8	**Hamburg**	T.3Cy.15″,25½″&41″–27″	11 ″ 1	G
	A.Hammer(*SalvageSteamer*) (*ex*Thetis)		235						**Sons**	**Bergungs-Verein**	B8′			German	NB96 94NHP		
RLMF	*Well deck Mchy.Aft Elec.light*	1*Dk*	121						Bowling				BK7″	*WB*	Ross&Duncan,Glasgow		
299	**Salvatore**	**SteelScSr**	2724	✠100A1	Gen	*u*	11,15	1889	**Sunderlnd**	**A.Gazzolo fu G.**	323·0	41·0	18·6	**Genoa**	T.3Cy 23½″,39″&64″–42″ (*s*)	28 ″ 8	
630	*I.Colotto*13–13	*ss*Gen.2ndNo.3–9,13	2630	*Spar dk*	Spz			11mo	**S.B.Co.Ld.**		B66′F41′	26·0		Italian	160lb *100lb* NDB02 281NHP	s **6** ″ **8½**	
RVGP	(*ex*Chiloé.*ex*Tsimo,	1*Dk*(*Irn*) & *Spar dk*	1715	6,17 ~~8,16~~	BS6,17				**Sunderland**				BK8″	2*BHCem*	2SB.*4rf*,*2cf*,GS128,HS4440	23 ″ 0	
	*Elec.light ex*Rauenthaler) & *Webframes*			~~B84,16~~ ✠LMC9,13							*WB*=*CellDBa*80′*u E*			32′*f*126′426*t*	N.E.MarineEng.CoLd.Sld.		
300	**Salvini**	**SteelScK**	226	✠100A1	Hul			1916	**Cook,Wel-**	**R.Hill** ~~(W.H. Beeley,*Mgrs.*)~~	117·0	22·0	12·7	~~Grimsby~~ Hull	T.3Cy.12″,21″&34″–24″ (*s*)	13 ″ 7	
138955			219	*StmTrawler*				6mo	**t'n&Gemmell**		Q61′F16′			British	200lb 74RHP		
		1*Dk*	109	6,16 ✠LMC6,16					**Ld. Beverley**	GreatNorthernS.S.			BK7½″	1*BHCem*	1SB,*3pf*,GS31,HS1268		
								Lloyd's		FishingCo.Ld.					Amos&Smith,Ld.Hull		
301	**Salvo**	**SteelScSr**	1107	✠ ——	Nap	*n*		1889	**Irvine&**	**S.GuerreraUlrich**	230·5	32·0	14·0	**Catania**	T.3Cy.16½″,26″&44½″–33″	16 ″ 2	V
8	*F.Papale*	*ss*Sws.No.3–11,04	781	6,15				10mo	**Co.**		P27′Q61′B96′F29′			Italian	NDB04 104NHP		
RVJM	(*ex*Lillian)	*ss*Nap.No.2 14	667	✠					**WHartlepool**				BK8″	4*BHCem*	1SB,*3rf*,GS49,HS1443		
	Well deck	1*Dk*(*Irn*) & *Webframes*											*WB*=*Cell*	*DB*195′361*t*	Wstgrth,English&Co.Mdb.		
302	—	**SteelTwinScCtr**	267			...		1899	**J.T.El-**	**TheAdmiralty**	121·0	24·1	11·4		T.6Cy.10½″,17½″&30″–22″	11 ″ 9	
		(*Tug*)	235						**tringham&Co**		B44′			British	88RHP		
	Elec.light	1*Dk*	24						S.Shields				BK7″	*WB*	G.T.Grey,SouthShields		
303	**Salvor**	**IronScBg**	~~887~~	968				1869	**J.Elder&**	**BritishColumbia**	215·6	27·7	20·7	**Vict'riaBC**	T.3Cy 14½″,21½″&36″–27″		
62279	*T.C.Stratford* –10	(*Salvage Steamer*)	882						**Co.**	**SalvageCo.Ld.**				British	NE&B10 ~~67~~NHP		
JSOT	(*ex*Danube) *Elec.light*	Wireless	~~861~~	621					Glasgow						Aitchisn,Blair&Co.Clydbk		
304	—	**IronScK**	*262*	✠	MVo	*d*		1884	**Earle'sCo.**	**Government of**	133·4	21·7	11·0	**M.Video**	C.2Cy.21″&40½″–24″	~~65~~RHP 11 ″ 9	
		*ss*Lon.2ndNo.3–4,03	*214*	6,09				5mo	**Ld.**	**Uruguay**	Q45′F23′			Uruguayan	1SB,*2pf*,GS37 78NHP		
	(*ex*Cormorant)	*ss*MVo.No.1–07 1*Dk*	*111*	✠					Hull		ptND03			4*BHCem*	Earle'sCo.Ld.Hull		
305	—	**SteelScK**	213	✠100A1	Liv	*c*	~~5,16~~	1909	**J.P.Ren-**	**MerseyDocks&**	110·0	25·2	9·3	**Liverpool**	C.2Cy.18″&38″–24″ (*s*)	10 ″ 6	
127963	*Carter*	*ss*Liv.No.~~1~~–132–17	190	~~5,175,16~~ 11,17			~~6,17~~	2mo	**noldson&Sns**	**HarbourBoard**			FK	British	135lb 80RHP		
	Elec.light	1*Dk*(*Stl*–teak s)	94	~~BS11,16~~ ✠LMC~~6,15~~			11,17		SouthShields				*WB*=*DT f* 18′	5*BHCem*	1SB,*3pf*,GS44,HS1309		
	Mchy.Aft			11,17				*Lloyd's*						20*t FPT8t*	J.P.Rennoldsn&Sns,S.Shl.		
306	**Salvore**	**SteelScSp**	166	✠ ——	Tri	*d*		1911	**G.Brown &**	**Soc.diNav.aVap.**	150·0	24·1	9·4	**Trieste**	T.3Cy.13½″,23″&36″–21″	10 ″ 0	
	Ferrari –11		—	11,15				5mo	**Co.**	**Istria-Trieste**			BK6″	Aust.-Hung.	127NHP		
	(*ex*Lampo)	1*Dk*	76	*withfreeboard*					Greenock					4*BHCem*	1SB,*3cf*,GS61,HS2260 FD		
	Elec.light			*For Service in the Adriatic*											McKie&Baxter,Glasgow		
				✠													
307	**Salvus**	**SteelScSr**	2259	✠100A1	Cff		~~2,17~~	1904	**J.Blumer&**	**TempusShppngCo**	295·0	42·0	20·5	**Cardiff**	T.3Cy.22½″,37½″&61″–42″(*s*)	23 ″ 0	
115386	*H.Jones* –11	*ss*Cff.No.3–2,17	2106	1,18 2,17			1,18	4mo	**Co.**	**Ld.(W.H.Seager&**	P28′B70′F34′			British	160lb *100lb* 250NHP	s **3** ″ **7½**	
VQKL	(*ex*LoyalBriton)	1*Dk*(*Stl*) &	1401						Sunderland	**Co.***Mgrs.*)			FK	5*BHCem*	2SB,*6pf*,GS111,HS3894	19 ″ 8	
		deepframing		✠LMC2,17				*Lloyd's*		*WB*=*Cell DBa*96′	*uE&B*40′*f*116′633*t*			*APT77t*	J.Dickinson&Sons,Ld.Sld.		
308	**Salween**	**SteelTwinSc**	128					1896	**W.Denny**	**IrrawaddyFlotilla**	100·0	22·0	8·7	**Glasgow**	C.4Cy.20″&38″–24″		
106052			128						**&Bros.**	**Co.Ld.**				British	41RHP		
		1*Dk*	45						Dumbarton						Denny&Co.,Dumbarton		
309	**Salzburg**	**SteelScSr**	3226	✠	Tri	*u*		1902	**Stabilmnto**	**LloydAustriaco**	324·0	42·9	13·6	**Trieste**	T.3Cy.24″,40½″&68″–45″	25 ″ 6	A
			2591	*Spar dk*				11mo	**Tecnico**		P38′B90′F66′	26·4		Aust.-Hung.	393NHP		
HQWV	*Elec.light*	1*Dk*(*Stl*) & *Spar dk*(*Stl*–ws)	1969	9,04 ✠					**Trieste**	*WB*=*Cell*			FK	6*BHCem*	2SB,*6cf*,GS128,HS5246 FD		
		& *deep framing*								*DBa*102′*uE*26′				*APT13t*	StabilimentoTecnico,Tri.		
310	**Sam Shui**	**SteelTwinSc**	269					1899	**HongKong**	~~**ShanghaiDock&**~~	133·6	23·0	9·2	~~**Shanghai**~~	C.4Cy.14″&30″–18″		
109852	~~*A.Campbell* –10~~		192						**&Whampoa**	**Eng.Co.Ld.**				~~British~~ Japanese	75RHP		
		1*Dk*	162						DockCo.Ld.						HongKong&Whampoa		
									HongKong						DockCo.Ld.HongKong		
311	**Sama**	**SteelScSr**	1608					1911	**Nylands**	**Akties.Dpsk.Sama**	250·1	34·7	22·2	**Bergen**	T.3Cy.21½″,34½″&60″–39″		N
	*P.S.Johansen*09–15	(*ex*Concettina di	929						**Værksted**	**(C.Mathiesen)**				Norwegian	225NHP		
MGLD	Giorgio) *Elec.light*	2*Dks*3*tr B*	936						Christiania				*WB*		NylandsVærksted,Xania		
312	**Samara**	**SteelTwinSc4MstSr**	6007			...		1894	**Harland&**	**Cie.deNav.Sud**	445·5	49·1	29·9	**Bordeaux**	T.6Cy.22½″,38″&64″–48″	33 ″ 7	V
	Barlot –14	(*ex*Staffordshire)	5089						**Wolff,Ld.**	**Atlantique**	P55′B145′F56′			French	708NHP		
LBTP	*Elec.light Ref.Mchy.*	Wireless 3*Dks*	3772						Belfast				FK	*WB*	Harland&Wolff,Ld.Bel.		
313	**Samarinda**	**SteelScSr**	6825					1912	**W.Hamil-**	**Rotterdamsche**	430·3	55·3	34·3	**Rottrdam**	T.3Cy.27½″,47″&82½″–53″		V
	C.W.Visser		6571						**ton&Co.Ld.**	**Lloyd** (W.Ruys&				Dutch	498NHP		
PRNT	*Elec.light*	Wireless 3*Dks*	4384						PortGlasgow	**Zonen,***Mgrs.*)					D.Rowan&Co.Glasgow		

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equilibrement.	7* Date de la dernière visite de flotte pour échelles.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille / Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. pc.	15 Inscriptions ou Lettres additionnelles.
314	**Sambia**	**SteelScSr**	4765					1899	Flensburgr Schiffsb.Ges. Flensburg	**Hamburg-Amerik. Packetf.Act.Ges. (Ham.-Amr.Linie)**	400·7	49·5	27·5	**Hamburg** German	T.3Cy.26½″,44″&72″–48″ 359NHP		G
	W.Hesselmann		4444								P&B254′F46′			*WB*			
RLMT	*Elec.light* Wireless	*2Dks&deep framing*	3011												FlensburgerSchiffsb.Ges.		
315	**Sami**	**IronScSr**	*298*				...	1882	J.Fullerton &Co. Paisley	**Nav.àVap. "Ionienne" G. YannoulatoFrères**	140·2	21·8	11·1	**Piræus** Greek	C.2Cy.18″&34″–28″ NB92 51NHP	11 ″ 8	
	(*ex*EastAnglian)		*225*								Q49′B26′F32′		BK6″	*WB*	J.&T.Young,Ayr		
HQND	*Well deck*	*1Dk*	*149*														
316	**Samland**	**SteelTwinSc4MstSr**	9748	✠100A1	Bry	*f*	▼10,16	1903	New York S.B.Co. Camden,N.J. A&CP.	**Soc.Anon.deNav. BelgeAméricaine**	490·4	58·2	39·4	**Antwerp** Belgian	T.6Cy.25″,42½″&72″–48″(*s*) 200lb *100lb* NDB06 997NHP	35 ″ 5	
	J.C.C.Moller	*ss*Lon.No.3–12,14	9302	*Shelter dk*	Rot		s11,17	4mo			B *on Shelter dk* 128′ FK&BK3″				2SB,*18cf*,GS318, HS14106 FD	s 7 ″ 0	
MBWT	(*ex*Belgic,*ex*Samland, *ex*Mississippi)	*3Dks(Stl) &Shelter dk(Stl–ptws)*	7421	*withfreeboard* 11,17 ~~10,16~~		BS11,17				*WB=CellDBa DTa43′980tDT*	120′*uE&B83′f* 194′ *f*35′1015*t FPT*125*t*			*8BHCem* 1496*t* *APT*80*t*	2D&2SB,*18cf*,GS318, HS14106 FD NewYorkSBCo.CamdnNJ	28 ″ 11	
	Ref.Mchy. Elec.light Sub.Sig. Wireless			~~BS8,16~~ ✠LMC12,14													
317	**Samoa**	**SteelSc3MstSr**	370	✠100A1	Lon	*e*	~~11,15~~	1890	R Thomson	**T.W.Smyth**	143·0	22·7	11·0	**London** British	T.3Cy.12″,18″&30″–21″ (*s*) 160lb *80lb* NDB11 60RHP	11 ″ 10	
98153	*T.B.Eaton* –16	*ss*Gms.2ndNo.3–11,15	273	~~8,17~~ ~~5,16~~ 12,17	~~Gms~~	Goo	5,17	9mo	London		Q73′B7′F20′		BK7″		1SB,*2pf*,GS30,HS800	s ″ 8	
LVHF	(*ex*Mickleham,*ex*Rook)	*1Dk(ptIrn) Mchy.Aft*	167	✠LMC11,15 BS5,17				*Lloyd's*	*A&CP*					*3BHCem* *FPT*45*t*	GourlayBros.&Co.Dundee	11 ″ 11	
318	—	**WoodAuxSc3MstSr**	*225*		Auk	9		1902	Lane& Sons Whangaroa	**DeutscheHandels &PlantagenGes. derSüdseeInseln zuHamburg**	111·2	25·2	11·2	**Apia** German	OilEngines 3Cy.14″–14″ *Efitted*12		
	*J.Peters*08–08	*OilEng.*	—	7,14		C6		2mo									
TCBF	ptIB	F&YM4,12	*162*												StandardGasEng.Co.S.Fo.		
	8&10yrs.Mat.	HTAuk.14 *1Dk*															
	(*See Sailing Ship Register*)																
319	**Samos**	**IronSc**	100					1879	..... England	**Nav.Orientale (P.Pantaleon)**	.....	.....	.....	**Piræus** Greek			
	N.Pantelis	(*ex*Iolkos)	—														
HFGS			63														
320	**Samoset**	**SteelScSr**	5251	✠100A1	Shl	*y*	~~1,15~~	1909	Napier& Miller,Ld. Glasgow	~~**TankStorage& CarriageCo.Ld. (W.J.Smith,*Mgr.*)**~~	385·3	51·7	28·2	HongKong ~~Glasgow~~ British	T.3Cy.26½″,43″&72″–51″ (*s*) 180lb *180lb* 427NHP	30 ″ 3	
128244	*Heath* –13	*ss*S.Fo.No.1–14	4384	8,16			8,17	1mo			P&B218′F42′		FK		13*BHCem* *9 to U dk* *4 to M dk* 3SB,*9cf*,GS190,HS6933 D.Rowan&Co.Glasgow	s 5 ″ 5½	
HNLF	(*ex*Cadillac)	*2Dks(Stl)&Web frames Mchy.Aft*	3302	*Carrying Petroleum in bulk*				*Lloyd's*	*A&CP*	*WB=Cell*	*DBuE&B*79′332*t*			*FPT*88*t APT*38*t*		25 ″ 3	
	Elec.light Wireless			~~BS8,16~~ ✠LMC6,15													
321	**Sampan**	**SteelScSr**	1730	✠100A1	Bry	*r*	~~9,15~~	1898	S.P.Austin &Son,Ld. Sunderland	**Denaby&Cadeby MainCollieries,Ld.**	268·0	37·7	16·9	**Liverpool** British	T.3Cy.21½″,35″&57½″–39″ 160lb *110lb* (*s*) 214NHP	19 ″ 9	
108354	*P.Barraclough* –16	*ss*CffsNo.3–8,10	1389	~~8,17~~ ~~9,16~~ 1,18			N1,18	5mo			P27′Q74′B50′F29′		FK		4*BHCem* 2SB,*6pf*,GS98,HS3340 G.Clark,Ld.Sunderland	s 2 ″ 2	
QDBT	(*ex*Calgarth,*ex*Harrington)	*ss*Hul.No.1–15	1072	BS9,16 ✠LMC9,15				A&CP	*WB=*	*CellDBa*76′*uE&B*	34′*f*108′510*t FPT*			37*t APT*53*t*		17 ″ 11	
	Well deck	*1Dk(Irn)&Webframes*															
322	**Samphire**	**SteelSc**	159			...		1907	Dublin Dockyard Co. Dublin	**Tralee&FenitPier &HarbourCommissioners**	90·1	24·1	8·9	**Tralee** British	C.2Cy.10¾″&23″–16″ 30RHP	9 ″ 6	
128352	*W.Tansley* –08		144										FK	*WB*	Muir&Houston,Ld.Gls.		
	(*Grab Hopper Dredger*)	*1Dk*	60														
323	**Samphire Batts**	**SteelScK**	174			...		1893	Cumming &Ellis Inverkeithng	**RobinsonTugCo. Ld. (C.W. Robinson,*Mgr.*)**	112·0	21·1	10·1	**Middlsbro'** British	T.3Cy.14″,23″&36″–27″ 75RHP	11 ″ 0	
99241	*G.Boalch* –14	(*Tug*)	159										BK6½″	*WB*	Muir&Houston,Glasgow		
HWNL	(*ex*SeaKing)	*1Dk*	11														
324	**Sampit**	**SteelScSr**	345					1911	Wilton's E.&Slpwy.Co Rotterdam	**Koninkl.Paketv. Maats.**	150·0	26·1	8·9	**Batavia** Dutch	C.2Cy.11¾″&23½″–17¾″ 19NHP		V
	J.C.Grezer –11		275								F20′				Wilton'sE.&Slpwy.CoRot.		
THLD		*1Dk*	164														
325	**Sampo**	**SteelSc3MstSr**	*1339*					1898	Armstrong Whitworth& Co.Ld. Newcastle	**FinskaLotstyrelsen**	201·8	42·9	18·2	**Helsingfrs** Russian	T.6Cy.19½″,31″&52″–36″ &21½″,34″&57″–36″ 357NHP		
	J.A.Rosqvist	(*IceBreaker*)	*1335*											*WB*	WllsndSlpwayCo.Ld.Nwc.		
VJCF		*2Dks*	*91*														
	(*2 screws forward and 2 aft*)																
326	—	**WoodAuxScSr**	104					1915	A.Wahl- qvist Björko	**A.Lenkkeri**	86·3	16·3	8·0	**Wiborg** Russian	Motor		V
	Molander –16	*Motor*	95														
SGPJ		*1Dk*	87														
	(*See Sailing Ship Register*)																
327	**Samsen**	**SteelSc**	1632					1902	Rickmers, Act.Ges. Bremerhaven	~~**Norddeutscher Lloyd**~~ Requisitioned by theSiameseGovt.	253·1	37·4	19·6	~~**Bremen**~~ German Bangkok Siamese	T3Cy18⅞″30½″&49⅜″–33 7/16″ 140NHP		G
	~~*F.Buckling*~~	(*ex*EllenRickmers)	1156								P&B161′F26′			*WB*	OttenserMasch.Ottensen		
~~QHNF~~	*Elec.light*	*1Dk&Spar dk*	998														
328	**Samsö**	**IronTwinScSr**	324					1876	R.Dixon& Co. Middlesbro'	**Akties.Dansk. Kartoffel-og GemyseEksport (E.Holm,*Mgr.*)**	179·2	22·3	10·3	**Kallndbrg** Danish	Oil Engine 2S.C.SA 4Cy.13″–13½″ NE *fitted* 16		
		OilEng.	276								P31′B71′			*WB*	J.&C.G.Bolinders M.V.Aktieb.Skm.		
NWPQ	(*ex*Pad.SteamerDronningen)	*1Dk*	172														
329	**Samson**	**SteelTwinSc**	1293					1900	Armstrong Whitworth &Co.Ld. Newcastle	**Government of Queensland**	240·0	51·3	13·5	**Brisbane** British	T.6Cy.12″,21″&36″–27″ 135NHP		
94187		(*SuctionDredger*)	1213								H79*t*			*WB*	WllsndSlpwy.Co.Ld.Nwc.		
	Mchy.Aft	*1Dk*	536														
330	—	**SteelTwinSc**	522	✠100A1	Liv		8,16	1905	E.Berning- haus Duisburg	**MerseyDocks& HarbourBoard**	158·6	43·6	9·0	**Liverpool** British	C.4Cy.13¾″&22½″–15¾″ (*s*) 140lb 46RHP	9 ″ 10	
120916	*Davies*	*ss*Liv.No.2–14	500	*CraneBarge* 6,17 ~~7,16~~		BS11,17		10mo					FK	6*BHCem*	1SB,*2cf*,GS41,HS1207 E.Berninghaus,Duisburg		
		1Dk(ptStl–ws)	345	~~BS8,16~~ ✠LMC3,14				*Lloyd's*	*A&CP*								
331	—	**WoodScSr**	328					1903	King& Winge WestSeattle	**PugetSoundNav. Co.(J.Green,*Mgr.*)**	116·0	32·5	7·5	**Seattle** Wash. Utd.States	C.2Cy.10″&16″–16″ Emade83,*fitted*03 9NHP		
127241	*W.F.Hanson*		—												MoranBros.Co.Seattle		
KSJW		*1Dk*	223														
332	—	**SteelTwinSc**	310					1902	Bow,Mac Lachlan& Co. Ld. Paisley	**CrownAgents for theColonies**	115·0	26·1	12·2	**Colombo** British	C.4Cy.20″&42″–24″ 144NHP		
		(*Tug*)												*WB*	Bow,McLachln&CoLdPsy		
		1Dk															
333	—	**WoodSc**	279			...		1898	Wolff& Zwicker Portland,Or.	**ColumbiaContract Co.**	110·4	25·4	15·6	**Portlnd,Or** Utd.States	C.2Cy.20″&40″–28″ 219NHP	15 ″ 6	
116846	*J.O.Church* –11	(*Tug*)	221												Wolff&Zwicker,Pld.Or.		
		1Dk	189														
334	—	**SteelScTug**	237					1906	Schiffsw.(v J&Sch.) A.G. Hamburg	**Hamburg-Süd-Amerik.Dampf-schifffahrtsGes.**	110·0	22·4	13·2	**Bns.Ayres** Argentine	T.3Cy.13⅝″,21⅛″&34½″–23¾″ 57NHP		
	Flamboe	(*SalvageSteamer*)	180												Schwft.(vJ&Sch)AG.Ham		
		1Dk	30														

Now named "Pin Samud," See No. 61 in Supplement

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. / Master. / Special Surveys.	3 Material, Rig, &c. / Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned / now expired. Equipment Letter.	Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed. If not in L.R. Date of R. of Trade Cert.
335 72825 HQCG	**Samson** *W. Jones* 09–09	**IronSc** (*Tug*) 1 *Dk*	232 183 59					1892	Boyd & Co. (Lim.) Shanghai	**Shanghai Tug & Lighter Co. Ltd.**	120·0 H21*t*	21·1	10·9	**Shanghai** British	C.2Cy.18″&38″–27″ 65 RHP Boyd & Co. (Lim.) Shanghai		
336 93267	— *J. Kennedy* –16	**SteelPadSk** 1 *Dk*	166 150 33					1886	D. & W. Henderson & Co. Glasgow	**Steel & Bennie, Ld.**	115·6	19·2	10·0	**Glasgow** British	1Cy.38½″–57″ 50 RHP D. & W. Henderson & Co., Gls		
337 115791 JVSH	— *E. L. Cope* –05	**IronSc** (*Tug*) 1 *Dk*	159 — 79					1881	..... Camden, N.J.	**Board of Commissioners of the Port of New Orleans**	108·0	22·0	10·6	**N. Orleans** Utd. States	C.2Cy.20″&36″–28″ 57 NHP		
338 516 LMBH	— *A. Zlakovitch* 10–13	**IronPad** 1 *Dk*	157 — 27					1871	..... Constantinpl	**P.S. Logothetti**	114·1	19·7	10·2	**Taganrog** Russian	4Cy.31″–36″ 88 NHP		
339 MFJD	— *Elec. light*	**SteelScSr** (*Whaler*) 1 *Dk*	156 150 55					1908	Akers Mek. Værks. Christiania	**Sandefjord Hvalfangerselskab. (P. Bogen, *Mgr.*)**	101·1 *WB*	19·1	12·1	**Sandefjrd** Norwegian	T.3Cy.12″,20″&32″–24″ 50 NHP Akers Mek. Værks. Xia.		N
340 122312	— *F. Tufts* –15	**WoodScSp** 1 *Dk*	111 69 50					1907	J. McGill Shelburne, N.S.	**G.A. McLeod**	83·0 H42*t*	20·5	8·6	**Lunenbrg** British	C.2Cy.14″&28″–22″ 33 RHP McKie & Baxter, Glasgow		
341 136713	**Samuel** *C. Smith* –14	**SteelSc** (*Tug*) 1 *Dk*	137 123 34					1914	Jonker & Stans H.I. Ambacht	**S. Pearson & Son, Ld.**	83·5	20·4	9·6	**London** British	T.3Cy.12″,17½″&29½″–15″ 43 RHP N.V. Machinefabrik, Bolnes		V
342 116841	**Samuel F. B. Morse** *Mchy. Aft* *Elec. light* Sub. Sig.	**SteelScSr** 1 *Dk* 2 *tr* *B*	4936 — 4301					1898	F.W. Wheeler & Co. W. Bay City	**Pittsburgh S.S. Co.**	456·0	50·0	24·0	**Duluth** Utd. States *WB*	Q.4Cy.17″,25″,38½″&60″–42″ NB03 *Erebl't* 03 233 NHP American S.B Co.		
343 482 HNMD	**Samuel Gustaf Hermelin** *A.R.T. Carlsson* –14	**IronScSr** 1 *Dk* & *Awngdk*	715 419 513					1876	Motala Co. Norrköping	**Stockholms Rederiaktieb. Svea (Hj Blomberg *Mgr*)**	174·4 H42*t*	25·5 21·6	14·4	**Stockholm** Swedish	2Cy.27¼″&49½″–29¼″ NB91 110 NHP Motala Co., Motala		
344 203407	**Samuel Mather** *Mchy. Aft* *Elec. light*	**SteelScSr** 1 *Dk*	6751 — 5408					1906	Detroit S.B. Co. Wyandotte	**Interlake S.S. Co. (Pickands, Mather & Co. *Mgrs.*)**	530·0	60·2	32·2 *WB*	**Cleveland, Ohio** Utd. States	T.3Cy.23½″,38″&63″–42″ 257 NHP Detroit S.B. Co. Detroit		
345 116484	— *Mchy. Aft* *Elec. light*	**SteelSc** *Whaleback* 1 *Dk* 2 *tr* *B*	1713 — 1318					1892	American Stl Barge Co. Superior, Wis	**Pittsburgh S.S. Co.**	308·0	38·0	24·0	**Duluth** Utd. States *WB*	T.3Cy.20″,32″,&54″–42″ 189 NHP Frontier Irn Works, Detroit		
346 116495	**Samuel Mitchell** *Mchy. Aft* *Elec. light*	**SteelSc3MstSr** 2 *Dks*	2278 — 1871					1892	Globe Iron Works Co. Cleveland, O.	**S.C.C. Louth**	292·8 H—F32′	40·4	20·1	**Pt. Huron** Utd. States *WB*	T.3Cy.20″,32″&52″–42″ 175 NHP Globe Irn Wks Co., Clevelnd		L
347 115649	**Samuel S. Brown**	**WoodSc**	141 — 71					1879	..... Mystic, Conn.	**Fisheries Co.**	108·5	20·0	8·2	**Greenport N.Y.** Utd. States			
348	**Samur** *Elec. light* *Mchy Aft*	**SteelTwinScSr** *Oil Eng.* 1 *Dk*	700					1915	Bergsunds M.V. Aktieb Stockholm	**Aktieb. Rubak**	207·8	30·3	10·3	Russian *WB*	Oil Engines 2S.C.S.A. 8Cy.13⅛″–14 3/16″ Bergsunds M.V. Aktb. Skm.		
349 137003	**Samurai** *J. Curtis* –14 *Elec. light*	**SteelScK** 1 *Dk*	221 198 86	✠100A1 *Stm Trawler* 9,14 ✠LMC 9,14	Mdb			1914 9mo *Lloyd's SA & CP*	Smith's Dock Co. Ld. Middlesbro'	**Sleights Steam Fishing Co. Ld. (E. Sleight, *Mgr.*)**	117·5 Q72′F19′	22·0 BK 7½″	11·9	**Grimsby** British	T.3Cy.12¼″,20″&34″–24″ (*s*) 180 lb 78 RHP 3 *BH Cem*	12 ″ 8	
350 MGQF	**San Andrés** *G.W. Simpson* *Elec. light*	**SteelScSr** 1 *Dk*	1656 1343 724					1911	Wood Skinner & Co. Ld. Newcastle	**Dpskakties. Otto Thoresens Linie (O. Thoresen, *Mgr.*)**	270·0 P84*t* H112*t* F9*t*	40·8	18·3 *WB*	**Chrstiania** Norwegian	T.3Cy.22″,36″&60″–39″ 225 NHP N.E. Marine Eng Co Ld. Nwc		N
351	**San Antonio** *Lugo* *Elec. light* *Mchy. Aft*	**SteelScSr** ss Rot. No. 1–14 2 *Dks* (*Stl*) & *Web frames* Wireless	*5251* *4863* *3236*	✠100A1 10,15 *Carrying Petroleum in bulk* ~~S10,15~~ ✠LMC 4,14 BS9,17 *Fitted for oil fuel* 1 2,1 1 *F.P.*	NYk	*y*	~~10,15~~ 5,17 *bulk*	1909 5mo *Lloyd's SA & CP*	Swan, Hunter & Wigham Richardson, Ld Newcastle	**Cia. Mexicana de Vap. San Antonio, S.A.**	390·5 P96′B25′F42′ 150° F. *WB = Cell D*	50·4 FK	30·3	**Vera Cruz** Mexican	T.3Cy.26″,43″&72″–48″ (*r*) 180 lb 444 NHP 3SB, *12cf*, GS207, HS7599 16 *BH Cem* 8 *to U Dk* 8 *to M Dk* *Bu* B40′94*t* *D*	32 ″ 0 s 6 ″ 8½ 25 ″ 8 N.E Marine Eng. Co Ld Nwc *Tf* 35′338*t* *FPT* 81*t* *APT* 27*t*	
352 PRQG	— ~~*S. Hammerstein* —00~~ *J. Ebbens* –17 (*See Sailing Ship Register*)	**SteelAux3MstScSr** ~~*Oil Eng.*~~ ~~ss Rot. No. 1–16~~ 1 *Dk* (*Stl*) ss Rot. No. 2–18	410 ~~327~~ 214	✠100A1 ~~3,17~~ 5,18	Rot	*k*		1909 10mo *Lloyd's A & CP* above	Naam Venn Scheeps. v. J. Smit, Czn. Alblass'rdam	**A. Hammerstein**	165·0 Q27′RFD21′ *WB = Cell DB* 96′	27·3 FK	9·6	**Rottrdam** Dutch	Oil Eng. 4S.C.SA 4Cy.12 3/16″–16½″ 3 *BH Cem* 121*t* *FPT* 44*t*	12 ″ 4 s 2 ″ 0 10 ″ 7 Ned Fb. v. Wrk & Spoor, Ams	
353	—	**SteelScBn** 1 *Dk*	314 254 173					1896	F. Barachini Smpierdarna	**Quartino, Scarlatto & Co.**	131·2	23·8	9·8	**M. Video** Uruguayan	C.2Cy.17¾″&33¾″–19¾″ Wilson & Maclaren, Sampierdarena 42 NHP		
354 58 RVLF	**San Benigno**	**WoodSc** (*Tug*) 1 *Dk*	109 — 11					1907	F. Parodi Pegli	**Soc. Napoletana dei Rimorchiatori**	86·6	19·2	12·3	**Naples** Italian	C.2Cy.19 3/16″&28″–19 7/16″ Soc. Anon. Co-op. di Prod. S.P. D'Arena 29 NHP		
355	**San Bernardo** *L. Vino* –13 (ex James Brand) *Elec. light* *Mchy. Aft* Wireless	**SteelSc3MstSr** ss Shl. No. 3–5,06 ss Rot. No. 2–14 1 *Dk* (*Stl*) & *Spar dk* (*Irn*) & *Web frames*	*3907* *3506* *2512*	✠100A1 *Spar dk* 2,17 ✠LMC *Carrying Petroleum in bulk* *Fitted for oil fuel* 3,11 *F.P. a* ✠NB11,12 MS5,14 BS2,17	NOs	*w*	2,17	1893 4mo *bone* 1	Armstrong Mitchell & Co. Ld. Newcastle A & CP 50° F.	**Cia. Mexicana de Petroleo "El Aguila" S.A.**	340·0 P84′B24′F35′ *WB = DB*	44·1 29·7 FK	23·0 *W*	**Tampico** Mexican	T.3Cy.25″,41″&67″–48″ (*s*) 160 lb 326 NHP 2DB, 6*cf*, GS115, HS4700 14 *BH Cem* Wilsnd Slpwy Co. Ld. Nwc. *Bu* B64′138*t* *FPT* 180*t* *APT* 65*t*	31 ″ 2 s 6 ″ 2½ 25 ″ 4	
356	**San Carlos** *M.M. Munoz* 16–17 *Ref. Mchy.* *Elec. light*	**SteelTwinScSr** **SteelSc** 1 *Dk* & *Awng dk* (*Stl–Teaks*) 2nd dk (*Stl*) *in holds*	2295 2488 2052 1184	✠100A1 *Awng dk with trecbr'd* (~~*Class Contem. plated*~~) ~~8,17~~ ✠LMC 8,17	Cdz	*s*		1917 1mo *Lloyd's SA & CP*	Soc. Española Const. Naval Cadiz *Cell DB* 213′262*t* *DT* a12	**Cia. Trasatlantica**	~~280·0~~ ~~F45′~~ 291·2 F44′ *on awng dk* 20*t* *FPT* 14*t* *APT* 29*t*	~~40·0~~ 26·5 FK	~~10·6~~	**Barcelona** Spanish *SB Cem*	4 Steam Turbines geared to 2 Sc Shafts (*s*) 180 lb *180 lb* 2SB, *6cf* GS103, HS4480 FD Soc Española Const. Nav. Ferrol	27 ″ 6 s 9 ″ 1 18 *n* 10	

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné à la Classification.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane, Superstructures, &c. Longueur. / Largeur. / Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. pe.
357	**San Cristobal**	SteelScSr	*2041*	✠100A1	NOs	*r*	3,15	1906	Armstrong	Cia.Mexicana de	258·0|46·2|18·2	Puerto,	T.3Cy.20½″,33″&54″-36″ (*s*)	18 ″ 3
	~~*Erlington*~~	~~*ssNOs.No.2–16*~~	*1658*	*Trunk dk*	Mob		1,18	8mo	Whitworth	Petroleo "El	P33'F31'	Mexico	180lb 216NHP	s1 ″11
	Elec.light	1*Dk*(*Stl*)&*Web frames*	*1280*	1,18 ~~5,15~~					&Co.Ld.	Aguila "S.A.	*Trunk dk* 194′ FK	Mexican	3SB,*8cf*,GS111,HS3684	16 ″ 6
	Mchy.Aft	*Trunk dk*(*Stl*)		*Carrying Petroleum in bulk*					Newcastle	*WB*=	*FPT* 121*t APT* 35*t*	9 *BHCem*	WllsndSlpwy.Co.Ld.Nwc.	
	Cello 17–18	*ss*Mob.No.3 1,15		✠LMC~~7,15~~ 1,18				*Lloyd's*	*SA&CP*					
				Fitted for oil fuel,8,06			*F.P. a*	*above*	150°F.					
358	**San Dunstano**	SteelScS	6220	✠100A1	Lon	*a*†	5,16	1912	Swan,Hun-	EagleOilTransport	420·2|54·5|30·9	London	T.3Cy.27″,45″&75″-48″ (*r*)	32 ″ 9
132743	*H.Paterson* –15	*ss*Lon.No.1–16	5769	3,17 ~~3,16~~				7mo	ter&Wigham	Co.Ld.	P101'B26'F42'	British	180lb 486NHP	s7 ″ 3
HWGN	*Elec.light*	2*Dks*(*Stl*)&*Web frames*	3962	*Carrying Petroleum in bulk*					Richardson,		FK	17*BHCem*	3SB,*9cf*,GS219,HS8358	25 ″ 10
	Mchy.Aft	Wireless		✠LMC~~7,15~~ 5,16					LdNewcastle	*WB*=*Cell DBuB*	149'138*t*	9 *to Upr dk*	Swan,Hunter&Wigham-	
								Lloyd's	*SA&CP*	*DTf* 40'450*t*	*FPT* 66*t APT* 24*t*	8 ,, *2nd* ,,	Richardson,Ld.Nwc.	
				Fitted for oil fuel,7,12			*F.P. a*	*above*	150°F.					
359	**San Eduardo**	SteelScSr	6225	✠100A1	Shl	*a*†	10,16	1912	Swan,Hun-	EagleOilTransport	420·3|54·6|31·0	London	T.3Cy 27″,45″&75″-48″ (*r*)	32 ″ 9
135179	*G.Griffiths* –16	*ss*Shl.No 1–16	5768	~~4,17~~ ~~10,16~~	Liv			12mo	ter&Wigham	Co.Ld.	P101'B26'F42'	British	180lb 486NHP	s7 ″ 3
JBKR	*Elec.light*	2*Dks*(*Stl*)&*Web frames*	3959	*Carrying Petroleum in bulk*					Richardson,		FK	17*BHCem*	3SB,*9cf*,HS219,HS8358	25 ″ 10
	Mchy.Aft	Wireless		✠LMC10,16					Ld Newcastle	*WB*=*Cell DBa* 49′		9*BH to U dk*	Swan,Hunter&Wigham-	
				Fitted for low flash oil fuel			12,12	*Lloyd's*	*SA&CP*	138*t DTf* 40′450*t*	*FPT* 66*t APT* 24*t*	8 ,, *2nd* ,,	Richardson,Ld.Nwc.	
360	**SanFrancesco di Paola**	IronScYl	151	✠ ~~—~~	Hul			1891	Mackie&	D.Napoli fu C.	100·5|20·5|10·7	Catania	C.2Cy.16″&32″-22″	11 ″ 11
37	*G.D'Arrigo*	*ss*Hul.No.3–9,02	142	9,15				8mo	Thomson		Q19'F19'	Italian	45NHP	
RTWY	(*ex*Pearl)	*ss*Hul.No.2–11	49	*Stm Trawler*					Glasgow		ND02	3*BHCem*	1SB,*2pf*,GS37,HS780	
		1*Dk*		✠									Muir&Houston,Glasgow	
361	**San Francisco**	SteelScSr	5102	✠100A1	NYk	*z*	~~7,16~~	1914	N.of Ire-	UnitedStates	405·0|52·0|28·1	NewYork	T.3Cy.27″,45″&75″-51″ (*s*)	30 ″ 6
212786	*W.G.Turner* –14		4694	~~3,17~~ ~~10,16~~ 3,18	Bal		3,18	5mo	landSB.CoLd	SteelProductsCo.	P40'B254'F42'	Utd.States	180lb 525NHP	s5 ″ 1½
LDPV	*Elec.light*	Wireless 2*Dks*(*Stl*)	3164	✠LMC5,14					Londonderry		FK	*Cem*	3SB,*9cf*,GS184,HS7457 FD	25 ″ 9
								Lloyd's	*SA&CP*	*'Tween hold*	*dk BH in after*	*BH to U dk*	Richardsons, Westgarth &	
										WB=*Cell D*	*dispensed with*	*BH* ,, *2nd* ,,	*only* Co.Ld.W.Hpl	
											Ba 139′*uE&B* 43′*f*	78′ 1113*t DT*	37′1024*t FPT* 81*t APT* 23*t*	
362	— *D.Liljequis* –15	SteelTwinSc	3707	✠100A1	Xia	*x*	~~6,16~~	1915	Akt.Bur-	Rederiaktieb.	362·0|51·2|22·6	Stockholm	Oil Engines 4S.C.SA	25 ″ 6
5701	~~*Haugball* –17~~	3MstSr	3333	*Shelter dk*	BAs		3,18	6mo	meistr&Wain	Nordstjernan		Swedish	12Cy.21½″–28½″ 364NHP	s2 ″ 7
JVGH	*Elec.light*	*Oil Eng.*	2230	*with freeboard*					Copenhagen	(A.A.Johnson,	*WB*=*Cell DB* FK	6*BHpt Asp*	DB80*lb*	23 ″ 3
		2*Dks*(*Stl*)&*Shelter dk*(*Stl*)		2,18 ~~2,17~~ ✠LMC~~6,16~~ 3,18				*Lloyd's*	*SA&CP*	*Mgr.*) a63′*Eu*	37′*f* 212′ 1138*t FPT*	74*t APT* 53*t*	Akt.Burmeistr&Wain,Cpn	
363	—	IronTwinScSr	248	✠	Gen			1885	E.Cravero	P.C.Rinessi	121·3|22·5|10·6	Rosario	C.4Cy.12″&19½″–12″	12 ″ 0
	(*ex*Medanos,*ex*Liberal,*ex*Maria Laura		210	11,85				11mo	&Co.			Argentine	22NHP	
	*ex*Enrico,*ex*Antonio)	1*Dk*	121	*Coasting Rome*,*Genoa* & *Naples*					Genoa			4*BHCem*	E.Cravero&Co.Genoa	
364	**SanFranciscoXavier**	SteelScSr	339	✠ A1	Bom	*g*	~~11,16~~	1910	Greenock&	IndianCo-opera-	170·0|26·1| 9·0	Glasgow	T.3Cy.14½″,22″&36″-21″(*s*)	9 ″ 6
129462	*G.Mirza* –14	*ss*Bom.No.2–15	267	8,17 9,16			8,17	1mo	Grngemouth	tiveNavy&Tradng	F36′	British	180lb 66RHP	s2 ″ 6
	Elec.light	1*Dk*(*Teak*)&*Shade dk*(*Teak*)	152	*River&Coast service*		*Bombay*		& *Goa*	DockyardCo.	Co.Ld.	FK	5*BHCem*	1SB,*3cf*,GS60,HS2120	7 ″ 4
				~~B&S6,16~~ ✠LMC9,15					Greenock				Muir&Houston,Ld.Gls	
				~~DS8,17~~				*Lloyd's*	*SA&CP*					
365	**San Fraterno**	SteelScSr	9587	✠100A1	Nwc	*g*†	~~10,16~~	19,13	Swan,Hun-	EagleOilTransport	527·3|66·6|33·9	London	Q.4Cy.28½″,41″,58″&84″-54″	~~34 ″ 0~~
135208	*J.Taylor* –15		9026	*Shelter dk*			6,17	4mo	ter&Wigham	Co.Ld.		British	220lb (*s*) 787NHP	~~s6 ″6~~
JBWC		2*Dks*(*Stl*)&	6053	*with freeboard*			~~6,17~~		Richardson,		FK	20*BHCem*	4SB,*16cf*,GS288,HS11290 FD	~~27 ″ 10~~
	Elec.light	*Shltr dk*(*Stl*)&*Web frames*		10,16 ✠LMC~~7,16~~					LdNewcastle			(10 *to Up dk*	WllsndSlpwy.Co.Ld.Nwc.	42 ″ 0
	Mchy.Aft	*Longitudinal framing*		*Carrying Petroleum in bulk*				*Lloyd's*	*SA&CP*	*WB*=		10 ,, *2nd* ,,)		s13 ″0
	Wireless	*Tonnage opening closed 1917*		*Fitted for low flash oil fuel*			4,	13		*Cell DBuB* 46′194*t*	*DTf* 54′635*t FPT* 20	8*t APT* 46*t*		29 ″ 4
366	**San Gabriel**	Steel ~~Wood~~ScSr	484	·				1903	United	~~Kerckhoff-Cuzner~~	158·0|33·6|11·0	LsAngeles	C.2Cy.14″&32″-24″	
200129	*G.Westerdale* 09–13	1*Dk*	—						Eng.Works	~~Mill&LumberCo.~~		Utd.States	42NHP	
KSPG		*Fitted for oil fuel*	312						S.Francisco	GulfMailS.S.Co.			UnitedEng.Works	
367	**San Gennaro**	SteelTwinScSr	~~10300~~	✠100A1	NYk	*g*†	3,18	~~1916~~	Palmers'	~~Soc.diNav.aVap.~~	518·0|64·0|24·2	Naples	Q.8Cy.28½″,40″,57″&80″–51″	43 ″ 3
	E.Peirce –17	3*Dks*(*Stl*)&*109 17*	5540	*Shelter dk with freeboard*				1917	Co.Ld.	~~Sicula Americana~~	B219'F44'	Italian	220lb (*s*) 1826NHP	s14 ″4½
	Elec.light	*Shelter dk*(*Stl*–ws)	*9904*	~~(*Glass Cont'n plated*)~~				7mo	Newcastle	~~(PeirceBros.,*Mgrs*)~~	*on Shelter dk* FK	8*BHCem*	12SB,*36cf*,GS775 HS29604 FD	29 ″ 3
		6198	5080	~~B 18 10,15~~ ✠LMC10,17				*Lloyd's*	*SA&CP*	*CellDB* 151′138*t f PT*		8*t APT* 62*t*	Palmers'Co.Ld.Newcastle	
368	—	SteelScSr	157	✠ A1	Nap		~~6,15~~	1912	Rennie	Soc.Anon.Bacini	110·2|19·1| 9·5	Naples	T.3Cy.13½″,20½″&34½″–24″	10 ″ 0
98	*V.Cacace* –12	*ss*Nap.No.1–16	141	*For towing purposes*			3,18	10mo	ForresttS.B.	e ScaliNapoletani		Italian	150lb *150lb* (*s*) 75NHP	s1 ″ 3½
SBKH	*Elec.light*	1*Dk*(*Stl*)	28	3,18 ~~6,18~~ ✠LMC					Co.Ld.		BK5½″	4*BHCem*	1SB,*2pf*,GS43,HS1450	9 ″ 3
				MS6,16	BS10,16				Wivenhoe				Crabtree&Co.Ld.Gt.Yar.	
								Lloyd's	*SA&CP*					
369	**San Giorgio**	SteelTwinScSr	5970	✠100A1	NYk	*a*†	PN	1907	Sir J.Laing	"Transoceanica"	406·0|51·7|26·6	~~Messina~~	T.6Cy.22½″,37″&60″–45″ (*s*)	29 ″ 3
147 ~~33~~	*Peirce G.Rizzo*	*ss*Nap.No.2–16	5848	*Shelter dk*			10,16	7mo	&Sons,Ld.	Soc.Italiana di Nav.		Italian	180lb 747NHP	~~6 ″6~~
SBLC	*Elec.light*	2*Dks*(*Stl*)&*deep framing*	3705	*with freeboard*			S10,16		Sunderland		FK	8*BHCem*	4SB,*12cf*,GS256,HS11673 FD	~~23 ″3~~
	Wireless	&*Shelter dk*(*Stl*–ws)		3,18 4,15 ✠LMC7,16				*Lloyd's*	*SA&CP*				G.Clark,Ld.Sunderland	s4 ″6½
				BS8,17						*WB*=*Cell D*	*Ba* 117′*uE&B* 83′*f*	48′969*t DTa*	38′882*t FPT* 102*t APT* 36*t*	25 ″1
370	—	IronScSr	2640				...	1886	Oswald,	Società Marittima	307·4|41·2|21·2	Genoa	C.2Cy.33″&66″–42″	22 ″10
701		(*ex*Shakespeare)	2292						Mordaunt&C	Italiana	P&B182'F48'	Italian	235NHP	
SBLD	*Well deck*	1*Dk*&*Web frames*	1578						Southampton			*WB*	Oswld,Mordaunt&Co.,Sou.	
371	—	SteelScSr	360	~~—~~	Tri			1914	Stabilmnto	Soc.diNav.aVap.	168·7|23·8|11·5	Trieste	T.3Cy.15½″,25″&41″–24″	12 ″ 6
			292	3,17 ✠				7mo	Tecnico	Istria-Trieste	F30′	Aust.-Hung.	134NHP	
	Elec.light	1*Dk*(*Teak*)	184	*with freeboard*					Trieste		BK7″	4*BHCem*	1SB,*3cf*,GS60,HS2158 FD	
				For Service in the Adriatic							*WB*=*DTf* 12′	28*t APT* 9*t*	StabilimentoTecnico,Tri.	
				Fitted for oil fuel 7,14			*F.P.*	*above*	150°F.					
372	**San Giovanni**	SteelTwinScS	~~5967~~	✠100A1	Gen	*a*†	~~5,16~~	1907	Sir J.Laing	~~Soc.diNav.aVap.~~	430·0|52·7|25·0	~~Messina~~	T.6Cy.24″,39″&64″–45″ (*s*)	27 ″10
146 ~~40~~	~~*Bonanno*~~	*ss*Nap.No.1–12	—	*Shelter dk*			P5,17	9mo	&Sons,Ld.	~~Sicula Americana~~		Italian	180lb *110lb* FD 801NHP	s6 ″2½
SBLG	*Elec.light*	2*Dks*(*Stl*)&*deep framing*	3683	*with freeboard*			S7,17		Sunderland	~~(PeirceBrs.,*Mgrs*)~~	FK	8*BHCem*	4SB,*12cf*,GS284,HS12137	22 ″ 4
	Wireless	&*Shelter dk*(*Stl*–ws)		7,14 ✠LMC				*Lloyd's*	*SA&CP*	"Transoceanica"			G.Clark,Ld.Sunderland	
	R.Montuori –17			MS4,15	BS8,~~12~~13,17					Soc,Italiana di Nav.	*WB*=*Cell DBa* 106′	*uE&B* 94′*f*	67′1044*t FPT* 142*t APT* 30*t*	
373	**San Giusto**	SteelSc	119					1898	Stabilmnto	Nuova Soc.Citta-	124·2|17·2| 8·8	Trieste	T.3Cy.11½″,18″&30″–17¾″	
	N.Sauro –11		—						Tecnico	dina di Nav.a Vap.		Aust.-Hung.	37NHP	
			49						Trieste				StabilimentoTecnico,Tri.	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys.	3 Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years assigned now expired. Equipment Letters.	7* Date when tail shaft last tested.	8 Built. When	9 Built. By Whom — Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. / Breadth. / Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Indicates in which classed, if not in L.R. Date of ✠ of Trade Cert.
374 135247 JCQS	**San Gregorio** Steel Sc Sr *A.W.S.Kelley* –17 *Elec.light* 2 *Dks(Stl)* & *Shelter dk(Stl)* *Mchy.Aft* & *Web frames* Wireless *Longitudinal framing* *Tonnage opening closed 1918*		9594 9027 6069	✠100A1 *Shelter dk* *with freeboard* 2,17 ✠LMC 7,15 *Carrying Petroleum in bulk* *Fitted for low flash oil fuel* 7,1	Lth	*g* †	~~2,15~~ 10,17	1913 7mo *Lloyd's*	Swan, Hunter & Wigham Richardson, Ld. Newcastle *S.A & CP*	Eagle Oil Transport Co. Ld.	527·2 | 66·6 | 33·9 FK *WB = Cell D Bu B* 46' 194 *t DT f* 54' 435 *t FPT* 208 *t APT* 46 *t*	London British 220lb (*r*) 787 NHP 2 *BHCem* 10 *BH to Udk* 10 „ „ 2 *nd dk*	Q 4 Cy. 28½", 41", 58" & 84" – 54" 4SB *16cf*, GS 288, HS 11290 FD Wllsnd Slpwy. Co. Ld. Nwc	34 // 0 ~~36 // 6~~ ~~37 // 10~~ 42 // 0 s 13 // 0 29 // 4	
375 148 ~~60~~ SBWL	**San Guglielmo** Steel Twin Sc Sr ~~*F. Eyguem* 00–11~~ *ss* N.Yk. No. 1–16 *Elec.light* 2 *Dks(Stl)* & *Shelter dk* Sub.Sig. Wireless (*Stl*–ws) *P. Guido* –17		8341 6458 5011	✠100A1 *Shelter dk* *with freeboard* 5,17 ~~11–16~~ ✠LMC 5,16	Nap NYk	*c* †	~~P 5,16~~ ~~N 5,16~~ 5,17	1911 9mo *Lloyd's*	D & W Henderson & Co. Ld. Glasgow *S.A & CP*	"Transoceanica" Soc Italiana di Nav. Fon *Shelter dk* 58' Fon *Shelter dk* 74' FK *WB = Cell D Ba* 102' *u E & B* 99' *f* 188'	470·0 | 56·2 | 33·3 Messina 1109 *t DT a* Bilbao	Italian 200lb 1033 NHP 8 *BHCem* Cartagena	T. 6 Cy. 25", 41" & 68½"–48" (*r*) 6SB *18cf*, GS 371, HS 15793 FD D & W Henderson & Co Ld Gls 33'560 *t FPT* 94 *t APT* 50 *t*	36 // 3 ~~40–7~~ ~~26 // 3~~ s 9 // 2½ 27 // 8	
376 JHRK	**San Isidoro** Steel Sc Sr *J. Heredia* 02–04 *ss* Cff. No. 3–8, 15 *Well deck* 1 *Dk(Stl)* 2 *tr B* *Now named "Villamanrique," See No. 24 in Supplement*		*1537* *1212* *974*	✠100A1 2,18 ~~9–16~~ ✠LMC MS 8,15 BS 5,16 2,18	Cff Bbo	*p*	~~2,16~~ 2,18	1902 11mo *Lloyd's*	Grngem'th & Greenock Dockyard Co Grngemouth *S.A & CP*	~~Cia. Cartagenera de Nav.~~ Gutierrez Hermanos *WB = Cell D B*	245·3 | 36·1 | 16·7 Q 87' B 62' F 26' FK a 56' *u E & B* 36' *f* 102' 375 *t APT* 40 *t*	Spanish 180lb ~~90lb~~ 70lb 165 NHP 4 *BHCem* 2SB, *6cf*, GS 74, HS 2656	T. 3 Cy. 18", 30" & 50"–33" (*s*) Cooper & Greig, Dundee	18 // 8 s 1 // 9½ 17 // 2	
377 200468 K & RV	**San Jacinto** Steel Twin Sc Sr *C.P. Staples* *Elec.light* Wireless 3 *Dks*		6069 — 3870					1903	Delaware River Co. Chester, Pa.	Mallory S.S. Co.	380·0 | 53·0 | 24·7	New York Utd. States	T. 6 Cy. 27½", 44½" & 70"–42" 635 NHP Delaware River Co. Chester		
378 204900 KWML	— Wood Sc Sr *B. Carlsen* 1 *Dk*		614 — 352					1908	..... Hoquiam, Wash.	E. K. Wood Lumber Co.	160·3 | 36·9 | 12·0	S. Frncisco Utd. States			
379 135314 JDSV	**San Jeronimo** Steel Sc Sr *T.F. Beadon* –17 *Tonnage opening closed 1917* *Elec.light* 2 *Dks(Stl)* & *Shelter dk(Stl)* & *Mchy.Aft* *Web frames* Wireless *Longitudinal framing*		10076 9525 6382	✠100A1 *Shelter dk* *with freeboard* ~~9·175–16~~ 12·17 ✠LMC 2·14 9·17 *Carrying Petroleum in bulk* *Fitted for low flash oil fuel* 2,14	Nwc ~~Shl~~ Hul	*g* †	~~2,16~~ 9,17	1914 2mo *Lloyd's* *WB*	W. Doxford & Sons, Ld. Sunderland *S.A & CP* *= Cell D Bu B*	Eagle Oil Transport Co. Ld.	525·5 | 66·5 | 33·9 FK 41' 182 *t DT f* 54' 619 *t*	London British 220lb (*r*) 795 NHP 20 *BHpt Cem* 10 *BH to U dk* 10 „ „ 2 *nd*	Q. 4 Cy. 28½", 41", 58" & 84"–54" 4SB, *16cf*, HS 11433 FD W. Doxford & Sons, Ld. Sld. *dk only*	~~34–0~~ ~~36–6~~ ~~38–6~~ 41 // 6 s 12 // 5 29 // 6	
380 MJVK	**San Joaquin** Steel Sc Sr *Thorsen* –16 *Elec.light* 2 *Dks(Stl)* & *Web frames* *Mchy.Aft* *Longitudinal framing*		6987 6376 4421	✠100A1 10,16 ✠LMC 12,15 *Carrying Petroleum in bulk* *Fitted for oil fuel* 12 ,13 *F.P.*	SFo	*a* †	2,16	1913 12mo *Lloyd's above*	Sir J. Laing & Sons, Ld. Sunderland *S.A & CP* 150° F.	Akties. Tankfart (W. Wilhelmsen, *Mgr.*) *WB = Cell D B* *u E & B* 55' 142 *t D*	425·5 | 57·1 | 33·1 P 101' B 28' F 40' FK *Tf* 38' 518 *t APT* 53 *t*	Tönsberg Norwegian 180lb 555 NHP 15 *BHpt Cem* 9 *BH to U dk* 8 „ 2 *nd dk*	T. 3 Cy. 27", 45" & 74"–54" (*s*) 4SB, *12cf*, HS 8150 FD G. Clark, Ld. Sunderland	33 // 0 s 7 // 4 26 // 0	
381 212635 LD–B	**San José** Steel Sc Sr *W.R. McKinnon* –13 Wireless *Ref. Mchy.* Sub.Sig. 3 *Dks* & *Shelter dk* 4 *tr B*		3296 1345 2107					1904	Workman, Clark & Co. Ld Belfast	San José S.S. Corp. (United Fruit Co. Line)	330·0 | 44·6 | 31·6 *WB*	New York Utd. States	T. 3 Cy. 25", 41" & 68"–48" 320 NHP Wrkman, Clark & Co. Ld Bel		C
382 115845 JWDV	— Iron Sc Bn *H.L. Jones* *Elec.light* Wireless 2 *Dks*		2135 — 1318					1882	J. Roach & Son Chester, Pa.	Pacific Mail S.S. Co.	283·0 | 37·0 | 21·0	New York Utd. States	C. 2 Cy. 34" & 62"–54" NB 99 235 NHP J. Roach & Son, Chester, Pa.		RV
383 MHSD	— Steel Sc Sr *H. Thorbjörnsen* –12 *Elec.light* 1 *Dk*		1586 1334 708					1912	Wood Skinner & Co. Ld Newcastle	Dpskakties. Otto Thoresens Linie (O. Thoresen, *Mgr.*)	270·0 | 40·6 | 17·7 P 28' B & F 230'	Chrstiania Norwegian *WB*	T. 3 Cy. 22", 36" & 60"–39" 225 NHP N.E. Marine Eng Co Ld. Nwc		N
384 JHTW	— Iron Sc Sr *R. Parejá* –09 *ss* Cff. No. 3–4, 89 (*ex* Nellie) *ss* Lon. No. 2–96 1 *Dk(Irn)* & *Spar dk* 3 *tr B*		1265 1376 583	✠ *Spar dk* 6,02	Rot	*p*		1876 3mo	T. Turnbull & Son Whitby	Cia. Sevillana de Nav. a Vap.	247·2 | 33·0 | 17·3 24·0 BK 8½' *WB = L*	Seville Spanish 1 *BHCem* *Ba* 65 *f* 96'	C. 2 Cy. 31" & 58"–36" NB 02 147 NHP Blair & Co. Ld. Stockton	25 // 5	V
385 (*ex* Princess Louise) *Ref. Mchy.*	— Steel Sc K *ss* Sev. No. 2–14 1 *Dk*		250 228 85	✠100A1 *Stm Trawler* 12,15 ✠LMC MS 1,14 BS 12,15	Sev		10,15	1905 10mo *Lloyd's*	A. Hall & Co. Ld. Aberdeen *S.A & CP*		131·0 | 22·2 | 12·0 Q 51' BK 7½' *WB =*	Aberdeen *S.A & CP*	T. 3 Cy. 12¾", 22" & 36"–24" (*r*) 180lb 73 NHP 1SB, *3pf*, GS 54, HS 1200 A. Hall & Co. Ld. Aberdeen	12 // 8	
386 116935 KPNW	**San Juan** Steel Sc Sr *Evans* *ss* NYk. No. 3–8, 11 *ss* NYk. No. 1–15 1 *Dk* & *Spar dk(Stl–ws)* & *Web frames* *Elec.light* Wireless		3503 3051 2519	✠100A1 *Spar dk* 6,17 ~~7–16~~ ~~MS 7,16~~ ✠LMC 9,15 ~~BS~~ 2,18	NYk	*u*	7,16	1900 1mo	Harlan & Hollingsworth Co. Wlmgtn, Del. A & CP *WB*	New York & Porto Rico S.S. Co. *= Cell D Ba* 86' *u E &*	317·0 | 42·0 | 20·1 P 49' B 116' F 33' 27·8 FK *B* 60' *f* 124' 543 *t FP*	New York Utd. States 6 *BHCem* *T* 128 *t APT*	T. 3 Cy. 24", 38" & 62"–42" (*s*) 160lb ~~180lb~~ 303 NHP 2SB, *6cf*, GS 110, HS 4102 FD Harlan & Hollingsworth Co. 68 *t* Wilmington, Del.		
387 115863 JWHL	— Iron Sc Bn *F.E. Frazier* 04–10 Wireless 2 *Dks*		2152 — 1308					1882	J. Roach & Son Chester, Pa.	Pacific Mail S.S. Co.	283·0 | 37·0 | 21·0	New York Utd. States	C. 2 Cy. 34" & 62"–54" NB 97 235 NHP J. Roach & Son, Chester, Pa.		RV
388 201483 KTLJ	— Wood Sc Sr *Odsen* 1 *Dk*		284 — 128					1904	Sloan & Hill Seattle, Wash	San Juan Fishing & Packing Co.	118·0 | 24·5 | 13·5	Seattle Utd. States	C. 2 Cy. 16" & 33"–18" 38 NHP Washingtn Irn Wks Seattle		
389 (*ex* Calatum)	— Steel Sc Sr *V. Bravo* –13 *ss* LaP. No. 2–17 1 *Dk(Stl)* *Well deck* *Mchy.Aft*		*270* *186* *55*	✠100A1 3,17 ✠LMC 5,17	LaP	*c*	3,17	1908 10mo *Lloyd's*	R. Williamson & Son Workington *S.A & CP*	A. Rodriguez	120·5 | 22·1 | 9·6 Q 44' B 9' F 18' FK *WB = FPT* 25 *t*	Santa Cruz Tfe. Spanish 3 *BHCem*	C. 2 Cy. 15" & 32"–22" (*s*) 130lb 57 NHP 1SB, *2pf*, GS 34, HS 1101 Ross & Duncan, Glasgow	10 // 6 s // 7 10 // 1	
390 (*ex* Veguero, *ex* Brockway)	**San Juan Bautista** Wood Sc (*Barge*) 1 *Dk*		332 — 226					1899	W E Wood-all & Co. Baltimore	C. San Juan Bautista	134·5 | 23·0 | 8·2	Matanzas Cuban	C. 2 Cy. 12" & 22"–18" 17 NHP Campbell & Zell. Co. Bal.		
391 136639 JDVQ	**San Lorenzo** Steel Sc Sr *W.H. Farrell* –16 *ss* Bkn. No. 1–17 *Elec.light* 2 *Dks(Stl)* & *Shelter dk(Stl)* & *Mchy.Aft* *Web frames* Wireless *Longitudinal framing* *Tonnage opening closed 1917*		9607 9028 6081	✠100A1 *Shelter dk* *with freeboard* 10,17 ~~4,17~~ ✠LMC ~~3·14~~ 9,17 *Carrying Petroleum in bulk* *Fitted for low flash oil fuel* 2, 14	Bkn	*g* †	~~9,16~~ 10,17	1914 2mo *Lloyd's*	Swan, Hunter & Wigham Richardson, Ld Newcastle *S.A & CP*	Eagle Oil Transport Co. Ld. *WB = Cell D Bu B* 46' 194 *t DT f* 54' 635 *t*	527·5 | 66·6 | 33·9 FK *FPT* 208 *t APT* 46 *t*	London British 220lb (*r*) 787 NHP 20 *BHCem* 10 *to Upr dk* 10 „ 2 *nd* „	Q. 4 Cy. 28½", 41", 58" & 84"–54" 4SB, *16cf*, GS 288, HS 11290 FD Wllsnd Slpwy. Co. Ld. Nwc.	~~42–4~~ ~~43–4~~ ~~39–4~~ 42 // 0 s 13 // 0½ 29 // 4	
392 MOVS	**San Lucar** Steel Sc *Otto Solberg* *Elec.light* 1 *Dk* & *Spar dk*		1496 1420 954					1906	Fredrkstad Mek. Værks. Fredrikstad	Dpskakties. Otto Thoresen's Linie (O. Thoresen. *Mgr.*)	251·1 | 35·0 | 21·3 H 50 *t*	Chrstiania Norwegian *WB*	T. 3 Cy. 20", 34" & 54"–36" 175 NHP Fredrikstad M.V. Frdstad.		N

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Capitaine. Visites Périodiques.	3 Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné par l'Armateur. explic. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NIP=Force en chevaux d'après les formules de la Société. RIP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Aregistrera cet acier, si on le veut dans le Reg. M.
393	**San Marco**	Steel Sc Sr	276	✠ —— 6,16 ✠	Tri	*f*		1911	Cant. Nav.	Soc. di Nav. a Vap.	162·0 | 22·1 | 10·7	Trieste	T.3Cy.15″,25″&40″–24″	11 ″ 6	
	P. Karstegl	228	*with freeboard*				5mo	Triestino	Istria-Trieste	F24′	Aust.-Hung.	112 NHP		
	Elec. light	1 *Dk*	95	*For Service in the Adriatic*				Monfalcone		BK7″	4 *BHCem*	1SB,*3cf*,GS47,HS1757		
				Fitted for oil fuel 5,12		*F.P. a*				*WB=DTf*28′	22*t APT*4*t*	J.G.Kincaid&Co.Ld.Grk.		
							bove 1	50°F.						
394	**San Marco di R.**	Steel Sc	196				1910	J.&A.van	Nav. a Vap. Municipalizzata di Muggia	141·0 | 20·5 | 9·8	Muggia	T.3Cy.10½″,17″&27½″–16″		V
	A. Pitacco (*ex* Johanna Apolonia)	—						derSchuyt.			Aust.-Hung	30 NHP		
	Elec. light	87						Papendrecht				J.&A.van derSchuyt		
395	**San Marcos**	Iron Sc Sr	2839				1881	J. Roach&	Mallory S.S. Co.	317·8 | 39·5 | 21·4	New York	C.2Cy.38″&70″–54″		
115813	*W.T.Davidson*	—						Son			Utd. States	NB01 300 NHP		
JVSF	Wireless	2 *Dks*	2188					Chester, Pa.				J.Roach&Son, Chester, Pa.		
396	**San Martin**	Steel Pad Sr	1212				1884	Napier,	Cia. Argentina de Nav. (Nicolas Mihanovich) Ltda.	240·0 | 34·2 | 10·6	Bns. Ayres	C.2Cy.36″&70″–66″		
			—					Shanks&Bell			Argentine	B *blt*99, *fitted*02 332 NHP		
	Elec. light Wireless		915					Glasgow				D.Rowan, Glasgow		
397	—	Steel Sc K	110	✠100A1	Bbo		1916	Astilleros	Junta Obras del Puerto Santander	75·5 | 18·5 | 9·2	Santander	T.3Cy.9″,15″&25″–18″ (*s*)	9 ″ 3	
			—	*For towing purposes*			2mo	del Nervion			Spanish	180 lb 38 NHP		
		1 *Dk*	24	2,16 ✠LMC2,16			*Lloyd's*	Bilbao		FK	4 *BHCem*	1SB,*2pf*,GS27,HS722		
										*DBf*15′8*t MT*7′28*t APT*8*t*		McKie&Baxter, Glasgow		
398	**San Mateo**	Steel Sc Sr	3300				1915	Workman,	San Mateo S.S. Corp. (United Fruit Co. Line)	315·2 | 44·2 | 28·8	New York	T.3Cy.23½″,39½″&66″–48″		C
213201	Sub. Sig.		2849					Clark&Co.Ld.		P33′B75′F39′	Utd. States	302 NHP		
LFJQ	*Elec. light* *Ref. Mchy.*	2 *Dks&*2*pt dks*	1842					Belfast		*WB*		Wrkman, Clark&Co.Ld.Bel		
399	—	Steel Sc Sr	1655				1911	Wood Skin-	Dpskakties. Otto Thoresen's Linie (O. Thoresen, *Mgr.*)	270·0 | 40·8 | 18·3	Chrstiania	T.3Cy.22″,36″&60″–39″		N
	A. Berbom –11		1343					ner&Co.Ld.		P83*t*H112*t*F10*t*	Norwegian	225 NHP		
MGSD	*Elec. light*	1 *Dk*	728					Newcastle		*WB*		N.E.Marine Eng.Co Ld Nwc		
400	**San Melito**	Steel Sc Sr	10160	✠100A1	Nwc	*g*†	1914	Palmers'	Eagle Oil Transport Co. Ld.	530·0 | 66·5 | 33·5	London	Q.4Cy.28½″,41″,58″&84″–54″	41 ″ 6	
136669	*G.E.M.Blackmore* –17		9576	*Shelter dk*			4mo	Co. Ld.			British	220 lb (*r*) 793 NHP	s12 ″ 9	
JFLN	*Elec. light*	*Longitudinal framing*	6803	*with freeboard*				Newcastle		FK	20 *BHCem*	4SB,*16cf*,HS11392 FD	29 ″ 1	
	Mchy. Aft	2 *Dks*(*Stl*)*&Shelter dk*(*Stl*)	6445	10,17 ✠LMC4,14			*Lloyd's*				11 *BHtoUdk*	Palmers' Co. Ld. Newcastle		
	Wireless	*&Web frames*		*Carrying Petroleum in bulk*							9 ,, *2nd dk*			
	Tonnage opening closed 1917			*Fitted for low flash oil fuel* 4,14						*WB=CellDBu*B42′176	*tDT f*60′548	*tFPT*242*t APT*32*t*		
401	**San Miguel**	Steel Twin Sc Sr	2557	✠100A1	Lis	*u*	1905	Sir Raylton	Empreza Insulana de Nav.	300·0 | 42·0 | 16·4	Lisbon	T.6Cy.18½″,30″&50″–36″ (*s*)	27 ″ 0	
	~~*F.B.do Rio*03–05~~	~~*sc Lis.No.2*–13~~	*2223*	*Spar dk*			4mo	Dixon&Co Ld		B102′F49′ 24·3	Portuguese	180 lb *100lb* 386 NHP	s 5 ″ 0	
HGJV	*Elec. light*	1 *Dk&Spar dk*(*Stl*–teaks)	*1625*	9,17~~,15~~				Middlesbro'		BK9″	5 *BHCem*	2SB,*6cf*,GS120,HS5424 FD	23 ″ 0	
	Wireless	*lower dk in Nos.*1*&*2 *Holds*		~~BS6,16~~ ✠LMC6~~,15~~			*Lloyd's*		*WB=CellDBa*50′	*uE&B*60′ *f*136′425*t*	*APT*36*t*	N.E.Marine Eng.Co Ld. Sld		
C.M.de	*Vasconcellos* –17	*hold beams in No.*3 *hold*		9,17										
		ss Lis.No.3–9,17												
402	—	Steel Sc K	212	✠100A1	Sev		7,14	1906	Ardrossan		120·4 | 21·7 | 11·5		T.3Cy.12″,20″&33″–23″ (*s*)	12 ″ 6	
		ss Cdz.No.2–15	187	*Stm Trawler*				12mo	DD&SB Co Ld		Q65′		180 lb 68 NHP		
	(*ex* Neyland)	1 *Dk*	56	1,16				Ardrossan			BK6½″	3 *BHCem*	1SB,*2pf*,GS37,HS1214		
				BS1,16 ✠LMC2,15			*Lloyd's*						Allan, Anderson&Co.Gls.	
403	—	Iron Sc Sr	118				1873	J.&R Swan	Cia. del Vapor San Miguel (G. de Armona, *Mgr.*)	98·4 | 18·2 | 11·7	Bilbao	1Cy.15″–16″		
	*V. Ugarte*06–06	(*ex* Norman)	—					Dumbarton			Spanish	NB94 7 NHP		
JLRH	*Mchy. Aft*		69									W.King&Co., Glasgow		
404	**San Nazario**	Steel Sc Sr	10064	✠100A1	Hul	*g*†	~~1914~~	W. Doxford	Eagle Oil Transport Co. Ld.	525·5 | 66·5 | 33·9	London	Q.4Cy.28½″,41″,58″&84″–54″	41 ″ 6	
136702	*H.J.Mitchell* –15		9525	*Shelter dk*	~~Brs~~ Nwc		9mo	&Sons, Ld.			British	220 lb (*r*) 795 NHP	s12 ″ 5	
JGFS	*Elec. light*	2 *Dks*(*Stl*)*&Shelter dk*(*Stl*)	6392	*with freeboard*				Sunderland		FK	20 *BHptCem*	4SB,*16cf*,HS11433 FD	29 ″ 6	
	Mchy. Aft	*&Web frames*		2,18 ~~,15~~ ✠LMC9,14			*Lloyd's*				10 ,, *to Udk*	W. Doxford&Sons, Ld. Sld.		
		Longitudinal framing		*Carrying Petroleum in bulk*							10 ,, ,, *2nd* ,,	*only*		
	Tonnage opening closed 1917			*Fitted for low flash oil fuel* 9,14					*WB=Cell DBu*B41′182*t D*		*Tf*54′619*t FPT*302*t APT*50*t*			
405	**San Nicolas**	Steel Sc Sr	4739	*Now named "Alfenas," See No. 76 in Supplement*			1897	Blohm&	Hamburg-Süd-Amerik. Dampf-schifffahrts Ges.	375·8 | 46·3 | 27·5	Hamburg	Q.4Cy.21⅜″,31⅞″,46″&66½″–50¾″]		G
	*A. Scharfe*07–11		3845					Vössent		P&B226′F54′	German	314 NHP		
RKST	*Elec. light* Wireless	2 *Dks*3 *tr B*	3041					Hamburg		*WB*		Blohm&Voss, Hamburg		
406	**San Ning**	Steel Twin Sc	540				1916	Kwong	Shin Hing S.S. Co. Ld.	162·7 | 28·0 | 8·6	Hong Kong	C.4Cy.14″&28″–17″		
139563	*J.C.McKechnie* –17		281					Fook Cheong			British	66 RHP		
		1 *Dk*	303					Hong Kong				Tin Hing Co. Hong Kong		
407	**San Onofre**	Steel Sc Sr	9717	✠100A1	Nwc	*g*†	3,17	1914	Armstrong	Eagle Oil Transport Co. Ld.	530·0 | 66·6 | 33·4	London	Q.4Cy.28½″,41″,58″&84″–54″	41 ″ 6	
136703	*J.T.Edwards* –17		9166	*Shelter dk*			9mo	Whitworth			British	220 lb (*r*) 790 NHP	s12 ″ 8½	
JGMT	*Elec. light*	2 *Dks*(*Stl*)*&Shelter dk*(*Stl*)	5967	*with freeboard*				&Co. Ld.		FK	20 *BHCem*	4SB,*16cf*,HS11320 FD	29 ″ 2	
	Mchy. Aft	*&Web frames*		3,17 ✠LMC9,14				Newcastle			10 *to Upr dk*	N.E.Marine Eng Co Ld. Nwc		
	Wireless	*Longitudinal framing*		*Carrying Petroleum in bulk*			*Lloyd's*				10 ,, 2nd ,,			
	Tonnage opening closed 1917			*Fitted for low flash oil fuel* 9,14					*WB=CellDBu*B45′122*t DT*		*f*59′718*t FPT*180*t APT*40*t*			
408	**San Pablo**	Steel Sc Sr	3310				1915	Workman,	Workman, Clark & Co. Ld.	315·2 | 44·2 | 28·8	Belfast	T.3Cy.23½″,39½″&66″–48″		C
139111	*G.F.Cross* –17		2920					Clark&Co.Ld		P33′B75′F39′	British	302 NHP		
JMGR	*Elec. light* *Ref. Mchy.*	2 *Dks*	2100					Belfast		*WB*		Wrkman, Clark&Co.Ld.Bel		
409	**San Patricio**	Steel Sc Sr	9712	✠100A1	Rio	*g*†	8,17	1915	Armstrong	Eagle Oil Transport Co. Ld.	530·0 | 66·6 | 33·5	London	Q.4Cy.28½″,41″,58″&84″–54″	~~38 ″ 6~~	
139006	~~*J.Tully* –15~~ *W.H.Lloyd* –17		9159	*Shelter dk*	Brs		5mo	Whitworth			British	220 lb (*r*) 790 NHP	~~s 8 ″ 2½~~	
JKWQ	*Elec. light*	2 *Dks*(*Stl*)*&Shelter dk*(*Stl*)*&*	5961	*with freeboard*				&Co Ld.		FK	20 *BHCem*	4SB,*16cf*,GS266,HS11320 FD	~~27 ″ 8~~	
	Mchy. Aft	*Tonnage opening* *Web frames*		9,17~~,17~~ ✠LMC5,15				Newcastle			10 *to Upr dk*	N.E Marine Eng.Co Ld Nwc	41 ″ 6	
	closed 1917	*Longitudinal framing*		*Carrying Petroleum in bulk*			*Lloyd's*				10 ,, 2nd ,,		s 12 ″ 3½	
				Fitted for low flash oil fuel 5,15					*WB=CellDBu*		B45′122*t DT*	*f*59′718*t FPT*180*t APT*40*t*		
410	**San Pedro**	Wood Sc Sr	456				1899	J. Lind-	San Pedro S.S. Co.	163·1 | 34·0 | 11·7	S. Frncisco	C.2Cy.14″&32″–24″		
116896	*J.Benedickson*		—					strom			Utd. States	42 NHP		
KPFQ	*Elec. light*	1 *Dk*	359					Abrdeen Wsh				Fulton E.&S.B. Works, S.Fo		
411	—	Steel Sc	28			...	1913	Cox&Co.	~~Wilson, Sons&Co. Ld.~~ Wilson, Sons& Co. Ld.	50·2 | 12·5 | 6·6	Buens. Ayres	C.2Cy.9½″&22″–15″	7 ″ 0	
			28					Engineers, Ld			Argentine	20 RHP		
~~JCWR~~		1 *Dk*	3					Falmouth		BK4½″	*WB*	Cox&Co. Engineers, Ld. Fal		
412	**San Rafael**	Steel Sc K	*244*	✠100A1	Sev		8,14	1902	Cook, Wel-		125·0 | 22·0 | 11·5		T.3Cy.13″,21½″&35″–24″ (*s*)	12 ″ 3	
		ss Cdz.No.3–8,14	*219*	*Stm Trawler*				4mo	t'n&Gemmell		Q49′		200 lb 74 NHP		
	(*ex* Cavalier)	1 *Dk*	*98*	7,16				Hull			BK7″	4 *BHCem*	1SB,*2cf*,GS35,HS1200		
				BS1,16 ✠LMC8,14			*Lloyd's*						C.D.Holmes&Co.Hull	

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Master. Special Surveys.	3 Material, Rig, &c. Late Name if any. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom. Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NIP=Horse power by Society's formulæ; RIP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of Bt. or Trade Cert.
413	**San Ramon**	WoodScSr	994					1913	Kruse& Banks Nth.Bend,Or	SanRamonS.S.Co. (J.G.Rainwater)	199·3|41·6|14·6	N.Orleans Utd.States	T.3Cy.13½″,23″&40′–30″ 88NHP UnitedEng.Wks.Alameda		
210902 LCST	*G.L.Hammer* *Elec.light*	1*Dk*	791 593												
414	**San Remo**	SteelScSr	2073					1910	WoodSkinner&Co.Ld Newcastle	Dpskakties.Otto Thoresen'sLinie (O.Thoresen, *Mgr*)	281·9|43·0|19·6 P56*t*H76*t* FK	Chrstiania Norwegian *WB*	T.3Cy.20″,33″&55″–36″ 181NHP N.E.MarineEngCoLd.Nwc		N
MGDK	*J.L.Aune* *Elec.light*	1*Dk*	1846 1269												
415	**San Ricardo**	SteelScSr	6465	✠100A1	Shl	*z*	~~4,15~~	1913	Armstrong Whitworth &Co.Ld. Newcastle	EagleOilTransport Co.Ld. *WB=CellDBa* 43′70*t*DTf33′4	420·1|54·7|32·6 P103′B26′F43′ FK 05*t*FPT36*t*APT35*t*	London British 17*BH* 9 *to Upr.dk* 8 „ *2nd* „	Q.4Cy.24″,35″,50½″&73″–51″ 220lb (*r*) 554NHP 3SB,*9cf*,GS187,HS7740 FD Wllsnd Slpwy.Co.Ld.Nwc	32 ″ 8 s 6 ″ 11½ 26 ″ 1	
135233 JCMF	~~*W.H.Lay* 13–18~~ *W.H.Lay* 13–13 *Elec.light* 2*Dks*(*Stl*)&*Web frames* *Mchy.Aft* *Longitudinal framing* Wireless	~~*ss*Shl.No.1–18~~ *ss*Mch.No.1–18	5895 3927	~~5,15~~ 5,16 3,18 *Carrying Petroleum in bulk* *Fitted for oil fuel* 9,16 *F. P.* ~~[illegible]~~ ✠LMC~~6,13~~ 8,17	~~Blyth~~	Mch	3,18	6mo		WB=CellDBa 43′70*t*DTf33′4					
416	**San Rito**	SteelScSr	3310					1916	Workman, Clark &Co.Ld Belfast	Workman,Clark& Co.Ld.	315·2|44·2|28·8 P33′B75′F39′	Belfast British *WB*	T.3Cy.23½″,39½″&66″–48″ 302NHP Wrkman,Clark&Co.Ld Bel		C
136356 JMQG	*F.H.Swain* –16 *Elec.light Ref.Mchy*	2*Dks*&2*pt dks*	2849 1848												
417	**San Rossore**	SteelScSr	5601	✠100A1	~~NNs~~	*y*	~~8,16~~	1901	Cant.Nav. diMuggiano Spezia	LloydSabaudoSoc. Anon.perAzioni	389·3|52·4|26·3 34·1 FK	Genoa Italian 7*BHCem*	T.3Cy.28″,46″&77″–48″ (*s*) 180lb 505NHP 3SB,*9cf*,GS168,HS6876 FD	34 ″ 5 s 10 ″ 1½ 24 ″ 8	
30 SCPQ	*Mortola* –14 (*ex*Il Piemonte,*ex*President P.Montt, *ex*Il Piemonte) *Elec.light*	*ss*Gen.No.3–7,14 1*Dk*(*Stl*)2*trB* &*Awng dk*(*Stl*–ws)	4036 3512	*Awng dk* *with freeboard* ~~6,15~~ 5,~~10~~ 5,18 ~~HS8,16~~ ✠LMC~~7,16~~	~~6,15~~	Gen	~~1,16~~ 5,18	*Lloyd*	*'sA&CP*	*CellDBa* 92′ *u E* 31′ *f* 144′ 1046*t*	*APT75t*	Richardsons,Westgarth& Co.Ld.Hpl.		
418	**San Saba**	IronScSr	2458					1879	J.Roach& Son Chester,Pa.	MalloryS.S.Co.	306·0|39·6|21·6	NewYork Utd.States *WB*	C.2Cy.38″&68″–54″ NB15 283NHP J.Roach&Sons,Chester,Pa.		R
125734 JTKC	*F.Schlemeier* Wireless	(*ex*Colorado) 2*Dks*	— 1665												
419	**San Sebastian**	SteelScSp	280					1908	Framnes Mek.Værks Sandefjord	JuanTalavera	131·2|23·0| 9·8 Q33*t*B12*t*H12*t*F19*t*	Teneriffe Spanish	C.2Cy.15″&32″–24″ 42NHP G.T.Grey,SouthShields		N
JPET	*M.Padron* *Mchy.Aft*		— 195												
420	**San Severo**	IronScSr	838				...	1883	Pearce Bros. Dundee	D.Napoli fuC.	220·1|31·2|14·5 Q100′B25′F24′ BK8″	Catania Italian *WB*	C.2Cy.25″&49″–33″ 108NHP PearceBros.Dundee	15 ″ 5	V
12 SCWG	*F.Spampinato* 98–04 *Well deck*	(*ex*Auckland) 1*Dk*2*trB*	681 499												
421	**San Silvestre**	SteelScSr	6233	✠100A1	Liv	*a*†	~~3,16~~	1913	Swan,Hunter&Wigham Richardson, Ld Newcastle	EagleOilTransport Co.Ld. *WB=CellDBuB* *DTf*42′454*t*	420·5|54·6|32·4 P102′B26′F43′ FK 24′75*t* *FPT*46*t*APT39*t*	London British 17*BHCem* 10 *to Upr dk* 7 „ *2nd* „	Q.4Cy.24″,35″,50½″&73″–51″ 220lb (*r*) 554NHP 3SB,*9cf*,GS188,HS7740 FD Wllsnd Slpwy.Co.Ld.Nwc.	32 ″ 8 s 7 ″ 1 26 ″ 0	
135234 JCMK	*W.Piper* –16 *Elec.light* *Mchy.Aft* Wireless	2*Dks*(*Stl*) *Longitudinal framing* &*Web frames*	5771 3948	6,17 ~~2,17~~ ✠LMC7,15 *Carrying Petroleum in bulk* *Fitted for low flashoil fuel* 7,13		6,17		7mo *Lloyd*	*'sA&CP*						
422	**San Spiridione**	SteelScSr	768	✠	Ant	*j*		1883	W.Hamilton&Co. PortGlasgow	D.Panajotopulo	190·2|27·6|13·9 P&B103′F23′ BK7½″	Trieste Aust.-Hung. 5*BHCem*	C.2Cy.25″&49″–36″ NDB98 102NHP 1SB,*3pf*,GS40,HS1507 Muir&Houston,Glasgow	15 ″ 0	A
HRBS	*M.Martinolich* (*ex*AgiosSpyridion, *ex*Adour,*ex*Peveril) *Well deck*	*ss*Gls.No.3–2,96 *ss*Ant.No.2–04 1*Dk*(*Irn*) *Iron Beams*	— 6.09 423 ✠NB10,04 ✠					11mo							
423	**San Telmo**	SteelScSr	1472					1904	Fredrkstad Mek.Værks. Fredrikstad	Dpskakties.Otto Thoresen'sLinie (O.Thoresen, *Mgr*)	236·0|35·1|19·6 B77*t*H41*t*	Chrstiania Norwegian *WB*	T.3Cy.17″,30″&49″–33″ NB12 138NHP FredrikstadM.V.Frdstad		N
MCBP	*J.Lauenborg* *Elec.light*	1*Dk*&*Spar dk*	1324 832												
424	**San Tirso**	SteelScSr	6236	✠100A1	Gls	*a*†	~~6,16~~	1913	Swan,Hunter&Wigham Richardson, Ld Newcastle	EagleOilTransport Co.Ld. *WB=CellD* *DTf*42′454*t*	420·6|54·6|32·4 P102′B26′F43′ FK *BuB*24′75*t* *PT*46*t*APT39*t*	London British 17*BHCem* 10 *to Upr dk* 7 „ *2nd* „	Q4Cy.24″,35″,50½″&73″–51″ 220lb (*r*) 554NHP 3SB,*9cf*,GS187,HS7740 FD Wllsnd Slpwy.Co.Ld.Nwc.	32 ″ 8 s 7 ″ 1 26 ″ 0	
135267 JDBS	*T.Griffiths* –16 *Elec.light* *Mchy.Aft* Wireless	*ss*Lon.No 1–18 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	5772 3951	5,18 ~~12,16~~ ✠LMC~~10,15~~ *Carrying Petroleum in bulk* *Fitted for low flashoil fuel* 10,13		Lon	5,18	9mo *Lloyd*	*'sA&CP*						
425	**San Ui**	SteelSc	322					1904	Kwang HepLaung HongKong	~~HongKong,Canton &MacaoStm.Boat Co.Ld.~~	130·0|24·0| 8·6	~~HongKong British~~ Chinese	C.2Cy.14″&28″–20″ 33RHP Lon.&Gls.SB&E.Co.Ld Gls		
~~118035~~	~~*T.L.F.Chrispin* –17~~		211 195												
426	**San Urbano**	SteelScSr	6458	✠100A1	Lon	*z*	11,16	1913	Armstrong Whitworth &Co.Ld. Newcastle	EagleOilTransport Co.Ld. *WB=CellDBa* 43′ *DTf*~~33~~′405*t*	420·3|54·7|32·6 P103′B26′F43′ FK 70*t* *FPT*36*t*APT35*t*	London British 17*BHptCem* 9*BH to U dk* 8 „ *2nd dk*	Q.4Cy.24″,35″,50½″&73″–51″ 220lb (*r*) 554NHP 3SB,*9cf*,GS187,HS7740 FD Wllsnd Slpwy.Co.Ld.Nwc.	32 ″ 8 s 6 ″ 11½ 26 ″ 1	
135285 JDMC	*H.S.Bate* –16 *Elec.light* *Mchy.Aft* Wireless	2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	5892 4053	12,16 ✠LMC11,15 *Carrying Petroleum in bulk* *Fitted for oil fuel* 7,16 *F. P.*				11mo *Lloyd*							
427	**San Valerio**	SteelScSr	6433	✠100A1	Mch	*a*†	~~6,16~~	1913	Palmers' Co.Ld. Newcastle	EagleOilTransport Co.Ld. *WB=CellDB* *DTf*39′445*t*FP	420·0|54·6|32·4 P102′B25′F42′ FK *uE&B*74′184*t* *T*110*t*APT28*t*	London British 17*BHCem* 10 *to U dk* 7„ *2nd dk*	Q.4Cy.24″,35″,50½″&73″–51″ 220lb (*r*) 554NHP 3SB,*9cf*,GS171,HS7734 FD Palmers'Co.Ld.Newcastle	32 ″ 8 s 7 ″ 2 25 ″ 11	
135301 JDQK	*A.J.Akers* –17 *Elec.light* *Mchy.Aft* Wireless	~~*ss*Shl.No.1–18~~ 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	5946 4054	~~6,10,16~~ 2,18 ~~Gls~~ ~~Shl~~ ~~6,17~~ 2,18 ✠LMC~~6,17~~ *Carrying Petroleum in bulk* *Fitted for low flash oil fuel* 12,13				12mo *Lloyd*	*'sA&CP*						
428	**San Zeferino**	SteelScSr	6430	✠100A1	Lon	*a*†	N8,16	1914	Palmers' Co.Ld. Newcastle	EagleOilTransport Co.Ld.	420·1|54·6|32·4 P102′B25′F42′ FK	London British 17*BHCem* 10„*toUpr dk* 7 „ *to 2nd dk*	T3Cy.25½″,43″&73″–48″(*r*) 180lb 548NHP 3SB,*9cf*,GS175,HS7734 FD Palmers'Co.Ld.Newcastle	32 ″ 8 s 7 ″ 2 25 ″ 11	
136653 JFDR	*Elec.light* *Mchy.Aft* Wireless	2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	5946 4052	4,17 7,16 ✠LMC8,16 *Carrying Petroleum in bulk* *Fitted for low flash oil fuel* 3,14		Swa		3mo *Lloyd*	*'sA&CP*	*WB=CellDBuE&B74′*	184*t* *DTf*39′	*WB=FPT27t*	445*t*FPT110*t*APT28*t*		
429	**Sanbashi Maru No. 1**	WoodSc	466	✠NE8,16 ✠NB(1port)8,16				.....		KobeSanbashi KabushikiKaisha	151·1|28·8|12·8	Kobe Japanese	T.3Cy.11½″,15½″&26½″–23″ 34NHP		
19211 NBTH		1*Dk*	363 295												
430	**Sanbo Maru**	SteelScSr	215					1912	Ishida Zosensho Osaka	K.Horiuchi	112·2|21·3|10·8	Osaka Japanese	T.3Cy.11″,18″&30″–22″ 42NHP T.Hirao,Osaka		
14917 LVHJ		1*Dk*	173 116												
431	**Sancho**	SteelScSr	273	✠100A1	LaP	*d*	N2,17	1905	J.Shearer &Sons,Ld. Glasgow	JuanTalavera	130·4|22·1| 9·3 Q46′B7′F19′ BK7″	Teneriffe Spanish 3*BHCem*	C.2Cy.15″&32″–24″ (*s*) 130lb 56NHP 1SB,*2cf*,GS42,HS1030	10 ″ 3	
JPTG	*F.Diaz* *Well deck* *Mchy.Aft*	*ss*LaP.No.2–14 (*ex*Colonel) 1*Dk*(*Stl*)	179 72	9,14 ~~HS1,16~~ ✠LMC9,14 ~~B83,17~~				11mo *Lloyd*	*'sA&CP*			*WB=FPT27t*	J.Ritchie,Glasgow		
432	**Sanctoria**	SteelScSr	3709					1904	W.Doxford &Sons,Ld. Sunderland	BengalCoalCo.Ld.	342·0|46·6|24·7 P21′F35′	Sundrland British *WB*	T.3Cy.26″,42″&68″–42″ 300NHP W.Doxford&Sons,Ld.Sld.		V
119203 HBMJ	*W.Ward* –04 *Turret deck Elec.light*	1*Dk*2*trB*	3134 2378												

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Capitaine. Visites Périodiques.	3 Matériaux, Grèement, etc. Ex-nom, s'il y a lieu. Nombres des Ponts	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7a Date de la dernière Visite de Jaugeage pour le Tonnage Net.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NP = Force en chevaux d'après les formules de la Société. RP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pt.	15 Registres, Cotes, &c.
433 JRDM	Sand *J.Jakobsen* –15 *Well deck* (*ex*StatsraadHaugland)	SteelScSr 1*Dk*	223 117 107			...		1898	FevigsJrn-skibsbyggeri Arendal	Stavangerske Dampskibsselskab	120·0 | 20·6 | 8·8 P75*t*H11*t*F20*t* BK7″	Stavanger Norwegian	T.3Cy.13″,20″&32″–20″ Furness, 55NHP Westgarth&Co.Ld.Mdb.	9 ″ 6	
434 132302 PBTC	Sand Grouse *Randall* (*PumpHopperDredger*) *Elec.light* 1*Dk*(*Stl-pt* teak s)	SteelTwinSc	2061 1927 1291	✠ Gls *HopperDredger* 1,11 ✠		*r*		1909 6mo	W.Simons &Co.Ld. Renfrew	Government of SouthernNigeria	280·1 | 45·2 | 18·1 Q59′F29′ FK	Lagos British	T.6Cy.18″,28″&48″–27″ 297NHP 3SB *9cf*,GS171,HS5082 W.Simons&Co.Ld.Rnf.	18 ″ 9	
435 132292 HTSN	Sanda *D.Maclean* –16 2*Dks*	SteelScSr	1028 927 437					1911	CaledonS. B.&E.Co.Ld. Dundee	ClydeShppg.Co.Ld (W.Cuthbert, *Mgr.*)	250·2 | 35·2 | 16·6 P&B159′F43′	Glasgow British WB	T.3Cy.20″,33″&53″–39″ 175NHP Caledon SB.&E.Co.Ld.Dun		C
436 136516 TWKP	Sandakan *Elec.light* 1*Dk*&*Spar dk*	SteelScSr	1795 1494 1111					1904	Rickmers Act.Ges. Geestemünde	StraitsS.S.Co.Ld.	253·5 | 37·3 | 19·6 P42′B64′H26′F36′	Singapore British WB	T3Cy18$\frac{5}{16}$″,30$\frac{7}{16}$″&49$\frac{1}{2}$″-31$\frac{1}{2}$″ 137NHP Gebr.Sachsenberg Rosslau		
437 125689 HMPW	Sandbeck 2*Dks*3*trB*	SteelTwinScSp	401 332 251					1908	LythamSB &E.Co.Ld. Lytham	NigerCo.Ld.	150·1 | 29·6 | 9·3 B58′F19′	London British WB	C.4Cy.11″&24″–18″ 46RHP LythamS.B.&E.Co.Ld.Lyt		
438 MGKP	Sandefjord *T.Onarheim* –16 *Elec.light* *Longitudinal framing* 1*Dk*&*Shelter Dk*	SteelScSr	6026 5419 3578					1911	Armstrong Whitworth& Co.Ld.,Nwc.	Akties.Corona (H.M.Wrangell& Co.Akties.*Mgrs.*)	440·0 | 58·1 | 24·6 P138*t*H353*t*F28*t*	Haugesnd Norwegian WB	T.3Cy.28½″,47″&78″–54″ 447NHP N.E.MarineEngCoLd Nwc		N
439 JWNG	Sandeid *N.Johnsen* (*ex*Sandnæs) 1*Dk*	SteelScSr	187 120 93					1892	Stavanger Stöberi&Dok Stavanger	Stavangerske Dampskibsselskab	106·6 | 20·0 | 9·7 B32*t* H19*t* F13*t*	Stavanger Norwegian	C.2Cy.14″&28″–18″ 28NHP StavangerStöberi&Dok.		
440 5116 JRVH	Sandhamns Express *G.Bredenberg*06–09 *Elec.light* 1*Dk*	SteelSc	247 125 154					1909	Eriksbergs M.V.Aktieb. Gothenburg	SvantePalmers	110·7 | 22·6 | 9·3 B45′H60*t*	Sandhamn Swedish WB	C.2Cy.15″&29½″–22″ 33NHP Eriksberg M.V.Aktieb.Got		
441 104920 PVST	Sandhurst *W.F.Bassett* –17 *ss*Npt.No.3–10,16 (*ex*Inca,*ex*Craigneuk) *ss*Shl.No.1–15 1*Dk*(*Jrn*)2*trB*&*deep framing*3*Dk rule*	SteelScSr	3034 2869 1888	✠100A1 Sws 12,17 ~~4,17~~ ✠LMC ~~MS12,15~~ ~~BS12,17~~	Bry	*u*	~~8,16~~ 12,17	1897 10mo *Lloyd's*	BlythS.B. Co.Ld. Blyth	BritainS.S.Co.Ld. (Watts,Watts& Co.Ld.*Mgrs.*) *sA&CP* *Cell*	324·7 | 47·0 | 22·4 Q26′B70′F32′ FK *DBa&uE*130′*f*130′	London British *5BHCem* *701tAPT87t*	T.3Cy.21″,40″&65″–42″ (*s*) 160lb *80lb* NDB08 280NHP 2SB,*6rf*,GS119,HS4324 Blair&Co.Ld.Stockton	24 ″ 10 s 4 ″ 4½ 20 ″ 10	
442 131910	Sandip *M.Ali* –15 *Elec.light* 1*Dk*(*Teak*)&*Shade dk*(*Teak*)	SteelTwinSc	285 262 163	✠ A1 *withfreeboard* *Coasting,Calcutta &Chandbally,* *Barisal&Chittagong* 6,17 ~~6,16~~ ✠LMC6,16	Cal		~~6,16~~ 6,17	1915 6mo *Lloyd's*	RiversStm Nav.Co.Ld. Calcutta	RiversSteamNav. Co.Ld.(Macneill& Co.*Mgrs.*)	150·1 | 25·6 | 8·5 FK	Calcutta British *5BHAsp* WB=	C.4Cy.16″&32″–21″ (*r*) 130lb 43RHP 1SB,*2cf*,GS38,HS1150 Denny&Co.Dumbarton *FPT28tAPT13t*	9 ″ 6 s 2 ″ 3 7 ″ 7	
443 MKNG	Sandnæs *T.Ellingsen* *Elec.light* 2*Dks*	SteelScSr	578 272 284					1914	Stavanger Stöberi&Dok Stavanger	SandnæsDamp-skibs.Aktieselsk.	167·1 | 27·1 | 11·7 P158*t*H92*t*F47*t*	Sandnæs Norwegian WB	T.3Cy.17″,27″&46″–28″ 112NHP StavangerStöberi&Dok		N
444 124006 HJLG	Sandon Hall *W.J.Rowlands* –16 *Elec.light* 2*Dks* Wireless	SteelScSr	5134 4875 3293					1906	Swan.Hunter& Wigham Richardson. Ld.Newcastle	Ellerman Lines,Ld (HallLineLd., *Mgrs.*)	401·4 | 50·2 | 29·5 P40′B97′F46′	Liverpool British WB	T.3Cy.24½″,42″&71½″–48″ 350NHP Wllsnd Slpwy.Co.Ld Nwc.		C
445 131915	Sandoway 1*Dk*(*Teak*)&*pt Shade dk*(*Teak*) *Elec.light*	SteelTwinSc	291 263 168	✠ A1 *withfreeboard* 11,16 *Coasting Barisal&Chittagong* ✠LMC1,16	Cal		11,16	1915 1mo *Lloyd's*	W.Denny &Bros. Dumbarton	IndiaGeneralNav. &Rly.Co.Ld. *Completed by* IndiaGeneralNav *sA&CP*	150·0 | 25·5 | 8·8 FK &Rly.Co.Ld. *WB* Cal.	Calcutta British *5BHAsp* *=FPT27t*	C.2Cy.16″&32″–21″ (*r*) 130lb 43RHP 1SB,*2cf*,GS38,HS1150 Denny&Co.Dumbarton	9 ″ 6 s 2 ″ 3 7 ″ 7	
446 *G.W.Thomson*07–07 *Elec.light* 1*Dk*(*Stl*–teak s)&*Web frames* (*Sand Pump Dredger*)	Sandpiper	SteelTwinSc	1234 1114 426	✠ Rnf *Dredger* 12,06 ✠				1906 12mo	W.Simons &Co.Ld. Renfrew	CalcuttaPort Commissioners *WB=*	224·0 | 39·1 | 15·5 FK *Cell DBuE&pump room*	Calcutta British 9*BHCem* 73′191*t*	T.6Cy.17″,27″&43″–27″ 327NHP 4SB,*12cf*,GS198,HS6675 W.Simons&Co.Ld.Rnf.	16 ″ 6	
447— 117523 *W.Doyle* –14 *Elec.light* *ss*Dub.No.3–10,17 1*Dk* (*Suction Hopper Dredger*) *Hold beams forward,Web frames aft*		SteelTwinScSp ~~ssDub.No.2–13~~	1054 955 646	✠100A1 Dub *Hopper Dredger* 10,17 ~~9,16~~ ~~BS9,15~~ ✠LMC~~9,15~~ 10,17		*m*	~~9,15~~ 10,17	1904 10mo	L.Smit& Zoon Kinderdijk	DublinPort& DocksBoard	221·9 | 34·6 | 17·6 FK *WB=*	Dublin British *5BHCem* *FPT30t*	T.6Cy.13½″,21″&35½″–20½″ 160lb *160lb* (*s*) 164NHP 2SB,*6cf*,GS108,HS3200 L.Smit&Zoon,Kinderdijk	16 ″ 6	
448 106411	Sandrail *W.Barker* –98 (*PumpHopperDredger*) 1*Dk*	SteelSc	487 412 283			...		1894	J.&K.Smit Kinderdijk	RiverWear Commissioners	160·9 | 30·0 | 11·2 Q61′ FK	Sunderlnd British	T.3Cy.11½″,17″&24″–18″ 60RHP Diepeveen,Lels&Smit,Kdk	11 ″ 6	
449 122688	Sandringham *W.Thomas* –11 *ss*Gms.No.2–13 1*Dk*	SteelScK	179 162 69	✠100A1 Gms *StmTrawler* 6.14 BS6,14 ✠LMC4,15			4,13	1905 6mo *Lloyd's*	Cook,Welt'n&Gemmell Beverley	QueenSteamFishingCo.Ld.	108·4 | 21·1 | 11·2 Q56′F19′ BK7″	Grimsby British	T.3Cy.11½″,19½″&32″–23″(*s*) 180lb 55RHP 1SB,*2cf*,GS29,HS980 C.D.Holmes&Co.Hull	11 ″ 11	
450 112413 RKSB	Sandsend *J.G.Busby* –17 *ss*Nwc.No.3–12,12 *ss*Nwc.No.1–17 1*Dk*(*Irn*)2*trB deep framing*&*Web frames*	SteelScSr	3814 3589 2480	✠100A1 Nwc 5,17 ~~5,17~~ Clf ✠LMC5,17		*w*	5,17	1899 11mo	W.Gray& Co.Ld. W Hartlepool A&CP	PymanS.S.Co.Ld. (G.Pyman&Co. *Mgrs.*) *WB=Cell DBa&uE*	346·5 | 49·5 | 25·6 P28′B87′F31′ FK 133′*f*144′911*t*	W.Hartlpl British 6*BHCem* *APT56t*	T.3Cy.25½″,40½″&67″-45″(*s*) 180lb *80lb* 321NHP 2SB,*6rf*,GS119,HS4884 Cen.Mar.Eng.Wrks.WHpl	28 ″ 3 s 5 ″ 5 23 ″ 2	
451 127639	Sandu 1*Dk*	Iron&SteelScCtr	118 107 58					1908	J.Berg Delfzijl	J.H.Stallard	98·3 | 18·6 | 8·1 H10*t*	Bathurst British WB	T.3Cy.11″,17′&29½″–18′ 38NHP J.Berg,Delfzijl		
452 5041 JRPL	Sandvik *M.Holmgren*15–17 *ss*Got.3rdNo.3–6,14 (*ex*Violet) 1*Dk*(*Irn*)2*trB*	IronScSr	1411 1156 831	✠100A1 Mdb 8,17 ~~1,16~~ Osc ~~NB93,refitted01~~ ~~MS12,14~~ ~~Nwc13~~ ✠LMC6,14 ~~BS3,13~~		*p*	~~8,14~~ 8,17	1880 12mo	J.L.Thompson&Sons Sunderland A&CP	Norrköpings Rederiaktieb.(K. Henningson, *Mgr*) *D*	248·0 | 35·3 | 17·6 P29′B46′F26′ BK9″ *Ba*80′*f*44′305*t*FPT	Nrrköping Swedish 4*BHCem* 47*tAPT45t*	C.2Cy.27″&55″–42″ (*s*) 90lb *100lb* NDB15 156NHP 1DB,*6pf*,GS99,HS2505 Black,Hawthorn&Co.Gts.	18 ″ 9 s 2 ″ 7½ 17 ″ 0	
453 116264	Sandy Hook 1*Dk*&*Hurr.dk*	IronTwinSc	1559 — 987					1889	Harlan& Hollings-worthCo. Wlmgtn,Del.	CentralRailroad Co.ofNewJersey	260·5 | 37·1 | 14·3	NewYork Utd.States	T.6Cy.22″,36″&55″–28″ NB05 320NHP Harlan&HollingsworthCo		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	6 7 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	7a Date when tail shaft last seen.	8 9 Built. When	By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Dates of Trade Cert.
454 107803 KSCR	**Sandy Hook** SteelSc (*ex*Privateer) Wireless 1*Dk*	361 — 213					1902	Crescent Shpyd.Elizabeth, N.J.	NewYork & Sandy Hook Pilots Association	168·6	24·4	12·6	NewYork Utd.States	T.3Cy.14″,24″&36″–24″ 64NHP		R
455 113362 RQHC	**Sangara** SteelScSr (Detained at Hamburg) *E.V.Davies* –13 *ss*Ham.No.3–6,13 *Elec.light* 2*Dks*(*Stl*)	2497 2337 1563	✠100A1 4.14 B&S13 ✠LMC3,12	Ham	*u*	N4,14	1900 5mo	TyneIron S.B.Co.Ltd. Newcastle A&CP	British&African S.N.Co.Ltd.(Elder, Dempster&Co.Ltd. *Mgrs.*)	325·0 P33′B223′F38′ *WB*=*Cell*	45·0 FK	19·6 *DBa*92′*uE*	Liverpool British 5*BHCem*	T.3Cy.23″,37″&61″–42″ (*s*) 160lb *160lb* 254NHP 2SB,*6cf*,GS106,HS4000 N.E.MarineCo.Ld.Nwc. ✠*B*38′*f*146′787*tAPT*18*t*	22 ″ 2 s 2 ″ 0½ 20 ″ 6	
456 113974 SNCG	**Sangola** SteelScSr *H.J.Baker* –15 2*Dks*(*Stl–Uteaks*)3*trB*✠ *Elec.light* *Webframes*	5184 4895 3349	✠ 12,01 ✠	Lon	*z*		1901 8mo	W.Denny &Bros. Dumbarton	BritishIndiaStm. Nav.Co.Ld. *WB*=*Cell*	410·8 B90′F57′ *DBa*123′*uE*&*B*50′*f*188′	50·7 FK	29·1 6*BHCem*	Glasgow British 1118*t MT*30′	T.3Cy.26½″,42″&66½″–51″ 383NHP 2SB,*6cf*,GS122,HS5391 FD Denny&Co.Dumbarton 917*tFPT*207*tAPT*117*t*	32 ″ 0	
457 MGSF	**Sangstad** SteelScSr *K.Emanuelsen* 1*Dk*	2418 2238 1459					1911	R.Thompson&Sons,Ld. Sunderland	Dpsk.Akties.Sangstad(AFKlaveness &Co.Akties.)	299·4 H75*t*F36*t*	44·5	19·9 *WB*	Chrstiania Norwegian	T.3Cy.21½″,36″&59″–39″ 217NHP N.E.MarineEng.Co.Ld Sld.		N
458	**Sanitwongse** WoodScSr 1*Dk*	*134* *97* 72					1889	CheangWo HongKong	BokSin	101·9 H27*t*	17·2 F10*t*	7·4	Riouw Dutch	C.2Cy.12″&24″–15″ 20NHP KuangNamTing,HngKng.		
459 208399 LBTK	**Sankaty** SteelScSr *J.W.Merriman*07–11 *Elec.light* 1*Dk*	677 431 342					1911	ForeRiver S.B Co. Quincy,Mass.	NewBedford, Martha'sVineyard &Nantucket SteamboatCo.	187·5	38·2	11·3	N.Bedford, Mass. Utd.States	T.3Cy.16″,25″&42″–27″ 92NHP ForeRiverS.B.Co.Quincy		R
460 446 PCSL	**Sanno Maru** SteelScSr *H.A.Scott* –16 *ss*N.Yk.No.3–5,16 (*ex*Constitution, *ex*Hatasu) *Spar dk*(*pt Irn&pt Stl*) 2*trB*&*deep framing* *Elec.light*	3441 3132 2119	✠100A1 *Spar dk* *withfreeboard* 4,18 ~~4,16~~ 5,18 ✠LMC12,~~16~~ 1,18	Kob Cal	*v*	N12,16	1899 4mo	Furness, Withy&CoLd W Hartlepool A&CP	Furukawa&Co. *CellDBa*	337·8 P27′B98′F37′ 108′*uE*&*B*38′*f*138′	45·5 24·8 FK	17·7 6*BHCem*	Jinsen Japanese 691*tAPT*48*t*	T.3Cy.23½″,38″&64″–42″ (*s*) 180lb *100lb* 284NHP 2SB,*6cf*,GS94,HS4307 T.Richardsn&Sns,Ld.Hpl.	27 ″ 0 s 4 ″ 11½ 22 ″ 6	
461 2968 HRLG	**Sansei Maru No. 3** WoodScSr 2*Dks*	133 — 60					1898	Yamaguchi Tokio	MiuraKioritsu UnyuKabushiki Kaisha	98·9	15·5	12·0	Misaki Japanese	C.2Cy.18⅞″&33$\frac{7}{16}$″–15¾″ 38NHP IidaKiuzo,Tokio		
462 139925	**Sanserit** SteelScK 1*Dk*	212 197 82	✠100A1 *StmTrawler* 11,16 ✠LMC11,16	Abn			1916 11mo	A.Hall& Co.Ld. Aberdeen *Lloyd's SA&CP*	BowringSteam Fishing Co.Ld. (W.H.Seeley *Mgr*)	115·5 BK7½″	22·1	11·9 *DBf*19′12*t*	Grimsby British 3*BHCem*	T.3Cy.12″,20″&34″–24″ (*s*) 180lb 78RHP 1SB,*3pf*,GS46,HS1433 A.Hall&Co.Ld.Aberdeen	12 ″ 9	
463 125065	**Sanson** SteelScK *F.Wing* –15 *ss*Abn.No.3–9,12 1*Dk*	231 209 90	✠100A1 *StmTrawler* 9.14 B&S9,14 ✠LMC9,12	Gms		N9,12	1907 8mo	Cook,Welt'n&Gemmell Ld. Beverley *Lloyd's SA&CP*	StandardSteam FishingCo.Ld.	120·0 Q60′F19′	22·0 BK8″	11·7 4*BHCem*	Grimsby British 1SB,*2pf*,GS34,HS1164 Amos&Smith,Hull	T.3Cy.12¼″,21″&34″–24″ (*s*) 180lb 69RHP	12 ″ 6	
464 LBWN	**Sant Anna** SteelTwinScSr *F.Pavy*96–10 *Elec.light* Wireless 4*Dks*	9350 8085 5814					1910	Forg.&At. de la Médit. LaSeyne	Cie.Française de Nav.àVap. (C. Fabre&Co.*Mgrs.*)	470·0 B64′ *WB*	56·4	42·7	Marseilles French	T.6Cy.30½″,49⅜″&79½″–51½″ 900NHP Forg.&Ch.de la Médit.Msl.		V
465 133029	**Sant Tookaram** SteelScSr *S.Ebrahim* *ss*Bom.No.1–15 *Elec.light* 1*Dk*(*Teak*)& *Promenade dk*(*Teak*)	291 258 118	✠ A1 8,17 ~~9,16~~ *River & Coast Service— Bombay & Goa* ✠LMC9,16	Bom		9,16	1912 4mo	Greenock& Grangemo'th Dockyd CoLd Grangemo'th *Lloyd's SA&CP*	IndianCo-operativeNav.& Trading Co.Ld. *WB*=*Cell DB u E* 18′	180·1	27·9 FK	9·7 7*BHCem* 21*tAPT*8*t*	Glasgow British Cooper&Greig,Dundee	T3Cy.15½″,25½″&40″–27″ (*s*) 200lb 127NHP 2SB,*6cf*,GS90,HS2392	10 ″ 0 s 1 ″ 10½ 8 ″ 6	
466 210767 LCQV	**Santa Alicia** SteelSc3MstSr *O.B.Lindholm* (*ex*JohnA.Hooper) *Elec.light* *Mchy.Aft* Wireless 1*Dk* *Fitted for oil fuel*	2244 1938 1321					1912	Harlan& Hollingsworth Cor. Wlmgtn,Del.	W.R.Grace&Co.	283·3 P55′F33′	44·0	22·5	NewYork Utd.States	T.3Cy.21″,34″&56″–42″ 203NHP Harlan&HollingswrthCor.		R
467 120949 HGJL	**Santa Amalia** *Edwards*–17 SteelScSr ~~*T.C.Wilkins*15–06~~ *ss*Rot.No.2–14 (*ex*Drumlanrig) 1*Dk*(*Stl*)&*Spar dk* *Elec.light* Wireless (*Stl*)&*deep framing*	4306 4104 2763	✠100A1 *Spar dk* 9,17 ~~7,16~~ ✠LMC M&T14 ~~B&S16~~ 8,17 *Carrying oil in bulk in DT Carrying oil fuel F.P.above* 150° F. *Nos.2&4DBtanks*	Gls	*x*	7,16 9,17 *F.P.*	1906 5mo	Russell& Co. PortGlasgow *Lloyd's SA&CP*	EagleOilTransport Co.Ld. *WB*=*Cell DBa*126′*uE* 24′*f*	384·9 P30′B108′F41′ 26·4	49·8 FK	18·4 6*BHCem* 170′ 1011*t D*	London British 3SB,*9cf*,GS173,HS6621 D.Rowan&Co.Glasgow *Ta*32′765*tFPT*55*tAPT*45*t*	29 ″ 0 180lb *100lb* 400NHP s 5 ″ 7 23 ″ 10	
468 JPRC	**Santa Ana** IronScSr *F.Rubio* –09 1*Dk*&*Spar dk*3*trB*✠ (*ex*Siegfried,*ex*Memphis)	1555 1452 771				…	1872	Withy, Alexandr&C. Hartlepool	Cia.Sevillana de Nav.àVap.	250·3 23·9 *WB*	33·0	17·0	Seville Spanish	C.2Cy.33″&61″–33″ NB84 178NHP T.Richardson&Sons,Hpl.		
469 116944 KPRF	— WoodScSr *J.Flynn* *Elec.light* Wireless 1*Dk*	1203 — 730					1900	H.R.Reed &Son CoosBay,Or.	AlaskaS.S.Co.	182·4	36·2	12·4	P.Twnsnd Utd.States	T.3Cy.13″,22½″&38″–30″ 79NHP UnitedEng.Co.S.Francisco		
470 RQMW	**Santa Anna** SteelScSr *C.Tepfer* *Elec.light* 2*Dks*	3739 3353 2310	*Now named "Maceió," See No. 67 in Supplement.*				1910	Bremer Vulkan Vegesack	Hamburg-Süd-Amerik.Dampfschiffahrts Ges.	351·0 P24′B224′F40′	50·2	23·8 *WB*	Hamburg German	T 3Cy22$\frac{1}{16}$″,36$\frac{5}{8}$″&58$\frac{1}{2}$″–41$\frac{7}{8}$″ 222NHP BremerVulkan,Vegesack		G
471 213845 LFRN	**Santa Barbara** SteelSc *W.T.Crossley*00–16 *Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *3rd dk*(*Stl*)*in No.1hold only*&*Web frames* *Longitudinal framing*	6621 5798 4008	✠100A1 *Shelter dk* *withfreeboard* 1,16 ✠LMC1,16 *Fitted for oil fuel* 1,16	Phl	*z*	*F.P. above*	1916 1mo	W Cramp& SonsS&EBCo Philadelphia A&CP	GraceSteamship Company (W.R Grace&Co.*Mgrs.*) 50° F.	404·6 F31′ *CellDB*3	53·9 FK	34·2 6*BHCem* 50′1229*t D*7	NewYork Utd.States 3SB,*12cf*,GS213,HS8446 W.Cramp&SnsS&EBCPhl *f*32′826*tFPT*71*tAPT*16*t*	Q4Cy25½″37″,52½″&76″–54″ 223lb (*s*) 611NHP	36 ″ 9 s 8 ″ 9 28 ″ 5	
472 117003 KQJW	— WoodScSr *F.B.Zaddart*97–01 1*Dk*	695 612 527					1900	W.F.Stone SanFrancisco	J.R.HanifyCo.	183·5	37·5	13·5	S.Frncisco Utd.States			
473 211623 LDGC	**Santa Catalina** SteelScSr ~~*F.P.Ross* –15~~ *Parrer* –17 *Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Ref.Mchy.* 3*rd dk*(*Stl*)*in No.1hold only* &*Web frames Longitudinal framing*	6381 5802 3857	✠100A1 *Shelter dk* *withfreeboard* 10,17 ~~7,16~~ ✠LMC8,16 *Fitted for oil fuel* 10,13	NYk	*z*	~~4,16~~ 12,17 12,17 *F.P.*	1913 10mo	W Cramp& SonsS&EBCo Philadelphia A&CP	Atlantic&Pacific S.S.Co.(W.R. Grace&Co.*Mgrs.*) 150°F.	404·6 *WB*=*Cell*	53·9 *DBa*131′*uE*&*B*49′*f*	34·2	NewYork Utd.States 7*BHCem* 166′1264*tDT*	Q.4Cy 25½″37″52½″&76″–54″ 223lb ~~100lb~~ (*s*) 611NHP 3SB,*12cf*,GS214,HS8446 FI W.Cramp&SnsS&EBCPhl *f*27′1065*tFPT*78*tAPT*20*t*	36 ″ 9 s 8 ″ 9 28 ″ 5	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement. etc. / Capitaine. / Visites Périodiques.	3 Ex-nom, s'il y a lieu. / Nombres des Ponts.	4 Tonnage Officiel. Total. / Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Dounne. Superstructures, &c. Longueur. / Largeur. / Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	
474 211722 LDGW	**Santa Cecilia** *P.T.Anderson* 10 *Worker* 17 *Elec.light* 2 *Dks(Stl)* & *Shelter dk(Stl)* *Ref.Mchy.* 3rd *dk(Stl)* in No. 1 hold only —& *Web frames Longitudinal framing* Wireless *H.O.Forward* -18 *ss* Bal.No 1-18	SteelScSr	6462 5802 3836	✠100A1 *Shelter dk* *withfreeboard* 3,18 4,18 *Fitted for oil*	NYk Bal LMC 12,15 3,18 *fuel*	*z*	4,16 3,18 11,13 *F.*	1913 11mo	W Cramp & Sons S&EBCo Philadelphia A&CP *P. abo ve 150° F.*	The Nafra Co. Inc *WB = Cell*	404·6 | 53·9 | 34·2 *DBa 131' uE & B 49' f*	New York Utd. States FK *7 BHCem*	Q 4Cy 25½" , 37" , 52½" & 76" – 54" 223lb 100lb (s) 611 NHP W. Cramp & Sns S&EBC Phl *f 27' 1065t FPT 78t APT 20t*	36 " 9 s 8 " 9 28 " 5	
475 211480 LDCQ	**Santa Clara** *Williamson* *Anderson* –17 *Elec.light* 2 *Dks(Stl)* & *Shelter dk(Stl)* *Ref.Mchy.* 3rd *dk(Stl)* in No. 1 hold only — & *Web frames Longitudinal framing* Wireless	SteelScSr	6310 5802 4026	✠100A1 *Shelter dk* *withfreeboard* 8,17 10,16 *Fitted for oil*	NYk LMC 8,15 *fuel*	*z*	8,16 8,17 8,13	1913 8mo	W. Cramp & Sons S&EBCo Philadelphia A&CP *F.P. a bove 1 50° F.*	Atlantic & Pacific S.S.Co. (W.R. Grace & Co. *Mgrs.*) *WB = Cell*	404·6 | 53·9 | 34·2 *DBa 131' uE & B 49' f*	New York Utd. States FK *7 BHCem*	Q 4Cy 25½" , 37" , 52½" & 76" – 54" 223lb 100lb (s) 611 NHP W. Cramp & Sns S&EBC Phl *f 27' 1065t FPT 78t APT 20t*	36 " 9 s 8 " 9 28 " 5	
476 — *J.Ramm* –14 *Elec.light*		SteelScSr 2 *Dks* & *Shelter dk*	5485 5003 3397					1914	Act. Ges. "Weser" Bremen	Hamburg-Süd-Amerik. Dampf-schifffahrts Ges. *WB*	401·9 | 54·9 | 28·1 B45' 36·2	Hamburg German	T. 3Cy. 28" , 44" & 72⅞" – 53 1/16" 382 NHP A.G. "Weser," Bremen		
477 212712 LDVB	— *Lee* (ex Savan) Wireless	SteelScSr *ss* Shl. No. 3–2,09 *ss* NYk. No. 1–13 1 *Dk(Stl)* & *Spar dk(Stl)* & *deep framing*	2584 2332 1668	✠100A1 *Spar dk* 12,16 LMC MS 12,16 BS 15,16	NYk	*l*	8,15 8,18	1896 10mo	J Readhead & Sons South Shields A&CP *WB = Cell DBa 98'*	American & Cuban S.S. Line Inc. *uE & B 42' f 126' 587t*	312·6 | 41·2 | 14·9 P65' B90' F38' 23·2 FK *5 BHCem APT 10t*	New York Utd. States 150lb 80lb 260 NHP 1SB, *3cf*, GS 72, HS 3001 FD J. Readhead & Sons, S. Shl.	T. 3Cy 25" 40" & 65" – 42" (r) s 4 " 0 21 " 11	25 " 7
478 — 213389	*S.E.Talbot*	SteelPad	2282 — 1308					1915	Southern Pacific Co. Oakland, Cal.	Central Pacific Railway Co.	273·0 | 42·3 | 15·3	S. Frncisco Utd. States			
479 RNTB	**Santa Cruz** *A.Recknagel* 09–11 *Elec.light* Sub.Sig. Wireless	SteelScSr 2 *Dks*	5824 4522 3718					1905	Swan, Hunter & Wigham Richardson, Ld Newcastle	Hamburg Süd-Amerik. Dampf-schifffahrts Ges. *WB*	391·9 | 50·2 | 28·3 P38' B239' F50'	Hamburg German	T. 3Cy. 25½" , 43" & 74" – 48" 380 NHP Wllsnd Slpwy. Co. Ld. Nwc.		G
480 210888 LCSM	— *R.Lobez* 16 *Elec.light* Wireless	SteelScSr *ss* SFo. No. 1–17 2 *Dks(Stl)* & *Web frames Longitudinal framing*	5081 4006 3284	✠100A1 10,17 6,16 LMC 6,17	Sea Cal	*x*	N 6,16	1913 2mo	W Cramp & Sons S&EBCo Philadelphia A&CP *W B = Cell D B a 130'*	Atlantic & Pacific S.S.Co. (W.R. Grace & Co. *Mgrs.*) *u E & B 46' f 160' 988t*	384·0 | 50·2 | 26·6 P31' B122' F40' FK *7 BHCem APT 31t*	New York Utd. States 180lb 100lb 481 NHP 3SB, *9cf*, GS 159, HS 6813 FD W. Cramp & Sns S&EBC Phl	T. 8Cy. 26" , 43½" & 72" – 51" (s)	28 " 6
481 MCDW	— *N.Thorsen* *Elec.light*	SteelScSr 1 *Dk* & *Spar dk*	1475 1325 930					1904	Fredrkstad Mek. Værks. Fredrikstad	Dpskakties. Otto Thoresens Linie (O. Thoresen, *Mgr.*) *WB*	237·7 | 35·1 | 19·6 B77t H54t	Chrstiania Norwegian Swansea	T. 3Cy. 17" , 30" & 49" – 33" 138 NHP Fredrikstad M.V. Frdstad.		N
482 135305 JDRN	— *J.S.Burnett* –16 *Well deck* *W.G.Drake* –17 *Elec.light*	SteelScSr *ss* Lon. No. 2–13 1 *Dk(Irn)* *Now named "Langland," See No. 58 in Supplement*	756 540 444	✠100A1 7,17 10,16 12,17 BS 4,16 LMC 7,17	Hul Sws	*k*	8,15 7,17	1906 6mo *Lloyd's*	Caledonian Eng. & S.B.Co. Preston *WB = Cell D*	Cook Shipping Co Ld. (F.W. Cook & Co., *Mgrs.*) *Ba 35' u E & B 35' f 86'*	194·1 | 30·2 | 11·4 Q92' B24' F19' FK *4 BHCem* *200t APT 32t*	London British Caledonian E. & S.B.Co. Prs.	T. 3Cy. 16" , 26" & 43" – 30" (s) 180lb 80lb 116 NHP 1SB, *3cf*, GS 50, HS 1902	13 " 9 s 1 " 1½ 12 " 10	
483 23563 JBWH	— *J.C.Downing* (*Salvage Vessel*) Wireless	WoodScSr 2 *Dks*	511 254 361					1868	J. Ringat San Francisco	Puget Sound Salvage Co.	133·0 | 31·2 | 10·4	Seattle Utd. States	C. 2Cy. 18" & 34" – 28" 51 NHP Risdon Irn Wrks, S. Frncsco		
484	— *L.de Souza* (*ex* Silverio Nery, *ex* Krageröe, *ex* Fredrikstad)	IronScSr 1 *Dk*	111 77 62					1867	..... Bergen	Armindo & Texeira	109·2 | 16·1 | 8·9 Q11t H23t	Manaos Brazilian	C. 2Cy. 11½" & 19½" – 17⅜" 13 NHP Bergen		
485 RPTD	**Santa Elena** *N.Meyer* 91–11 *Elec.light* Sub.Sig. Wireless	SteelSc 2 *Dks*	7415 5650 4732					1907	Blohm & Voss Hamburg	Hamburg-Süd-Amerik. Dampf-schifffahrts Ges. *WB*	430·9 | 54·8 | 29·2 P&B 349' F50'	Hamburg German	Q. 4Cy. 24½" , 35½" , 48¾" & 72½" – 53" 385 NHP Blohm & Voss, Hamburg		G
486 JPSO	**Santa Eugenia** *Martinez* (*ex* Ely Rise) *Well deck*	IronScSr *ss* Npt. 2nd No. 3–7,99 *ss* Trn. No. 1–03 1 *Dk(Irn)* 2 *trB*	1146 735 698	✠ 11,08 NB 7,98 ✠	Cff	*n*		1877 12mo	Short Bros. Sunderland	Cia. Gallega de Nav (M. Fernandez & Co. Soc. en Com.) *WB*	225·0 | 31·5 | 17·8 Q88' B42' F28' BK 8" *= DBa 67' f 86' 230t*	Vigo Spanish	C. 2Cy. 24½" & 50" – 36" NDB 89 111 NHP 2SB, *4pf*, GS 60, HS 1700 G. Clark, Sunderland	19 " 0	V
487 RMKG	**Santa Fé** *A.Schulz* Sub.Sig. (**Seized at Antwerp**) *Elec.light* Wireless	SteelScSr 1 *Dk* & *Spar dk* 2 *trB*	5342 4127 3395					1901	C.S.Swan & Hunter, Ld. Newcastle	Hamburg-Süd-Amerik. Dampf-schifffahrts Ges. *WB*	388·5 | 47·8 | 18·8 P37' B238' F48' 27·2	Hamburg German	T. 3Cy. 25½" , 43" & 74" – 48" 379 NHP Wllsnd Slipwy. Co. Ld. Nwc		
488 JPSM	**Santa Florentina** *R.Garcia* 08–12 *Well deck* *Ortuzar* –17	SteelScSr *ss* Shl. No. 3–6,14 1 *Dk(Stl)* 2 *trB*	*1553* *1220* *982*	✠100A1 10,17 10,16 BS 10,16 LMC 7,15 BS 4,17 10,17	Shl Bbo	*p*	8,15 10,17	1901 11mo *Lloyd's*	Grnge'mth & Greenock Dockyard Co. Grngemouth *SA&CP*	Cia Naviera Eusk. (V. Zugadi & Co., *Mgrs.*) *WB = Cell D Ba 56'*	245·3 | 36·2 | 16·6 Q87' B62' F27' FK *u E & B 36' f 102' 375t*	Carthagna Spanish *4 BHCem APT 40t*	T. 3Cy. 18" , 30" & 50" – 33" (s) 180lb 90lb 151 NHP 1SB, *3cf*, GS 61, HS 2251 Cooper & Greig, Dundee	18 " 8 s 1 " 9½ 17 " 2	
489	**Santa Inés** *N.Bohn* –14 *Elec.light*	SteelScSr 3 *Dks*	5199 4855 3224					1914	Bremer Vulcan Vegesack	Hamburg-Süd-Amerik. Dampf-schifffahrts Ges. *WB*	401·9 | 55·0 | 27·8	Hamburg German	T. 3Cy. 27½" , 45⅜" & 74" – 49½" 380 NHP Bremer Vulkan, Vegesack		G
490	**Santa Isabel** *J.Comellas* 15–16 *Elec.light* *Ref.Mchy.*	SteelTwinScSr 1 *Dk* & *Awng dk(Stl–teak s)* 2nd *dk(Stl) in holds Cruiser Stern*	2488 2052 1184	✠100A1 *Awng dk* *withfreeboard* 10,16 LMC 10,16	Cdz	*s*		1916 2mo *Lloyd's*	Soc. Española de Const. Naval Cadiz *SA&CP*	Cia. Trasatlantica *Cell D B 213·2*	291·2 | 40·0 | 26·5 F45' FK *52t D Ta 12'2t FPT*	Barcelona Spanish *8 BHCem* *14t APT 29t*	4 Steam Turbines geared to 2 screw shafts (s) 180lb 180lb 2SB, *6cf*, GS 108, HS 4480 FD Soc Esp. de Cnst Nav, Ferrrol	27 " 6 s 9 " 1 18 " 10	
491 135587 JFTC	— *D.McAlpine* –15 *Elec.light*	SteelScSr 1 *Dk(Stl)*	2023 1848 1211	✠100A1 7,17 2,16 3,18 LMC 6,14	Sou Npt Cff	*s*	2,16	1914 6mo	Dunlop Bremner & Co. Ld. Pt. Glasgow *Lloyd's* *SA&CP* *W B = Cell D Ba 85' u*	Santa Clara S.S.Co. Ld. (Thos. Royden & Sons, *Mgrs.*) *BH in fore hold dispensed with E 15' f 121' 529t FPT*	290.7 | 42·2 | 19·4 P22' B73' F86' *Intermediate* FK *A B H only 79t APT 61t*	Liverpool British *Cem* Dunlop, Bremner & Co. Ld. Pt. Glasgow	T. 3Cy. 21" , 35" & 57" – 36" (s) 180lb 100lb 236 NHP 2SB, *6cf*, GS 94, HS 3990	21 " 7 s 3 " 1½ 18 " 9	
492 RPMC	**Santa Lucia** *W.Suxdorf* *Elec.light*	SteelScSr 2 *Dks*	4238 3121 2701	*Now named "Joazeiro," See No. 20 in Supplement*				1907	J.C. Tecklenborg A.G. Geestemünde	Hamburg-Süd-Amerik. Dampf-schifffahrts Ges. *WB*	350·2 | 47·2 | 23·4 P38' B207' F47'	Hamburg German	T. 3Cy. 20½" , 35" & 57" – 41⅜" 208 NHP J.C. Tecklenborg A.G. Gst.		G
493 87 SFKD	— *S.Lubrano Lavadera* –12 *Elec.light*	SteelScSr 1 *Dk*	452 346 142					1912	Cant. Nav. Riuniti Ancona	Cia. Napoletana di Nav. a Vap.	179·2 | 26·0 | 12·7	Naples Italian	T 3Cy 15¾" , 24 7/16" & 37⅜" – 19½" 62 NHP Cant. Nav. Riuniti, Ancona		I
494 13750 JMSK	**Santa Margherita** *R.N.Smardon* –16 *Longitudinal framing*	SteelTwinSc *Oil Eng.* 2 *Dks*	7499 6784 4364					1916	Vickers, Ld Barrow	Thomas Royden	440·0 | 54·3 | 36·4	Liverpool British	Oil Engines 4S C.S.A. 16Cy 20¾" – 33" 495 NHP Vickers, Ld. Barrrow		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys.	3 Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years assigned / now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines.	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L. R. Date of last Trade Cert.
495	**Santa Maria**	**SteelSc**	7401					1907	Flensburg Schiffsb.Ges. Flensburg	**Hamburg-Süd-Amerik.Dampfschifffahrts Ges.**	426·1	55·3	29·5	**Hamburg** German	Q.4Cy.23½″,33¾″ 49¼″&72″–54″ NB12 381NHP		G
	H.Toosbuy 00–07		5583								P&B349′F49′			*WB*			
RPTG	*Elec.light* Sub.Sig. Wireless	*2Dks*	4752												FlensburgerSchiffsb.Ges.		
496	—	**SteelSc4MstSr**	5318	✠100A1	SFo	*z*	1,16	1902	American S.B.Co. Cleveland,O. A&CP	**UnitedS.S.Co.** TheSunCo. *WB*= *CellD*	430·0	43·7	29·4	~~**NewYork**~~ Phildlphia. Utd.States	T.3Cy.27″,42½″&73″–48″ (*s*) 180lb *115lb* 14*BHCem* 4SB,*8cf*,GS148,HS6898 FD	33 ″ 0	
93224	*Curtis* –14	*ssN.Ns.No.3–8,06*	4922	5,17 ~~1,17~~ LMC	NNs			7mo	S.B.Co.		B90′F33′		FK				
KRJH	(*ex*Minnetonka)	*ssS.Fo.No.2–14*	3346	MS1,14 BS1,17					Cleveland,O.								
	Elec.light	*2Dks(Stl)3trB*		*Carrying Petroleum in bulk Fitted for oil fuel 8,06 F.P. above 150°F.*						*Ba104′uE&B78′2*	*96t f172′1338t FPT*			*176t APT75t*	American S.B.Co.Clevelnd		
497	—	**IronScSr**	*1054*	✠	Nwc	Lv		1871	A.Leslie & Co. Newcastle	**Barcellos&Moura**	249·2	29·3	16·9	**R.Janeiro** Brazilian	C.2Cy.27″&52″–36″ 135NHP		
	L.J.Ramos	*2Dks*	*967*	4,71				2mo			H87*t*			*4BH1PBH*	R.Stephenson&Co.,Nwc		
	(*ex*Caminha,*ex*Calderon,*ex*Arlindo)		*660*														
498	—	**SteelScSr**	309					1883	J.Elder& Co. Glasgow	**~~TheAllRedLine, Ltd~~** UnionS.S.Co.of BritishColumbiaLd	154·0	22·0	12·4	**Vancvr,BC** British	C.2Cy.18″&36″–21″ NB01 80RHP		
87034	*S.G.Mortimer* –16	(*ex*Yach	*Now named "Chilco," See No. 83 in Supplement*												J.Elder&Co.Glasgow		
HBTF	*Elec.light*	*1Dk*	197														
499	—	**SteelScSr**	*195*	✠ —— 5,15	PGl			1910	Murdoch & Murray Pt.Glasgow	**A.F.Cabral**	120·0	26·0	6·7	**Para** Brazilian	C.2Cy.14″&29″–20″ 51NHP	7 ″ 0	
	F.Togan –10		*139*					9mo			F19′		FK	*6BHCem*	1SB,*2pf*,GS34,HS1048		
	Elec.light	*1Dk(Teak)&Prom.dk(Teak)*	*132*	*For River purposes only* ✠											Ross&Duncan,Glasgow		
500	**Santa Marta**	**SteelScSr**	5013					1909	Workman, Clark&Co.Ld Belfast	**SantaMartaS.S. Corp. (United FruitCo.Line)**	378·8	50·3	29·1	**NewYork** Utd.States	T.3Cy.27″,45″&75″–54″ 418NHP		C
212651	*W.Davison* –13	Wireless Sub.Sig.	3903								B160′F44′			*WB*	Wrkman,Clark&Co.Ld.Bel		
LDSM	*Elec.light Ref.Mchy.*	*2Dks&2ptDks*	3126														
501	**Santa Monica**	**WoodScSr**	497					1902	W.F.Stone S.Francisco	**J.R.HanifyCo.**	166·0	34·0	12·0	**S.Frncisco** Utd.States			
117115	*L.E.Olsen* 00–02		452														
KRLT		*1Dk*	318												FultonE.&S.B.Wrks.S.Fo.		
502	**Santa Paula**	**SteelScSr**	6300	100A1 *Shelter dk*				1917	WCramp& SonsS&EBCo Philadelphia	**GraceSteamship Company (W.R. Grace&Co.** *Mgrs.*)	404·5	53·7	36·7	**NewYork** Utd.States	Q.4Cy25½″37″52½″&76″–54″	36 ″ 9	
	For full particulars See No. 5 in Supplement										F32′					s 8 ″ 9	
	Elec.light			(*Class Contemplated*)												28 ″ 5	
															WCramp&SonsS&EBCPhl		
503	**Santa Rita**	**SteelScSr**	5650					1905	Reiherst'g Schiffsw. Hamburg	**Hamburg-Süd-Amerik.Dampfschifffahrts Ges.**	392·0	50·2	28·0	**Hamburg** German	T.3Cy25$\frac{3}{16}$″,45$\frac{1}{16}$″&72$\frac{13}{16}$″–48″ 367NHP		G
	C.G.Toosbuy 95–12		4344								P36′B239′F50′			*WB*	Reiherst.Maschinenf.Ham.		
RNWC	*Elec.light*	*2Dks&deep framing*	3602														
	Wireless Sub.Sig.																
504	—	**SteelSc4MstSr**	5273	✠100A1 4.17	NNs	*z*	4,16	1902	American S.B.Co. Cleveland A&CP	**SunCo.**	430·0	43·7	29·4	**Phildlphia** Utd.States	T.3Cy.27″,42½″&73″–48″ (*s*) 170lb *115lb* 14*BHCem* 4SB,*8cf*,GS148,HS6898 FD	33 ″ 0	
93255	*A.R.Nelson* –17	*ssN.Ns.No.3–10,06*	4925	BS8,16 ✠LMC11,14				10mo			B90′F33′		FK				
KRPL	(*ex*Minnewaska)	*ssNNs.No.2–15*	3862	*Carrying Petroleum in bulk Fitted for oil fuel 10,06 F.P. above 150°F.*						*WB= CellDBuE&*	*b78′296t*			14*BHCem*	AmericanS.B.Co.Clevelnd.		
	Elec.light	*2Dks(Stl)3trB*															
505	—	**SteelScSr**	1600					1912	Union Iron Works San Francisco	**W.R.Grace&Co.**	234·5	42·7	14·5	**S.Frncisco** Utd.States	T.3Cy.19″,31″&50″–40″ 158NH		R
210894		Wireless	1335														
LCSP	(*ex*WilliamChatham)	*1Dk*	915												UnionIronWorks		
	Mchy.Aft Elec.light																
506	**Santa Rosa**	**SteelScSr**	6415	100A1 *Shelter dk*				1917	WCramp& SonsS&EBCo Philadelphia	**GraceSteamship Company (W.R. Grace&Co.** *Mgrs.*)	404·6	53·9	36·7	**NewYork** Utd.States	Q4Cy25½″,37″,52½″&76″–54″	36 ″ 9	
214725	*For full particulars See No.21 in Supplement*										F32′					s 8 ″ 9	
LGRB	*Elec.light*		3918	(*Class Contemplated*)												28 ″ 5	
															W.Cramp&SnsS&EBCPhl		
507	–	**SteelScSr**	3797					1912	Flensburger Schiffsb.Ges. Flensburg	**Hamburg-Süd-Amerik.Dampfschifffahrts Ges.**	351·0	50·2	23·7	**Hamburg** German	T.3Cy.22″,36$\frac{3}{8}$″&59$\frac{1}{2}$″–40$\frac{1}{2}$″ 220NHP		G
	E.Schöning		*Now named "Iguassú," See No.13 in Supplement*								P24′B222′F42′			*WB*	FlensburgerSchiffsb.Ges.		
RSGJ	*Elec.light*	*2Dks*	2355														
508	—	**SteelTwinScSr**	414					1883	..... Glasgow	**Flli.Chiappe**	175·0	28·0	11·0	**Callao** Peruvian	C. NB07		
	J.Robles																
	Elec.light (*ex*Talca)	*2Dks*	333														
509	**SantaRosaIsland**	**WoodAuxScSr**	140					1903	..... Wilmington, Cal.	**Vail&Vickers**	87·0	26·0	8·9	**Ls Angeles** Utd.States	Petrol Motor		
117627	*A.Smith* –08	*PetrolMotor*	—														
	(*See Sailing Ship Register*)	*1Dk*	104														
510	**Santa Rosalia**	**SteelScSr**	5409	✠100A1	NNs	*z*	~~10,15~~ 12,17	1911	W.Hamilton&Co.Ld. Pt.Glasgow Lloyd's A&CP	**United StatesSteel ProductsCo.** *WB= Cell DBa129′uE21′ Intermediate'tween dk bulkhd in after hold dispensed with WB= CellDBa104′uE&B78′2*	406·0	52·6	27·7	**NewYork** Utd.States	T.3Cy.27″,44″&73″–48″ (*s*) 180lb *100lb* 6*BHCem* 2SB,*8cf*,GS156,HS6697 FD	30 ″ 3	
212569	*E.Jones* –14	*ssN.Yk.No.1–15*	4970	11,17 ~~3,17~~ ✠LMC	Nyk			10mo			P36′B120′F45′		FK			s 6 ″ 1	
LDPN	*Elec.light*	*2Dks(Stl)&Web frames*	3488	MS7,15 BS~~10,15~~ 12,17							*f176′1093t DTa36′*			*958t APT39t*	J.G.Kincaid&Co.Ld.Grk.	24 ″ 7	
	Wireless	*Longitudinal framing*												*spensed with*			
511	**Santa Theresa**	**SteelSc**	3739					1910	Bremer Vulkan Vegesack	**Hamburg-Süd-Amerik.Dampfschifffahrts Ges.**	351·0	50·2	23·8	**Hamburg** German	T3Cy22$\frac{3}{16}$″,36$\frac{3}{8}$″&58$\frac{13}{32}$″–41$\frac{3}{8}$″ 228NHP		G
	Th.Dreyer 11–11		3354								P24′B224′F40′						
RQNP	*Elec.light Mchy Aft*	*2Dks*	2310												BremerVulkan,Vegesack		
512	—	**SteelScSr**	2016	✠100A1	Npt	*s*	~~12,15~~ 3,18	1914	Dunlop, Bremner& Co.Ld. Pt.Glasgow Lloyd's A&CP	**SantaClaraS.S.Co. Ld. (Thos.Royden &Sons,** *Mgrs.*) *BH in forehold dispensed with WB= Cell*	290·7	42·2	19·4	**Liverpool** British	T.3Cy.21″,35″&57″–36″ (*s*) 180lb *100lb* 2SB.*6cf*,GS94,HS3990	21 ″ 7	
135578	*H.T.White* –17		1848	~~3,17 12,15~~ ✠LMC5,14				5mo			P22′B73′F36′		FK	*Cem*		s 3 ″ 1½	
JFMG	*Elec.light*	*1Dk(Stl)*	1208	3,18	Clf						*Intermediate*			*4BHonly*	Dunlop,Bremner&Co.Ld.	18 ″ 9	
											DBa85′uE15′f121′			*529t FPT79t*	*APT61t* Pt.Gls.		
513	**Santaren**	**SteelScSr**	4256	✠100A1	Clf	*x*	2,16	1912	J.Readhead&Sns,Ld South Shields Lloyd's A&CP	**Scrutton,Sons&Co** *WB= Cell DBa*	370·3	50·3	25·8	**London** British	T.3Cy.28″,46″&75″–48″ (*r*) 180lb *100lb* 2SB,*8cf*,GS136,HS6730 FD	28 ″ 2	
132654	*T.Chapman* –13		3872	11,14 ✠LMC1,12				1mo			P83′B132′F38′		FK	*6BHCem*		s 4 ″ 9½	
HVDF		*2Dks(Udk Irn–2nddk Stl)*	2690								*110′uE&B43′f162*			*890t APT31t*	J.Readhead&Sons,Ld.SShl	23 ″ 10	
514	**Santeramo**	**SteelScSr**	3045					1904	Richards'n Duck&Co. Stockton	**GulfLine,Ld.**	346·0	45·0	24·1	**Liverpool** British	T.3Cy.25″,42″&68″–45″ 310NHP		C
118075	*R.H.Leaman* –14	(*ex*Arranmore)	2875								P32′B108′F36′			*WB*	Blair&Co.Ld.Stockton		
VNLG	*Elec.light*	*1Dk2trB*	1934														
515	**Santhia**	**SteelScSr**	5192	✠	Dmb	*z*		1901	W.Denny &Bros. Dumbarton	**BritishIndiaStm. Nav.Co.Ld.**	411·0	50·7	29·1	**Glasgow** British	T.3Cy.26½″,42″&66½″–51″ 383NHP	32 ″ 0	
113988	*J.W.Robertson* –12		4897	11,01 ✠				11mo			B90′F57′		FK	*6BHCem*	2SB,*6cf*,GS122,HS5391 FD		
STWC	*Elec.light*	*2Dks(Stl–Uteaks)3trB &Web frames*	3353							*WB= CellDBa*	*123′uE&B50′f188′*			*1118t D Tf*	Denny&Co.Dumbarton 30′917t *FPT207t APT117t*		

Numéro d'Ordre / Numéro Officiel / Signaux	2 Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expir. Lettre d'Avertissement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L.R.
516 212909 LFCV	**Santiago** Steel Sc Sr *L.Tanning* (*ex* Tabaristan) *Elec.light* Wireless 1 *Dk & Spar dk*	3490 3041 2210			...		1906	W.Hamilton & Co. Ltd. Pt. Glasgow	New York & Cuba Mail S.S.Co.	358·0 | 44·9 | 16·3 P25′B86′F41′ 24·3 FK	New York Utd. States *WB*	T.3Cy.25″,41″&67″–45″ FD 364 NHP D.Rowan & Co. Glasgow	26 ″ 10	R
517 115862 JTKB	— Iron Sc Sr *Eckerman* 3 *Dks*	2359 1695 1696					1879	J.Roach & Son Chester, Pa.	Mallory S.S.Co.	269·0 | 39·1 | 22·4	New York Utd. States	C.2Cy.38″&68″–54″ NB00 283 NHP J.Roach & Son, Chester, Pa.		
518 MBFJ	— Steel Sc Sr *J.G.Jacobsen* *Elec.light* 1 *Dk & Spar dk*	1383 1262 881					1903	Fredrkstad Mek. Værks. Fredrikstad	Dpskakties. Otto Thoresens Linie (*O.Thoresen, Mgr*)	231·7 | 34·2 | 19·9 B59*t* H60*t*	Chrstiania Norwegian *WB*	T.3Cy.17″,30″&49′–33″ 138 NHP Fredrikstad M.V.Frdstad.		N
519	— Steel Sc K *ss* Hul.No.2–14 (*ex* Franklin) 1 *Dk*	275 246 103	✠100A1 *Stm Trawler* 4,16 ✠LMC4,16	Npt		4,16	1905 11mo	Cook, Welt'n & Gemmell Beverley *Lloyd's SA&CP*		131·8 | 22·2 | 12·0 Q72′ BK 8″	Russian *4 BHCem*	T.3Cy.12¾″,22″&36″–24″ (*s*) 200 lb 75 NHP 1 SB,*2cf*, GS36, HS1211 C.D.Holmes & Co. Ld. Hull	12 ″ 10	
520	**Santiago De Cuba** Steel Sc Sr *N.Gonzalez* 16–12 *Elec.light* 2 *Dks*	*1493* *1373* *923*					1906	Scott of Kinghorn, Ld Kinghorn	S.A.Empresa Naviera de Cuba	235·0 | 35·1 | 22·7	Havana Cuban *WB*	T.3Cy.19″,31″&51″–36″ 156 NHP Scott of Kinghorn, Ld. Kgn.		C
521 JPTB	**Santiago Lopez** Steel Sc Sr *R.Sauchez* –16 *ss* Bcl.No.3–5,16 (*ex* Oceanic) 1 *Dk* (*pt Irng pt Stl*) *& deep framing*	*2218* *2068* *1400*	✠100A1 3,17 ✠LMC MS9,15 BS5,11 12,17	Bbo	*t*	5,16 12,17	1903 5mo	Irvine's S.B. & D.D.Co. Ld. W Hartlepool *Lloyd's SA&CP*	Cia. de Nav. Vasco-Asturiana *WB = Cell D Ba* 96′	300·0 | 45·1 | 18·1 P21′B182′F33′ FK *u E & B* 34′ *f* 126′ 668*t*	Aviles Spanish 5 *BHCem* *APT* 70*t*	T.3Cy.22″,35″&59″–39″ (*s*) 160 lb *90 lb* 223 NHP 2 SB,*6cf*, GS85, HS3431 Richardsons, Westgarth & Co. Ld. Hpl	20 ″ 6 · 2 · 3 18 ″ 7	
522	**Santiago Mumbrú** Steel Sc Sr *F.Arguelles* –17 *ss* Bcl.2nd No.3–5,16 (*ex* Enriqueta de Mallol, 1 *Dk* [illegible] *Well deck ex* Nautik) *Stl & Wood* [illegible]	1081 830 886	✠100A1 8,17 10,16 ✠LMC1,15	Bbo Bel	*n*	2,16 10,17	1897 6mo	Carmichael Maclean & Co. Glasgow	D.Mumbrú *Cell D Ba* [illegible]	225·8 | 34·1 | 14·0 Q81′B54′F27′ FK *u E* 71′ *f* 90′ 253*t* *FPT*	Barcelona Spanish 4 *BHCem* 31*t* *APT* 16*t*	T.3Cy.17″,27½″&44″–33″ (*a*) 160 lb *100 lb* NDB05 114 NHP 1 SB,*3pf*, GS61, HS1756 Hutson & Son, Glasgow	16 ″ 0	
523 214512 LGKB	**Santiam** Wood Sc 3 Mst Sr *A.Nelson* 1 *Dk*	946 — 543					1916	Hammond Lumber Co. Fairhvn, Cal.	Hammond Lumber Co. Inc.	209·8 | 42·0 | 14·0	S.Frncisco Utd. States	T.3Cy.13½″,22″&36″–24″ 64 NHP		R
524	**Santille** Steel Sc Sr *For full particulars See No. 17 in Supplement*	8371	100A1 (*Class Contem plated*)				1917	J Readhead & Sons, Ld. S.Shields		370·3 | 50·4 | 25·8 P83′B132′F38′	London British	T.3Cy.28″,46″&75″–48″ J.Readhead & Sons, Ld. S Shl		
525 214830 LGTS	**Santino** Wood Aux Twin Sc 5 Mst Sr *M.Howard* –17 *Oil Eng.* *Elec.light* *pt Salted* 1 *Dk 2 tr B* *Mchy. Aft* (*See Sailing Ship Register*)	~~2690~~ 2491 2195 2017	✠12A1 3,17 ✠LMC3,17	Sea	*s*	~~1917~~ 1916 11mo	~~1917~~ Gray's Harbour S.B.Co. Aberdeen, Wash. C.P.	~~G.Williams~~ Gaston, Williams & Wigmore S.S.Corp.	~~268·0 | 48·0 | 24·1~~ P30′F40′ 24·0 268·8 | 48·2 |	New York Utd. States	Oil Engine 2S.C.S.A. 8Cy.16½″–22″ DB–*110 lb* Puget Sound Iron & Steel Works, Tacoma	26 ″ 9	
526	**Santo Antão** Steel Sc Sr *J.Wahnon* –17 *ss* Ham.No.2–13 (*ex* Heimburg) 1 *Dk (Stl) w Spar dk* *Elec.light* Wireless (*Stl*) *& Web frames*	4196 3929 2674	✠100A1 *Spar dk* 5,14 ✠LMC~~7,16~~ 5,17 ~~BS8,17~~	Ham	*y*	~~5,14~~ 12,17	1905 2mo	Bremer Vulkan Vegesack *Lloyd's SA&CP*	Requisitioned by the Portuguese Government *WB = Cell D Ba* 108′ *u E* 26′ *f* 178	386·6 | 51·9 | 16·8 P48′B116′F42′ 24·8 FK&BK 2″	Lisbon Portuguese 6 *BHCem* 930*t* *FPT* 55*t*	Q4Cy22⅛″32⅞″ 48⅛″&70⅝″-49⅝″ 213 lb ~~221 lb~~ (*s*) 445 NHP 2 SB,*6cf*, GS129, HS5856 FD Bremer Vulkan, Vegesack	27 ″ 6	
527 8760 JRBD	**Santo Maru** Steel Sc Sr *Y.Kamoshita* *ss* H.Kg.No.1–03 (*ex* Diamante) 1 *Dk (Stl–ws) & Spar dk* *Elec.light* (*Stl*–teak s) *& Web frames*	1958 1729 1137	✠ *Spar dk* 12,06. ✠	Kob	*r*		1899 1mo	Hall, Russell & Co. Aberdeen	Nippon Yusen Kabushiki Kaisha *WB = Cell D B*	260·3 | 37·2 | 17·3 B62′F46′ 24·7 FK *a* 58′ *f* 64′ 249*t* *FPT*	Tokio Japanese 4 *BHCem* 60*t* *APT* 31*t*	T.3Cy.22″,35″&58″–39″ 257 NHP 2 SB,*6rf*, GS94, HS3600 FD Hall, Russell & Co. Abn.	25 ″ 8	
528 86 SGDC	**Santo Stefano** Iron Sc Sr *D.Lagana* (*ex* Conte Menabrea) 1 *Dk*	165 140 83	✠ 9,65	Cly			1865 8mo	J.G.Lawrie Glasgow	Soc. Anon. di Nav. Toscana (Flli. Orlando & Co. *Mgrs.*)	123·6 | 17·1 | 9·2 Q13*t* F9*t*	Leghorn Italian *4 BH Cmp* 73	C.2Cy.14″&28″–24″ NB93 32 NHP Pierano & Danovaro, Gen.		I
529 118 SGDF	**Santon** Steel Sc *E.Papaïl* –08 (*Tug*) (*ex* Atlas) 1 *Dk*	165 — 21					1908	Wrf.voorb. Rijkee & Co. Rotterdam	Impresa Geometra G.Fogliotti	103·4 | 21·0 | 10·9 B6′	Naples Italian *WB*	T3Cy.12⅝″,20⅜″&33½″–23½″ 52 NHP Alblasserdam. Msch. Fab.		V
530	**Santore** Steel Sc *Mchy. Aft* *Elec.light* *Longitudinal framing*	7352	100A1 (*Class Contem plated*)				1917	Bethlehem Steel Co. Sparro' Pt Md.	Ore Steamship Corporation	450·0 | 57·0 | 37·0 P88′F39′	New York Utd. States	T.3Cy.26½″,46″&76″–48″ Bethlehem Stl. Co. Sparr' Pt.		
531	**Santorio** Iron Sc Sr *G.Scopinich* –10	133 — 66					1888	Stablimnto Tecnico Trieste	Nuova Soc. Cittadina di Nav. a Vap.	126·3 | 17·0 | 9·3	Capo d'Istria Aust.-Hung.	C.2Cy.18″&32″–21″ 39 NHP Stabilimento Tecnico, Tri.		
532 ~~RDFQ~~	**Santos** Steel Sc Sr ~~*W.Schuver*~~ *Elec.light* Wireless 2 *Dks*	4855 3838 3114					1898	Reiherst'g Schiffsw. Hamburg	Requisitioned by the Brazilian Govt.	375·6 | 46·6 | 27·4 P&B259′F48′	~~Hamburg~~ ~~German~~ *WB* ~~Brazilian~~	Q.4Cy.21⅞″32″46½″&66″–51″ 311 NHP Reiherst. Maschinenf. Ham		G
533	— Iron Twin Sc Sr (*ex* Marumby, *ex* Halmstad) 1 *Dk & Awng da*	400 247 200					1882	Bergsunds M.V.Aktieb. Stockholm	Cia. Comercial Costa (G.Martinelli & Co. *Mgrs.*)	160·0 | 24·2 | 10·6 H18*t* F19′	R.Janeiro Brazilian	C.4Cy.19″&33″–21″ 83 NHP Bergsunds M.V.Aktb.Skm.		
534 116862 KNRW	**Santurce** Steel Sc Sr ~~*Zitrom*~~ *Halley* (*ex* S.T.Morgan) *ss* NYk No.1–14 *Elec.light* 2 *Dks* (*U–Stl*)	1836 1653 1122	✠100A1 5,17 ~~10,16~~ BB9,16 ✠LMC6,14	NYk		9,15	1898 12mo	Harlan & Hollingsworth Co. Wlmgtn, Del.	New York & Porto Rico S.S.Co.	255·0 | 41·0 | 21·2 B52′F27′ FK	New York Utd. States *4 BHCem*	T.3Cy.19¼″,33″&50″–36″ (*s*) 165 lb 186 NHP 2 SB,*6cf*, GS116, HS3320 Harlan & Hollingsworth Co. Wilmington, Del.	21 ″ 2	
535 1699 HLDR	**Sanuki Maru** Stl Twin Sc 4 Mst Sr *B.Tsuda* –15 *ss* Yka.No.3–7,09 *Elec.light* *ss* Yka.No.2–16 2 *Dks* (*Stl–U* teak s) *& deep framing*	5749 5352 3574	✠100A1 3,17 ~~BB8,17~~ ✠LMC~~7,16~~ 10,17	Yka	*a*†	P 11.15 S 3,17	1897 6mo	Napier, Shanks & Bell Glasgow *Lloyd's SA&CP*	Nippon Yusen Kabushiki Kaisha *WB = Cell D Ba* 148′ *& B* 65′ *f* 180′ 1149*t*	445·0 | 49·4 | 30·5 P36′B97′F55′ *u E* FK&BK 1½″ *D Ta* 25′ 460*t* *FPT*	Tokio Japanese 8 *BHCem* 88*t* *APT* 51*t*	T.6Cy.20″,33½″&56″–48″ (*s*) 200 lb 544 NHP 2D&2SB,*18cf*, GS306 HS9002 Dunsmuir & Jackson, Gls.	33 ″ 6 s 8 · 3½ 25 ″ 11	
536 13089 LMHS	**Sanyo Maru** Steel Sc Sr (*ex* Jacob Diederichsen) 1 *Dk & Spar dk*	998 897 722					1892	Howaldtswerke Kiel	T.Shimatani	212·0 | 29·4 | 17·6 B28′	Nishinomiya Japanese *WB*	T.3Cy.16⅛″,27⅞″&43⅜″–24⅛″ 93 NHP Howaldtswerke, Kiel		
537 9 QBCN	**Sanzan Maru** Steel 1 *Dk*	426 — 234					1910	..... Osaka	Minamimanshu Tetsudo Kabushiki Kaisha	165·2 | 29·7 | 10·3	Dairen Japanese	C.		

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years assigned now expired. Equipment Letter.	7* Date when tail shaft last secn.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Soc'ety's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Dates of Ch. of Trade Cert.
538	São Goncalo Steel Sc *J.Macedo* (*Tug*) 1 *Dk*	119 106 —					1900	Schiffsw(v. J.&Sch.)A.G. Hamburg	Hamburg-Süd-Amerik.Dampfschifffahrts Ges.	77·3	19·9	10·9	Rio Grande do Sul Brazilian	C.2Cy.12¾″&25″-18⅛″ 22NHP Schwft.(vJ&Sch)AG Ham		
539	São Leopoldo Steel Twin Sc Sr *Th.Klemme* (*Tug & Salvage Vessel*) *Elec.light*	230 200 30					1905	Dresdner Msch & Schff. Uebigau A.G. Dresden	Hamburg-Süd-Amerik.Dampfschifffahrts Ges.	116·9	22·0	11·8	Rio Grande do Sul Brazilian	C.4Cy.12¾″&22⅛″-13¾″ 60NHP Dresdner Msch.&Schiffsw. Uebigau Akt.Ges.		
540	Sao Luiz Steel Twin Sc *Elec.light* 1 *Dk & 2 Shade dks*	1082 831 640					1912	Boele&Pot Bolnes	Cia.Navegaçao do Amazonas	224·0	45·0	10·8	Para Brazilian *WB*	T.6Cy.14″,23″&37½″-16½″ 114NHP Boele&Pot,Bolnes		V
541	São Paulo Steel Sc Sr *H.Genenz* 11–12 RKNG *Elec.light* Wireless 1 *Dk & Spar dk & Web frames*	4724 3824 3065					1896	Blohm& Voss Hamburg	Hamburg-Süd-Amerik.Dampfschifffahrts Ges.	376·1	46·1	27·2 P&B226′F54′	Hamburg German *WB*	Q4Cy.21⅝″,31⅝″,44″&66″-48″ 302NHP Blohm&Voss,Hamburg		G
542	Sao Pedro Steel Sc Sr *F.C.Di Torres* *Elec.light* 1 *Dk (Stl-teak s) & Promenade dk*	227 *141* *122*	✠ *For River purposes only* 2,11 ✠	Gls			1911 2mo	Napier& Miller,Ld. Glasgow	Antonio Alves da Silva	125·0	25·1	6·7 FK	Para Brazilian *6 BHpt Cem pt Asp*	C.2Cy.15″&30″-22″ 60NHP 1SB.*2pf*,GS41,HS1272 Miller&Macfie,Ld.Gls.	7 ″ 0	
543	— Steel Twin Sc *J.Schnarndorf* (*Tug*)	125 110 46					1893	Schiffsw(v. J.&Sch.)A.G. Hamburg	Hamburg-Süd-Amerik.Dampfschifffahrts Ges.	85·0	19·0	9·7	Rio Grande do Sul Brazilian	C.4Cy.11″&20″-13″ NB97 22NHP Schwft.(vJ&Sch)AG.Ham		
544	Sao Salvador Steel Twin Sc *Elec.light* 1 *Dk & 2 Shade dks*	1082 831 640					1912	Jonker& Stans Hendrik Ido Ambacht	Cia.Navegaçao do Amazonas	224·0	45·0	10·8	Para Brazilian *WB*	T.6Cy.14″,23″&37½″-16½″ 114NHP Alblasserdam.Msch.Fab.		V
545 1227	Sapad Steel Sc K *J Koschenijakin* 11–13 (*Trawler*) (*ex* River Dart) 1 *Dk*	332 282 132			…		1908	Goole S.B. & Repg Co.Ld Goole	C.J.Spahde	141·0 Q81′F20′	24·1	12·6 BK7½″	Archangel Russian	T.3Cy.13″,22½″&37″-27″ 91NHP Earle's Co.Ld.Hull	13 ″ 6	
546 120819 HBSG	Sapele Steel Sc Sr *J.MacDonald* –17 *ss* Liv.No.2–13 *Elec.light* 1 *Dk (Stl) & lower dk (Stl) in Nos.* 1,2,*&*4 *holds, lower beams & Web frames in No.3 hold & Shelter dk (Stl–ws)* *Ref.Mchy.* *Tonnage opening closed 1917*	~~3152~~ ~~2764~~ ~~1968~~ 4366 2764 2786	✠100A1 *Shelter dk with freeboard* 4,16 BS2,17 ✠LMC4,15	Liv	*w*	3,15	1904 12mo	Palmers' Co.Ld. Newcastle *Lloyd's SA & CP*	British&African S.N.Co.Ld. (Elder,Dempster& Co.Ld. *Mgrs.*)	350·4 F45′ *Shade dk* 96 FK *WB = Cell D B a*	48·3	20·5 *6 B H Cem* 84′*u E & B* 40	Liverpool British 478NHP 3SB,*8rf*,GS157,HS6983 FD Palmers' Co.Ld.Newcastle	T.3Cy.25″,42″&70″-45″ (*s*) 200lb *f* 152′710*t F P T* 75*t A P T* 23*t*	~~23 ″ 4~~ ~~s 2 ″ 2~~ ~~21 ″ 5~~ 31 ″ 9 s 9 ″ 7 22 ″ 10	
547 JMSV	Saphir Steel Sc Sr *T.Egge* 1 *Dk*	1406 1248 841					1901	Laxevaags Msk.&Jrnskb Bergen	E.Lindöe	245·3 H118*t* F34*t*	36·3	16·9 *WB*	Haugesnd Norwegian	T.3Cy.17½″,29″&48″-33″ 132NHP LaxevaagsMsk.&Jrns.Bgn		N
548 MBSH	— Steel Twin Sc Sr *De Heerdt* 99–00 Sub.Sig	633 528 389					1897	Soc.J. Cockerill Hoboken	Soc.Anon.John Cockerill	213·2 Q64′H8′F30′	27·9	14·4 NB13	Ostend Belgian	T.6Cy.16½″,24½″&37½″-25½″ 139NHP Soc.John Cockerill,Seraing		V
549 85872	Sapphire Iron Sc 3 Mst Sr *N.MacKay* –16 *ss* Bwg.2nd No.3–1,08 *Mchy.Aft* ~~*ss Bwg.No.1 18*~~ *ss* Ayr No.2–17 1 *Dk (pt Irn)*	384 281 165	✠100A1 ~~12,15~~ 11,17 ~~BS12,15~~ ✠LMC7~~,13~~ 11,17	Bwg Ayr	*g*	~~N12,15~~ N11,17	1881 11mo	J.Fullerton &Co. Paisley *Lloyd's SA & CP*	W.Robertson	160·0 Q85′B7′F25′	23·2	10·9 BK6″ *WB = FPT* 33*t*	Glasgow British *3 B H Cem*	C.2Cy~~.20″&36″~~–24″ (*b*) ~~12″&33″~~ 70lb 56RHP 1SB,*2pf*,GS32,HS1036 W.King&Co.,Glasgow	11 ″ 7 s ″ 8 11 ″ 7	
550 139320 JQWB	— Steel Sc K *Elec.light* 1 *Dk*	~~390~~ 262 230 104	✠100A1 *Stm Trawler* 10,17 ✠LMC10,17 (~~*Class Contem plated*~~)	Hul			1917 4mo	Cochrane& Sons,Ld. Selby *Lloyd's SA & CP*	Kingston Steam Trawling Co.Ld.	~~121·6~~ Q70′F19′ 121·8	~~22·0~~ 22·6 BK7½″	~~12·3~~ 12·2 *4 B H Cem*	Hull British 76RHP 1SB,*3pf*,GS43,HS1250 C.D.Holmes&Co.Ld.Hull	T.3Cy.13″,21½″&35″-24″(*s*) 200lb	13 ″ 0	
551 109431	— Steel Pad	223 194 97					1898	J.Jones& Sons,Ld. Liverpool	New Liverpool, Eastham Ferry& Hotel Co.Ld. (E.J. Hannaford, *Mgr.*)	140·0 F52*t*	24·1	8·1	Liverpool British	C.2Cy.21″&39″-42″ 65RHP J.Jones&Sons,Ld. Liverpl.		
552 118161	— Steel Sc K *J.Craig* –07 1 *Dk*	156 146 63			…		1903	Hall,Russell&Co.Ld. Aberdeen	Davidson,Craig& Wood	103·1	21·1	11·0 BK7½″	Aberdeen British	T.3Cy.11½″,18″&31″-21″ 60RHP Hall,Russell&Co.Ld.Abn.	11 ″ 7	
553 111305 RMWK	Sappho Steel Sc Sr (Detained at Hamburg) *W.Jenkins* –14 *ss* Cff.No.3–8,12 1 *Dk (Stl) & deep framing & pt Awng dk (Stl)*	1275 935 806	✠100A1 *pt Awng dk with freeboard* 4,14 MS1,13 ✠LMC B611,15	Ant	*n*	4,14	1900 2mo	Ramage& Ferguson,Ld. Leith *Lloyd's SA & CP*	Bristol Steam Nav. Co.Ld. *WB = Cell D B a* 50′*u E &*	230·1 Q79′ *pt Awng dk* 151′ FK B35′*f* 90′ 288*t F P T*	33·1	15·1 *4 B H Cem* 27*t A P T* 17*t*	Bristol British 160lb *80lb* 120NHP 1SB,*3rf*,GS68,HS1855 Ramage&Fergusn,Ld.Lth.	T.3Cy.18″,27½″&45″-33″ (*s*)	17 ″ 5 s 7 ″ 5 17 ″ 3	
554 93754 KPNQ	— Iron Sc Sr *R.Upton*	532 433 328					1887 10mo	Scott&Co. Greenock	Straits S.S.Co.Ld.	190·0 P31′ F26′	30·6	11·6	Singapore British	C.2Cy.19½″&38″-30″ 90RHP Scott&Co.,Greenock		
555 116098 KDJF	— Wood Sc 1 *Dk*	276 193 138					1886	N England S.B.Co. Bath,Me.	Maine Central R.R. Co.	149·8	28·8	9·5	Prtlnd.Me. Utd.States	T.3Cy.15″,24″&37½″-30″ 77NHP		
556 1690 HLDC	Sapporo Maru Iron Sc 3 Mst Sr (*ex* Vulcan. *ex* Ville de Santos) 2 *Dks 3 tr B*	1569 — 991					1873	Forges&C. de la Médit. La Seyne	Inugami Goshi Kaisha	279·1	31·1	22·5	Hakodate Japanese	C.2Cy.30⅜″&63″-33″ 190NHP Forges&C.de la Médit.Msl.		
557 7087 JMSL	Sapporo Maru No. 3 Steel Sc Sr *ss* Hpl.No.3–3,01 (*ex* Toba Maru,*ex* Taurus) *Well deck* 1 *Dk (Stl) & Web frames*	2160 1605 1556	✠ 1,04 ✠	Cff	*r*		1891 2mo	W.Gray& Co.Ld. W Hartlepool	Inugami Goshi Kaisha	278·8 Q113′B103′F31′ *WB*	37·3	18·7 pt ND01 FK = *Cell D B a* 116′*f* 96′	Tokio Japanese *4 B H Cem* 421*t A P T* 33*t*	T.3Cy.21½″,34″&57″-39″ NDB01 207NHP 2SB,*6rf*,GS82,HS3180 Cen.Mar.Eng.Wrks.W Hpl.	21 ″ 2	
558 JMSL	Sapucaia Steel Twin Sc Sr *Hawkins* 96–96 1 *Dk & pt Shade dk*	*398* *374* *270*			…		1896	A.Rodger &Co. Pt.Glasgow	Amazon River Stm. Nav.Co.(1911) Ld.	170·6 F22′	28·1	10·2 FK	Para Brazilian	T.6Cy.9″,14″&22″-18″ 65NHP Hall-Brwn,Buttery&C.Gls	10 ″ 6	
559 NMSL	Sara Steel Sc Sr *J.Jensen* 88–06 1 *Dk & Spar dk*	1573 838 988					1904	Howaldts-werke Kiel	Dpskselsk.Torm (C.Kraemer, *Mgr.*)	241·4 B49′F29′	36·0	13·2 20·1	Copnhagn Danish *WB*	T.3Cy.17½″,27½″&45½″-27½″ 117NHP Howaldtswerke,Kiel		V

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Entretenement.	7* Date de la dernière visite de l'hélice porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur / Largeur. / Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où cotés, si on n'est dans le Lt. Ins. Lloyd's Cert. Lt. Ins.
Sunk (War Loss)															
560	Saracen	SteelScSr	3272	✠ ~~100A1~~	Phl	*v*	~~9,16~~ 7,17	1911	J.Priest-man&Co. Sunderland	Letricheux Line Ld. (Letricheux& David Ld., *Mgrs.*)	340·0 | 48·7 | 23·7	Swansea ~~Newport~~	T.3Cy.24″,40″&65″–42″ (*s*)	25 " 3
129321	*H.Marais* –17	*ss*Bkn.No.1–14	3103	7,17 ~~9,16~~	Npt		7,17	4mo			P33′B116′F38′	British	180lb *100lb* 326NHP	s 4 " 3
HSKN	*Elec.light*	1 *Dk*(*Stl*)&2*ndDk*(*Stl*) *in Nos.*1,2,3&4 *holds*	2055	~~✠LMC10,14~~				*Lloyd's*	*SA&CP*	*WB=CellDB*	*a*104′*u*E25′*f*145′7*t*	8 *BHCem* 8 *tAPT*79*t*	2SB,*6pf*,GS109,HS4332 FD G.Clark,Ld.Sunderland	21 " 4
561	Saragossa	SteelScSr	3541	✠100A1	Hul	*u*		1916	J.Blumer &Co. Sunderland	CenturyShppg. Co.Ld.(Harris& Dixon,Ld. *Mgrs.*)	348·5 | 48·7 | 23·3	Newcastle	T.3Cy.24″,40″&65″–42″ (*s*)	25 " 4
133586	*G.Sinclair* –17		3189	2,17				10mo			P43′B106′F34′	British	180lb *120lb* 298NHP	s 4 " 3
JNKM		1 *Dk*(*Stl*)	2158	✠LMC10,16				*Lloyd's*	*SA&CP*	*CellDBa*123′*u* FK E25′*f*147′861*t FPT*	6 *BHCem* 59*tAPT*108*t*	2SB,*6cf*,GS118,HS4628 N.E.MarineEng.Co.Ld.Sld	21 " 6
562	Sarah	SteelScSr	135			…		1899	J.Duthie &Co. Montrose	J.Smart&Co.Ld.	100·7 | 20·0 | 10·5 BK7½″	N.Shields British	C.2Cy.16″&33″–22″ 38RHP E&B *made*95, *re-fitted*99	11 " 1
108665	*W.Perry* –16	(*Trawler*)	129										G.T.Grey,SouthShields	
	(*ex*St.Pauli,*ex*GuidingStar)	1 *Dk*	52											
563	Sarah Blanche	IronScSr	255	✠100A1	Liv	*d*	11,16	1891	J Fullerton &Co. Paisley A&CP	A.Knowles&Sons, Ld.(H.Thornley, *Mgr.*)	130·0 | 21·1 | 9·7 BK6″ *WB* = *FPT*14*t*	Douglas IM British	C.2Cy.19″&36″–24″ (*s*) 90lb 55RHP	10 " 4
95756	~~*Tbldnddrell* –17~~	~~*ss*Bkn.No.3–1,05~~	185	3,17				9mo			Q48′B7′F23′	3 *BHCem*	1SB,*2pf*,GS35,HS944	s 1 " 1
	Well deck	*ss*Lan.No.2–13	99	~~✠NB5,14~~ ✠LMC11,16								1SB,*2pf*,GS35,HS944	Ross&Duncan,Glasgow	9 " 11
	Mchy.Aft	*B.Callister* –17 1 *Dk*(*Irn*)												
		*ss*Liv.2ndNo.3–11,16												
564	Sarah Brough	SteelScSr	284	✠100A1	Liv	*e*	~~9,16~~ 5,18	1898	AilsaS.B. Co. Troon A&CP	ZillahShipping& CarryingCo.Ld. (W.A.Savage.Ld. *Mgrs.*)	132·0 | 23·2 | 10·7 BK7″ *WB* = *FPTanks*	Liverpool British	C.2Cy.15½″&35″–24″ (*s*) 140lb 50RHP	11 " 6
88915	*T.R.Cligston* –17	*ss*Liv.No.3–9,10	232	5,18 ~~9,16~~			5,18	4mo			Q42′B9′F21′	4 *BHCem*	1SB,*2pf*,GS35,HS987	s " 9½
VPBJ	*Well deck Mchy.Aft*	*ss*Liv.No.1~~,12–13~~	103	~~✠NB9,11~~ ✠LMC14,14								38*tAPT*8*t*	Ross&Duncan,Glasgow	11 " 5
	Cargo battens not fitted	1 *Dk*(*pt Stl pt Teak*)		~~5,18~~										
565	Sarah Colebrooke	WoodAuxScK	158					1913	G.&T. Smith,Ld. Rye,Sussex	W.E.Colebrooke	102·6 | 24·6 | 8·0	Rye British	Oil Engines 2Cy.13 $\frac{7}{16}$″–13 $\frac{3}{4}$″	
128952	*L.Carman* –14	*Oil Eng.*	147										Plenty&Son,Ld.Newbury	
JDQF	(*See Sailing Ship Register*)	1 *Dk*	114											
566	Sarah Jolliffe	IronScK	333					1890	J Readhead &Sons S.Shields	W.&T.Jolliffe,Ld.	138·0 | 25·6 | 13·5 B61′	Liverpool British	T.3Cy.17″,28″&48″–30″ NB05 126NHP	
97815	*B.H.Hatfield* –14		277										J Readhead&SonsSShields	
LVMR		1 *Dk*	43											
567	Sarajevo	SteelScSr	1111	✠ ——	Tri	*n*		1910	Cant.Nav. Triestino Monfalcone	LloydAustriaco	224·3 | 33·2 | 15·1 FK	Trieste Aust.-Hung.	T.3Cy.21″,35″&56″–36″ 247NHP	16 " 5
	*ss*Tri.No.1–14		794	2,17 ✠				2mo				4 *BHCem*	2SB,*4cf*,GS82,HS3508	
HRDG	1 *Dk*&*deep framing*&*Shade dk*(*Stl*–ws)		565	*Shade dk with freeboard*						*WB=CellDB*	*a*50′*u*E22′90*t FPT*	10*tAPT*19*t*	Barclay,Curle&Co.Ld.Gls.	
	Elec.light	*lower dk*(*Stl*) *in fore hold*		*For Service in the*	*Adria*	*tic*								
568	—	SteelScSr	655	✠ ——	Tri	*j*		1899	Stablimnto Tecnico Trieste	SarajevoSS.Co.Ld. (D.Tripcovich)	184·6 | 30·0 | 10·1 FK	Trieste Aust.-Hung.	T.3Cy.13″,20½″&34¼″–20½″ 73NHP	13 " 0
	*A.B.Buntielic*12–12	*ss*Tri.No.3–7,12	494	11,16 ✠				9mo			Q104′B16′F27′	4 *BHCem*	1SB,*2cf*,GS42,HS1410	
HRDF		1 *Dk*(*Stl*)	393							*WB=CellDB*	*a*30′*f*77′129*t FPT*	24*tAPT*16*t*	StabilimentoTecnico,Tri.	
569	Saramacca	SteelScSr	3284	✠100A1	NYk	*v*	1,17	1908	Nederl. Schps.Maats. Amsterdam	SaramaccaS.S. Corp.(United FruitCo.Line)	336·7 | 42·0 | 15·2 B180′F46′ 23·0 FK&BK2″	New York Utd. States	T.3Cy.24″,42″&68″–48″ 180lb (*s*) 503NHP	26 " 0
212650	*C.O'Neill* –15	*ss*NYk.No.2–17	2467	*Spar dk*	✠LMC1,17			3mo					3SB,*9cf*,GS187,HS7827 FD	s 4 " 7½
LDSJ	*Elec.light*	2 *Dks*(*Stl*)&*Spar dk*(*Stl*–ws)	2101	9,17 ~~1,17~~				*Intermediate bu*			*(Ishead in after hol*	*H only Cem*	NedFb.v.Wrk&Spoor,Ams	22 " 1
	Ref.Mchy.	Wireless						*Lloyd's*	*SA&CP*		*d dispensed with 5B* WB=CellDBa	76′*f*134′418*t*		
570	Saranac	SteelScSr	~~11540~~	✠100A1	Nwc	*g*†		~~1917~~	Palmers'	Anglo-American	~~530·0 | 66·5 | 33·7~~	Newcastle ~~London~~	Q.4Cy.~~26½″~~ 28½″,41″,58″&84″–54″	42 " 1
140714	*W.H.Pugsley*12–18	2 *Dks*(*Stl*)&	9198	*Shelter dk*				1918	Co.Ld.	OilCo.Ld. (J.	530 5 | 66·3 | 33·8	British	220lb (*s*) 793NHP	s 12 " 9
JTKF	*Mchy.Aft*	*Shelter dk*(*Stl*)& *Web frames*	11150	*with freeboard*	✠LMC6,18			5mo	Newcastle	Hamilton,*Mgr.*)	FK	23 *BHptCem*	4SB,*16cf*,GS296,HS11392 FD	29 " 9
	Elec.light	*Longitudinal framing*	9024	5,18				*Lloyd's*	*SA&CP*				Palmers'Co.Ld.Newcastle	
		1 manage opening closed 1918	6928	(*Class Contem. plate in Carrying Petroleum in bulk Fitted for oil fuel* 5,18 *F.P.above*150°*F*						*CellDBu*E&*Sf*B91′353*tDT f*43′910*t FPT*203*t APT*141½				
571	—	SteelSc4MstSr	2669					1889	GlobeIron WorksCo. Cleveland,O.	LehighValley TransportationCo.	290·0 | 40·8 | 13·6 H— F36′	BuffaloNY Utd. States *WB*	T.3Cy.21″,35″&61″–42″ NB15 241NHP	
116318													GlobeIrnWksCo.,Clevelnd	
	Elec.light	2 *Dks*3*trB*	1939											
572	Sarasvati	SteelScSr	962	✠100A1	Bom	*n*	~~9,15~~ 3,18	1907	AM'Millan &Son,Ld. Dumbarton	BombayS.Nav.Co. Ld.	210·0 | 31·2 | 12·9 20·2 BK7½″	Bombay British	T.3Cy.17″,29″&47″–33″ (*s*) 200lb 165NHP	20 " 10
122994		*ss*Bom.No.2–15	876	*Spar dk*	3,18			9mo			*WB=FPT*12*t*	5 *BHCem*	2SB,*6cf*,GS112,HS2822	s 3 " 7½
TRVC	*Elec.light*	1 *Dk*(*Teak*)&*Spar dk*(*Teak*)& *deep framing*	443	*with freeboard* ~~BS3,17~~ 3,18 ~~3,15~~	✠LMC9,15			*Lloyd's*	*SA&CP*			*APT*12*t*	Rankin&Blackmore,Grk.	18 " 2
573	Saratoga	SteelTwinScSr	6391					1907	W Cramp& SonsS&EBCo Philadelphia	NewYork&Cuba MailS.S.Co.	413·0 | 50·2 | 17·5	NewYork Utd. States *WB*	T.6Cy.32″,52″&86″–48″ 1024NHP	R
204160	*F.L.Miller*													
KWDB	*Elec.light Ref.Mchy.*	Wireless 4 *Dks*	3963										W.Cramp&SnsS&EBC Phl	
574	Saratov	SteelTwinSc3MstSr	5427	✠	Nwc	*a*†		1891	Hawthorn, Leslie&Co.Ld Newcastle	RussianVolunteer FleetAssociation	439·0 | 50·0 | 32·1 P41′B52′F76′ BK12″ *WB=CellD*	Odessa Russian	T.6Cy.34″,54″&85″–51″ 1127NHP	35 " 0
39			4885	12,91				12mo				8 *BHCem*	5D&2SB36*rf*GS702HS18325	
HBCL		3 *Dks*(2*Stl*–ws)4*trB*	2068	✠								*B*332′670*t*	Hwthrn,Leslie&C(L.),Nwc.	
	Elec.light	Wireless												
575	—	SteelScSr	1679					1888	Burmeister &Wain Copenhagen	RussianNorth WestS.S.Co.Ld.	261·0 | 34·1 | 23·7 P167′F64′	Libau Russian	T.3Cy.18″,30″&48″–36″ 138NHP	V
238	*Remmer* –11	(*ex*LeopoldII.)										*WB*	Burmeister&Wain,Cpn.	
		3 *Dks*	996											
576	Sarawak	WoodScSr	120					1906	Tanjong PagarDk.Brd Singapore	Sarawak&Singa-poreS.S.Co.	98·0 | 18·4 | 8·4	Kuching Sarawak	C.2Cy.11″&22″–16″ 16NHP	
			101										TanjongPagarDk.Brd.Sng	
			46											
577	Sarba	SteelScK	315	✠100A1	Abn			1913	J.Duthie Torry S.B.Co. Aberdeen	CliftonSteam Trawlers,Ld. (Taylor&Tomlin-son,Ld. *Mgrs.*)	130·0 | 23·6 | 13·4 Q77′F42′ BK7½″	Fleetwood British	T.3Cy 13¼″,23″&37″–27″ (*s*) 180lb 69RHP	14 " 0
132417	*J.Dier* –14		270	*Stm Trawler*				6mo				4 *BHCem*	1SB,*3pf*,GS53,HS1682	
JCMG	*Elec.light*	1 *Dk*	128	6,13	✠LMC6,15			*Lloyd's*	*SA&CP*				J.Abernethy&Co.Abn.	
~~578~~	Sard	SteelSc3MstSr	410	✠100A1	Ayr	*g*	11,16	1909	AilsaS.B. Co.Ld. Ayr	W.Robertson	142·3 | 26·1 | 11·3 Q78′B10′F26′ BK7″ *WB=*	Glasgow British	C.2Cy.18″&40″–27″ (*s*) 130lb *70lb* 91RHP	12 " 3
128259	*A.Stewart* –16	*ss*Trn.No.1–13	298	11,16				4mo				3 *BHCem*	1SB,*3pf*,GS51,HS1565	s 4 " 4½
HNSM	*Elec.light Well deck*	1 *Dk*(*Stl*)	155	~~BS7,16~~ ✠LMC12,13				*Lloyd's*	*SA&CP*			*FPT*36*t*	Muir&Houston,Ld.Gls.	12 " 7
	Mchy.Aft			BS9,17										
579	Sardegna	SteelScSr	5255					1901	Soc.Eser-cizio Bacini Riva Trigoso	Soc.Nazionale di Serv Maritt.(*inliq*) (Soc.Italiana di Servizi Marittimi, *Mgrs.*)	418·4 | 47·3 | 27·6 P55′B155′F48′	Genoa Italian	T.3Cy.29⅝″,47⅞″&77⅞″–53½″ 439NHP	I
37												*WB*	N.Odero&Co.Genoa	
SGJB	*Elec.light*	Wireless 3 *Dks*	3226											

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys.	3 Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years assigned. Distinguishing Letter	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines.	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed. If not in L. R. Date of Trade Cert.
580 792 SGDH	**Sardegna** Iron ScSr ssLon.No.3-5,79 (*ex*Gemma, ssHam.No.1-84 *ex*Claremont) 2*Dks*		874 695 543	✠ 5,84	Ham			1868 5mo	C.Mitchell &Co. Newcastle	T.Lagorio fuc. Gavazzo&Corrado	213·2 P38*t*	29·4 F18*t*	17·5	Genoa Italian	C.2Cy.26″&46″–27½″ NE00 NB86 92NHP H.Brandenburg,Ham.		I
581 MKFP	**Sardinen** Steel ScK *B.Björnöe* 14–14 (*Trawler*) (*ex*Hillevaag,*ex*Blackbird) 1*Dk*		137 130 46				…	1894	Earle'sCo. Ld. Hull	Chr.Bjelland&Co.	94·0 Q18′	20·7 BK7½″	10·6	Stavanger Norwegian	T.3Cy.11″,17″&30″–21″ (*s*) 41NHP Earle'sCo.Ld.Hull	11 ″ 3	
582 JQWP	**Sardinero** Steel ScSr *A.Coloma* 11–12 ssHpl.No.2–06 (*ex*Carisbrook) 1*Dk*(*Irn*)&*deep framing*		2170 1964 1275	✠ 3,11 ✠	Bbo	*s*		1897 11mo	J.Blumer &Co Sunderland	Cia.VascoCantabrica deNav.(U de laTorre,*Mgr.*) *WB*=*Cell*	290·0 P27′B75′F31′ *DBa*96′*uE*24′*f*116′	42·0 FK	19·1 5*BHCem*	Bilbao Spanish	T.3Cy.22″,36″&59″–39″ 220NHP 2SB,*6pf*,GS98,HS3340 G.Clark,Ld.Sunderland	21 ″ 6	V
583 115696 TMHJ	**Sardinia** Steel TwinScSr *F.G.Cadiz* –17 3*Dks*(2*Stl*–1ws*U*teaks) *Elec.light* Wireless		6580 5683 4143	✠ 12,05 ✠	Lon			1902 7mo	Barclay, Curle&Co.Ld Glasgow	P.&O.Stm.Nav.Co.	450·2 P84′B174′F90′ *WB*=*Cell*	52·2 FK&BK3″ *DBa*102′	30·6 7*BHCem* *f*182′793*t*	Glasgow British	T.6Cy.22½″,37½″&60″–48″(*s*) 670NHP 2DB,*12cf*,GS236,HS10044FD Barclay,Curle&Co.Ld.Gls.	33 ″ 6	
584 71695 NQHV	**Sardinian** Iron ScBk *J.McDonald* –16 *Ref.Mchy.* Wireless		4349 4324 2788					1875	R.Steele& Co. Greenock	AllanLineSSCo.Ld (CanadianPacific Ocean Services,Ld. *Mgrs.*)	400·0	42·3	34·6	Glasgow British	T.3Cy.26½″,42″&66½″–51″ NE&B97 316NHP W.Denny&Bros.Dmb.		C
585 99571 MSGC	**Sardius** Iron ScK *Ponder* –15 ssHul.No.3–11,04 ssHul.No.2–13 1*Dk*		213 192 93	✠100A1 *StmTrawler* 3.15 ✠NB98,*refitted*04 BS5,14 ✠LMC6,13	Shl		8,14	1892 6mo	Earle'sS.B. &E.Co.Ld. Hull	KingstonSteam TrawlingCo.Ld.	123·8 Q44′F20′ len04 ND04	20·6 BK7½″	11·4 3*BHCem*	Hull British	T.3Cy.12″,20″&32″–22″ (*s*) 180lb 52RHP 1SB,*2cf*,GS33,HS800 Earle'sS.B.&E.C.(L.),Hull	12 ″ 0	
586 110937	**—** Iron ScK *G.W.Thornhill* –15 ssGms.No.3–9,13 1*Dk*		206 187 84	✠100A1 *Stm.Trawler* 8.14 ✠NB9,15 ✠LMC9,13	Gms		8,14	1900 *Lloyd's*	Cochrane& Cooper,Ld. Selby *sA&CP*	ArcticSteamFishingCo.Ld. (E.Bacon,*Mgr.*)	116·2 Q48′F22′ ND13	21·0 BK7½″	11·5 4*BHCem*	Grimsby British	T.3Cy.12″,20″&33″–24″ (*s*) 180lb 53RHP 1SB,*2pf*,GS34,HS1227 C.D.Holmes&Co.Hull	12 ″ 3	
587 125734 HNFM	**Sargasso** Steel ScSr *T.Wilkinson* –17 ssNwc.No.1–13 1*Dk*(*Stl*)&*Spar dk*(*Irn*)&*deep framing*		3844 3493 2434	✠100A1 *Spar dk* 10.15 ~~Bow 8.17~~ MS8,17 ~~BS8,17~~ ~~CLMC~~	Shl	*x*	~~1,17~~ 8,17	1908 10mo	J.Read- head&Sons S.Shields	Scrutton,Sons&Co *WB*=*Cell*	359·4 P83′B122′F39′ *DBa*	47·6 FK	15·4 6*BHCem* 110′*uE*&*B*42′*f*156′	London British	T.3Cy.26″,43″&71″–48″ (*r*) 180lb *80lb* 409NHP 2SB,*6cf*,GS115,HS5425 FD J.Readhead&Sons,S.Shl.	27 ″ 8 s 4 ″ 7 23 ″ 6	
588 *1699* *1405*	**Sargento Abuquerque** Steel ScSr ssN.Yk.No.3–4,02 (*ex*Piratininga, ssN.Yk.No.1–07 *ex*GrecianPrince) 1*Dk*(*Irn*)&*Web Well deck* *frames*		*2204*	✠ 5,11 ✠	NYk	*r*		1890 1mo	ShortBros. Sunderland	BrazilianGovernment	292·0 P32′Q76′B114′ F30′ *CellDBa*108′*f*80	39·1 BK10″	18·9 *314tAPT40t*	Brazilian *4BHCem*	T.3Cy.22″,36″&59″–42″ NDB02 228NHP 2SB,*6rf*,GS100,HS3600 J.Dickinson,Sunderland	21 ″ 0	
589 134776	**Sargon** Steel ScK *F.Knudsen* –13 1*Dk*		297 265 121	✠100A1 *StmTrawler* 5,14 ✠LMC6,13	Gms			1913 6mo	Cook,Welt'n&Gemmell Ld. Beverley *sA&CP*	StandardSteam FishingCo.Ld.	130·2 Q71′F20′	23·0 BK8″	12·2 4*BHCem*	Grimsby British	T.3Cy.13½″,22½″&37″–24″ 185lb (*s*) 68RHP 1SB,*3pf*,GS475,HS1595 Amos&Smith,Ld.Hull	13 ″ 1	
590 THLM	**Sarie Borneo** Steel ScSr ~~*N.Griffin*~~ ssSng.No.3–5,16 1*Dk*(*Teak*)&*Shade dk*(*Teak*) *Bekkeringh* –17 *Hold Beams forward*		*741* *585* *356*	✠100A1 ~~9,17~~ 11,17 BS9,17 ~~BS9,17~~ ✠LMC5,16 BS11,17	Sng	*k*	~~5,16~~ 11,17	1897 1mo	Riley, Hargreaves&Co. Singapore A&CP	ThioSoenYang& ThioSoenTo *WB*=*FPT*	195·0 F27′	29·0 BK7½″	13·7 *30tAPT32t*	Banjrmssn Dutch	T.3Cy.17″,27″&43″–33″ (*s*) 160lb *80lb* 108NHP 1SB,*3rf*,GS66,HS1652 Ross&Duncan,Glasgow	14 ″ 7	
591 MBJV	**Sark** Steel ScSr *Böhn* –17 ssNYk.No.3–6,16 1*Dk*(*Stl*)2*trB deep framing*&*Web frames*3*Dk rule*		3560 3359 2304	✠100A1 ~~9,17~~ ~~1,17~~ BS9,17 ✠LMC6,16	Cpn NYk	*w*	~~6,16~~ 9,17	1903 9mo	Sunderlnd S.B.Co.Ld. Sunderland *Lloyd's*	Akties.Sark (W.Wilhelmsen) *WB*=*CellDBa* *sA&CP* 104′	340·0 *u E*24′*f*152′770*t D*	48·0 *Tf*24′800*t*	25·4 *FPT*86*t* 7*BHCem* *APT*104*t*	Tönsberg Norwegian	T.3Cy.24½″,40″&65″–42″ (*s*) 180lb 297NHP 3SB,*6cf*,GS119,HS4575 N.E.MarineEng.CoLd.Sld.	28 ″ 1	
592 105027	**—** Iron&SteelScYl *R.R.Bedford* –17 ssHul.No.3–6,09 ssLth.No.1–13 1*Dk Steel framing Iron plating*		145 145 57	✠~~100A~~ *Stm Trawler* 2,13 ~~5,16~~ ~~BS6,16~~ ~~✠LMC7,15~~	Lth		6,16	1895 3mo	Mackie& Thomson Glasgow	Ashworth,Morris &Taylor (E.Taylor,*Mgr.*)	98·0 ptND09	20·5 BK7½″ *WB*=	11·2 3*BHCem* *DTf*15′27*t*	Glasgow British	C.2Cy.14″&33″–20″ (*s*) 135lb 45RHP 1SB,*2pf*,GS27,HS585 Muir&Houston,Glasgow	11″10	
593 NLJT	**Sarmatia** Steel ScSr *P.C.M.Pedersen* 98–01 ssShl.No.3–1,14 1*Dk*(*Irn*)&*deep framing*		2275 2122 1438	✠100A1 4,17 ~~6,16~~ ~~1,16~~ BS0,16 ✠LMC1,14 ~~1,18~~	Gls Bal	*s*	~~6,16~~ ~~1,16~~ 5,18	1901 3mo	W.Gray& Co.Ld. W.Hartlepool A&CP	Dmpsk.Hafnia Akties.(P.Brown, jun.&Co.*Mgrs.*) *WB*=*CellDB*	303·0 P27′B75′F31′ *a*&*uE*120′*f*124′621*t*	43·2 FK	19·8 5*BHCem* *APT*40*t*	Copnhagn Danish	T.3Cy.22″,35″&59″–39″ (*s*) 160lb *80lb* 221NHP 2SB,*6pf*,GS84,HS3383 Cen.Mar.Eng.Wrks.WHpl	22 ″ 3 s 3 ″ 7½ 18 ″ 1	
594 131771 HSLT	**Sarnia** Steel TrpScSr *A.H.Stride* –11 *Elec.light* Wireless 2*Dks*		1498 990 598					1910	Cammell Laird&CoLd. Birkenhead	L.&S.W.Rlwy.Co.	284·6 P47′B160′F48′	39·1	15·8 *WB*	S'thamptn British	3 Steam Turbines CammellLaird&CoLd.Bkn.		
595 134011	**Sarnian** Steel ScSr *J.D.Montgomery* –14 (*ex*Chili) *Elec.light Mchy.Aft* 1*Dk*&*Spar dk*		2656 2496 1710					1895	Cleveland S.B.Co. Cleveland,O.	CanadaSteamship Lines,Ld.	331·8 H—F40′	41·5	22·0 *WB*	Pt. Arthur Ont. British	T.3Cy.20″,33″&54″–40″ NB16 184NHP ClevelandS.B.Co.Clevelnd		
596 134515 128911 HRFG	**Sarnolite** Steel ScSr *R.T.Jones* –16 *Elec.light* 1*Dk*(*Stl*)&*Web frames* *Mchy.Aft*		2060 1530 1549	✠100A1 11,16 ✠LMC11,16 *Carrying Petroleum in bulk Fitted for oil fuel* 11,16	Tto	*q*		1916 11mo	Collingw'd S.B.Co.Ld. Collingwood A&CP	ImperialOilCo.Ld. *CellDB*	250·0 P63′F43′ *uE*&*B*42′108*t FPT*	43·1 FK	16·6 Sarnia 13*BH* 210*t APT*51*t*	British 180lb 1SB,*3cf*,GS72,HS2443	T.3Cy.16″,26″&44″–36″ (*r*) 96RHP CollingwoodS.B.Co.Ld.	18 ″ 2 s 2 ″ 1 16 ″ 5	
597 128911 HRFG	**Saros** Steel ScSr *G.Maine* –15 ssMel.No.1–15 (*ex*Baltistan) 2*Dks*(*Stl*) *Elec.light*		3297 3004 2037	*Fitted for oil fuel* 11,16 *F.P. above* 150° F. ✠100A1 7,17 6,16 ✠LMC6,16 BS7,17	Mel Syd	*v*	6,16	1910 6mo	W.Gray& Co.Ld. W.Hartlepool *sA&CP*	Australian Steamships,Ld.(*Man. Agents.*Howard Smith,Ld.) *WB*=	350·1 P25′B86′F35′ *CellDBa*	46·5 FK	22·4 6*BHCem* 11	Melbourne British	T.3Cy.25″,40″&65″–42″ (*s*) 180lb *100lb* 386NHP 2SB,*6pf*,GS125,HS5733 Cen.Mar.Eng.Wrks.WHpl 2*u*′ *E*25′*f*153′843*t APT*95*t*	24 ″ 9 s 4 ″ 6½ 20 ″ 7	
598 102185 JPVR ~~Rolk~~	**Sarpedon** Steel ScSr ~~*P.C.vanDelft* 11–11~~ *H.E.Beale* –17 2*Dks*		4393 3894 2799					1894	Workman, Clark&Co.Ld Belfast	~~Nederlandsche Stoomv.Maats. Oceaan~~ L.D.Holt	391·5 P34′B103′F45′	47·2	26·1 *WB*	Liverpool British	T.3Cy.25″,42″&68½″–54″ 345NHP Wrkman,Clark&Co.Ld.Bel		C
599 139920	**—** Steel ScK *Elec.light* 1*Dk*		344 296 138	✠100A1 *StmTrawler* 11,16 ✠LMC11,16	Hul			1916 10mo	Cook,Welt'n&Gemmell Ld.Beverley *Lloyd's*	StandardSteam FishingCo.Ld.	135·4 Q74′	23·5 BK8″	12·7 4*BHCem*	Grimsby British	T.3Cy.13½″,22½″&37″–24″ 185lb (*s*) 89RHP 1SB,*3pf*,GS49,HS1595 Amos&Smith,Ld.Hull	13 ″ 7	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux. Grément, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Entretenement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Jaugue. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe.	15 Registres où codé. ni ou si cod dans le L. R.
600 140830 ~~JBDH~~ ~~Sarpen~~	**Sarpen** *Ex-Nielsen* *Elec.light*	SteelScSr 1647 1Dk	1864 1646 1100 1090					1912	Fredrkstad Mek.Værks Fredrikstad	TheShippingController(W.A.Masse &SonsLd.*Mgrs.*)	265·0 P57*t*	42·1 H94*t*	17·9 F8*t*	~~Sarpsborg~~ ~~Norwegian~~ London*WB* British	T.3Cy.21″,33″&56″–36″ 188NHP FredrikstadM.V.Frdstad		N
601 MGHS	**Sarpfos** *Dahl*	SteelScSr 1Dk	1458 1326 890					1910	Nylands Værksted Christiania	Akties.Manchester (ThorThoresen,Jr. Ld.Akties.*Mgrs.*)	254·5 P46*t*	39·2 H69*t*	16·5 F9*t*	Chrstiania Norwegian *WB*	T.3Cy.19″,31″&51½″–33″ 152NHP NylandsVærksted,Xania		N
601* 139954	**Sarrail**	SteelScK 1Dk	~~269~~ 255 215 191	✠100A1 *StmTrawler* 7,11 (*ClassContemplated*)	Abn ✠LMC7,17			1917 7mo	A.Hall& Co.Ld. Aberdeen	GreatNorthern S.S.FishingCo.Ld.	~~130·0~~ Q69′F15′ 120·2	~~22·5~~ 12·1 BK7½″	~~12·0~~ 3*BHCem*	Grimsby British	T.3Cy.12½″,21″&35″–24″(*s*) 180lb 82RHP 1SB,3*pf*,GS46,HS1510 A.Hall&Co.Ld.Aberdeen	13 ″ 0	
602	**Sarus** *Elec.light* *Mchy.Aft*	SteelTwinSc 1Dk(*Stl*–teaks)	819 810 345	✠ A1 *CraneBarge for Harbour Service* 2,17	Nwc ✠LMC1,16		1,17	1914 10mo *Lloyd's*	GooleS.B. &RepgCo.Ld. Goole *SA&CP*	BombayPortTrust	160·0	50·1 FK *WB=CellDB*	13·0 5*BHCem* *uB10′10t*	Bombay British	C.4Cy.12″&27″–16″ (*s*) 130lb 2SB,4*pf*,GS49,HS1502 F.T.Harker,Stockton	14 ″ 0	
603 132884	**Sasebo** *Elec.light*	SteelScK 1Dk	255 227 100	✠100A1 *StmTrawler* 10,14	Clf ✠LMC6,15			1913 6mo *Lloyd's*	Smith's DockCo.Ld. Middlesbro' *SA&CP*	Neale&West,Ld.	125·0 Q76′F21′	23·5 BK7½″	12·3 3*BHCem*	Cardiff British	T.3Cy.12½″,21″&35″–26″ (*s*) 180lb 85RHP 1SB,3*pf*,GS54,HS1522 Smith'sDockCo.Ld.Mdb.	13 ″ 0	
604 123965	**Saskatoon** *D.P.McCarthy* –11 *Elec.light* *Mchy.Aft*	SteelScSr 1Dk	1798 1488 1148					1910	Sunderlnd S.B.Co.Ld. Sunderland	~~CanadianNorth. ern Steamships,Ld.~~ CanadianMaritime Co.Ltd.	250·2 P96′F36′	42·8	16·4	Sundrland British	T.3Cy.17″,28″&46″–33″ 121NHP N.E.MarineEng.Co.Ld.Sld		C
605 733 SGKJ	**Sassari** *S.Binggini* –14 *Elec.light*	SteelScSr (*ex*LadyRoberts) 2*Dks*	1489 1089 916				...	1897	AilsaS.B. Co. Troon	Soc.Marittima Italiana	275·0 P70′B94′F50′	36·1 BK9″	16·5	Genoa Italian *WB*	T.3Cy.25″,40″&65″–42″ 280NHP Dunsmuir&Jackson,Gls.	17 ″ 6	I
606	**Sassenheim**	SteelSc 1Dk	2158 1718 1226					1916	A.F.Smulders Schiedam	N.V.Maats. Sassenheim (Gbr. vanUden)	266·3 P27′B78′F24′	42·1	18·1	Rotterdm Dutch HongKong *WB*	T.3Cy.20″,32″&52″–39″ 169NHP A.F.Smulders,Schiedam		
607 127433 HNFB	**Satanta** *ss*SFo.No.2–18 *P.W.Trott* –15 (*ex*Saranac) *Elec.light* *Mchy.Aft* Wireless	SteelScSr ~~*ssNYk.No.6–13*~~ 2*Dks*(*Stl*) *deep framing* &*Web frames*	5316 4434 3354	✠100A1 3,18 1,16 *Carrying Petroleum in bulk* ~~B&S.13~~ *Fitted for oil fuel* 6,09	Clf SFo ~~LMC12,13~~ *F.P. above*	*y*	3,17	1908 9mo *Lloyd's*	W.Gray& Co.Ld. W Hartlepool *SA&CP* 50°F.	StandardTransportationCo.Ltd *WB=CellDB uE&B83′266t*	386·0 P&B220′F41′	51·7 FK *FPT83tAP126t*	28·2 13*BHptCem* 8 *to Udk* 5 *to Mdk*	~~W.Hartlpl~~ British	T.3Cy.27″,43½″&73″–48″ (*s*) 180lb *180lb* 427NHP 3SB,9*cf*,GS187,HS6950 Cen.Mar.Eng.Wrks.WHpl	30 ″ 5 s 5 ″ 6 25 ″ 6	
608	**Satellite** 2*Dks*(*UptStl*–ws) Wireless	SteelTwinScSr	*1412* *1347* *892*	✠ 9,90	Cly	*p*		1890 9mo	Blackwood &Gordon P.Glasgow	LloydBrazileiro *WB=APT40t*	259·7 B58′ *Tank58′76t*	34·0 FK	18·5 4*BHAsp*	R.Janeiro Brazilian	T.6Cy.15½″,25″&40″–27″ NB05 191NHP Blackwood&Gordon,P.Gl.	19 ″ 8	
609 91933 MVSG	**—**	SteelTwinScSr 1*Dk*2*trB*	242 239 109	✠ 5,86 ✠	Grk			1886 4mo	DavidJ. Dunlop&Co. Pt.Glasgow	Corporation of the TrinityHouse	141·2	22·1	11·4 5*BHCem*	London British	T.6Cy.10½″,16″&26″–22″ 70RHP DavidJ.Dunlop&Co.P.Gl.	12 ″ 0	
610 5581 JTRM	**Sätra** *F.E.Johansson*01–14	WoodScSr 1*Dk*	203 170 120					1914	Sjötorps Varf Sjötorp	Ångf.Aktieb.Sätra (S.Wollert)	100·7	23·3	9·9	Sätra Swedish			
611 99865 MVQS	**Satrunji** *G.Ebrahim*07–15 *Elec.light*	SteelScSr *ss*Bom.2ndNo.3–3,16 1*Dk*&*Spar dk*(*ptStl*–ws) &*deep framing*	1192 1098 **547**	✠100A1 *Spar dk* *withfreeboard* 12,17 ~~3,17~~ ~~B&S.13~~ ✠NB11,06	Bom ✠LMC5,16	*n*	2,16	1892 12mo	AilsaS.B. Co. Troon A&CP	BombayS.Nav. Co.Ld.	227·0	32·8 20·8 BK8″ *WB=FPT*	13·5 6*BHCem* *28tAPT39t*	Bombay British	T.3Cy.21⅜″,33″&55″–33″ (*s*) 200lb 246NHP 2DB,8*cf*,GS153,HS4402 Dunsmuir&Jackson,Gls.	21 ″ 6 s 5 ″ 6 17 ″ 0	
612 13899 LRPB	**Satsuki Maru** *K.Saikawa* (*ex*Nanshan,*ex*Robt. Harrowing)	SteelScSr *ss*Sld.No.3–6,99 *ss*H.Kg.No.1–03 2*Dks*(1*Stl*&1*ptStl*)3*trB*	2120 1905 1314	✠ 1,08 ✠	HKg	*s*		1887 1mo	JLThompson&Sons Sunderland	GoshiKaisha SatsuskiShokwai *WB=D*	282·0 P33′B70′F31′ ND99 *Ba84′f60′292tFPT*	36·6 BK9½″	24·3 6*BHAsp* 50*tAPT18t*	Tarumi Japanese	T.3Cy.22″,37½″&60″–39″ NDB99 225NHP 2DB,8*f*,GS120 T.Richardson&Sons,Hpl.	25 ″ 9	
613 212922 LFBV	**Satsuma** *Chamberlain* –16 *Elec.light* Wireless	SteelScSr *ss*N.Yk.No.3–8,16 1*Dk*(*Stl*)&*Spar dk*(*Stl*)&*deep framing*	4204 3998 2690	✠100A1 *Spar dk* 12,16 ✠LMC7,16	NYk	*x*	7,16	1901 5mo	ShortBros. Ld. Sunderland A&CP	Barber&Co.,Inc. *WB=CellDBa114′uE*	370·3 P39′B&F302′ 24′,*f*154′969*t*	48·7 FK *FPT*	19·0 28·9 6*BHCem* 104*tAPT66t*	NewYork Utd.States	T.3Cy.26″,43″&71″–48″ (*s*) 160lb 379NHP 3SB,9*cf*,GS153,HS6100 Richardsons,Westgarth& Co.Ld.Sld.	30 ″ 0 s 4 ″ 1 26 ″ 4	
614 887 HFSN	**Satsuma Maru** *S.Fujii*13–13 *Elec.light*	SteelScSr *ss*Yka.No.3–4,98 *ss*Yka.No.1–02 2*Dks*(1*Stl*–ws)&*Spardk*(*Teak*)	1946 1245 1125	✠ *Spar dk* 6,05 ✠	Ya	*r*		1884 5mo	Napier, Shanks&Bell Glasgow	HaradaKisen KabushikiKaisha *WB=CellDB184′252tFPT32tAPT47t*	265·5 ptND98	35·7 26·0 BK9½″	18·4	Amagasaki Japanese	C.2Cy.36″&68″–44″ 267NHP 2DB,8*pf*,GS152,HS4700 J.Howden&Co.,Glasgow	28 ″ 7	
615 1557 HKPF	**—**	SteelScSr (*ex*Peik) 1*Dk*	1021 617 753					1892	Nylands Værksted Christiania	KagoshimaYusen KabushikiKaisha	200·2 Q96′B29′F28′	29·7	12·3 *WB*	Nishinomiya Japanese	T.3Cy.14½″,24″&39″–27″ 79NHP NylandsVærks.Xia.		
616 81743	**Saturn** *Mchy.Aft* *Elec.light*	SteelSc (*ex*WalterScranton) 1*Dk*2*trB*	4426 — 3061					1901	American S.B.Co. Cleveland	InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*)	416·0	50·0	28·0 *WB*	Cleveland Utd.States	T.3Cy.20″,33″&57″–42″ 211NHP AmericanS.B.Co.Clevelnd.		
617 QFMG	**—** *A.Rinjes* –12	SteelScSr 1*Dk*	467 338 267					1891	H.Koch Lübeck	Dampfschifffahrts Ges.Neptun	159·1 Q40′	25·7 B36′	11·0 F21′	Bremen German *WB*	C.2Cy.17$\frac{11}{16}$″&32$\frac{11}{16}$″–22$\frac{5}{16}$″ Maschinen- fabrik Buckau,Magdeburg		V
618 LNFC	**—** *H.Meinhardt* *Elec.light*	SteelSc 1*Dk*	275 229 154					1908	Stettiner Oderwerke Stettin	Flensburg-StettinerDampfschifffahrtGes.	129·0 B29′F15′	22·8	11·0 *WB*	Flensburg German	C.2Cy.16″&27″–16″ 24NHP StettinerOderwerke		G
619 138985 JNFQ	**—**	SteelScK 1*Dk*	230 215 107	✠100A1 *StmTrawler* 9,16 ✠LMC9,16	Goo			1916 9mo *Lloyd's*	GooleS.B. &RepgCo.Ld. Goole *SA&CP*	Grimsby&N.Sea StmTrawlingCoLd (J.R.Mackrill, *Mgr.*)	120·2 Q67′	22·0 BK7½″	12·1 3*BHCem*	Grimsby British	T3Cy.12½″,21½″&35″–24″(*s*) 180lb 76RHP 1SB,2*pf*,GS53,HS1310 C.D.Holmes&Co.Ld.Hull	13 ″ 0	
620 LGRP	**—** *J.Knüppel* *Elec.light*	SteelSc (*Trawler*) 1*Dk*	202 182 71					1907	H.C.Stülcken Sohn Hamburg	J.vonEitzen	117·5 F16′	22·4	12·0	Altona German *WB*	T.3Cy12$\frac{5}{16}$″19$\frac{1}{2}$″&32$\frac{5}{16}$″–22$\frac{5}{16}$″ 49NHP H.C.StülckenSohn,Ham.		G
621 QFTH	**—** *G.Bussenschütt*	IronSc 1*Dk*	120 111 10					1893	G.Seebeck Geestemünde	Norddeutscher Lloyd	96·3	18·6	10·9	Bremen German	C.2Cy.17$\frac{3}{4}$″&32$\frac{3}{4}$″–22″ 42NHP G.Seebeck,Geestemünde		G

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys.	3 Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned. now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L. R. Date of T. & Cert.
622 LCDF	**Saturne** *A.Roch* 11–11 *Elec.light* (*ex* The Sirdar)	Steel Sc Yl *ss* Hav. No. 3–9.09 *ss* Bou. No. 1–14 1 *Dk*	202 174 49	✠100A1 *Stm Trawler* 3,14 ✠LMC M85,14	Bou B87,14		3,14	1899 3mo	Mackie & Thomson Glasgow A&CP	Lavogez & Cie.	116·7 | 21·0 | 10·5 Q51′ BK 7½″	Boulogne French	T 3Cy. 12½″, 21½″ & 35″–24″ (*s*) 200lb 70NHP 1SB, *2cf*, GS 34, HS 1135 *ABH Cem*	12 ″ 0 s ″ 8¼ 12 ″ 2	
623 129489 HQWB	**Saturnia** ~~*D. Taylor* –11~~ *J. Black* –13 *Elec.light* Wireless *Ref. Mchy.* 2 *Dks* (*Stl*) & *Shelter dk* (*Stl-ptws*) *Lower dk beams in No. 1 hold*	Steel Twin Sc Sr *ss* Gls No. 1–16	8611 7406 5494	✠100A1 *Shelter dk with freeboard* 4,18 ~~11,15~~ ✠LMC 4,18 ~~BS 11,15~~ M86,16	Gls	*c* †	~~1,16~~ 6,17	1910 6mo	C. Connell & Co. Ltd. Glasgow *Lloyd's A&CP* Bros.	Anchor-Donaldson Ltd. (Donaldson Bros, Ld. & Anchor Line (Henderson Ld. Joint Mgrs.) *Cell*	456·3 | 55·3 | 29·1 B *on Shelter dk* 148′ F *on Shltr dk* 60′ FK *DB a* 133′ *u E & B* 79′	Glasgow British *7 BH Cem* *f* 185′ 1146 *t*	T. 6Cy. 26″, 42″ & 70″–48″ (*r*) 1801b 872NHP oSB, *18cf*, GS 418, HS 15360 Dunsmuir & Jacksn, Ld. Gls	32 ″ 0 s ″ 10½ 27 ″ 5	BT till 6,17
624 564 SGLJ	**Saturno** *D. Corsi* –12 *ex* Littuania)	Iron Sc Sr (*ex* Henning, 1 *Dk* & *Awng dk*	831 752 601					1882	G. Howaldt Kiel	Comm. A. Odero	202·9 | 26·3 | 10·9	Genoa Italian *WB*	C. 2Cy. 23½″ & 37⅜″–27″ NB 94 61NHP Howaldt Gebr. Kiel		
625 9 SGLN	—	Steel Sc (*Tug*)	301 — 149					1876	..... Renfrew	V. Cini di G.	136·0 | 25·3 | 11·0	Chioggia Italian			
626 PRTB	**Saturnus** *J. Burghardt* *Elec.light*	Steel Sc Sr 2 *Dks*	2741 2127 1731					1909	Maats. Fyenoord Rotterdam	Koninkl. Nederl. Stoomb. Maats.	328·0 | 44·2 | 18·8 Q105′ B85′ F40′	Amsterdm Dutch *WB*	T. 3Cy. 21½″, 33″ & 57″–39″ 203NHP Maats. Fyenoord, Rot.		V
627	—	Steel Sc Lr 1 *Dk*	176 172 90					1901	M. van der Kuijl Slikkerveer	L. J. van Gelderen	109·1 | 22·2 | 11·2	Vlrdingen Dutch *WB*	T. 3Cy. 8½″, 14″ & 25⅝″–17 7/16″ 28NHP Elliott & Garrod, Beccles		
628 123004	**Satyavati** *E. Mahomed* –17 *Elec.light*	Steel Sc 2 *Dks*	295 239 124					1911	Greenock & Grngemouth Dckyd. Co. Ld Grngemouth	Bombay S. Nav. Co. Ld.	165·0 | 27·6 | 9·1	Bombay British *WB*	T. 3Cy. 15½″, 25½″ & 40″–27″ 83NHP Dunsmuir & Jackson Ld Gls		
629 JWRM	**Saude** *J. Andersen* –15 *Elec.light*	Steel Sc Sr (*ex* Stavanger) 1 *Dk* & *Awng dk*	331 143 192					1897	Stavanger Stöberi & Dok Stavanger	Stavangerske Dampskibsselskab	130·4 | 21·7 | 9·6 H 24 *t* 16·8	Stavanger Norwegian *WB*	T. 3Cy. 13½″, 22″ & 34″–25″ 58NHP Laxevaags Msk. & Jrns. Bgn		
630 138966 JMRH	**Saurian**	Steel Sc K 1 *Dk*	219 196 102	✠100A1 *Stm Trawler* 5,16 ✠LMC 5,16	Hul			1916 4mo	Cochrane & Sons, Ld. Selby *Lloyd's A&CP*	H. C. Baker	120·3 | 21·5 | 11·5 Q69′ F20′ BK 7½″	Grimsby British *4 BH Cem*	T. 3Cy. 12″, 21½″ & 34″–24″ (*s*) 180lb 67RHP 1SB, *2pf*, GS 32, HS 1110 C. D. Holmes & Co. Ld. Hull	12 ″ 3	
631 RLQJ	**Sausenberg** *K. Eilers* 11–11 2 *Dks* (1 *Stl* & *UIrn*) & *deep framing* *Elec.light*	Steel Sc Sr (*ex* Numidia)	3044 2836 1942	✠ 6,00 ✠	Hpl	*u*		1900 6mo	W. Gray & Co. Ld. W Hartlepool	Rhederei-Vereinigung G.m.b.H. *WB = Cell D Ba*	324·0 | 47·1 | 22·4 P29′ B92′ F34′ FK 106′ *u E* 24′ *f* 136′ 731 *t*	Hamburg German *5 BH Cem* *APT* 53 *t*	T. 3Cy. 24″, 38″ & 64″–42″ 260NHP 2SB, *6pf*, GS 98, HS 3984 Cen. Mar. Eng. Wrks. W Hpl	24 ″ 10	G
632 LCFH	**Sauternes** *V. Augais* 08–12	Steel Sc Sr 2 *Dks*	902 820 540					1900	W. Dobson & Co. Newcastle	Worms & Co.	210·0 | 30·0 | 17·2 P24′ B46′ F26′	Havre French *WB*	C. 2Cy. 24″ & 48″–27″ 100NHP Wllsnd Slpwy. Co. Ld. Nwc.		V
633	**Sava** *A. Scorzanich* 06–08	Steel Sc	159 — 84					1898	Lloyd Austriaco Trieste	Soc. in Azioni Ungaro Croata di Nav. Maritt. a Vap.	130·7 | 17·4 | 6·6	Fiume Aust.-Hung.	T. 3Cy. 10½″, 16½″ & 27½″–20″ 34NHP Plenty & Son, Ld. Newbury		A
634 116929 KPNM	**Savage** *W. G. Michalski* 12–12 Wireless	Steel Sc (*Tug*) 1 *Dk*	410 — 279					1899	Columbian Dry Dock Co. Baltimore	Consolidation Coastwise Co	142·8 | 27·0 | 15·6	Baltimore Utd. States	T. 3Cy. 16″, 24″ & 41″–30″ 92NHP Columbian Dry Dk. Co. Bal.		
635 135278 JDFV	**Savan** *E. Haylett* –17	Steel Sc Sr 2 *Dks* (*U–Irn 2nd–Stl*)	4264 3871 2688	✠100A1 1,15 ✠LMC 10,15	Cff	*x*	~~9,16~~ 3,18	1913 10mo	J. Read-head & Sns Ld. South Shild s *Lloyd's A&CP* *W*	Scrutton, Sons & Co. *B = Cell DB a* 111′	370·3 | 50·3 | 25·8 P83′ B132′ F38′ FK *u E & B* 43′ *f* 163′ 890 *t*	London British *6 BH Cem* *APT* 31 *t*	T. 3Cy. 28″, 46″ & 75″–48″ (*r*) 1801b *100lb* 484NHP 2SB, *8cf*, GS 136, HS 6643 FD J Readhead & Sons Ld. S. Shl	28 ″ 2 s 4 ″ 9½ 23 ″ 10	
636 201359 KTHW	**Savannah** (*ex* Columbia)	Steel Sc Sr (*Tug*) 1 *Dk*	212 — 144					1904	J. H. Dia-logue & Son Camden, N.J.	Standard Fuel & Supply Co.	101·5 | 23·0 | 12·5	Savannah Utd. States	C. 2Cy. 16″ & 32″–24″ 42NHP J. H. Dialogue & Son, Camdn		
637 139937	**Savitri** *G. W. Grimmer* –17	Steel Sc K 1 *Dk*	212 197 82	✠100A1 *Stm Trawler* 3,17 ✠LMC 3,17	Abn			1917 3mo	A. Hall & Co. Ld. Aberdeen *Lloyd's A&CP*	~~W. J. Barrett~~ ~~Whitby Engineers & Drifters Ld.~~ ~~(R. W. Milburn Mgr.)~~ R. W. Milburn	115·5 | 22·1 | 11·9 BK 7½″	Whitby ~~Grimsby~~ British *3 BH Cem* *DB f* 19′ 12 *t*	T. 3Cy. 12″, 20″ & 34″–24″ (*s*) 1801b 78RHP 1SB, *3pf*, GS 46, HS 1433 A. Hall & Co. Ld. Aberdeen	12 ″ 9	
638 179 SGMB	**Savoia** *De Barbieri* *Ref. Mchy. Elec.light*	Steel Twin Sc Sr Wireless 3 *Dks*	5082 3991 3099				...	1897	N. Odero & Co. Foce, Genoa	La Veloce Nav. Italiana a Vap.	462·0 | 45·3 | 28·5 P72′ H645 *t* F38′ len 00 *WB*	Genoa Italian	T. 6Cy. 26″, 42½″ & 68″–47½″ 638NHP N. Odero & Co., Foce.		I
639 RHWD	— *H. Brodmärkel* *Elec.light*	Steel Sc Sr (*ex* Kriemhild) 2 *Dks* 3 *tr B*	2614 2332 1611				...	1889	C. S. Swan & Hunter Newcastle	Hamburg-Amerik. Packetf. Act. Ges. (Ham.-Amr. Linie)	323·5 | 39·0 | 23·0 P59′ B84′ F45′ BK 10″ *WB*	Hamburg German	T. 3Cy. 27½″, 44″ & 71″–48″ 361NHP Wallsnd Slpwy Co. Ld. Nwc.	25 ″ 9	G
640 560 SGMR	— *U. Arena* –12 (*Tug*)	Steel Sc *Oil Eng.* 1 *Dk*	125 98 50					1912	Cant. Offic. Savoia Cornigliano	Cantieri Officine Savoia	104·0 | 19·8 | 8·3	Genoa Italian	Oil Engines 2S.C.SA 4Cy. 9 7/16″–15¾″ Cant. Officine Savoia		I
641 LCFK	**Savoie** *Crouzat* –13 *Elec.light*	Steel Sc Sr (*ex* Città di Genova) 2 *Dks* & *Awng dk*	1901 1678 1206				...	1889	Wigham Richrdsn & Co Newcastle	Soc. Gén. de Transp. Mar. à Vap.	300·0 | 35·3 | 17·2 P48′ F24′ 25·6	Marseilles French	T. 3Cy. 27½″, 43½″ & 71″–48″ NB 03 349NHP Wigham Richdsn & C. Nwc.	26 ″ 6	V
642 104887	**Savoy** *L. Pelletier* –10 *Mchy. Aft*	Steel Sc Sr *ss* Qbc. No. 3–4,07 *ss* Qbc. No. 2–16 1 *Dk* (*Stl*)	348 313 184	✠100A1 6,16 BS 4,17 ✠LMC 6,16	Qbc	*e*	6,16	1895 3mo	Montrose S.B. & E. Co., Ld. Montrose A&CP	Cie Marit. et Comm. du Bas St. Laurent, Ld. (G.F. Gibsone, *Mgr.*)	129·9 | 25·2 | 11·5 F15′ BK 7″ *WB = DB f* 72′ 88 *t* *APT* 7 *t*	London British *3 BH Cem* 1SB, *2pf*, GS 33, HS 930 Hall-Brwn, Buttery & C. Gls	C. 2Cy. 15″ & 32″–24″ (*s*) 125lb 53RHP 1SB, *2pf*, GS 33, HS 930 Hall-Brwn, Buttery & C. Gls	13 ″ 11 s 1 ″ 8½ 12 ″ 11	
643 1070	**Savvattii**	Iron Twin Sc Sr (*ex* J. P. Dillberg) 1 *Dk* & *Shelter dk*	457 — 224					1876	Motala Co. Gothenburg	I. Burkoff	161·8 | 24·5 | 10·5 16·6 P52′ B41′ H15 *t* F35′	Archangel Russian	C. 4Cy. 16″ & 42″–22″ 138NHP Motala Co., Gothenburg		
644 NFTW	**Saxfjed** *M. Petersen* 15–15 *Mchy. Aft*	Steel Sc Sr (*ex* Rolf) 1 *Dk*	204 158 108					1907	Thorskogs Mek. Værk. Thorskog	Dpsk-Selsk. Rödby Havn (A Andersen, *Mgr.*)	100·5 | 22·7 | 9·6 P28′ H12 *t* F11′	Rödby Hvn Danish *WB*	C. 2Cy. 11″ & 18″–16″ 25NHP P. Larsson, Thorskog		V

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux. Grément, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Echantillonnage.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	8 Par qui — Où.	9	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	11 Largeur.	11 Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L. R. Districts Close Hull Trade.
645 135896 JDSG	**Saxilby** *W.A.Parkinson* 06–14	**SteelScSr** 1 *Dk (pt Irn pt Stl)*	3630 3382 2230	✠100A1 11,17 ~~1,17~~	Bry Liv ✠LMC1,14	*w*	6,16	1914 1mo	Ropner& Sons,Ld. Stockton *Lloyd's A&CP*		Sir R. Ropner&Co. Ltd. *WB = Cell DBa* 111′ *uE* 24′	346·5 P23′B204′F38′	50·8	23·3 FK *f* 153′831 *t*	W.Hartlpl British 6 *BHCem APT* 151 *t*	T.3Cy.25″,41″&67″–45″ (*s*) 180lb *100lb* 322NHP 2SB,6*cf*,GS131,HS4900 Blair&Co.Ld.Stockton	25 ″ 8 s 3 ″ 6 22 ″ 5	
646 110345 RJSD	**Saxoleine** **SteelSc3MstSr** *J.S.Love* –15 2 *Dks* *Elec.light* *Carrying Petroleum in bulk* *Mchy.Aft*		3755 3371 2269					1899	Armstrong Whitworth &Co.Ld. Newcastle		Saxoleine S.S.Co. Ld. (Hunting& Son)	335·7 P82′B23′F41′	45·0	28·5 *WB*	Newcastle British	T.3Cy.24″,40″&64″–48″ 275NHP WllsndSlpwyCo.Ld.Nwc.		V
647 112713 RQNT	**Saxon** **SteelTwinScSr** *G.K.Gandy* –16 4 *Dks* *Ref.Mchy. Elec.light* Sub.Sig. Wireless		12385 10377 6336					1900	Harland& Wolff,Ld. Belfast		The Union-Castle Mail S.S.Co.Ld.	570·5 P83′F63′	64·4	38·6 *WB*	London British	Q.8Cy.32″,46″,66″&95″–60″ 1396NHP Harland&Wolff,Ld.Bel.		
648 116376	**—** **SteelSc** *Mchy.Aft* 1 *Dk&Spardk*		2348 — 1875					1890	Globe Iron Works Co. Cleveland,O.		Pittsburgh S.S.Co.	296·2	40·4	21·1 *WB*	Duluth, Minn. Utd.States	T.3Cy.24′,38″&61″–42″ 241NHP GlobeIrnWksCo.,Clevelnd		
649 — 82672 WFJR	**—** **IronScSr** *R.Williams* –15 *ss*Gls.2ndNo.3–1,06 *ss*Nwc.No.2–15 *Well deck* 1 *Dk2trB* *Elec.light* *Cargo battens not fitted*		1595 1239 997	✠100A1 5,11 ~~10,15~~ ✠NB7,10 ✠LMC5,15 ~~DS5,17~~	Mdb Hull	*q*	~~5,15~~ N5,17	1881 11mo	T Turnbull &Son Whitby A&CP		Entente S.S.Co.Ld. (Leopold Walford (London) Ld. *Mgrs.*)	264·0 P26′Q74′B60′F35′ ND01 *WB = DBa*	34·6 BK9″	18·0 4 *BHCem* 76′ *f* 101′328 *t*	London British	C.2Cy.32″&60″–39″ (*s*) 80lb *80lb* NDB07 170NHP 2SB,6*pf*,GS83,HS2726 Blair&Co.(Lim.),Stockton	19 ″ 6 s 2 ″ 2½ 18 ″ 5	
650 110006 QKLN	**—** **SteelScSr** (Detained at Hamburg) *R.Humphreys* –12 *ss*Brs.No.3–1,11 *Well deck* 1 *Dk(Stl)*		495 376 252	✠100A1 1,14 BS1,14 ✠LMC1,11	Drt	*h*	1,14	1898 11mo	W. Harkess &Son Middlesbro' A&CP		T.W.Smyth *WB = DBa*	163·2 Q82′B14′F20′ ptND11 32′35 *t*	26·0 FK	12·2 4 *BHCem* *FPT*	London British	T.3Cy.12″,21¼″&33″–24″ (*s*) 180lb 80RHP 1SB,2*rf*,GS40,HS1033 Whyte&Mair,Dundee	13 ″ 0 s ″ 8 12 ″ 7	
651 — 127401 HVRB	**—** **SteelScK** *E.Gibbs* –10 *ss*Cff.No.1–12 1 *Dk*		239 199 93	✠100A1 *Stm Trawler* 9,14 BS12,15 ✠LMC6,12	Cff		9,14	1907 10mo	Smith's Dock Co.Ld. North Shields *Lloyd's A&CP*		Neale&West,Ld.	120·3 Q67′F19′	21·6 BK7½″	11·6 3 *BHCem*	Cardiff British	T.3Cy.12½″,20″&34″–24″ (*s*) 180lb 57RHP 1SB,2*pf*,GS38,HS1423 MacColl&Pollock,Ld.Sld.	12 ″ 6	
652 — 104648 HSVD	**—** **SteelScSr** (*ex* Charlotte, *ex* Schelde, *ex* Dorothy) *Elec.light*		139 — 38			...		1895	R.Duncan &Co.Ld. Pt.Glasgow		Steam Pilot Boat Co.(Cardiff& Bristol Channel)Ld	110·3	18·0	9·3	Cardiff British	T.3Cy.9″,13″&21″–18″ 23RHP Muir&Houston,Glasgow		
653 — 104190	**—** **IronScK** *W.Hool* –14 (*Trawler*) 1 *Dk*		119 109 48			...		1894	Cook,Welt'n&Gemmell Hull		Onward Stm.Fishing Co.Ld. (T.Robinson, *Mgr*)	88·5 Q18′	20·1 BK7½″	10·7	Grimsby British	C.2Cy.16″&32″–22″ NB06 43RHP C.D.Holmes&Co.,Hull	11 ″ 4	
654 133084 JBHW	**Saxon Monarch** **SteelScSr** *A.A.S.Walker* –13 *Elec.light* 1 *Dk&Shelterdk*		4828 4531 3024					1912	Napier& Miller,Ld. Glasgow		Monarch SS.Co.Ld (Raeburn&Vérel, Ld. *Mgrs.*)	420·0	53·2	26·3 *WB*	Glasgow British	T.3Cy.27′,44′&73′–48′ 369NHP D.Rowan&Co.Glasgow		C
655 200036	**Saxona** **SteelScSr** *Mchy.Aft* *Elec.light* 1 *Dk2trB*		4716 — 3441					1903	American S.B.Co. Clevelnd Ohio		Zenith S.S.Co. (G. A.Tomlinson, *Mgr*)	416·0 F48′	50·0	28·0 *WB*	Duluth, Minn. Utd.States	T.3Cy.20″,33½″&55″–40″ American 191NHP S.B.Co.,Clevelnd Ohio		
656 110648 RPNQ	**Saxonia** **SteelTwinSc4MstSr** *H.M.Benison* –17 *ss*Liv.No.3–3,13 3 *Dks* (*Stl–Mpt* ws–*U* ws) *& Web frames, Orlop dk (Stl) forward & Orlop beams aft & Ref.Mchy.Elec.light Shelter dk (Stl–*ws) Sub.Sig. Wireless		14297 11277 9082	✠100A1 *Shelter dk* 10.16 ~~DS7,16~~ ✠LMC ~~12,11~~ 6,17 *Carrying oil fuel F.P. above 150 F. in D Tanks*	Liv	*k*†	~~12,15~~ 4,18	1900 4mo	J.Brown& Co.Ld. Clydebank *Lloyd's A&CP*		Cunard S.S.Co.Ld. *WB = Cell DBa* 170′ *uE & B* 125′ *f* 186′1762 *t*	580·0 B *on Shelter dk* 275′ *D Tanks a* 33′ 1200 *t*	64·2 FK	38·4 10 *BHAsp* *D Tanks f* 50′	Liverpool British	Q.8Cy.29″,41½″,59″&84″–54″ 2101b ~~50lb~~ 80lb(*s*) 1700NHP 9SB,27*cf*,GS570,HS25803 FD J.Brown&Co.Ld.Clydebnk 1400 *t FPT* 200 *t APT* 184 *t*	~~41 ″ 7~~ s 10 ″ 6 31 ″ 10	BT till 7,17
657 — RLHT	**—** **SteelScSr** *C.Neumann* *Elec.light* 2 *Dks*		4424 4135 2782					1899	Flensburgr Schiffsb.Ges. Flensburg		Hamburg-Amerik. Packetf.Act.Ges. (Ham.-Amr.Linie)	400·2 P&B243′F45′	46·1	27·3 *WB*	Hamburg German	T.3Cy.26½″,44″&72″–48″ 359NHP FlensburgerSchiffsb.Ges.		G
658 — JFMT	**—** (Seized at Libau) **SteelScSr** *W.Zollitch* 04–10 1 *Dk*		967 723 594					1898	J.W. Klawitter Danzig		L.Jahn&C.Wiese (A.H.Schwedersky Nfl. *Mgr.*)	220·6 Q60′B52′F28′	32·2	12·9 *WB*	Memel German	T.3Cy.17½″,28″&43″–27½″ NB10 97NHP J.W.Klawitter,Danzig		
659 — RKMS	**—** **SteelSc** *H.Wietstock* (*ex* Ruhrort) *Mchy.Aft* 1 *Dk*		389 363 232					1896	J.H.N. Wichhorst Hamburg		W.Kunstmann	152·2 B8′	25·5	11·0	Stettin German	C.2Cy.13⅝″&24¼″–15¾″ 20NHP OttenserMaschf.Altona		G
660 10914 LDHK	**Sazanami Maru** **SteelSc** (*ex* Hjorlisfur)		109 — 36					1906	..... Christiania		Toyo Hogei Kabushiki Kaisha	96·0	17·3	10·9	Nishinomiya Japanese	T.3Cy.		
661 132959	**Scadaun** **WoodScDy** *C.Goldspink* –12 (*Fishing*) 1 *Dk*		108 107 46					1912	J.Chambers Lowestoft		Earl of Dunraven, K.P. (W.G. Lucas, *Mgr.*)	92·7	20·3	10·0	Lowestoft British	T.3Cy.10¼″,15½″&26″–18″ 35RHP Crabtree&Co.Ld.Gt.Yar.		
662 118049 VFSH	**Scaldier** *J.M.Parvis* –17 **SteelScSr** ~~*J.S.Gardner* –06~~ *ss*Bom.No.2–12 (*ex* Aldgate, *ex* Langdale) 1 *Dk(Stl)* *& Spar dk (Stl) & deep framing*		3547 3306 2294	✠100A1 *Spar dk* 5.15 ✠LMC ~~MS2,18~~ ~~BS2,17~~	NNs	*w*	~~9,15~~ 2,18	1903 9mo	Russell& Co. Port Glasgow *Lloyd's A&CP*		Lloyd Royal Belge (Great Britain) Ld. *Cell DBa* 108′ *uE & B* 40′ *f* 144′ 806 *t*	339·5 P36′B84′F40′	46·0 FK	17·9 25·7 6 *BHCem* *APT* 56 *t*	London British	T.3Cy.24″,40″&65″–45″ (*s*) 180lb ~~80lb~~ 309NHP 2SB,6*cf*,GS135,HS4851 D.Rowan&Co.Glasgow	28 ″ 5 s 5 ″ 4½ 23 ″ 5	
663 RKPM	**Scandia** **SteelScSr** *J.Jochims* Wireless (*ex* Königsberg, *Well deck* *Elec.light* *ex* Della) 2 *Dks* 3 *trB*		4506 4103 2856			...		1897	Blohm& Voss Hamburg		Hamburg-Amerik. Packetf.Act.Ges. (Ham.-Amr.Linie)	400·7 P&B264′F44′	46·3 BK11″	27·4 *WB*	Hamburg German	Q.4Cy.21½″,31½″,45½″&66″–48″ 396NHP Blohm&Voss,Hamburg	30 ″ 3	G
664 3497 JKRS	**Scandinavia** **SteelScSr** ~~*J.t.Nilsson* 11–14~~ ~~*ss*Got.No.3–5,11~~ ~~*Wm.Potts* 11–17~~ *ss*Got.No.1–16 *E.A.Carlsson* 16–18 1 *Dk(Stl)* *ss*Got.2nd No 3–5,18	lower dk forward deep framing aft	1227 1027 566	✠100A1 ~~12,14 9,16~~ 5,18 ~~DS5,16~~ ✠LMC ~~8,16~~ ~~BS11,17~~ 5,18	Cpn Göt	*o*	~~2,16~~ ~~12,17~~ 5,18	1899 6mo	Carmichael MacLean&Co Greenock A&CP	*WB*	Rederiaktieb Svenska Lloyd (H.Metcalfe, *Mgr*) = *Cell DBa* 54′ *uE & B* 36′ *f* 108′ 293 *t*	239·7 P21′B164′F26′	35·0 FK	15·5 4 *BHCem* 53 *t APT* 34 *t*	Gothenbrg Swedish	T.3Cy.19½″,31″&51″–36″ (*s*) 160lb *80lb* 160NHP 2SB,6*pf*,GS100,HS2460 Muir&Houston,Ld.Gls.	17 ″ 9 s 1 ″ 3 16 ″ 9	
665 132664 HVSG	**—** **SteelAuxSc3MstSr** *P.MacLachlan* 09–12 *Paraffin Motor* *Carrying oil in bulk* 1 *Dk* (*See Sailing Ship Register*)		456 383 207					1905	Naaml Ven Werf v. Rijkee&Co. Rotterdam		British Petroleum Co.Ld. (British Tanker Co.Ld. *Mgrs.*)	171·0 B28′F22′	27·3	11·0 *WB*	London British	Paraffin Motor		V

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys.	3 Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — † for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NP=Horse power by Society's formulæ; RP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Dates of Build or Trade Cert.
666 109441 QDST	**Scandinavian** Steel Twin Sc 3 Mst Sr *J.M.Reith* –14 (*ex* Romanic, *ex* New England) 3 *Dks* *Ref. Mchy. Elec. light* Sub. Sig. Wireless		12099 9110 7730					1898	Harland & Wolff, Ld. Belfast	**Allan Line S.S. Co. Ltd** (Canadian Pacific Ocean Services, Ltd. *Mgrs.*)	550·3 P92′ B318′ F70′	59·3	43·9	Glasgow British *WB*	T. 8 Cy. (2) 30½″ (2) 50½″ & (4) 58½″–54″ 985 NHP Harland & Wolff, Ld. Bel.	39 ″ 3	C BT till 5,17
667 5482 JTKN	**Scania** Steel Sc Sr *J.G.Texell* 13–13 *ss* Hul. No. 3–3,13 (*ex* Narcissus) *ss* Skm. No. 1–17 *Well deck* 1 *Dk* (*Stl*)		862 630 403	✠100A1 1,18 ~~1,17~~ BS1,18	Skm Got ✠LMC 4,17	*k*	4,17	1901 4 mo *Lloyd's*	Mackie & Thomson Glasgow *A&CP*	Rederiaktieb. Trelleborg (Rob. Göhle, *Mgr.*) *WB = Cell D*	190·3 Q98′ B15′ F25′ *Ba* 40′ *f* 79′ 184 *t*	31·0 FK	13·4 *FPT*	Norrköping ~~Trelleborg~~ Swedish 4 *BHCem* 45 *t*	T. 3 Cy. 17½″, 28⅝″ & 45″–33″ (*s*) 180 lb *90 lb* 130 NHP 1 SB, *3 rf*, GS 60, HS 2040 Muir & Houston, Ld. Gls.	14 ″ 6 s ″ 11½ 13 ″ 9	
668 129381 HQNK	**Scapa** Steel Sc K *S. Beckmann* –12 *ss* Falkland Islands No. 1–14 1 *Dk*		126 123 43	✠100A1 *For fishing purposes* 8,14 ~~BS3,17~~ ~~BS6,16~~ ✠LMC 8,14	Falk. I'ds	*p*	~~6,16~~ 8,17	1910 3 mo *Lloyd's*	Hawthorns & Co. Ld. Leith *A&CP*	**Chr. Salvesen & Co.**	95·0 19·1 10·9 BK 7½″ *WB = APT* 5 *t*			Leith British 4 *BHCem*	T. 3 Cy. 11½″, 18½″ & 30″–22″ 180 lb (*o*) 53 RHP 1 SB, *2 pf*, GS 32, HS 927 Hawthorns & Co. Ld. Leith	12 ″ 0	
669	**Scaramanga** Iron Sc Sr *ss* Pir. 2nd No. 3–6,07 *Well deck* 1 *Dk* (*Irn*) 2 *tr B*		*1591* *1276* *1031*	✠ 4,14 ✠	Pir	*p*		1882 3 mo	C. S. Swan & Hunter Newcastle	**Turkish Government** *WB*	256·0 Q96′ B52′ F31′ *DBa* 70′ *f* 46′ 220 *t*	35·0 BK 9″ = 5 *BHCem* *APT* 20 *t*	18·0	Turkish	C. 2 Cy. 32″ & 62″–36″ NDB 12 182 NHP 2 SB, *4 pf*, GS 69, HS 2900 Wllsnd. Slip C. (Lim.), Nwc.	19 ″ 3	
670 108456	**Scarborough** Steel Sc Yl *H. Finmurth* –13 *ss* Gms. No. 3–9,09 *ss* Gms. No. 1–14 1 *Dk*		161 148 63	✠100A1 *Stm Trawler* 5,14 ✠NB 5,14 ✠LMC 5,14	Gms		5,14	1897 3 mo	Mackie & Thomson Glasgow *A&CP*	**Consolidated Stm. Fishing & Ice Co. (Gms.) Ld.** (J.D. Marsden, *Mgr.*)	104·2 Q17′ F19′	20·5 BK 7½″	10·7	Grimsby British 4 *BHCem*	T. 3 Cy. 10″, 16″ & 27″–20″ (*s*) 180 lb 45 RHP 1 SB, *2 pf*, GS 26, HS 656 Muir & Houston (Lim.), Gls.	11 ″ 7	
671 44919	— Iron Pad Sr *J.M.Kimmings* –13		142 142 79					1866	Lewis & Stockwell London	**Theodor Shipping Co., Ld.** (A. Tate & Co., *Mgrs.*)	149·8	18·0	7·4	Grimsby British	O. 2 Cy. 30″–34″ NB 88 52 RHP J. Penn & Sons, London		
672 118480 HBCN	**Scarbrough** Steel Pad Sr *J.G.Dalrymple* –04 1 *Dk*		468 347 318					1904	Lytham S.B. & E. Co. Ld. Lytham	**Niger Co. Ld.**	200·4	32·0	6·7	London British	C. 4 Cy. 11″ & 24″–18″ 46 RHP Lytham S.B. & E. Co. Ld. Lyt		
673 127078 HQSP	**Scarlet Tower** Steel Sc Sr *J. McNish* –17 *ss* Cff. No. 1–13 (*ex* Nigretia) 1 *Dk* (*Stl*)		3187 3003 2044	✠100A1 8,17 ~~2,17~~ ~~BS4,16~~ ✠LMC 8,15	NFL Gen	*v*	2,17	1910 4 mo *Lloyd's*	A. Rodger & Co. Pt. Glasgow *A&CP*	**Limerick S.S. Co Ld** *Cell*	334·0 P29′ B90′ F36′ *DBa* & *uE* 125′ *f* 149′	48·0 FK	22·3 735 *t* *APT* 56 *t*	Bristol British 5 *BHCem*	T. 3 Cy. 24″, 40″ & 65″–42″ (*s*) 180 lb *100 lb* 300 NHP 2 SB, *6 cf*, GS 112, HS 4674 A. Rodger & Co. Glasgow	24 ″ 9 s 4 ″ 1 21 ″ 0	
674 135973	**Scarron** Steel Sc K *H. Newman* –13 1 *Dk*		296 265 122	✠100A1 *Stm Trawler* ~~7,17~~ ~~7,15~~ ✠LMC 10,15	Gms Dun			1913 10 mo *Lloyd's*	Cook, Welt'n & Gemmell Ld. Beverley *A&CP*	**Standard Steam Fishing Co. Ld.**	130·2 Q71′ F20′	23·0 BK 8″	12·2	Grimsby British 4 *BHCem*	T. 3 Cy. 13½″, 22½″ & 37″–24″ 185 lb (*s*) 68 RHP 1 SB, *3 pf*, GS 52, HS 1595 Amos & Smith, Ld. Hull	13 ″ 1	
675 127099 HWQF	**Scarsdale** Steel Sc Sr (Detained at Hamburg) *J. Davis* 96–12 1 *Dk* (*pt Stl & pt Irn*)		3714 3446 2306	✠100A1 8,13 ✠LMC 9,12	Lon	*w*		1912 9 mo *Lloyd's*	R. Thompson & Sons, Ld. Sunderland *A&CP*	**North of England Protectng & Indemnity Association** (J.S. Todd, *Mgr.*)	350·0 P35′ B102′ F35′ *WB = Cell D Ba* 10	50·0 FK	23·2 6′ *uE* & *B* 42′ *f*	Bristol British 6 *BHCem*	T. 3 Cy. 25″, 41″ & 67″–45″ (*s*) 180 lb *100 lb* 326 NHP 2 SB, *6 cf*, GS 136, HS 5024 J. Dickinson & Sons, Ld. Sld. 148′ 900 *t* *FPT* 98 *t* *APT* 127 *t*	25 ″ 10 s 4 ″ 5½ 21 ″ 9	
676 99001 MJBD	**Scartho** Steel Sc Sr *A.W.Rawling* –17 (*ex* F.E.Webb) *ss* Hul. 2nd No. 3–4,16 *Mchy. Aft* *Well deck* 1 *Dk* (*Irn*) *Cargo battens not fitted*		569 460 317	✠100A1 ~~5,17~~ ~~4,16~~ 1,18 ~~BS5,17~~	Hul Gms ✠LMC 4,16	*h*	~~4,16~~ 5,17	1891 10 mo	R. Thompson & Sons Sunderland *A&CP*	**Bargate Steam Shipping Co. Ld.** (F.A. Hobbs, *Mgr.*)	161·7 Q50′ B16′ F21′ *DBf* 95	29·9 FK	11·9 164 *t*	Grimsby British 3 *BHCem* *APT* 7 *t*	T. 3 Cy. 15″, 25″ & 40″–27″ (*s*) 160 lb 90 RHP 1 SB, *3 pf*, GS 40, HS 1340 N.E. Marine Eng. Co. Ld. Sld	14 ″ 7 s 1 ″ 6 18 ″ 4	
677	**Scham** Iron Sc Bk (*ex* Australasian) *Ref. Mchy. Elec. light* 2 *Dks* & *Spar dk*		*3662* *2516* *2333*				...	1884	R. Napier & Sons Glasgow	**Administr. de Nav. & Vap. Ottomane**	361·6 B94′ F46′	44·2	21·3 29·1 BK 9″	Constantpl Turkish *WB*	T. 3 Cy. 32″, 46″ & 70″–54″ 355 NHP R. Napier & Sons, Glasgow	32 ″ 2	
678	**Scharhörn** Steel Twin Sc *Elec. light* 1 *Dk*		140					1908	Schiffsw (v. J & Sch.) A.G. Hamburg	**Hamburger Staat**	117·0	22·4	11·5	Hamburg German	T. 6 Cy. 11 13/16″, 19 5/16″ & 30 5/16″–16 5/16″ 74 NHP Schwft. (v J & Sch) A G Ham		
679 QHVB	**Scharnhorst** Steel Twin Sc *F. Rehm* *Elec. light* Sub. Sig. Wireless 4 *Dks*		8388 7079 4805					1904	J.C. Tecklenborg A.G. Geestemünde	**Norddeutscher Lloyd**	453·5 P75′ H190′ F90′	55·8	36·0 *WB*	Bremen German	T. 6 Cy. 24 13/16″, 41 5/16″ & 69 3/16″–51 3/16″ 696 NHP J.C. Tecklenborg A.G. Gst.		G
680	**Schelde** Steel Sc Sr *ss* Rot. No. 2–15 (*Tug*) 1 *Dk*		336 295 7	✠~~100A1~~ ~~8,17~~ 9,15 ~~MS 5,14~~ ~~BS 9,15~~ ✠LMC	Rot	*f*	9,15	1906 8 mo	Wilton's E. & S. Ipswy Co. Rotterdam *A&CP*		134·7 B50′ F10′ *WB = FPT* 7 *t*	24·9 BK 7″	13·8 3 *BHCem* *APT* 30 *t*		T. 3 Cy. 15″, 25″ & 40″–36″ (*s*) 185 lb 140 NHP 2 SB, *4 cf*, GS 73, HS 2604 Wilton's E. & S. Ipswy Co. Rot.	14 ″ 7 ~~s 1 ″ 5~~ ~~18 ″ 0~~	
681 142980 JSFD ~~PRVL~~	**Scheldestroom** Steel Sc Sr ~~*J. Plasschaert*~~ *Elec. light* 1 *Dk*		1222 952 736					1903	Rijkee & Co Rotterdam	**The Shipping Controller** (Wm Brown Atkinson & Co Ld, *Mgrs*)	230·0 Q77′ B40′ F32′	33·0	17·6	~~Amstrdam~~ Dutch London British *WB*	T. 3 Cy. 17½″, 28″ & 45″–36″ 121 NHP Maats. Feyenoord, Rot.		V
682 7 SGNC	**Scheria** Steel Sc Sr *A. Salno* 16–16 *ss* Pal. No. 3–12,15 *Elec. light* 1 *Dk* (*Stl*) & *Web frames* (*ex* Giovan Maria D'Ali) & *Awng dk* (*Stl*)		2727 2595 1724	✠100A1 *Awng dk* *with freeboard* 9,16 ✠LMC 12,15	Gls	*s*	12,15	1902 10 mo *Lloyd's*	N. Odero & Co. Genoa *A&CP*	**Soc. Anon. di Nav. La Sicania** *WB = Cell D B*	287·9 a90′ *uE* & *B* 40′ *f* 110′	43·3 24·4 FK	18·4 5 *BHCem* 566 *t* *APT* 95 *t*	Trapani Italian	T. 3 Cy. 20½″, 33 11/16″ & 55½″–39½″ 180 lb *100 lb* (*s*) 227 NHP 2 SB, *6 pf*, GS 119, HS 3810 N. Odero & Co. Genoa	26 ″ 7 s 6 ″ 8½ 20 ″ 3	
683 PRVN	**Schiedijk** Steel Sc Sr *J.K. Lieuwen* 16–17 *Elec. light* 2 *Dks* (*Stl*) & *Shelter dk* (*Stl*)	702	~~7040~~ 6710 ~~4485~~ 4425	✠100A1 *Shelter dk* *with freeboard* 9,17 ~~2,17~~ ✠LMC 2,17	Rot	*a*†		1916 12 mo	Bonn & Mees Rotterdam *A&CP*	**Nederl.-Amerik. Stoomv. Maats.** (Holland-Amerika Lijn) *Cell D B* 358′ 1298 *t*	426·0 F48′ *on Shelter deck* *DTa* 27′ 1029 *t*	54·4 FK *FPT*	36·0 128 *t* *APT* 12 *t*	Rotterdam Dutch 7 *BHCem*	T. 3 Cy. 28″, 46″ & 77″–54″ (*r*) 180 lb 705 NHP 4 SB. *12 cf*, GS 220, HS 11264 FD Maats. Fyenoord, Rot.	38 ″ 8 s 9 ″ 10½ 29 ″ 2	
684 139786	**Schiehallion** Steel Sc K *B. Grimmer* –16 *Elec. light* 1 *Dk*		225 210 84	✠100A1 *Stm Trawler* 11,16 ✠LMC 11,16	Abn			1916 11 mo *Lloyd's*	J. Duthie Torry S.B. Co. Aberdeen *A&CP*	**Grampian Fishing Co. Ld.**	115·9	22·1 BK 7½″	11·9 3 *BHCem*	Aberdeen British	T. 3 Cy. 12″, 20″ & 33″–22″ (*s*) 180 lb 70 RHP 1 SB, *2 pf*, GS 39, HS 1243 W. Beardmore & Co. Ld. Gls.	12 ″ 9	
685 142990 ~~JTDM~~ ~~SHVW~~	**Schieland** Steel Sc *N. Bruin* *Mchy. Aft* 1 *Dk* (*Stl*) *Well deck* *Cargo battens not fitted*		2249 1674 1202	✠100A1 ~~9,17~~ ~~10,15~~ 5,18 ~~LMC 10,16~~	Rot Lon	*r*		1916 10 mo	A.F. Smulders Schiedam *A&CP*	**The Shipping Controller** (Jackson Bros. & Cory, *Mgrs.*) *Cell D Bf* 192′ 540 *t*	272·7 P69′ Q84′ F27′ *MT* 12′ 285 *t*	40·2 FK *FPT*	18·2 131 *t* *APT* 70 *t*	London British 5 *BHCem*	T. 3 Cy. 20″, 32″ & 52″–39″ (*s*) 180 lb 210 NHP 2 SB. *6 cf*, GS 108, HS 3616 A.F. Smulders, Schiedam	20 ″ 9 s 2 ″ 6 18 ″ 7	
686 LMWO	**Schiffsbau** Iron Sc Sp *F. Bruhn* –05 (*Salvage Steamer*) (*ex* Kastrup, *ex* Starkad) 1 *Dk*		114 100 27					1874	Kockums M.V. Aktieb. Malmö	**Flensburger Schiffsbau Ges.**	88·5	18·3	11·5	Flensburg German	C. 2 Cy. 16″ & 31 7/8″–19½″ NB 97 36 NHP Kockums M.V. Akt. Malmö		

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. / Ex-nom, s'il y a lieu. / Visites Périodiques. / Nombres des Ponts	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite	6 Port de Visite.	7 Terme assigné maintenant ex.pire. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NP= Force en chevaux d'après les formules de la Société. RP= Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu de navire. Tirant d'eau correspondant. pds. pc.	15 Registres du cadet, si navire est R. Dans le cert. Ref. Trade.
687	**Schildturm** SteelScSr	5107	✠ ——	Ham	*z*		1911	J.C.Teck-	DeutscheDmpfs-	400·9|53·6|28·5	Bremen	T.3Cy.28½″,45¼″&74″–53½″	31 ″ 0	
	D.Kloppenburg (Seized at Antwerp)	4787	7,16 ✠				6mo	lenborgA.G.	fahrts.Ges.Hansa	P50'B124'F52'	German	474NHP		
QJWG	*Elec.light* 2*Dks*(*Stl–U* teaks)	3183						Geestemünde	*WB*=*CellDB*133'	*uE*22'*f*172'1029*t* FK	6*BHCem*	3SB,*9cf*,GS129,HS6120 FD		
	Wireless								'Tween dk tanks	a46'*f*42'903*t FPT*5	7*tAPT*53*t*	J.C.TecklenborgA.G.Gst.		
688	**Schillig** SteelSc	169					1897	Act.Ges.	F.Busse	110·7|20·9|10·4	Gstemnde	C.2Cy.17¾″&33½″–22″		G
	M.Löffke (*Trawler*)	157						"Neptun"		H36'	German	44NHP		
KHWM	1*Dk*	35						Rostock			*WB*	A.G."Neptun,"Rostock		
689	**Schipperke** SteelScK	331	✠100A1	Hul		6,14	1911	Cook,Wel-	HumberSteam	140·1|23·7|12·4	Hull	T.3Cy.13″,22½″&37″–24″ (*s*)	13 ″ 3	
132259	*S.Carnazza* –11	296	*StmTrawler*				9mo	t'n&Gemmell	TrawlingCo.Ld.	Q76'	British	200lb 84RHP		
HTMR	*Elec.light* 1*Dk*	142	6,14 ✠LMC10 11					Ld.Beverley		BK8'	4*BHCem*	1SB,*3pf*,GS46,HS1390		
								Lloyd's sA&CP		*WB*=	*DTf*8'25*t*	Amos&Smith,Ld.Hull		
690	**Schleswig** SteelTwinScSr	6955					1902	Act.Ges.	Norddeutscher	449·2|52·3|30·4	Bremen	T.6Cy.21½″,35½″&61½″–49½″		G
	P.König	5606						"Vulcan"	Lloyd	P83'B208'F85'	German	535NHP		
QHLS	*Elec.light* Wireless 3*Dks*	4329						Stettin			*WB*	A.G."Vulcan,"Stettin		
691	— SteelSc	253					1904	G.Seebeck	DeutscheDmpfs-	135·4|22·5| 9·8	Nordenhm	T.3Cy.12″,19½″&31½″–23½″		G
	*Dirkes*05–09 (*Trawler*)	211						Act.Ges.	chereiGes.Nordsee	Q74'F23'	German	48NHP		
QHVK	1*Dk*	91						Bremerhaven			*WB*	G.Seebeck A.G.Bremerhvn		
692	— SteelSc	223					1906	Schiffsw(v.	Joh.Thode&	115·8|22·4| 9·8	Altona	T.3Cy.12½″,20″&32″–22″		G
	*H.Wulff*12–12 (*Trawler*)	199						J&Sch.)A.G.	N.Ebeling	F16'	German	48NHP		
LGQV	*Elec.light* 1*Dk*	80						Hamburg			*WB*	Schwft.(vJ&Sch)AG Ham		
693	— SteelSc	139					1907	Howaldts-	Neue Dampfer-Co.	93·4|21·4| 9·0	Kiel	C.2Cy.14$\frac{5}{16}$″&27$\frac{5}{16}$″–18$\frac{3}{4}$″		G
	*H.Schüler*99–07	101						werke	Akt.Ges.		German	28NHP		
LBPK	*Elec.light* 1*Dk*	52						Kiel			*WB*	Howaldtswerke,Kiel		
694	**Schnapper** IronScCtr	260					1877	J.Walker&	Government of	135·3|23·1|10·3	Brisbane	C.2Cy.18″&33″–20″		
94131	*J.Adams*94–11	260						Co.	Queensland		British	47RHP		
	1*Dk*	177						Maryborough				J.Walker&Co.,Maryboro'		
695	**Schokland** SteelScSr	1113	✠100A1	Rot	*n*	1,17	1915	A.Vuijk&	~~Scheepvaart&~~	225·3|33·2|14·2	London	T.3Cy.17½″,29″&46″–36″ (*s*)	15 ″ 0	
142384	*H.Zijlstra*	775	~~3,15 1,15~~ 4,18	Hul			12mo	Zonen	~~Steenkolen Maats.~~	Q72'B54'F22'	British	180lb 155NHP		
~~PRVJ~~	*Well deck* 1*Dk*(*Stl*)	624						Capelle a/d	TheShippingCon-	FK	4*BHCem*	2SB,*4cf*,GS78,HS2620		
JSRQ			✠LMC12,16					Ysel	troller(JohnGood			Maats.Fyenoord,Rot.		
									&Sons,*Mgrs.*)					
							Lloyd's sA&CP			*WB*=*CellDB*	*a*58' *uE*19'*f*	98'326*t FPT*25*t APT*18*t*		
696	**Scholar** SteelScSr	1635	✠100A1	Liv	*q*	~~5,14~~ 7,16	1886	R.Dixon&	Atlantic &Eastern	250·2|34·1|15·1	Liverpool	T.3Cy.20″,33″&54″–36″ (*s*)	23 ″ 8	
93670	*G.Hepden* –16 *ss*Liv.2ndNo.3–3,11	1526	*Spar dk*				5mo	Co.	S.S.Co.Ld. (J.	B22'F33' 22·8	British	160lb *75lb* 170NHP	s 4 ″ 9	
KGFJ	1*Dk*(*Stl*)&*Spar dk*(*Stl*–ws)	1031	2,15					Middlesbro'	Glynn&Son *Mgrs*	BK8'	1*BHCem*	2SB,*4cf*,GS66,HS2483	20 ″ 0	
	&*Web frames*		~~Examined 3,16~~ ✠LMC3,17				*Lloyd's sA&CP*		Ld *Mgrs*)			Blair&Co.(Lim.),Stockton		
697	**Schönebeck** SteelSc	141					1895	Bremer	FischdmpferRhed	102·3|20·6| 9·9	Bremen	C.2Cy.15¾″&26¾″–17½″		G
	B.Santjer (*Trawler*)	130						Vulkan	"Weser,"G.m.b.H.	H34'	German	24NHP		
QGCJ	1*Dk*	32						Vegesack	(J.Barckhan*Mgr*)		*WB*	BremerVulkan,Vegesack		
698	**Schönfels** SteelScSr	5592	✠ ——	Ham	*a*†		1902	Flensburgr	DeutscheDmpfs-	427·0|53·0|21·2	Bremen	Q.4Cy.24″,34″,51″&74″–54″	32 ″ 2	
	H.Strüfing *ss*Ham.No.2–10	5341	11,16				2mo	Schiffsb.Ges.	fahrts.Ges.Hansa	P58'B101'F48'29·4	German	506NHP		
QHKJ	1*Dk*(*Stl*)&*Webframes*&*Spar dk*	3543	*Spar dk* ✠					Flensburg	*WB*=*CellDB*a144	BK9'	6*BHCem*	3SB,*9cf*,GS145,HS6500 FD		
	Elec.light Wireless (*Stl–pt* teaks)								*uE*25'*f*181'1235*t*	*DTa*31'350*t FPT*	11*5tAPT*25*t*	FlensburgerSchiffsb.Ges.		
699	— SteelSc	208					1906	G.Seebeck	DeutscheDmpfis-	118·8|22·0|10·9	Nordenhm	T.3Cy.11¾″,18¾″&30½″–22″		G
	F.Kerting (*Trawler*)	170						Akt.Ges.	chereiGes.Nordsee	Q72'	German	44NHP		
QJGT	1*Dk*	47						Bremerhaven			*WB*	G.Seebeck A.G.Bremerhvn		
700	**Schoonhoven** SteelScSr	700					1917	F.van Duy-	Gebr.vanUden	182·0|29·5|15·2	Rottrdam	T.3Cy.13½″,22½″&36″–27″		
								vendyk			Dutch	67NHP		
	Mchy.Aft 1*Dk*							Lekkerkerk				Penn&Bauduin,Dordrecht		
701	**Schouten** SteelScSr	1784					1912	Maats.	Koninkl.Paketv.	270·3|40·2|17·0	Batavia	T.3Cy.19″,31½″&51½″–39″		V
	G.J.Brust –12 *Fitted for oil fuel*	1337						Fyenoord	Maats.	P&B184'F34'	Dutch	165NHP		
THKC	*Elec.light* 2*Dks*	966						Rotterdam			*WB*	Maats.Fyenoord.Rot.		
702	**Schulau** SteelScSr	269					1901	Oderwerke	Hamburg-Amerik.	115·0|23·9|12·8	Hamburg	C.2Cy.21½″&39½″–25½″		G
	J.Jaster (*Tug*)	239						Act.Ges.	Packetf.Act.Ges.	H40'	German	78NHP		
RMJT	*Elec.light* 1*Dk*	20						Stettin	(Ham.-Amr.Linie)		*WB*	OderwerkeAct.Ges.Stettin		
703	**Schütting** SteelSc	194					1904	G.Seebeck	Hochseefischerei	120·4|22·6|11·1	Brmrhavn	T3Cy.11$\frac{5}{16}$″,18½″&30$\frac{5}{16}$″–22″		G
	*J.Kramer*12–12 (*Trawler*)	171						Act.Ges.	BremerhavenAkt.	F20'	German	43NHP		
QHSK	1*Dk*	58						Bremerhaven	Ges.		*WB*	G.Seebeck A.G.Bremerhvn		
704	**Schuylkill** SteelScSr	2206					1892	GlobeIron	N.A.Galanos	274·8|40·4|13·3	Buffalo	T.3Cy.20″,32″&52″–42″		
116526		—						WorksCo.		H— F32'	Utd.States	175NHP		
	Mchy.Aft 1*Dk*&*Spar dk*	1820						Cleveland,O.			*WB*	GlobeIrnWksCo.,Clevelnd		
705	**Schwaben** SteelScSr	5098	✠ ——	Bmn	*a*†		1906	Bremer	Norddeutscher	409·5|52·7|27·9	Bremen	Q4Cy24″34⅜″50⅜″&72⅞″–53⅞″	30 ″ 9	
	Frankenburg *ss*Bhn.No.1–10	4842	11,16				3mo	Vulkan	Lloyd	P&B329'F46'	German	528NHP		
QJCB	*Elec.light* 2*Dks*(*Stl–Upt* teaks)	3224	✠					Vegesack		FK	6*BHCem*	3SB,*9cf*,GS165,HS7104 FD		
	Ref.Mchy. *lower dk*(*Stl*)*fore hold*											Bremer Vulkan,Vegesack		
	Well deck Sub.Sig. *Webframes after hold*									*WB*=*CellDBa*123' *uE*&*B*78'*f*156'		1172*t FPT*18*t APT*13*t*		
706	**Schwalbe** SteelSc	1178					1898	Bremer	Dampfsch.Ges.	235·4|31·0|17·6	Bremen	T.3Cy.19″,30½″&49$\frac{5}{16}$″–31½″		G
Lost by Collision 12.16	*Bauchens*99–12	1019						Vulkan	Argo	P46'F26'	German	135NHP		
QGMK	*Elec.light* Sub.Sig. Wireless 1*Dk*2*trB*	760						Vegesack			*WB*	BremerVulkan,Vegesack		
707	— SteelScSr	166					1909	C.Cassens	LeererHerings-	99·4|23·0|10·1	Leer	C.2Cy.9$\frac{7}{16}$″&18½″–12$\frac{3}{16}$″		
	*F.Sölter*06–09	156						Emden	fischereiAct.Ges.	Q15'	German	Christiansen& 12NHP		
KJVF	*Mchy.Aft* 1*Dk*	88										Meyer,Harburg		
708	**Schwan** SteelSc	1212					1907	Akt.Ges.	Dampfsch.Ges.	240·7|33·8|11·7	Bremen	T3Cy.19$\frac{5}{16}$″,32¼″&52″–35$\frac{7}{16}$″		G
	*Fr.Scholtz*00–12	700						"Neptun"	Argo	P29'B69'F25' 18·7	German	161NHP		
QJMB	*Elec.light* Sub.Sig. Wireless 2*Dks*	605						Rostock			*WB*	A.G."Neptun,"Rostock		
709	**Schwarzenfelde** SteelScSr	3837	✠ ——	Ham	*w*		1900	Wigham-	D.Fuhrmann,	358·0|46·1|19·5	Hamburg	Q.4Cy.23″,31½″,48″&71″–45″	30 ″ 0	
	H.Kettwich –14 *ss*Ham.No.3–8,12	3644	1,17				2mo	Richrdsn&Co	Nessle&Gunther	P46'B98'F45' 27·4	German	418NHP		
QGWV	(*ex*Schwarzenfels) 1*Dk*(*Stl*)&*Spar dk*	2443	*Spar dk* ✠					Ld Newcastle	Nachfl.	BK10'	6*BHCem*	2SB,*6rf*,GS121,HS5364 FD		
	Elec.light (*Stl*–teaks)&*Webframes*								*WB*=	*CellDBa*108' *uE*26'*f*146'615*t*		WghmRchrdsn&C.LdNwc		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys.	3 Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 6 7 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years assigned. how explod. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
710 RSFJ	Schwarzwald *J.N.Rauschenplat* –11 *Elec.light* Wireless	SteelSc 3*Dks*	4892 4374 2977					1911	F.Schichau Danzig	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	351·5 B108′	48·2	32·7	Hamburg German *WB*	T4Cy23⅜″35⅜″52″&72½″-53½″ 386NHP F.Schichau,Elbing		G
711 19 SGPF	Scilla *G.Milea*06–06 *Elec.light*	SteelPad (*Ferry*) 1*Dk*	397 367 126					1896	N.Oderofu A. SestriP'nente	Ferrovie dello Stato (Italian StateRailways)	177·1	26·9	11·5	Messina Italian	C.2Cy.31″&58½″–43½″ 187NHP N.Odero,SestriPonente		I
712 424 SGPM	Scillin *G.Bertolotti* (*ex*Beatrice) *Elec.light*	SteelScSr *ss*Gen.No.3–5,11 *ss*Gen.No.1–15 1*Dk*(*Stl*)&*Spar dk*(*Irn*) *&deep framing*	3296 3097 2121	✠100A1 *Spar dk* 2,17 ✠LMC12,16	Pal	*v*	~~5,16~~ N8,17	1898 9mo	Bartram& Sons Sunderland	FratelliBianchi *WB=CellDBa*	350·0 P30′B102′F36′ 24·3 FK A&CP 112′*uE*24′/140′806*t*	45·0	16·4	Genoa Italian 6*BHCem* *APT*68*t*	T.3Cy.24″,39½″&65″–42″ (*s*) 160lb *80lb* 298NHP 2SB,6*rf*,GS102,HS3860 FD J.Dickinson&Sons,Ld.Sld	26 ″ 9 s 4 ″ 11 22 ″ 1	
713 113917 SBJL	Scindia *A.Collie* –17 *Elec.light* Wireless	SteelScSr 2*Dks*	5127 4470 3247					1900	D&W Henderson&Co. Glasgow	AnchorLine(HendersonBros.)Ld.	400·7 P19′B128′F47′	49·2	27·8	Glasgow British *WB*	T.3Cy.26″,43″&71″–48″ 349NHP D.&W.Henderson&Co.Gls.		C BT till 2,18
714 105030 NSCK	Scipio *S.J.Coleman* –13	SteelScSr 1*Dk*	1735 1633 1117					1895	Furness, Withy&CoLd WHartlepool	Ellerman'sWilson Line,Ld.	270·2 P10′B78′F30′	38·1	19·0	Hull British *WB*	T.3Cy.18″,30″&48″–33″ 132NHP Amos&Smith,Hull		C
715 136898 JHLC	Scomber *Elec.light*	SteelScK 1*Dk*	321 285 139	✠100A1 *StmTrawler* 12,14 ✠LMC12,14	Hul			1914 12mo	Cochrane &Sons,Ld. Selby *Lloyd's*	MountSteam FishingCo.Ld. *A&CP*	130·3 Q76′F22′	24·0 BK8″	13·1	Fleetwood British 4*BHCem*	T.3Cy.13½″,23″&37″–26″ (*s*) 180lb 89RHP 1SB,3*pf*,GS47,HS1540 C.D.Holmes&Co.Ld.Hull	13 ″ 9	
716	— *M.Lopez* –14 *ss*Bcl.No.2–17	SteelScK ~~*ssF'ts.Nord.18*~~ 1*Dk*	270 249 102	✠100A1 *StmTrawler* 8,17 ~~6,16~~ ~~BS8,15~~ ✠LMC~~6,16~~	Bcl		4,18 4,18 ~~BS12,16~~ M8,17	1909 3mo	Cochrane &Sons Selby *Lloyd's*	Trillo,Galiana y delValleS.enC. *A&CP*	130·0 Q76′F23′	23·0 BK7½″	12·2	Barcelona Spanish 4*BHCem*	T.3Cy.13″,22″&36″–26′ (*s*) 180lb 76RHP 1SB,3*pf*,GS45,HS1275 C.D.Holmes&Co.Ld.Hull	13 ″ 0	
717 113162	Scooper *C.T.Patterson* –15 (*ex*Kastoria)	IronScK *ss*Hul.No.3–8,14 1*Dk*	195 175 77	✠100A1 *StmTrawler* 8,14 ~~NB8,14~~ ✠LMC8,16	Hul		8,14	1900 4mo	Cook,Welt'n&Gemmell Hull *Lloyd's*	LindseySteam FishingCo.Ld. (E.Bacon,*Mgr.*) *A&CP*	113·6 Q49′F19′ ND14	21·0 BK7½″ *WB*=	11·2 3*BHCem* *DBf*5′3*t*	Grimsby British	T.3Cy.11¾″,20″&32″–24″ (*s*) 180lb 55RHP 1SB,2*pf*,GS33,HS1050 Amos&Smith,Hull	12 ″ 1	
718 94080	Scorpio *J.Blackman* –16	IronScK (*ex*Virgo) 1*Dk*	145 137 77			…		1888	Earle'sCo. Ld. Hull	J.Johnson	101·6 Q17′	20·5	10·6 BK7½″	Scarboro' British	T.3Cy.11½″,17″&30″–18″ NB03 45RHP Earle'sCo.Ld.Hull	11 ″ 6	
719 98764	Scorpion *R.Swift* –17	IronScYl (*Trawler*) 1*Dk*	155 142 64			…		1891	Mackie& Thomson Glasgow	~~DoggerBankStm. TrawlingCo.Ld.~~ (~~R.W.Crawford,~~ *Mgr.*) ~~D.Chew~~	100·5 Q19′F19′	20·5	10·7 BK7½″	~~Scarboro'~~ British	C.2Cy.16″&32″–22″ 45RHP Muir&Houston,Glasgow	11 ″ 11	
720 127138	Scot *J.Daniel* –14	SteelScK *ss*Abn.No.1–12 1*Dk*	202 190 79	✠100A1 *StmTrawler* 2,15 ~~BS4,16~~ ✠LMC11,12	Abn		2,15	1907 12mo	Hall,Russell&Co.Ld. Aberdeen *Lloyd's*	StandardSteam FishingCo.ofAbn. Ld.(J.G.Adam,*Mgr.*) *A&CP*	115·2 BK7½″	22·0 *WB*=	12·1 3*BHCem* *DBf*32′12*t*	Aberdeen British	T.3Cy.12″,20″&34″–23″ (*r*) 180lb 74RHP 1SB,3*pf*,GS44,HS1347 Hall,Russell&Co.Ld.Abn.	13 ″ 0	
721 RJBH	Scotia *H.Möller* Sub.Sig.	SteelScSr (*ex*Grimm) 2*Dks*3*trB*	2558 2362 1629			…		1890	C.Connell &Co. Glasgow	DmpfRhedMerkur G.m.b.H. (Emil R.Retzlaff,*Mgr.*)	319·3 P12′B76′F38′	40·1	23·7	Stettin German *WB*	T.3Cy.23½″,37½″&60″–42″ 233NHP J.&J.Thomson,Glasgow	26 ″ 6	G
722 111038 THVK	— *J.F.Pinchin* *Elec.light* Sub.Sig. Wireless	SteelTwinScSr 2*Dks*&*Awngdk* 1*Dk*	1872 1207 785					1902	W.Denny &Bros. Dumbarton	L.&N.W.Rlwy.Co.	330·2	39·1	15·7	Dublin British *WB*	T.8Cy(2)26″,(2)40″&(4)43″ –33″ 425NHP Denny&Co.Dumbarton		
723 5964 KBHT	— *C.R.Andersson*14–18 *Elec.light*	SteelScSr 1*Dk*(*Stl*)	~~1850~~ ~~1820~~ 1839 ~~1000~~ 162 1087	✠100A~~–~~ 3,18 ~~(Class Contem plated)~~ ✠LMC~~6,18~~	Got	*r*		~~1917~~ 1918 ~~1920~~	Lindholmens V.Akt. Gothenburg	Rederiakt. SvenskaLloyd (H.Metcalfe,*Mgr.*)	262·0 P24′~~B158′124′~~ B106′F26′ *CellDB*223′470	42·7 FK	18·1 4*BHCem* *APT*41*t*	Gothenbrg Swedish	T.3Cy.19¼″,32″&52″–36″(*s*) 185lb *100lb* 200NHP 2SB,4*cf*,GS62,HS2700 FD LindholmensV.Akt.Got.	20 ″ 6	
724 111865	— *G.C.Ascough* –01 *Elec.light*	SteelSc (*Ferry*) (*Screws fore&aft*) 1*Dk*&*Web frames*	1461 1446 658			…		1901	Armstrong Whitworth &Co.Ld. Newcastle	CanadianGovernment	254·0 FK	46·7	16·5	Ottawa British	T.6Cy.17½″,28″&45″–27″ (*s*) 292NHP WllsndSlpwy.Co.Ld.Nwc.	18 ″ 0	
725 122423	— *A.Reid*	WoodScSr 1*Dk*	376 209 268					1907	A.Ernst MahoneBay, N.S.	Halifax&CansoS.S Co.Ld.(G.S.Campbell&Co.*Mgrs.*)	138·8	26·8	9·6	HalifaxNS British	C.2Cy.17½″&35″–24″ 52RHP McKie&Baxter,Glasgow		
726 96245 MKCG	— *T.Hall* –16	IronScYl (*Trawler*) 1*Dk*	149 142 55			…		1891	Mackie& Thomson Glasgow	~~LeithStm.Fishing Co.Ld.~~C.Dobson (~~T.H.Scales,*Mgr.*~~)	100·5 Q19′F19′	20·5	10·7 BK7½″	~~Leith~~ British Grimsby	T.3Cy.11″,16½″&27″–22″ 45RHP Muir&Houston,Glasgow	11 ″ 11	
727 102862 NKOP	— *B.Youseman* –14	SteelScK 1*Dk*	136 124 5			…		1893	Anderson, Laverick&Co Ld Newcastle	~~J.S.Watkins~~ ~~William Watkins, Ld. (J.S.Watkins, *Mgr.*)~~	97·5 B12′	19·5 BK6½″	11·2 4*BHCem*	London British	T.3Cy.13″,21″&34″–24″ NB17 99RHP J.Stewart&Sns(Lim),Lon	12 ″ 0	
728 JLSB	Scotia II. *Manning*15–15 *Elec.light*	SteelSc (*Screws fore&aft*) 1*Dk*(*Stl*-ws)&*Web frames*	1859 1838 740	✠100A1 *TrainFerry* 8,15 ✠LMC8,15	Nwc	*s*		1915 8mo	Armstrong Whitworth &Co.Ld. Newcastle	CanadianGovernment(Dept. ofRailways&Canals) *A&CP*	286·8 *WB=DTa*18′105*t*	48·2 FK	17·9 7*BHCem*	Ottawa British	T.6Cy.21″,34″&54″–30″ (*s*) 160lb 454NHP 4SB,12*cf*,GS274,HS8840 Wllsnd.Slpwy.Co.Ld.Nwc	20 ″ 0 s 6 ″ 4 14 ″ 1	
729 129547 HSKG	Scotian *J.Williams* –16 (*ex*Statendam) *Elec.light Ref.Mchy.* Sub.Sig. Wireless	SteelTwinScSr *ss*Gls.No.3–3,11 3*Dks*(*Stl U*-ws)&*Awng dk*(*ptStl*-ws)	10322 9574 6442	100A *Awng dk* *with freeboard* 3,15 *Examined*,13 LMC10,15	Bry		~~SN 9,16~~ ~~1,15~~ 1,13 BS11,17	1898 8mo	Harland& Wolff,Ld. Belfast	TheAllanLineS.S. Co.Ld.(Canadian PacificOceanServices,Ld.*Mgrs.*) *WB=CellDBa*142′	515·3 *Prom.dk*190′ *uE&B*150′*f*119′	59·8 39·6 FK&BK3″	23·8 9*BHptAsp ptCem* 1471*tMT*56′	Glasgow British *Prom.dk*190′ 39·6 FK&BK3″ 9*BHptAsp ptCem* 1471*tMT*56′	T.6Cy.27½″,45½″&75½″–54″ 180lb (*s*) 1126NHP 3D&3SB33*cf*GS589HS20328 Harland&Wolff,Ld.Bel. 1500*tFPT*143*tAPT* 66*t*	42 ″ 8 s14 ″ 6 28 ″ 11	BT till 9,17
730 106739 JNDF	Scotland *D.W.Petherbridge* –17 *ss*Hul.No.3–7,09 *ss*Hul.No.1–13 1*Dk*	IronScK *ss*Hul.No.1–13	152 145 63	✠100A1 *Stm Trawler* 7,17 ~~7,16~~ ~~BS7,16~~ ✠LMC~~7,18~~	Hul		~~7,16~~ N7,17 6,17	1897 4mo	Cook,Welt'n&Gemmell Hull *Lloyd's*	HullSteamFishing &IceCo.Ld. *A&CP*	101·8 ND09	20·6 BK6½″ *WB*=	11·0 3*BHCem* *DTf*17′30*t*	Hull British	T.3Cy.9½″,16½″&25½″–20″ 200lb 35RHP 1SB,2*pf*,GS22,HS573 Amos&Smith,Hull	11 ″ 10	

1 Numéro d'Ordre / Numéro Officiel / Signaux	2 Nom du Navire. Matériaux, Grément, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✝ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Longueurs où coté, si ce n'est dans le L. R. Diamètre Chez H. or Tracks.
731 126909	**Scotsburn** *J.D.Scott* 12–10	**WoodScSr** 1 *Dk*	224 154 119					1910	J.Ernst& Son MahoneBay	Halifax&Glace BayS.S.Co.Ld.	116·8	22·2	9·9	Halifax NS British	C.2Cy.14″&28″–20″ 33RHP McKie&Baxter,Glasgow		
732 104844 HSDL	**Scotsman** *R.J.Williams* –16 *ss*PG1.2ndNo.3–3,08 *ss*Liv.No.2–16 *Well deck Mchy.Aft*	**SteelScSr** 1 *Dk(Irn)*	181 141 70	✝100A1 7,17 ~~12,16~~ ✝NB5,08	Liv ✝LMC10,16 BS2,13	*b*	10,16	1894 7mo *Lloyd's*	J.H. Gilmour Irvine *sA&CP*	T.Coppack&Co.	110·0 Q37′B7′F17′	20·1 BK6″	8·2 *WB* = *FPT* 25*t*	Chester British *3BHCem*	C.2Cy.14″&28″–20″ (*s*) 120lb 25RHP 1SB,*2pf*,GS29,HS753 Muir&Houston,Glasgow	9 ″ 0 s ″ 8½ 8 ″ 11	
733 116114 TVDW	— *G.W.Smith* 01–09	**SteelScSp** (*Tug*) 1 *Dk*	141 122 12			…		1903	Cook,Welt'n&Gemmell Hull	ScotsmanCo.Ld. (G.S.Campbell& Co.)	98·0 B24′	19·0 BK6″	9·7 *WB*	Halifax NS British	T.3Cy.11½″,20′&33″–24′ 60RHP Amos&Smith,Hull	10 ″ 6	
734 114836	**Scott**	**SteelTwinSc** (*Tug*) 1 *Dk*	152 144 —			…		1902	Allsup& Co.Ld. Preston	Port of London Authority	90·4	21·1	11·4 BK6½″ *WB*	London British	C.4Cy.19″&40″–24″ 201NHP Allsup&Co.Ld.Preston	12 ″ 0	
735 MHLD	— *L.Andersen* (*Whaler*) *Elec.light* (*ex*Zambesi) 1 *Dk*	**SteelScSr**	144 140 51			…		1912	Akers.Mek Værks Christiania	HvalfangerAkties. Sydhavet (P.Bogen, *Mgr.*)	99·3	20·1	11·5 *WB*	Sandefjord Norwegian	T.3Cy.12″,20″&33″–24″ 53NHP AkersMek.Værks.Xia.		N
736 96106	**Scott Harley** *ss*Bat.No.3–12,03 (*ex*SriPreanger,*ex*Muntok,*ex*Scott Harley) *Well deck* 1 *Dk(Irn)*	**SteelScSr**	435 293 193 ✝ 4,09 ✝		Bat	*g*		1891 6mo	J Fullerton &Co. Paisley	LimC.Chui *WB* = *DBa* 33′*f* 19′58*t* *FPT* 2 *2t APT* 6*t*	157·0 Q81′B12′F25′	23·2 BK6″	11·2	Singapore British *4BHCem*	T.3Cy.14″,22″&35″–30″ NDB04 64RHP 1SB,*3cf*,GS47,HS1178 W.Kemp,Glasgow	11 ″ 11	
737 125782 HNTQ	**Scottier** *W.Wisnom* –12 *ss*Lon.No.1–13 (*ex*Kingsgate) 1 *Dk(pt Iron & pt Stl)* 2 *tr B* *deep framing & Web frames* 3 *Dk rule*	**SteelScSr**	3717 3448 2370	✝100A1 9,16 BS10,15 ✝LMC7,13	Brs	*w*	9,16	1909 5mo *Lloyd's*	J.L.Thompson&Sons,Ld. Sunderland	LloydRoyalBelge (GreatBritain)Ld. *Cell DBa*	346·5 P23′B92′F32′ 119′*u* *E* & *B* 40′*f* 146′	50·8 FK 88*t* *APT* 93*t*	23·3	London British *6BHCem*	T.3Cy.25″,41″&67″–45 (*s*) 180lb *90lb* 329NHP 2SB,*8pf*,GS148,HS5100 G.Clark,Ld.Sunderland	25 ″ 6 s 4 ″ 6 21 ″ 5	
738 98547	**Scottish Belle** *F.F.Bray* –14	**SteelScSr** (*Trawler*) 1 *Dk*	145 139 60			…		1890	J.Scott& Co. Kinghorn	R.Brown&Co.	101·8	20·1	11·5 BK6½″	Aberdeen British	T.3Cy.11″,17″&30′–20″ 50RHP J.Scott&Co.,Kirkcaldy	11 ″ 10	
739 105718 NWPD	**Scottish Hero** *T.A.Ensor* –15 *Turret deck* 1 *Dk* 2 *tr B & Web frames*	**SteelScSr**	2205 1974 1402			…		1895 3mo	W Doxford &Sons,Ld. Sunderland	Merchants Mutual LakeLine.Ld. (Canada Stmship Lines,Ld. *Mgrs.*)	297·0 F37′	40·0 FK *WB*	21·5	Montreal British	Q4Cy19½″,27½″,39″&55″–42″ 285NHP W.Doxford&SonsLd.Sld.	24 ″ 1	C
740 129744 HQPL	**Scottish Prince** *W.J.Duncan* –17 *ss*NYK.No.1–14 *Elec.light* 1 *Dk(Stl)* & *Shelter dk(Stl–ws)*	**SteelScSr**	2897 2655 1794	✝100A1 *Shelter dk* *with freeboard* 12,17 ~~4,17~~ ~~Examined 5,18~~ ✝LMC2,14	Mch BS~~8,17~~	*v*	~~4,17~~ 5,18	1910 3mo *Lloyd's*	Short Bros. Ld. Sunderland	PrinceLine,Ld. (Furness,Withy &Co.Ld. *Mgrs.*) *B* = *Cell DBa* 102′*u*	340·6 F37′ *E* 25 *f* 145′636*t* *FPT*	46·4 FK 106*t* *APT* 21*t*	21·5	Newcastle British *6BHCem*	T.3Cy.25″,42″&69″–45″ (*s*) 180lb *100lb* 389NHP 2SB,*6cf*,GS122,HS5268 FD N.E.MarineEng.Co.Ld.Sld	22 ″ 11 s2 ″ 0 21 ″ 4	
741 112396	**Scout**	**WoodSc** 1 *Dk*	176 144 70					1900	J.R.Miller Cardinal,Ont.	CanadianGovernment	103·6	25·6	9·2	Ottawa British	C.2Cy.9″&18″–14″ 12RHP Selby &Youldin,Kingston,Ont		
742 113185	**Scouter** *J.M.Shaw* –15 (*ex*Moravia)	**IronScK** 1 *Dk*	195 175 77	✝100A1 *Stm Trawler* 6,15 ✝NB6,14	Gms ✝LMC6,14		6,14	1900 7mo *Lloyd's*	Cook,Welt'n&Gemmell Hull *sA&CP*	LindseySteam FishingCo.Ld. (E.Bacon, *Mgr.*)	113·6 Q49′F19′ ND14	21·0 BK7½″	11·2	Grimsby British *3BHCem*	T.3Cy.11½″,20″&32″–24″ (*s*) 180lb 55RHP 1SB,*2pf*,GS33,HS1050 Amos&Smith,Hull	12 ″ 1	
743 116235 KJFN	**Scranton** *Elec.light Mchy.Aft*	**SteelScSr** 1 *Dk* & *Spar dk*	2016 1854 1595					1888	Cleveland S.B.Co. Cleveland,O.	S.C.McLouth	260·0 H—F29′	39·2	21·6 *WB*	Pt.Huron Utd.States	T.3Cy.19″,30″&52″–40″ 171NHP ClevelandS.B.Co.Clevelnd		L
744 114 SGQF	**Scrivia** 2 *Dks* (1 *Irn* & 1 *pt Irn*) 3 *tr B*	**IronScSr**	2428 2213 1500 ✝ 4,85		Cff	*t*		1882 5mo	R.Dixon& Co. Middlesbro'	SocietàMarittima Italiana *WB* = *DBa*	300·2 P35′B74′F42′ 82′*f* 58′ & *u* B32′369*t*	40·3	25·2	Naples Italian *6BHCem*	C.2Cy.40″&73″–41″ NB94 284NHP T.Richardson&Sons,Hpl.		I
745 125683 HMNJ	**Scudhill** *R.Maclean* –15 ~~*ss*Sou.No.1–12~~ *ss*Allo.No.2–17 1 *Dk(Stl)*	**SteelScSp**	436 415 197	✝100A1 *Hopper Barge* 5,17 ~~8,16~~ ~~BS9,16~~ ✝LMC~~8,12~~ 5,17	Gmh All	*g*	~~10,15~~ 5,17	1908 4mo *Lloyd's*	C.H.Walker&Co.Ld. Sudbrook *sA&CP*	Topham,Jones& Railton	164·0	27·1	10·8 FK	London British *5BHCem*	T.3Cy.18″,22″&34″–22½″ (*s*) 165lb 60RHP 1SB,*2pf*,GS40,HS1248 Plenty&Son,Ld.Newbury	11 ″ 6 s 1 ″ 10 9 ″ 10	
746 HRFG	**Scutari** *Elec.light* 1 *Dk(Stl–ws)*	**SteelTwinScSr** *ss*Tri.No.1–14	262 191 187 ✝ — 2,17 ✝ *with freeboard* *For service in*		Tri *Bay of*	*e* *Sc*	~~5,17~~ *utari*	1909 12mo *Medu*	Lloyd Austriaco Trieste *a-Oboti*	LloydAustriaco	135·0 Q40′RFD33′ *WB* = *DT* *f* 17′	28·2 FK 45*t* *APT* 21*t*	7·0	Trieste Aust.-Hung. *5BHAsp*	C.4Cy.11½″&23″–15″ 84NHP 1SB,*3pf*,GS48,HS1220 LloydAustriaco,Trieste	7 ″ 6	
747 135476 JCNF	**Scythian** *J.G.Martin* –15 *Elec.light* 2 *Dks(Stl)*	**SteelScSr**	4865 4525 3028	✝100A1 5,17 ~~1,16~~ ~~BS2,17~~ ✝LMC~~7,15~~ 8,17	Liv Lon	*y*	~~11,15~~ 8,17	1913 7mo *Lloyd's*	Ropner& Sons,Ld. Stockton *sA&CP* *WB* =	F.Leyland&Co.Ld. *Cell DB* 135′*u* *E* 23′	390·0 P33′B115′F37′ *f* 168′ 1039*t* *FPT* 12	50·5 FK 0*t* *APT* 19*7t*	28·0	Liverpool British *6BHCem*	T.3Cy.26″,43″&71″–48″ (*s*) 180lb 392NHP 3SB,*9cf*,GS174,HS6206 Blair&Co.Ld.Stockton	30 ″ 6 s 5 ″ 11½ 24 ″ 10	
748 96287	**Sea Cock** *A.Roof* –17 (*ex*Bismarck)	**IronScSp**	101 101 20					1877	H.Schmidt Hamburg	LiverpoolSc.Towing&LighterageCo G.R.Nicholson)	76·9	16·8	10·6	Liverpool British	C.2Cy.16½″&33″–18″ NB97 60RHP H.Schmidt,Hamburg		
749 57884	**Sea Fern** (*ex*Supply, *ex*H.M.S.Supply)	**IronScSr** 1 *Dk*	142 142 69					1881	Laird Bros. Birkenhead	Bermuda Trnsprtn Co.	104·0	19·5	9·7	Hamilton, Bermuda British	C.2Cy.13″&24½″–14″ 25RHP LairdBros.Birkenhead		
750 201861 KTSB	**Sea Foam** *A.Hendrickson* –08	**WoodScSr** 1 *Dk*	339 228 205					1905	Lindstrom S.B.Co. Aberdeen, Wash.	C.H.Higgins	127·0	32·0	10·0	S.Frncisco Utd.States	C.2Cy.14″&32″–24″ 42NHP WillametteIron&Steel Works,Portland,Or.		
751 112642 RMFQ	**Sea Gull** *H.D.Barnard* –06 *ss*Lon.No.3–9,12 1 *Dk(Stl)* *lower dk forward* *Web frames aft* & *pt Awng dk(Stl–pt ws)*	**SteelScSr**	976 798 412	✝100A1 *pt Awng dk* *with freeboard* 6,16 ~~Examined 2,13~~ ~~BS2,16~~ ✝LMC~~7,13~~	Liv MS2,18	*n*	~~3,13~~ 2,18	1899 12mo	Mackie& Thomson Glasgow A&CP	Leach&Co.Ld. *WB* = *Cell DBa* 50′*f* 100′ 182*t*	225·0 P55′ *pt Awng dk* 149′	33·0 BK8″ 4*t* *FPT* 38*t*	14·3	London British *4BHCem*	T.3Cy.19″,31″&51″–33″ (*s*) 160lb *80lb* 184NHP 2SB,*6pf*,GS93,HS3300 N.E.MarineCo.Ld.Sld.	16 ″ 6 s 1 ″ 8 15 ″ 8	
752	— *Einarsson* –05 (*Trawler*) 1 *Dk*	**SteelScK**	*147* *147* *52*			…		1894	TROswald Milford Haven	G.Einarsson	104·0	21·1	9·9 BK6½″	Reykjavik Iceland Danish	C.2Cy.14½″&34″–22″ 45NHP Ross&Duncan,Glasgow	11 ″ 6	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. / Master. / Special Surveys.	3 Material, Rig, &c. / Late Name if any. / No. of Decks, &c	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✝ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned / now Expired / Equipment Letter.	Date when tail shaft last seen.	8 Built. When. / Ship. / Engines	9 By Whom. / Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of Ref. Trade Cert
753 108428	**Sea Hawk** *C.Grimmer* –16	Steel Sc Sr (*Trawler*) 1 *Dk*	169 154 64	✝100A1 *Stm Trawler* 11,16	Hul	...		1898	J.Duthie, Sons & Co. Aberdeen	Duncan & Leith W.Ellis	108·4 Q28′	20·8 BK 7½″	11·1	Granton British Grimsby	C.2Cy.13⅝″&32½″–21″ 52RHP Hall,Russell&Co.,Abn.	11 ″ 9	
754 113621 TFCW	**Sea Horse** *H.W.South* –16	Steel Sc K *ss* Hul.No.3–7,13 1 *Dk*	229 216 92	✝100A1 *Stm Trawler* 11,16 ~~[illegible]~~ ✝LMC7,15	Hul	C 12,17	11,16	1901 10mo *Lloyd's*	Cook, Welt'n & Gemmell Hull *sA&CP*	G.F.Sleight	120·0 ptND 13	21·8 BK 7″ *WB* = *DBf* 8′5*t*	12·0	Grimsby British	T.3Cy.12½″,21½″&35″–24″ 200lb (*s*) 70RHP 1SB,*2pf*,GS35,HS1090 Amos&Smith,Hull	12 ″ 10	
755 114775 SRLF	**Sea Hound** *A.E.Bennett* –14	Steel Sc Sr *ss* Lon.No.3–5,14 1 *Dk*(*Stl*) & *Web Frames* & *pt Awng dk*(*Stl*)	1090 900 514	✝100A1 *pt Awng dk with freeboard* 12,17 ~~2,17~~ ~~BS2,17~~	Liv MS 12,17 ✝LMC ~~[illegible]~~	*o*	~~2,17~~ 12,17	1901 10mo *Lloyd's*	Mackie& Thomson Glasgow *sA&CP*	Leach&Co.Ld. *WB* = *Cell DBa*	228·4 P54′ B&F153′ 54′*uE* 15′ *f* 104′ 276*t*	34·0 FK	14·3	London British	T.3Cy.18⅞″,30″&48″–33″ 160lb *80lb* (*s*) 167NHP 2SB,*6pf*,GS108,HS3056 W.V.V.Lidgerwood,Glas.	16 ″ 6 s 1 ″ 4 15 ″ 6	
756 139309 JNBQ	**Sea King** *Elec.light*	Steel Sc K 1 *Dk*	321 285 130	✝100A1 *Stm Trawler* 12,16 ✝LMC 1,17	Hul			1916 12mo *Lloyd's*	Cochrane& Sons,Ld. Selby *sA&CP*	J.H.Robins&Co. Ld.	138·6 Q74′ F24′	23·5 BK 7½″	12·6	Hull British	T.3Cy.13″,23″&37″–26″ (*s*) 200lb 94RHP 1SB,*3pf*,GS48,HS1625 C.D.Holmes&Co.Ld.Hull	13 ″ 3	
757 211972 LDMR	—	Wood Sc 1 *Dk*	298 — 168					1867	..... Cleveland	J.T.Donohue	130·7	21·8	12·5	Baltimore Utd.States			
758 108467 QBRH	— *J Mengel* –17	Iron Sc K (*Trawler*) 1 *Dk*	185 170 79					1897	Cochrane& Cooper Beverley	Consolidated Stm. Fishing&Ice Co. (Grimsby) Ld. (J. D.Marsden,*Mgr.*)	110·0 Q17′ F19′	21·0 BK 7½″	11·3	Grimsby British	T.3Cy.11½″,20″&32″–23″ NB16 50RHP Amos&Smith,Hull	12 ″ 0	
759 115923	—	Wood Sc (*Tug*)	181 — 91					1883	Fulton E.&S.B.Co. San Francisco	Ship Owners'& Merchants' Tug Boat Co.	119·0	26·1	11·5	S.Frncisco Utd.States	C.2Cy.22″&44″–36″ 97NHP Fulton Iron Works,S.Fco.		
760 117141 KWGH	— *O.Johansen* 12–13	Wood Sc 1 *Dk*	124 — 84					1902	..... Baltimore	Aiken Towboat& Barge Co.	95·6	21·8	10·4	Pensacola Fla. Utd.States			
761 113635 TGRL	**Sea Lion** *G.Clackstone* –12	Steel Sc K *ss* Hul.No.3–7,14 1 *Dk*	231 218 93	✝100A1 *Stm Trawler* 7,14 ✝LMC 7,14	Hul		12,12	1902 3mo *Lloyd's*	Cook, Welt'n & Gemmell Hull *sA&CP*	Pickering&Haldane's Stm. Trawling Co. Ld.	121·0	21·8 BK 7″ *WB* = *DBf* 8′5*t*	12·0	Hull British	T3Cy.12½″,21½″&35″–24″ (*s*) 200lb 70RHP 1SB,*2pf*,GS35,HS1090 Amos&Smith,Hull	12 ″ 10	
762 117116	— *H.A.Young* –16	Wood Sc Sr 1 *Dk*	218 170 148					1905	C.E. Robertson Vancouver	Young&Gore Tug Boat Co.Ld.	114·0	22·0	19·5	Vancvr BC British	T.3Cy.12″,20″&32″–24″ 52RHP McKie&Baxter,Glasgow		
763 139277 JMCK	**Sea Monarch** *W.McFee* –16 *Elec.light*	Steel Sc K 1 *Dk*	329 294 138	✝100A1 *Stm Trawler* 12,15 ✝LMC 1,16	Hul			1915 11mo *Lloyd's*	Cook, Welt'n & Gemmel Ld. Beverley *sA&CP*	Humber Steam Trawling Co.Ld. (R.H.Hobbs,*Mgr.*)	136·0 Q76′ F20′	24·1 BK 8″	12·7	Hull British	T.3Cy.13″,22½″&37″–26″ (*s*) 200lb 99RHP 1SB,*3pf*,GS47,HS1557 Amos&Smith,Ld.Hull	13 ″ 7	
764 117991 HFMK	**Sea Nymph** *J.W.Jessop* –09 *Mchy.Aft* *Well deck*	Steel Sc 3 Mst Sr *ss* Hul.No.2–14 1 *Dk*(*Stl*)	246 161 96	✝100A1 7,15 BS 11,16 ✝LMC 8,14	Hul	*d*	3,17	1906 1mo *Lloyd's*	G.Brown & Co. Greenock *sA&CP*	E.Coast S.S.Co.Ld.	119·9 Q63′ B9′ F18′	22·1 BK 7″ *WB* = *FPT*	8·9	Kngs Lynn British	C.2Cy.14½″&30″–21″ (*s*) 130lb *80lb* 40RHP 3*BHCem* 23*t APT* 1*t* 1SB,*2pf*,GS36,HS878 C.Houston&Co.Glasgow	9 ″ 9 s ″ 5½ 10 ″ 0	
765 136214 JHDG	**Sea Ranger** *J.Marsham* –14	Steel Sc K 1 *Dk*	263 242 103	✝100A1 *Stm Trawler* 11,14 ✝LMC 11,14	Hul			1914 11mo	Cochrane &Sons,Ld. Selby *sA&CP*	Humber Steam Trawling Co.Ld.	125·2 Q70′ F19′	22·5 BK 7½″	12·2	Hull British	T.3Cy.12½″,21½″&35½″–24″ 200lb (*s*) 78RHP 4*BHCem* 1SB,*3pf*,GS45,HS1320 Amos&Smith,Ld.Hull	13 ″ 0	
766 117184 KSBH	**Sea Rover**	Steel Sc (*Tug*) 1 *Dk*	199 — 116					1902	Fulton E.&S.B.Co. San Francisco	Ship Owners'& Merchants' Tug Boat Co.	121·0	24·5	15·0	S.Frncisco Utd.States	C.2Cy.17′&41″–28″ 74NHP Fulton E.&S.B.Co.S.Fco.		
767 114633	**Sea Salvage** *K.Andersson* –08 (*ex* George Lindsay, *ex* President Kind)	Iron Twin Sc Sp	187 187 26					1872	Janssen& Schmilinsky Hamburg	T.Ensor&Son	110·8	22·0	11·3	London British	C.4Cy.16½″&23″–16″ 89RHP Janssn&Schmilinsky,Ham		
768 136210 JHBF	**Sea Searcher** *J.W.Reveler* –14	Steel Sc K 1 *Dk*	263 242 103	✝100A1 *Stm Trawler* 10,14 ✝LMC 10,14	Hul			1914 10mo *Lloyd's*	Cochrane &Sons,Ld. Selby *sA&CP*	Humber Steam Trawling Co.Ld.	125·2 Q70′ F19′	22·5 BK 7½″	12·2	Hull British	T.3Cy.12½″,21½″&35½″–24″ 200lb (*s*) 78RHP 4*BHCem* 1SB,*3pf*,GS45,HS1320 Amos&Smith,Ld.Hull	13 ″ 0	
769 137751 JQNB	**Sea Serpent** *Barnard* –17	Steel Sc Sr ~~Steel Sc~~ 1 *Dk*(*Stl*) & *Shelter dk*(*Stl*)	2424 2315 1511	✝100A1 *Shelter dk with freed'rd* 2,18 ~~2,17~~ (*Class Contem plated*) ✝LMC 7,17 ~~MS 2,18~~	Bkn	*r*	2,18	1917 7mo *Lloyd's*	H.&C. Grayson Ld Garston *sA&CP*	Leach&Co.Ld. *Cell DB* 216′	265·0 400*t*	41·0 *FPT* 63*t* FK	18·8 *APT* 18	Dover British	T.3Cy.21″,34″&56″–36″ (*s*) 180lb 230NHP 2SB,*6cf*,GS101,HS3915 N.E.Marine Eng.Co.Ld.Sld.	21 ″ 0 s 1 ″ 3 20 ″ 1	
770 139276 JMCH	**Sea Sweeper** *L.Carnazza* –15 *Elec.light*	Steel Sc K 1 *Dk*	329 294 138	✝100A1 *Stm Trawler* 12,15 ✝LMC 12,16	Hul			1915 11mo *Lloyd's*	Cook, Welt'n & Gemmell Ld. Beverley *sA&CP*	Humber Steam Trawling Co.Ld. (R.H.Hobbs,*Mgr.*)	136·0 Q76′ F20′	24·1 BK 8″	12·7	Hull British	T.3Cy.13″,22½″&37″–26″ (*s*) 200lb 99RHP 1SB,*3pf*,GS47 HS1557 Amos&Smith Ld.Hull	13 ″ 7	
771 118488 HBFK	**Seabank** *B.Pearson* –17 (*ex* Dowgate)	Steel Sc Sr *ss* Ant.No.2–13 1 *Dk*(*pt Irn* & *pt Stl*) 2 *trB* & *Web frames* 3 *Dk rule*	3111 2875 1986	✝100A1 4.16 *Examined* 11,17 ✝LMC BS 6,17 MS 2,17	Mel	*u*	N2,17	1904 9mo *Lloyd's*	Richards n, Duck&Co. Stockton *sA&CP* W	Kestell S.S.Co.Ld. (Kestell Bros. *Mgrs.*) *B* = *Cell DBa* 108	325·0 P26′ B164′ F29′ *uE&B* 40′ *f* 138′ 740*t*	47·0 FK	22·4 *APT* 84*t*	London British	T.3Cy.23½″,39″&64″–42″ (*s*) 180lb *90lb* 280NHP 2SB,*6cf*,GS120,HS4200 Blair&Co.Ld.Stockton	24 ″ 10 s 3 ″ 6½ 21 ″ 8	
772 115348 JQRK	**Seaboard** *J.Russell* (*ex* Tredgar)	Iron Sc Sr 2 *Dks*	662 — 563					1874	Harlan& Hollings worth Co. Wlmgtn,Del.	Hartford&New York Transportation Co.	184·5	28·7	12·3	Hartford Utd.States	1Cy.34″–42″ NB98 58NHP Harlan&Hollingsworth Co.		
773 214692 LGQK	**Seaborn** Wood Aux Twin Sc 5 Mst Sr *W.W.Jamieson* 16–16 *Mchy.Aft* (*See Sailing Ship Register*)	*Stm.Eng.* 1 *Dk* 2 *trB*	1296 — 1023					1916	Seaborn Shipyards Co. Tacoma	Ostrander& Morrison	220·7 P36′ F46	43·4	17·2	Seattle Utd.States	C.4Cy.10¼″&23½″–18″ 39NHP Washington Iron Wks.Sea.		
774 115232	**Seacombe** *R.Potter* –01 *Elec.lhgt*	Steel Twin Sc (*Ferry*) 1 *Dk*	589 548 250			...		1901	Cochran& Co.Annan,Ld Annan	The Mayor,Aldermen& Burgesses of the Borough of Wallasey	140·0	50·3 FK	12·0	Liverpool British	T.6Cy.13″,22″&34″–22½″ 172NHP Cochrn&Co Annan Ld.Ann	12 ″ 8	BT till 9,17

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux. Gréement, etc / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Speciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenu après Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
775	**Seaflower**	SteelScK	275	✠	Abn			1908	GooleS.B.	TheAdmiralty	130·0	23·1	12·0		T.3Cy.12½″,21″&35″–26″	13 ″ 0
			227	*StmTrawler*				8mo	&Repg.Co.Ld		Q72′F23′			British		
	(*ex*OsprayII.)	1*Dk*	106	2,11 ✠					Goole				BK7½″	4*BHCem*	1SB,*3pf*,GS43,HS1600	
															Earle'sCo.Ld.Hull	
776	**Seaford**	SteelScSr	673	✠100A1	Sld	*i*	~~10,16~~	1911	W.Dobson	Stephenson	164·5	30·0	12·1	London	T.3Cy.15½″,25″&41″–30″ (*s*)	14 ″ 0
129200	*C.W.Bee* –12	*ss*Nwc.No.1–15	458	~~10.16~~ 10,17			10,17	5mo	&Co.	Clarke&Co.	Q94′B9′F23′			British	180lb *90lb* 113NHP	s ″ 8
HSQW	*Mchy.Aft*	1*Dk*(*Stl*)	349	✠LMC10,15					Newcastle				FK	3*BHCem*	1SB,*3pf*,GS51,HS1910	13 ″ 7
	Well deck	*Cargo battens not fitted*		BS10,17				*Lloyd's*A&CP		WB=*CellDB*	*u*E22′*f*95′168*t*FPT			8*lt*APT20*t*	N.E.MarineEng.CoLdNwc	
777	**Seaforth**	IronSc3MstSr	349	✠100A1	Cff	*e*	1,17	1891	PenarthSB	AlfredJ.Smith,Ld.	145·3	23·2	9·2	Bristol	C.2Cy.18¼″&36½″–24″ (*s*)	11 ″ 1
94036	*T.F.Andrews* –10	*ss*Bkn.No.3–2,08	254	1,17				2mo	&ShipRe-		Q78′B10′F18′			British	115lb 55RHP	s ″ 9
MKLG	(*ex*AiraForce)	*ss*Cff.No.2–17	134	✠NB3,15 ✠LMC					pairingCoLd.				BK7″	3*BHCem*	1SB,*2pf*,GS33,HS1103	11 ″ 1
	Well deck *Mchy.Aft*	1*Dk*(*Irn*)		BS7,16 MS1,17					Penarth				*WB*	=*FPT*25*t*	Penarth SB.Co.Ld.Penarth	
								*Lloyd's*A&CP								
778	**Seagull**	SteelSc	859	✠	Rng	*l*		1909	W.Simons	SydneyHarbour	206·0	33·1	14·3	SydnyNSW	T.3Cy.17″,27″&43″–27″	15 ″ 0
95949	*F.J.Toole* –14	*ss*Rgn.No.1–12	816	*HopperBarge*				1mo	&Co.Ld.	Trust	F25′			British	95RHP	
		1*Dk*(*Stl–pt* teak s)	497	6,14 ✠					Renfrew				FK	4*BHCem*	2SB,*4cf*,GS96,HS2834	
															W.Simons&Co.Ld.Rnf.	
779	—	SteelSc3MstSr	658	✠100A1	Goo	*i*	5,17	1902	R.William-	Goole&HullSteam	182·9	27·8	14·5	Shoreham	T.3Cy.14″,22½″&37″–27″ (*s*)	13 ″ 11
113676	*G.Searle*	*ss*Lon.No.3–12,11	464	5,17				12mo	son&Son	TowingCo.Ld.	Q103′B11′F22′			British	160lb *90lb* 69RHP	s 1 ″ 0½
	Well deck	*ss*Hul.No.1–16 1*Dk*(*Stl*)	267	✠LMC					Workington				BK7″	3*BHCem*	1SB,*3pf*,GS56,HS1826	13 ″ 7
	Mchy.Aft	*Cargo battens not fitted*		MS2,15 BS1,17				*Lloyd's*A&CP			WB=*DBf*96′134*t*			*FPT*50*t*	Ross&Duncan,Glasgow	
780	—	SteelScCtr	*268*	✠100A1	LaP	*c*	5,16	1899	T.B.Seath	Cia.deEmbarca-	118·0	22·0	10·4	Teneriffe	C.2Cy.16″&33″–20″ (*s*)	11 ″ 3
		*ss*LaP.No.3–11,11	*203*	5,16				8mo	&Co.	cionesCanarios				Spanish	120lb 50NHP	
JRBM	(*ex*Yelwa,*ex*Seagull)	*ss*LaP.No.1–16	*110*	✠LMC5,16					Rutherglen	(Elder,Dempster&			FK	3*BHCem*	1SB,*2pf*,GS37,HS895	
	Mchy.Aft	1*Dk*(*Irn*)						*Lloyd's*A&CP		Co.Ld.*Mgrs.*)			*WB*	=*FPT*12*t*	Fisher&Co.Paisley	
781	**Seaham**	SteelPadSp	133					1909	J.P.Ren-	SeahamHarbour	90·3	17·9	9·3	Sundrland	L.1Cy.28″–50″	
123960	*T.A.Smith* –10	(*Tug*)	121						noldson&Sns.	DockCo.				British	70RHP	
		1*Dk*	28						SouthShields						J.P.Rennoldsn&Sns,S.Shl.	
782	**Seaham Harbour**	IronScSr	1904	✠100A1	Sld	*r*	11,13	1880	E.Withy&	Marquess of Lon-	275·5	38·1	17·0	Sundrland	C.2Cy.35½″&65″–36″ (*s*)	19 ″ 5
81479	(Detained at Hamburg)		1470	11,13				10mo	Co.	donderry	P&B164′F31′			British	70lb *60lb* NDB02 182NHP	s 2 ″ 2½
TVND	*H.T.Shilling* –10	*ss*Sld.2ndNo.3–8,06	1242	✠NB7.02 ✠LMC5,10					WHartlepool	(D.N.Grimes*Mgr*)			BK9½″	4*BHCem*	2SB,*4pf*,GS66,HS2846	18 ″ 2
	Well deck	*ss*Sld.No.1–10		BS11,13				*Lloyd's*A&CP					*WB*=*Cell*	*DB*228′434*t*	T.Richardson&Sons,Hpl.	
	Cargo battens not fitted	1*Dk*(*Irn*)2*trB*														
783	**Seal** *E.A LeBlanc* –17	SteelScSr	608	✠100A1	Hfx	*i*	6,15	1911	Napier&	~~HalifaxTrading&~~	175·0	26·6	12·3	WndsorNS	T.3Cy.15″,25½″&41″–30″ (*s*)	12 ″ 11
129556	~~*G.A.Marley* –13~~	*ss*Hfx.No.1–15	374	*Shade dk*				4mo	Miller,Ld.	~~SealingCo.Ld.~~				British	180lb *100lb* 85RHP	s ″ 7½
HSNM	*Elec.light* Wireless	1*Dk*(*Stl*)&*Shade dk*	277	7,16 ✠LMC6,15					Glasgow	W.B.Greive			FK&BK1″	4*BHCem*	1SB,*3cf*,GS60,HS1940	12 ″ 7
				BS5,17				*Lloyd's*A&CP		WB=*Cell*	*DBa*&*u*E53′*f*75′			127*t*APT8*t*	Aitchison,Blair,Ld.Gls.	
784	**Sealark II.**	IronScK	182	✠100A1	Hul		1,15	1898	Cook,Wel-	Pickering&Hal-	110·0	21·0	11·3	Hull	T.3Cy.13″,21″&34″–24″ (*s*)	12 ″ 1
109042	*D.Yell* –14	*ss*Hul.No.3–6,11	169	*StmTrawler*				7mo	t'n&Gemmell	dane'sStm.Trawl-	Q20′			British	170lb 60RHP	
QPLV	(*ex*SeaLark,*ex*Forward)	1*Dk*	73	6.14					Hull	ingCo.Ld.	ptND11		BK7½″	3*BHCem*	1SB,*2cf*,GS29,HS1037	
				BS6,14 ✠LMC7,11				*Lloyd's*A&CP					*WB*	=*DBf*17′8*t*	C.D.Holmes&Co.Hull	
785	**Sealda**	SteelScSr	6730	✠	Sld	*a*†		1902	Sir J.Laing	BritishIndiaStm.	411·0	50·8	29·0	Glasgow	T.3Cy.26½″,42″&66½″–51″	32 ″ 0
114027	*G.W.Sinclair* –16		5023	*Shelter dk*				3mo	&Sons,Ld.	Nav.Co.Ld.				British	395NHP	
TGND		2*Dks*(*Stl*)&*Web frames*&	5057	3,02 ✠					Sunderland				FK	6*BHCem*	2SB,*6cf*,GS123,HS5695 FD	
	Elec.light	*Shelter dk*(*Stl* teak s)													G.Clark.Ld.Sunderland	
										WB=*CellDBa*123′&*u*	*E*&*B*42′*f*196′1256*t*			*DT f*27′816*t*	*FPT*141*t*APT137*t*	
786	**Sealight**	SteelScSk	128					1895	Burrell&	Ross&MarshallLd	85·9	18·6	8·1	Greenock	C.2Cy.12″&24″–18″	
105561	*W.Gilmour* –17		99						Sons					British	B*made*07 NE11 24RHP	
		1*Dk*	49						Glasgow		len11			*WB*	Miller&Macfie,Ld.Gls.	
787	**Seamew**	SteelScSr	1332	✠100A1	Lon	*p*	4,17	1915	AilsaS.B.	GeneralStm.Nav.	250·0	37·5	14·2	London	T.3Cy.22″,35″&59″–39″ (*s*)	16 ″ 6
136738	*J.N.Nash*91–15		982	*Shelter dk*				1mo	Co.Ld.	Co.Ld.				British	180lb 266NHP	s ″ 7½
JHNT	*Elec.light*	1*Dk*(*Stl*)&*Shelter dk*	656	*withfreeboard*					Ayr				FK	4*BHCem*	2SB,*6cf*,GS126,HS4516	16 ″ 2
	Mchy.Aft	(*pt Stl*–ws)		4,17 ✠LMC1,16				*Lloyd's*A&CP		WB=*Cell*	*DBf*163′262*t*	*FPT*		20*t*APT20*t*	AilsaS.B.Co Ld.Troon	
788	—	SteelScK	248	✠	Abn			1909	Smith's	The Admiralty	125·5	22·1	12·2		T.3Cy.12½″,21″&35″–26″	13 ″ 0
			218	*Stm Trawler*				4mo	DockCo.		Q74′F21′			British		
	(*ex*NunthorpeHall)	1*Dk*	96	3,11 ✠					NorthShields				BK7½″	3*BHCem*	1SB,*3pf*,GS50,HS1420	
															ShieldsEng.Co.Ld.N.Shl.	
789	**Seang Bee**	SteelTwinSc4MstSr	5849	✠100A1	Npt	*a*†	3,16	1891	Harland&	LimChinTsong	445·5	49·1	29·7	Rangoon	T.6Cy.23″,37″&64″–48″ (*s*)	33 ″ 6
99319	*A.Travis* –10	*ss*Liv.No.3–10,04	5086	3,16				10mo	Wolff,Ld.		P56′B145′F55′			British	176lb 650NHP	s 7 ″ 11
MHNW	(*ex*Shropshire)	*ss*HKg.No.2–12	3784	~~BS6,15~~ ✠LMC5,12					Belfast				FK&BK3″	7*BHCem*	2D&2SB*18rf*,GS336HS10586	26 ″ 4
	Elec.light	3*Dks*(*Stl–Uws*)		BS6,17				*Lloyd's*A&CP		WB=*Cell*	*DB* 330′ 976*t* *FPT*			60*t*APT50*t*	Harland&Wolff,Ld.Bel.	
790	**Seang Choon**	SteelTwinSc4MstSr	5807	✠100A1	HKg	*a*†	1,17	1891	Harland&	LimChinTsong	445·5	49·1	29·7	Rangoon	T.6Cy.23″,37″&64″–48″ (*s*)	33 ″ 6
99310	*M.T.Larkin* –15	*ss*Liv.No.3–2,04	4089	7,14				9mo	Wolff,Ld.		P56′B145′F55′			British	176lb 650NHP	s 7 ″ 11
MHBW	(*ex*Cheshire)	*ss*Bkn.No.2–10	3722	✠LMC					Belfast				FK&BK3″	7*BHCem*	2D,2SB*18rf*GS336HS10586	26 ″ 4
	Elec.light	3*Dks*(*Stl–Uws*)		BS9,16 MS1,17				*Lloyd's*A&CP		WB=*Cell*	*DB*330′976*t* *FPT*			60*t*APT50*t*	Harland&Wolff,Ld.Bel.	
791	**Seapoint**	SteelScSr	593	~~✠100A1~~	Gms	*h*	~~11,16~~	1899	S.Mc	~~T.&E.Sutcliffe~~	175·0	26·6	10·6	~~Grimsby~~ London	C.2Cy.19″&44″–30″ (*s*)	13 ″ 0
Foundered 12 1 17 108642	*G.Legg* –16	*ss*Dub.No.3–11,10	409	11,16 8,17	Liv		8,17	4mo	Knight&Co.	LondonTransport	Q97′B9′F26′			British	130lb 104NHP	s ″ 6½
SDLJ	*Mchy.Aft*	*ss*Hul.No.1–14	240	~~BS11,16~~ ~~✠LMC8,15~~					Ayr Ld.	Co.Ld.(Brown,Jen-			BK7″	3*BHCem*	1SB,*3pf*,GS63,HS1730	13 ″ 2
	Well deck	1*Dk*(*Stl*)						A&CP		kinson&Co.,Ld.*Mgrs.*)				135*t*FPT18*t*	McKie&Baxter,Glasgow	
										WB=*CellDBf*103′						
792	**Seapool**	SteelScSr	4502	✠100A1	Mch	*y*	12,15	1913	Ropner&	PoolShppg.Co.Ld.	379·0	56·0	24·4	W.Hartlpl	T.3Cy.26″,42″&70″–48″ (*s*)	26 ″ 9
135891	*F.J.Bartlett* –16		4260	2,17				10mo	Sons,Ld.	(SirR.Ropner&Co	P30′B221′F39′			British	180lb *100lb* 380NHP	s 4 ″ 1
JDFT		1*Dk*(*pt Irn pt Stl*)	2799	✠LMC10,13					Stockton	Ld.,*Mgrs.*)			FK	6*BHCem*	3SB,*9cf*,GS175,HS6012	23 ″ 0
								*Lloyd's*A&CP WB=		*CellDBa*127′*u*E24′	*f*167′1046*t* *FPT*			7*t*APT192*t*	Blair&Co.Ld.Stockton	
793	**Seaton**	IronScSr	931		Npt	*l*		1871	Denton,	Rederiaktieb.	217·0	29·6	14·4	Hlsngborg	T.3Cy.15½″,25½″&40½″–33″	V
3367	*A.Jönsson*16–16	*ss*Hpl.No.3–1,84	734	4,89				4mo	Gray&Co.	Amaryllis(O.Bör-	Q77′B44′H41*t*F22′			Swedish	NB91 94NHP	
JHTS	*Well deck*	1*Dk*(*Irn*)2*trB*	566						WHartlepool	iesson,*Mgr.*)	WB=*ptDB*			4*BHCem*	*Tpd*.91Nylands M.V.,Xia.	
794	**Seattle**	SteelScSr	5133					1911	WoodSkin-	Requisitioned for	385·0	54·0	27·8	London	T.3Cy.27″,45″&74″–48″	N
57841		(*ex*Bangor,*ex*Seattle,	4736						ner&Co.Ld.	BritishGovt.	P145*t*H134*t*F12*t*			British	379NHP	
JMFK	*Elec.light*	*ex*Bangor) 2*Dks*	3185						Newcastle	Service (~~Everett&~~				*WB*	N.E.MarineEngCoLdNwc	
										~~Newbigin,*Mgrs.*~~)						
										(G.Heyn&SnsMgrs)						

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys.	3 Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years assigned / now expired. Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of Rof Trade Cert.
795 12143 LHMS	**Seattle Maru** *T.Saito* –09 *Elec.light* Wireless	**SteelTwinScSr** ~~ssHKg.No.1–13~~ 2 *Dks(Stl)&deep framing* *Lower dk(Stl)inNo.1hold*	5845 5125 3619	✠100A1 ~~8,15~~ 8,16 11,17 ✠LMC~~5,16~~ 5,17	Kob Yka	*z*	~~8,16~~ ~~8,16~~ 4,17	1909 7mo *Lloyd's*	Kawasaki DockydCoLd Kobe *sA&CP*	OsakaShosen KabushikiKaisha *WB=CellDBa f*167'1175	419·7 P26'B158'F42' 127'*uE&B*63' FK *t DTa*31'439*t FPT*	49·5	30·0 106*t APT*26*t*	Osaka Japanese *7BHCem*	T.6Cy.19½″,32¾″&55″–46″(*s*) 200lb 544NHP 3SB,*9cf*,GS181,HS7498 FD KawasakiDkydCoLd Kobe	32 ″ 6 s 7 ″3½ 25 ″ 7	
796 136247 JKVQ	**Seaward Ho** *Elec.light*	**SteelScK** 1 *Dk*	331 298 138	✠100A1 *StmTrawler* 5,15 ✠LMC6,15	Hul			1915 5mo *Lloyd's*	Cook,Welt'n&Gemmell Ld. Beverley *sA&CP*	S.T.White&Co.Ld.	137·4 Q77'F20'	23·7 BK8″	12·7 *4BHCem*	Hull British	T.3Cy.13″,22¾″&37″–26″ (*s*) 200lb 90NHP 1SB,*3pf*,GS48,HS1511 Amos&Smith,Ld.Hull	13 ″ 7	
797 RPTS	**Sebara** *R.Bertrand* *Elec.light* Wireless	**SteelScSr** *ss*Ham.No.1–11 2 *Dks(Stl)&deep framing* *&Shelter dk(Stl–ws)*	4637 4427 2982	✠ ~~——~~ 4,16 *Shelter dk withfreeboard* ✠	Ham	*z*		1908 1mo	Armstrong Whitworth &Co.Ld. Newcastle	DeutscheDmpfsfahrts.Ges.Kosmos	400·0 FK *WB=C*	52·0	27·0 *ellDBa*123*'u*	Hamburg German *6BHCem*	T.3Cy.27″,45″&75″–48″ 478NHP 3SB,*9cf*,GS175,HS6504 FD Wllsnd Slpwy.Co.Ld.Nwc. *E&B*66*'f*154'987*tAPT*29*t*	29 ″ 9	
798 136642 JDWM	**Sebastian** *J.Reid* –11 *Elec.light* *Mchy.Aft*	**SteelTwinSc3MstSr** *(LOST BY FIRE 5,17)* *OilEng.* 2 *Dks(Stl)&Web frames*	3110 2857 1846	✠ 3,17 *CarryingPetroleum in bulk* ✠NE6,16 ✠	Cff	*u*		1914 2mo	CaledonS. B.&E.Co.Ld. Dundee	SebastianDiesel MotorBoatCo.Ld. (Lane&Macandrew,Ld.)	310·2 P70'B27'F34' FK *WB=CellDB*	45·2	24·7 13*BHCem* *uE*43'81*tDT*	London British	Oil Engines 4S.C.SA 12Cy.20½″–35⅞″2DB Werkspoor-Ams *f*22'124*tFPT*78*tAPT*68	26 ″ 3	
799 Sunk(War Loss) JRBN	— *J.Larrasquita* –14 (*ex*Chachan, *ex*Ionion,*ex*Shepperton,*ex*Cotehele)	**SteelScSr** *ss*Bbo.No.2–17 *ss*Msl.2ndNo.3–4,08 ~~*ss*Bbo.No.1–13~~ 1 *Dk(ptStl&ptIrn)* *&Webframes&pt Awng dk(Irn)*	2563 2067 1638	✠ ~~100A1~~ *pt Awng dk withfreeboard* 12,17 ~~11,14~~ *Examined* 4,17 ✠ ~~Shelter~~	Bbo	*t*	~~8,16~~ 6,17 12,17	1892 12mo.	SirR. Dixon&Co. Middlesbro' A&CP	F.Sainz e Inchaustegui	299·5 P27'Q84' FK *CellDB*234'513*t*	40·1	20·5 *APT*111*t*	Bilbao Spanish 6*BHCem* NDB05*refitted*14	T3Cy.22½″,36½″&60″–42″(*s*) 160lb *80lb* 230NHP 2SB,*6pf*,GS94,HS3400 N.E.MarineEng.Co.Ld.Sld	22 ″ 10 s 8 ″ 8½ 21 ″ 10	
800 117323	— *N.H.Curry* –09	**SteelScSp** (*ex*Mic-Mac) 1 *Dk*	103 98 17					1904	Akers Mek.Værks. Christiania	VictoriaWhaling Co.Ld.	93·5	16·8	10·3	SJhnsNFL British	T.3Cy.10″,17″&28″–24″ 52RHP Akers.Mek.Værks.Xia.		
801 HRFK	**Sebenico**	**SteelSc** 1 *Dk*	297 — 169					1898	M.U.Martinolich Luss'npiccolo	Soc.Anon. Austriaca diNav.a Vap."Dalmatia"	134·0 Len90	21·9	12·4	Sebenico Aust.-Hung.	C.2Cy.18″&30¾″–18″ Wilson& McLaren,Sampierdarena	11 ″ 9	A
802 779 SGRN	**Secondo** (*ex*Sessera,*ex*Supply)	**IronScK**	276 254 149					1879	M.Pearse &Co. Stockton	Soc.Anon.Trafilerie e Laminatoi diMetalli	160·2	22·1	10·6	Genoa Italian	C.2Cy.20″&38″–24″ 59NHP *Cpd.*90Blair&Co.Stockton		
803 LMPH	**Secunda** *M.Lauritzen* 1 *Dk&ptAwng dk*	**SteelScSr**	2026 1373 1309					1899	Flensburgr Schiffsb.Ges. Flensburg	Flensburger Dampfschifffahrt Ges.v.1869	268·9 P16'Q84' *ptAwng dk*168'	39·2	15·9 *WB*	Flensburg German	T.3Cy.19″,31½″&51″–36″ 156NHP FlensburgerSchiffsb.Ges.		G
804 85881 WFLM	**Secunder** *W.C.Sell* –16 (*ex*Ardangorm) *Well deck*	**IronSc3MstSr** *ss*Bom.2ndNo.3–1,06 1 *Dk2trB*	1662 1284 993	✠ 4,09 ✠NB3,99 ✠	Mau	*q*		1881 10mo	Ramage& Ferguson Leith	TheColonialGovt. ofMauritius *WB=C*	260·2 Q115'B52'F35' BK9½″ *ellDB*164'205*tFPT*	35·3	17·9 6*BHCem* 19*tAPT*6*t*	PortLouis British	C.2Cy.27″&60″–39″ NDB02 200NHP 2SB,*6pf*,GS94,HS3456 Walker,Hendersn& Co.Gls	20 ″ 3	V
805 RVOW	**Secundus** *W.v.Döhren* –13 Wireless *Longitudinal framing*	**SteelTwinScSr** *Oil Eng.* 2 *Dks*	4499 4183 2755					1913	Blohm& Voss Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	399·0	52·8	24·4 *WB*	Hamburg German	Oil Engines 2S.C.SA 8Cy.23½″–36½″ 683NHP Blohm&Voss,Hamburg		G
806 204425 KWGN	**Security** *P.Muller* Wireless	**SteelScSr** 1 *Dk*	397 — 270					1907	BurleeD.D. Co.Pt.Richmond,N.Y.	Standard TransportationCo.	140·5	26·0	15·9	NewYork Utd.States			
807 139922	**Seddon** *Elec.light*	**SteelScK** 1 *Dk*	296 263 115	✠100A1 *StmTrawler* 11,16 ✠LMC11,16	Hul			1916 11mo *Lloyd's*	Cook,Welt'n&Gemmell Ld. Beverley *sA&CP*	StandardSteam FishingCo.Ld.	130·2 Q72'	23·0 BK8″	12·2 *4BHCem*	Grimsby British	T.3Cy.13½″,22½″&37″–24″(*s*) 185lb 89RHP 1SB,*3pf*,GS49,HS1595 AmosSmith,Ld.Hull	13 ″ 1	
808 JFNH	**Sedina** (Seized at Riga) *Ad.Ehrtmann*07–11 *Elec.light*	**SteelScSr** 1 *Dk*	1089 720 607					1899	Act.Ges. "Neptun" Rostock	Riga-Lübecker Dampfsch.Ges. (F. H.Bertling,*Mgr.*)	226·9 P&B133'F26'	31·4	15·0 *WB*	Lübeck German	T.3Cy.20″,32¼″&52″–33″ 155NHP A.G."Neptun,"Rostock		
809 129409 HWKV	**Sedna** *A.Andreasen* –16 *Mchy.Aft*	**SteelScK** (*Whaler*) 1 *Dk*	192 178 70					1912	Smith's DockCo.Ld. Middlesbro'	Chr.Salvesen&Co.	106·5	21·5	12·9 *WB*	Leith British	T.3Cy.13½″,22″&37½″–24″ 97RHP Smith'sDockCo.Ld.Mdb.		C
810 132952	**Sedulous** *R.Green* –12	**SteelScK** 1 *Dk*	100 98 42					1912	Philip& Son,Ld. Dartmouth	T.W.Moore	88·9	19·1	8·7	Yarmouth British	T.3Cy.10¼″,16″&26″–20″ 35RHP Philip&Son,Ld.Dartmouth		
811 QGMO	**Seeadler** *Th.Minssen* Sub.Sig. Wireless	**SteelTwinSc** 1 *Dk*	506 406 211					1897	G.Seebeck Act.Ges. Geestemünde	Norddeutscher Lloyd	164·2 B65'F16'	26·2	14·2	Bremen German	T.6Cy.13⅜″,21⅛″&35½″–23⅝″ 120NHP G.Seebeck A.G.,Gstmnde.		G
812 RJQT	— *J.Giese*	**SteelSc** (*Tug*) 1 *Dk*	215 202 33					1893	Schiffsw(v. J&Sch.)A.G. Hamburg	Nordischer Bergungs-Verein	110·4	21·2	13·6	Hamburg German	C.2Cy.20″&36″–25″ 54NHP Schwft.(vJ&Sch)AGHam		
813 QKGN	— (Detained at Table Bay) *H.Hansen* –13 *Elec.light*	**SteelScSr** 1 *Dk*	167 149 16					1913	Akers Mek.Værks. Christiania	DeutscheWalfang Ges."Sturmvogel" m.b.H.(Bugge& Olsen,*Mgrs.*)	104·0	20·2	11·8	Bremen German	T.3Cy.12″,20″&33″–24″ 53NHP Akers Mek.Værks.Xia.		N
814 LHRS	— *H.Mews* –08	**IronScSr** (*ex*DitmarsiaII.) 1 *Dk*	137 124 50					1873	Norddeut. Schiffb.A.G. Kiel	H.Mews	110·5	20·1	9·6	Wismar German	C.2Cy.8½″&20″–22″ NB86 16NHP Howaldtswerke,Kiel		
815 211085	**Seeandbee** *Elec light* Wireless	**SteelPadSr**	6381 — 3434					1912	Detroit S.B.Co. Wyandotte	Cleveland& BuffaloTransitCo. (TFNewman*Mgr.*)	484·5	58·1	24·0 *WB*	Cleveland Utd.States	C.3Cy.66″&(2)96″–108″ 1596NHP DetroitS.B.Co.Detroit		L
816 QHLD	**Seefahrt** *H.Adam*12–12	**SteelScK** (*Trawler*) 1 *Dk*	185 162 58					1902	G.Seebeck Act.Ges. Bremerhaven	Hochseefischerei BremerhavenAkt. Ges.	120·1 H13'F20'	22·5	10·7 *WB*	Brmrhavn German	T.3Cy.11⅛″,18⅛″&30⅛″–22⅛″ 43NHP G.Seebeck A.G.Bremerhvn		G

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Forme assignée maintenue expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pa.	15 Registres où coté, si ce n'est dans le L. R. Hamburg Corr. Bur. Trieste
817	**Seelotse**	**SteelSc**	144					1908	Schiffsw(v. J&Sch.) A.G. Hamburg	**Cuxhaven-Brunsbüttel Dampf.A.G.**	102·0 B10′	21·4 F16′	11·5	**Cuxhaven** German	C.2Cy.14½″&28′-20½″ 36NHP		G
	Joh.Richters		135														
RPWK	*Elec.light*	1*Dk*	60												Schwft.(vJ&Sch)AGHam		
818	**Seestern**	**SteelSc**	340					1914	J.L.Meyer Papenburg	**Cuxhaven&Bruns-büttlerDampfer Akt.Ges.**	131·2 B62′F16′	25·6	12·0	**Cuxhaven** German	T.3Cy.12¾″,21⅞″&33½″-24½″ 56NHP		
	Elec.light	1*Dk*													J.L.Meyer,Papenburg		
819	**Seewer**	**IronScK**	179	✠	Shl			1894	Cochrane& Cooper Beverley	**C.J.Spahde**	122·0 Q20′ len00	21·0 BK7½″	11·0	**Archangel** Russian	T.3Cy.13″,21″&34″-24″ 65NHP	11 ″ 10	
83	*R.Sulinet*	*ss*Hul.No.3–11,00	161	*StmTrawler*				10mo							1SB,*2pf*,GS31,HS1060		
	(*ex*Satanicle, *ex*Niagara)	*ss*Bdx.No.2–09 1*Dk*	79	8,10 ✠NB11,07✠										3*BHCem*	C.D.Holmes&Co.Hull		
820	**Seezunge**	**SteelScK**	240					1914	H.C.Stülcken,Sohn Hamburg	**H.Fock**	118·7 F18′	23·6	11·4	**Hamburg** German	T.3Cy.12⅝″,21½″&33½″-22″ 54NHP		
	Elec.light	1*Dk*													H.C.Stülcken,Sohn,Ham.		
821	**Segeren**	**SteelScSr**	150					1913	Xiansands Mek.Værks. Xiansand	**AalesundsFiskeri-selskapAkties. (E.O.Roald,*Mgr.*)**	105·4	20·3	10·3	**Aalesund** Norwegian	T.3Cy.10″,16″&27″-15″ 28NHP		N
	*P.Ulriksen*15–13	(*Fishing*)	141												XiansandsM.V.Xiansand		
MJVG		1*Dk*	54														
822	**Segontian**	**SteelScSr**	1171	✠100A1	Cff	*n*	~~11,17~~ 12½,17	1901	W.Harkess &Son Middlesbro'	**SegontianSS.CoLd (O.&W.Williams& Co.)**	224·6 Q82′B56′RFD85′ F21′ FK	34·0	17·8	**Cardiff** British	T.3Cy.17″,28½″&46″-33″ (*s*) 180lb *90lb* 131NHP	16 ″ 6	
113542	*J.E.Evans* –15	*ss*Sws.No.3–4,14	1045	~~8,17~~ 11,17 12,17 Sws				5mo						4*BHCem*	1SB,*3cf*,GS59,HS2026		
SJPQ		1*Dk*(*pt Irnpt Stl*)*&deep framing*	737	~~8,16~~ ✠LMC2,16 BS8,17				A&CP		*WB=DBa&uE*79′*uB*15′*f*92′				352*tAPT*24*t*	MacColl&Pollock,Sld.		
823	**Segovia**	**SteelScSr**	1394					1903	Fredrkstad Mek.Værks. Fredrikstad	**Dpskakties.Otto ThoresensLinie (O.Thoresen,*Mgr*)**	231·6 B64*t*H58*t*	34·1	14·9	**Chrstiania** Norwegian *WB*	T.3Cy.17″,30″&49″-33″ 138NHP		N
	H.O.Hannse		1272												FredrikstadM.V.Frdstd.		
MBHQ	*Elec.light*	1*Dk&Spardk*	874														
824	**Seguin**	**SteelSc**	1141					1890	PolsonIron Works OwenSound	**S.C.Wood** Canada S.S.Line,Ld.	207·0	34·2	13·0	**Toronto** British	T.3Cy.17″,28″&46″-30″ 116NHP		
94763	*D.P.McCarthy*16–16		601												PolsonI.Wks.,Toronto		
	Mchy.Aft		771														
825	**Seguranca**	**Steel&IronScBn**	4033					1890	Delaware RiverCo. Chester,Pa.	**SegurancaS.S. Corp.(Breitung& Co.Ld.*Mgrs.*)**	321·3	45·3	26·5	**NewYork** Utd.States *WB*	T.3Cy.28″,44″&70″-48″ NB04 339NHP		R
116344	*I.E.Jones*	Wireless	—												DelawareRiv.CoChestr,Pa		
KHLT	*Elec.light Ref.Mchy.*	3*Dks&Hurdk*	2806														
826	**Seier**	**WoodScSr**	101					1901	H.Gravdal Bergen	**BendikMannæs**	102·3	19·0	9·1	**Kopervik** Norwegian	C.2Cy.9½″&21″-15″ 14NHP		
	J.Jörgensen	(*Trawler*)	94												RosenbergsM V.Stavanger		
JPRG	(*ex*Sprut)	1*Dk*	36														
827	**Seiko Maru**	**WoodScSr**	172					1913	S.Ichikawa Ominato	**SeikoKisen KabushikiKaisha**	118·4	16·2	11·7	**Okawa** Japanese	C.2Cy.13¼″&24¼″-18½″ 21NHP		
16950			—												E&B*made—refitted*13		
MLFW		2*Dks*	99														
828	—	**WoodScSp**	143					1913	Y.Hamaya Hakodate	**K.Takahashi**	105·8	16·4	11·6	**Hakodate** Japanese	C.2Cy.12⅝″&23⅜″-14″ E&B*made*98*refittd*13 17NHP		
15968			—												S.Ono		
MFHR		1*Dk*	82														
829	**Seimstrand**	**SteelScSr**	119					1913	Mjellem& Karlsen Bergen	**Alvœrsund& MangersDampsk.**	100·9	19·0	9·6	**Bergen** Norwegian	T.3Cy.9½″,15″&25′-18″ 26NHP		N
	O.Tysnes –13		105												Mjellem&Karlsen,Bergen		
MJLS		1*Dk*	51														
830	**Seine**	**SteelScSr**	1383					1899	W.Dobson &Co. Newcastle	**Cie.Franç.deBat. àVap.France-Baltique**	236·3 Q88′H58′F26′	34·3	16·0	**Dunkirk** French *WB*	T.3Cy.19½″,32½″&54″-36″ 175NHP		V
	LeDizès –12		1272												N.E.MarineCo.Ld.Nwc.		
LCKM	*Elec.light*	1*Dk&Awngdk*	813														
831	—	**SteelScSr**	308	✠100A1	Rot	*e*	~~3,15~~ 10,17	1908	Rotterdam Droogd.Maat. Rotterdam	**InternationalTug Co.**	130·2 B45′F10′	24·4	12·4 BK7″	**Rottrdam** Dutch	T.3Cy.15″,25″&41″-30″ (*s*) 185lb 115NHP	13 ″ 6 s 1 ″ 6	
	*W.Koen*08–08	*ss*Rot.No.3–2,16	257	10,17 ~~11,16~~				7mo							2SB,*4cf*,GS56,HS1976	12 ″ 8	
PRWK		(*Tug*) 1	1	BS10,17 ✠LMC11,16				*Lloyd'sA&CP*		*WB=FPT8tAPT*				24*tDTf*35*t*	RotterdamDroogd.Maats.		
	Elec.light	1*Dk*(*pt Stl*–ws)															
832	—	**IronPadSp**	265					1892	Tyneside E.Co.Ld. Cardiff	**P.Cottel&Co.**	154·8	21·1	8·6	**Cherbourg** French	C.D.O.4Cy.15½″&28″-36″ 122NHP		V
	A.Chatel –11	(*ex*Siren,*ex*	—												TynesideE.WrksCo.LdCff		
LCKS	*Elec.light.*	Eneo,*ex*Lynton) 1*Dk*	101														
833	**Seiryo Maru**	**SteelScSr**	189					1911	Goshi Kaisha HaradaShoko Osaka	**M.Iwanaka**	114·6	21·3	11·1	**Osaka** Japanese	T.3Cy.11″,19″&32″-22½″ 48NHP		
14445			—												GoshiKaisha,HradaShoko		
LSDG		1*Dk*	66														
834	**Seiryu Maru**	**WoodScSr**	192					1889	Ishikawa Takejiro Tokio	**M.Yamamoto**	108·0	15·4	15·3	**Hakodate** Japanese	C.2Cy.15⅛″&28⅜″-15″ 26NHP		
1155			180												TanakaZosensho,Tokio		
HGVL		1*Dk*	104														
835	**Seis**	**SteelScK**	*263*	✠100A1	Npt		7,16	1910	Hall,Russell&Co.Ld. Aberdeen	**RussianGovt.**	134·3 Q75′RFD24′	23·2	11·7 BK7½″	Russian	T.3Cy.13″,21½″&36″-24″ (*r*) 185lb 86NHP	12 ″ 6	
	*ss*BAs.No.1–14		*236*	*StmTrawler*				2mo						3*BHCem*	1SB,*3pf*,GS48,HS1540		
	Elec.light	1*Dk*	*99*	7,16 ✠LMC7,16				*Lloyd'sA&CP*		*WB=DBf*35′22*t*					Hall,Russell&Co.Ld.Abn.		
836	**Seishi Maru No. 2**	**SteelScSr**	503					1905	Osaka Iron Works Osaka	**S.Sawaguchi**	160·0 B26′	22·2	17·3	**Hakodate** Japanese *WB*	T.3Cy.12″,19″&32″-22″ 48NHP		
5131			450												OsakaIronWorks,Osaka		
JGLH		2*Dks*	312														
837	**Seistan**	**SteelScSr**	4238	✠100A1	N Yk	*x*	~~8,15~~	1907	W.Gray& Co.Ld. WHartlepool	**StrickLine,Ld. (F.C.Strick&Co. Ld.,*Mgrs.*)**	364·0 P27′B110′F33′	50·0	17·9 25·7 FK	**Swansea** British	T.3Cy.26″,43″&72″-45″ (*s*) 180lb *100lb* 408NHP	28 ″ 4 s 5 ″ 6	
123779	*R.R.Forbes* –12	*ss*Cff.No.2–16	3894	*Spar dk*	Hpl		8,16 10,17	2mo						6*BHCem*	3SB,*9rf*,GS165,HS6702	23 ″ 3	
HKCN	(*ex*Headley)	1*Dk*(*Stl*)*&Spar dk*	2712	10,17 ~~8,17~~ ✠LMC7,16				*Lloyd'sA&CP*		*WB=CellDBa&uE*14	4′*uB*40′*f*138′1087*t*			*APT*83*t*	Cen.Mar.Eng.WrksWHpl.		
	Elec.light	(*pt Irn&pt Stl*)*&deep framing*		BS10,17													
	Wireless																
838	**Seitoku Maru**	**IronScSr**	1440				...	1883	C.Connell &Co. Glasgow	**C.Tanaka**	260·3 B30′F38′	36·1	16·5 FK	**Yokohama** Japanese *WB*	C.2Cy.34″&60″-36″ 182NHP	17 ″ 9	
1445	*R.Sakamoto*09–10		1228												J.Howden&Co.,Glasgow		
HKCS	(*ex*Nanshan)	2*Dks*	893														
839	**Seiun Maru**	**WoodScSr**	142					1898	Sawamura Tamekichi Osaka	**KyushuKisen KabushikiKaisha**	105·4	15·1	12·5	**Misumi** Japanese	C.2Cy.15″&26″-16″ 23NHP		
1974			—												NiikumaMasajiro,Osaka		
HMJB		2*Dks*	83														

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys.	3 Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned. now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines.	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Dated Bt. of Trade Cert.
840 10304 LBMQ	**Seiun Maru No. 5** *2 Dks*	**SteelScSp**	456 — 274					1906	J. Harada Osaka	**Chishima Kisen Kabushiki Kaisha**	168·0 B23′	20·5	16·6	**Hakodate** Japanese	C.2Cy.14″&32″–20″ 38NHP J. Harada, Osaka		
841 16722 MHJW	**Seiyo Maru** *Kametaka* –16 2 *Dks (Stl) & Shelter dk (Stl–ws)* *Elec.light* Wireless	**SteelScSr**	6547 6176 4771	✠100A1 *Shelter dk with freeboard* 5,17 ~~11,16~~ ✠LMC5·16 5,17	HKg	*z*	~~5,16~~ 5,17	1913 8mo	Russell& Co. Port Glasgow *Lloyd's A&CP*	**Toyo Kisen Kaisha** *WB=Cell DBa121′uE24′f*	404·6 184′1125*t FPT117t*	52·2	27·4 FK 6	**Yokohama** Japanese *APT28t*	T.3Cy.26″,42″&71″–48″ (*s*) 1801b 544NHP 2SB&1AuxSB,*11cf*,GS206, HS8525 FD Rankin&Blackmore,Grk.	38 ″ 0 s 9 ″ 4 29 ″ 4	
842 NSFL	**Sejrö** *Th.Ibsen* –12 (*Tug & Salvage*) 1 *Dk*	**SteelSc**	130 128 —					1912	Helsingörs Jernsk&Msk. Elsinore	**Det Forenede Dampskibs Selsk.**	89·0	21·0		**Copnhagn** Danish *WB*	C.2Cy.17½″&35″–21″ 47NHP Helsingörs Jernsk.&Mskb.		V
843 15218 MDKS	**Sekijyo Maru** 1 *Dk*	**SteelScSr**	258 207 139					1912	S. Ono Osaka	**C. Shiraishi**	131·5 P19′B58′F40′	21·3	10·8	**Nishino-miya** Japanese	T.3Cy.11″,19″&32″–22″ 48NHP S. Ono, Osaka		
844 601 HDPN	**Sekkai Maru** (*ex* Tsusai Maru. *ex* Sakura) 2 *Dks*	**CompScSp**	902 874 645					1868	Hendersn, Coulborn&Co Renfrew	**Keishin Gomei Kaisha**	198·5	27·0	21·7	**Nishino-miya** Japanese	C.2Cy.22″&44″–36″ 97NHP		
845 9731 JTWF	**Sekkai Maru No. 2** *S. Nakashima* 11–12 (*ex* Kedah, *ex* Hydra)	**IronScSr**	1149 901 712					1888	W H Potter &Sons Liverpool	**Y. Fujiyama**	236·2 P19′B58′F40′	33·3	15·2	**Nishino-miya** Japanese	T.3Cy.17″,29$\frac{1}{16}$″&46⅛″–30″ 117NHP D. Rollo&Sons, Liverpool		
846 19904 NGCK	**Sekkow Maru** 2 *Dks (Stl) & Web frames* *Elec.light* *Longitudinal framing*	**SteelSc**	3180 2757 2023	✠100A1 4,17 *(Class Contem. plated)* ✠LMC4,17	Osaka	*t*		1917 4mo	Osaka Iron Works, Ld. Osaka A&CP	**Osaka Shosen Kabushiki Kaisha** *Cell D B255′51 8t APT 20 t*	305·0 P19′B82′F32′	43·7	27·2 FK 5	**Osaka** Japanese *BHCem*	T.3Cy.22″,37″&61″–42″ (*S*) 1801b 238NHP 2SB,*6cf*,GS90,HS3824 FD Osaka Iron Wks. Ld. Osaka	27 ″ 3 *s 4″4½* 23 ″ 2	
847 WLKP	**Sekstant** *B. Larsen* –13 *Ame Kjos* –15 *Cargo battens not filled* *Elec.light* *Mchy.Aft* 1 *Dk (Stl)* *Cantilever framed topside tanks*	**SteelScSr**	2481 2023 1495	✠100A1 ~~7,17 3,17~~ 12,17 ~~Bal~~ NYk ✠LMC9,16	Rot	*s*		1916 9mo	Gt. Lakes Eng. Works Ashtabula A&CP	**Akties. Sekstant (O.T. Hauge)** *Cell D B209′57 5t FPT13*	253·0 P97′F26′ *0t APT52t Topside t*	43·5	27·5 FK 5 *anks164′461t*	**Bergen** Norwegian *BHCem*	T.3Cy.21″,34½″&57″–42″ (*s*) 175lb 284NHP 2SB,*6cf*,GS104,HS4160 FD Gt. Lakes Eng. Works, Ash.	27 ″ 6 s 4 ″ 6½ 23 ″ 4	
848 WLKP	**Seladon** *K. Blok* (*ex* Golden Hope) 1 *Dk*	**IronScK** *ss* Ams. No.3–6,10 *ss* Ams. No.1–15	156 152 57	✠100A1 *Stm Trawler* 9,17 ~~7,15~~ ✠NB7,15 ✠LMC7,15	Ams Ymu		~~7,15~~ 9,17	1898 5mo	Earle's Co. Ld. Hull *Lloyd's A&CP*	**Naam. Venn. Stoomvis. Maats. Seladon (HJak, Gde Rooij&P. Dijksen)**	102·0 Q18′F19′	20·5	11·0 BK7½	**Ymuiden** Dutch *BHCem*	T.3Cy.11″,17″&30″–21″ (*s*) 160lb 47NHP 1SB.*2pf*,GS28,HS800 Earle's Co. Ld. Hull	11 ″ 9	
849 131914	**Selama** *Abdul Azig* –14 *Elec.light* 1 *Dk (Teak) & pt Shade dk (Teak)*	**SteelTwinSc**	291 263 168	✠ A1 *with freeboard* 10,16 *Coasting Barisal & Chittagong* ✠LMC12,14	Cal	*g*	10,16	1914 12mo	W. Denny &Bros. Dumbarton Reconstructed by the India General Nav. & Rly. Co. *Lloyd's A&CP*	**India General Nav. &Rly. Co. Ld.** *WB= FPT27t*	150·0	25·5	9·0 FK 5	**Calcutta** British *BHAsp* Ld. Calcutta	C.2Cy.16″&32″–21″ (*r*) 130lb 43RHP 1SB,*2cf*,GS38,HS1150 Denny&Co. Dumbarton	9 ″ 6 s 2 ″ 3 7 ″ 7	
850 NRTL	**Selandia** *F. Tillisch* –16 *Elec.light* Wireless 1 *Dk (Stl) & Awng dk (Stl–teaks)*	**SteelTwinSc3MstSr** *Oil Eng.* *ss* Cpn. No.1–16	4950 4272 3163	✠100A1 *Awng dk with freeboard* 11,17 ~~1,17~~ ✠LMC8,16	Cpn Sng	*x*	~~11,16~~ 11,17	1912 2mo	Akt. Burmeistr&Wain Copenhagen *Lloyd's A&CP WB*	**Akties det Östasiatiske Kompagni** *= Cell D Ba60′ uE 39′f 225′1050t FPT 88t APT84t*	370·4 P25′F32′ *Baft54′fore77′*	53·2	27·1 FK	**Copnhagn** Danish *6BH*	Oil Engines 4S.C.SA 16Cy.20⅛″–28¾″ DB*80lb* Akt. Burmeistr&Wain, Cpn	30 ″ 0 s 6 ″ 4 24 ″ 3	
851 117893 WDHQ	**Selangor** *R.H.D. Sanderson* 1 *Dk (Stl–ws) & Shade dk (Teak)* *Elec.light*	**SteelScSr**	1019 690 445	✠ 1,07 ✠	Sng	*n*		1903 11mo	Caledon SB &E.Co.Ld. Dundee	**Straits S.S.Co.Ld.**	225·0 P30′B59′F37′	34·1	13·2 BK7″ *WB= FPT24t*	**Singapore** British 4*BHCem* *APT19t*	T.3Cy.20″,33″&54″–36″ 215NHP 2SB,*6cf*,GS108,HS3608 Caledon S.B.&E.Co Ld. Dun	14 ″ 6	
852 MNCS	**Sele** *P. Kvamsö* (*ex* Judith, *ex* Nordsee) (*Trawler*)	**SteelScSr**	133 132 49					1895	Akt. Ges. "Neptun" Rostock	**Chr. Bjelland & Co.**	108·8 H7*t*	20·8	10·1	**Stavanger** Norwegian *WB*	C.2Cy.17″&33″–22″ 43NHP A.G. "Neptun" Rostock		
853 PRWL	**Selene** *G.W. de Boeve* –14 *Elec.light* *Mchy.Aft* 2 *Dks (Stl) & Web frames*	**SteelTwinScSr** *Oil Eng.*	3738 3339 2274	✠100A1 ~~10,17~~ 10,16 1,18 ~~Bal~~ Sng ✠LMC5,16 *Carrying Petroleum in bulk* ✠LMC10,17	NNs	*v*	3,16	1914 6mo	Caledon S. B.&E.Co. Ld. Dundee *Lloyd's A&CP*	**Petroleum Maats "La Corona"** *WB= Cell D Bu E 44′56t FPT70t A*	344·3 P73′F34′ *PT37t DT f 32′234t*	46·1	25·5 FK 14 11 „ 3 „	**s'Grvnhge** Dutch *BHptCem* *to U dk* *2nd, only*	Oil Engines 4S.C.SA 12Cy.20½″–35$\frac{7}{16}$″ DB*120lb* Ned. Fab.&Werk. Ams.	27 ″ 7 s 5 ″ 8 22 ″ 3	
854 19 SGRC	— *R. Carletti* 12–12 (*ex* Savona, *ex* Gaetano *Mchy.Aft* D'Agata, *ex* Bedlormie) 1 *Dk*	**IronSc3MstSr**	435 307 235				...	1878	R. Dixon& Co. Middlesbro'	**Soc. Anon. Siderurgica di Savona**	155·0 P58′F23′	23·6	12·4 BK7″	**Savona** Italian *WB*	C.2Cy.21½″&42½″–30″ NB88*fitted*03 81NHP Blair&Co. Ld. Stockton	13 ″ 4	
855 WKHM	**Selie** *H. Hopen* (*ex* Kinderdijk) 1 *Dk*	**SteelScSr**	2180 1983 1375					1900	Naaml. Vnts. Schwf. v. Jan Smit Cz. Alblasserdm	**Akties. Dpsk. Selje (Fr.&Abr. Odfjell)**	293·0 P33′B72′F33′	42·8	20·2	**Bergen** Norwegian *WB*	T.3Cy.22½″,36½″&60″–39″ 225NHP Blair&Co. Ld. Stockton		V
856 107095	**Selkirk** *C. Stannard* –16 1 *Dk*	**WoodScSp**	142 101 86					1898	R. Bennett Victoria, B.C	**Selkirk S.S.Co.Ld. (L. Rogers)**	95·6	24·0	7·0	**Vict'riaBC** British Leith	C.2Cy.12½″&16½″–12″ 12RHP J. Spratt, Victoria, B.C.		
857 113495 SNVR	**Sellasia** *T. Sinclair* –17 *C.A. Abbott* –14 2 *Dks (Stl) & deep framing*	**SteelScSr** *ss* Nwc. No.3–5,14	3474 3213 2263	✠100A1 ~~6,17~~ 8,16 1,18 Sng ✠LMC MS11,15 BS~~7,15~~ 6,17	Bry	*v*	3,16	1901 9mo	Russell& Co. Port Glasgow A&CP	Chr. Salvesen&Co. **S.S. Sellasia Co. Ld. (Wm. Thomson& ~~Co., St. John, N.B.~~)** *W B= Cell D B a 104′ u E&B40′f 150′920t APT105t*	340·7 P26′B76′F36′	47·6	23·5 FK 6	~~**S. John, NB**~~ British *BHCem* J. G. Kincaid&Co. Greenock	T.3Cy.24″,40″&65″–45″ (*s*) 180lb *80lb* 304NHP 2SB,*6cf*,GS132,HS4700	26 ″ 1 s 4 ″ 11 21 ″ 7	
858 85075 WDVG	**Selma** *W.H.M. Townsend* –16 (*ex* Yacht, *ex* Santa Cecilia) 1 *Dk*	**Iron&SteelScSr**	208 — 101	*Now named "Chasina," See No. 82 in Supplement*				1881	J. Elder& Co. Glasgow	~~**The All Red Line Ld.**~~ Union S.S.Co of British Columbia Ld.	141·8	22·1	11·6	**Vancvr, BC** British	C.2Cy.18″&36″–21″ 80RHP J. Elder&Co. Glasgow	12 ″ 6	
859 4465 JPLG	**Selma Lagerlöf** *A.T. Almström* –05 1 *Dk*	**SteelScSp**	170 85 116					1905	Karlstads Mek Verkst Karlstad	**Ångb. Aktieb. Fryksdalen** (*N. Pehrsson, Mgr.*)	91·1 Q7′B57′H13*t*	21·1	7·9	**Fryksände** Swedish	C.2Cy.9½″&16½″–13″ 8NHP Karlstads M.V.		
860 HFGJ	**Selun** *D.C.E. Hovbrender* –06 *Elec.light* 1 *Dk & Spar dk*	**SteelScSr**	1383 1297 865					1901	Nylands Værksted Christiania	**Acties. Uto (C. Eitzen&Co.** *Mgrs.)*	231·3 H86*t*	35·1	20·4	**Chrstiania** Norwegian *WB*	T.3Cy.16½″,27″&44″–32″ 109NHP Nylands Værksted, Xania.		N
861 KBLV	**Selvik** *D.J. Ström* –14 *Mchy.Aft* 1 *Dk*	**SteelScSr** (*Whaler*)	141 137 50					1911	Akers Mek. Værks. Christiania	**Hvalfselsk. Nordeble (Andorsen& Neumann, Mgrs.)**	98·8	19·6	11·5 *WB*	**Thorshavn Faroe Islds** Danish	T.3Cy.12″,20″&33″–21″ 50NHP Akers Mek. Værks. Xia.		N

Sunk by Collision 5,17

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux. Gréement. etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 6 7 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille / Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. pe.	15 Registres où publié.
862 116555	**Selwyn Eddy**	**SteelScSr** 1*Dk*&*Spar dk*	2846 — 2164					1893	Detroit DryDockCo. Wyandotte	CoastwiseTrans-portationCo.	343·0 H–	42·2 F36′	21·6 *WB*	Boston Utd. States	T.3Cy.22″,35″&56″–44″ 208NHP DetroitDryDockCo.,Det.		R
	Mchy.Aft Elec.light																
863 110563 RBDC	**Semantha** *R.Griffith* –16 *Elec.light*	**SteelScSr** *ss*Bkn.No.3–3,12 1*Dk*(*Irn*)2*trB* &*deep framing*3*Dk rule*	2847 2635 1811	✠100A1 *with freeboard* 8,15 Examined 8,17 ✠LMC9,17 ~~BS8,11~~ ~~BS1,15~~	NYk	*u*	~~12,14~~ 9,17	1899 3mo	S.P.Austin &Son,Ld. Sunderland A&CP	C.A.Batho *WB*=	323·6 P33′B88′F37′ FK *Cell DBa* 100′*uE*&	46·9	21·4 *B40′f126′749tFPT*	Liverpool British 5*BHCem* 106*tAPT*51*t*	T.3Cy.23″,38″&62″–42″ (*s*) 160lb *100lb* NDB12 265NHP 2SB,*6pf*,GS117,HS4180 J.Dickinson&Sons,Ld.Sld.	23 ″ 9 s3·10½ 20 ″ 2	
864 THKD	**Sembilan** (*Lighter*)	**SteelSc** *OilEng.* 1*Dk*	372 272 132					1911	Nederl. Schps. Maats. Amsterdam	Koninkl.Packetv. Maats. *WB*	153·0	26·1	8·9	Batavia Dutch	OilEngine4S.C.SA 3Cy.15¾″–19¾″ 41NHP Ned.Fb.vWrk&Spoor,Ams		V
865	**Semender** *J.Leslie*11–11	**SteelScSk** 1*Dk*	*105* *89* —	✠ *For towing purposes* 8,11 ✠	Bwg			1911 7mo	Scott& Sons Bowling	TurkishGovern-ment BK6′ *WB*	90·0	18·1	8·4 *APT*3*t*	Constanpl Turkish 4*BHCem*	T.3Cy.11″,18″&30″–21″ 60NHP 1SB,*2pf*,GS38,HS1182 Fishers,Ld.Paisley	9 ″ 0	
866 HRGN	**Semiramis** 2*Dks*(*UStl*–ws)&*Spar dk*(*Stl*–teaks) *Elec.light* Wireless	**SteelScSr** *ss*Tri.No.3–1,04	4165 2385 2553	✠ *Spar dk* 1,04 ✠	Tri	*x*		1895 3mo	W.Denny &Bros. Dumbarton	LloydAustriaco *WB*=	377·0 P78′B95′F85′ FK *Cell DBa*66′*uE*&*B*	44·9	20·3 28·2 6*BHCem* 106*ft*74′552*t*	Trieste Aust.-Hung.	T.3Cy.35½″,57″&92″–54″ 779NHP 5SB,*20rf*,GS430,HS13900 Denny&Co.,Dumbarton	30 ″ 6	A
867 125079 HLSD	— *A.R.Ford* –13	SteelScK *ss*Gms.No,1–12 1*Dk*	246 221 126	✠100A1 *StmTrawler* 7.13 BS7,13 ✠LMC7,13	Gms		7,13	1907 10mo *Lloyd*	Cook,Wel-t'n&Gemmell Ld. Beverley *'sA&CP*	Roberts&Ruthven Ld.	125·0 Q70′F19′	22·0 BK8″	11·8 4*BHCem*	Grimsby British	T.3Cy.12½″,22″&35″–24″ (*s*) 180lb 70RHP 1SB,*2pf*,GS33,HS1096 C.D.Holmes&Co.Hull	12 ″ 7	
868 125490 HNMT	**Semla** *H.Carlsen* –16	SteelScK 1*Dk*	142 139 62					1909	Kaldnæs Mek.Værks. Tönsberg	Chr.Salvesen&Co. *WB*	95·9	19·1	11·2	Leith British	T.3Cy.11″,18″&29″–24″ 45RHP G.T.Grey,S.Shields		
869 133644	**Semnos** *R.Gore* –14	SteelScK 1*Dk*	216 212 80	✠100A1 *StmTrawler* 2,14 ✠LMC2,14	Abn			1914 2mo *Lloyd*	J.Duthie Torry S.B.Co Aberdeen *'sA&CP*	~~National StmFishing~~ Co.(Aba.)Ld. J.T.Graham BK7½″ *WB*	115·3	22·6	12·3 *Cell DBa*65′ *uE*15′*f*94′339*tFPT*	~~Hartlepool Aberdeen~~ British	T.3Cy.11½″,20″&34″–23″ (*s*) 180lb 70RHP 3SB,*3pf*,GS38,HS1250 W V Lidgerwood,Ld.Gls.	13 ″ 1	
870 LCMB	**Semper** *Tetart*14–14 *Mchy.Aft*	SteelScK (*Trawler*) 1*Dk*	189 171 50					1914	Baheux frères Boulogne	Ridel (*A.Etienne, Mgr.*)	103·8	22·3	11·8	Boulogne French	T.3Cy.10½″,17⅛″&28″–23½″ 38NHP Caillard&Cie.Havre		V
871 765 SGWQ	**Sempre Avanti** (*ex*Pluto)	SteelScSr 1*Dk*	560 — 344					1891	Kockums M.V.Aktieb. Malmö	C.Celle fuA. *WB*	173·2 B38′H24*t*F18′	26·4	14·9	Genoa Italian	T.3Cy.13″,21⅞″&37″–22⅝″ 66NHP KockumsAktieb.Malmö		V
872 THMR	**Senang** *W.T.Kochx* –14 *Elec.light*	SteelScSr 1*Dk*(*Stl*–teaks)	*1163* *994* *683*	✠100A1 11,17 ~~9,16~~ ~~BS11,17~~ ✠LMC9,14	Sng	*p*	~~9,16~~ 11,17	1914 9mo *Lloyd*	Hong K'ng &Whampoa Dock Co.Ld Hong Kong *'sA&CP*	Naaml VennMaats totExploitatie van Het S.S. "Senang" (Borneo-Sumatra TradingCoLd.*Mgrs.*) *WB*= *Cell DBa*65′ *uE*15′*f*94′339*tFPT*	235·0 P20′B121′F28′ FK	38·0	14·5 4*BHCem* 26*tAPT*22*t*	Bandjer-masin Dutch	T.3Cy.18″,29″&48″–36″ (*s*) 180lb 162NHP 2SB,*6cf*,GS104.HS2652 Hong Kong&Whampoa Dock Co.Ld.Hong Kong	16 ″ 6 s 2 ″ 5½ 14 ″ 6	
873 116725	**Senator** *Mchy.Aft Elec.light*	SteelSc 1*Dk*2*trB*	4049 — 3179					1896	Detroit DryDockCo. Wyandotte	BristolTransitCo. W.C.Richardson &Co.*Mgrs.*) *WB*	410·0	45·4	23·9	Detroit Utd.States	T.3Cy.22″,36″&58″–44″ 223NHP DryDockE.Works,Detroit		L
874 137537 JNWB	— *E.Dunn* –17 *Elec.light* *Carrying fuel oil F.P.above*150°F.*in D.B.*	SteelScSr 2*Dks*(*Stl*)	3670 3468 2335	✠100A1 2,17 ✠LMC2,17	Gls	*w*		1917 2mo *Lloyd*	C.Connell &Co.Ld. Glasgow *'sA&CP*	CharenteS.S.Co.Ld (T.&J.Harrison, *Mgrs.*) *Cell DB* 303′ 804*t* FPT	352·9 P81′B104′F38′ FK	47·7	26·9 6*BHCem* 47*tAPT*13*t*	Liverpool British	T.3Cy.22″,37″&62″–48″ (*s*) 215lb 367NHP 3SB,*9cf*,GS172,HS6258 Dunsmuir&JacksonLdGls	29 ″ 4 s 5 ″ 5½ 24 ″ 4	
875 116811 KNJF	— *R.Paulson*01–10 *Elec.light* Wireless	SteelScSr 2*Dks*&*Aweng dk*	2432 — 1450					1898	Union Iron Works S.Francisco	PacificCoastCo. (PacificS.S.Co. *Mgrs.*)	280·0 H104′	38·1	19·6 *WB*	New York Utd.States	T.3Cy.22½″,36″&60″–36″ 216NHP UnionI.Wks,S.Francisco		V
876 MCPL	— *O.Olsen* *Elec.light*	SteelScSr 1*Dk*	995 884 626					1905	Stavanger Stöberi&Dok Stavanger	Dpskactieselsk. Senator(Holdt& IsachsenA.S.) *WB*	231·6 P11*t*B48*t*F30*t*	33·1	15·3	Stavanger Norwegian	T.3Cy.17″,28⅝″&47″–33″ 127NHP StavangerStöberi&Dok		N
877 122685 HFWQ	— *J.W.Hubbard* –14	SteelScK *ss*Gms.No.2–13 1*Dk*	211 194 83	✠100A1 *StmTrawler* 8,14 BS8,14 ✠LMC6,13	Gms		5,13	1905 5mo *Lloyd*	Cook,Wel-t'n&Gemmell Beverley *'sA&CP*	W.Crampton	115·4 Q58′F19′	21·6 BK7″	11·5 4*BHCem*	Grimsby British	T.3Cy.12″,20″&34″–24″ (*s*) 180lb 60RHP 1SB,*2pf*,GS32,HS1095 C.D.Holmes&Co.Hull	12 ″ 3	
878 211527 LDOW	**Senator Bailey** *Elec.light*	SteelSc *Fitted for oil fuel*	293 — 31					1913	J.H.Dia-logue&Son Camden,N.J.	Gulf RefiningCo.	113·5	25·5	13·2	Pt. Arthur Utd. States	C.2Cy.18″&36″–26″ 55NHP J.H.Dialogue&Son		R
879 LGNR	**Senator Brandt** *Th.Klüver* –08 *Elec.light* (*ex*Jupiter)	SteelSc (*Trawler*) 1*Dk*	209 199 81					1905	Schiffsw(v. J&Sch.) A.G. Hamburg	Cuxhavener Hochseefischerei Akt.Ges. *WB*	115·8 H7′F17′	22·4	9·8	Cuxhaven German	T.3Cy.13″,20½″&32½″–22″ 48NHP Schwft.(vJ&Sch) AG Ham		G
880 RQCJ	**Senator Diestel** *E.Christensen* –11 *Elec.light*	SteelSc (*Trawler*) 1*Dk*	194 132 74					1908	H.C.Stülc-ken,Sohn Hamburg	Cuxhavener Hochseefischerei Akt.Ges.	118·7 F16′	22·4	12·0	Cuxhaven German	T8Cy12⅝′19½′&32⅝″–22⅝″ 49NHP H.C.Stülcken,Sohn,Ham.		G
881 RQVG	**Senator Heidmann** *A.Lühmann*10–11 *Elec.light*	SteelSc (*Trawler*) 1*Dk*	194 184 75					1910	H.C.Stülc-kenSohn Hamburg	Cuxhavener Hochseefischerei Akt.Ges.	118·7 F16′	22·4	12·0	Cuxhaven German	T3Cy.13″,21¼″&35⅛″–22⅛″ 59NHP H.C.StülckenSohn,Ham		G
882 RPJV	**Senator Holthusen** *J.Plennis*08–10 *Elec.light* (*ex*Egon Vidal)	SteelSc (*Trawler*) 1*Dk*	218 208 87					1906	J.H.N. Wichhorst Hamburg	Cuxhavener Hochseefischerei Akt.Ges. *WB*	117·4 H–F18′	22·4	10·0	Cuxhaven German	T.3Cy.12⅞″,20⅛′&32⅛″–22 1/16″ 49NHP J.H.N.Wichhorst,Ham.		G
883 RVBH	**Senator Lattmann** *Elec.light*	SteelScK (*Trawler*) 1*Dk*	219 209 86					1913	H.C.Stülc-kenSohn Hamburg	Cuxhavener Hochseefischerei Akt.Ges.	119·7 F18′	24·1	11·6	Altona German	T.3Cy.12⅞″,21⅛″&33½″–22″ 54NHP H.C.StülckenSohn,Ham.		G
884 RQJB	**Senator Michahelles** *A.Ruhnau* *Elec.light*	SteelSc (*Trawler*) 1*Dk*	194 184 74					1909	H.C.Stülc-kenSohn Hamburg	Cuxhavener Hochseefischerei Akt.Ges.	118·5 F16′	22·4	12·0	Cuxhaven German	T.3Cy.13″,21½″&35⅛″–22⅞″ 59NHP H.C.StulckenSohn,Ham.		G

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / *Master.* *Late Name if any.* / Special Surveys. No. of Decks, &c.	3	4 Regist'd Tonnage — Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 Built. By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships — Corresponding draught. *ft. in.*	15 Registers in which classed. Date of last Entry. Class of Trade Cert.
885	**Senator Mummsen**	**SteelSc**	194					1910	H.C.Stülcken Sohn Hamburg	Cuxhavener Hochseefischerei Akt.Ges.	118·6	22·4	12·0	Cuxhaven German	T.3Cy. 18″,21¼″&35 5/16″–22 5/16″		G
	J.Klüver –12	(*Trawler*)	184								H—F16′			*WB*	57NHP		
RQMP	*Elec.light*	1*Dk*	75												H.C.StülckenSohn,Ham.		
886	**Senator O'Swald**	**SteelSc**	186					1905	G.Seebeck Akt.Ges. Bremerhaven	Cuxhavener Hochseefischerei Akt.Ges.	115·5	22·0	11·3	Cuxhaven German	T.3Cy.11 5/16″,19 1/16″&30 5/16″–22 1/16″		G
	O.Mai –12 (*Trawler*) (*ex*Seenelke,		171								F17′Q23′			*WB*	43NHP		
RNWD	*ex*GustavPlatzmann) *Elec.light*	1*Dk*	68												G.SeebeckA.G.Bremerhvn		
887	**Senator Predöhl**	**SteelSc**	241					1908	Eiderwerft Akt.Ges. Tönning	Cuxhavener Hochseefischerei Akt.Ges.	125·2	23·0	12·5	Cuxhaven German	T.3Cy.12¾″,20½″&32 5/16″–22″		G
	R.Kohnert	(*Trawler*)	226								F18′			*WB*	49NHP		
RPVT		1*Dk*	93												EiderwerftAkt.Ges.		
888	**Senator Refardt**	**SteelSc**	231					1906	Stettiner Oderwerke Stettin	Cuxhavener Hochseefischerei Akt.Ges.	120·8	22·2	13·1	Cuxhaven German	T.3Cy.13″,20″&32″–22″		G
	H.Breckwoldt –08	(*Trawler*)	212								F17′			*WB*	48NHP		
RPHT	*Elec.light* (*ex*Diana)	1*Dk*	64												StettinerOderwerke		
889	**Senator Sachse**	**SteelScK**	217					1914	Schiff.Ges. Unterweser Lehe	Cuxhavener Hochseefischerei Akt.Ges.	127·7	22·6	9·2	Cuxhaven German	T.3Cy.12¾″,19½″&31 5/16″–22″		G
	H.Dickhoff –14	(*Trawler*)	193								Q74′F19′				48NHP		
RVCN		1*Dk*	83												OttensenerMaschf.Altona		
890	**Senator Sander**	**SteelSc**	151					1904	G.Seebeck Act.Ges. Bremerhaven	Cuxhavener Hochseefischerei Akt.Ges.	108·4	21·3	11·1	Cuxhaven German	T.3Cy.11″,18″&28¾″–21″		G
	D.Bus –10	(*Trawler*)	145								F20′			*WB*	38NHP		
LGNH	(*ex*M.Radmann&Sohn)	1*Dk*	54												G.SeebeckA.G.Bremerhvn		
891	**Senator Schäfer**	**SteelSc**	201					1911	G.Seebeck Akt.Ges. Bremerhaven	Cuxhavener Hochseefischerei Akt.Ges.	117·2	22·4	9·4	Cuxhaven German	C.2Cy.17¾″&30″–22″		G
	Fr.Rohbrecht	(*Trawler*)	—								F18′			*WB*	35NHP		
RQPV	*Elec.light*	1*Dk*	75												G.SeebeckA.G.Bremerhvn		
892	**Senator Schramm**	**SteelScSr**	209					1913	Schiffb.Ges. Unterweser Lehe	Cuxhavener Hochseefischerei Akt.Ges.	124·1	22·6	9·0	Cuxhaven German	T.3Cy.12½″,19 7/16″&31 5/16″–22″		G
	P.Klitzkowski –13	(*Trawler*)	184								Q67′F20′			*WB*	48NHP		
RSWN		1*Dk*	79												OttensenerMasch.Altona		
893	**Senator Schröder**	**SteelSc**	242					1908	Eiderwerft Akt.Ges. Tönning	Cuxhavener Hochseefischerei Akt.Ges.	125·2	23·2	12·5	Cuxhaven German	T.3Cy.12¾″,20½″&32 5/16″–22″		G
	Joh.Meyer	(*Trawler*)	227								F18′			*WB*	49NHP		
RPVW		1*Dk*	93												EiderwerftAkt.Ges.		
894	**Senator Sthamer**	**SteelSc**	186					1906	G.Seebeck Akt.Ges. Bremerhaven	Cuxhavener Hochseefischerei Akt.Ges.	115·5	22·0	11·4	Cuxhaven German	T3Cy.11 5/16″,18 1/16″&29 1/16″–22″		G
	H.Hohnsbein –12	(*Trawler*)	171								Q23′F17′				42NHP		
RPFL	*Elec.light* (*ex*Seestern)	1*Dk*	69												G.SeebeckA.G.Bremerhvn		
895	**Senator Strack**	**SteelScSr**	195					1911	G.Seebeck Akt.Ges. Geestemünde	Cuxhavener Hochseefischerei Akt.Ges.	117·3	22·4	9·4	Cuxhaven German	T.3Cy.11½″,18 7/16″&30 5/16″–22 1/16″		G
	Jul.Breckwoldt	(*Trawler*)	179								F18′			*WB*	43NHP		
RSCV	*Elec.light*	1*Dk*	71												G.SeebeckA.G.Bremerhvn		
896	**Senator Strandes**	**SteelScK**	192					1911	H.C.Stülcken Sohn Hamburg	Cuxhavener Hochseefischerei Akt.Ges.	118·5	22·4	11·9	Cuxhaven German	T.3Cy.12 5/16″,21¼″&33¾″–22″		G
	G.Schumacher –11	(*Trawler*)	182								F16′			*WB*	54NHP		
RSCP	*Elec.light*	1*Dk*	74												H.C.StülckenSohn,Ham.		
897	**Senator von Melle**	**SteelSc**	186					1906	G.Seebeck Akt.Ges. Bremerhaven	Cuxhavener Hochseefischerei Akt.Ges.	115·5	22·0	11·3	Cuxhaven German	T.3Cy.11½″,18¾″&30½″–22″		G
	H.Weesemann –11	(*Trawler*)	171								Q23′F18′			*WB*	44NHP		
RPHS	*Elec.light* (*ex*Seerose)	1*Dk*	69												G.SeebeckA.G.Bremerhvn		
898	**Senator Westphal**	**SteelSc**	209					1905	Schiffsw(v. J&Sch.) A.G. Hamburg	Cuxhavener Hochseefischerei Akt.Ges.	115·8	22·4	9·9	Cuxhaven German	T.3Cy.13″,20½″&32½″–22″		G
	F.Schneider –08	(*Trawler*)	199								H7′F17′			*WB*	49NHP		
LGNM	*Elec.light*	(*ex*Ceres) 1*Dk*	81												Schwfts(vJ&Sch)AGHam		
899	**Seneca**	**SteelSc4MstSr**	2669					1889	GlobeIron Works Co. Cleveland,O.	Lehigh Valley Transportation Co.	290·0	40·8	13·6	Buffalo NY Utd. States	T.3Cy.24″,38″&61″–42″		
116277			—											*WB*	NB14 241NHP		
	Elec.light	2*Dks3trB*	1939												GlobeIrnWksCo.,Clevelnd		
900	**Senegal**	**IronSc3MstSr**	832	✠		Gen	*l*	1875	J.L.Thompson Sunderland	Medici Lucotti Cerrano	200·6	30·5	15·5	Genoa Italian	C.2Cy.27″&52″–33″	16 ″ 1	V
43	*F.Garibaldi* *ss*Goo.2ndNo.3–3,01		—	3,14				6mo			Q111′B12′F24′			NDB91	129NHP		
SGWT	(*ex*Alemagna, *ss*Gen.No.2–09		493	✠NB11,86									BK8″	*WB*=	1SB,*3pf*,Gs59		
	Well deck *ex*Glannibanta)	1*Dk2trB*												*DBa*48′*f*66′	J.Dickinson,Sunderland		
901	—	**SteelSc**	73	✠100A1	Bwg			1912	Scott& Sons Bowling	Soc.d'Approvisionement Senegal	75·2	17·1	7·8		C.2Cy.13″&28″–18″ (*s*)	8 ″ 6	
			65	*For Towing p*	*purposes*		9,16	9mo					BK5″	French	140lb 41NHP	*s* ″ 9	
		1*Dk*	—	9,12 ✠LMC6,12				*Lloyd's*	*sA&CP*				*WB*=	*4BHCem* *APT5t*	1SB,*2pf*,Gs29,Hs800	8 ″ 6	
															Gauldie,Gillespie&Co.Gls.		
902	**Sénégambie**	**SteelScSr**	1628					1902	DelaBrosse &Fouché Nantes	Nouvelle Soc. Commerciale Africaine	247·5	35·1	20·5	Bordeaux French	T3Cy.18½″,29½″&47¼″–35 7/16″		V
unk by Collision 3.18		1*Dk*1	1461								H—F31′			*WB*	133NHP		
LCMJ		2*Dks*	1026												De la Brosse&Fouché,Nts.		
903	**Senga Maru**	**WoodScSr**	154					1899	Teraoka Hisamatsu Tokitsu	Kyushu Kisen Kabushiki Kaisha	107·9	15·8	12·8	Tokitsu Japanese	C.2Cy.10 3/4″&21½″–15″		
4108			138												15NHP		
JBGK		2*Dks*	89												KuboKamechiro,Tokitsu		
904	**Senior**	**SteelScSr**	303					1899	Odrwerke Grabow	Pommerscher Industrie Verein auf Actien	159·4	25·8	8·6	Stettin German	C.2Cy.10 7/16″&20 1/16″–13¾″		
	H.Gütz		283											*WB*	12NHP		
JFNB		1*Dk*	187												Oderwerke,Grabow		
905	**Senj**	**SteelScSr**	244	✠		Tri	*e*	1907	Stabilmnto Tecnico Trieste	Soc.in Azioni Ungaro Croata di Nav. Maritt.a Vap.	158·5	21·6	10·2	Fiume Aust.-Hung.	T.3Cy.14″,22½″&37″–24″	11 ″ 0	A
	*V.Margan*98–07		191	*with freeboard*				9mo			Q63′F23′			*BHCem*	88NHP		
	Elec.light	1*Dk*(*Teak*)	139	*Service in the* 6,08 ✠	*Adriatic*						*Shade dk* 38′		BK6½″		1SB,*2cf*,Gs34,Hs1315		
															StabilimentoTecnico,Tri.		
906	**Senjen**	**WoodScSr**	116					1897	..... Trondhjem	Joh.R.Rasmussen	95·4	19·6	9·3	Aalesund Norwegian	C.2Cy.9 3/16″&19 5/16″–12″		
	B.Myrseth	(*ex*Forsöget)	111								len07				11NHP		
JSMK		1*Dk*	63												TrondhjemsMek. Værksted.Trhjem		
907	**Senta**	**SteelScSr**	3667	✠100A1	Syd	*v*	~~4,16~~ 6,17	1900	W.Gray& Co.Ld. W Hartlepool	Damps.Akties. Perra(Tryggve Sagen,*Mgr.*)	331·5	47·2	24·7	Chrstiania Norwegian	T.3Cy.25″,40″&65″–42″ (*s*)	27 ″ 4	
	*J.Giebelhausen*16–16 *ss*Oda.No.3–4,14		3196	9,16				11mo			P27′B82′F30′				160lb *80lb* 268NHP	*s* 5 ″ 3	
MNKJ	(*ex*Mars,*ex*Cecilia,*ex*Westminster		2299	BS5,16 ✠LMC4,14									FK	*BHCem*	2SB,*6rf*,Gs96,Hs3957	22 ″ 6	
	Bridge)	1*Dk*(*Irn*)2*trB&deep framing3Dk rule*		*Now named "Bueland,"*				*See No. 75 in Supplement*			*A&CP*		*CellDBa*	*APT77t*	Cen.Mar.Eng.Wrks.WHpl		
908	—	**SteelScLr**	108					1906	Stocks& Kolbe Kiel	Braker Herings-fischerei Akt.Ges.	80·6	21·4	9·8	Brake German	Oil Engine 2S.C.		G
	H.Vehling	*OilEng.*	106												1Cy.13½″–13½″ *Efitted*14		
NJLP	(*ex*Sailing Vessel)	1*Dk*	70												DeutscheKromhout Motoren Werke,Brake		

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe.	15 Registres où on trouve le navire. Voir Introduction.
Now named "Sentinel II," See No 90 in Supplement															
909	**Sentinel**	**SteelScSr**	470	✠100A1	Lis	*h*	9,14	1906	Bow,Mc-Lachlan&Co. Ltd. Paisley	EasternTelegraph Co.Ld.	156·7|25·9| 9·7	London	T.3Cy.13½",22"&37"–24"(*s*)	12 " 0	
123661	*Cable Vessel*	*ssLis.No.2–14*	302	9,14				6mo			P7'Q37'B54'F25'	British	180lb *100lb* 67RHP	s " 10	
HGMS	*J.Hunter* –15	*1Dk(Teak)*	219	BS4,17 ✠LMC9,14				*Lloyd'sA&CP*	*WB=Cell DBa31'uE&B*		30'*f*59'147*t FPT28t*	FK 4*BHCem APT6t*	1SB,*2cf*,GS38,HS1417 Bow,McLachln&CoLd.Psy	11 " 7	
	Well deck Elec.light	Wireless													
910	**Sentinel Star**	**SteelScK**	102	✠100A1	Gms			1916	Charlton&	StarDriftFishing	87·5|18·5| 9·0	Lowestoft	C.2Cy.11"&24"–16" (*s*)	9 " 10	
139968			94	*For fishing pu*	*rposes*			9mo	Co.Ld.	Co.Ld. (G.Catch-		British	140lb 30RHP		
		1Dk	44	9,16 ✠LMC9,16				*Lloyd'sA&CP*	Grimsby	pole,*Mgr.*)	BK7½"	3*BHCem FPT12t*	1SB,*2pf*,GS28,HS730 Charlton&Co.Ld.Gms.		
911	**Sen-un Maru**	**SteelScSr**	374					1907	I.Amaga-saki Osaka	I.Amagasaki	146·4|20·4|15·5	Osaka Japanese	T.3Cy.11¾",19¼"&31½"–24" 49NHP		
11091			—												
LBSM		*2Dks*	221												
912	**Séphora Worms**	**SteelScSr**	1644					1891	Lobnitz& Co. Renfrew	Worms&Cie.	255·4|35·6|21·2 P46' B68' F40'	Havre French *WB*	T.3Cy.20",34"&54"–42" 189NHP Lobnitz&Co.,Renfrew		V
	A.Gaspard08–12		1420												
LCNK		*2Dks*	1015												
913	**Sepoetih**	**SteelTwinSc**	200					1912	N.V.Werf "Hubertina" Haarlem	Koninkl.Paketv. Maats.	131·2|22·1| 6·6 B33'F17'	Batavia Dutch	Paraffin Motors 4Cy.10½"–10½" DGoedkoop,jr.Amsterdam		
	Paraffin Motors		—												
THMS	*(Lighter)*	*1Dk*	135												
914	**Septima**	**SteelScSr**	1334					1905	Flensburgr Schiffsb.Ges. Flensburg	Flensburger Dampfschifffahrt Ges.v.1869	230·6|34·4|15·2 P25'Q56'B64'F30'	Flensburg German *WB*	T.3Cy.15',25⅝"&43⅝"–29½" 102NHP FlensburgerSchiffsb.Ges.		G
	E.Petersen07–10		962												
LMWT		*1Dk&deep framing*	823												
915	**Sequana**	**SteelScSr**	5557					1898	Workman, Clark&Co.Ld. Belfast	Cie.deNav.Sud Atlantique StandardTransportationCo.Ld.	430·0|50·2|28·5 P44'B130'F47'	Bordeaux French *WB*	T.3Cy.28",47½"&78"–60" 471NHP Wrkman,Clark&Co.Ld Bel		V
	Biémont –16	*(ex*City of Corinth)	4897												
LCJR	*Elec.light Ref.Mchy.*	Wireless *2Dks*	3497												
916	**Sequoya**	*ss*SFo.No.2–17 **SteelScSr**	5263	✠100A1	SFo	*y*	~~6,15~~	1908	Napier&	~~TankStorage&~~	385'1|51'7|28'2	~~Hong Kong~~ Glasgow	T.3Cy.26½",43"&72"–51" (*s*)	30 " 3	
128215	*W.Phillips* –17	~~*ssS.Fo.No.1–13*~~	4382	11,1~~3,18~~			N4,17	8mo	Miller,Ld. Glasgow	~~CarriageCo.Ld.~~ ~~(W.J.Smith,Mgr.)~~	P&B218'F42' FK	British 13*BHCem*	180lb *180lb* 427NHP 3SB,*9cf*,GS190,HS6933	s 5 " 5½	
HMWL	*(ex*Tamarac)	*2Dks(Stl)&Web frames*	3318	*Carrying Petr*	*oleum*	*in bulk*				*WB=Cell*		9 *to U dk*	D.Rowan&Co Glasgow	25 " 3	
	Elec.light Mchy.Aft	Wireless		*Fitted for oil*	*fuel* 8,10	*F.P. above*		*Lloyd'sA&CP*		*DBuE&B79'332t*	*FPT88t APT38t*	4 *to M dk*			
				~~BS6,16~~ ✠LMC~~6,12~~ 4,17											
917	**Serafin Ballesteros**	**SteelScSr**	2923	✠	Bcl	*t*		1891	Palmers' Co.Ld. Newcastle	Maritima Ballesteros,Soc. Anon.	313·0|41·2|20·6 P259'F32' FK	Aviles Spanish	T.3Cy.23½",38"&62"–42" NDB05 260NHP	23 " 2	V
	Alvarez –14	*ss*Ant.No.3–8,04	2149	10,13				4mo			*WB=Cell*	5*BHCem*	2SB,*6cf*,GS115,HS4052		
JRGC	*(ex*Feliciana)	*ss*Bcl.No.1–08	1905	✠							*DB262'553t*		Palmers'Co.Ld.Newcastle		
	Well deck	*1Dk(Irn)&Webframes*													
918	**Serantes**	**SteelScSr**	2156	✠100A1	Bbo	*r*	3,17	1891	Craig, Taylor&Co. Stockton	Cia.Nav. Vascongada (F.deAbasolo*Mgr*)	283·0|37·1|17·7 Q107' FK	Bilbao Spanish	T.3Cy.21",35"&57"–39" (*s*)	20 " 3	
	B.Arana –15	*ss*Bbo.2ndNo.3–8,16	1553	*pt Awng dk*				9mo			*ptAwngdk176'*	5*BHCem*	160lb *100lb* NDB13 201NHP	s 8 " 0½	
JRGM	*(ex*Etruria,*ex*Ortyga)	*1Dk(Irn)*	1289	*withfreeboard* 3,17 ✠LMC8,16				*Lloyd'sA&CP*		*WB=Cell*	*DB232' 412t FPT*	50*tAPT24*	2SB,*4cf*,GS74,HS2991 Blair&Co.(Lim.),Stockton	19 " 6	
		&Webframes&ptAwngdk(Irn)		MBS7,17											
919	—	**IronScSr**	138				...	1881	Campbell& Co. Paisley	GutierrezHnos.	90·2|20·2| 7·7 Q33' B21' F13'	Manila Utd. States	C.2Cy.12"&22"–20" 18NHP Hutson&Corbett,Glasgow		
	J.Cabison		99												
	Mchy.Aft	*1Dk*	76												
920	**Serapeum**	**IronTwinSc**	368					1884	Lobnitz& Co. Renfrew	NederlIndischeIn-dustrie en Handel Maats(Bataafsche Petrol.Maats*Mgs.*)	134·8|25·2|13·1	Batavia Dutch *WB*	C.4Cy.14"&28"–24" 64NHP Lobnitz&Co.Renfrew		
	Carrying Petroleum in bulk		323												
THMW	*Mchy.Aft Elec.light*	*1Dk*	166												
921	**Serapion**	**IronScK**	195	✠	Gms			1900	Cook,Wel-t'n&Gemmell Hull	Hopwood&Taylor	113·6|21·0|11·2 Q49'F19' BK7½"	Grimsby British	T.3Cy.11¾",20"&32"–24" 55RHP	12 " 1	
113161	*F.V.Hahn* –17	*ss*Gms.No.2–08	175	*StmTrawler*				3mo				3*BHCem*	1SB,*2cf*,GS31,HS925		
JLMK		*1Dk*	77	10,13 ✠									Amos&Smith,Hull		
922	**Serapis**	**SteelScSr**	4756	✠	Ham	*y*		1906	Swan,Hun-ter&Wigham Richardson, Ld.Newcastle	Deutsche-Dmpfs-fahrts.Ges.Kosmos	396·7|49·5|27·4 P38'B112'F40' FK	Hamburg German	T.3Cy.27",43½"&73"–48" 448NHP	29 " 9	
	E.Catosie	*ss*Ham.No.1–11	4344	11,15				4mo				7*BHCem*	2SB,*6cf*,GS128,HS6040 FD		
RPDH	*Elec.light*	*2Dks(StlU–ptws)*	3068	✠						*WB=CellDBa E&B42'f175'1050t*	125'*u DT a 31'775t FPT*	*75tAPT45t*	2SB,*6cf*,GS128,HS6040 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc		
	Wireless	*&deep framing*													
923	—	**IronScSr**	1932	✠100A1	Shl	*s*	4,16	1877	R.Dixon& Co. Middlesbro'	J.Crass&A.P.A. Dodds	286·2|34·8|23·0 P33'F32'	Glasgow British	C.2Cy.34½"&64"–42" (*i*) 78lb 192NHP	25 " 10	
76207	*R.Clasper* –16	*ss*Bkn.3rdNo.3–2,10	1762	9,16 LMC				3mo			ptND01 BK9½"	5*BHCem*	2SB,*8pf*,GS76,HS2925		
RBWM		*ss*Gls.No.1–15	1192	MS8,15 BS4,16						A&CP	*WB=DB172'*		Blair&Co.Ld.Stockton		
		2Dks(1Irn)3trB													
924	**Serbia**	**SteelScSr**	2564					1898	G.Ansaldo &Co. SestriPnente	SocietàItaliana di ServiziMarittimi	321·3|39·2|22·5 Q42'B114'F37'	Venice Italian *WB*	T.3Cy.22½",37"&59"–40" 220NHP G.Ansaldo&Co.Sampierd.		
28		*2Dks3trB*	2066												
SHDL	*Elec.light*		1581												
925	—	**IronPad**	142					1869	..... Bremen	Russian-Danube S.N.Co.	158·0|16·5| 8·1	Reni Russian	C.2Cy.24"&39"–41⅜" 82NHP		
87	*L.Kiriako03–04*	*(Tug)*	—												
HPRL		*1Dk*	43												
926	**Seresia**	**SteelScSr**	*2342*					1900	Soc.Anon. JohnCockerll Hoboken	CieNationaleBelge deTransp.Mar. (ArmementAdolf Deppe,*Mgrs.*)	288·3|44·0|21·7 H24'F31'	Antwerp Belgian *WB*	T.3Cy.22⅝",35½"&57½"–43½" Soc.Anon. 218NHP JohnCockerill,Seraing		V
	Sarens		*2265*												
MBSR		*1Dk&Spar dk*	*1439*												
927	**Serfib**	**SteelScK**	210	✠100A1	Dun			1916	Cochrane &Sons,Ld. Selby	EastRidingStm. FishingCo.Ld. (T.Hudson,*Mgr.*)	112·3|21·5|11·5 Q67' BK7½"	Hull British	T.3Cy.12",21"&34"–24" (*s*) 180lb 71RHP	12 " 3	
139313	*W J.Parish* –17		186	*StmTrawler*				10mo				4*BHCem*	1SB,*2pf*,GS32,HS1188 Cooper&Greig,Ld.Dundee		
		1Dk	82	3,17 ✠LMC3,17				*Lloyd'sA&CP*							
928	**Sergei** ~~**Shipping Co**~~	**SteelScSr**	1380	✠100A1	Lon	*p*	2,16	1899	Earle'sCo. Ld. Hull	RigaerSchnell-dampferGes. (Helmsing& Grimm,*Mgrs.*)	262·5|33·5|15·8 P163'F31' FK	Riga Russian	T.3Cy.19",33"&56"–36" (*s*) 200lb 246NHP	18 " 2	
773	*W.Grell99–01*	*ss*Lon.No.3–6,11	955	3,13				6mo				5*BHCem*	2SB,*6cf*,GS135,HS4200	s 1 " 9	
HKGF	*(ex*Castro)	*1Dk(ptIrn&ptStl–ptws)&*	857	~~Engine's 4,13~~ BS10,15 ✠LMC5,14				*Lloyd'sA&CP*		*WB=Cell DBa37'uE*		16'*f*132'159*t*	Earle'sCo.Ld.Hull	16 " 9	
A.Brahman –18		*Webframes lower dk forehold*		MS5,17											
	Ref.Mchy.	*Weldeck Elec.light*													
929	**Sergei Witte**	**SteelScSr**	720	✠	Nwc	*i*		1898	Wigham Richrdsn&Co Newcastle	ArchangelMour-manStm.Nav.Co.	196·8|27·8|10·9 18·4 FK	Archangel Russian	T.3Cy.16",25"&42"–30" 112NHP	19 " 0	
917	*I.Burkoff09–09*		683	*Awng dk*							*WB=CellDBa*	4*BHCem*	1SB,*3cf*,GS66,HS1920		
		1Dk(ptStl–ws)&Awng dk	414	*withfreeboard* 1,04 ✠								40'*f*26'71*t*	WighmRichrdsn&Co.Nwc		
	Elec.light														

1 No. in Book. / Official No. / Code Letters.	2 / 3 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. / No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 / 6 / 7 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey. / Port of Survey. / Years Assigned. now expired. / Equipment Letter.	7* Date when tail shaft last seen.	8 / 9 Built. When. / Ship. / Engines / By Whom. / Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. / Breadth. / Depth.	12 Port of Registry. / Flag.	13 Engines. No & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Register in which classed, if not in L.R. Date of B. of T. Trade Cert.
930 1127 LRCP	**Sergei Witte** SteelTwinScSr *W.Stolbnikoff* *Elec.light* 1 *Dk*	348 — 225			1890 Edwards & Symes London	LouisDreyfus&Co.	182·7 | 27·5 | 7·2	Rostoff Russian	C.4Cy.12″&24″–16″ 38NHP Wilson&Co.,London		
931 ~~Delfi Amico~~ (*ex*Gonçalves Diaz, *ex*Achaia) *Elec.light* ✠ *Shelter dk* (*Stl*–ws) *Ref.Mchy.* Wireless *Cargo battens not fitted in Shelter 'tween dks*	**Sergipe** *F.C.Ferreira* –17 SteelScSr *ss*Rio.No.3–7,14 2 *Dks* (*Stl*)	1859 1541 990	✠100A1 Rio *s* 10,16 *Shelter dk with freeboard* 7,17 ~~10,16~~ BS10,16 ✠LMC7,14		1902 10mo *Lloyd's*	Craig, Taylor&Co. Stockton *sA&CP* *WB* = *Cell D Ba 74′ u E & B 36′ f 122′ 446t FPT*	280·3 | 40·3 | 17·6 25·1 FK	R.Janeiro Brazilian 4 *BHCem* 49t *APT 55t*	T.3Cy.24″,40″&65″–42″ (*r*) 160lb *100lb* 291NHP 2SB,*6cf*,GS121,HS4610 Blair&Co.Ld.Stockton	~~20 ″ 0~~ ~~5 ″ 0~~ 15 ″ 6 27 ″ 6 s 6 ″ 8
932 127851 HQDC	**Seriema** SteelScK *W.Sandall* –13 *ss*Gms.No.1–15 *Elec.light* 1 *Dk*	279 257 115	✠100A1 Gms 6,16 *Stm Trawler* 1,15 ✠LMC1,15		1909 11mo *Lloyd's*	Cook, Welt'n&Gemmell Ld. Beverley *sA&CP*	135·0 | 22·7 | 11·6 Q73′ BK8″	Grimsby British 3 *BHCem*	T.3Cy.13″,23″&37″–26″ (*s*) 180lb 80RHP 1SB,*3pf*,GS45,HS1350 C.D.Holmes&Co.Ld.Hull	12 ″ 7 21 ″ 4	
933 RJNL	**Seringueiro** SteelScSr *Elec.light* 1 *Dk* & *Promenade dk*	*152* *111* *103*	✠ PGl *For River purposes only* 8,05 ✠		1905 8mo	Murdoch & Murray Pt.Glasgow	J.Pinheiro Cavalcante 105·0 | 24·1 | 5·8 F16′ FK	Para Brazilian 5 *BHCem*	C.2Cy.12½″&26″–18″ 1SB,*2pf*,GS34,HS820 39NHP White&Hemphill,Grk.	6 ″ 0	
934 RJNL	**Seriphos** SteelScSr *W.Bohlmann* 1 *Dk* & *Spar dk* *str B* (*ex*Rio, *ex*Branksome Tower)	3185 ~~2177~~ 2034	... Now named "Huntsgulf," *See No. 30 in Supplement*		1892 Edwards' Newcastle	DeutscheLevante Linie *WB*	325·9 | 40·2 | 19·1 P46′B83′F35′ 26·6	Hamburg German	T.3Cy.28″,38″&61″–45″ 274NHP WllsndSlpwy.Co.Ld.Nwc.	29 ″ 4	G
935 2354 HJGV	**Serla** IronScSr *C.A.F.Koch* 15–15 (*ex*Siri) 1 *Dk*	287 241 160			18 7 2 / 8 9 Motala	MotalaCo. (C.L.Larsson *Mgr*)	Ångf.Aktieb.Trio 119·3 | 22·9 | 11·9 B27′H8*t*	Gothenbrg Swedish	2Cy.12″&26 1 5 / 16 ″–17 9 / 16 ″ NE&B01 25NHP EriksbergM.V.Actieb,Got.		V
936 3154 JHLG	— CompScSp *O.Johansson* 16–16 *Mchy.Aft* 1 *Dk*	181 150 119			1897	P.Larsson Thorskog	J.Larsson 99·7 | 23·1 | 9·3 B24′F9′	Gothenbrg Swedish	C.2Cy.10″&15″–12″ 6NHP P.Larsson,Thorskog		
937 2938 JGQM	— IronScSp *J.F.Eklund* 14–14 (*ex*Upsala, *ex*Engsö, *ex*Kungsör, *ex*Nya Engsö) 1 *Dk*	163 68 115			18 7 5 / 9 6 M.V.Aktieb Stockholm	BergsundsAngf.Aktieb. (B. vonSydow, *Mgr.*)	VaxholmsNya 108·5 | 17·8 | 6·4 Q19′B58′H19*t*F12′	Vaxholm Swedish	C.2Cy.13 3 / 4 ″&27 1 / 2 ″–17 3 / 4 ″ NE&B96 26NHP NyaAktieb.Atlas.Skm.		
938 JRGL	**Serlo** Steel&IronSc *ss*Glr.No.1–17 *Oil Eng.* 1 *Dk* (*Stl*)	79 74 40	✠100A– Glr 7,16 *Lighter* 11,17 ~~7,10~~ NE11,15 ✠LMC4,17		1913 10mo	Simpson, Strickland &Co.Ld. Dartmouth	Severn&Canal CarryingCo. (J.W. Danks, *Mgr.*) 79·7 | 17·6 | 7·3 FK *WB* = *FP T 6t*	Gloucestr British 3 *BHCem*	Oil Engines 2S.C.SA 2Cy.13″–13 3 / 8 ″ J&CG Bolinders Co Ld Skm	8 ″ 0 s ″ 8 1 / 2 7 ″ 5	
939 JRGL	**Serra** IronScSr *Goitia* 01–09 2 *Dks* 3 *tr B*	*2303* *2204* *1445*	...		1879	London& Glasgow Co. Glasgow	Linea de Vapores Serra 330·0 | 35·8 | 25·6 B32′F30′ BK10″	Bilbao Spanish	C.2Cy.38″&71″–48″ 285NHP Lon.&Glas.Co.,Glasgow		V
940 HDMV	**Serra d'Agrella** SteelScK *ss*Lis.No.1–15 1 *Dk*	242 213 91	✠100A1 Lis 5,15 *Stm Trawler* 5,15 ✠LMC5,15		1910 9mo *Lloyd's*	Smith's Dock Co.Ld. Middlesbro' *sA&CP*	Empreza Industrial Maritima 124·9 | 22·0 | 11·9 Q74′F20′ BK7 1 / 2 ″	Lisbon Portuguese 3 *BHCem*	T.3Cy.12½″,21″&35″–26″ (*s*) 180lb 80NHP 1SB,*3pf*,GS50,HS1420 ShieldsEng.Co.Ld.N.Shl.	13 ″ 0	
941 HDVB	**Serra Do Gerez** SteelScK *ss*Lis.No.1–15 1 *Dk*	*257* *229* *98*	✠100A1 Lis 10,15 *Stm Trawler* 10,15 ✠LMC10,15		1911 7mo *Lloyd's*	Smith's Dock Co.Ld. Middlesbro' *sA&CP*	Empreza Industrial Maritima 125·5 | 23·0 | 12·3 Q74′F21′ BK7 1 / 2 ″	Lisbon Portuguese 3 *BHCem*	T.3Cy.12½″,21″&35″–26″ (*s*) 180lb 80NHP 1SB,*3pf*,GS50,HS1398 ShieldsEng.Co.Ld.N.Shl.	13 ″ 0	
942 120609 HDMV	**Serrana** SteelScSr *A.G.Maskell* –13 *ss*Lon.No.2–13 1 *Dk* (*Stl*) & *Spar dk* (*Irn*) & *deep framing* *Cargo battens not fitted*	3677 3357 2342	✠100A1 Lon *w* ~~9,14~~ 5,17 *Spar dk* Nwc 5,17 ~~9,14~~ ✠LMC MS12,13 ~~BS6,13~~ 9,17		1905 9mo *Lloyd's*	J Readhead & Sons South Shields *sA&CP*	Scrutton,Sons&Co *WB* = *Cell D Ba 110′ u E & B 42′ f 150′ 740t APT 13t*	353·4 | 47·6 | 15·3 P83′B118′F38′ 25·2 FK	London British 6 *BHCem*	T.3Cy.26″,43″&71″–48″ (*r*) 180lb *80lb* 399NHP 2SB,*6cf*,GS115,HS5155 FD J.Readhead&Sons,S.Shl.	27 ″ 8 s 4 ″ 6 1 / 2 23 ″ 6	
943 120103 HDVB	**Sertanejo** SteelScSr *Dillon* –10 ~~*ss*Pra.No.1–11~~ *Elec.light* 1 *Dk* (*Teak*) & *Promenade dk* (*Teak*)	*292* *192* *198*	✠ A1 Pra ~~11,14~~ 8,17 *For River purposes only* 8,17 ~~4,14~~ ✠LMC ~~4,14~~ 8,17		1910 9mo *Lloyd's*	Cammell Laird&Co.Ld Birkenhead,h *sA&CP*	~~C.A.Miranda~~ ~~Filho~~ Viuva Guilherme Miranda&Co. 130·0 | 28·1 | 7·2 F30′ FK *WB* = *FP T 9t APT 5t*	Para Brazilian 5 *BHCem*	C.2Cy.14″&28″–18″ (*s*) 140lb 51NHP 1SB,*2pf*,GS38,HS1102 Plenty&Son,Ld.Newbury	7 ″ 6 s 1 ″ 6 6 ″ 4	
944 120103 HDVB	**Serula** SteelScSr *P.Kelly* –17 *ss*Liv.No.2–14 *Elec.light* 2 *Dks* (1 *pt Stl* & *Well deck* *Upt Irn* & *pt Stl*)	1388 1174 671	✠100A1 Mch *q* 11,16 11,16 BS11,16 ✠LMC3,14		1905 11mo *Lloyd's*	Swan, Hunter&Wigham Richardson, Ld Newcastle *sA&CP*	Cork S.S.Co.Ld. *WB* = *Cell D Ba 66′ u E 20′ ubkr 14′ f 94′ 291t FPT 25t APT 20t*	260·0 | 34·7 | 18·5 P&B150′F55′ BK9″	Cork British 4 *BHCem*	T.3Cy.21″,33½″&54″–39″ (*s*) 160lb *80lb* 210NHP 2SB,*6pf*,GS107,HS3564 Swan,Hunter&Wigham-Richardson,Ld.Nwc.	19 ″ 9 s 2 ″ 2½ 18 ″ 5	
945 125685 HMPF	**Servian** *ss*Phl.No 2–17 SteelScSr *P.Starck* –11 ~~*ss*Mch.No.1–12~~ *Elec.light* 2 *Dks* (1 *Stl Upr pt Irn–pt Stl*) & *Web frames* *Now named "British Marquis," See No. 58 in Supplement*	4997 4732 3134	✠100A1 Cff *y* ~~6,16~~ 8,17 8,17 ~~9,14~~ Phl *Carrying Petroleum in bulk* ~~BS9,13~~ ✠LMC ~~2,14~~ 6,17		1908 5mo *Lloyd's*	Sir J. Laing &Sons,Ld. Sunderland *sA&CP* (British Tanker Co.Ld., *Mgrs.*) *WB* = *Cell D Bu E & B 54′ 196t*	Petroleum S.S.Co. Ld. (~~Lane&Macandrew,Ld.~~ *Mgrs.*) 385·0 | 51·0 | 27·7 P30′B83′F40′ FK *FP T 187t APT 25t*	London British 14 *BH to Udk* 2 *BH to M dk* 16 *BH*	T.3Cy.26½″,44″&72″–48″ (*s*) 180lb *120lb* 436NHP 3SB,*9cf*,GS189,HS7352 J.Dickinson&Sons,Ld. Sld.	30 ″ 2 s 6 ″ 5 24 ″ 1	
946 111316 SMGF	**Servian Prince** SteelSc4MstSr *E.E.Jones* –17 *ss*Rot.No.3–3,14 (*ex*Austrian Prince, *ex*Monomoy) Wireless 2 *Dks* (*Stl*) 3 *tr B* & *Web frames* & *Shelter dk* (*Irn*)	4831 4650 3149	✠100A1 N Yk *z* ~~5,16~~ ~~6,17~~ N 2,18 *Shelter dk* 11,16 ✠LMC MS3,14 BS2,17 2,18		1901 7mo	J L Thompson&Sons,Ld. Sunderland A&CP	Prince Line,Ld. (Furness,Withy& Co.Ld. *Mgrs.*) *WB* = *Cell D Ba 113′ u E & B 50′ f 167′ 1053t D T a 44′ 1295t FPT 108t APT 34t* 390·0 | 51·0 | 28·5 FK	Newcastle British 7 *BHCem*	T.3Cy.25½″,44″&75″–51″ (*s*) 200lb *180lb* FD 492NHP 3SB,*8rf* & *1cf*,GS164,HS6412 Blair&Co.Ld.Stockton	31 ″ 4 s 4 ″ 6 1 / 2 27 ″ 2	
947 Elec.light Wireless	**Servulo Dourado** SteelTwinScSr (*ex*Saturno) 1 *Dk* & *Awng dk*	1811 1543 933			1904	Howaldtswerke Kiel	Lloyd Brazileiro 269·0 | 37·9 | 11·6 *WB*	R.Janeiro Brazilian	T 6Cy 14 3 / 16 ″ 24 7 / 16 ″ & 39 2 / 16 ″ – 27 2 / 16 ″ 166NHP Howaldtswerke,Kiel		
948 2859 JGLN	**Seskarö** SteelScSp *K.A.Johansson* 12–12 (*ex*Nya Kinda) 1 *Dk*	116 66 75			1895	Mälarvarfvets Aktieb. Stockholm	Ångb.Aktieb. Seskarö (J.O. Lindroth, *Mgr.*) 78·5 | 15·2 | 7·2 P48′H9*t*	Haparanda Swedish	C.2Cy.11″&19 5 / 8 ″–14 1 / 8 ″ 10NHP NyaAktieb.“Atlas,”Skm.		
949 138957 JMPK	**Sesostris** SteelScK 1 *Dk*	293 268 123	✠100A1 Hul *Stm Trawler* 4,16 ✠LMC4,16		1916 2mo *Lloyd's*	Cook, Welt'n&Gemmell Ld. Beverley *sA&CP*	Roberts&Ruthven Ld. 130·3 | 23·0 | 12·4 Q72′F19′ BK8″	Grimsby British 4 *BHCem*	T.3Cy.13″,23″&37″–24″ (*s*) 200lb 89RHP 1SB,*3pf*,GS43,HS1520 C.D.Holmes&Co.Ld.Hull	13 ″ 2	
950 JRGP	**Sestao** SteelScSr *P.Munecas* *ss*Bbo.No.2–14 *Well deck* 1 *Dk* (*pt Irn* & *pt Stl*) & *Web frames* *Now named "Arnabal-Mendi," See No. 50 in Supplement*	1735 — 1037	✠100A1 Bbo *q* 9,16 9,16 ✠LMC MS2,15 BS9,16		1906 2mo *Lloyd's*	Cia. Euscaldunaca de Cnst. de Buques Bilbao *sA&CP*	Cia. Nav. Sota y Aznar (Sota y Aznar, *Mgrs.*) 250·1 | 37·2 | 16·9 Q95′B68′F32′ FK *WB* = *Cell D Ba 68′ u E & B 32′ f 102′ 391t APT 87t*	Bilbao Spanish 4 *BHCem*	T3Cy.18½″,30½″&51″–36″(*s*) 180lb *80lb* 158NHP 2SB,*4cf*,GS75,HS2300 WllsndSlpwy.Co.Ld.Nwc.	19 ″ 6 s 1 ″ 10½ 17 ″ 11	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. · Date de la dernière Visite.	6 Port de Visite.	7 Forme assignée maintenant expiré. Lettre d'Enfoncement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille / Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. pc.	15 Registres où codé, si on n'est dans le L. R. Numéro Code Radio Privé.
951 349	Sestra *Saytzell*	IronSc 1*Dk*	370 — 189					1882	Mayer Linz	RussianStm.Nav. &TradingCo.	172·0 | 25·2 | 7·7			Odessa Russian	C.2Cy.24″&36″–42″ 70NHP Escher,Wyss&Co.		
952 230 SHFR	Sestri Ponente (*Tug*)	SteelSc	123 — 25					1889	G.Manaira Foce,Genoa	O.Cichero&A. Tauriello	86·6 | 18·1 | 10·9			Genoa Italian	C.2Cy.15½″&30″–25½″ 38NHP G.Manaira,Genoa		
953	Sestrorietzk	SteelScSr 1*Dk*	153 — 104					1895	Motala Mek.Verk. Motala	Petrograd Sestrorietzk RailwayCo.	101·4 | 21·9 | 8·5			Petrograd Russian	C.2Cy.16″&29″–19½″ 31NHP		
954 1642 HKVT	Setagawa Maru	WoodScSr 2*Dks*	304 — 181					1897	U.Nakamura Osaka	Y.Fujiyama	137·1 | 18·6 | 14·8			Otaru Japanese	C.2Cy.16½″&31½″–20″ 36NHP S.Ono,Osaka		
955 138974	Sethon *Elec.light*	SteelScK 1*Dk*	295 263 114	✠100A1 *StmTrawler* 10,16 ✠LMC10,16	Hul			1916 8mo: *Lloyd's*	Cook,Welt'n&Gemmell Ld. Beverley *SA&CP*	StandardSteam FishingCo.Ld.	130·2 | 23·0 | 12·2 Q72′ BK8″			Grimsby British	T.3Cy18½″,22½″&37″–24″(*s*) 185lb 89RHP 1SB,*3pf*,GS47,HS1595 Amos&Smith,Ld.Hull	13 ″ 1	
956 RNSL	Setos *G.Sievers* ss Ham.No.1–09 *Elec.light* Wireless	SteelScSr 2*Dks*(*Stl*)&*Shelter dk*(*Stl*–ws) &*deep framing*	4730 4524 3084	✠ 1,16 *Shelter dk withfreeboard* ✠	Ham	*z*		1905 8mo	Armstrong Whitworth &Co.Ld. Newcastle	DeutscheDmpfsfahrtsGes.Kosmos	400·0 | 51·0 | 27·3 FK *WB*=*Cell*			Hamburg German 6*BHCem* *DB a* 129′ *u*	T.3Cy.27″,45″&75″–48″ 467NHP 3SB,*9cf*,GS171,HS6260 FD WllsndSlpwy.Co.Ld.Nwc. *E&B*48′*f*173′1033*t APT*47*t*	30 ″ 0	
957 124143 HJMQ	Setter *J.McGilvray* –17 *Elec.light*	SteelScSr ss Gls.No.2–15 2*Dks*(*UStl*–ws)	956 767 405	✠100A1 6,17 ~~6,16~~ ~~BS6,16~~ ~~✠LMC7,16~~	Gls	*o*	~~4,14~~ 6,17	1906 10mo *Lloyd's*	Scotts' S.B. &E.Co.Ld. Greenock *SA&CP*	G.&J.Burns,Ld. *WB*=*DT at sid*	225·0 | 33·1 | 15·5 P62′B67′F40′ BK7″ *es&under tunnels* 12′			Glasgow British 4*BHCem* 22*t FPT*10*t*	T.3Cy.23″,36″&58″–42″ (*s*) 175lb *70lb* 247NHP 2SB,*6cf*,GS120,HS4006 Scotts'S.B.&E.Co.Ld.Grk.	16 ″ 6 s 2 • 0 15 ″ 7	BT tlll 6,17
958 108679	— *J.Thomson* –11	SteelScK (*Trawler*) 1*Dk*	171 171 66			…		1899	Hall,Russell&Co. Aberdeen	R.Moon	106·5 | 21·6 | 11·6 BK7½″			Aberdeen British	T.3Cy.12½″,20″&33″–21″ 58RHP Hall,Russell&Co.Abn.	12 ″ 3	
959 132862	Settsu *G.Davidson* –12	SteelScK 1*Dk*	231 205 91	✠100A1 *StmTrawler* 10,14 ✠LMC4,12	Cff		10,14	1912 4mo *Lloyd's*	Cochrane& Sons Selby *SA&CP*	Neale&West,Ld.	120·0 | 21·5 | 11·7 Q72′F20′ BK7½″			Cardiff British 3*BHCem*	T.3Cy.12″,21″&34″–24″ (*s*) 180lb 76RHP 1SB,*2pf*,GS37,HS1380 C.D.Holmes&Co.Ld.Hull	12 ″ 6	
960 6960 JCTE	Settsu Maru	WoodPad 1*Dk*	151 46 86					1895	M.Hayashi Fushimi	YodogawaUnsu KabushikiKaisha	99·0 | 15·2 | 3·7			Osaka Japanese	C.2Cy.10″&20″–14″ 13NHP OsakaIronWorks,Osaka		
Wrecked 3,17	Setubal (*ex*Triton)	SteelScSr 1*Dk*(*Stl*)&*deep framing* &*pt Awng dk*(*Stl*)	1312 921 812	✠ 11,15 ✠ *pt Awng dk withfreeboard*	Ant	*o*		1910 6mo	R.Thompson&Sons,Ld. Sunderland	Requisitioned by the Portuguese Government	225·0 | 35·0 | 15·5 Q87′ *pt Awng dk* 138′ FK *Cell DBa*63′*f*83′			Portuguese 4*BHCem* 226*t APT*20*t*	T.3Cy.17″,28½″&46″–33″ 139NHP 1SB,*3cf*,GS57,HS2237 MacColl&Pollock,Ld.Sld.	16 ″ 6	
962 HFSG	— *A.Haug*	SteelScSr 2*Dks*&*pt Awngdk*	1201 1090 753					1898	Nylands Værksted Christiania	Dpskakties.Otto Thoresen'sLinie (O.Thoresen,*Mgr*)	215·8 | 32·1 | 18·5 B57*t*H54*t* *pt Awngdk* 141′ *WB*			Chrstiania Norwegian	T.3Cy.16½″,27″&44″–30″ 106NHP Nylands Værks.Xia.		N
963 339 HDCO	Sevastopol *Voronoff* –96 *Elec.light*	SteelTwinScSr 1*Dk*(*Stl*)&*Spar dk*	1339 878 789	✠ *Spar dk withfreeboard* 4,02 ✠	Sld	*o*		1896 8mo	J.Laing Sunderland	Azoff Stm.Nav.Co. (*in liq.*)	236·0 | 34·2 | 8·9 P&B151′F37′ 16·4 FK *WB*=*Cell DBa*60′*u E&B*29′*f*80′141*t MT*17′			Odessa Russian 7*BHCem* 229*t APT*14*t*	T.6Cy.14½″,23″&38″–27″ 182NHP 2SB,*6rf*,GS112,HS3234 G.Clark(Lim.),Sld.	18 ″ 6	
964 136	Sever *B.L.Koozmin-Korovaieff* (*ex*Cairnside) ~~Sthg.No.1–14~~ *Well deck Mchy.Aft Elec.light*	SteelScSr 1*Dk*(*Irn*)	396 270 173	✠100A1 4,15,~~16~~ ~~✠LMC5,13~~ 4,17	Kob	*f*	5,16	1909 3mo *Lloyd's*	J.Crown& Sons,Ld. Sunderland *SA&CP*	Successor to N.N.Lehmann *WB*=*FPT*35*t APT*6*t*	141·5 | 23·6 | 9·8 P *on* Q18′Q77′B13′ F22′ FK			Vladivostk Russian 3*BHptCem* *ptAsp*	C.2Cy.18″&38″–27″ (*s*) 130lb 79NHP 1SB,*3pf*,GS41,HS1403 MacColl&Pollock,Ld.Sld.	10 ″ 10 s • 6 10 ″ 7	
965 5257 JSLN	Severin *A.Cederström* 10–11 (*ex*St.Vincent) *Well deck*	ss Skm.No.2–17 ss Gls.No.3–1,08 ~~ss Hbg.No.1–12~~ 1*Dk*(*Irn*)&*deep framing* *Cargo battens not fitted*	~~1624~~ 1481 ~~949~~ 921	✠100A1 8,17 ~~4,13~~ ~~MBS4,16~~ ~~✠LMC5,13~~ 8,17	Mmo Skm	*q*	~~7,16~~ 6,17	1896 4mo	Napier& Sons,Ld. Glasgow A&CP	Rederiaktieb. Gottfrid (G.Erstad,*Mgr*.) *WB*=*Cell DB*	260·0 | 37·2 | 18·3 B60′F22′ FK *a*78′ *u E&B*36′*f*106′			Malmö Swedish 4*BHCem* 357*t APT*85*t*	T.3Cy.19″,30½″&50″–36″ (*s*) 160lb *100lb* NDB13 156NHP 1SB,*3cf*,GS67,HS2435 Dunsmuir&Jackson,Gls.	20 ″ 6 s 3 • 6 17 ″ 4	
966 MDBQ	Severini (*ex*Leila,*ex*Henrietta) *Well deck*	IronScSr 1*Dk*2*trB*	1316 1075 815	✠100A1 12,15 MS6,17 ~~BS6,16~~ ~~✠LMC~~	Shl	*o*	~~12,15~~ 7,17	1882 10mo	T Turnbull &Son Whitby A&CP	Akties.Severini (H.Skougaard)	242·5 | 34·1 | 18·1 Q88′B56′F33′ FK *WB*=*DB*			Langesnd Norwegian 4*BHCem* *a*65′*f*92′267*t*	C.2Cy.30″&55″–36″ (*b*) 80lb *100lb* NDB06 143NHP 2SB,*4pf*,GS52,HS2391 Blair&Co.Ld.Stockton	19 ″ 6 s 2 • 2½ 17 ″ 10	
967 69	Severnaya Zvezda *G.Andrustschenko* ss Gen.2nd No.3–7,97 (*ex*Alberto,*ex*Fratelli Dandria, *ex*Mauritania)	IronScSr 1*Dk*2*trB*	835 678 477	✠ 10,01 ✠NB7,97	Gen	*k*		1871 2mo	Denton, Gray&Co. W Hartlepool	N.Rosenfeld& F.Grageroff	200·1 | 28·8 | 16·3 Q80′B41′ BK8″			Odessa Russian 4*BHCem* *WB*=*ptDB*	C.2Cy.25½″&47½″–33″ NDB88 107NHP 1SB,*3pf*,GS56,HS1780 Blair&Co.Ld.Stockton		V
968 RLNQ	Sevilla *O.Langer* Wireless *Elec.light* 2*Dks*&*Web frames*&*Shelterdk*	SteelScSr	5156 4851 3299			…		1900	J.Priestman&Co. Sunderland	Hamburg-Amerik. Packett.Act.Ges. (Ham.-Amr.Linie)	395·8 | 52·2 | 27·8 FK *Bon Shelter dk* 102′ *WB*			Hamburg German	T.3Cy.27″,43″&72″–48″ 436NHP T.Richardsn&Sns.Ld.Hpl.	30 ″ 10	G
969 MJLV	— *F.Tömmerek* 12–14 *Elec.light*	SteelScSr 1*Dk*	*1318* *1081* *730*					1913	WoodSkinner&Co.Ld. Newcastle	Dpsk.Akties.O. Thoresens Linie (O.Thoresen,*Mgr*)	260·0 | 37·6 | 15·7 P32′B&F208′			Chrstiania Norwegian *WB*	T.3Cy.19″,31″&51″–36″ 156NHP N.E.MarineEngCoLd.Nwc		N
970 LNBP	Sexta *N.Jensen* 07–09 *Elec.light*	SteelScSr 1*Dk*&*Spar dk*	1643 1,142 992	*Now named* "Hwah Hsin,"				1905	Schiffsw.v. Henry Koch Lübeck	Flensburger Dampfschiff fahrt Ges.v.1869	265·7 | 37·8 | 18·3 P30′B75′F38′			Flensburg German *WB*	T.3Cy.20½″,33½″&53½″–33½″ 164NHP J.F.Ahrens,Altona		G
971 QHNW	Seydlitz *F.Hagenmeyer* *Elec.light* Sub.Sig. Wireless 3*Dks*	SteelTwinSc	8008 7013 4847					1902	F.Schichau Danzig	Norddeutscher Lloyd	450·1 | 55·5 | 35·9 P61′B186′F89′			Bremen German *WB*	T.6Cy25½″,43½″&70½″–47½″ 690NHP F.Schichau,Elbing		G

See No. 54 in Vol. II.

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. / Master. / Special Surveys.	3 Material, Rig, &c / Late Name if any. / No. of Decks, &c.	4 Register Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 Built. By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. / Breadth. / Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught.	15 Registers in which classed, if not in L.R. Dates of Tradi Cert.
972	Seyer	SteelScSr	3338	✠	Cpl	v		1893	Furness,	M.Gumuchdjian	345·0 | 41·2 | 18·6	Constanpl	T.3Cy.28,″44″&72″–48″	28 ″ 7	
	Y.Dadicos –10	*ss*Bry.No.3–2,06	*2702*	*Spar dk*				9mo	Withy&CoLd		21·6	Turkish	445NHP		
	(*ex*Appomattox)	*ss*Cpl.No.1–10	*2140*	10,13					W Hartlepool		BK10″	6*BHCem*	2DB (&1AuxSB?,06),*14cf*,		
	Ref.Mchy.	1*Dk*(*Stl*)&*Spar dk*									*WB= Cell DB280′*	*492tAPT13t*	GS220,HS7972		
	Elec.light	(*Stl&Irn*)&*Web frames*											T.Richardson&Sons,Hpl.		
973	Shabonee	SteelScSr	5167	✠100A1	Mdb	x	2,16	1913	Sir J. Laing	~~Tank Storage &~~ ~~Carriage Co. Ltd.~~ ~~(W. J. Smith, Mgrs.)~~ Standard Transportation Co. Ltd.	380·0 | 50·8 | 29·2	~~Sunderland~~ Hong Kong	T.3Cy.26″,44″&72″–48″ (*s*)	31 ″ 0	
132076	*A.Chalmers* –16		4642	9,14 10,16	Cff		6,17	10mo	&Sons,Ld.		P98′B28′F40′	British	180lb *120lb* 475NHP	s 6 ″4½	
JDHG	*Elec.light*	2*Dks*(*Stl*)&*Web frames*	3230	~~LMC10,15~~					Sunderland		FK	15*BHpt Cem*	2SB,*8cf*,GS160,HS6805 FD	25 ″ 0	
	Mchy.Aft			*Carrying Petroleum in bulk*				*Lloyd's*		*WB= Cell DBuE&*	*B62′*	10*BHtoUdk*	G.Clark,Ld.Sunderland		
	Wireless			*Fitted for oil fuel* 10,13				*above* 1		50° F.	146*tDTf*38′34	5 „ 2*nd* „			
974	Shackleton	SteelScK	288	✠100A1	Hul		2,15	1913	Cochrane&	Pickering&Haldane'sStm.TrawlingCo.Ld.	133·5 | 23·0 | 12·0	Hull	T.3Cy.12¾″,22″&36″–24″ (*s*)	12 ″ 9	
133443	*F.Norton* –15		253	*Stm Trawler*				6mo	Sons,Ld.		Q72′F19′	British	200lb 79RHP		
JCLS		1*Dk*	115	2,15					Selby		BK7½″	4*BHCem*	1SB,*3pf*,GS46,HS1295		
				~~LMC6,13~~				*Lloyd's*					C.D.Holmes&Co.Ld.Hull		
975	Shad Thames	SteelSc3MstSr	549	~~✠100A1~~	Lon	h	2,17	1902	R.William-	~~Temple-Thomson &Clark~~	165·0 | 26·5 | 10·9	London	C.2Cy.21″&42″–30″ (*s*)	13 ″ 2	
115906	*D.T.Finney* –06	*ss*Hul.No.3–4,15	373	12,17 ~~8,15~~	Nwc			10mo	son&Son	J.F.Coonan	Q95′B11′F21′	British	120lb 73RHP	s ~~6~~ ″10½	
VCQH	*Mchy.Aft*	1*Dk*(*Stl*)	223	~~BS2,17~~ ~~LMC6,16~~					Workington		BK7″	3*BHCem*	1SB,*3pf*,GS56,HS1685	13 ″ 0	
	Well deck							*Lloyd's*			*WB= DB89′*	118*tFPT*38*t*	Ross&Dupcan,Glasgow		
976	Shadwell	SteelScSr	4091	✠100A1	Shl	x	~~2,14~~	1904	J.L.Thomp-	WellLine,Ld.	368·0 | 49·6 | 19·0	Sundrland	T.3Cy.26″,44″&72″–48″ (*s*)	29 ″ 6	
114859	*W.H.Knox* –09	~~*ss*Mdb.No.2–12~~	3855	*Spar dk*	~~Cff~~ Hul		5,17	1mo	son&Sons,Ld		P30′B108′F44′ 27·1	British	180lb ~~*135lb*~~ *120lb* 417NHP	s 5 ″7½	
VLSP	1*Dk*(*Stl*)&*Spar dk*(*ptIrn&ptStl*)		2593	~~1,15 7,15~~	~~LMC 5,17~~				Sunderland		FK	6*BHCem*	3SB,*9cf*,GS181,HS6789	24 ″ 4	
	&*deep framing*			~~MS12,17~~	~~BS11,15~~			*Lloyd's*					N.E.MarineEng.Co.Ld.Sld		
	*ss*Cff.No.3–5,17									*WB= Cell*	*DBa*119′*uE&B*40′*f*	156′914*tDT*	*a*31′766*tFPT*101*tAPT*48*t*		
977	Shahjehan	SteelScSr	2261	✠	Cal	t		1905	C.Connell	AsiaticStm.Nav.	296·0 | 40·5 | 22·2	Liverpool	T.3Cy.22½″,38″&62″–42″	24 ″ 7	
120860	*J.C.D.Hinton* –16		1908	6,07				6mo	&Co.Ld.	Co.Ld.	P79′B93′F40′	British	277NHP		
HCRS	2*Dks*(*U*–teak s)&*deep framing*		1403						Glasgow		FK	5*BHCem*	2SB,*6cf*,GS121,HS4272		
	Elec.light									*WB=*	*CellDBa*84′*uE&B*	42′*f*126′438*t FPT*	20*tAPT*16*t*	Dunsmuir&Jackson,LdGls	
978	Shahzada	SteelScSr	2246	✠	Cal	t		1904	C.Connell	AsiaticSteamNav.	300·3 | 40·6 | 22·4	Liverpool	T.3Cy.22½″,38″&62″–42″	24 ″ 8	
118079	*A.W.Ravenscroft* –15		1926	4,07				2mo	&Co.Ld.	Co.Ld.	P79′B93′F44′	British	277NHP		
VQFL	*Elec.light*	2*Dks*(*UStl*–teak s)	1404						Glasgow		FK	5*BHCem*	2SB,*6cf*,GS121,HS4272		
		&*deep framing*								*WB=*	*CellDBa*82′*uE&B*	40′*f*124′436*t FPT*	45*tAPT*16*t*	Dunsmuir&Jackson LdGls	
979	Shakano–o Maru	IronScBkn	3330	✠	Yka	v		1883	TyneI.S.B.	KishimotoKisen	337·0 | 41·2 | 26·5	Nishino-	C.2Cy.40″&74″–54″	29 ″ 1	
5199	*K.Seki*	*ss*Lon.No.3–5,94	2980	2,03				1mo	Co.Ld.	KabushikiKaisha	P41′B82′F45′	miya	347NHP		
JGSB	(*ex*Energia)	*ss*Yka.No.2–02	1922						Newcastle		BK11″	Japanese	2DB,*12pf*,GS160,HS6055		
		2*Dks*(1*Irn*&1*ptIrn*)3*trB*								*WB= Cell DB240′*	*427tFPT17tAPT8t*	6*BHCem*	N.E.MarineEng.Co.Ld.Sld.		
980	Shakespear	SteelScSr	3466	✠100A1	Cff	v	~~7,16~~	1912	J.L.Thomp-	ShakespearShppg.	342·0 | 49·1 | 22·9	London	T.3Cy.24″,40″&65″–42″ (*s*)	25 ″ 4	
132692	*L.Cubitt*97–12		3152	5,15			7,17	3mo	son&Sons,Ld.	Co.Ld.(Glover	P39′B94′F34′	British	180lb *100lb* 294NHP	s 4 ″ 3	
HVMN		1*Dk*(*ptIrn ptStl*)	2179	*Examined* ~~4,12,17~~					Sunderland	Bros.*Mgrs.*)	FK	6*BHCem*	2SB,*6cf*,GS128,HS4490	21 ″ 5	
				~~LMC3,13~~				*Lloyd's*		*WB=*	*CellDBa*116′*uE&*	*B39′f*147′938*tFPT*	65*tAPT*79*t*	Blair&Co.Ld.Stockton	
981	Shaloon	IronScSr	113	✠	Shl			1891	Hepple&	Kertsch-Enicale	96·8 | 19·1 | 10·2	Odessa	C.2Cy.17″&34″–24″	10 ″ 6	
291	*P.A.Lavroff*12–13	*ss*Shl.No.1–96	—	*For fishing purposes*				1mo	Co.	PilotsAssoc.	B8′	Russian	1SB,*2pf*,GS34,HS964 53NHP		
	(*ex*Atlantic)	1*Dk*	14	5,96					N.Shields		BK6½″	4*BHCem*	Hedley&Boyd,N.Shields		
982	Shamrock	IronScSr	~~815~~ 816					1879	A.& J.Inglis	LairdLine,Ld.	231·2 | 31·3 | 15·5	Glasgow	C.2Cy.31½″&70″–45″	16 ″ 0	
80465	*J.H.Dennison* –17		596						Glasgow		P53′ B84′ F40′	British	NDB91 NB91 274NHP		
MBQK			337										A.&J.Inglis,Glasgow		
983	—	SteelTwinScSp	468	✠100A1	Dub		12,13	1905	Dublin	Corporation of	148·5 | 31·1 | 11·8	Dublin	C.4Cy.14″&29″–21″ (*s*)	12 ″ 8	
123121	*P.Archbold*84–05	(*Sludge Vessel*)	400	*For Channel purpose s*				12mo	Dockyard Co	Dublin	F27′	British	120lb 69RHP	s 1 ″ 9	
		*ss*Dub.No.2–13	230	4,14				*Lloyd's*	Dublin		FK	4*BHCem*	1SB,*3pf*,GS59,HS1631	11 ″ 2	
		1*Dk*(*Stl*)		~~BS4,15~~ ~~LMC12,13~~							*WB=*	*FPT70t*	D.Rowan&Co.Glasgow		
984	—	WoodSc	237					1898	J.C.Kaine	CanadianGovern-	117·3 | 25·0 | 9·7	Quebec	C.2Cy.19″&30″–20″		
107497	*C.Sauvajean* –98		185						Quebec	ment		British	61RHP		
		1*Dk*	161										*E.blt.80fitted*98*B.blt.*82		
													Carrier,Lainé&Co.Levis		
985	—	SteelScK	204					1904	Smith's	O.Dahl	120·0 | 21·5 | 13·6	LaRochlle	T.3Cy.12½″,20″&34″–24″		V
	Lefèvre	(*Trawler*)	197						Dock Co.Ld.		Q51′	French	57NHP		
LCQM	*Elec.light*	1*Dk*	59						N.Shields			*WB*	Shlds.Eng.Co.Ld.S.Shl.		
986	—	IronScK	184	✠100A1	Liv		~~8,16~~ 5,17	1900	Cook, Wel-	J.Duncan,Son&	110·2 | 21·1 | 11·2	Hull	T.3Cy.12″,19½″&32″–22½″(*s*)	12 ″ 1	
110758	*R.C.Gorry* –14	*ss*Liv.No.3–4,12	172	*Stm Trawler*				1mo	t'n&Gemmell	Co.	Q20′	British	180lb 50RHP		
RLSJ		*ss*Liv.No.1–16	73	~~7,11 11,16 11,17~~					Hull		BK7½″	3*BHCem*	1SB,*2cf*,GS26,HS897		
	Elec.light	1*Dk*		4,18				*Lloyd's*					C.D.Holmes&Co.Hull		
				~~LMC11,16~~ ~~BS9,17~~											
987	—	SteelScK	170	✠	Abn			1904	A.Hall&	J.S.Boyle	105·1 | 21·1 | 11·3	Glasgow	T.3Cy.11½″,18″&31″–22″	12 ″ 0	
119107	*J.Wood* –15		159	*Stm Trawler*				3mo	Co.			British	55RHP		
		1*Dk*	68	3,04					Aberdeen		BK7½″	3*BHCem*	1SB,*2cf*,GS31,HS1096		
											WB=	*DTf*5′6*t*	A.Hall&Co.Aberdeen		
988	—	*ss*Ams.No.3–6,17 SteelScK	152	✠100A1	Ymu		~~8,16~~	1901	Smith's	N.V.StoomMaats.	102·0 | 20·2 | 10·6	Ymuiden	T.3Cy.11″,18″&30″–22″ (*s*)	11 ″ 9	
	K.v.d.Duin	*ss*Ymu.No.3–11,14	151	*Stm Trawler*	Ams		N5,17	11mo	Dock Co.Ld.	Shamrock		Dutch	180lb 57NHP		
	(*ex*IchDien)	1*Dk*	44	6,17 ~~8,16~~	~~LMC6,17~~				North Shields	(C.deVries&G.F.	BK7½″	3*BHCem*	1SB,*2pf*,GS29,HS1030		
				~~BS4,18~~ ~~MS11,16~~	~~BS6,16~~			*Lloyd's*		Perquin)			G.T.Grey,SouthShields		
989	Shan Tung	SteelScSr	2549					1915	Taikoo	ChinaNav.Co.Ld.	310·2 | 41·1 | 22·1	London	T.3Cy.22″,35″&56″–39″		
137694	*J.Meathrel* –15		2246						Dkyd.&Eng		P10′B72′F37′	British	196NHP		
THKR	*Elec.light*	2*Dks*	1568						Co.Ld.			*WB*	TaikooDkyd.&Eng.Co.Ld.		
									HongKong				HongKong		
990	Shandwick	SteelScK	166	✠100A1	Abn			1912	Hall,Rus-	T.Davidson&	105·5 | 21·2 | 11·6	Aberdeen	T.3Cy.11″,18½″&32″–21″ (*r*)	12 ″ 6	
129378	*W.Wood,jun.*12–12		166	*Stm Trawler*				3mo	sell&Co.Ld.	W.Wood		British	180lb 67RHP		
	Elec.light	1*Dk*	65	3,12					Aberdeen		BK7½″	3*BHCem*	1SB,*2pf*,GS36,HS1258		
				~~LMC3,13~~				*Lloyd's*			*WB*	*=MT*7′14*t*	Hall,Russell&Co.Ld.Abn.		
991	Shang Yang Maru	SteelTwinSc	3588					1907	Kawasaki	NisshinKisen	320·0 | 43·4 | 13·8	Tokio	T.6Cy.17″,28″&46″–33″		
11042	*J.A.Scott*		1550						Dockyard Co.	KabushikiKaisha	B248′F46′	Japanese	243NHP		
LCWK	*Elec.light*	2*Dks*	2224						Ld. Kobe			*WB*	KawasakiDkydCoLdKobe		

1 Numero d'Ordre / Numero Officiel / Signaux	2 Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où codé, et où il est dans le Lt.
992 86009	**Shannon** *J.Colwit* –12	**IronPadSp** 1*Dk*	267 180 158					1892	McIlwaine & McColl, Ld. Belfast	Limerick SSCoLd.	160·0 | 21·1 | 8·0	Limerick British	C.O.2Cy.21½″&45″–39″ NB07 83RHP M'Ilwaine&McColl,Ld.Bel		
993	**—**	**IronDoubleSc** *ss*Dub.3rdNo.3–12,10 *ss*Dub.No.~~1–12~~2–18 1*Dk*	56 — 38	A– *Barge For River pur* 2,188 ~~2,18~~	Dub *poses only* ~~BS3,15~~ ~~BS3,17~~		~~8,15~~ 2,18 B~~&~~MS2,18	1883	W. Allsup & Sons Preston	A. Guinness, Son & Co. Ld.	.... FK	Dublin British 4*BHCem*	2Cy.10½″–14″ (*k*) 95lb NB90 6NHP 1B, GS13, HS465	6 ″ 1	
994 108399 QGHM	**Shansi** *E.B.Simons* –11 2*Dks*	**SteelScSr**	1984 1777 1228					1898	Scott & Co. Greenock	ChinaNav.Co.Ld.	275·4 | 38·2 | 21·4 P20′B70′F30′	London British *WB*	T.3Cy.20″,32″&52″–39″ 169NHP Scott&Co.Greenock		
995 114757 SPJB	**Shaohsing** *K.E.Tuebben* –14 2*Dks*	**SteelTwinScSr**	2123 1908 1307					1901	Scott & Co. Greenock	ChinaNav.Co.Ld.	290·0 | 40·2 | 20·6 B78′F32′	London British *WB*	T.6Cy.13½″,22″&36½″–30″ 146NHP Scott&Co.Greenock		
996 98294	**Shark** *A.Harrison* –14	**IronScK** *ss*Bos.No.3–9,04 *ss*Bos.No.1–09 1*Dk*	163 148 62	✠ *Stm Trawler* 8,09 ✠	Bos			1891 10mo	GtGms.Co-op.Box&Fish CarrygCo.Ld. Gt.Grimsby	F. Palmer	103·0 | 20·7 | 10·7 Q18′F21′ ptDS04 BK7½″	Boston British 3*BHCem*	T.3Cy.11½″,18½″&30″–22″ 45RHP 1SB,*2pf*,GS32,HS787 Gt.GrimsbyCo-op.Co.Ld.	11 ″ 3	
997 128691	**Shasi** *A.T.Allan* –10 *Elec.light* 1*Dk*	**SteelTwinSc**	1327 742 790					1910	Taikoo Dkyd&EngCo.of HongK'ngLd HongKong	ChinaNav.Co.Ld.	235·0 | 40·1 | 10·0 8[illegible]	~~HongKong~~ British London	T.6Cy.9″,14″&23″–15″ 54RHP TaikooDkyd.&Eng.Co. ofHongKong,Ld.		
998 205041 KWNJ	**Shasta** *H.P.Hansen* 1*Dk*	**WoodScSr**	878 — 517					1908	..... Hoquiam, Wash.	E.K.WoodLumber Co.	192·3 | 41·0 | 14·0	S.Frncisco Utd. States			
999 89913 JHVW	**Shastri** *O.Mahomed*08–14 1*Dk*	**IronScSr**	261 213 98					1884	Dobson& Charles Grangemth	BombayS.Nav. Co.Ld.	157·5 | 26·1 | 8·9 H26*t*	Bombay British	T.3Cy.12″&20″–34″–27″ NE&B95 57RHP Dunsmuir&Jackson,Gls.		
1000	**Shaw Hsing** *Weidmann* (*ex*SarieBandjer,*ex*Chiengmai,*ex*Clio) 1*Dk&Awng dk*	**SteelScSr**	1237 1180 767			...		1895	J.Scott& Co. Kinghorn	ShawhsingS.S.Co. Ld.	229·8 | 32·0 | 13·1 20·4 FK *WB*	Shanghai Chinese	T.3Cy.17″,27″&45″–33″ 130NHP J.Scott&Co.Kinghorn	21 ″ 1	
1001 116137 KDPJ	**Shawmut** *J.Hansen* (*ex*Enchantress) 1*Dk2trB*	**IronScSr**	1625 1312 1100			...		1879 11mo	Short Bros. Sunderland	SouthernS.S.Co.	259·0 | 36·0 | 18·8 P32′F27′ BK9″	Philidlphia Utd. States *WB*	C.2Cy.32″&60″–39″ NB6,00 168NHP J.Dickinson,Sunderland	20 ″ 3	
1002 133510 HWMB	**Sheaf Arrow** *R.Muir* –17 *Elec.light* *Arch deck* 1*Dk(Stl)* *Cargo battens not fitted*	**SteelScSr** *ss*Lth.No.1–18	2094 1874 1175	✠100A1 3,18 ~~3,16~~ ~~BS3,17~~	Bry Ltd. ~~LMC8~~ ~~3,17~~	*r* ~~3,18~~ 3,18	~~3,16~~ 3,18	1912 8mo	BlythS.B. &D.D.Co.Ld. Blyth *Lloyd's*	SheafStm.Shippng Co.Ld(W.A.Souter &Co.,*Mgrs.*) *sA&CP* *WB=CellDBa84 uE&*	278·9 | 40·3 | 22·6 P17′F23′ FK *B36′f110′498tFPT*	Newcastle British 4*BHCem* *78tAPT71t*	T.3Cy.23½″,39″&64″–42″ (*s*) 180lb 330NHP 2SB,*8pf*,GS155,HS5660 MacColl&Pollock,Ld.Sld.	25 ″ 0 s 6 ″10 18 ″ 5	
1003 115148 TWRB	**Sheaf Blade** *C.Morrison* –08 *ss*Npt.No.3–3,15 (*ex*Mariner) 1*Dk(Irn)&deep framing*	**SteelScSr**	2378 2151 1523	✠100A1 1,17 ~~BS4,16~~ BS4,17	Mdb ~~LMC3,15~~	*t* 3,15		1903 4mo	W.Gray& Co.Ld. W Hartlepool *Lloyd's*	SheafStm.Shippng Co.Ld(W.A.Souter &Co.,*Mgrs.*) *sA&CP* *WB=CellDB*	302·0 | 43·2 | 19·8 P24′B178′F33′ FK *a&uE120′f124′620t*	Newcastle British 5*BHCem* *APT84t*	T.3Cy.23½″,36½″&62″–39″ 180lb ~~500~~ (*s*) 250NHP 2SB,*6cf*,GS91,HS3725 ~~45lb~~ Cen.Mar.Eng.Wrks.WHpl	22 ″ 3 s 2 ″6½ 20 ″ 1	
1004 133593 JPBH	**Sheaf Don** *T.B.Clarke*06–17 *Elec.light* *Arch deck* 1*Dk(Stl)*	**SteelScSr**	2172 1907 1226	✠100A1 ~~3,17~~ 4,18 ~~Bry~~ Sld ~~LMC2,17~~	Bly	*r* 10,17		1917 3mo	BlythS.B. &D.D.Co.Ld Blyth *Lloyd's*	SheafStmShppng Co.Ld(W.A.Souter &Co.*Mgrs.*) *sA&CP* *Cell*	279·0 | 40·3 | 22·9 P19′F22′ FK *DB234′ 496t FPT*	Newcastle British 4*BHCem* *88tAPT90t*	T.3Cy.23½″,39″&64″–42″ (*s*) 180lb 330NHP 2SB,*8pf*,GS154,HS5660 MacColl&Pollock,Ld.Sld.	25 ″ 4 s6 ″11½ 18 ″ 8	
1005 122848 HJNS	**Sheaf Field** *J.W.Knox* –12 1*Dk(Stl)&deep framing* *Cargo battens not fitted*	**SteelScSr** *ss*Cff.No.2–15	1533 1408 955	✠100A1 ~~12,17~~ ~~12,16~~ ~~BS12,16~~ BS12,17	Bry Ltd ~~LMC5,15~~	*q* ~~12,16~~ 12,17		1906 7mo	BlythS.B. Co.Ld. Blyth *Lloyd's*	SheafStm.Shippng Co.Ld(W.A.Souter &Co.*Mgrs.*) *sA&CP* *WB=*	258·9 | 37·0 | 18·1 P23′B58′F30′ FK *Cell DBa84′uE&B*	Newcastle British 4*BHCem* *58tAPT20t*	T.3Cy.19″,30″&48″–36″ (*s*) 180lb *100lb* 159NHP 1SB,*4pf*,GS71,HS2584 J.Dickinson&Sons,Ld.Sld	20 ″ 5 s 2 ″10 17 ″ 11	
1006 129326 HWNC	**Sheba** *J.C.Shaw* –17 *Elec.light* *Well deck* Wireless *Cargo battens not fitted* 1*Dk(Stl)*	**SteelScSr**	2268 1752 1341	✠100A1 12,15 ~~BS6,17~~	Hfx ~~LMC8,12~~	*s* 12,15		1912 8mo	J.Crown& Sons,Ld Sunderland *Lloyd's*	CanadianGovern-ment *sA&CP* *Inter*	290·0 | 40·7 | 17·8 P24′Q90′B53′F30′ FK *mediate BH in fore*	Ottawa British *Cem* *4 BH only* *WB=CellD*	T.3Cy.21″,35″&57″–39″ (*s*) 180lb 222NHP 2SB,*6pf*,GS104,HS3463 G.Clark.Ld.Sunderland *hold dispensed with* *Ba 96′f116′* *489tFPT127tAPT104t*	20 ″ 0 s 2 ″2½ 18 ″ 2	
1007 115776 VDFK	**Sheerness** *L.Lamat* –15 2*Dks*	**SteelScSr**	1274 962 543					1903	CaledonS. B.&E.Co.Ld Dundee	ClydeShppg.Co.Ld (W.Cuthbert*Mgr*)	250·0 | 35·2 | 16·6 P&B160′F50′	Glasgow British	T.3Cy.25″,40″&65″–48″ 293NHP CaledonSB&E.Co.Ld.Dun.		C BT tiH 8,17
1008 76675 QMDG	**Sheffield** (Detained at Constantinople) *J.Katalanos* –11 *Elec.light* 1*Dk2trB*	**IronScSr**	647 524 407			...		1877	J.Elder&C. Glasgow	J.Constant	201·0 | 27·1 | 15·1 P45′F30′ BK7½″	Grimsby British	T3Cy.17¼″,28″&45½″–30″ NB12 95RHP *Tpd*89Earle'sCo.(Lim)Hul	15 ″ 9	V
1009 98302 MCKJ	**Sheikh Berkhud** *J.Cawsey* –16 *Elec.light* 1*Dk&Shelterdk*	**SteelScSr**	327 259 158			...		1891	Scott&Co. Greenock	PerimCoalCo.Ld. (Hinton,Spalding &Co.*Mgrs.*)	150·4 | 23·1 | 11·5 P18′F25′ BK7″	Greenock British *WB*	T.3Cy.14″,23″&37″–27″ 95RHP Scott&Co.,Greenock	12 ″ 0	
1010 99736 HGKV	**Sheila** *R.H.Smith* –17 *Well deck* *Mchy.Aft* 1*Dk(Stl)*	**SteelSc3MstSr** *ss*Ard.No.2–14	454 310 178	✠100A1 ~~3,17~~ ~~7,16~~ 11 17 BS1,17	Shlds ~~LMC9,14~~	*g* ~~7,16~~ ~~7,17~~ 3,18		1906 3mo	AilsaS.B. Co.Ld. Ayr *Lloyd's*	~~Coombes,Marshall &Co.Ld.~~ Cook ShippingCo.Ld. *sA&CP*	155·0 | 25·6 | 11·2 Q86′B10′F23′ BK7″ *WB=FP*	Swansea ~~Newcastle~~ British 3*BHCem* *T48tAPT2t*	C.2Cy.18″&40″–27″ (*s*) 180lb 64RHP 1SB,*3pf*,GS53,HS1645 RenfrewBros.&Co.Irvine	12 ″ 3 s ″5½ 12 ″ 6	
1011 119104 JKMV	**—** *C.Cameron* –04 *Elec.light* 2*Dks*	**SteelScSp**	280 195 111					1904	A&J Inglis Glasgow	DavidMacBrayne, Ld.	150·2 | 23·1 | 10·5 Q55′B40′F42′	Glasgow British *WB*	T.3Cy.13½″,23½″&36″–27″ 76RHP A.&J.Inglis,Glasgow		BT tiH 10,17
1012 132128	**Sheldon** *H.V.Cook* –15 1*Dk*	**SteelScK**	288 256 144	✠100A1 *Stm Trawler* 11,14	Bly ~~LMC4,12~~		11,14	1912 4mo	Cook, Welt'n&Gemmell Ld.Beverley *Lloyd's*	StandardSteam FishingCo.Ld. *sA&CP*	130·1 | 22·2 | 12·2 Q72′ BK8″	Grimsby British 4*BHCem*	T.3Cy13½″,22½″&37″–24′(*s*) 185lb 89NHP 1SB,*3pf*,GS52,HS1595 Amos&Smith,Ld.Hull	13 ″ 1	

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 Built. By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed. If not in R. Dates of Build Docks
1013 107004	**Shellie** *Muskette* –17 *Well deck* *Mchy. Aft*	Steel Sc K 339 267 130	✠100A1 *Stm Trawler* 3,14	Liv LMC1,17	*f*	1,17	1905 11mo *Lloyd's*	Dublin Dockyard Co. Dublin *A&CP*	John Harrison, Ld S. Lockington & Co. Ld. Cumming-ham, Shaw & Co. Ld *WB=DBf13′22t FPT42t*	145·0 Q51′ BK 7½″	24·1 B12′F24′ *3BHCem*	10·4 *APT2t*	Dundalk British	C.2Cy.18″&38″–27″ (*s*) 125lb 80RHP 1SB,*2pf*,GS40,HS1474 Ross & Co. Ld. Dublin	11 ″ 6 s ″ 9 11 ″ 6	
1014 133604	**Shelomi** *J. Leiper* 02–12 *Elec. light*	Steel Sc K 175 175 68	✠100A1 *Stm Trawler* 3,14	Abn LMC6,12			1912 7mo *Lloyd's*	A. Hall & Co. Ld. Aberden *A&CP*	T. Davidson	106·3	21·1 BK 7½″	11·6 *3BHCem*	Aberden British	T.3Cy.11″,19″&32″–22″ (*s*) 180lb 66RHP 1SB,*2pf*,GS61,HS1200 A. Hall & Co. Ld. Aberden	12 ″ 6	
1015 206329	**Shenango** *Elec. light* *Mchy. Aft*	Steel Sc Sr 8047 — 6498	1 *Dk*				1909	Gt. Lakes Eng. Works Ecorse, Mich.	Shenango Steam-ship & Trnsprtn. Co	580·8 F52′	58·2	33·0	Cleveland Utd. States *WB*	T.3Cy.24″,38″&65″–42″ 274NHP Gt. Lakes Eng. Works, Det.		
1016 104853 NSFH	**Shengking** *W. McIntosh* –17	Steel Sc Sr 1650 1315 1034	2 *Dks & Shade dk*				1895	Napier, Shanks & Bell Glasgow	China Nav. Co. Ld.	260·0 P30′B54′F28′	38·2	17·5	London British	T.3Cy.21″,33″&55″–36″ 181NHP D. Rowan & Son, Glasgow		
1017 77104 RSCN	**Sherard Osborn** *Cable Vessel* *W.A.R. Allan* –16 Wireless	Iron Twin Sc Sr 1481 1354 766	✠90A1 7,14 NB10,05 BS12,17	PNl LMC7,11	*q*	~~10,15~~ ~~R10,16~~ 12,17	1878 4mo	Scott & Co. Greenock A&CP	Eastern Telegraph Co. Ld.	274·7 F62′ ND 91 pt ND 05 FK *WB=DBa70′f72′*	32·2 ND 05 FK	21·0 *4BHCem* *APT FPT*	London British	C.4Cy.P21″&42½″S21″&42″–30″ 90lb 90lb (*o*) 207NHP 3SB6*cf*,GS110HS4269NDB05 Greenock Foundry Co. Grk.	22 ″ 4 s 4 ″3½ 18 ″ 6	
1018 125043	**Sheraton** *C. McKenzie* –15	Steel Sc K 283 254 120	✠100A1 *Stm Trawler* 9,15	Gms LMC9,15		10,13	1907 1mo *Lloyd's*	Cook, Welt'n & Gemmell Ld. Beverley *A&CP*	Standard Steam Fishing Co. Ld.	130·0 Q72′ BK 8″	22·2	12·2 *4BHCem*	Grimsby British	T.3Cy.13″,22½″&37″–24″ (*s*) 200lb 94RHP 1SB,*2cf*,GS41,HS1500 Amos & Smith, Hull	13 ″ 1	
1019 214146 LFWS	**Sherman** *T.J. Turner* –16 (*ex* Gobernador Bories, *ex* Senator) *Elec. light*	Steel Sc Sr 4725 4322 2970	✠100A1 ~~6,17~~ 10,17 MS6,13 MBS6,17	N Yk LMC BS6,16	*y*	~~4,10~~ 6,17	1893 2mo *Lloyd's*	Workman, Clark & Co. Ld Belfast *A&CP*	Sherman S.S. Co. Inc.	400·3 P59′B107′F49′	45·3 FK *CellDB115′278t*	29·8 6 *BHCem* *MT 33′622t*	New York Utd. States British	T.3Cy.25″,41″&68″–54″ (*s*) 180lb 90lb ND 05 430NHP 2DB,*12cf*,GS220,HS7477 Wrkman, Clark & Co Ld. Bel	31 ″ 5	
1020 120	**Shevtchenko**	Iron Pad 145 — 17	1 *Dk*				1888	..... Biejitza	Russian Black Sea-Dnieprs. N. Co.	131·5	31·5	7·4	Reni Russian	C.2Cy.18″&32½″–28″ 45NHP		
1021 10136 JWVH	**Shibetoro Maru** *T. Takemura* –16 (*ex* Severus)	Steel Sc Sr 3358 3027 2114	~~✠100A1~~ *with freeboard* ~~6,17 5,16~~ 9,17	Kob LMC ~~6,17~~	*u*	5,16	1894 11mo	W. Gray & Co. Ld. W Hartlepool *A&CP*	Osaka Shosen Kabushiki Kaisha *WB=CellDBa*	330·0 P27′B70′F33′	44·0 FK 110′*uE24′f134′752t*	24·5 5 *BHCem* *APT65t*	Osaka Japanese	T.3Cy.24″,38″&64″–42″ (*s*) 160lb 295NHP 3SB,*8rf*,GS111,HS4870 Cen. Mar. Eng. Wks. W. Hpl.	27 ″ 2 s 5 ″10 21 ″ 8	
1022 9402 JTCP	**Shichiho Maru**	Wood Sc Sr 159 144 99	2 *Dks*				1905	H. Teraoka Tokitsu	Kyushu Kisen Kabushiki Kaisha	108·0	15·8	11·8	Tokitsu Japanese	C.2Cy.10¾″&21½″–15″ 15NHP		
1023 14818 MBDO	**Shidzuoka Maru** *N. Shibata* –16 *Elec. light* Wireless	Steel Twin Sc Sr 6268 5911 3869	✠100A1 *Shelter dk with freeboard* ~~2,14 4,16~~ 4,18	HKg Kob LMC ~~4,16~~ ~~5,17~~	*z*	~~P5,15~~ ~~4,10~~ ~~P3,17~~ P4,18 SN4,18	1912 6mo *Lloyd's*	Kawasaki Dkyd. Co. Ld. Kobe *A&CP*	Nippon Yusen Kabushiki Kaisha *WB=CellDBa & B62′f170′982tD*	409·2 111′*uE* FK *Tf23′359t FPT104t*	49·1	27·6 7 *BHCem* *APT28t*	Tokio Japanese	T.6Cy.20″,33½″&56″–48″ (*s*) 200lb 629NHP 4SB,*12cf*,GS220,HS9115 FD Kawasaki Dkyd Co Ld Kobe	38 ″ 0 s11 ″ 0 27 ″ 6	
1024 129487	**Shieldhall** *P. Macfarlane* –10 *Mchy. Aft* *Elec. light*	Steel Twin Sc Sr 1375 1338 746	2 *Dks*				1910	W. Beardmore & Co. Ld Glasgow	Glasgow Corporation	260·8 F34′	42·1	15·0 *WB*	Glasgow British	T.6Cy.15″,24″&41″–27″ 175NHP W. Beardmore & Co. Ld. Gls.		C
1025 121319	**Shieldhill** *J. Graham* –06 *Elec. light*	Steel Twin Sc 787 733 322	(*Dredger*)				1906	Ferguson Bros. Pt. Glasgow	Trustees of the Clyde Navigation	191·7 F21′	39·1	12·2	Glasgow British	C.6Cy.(2)20″&(4)30″–24″ 147NHP Ferguson Bros. Pt. Glasgow		
1026 10302 LBMN	**Shiga Maru** *Elec. light*	Steel Sc Sr 783 668 485	2 *Dks*				1906	Osaka Iron Works Osaka	Osaka Shosen Kabushiki Kaisha	185·0 B35′	27·1	17·8	Osaka Japanese	T.3Cy.14½″,24½″&39″–30″ 83NHP Osaka Iron Works, Osaka		
1027 1470 HKFM	**Shiganoura Maru** (*ex* Patroclus)	Iron Sc Sr 2212 1993 1616	2 *Dks*				1871	A. Leslie & Co. Newcastle	Minamijima Kansaku	328·6	32·6	25·3	Shin-minato Japanese	C.2Cy.28½″&61″–47½″ NB82 214NHP R. Stephenson & Co., Nwc.		
1028	**Shigizan Maru** *Marumoto* (*ex* General y Pesqueira *ex* Gedé)	Steel Sc Sr 2828 2373 1793	3 *Dks*				1892	Kon. Maats deSchelde Flushing	Hasbimoto Kisen Kabushiki Kaisha	349·3 P&B248′F54′	37·7	25·6	Fusan Japanese	Q.4Cy.24″,36″,48″&75″–42″ 365NHP Maats. deSchelde, Flushing		V
1029 137007	**Shikari** *G.H. Staples* –15 *Elec. light*	Steel Sc K 221 198 86	✠100A1 *Stm Trawler* 6,18 ~~9,15~~ LMC10,14	Sws		6,18	1914 10mo *Lloyd's*	Smith's Dock Co. Ld Middlesbro' *A&CP*	Staples Steam Fishing Co. Ld. (E. Sleight, *Mgr.*)	117·5 Q73′F19′	22·0 BK 7½″	11·9 *3BHCem*	Grimsby British	T.3Cy.12¼″,20″&34″–24″ (*s*) 180lb 78RHP 1SB,*3pf*,GS43,HS1405 Smith's Dock Co. Ld. Mdb.	12 ″ 8	
1030 7140 LTCF	**Shikotan Maru** (*ex* Batavia)	Iron Sc Sr 2712 — 1970	(*ex* Tacoma, 2 *Dks*				1870	W. Denny & Bros. Dumbarton	R. Yamashina	327·4 P201*tF45t*	39·3	26·5	Uraga Japanese	T.4Cy.23 3/16″(2)26 5/16″&58 5/16″–42″ 218NHP J. Elder & Co., Glasgow		
1031	**Shilka** (*ex* Erica, *ex* Oberon) *Elec. light*	Steel Sc Sr 1893 1705 1201	✠ *Spar dk with freeboard* 11,03	Bkn	*r*		1896 7mo	Armstrong & Co. Ld. Newcastle	Russian Government *WB=Cell DBa65*	280·0 B71′F28′ *uE&B37′f129′377t*	38·0	12·9 20·4 FK *5BHCem* *APT23t*	Vladvostk Russian	T.3Cy.23″,37″&60″–42″ 249NHP 2SB,*8pf*,GS126,HS3978 Wigham Richrdsn & Co. Nwc.	22 ″ 7	
1032 3666 HVJS	**Shima Maru** (*ex* Toyo Maru No.2)	Wood Sc Sr 112 98 69	2 *Dks*				1898	M Niikuma Kujo	M. Hotta	94·2	13·8	11·2	Maizuru Japanese	C.2Cy.11″&22″–14″ 15NHP Niikuma Masajiro, Osaka		
1033 13891 LNVR	**Shimonoseki Maru** (*ex* Yebisu Maru No.3)	Steel Sc K 190 — 71	1 *Dk*				1911	Kawasaki Dkyd. Co. Ld. Kobe	Natt Smith Kisen Goshi Kaisha	117·2 Q67′F19′	20·4	10·9	Shimono-seki Japanese	T.3Cy.12½″,20″&33″–23″ 52NHP Kawasaki Dkyd Co Ld Kobe		
1034 15024 LVSB	**Shimonoseki Maru No. 2**	Steel Sc Sr 199 — 71	1 *Dk*				1912	Osaka Iron Works Osaka	Shimonoseki Suisan Kabushiki Kaisha	117·5	21·1	11·3	Shimono-seki Japanese	T.3Cy.12″,20″&34″–22″ 54NHP Osaka Iron Works		

Wrecked 2/18

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Matériaux. Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite	6 Port de Visite.	7 Terme assigné maintenant aspiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Tonnage Net. Register Ton. Tonneaux de Jauge.
1035 15664 MCVF	**Shimonoseki Maru No. 3**	**SteelScSr** 1*Dk*	243 187 131					1912	Osaka Iron Works Osaka	Shimonoseki Suisan Kabushiki Kaisha	117·5 21·7 11·1	Shimonoseki Japanese	T.3Cy.12″,20″&34″–22″ 54NHP Osaka Iron Works		
1036 15668 MCVK	**Shimonoseki Maru No. 5**	**SteelScSr** 1*Dk*	243 187 131					1912	Osaka Iron Works Osaka	Shimonoseki Suisan Kabushiki Kaisha	117·5 21·7 11·1	Shimonoseki Japanese	T.3Cy.12″,20″&34″–22″ 54NHP Osaka Iron Works		
1037 115240 TDNH	**Shimosa** *J. Irvine* –17 *Elec. light*	**SteelScSr** *ss*Kob.No.3–5,14 1*Dk*(*Stl*)&*Spar dk*(*Stl*)& *deep framing*	4221 4016 2699	✠100A1 *Spar dk* 1,17 ✠NB5,16	Hfx	*x*	5,16	1902 1mo	Short Bros. Ld. Sunderland A&CP	La Plata S.S.Co.Ld. (J.Barnett&Co.) *WB*=*Cell D B a* 114′ *u E*	370·6 48·7 18·9 P39′B&F303′ 28·9 FK 24′ *f* 154′ 969 *t F P T* 1	Liverpool British	T.3Cy.26½″,48″&71″–51″ (*s*) 180lb 378NHP 6 *B H Cem* 04 *t A P T* 32 *t*	30 ″ 0 s 4 ″ 1 26 ″ 4	3SB,*9pf*,GS150,HS5649 J.Dickinson&Sons,Ld.Sld.
1038 13669 LMKP	**Shimpo Maru** *U. Matsumoto* (*ex*Japan) *Elec. light*	**SteelScSr** *ss*Kob.No.3–12,10 *ss*Yka.No.1–14 2*Dks*(*Stl–Uws*) &*deep framing* 3*Dk rule*	4392 4055 2765	✠100A1 12,16 ✠LMC 12,16	Kob	*y*	12,16	1893 9mo	Caird&Co. Ld. Greenock *Lloyd's SA&CP*	Kishimoto Kisen Kabushiki Kaisha *WB*=*Cell D B* 314′ 774 *t F P T*	397·2 45·2 28·0 P46′B131′F59′ BK 9″	Nishinomiya Japanese	T.3Cy.28″,46″&77″–54″ (*s*) 150lb *170lb* 439NHP 7 *B H Cem* 61 *t A P T* 50 *t*	31 ″ 0 s 6 ″ 5 25 ″ 10	2DB,*12rf*,GS231,HS6478 Caird&Co.Ld.Greenock
1039 1398 HJVP	**Shin-denshin Maru**	**IronTwin ScSr** 2*Dks*	168 158 95					1894	Mayeda Unosuke Osaka	Amagasaki Isaburo	105·8 16·8 12·5	Osaka Japanese	2Cy.16½″–14½″ 16NHP G.Tomonaga,Osaka		
1040 1627 HKTV	**Shin-i Maru** (*ex*KobeMaru, *ex*Bonnington)	**SteelSc3MstSr** *ss*Gls.No.3–10,92 2*Dks*(1*Stl&Upt Stl* *pt Irn-pt* ws) 3*tr B*	2240 2026 1389	✠ 10,94 ✠	Cff	*t*		1883 3mo	R. Duncan &Co. Pt. Glasgow	Maruni Kisen Goshi Kaisha *WB*=*Cell D B* 224′ 378 *t*	292·9 37·7 23·3 B72′F39′ BK 10″	Nishinomiya Japanese	C.2Cy.36½″&68″–45″ 259NHP 1DB,*6pf*,GS107,HS3816 Dunsmuir&Jackson,Gls.		
1041 1127 HGSN	**Shin-kagoshima Maru**	**Wood ScSr** 2*Dks*	169 — 97					1889	Osaka Iron Works Osaka	Kagoshima Wannai Kisen Kabushiki Kaisha	111·6 15·8 13·2	Nishinomiya Japanese	C.2Cy.14¼″&26½″–15″ 22NHP Osaka Iron Works,Osaka		
1042 7061 JCWQ	**Shin-keishin Maru**	**WoodScSr** 2*Dks*	492 449 305					1901	T. Nakashima Osaka	Amagasaki Isaburo	156·0 22·9 17·3	Osaka Japanese	C.2Cy.17½″&34½″–24″ 49NHP G.Tomonaga,Osaka		
1043 9532 JTFH	**Shin-no Maru** *K. Nasu* (*ex*LochEtive)	**SteelScSr** *ss*Shl.No.3–7,98 *ss*Shl.No.1–02 2*Dks*(*Stl–Uws*)&*Web frames*	2291 2031 1420	✠ 4,04 ✠	Nwc	*t*		1886 1mo	Gourlay Bros.&Co. Dundee	Kishimoto Kisen Kabushiki Kaisha *WB*=*Cell D B* 236′ 32 *t*	294·0 37·3 23·8 P27′B66′F39′ BK 10″	Hisumi Japanese	T.3Cy.21½″,34″&56″–42″ NDB 98 196NHP 2SB,*6cf*,GS99,HS2792 Gourlay Bros.&Co.Dundee	26 ″ 3	
1044 1273 HJLG	**Shin-sokei Maru**	**WoodTwinScSr** 2*Dks*	197 164 122					1891	Mayeda Unosuke Osaka	Amagasaki Isaburo	117·2 17·1 11·9	Osaka Japanese	C.4Cy.9″&16½″–14½″ 18NHP G.Tomonaga,Osaka		
1045 1121 HGSD	**Shin-unyu Maru**	**WoodScSr** 2*Dks*	175 155 108					1881	M Niikuma Osaka	I. Amagasaki	106·0 15·0 14·1	Osaka Japanese	C.2Cy.12″&22″–15″ NB02 16NHP M.Niikuma,Osaka		
1046 555 HDLN	**Shin-wakanoura Maru**	**WoodTwinScSr** 2*Dks*	155 133 96					1881	E.C.Kirby &Co. Kobé	Okudo Kisen Goshi Kaisha	101·0 15·6 12·3	Sakoshi Japanese	2Cy.13″–12″ NB08 9NHP E.C.Kirby&Co.Kobé		
1047 12154 LHNK	**Shin-yu Maru** (*ex*Terrier)	**SteelScSr** 1*Dk* 2*tr B*&*pt A wng dk*	1661 — 1145					1894	J. Blumer& Co. Sunderland	S. Nakamura	255·0 35·5 15·6 Q102′ FK *pt A wng dk* 153′ *WB*	Tarumi Japanese	T.3Cy.19″,31″&51″–33″ 153NHP G.Clark,Ld.Sunderland	18 ″ 1	
1048 6487 JBQH	**Shinano Maru** *K. Kori* 91–10 *Elec. light* Wireless	**SteelTwinScSr** *ss*Kob.No.3–1,12 *ss*Kob.No.1–16 2*Dks*(*Stl–U* teak s)& *deep framing*	6146 5395 3835	✠100A1 10,17 ~~8,17~~ ✠LMC ~~9,16~~ 10,17	Kob	*a*†	~~P N 9,16~~ S 3,17 P 10,17	1900 4mo	D&W Henderson&Co. Glasgow *Lloyd's SA&CP*	Nippon Yusen Kabushiki Kaisha *WB*=*Cell D B a*	445·3 49·5 30·4 P51′B120′F58′ FK 142′ *u E&B* 53′ *f* 200′	Tokio Japanese 7 *B H Cem* 1169 *t D 1′a*	T.6Cy.20″,33½″&56″–48″ (*s*) 200lb 580NHP 2D&2SB *18cf*,GS322 HS10000 D.&W.Henderson&Co.Gls. 28′490 *t F P T* 100 *t A P T* 32 *t*	33 ″ 6 s 9 ″ 4 24 ″ 10	
1049 1255 HJKO	**Shinanogawa Maru**	**SteelScSr** 2*Dks*	701 609 434					1891	Mitsu Bishi Dkyd&EWks Nagasaki	Osaka Shosen Kabushiki Kaisha	176·0 26·9 17·9	Osaka Japanese	T.3Cy.15″,28″&39″–30″ NB05 88NHP Mitsu Bishi D.&E.Wks.Nag		
1050 13898 LRNW	**Shinbu Maru** *G Onizaki* –16 (*ex*Indrani)	**SteelScSr** ~~*ss*Gls.No.3–12,01~~ ~~*ss*Kob.No.2–14~~ 2*Dks*(*Stl*)3*tr B*&*Web frames* ~~*ss*Kob.No.3–1,17~~	5243 4721 3250	✠100A1 7,17 ~~7,16~~ ✠LMC ~~7,16~~ 7,17	Kob	*y*	7,16	1894 5mo	Naval Con. &Arm.Co.Ld. Barrow *Lloyd's SA&CP*	~~M. Naruse~~ G. Katsuda *WB*=*Cell D B* 249′ 8 *t*	400·0 48·2 29·3 P26′B100′F49′ FK *A P T* 67 *t M T* 27/792 *t*	~~Tarumi~~ Japanese Amagasaki 7 *B H Cem*	T.3Cy.27″,44″&72″–48″ (*s*) 180lb *80lb* 532NHP 2DB,*8cf*,GS192,HS10146 Naval C.&A.Co.Ld.Brw.	32 ″ 3 s 7 ″ 4 25 ″ 4	
1051 9435 JTDF	**Shinchiku Maru** *S. Hirai* –16 (*ex*Firth of Dornoch, *ex*Patapsco)	**SteelScSr** ~~*ss*Gls.No.3–7,04~~ *ss*Kob No 3–4,17 ~~*ss*Yka.No.2–12~~ 1*Dk*(*Irn*)&*Spar dk* (*Irn–pt* ws) 3*tr B*	3054 2784 2223	✠100A1 *Spar dk* 4,17 ~~3,16~~ ✠LMC ~~3,16~~ 4,17	Yka Kob	*u*	3,16	1890 8mo	J. Laing Sunderland A&CP	Fukugawa Kisen ~~Kabushiki Kaisha~~ *WB*=*Cell D B a* 100′ *f* 113′	320·0 41·8 18·1 B78′F30′ 26·0 *Spar deck* 23″ *thick u E* 20′ 392 *t* BK 10″	Nishinomiya ~~Osaka~~ Japanese 5 *B H Cem*	T.3Cy.23″,38″&62″–42″ (*s*) 150lb *90lb* NDB02 234NHP 2SB,*6rf*,GS120,HS3406 G.Clark,Ld.Sunderland	28 ″ 7 s 6 ″ 2 23 ″ 5	
1052 14924 LVHW	**Shinfu Maru**	**SteelScSr** 1*Dk*	193 — 72					1912	S. Nagata Osaka	S. Hara	113·5 21·3 11·0	Nishinomiya Japanese	T 3Cy.11½″,19½″&33″–22″ 51NHP S.Nagata,Osaka		
1053	**Shingo Maru** *For full particulars See No 23 in Supplement* *Elec. light*	**SteelSc** 100A1 (*Class Contem plated*)						1917	Uraga Dock Co. Ld Uraga	Kishimoto Kisen Kaisha	360·0 51·0 28·2 P33′B100′F32′	Japanese	T.3Cy.24½″,40″&67″–48″ Uraga Dock Co.Ld.Uraga		
1054 8802 JRFG	**Shingu Maru** *H. Goto* (*ex*Priam)	**SteelScSr** 2*Dks*	3002 2648 1861					1890	Scott&Co. Greenock	Kishimoto Kisen Kabushiki Kaisha	344·7 37·7 26·3	Nishinomiya Japanese	C.2Cy.26½″&62½″–60″ FD 248NHP Scott&Co.Greenock		
1055 9274 JSLH	**Shinkai Maru**	**WoodScSp** 2*Dks*	145 — 83					1904	Y. Kishimoto Osaka	S. Suzuki	103·0 15·6 12·3	Otaru Japanese	C.2Cy.11½″&23½″–15″ 18NHP		
1056 13205 LMVB	**Shinkei Maru** (*ex*Boyndlie)	**SteelScK** *ss*Lth.No.3–11,11 1*Dk*	168 — 63	✠ *Stm Trawler* 11,11 ✠	Lth			1900 12mo	J. Duthie, Sons&Co. Aberdeen	S. Hara	115·8 20·5 11·1 BK 7½″	Nagasaki Japanese 3 *B H Cem*	T.3Cy.12⅝″,20½″&33⅜″–21″ 60NHP 1SB,*2pf*,GS19,HS1005 J.S.Vaux&Co.Sunderland	12 ″ 0	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys.	3 No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned / now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. / Ship. / Engines	9 By Whom. / Where.	0 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L. R. Date of Reg. of Trade Cert.
1057 109 QBLG	**Shinko Maru** Steel Sc *K.Izumi* 09-16 (*ex* Woodford)	Steel Sc *ss* Cff. No. 3-6, 11 *ss* Kob. No. 1-14 1 *Dk* (*Irn*) & *Web frames*	3084 2474 1886	✠ 100 A1 *Trunk dk* 7,17 ~~8,16~~ ✠ LMC ~~8,16~~ 7,17	Kob	*u*	~~5,15~~ 7,17	1899 2mo	Ropner & Son Stockton *Lloyd's*	Masuda Boyeki Kabushiki Kaisha	315·0 | 46·6 | 20·8 P31′B62′F32′ FK *WB* = *Cell*			Amagasaki ~~Dairen~~ Japanese	T.3Cy.23″,38″&62½″–42″ (*s*) 160lb *90lb* 256NHP 2SB,*6rf*,GS106,HS3900 Blair&Co.Ld.Stockton *DBa*100′ *uE* 24′*f*126′644*t* *APT*145*t*	22 ″ 2 *s* 3 ″ 2½ 19 ″ 6	
1058 14476 LSFV	— Steel Sc Sr 1 *Dk*		212 174 114					1911	Kawasaki Dkyd.Co.Ld. Kobe	R. Kozu	116·5 | 20·5 | 10·8 *WB*			Kobe Japanese	T.3Cy.12½″,20″&38″–23″ 52NHP KawasakiDkydCoLdKobe		
1059 11781 LDWQ	— Wood Sc 1 *Dk*		131 — 68					1908	Toba S.B. Co. Toba	Sanriku Kisen Kabushiki Kaisha	106·2 | 15·1 | 11·3			Kamaishi Japanese	C.2Cy.14″&28″–18″ 28NHP		
1060 10471 LDTM	— Steel Sc Sr (*Whaler*) 1 *Dk*		106 — 38					1906	Akers Mek. Værks. Christiania	Toyo Hogei Kabushiki Kaisha	95·2 | 17·1 | 10·5			Nishino-miya Japanese	T.3Cy.11″,18″&29″–18″ 36NHP AkersMek.Værks.Xia.		
1061 13372 LNBW	**Shinko Maru No. 2** Steel Sc Sp 1 *Dk*		130 118 70					1910	Osaka Iron Works Osaka	Toyo Hogei Kabushiki Kaisha	100·8 | 17·4 | 10·5			Nishino-miya Japanese	T.3Cy.11″,18″&30″–20″ 40NHP OsakaIronWorks		
1062 1628 HKTW	**Shinkochi Maru** Steel Sc Sr *ss* Dun. No. 2–96 (*ex* Romulus) 1 *Dk* *Floors, Beams, Keelsons & Stringers* (*Irn*)		474 309 294	✠ 5,98 ✠	Dun	*e*		1888 3mo	Oswald, Mordaunt & C Southampton	Osaka Shosen Kabushiki Kaisha	166·0 | 21·4 | 11·1 Q100′F19′ len 93 BK 7″			Osaka Japanese	T.3Cy.12½″,19″&31½″–24″ 60NHP 1SB,*2cf*,GS48,HS1078 OswaldMordaunt&Co.Sou.	12 ″ 0	
1063 ~~163~~ QBKT	**Shinkoku Maru** Steel Sc Sr ~~*T.Kuchiki* —16~~ (*ex* Wilcannia) *Elec. light*	*ss* Lon. No. 3–9, 12 *ss* Yka. No. 1–16 1 *Dk* (*Stl*) & *Spar dk* (*Stl*–ws) & *deep framing*	5145 4159 3100	✠ 100 A1 *Spar dk* 5,18 ~~8,16~~ ✠ LMC 8,16	Yka Msl	*y*	~~8,16~~ 5,18	1899 7mo	Sundrland S.B.Co.Ld. Sunderland	~~Goshi Kaisha~~ ~~Kishimoto Shokwai~~ ~~(Kishimoto Kisen Kabushiki Kaisha,~~ ~~A&CP~~)	400·0 | 47·6 | 20·3 P39′B186′F40′ 28·5 BK 9″ *WB* = *Cell* *DBa*			~~Dairen~~ ~~Japanese~~ 6 *BHCem* 112′ *uB*36′ *f*	T.3Cy.28″,47″&78″–54″ (*s*) 180lb 584NHP 4SB,*12cf*,GS211,HS8320 FD N.E.MarineEngCo.LdNwc 166′609*t* *FPT*85*t* *APT*21*t*	31 ″ 3 *s* 6 ″ 8 25 ″ 10	
1064 13914 LRPW	**Shinmei Maru** Steel Sc Sr *T.Morio* (*ex* Hellas) 1 *Dk* & *Web frames* & *pt Awng dk*		2433 1775 1449			…		1894	Richardsn, Duck&Co. Stockton	Kishimoto Kisen Kabushiki Kaisha	290·0 | 42·0 | 17·4 P29′Q92′ 24·4 *pt Awng dk* 169′ FK *WB*			Nishino-miya Japanese	T.3Cy.22″,36″&59″–39″ 219NHP Blair&Co.Ld.Stockton	20 ″ 1	
1065 116712	**Shinnecock** Steel Pad Wireless		1205 — 707					1896	Harlan & Hollingsworth Co. Wlmgtn, Del.	Montauk Steam Boat Co. Ld.	260·0 | 35·0 | 14·3			Sag Harbor N.Y. Utd. States	C.2Cy.28″&56″–102″ 261NHP Harlan&HollingswrthCo., Wilmington, Del.		
1066 101980 NBDV	**Shinon** Steel Sc Sr *A.R.Andersen* –16 (*ex* Baron Lovat, *ex* Sibun) *Elec. light*	*ss* Lon. No. 3–8, 06 *ss* Shi. No. 2–14 1 *Dk* (*pt Stl pt Irn*) & *Web frames* & *pt Awng dk* (*Irn*)	1753 1317 1104	✠ 100 A1 *pt Awng dk with freeboard* 4,18 ~~4,17~~ BS 4,17 ✠ LMC 7,14	Kob Bom	*q*	N 4,17	1893 3mo	J. Blumer & Co. Sunderland	Shinon S.S.Co.Ld. (Moller & Co.)	260·0 | 37·1 | 16·7 P31′Q76′ *pt Awng dk* 154′ FK *WB* = *Cell* *DB* 194′345*t*			Shanghai British	T.3Cy.22″,36″&59″–39″ (*r*) 160lb *80lb* 220NHP 4 *BHCem* 2SB,*6pf*,GS96,HS3346 G.Clark,Ld.Sunderland	19 ″ 0 *s* 7 ″ 8½ 18 ″ 7	
1067 8987 JRQM	**Shinryo Maru** Wood Sc Sp 2 *Dks*		191 — 111					1904	Y. Kishimoto Osaka	Awomori Kisen Kabushiki Kaisha	112·2 | 17·1 | 12·8			Hakodate Japanese	C.2Cy.13 1/16″&26 7/8″–19″ 26NHP		
1068 13194 LMTJ	**Shinryu Maru** Iron Sc K *W.S.Davenport* –11 (*ex* St. Lawrence)	*ss* Cff. No. 3–6, 09 1 *Dk*	171 — 65	✠ *Stm Trawler* 8,11 ✠ NB 4,07 ✠	Gms			1896 6mo	Cochrane & Cooper Beverley	M. Nakamura	110·0 | 21·0 | 11·1 Q12′ BK 7½″			Yohohama Japanese	T.3Cy.12½″,21½″&35″–24″ 64NHP 3 *BHCem* 1SB,*2pf*,GS31,HS980 C.D.Holmes&Co.Hull	11 ″ 10	
1069 (*ex* Taisan Maru, *ex* Navarchus Coundouriotis, *ex* Hoyle Bank, *ex* Falls of Keltie)	**Shinsan Maru** Steel Sc Sr *H.Kokubu* –16	*ss* Gls. No. 3–3, 10 1 *Dk* (*Stl*) & *Spar dk* (*Stl*) & *deep framing*	3312 3045 2098	✠ 100 A1 *Spar dk* 12,16 ✠ LMC MS 12,16 MBS 12,16	Kob	*v*	12,16	1898 9mo	Russell & Co. Port Glasgow *Lloyd's*	Shinsan Kisen Kaisha, Ld. *Cell* *DBa* 102′	329·6 | 48·0 | 15·9 P20′B72′F36′ FK *uE* & *B* 40′*f* 140′ 867*t*			Dairen Japanese	T.3Cy.24″,40″&65″–42″ (*s*) 180lb *130lb* NDB 16 291NHP 5 *BHCem* 2SB,*6cf*,GS129,HS4400 *APT* 93*t* J.G.Kincaid&Co.Greenock	26 ″ 0 *s* 4 ″ 11½ 21 ″ 5	
1070	**Shinsei Maru** Steel Sc *For full particulars See No. 18 in Supplement* *Elec. light*			100 A1 (*Class Contemplated*)				1917	Uraga Dock Co. Ld. Uraga	Kishimoto Kisen Kaisha	360·0 | 51·0 | 28·2 P33′B100′F32′			Japanese	T.3Cy.24¾″,40½″&67″–48″ Uraga Dock Co. Ld. Uraga		
1071 10873	**Shinsei Maru No. 2** *Elec. light*		532 — 306							Gomei Kaisha Suzuki Shoten				Tarumi Japanese			
1072 9362 JSTG	**Shinsei Maru No. 5** Iron Sc Sr (*ex* Kanko Maru, *ex* Rockton)	1 *Dk* (*pt Irn*–ws) 3 *trB*	2136 1736 1227	✠ 10,82	Gls			1882 6mo	Napier, Shanks & Bell Glasgow	Hara Shin-ichi	277·4 | 36·2 | 22·7 P62′B62′F62′ *MT* 16′260*t*			Nishino-miya Japanese	C.2Cy.41½″&78½″–53½″ 376NHP 4 *BHCem* J.&J.Thomson,Glasgow		
1073 19236 NBWC	**Shinsei Maru No. 6** Steel Sc Sr 1 *Dk*		612 551 339					1916	Tochigi Shoji Kabushiki Kaisha Yawata	S. Hara	168·0 | 26·0 | 17·0 P11′B19′F25′			Nishino-miya Japanese	T.3Cy.12½″19 5/16″ &33 1/16″–22″ 51NHP E&B *made* 11 *refitted* 16 S.Nagate,Osaka		
1074 19006 NCQD	**Shinsei Maru No. 23** Wood Sc Sr 1 *Dk*		177 152 67					1916	S. Amano Tsumori	I. Nakabe	116·4 | 18·0 | 11·6 B19′F21′			Osaka Japanese	T.3Cy.10¾″,15½″&25″–19″ *E made* 04 *refitted* 16 27NHP *B made*—*fitted* 16 H.Yamashita		
1075 8999 JRSH	**Shinsho Maru** Wood Sc Sp 2 *Dks*		168 — 96					1904	I. Shioaku Osaka	S. Kumeda	110·4 | 15·0 | 12·8			Osaka Japanese	C.2Cy.12½″&27⅞″–14½″ 23NHP		
1076 19213 NBTK	**Shinshu Maru** Steel Sc Sr 1 *Dk*		725 567 477					1916	G. Namura Osaka	Sawaguchi Kisen Goshi Kaisha	175·0 | 26·5 | 16·0 P15′B44′F28′			Amagasaki Japanese	T.3Cy.11½″,18¾″&30¼″–22″ E&B *made* 12 *fitted* 16 43NHP Y.Hashimoto		
1077 110 PBTL	— Wood Sc Sr (*ex* Ryujun Maru) 2 *Dks*		164 — 97					1897	Mayeda Unosuke Osaka	Chosen Yusen Kabushiki Kaisha	104·6 | 18·8 | 12·2			Jinsen Japanese	C.2Cy.14¼″&28⅜″–18″ 28NHP Tamonaga Gensaburo, Oka.		

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné naturellement expire. Lettre d'Emplacement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe.	15 Registres où cotés. si on a tout dans le L. R. Inscrit dans le Livre Privé.
1078 8815 JNDL	**Shintaga Maru No. 3**	**WoodSc** 1*Dk*	129 — 66					1904	M.Takimoto Osaka	S.Taga	92·7	17·1	8·7	Osaka Japanese	T.3Cy.10½″,15½″&26½″–19″ 30NHP		
1079 11095 LBSR	**Shintaisei Maru**	**WoodScSp** 2*Dks*	199 176 123					1907	C.Chujo Osaka	R.Mayeda	112·6	16·5	13·4	Hakodate Japanese	C.2Cy.14¼″&28¼″–18″ 28NHP M.Ohara,Osaka		
1080 10370 LBRT	**Shinten Maru**	**WoodScSr** (*ex*OnoMaruNo.2) 2*Dks*	621 570 358					1907	S.Ono Osaka	S.Ono	178·5 P26′	23·9	17·8	Osaka Japanese	T.6Cy.13¼″,21¼″&34½″–24″ 57NHP S.Ono,Osaka		
1081 10319 LBNQ	**—**	**WoodScSp** 2*Dks*	192 171 119					1907	D.Kishimoto Osaka	S.Sasatani	110·7	16·0	13·5	Nishinomiya Japanese	C.2Cy.12″&24½″–15′ 19NHP		
1082 13226 LKJQ	**Shintoku Maru**	**SteelScK** (*Trawler*) 1*Dk*	189 — 70					1910	Kawasaki Dockyd Co Ld Kobe	R.Kodzu(Kobe KisenKaisha, *Mgrs.*)	114·6 P20′	20·3	11·1	Kobe Japanese	T.3Cy.12½″,20″&33″–23″ 52NHP KawasakiDkydCoLdKobe		
1083 14199 LQWH	**Shintomoye Maru**	**WoodScSp** 1*Dk*	199 191 123					1913	Kabushiki KaishaHakodateZosenshoHakodate	S.Sugino	130·5	17·7	11·4	Hakodate Japanese	C.2Cy.12½″&25½″–15″ E&B*made—fitted*13 20NHP		
1084 13256 LNTJ	**Shintsu Maru** *C.B.Wortley* (*ex*Kaisow) *Elec.light*	**SteelScSr** ~~ssBkn.No.3–1,08.~~ ~~ssKob.No.2–14.~~ 2*Dks*(*Stl–U*teak s) *&deep framing* 3*Dk*rule *ss*Kob.No.3–11,17	4170 3806 2996	✠100A1 ~~3,17 6,16~~11,17 ~~BS6,16~~ ✠LMC~~8,16~~ 11,17 ~~6,17~~	Kob	*w*	~~8,15~~ 11,17	1895 3mo	D&W Henderson&Co. Glasgow A&CP	~~M.Naruse~~ KanamoriGomei Kaisha *WB=Cell*	370·0 P25′B77′F44′ BK9″ *DBa*116′*uE&B*44′*f*	46·0	26·3	Tarumi Japanese 6*BHCem* 152′857*t DT*	T.3Cy.26″,42″&71″–48″ (*s*) 180lb *180lb* 384NHP 2SB.*6pf*,GS120,HS4713 FD D.&W.Henderson&Co.Gls. *a*24′212*tFPT*115*t*	29 ″ 3 s 6 ″ 0½ 24 ″ 5	
1085 10147 JWTB	**Shinye Maru**	**SteelTwinScSr** 2*Dks*	338 276 210					1906	T.Hyogodani Osaka	I.Amagasaki	143·0	19·2	13·2	Osaka Japanese	C.4Cy.11⅞″&22″–15″ 31NHP		
1086 14316 LRMQ	**Shinyo Maru** *W.C.T.S.Filmer* –15 3*Dks*(*Stl–U&M*ws)*deep framing&* *Web frames&Shelter dk*(*Stl*–teak s) *Elec.light* Wireless	**SteelTrpScSr** *ss*HKg.No.1–15	13039 11070 6375	✠100A1 *Shelter dk with freeboard* ~~9,17 10,16~~ 2,18 ~~BS6,17~~ ~~BS6,16~~ ✠LMC~~5,16~~ 6,16	HKg	*j*†	~~8,15~~ ~~10,16~~ 6,17	1911 8mo	MitsuBishi Dkyd&EWks Nagasaki A&CP	ToyoKisen KabushikiKaisha *WB=CellDBa*105′	558·0 FK&BK2½″ *uE&B*207′	61·9	35·5	Yokohama Japanese 10*BHCem* *f*137′1864*tFPT*92*tAPT*79*t*	3 Steam Turbines (*s*) 180lb FD 13SB,*52cf*,GS981,HS37661 MitsuBishiD.&E.Wks.Nag	38 ″ 8 s 7 ″ 8 31 ″ 9	
1087 13906 LRPJ	**—** *T.Okuma* (*ex*Breconshire, *Elec.light* *ex*Pindari)	**SteelTwin4MstScSr** *ss*Kob.2ndNo.3–8,15 2*Dks*(*Stl*)3*trB*	5831 5427 3616	✠100A1 8,17 ~~7,16~~ ~~BS7,16~~ ✠LMC~~8,15~~ 8,17	Yka Kob	*a*†	~~7,16~~ 8,17	1891 12mo	Harland&Wolff,Ld. Belfast *Lloyd's SA&CP*	KishimotoKisen KabushikiKaisha *WB=CellDB*	446·0 P55′B98′F52′ FK&BK3″ 330′1222*t APT*50*t*	49·2	30·0	Nishinomiya Japanese 7*BHCem*	T.6Cy.19½″,31″&52″–42″ (*s*) 170lb 429NHP 2D&1SB,*14rf*,GS262HS7276 Harland&Wolff,Ld.Bel.	33 ″ 8 s 8 ″ 5 25 ″ 9	
1088 10155 JWVG	**—**	**WoodScSlp** 2*Dks*	153 — 89					1906	S.Amano Osaka	FunkawanKisen KabushikiKaisha	106·6 B12′	15·9	12·3	Hakodate Japanese	C.2Cy.12½″&25″–14½″ 20NHP		
1089 8714 JRDQ	**Shinyu Maru**	**WoodScSp** 2*Dks*	387 — 229					1903	G.Kishimoto Osaka	Y.Ogawa	154·4	20·7	16·4	Hakodate Japanese	C.2Cy.18½″&31½″–23″ 40NHP		
1090 14453 LVGF	**—**	**SteelScSr**	580					1911 *Rebuilt*16,	S.Nagata Osaka ToshigiShipyard,Yawata	S.Hara	168·0	26·0	17·0	Nishinomiya Japanese	T.3Cy.11½″,19½″&33″–22″ 51NHP S.Nagata,Osaka		
1091 10437 JMRH	**Shiokubi Maru** *A.Yamashita*07–07 (*ex*Wyefield)	**SteelScSr** *ss*Yka.No.2–07 *Spar dk*(*Stl*)2*trB* *&deep framing*	3729 3078 2691	✠ *Spar dk* 7,07 ✠	Yka	*v*		1898 6mo	W.Hamilton&Co. Pt.Glasgow	JapaneseGovt. (Dept.ofAgriculture&Commerce) (NipponYusen Kaisha,*Man.Agts*)	329·4 P31′B118′F39′ FK *WB=*	45·5	16·2 23·8	Yawata Japanese 6*BHCem* *CellDBa&u*	T.3Cy.24″,40″&65″–42″ 301NHP 2SB,*6rf*,GS141,HS4691 D.Rowan&Son,Glasgow *E*114′*f*144′727*tAPT*177*t*	26 ″ 6	
1092 2146 HNBM	**Shippo Maru** (*ex*HayatoMaruNo.2, *ex*NagataMaru)	**WoodScSr** 2*Dks*	106 101 66					1898	Nagata Sanjuro Osaka	K.Miyama	100·5	13·3	10·6	Tokitsu Japanese	C.2Cy.11⅞″&21½–13″ 14NHP NagataSanjuro,Osaka		
1093 15997 MFTV	**Shiragi Maru** *Elec.light*	**SteelTwinSc** 2*Dks*	3107 1812 1678					1912	Kawasaki Dkyd.Co.Ld. Kobe	ImperialGovernmentRailways	324·0	42·0	20·0	Tokio Japanese *WB*	T.6Cy.19″,32″&53″–36″ 337NHP KawasakiDkydCoLdKobe		
1094 16529 MGVT	**Shiraishi Maru**	**SteelSc** 1*Dk*	226 103 140					1913	GoshiKaishaHaradaShoko,Otsu	TaikoKisen KabushikiKaisha	117·2	21·5	7·3	Otsu Japanese	C.2Cy.14″&32″–18″ 36NHP GoshiKaishaHaradaShoko		
1095 1095 HGQL	**Shirakawa Maru**	**SteelScSr** (*ex*Foyle) 2*Dks*	582 543 337			…		1887	C.J.Bigger Londonderry	OsakaShosen KabushikiKaisha	165·3 P24′	22·9 B17′	18·7 F22′	Osaka Japanese *WB*	T.3Cy.15½″,22″&38″–27″ NB04 75NHP Dunsmuir&Jackson,Gls.		
1096 113979 SQLB	**Shirala** *W.Mascon* –16 *Elec.light*	**SteelScSr** 2*Dks*(*Stl–U* teak s)3*trB&* *Web frames*	5306 4897 3400	✠ 10,01 ✠	Gls	*z*		1901 10mo	A&J Inglis Glasgow	BritishIndiaStm. Nav.Co.Ld.	410·0 B95′F62′ FK *WB=CellDBa*	50·7	28·8 123′*uE&B*43′*f*195′	Glasgow British 6*BHCem* 1208*t D Tf*	T.3Cy.26½″,42″&66½″–51″ 387NHP 2SB,*6cf*,GS123,HS5500 FD A.&J.Inglis,Glasgow 30′922*tFPT*184*tAPT*112*t*	32 ″ 0	
1097 1243 HJGK	**Shiribeshi Maru**	**WoodSc** 2*Dks*	150 — 88					1891	..... Osaka	G.Saito	107·9	15·2	13·0	Hakodate Japanese	C.2Cy.		
1098 3631 LDPT	**Shirokane Maru**	**WoodTwinSc** 1*Dk*	140 114 80						Y.Matsuzaki Ominato	SanrikuKisen KabushikiKaisha	101·0	15·3	10·4	Kamaishi Japanese	C.4Cy.8½″&15″–12″ 13NHP E&B*made*03,*refitted*12		
1099 7455 JNPS	**Shisaka Maru No. 1**	**SteelTwinSc** 1*Dk*	122 103 66					1904	OsakaIron Works Osaka	K.Sumitomo	95·9	18·4	9·3	Arathama Japanese	C.4Cy.11″&22″–15′ 31NHP OsakaIronWorks		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys.	3 Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned. Now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of last Trade Cert.
1100 7470 JSDM	**Shisaka Maru No. 2**	**SteelTwinSc** 1*Dk*	122 101 66					1905	Osaka IronWorks Osaka	**K.Sumitomo**	92·6	18·4	9·4	**Araihama** Japanese	C.4Cy.11⅛″&22″–15″ 31NHP OsakaIronWorks,Osaka		
1101 126987	**Shiu On** *J.C.McKechnie* –14	**WoodTwinSc** 2*Dks*	413 235 228					1908	Kwong Tuck Cheong HongKong	**ShiuHingS.S.Co. Ld.**	165·5	25·5	8·4	**HongKong** British	C.4Cy.11″&22″–15″ 40RHP TinHing&Co.HongKong		
1102 204508 KWHP	**Shna-Yak** *Yow Chi Kiose*	**WoodSc3MstSr** Charles Christenson 1*Dk2trB*	839 683 452	*No. 44 in Supplement*				1907	HallBros. Winslow, Wash.	**G.E.Billings**	188·7	39·8	12·8	**S.Frncisco** Utd.States	T.3Cy.13″,22″&36″–24″ 64NHP FultonIronworks,S.Frisco		
1103 241 POFW	**Shohei Maru**	**Steel** 2*Dks*	311 — 175					1913	..... Osaka	**ChosenYusen KabushikiKaisha**	130·0	20·0	13·9	**Jinsen,** Corea Japanese	T.		
1104 16026 MHLK	**Shokiku Maru** (*ex*HakataMaruNo.10)	**SteelScSr** 1*Dk*	462 — 256					1913	OsakaIron Works Habu	**ShokikuGomei Kaisha**	113·9	21·2	10·8	**Nagasaki** Japanese	T.3Cy.11½″,19″&32″–22″ 48NHP OsakaIronWorks,Habu		
1105 9366 JSTM	**Shokwa Maru** (*ex*Cassius)	**IronScSr** 2*Dks*	2622 2134 1904				…	1881	Germania Werft Kiel	**YamashitaKisen GomeiKaisha**	302·1 P&B180′F39′	37·4 BK9″	25·3	**Nishino-miya** Japanese	C.2Cy.38$\frac{3}{16}$″&66⅛″–43$\frac{5}{16}$″ NB93 237NHP MärkischSchls.M.C.Berlin		
1106 127994 HPQV	**Shonga** *Draper* *Elec.light*	**SteelScSr** *ss*Ham.No.1–13 2*Dks*(*Stl*)&*deep framing* &*Shelter dk*(*pt Irn&pt Stl*)	3044 2798 1911	✠100A1 *Shelter dk with freeboard* 9,17 ~~4,17~~ ~~Bs12,14~~ ✠LMC8,13	NYk	*w*	5,16	1909 9mo *Lloyd's*	Irvine's SB &D.D.Co.Ld W Hartlepool *A&CP*	~~African S.S.Co.~~ ~~Elder Line Ld.~~ (Elder, Dempster& Co.Ld. *Mgrs.*) *WB* = *Cell DB a*102′ *uE*	340·1 P29′F41′ 26′ *f*150′593*t*	46·0 FK	23·0	**Liverpool** British 6 *BHCem* *APT35t*	T.3Cy.25″,40″&67″–45″ (*s*) 180lb *90lb* 335NHP 2SB,*6cf*,GS131,HS5299 Richardsons,Westgarth& Co.Ld.Hpl.	25 ″ 3 s 2 ″ 4½ 23 ″ 3	
1107 136054 JHRL	**Shoreham** *W. Moor* –15 *Well deck* *Mchy.Aft*	**SteelSc3MstSr** 1*Dk*(*Stl*)	805 571 340	✠100A1 8,17 ~~2,14~~ ✠LMC12,14	Dub Goo	*l*	8,17	1914 12mo *Lloyd's*	Dublin Dckyd Co.Ld Dublin *A&CP*	**JohnHarrison,Ld.** *WB* = *Cell DB*	200·2 Q105′B11′F27′ *f*117′ 176*t*	30·6 FK *FPT*60*t*	11·7	**London** British 3 *BHCem* *APT30t*	T.3Cy.17″,27½″&45″–33″ (*s*) 180lb *90lb* 133NHP 1SB,*3cf*,GS63,HS2138 J.G.Kincaid&Co.Ld.Grk.	14 ″ 0 s ″ 9½ 13 ″ 6	
1108	**Shori** (*ex*JingiMaruNo.2, *ex*Yung-Ping,*ex*Tê-li,*ex*YungPing)	**SteelScSr** 1*Dk*(*Stl*-ws)2*trB*	924 750 572	✠ 5,91 *Coasting Shanghai &* ✠	Shi	*l*		1891 1mo	Craig, Taylor&Co. Stockton	**Chohonsei** *WB* = *DB*	215·4 P32′B48′F31′ *uE&B* 35′ 60*t*	31·3 FK *FPT*	13·1	**Chefoo** Chinese 1 *BHCem* 43*t APT10t*	T.3Cy.15″,25″&41″–24″ 82NHP 1SB,*2pf*,GS38,HS1230 W.Allan&Co.Sunderland	13 ″ 11	
1109 14443 LSDB	**Shoryo Maru**	**SteelScSr** 1*Dk*	217 174 117					1911	S.Ono Osaka	**K.Ono**	111·7	21·4	11·1	**Osaka** Japanese	T.3Cy.11″,19″&32″–22″ 51NHP S.Ono,Osaka		
1110 9361 JSTF	**Shoshu Maru** *D.Fuchigami* –13 (*ex*AnPho,*ex*Esmeralda) *Elec.light*	**SteelScSr** *ss*H.Kg.No.3–12,03 *ss*Kob.No.2–13 1*Dk*(*Irn*)&*Spar dk*3*trB*	1532 1427 892	✠ *Spar dk* 1,14 ✠	Kob	*p*		1891 3mo	W.Hamilton&Co. Pt.Glasgow	**OsakaShosen KabushikiKaisha**	238·7 F31′ *Shade dk*64′ *WB* = *DB f*31′	35·1 22·1 BK8″	15·1	**Osaka** Japanese 4 *BHCem* 100*t FPT*48*t*	T.3Cy.21″,33″&54″–36″ 198NHP 2SB,*4rf*,GS90,HS3310 Hutson& Corbett,Glasgow	23 ″ 4	
1111 124624 HPDB	**Shotton** *H.J.Gibson* –16 *Well deck* *Mchy.Aft*	**SteelScSr** ~~*ss*Liv.No.1–13~~ *ss*Sld.No.2–18 1*Dk*(*Stl*)	300 223 110	✠100A1 3,18 ~~10,16~~ ~~Bs10,16~~ ✠LMC~~4,13~~ 3,18	Shl Sld	*e*	~~8,16~~ 3,18	1909 5mo *Lloyd's*	Cochrane &Sons Selby *A&CP*	~~Lythgoe,Amundsen&Co.~~ James Lythgoe&Co	135·0 Q48′B11′F23′ *WB* =	23·1 BK7½″ *FPT*40*t*	9·3	**Ipswich** British 3 *BHCem* 100*t FPT*48*t*	C.2Cy.17″&36″–24″ (*s*) 180lb 62RHP 1SB,*3cf*,GS51,HS1352 C.D.Holmes&Co.Ld.Hull	10 ″ 6 s ″ 8 10 ″ 7	
1112 114129	**Shrimp**	**SteelSc** 1*Dk*	355 324 138					1902	Fleming& Ferguson Paisley *Com*	**SingaporeHarbour Board** *pleted by* Tanjong	152·0 Pagar Dock Co.Ld.	32·1	10·3	**Singapore** British Singapore	C.2Cy.20″&40″–24″ 60RHP Fleming&Ferguson,Psy.		
1113 132607 HTLR	**Shropshire** *J.L.B.Hunter* –15 *Elec.light* *Ref.Mchy.* Wireless	**SteelTwinSc5Mst** 2*Dks*(*Stl*)& *Shade dk*(*Stl*-ws)	12184 8602 7817	✠100A1 *Shelter dk with freeboard* 3,15 ~~Bs3,15~~ ✠LMC5,15 ~~Examined 3,15~~ ✠Lloyd's RMC12~~,16~~ ~~3,17~~ ~~Subs~~ 5,15	Liv	*g*†	~~6,14~~ 10,17	1911 9mo *Lloyd's*	J.Brown &Co.Ld. Clydebank *A&CP*	**FederalStm.Nav. Co.Ld.** *WB* = *Cell DB a*102′ *uE&B*112′	526·4 *f*228′1681*t*	61·4 FK *FPT*136*t*	33·3	**London** British 8 *BHCem* *APT118t*	Q.8Cy.25″,35½″,51″&72″–51″ 215lb (*s*) FD 1264NHP 2D&2SB*24cf*GS473HS19432 J.Brown&Co.Ld.Clydebnk.	36 ″ 6 s 7 ″ 1½ 29 ″ 9	BT till 5,17
1114 137529 JNQM	**Shuja** *J.H.Much*12–16 *Elec.light*	**SteelScSr** 2*Dks*(*Stl-Uptws*)& *Shade dk*(*Stl*-teak s)	4932 4534 3112	✠100A1 *Shade dk* 12,17 ~~2,17~~ ✠LMC12,16	Cal Bom	*z*		1916 12mo *Lloyd's*	C.Connell &Co.Ld. Glasgow *A&CP*	**Bombay&Persia Stm.Nav.Co.Ld.** *Cell*	399·8 *DB*353′ 1104*t*	53·0 FK *FPT*	27·5	**Bombay** British 6 *BHCem* 50*t APT*26*t*	T.3Cy.26½″,44″&73″–51″ (*r*) 200lb *100lb* 601NHP 3SB,*9cf*,GS172,HS9147 FD Dunsmuir&Jackson,LdGls	30 ″ 0 s 4 ″ 9 25 ″ 7	
1115 116038	**Shun Lee** *J.Willox* –16	**WoodTwinSc** 2*Dks*	436 242 253					1904	Kwong HepLoong HongKong	~~SucYapS.S.Co.Ltd.~~ Leung YickS.S. Co.Ld.	152·6	27·3	9·4	**HongKong** British	C.4Cy.13″&26″–16″ 56RHP KwongHepLoong,H.Kg.		
1116	**Shun Yuen**	**SteelSc** 1*Dk*	*150* *120* *2*					1900	ShanghaiE SB&Dk Co Ld Shanghai		95·6	19·8	10·0	Chinese *WB*	C.2Cy.15″&32″–24″ 90RHP ShanghaiE.&SB&DkCoLd		
1117 137802 JLSK	**Shuna** *A.M.Spence*08–15 *Well deck* *Elec.light*	**SteelScSr** 1*Dk*(*ptIrnptStl*)	1663 1260 1026	✠100A1 12,17 ~~8,16~~ ✠LMC9,15	Gls Hul	*p*		1915 9mo *Lloyd's*	J.Crown& Sons,Ld. Sunderland *A&CP*	**Scandinavian ShippingCo.Ld.** (Glen&Co.*Mgrs.*) *WB* = *Cell DB*	250·0 P14′Q65′B82′F29′ *a*&*uE*79′ *f* 111′340*t*	37·3 FK	17·2	**Glasgow** British 4 *BHCem* *APT40t*	T.3Cy.18″,30″&49″–36″ (*s*) 180lb *100lb* 165NHP 1SB,*3cf*,GS69,HS2650 N.E.MarineEng.Co.Ld.Sld	18 ″ 6 s 1 ″ 8 17 ″ 2	
1118 12311 LHWR	**Shunko Maru**	**WoodSc** 1*Dk*	124 114 64					1909	M.Yazawa Omuda	**MitsuiKozan KabushikiKaisha**	87·3	19·6	8·7	**Omuda** Japanese	C.2Cy.9$\frac{3}{16}$″&18$\frac{1}{16}$″–12″ *Emade—fitted*09 9NHP		
1119 120480 HBQN	**Shuntien** *F.D.Northcombe* –14 *Elec.light*	**SteelScSr** 2*Dks*	1758 1343 1081					1904	Scotts'S.B. &E.Co.Ld. Greenock	**ChinaNav.Co.Ld.**	267·0 B50′F34′	40·1	17·1	**London** British *WB*	T.3Cy.21″,34″&56″–39″ 196NHP Scotts'S.B.&E.Co.Ld.Grk.		
1120 15857 MGSR	**Shunzan Maru**	**SteelScSp** 1*Dk*	266 221 149					1913	G.Namura Osaka	**G.Yamamoto**	132·1	21·4	10·7	**Kishiwada** Japanese	T.3Cy.9½″,15¼″&24½″–18″ 25NHP K.Yoshida,Osaka		
1121 76 LJAO	**Shura** (**Captured by Turks**) (*ex*Tudor) *Well deck*	**SteelScSr** *V.Illinsky* –10 *ss*Shl.2ndNo.3–3,13 1*Dk*(*pt Stl pt Irn*) &*Webframes*	*1113* *819* *670*	✠100A1 3,13 ✠NB3,13 ✠LMC3,13	Shl	*n*	3,13	1892 6mo	Irvine&Co. W Hartlepool A&CP	**F.C.Svorono &E.diPollone** *WB* = *Cell DB*176′194*t FPT*	220·2 P135′F34′	31·5 FK	15·8	**Mariupol** Russian 4 *BHCem* 45*t APT10t*	T.3Cy.19″,30½″&51″–36″ (*s*) 160lb *100lb* NDB05 153NHP 1SB,*3cf*,GS58,HS2260 Cen.Mar.Eng.Wks.WHpl	18 ″ 0 s 1 ″ 3 17 ″ 0	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. pc.	15
1122 108686 PVDC	**Shushtar** *J.Cunningham* –17 (*ex*Sunstream,*ex*Pilbarra, *ex*CapeOtway)	**SteelScSr** 1*Dk*&*Spardk* *Elec.light* &*deepframing*	2664 2240 1718				...	1897	Russell& Co. PortGlasgow	PersianGulfS.N. Co.Ld.	315·5|40·1|14·6 F35′ FK 22·1 P36′*Shade dk a*24′ P92′*Shade dk f*28′			Bombay British *WB*	T.3Cy.25″,40″&64″–45″ 291NHP Hutson&Son,Glasgow	24 ″ 6	
1123 129306 HWLV	**Shwedagon** *L.W.Creagh* –12 *Elec.light* *Mchy.Aft*	**SteelSc3MstSr** *ss*Cal.No.1–16 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	3391 3270 1999	✠100A1 10,1~~0,17~~ *Carrying Petroleum in bulk* BS~~10,17~~ ✠LMC5,16 *Fitted for oil fuel* 5, 12	Cal	*t*	1,17 *F.P. above*	1912 5mo *Lloyd's*	Armstrong Whitworth &Co.Ld. Newcastle *SA&CP* *WB* = *CellDB uB*38′39″	Indo-Burmah PetroleumCo.Ld.	300·4|44·1|31·3 FK *uFPT*115*t APT*44*t*			Rangoon British *Cem* 8*BH to Udk* 3 „ 2*nd* „ 50°F	T.3Cy.19″,31″&51″–36″ (*r*) 180lb *120lb* 199NHP 2SB,*4cf*,GS101,HS3470 Wllsnd Slpwy Co.Ld.Nwc.	31 ″ 0 s 9 ″ 0½ 22 ″ 4	
1124 137838	**Schwelan** 2*Dks*	**SteelPad**	438 438 327					1917	W.Denny& Bros Dumbarton	IrrawaddyFlotilla Co.Ld.	232·0|30·0| 7·8			Glasgow British *WB*	C.2Cy.18″&36″–60″ 54RHP Denny&Co.Dumbarton		V
1125 136286	**Shweli** 2*Dks*	**SteelPad**	434 434 323					1914	W.Denny &Bros. Dumbarton	IrrawaddyFlotilla Co.Ld.	232·0|30·0| 7·8			Glasgow British	C.2Cy.18″&36″–60″ 54RHP Denny&Co.Dumbarton		
1126 135819	**Si-Kiang** *J.Jones* –15 (*ex*Touareg,*ex*Tungue) *Elec.light*	**SteelScSr** 2*Dks*(*Stl*–ws)	1056 807 667	✠ 12,92	Bom	*n*		1889 6mo	Scott&Co. Greenock	N.E.A.Moller	237·8|31·9|17·7 P26′B92′F45′ BK8″ *WB*=			Shanghai British	T.3Cy 18″,33″&54″–36″ NB06 190NHP 4*BH Cem* *MT*25′200*t* Scott&Co.Greenock	19 ″ 0	V
1127 THNQ	**Siak** (*ex*Tasman) 1*Dk*2*trB*	**SteelScSr**	1645 — 1020					1901	Maats. Feyenoord Rotterdam	Koninkl Paketv. Maats.	250·0|40·0|20·6 P42′F28′			Batavia Dutch *WB*	T.3Cy.17½″,28″&45″–36″ 121NHP Maats.Feyenoord,Rot.		V
1128 134751 JBGS	**Sialkot** *J.W.Little* –12 *Elec.light*	**SteelScK** 1*Dk*	308 283 138	✠100A1 *StmTrawler* 12,13 ✠LMC12 12	Gms			1912 12mo *Lloyd's*	Cook,Welt'n& Gemmell Ld. Beverley *SA&CP*	~~E.C.Grant&Littler~~ H.Wood	135·2|23·5|12·2 Q74′F22′ BK8″			Grimsby British	T.3Cy.13″,23″&37″–24″ (*s*) 200lb 84RHP 4*BH Cem*	13 ″ 1	
1129 NSGT	**Siam** *H.Hansen* *Elec.light* Wireless	**SteelTwinSc4MstSr** *Oil Eng.* 2*Dks*(*Stl*)& *Shelter dk*(*Stl*–ws) *Tonnage opening closed 1917*	5296 4859 3311	✠100A1 *Shelter dk withfreeboard* 11,16 ✠LMC1.16 *Examined* ~~1,17~~ 1,18	Nag	*a*†	~~5,15~~ 1,18	1913 4mo *Lloyd's*	Akt.Burmeistr&Wain Copenhagen *SA&CP*	AktiesDetÖstasiatiskeKompagni *WB*=*CellDBa* 126′*uE&B*	410·0|55·2|35·4 FK 46′*f*140′1275*t FPT*			Copnhagn Danish 7*BH* 97*t APT*73*t*	Oil Engines 4S.C.SA 16Cy.23¾″–31½″ 606NHP DB80*t* Akt.Burmeistr&Wain,Cpn	38 ″ 6 s 12 ″ 1 28 ″ 1	
1130 JRLD	— *S.A.Xigga*97–12 1*Dk*(*Stl*)& *Spar dk*(*pt Irn*&*pt Stl*) &*deep framing*	**SteelScSr** *ss*Cal.No.1–10	4629 4377 2953	✠ ~~——~~ 1,16 *Spar dk* ✠	Tri	*y*		1906 1mo	JLThompson&Sons,Ld Sunderland	Soc.Anon.Ungherese di Armamento Maritt."Orient" *WB*=*CellDBa* 129′*uE&B* 48′*f*171′	395·0|50·0|17·7 P38′B123′F34′ 26·6 FK			Fiume Aust.-Hung. 6*BH Cem*	T.3Cy.26″,42″&70″–48″ 408NHP 2SB,*6cf*,GS124,HS5456 FD J.Dickinson&Sons,Ld Sld. 1170*t DTf*33′840*t APT*47*t*	29 ″ 3	
1131 THNR	— (*ex*Houtman) 1*Dk*&*Awng dk*	**SteelScSr**	1664 1457 1035					1901	Maats. Feyenoord Rotterdam	Koninkl.Paketv. Maats.	249·8|40·8|17·6 B42′F28′			Batavia Dutch *WB*	T.3Cy.17½″,28″&45″–36″ 121NHP Maats.Feyenoord,Rot.		V
1132 119099	— 1*Dk*	**SteelPad**	1319 1319 831					1903	W.Denny &Bros. Dumbarton	IrrawaddyFlotilla Co.Ld.	328·5|46·1|10·7			Glasgow British	T.3Cy.28″,41½″&60″–66″ 292NHP Denny&Co.Dumbarton		
1133 19386 NGRL	**Siam Maru** *T.Miyata* –16 *Elec.light*	**SteelSc** 2*Dks*(*Stl*)& *Shelter dk*(*Stl*)	4578 4326 2816	✠100A1 *Shelter dk withfreeboard* 10,17~~10,18~~ ✠LMC~~10,16~~ 10,17	Kob	*y*		1916 10mo	Kawasaki Dkyd.Co.Ld. Kobe A&CP	OsakaShosen KabushikiKaisha	385·0|51·0|28·0 FK *CellDB*333′1141*t*			Osaka Japanese 6*BH Cem* *APT*91*t*	T.3Cy.26″,43½″&72″–48″ (*s*) 200lb *120lb* 391NHP 2SB,*6cf*,GS121,HS4609 FD KawasakiDkydCoLdKobe	28 ″ 0 s 3 ″ 6 24 ″ 10	
1134 129776 HTJM	**Siamese Prince** *R.T.W.Massam* –16 *Elec.light* Wireless	**SteelScSr** *ss*N.Yk.No.1–16 2*Dks*(*Stl*)& *Shelter dk*(*Stl*)	4847 4437 3058	✠100A1 *Shelter dk withfreeboard* 2,13~~1,13~~ ~~BS2,16~~ ✠LMC MS4,16 ~~B~~	NYk	*z*	~~5,16~~ 5,17	1911 9mo *Lloyd's*	Sunderlnd S.B.Co.Ld. Sunderland *SA&CP*	PrinceLine,Ld. (Furness,Withy& Co.Ld. *Mgrs.*) *WB*=*CellDBa uE*28′*f*171′949*t*	396·0|54·4|26·9 128′ FK *DTa*30′ 722*t FPT*			Newcastle British 6*BH Cem* 66*t APT*17*t*	T.3Cy.27″,45″&74″–51″ (*a*) 180lb *100lb* 507NHP 3SB,*9cf*,GS172,HS7170 FD N.E.MarineEng.Co.Ld.Sld	28 ″ 1 s 3 ″ 6 25 ″ 0	
1135 8894 JRKQ	**Siang Kiang Maru** *S.Yazaki*	**SteelTwinScSp** 1*Dk*	883 — 506					1903	OsakaIron Works Osaka	NisshinKisen KabushikiKaisha	202·6|37·4| 6·5			Tokio Japanese	T.6Cy.10 $\frac{3}{16}$″,16″&28″–15″ 61NHP OsakaIronWorks,Osaka		
1136 120142	**Siangtan** *Cranston* –05 2*Dks*	**SteelTwinSc**	1195 677 729					1905	Garnham, Boyd &Co.Ld. Shanghai	ChinaNav.Co.Ld.	220·0|40·0| 9·5			~~Shanghai~~ British London	T.6Cy.9″,14″&23″–15″ 54RHP Yarrow&Co.Ld.London		
1137 RMPQ	**Siar** (Captured and taken to New Britain) *H.Ramsthal*10–12	**SteelScSr** 1*Dk*	325 215 157					1902	Bremer Vulkan Vegesack	Neu-GuineaCo.	124·3|22·4| 9·0 B79′F20′			Hamburg German *WB*	C.2Cy.15″&27 $\frac{5}{16}$″–21½″ 29NHP BremerVulkan,Vegesack		
1138	**Siberg** *deJong* *Elec.light*	**SteelScSr** *Oil Eng.* 2*Dks*	1871 1416 1128					1915	Wrf.voorh. Rijkee&Co. Rotterdam	Koninkl.Paketv. Maats.	278·2|41·2|16 9 P34′F30′			Batavia Dutch *WB*	OilEngines 6Cy.22″–39″ Werkspoor,Amsterdam		V
1139 19152 NBPV	**Siberia Maru** *K.Hashimoto*08–16 *Elec.light* Wireless	**SteelTwinSc** (*ex*Siberia) 3*Dks*&*Awng dk*	11284 — 5655					1901	NwprtNws S.B.&D.D.Co. NewprtNews	ToyoKisen KabushikiKaisha	551·7|63·2|21·8 P112′B245′F72′			Yokohama Japanese *WB*	Q.8Cy.35″,50″,70″&100″–66″ 1625NHP NewportNewsSB&DD.Co		RV
1140 744 SHKW	**Sibilla** *B.Ligneti* (*ex*Harton) *Mchy.Aft*	**IronSc3MstSr** *ss*Sld.3rd No.3–8,08 *ss*Nap.No.1–12 1*Dk*	539 469 320	✠ ~~——~~ 4,16 ✠NB9.88	Gen	*i*		1872 11mo	J.Blumer &Co. Sunderland	N.Chiozza(Vassallo&Narizzano, *Mgrs.*)	174·0|28·1|13·7 Q49′F30′ BK7½″ *WB*=			Genoa Italian 3*BH Cem* *DB*68′100*t*	C.2Cy.23″&43″–28″ NE76 76NHP 1SB,*3pf*,GS49,HS1248 N.E.MarineEng.Co.Sld.	14 ″ 2	V
1141 J~~1~~1~~4~~30 ~~LJAG~~ JSQH	**Sibir** ~~*Belovenius*~~ (*ex*Dovedale)	**SteelScSr** *ss*Nag.No.3–12,1~~4~~ 1*Dk*(*Stl*)&*Spar dk*(*Stl* &*deep framing*	2907 2716 1855	✠100A1 *Spar dk* 2,17 ~~BS2,17~~ ✠LMC12,14	Bly	*v*	N2,17	1903 1mo *Lloyd's*	Short Bros. Ld. Sunderland *SA&CP*	TheShippingController(Ellerman's WilsonLineLd.*Mgrs.*) *WB*=*Cell*	325·6|45·1|14·8 P30′B&F271′ 22·8 } FK *DBa*92′*uE*22*f*140′			London British 6*BH Cem* 729*t APT*23*t*	T.3Cy.24″,40″&64″–42″ (*s*) 180lb ~~cut~~ 282NHP 2SB,*6cf*,GS120,HS4270 N.E.MarineEng.Co.Ld. Sld	25 ″ 3 s 2 ″ 6½ 23 ″ 0	
1142 151 SHLB	**Sicania** ~~*D.Tedaro* 16~~ *L.Noera* 2*Dks*(*Stl*)3*trB*&*Webframes*& *Shelterdk*	**SteelScSr** *ss*Nap.No.3–11,15	4381 4266 2750	✠100A1 *Shelter dk withfreeboard* 10.16 ~~MS4,16~~ LMC BS7,16	Nap	*w*	4,16	1903 5mo *Lloyd's*	Fratelli Orlando Leghorn *SA&CP*	"Transoceanica" Soc.Italiana di Nav *WB*=*CellDBa* 84′*uE&B*44′*f*144′	338·9|46·2|24·9 32·1 FK 769*t DTf*28′650*t A*			~~Messina~~ Naples Italian 6*BH Cem* *PT*70*t*	T3Cy23½″,31½″&63″–39½″(*s*) 180lb *100lb* 302NHP 2SB,*8cf*,GS155,HS5080 Flli.Orlando,Leghorn	27 ″ 5 s 2 ″ 11½ 24 ″ 9	

1 No. in book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys.	3 Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned. now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Dates of R. of Trade Cert.
1143	**Sicilia**	**SteelTwinScSr**	6702	✠ 9,03 ✠	Sou	*b*†		1901	Barclay,	P.&O.Stm.Nav.Co.	450·3	52·3	30·4	Glasgow	T.6Cy.22½″,37½″&60″–48″	33 ″ 6	
113933	*R.E.Shone* –14		5772					2mo	Curle&Co.Ld.		P84′B177′F90′			British	670NHP		
SFCV	*Elec.light*	3*Dks*(2*Stl*–1ws&*U*teaks)	4188						Glasgow		FK&BK3″				2DB*12cf*,GS236HS10044 FD		
	Wireless										*WB*=*Cell DBa*102′				Barclay,Curle&Co.Ld.Gls.		
											*f*182′*851t*						
1144	—	**SteelSc**	5180					1900	Soc. Eser-	Soc.Nazionale di	418·3	47·3	27·6	Genoa	T.3Cy.29½″,47⅝″&77⅜″–58½″		I
18			4270						cizioBacini	ServiziMaritt.	P57′B160′F48′			Italian	439NHP		
SHLN	*Elec.light* Wireless	3*Dks*	3187						RivaTrigoso	(*in liq.*) (Società				*WB*	N.Odero&Co.Genoa		
										Italiana diServizi							
										Marittimi,*Mgrs.*)							
1145	—	**SteelScSr**	1794	✠100A1	Cff	*r*	2,17	1889	W.Pickers-	~~VictorEk~~ TheShip	269·8	37·1	17·1	London	T.3Cy.21″,34″&56″–39″ (*r*)	19 ″ 8	
142316	~~*Ex J.Blomberg* —13~~		1663	8,17~~2,17~~				11mo	gill&Sons	~~ping Co~~ troller	P29′Qs0′B100′F32′			British	160lb *90lb* NDB03 198NHP	s 1 ″ 6½	
SQMG	*Well deck*	*ss*Hpl.2ndNo.3–12,13	1162	~~✠NB3,03~~ ✠LMC1,16					Sunderland	(Gellatly,Hankey	FK				2SB.*6cf*,GS100,HS2990	18 ″ 5	
JSQP		1*Dk*(*Irn*)2*trB*		BS2,17					A&CP	&Co.,*Mgrs.*)	*WB*				G.Clark(Lim.),Sunderland		
1146	—	**SteelScSr**	1147					1898	Fevigs	Dpskakties.Otto	217·4	31·9	20·7	Chrstiania	T.3Cy.16½″,27″&44″–30″		N
	F.Johansen		1036						Jernskibsbyg	ThoresensLinie	B57*t*H54*t*			Norwegian	SirC.Furness, 106NHP		
HFTQ		1*Dk*&*pt Awngdk*	722						Arendal	(O.Thoresen,*Mgr*)	*pt Awngdk*142′			*WB*	Westgarth&Co.Ld.Mdb.		
1147	—	**SteelPad**	446					1905	Cant.Nav.	Ferrovie dello	188·6	28·1	11·7	Messina	C.2Cy.31 1/16″&62⅝″–43⅛″		
38	*G.Russo*07–11	(*Ferry*)	388						Siciliani	Stato (Italian				Italian	211NHP		
SHLP	*Elec.light*		182						Palermo	StateRailways)					FonderiaOrotea,Palermo		
1148	—	**SteelSc**	146					1907	Wrf.voorh.	SiciliaSoc.diNav.	103·6	21·1	10·5	Palermo	T.3Cy.12 3/16″,20″&33″–23½″		V
88	*G.Guida*	(*Tug*)	—						Rijkee&Co.		B6′			Italian	53NHP		
SHLG	(*ex*Flandre)	1*Dk*	18						Rotterdam						Alblasserdam.Msch.Fab.		
1149	**Sicilian**	**SteelScSr**	7328					1899	Workman,	AllanLineSS.CoLd	430·0	54·2	28·2	Glasgow	T.3Cy.27″,46″&78″–54″		C
111225	*R.McKillop* –16		5157						Clark&Co.Ld	(CanadianPacific				British	447NHP		
BKBG	*Ref.Mchy.*Wireless Sub.Sig.	3*Dks*	5607						Belfast	OceanServices,Ld.				*WB*	Wrkman,Clark&Co.Ld Bel		
										Mgrs.)							
1150	**Sicily**	**SteelScSr**	3457					1914	Richardsn,	D.MacIver,Sons&	380·5	48·0	22·4	Liverpool	T.3Cy.26″,42″&70½″–45″		C
135549	*R.Taylor* –14	*Longitudinal framing*	3209						Duck&Co.Ld.	Co.Ld.	P22′F40′			British	352NHP		
JDWG	*Elec.light*	1*Dk*&*Shelter dk*	2146						Stockton		*on Shelter dk*			*WB*	Blair&Co.Ld.Stockton		
1151	—	**IronTwinScSk**	404					1892	W.Simons	H.J.Hill&Co.Ld.	146·1	32·1	11·1	London	C.4Cy.15″&30″–21″		
99064	*A.Speller* –06		393						&Co.		F15′			British	90RHP		
	Mchy.Aft		203						Renfrew						W.Simons&Co.,Renfrew		
1152	**Sicyon**	**SteelScK**	283	✠100A1	Gms		1,12	1906	Cook,Wel-	StandardSteam	130·0	22·2	12·2	Grimsby	T.3Cy.13″,22″&36″–24″ (*s*)	13 ″ 1	
123575	*F.Knudsen*	*ss*Gms.No.1–10	254	*StmTrawler*				8mo	t'n&Gemmell	FishingCo.Ld.	Q72′			British	200lb 92RHP		
		1*Dk*	120	2,13					Beverley				BK8″		1SB,*2pf*,GS41,HS1500		
				BS2,14 ✠LMC6,10				*Lloyd's*	*SA&CP*					*4BHCem*	Amos&Smith,Hull		
1153	**Siddons**	**SteelSc4MstSr**	4189	✠100A1	Liv	*y*	10,15	1910	Armstrong	LivBrazil&RPlate	385·2	51·0	25·6	Liverpool	T.3Cy.26″,43″&72″–48″ (*s*)	28 ″ 1	
128026	*E.Holton* –14	*ss*Ant.No.1–14	3968	*Shelter dk*				3mo	Whitworth	S.N.Co.Ld. (Lam-			FK	British	180lb *100lb* 475NHP	s 3 ″ 5½	
HQMR	(*ex*Tremont)	2*Dks*(*Stl*)	2650	*withfreeboard*					&Co.Ld.	port&HoltLd.				6*BHCem*	2SB,*8cf*,GS131,HS6790 FD	24 ″ 11	
	Elec.light	&*Shelter dk*(*Stl*)		11,17~~9,18~~					Newcastle	*Mgrs.*)					N.E.MarineEng.CoLdNwc		
				~~BS6,17~~				*Lloyd's*	*SA&CP*		*WB*=*Ce*			*ldDBa* 128′ *u*	*E&B*43′*f*162′*853t APT76t*		
				~~✠LMC6,16~~ ✠LMC6,~~16~~,18													
1154	**Sidi Brahim**	**SteelScSr**	2427					1910	Swan,Hun-	Soc.Gén.deTransp.	325·0	40·9	21·6	Marseilles	T.4Cy.27″,43″&(2)50″–42″		V
	Mannoni –11		1711						ter&Wigham	Mar.àVap.	P52′B125′F60′			French	324NHP		
LCQT	*Elec.light* Wireless	2*Dks*	1017						Richardson,					*WB*	Swan,Hunter&Wigham-		
	Ref.Mchy.								LdNewcastle						Richardson,Ld.Nwc.		
1155	**Sidmouth**	**SteelScK**	220	✠100A1	Flt		3,14	1906	Smith's	WesternSteam	120·8	21·6	11·3	Bristol	T.3Cy.12″,20″&33″–24″ (*r*)	12 ″ 0	
17725	*W.Hayes* –14	*ss*Mil.No.1–10	202	*StmTrawler*				4mo	DockCo.Ld.	TrawlingCo.Ld.	Q61′			British	180lb 54RHP		
		1*Dk*	105	3,14					NorthShields	(S.M.Price,*Mgr.*)			BK7½″	*3BHCem*	1SB,*2pf*,GS38,HS1200		
				BS7,14 ✠LMC6,10				*Lloyd's*	*SA&CP*						W.V.V.Lidgerwood,Glds.		
1156	**Sidney**	**WoodAuxScSr**	113	Cont. 8 A1	Ply	12		1897	R.Cock&	KinsaleShipping	89·8	22·6	9·9	Cork	ParaffinMotor *fitted* 14	10 ″ 9	
106278	*J.A.Mattson* –06	*Paraffin Motor*	111	*from*10,09Poo				10mo	Sons	Co.Ld. (T.Crowley				British	4Cy.5½″–7″ 4S.C.SA	s 1 ″ 4	
JNBD	GIB *Salted* HTPly.14	1*Dk*	89	✠ 7,14					Appledore	&Co.*Mgrs.*)					BergiusL.&E.Co.Gls.		
	(*See Sailing Ship Register*)							*Lloyd's*	*SA&CP*		10&12yrsMat						
1157	**Sidon**	**SteelScSr**	2400				...	1892	Gourlay	MessageriesMari-	317·6	39·2	23·6	Marseilles	T.3Cy.25″,40″&65″–45″	26 ″ 5	V
	Antonmattei –14	(*ex*Sparte)	2113						Bros.&Co.	times	P62′B78′F58′			French	307NHP		
LCRB	*Elec.light*	3*Dks*	1513						Dundee				BK9″	*WB*	GourlayBros.&Co.,Dundee		
1158	**Siegen**	**SteelScSr**	1033					1904	Schömer&	Dampfsch.Ges.	222·7	33·5	13·9	Bremen	T.3Cy.17 3/16″,28⅜″&46⅝″–31½″		G
	L.Hespe	(*ex*Paul Horn)	824						Jensen	"Argo"	P12′Q53′B60′F29′			German	122NHP		
LRMN	*Elec.light*	1*Dk*&*deep framing*	642						Tönning					*WB*	Schömer&Jensen,Tönning		
1159	**Siegfried**	**SteelScSr**	563					1901	Oderwerke	RenataDmpfsch.	172·3	26·6	11·1	Stettin	T.3Cy.13½″,21½″&35½″–25″		G
	Beutel –10		410						Akt.Ges.	Ges.ThGribel(Rud	Q50′B41′F15′			German	63NHP		
JFQK	*Elec.light*	1*Dk*	329						Stettin	ChristGribel,*Mgr*)				*WB*	OderwerkeAkt Ges.Stettin		
1160	—	**IronScSr**	286					18 5/6 7	Akt.Ges.	Dmpfsch.Rhed. für	163·0	22·0	10·9	Elbing	C.2Cy.20½″&35½″–24¾″		V
	Augustin –12	(*ex*Orpheus)	263						"Vulcan"	Fluss-u.Haffschif-				German	NE79NB84 52NHP		
JCDK		1*Dk*	156						Stettin	ffahrtA.Zedler					A.G."Vulcan,"Stettin		
1161	—	**SteelSc**	170					1893	Akt.Ges.	PommerscherIn-	132·5	19·2	8·3	Stettin	C.2Cy.11¼″&22 3/10″–12″		
	A.Vogel		—						"Vulcan"	dustrieVerein auf				German	E&B*built*77 *fitted*93 14NHP		
JFQW		1*Dk*	99						Stettin	Actien.					Möller&Holberg,Grabow		
1162	—	**SteelScLr**	138					1911	J.Frerichs	FischereiGes.	90·8	21·4	9·9	Bremen	Oil Engine 4S.C.SA		G
	G.Wesemann	*Oil Eng.*	128						&Co.A.G.	"Brema"m.b.H.	Q22′			German	2Cy.11¼″12⅝″		
QJWV		1*Dk*	92						Einswarden						J.Frerichs&Co.A.G. Osthlz		
1163	**Sieglinde**	**SteelScSr**	3037					1905	Irvine'sSB	Hamburg-Amerik.	318·7	45·0	22·2	Hamburg	T.3Cy.23½″,38″&64″–42″		G
	A.Puhst		2585						&D.D.Co.Ld	Packetf.Akt.Ges.	P38′B102′F40′			German	Richardsons, 265NHP		
RPCK	*Elec.light*	2*Dks*	1914						W Hartlepool	(Ham.-Amr.Linie)				*WB*	Westgarth&Co.Ld.Hpl.		
1164	—	**SteelScLr**	136					1908	Bremer	"Visurgis"	91·0	21·4	9·9	Nordnham	C.2Cy.9 1/16″&16¾″–12 13/32″		G
	*Fr.Hahn*08–12		129						Vulkan	Heringsfischerei	Q21′			German	8NHP		
NJPM		1*Dk*	66						Vegesack	Akt.Ges.					BremerVulkan,Vegesack		

1 Numéro d'Ordre / Numéro Officiel / Signaux	2 Nom du Navire. Matériaux, Gréement, etc / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel: Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenu après expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où cotés. ✠ Classé au Bureau Veritas.
	Now named "Therezina," See No. 36 in Supplement														
1165	**Siegmund**	**SteelScSr**	3034					1905	Irvine's SB & D.D.Co.Ld. W Hartlepool	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	319·0 | 45·0 | 22·2 P38'B98'F40'	Hamburg German *WB*	T.3Cy.23½", 38"&64"–42" Richardsons, Westgarth&Co.Ld.Hpl. 265NHP		G
	H.Habelmann		2584												
RPBV	*Elec.light*	2*Dks*	1913												
1166	**Sierra**	**SteelTwinScSr**	6135	✠100A1 *Spar d&2.18*	SFo	*z*	~~11,15~~ 2,18	1900	W.Cramp &SonsCo. Philadelphia A&CP	OceanicS.S.Co. *WB=CellDB a82'uE&B130' f46'747t FPT121t*	400·0 | 50·2 | 25·9 34·0 FK	S.Frncisco Utd.States *WB*	T.6Cy.28", 46"&75"–48" (*s*) 175lb ~~*195lb*~~ 1036NHP 8SB,*24cf*,GS408,HS15000 FD *6BHCem APT134t* W Cramp&Ss.SE&DCoPhl		
116996	*J.J.Koughlan* –15	*ss*S.Fo.No.3–8,13	5370					10mo							
KQHP	*Ref.Mchy.*	3*Dks*(*Stl–Uws*)&	3750	~~Part S.10–5.17~~			LS2,17								
	Elec.light	*Spar dk*(*Stl–ptws*)	--	~~Part S.10–5.17~~			✠LMC5,15 MS10,17								
	Sub.Sig. Wireless	*ss*SFo.No.1–17		*Fitted for oil fuel* 3,10			*F.P. above* 150°F.								
1167	—	**SteelSc**	4846					1906	ToledoS.B. Co. Toledo	Inter-Ocean S.S.Co.(G.A. Tomlinson, *Mgr.*)	438·7 | 52·0 | 23·9	Duluth Utd.States *WB*	Q.4Cy.16½", 24", 35"&50"–42" 163NHP ToledoS.B.Co.		
203757			—												
	Elec.light Mchy.Aft	1*Dk*	4287												
1168	—	**WoodTwinScSr**	1050					1916	Mathews S.B.Co. Hoquiam	E.K.WoodLumber Co.	210·6 | 42·5 | 14·8	S.Frncisco Utd.States	Oil Engines 4Cy.16½"–18⅝" J&CGBolindersCoLdSkm		
214391		*Oil Eng.*													
LGHR		1*Dk*2*trB*													
1169	**Sierra Cordoba**	**SteelTwinScSr**	8226					1912	Akt.Ges. "Vulcan" Stettin	Norddeutscher Lloyd	439·1 | 56·0 | 35·1 B151'F103'	Bremen German *WB*	T.6Cy.24", 39½"&65"–49½" 600NHP A.G."Vulcan,"Stettin		G
	H.Schäffer –12		6851												
QKFS	*Elec.light* Wireless	Sub.Sig. 3*Dks*	4935												
1170	**Sierra Nevada**	**SteelTwinScSr**	8235	*Now named "Bagé," See No. 52 in Vol. I*				1912	Akt.Ges. "Vulcan" Stettin	Norddeutscher Lloyd	439·2 | 56·0 | 35·1 B151'F103'	Bremen German *WB*	T.6Cy.24", 39½"&65"–49½" 600NHP A.G."Vulcan,"Stettin		G
	C.Meyer –12		6863												
QKFH	*Elec.light* Wireless	Sub.Sig. 3*Dks*	4969												
1171	**Sierra Salvada**	**SteelTwinScSr**	8227	*Now named "Avaré," See No. 72 in Vol. I*				1912	Bremer Vulkan Vegesack	Norddeutscher Lloyd	439·5 | 56·0 | 35·5 B183'F97'	Bremen German *WB*	T.6Cy.24⅛", 40½"&66½"–47½" 600NHP BremerVulkan,Vegesack		G
	Lindemann –13		6854												
QKFV	*Elec.light* Wireless	Sub.Sig. 3*Dks*	4952												
1172	**Sierra Ventana**	**SteelTwinScSr**	8262					1912	Bremer Vulkan Vegesack	Norddeutscher Lloyd	439·5 | 56·0 | 35·5 B183'F97'	Bremen German *WB*	T.6Cy.24⅛", 40½"&66½"–47½" 600NHP BremerVulkan,Vegesack		G
	H.Grössling		6854												
QKFD	*Elec.light* Wireless	Sub.Sig. 3*Dks*	4963												
1173	**Siete**	**SteelScK**	*276*	✠100A1 *Stm Trawler*	Npt		7,16	1911	Hall,Russell&Co.Ld. Aberdeen	RussianGovt. *'sA&CP*	136·5 | 23·8 | 11·7 Q77'F24' BK7½" *WB=DBf36'22t*	Russian 185lb *3BHCem*	T.3Cy.13", 21½"&36"–24" (*r*) 86NHP 1SB,*3pf*,GS46,HS1540 Hall,Russell&Co.Ld.Abn.	12 " 6	
		*ss*B.As.No 1–15	*243*	7,16 ✠LMC7,16				4mo							
	Elec.light	1*Dk*	*105*					*Lloyd's*							
1174	**Sif**	**SteelScSr**	3282	✠100A1	NNs	*u*	~~9,15~~	1902	Ropner& Son Stockton *Lloyd's*	Akties.Jacob R. Olsen *sA&CP*	325·0 | 47·1 | 22·5 P27'B82'F38' FK *WB=CellDBa&uE130' f136'*	Bergen Norwegian *5BHCem*	T.3Cy.24", 40"&65"–42" (*s*) 160lb *100lb* NDB14 281NHP 2SB,*6rf*,GS119,HS4325 *692t APT39t* Blair&Co.Ld.Stockton	24 " 10 s 4 " 4½ 20 " 10	
	A.Martin	*ss*Shl.No.3–4,14	2827	6,17 ~~5,15~~	Xia		~~8,17~~ 4,18	3mo							
JPVK		1*Dk*(*Irn*)2*trB*&*deep framing* 3*Dk rule*	2094	~~MBS4,17~~ ✠LMC4,14 ~~DS4,18~~											
1175	—	**SteelScSr**	1365					1913	Dundee S.B.Co.Ld Dundee	Stockholms Rederiaktieb.Svea (HjBlomberg *Mgr*)	235·1 | 36·2 | 15·0 P17'Q63'B63'H75*t* F29' *WB=CellDBa&uE130' f136'*	Stockholm Swedish *WB*	T.3Cy.18", 28½"&48"–33" 132NHP ShieldsEng.Co.Ld.N.Shl		V
5557	*J.A.H.Olsson*12–14		1033												
JTPS		1*Dk*	747												
1176	—	**SteelScSr**	105					1899	Kjb.Fly-ded.&Skibsv Copenhagen	Sydfyenske Dmpskselsk (H.Ipsen, *Mgr.*)	96·0 | 18·6 | 7·5 Q34'	Nakskov Danish *WB*	C.2Cy.14⅝"&28⅝"–18" Acts.Kjbh.Flyde- dok&Skibsv.Copenhagen 30NHP		V
	*P.C.Hansen*09–12		74												
NKMQ			27												
1177	**Signal**	**IronScSr**	1276			...		1882	TyneI.S. B.Co.Ld. Newcastle	Paulsen&Ivers FK	248·4 | 34·5 | 14·3 Q86'B55'F28'	Kiel German *WB*	C.2Cy.30"&58"–36" NB03 167NHP WallsndSlpwyCo.Ld.Nwc	17 " 0	V
	H.Rahn	(*ex*Rennie)	1026												
LBFM	*Well deck*	1*Dk*2*trB*	785												
1178	**Signe**	**SteelScSr**	2437					1897	Sir Raylton Dixon&Co. Middlesbro'	RederiAktieb. Bylgia	311·8 | 43·1 | 20·4 P31'B77'F30'	Stockholm Swedish *WB*	T.3Cy.22½", 36½"&60"–42" 233NHP SirC.Furness,Westgarth &Co.Ld.Middlesbro'		C
5406	*G.V.Gahne*16–16		2293												
JTCQ	(*ex*Mediana)	1*Dk*	1499												
1179	—	**SteelSc**						1917	NV.Boele's Sch.Mschfbk Bolnes	Aktieb.Kattegat (H.Swensson, *Mgr.*)	292·0 | 44·0 | 22·0 P45'B86'F31'	Hlsngborg Swedish *WB*	T.3Cy.22", 37"&60"–39" 225NHP Boele'sSch.&Mch.Bolnes		
		1*Dk*													
1180	—	**WoodScSr**	157					1872/86	E.Jansson Lilsedal	J.Rudén	97·5 | 22·5 | 9·0 Q4'B17'H4*t*F10'	Gullsprng Swedish	C.2Cy.7½"&17½"–12" 9NHP EriksbergsM.V.,Got.		
1864	*O.Olofsson*14–14		138	*Now named "OrvarOdd," See No. 26 in Supplement*											
HJTG	*Mchy.Aft*	1*Dk*	98												
1181	**Signfred**	**SteelScSr**	666	✠ 11,15	Xia	*i*		1903	G.Brown& Co. Greenock	Verkebæcks Ångf. Aktieb. (F.Olsson, *Mgr.*) *WB=CellDBa42' uE13'f77'146t FPT*	180·6 | 29·2 | 11·1 P11'Q45'B44'F23' FK	Verkebæck Swedish *4BHCem*	T.3Cy.15", 25"&40"–27" 99NHP 1SB,*3cf*,GS47,HS1660 *30t APT10t* Muir&Houston,Ld.Gls.	13 " 4	V
5390	*A.Nilsson*09–13	*ss*Lth.No.2–12	451					8mo							
JTBN	(*ex*Carriden)	1*Dk*(*Stl–ptws*)	327												
	Well deck														
1182	**Signhild**	**WoodScSp**	160					1871/88	..... Spängen	C.G.Werner	96·9 | 22·5 | 10·1 P17' Q5'	Lyrestad Swedish	2Cy.9¾"&14½"–11⅝" 6NHP P.Larsson,Thorskog		
2653	*A.Larsson*15–88		138												
JFQM		1*Dk*	105												
1183	**Sigrid**	**SteelScSr**	2512					1896	Furness, Withy&CoLd W Hartlepool	Rederiaktieb Malmö (~~O.H. Wiens, *Mgr.*~~) (Nils Schan, *Mgr*)	314·3 | 43·1 | 20·4 P41'B77'H98*t*F30'	Malmö Swedish *WB*	T.3Cy.22", 36½"&60"–42" 233NHP W.Allan&Co.Ld.Sld.		C
5397	*J.O.Sjölund*05–12	(*ex*Carham)	2369												
JTCD		1*Dk*&*deep framing*	1558												
1184	—	**SteelScSr**	~~1210~~ 1207	✠100A– 12.17	Cpn	*o*		1917	Kjöbnhvns Flydk.&Skbs. Copenhagen	Dmpskselsk. Vesterhavet(I. Lauritzen, *Mgr.*) *CellDBa71'uE23' f100'358t FPT190t*	239·9 | 35·7 | 14·5 P27'B54'F25' FK	Esbjerg Danish *4BHCem*	T.3Cy.15", 24"&40"–27" (*s*) 185lb 98NHP 2SB,*4cf*,GS48,HS1604 KjbnhavnsFlydk.&Skbsv.	17 " 3 s 2 " 0 15 " 6	
	S.M.Christensen –17		~~1000~~ 999					12m							
NVRJ		1*Dk*(*Stl*)	~~710~~ 732	*(Class Contem plated)* ✠LMC12,17											
1185	—	**CompScSr**	183					1889 Reblt 1912	J.A. Svensson SödraGarn	P.A.Andreasson	98·9 | 22·9 | 9·6 P20'H6*t*	Gothenbrg Swedish			
	*J.W.Edblom*15–13		152												
HVRL	*Mchy.Aft*	1*Dk*	119												
1186	—	**CompScSr**	116					1862	Nyköpings M.V. Nyköping	S.Olschanski	99·9 | 22·6 | 8·6 H15*t*	Oscrshmn Swedish	NyköpingsM.V.		
4210	*J.Johansson*12–12		101												
JNLR	(*ex*Gunboat)	1*Dk*	55												
1187	**Sigrid II.**	**CompScSr**	102					1875	Oskrshmns M.V.Aktieb. Oskarshamn	S.Olschanski	83·7 | 16·1 | 9·0 Q26' B38' H3*t* F20'	Oscrshmn Swedish	C.2Cy.11¼"&22½"–16" 17NHP OskarshamnsM.V.Aktieb.		
635	*J.S.Frisk*02–12	(*ex*Oscarshamn)	50												
JBSQ		1*Dk*	68												

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. / Master / Special Surveys.	3 Material, Rig, &c. / Late Name if any. / No. of Decks, &c	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey.	6 Port of Survey.	7 Years Assigned / now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L. R. Date of R. of Trade Cert.
1188	**Sigrun**	**SteelScSr**	2538	✠100A1	Shl	*t*	2,16	1899	D J Dunlop	**Akties. Dmps. Sigrun (H.M. Wrangell & Co. Akties.)**	312·0	40·9	17·6	**Haugesnd**	T.3Cy.22½″,37″&60″–45″ (*s*)	26 ″ 1	
	J. Ellingsen –14	*ss* Shl. No. 3–10,12	2327	*Spar dk*				6 mo	& Co.		P34′B94′F39′		24·9	Norwegian	180lb *100lb* FD 243NHP	s 4 ″ 3	
MHWG	(*ex* Amazonense)	1 *Dk (Stl) & Spar dk*	1584	1.16 ✠LMC					Pt Glasgow				BK 10″		1SB, *4cf*, GS 74, HS 2800	22 ″ 10	
	Elec. light	*(Irn) & deep framing*		MS1,12	BS4,17			*Lloyd's*	*SA & CP*	*W B = Cell D Ba 82′u*	*E22′f132′484t*		*FPT 47t APT 58t*		D. J. Dunlop & Co. Pt. Gls.		
1189	—	**SteelScSr**	1333	✠100A1	Cpn	*p*	N9,16	1904	Sunderlnd	**Dmpsk. Valkyrien (A. O. Andersen & Co. *Mgrs.*)**	240·0	36·5	16·8	**Copnhagn**	T.3Cy.18″,29″&48″–33″ (*s*)	19 ″ 0	
	B. Mancke	*ss* Cpn. No. 3–9,16	1191	9.16	✠LMC			5 mo	S.B.Co.Ld.		P19′B64′F27′		FK	Danish	160lb *100lb* 141NHP	s 2 ″ 5½	
NMTK	(*ex* Vagn)	1 *Dk (Stl) & deep framing*	810	BS6,16	MS9,16			*Lloyd's*	Sunderland	*W B = Cell D Ba*	*& u E86′f98′339t*		*FP 59t APT 6t*		1SB, *3pf*, GS 62, HS 2255	16 ″ 10	
															N.E. Marine Eng. Co. Ld. Sld		
1190	**Sigtuna**	**IronSc**	133					1869	Oscrshmns	**ÅngfAktiebGamla Svartsjölandet (J. W. Rickander *Mgr*)**	105·5	17·1	7·2	**Stockholm**	1Cy.14″–22″		
2346	*K. R. Andersson* 11–11	(*ex* Albrektsund)	70						M.V.		Q29′B39′H12tF11′			Swedish	7NHP		
JFKG		1 *Dk*	98						Oscarshamn						Oscarshmns MV, Oscrshmn		
1191	**Sigurd**	**CompScSr**	190					1907	S. Groth	**Ångf. Aktieb. Samseglingen (A. Svensson, *Mg.*)**	100·3	22·9	10·1	**Gothenbrg**	C.2Cy.9½″&21″–13½″		
4767	*G. Lilja* 07–07		161						Sjötorp		P20′			Swedish	13NHP		
JQPF	*Mchy. Aft*	1 *Dk*	89												Lundby Mek. Verkst. Got.		
1192	**Sigurd Hund**	**WoodScSr**	453					1900	Hölens		147·5	27·3	13·6		T.3Cy.12″,20″&32–27″		N
		(*ex* Eros)	348						Skibsverft		Q29tB53tH8tF16t				53NHP		
		1 *Dk 2 tr B*	259						Xiansand						Akrs Mek. Værks. Xia.		
1193	**Sigurd Jarl**	**SteelScSr**	884					1894	Akers Mek.	**Nordenfjeldske Dampskibsselskab**	198·4	29·1	22·2	**Trondhjem**	T.3Cy.20″,32″&52″–30″		
	Aarön		847						Verksted		H36t			Norwegian	NB 08 148NHP		
JSHC	*Elec. light*	1 *Dk & Awngdk 3 tr B*	547						Christiania					*WB*	Akers Mek. Verksted, Xia		
1194	**Sigvard**	**SteelScSr**	209					1907	Thorskogs	**HugoSilvén**	100·6	22·6	9·8	**Seffle**	C.2Cy.10″&16″–15″		V
4760	*A. Gyberg* 10–13		174						Mek. Værks.		P26′F11′			Swedish	8NHP		
JQNS	*Mchy. Aft*	1 *Dk*	120						Lödöse					*WB*	Thorskogs M.V., Lödöse		
1195	**Sigyn**	**SteelScSr**	2019	✠100A1	Skm	*r*	~~10,16~~	1897	Campbel-	**Stockholms Rederiaktieb. Svea (Hj Blomberg *Mgr*)**	282·2	40·2	19·2	**Stockholm**	T.3Cy.21 3/16″,33 3/8″&53″–36″ (*a*)	21 ″ 8	
3132	*C.F.E. Höök* 13–12	*ss* Shl. No. 3–3,10	1781	5,13 ~~10,16~~	Osc		5,18	11 mo	townS.B.Co.		P29′B54′F31′		FK	Swedish	165lb *80lb* 174NHP	s 3 ″ 3	
JHLD	*Elec. light*	~~*ss* Osc. No. 1–14~~	1169	~~BS8,16~~	✠LMC ~~5,14~~				Campbeltwn		*WB = DBa 80′f 116′*			4 *BHCem*	2SB, *6rf*, GS 109, HS 2642	18 ″ 10	
		1 *Dk (Stl) & deep framing*		BS6,17	5,18			*Lloyd's*	*SA & CP*					366t *APT 87t*	Hutson & Son, Glasgow		
		ss Osc. No. 2–18															
1196	—	**SteelScSr**	200					1916	Motala	**Em. Z. Svitzer's Bjorgnings Entreprise**	104·4	22·3	12·0	**Copnhagn**	T.3Cy.14″,22 3/16″&38″–26″		
		(*Tug & Salvage*)	175						Vrk. Nya Akt.		B20′F24′			Danish	74NHP		
	Elec. light	1 *Dk*	72						Motala					*WB*	Motala V. Nya Akt. Motala		
1197	**Sikh**	**SteelScSr**	5150	✠100A1	Bom	*y*	9,16	1914	Russell &	**AsiaticStm. Nav. Co. Ld.**	404·8	52·2	27·4	**Liverpool**	T.3Cy.27″,44″&73″–48″ (*s*)	30 ″ 0	
135584	*H.J. Crebbin* –16		4702	~~10,15 9,16~~ 4.18	Cbo			6 mo	Co.		P36′B119′F45′		FK	British	180lb *100lb* 479NHP	s 5 ″ 10½	
JFQN	*Elec. light*	2 *Dks (Stl)*	3288		✠LMC 6,14				Pt. Glasgow					*Cem*	2SB, *8cf*, GS 147, HS 6764 FD	24 ″ 6	
								Lloyd's	*SA & CP*	*'T ween dk B Hin after*	*hold dispensed with*			5 *B H to U dk*	Rankin & Blackmore, Grk.		
								WB=		*u E24′f184′1125t D*	*Ta37′976t APT 28t*			1 „ „ *2nd* „	*only*		
1198	**Sikiang**	**SteelSc**	1840					1907	Schiffsw. v.	**Hamburg-Amerik. Packetf. Akt. Ges. (Ham.-Amr. Linie)**	260·8	40·3	16·2	**Hamburg**	T.3Cy.21¼″,34½″&55½″–33½″		G
	W. Artelt		1359						Henry Koch		B168′F36′			German	177NHP		
RPSF	*Elec. light* Wireless	2 *Dks*	1015						Lübeck					*WB*	J.F. Ahrens, Altona		
1199	**Sikkim**	**SteelPad**	162					1914	Yarrow &	**IrrawaddyFlotilla Co. Ld.**	132·2	31·0	4·6	**Glasgow**	H.2Cy.15″&27″–54″		
136306			162						Co. Ld.					British	32RHP		
		1 *Dk*	151						Glasgow						Yarrow & Co. Ld. Glasgow		
1200	**Silach**	**SteelScSr**	499	✠	Got	*h*		1890	MotalaMek	**RussianGovernment**	161·9	26·1	14·8	**Petrograd**	T.3Cy.19½″,32″&52″–33″	15 ″ 8	
	Beklemicheff –90		444	10,90	✠			10 mo	Wrks.		B44′F31′		BK 7½″	Russian	190NHP		
		1 *Dk*	224						Motala					8 *BHCem*	2SB, *3rf*, GS 47, HS 3360		
								W B = DBa 14′f		*37′u E & B 38′ 111t*	*FPT 17t APT 18t T*			*anka 31t f 37t*	Motala Mek Werks, Motala		
1201	—	**IronPad**	164					1879	J. Softley	**RussianBlackSea-DnieprS.N.Co.**	107·1	19·6	10·3	**Odessa**	1Cy.42½″–56″		
113		(*Tug*)	—						& Co.					Russian	104NHP		
		1 *Dk*	—						S. Shields								
1202	—	**SteelSc**	122					1895	Howaldts-	**RussianTransport & InsuranceCo.**	95·9	21·3	8·4	**Odessa**	T.3Cy.11 13/16″,18 11/16″&29⅛″		
768		(*Tug*)	—						werke					Russian	–15⅞″ 35NHP		
	(*ex* Kentauros)	1 *Dk*	51						Kiel					*WB*	Howaldtswerke, Kiel		
1203	**Silanion**	**SteelScK**	199	✠100A1	Gms		7,13	1903	Cook, Wel-	**StandardSteam FishingCo.Ld.**	115·0	21·5	11·1	**Grimsby**	T.3Cy.11¾″,20″&33″–24″ (*s*)	12 ″ 1	
118918	*A. Smith* –13	*ss* Gms. No. 2–11	179	*Stm Trawler*				11 mo	t'n & Gemmell		Q49′F19′		BK 7″	British	180lb 59RHP		
		1 *Dk*	78	7.13					Hull				*WB=*	3 *BHCem*	1SB, *2pf*, GS 32, HS 913		
				BS10,14	✠LMC 6,11			*Lloyd's*	*SA & CP*				*DB f 5′3t*		Amos & Smith, Hull		
1204	**Silba**	**Iron&SteelSc3MstSr**	369					1880	Napier &	**SilbaS.S.Co.Ld. (T.W.Smyth)**	160·8	24·0	12·6	**London**	C.2Cy.22″&44″–26″		C
85118	*J. Campbell* –16	(*ex* Fisherton,	340						Sons		Q19t			British	NB 92 81RHP		
JMBF	*ex* Flamer, *ex* Stanley)		191						Glasgow						Napier & Sons, Glasgow		
1205	**Sildra**	**SteelScSr**	3267	✠100A1	C l	*w*	N8,16	1904	J. Priest-	**J.M.H.Lindvig**	336·5	46·5	23·9	**Chrstiania**	T.3Cy.25″,41″&67″–45″ (*s*)	27 ″ 3	
	A. Wilhelmsen 16–16	*ss* Cal. No. 3–8,16	3097	10,16				9 mo	man & Co.		P31′B200′F32′		FK	Norwegian	180lb 325NHP	s 4 ″ 0	
MBVL		1 *Dk (Irn)* 2 *tr B & deep framing*	2097		✠LMC 8,16				Sunderland					6 *BHCem*	3SB, *9pf*, GS 135, HS 5001	23 ″ 7	
		3 *Dk rule*		BS3,18				*Lloyd's*	*SA & CP*	*W B = Cell D Ba*	*& u E136′f136′1063t*			*APT 130t*	N.E. Marine Eng. Co Ld. Sld		
1206	**Silesia**	**SteelScSr**	5174	✠	Tri	*y*		1899	Wigham	**LloydAustriaco**	400·0	49·0	19·9	**Trieste**	Q.4Cy.23″,31½″,48″&71″–45″	30 ″ 6	
		ss Tri. No. 1–14	4588	12,16				2 mo	Richrdsn & Co		P40′B103′F44′	27·7		Aust.-Hung.	421NHP		
HRKB		1 *Dk (Stl) & Spar dk (pt Irn & pt Stl)*	3318	*Spar dk*					Newcastle				FK	6 *BHCem*	3SB, *9cf*, GS 141, HS 5427 FD		
	Elec. light Wireless	*& Web frames*								*W B = Cell D Ba 128′u E*				*32′f166′955t*	Wigham Richrdsn & Co. Nwc.		
1207	—	**SteelScSr**	4489			...		1897	Blohm &	**Hamburg-Amerik. Packetf. Act. Ges. (Ham.-Amr. Linie)**	400·7	46·3	27·4	**Hamburg**	T.3Cy.26¾″,43″&71¾″–48″	30 ″ 6	G
	H. Christiansen	(*ex* Wally)	4103						Voss		P&B264′F44′			German	430NHP		
RKNW	*Well deck Elec. light* Wireless	2 *Dks 3 tr B*	2854						Hamburg				BK 11″	*WB*	Blohm & Voss, Hamburg		
1208	—	**SteelSc**	3338					1898	J. Smit, Czn	**W. Kunstmann**	330·8	46·0	24·1	**Stettin**	T.3Cy.23″,36″&60″–36″		GV
	W. Pretzer	(*ex* Hendrika)	3079						Alblasserdm		P30′H84′F40′			German	NB 11 216NHP		
JFQR	*Elec. light*	2 *Dks*	2058											*WB*	P. Smit, jun., Rotterdam		
1209	—	**SteelScK**	175					1912	Smith's	**EasternWhaling Co. Ld. (C. Schlesinger, *Mgr.*)**	110·7	20·8	12·0	**London**	T.3Cy.12¼″,20″&34″–24″		C
132687	*S. Pedersen* –15	(*Whaler*)	172						Dock Co. Ld.					British	73RHP		
HVKO		1 *Dk*	64						Middlesbro'					*WB*	Shields Eng. Co. Ld. N. Shl.		

Now changed to "Hwah Yih." *See No. 48 in Supplement.*

Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux. Grèement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✝ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux aur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté si ce n'est dans le L. H. Dates Cert. Surv. Prece.
1210	**Silicia**	**SteelScK**	250	✝100A1	Gms			1913	Cook,Wel-	Gt.Gms.&E.Coast	120·0	22·5	12·0	Grimsby	T.3Cy.12½″,21½″&35½″-24″	12 ″ 10	
134758	*M.Lynch* –13		228	*StmTrawler*				1mo	t'n&Gemmell	Stm.FishingCo.Ld	Q67′			British	180lb (*s*) 62RHP		
		1*Dk*	99	3,14	✝LMC 1,15			*Lloyd's*	Ld. Beverley *&A&CP*			BK8″		*4BHCem*	1SB,*2pf*,GS39,HS1267		
															Amos&Smith,Ld.Hull		
1211	**Silja**	**SteelScSr**	1229	~~✝100A1~~	Xia	*o*	5,16	1905	Cmpbltwn	Rederi.Akties.	230·5	34·4	16·0	Kragerö	T.3Cy.18″,27½″&45″–33″(*a*)	18 ″ 3	
	T.Byholdt –16	*ss*Shl.No.2–13	1011	2,17				12mo	S.B.Co.	Kragerö	Q80′B57′F29′			Norwegian	180lb *80lb* 123NHP	~~21 ″ 10~~	
MLKT	(*ex*Urania)	1*Dk*(*Stl*)*&deepframing*	763	~~RS9,17~~ ✝LMC5,15					Campbeltwn	(K.Sandaas,*Mgr.*)			FK	*4BHCem*	1SB,*3cf*,GS63,HS1873	16 ″ 11	
	Well deck							*Lloyd's*	*&A&CP* W	*B=CellDBa&uE*	73′*uB*17′*f* 100′ 300*t*			*APT90t*	Hutson&Sons,Ld.Glasgow		
1212	**Siljan**	**SteelScSr**	3873	100A1	Got	*w*	10,15	1911	J.Priest-	Rederiaktiebolget	347·2	50·7	23·1	Gothenbrg	T3Cy 24½″,40½″&67″–45″(*s*)	26 ″ 0	
5744	*V.Jacobsen*16–16	*ss*Got.No.1–15	3484	1,17					man&Co.	Transatlantic	P29′B100′F34′			Swedish	180lb *90lb* 319NHP	24 ″ 10½	
JVLC	(*ex*Vard)	1*Dk*(*Stl*	2320		LMC10,15				Sunderland	(G.Carlsson,*Mgr.*)			FK		2SB,*6cf*,GS124,HS4800	21 ″ 6	
	Elec.light			BS1,15				*Lloyd's*	*&A&CP*	*Bulkhead in*	*after hold omitted &*			*BHonly Cem*	N.E.MarineEng.Co.Ld.Sld		
											WB=			*CellDBa*110′	*uE*21′*f*152′900*t APT*105*t*		
1213	**Siljestad**	**SteelScSr**	4298					1912	Sunderlnd	Akties.DmpskSil-	364·0	50·8	26·1	Chrstiania	T.3Cy.25″,42″&68″–45″		N
	H.Andersen		3944						S.B.Co.Ld.	jestad(A.F.Klave-	P30′B106′F30′			Norwegian	310NHP		
MHQB	*Elec.light*	1*Dk*	2680						Sunderland	ness&Co. Akties.)			*WB*		N.E.MarineEng.Co.Ld.Sld		
1214	**Siljord**	**SteelScSk**	104					1902	Akers	TinnDampskibs-	82·3	17·1	7·4	Chrstiania	C.2Cy.9″&18″–12″		
	J.A.Wittusen		79						Mek.Værks	selskab (C.W.	P18*t*			Norwegian	9NHP		
HCPW		1*Dk*	55						Christiania	Bothner,*Mgr.*)					AkersMek.Værks.Xia.		
1215	**Siljord 2**	**SteelScSr**	108					1894	Fredrkstad	TinnDpsk.Selsk.	83·1	17·6	7·9	Chrstiania	C.2Cy.10⅝″&18″–12″		
	*H.Kristiansen*12–15		79						Mek.Værks.	(C.Wm.Bothner,				Norwegian	9NHP		
HBNC	*Mchy.Aft*	(*ex*Fredrikshald II.)	49						Fredrikstad	*Mgr.*)					Fredrikstad M.V.Frdstad		
1216	**Silkeborg**	**SteelSc**	1801					1915	Fredrkstad	Dampskibselsk.af	265·0	42·2	17·9	Copnhagn	T.3Cy.20½″,33″&56″–36″		N
	A.M.Hansen		1600						Mek.Værks.	1896	P22′B71′F29′			Danish	188NHP		
NTFM		1*Dk*	1101						Fredrikstad	(C.K.Hansen,*Mg.*)			*WB*		FredrikstadM.V.Frdstad		
1217	**Silsden**	**SteelScSr**	2024	✝100A1	Shl	*r*	~~12,16~~	1897	R.Craggs	AldershotS.S.Co.	271·0	40·5	17·4	London	T.3Cy.20″,32½″&53″–36″(*r*)	18 ″ 9	
109231	*Hunter* –16	*ss*Shl.No.3–6,10	1462	*pt Awng dk*	~~Bly~~ Nwc		6,17	12mo	&Sons	Ld.(W.Fletcher&	P26′Q74′			British	160lb *100lb* NDR16 176NHP	s 7 ″ 8	
PWFJ		*ss*Shl.No.1–16	1291	*withfreeboard*			8,17		Middlesbro'	Son,Ld.*Mgrs.*)	*pt Awng dk*171′ FK			4*BHCem*	2SB,*4pf*,GS74,HS2758	18 ″ 4	
	(*ex*Homewood)	1*Dk*(*pt Stl&pt Irn*)*&*		~~5,17~~ 12,16 8,17	MBS2,13				A&CP		*DBa*88′*f*102			391*t APT*51*t*	SirC.Furness,Westgarth&		
		Webframes&pt Awng dk(*Irn*)		BS9,16	✝LMC7,15										Co.Ld.Middlesbro'		
1218	**Siluria**	**SteelScK**	207	✝ —	Abn			1907	GooleS.B.	G.F.Sleight	116·8	21·6	12·1	Grimsby	T.3Cy.12″,20″&33″–24″	13 ″ 0	
121614	*J.Curtis* –15	*ss*Mil.No.1–11	194	10,16				2mo	&RepgCo.Ld.					British	60RHP		
JMVG		1*Dk*	81	*StmTrawler*					Goole			BK7½″		3*BHCem*	1SB,*2pf*,GS37,HS1221		
															W.V.V.Lidgerwood,Gls.		
1219	**Silurus**	**SteelTwinSc**	1925	✝100A1	Rnf			1915	W.Simons	BombayPortTrust	266·7	46·2	19·6	Bombay	C.4Cy.22″&44″–27″ (*s*)	20 ″ 0	
	W.Rodick –15		1763	*Hopper Dredger*				11mo	&Co.Ld.		F41′			British	120lb *120lb* 276NHP	s 4 ″ 4	
	Elec.light	1*Dk*(*Stl*–teak s)	1290	11,15	✝LMC11,15				Renfrew		FK&side keels6″			8*BHCem*	2SB,*6cf*,GS138,HS4806	16 ″ 7	
		&Web frames						*Lloyd's*	*&A&CP*						W.Simons&CoLd Renfrew		
1220	**Silva**	**SteelScK**	126	✝100A1	Falk.Ids		~~4,16~~	1910	Hawthorns	Chr.Salvesen&Co.	95·0	19·1	10·9	Leith	T.3Cy.11½″,18½″&30″–22″	12 ″ 0	
129382	*T.Haraldsen* –13		123	*For fishing pu*	*rposes*		6,17	3mo	&Co.Ld					British	180lb (*o*) 53RHP		
HQNL		*ss*FalklandIslandsNo.1–14	43	8,14					Leith			BK7½″		4*BHCem*	1SB,*2pf*,GS32,HS927		
		1*Dk*		~~BS4,17~~ BS4,16	✝LMC8,14			*Lloyd's*	*&A&CP*			*WB=*		*APT*5*t*	Hawthorns&Co.Ld.Leith		
1221	**Silva Cunha**	**SteelTwinScSr**	*201*			...		1901	J.Jones	T.V.deSilva	139·1	27·0	8·0	Para	C.4Cy.12″&24″–18″	8 ″ 4	
			165						&Sons	Santos				Brazilian	58NHP		
	Elec.light	1*Dk&Promenade dk*	*86*						Birkenhead			FK			J.Jones&Sons,Liverpool		
1222	**Silvana**	**SteelTwinScSr**	804					1897	Howaldts-	Hamburg-Amerik.	205·6	29·5	19·3	Hamburg	T.6Cy.14¾″,23″&37¾″–21½″		G
	Pust		400						werke	Packetf.Akt.Ges.				German	133NHP		
RKQC	*Elec.light* Wireless	1*Dk&Awng dk*	269						Kiel	(Ham.-Amr.Linie)			*WB*		Howaldtswerke,Kiel		
1223	**Silver City**	**SteelScSr**	313	✝100A1	Shl	*e*	~~8,17~~	1901	Ardrossan	M.Langlands&	134·8	23·1	10·0	Aberdeen	C.2Cy.18″&36″–27″ (*o*)	10″ 9	
114180	*T.Drever* –15	*ss*Shl.No.3–7,14	227	~~12,17~~ 8,17			12,17	5mo	D.D.&S.B.Co.	Sons	Q70′B14′F20′			British	110lb 55RHP	s 10	
JGCN	*Mchy.Aft*	1*Dk*	125	BS8,16	✝LMC10,13				Ld Ardrossan			FK		3*BHCem*	1SB,*3pf*,GS48,HS1204	10 ″ 4	
	Well deck			BS12,17					A&CP			*WB=FPT*		3*tAPT*4*t*	ArdrossnDD&SBCo.LdGls		
1224	**Silver Prince**	**WoodScDy**	108					1913	J.Chambers	A.G.Catchpole	89·6	20·3	10·7	Lowestoft	T.3Cy.9¾″,15′&22′–16′		
135760	*C.W.Alp* –13	(*Fishing*)	108						Lowestoft					British	Elliott& 25RHP		
		1*Dk*	37												Garrood,Ld.Beccles		
1225	**Silver Queen**	**SteelSc**	164	✝ A1	Bkn		5,15	1912	H.&C.	S.C.Chambers&Co	95·0	18·1	10·7	Liverpool	Oil Engines 2S.C.SA	11 ″ 0	
131468	*G.Brown*12–12	*OilEng.*	147	*MotorBarge*				12mo	Grayson,Ld					British	2Cy.13⅜″–13½″		
		s-Bkn.No.1–16	127	*For River pur*	*poses o nly*				Garston			FK		*Cem*			
		1*Dk*(*Stl*)*&Webframes*		~~4,17 7,16~~	✝LMC7,14			*Lloyd's*	*&A&CP* 2*BH&*	*open partition BH&*	*etween Engine space*			*&Cargo hold*	Plenty&Son,Ld.Newbury		
		Longitudinal framing		6,17	4,17												
1226	**Silver Shell**	**SteelScSr**	5605	✝100A1	NNs	*z*	11,17	1915	Harlan&	ShellCompany of	411·6	53·4	31·0	Wilming-	T.3Cy.27″,45″&74″–48″ (*s*)	31 ″ 0	
213752	*J.Charlton* –16		5310	~~4,14 11,16~~ 1,17	NYK			12mo	Hollings-	California	P110′B26′F40′			ton,Del.	180lb 550NHP	s 6 ″ 9½	
LFQM	*Mchy.Aft*	2*Dxs*(*Stl*)*&Webframes*	3423					A&CP	worthCor.			FK		Utd.States	3SB,*9cf*,GS192,HS8332 FD	24 ″ 7	
	Elec.light	*Longitudinal framing*		*CarryingPetr*	*oleum in bulk*				Wlmgtn,Del.	*WB=CellDb*	*uE&B*74′199*t*			16*BHptCem*	Harlan&HollingsworthCor		
				Fitted for oil	*fuel*12,15		*F.P.a*	*bove* 1	50°F.	*DTf*32′337*t*	*FPT*114*t APT*106*t*			12 ,, *toUdk*			
				✝LMC12,16										4 ,, ,, 2*nd*	*dk*		
1227	**Silverburn**	**SteelScSr**	284	✝100A1	Sld	*d*	~~12,16~~	1914	Maryport	DurhamSteam	121·0	22·1	9·5	Sundrland	C.2Cy.15′&32″–22″ (*s*)	10 ″ 6	
132079	*J.Hughes* –16		192	6,17 ~~12,16~~	Hpl		6,17	8mo	S.B&R.CoLd	ShippingCo.Ld.	Q46′B7′F25′			British	130lb 42RHP	s 6½	
JGKT	*Well deck*	1*Dk*(*Stl*)	106						Maryport	(RoseBros.,*Mgrs.*)		FK		3*BHCem*	1SB,*2pf*,GS37,HS1050	10 ″ 2	
	Mchy.Aft			✝LMC9,14				*Lloyd's*	*&A&CP*	(ThomasRose& Partners Ltd.,*Mgrs*)	*WB=FPT*40*t*			*APT*2*t*	Gauldie,Gillespie&Co.Gls		
1228	**Silverdale**	**SteelSc**	3835					1906	W Doxford	WeardaleSteam	350·4	50·2	22·4	Sundrland	T.3Cy.25′,41′&66″–45″		C
119227	*F.S.Proctor* –17		3130						&Sons,Ld.	ShippingCo.Ld.	P32′F31′			British	292NHP		
HGNF	*Turret deck*	1*Dk*	2440						Sunderland				*WB*		W.Doxford&Sons,Ld.Sld.		
1229	**Silverfield**	**SteelSc3MstSr**	436	✝100A1	Liv	*g*		1915	LythamS.	ZillahShipping&	142·5	26·0	11·5	Liverpool	T.3Cy.14″,22″&38″–24″ (*s*)	12 ″ 6	
137436	*J.McNicol* –15		316	3,15				3mo	B.&E.Co.Ld.	CarryingCo.Ld.	Q85′B9′F23′			British	180lb 88RHP	s 4 ″ 1	
JLCV	*Mchy.Aft*	1*Dk*(*Stl*)	165		✝LMC3,15				Lytham	(W.A.Savage,Ld.		BK6½″		4*BHCem*	1SB,*3pf*,GS50,HS1520	12 ″ 10	
	Well deck							*Lloyd's*	*&A&CP*	*Mgrs.*)	*WB=DTf*16 33*t*			*APT*6*t*	LythamS.B.&E.Co.Ld.Lyt		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. / Master. / Special Surveys.	3 Material, Rig, &c. / Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned Low Freed. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. / Ship. / Engines	9 By Whom. / Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. / in.	15 Registers in which classed, if not in L.R. Dates of Trade Certs
1230 136646 JLGR	**Silverlip** *J.Hill* –17 (*ex*Dordogne,*ex* SanIsidoro) *Elec.light* *Mchy.Aft* Wireless	**SteelScSr** *ss*Shl.No.1–18 2*Dks*(*Stl*)&*Shelter dk* (*Stl*)&*Webframes* *Longitudinal framing*	9718 9166<~~5964~~ 5954	✠100A1 *Shelter dk* *with freeboard* *Carrying Petroleum in bulk* *Fitted for low flash oil fuel*	Lon Mdh Shl	*g*†	4,16 4,18 4,18	1914 3mo *Lloyd* 14	Armstrong Whitworth &Co.Ld. Newcastle *'sA&CP*	AngloSaxon PetroleumCo.Ld.	530·2|66·6|33·4 FK *WB=CellDBu*			London British 20*BHCem* 10 „ *toUdl* 10 „ *2nd dk* B45'122*tDT*	Q.4Cy.28½",41",58"&84"–54" 220lb (*r*) 790NHP 4SB.*16cf*,GS266,HS11320 FD N.E.MarineEng.Co LdNwc *f*59'718*tFPT*180*tAPT*40*t*	33 ″ 6 s 6 ″ 2½ 27 ″ 8	
1231 114049 HBQT	**Silversand** *W.Brydon* –17 (*ex*Ottringham)	**SteelScSr** *ss*Npt.No.2–12 1*Dk*(*pt Irn&pt Stl*) &*deep framing*	2679 2493 1698	✠100A1 3,16 *Exam'n due* ~~LMC2,18~~ *Carrying Petroleum in bulk* *Fitted for low flash oil fuel*	Brs	*u*	~~7,17~~ 4,18	1904 12mo *Lloyd*	J.L.Thompson&Sons,Ld. Sunderland *'sA&CP*	SilversandS.S.Co. Ld. (W.A.Young& Co.)	314·0|46·5|20·6 P23'B170'F28' FK *WB=CellDBa*			London British 5*BHCem* 95*tAPT*34*t*	T.3Cy.~~22~~23½",38"&62"–42" (*s*) 160lb *80lb* 260NHP 2SB,*6pf*,GS111,HS4068 J.Dickinson&Sons,Ld.Sld	23 ″ 1 s 3 ″ 0 20 ″ 5	
1232 68421 WRVP	**Silvertown** *A.W.Hart* –16 (*ex*Hooper) *Elec.light* Wireless	**IronSc3MstSr** *ss*Cff.3rdNo.3–10,16 4*Dks*&*pt Shaded dk* *Fitted for carrying fuel or other oils*	5046 4913 3308	✠100A1 *pt Shade dk* *with freeboard* 10,16 *having a F.P.* ✠NB80 LMC5,16	Cff	*x*	10,16 BS12,17	1873 3mo	C.Mitchell &Co. Newcastle A&CP	Anglo-American OilCo.Ld. (J.Hamilton,*Mgr*) *WB above* 150°F. *in cylindrical tanks and*	338·2|55·0|34·6 BK11" *WB=DBa*54'*f*56'600*t*			London British 6*BHCem* *MT*54'320*t* *other spaces*	C.2Cy.52"&92"–48" 80lb 466NHP 4SB,*12pf*,GS252,HS7850 T.Clark&Co.,Newcastle	35 ″ 10 s 8 ″ 8½ 28 ″ 4	
1233 RMCS	**Silvia** *M.Malchow* *Elec.light* Sub.Sig. Wireless	**SteelScSr** 2*Dks*	6580 5278 4198					1900	Flensburgr Schiffsb.Ges. Flensburg	Hamburg-Amerik. Packett.Act.Ges. (Ham.-Amr.Linie)	420·6|56·3|27·8 P&B272'F50' *WB*			Hamburg German	Q.4Cy.24",34",51"&74"–54" 402NHP FlensburgerSchiffsb.Ges.		G
1234 682 SHPG	— *C.Monti*08–13 (*ex*RioTiete, *ex*Uskmoor)	**SteelScSr** *ss*Npt.No.3–7,13 1*Dk*(*pt Irn&pt Stl*)2*tr b* &*deep framing* 3*Dk rule*	3571 3367 2306	✠100A1 9,16 MBS3,16	NNs Nap BS3,17 ✠LMC10,12	*v*	9,16	1900 5mo	J.Readhead &Sons S.Shields A&CP	P.VialeG.B.	341·6|46·7|26·0 P29'B82'F32' FK *WB=CellDBa*			Genoa Italian 6*BHCem* 114'*uE*20'*f*140'825*t*	T.3Cy.24",40"&65"–45" (*r*) 160lb *100lb* NDB13 294NHP 2SB,*6rf*,GS90,HS4557 J.Readhead&Sons.S.Shl.	27 ″ 4 s 5 ″ 0½ 22 ″ 7	
1235 119158 HBDL	— *W.Lobb* –13	**SteelScSr** *ss*Cff.No.3–3,16 1*Dk*(*Stl*)&*deep framing* *Cargo battens not fitted*	2035 1918 1295	✠100A1 11,17 BS6,17	Cff ✠LMC5,16	*s*	11,17	1904 9mo *Lloyd*	ClydeS.B. &E.Co.Ld. Pt.Glasgow *'sA&CP*	MarquandShppg. Co.Ld.(Martin& Marquand,*Mgrs.*) *WB=Cell*	288·3|42·0|19·6 P29'B80'F33' FK *DBa*90'*uE* 32'*f*126'			Glasgow British 5*BHCem* 558*tAPT*27*t*	T.3Cy.21",33"&57"–36" (*s*) 160lb *90lb* 202NHP 2SB,*6cf*,GS108,HS3150 ClydeS.B.&E.Co.Ld.P.Gls.	22 ″ 0 s 3 ″ 4½ 18 ″ 11	
1236 RGVP	— *A.Schwarzkopf*	**IronScSr** 1*Dk2tr B*	890 650 555					1886	Reiherst'g Schiffsw. Hamburg	A.Kirsten	200·1|29·8|14·9 P117'F24' *WB*			Hamburg German	C.2Cy.25"&47"–33" 107NHP Reiherst.Maschinenf.Ham		G
1237 202	— *W.A.Soster*12–12 *Elec.light*	**SteelScSr** 1*Dk*	282 — 160					1886	Flensburgr Schiffsb.Ges. Flensburg	JohnJ.Paurman	134·0|22·1|11·0 H23'F15' *WB*			Windau Russian	C.2Cy.17¾"&33"–21" 42NHP FlensburgerSchiffsb.Ges.		
1238 133467 JDCP	**Silvio** *B.D.Lawrence* –16 *Elec.light* *Well deck*	**SteelScSr** *Cruiser Stern* 1*Dk*(*Stl*)	1284 1102 651	✠100A1 8,17 ✠LMC11,15	Liv	*q*	8,16	1913 11mo *Lloyd*	Dundee S.B.Co.Ld. Dundee *'sA&CP*	Ellerman'sWilson Line,Ld. *WB=Cell DBa*63'*uE&B*	260·7|36·2|15·4 P&B196'F32' FK 38'*f*111'342*t FPT*			Hull British 5*BHCem* 41*tAPT*40*t*	T.3Cy.18",30"&50"–36" (*s*) 180lb 196NHP 2SB,*6pf*,GS95,HS3496 Amos&Smith,Ld.Hull	17 ″ 6 s 1 ″ 2½ 16 ″ 7	
1239 SHPW	**Silvio Pellico** *Perna* –16 (*ex*Spuma) *Elec.light*	**SteelScSr** *ss*Pal.No.1–17 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	5340 4958 3399	✠100A1 *Shelter dk* *with freeboard* 10,17	Tri Pal	*y*	~~10,16~~ 10,17	1913 8mo *Lloyd*	Cant.Nav. Triestino Trieste *'sA&CP* *Cell*	Requisitioned by theItalianGovt. (ItalianStateRlys)	400·1|54·0|28·8 52·3 FK *DBa*130'*uE&B*42'			Genoa Italian 6*BHCem* *f*165'1292*tFPT*105 *tAPT*234*t*	T.3Cy.26",42"&70"–48" (*s*) 180lb 499NHP 3SB,*9cf*,GS148,HS7590 FD ClydeS.B.&E.Co.Pt.Gl.	32 ″ (s 7 ″ 7 24 ″ 9	
1240 109 PABJ	**Simbirsk** *Milorsoff* –18 *G.Poliakoff* 13–13 *Elec.light* Wireless	**SteelScSr** *ss*Shi.No.1–13 2*Dks Lower dk*(*Stl*)& *Spar dk*(*Stl*–teaks) *ss*Nag.No.2–18	2713 2504 1357	✠100A1 *Spar dk* *with freeboard* 2,13 *Shanghai&Vladivostock*	Shi Nag ✠LMC10,13	*u*	5,15 ~~4,17~~ 2,18 2,18	1909 9mo *Lloyd*	F.Schichau Danzig *'sA&CP*	RussianVolunteer Fleet Association	311·1|41·5|28·2 FK *WB=CellDB*			Vladvostk Russian 5*BHCem* *a*44'*uE&B* 96'*f*92'301*tFPT*23*tAPT*12*t*	T.3Cy.25¼",43⅝"&70⅝"–47½" 210lb (*s*) 584NHP 4SB.*12cf*,GS223,HS8978 FD F.Schichau,Elbing	30 ″ 8 s12 ″ 0 19 ″ 2	
1241 ~~2356~~ 12,17 HNRJ	**Simcoe** *W.A.Richmond* –09 *Elec.light* *Mchy.Aft* Wireless	**SteelTwinScSr** 2*Dks*(*Stl–Uws*)	913 705 438	✠ 3,09 *Canadian Lakes Service* *Water tube boilers*	Nwc	*l*		1909 3mo	Swan,Hunter&Richardson, Ld Newcastle *W*	CanadianGovt.	180·0|35·2|15·5 P70'F34' FK *B=CellDBa&uE&*			Ottawa British 7*BHCem* *B71'f*68'185*t FPT* 25*tAPT*75*t*	T.6Cy.13½",22"&36"–27" 217NHP 2B,GS153,HS4334 Swan,Hunter&Wigham-Richardson,Ld.Nwc	17 ″ 6	
1242 135982	**Simerson** *F.Wing* –13	**SteelScK** 1*Dk*	248 227 99	✠100A1 *Stm Trawler* 12,13 ✠LMC12,13	Hul			1913 12mo *Lloyd*	Cook,Welt'n&Gemmell Ld. Beverley *'sA&CP*	StandardSteam FishingCo.Ld.	120·0|22·5|11·9 Q68' BK8" 4*BHCem*			Grimsby British 1SB.*2pf*,GS39,HS1267 Amos&Smith,Ld.Hull	T.3Cy.12½",21½"&35¼"–24" 180lb (*s*) 62RHP	12 ″ 10	
1243 375 PABU	**Simféropol** *Condaraki* *Elec.light* Wireless	**SteelScSr** 2*Dks*	2696 — 1493					1912	NevskyS.B. &Mch.Works Petrograd	RussianVolunteer FleetAssociation	286·0|40·6|29·9 Russian			Reval Russian	T.3Cy.20⅝",32⅝"&52¾"–40" 176NHP NevskyS.B.&MchWk.Ptr.		V
1244 *Should be "Glastonbury"*	**Simla** *See 16, 11 in Supplement*	**SteelScSr** 2*Dks*&*Shelter dk* *Elec.light*	6026 (*Class Contemplated*)	100A1 *Shelter dk*				1916	Sir J.Laing &Sons,Ld. Sunderland	Wilh.Wilhelmsen	405·0|53·5|25·2 Norwegian			Tönsberg Norwegian	T.3Cy.28",46"&75"–51" J.Dickinson&Sons,Ld.Sld.		
1245 112144	—	**CompScSp** 2*Dks*	1197 948 731					1903	CalvinCo. Garden Islnd, Ont.	MontrealTransportationCo.Ld.	225·6|34·8|15·0 British			Montreal British	T.3Cy.17",28"&46"–36" 127NHP PolsonI.W.Co.Ld.Toronto		
1246 108343 QCMT	— *G.S.Smith* –09	**SteelScSr** (*Tug*) 1*Dk*	144 141 3					1898	Lobnitz& Co. Ld. Renfrew	W.S.Watkins William Watkins Ld. (*G.S.Watkins, Mgr.*)	100·4|20·1|11·3 British			London British	T.3Cy.13",22"&35"–27" NB03 99RHP Lobnitz&Co.Renfrew		
1247 Simon ~~sing since 4.17~~	— *W.deGraat* –15	**IronScK** *ss*Ams.No.3–3,10 *ss*Ymu.No.1–14 1*Dk*	153 — 69	~~✠100A1~~ *Stm Trawler* 11,15 ~~✠LMC1,14~~	Ymu		11,15	1898 8mo *Lloyd*	Edwards Bros. NorthShields *'sA&CP*	MaatsHoekvan Holland(A.J.van derPaauw,*Mgrs.*)	106·0|20·9|10·9 Q19'F21' ND14 BK7½" 3*BHCem*			s'Gravenzande Dutch	T.3Cy.12",18¼"&30"–21" (*s*) 180lb 53NHP 1SB,*2pf*,GS29,HS935 Baird&Barnsley,N.Shields	11 ″ 10	
1248 116987	**Simon J. Murphy** *Elec.light Mchy.Aft* Sub.Sig.	**SteelScSr** 1*Dk2tr B*	4869 — 3770					1900	Detroit S.B.Co. Wyandotte	PittsburghS.S.Co.	435·5|51·5|28·0 *WB*			Duluth, Minn. Utd.States	T.3Cy.22",35"&58"–42" 218NHP DetroitS.B.Co.Detroit		
1249	**Simon von Utrecht** *Merkens* –99	**SteelScSr** 1*Dk*	268 233 7					1897	H.Brandenburg Hamburg	HamburgerStaat	121·0|23·0|13·5 Q46'B10'			Hamburg German	T.3Cy.12",18¼"&30"–22½" 43NHP H.Brandenburg,Hamburg		

1 Numéro d'Ordre / Numéro Officiel / Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 6 7 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. / Port de Visite. / Terme assigné maintenance et prix. Lettre d'Équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 9 Construit. Quand. — Navire. — Mach. / Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L. R. Distinct. Cote. Bur. Trade.
1250	**Simon von Utrecht** SteelScK	224			1914	H.C.Stülcken Sohn Hamburg	HansaHochseefischereiA.G.	119·5 | 24·0 | 9·7 F18′	Altona German	T.3Cy.12½″,21½″&33½″–22″ 54NHP	
RVGC	*Elec.light Mchy.Aft* 1*Dk*	209 87								H.C.StülckenSohn,Ham.	
1251	**Simone** *ssLesen* –13 SteelScSr *ssLth.No 3–8,17 ssShl.No.2–19*	1188 1062 694	✠100A1 1,18~~5,10~~ ✠LMC *Examined 6.17* ~~M89,16~~ ~~BS12,15~~ 1,18	Shl *o*	9,16	1904 5mo Newcastle *Lloyd's A&CP*	WoodSkinner&Co.Ld. (M.Carl, *Mgr.*) *WB=CellDBa&n*	Dmpskibsselsk. Hejmdal 232·0 | 35·0 | 16·6 P22′B59′F29′ FK *E86′f90′359tFPT*	Copnhagn Danish *sA&CP*	T.3Cy.17½″,29″&48″–33″ (*s*) 180lb *80lb* 138NHP 1SB,*3cf*,GS51,HS2067 *4BHCem 62tAPT25t* N.E.MarineEng.CoLdNwc	18″10 s 2 ″ 5 16 ″ 8
NMTR	1*Dk*(*Irn*)&*deep framing*										
1252	**Simonne** SteelTwinSc	123 98			1899	Claparède frères Argenteuil	M.Davila&Hno.	78·1 | 15·8 | 11·8	Iquitos Peruvian	C.4Cy.8″&14″–8″ 9NHP	
	1*Dk*&*Awng dk*	51								Claparède frères,Argentl.	
1253	**Simoom** SteelScSr	2222	✠100A1	Sld *r*	1,18	1914 4mo Sunderland *Lloyd's A&CP*	J.Priestman&Co.	Trident Line,Ld. (Pardoe-Thomas& Co.Ld. *Mgrs.*)	290·5 | 40·8 | 17·9 P24′RQD90′B53′ F31′ FK	Newport British	T.3Cy.21″,35″&57″–39″ (*s*) 180lb 222NHP
135795	*J.Goulding* –15	1747	4,14							*Cem*	s 2 ″3½
JFHP	*Elec.light* 1*Dk*(*Stl*)	1365	✠LMC4,14					*Inter mediate B Hin fore hold dispensed with as u/s E108′f116′501t WB=CellDB*	*4BH only FPT60t*	2SB,*6pf*,GS104,HS3463 G.Clark,Ld.Sunderland	18 ″ 0
	Well deck										
1254	**Simplon** SteelScK	184	✠100A1	Syd	10,15~~,17~~ 11,17	1898 10mo	Cumming &Ellis Inverkeithng A&CP	AucklandCity Council	109·0 | 21·1 | 10·4 BK7½	AuklndNZ British	C.2Cy.17½″&42″–24″ (*s*) 100lb 75RHP
108590	~~*W.Robertson* –16~~ *J.G.Manrol* 6–17	159 69	*StmTrawler* 12,16							*3BHCem*	11 ″ 9
	ssSws.No.3–9,09 ssMel.No.1–14		*Examined 1.17* ✠LMC~~4.14~~ 11,17							1SB,*3pf*,GS54,HS1598 Hutson&Son,Glasgow	
	1*Dk*										
1255	**Simpson** SteelScK	260	✠100A1	Hul		1917 3mo	Cook,Welt'n&Gemmel Ld.Beverley *Lloyd's A&CP*	StandardSteam FishingCo.Ld.	120·0 | 22·5 | 12·0 Q67′ BK8″	Grimsby British	T.3Cy.12½″,21½″&35½″–24″ 180lb (*s*) 74RH
189933		228	*StmTrawler*							*4BHCem*	12 ″ 10
	Elec.light 1*Dk*	102	3,17 ✠LMC3,17							1SB,*2pf*,GS38,HS1267 Amos&Smith,Ld.Hull	
1256	**Simson** SteelScSr	313	✠100A1	Ams	12,16	1910 10mo	Rijkee& Co. Rotterdam *Lloyd's A&CP*	AmsterdamTug& SalvageCo.Ld. *WB=DTa13′ 15tDTf20′57t*	138·3 | 26·0 | 13·3 B50′F15′ BK7″ *FPT17tAPT25t*	Amstrdam Dutch *5BHpr Cem pt Asp*	T.3Cy.16″,24″&42″–27″ (*r*) 180lb 132NHP 2SB,*4cf*,GS78,HS2494 Maats.Feyenoord,Rot.
	*B.Kuijper*07–10 *ssAms.No.1–15*	295	*For towing purposes* ~~7,17 3,15 11,17~~ 5,18 ~~BS12,16~~ ✠LMC5,16 ~~BS11,17~~								14 ″ 0 s 1 ″ 4 13 ″ 7
PSCQ	*Elec.light* 1*Dk*(*Stl-ptws*)	—									
	Wireless										
1257	— SteelSc	213				1892	B.Wencke Söhne Hamburg	Verein.Bugs.-& FrachtschfhrtGes.	107·4 | 21·5 | 13·6 H8*t*	Hamburg German *WB*	C.2Cy.20″&38″–26″ HS1565 79NHP
	H.Neelsen –09 (*Tug*)	203									
RJQO	1*Dk*	14								B.WenckeSöhne,Ham.	
1258	— SteelSc	207				1915	Oskrshmns M.V.Aktieb Oskarshamn	Oxelösund-Flen-Vestmanlands Jernvägs Aktieb. (E.Frisell, *Mgr.*)	102·0 | 28·2 | 14·6 H11*t*	Stockholm Swedish *WB*	T.3Cy.14⅜″,24⅜″&39″–27″ 79NHP
5674	*L.Reuterskiold*15–15 (*Icebreaker&Tug*)	196									
JVMK	*Elec.light* 1*Dk*	53								OskarshamnsM.V.Aktieb	
1259	**Sin-Mac** SteelSc	322	*Now named "Audax," See No. 94 in Supplement*		1909	A.M.Millan &Son,Ld. Dumbarton	~~Sincennes-McNaughton Line, Ld.~~	130·4 | 26·2 | 13·3 BK6″	~~Montreal~~ ~~British~~ French *WB*	T.3Cy.17½″,28″&46″–30″ 167NHP	14 ″ 0
~~#20402~~	~~*T.D.Stevens* –16~~	209								Muir&Houston,Ld.Gls.	
	Elec.light 1*Dk*	49									
1260	**Sinainn** SteelScSr	971	✠100A1	Liv *m*	4,13	1901 11mo	AilsaS.B. Co. Troon A&CP	Limerick SS.Co.Ld	216·1 | 32·0 | 15·4 P18′Q52′B52′F26′ FK&BK1″ *WB=CellDBa50′*	Limerick British *4BHCem*	T.3Cy.16″,27″&44″–33″ (*s*) 180lb *90lb* 98RHP 1SB,*3pf*,GS58,HS1982
86658	(Detained at Hamburg)	713	3,14								16 ″ 3 s 1 ″ 6 15 ″ 1
TQHF	*W.J.McNamee* –12 *ssLiv.No.3–3,14*	389	MS5,14 ✠LMC DBS11,13 MBS5,14								
	Well deck 1*Dk*(*Irn*)&*deep framing*										
	Elec.light										
1261	**Sinaloa** SteelScSr	4539				1903	West Bay City S.B.Co. W.BayCity, Mich.	Superior S.S.Co. (G.A.Tomlinson, *Mgr.*)	416·0 | 50·0 | 24·0 F48′	Duluth Utd.States *WB*	T.3Cy.20″,33½″&55″–42″ 196NHP
117248		—									
	Mchy.Aft Elec.light 1*Dk2trB*	3503								DetroitS.B.Co.Detroit	
1262	— SteelScSr	*1865*	✠100A1	NOs *r*	N2,18	1905 5mo	W.Hamilton&Co.Ld. Pt.Glasgow	Cia.Mexicana de Nav.S.A.	274·6 | 39·5 | 19·6 FK	VeraCruz Mexican	T.3Cy.18″,29″&48″–33″ (*s*) 165lb 151NHP
	J.M.Arruti *ssNYk.2ndNo.3–2,18*	*1752*	2,18 ~~12,08~~	NYk						*2BH to mn. dk. 2BH to lwr.dk.Cem*	22 ″ 0
	Elec.light 2*Dks*(*Stl-Uws*)	*1188*	✠LMC2,18							2SB,*4cf*,GS84,HS2530 D.Rowan&Co.Glasgow	
								WB=CellDBa74′	*uE&B30′f120′479t*	*FPT52tAPT38t*	
1263	— SteelScSr	1648				1915	R.Thompson&Sons,Ld. Sunderland	Akties.Baja California(A.O. Lindvig, *Mgr.*)	265·0 | 38·5 | 20·2 P14*t*B64′H73*t*F43*t*	Chrstiania Norwegian *WB*	T.3Cy.20″,33″&54″–36″ 175NHP N.E.MarineEng.CoLd.Sld.	N
	P.H.Sannæs –15	1418									
MKST	*Elec.light* 2*Dks*	811									
1264	**Sinassos** WoodScSr	—				1891	McDowall &Barbour Piræus	P.Pingopoulo	92·0 | 18·6 | 10·0	Constanpl Turkish	C.2Cy.13½″&26½″–18″ 25NHP
	T.Nicolaïdes	—									
	(*ex*Enossis) 1*Dk*	57								McDowall&Barbour,Pir.	
1265	**Sincerità** IronScSr	1722		...		1877	Bartram, Haswell&Co. Sunderland	C.Devoto fuG.B.	265·5 | 34·0 | 24·2 B66′F24′ BK9½″	Genoa Italian *WB*	T.3Cy.18″,30″&48″–36″ NB94 NDB08 133NHP
206	*G.Campodonico* –13	1641									25 ″ 9 V
SHRT	(*ex*Racilia) 2*Dks3trB*	1053								J.P.Rennoldson&Sns.SShl	
1266	**Sindoro** SteelTwinSc	5471				1899	Kon.Maats deSchelde Flushing	Rotterdamsche Lloyd (W.Ruys& Zonen. *Mgrs.*)	408·3 | 49·9 | 28·6 P80′B160′F85′	Rottrdam Dutch *WB*	Q8Cy.19½″,28″,41″&62″–45″ 429NHP
	C.W.van den Eem	4203									V
PSFR	*Elec.light* Sub.Sig. Wireless 3*Dks*	3396								Maats.deSchelde,Flushing	
1267	**Sines** SteelScSr	2823	✠100A1	Bry *t*	~~8,16~~ 9,17	1896 5mo	W.Hamilton&Co. Pt.Glasgow A&CP	Requisitioned by the Portuguese Government *Cell DBa94′*	310·0 | 42·6 | 19·3 Q74′ ptND08 *ptAwng dk*236′ FK *uE&B36′f122′640t*	Portuguese 6*BHCem APT67t*	T.3Cy.22″,36″&60″–42″ (*s*) 160lb *80lb* 245NHP
	ssHam.No.3–5,08	2090	*ptAwng dk*	Bkn							21 ″ 9 s 8 ″ 7
	(*ex*Milos, *ssLis.No.2–16*	1758	*withfreeboard* 9,17 ~~11,16~~							2SB,*6rf*,GS108,HS3840 D.Rowan&Son,Glasgow	20 ″ 6
	*ex*Lynrowan) 1*Dk*(*Stl*)&*deep framing* &*ptAwng dk*(*Stl*)		MS9,17 ~~BS11,16~~ ✠LMC~~6,16~~								
1268	— SteelScSr	1294				1894	H.Kock Lübeck	Oldenbrg.-Portug. Dmpfsch.Reed.	227·5 | 32·2 | 18·3 B57′F24′	Oldenburg German *WB*	T.3Cy.15¾″,25½″&40″–27½″ 84NHP
	(Seized at Antwerp)	1143									
NGQD	*L.Böhland*06–11 1*Dk*&*Spar dk*	934								H.Pauksch,Landsberga/w.	
1269	**Sineus** SteelScSr	2788	✠100A1	Shl *u*	N2,15 8,17	1892 4mo	JL.Thompson&Sons Sunderland A&CP	~~G.W.Schröder~~ The Shipping Controller(Ellerman's Wilson Line, Ld. *Mgrs.*) *WB=CellDB230′ 500t*	322·0 | 41·5 | 21·5 P29′Q160′ BK10″ *ptAwng dk*192′ *APT30t*	London British	T.3Cy.24″,39″&64″–42″ (*s*) 160lb *90lb* NDB04 266NHP
~~9836~~	~~*J.Muller* –16~~	2296	*ptAwng dk*								24 ″ 0 s 8 ″ 4 23 ″ 5
09140	(*ex*BlueCross) *ssNwc.No.2–12*	1769	*withfreeboard* 2,15 ✠LMC							2SB,*6cf*,GS116,HS4000 J.Dickinson,Sunderland	
JTLP	1*Dk*(*ptStlptIrn*)2*trB* &*ptAwngdk*(*Irn*)&*Webframes*		*Examined 8.17* ~~MS2,16~~ ~~BS2,16~~ 8,17								
1270	**Singan** SteelScSr	1654				1890	Scott&Co. Greenock	ChinaNav.Co.Ld.	256·0 | 36·2 | 21·5 B56′F29′	London British	T.3Cy.18″,29″&47″–39″ 138NHP
98036	*G.D.S.Mills* –15	1479									
LNSM		1047								Scott&Co.,Greenock	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 6 7 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years classed, now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 9 Built. When	By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed in 1917-18. Dates of Transfers.
1271 123729 HJKT	**Singapore** SteelScSr *F.W.Hatswell* –15 *ss*Gls.No.2–15 *Elec.light* 1*Dk*(*Stl*)&*Spar dk*(*Stl*) Wireless &*deep framing* *Carrying oil fuel F.P. above 150° F. in D.B.*	4232 3967 2736	✠100A1 *Spar dk* ~~9,16~~ 1,18	Gls ~~Del~~ Npt ~~Mal~~	*x*	~~9,16~~ ~~6,17~~ 9,17	1906 10mo	AM'Millan &Son,Ld. Dumbarton *Lloyd'sA&CP*	Westminster ShippingCo.Ld. *WB=CellDBa110'u*	364·0|50·0|17·9 P31'B96'F33' 25·8 FK *E&B42'f168'1000t*	London British 6*BHCem* *APT46t*	T.3Cy.25″,41″&67″–48″ (*s*) 180lb *130lb* 373NHP 2SB,*6cf*,GS108,HS4992 FD ClydeSB.&E.Co.Ld.P.Gls.	28 ″ 6 s 5 ″ 5 23 ″ 5	
1272 THNS	— *Roeleveld* *Elec.light* 1*Dk*	585 484 289					1912	Nederl. Schps.Maats Amsterdam	Koninkl.Paketv. Maats.	185·0|31·0|10·7 P27'B58'F26' *WB*	Batavia Dutch	C.2Cy.15″&30″–24″ 37NHP Wilton'sEng.Co.Rot.		V
1273 113559 JNDG	— *A.Padmore* –17 *ss*Shl.No.3–9,12 1*Dk*	159 153 63	✠100A1 *Stm Trawler* 8,16	Hul MS8,16		~~2,17~~ 6,17	1900 5mo	Cook,Welt'n&Gemmell Hull A&CP	HullSteamFishing &IceCo.Ld.	106·8|21·0|11·0 ND12 BK7½″ *WB=DTf13'24t*	Hull British 4*BHCem*	T.3Cy.10″,17″&28″–21″ (*s*) 200lb 45RHP 1SB*2pf*,GS24,HS720 Amos&Smith,Hull	11 ″ 10	
1274 87587	**Singaporean** IronScSr *R.Sanderson*15–13 (*ex*AlexeyMörch, *ex*Torbay) 1*Dk2trB*	1332 1083 830			…		1883	J.Blumer &Co. Sunderland	CheongYueS.S. Co.Ld.	243·6|33·8|17·2 Q92'B50'F23' BK8½″ *WB*	HongKong British	T.3Cy.17″,28″&46″–36″ NB01 127NHP *Tpd*.01NEMar.ECoLdNwc	18 ″ 4	V
1275 THPB	**Singaradja** SteelScSr *J.Dubbeldam* –13 *Elec.light* 1*Dk*	615 487 300					1913	Wilton's E. &Slipway Co. Rotterdam	Koninkl.Paketv. Maats.	185·0|31·0|10·9 P21'F24' *WB*	Batavia Dutch	C.2Cy.14½″&29⅜″–23⅜″ 41NHP Wilton'sE.&SlpwyCo.Rot.		V
1276 THPD	**Singkara** SteelSc *E.Straatemeier* –14 *Elec.light* 2*Dks*	622 489 283					1914	NV.Schpw. Dordrecht Dordrecht	Koninkl.Paketv. Maats.	185·7|31·1|11·0 P&B120'F25'	Batavia Dutch	C.2Cy.14⅜″&29$\frac{13}{16}$″–23⅜″ 34NHP RotterdamDroogd.Maats.		V
1277 THNV	**Singkawang** SteelScSr *J.Kolk* –12 *Elec.light* 1*Dk*	589 488 297					1912	Nederl. Schps.Maats. Amsterdam	Koninkl.Paketv. Maats.	185·0|31·0|10·9 P27'B58'F26'	Batavia Dutch	C.2Cy.15″&30″–24″ 37NHP Wilton'sEng.Co.Rot.		V
1278 THNW	**Singkel** SteelScSr *VanVeen* *Elec.light* 1*Dk*	615 487 285					1913	Wilton's E.&SlpwyCo. Rotterdam	Koninkl.Paketv. Maats.	185·3|31·1|10·9 P20'F24'	Batavia Dutch	C.2Cy.14$\frac{15}{16}$″&29⅛″–23⅜″ 41NHP Wilton'sE.&SlpwyCo Rot.		V
1279 THPC	**Singkep** SteelScSr *Elec.light* 2*Dks*	615 488 285					1913	Boele&Pot Bolnes	Koninkl.Paketv. Maats.	185·7|31·0|11·0 P&B120'F25'	Batavia Dutch	C.2Cy.14$\frac{15}{16}$″&29⅛″–23⅜″ 34NHP Boele&Pot,Bolnes		V
1280 Lost 1,18 THWV	— *Houssan* *ss*Sng.No.3–5,15 (*ex*Sultan vanLingga) 1*Dk*(*Teak*)	179 121 101	~~✠100A1~~ 7,17 ~~7,16~~	Sng	*b*	7,16	1902 8mo	A.Vuijk Capelle a/d Yssel *Lloyd'sA&CP*	SingkepTinMaats.	106·0|18·0| 8·8 B29'F14' FK	Dabo, Riouw Dutch	C.2Cy.12½″&24″–18″ (*s*) 120lb 33NHP 1SB,*2cf*,GS29,HS710 4*BHCem* Löhnis&Co.Rotterdam	9 ″ 6 s 1 ″ 3 8 ″ 7	
1281	**Singla** SteelTwinSc *Elec.light* 2*Dks*	147 100					1916	RiversStm. Nav.Co.Ld. Calcutta	RiversSteamNav. Co.Ld.	100·0|22·5| 6·5	Calcutta British	C.4Cy.11½″&20½″–16½″ 27NHP Denny&Co.Dumbarton		
1282 135602 JLNG	**Singleton Abbey** SteelScSr *B.J.Morgan* –16 1*Dk*(*Stl*)	2467 2159 1526	✠100A1 4,17	Cff	*s*	12,15	1915 7mo	Richardsn, Duck&Co.Ld Stockton *Lloyd'sA&CP*	SingletonAbbey ShippingCo.Ld. (F.Jones) *WB=CellDBa102'u*	303·0|43·0|20·0 P25'B64'F27' FK *E22'f122'642t FPT*	Stockton British 6*BHCem* *94t APT60t*	T.3Cy.22″,36″&59″–39″ (*s*) 180lb *100lb* 249NHP 2SB,*6pf*,GS111,HS4008 Blair&Co.Ld.Stockton	22 ″ 5 s 3 ″ 6½ 19 ″ 3	
1283 95939 VQNB	**Singu** SteelSc3MstSr *A.W.Ward* –15 ~~*ss*Cal.No.2–12~~ *Mchy.Aft* 1*Dk*(*Stl*)&*Spar dk*(*Stl*) *Elec.light* *ss*Cal.No.3–10,16 &*Web frames*	3037 2830 1912	✠100A1 *Spar dk* 11,17 ~~11,16~~ *Carrying Petroleum in bulk* BS11,17	Cal	*u*	10,16	1903 12mo	Armstrong Whitworth &Co.Ld. Newcastle *Lloyd'sA&CP* above	BurmahOilCo.Ld. *WB=CellDB*	309·5|41·5|20·5 P29'B24'F35' 27·5 FK *uB32'48t FPT146t*	Rangoon British 11*BHCem* *APT20t*	T.3Cy.22″,37″&61″–42″ (*r*) 180lb *120lb* 265NHP 2SB,*6cf*,GS123,HS4130 WllsndSlipwy Co.Ld.Nwc.	28 ″ 8 s 5 ″ 9 16 ″ 2	
1284 136790 JKCV	**Sinkiang** SteelScSr *C.C.Williams* –15 *Elec.light* 2*Dks*	2646 2270 1616	*Fitted for oil fuel* 1 2,0 3 *F. P.*				1915	Scott'sS.B. &E.Co.Ld. Greenock	China.Nav.Co.Ld.	310·2|41·2|22·4 B72'F37'	London British *WB*	T.3Cy.22″,35″&56″–39″ 196NHP Scott'sS.B.&E.Co.Grk.		
1285 727 JRBS	**Sinok** IronPad (*ex*Dniepre) 1*Dk*	213 — 64					1872	Ruston Florisdorf	RussianBlackSea-DnieprS.N.Co.	163·0|19·2| 7·2	Nicolaieff Russian	1Cy.37″–80″ 94NHP Ruston,Florisdorf		
1286 ~~19312~~ JSRQ ~~NDHA~~	**Sint Annaland** SteelSc ~~*J.J.Schut* –16~~ *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	2248 1671 1206	✠100A1 ~~9,17~~ ~~8,16~~ 4,18	Rot Lon	*r*	4,18	1916 8mo	A.F.Smulders Schiedam A&CP	TheShippingController (W.France, Fenwick&Co.Ld., *Mgrs.*) *CellDBf192'540t*	272·9|40·2|18·2 P69'Q84'F27' FK *MT 12' 285t FPT*	London British 5*BHCem* *131t APT70t*	T.3Cy.20″,32″&52″–39″ (*s*) 180lb 210NHP 2SB,*6cf*,GS108,HS3616 A.F.Smulders,Schiedam	20 ″ 9 s 2 ″ 6 18 ″ 7	
1287 PSFT	**Sint Jansland** SteelSc *J.Piscaer* –16 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	2202 1612 1194	✠100A1 8,17 ~~8,16~~	Rot Lon	*r*		1916 8mo	Schpw.v. JanSmit,Czn. Alblasserdm A&CP	Scheepvaart en SteenkolenMaats.	272·0|40·0|18·2 P69'Q86'F25' FK *MT 12' 288t FPT*	Rottrdam Dutch 5*BHCem* *142t APT73t*	T.3Cy.20″,32″&52″–39″ (*s*) 180lb 203NHP 2SB,*6cf*,GS101,HS3450 Maats.deSchelde,Flushing	20 ″ 7 s 2 ″ 2 18 ″ 9	
1288 142376 JSRB ~~PQFG~~	**Sint Philipsland** SteelScSr ~~*P.Sperling* –16~~ *Well deck C.D.Fowle* –18 1*Dk*(*Stl*)	2275 1754 1424	✠100A1 ~~10,17~~ ~~9,16~~ 4,18	Rot Lon	*s*	4,18	1916 9mo	Wrf.voorh Rijkee&Co. Rotterdam A&CP	TheShippingController (W.France, Fenwick&Co.Ld., *Mgrs.*) *CellDB254'640t*	294·8|43·0|17·7 Q110'B53'F30' FK *MT 12' 288t FPT*	London British 5*BHCem* *APT80t*	T.3Cy.21½″,33″&57″–39″ (*s*) 180lb 240NHP 2SB,*6cf*,GS113,HS4000 Maats.Fyenoord,Rot.	20 ″ 0 s 2 ″ 3 18 ″ 1	
1289 214569 LGNC	**Sioux** SteelScSr ~~*Seeley* –17~~*H.E.Sanders* –18 *Elec.light* 1*Dk*(*Stl*) *Cargo battens not fitted*	2048 1678 1265	✠100A1 3,18 ~~3,17~~	N.Os NNs	*r*	3,18	1917 1mo	American S.B.Co. Cleveland,O. A&CP	AtlanticGulf West IndiesS.S.Co.	251·0|43·5|18·2 P27'B64'F26' FK *CellDB222'512t FPT*	NewYork Utd.States 4*BHCem* *67t APT77t*	T.3Cy.20″,33″&54″–40″ (*s*) 180lb 272NHP 2SB,*6cf*,GS126,HS5246 AmericanS.B.Co. Lorain,O	20 ″ 2 s2 ″ 9½ 17 ″ 9	
1290 208278 LBSH	— *J.Burns* 2*Dks*	461 — 266					1910	MoranCo. Seattle	PugetSoundNav. Co.(J.Green, *Mgr*)	148·3|24·2|14·8	Seattle Utd.States	T.4Cy.		
1291 202285	**Sipsey** SteelSc (*Tug*) (*ex*FrankPerry) 2*Dks*	496 — 337					1905	Johnston Bros. Ferrysburg.Mich.	DeBardelebenCoal Co.Inc.(W.G.Coyle &Co.Inc. *Mgrs.*)	128·0|25·2|12·7	Mobile Utd.States	C.2Cy.22″&44″–36″ 97NHP FrontierIronWrks.Detroit		
1292 124354 HGVK	**Siptah** SteelScSr *J.H.Jackson* –16 ~~*ss*Ant.No.1–10~~ (*ex*Shahristan) 1*Dk*(*Stl*)&*Spar dk*(*Stl*) *ss*Sou.No.3–8,17 &*deep framing*	2811 2593 1741	✠100A1 *Spar dk* 10,17 ~~8,14~~	Liv Sou	*u*	6,16 ~~7,17~~ 7,17	1906 8mo	ClydeS.B. &E.Co.Ld. PortGlasgow *Lloyd'sA&CP*	MossS.S.Co.Ld.(J. Moss&Co. *Mgrs.*) *WB=CellDBa104'uE18'f144'*	330·8|43·2|14·4 P25'B84'F34' 22·4 FK	Swansea British 5*BHCem* *694t APT28t*	T.3Cy.24″,40″&65″–42″ (*s*) 180lb *100lb* 354NHP 2SB,*6cf*,GS108,HS4992 FD ClydeS.B.&E.Co.Ld.Pt.Gls	24 ″ 9 s 4 ″ 3½ 20 ″ 10	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Forme assignée maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille / Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. pc.	15 Lettres où coté si on a cessé dans Parties I. ou II. Parties I. et II. Parties I. et II. Parties I. et II.
1293 129164 HSBW	**Sir Arthur** *A.E.Woolgar* –14 *Elec.light*	**SteelScSr** ssSld No.1–16 1*Dk(Stl)* *Cargo battens not fitted*	2001 1763 1161	✠100A1 ~~2,16,5,14~~ 9,17 Sld ✠LMC7,15 Bs1,17	Shl	*r*	9,16	1911 1mo *Lloyd's*	S.P.Austin &Son,Ld. Sunderland	Cory Colliers,Ld. *WB=Cell DBa94'uE&B3*	280·0 P25'B54'F29' 6'*f*104'490*t*FPT 11	40·5 FK	18·5 4*BHCem* 1*tAPT*141*t*	London British	T.3Cy.21",34"&56"–39" (*s*) 180lb *90lb* 208NHP 2SB.*6pf*,GS93,HS3140 G.Clark,Ld.Sunderland	20 " 9 s 3 " 2½ 17 " 10	
1294 1356 7 JMPT	**Sir Bevois** *C.W.Cockett*89–16 *Elec.light*	**SteelTwinSc** 1*Dk*	338 287 7	✠100A1 4,16 ✠LMC4,16	Sou	*e*		1916 4mo *Lloyd's*	Day,Summers&Co.Ld. Southampt'n	Sou.I.ofWight& S.of Eng.Royal MailStmPktCo.Ld	130·2 P25'B54'F29' BK7½'	25·1 FK	11·6 4*BHCem* *DTa*14'20*t*	S'thamptn British	C.4Cy.19"&38"–30" (*s*) 120lb 184NHP 2SB.*6cf*,GS128,HS3607 Day,Summers&Co.Ld.Sou.	12 " 6 s 3 " 8½ 9 " 9	
1295 84623 VSKT	**Sir Charles Elliott** *ss*C.Tn.No.3–4,14 1*Dk(Teak)*	**StlTwinSc** *Tug* 10,16 BS11,16 ✠LMC4,14	328 292 3	✠100A1 CTn		s11,16 PN 11,16		1902 4mo *Lloyd's*	Fleming& Ferguson,Ld. Paisley	UnionGovt.ofS. Africa(S.African Rlys.&Har.Dept.) *sA&CP WB=CellDBuE*16'20*t*	119·4 BK7" *DTa*14'10*t*	25·1 *DTf*23'	13·5 6*BHCem* 50*tAPT*15*t*	CapeTown British	C.4Cy.19"&39"–28" (*s*) 120lb 184NHP 2SB,*6cf*,GS127,HS3608 Fleming&Fergusn,Ld.Psy.	14 " 3 s 2 " 4 12 " 10	
1296 120390	**Sir David Hunter** *J.England* –17 *Elec.light*	**SteelTwinScSp** 1*Dk*(*Stl*-teak s)	621 567 2	✠100A1 10,15 ✠LMC10,15	PGl	*j*		1915 10mo *Lloyd's*	Ferguson Bros.(Port Glasgow)Ld. PortGlasgow *sA&CP WB=CellDBuE*41'	UnionGovernment ofSouthAfrica	160·1 B49' *f*15'107*tDTa*13'30*t*	32·1 FK	16·0 6*BHCem* *DTf*11'30*t*	Durban British	T.6Cy.18½",28½"&48½"–28" 180lb (*s*) 337NHP 4SB,*12cf*,GS212,HS6154 FergusonBros.(Port Glasgow)Ld.Pt.Gl	17 " 6 s 2 " 2½ 15 " 9	
1297 5148 JSCG	**Sir Ernest Cassel** *J.N.Degerholm*05–12 *Cruiser Stern* *Elec.light Mchy.Aft* Wireless 1*Dk*	**SteelScSr**	7727 7149 3378					1910	Hawthorn, Leslie&Co.Ld Newcastle	Trafikaktiebolaget Grangesberg-Oxelosund(P.A. Welin,*Mgr.*) *WB=CellDBuE*41'	454·4 P92'F43'	60·3	32·3 Stockholm Swedish *WB*		T.3Cy.27",45"&74"–54" 402NHP N.E.MarineEng.CoLdNwc		C
1298 129102 HRDL	**Sir Francis** *A.Wanless* –15 1*Dk(Stl)*	**SteelScSr** *ss*Cff.No.1–15	1991 1756 1153	✠100A1 3,17 BS3,17 ✠LMC6,15	Nwc	*r*	3,17	1910 7mo *Lloyd's*	S.P.Austin &Son,Ld. Sunderland	Cory Colliers,Ld. *WB=Cell DBa94'uE&B36'*	280·4 P25'B54'F29' *f*104'490*tFPT*114*t*	40·5 FK	18·5 4*BHCem* *APT*141*t*	London British	T.3Cy.21",34"&56"–39" (*s*) 180lb *90lb* 208NHP 2SB,*6pf*,GS93,HS3140 G.Clark,Ld.Sunderland	20 " 9 s 3 " 2½ 17 " 10	
1299 124571 HMLS	**Sir Francis Drake** *S.G.Stokes* –10 *Elec.light*	**SteelTwinScSp** *ss*Ply.No.2–14 1*Dk*(*pt Stl*–ws)& *Promenade dk*(*Teak*)	478 465 169	✠ A1 *Tender* 9,16 BS9,16 ✠LMC4,14	Ply		9,16	1908 4mo *Lloyd's*	Cammell, Laird&Co.Ld. Birkenhead	Gt.WesternRly.Co *WB=*	145·8 *DTf*10'47*tAPT*20*t*	38·6 FK	14·1 6*BHpt Asp pt Cem*	Plymouth British	T.6Cy.15",23"&38"–24" (*s*) 185lb 228NHP 2SB,*6cf*,GS115,HS4510 Cammell,Laird&CoLd.Bkn	14 " 6 s 3 " 10 11 " 1	BT till 5,17
1300 88203	**Sir Frederick** *A.C.Harding*90–94	**CompScCtr** 1*Dk*	134 134 4					1893	Cox&Co. Falmouth	South African Govt. (Harbour Dept.)	97·7	20·2	10·7	P.Elizbeth British	T.3Cy12",19½"&32"–27" 50RHP Cox&Co.,Falmouth		
1301 129012 HPFL	**Sir George** *G.R.Beldon* –14 *Elec.light*	**SteelTwinScSr** 1*Dk*	1254 1089 733					1909	D.J.Dun-lop&Co. Pt.Glasgow	AfricanS.S.Co.	240·0 P31'B61'F34"	38·1	14·1 *WB*	London British	T.6Cy.13",21"&34"–24" 113NHP D.J.Dunlop&Co.Pt.Gls.		C
1302 136336 JHGC	**Sir Harvey Adamson** *F.M.Austin* –15 *Elec.light*	**Steel TwinScSr** 1*Dk*(*Teak*)& *Shade dk* (*Stl*-teak s)	1030 637 528	✠100A1 *Shade dk* 11,14 ✠LMC11,14	Gls	*n*		1914 11mo *Lloyd's*	A.&J. Inglis,Ld. Glasgow	BritishIndiaStm. Nav.Co.Ld. *sA&CP*	219·7 F25'*on Shade dk* *WB=FPT*37*t*	35·1 FK	11·3 4*BHAsp* *APT*32*t*	Glasgow British	T.6Cy.11½",20"&31"–22" (*s*) 215lb 155NHP 2SB,*4cf*,GS73,HS2390 FD A.&J.Inglis,Ld.Glasgow	12 " 8 s 1 " 7 11 " 7	
1303 116723	**Sir Henry Bessemer** *Mchy.Aft Elec.light* Sub.Sig.	**SteelSc** 1*Dk2trB*	4321 — 3293					1896	Globe Iron Works Co. Cleveland,O.	PittsburghS.S.Co.	413·2	48·0 *WB*	24·0	Duluth, Minn. United States	T.3Cy.23",41"&66"–42" NB06 282NHP GlobeIW.Co.,Cleveland,O.		
1304 57886	**Sir Henry Harness** *W.P.Cann* –13	**IronTwin ScSp** 1*Dk*	100 100 59					1896	J.S.White Cowes	CoastalDredging &ConstructionCo. Ld.	85·0	18·0	9·3	Hamilton, Bermuda British	C.4Cy.10"&20"–16" 50RHP Amos&Smith,Hull		
1305 130534	**Sir Hugh Allan** *R.Chevrier* –11 *Elec.light*	**SteelTwinScSp** 1*Dk*	354 253 10	✠ *For Towing purposes* 7,11 ✠	Brw			1911 7mo	Vickers,Ld Barrow	MontrealHarbour Commissioners	130·0 BK6" *WB=FPT*	26·6	12·1 4*BHCem* 25*tAPT*34*t*	Montreal British	T.6Cy.16",25"&40"–24" 196NHP 1SB,*3cf*,GS70,HS2700 FD Vickers,Ld.Barrow	13 " 0	
1306 128328	**Sir Hugh Bell** *E.J.S.West* –15	**SteelPadSp** (*Tug*) 1*Dk*	175 174 79					1913	J.P.Ren-noldson&Sns. South Shields	TeesConservancy Commissioners	115·0	21·2	10·4	Middlsbro' British	L.2Cy.32"–54" 95RHP J.P.Rennoldsn&Sns,S.Shl.		
1307 128177 HPCV	**Sir James Reckitt** *F.Norton* –15	**SteelScK** *ss*Hul.No.1–13 1*Dk*	324 284 125	✠100A1 *StmTrawler* 2,15 ✠LMC8,13	Hul		11,15	1909 6mo *Lloyd's*	Cook,Wel-t'n&Gemmell Ld. Beverley *sA&CP*	Pickering&Hal-dane'sStmTrawl-ingCo.Ld.	138·3 Q73'	23·5 BK8"	12·1 4*BHCem*	Hull British	T.3Cy.13",22½"&37"–26" (*s*) 200lb 93RHP 1SB,*3pf*,GS48,HS1611 Amos&Smith,Ld.Hull	13 " 0	
1308 120379	**Sir John** *A.Trim*95–08 *Elec.light*	**Iron&SteelTwinScSr** (*Tug*) 1*Dk*	410 348 3			...		1897	Gourlay Bros.&Co. Dundee	UnionGovt.ofS. Africa(Dpt.ofRail-ways&Harbours)	156·0 B33'	26·6 FK	13·6 *WB*	PortNatal British	T.6Cy.16",26½"&42"–27" 202NHP GourlayBros.& Co.,Dundee	14 " 7	
1309 136236 JKHL	**Sir John French** *J.C.Turner* –15 *Elec.light*	**SteelScK** 1*Dk*	351 311 152	✠100A1 *StmTrawler* 3,16 ✠LMC3,15	Yar			1915 3mo *Lloyd's*	Cook,Wel-t'n&Gemmell Ld. Beverley *sA&CP*	ImperialSteam FishingCo.Ld.	140·2 Q76'	24·1 BK8"	13·0 4*BHCem*	Hull British	T.3Cy.13",22½"&37"–24" (*s*) 200lb 100RHP 1SB,*3pf*,GS48,HS1476 Amos&Smith,Ld.Hull	13 " 10	
1310 135240 JCNQ	**Sir John Kirk** *W.H.Stephenson* –13 *Elec.light*	**SteelSternwheel** 2*Dks*	622 456 472					1913	Lytham S.B.&E.Co Ld Lytham	NigerCo.Ld.	200·0	38·1	7·6	London British	C.4Cy.12½"&30"–24" 70RHP LythamS.B.&E.Co.Ld.Lyt.		
1311 99730	**Sir Joseph Pease**	**IronPadSp** (*Tug*) 1*Dk*	180 180 24					1896	J.P.Ren-noldsn&Sons SouthShields	TeesConservancy Commissioners	115·0	21·1	11·0	Stockton British	2Cy.32"–54" 95RHP J.P.Kennoldsn&Sns.S.Shl.		
1312	**Sir Liege**	**SteelScSr** (*Whaler*) 1*Dk*	*131* *129* *47*					1911	Kaldnæs Mek.Værks. Tönsberg		94·7	19·0	12·8 French *WB*		T.3Cy.11",18"&29"–24" 41NHP Fredrikstad M.V.Frdstad		
1313 136184 JFGH	**Sir Mark Sykes** *J.W.Cutsforth* –14	**SteelScK** 1*Dk*	307 270 124	✠100A1 *StmTrawler* 4,14 ✠LMC4,14	Hul			1914 4mo *Lloyd's*	Cochrane & Sons,Ld. Selby *sA&CP*	Pickering&Hal-dane'sStm.Trawl-ingCo.Ld.	136·7 Q74'F20'	23·2 BK7½"	12·3 4*BHCem*	Hull British	T.3Cy.13",23"&37"–26" (*s*) 200lb 93RHP 1SB,*3pf*,GS48,HS1440 C.D.Holmes&Co.Ld.Hull	13 " 0	
1314 97475 MKDN	**Sir Richard Grenville** *J.J.B.Hambly* –13 *Elec.light*	**IronTwin ScSp** 1*Dk*	420 331 173			...		1891	Laird Bros. Birkenhead	Gt.Western Rly.Co	132·0 *Promenade dk*95'	30·1 BK6"	12·6 *WB*	Plymouth British	C.4Cy.17½"&38"–24" 118NHP Laird Bros.,Birkenhead	14 " 0	BT till 5,17

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys.	3 Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned / now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NP=Horse power by Society's formulæ; RP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed at the R. Dated 1st Tyne Cert.
1315 MFCD	**Sir Samuel Scott** SteelScSr (*Whaler*) 1*Dk*		131 128 44					1908	**Kaldnes** Mek.Verk Tönsberg	**AktiesHarpunen** (H.Sandberg, *Mgr.*)	101·1	18·8	10·7	**Chrstiania** Norwegian	T.3Cy.11″,18″&29″–18″ *Emade05 fitted08* 36NHP AkersM.V.Xiania		
1316 203170	**Sir Thomas Shaughnessy** SteelScSr *Elec.light* 1*Dk*		6276 — 4665					1906	**DetroitS.B.** Co. Wyandotte,Mich.	**JenkinsS.S.Co.** (C.O.Jenkins, *Mgr.*)	480·0	52·2	30·2	**Cleveland** Utd.States *WB*	T.3Cy.22½″,36″&60″–42″ 233NHP DetroitS.B.Co.Detroit		
1317 214439	**Sir Trevor Dawson** SteelSc (*ex*WilliamC.Moreland) *Elec.light Mchy.Aft*		7215 — 5505					1910	**American** S.B.Co. Lorain,Ohio	**Canada Steamship Lines,Ld.**	580·0 F49′	58·0 *new fore end16*	32·0 *WB*	**Duluth** Utd.States	T.3Cy.24″,39″&65″–42″ 274NHP AmericanS.B.Co.Lorain,O		('
1318 79147 SCMG	**Sir Walter** IronScSr *J.Winscombe* –06 *ss*Brs.3rdNo.3–3,14 1*Dk*		492 384 297	✠100A1 9,16 ✠NB8,91 MS3,14	Brs LMC BS9,16	*h*	1,16	1878 6mo	**J.&G.** Thomson Clydebank A&CP	**SirWalterS.S.Co. Ld.(Turner, Edwards&Co.)**	175·4 Q29′B38′F30′ ND91	25·1 BK7″ *WB=aT23′*	13·0	**London** British	C.2Cy.20″&38″–28″ (*s*) 80lb *50lb* NDB04 78RHP 4*BHCem* 1SB,*2rf*,GS40,HS1048 J.&G.Thomson, Clydebnk.	13 ″ 9 s 1 ″ 7 13 ″ 2	
1319 124572 HMQC	**Sir Walter Raleigh** SteelTwin *R.Buckingham* –13 ScSp *ss*Ply.No.2–14 1*Dk*(*pt Stl*–ws) *Elec.light* &*Promenade dk*(*Teak*)		478 464 169	✠ A1 *Tender* 9,16 ~~BS9,16~~ ✠LMC6,14	Ply BS3,15		9,16	1908 5mo	**Cammell,** Laird&Co.Ld. Birkenhead	**Gt.WesternRly.Co** *Lloyd's A&CP*	145·9 *WB=DTf10′47t APT20t*	38·6 FK 6*BHpt Asp pt Cem*	14·1	**Plymouth** British	T.6Cy.15″,23″&38″–24″ (*s*) 185lb 228NHP 2SB,*6cf*,GS115,HS4510 Cammell,Laird&CoLd Bkn	14 ″ 6 s 3 ″10 11 ″ 1	B1 till 6,17
1320 125441 HMWB	**Sir Walter Scott** SteelScSr *T.Pierrepoint* –12 *ss*Shl.No.1–13 *Elec.light* 1*Dk*(*Stl*)&*deep framing* *Well deck*		1465 1190 886	✠100A1 11,15 BS11,15 ✠LMC7,13	Shl	*p*	11,15	1908 8mo	**BlythS.B.** Co.Ld. Blyth	**J.Westoll** *Lloyd's A&CP WB=CellDBa71′uE&*	245·0 Q90′B48′F21′ *B35′f102′402t FPT*	36·7 FK *APT79t*	16·0 4*BHCem* 62t	**Sundrland** British	T.3Cy.19″,31″&51″–36″ (*s*) 180lb *90lb* 181NHP 1SB.*4cf*,GS72,HS2938 N.E.MarineEngCo.Ld.Sld.	18 ″ 4 s 1 ″10 16 ″ 10	
1321 116736	**Sir William Fairbairn** SteelSc *Mchy.Aft Elec.light* Sub.Sig. 1*Dk2trB*		4220 — 3182					1896	**Detroit** DryDockCo. Wyandotte	**PittsburghS.S.Co.**	424·6	45·8	27·8	**Duluth** Utd.States *WB*	T.3Cy.24″,38″&64″–42″ 266NHP DryDockE.Works,Detroit		
1322	**Sir William Matthews** SteelTwinSc *Elec.light* 1*Dk*(*Stl*–teak s)		1380 1329 576	✠ *Hopper Dredger* 7,14 ✠	Gls			1914 6mo	**Fleming&** Ferguson,Ld. Paisley	**Commonwealth Govt.**	230·1 F24′	44·1 FK	17·1 6*BHCem*	British	T.6Cy.16″,25½″&43″–24″ 220NHP 2SB,*6cf*,GS131,HS3702 Fleming&Fergusn,Ld. Psy.	17 ″ 6	
1323 116732	**Sir Wm. Siemens** SteelSc *Mchy.Aft Elec.light* Sub.Sig. 1*Dk2trB*		4344 — 3293					1896	**GlobeIron** WorksCo. Cleveland,O.	**PittsburghS.S.Co.**	413·2	48·0	24·0 *WB*	**Duluth, Minn.** Utd.States	T.3Cy.23″,41″&66″–42″ NB08 282NHP GlobeI.W.Co.Cleveland,O.		
1324 697 SHTW	**Siracusa** SteelScSr *Elec.light* 2*Dks*&*Spar dk*		3187 — 1919					1906	**Cant.Nav.** Siciliani Palermo	**Soc.Marittima Italiana**	333·1 P59′B118′F36′	42·8	17·8 *WB*	**Genoa** Italian	T.3Cy.23⅛″,37½″&64⅝″–48″ 289NHP R.FonderiaOretea,Pal.	28 ″ 9 s 5 ″ 3 24 ″ 1	I
1325	**Siraly** SteelSc *G.Vranich*05–10 *Mchy.Aft Elec.light*		125 — 59					1900	**M.U.Martinolich** Lussinpccolo	**Soc.inAzioniUngaro-CroatadiNav Maritt.aVap.**	111·7	18·4	7·8	**Fiume** Aust.-Hung.	T.3Cy.9½″,16½″&26⅝″–13″ 25NHP Wilsn&Maclaren,Smprdna		
1326 115907	**Sirdar** SteelTwinSc (*Tug*) 1*Dk*		143 135 —			...		1899	**R.&H.** Green,Ld. Blackwall	**Port of London Authority**	90·3	21·1	11·6	**London** British	C.4Cy.19″&40″–24″ 131NHP T.A.Young&Son,Blckwall		
1327 81579 KBJM	**Siren** IronScSr 2*Dks*		421 399 219	✠ 9,81	Lon	*h*		1878 1mo	**Palmers'Co** Newcastle	**Corporation of the TrinityHouse**	175·5	25·2	14·0	**London** British 4*BHCem*	C.2Cy.28″&56″–36″ 157NHP Palmers'Co.(Lim.),Nwc.		
1328 HRKJ	**Sirena** SteelScSr *F.Haggia* –12 1*Dk*(*Stl*)		3520 2560 2313	✠ — 2,16 ✠	Cff	*u*		1911 1mo	**Stabilmnto** Tecnico Trieste	**Nav.Libera-Trieste Soc.inAzioni** *WB=CellDBa106′uE&B34′f134′7*	316·5 FK	46·0 5*BHCem* 82t	20·7 *APT40t*	**Trieste** Aust.-Hung	T.3Cy.23″,38″&61″–42″ 269NHP 2SB.*6cf*,GS120,HS4244 ClydeS.B.&E.Co.Ld.P.Gl.	23 ″ 4	
1329 LCVN	— SteelScK *B.Mouilleron*07–16 *ss*Liv.No.3–10,04 (*ex*Mermaid) 1*Dk*		131 126 46	✠ *StmTrawler* 8,07 ✠	Liv			1892 4mo	**Hawthorns** &Co. Leith	**F.Castaing** *WB=DBf10′9t*	105·3 F13′ BK6½″	20·1	10·3 4*BHCem*	**La Rochlle** French	T.3Cy.11″,17½″&30″–21″ 1SB,*2rf*,GS28,HS828 49NHP Hawthorns&Co.Leith	11 ″ 3	V
1330 552 PHBR	**Siretul** SteelScSr *H.Amedeo*14–14 (*ex*Baharistan) 1*Dk*(*pt Irn pt Stl*)		*3629 3424 2291*	✠100A1 6,14 ✠LMC9,12	Rot	*w*	2,15	1912 9mo *Lloyd's A&CP*	**W.Gray&** Co.Ld. WHartlepool	**RomaniaPrima Soc.Nationala de Nav.Maritima** *WB=CellDB a&uE142′f158′991t*	360·0 P25′B221′F35′	51·0 FK 6*BHCem*	22·7 *APT87t*	**Braila** Roumanian	T.3Cy.25″,40½″&67″–45″ (*s*) 180lb HS5986 359NHP 2SB&1AuxSB,*8cf*,GS151, Cen.Mar.Eng.Wrks.WHpl	25 ″ 1 s 3 ″5½ 22 ″ 1	
1331 MLSJ	**Siri** SteelScSr ~~*ExSalvesen16–16*~~ *Andresen* –17 *Mchy.Aft* 1*Dk*(*Stl*)		314 236 188	✠100A1 4,18 ~~*11,16 10,17 Surv.*~~ ✠LMC10,15	Cff	*d*	N10,17	1915 10mo	**Aktieb.** LödöseVarf Lödöse A&CP	~~Dmpsk~~**AktiesBols** (H.Hanssen, *Mgr*) *WB=CellDBf21′35t FPT*	119·9 P31′F16′	22·3 5*BHCem* 27t	9·5 *APT11t*	**Skien** Norwegian	C.2Cy.12″&27″–18″ (*s*) 125lb 30NHP 1SB,*2cf*,GS23,HS522 Akt.LödöseVarf,Lödöse	12 ″ 0 s 1 ″ 4 10 ″ 10	
1332	**Sirio** SteelTwinScSr *Elec.light* Wireless 1*Dk*&*Awng dk*		1858 1549 970					1905	**Howaldts-** werke Kiel	**LloydBrazileiro**	269·0	37·9	11·6	**R.Janeiro** Brazilian *WB*	T.6Cy.14$\frac{3}{16}$″,24$\frac{7}{16}$″&39$\frac{3}{4}$″ –27$\frac{5}{16}$″ 166NHP Howaldtswerke,Kiel		
1333 200254	**Sirius** SteelScSr (*ex*R.L.Ireland) *Elec.light Mchy.Aft* 1*Dk2trB*		4470 — 3143					1903	**Chicago** S.B.Co. Chicago	**InterlakeS.S.Co.** (Pickands,Mather &Co.,*Mgrs.*)	416·0	50·3	24·0	**Fairport** Utd.States	T.3Cy.22″,35″&58″–40″ 213NHP ChicagoS.B.Co.		
1334 RQJC	— SteelSc3MstSr *R.Klemz*09–12 *ss*Shl.No.3–12,05 (*ex*Lackawanna) *ss*Ham.No.2–13 *Mchy.Aft* 1*Dk*(*Stl*)&*Spar dk*(*Stl*) *Elec.light* Wireless &*Web frames*		3809 3458 2370	✠ — 7,16 *Spar dk* ✠ *Carrying Petroleum in bulk*	Ham	*w*		1894 2mo	**David J.** Dunlop&Co. Pt.Glasgow	**Deutsch-Amerik. PetroleumGes.** *WB=CellDB*	345·0 P96′B30′F47′	44·3 30·3 FK 15*BHCem* 72′192t *FPT*	23·0	**Hamburg** German	T.3Cy.27″,43½″&70″–51″ NDB06 413NHP 2DB,*6pf*,*6cf*,GS230,HS7150 DavidJ.Dunlop&Co.P.Gl. 165t *APT100t DTf22′390t*	31 ″ 6	
1335 NKLH	— *J.Jensen* -17 SteelScSr ~~*P.Möller14–14*~~ *ss*Rot.2ndNo.3–10,13 (*ex*Frederiksborg,*ex*Deddington) *Well deck* 1*Dk*(*Irn*)2*trB*		2080 1585 1331	✠100A1 2,17 ~~5,16~~ ~~BS3,16~~ ✠LMC~~11,12~~	Cpn NYk	*r*	~~5,16~~ 3,18	1889 5mo	**J.Priestmn** Sunderland A&CP	**Akties.Dampsk. Orion (C.P.Jensen, *Mgr.*)**	280·5 P25′Q86′B112′ F27′	39·2 FK *WB=DB*	18·8 4*BHCem* a88′f80 473t	**Copnhagn** Danish	T.3Cy.21″,35″&57½″–39″ (*r*) 160lb *80lb* NDB00 207NHP 2SB.*6rf*,GS98,HS3109 G.Clark,Sunderland	20 ″ 1 s 1″10½ 18 ″ 5	
1336 ~~*A.F.Blomqvist*08–08~~ ~~QRVW~~ JSPQ	— SteelScSr ~~*ss*Nwc.2ndNo.3–3,10~~ *ss*Nwc.No.1–14 1*Dk*(*Stl*)&*Awng dk*3*trB*		~~1004~~ 992 664	✠100A1 *Awng dk with freeboard* 9,17 ~~5,17~~ ~~BS3,16~~ ✠LMC4,14 ✠NB4,02 ~~BS8,17~~	Nwc Cff MBS8,16	*n*	~~5,17~~ ~~9,17~~ 4,18	1884 3mo *Lloyd's A&CP*	**Bremer** Schffsb.Ges. Vegesack	~~Finska Ångf Aktieb~~ ~~(*Ex Krogius, Myers*)~~ TheShippingController (Gellatly, Hankey &Co.*Mgrs*)	210·0 BK8″ *WB=Cell D*	30·0 4*BHCem* B170′f235t	14·5	London ~~British~~	C.2Cy.25″&46″–33″ (*s*) 85lb *90lb* NDB12 99NHP 1SB,*3rf*,GS56,HS1707 GuteHoffnungshütte, Strkrde.	22 ″ 3 s 7 ″ 11 15 ″ 4	

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Capitaine. Visites Périodiques.	3 Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Enfoncement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe.	15 Hauteurs où sont placés les ponts de 1er, 2e, 3e, 4e, 5e, 6e, 7e, 8e, 9e, 10e, 11e, 12e, 13e, 14e, 15e, 16e, 17e, 18e, 19e, 20e, 21e, 22e, 23e, 24e, 25e, 26e, 27e, 28e, 29e, 30e, 31e, 32e, 33e, 34e, 35e, 36e, 37e, 38e, 39e, 40e, 41e, 42e, 43e, 44e, 45e, 46e, 47e, 48e, 49e, 50e, 51e, 52e, 53e, 54e, 55e, 56e, 57e, 58e, 59e, 60e, 61e, 62e, 63e, 64e, 65e, 66e, 67e, 68e, 69e, 70e, 71e, 72e, 73e, 74e, 75e, 76e, 77e, 78e, 79e, 80e, 81e, 82e, 83e, 84e, 85e, 86e, 87e, 88e, 89e, 90e, 91e, 92e, 93e, 94e, 95e, 96e, 97e, 98e, 99e, 100e, 101e, 102e, 103e, 104e, 105e, 106e, 107e, 108e, 109e, 110e, 111e, 112e, 113e, 114e, 115e, 116e, 117e, 118e, 119e, 120e, 121e, 122e, 123e, 124e, 125e, 126e, 127e, 128e, 129e, 130e, 131e, 132e, 133e, 134e, 135e, 136e, 137e, 138e, 139e, 140e, 141e, 142e, 143e, 144e, 145e, 146e, 147e, 148e, 149e, 150e, 151e, 152e, 153e, 154e, 155e, 156e, 157e, 158e, 159e, 160e, 161e, 162e, 163e, 164e, 165e, 166e, 167e, 168e, 169e, 170e, 171e, 172e, 173e, 174e, 175e, 176e, 177e, 178e, 179e, 180e, 181e, 182e, 183e, 184e, 185e, 186e, 187e, 188e, 189e, 190e, 191e, 192e, 193e, 194e, 195e, 196e, 197e, 198e, 199e, 200e, 201e, 202e, 203e, 204e, 205e, 206e, 207e, 208e, 209e, 210e, 211e, 212e, 213e, 214e, 215e, 216e, 217e, 218e, 219e, 220e, 221e, 222e, 223e, 224e, 225e, 226e, 227e, 228e, 229e, 230e, 231e, 232e, 233e, 234e, 235e, 236e, 237e, 238e, 239e, 240e, 241e, 242e, 243e, 244e, 245e, 246e, 247e, 248e, 249e, 250e, 251e, 252e, 253e, 254e, 255e, 256e, 257e, 258e, 259e, 260e, 261e, 262e, 263e, 264e, 265e, 266e, 267e, 268e, 269e, 270e, 271e, 272e, 273e, 274e, 275e, 276e, 277e, 278e, 279e, 280e, 281e, 282e, 283e, 284e, 285e, 286e, 287e, 288e, 289e, 290e, 291e, 292e, 293e, 294e, 295e, 296e, 297e, 298e, 299e, 300e, 301e, 302e, 303e, 304e, 305e, 306e, 307e, 308e, 309e, 310e, 311e, 312e, 313e, 314e, 315e, 316e, 317e, 318e, 319e, 320e, 321e, 322e, 323e, 324e, 325e, 326e, 327e, 328e, 329e, 330e, 331e, 332e, 333e, 334e, 335e, 336e, 337e, 338e, 339e, 340e, 341e, 342e, 343e, 344e, 345e, 346e, 347e, 348e, 349e, 350e, 351e, 352e, 353e, 354e, 355e, 356e, 357e, 358e, 359e, 360e, 361e, 362e, 363e, 364e, 365e, 366e, 367e, 368e, 369e, 370e, 371e, 372e, 373e, 374e, 375e, 376e, 377e, 378e, 379e, 380e, 381e, 382e, 383e, 384e, 385e, 386e, 387e, 388e, 389e, 390e, 391e, 392e, 393e, 394e, 395e, 396e, 397e, 398e, 399e, 400e, 401e, 402e, 403e, 404e, 405e, 406e, 407e, 408e, 409e, 410e, 411e, 412e, 413e, 414e, 415e, 416e, 417e, 418e, 419e, 420e, 421e, 422e, 423e, 424e, 425e, 426e, 427e, 428e, 429e, 430e, 431e, 432e, 433e, 434e, 435e, 436e, 437e, 438e, 439e, 440e, 441e, 442e, 443e, 444e, 445e, 446e, 447e, 448e, 449e, 450e, 451e, 452e, 453e, 454e, 455e, 456e, 457e, 458e, 459e, 460e, 461e, 462e, 463e, 464e, 465e, 466e, 467e, 468e, 469e, 470e, 471e, 472e, 473e, 474e, 475e, 476e, 477e, 478e, 479e, 480e, 481e, 482e, 483e, 484e, 485e, 486e, 487e, 488e, 489e, 490e, 491e, 492e, 493e, 494e, 495e, 496e, 497e, 498e, 499e, 500e, 501e, 502e, 503e, 504e, 505e, 506e, 507e, 508e, 509e, 510e, 511e, 512e, 513e, 514e, 515e, 516e, 517e, 518e, 519e, 520e, 521e, 522e, 523e, 524e, 525e, 526e, 527e, 528e, 529e, 530e, 531e, 532e, 533e, 534e, 535e, 536e, 537e, 538e, 539e, 540e, 541e, 542e, 543e, 544e, 545e, 546e, 547e, 548e, 549e, 550e, 551e, 552e, 553e, 554e, 555e, 556e, 557e, 558e, 559e, 560e, 561e, 562e, 563e, 564e, 565e, 566e, 567e, 568e, 569e, 570e, 571e, 572e, 573e, 574e, 575e, 576e, 577e, 578e, 579e, 580e, 581e, 582e, 583e, 584e, 585e, 586e, 587e, 588e, 589e, 590e, 591e, 592e, 593e, 594e, 595e, 596e, 597e, 598e, 599e, 600e, 601e, 602e, 603e, 604e, 605e, 606e, 607e, 608e, 609e, 610e, 611e, 612e, 613e, 614e, 615e, 616e, 617e, 618e, 619e, 620e, 621e, 622e, 623e, 624e, 625e, 626e, 627e, 628e, 629e, 630e, 631e, 632e, 633e, 634e, 635e, 636e, 637e, 638e, 639e, 640e, 641e, 642e, 643e, 644e, 645e, 646e, 647e, 648e, 649e, 650e, 651e, 652e, 653e, 654e, 655e, 656e, 657e, 658e, 659e, 660e, 661e, 662e, 663e, 664e, 665e, 666e, 667e, 668e, 669e, 670e, 671e, 672e, 673e, 674e, 675e, 676e, 677e, 678e, 679e, 680e, 681e, 682e, 683e, 684e, 685e, 686e, 687e, 688e, 689e, 690e, 691e, 692e, 693e, 694e, 695e, 696e, 697e, 698e, 699e, 700e, 701e, 702e, 703e, 704e, 705e, 706e, 707e, 708e, 709e, 710e, 711e, 712e, 713e, 714e, 715e, 716e, 717e, 718e, 719e, 720e, 721e, 722e, 723e, 724e, 725e, 726e, 727e, 728e, 729e, 730e, 731e, 732e, 733e, 734e, 735e, 736e, 737e, 738e, 739e, 740e, 741e, 742e, 743e, 744e, 745e, 746e, 747e, 748e, 749e, 750e, 751e, 752e, 753e, 754e, 755e, 756e, 757e, 758e, 759e, 760e, 761e, 762e, 763e, 764e, 765e, 766e, 767e, 768e, 769e, 770e, 771e, 772e, 773e, 774e, 775e, 776e, 777e, 778e, 779e, 780e, 781e, 782e, 783e, 784e, 785e, 786e, 787e, 788e, 789e, 790e, 791e, 792e, 793e, 794e, 795e, 796e, 797e, 798e, 799e, 800e, 801e, 802e, 803e, 804e, 805e, 806e, 807e, 808e, 809e, 810e, 811e, 812e, 813e, 814e, 815e, 816e, 817e, 818e, 819e, 820e, 821e, 822e, 823e, 824e, 825e, 826e, 827e, 828e, 829e, 830e, 831e, 832e, 833e, 834e, 835e, 836e, 837e, 838e, 839e, 840e, 841e, 842e, 843e, 844e, 845e, 846e, 847e, 848e, 849e, 850e, 851e, 852e, 853e, 854e, 855e, 856e, 857e, 858e, 859e, 860e, 861e, 862e, 863e, 864e, 865e, 866e, 867e, 868e, 869e, 870e, 871e, 872e, 873e, 874e, 875e, 876e, 877e, 878e, 879e, 880e, 881e, 882e, 883e, 884e, 885e, 886e, 887e, 888e, 889e, 890e, 891e, 892e, 893e, 894e, 895e, 896e, 897e, 898e, 899e, 900e, 901e, 902e, 903e, 904e, 905e, 906e, 907e, 908e, 909e, 910e, 911e, 912e, 913e, 914e, 915e, 916e, 917e, 918e, 919e, 920e, 921e, 922e, 923e, 924e, 925e, 926e, 927e, 928e, 929e, 930e, 931e, 932e, 933e, 934e, 935e, 936e, 937e, 938e, 939e, 940e, 941e, 942e, 943e, 944e, 945e, 946e, 947e, 948e, 949e, 950e, 951e, 952e, 953e, 954e, 955e, 956e, 957e, 958e, 959e, 960e, 961e, 962e, 963e, 964e, 965e, 966e, 967e, 968e, 969e, 970e, 971e, 972e, 973e, 974e, 975e, 976e, 977e, 978e, 979e, 980e, 981e, 982e, 983e, 984e, 985e, 986e, 987e, 988e, 989e, 990e, 991e, 992e, 993e, 994e, 995e, 996e, 997e, 998e, 999e, 1000e
1337 115774	**Sirius**	**Iron Pad**	993 — 712					1881	J. Roach & Son Chester, Pa.	Iron Steamboat Co.	229·0 | 32·5 | 11·1	New York Utd. States	1 Cy. 53″–144″ 259 NHP A. & W. Fletcher, New York		
1338 JVTL	— *K. B. Thorsen* *Elec. light*	**Iron Sc Sr** 1 *Dk & Awng dk*	962 933 569	✠ *Awng dk with freeboard* 4,85	Ham	*m*		1885 2mo	Flensburg Schiffsb. Flensburg	Bergenske Dampskibsselskab	207·5 | 28·8 | 12·8 H28*t* 20·1 len08 *WB*	Bergen Norwegian	T. 3 Cy. 17½″, 29″ & 48″–33″ NE & B08 132 NHP Laxevaag Msk & Jrns. Bgn.		
1339 QFLJ	— (Seized at Antwerp) *R. Duis* 95–99 *Well deck*	**Iron Sc Sr** 1 *Dk & Web frames*	742 602 ~~455~~			…		1889	Blyth S.B. Co. (Lim.) Blyth	Dampfschifffahrts Ges. Neptun	206·1 | 26·0 | 13·5 Q92′ B18′ F19′ len98 BK 7½″ *WB*	Bremen German	T. 3 Cy. 14″, 23″ & 39″–27″ 83 NHP M. Paul & Co., Dumbarton	15 ″ 5	
1340 2754 JGDN	— *F. H. Lundqvist* 84–00	**Steel Sc** 1 *Dk*	200 106 122					1884	Motala Co. Gothenburg	Södertelje Rederi-aktieb (W. Wetterström *Mgr*)	109·1 | 21·5 | 8·6 B46′ H31*t*	Södertelje Swedish	C. 2 Cy. 13½″ & 28½″–20½″ NE & B08 31 NHP Motala Co., Gothenburg		
1341 QJMN	— *J. Janssen* *Elec. light*	**Steel Sc** (*Tug*) 1 *Dk*	196 176 16					1907	J. Frerichs & Co. A.G. Einswarden	Norddeutscher Lloyd	107·9 | 23·0 | 11·2	Bremen German	T. 3 Cy. 13⅝″, 21⅝″ & 34½″–25½″ 59 NHP J. Frerichs & Co. A.G.		G
1342 LCVP	— *Blondel*	**Steel Sc Sr** (*ex* Sea Foam) 1 *Dk*	170 — 29	✠ *Stm Trawler* 3,98 ✠	Abn			1898 3mo	J. Duthie Sons & Co. Aberdeen	J. Huret	108·4 | 20·8 | 11·1 Q23′ BK 7½″	Dieppe French	T. 3 Cy. 11½″, 20″ & 33″–21″ 1 SB, *2pf*, GS 28, HS 895 50 NHP Hall, Russell & Co. Abn.	11 ″ 9	V
1343 JRLB	— *J. Oviedo* (*ex* Baron de Nève de Roden)	**Iron Sc K** *ss* Ams. No. 1–99 1 *Dk*	156 — 56	✠ *Stm Trawler* 9,02 ✠	Ams			1895 5mo	Cochrane & Cooper Beverley	L. Lamigueiro *WB*	102·0 | 20·6 | 11·0 Q18′ F18′ = *MT* 11′ 11*t* BK 7½″	S. Sebast'n Spanish	T. 3 Cy. 12½″, 19½″ & 32″–22½″ NB09 51 NHP C. D. Holmes & Co., Hull	11 ″ 10	
1344 5712 JVHB	**Sirona** ~~*A. J. E. Haglin* –15~~ *Mchy. Aft* *J. R. Berntsson* 06–17	**Steel Sc Sr** 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*)	440 329 229	✠ 100 A1 *Shelter dk with freeboard* 8,17 ~~8,16~~ ✠ LMC 7,15	Got	*h*	8,17	1915 7mo	Aktieb. Lödöse Varf Lödöse *Lloyd's SA & CP*	Rederi Aktieb. Concordia (J. A. Waller, *Mgr.*) *WB = Cell D Bu*	154·3 | 28·0 | 12·0 P36′ H36*t* F26′ FK *E* 13′ *f* 103′ 148*t* *FP I*	Gothenbrg Swedish *3 BHCem* 19*t* *APT* 7*t*	C. 2 Cy. 14 2/16″ & 32½″–21½″ (*s*) 128 lb 50 NHP 1 SB, *2cf*, GS 29, HS 880 Aktb. Lödöse Varf, Lödöse	18 ″ 9 s 6 ″ 9 13 ″ 3	
1345 PSFV	**Sirra** *Alex Hammerstein* –06 (*See Sailing Ship Register*)	**Steel Aux Sc 3 Mst Sr** *Oil Eng.* 1 *Dk*	223 188 147					1902	A. Vuijk Capelle a/d Ysel	And. Hammerstein	135·0 | 21·7 | 8·9 H8′ F16′	Rottrdam Dutch	Oil Engine 3 Cy. 9½″–12½″ NE12 Gasmotoren-Fab. "Deutz," Cöln-Deutz		G
1346	**Sirrah** *H. Ebes* *Elec. light*	**Steel Sc** 1 *Dk*	3531 ~~3263~~ 2140					1917	Rotterdam Droogd. Maat Rotterdam	Van Nievelt, Goudriaan & Co.	~~350·0 | 40·8 | 24·5~~ P24′ B214′ F34′ 361·4 | 49·9 | 22·1	Dutch *WB*	T. 3 Cy. 25″, 41″ & 68″–45″ 310 NHP Rotterdam Droogd. Maats.		
1347 WKSH	— *K. G. Hansen* 16–16 *Longitudinal framing*	**Steel Sc Sr** (*ex* Sophie H.) 1 *Dk*	2930 2724 1851					1910	Kon. Maats de Schelde Flushing	Dpsk. Akts. Gonvik (Christensen & Paulsen, *Mgrs.*)	325·2 | 47·2 | 21·8 B72′ F36′	Sandefjrd Norwegian *WB*	T. 3 Cy. 23½″, 38″ & 64″–42″ 265 NHP Maats. de Schelde, Flushing		V
1348 95 SHWK	**Sirte** *Matarazzo* (*ex* Sebaieh, *ex* Pio X., *ex* Erminie, *ex* Kate B. Jones) *Well deck*	**Steel Sc Sr** *ss* Shl. No. 3–12,99 *ss* Hul. No. 2–08 1 *Dk* (*Stl*) 2 *tr B*	1998 1546 1251	✠ 1,13 ✠	Sws	*r*		1887 11mo	Schlesingr, Davis & Co. Newcastle	G. B. Rodinis *WB = Cell D b*	270·0 | 37·1 | 20·5 P25′ Q82′ B106′ F27′ pt ND 04 BK 9″ 184′ 280*t* *APT* 40*t*	Leghorn Italian *6 BHpt Asp pt Cem*	T. 3 Cy. 18½″, 34″ & 58″–39″ NDB 98 206 NHP 2 SB, *6cf*, GS 92, HS 3038 *Alt* 98 Tydvil Eng. & S. Rpg. Co. Cardiff	21 ″ 9	V
1349 RPKL	**Sisak** *A. Dincklage* *Elec. light* Wireless	**Steel Sc Sr** *ss* Ham. No. 1–11 2 *Dks* (*Stl*) & *deep framing* & *Shelter dk* (*Stl*–ws)	4608 4415 2968	✠ —— 5,16 *Shelter dk with freeboard* ✠	Ham	*z*		1907 2mo	Armstrong Whitworth & Co. Ld. Newcastle	Deutsche Dmpfs-fahrts. Ges. Kosmos	400·0 | 52·1 | 27·0 FK *WB = Cell D Ba* 123′ *u E* & *B* 67′ *f* 154′ 98*t* *APT* 29*t*	Hamburg German *6 BHCem*	T. 3 Cy. 27″, 45″ & 75″–48″ 478 NHP 3 SB, *9cf*, GS 175, HS 6504 FD Wllsnd Slpwy. Co. Ld. Nwc.	29 ″ 9	
1350 118942	**Sisapon** *M. Lynch* –15	**Steel Sc K** *ss* Gms. No. 2–13 1 *Dk*	211 194 83	✠ 100 A1 *Stm Trawler* 6,15 BS 9,16 ✠ LMC 8,15	Gms		6,15	1905 2mo	Cook, Welt'n & Gemmell Beverley *Lloyd's SA & CP*	Standard Steam Fishing Co. Ld.	115·4 | 21·6 | 11·5 Q49′ F19′ BK 7″	Grimsby British *3 BHCem*	T. 3 Cy. 11½″, 20″ & 33″–24″ (*s*) 180 lb 65 RHP 1 SB, *2pf*, GS 33, HS 1030 Amos & Smith, Hull	12 ″ 3	
1351 97 PABR	**Sishan** *S. Ricalin* 11–14 (*ex* Thane) Wireless	**Steel Sc Sr** *ss* Shl. 2nd No. 3–5,09 *ss* Nag. No 1–14 1 *Dk* (*Stl*) & *Spar dk* (*Stl*–ws) 3 *tr B*	1363 1290 847	✠ 100 A1 *Spar dk* 7,16 ~~BS 7,16~~ ✠ LMC 4,14 BS 4,17	Nag	*p*	N 7,15	1883 11mo	A. Stephen & Sons Dundee A & CP	Russian Volunteer Fleet Association *WB = DBa* 48′ *f* 104′ & *u E* 15′ 208*t* *FP T* 30*t* *APT* 9*t*	245·0 | 33·2 | 20·6 BK 8″ 5 *BHCem*	Vladvostk Russian 100 lb *50 lb* 2 SB, *6cf*, GS 90, HS 2624	C. 2 Cy. 27″ & 54″–42″ (*s*) 160 NHP Pearce Bros. Dundee	23 ″ 3	
1352 133244	**Sisiman** *Bridge* –16 (*ex* Mizuho Maru, *ex* Hsing Shun, *ex* Norröna)	**Steel Sc Sr** 1 *Dk* & *Spar dk*	1293 1208 796					1885	Martens, Olsen & Co. Bergen	Sisiman S.S. Co. Ld.	231·9 | 33·2 | 19·4 H83*t*	Hong Kong British *WB*	T. 3 Cy. 16″, 26″ & 42″–33″ NB04 101 NHP Akers Mek. Værks. Xia.		
1353 210872 LCSK	**Siskiyou** *Elec. light* *Mchy. Aft*	**Wood Sc Sr** 1 *Dk*	884 783 523					1912	Matthews S.B. Co. Hoquiam	E. K. Wood Lumber Co.	204·1 | 41·5 | 14·2	S. Frncisco Utd. States	T. 3 Cy. 13½″, 23″ & 40″–30″ 88 NHP United Eng. Wks. S. Frisco		
1354 MDKF	**Sisto** *J. Hemmingstad* –16 (*ex* Aslaug) 1 *Dk* & *deep framing*	**Steel Sc Sr**	1116 980 647					1907	Bergens Mek. Værks. Bergen	Dmpsk Akties Sisto (B. Stolt-Nielsen)	228·9 | 35·2 | 15·9 P13*t* H53*t* F30*t*	Haugesnd Norwegian *WB*	T. 3 Cy. 16″, 25″ & 48″–30″ 126 NHP Bergens Mek Værks Bergen	16 ″ 10	N
1355 117524	**Sisyphus** *J. Scott* 05–05 (*Bucket Hopper Dredger*) *ss* Dub. No. 1–18	**Steel Sc** *ss* Dub. No. 3–3,15 1 *Dk* (*Stl*)	284 274 138	✠ A1 *Hopper Dredger* 3,15 ~~3,15~~ ~~BS 7,16~~ ✠ ~~LMC~~ 3,18	Dub		~~3,15~~ 3,18	1905 2mo	Ferguson Bros. Port Glasgow *Lloyd's SA & CP*	Commissioners of Public Works in Ireland	118·8 | 26·1 | 11·9 F14′ FK	Dublin British *4 BHCem*	C. 2 Cy. 15″ & 30″–21″ (*s*) 120 lb 37 RHP 1 SB, *2cf*, GS 34, HS 920 Ferguson Bros. Pt Glasgow	12 ″ 0	
1356 98355	**Sitakhoond** *Akmal* –10	**Steel Twin Sc** *ss* Cal. No. 2–16 1 *Dk* (*Teak*) & *pt Shade dk* (*Teak*)	280 264 163	✠ A1 *with freeboard* 6,16 ✠ LMC 6,16 *Coasting Barisal & Chittagong*	Cal	*e*	6,16	1910 5mo	W. Denny & Bros. Dumbarton Cmpltd by In	India General Nav. & Rly. Co. Ld. *WB = FP T* 27*t* dia General Nav. &	150·0 | 25·5 | 9·0 FK Rly. Co. Ld. Calcutta	Calcutta British *5 BHAsp*	C. 2 Cy. 16″ & 32″–21″ (*r*) 130 lb 43 RHP 1 SB, *2cf*, GS 38, HS 1150 Denny & Co. Dumbarton	9 ″ 6 s 2 ″ 3 7 ″ 7	
1357 RMBH	**Sithonia** *H. Eckhorn* *Elec. light* Wireless	**Steel Sc Sr** 2 *Dks* *Fitted for oil fuel*	5618 5266 3542					1900	Flensburg Schiffsb. Ges. Flensburg	Hamburg-Amerik Packetf. Act. Ges. (Ham.-Amr. Linie)	421·4 | 56·2 | 27·8 P271′ F51′	Hamburg German *WB*	Q. 4 Cy. 24″, 34″, 51″ & 74″–54″ 402 NHP Flensburger Schiffsb. Ges.		G

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. — Master. Late Name if any. — Special Surveys. No. of Decks, &c.	3	4 Regist'd Tonnage. — Gross. — Under deck. — Net.	5 Particulars of Classification. — Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. — When. — Ship. — Engines.	9 Built. — By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. — Length.	Breadth.	Depth.	12 Port of Registry. — Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. — Freeboard amidships — Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Dates of R. of Trade Cert.
1358 / 129411 / HWLB	**Sitka** — *H.B.Winge* –16 — *Mchy.Aft*	**SteelScK** (*Whaler*) 1 *Dk*	192 / 178 / 70					1912	**Smith's** Dock Co. Ld. Middlesbro'	**Chr.Salvesen&Co.**	106·5 | 21·5 | 12·9			**Leith** British *WB*	T.3Cy.13½″,22″&37½″–24″ 97RHP Smith's Dock Co. Ld. Mdb.		C
1359 / PSHB	**Sitoebondo** — *W.R.C.Van der Meer* — *Elec.light*	**SteelScSr** 2 *Dks*	7057 / 6682 / 4478					1916	**Bonn&** Mees Rotterdam	**Rotterdamsche Lloyd (W.Ruys& Zonen, *Mgrs.*)**	444·0 | 54·0 | 37·0			**Rottrdam** Dutch *WB*	Steam Turbines Maats.de Schelde, Flushing		V
1360 / 90921 / TQBW	**Siva** — *J.Nelson* –13 — *Elec.light*	**SteelScSr** *ss* Lth. No 2–11 1 *Dk (Stl) & deep framing*	1740 / 1493 / 912	✠100A1 1,14 BS6.13 ✠LMC1.11	Shl	*r*	12,12	1902 / 9mo / *Lloyd's*	**Grngem'th** & Greenock Dockyard Co. Grngemouth	**Crosby,Ker&Co.** *WB = Cell D B a* 66′	270·3 | 37·0 | 18·5 P31′B78′F30′ FK *u E & B* 38′ *f* 112′ 402*t* *A4CF*			**Grngemth** British *4 BHCem* *APT* 68*t*	T.3Cy.21″,35″&57″–39″ (*s*) 180lb *80lb* 234NHP 2SB,*6cf*,GS116,HS4049 S.&H.Morton&Co.Leith	20 ″ 6 s 2 ″ 11 17 ″ 11	
1361 / JTKD	**Sivert Nielsen** — *J.Pedersen*	**SteelScSr** 1 *Dk & Awngdk*	239 / 231 / 139					1896	**Trondhjms** Mek.Verk. Trondhjem	**Salten Dampskibsselskab**	120·2 | 20·3 | 15·0 H8*t*			**Bodö** Norwegian *WB*	T.3Cy.11¼″,18½″&30″–20″ 40NHP Trondhjems M.V. Trndhjm		
1362 / 212585 / LDQJ	**Sixaola** — *C.R.Glenn* –11 — *Elec.light Ref.Mchy.* Sub.Sig. Wireless	**SteelScSr** 2 *Dks & 2pt dks*	5017 / 3894 / 3113					1911	**Workman,** Clark&Co. Ld Belfast	**Sixaola Steamship Corporation (Utd.Fruit Co Line)**	378·8 | 50·3 | 29·1 B160′F44′			**New York** Utd. States *WB*	T.3Cy.27″,45″&75″–54″ 413NHP Wrkman,Clark&Co.Ld Bel		C
1363 / JRKP	**Sixto Camara** — *V.Anasagasti* 90–94 — (*ex* Strathavon, *ex* Palmero)	**IronScSr** 5th Survey, 84 1 *Dk*	237 / 223 / 152	✠ 10,86	Gls	Lv		1867 / 6mo	**Swan Bros.** Glasgow	**Viuda y Sobrinos de M.Camara**	137·8 | 19·7 | 11·8 Q45′ F16′			**S.Sebast'n** Spanish *3 BHCem*	C.2Cy.17″&31″–24″ NE80 NB95 39NHP Walker,Hendersn&Co.Gls.		
1364 / 65008 / KPGT	**Sixty-Six** — *C.Rounce* –12 — 6th Survey, Mdb. 4,12 — 1st Survey, Sld. 4,16	**IronScSr** 1 *Dk*	214 / 193 / 133	✠ ~~A1~~ 4.16	Sld	Lv		1871 / 7mo	**Backhouse** & Dixon Middlesbro'	**Cochrane&Co.Ld. (J.W.Lister, *Mgr.*)**	127·0 | 20·0 | 10·8 Q21*t* ND88			**Middlsbro'** British *3 BH* *WB = DBf*	C.2Cy.17½″&32″–20″ NB91 40RHP 1SB,*2pf*,GS25,HS533 Blair&Co.(Lim.),Stockton	11 ″ 1 s 1 ″ 0½ 10 ″ 10	
1365 / 118047 / VFQC	**Sizergh Castle** — *R.R.Maguire* –16 — (*ex* Sirocco) — *Elec.light* (*pt Irn & pt Stl*) *& deep framing* — *Carrying fuel oil F.P. above 150° F. in D.B. & deep tank*	**SteelScSr** ~~*ss* Cff. No. 2–11~~ 1 *Dk (Stl) & Spar dk* ~~Mch. No. 2–11~~	3783 / 3492 / 2407	✠100A1 *Spar dk* 5,~~17.11.14~~ 2,18 ✠LMC 11,15 BS6.17	Mch Cff	*w*	~~11,14~~ 5,17	1903 / 9mo / *Lloyd's*	**W. Pickers-gill&Sons** Sunderland	**Lancashire Shppg. Co Ld (J.Chambers &Co. *Mgrs.*)** *WB = Cell D B a* 114′ *u E & B*	361·0 | 46·2 | 17·6 P31′B194′F42′ 25·6 FK 44′ *f* 150′ 838*t* *DTa*			**Liverpool** British *6 BHCem* 24′510*t* *FPT*	T.3Cy.~~24″~~ 23½ 40′&67″–45″ (*a*) 180lb *100lb* 349NHP 2SB,*6cf*,GS105,HS4550 FD G.Clark,Ld.Sunderland 103*t* *APT* 46*t*	28 ″ 2 s 4 ″ 3½ 24 ″ 3	
1366 / 133595 / JPFD	**Sjælland** — *A.MacPhee* –17 — (*ex* Libau, *ex* Sjælland)	**IronSc3MstSr** *ss* Rot.3rd No.3–5,11 *ss* Cpn. No.1–16 2 *Dks 3tr B*	1405 / 961 / 878	90A1 1,16 ✠NB10,96 BS2.17	Cpn	*p*	1,16	1872 / 8mo	**Norddeut.** Schiffb.A.G. Kiel	**R.S.Dalgliesh**	232·0 | 32·5 | 17·7 ND98 BK8″ *WB = MT* 34′270			**Newcastle** British *5 BH* *t & DB* 34′80*t*	C.2Cy.32″&54″–36″ (*s*) 65lb 125NHP 1SB,*3cf*,GS65,HS2012 Schweffel&Co.,Kiel	18 ″ 10 s 1 ″ 3 18 ″ 8	
1367 —	— — *H.C.Sörensen* 02–10 — *Elec.light*	**SteelPad** (*Ferry*) 2 *Dks*	1157 / 1080 / 506					1887	**Burmeister** & Wain Copenhagen	**De Danske Statsbaner**	290·0 | 34·1 | 14·8 len09			**Korsör** Danish *WB*	C.4Cy.34″&62″–54″ 471NHP Burmeister&Wain.Cpn.		
1368	**Sjoa** — *Should be "Appleby," See No. 82 in Supplement* — *Elec.light*	**SteelScSr**	6026 / *in Suspension* / 3859	100A1 (*Class Contem plated*)				1917	**Sir J. Laing** & Sons, Ld. Sunderland	**Wilh.Wilhelmsen**	405·0 | 53·5 | 25·2			**Tonsberg** Norwegian	T.3Cy.28″,46″&75″–51″ J.Dickinson&Sons,Ld.Sld.		
1369 / 2482 / JFNH	**Sjöfröken** — *F.G.G.Carlsson* 15–15	**IronSc** 1 *Dk*	112 / 43 / 72					1880	**Bergsunds** Mek.Verkst. Stockholm	**ÅngbAktiebDrottningholm-Fittja (H.A.Berthau *Mg.*)**	88·2 | 17·0 | 7·0 B43′ H23*t* F14′			**Stockholm** Swedish	C.2Cy.14½″&25½″–19½″ 24NHP Bergsunds Mek.Verks.,Stk.		
1370 / MCSJ	**Skaala** — *N.N.Kleppe* 03–06	**SteelSc** 1 *Dk*	1129 / 990 / 662					1906	**Bergens** Mek.Værks. Bergen	**Akties.Dpsk. Skaala (A.Halvorsen)**	229·0 | 35·2 | 15·9 P13*t* H52*t* F30*t*			**Bergen** Norwegian *WB*	T.3Cy.16½″,26″&44″–30″ 106NHP Bergens Mek Værks Bergen		N
1371 / MLJT	**Skaalevik** — *A.Kaltenborn* — *Elec.light Mchy.Aft*	**SteelScSr** 1 *Dk*	306 / 232 / 163					1915	**Kaldnæs** Mek.Værks. Tönsberg	**A/S.Vestlandske Petroleumscomp.**	130·2 | 23·6 | 10·8			**Bergen** Norwegian *WB*	T.3Cy.11″,18″&29″–24″ 41NHP Bergens Mek Værks Bergen		N
1372 / MPCL	**Skaareholm** — *A.Hustvedt* 16–16 — (*ex* Selene, *ex* Yacht Frances)	**WoodTwinScK** (*Trawler*) 1 *Dk*	138 / 128 / 62				...	1899	**Beeching** Bros.Ld. Gorleston	**T.Matland**	93·6 | 22·8 | 11·3			**Haugesnd** Norwegian	C.4Cy.10¾″&20″–12″ 23NHP Crabtree&Co Gt Yarmouth		
1373 / MHRC	**Skagen** — *A.H.Gitmark* — *Elec.light*	**SteelScSr** 1 *Dk & Awng dk*	778 / 690 / 348					1912	**Trndhjms** Mek.Værks. Trondhjem	**Acties.Christian-sands Dmpsk selsk (G.Natvig, *Mgr.*)**	180·0 | 29·4 | 12·9			**Xiansand** Norwegian *WB*	T.3Cy.17½″,28″&47″–30″ 121NHP Trndhjems M.V. Trondhjm		N
1374 / WHTL	**Skagerak** — (*ex* Annie, *ex* Erato) — *Well deck J.M.Larsen* –17 — *ss* Sld. No. 2–17 *Cargo battens not fitted*	**IronScBn** ~~Barque~~ *ss* Gst. 2nd No. 3–4,08 ~~*ss* Npt. No. 1–12~~ 1 *Dk (Irn) 2tr B*	1528 / 1283 / 943	✠~~100A1~~ 5,17 ~~1.16~~ ✠NB6,03 ~~✠LMC 7.03.17~~	Npt Sld	*q*	~~6,16~~ 6,17	1883 / 2mo	**W.Gray&** Co. W Hartlepool A&CP	**Akties.Excelsior (S.O.Stray&Co. *Mgrs.*)**	259′1 | 34′7 | 19′5 P28′Q68′B66′F60′ pt ND08 BK9″ *WB = DB* *a* 80′ *f* 94′ 333*t*			**Xiansand** Norwegian *4 BHCem*	C.2Cy.32″&60″–39″ (*s*) 78lb 167NHP 2SB,*4cf*,GS61,HS1375 Blair&Co.Ld.Stockton	21 ″ 0	
1375 / 5866 / JVTK	**Skagern** *B.J.Rundberg* 17–17 — ~~*G.H.Strömfrad* 16–17~~ — *Elec.light* — *Cruiser Stern*	**SteelScSr** 1 *Dk (Stl) & Shelter dk (Stl)*	5842 / 5582 / 3605	✠100A– *Shelter dk* *with freeboard* ~~6.17 1.17~~ 1,18 ✠LMC 1,17	Got NNs.		~~5,17~~ 1,18	1917 / 1mo	**Göteborgs** Nya V Aktieb Gothenburg	**Rederiakt. Transatlantic (G.Carlsson, *Mgr.*)** *Cell D B* 340′ 998*t* *DT* *a* 30′ 1020*t* *FP* *T* 54*t*	406·2 | 53·7 | 31·6 PK			**Gothenbrg** Swedish *6 BHCem* *APT* 36*t*	T.3Cy.28″,42½″&72½″–48″ 185lb (*s*) 430NHP 3SB,*9cf*,GS137,HS5664 FD Göteborgs Nya Værks. Got.	34 ″ 1 s 9 ″ 6 24 ″ 11	
1376 / ~~86500~~ / JQLC / ~~JFMS~~	**Skald** — ~~*S.Songmaes* –16~~ — (*ex* Saint Helier)	**IronScSr** *ss* Xia. 2nd No. 3–5,08 *ss* Bgn. No. 2–16 1 *Dk (Irn) 2tr B*	1173 / 1032 / 703	✠100A1 8,17 ~~4.17~~ ✠NB4,02 BS5.16	Bgn Hul ✠LMC MS9.16	*o*	N4,17	1882 / 12mo / *Lloyd's*	**Burrell&** Son Dumbarton	**The Shipping Controller (G.Ridley Son&Tully, *Mgrs.*)** *WB = Cell*	240·0 | 34·1 | 15·5 B62′F25′ FK			~~Newcastle~~ British *5 BHCem* *DB* 209′317*t*	C.2Cy.26″&51″–36″ (*s*) 120lb *80lb* NDB96 134NHP 1SB,*3pf*,GS63,HS2024 M.Paul&Co.Dumbarton	18 ″ 2 s 2 ″ 6 15 ″ 11	
1377 / NJLV	**Skalholt** — *M.Sundvig* —	**SteelScSr** (*ex* Vardö) 1 *Dk*	524 / 355 / 306					1891	**Nylands** Værks. Christiania	**Det Forenede Damskibs Selsk.**	161·3 | 25·8 | 12·7 P143*t* H10*t* F24*t*			**Copnhagn** Danish *WB*	T.3Cy.11¼″,17½″&30″–24″ 44NHP Nylands Værks. Xia.		V
1378 / LBMH	**Skallagrimur** — *J.K.Jönsson* –12 — (*ex* Glorie, *ex* Gloria)	**SteelScK** *ss* Gms. No. 2–14 1 *Dk*	258 / 236 / 100	✠100A1 *Stm Trawler* 11,15 BS2,17 ✠LMC 2,14	Cpn		11,15	1905 / 7mo / *Lloyd's*	**Dundee** Shipbuilders' Co Ld Dundee	**Hlutafjelagid Kveldulfur (R.Thors, *Mgr.*)** *A4CP*	130·0 | 22·6 | 12·3 Q72′F21′ BK7″			**Reykjavik** Iceland Danish *3 BHCem*	T.3Cy.13″,23″&37″–24″ (*s*) 200lb 79NHP 1SB,*2cf*,GS36,HS1340 C.D.Holmes&Co.Hull	13 ″ 3	
1379 / NVLK	**Skanderborg** — *G.Jensen* –12 —	**SteelSc** *ss* Rot. No. 3–1,10 *ss* Els. No. 1–14 1 *Dk (Stl) & deep framing*	1885 / 1697 / 1151	✠100A1 6,17 ~~4.16~~ BS10,16 ✠LMC 7,14	Cpn Els	*r*	~~4,16~~ 6,17	1897 / 4mo	**Helsingörs** Jernsk.& Msk. Elsinore A&CP	**Dampskibs Selsk. Dannebrog (C.K. Hansen, *Mgr.*)** *WB = Cell D B a* 88′ *u E & B* 36′ *f* 110′ 530*t* *FPT*	279·6 | 40·5 | 18·0 Q16′B68′F34′ FK			**Copnhagn** Danish *4 BHCem* 46*t* *APT* 34*t*	T.3Cy.20″,31″&53″–36″ (*s*) 175lb *60lb* 187NHP 2SB,*4rf*,GS68,HS2984 Helsingörs Jernsk.&Mskb.	20 ″ 7 s 3 ″ 3 17 ″ 8	

Wrecked 11,17

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnages Officiels. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné/maintenant expiré. Lettre d'équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si on est dans le L. R. Thurne Coey Hoff Wells.
1380	**Skandia**	**IronScSr**	1386	✠100A1	Hbg	*o*	~~7,15~~ 11,17	1882	T Turnbull	Rederiaktieb.	243·0	34·0	17·9	Nrrköping	C.2Cy.31″&58″–36″ (*b*)	19 ″ 5	
4187	*J.Lindau* –16	*ss*Cpn.2ndNo.3–3,07	1104	11,17 ~~6,16~~	Lth			6mo	&Son	MotalaStröm	P25′Q63′B59′F33′			Swedish	80lb *100lb* NDB11 155NHP	s 2 ″ 1	
JNKG	(*ex*B.Granger)	*ss*Hbg.No.2–16	800	~~B'S6,16~~ ✠LMC7,15					Whitby	(Rob.Göhle, *Mgr.*)	FK			4 *BHCem*	2SB,*4pf*,GS63,HS2508	17 ″ 10	
	Well deck	1*Dk2trB*		BS1,18					A&CP		*WB=DBa*			65′*f*92′264*t*	Blair&Co.Ld.Stockton		
		Cargo battens not fitted															
1381	—	**SteelScSr**	538					1905	Akt.Burmeistr&Wain	Dampskselsk.paa Bornholm af1866	169·8	27·5	10·6 19·0	Rönne	T.3Cy.14½″,24″&40″–24″		V
	A.Jensen		276						Copenhagen	(T.H.Lund, *Mgr.*)				Danish	78NHP		
NPGB	*Elec.light*	1*Dk&Awng dk*	278											*WB*	Akt.Burmeistr&Wain,Cpn		
1382	—	**WoodSc3MstSr**	435					1916	Oettinger	OettingerHnos.& Co.	148·0	27·3	16·0	Valdivia	Oil Engine		
		OilEng.	328						Hnos.&Co.					Chilian	2Cy.14½″–15½″		
			348						Valdivia								
1383	**Skansen**	**WoodAuxScK**	109					1877	.....	H.Koppernæs	88·8	21·4	9·6	Aalesund	C.2Cy.8½″,16″–12″		
	R.Fæstö	(*ex*SailingVessel	100						Hull		Q9*t*			Norwegian	NE&B*fitted*15		
MLBK	WilliamMartin)	1*Dk*	46												HaugesundsMek.Verk. Haugesund		
	(See Sailing Register) ~~*Supplement*~~																
1384	**Skaraas**	**IronScSr**	1625	✠	Hpl	*q*		1882	W.Gray& Co.	TheShippingController(English&Co.*Mgrs.*)	259·6	34·7	19·5	London	C.2Cy.32′&60″–39″	20 ″ 10	N
84539	*Dale*15–15	*ss*Hpl.No.3–2,95	1311	4,97				2mo	WHartlepool		Q38*t*B14*t*H20*t*F42*t*			British	NDB97 167NHP	sl ″ 10½	
~~JNWP~~	(*ex*Karmö,*ex*Lesley,*ex*DeerHill)		~~999~~										BK9″	4 *BHCem*	2SB,*4cf*,GS68,HS2602	19 ″ 10	
JRVL	*Well deck*	1*Dk*(*Irn*)2*trB*	992	✠									*DBa*	84′*f*90′331*t*	Blair&Co.Ld.Stockton		
1385	**Skaraborg**	**SteelScSr**	1093					1914	Oskrshmns M.V.Aktieb. Oskarshamn	StockholmsRederiaktiebSvea (Hj. Blomberg, *Mgr.*)	221·6	36·0	13·8	Stockhlm	T.3Cy.17½″,29″&48″–30″		V
5638	*J.F.Olsson*04–14		896								P24′B58′H142*t*			Swedish	126NHP		
JVBQ	*Elec.light*	1*Dk*	595								F25′			*WB*	OskarshamnsM.V.Aktieb.		
1386	**Skarbak**	**SteelScSr**	133					1916	Rosenbrgs Mek.Verk. Stavanger	P.J.Brandal	98·5	19·9	9·9	Aalesund	C.2Cy.10½″&23″–18″		N
	P.J.Brandal		129											Norwegian	19NHP		
MNJK		1*Dk*	46												RosenbergsMek.Verk.Stv.		
1387	**Skard**	**SteelSc4MstSr**	1814	✠100A1	Mch	*r*	8,16	1915	Fredrkstad Mek.Værks. Fredrikstad	Akties.Skule (B.A.Sanne, *Mgr.*)	265·0	42·1	17·9	Chrstiania	T.3Cy.20½″,33″&56″–36″ (*s*)	20 ″ 0	
	*E.Gundersen*06–15		1619	8,16				2mo			P23′B66′F29′			Norwegian	180lb 216NHP	s 2 ″ 9	
MKTB	*Elec.light*	1*Dk*(*Stl*)	1099	✠LMC2,16				*Lloyd's*	*SA&CP*	*WB=CellDB*	FK *a*84′ *u E&B*42′*f*100			4 *BHCem* 552*t APT*62*t*	2SB,*6cf*,GS92,HS3488 Fredrikstad M.V.Frdstad	17 ″ 6	
1388	**Skärgården**	**SteelSc**	180					1907	Motala Vrk.NyaAkt. Motala	VaxholmsNya Angf.Aktieb. (B.vonSylow *Mgr*)	105·0	19·6	8·1	Vaxholm	C.2Cy.13″&26½″–17½″		
4762	*P.Julin*		86								B40′H44*t*			Swedish	27NHP		
JQNV		1*Dk*	117												MotalaCo.Motala		
1389	—	**IronScSp**	151					1884	MotalaCo. Norrköping	AktiebTrafikleden Motala-Karlsborg (G.Ekstam, *Mgr.*)	100·1	17·0	9·2	Motala	C.2Cy.13⅜″&24⅜″–17½″		
2707	*O.F.Larsson* –14	1*Dk*	105								Q30′ B27′H10*t*F10′			Swedish	NB99 21NHP		
JGBL			100												MotalaCo.,Norrköping		
1390	**Skarphjeddin**	**SteelSc**	121					1908	Nylands Værksted Christiania	HansEllefsen,Ld.	94·0	18·0	11·3	CapeTown	T.3Cy.10½″,17′&28½″–20′	18 ″ 11	
84629	*S.Samuelsen*00–10	(*Whaler*)	121											British			
VSLD		1*Dk*	43											*WB*	NylandsVærksted,Xania		
1391	**Skarpsno**	**SteelScSr**	1766			...		1889	Wood, Skinner&Co. Newcastle	Akties.Örsnæs (H.G.Melsom, *Mgr.*)	281·2	37·1	17·7	Tönsberg	T.3Cy.21″,35″&58″–39″	20 ″ 0	N
	*J.Wang*16–16		1408								P33*t* Q147*t* B163*t*			Norwegian	205NHP		
HFKV	*Well deck*	1*Dk2trB*	1114								H28*t*		BK9″	*WB*	N.E.MarineE.C(Lim.)Nwc		
1392	**Skarv**	**SteelScCtr**	158	✠100A1	Ayr		4,15	1911	Ardrossan DD&SBCoLd Ardrossan	GlasgowSteam CoastersCo.Ld. (Hendry,McCallum &Co.*Mgrs.*)	90·2	21·1	8·6	Glasgow	C.2Cy.12″&24″–18″ (*s*)	9 ″ 6	
129558	*A.McCready* –14	*ss*AyrNo.1–15	119	4,15				4mo			Q33′F12′		BK6″	British	120lb 34RHP	s ″ 6½	
	Mchy.Aft	1*Dk*(*Stl*)	59	✠LMC4,16				*Lloyd's*	*SA&CP*	*WB=FPT*				3 *BHCem* 11*t APT*10*t*	1SB,*2pf*,GS29,HS759 Miller&Macfie,Ld.Gls.	9 ″ 7	
1393	**Skattkärr**	**CompScSr**	190					1900	Sixten Groth Sjötorp	Ångf.Aktieb. Skattkärr (A.Th. Assmundsson)	99·9	22·6	9·5	Gothnberg	C.2Cy.11⅞″&19½″–11⅝″		
3765	*A.E.Engelbrektson*14–14		155								B23′H6*t*			Swedish	11NHP		
JLSF	*Mchy.Aft*	1*Dk*	90												WilhelmsbergM.V.Goth.		
1394	**Skeef**	**SteelSc**	73	✠100A1	Bwg			1914	Scott& Sons Bowling	W.E.Frost	75·1	17·1	7·8	Glasgow	C.2Cy.13″&28″–18″ (*s*)	8 ″ 6	
	*W.E.Frost*14–14		65	*For towing purposes*				3mo					BK5″	British	140lb 42NHP	s ″ 9	
		1*Dk*	—	3,14									*WB=*	1 *BHCem* *APT*5*t*	1SB,*2pf*,GS29,HS860 Gauldie,Gillespie&Co Gls.	8 ″ 6	
				~~LMC5,14~~													
1395	**Skeldon**	**SteelScSr**	1337	✠100A1	Lth	*o*	11,15	1903	AilsaS.B. Co.Ld. Troon	ShamrockShippg. Co.Ld. (T.Jack *Mgr.*)	250·4	34·0	17·2	Belfast	T.3Cy.18″,30″&50″–33″ (*r*)	18 ″ 0	
116008	*S.H.B.Mulholland* –09	*ss*Cff.No.2–12	1002	10,15 ~~Examined 7,13~~				10mo			P22′Q69′B56′F27′		FK&BK1½″	British	180lb 181NHP	s 1 ″ 8	
VGWM	*Well deck*	1*Dk*(*pt Irn&pt Stl*)*&deep*	583	BS8,16 ✠LMC1,19				*Lloyd's*	*SA&CP*	*WB=CellDBa*71′	*u E*21′*f*92′396*t FPT*			5 *BHCem* 54*t APT*52*t*	2SB,*4cf*,GS80,HS3126 Muir&Houston,Ld.Gls.	16 ″ 8	
	Elec.light	*framing*															
1396	**Skellefteå**	**SteelScSr**	810					1902	Akt.Burmeistr&Wain Copenhagen	H.M.Gebrekens	201·2	31·1	13·2	Hamburg	T.3Cy.16″,26″&45″–30″		G
	A.Weber –11		626								Q68′B53′F25′			German	111NHP		
RMKT		1*Dk*	490											*WB*	Akt.Burmeistr&Wain,Cpn		
1397	**Skelwith Force**	**SteelSc3MstSr**	562	✠100A1	Liv	*h*	~~7,15~~ 9,17	1908	R.Williamson&Son Workington	WestCoastShppng Co.Ld. (W.S.Kennaugh&Co.)	164·8	26·6	11·0	Whitehvn	T.3Cy.14″,22½″&37″–27″ (*s*)	13 ″ 2	
113139	*C.Pritchard* –15	~~*ss*Liv.No.1–13~~	389	3,18 ~~8,16~~	Bkn			9mo			Q95′B11′F23′			British	160lb *80lb* 90RHP	s ″ 7	
HNGT	*Well deck*	*ss*Cff.No.2–17 1*Dk*(*Stl*)	219	✠LMC8,16				*Lloyd's*	*SA&CP*		FK			3 *BHCem* *FPT*38*t*	1SB,*3pf*,GS53,HS1657 Ross&Duncan,Glasgow	12 ″ 10	
	Mchy.Aft			BS3,18						*WB=DBf* 91′120*t*							
1398	**Skerne**	**IronScYl**	150			...		1891	Mackie& Thomson Glasgow	~~Pile&Co.~~ R.W.Crawford	100·5	20·5	10·7	Hull	C.2Cy.26″&32″–22″	11 ″ 11	
98730	*F.Lumbard* –16		142								Q19′F19′		BK7½″	British	45RHP		
	(*ex*Sonntag,*ex*Rover)	1*Dk*	54												Muir&Houston,Glasgow		
1399	**Skerryvore**	**SteelScSr**	1226					1898	Caledon SB.&E.Co.Ld Dundee	ClydeShppg.Co.Ld (W.Cuthbert *Mgr*)	250·0	33·6	16·3	Glasgow	T.3Cy.25″,40″&65″–48″		C
108708	*J.McLachlan* –16		913								P&B160′F50′			British	293NHP		
QBFH		2*Dks*	525											*WB*	CaledonSB.&E.Co.Ld.Dun		
1400	**Skien**	**IronScSr**	209					1875	Nylands Værks. Christiania	Acties.Skien (P.Landgraff, *Mgr.*)	118·4	18·7	13·6	Skien	T.4Cy.9″(2)18½″&32½″–24½″		
	F.Landgraff	2*Dks*	196								H13*t*			Norwegian	NB88 52NHP		
HQMF			118												AkersMek.Verk.Xia		
1401	**Skinfaxe**	*ss*NYk.No.2–18 **SteelScSr**	1544	✠100A1	Cpn	*p*	~~1,16~~ 4,18	1908	Helsingörs Jernsk&Msk Elsinore	Dansk-Franske Dmpsk. (A.N. Petersen, *Mgr.*)	237·9	36·7	14·2	Copnhagn	T.3Cy.17″,27½″&47″–33″ (*s*)	16 ″ 9	
	R.M.Hemmingsen	~~*ss*Cpn.No.1–13~~	1033	4,18 ~~1,16~~	NYk			6mo			P18′Q77′B100′F23′			Danish	180lb 148NHP	s ″ 9½	
NQVD	*Well deck*	1*Dk*(*Stl*)*&deep framing*	964	~~BS8,16~~ ✠LMC8,12 4,18				*Lloyd's*	*SA&CP*	*WB=CellDBa* 77′*uE&B*31′*f*98′415*t FPT*	FK			26*t APT*15*t*	2SB,*4cf*,GS54,HS2426 Helsingörs Jernsk.&Mskb.	16 ″ 2	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / *Master.* / *Late Name if any.* / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned / now expired. Equipment Letter.	7* Mean drafts. Date when tail shafts last seen.	8 Built. When. / Ship. / Engines.	9 Built. By Whom. / Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.*	15 Registers in which classed. If not in L. R. Date of B. of T. Trade Cert.
1402 98787 NWDF	**Skinningrove** *W.Henry* –15 *Well deck* *Cargo battens not fitted*	**SteelScSr** *ssSld.No.3–6,08* *ssSld.No.1–12* 1*Dk(Irn)*	516 369 217	✠100A1 9,15	Sld	*g*	~~4,15~~ 3,18	1895 7mo	JLThompson&Sons,Ld Sunderland A&CP	August Reichwald Ld. (A.W.Reichwald,*Mgr.*) *WB*	155·0 P16′Q84′F19′ FK = *D Ba*38′46*t FPT*	26·8	11·7 81*t APT*22*t*	Middlsbro' British	T.3Cy.13″,21″&34″–24″ (*s*) 160lb *80lb* NDB12 60RHP 1SB,*2pf*,GS36,HS1085 J.Dickinson,Sunderland	12 ″ 3 s ″ 7½ 11 ″ 10	
1403 129746 HQSB	**Skipjack** *C.P.Page* –14 *Well deck* *Elec.light*	**SteelScSr** 1*Dk(Irn)*	1167 905 670	✠100A1 6,13	Bly	*m*	8,15	1910 4mo	J.Crown& Sons,Ld. Sunderland *Lloyd's*A&CP	JohnGeorgeHill Stm.Shppg.Co.Ld. (Witherington& Everett,*Mgrs.*) *WB* = *Cell D Ba* 58′*uE&B*33′	222·5 Q77′B48′F23′ FK 4*BHCem*	33·2	14·5	Newcastle British	T.3Cy.18″,29½″&48″–33″ (*s*) 180lb *90lb* 148NHP 1SB,*3pf*,GS54,HS2346 N.E.MarineEng.Co.Ld.Sld *f*92′302*t FPT*39*t APT*94*t*	16 ″ 6 s 1 ″ 5 15 ″ 4	
1404 132670 HVKB	**Skipper** *H.Earnshaw* –12 (*ex*Swyn,*ex*Yare) 1*Dk*	**SteelScK**	356 237 173					1904	Bonn& Mees Rotterdam	H.Keep	135·7 P60′F18′	25·0	9·3 *WB*	London British	C.2Cy.15″&30″–19½″ 38RHP Alblasserdam.Msch.Alb.		V
1405 124031 HJWP	**Skipton Castle** *E.R.Howe* –16 *Elec.light*	**SteelScSr** *ssYka.No.2–16* 1*Dk(Stl)&Spar dk(Stl)* *&deep framing*	3823 3507 2430	✠100A1 *Spar dk*	Lon Lv	*x*	~~7,16~~ 12,17	1907 1mo	W.Pickersgill&Sons Sunderland *Lloyd's*A&CP	LancashireShppg. CoLd(J.Chambers &Co.*Mgrs.*) *WB* = *Cell D Ba* 110′*uE &B* 44′*f* 154′	361·0 P29′B200′F39′ FK 6*BHCem*	47·4	17·1 25·1	Liverpool British	T.3Cy.24″,40″&67″–45″ (*s*) 180lb *100lb* 356NHP 2SB,*6pf*,GS113,HS4713 FD G.Clark,Ld.Sunderland 832*t DT f*28′649*t APT*43*t*	27 ″ 8 s 4 ″ 1½ 24 ″ 11	
1406 87990	**Skirmisher** *J.Houghton*	**SteelTwinScSr**	582 490 238					1884	J.&G. Thomson Clydebank	CunardS.S.Co.Ld.	165·0 B98′	32·2	15·0	Liverpool British	C.4Cy.21″&42″–32½″ NB07 168NHP J.&G.Thomson,Clydebank		BT till 2,18
1407 NSBK	**Skirner** *A.Moth* 1*Dk*	**IronPadSr**	546 347 304					1879	Burmeister &Wain Copenhagen	DeDanskeStatsbaner	200·6 P175*t* H31*t*	24·1	11·5	Korsör Danish	C.4Cy.26″&58″–48″ 388NHP Burmeister&Wain,Cpn.		
1408 MBLD	**Skjæreg** *T.Stenersen* –16 6thSurveyBly.8,04 (*ex*Ferro, 2ndSurveyApl.11,11 *ex*Ageröen,*ex*Halmstad,*ex*Benefactor) *Well deck* 1*Dk(Irn–ptws)2trB*	**IronScSr**	1019 777 584	✠ A1* 1 5,14 MS11,11	Sws BS8,15	Lv	12·60 13·42 14·22 15·06 2,16	1880 9mo	W.H.Potter&Son Liverpool	~~Acties.Skjæreg.~~ ~~(Jacobsen&Co.)~~ *WB* = *APT FPT*	203·0 Q94*t*B97′H16*t*F45*t* FK 3*BH*3PBH *Cem*	32·4	14·3	Langesnd Norwegian	C.2Cy.23½″&46″–33″ (*i*) 80lb *80lb* NDB01 91NHP 1SB,*3pf*,GS52,HS1420 J.Jones&Sons,Liverpool	15 ″ 10 s 1 ″ 1½ 14 ″ 10	
1409 MCGN	**Skjærvö** *J.Botolfsen* 1*Dk&Spar dk*	**SteelScSr**	331 311 192					1905	Trndhjms Mek.Værks. Trondhjem	TromsöAmts Dampskibsselskab	138·1 H20*t*	22·1	15·8 *WB*	Tromsö Norwegian	T.3Cy.12″,19½″&32″–21″ 47NHP Trondhjems M.V.Trndhjm		
1410 HNPC	**Skjerstad** *O.Bodögaard* (*ex*Laurvig) 1*Dk*	**IronScSr**	257 143 151					1868	Bergens Mek. Verks Bergen	SaltensDampskibsselskab	119·7 Q18*t* H9*t*	19·7	10·2	Bodö Norwegian	C.2Cy.14″&30″–22″ NE&B94 35NHP TrondhjemsMek.Verkst.		
1411 MLVP	**Skjervöy** *H.Rappen* 1*Dk*	**SteelScSr**	115 111 37					1915	Rosenb'rgs Mek.Verk. Stavanger	Akties.Skjervöy (O.Wiik)	93·5	19·5	9·9	Aalesund Norwegian	C.2Cy.10½″&23″–18″ 19NHP RosenbergsMek.Verk.Stv.		N
1412 NMVF	**Skjold** *W.Pedersen* –18 ~~*T.V.Stubell*~~ *ssShl.No.2–13* 1*Dk(Stl)&deep framing*	**SteelScSr**	1300 1169 798	✠100A1 5,16 ~~BS16,16~~	Cpn LMC7,18	*p*	9,16	1904 6mo	Sunderlnd S.B.Co.Ld. Sunderland *Lloyd's*A&CP	Dmpsksselsk. Skjold (L.H.Carl) *WB* = *Cell D Ba&u*	240·0 P19′B64′F27′ FK *E*86′*f*98′ 339*t FPT*	36·5	16·8 4*BHCem* 59*t APT*6*t*	Copnhagn Danish	T.3Cy.18″,29″&48″–33″ (*s*) 160lb *100lb* 141NHP 1SB,*3pf*,GS62,HS2255 N.E.MarineEng.CoLd.Sld.	19 ″ 0 s 2 ″ 5½ 16 ″ 10	
1413 JRCD	— *J.Sparre* 1*Dk*	**SteelScSr**	101 94 43					1902	Mjellem& Karlsen Bergen	OlaiGarshol	93·3	18·1	8·8	Aalesund Norwegian	C.2Cy.		
1414	**Skjoldborg** *J.Ringen* –16 *Mchy.Aft* 2*Dks*	**SteelSc3MstSr**						1916	N.V.Werf "Zeeland" Hansweert	J.Ringen	177·7 P67′F18′	30·0	14·6 *WB*	Haugesnd Norwegian	T.3Cy.15½″,25½″&41½″–27″ 90NHP NVTh.Schippen v.Rongen		
1415	**Skodra** *G.Zagabria*03–06 *Mchy.Aft*	**SteelScSr**	249 — 141					1904	M.U. Martinolich Lussinpiccolo	Soc.inAzioniUngaroCroata diNav. Maritt.aVap	121·2	20·7	8·8	Fiume Aust.-Hung.	C.2Cy.15⅞″&23⅝″–19⅜″ 21NHP M.F.Nicholson,Budapest		A
1416 MKCJ	**Skogland** *Johannesen* –17 ~~*Fr.Dyring* –13~~ *ssHul.No.3–4,11* (*ex*Polcarne, *ssBgn.No.1–14* *ex*Everingham) 1*Dk(Irn)2trB&* *deep framing3Dk rule*	**SteelScSr**	3041 2855 1898	✠100A1 ~~2,17~~ ~~10,16~~ 4,18 ~~BS15,14~~ BS6,17	Rot ~~Bal~~ Pbl LMC3,14	*u*	~~12,15~~ 6,17	1899 12mo	BlythS.B. Co.Ld. Blyth A&CP	Akties.Skoglands Linje(THSkogland &Son,A/S.*Mgrs.*) *WB* = *Cell D Ba* 108′	324·3 P30′B102′F34′ FK *uE&B*22′*f*128′690*t*	47·0	22·4 6*BHCem* *APT*109*t*	Haugesnd Norwegian	T.3Cy.24″,40′&65″–42″ (*s*) 160lb *80lb* 281NHP 2SB,*6rf*,GS119,HS4325 Blair&Co.Ld.Stockton	24 ″ 10 s 4 ″ 1½ 21 ″ 1	
1417 5755 JVLR	**Skogshall II.** *K.E.Jacobsson*15–15 *Oil Eng.* 1*Dk*	**WoodScSr**	103 100 85					1915	Norrkpngs NyaTrä-förädlAktieb Norrköping	UddeholmsAktieb. (A.Herlenius, *Mgr.*)	87·1 H12*t*	21·5	7·8	Uddeholm Swedish	Oil Engine 1Cy.14½⅛″–16½″ J&C GBolindersCoLdSkm		
1418	**Skogshall III.** *Hj.Johansson*15–15 *Oil Eng.* 1*Dk*	**CompScSr**	199 167 148					1915	S.Groths Eftr. Sjötorp	UddeholmsAktieb. (A.Herlenius, *Mgr.*)	100·9 P14′H9*t*	22·8	10·3	Uddeholm Swedish	Oil Engine 2Cy.11½⅜″–12⅝″ J&C GBolindersCoLdSkm		
1419	**Skogshall IV.** *Oil Eng.* *Mchy.Aft* 1*Dk*	**CompScSr**	200					1916	S.Groths Eftr. Sjötorp	UddeholmsAktieb. (A.Herlenius, *Mgr.*)	100·6	22·6	10·4	Uddeholm Swedish	Oil Engines 2Cy.13″–13⅜″ J&CGBolindersCo.LdSkm		
1420	**Skogshall V.** *Oil Eng.* *Mchy.Aft* 1*Dk*	**CompScSr**	200					1916	S.Groths Eftr. Sjötorp	UddeholmsAktieb. (A.Herlenius, *Mgr.*)	100·4	22·6	9·8	Uddeholm Swedish	Oil Engines 2Cy.13″–13⅜″ J&CGBolindersCo.LdSkm		
1421	**Skogshall VI.** *Oil Eng.* *Mchy.Aft* 1*Dk*	**CompScSr**	200					1916	S.Groths Eftr. Sjötorp	UddeholmsAktieb. (A.Herlenius, *Mgr.*)	100·3	22·6	9·6	Uddeholm Swedish	Oil Engines 2Cy.13″–13⅜″ J&CGBolindersCo.LdSkm		
1422 MDBH	**Skogstad** *J.Thomassen*16–16 *ssBal.No.2–15* 1*Dk(pt Irn&pt Stl)2trBdeep framing&Web frames3Dk rule*	**SteelScSr**	3655 3474 2357	✠100A1 10,17~~3,17~~ BS3,17	Bal LMC10,15	*w*	~~7,16~~ ~~10,17~~ 2,18	1906 11mo	R.Thompson&Sons,Ld. Sunderland *Lloyd's*A&CP	Akties.Dampsk. Skogstad(AF.Klaveness&Co.) *WB* = *Cell D Ba* 110′*uE &* *B*40′*f*146′863*t FPT*	346·5 P23′B92′F30′ FK 6*BHCem* 102*t APT*43*t*	50·8	22·9	Chrstiania Norwegian	T.3Cy.25″,41″&67″–45″ (*s*) 180lb *70lb* 318NHP 2SB,*8pf*,GS142,HS4774 J.Dickinson&Sons,Ld.Sld.	25 ″ 6 s 4 ″ 7 21 ″ 4	
1423 142	**Skory** *Cordi* 1*Dk*	**IronPad**	408 — 243					1880	Mayer Linz	Russian Stm.Nav. &TradingCo.	190·0	23·5	9·0	Odessa Russian	C.2Cy.31″&51″–48″ 150NHP Escher,Wyss&Co.,Zurich		

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 Nom du Navire. Capitaine. Visites Périodiques.	3 Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expire. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe.	15 Registres où coté, si on n'est dans le L.R. Dans Core, Nat'l Trade
1424	**Skotfos**	SteelScSr	1460					1917	Nylands Værksted Christiania	ThorThoresen,Jr. (Akties."Skotfos," *Mgrs.*)	254·0| P20'B&F212'	Chrstiania Norwegian *WB*	T.3Cy.19″,31½″&51½″–33″ 153NHP Nylands Værksted, Xania.		
		1*Dk*	1330 890												
1425	**Skrymer** *C.Danielsen*	SteelSc4Mst	1476 1310					1913	Fredrkstad Mek.Værks. Fredrikstad	Akties.Skule (B.A.Sanne, *Mgr.*)	243·0|39·3|17·3 P24'B65'F29'	Chrstiania Norwegian *WB*	T.3Cy.18″,29½″&50″–36″ 150NHP Fredrikstad M.V.Frdstad.		N
MJFV		1*Dk*	880												
1426	**Skude** *J.M.Östergaard*	IronScSr	279 251					1855/82	MotalaCo. Gothenburg	S.Staalesen	121·7|22·5|13·5 B19*t*F5*t*	Haugesnd Norwegian	C.2Cy.18½″&31½″–22″ NB85 38NHP Christinehms M.V.Chstmn.		N
JWQK	(*ex*Skjöld,*ex*Transit,No.2)	1*Dk*	148												
1427	**Skuld** *C.Gabrielsen* –15	SteelScSr	1101 969					1915	Trndhjms Mek.Værks. Trondhjem	Akties.Skuld (N.Bull)	226·3|36·5|15·7 P12'B52'H50*t*F25'	Tönsberg Norwegian *WB*	T.3Cy.17″,27½″&46″–30″ 116NHP Trondhjems M.V.Trndhjm		N
MKTW		1*Dk*	649												
1428	**Skulda** *L.Martinusen* –10	SteelScSr	1105 987				...	1910	Bergens Mek.Værks. Bergen	Akties.Dpsk. Skulda(WHansen)	229·0|35·1|15·8 P10'B63'F26' FK	Bergen Norwegian *WB*	T.3Cy.16½″,26″&44″–30″ 122NHP Bergens Mek Værks Bergen	16 ″ 10	N
MFWC		1*Dk*&*deep framing*	648												
1429	—	SteelScSr	523					1899	Stavanger Stöberi&Dok Stavanger	ÅngfartygsActieb. Nornan (Th. Ahrenberg)	151·2|25·8|13·5 Q44'B47'H28*t* F20'	Gothenbrg Swedish *WB*	T.3Cy.13½″,22″&34″–27″ 60NHP Laxevaags Msk&Jrns.Bgn		V
3555 JLBF	*G.A.Andersson*13–13	1*Dk*	369 294												
1430	**Skule** *O.Randers*	SteelScSr (*ex*Bygdö)	1150 1018					1906	Akers Mek.Værks. Christiania	Akties.Skule (B.A.Sanne)	235·4|35·2|14·8 P28*t*H52*t*F27*t*	Chrstiania Norwegian *WB*	T.3Cy.16½″,27″&44″–33″ 111NHP Akers.Mek.Værks.Xia.		N
MCRH		1*Dk*	682												
1431	**Skum**	SteelScK	158					1912	Xiansands Mek.Værks. Xiansand	Chr.Salvesen&Co.	103·7|20·1|11·8 H5*t*	Leith British *WB*	T.3Cy.12″,20″&33″–24″ 83RHP Fredrikstad M.V.Frdstad		N
135105	*C.J.Lucy* –15 (*Whaler*)	1*Dk*	153 69												
1432	**Skumur** *H.Rækdal*16–16	WoodScSr (*Whaler*)	108 85					1916	O.M.Karlsen Bergen	Akties. Brædingur (P.Thorsteinsen, *Mgr.*)	92·0|22·3| 9·6 Q17'	Reykjavik Iceland Danish	C.2Cy.9½″&19″–14″ 11NHP Bergens Mek Værks Bergen		
		1*Dk*	37												
1433	**Skutefjord** *I.Jensen*16–16	SteelScSr *ss*Ham.No.3–6,04	326 248	✠100A1 11,15 Surv.10.11.15	Rot	*e*	2,17	1892 8mo	E.Finch& Co.Ld. Chepstow A&CP	Akties.Skutefjord (H.N.Pedersen)	141·0|22·1|10·2 Q44'B12'F17' BK7″ *WB=FPT*	Stavanger Norwegian	T.3Cy.10½″,17″&28″–21″ (*s*) 160lb *85lb* NDB06 46NHP 1SB,*2cf*,GS32,HS829 24*t*APT15*t* Plenty&Son,Newbury	11 ″ 0 s 1 ″ 1½ 10 ″ 7	
MLVR	(*ex*HunzeIX.)	*ss*Ham.No.2–13	150	✠NB9,01 ✠LMC MS6,15 BS[illegible]2,17											
	Well deck Mchy.Aft	1*Dk*(*Irn*)													
1434	**Slaatö**	SteelPad (*ex*Rüstringen,	208 177					1892	J.C.Tecklenborg Geestemünde	Akties.Slaatö (H.Berthelsen)	131·3|19·8| 9·5 H12'	Arendal Norwegian			G
MJNQ	*ex*Sassnitz,*ex*Vredeborch)	1*Dk*	78												
1435	**Slaatterö** *Johansen*	SteelScSr	1117 960					1916	Akers Mek.Værks. Christiania	TheShippingController(Mordey, Jones&Co., *Mgrs.*)	~~226·2|36·2|16·6~~ P21'B59'F28' 226·5|36·5|15·7 *WB*	London British	T.3Cy.17″,29″&47″–33″ 127NHP Akers Mek.Værks.Xia.		N
142285 JSCR		1*Dk*	661												
1436	**Slaney**	SteelScSk	264 254					1896	W.Simons &Co.Ld. Renfrew	AyrshireDockyard Co.Ld. (J.McIntyre, *Mgr*)	120·0|28·0|10·0 ND02 FK *WB=FPT*9*t*	Wexford British	T.3Cy.10½″,16½″&26½″–21″ 35RHP W.Simons&CoLdRenfrew		
113721	*Mchy.Aft*	1*Dk*	104												
1437	—	IronTwinSc *ss*Dub.2ndNo.3–4,12 *ss*Dub.No.1–16	58 58 39	A– *Barge For River purposes only* 2,16 ✠NB07, *fitted*12 ~~Due~~ MS2.16 BS2,17	Dub		2,16	1892	Ross& Walpole Dublin	A.Guinness,Son& Co.Ld.	80·4|15·5| 5·9 ND02 FK *WB=FPT*9*t*	Dublin British *2BHCem*	2Cy.10″–14″ (*s*) 100lb 6NHP 1SB,*1pf*,GS8,HS395 Ross&Walpole,Dublin	6 ″ 5	
		1*Dk*													
1438	**Slasher**	IronScK	195	✠100A1 *Stm Trawler* 12,14 ✠NB7,14 ✠LMC7,14	Gms		7,14	1900 5mo	Cook,Welt'n&Gemmell Hull *Lloyd's SA&CP*	LindseySteam FishingCo.Ld. (E.Bacon, *Mgr.*)	113·6|21·0|11·2 Q49'F19' BK7½″ *WB=DBf*5*t*3*t*	Grimsby British *3BHCem*	T.3Cy.11⅝″,20″&32″–24″ (*s*) 180lb 55RHP 1SB,*2pf*,GS33,HS1050 Amos&Smith,Hull 563″	12 ″ 1	
113174	*J.M.Shaw* –15 (*ex*Sethon)	*ss*Hul.No.3–7,14 1*Dk*	175 77												
1439	**Slateford**	SteelSc3MstSr	355	✠100A1 ~~11,16~~10,17	Ard	*e*	~~9,16~~ N10,17	1903 11mo	R.Williamson&Son Workington *Lloyd's SA&CP*	~~A.Richard&Co.~~ FordShippingCo. Ld.(Mann Macneal &Co.,Ld.*Mgrs.*)	136·5|24·0| 9·9 Q78'B9'F25' FK *WB=FPT*31*t*	Glasgow British *3BHCem*	C.2Cy.18″&~~36~~″–24″ (*s*) 125lb 54RHP 1SB,*2pf*,GS40,HS1300 Ross&Duncan,Glasgow	10 ″ 9 s 4 ″ 4 10 ″ 8	
119067 VNRL	*A.Campbell* –16 *Mchy.Aft*	*ss*Shl.No.3–5,14 1*Dk*(*Stl*)	231 141	~~BS11.16~~ ✠LMC6,15 10,17	Trn										
	Well deck														
1440	**Slav**	SteelScSr	2275	✠100A1 1,15	Gls	*s*	1,15	1913 8mo	J.Crown& Sons,Ld. Sunderland *Lloyd's SA&CP*	OttomanLine,Ld. (Pardoe-Thomas& Co.Ld. *Mgrs.*) *Intermediate BH in fore*	290·0|40·8|17·8 P24'Q90'B53'F30' FK *hold dispensed with WB = Cell DBa*	Newport British *Cem* *4BHonly*	T.3Cy.21″,35″&57″–39″ (*s*) 180lb 222NHP 2SB.*6pf*,GS104,HS3463 G.Clark,Ld.Sunderland *guE*108′*f*116′497*t*APT97*t*	20 ″ 0 s 2 ″ 2½ 18 ″ 2	
129330 JCRV	*D.P.Gronow* –14 *Well deck* *Elec.light*	1*Dk*(*Stl*)	1752 1379	✠LMC8,15											
1441	**Slavic Prince**	SteelScSr	8350	100A1 *Shelter dk with freeboard*				1917	Short Bros. Ld. Sunderland	PrinceLine,Ld. (Furness,Withy& Co.Ld. *Mgrs.*)	448·0|57·4|28·1	British	Q4Cy25½″36½″52½″&76″–54″		
	Elec.light		3780	(*Class Contemplated*)									Blair&Co.Ld.Stockton		
1442	**Slavija** *I.Krtica* –11	SteelSc	234 —					1911	M.U.Martinolich Lussinpiccolo	Soc.di Nav.aVap. Austro-Croata	128·6|20·3| 9·5	Ponte Aust.-Hung.	C.2Cy.17⅞″&32⅝″–18¼″ 38NHP Plenty&Son,Newbury		A
HRKV	*Elec.light*		137												
1443	**Slavonia** *A.Gödecken*	SteelScSr (*ex*Strassburg)	4514 4097					1900	Bremer Vulkan Vegesack	Hamburg-Amerik. Packetf.Act.Ges. (Ham.-Amr.Linie)	402·3|47·1|27·4 P250'F49' *WB*	Hamburg German	T.3Cy.26¾″,43¾″&70½″–47½″ 338NHP Bremer Vulkan, Vegesack		G
QHBP	*Elec.light*	2*Dks*	2829												
1444	**Slavonic** *P.Leiman* –17	SteelScSr *ss*Bry.No.2–13	*3604* *3321*	✠100A1 1,17	Gls	*v*	~~1,17~~ 7,17	1905 1mo	W.Gray& Co.Ld. W Hartlepool *Lloyd's SA&CP*	RussianGovernment(Capt.V. Sagovsky, *Mgr.*) *WB=Cell*	344·2|50·0|22·9 P29'B100'F32' FK *DBa&uE*136′*f*148′	Archangel Russian *6BHCem*	T.3Cy.25½″,40½″&67″–45″ (*s*) 160lb *100lb* 303NHP 2SB,*6rf*,GS112,HS4562 939*t*APT51*t* Cen.Mar.Eng.Wrks.W Hpl	25 ″ 4 s 4 ″ 6½ 21 ″ 2	
(*ex*Teutonic)		1*Dk*(*pt Stl&pt Irn*)&*deep framing*	2322	~~BS[illegible]~~ ✠LMC ~~[illegible]~~ 7,17											
1445	**Slawa**	SteelPad	271					1905	G.Fechter Königsberg	NewAzoffS.N.Co.	176·0|21·0|10·0	Taganrog Russian	T.3Cy.15″,23″&38″–49½″ Giesserei 102NHP "Union,"Königsberg		
530 LMBI		1*Dk*2*trB*	— 120												

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys.	3 Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned for special Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L. R. Dates if for Tvsl.Cert.
1446 128741	**Slebech** *A.W.King* –14	**SteelScK** *ss*Mil.No.1–12 1*Dk*	222 195 85	✠100A1 *Stm Trawler* 4,15 BS12,14 ✠LMC11,12	Mil		1,13	1908 10mo *Lloyd's*	Smith's Dock Co.Ld. North Shields *sA&CP*	NeylandSteam Trawling&Fishing Co.Ld.	120·5 | 21·6 | 11·6 Q67′F19′ BK7½″	Milford British 3*BHCem*	T.3Cy.12½″,20″&33″–24″ (*s*) 180lb 68RHP 1SB,2*pf*,GS38,HS1195 W.V.V.Lidgerwood,Gls.	12 ″ 6	
1447	**Sleipner** (*Icebreaker*)	**SteelScSr** 1*Dk&Awngdk*	1000 620 176					1896	Act.S.Burm'str&Wains Mas.ogSkibs. Copenhagen	Russian Government	165·2 | 40·3 | 17·0 24·0	Russian *WB*	C.2Cy.40″&74″–36″ 329NHP Acties.Burmeister&Wains Maskin ogSkibsbyg.Cpn.		
1448 124677 HPJG	**Slemish** *W.Woods* –10 *Well deck* *Elec.light*	**SteelScSr** *ss*Lth.No.1–13 1*Dk*(*Stl*)*&deep framing*	1536 1143 682	✠100A1 8,16 BS8,16 ✠LMC4,15 BS10,17	Trn	*p*	8,16	1909 7mo *Lloyd's*	Ramage& Ferguson,Ld. Leith *sA&CP* *WB*=	ShamrockShippg. Co.Ld.(T.Jack, *Mgr.*) *CellDBuE21′f92′*	250·4 | 36·2 | 17·2 P20′Q75′B52′F27′ FK 210*tDTa* 295*t FPT*	Belfast British 5*BHCem* 43*tAPT*35*t*	T.3Cy.18″,30″&49″–33″ (*s*) 180lb 178NHP 2SB,6*cf*,GS107,HS3149 Ramage&Fergusn,Ld.Lth.	18 ″ 3 s 1 ″ 7 17 ″ 0	
1449 140250	**Slesvig** *W.H.Bennett* –17 (*ex*SaintJoseph)	**IronScSr** 1*Dk2trB*	961 787 584	Foundered after Collision on 8,17				1883	Kish, Boolds&Co. Sunderland	LambertBros.Ld.	220·0 | 31·6 | 13·3 Q75′B48′F23′	London British *WB*	C.2Cy.25″&49″–36″ NB99 100RHP Carr&Co.Ld.Sunderland		V
1450 PSHM	**Sliedrecht** *J.Teensma*04–04	**SteelScSr** 1*Dk*	3056 2806 1951					1905	R.Craggs& Sons,Ld. Middlesbro'	Stoomv.Maats. deMaas. (Ph.Van Ommeren,*Mgr.*)	329·7 | 47·0 | 22·1 P30′B82′F36′	Rottrdam Dutch *WB*	T.3Cy.22½″,37½″&62″–42″ 249NHP Rotterdam DryDk.Co.Rot.		C
1451 117529 HDPT	**Slieve Bawn** *W.Ivor Roberts* *Elec.light* Sub.Sig.	**SteelTwinScSr** 2*Dks*	1061 1001 449					1905	Harland& Wolff,Ld. Belfast	L.&N.W.Rlwy.Co.	300·2 | 39·3 | 14·2 P99′B80′F93′	Dublin British *WB*	T.8Cy(2)18½″(2)29″(4)32½″–30″ 232NHP Harland&Wolff,Ld.Bel.		BT till 10,17
1452 104452	**Slieve Bearnagh** *A.Morrison* –12	**SteelPadSk** 1*Dk*	383 309 153					1894	J&G Thomson (Lim.) Clydebank	D.&J.Nicol	225·6 | 26·1 | 8·6 *Promenade dk*212′	Belfast British	C.D.2Cy.25½″&54½″–54″ 178NHP J.&G.Thomson (Lim.),Cly.		
1453 128430 HMDT	**Slieve Bloom** *R.Wilson*04–08 *Elec.light* Sub.Sig.	**SteelTwinScSr** 2*Dks*(*MptStl*–ws)	1071 988 427	✠ *withfreeboard* *Irish Channel* 1,08 ✠	Brw *Service*	*q*	Sunk by Collision 8,17	1908 1mo	Vickers,Ss. & Maxim,Ld. Barrow	L.&N.W.Rly.Co. *WB*=*DTa*	299·5 | 37·2 | 14·1 P91′B79′F91′ BK6″ 18′52*t f*22′36*t FPT*	Dublin British 6*BHAsp* 35*tAPT*37*t*	T8Cy(2)19″(2)29½″&(4)33″–30″ 405NHP 2DB,8*cf*,GS158,HS6598 FD VickersSs.&MaximLdBrw	15 ″ 0	BT till 2,18
1454 127474 HRWM	**Slieve Foy** *T.Doran* –10	**SteelTwinScSk** 1*Dk*(*Stl*)	154 149 52	✠ *For towing purposes* 10,10 ✠	Gls			1910 10mo	Dublin DockyardCo. Dublin	CarlingfordLough HarbourCommissioners	102·3 | 22·6 | 10·0 BK6″ *WB*=*FPt*	Newry British 4*BHCem* 10*tAPT*20*t*	C.4Cy.13″&29″–18″ 82RHP 1SB,3*pf*,GS52,HS1547 Ross&Duncan,Glasgow	10 ″ 9	
1455 123134 HMJV	**Slieve Gallion** *C.H.Hoare* *Elec.light* Sub.Sig. Wireless	**SteelTwinScSr** 2*Dks*(*MptStl*–ws)	1071 988 427	✠ *withfreeboard* *Irish Channel* 3,08 ✠	Brw *Service*	*q*		1908 3mo	Vickers,Ss. &Maxim,Ld. Barrow	L.&N.W.Rlwy.Co. *WB*=*DTa*18′	299·5 | 37·2 | 14·1 P91′B79′F91′ BK6″ 52*t f*22′36*t FPT*35*t*	Dublin British 6*BHAsp* *APT*37*t*	T8Cy(2)19″(2)29½″&(4)33″–30″ 405NHP 2DB,8*cf*,GS158,HS6598 FD VickersSs.&MaximLdBrw	15 ″ 0	
1456 117519 HCSR	**Slievemore** *S.D.Prichard* Sub.Sig.	**SteelTwinScSr** 2*Dks*	1053 996 438					1904	Harland& Wolff,Ld. Belfast	L.&N.W.Rlwy.Co.	299·8 | 37·2 | 15·7 P91′B79′F91′	Dublin British *WB*	T8Cy.(2)19″(2)29½″&(4)33″–30″ 239NHP Harland&Wolff,LdBelfast		BT till 6,17
1457 126984 JBMH	**Sligo** *C.Hanrahan* –17 ~~*F.Strettmatter* –13~~ *Well deck Mchy.Aft* *Elec.light* *Cargo battens not fitted*	**SteelSc3MstSr** *ss*Bkn.No.1–17 1*Dk*(*Stl*)	515 373 205	✠100A1 ~~5,17 12,16 10,17~~ ~~BkNwc~~ Mungret, Mve No. 86 in Supplement MS14 ~~BS12,15~~ 5,17	Lon	*i*	12,16	1913 1mo *Lloyd's*	Dublin DkyrdCo Ld Limerick S.S.Co.,Ld. *WB*=*Ce*	~~SligoSteamNav. Co.Ld.~~ Limerick Limond *llDBf*94′118*t FPT*	175·7 | 27·4 | 10·3 Q96′B7′F30′ BK7″ 41*tAPT*31*t*	~~Sligo~~ British 3*BHCem* MacColl&Co.Ld.Belfast	T.3Cy.15″,25½″&41″–30″ (*s*) 180lb *100lb* 85RHP 1SB,3*cf*,GS55,HS2077	12 ″ 10 s ″ 7 12 ″ 11	
1458 121680	**Slocan** 1*Dk*	**WoodPad**	605 — 338					1905	J.M.Bulger Nelson,B.C.	CanadianPacific RailwayCo.	157·7 | 27·5 | 6·7	Vancouver British	H.2Cy.16″–72″ 17RHP B.ColumbiaI.W.CoLd.Vcr		
1459 THQF	**Sloet van de Beele** *Lugten* *Elec.light*	**SteelScSr** 3*Dks*	2977 2367 1809					1914	Maats. Fyenoord Rotterdam	Koninkl.Paketv. Maats.	325·5 | 44·1 | 22·7	Batavia Dutch *WB*	T.3Cy.22″,36½″&60″–42″ 233NHP Maats.Fyenoord,Rot.		V
1460 PSJB	**Sloterdijk** *P.C.v.d.Ent* 2*Dks*(*Stl*)3*trB&Shelter dk*(*Stl*) *Elec.light*	**SteelScSr** *ss*Rot.No.3–6,15	6424 6287 4231	✠100A1 *Shelter dk* ~~5,17 6,16~~ ✠LMC MS1,15 ~~BS8,16~~ 7,17	Rot	*z*	~~0,16~~ 7,17	1902 3mo *Lloyd's* *W*	Furness, Withy&CoLd W Hartlepool *sA&CP* *B*= *Cell DBa*	Nederl.-Amerik. Stoomv.Maats. (Holland-Amerika Lijn) 127′*uE&B*69′*f*148′	401·0 | 52·1 | 29·3 37·2 FK 907*tDTa* 868*t DTf*	Rottrdam Dutch 6*BHCem* 790*tFPT*77*t*	T.3Cy.28¾″,46¼″&77″–48″ 180lb (*s*) 489NHP 4SB,12*cf*,GS216,HS8140 Richardsons,Westgarth& *APT*46*t* Co.Ld.Hpl.	32 ″ 1 s 3 ″ 11 28 ″ 7	
1461 137528	**Sloyne** *G.Fenby* –16 1*Dk*(*Stl*–ws)	**SteelSc**	95 95 4	✠100A1 *For towing purposes* 1,17 ✠LMC12,16	Liv			1916 12mo *Lloyd's*	I.J. Abdela & Mitchell,Ld Queensferry *sA&CP*	AlexandraTowing Co.Ld.	75·6 | 18·1 | 10·2 BK6″	Liverpool British 4*BHCem* *APT*10*t*	C.2Cy.15″&31½″–24″ (*s*) 130lb 41RHP 1SB,2*pf*,GS36,HS1054 Dodmn&CoLdKing'sLynn	10 ″ 11 s ″ 11 10 ″ 9	
1462 5105 JRTQ	**Småland** *G.W.Leckström* –14 1*Dk*	**CompScSr**	196 170 96					1910	S.Groth Sjötorp	Ångf.Aktieb.Ran (T.Almén,*Mgr.*)	100·2 | 23·5 | 9·9 B17′ H6*t*	Jönköping Swedish	C.2Cy.9½″&21″–13½″ 13NHP LundbyM.V.Aktieb,Got.		
1463 130052 JMWH	**Smaragd** *J.G.LeGros* –17 (*ex*Hanchen,*ex*Dovre) *Well deck*	**IronScSr** *ss*Apl.2ndNo.3–7,16 1*Dk*(*Irn*)2*trB*	487 370 271	✠100A1 ~~5,17 7,16 11,17~~ Sws ✠LMC7,16 BS9,17	Apl	*h*	7,16	1889 10mo *Lloyd's*	E.Finch& Co.Ld. Chepstow *sA&CP*	SmaragdS.S.Co. Ld.(F.J.Evans)	160·0 | 25·0 | 12·3 Q74′B16′F26′ *DBuE&B*31′	Llanelly British 4*BHCem* 60*tAPT*16*t*	T.3Cy.12″,20″&32″–24″ (*s*) 160lb *55lb* 52RHP 1SB, E.Scott&Co.Newcastle	13 ″ 6 s1 ″ 0½ 13 ″ 2	
1464 86510 NFSH	**Smeaton** *W.E.Mann* –13 *Elec.light*	**IronTwinScSp**	369 310 200					1883	W.Allsup &Sons Preston	Gt.Western Rly.Co	125·2 | 35·1 | 11·1	Plymouth British	C.4Cy.17″&34″–24″ NB96 98RHP W.Allsup&Sons,Preston		
1465	**Smerdis** *For full particulars See No. 8 in Supplement* *Elec.light* *Mchy.Aft* *Tonnage opening closed* 1917	**SteelScSr**	1200	100A1 *Shelter dk* (*Class Contemplated*)				1917	Ardrossan DD&SBCoLd Ardrossan	J.&P.Hutchison	199·7 | 30·5 | 11·7	Glasgow British	T.3Cy.16″,26′&44″–33″ W.Beardmore&Co.Ld.Gls.	21 ″ 4 s6 ″ 3½ 15 ″ 4	
1466 127988 HRJT	**Smew** *G.Howlett* –09 (*ex*Atlanta)	**SteelScK** (*Trawler*) 1*Dk*	223 219 86					1907	Eiderwerft Akt.Ges. Tönning	Harley&Miller,Ld	125·2 | 23·1 | 12·4 F18′	Liverpool British	T.3Cy.12¾″,20½″&32¼″–22½″ NB13 54RHP EiderwerftA.G.Tönning		
1467 187 HBGN	**Smiely** *Geadane* 1*Dk*	**SteelScSp**	249 209 65				…	1895	Lindholmn Verkstads Aktiebolag Gothenburg	RussianStm.Nav. &TradingCo.	119·0 | 24·7 | 10·5 B35′F20′ FK	Odessa Russian *WB*	T.3Cy.14″,22½″&38″–26″ 90NHP MotalaNyaAktieb,Motala	11 ″ 6	

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equilibrement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où sont publiés les Rapports de Classification.
1468 KBGP	**Smiril** *E.Berthelsen* *Well deck*	**SteelSc** *ss*Cpn.No.3–7,08 *ss*Cpn.No.1–12 1*Dk*	166 151 90	✠100A1 7,16 Examined, ✠LMC7,16 BS10,17 ✠18	Cpn	*b*	7,16	1895 12mo	Kockums M.V.Aktieb. Malmö A&CP	Actieselskabet J.Mortensens Efterfölgere	100·0|19·5| 9·4 Q35'B22'F18' RFD24' BK6½" *WB=APT3t*			Trngsvaag Faroe Isl nd Danish 3*BHCem*	C.2Cy.12¾"&23½"–17¾" (*s*) 120lb 29NHP 1SB,*2cf*,GS20,HS610 KockumsAktieb,Malmö	10 ″ 1	
1469 204190	**Smith Thompson** *Elec.light Mchy.Aft*	**SteelScSr** 1*Dk*	4786 — 4227					1907	Toledo S.B. Co. Toledo,O.	GreatLakes S.S.Co	438·7|52·0|23·9 *WB*			Oswego Utd.States	Q.4Cy.16½',24',35"&50"–42" 162NHP ToledoS.B.Co.Toledo		
1470 96543	**Smithfield** *A.W.Gard*	**SteelPad** (*ex*Hampton) 1*Dk*	725 — 353					1901	..... Elizabeth, N.J.	OldDominionSS.Co	202·7|29·6|10·1 len09			NewYork Utd.States	1Cy.51"–96" NB09		
1471 128814	**Smith's Docks No. 3** 1*Dk*(*Stl*)	**SteelSc**	39 39 —	✠100A1 *For Towing p urposes* 4,14 ✠LMC10,11	Mdb	*s*	4,14	1911 12mo *Lloyd's*	Smith's Dock Co.Ld. Middlesbro' *sA&CP*	Smith'sDockCo.Ld	60·3|14·0| 7·2 BK6" *WB=DT f 7'*			Middlsbro' British	C.2Cy.10'&22'–16' (*s*) 140lb 24RHP 3*BHCem* 3*tFPT5t*	7 ″ 10	
1472 MJLH	**Smölen** *A.M.Petterson* –13	**SteelScSr** 1*Dk*	180 104 76					1913	Xiansands Mek.Værks. Xiansand (*E.Witzöe, Mgr.*)	MöreSkjærgaards Dmpsk.Aktiies.	108·1|19·4| 8·3 Q18*t*B38*t*H9*t*F8*t*			Xiansund Norwegian	T.3Cy.10½",17½"&28½"–18" 34NHP XiansandsM.V.Xiansand		N
1473 137507 JMQF	**Smolensk** *Young* –16 *Elec.light*	**SteelScSr** 2*Dks&Awng dk*	2487 2255 1534					1916	W.Doxford &Sons,Ld. Sunderland	Ellerman'sWilson Line,Ld.	286·7|40·6|26·0 *WB*			Liverpool British	T.3Cy.22",36"&60"–42" 233NHP W.Doxford&Sons,Ld.Sld.		V
1474 NSCG	**Smut** *V.Thielland* (*ex*Harbury) *Well deck*	**SteelScSr** *ss*Sld.No.3–5,09 *ss*Cpn.No.1–13 1*Dk*(*Irn*)&*Web frames*	1818 1357 1089	✠100A1 8,16 Examined, ~~MSR,13~~ ~~BS10,13~~ ✠LMC8,13	Cpn	*r*	~~7,15~~ ~~W8,13~~	1896 8mo	S.P.Austin & Son Sunderland A&CP	Kjöbenhavn BunkerkulDepôt (J.Hansen& A.Erlandsen)	268·2|37·7|17·0 P27'Q74'B48'F27' FK *WB=CellDBa76'*			Copnhagn Danish	T.3Cy.20½",33"&54"–39" (*s*) 160lb 194NHP 2SB,*6pf*,GS84,HS3156 G.Clark,Ld.Sunderland	19 ″ 9 *s* 2 ″ 2 17 ″ 11	
1475 118606 HSBQ	**Snaefell** *C.P.Green* –14 *Elec.light*	**SteelTwinScSr** *ss*Bkn.No.1–13 2*Dks*(*Upt Stl*)& *Shelter dk*	1368 1027 558	✠ A1 *Shelter dk with freeboard* 12,14 ✠LMC8,14 *For Service in the Irish Channel*	Bkn		6,13	1910 8mo *Lloyd's*	Cammell Laird&Co.Ld. Birkenhead *sA&CP*	Isle of Man Steam Packet Co.Ld.	269·8|41·5|15·9 FK *WB=Cell DBa32'uE3*			Douglas IM British	T.8Cy.(2)21½',(2)34"& (4) 40"–30" 195lb (*r*) 670NHP 4SB,*12cf*,GS302,HS11158 FD CammellLaird&CoLd.Bkn	16 ″ 6 *s* 3 ″ 1 14 ″ 0	
1476 MNCW	**Snar** *Svendsen* 1*Dk*	**SteelScSr**	1614 1176 946					1916	Bergens Mek.Værks. Bergen	Akties.Sjöfart (S.O.Stray&Co. *Mgrs.*)	244·5|37·6|15·7 P15'Q73'B65'F29' *WB*			Xiansand Norwegian	T.3Cy.18",29"&49"–33" 138NHP BergensMekVærksBergen		N
1477 MNFG	**Snefjeld** *A.Juell*15–15 (*ex*Ottoland, *ex*Maasstad)	**SteelScSr** *ss*Rot.No.3–2,14 1*Dk*(*Stl*)&*deep framing* *Cargo battens not fitted*	1643 1507 1001	✠100A1 10,17 ~~11,16~~ ~~Examined, 11,16~~ ~~BS10,16~~ ✠LMC2,14 BS10,17	Shl Bry	*r*	~~10,15~~ 10,17	1901 5mo A&CP	Naamlooze Vennootschp Scheepswerf Alblasserdm	Acties.Snefjeld (H.G.Martens)	270·0|37·6|18·4 P12'B70'F30' FK *WB=Cell DBa66'uE20'f116'388t*			Bergen Norwegian	T.3Cy.20",33"&54½"–36" (*s*) 160lb ~~*soft 80lb*~~ 182NHP 2SB,*4rf*,GS65,HS2835 Blair&Co.Ld.Stockton	20 ″ 7 *s* 3 ″ 3 17 ″ 8	
1478 WKVN	**Snehætten** *A.Dahl-Olsen*16–16 (*ex*Uppland)	**SteelScSr** *ss*Hpl.No.2–12 1*Dk*(*Irn*)& *deep framing*	2399 2253 1549	✠100A1 1,16 ~~Examined, 7,17~~ ~~3,13~~ ~~BS10,16~~ ✠LMC6,14 ~~2,17~~ 3,18	Grk	*t*	~~7,17~~ 3,18	1904 6mo *Lloyd's*	W.Gray& Co.Ld. W Hartlepool *sA&CP*	Akties Dmpsk Snehætten (O.Orvig, *Mgr.*) *WB=Cell DBa86'uE32'f130'648t*	305·0|45·2|20·0 P27'B81'F32' FK *FPT45t APT88t*			Bergen Norwegian	T.3Cy.22½",36½"&62"–39"(*s*) 180lb *100lb* 250NHP 2SB,*6rf*,GS94,HS3710 Cen.Mar.Eng.Wrks.WHpl	22 ″ 4 *s* 3 ″ 6½ 19 ″ 3	
1479 MBDN	**Snepiggen** *Wennberg*16–16 *Elec.light*	**SteelScSr** 1*Dk*&*Spar dk*	1617 1184 1025	*Assumed name,"* See No. 47 in Supplement				1903	Nylands Værksted Christiania	Akties.Dpsk. Snepiggen (Eriksen&Kahrs)	260·2|36·9|20·9 H102*t*F33*t*			Bergen Norwegian	T.3Cy.19",31"&51½"–33" 152NHP NylandsVærksted,Xania.		N
1480 HNKB	**Sneppe** *N.Bull-Melsom* 1*Dk*	**SteelScSr**	1412 1301 884					1902	Wood Skinner&Co.Ld. Newcastle	Acties.Dpskselsk. Sneppe(AFKlavenness&Co.Akties.)	255·0|36·6|17·3 H80'F29' *WB*			Chrstiania Norwegian	T.3Cy.18½",30"&49"–33" 138NHP N.E.MarineEng.CoLdNwc		N
1481 WKNC	**Snetinden** *M.Abrahamsen*16–16 (*ex*Astarloa, *ex*Hillbrook)	**SteelScSr** *ss*Bbo No.3–7,09 *ss*Bbo.No.1–13 1*Dk*(*Stl*)&*deep framing* &*pt Awng dk*(*Stl*)	2859 2114 1731	✠100A1 *pt Awng dk with freeboard* 9,15 Examined, 10,17 ✠LMC3,13 10,17	Cff	*t*	~~9,17~~ 10,17	1896 3mo *Lloyd's*	W.Hamilton&Co. Pt.Glasgow *sA&CP*	Eriksen&Kahrs *CellDBa94'uE&B36'f122'640t*	310·0|42·6|19·3 Q74'*pt Awng dk*236' FK *APT67t*			Bergen Norwegian	T.3Cy.22¾",37"&61"–42' (*s*) 160lb 243NHP 2SB,*6rf*,GS104,HS3670 D.Rowan&Son,Glasgow	21 ″ 9 *s* 8 ″ 0 21 ″ 1	
1482 MPHJ	**Snetoppen** *F.Wennberg*16–16 (*ex*Orion, *ex*Sobraon)	**SteelScSr** *ss*Shl.No.3–5,03 1*Dk*(*Irn*)& *Spar dk*(*Irn*)&*Web frames*	2349 — 1541	✠ *Spar dk* 8,10 ✠	Shl	*s*		1889 10mo	W.Pickersgill&Sons Sunderland	Akties.Dmpsk. Snetoppen(Eriksen&Kahrs)	285·2|41·0|19·3 H28*t* 26·5 BK9½" *CellDB184'311t*			Bergen Norwegian	T.3Cy.21",39"&64"–42" NDB07 278NHP 2SB,*8pf*,GS125,HS4360 Black,Hawthorn&Co.Gts.	27 ″ 9	N
1483 *Elec.light*	**Snevarden** *Should be "Dicto," See No. 7 in Supplement*	**SteelScSr**	3560 ~~3389~~ 2330	100A1 (*Class Contem plated*)				1917	Union Iron Works Co. Alameda,Cal.	W.Gilbert	341·0|48·2|24·7 P29'B73'F34'			Bergen Norwegian	1 Geared Steam Turbine General Electric Co. Schnectady,N.Y.		
1484 62240 PTQM	**Sneyd** *S.J.Cannock* –16 *Mchy.Aft* (*ex*Itchen)	**IronScK** *ss*Sou.No.2–81	204 191 112	✠ 6,81	Sou	*b*		1872 11mo	Day,Summers&Co. Northam	Osborn&Wallis	106·1|22·3|10·8 *WB=FPT20t*			S'thamptn British	C.2Cy.10"&20"–18" NB93 20RHP Day,Summers&Co.,Sou.	11 ″ 11	
1485 108524	**Snipe** *G.Turner* –14	**IronScK** (*Trawler*) 1*Dk*	166 163 66			...		1897	Edwards Bros. North Shields	Kelsall Bros.& Beeching,Ld. (G. Beeching&J.E.A. Kelsall, *Mgrs.*)	118·0|20·5|11·0 len11 BK7½"			Hull British	T.3Cy.12",18"&30"–21" 41RHP N.E.MarineCo.Ld.Sld.	11 ″ 10	
1486 MFJT	**Snorre** *Christensen* 1*Dk*	**SteelScSr** (*Whaler*)	127 124 45					1908	Akers Mek.Værks. Christiania	Bryde&Dahls Hvalfangerselskb	95·7|18·6|11·0 *WB*			Sandefjrd Norwegian	T.3Cy.11",18"&29"–20" 39NHP AkersMek.Værks,Xania		N
1487 LBMG	**Snorri Godi** *F.Mattiasson* –12 (*ex*Canadian)	**SteelScK** *ss*Cpn.No.2–15 1*Dk*	244 214 110	✠100A1 *Stm Trawler* 11,15 ✠LMC11,15 BS11,17	Cpn		11,15	1907 10mo *Lloyd's*	Smith's Dock Co.Ld. North Shields *sA&CP*	Fiskeveidahlut Draupnir(Thor. Jensen, *Mgr.*)	125·2|22·1|11·7 Q69'F19' BK7½"			Reykjavik Danish	T.3Cy.12¼",22"&35"–24" (*s*) 180lb 71NHP 1SB,*2pf*,GS36,HS1190 ShieldsEng.Co.Ld.N.Shl.	12 ″ 6	
1488 NSQP	**Snorri Sturluson** *G.Guömundsson*15–13 (*ex*Pointer) *ss*Gms.No.1–3,13 1*Dk*	**IronScK** *ss*Gms.No.–3,18	228 205 83	✠100A1 *Stm Trawler* 11,16 BS11,16 ✠LMC3,15	Cpn		11,16	1900 8mo	Cook,Welt'n&Gemmell Hull A&CP	"Kveldulfur," Ld.	125·0|21·5|11·5 Q64'F22' ND13 BK7" *WB=DBf12'7t*			Reykjavik Danish	T.3Cy.13",21½"&35"–24" (*s*) 180lb 68NHP 1SB,*2cf*,GS33,HS1081 Bailey&Leetham,Hull	12 ″ 4	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c / *Master.* / *Late Name if any.* / Special Surveys. / No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned / now expired. Equipment Letter.	7* Date when tail shaft last secn.	8 Built. When. / Ship. / Engines	9 Built. By Whom. / Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L. R. Date of Roof Trade Cert.
1489 106801 PKVS	**Snowdon** SteelScSr *J.H.Evans* –15 *ss*Shl.No.3–7,08 (*ex*Barnesmore) *ss*Cff.No.2–17 1*Dk*(*Irn*)2*trB*&*Web frames*	3189 2998 2055	✠100A1 *withfreeboard* 4,13 ~~4,17~~ DS4,18 ✠LMC4,17	Cff	*v*	~~4,17~~ 4,18	1896 8mo *Lloyd's*	Richardsn, Duck&Co. Stockton *sA&CP WB=*	Snowdon SS.Co.Ld (C.Radcliffe&Co.) *Cell DBa* 106′*uE*&	330·0 / 46·1 / 24·1 P15′B96′F37′ FK *B46′f*126′751*tFPT*			London British *B46′f*126′751*tFPT*	T.3Cy.22½″,39½″&67″-42″(*s*) 200lb ~~*76lb*~~ 303NHP 2SB,*6cf*,GS116,HS4300 82*tAPT*54*t* Blair&Co.Ld.Stockton	26 ″ 9 s 5 ″ 1½ 22 ″ 0	
1490 111039 TMVL	— SteelTwinScSr *A.T.Riley* Sub Sig. *Elec.light* 2*Dks*	1021 966 429					1902	Laird Bros. Ld. Birkenhead	L.&N.W.Rlwy.Co.	299·9 / 36·6 / 14·0			Dublin British *WB*	T8Cy(2)19″,(2)29½″&(4)33″ –30″ 238NHP LairdBros.Ld.Birkenhead		BT till 11,17
1491 99404 JGCQ	— SteelPad *W.Williams* –14 2*Dks*	338 294 134					1892	Laird Bros. Birkenhead	Liverpool&North WalesS.S.Co.Ld.	167·9 / 24·6 / 10·7 H5*t*			Liverpool British	C.D.2Cy.30″&54″–51″ 174NHP LairdBros.Birkenhead		
1492 80242	— IronPadSk *W.Hill* –15	106 106 11					1885	Lawson& Eltringham S.Shields	JohnDrySteam Tugs,Ld. (J.Dry,*Mgr.*)	96·0 / 18·7 / 9·5			S.Shields British	L.2Cy.27″–48″ NB05 50RHP Baird&Barnsley,N.Shields		
1493 123189 HLQN	**Snowdonian** SteelScSr *D.A.Thomas* –15 *ss*Msl.No.2–16 1*Dk*(*ptIrn*&*ptStl*)2*trB* &*deep framing* 3*Dk rule*	3870 3554 2402	✠100A1 5,17 BS6,16 ✠LMC12,14	Bkn	*w*	N5,17	1907 10mo *Lloyd's*	Richardsn, Duck&Co. Stockton *sA&CP*	Stmshps Goïdelian &CoranianLd.(O. &W.Williams&Co. *Mgrs.*) *WB* = *Cell DBa* 129′*uE*&*B42′ f*150′	360·1 / 51·8 / 22·3 P23′B215′F27′ FK *WB* = *Cell DBa* 129′*uE*&*B42′ f*150′			Cardiff British 6*BHCem*	T.3Cy.25″,41″&67″–45″ (*s*) 160lb *100lb* 338NHP 2SB,*6rf*,GS127,HS5620 Blair&Co.Ld.Stockton 1059*t FPT*154*tAPT*122*t*	24″10 s 3 ″ 7 21 ″ 8	
1494 131291	**Snowdrop** SteelTwinScSp *G.Cubbin* –10 *Elec.light* 1*Dk*(*Teak*)& *Promenade dk*(*Teak*)	439 438 163	✠ *For Ferry pur poses* 10,11 ✠	Bkn			1910 10mo	Cammell Laird&Co.Ld. Birkenhead	TheMayor,Alder-men&Burgessesof theBoroughof Wallasey	152·3 / 38·6 / 10·9 B28′ *WB* = *DTa*11′26*tMT*7′18*t* FK *DTf*13′60*t*			Liverpool British 5*BHAsp*	T.3Cy.16″,24″&41″–21″ 207NHP 2SB,*6cf*,GS107,HS3743 CammellLaird&CoLd.Bkn.	11 ″ 3	BT till 9,17
1495 MFLN	**Snyg** SteelScSr *R.Lien* (*ex*Zoppot) 1*Dk*	370 274 199					1891	G.Evers Lübeck	Kr.Högh-Hervig	138·2 / 23·1 / 11·2 Q26*t*B46*t*F11*t*			Haugesnd Norwegian *WB*	C.2Cy.16½″&30″–21½″ NB10 35NHP MaschinenfabrikBuckau ActienGes.Magdeburg		G
1496 136903	**Soar** SteelScK 1*Dk*	219 194 85	✠100A1 *StmTrawler* ~~4,13 8,15~~ ✠LMC4,15	Sws		4,18	1915 4mo *Lloyd's*	Smith's Dock Co.Ld. Middlesbro'	WyreSteamTrawl-ingCo.Ld.	117·0 / 22·0 / 11·9 Q69′F20′ BK7½″			Fleetwood British 2*BHCem*	T.3Cy.12½″,20″&34″–24″ (*s*) 180lb 77RHP 1SB,*3pf*,GS42,HS1378 Smith'sDockCo.Ld.Mdb.	12 ″ 8	
1497 110056 QRGH	**Sobo** SteelScSr *A.J.Day* –13 *ss*Liv.No.3–12,11 *Ref.Mchy.* 1*Dk*(*ptStl*)&*Spar dk*(*Stl*–ws) *Elec.light* &*deep framing*	3652 2751 2313	✠100A1 *Spar dk* 4,13 BS6,14 ✠LMC12,11	Liv	*v*	6,14	1899 1mo	Barclay, Curle&Co.Ld Glasgow A&CP *W*	TheAdmiralty *B=Cell DBa* 76′*u*	345·0 / 44·0 / 14·3 P&B226′F41′ 23·2 FK *E24′f*158′539*tFPT*			London British 6*BHCem* 76*tAPT*44*t*	T.3Cy.25″,41″&67″–48″ (*s*) 180lb 370NHP 3SB,*11cf*,GS212,HS6190 Barclay,Curle&Co.Ld.Gls.	25 ″ 8 s 3 ″ 8½ 22 ″ 7	
1498 MLNJ	**Sobral** SteelTwinScSr *W.Juliussen* *Elec.light* 1*Dk*	1075 844 576					1908	Nylands Værksted Christiania	Akties.Sobral (Lorentzen,Natvig &Co.)	241·8 / 35·2 / 12·9 P15′F25′			Chrstiania Norwegian *WB*	T.6Cy.18″,21″&36″–24″ 126NHP NylandsVærksted,Xania		N
1499	— SteelTwinScSr *F.Hassenstein*99–99 1*Dk*&*Promenade dk*(*Teak*) *Elec.light* *Mchy.Aft*	311 222 212	✠ *For River pur poses* 1,99 ✠	PGl	*only*		1899 1mo	Murdoch& Murray Pt.Glasgow	Oliveira Andrade& Co.	140·0 / 30·0 / 8·0 F16′ FK *WB* = *FPT*22*t*			Pará Brazilian 5*BHCem*	C.4Cy.12″&24″–18″ 54NHP 1SB,*2pf*,GS39,HS1040 Lees,Anderson&Co.Gls.	8 ″ 5	
1500	**Sobralense** SteelScSr *B.H.Hatfield*11–11 *Elec.light* 1*Dk*(*Teak*)& *Promenade dk*(*Teak*)	*320* *222* *218*	✠ ~~—~~ 9,15 *For River pur poses* ✠	PGl	*only*		1911 10mo	Murdoch& Murray PortGlasgow	M.M.Mendes	140·0 / 28·0 / 8·0 FK			Manaos Brazilian 6*BHCem*	T.3Cy.12″,19″&31″–22″ 65NHP 1SB,*3cf*,GS41,HS1236 Muir&Houston,Ld.Gls.	8 ″ 4	
1501 102149	**Social** SteelSc 1*Dk* *Mchy.Aft*	108 99 64					1894	Lytham S.B.&E.Co. Lytham	LeverBros.Ld.	76·5 / 19·8 / 8·1			Liverpool British	2Cy.10″–14″ NB04 20RHP LythamS.B.&E.Co.,Lythm		
1502 1303 LRCQ	**Société** SteelTwinScSr *Ph.Matzakos* –10 *Elec.light* *Mchy.Aft* 1*Dk*	578 — 282					1910	Howaldts-werke Kiel	Soc.deCommerce et deCommission deRostoff surDon	188·0 / 31·2 / 10·5 Q46′			Rostoff Russian	T.6Cy.9¼″,14¾″&24⅜″–13⅝″ 44NHP Howaldtswerke,Kiel		
1503 211184 LCVW	**Socony** SteelScSr *T.Fenlon*97–13 *Elec.light* 2*Dks*&*Web frames* *Mchy.Aft* *Carrying Petroleum in bulk* Wireless Sub.Sig. *Fitted for oil fuel*	3664 3168 2223			...		1913	New York S.B.Co. Camden,N.J.	Standard Transportation Co.	321·7 / 46·2 / 27·5 P116′B30′F43′ FK			New York Utd.States *WB*	T.3Cy.21″,35″&58″–42″ 318NHP NewYorkSBCo.Camdn,NJ	27 ″ 0	
1504 135504 JDFP	**Socrates** SteelScSr *W.A.Bambra* –15 *Elec.light* 2*Dks*	4979 4731 3173					1913	Russell& Co. Pt.Glasgow	LivBrazil&RPlate S.N.Co.Ld. (Lam-port&Holt,Ld. *Mgrs.*)	405·3 / 52·2 / 27·4 P37′B119′F46′			Liverpool British *WB*	T.3Cy.26″,42″&70″–48″ 339NHP Rankin&Blackmore,Grk.		C
1505 14345 LPTW	**Sodegaura Maru** SteelScSr (*ex*Nord) 1*Dk*&*Spar dk*	1257 1190 779					1895	Nylands Værksted Christiania	YamashitaKisen ~~GomeiKaisha~~ KabushikiKaisha	229·3 / 32·0 / 19·3 H51*t*			Yokohama Japanese *WB*	T.3Cy.14½″,25″&40½″–30″ 90NHP NylandsVærksted,Xania.		
1506 RLKF	**Söderhamn** SteelScSr *J.Schröder* *Elec.light* 1*Dk*&*ptAwng dk*	1499 980 945					1899	Helsingörs Maskbyggeri Elsinore	H.M.Gehrckens	240·8 / 34·1 / 15·1 Q80′ *ptAwng dk*164′			Hamburg German *WB*	T.3Cy.17″,27½″&47″–33″ 127NHP HelsingörsJernsk.&Mskb.		G
1507 1596 JDFL	**Södermanland** IronScSr *D.J.W.Bolin* –86 1*Dk*	179 106 132					1885	MotalaCo. Oscarshamn	Ångf.Aktieb. Södermanland (E.Eriksson,*Mgr.*)	105·6 / 19·3 / 8·6 Q32′B33′H13*t*F28′			Nyköping Swedish	2Cy.15″&29″–19½″ 31NHP MotalaCo.,Oscarshamn		
1508 1494 HRJQ	**Södern** SteelScSr *N.J.Lundström*99–04 1*Dk*&*Shelter dk*	253 153 137					1882	MotalaCo. Norrköping	BlekingeÅngb. Aktieb. (O.E.Lundström)	118·9 / 22·9 / 9·3 P69′H20*t*F36′ 16·2			Karlshmn Swedish	C.2Cy.19½″&33⅝″–20½″ NB94 43NHP MotalaCo.,Norrköping		
1509 VGBH	— SteelScSr *H.Sjöblom*	197 — 128					1887	W.Rosen-lew&Co. Björneborg	ÅboLänsKust Ångb.Aktieb.	109·8 / 18·5 / 8·1			Åbo Russian	C.2Cy.14¾″&26¼″–20½″ 26NHP W.Rosenlew&Co.		
1510 4010 JMQS	**Södertörn** SteelSc *B.V.Sundin*01–06 1*Dk*	224 126 136					1901	Mälarvarf-vetsAktieb. Stockholm	VaxholmsNya Ångf.Aktieb.(B. vonSydow,*Mgr.*)	108·7 / 22·6 / 8·1 B39′H41*t*			Vaxholm Swedish	C.2Cy.14½″&31⅛″–19½″ 35NHP BergsundsM.V.Aktb.Skm.		

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Grément, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où cote a été ou sera dans le L. R. Date à cet égard inscrite.
1511	**Sodium**	**SteelScYl**	146	✠100A1	Shl	*b*	~~24.4.16~~	1887	Wood,	"T." Steam Coasters, Ld. (Robinson Brown & Co. *Mgrs.*)	100·0 | 20·1 | 8·1			Newcastle	C.2Cy.13½″&25″–18″ (*r*)	8 ″ 8
92861	*R.A.Wilson* –17	*ss*Shl.2ndNo.3–2,11	118	12,17 ~~2,17~~	Lon		12,17	4mo	Skinner&Co.		Q31′B7′F17′			British	80lb 45RHP	s 1 ″ 0
KMTF		*ss*NwcNo.1–16	73	✠NB7.03 ✠LMC4,16				Newcastle					FK	3*BHCem*	1SB,*2pf*,GS25,HS590	7 ″ 10
	Mchy.Aft	1*Dk*(*Stl*)		BS0,17				*Lloyd's*A&CP					*WB=FPT*20*t*	WllsndSlpwy&Eng.CNwc		
1512	**Södra Sverige**	**IronScSr**	735					1871	Bergsunds	W.Darlington Stockholms	184·1 | 25·1 | 13·0			Stockholm	C.2Cy.24″&48″–27″	
2769	*M.Eurenius*12–12		402						Mek Verkst	Rederiaktieb.Svea	H56*t*		20·4	Swedish	100NHP	
JGFD		2*Dks*&*Shelterdk*	441						Stockholm	(HjBlomberg *Mgr*)					BergsundsMek.Vks.Skm.	
1513	**Södra Vettern**	**SteelScSp**	118					1891	Jönköping	Ångb.Aktieb.Vista	82·4 | 16·7 | 7·3			Visingsö	C.2Cy.13½″&23½″–17½″	
1153	*C.E.Hagstedt*00–00		54						M.V.Aktieb.	(C.A.Carlsson,	Q24′B41′H10*t*F20′			Swedish	19NHP	
JCKG	(*ex*Guldkroken)	1*Dk*	85						Jönköping	*Mgr.*)					BergsundsAktieb.Skm.	
1514	**Soengei Rawa**	**IronScCtr**	220					1891	Cochrane&	Handelsvereeniging	105·6 | 22·0 | 9·2			Medan,	C.2Cy.10″&20″–15″	
	Oelong –98		—						Co.	F.Kehding				Deli	13NHP	
			164						Birkenhead					Dutch	Cochrane&Co.,Birkenhead	
1515	**Soerakarta**	**SteelScSr**	6926					1912	Kon. Maats	Rotterdamsche	431·0 | 55·2 | 34·6			Rottrdam	T.3Cy.29″,48″&82½″–54″	V
	M.Gantvoort –12		6559						deSchelde	Lloyd (W.Ruys&	B60′F54′			Dutch	500NHP	
PSKG	*Elec.light* Wireless	3*Dks*	4384						Flushing	Zonen, *Mgrs.*)				*WB*	Maats.deSchelde,Flushing	
1516	**Soestdijk**	**SteelScSr**	6445	✠100A1	Rot	*z*	N6,16	1901	Furness,	Nederl.Amerik.	400·4 | 52·1 | 29·3			Rottrdam	T.3Cy.28″,46″&77″–48″ (*s*)	32 ″ 1
	A.Filippo	*ss*Rot.No.3–1,14	6304	*Shelter dk*				8mo	Withy&CoLd	Stoomv.Maats.				Dutch	180lb 489NHP	s 3 ″ 11
PSKL	2*Dks*(*Stl*)3*trB*&*Shelter dk*(*Stl*)		4231	5,17 ~~1.16~~	✠LMC				W Hartlepool	(Holland-Amerika			FK	6*BHCem*	4SB,*12cf*,GS208,HS8140	28 ″ 7
	Elec.light			MS1,14	BS5,16		5,17		A&CP	Lijn)					Richardsons,Westgarth&	
								*WB=CellDBa*127′*u*		*E*&*B*69′*f*148′907*t*	*DTa* 29′ 868*t* *DTf*			25′790*t*FPT	77*t*APT46*t* Co.Ld.Hpl.	
1517	**Soesterberg**	**SteelSc**	482	100A1				1917	E.J.Smit	J.J.A.vanMeel	157·7 | 25·9 | 12·9				T3Cy12$\frac{3}{16}$″,19½″&32$\frac{5}{8}$″–17$\frac{11}{16}$″	
	M.L.Tonnesen –17								&Zoon		Q53′B37′F20′			Dutch		
For full particulars See No. 26 in Supplement			265	(*Class Contemplated*)					Hoogezand							
															E.J.Smit&Zoon,Hoogeznd	
1518	**Sofala**	**SteelScSr**	5381	✠	Bom	*a*†		1902	SirJ.Laing	BritishIndiaStm.	411·0 | 50·8 | 29·0			Glasgow	T.3Cy.26½″,42″&66½″–51″	32 ″ 0
115686	*F.Dalton* –14		5023	*Shelter dk*				6mo	&Sons,Ld.	Nav.Co.Ld.				British	395NHP	
TKFR	*Elec.light*	2*Dks*(*Stl*)&*Webframes*	3436	4,04 ✠				Sunderland		*WB=CellDBa*12	3′*uE*& FK			6*BHCem*	2SB,*6cf*,GS123,HS5695 FD	
		&*Shelterdk*(*Stl*-teaks)								*B42′f*196′1256*t*	*DTf*27′816*t*FPT14			1*t*APT137*t*	G.Clark,Ld.Sunderland	
1519	**Sofia**	**SteelScSr**	*255*	✠ —	Cpl	Lv		1882	Murdoch &	Soc.Commerciale	140·3 | 21·8 | 10·1			Varna	C.2Cy.21″&42″–30″	
	*A.M.Prudkine*00–10	6thSurvey,Pir.6,08	*218*	8,16				11mo	Murray	Bulgare deNav.à	Q28*t*H5*t*F4*t*			Bulgarian	NB10,01 88NHP	
	(*ex*Panormos,	1stSurvey,Cpl.1,14	*138*						PortGlasgow	Vap.	ND01		FK	1*BH*	1SB,*3pf*,GS45,HS1401	
	Mchy.Aft *ex*Devonia)	1*Dk*												*WB=DBf*	Dunsmuir&Jackson,Gls.	
1520	—	**CompScSr**	180					1895	J.O.	J.A.Myrin	100·1 | 22·9 | 9·7			Trollhättn	C.2Cy.11$\frac{3}{8}$″&19½″–11$\frac{5}{8}$″	
2849	*A.Andersson*13–13		148						Johansson		B21′H6*t*			Swedish	11NHP	
JGKV		1*Dk*	92						Eckerna						WilhelmsbergsM.V.,Got.	
1521	—	**IronScSr**	—					1882	J.H.Dia-	Cia.Mexicana de	85·0 | 18·0 | 7·0			Frontera	C.2Cy.12″&24″–18″	
			—						logue&Son	Nav.S.A.				Mexican	J.H.Dialogue 20NHP	
		1*Dk*	49						Camden,N.J.						&Son,Camden,N.J.	
1522	**Sofia Hohenberg**	**SteelScSr**	5491	✠ —	Tri	*y*		1905	Lloyd Aus-	Unione Austriaca	360·0 | 48·0 | 25·3			Trieste	T.3Cy.26″,43½″&73″–48″	28 ″ 0
	DeParavich	*ss*Tri.No.2–13	4457	7,16				11mo	triaco	diNav.(Soc.Anon.)	*BonShelter dk*218′			Aust.-Hung.	488NHP	
HMNR	*Elec.light*	2*Dks*(*Stl*)&*deepframing*	3521	*Shelter dk* ✠					Trieste		FK			7*BHCem*	NDB03,*refitted*05	
	Ref.Mchy.	&*Shelterdk*(*Stl*-*pt* ws)								*WB=CellDBa*	118′*uE*&*B*72′*f*124′			611*t*APT23*t*	3SB,*9cf*,GS165,HS6701 FD	
	Wireless														LloydAustriaco,Trieste	
1523	**Sofie**	**SteelScSr**	354	✠100A1	Cff	*e*	~~4,16~~	1907	WoodSkin-	StephensonClarke	135·0 | 24·2 | 10·6			London	T.3Cy.12″,19″&32″–22½″ (*r*)	11 ″ 3
125640	*A.E.Munnings* –16	*ss*Cff.No.2–16	255	11,17 ~~1,17~~			11,17	11mo	ner&Co.Ld.	&Co.	Q42′B7′F17′			British	180lb *80lb* 50RHP	s ″ 11½
HLTN	*Well deck*	1*Dk*(*Irn*)	138	✠LMC4,16					Newcastle				FK	3*BHCem*	1SB,*2pf*,GS31,HS1168	10 ″ 6
	Mchy.Aft	*Cargo battens not fitted*		BS6,17				*Lloyd's*A&CP			*WB=FPT*			33*t*APT4*t*	N.E.MarineEng.CoLd.Sld.	
1524	**Soglasie**	**SteelSc3MstSr**	597			...		1878	R.Dixon&	F.C.Svorono&	175·4 | 25·7 | 14·6			Mariupol	C.2Cy.25″&48″–30″	15 ″ 4
51	*Bretzky* –06		485						Co.	E.diPollone	P61′F25′			Russian	105NHP	
LJAM	*Mchy.Aft* (*ex*G.M.B.)	1*Dk*2*trB*	349						Middlesbro'				FK	*WB*	T.Richardson&Sons,Hpl.	
1525	**Sogn**	**IronScSr**	361					1875	C.S.Swan	NordreBergenhus	158·2 | 22·0 | 11·4			Bergen	C.2Cy.21½″&40″–24″	
	H.Bjerregaard		230						&Co.	AmtsDampskibe	P58*t* H32*t* F40*t*			Norwegian	65NHP	
JPBT		1*Dk*2*trB*	207						Newcastle					*WB*	Thompson&Co.,Nwc.	
1526	**Sokol**	**IronTwinSc**	258					1868	A.Leslie&	RussianS.N.&	129·0 | 29·4 | 8·8			Odessa		
419	*Coyenevsky*	(*Tug*)	—						Co.	TradingCo.				Russian		
HBGQ		1*Dk*	138						Newcastle							
1527	**Sokoto**	**SteelScSr**	3092	✠100A1	Liv	*v*	N9,13	1899	VickersSns	TheAdmiralty	345·0 | 42·2 | 23·0			Liverpool	T.3Cy.23″,38″&63″–45″ (*s*)	25 ″ 8
111177	*W.E.Griffiths* –14	*ss*Liv.No.3–9,13	2623	10,14				4mo	&Maxim,Ld.		P37′B122′F42′			British	180lb *100lb* NDB14 296NHP	s 5 ″ 0½
RBQG	2*Dks*(1*Stl*–ws&1*pt Stl*–ws)&*Webframes*		1969	BS10,14 ✠LMC9,15					Barrow				FK	6*BHCem*	2SB,*6cf*,GS150,HS4584	21 ″ 2
	Elec.light							*Lloyd's*A&CP		*WB=Cell D Ba*72′ *uE*&	*B36′f*152′667*t*FPT			57*t*APT36*t*	Vickers Ss.&MaximLdBrw	
1528	**Sol Duc**	**SteelScSr**	1085					1912	SeattleCon-	PugetSoundNav.	189·0 | 31·5 | 22·6			Seattle,	T.3Cy.17″,28″&47½″–36″	
210133	*H.Carter*	*Fitted for oil fuel*	—						struction&	Co.(J.Green,				Wash.	136NHP	
LCKW	*Elec.light*	2*Dks*	667						DryDockCo.	*Mgr.*)				Utd.States	SeattleConstruction&	
									Seattle,Wash						DryDockCo.Seattle,Wash.	
1529	**Solano**	**WoodScSr**	943					1914	A.Petersen	S.S.SolanoCo.	198·2 | 42·7 | 14·7			S.Frncisco	T.3Cy.13½″,22″&36″–24″	
211618	*J.Lundstedt* –13	*Fitted for oil fuel*	801						Raymond,	(W.H.Wood)				Utd.States	63NHP	
LDFW	*Elec.light* *Mchy.Aft*	1*Dk*	525						Wash.						UnitedEng.Wrks.Alameda	
1530	**Solar**	**SteelSc3MstSr**	576	✠100A1	Lon	*h*	~~7,13~~	1902	Garston	SolarS.S.Co.Ld.	167·5 | 26·6 | 11·5			London	C.2Cy.20″&44″–30″ (*s*)	12 ″ 10
115335	*D.Finlayson* –16	*ss*Gmh.No.3–1,11	407	6,16	Gms		2,17	11mo	G.D.&S.B.Co	(T.W.Smyth)	Q93′B12′F24′			British	180lb 104NHP	s ″ 8
VCJH	(*ex*BritishEmpire)	*ss*Vcr.No.1–15	255	BS6,16 ✠LMC5,15					Ld.Garston				FK	3*BHCem*	1SB,*3pf*,GS55,HS1740	12 ″ 5
	Well deck	1*Dk*(*Stl*)		BS2,17				*Lloyd's*A&CP		*Cell DBf*35′35*t*FPT29*t*				*APT*12*t*	Ross&Duncan,Glasgow	
1531	**Solborg**	**SteelScSr**	~~2691~~	✠100A1	Shl	*t*	6,16	1892	Craig,	Akties.Borchs	300·0 | 40·2 | 19·3			Drammen	T.3Cy.~~32.5.5~~ 23″ 35″&57″–39″ (*s*)	22 ″ 0
	P.Nerdrum –16	*ss*Bbo.No.3–9,05	~~3066~~	*pt Awng dk*				8mo	Taylor&Co.	Rederi(A.F.Borch	Q82′F29′			Norwegian	160lb *100lb* NDB11 204NHP	s 8 ″ 2½
~~WKNJ~~	(*ex*Solube-Mendi,	*ss*Bbo.No.2–14	~~1946~~	*withfreeboard*					Stockton	&SönnerLd *Mgrs*)	*ptAwng dk*189′ FK			5*BHCem*	2SB,*6pf*,GS95,HS3100	21 ″ 1
MRDL	*ex*ElSalto,*ex*Ardrishaig)	1*Dk*(*Irn*)	2712	6,16	✠LMC			*Lloyd's*A&CP							N.E.MarineEng.CoLd.Sld.	
		&*Webframes*&*ptAwngdk*(*Irn*)	1967	MS4,14	MBS2,16						*WB=*			*CellDB* 258′	553*t* *FPT* 101*t* *APT* 27*t*	
			1676	BS9,17												

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. Late Name if any. / Special Surveys. No. of Decks, &c.	3	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NIP=Horse power by Society's formulæ; RIP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Dated B. of Trade Cert.
1532 114417 TOKJ	Soldier Prince *J.G.Noonan* –16 *ss*Bkn.No.3–1,14 1*Dk*(*Stl*)&*Spar dk*(*Stl–pt*ws) *Elec.light* *ss*Mch.No 1–17 &*deep framing*	SteelScSr	3118 2934 2029 5,18	✠100A1 *Spar dk* LMC 9,17	Mch	*v*	9,17	1901 12mo *Lloyd's*	W.Dobson &Co. Newcastle *SA&CP* *WB*=*Cell D Ba100′ uE*	PrinceLine,Ld. (Furness,Withy & Co.Ld.*Mgrs.*) 20′*f*140′514*t FPT*	331·5 P39′B110′F38′ FK 20′*f*140′514*t FPT*	44·3 26·2 *6 BHCem* *80t APT37t*	17·4 Newcastle British *6 BHCem* *80t APT37t*	T.3Cy.25″,42″&69″–45″ (*s*) 180lb *80lb* 361NHP 2SB,*8cf*,GS147,HS5760 Blair&Co.Ld.Stockton	27 ″ 3 s 4 ″6½ 23 ″ 0	
1533 113081	— *W.Gentry* (*Trawler*) 1*Dk*	SteelScK	156 147 61			…		1900	JT Eltringham&Co. S.Shields	R.Irvin&Sons,Ld.	102·1 BK7″	20·3 11·2	N.Shields British *WB*	T.3Cy.11″,18″&30″–22″ 46RHP G.T.Grey,S.Shields	11 ″ 6	
1534	Sole (*ex*Sildpollen,*ex*Nobel) 1*Dk*	SteelScSr	148 134 79					1901	Akers Mek.Værks. Christiania		111·0 H11*t*	17·1 8·1	 *WB*	T.3Cy.8½″,13″&21½″–15″ 15NHP AkersMek.Værks.Xia.		
1535 123967 JQFC	Solent *J.W.Currie* –17 *ss*Shl.No.1–14 *Well deck* *Mchy.Aft* 1*Dk*(*Stl*) *Elec.light* *Cargo battens not fitted*	SteelScSr	1474 1123 848	✠100A1 8,14 LMC3,14	Cff	*o*	3,14	1910 7mo *Lloyd's*	J.Crown& Sons,Ld. Sunderland *WB*=*Cell DBuE23′f165′*	Chr. Salvesen&Co.	239·3 Q131′B13′F24′ FK 386*t MT8′122t FPT*	36·0 15·6 *5 BHCem* *100t APT32t*	Sundrland British N.E.MarineEng.Co.Ld.Sld	T.3Cy.19″,31″&51″–36″ (*s*) 180lb 186NHP 2SB,*4cf*,GS68,HS3092	17 ″ 9 s 1 ″8½ 16 ″ 4	
1536 114551 THOL	— *C.M.Harper* 1*Dk*	SteelPadSp	161 127 70					1902	Mordey, Carney,Ld. Southampton	L.&S.W.Rlwy.Co.	135·5 P60′B136′F54′ FK	20·2 7·7	S'thamptn British	C.D.2Cy.17″&32″–42″ 67RHP Mordey,Carney,Ld.Sou.		
1537 97201	Solent Queen *W.Dennis* –16	IronPadSk	324 285 184					1889	Barclay, Curle&Co.Ld Glasgow	Sou.I.of Wight& S.of Eng.Royal MailStmPktCo.Ld	215·6 *BH in forward*	21·1 8·2 *hold dispensed with*	S'thamptn British *6 BH only*	C.D.2Cy.29″&58″–60″ NB02 217NHP Barclay,Curle&Co.Ld.Gls.		BT till 11,17
1538 QKHB	Solfels *P.Schmidt* –13 *Elec.light* 2*Dks*(*Stl–U*teaks) Wireless	SteelScSr	5821 5477 3641	✠ — 2,17 ✠	Ham	*a*†		1913 5mo	J.C.Tecklenborg A.G. Geestemünde	DeutscheDmpfs-fahrts.Ges.Hansa	419·7 P60′B136′F54′ FK *WB*=*Cell DB139′ uE23′ Tween d*	56·1 29·7 *f 186′ 1283t k tanks fwrd*	Bremen German *Cem* *Tween dk tanks aft 36′487t*	T3Cy 28¾″,46⅛″&78 2/16″–53½″ 520NHP 3SB,*9cf*,GS150,HS6960 FD J.C.TecklenborgA.G.Gst. *36′509t FPT53t APT54t*	32 ″ 4	
1539 WKLR	Solhaug *A.von der Ohe* 15–15 *ss*Bbo.No.3–9,07 (*ex*Cierbana) *ss*Bbo.No.2–15 *Well deck* 1*Dk*(*pt Irn pt Stl*)&*Web frames*	SteelScSr	1217 974 717	✠100A1 9,16 BS7.16 LMC4,15	Cff	*n*	N9,16	1894 9mo	SirR. Dixon&Co. Middlesbro' A&CP	Akties.Dampsk. Solhaug (O.F.Olsen) *WB*=*Cell D Ba67′uE&B29′f86′*	226·1 Q87′B59′F24′ FK *4 BHCem* *301t APT16t*	34·0 15·2 Bergen Norwegian N.E.MarineEng.Co.Ld.Sld	T.3Cy.16″,26″&43″–30″ (*s*) 140lb *100lb* NDB11 105NHP 1SB,*3pf*,GS45,HS1624	17 ″ 6 s 1 ″5 16 ″ 5	
1540	Solide 1*Dk*	SteelSc	110 100 49					1892	G.Seebeck Geestemünde	Soc.de Construction du Port de Bahia	90·6	18·0 10·5	Bahia Brazilian	C.2Cy.17″&31½″–22″ 39NHP G.Seebeck,Geestemünde		G
1541 RNWB	Solingen *R.Paulsen* 12–12 *Elec.light* 3*Dks*	SteelScSr	4195 3934 2642					1905	Akt.Ges. "Neptun" Rostock	Deutsch-Austral. Dmpfsch.Ges.	376·8 P306′F41′	48·7 27·2	Hamburg German *WB*	T.3Cy.27 3/16″,46 1/16″&76″–48″ 400NHP A.G."Neptun,"Rostock		G
1542 14239* JTGK ~~MWFL~~	Solli ~~*A.Westmark* –16~~ (*ex*Constance, *ex*Köln) 1*Dk*	SteelScSr	685 607 384					1899	Bremer Vulkan Vegesack	TheShippingController (James Henry Monks (President),Ld.,*Mgrs.*)	172·2 B74′	27·0 16·3	~~Bergen~~ ~~Norwegian~~ London *WB* British	T.3Cy.13¾″,21 11/16″&34 5/8″–23½″ *58* RHP ~~58NHP~~ BremerVulkan,Vegesack		G
1543 122832 HDLM	Solo *W.Wake* –17 *ss*Nwc.No.2–13 *Well deck* 1*Dk*(*Irn*)&*deep framing* *Cargo battens not fitted*	SteelScSr	1235 955 719	✠100A1 8,17 8,16 BS6.16 LMC10,13 2,17	Shl Cff	*o*	8,16	1905 9mo *Lloyd's*	J.P.Rennoldson&Sns South Shields *SA&CP* *WB*=*Cell D Ba56′uE&*	PeltonS.S.Co.Ld.	235·0 Q56′P26′B48′F27′ FK *B31′f100′401t FPT*	34·2 14·5 *4 BHCem* *23t APT19t*	Newcastle British *WB*	T.3Cy.19″,31″&51″–33″ (*s*) 160lb *90lb* 156NHP 1SB,*3pf*,GS67,HS2461 J.P.RennoldsnSnsS.Shl.	17 ″ 3 s 1 ″7½ 15 ″ 11	
1544 132139	Solon *S.Dunn* –13 1*Dk*	SteelScK	295 264 121	✠100A1 *Stm Trawler* 8,13 LMC6,12	Gms			1912 6mo *Lloyd's*	Cook,Welt'n&Gemmell Ld. Beverley *SA&CP*	StandardSteam FishingCo.Ld.	130·0 Q72′ BK8″	23·0 12·2 *4 BHCem*	Grimsby British	T.3Cy.13½″,22½″&37″–24″(*s*) 185lb 69RHP 1SB,*3pf*,GS52,HS1595 Amos&Smith,Ld.Hull	13 ″ 1	
1545 637 HCGR	Solovetzky *Halleen*	IronScSr	374 — 224					1881	WCrichton &Co. Åbo	Solovetz Monastery	154·0 P48*t* F52*t*	23·0 14·0	Archangel Russian	C.2Cy.26″&45″–27″ 88NHP Crichton&Co.Åbo		
1546 MFQT	Solskjel *S.Sivertsen* 1*Dk*	SteelScSr	198 115 95					1908	Xiansands Mek.Værks. Xiansand	MöreSkjærgaards Dampskselsk. (E.Witzöe,*Mgr.*)	110·8 Q22*t*B41*t*H11*t*F8*t*	20·1 8·9	Xiansund Norwegian *WB*	T.3Cy.11 3/16″,18 3/16″&29½″–18″ E&B*made*07,*fitted*08 37NHP ÖrensM.V.Trondhjem		N
1547 JVBL	Solstrand *E.Jörgensen* 1*Dk*	SteelScSr	186 110 96					1899	Trondhjms Mek.Verks. Trondhjem	DetMidthordlandskeDampskselsk. (B.Samuelsen, *Mgr.*)	111·0 Q20*t*B35*t*H8*t*F12*t*	20·3 8·5	Bergen Norwegian	C.2Cy.13½″&30″–20″ 34NHP Trondhjems MV.Trndhjm		
1548 MGDQ	Solstreif *G.Johnsen* *ss*Bkn.No.3–2,05 (*ex*Sheikh) *ss*Xia.No.2–14 *Elec.light* 2*Dks*(*Irn*)3*trB*	SteelScSr	4637 4176 3409	✠100A1 6,16 Examined LMC10,14 3,17	Liv	*x*	6,16	1892 12mo	Palmers' Co.Ld. Newcastle A&CP	Hvalfangerselsk Norge(Chr.Nielsen &Co.,A/S.*Mgrs.*) *WB*=*Cell*	388·0 P38′B83′F39′ FK *DB 331′ 819t FPT*	46·0 28·5 *6 BHCem* *104t APT46t*	Larvik Norwegian	T.3Cy.26″,43″&70″–45″ (*a*) 180lb *90lb* NDB10 490NHP 2DB,*8rf*,GS152,HS9400 Palmers'Co.Ld.Newcastle	31 ″ 3	
1549 33 SJHO	Solunto (*ex*CentroAmerica) *Elec.light* 3*Dks*	SteelScSr	3358 2557 2068					1897	N.Odero fu A. SestriP'nente	SiciliaSocietà di Navigazione	361·7 Q28′F52′	41·5 18·0 26·4	Palermo Italian *WB*	T.3Cy.28¾″,46⅜″&74⅜″–49½″ 384NHP NOderofuA.,SestriPnente		I
1550 139453 ~~MBRP~~	Solva ~~*E.Evaastad*~~ *Elec.light* *R.Jones* –17 1*Dk*	SteelScSr	1032 925 641					1904	Nylands Værksted Christiania	TheShippingController (Akties.Dampskibs Solva(A.Isachsen) Orders&Handford Ld.,*Mgrs.*)	226·3 H74*t* F32*t*	33·2 15·8	~~Newport~~ ~~Mon.~~ British *WB*	T.3Cy.16½″,27″&44″–30″ 106NHP NylandsVærksted,Xia.		N
1551 1426 HSDC	Sölve *V.Larsson* 15–15 1*Dk*	IronScSr	491 410 259					1884	Göteborgs Mek.Værkst. Gothenburg	Angf.Aktieb.Sölve (F.W.Balkenhausen,*Mgr.*)	149·9 B37′H12′F19′	24·6 15·4	Gothenbrg Swedish	C.2Cy.13½″&32″–20″ *Ealt*01 NB01 38NHP GöteborgsMek.Vrks.,Got.		V
1552 MPQJ	Solveig Skogland *S.A.Hoie* –16 *ss*Bla.No.3–11,11 (*ex*Ithaki, *ex*Inchkeith) 1*Dk*(*Stl*)&*Spar dk*(*Irn*) *Elec.light* &*deep framing*	SteelScSr	3739 3506 2418	✠100A1 *Spar dk* 12,17 ~~9,17~~ LMC MS5,15 MBS2 ~~2,17~~ 7,18	Bgn Rot	*w*	~~9,17~~ N12,17	1899 7mo	W.Gray& Co.Ld. W Hartlepool A&CP *WB*=*Cell D*	Akties.Skoglands Linje(T.H. Skogland&Son, A/S.*Mgrs.*) *BuE 26′f142′483t*	348·0 P21′B83′F33′ FK *DTa26′ 670t FPT*	47·0 16·7 25·5 *7 BHCem* *77t APT59t*	Haugesnd Norwegian	Q5Cy 17″24″34″&(2)42″–42″ 260lb *100lb* (*s*) 266NHP NDB15 2SB,*6rf*,GS90,HS2890 FD Cen.Mar.Eng.Wrks.W Hpl	28 ″ 1 s5 ″ 8 22 ″ 10	
1553 55224	Solway *W.T.Butts* –11 (*Tug*) 1*Dk*	IronPadSp	103 102 46					1886 4mo	Ramage& Ferguson Leith	GrimsbySalvage& TowingCo.Ld. (R. W.Roberts,*Mgr.*)	90·3 B37′H12′F19′	17·1 9·0	Grimsby British	C.D.1Cy.34″–54″ NB09 70RHP Ramage&Ferguson,Leith		

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 6 7 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expire. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 9 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux aux Quilles. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe.	15 Inspirées où note si ce n'est dans le L. R. Dans le Cert. R. Trivale.
1554 94034 LFQC	**Solway Prince** *J.Jones* –15 *Well deck* *Mchy.Aft*	**IronSc3MstSr** *ss*Mch.3rdNo.3–7,13 1*Dk*(*Irn*)	317 249 124	✠100A1 8.16 ✠NB5.03 ✠LMC7.13 BS8.16	Brs	*e*	8.16	1890 8mo *Lloyd*	Penarth S.B.Co. Penarth *'sA&CP*	~~Stone&Rolfe~~ Channel Transport Ld. (Stone&Rolfe *Mgrs.*)	145·3|23·2| 9·0 Q79'B10'F18' BK7" *WB*= *FPT*25*t*			Harwich British 3*BHCem* 1SB,2*pf*,GS35,HS1010 PenarthS.B.Co.,Penarth	C.2Cy.18"&36"–24" (*s*) 100lb 55RHP 1SB,2*pf*,GS35,HS1010 PenarthS.B.Co.,Penarth	11 " 0 s " 9 10 " 11	
1555 84635 JMNP	**Solway Queen** *W.J.Kearon* –16 *Well deck* *Mchy.Aft*	**IronSc3MstSr** *ss*Sld.2ndNo.3–5,04 *ss*Abn.No.2–13 1*Dk*(*Irn*)	307 224 115	✠100A1 4.16 ~~Examined~~3.18 ✠NB3.01.refitted06 ✠NE.01.refitted4.13 ✠LMC3.13	Sws	*e*	~~3.16~~ 3.18	1883 3mo *Lloyd*	R.Smith Preston *'sA&CP*	Kynoch-Arklow Ld.	145·0|23·1|10·2 Q81'B11'F22' BK7" *WB*=*DBa*			Aberdeen British 3*BHCem* 39'*f*39'80*t*	T.3Cy.12",20"&33"–21" (*s*) 160lb 67NHP 1SB,2*pf*,GS36,HS1254 Hall,Russell&Co.Ld.Abn.	10 " 7 s " 6 10 " 9	
1556 114056 SJWO	**Somali** *L.D.Pinckney* –14 *Elec.light* Wireless	**SteelTwinScSr** 2*Dks*(*Stl*–1ws&*U*teaks)3*trB*	6712 5753 4193	✠ 9.04	Lon	*b*†		1901 6mo *Lloyd*	Caird&Co. Ld. Greenock *'sA&CP*	P.&O.Stm.Nav.Co. *WB*=*Cell*	450·3|52·4|30·5 P85'B171'F90' FK&BK3" *DBa*95'*f*180'757*t*			Greenock British 8*BHCem* *APT*64*t*	T.6Cy.22½",36½"&60"–48" 642NHP 2DB,12*cf*,GS239,HS9230 FD Caird&Co.Ld.Greenock	33 " 6	
1557	**Somedono Maru** *T.Watanabe*14–17 *Elec.light*	**SteelScSr** 2*Dks*(*Stl*)	5155 4826 3175	✠100A1 ~~8.12, 1.17~~ ~~Kob~~ Kob 3.18 ✠LMC~~4.17~~ 3.18	Nag	*s*		1917 1mo *Lloyd*	MitsuBishi Dkyd&EWks Nagasaki *'sA&CP*	Tatsuuma Kisen ~~Goshi Kaisha~~ Kabushiki Kaisha *Cell DB*	400·0|54·5|30·0 P39'B121'F40' FK 350*t*1075*t* *FPT*130*t*			Nagasaki Japanese 6*BHCem* *APT*87*t*	T.3Cy.26½",44½"&75"–48" 200lb (*s*) 495NHP 3SB,9*cf*,GS163,HS6591 FD MitsuBishiD.&E.Wks.Nag	30 " 0 s 5 " 8½ 24 8	
1558 124280 JBRH	**Somersby** ~~*W.Owens* –17~~ *E.W.Clark* –17	**SteelScSr** *ss*Bly.No.1–17 1*Dk*(*pt Irnpt Stl*)	3647 3374 2250	✠100A1 ~~1.17~~ 2.17 4.18 ~~Sld~~ Sld ✠LMC2.17	Bly	*w*	2.17	1913 3mo *Lloyd*	Ropner& Sons,Ld. Stockton *'sA&CP*	SirR.Ropner&Co. Ld. *WB*=*Cell* *DBa*111'*uE*24'	346·5|50·8|23·3 P23'B102'F38' FK *f*153'831*t* *FPT*139*t*			Stockton British 6*BHCem* *APT*147*t*	T.3Cy.25",41"&67"–45" (*s*) 180lb *100lb* 322NHP 2SB,6*cf*,GS131,HS4900 Blair&Co.Ld.Stockton	25 " 8 s 4 " 6 21 " 5	
1559 118292 VCLR	**Somerset** *T.Priske* –16 Wireless 2*Dks*(*Stl*)&*deep framings*& *Elec.light Ref.Mchy. Shelter dk*(*Stl*–ws)	**SteelTwinSc4MstSr** *ss*Liv.No.3–7,16	8710 6557 5659	✠100A1 *Shelter dk* 2.17 BS7.16 ✠LMC4.15 ✠Lloyd's~~R~~MC~~3.17~~5.17	Liv	*d*†	7.16	1903 6mo *Lloyd*	J.Brown& Co.Ld. Clydebank *'sA&CP*	FederalS.N.Co.Ld *WB*=*Cell* *DBa*118'*uE&B*	460·5|58·2|31·0 63' *f*225'1418*t* *FPT* FK			London British 7*BHCem* 124*t* *APT*70*t*	T.6Cy.24½",42"&69"–48" (*r*) 180lb 918NHP 5SB,15*rf*,GS295,HS13560FD J.Brown&Co.Ld.Clydebnk	34 " 3 s 6 " 5 28 " 2	BT till 6,17
1560 212835 LFBQ	— *Snow* –17 (*ex*Tecumseh) *Elec.light* *Mchy.Aft* Wireless	**SteelScSr** 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	5079 4468 3032	✠100A1 ~~8.17~~ *Exam.*~~4.17~~ 9.17 *Carrying Petroleum in bulk* *Fitted for oil fuel* 5,13 ✠LMC5.13	NYk	*y*	~~8.17~~ 2.18 *F.P. above* 1	1913 5mo *Lloyd*	Howaldts-werke Kiel 50°F. *'sA&CP*	StandardOilCo. (NewJersey) *WB*=*Cell* *DBu E&B*74	385·2|52·5|25·9 P115'B22'F37' FK 10 *BH to Upr Dk&*3 221*t* *DT f*31'			NewYork Utd.States 13*BHCem* *BH to 2nd dk* 480*t* *FPT*169*t* *APT*66*t*	Q4Cy19½",28",41"&59"–41½" 213lb *120lb* (*s*) 320NHP 2SB,6*cf*,GS100,HS4512 FD Howaldtswerke,Kiel	28 " 8	
1561 208533 LBVG	— *Elec.light* Wireless	**SteelScSr** 3*Dks*	3648 2062 2300					1911	NewYork S.B.Co. Camden,N.J.	Merchnts&Miners TransportationCo. *WB*	309·1|46·2|19·3			Baltimore Utd.States New YorkSBCo.Camdn NJ	T.3Cy.28",45"&75"–48" 390NHP		R
1562 96241 MJLF	**Somerville** *W.Scott* –17	**IronScYl** (*Trawler*) 1*Dk*	149 142 55			...		1891	Mackie& Thomson Glasgow	~~Taylor&Ashworth~~ ~~(D.Taylor, *Mgr.*)~~ W.Would	100·5|20·5|10·7 Q19'F19' BK7½"			Grimsby British	T.3Cy.11",16½"&27"–22" 45RHP Muir&Houston,Glasgow	11 " 11	
1563 JVPX	**Somme** *Mirio* –17 (*ex*Evelpis, *ex*City of York)	**SteelScSr** *ss*Bry.No.3–5,10 1*Dk*(*Irn*)2*trB*&*cattle dk* *framing*3*Dk rule*	*3100* *2898* 1959	✠100A1 *with freeboard* 2.16 MBS8.16 ✠LMC5.14	Msl	*u*	9.16	1897 5mo	J.Blumer& Co. Sunderland *'sA&CP*	Cie.Générale Transatlantique *Cell DBa*	325·0|47·0|22·0 P29'B71'F36' FK 108'*uE*22'*f*124'753*t*			St.Nazaire French 6*BHCem* *APT*75*t*	T.3Cy.24",40"&65"–42" (*s*) 160lb *100lb* NDB14 281NHP 2SB,6*rf*,GS119,HS4324 Blair&Co.Ld.Stockton	24 " 9 s 4 " 6 20 " 8	
1564 PSNC	**Sommelsdijk** *J.K.Lieuwen* (*ex*EmpireTransport, *ex*Savannah) *Elec.light*	**SteelScSr** ~~*ss*Rot.No.1–13~~ 2*Dks*(*Stl*)& *deep framing*&*Shelter dk* *ss*Rot.No.2–17 (*Stl*)	6291 6110 4030	✠100A1 *Shelter dk* *with freeboard* 6.17 ~~4.16~~ ~~BS5.16~~ ✠LMC~~6.15~~5.17	Rot	*a*†	~~4.16~~ N5.17	1909 5mo *Lloyd*	Nthmblnd S.B.Co.Ld. Newcastle *'sA&CP*	Nederl.Amerik. Stoomv.Maats. (Holland-Amerika Lijn) *WB*=*Cell*	410·0|52·0|27·6 FK *DBa*146'*uE&B*47' *f*169'1137*t* *DTa*36'			Rottrdam Dutch 7*BHCem* 870*t* *APT*38*t*	T.3Cy.28",46"&77"–54" (*s*) 180lb *80lb* 563NHP 3SB,9*cf*,GS189,HS7925 FD Richardsons,Westgarth& Co.Ld.Sld.	39 " 0 s 10 " 1½ 29 " 3	
1565 4797 JQRV	**Sommen** *C.A.Aspgren*17–17 (*ex*St.Thomas, *Elec.light* *ex*Vikingen)	**SteelScSr** *ss*Got.No.2–16 1*Dk*(*Stl*)&*deep framing*	2393 2189 1428	✠100A1 2.17 ~~3.17~~ BS9.17 ✠LMC8.16	Got NYk	*t*	8.16	1907 11mo *Lloyd*	S.P.Austin &Son,Ld. Sunderland *'sA&CP* *Cell*	Rederiaktieb. Transatlantic (G.Carlsson,*Mgr.*) *DBa*94'*uE&B*36'	293·7|43·5|20·3 P21'B76'F30' FK *f*120'667*t* *FPT*118*t*			Gothenbrg Swedish 5*BHAsp* *APT*123*t*	T.3Cy.22",36"&59"–39" (*s*) 180lb 235NHP 3SB,6*cf*,GS96,HS3609 N.E.MarineEng.Co.Ld.Sld	23 " 1 s 3 " 7½ 19 " 9	
1566	**Sommerdag** *Mchy.Aft*	**SteelSc** *OilEng.* 1*Dk*	157 133 109					1917	Marstal Stlskibsbg. Marstal	OttoM.Foyn	87·5|22·5| 9·5 Q23'F15' *WB*			Chrstiania Norwegian	OilEngines 2C J&C G BolindersCoLd.Skm		
1567 MCSR	**Sommerstad** *A.Hansen*	**SteelScSr** 1*Dk*2*trB*	3875 3579 2502					1906	R.Stephen-son&Co.Ld. Newcastle	Akties.Dmpsk. Sommerstad (A.F. Klaveness&Co. Akties.)	340·0|47·1|27·3 H69*t*F52*t* *WB*			Chrstiania Norwegian	T.3Cy.24½",41"&67"–45" 301NHP Richardsons,Westgarth& Co.Ld.Mdb.	29 " 10 s 5 " 10½ 24 " 4	N
1568 LGTP	**Sonderburg** *S.Körner*06–11 *Elec.light*	**SteelSc** (*Trawler*) 1*Dk*	229 203 82					1910	J.H.N. Wichorst Hamburg	Joh.Thode& N.Ebeling	117·2|22·2| 9·8 F16'			Altona German	C.3Cy.(2)10⅝"&24⅝"–22" 24NHP J.H.N.Wichorst,Hamburg		G
1569 NMWD	**Sönderjylland** *H.Thrane*	**SteelScSr** 1*Dk*	396 288 196					1904	Akt.Bur-meistr&Wain Copenhagen	DetForenede Dampskibs.Selsk.	164·8|25·8|10·5 P&B105'F37' *WB*			Kolding Danish	T.3Cy.13",21"&37"–24" 67NHP Akt.Burmeistr&Wain,Cpn		V
1570 JPBR	**Söndhordland** *S.Sivertsen*	**IronScSr** 1*Dk*	138 101 80					1872	P.Johane-sen Bergen	Hardanger Söndhordlanske Dampskibsselskab	116·0|17·4| 8·0 Q17*t* B56*t* H5*t* F11*t*			Bergen Norwegian	C.2Cy.15"&30"–18" 32NHP		
1571 JRLT	**Söndmör** *A.Johansen*	**SteelScSr** 1*Dk*	104 62 50					1889	Christnsnd Mek.Værk. Christians'nd	Acties.Söndmöre Dampskibsselskab	89·0|16·0| 7·7 Q8*t* B22*t* F8*t*			Aalesund Norwegian	C.2Cy.12½"&21½"–18" NB97 16NHP ChristiansandMek.Værks.		
1572 MHGR	**Söndmöringen** *J.Sandvig* –12	**WoodScSr** 1*Dk*	122 106 63					1912	H.Gravdal Opsanger	H.Koppernæs	93·7|21·3| 9·9 Q16*t*			Aalesund Norwegian	C.2Cy.8½"&16"–12" 7NHP RosenbergM.V.Stavanger		
1573 QHLC	**Soneck** *W.Guse* –14	**SteelScSr** *ss*Ham.No.3–5,14 1*Dk*(*Stl*)&*deep framing* &*Shelter dk*(*Stl*–*pt*ws)	1121 894 595	✠ — 12.16 *Shelter dk*	Ham	*o*		1902 4mo	Wigham-Richrdsn&Co Ld Newcastle	DeutscheDmpfs-fahrts.Ges.Hansa *WB*	235·0|33·6|15·4 BK8" *Cell DBa* 50'*uE*			Bremen German 5*BHCem*	T.3Cy.18½",31"&52"–39" 190NHP 1SB,3*rf*,GS60,HS2423 FD WghmRchrdsn&C.Ld Nwc	17 " 8	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys.	3 Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned. now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught.	15 Registers in which classed, if not in L.R. Dates of Lr. of Trade/Cert.
1574 JPQV	**Songa** *S.Bergh* 1*Dk & Web frames & pt A wngdk*	**SteelScSr** (*ex* Myrtledene)	2891 2283 1850	✠100A1 11,17 1,17	Cff Sws	*p*	1,17	1892	Short Bros. Sunderland	Akties. Dpsk. Songa (L.W. Hansen)	320·1 P33′Q96′B128′F33′ RFD30′ FK	40·5	21·1 WB	Bergen Norwegian	T.3Cy.23″,38″&62″–42″ 250NHP G.Clark, Ld. Sunderland	23 ″ 7	N
1575	**Sonja** 1*Dk*	**SteelSc**	1832 1640 1115					1916	Sörlandets Skibsbygerri Fevig	B. Tugelsson	265·0 P22′B71′F29′	42·0	20·0 WB	H'lsingbrg Swedish	T.3Cy.20½″,33″&56″–36″ 188NHP Fredrikstad M.V. Frdstad.		
1576 MFNQ	— *A.K. Andersen* 16–16 *ex* Gwentland) *Well deck*	**IronScSr** *ss* Shl. 2nd No. 3–4,07 *ss* Xia. No. 2–14 1*Dk* (*Irn*) 2*tr B*	1438 1148 889	✠100A1 11,17 1,17 ✠NB4,11 ✠LMC12,14 BS1,16 6,17	Cff Sws	*p*	1,17	1881 12mo	J. Readhead & Co. S. Shields A&CP	A/S Excelsior (S.O. Stray & Co. *Mgrs.*) W	250·9 Q96′B56′F25′ B = *D Ba* 74′ *f* 100′	35·2 BK 9″	17·5	Xiansand Norwegian 5*BHCem* 395*t APT* 17*t*	C.2Cy.27½″&55″–36″ (*s*) 90lb *100lb* NDB07 151NHP 2SB, *4pf*, GS62, HS2536 J. Readhead & Co. S. Shields	18 ″ 6 s 1 ″ 8½ 17 ″ 8	
1577 5245 JSKQ	— *C.G. Bergman* 08–14 *Mchy. Aft* 1*Dk*	**SteelScSr**	224 179 131					1911	P. Larsson Thorskog	Angb. Aktieb Export (Olaf Jensen, *Mgr.*)	100·3 P26′H14′F12′	22·5	10·3 WB	Karlstad Swedish	C.2Cy.11″&18″–16″ 25NHP P. Larsson, Thorskog		V
1578 129383 HQNW	— *A. Johansen* –12 *ss* Falkland Islands No. 1–14 1*Dk*	**SteelScK**	126 123 43	✠100A1 *For fishing purposes* 8,14 BS0,17 ~~BS1,16~~ ✠LMC8,14	Falk. Is.	ds.	~~5,16~~ 9,17	1910 3mo	Hawthorns & Co. Ld. Leith *Lloyd's*	Chr. Salvesen & Co. W	95·0 BK 7½″	19·1	10·9	Leith British 4*BHCem* *B* = *APT* 5*t*	T.3Cy.11½″,18½″&30″&22″ 180lb (o) 53RHP 1SB 2*pf*, GS32, HS927 Hawthorns & Co. Ld. Leith	12 ″ 0	
1579 QGHS	**Sonne** *R. Meyer* –05 1*Dk*	**SteelSc** (*Trawler*)	137 127 28					1896	J.C. Tecklenborg Geestemünde	Hochseefischerei Nordstern Akt. Ges	105·8 H18′	20·8	9·7 WB	Gstmünde German	T.3Cy.11″,17 5/16″&28 5/16″–21½″ 37NHP J.C. Tecklenborg, Gstmnde		G
1580 RNBT	**Sonnenberg** *C. Frerichs* 08–13 *ex* Immo, *ex* Bruno Menzell) *Elec. light* Sub. Sig. Wireless	**SteelScSr** (*ex* Dortmund, 1*Dk & deep framing*	1317 1092 798					1903	Flensburgr Schiffsb. Ges. Flensburg	Herm. Kimme	245·8 P14′Q58′B112′F27′	35·5	15·2 WB	Bremen German	T.3Cy.15″,23⅜″&43 5/16″–34 7/16″ 110NHP Flensburger Schiffsb. Ges.		G
1581	**Sonnenfels** *Elec. light*	**SteelScSr**	5850 5500 3670					1914	Akt. Ges. "Weser" Bremen	Deutsche Dmpfs-fahrts. Ges. Hansa	421·8 P60′B126′F54′	56·0	29·8	Bremen German	T.3Cy. A.G. "Weser," Bremen		
1582	**Sonnie** *For full particulars See No. 6 in Supplement*	**SteelScSr**	3999	100A1 (*Class Contemplated*)				1917	Osbourne, Graham & Co. Ld Sunderlnd	Harries Bros. & Co.	300·0 P17′Q108′B52′F25′	46·0	18·1	London British	T.3Cy.21″,35″&58″–39″ MacColl & Pollock, Ld. Sld.	20 ″ 3 s 2 ″ 3½ 18 ″ 3	
1583 117009 KQLV	**Sonoma** *ss* SFo. No. 1–17 *J.H. Trask* 00–12 *Elec. light* 3*Dks* (*Stl–Mws*) & *Ref. Mchy.* Wireless Sub. Sig.	**SteelTwinScSr** *ss* S.Fo. No. 3–4,12 *Spar dk* (*Stl–ptws*)	6279 5634 3911	✠100A1 *Spar dk* ~~6,17~~ ~~2,16~~ 2,18 ~~Boilers~~ *Fitted for oil fuel*	SFo BS2,18 ✠LMC MS11,16 4,12	*z* *F.P. above*	PN 7,16 SN 4,17 1	1900 11mo	W. Cramp & Sons Co. Philadelphia A&CP	Oceanic S.S. Co. *WB* = *Cell D Ba* 82′ *u E & B & Bunkrs* 148′ 50°F.	400·0 37·2 FK *f* 74′ 885*t FPT* 121*t*	50·2	26·0	S. Frncisco Utd. States 6*BHCem* *APT* 134*t*	T.6Cy.28″,46″&75″–48″ (*s*) 175lb *130lb* 1036NHP 8SB, *24cf*, GS408, HS15000 FD W. Cramp & Sons Co. Phl.		
1584 117266	— *Mchy. Aft Elec. light*	**SteelScSr** 1*Dk 2tr B*	4539 — 3503					1903	West Bay City S.B. Co. W. Bay City	Duluth S.S. Co. (G.A. Tomlinson, *Mgr.*)	416·0 F44′	50·0	24·0 WB	Pt. Huron Utd. States	T.3Cy.20″,33½″&55″–42″ 196NHP Detroit S.B. Co. Detroit		
1585 171158	**Sonora** *Mchy. Aft Elec. light*	**SteelScSr** 1*Dk 2tr B*	3914 — 2850					1902	Superior S.B. Co. W. Superior	Superior S.S. Co. (G.A. Tomlinson, *Mgr.*)	353·2	48·0	24·0 WB	Duluth Utd. States	T.3Cy.20″,33″&54″–40″ 185NHP Superior S.B. Co.		
1586	— *Dunn* –17 ~~*Municipal* –17~~ *Elec. light*	**SteelScSr** *ss* N.Os. No. 2–14 2*Dks* (*Stl–Uws*)	1862 1750 1186	✠100A1 12,15 BS4,17 ✠LMC6,13	Phl	*r*	~~3,14~~ 8,17	1905 5mo	W. Hamilton & Co. Pt. Glasgow *Lloyd's* *WB* = *Cell D B a* 7	~~Cia. Mexicana de Nav. S.A.~~ F. Lecouevre 4′ *u E & B* 30′ *f* 120′ 47	274·5 FK 9*t FPT* 52*t APT* 8*t*	39·5	19·6	Havre French 2*BH to Main dk* 2*BH to lr dk Cem*	f.3Cy.18″,29″&48″–33″ (*s*) 165lb *100lb* 151NHP 2SB, *6cf*, GS84, HS2530 D. Rowan & Co. Glasgow	22 ″ 0 s 4 ″ 2 18 ″ 5	
	Now named "Asturienne," See No. 66 in Supplement																
1587 LFGM	— *A. Viñas* (*ex* J.Y. Limantour, *ex* Rathfran) *Well deck*	**SteelScSr** 1*Dk* (*Stl*)	449 317 168	✠ 4,01	Cff	*g*		1898 5mo	R. Stephenson & Co. Ld. Newcastle	American-Mexican S.S. & Trading Co. *WB* = *D Ba*	160·0 Q84′B12′F19′ 39′ *f* 64′ 105*t APT* 19*t*	25·1 FK	11 2	San Diego, Cal. Utd. States 4*BHCem*	C.2Cy.20″&42″–30″ 89NHP 1SB, 3*pf*, GS53, HS1448 Ross & Duncan, Glasgow	11 ″ 10	
1588 128250	**Soochow** 2*Dks*	**SteelTwinSc**	310 257 204					1909	W. Denny & Bros. Dumbarton	Irrawaddy Flotilla Co. Ld.	155·4	28·1	8·1	Glasgow British	C.4Cy.16″&32″–21″ 25RHP Denny & Co. Dumbarton		
1589 105443 VSLJ	**Soon Ann** *M. Giesche* 1*Dk 2tr B & Hur dk*	**IronScSr** (*ex* Wilhelm)	783 520 588					1882	H.F. Ulrichs Vegesack	Heap Eng Moh. SS. Co. Ld.	180·3 Q52′B128′	27·0	14·3 WB	Singapore British	C.2Cy.21″&37½″–25½″ 240RHP O. Henniges & Co. Berlin		
1590 60 SJDT	**Soperga** *G. Ghirtler* –16 1*Dk* (*Stl*) 2*tr B & deep framing* 3*Dk rule & Shelter dk* (*Stl–ws*)	**SteelScSr** *ss* Gen. No. 3–8,15	4034 3905 2525	✠100A1 *Shelter dk with freeboard* 6,17 ~~6,16~~ BS11,16 ✠LMC1,15	Bal NOs	*v*	~~8,15~~ 6,17	1902 8mo	Cant. Nav. di Muggiano Spezia *Lloyd's*	Nav. Alta Italia (Soc. Anon.) *WB* = *Cell D Ba* 92′	339·0 *uE & B* 42′ *f* 134′ 822*t* FK	47·6	24·0	Genoa Italian 6*BHCem* *APT* 51*t*	T.3Cy.24″,40″&66″–48″ (*s*) 180lb *100lb* 356NHP 2SB, *6cf*, GS114, HS4707 FD Richardsons, Westgarth & Co. Ld. Hpl.	24 ″ 3 s 8 ″ 8½ 23 ″ 8	
1591 HRJF	**Sophia** *J. Zeroyannis* –11 (*ex* Bakouriani, *Well deck ex* Ayrshire)	**IronScSr** *ss* Cpl. 2nd No. 3–10,05 *ss* Cpl. No. 1–10 1*Dk* (*Irn*)	785 614 418	✠ 3,16	Pir	*k*		1882 8mo	Pearce Bros Dundee	N.G. Mavris *WB* = *D Ba* 44′ 86*t FPT*	200·6 Q93′B20′F25′ BK 7½″	29·2 FK	13·4	Piræus Greek 4*BHCem* 57*t APT* 22*t*	C.2Cy.23″&45″–30″ NDB00 89NHP 1SB, 3*pf*, GS62, HS1624 Pearce Bros. Dundee		
1592 6	— *Elec. light*	**IronScSr** (*ex* Jakobstad) 2*Dks*	607 — 282					1876	Bergsunds M.V. Aktieb. Stockholm	A.I. Zoritch & Co.	174·4 H—	25·7	25·6 WB	Khorli Russian	C.2Cy.19¾″&38″–26½″ NB91 62NHP Bergsunds M.V. Aktb. Skm.		V
1593 1198 LRCS	— *G. Garbi* 94–99 *Mchy. Aft*	**SteelTwinScSr** (*ex* Omsk) 1*Dk*	456 — 329					1880	C. Mitchell & Co. Newcastle	Louis Dreyfus & Co.	185·0	28·9	9·6	Rostoff Russian	C.4Cy.12½″&22″–18″ 34NHP R. & W. Hawthorn, Nwc.		
1594 181	— (*Tug*) 1*Dk*	**IronPad**	170 — 49					1883	Mayer Linz	D. Ratner	124·2	23·0	10·0	Odessa Russian	C.2Cy.20″&36″–45¾″ 73NHP		
1595 HPNW	**Sophia Couppa** *Svoronos* *Well deck* 1*Dk* (*Irn*) & *Webframes*	**SteelScSr** *ss* Msl. 2nd No. 3–10,15	2044 1671 1350	✠100A1 10,17 ~~10,15~~ ~~BS7,15~~ ✠LMC8,13 BS7,17	Msl	*r*	~~10,15~~ 10,17	1891 2mo	Craig, Taylor & Co. Stockton *Lloyd's*	N. Couppa *WB* = *D Ba* 83′ *f* 114′	282·8 Q106′B114′F30′ FK *u E & B* 36′ 469*t FPT*	37·1	17·5	Argostoli Greek 5*BHCem* 30*t APT* 102*t*	T.3Cy.21″,35″&57″–39″ (*s*) 160lb *120lb* NDB05 201NHP 2SB, *4cf*, GS74, HS2990 Blair & Co. (Lim.), Stockton	20 ″ 3 s 1 ″ 10½ 18 ″ 8	

1 Numéro d'Ordre / Numéro Officiel / Signaux	2 Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expire. Lettre d'Equipement.	7* Date de la dernière visite de hélice porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registre du côté de L.R. ou de Liverpool. Fleurs. Cert. H. of Trade.
1596 185 LGAD	**Sophia Couppa** *A.Dvorianoff* –03	**SteelTwinSc** 1*Dk*	375 — 236	.				1890	StabTecni-coTriestino Trieste	K.A.Bytchichin& O.W.Couppa	180·0 | 29·0 | 9·0			Berdiansk Russian	C.4Cy.13″&24″–20″ NB05 42NHP Stab.TecnicoTriestino,Tri.		
1597 1097 LRCT	**Sophia Pustovojtowa** *M.E.Michaliziano* –91 *Mchy.Aft*	**Steel TwinScSr**	401 — 277					1891	Stabilmnto Tecnico Trieste	G.Graviloff Pustovojtoff	180·0 | 30·2 | 8·6			Rostoff Russian	C.4Cy.13″&24″–20″ 43NHP StabilimentoTecnico,Tri.		
1598	**Sophie** (Captured and taken to Grimsby)	**IronScSr** 1*Dk*	182 173 52					1889	F.W. Wencke Bremerhaven		117·7 | 21·7 | 11·5 H7′				C.2Cy.18″&32″–22″ 40NHP H.Paucksch,Landsberg		V
1599	**Sophie & Truus** *J.Reeksteiner* (*ex*Sirène,*ex*PeterRoss)	**SteelScK** *ss*Ymu.No.3–5,15 1*Dk*	193 192 44	✠100A1 *StmTrawler* 7,17 ~~1.17~~ BS8,15 ~~BS8,17~~ ✠LMC5,15	Ams		~~5,16~~ N7,17	1903 3mo *Lloyd's*	Smith's DockCo.Ld. NorthShields *SA&CP*	W.Maarleveld	115·5 | 21·6 | 12·0 BK7½″ *WB*			Ymuiden Dutch 180lb	T.3Cy.11″,20″&32″–23″ (*s*) 64NHP 3*BHCem* 1SB,*2pf*,GS35,HS1145 MacColl&Pollock,Sld	12″10	
1600 133645	**Sophos** *W.Sims* –14	**SteelScK** 1*Dk*	217 212 80	✠100A1 *StmTrawler* 3,14 ✠LMC5,14	Abn			1914 3mo *Lloyd's*	J.Duthie TorryS.B.Co. Aberdeen *SA&CP*	NationalSteam FishingCo. (Aberdeen)Ld.	115·4 | 22·6 | 12·3 BK7½″ *WB*=			Aberdeen British 180lb	T.3Cy.11½″,20″&34″–23″ (*s*) 70RHP 3*BHCem* 1SB,*3pf*,GS38,HS1250 W.V.V.Lidgerwood,LdGls	13 ″ 1	
1601 113244	**Sophron** *C.Johnson* –11	**SteelScK** *ss*Gms.No.2–11 1*Dk*	195 175 76	✠100A1 *StmTrawler* 7,13 BS8,14 ✠LMC9,11	Gms		7,13	1903 6mo *Lloyd's*	Cook,Welt'n&Gemmell Hull *SA&CP*	StandardSteam FishingCo.Ld.	113·6 | 21·0 | 11·2 Q49′F19′ BK7″ *WB*=			Grimsby British 180lb	T.3Cy.11¾″,20″&33″–24″ (*s*) 55RHP 1SB,*2pf*,GS32,HS925 Amos&Smith,Hull	12 ″ 1	
1602 1168 HGWJ	**Sorachi Maru** *S.Nakamura* (*ex*Wyvern)	**IronScSr** *ss*Yka.No.2–91 1*Dk*(*Irn*)*&Spardk3trB*	1780 1705 1235	✠ *Spar dk* 1,93	Yka	*q*		1883 6mo	Richardsn, Duck&Co. Stockton	HokkaidoTanko KisenKabushiki Kaisha	257·8 | 36·5 | 20·9 BK8½″ *WB*=*DB*a78′*&u*			Tarumi Japanese	C.2Cy.29¾″&60½″–39″ NB97 188NHP 6*BHCem* *E&B*38′242*t* Blair&Co.(Lim.),Stockton		
1603 106849 PQLV	**Sorata** *J..H.Jenkins* –17 Wireless	**SteelScSr** 3*Dks*	4606 4415 2938					1897	C.S.Swan& Hunter(Lim) Newcastle	PacificStmNavCo.	390·0 | 47·3 | 30·0 F51′			Liverpool British *WB*	T.3Cy.24″,40″&66″–51″ 311NHP WllsndSlpwyCo.Ld.,Nwc.		
1604 94352 JHTC	**Sorceress** (*ex*Yt.Enchantress,*ex*Senta, *ex*Fleur-de-Lys,*ex*Malikah) *Converted into Salvage Steamer*	**IronScSr** *ss*Sou.2ndNo 3–9,16	222 — 140	✠100A1 *Yacht* 9,16 ✠LMC9,16	Sou		12,14	1887 7mo	Ramage& Ferguson Leith A&CP	Overseas Syndicate,Ld.	154·7 | 21·5 | 11·2			London British	T.3Cy.15″,24″&39″–24″ 77RHP 150lb 1SB,*2rf*,GS50 Ramage&Ferguson,Leith	12 ″ 1 s2 ″ 8½ 10 ″ 4	
1605	**Sorell** (*Whaler*)	**SteelScSr** 1*Dk*	135 131 46					1911	Nylands Værksted Christiania		98·3 | 19·1 | 11·4			Italian *WB*	T.3Cy.11½″,18½″&31″–22″ 42NHP NylandsVærksted,Xania		
1606 MKQV	**Sörfjorden** *P.Nielsen* *Mchy.Aft*	**SteelSc** *OilEng.* 1*Dk*	395 311 342					1914 ″	LarvikSlip &Verksted Larvik	Akties.Emanuel (M.Irgens,*Mgr.*)	126·0 | 26·3 | 15·0			Odda Norwegian *WB*	Oil Engine 2S.C.SA 2Cy.15″–16$\frac{1}{16}$″ J.&C.G.BolindersM.V. Aktieb·Skm.		
1607 MDHK	**Sörfold** *H.Olsen* (*Trawler*)	**IronScSr** (*ex*Edda,*ex*Salmon) 1*Dk*	125 124 45			...		1894	J.P.Rennoldson&Sns S.Shields	JensTvedt	95·0 | 20·5 | 10·2 BK7″			Bergen Norwegian	C.2Cy.16″&32″–21″ 43NHP J.P.Rennoldson&Sns,SShl.	10 ″ 9	N
Sunk (WarLoss) **1608** JNVD	**Sörhaug** *Hermansen*	**SteelScSr** (*ex*Rask) 1*Dk*	1007 780 599	.				1898	Laxevaags Msk.Jrnskb. Bergen	P.Pedersen	224·9 | 32·1 | 13·3 Q122*t* B53*t* F33*t*			Stavanger Norwegian *WB*	T.3Cy.15¾″,25″&42″–30″ 97NHP LaxevaagsMsk.&Jrns.Bgn		N
1609	**Sorka** *Elec.light*	**SteelSc** (*Whaling*) 1*Dk*	200	100A1 (*Class Contemplated*)				1917	Kaldnæs Mek.Værks. Tönsberg	Henr.Henriksen	109·2 | 21·5 | 14·0			Tönsberg Norwegian	T.3Cy.13½″,22″&37″–24″ BergensMekVerks.Bergen		
1610 MBVJ	**Sörland** *S.Lyngholm*00–15 (*ex*Staintondale)	**SteelScSr** 1*Dk2trB&deepframing*	2472 2272 1566			...		1896	J.Readhead &Sons South Shields	Akties.Sörland (H.M.Wrangell& Co.A/S)	304·3 | 44·0 | 20·7 P29′B80′F37′ FK			Haugesnd Norwegian *WB*	T.3Cy.23″37½″&61½″–39″ 240NHP J.Readhead&Sons,S.Shl.	23 ″ 1	N
1611 MGBW	**Sörö** *G.Hornburg*16–16 *Elec.light*	**SteelScSr** 2*Dks*	492 471 276					1910	Trndhjms Mek.Værks. Trondhjem	FinmarkensAmts-rederi (A.S. Aarøe,*Mgr.*)	156·3 | 25·0 | 17·9 H21*t*			Hmmerfst Norwegian *WB*	T.3Cy.13¾″,23″&38″–22″ 68NHP TrondhjemsM.V.Trndhjm		N
1612 142334 JSNH	~~**Soroka**~~ ~~*P.Kokraet* 1915~~ *Elec.light*	**SteelScSr** (*ex*PaulaBlumberg) 1*Dk&Spar dk*	1630 1484 1002					1906	Eiderwerft Akt.Ges. Tönning	TheShippingController(Ellerman's WilsonLine,Ld. *Mgrs.*)	281·8 | 40·2 | ~~15·7~~ H65′ 15·8			~~Archangel~~ ~~Russian~~ London *WB* British	T.3Cy.18$\frac{1}{16}$″,30½″&49½″–35½″ 131NHP EiderwerftA.G.Tönning		
1613 133382 HVTC	**Sorrento** *W.H.Stephens* –17 *Elec.light Cruiser Stern*	**SteelScSr** 1*Dk*	2892 1736 1798					1912	Earle'sCo. Ld. Hull	Ellerman'sWilson Line,Ld.	300·0 | 44·7 | 17·8			Hull British *WB*	T.3Cy.22″,35″&59″–39″ 217NHP Earle'sCo.Ld.Hull		C
1614	**Sorsogon** (*ex*LochGarry) *Elec.light*	**IronScSr** (*ex*AntonioMacleod, 1*Dk&Awng dk2trB*	1236 1070 812			...		1880	Gourlay Bros.&Co. Dundee	Ynchausti yCia.	210·3 | 29·7 | 15·7 FK			Manila Utd.States *WB*	C.2Cy.23″&44″–42″ NB09 100NHP GourlayBros.&Co.Dundee	16″11	V
1615 MCVR	**Sortland** *H.Pettersen* *Mchy.Aft*	**SteelScSr** 1*Dk&Spar dk*	638 622 404					1906	Stavanger Stöberi&Dok Stavanger	Vesteraalens Dampskibsselskab	156·2 | 26·1 | 19·1			Stokmarknæs Norwegian	T.3Cy.12¼″,20″&32″–26″ 52NHP StavangerStöberi&Dok.		N
1616 97 PBJD	**Soshin Maru** (*ex*MunenobuMaru)	**WoodScSp** 2*Dks*	202 — 117					1904	S.Aoyama Osaka	ChosenYusen KabushikiKaisha	110·2 | 17·8 | 13·4			Jinsen Japanese	C.2Cy.13″&26″–18″ 24NHP		
1617 10282 JWVN	**Soshu Maru** *K.Tashiro* –13 (*ex*Tai-Fu)	**SteelScSr** 1*Dk&Spar dk2trB*	1650 1573 1006					1897	Akt.Ges. "Neptun" Rostock	OsakaShosen KabushikiKaisha	259·0 | 34·9 | 21·2 B74′F37′			Osaka Japanese *WB*	T.3Cy.21″,35⅜″&55$\frac{3}{16}$″–36″ 183NHP A.G."Neptun,"Rostock		
1618 MHKF	**Sosua** *A.Tollefsen* *Elec.light*	**SteelScSr** 2*Dks*	1181 1039 693					1912	Sörlandets Skibsbyggeri Fevig	Akties.Frugtfart (L.HarboeJensen, *Mgr.*)	225·0 | 33·6 | 20·0			Chrstiania Norwegian *WB*	T.3Cy.18½″,30″&49″–33″ 138NHP FredrikstadM.V.Frdstad		N

1 No. in Book. / Official No. / Code Letters	2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys.	3 Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage: Gross. / Under deck. / Net.	5 Particulars of Classification. Character	6	7	7a	8 Built. When.	9 Where. Whom.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed. If not in L.R. Date of B. of Trade Cert.
1619 4897 JRDG	**Sote** *A.I.Lõfås* –15 Ellerker, *ex* Herleve, *ex* Ville de S[illegible] *ex* Nantes Hambourg)	**IronSc[illegible]** (*ex* Ori[illegible]		✝ for S[illegible]					[illegible]derland	Ångf.Aktieb.Thule (H.Metcalfe, *Mgr.*)	248·6 B58′ H45*t*	34·1 F27′	18·7 FK	Gothenbrg Swedish *WB*	C.2Cy.30″&62″–42″ NB93 192NHP G.Clark, Ld. Sunderland	20 " 4	V
1620 85803 HWVJ	**Sotero** *E.J.Murphy* –16 *ss*P[illegible] (*ex* Bosforo, *ex* Jersey City)								Richardsn, Duck&Co. Stockton	Atlantic&Eastern S.S.Co.Ld. (J. Glynn&Son, ~~*Mgrs.*~~ Ld. *Mgrs.*)	270·4 P26′ F33′	36·0 BK9½″ *WB=DBa76′*	21·3 *sA&CP*	Liverpool British *5 BHCem*	C.2Cy.36½″&67½″–36″ (*s*) 80lb *80lb* NDB01 218NHP 1DB.*6pf*, GS100, HS3750	24 " 7 s 4 " 0 21 " 6	
1621 5 QBCJ	**Soto Mar[illegible]**							910	[illegible] Osaka	Minamimanshu Tetsudo Kabushiki Kaisha	188·7	34·7	12·2	Dairen Japanese			
1622	**Sot[illegible]** (*ex* Kaift[illegible] *ex* Powder[illegible]				[illegible]C4.16		2,18	1892 10mo	Sir R Dixon &Co. Middlesbro' A&CP	Cia.Gen.de Tabacos de Filipinas	315·0 P31′ B36′ F52′ *CellDB244′494t*	41·2 26·5 FK *APT79t*	18·5	Barcelona Spanish *6 BHCem*	T.3Cy.24″,38″&64″–42″ (*s*) 160lb ~~*100lb*~~ NDB04 266NHP 2SB,*6cf*, GS109, HS4005 ~~*80lb*~~ T.Richardson&Sons, Hpl.	29 " 0	
1623 MBKG	**Sotra** *Lind* –16		[illegible] 112 62					1903	Mjellem& Karlsen Bergen	E.Kristensen	104·2 H8*t* len10	19·0	8·8	Xiansund Norwegian	C.2Cy.9″&20″–17″ 14NHP Mjellem&Karlsen, Bergen		N
1624 114052 SGWK	**Soudan** *H.Call* –14	**SteelTwinScSr** 2 *Dks* (*Stl*–1 ws & *U* teak s) 3 *trB* *Elec.light* Wireless	6696 5753 4218	✝ 8,01 ✝	Lon	*b*†		1901 4mo	Caird&Co. Ld. Greenock	P.&O.Stm.Nav.Co. *WB=Cell DBa95′ f180′757t*	450·0 P85′ B171′ F90′	52·4 FK&BK3″	30·5	Greenock British *8 BHCem* *APT64t*	T.6Cy.22½″,36½″&60″–48″ 642NHP 2DB,*12cf*, GS239, HS9230 FD Caird&Co. Ld. Greenock	33 " 6	
1625 LDHF	**Souffleur** *A.Daugès* (*ex* Aboyne)	**SteelScK** *ss* Arc.No.2–10 1 *Dk*	197 184 45	✝ *Stm Trawler* 2,14 ✝	Arc			1901 9mo	J.Duthie, Sons&Co. Aberdeen	Pêcheries de la Grande Côte (A. Delpon, *Mgr.*)	115·5 BK7½″ *WB=DBf5′10t*	21·7	11·9	Bordeaux French *3 BHCem*	T.3Cy.12″,19½″&32″–22″ 62NHP 1SB,*2pf*, GS37, HS1091 W.V.V. Lidgerwood, Gls.	12 " 5	V
1626 LDHK	**Souirah** *Mattei* –15 (*ex* Zafiro) *Elec.light* Wireless	**SteelScSr** 1 *Dk&Spar dk&Web frames*	2797 2127 1410			...		1901	D.J.Dunlop &Co. Port Glasgow	Cie.de Nav.Paquet	294·6 P23′ B121′ F41′	40·8 22·7 FK	15·3 *WB*	Marseilles French	T.3Cy.22½″,37″&60″–45″ 340NHP D.J.Dunlop&Co. P.Gls.	25 " 1	V
1627	**Soukhoum** (*ex* Byron, *ex* Torpedo) *Elec.light*	**SteelScSr**	511 — 317			...		1885	Earle's Co. Ld. Hull		152·5 P14′ B42′ F22′	25·1 FK	12·9		T.3Cy.14½″,22″&36″–24″ 63NHP Earle's Co. Ld. Hull		
1628	**Souma** *N.Klukvin* –14 (*ex* Rostock, *ex* Indre)	**SteelScSr** *ss* Ros.No.1–12 1 *Dk* (*Stl*) & *deep framing*	2200 2016 1315	✝ 100A1 5,15 BS5,14 ✝ LMC5,12	Liv	*s*	5,15	1907 12mo	Forg.&Ch. de la Médit. Havre A&CP	Archangel-MourmanStm.Nav Co. *WB=Cell DBa98′ used with 4 BH only*	295·0 P23′ B74′ F35′ *E18′ f120′616t*	44·0 FK *FPT*	18·6	Archangel Russian *Cem* 62*t*	T.3Cy.20⅞″,33⅞″&52″–35⅞″ 170lb *100lb* (*s*) 190NHP 2SB,*6cf*, GS108, HS3234 Forg.&Ch. de la Médit. Hav.	21 " 4 s 3 " 1 18 " 6	
1629 99940 NLVT	**Sound Fisher** *T.Wood* –14 *Mchy.Aft* *Well deck*	**SteelSc3MstSr** *ss* Gls.No.3–10,06 *ss* Lan.No.2–14 1 *Dk* (*Irn*)	463 324 181	*Intermediate* ✝ 100A1 5,1[illegible] 7,16 BS11,16 ✝ LMC~~10,14~~ BS10,17 10,14	*B Hin for* Sws	*e h old dispen* *h*	7,16	1894 9mo	Ailsa Ship-building Co. Troon *Lloyd's*	John Fisher&Co. Ld. (James Fisher &Sons, *Mgrs.*) *sA&CP* *WB=D*	168·0 Q93′ B12′ F25′ *Bf88′122t*	25·1 BK7″ *FPT25t*	9·5	Barrow British *3 BHCem* *APT8t*	C.2Cy.22″&42″–30″ (*s*) 115lb 73RHP 1SB,*3pf*, GS56, HS1534 Dunsmuir&Jackson, Gls.	12 " 5 s " 6½ 12 " 7	
1630 105977 PFQD	**Sound of Jura** *G.Rochester* –11 (*See Sailing Ship Register*)	**SteelAuxSc4Mst** *ss* Lon.No.2–05 Bkn 1 *Dk2trB*	1105 1028 932	✝ 5,10	Cff	*r*		1896 2mo	Russell& Co. Pt.Glasgow	Southern Whaling &Sealing Co.Ld. (G.D.Irvin&C.O. Johnson, *Mgrs.*)	210·3 P32′ F26′	35·6 BK8″	19·5	Glasgow British *1 BHCem* *MT40′480t*	T.3Cy.9¼″,15½″&26″–18″ NE&B16 42RHP J.Abernethy&Co.Ld. Abn.	21 " 0	C
1631	**Soure** *B.H.Hatfield* 10–12 *Elec.light* 1 *Dk* (*Stl*–w[illegible]) & *Promenade dk*	**SteelTwinScSr**	597 *406* *292*	✝ 9,16 ✝ *For River & Co Para & Braga*	PGl	*asting*	*purposes*	1912 8mo	Murdoch& Murray, Ld. Port Glasgow	Empreza Nacional Mosqueiro&Soure (C.Costa&Co. *Mgrs.*)	180·1	31·1 FK *WB=FPT*	11·5	Para Brazilian *5 BHCem* *30t APT70t*	T.6Cy.12″,20″&32″–22″ 145NHP 2SB,*6cf*, GS99, HS2786 Aitchison, Blair&Co Ld. Gls	12 " 0	
1632 LDHP	**Sous** *Gregori* (*ex* Donator, *ex* Westfalia) *Elec.light*	**SteelScSr** 1 *Dk2trB*	989 807 593					1899	Akt.Ges. "Neptun" Rostock	Cie.de Nav.Maroc &Arménienne (Cie.de Navigation Paquet)	228·2 Q17*t* B104*t* H6*t* F20*t*	34·4	12·9	Marseilles French *WB*	T.3Cy.14⅜″,24¼″&38⅜″–23⅜″ 72NHP A.G. "Neptun," Rostock		V
1633 132051 JKSD	**Souter** *J.W.Cassop* –15	**SteelScSp** 1 *Dk* (*Stl*)	123 106 8	✝ *For Towing p* 9,12 ✝	Shl	*a* *urpose* *s*		1910 11mo	J.P.Rennoldson&Sns South Shields	~~Sunderland Towage Co. Ld.~~ Francis Henwick Tyne&Wear Co. Ld. (J.B.Dawson, *Mgr.*)	85·0 BK6″ *WB=FPT11t*	20·1	10·1	Sundrland British *4 BHCem* *APT10t*	C.2Cy.16″&34″–22″ 60RHP 1SB,*2pf*, GS34, HS1190 J.P.Rennoldsn&Sns, S.Shl.	11 " 0	
1634 88314	**South**	**WoodPad** 1 *Dk*	349 250 220					1885	A.Russell Levis, Quebec	Quebec&Levis Ferry Co.Ld.	130·3 H99*t*	25·2	9·5	Quebec British	1Cy.26″–96″ 30RHP E.E.Gilbert, Montreal		
1635 120762 VHDB	**South Africa** *G.F.C.Strachan* –15 *Elec.light* 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*) *ss* Syd.No.2–17	**SteelScSr** ~~*ssCTn.No.1–15*~~	1981 1687 1014	✝ 100A1 *Shelter dk with freeboard* ~~7,17~~ 9,16 3,18 BS9,16 ✝ LMC5,~~15~~ 7,17	Syd	*t*	~~2,16~~ 7,17	1909 11mo	Clyde S.B. &E.Co.Ld. Port Glasgow *Lloyd*	The Cape Explosive Works, Ld. *WB=Cell DBa90′ uE&B34′ f130′641t Intermediate bulk* *sA&CP*	295·3 *FPT82t*	42·0 FK *APT95t* *head in forehold di*	17·3 *Cem* *spensed with*	Cape Town British *4 BHonly*	T.3Cy.22″,35″&59″–39″ (*s*) 180lb *90lb* 250NHP 2SB,*6cf*, GS103, HS4060 Clyde S.&E.B.Co.Ld. P.Gl.	20 " 0 s 1 "4½ 18 " 11	
1636 212244	**South American**	**SteelSc** *Elec.light* Wireless	2662 — 1427					1914	Gt.Lakes Eng.Works Ecorse, Mich.	Chicago, Duluth& Georgian Bay Transit Co.	291·0	47·0	18·0	Chicago Utd. States	Q4Cy.21½″ 30¾″ 44½″ &64″–36″ 246NHP Gt.Lakes Eng Wrks. Detroit		L
1637	**South Australian** (*Suction Dredger*) *Elec.light*	**SteelSc** 1 *Dk*	395 344 142			...		1911	A.F.Smulders Schiedam	South Australian Government	137·5 RD55′	31·1 FK	10·7 *WB*	Adelaide British	T.3Cy.11 1⅛″,23⅜″&39⅜″–23⅜″ 84NHP A.F.Smulders, Schiedam	11 " 6	
1638 117097 KRHM	**South Bay** *A.W.Nygran*	**WoodScSr** *Fitted for oil fuel* 1 *Dk*	438 — 279					1901	Tacoma S.B.Co. Tacoma, Wsh	E.J.Dodge Co.	155·5	35·5	11·3	S.Frncisco Utd. States	C. Fulton E.&S.B.Wrks. S.Fo.		
1639 131559	**South Bulli** *J.M.Ralston* –16 *Elec.light* *Mchy.Aft*	**SteelScSr** *ss* Syd.No.1–17 *Well deck* 1 *Dk* (*pt Irn, pt Stl*) *Cargo battens not fitted*	818 588 359	✝ 100A1 5,17~~1,16~~ ~~BS3,17~~ ✝ LMC~~4,15~~ 3,18	Syd	*k*	~~11,15~~ 1,18	1913 5mo	Hall, Russell&Co. Ld. Aberdeen *Lloyd's*	Bellambi Coal Co. Ld. *WB=Cell DBuE* *sA&CP*	195·1 Q110′ B9′ F34′ 28′ *f108′ 187t*	30·3 FK *FPT*	12·6	Sydny NSW British *4 BHCem* *70t APT8t*	T3Cy.16 1⅛″,26″&43″–33″ (*r*) 180lb 140NHP 2SB,*4cf*, GS77, HS2506 Hall, Russell&Co. Ld. Abn.	14 " 6 s " 9½ 14 " 0	

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant en cale. Lettre d'Entretenant.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille / Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. pe.	15 Registres où cité. et où n'est dans le Lr. Lloyd's Corr. Hors Trade.
1640 116173	South Coast *C.Olsen* 1 *Dk*	WoodScSr	302 252 225					1887	C.G.White S.Francisco	SouthCoastS.S.Co.	131·5	32·2	10·5	S.Frncisco Utd.States	C.2Cy.14″&28″–20″ 29NHP HincklySpiers&HayesSFo		
1641 118068	South Cock *A.Maxwell* –13	SteelScSp	149 149 —	(*Tug*) 1 *Dk*		...		1904	Laird Bros. Ld. Birkenhead	LiverpoolSc.Towing&Lighterage Co.(G.RNicholson)	96·4	22·1	11·5 BK7½″	Liverpool British	C.2Cy.19″&42″–27″ 76NHP LairdBros.Ld.Birkenhead	12 ″ 0	
1642 132075 JCVT	South Pacific *G.Henderson* –17	SteelScSr	3661 3496 2307	✠100A1 2,17 ✠LMC9,13	Gls	*w*	2,17	1913 9mo *Lloyd's*	J.L.Thompson&Sons,Ld Sunderland *sA&CP*	TheCountess WarwickS.S.Co.Ld (Williams&Mordey, *Mgrs.*) *WB=CellDBa*119′*uE&B*	351·7 P23′B213′F33′ *B38′f148′967t*	51·0 FK *FPT76t APT130t*	23·9	Sundrland British *6BHCem*	T.3Cy.25″,41″&68″–48″ (*s*) 180lb *180lb* 373NHP 3SB,*9pf*,GS168,HS6084 J.Dickinson&Sons,Ld.Sld.	26 ″ 5 s 3 ″ 8 23 ″ 2	
1643 136722 JHFB	South Point *F.C.Sanders*02–16	SteelScSr	4258 4008 2737	(*ex*AlbertHall) 1 *Dk&Shelter dk*				1914	W.Doxford &Sons,Ld. Sunderland	Norfolk&N.AmericanShppng Co.Ld. (Furness,Withy& Co.Ld.*Mgrs.*)	390·0	52·0	23·5	London British *WB*	T.3Cy.25″,42½″&70″–48″ 339NHP W.Doxford&Sons,Ld.Sld.		V
1644 127123	South Shields	SteelTwinScSr	244 235 110	 1 *Dk*				1911	WoodSkinner&Co.Ld. Newcastle	TyneImprovement Commissioners	110·0	30·2	10·2	N.Shields British	T.3Cy.10½″,17″&28″–20″ 70RHP BairdBros.NorthShields		BT till 7,17
1645 203001 KVHF	South Shore	SteelPad	874 — 516	 1 *Dk*				1906	ForeRiver S.B.Co. Quincy,Mass	NantasketBeach SteamboatCo.	200·0	32·5	11·5	Boston Utd.States	2Cy.38″–96″ 218NHP ForeRiverS.B.Co.		
1646 111034 SBKR	South Stack *G.Martin* Sub.Sig. *Elec.light*	SteelTwinScSr	977 925 411	 2 *Dks*				1900	Laird Bros. Ld. Birkenhead	L.&N.W.Rlwy.Co.	299·5	36·0	13·5 *WB*	Dublin British	T.8Cy.(2)19″(2)27½″& (4)33″–30″ 238NHP LairdBros.Ld.Birkenhead		BT till 11,17
1647 123163 HGPS	South Wales *J.H.Pearson* –11 1 *Dk(pt Iron&pt Stl)*	SteelScSr *ss*Shl.No.2–16 *2tr B deep framing & Web frames 3 Dk rule*	3668 3485 2365	✠100A1 1,17 ✠LMC7,15	Bry	*w*	1,17	1906 7mo	Bartram& Sons Sunderland	SouthWalesS.S.Co.Ld. (Gibbs&Co.*Mgrs.*) *Lloyd's sA&CP WB=Cell DBa*119′*uE&*	346·0 P23′B94′F32′ *B43′f144′899t FPT*	50·8 FK *89t APT50t*	22·9	Cardiff British *6BHCem*	T.3Cy.25″,41″&67″–45″ (*s*) 180lb *100lb* 318NHP 2SB,*8pf*,GS123,HS4774 J.Dickinson&Sons,Ld.Sld.	25 ″ 6 s 4 ″ 6½ 21 ″ 4	
1648 72341 NRCK	South Western *J.A.Clarke* –16	IronScSr	674 540 287	 				1874 9mo	J.&W. Dudgeon London	L.&S.W.Rlwy.Co.	222·3 Q82*t*	27·1 F23*t*	13·5	S'thamptn British	T.3Cy.22″,35½″&60″–39″ (*s*) NE90,NB06 225NHP Earle'sCo.(Lim.),Hull		BT till 6,17
1649 129132 HTCD	Southampton *A.B.Couves* –13 *Elec.light*	SteelScK *ss*Lon.No.1–14 1 *Dk(Stl)*	227 193 3	✠100A1 *For towing purposes* 4,16 BS11,16 ✠LMC10,14	Lon		5,16	1910 9mo	Philip& Son,Ld. Dartmouth	Tilbury Contracting& DredgingCo.Ld.	100·2 BK7″ *WB=*	25·6 *4BHCem* *FPT3t*	12·4	London British	T.3Cy.15′,24″&40″–27″ (*s*) 180lb 97NHP 1SB,*2cf*,GS50,HS1590 Earle'sCo.Ld.Hull	13 ″ 1 s 1 ″ 4½ 12 ″ 5	
1650 129147 HRTS	Southborough *W.A.Eade* –15 (*ex*Anerley) *Cargo battens not fitted*	SteelScSr *ss*Cff.No.1–14 1 *Dk(Stl)*	3709 3433 2368	✠100A1 2,18 ~~3,17~~ ~~BS11,16~~ ✠LMC5,14 ~~BS12,17~~	Syd	*w*	9,15	1910 10mo	Sunderlnd S.B.Co.Ld. Sunderland	TheHazlewood ShippingCo.Ld. (Humphries (Cardiff)Ld.*Mgrs*) *WB=CellDBa* *Lloyd's sA&CP*	346·5 P34′B104′F32′ 115′*uE*23′*f*150′831*t*	50·8 FK *APT125t*	23·0	SydnyNSW British *6BHCem*	T.3Cy.24½″,40″&66″–45″ (*s*) 180lb *110lb* 314NHP 2SB,*6cf*,GS118,HS4800 N.E.MarineEng.Co.Ld.Sld	25 ″ 6 s 4 ″ 4 21 ″ 7	
1651 ~~105834~~ PHNT	Southend Belle *J.Hall* –06	SteelPadSk 2 *Dks*	570 480 266	 				1896	W.Denny &Bros. Dumbarton	CoastDevelopment Corporation,Ld.	249·0 *Promenade dk*145′	30·0	10·0	London British	T.3Cy.28″,41½″&60″–60″ 279NHP Denny&Co.,Dumbarton		
1652 ~~132144~~ ~~JNBR~~	Southern ~~*J.L.Courtney*05–16~~ *Elec.light* *Cargo battens not fitted in Shelter dk 'tween dks*	SteelScSr 1 *Dk(Stl)&Shelter dk(Stl)*	5694 5466 4229	✠100A1 *Shelter dk withfreeboard* ~~BS11,16~~ ✠LMC7,15	Lon Sws	*y*		1916 8mo	W.Dobson &Co. Newcastle	~~Hessie&Dixon,Ld.~~ *Lloyd's sA&CP*	400·6 *CellDB*	52·0 FK 351′1087*t FPT102t*	33·0	French *6BHCem*	T.3Cy.26″,43″&72″–48″ (*s*) 180lb 455NHP 3SB,*9cf*,GS142,HS6333 FD N.E.MarineEngCoLd.Nwc	35 ″ 7 s 10·2½ 25 ″ 9	
1653 131348 HSTJ	Southern Coast *J.Brew* –16 (*ex*DorothyHough) *Elec.light* Sub.Sig.	SteelScSr *ss*Liv.No.1–16 1 *Dk(Stl)*	1872 1438 1091	✠100A1 8,16 BS11,17 ✠LMC1,16	Liv	*r*	8,16	1911 6mo	Greenock& Gr'ngemouth DockyardCo. Gr'ngemouth	~~Powell,Bacon&~~ ~~HoughLines,Ld.~~ CoastLines Ld. *WB=CellDBa* *Lloyd's sA&CP*	283·3 P67′B97′F32′ 58′*uE*20′*f*70′250*t*	36·1 FK *APT11t*	19·0	Liverpool British *4BHCem*	T.3Cy.21′,35″&57″–39″ (*s*) 180lb 249NHP 2SB,*6cf*,GS108,HS4236 J.G.Kincaid&Co.Ld.Grk.	20 ″ 3 s 2 ″ 1 18 ″ 5	
1654 137362	Southern Prince *G.Hayes* –15	SteelScK 1 *Dk*	194 191 86	✠100A1 *Stm Trawler* 5,15 ✠LMC10,14	Shl			1914 10mo	Jos.T.Eltringham& Co.Ld.Willington Quay	R.Irvin&Sons,Ld.	115·6 BK7½″ *WB=*	22·0 *3BHCem* *DBf19′13t*	11·8	N.Shields British	T.3Cy.12″,20″&34″–24″ (*s*) 180lb 82RHP 1SB,*3pf*,GS51,HS1490 ShieldsEng.Co.Ld.N.Shl.	12 ″ 9	
1655 127130 HWSC	Southern Sea *J.Jorgensen* –12	SteelScK (*Whaler*) 1 *Dk*	203 191 85	 				1912	Smith's DockCo.Ld. Middlesbro'	SouthernWhaling &SealingCo.Ld. (G.D Irvin&C.O. Johnson,*Mgrs.*)	110·5	22·1	12·4	N.Shields British	T.3Cy.14′,23′&39″–24″ 75RHP Shield'sEng.Co.Ld.N.Shl.		C
1656 133302 HWTL	Southern Sky *K.Tandberg* –17	SteelScK (*Whaler*) 1 *Dk*	203 191 85	 				1912	Smith's DockCo.Ld. Middlesbro'	SouthernWhaling &SealingCo.Ld. (G.D.Irvin&C.O. Johnson,*Mgrs.*)	110·5	22·1	12·4	N.Shields British	T.3Cy.14′,23′&39″–24″ 75NHP Shield'sEng.Co.Ld.N.Shl.		C
1657 136767 JHSN	Southerndown *T.Enos*00–15	SteelScSr 1 *Dk(Stl)&Shelter dk(Stl)*	4431 4201 2757	✠100A1 *Shelter dk withfreeboard* ~~1,17~~ 1,16 ✠LMC2,15 1,18	NYk	*y*	11,17	1915 2mo	W.Doxford &Sons,Ld. Sunderland	St.Andrews(Cardiff)Ld(R.E.Morel &Co.*Mgrs.*) *Lloyd's sA&CP WB=* *CellDBa*111′*uE*26′	390·0 *f*187′1024*t FPT15t*	52·1 FK *9t APT210t*	25·0	London British *6BHCem*	T.3Cy.25″,42½″&70″–48″ (*s*) 180lb 429NHP 3SB,*9cf*,GS174,HS7461 W.Doxford&Sons,Ld.Sld.	27 ″ 7 s 3 ″ 5 24 ″ 6	
1658	Southerner *Elec.light* *Longitudinal framing*	SteelScSr	6400 5750 3960	100A1 *Shelter dk withfreeboard* (*Class Contem plated*)				1917	Union Iron Works Co. Alameda,Cal.	Walker,Armstrong&Co.	410·0	56·0	29·5	Savannah Utd.States	1 Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		
Sunk by Collision 5.4.18 ~~6618~~ ~~FTMP~~ 86544 JQTN	~~Southgare~~ ~~*J.T.Anderson* –15~~ (*ex*GlenDerry,*ex* Springbok,*ex*MariaA.Hinde)	IronScSr ~~*T.Wilkinson*–17~~ 1 *Dk*	~~838~~ ~~670~~ ~~480~~ 818 677 463			...		1883	Workman, Clark&Co. Belfast	~~Rederiaktieb Clarkson (J.P. Jönsson,*Mgr.*)~~ Clarkson Bros. (Middlesbrough) Ltd	208·0 Q114′F27′	29·4 BK7″	14·1 *WB*	~~Landskrna~~ ~~Swedish~~ Middlsbro' British	C.2Cy.24″&48″–36″ NB00 NDB05 121NHP V.Coates&Co.Ld.Belfast	14 ″ 11	C

Now named "JeanLaure...t," See Vol. 1 in Supplement

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. Master. Special Surveys.	3 Late Name if any. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 6 7 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years As[signed] now expired. Equipment Letter.	Date when tail shaft last seen.	8 9 Built. When. Ship. Engines.	By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught.	15 Registers in which classed, if not in L. R. Dated Port Trad. Cert.
1660 112646 RLNQ	**Southgate** SteelScSr ~~*E.G.W.Randall* –17~~ *ss*Cff.No.3–6,12 *Brown* –18 *ss*Cff.No.1–16 1*Dk*(*Irn*)&*Spar dk*(*Irn*)&*Web frames*		3661 3465 2378	✠100A1 *Spar dk* ~~10,17~~ 12,16 5,18 ~~BS12,16~~ Examd 7,18 LMC 7,18 B 5,18	Liv	*w*	7,16	1899 12mo	T.Turnbull &Son Whitby A&CP	Turnbull,Scott ShippingCo.Ld. (Turnbull,Scott &Co., *Mgrs.*)	351·5|43·2|20·6 P30′B104′F32′28·5 *WB*=*DB* FK *a* 120′ *u E* 24′ *f* 140′	London British 6*BHCem* 810*tAPT*40*t*	T.3Cy.24″,40″&65″–42″ (*s*) 160lb ~~NDB~~ NDB18 282NHP 2SB,*6cf*,GS123,HS4345 *100lb* Blair&Co.Ld.Stockton	29 ″ 8 s 6 ″ 2 23 ″ 10	
1661 111343 RHGS	**Southina** SteelScSr *T.J.Jones* –15 *ss*Cff.No.3–7,12 (*ex*Southfield, *ss*Shl.No.1–16 *ex*Maristow) 1*Dk*(*pt Irn&pt Stl*)2*tr B* *Elec.light* &*deep framing*		3506 3249 2269	✠100A1 7,16 LMC 7,16	Shl	*v*	7,16	1899 8mo	J.Blumer &Co. Sunderland A&CP	WesternCounties ShippingCo.Ld. (Edwards,Hepburn&Co. *Mgrs.*) (Edwards,Sons&Co. *Mgrs.*)	341·0|46·5|24·5 P30′B98′F36′ FK *Cell DBa* 110′	Cardiff British 6*BHCem* Blair&Co.Ld.Stockton	T.3Cy.24½″,40″&66″–45″ (*s*) 180lb *100lb* NDB16 309NHP 2SB,*6rf*,GS118,HS4640 *u E*22′*f* 136′800*t APT*115*t*	27 ″ 4 s 4·10½ 22 ″ 10	
1662 113434 JGPL	**Southland** SteelTwinSc4MstSr *T.Musgrave* –17 *ss*Ant.No.3–5,13 (*ex*Vaderland) 3*Dks*(*Stl–M&Uws*) *Elec.light* 4*tr B&Web frames* Sub.Sig. Wireless		11899 10104 7490	✠100A1 8,16 BS8,16 LMC 2,18	Bkn	*i*†	8,16	1900 11mo	J.Brown& Co.Ld. Clydebank *Lloyd's A&CP*	International Nav. Co.Ld.	560·8|60·2|38·2 P49′B215′F84′ FK *WB*=*Cell DBa* 13	Liverpool British 10*BHAsp* 3′*u E&B* 160′	Q.8Cy.31″,44″,62″&88″–54″ 200lb *100lb* (*r*) 1627NHP 8SB,*32cf*,GS584,HS23480FD J.Brown&Co.Ld.Clydebnk *f* 170′1998*t FPT*165*t*	42 ″ 0	BT till 7,17
1663 205896 KWSM	— SteelSc *Elec.light* 2*Dks*		2081 — 1215					1908	NwprtNws S.B.&D.D.Co. Newprt News	Norfolk & Washington SteamboatCo.	291·2|51·0|16·1	Washngtn Utd. States	T.4Cy.26″,42″&(2)50″–42″ 324NHP NewportNewsSB&DD.Co.		
1664 109800 RQPF	**Southport** SteelScSr *E.Harrison* –15 *ss*Cff.No.3–12,11 *ss*Cff.No.1–16 1*Dk*(*Stl*)3*tr B&Web frames* 3*Dk rule&Shelter dk*(*Irn*)		3588 3231 2305	✠100A1 *Shelter dk* ~~Nwc~~ Cff ~~9,17,16~~ 6,18 ~~BS2,17~~ LMC 1,16 BS6,18	Msl	*w*	10,16	1900 6mo	Richardsn, Duck&Co. Stockton A&CP	SeftonS.S.Co.Ld. (HEMoss&Co.*Mgs*)	339·2|46·1|24·9 FK *WB*=*Cell DBa* 110′ *u E&B* 26′ *f* 142′	Cardiff British 6*BHCem* 810*tFPT*128*tAPT*163*t*	T.4Cy.25″,42″&68⅝″–45″ (*s*) 160lb *70lb* 335NHP 2SB,*6cf*,GS126,HS5400 Blair&Co.Ld.Stockton	27 ″ 3 s 3 ″ 1½ 24 ″ 6	
1665 208730	— WoodSc *Elec.light* 1*Dk*		245 — 167					1911	WmMcKie E.Boston	EasternSteamship Corporation	125·6|21·2| 8·8	Boston Utd. States	T.3Cy.10½″,17½″&28″–18″ 33NHP AtlanticWorks,Boston		
1666 117963 HBLD	**Southville** SteelScSr *T.S.Hedquist* –12 *ss*Brs.No.2–13 1*Dk*(*pt Irn&pt Stl*)2*tr B&* *deep framing*3*Dk rule*		3518 3329 2266	✠100A1 8,16 ~~Examined~~ 9,18 MS6,13 LMC BS8,16	Bry	*v*	4,17	1904 10mo	J.Readhead &Sons SouthShields *Lloyd's A&CP*	VilleSteamships, Ld.(Balls&Stansfield.*Mgrs.*) *WB*=*Cell DBa*	341·1|46·6|25·9 P41′B92′F32′ FK 116′*u E* 20′*f* 142′826*t*	N.Shields British 6*BHCem* *APT*72*t*	T.3Cy.24″,40″&65″–45″ (*r*) 160lb *80lb* 293NHP 2SB,*6cf*,GS90,HS4557 J.Readhead&Sons,S.Shl.	27 ″ 4 s 4 ″ 11 22 ″ 9	
1667 115388 VRJF	**Southwaite** SteelScSr *R.Prideaux* –10 *ss*Cff.No.3–10,16 1*Dk*(*Irn*)2*tr B&deep framing* 3*Dk rule*		3618 3424 2333	✠100A1 3,18 ~~2,17~~ BS3,18 LMC 10,16	Auk Liv	*w*	~~10,16~~ 3,18	1904 5mo	W.Gray& Co.Ld. WHartlepool *Lloyd's A&CP*	AlexanderShippg. Co.Ld. (Capper Alexander&Co. *Mgrs.*) *WB*=*Cell DBa* 111′	343·0|49·7|24·7 P27′B92′F33′ FK *u E&B* 40′*f* 148′948*t*	Cardiff British 6*BHCem* *APT*39*t*	T.3Cy.25″,40½″&67″–45″ (*s*) 180lb *80lb* 325NHP 2SB,*8rf*,GS134,HS4975 Cen.Mar.Eng.Wrks.WHpl	27 ″ 5 s 5 ″ 1 22 ″ 9	
1668 125070 HNCP	**Southward** SteelScK *J.C.Christensen* –16 *ss*Goo.No.2–16 1*Dk*		225 202 121	✠100A1 *Stm Trawler* 12,16 LMC MS12,16 BS2,17	Goo	'	12,16	1907 8mo	Cochrane &Sons Selby *Lloyd's A&CP*	ForwardSteam FishingCo.Ld.	120·0|22·0|11·4 Q66′F20′ BK7½″	Grimsby British 4*BHCem*	T.3Cy.12½″,22″&35″–24″ (*s*) 180lb 70RHP 1SB,*1cf,1pf*,GS33,HS1103 C.D.Holmes&Co.Hull	12 ″ 3	
1669 95526 LJWC	**Southwark** SteelSc3MstSr *W.Watkins* –17 *ss*Sld.2ndNo.3–11,06 *Well deck* *ss*Hul.No.2–15 *Mchy.Aft* 1*Dk*(*pt Stl*) *Cargo battens not fitted*		558 460 337	✠100A1 2,17 NB2,06 LMC 12,16 BS2,17	Gms	*i*	12,15	1889 2mo	Schlesingr, Davis&Co. Newcastle A&CP	~~E.Johnson~~ SouthwarkSSCo. Ld.(E.Johnson, *Mgr.*)	167·8|30·2|11·7 Q48′B13′F22′ FK *WB*=*Cell DB* 106′	London British 3*BHCem* 153*tFPT*17*t*	T.3Cy.14″,23″&39″–27″ (*s*) 160lb NDB00 75RHP 1SB,*3pf*,GS50,HS1396 E.Scott&Co.,Newcastle	14 ″ 0 s 1 ″ 6½ 12 ″ 8	
1670 137462 JLMC	**Southwestern Miller** SteelScSr *G.W.A.Newman* –15 *Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) 3*rd dk beams in No.1 hold*		6514 4752 4162	✠100A1 *Shelter dk* *with freeboard* 8,17 ~~12,16~~ LMC 6,18	Bkn Sou	*a*†	~~1,16~~ 8,17	1915 6mo	Nthmblnd S.B.Co.Ld. Newcastle *Lloyd's A&CP*	Norfolk&N.American S.Shppg.Co.Ld (Furness,Withy& Co.Ld. *Mgrs.*) *WB*=*Cell DBa* 146′*u E*	420·0|53·4|27·8 F34′*on Shelter dk* FK 33′*f* 172′ 1230*t DTa*	Liverpool British 7*BHCem* 35′955*tFPT*	T.3Cy.29″,49″&80″–54″ (*s*) 180lb 682NHP 3SB,*12cf*,GS234,HS10300FD Richardsons,Westgarth& 110*tAPT*125*t* Co.Ld.Hpl.	30 ″ 6 s 4 ″ 3 26 ″ 7	
1671 137260 JNWT	**Southwick** SteelScCtr *J.Cannell*17–17 *Mchy.Aft* 1*Dk*(*Stl*) *Elec.light*		443 317 218	✠100A1 9,17 2,17 LMC 2,17	Sld Nwc	*g*		1917 2mo	Swan,Hunter & Wigham Richardson Ld Sundrland *Lloyd's A&CP*	Anglo-American OilCo.Ltd.(J. Hamilton, *Mgr.*)	150·0|26·1|10·7 Q56′F24′ FK *FPT*	Sunderlnd British 3*BHCem* 69*t*	T.3Cy.11″,17½″&28″–21″ (*s*) 180lb 60RHP 1SB,*2pf*,GS33,HS1135 Day,Summers&Co.Ld. Sou	11 ″ 8 s1 ″ 0 10 ″ 10	
1672 112618	**Southwood** SteelScSr *A.Hughes* –16 *ss*Shl.No 3–7,12 (*ex*SantaCroce, 1*Dk*(*Irn*)&*Web frames* *ex*Southwood) *Cargo battens not fitted* *Well deck*		1095 884 680	✠100A1 5,16 *Examined* 7,17 ~~BS5,18~~ LMC ~~3,18~~ BS5,17 MS7,17	Npt	*n*	~~5,16~~ N5,17	1899 11mo	W.Dobson &Co. Newcastle A&CP	CamboShipping Co.Ld.(Morgan& Cadogan,Ld.*Mgs.*) *Cell DBa* 50′*u E&*	212·3|35·0|14·1 P18′Q44′B46′F24′ FK *B* 27′*f* 100′311*t FPT*	Middlsbro' British 4*BHCem* 81*tAPT*26*t*	T.3Cy.18½″,30″&49″–33″ (*r*) 180lb *90lb* 148NHP 1SB,*4pf*,GS60,HS2364 N.E.MarineEngCoLd.Nwc	16 ″ 5 s 1 ″ 8 15 ″ 0	
1673 8 QBCM	**Soya Maru** WoodSc 1*Dk*		132 105 71					1907	M.Mihara Osaka	Minamimanshu TetsudoKabushiki Kaisha	94·8|18·0|10·2	Dairen Japanese	T.3Cy.9½″,15½″&25½″–18″ 28NHP M.Mihara,Osaka		
1674 11071 LFKO	**Soyo Maru** SteelScSr *Ozawa* *ss*Bom.No.2–15 (*ex*Hermione) 2*Dks*(*Stl*)&*Web frames* *Elec.light, Mchy.Aft* *Now named "Nucula." See No. 18 in Supplement*		4614 4255 2807	✠100A1 11,15 LMC MS2,18 BS12,16 *Carrying Petroleum in bulk* *Fitted for oil fuel* 10,0 7 *F.P.*	Kob	*x*	8,15	1906 9mo	Armstrong Whitworth &Co.Ld. Newcastle *Lloyd's A&CP above*	ToyoKisenKaisha *WB*= *Cell DBu* 133′ 71*t*	370·0|48·5|28·7 P95′B25′F38′ FK *DTf* 40′ 376*t FPT*	Yokohama Japanese 13*BHCem* 52*tAPT*22*t*	T.3Cy.25″,42″&70″–48″ (*r*) 180lb 410NHP 3SB,*9cf*,GS195,HS6870 Wllsnd Slpwy.Co.Ld.Nwc.	30 ″ 3 s 6 ″ 4 24 ″ 4	
1675 324 SJMD	**Spagna** WoodSc *A.Lolezzi*06–09 (*Tug*)		103 — 7					1906	F.Parodi Pegli	Soc.Rimorchiatori Genovesi	82·0|19·7|11·4	Genoa Italian	C.2Cy.16¾″&31⅛″–19¾″ 36NHP SocAn.Co-op.S.P.D'Arena		
1676 104611 NTDL	**Spaniel** SteelScSr *J.Bruce* –17 *Ref.Mchy.* 2*Dks*		1174 873 498					1895	A.&J. Inglis Glasgow	G.&J.Burns,Ld.	250·0|33·6|15·9 P66′B78′F46′	Glasgow British *WB*	T.3Cy.24″,39″&64″–42″ 265NHP A.&J.Inglis,Glasgow		C BT till 3,18
1677 102163 NLPS	**Spanish Prince** SteelSc4MstSr (*ex*Knight Bachelor) 2*Dks*3*tr B&* *Elec.light* *Web frames*		6505 6121 4214			…		1894	C.Connell &Co. Glasgow	TheAdmiralty	450·0|52·2|31·0 P39′B132′F45′ FK *WB*	Newcastle British	T.3Cy.29½″,47″&76″–51″ 484NHP Dunsmuir&Jackson,Gls.	34 ″ 0	
1678	**Spanker** SteelScSr *Elec.light* *For full particulars See No. 2 in Supplement*		1489	100A1 (*Class Contemplated*)				1917	J.Crown &Sons,Ld. Sunderland	Witherington& Everett	268·0|37·9|17·6 P24′Q82′B51′F30′	Newcastle British	T.3Cy.20½″,33″&54″–39″ N.E.MarineEng.Co.Ld.Sld	19 ″ 9 s2 ″ 0½ 18 ″ 0	

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Ferme sous-pont maillaudé en acier. Lettre d'Equilibrement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe.	15 Registres où est inscrit le N. de la Marque. Date de Cert. R. of Trade
1679 KQBL	**Sparenburg** *Fr.Deterding*	**SteelScLr** 1*Dk*	166 163 84					1911	J.L.Meyer Papenburg	GrosserKurfürst Heringsfischerei A.G.	99·2 23·1 10·5	Emden German	C.2Cy.9½″&18½′–12½″ 15NHP J.L.Meyer,Papenburg		G
1680	**Sparrow** (*ex*JosephineI.)	**SteelScK** 1*Dk*	266 235 103	✠ *StmTrawler* 2,11 ✠	Abn			1908 12mo	GooleS.B. &Repg.Co Ld Goole	TheAdmiralty	130·1 23·1 12·0 Q74′F22′ BK7½″	British 4*BHCem*	T.3Cy.12½″,21″&35″–26″ 1SB,*3pf*,GS47,HS1600 Earle'sCo.Ld.Hull	13 ″ 0	
1681 HDGK	**Sparta** *W.Müller* (*ex*Luxor)	**IronScSr** 1*Dk&Awngdk3trB*	1236 1230 778			...		1873	Denton, Gray&Co. WHartlepool	MarcusCohn& Sohn	234·4 32·1 16·0 23·1	Königsbrg German	C.2Cy.29½″&59″–36″ NB00 174NHP Blair&Co.(Lim.),Stockton		V
1682	— *G.Ticac02–13* *Elec.light*	**SteelScSr** 1*Dk&Shade dk*	982 — 603	✠ ~~——~~ 1,17 ✠ *Shade dk withfreeboard*	Abn	*m*		1913 8mo	Hall, Russell&Co.Ld. Aberdeen	Soc.inAzioniUngaroCroata diNav. Maritt.aVap.	215·7 30·6 14·0 BK7″ *WB=Cell DBa41′uE 17′f84′143t*	Fiume Aust.-Hung.	T.3Cy.17½″,29″&47″–33″ 193NHP 2SB,*4cf*,GS68,HS3000 FD Hall,Russell&Co.Ld.Abn.	15 ″ 0	
1683 210272 LCMJ	**Spartan** *B.Tucker* –12 *Elec.light*	**SteelScSr** (*Tug*) 1*Dk*	226 — 154					1912	Skinner SB &D.D.Co. Baltimore	Hartford&New YorkTransptnCo.	105·9 25·1 11·1	HartfdCon Utd. States *WB*	C.2Cy.20″&40″–28″ 70NHP SkinnerS.B.&D.D.Co.Bal.		
1684 99703 HDGK	— *A.Heron* –17	**IronScK** (*Trawler*) 1*Dk*	120 110 49			...		1893	Cook, Welt'n&Gemmell Hull	T.L.Delvin	88·5 20·1 10·7 Q18′ BK7½″	Granton British	C.2Cy.16″&32″–22″ 45RHP C.D.Holmes&Co.,Hull	11 ″ 4	
1685	**Sparte** (*ex*Edith,*ex*Atromitos)	**WoodScSr** 1*Dk*	123 — 94					1884	..... Trieste	J.D.Benecos	107·0 16·0 9·0	Piræus Greek	C.2Cy.14½″&25½″–15½″ NB00 22NHP A.Nerlicovich,Trieste		
1686 HRSJ	**Sparti** *A.Koutsoukos* (*ex*SanFernando) *Well deck Elec.light*	**IronSc** 1*Dk2trB*	961 713 498	✠ 9,80 ✠	Sld	*m*		1880 8mo	R.Thompson,jun. Sunderland	Nav.Orientale (P. Pantaleon,*Mgr.*) *WB=DB*	210·4 29·5 16·1 P&B112′F40′ FK *a45′uE&B42′162t*	Piræus Greek	C.2Cy.28″&51″–33″ NB09 125NHP J.Dickinson,Sunderland		
1687 135585 JFQP	**Spectator** *T.O'Connor* –17 *Elec.light*	**SteelScSr** 2*Dks(Stl)*	3808 3612 2435	✠100A1 3,17 ✠LMC6,14	Liv	*w*	9,16	1914 6mo	C.Connell &Co.Ld. Glasgow	Charente S.S.CoLd (T.&J.Harrison, *Mgrs.*) *Lloyd'sA&CP WB=Cell DBa112′uE&B48′f158′820t FPT*	365·1 47·1 27·3 P33′B109′F37′ FK *41tAPT14t*	Liverpool British 6*BHCem*	T.3Cy.23″,38½″&64″–48″ (*s*) 215lb 392NHP 3SB,*9cf*,GS179,HS6687 Dunsmuir&Jackson,LdGls	29 ″ 6 s 5 ″ 4½ 24 ″ 6	
1688 83851 TKVG	**Speedwell** *ss*Lon.No.2–17 *W.J.Owen* –17 *ss*Bry.2ndNo.3–4,07 *Well deck* ~~*ssBry.No.1–11*~~ 1*Dk(Irn)2trB*	**IronScSr**	974 791 579	✠100A1 ~~Cff~~ Sld 5 ~~1,12,14~~ 3,18 ~~9,15 Bro Lon~~ NE&B12,95 BS1,18 ✠LMC1,17		*m*	N1,17 3,18	1880 6mo	Hodgson &Soulsby Blyth A&CP	R.S.Dalgheso	220·0 30·1 17·0 Q82′B44′F28′ FK *WB=DBa63′f48′*	Falmouth British 4*BHCem* 147*tAPT8t*	T.3Cy.17″,25½″&45″–30″ (*s*) 160lb *100lb* NDB10 99RHP 1SB,*3pf*,GS56,HS1767 N.E.Mar.E.Co.(Lim.),Sld.	17 ″ 9 s 1 ″ 7½ 16 ″ 5	
1689 210379 LCNF	— *S.H.Burtis* Wireless	**WoodScSr** 1*Dk*	914 — 574					1912	Kruse& Banks NorthBend, Or.	SouthernOregon Transptn.Co. (A.F.EstabrookCo. *Mgrs.*)	192·6 42·0 12·2	S.Frncisco Utd.States			
1690 97679	— *R.A.Hayes* –02 *Mchy.Aft*	**SteelScSr** *ss*Ips.No.1–96 *Well deck* 1*Dk(Stl)*	135 95 52	✠ 9,99 ✠	Ips	*a*		1891 6mo	J Fullerton &Co. Paisley	R.A.Hayes	95·0 20·0 7·0 Q36′B7′F16′ BK6′ *WB=FPT20t*	Ipswich British 3*BHCem*	C.2Cy.12″&24″–18″ 1SB,*2pf*,GS18,HS469 30RHP Bow,McLachlan&Co.,Psy.	7 ″ 7	
1691 110755 JGPH	**Speedwell II.** *C.W.Brown* –13 (*ex*Speedwell)	**SteelScK** *ss*Hul.No.3–6,12 1*Dk*	273 238 107	✠100A1 Hul *For fishing purposes* 1,15 BS10,14 ✠LMC6,12			1,15	1899 11mo	Hawthorns &Co.Ld. Leith	Ct.NorthernS.S. EishingCo.Ld. Hull Stm.Fishing & IceCo.Ld. *Lloyd'sA&CP*	140·0 22·3 10·5 Q53′B7′F23′ ptND12 BK7″	Hull British 3*BHCem*	T.3Cy.13″,22″&37″–27″ (*s*) 200lb 82RHP 1SB,*3pf*,GS47,HS1270 Hawthorns&Co.Ld.Leith	11 ″ 8	
1692 THRV	**Speelman** *Sobels* *Elec.light*	**SteelScSr** 2*Dks&Shade dk*	1063 — 639					1890	Koninklijke Fabrick Amsterdam	Koninkl.Paketv. Maats.	219·8 31·3 15·6	Batavia Dutch	T.3Cy.17″,26″&43″–39″ 115NHP KoninklijkeFabrick,Ams.		V
1693 122968 HNKW	**Spen** *W.Allen* –16 *Elec.light*	*ss*Goo.No.2–17 ~~*ssGoo.No.1–13*~~ 1*Dk(Stl)&deepframing*	900 710 425	✠100A1 6,17 ~~9,15~~ BS2,16 ✠LMC3 ~~3,15~~ 6,17	Goo	*m*	12,13 6,17	1908 12mo	W.Dobson &Co. Newcastle *Lloyd'sA&CP*	Lancashire& YorkshireRly.Co. *WB=CellDBa44′*	215·6 32·2 12·9 P24′B71′F24′ FK *E20′f101′211tFPT*	Goole British 4*BHCem* 18*tAPT35t*	T.3Cy.17″,28½″&46″–33″ (*s*) 180lb 145NHP 2SB,*4cf*,GS70,HS2450 Wllsnd Slpwy.Co.Ld.Nwc.	15 ″ 3 s 1 ″ 8½ 13 ″ 10	
1694 128039 HQST	**Spenser** *A.H.Edlin* –16 (*ex*Tripoli) 2*Dks(Stl)&Shelter dk(Stl)* *Elec.light* *Carrying fuel oil F P,above150°F.inDB*	**SteelSc4MstSr**	4186 3968 2649	✠100A1 *Shelter dk withfreeboard* 4,14 BS6,17 ~~BS6,16~~ ✠LMC4,14	Liv	*y*	2,16	1910 4mo	Armstrong Whitworth &Co.Ld. Newcastle *Lloyd'sA&CP*	LivBrazil&RPlate S.N.Co.Ld. (Lamport&Holt,Ld. *Mgrs.*) *WB=Cell DBa128′uE&B43′f162′853tAPT776t*	385·2 51·0 25·6 FK	Liverpool British 6*BHCem*	T.3Cy.26″,43″&72″–48″ (*s*) 180lb *100lb* 475NHP 2SB,*8cf*,GS131,HS6790 FD N.E.MarineEngCoLd.Nwc	28 ″ 1 s 3 ″ 5½ 24 ″ 11	
1695 WLRS	**Spera** (*Motor*) *Mchy.Aft*	**SteelSc** 1*Dk*	119 — 84					1914	J.Vos& Zoon Groningen	Akties.Einar Stange	99·8 17·7 6·3	Chrstiania Norwegian	Motor 1Cy.13″–13″ Steijard&JanetteMch.Rot.		N
1696 115 SJMT	**Speranza** *P.Astola* –18 ~~*SpBocro*~~ (*ex*Montauk,*ex* Inchlonga,*ex*Madagascar)	**IronScSr** *ss*Lgn.2ndNo.3–9,03 2*Dks(Irn)&Spar dk(Irn)*	2893 2040 1764	✠100A1 *Spar dk* 10.14 ~~Examined 6.18~~ ✠NE&B10,90 BS1,18 ~~BS1,10~~ ✠LMC11,15	Gen	*u*	N3,16	1882 7mo	J.Blumer &Co. Sunderland A&CP	Becchi&Calcagno	320·0 40·2 28·0 B75′ BK10″ *WB=DB*	Savona Italian	T.3Cy.23½″,38″&62″–45″ (*s*) 160lb *100lb* NDB08 295NHP 2SB,*6cf*,GS126,HS5000 WllsndSlpwyCo.Ld.Nwc.	29 ″ 2 s 6 ″ 6½ 23 ″ 7	
1697 RNVP	**Sperber** (*Trawler*) 1*Dk*	**SteelSc**	143 130 25					1905	J.C.Tecklenborg A.G. Geestemünde	O.Beucker	107·7 20·8 10·0 F15′ *WB*	Gstemnde German	T3Cy11⅞″,17¾″&29⅜″–21⅞″ 40NHP J.C.TecklenborgA.G.Gst.		G
1698 110340 RHGW	**Spermina** *A.J.Whyte* –15 (*ex*Bernicia)	**SteelScSr** *ss*Cff.No.3–9,12 1*Dk(Stl)2trB &deep framing 3Dk rule*	3355 3196 2179	✠100A1 8,16 ~~Examined 6.17~~ 2.18 MBS8,16 ✠LMC9,12 2,17	Shl	*w*	~~8,16~~ N2,18	1899 9mo	R.Craggs& Sons Middlesbro' A&CP	Southern Counties Shippg.Co.Ld. (~~Edwards,Hepburn&Co.~~ *Mgrs.*) (Re-registered 1918.)	349·7 47·1 23·8 P28′B77′F34′ *CellDBa* 119′*uE&B38′f142′* 803*tAPT24t* FK	Newcastle British 6*BHCem*	T.3Cy.25½″,41″&67″–45″ (*s*) 160lb *80lb* NDB15 313NHP 2SB,*8pf*,GS136,HS5048 N.E.MarineEngCoLdNwc	26 ″ 6 s 5 ″ 1½ 21 ″ 9	
1699 110346 RKNM	**Spero** *F.J.Hunter* –17 *Well deck*	*ss*Shl.No.3–10,13 1*Dk(Irn)&Webframes Cargo battens not fitted*	1199 912 726	✠100A1 9,16 BS2,16 ~~LMC10,15~~ MS11,17	Nwc	*n*	~~9,16~~ 11,17	1899 11mo	S.P.Austin &Son,Ld. Sunderland A&CP	PeltonS.S.Co.Ld. *WB=CellDBa58′uE&B31′f100′366tFPT*	235·0 34·3 14·5 P26′Q55′B49′F26′ FK *22tAPT46t*	Newcastle British 4*BHCem*	T.3Cy.19″,31″&51″–33″ (*s*) 160lb *80lb* 156NHP 1SB,*2pf*,*1cf*,GS69,HS2450 G.Clark,Ld.Sunderland	17 ″ 3 s 1 ″ 7 15 ″ 11	
1700 MPNV	— *S.Schjeldsöe* –16 *Mchy.Aft*	**SteelSc** 1*Dk*	692 526 367					1916	Larvik Slip &Værksted Larvik	Prebensens Dampskibs.Akties.	178·4 30·2 12·4 P52′ *WB*	Risör Norwegian	T.3Cy.14″,23″&38″–27″ 75NHP FredrikstadM.V.Frdstad.		N

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. 3 Material, Rig, &c. / Master. / Special Surveys.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Late when last surv.	8 Built. When. Ship. / Engines	9 By Whom. / Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed. If not in L. R. Date of B. of Trade Certs.
1701	**Spes** **SteelSc**	1128					1908	Stettiner Oderwerke Stettin	Rud.Christ.Gribel	224·6	35·4	14·7	Stettin	T.3Cy.17″,27″&43″–31″		G
JFWT	*E.Bartz* *Elec.light* 1 *Dk*	929 648								Q75′B98′F29′			German WB	103NHP StettinerOderwerke		
1702	**Spey** **SteelScSr**	470	✠	Ayr	*h*		1892	S.Mc Knight&Co. Ayr	~~J.Constant~~ V.Kibrit	167·0	26·0	11·7	London British	T.3Cy.14″,23″&36″–27″	12 ″ 3	
101976	*J.Kiliartis* –13	336	2,93				11mo			Q84′B14′F27′				75RHP		
NBTV	*Well deck* 1 *Dk(pt Irn)*	224	✠							BK7″			4 *BHCem*	1SB,*3pf*,GS58,HS1377		
									W	*B=DBa33′33t FP*			*T27tAPT7t*	Muir&Houston,Glasgow		
1703	**Sphene** **SteelSc3MstSr**	411	✠100A1	Syd	*f*	~~3,16~~	1895	Scott& Sons Bowling A&CP	~~R.Byrnes,Ld.~~ R.G.Cowlishaw	142·5	25·1	10·7	SydnyNSW British	C.2Cy.20″&40″–27″ (*s*)	12 ″ 1	
105964	*D.Crowley* –02 *ss* Syd.No.3–12,07	274	~~3,16~~ 2,18 ~~Bsh~~			2,18	11mo			Q68′B9′F24′				110lb *70lb* 65RHP	s ″ 6	
PDFJ	*Elec.light Iron Floors* *ss* Syd.No.2–16	159	✠LMC							BK7″			3 *BHCem*	1SB,*2pf*,GS40,HS1270	12 ″ 4	
	Well deck Mchy.Aft 1 *Dk(Irn)* *Cargo battens not fitted*	BS2,18 ~~BS10,15~~	MS3,16							*WB=*			*FPT18t*	Muir&Houston,Glasgow		
1704	**Spheroid** **SteelScSr**	3815	✠100A1	Lon	*x*	~~2,15~~	1907	J.Readhead &Sons South Shields	Scrutton,Sons&Co	359·3	47·6	15·2	London	T.3Cy.26′,43″&71″–48″ (*r*)	27 ″ 8	
125621	*J.P.D.Calver* –12 *ss* Shl.No.1–12	3471	*Spar dk*			4,18	10mo			P83′B122′F38′	25·2		British	180lb *80lb* 410NHP	s 4 ″ 7	
HLPK	1 *Dk(Stl)&Spar dk(Irn)&deep framing*	2426	2,15 ~~4,18~~ Examined 5,17	✠LMC			*Lloyd's*	*SA&CP*	*WB=CellDBa*	110′*uE&B42′f*156′		FK	*6 BHCem*	2SB,*6cf*,GS115,HS5425 FD	23 ″ 6	
			MS7,16 BS1,17										*749tAPT13t*	J.Readhead&Sons,S.Shl.		
1705	**Sphinx** **SteelTwinScSr**	11375					1914	Atel.&Ch. de la Loire St.Nazaire	Messageries Maritimes	478·0	60·7	40·6	Marseilles French	T.6Cy.28″,46″&76″–53″		V
		8957								B266′			WB	840NHP		
LDNC	*Elec.light* Wireless 7 *Dks*	6724												Atel&Ch.de la Loire,Nts.		
1706	**Sphynx** **IronScSr**	~~1569~~			...		1883	BlythS.B. Co. Blyth	~~Angf Aktieb.~~ ~~Sphynx (E. Börjesson)~~ The Shipping Controller (H.Call&Co.,*Mgrs.*)	257·5	36·2	16·1	~~Hälsingborg~~ Swedish	C.2Cy.32″&62″–42″		V
~~5329~~	~~Andersson~~	~~1573~~								Q96′B58′F32′		FK	London WB	189NHP		
~~HJRP~~	(*ex* St.Philippe,*ex* Sphynx,*ex* Swansea)	1214 900											British	R.&W.Hawthorn,Nwc.		
~~H1220~~ JRHT	*Well deck* 1 *Dk2trB*															
1707	**Spica** (Seized at Reval) **SteelScSr**	1385					1904	Act.Ges. "Neptun" Rostock	H.Call&Co.,*Mgrs.*	256·5	35·9	15·2		T3Cy.17⅛″,26¾″&44⅞″–33 1/16″		
	(*ex* Schwennau)	1150								P14′Q69′B110′F29′				115NHP		
	1 *Dk*	869											WB	A.G."Neptun,"Rostock		
1708	**—** **IronScSr**	792					1879	Flensburgr Schiffsb.Ges. Flensburg	A.Varischini	191·0	28·5	15·8	Tripoli Italian	C.2Cy.27″&48″–30″		V
2	(*ex* Portia)	573								P47′F24′				105NHP		
SJPG	2 *Dks*	430											WB	FlensburgerSchiffsb.Ges.		
1709	**Spica II** *ss* Bly.No.3–6,17 **SteelScSr**	967	✠100A1	Bgn	*m*	~~12,15~~	1900	J.P.Rennoldsn&Sons South Shields	ArneLarsen&Co.	206·7	32·2	14·3	Bergen Norwegian	T.3Cy.17½″,28″&47″–33″ (*s*)	16 ″ 7	
	H.Meitzner –15 ~~*ss* Shl.No.3–6,12~~	742	~~3,17~~ 12,15	Bly		~~3,17~~	11mo			Q100′B21′F20′		FK	5 *BHCem*	170lb *80lb* 138NHP	s 1 ″ 3½	
MHRL	(*ex* Import,*ex* Fusilier) ~~*ss* Bgn.No.1–15~~	583	✠LMC12,16			9,17		A&CP	*WB=CellDBa38′*	*uE&B38′ f98′*		241*t*	*APT14t*	1SB,*3pf*,GS56,HS2194	15 ″ 6	
	Well deck 1 *Dk(Irn)2trB*		6,17											J.P.Rennoldsn&Sns,S.Shl.		
1710	**Spider** **SteelScK**	271	✠100A1	Hul		3,15	1906	Earle'sCo. Ld. Hull	J.H.Robins&CoLd	131·8	22·1	11·8	Hull British	T.3Cy.12¾″,22″&36″–24″ (*s*)	12 ″ 10	
123290	*J.Morton* –14 *ss* Hul.No.1–11	239	*Stm Trawler*				11mo			Q72′F20′				200lb 78RHP		
HJNP	1 *Dk*	107	8,14									BK8″	4 *BHCem*	1SB,*3pf*,GS40,HS1260		
			BS8,14 ✠LMC5,11				*Lloyd's*	*SA&CP*						Earle'sCo.Ld.Hull		
1711	**Spigerborg** **SteelSc**	1548					1907	Howaldts-werke Kiel	Acties Dmpsskselsk af.1896 (C.K. Hansen,*Mgr.*)	241·2	36·1	16·5	Copnhagn Danish	T.3Cy.16¾″,29 5/16″&42⅛″–29½″		V
	E.Schmidt 93–13 (*ex* Henrik Bjelke)	1165								P13′Q73′B105′F29′				96NHP		
NQJR	1 *Dk*	954											WB	Howaldtswerke,Kiel		
1712	**Spilsby** **SteelScSr**	3661	✠100A1	Liv	*w*	~~3,17~~	1910	Ropner& Sons,Ld. Stockton	SirR.Ropner&Co. Ld.	346·5	50·8	23·2	Stockton British	T.3Cy.25″,41″&67″–45″ (*s*)	25 ″ 8	
124277	*A.H.Goldsworthy* 93–10 *ss* Cff.No.1–15	3376	~~3,17~~ ~~3,17~~ 4,18	~~Lvy Cff~~		4,18	4mo			P23′B99′F36′		FK	6 *BHCem*	180lb *100lb* 323NHP	s 4 ″ 6	
HQTP	1 *Dk(pt Irn pt Stl)*	2254	~~B3,17~~ ✠LMC7,15				*Lloyd's*	*SA&CP*	*WB=CellDBa111′uE24′*	*f153′831tFPT139t*			*APT147t*	2SB,*6cf*,GS132,HS4927	21 ″ 5	
														Blair&Co.Ld.Stockton		
1713	**Spind** **IronScSr**	1174			...		1877	W.Gray& Co. West Hartlepool	Skibs.Akties. Salvesen (J.Salvesen,*Mgr.*)	237·6	31·6	17·2	Farsund Norwegian	C.2Cy.28″&53″–33″	18 ″ 5	N
	J.Gabrielsen (*ex* Eva,*ex* Amanda)	903								Q86*t*B108*t*H43*t*				NB98 143NHP		
HPBT	*Well deck* 1 *Dk2trB*	736								F32*t*			WB	T.Richardson&Sons,Hpl.		
1714	**Spinel** **Steel&IronSc3MstSr**	509	✠100A1	Cff	*h*	6,14	1893	Scott& Sons Bowling A&CP	W.Robertson	175·0	26·6	10·7	Glasgow British	T.3Cy.14″,23″&36″–27″ (*s*)	13 ″ 0	
99895	*H.Campbell* –15 *ss* Ayr 2nd No.3–6,14	373	10,15				4mo			Q86′B10′F25′		BK7½″	3 *BHCem*	160lb 68RHP	s ″9½	
NBQR	*Well deck Mchy.Aft* 1 *Dk(Irn)Irn framing&Stl plating*	204	BS10,15 ✠LMC6 14							*WB=CellDB96′*			*120tFPT15t*	1SB,*3pf*,GS52,HS1282	13 ″ 0	
														Muir&Houston,Glasgow		
1715	**Spital** **SteelScSr**	4718	✠100A1	Liv	*y*	~~1,16~~	1907	Scotts' S.B. &Eng.Co.Ld. Greenock	MondrichSS Co.Ld (Japp,Hatch&Co. Ld.(*Mgrs.*)	390·5	52·2	26·4	London British	T.3Cy.26½″,44″&72″–48″ (*r*)	29 ″ 0	
124219	*J.D.Thomas* –16 *ss* Liv.No.2–16	4422	9,17 ~~1,16~~	Mch		9,17	9mo			P44′B121′F42′		FK	6 *BHCem*	180lb *100lb* 471NHP	s 5 ″ 6½	
HLMB	(*ex* Daldorch) 2 *Dks(Stl)&deep framing*	3031	✠LMC				*Lloyd's*	*SA&CP*	*CellDBa121′uE21′*	*f181′957tDTa31′*			*763tAPT36t*	2SB,*6cf*,GS120,HS6694 FD	23 ″ 10	
	Elec.light 3 *Dk rule*		MS1,16½ BS11,16											Scotts'S.B.&E.Co.Ld.Grk.		
1716	**Spitsbergen** **IronScSr**	148					1870	Wigham Richrdsn&Co Newcastle	A.Nygaard&Co.	105·3	16·9	8·5	Bodö Norwegian	C.2Cy.13″&23″–14″		
	O.Nygaard 11–11	111								Q10*t*B22*t*				NB81 16NHP		
JPFL	1 *Dk*	79								len75				WighamRchrdsn&CoNwc		
1717	**Splendor** **SteelScSr**	6507	✠100A1	NYk	*z*	~~3,15~~	1913	N.Odero &Co. Genoa	"La Columbia" Soc. Marit.per Transporto di Petrolio e Derivati	410·8	54·9	29·5	Genoa Italian	Q.4Cy.20 13/16″,29½″,43 15/16″&	31 ″ 4	
652	*Scapa*	5698	8,15			1,18	8mo			P100′B32′F36′				61 7/16″–45 5/16″ (*s*)	s 6 ″ 7	
SJPZ	*Elec.light* 2 *Dks(Stl)&Web frames*	4029	*Exam'd 4,18* *Carrying Petroleum in bulk*				*Lloyd's*	*SA&CP*				FK	16 *BHAsp*	227lb *120lb* 395NHP	25 ″ 1	
	Mchy.Aft Wireless		✠LMC8,15 17											3SB,*9cf*,GS135,HS5682 FD		
			Fitted for oil fuel 4,15				*F.P. above*		150°F. *WB=*	*CellDBuE26′69tD*			*Tf26′370tFPT260t*	N.OderofuA.&Co.StriPnte		
													APT177t			
1718	**Splint** **SteelScSr**	136					1912	Xiansands Mek.Værks. Xiansand	Parry,Leon& Hayhoe,Ld.	98·0	19·0	11·1	Cape Town British	T.3Cy.11″,18″&29″–24″		
	(*Whaler*)	131												41NHP		
	1 *Dk*	50											WB	XiansandsM.V.Xiansand		
1719	**Split** **SteelSc3MstSr**	362	✠ ——	Tri	*f*		1900	A.Rodger &Co. Port Glasgow	Soc.Croata di Nav. a Vap.Jadran	145·0	25·1	8·6	Spalato Aust.-Hung.	C.2Cy.18⅝″&40″–27″	11 ″ 0	
	G.Felicic *ss* Tri.No.3–11,11	259	7,16				9mo			Q78′B15′F18′		FK	3 *BHCem*	81NHP		
	(*ex* Killeavy) 1 *Dk(Stl)*	136	✠							*WB=DBf74′100t*			*FPT26t*	1SB,*3pf*,GS55,HS1456		
	Well deck Mchy.Aft Elec.light													W.V.V.Lidgerwood,Gls.		
1720	**Split D.** **SteelScSr**	896	✠ ——	Tri	*l*		1909	Cant.Nav. Triestino Monfalcone	Soc.Anon.Austriaca di Nav.a Vap. "Dalmatia"	197·5	30·6	21·3	Lissa Aust.-Hung.	T.3Cy.17½″,29″&48″–30″	14 ″ 0	
	ss Tri.No.1–12	833	11,15				5mo					FK	4 *BHCem*	176NHP		
HRPD	*Elec.light* 1 *Dk(Stl–ws)&Shade dk* (*pt Stl–teaks*)	503	*with freeboard For Service in the Adriatic*											2SB,*4cf*,GS68,HS2606 FD		
			✠							*WB=CellD*			*Ba31′uE15′*	D.Rowan&Co.Glasgow		
													f56′94tFPT23tAPT11t			
1721	**Spokane** **SteelSc**	2357					1886	Globe Iron Works Co. Cleveland,O.	Reid Wrecking Co.	311·8	38·2	20·8	Cleveland, Ohio Utd. States	C.2Cy.27″&50″–36″		L
116104		—												NB96 125NHP		
	Mchy.Aft 1 *Dk&Spar dk*	1975												Globe Iron Works Co.		

1 Numero d'Ordre / Numero Officiel / Signaux	2 Nom du Navire. Matériaux, Grément, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✝ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'applissement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe.	15 Hauteurs où commencent les ponts.
1722 117116 KRLV	**Spokane** *Elec.light* Wireless	SteelScSr 2Dks&Hurdk	2277 — 1350					1901	Union Iron Works SanFrancisco	PacificCoastCo. (PacificS.S.Co. *Mgrs.*)	270·1 40·1 17·3	New York Utd. States *WB*	T.3Cy.23½",40"&66"–42" 284NHP UnionIronWorks		
1723 HDRM	**Sport** *N.Rösvig*17–17	SteelSc *OilEng.*	110 66 57					1899	AkersMek. Værks. Christiania	Chr.Bjelland&Co.	91·1 16·1 8·2 P64′F23′	Stavanger Norwegian *WB*	Oil Engines N.E.*fitted*16 J.V.Svenson Motorfabrik,Stockholm		
1724 133650 JGBK	**Sportsman** *R.Pizey* –17 *Well deck Mchy.Aft*	SteelScSr 1Dk(*Stl*)	572 401 250	✝100A1 ~~9,17~~,17 11,17 ✝LMC6,14	Sld Nwc	*i*	~~6,17~~ 11,17	1914 6mo	Ardrossan S.B.&D.D.Co. Ardrossan *Lloyd's SA&CP*	A.Chester *WB=CellDB*	175·5 27·0 10·4 Q101′B11′F22′ BK7½" *f*99′ 130*t* *FPT* 32*t*	Aberdeen British *3BHAsp APT3t*	T.3Cy.13½",22"&36"–24" (*r*) 180lb *100lb* 82RHP 1SB,*3cf*,Gs53,Hs1520 Lidgerwood,Ld.Glasgow	12 " 6 s3 "10½ 12 " 10	
1725 67528 LFNB	**Spray** *G.Alves* –08 *Cargo battens not fitted*	IronScSr ssShl.4thNo.3–6,16 1Dk(*ptStl*)	632 506 375	✝90A1 ~~6,17 6,16~~ 8,17 ✝NB7,90 ~~BS5,17~~	Shl Abn LMC6,16	*j*	6,16	1872 6mo	Hall,Russell&Co. Aberdeen A&CP	Ellis&McHardy	181·1 28·0 14·5 Q65′ BK7½" *WB=DBa*37′70*t*	Aberdeen British *4BHCem*	C.2Cy.28"&45½"–30" (*s*) 80lb *100lb* NDB01 90RHP 1SB,*3pf*,Gs60,Hs1359 Hall,Russell&Co.,Abn.	15 " 4 s 1 " 8½ 14 " 7	
1726 202668 KVDN	— *R.Tobin* –12	SteelSc (*Trawler*) 1Dk	283 — 159					1905	ForeRiver S.B.Co. Quincy,Mass.	BayState FishingCo.	126·6 22·0 12·9	Boston Utd.States	T.3Cy.12¾",22"&36"–24" 63NHP ForeRiverS.B.Co.Quincy		
1727 — 122383	*D.Macpherson* –07	WoodScSp 1Dk	118 90 61					1907	Wallace Shipyards,Ld Vancouvr BC	VictoriaTugCo.Ld	81·0 19·0 10·0	Vict'riaBC British	C.2Cy.10"&24"–16" 22RHP Ross&Duncan,Glasgow		
1728 — 100727	*L.Lemay* –12	SteelSc 1Dk	107 93 60					1893	J.&R.Weir Montreal	Sincennes McNaughtonLine, Ld.	100·1 17·0 10·4	Montreal British	C.2Cy.15"&26"–22" 30RHP D.McKewon&Son,Kingstn		
1729 129184	**Spread Eagle**	SteelScSr (*Tug*) 1Dk	143 142 17			…		1911	Robertson &Co. London	G.Edgley	96·0 21·1 11·0 BK6½"	London British	C.2Cy.18"&38"–24" 80RHP Aitchison,Blair,Ld.Gls.	11 " 6	
1730 104336 NKCM	**Sprightly** (Detained at Hamburg) *T.P.Denton* –11 *Well deck*	SteelScSr ssNwc.No.3–7,07 ssNwc.No.1–12 1Dk(*Irn*)&*Webframes*	823 651 479	✝100A1 6,14 BS6,14 ✝LMC5,12	Nwc	*l*	6,14	1894 6mo	SunderInd S.BCo.(Lim.) Sunderland A&CP	JohnGeorgeHill Stm.Shpg.Co.Ld. (Witherington& Everett,*Mgrs.*)	197·3 30·1 14·1 Q68′B40′F22′ *WB=CellDB* FK *a*46′ *f*84′ 149*t* *FPT*	Sundrland British *4BHCem* 18*t APT42t*	T.3Cy.17",28"&46"–30" (*s*) 160lb *90lb* NDB06 116NHP 1SB,*3pf*,Gs47,Hs1758 N.E.Mar.E.Co.(Lim.),Sld.	16 " 3 s 1 " 3½ 15 " 2	
1731 — 64807	*J.Hill*02–02	IronScSp 1Dk	109 89 68					1875	J.C.Johnson, Melb'rne *Reblt.*98RobisonBros.Ld.	Australian Steamships,Ld. (*Man. Agents.*Howard Smith,Ld.)	96·2 17·1 8·3	Melbourne British	C.2Cy.15"&22"–18" 35RHP J.&H.Gwynne,London		
1732 115384 VPDS	**Springhill** *A.Gilbert* –16 (*ex*Porthcawl)	SteelScSr ssCff.No.2–13 1Dk(*Irn*)2trB	1507 1374 929	✝100A1 6,14 *Examined* 5,17 ✝LMC BS2,12 ~~BS1,05~~ 6,17	Nwc	*q*	12,15	1904 2mo	J.Crown& Sons,Ld. Sunderland *Lloyd's SA&CP*	Fisher,Renwick& Co. *WB=Cell*	253·2 36·6 17·5 B60′F30′ FK *DBa&uE* 86′ *f* 110′	Cardiff British *4BHCem* 446*t APT40t*	T.3Cy.19",31"&51"–36" (*s*) 160lb *80lb* 166NHP 2SB,*4pf*,Gs74,Hs2642 N.E.MarineEng.CoLd.Sld.	19 " 8 s 3 " 0 17 " 0	
1733 — 103011	*J.A.Mowry* –14	WoodScSr 1Dk	189 135 96					1893	E.McGuiggin,jr. St John,N.B.	Cumberland Rlwy. &CoalCo.	101·7 23·7 10·1 H55*t*	Parrsbro' British	C.2Cy.20"&38"–30" 66NHP J.Fleming,St.John,N.B.		
1734 *For full particulars See No.7 in Supplement*	**Springwell**	SteelScK 1Dk	227	100A1 *StmTrawler* (*ClassContemplated*)				1917	GooleS.B. &RepgCo.Ld. Goole	SunStmTrawling Co.Ld.(J.W. Armitage,*Mgr.*)	130·0 22·5 12·8 Q78′F21′	Fleetwood British	T.3Cy.12½",21"&35"–27" W.Beardmore&Co.Ld.Gls.		
1735 HDGV	**Spro** *Jorgenson* –17 ~~*Stendahl*~~ (*ex*Færder,*ex*Celynen) *Well deck*	IronScSr ssXia.2ndNo.3–3,08 ssXia.No.1–13 1Dk(*Irn*)2trB	1507 1158 887	✝100A1 4,14 ~~Examined 5,17~~ 8,17 ✝NB4,04 ✝LMC6,12 ~~BS6,17~~	Xia	*p*	9,16	1882 9mo	W.Doxford &Sons Sunderland *Lloyd's SA&CP*	Akties.Frogner (AlexanderBech, *Mgr.*) *DBa*50′*f*54′*g*	250·0 36·1 17·2 P24′Q100′B50′ F26′ BK9" *uE&B*32′299*t* *FPT*	Chrstiania Norwegian *4BH* 52*t APT24t*	C.2Cy.28"&56"–36" (*s*) 80lb 156NHP 2SB.*4pf*,Gs72,Hs2752 W.Doxford&Sons,Sld.	18 " 4 s 1 "10 17 " 5	
1736 135106	**Spröit** *W.E.Frost* –15	SteelScK (*Whaler*) 1Dk	158 153 69					1912	Xiansands Mek.Værks. Xiansand	Chr.Salvesen&Co.	103·8 20·2 11·8	Leith British *WB*	T.3Cy.12",20"&33"–24" 88RHP FredrikstadM.V.Frdstad		N
1737 82890	**Sproston Wood** *A.C.Douglas*07–13	IronPad 1Dk	109 87 68			…		1881	R.&H. Green London	Sproston's,Ld.	115·0 16·0 7·0 H22*t*	Grgetown, Dem. British	O.2Cy.24½"–28" NB03 30RHP J.Penn&Son,Greenwich		
1738 124769 JCWS	**Spurn** *J.W.Wilkin* –15	SteelScK (*Tug*) 1Dk	103 101 37			…		1907	W.H. Warren NewHolland, Lincs.	Mrs.L.Turner ~~(T.G.Spink,*Mgr.*)~~ ~~H.Parker~~ Parker, Kendall&Co.	85·3 18·1 9·6 BK5½"	Grimsby British *WB*	T.3Cy.10¾",17"&27½"–22" 53RHP *Emade*89,*refitted*07 Muir&Houston,Ld.Gls.	10 " 0	
1739 128110 HNDK	**Spurnpoint** *R.J.Thompson* –16 *Well deck Mchy.Aft*	SteelScK ~~ssHul.No.1–12~~ ssHul.No.2–17 1Dk(*Stl*)	235 171 88	✝100A1 ~~7,17 5,16~~ 9,17 ~~BS5,16~~ ✝LMC ~~11,12~~ 7,17	Hul	*d*	x5,16	1908 9mo	A.Hall& Co.Ld. Aberdeen *Lloyd's SA&CP*	R.Rix&Sons	125·3 21·1 8·8 Q45′B9′F22′ BK7½" *WB=FPT*34*t*	Hull British *3BHCem*	C.2Cy.15"&32"–22" (*r*) 135lb 56RHP 1SB,*2pf*,Gs35,Hs1006 A.Hall&Co.Ld.Aberdeen	9 " 10 s " 7 10 " 0	
Wrecked 2,18 **1740** HFPJ	**Spurt** *K.Arentsen* (*ex*Primula)	IronScSr 1Dk2trB	1072 845 655			…		1885	J.Blumer &Co. Sunderland	Acties.Malm. (N.A.P.Staubo, *Mgr.*)	230·0 32·0 15·2 Q39′B54′F22′ BK8"	Chrstiania Norwegian *WB*	C.2Cy.27"&50"–36" 125NHP T.Clark&Co.Newcastle	16 " 5	N
1741 HRJW	**Srgj** *A.Stuk* –12	SteelScSr ssShl.No.2–13 1Dk(*ptIrn&ptStl*)2trB &*deepframing*3Dk*rule*	3644 3342 2354	✝ — 10,16 ✝	Cff	*v*		1905 1mo	J.Readhead&Sons South Shields	Nav.aVap. "Unione" (G.Jelich,*Mgr.*) *WB=CellDBa*	341·0 46·6 25·9 P32′B140′F41′ FK 116′*uE*20′*f*142′804*t*	Dubrovnik Aust.-Hung. *6BHCem* *APT72t*	T.3Cy.24",40"&65"–45" 295NHP 2SB,*6cf*,Gs116,Hs4590 J.Readhead&Sons,S.Shl.	27 " 4	
1742 THSP	**Sri Lenggang** *Koempoel*01–12	WoodScSr 1Dk	132 — 81					1908	Tanjong PagarDkBrd Singapore	N.V.Semarangsch Stoomboot-en Prauwenveer	110·0 18·3 8·0 B23′	Billiton Dutch	C.2Cy.12"&24"–15" 18NHP TanjongPagarDkBrd,Sng		
1743 119257 TWMD	**Sri Muar** *J.Hudson*03–04	SteelScSr 1Dk(*Teak*)	229 172 92	✝ 1,09	Sng	*e*		1904 2mo	Tanjong PagarDkCLd Singapore	SoonKeckCo.Ld.	126·0 21·0 8·8 B42′F25′ *ptShadedk*45′ FK *WB=FPT*14*t*	Singapore British *4BHCem*	C.2Cy.17"&34"–21" 48RHP 1SB,*2rf*,Gs31,Hs997 TanjongPagarD.CoLdSng	9 " 6	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Master. Special Surveys.	3 Material, Rig, &c. Late Name if any. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. † for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned. now expired. Equipment Letter.	Date when tail shaft last seen.	8 Built. When. — Ship. — Engines.	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed. If not in L. R. Date of R. of Trnld Cert.
1744	**Sri Patana**	SteelScSr	155					1884	Howaldt Bros. Kiel	BianGiap&Co.Ld.	95·5	21·0	8·1	Singapore British	C.2Cy.13″&22″–12″ NB08 22RHP HowaldtBros.Kiel		
135029			102														
		2Dks	48														
1745	**Sri Tringganu**	WoodScSr	*159*					1890	Singapore SlpwyCo.Ld. Singapore	WeeBros.	117·0	19·0	8·0	Singapore British	C.2Cy.17″&34″–20″ 43NHP Ross&Duncan,Glasgow		
			139														
		1Dk	*81*														
1746	**St. Knud**	IronScSr	189					1865	Burmeister &Wain Copenhagen	DetForenede DampskibsSelsk.	131·6	18·5	10·6	Nakskov Danish	C.4Cy.14″&28″–18″ 55NHP Burmeister&Wain,Cpn.		
	R.Jörgensen		158								Q10*t*B14*t* len76						
NPMQ		1Dk	97														
1747	**St. St. Blicher**	SteelScSr	1098	†~~100A1~~	Cpn	*n*	~~8,16~~ 9,17	1898	Grange-mouth Dock-yard Co. Grngemouth	Dpsksselsk.Vendila (Svendsen&Christensen, *Mgrs.*)	225·2	34·2	14·0	Copnhagn Danish	T.3Cy.16½″,26″&41″–33″ (*a*) 160lb *80lb* 104NHP 1SB,*3cf*,GS65,HS1665 Hutson&Son,Glasgow *PT30t*	16 ″ 1	
NJVH	*Chr.Christensen*97–98	*ss*Els.No.3-3,09 *ss*Els.No.1–13	840 678	3,16				7mo			Q81′B54′F24′		FK				
	Well deck	1Dk(*Stl*)&*deep framing*		~~Examined 9,17~~ ~~BS8,16 †LMC3,11~~ ~~Rec'd~~													
								*Lloyd's*A&CP		*WB=CellDBa&Su*	*E75′uB15′f90′321*			*tFPT57tA*	*PT30t*		
1748	**Staar**	SteelScLr	136					1907	Bremer Vulkan Vegesack	Bremen-Vege-sackerFischerei Ges.	90·8	21·4	9·8	Vegesack German	C.2Cy.9 1/16″&16½″–12⅝″ 8NHP BremerVulkan,Vegesack		G
	W.Janze		129								Q21′						
QJKB		1Dk	67														
1749	**Staatssekretär Kraetke**	Steel	2009					1905	Howaldts-werke Kiel	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	261·2	40·2	19·6	Hamburg German	T6Cy.14⅜″,23¼″&38 1/16″–25 9/16″ 148NHP Howaldtswerke,Kiel		G
	*J.Lauterbach*08–08	TwinScSr	1637								P40′B160′F28′			*WB*			
RNSV	*Elec.light* Wireless	2Dks	1208														
1750	**Staatssekretär Solf**	WoodScSr	304					1913	Stocks& Kolbe Kiel	DeutscheHandels &PlantagenGes. derSüdseeinseln	131·0	25·5	11·0	Hamburg German	C.2Cy.13⅞″&25⅛″–17 7/16″ Steen& Kaufmann,Elmshorn 22NHP		V
	*O.Bruger*12–13		216								P87′F35′						
RVBT		2Dks	123														
1751	**Stabil**	WoodScSr	538					1899	KnutSkaa-luren Rosendal	Acties.Stabil (T.Meling)	163·2	27·4	14·2	Stavanger Norwegian	T.3Cy.11½″,18″&29½″–24″ 43NHP LaxevaagsMsk&Jrns.Bgn		N
	P.Pedersen –12		416								Q31*t*B65*t*H9*t*F16*t*						
JWRB		1Dk	321														
1752	**Stad Antwerpen**	SteelTrpScSr	1384					1913	Soc.Anon. Jhn.Cockerill Hoboken	BelgianGovern-ment	300·0	36·0	22·9	Ostend Belgian	3 Steam Turbines Soc.AnJ Cockerill,Seraing		
			979								B186′						
GQDL	*Elec.light* Wireless	2Dks	670														
1753	**Stad-Dordrecht**	SteelSc						1917	N.F.Schps-Dordrecht Dordrecht	N.V.Stad-Dordrecht	340·0	49·7	27·7	Rottrdam Dutch	T.3Cy.		
											P29′B102′F36′			*WB*			
	Elec.light	1Dk															
1754	**Stadacona**	SteelSc	6014					1909	Gt Lakes Eng Works Ecorse,Mich	CanadaSteamship Lines,Ld.	479·0	56·0	31·0	Detroit Utd. States	T.3Cy.22½″,36″&61″–42″ 241NHP		R
206419			—								F44′			*WB*	Gt.LakesEng.Wks.Detroit		
	Elec.light Mchy.Aft	1Dk	4654														
1755	**Stade**	SteelSc	229					1897	J.W.Kla-witter Danzig	Hamburg-Amerik. Packetf.Act.Ges. (Ham.-Amr.Linie)	115·3	22·4	14·0	Hamburg German	C.2Cy.20″&39″–25½″ 77NHP		G
	E.Landau	(*Tug*)	192								H32′			*WB*	J.W.Klawitter,Danzig		
RKTV		1Dk	14														
1756	**Stadion**	SteelScSr	519					1909	Nylands Værksted Christiania	Akties.Stadion (J.B.Stang)	155·0	28·3	11·4	Chrstiania Norwegian	T.3Cy.11½″,18½″&31″–24″ 47NHP		N
	J.Wilskow		394								P93*t*H7*t*F9*t*			*WB*	NylandsVærkstad,Xania.		
MFSD	*Mchy.Aft*	1Dk	279														
1757	**Stadion II.**	SteelScSr	629					1914	Nylands Værksted Christiania	Akties.Stadion (J.B.Stang)	176·4	29·7	14·1	Chrstiania Norwegian	T.3Cy.13½″,21″&36″–27″ 67NHP		N
	C.Olsen		506								P33*t*H43*t*F6*t*			*WB*	NylandsVærksted,Xania		
MKSF		1Dk	318														
1758	**Stadium**	WoodScSr	118					1912	J.McGill Shelburne, N.S.	TheCharlesT. White&SonCo.Ld.	78·6	20·6	9·0	YarmthNS British	C.2Cy.13″&26″–18″ 28RHP NewBurrellJohnsonIrnCo.		
130623	*S.M.Rolf* –13		79														
		1Dk	49														
1759	**Stadt Lübeck**	IronScSr	351					1884	H.Koch Lübeck	Lübeck-Bremer Dmpfsfahrts.Ges.	128·2	23·4	13·0	Lübeck German	C.2Cy.16″&29″–18″ 30NHP		G
	*Ch.Beeth*08–08		306								B30′ F15′ len95				F.Schichau,Elbing		
PBJQ		1Dk	206														
1760	**Stadt Memel**	SteelScSr	293					1893	Nüske&Co Stettin	E.Haubuss	145·4	21·3	10·1	Stettin German	C.2Cy.15″&27″–16″ *E.made*82 NB04 24NHP		G
	H.Miersch –94		236								Q29′B20′F14′ len03			*WB*	Aron&Gollnow,Stettin		
JFGT		1Dk	196														
1761	**Stadt Reval**	SteelScSr	576					1895	Akt.Ges. "Vulcan" Stettin	Revaler BörsenComité	148·7	38·9	18·6	Reval Russian	C.2Cy.29″&61½″–39½″ 198NHP		V
194	*E.Attemann*96–96	(*Ice breaker*)	—								P14′B60′			*WB*	A.G."Vulcan,"Stettin		
	Elec.light	2Dks	43														
1762	**Stadt Schleswig**	SteelScSr	1103	*Now name "Tabatinga," See No. 34 in Supplement.*				1902	Schömer& Jensen Tönning	H.C.Horn	219·4	33·3	13·7	Schleswig German	T.3Cy.16½″,27″&44″–28¾″ 103NHP		G
	*O.Zimmermann*12–12		817								P12′Q56′B60′F25′			*WB*	Schömer&Jensen,Tönning		
LRKN	*Elec.light*	1Dk	677														
1763	**Stadt Stolp**	IronScSr	283					1882	Aron& Gollnow Stettin	BaltischeDmpfsch Ges.m.b.H. (Ernst Rolke, *Mgr.*)	127·7	20·6	11·4	Stettin German	C.2Cy.15¾″&27½″–23½″ NB00 31NHP Aron&Gollnow,Stettin		G
	*H.Andreis*10–04		217								P50′ F21′						
JDVC	*Elec.light*	1Dk	147														
1764	**Stadt Stralsund**	IronScSr	217					1885	G.Howaldt Kiel	F.W.Fischer	125·8	19·9	10·4	Rostock German	C.2Cy.15″&26″–13″ NB98 20NHP		G
	J.Christlieb –09		178								B26′ F14′ len93			*WB*	Gebr.Howaldt,Kiel		
JDWG		1Dk	120														
1765	**Stadt Witten**	IronSc3MstSr	269					1884	Stettiner Act.Ges. Stettin	Friedr.Halbach A.G.	137·4	19·2	10·4	Leer German	C.2Cy.15″&27″–18″ NB04 26NHP		G
	*H.Meijerhoff*09–09		198								Q56′ B16′ H18′ len85			*WB*	StettinerA.G.,Stettin		
KGVQ	*Mchy. Aft*	1Dk	154														
1766	**Stærkodder**	Iron&SteelTwinScSr	522					1883	Burmeister &Wain Copenhagen	DeDanskeStats-baner	156·5	28·0	12·2	Korsör Danish	C.4Cy.25″&44″–27″ 168NHP		
	C.Leisner		349											*WB*	Burmeister&Wain,Cpn.		
NTVP		1Dk	218														
1767	**[illegible] (War Loss)**	WoodScSr	114					1882	Trondh-jems Mk.V. Trondhjem	NorskBjergnings-kompagni	88·6	17·4	8·6	Trondhjm Norwegian	C.2Cy.14½″&26″–16″ NE90 NB96,*fitted*06 22NHP A.L.Thune,Christiania		
	C.Wold	(*Salvage Steamer*)	83								Q19′ B22′ F22′						
JSPM	*Elec.light*	1Dk	41														
1768	**Staffa**	SteelScSr	1010	†100A1	Sld	*n*	~~9,15~~	1902	Ramage& Ferguson,Ld. Leith	London&Edin-burghShippingCo. Ld.	220·3	30·4	14·7	Leith British	T.3Cy.18½″,30″&49″–33″ (*o*) 165lb *85lb* 146NHP	17 ″ 0	
115658	*J.Dawson*11–15	*ss*Sld.No.3-10,15	753	1,18 ~~10,15~~	Gms		1,18	8mo			P27′Q46′B48′F68′		FK&BK1⅜″			s ″10	
TPQJ	*Well deck*	2Dks(*U Irn*)	562	~~BS11,7~~ †LMC10,15 1,18				*Lloyd's*A&CP	*WB*	=*CellDBa49′uE&*	*B45′f83′261t FPT*			5*BHCem* 31*tAPT39t*	1SB,*4pf*,GS71,HS2290 Ramage&Ferguson,Ld.Lth.	16 ″ 6	

1 Numéro d'Ordre / Numéro Officiel / Signaux	2 Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Enrolement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille jusqu'au Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.
1769 89815	**Stag** *G.W.Mitchell* –17	**WoodPadSk** (*Tug*)	123 147 9					**1885**	J.R.Maxwell SouthShields	R.C.Baister	100·0	19·5	10·5	**Sundrland** British	L.1Cy.36¾"–52" 45RHP Baird&Barnsley,S.Shields	
1770 99969 NJFG	**Staghound** *J.Anderson* –14 *Well deck* *Mchy.Aft*	**SteelSc3MstSr** *ss*Rwg.2ndNo.3–9,14 1*Dk*(*Irn*)	468 360 ~~466~~ 184	✠100A1 12,16 ✠NB8,09 ✠LMC9,14 BS~~12,16~~ 4,13	Bwg	*h*	12,16	**1894** 4mo	AilsaS.B. Co. Troon A&CP	J.Hay&Sons *WB*	170·0 Q93'B10'F27' BK7" = *DBf*10'18*t FPT*	25·6	11·6	**Glasgow** British 3*BHCem* 48*tAPT*10*t*	C.2Cy.21"&42"–30" (*s*) 110lb 69RHP 1SB,*3pf*,GS63,HS1376 Muir&Houston,Glasgow	12 " 7 " 6½ 12 " 9
1771 119878 HDOW	**Stagpool** *T.G.Coate* –16 1*Dk*(*Stl*)2*trB&Webframes*	**SteelScSr** *ss*Shl.No.2–13	4621 3989 2992	✠100A1 *Trunk dk no sheer* 8,17~~,12,16~~ BS12,16 ✠LMC9,13	Bry	*x*	12,16	**1905** 8mo	Ropner& Son Stockton *Lloyd's*	Pool Shpg.Co.Ld. (SirR.Ropner&Co. Ld. *Mgrs.*) *CellDBa*114'*uE*24' *WB*=	351·5 F33' FK *f*142'918*t FPT*270*t*	53·1	27·6 BK8" = *Cell DBa*50'*uE*1	**W.Hartlpl** British 6*BHCem* *APT*215*t*	T.3Cy.26",42"&70"–48" (*s*) 180lb *120lb* 371NHP 3SB,9*rf*,GS160,HS5750 Blair&Co.Ld.Stockton	30 " 4 " 5 " 11 24 " 10
1772 QHKV	**Stahleck** (Captured & taken into Helsingfors) *T.Hartzog*11–11 1*Dk*(*Stl*)&*deep framing*& *Shelter dk*(*Stl-pt*ws)	**SteelScSr** *ss*Ham.No.3–2,14	1127 901 600	✠100A1 *Shelter dk* 2,14 ✠LMC2,14	Ham	*o*	12,12	**1902** 5mo	Wigham-Richrdsn&Co Ld Newcastle *Lloyd's*	DeutscheDampfs. Ges.Hansa *WB*	235·0 Q75'B101'F29' BK8" = *Cell DBa*50'*uE*1	33·7	15·4	**Bremen** German 5*BHCem* 9'*f* 109'231*t*	T.3Cy.18½",31"&52"–39" (*s*) 180lb *120lb* 190NHP 1SB,*3rf*,GS60,HS2423 FD WghmRchrdsn&C.LdNwc	17 " 8 " 1 " 8½ 16 " 9
1773 JGFP	**Stahlhof** (Seized at Petrograd) *C.Höpfner*04–11	**SteelSc** 1*Dk*	1459 1029 860					**1911**	Stettiner Oderwerke Stettin	NeueDampfer-Co. Akt.Ges. *WB*	230·8 Q75'B101'F29'	36·4	15·0	**Stettin** German	T3Cy16$\frac{5}{16}$",27½"&43$\frac{5}{16}$"–31½" 105NHP StettinerOderwerke	
1774 86104 PDTQ	**Staithes** *W.Ford* –14 *Mchy.Aft*	**IronTwinScSr** *ss*Nwc.2ndNo.3–5,08 6thSurvey,5,08 *ss*Nwc.No.~~1~~–12–17 2ndSurvey,2,17 ~~1stSurvey,3~~ 1*Dk*(*Irn*)	336 314 215	✠90A– A1* 1 ~~2,17~~,10 8,17 ✠NB3,98 ✠LMC2,17 *For River and Sound purposes only*	Nwc Shl	*f* Lv	N2,17	**1883** 1mo	D.Baxter &Co. Sunderland	Palmers'S.B.& IronCo.Ld. *WB*=*D*	145·0 Q17' len84 FK *Ba*38'*f*30'105*t FPT*	26·2	10·0	**Newcastle** British 3*BHCem* 25*tAPT*10*t*	C.4Cy.14"&26"–21" (*s*) 80lb 50RHP 1SB,*2pf*,GS38,HS1148 Palmers'Co.(Lim.),Nwc.	11 " 0
1775 137496 JMLK	**Stalbridge** *G.Senby* –16	**SteelSc** 1*Dk*	85 74 —	✠100A1 *For towing purposes* 3,18~~,14,18~~ ✠LMC3,16	Liv		3,18	**1916** 3mo	Scott& Sons Bowling *Lloyd's*	Alexandra Towing Co.Ld.	81·0	18·5	8·2 BK6"	**Liverpool** British 4*BHCem* *APT*5*t*	C.2Cy.15"&32"–21" (*s*) 130lb 65RHP 1SB,*2pf*,GS35,HS1050 Gauldie&Gillespie,Glas.	8 " 6 " 9½ 8 " 6
1776 MHWS	**Stalheim** *C.Bech*07–15	**SteelSc4MstSr** 1*Dk*	1469 1311 876					**1912**	Fredrkstad Mek.Værks. Fredrikstad	AktiesStandard (J.B.Stang, *Mgr.*)	243·0 P24'B98'F29'	39·3	17·3 **Chrstiania** Norwegian *WB*	T.3Cy.18",29½"&50"–36" 150NHP FredrikstadM.V.Frdstad.	N
1777 110903	**Stalker** *C.Mayalls* –15 (*ex*Jeria)	**IronScK** (*Trawler*) 1*Dk*	197 177 79			...		**1899**	Cook,Welt'n&Gemmell Hull	LindseySteam FishingCo.Ld. (E.Bacon, *Mgr.*)	114·0 Q49'F19' BK7½"	21·0	11·3 **Grimsby** British *WB* Grimsby	T.3Cy.11¾",20"&32"–24" 55RHP Amos&Smith,Hull	12 " 1
1778 136219 JHKL	**Stalwart** *F.Fearnley* –17 *Elec.light*	**SteelScK** 1*Dk*	~~383~~ 295 136	✠100A1 *StmTrawler* 12,15 ✠LMC12,14	Hul		12,15	**1914** 12mo	Cook,Welt'n&Gemmell Ld. Beverley *Lloyd's*	~~J.Hollingsworth~~ H.Burns	138·7 Q74'F22' BK8"	23·5	12·5	**Hull** British 3*BHCem*	T.3Cy.13",23"&37"–26" (*s*) 200lb 82RHP 1SB,*3pf*,GS47,HS1280 C.D.Holmes&Co.Ld.Hull	13 " 4
1779	**Stamatios** (*ex*Salonique, *ex*Tenedos)	**IronScSr** *ss*Ant.2ndNo.3–6,99 *ss*Pir.No.2–08 2*Dks3trB*	1127 — 719	✠ 7,11	Pir	*o*		**1873** 11mo	Lon.&Glas Co. Glasgow	S.Papaleonardo	237·0	32·3	22·7 BK9" *FPT*	**Piræus** Greek NDB96 5*BHCem* 42*tAPT*124*t*	C.2Cy.31"&54"–33" 162NHP 2SB,*4pf*,GS160,HS3580 Lon.&Glas.Co.Glasgow	24 " 0
1780 MFKH	**Stamboul** ~~*Ir.Thoreen*~~ *Elec.light* *O.L.Petersen* –17	**SteelScSr** *ss*NYk.No.2–17 1*Dk*(*pt Irn&pt Stl*) &*deep framing*	2595 2404 1592	✠100A1 ~~2,17~~ 2,17~~0,17~~ ~~Nwc~~ ~~Shl~~ 12,17 ✠LMC BS10,16 MS2,17	NYk	*t*	~~1,16~~ 2,17	**1908** 11mo	WoodSkinner&Co.Ld. Newcastle *Lloyd's*	Dpsk.Acties.Otto Thoresen'sLinie (O.Thoresen, *Mgr*) *Cell DBa*80'*uE*30' *WB*=	313·0 P27'B96'F29' FK *f*138'689*t FPT*109*t*	45·0	20·5	**Chrstiania** Norwegian 5*BHCem* *APT*108*t*	T.3Cy.23",37½"&61½"–39"(*s*) 180lb 276NHP 2SB,*6cf*,GS82,HS3640 FD N.E.MarineEng.Co LdNwc	23 " 0 " 3 " 7½ 19 " 9
1781 LDNK	— (Seized at Constantinople) *Krallivis* –12	**WoodSc** (*Tug*)	114 — 32					**1895**	F.Parodi SestriP'nente	Cie.deRemorquage dePilotage et deSauvetage(S. Pandermaly, *Mgr*)	90·0	19·6	11·4	**Constanpl** French	C.2Cy.14½"&30"–22" 35NHP Wilson& Maclaren,Sampierd.	V
1782 HRSG	**Stambul** *Elec.light*	**SteelScSr** 1*Dk*(*Stl*)&*Awng dk* (*Stl*–ws)3*trB*	3817 3090 2360	✠ *Awng dk withfreeboard* 5,10 ✠	Tri	*v*		**1910** 5mo	Lloyd Austriaco Trieste	LloydAustriaco *WB*=*CellDBa*	344·7 Bon *Awng dk*160' 98'*uE*36'*f*122'476*t* FK	45·5	25·2	**Trieste** Aust.-Hung. 6*BHCem* *APT*64*t*	T.3Cy.23½",37"&66"–48" 390NHP 2SB,*6cf*,GS126,HS5378 FD LloydAustriaco,Trieste	28 " 5
1783 QHWC	— *H.Muny*12–12 *Elec.light*	**SteelSc** (*ex*MariaRickmers) 2*Dks*	3559 3286 2256					**1904**	Rickmers Act.Ges. Bremerhaven	DeutscheLevante Linie	352·7 P46'B94'F44'	45·1	26·2	**Hamburg** German *WB*	T.3Cy.23⅝",39$\frac{2}{16}$"&63"–45$\frac{6}{16}$" 261NHP BremerVulkan,Vegesack	G
1784 213154 LFJH	**Standard** *R.A.Smith* –15 (*ex*Jupiter) *Elec.light* *Mchy.Aft* Sub.Sig. Wireless	**SteelScSr** 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) &*Webframes* *Longitudinalframing*	10073 9418 5903	✠100A1 *Shelter dk* *withfreeboard* ~~2,17~~ 2,17 8,13 *CarryingPetroleum in bulk* *Fitted for oil fuel* 5,15 ✠NB2,16 ✠LMC2,16	NYk	*g*†	~~8,16~~ ~~10,17~~ 9,18 *F.P. above*	**1914** 3mo	Howaldtswerke Kiel *Lloyd's*	StandardOilCo. (NewJersey) *WB*=*CellD*	523·8 *BuE&B*95'422*t D* FK	68·7	34·6 *Tf*58'579*t FPT*257*t*	**Bay'nneNJ** Utd.States *ptCem*17*BH* 12*BHtoUdk* 5 „ 2*nd* „	Q.4Cy.27⅛"40"57"&81¼"–57" 203lb *120lb* (*s*) 646NHP 3SB,*12cf*,GS219,HS8700 FD Howaldtswerke,Kiel	34 " 7 " 6 " 6½ 28 " 5
1785 MONT	— *O.M.Johannessen* –15 *Elec.light*	**SteelScSr** 1*Dk*&*Spar dk*	1461 1317 894					**1905**	Framnes Mek.Værks. Sandefjord	E.B.Aaby *WB*	231·5 H94*t* F34*t*	35·5	19·4	**Drammen** Norwegian	T.3Cy.18",29"&48"–33" 132NHP AkersMek.Værks.Xia.	N
1786 117039 KQTN	— *D.A.Mugan*	**SteelScSr** 1*Dk*	374 — 254					**1901**	BurleeD.D. Co.Pt.Richmond,N.Y.	Standard TransportationCo	140·5	26·0	15·5	**NewYork** Utd.States		
1787 110719	— *W.Jones* –17	**SteelScK** *ss*Liv.No.3–8,11 *ss*Liv.No.1–16 1*Dk*	162 159 63	✠100A1 *StmTrawler* 12,17~~4,17~~ ✠LMC4,17	Liv Gms		~~4,17~~ 12,17	**1899** 6mo	Edwards Bros. NorthShields *Lloyd's*	~~J.Duncan,Son&Co~~ H.Smethurst (J.W.Smethurst, *Mgr*)	109·6 Q18' BK7½"	21·1	11·0	Grimsby ~~Hull~~ British 3*BHCem*	T.3Cy.12¼",19½"&32"–22½" 180lb (*s*) 52RHP 1SB,*2pf*,GS31,HS1048 G.T.Grey,SouthShields	11 " 10
1788 96332	—	**WoodSc** (*Flat*)	138 127 94					**1865**	R.G.Cross Winsford	SaltUnion,Ld.	90·6 len00	20·6	9·6	**Liverpool** British	2Cy.9"–12" NB84 18RHP W.Galton,Manchester	

1 No. in Book / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 6 7 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned. now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 9 Built. When	By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NIP=Horse power by Society's formulæ; RIP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Dates of B. of T. Trade Cert.
1789 200439 KSRN	Standard II. Wireless (ex Astral)	SteelScSr (Tug) 1 Dk 616 — 418					1903	Neafie & Levy Co. Philadelphia	Standard Transprtn. Co.	157·0 | 30·0 | 16·5			New York Utd. States	T.3Cy.18″,28″&45″–30″ 111NHP Neafie&LevyS&EBCo.Phl		
1790 214195 LGCR	Standard Arrow R.D.Tucker 12–16 Elec.light 2 Dks (Stl) & Shelter dk (Stl) & Mchy. Aft Sub.Sig. Web frames Longitudinal framing	SteelScSr 7794 7385 4801	✠100A1 Shelter dk with freeboard 8,17 ~~8,17~~ ✠LMC8,16 Carrying Petroleum in bulk Fitted for oil fuel 8,16	SFo	d†	8,17	1916 8mo Cell D above	New York S.B.Co. Camden, N.J. A&CP	Standard Transportation Co.	467·6 | 62·7 | 32·0 FK B a 23′ u E & B 76′463t DTf 10′441			New York Utd. States 16 BHPt Cons 10 „ to U dk 6 „ „2nd „ 1 50°F.	Q.4Cy.24″,35″,51″&75″–51″ 220lb (r) 568NHP 3SB,9cf,GS177,HS7804 FD t FPT 229t APT 131t	32 ″ 0 s 5 ″ 4½ 27 ″ 0	
1791 132716 HVTJ	Standish Hall R.J.Work –12	SteelScSr 3996 3733 2544 1 Dk					1912	W. Doxford & Sons, Ld. Sunderland	Standish Hall S.S. Co. Ltd. (~~E.Nicholl & Co.~~ Hansen, Bros Ld. Mgrs)	349·9 | 50·9 | 28·0 P 25′ B 119′ F 32′			London British WB	T.3Cy.23″,37½″&61″–42″ 241NHP W.Doxford&Sons,Ld.Sld.		C
1792	Stanegarth Machlin	SteelSc 45 ss Liv.No.1–14 1 Dk (Stl)	✠100A1 For towing purposes 5,17 ~~12,14~~ ✠LMC ~~12,14~~ MS4,18 ~~BS5,17~~	Liv	Bkn	~~12,14~~ ~~6,17~~ 4,18	1910 8mo Lloyd's	Lytham S.B. & E.Co. Ld. Lytham	Rea Transport Co. Ld. (R.&J.H.Rea, Mgrs.) A&CP	61·0 | 15·6 | 7·5 BK 6″			Liverpool British 4 BHCem	C.2Cy.12½″&28″–18″ (s) 140lb 39NHP 1SB,2pf,GS30,HS712 LythamSB&Eng.CoLdLyt	8 ″ 0	
1793 109238 RSTC	Stanhope A.J.Harris 1 Dk (Irn) 2 tr B & Web frames 3 Dk rule	SteelScSr 2854 2691 1828 ss Shl.No.3–7,13	✠100A1 7,16 BS3,16 ✠LMC7,12	Cff	v	7,16	1900 7mo	Ropner & Son Stockton A&CP	English S.S. Co. Ld. (Letricheux & David, Ld. Mgrs.) WB = Cell D Ba	333·0 | 46·0 | 22·2 P 28′ B 172′ F 36′ FK 112′ u E 22′ f 128′ 576t			Middlsbro' British 6 BHCem APT 60t	T.3Cy.21″,36½″&61″–42″ (s) 210lb 100lb NDB11 275NHP 2SB,6rf,GS105,HS3880 FD Blair&Co.Ld.Stockton	24 ″ 9 s 3 ″ 4½ 21 ″ 8	
1794 104357 QBCG	Stanislas W.A.Miller –16 (ex Ucayali, ex Paris) Well deck	SteelScSr 1052 818 574 ss Liv.No.3–1,11 ss Mdb.No.1–15 1 Dk (Irn) & deep framing	✠100A1 8,17 ~~2,16~~ BS1,17 ✠LMC7,15	Mdb Nwc	n	~~7,15~~ 8,17	1898 2mo	Wood, Skinner & Co. Newcastle A&CP	G.Gibson&Co.Ld. WB = Cell D B a 52′	230·0 | 32·2 | 14·2 Q 121′ B 10′ F 25′ FK u E 21′ f 88′ 200t FPT			Leith British 4 BHCem 37t APT 25t	T.3Cy.21″,34″&56″–36″ (s) 160lb 100lb NDB11 186NHP 1SB,3pf,GS71,HS2224 FD N.E.MarineEng.CoLdNwc	16 ″ 7 s 1 ″ 8 15 ″ 2	
1795 [illegible] JSHF ~~HKVP~~	Stanja ~~Olsen~~	SteelScSr 1845 1615 1104 1 Dk					1915	Nylands Værksted Christiania	The Shipping Controller (Pelton S.S. Co. Ld. Mgrs)	265·2 | 42·1 | 18·7 P 53t B 72′ H 82t F 29′			~~Christiania~~ ~~Norwegian~~ London WB British	T.3Cy.20½″,33″&56″–36″ 188NHP NylandsVærksted,Xania		N
1796 94630	Stanley W.J.Dalton –09 Wireless	SteelScSr 914 764 395 2 Dks			...		1888	Fairfield Co. (Lim.) Glasgow	Canadian Government	207·8 | 32·0 | 17·9 FK			Ottawa British WB	T.3Cy.24″,40″&63″–42″ 257NHP FairfieldCo.(Lim.),Gls.	20 ″ 3	
1797 118125	— J.S.Terretta –11	SteelSc 187 172 87 1 Dk					1904	W.J.Yarwood Northwich	Stanley S.S. Co. Ld. (H.Seddon)	100·0 | 21·6 | 10·0			Liverpool British WB	C.2Cy.13″&27″–18″ 30RHP W.J.Yarwood,Northwich		
1798 109371	—	SteelPadK 164 133 34 1 Dk					1900	J T Eltringham & Co. S.Shields	Govt. of Nigeria	108·3 | 18·8 | 10·0			British	C.D.2Cy.19″&38″–48″ 60RHP Hepple&Co.Ld.S.Shields		
1799 205052 KWNM	Stanley Dollar M.Thwing 01–08	SteelScSr 1838 — 955 1 Dk					1908	The Moran Co. Seattle Wash.	Dollar S.S. Line (Robert Dollar Co. Mgrs.)	240·0 | 41·0 | 20·0			S. Frncisco Utd. States WB	T.3Cy.17″,28″&47½″–36″ 135NHP TheMoranCo.SeattleWash		
1800 94032 LQCH	Stanley Force J.Hughes –15 Well deck Mchy. Aft 1 Dk (Irn) Stl plating & Irn framing	Stl&IrnSc3MstSr 373 ~~Name changed to Oliver~~ 144 ss Bkn.No.3–11,08 ss Bkn.No.1–13	✠100A1 ~~Liverpool~~ NB11,05 ✠LMC MS2,14 BS10,15	Liv	f	1,16 *See Vol. 18 in Supplement* 8,17	1890 ~~1mo~~ Lloyd's	R. William-Workington A&CP	~~West Coast Shppg. Co. Ld. (W.S.Kenaugh & Co. Mgrs.)~~ Shankland&Co.Ld.	152·0 | 23·7 | 9·7 Q 84′ B 10′ F 20′ BK 7′ WB = FPT 25t			Whitehvn British 3 BH (Irn) Cem	T.3Cy.13½″,26″&33″–24″(a) 160lb 60RHP 1SB,2pf,GS25,HS846 Dunsmuir&Jackson,Gls.	11 ″ 3 s ″ 10 11 ″ 2	
1801 102139 NHTD	Stanley Hall J.Howard –14 2 Dks (Stl-Uws) 3 tr B	SteelScSr 4104 3924 2660 ss Bkn.No.3–7,07 ss Mdb.No.1–11	✠100A1 9,14 ✠LMC MS9,15 ~~BS2,15~~ DBS1,17 MBS9,17	Cff	x	~~10,15~~ 9,17	1894 3mo Lloyd's	Palmers' Co.(Lim.) Newcastle A&CP	Hall Line, Ld.	378·0 | 45·3 | 27·9 P 34′ B 76′ F 36′ FK WB = Cell DB 324′			Liverpool British 6 BHCem 872t APT 46t	T.3Cy.26″,43″&70″–45″ (s) 180lb 90lb 365NHP 2DB,8cf,GS260,HS5751 Palmers'Co.(Lim.),Nwc.	30 ″ 9 s 6 ″ 8½ 24 ″ 8	
1802 133449 JORW	Stanley Weyman H.Forester –13	SteelScK 288 253 115 1 Dk	✠100A1 Stm Trawler 8,14 ✠LMC7,13	Hul		8,14	1913 7mo Lloyd's	Cochrane & Sons, Ld. Selby A&CP	Newington Steam Trawling Co. Ld.	133·5 | 23·0 | 12·0 Q 72′ F 19′ BK 7½″			Hull British 4 BHCem	T.3Cy.12¾″,22″&36″–24″ (s) 200lb 79RHP 1SB,3pf,GS45,HS1280 C.D.Holmes&Co.Ld.Hull	12 ″ 9	
1803 110165 RGQL	Stanton R.W.Turgoose –15 Well deck 1 Dk (Irn) & Web frames	SteelScSr 1097 870 682 ss Shl.No.3–10,12 ss Goo.No.1–16	✠100A1 12,16 ✠NB10,12 ✠LMC12,16	Goo	m	10,15	1899 8mo Lloyd's	Strand Slipway Co. Sunderland A&CP	W.France, Fenwick & Co.Ld. WB = Cell D Ba 42′ u E &	212·0 | 35·1 | 14·3 P 17′ Q 14′ B 46′ F 23′ FK B37′ f 98′ 323t FPT			London British 4 BHCem 55t APT 23t	T.3Cy.17½″,28″&47″–33″(a) 180lb 100lb NDB13 154NHP 1SB,4cf,GS70,HS2604 N.E.MarineCo.Ld.Sld.	16 ″ 5 s 1 ″ 7 15 ″ 2	
1804 214500 LGKN	Stanwood G.Gallin Elec.light	WoodScSr 1129 — 627 Fitted for oil fuel 1 Dk					1916	Kruse & Banks N.Bend.Or.	Byxbee & Clark Co. Inc.	206·0 | 42·0 | 16·5			S. Frncisco Utd. States	T.3Cy,13½″,23″&40″–30″ 88NHP		R
1805 3175 HSFP	Star	IronPadSr 192 181 109 1 Dk					1849	Tod & McGregor Glasgow	Herman Decker	149·9 | 18·5 | 8·5			Nassau, NP British	1Cy. 100RHP		
1806 209876 LCGH	Star I. A.Haugan	SteelScSr 196 — 133 (Whaler) 1 Dk					1912	Seattle Construction & Dry Dock Co. Seattle, Wash	United States Whaling Co.	106·1 | 21·2 | 13·0			Ketchikan Utd. States	T.3Cy.12″,20″&33″–24″ 53NHP Seattle Construction & Dry Dock Co. Seattle, Wash.		
1807 209700 LCHR	Star II. L.F.Rood	SteelSc 143 — 97 (Whaler) 1 Dk					1912	Seattle Construction & Dry Dock Co. Seattle, Wash	United States Whaling Co.	96·1 | 19·5 | 12·3			Ketchikan Utd. States	T.3Cy.11″,18″&29″–24″ 41NHP Seattle Construction & Dry Dock Co. Seattle, Wash.		
1808 209701 LCHS	Star III. N.Schroder	SteelSc 145 — 97 (Whaler) 1 Dk					1912	Seattle Construction & Dry Dock Co. Seattle, Wash	United States Whaling Co.	96·1 | 19·5 | 12·3			Ketchikan Utd. States	T.3Cy.11″,18″&29″–24″ 41NHP Seattle Construction & Dry Dock Co. Seattle, Wash.		
1809 127156	Star of Britain A.Robertson –10	SteelScK 228 224 89 ss Abn.No.1–13 1 Dk	✠100A1 Stm Trawler 10,13 ✠LMC7,13	Abn		7,13	1908 9mo Lloyd's	J.Duthie Torry S.B.Co. Aberdeen A&CP	Walker Stm.Trawl Fishing Co.Ld. (A.Walker, Mgr.)	120·1 | 22·9 | 13·0 BK 7½″ WB = DTf 14t			Aberdeen British 3 BHCem 1SB,3pf,GS45,HS1407	T.3Cy.12″,21″&34″–23″ (s) 180lb 58RHP J.Abernethy&Co.Abn.	13 ″ 6	

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. Capitaine. Visites Périodiques.	3 Ex-nom, s'il y a lieu. Nombres des Ponts	4 Tonnage Officiel. Sous le Pont. Net.	5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant avec Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NIP=Force en chevaux d'après les formules de la Société. RIP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Francbord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
1810 129356 JDWC	**Star of Freedom** *J.Cogden* –14	**SteelScK** 1 *Dk*	258 239 97	✠100A1 *StmTrawler* 12,14	Flt		12,14	1911 2mo *Lloyd's*	Hall, Russell&Co.Ld. Aberdeen *sA&CP*	RossallStm.FishingCo.Ld. (J.D. Gibson, *Mgr.*)	125·4 | 23·1 | 12·9 F22′ BK 7½″ *WB*=	Fleetwood British	T.3Cy.12″,21″&34″–23″ (*r*) 180lb 82RHP 1SB,*3pf*,GS46,HS1563 *3BHCem* *DBf* 30′20*t* Hall,Russell&Co.Ld.Abn.	13 ″ 9	
				MS12,14 ✠LMC5,11											
1811 98748	**Star of Hope** *J.Walker* –16	**SteelScSr** 1 *Dk*	124 117 48			…		1896	A.Hall&Co Aberdeen	A.Robb	96·3 | 19·6 | 10·0 BK 7½″	Aberdeen British	C.2Cy.13″&31″–21″ 45RHP A.Hall&Co.,Aberdeen	10 ″ 11	
1812 137178	**Star of Peace** *R.Mitchell* 12–15	**SteelScK** 1 *Dk*	220 217 98	✠100A1 *StmTrawler* 10,15 ✠LMC10,15	Abn			1915 10mo *Lloyd's*	Hall,Russell&Co.Ld. Aberdeen *sA&CP*	Walker Stm.Trawl FishingCo.Ld. (A.Walker, *Mgr.*)	120·5 | 22·5 | 12·0 BK 7½″ *WB*=	Aberdeen British	T.3Cy.12″,20″&34″–23″ (*r*) 180lb 82RHP 1SB,*3pf*,GS46,HS1578 *3BHCem* *DBf* 25′18*t* Hall,Russell&Co.Ld.Abn.	13 ″ 0	
1813 133605	**Star of the East** *J.C.Grant* 06–12	**SteelScK** 1 *Dk*	218 215 86	✠100A1 *StmTrawler* 5,14 ✠LMC7,12	Abn			1912 7mo *Lloyd's*	Hall,Russell&Co.Ld. Aberdeen *sA&CP*	Walker Stm.Trawl FishingCo.Ld. (A.Walker, *Mgr.*)	115·6 | 22·6 | 12·9 BK 7½″ *WB*=	Aberdeen British	T.3Cy.12″,20″&34″–23″ (*r*) 180lb 82RHP 1SB,*3pf*,GS46,HS1578 *3BHCem* *DBf* 25′16*t* Hall,Russell&Co.Ld.Abn.	13 ″ 9	
1814 133620	**Star of the Empire** *A.Reynolds* –14	**SteelScK** 1 *Dk*	219 216 86	✠100A1 *StmTrawler* 6,14 ✠LMC12,12	Abn			1912 12mo *Lloyd's*	Hall,Russell&Co.Ld. Aberdeen *sA&CP*	Walker Stm.Trawl FishingCo.Ld. (A.Walker, *Mgr.*)	115·3 | 22·6 | 13·0 BK 7½″ *WB*=	Aberdeen British	T.3Cy.12″,21″&34″–23″ (*r*) 180lb 82RHP 1SB,*3pf*,GS46,HS1578 *3BHCem* *DBf* 25′16*t* Hall,Russell&Co.Ld.Abn.	13 ″ 9	
1815 129380	**Star of the Isles** *R.Mitchell* 00–12	**SteelScK** 1 *Dk*	217 215 86	✠100A1 *StmTrawler* 4,14 ✠LMC4,12	Abn		4,14	1912 5mo *Lloyd's*	Hall,Russell&Co.Ld. Aberdeen *sA&CP*	Walker Stm.Trawl FishingCo.Ld. (A.Walker, *Mgr.*)	115·5 | 22·6 | 12·9 BK 7½″ *WB*=	Aberdeen British	T.3Cy.12″,21″&34″–23″ (*r*) 180lb 82RHP 1SB,*3pf*,GS46,HS1578 *3BHCem* *DBf* 25′16*t* Hall,Russell&Co.Ld.Abn.	13 ″ 9	
1816 115589	**Star of the North** *W.Duthie* –14 *ss*Abn.No.1–07 1 *Dk*	**SteelScK**	192 182 74	✠ *StmTrawler* 7,10	Abn			1903 1mo	Hall,Russell&Co.Ld. Aberdeen	Walker Stm.Trawl FishingCo.Ld. (A.Walker, *Mgr.*)	112·2 | 21·6 | 11·9 BK 7½″ *WB*	Aberdeen British	T.3Cy.12½″,20″&33″–22″ 67RHP 1SB,*2cf*,GS39,HS1207 *3BHCem* =*DTf* 5′8*t* Hall,Russell&Co.Ld.Abn.	12 ″ 7	
1817 118172	**Star of the Ocean** *A.Robb* –14 (*Trawler*) 1 *Dk*	**SteelScK**	203 192 80			…		1903	Hall,Russell&Co.Ld. Aberdeen	Walker Stm.Trawl FishingCo.Ld. (A.Walker, *Mgr.*)	115·1 | 21·8 | 12·1 BK 7½″	Aberdeen British	T.3Cy.11½″,20″&33″–22″ 69RHP *WB* Hall,Russell&Co.Ld.Abn.	13 ″ 0	
1818 84625 VSLB	**Star of the South** *J.E.Collett* –10	**SteelScK** 1 *Dk*	211 199 83	✠ *StmTrawler* 3,09 ✠	Shl			1903 11mo	Smith's Dock Co.Ld. North Shields	Irvin&Johnson Ld	115·2 | 21·5 | 11·9 BK 7½″ *WB*=	Cape Town British	T.3Cy.12″,19½″&34″–23″ 65RHP 1SB,*2pf*,GS35,HS1213 *3BHCem* *DTf* 5′9*t* Shields Eng.Co.Ld.N.Shl.	12 ″ 10	
1819 115588	— *J.J.Laursen* –17 *ss*Abn No.1–07 1 *Dk*	**SteelScK**	182 182 69	✠ *StmTrawler* 4,09 ✠	Abn			1903 1mo	Hall,Russell&Co.Ld. Aberdeen	~~J.W.Stookes (A.Black, *Mgr.*)~~ G.W.White (A.Black, *Mgr.*)	112·1 | 21·6 | 12·0 BK 7½″ *WB*=	Grimsby British	T.3Cy.11½″,20″&33″–22″ 67RHP 1SB,*2cf*,GS39,HS1207 *3BHCem* *DTf* 5′8*t* Hall,Russell&Co.Ld.Abn.	12 ″ 7	
1820 118185	**Star of the Wave** *B.T.Rose* –14 (*Trawler*) 1 *Dk*	**SteelScK**	205 196 79			…		1904	A.Hall&Co Aberdeen	Walker Stm.Trawl FishingCo.Ld. (A.Walker, *Mgr.*)	115·8 | 21·9 | 12·3 BK 7½″	Aberdeen British	T.3Cy.11½″,20″&33″–22″ 61RHP *WB* A.Hall&Co.Aberdeen	13 ″ 0	
1821 137147 JGBM	**Starbeam** *A.R.Pirie* 07–14 *Mchy.Aft* 1 *Dk*(*Stl*) *Well deck*	**SteelScSr** *Now named "J.B.Paddon," See No. 8 in Supplement*	570 401 250	✠100A1 4 17 ✠LMC7,14	Sld	*i*	4,17	1914 7mo *Lloyd's*	Ardrossan D.D.&S.B.Co Ld.Ardrossan *sA&CP*	Stephenson Clarke &Co.	175·6 | 27·0 | 10·4 Q101′B11′F22′ *WB*=*Cell* BK 7¼′ *DBf* 99′130*t FPT* 32*t APT* 3*t*	Aberdeen British	T.3Cy.13½″,22″&36″–24″ (*r*) 180lb *100lb* 82RHP 1SB,*3cf*,GS52,HS1520 *3BHAsp* Lidgerwood,Ld.Glasgow	12 ″ 6 s 3 ″ 10½ 12 ″ 10	
1822 MDTR	**Starefos** *P.A.Holm* (*ex*Jernland, ~~*ex*Tem.2nd No.3–11,03~~ ~~*ex*Bgn.No.2–12~~ *ex*Locksley, *ex*Solon) 1 *Dk*2*trB* *Well deck*	**IronScSr** ~~*ss*Bgn.3rd No.3–3,17~~	1324 1101 796	✠100A1 ~~6,17,5,15~~ 6,18 ~~BS7,15~~ BS5,18 ✠LMC~~2,15~~ 6,17	Bgn 10,17 Trn	*o* Shl	~~6,14~~ ~~3,17~~ 10,17	1880 9mo	T.Turnbull &Son Whitby A&CP	~~Akties.Starefos (Ingolf Ganlen)~~ J.Ringen A/S.	240·0 | 34·0 | 17·9 Q88′B50′F33′ ptND93 FK *DBa*	Haugesund Norwegian	C.2Cy.30″&55″–36″ (*i*) 80lb 143NHP 2SB,*4pf*,GS52,HS2379 *4BHCem* 66′*f* 95′271*t* Blair&Co.Ld.Stockton	19 ″ 4	
1823 MLGS	**Stargard** *H.Stangeby* –15 1 *Dk*	**SteelScSr**	1113 977 657					1915	Trndhjms Mek.Værks. Trondhjem	Akties.Standard (J.B.Stang, *Mgr.*)	226·5 | 36·5 | 15·7 P12′B52 F26′H57*t* *WB*	Chrstiania Norwegian	T.3Cy.17″,27½″&46″–30″ 116NHP TrondhjemsMVTrndhjem		N
1824 4525 JPRB	**Starkodder** *H.Karlsson* –05 *Mchy.Aft* 1 *Dk*	**WoodScSr**	176 136 81					1905	Nydqvist &Holm Trollhättan	Fabriks firman Nydqvist&Holm (H.Nydqvist, *Mgr*)	98·8 | 22·6 | 9·6 P26′H17*t*F11′	Trollhättn Swedish	C.2Cy.10⅝″&20½″–16⅛″ 12NHP Nydqvist&Holm		V
1825 82012 TNWP	**Starleyhall** *M.Mouat* –14 *ss*Lth.2nd No.3–1,05 *Well deck* *ss*Lth.No.2–13 1 *Dk*	**IronScSr**	623 469 377	✠90A1 8,16 ~~E(gas)6,16,6,17~~ ~~NBS,02~~ BS11,15 ✠LMC5,13	Lon	*i*	11,15	1880 8mo *Lloyd's*	Ramage& Ferguson Leith *sA&CP*	London& Edinburgh Shipping Co. Ld.	179·7 | 27·1 | 14·1 Q60′B46′F26′ ND02 BK 7½″ *WB*=*DBa* 37′	Leith British	C.2Cy.18″&39″–33″ (*s*) 140lb ~~160lb~~ NDB05 85RHP 1SB,*3cf*,GS45,HS1271 *80lb* *5BHCem* *53t FPT* 10*t* Fleming&Ferguson,Psy.	14 ″ 10 s 1 ″ 0 14 ″ 7	
1826 98527 MNTK	**Starlight** *ss*Lth.No.3–4,14 *Well deck* 1 *Dk*(*1rn*)2*trB*&*Web frames*	**SteelScSr**	2944 2254 1891	✠100A1 4,14 ~~BS2,17 BS11,15~~ ✠LMC MS4,14	Lth	*t*	~~1,17~~ 2,17	1892 4mo	Irvine&Co. W Hartlepool A&CP	E.P.Martin (H.A. Brightman&Co., *Mgrs.*)	314·2 | 40·6 | 21·0 Q133′B126′F33′ BK 10″ *WB*=*Cell D B* 264′530*t*	Leith British	T.3Cy.23″,37½″&61½″–39″(*s*) 145lb *100lb* NDB09 249NHP 2SB,*6cf*,GS95,HS3925 *5BHCem* *APT* 52*t* T.Richardson&Sons,Hpl.	23 ″ 10 s 2 ″ 3½ 22 ″ 6	
Sunk by mine 13.3.18															
1827 93307 KNDW	**Starling** *W.A.Hoare* –15 *Well deck* 1 *Dk*2*trB*	**SteelScSr**	804 671 454			…		1887	Palmers' Co.(Lim.) Newcastle	General Stm.Nav. Co.Ld.	210·0 | 30·1 | 12·9 P160′F28′ BK 8″	London British *WB*	T.3Cy.18″,29″&47″–33″ 128NHP Palmers'Co.(Lim.),Nwc.	15 ″ 10	
1828 134177	— 1 *Dk*	**WoodScSr**	139 125 62					1888	..... E.Boston Mass.	Lockeport Cold Storage Co.Ld.	108·9 | 20·5 | 11·5	Shelburne N.S. British	C.2Cy.15″&30″–26″ NB07 38NHP Neafie&Levy,Philadelphia		
1829 214218 LGDC	**Starlite** *H.L.Grace* 16–16 *Elec.light Mchy.Aft* 1 *Dk*(*ptStl*)2*trB* (*See Sailing Ship Register*)	**SteelAuxScSr** *Oil Eng.*	1930 1791 1411	✠100A1 11,17 ~~3,17~~ ✠LMC8,16	NYk	*u*		1916 8mo	Toledo S.B. Co. Toledo, Ohio	Standard Oil Co. (New Jersey)	252·0 | 43·7 | 21·2 P49′F41′ FK *CellDB* *f* 176′245*t FPT* 135*t* *APT* 14*t*	Baynne NJ Utd.States	Oil Engine 2S.C.SA 4Cy.16½″–18⅛″ DB *150lb* *4BHCem* J&CG Bolinders Co Ld.Skm	23 ″ 6 s 4 ″ 11 18 ″ 10	
1830 MLSP	**Staro** *Th.M.Nielsen* –15 1 *Dk*	**SteelSc**	1805 1611 1096					1915	Akt Sörlandets Skibsbyg Fevig	Akties.Standard (J.B.Stang, *Mgr.*)	265·0 | 42·1 | 17·9 P22′B71′F29′	Chrstiania Norwegian *WB*	T.3Cy.18″,29½″&50″–36″ 150NHP Fredrikstad M.V.Frdstad		N

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned / now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines.	9 By Whom — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of Cl. of Trade Cert.
1831 210542 LCPF	**Starr** Steel Sc (*Trawler*) *Elec.light* *Fitted for oil fuel* 2 *Dks*	371 — 187					1912	J.F.Duthie &Co. Seattle,Wash	San Juan Fishing& Packing Co.	130·2 | 25·8 | 14·0 P 40′			Seattle, Wash. Utd. States	T.3Cy.12½″,21″&36″–27″ 67 NHP Washington I.Wks.Seattle		
1832 HQNP	**Start** Steel Sc 3 Mst Sr *A.Olsen* *Well deck* 1 *Dk*	728 523 341				…	1896	Scott& Sons Bowling	Acties.Start (J.A.Larsen)	203·8 | 29·1 | 10·7 Q 108 *t* B 20 *t* H 76 *t* len 02 BK 7½″			Skien Norwegian *WB*	T.3Cy.15″,25½″&41″–27″ 98 NHP Ross&Duncan,Glasgow	13 ″ 0	N
1833 MFSB	— *S.Nielsen* 1 *Dk*	701 573 364					1909	Akers. Mek.Værks. Christiania	Akties.Dmpsk. Start(A.T. Simonsen)	181·5 | 30·2 | 12·8 P 34 *t* H 47 *t* F 19 *t*			Chrstiania Norwegian *WB*	T.3Cy.13″,21″&33″–27″ 56 NHP Akers Mek.Værks.Xia.		N
1834 Start Bay	Steel Sc Ctr	*109* *101* *61*					1911	Philip& Son,Ld. Dartmouth	Italian Government	85·9 | 18·5 | 8·1			Italian *WB*	C.2Cy.10″&20″–14″ 13 NHP Philip&Son,Ld.Dartmouth		
1835 137512 JMSW	**Start Point** Steel Sc Sr *J.O.Davies* –17 *Elec.light* 2 *Dks*(*Stl*) & *Shelter dk*(*Stl*) *Carrying fuel oil F.P.above 150° F. in DB*	6540 6336 4178	✠100A1 *Shelter dk* *withfreeboard* 3,13 ~~9,16~~ ✠LMC 6,16	Lon	*a*†	~~9,16~~ 3,18	1916 5 mo	Sir J. Laing &Sons,Ld. Sunderland *Lloyd's*	Norfolk&N.American S.Shpg.Co.Ld. (Furness,Withy& Co.Ld. *Mgrs.*) *Cell L Ba* 135′ *u* E 31′ *f* 17 2′	420·3 | 53·5 | 36 3 *Fou Shelter dk* 34′ 1054 *t D T a* 35′ 946 *t* FK			Liverpool British *7 bHCem* *FPT* 109 *t A* *PT* 124 *t*	T.3Cy 29″,49″&80″–54″ (*s*) 682 NHP 180 lb 3 SB *12cf* GS 234, HS 10300 FD Richardsons,Westgarth& Co.Ld.Sld.	39 ″ 0 10 ″ 0 29 ″ 4	
1836 55130 NVFD	**Startforth** Iron Twin Sc Sr *A.Gault* –15 (*ex* Dhu Heartach) 1 *Dk*	172 149 77					1868	Wigham Richrdsn&Co Newcastle	~~Taymouth Dving & Towing Co.Ld.~~ ~~(J.E.Turner, *Mgr.*)~~ S.W.Oakley	125·5 | 18·0 | 9·8			Wymouth British	C.4Cy.10″&18″–12″ NB 72 NE 91 30 RHP Dunlop&Bell,Liverpool		
1837 142399 ~~TRGT~~ JTGH	**Stat** Steel Sc Sr *K.J.Hellevik* 4 91 356 *Well deck* 1 *Dk* 2 15 214 *Elec.light*	490				…	1899	W.Harkess &Son Middlesbro'	~~C.E.Rönneberg& Sönner~~ The Shipping Controller(G.S.Wadsworth&Sons *Mgrs.*)	160·0 | 25·1 | 12·0 Q 75′ B 21′ F 22′ | 12·1 159·9 | 25·6 | FK			~~Aalesund~~ ~~Norwegian~~ London *WB* British	T.3Cy.14″,22½″&37″–27″ NB11 ~~75~~ RHP SirC.Furness,Westgarth& Co.Ld.Mdb.	13 ″ 0	N
1838 126150 KCBQ	**State of New York** Iron Pad (*ex* City of Mackinoc *Elec.light* 1 *Dk*	807 — 565					1883	Detroit Dry Dock Co. Wyandotte	Detroit&Cleveland Nav.Co.	203·0 | 32·4 | 10·5			Detroit Utd. States	B.C.2Cy.36″&44″–78″&120″ NB 00 177 NHP W.&A.Fletcher&Co.,NYk.		
1839 125808 JTQC	**State of Ohio** Iron Pad Wireless (*ex* City of Alpena, *ex* Cleveland) 1 *Dk*	122 — 917					1880	Detroit Dry Dock Co. Wyandotte	Cleveland& Buffalo Transit Co. (T.F.Newman, *Mgr.*)	225·2 | 32·4 | 13·3			Cleveland, Ohio Utd. States	B.1Cy.50″–132″ 221 NHP Detroit D.D.Co.,Detroit		L
1840 JSGC	**Statsraad Riddervold** Iron Sc Sr *C.Musæus* 93–12 1 *Dk*	201 119 108					1877	Bergens Mek.Verks Bergen	Nordmör Dmpskselsk.	130·4 | 18·1 | 9·0 Q 28 *t* B 38 *t* H 12 *t*			Xiansund Norwegian	C.2Cy.19½″&37″–24″ NB 93 56 NHP Bergens Mek.Verkst.,Brgn		
1841 127821	**Staunton** Steel Sc K *S.C.Johansen* –14 *ss* Gms. No.1–12 1 *Dk*	283 254 120	✠100A1 *Stm Trawler* 10,14 ✠LMC 4,12	Gms		2,14	1908 1 mo	Cook, Welt'n& Gemmell Ld. Beverley *Lloyd's*	Standard Steam Fishing Co.Ld.	130·0 | 22·2 | 12·2 Q 72′ F 18′ BK 8″			Grimsby British *4 BHCem*	T.3Cy.13½″,22½″&37″–24″ (*s*) 185 lb 90 RHP 1 SB,3*pf*,GS 52,HS 1595 Amos&Smith,Hull	13 ″ 1	
1842 MNHV	**Stav** Comp Sc Sr *J.Tönnessen* 15–16 (*ex* Hjalmar, *ex* Sätra) *Mchy.Aft* 1 *Dk*	190 148 118					1898	P.Larsson Thorskog	O.C.Axelsen	100·0 | 22·2 | 9·7 B 29′ H 7 *t* F 10′			Flekkefjrd Norwegian	C.2Cy.11″&18″–16″ 11 NHP P.Larsson,Thorskog		V
1843 MKLC	**Stavanger I.** Steel Sc Sr *P.Lange* –14 *Elec.light* 1 *Dk*	718 349 351					1914	Trndhjms Mek.Værks. Trondhjems	Det Stavangerske Dampskibsselskab.	193·6 | 28·0 | 12·5 P&B 109′ F 55′			Stavanger Norwegian *WB*	T.3Cy.17½″,28″&47″–30″ 121 NHP Trondhjems M.V.Trndhjem		N
1844 MFHS	**Stavangeren** Steel Sc Sr *M.Lövig* 13–13 *Elec.light* 1 *Dk*	1002 896 606					1908	Stavanger Stöberi&Dok Stavanger	Acties.Dpsk. Stavangeren (K.Olsen)	230·5 | 33·1 | 15·3 P 7 *t* H 44 *t* F 29 *t*			Stavanger Norwegian *WB*	T.3Cy.17″,28″&47″–33″ 127 NHP Stavanger Stöberi&Dok.		N
1845 *Elec.light*	**Stavangerfjord** Steel Twin Sc Sr *Cruiser Stern*	13600	100A1 *Shelter dk* *withfreeboard* (*Class Contem plated*)				1917	Cammell Laird&Co.Ld. Birkenhead	Den Norske Amerika Linie	530·0 | 64·0 | 20·4			~~Stavanger~~ Norwegian Christiania	Q.8Cy.26½″ 37½″ 53″ &74″–54″ Cammell Laird&Co Ld Bkn.		
1846 99173 MGNP	**Staveley** Iron Sc Sr *J.Foster* –14 *ss* Nwc.2nd No.3–4,13 *Elec.light* Sub.Sig. 2 *Dks*(*Ulrn*-ws)	1041 820 494	✠100A1 10,16 ✠NB 1,13 ✠LMC 1,13 BS 9,16	Gms	*n*	N 10,16	1891 7 mo	C.S.Swan& Hunter Newcastle *Lloyd's*	Great Central Rly. *WB = Cell D Ba* 52′ *u* E 15′ 92′	240·2 | 32·0 | 15·8 P 55′ B 67′ F 32′ BK 8″			Grimsby British *5 BHCem* 180 *t A P T* 25 *t*	T.3Cy.22″,35″&57″–42″ (*a*) 170 lb *100 lb* NDB 13 244 NHP 2 SB,6*cf*,GS 126,HS 3984 Wstgrth.English&Co.Mdb.	17 ″ 8	BT till 10,17
1847 MBVS	**Stavenes** Steel Sc Sr *E.Kvamsö* 1 *Dk*	181 118 96					1904	Bergens Mek.Værks. Bergen	Nordre Bergenhus Amts Dampskibe	105·6 | 20·1 | 9·8 Q 10 *t* B 26 *t* H 12 *t* F 15 *t*			Bergen Norwegian	T.3Cy.11″,18″&29″–20″ 38 NHP Bergens Mek Værks.Bergen		
1848 MJLW	**Stavn** Steel Sc Sr *H.Christensen* –15 1 *Dk*	1830 (*ex* Brage) 1109	*Now named "Brann," See No. 67 in Supplement.*				1913	Fredrkstad Mek.Vrft. Fredrikstad	Akties.Standard (J.B.Stang, *Mgr.*)	265·0 | 42·1 | 17·9 P 50 *t* B 71′ H 6 *t* F 2			Chrstiania Norwegian *WB*	T.3Cy.20½″,33″&56″–36″ 188 NHP Fredrikstad M.V.Frdstad		N
1849 MDKW	**Stavnæs** Steel Sc Sr *J.Myklebust* 16–11 (*Fishing*) (*ex* Elgjups, *ex* Björnulf) 1 *Dk*	103 95 38					1907	Xiansands Mek.Værks Xiansand	Akties.Kristiansunds Havfiskes.	98·1 | 19·1 | 8·6			Xiansund Norwegian	C.2Cy.9″&20″–17″ 14 NHP Xiansands M.V.Xiansand		
1850 333 IABF	**Stavropol** Steel Sc *Grosberg* (*ex* Kotik) *Elec.light* Wireless 1 *Dk* & *Spar dk*	1210 1064 686					1907	Nüscke& Co.A.G. Stettin	Russian Volunteer Fleet Association	197·9 | 32·9 | 20·5 F 31′			Vladvostk Russian *WB*	T.3Cy.17″,26″&43″–28″ 98 NHP Schiffsw.Uebigau, Dresden		V
1851 97383	**Steel** Steel Pad Sk	118 118 15					1890	J.T.Eltringham&Co S.Shields	N.Eastern Rly.Co.	95·3 | 19·1 | 9·8			W.Hartlpl British	L.2Cy.28″–50″ 75 RHP J P Rennoldson&Sons,S Shl		
1852 117134	**Steel King** Steel Sc Sr *Elec.light* *Mchy.Aft* 1 *Dk* 2 *tr B*	4308 — 3366					1902	American S.B.Co. Lorain,C.	Grand Island SS Co. (Cleveland Cliffs Iron Co., *Mgrs.*)	380·0 | 50·0 | 28·0			Cleveland Utd. States *WB*	T.3Cy.22″,35″&58″–40″ 213 NHP American S.B.Co.Clevelnd		L
1853 132078 JFPN	**Steelton** Steel Sc Sr *F.J.B.Etherington* –14 *Elec.light* *Mchy.Aft* 1 *Dk*	1750 1478 1131					1914	Sunderlnd S.B.Co.Ld. Sunderland	Matthews SS.Co Ld (JT Mathews *Mgr*)	250·0 | 42·7 | 16·4 Q 97′ F 37′			Sundrland British *WB*	T.3Cy.17″,28″&46″–33″ 127 NHP N.E.Marine Eng.Co.Ld.Sld		C

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux. Grément, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equilibrement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant.	15 Remarques où cotes. Si on est dans le cas, voir Règlement Partie II.
1854 137370 JLRF	**Steelville** *J.Bruce* –17	SteelScSr 1*Dk(ptIrnptStl)*	3649 3455 2342	✠100A1 1,17 ✠LMC8,15	Cff	*v*	1,17	1915 8mo	J.Readhead &Sons,Ld. S.Shields *Lloyd'sA&CP*	VilleSteamships, Ld.(Balls& Stansfield,*Mgrs.*) *WB=CellD*	347·2|49·2|25·2 P32'B93'F33' FK *Ba*110'*uE*23'*f*151'			N.Shields British 6*BHCem* 796*tAPT*44*t*	T.3Cy.24½″,41″&66″–45′ (*r*) 180lb *90lb* 324NHP 2SB,*6cf*,GS120,HS5100 J.Readhead&Sns.Ld.S.Shl.	26 ″ 8 s 4 ″ 10 22 ″ 3	
1855 129046 HQBW	**Steersman** *E.Frear* –17 *Well deck* *Elec.light* *Mchy.Aft*	SteelScSr *ss*Lon.No.1–13 1*Dk(Irn)*	562 384 254	✠100A1 10,16 BS5,17 ✠LMC5,15	Lon	*i*	3,15	1909 10mo	WoodSkinner&Co.Ld Newcastle *Lloyd'sA&CP*	C.Rowbotham& Sons *WB=DBf*	170·2|27·5|10·7 Q80'B14'F22' FK 102'			London British 3*BHCem* 124*tFPT*34*t*	T.3Cy.15½″,25″&41′–27″ (*s*) 180lb *90lb* 98NHP 1SB,*3cf*,GS54,HS1912 N.E.MarineEng.CoLdNwc	13 ″ 0 s ″ 9½ 12 ″ 5	
1856 JRSN	**Stefania** *V.Vrassich* 2*Dks*(*Stl–Uws*)&*deepframing*3*Dk rule*	SteelScSr *ss*Fiu.No.3–3,06 *ss*Nwc.No.1–10	2321 2035 1457	✠ 11,15	Sws	*s*		1894 1mo	Wigham Richrdsn&Co Newcastle	Royl.Hungar'nSea Nav.Co.AdriaLd. *WB=CellDB*	293·0|39·9|20·6 P34'B80'F33' FK 244'			Fiume Aust.-Hung. 5*BHCem* 559*tAPT*38*t*	T.3Cy.22½″,36″&60″–39″ 241NHP 2SB,*6rf*,GS100,HS3808 WighamRchrdsn&Co.Nwc	24 ″ 4	
1857 — *P.Marochini*05–12		SteelSc	146 — 80					1906	M.U. Martinolich Lussinpiccolo	Soc.inAzioniUngaroCroata diNav. Maritt.aVap.	122·3|18·9| 7·9			Fiume Aust.-Hung.	T.3Cy.10⅝″,16½″&27½″–16½″ 31NHP Plenty&Son,Newbury		A
1858 NJGB	**Stege** *Rasmussen* (*Ice breaker*)	SteelScSr 1*Dk*	152 99 58					1897	Arentz& Rosenfeldt Copenhagen	MösensDampskibs. Selskab (J.W. Christensen,*Mgr*)	87·9|20·5| 8·5 *WB*			Stege Danish	T.3Cy.11¾″,18″&30″–16″ 36NHP Helsingörs Jernsk.&Mskb.		V
1859 4776 JQPR	**Stegeborg** *K.H.B.Rigner*15–15 *Mchy.Aft*	SteelScSr 1*Dk*	667 499 365					1907	Lindholmens V.A. Gothenburg	StockholmsRederiaktieb Svea (Hj. Blomberg,*Mgr.*)	177·8|30·0|12·3 P62'H80*t*F24' *WB*			Stockholm Swedish	T.3Cy.14½″,24″&40″–27″ 83NHP Lindholmens V.A.Got.		V
1860 NPTK	**Stegelborg** *Lund* –15 1*Lk(Irn)*&*deep framing*	SteelScSr *ss*Els.No.2–14	1881 1723 1176	✠100A1 ~~1,15~~ 0,15 ~~NNs~~ MS10,14 ✠LMC BS2,~~17~~ 5,18	Els	*r*	~~4,16~~ 6,17	1906 7mo	W.Gray& Co.Ld. W Hartlepool *Lloyd'sA&CP*	Dmpsk.Selsk. Dannebrog (C.K. Hansen,*Mgr.*) *WB=CellDBa* 88'	280·0|39·1|19·0 P21'B73'F31' FK *uE&fB*38'*f*114'534*t*			Copnhagn Danish 4*BHCem* *APT*90*t*	T.3Cy.20″,31½″&53″–36″ (*s*) 160lb *100lb* 185NHP 2SB,*4rf*,GS73,HS3060 Cen.Mar.Eng.Wrks.WHpl	21 ″ 4 s 3 ″ 1½ 18 ″ 6	
1861 RSCN	**Steiermark** *W.Schütt* Sub.Sig. 2*Dks* *Elec.light* *Longitudinalframing* Wireless	SteelSc	4570 4188 2845	*Now named "Camamú," See No. 69 in Supplement*				1911	Akt.Ges. "Vulcan" Stettin	HamburgAmerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	399·8|52·7|24·4 F33' *WB*			Hamburg German	Q.4Cy.23″,31½″47″&71″–47″ 345NHP A.G."Vulcan,"Stettin		G
1862 RSDW	**Steigerwald** *M.Müttrich* –11 *Elec.light* Wireless 2*Dks*	SteelScSr	4836 3323 2998					1911	Flensburger Schiffsb.Ges. Flensburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	354·0|48·8|24·8 P&B280'F45' *WB*			Hamburg German	Q4Cy.23½″,33 5/16″,49½″&72 1/16″ –53 5/16″ 382NHP FlensburgerSchiffsb.Ges.		G
1863 LBMG	**Stein** *Klinkhardt* (*SalvageSteamer&Tug*) *Elec.light*	SteelSc 1*Dk*	256 — 4					1904	Howaldtswerke Kiel	NeueDampfer–Co. Act.Ges.	112·5|26·0|12·6 B8'			Kiel German	T.3Cy.14 13/16″,23 1/16″&37 13/16″ –21 13/16″ 66NHP Howaldtswerke,Kiel		G
1864 — MGRJ	*L.Sörensen* –11 (*ex*SailingBargeNindorf)	SteelScSr *OilEng.* 1*Dk*	123 101 65					1904	Gebr.Sachsenberg, Roslau a/d Elbe	NielsF.Bye	106·0|17·5| 6·2 H8*t*			Skien Norwegian	Oil Engine *fitted* 11		
1865 MBCK	**Steinar** *H.Antonsen* (*ex*FriedrichFischer,*ex*Hela)	SteelScSr 1*Dk*	318 241 152					1890	J.W.Klawitter Danzig	Kr.Högh-Hervig	129·2|21·4|12·1 Q17*t*B48*t*H8*t*F12*t* *WB*			Haugesnd Norwegian	C.2Cy.17″&32″–20″ 38NHP J.W.Klawitter,Danzig		N
1866 RQSD	**Steinbeis** *K.Fischer* *Elec.light*	SteelScSr 1*Dk*	1439 — 896					1911	Howaldtswerke Kiel	Aug.Bolten, Wm.Miller'sNachf	240·6|36·1|17·1 P13'Q73'B105'F29' *WB*			Hamburg German	C.3Cy.18 3/16″&(2)26¾″–29½″ 65NHP Howaldtswerke,Kiel		G
1867 RTVF	**Steinbutt** *J.Mewes* –13 *Elec.light*	SteelSc (*Trawler*) 1*Dk*	237 168 53					1913	Gebr.Sachsenberg A.G. Cologne	H.Fock	120·6|22·6|10·5 F16' *WB*			Hamburg German	T3Cy12 3/8″20 1/16″&32 5/16″–22 1/16″ 49NHP Gebr.Sachsenberg,Rosslau		G
1868 RQKJ	**Steinhöft** *H.Schade* *Elec.light*	SteelScSr 1*Dk*	878 696 514					1910	Stettiner Oderwerke Stettin	H.M.Gehrckens	211·2|32·6|12·6 P14'Q65'B98'F21' *WB*			Hamburg German	T.3Cy.15 7/16″25⅛″&41 1/16″–29½″ 93NHP StettinerOderwerke		G
1869 MHQD	**Steinstad** *Evensen*	SteelScSr 1*Dk*	2476 2246 1480					1912	R.Thompson&Sons,Ld Sunderland	Akties.Dmpsk. Steinstad (A.F. Klaveness&Co. Akties.)	300·5|44·5|19·9 P24'B74'F30'			Chrstiania Norwegian *WB*	T.3Cy.21½″,36″&59″–39″ 217NHP N.E.Marine Eng.Co.Ld.Sld		N
1870 PTBR	**Stella** *L.Posthuma* 2*Dks* *Elec.light* *Longitudinalframing*	SteelScTwinMastSr	2818 2215 1792					1909	W.Hamilton&Co.Ld. Pt.Glasgow	Koninkl.Nederl. Stoom.Maats.	327·0|44·2|18·5 Q110'B86'F41' *WB*			Amstrdam Dutch	T.3Cy.21″,35″&57″–39″ 203NHP D.Rowan&Co.Glasgow		V
1871 — HRST	(Captured and taken to Nicolaieff) *G.Gudac*10–13 1*Dk(ptIrn&ptStl)*&*deepframing*	SteelScSr *ss*Rot.No.1–11	2808 2650 1775	✠100A1 6.14 BS4,14 ✠LMC1,11	Cff	*u*	7,13	1907 12mo	R.Stephenson&Co.Ld. Newcastle *Lloyd'sA&CP*	NavLibera-Triestina Soc. in Azioni *WB=CellDBa*	318·0|46·6|20·8 P36'B94'F30' FK 102'*uE*20'*f*138'742*t*			Trieste Aust.-Hung. 4*BHCem* *APT*95*t*	T.3Cy.23½″,39″&64″–42″ (*s*) 160lb *100lb* 287NHP 2SB,*6cf*,GS126,HS4620 Blair&Co.Ld.Stockton	23 ″ 3 s 3 ″ 8½ 19 ″ 11	
1872 — 4562 JPTK	*Now named "Ingul," See No. 12 in Supplement* *A.Hallberg* –15 *ss*Hbg.2ndNo.3–4,10 (*ex*Ardle) *ss*Els.No.1–15 *Well deck* *Elec.light* 1*Dk(Lower)* *Inner bottomIrn* *Cargo battens not fitted*	SteelScSr	1274 997 762	✠100A1 7.15 BS5,16 ✠LMC5,15	Got	*p*	7,15	1888 11mo	Gourlay Bros.&Co. Dundee *Lloyd'sA&CP*	Rederiaktieb. Astrea(C.A.Banck *Mgr.*) *WB=CellDBa*	245·5|34·2|16·1 Q86'B65'F60' BK7 182'			Helsngbrg Swedish 4*BHCem* 219*tFPT*22*t*	T.3Cy.18″,31″&50″–36″ (*s*) 160lb *90lb* NDB04 140NHP 2SB*6rf*,GS75,HS1938 GourlayBros.&Co.Dun.	18 ″ 3 s 1 ″ 4 17 ″ 8	
Sunk (War Loss)	~~*W.Rasmussen*~~ *P.H.Toft* –17	SteelScSr *ss*Cpn.No.1–17 1*Dk(ptIrnptStl)*	836 711 493	~~✠100A1~~ 6,17 ~~10,16~~ ~~BS[illegible]~~ ~~✠LMC[illegible]~~	Cpn	*m*	~~10,15~~ 6,17	1912 5mo	Kjöbnhvns Flydk.&Skbs. Copenhagen *Lloyd'sA&CP*	Dmpskselsk. Vesterhavet(I. Lauritzen,*Mgr.*) *WB=CellDBa* 46'*u*	211·6|31·5|13·2 P28'B60'F22' FK *E*22'*f*98'237*t FPT*			Esbjerg Danish 4*BHCem* 15*tAPT*16*t*	T.3Cy.14″,22½″&37″–24″ (*s*) 185lb 2SB,*4cf*,GS36,HS1274 KjbnhavnsFlydk.&Skbsv.	15 ″ 6 ~~1 ″ 0~~ ~~11 ″ 2~~	
1874 —		IronScSr (*ex*Erifili,*ex*Reinfeld, *ex*Elsa) 1*Dk*&*Awng dk*	736 698 453					1883	G.Howaldt Kiel	J.Rucani	195·8|24·6|17·1			Braila Roumanian *WB*	C.2Cy.23″&37½″–27″ NB95 61NHP Gebr.Howaldt,Kiel		
1875 — QGBC	*M.Scheden*	SteelScSr 1*Dk*	479 472 294					1895	Act.Ges. "Weser" Bremen	Dampfschifffahrts Ges.Neptun	150·3|24·0|16·3 Q38'B&F112'			Bremen German *WB*	C.2Cy.17 1/16″&30¾″–20½″ 36NHP A.G."Weser,"Bremen		G

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Master. Special Surveys.	3 Material, Rig, &c. Late Name if any. No. of Decks, &c.	4 Regist'd Tonnage Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 By Whom — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed if not in L. R. Distinct. for Tyne Cert.
1876	**Stella** (Seized at Riga)	SteelScSr	469					1889	**Flensburgr**	Flensburg-Stet-	154·9	25·5	11·0	Flensburg	C.2Cy.21½″&39½″–24″		
	Staewen		340					8mo	Schiffsb.Ges.	tinerDampf-	Q44′	B42′	F18′	German	64NHP		
LMFC	*Elec.light*	1*Dk*	277						Flensburg	schifffahrtGes.					FlensburgerSchiffsb.Ges.		
1877	—	IronScSr	269					1876	Scott&Co.	~~Leyland-O'Brien~~	158·3	21·1	12·2	Auckland	C.2Cy.22″&40″–30″		
69002			241						Greenock	~~TimberCo.Ld.~~	B25′	H27*t*		British	90RHP		
SBPG		2*Dks*	157							Otago Iron Rolling Mills Co Ld.				*WB*	GreenockFoundryCo.,Grk.		
1878	—	SteelScK	216					1908	Smith's	Cie.Lorientaise de	112·0	21·0	11·7	Lorient	T.3Cy.12″,19½″&32″–23″		V
	Aubert –10	(*Trawler*)	—						Dock Co.Ld.	Chalutage	Q67′	F21′		French	49NHP		
LDNR		1*Dk*	62						NorthShields					*WB*	ShieldsEng.Co.Ld.N.Shl.		
1879	—	WoodAuxScBn	*213*		Foy	12		1868	Harvey&	Amaral,Suther-	115·5	24·2	13·8	R.Janeiro	C.2Cy.9″&18″–14″	14 ″ 2	
	cf HTHam.92	*Stm.Eng.*	*213*	10,95		C8		5mo	Co.	land&Co.Ld.				Brazilian	NE*fitted*11 10NHP		
	(*ex*MaryJohns) F&YM2,12	*IrnBeams*	*181*			C4			Hayle						DB.McCallum&SonsLdCff		
	(See Sailing Ship Register)																
1880	—	IronScSr	176					1875	T.B.Seath	Corporation of the	125·8	20·1	10·6	London	C.2Cy.20″&34″–20″		
70710	*W.S.Pascoe*		176						&Co.	TrinityHouse				British	50RHP		
RMKG	*Mchy.Aft*		109						Glasgow						A.Campbell&Sons,Gls.		
1881	—	CompScSp	166					1895	P.Larsson	C.Engström	98·3	22·2	9·2	Partille			
2619	*J.A.Johansson*12–14		135						Thorskog		P18′H9*t*F9′			Swedish			
JFSB	*Mchy.Aft*	1*Dk*	104														
1882	**Stella Maris**	CompSc3MstSr	229					1882	Samuda	StellaMarisS.S.	124·5	23·6	12·2	SJhnsNFL	C.2Cy.28″&48″–18″		
117528	*H.H.Braunen* –15		218						Bros.	Co.Ld.				British	70RHP		
	(*ex*H.M.S.Starling)	2*Dks*	54						Poplar						J.&G.Rennie,London		
1883	**Stellina**	SteelScSr	3438	✠100A1	Npt	*v*	~~1,17~~	1898	Richardsn,	StellaShpg.Co.Ld	339·1	46·0	24·6	Cardiff	T.3Cy.24″,40″&66″–45″ (*s*	27 ″ 3	
109774	*E.James*15–15 *ss*Sou.No.3–11,10		3165	8,17 ~~1,17~~	Cff		~~8,17~~	11mo	Duck&Co.	(WalterHepburn	P33′B91′F32′			British	160lb *100lb* NDB17 306NHP	s 4 ″ 11	
QKHV	(*ex*Dawlish) *ss*Cff.No.1–14		2182	~~BS12,15~~ ✠LMC6,~~14~~			2,18		Stockton	&Co.,*Mgrs.*)			FK	6*BHCem*	2SB,*6cf*,GS132,HS4800	22 ″ 9	
		1*Dk*(*Irn*)2*trB&Webframes*		~~MS1,17~~ 1,17				A&CP		*CellDBa*110′*uE*	22″*f*146′810*t FPT*			115*tAPT*83*t*	Blair&Co.Ld.Stockton		
		3*Dk rule*															
1884	**Sten Sture**	WoodScSp	134					1865	J.Olsson	C.Engström	91·9	21·1	9·1	Partille	1Cy.10¾″–10¾″		
Broken up 1931	*J.R.Svensson*14–14		109						Amål		B17′			Swedish	NB95 3NHP		
HPRS		1*Dk*	86												MotalaCo.,Gothenburg		
1885	**Sten II.**	IronScSr	227					1901	P.Wahl&	FinskaSten-	101·5	23·3	10·3	Helsingfrs	C.2Cy.		
	M.Rautala	(*ex*Georgii)	—						Co.	industriActieb.				Russian			
SQVF		1*Dk*	147						Warkaus						P.Wahl&Co.,Warkaus		
1886	**Stend**	SteelScSr	~~900~~					~~1916~~	~~Pusnes~~	~~L.Kristiansen~~	~~210·0~~	~~33·0~~	~~14·6~~	~~Bergen~~	T.3Cy.15″,25″&40″–30″		
140404		80 8	682					**1917**	Stob.&M.V.	TheShippingCon-	P20′B49′F29′			~~Norwegian~~	88NHP		
JRNK		1*Dk*	~~449~~						Arendal	troller(J.S.Sellars,	210·5	38·2	13·3	London *WB*	PusnesStob.&MV.Arendal		
1887	**Stenimachos**	IronScSr	*1175*	✠A1* 1	Shl	Lv	5,16	1876	Gourlay	*Mgr.*) J.Arvanitidi fils	244·1	31·4	17·8	British Piræus	C.2Cy.31″&54″–36″	19 ″ 2	
	D.Emiris –16 6thSurvey,Nwc.5,02		*920*	11,16				7mo	Bros.&Co.		P241*t*H56*t*			Greek	80lb *60lb* NDB96 137NHP	s 2 ″ 3	
	(*ex*CarmenSylva, 3rdSurvey,Pir.5,16		*748*	✠NB5,91	LMC5,16				Dundee				BK7½″	5*BHCem*	2SB,*4pf*,GS69,HS2254	17 ″ 11	
	*ex*Stenimahos,*ex*Aurora)	1*Dk*2*trB*											*WB=DBa*	18′*f*54′179*t*	GourlayBros.&Co.Dundee		
	Well deck																
1888	**Stenkjær**	IronScSr	163					1878	.....	IndherredsActie-	115·4	17·6	7·6	Stenkjær	T.3Cy.		
	M.Grenne		97						Christiania	dampskibsselskab	Q16*t*B34*t*H10*t*F5*t*			Norwegian			
JSWB		1*Dk*	96							(A.Kleven,*Mgr.*)							
1889	**Stentor**	SteelScSr	6773					1899	Workman,	OceanS.S.Co.Ld.	442·4	52·8	30·6	Liverpool	T.3Cy.29″,50″&82″–60″		BT till 6,17
110572	*J.Robinson* –17		5322						Clark&Co.Ld	(A.Holt&Co *Mgrs*)	P49′B156′F55′			British	521NHP		
RDLV	*Elec.light* Wireless	2*Dks*	4308						Belfast					*WB*	D.Rollo&Sons,Liverpool		
1890	**Stephan**	SteelTwinScSr	4630					1902	Act.Ges.	Norddeutsche	391·8	48·3	29·8	Nordnham	T.6Cy.20″,31″&51″–39″		G
	Cable Vessel Wireless		—						"Vulcan"	Seekabelwerke				German	325NHP		
NJGM	*C.Cornelius*03–03	1*Dk&Spardk*	2467						Stettin	Act.Ges.				*WB*	A.G."Vulcan,"Stettin		
1891	—	IronTwinScSr	128					1881	G.Howaldt	~~FederalOilMills~~	130·7	19·1	9·0	Singapore	C.4Cy.15¾″&27¾″–15¾″		
119263			89						Kiel	~~Ld. KwanTozW9~~				British	NB00 68RHP		
		1*Dk*	49							LeongTekKhean					Gebrüder Howaldt,Kiel		
1892	**Stephanie**	SteelScSr	757					1909	Nüscke&	EduardKrause	202·5	30·3	12·6	Memel	T.3Cy.14″,22″&36″–24″		G
	O.Gaeth		600						Co.	(Proprietor,	Q62′B46′F23′			German	Christiansen& 87NHP		
HBSQ	*Elec.light*	1*Dk*	437						Stettin	H.Schmaeling)				*WB*	Meyer,Harburg		
1893	**Stephen** *W.Downing* –18	SteelScSr	4435	✠100A1	NYk	*x*	11,16	1910	Hawthorn,	BoothS.S.Co.Ld.	376·5	50·3	23·6	Liverpool	T.3Cy.24″,40″&67″–48″ (*r*)	26 ″ 0	
131311	~~*Bell Torrible* –16~~ *ss*N.Yk.No.1–15		3607	*Shelter dk*	Liv			12mo	Leslie&Co.Ld		BonShelter*dk*116′			British	180lb *180lb* 4CONHP	s 2 ″ 11	
HRWV	*Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)		2808	*withfreeboard*					Newcastle	*WB=CellDB a*	108′ len11 FK			7*BHCem*	2SB(FD)&1AuxSB,*8cf*,	23 ″ 5	
	Wireless	*Carrying fuel oil F.P above*		5,13 ~~1,16~~	✠LMC			*Lloyd's*		*uE23′f*150′736*t*	*DT a* 33′ 625*t FPT*			60*tAPT*32*t*	GS167,HS6955		
		150°F.*inDB*		MS12,14	~~BS1,15~~ 12,16 1,18										N.E.MarineEng CoLd Nwc		
1894	**Stephen Furness**	SteelScSr	1712					1910	Irvine's SB	Tyne-TeesSteam	290·3	37·3	16·4	Newcastle	T.3Cy.26″,42″&72″–48″		C
unk(War Loss) 129753	*J.R.Bell* –14		1107						&D.D.Co.Ld.	ShippingCo.Ld.	B130′			British	Richardsons, 359NHP		
HRGC	*Elec.light*	2*Dks*	745						W Hartlepool					*WB*	Westgarth&Co.Ld.Hpl.		
1895	**Stephen Gray**	IronPadSk	107					1882	E.Wales	T.Gray&Co.Ld.	88·5	18·1	9·8	Hull	L.2Cy.26″–50″		
82536	*G.Carter* –00		107						Hull	~~(W.H.Tulley&Sons.)~~				British	NB12 55RHP		
			41												E.Wales,Hull		
1896	**Stephen M. Clement**	SteelSc	5821					1905	American	BuffaloS.S.Co.	480·0	52·0	30·0	Cleveland	T.3Cy.22½″,36″&60″–42″		
202087			—						S.B.Co.	(J.Mitchell,*Mgr.*)				Utd.States	233NHP		
	Elec.light Mchy.Aft	1*Dk*	4487						Lorain,O.					*WB*	AmericanS.B.CoCleveland		
1897	**Stephen R. Jones**	SteelScSr	4387	✠100A1	NNs	*w*		1915	Nwprt Nws	Crowell&Thurlow	354·2	49·0	27·4	Boston	T.3Cy.23″,39″&66″–45″ (*s*)	30 ″ 0	
213740	*Vail* –16		3899	4,17	✠LMC11,15			11mo	S.B.&D.D.Co.	S.S.Co.	P94′B19′F31′			Utd.States	180lb 365NHP		
LFQD	*Elec.light* Sub.Sig.	1*Dk*(*Stl*)	3112						Newprt News	*WB=CellDB*			FK	6*BHCem*	2SB,*6cf*,GS124,HS5070 FD		
	Mchy.Aft							A&CP		*uE&B50′f*251′1	127*tMT*4′244*t FPT*			318*tAPT*92*t*	NewportNews SB&DD.Co.		
1898	**Stephen W. McKeever, Jr.**	WoodSc	223					1911	R.Palmer&	McKeeverCo.	127·0	22·3	9·6	New York	C.2Cy.15″&30″–24″		
			—						SonS.B.&					Utd.States	37NHP		
	Elec.light	1*Dk*	104						M.Rly.Co.						J.W.SullivanCo.N.Yk.		
									Noank,Ct.								

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. / Ex-nom, s'il y a lieu. / Visites Périodiques. / Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant.	15 Registres via ouest, si navire est dans le Darien Cert. Ice Class.
1899 137820 JNFS	Stepney *J.R.Garrett* –16 *Mchy.Aft*	SteelScSr 1*Dk*(*Stl*)	808 551 375	✠100A1 Gls *k* ~~7·16 8·16 10·17 Stld Nwg~~ 2,18 ✠LMC8,16			2,18	1916 8mo *Lloyd's*	R.William-son&Son Workington	CommercialGas Co.	186·3|29·4|12·4 Q116'B9'F25' FK *DBf*112'162*t*	Glasgow British *WB*	T.3Cy.14″,22½″&37″–24″ (*s*) 180lb 99RHP 2SB,*Apf*,GS63,HS1900 *FPT*40*t* W.Beardmore&Co.Ld.Gls.	14 ″ 7 s ″ 7½ 14 ″ 2	
1900 MJNL	Sterkenils *E.Engebrethsen* *Mchy.Aft*	SteelSc 1*Dk*	171 124 87					1913 ...	Akers Mek.Værks. Christiania	Skien-Telemarken Dampsskibselskab (P.Holm,*Mgr.*)	99·5|20·1|8·5 *P*39*t*H6*t*F4*t* *WB*	Skien Norwegian	C.2Cy.10½″&22″–15″ 15NHP AkersMek.Værks.Xia.		
1901 MDQB	Sterling *E.Nordbom* *Elec.light* Wireless	SteelScSr 1*Dk*&*Spar dk*	1323 1197 817					1907 ...	Fredrkstad Mek.Værks. Fredrikstad	Dpskselsk.Ganger Rolf (Fred.Olsen &Co.*Mgrs.*)	231·3|34·1|22·2 H116*t*	Chrstiania Norwegian *WB*	T.3Cy.20″,34″&54″–36″ 175NHP FredrikstadM.V.Frdstad.		N
1902 115647	— —	WoodSc	127 — 89					1879 ...	..... East Deering, Me.	FisheriesCo.	110·0|18·1|8·8	Greenport N.Y. Utd.States			
1903 127074 HQLD	Sterndale *C.McDiarmid* –13 1*Dk*(*pt Irn pt Stl*)	SteelScSr *ss*Bry.No.1–14	2925 2689 1808	✠100A1 Cff *u* ~~3·17 3·17 Bkg BSF~~ 11,17 BS2,17 ✠LMC12,14			3,16	1910 2mo *Lloyd's*	Richardsn Duck&Co. Stockton	HaentonStmShppg Co.Ld. (J.C.Gould &Co.(Steamship Managers)Ld.) *WB*=*CellDBa*104′*u*	331·1|47·5|20·6 P28′B202′F29′ FK *E*26′*f*148′825*t*	Bristol British 5*BHCem*	T.3Cy.24″,40″&65″–42″ (*s*) 160lb *90lb* 292NHP 2SB,*6cf*,GS118,HS4658 *FPT* 88*t*APT68*t* Blair&Co.Ld.Stockton	23 ″ 0 s 2 ″ 9½ 20 ″ 7	
Now named "Greldale," See No. 48 in Supplement															
1904 3930 JMKL	Sternö *S.J.Jönsson*06–06 (*ex*Julie) 1*Dk*	SteelScSr	181 136 85					1898 ...	D.W.Kre-merSohn Elmshorn	A.K.Fernström	112·5|20·8|7·7 B28′H15*t*	Asarum Swedish	C.2Cy.10″&18½″–13½″ 11NHP Chr.Steen,sr.Elmshorn		
1905 51068 HFJL	Stettin *J.W.Rose* –14 2*Dks*	IronSc3MstSr *ss*Lth.4thNo.3–6,15	876 857 528	✠ ⊼1 Lon 9,17 6,16 Shl ✠NB12,89 LMC6,15 ~~BS2,09,17~~			~~7,16~~ N9,17	1864 11mo	Barclay, Curle&Co. Glasgow	Leith,Hull&Ham. S.P.CoLd(J.Currie &Co.*Mgrs.*)	222·0|29·1|15·0 P92′F103′ BK8″ *WB*=	Leith British 4*BHCem*	T.3Cy.16¼″,27″&43″–33″ (*s*) 150lb *50lb* NDB89 98RHP 1SB,*3cf*,GS45,HS1599 NE76 *MT*37′230*t*	15 ″ 10 s 2 ″ 5½ 14 ″ 5	
1906 133000	Stewart Boyle *J.Walker*11–11 (*Trawler*) 1*Dk*	SteelScK	197 193 77				...	1911	A.Hall& Co.Ld. Aberdeen	J.S.Boyle	115·6|22·5|12·4 BK7½″ *WB*	Glasgow British	T.3Cy.12″,20″&33″–23″ 66RHP A.Hall&Co.Ld.Aberdeen	13 ″ 0	
1907 MHDF	Stiklestad *C.Lödrup* –14 *Elec.light* 1*Dk*&*Shelter dk*	SteelSc	6350 5591 3458					1912	W.Doxford &Sons,Ld Sunderland	Akties.Dmpsk. Stiklestad (A.F. Klaveness&CoA/S)	439·7|57·8|25·7 P92*t*H55*0t*	Chrstiania Norwegian *WB*	T.3Cy.25″,41″&70″–48″ 339NHP W.Doxford&Sons.Ld.Sld.		N
1908 LDQM	Stilbé *A.Gautier*16–16 1*Dk*(*Stl*)&*Spar dk*(*pt Irn pt Stl*) &*deep framing*	SteelScSr *ss*Alg.No.3–3,16 *ss*Alg.No.1–13	3229 3009 2049				... N7,16	1898 2mo	J.Blumer& Co. Sunderland A&CP	Cie.Française des Chemins de Fer de Paris-Orléans (Soc Mar.Aux.des Transports,*Mgrs.*)	330·0|46·0|24·7 P30′B84′F40′ FK *WB*=*Cell DBa* 104	Algiers French 6*BHCem*	T.3Cy.22″,37½″&62½″–45″(*s*) 170lb *80lb* 280NHP 1SB,*4cf*,GS77,HS3245 FD J.Dickinson&Sons,Ld.Sld. *uE*22′ *f*134′634*t*APT48*t*	27 ″ 4 ~~s ″ 11½~~ 22 ″ 7	
1909 ...	Stjärnan *M.Hallengren* –15 *Mchy.Aft*	SteelScSr 1*Dk*	541 406 272					1915	Göteborgs M.V.Aktieb Gothenburg	O.F.Ahlmark&Co. Eftr.	165·4|27·3|11·0 P51′F23′ *WB*	Karlstad Swedish	T.3Cy.13⅝″,22¼″&37½″–23⅛″ 67NHP GöteborgsMV.Aktieb.Got		
1910 135109	Stobo Castle *J.R.Samson* –17 *Elec.light*	SteelScSr 1*Dk*(*Irn*)	271 255 111	✠100A1 Lth *For towing purposes* 7,17 ✠LMC7,17 ~~(*Class Contemplated*)~~				1917 7mo *Lloyd's*	J.Cran &Co. Leith *SA&CP*	C.J.Morris-Mancor	~~101·0|26·0|14·0~~ 101·2|25·1|13·0 BK7½″ *DTf*31′42*t*	Leith British 4*BHCem*	C.2Cy.21″&44″–27″ (*n*) 130lb 82RHP 1SB,*3cf*,GS66,HS1850 J.Cran&Co.Leith	14 ″ 0	
1911 *For full particulars See No. 22 in Supplement*	Stock Force *Mchy.Aft*	SteelScSr 1*Dk*	511	100A1 (*Class Contemplated*)				1917	Dundee S.B.Co.Ld. Dundee	WestCoastShippg. Co.Ld. (W.S.Kennaugh&Co.)	183·3|29·0|12·0 Q103′B13′F25′	Whitehvn British	T.3Cy.15″,25″&40″–27″ Earle'sCo.Ld.Hull	14 ″ 0 s ″ 9 13 ″ 6	
1912 5759 JVMC	Stockholm *A.E.Håkansson*15–15 (*ex*Potsdam) 3*Dks*(*Stl*–2ws)&*Webframes*&*Shelter* *Elec.light* Sub.Sig.Wireless	SteelTwinScSr *ss*Rot.No.3–12,11 *ss*Rot.No.1–15 *Elec.light* *dk*(*Stl*–ws)	12522 11562 7902	100A– Rot *Shelter dk with freeboard* 2,17 ~~11,15~~ LMC11,15 BS2,17			2,17	1900 5mo	Blohm& Voss Hamburg	Rederiaktieb. Sverige-Nord-amerika (Svenska AmerikaLinien)	547·1|62·1|34·6 *Promenade dk*195′ FK&BK3″ *WB*=*Cell DB*	Gothenbrg Swedish 10*BHpt Asp pt Cem*	T 6Cy.27⅞″,46⅛″&80″–55½″ 206lb (*s*) 1355NHP 4Dx3SB33*cf*GS698HS24046 Blohm&Voss,Hamburg	38 ″ 0 s 7 ″ 0 31 ″ 10	
1913 JDQH	— *O.Dieckow*92–92 1*Dk*2*trB*	IronScSr	806 604 478					1878	Rostocker Act.Ges. Rostock	Neue Dampfer-Co. Act.Ges.	200·8|27·4|14·7 P104′ F31′ *WB*	Stettin German	C.2Cy.23⅝″&47⅛″–27⅝″ NB04 98NHP RostockerA.G.,Rostock		G
1914 RGTF	— *J.Mühlmann* –11 *Well deck*	IronScSr 1*Dk*	618 443 340				...	1885	Reiherst'g Schiffsw. Hamburg	H.M.Gehrckens	180·4|27·1|13·6 Q56′ B50′ F25′ *WB*	Hamburg German	C.2Cy.25″&47″–33″ NB12 106NHP Reiherst.Maschinenf.Ham		G
1915 132111 HTFS	Stockport *C.I.Coombe*96–11 Snb.S g. 1*Dk*(*Stl*–ws)&*pt deep framing* *Elec.light* *Lower dk in Nos.* 1 & 3 holds	SteelScSr	1637 1098 882	✠100A1 Gms *q* 5,14 ~~Cem.Inc 10,12~~ ✠LMC12,15			3,17	1911 7mo *Lloyd's*	Earle'sCo. Ld. Hull *SA&CP*	GreatCentralRly. *WB*=*DB*	265·0|36·0|17·4 P41′B115′F33′ BK9″ *a*54′*uE*21′*f*111′295*t*	Grimsby British 5*BHCem*	T.3Cy.22″,35⅞″&60″–42″ (*a*) 180lb *100lb* 309NHP 2SB,*6cf*,GS144,HS5540 *APT*33*t* Earle'sCo.Ld.Hull	18 ″ 6 s 1 ″ 10 17 ″ 10	
1916 133565 JHFR	Stockwell *G.C.Douglas* –14 *Elec.light*	SteelScSr 2*Dks*(*Stl*)	5643 5361 3568	✠100A1 Liv *q*† ~~9,17 9,16~~ 9,17 Cal Mdb ✠LMC11,14			5,17	1914 11mo *Lloyd's*	Sir J.Laing &Sons,Ld. Sunderland *SA&CP*	WellLine,Ld. *Intermediate B Hin No.2*	425·0|53·9|30·4 P35′B122′F46′ FK *hold dispensed with* *WB*=*CellDBa*1	Newcastle British *Cem* 6*BHonly*	Q1Cy25¼″,36″52⅝″&76″–54″ 220lb *180lb* (*s*) 664NHP 3SB,*12cf*,GS214,HS9657 FD N.E.MarineEng.CoLdNwc *f*181′1143*t*FPT90*t*APT50*t*	33 ″ 0 s 7 ″ 1 26 ″ 3	
1917 109845 JMQR	Stoic *S.Campbell* –12	SteelScK *ss*Gms.No.3–10,11 *ss*Gms.No.1–16 1*Dk*	200 182 80	✠100A1 Gms *Stm Trawler* 10,16 ✠NB98,*refitted*08 LMC10,16			N10,16	1899 1mo *Lloyd's*	Earle'sCo. Ld. Hull *SA&CP*	GrimsbySteam FishingCo.Ld.	115·1|21·5|11·2 Q46′F19′ BK7½″	Grimsby British 3*BHCem*	T.3Cy.12½″,21″&36″–22″ (*s*) 190lb *Emade*94*ftd*99 63RHP 1SB,*2cf*,GS33,HS880 Earle'sCo.Ld.Hull	12 ″ 0	
1918 ~~WJND~~ MRBQ	Stokesley *P.B.Persen*17–17 ~~*D.Olsen*~~ ~~Register 17~~ *Well deck*	IronScSr *ss*Ply.2ndNo.3–7,06 *ss*Shl.No.2–15 1*Dk*(*Irn*)2*trB* *Cargo battens not fitted*	1090 ~~835~~ 523	✠100A1 Cff *n* 14,16 LMC MS10,14 ~~BS10,15~~ 11,15			10,15	1883 2mo *Lloyd's*	R.Craggs& Son Middlesbro' A&CP	D.S.A.S."Adme" (C.H.Engelhart& E.I.Hansen,*Mgrs.*) *WB*=*Cell D*	226·6|32·0|13·5 Q88′B60′F28′ BK8″ *B* 196′293*t*FPT40*t*	Chrstiania Norwegian 4*BHCem*	C.2Cy.26″&48¼″–36″ (*b*) 80lb *80lb* NDB98 110NHP 1SB,*3pf*,GS48,HS1734 *APT*48*t* Wstgrth,Englsh&Co.Mdb.	16 ″ 0 s 1 ″ 4 15 ″ 5	
For full particulars See No. 27 in Supplement															
1919 MNTS	Stokke *N.Aanonsen*16–16 *Elec.light*	SteelSc (*ex*Standford) 1*Dk*	1823 1630 1107					1916	Akties.Sör-landetsSkbs. Fevig	Akties.Stokke (C.N.Stensholt)	265·0|42·1|17·9 P22′B71′F29′	Tönsberg Norwegian *WB*	T.3Cy.20½″,33″&56″–36″ 188NHP Fredrikstad M.V.Frdstad		N

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NIP=Horse power by Society's formulæ; RIP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of P. of Trade Cert.
1920 RSNT	**Stolberg** Steel Sc Sr *T.Schuldt* 94–13 *Elec.light* 2 *Dks* (*Stl*) 3 *rd dk in No.1 hold* *Well deck* Wireless	5886 5489 3683	✠ — 2,17 ✠	Ham	*b* †		1913 1mo	Flensburg r Schiffsb.Ges. Flensburg	Deutsch-Austral. Dmpfsch.Ges. *WB=CellDBa155′u*	450·0 | 58·2 | 27·0 P&B375′F35′ *E&B72′f173′1615t*	Hamburg German FK	T.3Cy.30⅝″,50⅝″&84″–54″ 750NHP *8BHCem* 4SB,*12cf*,GS264,HS11219FD *EPT48t* Sandefjord FlensburgerSchiffsb.Ges.	29 ″ 6	
1921 MLSN	**Stolt** Steel Sc 3 Mst Sr ~~4 Windsor 16 Belgau 17~~ *Mchy.Aft* *A M.Belgau* 17–17 1 *Dk*(*Stl*) *Now named "Marit," See No. 115 in Supplement*	497 337 245	✠ 100A1 ~~6,17 Dmg 2,18~~ ✠ LMC11,15	Cff	*g*		1915 11mo	N V Schpsw DeMerwede Hardinxveld A&CP	A/S. "Stolt" (Chr. Christensen, Jr. A/S.) *WB=*	156·7 | 25·2 | 10·9 Q97′F20′ *FPT43t*	Farsund Norwegian FK	T.3Cy.13″,20″&33″–24″ (*s*) 180lb 74NHP 3SB,*3pf*,GS51,HS1364 Verschure&Co.Ams.	11 ″ 11 s 4 ″ 6 11 ″ 7	
1922 73735 WVBQ	**Stonehenge** Iron Sc 3 Mst Sr *E.Jones* 16–16 *ss* Sld.No.2–85 *Mchy.Aft* (*ex* Fenton) 1 *Dk*(*Irn*)	732 584 444	✠ 7,86	Sld	*l*		1876 10mo	Austin & Hunter Sunderland	John Harrison, Ld. *WB=CellDB126′214t*	200·8 | 30·9 | 14·1 Q94′F26′	Liverpool British	C.2Cy.26″&48″–33″ NB97 90RHP *3BHCem* G.Clark, Sunderland	14 ″ 11	
1923 599 JBRK	**Stor Erik** Steel Sc Sp *L.O.Sikström* –04 1 *Dk*	110 97 34					1893	Jönköpngs Mek.Verkst. Jönköping	Gideå-Husum Aktieb. (Frans Kempe, *Mgr.*)	85·9 | 19·8 | 10·1 H13*t* F8′	Husum Swedish	C.2Cy.17″&29¾″–17½″ 31NHP JönköpingsMek.Verkst.		
1924 HDJT	**Storaker** Steel Sc Sr *E.Gerrard* (*ex* Aker) 1 *Dk* 2 *tr B&W e frames*	2976 2784 1896			…		1899	Ropner & Son Stockton	Akties. Christiansand (S.O.Stray & Co. *Mgrs.*) FK	325·0 | 48·0 | 21·9 P31′B166′F36′ *WB*	Xiansand Norwegian	T.3Cy.24″,38″&64″–42″ 278NHP SirC.Furness, Westgarth & Co Ld.Mdb.	24 ″ 3	N
1925 MJHS	**Stord** Steel Sc Sr *E.Bjotvedt* *Elec.light* 1 *Dk*	376 201 192					1913	Laxevaags Msk.&Jrnskb Bergen	Hardanger Söndhordlandske Dampskibsselskab	144·5 | 23·8 | 9·1 P107*t* H20*t* F45*t*	Bergen Norwegian *Wb*	T.3Cy.13½″,22″&35″–25″ 61NHP LaxevaagsMsk&Jrns.Bgn		
1926 NLDK	**Store-Bælt** Steel Pad *A.Greiffenberg* (*Ferry*) *Elec.light*	1114 1036 447					1900	Burmeister & Wain Copenhagen	De Danske Statsbaner	274·7 | 34·7 | 15·2	Korsör Danish	C.4Cy.34″&62″–54″ 470NHP Burmeister&Wain,Cpn.		
1927 NSLJ	**Store Nordiske** Iron Sc Sr *Cable Vessel* Wireless *C.F.T.Tofte* 10–13 1 *Dk&Hurdk*	832 489 621					1880	Burmeister & Wain Copenhagen	Acties. Store Nordiske Telegraf Selskab *WB*	192·0 | 29·1 | 13·5 20·4	Copnhagn Danish	C.4Cy.21″&42″–30″ 161NHP Burmeister&Wain,Cpn.		
1928 NSGP	**Storebelt** Iron Sc Sr *J.Lauritzen* –87 *Ref.Mchy.* 2 *Dks&Hurdk*	599 499 292					1880	Lobnitz, Coulborn & Co Renfrew	Det Forenede DampskibsSelsk.	189·8 | 27·1 | 14·1 P42*t* F33*t* 20·9 *WB*	Odense Danish	C.2Cy.32″&60″–36″ 180NHP Lobnitz,Coulborn&Co.Rnf		
1929 131272	**Storeton** Steel Twin Sc *Elec.light* 1 *Dk*(*pt Stl–teak s*)	342 339 89	✠ *For River & Ferry purposes* 6,10 ✠	Ayr			1910 6mo	Ailsa S.B. Co.Ld. Ayr	Municipal Corporation of Birknhead FK *WB=DTa12′*	145·5 | 32·1 | 10·5 *Promenade dk* 125′ *73t DTf8′35t*	Liverpool British	T8Cy (2) 13″(2) 21″&(4) 23½″ –20″ 127NHP 2SB,*6cf*,GS80,HS2606 AilsaS.B.Co.Ld.Troon	11 ″ 0	BT till 7,17
1930 MLRW	**Storfjeld** Steel Sc Sr *J.Röd* 15–15 (*ex* Dordrecht) 1 *Dk*	2198 2034 1357					1899	Schpw.v. Jan Smit, Czn. Alblasserdm	Dpsk.Akties. Storfjeld (H.Grieg Martens)	293·0 | 42·8 | 19·9 P32′B71′F34′	Bergen Norwegian *WB*	T.3Cy.21½″,35½″&58″–39″ 210NHP N.E.MarineEngCoLd Nwc		V
1931 JRFL	**Storfjord** Iron Sc Sr *T.Johnsen* (*ex* Silloth)	387 242 225			…		1856	..... Pt.Glasgow	Acties. Söndmöre Dampskibsselsk	149·7 | 21·2 | 11·5 P103*t* H14*t* F40*t*	Aalesund Norwegian	C.2Cy.19″&36″–27″ NB97 NE79 56NHP D.Rollo&Sons,Liverpool		
1932 JKLF	**Storfond** Steel Sc Sr *G.A.Waage* 91–13 *ss* Rot.No.3–2,11 *ss* N.Yk.No.1–15 1 *Dk*(*Stl*) & *Spar dk*(*Stl*) & *deep framing*	3482 3291 2256	✠ 100A1 *Spar dk* 3,18 3,17 ~~BS8,16~~ ✠ LMC6,15	Cff Bal BS8,17	*w*	~~4,16~~ 3,18	1898 10mo	Russell & Co. Pt.Glasgow A&CP *W*	Damps.Storfonds Acties. (Sigval Bergesen) *B=CellDBa110′*	339·0 | 45·9 | 17·8 P20′B72′F36′ 25·8 FK *uE&B36′f142′792t*	Stavanger Norwegian *6BHCem* *APT56t*	T.3Cy.24½″,39″&65″–45″ (*s*) 180lb *100lb* NDB12 301NHP 2SB,*6rf*,GS118,HS4520 FD Rankin&Blackmore,Grk.	28 ″ 5 s 5 ″ 7½ 23 ″ 2	
1933 MPNL	**Storhaug** Steel Sc Sr *B.Pedersen* 15–15 (*Trawler*) (*ex* Svea, *ex* North City) 1 *Dk*	120 114 55			…		1890	J.Duthie Sons&Co. Aberdeen	R.Krövel	98·3 | 19·9 | 10·4 H6*t* BK6½″	Aalesund Norwegian	C.2Cy.15½″&34″–24″ 47NHP BlaikieBros.Aberdeen	10 ″ 10	
1934	**Storholmen** Steel Sc Sr *L.Nordstrand* –17 (*Fishing*) 1 *Dk*	125					1917	Rosenberg Mek.Værk. Stavanger	L.Norstrand	98·5 | 19·9 | 9·9	Aalesund Norwegian	C.2Cy.9½″&18″–16″ 25NHP Rosenberg M.V.Stavanger		
1935 17 SKDZ	**Storione** Iron Sc (*ex* Capri, *ex* Il Favorito) 1 *Dk*	196 176 118					1873	..... Fiume	A.Farcelloni	144·3 | 19·2 | 14·8	Taranto Italian	C.2y.15½″&27″–18½″ NE&B04 27NHP FonderiaFratte,Palermo		
1936 118473 WFBM	**Stork** Steel Sc Sr *T.W.Dyer* *ss* Lon.No.2–13 1 *Dk*(*pt Stl & pt Irn*) & *lower dk*(*pt Stl*) *Web frames aft & pt Awng dk*(*Irn-ptws*)	2029 1466 1291	✠ 100A1 *pt Awng dk with freeboard* 5,16 ~~Examined 2,17~~ MS12,17 ~~BS5,17 BS5,16~~ ~~LMC16~~	Sws	*r*	11,16	1904 8mo	Ropner & Son Stockton *Lloyd's*	General Stm.Nav. Co.Ld. *WB=CellDB*	270·0 | 38·2 | 17·7 P27′Q66′ *ptAwngdk177′* FK *a74′ uE&B38′f110t*	London British *6BHCem* *408t FPT72t*	T.3Cy.22″,35″&59″–39″ (*r*) 170lb *100lb* 257NHP 2SB,*6cf*,GS131,HS4338 Richardsons,Westgarth& *APT28t* Co.Ld.Mdb.	20 ″ 0 s 9 ″ 1 19 ″ 0	
1937 120633 HDVG	— Steel Twin Sc Sr *J.R.F.M.Holker* –17 (*Tug*) 1 *Dk*	278 207 107					1905	Hawthorns & Co.Ld. Leith	The Union-Castle Mail S.S.Co.Ld.	115·5 | 24·1 | 10·4	London British *WB*	T.6Cy.8¼″,14″&22″–20″ 70RHP Hawthorns&Co.Ld.Leith		
~~Laundered~~ 1938 WKLS	**Storli** *Corneliussen* 17–17 Steel Sc Sr ~~*Pettemann* 16–16~~ *ss* Pir.2nd No.3–11,14 (*ex* Gelda, 1 *Dk*(*pt Stl pt Irn*) *ex* Leonidas & Eleni, & *Web frames* *Well deck* *ex* Aldersgate)	2140 1812 1382	✠ ~~100A1~~ 12,16 ~~BS10,16~~ ~~LMC11,14~~	Mdb	*s*	12,16	1889 6mo	C.S.Swan & Hunter Newcastle A&CP	~~Ellingsen &~~ Johannessen A/S.D/S.Storli (A/S. Rederiet Odfjell)	289·5 | 39·0 | 21·1 P29′Q7s′B124′F33 BK10″ *Cel DB152′ 310t*	Bergen Norwegian *5BHCem* *APT25t*	T3Cy.22½″,36½″&60″–39″ (*s*) 160lb *80lb* NDB06 240NHP 2SB,*6cf*,GS89,HS3826 Blair&Co.Ld.Stockton	22 ″ 3 ~~s 1 ″ 8½~~ ~~21 ″ 5~~	
1939 67816 PJBH	**Storm** Iron Sc Sr *R.J.Elliot* –11 *ss* Goo.2nd No.3–6,00 (*ex* Rosa) *ss* Liv.No.2–09	440 396 264	✠ 7,13 ✠ NB12,96	Dub	*h*		1875 5mo	Goole E.& S.Co. Goole	Sligo S.N.Co.Ld	180·5 | 26·0 | 11·5 P96′F22′ BK7″	Sligo British *5BHCem*	C.2Cy.23½″&42″–28″ 80RHP 1SB,*3pf*,GS54,HS1400 GooleEng.Co.Goole	12 ″ 1	
1940 118090 VRSD	— Steel Sc Sr *J.C.Cowan* –16 ~~*ss* Ddn.No.2–12~~ *Well deck* *ss* Win.No.3–~~1,17~~ 1 *Dk*(*Stl*)	405 284 186	✠ 100A1 ~~5,17 1,16~~ 1,18 ~~Ddn~~ ~~BS1,16~~ ✠ LMC~~10,16~~ 1,18 ~~1,17~~	Lyt	*f*	~~1,16~~ 1,17	1904 3mo	Langeveld & Van Vliet Hardinxveld Holland *Lloyd's*	Canterbury Steam Shipping Co.Ld.	140·0 | 24·3 | 11·0 Q70′B14′F19′ FK *WB=FPT56t*	Lyttltn NZ British *4BHCem* *APT27t*	C.2Cy.18″&36″–24″ (*s*) 100lb *70lb* 70RHP 1SB,*2pf*,GS36,HS1117 MacColl&Pollock,Ld.Sld.	11 ″ 9 s ″ 8½ 11 ″ 3	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. / Ex-nom, s'il y a lieu. / Visites Périodiques. / Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Entretenement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L. R. Durée Cert. Tonnage.
1941 89197 KGPQ	**Storm Cock** *H.Bladen* –12 (*ex*Red Rose)	IronScSr 1*Dk*	215 182 11			...		1885	E.Finch&Co.Ld. Chepstow	LiverpoolScTowng&LighterageCo. (G.R.Nicholson)	115·5 | 22·0 | 12·0 BK6½			Liverpool British	C.2Cy.23″&44″–30″ NB07 99RHP Pearson&Co.Glasgow		
1942 99586 MVPB	— *R.Bettess* –16	IronScK (*Trawler*) 1*Dk*	151 140 63			...		1892	Cook,Welt'n&GemmellHull	Armitage'sSteamTrawlingCo.Ld. (GTArmitage,*Mg*)	104·0 | 20·6 | 11·0 Q24′ BK7½″			Hull British	T.3Cy.12½″,19½″&31½″–22½″ NB16 50RHP C.D.Holmes&Co.,Hull	11 ″ 10	
1943 88985 RLDH	— *J.McNab* –99	WoodScSp 1*Dk*	148 148 101					1885	Callen Bros Stockton,N.S.W.	J.&A.Brown	130·6 | 20·8 | 10·2			Newcastle N.S.W. British	C.2Cy.23″&46″–33″ 90RHP Hall,Russell&Co.,Abrdeen		
1944 88683	**Storm King** *H.D.Farris* –01 cf *Salted*	WoodSc (*Tug*) 1*Dk*	108 85 73	4,85	St.J	10		1885 2mo	A.L.Ruddock Portland,N.B	CanadianGovernment	83·4 | 20·2 | 9·2 H22*t*			Chthm N.B British	C.2Cy.18″&30″–24″ 41RHP AllanBros.,St.John		
1945 93205	**Stormlight** *C.Murray* –13 *Mchy.Aft*	SteelScSr 1*Dk*	118 98 49					1888	Scott&Co. Greenock	Ross&Marshall,Ld.	86·3 | 18·4 | 8·2 len91			Greenock British	2Cy.10″&19″–15″ 16RHP Kincaid&Co.,Greenock		
1946 139115	**Stormy** 1*Dk*(*Stl*)	SteelSc	72 70 —	✠100A– Yar *For towing purposes* 3,16 ✠LMC2,16				1916 3mo	Crabtree&Co.Ld. Gt.Yarmouth	J.W.Cook&Co.Ld.	71·2 | 18·2 | 8·9 BK5″			London British *BHCem*	T.3Cy.10¾″,17″&28″–18″ (*s*) 200lb 40RHP 1SB,*2pf*,GS36,HS1019 Crabtree&Co.Ld.Gt.Yar.	9 ″ 1	
1947 129275	**Stornoway** *J.E.Hobbs* –14 *Elec.light*	SteelScK *ss*Hul.No.1–14 1*Dk*	208 208 80	✠100A1 *StmTrawler* 7,14 ✠LMC12,13	Hul		6,13	1910 7mo *Lloyd's*	Cook,Welt'n&GemmelLd. Beverley *sA&CP*	HullSteamFishing&IceCo.Ld.	112·2 | 22·5 | 12·3 BK8″ *WB*=*APT*2*t*			Hull British *BHCem* *DTf*13′30*t*	T.3Cy.10″,17″&28″–24″ (*s*) 200lb 50RHP 1SB.*2pf*,GS27,HS835 Amos&Smith,Ld.Hull	13 ″ 2	
1948 MNDB	**Stortind** *A.M.Solnes* –17 ~~*Pet.Pedersen*16–16~~ *ss*Alx.2ndNo.3–9,15 (*ex*Lyngfjord,*ex*Evangelos,*ex*Highland Prince) 1*Dk*(*Irn*)2*trB* &*pt Awng dk*(*Irn*)	SteelScSr	2560 1936 1566	✠100A1 *pt Awng dk* *withfreeboard* 12,17 ~~2,17~~ MS9,15 ✠LMC BS ~~4,16~~ 5,1	Bal Bdx	*s*	N2,17	1890 9mo	Short Bros. Sunderland A&CP	Akties.Vestland (Johs.Leborg,*Mgr.*) *CellDB*	290·0 | 40·0 | 19·9 P31′Q82′B116′ F33′ FK a84′*f*112′454*tFPT*			~~Kristiania~~ ~~Kristiansund~~ Norwegian 6*BHCem* 65*tAPT*47*t*	Q4Cy16″20″35½″&55″–39″ (*s*) 200lb *100lb* NDB10 207NHP 2SB,*4rf*&*2cf*,GS91,HS3056 G.Clark,Ld.Sunderland	22 ″ 3 s 8 · 3½	
1949 *Elec.light*	**Storvold** *Should be "War Monarch," See No. 6 in Supplement* *Longitudinal framing*	SteelScSr	6400 5779 3960	100A1 *Shelter dk* *withfreeboard* (*Class Contemplated*)				1917	Union Iron WorksCo. Alameda,Cal.		410·0 | 56·0 | 29·5				1 Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		
1950 135507 JDGP	**Strabo** *G.W.Davies* –16 *Elec.light*	SteelScSr 2*Dks*(*Stl*)	4910 4597 3071	✠100A1 8,16 ✠LMC ~~10,15~~ 10,17	Mch	*v*	8,16	1913 10mo *Lloyd's*	A.McMillan&Son,Ld. Dumbarton *sA&CP*	LivBrazil&RPlateS.N.Co.Ld. (Lamport&Holt,Ld. *Mgrs.*) *WB*=*CellDB*	400·8 | 52·1 | 27·3 P36′B129′F48′ FK *Ba*117′*uE*&*B*42′*f*1			Liverpool British 6*BHCem* 88′955*tFPT*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb *120lb* 458NHP 3SB,*9cf*,GS180,HS7860 D.Rowan&Co.Glasgow 82*tAPT*45*tDTf*30′712*t*	30 ″ 0 s 5 ″ 8 24 ″ 9	
1951 136360	**Straide** ~~*Goldsmith*05–17~~ *Mchy.Aft* *J.H.Blair* –18 *Well deck*	SteelScK 1*Dk*(*ptStl*) *Cargo battens not fitted*	326 231 113	✠100A1 3,18 ~~3,17~~ ✠LMC3,17	Lth Bel	*e*		1917 3mo *Lloyd's*	A.Jeffrey&Co.Ld. Alloa *sA&CP*	HowdenBros.	131·7 | 23·1 | 9·6 Q47′B9′F26′ FK *FPTM*′*t*			Belfast British 3*BHCem* *APT*9*t*	C.2Cy.16½″&36″–24″ (*s*) 135lb 58RHP 1SB,*3pf*,GS44,HS1300 A.Jeffrey&Co.Alloa	10 ″ 6 s ″ 7½ 10 ″ 1	
1952 JDVW	**Stralsund I.** *C.Kollmann* 1*Dk*	IronScSr	166 123 92					1884	StettinerA.G.(v.M.&H.) Stettin	F.W.Fischer	120·5 | 18·2 | 7·9			Rostock German	C.2Cy.15″&25⅜″–12½″ 20NHP A.G."Vulcan,"Stettin		
1953 RSBM	**Strassburg** *Th.Matz* *Elec.light*	SteelTwinSc 1*Dk*	943 722 552					1911	Gebr.Sachsenberg A.G.Deutz	Hamburg-Amerik.Packetf.Akt.Ges.(Ham.-Amr.Linie)	216·5 | 32·9 | 10·7 Q73′B43′F25′			Hamburg German *WB*	C.4Cy.12½&24″–17⅞″ 40NHP GbrSachsenbrgA.G.Rsslau		G
1954 QHMC	— *H.Woltjes*12–12	SteelScSr (*Trawler*) 1*Dk*	223 190 81					1902	G.Seebeck Akt.Ges.Bremerhaven	DeutscheDmpfischereiGes.Nordsee	122·1 | 22·8 | 11·8 Q60′F20′			Nordenhm German *WB*	T.3Cy.12″,19 3/32″&31½″–23⅝″ 48NHP G.Seebeck A.G.Bremerhvn		G
1955 133622	**Strathafton** *B.W.Nutten*10–13	SteelScK 1*Dk*	209 208 81	✠100A1 *StmTrawler* 3,13 ✠LMC3,13	Abn			1913 3mo *Lloyd's*	Hall,Russell&Co.Ld. Aberdeen *sA&CP*	Abn.Stm.Trawling&FishingCo.Ld. (J.Brown,*Mgr.*)	115·3 | 22·1 | 12·2 BK7½″			Aberdeen British 3*BHCem*	T.3Cy.12″,20″&34″–23″ (*r*) 180lb 74RHP 1SB,3*pf*,GS39,HS1347 Hall,Russell&Co.Ld.Abn.	13 ″ 0	
1956 118194	**Strathairlie** *R.MainCraig* –14	SteelScK (*Trawler*) 1*Dk*	193 183 75			...		1905	Hall,Russell&Co.Ld. Aberdeen	R.MainCraig (R.Irvin&Sns.Ld.*Mgrs.*)	110·2 | 21·9 | 11·7 BK7½″			Aberdeen British	T.3Cy.12″,20″&33″–21″ 67RHP Hall,Russell&Co.Ld.Abn.	12 ″ 8	
1957 127141	**Strathalladale** *R.J.Chittleburgh*07–14 1*Dk*	SteelScK *ss*Abn.No.1–12	199 188 77	✠100A1 *StmTrawler* 2,15 BS7,14 ✠LMC8,12	Abn		7,14	1908 1mo *Lloyd's*	Hall,Russell&Co.Ld. Aberdeen *sA&CP*	Abn.Stm.Trawling&FishingCo.Ld. (J.Brown,*Mgr.*)	113·2 | 22·0 | 11·6 BK7½″			Aberdeen British 3*BHCem*	T.3Cy.12″,20″&33″–21″ (*r*) 160lb 67RHP 1SB,*2pf*,GS36,HS1254 Hall,Russell&Co.Ld.Abn.	12 ″ 7	
1958 112924	**Strathallan** *J.Lyle* –16 1*Dk*	SteelScK (*Trawler*)	175 175 67			...		1900	Hall,Russell&Co.Ld Aberdeen	W.Lyle	108·1 | 21·6 | 11·5 BK7½″			Granton British	T.3Cy.12½″,20″&33″–21″ 55RHP Hall,Russell&Co.Ld.Abn.	12 ″ 1	
1959 139792	**Strathalva** 1*Dk*	SteelScK	215 201 93	✠100A1 *StmTrawler* 2,17 ✠LMC2,17	Abn			1917 2mo *Lloyd's*	Hall,Russell&Co.Ld. Aberdeen *sA&CP*	Abn.Stm.Trawling&FishingCo.Ld. (J.Brown,*Mgr.*)	117·7 | 22·1 | 12·2 BK7½″			Aberdeen British 3*BHCem* *DBf*29′19*t*	T.3Cy.12″,20″&34″–23″ (*r*) 180lb 74RHP 1SB,3*pf*,GS41,HS1347 Hall,Russell&Co.Ld.Abn.	13 ″ 0	
1960 133608	**Strathatholl** *R.H.Robinson* –14 1*Dk*	SteelScK	209 207 81	✠100A1 *StmTrawler* 7,14 ✠LMC9,12	Abn			1912 9mo *Lloyd's*	Hall,Russell&Co.Ld. Aberdeen *sA&CP*	Abn.Stm.Trawling&FishingCo.Ld. (J.Brown,*Mgr.*)	115·2 | 22·1 | 12·2 BK7½″			Aberdeen British 3*BHCem*	T.3Cy.12″,20″&34″–23″ (*r*) 180lb 74RHP 1SB,3*pf*,GS39,HS1347 Hall,Russell&Co.Ld.Abn.	13 ″ 0	
1961 123364	**Strathavon** *G.Wood* –14 1*Dk*	SteelScK *ss*Abn.No.1–11	202 191 79	✠100A1 *StmTrawler* 8,14 BS2,14 ✠LMC8,14	Abn		8,14	1906 10mo *Lloyd's*	Hall,Russell&Co.Ld. Aberdeen *sA&CP*	Abn.Stm.Trawling&FishingCo.Ld. (J.Brown,*Mgr.*)	113·0 | 21·9 | 11·7 BK7½″			Aberdeen British 3*BHCem*	T.3Cy.12″,20″&33″–21″ (*r*) 160lb 67RHP 1SB,*2pf*,GS36,HS1254 Hall,Russell&Co.Ld.Abn.	12 ″ 7	

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 Built. By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NIP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. List of Trade Cert.
1962	**Strathavon** Steel&IronScYl *L.Groen* *ss*Ams.No.3–3,04 (*ex*Curlew) *ss*Ymu.No.2–12 1*Dk* *Irn framing.Stl plating*	157 150 50	✠100A1 *StmTrawler* 1,15 ~~Examined 9,17~~ ~~BS1 ~~10~~ 9,17~~ MS6,17	Ams	~~1,15~~ 6,17	1892 1mo *Lloyd's*	Mackie & Thomson Glasgow	~~N.V.Algemeene~~ N.V. Maats. Kon. Nederl. Stoomboot Mij. De Merwede	100·5|20·5|10·7 Q19′F19′ BK7½″	Ymuiden Dutch	T.3Cy.12″,19″&31″–22″ (*s*) 160lb 48NHP 1SB.*2pf*,GS34,HS750 Muir&Houston,Glasgow	11 ″ 11	
1963 114190	**Strathblane** SteelScK *F.O.Sheekey* –13 *ss*Abn.No.3–4,12 1*Dk*	186 175 73	✠100A1 *StmTrawler* 10,14 BS10,14 ✠LMC4,12	Abn	10,14	1901 8mo *Lloyd's*	Hall, Russell&Co.Ld. Aberdeen	G.F.I.P.Taylor	108·8|21·8|11·5 BK7½″	Aberdeen British	T.3Cy.12½″,20″&33″–21″ (*s*) 140lb 56RHP 1SB.*2pf*,GS36,HS992 Hall,Russell&Co.Ld.Abn.	12 ″ 1	
1964	**Strathbogie** Steel&IronScYl *Jos.Zwart* *ss*Ams.No.3–3,04 (*ex*Kestrel) *ss*Ams.No.2–12 1*Dk Irn framing,Stl plating*	157 150 50	✠100A1 *StmTrawler* 10,13 ~~Examined 8,17~~ ~~✠NB9 6 revisited 8,12~~ ~~BS6,17 ✠LMC6,12~~	Ams	N5,16	1892 1mo *Lloyd's*	Mackie& Thomson Glasgow	N.V.Algemeene Viss.Maats.	100·5|20·5|10·7 Q19′F19′ ptND10 BK7½″	Ymuiden Dutch	T.3Cy.10″,19″&31″–22″ (*s*) 160lb 56NHP 1SB.*2cf*,GS31,HS1000 Muir&Houston,Glasgow	11 ″ 11	
1965 137180	**Strathbran** SteelScK *W.N.Coates*02–15 1*Dk*	212 199 91	✠100A1 *StmTrawler* 11,15 ✠LMC11,15	Abn		1915 11mo *Lloyd's*	Hall, Russell&Co.Ld. Aberdeen	Abn.Stm.Trawling &FishingCo.Ld. (J.Brown,*Mgr.*)	115·7|22·3|12·1 BK7½″ *WB=DB*	Aberdeen British	T.3Cy.12″,20″&34″–23″ (*r*) 180lb 74RHP 1SB.*3pf*,GS39,HS1347 Hall,Russell&Co.Ld.Abn.	13 ″ 0	
1966 133623	**Strathcarron** SteelScK *H.E.Nutten*11–13 1*Dk*	209 208 81	✠100A1 *StmTrawler* 3,13 ✠LMC5,13	Abn		1913 3mo *Lloyd's*	Hall, Russell&Co.Ld. Aberdeen	Abn.Stm.Trawling &FishingCo.Ld. (J.Brown,*Mgr.*)	115·3|22·1|12·2 BK7½″	Aberdeen British	T.3Cy.12″,20″&34″–23″ (*r*) 180lb 74RHP 1SB.*3pf*,GS39,HS1347 Hall,Russell&Co.Ld.Abn.	13 ″ 0	
1967 133634	**Strathclova** SteelScK *H.Bowman*09–13 1*Dk*	210 208 82	✠100A1 *StmTrawler* 2,14 ✠LMC10,15	Abn		1913 10mo *Lloyd's*	Hall, Russell&Co.Ld. Aberdeen	Abn.Stm.Trawling &FishingCo.Ld. (J.Brown,*Mgr.*)	115·8|22·1|12·2 BK7½″	Aberdeen British	T.3Cy.12″,20″&34″–23″ (*r*) 180lb 74RHP 1SB.*3pf*,GS39,HS1347 Hall,Russell&Co.Ld.Abn.	13 ″ 0	
1968 133631	**Strathclunie** SteelScK *J.H.Richardson* –14 1*Dk*	211 208 82	✠100A1 *StmTrawler* 2,15 ✠LMC9,13	Abn		1913 9mo *Lloyd's*	Hall, Russell&Co.Ld. Aberdeen	Abn.Stm.Trawling &FishingCo.Ld. (J.Brown,*Mgr.*)	115·8|22·1|13·0 BK7½″	Aberdeen British	T.3Cy.12″,20″&34″–23″ (*r*) 180lb 74RHP 1SB.*3pf*,GS39,HS1347 Hall,Russell&Co.Ld.Abn.	13 ″ 0	
1969 139789	**Strathcoe** SteelScK 1*Dk*	215 201 93	✠100A1 *StmTrawler* 12,16 ✠LMC12,16	Abn		1916 12mo *Lloyd's*	Hall, Russell&Co.Ld. Aberdeen	Abn.StmTrawling &FishingCo.Ld. (J.Brown,*Mgr.*)	117·7|22·1|12·2 BK7½″	Aberdeen British	T.3Cy.12″,20″&34″–23″ (*r*) 180lb 74RHP 1SB.*3pf*,GS41,HS1347 *DBf* 29′19*t* Hall,Russell&Co.Ld.Abn.	13 ″ 0	
1970 118199	**Strathdee** SteelScK *J.R.Grimmer* –15 *ss*Abn.No.2–14 1*Dk*	193 182 74	✠100A1 *StmTrawler* 2,15 ✠LMC7,14	Abn	7,14	1906 3mo *Lloyd's*	Hall, Russell&Co.Ld. Aberdeen	Abn.StmTrawling &FishingCo.Ld. (J.Brown,*Mgr.*)	110·5|21·8|11·7 BK7½″	Aberdeen British	T.3Cy.12″,20″&33″–21″ (*r*) 160lb 67RHP 1SB,*2pf*,GS36,HS1254 Hall,Russell&Co.Ld.Abn.	12 ″ 7	
1971	— SteelScSr *W.Zwaan* –08 *ss*Ymu.2ndNo.3–4,17 1*Dk*	139 139 43	✠100A1 *StmTrawler* 4,17 ✠NB12,06 ✠LMC ~~BS6,17~~ MS4,17 ~~D6,18~~	Ymu	2,17	1890 10mo *Lloyd's*	JScott&Co Kinghorn	N.V.Algemeene Viss.Maats.	100·0|20·1|10·6 ptND11 BK6½″	Ymuiden Dutch	T.3Cy.11″,17′&30″–20″ (*s*) 160lb 46NHP 1SB.*2pf*,GS36,HS775 J.Scott&Co.,Kirkcaldy	11 ″ 1	
1972 129364	**Strathderry** SteelScK *Yorston* 1*Dk*	193 192 74	✠100A1 *StmTrawler* 10,14 ✠LMC8,11	Shl	10,13	1911 8mo *Lloyd's*	Hall, Russell&Co.Ld. Aberdeen	Abn.Stm.Trawling &FishingCo.Ld. (J.Brown,*Mgr.*)	112·8|21·9|11·7 BK7½″	Aberdeen British	T.3Cy.12″,20″&33″–21″ (*r*) 160lb 67RHP 1SB.*2pf*,GS36,HS1254 Hall,Russell&Co.Ld.Abn.	12 ″ 7	
1973 137182	**Strathdevon** SteelScK 1*Dk*	212 199 91	✠100A1 *StmTrawler* 11,15 ✠LMC11,15	Abn		1915 11mo *Lloyd's*	Hall, Russell&Co.Ld. Aberdeen	Abn.Stm.Trawling &FishingCo.Ld. (J.Brown,*Mgr.*)	115·7|22·3|12·1 BK7½″ *WB=DTf* 29′19*t*	Aberdeen British	T.3Cy.12″,20″&34″–23″ (*r*) 180lb 74RHP 1SB.*3pf*,GS39,HS1347 Hall,Russell&Co.Ld.Abn.	13 ″ 0	
1974 98567	**Strathdon** SteelScSr *G.A.Good* –17 *ss*Abn.No.3–2,06 *ss*Abn.No.1–11 1*Dk*	155 140 57	✠ *StmTrawler* 12,13 ✠	Abn		1891 11mo	Hall, Russell&Co. Aberdeen	G.F.Sleight	102·8|20·2|10·6 Q21′F17′ ptND06 BK7½″	Grimsby British	T.3Cy.13″,19″&30″–20″ 60RHP 1SB,*2pf*,GS28,HS818 Hall,Russell&Co.Abn.	11 ″ 2	
1975 121282 HFGK	**Strathearn** SteelScSr *J.Cann* –17 *ss*Rot.No.2–15 1*Dk*(*Stl*)&*Spardk*(*Stl*)& *deepframing*	4419 4106 2845	✠100A1 *Spar dk* 9,17~~12,15~~ ~~BS12,15~~ ✠LMC7,~~14~~ 9,17	Rot NYk	*x* ~~9,15~~ N9,17	1906 1mo *Lloyd's*	Grngem'th &Greenock DockyardCo. Greeno ck	StrathearnS.S.Co. Ld.(Burrell&Son) *WB=CellDBa* 114′ *uE*	370·0|52·2|17·5 P25′B92′F41′ 25·5 FK	Glasgow British	T.3Cy.25″,41″&68″–48″ (*s*) 180lb 353NHP 3SB,*9cf*,GS199,HS5510 J.G.Kincaid&Co.Greenock 1115*tDTf*24′610*tAPT*123*t* &*B*44′*f*162′	28 ″ 0	
1976 108656	— SteelScK *G.Cook* –17 (*Trawler*) 1*Dk*	152 152 56			...	1898 *Lloyd's*	Hall, Russell&Co. Aberdeen	T.L.Devlin	102·1|21·6|10·9 BK6½″	Granton British	T.3Cy.12½″,19″&31″–21″ 49RHP Hall,Russell&Co.Abn.	11 ″ 7	
1977 137152	**Strathebrie** SteelScK *J.E.Peek*06–14 1*Dk*	210 208 90	✠100A1 *StmTrawler* 7,14 ✠LMC7,14	Abn		1914 7mo *Lloyd's*	Hall, Russell&Co.Ld. Aberdeen	Abn.Stm.Trawling &FishingCo.Ld. (J.Brown,*Mgr.*)	115·5|22·1|12·1 BK7½″	Aberdeen British	T.3Cy.12″,20″&34″–23″ (*r*) 180lb 74RHP 1SB,*3pf*,GS39,HS1347 Hall,Russell&Co.Ld.Abn.	13 ″ 0	
1978 123372	**Stratheden** SteelScK *W.Laing* –15 *ss*Abn.No.1–11 1*Dk*	201 190 77	✠100A1 *StmTrawler* 8,14 BS8,14 ✠LMC6,11	Abn	8,14	1906 11mo *Lloyd's*	Hall, Russell&Co.Ld. Aberdeen	Abn.Stm.Trawling &FishingCo.Ld. (J.Brown,*Mgr.*)	112·6|21·9|11·7 BK7½″	Aberdeen British	T.3Cy.12″,20″&33″–21″ (*r*) 160lb 67RHP 1SB,*2pf*,GS36,HS1254 Hall,Russell&Co.Ld.Abn.	12 ″ 7	
1979 133633	**Strathella** SteelScK *J.Reid*07–13 1*Dk*	210 207 82	✠100A1 *StmTrawler* 7,14 ✠LMC10,13	Abn		1913 10mo *Lloyd's*	Hall, Russell&Co.Ld. Aberdeen	Abn.Stm.Trawling &FishingCo.Ld. (J.Brown,*Mgr.*)	115·8|22·1|12·2 BK7½″	Aberdeen British	T.3Cy.12″,20″&34″–23″ (*r*) 180lb 74RHP 1SB,*3pf*,GS39,HS1347 Hall,Russell&Co.Ld.Abn.	13 ″ 0	
1980 137163	**Strathelliot** SteelScK 1*Dk*	211 208 93	✠100A1 *StmTrawler* 2,15 ✠LMC2,15	Abn		1915 2mo *Lloyd's*	Hall, Russell&Co.Ld. Aberdeen	Abn.Stm.Trawling &FishingCo.Ld. (J.Brown,*Mgr.*)	115·6|22·1|12·1 BK7½″	Aberdeen British	T.3Cy.12″,20″&34″–23″ (*r*) 180lb 74RHP 1SB,*3pf*,GS39,HS1347 Hall,Russell&Co.Ld.Abn.	13 ″ 0	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Ferme assigné maintenant expiré. Lettre d'Emplacement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L.R. Durée Cons. R. of Trade
1981 123373	**Stratherrick** *R.H.Robinson* –14	SteelScK ssAbn.No.1–11 1*Dk*	201 190 77	✠100A1 *StmTrawler* 2,14	Abn		7,13	1906 11mo *Lloyd's*	Hall, Russell&Co.Ld. Aberdeen *sA&CP*	Abn.Stm.Trawling &FishingCo.Ld. (J.Brown, *Mgr.*)	112·5 | 21·9 | 11·7 BK7½″			Aberdeen British	T.3Cy.12″,20″&33″–21″ (r) 160lb 67RHP 1SB.*2pf*,GS36,HS1254 3*BHCem* Hall,Russell&Co.Ld.Abn.	12 ″ 7	
				BS2,14 ✠LMC7,11													
1982 121341 HGMK	**Strathfillan** *N.Macleod* –15	SteelScSr ssCff.No.2–15 1*Dk*(*Stl*)&*Spar dk*(*Stl*) &*deep framing*	4353 4063 2816	✠100A1 *Spar dk* 9,17 ~~7,16~~	N Yk Mch	*x*	8,16 8,11	1906 6mo *Lloyd's*	W.Hamilton&Co.Ld. PortGlasgow *sA&CP*	Anglo-American OilCo.Ld. (J.Hamilton, *Mgr.*) 118′*uE&SB42′f166″*	369·8 | 52·2 | 17·5 P25′B92′F40′ 25·5 *WB*=*CellDBa* FK 1062*t DT f*24′ 605*t*			Glasgow British	T.3Cy.25″,41″&68″–48″ (*s*) 180lb 367NHP 6*BHCem* 3SB,*9cf*,GS165,HS5886 *APT*127*t* D.Rowan&Co.Glasgow	28 ″ 0 ≈ 5 ″ 5 23 ″ 0	
				✠LMC													
				MS3,15 ~~BS3,15~~ ✠LMC7,11													
				Carrying fuel oil F.Above150′F.in double bottom & deep tank													
1983 129348	**Strathfinella** *C.F.Finch* –14	SteelScK 1*Dk*	192 191 74	✠100A1 *StmTrawler* 7,14	Abn		6,13	1911 1mo *Lloyd's*	Hall, Russell&Co.Ld Aberdeen *sA&CP*	Abn.Stm.Trawling &FishingCo.Ld. (J.Brown, *Mgr.*)	113·0 | 21·9 | 11·7 BK7½″			Aberdeen British	T.3Cy.12″,20″&33″–21″ (r) 160lb 67RHP 1SB.*2pf*,GS36,HS1254 3*BHCem* Hall,Russell&Co.Ld.Abn.	12 ″ 7	
				✠LMC1,14													
1984 137164	**Strathgairn**	SteelScK 1*Dk*	211 208 93	✠100A1 *StmTrawler* 3,15	Abn			1915 3mo *Lloyd's*	Hall, Russell&Co.Ld. Aberdeen *sA&CP*	Abn.Stm.Trawling &FishingCo.Ld. (J.Brown, *Mgr.*)	115·6 | 22·1 | 12·1 BK7½″			Aberdeen British	T.3Cy.12″,20″&34″–23″ (r) 180lb 74RHP 1SB.*3pf*,GS39,HS1347 3*BHCem* Hall,Russell&Co.Ld.Abn.	13 ″ 0	
				✠LMC3,15													
1985 129365	**Strathgeldie** *A.E.Knight* –14	SteelScK 1*Dk*	192 191 74	✠100A1 *StmTrawler* 7,13	Abn		7,13	1911 8mo *Lloyd's*	Hall, Russell&Co.Ld. Aberdeen *sA&CP*	Abn.Stm.Trawling &FishingCo.Ld. (J.Brown, *Mgr.*)	112·8 | 21·9 | 11·7 BK7½″			Aberdeen British	T.3Cy.12″,20″&33″–21″ (r) 160lb 67RHP 1SB,*2pf*,GS36,HS1254 3*BHCem* Hall,Russell&Co.Ld.Abn.	12 ″ 7	
				✠LMC8,11													
1986 118195	**Strathisla** *S.Johanson* –16	SteelScK (*Trawler*) 1*Dk*	193 184 76			...		1905	Hall, Russell&Co.Ld. Aberdeen	JohnL.Green,Ld.	110·2 | 21·8 | 11·7 BK7½″			Grimsby British	T.3Cy.12″,20″&33″–21″ 67RHP Hall,Russell&Co.Ld.Abn.	12 ″ 8	
1987 104503	— *W.Liddle* –14	SteelScK (*Trawler*) 1*Dk*	154 154 60			...		1894	Hall, Russell&Co. Aberdeen	~~R.Bell~~ J.S.Boyle	102·5 | 21·6 | 10·9 BK6½″			Aberdeen British	T.3Cy.13″,19″&30″–21″ 52RHP Hall,Russell&Co.,Abn.	11 ″ 7	
1988 139791	**Strathlee** *W.Coates* –17	SteelScK 1*Dk*	215 201 93	✠100A1 *StmTrawler* 2,17	Abn			1917 2mo *Lloyd's*	Hall, Russell&Co.Ld. Aberdeen *sA&CP*	Abn.Stm.Trawling &FishingCo.Ld. (J.Brown, *Mgr.*)	117·7 | 22·1 | 12·2 BK7½″			Aberdeen British	T.3Cy.12″,20″&34″–23″ (r) 180lb 74RHP 3*BHCem* *DBf*29′19*t* 1SB,*3pf*,GS41,HS1347 Hall,Russell&Co.Ld.Abn.	13 ″ 0	
				✠LMC2,17													
1989 129347	**Strathlethen** *G.Wood* –14	SteelScK 1*Dk*	192 191 74	✠100A1 *StmTrawler* 7,13	Abn		7,13	1911 1mo *Lloyd's*	Hall, Russell&Co.Ld. Aberdeen *sA&CP*	Abn.Stm.Trawling &FishingCo.Ld. (J.Brown, *Mgr.*)	112·7 | 21·9 | 11·7 BK7½″			Aberdeen British	T.3Cy.12″,20″&33″–21″ (r) 160lb 67RHP 1SB,*2pf*,GS36,HS1254 3*BHCem* Hall,Russell&Co.Ld.Abn.	12 ″ 7	
				✠LMC1,11													
1990 137184	**Strathlochy**	SteelScK 1*Dk*	212 199 91	✠100A1 *StmTrawler* 1,16	Abn			1916 1mo *Lloyd's*	Hall, Russell&Co.Ld. Aberdeen *sA&CP*	Abn.Stm.Trawling &FishingCo.Ld. (J.Brown, *Mgr.*)	115·7 | 22·3 | 12·1 BK7½″ *WB*=			Aberdeen British	T.3Cy.12″,20″&34″–23″ (r) 180lb 74RHP 3*BHCem* *DB f* 29′19*t* 1SB,*3pf*,GS39,HS1347 Hall,Russell&Co.Ld.Abn.	13 ″ 0	
				✠LMC1,16													
1991 129451 HQDF	**Strathlorne** *W.B.Jack* –16 *Elec.light*	SteelScSr 2*Dks*	4330 4073 2803					1909	AM'Millan &Son,Ld. Dumbarton	StrathlorneS.S.Co Ld.(Burrell &Son)	376·5 | 52·2 | 25·5 P35′B100′F39′			Glasgow British	T.3Cy.25″,41″&68″–48″ 320NHP *WB* J.G.Kincaid&Co.Ld.Grk.		C
1992 126138	— *W.Dickson* –09	WoodScSr 1*Dk*	135 100 81					1909	J.Ernst& Son Nahone Bay,N.S.	Halifax&Inverness S.S.Co.Ld.	94·4 | 20·2 | 8·9			HalifaxNS British	C.2Cy.12″&24″–18″ 24RHP W.&A.Moir,Halifax,N.S.		
1993 129339	**Strathlossie** *J.Turner* –14	SteelScK 1*Dk*	193 192 74	✠100A1 *StmTrawler* 3,14	Abn		2,13	1910 8mo *Lloyd's*	Hall, Russell&Co.Ld. Aberdeen *sA&CP*	Abn.Stm.Trawling &FishingCo.Ld. (J.Brown, *Mgr.*)	113·1 | 21·9 | 11·7 BK7½″			Aberdeen British	T.3Cy.12″,20″&33″–21″ (r) 160lb 67RHP 1SB.*2pf*,GS36,HS1254 3*BHCem* Hall,Russell&Co.Ld.Abn.	12 ″ 7	
				✠LMC8,10													
1994 127142	**Strathlui** *J.Walker* –15	SteelScK ssAbn.No.1–12 1*Dk*	199 188 77	✠100A1 *StmTrawler* 9,14	Abn		9,14	1908 1mo *Lloyd's*	Hall, Russell&Co.Ld. Aberdeen *sA&CP*	Abn.Stm.Trawling &FishingCo.Ld. (J.Brown, *Mgr.*)	113·2 | 22·0 | 11·6 BK7½″			Aberdeen British	T.3Cy.12″,20″&33″–21″ (r) 160lb 67RHP 1SB,*2pf*,GS36,HS1254 3*BHCem* Hall,Russell&Co.Ld.Abn.	12 ″ 7	
				BS3,14 ✠LMC6,12													
1995 137149	**Strathmaree** *J.H.Symon*11–14	SteelScK 1*Dk*	210 207 90	✠100A1 *StmTrawler* 9,15	Lon			1914 7mo *Lloyd's*	Hall, Russell&Co.Ld. Aberdeen *sA&CP*	Abn.Stm.Trawling &FishingCo.Ld. (J.Brown, *Mgr.*)	115·5 | 22·1 | 12·1 BK7½″			Aberdeen British	T.3Cy.12″,20″&34″–23″ (r) 180lb 74RHP 3*BHCem* 1SB,*3pf*,GS39,HS1347 Hall,Russell&Co.Ld.Abn.	13 ″ 0	
				✠LMC7,14													
1996 137151	**Strathmartin** *W.H.Brett*11–14	SteelScK 1*Dk*	210 208 90	✠100A1 *StmTrawler* 1,15	Abn			1914 7mo *Lloyd's*	Hall, Russell&Co.Ld. Aberdeen *sA&CP*	Abn.Stm.Trawling &FishingCo.Ld. (J.Brown, *Mgr.*)	115·5 | 22·1 | 12·1 BK7½″			Aberdeen British	T.3Cy.12″,20″&34″–23″ (r) 180lb 74RHP 3*BHCem* 1SB,*3pf*,GS39,HS1347 Hall,Russell&Co.Ld.Abn.	13 ″ 0	
				✠LMC7,14													
1997 133609	**Strathmoray** *E.W.Heritage* –14	SteelScK 1*Dk*	209 207 81	✠100A1 *StmTrawler* 9,12	Abn			1912 9mo *Lloyd's*	Hall, Russell&Co.Ld. Aberdeen *sA&CP*	Abn.Stm.Trawling &FishingCo.Ld. (J.Brown, *Mgr.*)	115·2 | 22·1 | 12·2 BK7½″			Aberdeen British	T.3Cy.12″,20″&34″–23″ (r) 180lb 74RHP 3*BHCem* 1SB,*3pf*,GS39,HS1347 Hall,Russell&Co.Ld.Abn.	13 ″ 0	
				✠LMC9,12													
1998 106065	**Strathmore** *A.McDougall* –03	SteelPadSp	316 261 80					1897	Russell& Co. PortGlasgow	TheAdmiralty	200·5 | 24·1 | 7·7			Glasgow British	C.2Cy.23½″&47″–51″ 93RHP Rankin&Blackmore,Grk.		
1999 133630	**Strathnethy** *W.N.Coates*02–13	SteelScK 1*Dk*	211 208 82	✠100A1 *StmTrawler* 9,13	Abn			1913 9mo *Lloyd's*	Hall, Russell&Co.Ld. Aberdeen *sA&CP*	Abn.Stm.Trawling &FishingCo.Ld. (J.Brown, *Mgr.*)	115·8 | 22·1 | 12·2 BK7½″			Aberdeen British	T.3Cy.12″,20″&34″–23″ (r) 180lb 74RHP 3*BHCem* 1SB,*3pf*,GS39,HS1347 Hall,Russell&Co.Ld.Abn.	13 ″ 0	
				✠LMC9,15													
2000 118198	**Strathord** *F.Lilley* –13	SteelScK ssAbn.No.2–14 1*Dk*	195 184 76	✠100A1 *StmTrawler* 6,14	Abn		N6,14	1906 2mo *Lloyd's*	Hall, Russell&Co.Ld. Aberdeen *sA&CP*	Abn.Stm.Trawling &FishingCo.Ld. (J.Brown, *Mgr.*)	110·3 | 21·8 | 11·7 BK7½″			Aberdeen British	T.3Cy.12″,20″&33″–21″ (r) 160lb 67RHP 3*BHCem* 1SB,*2pf*,GS36,HS1254 Hall,Russell&Co.Ld.Abn.	12 ″ 8	
				✠LMC6,14													
2001 139790	**Strathrannoch**	SteelScK 1*Dk*	215 201 93	✠100A1 *StmTrawler* 1,17	Abn			1917 1mo *Lloyd's*	Hall, Russell&Co.Ld. Aberdeen *sA&CP*	Abn.StmTrawling &FishingCo.Ld. (J.Brown, *Mgr.*)	117·7 | 22·1 | 12·2 BK7½″			Aberdeen British	T.3Cy.12″,20″&34″–23″ (r) 180lb 74RHP 3*BHCem* *DBf*29′19*t* 1SB,*3pf*,GS41,HS1347 Hall,Russell&Co.Ld.Abn.	13 ″ 0	
				✠LMC1,17													

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. *Master.* Special Surveys.	3 Material, Rig, &c. *Late Name if any.* No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 Built. By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.*	15 Registers in which classed. If not in L. R. Date of Ins. of Trade Cert.
2002 137185	**Strathrye** 1 *Dk*	**SteelScK**	212 199 91	✠100A1 *Stm Trawler* 1,16 ✠LMC1,16	Abn			1916 1mo *Lloyd's*	Hall, Russell&Co. Ltd. Aberdeen *sA&CP*	Abn. Stm. Trawling & Fishing Co. Ltd. (J. Brown, *Mgr.*)	115·7 | 22·3 | 12·1 BK 7½″ *WB*= *DBf* 29′ 19*t*			Aberdeen British	T. 3 Cy. 12″, 20″ & 34″–23″ (*r*) 180 lb 74 RHP 1 SB. *3pf*, GS 39, HS 1347 Hall, Russell & Co. Ltd. Abn.	13 ″ 0	
2003 123361	**Strathspey** *E. W. Mutton* –12 *ss* Abn. No. 1–11 1 *Dk*	**SteelScK**	202 191 79	✠100A1 *Stm Trawler* 11,13 BS11,14 ✠LMC8,11	Abn		11,14	1906 8mo *Lloyd's*	Hall, Russell&Co. Ltd. Aberdeen *sA&CP*	Abn. Stm Trawling & Fishing Co. Ltd. (J. Brown, *Mgr.*)	113·0 | 21·9 | 11·7 BK 7½″			Aberdeen British	T. 3 Cy. 12″, 20″ & 33″–21″ (*r*) 160 lb 67 RHP 1 SB, *2pf*, GS 36, HS 1254 Hall, Russell & Co. Ltd. Abn.	12 ″ 7	
2004 129366	**Strathtummel** *J. Duffin* –13 1 *Dk*	**SteelScK**	210 209 83	✠100A1 *Stm Trawler* 12,13 ✠LMC9,11	Abn		12,13	1911 9mo *Lloyd's*	Hall, Russell&Co. Ltd. Aberdeen *sA&CP*	Abn. Stm. Trawling & Fishing Co. Ltd. (J. Brown, *Mgr.*)	115·2 | 22·1 | 12·2 BK 7½″			Aberdeen British	T. 3 Cy. 12″, 20″ & 34″–23″ (*r*) 180 lb 74 RHP 1 SB. *3pf*, GS 39, HS 1334 Hall, Russell & Co. Ltd. Abn.	13 ″ 0	
2005 137150	**Strathugie** *W. N. Coates* 04–14 1 *Dk*	**SteelScK**	210 208 90	✠100A1 *Stm Trawler* 7,14 ✠LMC7,14	Abn			1914 7mo *Lloyd's*	Hall, Russell&Co. Ltd. Aberdeen *sA&CP*	Abn. Stm. Trawling & Fishing Co. Ltd. (J. Brown, *Mgr.*)	115·5 | 22·1 | 12·1 BK 7½″			Aberdeen British	T. 3 Cy. 12″, 20″ & 34″–23″ (*r*) 180 lb 74 RHP 1 SB. *3pf*, GS 39, HS 1347 Hall, Russell & Co. Ltd. Abn.	13 ″ 0	
2006 129367	**Strathurie** *C. Durrant* –13 1 *Dk*	**SteelScK**	210 209 83	✠100A1 *Stm Trawler* 11,13 ✠LMC9,11	Abn		11,13	1911 9mo *Lloyd's*	Hall, Russell&Co. Ltd. Aberdeen *sA&CP*	Abn. Stm. Trawling & Fishing Co. Ltd. (J. Brown, *Mgr.*)	115·4 | 22·1 | 12·2 BK 7½″			Aberdeen British	T. 3 Cy. 12″, 20″ & 34″–23″ (*r*) 180 lb 74 RHP 1 SB, *3pf*, GS 39, HS 1334 Hall, Russell & Co. Ltd. Abn.	13 ″ 0	
2007 121337 HGJM	**Strathyre** (Detained at Emden) *D. Thomson* –13 *ss* Cff. No. 1–11 1 *Dk (Stl) & Spar dk (Stl) & deep framing*	**SteelScSr**	4416 4106 2841	✠100A1 *Spar dk* 10,13 ✠LMC MS 3.10 BS 6,14	Nwc	*x*	6,14	1906 5mo *Lloyd's*	Grngem'th & Greenock Dockyard Co. Greenock *sA&CP*	Newcastle War Risks Indemnity Association, Ld. (E. S. Scorfield & J. Ferguson, *Mgrs.*)	370·0 | 52·0 | 17·5 P 25′ B 92′ F 41′ 25·5 *WB*= *Cell DB* a 114′ *u E & B* 4 FK			Glasgow British	T. 3 Cy. 25″, 41″ & 68″–48″ (*s*) 180 lb 353 NHP 3 SB, *9cf*, GS 199, HS 5510 J. G. Kincaid & Co. Greenock 4′ *f* 162 1115*t* *DT f* 24′ 610*t* *APT* 123*t*	28 ″ 0 s 5 ″ 5 23 ″ 0	
2008 100900 JMRF	**Straton** *C. H. Johnson* –15 (*ex* Wamba) (*Trawler*) 1 *Dk*	**IronScK**	197 179 80			...		1899	Cochrane & Cooper, Ld Beverley	Strand Stm. Fishing Co. Ld. (H. C. Baker, *Mgr.*)	112·5 | 21·0 | 11·5 Q 47′ F 20′ BK 7½″			Grimsby British *WB*	T. 3 Cy. 12″, 20″ & 33″–24″ NB 11 53 RHP C. D. Holmes & Co. Hull	12 ″ 3	
2009 113752	**Stratton** *A. W. Bateley* –02 1 *Dk (pt Stl)*	**SteelScSp**	383 364 152	✠ *Hopper Barge* 3,02 ✠	Npt	*f*		1902 3mo	C. H. Walker & Co. Ld. Sudbrook	Ipswich Dock Commission	153·5 | 26·5 | 10·2 FK			Ipswich British	C. 2 Cy. 18″ & 36″–22″ 60 RHP 1 SB, *2pf*, GS 34, HS 1310 Plenty & Son, Ld. Newbury	11 ″ 0	
2010 QGST	**Strauss** *S. Kampen* 12–12 *Elec. light* 1 *Dk & Spar dk*	**SteelScSr**	903 736 563					1899	Bremer Vulkan Vegesack	Dampfsch. Ges. Argo	185·5 | 29·4 | 17·7 P 24′ B 53′ F 17′			Bremen German *WB*	T 3 Cy 16⅞″, 26½″ & 41¾″–27½″ 91 NHP Bremer Vulkan, Vegesack		G
2011 93422 NHKC	**Stream Fisher** *A. Semple* –10 *ss* Trn. 2nd No. 3–12,16 1 *Dk (Irn) Stl plating & Irn framing*	**Iron&SteelScSr**	479 393 195	✠100A1<br~~LMC16~~ 3,18 Hul LMC MS 1,16 ~~BS 19,16~~ BS 11,17	Trn	*h*	N 1,16 1,17	1891 5mo *Lloyd's*	McIlwaine & McColl, Ld. Belfast *sA&CP*	J. Fisher & Sons *WB*= *Cell DB*	173·0 | 26·0 | 12·3 Q 19′ B 38′ F 19′ BK 7″ *u E & B* 28′ 61*t* *FPT*			Barrow British	T. 3 Cy. 15″, 23½″ & 39″–30″ (*s*) 160 lb NB 94 *refitted* 5,12 1 SB *2cf*, GS 38, HS 1258 80 RHP 19*t* *APT* 30*t*	13 ″ 7 s 1 ″ 3½ 13 ″ 0	
2012 136049 JFDQ	**Streatham** *Cownie* –17 *ss* Lth. No. 1–17 *Mchy. Aft* 1 *Dk (pt Irn pt Stl)* *Well deck* *Cargo battens not fitted*	**SteelSc3MstSr**	1207 934 600	~~✠~~100A1 3,18 ~~3,17~~ ✠LMC 3,17	Lth Bly	*n*	~~3,17~~ 3,18	1914 3mo *Lloyd's*	Dublin Dkyrd Co. Ld Dublin *sA&CP*	John Harrison, Ld. *WB*= *Cell DB*	226·2 | 35·5 | 14·4 Q 68′ B 13′ F 28′ FK *f* 140′ 246*t* *FPT* 125*t*			London British 4 *BHCem* *APT* 37*t*	T. 3 Cy. 17″, 27½″ & 45″–33″ (*s*) 180 lb *90 lb* 138 NHP 1 SB. *3cf*, GS 69, HS 2298 Ross & Duncan, Glasgow	16 ″ 7 s 1 ″ 5½ 15 ″ 6	
2013 2634 JFSP	**Strengnäs** *N. Stjerngvist* 11–11 1 *Dk*	**IronSc**	153 67 113					1868	Oscarhmns M.V. Oscarshamn	Strengnäs Nya Rederiaktieb. (G. Liljhagen, *Mgr*)	105·8 | 17·7 | 6·5 B 67′ H 14*t* F 11′			Strengnäs Swedish	C. 2 Cy. 12½″ & 22″–15″ 16 NHP Nya Aktieb "Atlas," Skm		
2014 4882 JRCS	**Strengnäs Express** *C. A. Carlsson* 94–08 *Elec. light* 1 *Dk* 2 *tr B*	**SteelScSr**	325 140 210					1908	Lindholmens V. A. Gothenburg	Strengnäs Nya Rederiaktieb. (G. Liljhagen, *Mgr*)	121·3 | 22·9 | 9·7 Q 7′ B 58′ H 59*t*			Strengnäs Swedish	T. 3 Cy. 14¼″, 22″ & 36½″–22½″ 63 NHP Lindholmens V. A. Got.		
2015 134760	**Strephon** *T. Whitcombe* –14 1 *Dk*	**SteelScK**	250 228 99	✠100A1 *Stm Trawler* 3,14 ✠LMC1,13	Gms			1913 1mo *Lloyd's*	Cook, Welt'n & Gemmell Ld. Beverley *sA&CP*	Standard Steam Fishing Co. Ld.	120·0 | 22·5 | 12·0 Q 67′ BK 8″			Grimsby British 4 *BHCem*	T. 3 Cy. 12½″, 21½″ & 35¼″–24″ 180 lb (*s*) 62 RHP 1 SB, *2pf*, GS 39, HS 1267 Amos & Smith, Ld. Hull	12 ″ 10	
2016 NLPC	**Strib** *J. Pedersen* 05–05 (*Ferry*) *Elec. light* 1 *Dk*	**SteelPad**	508 494 270					1901	Helsingörs Jernsk & Msk. Elsinore	De Danske Statsbaner	206·1 | 26·6 | 11·9 len 04			Fredericia Danish	C. 2 Cy. 29″–45″ 86 NHP Helsingörs Jernsk. & Mskb.		
2017 MJBV	**Strinda** *M. Lövdal* *Elec. light* 1 *Dk & Shelter dk*	**SteelSc**	6369 5586 3484					1912	W. Doxford & Sons, Ld. Sunderland	Akties. J. L. Mowinckels Dmpsk Selsk. (J. L. Mowinckel, *Mgr.*)	439·5 | 57·0 | 26·3 P 94′ H 512*t* F 71′ *WB*			Bergen Norwegian	T. 3 Cy. 25″, 41″ & 70″–48″ 339 NHP W. Doxford & Sons, Ld. Sld.		N
2018 HFRQ	**Stromboli** *A. Blichfeldt* 1 *Dk*	**SteelScSr**	1339 864 839					1902	Fredrkstad Mek. Værks. Fredrikstad	Dpsk. Acties. Otto Thoresen's Linie (O. Thoresen *Mgr.*)	230·9 | 33·3 | 14·0 P 30*t* H 30*t* F— *WB*			Chrstiania Norwegian	T. 3 Cy. 15″, 26″ & 43″–30″ 101 NHP Fredrikstad M. V. Frdstad		N
2019 112650 RLST	**Strombus** *E. H. Gibson* –17 *ss* Lon. No. 3–1,12 *ss* Shl. No. 1–16 *Mchy. Aft* 2 *Dks (Stl) & Web frames* *Elec. light* Wireless	**SteelSc3MstSr**	6163 5703 3606	✠100A1 1,18 ~~14,16~~ *Carrying Petroleum* ~~BS 1,18~~ ~~MBS 10,17~~ ✠LMC 11,16 *Fitted for oil fuel* 1,00	Shl Sng *in bulk*	*z*	11,16 *F.P. a*	1900 1mo	Armstrong Whitworth & Co. Ld. Newcastle A&CP	Anglo-Saxon Petroleum Co. Ld. *WB*= *DBu*	410·0 | 52·1 | 32·2 P 100′ B 20′ F 56′ FK *B* 37′ 112*t* *FPT* 219*t* above 1 50° F.			London British 16 *BHCem* *APT* 43*t*	T. 3 Cy. 26½″, 46″ & 77″–48″ (*s*) 180 lb *100 lb* NDB 12 486 NHP 3 SB. *12rf*, GS 225, HS 8070 N. E. Marine Co. Ld. Nwc.	34 ″ 0 s 7 ″ 10½ 26 ″ 6	
2020 456 JBNG	**Strömkarlen** *C. E. Dahlbom* 10–10 1 *Dk*	**IronTwinSc**	166 94 92					1879	W. Lindbergs Aktieb. Stockholm	Hernösand Sollefteå Ångb. Aktieb. (H Ramström *Mgr*)	107·4 | 21·7 | 5·8 H 72*t*			Hernösand Swedish	C. 4 Cy. 10½″ & 22½″–18″ & 16″ NE&B 93 34 NHP W. Lindbergs Mek. V., Skm.		
2021 2486 JFNP	**Strömma Kanal** *F. G. Blomkvist* 13–13 1 *Dk*	**IronSc**	151 74 108					1884	W. Lindbergs Aktieb. Stockholm	Vaxholms Nya. Ångf. Aktieb. (B. von Sydow *Mgr*)	96·1 | 16·8 | 6·6 Q 37′ B 34′ H 35*t*			Vaxholm Swedish	C. 2 Cy. 11½″ & 19″–15½″ NB 96 12 NHP W. Lindbergs Mek. V., Skm.		
2022 99679	**Stromo** *E. P. Meadows* –16 (*Trawler*) (*ex* Bertha, *ex* Stromo) 1 *Dk*	**SteelScK**	142 136 63			...		1892	W. Hamilton & Co. Port Glasgow	W. Would (A. Bannister, *Mgr.*)	100·2 | 20·5 | 10·6 Q 19′ F 18′ BK 7½″			Grimsby British	T. 3 Cy. 11″, 17″ & 27″–22″ NB 04 45 RHP D. Rowan & Son, Glasgow	11 ″ 11	

1 Numéro d'Ordre / Numéro Officiel / Signaux	2 Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / ✠ Surveillance Spéciale. Date de la dernière visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe.	15 Registres où coté, et Nos. de Cert. Rest. Trade.
2023	**Stronsay** SteelScK	207	✠100A1	Hul		12,14	1912	Cook, Welt'n&Gemmell	HullSteamFishing	112·2 22·5 12·3	Hull	T.3Cy.10″,17″&28″–24″ (s)	13 ″ 2	
132299	*F.W.Parkes* –14	207	*StmTrawler*				1mo	Ld.Beverley	&IceCo.Ld.	BK8″	British	200lb 49RHP		
	1*Dk*	81	6,15 ✠LMC1,12				*Lloyd's*	*SA&CP*	*WB=DTf* 13′30*t*		4*BHCem*	1SB,*2pf*,GS27,HS835		
											APT2t	Amos&Smith,Ld.Hull		
2024	**Strymon** IronScK	198			...		1899	Cook, Welt'n&Gemmell	StrandSteam FishingCo.Ld.	114·0 21·0 11·3	Grimsby	T.3Cy.11¾″,20″&32″–24″	12 ″ 1	
110915	*G.Wrevel* –15 (*Trawler*)	178						Hull	(H.C.Baker, *Mgr.*)	Q49′F19′	British	NB15 55RHP		
JLMG	1*Dk*	79								BK7½″	*WB*	Amos&Smith,Hull		
2025	**Stryn** SteelScSr	~~2143~~					1901	Bonn&	~~TheShippingCon~~	~~280·0 40·0 19·7~~	~~Bergen~~	T.3Cy.21½″,35½″&58½″–39″		V
~~14-34~~	~~*C.Asklund* 15–15~~							Mees	troller(Consantin	870′F30′ 40′3 19′8	Norwegian	214NHP		
~~JKVW~~	(*ex*Louise) 1*Dk*	~~1346~~						Rotterdam	Donkin&Co.*Mgrs.*)	231′3	London *WB*	Blair&Co.Ld.Stockton		
											British			
2026	**Stuart Prince** SteelScSr	3597	✠100A1	Mch	*w*	3,17	1899	T Turnbull	PrinceLine,Ld.	351·4 43·0 20·6	Newcastle	T.3Cy.24″,40″&65″–42″ (s)	29 ″ 8	
110049	*W.C.Barrett* –12 *ss*Hpl.No.3–8,11	3451	*Spar dk*				1mo	&Son	(Furness,Withy&	P30′B72′F32′ 28·4	British	160lb *100lb* 281NHP	s 6 ″ 4½	
QPNC	(*ex*Hutton) *ss*Mch.No 1–16	2346	3,17					Whitby	Co.Ld.*Mgrs.*)	FK	6*BHCem*	2SB,*Icf*&*5rf*,GS123,HS4325	23 ″ 8	
	1*Dk*(*Irn*)&*Spar dk*(*Irn*)&*Web frames*		BS11,16 ✠LMC9,16				*A&CP*		*WB=DBa*	120′*uE*24′*f*140′810*t*	*APT40t*	Blair&Co.Ld.Stockton		
2027	**Stubbekjöbing** SteelSc	140					1911	Eriksbergs	Dmpsk.Selsk.	105·0 19·3 8·6	Stubbe-	C.2Cy.17″&31″–18″		V
	Olsen	90						M.V.Aktieb.	Stubbekjöbing	Q43′B30′F14′	kjöbing	34NHP		
NRVC	*Elec.light* 1*Dk*	68						Gothenburg	(O.Boas)	*WB*	Danish	EriksbergM.V.Aktieb.Got		
2028	**Student** SteelScSr	3945	✠100A1	Liv	*w*	~~10,14~~	1910	C.Connell	CharenteS.S.CoLd	349·9 46·1 27·3	Liverpool	T.3Cy.20″,34″&58″–48″ (s)	29 ″ 6	
128024	*R.Watson* –14 *ss*Liv.No.1–14	3406	*Spar dk*			11,17	3mo	&Co.Ld.	(T.&J.Harrison,	P31′B102′F34′	British	200lb 300NHP	s 5 ″ 4½	
HQMG	*Elec.light* 1*Dk*(*Stl*)&*Spar dk*(*Stl*)	2539	12,17 ~~10,14~~					Glasgow	*Mgrs.*) *WB=Cell*	FK	6*BHCem*	3SB,*9cf*,GS142,HS5082	24 ″ 6	
	*Carrying fuel oil F.P.above*160 *F. in D.B.* &*deep framing*		BS5,17 ✠LMC5,14				*Lloyd's*	*SA&CP*	*DBa*108′*uE&B*	46′*f*150′796*tFPT*	37*tAPT17t*	Dunsmuir&JacksonLdGls		
2029	**Sture** SteelScSr	254	✠100A1	Got	*b*	~~5,13~~	1915	P.Larsson	BillerudsAktieb.	101·9 22·5 11·4	Säffle	C.2Cy.13″&20″–16″ (s)	12 ″ 0	
5683	~~*C.B.Braun* 10–16 *H.Valenti* 7–16~~	293	~~5,13~~ 8,16 10,17			8,17	5mo	Thorskog	(Chr.Storjohann,	P29′F13′	Swedish	120lb 22NHP	s 1 ″ 1½	
JVCK	*Mchy.Aft* *G.A.Johansson*10–16 1*Dk*(*Stl*)	122	✠LMC5,16				*Lloyd's*	*SA&CP*	*Mgr.*)	FK	3*BHCem*	1SB,*2cf*,GS45,HS490	11 ″ 1	
										WB=FPT	14*tAPT17t*	P.Larsson,Thorskog		
2030	**Sturmvogel** SteelScSr	167					1913	Akers	DeutscheWalfang	104·3 20·3 11·8	Bremen	T.3Cy.12″,20″&33″–24″		
	(Detained at Table Bay)	149						Mek.Værks.	Ges.“Sturmvogel”		German	53NHP		
QKGP	(*Whaler*)	52						Christiania	m.b.H.(Bugge&		*WB*	AkersMek.Værks.Xia.		
	1*Dk*								Olsen,*Mgrs.*)					
2031	**Sturton** SteelScSr	4406	✠100A1	Cff	*y*	~~6,15~~	1912	Ropner&	IldertonS.S.Co.Ld.	385·0 52·0 25·4	London	T.3Cy.26″,42″&70″–48″ (r)	28 ″ 0	
135153	*R.S.Rodham* –17 *ss*Shl.No.1–17	4177	7,17 ~~6,16~~	Mch		7,17	10mo	Sons,Ld.	(Steel,Young&Co.	P29′B227′F38′	British	180lb *100lb* 399NHP	s 4 ″ 4½	
HWVT	1*Dk*(*ptIrnptStl*)	2776	✠LMC~~10,12~~ 4,17					Stockton	*Mgrs.*)	FK	6*BHCem*	2SB,*6cf*,GS139,HS6565	23 ″ 11	
							Lloyd's	*SA&CP*	*WB=CellDBa*128′	*uE&B*40′*f*172′1071*t*	*APT172t*	Blair&Co.Ld.Stockton		
2032	**Stuttgart** SteelSc	159					1896	Bremer	DeutscheDmpfis-	105·9 21·0 10·2	Nordenhm	C.2Cy.14½″&26″–19½″		V
	W.Meyer (*Trawler*)	—						Vulkan	chereiGes.Nordsee	B33′	German	25NHP		
QGJK	1*Dk*	55						Vegesack			*WB*	BremerVulkan,Vegesack		
2033	**Styrbjörn** SteelSc	169					1910	Göteborgs	Trafikaktiebolaget	93·3 22·4 12·6	Stockholm	C.2Cy.18″&33½″–24″		
5144	*B.E.Sandin* 15–15 (*Tug*)	150						M.V.Aktieb.	Grangesberg-	H8*t*	Swedish	46NHP		
JSBV	*Elec.light* 1*Dk*	—						Gothenburg	Oxelosund		*WB*	GöteborgsM V.Aktieb.Got		
									(P.A.Welin,*Mgr.*)					
2034	**Styria** SteelSc	2771					1900	Lloyd	LloydAustriaco	315·4 40·8 14·0	Trieste	T.3Cy.23⅛″,39″&65½″–45″		A
		—						Austriaco		B— 21·8	Aust.-Hung.	287NHP		
HRSW	(*ex*StyriaLloyd) 1*Dk*&*Spardk*	1710						Trieste			*WB*	LloydAustriaco,Trieste		
2035	**Styrsö** SteelScSr	137					1907	Eriksbergs	GöteborgsNya	95·8 19·9 8·1	Gothenbrg	C.2Cy.14″&31″–18″		
4754	*H.E.Ekbom* –07	75						M.V.Aktieb.	ÅngslupsAktieb.	B34′H15*t*F13′	Swedish	34NHP		
JQNK	1*Dk*	50						Gothenburg				EriksbergsM.V.Akt.Got.		
2036	**Subadar** SteelScSr	4911	✠100A1	Bom	*y*	10,16	1912	C.Connell	AsiaticStm.Nav.	400·1 51·9 28·2	Liverpool	T.3Cy.25″,42″&70″–48″ (r)	30 ″ 9	
131430	*G.F.Elliott* –16 *ss*Bom.No.1–16	4588	~~6,17 10,14~~ 3,18				4mo	&Co.Ld.	Co.Ld.	P40′B132′F46′	British	200lb *100lb* 455NHP	s 6 ″ 7½	
HVNT	*Elec.light* 2*Dks*(*Stl–Uteaks*)	3087	BS~~,13~~ ✠LMC8,16					Glasgow	*WB=Cell*	FK	6*BHCem*	2SB,*6cf*,GS115,HS6324 FD	24 ″ 6	
							Lloyd's	*SA&CP*	*DBa*119′*uE&B*	46′*f*182′1087*tFPT*	111*tAPT75t*	Dunsmuir&JacksonLdGls		
2037	**Subra** SteelScSk	210					1916	Smith's	C.Salvesen&Co.	109·4 21·4 13·6	Leith	T.3Cy.13½″,22″&37½″–24″		C
135108	*E.G.Paulsen* –16 (*Whaler*)	199						DockCo.Ld.			British	99RHP		
JNLD	1*Dk*	80						Middlesbro'			*WB*	Smith'sDockCo.Ld.Mdb.		
2038	**Success** SteelScSr	312			...		1900	W.Simons	UnionGovernment	147·0 27·6 9·8	E.London	T.3Cy.12″,18½″&30″–24″	10 ″ 3	
90138	*J.Walburn* (*Bucket Dredger*)	295						&Co.Ld.	ofSouthAfrica	F14′	British	46RHP		
	Elec.light 1*Dk*	139						Renfrew		FK		W.Simons&CoLd.Renfrew		
2039	**Succession** SteelScK	212	✠100A1	Abn			1916	A.Hall&	SleightsSteam	115·5 22·1 11·9	Grimsby	T.3Cy.12″,20″&34″–24″ (s)	12 ″ 9	
139918		197	*StmTrawler*				10mo	Co.Ld.	FishingCo.Ld.(W.		British	180lb 78RHP		
	1*Dk*	82	10,16 ✠LMC10,16					Aberdeen	H.Beeley,*Mgr.*)	BK7½″	3*BHCem*	1SB,*3pf*,GS46,HS1433		
							Lloyd's	*SA&CP*			*DBf*19′12*t*	A.Hall&Co.Ld.Aberdeen		
2040	**Suchan** SteelScSr	3781					1895	Blohm&	RussianVolunteer	371·2 44·2 27·1		T.3Cy.25⅛″,40″&66″–42½″		
	IN PORT DAMAGED (WAR)	3528						Voss	FleetAssociation	P&B225′F45′	Russian	283NHP		
	(*ex*Spezia,*ex*Bamberg,*ex*Senta)	2374						Hamburg			*WB*	Blohm&Voss,Hamburg		
	Elec.light Wireless 2*Dks*													
2041	**Sucre** SteelTwinScSr	*410*			...		1894	Murdoch&	Suarez&Co.	150·4 33·0 9·8	Para	T.6Cy.10″,16″&26″–21″	10 ″ 0	
	(*ex*RioAquiry)	*333*						Murray		F16′	Brazilian	78NHP		
	Elec.light 1*Dk*&*Promenade dk*	*278*						PortGlasgow		FK		D.Rowan&Son,Glasgow		
2042	**Sucrosa** SteelScSr	5788	✠100A1	NYk	*z*		1916	ForeRiver	CubaDistillingCo.	389·0 54·7 29·3	NewYork	1 Geared Steam Turbine	32 ″ 6	
214190	*Crowley* –17	5141	11,17 ~~2,17~~	Bal			7mo	S.B.Cor.		P106′B28′F28′	Utd.States	190lb (s)		
LGCQ	*Elec.light* 2*Dks*(*Stl*)&*Web frames*	3608	✠LMC7,16					Quincy,Mass.		FK	13*BHCem*	3SB,*9cf*,GS165,HS7407 FD		
	Mchy.Aft		*CarryingPetroleum*		*in*	*bulk*		A&CP			6 ,, *to Udk*	GeneralElectricCo.		
	Sub.Sig.								*CellDB*	*uE&B&f*329′1732*t*	7 ,, ,, *2nd* ,,	*FPT*217*tAPT*78*t*	Schenectady,N.Y.	
2043	**Sud** SteelScSr	2520	✠ ——	Sws	*t*		1901	A.Rodger	SudS.S.Co.Ld.	314·4 44·0 20·8	Trieste	T.3Cy.22½″,37″&61″–42″	23 ″ 3	
	S.Catovich –12 *ss*Tri.No.3–6,13	2354	11,15				12mo	&Co.	(E.Pollich)	P29′B94′F30′	Aust.-Hung.	249NHP		
HRTD	1*Dk*(*ptIrn&ptStl*)2*trB&*	1606	✠					Pt.Glasgow		FK	5*BHCem*	2SB,*6cf*,GS105,HS3866		
	*deep framing*3*Dk rule*								*WB=CellDBa*	*&uE*120′*f*136′633*t*	*APT86t*	A.Rodger&Co.Glasgow		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. / Master. / Special Surveys.	3 Material, Rig, &c. / Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned. Date Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught.	15 Registers in which classed. If not in L.R. Date of Build or Trade Certs.
2044 / — / LDQR	**Sud** / *Allainmat* / (*ex*Gipsy)	**IronScSr** / *ss*Abn.No.3–2,96 / *ss*Mlt.No.1–01 (*Trawler*) 1*Dk*(*Irn*)	178 / 156 / 45	✠ 3,04 ✠	Mlt	*c*		1883 / 8mo	J.Duthie& Sons Aberdeen	Ch.Schiaffino,A. Jouvet&Co.	126·5 / len25'87	19·3	10·1 BK6½	Algiers French	C.2Cy.19″&38″–27″ 61NHP 1SB,*3pf*,GS48,HS939 Hall,Russell&Co.Abn.	10 ″ 9	
2045 / — / QHTF	**Süd** / *ss*Hul.No.3–7,08 (*ex*Wales) *ss*Hul.No.1–12	**IronScK** / 1*Dk*	*139* / *132* / *57*	✠ 9,16 *StmTrawler* ✠	Hul			1895 / 7mo	Cochrane& Cooper Beverley	V.Putz&Co.	98·8 / ptND08	20·5	11·0 BK7½″ *WB*= *DTf*17′15*t*	Gstemnde German	T.3Cy.10⅝″,16⅝″&25½″–20″ 34NHP 1SB,*2pf*,GS22,HS573 Amos&Smith,Hull	11 ″ 10	
2046 / — / QHTF	*F.Schwier*	**SteelScLr** / 1*Dk*	129 / 129 / 67					1904 /	Bremer Vulkan Vegesack	Bremen-Vegesa-ckerFischereiGes.	90·9 /	21·3	9·8	Vegesack German	C.2Cy.9⅛″&16½″–12⅝″ 8NHP Bremer Vulkan,Vegesack		G
2047 / — / LBQR	*E.Dahmke*05–08 *Elec.light*	**SteelSc** / 1*Dk*	111 / 78 / 20					1907 /	Akt.Ges. "Neptun" Rostock	NeueDampfer-Co. Akt.Ges.	78·6 / H59′	19·8	9·1	Kiel German	C.2Cy.12⅜″&23½″–13½″ 16NHP A.G."Neptun,"Rostock		G
2048 / **Süd Amerika VI.** / RQTW	*C.Griese*00–11	**SteelSc** / (*Tug*) 1*Dk*	150 / 140 / —					1911 /	Schiffsw(v. J&Sch.)A.G. Hamburg	Hamburg-Süd-Amerik.Dampf-schifffahrtsGes.	83·3	23·5	12·5	Hamburg German	C.2Cy.16½″&32½″–22″ 41NHP Schwft.(vJ&Sch) AG Ham		
2049 / **Sudbury** /	*Elec.light*	**SteelScSr** /	5000	100A1 (*Class Contem plated*)				1917 /	Chester S.B.Co.Ld. Chester,Pa.	ShawmutS.S.Co.	385·0 / P29′B103′F36′	51·0	30·5	Boston Utd.States	2 Geared Steam Turbines WestinghouseMachineCo. Pittsburgh,Pa.	30 ″ 6 s6 • 10 24 ″ 0	
2050 / **Suderö** / KBPN		**SteelScSr** (*Whaler*) 1*Dk*	115 / 115 / 30					1902 /	Framnes Mek.Værks Sandefjord	HvalfangerActies. Suderö (P.Bogen, *Mgr.*)	91·0 / H8*t*	18·8	12·0 *WB*	Trngisvaag Færöerne Danish	I.3Cy.11″,18″&29″–20″ 38NHP AkersMek.Værks.Xia.		
2051 / **Sue H. Elmore** / 116997 KQHW	*O.F.Antonsen*	**WoodScSr** / 1*Dk*	232 / — / 131					1900 /	J.Supple Portland,Or.	PacificNav.Co.	90·7	23·8	8·0	Astoria, Or. Utd.States	C.2Cy.10″&20″–20″ 15NHP		
2052 / **Suecia** / 5393 JTBR	*Atterling* –13 *ss*Cpn.No.1–17*OilEng.* *Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	**SteelTwinSc3MstSr** /	3730 / 3353 / 2244	✠100A1 *Shelter dk withfreeboard* 5,17 ~~9,16~~ ~~DBS8,17~~ ✠LMC~~2-16~~ 5,17	Cpn	*x*	~~9,16~~ 5,17	1912 / 12mo	Akt.Bur-meistr&Wain Copenhagen	Rederiaktieb. Nordstjernan (A.A.Johnson, *Mgr.*)	359·4 / *WB*=*CellDB* FK 37′*f*212′1138*tFPT* *Lloyd's A&CP* *a*69′*uE*	51·6	22·2 6*BHAsp* 74*tAPT*53*t*	Stockholm Swedish DB80*tb*	Oil Engines 4S.C.SA 16Cy.19⅛″–26″ 394NHP Akt.Burmeistr&Wain,Cpn	25 ″ 6 s 2 ″ 7 23 ″ 3	
2053 / **Suevia** / RKJN	*Fr.Kruse* –13 *Elec.light* (*ex*Ceres)	**SteelScSr** Wireless 2*Dks*	3789 / 3528 / 2381					1896 /	Blohm& Voss Hamburg	Hamburg-Amerik. Packetf.Act.Ges. (Ham.-Amr.Linie)	371·2 / P225′F45′	44·2	27·1 *WB*	Hamburg German	T.3Cy.25⅞″,40″&66″–42½″ 282NHP Blohm&Voss,Hamburg		G
2054 / **Suevic** / 113456 SFWR	*E.J.English* –13 *Ref.Mchy. Elec.light* Sub.Sig.	**SteelTwinSc4MstSr** Wireless 3*Dks*	12531 / 11235 / 8022	✠Lloyd'sRMC~~'15~~ ~~2,16~~ 4,18				1901 /	Harland& Wolff,Ld. Belfast	OceanicStmNavCo Ld.(WhiteStar Line.)	550·2 / pt rebuilt07	63·3	39·9	Liverpool British *WB*	Q8Cy22″,31½″ 46″&67″–51″ 641NHP Harland&Wolff,Ld.Bel.		BT till 2,18
2055 / **Suffolk** / 115859 TMHQ	~~*A.St.J.Belyea* –16~~ *Ref.Mchy.* 2*Dks*(*Stl*)&*deep framing*& *Elec.light* Wireless *Shelter dk*(*Stl*–ws) *F.Ashworth* –17	**SteelTwinSc4MstSr** ~~*ssLiv.No.2–11.*~~ 2*Dks*(*Stl*)&*deep framing*& Wireless *Shelter dk*(*Stl*–ws) *ss*Lon.No.3–7,16	8838 / 6565 / 5714	✠100A1 *Shelter dk* 2,17 ~~6,14~~ ~~BS7,16~~ ✠LMC ~~11-16~~ 2,17 ✠Lloyd'sRMC~~12,16~~ ~~2,17~~ ~~5,17~~	Lon	*d*†	3,17 4,18 ~~5,17~~	1902 / 7mo	J.Brown& Co.Ld. Clydebank	Potter,Trinder& Gwyn *WB*= *Cell DBa*113′*uE*&*B* *Lloyd's A&CP*	460·0 / 63′*f*225′1418*tFPT*	58·2	31·2 FK 7*BHCem* 124*tAPT*70*t*	London British	T.6Cy.25″,42″&69″–48″ (*r*) 180lb 918NHP 5SB,*15cf*,GS295,HS13560FD JohnBrown&Co.Ld. Clydebank	34 ″ 3 s 6 ″ 5 28 ″ 2	BT till 6,17
2056 / — / 209076 LCDQ	*A.L.Hersey* –12 *Mchy.Aft Elec.light*	**SteelScSr** Sub.Sig. 1*Dk*	4718 / — / 2868					1911 /	New York S.B.Co. Camden,N.J.	CoastwiseTrans-portationCo.	365·7 / P79′B17′F34′	50·1	28·1 *WB*	Boston Utd.States	T.3Cy.24¼″,38½″&67″–45″ 301NHP NewYorkSBCo.Camdn NJ		R
2057 / — / 105419 PDNR	*E.H.Wilkinson* –14	**SteelPadSr** 1*Dk*	245 / 155 / 104					1895 /	Earle'sCo. (Lim.) Hull	Gt.Eastern Rly.Co.	165·3	21·2	7·0	Harwich British	C.2Cy.24′&46″–42″ 90RHP Earle'sCo.(Lim.),Hull		
2058 / **Suffolk Coast** /	*For full particulars See No 19 in Supplement* *Elec.light* *Mchy.Aft*	**SteelScSr**	864 / 622 / 415	100A1 (*Class Contem plated*)				1917 /	W.Harkess &Son,Ld. Middlesbro'	Powell,Bacon& HoughLines,Ld.	198·0 / Q111′B13′F48′	30·7	12·5	Liverpool British	T.6Cy.16″,27″ ~~44″~~–30″ McColl&Pollock,Ld.,Sld.	14 ″ 5 s ″ 10 13 ″ 10	
2059 / **Sui-An** / 120937	*A.McKinnon* –13	**SteelTwinScSr** 1*Dk Shade dk&Promenade dk*	~~1265~~ / 688 / ~~765~~	1245 750				1899 /	S.C.Farn-ham&Co.Ld. Shanghai	HongKong,Canton &MacaoStm.Boat Co.Ld.	238·0	30·1	11·9	HongKong British	T.6Cy.11″,18″&30″–21″ 82NHP S.C.Farnham&Co.Ld.Shi.		
2060 / **Sui Cheong** / MCDP	*Reza* –09 (*ex*Fitzpatrick) *Mchy.Aft*	**IronSc3MstSr** 2*Dks&Awngdk*	1168 / 1144 / 730				...	1869 /	Blackwood & Gordon Pt.Glasgow	SuiKeeShppg.Co.	225·7	29·2	17·3	Macao Portuguese	C.2Cy.28½″&56½″–36″ NB96 192NHP NDB04*fitted*07 Blackwood&Gordon,P.Gls		
2061 / **Sui Sang** / 105772 PDVF	*H.Simpson* –13 *Elec.light* 1*Dk&Spar dk&deep framing*	**SteelScSr**	2790 / 2589 / 1776				...	1895 /	Sir Raylton Dixon&Co. Middlesbro'	Indo-ChinaSteam Nav.Co.Ld.	309·9 / P41′B64′F35′ FK	41·1	17·2 25·2 *WB*	London British	T.3Cy.23″,36″&59″–42″ (*s*) 275NHP N.E.Mar.E.Co.(Lim.),Sld.	27 ″ 6 s 6 • 0 22 ″ 0	
2062 / **Sui-Tai** / 120998	*W.A.Valentine* –15	**SteelTwinScSr** 1*Dk Shade dk & Promenade dk*	1265 / 688 / 765					1899 /	S.C.Farn-ham&Co.Ld. Shanghai	HongKong,Canton &MacaoStm.Boat Co.Ld.	238·0	30·1	11·9	HongKong British	T.6Cy.11″,18″&30″–21″ 82NHP S.C.Farnham&Co.Ld.Shi.		
2063 / **Sui-Wo** / 105883 PLTV	*T.H.Sellar* –06	**SteelTwinScSk** 1*Dk*&2*Shade dks*	2672 / 1106 / 1931					1896 /	Lon.&Gls. Co.(Lim.) Glasgow	Indo-ChinaSteam Nav.Co.	290·0 / B233′F43′	43·1	11·8	London British	T.6Cy.14″,23″&37″–30″ 150NHP Lon.&Gls.Co.(Lim.),Gls.		
2064 / **Suilee Maru** /		**CompScSr** (*ex*Sual,*ex*Cebu,*ex*Sual) 2*Dks*	974 / 513 / 765					1873 /	J.Riach HongKong	YueshungNav.Co.	212·5 / H172*t*	27·6 len—	11·0 18·8	Chapu Chinese	C.2Cy.28″&48″–24″ 94NHP Gourlay Bros.,Dundee		
2065 / **Suir** / 128855		**IronTwinSc** *ss*Dub.2ndNo.3–7,12 *ss*Dub.No.1–16 1*Dk*	58 / 57 / 39	A– *Barge For River pur* 7,16 ~~BS7,16~~	Dub	*poses o* BS11,17	*nly* 7,16	1892 / 8mo	Ross& Walpole Dublin	A.Guinness,Son& Co.Ld.	80·2	15·5	5·9 FK *WB*	Dublin British	2Cy.10″–14″ (*s*) 100lb 6NHP 1SB,*1pf*,GS8,HS407 Ross&Walpole,Dublin	6 ″ 5	

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Hogsters où cotés, si ce n'est dans le L. H. Davids, Chart. R. of Pysels.
2066	**Suiza**	**SteelTwinScSr**	603 / 499 / 344	✠100A1	Kob		4,18	1905	Soc.Esercizio Bacini Genoa	Cia.Argentina de Nav.(Nicolas Mihanovich)Ltda.	205·0	33·0	10·0	Bns.Ayres Argentine	T.6Cy.10″,15½″&25½″–17½″ 55NHP Soc.Esercizio Bacini Genoa		
	(*ex*DomingoC.)	1*Dk*															
2067	**Suki Maru**	**SteelScSr**	3162	✠100A1	Kob		4,18	1916	Osaka Iron Works,Ld. Innoshima A&CP	TatsuumaKisen ~~GoshiKaisha~~ Kabushiki Kaisha *Cell*	305·0	43·7	27·2	Habu Japanese	T.3Cy.22″,37″&61″–42″ (*s*) 180lb 288NHP 2SB,*6cf*,GS90,HS3824 FD 76t*APT*65t OsakaIronWorksLdOsaka	27 ″ 3 s 4 ″ 4½ 23 ″ 2	
19048	*M.Masuda* –16		2738	4,18 ~~2,17~~				3mo			P19′B82′F32′		FK				
NBHJ	*Elec.light*	2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	1990	✠LMC5,16							*DB*255′ 519t *FPT*						
2068	**Sul America**	**SteelScK**	*168*	✠ ——	Hul			1899	Mackie& Thomson Glasgow	**M.F.Quadros**	105·6	21·0	10·7	R.Janeiro Brazilian	T.3Cy.10″,16″&27″–20″ 39NHP 4*BHCem*	11 ″ 7	
		*ss*Hul.No.3–4,11	*155*	12,15				9mo			Q18′F17′						
	(*ex*MariaAngelina, *ex*Garibaldi,*ex*Isis)	1*Dk*	*60*	*StmTrawler* ✠							ptND11		BK7½″		1SB,*2pf*,GS26,HS642 Muir&Houston,Ld.Gls.		
2069	—	**SteelSc**	101					1902	Ritchie, Graham& Milne Glasgow	**Cia.Docas de Santos**	85·2	18·0	8·7	R.Janeiro Brazilian *WB*	C.2Cy.14″&28″–21″ 30NHP Campbll&Calderwood,Psy		
		(*Tug*)	85														
		1*Dk*	31														
2070	**Sulan**	**WoodScSr**	119					1902	H.G.Gausvig Hardanger	**K.Hjalmarsson**	96·5	19·3	9·6	Mjöafirdi (Iceland) Danish	C.2Cy.8″&17½″–12″ 5NHP RosenbergsMV.Stavanger		
	J.L.Wiland		111														
		1*Dk*	61														
2071	**Sulby**	**SteelScK**	287	✠100A1	Flt		7,12	1909	Smith's Dock Co.Ld. North Shields *Lloyd's SA&CP*	WyreSteamTrawlingCo.Ld. (J.N. Ward&Son, *Mgrs*)	130·3	23·0	12·7	Fleetwood British	T.3Cy.13″,22½″&37″–27″ (*s*) 180lb 92RHP 3*BHCem* 1SB,*3pf*,GS50,HS1625 ShieldsEng.Co.Ld.N.Shl.	13 ″ 9	
127573	*T.Fairclough* –11 *ss*Flt.No.1–12		251	*StmTrawler*				3mo			Q74′F21′						
HNPS		1*Dk*	111	10,13 ✠LMC7,12									BK7½″				
2072	**Sulina**	**SteelPad&Sc**	195					1886	Ateliers & C.de la Loire Nantes	**RoumanianState MaritimeService**	118·1	19·0	10·5	Constanza Roumanian	C.2Cy.32″&50″–47″ 143NHP Ateliers&C.delaLoireParis		
	D.Cameniti (*Tug&SalvageVessel*)		164								B40′						
PFBL	(*ex*Constanza)		108														
2073	**Sulitelma VII.**	**SteelSc**	229					1915	Kockums Mek.Werkstads Aktieb. Malmö	**Dpsk.Akties. Transport(R.M.B. Schjötberg,*Mgr.*)**	101·3	26·4	13·2	Bodö Norwegian *WB*	T.3Cy.14½″,22½″&39″–25½″ 59NHP KockumsMek.Werkstads Aktieb.Malmö		
	O.Kristiansen	(*Tug*)	203														
MLNQ	*Elec.light*	1*Dk*	90														
2074	**Sultan**	**IronSc**	121					1889	.....	**F.Borquez& R.Shand**	.....	.....	.....	Valparaiso Chilian	Petrol Motor		
895		*Petrol Motor*	—														
HBCQ			92														
2075	**Sultan van Koetei**	**SteelScSr**	2092	✠100A1	Sng	*q*	~~7,16~~	1904	Nederl. Schps.Maats Amsterdam	**BataafschePetroleumMaats.**	241·0	41·9	18·7	Batavia Dutch	T.3Cy.20½″,32½″&58½″–35½″ 180lb ~~90lb~~ (*s*) 237NHP 11*BHCem* 2SB,*6cf*,GS96,HS3379 FD NedFb.v.Wrk&Spoor.Ams 46′70t*FPT*103t*APT*37t	19 ″ 11 s 2 ″ 0½ 18 ″ 2	
	~~*J.Bakker* *ssSng.No.2–13*~~		1441	*Trunk dk*	HKg		8,17	12mo			P68′F43′		FK				
TJBC	*Elec.light*	1*Dk*(*pt Irn&pt Stl*)	1114	8,17 ~~3,16~~				*Lloyd's SA&CP above*		*WB=Cell DBu E&B*	150°F.						
	Mchy.Aft	*&Webframes&Trunk dk*(*Stl*) *ss*HKg.No.3–3,17		*Carrying Petroleum in bulk* *Fitted for oil fuel* 1,2,0 4 *F.P.* ~~BS1,16 3,16~~ ✠LMC~~4,16~~ 8,17													
2076	**Sultan van Langkat**	**Stl Sc 3 Mst Sr**	3028	✠100A1	Sng	*u*	1,17	1898	Sir J.Laing Sunderland A&CP	**BataafschePetroleumMaats.**	335·0	39·5	15·5	Batavia Dutch	T.3Cy.22″,34″&57″–42″ (*s*) 160lb *70lb* 303NHP 10*BHCem* 2SB,*6cf*,GS150,HS5129 G.Clark,Ld.Sunderland	23 ″ 7 s 3 ″ 1½ 20 ″ 10	
	P.Fries	*ss*Dun.No.3–2,03	2433	*Spar dk*				4mo			P&B250′F29′		22·7				
THWQ		*ss*Sng.No.3–1,15	2293	9,17 ~~1,17~~						*WB=Cell DBu E&B*	len03		FK				
	1*Dk*(*Stl*)&*Spar dk*(*Stl*)&*Web frames* *Elec.light* *Mchy.Aft*			*Carrying Petroleum in bulk* *Fitted for oil fuel* 4,,98 *F. P.* BS1,17 ✠LMC1,16				*above*			54′114t *DTf*20′273t *FPT*84t *APT*58t						
2077	**Sultana**	**SteelScSr**	3914					1902	Superior S.B.Co. W.Superior, Wis.	**DuluthS.S.Co. (G.A.Tomlinson, *Mgr.*)**	362·0	48·0	24·0	Duluth, Minn. Utd.States *WB*	T.3Cy.20″,33″&54″–40″ 184NHP SuperiorS.B.Co.		
117124			—								F44′						
	Elec.light	1*Dk*2*tr B*	2850														
	Mchy.Aft																
2078	**Suma**	**SteelScK**	284	✠100A1	Cff		10,16	1914	Smith's Dock Co.Ld. Middlesbro' *Lloyd's SA&CP*	**Neale&West,Ld.**	128·8	23·5	12·8	Cardiff British	T.3Cy.12½″,21″&35″–26″ (*s*) 180lb 87RHP 2*BHCem* 1SB,*3pf*,GS50,HS1585 Smith'sDockCo.Ld.Mdb.	13 ″ 6	
132899	*F.W.Witty* –16		253	*StmTrawler*				4mo			Q76′F23′		BK7½″				
	Elec.light	1*Dk*	112	4,18 ~~3,16~~ ✠LMC4,14													
2079	**Suma Maru**	**SteelScSr**	2204	✠100A1	Kob	*r*	N8,16	1892	T.Turnbull &Son Whitby *Lloyd's SA&CP*	**S.Oiye**	271·5	40·8	17·8	Nishinomiya Japanese	T.3Cy.21″,34″&56″–36″ (*s*) 160lb *80lb* NDB05 187NHP 2SB,*4cf*,GS60,HS2780 Blair&Co.Ld.Stockton	19 ″ 0 s 8 ″ 4 18 ″ 0	
9481	*Yamaguchi* –07 ~~*ssCff.No.3–3,08*~~		1528	*pt Awng dk*				9mo			P29′Q70′		FK				
JSRM	(*ex*Mutual) ~~*ssKob.No.2–14*~~		1619	*withfreeboard*						*WB=DBa*82′*f*104′486t	*pt Awng dk*173′						
	1*Dk*(*Irn*)&*Webframes&pt Awng dk*(*Irn*) *ss*Kob.2ndNo.3–3,17			8,17 ~~3,16~~ ✠LMC8,16 3,17													
2080	—	**SteelScSr**	1537	✠	Kob	*p*		1895	Mitsu Bishi Dockyard& Engine Wks Nagasaki	**OsakaShosen KabushikiKaisha** *WB= Cell DBa*53′*u E&*	250·7	33·0	13·5	Osaka Japanese	T.3Cy.18½″,30″&49½″–36″ 160NHP 2SB,*6cf*,GS87,HS2701 MitsuBishiDkyd&E.Wks, Nag.	22 ″ 9	
1484		*ss*Kob.No.3–4,08	1348	*Spar dk*				4mo			P17′B52′F29′		20·0				
HKGL		*ss*Kob.No.1–11	919	*withfreeboard*									BK8″				
		1*Dk*(*Stl*)&*Webframes* *&Spar dk*		10,14 ✠							*B44′f*93′254t *FPT*						
2081	**Sumatra**	**SteelSc2TwnMsts**	5850					1907	Kon. Maats de Schelde Flushing	TheShippingController (British IndiaS.N.Co.Ld., *Mgrs.*)	394·5	51·4	34·4	~~Amsterdam~~ Dutch London *WB* British	T.3Cy.26½″,43″&72″–48″ 385NHP Maats.deSchelde,Flushing		V
	~~*P.v.d.Prenge*~~		5626														
~~QPFD~~	*Elec.light* Wireless	3*Dks*	3765														
2082	—	**SteelScSr**	5414	✠100A1	Cpn	*a*†	9,16	1914	Earle'sCo. Ld. Hull *Lloyd's SA&CP*	**Aktieb.Svenska Ostasiatiska Komp (G.Borin,*Mgr.*)**	425·0	53·8	26·7	Gothenbrg Swedish	T.3Cy.27″,45″&75″–51″ (*s*) 180lb 512NHP 7*BHCem* 3SB,*9cf*,GS189,HS7149 FD *APT*37t Earle'sCo.Ld.Hull	29 ″ 6 s 4 ″ 1 25 ″ 10	
5647	*L.Nordfelt*07–14	2*Dks*(*Stl*)	4964	*Shelter dk*	Mmo			9mo					FK				
JVCL	*Elec.light*	*&Shelter dk*(*Stl*–ws)	3271	*withfreeboard*				*Lloyd's SA&CP*		*WB=Cell DBa*12′*u E*27′ *f*212′1088t							
	Wireless	*Cruiser Stern*		7,17 ~~3,16~~ ✠LMC9,14													
2083	—	**IronScBg**	1856	✠	Gen	*Lv*		1871	TR Oswald &Co. Sunderland	**SocietàMarittima Italiana**	282·1	36·1	26·1	Genoa Italian	2Cy.35″&66″–36″ NB95 218NHP *Cmp.*80Odero&Ferro,Sesti		
252		2ndSurvey,80	—	7,80				4mo			H50t						
SKJP	(*ex*Humboldt) *Elec.light* 2*Dks*&*Spar dk*		1147														
2084	—	**SteelScSr**	584					1889	G.Howaldt Kiel	**Norddeutscher Lloyd**	171·4	27·7	12·1	Bremen German	T.3Cy.14″,22″&37″–20″ 61NHP GebrüderHowaldt,Kiel		
	(Captured and taken to Rabaul)		413								P16′F30′						
QFGM	*E.Schumacher*	1*Dk*	407														
2085	**Sumaura Maru**	**IronScBn**	2302	✠	Nwc			1883	E.Withy& Co. W Hartlepool	**M.Naruse**	285·0	36·1	24·1	Kobe Japanese	C.2Cy.36″&67″–36″ NDB96 224NHP 5*BHCem* 1DB,*6pf*,GS90 T.Richardson&Sons,Hpl.	25 ″ 3	
9159		*ss*Nwc.No.3–9,96	1999	5,04				7mo			P28′B72′F32′		BK9½″				
JRTW	(*ex*Ranmoor)	*ss*Bly.No.1–01	1666							*WB=DBa*	80′*f*102′316t						
		2*Dks*(1*Irn*)&*Webframes*															

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage: Gross. / Under deck. / Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned. Date Surveyed. Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When. — Ship. — Engines.	9 Built. By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught ft. in.	15 Registered with class in or out of R. Dated of Roof Trade Cert.
2086 1170 HGWL	**Sumidagawa Maru** IronScSr 1*Dk*(*Irn*)§*Awngdk* (*ex*Herongate)	743 — 421	✠ 3,90	Lon	*h*		1887 4mo	ShortBros. Sunderland	OsakaShosen KabushikiKaisha	186·0 | 25·1 | 19·3 BK7″			Osaka Japanese	T.3Cy.15″,25″&40″–27″ NB05 83NHP 4*BHCem* J.Dickinson,Sunderland		
2087 9920 JVTH	**Sumino-o Maru** IronSc3MstSr *ss*Nwc.2ndNo.3–6,01 (*ex*Newmarket,*ex*ErasmusWilson) *Mchy.Aft Well deck* 1*Dk2trB*	786 — 464	✠ 6,04	Lon	*l*		1876 3mo	E.Withy& Co. W Hartlepool	H.Kaminade	199·0 | 30·1 | 12·8 Q104′B11′F29′ BK7½″ *WB=DBa*112			Nishino- miya Japanese 4*BHCem*	C.2Cy.27″&50½″–33″ 110NHP 1SB,*4pf*,GS43,HS1675 Blair&Co.Ld.Stockton	15 ″ 2	
2088 13199 LMTR	**Sumiye Maru** SteelScK (*Trawler*) (*ex*Mariveles) 1*Dk*	187 165 69			…		1911	Smith's Dock Co.Ld. Middlesbro'	KisenGyogyo KabushikiKaisha	109·9 | 21·1 | 10·9 Q65′F20′ BK7½″			Nagasaki Japanese	T.3Cy.12″,20″&33″–23″ 93NHP ShieldsEng.Co.Ld.N.Shl.	11 ″ 9	
2089 203923 KVWH	**Sun** SteelScSr *G.Snyder* –16 *ss*N.Ns.No.2–15 *Elec.light* 2*Dks*(*Stl*)§*Webframes* *Mchy.Aft* Wireless	4837 4573 3501	✠100A1 ~~11·1·17~~ 3,18 *Carrying Petroleum in bulk* BS4,17 ✠LMC4,15	NNs Phl	*y*	~~1,15~~ 11,17 *bulk*	1907 4mo	NwprtNws S.B.&D.D.Co. Newprt News A&CP	SunCompany *WB=CellDBuE§*	382·0 | 49·9 | 29·0 P77′B25′F33′ FK *B*79′ 212*t FPT*130*t*			Phildlphia Utd.States 11*BHCem* *APT*762*t*	T3Cy.24½″,43½″&72″–48″(*s*) 190lb 487NHP 3SB,*12cf*,GS260,HS8659 NewportNewsSB&DD.Co.	30 ″ 3 s 7 ″ 5 23 ″ 2	.
2090 120665 HGFC	— *A.J.Mee* –11 *ss*Lon.No.2–14 1*Dk*(*Stl*)	SteelScK 130 116 3	✠100A1 *For towing purposes* 1.17 ✠NB02, *fitted*05 BS2,17 LMC4,14	Lon		2,17	1906 2mo	R.Cock& Sons Appledore *Lloyd's*A&CP	W.H.J.Alexander	87·3 | 22·3 | 10·5 BK6″ *WB* *=FPT*2*t*			London British 4*BHCem* 160lb	T.3Cy.13½″,21½″&34½″–24″ 99RHP J.Stewart&Son,Ld.Lon.		
2091 114370	**Sun Ning** WoodScSr 1*Dk*	134 112 85					1903	YuHing Leong HongKong	CheangMowS.S. Co.Ld. (A.R.Burkill&Sons,*Mgrs.*)	114·0 | 17·4 | 8·1			HongKong British	C.2Cy.13½″&27″–17″ 30RHP KwongSingLoong,H.Kg		
2092 120984	**Sun On** WoodSc *H.Braeter* (*ex*WoPing) 1*Dk*§*Shadedk*	202 167 134					1885	Kwong TuckCheong HongKong	G.Banker	142·5 | 22·8 | 8·1 len05			HongKong British	C.2Cy.12½″&26″–18″ 31RHP TungTai,HongKong		
2093 129010 HPDV	**Sun II.** SteelScK *W.S.Thornton* –10 *ss*Lon.No.1–13 1*Dk*(*Stl*)	199 171 34	✠100A1 *For towing purposes* 2,14 ✠LMC7,15	Lon		7,13	1909 6mo	Earle'sCo. Ld. Hull *Lloyd's*A&CP	W.H.J.Alexander *WB=DTf*4′7*tFP*	100·0 | 25·6 | 11·3 BK7″ *T*5*tAPT*4*t*			London British 4*BHCem* 180lb	T.3Cy.15″,24″&40″–27″ (*s*) 98RHP 1SB,*2cf*,GS50,HS1636 Earle'sCo.Ld.Hull	12 ″ 0 s 1 ″ 5½ 11 ″ 3	
2094 129020 HPGW	**Sun III.** SteelScK *J.Alexander* –12 *ss*Lon.No.1–13 1*Dk*(*Stl*)	197 171 35	✠100A1 *For towing purposes* 10,14 ✠LMC7,15	Lon		7,13	1909 7mo	Earle'sCo. Ld. Hull *Lloyd's*A&CP	W.H.J.Alexander *WB = DTf*4′7*tFP*	100·0 | 25·6 | 11·3 BK7″ *T*5*tAPT*4*t*			London British 4*BHCem* 180lb	T.3Cy.15″,24″&40″–27″ (*s*) 98RHP 1SB,*2cf*,GS50,HS1636 Earle'sCo.Ld.Hull	12 ″ 0 s 1 ″ 5½ 11 ″ 3	
2095 139075 JLQT	**Sun IV.** SteelScK *C.G.Alexander* –15 1*Dk*(*Stl*)	200 189 65	✠100A1 *For towing purposes* 2,18~~5,17~~ ✠LMC8,15	Lon			1915 8mo	Earle'sCo. Ld. Hull *Lloyd's*A&CP	W.H.J.Alexander *WB=DTf*4′7*tFPT*6*t*	105·0 | 25·5 | 12·4 BK7″ *T*5*tAPT*6*t*			London British 4*BHCem* 180lb	T.3Cy.15½″,24″&40″–27″ (*s*) 80RHP 1SB,*2cf*,GS54,HS2025 Earle'sCo.Ld.Hull	13 ″ 0 s 1 ″ 6 12 ″ 3	
2096 139071 JLQB	**Sun V.** SteelScK *J.Alexander* –15 1*Dk*(*Stl*)	200 189 65	✠100A1 *For towing purposes* ~~5,17~~ ~~5,17~~ 2,18 ✠LMC7,15	Lon			1915 7mo	Earle'sCo. Ld. Hull *Lloyd's*A&CP	W.H.J.Alexander *WB=DTf*4′7*tFP*	105·0 | 25·5 | 12·4 BK7″ *T*6*tAPT*6*t*			London British 4*BHCem* 180lb	T.3Cy.15½″,24″&40″–27″ (*s*) 80RHP 1SB,*2cf*,GS54,HS2025 Earle'sCo.Ld.Hull	13 ″ 0 s 1 ″ 6 12 ″ 3	
2097 93654 TWPK	**Sun VI.** SteelSc *S.J.Alexander* –15 *ss*Hul.No.3–3,15 (*ex*Conservator) 1*Dk*(*Irn*)	139 123 17	✠100A1 9,15 BS2,17 ✠LMC3,15	Lon		9,15	1902 11mo	Allsup& Co Ld. Preston *Lloyd's*A&CP	W.H.J.Alexander	90·0 | 19·6 | 10·1 BK6″			London British 4*BHAsp*	C.2Cy.17″&35″–24″ (*s*) 130lb 80RHP 1SB,*2cf*,GS45,HS1243 Allsup&Co.Ld.Preston	11 ″ 0	
2098 97554	**Sunbeam** IronScK *J.Thomson* –16 (*Trawler*) 1*Dk*	133 125 49			…		1891	Hawthorns &Co. Leith	D.J.McKinnon& Son	100·0 | 20·1 | 10·1 F12′ BK7″			Dundee British *WB*	C.2Cy.17″&34″–22″ 48RHP Hawthorns&Co.,Leith	11 ″ 3	
2099 134747 JBCL	**Suncloud** SteelScK *W.H.Stevens* –14 *Elec.light* 1*Dk*	213 206 88	✠100A1 *StmTrawler* 1,14 ✠LMC10,12	Gms		1,14	1912 10mo	Cook,Welt'n&Gemmell Ld.Beverley *Lloyd's*A&CP	Grimsby&North SeaStm.Trawling Co.Ld.	117·2 | 21·5 | 12·1 Q61′ BK7½″			Grimsby British 4*BHCem*	T.3Cy.12″,21″&34″–24″ (*s*) 200lb 58RHP 1SB,*2pf*,GS32,HS1086 Amos&Smith,Ld.Hull	13 ″ 1	
2100 MCJK	**Sund** IronScSr *K.Endresen*15–15 (*ex*Georgia,*ex* Isle of Georgia) *Well deck* 1*Dk2trB*	1225 994 751			…		1885	J Readhead &Co. S.Shields	Akties.Sjöfart (S.O.Stray&Co., *Mgrs.*)	235·0 | 34·1 | 17·0 Q87′B55′F27′ BK8½″			Xiansand Norwegian *WB*	C.2Cy.28″&53″–36″ 133NHP J.Readhead&Co.S.Shl.	18 ″ 0	N
2101	— *N.Kollberg*00–14 *Mchy.Aft* 1*Dk*	SteelScSr 113 97 26					1914	Sunds Bruks Werkstäder&Slip Sundsvall	SundsAktieb. (H.E.Hammarberg)	85·7 | 21·0 | 10·8 H15*t*			Sund Swedish	C.2Cy.24⅝″&15½″–20″ 9NHP SundsBruksWerkst.&Slip Sundsvall		
2102 110397	**Sunda** SteelSc *Mydin* (*Tug*) 1*Dk*	120 109 23					1899	New Harbour Dock Co.Ld.Singapore	Singapore Harbour Board	95·3 | 19·5 | 11·0			Singapore British *WB*	C.2Cy.19″&36″–18″ E.*blt*.76, *fitted*99 55RHP B.*blt*.87, *fitted*99 D.Rowan,Glasgow		
2103 MBPH	**Sunde** IronScSr *M.Höiland*15–15 (*Trawler*) (*ex*Langevaag,*ex*Reform) 1*Dk*	130 129 49					1869	Reiherst'g Shiffsw. Hamburg	Chr.Bjelland&Co.	90·5 | 18·6 | 10·3			Stavanger Norwegian	C.2Cy.17½″&28½″–24″ NB86 33NHP Reiherst.Maschinenf.Ham		
2104 132080 JKBR	**Sunderland** SteelScSr *F.A.Holder* –16 1*Dk*(*Stl*)	172 145 16	✠100A1 *For towing purposes* 2,18~~4,16~~ ✠LMC11,14	Nwc		2,18	1914 11mo *Lloyd*	J.P.Rennoldson&Sns. Ld. S.Shields *'s*A&CP	~~Sunderland~~ ~~Towage Co.Ld.~~ GrandePenwick Tyne&WearCo.Ld. (J.E.Dawson,*Mgr.*)	95·0 | 22·0 | 10·8 BK7″ *WB=FPT*			Sundrland British 4*BHCem* 17*tAPT*16*t*	C.2Cy.19″&40″–26″ (*s*) 130lb 96RHP 1SB,*3pf*,GS52,HS1754 J.P.Rennldsn&SnsLdSSh	11 ″ 9 s 1 ″ 3 11 ″ 2	
2105 65033 JRNB ~~Mlfgr~~	**Sundet** IronScSr *P.N.Lydersen* (*ex*Transport, *Well deck* *ex*Norway) 1*Dk2trB*	~~829~~ 697 509	~~829~~		…		1870	Withy& Alexander Hartlepool	The Shipping Controller (W.Brown, Atkinson&Co *Mgrs.*)	~~214·0~~ 28·4 | 16·5 Q89′B46′F17′ 214·1			~~Tvedestrnd~~ ~~Norwegian~~ London *WB* British	C.2Cy.18½″&37½″–36″ NB04 ~~71RHP~~ 71RHP T.Richardson&Sons,Hpl.	17 ″ 3	N
2106	— *G.J.Seip*11–11 (*ex*DockyardIII.)	SteelSc — 41	✠100A– *Tug for River* 12,16 ✠LMC12,16	Rot	*es*	12,16	1911 12mo	N.V.Werf Hubertina Haarlem	Rotterdamsche DroogdokMaats.	74·4 | 17·5 | 7·2 FK *FPT*6*t*			Rottrdam Dutch 4*BHCem* 140lb	C.2Cy.12⅝″&36″–15¾″ (*r*) 43NHP 1SB,*2cf*,GS31,HS916 N.V.Werf-Hubertina	8 ″ 2	

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux. Gréement. etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté et Lettre de Code. Bureau Central Tweed.
2107 RHMT	**Sundsvall** *J.Matthies*	SteelScSr 1Dk	663 490 415	✠100A1 7,17 ~~1,17~~ *Carrying Petroleum in bulk* ✠LMC2,15 *Fitted for oil fuel* 2,15 *F.P. above* 150° F.	Grk Cff	*x* *in*	~~1,17~~ 7,17	1889	Helsingörs Skibsbyggeri Elsinore	H.M.Gehrckens	191·0 Q62′	27·6 B53′	12·2 F23′	Hamburg German *WB*	C.2Cy.25″&47″–30″ 101NHP HelsingörsMaskinbyggeri.		G
2108 144 HGVP	— *E.A.Bergman* 11–12	IronScSr 1Dk	268 204 135					1854	MotalaCo. Norrköping	Stockholms Rederiaktieb. Svea (HjBlomberg *Mgr*)	151·0 H50*t*	21·4 F19′	11·9	Stockholm Swedish	C.2Cy.18½″&37½″–21″ NE&BS2 53NHP W.Lindberg'sMk.V.,Skm.		
2109 95425 KSFL	**Sung Kiang** *J.D.Milne* –16	SteelTwinScSr	1622 1471 987					1888	Scott&Co. Greenock	ChinaNav.Co.Ld.	256·3 B68′	36·3 F29′	21·6	London British	T.6Cy.14″,23″&37″–30″ 150NHP Scott&Co.,Greenock		
2110 104354 NVST	**Sunhill** *A.E.O.Anderson* –15 (*ex*Kennet, *Mchy.Aft ex*GeneralHavelock)	SteelScSr 2Dks	837 501 391					1895	J.Laing Sunderland	SunShippingCoLd (MitchellCotts& Co.Ld.*Mgrs.*)	201·0 P138′	28·2 F30′	13·7	London British *WB*	T.3Cy.19½″,30″&50″–36″ 150NHP G.Clark,Ld.Sunderland		
2111 136770 JHSQ	**Sunik** *D.A.Reid* 08–15 *Elec.light* 2Dks(*Stl*)&*Web frames* *Mchy.Aft* *Longitudinal framing*	SteelScSr	5017 4454 3050	✠100A1 7,17 ~~1,17~~ *Carrying Petroleum in bulk* ✠LMC2,15 *Fitted for oil fuel* 2,15 *F.P. above* 150° F.	Grk Cff	*x* *in*	7,17 *bulk*	1915 2mo *Lloyd's SA&CP*	Armstrong Whitworth &Co.Ld. Newcastle	SunikOilTrans-portCo.Ld. (F.Gilbert) *WB=CellDB* *uB24′35tDTf36′3*	385·0 P88′B28′F41′ FK 16*t*	50·3 *BHpt Cem*	30·3 9*BHto Udk* 7 „ 2*nddk*	London British 16*tFPT73tAPT39t*	T.3Cy.25½″,42″&70″–48″ (*s*) 180lb *120lb* 425NHP 2SB,6*cf*,GS126,HS5862 FD N.E.MarineEngCoLd Nwc	30 ″ 3 s 6 ″ 3 24 ″ 5	
2112 1650 HKWL	**Sunko Maru** (*ex*Albert) *Well deck*	IronScSr ssShi.No.3–10,96 1Dk	851 — 590	✠ - 10,96	Shi	*j*		1884 7mo	Oskrshmns M.V.Aktieb. Oskarshamn	S.Toyosaki *WB=AP*	187·6 Q55′B38′F27′ BK7½″ *T15tMT31′200t*	29·5	13·7	Nishino-miya Japanese 4*BHCem*	C.2Cy.25½″&47½″–30″ E*made*76 104NHP 1SB,3*pf*,GS48 T.Richardson&Sons,Hpl.		
2113 104506	**Sunlight** *W.Baxter* –11 (*Trawler*) 1Dk	SteelScK	168 156 68			…		1894	J.Duthie, Sons&Co. Aberdeen	J.A.Harrow	103·2 BK7″	21·1	11·3	Aberdeen British	T.3Cy.13″,19″&30″–21″ 50RHP BlaikieBros.(Lim.),Abn.	11 ″ 9	
2114 96352	— *P.Illidge* –89	SteelTwinSc (*Flat*) 1Dk	108 93 64			…		1889	R.Smith& Co. Lytham	LeverBros.Ld.	93·0 FK	19·6	6·6 *WB*	Liverpool British	C.4Cy.10″&20″–14″ 45RHP R.Smith&Co.,Lytham	7 ″ 3	
2115 214577 LGMK	**Sunlite** *A.F.McKay* 16–16 *Elec.light* *Mchy. Aft* (*See Sailing Ship Register*)	SteelAuxScSr *OilEng.* 1Dk(*pt Stl*)2*trB*	1976 1789 1601	✠100A1 11,16 ✠LMC11,16	To-ledo	*u*		1916 11mo	ToledoS.B. Co. Toledo,Ohio A&CP	StandardOilCo. (NewJersey) *Cell*	252·0 P49′F41′ FK *DBf168′236tFPT*	43·7 4*BHCem* 135*tAPT14t*	21·2	BaynneNJ Utd.States	Oil Engine 2S.C.SA 4Cy.16½″–~~19½″~~=18½″ DB*150lb* J&CG Bolinders CoLdSkm	23 ″ 6	
2116 139560 THKS	**Sunning** *W.L.Jones* –16 *Elec.light*	SteelScSr 2Dks	2555 2246 1570					1916	TaikooDk-yd&EngCo.of HongK'ngLd HongKong	ChinaNav.Co.Ld.	310·3 P10′B72′F37′	41·2	22·4 *WB*	London British	T.3Cy.22″,35″&55″–39″ 189NHP TaikooDkyd.&Eng.Co.of HongKong,Ld.		
2117 110343 RJKM	**Sunningdale** *W.Sandison* –17 *Well deck*	SteelScSr ssShl.No.3–4,12 ssShl.No.1–16 1Dk(*Irn*)&*Web frames* *Cargo battens not fitted*	1798 1406 1116	✠100A1 ~~11,17~~ ~~11,16~~ ✠LMC3,16 BS7,17	Shl Lon	*r*	~~3,16~~ 11,17	1899 16mo	S.P.Austin &Son,Ld. Sunderland A&CP *WB*	J.Fenwick&Son Lambton&Hetton Collieries Ld. = *CellDBa66′uEs*	268·4 P27′Q74′B48′F28′ FK *B30′f112′510tFPT*	37·7 4*BHCem* 37*tAPT51t*	17·0	Newcastle British	T.3Cy.20½″,33″&54″–39″ (*s*) 160lb *90lb* 195NHP 2SB,6*pf*,GS84,HS3144 G.Clark,Ld.Sunderland	19 ″ 9 s 2 ″ 2 17 ″ 11	
2118 3123 JHKP	**Sunningen** *R.Svensson* (*ex*Bergholmen) *Mchy.Aft*	CompScSr 1Dk	201 165 88					1897	K.Olsson Gamla Lödöse	RederiaktiebSun-ningen (S.P.Pettersson)	98·3 B21′H7*t*F12′	22·8	10·7	Uddevalla Swedisn	C.2Cy.10″&22½″–15″ 16NHP LindholmensM.V.Got.		V
2119 214459 LGJR	**Sunoil** ~~*H.Oelsmann* 08–16~~ *Nelson* –18 *Elec.light* 2Dks(*Stl*)&*Web frames* *Mchy.Aft* *Longitudinal framing*	SteelScSr	7157 6236 5217	✠100A1 ~~6,17~~ ~~10,16~~ 5,18 ✠LMC10,16 *Carrying Petroleum in bulk* *Fitted for oil fuel* 12,16 *F.P. above* 15° F.	Phl NNs	*b*†		1916 10mo A&CP *Cell*	W Cramp& Sons S&EBCo Philadelphia	SunCompany *DBuE&B61′234t*	430·0 P116′B36′F49′ FK *FPT246tAPT49t*	58·2 15*BHpt Cem* 10 „ *toU dk* 5 „ 2*nd* „)	33·3	Phildlphia Utd.States	T.3Cy.27″,45½″&76″–51″ (*r*) 190lb 565NHP 3SB,9*cf*,GS185,HS8095 FD W.Cramp&SnsS&EBCPhl	33 ″ 3	
2120	**Sunray** *For all particulars See No.20 in Supplement* *Elec.light*	SteelScSr	3090 ~~3980~~	100A1 (*Class Contemplated*)				1917	R.Thomp-son&Sons,Ld Sunderland	ScarisbrickS.S. Co.Ld. (Elvidge&Mor-gan.*Mgrs.*)	330·5 P31′B100′F37′	48·0	21·9	Cardiff British	T.3Cy.24″,38″&64″–42″ J.Dickinson&Sons,Ld.Sld.		
2121 98562	**Sunrise** *G.Main* –16	SteelScSr (*Trawler*) 1Dk	167 156 64			…		1891	J.Duthie, Sons&Co. Aberdeen	RedRoseSteam Trawlers,Ld. (J.A.Taylor,*Mgr.*)	102·6 BK6½″	20·7	11·3	Aberdeen British	C.2Cy.17″&34″–24″ 50RHP Hall,Russell&Co.,Abn.	11 ″ 7	
2122 112648 SMND	— *G.Fothergill* –15	SteelScSp (*Tug*) 1Dk	103 92 —			…		1899	J.G.Fay& Co.Ld. Southampton	W.H.J.Alexander	80·3 BK6″	19·0	9·9	London British	C.2Cy.17″&35″–24″ 63RHP J.G.Fay&Co.Ld.Sou.	10 ″ 3	
2123 112637 SMNO	**Sunshine** *J.H.Arnold* –15	SteelScCtr (*Tug*) 1Dk	103 92 —			…		1899	J.G.Fay& Co.Ld. Southampton	W.H.J.Alexander	80·3 BK6″	19·0	9·9	London British	C.2Cy.17″&35″–24″ 63RHP J.G.Fay&Co.Ld.Sou.	10 ″ 3	
2124 118369 VMHC	**Suntrap** *W.Clayburn* –14 (*ex*Sherwood) *Well deck*	SteelScSr ssSld.No.3–9,15 1Dk(*Stl*)&*deep framing* *Cargo battens not fitted*	1353 1049 864	✠100A1 8,17 ~~11,16~~ ✠NB7,10 ✠LMC MS9,15 BS8,16	Sld	*o*	8,16	1904 1mo *Lloyd's SA&CP*	Sunderlnd GasLight&Coke S.B.Co.Ld. Sunderland	GasLight&Coke Co.(S.Clarke&Co. *Mgrs.*) *CellDBa71′uEs*	230·0 P22′Q67′B50′F22′ FK *B27′f92′320tFPT*	36·1 4*BHCem* 52*tAPT53t*	15·0	London British	T.3Cy.19″,31″&51″–36″ (*s*) 140lb *90lb* 159NHP 1SB,4*cf*,GS72,HS2606 N.E.MarineEng.CoLd.Sld.	17 ″ 3 s 1 ″ 5 16 ″ 1	
2125	**Superb** *ss*Pra.No.3–12,12 1Dk(*Stl*)	SteelSc	38 38 17	✠ *For Towing purposes* 12,12 ✠NB4,09 ✠	Pra	*s*		1900 8mo	Botje, Ensing&Co. Groningen	Port ofPara	64·1 BK6″	15·5	7·7 3*BHCem*	Para Brazilian	C.2Cy.12″&24″–16″ 25NHP 1SB,1*pf*,GS20,HS435 Botje,Ensing&Co.Grongn.	8 ″ 0	
2126 202329	**Superior** *Elec.light* *Mchy.Aft* 2Dks	SteelSc	4544 — 3845					1905	Gt.Lakes Eng.Works Ecorse,Mich.	Great Lakes Transit Corpora-tion	381·0	50·2	30·0 *WB*	Buffalo Utd.States	Q.4Cy.21″,30″,43½″&63″–42″ 257NHP GreatLakesEng.Wks.Det.		
2127 96657 KSDN	— (*ex*HumphreyToomey) 1Dk (*See Sailing Ship Register*)	WoodAuxScSr *Petrol Motor*	167 — 162					1902	M M.Davis Solomons Md	Merritt&Chap-man,Derrick& WreckingCo.	105·5	28·5	7·6	NewYork Utd.States	Petrol Motor		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys. No. of Decks, &c.	3 Late Name if any.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Dated U.K. Trade Cert.
2128 116820	**Superior City**		4795 — 3694					1898	Cleveland S.B.Co. Lorain,O.	PittsburghS.S.Co.	429·0	50·0	24·7	Duluth Utd.States	Q.4Cy.17″,25½″ 39″&60″–40″ 228NHP		
	Elec.light Mchy.Aft Sub.Sig. 1*Dk2trB*													*WB*	Clevelnd.SBCo.Clevelnd,O		
2129 127286	**Support**		100 92 42	✠ *For fishing purposes* 12,12 ✠	Abn			1907 10mo	J.Duthie Torry S.B.Co. Aberdeen	W.Hay	86·2	18·2	8·8 BK7″	Banff British	C.2Cy.11″&27″–16″ 27RHP	9 ″ 6	
	*W.Hay*07–07																
	1*Dk*													3*BHCem*	1SB,*2pf*,GS29,HS770 W.V.V.Lidgerwood,Gls.		
2130 671 HBDS	**Sur**		130 89 86					1899	Porsgrund Mek.Værks. Porsgrund	Braun&Blanchard	96·0	18·0	8·0 P32′	PntaArnas Chilian	C.2Cy.10″&19″–14″ 11NHP		
	En.Fernandez														PorsgrundsMek.Værks.		
	Mchy.Aft																
2131 114024 TGLM	**Surada**		5324 4890 3400	✠ 3,04 ✠	Bom	*z*		1902 3mo	A&J Inglis Glasgow	BritishIndiaStm. Nav.Co.Ld.	410·0	50·7	28·8 B95′F62′	Glasgow British	T.3Cy.26½″,42″&66½″–51″ 387NHP	32 ″ 0	
	F.D.Alton –09									*WB=CellDBa*	123′*uE&*		FK	6*BHCem*	2SB,*6cf*,GS123,HS5500 FD		
	2*Dks*(*Stl–U* teaks)3*trB*									*B43′f*195′ 1208*tD*	*Tf*30′922*tFPT*184*t*			*APT*112*t*	A.&J.Inglis,Glasgow		
	Elec.light	*&Web frames*															
2132 101828 NCnK	**Suram** *J.F.Hill* –18 ~~W.Hinchley –18~~		3629 3303 2338	✠100A1 *Spar dk* 11,16 ~~Examined 2,18~~ ✠LMC2,18	Ply	*v*	11,16	1893 5mo	J.Laing Sunderland A&CP	SuramS.S.Co.Ld. (Stephens,Sutton &Stephens) (BritishTankerCo. Ld.,*Mgrs.*)	325·0	42·6	21·2 P75′B24′F32′ 28·7 FK	London ~~Newcastle~~ British	T.3Cy.25⅞″,40″&64″–42″(*s*) 160lb *100lb* NDB07 287NHP	29 ″ 9 s 5 ″ 10½	
	Mchy.Aft	*ss*Bly.No.3-3,05												5*BHCem*	2SB,*6cf*,GS115,HS4620	24 ″ 3	
	Elec.light	1*Dk*(*Irn*)*&*		*Carrying Petroleum in bulk* ✠NB4,14 ~~BS11,14~~											G.Clark(Lim.),Sunderland		
		Spar dk(*Irn*)*&Web frames*												*WB=*	*CellDBuE*	*&B54′117tFPT*93*tAPT*40*t*	
2133 104829 NQKS	**Surat**		4451 3823 2784	~~3,12,16~~ 11,17 ✠NB(1)2,09(*forward*) ✠LMC MS9,15 ~~BS12,16~~ 11,17	Cal	*x*	12,16	1895 1mo	Armstrong Mitchell& Co.Ld. Newcastle A&CP	BankLine,Ld. (A.Weir&Co.*Mgrs*)	360·0	47·0	27·7 P38′B98′F39′ FK	Glasgow British	T.3Cy.28″,50″&80″–54″ (*s*) 180lb 578NHP	30 ″ 7 s 6 ″ 2	
	*G.Plomer*09–13	*ss*Ant.No.3–8,07												7*BHAsp*	3SB,*9cf*,GS189,HS7875 FD	24 ″ 9	
	(*ex*Johannesburg)	*ss*Cal.No.2–15													Hwthrn,Leslie&C.Ld.Nwc		
	2*Dks*(1*Stl*1*Irn*)*&deep framing*									*WB=C*	*ellDBa*96′*uE&*B58′			*f*142′1005*t*	*APT*60*t Tunnel tank*130*t*		
	Elec.light Wireless	3*Dk rule*															
2134	**Surendalsfjord**		440 406 254					1914	Akers Mek.Værks. Christiania		151·5	23·1	17·3 H32*t*	Russian	T.3Cy.13½″,22″&37½″–28″ 74NHP		N
	Elec.light	2*Dks*													AkersMek.Værks.Xia.		
2135 105842 PJDC	**Surf**		1597 1232 986	✠100A1 7,17 ~~6,16~~ *Spar dk* ~~Examined 6,18~~ BS6,16 ✠LMC7,14 BS6,18	Nwc Shl	*p*	~~5,15~~ 8,17	1896 6mo	S.P.Austin &Son Sunderland A&CP	CoryColliers,Ld.	255·0	35·2	16·5 P28′Q68′B48′F28′ FK	London British	T.3Cy.20″,32½″&53″–36″ (*s*) 160lb *100lb* 180NHP NDB04*fitted*09	19 ″ 6 s 2 ″ 0 17 ″10	
	W.J.Newton –16	*ss*Shl.No.3–8,09												4*BHCem*			
		*ss*Shl.No.1–14								*WB=CellDBa*72′*uE&*	*B42′f*96′453*tFPT*			16*tAPT*58*t*	1SB,*4pf*,GS68,HS2860		
	Well deck	1*Dk*(*Irn*)*&Web frames*													J.Dickinson&Sons,Ld.,Sld.		
		Cargo battens not fitted															
2136 209480 LCGR	—		252 218 119					1911	ForeRiver S.B.Co. Quincy,Mass.	BayStateFishing Co.	117·8	22·5	11·6	Boston Utd.States	T.3Cy.12¾″,22″&36″–24″ 63NHP		
	*M.T.Greene*08–12	(*Trawler*)													ForeRiverS.B.Co.Quincy		
	Elec.light	1*Dk*															
2137 214362 LGHJ	**Surge**		303 265 97	✠100A1 *Stm Trawler* 9,16 ✠LMC9,16	Chicago			1916 9mo	Manitowoc S.B.Co. Manitowoc A&CP	BayStateFishing Co. (H.I.Cole, *Mgr.*)	135·5	22·7	12·3 Q73′F26′ BK7″	Boston Utd.States	T.3Cy.12¾″,21½″&35″–24″ 180lb (*s*) 82NHP	13 ″ 3	
	Elec.light	1*Dk*												3*BHCem*	1SB,*2cf*,GS44,HS1516		
															MarineIronWrks.Chicago		
2138 212710 LDQT	**Suriname**		3274 2457 2102	✠100A1 *Spar dk* 7,17 ~~12,16~~ ✠LMC MS6,16 ~~BS9,16~~ 8,17 BS11,17	N.Os	*v*	6,16	1908 2mo	Nederl. Schps.Maats. Amsterdam *Lloyd's*	SurinameS.S.Corp (UnitedFruitCo. Line)	336·7	41·9	22·7 B180′F46′ FK&BK2″	NewYork Utd.States	T.3Cy.24¾″,41⅜″&67¾″–51″ 180lb (*s*) 503NHP	26 ″ 0 s 4 ″ 7½	
	Ref.Mchy. 2*Dks*(*Stl*)*&Spar dk*(*Stl*–ws)									*WB=CellDBa*76′				*f*134′418*t*	3SB,*9cf*,GS187,HS7827 FD	22 ″ 1	
	Elec.light Wireless									*Intermediate bulkhead in after hold*				*dispensed with* 5 *BH only Cem*	NedFb.v.Wrk&Spoor,Ams		
	F.M.Simpson –17																
2139 LDSJ	**Surmulet**		253 — 100					1906	Bonn& Mees Rotterdam	L.Bouclet	135·6	21·9	12·6	Boulogne French	T.3Cy.13″,21½″&35″–24″ NB13 60NHP		V
	L.Malfoy	(*Trawler*)												*WB*	Alblasserdam.Msch.Fab.		
		1*Dk*															
2140	**Surubi**		300 — 263					1901	..... Salto, Uruguay	Cia.Argentina de Nav.(Nicolas Mihanovich)Ltda.	164·5	20·0	6·0	Bns.Ayres Argentine	C.2Cy.16″&32–36″ 51NHP		
															A.&J.Inglis,Glasgow		
2141 212935 LFDS	**Suruga**		4374 3997 2727	✠100A1 *Spar dk* 7,15 BS7,15 ✠LMC7,12	NYk	*y*	12,16	1908 2mo	AM'Millan &Son,Ld. Dumbarton *Lloyd's*	NewYork& OrientalS.S.Co. Inc.	375·3	52·0	17·5 P33′B210′F34′ 25·4 FK	NewYork Utd.States	T.3Cy.25″,41″&67″–48″ (*s*) 180lb ~~100lb~~ 370NHP 2SB,*6cf*,GS112,HS4928 FD	28 ″ 0 s 4 ″ 3½ 24 ″ 1	
	H.H.Armstrong –14	*ss*NYk.No.1–12												6*BHCem*	ClydeS.B.&E.Co.Ld.P.Gl.		
	Elec.light 1*Dk*(*Stl*)*&Spar dk*(*Stl*)*& deep framing*									*WB=Cell*	*DBa* 112′ *u*				*E&B*42′*f*174′1048*t APT*38*t*		
2142	**Susana**		3613 3068 2315					1897	W.Doxford &Sons,Ld. Sunderland	Madrigal&Co.	350·1	46·0	24·7 H111*t* F39*t*	Manila Utd.States	T.3Cy.24½″,40″&66½″–42″ 286NHP		N
	M.Morales –16	(*ex*Titania)												*WB*	W.Doxford&Sons,Ld.,Sld.		
	Turret deck	1*Dk*1*trB*															
2143 JDHR	**Susanne**		370 — 220					1872	H.Murray &Co. Pt.Glasgow	JohannReimer	150·2	23·1	11·5 P15′ Q44′ F28′	Stettin German	C.2Cy.19″&33″–24″ NB01 44NHP		G
	*A.Wegner*09–07	(*ex*Broomhill)												*WB*	D.Rowan,Glasgow		
	1*Dk*																
2144 139928	**Susarion**		260 228 102	✠100A1 *Stm Trawler* 2,17 ✠LMC2,17	Hul			1917 2mo	Cook,Welton &Gemmell Ld.Beverley *Lloyd's*	StandardSteam FishingCo.Ld.	120·0	22·5	12·0 Q67′ BK8″	Grimsby British	T.3Cy.12½″,21½″&35¼″–24″ 180lb (*s*) 74RHP	12 ″10	
	Elec.light	1*Dk*								*sA&CP*				4*BHCem*	1SB,*2pf*,GS38,HS1267		
															Amos&Smith,Ld.Hull		
2145 118089 HMVB	**Susetta**		334 259 127	✠ 6,14 ✠	Bkn	*f*		1904 4mo	AilsaS.B. Co.Ld. Ayr	JamesHenry Monks(Preston), Ld.	150·2	24·4	10·4 Q54′B14′F27′ BK7″	Liverpool British	C.2Cy.20″&42″–27″ 95RHP	11 ″ 8	
	J.Green –15	*ss*Sws.No.3–5,09												3*BHCem*	1SB,*3pf*,GS52,HS1676		
	(*ex*WilliamRowland)	1*Dk*(*Stl*)								*WB=FPT*50*t*				*APT*5*t*	Ross&Duncan,Glasgow		
	Well deck Mchy.Aft																
2146 106000 PHBW	**Susquehanna**		3711 3453 2395	✠100A1 *Spar dk* 8,16 ~~Examined 2,17~~ ✠LMC6,17	NYk	*w*	2,17	1896 5mo	Barclay, Curle&Co.Ld. Glasgow A&CP	TheUnion-Castle MailS.S.Co.Ld.	350·0	45·3	17·9 P32′B76′F38′ 25·9 FK	S'thamptn British	T.3Cy.25″,41″&67″–45″ (*s*) 170lb ~~170lb~~ 334NHP		
	A.Barron –17	*ss*Sou.No.3–1,09								*WB*	*=CellDBa*118′*uE*	*&B35′f*150′830*tAP*		T40*t pt Asp*	2SB,*6cf*,GS106,HS4323 FD		
	(*ex*MountSephar)	1*Dk*(*Stl*)*&Spar dk*													Barclay,Curle& Co.Ld.Gls.		
	Elec.light	(*Irn*–ws)*&deep framing*															
2147 116128	—		2782 1435 2347	*For full particulars See No. 70 in Supplement*				1886	UnionDry Dock Co. Buffalo,N.Y.	F.Auditore	302·5	40·0	16·0	Buffalo Utd.States	C.3Cy.36″&(2)51″–48″ 300NHP		
	Mchy.Aft	1*Dk&Spar dk*													H.G.Trout,Buffalo		
2148 116170 KDVP	—		233 — 116					1887	..... Wilmington, Del.	OceanFisheriesCo.	158·5	22·0	11·4	Wilmgton, N.C. Utd.States			
		1*Dk*															

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant à cette classe d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où code, si ce n'est dans le L. Inscrit. Classe d'Equipement.
2149	**Sussex** *Tonnage opening closed 1917* **SteelSc4MstSr**		6930	✠100A1	Lon	*a*†	~~3,16~~	1900	Hawthorn,	FederalStm.Nav.	420·0	54·0	28·7	London	T.3Cy.30″,48″&78″–54″ (*s*)	~~32 ″ 0~~	
112686	~~*E.Engine* 16~~ *ss*Liv.No.3–2,13		5168	*Shelter dk*	Syd		6,17	4mo	Leslie&Co.Ld	Co.Ld.				British	160lb 505NHP	s ~~5 ″ 8½~~	
RPHQ	*Ref.Mchy.* 2*Dks*(*Stl*)*&deep framing*		5126	~~3,16~~ 1,18					Newcastle				FK	7*BHCem*	3SB(FD)&1AuxSB,*10cf*,	~~35 ″ 1~~	
	Elec.light Wireless *&Shelterdk*(*ptStl*)			~~BS3,16~~ ✠LMC~~8,13~~ 6,17					A&CP	*WB*= *CellDBa*100′*uE*30′				*APT*25*t*	*2rf*,GS231,HS8678	39 ″ 1	
	McFarlane –17 *ssLon.No.1–17*			✠Lloyd's RMC~~6,13~~ 6,17											Hwthrn,Leslie& C.Ld.Nwc	s 12 ″ 3	
	Cargo battens not fitted in Saltr'tween decks															~~28 ″ 1~~	
2150	— **SteelTwinScSr**		1353					1896	W.Denny	Chemins de Fer de	275·0	34·1	14·0	Dieppe	T.8Cy.(2)23½″,(2)35½″&(4)		V
	Mouffet –14		744						&Bros.	l'EtatFrançais				French	37½″–27″ NB05 292NHP		
LDTB	*Elec.light* Wireless 2*Dks*		517						Dumbarton	(L.B.&S.C.Rly.Co.	B115′F41′				Denny&Co.,Dumbarton		
										Mgrs.)							
2151	**Susu** **Steel&IronScSr**		280	✠100A1	NFL	*c*	7,16	1893	W.Hamil-	TheNewfoundland	134·6	20·3	8·3	SJohnsNFL	C.2Cy.19″&38″–24″ (*s*)	9 ″ 0	
102097	*Horwood* *ss*NFL.2ndNo.3–7,14		147	3,17				4mo	ton&Co.	ProduceCo.,Ld.	F22′ len93			British	100lb 60RHP	s 1 ″ 2½	
	Mchy.Aft		132	✠NB12,07 ✠LMC7,14					Pt.Glasgow		*pt Shade dk*89′		FK	3*BHCem*	1SB,*3pf*,GS48,HS1325	8 ″ 2	
	1*DkSteelframing&Ironplating*			BS3,17					A&CP		*WB*=*DTf*17′			16*tFPT*20*t*	D.Rowan&Son,Glasgow		
2152	**Sutherland** **SteelScSr**		6570	100A1				1917	W.Doxford	Cayzer,Irvine&	420·0	54·0	26·3		T.3Cy.27″,44½″&75″–54″		
140696	*Should be "ClanMacmaster," See No. 87 in Supplement*			(*Class Contemplated*)					&Sons,Ld.	Co.Ld.							
	Elec.light								Sunderland								
															Richardsons,Westgarth& Co.Ld.Hpl.		
2153	**Sutherland Grange** **SteelScSr**		6852					1907	Palmers'	HoulderLine,Ld.	411·4	52·7	29·8	W.Hartlpl	T.3Cy.26″,45″&76″–54″		C
124326	*G.F.Wilson* –12 (*ex*Guardiana)		6595						Co.Ld.	(HoulderBros.&			37·8	British	424NHP		
HKCJ	*Elec.light* 2*Dks&Shelterdk3trL*		5158	✠Lloyd's RMC~~6,17~~					Newcastle	Co.Ld.*Mgrs.*)				*WB*	Palmers'Co.Ld.Newcastle		
	Ref.Mchy. Wireless			~~1,17~~ 5,18													
2154	**Sutlej** **SteelScSr**		3549	✠100A1	Cal	*v*	~~5,15~~	1908	C.Connell	JamesNourse,Ld.	349·1	44·2	19·5	London	T.3Cy.24½″,40″&68″–45″ (*s*)	30 ″ 0	
125702	*W.Fairweather* –17 *ss*Cal No.2–16		3313	*Awng dk*	Gls		5,17	7mo	&Co.Ld.		P41′F45′		27·5	British	200lb *100lb* 426NHP	s 6 ″ 6	
HMRQ	*Elec.light* 1*Dk*(*Stl*–ws)*&deep framing*		2170	*withfreeboard*	BS3,18				Glasgow	*WB*=			FK	6*BHCem*	2SB,*6cf*,GS124,HS6000 FD	24 ″ 1	
	&Awng dk(*Stl*–ws)*lower dk in fore hold*			5,17~~9,16~~	✠LMC~~9,16~~					*CellDBa*106′*uE&*	*B68′f*126′690*tFPT*			49*tAPT*36*t*	D.Rowan&Co.Glasgow		
	Wireless								*Lloyd'sA&CP*								
2155	**Sutton Hall** **SteelScSr**		4460					1905	Swan,Hun-	EllermanLinesLd.	375·4	47·4	28·1	Liverpool	T.3Cy.23½″,40″&69″–48″		C
120853	*J.Crawford* –14		4133						ter&Wigham	(HallLine,Ld.	P41′B96′F42′			British	330NHP		
HCQB	2*Dks*		2870						Richardson,	*Mgrs.*)				*WB*	Wllsnd.Slpwy.Co.Ld.Nwc.		
									Ld Newcastle								
2156	**Suva** **SteelScSr**		2229	✠	Bel	*t*		1906	Workman,	Australas'nUnited	300·3	41·1	11·8	SydnyNSW	T.3Cy.23½″,39½″&67″–42″	22 ″ 0	
121310	*S.Gilling* –15		1604	*Spar dk*				3mo	Clark&Co.Ld	Stm.Nav.Co.Ld.	P&B197′F36′		19·7	British	414NHP		
HFSP	*Elec.light* 1*Dk*(*Stl*)*&Spar dk*		1159	*withfreeboard*					Belfast				FK	5*BHCem*	2SB,*8cf*,GS149,HS5946 FD		
	Wireless (*ptStl*–teak s)*&deep framing*			3,06 ✠						*WB*=	*CellDBa*65′*uE*25			*APT*15*t*	Wrkman,Clark&Co.LdBel		
2157	**Suveric** **SteelScSr**		6235	✠100A1	Cal	*c*†	12,15	1906	Russell&	BankLine,Ld.	460·0	55·1	28·6	Glasgow	T.3Cy.28½″,47″&78″–54″ (*s*)	31 ″ 6	
124125	*F.S.Cowley* –15 *ss*Rot.No.2–14		5922	*Shelter dk*				8mo	Co.	(A.Weir&Co.*Mgs*)				British	180lb *100lb* 589NHP	s 5 ″ 0½	
HGST	*Elec.light* 2*Dks*(*Stl*)*&deep framing*		4011	*withfreeboard*					PortGlasgow	*WB*= *CellDB*			FK	7*BHCem*	3SB,*9cf*,GS190,HS8400 FD	26 ″ 10	
	Wireless *&Shelter dk*(*Stl*–ws)			10,17~~6,16~~	ES10,17				*Lloyd'sA&CP*	*a*160′*uE*27′*f*190′	1472*tDT a*38′1071*t*			*APT*46*t*	D.Rowan&Co.Glasgow		
					~~BS7,16~~ ✠LMC~~8,14~~												
2158	**Suwa Maru** **SteelTwinScSr**		10927	✠100A1	Yka	*g*†	~~7,16~~	1914	MitsuBishi	NipponYusen	516·0	62·6	34·9	Tokio	T.6Cy.28″,47″&79″–51″ (*s*)	37 ″ 6	
17307	*T.Sekine* *ss*Yka.No.1–18		8971	~~1,17~~ 1,18			1,18	9mo	Dkyd&EWks	KabushikiKaisha	P99′B191′F56′			Japanese	2001b FD 1337NHP	s 9 ″ 1½	
MNPF	*Elec.light* 2*Dks*(*Stl–Uws*)*&3rd*		6864	~~BS7,16~~ ✠LMC~~9,14~~					Nagasaki	*WB*= *CellDBa*			FK	8*BHCem*	7SB,*21cf*,GS443,HS19742	29 ″ 0	
	Wireless *dk*(*Stl*)*inNos.1,3&4holds*			~~BS7,17~~					*Lloyd'sA&CP*	157′*uE&B92′f*	193′2056*tFPT*148*t*			*APT*57*t*	MitsuBishiD.&E.Wks.Nag		
2159	— **SteelScSp**		114					1907	Nylands	ToyoHogei	95·3	17·2	10·6	Osaka	T.3Cy.10½″,17″&28½″–20″		
10917	(*Whaler*)		106						Værksted	KabushikiKaisha				Japanese	39NHP		
LDHP	1*Dk*		62						Christiania						NylandsVærksted,Xania		
2160	**Suwanee** **SteelSc3MstSr**		2748					1888	Armstrong	Anglo-American	310·0	40·4	28·3	London	T.3Cy.23″,37″&60″–39″		V
95496	*T.L.Hugo* –15 (*ex*Kasbek)		2693						Mitchell&Co	OilCo.Ld.				British	NB04 FD 225NHP		
KWHR	*Mchy.Aft Elec.light*		2000						Newcastle	(J.Hamilton*Mgr.*)					WllsndSlpwy.Co.Ld. Nwc.		
	Wireless *CarryingPetroleum in bulk*																
2161	**Suwannee** **SteelScSr**		3648					1911	NewYork	Merchnts&Miners	309·1	46·2	19·3	Baltimore	T.3Cy.28″,45″&75″–48″		R
208381			2062						S.B.Co.	TransportationCo.	F64′		30·0	Utd.States	390NHP		
LBTH	*Elec.light* Wireless 3*Dks*		2300						Camden,N.J.					*WB*	NewYorkSBCo.CamdnNJ		
2162	**Suworoff** **SteelPadSr**		926					1892	MotalaCo.	RussianStm.Nav.	220·0	27·3	13·8	Odessa	C.2Cy.34″&63″–52″		
160	*Tatarenko*		621						Gothenburg	&TradingCo.	Q72′ F39′			Russian	238NHP		
HBGR	*Elec.light* 1*Dk*		484											*WB*	MotalaActieb.,Motala		
2163	**Suyehiro Maru** **IronScSr**		1460					1880	Flensburgr	TokioKounGoshi	251·3	32·0	17·5	Nishino-	C.2Cy.31$\frac{1}{16}$″&56$\frac{3}{4}$″–33″		
1479	(*ex*Protos)		1398						Schiffsb.Ges.	Kaisha			24·5	miya	153NHP		
HKGB	2*Dks&Spardk*		1070						Flensburg				*WB*	Japanese	FlensburgerSchiffsb.Ges.		
2164	**Suzanne Céline** **SteelScSr**		165					1899	De la Bros-	Soc.Générale	105·8	20·5	10·4	Arcachon	C.2Cy.17$\frac{3}{4}$″&30$\frac{1}{16}$″–20$\frac{1}{2}$″		V
	Laromanie (*Trawler*)		145						se&Fouché	d'Armement	H34′			French	36NHP		
LDTM	1*Dk*		28						Nantes	(G.Belot,*Mgr.*)				*WB*	DelaBrosse&Fouché,Nts.		
2165	**Suzanne et Marie** **SteelScSr**		1644					1891	Lobnitz	Worms&Cie.	255·4	35·6	21·2	Havre	T.3Cy.20″,34″&54″–42″		V
	Lalande		1420						&Co.		P46′ B68′		F40′	French	NB09 189NHP		
LDTV	2*Dks*		1015						Renfrew						Lobnitz&Co.,Renfrew		
2166	— **SteelSc**		302					1907	Atel.&Ch.	Poret,Lobez&Cie.	141·0	23·0	13·0	Boulogne	T.3Cy.13″,22″&36″–25″		V
	*D.Fortin*12–12 (*Trawler*)		274						deFrance					French	65NHP		
LDTP	*Elec.light* Wireless 1*Dk*		110						Dunkirk					*WB*	Atel.&Ch.deFrance,Dnk.		
2167	**Suze Marie** **SteelScK**		232	✠	Nts			1908	Mackie&	A.Limousin	120·5	21·5	11·5	LaRochlle	T.3Cy.12½″,20″&33″–24″	12 ″ 6	V
	Coursand –14		193	*StmTrawler*				9mo	Thomson,Ld.	(A.Chargrasse,	Q68′F18′			French	70NHP		
LDTW	*Elec.light* 1*Dk*		78	11,09 ✠					Glasgow	*Mgr.*)			BK7½′	3*BHCem*	1SB.*2pf*,GS38,HS1253		
													WB=	*DBf*19′20*t*	W.V.V.Lidgerwood,Gls.		
2168	**Suzette Fraissinet** **SteelScSr**		2288	✠100A1	Msl	*t*	N7,16	1892	JLThomp-	Cie.Marseillaise	302·0	40·6	22·1	Marseilles	T.3Cy.23″,38″&62½″–42″ (*s*)	24 ″ 11	
	Gibert *ss*Msl.No.3–5,04		2132	*withfreeboard*				6mo	son&Sons	deNav.àVap.	P40′B74′F38′			French	170lb *80lb* 264NHP	s 4 ″ 7	
LDVB	(*ex*EleniMillas) *ss*Msl.No.2–12		1423	9,14	BS8,17				Sunderland	(Fraissinet&Co.			FK	6*BHCem*	2SB,*6cf*,GS116,HS4054	20 ″ 6	
	1*Dk*(*Stl*)*2trB&Webframes*			~~9,13~~	✠LMC~~8,12~~				A&CP	*Mgrs.*) *WB*= *CellDB*244′*&*06*tFPT*				78*tAPT*60*t*	Blair&Co.Ld.Stockton		
2169	**Svalbard** **SteelScSr**		186					1914	Rosenbergs	P.Skarbövig	114·6	21·4	10·9	Aalesund	T.3Cy.10″,16″&26″–18″		N
	J.Remmen (*Fishing*)		168						Mek.Værks.		H8*t*			Norwegian	29NHP		
MKTS	1*Dk*		69						Stavanger						RosenbergsMek.Værksted		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / *Master.* *Late Name if any.* / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 6 7 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned / now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 9 Built. When. — Ship. — Engines	By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed. Date of Trade Cert.
2170 HFCR	**Svan** *H.Bödtker* 1*Dk*	112 62 57	✠100A1 1,17 MS8,14	Npt	*q*	1,17	1860	Motala Werkstad Motala	Dpskibselsk.Juno (A.Steen, *Mgr.*)	111·0 P11 *t* B27 *t* H5 *t* F8 *t*	15·4 Q11 *t*	7·2 Holmstrnd Norwegian	T.3Cy.10″,15½″&24½″–16″ NE87 NB01 24NHP AkersMek.Værks.Xania.		
2171 5283 JSNB	**Svanen** *T.R.S.Stenfelt*04–11 *Elec.light* 1*Dk*	668 425 317					1911	Lindholmens V.A. Gothenburg	HallandsÅngb. Aktieb. (R.H. Möller, *Mgr.*)	176·3 P89′F20′	28·0	12·5 Halmstad Swedish *WB*	T.3Cy.16″,26½″&44″–30″ 106NHP Lindholmens V.A.Got.		V
2172 MCGH	**Svanfos** *L.Olsen* (*ex*Spes) *Elec.light* 1*Dk*	896 779 525					1905	Akers Mek.Værks. Christiania	Akties Manchester (Thor Thoresen, Jr. Ld. Akties. *Mgrs.*)	216·3 H49 *t* F25 *t*	32·1	13·6 Chrstiania Norwegian *WB*	T.3Cy.15½″,25″&42″–30″ 97NHP AkersMek.Værks.Xania.		N
2173 NPKR	**Svanholm** *P.N.Jensen* ss Cpn.No.2–14 1*Dk*(*Stl*)&*deep framing*	1400 1257 848	✠100A1 1,17 LMC MS8,14 BS2,17	Npt	*q*	1,17	1905 10mo *Lloyd's*	Wood Skinner & Co. Ld. Newcastle *sA&CP WB*	Akties. Dampsk. Skjold (L.H.Carl, *Mgr.*) = *Cell D Ba* 70′ *u E&B*	252·0 P&B198′F24′ *B30′f* 111′413 *t F P T*	38·2 FK	16·2 Copnhagn Danish *4 B H Cem* 68 *t A P T* 30 *t*	T.3Cy.19″,31″&51″–33″ (*s*) 170lb 168NHP 2SB,*4cf*,GS66,HS2714 N.E.MarineEng.CoLdNwc	18 ″ 6 s 1 ″ 5 17 ″ 4	
2174 ✠ 5333 JSRC	**Svartön** *N.A.Lund* –14 (*ex*Cedargrove) 1*Dk*(*pt Irn&pt Stl*) &*deep framing*	2359 2197 1381	✠100A1 4,18 ~~4,17~~ 3,17 LMC MS1,15 ~~BS5,14~~ BS11,17	Shl	*t*	10,16	1906 9mo *Lloyd's*	R. Thompson&Sons, Ld Sunderland *sA&CP*	Trafikaktiebolaget Grangesberg-Oxelosund (P.A. Welin, *Mgr.*) *WB* = *Cell D B*	299·0 P25′B74′F31′ *a90′u E&B36′f* 124′ *688 t A P T* 58 *t*	44·5 FK	19·9 Stockholm Swedish *5 B H Cem*	T.3Cy.21½″,36″&59″–39″ (*s*) 180lb *100lb* 229NHP 2SB,*6pf*,GS106,HS3432 G.Clark,Ld.Sunderland	22 ″ 3 s 3 ″5½ 19 ″ 2	
2175 2502 JFNV	**Svartvik** *C.J.Lundberg*13–13 (*ex*Kalmarsund No.4) 1*Dk*	125 *Now himself* 85	'Apollo," *See No. 67 in Supplement*				1876	Motala Co. Motala	Ångb.Aktieb. Svartviken (J.C.Barth, *Mgr.*)	91·2 Q25′B43′H7 *t* F26′	17·6	6·7 Svartvik Swedish	C.2Cy.12″&25⅝″–19½″ 24NHP MotalaCo.,Motala		
2176 NMPL	**Svava** ~~*Chr.Möller Holst* –17 *ss* Cpn.No.3–6,10~~ (*ex*Bjorn) 1*Dk*(*Stl*)&*deep framing* ~~*Chr.Möller-Bjorsh* –17 *ss* Els.No.3–9,17~~	1180 ~~1047~~ 709	✠100A1 ~~9,17~~ 3,17 LMC6,15 ~~9,17~~ 3,18	Abg Cpn	*o* ~~3,17~~ 3,18		1904 2mo *Lloyd's*	Kjöbnhvns Flydk.&Skbs. Copenhagen *sA&CP WB* =	Dpskselsk.Valkyrien (A.O.Andersen &Co., *Mgrs.*) *Cell D Ba* 40′ *u E&B*	233·4 P22′B60′F26′ 63′ *f* 94′ 349 *t F P T* 30 *t*	34·4 FK	16·4 Copnhagn Danish *4 B H Cem A P T* 15 *t*	T.3Cy.18″,29″&48″–33″ (*s*) 165lb 131NHP 2SB,*4cf*,GS48,HS1912 KjbnhavnsFlydk.&Skbsv.	18 ″ 10 s 2 ″ 1½ 17 ″ 0	
2177 ~ NQHT	— *N.M.Christensen* 1*Dk*	162 154 55					1907	Kjöbnhvns Flydk.&Skbs. Copenhagen	Em.Z.Svitzer's Bjerg.Enterprise	104·0 B20′	22·0	10·2 Copnhagn Danish	T.3Cy.13″,20½″&33½″–21″ HS1101 64NHP KjbnhavnsFlydk.&Skbsv.		V
2178 4130 JNFD	**Svea** *E.A.Zittorin*17–18 ~~*S.Bengtson*07–07~~ (*ex*Kovno) *Well deck*	1710 1358 1054	✠ A1*1 ~~4,18 10,16~~ ~~Dk~~ MS10,16	Got	Lv	10,16	1882 6mo	Earle's Co. Ld. Hull	~~J.Ingmansson~~ Rederiaktieb SvenskaLloyd (H.Metcalfe, *Mgr.*)	267·0 Q85′B83′H54 *t* F24′ *WB* = *Cell D B*	34·1 FK	18·1 Sölvesborg Swedish *3 B H* 1 PBH	C.2Cy.25½″&50½″–45′ 75lb *70lb* 134NHP 1 DB *4pf*,GS60,HS2310 Earle's Co.Ld.Hull	20 ″ 0 s 2 ″ 4 17 ″ 10	
2179 3639 JLGS	— *A.G.L.Andersson* –15 *Elec.light* 1*Dk*&*deep framing*	770 536 374					1900	Howaldtswerke Kiel	Stockholms Rederiaktieb.Svea (Hj Blomberg *Mgr*)	175·8 B57′H89 *t* F36′	30·3	13·8 Stockholm Swedish *WB*	T.3Cy14⅜″22¼″&36⅜″–19½″ 60NHP Howaldtswerke,Kiel		V
2180 203192 KVLS	— *O.Fredrickson* –12 1*Dk*	618 — 370					1906	..... Fairhavn, Cal	Wilson Bros.&Co.	174·0	38·2	13·3 S.Frncisco Utd. States			
2181 1152 HVFM	— *C.F.Aurell*05–05 1*Dk*	213 180 107					1890	Eriksbergs M.W. Gothenburg	Ångb.Aktieb. Export (O. Jensen, *Mgr.*)	102·2 P28′ H7 *t*	22·4	11·6 Karlstad Swedish	C.2Cy.13″&26″–17½″ 24NHP EriksbergsM.W.,Got.		
2182 2496 JFNR	— *B.H.Johansson* –11 (*ex*GötaElf) 1*Dk*	164 100 99					1885	P.Larsson Thorskog	Ångf.Aktieb. Byelfven (J. Carlsson, *Mgr.*)	99·0 B45′H14 *t*	18·4	9·0 Gillberga Swedish	C.2Cy.13½″&24½″–35″ NB00 30NHP P.Larsson,Thorskog		
2183 2767 JGFE	— *A.F.Knape* –08 1*Dk*	125 57 90					1895	Eriksbergs M.V.Aktieb. Gothenburg	GöteborgsNya AngslupsAktieb.	92·5 B43′H10 *t* F13′	19·1	6·6 Gothenbrg Swedish	C.2Cy.14″&27″–18″ 26NHP EriksbergM.V.Aktieb.Got		
2184	**Svealand** *Oil Eng.* *Elec.light* 1*Dk*	1086 853 482					1917	Södra Varfvets Aktieb. Stockholm	Rederiakt. Svenske (G.Bodén, *Mgr.*)	220·6 P28′B128′F9′	34·1	13·6 Stockholm Swedish *WB*	2 Oil Engines 2 S.C.SA 8Cy.14½″–20½″ Aktieb.DieselMot.Skm.		
2185 401 HSKM	**Svecia** *C.A.Green*16–16 *ss* Lbc.2nd No.3–3,09 (*ex*Mudir) *ss* Cpn.No.1–13 *Well deck* 1*Dk*(*Irn*)	529 380 303	✠100A1 10,16 ~~BS10,16~~ LMC5,13 ~~BS4,17~~	Skm	*h*	4,15	1884 2mo *Lloyd's*	H.M'Intyre & Co. Paisley *sA&CP*	Stockholms Rederiaktieb:Svea (Hj.Blomberg, *Mgr.*)	168·6 Q85′B17′H23 *t* F20′ *WB* = *DBa* 37′	28·2 BK7″	11·4 Stockholm Swedish *4 B H Cem* 60 *t F P T* 40 *t*	C.2Cy.20″&38″–28″ (*i*) 80lb *60lb* NDB03 64NHP 1SB,*2pf*,GS140 W.G.Lochhead&Co.Gls.	12 ″ 6	
2186 NTVQ	**Svedania** *B.Hansen* (*ex*Hogstad,*ex*Gro) *Mchy.Aft* 1*Dk*	912 632 431					1898	Akers Mek. Værksted Christiania	Dmpsk.Akties. Skagerak (M.Nielsen&Sön, *Mgrs.*)	199·3 P216 *t* F24 *t*	30·1	12·8 Copnhagn Danish *WB*	T.3Cy.15″,22″&37″–27″ 71NHP Akers.Mek.Værks,Xia.		G
2187 MCJD	**Svelvik** *A.Nielsen* –05 (*ex*Farmand) 1*Dk*	166 83 79					1905	Trndhjms Mek.Værks. Trondhjem	Dpsk.Selsk.Juno (A.Steen, *Mgr.*)	104·8 P67 *t* H12 *t* F6 *t*	18·5	8·0 Holmstrnd Norwegian	T.3Cy.10¾″,17½″&28½″–18″ 34NHP TrondhjemsM.V.Trndhjm		
2188 QRWT	**Sven Dufva** *J.A.Nyholm* –09	242 — 159					1876/93	..... Gothenburg	Åland Ångb Aktieb	118·4	19·6	8·5 Åbo Russian			
2189 NKJG	**Svend** *A.P.Schmidt* –09 *ss* Cpn.3rd No.3–12,08 *ss* Els.No.1–13 *Well deck* 1*Dk*2*trB* *Cargo battens not fitted*	1334 1005 820	✠90A1 6,16 ~~8,15~~ NB8,83 ~~BS8,15~~ 6,16	Bgn Cpn	*n*	~~12,14~~ 2,16	1872 10mo	Henderson, Coulborn&C. Renfrew A&CP	Dmpsk.Akties. Senta (L.R. Schmith, *Mgr.*)	236·0 P157′F34′ *WB* =	32·3 BK8″	16·9 Copnhagn Danish *4 B H Cem M T* 38′364 *t*	C.2Cy.27½″&60″–36″ (*i*) 65lb 146NHP 2SB,*4pf*,GS78,HS2165 Hendrsn,Colbrn.&Co.,Rnf.	18 ″ 0 s 1·10½ 17 ″ 2	
2190 MGSP	**Svend Foyn I.** *O.Andersen* –14 (*ex*JohanBryde. *ex*Oestkysten,*ex*Buceros,*ex*Strathness) *Elec.light* Wireless 2*Dks*	4136 3804 2416				...	1894	W.Gray & Co.Ld. W Hartlepool	Akties.Sydhavet (P.Bogen, *Mgr.*)	365·0 P31′B87′F36′	47·0 FK	27·1 Sandefjrd Norwegian *WB*	T.3Cy.27″,43′&72″–45″ FD 404NHP Cen.Mar.Eng.Wrks.WHpl	29 ″ 9	N
2191 140273 JRQP	**Svend II.** *D.W.Fowle* –17 *ss* Shl.No.3–3,14 1*Dk*(*Stl*)&*Web frames*	2104 1919 1316	✠100A1 ~~9,17 11,16 17~~ 2,18 LMC MS3,14	Cff BS4,17	*s*	N11,16 —	1900 12mo	J.Priestman&Co. Sunderland A&CP	~~Lambert Brs.Ld.~~ The Shipping Controller (Lambert, Bros.Ld., *Mgrs.*)	290·0 P27′B68′F29′ *WB* = *DBa*	42·2 FK	20·4 London British *5 B H Cem* 98′ *f* 102′ 644 *t*	T.3Cy.21″,35″&58″–39″ (*s*) 160lb *80lb* 205NHP 2SB,*6pf*,GS78,HS2940 N.E.MarineCo.Ld.Sld.	21 ″ 7 s 3 ″ 5½ 19 ″ 5	

1 Numero d'Ordre / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux. Gréement. etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant effect. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille / Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. pc.	15 Registres où code, et les Lettres de Pavillon. Bureau Local. Ref. Tonnage.
2192	**Svenör** SteelScSr *Östbye16–* *OilEng.* (*ex*Sneklokken) *Mchy.Aft* 1*Dk*	329 239 185					1915	Rosenbrgs Mek.Værks, Stavanger	Akties.Svenör (F.Bugge)	130·0 23·9 9·9 P50*t*H7*t*F12*t*	Larvik Norwegian *WB*	Oil Engines 2S.C. 4Cy.11″–19$\frac{3}{16}$″ Germaniawerft,Kiel		N
2193	**Svenske** SteelScSp *J.Berg15–15* (*ex*Ilsenstein)	1255 1648	*Now named "Kajsa," See No. 33 in Supplement*				1898	Howaldts-werke Kiel	Rederiaktieb. Sverige (Percy Tham, *Mgr.*)	243·6 35·3 14·8 Q76 B112 H92*t*F27	Stockholm Swedish *WB*	T.3Cy.17½″,27⅝″&43¾″–27⅝″ 98NHP Howaldtswerke,Kiel		V
4670 JQGR		1*Dk*	730											
2194	— SteelScSr *J.Haraldsson03–03*	502 365					1903	Lindholmens V.A. Gothenburg	Ångf.Aktieb. Marine(Th.Ahrenberg, *Mgr.*)	158·6 26·3 13·4 P52′H36*t*F22′	Gothenburg Swedish *WB*	C.2Cy.15″&33″–21″ 42NHP Lindholmens V.A.Got.		V
4111 JNDF	*Mchy.Aft*	1*Dk*	262											
2195	**Sverige** SteelScSr *T.Nielsen11–13*	684 *Now named "NielsHolst" See No. 13 in Supplement*					1908	Akt.Burmeistr.& Wain Copenhagen	Dampskibsselskab Öresund (J.D.Krogh, *Mgr.*)	210·0 33·2 13·8 B72′	Kalndborg Danish *WB*	T.3Cy.18½″,30″&50″–30″ 137NHP Akt.Burmeistr& Wain,Cpn		V
NQTL	*Elec.light*	1*Dk*	270											
2196	**Sverker** SteelScSr *A.Mårtensson08–17*	477 383	✠100A1 ~~3,174,16~~ 11,17	Got ~~Stm~~	*g*	11,17	1916	P.Larsson Thorskog	Rederiakt. Simrishamn (O.Modén, *Mgr.*)	151·6 26·6 11·7 P44′F16′ FK	Simrishmn Swedish	C.2Cy.16″&30″–22″ (*s*) 120lb *80lb* 46NHP	14 ″ 0	
JVNR	*Mchy.Aft*	1*Dk*(*Stl*)	234	✠LMC4,16			*Lloyd's*		*C*	*ell D Bf* 93′106*t F P T*		3*BH Cem* 2*SB,6cf*,GS23,HS871 2*At A P T* 25*t* P.Larsson,Thorskog	12 ″ 10	
2197	**Sverre** *Michelsen* –17 SteelScSr ~~*A.Berg18–18*~~ *ss*N.Yk.No.3–4,17	3564 3377	✠100A1 10,17~~4,15~~	NYk	*u*	4,17	1904 4mo	W.Gray& Co.Ld. W Hartlepool	AktiesDpsk.Sverre (S.M.Kuhnle& Son, *Mgrs.*)	339·6 48·0 24·5 P25′B67′F32′ FK	Bergen Norwegian	T.3Cy.25″,40″&65″–42″ (*s*) 160lb *80lb* 290NHP	27 ″ 2	
MCDT	1*Dk*(*Irn*)2*tr B&deep framing*	2326	✠LMC4,17				*Lloyd's*		*WB*=*Cell D Ba&*	*uE*133′*uB*17′*f*146′1		6*BH Cem* 005*t A P T* 48*t*	22 ″ 4	
	Elec.light 3*Dk rule*											2SB,*6cf*,GS112,HS4590 Cen.Mar.Eng.Wrks.WHpl		
2198	— WoodAuxScCtr *W.Johannesen02–13* *Stm.Eng.*	110 103					1903	K.Skaalvren Rosendal	G.Robertson	91·9 22·0 9·2	Hammrfest Norwegian	C.2Cy.7′&14′–10″ E&B*fitted*11 5NHP		
MGLK	(*See Sailing Ship Register*) 1*Dk*		59									O.Liaaen,Aalesund		
2199	**Sverre Sigurdsson** SteelScSr *Graarud* 1*Dk&Awngdk*	932 550	✠ *Awng dk*	Nwc	*l*		1882 4mo	C.Mitchell &Co. Newcastle	Nordenfjeldske Dampskibsselskab	202·3 28·0 13·3 H17*t* 20·4	Trondhjm Norwegian	T.4Cy.(2)12¾″,27¾″&48″–30″ NB04 *Tpd*04 128NHP		
JSPL	*Awngdk Sides&Beams Irn*	563	*with load line* 6,82						*W*	len04 *B*=*DBa*46′*f*64′*&u*		5*BH Cem* *E&B*37′105*t*		
2200	**Sviatitel Nicolai** SteelScSr *C.Stobbe* –14 (*ex*Cressida)	1250 —					1896	Schiffs. von Henry Koch Lübeck	RussischeDmpfsch Akt.Ges."Rurik"	235·4 33·2 15·5 P&B132′F28′	Petrograd Russian *WB*	T.3Cy.16½″,28″&44½″–27½″ 102NHP H.Pauksch A.G.Landsberg		
HDFV	1*Dk*	756												
2201	**Sviatoi Nicolai** SteelScSr *Bardisheff*	1931 —					1893	RussianSN &TradingCo. Sebastopol	RussianStm.Nav. &TradingCo.	289·9 36·5 17·0 25·4	Odessa Russian	T.3Cy.30″,46″&73″–48″ E&B*made*90 369NHP		
159 HBCS	Wireless 2*Dks&Awng dk*	1171										Hwthrn,Leslie& Co(L)Nwc.		
2202	— IronTwinScSr *J.Krivobokoff* –07 (*ex*Karl)	326 —					1882	Stbilimnto Tecnico Trieste	G.P.Gripari	178·6 26·9 7·4	Rostoff Russian	C.4Cy.11″&22″–18″ NB01 34NHP		
973 LRCO	1*Dk*	216										StabilimentoTecnico,Tri.		
2203	**Sviet** SteelScSr *A.Koulagin* –08 1*Dk*	1815 1660					1885	MotalaCo. Gothenburg	SSCo."Ocean"Ld.	275·5 36·0 23·5 Q75′ B11′ F28′	Odessa Russian *WB*	C.2Cy.35″&64½″–40″ 217NHP MotalaCo.,Gothenburg		V
154 HMRB	*Mchy.Aft* *Carrying Petroleum in bulk* *Elec.light*	965												
2204	**Svinta** SteelSc *Lorbee* –16	1200					1916	N.V.Werf DeNoord Alblasserdm	W.Hansen	236·0 P31′B65′F23′	Bergen Norwegian *WB*	T.3Cy.17½″,29″&46″–36″ 127NHP AlblasserdamMsch.Fab.		
	1*Dk*													
2205	**Svip** (*WRECKED 7,16*) SteelScSp (*Whaler*)	181 —					1906	Framnes Mek.Værks. Sandefjord	R.Erraguriz	93·3 19·0 11·7	Valp'raiso Chilian *WB*	T.3Cy.11″,18″&29″–24″ 41NHP AkersMek.Værks.Xia.		
826 HBGD	1*Dk*	109												
2206	**Svir** SteelScSr (*ex*Zwartezee) (*Tug*)	542 524					1898	L.Smit& Zoon Kinderdijk	RussianGovernment	165·6 31·1 16·3 B49′F18′	Libau Russian *WB*	T.3Cy.18′,28″&46″–36″ 180lb HS4054 203NHP Maats.deSchelde,Flushing		
	1*Dk*	138												
2207	**Svorka** SteelScSr (*ex*Orkdal)	154 89					1899	Trondhjms Mek.Værks. Trondhjem		111·2 18·0 7·9 Q17*t*B33*t*H8*t*		C.2Cy.14′&31″–18″ 34NHP		
	1*Dk*	79									*WB*	TrondhjemsMek.Værks.		
2208	**Swaerdecroon** SteelSc	1692 1329					1908	Maats. Fyenoord Rotterdam	Koninkl.Paketv. Maats.	270·5 40·3 18·0 P33′B73′F30′	Batavia Dutch *WB*	T.3Cy.19″,31½″&51½″–39″ 165NHP Maats.Fyenoord,Rot.		V
TJBF	*Elec.light* 1*Dk*	902												
2209	**Swainby** SteelScSr	5811	✠100A1	Stk	*y*		1917	Ropner& Sons,Ld. Stockton	SirR.Ropner&Co. Ld.	390·0 55·6 26·2 P30′B219′F40′ FK	Stockton British	T.3Cy.28″,46″&75″–48″ (*s*) 180lb *100lb* 450NHP	28 ″ 9 s 4 ″ 10	
135602 JPKM	*W.G.Thomas* –17	4697 3651	6,18 ~~4,17~~	Liv			4mo *Lloyd's*		*Cell D Ba* 127′*uE*	27′*f*174′1165*t F P T*	6*BH Cem* 94*t A P T* 185*t*	3S*B,9cf*,GS194,HS7293 Blair&Co.Ld.Stockton	24 ″ 3	
	Carrying fuel oil F.P.above150 F.in DB, 1*Dk*(*pt Irn pt Stl*)		✠LMC4,17											
2210	**Swakopmund** SteelSc *A.Karstedt* (*ex*Professor Woermann,	5631 4402					1903	Bremer Vulkan Vegesack	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	403·2 49·2 27·1 P&B262′F50′	Hamburg German *WB*	T.3Cy.27$\frac{9}{16}$″,45½″&74$\frac{13}{16}$″– 51$\frac{5}{16}$″ 399NHP BremerVulkan,Vegesack		G
QHRW	*Elec.light* *ex*Florida) 3*Dks*	3544												
2211	**Swallow** SteelSc *F.Gray* –14 *ss*Rgn.No.1–12	859 816	✠ *Hopper Barge*	Rgn	*l*		1908 12mo	W.Simons &Co.Ld. Renfrew	SydneyHarbour Trust	206·0 33·1 14·3 F25′ FK	SydnyNSW British	T.3Cy.17″,27″&43″–27″ 95RHP	15 ″ 0	
95947	1*Dk*(*Stl–pt teak s*)	497	6,14 ✠								4*BH Cem*	2SB,*4cf*,GS96,HS2834 W.Simons&Co.Ld.Rnf.		
2212	— SteelScK *H.E.Miller* –14	243 198				...	1897	Edwards Bros. Newcastle	KelsallBros.& Beeching,Ld. (G. Beeching&J.E.A. Kelsall, *Mgrs.*)	133·7 21·6 10·8 Q49′B7′F20′ BK7½″	Hull British *WB*	T.3Cy.13½″,22½″&38″–27″ 70RHP N.E.MarineCo.(Lim.),Sld.	11 ″ 9	
108523 PSFV	*Well deck Elec.light* 1*Dk*	95												
2213	— SteelScK *W.Sims* –09 *ss*Abn.No.1–11	204 191	✠100A1 *Stm Trawler*	Abn		10,13	1906 7mo	Hall,Russell&Co.Ld. Aberdeen	JohnLewis,Ld. (A.Lewis, *Mgr.*)	115·3 21·9 12·2 BK7½″	Aberdeen British	T.3Cy.11′,19½′&32″–22″ (*r*) 180lb E*made*03*refitd*06 60RHP	13 ″ 0	
123356	1*Dk*	81	4,14				*Lloyd's*		*WB*=*DTf* 5′13*t*		3*BH Cem*	1SB,*3pf*,GS44,HS1266 W.V.V.Lidgerwood,Gls.		
			✠LMC7,11											
2214	— SteelScK *F.Miles* –15 *ss*Gms.No.3–2,13	200 181	✠100A1 *Stm Trawler*	Gms		~~K2,15~~ 2,17	1900 2mo	Earle'sCo. Ld. Hull	Grimsby Steam FishingCo.Ld. (G.E.J.Moody, *Mgr.*)	115·3 21·5 11·2 BK7½″	Grimsby British	T.3Cy.10¾″,20″&32″–23″ (*s*) 190lb 52RHP	12 ″ 0	
110941 RMJT	1*Dk*	80	2,16				*Lloyd's*				3*BH Cem*	1SB,*2cf*,GS29,HS880 Earle'sCo.Ld.Hull		
			✠NB'98,*refitted*03 BS~~1,16~~ ✠LMC2,15 2,17											

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys.	3 Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned or Retained. Equipment Letter.	7* Date when tail shaft last exam.	8 Built. When. / Ship. / Engines	9 By Whom. / Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L. R. Date of Roll of Trade Cert.
2215 120781	**Swallow** *J.Allison* –16 *Well deck* *Mchy.Aft*	**SteelScSr** *ss*Yar.No 3–4,17 1*Dk(Stl)*	160 114 62	✠100A– 10,17~~4,17~~ ✠LMC4,17	Yar Lon		4,17	1905 4mo	J Fullerton &Co. Paisley	~~R.&W.Paul,Ld.~~ H.Parker	105·3 Q36′B7′F14′	21·1	7·1 B 6″ W L	Grimsby Ipswich British 3*BHCem* = *FPT*15*t*	C.2Cy.12″&24″–18″ (*s*) 100lb 27RHP 1SB,*2pf*,GS24,HS543 Ross&Duncan,Glasgow	7 ″ 8 s ″ 8 7 ″ 7	
2216 124688 HKQL	**Swan** *A.E.Green* –14	**SteelScK** *ss*Flt.No.1–11 1*Dk*	270 225 104	✠100A1 *StmTrawler* 7,14 ~~BS7,14~~ ✠LMC7,14	Flt		7,13	1907 5mo *Lloyd's*	GooleS.B. &Repg Co.Ld Goole *sA&CP*	CygnetSteam FishingCo.Ld. (T.Cardwell, *Mgr.*)	130·0 Q72′F23′	23·1 BK7½″	12·0	Fleetwood British 4*BHCem*	T.3Cy.12½″,21″&34″–25″ (*s*) 180lb 75RHP 1SB,*3pf*,GS50,HS1500 ShieldsEng.Co.Ld.N.Shl.	13 ″ 0	
2217 132531	—	**SteelScK** 1*Dk(Stl)*	34	✠100A– *For towing purposes* 10,13 ✠LMC9,13	Wyn		3,16	1913 10mo	Rennie Forrestt S.B &Eng.Co.Ld. Wivenhoe	BathurstTrading Co.Ld.	65·0	12·7 BK4″	6·2	Bathurst British 4*BHCem*	C.2Cy.9″&18″–12″ (*s*) 130lb 13RHP 1SB,*2pf*,GS20,HS386 A.G.MumfordLdColchestr	6 ″ 6	
2218 137439 JKQV	**Swan River** *F.Walker* –16	**SteelScSr** 1*Dk*	4724 4369 2982					1915	Irvine's SB &D.D.Co.Ld. WHartlepool	BritishEmpire SteamNav.Co.Ld. (HoulderBros.& Co.Ld. *Mgrs.*)	385·0 P36′B126′F38′	52·0	27·0	Liverpool British *WL*	T.3Cy.25″,40″&68″–48″ 320NHP Richardsons,Westgarth& Co.Ld.Hpl.		C
2219 116103 TRSL	**Swan II.** *J.W.Naylor* –14 (*ex*Swan)	**SteelScK** *ss*Hul.No.3–6,13 1*Dk*	239 216 93	✠100A1 *StmTrawler* 3,15 ✠LMC6,14	Trn		3,15	1902 11mo *Lloyd's*	Cook,Welt'n&Gemmell Hull *sA&CP*	Pickering&Haldane'sStm.TrawlingCo.Ld.	125·0 Q50′ ptND13	21·7 BK7″ *WB*	11·7 = *DBf*8′5*t*	Hull British 4*BHCem*	T.3Cy.12½″,21½″&35″–24″(*s*) 200lb 70RHP 1SB,*2pf*,GS34,HS1090 Amos&Smith,Hull	12 ″ 6	
2220 128932	**Swansea Castle** *C.Reed* –17	**SteelScK** 1*Dk*	256 228 100	✠100A1 *StmTrawler* 6,16 ✠LMC6,12 ~~Examined 5,17~~ 5,18 ~~BS6,12~~	Sws		~~6,16~~ 5,16	1912 6mo *Lloyd's*	Smith's DockCo.Ld. Middlesbro' *sA&CP*	CastleS.Trwlrs,Ld (C.Heron, *Mgr.*)	125·0 Q74′F21′	23·0 BK7½″	12·3	Swansea British 3*BHCem*	T.3Cy.12½″,21″&35″–26″ (*s*) 180lb 81RHP 1SB,*3pf*,GS51,HS1445 Smith'sDockCo.Ld.Mdb.	13 ″ 0	
2221 128903 HPGJ	**Swansea Vale** *J.Macfarlane* –17 *ss*Sws.No.1–13 *Well deck* 1*Dk*(*Stl*)&*deep framing*	**SteelScSr**	1310 1039 769	✠100A1 2,17~~,16~~ *Examined* 10,17 ✠LMC11,17 ~~BS11,11~~ ~~Examined~~	Sws Mch	*o*	~~10,16~~ 2,17	1909 6mo *Lloyd's*	ClydeS.B. &E.Co.Ld. Pt.Glasgow *sA&CP*	South MetropolitanGasCo.	235·1 P24′Q69′B46′F26′ *WB*=	36·0 FK	15·1 *Cell DBa* 71′*uE*&*B* 31′*f* 92′ 362*t*	Swansea British 4*BHCem*	T.3Cy.19″,31″&51″–36″ (*s*) 180lb *100lb* 162NHP 1SB,*3cf*,GS64,HS2393 ClydeS.B.&E.Co.Ld.P.Gls. *FPT*55*t APT*59*t*	17 ″ 3 s 1 ″ 5½ 16 ″ 1	
2222 116875 KNVF	**Swatara** (*Tug*) 2*Dks*	**SteelSc**	625 — 425					1898	Neafie& Levy Co. Philadelphia	ReadingCo.	157·0	29·0	17·5	Philadlphia Utd.States	T.3Cy.18″,28″&45″–30″ 112NHP Neafie&LevyCo.Phl.		R
2223 4514 JCPH	**Swatow Maru** (*ex*Swatow)	**SteelScSr** 1*Dk*&*Spardk*	991 935 583					1889	Blohm& Voss Hamburg	OsakaShosen KabushikiKaisha	225·0 H75′	30·4	17·6	Osaka Japanese *WB*	T.3Cy.15½″,24⅝″&39⅝″–33″ 90NHP Blohm&Voss,Hamburg		
2224 114734 SNDK	**Swazi** *H.J.Abbey* *Elec.light* Wireless	**SteelScSr** *ss*Lth.No.3–10,13 2*Dks*(*Stl*)&*Webframes*	4941 4539 3174	✠100A1 5,17 ~~6,16~~ ~~BS6,16~~ ✠LMC10,13 BS8,17	Npt Cff	*y*	6,16	1901 8mo	Armstrong Whitworth &Co.Ld. Newcastle A&CP	Ellerman& BucknallSS.Co.Ld.	380·0 P42′B76′F36′ *WB*= *Cell*	50·0 FK	29·1 *DBa* 125′*uE*	London British 6*BHCem*	T.3Cy.25″,43″&72″–48″ (*s*) 180lb 463NHP 3SB,*9cf*,GS144,HS6531 FD WllsndSlpwyCo.Ld.Nwc. &*B*42′*f* 160′875*t APT*35*t*	32 ″ 0 s 7 ″ 0 25 ″ 5	
2225 141793	**Sweden** *Elec.light* *Mchy.Aft*	**SteelScSr** (*ex*L.C.Smith) 1*Dk2trB*	4702 — 3418					1902	W.BayCity S.B.Co. W.BayCity, Mich.	GreatLakesS.S.Co.	414·0	50·0	29·0	Oswego Utd.States *Wb*	T.3Cy.22″,35″&58″–42″ 218NHP DetroitS.B.Co.Detroit		
2226 134771 JCFD	**Sweeper** *J.Westerby* –13 *Elec.light*	**SteelScK** 1*Dk*	395 367 235	✠100A1 *StmTrawler* 1,14 ✠LMC5,13	Gms			1913 5mo *Lloyd's*	Cook,Welt'n&Gemmell Ld. Beverley *sA&CP*	T.W.Baskcomb	150·1 Q88′F23′	25·0 BK7½″	13·5	Grimsby British 4*BHCem*	T.3Cy.13″,22½″&37″–24″ (*s*) 200lb 68RHP 1SB,*3pf*,GS40,HS1557 Amos&Smith,Ld.Hull	14 ″ 4	
2227 22383	**Sweepstakes** (*Tug*)	**WoodSc**	227 — 139					18 6/9 7/9	Quayle& Martin Cleveland	G.Weaver	130·7	21·8	11·8	Baltimore Utd.States	C.2Cy.20″&40″–30″ 73NHP S.F.Hodge&Co.,Detroit		
2228 93006 NBVC	**Sweet Home** *E.T.Rive* –16 *Well deck* *Mchy.Aft*	**Steel&IronScSr** *ss*Abn.No.3–3,05 *ss*Lth.No.2–13 1*Dk*(*Stl*) *Ironframing,Steelplating*	180 133 69	✠100A1 5,16 ~~Examined 3,13~~ ~~NB7,08~~ ✠LMC2,13 BS5,17	Hul	*b*	5,17	1893 5mo	Scott& Sons Bowling A&CP	JohnHarrison,Ld.	108·8 Q37′B10′F17	20·1 BK7″ *W*	8·6 *B* = *FPT*15*t*	Peterhead British 3*BHCem*	C.2Cy.12″&28″–20″ (*s*) 130lb 33RHP 1SB,*2pf*,GS29,HS770 Ross&Duncan,Glasgow	9 ″ 6 s ″ 8 9 ″ 6	
2229 118648 HBSW	**Sweethope** *ss*Sld.No.3–4,18 *H.F.W.Rasmussen* –14 ~~*ss*Bry.No.2–12~~ 1*Dk*(*ptIrn*&*ptStl*)&*deep framing*	**SteelScSr**	2715 2513 1708	✠100A1 4,18 ~~1,17~~ ~~BS1,17~~ ✠LMC5,~~12~~ 4,13	Cff Sld	*u*	~~4,17~~ 4,18	1905 1mo *Lloyd's*	Sunderlnd S.B.Co.Ld. Sunderland *sA&CP*	Pyman,Bell&Co. Ld. *WB* = *Cell DBa* 110′*uE*&*B* 36′	314·0 P31′B152′F30′ *f* 122′701*t*	46·5 FK *FPT* 100*t*	20·6 5*BHCem* *APT* 125*t*	Newcastle British 5*BHCem*	T.3Cy.23″,38″&62″–42″ (*s*) 160lb *80lb* 262NHP 2SB,*6pf*,GS111,HS4124 N.E.MarineEng.Co.Ld Sld	23 ″ 0 s 3 ″ 0 20 ″ 5	
2230 209431 LCGs	**Swell** *H.Greene*10–12 *Elec.light*	**SteelScSr** (*Trawler*) 1*Dk*	252 218 119					1911	ForeRiver S.B.Co. Quincy,Mass.	BayStateFishing Co.	117·8	22·5	11·6	Boston Utd.States	T.3Cy.12¾″,22″&36″–24″ 63NHP ForeRiverS.B.Co.Quincy		
2231 113760 JPVD	**Swift** ~~*H.Chandler* –12~~ *Well deck* *Cauthorn*16–17 *Mchy.Aft*	**SteelScSr** *ss*Yar.No.3–4,16 1*Dk*(*Stl*)	155 113 60	✠100A1 11,17~~4,16~~ BS4,17 ✠LMC4,16	Yar Lon	*b*	~~4,16~~ 11,17	1904 9mo *Lloyd's*	J Fullerton &Co. Paisley *sA&CP*	~~R.&W.Paul,Ld.~~ ~~H.Parker~~ Parker,Kendall &Co.	105·2 Q36′B7′F15′ *WB*=	21·1 BK6″	7·0 *FPT*15*t*	Grimsby ~~Ipswich~~ British 3*BHCem*	C.2Cy.12″&24″–18″ (*s*) 100lb 27RHP 1SB,*2pf*,GS24,HS543 Ross&Duncan,Glasgow	7 ″ 8 s ″ 9 7 ″ 8	
2232	— *A.deGoede* –15	**IronScK** *ss*Ams.2ndNo.3–7,16 1*Dk*	153 148 61	✠100A1 *Stm Trawler* 3,17 ✠NB5,06 ~~BS5,07~~ 2,15 ✠LMC7,16	Ymu		3,17	1892 1mo *Lloyd's*	Cook,Welt'n&Gemmell Hull *sA&CP*	Maats.Swift (H.Kaateland)	102·4 Q20′ ptND04	20·6 BK7½″	11·0	Ymuiden Dutch 3*BHCem*	T.3Cy.11½″,18″&30″–22″ (*s*) 160lb 44NHP 1SB,*2pf*,GS27,HS695 C.D.Holmes&Co.,Hull	11 ″ 10	
2233 118664	— *D.Anderson*07–07	**SteelScK** (*Fishing*) 1*Dk*	101 94 39			…		1907	Hall,Russell&Co.Ld Aberdeen	J.Johnston&Sons, Ld.	86·6	18·6 BK7½″	9·1	Montrose British *WB*	C.2Cy.12″&30″–18″ 41RHP Hall,Russell&Co.Ld.Abn.	9 ″ 10	
2234 104338 NKWM	**Swiftsure** *W.Nelson* –15	**SteelScSr** *ss*Nwc.No.3–6,07 *ss*Nwc.No.2–17 1*Dk*(*Irn*)&*Webframes* *Cargo battens not fitted*	823 651 487	✠100A1 2,17 ✠LMC2,17	Nwc	*l*	N2,17	1894 7mo *Lloyd's*	Sunderlnd S.B.Co.(Lim) Sunderland A&CP	JohnGeorgeHill Stm.Shpg.Co.Ld. (Witherington& Everett, *Mgrs.*)	197·5 Q68′B40′F22′ *WB*= *Cell* *DBf* 158′ 149*t*	30·1 FK *FPT* 48*t*	14·1 *APT* 42*t*	Sunderlnd British 4*BHCem*	T.3Cy.17⅞″,28″&46″–30″(*s*) 160lb *90lb* NDB05 116NHP 1SB,3*pf*,GS17,HS1758 N.E.Mar.E.Co.(Lim.),Sld	16 ″ 3 s 1 ″ 3½ 15 ″ 2	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. / Visites Périodiques.	3 Ex-nom, s'il y a lieu. / Nombres des Ponts.	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière Visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille / Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. pe.	15 Inscriptions au crédit de la Prime de Classe. Cette Lettre ou le
2235	**Swiftwing**	**SteelScK**	98	✠100A1	Abn		4,14	1912	J.Duthie	**A.Mair**	86·0 | 18·4 | 9·0	**Banff**	T.3Cy.9½″,15½″&26″–18″ (*s*)	9 ″ 6	
	A.Mair –12		97	*For fishing purposes*				9mo	TorryS.B.Co.			British	180lb 33NHP		
		1*Dk*	41	4,14	✠LMC9,12			*Lloyd's*	Aberdeen *A&CP*		BK 7″ *WB*=	3*BHCem*	1SB,2*pf*,GS24,HS712		
												*FPT*4*t*	J.Abernethy&Co.Abn.		
2236	**Swindon**	**SteelScSr**	4240	✠100A1	Sld	*y*		1917	W.Pickers-	**JohnstonLine,Ld.**	390·0 | 53·3 | 23·5	**London**	T.3Cy.27″,45″&74″–48″ (*s*)	26 ″ 0	
140234	*T.Simpson*04–17		2676	*upper dk plate ment*				3mo	gill &Sons,Ld	(**Furness,Withy&**	P40′B244′F35′	British	180lb 466NHP	s 3 ″ 9½	
JPGV	*Elec.light*	1*Dk*(*Stl*)	2665		✠LMC4,17			*Lloyd's*	Sunderland *A&CP*	**Co.Ld.***Mgrs.*)	FK *Cell*	6*BHCem*	2SB,9*cf*,GS204,HS7917	22 ″ 7	
											*DB*338′1192*t FPT*	110*t APT*77*t*	J.Dickinson&Sons,Ld.Sld.		
2237	**Swinemünde**	**SteelScSr**	225					1891	Stettiner	**Swinemünder**	144·1 | 21·5 | 11·0	**Swnemnde**	C.2Cy.17⅞″&31½″–21⅝″		G
	C.Schuchhard –11		180						Akt.Ges.	**Dampfahrts.A.G.**	B41′H42′F15′	German	NB05 38NHP		
JFDR	*Elec.light*	1*Dk*	103						Stettin			*WB*	StettinerA.G.,Stettin		
2238	**Swona**	**SteelScK**	*107*					1908	Akers		91·5 | 18·0 | 10·7		T.3Cy.11″,18″&29″–18″		
			106						Mek.Værks.			French	36NHP		
		1*Dk*	*39*						Christiania			*WB*	AkersMek.Værks.Xia.		
2239	**Sybil**	**SteelScSr**	2387	✠100A1	Cff	*s*	5,17	1909	Atel.&Ch.	Cie.desChargeurs	288·7 | 42·8 | 19·3	**Bayonne**	T.3Cy.21″,33″&56″–36″ (*r*)	22 ″ 6	
	*Y.LeQuéré*11–11	*ss*Cff.No.1–14	1958	5.17				12mo	deFrance	Français(Plisson	P19′B74′F33′	French	180lb *100lb* 208NHP	s 2 ″ 11½	
LDVF		1*Dk*(*Stl*)&*deep framing*	1486	BS5,17 5,18	✠LMC4,14				Dunkirk *A&CP*	&Co.*Mgrs.*) *WB*=	FK *Cell DBa*84′ *uE*20′	5*BHCem*	2SB,6*rf*,GS100,HS3255	19 ″ 9	
								Lloyd's			*f*120′600*t FPT*120*t*	*APT*80*t*	Atel.&Chant.deFranceDnk		
2240	**Sybilla**	**IronScSr**	110					1885	J.Beazley	**BritishSouth**	108·0 | 17·0 | 8·5	**Belize**	C.2Cy.11″&22″–18″		
133205	*W.Lamb*		102						&Sons	**AmericanTrading**		British	B*made*07 95RHP		
VJHR		1*Dk*	43						Philadelphia	**Co.Ld.**			TaylorWaterTube BoilerCo.Detroit,Mich.		
2241	**Sydic**	**SteelScSr**	4177	✠100A1	Cpn	*y*	10,15	1914	JLThomp-	**RederiTransatlan-**	385·0 | 53·7 | 23·6	**Gothenbrg**	T.3Cy.27″,45″&74″–48″ (*s*)	26 ″ 1	
5653	*H.Carlsson* –17		3874	*Shelter dk*				10mo	son&Sons,Ld	**tic(G.Carlsson,**		Swedish	180lb 465NHP	s 2 ″ 10½	
JVCP	*Elec.light*	1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	2560	*withfreeboard* 3,17	✠LMC10,14				Sunderland *A&CP*	*Mgr.*)	*WB*=*Cell* FK *DBa*134′*uE*&*B*	6*BHCem*	3SB,9*cf*,GS197,HS7906	23 ″ 7	
								Lloyd's				76*t APT*77*t*	Blair&Co.Ld.Stockton		
2242	**Sydland** *ss*Mmo.No.3–7,17	**SteelScSr**	3031	✠100A1	Mdb	*v*	~~11,14~~	1905	Grngem'th	Angf.Aktieb.	330·5 | 48·0 | 22·0	**Gothenbrg**	T.3Cy.24″,40″&65″–42″ (*s*)	24 ″ 5	
4466	~~*V.Olsson* –15~~	~~*ss*Got.No.2–13~~	2862	~~11,16~~ 9,17	~~Mmo~~	~~NNs~~	7,17	7mo	&Greenock	Tirfing (Dan	P27′B96′F34′	Swedish	160lb *100lb* 285NHP	s 4 ″ 2	
JPLH	~~*Larsen* –17~~	1*Dk*(*Stl*)&*deep framing*	1844	DBS12,16 MBS2,16	✠LMC11,15				Dockyard Co.	Broström,*Mgr.*)	FK	5*BHCem*	2SB,6*cf*,GS119,HS4486	20 ″ 8	
	A.N.Larson –17						7,17		Greenock	*WB*=*Cell DBa*98′	*uE*&*B*40′*f*142′898*t*	*APT*77*t*	Dunsmuir&JacksonLd Gls		
								Lloyd's		*A&CP*					
2243	**Sydney**	**SteelScSr**	5894	✠	Ham	*c* †		1911	Flensburgr	**Deutsch-Austral.**	450·0 | 58·0 | 27·0	**Hamburg**	T.3Cy.30⅝″,50⅞″&84″–54″	29 ″ 6	
	*H.Schmidt*98–11		5500	9,16				8mo	Schiffsb.Ges.	**Dmpfsch.Ges.**	P&B3s5′F54′	German	720NHP		
RQVW	*Well deck* 2*Dks*(*Stl*)3*rd dk in No.*1 *hold*		3699	✠					Flensburg		FK	8*BHCem*	4SB,12*cf*,GS247,HS10499 FD		
	Elec.light Wireless									*WB*=*Cell*	*DBa* 153′ *uE*&*B* 65′	*f*182′1500*t*	FlensburgerSchiffsb.Ges.		
2244	—	**IronScBk**	4128					1883	Messageries	**MessageriesMari-**	413·9 | 41·6 | 32·8	**Marseilles**	T.3Cy.45½″,65″&94½″–43½″		V
	*Magnen*06–09		3922						Marit.	**times**		French	*Tpl*95 NB03 586NHP		
LDVC	Wireless	3*Dks*	2501						LaCiotat				MessageriesMaritLaCiotat		
2245	—	**SteelScSr**	1989	✠100A1	Mel	*r*	~~6,16~~	1902	CaledonS.	~~**MelbourneSSCoLd**~~	280·2 | 38·2 | 19·6	**Melbourne**	T.3Cy.22″,35″&59″–36″ (*o*)	22 ″ 0	
101741	*J.Dawson*11–12	*ss*Mel.No.3–8,14	1559	~~6,17~~ 5,16 10,17	Syd		10,17	4mo	B.&E.CoLd.	Burns,Philp&Co.	P45′B97′F35′	British	180lb *90lb* 249NHP	s 3 ″ 1½	
WHFC	*Elec.light*	1*Dk*(*Stl*)&*deep framing*	1183		✠LMC5,16			*Lloyd's*	Dundee	Ld.	FK	4*BHCem*	2SB,6*cf*,GS135,HS4141	19 ″ 5	
							6,17			*WB*=*Cell*	*DBa*76′*uE*22′*f*116′	403*t APT*35*t*	CaledonSB.& E.Co.Ld.Dun		
Nownamed "Melusia," *See No.* 82 *in Supplement*															
2246	**Sydney Reid**	**SteelScSr**	2852	✠100A1	Shl	*t*	~~11,16~~	1893	J.Read-	Bed Steam Ship-	306·5 | 41·5 | 22·3	**London**	T3Cy.23″,37½″&61½″–42″(*r*)	23 ″ 7	
98429	*W.Evans* –14	*ss*Cff.No.3–4,13	2191	*pt Awng dk*			~~2,17~~	1mo	head&Sons	ping Co.Ld. (Frew	Q123′	British	160lb *80lb* NDB07 246NHP	s 8 ″ 5½	
MWJV	(*ex*Beatus,*ex*Margaret Jones)		1842	*withfreeboard* 11.16			2,18		S.Shields	Elder&Co.*Mgrs.*)	*pt Awng dk*183′ FK	5*BHCem*	2SB,6*rf*,GS110,HS3713	22 ″ 5	
		1*Dk*(*pt Stl pt Irn*)2*tr B&W frames&pt Awng dk*(*Irn*)		~~Zinc~~ ~~BS6,16~~	✠LMC5,17		2,16	A&CP			*WB*=*CellDB*238′	486*t APT*32*t*	J.Readhead&Sons,S.Shl.		
2247	**Sydvaranger**	**SteelSc**	159					1907	Akers	**Dpskacties.Pasvik**	96·0 | 20·7 | 12·1	**Vadsö**	T.3Cy.11″,18″&29″–20″		N
	Hansen	(*Tug&Icebreaker*)	134						Mek.Værks.	**(J.Th.Wiull,***Mgr*)	B15*t*	Norwegian	38NHP		
MDRS		1*Dk*	58						Christiania				AkersMek.Værks.Xia.		
2248	**Sygna**	**SteelScSr**	3881	✠100A1	Nwc	*x*	6,16	1907	SirRaylton	**Akties.J.L.Mo-**	360·1 | 52·1 | 25·7	**Bergen**	T.3Cy.26″,42″&70″–48″ (*s*)	28 ″ 4	
	E.Meyer –14	*ss*Nag.No.2–16	3574	2,18 ~~12,16~~ ~~21,17~~	Rot		~~11,17~~	3mo	Dixon&CoLd	**winckelsDpsks.(J.**	P&B215′F29′	Norwegian	180lb 431NHP		
MDFQ	*Mchy.Aft*	*Spar dk*(*Stl*)&*deep framing*	2464		✠LMC6,16		2,18	*Lloyd's*	Middlesbro'	**L.Mowinckel,***Mgr*)	FK	6*BHCem*	2SB&1AuxSB,6*cf*2*pf*,		
		Cantilever framed,topside tanks								*WB*=*CellDBu E&*	*B*56′*f*262′1100*t*		GS156,HS6268 FD		
		Spar dk rule								*Top side t*	*anks*246′ 823*t FPT*	190*t APT*80*t*	N.E.MarineEng.Co.Ld.Sld		
2249	**Sylvanian**	**SteelScSr**	4858	✠100A1	Mch	*y*	6,17	1914	Ropner&	**F.Leyland&Co.Ld.**	390·0 | 50·6 | 28·0	**Liverpool**	T.3Cy.26″,43″&71″–48″ (*s*)	30 ″ 6	
137393	*A.B.Calvert*14–14		4529	6,17 ~~12,16~~	Dun			8mo	Sons,Ld.		P33′B115′F37′	British	180lb 391NHP	s 5 ″ 11½	
JGBS	*Elec.light*	2*Dks*(*Stl*)	3010		✠LMC8,14				Stockton	*WB*=*CellDBa*	FK	6*BHCem*	3SB,9*cf*,GS174,HS6193	24 ″ 10	
								Lloyd's		135′*uE*23′*f*	168′1039*t FPT*120*t*	*APT*197*t*	Blair&Co.Ld.Stockton		
2250	**Sylvia**	**IronScK**	213	✠100A1	Hul		5,13	1898	Cochrane&	~~**Armitage'sSteam**~~	117·6 | 21·5 | 11·5	~~**Hull**~~ Grimsby	T.3Cy.11½″,21″&34″–24″ (*s*)	12 ″ 3	
109094	*W.Watson* –15	*ss*Hul.No.3–8,11	193	*Stm Trawler*	Dun			12mo	Cooper,Ld.	~~**TrawlingCo.Ld.(G.**~~	Q48′	British	200lb 60RHP		
QPDV		1*Dk*	85	1.14	✠LMC MS4,11				Beverley	~~**T.Armitage,***Mgrs.*~~)	ptND11 BK 7½″	4*BHCem*	1SB,2*pf*,GS30,HS1018		
				✠NB1,14				*Lloyd's*		**J.R.E.Mordaunt**		*WB*=*DBf*13′9*t*	C.D.Holmes&Co.Hull		
2251	**Symbol**	**IronSc**	119					1881	L.Tilkin	**Sunderland**	90·6 | 18·3 | 11·8	**S.Shields**	C.2Cy.20″&35″–22″		V
134960	*J.Hurdman* –16	(*Tug*)	113						&Co.	**TowageCo.Ld.**		British	NB94 54RHP		
	(*ex*Samson)	1*Dk*	3						Liege	**(JEDawson,***Mgr.*)			L.Tilkin&Co.Liege		
2252	**Symra**	**SteelScSr**	3005	✠100A1	Mdb	*u*	9,16	1898	Ropner&	**Akties.IvarAn**	315·0 | 44·5 | 21·6	**Chrstiania**	T.3Cy.22½″,37½″&61″–42″(*s*)	23 ″ 4	
	J.Smedsvig –17	*ss*Nwc.No.3–7,09	2531	*Trunk dk*				5mo	Son	**ChristensenRederi**	P29′B70′F28′	Norwegian	160lb *100lb* NDB09 246NHP	s 3 ″ 3	
JRDS		*ss*Nwc.No.1–13	1920	*withfreeboard* 2.17	✠LMC9,15				Stockton	(IvarAnChristen-	FK	5*BHCem*	2SB,6*rf*,GS101,HS3760	20 ″ 6	
		1*Dk*(*Irn*)2*tr B&Webframes*		MBS9,16	DBS11,16				A&CP	sen,*Mgr.*)			Blair&Co.Ld.Stockton		
		3*Dk rule*								*WB*=*CellDBa*	106′*uE*&*B*34′*f*124′	608*t APT*61*t*			
2253	—	**SteelScK**	192					1912	Smith's	**Chr. Salvesen&Co.**	106·5 | 21·5 | 12·9	**Leith**	T.3Cy.13½″,22″&37½″–24″		C
129412	*O.C.Olsen* –16	(*Whaler*)	178						DockCo.Ld.			British	97RHP		
HWKS	*Mchy.Aft*	1*Dk*	70						Middlesbro'				Smith'sDockCo.Ld.Mdb.		
2254	**Syndic**	**SteelScSr**	2727	✠100A1	Cff	*i*	~~11,15~~	1910	BlythS.B.	**C.Schroeter&Co.**	314·0 | 45·7 | 21·1	**Cardiff**	T.3Cy.23″,38″&62″–42″ (*s*)	23 ″ 4	
129530	*A.Leitch* –13	*ss*Nwc.No.1–15	2586	12,17 ~~9,16~~	Bly		12,17	11mo	&D.D.Co.Ld.	**(T.Thomas&H.L.**	P29′B90′F35′	British	180lb *90lb* 272NHP	s 3 ″ 8	
HRWP		1*Dk*(*Stl*)	1680		✠LMC11,15				Blyth	Schroeter,*Mgrs.*)	FK	5*BHCem*	2SB,6*cf*,GS106,HS4222	20 ″ 0	
				BS3,17				*Lloyd's*	*A&CP*	*WB*=	*Cell DBa* 100′ *uE*&	*B*40′*f*128′700*t FPT*	92*t APT*110*t*	N.E.MarineEng.CoLd Nwc	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name.	3 Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. / No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned. how expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. / Ship. / Engines.	9 By Whom. / Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed. If not in L. R. Date of B. of Trade Cert.
2255 111964	Syracuse	Steel Twin Sc Sr *L.Legendre* –16 (*ex* Geronia) *Longitudinal framing* 2 *Dks* Wireless	2105 2105 1469					1911	Collingw'd S.B.Co.Ld Collingwood	Canada Steamship Lines, Ld.	219·6	42·0	10·4	Montreal British	Q.8Cy.12½″,18″,26″&40″–18″ NB14 184RHP Collingwood S.B.Co.Ld.		L
2256 113959 SJVM	Syria	Steel Twin Sc Sr *C.R.Longden* –13 3 *Dks*(2 *Stl*–1 ws & *Upeak* s) *Elec.light* Wireless	6683 5736 4216	✠ 5,05 ✠	Lon	*c*†		1901 6mo	A.Stephen & Sons Glasgow	P.&O.Stm.Nav.Co.	450·0 P83′B176′F89′ FK&BK3″ *WB=CellDBa*	52·3	30·5 *7 BH Cem* *93′f173′761t*	Glasgow British	T.6Cy.22½″,36″&60″–48″ 632NHP 2DB,*12cf*,GS239,HS9014 FD A.Stephen & Sons, Glasgow	33 ″ 6	
2257	—	Steel Sc Sr *Elec.light* 2 *Dks*	*2068* *1662* *1295*					1914	Sir Raylton Dixon & Co Ld Middlesbro'	National Stm. Nav. Co. Ld. of Greece	260·0 B121′F54′	40·2	20·9 *WB*	Andros Greek	T.3Cy.23½″,38″&62″–39″ 240NHP G.Clark, Ld. Sunderland		C
2258 104222 QPVM	— *J.N.Goodworth* –16 *Well deck*	Steel Sc Sr *ss* Goo. No.3–4,11 *ss* Goo. No.1–16. 1 *Dk*(*Stl*)	750 567 315	✠100A1 7,16 ✠LMC MS11,14 BS7,16	Goo	*l*	1,17	1898 11mo *Lloyd's SA&CP*	Earle's Co. Ld. Hull	Bennett S.S.Co.Ld.	210·0 Q99′B20′F29′ BK8″ *WB=DBa*	31·0	13·6 *5 BH Cem* *39′f50′100t*	Goole British	T.3Cy.19″,32″&52″–36″ (*s*) 180lb 175NHP 2SB,*4cf*,GS84,HS2670 Earle's Co. Ld. Hull	14 ″ 3 s 1 ″ 0 14 ″ 1	
2259 93828	—	Iron Sc (*Flat*)	174 162 118					1888	J. Verdin & Sons Winsford	Salt Union, Ld.	88·8	21·2	10·4	Liverpool British	2Cy.9½″–12″ 18RHP W.E.Bates, Northwich		
2260 95935 RPJC	Syriam *C.L.Bulkeley* –15 *Mchy.Aft* 1 *Dk*(*Stl*) & *Spar dk*(*Stl*) & *Elec.light* *deep framing*	Steel Sc 3 Mst Sr *ss* Cal. No.3–7,11	1427 1312 891	✠100A1 *Spar dk* 6,15 *Carrying Petroleum in bulk* *Fitted for oil fuel* 11,99 *F.P.* above ~~BS8,16~~ ✠LMC~~7,11~~8,17	Cal	*p*	~~6,15~~ 8,17	1899 10mo	Grngemth Dockyard Co. Grngemouth A&CP 150°F.	Burma Oil Co. Ld. (1902) *WB=Cell*	235·0 P24′B23′F35′ FK *DBuB* 28′ 25*t*	32·6	15·9 23·4 *4 BH Cem* *54t APT 3t*	Rangoon British	T.3Cy.19″,31″&51″–36″ (*a*) 160lb *100lb* 165NHP 2SB,*4cf*,GS84,HS2481 Hutson & Sons, Ld. Glasgow	24 ″ 0 s 4 ″ 8 19 ″ 8	
2261 96004	— *E.Ritson* –88 *Elec.light*	Steel Twin Sc Sr	300 300 204					1888	W. Denny & Bros. Dumbarton	Irrawaddy Flotilla Co. Ld.	165·0	27·1	9·2	Glasgow British	C.4Cy.21½″&38″–24″ 43RHP Denny & Co., Dumbarton		
2262 MBSQ	Syrie *Pecker* *ex* Modestia)	Steel Sc Sr (*ex* Menes, 2 *Dks* 3 *tr B*	2902 2646 1833					1893	Flensburg Schiffsb. Ges. Flensburg	Cie Nationale Belge de Transp. Mar. (Armement Adolf Deppe, *Mgrs.*)	322·5 P&B207′F44′	42·1	24·4 *WB*	Antwerp Belgian	T.3Cy.25″,41″&68″–45″ 310NHP Flensburger Schiffsb. Ges.		V
2263 112469	Syringa *T.Salter* –14	Steel Sc K *ss* Mil. No.2–13 1 *Dk*	243 219 93	✠100A1 *Stm Trawler* 2,14 BS2,14 ✠LMC2,13	Mil		2,13	1905 1mo *Lloyd's SA&CP*	Smith's Dock Co. Ld North Shields	Southern Steam Trawling Co. Ld. (C.C.Morley, *Mgr*)	125·4 Q49′ BK7½″	22·1	12·0 *3 BH Cem*	Milford Hvn British	T.3Cy.12″,21″&34″–24″ (*r*) 180lb 58RHP 1SB,*3pf*,GS49,HS1408 W.V.V.Lidgerwood, Gls.	12 ″ 10	
2264	Szamos *G.Tomasich* 05–06 *Mch.Aft* *Elec.light*	Steel Sc	138 111 71					1908	M.U. Martinolich Lussinpicc'lo	Soc. in Az. Ungaro-Croata di Nav. Maritt. a Vap.	123·7	18·8	8·9	Fiume Aust.-Hung.	T.3Cy.11″,16¾″&27½″–17½″ 32NHP Bromowsky, Schalz & Sohn, Königrätz		A
2265 1570 JSDN	Szápáry *A.Sichich* (*ex* Fitzjames)	Iron Sc Sr *ss* Fiu. 3rd No.3–2,13 2 *Dks*(1 *pt Irn*) 3 *tr B*	1022 1020 695	✠ — 8,16 ✠NB7,88	Fiu	*o*		1877 1mo	Blackwood & Gordon Pt. Glasgow	Royl. Hungar'n Sea Nav. Co. Adria, Ld.	230·2 Q59′F30′ pt ND91 *WB=*	30·0	20·8 BK8½″ *DBf* 27′ 54*t*	Fiume Aust.-Hung.	T.3Cy.19″,30½″&52″–36″ NDB02 164NHP 2SB,*4cf*,GS81,HS2483 *Tpd* 88 Blair & Co. (Lim.) Stk	21 ″ 11	
2266 104896 NVMH	Szechuen *F.M.Dillon* –17	Steel Sc Sr 2 *Dks*	1862 1670 1143					1895	Scott & Co. Greenock	China Nav. Co. Ld.	260·7 B66′ F29′	38·1	21·3	London British *WB*	T.3Cy.20″,32″&52″–39″ 169NHP Scott & Co., Greenock		
2267 JSDQ	Szeged *T.Vargha* 07–12	Steel Sc Sr *ss* Fiu. No.2–10 1 *Dk*(*Stl*) & *Spar dk*(*Irn*) & *deep framing*	2859 2631 1783	✠ — 12,15 *Spar dk* ✠	Tri	*u*		1902 5mo	W. Dobson & Co. Newcastle	Royl. Hungar'n Sea Nav. Co. Adria, Ld.	325·0 P40′B110′F35′ FK *WB=* *CellDBa* 118′ *uE&*	45·0	14·4 22·0 *6 BH Cem* *B38′f132′612t FPT*	Fiume Aust.-Hung.	T.3Cy.21½″,37½″&63″–42″ 294NHP 2SB,*6rf*,GS116,HS4630 NE Marine Eng. Co Ld. Nwc	24 ″ 9	
2268 JSDR	Széll Kálmán *G.Sillich* 01–12	Steel Sc Sr *ss* Tri. No.2–10 1 *Dk*(*Stl*) & *Spar dk*(*Irn*) & *deep framing*	3900 3633 2432	✠ — 11,15 *Spar dk* ✠	Tri	*x*		1902 3mo	Wigham-Richrdsn & Co Ld Newcastle	Royl. Hungar'n Sea Nav. Co. Adria, Ld.	366·0 P51′B127′F38′ FK *WB=CellDBa* 132 *uE&B76′f114′855t DTa* 28′ 630*t FPT*	48·2	17·8 25·1 *6 BH Cem* *55t APT 28t*	Fiume Aust.-Hung.	T.3Cy.22½″,40″&66″–48″ 361NHP 3SB,*9rf*,GS159,HS5754 Wghm Rchrdsn & C. Ld Nwc	28 ″ 3	
2269 JSFM	Szent István *G.Merlato* 83–10 *Elec.light*	Steel Sc Sr 2 *Dks*(*Upt Stl* & *pt Irn*) 2 *nd dk*(*Stl*)	3080 2828 1914	✠ — 12,15 ✠	Gls	*v*		1910 11mo	Clyde S.B. & Eng. Co. Ld. Port Glasgow	Royl. Hungar'n Sea Nav. Co. Adria, Ld.	344·7 P40′B116′F39′ FK *WB=Cell* *DBa* 127′ *uE&B57′f129′ 726t FPT*	45·5	22·8 *6 BH Cem* *40t APT 14t*	Fiume Aust.-Hung.	T.3Cy.23″,39″&64¾″–48″ 372NHP 3SB,*9cf*,GS177,HS5070 FD Clyde S.B. & Eng Co. Ld. PG	25 ″ 2	
2270 JSFN	Szent László *P.Bassich* 92–09	Steel Sc Sr *ss* Fiu. No.3–8,05 *ss* Fiu. No.2–13 1 *Dk*(*Stl*) & *Spar dk*(*Irn*) & *Webframes*	1551 1387 942	✠ — 6,16 *Spar dk* ✠ *with freeboard*	Fiu	*p*		1892 10mo	Wigham Richrdsn & Co Newcastle	Royl. Hungar'n Sea Nav. Co. Adria, Ld.	240·0 P28′B55′F31′ FK *WB=Cell DB* 199′ 304*t*	34·0	14·0 21·2 *4 BH Cem* *APT 21t*	Fiume Aust.-Hung.	T.3Cy.20″,32″&53″–36″ NDB07 181NHP 2SB,*4rf*,GS80,HS2868 Wghm. Richrdsn. & Co. Nwc	23 ″ 6	
2271 JSFB	Szterényi *U.Müller-Tóth* –12 *Elec.light*	Steel Sc Sr *ss* Npt. No.1–11 1 *Dk*(*pt Irn* & *pt Stl*) & *deep framing*	3669 2939 2366	✠ — 4,16 ✠	Cff	*v*		1907 3mo	W. Gray & Co. Ld. W Hartlepool	Atlantica Sea Nav. Co. Ld.	331·0 P25′B124′F30′ FK *WB=* *CellDB a* 112′ *uE&B40′f142′922t FPT*	48·3	22·0 *5 BH Cem* *75t APT 45t*	Fiume Aust.-Hung.	T.3Cy.24″,40″&65″–42″ 292NHP 2SB,*6rf*,GS108,HS4424 Cen. Mar. Eng. Wrks. W Hpl	24 ″ 6	

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de Marine pour le Lettre.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille à Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pa.*	15 Registres où coté, si n'est dans le L. R. Insurance Conf. Fleet Trades.
1 115238 TFMH	**T. A. Jolliffe** *W.Pemberton* –14 1*Dk*	**SteelScK**	199 190 14					1901 —	J.P.Rennoldson&Sns. South Shields	**W.&T.Jolliffe,Ld.**	113·0	23·7	12·1	**Liverpool** British	T.3Cy.15½″,25″&41″–27″ 87NHP J.P.Rennoldsn&Sns,S.Shl.		
2 123344	**T. B. Taylor** *J.C.Grey* –11 *Elec.light*	**SteelSc** (*Bucket Dredger*) 1*Dk*(*Irn*)	488 472 215	✠100A1 *Dredger* 6,14 ✠LMC6,14	Rnf			1914 6mo *Lloyd's*	W.Simons &Co.Ld. Renfrew	**DundeeHarbour Trustees**	164·2 F21′	32·1 FK	11·8 5*BHCem*	**Dundee** British 1SB,*2cf*,GS42,HS1236	C.2Cy.17″&34″–24 (*r*) 120lb 48RHP W.Simons&CoLd.Renfrew	12 ″ 6 s 2 ″6½ 10 ″ 1	
3 93653	**T. Brown** *W.Foreman* –00 1*Dk*(*Stl*)	**SteelSc** *ss*Lyn.No.3–1,13	50 49 2	✠100A1 *For Towing purposes* 3,15 ~~Examined 18~~ ~~BS1,17~~ ✠LMC1,15	Bos	*s*	~~2,15~~ ~~7,17~~ 2,18	1900 5mo *Lloyd's*	Botje, Ensing&Co. Groningen	**King'sLynn ConservancyBrd.**	65·0 BK6″	15·6	7·7 3*BHCem*	**KngsLynn** British 1SB,*1pf*,GS15,HS435	C.2Cy.12″&24″–16″ (*s*) 135lb 50RHP Botje,Ensing&C.Groningn	8 ″ 0	
4	**T. C. C. Dredger No. 6** (*Bucket Dredger*) 1*Dk*(*Stl*)	**SteelSc**	389 387 181	✠ *Dredger* 3,05 ✠	Mdb			1903 4mo	Fleming& Ferguson,Ld. Paisley	**TeesConservancy Commissioners**	137·3 F15′	34·1 FK	11·6 4*BHCem*	**Middlsbro'** British 2SB,*4pf*,GS65,HS1482	C.2Cy.20″&42″–24′ Fleming&Fergusn,Ld.Psy.	12 ″ 3	
5	**T.C.C. Dredger No. 9** *Elec.light*	**SteelSc** 1*Dk*(*Stl*)	466 452 221	✠ *Dredger* 12,14 ✠	Rnf			1914 12mo	W.Simons &Co.Ld. Renfrew	**TeesConservancy Commissioners**	164·7 FK	33·7	11·8 5*BHCem*	**Middlsbro'** British 2SB,*4cf*,GS57,HS1626	C.2Cy.17″&34″–24″ W.Simons&CoLd.Renfrew	12 ″ 3	
6 113906	**T.C.C.Hopper No.1** 1*Dk*(*Irn*)	**SteelTwin ScCtr**	705 675 392	✠ *Hopper Barge* 6,07 ✠	Mdb	*j*		1903 6mo	Ropner& Son Stockton	**TeesConservancy Commissioners**	180·1 FK	33·1	14·3 5*BHCem*	**Middlsbro'** British 1SB,*3rf*,GS46,HS1640	T.6Cy.10″,16½″&27″–22″ 90RHP Blair&Co.Ld.Stockton	15 ″ 0	
7 113907	**T.C.C.Hopper No.2** 1*Dk*(*Irn*)	**SteelTwin ScCtr**	705 675 392	✠ *Hopper Barge* 8,07 ✠	Mdb	*j*		1903 8mo	Ropner& Son Stockton	**TeesConservancy Commissioners**	180·1 FK	33·1	14·3 5*BHCem*	**Middlsbro'** British 1SB,*3rf*,GS46,HS1640	T.6Cy.10″,16½″&27″–22″ 90RHP Blair&Co.Ld.Stockton	15 ″ 0	
8 119804	**T.C.C.Hopper No.3** 1*Dk*(*Irn*)	**Steel TwinScCtr**	698 668 378	✠ *Hopper Barge* 11,07 ✠	Mdb	*j*		1906 4mo	Ropner& Son Stockton	**TeesConservancy Commissioners**	180·0 FK *WB*	33·3	14·2 5*BHCem* =*FPT47t*	**Middlsbro'** British 1SB,*3rf*,GS46,HS1640	T.6Cy.10″,16½″&27″–22″ 90RHP Blair&Co.Ld.Stockton	15 ″ 0	
9 125144	**T. C. C. Hopper No. 4** 1*Dk*(*Irn*)	**Steel TwinScCtr**	707 677 342	✠ *Hopper Barge* 10,10 ✠	Mdb	*j*		1908 2mo	Ropner& Sons,Ld. Stockton	**TeesConservancy Commissioners**	180·0 FK *WB*	33·0	14·2 5*BHCem* =*FPT47t*	**Middlsbro'** British 1SB,*3rf*,GS46,HS1640	T.6Cy.10″,16½″&27″–22″ 90RHP Blair&Co.Ld.Stockton	15 ″ 0	
10 145403 KDBI	**T. C. Walker** 1*Dk*	**WoodPad**	786 — 702					1885	..... Stockton,Cal	**CaliforniaNav.& ImprovementCo.**	200·0	38·8	9·0	**S.Frncisco** Utd.States			
11 97539 MBHT	**T. G. Hutton** *G.Gray* –16 1*Dk*(*Irn*) *Well deck Floors,Beams&Stringers Irn* *Cargo battens not fitted*	**SteelScSr** *ss*Sld.2ndNo.3–7,15	703 524 423	✠100A1 ~~2,17~~ 10,17 ~~BS2,17~~ ✠LMC7,15 ~~BS1,18~~	~~Lth~~ Dun	*j*	~~2,17~~ 9,17	1891 4mo	Short Bros. Sunderland A&CP	~~H.A.Cochrane,~~ T.Rose *WB*=*D*	180·0 Q66′B40′F23′ *Ba49f20′103t*	28·0 FK	13·9 4*BHCem* *FPT* 32*tAPT15t*	**Sundrland** British 160lb ~~60lb~~ 1SB,*3pf*,GS41,HS1230	T.3Cy.15½″,25″&41″–27′ 80RHP W.Allan&Co.,Sunderland	14 ″ 8 s 1 ″ 0 13 ″ 11	
12 MGFW	**T. H. Dahl** *C.Jacobsen* (*ex*Victor)	**SteelScSr** (*Whaler*) 1*Dk*	130 127 46					1910	Kaldnæs Mek.Værks. Tönsberg	**Akties.Hektor** (**N.Bugge**,*Mgr.*)	95·5 *WB*	19·0	11·1	**Tönsberg** Norwegian	T.3Cy.11½″,18½″&31″–22″ 45NHP NylandsVærksted,Xania		N
13 45165 VCFW	**T. I. C. No. 1** (*ex*R.T.C.No.1)	**IronSc**	239 239 139					1862	..... Newcastle	**TyneImprovement Commissioners**	99·6	28·0	11·3	**Newcastle** British	22RHP		
14 129788	**T. I. C. No. 7** (*Bucket Dredger*) *Elec.light* 1*Dk*	**SteelSc**	485 481 294			...		1902 —	W.Simons &Co.Ld. Renfrew	**TyneImprove-mentCommission**	160·0 FK	34·1	11·3	**Newcastle** British	C.2Cy.20″&40″–24″ 66RHP W.Simons&Co.Ld.Rnf.	12 ″ 0	
15 133523	**T. I. C. No. 14** (*ex*R.T.C.No.14)	**SteelSc** *ss*Nwc.No.3–12,16 1*Dk*(*Stl*)	327 320 185	✠100A1 *Hopper Barge* 10,17 ~~2,16~~ ✠LMC12,16 ~~BS1,17~~	Nwc	*e*	12,16	1902 7mo *Lloyd's*	R.Stephen- son&Co.Ld. Newcastle *sA&CP*	**TyneImprovement Commissioners**	120·0 FK	28·2	11·6 4*BHCem*	**Newcastle** British 1SB,*2pf*,GS37,HS1000	C.2Cy.15″&30″–24″ (*s*) 100lb 38RHP Hedley&Boyd,N.Shields	12 ″ 6	
16 133524	**T. I. C. No. 15** (*ex*R.T.C.No.15)	**SteelSc** *ss*Nwc.No.3–1,15 1*Dk*(*Stl*)	326 320 185	✠100A1 *Hopper Barge* 11,17 ~~11,16~~ BS11,17 ~~BS11,16~~ ✠LMC1,15	Nwc	*e*	~~2,16~~ 11,17	1902 9mo *Lloyd's*	R.Stephen- son&Co.Ld Newcastle *sA&CP*	**TyneImprovement Commissioners**	120·0 FK	28·2	11·6 4*BHCem*	**Newcastle** British 1SB,*2pf*,GS37,HS1000	C.2Cy.15″&30″–24″ (*s*) 100lb 38RHP Hedley&Boyd,N.Shields	12 ″ 6	
17 129791	**T. I. C. No. 16** *G.Sims*02–02 (*ex*R.T.C.No.16)	**SteelSc** *ss*Nwc.No.3–5,15 1*Dk*(*Stl*)	327 320 185	✠100A1 *Hopper Barge* 12,17 ~~2,17~~ ~~BS2,17~~ ✠LMC5,15 ~~BS1,17~~	Nwc		3,17	1902 10mo *Lloyd's*	R.Stephen- son&Co.Ld. Newcastle *sA&CP*	**TyneImprovement Commissioners**	120·0 FK	28·2	11·6 4*BHCem*	**Newcastle** British 1SB *2pf*,GS37,HS1000	C.2Cy.15″&30″–24″ (*s*) 100lb 38RHP Hedley&Boyd,N.Shields	12 ″ 6	
18 129784	**T. I. C. No. 17** *W.Harrison* (*ex*R.T.C.No.17)	**SteelSr** *ss*Nwc.No.3–2,15 1*Dk*(*Stl*)	327 320 185	✠100A1 *Hopper Barge* 11,17 ~~3,17~~ BS12,17 ~~BS4,17~~ ✠LMC2,15	Nwc		5,16	1902 10mo *Lloyd's*	R.Stephen- son&Co.Ld. Newcastle *sA&CP*	**TyneImprovement Commissioners**	120·0 FK	28·2	11·6 4*BHCem*	**Newcastle** British 1SB,*2pf*,GS37,HS1000	C.2Cy.15″&30″–24″ (*s*) 100lb 38RHP Hedley&Boyd,N.Shields	12 ″ 6	
19 NPGF	**T. M. Werner** *E.Mathiesen* 1*Dk*	**SteelScSr**	1755 1226 1096					1905	Helsingörs Jernsk.&Msk Elsinore	**Dpskslsk.Vendila** (Svendsen&Chris-tensen)	249·1 P17′Q73′B106′F28′	37·5	15·9 *WB*	**Copnhagn** Danish	T.3Cy.19″,32″&53″–36″ 169NHP HelsingörsJernsk.&Mskb.		G
20 136165 JDNF	**T. R. Ferens** *H.Clark* –14 1*Dk*	**SteelScK**	307 270 124	✠100A1 *Stm Trawler* 12,13 ✠LMC11,15	Hul			1913 12mo *Lloyd's*	Cochrane& Sons,Ld. Selby	**Pickering&Hal-dane's Stm.Trawl-ing Co.Ld.**	136·7 Q74′F19′	23·2 BK7½″	12·3 4*BHCem*	**Hull** British 1SB,*3pf*,GS48,HS1511	T.3Cy.13″,22¾″&37″–26″ (*s*) 200lb 93RHP Amos&Smith,Ld.Hull	13 ″ 0	
21 106417 PQRN	**T. R. Thompson** *T.S.Knill* –11 1*Dk*(*Stl*)2*tr B&deepframing3Dk rule*	**SteelScSr** *ss*Liv.No.3–5,10 *ss*Shl.No.1–16	3538 3306 2261	✠100A1 *withfreeboard* ~~2,17~~ ~~2,18~~ ✠LMC MS3,15 ~~BS2,17~~ BS1,15	Dry	*v*	~~1,16~~ 2,18	1897 5mo	Short Bros. Sunderland A&CP	**J.Westoll** *WB*=*CellDBa*	360·0 P30′B81′F34′ 110′*uE24′f139′846t*	47·2 FK	24·6 6*BHCem* *APT64t*	**Sundrland** British 160lb ~~100lb~~ (*s*) 2SB,*8pf*,GS134,HS4650	T.3Cy.24½″,40″&66″–45″ 301NHP J.Dickinson&Sons,Ld.,Sld	27 ″ 4 s 5 ″ 3½ 22 ″ 4	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. / Master. / Special Surveys.	3 Material, Rig, &c. / Late Name if any. / No. of Decks, &c	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of P. & C. Cert.
22 127120 HWJD	**T. W. I.** *S.T.Tanager* –13 *Mchy.Aft* Wireless	**SteelScK** (*Whaler*) 1*Dk*	137 133 48	✠100A1 1.17	Nwc	*c*	~~1,17~~ 8,17	1911	Smith's Dock Co.Ld. Middlesbro'	Southern Whaling & Sealing Co.Ld. (G.D.Irvin&C.O. Johnson, *Mgrs.*)	99·5	19·0	10·7	N.Shields British	T.3Cy.11″,18″&30″–21″ 58RHP ShieldsEng.Co.Ld.N.Shl.		C
23 109888	**T. W. Mould** *H.Williamson* –17 1*Dk*	**SteelScSr**	109 101 41					1898	Hawthorn, Leslie&CoLd Newcastle	J.&J.Donaldson	93·7	19·1	9·7	Leith British	C.2Cy.15″&31″–21″ 45RHP Hedley&Boyd,N.Shields		
24 104295 PFVH	**T. W. Stuart** *L.H.Redford* –15 *Well deck* *Mchy.Aft*	**SteelScK** *ss*Sld.No.3-4,09 *ss*Shl.No.1–13 1*Dk*(*Irn*)	252 193 96	✠100A1 ✠NB2,11 ✠LMC2,13 ~~BS8~~,17	Nwc	*c*	~~1,17~~ 8,17	1896 3mo	Wood, Skinner&Co Newcastle A&CP	"T."Stm.Coasters Ld. (Robinson, Brown&Co., *Mgrs*)	123·0 Q43′B9′F19′	21·3 FK *WB*=	9·2 3*BHCem* *FPT*28*t*	Newcastle British	C.2Cy.16$\frac{5}{16}$″&32″–22″ (*s*) 100lb 43RHP 1SB.2*pf*,GS21,HS793 N.E.MarineCo.(Lim.),Sld.	10 ″ 0 s ″ 10 9 ″ 4	
25	**Ta Ho** (*ex*WingChai) 2*Dks*	**WoodSc**	*883* *692* *548*					1902	Kwang Tuk Cheang HongKong	TaTaCo.	177·5	28·4	11·4	Shanghai Chinese	C.2Cy.23″&46″–30″ 96NHP TinHingEng.Co.H.Kg.		
26	**Ta Ngan** (*ex*Shasi) 2*Dks*	**SteelTwinScSp**	1090 811 811					1891	Scott&Co. Greenock	TahDeh	186·1 B166*t*	35·2 H34*t*	16·4	Shanghai Chinese	T.6Cy.10$\frac{1}{4}$″,16″&25″–18″ 53NHP Scott&Co.Greenock		
27 (*ex*Dr.HansJürg.Kiær)	**Ta-Tou-Tse I.** *H.Grilhon* –11 1*Dk&Spar dk*	**SteelScSr**	1136 1048 691					1897	Helsingörs Jernsk.&Msk. Elsinore	Établissements de Tongkow (E.de Solminihac, *Mgr.*)	220·3 H88*t*	33·6 *WB*	16·8	Tientsin French	T.3Cy.16″,25$\frac{1}{2}$″&44″–30″ 106NHP HelsingörsJernsk.&Mskb.		N
28 NPTL	**Taarnborg** *E.Larsen* *Well deck*	**SteelScSr** *ss*Cpn.No.2–15 1*Dk*(*Stl*)*&deep framing*	1232 950 772	✠100A1 6,17 ~~7,16~~ ✠LMC MS7,15 ~~BS7,16~~ 6,17	Cpn Els	*o*	~~7,16~~ 6,17	1906 7mo	W.Harkess &Son,Ld. Middlesbro' *Lloyd's*	Dampskibselsk. Neptun(C.K. Hansen, *Mgr.*) *sA&CP WB*= *pt Cell DB&pt DB*	230·0 Q82′B59′F31′ *a&uE*82′*uB*15′*f*98′	35·5 FK	14·8 4*BHCem* 409*tAPT*14*t*	Copnhagn Danish London	T.3Cy.17$\frac{1}{2}$″,29″&48″–33″ (*s*) 180lb *100lb* 130NHP 1SB,*3cf*,GS53,HS1863 MacColl&Pollock,Ld.Sld.	17 ″ 2 s 1 ″ 4 16 ″ 1	
29 137866 JPQM	**Taarnholm** *I.Matthews* –17 1*Dk*(*Stl*)*&deep framing*	**SteelScSr** *ss*Cpn.No.2–14	1424 1281 845	✠100A1 4.17 ~~5,16~~ ✠LMC MS12,13 BS9,16	Cpn Brv	*q*	5,16	1905 12mo	WoodSkinner&Co.Ld. Newcastle *Lloyd's*	~~SirEdwardHain~~ TheShippingController (Foster, Hain&Read, *Mgrs.*) *sA&CP WB*=*CellDBa*10′*uE&*	252·0 P&B198′F24′ *B*30′*f*111′413*tFPT*	38·2 FK	16·2 4*BHCem* 68*tAPT*30*t*	~~St.Ives~~	T.3Cy.19″ 31″&51″–~~33~~″ (*s*) 170lb 168NHP 2SB,~~4*cf*~~,GS66,HS2714 N.E.MarineEng.Co.Ld.Nwc	18 ″ 6 s 1 ″ 5 17 ″ 4	
30 NQBM	**Taasinge** *C.Rise* (*ex*County Clare) *ss*Svb.No.1–17 *Well deck Mchy.Aft*	**SteelSc3MstSr** *ss*Cpn.No.3–2,13 1*Dk*(*Stl*)	315 219 123	✠100A1 9,17 ~~2,16~~ ~~BS2,16~~ ✠LMC~~3,13~~ 9,17	Cpn Svb	*e*	N2,16	1900 9mo	Ardrossan DD&SBCo.Ld Ardrossan A&CP	DetForenede DampskibsSelsk.	135·0 Q74′B8′F21′	23·1 FK *WB*=*FPT*	9·5 3*BHCem* 28*tAPT*4*t*	Copnhagn Danish	C.2Cy.18″&36″–27″ (*o*) 110lb 64NHP 1SB,3*pf*,GS49,HS1107 Shanks,Anderson&Co.Gls.	10 ″ 9 s ″7½ 10 ″ 4	
31 PTHR	**Tabanan** *W.J.Boon* *Elec.light* Sub.Sig. Wireless	**SteelSc** 3*Dks*	5271 3866 3287					1908	Kon.Maats deSchelde Flushing	Rotterdamsche Lloyd (W.Ruys& Zonen, *Mgrs.*)	400·5 P81′B177′F78′	49·1	27·4	Rottrdam Dutch *WB*	T.3Cy.30″,51″&88″–60″ 598NHP Maats.de Schelde,Flushing		V
32 4334 JPBC	**Tabano** *B.Pettersson* 17–17 ~~*ex*Sandell 16–16~~ (*ex*Hamburgsund) *Mchy.Aft*	**SteelScSr** *ss*Got.No.2–12 1*Dk*(*Stl*)	217 174 109	✠100A1 7,16 ✠NB11,04 LMC4,12 BS7,16 12,16	Skm	*b*	7,16	1904 11mo	Klippans Varfs Aktieb. Gothenburg *Lloyd's*	Broms&Dam (C.Dam, *Mgr.*) *sA&CP*	100·0 P24′F13′	22·2 FK *FPT*	11·1 3*BHCem* 29*tAPT*3*t*	Stockholm Swedish	C.2Cy.11$\frac{3}{4}$″&25$\frac{1}{2}$″–16″ (*s*) 115lb *Emd85re-fd*04 28NHP 1SB,*2pf*,GS15,HS516 AkersMek.Værks,Xia.	12 ″ 0 s 1 ″ 1 11 ″ 1	
33	**Tabaré** (*ex*GeneraleBaratieri) 1*Dk*	**SteelScSr**	215 164 120					1895	F.Barachini Sampierdrna	Government of Uruguay	116·4 P15′Q18′B20′	23·0	8·5	M.Video Uruguayan	C.2Cy.16″&25″–18″ Wilson& Maclaren,S.P.D'Arena 22NHP		
34 ~~124713~~ ~~HLBC~~	**Tabaristan** ~~*ex*Belmoore –03~~ *Elec.light* *Mchy.Aft*	**SteelScSr** *ss*Brs.No.1–11 1*Dk*(*Stl*)*&Spar dk*(*Stl*)*&deep framing*	3883 3391 1836	✠ *Spar dk* 1,13 ✠	Liv	*x*		1907 7mo	D&W Henderson&CoLd Glasgow	The Admiralty *WB*=*CellDBa*104′*uE*	390·0 P33′B122′F45′ 34′*f*150′692*tDTa*34′	46·0 FK	24·4 6*BHCem* 675*tAPT*14*t*	~~Swansea~~ British	T.3Cy.31$\frac{1}{2}$″,51$\frac{1}{2}$″&85″–54″ 752NHP 4SB,*16cf*,GS308,HS11204 FD D&W.Hendersn&CoLdGls	27 ″ 0	
35 128938 JBPK	**Tabarka** *W.A.H.Davies*06–13 *Elec.light* *Carrying fuel oil F.P. above 150°F. in D.B.*	**SteelScSr** 1*Dk*(*Stl*)	3933 3620 2474	✠100A1 7,16 ✠LMC~~3,15~~ BS8,17 MS11,17	Shl	*w*	~~9,15~~ 4·18	1913 2mo	W.Gray& Co.Ld. W Hartlepool *Lloyd's*	LaTunisienneS.N. Co.Ld. (F.C.Strick &Co.Ld. *Mgrs.*) *sA&CP W* *B*=*CellDBa*113′	350·0 P30′B67′F34′ *u*E23′*f*154′1035*t*	50·0 FK	25·3 Swansea British 6*BHCem* *APT*105*t*		T.3Cy.24″,38″&64″–42″ (*s*) 180lb *90lb* 320NHP 2SB,*6pf*,GS99,HS4299 FD Cen.Mar.Eng.Wks.W.Hpl	27 ″ 8 s 5 ″ 4 22 ″ 8	
36	**Tabasco** 1*Dk*(*Stl*)*&deep framing*	**SteelScSr**	*1022* *844* *681*	✠ 1,07 ✠	Dmb	*n*		1901 8mo	A.McMillan&Son,Ld. Dumbarton	Cia.Mexicana de Nav.S.A. *WB*=	230·4 P58′F45′ *CellDB*56′73*tFPT*	33·5 FK	14·8 4*BHCem* 43*tAPT*55*t*	VeraCruz Mexican	T.3Cy.17″,28″&45″–33″ 128NHP 2SB,*4cf*,GS72,HS2094 Muir&Houston,Ld.Gls.	15 ″ 8	
37 10mo	**Tabatinga** *R.Wilkinson*90–90 *Mchy.Aft*	**SteelTwinScSk** 1*Dk&Shade dk*	*325* *240* *229*	✠ *For River purposes only* 10,90 ✠	Grk			1890 10mo	Scott&Co. Greenock	AmazonRiverStm. Nav.Co.(1911)Ld.	160·1 F23′	26·3 FK	7·3 6*BHAsp*	Para Brazilian	T.6Cy.9″,14″&22″–18″ 57NHP 1SB,*2cf*,GS37,HS1106 Scott&Co.,Greenock	7 ″ 9	
38 MCGT	**Tabor** *H.Nilsen* –05 1*Dk*(*pt Irn&pt Stl*)*2tr B&deep framing* 3*Dk rule*	**SteelScSr** *ss*Rot.No.3–9.16	3708 3462 2392	✠100A1 10,17~~3,17~~ ✠LMC9,16 MBS10,17	NNs Bal	*w*	9,16	1905 4mo	J.Priestman&Co. Sunderland *Lloyd's*	Wilhelmsens Dmpsk.Akties.(W. Wilhelmsen, *Mgr.*) *WB*=*CellDBa* *sA&CP*	346·5 P29′B100′F36′ 112′*uE*24′*f*150′880*t*	50·9 FK	24·7 6*BHCem* *APT*105*t*	Tönsberg Norwegian	T3Cy.24$\frac{1}{2}$″,38$\frac{1}{2}$″&67″–45″(*s*) 180lb *120lb* NDB16 320NHP 2SB,6*cf*,GS130,HS4834 N.E.MarineEng.Co.Ld.Sld.	26 ″ 0 s4 ″11½ 21 ″ 5	
39 RSJH	**Tabora** (Captured at Dar-es-Salaam) *A.Gauhe* *Elec.light* Sub.Sig. Wireless	**SteelTwinScSr** 2*Dks*	8022 5779 4748					1912	Blohm& Voss Hamburg	DeutscheOst-AfrikaLinie	449·3 P&B303′F88′	54·3	29·8	Hamburg German *WB*	Q.8Cy.22$\frac{3}{8}$″,32$\frac{5}{8}$″,48″&70$\frac{1}{16}$″ –49$\frac{1}{2}$″ 690NHP Blohm&Voss,Hamburg		
40	**Tachang Maru** (*Chinese rendering of*	**"Daitei Maru,"**	*s*	*ee No.*	84	*in letter*	D.)										
41 8359 JDBT	**Tachi Maru** *S.Narita* 1*Dk*	**SteelTwinScSp**	2078 964 1288					1901	Osaka Iron Works Osaka	NisshinKisen KabushikiKaisha	278·0	39·4	9·6	Tokio Japanese	T.6Cy.13″,21$\frac{1}{2}$″&35$\frac{1}{4}$″–24″ 122NHP OsakaIronWorks,Osaka		
42 7704 JQHL	— 2*Dks*	**WoodTwinScSp**	177 — 87					1902	Ominato S.B.Co.Ld. Ominato	MaruichiHomma GomeiKaisha	110·0	16·5	12·5	Nishinomiya Japanese	T.6Cy.7$\frac{9}{16}$″,12″&20″–14″ 30NHP		
43 135832 JKCH	**Tacoma** *P.Stewart* –15 (*ex*Buffalo) *Elec.light* Wireless	**SteelScSr** ~~*ss*S.Fo.No.1–10~~ 2*Dks*(*Stl*)*&Web frames &Shelter dk*(*Stl–pt* teak s) *ss*Shl.No 2–17	6838 6188 4233	✠100A1 *Shelter dk with freeboard* 11,17 ~~3,16~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 8.10 ES11,17	SFo Shl ✠LMC2,17	*c* †	N2,17	1909 3mo	Flensburger Schiffsb. Ges Flensburg *Lloyd's*	StandardTransportationCo.Ld *WB*=*CellDBu E&* *bunker*85′595*t*	440·5 B&Cross *F.P.* above 150°F.	58·7 FK	29·6 17*BHpt Cem* 14 *to U dk* 3 *to M dk* *FPT*110*t APT*216*t*	~~Shanghai~~ British	Q.4Cy.24″,34″,51″&74″–54″ 215lb *160lb* (*s*) 620NHP 3SB,*9cf*,GS184,HS9016 FD FlensburgerSchiffsb.Ges.	33 ″ 0 s 5 ″ 5 28 ″ 0	

Any named Gerda, See No. 67 in Supplement.

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Capitaine. Visites Périodiques.	3 Matériaux Gréement etc. Ex-nom, s'il y a lieu. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terms assigned on original explid. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Marques de cote. si cet c'est dans le L. H. Insurec. Corp. Hull Trials.
44 211198 LCWK	Tacoma *Elec.light*	SteelScSr 2 *Dks*	836 — 458					1913	SeattleC'n-str.&DDCo Seattle	PugetSoundNav. Co. (J.Green, *Mgr.*)	209·4 | 30·0 | 17·6	P.Twnsnd Utd.States	T.4Cy.23,36&(2)42–30 193NHP SeattleConstruc.&D.D.Co.		
45 11760 LHMB	Tacoma Maru *T.Hamada* *Elec.light* 2 *Dks*(*Stl*)&*deepframing* Wireless &*Lowerdk*(*Stl*)*in No.1hold* ~~ss~~Kob.No.2–17	SteelTwinScSr ~~ss HKg.No.1–15~~ *ss*Kob.No.2–16	5842 5125 3645	✠100A1 ~~3.11.16~~ 6.16 ~~3.18~~ 3,18 ✠LMC~~7.16~~ ~~3.18~~ 3,18	HKg Kob Yka	*z*	~~4,15~~ N3,17	1909 6mo	Kawasaki Dkyd.Co.Ltd. Kobe *Lloyd's*A&CP	OsakaShosen KabushikiKaisha FK *WB*=*Cell DBa*127′*uE*&*B*63′	419·7 | 49·5 | 29·9 P26′B158′F42′	Osaka Japanese 7*BIICem*	T.6Cy.19½″,32½″&55″–46″(*s*) 200lb 544NHP 3SB,9*cf*,GS181,HS7498 FD KawasakiDkydCoLdKobe *f*167′1175*tD* *Ta*31′439*tFPT*106*tAPT*26*t*	32 ″ 6 *s* 7 ″ 3½ 25 ″ 7	
46 145805 KPCB	Tacony Sub.Sig.	Steel&IronScSr 1 *Dk*	353 — 186					1899	C.Hillman S.&E.B.Co. Philadelphia	SusquehannaCoal Co.	128·0 | 26·3 | 15·0	Perth Amboy,NJ. Utd.States	T.3Cy.16″,24″&40″–28″ 85NHP C.HillmanS.&E.B.Co.		
47 ~~ss~~LaP.No.2–17 (*ex*Quaysider) *Mchy.Aft*	Tacoronte ~~ss~~Brs.No.1–17 1 *Dk*	SteelScK *ss*Brs.No.1–17	*370* *264* *160*	✠100A1 10,17 ~~8,18~~ ~~2.18.16~~ ✠LMC~~7.15~~ 10,17	Brs LaP	*f*	~~12,15~~ 10,17	1909 8mo	Smith's Dock Co.Ltd. North Shields *Lloyd's*A&CP	Cia.Marit.Canaria FK *WB*=*FPT*61*t*	145·4 | 24·2 | 10·4 Q58′F17′	Santa Cruz Tfe.	C.2Cy.17″&36″–30″ (*s*) 130lb 82NHP 1SB,3*pf*,GS47,HS1560 ShieldsEng.Co.Ld.N.Shl.	11 ″ 7 *s* 1 ″ 1 10 ″ 8	
48 112470	Tacsonia *T.Rowlands* –14 1 *Dk*	SteelScK *ss*Mil.No.2–13	243 218 93	✠100A1 *StmTrawler* 9,14 BS5,14 ✠LMC1,15	Ard		N9,14	1905 1mo	Smith's Dock Co.Ld. North Shields *Lloyd's*A&CP	SouthernSteam TrawlingCo.Ld. (C.C.Morley, *Mgr*)	125·5 | 22·1 | 12·0 BK7½′	Milfrd Hvn British 3*BHCem*	T.3Cy.12″,21″&34″–24″ (*r*) 180lb 58RHP 1SB,3*pf*,GS49,HS1408 W.V.V.Lidgerwood,Gls.	12 ″ 10	
49 113398 RTPL	Tactician *H.H.Pyle* –12 2 *Dks*(*Stl*)&*deepframing* *Elec.light* Wireless &*Webframes*	SteelSc4MstSr *ss*Liv.No.3–9,12 *ss*Liv.No.1–16	7560 6735 4950	✠100A1 ~~7.13.16~~ 1,18 ~~1.18.17~~ ✠LMC5,16 BS5,18 *figt.sail* *Carrying* ~~oil fuel~~ *F.P.above*150	Liv	*c*†	5,16	1900 9mo	Swan& Hunter,Ld. Newcastle *Lloyd's*A&CP	CharenteSS.CoLd. (T.&J.Harrison, *Mgrs.*) *WB*=*CellD Ba*148′*uE*&*B*61′*f*	470·0 | 56·2 | 31·9 P37′B162′F44′ FK	Liverpool British 9*BHCem*	T.3Cy.27½″,45½″&75″–60″ 180lb (*s*) 567NHP 2D&1SB*15cf*GS308HS10050 Wllsnd.Slpwy.Co.Ld.Nwc. 204′1544*tD* *Ta*30′937*tFPT*117*tAPT*30*t*	34 ″ 10 *s* 8 ″ 3 27 ″ 0	
50 LFBD	Tadjoura *Duckham* –11 1 *Dk*	SteelScSr	518 387 169					1911	Ch.&Atel. de Provence Port de Bouc	Cie.de l'Afrique Orientale(Mar.et Com.) *WB*	144·3 | 25·0 | 13·9 P19′B23′F18′	Marseilles French	T3Cy14⅛″,21½″&37½″–23½″ 68NHP Ch.&Atel.de Provence,Msl		V
51 112267	Tadousac *J.Simord* –10 *Elec.light* 1 *Dk*&*Saloon dk*	IronPad (*ex*Virginia)	1701 — 1052					1879	Harlan& Hllngswth Co Wlmngtn Del	Canada Steamship Lines,Ld.	248·4 | 34·7 | 9·6	Montreal British	B.1Cy.60″–132″ 345NHP Harlan&HollingsworthCo.		
52 135676 JFPW	Taff *D H.Bailey* –16 *Mchy.Aft* 1 *Dk*(*Stl*–ws)	SteelSc	199 170 86	✠100A1 12,16 ✠LMC5,14	Bds	*c*	12,16	1914 5mo	Day,Summers&Co.Ld. Southampton *Lloyd's*A&CP	RoyalMailSteam PacketCo.	110·3 | 21·1 | 10·1 F24′ FK *WB*=*FPT*12*t*	S'thamptn British 3*BHCem*	C.2Cy.15″&30″–24″ (*s*) 120lb 37RHP 1SB,2*cf*,GS40,HS1050 Day&SummersCo.Ld.Sou.	11 ″ 0 *s* 1 ″ 3½ 10 ″ 1	
53 132625 HTPV	Tafna *A.N.Beavan* –15 *Elec.light* 1 *Dk*(*pt Irn pt Stl*)	SteelSc	4393 4137 2697	✠100A1 7,15 ~~Loss mast~~7,17 BS7,17 ✠LMC10,11	Shl	*x*	~~7,15~~ 7,17	1911 10mo	W.Doxford &Sons,Ld. Sunderland *Lloyd's*A&CP	English&AmericanShppg.Co.Ld. (C.T.Bowring&Co. Ld.*Mgrs.*) *WB*=*Cell DBa*100′*uE*&*B*48′*f*174′	369·5 | 50·0 | 26·3 P32′B115′F32′ FK	London British 6*BHCem*	T.3Cy.24″,41″&68″–45″ (*r*) 180lb 404NHP 3SB,9*cf*,GS169,HS7176 W.Doxford&Sons,Ld.Sld. 901*tFPT*176*tAPT*225*t*	28 ″ 9 *s* 5 ″ 6½ 23 ″ 7	
54 LFBQ	— *J.Gentile*96–00 *Elec.light*	SteelScSr 2 *Dks*&*Spardk*	1444 1339 853					1890	Wigham Richardsn&C Newcastle	Cie.deNav.Mixte	251·5 | 32·0 | 25·0 B38′	Marseilles French *WB*	T.3Cy.25″,38½″&65″–42″ NB03 274NHP WighamRchrdsn&CoNwc		V
55 7129 LDMB	Taga Maru *S.Shirakawa* –11 *ss*Yka.2ndNo.3–2,11 (*ex*Amara) 1 *Dk*(*Stl*)& *Spar dk*(*Irn*–ws)&*Webframes*	SteelScSr	2610 2367 1618	✠ *Spar dk* 11,12 ✠	Yka	*s*		1891 1mo	J.Blumer &Co. Sunderland *WB*=	Fukugawa Ringyo Kabu shikiKaisha *DBa*84′*uE*20′259*t*	289·5 | 40·3 | 16·8 B66′F35′ 22·7 FK *FPT*35*tAPT*28*t*	Nishino-miya Japanese 5*BHCem*	T.3Cy.23½″,38″&62″–42″ 248NHP 2DB,8*cf*,GS120,HS3700 N.E.MarineEng.Co.LdSld	25 ″ 5	
56 134750 JBFG	Tagalie *H.Rogers* –14 1 *Dk*	SteelScK	210 189 81	✠100A1 *StmTrawler* 11,13 ✠LMC11,12	Gms			1912 11mo	Smith's Dock Co.Ld. Middlesbro' *Lloyd's*A&CP	Sleight'sSteam FishingCo.Ld. (E.Sleight, *Mgr.*)	117·4 | 22·0 | 11·6 Q73′RFD18′ BK7½′	Grimsby British 3*BHCem*	T.3Cy.12½″,20″&34″–24″ (*s*) 180lb 78RHP 1SB,3*pf*,GS47,HS1445 Smith'sDockCo.Ld.Mdb.	12 ″ 6	
57 884 LROV	Taganrog *C.S.Zivras* –06 1 *Dk*	IronScSr	320 — 217					1874	..... Linz	K.S.Monopoli	201·4 | 24·0 | 8·3	Rostoff Russian	2Cy.14″,–23″ 8NHP		
58 128188 HMQR	Tagona *F.C.Dakers* –16 *Elec.light Mchy.Aft* 2 *Dks*	SteelScSr	2004 1840 1299					1908	AM'Millan &Son,Ld. Dumbarton	CanadaSteamship LinesLd.	249·6 | 42·6 | 21·1 F36′	Toronto British *WB*	T.3Cy.17″,28″&46″–33″ 122NHP Muir&Houston,Ld.Gls.	*	C
59 110197 RJMD	Tagus *H.J.Bennett* –16 3 *Dks*(*UStl*–ws)&*Spardk*(*Stl*–teaks) *Elec.light Ref.Mchy.* Sub.Sig. Wireless	SteelScSr *ss*Sou.No.3–4,12 *ss*Lon.No.1–16	5556 4586 3070	✠100A1 *Spar dk* ~~12.16~~ 11,17 BS11,17 ✠LMC4,16	Lon	*z*	12,16	1899 10mo	R.Napier& Sons,Ld. Glasgow *Lloyd's*A&CP	RoyalMailSteam PacketCo. *WB*=*Cell DBa*76′*uE*&*B*102′	410·0 | 50·0 | 23·3 P40′F74′ 32·3 FK	London British 6*BHAsp*	T.3Cy.37″,58″&97″–66″ (*s*) 180lb *150lb* 1050NHP 6SB,*18cf*,GS348,HS15384 FD R.Napier&Sons,Ld.Gls.	35 ″ 4 *s* 11 ″ 0 24 ″ 11	BT till 10,17
60 156066 JGMP	Tahchee *T.R.McKay*02–14 *Elec.light* 2 *Dks*(*Stl*)&*Webframes* *Mchy.Aft* *Longitudinal framing* Wireless	SteelScSr ~~ss~~ No.1–15 *ss*Yka.No.2–15	6508 5816 4055	✠100A1 ~~8,14~~ ~~12.16~~ 8,18 *Carrying Petroleum in bulk* *Fitted for oil fuel* 9,14 ✠LMC9,14	NYk	*a*†	~~8,18~~ *F.P. above* 1 *Lloyd's*A&CP	1914 9mo	SirR Dixon &Co.Ld. Middlesbro' 50° F.	~~Standard Transportation Co.Ld.~~ ~~Tank Storage&Ld.~~ ~~Carriage Co.Ld.~~ ~~(W.J.Smith,Mgr.)~~ *WB*=*Cell DBuE*&*B*80′279*t DT f*45′ 577*tFPT*120*t*	420·5 | 54·4 | 32·6 P118′B28′F47′ FK *APT*210*t*	Hong Kong ~~Middlesbro'~~ British 17*BHptCem* 11 *to Upr dk* 6 „ *2nd* „	Q.4Cy.24″,35″,50½″&73″–51″ 220lb (*s*) 526NHP 3SB,9*cf*,GS170,HS7125 NE.MarineEng.Co.Ld.Nwc	32 ″ 8 *s* 7 ″ 4 25 ″ 8	
61 117715 VTWG	Tahiti *F.P.Evans,R.N.R.*06–11 *ss*Brs.No.2–11 (*ex*Port 2 *Dks*(*Stl*)&*Spardk*(*Stl*–teaks) Kingston) *Orlop dk in Nos.*1,3,&4*holds* *Elec.light Ref.Mchy*(*Stl in Nos.*3&4*holds*) Wireless	SteelTwinScSr *ss*Brs.No.2–11	7585 5997 3841	✠100A1 *Spar dk* 6,16 ✠LMC~~7.16~~ ~~MS7.16~~ ~~BS7.16~~ 6,16 ~~12.16~~ BS1~~1.16~~,17	Ddn	*d*†	~~6,15~~ 6,17	1904 8mo	A.Stephen &Sons,Ld. Glasgow *Lloyd's*A&CP	UnionS.S.Co.of NewZealand,Ld. *WB*=*Cell DBa*65′*uE*&*B*175′*f*	460·0 | 55·5 | 24·4 P44′F61′ 32·4 FK	London British 7*BHCem*	T.6Cy.30″,50″&80″–54″ (*s*) 180lb FD 1443NHP 3D&3SB27*cf*GS557HS22464 A.Stephen&Sons,Ld.Gls. 134′1191*tFPT*165*tAPT*69*t*	36 ″ 0 *s* 9 ″ 2 27 ″ 6	
62 204685 KWJQ	Tahoe *A.Donaldson* –12 1 *Dk*	WoodSc3MstSr	751 577 419					1908	Bendixsen S.B.Co. Fairhaven	Bowes&Andrews	179·0 | 38·2 | 13·3	S.Frncisco Utd.States	C.2Cy.14″&32″–24″ 42NHP UnitedEng.Wrks.S.Frisco		
63 9438 JTDK	Tahung Maru 1 *Dk*&*Shade dk2trB*	SteelTwinSc	1735 795 1075					1905	MitsuBishi Dkyd&EWks Nagasaki	NisshinKisen KabushikiKaisha	240·6 | 39·4 | 9·7 F23′	Tokio Japanese *WB*	T.6Cy.12″,20″&33″–21″ 100NHP MitsuBishiD.&E.Wks.Nag		

Capsized & Sunk 7.17

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name.	3 Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. / No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned / now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 Built. By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
64 128709	**Tai Koo** *P.Tall* –16	**SteelTwinSc** (*Tug & Salvage*) 1 *Dk*	352 334 133					1911	TaiKooD. & ECo. of HKg Ld H.Kg	TaiKooDkyd & Eng Co. of HongKongLd	140·0 | 26·6 | 12·4	HongKong British *WB*	C.4Cy.20″&42″–27″ TaiKooDkyd.& Eng.Co.of HongKong,Ld.	151NHP	
65 133248	**Tai Lee** *J.J.Lossius* –15 *Elec.light*	**SteelTwinSc** 1 *Dk Shade dk & Promenade dk*	997 563 524					1914	HongK'ng & Whampoa DockCo.Ld. HongKong	SzeYapS.S.Co.Ld.	208·9 | 38·1 | 11·3	HongKong British *WB*	T.6Cy.15″,24″&39″–26″ HongKong&Whampoa DockCo.Ld.HongKong	155NHP	R
66 133241	**Tai Ming** *W.O.Hill* –16 *Elec.light*	**SteelTwinSc** 3 *Dks*	443 256 237					1913	Kwong TakCheong HongKong	KwongWingCo. Ld.	164·0 | 27·1 | 8·7	HongKong British	C.2Cy.13″&26″–16″ KwongTakCheong,H.Kg.	56RHP	
67 120157	**Tai Ning**	**WoodScSr** 1 *Dk & Shade dk*	277 213 145					1905	Kwong TuckCheong HongKong	CheangMowS.S.Co Ld.(A.R.Burkill& Sons, *Mgrs.*)	138·6 | 21·4 | 8·8	HongKong British	C.2Cy.14″&28″–18″ KwongSangLung,H.Kg.	33RHP	
68 87189 JBNC	**Tai Sang** *A.C.Kennedy* –17	**IronScSr** 2 *Dks*	2383 2112 1544				...	1883	Lon.&Gls. Co.(Lim.) Glasgow	Indo-ChinaSteam Nav.Co.Ld.	290·0 | 40·0 | 23·9 B58′ F32′ FK	London British *Tpd98*	T.3Cy.19″,36″&62″–54″ Lon.&Gls.Co.(Lim.),Gls.	25 ″ 0 NB96 282NHP	
69 *For full particulars See No. 9 in Supplement*	**Taian Maru** *Elec.light*	**SteelSc** 2 *Dks*	3000					1917	Kawasaki Dkyd Co.Ld. Kobe	NipponYusen KabushikiKaisha	315·0 | 45·0 | 18·0 P16′B78′F38′	Japanese *WB*	T.3Cy.22″,36″&61″–42″ KawasakiDkydCo.Ld.Kob.	242RHP	
70 1754 HLKJ	**Taichu Maru** *ss* Kob.No.3–6,10 *ss* Kob.No.1–15 1 *Dk(Stl) & Spar dk(Stl–teak s)* *Elec.light* Wireless	**SteelScSr** *Spar dk* *& Web frames*	3208 2534 1541	✠100A1 6,17 ~~6,16~~ ✠LMC ~~6,16~~ 6,17	Kob	*r*	6,16	1897 9mo	Sir J.Laing Sunderland A&CP	OsakaShosen KabushikiKaisha *WB = CellD Ba72′uE & B76′f120′464t FPT*	330·0 | 44·0 | 16·9 P36′B150′F37′ 24·7 FK	Osaka Japanese 5 *BHCem* 52t *APT* 29t	T.3Cy.28½″,47½″&79″–48″ 180lb (*s*) 589NHP 4SB,*16cf*,GS308,HS10730 J.Dickinson&Sons,Ld.,Sld.	27 ″ 7 *s* 4 ″ 11 23 ″ 0	
71 9676 JTVF	**Taifuku Maru** *Y.Nomura* 1 *Dk(Stl) Promenade dk* (*ex* Tahung Maru) *& Shade dk* *Elec.light*	**SteelTwinSc** *For River purposes only*	2836 1212 1758	✠ 8,00 ✠	Nag	*p*		1900 8mo	Mitsu Bishi Dkyd&EWks Nagasaki	NisshinKisen KabushikiKaisha *WB = FPT71t APT68t*	308·0 | 39·2 | 11·4 *Promenade dk* 258′ *Shade dk above* 208′ len 05 FK	Tokio Japanese 5 *BHCem*	T.6Cy.16″,26″&43″–30″ 2DB,*8cf*,GS154,HS4800 MitsuBishiD.&E.Wks.Nag	268NHP	12 ″ 6
72 *Elec.light*	**Taifuku Maru No.2**	**SteelTwinSc** (*Class Contemplated*)	9400 8830 6000	100A1 *Shelter dk*				1917	Kawaski Dkyd.Co.Ld. Kobe		475·0 | 61·0 | 30·0 P36′F38′		T.6Cy.26″,43½″&73″–48″ KawasakiDkydCoLd Kobe		
73 10mo *Lloyd's SA & CP*	**Taigetos** *A.Gounaris* –14 *ss* Gls.No.3–2,17 (*ex* Queenborough) 1 *Dk(Irn) 2tr B & deep framing 3 Dk rule*	**SteelScSr** *ss* Gls.No.3–2,17	*2961* 2793 *1891*	✠100A1 2,17 ✠LMC 2,17	Gls	*v*	2,17	1903	W.Gray& Co.Ld. W Hartlepool	A.M.Couloutbros *WB = CellD Ba* 106′*uE* 24′ *f* 136′	325·2 | 47·0 | 22·4 P27′B196′F34′ FK	Andros Greek 5 *BHCem* 694t *APT* 43t	T.3Cy.24″,38″&64″–42″ (*s*) 160lb *80lb* 270NHP 2SB,*6cf*,GS102,HS4128 Cen.Mar.Eng.Wrks W Hpl.	24 ″ 10 *s* 3 ″ 3 21 ″ 11	
74 68 QBHM	**Taihei Maru** *T.Hovinchi*	**SteelSc3MstSr** (*ex* Lalpoora) 3 *Dks(U Stl–ws)*	3290 2993 2101	✠ 5,86 ✠	Lon	*w*		1885 2mo	W.Denny &Bros. Dumbarton	S.Sugano *WB = CellD B* 300′771*t*	340·1 | 42·2 | 25·6 P57′B26′F42′ 6 *BHCem*	Dairen Japanese	T.4Cy.26½″,44″&(2)51″–51″ 372NHP Denny&Co.Dumbarton	29 ″ 3	
75 1394 HJVK	**—** 2 *Dks*	**WoodScSr**	401 — 241					1894	Nagamatsu Sotaro Niigata	OkawaUnyu KabushikiKaishi	145·0 | 20·8 | 18·2	Hakodate Japanese	C.2Cy.18″&32¾″–18″ Tokuno Kamekichi,Niigata	38NHP	
76 10812 LQTP	**Taihei Maru No. 1** (*ex* Neptune) 1 *Dk*	**SteelScSp**	103 — 36					1904	Akers Mek.Værks. Christiania	ToyoHogei KabushikiKaisha	94·0 | 17·0 | 10·6	Nishino-miya Japanese	T.3Cy.11″,18″&29″–18″ AkersMek.Værks.Xia.	36NHP	
77 10820 LCVB	**Taihei Maru No. 2** (*ex* Falcon, *ex* Viking)	**SteelScSp** (*Whaler*) 1 *Dk*	122 113 66					1902	Nylands Værksted Christiania	ToyoHogei KabushikiKaisha	94·7 | 17·2 | 10·9	Nishino-miya Japanese	T.3Cy.10½″,17″&28½″–20″ NylandsVærksted,Xania	36NHP	
78 4545 JCQF	**Taihoku Maru** *ss* Kob.No.3–6,14 (*ex* London City, *ex* Guinée, *ex* Priok) *Elec.light*	**SteelScSr** *ss* Kob.No.3–6,14 2 *Dks(1Stl)3tr B*	2483 2013 1523	✠100A1 6,17 ~~6,16~~ ✠LMC ~~6,16~~ 6,17	Kob	*l*	~~6,16~~ 6,17	1891 4mo *Lloyd's SA & CP*	C.S.Swan &Hunter Newcastle	OsakaShosen KabushikiKaisha *WB = Cell D B* 248′430*t*	300·6 | 41·0 | 21·6 P42′H74′ BK8½″	Osaka Japanese 6 *BHCem*	T.3Cy.26″,42″&69″–45″ (*s*) 160lb *160lb* 330NHP 2SB,*8pf*,GS144,HS5120 WllsndSlipwyCo.Ld. Nwc.	24 ″ 1	
79 10947 JGMV	**Taiki Maru No. 1** 2 *Dks*	**WoodScSp**	191 179 112					1907	M.Mihara Osaka	Y.Mayeda	115·6 | 17·2 | 12·8	Hakodate Japanese	C.2Cy.14″&28″–18″ M.Mihara,Osaka	28NHP	
80 5142 JGMB	**Taiki Maru No. 3** 2 *Dks*	**WoodScSr**	196 178 110					1906	M.Mihara Osaka	Y.Mayeda	115·2 | 16·7 | 13·4 P17′	Hakodate Japanese	T.3Cy.10″,16½″&26½″–20″	31NHP	
81 1246 HJGN	**Taiko Maru No. 1** 2 *Dks*	**IronScSr**	501 — 300					18 91	Kobe Iron Works Osaka	I.Amagaseki	174·0 | 22·8 | 17·5	Osaka Japanese	C.2Cy.18½″&36¼″–24″ KobeIron Works,Osaka	NB96 54NHP	
82 1276 HJLN	**Taiko Maru No. 2** 2 *Dks*	**IronScSr**	510 468 308					18 91	Kobe Iron Works Osaka	I.Amagaseki	173·9 | 22·2 | 17·3	Osaka Japanese	C.2Cy.18″&36″–24″ KobeIron Works,Osaka	53NHP	
83 4444 JCML	**Taiko Maru No. 3** 2 *Dks*	**IronScSr**	135 128 84					1888	Osaka Iron Works Osaka	TaikoKisen KabushikiKaisha	104·4 | 15·5 | 11·6	Otsu Japanese	2Cy.15⅝″–14″	14NHP	
84 6958 JCSV	**Taiko Maru No. 4** 2 *Dks*	**WoodPadSr**	101 93 65					1893	..... Otsu	TaikoKisen KabushikiKaisha	93·7 | 14·2 | 9·8	Otsu Japanese	C.2Cy.8⅝″&17⅝″–22″	12NHP	
85 6892 JCRG	**Taiko Maru No. 5** 2 *Dks*	**IronScSr**	144 132 89					1888	Osaka Iron Works Osaka	TaikoKisen KabushikiKaisha	105·0 | 16·0 | 11·7	Otsu Japanese	2Cy.15″–14″	14NHP	
86 8813 JNDH	**Taiko Maru No. 6** 1 *Dk*	**WoodTwinSc**	151 132 94					1904	T.Kita-gawa Otsu	TaikoKisen KabushikiKaisha	110·5 | 15·8 | 10·6	Otsu Japanese	C.4Cy.8″&16″–12″	15NHP	

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Grément, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equilement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est à Londres.
87	**Taikosan Maru**	**SteelScSr**	3216	✠100A1	Kob	*u*	1,15	1889	J.Laing	InuiGomeiKaisha	339·5 | 41·0 | 18·5	Tekesago	T.3Cy.28″,44″&72″–48″ (*s*)	29 ″ 1	
8937	*J.Kitagawa*	*ss*Kob.2ndNo.3–12,08	2882	*Spar dk*				12mo	Sunderland	(S.Inui, *Mgr.*)	B83′F33′ 26·4	Japanese	160lb *80lb* 400NHP	s 6 ″ 5½	
JPBF		*ss*Nag.No.1–13	1994	9,16	✠LMC8,16				A&CP		BK 10″	5 *BHCem*	2DB,*12cf*,GS200,HS6623	23 ″ 8	
	(*ex*Glenartney)	1*Dk*(*Irn*)&*Spardk*								*WB* = *Cell DB* 226′379*t*			T.Richardson&Sons,Hpl.		
	Elec.light	(*Irn*-ws)3*trB*													
88	**Tainan Maru**	**SteelScSr**	3171	✠100A1	Kob	*v*	~~10,15~~ 9,17	1897	J.L.Thomp-	OsakaShosen	330·0 | 43·0 | 21·1	Osaka	T.3Cy.28½″,47½″&79″–48″	28 ″ 3	
1728		*ss*Kob.No.3–12,07	2505	*Spar dk*				10mo	son&Sons,Ld	KabushikiKaisha	P38′B152′F47′ 25·5	Japanese	180lb *80lb* (*s*) 589NHP	s 5 ″ 8	
HLGQ		*ss*Yka.No.2–15	1529	9,17~~11,18~~	✠LMC~~9,16~~ 9,17				Sunderland		FK	5 *BHCem*	4SB,*16cf*,GS308,HS10730	23 ″ 2	
		1*Dk*(*Stl*)&*Spar dk*(*Stl*-teak s)&							A&CP	*WB* = *Cell DB* a66′*u E*&	*B*72′*f*124′449*t FPT*	35*t APT* 23*t*	J.Dickinson&Sons,Ld.,Sld.		
	Elec.light	Wireless *Web frames*													
89	**Tainui**	**SteelTwinScSr**	9965	✠100A1	Lon	*e*†	5,16	1908	Workman,	Shaw,Savill&	477·8 | 61·1 | 31·0	S'thamptn	T.6Cy.25″,41½″&70″–48″ (*s*)	42 ″ 6	
124507	*R.A.Kelly* –17	~~*ss*Lon.No.1–10~~	9014	*Awng dk*				10mo	Clark&Co.Ld	AlbionCo.Ld.	F49′ 39·3	British	205lb 1080NHP	s 14 ″ 5	
HNGP	*Elec.light*	2*Dks*(*Stl-Mws Lptws*)&*deep*	6298	*with freeboard*					Belfast		FK&BK 1⅛″	8 *BHCem*	6SB,*24cf*,GS400HS16308 FD	28 ″ 9	
	Ref.Mchy.	*framing&Awng dk*(*Stl*–ws)		10,17 ~~4,18~~					*Lloyd's A&CP*			90*t*	Wrkman,Clark&Co.Ld Bel		
	Wireless	*ss*Lon.No.2–17		~~B&C,18~~	✠LMC~~9,18~~ 4,17										
				✠Lloyd's RMC~~4,17~~ 10,17											
90	—	**WoodScSr**	128					1903	J.Logan	~~A.W.Ogle~~	92·3 | 19·2 | 6·7	AucklndNZ	C.2Cy.12″&24″–15″		
118955	*M.Jensen*95–03		90						Auckland	NewZealandRe-	P11*t*B27*t*	British	24RHP		
		1*Dk*	59~~60~~							frigeratingCo.Ld.			PriceBros.Auckland,N.Z.		
91	**Taipo**	**SteelScK**	247	✠100A1	Hul			1914	Cochrane	H.L.Taylor,Ld.	125·3 | 22·3 | 12·0	Grimsby	T.3Cy.12½″,21½″&35½″–24″	12 ″ 9	
137016	*H.W.Grice* –15		227	*Stm Trawler*				12mo	&Sons,Ld.		Q68′F20′	British	180lb (*s*) 88RHP		
JHML	*Elec.light*	1*Dk*	119	12,14	✠LMC12,14				Selby		BK 7½″	4 *BHCem*	1SB,*3pf*,GS40,HS1400		
									Lloyd's A&CP				Amos&Smith,Ld.Hull		
92	**Tairyo Maru**	**SteelScSr**	168					1909	Osaka	K.Ogata	99·9 | 19·8 | 10·3	Osaka	T.3Cy.11″,18″&30″–22″		
12164			132						IronWorks			Japanese	42NHP		
LHPB		1*Dk*	91						Osaka				OsakaIronWorks,Osaka		
93	**Tairyo Maru No. 2**	**SteelScSr**	192					1912	A.Uyeno	T.Akita	111·2 | 21·2 | 10·8	Nishino-	T.3Cy.11″,18″&30′–22″		
14919			—						Osaka			miya	42NHP		
LVHN		1*Dk*	68									Japanese	A.Uyeno,Osaka		
94	**Taisan Maru**	**SteelSc**	443					1912	.....	Minamimanshu	165·8 | 29·2 | 10·5	Dairen			
33			—							TetsudoKabushiki		Japanese			
QBFG			275							Kaisha					
95	**Taisei Maru**	**SteelAuxTwinSc**	2439	✠	Kob	*w*		1904	Kawasaki	ImperialGovt.of	277·4 | 42·9 | 24·1	Tokio	T.6Cy.13″,21″&33″–27″	26 ″ 9	
8966	*C.Furuya*06–06	*Stm.Eng.*4MstBk	2028	5,04				5mo	DkydCo.Ld.	Japan(Navigation	P70′F36′	Japanese	150NHP		
JNGH	Wireless	2*Dks*(*UStl*-teak s)	1741		✠				Kobe	School)	BK 10″	4 *BHCem*	2SB,*4cf*,GS79,HS2683		
	(*See Sailing Ship Register*)												KawasakiDkydCoLdKobe		
										WB = *Cell D*	*BuE*&*B*44′*f*100′3	15*t DTanks a* 26′149	*t*&32′73*t DT*	*f* 18′355*t FPT* 77*t APT* 17*t*	
96	—	**SteelScSr**	2361	✠	Syd	*s*		1889	Russell&	HashiyaGoshi	290·8 | 37·9 | 19·5	Dairen	T.3Cy.22½″,35½″&58½″–39″	22 ″ 1	
101	*I.Sakanouye* –14	*ss*N.S.W.No.2–97	—	7,98				4mo	Co.	Kaisha(M.	P30′Q86′B118′F31′	Japanese	251NHP		
QBKR	(*ex*Mintaro,*ex*Larnaca)	1*Dk*(*Stl*)	1503		✠				Greenock	Kameda, *Mgr.*)	BK 10″	5 *BHpt Asp*	2SB,*6pf*,GS74,HS3452 FD		
	Well deck	*&Web frames*								*WB* = *Cell DB* 256′	148*t APT* 30*t*	*pt Cem*	J.Howden&Co.Glasgow		
97	—	**WoodSc**	187					1913	M.Matsuo	KyushuKisen	116·6 | 16·1 | 12·7	Tokitsu	C.2Cy.13½″&27″–18′		
16244			160						Nagasaki	KabushikiKaisha		Japanese	26NHP		
MHBC		2*Dks*	101										M.Matsuo,Nagasaki		
98	—	**WoodScSp**	164					1903	U.Naka-	Y.Maruyama	103·0 | 16·0 | 12·1	Osaka	C.2Cy.11½″&22″–15′		
8703			143						mura			Japanese	16NHP		
JQTP		2*Dks*	95						Osaka						
99	—	**WoodScSr**	155					1902	.....	KoHianYen	114·7 | 17·0 | 7·1	Tansui,	C.2Cy.13″&26″–18″		
26			113						HongKong			Formosa	24NHP		
KBDR	(*ex*TaitsuMaru)	1*Dk*	96									Japanese	HongKong		
100	—	**WoodScSr**	123					1897	K.I.Mac-	K.Kimura	128·5 | 17·8 | 7·5	Sagesaki	C.2Cy.13″&26′–18″		
11666			—						donald			Japanese	24NHP		
LHRP	(*ex*ShinonomeGo)	1*Dk*	70						HongKong						
101	**Taisei Maru No. 1**	**SteelScSr**	199					1911	OsakaIron	T.Akita	109·1 | 21·2 | 10·8	Nishino-	T.3Cy.11½″,19″&32″–22″		
13680			156						Works			miya	48NHP		
LPRM		1*Dk*	107						Osaka			Japanese	OsakaIronWorks,Osaka		
102	**Taisetsusan Maru**	**SteelScSr**	450					1912	OsakaIron	T.Hashimoto	163·0 | 23·0 | 16·6	Nagasaki	T.3Cy.11½″,19″&32″–22″		
15173		(*ex*FukutomiMaruNo.3.	417					*rblt*	Works			Japanese	48NHP		
LWKB	*ex*UmeMaru)	1*Dk*	245					1915	Osaka			*WB*	OsakaIronWorks		
103	**Taishan**	**SteelTwinSc**	2006	✠ A1	HKg		5,16	1913	Hong K'ng	HongKong,Canton	280·0 | 53·1 | 10·0	HongKong	T.6Cy.21″,33½″&54″–27″ (*s*)	12 ″ 0	
133245	*R.A.Birss* –13		1093	*For River purposes only*				11mo	&Whampoa	&MacaoStm.Boat		British	180lb 424NHP		
	1*Dk*(*Teak*)&*Awng dk*(*ptStl*-teak s)		927	11,16	✠LMC11,13				DockCo.Ld.	Co.Ld.	FK	5 *BHAsp*	4SB,*12cf*,GS264,HS7920		
	Elec.light								HongKong	*WB* = *Cell DB* a77′	*uE*17′*f*94′429*t FPT*	31*t APT* 72*t*	HongKong&Whampoa		
									Lloyd's A&CP				DockCo.Ld.HongKong		
104	**Taishin Maru**	**SteelScSr**	657					1913	S.Ono	Y.Fujiyama	170·5 | 25·2 | 17·2	Nishino-	T.3Cy.12″,19½″&31½″–22″		
16333			—						Osaka			miya	47NHP		
MHLV		2*Dks*	391									Japanese	S.Ono,Osaka		
105	—	**WoodScSr**	642					1904	H.Kataoka	S.Yamaoka	173·0 | 23·9 | 19·2	Osaka	T.3Cy.11½″,18″&34½″–23″		
9123			580						Osaka			Japanese	57NHP		
JSCH		2*Dks*	398												
106	**Taisho Maru**	**SteelScSr**	2741	✠100A1	Kob	*u*	4,16	1892	J.Laing	UchidaKisen	310·0 | 40·5 | 17·5	Nishino-	T.3Cy.24½″,38″&64″–42″ (*r*)	28 ″ 0	
15000	*T.Ogawa* –15	*ss*Shl.No.3–3,06	2588	*Spar dk*				10mo	Sunderland	KabushikiKaisha	P30′B34′F36′ 25·5	miya	160lb ~~80lb~~ NDB06 284NHP	s 5 ″ 2½	
LVPD	(*ex*Pondo) *Elec.light*	*ss*Kob.No.2–15	1655	3,17 ~~4,16~~	✠LMC~~4,16~~ 5,17				A&CP		BK 10″	Japanese	2SB,*5rf*,*1cf*,GS135,HS4542	23 ″ 10	
	1*Dk*(*Stl*)&*Spar dk*(*Irn*)&*Web frames*									*WB* = *Cell D*	*B*260′530*t APT* 46*t*	5 *BHpt Asp pt Cem*	G.Clark,Ld.Sunderland		
107	—	**SteelScSr**	2579	✠	Kob	*s*		1896	W.Gray&	Minamimanshu	300·0 | 43·0 | 17·6	Dairen	T.3Cy.22″,35″&59″–39″	19 ″ 11	
83		*ss*Hpl.No.3–2,09	—	8,13				3mo	Co.Ld.	TetsudoKabushiki	P26′Q46′B172′F31′	Japanese	NDB12 225NHP		
QBJM	(*ex*Nordahl Wallem,	*ss*Hpl.No.1–13	1858		✠				WHartlepool	Kaisha	FK	5 *BHCem*	2SB,*6rf*,GS76,HS3500		
	*ex*Valhalla)	1*Dk*(*ptIrn&ptStl*)&								*WB* = *Cell DB*	*a&uE*120′*f*122′596*t*	*APT* 36*t*	Cen.Mar.Eng.Wrks.WHpl		
	Well deck	*Web frames*													

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. / Master. / Special Surveys.	3 Material, Rig, &c. / Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage: Gross. / Under deck. / Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 Built. By Whom. — Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L. R. Dated Ref. to Trade Cert.
108 15821 MDKW	**Taisho Maru** (*ex* Aska) *Elec. light*	**Steel Sc Sr** 1 *Dk & Shade dk*	791 733 427	✠ *Shade dk with freeboard* 10,89 ✠	Cly	*i*		1889 10mo	Ailsa S.B. Co. Troon	Ogawa Gomei Kaisha	195·5	28·3	19·0 BK 7½″ 5 *B H Cem*	Hakodate Japanese	T. 3 Cy. 16″, 26″ & 42″–30″ 97 NHP 1 DB, *4cf*, GS 78 Dunsmuir & Jackson, Gls.	12 ″ 3	
109 16315 MHLB	— 1 *Dk*	**Wood Sc**	174 — 78					1913	Tokyowan Kisen Kaisha Tokyo	Tokyowan Kisen Kabushiki Kaisha	121·4	16·0	11·3	Shimoda Japanese	C. 2 Cy. 15″ & 30″–18″ *B made—fitted* 13 32 NHP Tokyo Tsukijima Kikai Seisakusho		
110 15019 MFLB	— 1 *Dk*	**Steel Twin Sc**	123 — 49					1912	Mitsu Bishi Dkyd. & Eng. Works, Kobe	Tokio Soko Kabushiki Kaisha	81·5	20·6	10·0	Kobe Japanese	T. 6 Cy. 11″, 18″ & 29″–18″ 71 NHP Mitsu Bishi D & EW ks. Kobe		
111 15204 LWNV	**Taisho Maru No. 1** 1 *Dk*	**Steel Sc Sr**	232 190 125					1912	Goshi Kaiha Harada Shoko, Osaka	Meiji Gyogyo Kabushiki Kaisha	117·0	21·3	11·3	Osaka Japanese	T. 3 Cy. 11″, 19″ & 32″–22″ 48 NHP Goshi Kaisha Harada Shoko		
112 9113 JRSN	**Taishu Maru** (*ex* Taichiow)	**Steel Sc Sr** 2 *Dks*	1459 1306 904					1883	J. Elder & Co. Glasgow	S. Sawaguchi	244·5 F 32′	33·3	22·5	Hakodate Japanese	C. 2 Cy. 28⅜″ & 56½″–36″ 157 NHP J. Elder & Co., Glasgow		
113 *R. G. Paramore* 94–06	**Taishun** 2 *Dks*	**Steel Sc Sr**	1962 — 1216					1896	C. Connell & Co. Glasgow	China Merchants' Stm Nav. Co.	265·0 F 32′	40·1	21·2 *WB*	Shanghai Chinese	T. 3 Cy. 19″, 31″ & 51″–36″ 156 NHP D. Rowan & Son, Glasgow		
114 *Marques* *ss* Man. No. 3–5, 92 (*ex* Kwong Chow Wan, *ss* Man. No 1–97 *ex* Hoi Fook, *ex* Æolus)	**Taiszema** 1 *Dk & Shade dk*	**Iron Sc Sr**	511 406 323	✠ *Shade dk with load line* 1,97	Man	*i*		1879 11mo	Ramage & Ferguson Leith	Chan Sung Mai	166·8 P 30′ F 28′	25·0	13·6 BK 7″ 4 *B H Cem*	Macao Portuguese	C. 2 Cy. 20″ & 37″–29″ NB 4, 15 57 NHP 1 SB, *2pf*, GS 29, HS 1000 Barclay, Curle & Co. Gls.		
115 18393	**Taiten Maru** 2 *Dks*	**Steel Sc Sr**	655 — 377					1915	Bingo Dock Co. Ld. Innoshima	Keishin Gomei Kaisha	175·0	26·0		Nishino-miya Japanese	T. 3 Cy. 13½″, 21″ & 35½″–24″ 60 NHP Bingo Dock Co. Ld.		
116 6954 JOSP	**Taito Maru** (*ex* Hong Leong, *ex* Mandarin) 1 *Dk (Irn) & Spar dk & Web frames*	**Steel Sc Sr** *ss* H. Kg. No. 3–4, 00 *ss* Kob. No. 2–08	1905 1821 1136	✠ *Spar dk* 10,12 ✠	Yka	*r*		1891 11mo	Blyth S.B. Co. Ld. Blyth	Osaka Shosen Kabushiki Kaisha *WB = D*	265·8 B 56′ F 28′ *B a* 86′ 203 *t*	39·0 *F P T* 79 *t*	14·4 21·7 FK *A P T* 28 *t*	Osaka Japanese	T. 3 Cy. 22″, 36″ & 59″–39″ 219 NHP 2 SB, *6pf*, GS 98, HS 3300 Black, Hawthorn & Co. Gts.	22 ″ 6	
117 13689 LPSD	**Taiun Maru No. 2** 1 *Dk*	**Steel Sc Sr**	1044 929 647					1911	Osaka Iron Works Osaka	T. Hayashi	216·4	29·2	19·1	Nishino-miya Japanese	T. 3 Cy. 13″, 21½″ & 36″–27″ 67 NHP Osaka Iron Works, Osaka		
118 15845 MDPG	**Taiun Maru No. 6** 1 *Dk*	**Steel Sc Sp**	592 519 367					1913	Osaka Iron Works Osaka	T. Hayashi	167·5	26·4	14·8 *WB*	Nishino-miya Japanese	T. 3 Cy. 11⅝″, 19½″ & 32″–22″ E & B *made* 11 48 NHP Goshi Kaisha Harada Shoko		
119 16473 MJCR	**Taiun Maru No. 8** 1 *Dk*	**Steel Sc Sp**	608 536 377					1913	Osaka Iron Works Osaka	T. Hayashi	173·3 F 27′	26·4	14·7 *WB*	Nishino-miya Japanese	T. 3 Cy. 12″, 20″ & 34″–22″ 54 NHP Osaka Iron Works, Osaka		
120 18657 NVKW	**Taiun Maru No. 10** *Y. Miyake* –15 *Elec. light* 1 *Dk (Stl) & 2nd dk (Stl) in No. 1 hold*	**Steel Sc Sr** *ss* Yka. No. 3–7, 13	1677 1396 997	✠100 A1 ~~7,17 12,16~~ 12,17 ~~Yka~~ ✠LMC 12,16	Kob	*q*	12,17	1915 12mo	Kawasaki Dkyd. Co. Ld. Kobe A & CP	T. Hayashi *Cell D B a* 47′ *u E & B* 35′ *f* 123′ 389	249·0 Q 14′ B 59′ F 31′ *t F P T* 41 *t A P T* 37 *t*	37·5 20·9 FK 5 *B H Cem*	Nishino-miya Japanese	T. 3 Cy. 17½″, 28″ & 46″–36″ (*s*) 180 lb 172 NHP 2 SB, *6pf*, GS 99, HS 3135 Kawasaki Dkyd Co Ld Kobe	20 ″ 11 s 3 ″ 1 18 ″ 1	
121 9147 JSGN	**Taiwa Maru** (*ex* Kong Reng)	**Steel Sc Sr** 2 *Dks*	1482 1388 1088					1883	J. Elder & Co. Glasgow	K. Otsubo	245·4	34·2	23·1	Nishino-miya Japanese	C. 2 Cy. 28¾″ & 55¾″–36″ 155 NHP J. Elder & Co., Glasgow		
122 95 QBKH	**Taiwan Maru** (*ex* Taiwan, *ex* Plön, *ex* Taiwan)	**Steel Sc Sr**	1847 — 1145					1882	Scott & Co. Greenock	Goshi Kaisha Hachiuma Shokai	277·7	33·2	23·7	Dairen Japanese	C. 2 Cy. 30″ & 60″–42″ 194 NHP Scott & Co. Greenock		
123 96383 LKRV	**Taiyabi** *R. Exley* 15–15 *Elec. light* (*ex* Nawab) 2 *Dks (UStl–ws) & deep framing 3 Dk rule* *Cargo battens not fitted*	**Steel Sc Sr** *ss* Bom. 2nd No. 3–7, 13 1 *Dk (Stl)*	3157 2820 1961	✠100 A1 8,16 ~~Extra 8,16 12,17~~ ~~BS 3,16~~ ✠LMC 7,15	Cff	*v*	~~3,15~~ 12,17	1889 11mo	Harland & Wolff, Ld. Belfast	A. M. Jeevanjee & Co.	345·6 P 48′ B 80′ F 52′	42·2	24·5 BK 9″ 6 *B H Cem*	Bombay British	T. 3 Cy. 22″, 36″ & 60″–48″ (*s*) 180 lb *80 lb* 271 NHP 2 DB. *8rf*, GS 115, HS 4180 Harland & Wolff, Ld. Bel.	28 ″ 1 s 5 ″ 8½ 23 ″ 6	
124 15270 MBDT	**Taiyei Maru** *ss* Yka. No. 3–3, 15 1 *Dk (Stl)* *& 2nd dk (Stl) except in No. 2 hold*	**Steel Sc Sr** 2451 2093	2920 3,18 ~~3,17~~ BS 3,18	✠100 A1 ✠LMC 3,17	Kob Yka	*t*	~~3,17~~ 3,18	1912 8mo	Kawasaki Dkyd. Co. Ld. Kobe	Nippon Yusen Kabushiki Kaisha *WB = Cell D B* *a* 84 *u E & B*	298·1 P 19′ B 67′ F 37′ 39′ *f* 168′ 538 *t F P T*	43·6	23·0 FK 75 *t A P T* 36 *t*	Tokio Japanese	T. 3 Cy. 17½″, 28″ & 46″–36″ (*s*) 180 lb 149 NHP 2 SB, *4cf*, GS 82, HS 2447 Kawasaki Dkyd Co Ld Kobe	25 ″ 2 s 4 ″ 4 21 ″ 2	
125 67 QBHL	**Taiyo Maru** (*ex* Braemar) 1 *Dk (Stl) & Spar dk (Irn) & deep framing*	**Steel Sc Sr** *ss* Nwc. No. 3–3, 07 *ss* Kob. No. 2–15	3610 3223 2583	✠100 A1 *Spar dk* 4,17 ~~10,15~~ ✠LMC ~~10,15~~ 4,17	Kob	*v*	~~10,15~~ 4,17	1895 2mo	J L Thompson & Sons, Ld. Sunderland A & CP	Kawachi Goshi Kaisha *WB = Cell D B a*	343·0 P 28′ B 80′ F 36′ 116′ *u E & B* 36′ *f* 144′	44·0	18·1 26·1 FK 6 *B H Cem* 658 *t A P T* 38 *t*	Dairen Japanese	T. 3 Cy. 25½″, 41″ & 67″–45″ (*s*) 160 lb *90 lb* 295 NHP 2 SB, *8cf*, GS 152, HS 4350 J. Dickinson, Sunderland	28 ″ 8 s 5 ″ 6 23 ″ 6	
126 84 QBJN	— (*ex* Clan Ogilvy) 2 *Dks (1 Stl & U Irn–ws) & Web frames*	**Steel Sc Sr** *ss* Gls. No. 3–9, 09 *ss* Kob. No. 1–14	2657 2354 1620	✠100 A1 ~~4,17 10,15~~ ✠LMC ~~10,15~~ 4,17	Kob	*t*	~~10,15~~ 4,17	1896 9mo	A. Stephen & Sons Glasgow	Hamaguchi Kisen Kabushiki Kaisha *WB =* *Cell D B a* 84′ *u E & B*	312·5 P 30′ B 86′ F 37′ 42′ *f* 132′ 569 *t F P T*	40·2	23·5 BK 10″ 6 *B H Cem* 95 *t A P T* 22 *t*	Dairen Japanese	T. 3 Cy. 23″, 38″ & 63″–42″ (*s*) 200 lb *100 lb* 313 NHP 2 SB, *6rf*, GS 95, HS 4040 FD A. Stephen & Sons, Glasgow	26 ″ 2 s 4 ″ 6 22 ″ 11	
127 557 HDLQ	— 2 *Dks*	**Wood Twin Sc Sp**	145 — 79					1881	E. C. Kirby & Co. Kobé	Tokiowan Kisen Kabushiki Kaisha	105·9	15·6	11·4	Tokio Japanese	2 Cy. 15″–13″ 12 NHP		
128 15180 LWKN	**Taiyo Maru No. 1** (*ex* Taiyo Maru) 1 *Dk*	**Steel Sc Sr**	192 — 68					1912	A. Uyeno Osaka	S. Hara	112·4 Q 61′ F 21′	22·2	10·8 *WB*	Nishino-miya Japanese	T. 3 Cy. 11″, 18″ & 30″–22″ *B made–fitted* 12 42 NHP A. Uyeno, Osaka		
129 15187 LWMG	**Taiyo Maru No. 2**	**Steel Sc Sr**	234 190 126					1912	Goshi Kaisha Harada Shoko, Osaka	Taiyo Kisen Gyogyo Kabushiki Kaisha	117·0	21·3	11·3	Osaka Japanese	T. 3 Cy. 11″, 19″ & 32″–22″ Goshi 48 NHP Kaisha Harada Shoko		

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant aux Lettres d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. / Navire. / Mach.	9 Par qui / Où	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille / Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. pc.	15 Registres où cotés. ✠ signifie que le N. a été classé dans le Reg. Book de Trade.
130 15209 LWPK	**Taiyo Maru No. 3** *Capitaine.*	**SteelScSr**	233 190					1912	GoshiKaishaHarada Shoko, Osaka	TaiyoKisen GyogyoKabushiki Kaisha	117·0 Q63′F20′	21·3	11·3	Osaka Japanese	T.3Cy.11″,19″&32″–22″ Goshi 48NHP KaishaHaradaShoko		
	Visites Périodiques. Nombres des Ponts	1*Dk*	126						*WB*								
131 321 HCQK	**Taiyu Maru** (*ex*W.Emma)	**CompScSr** 2*Dks*	652 — 391					1869	T.Wingate &Co. Glasgow	Amagasaki Isaburo	183·5	23·6	19·9	Osaka Japanese	C.2Cy.19½″&40½″–30½″ 75NHP		
132 91968 KHWT	**Taiyuan** *P.W.Grierson* –14 *Ref.Mchy.*	**SteelScSr**	2269 1964 1459					1886 9mo	Scott&Co. Greenock	G.S.Yuill&Co.Ld.	315·2 P46′	38·2 B102′	23·8 F42′	SydnyNSW British	T.3Cy.25″,40″&62″–48″ 266NHP Scott&Co.,Greenock		
133 64 QBHG	**Taizan Maru** *K.H.Römer*10–10 (*ex*Magdala)	**SteelScSr** *ss*Lth.No.3–4,08 *ss*Nag.No.2–16	3527 3210 2191	✠100A1 11,16 ✠LMC11,16	Nag	*v*	11,16	1895 10mo	A.Stephen &Sons Glasgow A&CP	HashimotoKisen KabushikiKaisha	330·0 P28′B70′F36′	45·1	26·0 FK	Dairen Japanese	T.3Cy.24′,39″&64″–42″ (*s*) 175lb *60lb* 319NHP 2SB,*6cf*,GS86,HS4322 FD A.Stephen&Sons,Glasgow	28 ″ 9 s 5 ″ 5 23 ″ 8	
	2*Dks*(1*Irn*&1*Stl*)&*deep framing* 3*Dk rule*										*WB*=*CellD*			*Ba*108′ *uE*&	*B*38′ *f*130′730*t APT*174*t*		
134 18483 MTVR	**Tajima Maru** *S.Nagasuye* –16	**SteelTwinScSr** 2*Dks*(*Stl*)	7296 6447 4487	✠100A1 7,17 11,16 B87,17 ✠LMC11,16	Kob Yka	*b* †	11,16	1916 4mo	Kawasaki Dkyd.Co.Ld Kobe	NipponYusen KabushikiKaisha	445·0 P35′B138′F37′	58·0	34·0 FK	Tokio Japanese	T.6Cy.21″,33½″&56″–48″ (*s*) 200lb 628NHP 7*BHCem* 55*t APT*60*t*	34 ″ 0 s 7 ″ 11	
								*Lloyd's*A&CP		*CellDB*375′1192*t*	*DTa*42′ 1312*t FPT*			KawasakiDkydCoLdKobe	4SB,*12cf*,GS220,HS9108 FD 26 ″ 5		
135 99041 MLTC	**Tak Sang** *R.A.Matthews* –15	**SteelScSr** 1*Dk*(*Stl*)&*Spar dk*3*trB*	1562 1462 977	✠ *Spar dk* 3,92	Gls	*q*		1892 2mo	Lon.&Gls. I.S.B.&E. Co.(Lim.) Glasgow *WB*	Indo-ChinaSteam Nav.Co.Ld.	250·0 B64′F35′ *pt Shade dk* 43′ *FPT*83*t APT*30*t*	36·1	15·3 22·5 FK *M*	London British 4*BHCem* *T* 10′130*t*	T.3Cy.18½″,30″&48″–36″ NB14 166NHP 1SB3*cf*GS56,HS2319, FD Lon.&Gls.Co.(Lim.),Gls.		
										= *Cell DBa*52′48*t*							
136 136274 JFCL	**Takada** *T.W.J.Hewitt* –16 *Elec.light* Wireless	**SteelTwinScSr** 2*Dks*(*Stl-U* ws)&*Shelter dk*(*Stl*-teak s)	6949 5432 4223	✠ *Shelter dk with freeboard* 3,14 ✠	Gls	*c* †		1914 3mo	A.Stephen &Sons,Ld. Glasgow	BritishIndiaStm. Nav.Co.Ld.	430·1 P46′B169′F45′ *on Shelter dk*	58·2	28·6 FK	Glasgow British 7*BHCem*	T.6Cy.21″,35″&58″–48″ 843NHP 4SB&1AuxSB,*19cf*, GS332,HS13659	31 ″ 0	
									WB=*C*	*ell DBa*140′*uE*&*B*	95′*f*153′1089*t FPT*			106*t APT*81*t*	A.Stephen&Sons,Ld.Gls.		
137 9993 JWFN	**Takamatsu Maru** *S.Sano*	**SteelScSr** 2*Dks*	1279 1263 710					1906	OsakaIron Works Osaka	NipponYusen KabushikiKaisha	235·0	31·5	21·6	Tokio Japanese *WB*	T.3Cy.17½″,28″&46″–33″ 122NHP OsakaIronWorks,Osaka		
138 14161 LQPC	**Takaosan Maru** *T.C.Gillespie* –16 *Elec.light Mchy.Aft* *Cantilever framed topside tanks*	**SteelScSr** *ss*Kob.No.1–16 1*Dk*(*Stl*)	2074 1703 1117	✠100A1 ~~4,17~~ ~~11,16~~ 11,17 ✠LMC ~~11,16~~ 11,17	Kob Nag	*r*	~~11,16~~ 11,17	1911 5mo	J.Priest-man&Co. Sunderland *Lloyd's*A&CP	MitsuiBussan Kaisha,Ld. *WB*=*CellDBuE* *FPT*64*t*	275·0 P73′B16′F28′ &*B*43′*f*196′529*t APT*30*t*	42·0 FK *Topside ta*	18·1 *nks* 193′420*t*	Mikawa Japanese 4*BHCem*	T.3Cy.21″,35″&57″–39″ (*s*) 180lb ~~180lb~~ 240NHP 2SB,*6cf*,GS120,HS3963 Blair&Co.Ld.Stockton	20 ″ 6 s 3 ″ 0½ 17 ″ 10	
139 84485 WLSM	**Takapuna** *J.Thomson* –16 *Elec.light*	**SteelScSr** 2*Dks*	1036 811 472			…		1883	Barrow S.B.C.(Lim.) Barrow	UnionS.S.Co.of NewZealand,Ld.	220·0 B101′	32·1 F35′ FK	17·5	Dunedin British *WB*	C.2Cy.39″&68″–39″ 241NHP BarrowSBC(Lim.),Barrow		
140 6474 JBPQ	**Takasago Maru** *M.Machida* *ex*Tai-Yick)	**SteelScSr** (*ex*Vostok, 1*Dk*&*Spardk*2*trB*	1673 1511 1013					1897	Akt.Ges. "Neptun" Rostock	NipponYusen KabushikiKaisha	259·7 F35′	34·8	20·8	Tokio Japanese *WB*	T.3Cy.21″,35½″&55¾″–36½″ 187NHP A.G."Neptun,"Rostock		
141 15264 MBDL	**—**	**WoodTwinSc** 1*Dk*	161 — 76					1912	Tokyowan KisenK. Kaisha,Tokio	TokyowanKisen KabushikiKaisha	114·4	15·9	10·9	Tokio Japanese	C.4Cy.11″&22″–12″ B*made*09 28NHP D.Kuroita,Tokio		
142 16029 MHLQ	**—**	**SteelTwinSc** 1*Dk*	134 — 43					1913	GoshiKaishaHarada Shoko, Osaka	KawasakiDock-yardCo.Ld.	99·3	19·9	10·3	Kobe Japanese	T.6Cy.8″,13½″&22½″–16″ 40NHP GoshiKaishaHaradaShoko		
143 9682 JTVN	**Takatori Maru** *S.Kakimi* (*ex*Pawnee)	**IronScSr** *ss*Liv.No.3–8,92 *ss*Bkn.No.2–00 2*Dks*(1*Irn*)3*trB*	1865 1640 1345	✠ 5,03 ✠NB8,97 ✠	Bkn	*r*		1881 7mo	Royden& Sons Liverpool	G.Matsumoto	277·5 B64′F37′	34·6 BK9½″ *WB*=*Cell*	22·8	Kobe Japanese 5*BHCem* *DB*224′321*t*	C.2Cy.21½″&53″–39″ NDB97 197NHP 1SB2*rf*&*1cf*GS60HS2378 FD Fawcett,Preston&Co.Liv.	25 ″ 6	
144 14348 LPVD	**Take Maru** *(MISSING SINCE 9,16)* *K.Tanaka*09–13	**IronScSr** (*ex*Amigo) 1*Dk*&*Spar dk*3*trB*	1266 1163 785					1884	Blohm& Voss Hamburg	GoshiKaisha TomoyeGumi	226·6 B18′H27′	32·0	15·4 20·5	Amagasaki Japanese *WB*	C.2Cy.28″&48″–36″ 115NHP Blohm&Voss,Hamburg		
145 11793 LDWT	**Takechiyo Maru**	**WoodScSr** 2*Dks*	464 — 276					1909	TobaS.B. Co. Toba	N.Shirose	164·2 B18′	22·4	15·6	Niigata Japanese	C.2Cy.18′&36″–21′ 50NHP TobaS.B.Co.Toba		
146 7075 JMRQ	**Takeno Maru** *B.Nakano*15–15 *ex*Trym)	**SteelScSr** (*ex*ChuyetsuMaru, 1*Dk*&*Spar dk*	1159 1076 659					1895	Nylands Værksted Christiania	S.Kondo	219·2 H40*t*	31·4 *WB*	19·1	Amagasaki Japanese	T.3Cy.16′,26″&43″–30″ 101NHP N.E.MarineEng.Co.Nwc.	21 ″ 6 s5 ″ 5½ 16 ″ 7	
147 9656 JTRF	**Takeshima Maru** *T.Kuwatara* (*ex*GiangBee) *Elec.light*	**SteelScSr** *ss*Yka.No.1–05 1*Dk*(*Stl*-teak s)2*trB* &*Shade dk*(*pt Stl*-teak s)	2576 2495 1539	✠ *Shade dk* 3,07 ✠	Kob	*s*		1902 3mo	Ramage& Ferguson,Ld Leith	NipponYusen KabushikiKaisha	290·0	40·2 FK *WB*=*FPT*	18·7	Tokio Japanese 5*BHCem* 92*t APT*19*t*	T.3Cy.23″,37″&61″–42″ 276NHP 2SB,*8cf*,GS156,HS4550 Ramage&Fergusn,Ld.Lth.	20 ″ 0	
148 9472 JSRF	**—** *I.Kinoshita* –07 *Well deck*	**SteelScSr** (*ex*Transit) 1*Dk*&*Web frames*	1458 1141 972			…		1889	Wood, Skinner&Co. Newcastle	S.Koyanagi	250·0 Q92′B58′F31′	34·2	15·5	Tarumi Japanese *WB*	T.3Cy.18⅜″,30⅜″&49⅜″–33″ 138NHP N.E.MarineEngCoLd.Nwc	18 ″ 0	
149 12156 LHNM	**—**	**SteelSc** 1*Dk*	172 80 106					1909	J.Harada Osaka	TaikoKisen KabushikiKaisha	99·6	18·6	6·9	Otsu Japanese	C.2Cy.12″&24″–15′ 19NHP J.Harada,Osaka		
150	**Taki Maru** *Elec.light*	**SteelScSr** 1*Dk*	1200					1917	OsakaIron Works,Ld. Osaka	ShoshoYoko	220·0 P23′B44′F24′	33·5 *WB*	18·5	Amaga-saki Japanese	T.3Cy.13½″,23″&38″–30″ 79NHP OsakaIronWorksLd.Osaka		
150* 15192 LWMQ	**—**	**SteelScSr** 1*Dk*	198 — 72					1912	Shirato Zosensho Osaka	T.Masui	113·5 Q60′F19′	21·2	10·8	Osaka Japanese *WB*	T.3Cy.11″,18″&30″–22″ 42NHP T.Hirao,Osaka		
151	**Takoma** *Elec.light Mchy.Aft*	**WoodTwinSc4MstSr** *Oil Eng.* 1*Dk* 2*trB*	1602 1426					1917	Puget Sound Bridge &DrdgingCo Seattle,Wash	PacificMotor ShipCo.	231·5 P36′F47′	44·4	19·1	Chrstiania Norwegian	Oil Engine 4Cy. Meitz&Weiss,NewarkN.J.		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned. Equipment now expired. Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines.	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed. If not in L. R. Date of L. R. Class Cert.
152	**Talabot** SteelScSr	~~6378~~	✠100A1	SFo	*a* †		1917	UnionIron	N.S.Bjonness&	410·0	56·0	28·8	Tonsberg	T.3Cy.27″,47″&78″–48″ (*s*)	41 ″ 0
	A.Petersen –17 6266	5752	*Shelter dk*	NYk			1mo	WorksCo.	Son				Norwegian	220lb 600NHP	10 ″10
	Elec.light 2*Dks*(*Stl*)*Shelter d'k*	~~8905~~	*withfreeboard*					Alameda,Cal				FK	7*BH*	3SB,*9cf*,GS165,HS8265 FD	30 ″ 6
	(*Stl*)&*Webframes*	3888	3,18 ~~1,17~~ ✠LMC1,17					A&CP						UnionIronWorksCo.S.Fo.	
	Longitudinal framing		*Fitted for oil fuel* 1,17			*F.P.*	*above*	150°F.	*CellDB*355′1297*t*	*MT*25′ 792*t DTa*30′		223*t FPT*80		*tAPT*200*t*	
	Tonnage opening closed 1918											Liverpool			
153	**Talacre** SteelScK	~~315~~	✠100A1	Yar			1917	Crabtree&	Point of Ayr	~~130·0~~	~~23·0~~	~~10·5~~	~~Chester~~	C.2Cy.16″&33″–22″ (*s*)	10 ″ 6
140525		301	8,17				8mo	Co.Ld.	CollieriesLd.	130·5	23·2	9·5	British	180lb 45RHP	s ″ 9½
JQLM	*Mchy.Aft* 1*Dk* (*Stl*)	211	*(ClassContem.plated)*					Gt.Yarmouth		~~Q48′F16′~~		FK	3*BHCem*	1SB,*2pf*,GS35,HS1261	9 ″ 11
		117	✠LMC8,17				*Lloyd's*A&*CP*			*FPT*45*t APT*30*t*			Crabtree&Co.Ld.Gt.Yar.	
154	**Talana** SteelSc	103					1901	Hawthorns	MessinaBros.,	81·0	18·1	10·5	P.Elizabth	C.2Cy.15″&31″–20″	
88209	*S.G.Messina*85–01	97						&Co.Ld.	Coles&Searle,Ld.				British	50RHP	
	1*Dk*	19						Leith						Hawthorns&Co.Ld.Leith	18 ″ 6 V
155	**Talavera** SteelScSr	1741			…		1889	W.Dobson	Ångf.Aktieb.	266·0	37·1	15·8	Hlsngborg	T.3Cy.20″,33″&54″–39″	
4272	*Chr.S.Cronberg*10–10	1321						&Co.	Kullen (C.A.	P29′Q54′B122′			Swedish	176NHP	
JNRP	*Well deck* 1*Dk*&*Web frames*	1055						Newcastle	Banck,*Mgr.*)	F29′		FK	*WB*	NEMarEngCo.(Lim.)Nwc.	V
156	**Talawa** SteelSc	3834					1907	W.Doxford	Requisitioned by	349·1	49·0	24·0	London	T.3Cy.24″,41″&68″–45″	
139022	(*ex*Wotan)	3177						&Sons,Ld.	theCommonwealth	P32′F31′			British	310NHP	
JLCB	*Turret deck Elec.light* 1*Dk*	2408						Sunderland	ofAustralia				*WB*	W.Doxford&Sons,Ld.Sld.	
157	**Talbot** SteelSc	*80*	✠ ———	Sws			1911	Fellows&		75·0	16·7	8·7	Constanpl	C.2Cy.13″&27″–18″	8 ″ 11
		78	5,16				8mo	Co.Ld.					Turkish	40NHP	
		—	*For Towingpurposes*					Yarmouth				BK6″	4*BHCem*	1SB,*2pf*,GS30,HS724	
	Framing(*ptIrn*)		✠											A.Dodman&Co.Ld.K.Lyn.	
158	— SteelSc	62	✠100A–	Hul			1913	W.H.		65·1	15·1	8·1	Swansea	C.2Cy.12″&24″–18″ (*s*)	8 ″ 6
136116		55	*For towing purposes*				7mo	Warren					British	130lb 25RHP	
	1*Dk*	—	11,13 ✠LMC11,15					NewHolland				BK6″	4*BHCem*	1SB,*2pf*,GS26,HS575	
														R.C.Walker,Grimsby	
159	**Talee Maru** SteelTwinSc	2247					1900	Kawasaki	NisshinKisen	278·0	39·4	11·7	Tokio	T.6Cy.16″,26″&43″–30″	
6882	*N.Sato*	1023						Dkyd.Co.Ld.	KabushikiKaisha				Japanese	202NHP	
JCRB	1*Dk*	1315						Kobé						KawasakiDkydCoLdKobé	
160	**Talifoo** SteelPad	973					1914	W.Denny	IrrawaddyFlotilla	260·0	40·1	10·4	Glasgow	T.3Cy.26″,40″&60″–54″	
136323		908						&Bros.	Co.Ld.				British	265NHP	
	2*Dks*	567						Dumbarton					*WB*	Denny&Co.Dumbarton	17 ″ 6
161	**Talisman** SteelScSr	1878	✠100A1	Xia	*r*	N11,15 ~~6,17~~	1896	Ropner&	Intsk.Dmpsk.	270·0	39·5	14·4	Tönsberg	T.3Cy.19½″,32½″&52½″–36″	s ″ 6½
	H.Moldenhauer ssCff.No.3–8,06	1267	*ptAwng dk*	NYk		N12,17	3mo	Son	Talisman'sRederi	P27′Q82′			Norwegian	160lb *80lb* NDB09 (*r*)	17 ″ 3
HMLG	ssXia.No.2–15	1178	*withfreeboard*					Stockton	(W.Wilhelmsen)	*ptAwng dk*161′		FK	4*BHCem*	163NHP	
	1*Dk*(*Stl*)2*trB*&*ptAwng dk*(*Irn*)		~~6,17~~ ~~1,15~~ 12,17 BS12,17			N12,17		A&CP	*WB*=*CellDBa*94′	*uE*&*B*30′*f*100′479*t*			*APT*34*t*	2SB,*4rf*,GS60,HS2400	
	Elec.light		~~BS12,15~~ ✠LMC11,15											Blair&Co.(Lim.),Stockton	
162	— SteelPadSk	279					1896	A.&J.Inglis	NorthBritish	215·0	23·0	7·5	Glasgow	D.1Cy.52″–72″	
106008	*M.Gillies* –15	252							RailwayCo.	*Promenade dk*142′			British	NB10 176NHP	
	1*Dk*	108						Glasgow						A.&J.Inglis,Glasgow	
163	— IronScSr	153			…		1882	W.Watson	W.McLachlan&	112·0	19·1	8·4	~~Glasgow~~ Grimsby	C.2Cy.18″&34″–24″	9 ″ 2
86687	*S.Nelson* –16	116						Greenock	Co.	Q43′F17′			British	NB94 50RHP	
	1*Dk*	56										BK6″	*WB*	Muir&Houston,Glasgow	
164	**Tallac** SteelSc	1381					1895	F.W.	CampecheSSCoLd	239·1	38·0	14·0	NewYork	T.3Cy.16″,25″&42″–33″	R
116684	*L.Hansen* (*ex*MelvilleDollar,	1122						Wheeler&Co.					Utd.States	101NHP	
KRFL	*Elec.light ex*SimonJ.Murphy) 1*Dk*	1103						WestBayC'ty					*WB*	F.W.Wheeler&Co.	
165	**Tally Ho** IronScK	216	✠100A1	Hul		N10,15	1900	Gemmell,	S.T.White&Co.Ld.	120·0	21·7	11·5	Hull	T.3Cy.12½″,21½″&35″–24″	12 ″ 3
113593	*W.H.Morgan* –11 ssHul.No.3–6,13	194	*StmTrawler*				12mo	Smith&Son		Q49′			British	200lb (*s*) 60RHP	
SDHN	1*Dk*	85	9,15					Hessle		ND13		BK7½″	4*BHCem*	1SB,*2pf*,GS33,HS1130	
			~~NB6,15~~ ✠LMC6,15				*Lloyd's*A&*CP*					*WB*	=*DBf*12′6*t*	Tindall,Earle&Hutchinson,Ld.Hull	
166	**Taltal** IronScSr	1151			…		1889	WBThmpson&Co.Ld.	Gonzales,Soffia& Co.	243·0	33·7	15·9	Valparaiso	T.3Cy.23″,38″&61″–48″	16 ″ 11 C
916	*A.Rosenberg* (*ex*Pladda)	900						Dundee		P144′F50′			Chilian	NB13 258NHP	
HBJN	*Well deck Elec.light* 2*Dks*	574											*WB*	WBThompsn&Co.Ld.Dun	
167	**Talthybius** SteelTwinSc	10224					1912	Scotts'S.B.	OceanS.S.Co.Ld.	506·0	60·3	39·5	Liverpool	T.6Cy.23″,38½″&65″–48″	
131411	*H.L.Allen* –11	9577						&Eng.Co.Ld.	(A.Holt&Co *Mgrs*)	F75′			British	586NHP	
HVDQ	*Elec.light* Wireless 3*Dks* 651 ~~465~~							Greenock					*WB*	Scotts'SB&EngCo.Ld.Grk	
168	**Talune** SteelScSr	2087	✠100A1	Auk	*s*	1,17	1890	Ramage&	UnionS.S.Co.of	280·0	38·2	13·5	London	T.3Cy.23″,37″&61″–45″ (*s*)	
57626	~~*D.Morrison* –15~~ ss Auk.2ndNo.3–1,15	1695	*Spar dk*				6mo	Ferguson	NewZealand,Ld.	P&B170′F53′	21·0		British	160lb *60lb* 259NHP	
QTVW	*Elec.light Mawson* –18	1370	2,18 ~~1,17~~					Leith				BK9½″	5*BHCem*	2DB,*8cf*,GS144,HS4038	
	Ref.Mchy. 1*Dk*&*Spardk*		BS12,17					A&CP	*WB*=*Cell DB*180′394*t FPT*				53*t APT*30*t*	Ramage&Ferguson,Leith	
	Wireless (*Stl*-ws)&*Webframes*		~~BS1,17~~ ✠LMC1,15												
169	**Tamaha** SteelScSr	6496	✠100A1	NYk	*a* †	~~7,16~~ ~~12,17~~ 3,18	1914	SirR.Dixon	StandardTransportation Co.Ld.	420·5	54·4	32·6	HongKong ~~Middlesbro~~	Q.4Cy.24″,35″,50½″&73″–51″	32 ″ 8
136063	~~*Henderson* D.*Macdonald* –17~~	5816	~~9,17 12,16~~ 12,17 Mch				6mo	&Co.Ld.	~~TankStorage&~~ ~~CarriageCo.Ld.~~	P118′B28′F47′			British	220lb (*s*) 526NHP	s 7 ″ 4
JFSK	*Elec.light* 2*Dks*(*Stl*)&*Web frames*	4047	3,18 ✠LMC6,14			bulk	*Lloyd's*	Middlesbro'	~~(W.J.Smith,*Mgrs*)~~			FK	17*BHptCem*	3SB,*9cf*,HS7125 FD	25 ″ 8
	Mchy.Aft *Longitudinal framing*		*Carrying Petroleum in*				*above*	A&*CP*	*WB*=*CellDBuE*	*&B*80′279*t*			11 *to Upr dk*	N.E.MarineEngCoLd.Nwc	
	Wireless		*Fitted for oil fuel* 6,14			*F.P.*		150°F.	*DTf* 45′577*t*	*FPT*120*t APT*210*t*			6 „ 2*nd* „		
170	**Tamahime Maru** SteelScSr	203					1912	A.Uyeno	GomeiKaisha	117·6	21·2	10·8	Kobe	T.3Cy.11½″,19″&32″–22″	
14993		—						Osaka	SuzukiShoten	Q67′F21′			Japanese	48NHP	
LVNQ	1*Dk*	72											*WB*	A.Uyeno,Osaka	
171	**Tamahime Maru No. 2.** SteelScSr	203					1912	A.Uyeno	T.Tasaka	117·6	21·2	10·8	Kobe	T.3Cy.11½″,19″&32″–22″	
15005		—						Osaka					Japanese	B*made—fitted*12 48NHP	
LVPK	1*Dk*	69												A.Uyeno,Osaka	
172	**Tamalpais** WoodScSr	574					1906	M'Whinny	E.K.WoodLumber	165·2	36·0	13·0	S.Frncisco		
203328	*F.E.Anderson*	—						&Starret,Ho-	Co.				Utd.States		
KVNJ	1*Dk*	422						quiam,Wash.							
173	**Tamanoura Maru** WoodSc	223					1890	I.Sora	KyushuKisen	118·0	17·2	14·5	Tokitsu	C.2Cy.13¾″&26″–18″	
1178	(*ex*UwajimaMaruNo.4)	—						Osaka	KabushikiKaisha				Japanese	B*made*03 *refitted*14 24NHP	
HGWV	2*Dks*	138												I.Ise,Osaka	

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Temps assigné maintenant expiré. Lettre d'Avertissement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. / Tirant d'eau correspondant.	15
174	**Tamaqua** SteelScSr	5191	✠100A1	Gls		9,16	1910	Napier&	Furness,Withy&	405·0|52·2|28·0	Liverpool	T.3Cy.27″,44″&73″–48″ (s)	30 ″ 6	
123332	*Gundry* –16 *ss*Liv.No.1–15	4754	7,17 9,16				7mo	Miller,Ld.	Co.Ld.		British	180lb *120lb* 490NHP	s 6 ″ 0	
HRGD	(*ex*Den of Glamis) 2*Dks*(*Stl*)	3318	BS9,16 ✠LMC11,15					Glasgow	*WB*=*Cell D Ba*	P38′B119′F50′ FK	6*BHCem*	2SB,*8cf*,GS146,HS7020 FD	24 ″ 10	
	Elec.light *Carrying fuel oil F.P. above 150° F. in DB&deep tank*						*Lloyd's*	*sA&CP*	134′*uE&B43′*	*f*180′ 1070*t DTa*33′	880*t APT*60*t*	D.Rowan&Co.Glasgow		
175	— SteelSc	564					1896	W.Cramp	ReadingCo.	158·5|29·0|18·0	Philadlphia	T.3Cy.18″,28″&45″–30″		R
145710	*I.Isaksen* 09–09 (*Tug*)	—						&Sons			Utd.States	NB06 112NHP		
KMPJ	2*Dks*	384						Philadelphia				W.Cramp&Sons,Phl.		
176	**Tamar** SteelScSr	188	✠100A1	PAr		9,16	1894	JM'Arthur	Braun&Blanchard	117·3|20·1| 8·1	PntaArnas	C.2Cy.13½″&26″–18″ (s)	9 ″ 3	
911	*E.Fernandez* –16 *ss*Brg.No.3–2,14	134	2,17				8mo	&Co.		Q35′F20′	Chilian	120lb 35NHP	s ·10½	
HBNJ	(*ex*Ardgowan) *ss*PAr.No.1–16	102	✠NB2,14 ✠LMC9,16					Paisley		len01 BK6½″	3*BHCem*	1SB,*2pf*,GS27,HS700	9 ″ 0	
	Well deck 1*Dk*(*Irn*) *Floors*(*Irn*) *Mchy. Aft*						*Lloyd's*	*sA&CP*		*WB*=	*FPT*19*t*	Bow,McLachlan&Co.Psy.		
177	**Tamarac** SteelScSr	5042	✠100A1	Lon		*y*	1916	A.McMil-	Anglo-American	384·6|50·1|30·5	Greenock	T.3Cy.26″,43″&72″–48″ (s)	30 ″ 6	
128660	*W.Gray* 00–16	4498	9,17 ~~10,18~~				6mo	lan&Son,Ld.	OilCo.Ld.	P101′B28′F44′	British	180lb *120lb* 454NHP	s 6 ″ 1½	
JMTK	*Elec.light* 2*Dks*(*Stl*)&*Web frames*	3173	✠LMC6,16					Dumbarton	(J.Hamilton, *Mgr*)	FK	16*BHpt Cem*	2SB,*8cf*,GS140,HS6318 FD	24 ″ 9	
	Mchy. Aft *Longitudinal framing*		*Carrying Petroleum in bulk* *Fitted for oil fuel* 6,16			*F.P above*	*Lloyd's*	*sA&CP*	*CellDBu E&B64′* 146*t DTf*35′348*t*	*FPT*93*t APT*29*t*	9 ,, *toU dk* 7 ,, ,,2*nd*,,	J.G.Kincaid&Co.Ld.Grk.		
							above 1	50°F.						
178	**Tamashima Maru** SteelScSr	261					1913	Okawa	HizenGyogyo	125·2|21·5|11·4	Karatsu	T.3Cy.12½″,20½″&34″–23″		
16233	(*Trawler*)	207						UnyuKaisha	KabushikiKaisha		Japanese	55NHP		
LVNH	1*Dk*	141						Okawa				OkawaUnyuKaisha		
179	**Tamaulipas** SteelScSr	*1022*	✠	Dmb		*n*	1901	A.McMil-	Cia.Mexicana	230·5|33·5|14·8	VeraCruz	T.3Cy.17″,28″&45″–33″	15 ″ 8	
	G.Abad	*844*	*with freeboard*				6mo	lan&Son,Ld.	deNav.S.A.	P58′F45′	Mexican	128NHP		
	1*Dk*(*Stl*)&*deep framing*& *pt Shade dk*	*681*	6,01 ✠ *Coasting Gulf of Mexico, Tabasco&Vera Cruz*					Dumbarton	*WB*=*Cell D Ba*	FK 56′ 73*t FPT*	4*BHCem* 43*t APT*55*t*	2SB,*4cf*,GS72,HS2094 Muir&Houston,Ld.Gls.		
180	**Tamaye Maru** SteelScK	176				...	1909	Smith's	KisenGyogyo	110·2|21·1|10·9	Nagasaki	T.3Cy.12″,20″&33″–23″	11 ″ 9	
10874	*S.Jimbo* (*Trawler*)	—						DockCo.Ld.	KabushikiKaisha	Q65′F20′	Japanese	69NHP		
LDOT	1*Dk*	63						NorthShields		BK7½″	*WB*	ShieldsEng.Co.Ld.N.Shl.		
181	**Tamba Maru** SteelTwinScSr	5821	✠100A1	Kob	*a*†	~~5,16~~ P6,17	1897	Napier,	NipponYusen	445·0|49·4|30·5	Tokio	T.6Cy.20″,33½″&56″–48″ (s)	33 ″ 6	
1803	*S.Nagasuye* *ss*Yka.No.3–3,10	5284	~~5,15~~ ~~5,16~~ 12,17				10mo	Shanks&Bell	KabushikiKaisha	P58′B110′F58′	Japanese	200lb 544NHP	s 8 ″ 1	
HLPQ	*Elec.light* ~~*ssHKg.No1–14*~~	3593	✠LMC~~1,15~~ 5,~~16~~			S12,17	A&CP	Glasgow		FK&BK1½″	6*BHCem*	2D&2SB,*18cf*,GS306,HS9002	26 ″ 2	
	Wireless 2*Dks*(*Stl–U* teaks)		12,17			*W*	*B*=*C*	*ell D Ba* 137′*u*	*E&B57′f*200′1148*t*	*DTa* 27′ 482*t FPT*	100*t APT*49*t*	Dunsmuir&Jackson,Gls.		
	*ss*Kob.No.2–17 *deep framing*													
182	**Tambar** SteelTwinScSr	456					1912	Greenock&	NorthCoastSteam	145·2|30·1| 8·7	SydnyNSW	C.4Cy.14″&30″–18″		
131522	*C.H.Soderblom* –17	287						Grangem'th	Nav.Co.Ld.	P60′F25′	British	73RHP		
HWDN	*Elec.light* 1*Dk*	200						DckyrdCo.Ld				D.Rowan&Co.Glasgow		
	Ref.Mchy.							Grangem'th						
183	**Tambo** SteelScSr	732	✠100A1	Syd	*k*	~~8,15~~ ~~7,17~~	1892	Ardrossan	Burns,Philp&Co.	190·0|30·1|14·6	SydnyNSW	T.3Cy.15½″,25″&40″–27″ (s)	15 ″ 6	
99771	*G.E.Williams* –15 ~~*ssSyd.No.3–9,04*~~	584	~~12,15~~ ~~12,16~~ 4,18			N12 17	4mo	S.B.Co.Ld.	Ld.	P41′B20′F32′	British	160lb *75lb* NDB07 82RHP	s 2 ″ 2	
PLDO	~~*ss*~~Syd.2nd No.3–10,16 ~~*ssSyd.No.2–13*~~	450	✠LMC10,16					Ardrossan		FK	4*BHpt Cem*	1SB,*3rf*,GS60,HS1920	13 ″ 10	
	1*Dk*&*Web frames*		BS12,17					A&CP	*WB*	=*FPT*49*t APT*32*t*	*pt Asp*	Rankin&Blackmore,Grk.		
184	**Tambora** SteelSc	5602					1909	Kon.Maats	Rotterdamsche	413·7|49·3|27·5	Rottrdam	T.3Cy.30½″,52″&90″–60″		V
	G.de Boer	4028						deSchelde	Lloyd (W.Ruys&	P&B304′F86′	Dutch	623NHP		
PTJD	*Elec.light* Sub.Sig. Wireless 4*Dks*	3490						Flushing	Zonen, *Mgrs.*)		*WB*	Maats.deSchelde,Flushing		
185	**Tambov** ~~SteelTwinScSr~~	~~4441~~	✠100A1	Hul	*x*	11,16	1893	W.Denny	~~Russian Volunteer~~	398·0|45·0|28·2	London	T.6Cy.20″,38″&50″–42″ (r)	31 ″ 0	
142350	~~*M.Smelkousky* –13~~ 436	3880	11,16				6mo	&Bros.	~~Fleet Association~~	P55′B91′F55′	British	170lb *170lb* NDB13 412NHP	s 6 ″ 11	
~~HBCM~~		~~2517~~	~~Exempted 12,17~~ 5,18					Dumbarton	The Shipping Controller (Royal Mail Stm.Pkt.Co *Mgrs.*)	FK	6*BHCem*	4SB,*12cf*,GS244,HS7354	24 ″ 8	
~~JSVK~~	*Elec.light* Wireless 3*Dks*(2*Stl*–ws)	2786	✠NB3,15 ✠LMC5,13				A&CP			*WB*=*Cell*	*DB* 337′654*t*	Denny&Co.,Dumbarton		
186	**Tambre** IronScSr	2168					1882	A.Leslie&	~~Linea de Vapores~~	296·9|35·8|24·9	Barcelona	C.2Cy.26″&60″–45″		V
	Silvestre	—						Co.	~~Tintoré~~ Cia		Spanish	201NHP		
JRQL	(*ex*Holbein)	1313						Newcastle	Trasmediterranea	P141*t*	—	R.Stephenson&Co.Nwc.		
187	**Tamele** SteelScSr	3932	✠100A1	Liv	*x*	1,16	1910	Irvine'sS.B	British&African	360·1|50·2|22·7	Liverpool	T.3Cy 25″,40″&68″–48″ (s)	25 ″ 3	BT till 11,17
128032	*H.Beard* –15 *ss*Liv.No.1–14	3210	*Shelter dk*				4mo	&D.D.Co.Ld.	S.N.Co.Ld. (Elder,	P34′B108′F44′	British	180lb 370NHP	s 2 ″ 6	
HQPV	2*Dks*(*Stl*)&*Shelter*	2422	*with freeboard* 3,17					WHartlepool	Dempster&Co.Ld.	*on Shelter dk* FK	6*BHCem*	3SB,*9cf*,GS171,HS6012	23 ″ 1	
	Elec.light *Ref.Mchy.* *dk*(*pt Irn pt Stl*)		BS11,16 ✠LMC9,14				*Lloyd's*	*sA&CP*	*Mgrs.*)			Richardsons,Westgarth&		
									WB=*Cell D*	*Ba*113′*uE*27′*f*156′	715*t FPT*83*t*	*APT*52*t* Co.Ld.Hpl.		
188	**Tamesi** SteelScSr	2939	✠100A1	NOs	*t*	~~x6,15~~ N6,17	1889	JLThomp-	Freeport&	316·0|40·6|20·8	NewYork	T.3Cy.23½″,38″&62″–42″ (s)	23 ″ 5	
111417	*Michelsen* –16 *ss*N.Yk.2nd No.3–12,15	—	*pt Awng dk*				9mo	son&Sons	TampicoFuelOil	P29′Q88′ BK10″	Utd.States	150lb *90lb* 261NHP	s 7 ″ 11½	
KRTC	(*ex*Roma) 1*Dk*(*pt Irn pt Stl*)2*trB*	2164	*with freeboard* 6,17 ~~6,16~~ ✠LMC					Sunderland	Trans.Corporation	*pt Awng dk* 199′	14*BHCem*	2SB,*4rf*,*2cf*,GS126,HS4100	~~23 ″ 0~~	
	Elec.light &*Web frames*&*pt Awng dk*(*Irn*)		*Carrying Petroleum in bulk* *Fitted for oil fuel* 7,02					A&CP			*APT*31*t*	J.Dickinson,Sunderland		
							F.P. above	150°F.						
			MS12,15 ~~BS2,17~~ 1,13											
189	**Taming** SteelTwinScSr	2209					1903	Scott&Co.	ChinaNav.Co.Ld.	299·7|40·1|20·6	London	T.6Cy.14½″,24″&39½″–30″		
118366	*G.H.Pennefcther* –09	1941						Greenock		B86′F37′	British	170NHP		
VLWJ	*Elec.light* 1*Dk*(*Irn*)	1356									*WB*	Greenock FoundryCo.Grk.		
190	**Tamon Maru No. 1** SteelScSr	1842					1894	Workman,	Y.Hachiuma	257·3|41·1|20·9	Nishino-	T.3Cy.19″,32″&52″–30″		
13242	*K.Miyazaki* –12	1706						Clark&Co.Ld.		B26′F24	miya	148NHP		
LNST	(*ex*Singora,*ex*Cerberus) 2*Dks*	1142						Belfast		*WB*	Japanese	Wrkman,Clark&Co.Ld.Bel		
191	**Tamon Maru No. 5** IronScSr	2144	✠	Bry	*s*		1882	Bartram,	Kuribayashi	285·5|37·2|24·4	Kobe	C.2Cy.36″&68″–45″	25 ″ 10	
9536	*S.Yamanishi* –13 *ss*Ant.No.3–6,95	1926	3,05				6mo	Haswell&Co.	GomeiKaisha	P33′B70′F35′	Japanese	248NHP		
JTLN	(*ex*Caffila) *ss*Sld.No.1–99	1539	✠					Sunderland		BK10″	6*BHCem*	2SB,*6pf*,GS107,HS4012		
	2*Dks*(*Irn*)3*trB*									*WB*=*D Ba*62′*f*88′*qu*	*E&B*44′279*t*	R.&W.Hawthorn,Nwc.		
192	**Tamon Maru No. 6** IronScSr	3418	✠100A1	Kob	*v*	7,16	1883	Sunderlnd	Y.Hachiuma	333·0|41·4|26·3	Kobe	T.3Cy.23½″,39″&64″–42″ (s)	29 ″ 1	
10928	*D.Niimi* 11–11 *ss*Kob.3rd No.3–7,16	3014	7,17 ~~7,16~~				4mo	S.B.Co.Ld.		P40′B82′F47′	Japanese	160lb *80lb* NDB04 270NHP	s 5 ·0½	
LDJO	(*ex*Tolosan, 2*Dks*(1*Irn*&1*pt Irn*)3*trB*	2119	✠NE&B5,92					Sunderland		ND00 BK11″	5*BHCem*	2SB,*6cf*,GS118,HS4127	24 ″ 8	
	*ex*City of Manchester,*ex*Tolosan,*ex*York, *ex*City of Manchester)		✠LMC~~7,16~~ 7,17				*Lloyd's*	*sA&CP*		*WB*=*Cell DB*		Blair&Co.Ld.Stockton		
											274′ 562*t FPT* 51*t APT*33*t*			
193	**Tamon Maru No. 8** SteelScSr	3099					1890	J.C.Teck-	Y.Hachiuma	327·0|41·1|26·1	Nishino-	T.3Cy.23⅜″,39″&64⅛–41½″		
13212	*Y.Fujita* –10 (*ex*Matilda Körner,*ex*	2765						lenborg		B70′F45′	miya	265NHP		
LKHW	Syfang,*ex*Johannisberger) 1*Dk*&*Spar dk*	2263						Geestemünde		*WB*	Japanese	Buckauer Masch-Fabrik		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned or Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines.	9 Built. By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NP=Horse power by Society's formulæ; RP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of ft. of Trade Cert.
194 13882 LNVD	**Tamon Maru No. 11** SteelScSr *M.Sawada* –12 *ss*P.Nl.No.3–2,02 (*ex*Mortlake) *ss*Lon.No.1–07 1*Dk*(*pt Irn&pt Stl*)&*Web frames&pt Awng dk*(*Irn*)	2739 2039 2001	✠ *pt Awng dk with freeboard* 10,12 ✠	Hpl	*t*		1889 7mo	W.Gray &Co.Ld. W Hartlepool	Y.Hachiuma	299·3|40·5|19·4 P27'Q98' pt ND03 *pt Awn dk* 175' BK 10" *WB=DBa* 100'	Nishino-miya Japanese	T.3Cy.23",36½"&62"–39" NDB03 237NHP 2SB,*6rf*,GS98,HS3650 Cen.Mar.Eng.Wrks.W Hpl	23 " 0	
195 13911 LRPS	**Tamon Maru No. 12** SteelScSr *A.Kabayashi* –11 (*ex*Nizam) *Elec.light* 2*Dks*&*deep framing*	3480 3017 2542			...		1890	Harland& Wolff,Ld. Belfast	Y.Hachiuma	349·8|42·2|26·7 P48'B80'F52' BK 9" *WB*	Nishino-miya Japanese	T.3Cy.22⅝",36½"&60"–48" 271NHP Harland&Wolff,Ld.Bel.	28 " 1	
196 128 QBML	**Tamon Maru No. 16** SteelScSr *ss*Kob.2nd No.3–9,15 (*ex*Roman,*ex*Oving-deanGrange) 1*Dk*(*Irn-pt*ws)&*Webframes&pt Awng dk* *Ref.Mchy. Elec.light* (*Irn-pt*ws)	2144 1775 1498	✠100A1 *pt Awng dk with freeboard* 9,16 ✠LMC 9	16	Kob	*s*	9,15	1890 3mo	R.Dixon& Co. Middlesbro' A&CP	Goshi Kaisha Hachiuma Shokai *WB=Cell DB* 234'450*t FPT* 40*t APT* 18*t*	297·3|40·2|18·7 P27'Q66'B204' FK	Dairen Japanese	T.3Cy.23",37"&61"–42" (*s*) 160lb 315NHP 3SB,*9cf*,GS258,HS5829 T.Richardson&Sons,Hpl.	21 " 4 s 8 " 6½ 20 " 7	
197	**Tamoshima Maru** SteelTwinScSr (*ex*Shimotsu Maru) *See Asama Maru*, "Paling Maru," *See No 40 in Supplement* *Elec.light* 2*Dks*	1857 1330 1089					1907	W.Hamilton&Co.Ld. Pt.Glasgow		294·4|44·0|13·3	Japanese *WB*	T.6Cy.16",26½"&43"–30" 202NHP Muir&Houston,Ld.Gls.		
198 MJVW	**Tampen** SteelScSr *J.R.Hareide* (*Fishing*) 1*Dk*	154 138 59					1913	Mjellem& Karlsen Bergen	K.R.Gudmundset	106·8|20·2|10·2	Aalesund Norwegian	T.3Cy.9½",15"&25"–18" 26NHP Mjellem&Karlsen,Bergen		N
199 145840 KPTD	**Tampico** SteelScSr *G.Johnson*09–09 *Mchy.Aft* 1*Dk*&*Spar dk*	2261 — 1654					1900	Craig S.B. Co. Toledo,O.	Crowell&Thurlow	247·0|42·0|24·0	Boston Utd.States *WB*	T.3Cy.19",30"&50"–40" 158NHP DetroitS.B.Co.Detroit		
200	— IronSc (*Tug*) (*ex*Augusto)	135 — 67					1888	J.H.Dialogue&Son Camden,N.J.	Mexican National Railways	103·8|21·0|10·6	Tampico Mexican	C.2Cy.19"&40"–24" NB94 65NHP Neafie&Levy,Philadelphia		
201 82825 VQDG	**Tamsui** IronScSr *J.S.deWolf* –17	1424 1352 919					1880	Scott&Co. Greenock	China Nav.Co.Ld.	250·2|31·3|23·1	London British	C.2Cy.28"&56"–42" 169NHP Scott&Co.,Greenock		
202	**Tamura** SteelScK *For full particulars See No. 4 in Supplement* *Elec.light* 1*Dk*	280	100A1 *StmTrawler* (*Class Contemplated*)				1917	Cochrane& Sons,Ld. Selby	Neale&West,Ld.	125·0|23·5|12·3 Q74'F19'	Cardiff British	T.3Cy.12½",21"&35"–26" C.D.Holmes&Co.Ld.Hull		
203 11068 LFJT	**Tamura Maru** SteelTrpScSr *S.Mizuguchi*06–08 *Elec.light* 1*Dk*(*pt Stl*–ws)&*Awng dk* (*pt Stl*–teak s) *lower dk in fore hold* &*lower dk*(*Stl*–ws) *in after hold*	1479 — 670	✠ *with freeboard* 11,07 ✠ *For Service in Tsugaru Strait, Japan*	Dmb			1907 11mo	W.Denny &Bros. Dumbarton	Imperial Government Railways	280·8|35·1|13·4 20·8 BK 6" *WB=Side tanks*	Tokio Japanese	3 Steam Turbines 454NHP 2SB,*6cf*,GS150,HS5491 FD Denny&Co.Dumbarton *in Blr.space* 12'53*t FPT* 20*t APT* 25*t*	14 " 0	
204 84934 WJGB	**Tana** IronScSr *G.Jamieson* –15 *ss*Lth.2nd No.3–5,06 *ss*Lth.No.2–14 *Well deck* 1*Dk*(*Irn*)&*Webframes*	1169 876 707	✠100A1 12,14 NB5,02 ✠LMC 2	14 MBS5,17	Sws	*n*	3,16	1882 4mo	S.P.Austin &Son Sunderland A&CP	C.Salvesen&Co. *WB=DB*	225·0|32·2|15·1 P27'Q48'B59'F28' FK *a*59' *f* 90' *uE*&*B*44'	Leith British	C.2Cy.28½"&53"–33" (*s*) 90lb *100lb* NDB14 99RHP 1SB,*3cf*,GS63,HS1851 Blair&Co.(Lim.),Stockton	17 " 9 s 1 " 6 16 " 6	
205 MLTC	**Tanafjord** SteelScSr *M.Anzion*15–15 *ss*Liv.No.3–5,13 (*ex*Castaño) 1*Dk*(*Stl*)&*Spar dk*(*pt Irn* *Elec.light* &*pt Stl*)&*deep framing*	4513 3684 2835	✠100A1 *Spar dk* 11,16 ✠LMC 6	17 MS5,15 BS8,15	N Yk	*x*	8,15 N 6,17	1900 10mo	Sir Raylton Dixon &Co Ld Middlesbro' A&CP	Den Norske Amerikalinie *WB=Cell DBa*	350·0|47·7|19·5 P&B218'F34' 27·5 FK 112'*uE*22'*f*144'783*t*	Chrstiania Norwegian	T.3Cy.25",40"&68"–48" (*s*) 190lb 381NHP 3SB,*9cf*,GS148,HS6189 SirC.Furness,Westgarth &Co.Ld.Mdb.	30 " 1 s 5 " 3½ 25 " 1	
206 129285	**Tanager** SteelScK *G.W.Thompson* –14 1*Dk*	192 190 71	✠ *StmTrawler* 9,10 ✠	Goo			1910 9mo	Goole S.B. &Repg Co.Ld. Goole	Kelsall Bros.& Beeching,Ld. (G. Beeching&J.E.A. Kelsall, *Mgrs.*)	110·1|21·6|11·9 BK 7½" *WB=*	Hull British	T.3Cy.12",21"&33"–21" 55RHP 1SB,*2pf*,GS24,HS900 Earle's Co.Ld.Hull	12 " 11	
207 110601 RHGM Now named "Sommeina" *See Addenda Supplement*	**Tanagra** SteelScSr *J.Dalton*10–11 *ss*Ham.No.3–10,12 1*Dk*(*Stl*)&*Spar dk*(*Stl*)& *Well deck* 1*Dk*(*Irn*)&*Webframes*	3317 3094 2159	✠100A1 *Spar dk* 7.16 ✠LMC MS11,11 BS11,15	NNs	*v*	10,16	1899 8mo	Russell& Co. Pt.Glasgow A&CP	Stella Shipping Co. Ld (Edwards,Hepburn&Co. *Mgrs.*) *WB=Cell DBa*	330·5|48·1|15·9 P20'B74'F32' 23·5 FK 102'*uE*&*B*40'*f*140'	Liverpool British	T.3Cy.24",40"&65"–42" (*s*) 180lb *80lb* 291NHP 2SB,*6cf*,GS130,HS4400 J.G.Kincaid&Co.Greenock	26 " 0 s 5 " 0 21 " 5	
208 MFWT	**Tanahorn** SteelScSr *J.Jacobsen*16–16 *Elec.light* 1*Dk*&*Awngdk*	326 311 177					1910	Nylands Værkstad Christiania	Finmarkens Amtsrederi (A.S.Aarøe, *Mgr.*)	136·3|21·9|15·7 H15*t*	Hammrfst Norwegian *WB*	T.3Cy.12",19"&33"–21" 50NHP Nylands Værkstad,Xania.		N
209 JHFQ	**Tananger** CompScSr *R.Jensen* –16 (*ex*Hjalmar) 1*Dk*	236 184 161					1890	P.Larsson Thorskog	K.Bang	111·0|22·0|10·4 Q16*t*B28*t*H7*t*	Aalesund Norwegian	C.2Cy.9"&18"–16½" 11NHP P.Larsson,Thorskog		N
210	**Tanchin** IronScSr *S.Arena* –16 *ss*Sws.2nd No.3–2,10 (*ex*Swansea Trader, *ss*Gmh.No.1–14 *Well deck* *ex*Crathie) 1*Dk*(*Irn*)	*480* *350* *247*	✠100A1 9,17 ~~1,16~~ BS10,16 ✠LMC 8	14 BS7,17	Bbo	*h*	~~1,16~~ 9,17	1883 11mo	J.Key& Sons Kinghorn *Lloyd's SA&CP*	~~G.de Zabala~~ Benito Martinez Peiro	160·4|24·2|13·0 Q54'B42'F20' BK 7" *WB=DB*	S.Sebastian ~~Bilbao~~ Spanish	C.2Cy.21"&42"–27" (*s*) 90lb *80lb* NDB97 77NHP 1SB,*3pf*,GS54 J.Key&Sons,Kirkcaldy	13 " 8 s 1 " 0 13 " 4	
211 HMDK	**Tancred** SteelScSr *D.Iversen* 1*Dk2trB*	3474 3253 2231					1902	Tyne I.S.B. Co.Ld. Newcastle	Wilhelmsens Dmpsk.Selsk. (W.Wilhelmsen)	334·0|48·0|24·8 H175*t*F45*t*	Tönsberg Norwegian *WB*	T.3Cy.24",39"&66"–45" 292NHP N.E.MarineEng.CoLdNwc		N
212	**Tandanya** SteelScK *Benton* (*Tug*) *Elec.light* 1*Dk*	134 132 —			...		1911	J T Eltringham&Co. SouthShields	Government of South Australia	90·0|21·4|10·6 BK 7½"	Adelaide British *WB*	C.2Cy.19"&39"–27" 65NHP G.T.Grey,SouthShields	11 " 8	
213 137816 JMTN	**Tanfield** SteelSc *J.Thompson* –17 *Elec.light* 1*Dk*(*Stl*)	4538 4235 2776	✠100A1 6,16 ✠LMC 6	16	Nwc	*y*		1916 6mo	Nthmblnd S.B.Co.Ld. Newcastle *Lloyd's SA&CP*	British India Stm. Nav.Co.Ld.	385·2|52·9|26·2 P26'B91'F31' FK *Cell DB* 275'1081*t*	Glasgow British	T.3Cy.27",45"&74"–48" (*s*) 180lb 465NHP 3SB,*9cf*,GS189,HS7908 Richardsons,Westgarth& Co.Ld.Sld.	28 " 9 s 5 " 8½ 23 " 5	
214 135823	**Tang-Ho** SteelSc 1*Dk*(*Teak*)	87 — 32	✠100A1 *Dredger* 8,14 ✠LMC 8	14	Shi		1,17	1914 8mo	Kiangnan Dock&Eng. Works Shanghai *Lloyd's SA&CP*	Kailan Mining Administration	78·0|16·0| 8·6 FK	Shanghai British	C.2Cy.12"&25"–15" (*s*) 130lb 26RHP 1SB,*2cf*,GS27,HS660 Kiangnan Dk&EWrks,Shi.	9 " 2	

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Enrôlement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pt.	15 Registres où sont enregistrés ou L. R. Index Code. Reef Tonnage.
215 106331 PLDT	**Tangaroa** *H.Anderson* –99 *Elec.light*	**WoodTwinScK** 1*Dk*	190 156 110					1899	T.F. Morrison Sydney NSW	TheRichardsonCo. Ltd.	101·4|22·8| 9·7 B54′F14′	Napier NZ. British	C.4Cy.11″&22″–16″ 70RHP McKie&Baxter,Glasgow		
216 NGSD	**Tanger** *W.Schrader* *Elec.light*	**SteelScSr** 1*Dk&Spar dk*	1507 1337 959					1897	Schiffs.v. Henry Koch Lübeck	Oldenbrg-Portug. Dmpfsch.Reed.	245·9|35·2|18·7 B67′F28′ *WB*	Oldenburg German	T.3Cy.16½″,28″&44″–27½″ 101NHP H.Paucksch,Landsberg		G
217 104468	**Tanginack** (*ex*TyeeJunior) Wireless	**SteelSc** 1*Dk*	151 — 71					1907	MoranCo. Seattle	NorthPacificSea ProductsCo.	97·9|17·7|11·8	Seattle Utd.States	C.2Cy.10″&20″–16″ 13NHP		
218 HTBW	**Tango** *A.Olsen* (*ex*Solheim)	**SteelScSr** (*ex*Regina, 1*Dk*	683 603 385					1901	Nylands Værksted Christiania	Akties.Tango (J.Lindvig)	181·2|30·1|14·2 P5′B53′F23′ *WB*	Kragerö Norwegian	T.3Cy.14½″,24″&39″–27″ 79NHP Nylands Værksted,Xania		N
219 9330 JTBG	**Tango Maru** *S.Takano* –16 2*Dks*(*StlU*–teaks)&*deepframing* *Elec.light* *lowerdk*(*Stl*)*in No.1hold*	**SteelTwinScSr** *ss*Yka.No.3–3,16	6891 5756 4260	✠100A1 ~~6,17~~ 8,17 3,18 ✠LMC~~6.17~~ 8,17 3,18	Yka	*c*†	~~9,15~~ PS9,17 S9,17	1905 4mo *Lloyd's*A&CP	MitsuBishi Dkyd&EWks Nagasaki *WB*=*CellDBa* *f*180′1376*t*	NipponYusen KabushikiKaisha 120′*uE*&*B*83′ FK *DTa*28′ 535*t* *FPT* 114*t* *APT*28*t*	456·4|50·2|30·4 P49′B172′F56′ 7*BHCem*	Tokio Japanese	T.6Cy.23⅞″,23½″(2)38⅛″, 63⅜″&63½″–48″] 200lb (*s*) 789NHP 5SB,*15cf*,GS289,HS11405 FD MitsuBishiD&E.Wks.Nag	33 ″ 6 s 7 ″ 7 26 ″ 7	
220 120	**Tania** (*ex*Machitis)	**IronPad** (*Tug*) 1*Dk*	113 — —					1863	..... England	RussianBlackSea-DnieprS.N.Co.	94·2|17·2| 9·2	Odessa Russian	C.2Cy.16½″&26½″–44½″ 39NHP		
221 RMSQ	**Tanis** *K.Petersen* *Elec.light* Wireless	**SteelScSr** 2*Dks*	5966 4920 3825					1902	Blohm& Voss Hamburg	DeutscheDmpfs-fahrts.Ges.Kosmos	410·9|50·9|28·5 P&B248′F53′ *WB*	Hamburg German	T.3Cy.25′,41⅜″&72½″–54″ 384NHP Blohm&Voss,Hamburg		G
222 102302 TMRW	**Taniwha** *J.Freeman*	**WoodTwinScSr** 1*Dk*	263 155 191					1898	R.Logan, sen. Auckland	NorthernSSCo.Ld.	108·9|23·8| 6·3	Auckland British	C.4Cy.11½″&23″–16″ 40RHP A.&G.Price,Thames,N.Z.		
223	—	**WoodScSr** 2*Dks*	*193* *115* *105*					1894	..... Braintree, Mass.		93·5|21·6| 7·8	Utd.States	C.2Cy.12″&24″–16″ Fore 19NHP EngineCo.Quincy,Mass.		
224 118766	**Tanjore** *T.Glanville* –14	**SteelScK** *ss*Hul.No.2–11 1*Dk*	168 161 65	✠100A1 *StmTrawler* 3,14 ~~6S6,14~~ ✠LMC5,11	Hul		3,14	1903 9mo *Lloyd's*A&CP	Cook,Welt'n&Gemmell Beverley	HullSteamFishing &IceCo.Ld.	105·0|21·2|11·2 BK7″ 4*BHCem* *WB*=*DTf*13′27*t*	Hull British	T.3Cy.10″,17″&28″–21″ (*s*) 200lb 45RHP 1SB,*2pf*,GS25,HS750 Amos&Smith,Hull	12 ″ 1	
225 2831 HQVD	**Tankai Maru**	**WoodScSr** 2*Dks*	261 236 162					1898	Inoye Gonbei Kobe	NaoyetsuShosen KabushikiKaisha	123·3|19·8|14·9	Naoyetsu Japanese	C.2Cy.13″&25⅛″–16″ 21NHP InoyeGonbei,Kobe		
226 1021 HGKN	**Tanoura Maru No. 3**	**WoodScSr**	106 101 57				*t*	1887	Morita Rihei Tokio	TokiowanKisen KabushikiKaisha	93·6|12·5| 6·0	Tokio Japanese	C.2Cy.10″&18″–14″ Ishikawajima NB0010NHP S.B.&E.Co.Ld.,Uraga		
227 7147 LTCP	**Tansan Maru** *G.NishiKawa* –15 *ss*Yka.No.3–11,13 (*ex*TosanMaru,*ex*SirCharlesTennant) *Well deck*	**SteelScSr** 1*Dk*(*Stl*)&*deepframing*	2443 1969 1514	✠100A1 6,16 ~~BS7,16~~ ✠LMC11,15	Mch	*s*	N7,16	1894 5mo *Lloyd's*A&CP	Hawthorn, Leslie&Co.Ld Newcastle	ShoShoYoko *WB*=*CellDB*	294·4|41·7|19·2 P28′Q78′B70′F34′ FK 246′ 580*t* *FPT* 116*t* *APT*94*t*	Uraga Japanese 6*BHAsp*	T.3Cy.22½″,38″&62″–42″ (*o*) 160lb *100lb* NDB02 296NHP 2SB,*6pf*,GS79,HS4111 Hwthrn,Leslie&CoLd Nwc	21 ″ 8 s 2 ″ 5½ 19 ″ 6	
228 94584 LJCH	**Tantah** *J.Rodgers* –16 *Elec.light*	**SteelScBn** (*ex*Ifafa) 1*Dk*&*Spardk3trB*	1751 1686 1115				...	1889	Hall,Russell&Co. Aberdeen	KhedivialMailS.S. &GravingDockCo. Ld.(LordE. Hamilton,*Mgr.*)	270·2|35·2|16·7 B40′ 23·5 FK	London British *WB*	T.3Cy.21″,34″&56″–42″ NB15 216NHP Hall,Russell&CoAberdeen	17 ″ 5	V
229 111287 SOFM	**Tantallon** *J.Kissock* –15 *Well deck* *Mchy. Aft*	**SteelScSr** *ss*Grk.No.3–8,13 1*Dk*(*Stl*)	270 169 105	✠100A1 12,16 ~~BS12,16~~ ✠LMC8,13	Grk	*c*	12,16	1900 8mo *Lloyd's*A&CP	JM'Arthur &Co. Paisley	TantallonS.S.Co. Ld.(JGFrew&Co.)	120·0|22·1| 8·8 Q46′B8′F19′ BK7″ *WB*= *FPT*22*t*	Glasgow British 3*BHCem*	C.2Cy.14½″&30″–21″ (*s*) 120lb 37RHP 1SB,*2pf*,GS39,HS992 Bow,MacLachlan&Co.Psy	9 ″ 9 s ″ 7 9 ″ 10	
230 102961 ~~JRHQ~~ ~~PLDM~~	**Tantalus** ~~*J.Potter 07–11.*~~	**SteelScSr** 2*Dks*	3544 3220 2233					1892	Scott&Co. Greenock	TheShippingCon-troller(A.Holt&Co *Mgrs.*)	354·9|42·8|26·7 P32′ B68′ F52′	London British	T.3Cy.23″,38″&62″–54″ 282NHP Scott&Co.,Greenock		C
231 113444	— *J.McDonald* *Elec.light* (*Bucket Dredger*)	**SteelTwinSc** *ss*Liv.No.2–10 1*Dk*(*Stl*–ws)	748 684 320	✠100A1 *Dredger* 2,10 ~~LMC1.15~~	Liv		1,13	1900 10mo	Fleming& Ferguson,Ld. Paisley A&CP	MerseyDocks& HarbourBoard	190·0|38·6|12·6 FK	Liverpool British	C.6Cy.(2)20″&(4)30″–24″ 120lb (*s*) 188NHP 5*BHCem* 2SB,*6rf*,GS108,HS3480 Fleming&Ferguson LdPsy	13 ″ 6	
232 386 SLCB	**Taormina** *F.Monbello* *Ref.Mchy.* *Elec.light* Sub.Sig. Wireless	**SteelTwinScSr** 2*Dks*&*Spar dk*	8298 6976 5106				...	1908	D&W Hendersn&Co.Ld. Glasgow	Soc.diNav.Lloyd Italiano	482·0|58·3|34·2 P94′B176′F85′ FK	Genoa Italian *WB*	T.6Cy.25⅜″,43″&71″–51″ 1178NHP D&W.Hendersn&CoLdGls	37 ″ 3	I
233 HPRW	— *J.Andresen*15–15	**SteelScSr** 1*Dk2trB*	1345 1266 839					1896	R.Duncan &Co.(Lim.) Pt.Glasgow	Dpsk.Akties. Taormina (E.&N.C.Evensen)	235·0|35·2|18·7 H78*t*	Chrstiania Norwegian *WB*	T.3Cy.19″,31″&51″–36″ 156NHP Muir&Houston(Lim.),Gls		N
234 JRQN	**Taoro** *R.Perez* *Well deck* *Mchy.Aft*	**SteelScSr** *ss*LaP.No.3–8,15 (*ex*Tees) 1*Dk*(*Stl*)	275 *192* *86*	✠100A1 8,15 ~~BS8,16~~ ✠LMC~~8.15~~ 10,17	LaP	*d*	~~8,15~~ 10,17	1903 3mo *Lloyd's*A&CP	Ardrossan DD&SBCoLd Ardrossan	Cia.Maritima Canaria *WB*=*FPT*24*t*	130·0|22·3| 9·3 Q72′B7′F19′ FK	SantaCruz Spanish 3*BHCem* *APT*3*t*	C.2Cy.14″&29″–21″ (*s*) 130lb . 47NHP 1SB,*2pf*,GS32,HS935 RenfrewBros.Irvine	9 ″ 11 s ″ 6½ 9 ″ 7	
235	**Tapajoz** *Maginis* –15 (*ex*RasIssa)	**SteelScSr** *ss*N.Yk.No.3–3,15 1*Dk*(*Stl*)&*Spar dk*(*Stl*) &*deepframing*	*3774* *3601* *2442*	✠100A1 *Spar dk* 10,16 BS2,16 ✠LMC10,14	NYk	*w*	10,15	1902 6mo *Lloyd's*A&CP	Osbourne, Graham&Co. Sunderland	LloydBrazileiro *WB*=*CellD*	339·0|48·0|19·4 P34′B204′F36′ 27·8 FK *Ba*102′*uE* 24′*f*142′ 728*t* *APT*83*t*	R.Janeiro Brazilian 6*BHCem*	T.3Cy.25′,42″&68″–48″ (*s*) 180lb *75lb* 348NHP 2SB,*8cf*,GS159,HS5398 G.Clark,Ld.Sunderland	29 ″ 0 s 4 ″ 5 24 ″ 11	
236 194234	**Taping**	**SteelPad** 1*Dk*	597 597 376					1907	W.Denny& Bros. Dumbarton	IrrawaddyFlotilla Co.Ld.	253·2|32·1| 8·8	Glasgow British	T.3Cy.17″,25½″&38″–72″ 79RHP Denny&Co.Dumbarton		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys.	3 Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned / Year last Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines.	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of Exit. Rof Trade Cert.
Missing since 6.17																	
237 118650 HCBN	Taplow *J.C.Moore* –16 (*ex*Talavera)	Steel Sc Sr *ss*Brs.No.2–13 1 *Dk* (*pt Irn & pt Stl*) & *Web frames*	2891 2640 1811	✠ ~~100 A1~~ 8,16	Liv	*u*	9,16	1905 3mo *Lloyd's*	Ropner & Son Stockton *SA & CP*	Britain S.S.Co.Ld. (Watts,Watts & Co.Ld., *Mgrs.*) *Cell*	314·0 P28' *DBa*94'	46·5 B88' *uE*22'	20·6 F36' *f*132' FK 5 *BH Cem* 602 *t APT*63 *t*	London British	T.3Cy.23″,38″&62½″–42″ (*s*) 160 lb *90 lb* 2SB,*6cf*,GS123,HS3900 Blair&Co.Ld.Stockton	23 ″ 0 ~~8 ″ 7½~~ ~~15 ″ 5~~	
238 118360 VLSH	Tapton *A.Palmer* 18–17 ~~*G.Archer* –17~~ 1 *Dk* (*pt Irn & pt Stl*) *2tr B & deep framing* 3 *Dk rule ss* Shl.No 3–5,17	Steel Sc Sr *ss*Rot.No.2–13	3569 3335 2300	✠ 100 A1 ~~5,18~~ 2,15 5,18 ~~Rebuilt~~ ~~LMC 7.17~~	Cff Shl Nwc	*v*	~~10,15~~ 5,18 6,18	1904 1mo *Lloyd's*	J.Read-head & Sons South Shields *SA & CP*	Arctic S.S.Co.Ld. (J.Ridley,Son & Tully, *Mgrs.*) *W B = Cell D Ba* 116'	341·4 P29' *uE & B*40'	46·6 B82' *f*142'	24·8 F32' FK 6 *BH Cem* 886 *t APT*39 *t*	Newcastle British	T.3Cy.24″,40″&65″–45″ (*r*) 180 lb ~~*80 lb*~~ NDB17 305 NHP 2SB,*6cf*,GS120,HS4723 *100 lb* J.Readhead&Sons,S.Shl.	27 ″ 4 s 5 ″ 0 22 ″ 8	
239	Taquary *T.J.Evangelista* 04–12 *Elec.light* *Ref.Mchy.*	Steel Twin Sc Sr *ss*Rio.No.1–15 1 *Dk* (*Stl*)	*1943* *1599* *1176*	✠ A1 *with freeboard* ~~10,16~~ ~~16~~ 1,18 *Brazilian Coa sting* MS6,16 DS7,16	Rio Cff	*r*	PN1.16 ~~s 9,15~~ 10,17	1912 4mo *Lloyd's*	Mackie& Thomson,Ld Glasgow *SA & CP*	Cia. Commercio e Navegacão *W B = Cell D Ba* 86' *u E*	276·7 P27' *B*61' *F*22' 14' *f*114'	45·2 B61' *F*22' 569 *t*	15·4 FK 6 *BH Cem* *DT f*26' 358 *t*	R.Janeiro Brazilian	T.6Cy.15″,25″&40″–27″ (*s*) 180 lb HS4620 1243 NHP 2SB&1 Aux SB,*8cf*,GS137, Muir&Houston,Ld.Gls. *FPT*126 *t APT*127 *t*	17 ″ 6 s 2 ″ ~~9~~½ 15 ″ 0	
240 115698 TMWG	Tara *H.A.Bramham* –16 *Elec.light* 3 *Dks* (*UStl*–teak s *MStl*–ws) Wireless	Steel Twin Sc Sr	6322 5547 3651	✠ 7,02	Dmb	*b*†	1902 7mo	W.Denny &Bros. Dumbarton *W B = Cell D Ba* 119' *u*	British India Stm. Nav.Co.Ld. *E & B* 113' *f*169' 1124 *t*	446·0 P70' *B*119' *F*71'	53·8 FK & BK 1″	29·9 7 *BH Cem* *DT f*26' 358 *t*	Glasgow British	T.6Cy.26½″,44″&73″–48″ 994 NHP 6SB,*18cf*,GS342,HS14400 FD Denny&Co.Dumbarton *FPT*86 *t APT*110 *t*	33 ″ 0	V
241 125717 HMWD	Taraba *Mchy.Aft*	Steel Stern Wheel 1 *Dk*	319 — 287				1908	Lobnitz& Co.Ld. Renfrew	Niger Co.Ld.	154·0	31·1	6·0	London British	C.4Cy.13″&26″–42″ NB12 86 RHP Lobnitz&Co.Ld.Renfrew		
242 TJCW	Tarakan *Esser* *Elec.light* *Trunk deck*	Steel Sc Sr Carrying Petroleum in bulk Fitted for oil fuel 1 *Dk* *Mchy.Aft*	1642 1218 983				1913	Wrf.voorh. Rijkee&Co. Rotterdam	Koninkl.Paketv. Maats.	241·0 P44' *F*43'	40·3	16·3	Batavia Dutch	T.3Cy.17½″,29″&48″–36″ 138 NHP Maats.Fyenoord,Rot.		
243	Taranaki (*ex*Yacht Lady Henriette, *ex*Rose Marine, *ex*Lyra)	Wood Sc Sr HT Hav.08	*324* — *201*	4,08	Hav		1876 4mo	Camper& Nicholson, Gosport	F.Puech Fils	169·0 ND87	25·6	14·1	Cette French	T.3Cy.13″,19″&33″–24″ NE&B *fitted* 87 64 NHP 1B,*2cf*,GS38,HS1157 W.B.Thompson&Co.Dun.		
244 129376	— *J.W.Merson* –14	Steel Sc K 1 *Dk*	247 244 91	✠ 100 A1 *Stm Trawler* 4,14 ✠ LMC 2,12	Abn		4,14	1912 2mo *Lloyd's*	J.Duthie Torry S.B.Co. Aberdeen *SA & CP*	J.G.Smith	120·6	22·6	12·6 BK 7½″ *WB* =	Aberdeen British	T.3Cy.12½″,21″&34″–24″ (*s*) 180 lb 79 RHP 1SB,*3pf*,GS54,HS1464 W.V.V.Lidgerwood,Gls.	13 ″ 6	
245 129582 HTBS	Tarantia *W.J.Dermody* 16–11 (*ex*Kirkfield) *Elec.light*	Steel Sc Sr 2 *Dks* (*Stl*)	4754 4511 3060	✠ 100 A1 2,15 DS9.15 ✠ LMC 7,11	Shl	*y*	5,16	1911 7mo *Lloyd's*	Russell& Co. Port Glasgow *SA & CP*	Anchor Line (Henderson Bros.) Ld. *Intermediat* *e B H in after 'tween*	400·0 P47' *B*119' *F*46' *Cem* *dk dispensed with* 1 *Cell D Ba* 134'	51·9 B119' *F*46' FK 5 *BH to U dk* *BH to 2nd dk* *u E* 24' *f* 176'	26·9 FK *BH to U dk* *BH to 2nd dk* 1163 *t DT a*30' 769 *t APT*22 *t*	Glasgow British	T.3Cy.26½″,44″&72″–48′ (*s*) 180 lb 488 NHP 3SB,*9cf*,GS169,HS7119 FD D.Rowan&Co.Glasgow	29 ″ 6 s 5 ″ 7½ 24 ″ 3	
246 22 SLOM	Taranto *V.Dambrosio* *Elec.light*	Steel Sc Sr 1 *Dk* & *Spar dk*	1211 1132 759				1898	Flli. Orlando Leghorn	Soc.Anon.di Nav.a Vap.Puglia	233·8 Q27' *B*27'	31·9	20·2	Bari Italian *WB*	T.3Cy.17¾″,26½″&45½″–33″ 119 NHP Flli.Orlando,Leghorn		I
247	Tarapaca *Cable Vessel* (*ex*Inca, *ex*Monte Blanco, *ex*Rimac, *ex*Monte Blanco, *ex*Norse, *ex*Norseman) *Elec.light*	Steel Sc Sr *ss*Lth.No.3–2,01 *ss*Ply.No.1–05 1 *Dk* & *Spar dk* & *Web frames*	*1123* *1076* *568*	✠ *Spar dk* *with freeboard* 2,05 *Fitted for oil fuel* ✠ NB2,01	Ply	*o*		1893 2mo	Ramage& Ferguson,Ld. Leith	Cia.Chilena de Vapores de Iquique *Cell D Bu E* 36' 40 *f* 86'	236·3	31·2	14·6 22·2 BK 8″	Valparaiso Chilian	T.3Cy.22″,37″&62″–39″ 240 NHP 1SB,*3cf*,GS75,HS2560 FD Ramage&Fergusn,Ld.Lth.	23 ″ 3	
248 193 NADK	Taras Boulba *P.Scoutsemari* –13 *Mchy.Aft* (ex Baron Hambro')	Iron Sc 3 Mst Sr *ss*Lon.No.3–72 *ss*Hul.No.2–80 1 *Dk* 2 *tr B*	612 526 357	✠ 1,83	Hul	*j*		1861 1mo	C.Lungley London	N.Methinity	209·0 Q30 *t* len68	25·2	14·5 FK 3 *BH*	Odessa Russian	C.2Cy.21″&40½″–26″ NE83 NB92 69 NHP C.&W.Earle,Hull		
249 84480 WLSJ	Tarawera *J.Morrison* –17 ~~*W.D.Cameron* –16~~ *Elec.light* Wireless	Steel Sc Sr *ss*Ddn.2nd No.3–4,06 *ss*Ddn.No.2–15 3 *Dks* (*UStl*–teak s)	1904 1722 1243	✠ 100 A1 7,17 ~~7,16~~ 7,17 DS~~5,16~~ ✠ LMC 1,13	Ddn	*s*	~~4,15~~ 7,17	1882 9mo *Lloyd's*	W.Denny &Bros. Dumbarton *SA & CP*	Union S.S.Co.of New Zealand,Ld.	285·0 P60' *B*72' *F*44'	36·2 BK 10″ *WB* = *Cell*	22·6 4 *BH Cem* *DB* 232' 334 *t*	Dunedin British Swansea London	C.2Cy.38″&68″–45″ (*c*) 74 lb 252 NHP 2DB,*8pf*,GS168,HS4496 Denny&Co.,Dumbarton		
250 118500 HBKD	Tarbetness *W.E.Bromby* –17 (*ex*Kingtor)	Steel Sc Sr ~~*ss*Bry.No.2–12~~ 1 *Dk* (*pt Irn & pt Stl*) & *ss*Nwc.No.3–6,17 *deep framing*	3018 2832 1936	✠ 100 A1 ~~8,16~~ ~~8,16~~ ~~9,17~~ ~~Nwc~~ Bry 2,18 ~~Rebuilt~~ DS7,16 ~~LMC 1,12~~	Bry	*v*	~~8,16~~ 6,17 6,17	1904 10mo *Lloyd's*	Irvine's SB &D.D.Co.Ld. W Hartlepool *SA & CP*	Letricheux Line, Ld. (Letricheux & David,Ld. *Mgrs.*) *WB* = *Cell D B a* 106' *u E* 22' *f* 144'	330·6 P28' *B*170' *F*33'	48·0	21·6 FK 5 *BH Cem* 885 *t APT*80 *t*	London British	T.3Cy.23½″,39″&64″–42″ (*a*) 180 lb *80 lb* 2SB,*6rf*,GS118,HS4230 Blair&Co.Ld.Stockton	24 ″ 0 s 3 ″ ~~3½~~ 21 ″ 1	
251 89450 SKLW	Tarcoola *G.A.Lay* –16	Steel Sc Sr *ss*Syd.No.3–3,15 1 *Dk* (*Irn*) *deep framing* & *Shade dk* (*Irn*)	2647 2497 1677	✠ 100 A1 *Shade dk* 3,17 BS5,17 ✠ LMC 3,15	Syd	*u*	3,15	1902 2mo *Lloyd's*	Tyne I.S.B. Co.Ld. Newcastle *SA & CP*	Adelaide SS.Co.Ld. *WB* = *Cell D Ba*	326·0 P45' *B*114' *f*128'	45·4 *u E* 114' *f*128' 661 *t*	21·8 FK 7 *BH Cem* *FPT*144 *t*	P.Adelaide British	T.3Cy.23″,38″&61″–42″ (*s*) 180 lb *80 lb* 2SB,*6cf*,GS126,HS4504 Wllsnd.Slpwy.Co.Ld.Nwc.	23 ″ 0 s 2 ″ 2 21 ″ 2	
252 89443	Tarella *J.Grundy*	Comp Pad 1 *Dk*	154 118 97				1897	A.H. Landseer Milang,S.A.	A.H.Landseer,Ld.	100·0	20·0	7·7	P.Adelaide British	2Cy.12½″–30″ 30 RHP Forwood,Downs&Co.Adl.		
253 VJCR	Tarmo *L.Melan* 08–07 *Elec.light*	Steel Sc Sr (*Icebreaker*) 2 *Dks* *Screws fore and aft*	1574 1564 173				1907	Armstrong Whitworth &Co.Ld. Newcastle	Finnish Government	208·6	47·0	25·8	Helsingfrs Russian *WB*	T.3Cy.21″,33″&53″–36″ *f* T.3Cy.24½″,38″&61″–39″ *a* 401 NHP Wllsnd Slpwy.Co.Ld.Nwc.		
254 5721 JVHB	Tärnan *J.B.Berntsson* –15 *Elec.light*	Steel Sc Sr 1 *Dk*	541 412 200				1915	Lindholmens M.V. Gothenburg	Hallands Ångb. Aktieb. (R.H. Möller, *Mgr.*)	170·0 P105' *H*67 *t* *F*24'	30·0	11·3	Halmstad Swedish *WB*	T.3Cy.14½″,24″&40″–27″ 83 NHP Lindholmens V.A.Got.		V
255 5273 JSMK	— *A.Janssen* –14 (*ex*Bournemouth)	Iron Sc (*Trawler*) 1 *Dk*	141 134 52			…	1887	Cook, Welt'n & Gemmell Hull	Fiskeriaktieb. Avance (Aug. Nilsson, *Mgr.*)	97·0 H6 *t* F16'	20·6	11·0 BK 7½″	Gothenbrg Swedish	C.2Cy.16″&30″–22″ 35 NHP C.D.Holmes&Co.Hull	10 ″ 6	

1 Numéro d'Ordre / Numéro Officiel / Signaux	2 Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant à la lettre d'Classification.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registered tonnage.
256 115725 TRSG	**Taroba**	**SteelTwinScSr**	6309 5537 3657	✠ 11,02 ✠	Dmb	*b*†		1902 11mo	W. Denny & Bros. Dumbarton	British India Stm. Nav. Co. Ld.	445·8 | 53·8 | 29·9 P70′B119′F71′ FK & BK1″			Glasgow British	T. 6Cy. 26½″, 44″ & 73″–48″ 994 NHP 7 BHCem	33 ″ 0	
	C.E. Hodgson –15																
	3 Dks (UStl–teak s MStl–ws)																
	Elec. light Wireless									*W*	*B = Cell D Ba* 119′ *u*	*E & B* 113′ *f* 169′ 1124 *t*	*D T f* 26′ 858 *t*		*F P T* 86 *t A P T* 110 *t*		
257 114006	**Tarok**	**SteelPad**	135 135 85					1901	W. Denny & Bros. Dumbarton	Irrawaddy Flotilla Co. Ld.	149·5 | 25·0 | 5·6			Glasgow British	C. D. 2Cy. 14½″ & 26″–54″ 42 NHP Denny & Co. Dumbarton		
	1 Dk																
258 98359	**Tarotyua**	**SteelTwinSc**	133 107 60					1914	Burn & Co. Calcutta	British India Stm. Nav. Co. Ld.	100·0 | 20·4 | 7·5			Calcutta British	C. 4Cy. 10″ & 20″–14″ 33 RHP McKie & Baxter, Glasgow		
	H.C.T. Dawes –14																
	2 Dks																
259 113136 HCQW	**Tarpeia**	**SteelSc3MstSr**	538 375 218	✠ 100 A1 6,16 ✠ LMC	Lon	*h*	6,16	1905 5mo	R. William-son & Son Workington	Care & Eidman, Ld.	164·5 | 26·7 | 10·8 Q95′B11′F21′ BK7′			Cardiff British	T. 3Cy. 14″, 22½″ & 37″–27″ (*s*) 160 lb 69 RHP 3 BHCem	13 ″ 2 s ″ 7 13 ″ 3	
	D. Armour –16 *ss* Liv. No. 2–13			MS6,13 BS6,16				*Lloyd's*			*WB = DBf* 89′				118 *t F P T* 38 *t*		
	(ex Earl of Durham, ex Stock Force)																
	Well deck Mchy. Aft Elec. light 1 Dk (*Stl*)																
260 130381	**Tarpon**	**IronTwinSc**	450 — 282					1887	The Pusey & Jones Co. Wlmgtn, Del.	Pensacola, St. Andrews & Gulf S.S. Co.	159·9 | 26·0 | 7·2 len 91			Pensacola Utd. States	C. 4Cy. 12″ & 21″–18″ 31 NHP Pusey & Jones Co. Wlmngtn		R
	W. G. Barrow –03 (*ex* Naugatuck)																
	Mchy. Aft 1 Dk										*WB*						
261 115393 TLGK	**Tarquah**	**SteelScSr**	3859 2831 2441	✠ 100 A1 *Spar dk* 5,17 BS12,16 ✠ LMC10,14	Liv	*w*	12,16	1902 6mo	A. Stephen & Sons, Ld. Glasgow	African S.S. Co. (Elder, Dempster & Co. Ld. *Mgrs.*)	360·4 | 44·3 | 14·3 P&B242′F48′ 23·3 FK			London British	T. 3Cy. 27″, 43″ & 72″–48″ (*s*) 180 lb HS7863 525 NHP 6 BHCem	26 ″ 0 s 3 ″ 8 23 ″ 0	BT 11,25
	J. Tyrer –16 *ss* Liv. No. 3–10, 14							*Lloyd's*			*WB = Cell D B*				696 *t F P T* 69 *t*		
	Ref. Mchy. 1 Dk (*Stl–p* tws) & *Spar dk*										a 70′ *u E & B* 44′ *f* 170′						
	Elec. light (*Stl*–ws) & *deep framing*																
	Wireless																
262 VDGU	**Tarrafal**	**IronSc**	162 — 95					1908	Queenstwn DDS & ECoLd Passage West	Ferro & Co. Ld.	93·0 | 20·1 | 10·7 H10 *t*			St. Vincent C.V.I. Portuguese	C. 2Cy. 11″ & 22″–11″ 13 NHP Yarrow & Co. London		
	A. Fontes Pereira –12																
	1 Dk																
263 134743	**Tartan**	**SteelScK**	202 185 89	✠ 100 A1 *Stm Trawler* 7,14 ✠ LMC 9,12	Gms			1912 9mo	Cook, Welt'n & Gemmell Ld. Beverley	T. Robinson	115·3 | 21·6 | 11·5 Q57′ BK7½″			Grimsby British	T. 3Cy. 12″, 21″ & 34″–24″ (*s*) 180 lb 58 RHP 3 BHCem	12 ″ 3	
	R. Foxcroft –14							*Lloyd's*									
	1 Dk																
264 105988	**Tartar**	**SteelScSr**	244 173 95	✠ 100 A1 4,18 ~~10,16~~ ✠ LMC 10,16	Ard Ldy	*d*	10,16	1896 3mo	Scott & Sons Bowling	Commissioners of Public Works in Ireland	130·0 | 22·1 | 10·0 Q63′B12′F21′ BK7″			Sligo British	C. 2Cy. 19″ & 42″–30″ (*s*) 135 lb 69 RHP 3 BHCem	10 ″ 9 s ″ 8½ 11 ″ 0	
	~~*W. Griffin* 99–99~~ *ss* Ldy. No. 3–5, 08			BS1,13				A&CP			*WB =*				*F P T* 18 *t*		
	Well deck ss Ard. No. 2–16																
	Mchy. Aft McLoughlin –18 1 Dk																
265 124355	—	**SteelScK**	133 95 50	✠ *For Towing purposes* 4,11 ✠	Sws			1906 3mo	Scott & Sons Bowling	Grant, Smith & Co. & McDonnell, Ld.	90·2 | 17·1 | 9·2 BK6″			Vancouver B.C. British	C. 2Cy. 15′ & 32″–24′ 42 RHP 1SB, *2pf*, GS38, HS930	10 ″ 0	
	J. J. McPhee 14–14										*WB = A P T* 4 *t*				4 *B H Cem*		
	1 Dk														J. Ritchie, Glasgow		
266 113480 SMDJ	**Tartary**	**SteelScSr**	4181 3946 2725	✠ 100 A1 *Spar dk* 12,16 ~~BS4,16~~ ✠ LMC 8,~~15~~ 8,17	Liv	*x*	~~8,15~~ 8,17	1901 7mo	Richardsn, Duck & Co. Stockton	D. MacIver, Sons & Co. Ld.	370·0 | 48·1 | 19·6 P99′B126′F97′ 27·5 FK			Liverpool British	T. 3Cy. 27″, 44½″ & 73″–54″ 180 lb 482 NHP 3SB & 1 AuxSB, *11cf*, GS232,	30 ″ 0 s 4 ″ 9 25 ″ 8	
	J. H. Cortlett –15 *ss* Liv. No. 3–8, 13							A&CP		*WB = Cell D Ba*	108′ *u* E28′ *f* 144′ 757 *t*				6 *B H Cem*		
	1 Dk (*Stl*) & *Spar dk* (*Irn*) & *Web frames*														*A P T* 54 *t*		
															Blair & Co. Ld. Stk. HS8235		
267 129564	**Tarv**	**SteelScSp**	158 119 66	✠ 100 A1 11,17 ~~12,16~~ ✠ LMC 10,15	Trn Ayr	*a*	7,14 11,17	1911 4mo	Ardrossan DD & SB Co. Ld. Ardrossan	Glasgow Steam Coasters Co. Ld. (Hendry, McCallum & Co. *Mgrs.*)	90·2 | 21·1 | 8·6 Q33′F12′ BK6″			Glasgow British	C. 2Cy. 12″ & 24″–18″ (*s*) 120 lb 34 RHP 3 BHCem	9 ″ 6 s ″ 6½ 9 ″ 7	
	C. Reason –16 *ss* Ayr No. 1–15			BS11,17				*Lloyd's*			*WB = F P T*				11 *t A P T* 10 *t*		
	Mchy. Aft 1 Dk (*Stl*)							A&CP							Miller & Macfie, Ld. Gls.		
	Cargo battens not fitted																
268 136062 JDQR	**Tascalusa**	**SteelScSr**	6499 5816 4052	✠ 100 A1 8,17 ~~3,17~~ ✠ LMC 12,15	N Yk Npt	*a*†	3,17	1913 12mo	Sir Raylton Dixon & Co. Ld. Middlesbro'	Standard Transportation Co. Ld	420·5 | 54·4 | 32·6 P118′B26′F47′ FK			Hong Kong ~~Middlesbro'~~ British	Q. 4Cy. 24″, 35″, 50½″ & 73″–51″ 220 lb (*s*) 526 NHP 17 *B Hpt Cem*	32 ″ 8 s 7 ″ 4 25 ″ 8	
	H. D. Clark 12–13							*Lloyd's*		*WB = Cell D Bu E &*	*B* 80′ 279 *t*				3SB, *9cf*, GS170, HS7125 FD		
	Elec. light 2 Dks (*Stl*) & *Web frames*							A&CP		*D T f* 45′ 577 *t*	*F P T* 120 *t A P T* 210 *t*				N. E. Marine Eng. Co Ld Nwc		
	Mchy. Aft *Longitudinal framing*			*Carrying Petroleum in bulk*				*above*	150° F.						11 *B H to U dk*		
	Wireless			*Fitted for oil fuel*			12,13 *F.P.*								6 „ *2nd dk*		
269 204122 LBHT	**Tasco**	**WoodSc**	319 — 199					1907	R. Palmer & Sons' Co. New London, Conn	T. A. Scott Co. Inc.	109·0 | 32·4 | 11·3			N. Lndn, Cn Utd. States	C. 2Cy. 17′ & 34″–25″ 48 NHP J. W. Sullivan, New York		
	D. J. Hunt 98–08																
	Mchy. Aft Wireless	1 Dk															
270 145843	**Tashmoo**	**SteelPad**	1344 — 766					1900	Detroit S.B. Co. Detroit	White Star Line (B. W. Parker *Mgr*)	302·9 | 37·6 | 13·6 *Breadth over all* 69′			Detroit, Mich. Utd. States	T. 3Cy. 33″, 51″ & 82″–72″ 571 NHP Detroit S.B. Co. Detroit		
	Elec. light 1 Dk & *Promenade dk*																
271 ~~TJDF~~	**Tasman**	**SteelScSr**	5023 3833 3334					1912	Earle's Co. Ld. Hull	The Shipping Controller (Federal S.N. Co. Ld., *Mgrs.*)	392·0 | 49·0 | 26·0 P&B257′F43′			~~Batavia~~ ~~Dutch~~ London British	T. 3Cy. 29½″, 48½″ & 80″–54″ 470 NHP Earle's Co. Ld. Hull		V
	~~*Kroef* 13~~ *Fitted for oil fuel*																
	Ref. Mchy. Elec. light Wireless 2 Dks									*WB*							
272 115196	—	**WoodTwinScSr**	179 119 87					1903	R. Logan, sen. Auckland	Northern S.S. Co. Ld.	102·1 | 21·0 | 7·1 P41 *t*			Auklnd NZ British	C. 4Cy. 8½″ & 22½″–12″ 45 RHP Fraser & Sons, Auckland		
	C. Faulkner 93–08																
	1 Dk																
273 RTSN	**Tasmania**	**SteelScSr**	7514 6957 4688	✠ —— 1,17 ✠	Fln	*c*†		1913 9mo	Flensburgr Schiffsb. Ges. Flensburg	Deutsch-Austral. Dmpfsch. Ges.	482·2 | 62·7 | 29·4 P&B372′F81′ FK			Hamburg German	Q. 4Cy. 26¾″, 38¾″, 56¾″ & 82¾″ –59″ 836 NHP 4SB, *12cf*, GS267, HS12456 FD	32 ″ 1	
	A. Nicolai 07–13 (Seized at Antwerp)																
	Elec. light Well deck 2 Dks (*Stl*)									*WB = Cell D Ba* 154	*'u E & B* 86′ *f* 191′ 194				6 *t F P T* 120 *t*		
	Wireless *Lower dk in Nos.* 1, 2 & 4 *holds*														Flensburger Schiffsb. Ges.		
274 569 SLCR	—	**SteelScSr**	3662 3140 2392					1900	W. Doxford & Sons, Ld. Sunderland	~~L. Pittaluga~~ Soc. Anon Uva	342·3 | 46·7 | 25·0 F34′			Genoa Italian	T. 3Cy. 23″, 40″ & 66½″–42″ 286 NHP W. Doxford & Sons, Ld. Sld.		CI
	(*ex* Florican)																
	Turret deck 1 Dk 2 *trB*									*WB*							
275 98716 MVGO	—	**IronScK**	146 136 60	✠ *Stm Trawler* 8,95 ✠	Hul			1891 1mo	Cook, Welton & G'mmell Hull	~~H. E. Stroud~~ J. Johnson	100·5 | 20·5 | 11·0 Q24′ BK7½″			Aberdeen British	C. 2Cy. 17″ & 33″–22″ 1SB, *2pf*, GS29, HS930 45 RHP 3 BHCem	11 ″ 10	
	J. Morrice –16 *ss* Hul. No. 1–95														C. D. Holmes & Co., Hull		
	1 Dk																
276 135885 JCLM	**Tasmanian Transport**	**SteelScSr**	4491 4272 2852					1913	Nthmblnd S.B. Co. Ld. Newcastle	Empire Transport Co. Ld. (Houlder Bros. & Co. Ld. *Mgrs.*)	385·0 | 52·0 | 29·5 P40′B119′F40′			W. Hartlpl British	T. 3Cy. 25″, 40″ & 68″–48′ 320 NHP Richardsons, Westgarth & Co. Ld. Sld.		C
	D. J. Evans –14																
	1 Dk									*WB*							

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. / Master / Special Surveys.	3 Material, Rig, &c. / Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 6 7 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired.	Equipment Letter.	7* Date when tail shaft last seen.	8 9 Built. When. / Ship. / Engines	By Whom. / Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed. If not in L. R. Date of R. of Prvde Cert.
277 4769 JQPH	**Tasmanic** *AHultman* -17 *Elec.light* Wireless	**SteelScSr** 2*Dks*(*Stl*)&*deep framing*& *Shelter dk*(*Stl*)	3985 3756 2513	✠100A1 *Shelter dk with freeboard* 1,15 10,17	Mdb	*y*	12,16 7,17	1907 6mo *Lloyd's*	Hawthorn, Leslie&Co.Ld Newcastle	**Rederiaktieb. Transatlantic (G.Carlsson,** *Mgr.*)	380·4	49·0	25·7 FK	**Gothenbrg Swedish** 6*BHCem*	T.3Cy.27″,45″&74½-48″ (*s*) 139lb HS6903 481NHP 2S&1AuxSB,*10cf*,GS167 FD Hwthrn,Leslie&C.Ld.Nwc.	28 ″ 6 s 3 ″ 7 25 ″ 3	
278 135335 JDRQ	**Tatarrax** *W.Reid* -14 *Elec.light* *Mchy.Aft*	**SteelScSr** 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	6216 5869 3976	✠100A1 10,17 *Carrying Petroleum in Fitted for oil fuel*	NYk	*a*†	1,16 10,17 *bulk F.P.*	1914 1mo *Lloyd's above*	Scotts' S.B. &Eng.Co.Ld. Greenock	**Tank Storage&Carriage Co.Ld. W.J.Smith,** *Mgrs.*) *WB=CellDBuE&B* *DTf*	420·0 P111′B24′F46′ *B*95′350*t* 29′390*t*	55·2	33·0 FK 150° F.	**Greenock British** 10*BHtoUdk* 6 ,, 2*nd dk*	Q.4Cy.24″,35″,50″&73″-51″ 220lb *120lb* (*s*) 570NHP 3SB,*9cf*,GS170,HS8100 FD Scotts' S.B.&EngCoLd.Grk	32 ″ 10 s 7 ″ 0 26 ″ 2	
279 3283 HSRG	**Tategami Maru** *T.Yamawaki* 2*Dks*(*UStl*)&*pt Awng dk* *Elec.light*	**SteelScSr** *ss*Nag.No.2–07	2484 1788 1508	✠ *pt Awng dk with freeboard* 2,07 ✠	Nag	*s*		1898 12mo *Lloyd's above*	Mitsu Bishi Dockyard& Engine Wrks Nagasaki	**Nippon Yusen Kabushiki Kaisha** *WB=CellDBa*	300·0 P35′Q105′F37′ *uE&B*	40·0 BK10″ 44′ *f*	18·9 92′401*t*	**Tokio Japanese** 6*BHCem* *APT*67*t*	T.3Cy.24″,38″&64″-42″ 296NHP 2DB,*12cf*,GS172,HS4901 MitsuBishiD.&E.Wks.Nag	21 ″ 2	
280 1428 HKBQ	**Tateyama Maru** *S.Tachihana* -05 (*ex* Antenor)	**IronScSr** 2*Dks*	2172 1957 1346					1872	A. Leslie &Co. Newcastle	**BabaMichihisa**	326·5	32·6	25·6	**Nishino-miya Japanese**	C.2Cy.28½″&61″-45″ NB84 208NHP R.Stephenson&Co.,Nwc.		
281 1223	**Tatiana** *Petrol Motor* (*ex* Karen Oline) 1*Dk* (*See Sailing Ship Register*)	**WoodAuxScSr**	179 — 143			R	ebuilt	1850 1910	..... H.Gravdal Bergen	**A.Bakoff**	97·5 Q17*t*	31·7	9·4	**Archangel Russian**	Petrol Motor Brödr.Christensen, Christiania		
282 145846	**Tatoosh** *J.Jacobsen* (*Tug*) *Elec.light* 1*Dk*	**SteelScSr**	277 — 154					1900	Moran Bros.Co. Seattle,Wash	**PugetSoundTug BoatCo.**	119·2	25·2	15·5	**Seattle, Wash. Utd.States**	T.3Cy.16″,24″&40″-28″ 85NHP MoranBros.Co.		
283	**Tatra** *F.Turcich*00–09 1*Dk*	**SteelSc**	232 210 132					1905	Stabilmnto Tecnico Trieste	**Soc.inAzioni Ungaro Croata di Nav. Maritt. a Vap.**	150·7 *Promenade dk*77′	21·1	11·0	**Fiume Aust.-Hung.**	T.3Cy.11¾″,18⅛″&30″-17⅝″ 38NHP StabilimentoTecnico,Tri.		A
284 18486 NCHB	**Tatsuno Maru** *M.Machida* -16 *Elec.light* Wireless	**SteelTwinScSr** 2*Dks*(*Stl*)	7296 6447 4487	✠100A1 11,17 LMC5 15 BS11,17	Kob Yka	*b*†	9,16	1916 5mo *Lloyd's*	Kawasaki Dkyd.Co.Ld. Kobe	**Nippon Yusen Kabushiki Kaisha** *Cell*	445·0 P35′B138′F37′ *DB* 375′ 1192*t*	58·0 FK	34·0 *DT*	**Tokyo Japanese** 7*BHCem* *a*42′1312*t*	T.6Cy.21″,33½″&56″-48″ (*s*) 200lb 628NHP 4SB,*12cf*,GS220,HS9108 FD Kawasaki Dkyd CoLd Kobe	34 ″ 0 s 7 ″ 11 26 ″ 5	
285 1422 HKBG	**Tatsutagawa Maru** 2*Dks*	**SteelScSp**	406 382 244					1894	Kawasaki Dkyd.Co.Ld. Kobe	**OsakaShosen KabushikiKaisha**	164·7	20·2	15·6	**Osaka Japanese**	T.3Cy.13½″,22″&36″-24″ NB06 64NHP Kawasaki Dkyd CoLd Kobe		
286 RJGC	**Tatti** *O.Bendhaack*05–05 1*Dk*	**SteelScSr**	579 345 354					1891	Act.Ges. "Neptun" Rostock	**L.F.Mathies&Co.**	194·1 Q118′B21′F21′ len96	24·6	10·4 *WB*	**Hamburg German**	C.2Cy.22½″&36½″-23½″ 54NHP A.G."Neptun," Rostock		G
287 98917 MCSL	**Tatung** *C.C.Williams* -16	**SteelTwinScSp**	2548 1897 1882					1891	Scott&Co. Greenock	**ChinaNav.Co.Ld.**	286·7 H651*t*	43·0	10·5 27·9	**London British**	T.6Cy.14″,23″&37″-30″ 150NHP Scott&Co.,Greenock		
288 HNLG	**Taunton** *H.A.Andersen* *Elec.light*	**SteelScSr** 1*Dk*&*Spar dk*	1329 1219 836					1902	Akt.Burmeistr&Wain Copenhagen	**Acties.Dpsk.Taunton(A.F Klaveness &Co.Akties)**	228·5 H110*t*	32·6	22·3 *WB*	**Chrstiania Norwegian**	T.3Cy.19¾″,31¾″&55″-36″ 181NHP Akt.Burmeistr&Wain,Cpn		N
289 200377	(*ex* Perry G.Walker)	**SteelScSr** 1*Dk2trB*	4470 — 3143					1903	Chicago S.B.Co. Chicago	**InterlakeS.S.Co. (Pickands,Mather &Co.** *Mgrs.*)	416·0	50·3	24·0	**Fairport Utd.States**	T.3Cy.22″,35″&58″-40″ 213NHP ChicagoS.B.Co.Chicago		
290 MCGS	— *ss*Nag.No.3–4,17 *G.N.Kamfjord* -05 1*Dk*(*Stl*)&*Spar dk*(*pt Irn&pt Stl*) &*deep framing*	**SteelScSr**	4262 4036 2765	✠100A1 *Spar dk* 12,17 2,16 LMC12,16 MS12,16 BS4,17	NYk	*x*	2,16 N1,17 12,17	1905 4mo *Lloyd's*	Tyne I.S.B. Co.Ld. Newcastle	**Wilhelmsens Dmpsk.Akties.(W. Wilhelmsen,** *Mgr.*) *WB=CellD*	355·0 P28′B100′F35′ 27·9 *Ba*116′ *uE*26′ *f*152′	50·1 FK	20·0	**Tönsberg Norwegian** 6*BHCem* 817*t APT*58*t*	T.3Cy.25″,42″&68″-45″ (*s*) 180lb *90lb* 344NHP 2SB,*6rf*,GS124,HS5400 Blair&Co.Ld.Stockton	30 ″ 6 s 6 ″ 2 24 ″ 8	
291 JQCP	— *N.Engene* *Elec.light*	**SteelScSr** 1*Dk2trB* &*deep framing*&*pt Awng dk*	1238 902 738				...	1902	Campbeltown S.B.Co. Campbeltwn	**Bergenske Dampskibsselskab**	230·1 Q79′*pt Awng dk*151′	32·8 FK	16·3 *WB*	**Bergen Norwegian**	T.3Cy.18″,27½″&45″-33″ 120NHP Hutson&Sons,Ld.Glasgow	17 ″ 4	N
292 145253 JVHQ	—	**IronPad**	917 — 624					1881	W.Cramp &Sons Philadelphia	**IronSteamboatCo.**	226·3	32·0	11·2	**New York Utd.States**	1Cy.53″-144″ 259NHP W.Cramp&Sons,Phl.		
293 SQWB	— *J.Lundström* -12 *Mchy.Aft* (*ex* Snapp)	**SteelScSp** *OilEng.* 1*Dk*	258 196 194					1908	Oskrshmns M.V.Aktieb. Oskarshamn	**FinskaÅngfAktieb (L.Krogius,** *Mgr.*)	101·3 Q30′H14*t*F11′	22·9	11·3 *WB*	**Helsingfrs Russian**	Oil Engine Akt.Diesel'sMotorer,Skm.		V
294 87751 HGLW	— *W.N.Sharman* -16 *ss*Gms.No.3–7,95 *ss*Gms.No.1–99	**IronScK** 1*Dk*	128 124 71	✠ *For fishing purposes* 10.02 ✠ NE&B9,00	Gms	*b*		1883 1mo	Earle's Co. (Lim.) Hull	**G.Craig**	95·5 Q16′	20·1 BK8″	10·5	**Aberdeen British** 3*BHCem*	T.3Cy.10″,16″&26″-20″ 35RHP 1SB,*2pf*,GS29,HS509 G.T.Grey,SouthShields		
295 36	**Tavel**	**SteelScSr**	473 — 334					1883	..... Glasgow	**G.G.Destuni**	205·0	25·0	13·9	**Sebastopl Russian**			
296 135165 JBGM	**Tavian** *F.Griffiths* -17 1*Dk*(*Stl*)&*Shelter dk*(*Ira*)&*Web frames* *Longitudinal framing*	**SteelScSr**	4567 4337 2878	✠100A1 *Shelter dk with freeboard* 7,16 LMC12,12	Lon	*y*	N4,17	1912 12mo *Lloyd's*	Richardsn, Duck&Co.Ld Stockton	**W.&C.T.Jones S.S. Co.Ld.(W.&C.T. Jones,Mgrs)** *WB=Cell DBa*126′ *uE&B*	390·0 44′ *f*165′1174*t*	52·5	25·6 FK *FPT* 85*t*	**London British** 6*BHCem* *APT*84*t*	T.3Cy.26″,42″&70″-48″ (*s*) 180lb 409NHP 3SB,*9cf*,GS193,HS6851 Blair&Co.Ld.Stockton	28 ″ 0 s 3 ″ 6 24 ″ 10	
297 LFJB	**Tavignano** *Mérentier*00–12 1*Dk*	**SteelScSr**	290 229 121					1904	Cie. Franç. de Nav.&de Cnst. Navales Arles	**Cie.deNav.Mixte**	147·0 Q26′H38′F19′	20·4	11·7 *WB*	**Marseilles French**	C.2Cy.21⅝″&38⅝″-23⅝″ 60NHP Cie.Franç.deNav.&de Const.Nav.,Lyons		V
298 84500 SLPJ	**Taviuni** *R.L.Davies* -17	**SteelScSr**	1542 1026 974					1890	W.Denny &Bros. Dumbarton	**UnionS.S.Co.of NewZealand,Ld.**	250·0	34·2	17·9	**London British**	Q.4Cy.18″,27″,36″&53″-39″ 175NHP Denny&Co.,Dumbarton		

(For pictures, "Tonwen," See No. 5 in Vol. of Illustrations)

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 Nom du Navire. Matériaux. Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Francbord au milieu du navire. Tirant d'eau correspondant. pds, pc.	15 Registres où coté, si ce n'est dans le L. R. Thames Clyde Hull Tyne
299	**Taw**	SteelScSp	180	✠	Psy	*b*		1892	J.Mc		120·0 21·1 8·7		C.2Cy.16″&32″–21″	9 ″ 3	
			159	*Coasting*				4mo	Arthur&Co				42RHP		
		1*Dk*	79	*withfreeboard*					Paisley			British	1SB,*3pf*,GS49,HS1212		
				4,92 ✠							FK	6*BHCem*	Bow,McLachlan&Co.,Psy.		
300	**Taxandrier**	SteelScSr	4231	✠	Shl	*x*		1900	R.Craggs	Brys&Gylsen,Ld.	360·0 48·1 20·2	London	T.3Cy.25″,41″&69″–48″	30 ″ 10	
112416	(*MISSING SINCE 2,17*)		4060	*Spar dk*				4mo	&Sons		P29′B103′F35′ 28·2	British	378NHP		
RPFM	*E.I.Harris* –12	*ss*Brs.No.3–4,12	2738	10,15 ✠					Middlesbro'		FK	6*BHCem*	3SB,*9cf*,GS150,HS6120		
	(*ex*Askehall)	1*Dk*(*Stl*)&*Spar dk*								*WB*=*CellDBa*	118′ *uE&B*40′*f*148′	769*tAPT*10*t*	W.Allan&Co.Ld.Sld.		
		(*ptStl&ptIrn*)3*trB*													
301	**Tay**	SteelScSr	360	✠	Dun			1901	Caledon	Australas'nUnited	155·0 28·0 8·0	Brisbane	T.3Cy.12″,20″&33″–21″	8 ″ 6	
94192	*J.E.Chase* –04		266	*For River purposes only*				11mo	S.B.&E.Co Ld	Stm.Nav.Co.Ld.	B42′F25′	British	1SB2*cf*,GS34,HS1045 55RHP		
RLGN		1*Dk*(*Stl*)	169	11,01 ✠					Dundee	*WB*=*APT*16*t*	FK&WOOD K3″	4*BHCem*	CaledonSB.&E.Co.Ld.Dun		
302	—	IronSc	254					1875	Richardsn,	MerseyDocks&	125·0 23·1 10·8	Liverpool	2Cy.7″–11″		
67803			254						Duck&Co.	HarbourBoard		British	15RHP		
			233						Stockton				AlexanderChaplin&Co.Gls		
303	—	SteelScSr	178			...		1885	PearceBros	ArdrossanSalvage	116·7 19·2 8·0	Dundee	C.2Cy.14″&26″–21″	8 ″ 7	
89092	*J.McElwaire* –16		131					4mo	Dundee	CoLd.(Mann,Mac-	Q35′F12′	British	NB16 40RHP		
JWBP	*Mchy.Aft*	1*Dk*	69							neal&Co.Ld.*Mgrs*)	len91 FK	*WB*	PearceBros.Dundee		
304	**Tay & Tyne**	SteelScSr	556	✠100A1	Dun	*i*	3,17	1909	Dundee	~~Dundee,Perth&~~	180·1 26·1 12·4	Dundee	T.3Cy.16½″,27″&44″–30″ (*s*)	13 ″ 3	
123329	*J.Gordon* –16	*ss*Dun.No.2–17	402	3,17			✠LMC	1mo	S.B.Co.Ld.	~~LondonShipping~~	P31′B46′F62′	British	180lb *70lb* 97RHP	s1 ″ 1	
HNMJ	*Elec.light*	1*Dk*(*ptStl*)	237		BS7,16		MS5,17		Dundee	~~Co.Ld.~~ Dundee	*WB*= BK7″	5*BHCem*	1SB,*3cf*,GS53,HS1664	13 ″ 1	
		lower dk in No. 1 *hold*						*Lloyd's*A&CP		Perth&London *CellD*	*Ba*32′ *f*30′51*t* *FPT*	37*tAPT*15*t*	Cooper&Greig,Dundee		
										ShippingCo.Ld.		London			
305	**Taycraig**	SteelScSr	407	✠100A1	Lth	*f*	~~1,17~~	1901	Ritson&Co	H.Kaap	150·5 24·2 9·3	Dundee	C.2Cy.15½″&40″–27″ (*s*)	11 ″ 9	
110993	*W.Flaws* –10	*ss*Dun.No.3–6,14	269	~~5,16~~ 4,18	Goo		4,18	10mo	Maryport	WraithStmShipp.	Q82′B9′F22′	British	130lb 64RHP	s ″ 6	
TFKV	*Mchy.Aft*	1*Dk*(*Stl*)	163	~~BS6,16~~ ✠LMC6,14				*Lloyd's*A&CP		Co.Ld.(W.A.Young	BK7″	3*BHCem*	1SB,*2pf*,GS49,HS1417	11 ″ 11	
				BS7,17						&Co.,*Mgrs.*)	*WB*=*Cell DBf*79′	95*tFPT*50*t*	Ross&Duncan,Glasgow		
306	**Taygeta**	SteelScSr	1276					1893	Flensburgr	Holm&Molzen	231·4 34·2 14·1	Flensburg	T.3Cy.16″,26″&43″–33″		G
	A.Bundesen		940						Schiffsb.Ges.		Q71′B57′F27′	German	106NHP		
LMHP			802						Flensburg			*WB*	FlensburgerSchiffsb.Ges.		
307	**Taymouth**	SteelScK	137			...		1899	Gourlay	~~T.Davidson~~	105·0 20·1 8·1	Grimsby	T.3Cy.11″,18″&31″–21″	11 ″ 0	
110984	*R.F.Noble* –12	(*Trawler*)	124						Bros.&Co.	W.W.Crampin		British	57RHP		
		1*Dk*	54						Dundee		BK7½″	*WB*	GourlayBros.& Co.Dundee		
308	**Tayo II.**	SteelScSr	358					1915	WoodSkin-	Soc.Anon.Le	150·0 25·3 10·5	Havre	T.3Cy.16″,26″&43″–27″		V
			324						ner&Co.Ld.	Nickel	Q20′B35′F30′	French	96NHP		
LFJD	*Elec.light*	1*Dk*	99						Newcastle			*WB*	N.E.MarineEng.CoLdNwc		
309	**Tayside**	SteelScK	137			...		1899	Gourlay	~~T.Davidson~~	105·0 20·1 8·1	Aberdeen	T.3Cy.11″,18″&31″–21″	11 ″ 0	
110985	*J.Wright* –17	(*Trawler*)	124						Bros.&Co.	CrostonStmTraw-		British	57RHP		
		1*Dk*	54						Dundee	lingCo Ld.(Taylor,		*WB*	GourlayBros.&Co.Dundee		
										&Tomlinson,Ld,*Mgrs.*)	BK7½″				
310	**Tayuen Maru**	SteelTwinSc	1695				*t*	1899	Kawasaki	NisshinKisen	238·7 39·5 9·1	Tokio	T.6Cy.12½″,20″&33″–21″		
3446	*S.Imajo*		751						Dockyd CoLd	KabushikiKaisha		Japanese	100NHP		
HTLD		1*Dk*	1051						Kobe			*WB*	KawasakiDkydCoLdKobe		
311	**Taywood**	SteelScSr	505	✠100A1	Sld	*g*	4,17	1894	J.L.Thomp-	R.A.Constantine &	155·0 26·8 11·7	Middlsbro'	T.3Cy.13″,21″&34″–24″ (*s*)	12 ″ 3	
98784	*A.H.Perrin* –17	*ss*Sld.No.3–6,07	365	4,18 ~~5,17~~	Mdb			4mo	son&Sons	T.H.Donking	P16′Q84′F19′	British	160lb *100lb* NDB15 60RHP	s ″ 7	
NQHG	(*ex*Cattersty)	*ss*Mdb.No.2–16	206	MBS~~5,16~~ ✠LMC2,15					Sunderland		FK	4*BHCem*	1SB,*2pf*,GS36,HS1085	11 ″ 10	
	Well deck	1*Dk*(*Irn*)		4,18					A&CP	*WB*=*DBa*38′46*t* *FPT*		81*tAPT*22*t*	J.Dickinson,Sunderland		
312	**Tchad**	SteelSc3MstSr	4317					1897	Forg.&Ch.	ChargeursRéunis	416·2 42·2 30·5	Havre	T.3Cy.32″,51″&82″–49″		V
	Bauer	(*ex*Cholon)	3892						de laMédit.		H—F108′	French	Forges& NB18 471NHP		
LFJK	*Elec.light*	2*Dks&Spardk*	2691						LaSeyne			*WB*	Ch.de laMédit.LaSeyne		
313	**Tchiatoura**	IronScSr	1258			...		1880	R.Dixon&	Oganesoff frères	240·0 34·2 15·9	Poti	C.2Cy.31″&58″–36″	17 ″ 0	V
17	*I.U.Pogorelski*05–90	(*ex*Granville,	1032						Co.		Q79′B73′F28′	Russian	NB96 163NHP		
HDOS	*ex*Lecane)	1*Dk*2*trB*	718						Middlesbro'			*WB*	Blair&Co.,Ld.,Stockton		
	Well deck	*Fitted for oil fuel*													
314	**Tchihachoff**	SteelScSr	4135	✠	Dmb	*w*		1892	W.Denny&	RussianStm.Nav.	371·2 45·1 27·5	Odessa	T.3Cy.28¼″,47½″&76″–54″	30 ″ 1	
55	*Heiman*	3*Dks*(1*Stl*–ws)	3289	9,92				9mo	Bros.	&TradingCo.	P36′B152′F40′	Russian	NB12 · 424NHP		
HBOD	*Elec.light* Wireless	1*ptStl*–ws)	2445	✠					Dumbarton	*WB*=*Cell*	*DB*308′563*t* FK	7*BHCem*	Denny&Co.,Dumbarton		
315	**Te Anau**	SteelScSr	1623	✠	Wln	*s*		1879	W.Denny	UnionS.S.Co.of	270·0 34·2 22·5	Dunedin	C.2Cy.36½″&63″–42″		
75225	*C.Elders* –16	*ss*Ddn.2ndNo.3–4,04	1527	12,12				11mo	&Bros.	NewZealand,Ld.	H69′tF54′	British	NDB92 243NHP		
WLSB		*ss*Ddn.No.2–11	957						Dumbarton		ptDS04 FK	4*BHCem*	4SB,*8pf*,GS168,HS5023		
		2*Dks*(*UToak*)3*Dk rule*									*WB*=*Cell*	*DB*180′216*t*	Denny&Co.,Dumbarton		
316	**Te Aroha**	WoodScSr	105					1909	T.M.Lane	TheRichardson	86·4 24·0 6·4	Napier,NZ	2 Oil Engines		
121591	*A.McNabb*	*Oil Eng*	90						&Sons,Ld	Co.Ld.		British	StandardGasE.Co.S.Fo.		
		1*Dk*	56						TotaraNorth				&UnionOilE.Co.S.Fo.		
317	**Te Awhina**	SteelTwinScCtr	220	✠100A1	Auk	*c*	~~3,15~~	1908	Fleming&	Auckland Harbour	100·0 24·2 12·2	AuklndNZ	T.6Cy.11″,18″&30″–22″ (*s*)	13 ″ 0	
127886	*W.Gardiner* –09	(*Tug*)	215	~~3,17~~ 3,16 4,18			3,17	10mo	Ferguson,Ld.	Board		British	190lb 154NHP	s1 ″ 3½	
	Elec.light	~~*ss*Auk No.1,13~~	87	✠LMC5,16					Paisley		FK	5*BHCem*	2SB,*6cf*,GS115,HS3184	12 ″ 1	
		*ss*Auk.No.2–17 1*Dk*(*Stl*–teak s)		4,18~~5,17~~				*Lloyd's*A&CP			*WB*=*FPT*	16*tAPT*24*t*	Fleming&Fergusn,Ld.Psy.		
318	**Te Teko**	WoodAuxTwinScK	109					1914	G.Niccol	NorthernS SCo.Ld.	87·3 23·3 6·8	AuklndNZ	Oil Engines		
133298	*J.Kennedy*	*Oil Eng.*	92						Auckland			British	2Cy.9″–13″		
		1*Dk*	56										W.Beardmore&Co.Ld.Gls.		
		(*See Sailing Ship Register*)													
319	**Tea**	SteelScSr	5395					1914	Cant.Nav.	Soc.Commerciale	394·7 51·7 27·4	Genoa	T.3Cy.26′,42½′&69½″–48″		CI
722	*G.Tassara*		4537						Riuniti	Italiana	P52′B113′F32′	Italian	336NHP		
SLDM	*Elec.light*	1*Dk*	3455						Ancona			*WB*	Cant.Nav.Riuniti,Ancona		
320	**Teakwood**	SteelScSr	5315	✠100A1	Shl	*z*	5,16	1902	SirJ.Laing	TeakwoodS.S.Co.	410·2 50·2 29·2	Swansea	T.3Cy.27″,44′&74′–51′ (*s*)	32 ″ 0	
115315	*W.K.Luckham* –14	*ss*Liv.No.3–11,13	4976	2,17				8mo	&Sons,Ld.	Ld. (J.I.Jacobs&	P41′B127′F40′	British	180lb *80lb* 493NHP	s 7 ″ 2	
TPNC	(*ex*Falls of Moness,	2*Dks*(*Stl*)&*deep*	3457	*Carrying oil fuel P. P. above1*				50°F	Sunderland	Co.)	FK	7*BHCem*	2SB,*8cf*,GS147,HS6828 FD	25 ″ 3	
	Elec.light *ex*Indradeo)	*framing*		BS5,16 ✠LMC11,15				*Lloyd's*A&CP		*WB*=			J.Dickinson&Sons,Ld.Sld.		
										*CellDBa*131′ *f*1	75′1118*t* *DT* *a*94′30	99*tDTf*110′	4228*tAPT*250*t*		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. Late Name if any. / Special Surveys. No. of Decks, &c.	3	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned. now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 Built. By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	11 Breadth.	11 Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of Ft. Trade Cert.
321 99699	Teal *G.Masson* –16 *Mchy.Aft*	SteelScY 1*Dk*	141 135 59			...		1893	Mackie& Thomson Glasgow	Standard Fishing Co. of Aberdeen (J.G.Adam, *Mgr.*)	98·0	20·5	10·7 BK7½″	Aberdeen British *WB*	T.3Cy.10″,16″&25½″–20″ NB05 35RHP Muir&Houston,Glasgow	11 ″ 7	
322 95764 LMVT	— *D.Thomas* –00	SteelScK	131 109 77					1889	J.Payne Bristol	R.Burton&Son	97·6 Q11*t* F7*t*	19·3	8·5	Bristol British	1Cy.20″–18″ NB07 40RHP J.Payne,Bristol		
323 118385 VNMD	Tean *E.Finlayson* –15 *Elec.light*	SteelTwinScSr	2202 1941 1351					1904	Scott&Co. Greenock	ChinaNav.Co.Ld.	299·8 B86′F37′	40·1	20·6 *WB*	London British	T.6Cy.14½″,24″&39½″–30″ 169NHP GreenockFoundryCo.Grk.		
324	Teana *A.Kufofandelis* *ss*Nwc.2ndNo.3–3,07 (*ex*Siracusa,*ex* *ss*Pir.No.1–12 Carassoul,*ex*Tempo) *Elec.light*	IronScSr 1*Dk2trb*	*1086* *912* *620*	✠90A1 7,14 ✠NB4.04 ✠LMC3,11 BS4,16	Cpl	*o*	5,13	1881 7mo	T.&W. Smith N.Shields	Aristotelis Galiatzatos *C*	231·0 P23′B46′F17′ A&CP	35·1 *CellDB188′423tFPT*	13·9 BK8″ *85tAPT75t*	Greek *1BHCem*	C.2Cy.25″&58″–36″ (*s*) 90lb *90lb* NDB06 144NHP 1SB,*4pf*,GS60,HS1900 Hawks,Crawshay&Ss.Gts	17 ″ 3 s 2 ″ 7 15 ″ 9	
325 99747 NBWH	Tearaght *T.Coventry* –14 Sub Sig.	SteelTwinScSr 2*Dks*	621 487 234			...		1893	W.Allsup& Sons(Lim.) Preston	Commissioners of Irish Lights	189·9 B44′F22′	28·1 BK8″	14·5 *WB*	Dublin British	C.4Cy.21″&40″–21″ 156NHP W.Allsup&Sons(Lim.)Prs.	15 ″ 4	
326 81 SLFT	Tebe (*ex*Indipendente) *Elec.light*	IronScBk 3*Dks*	2925 — 1797			...		1883	A.Stephen &Sons Glasgow	Siciliasocietà diNavigazione	344·7 P153*t*B318*t*F45*t*	40·0	25·0 *WB*	Palermo Italian	T.3Cy.23⅜″,37½″&63″–47½″ NE&B03 273NHP N.Odero fuA.SestriPnente		I
327	— *L.Marintiovich*12–13	IronScSr 2*Dks*	1785 — 1092					1873	LloydAus- tro-Ungarico Trieste	D.Tripcovich	272·0 *CellDBu E&B*	32·6	29·9 *WB*	Trieste Aust.-Hung.	C.2Cy.33¾″&63″–36″ 198NHP StabilimentoTecnico,Tri.		
328 135829 JKND	Tecumseh *F.S Hollinshead* –16 *ss*SFo.No.1–12 (*ex*Tuscarora, 2*Dks*(*Stl*)&*Web frames*& *ex*Niagara) *Shelter dk*(*Stl–pt* teak s) *Elec.light* Wireless	SteelSc	6828 6201 4247	✠100A1 4,14 *Shelter dk with freeboard* 3,16 ✠LMC *Carrying Petroleum in bulk* *Fitted for oil fuel* 2.09 *F.P. above* 150°F. ~~BS6,16~~ MS11,16 ~~BS9,17~~	Shl	*c* †	~~4,15~~ 10,17	1908 7mo	Flensburg Schiffsb.Ges. Flensburg *Lloyd's*	Tank Storage& Carriage Co.Ld. ~~(W.J.Smith, *Mgr.*)~~ Standard Trans- portation Co.Ld. *WB*	440·5 *=CellDBuE&B&* *cross bunker*	58·7 FK 17*BHptCem* 14*toUdk&* 3*toMdk* 85′595*t*FPT110*t*APT216*t*	29·7 ~~Hong Kong~~ ~~Shanghai~~ *BHptCem* *toUdk&* *toMdk*	Q.4Cy.24″,34″,51″&74″–54″ 215lb *180lb* (*s*) 620NHP 3SB,*9cf*,GS184,HS9016 FD FlensburgerSchiffsb.Ges.	33 ″ 0 s 5 ″ 5 28 ″ 0	
329 86537 HKRJ	Teelin Head *R.Suffern* –16 *ss*Bel.2ndNo.3–5,07 *Well deck* *ss*Tri.No.1–12 *Elec.light* *Iron Beams* 1*Dk*(*Stl*)2*trB*	SteelScSr	1718 1371 1083	✠100A1 4,14 ~~Examined 9,17~~ BS9,17 ✠LMC ~~BS6,16~~ MS1,17	Bel	*r*	12,15	1883 2mo	Workman, Clark&Co. Belfast *Lloyd's*	Ulster S.S.Co.Ld. (G.Heyn&Ss.*Mgs*)	275·4 Q96′B84′F34′ *WB=CellDB206′*	35·3 BK9½″ 460*t*APT85*t*	18·1 *BHCem*	Belfast British	C.2Cy.31⅝″&60″–42″ (*a*) 85lb 187NHP 2SB,*6f*,GS108,HS3109 J.Howden&Co.,Glasgow	21″ 3 s 1 ″ 11½ 20″ 3	
330 105742 PCDW	Teenkai *W.H.Hindley* –13 *ss*Bkn.No.3–6,07 *ss*Bkn.No.1–12 *Elec.light* 2*Dks*(*Stl-U*teak s) &*deepframing3Dkrule*	SteelScSr	4930 4400 3210	✠100A1 3,15 ~~Examined 12,17~~ ~~BS5,16~~ ✠LMC4,15 BS5,17	Gls	*y*	~~4,16~~ ~~12,17~~	1895 10mo	D&W Hen- derson&Co. Glasgow *Lloyd's*	China Mutual Stm. Nav.Co.Ld. (A. Holt&Co.*Mgrs.*) *WB=CellDBa*	410·0 P44′B110′F47′ 122′*uE&B*58′*f*168′	48·1 BK9″	26·2 6*BHCem* 1071*t* FPT	Liverpool British	T.3Cy.27″,46″&76″–60″ (*s*) 180lb *150lb* FD 532NHP 3SB,*7pf*,*2cf*,GS188,HS7068 D.&W.Henderson&Co.Gls. 136*t*APT45*t*MT24′33 5*t*	29 ″ 2	
331 95929 NTBW	Tees *Gillam* –10 *Elec.light* Wireless 1*Dk*&*Shelter dk*	SteelScSr	679 351 441			...		1893	Richardsn, Duck&Co. Stockton	Canadian Pacific Rly.Co.	165·0 B122′*uE&B*58′*f*168′	26·0 FK	10·8 1071*t* FPT	Vict'ria BC British	T.3Cy.16½″,27″&44″–30″ 95RHP Blair&Co.(Lim.),Stockton	13 ″ 0	
332 132280 HTVG	— *W.H.Elliott* –17 *ss*Hul.No.1–15 *Well deck* 1*Dk*(*Stl*)	SteelScSr	533 381 238	✠100A1 12.17~~,16~~ BS12,17 ✠LMC6,15	Hul Lon	*h*	~~6,15~~ 12,17	1911 11mo	GooleS.B. &Repg.CoLd. Goole *Lloyd's*	John Harrison,Ld. *WB=D*	165·2 Q85′B14′F24′ *Ba32′f14′59t FPT*	26·1 FK 4*BHCem* 37*t*APT16*t*	12·7 Hull British 1SB,*3pf*,GS46,HS1386 Richardsons,Westgarth& Co.Ld.Mdb.	T.3Cy.13″,21″&35″–24″ (*s*) 180lb *100lb* 78RHP	13″ 5 s ″ 7½ 13 ″ 0	
333 99093 MQFT	— *W.J.Smith* –94	SteelScSp 1*Dk*	180 159 79	✠ *Coasting with freeboard* 5,92 ✠	Psy	*b*		1892 5mo	J.McAr- thur&Co. Paisley	~~W.Hadden~~ T H.Scott	120·0 *uE&B42′f138′739t*	21·1 *APT181t*	8·7 Trinidad, B.W.I. British 6*BHCem*	C.2Cy.16″&32″–21″ 42RHP 1SB,*3pf*,GS49,HS1212 Bow,McLachlan&Co.,Psy.	9 ″ 3	
334 119879 HDFC	Teesbridge *T.C.Tose* –17 *ss*Bry.No.2–14 *Spar dk*(*Stl*)2*trB*&*deep framing*	SteelScSr	3898 3642 2546	✠100A1 *Spar dk with freeboard* 5,17 ~~4,16~~ ~~BS4,16~~ ✠LMC8,14	NNs Mch	*w*	~~8,14~~ 5,17	1905 8mo	R.Stephen- son&Co.Ld. Newcastle *Lloyd's*	North of England SS.Co.Ld. (Crosby, Magee&Co.*Mgrs.*) *WB=CellDBa110′*	340·6 P26′B93′F33′ *uE&B42′f138′739t*	47·2 27·3 FK *APT181t*	20·0 W.Hartlpl British 6*BHCem*	T.3Cy.25″,40″&67″–45″ (*s*) 180lb *80lb* 291NHP 2SB,*6cf*,GS102,HS4000 Richardsons,Westgarth& Co.Ld.Hpl.	29″10 s 5 ″ 10½ 24″ 3	
335 115169 HBFD	Teesdale *Hasdandal* 1*Dk*(*pt Irnpt Stl*)& *Web frames*	SteelScSr	2470 2314 1560	~~✠100A1~~ 7,16 ~~MS1,17~~ ~~MS12,16~~	Sws	*t*	6,15	1904 9mo	Ropner& Son Stockton *Lloyd's*	Sir Robert Ropner *WB=CellDBa90′*	310·0 P29′B134′F37′ *uE&B34′f138′625t*	44·2 FK 5*BHCem* *APT94t*	20·4 W.Hartlpl British 2SB,*6rf*,GS106,HS4000 Blair&Co.Ld.Stockton	T3Cy.23″,37½″&61½″–39″(*s*) 180lb *90lb* 258NHP	22″10 ~~3″ 0~~ 20 ″ 5	
336 76116 QCLS	— *M.Braunton* –15 *ss*Mdb.3rdNo.3–8,13 *Mchy.Aft* 1*Dk*	IronScSr	340 253 190	✠100A1 ~~7,16~~ ~~11,16~~ ~~Examined 12,17~~ 5,13 ✠NB11.04 ✠LMC~~8,15~~ ~~BS9,16~~ 7,17	Mdb	*f*	~~11,16~~ ~~7,17~~ N5,18	1876 7mo	R.Craggs &Sons Middlesbro'	Leven S.S.Co.Ld. (J.M.Lennard& Sons,Ld.,*Mgrs.*)	151·9 Q71′F24′ len95 *WB=DBf49′35t*	21·2 *CellDBa114′uE24′* *f142′918tFPT215t*	10·9 Middlsbro' British 3*BHCem* *APT270t*	C.2Cy.18½″&34″–24″ (*s*) 80lb NDB94 54RHP 1SB,*2pf*,GS27,HS768 Blair&Co.(Lim.),Stockton	11″ 9 s 1 ″ 0½ 11″ 5	
337 119888 HFDN	Teespool ~~*E.S.Clark* –12~~ *Chard* –17 1*Dk*(*Stl*)2*trB*&*deep framing*	SteelScSr	4577 3940 2938	✠100A1 *Trunk dk no sheer* 10.17 ~~8,17~~ ~~Examined 12,17~~ ~~BS5,17~~ ✠LMC~~12,15~~	Hul Nwc	*x*	~~3,17~~ 4,18	1905 12mo	Ropner& Son Stockton *Lloyd's*	Pool Shppg.Co.Ld. (Sir R.Ropner&Co. Ld.*Mgrs.*) *WB=*	351·5 F32′ *CellDBa114′uE24′* *f142′918tFPT215t*	53·0 FK 6*BHCem* *APT270t*	27·6 W.Hartlpl British 3SB,*9rf*,GS160,HS5750 Blair&Co.Ld.Stockton	T.3Cy.26″,42″&70″–48″ (*s*) 180lb *120lb* 371NHP	30″ 4 s 5 ″ 11 24 ″ 9	
338 124275 HNSC	Teessider *J.E.Brown* –16 *Elec.light* 1*Dk*	SteelScSr	1184 844 536					1909	Irvine's SB &D.D.Co.Ld. W Hartlepool	Tyne-Tees Steam Shipping Co.Ld.	250·2 P&B144′F44′	35·0	14·0 *WB*	Stockton British	T.3Cy.23½″,38″&64″–42″ 265NHP Richardsons,Westgarth& Co.Ld.Hpl.		C BT till 7,17
339 115777 VDKQ	Teesta *T.Coleborn* –17 3*Dks*(*UStl*–teak s,*MStl*–ws) *Elec.light* Wireless &*Web frames*	SteelTwinScSr	6295 5408 3428	✠ 8,03 ✠	Sld	*b*†		1903 8mo	Sir J.Laing &Sons,Ld. Sunderland	British India Stm. Nav.Co.Ld. *WB=Cell*	446·0 P73′B125′F75′ *DBa121′uE&B91′*	53·7 FK&BK1″ *f184′1235tD*	30·0 Glasgow British 8*BHCem* *Tf26′880tFPT78tAPT78t*	T.6Cy.26½″,44″&73″–48″ 989NHP 6SB,*18cf*,GS342,HS14461FD G.Clark,Ld.Sunderland	33 ″ 0	

Founded 1834

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Forme assignant maintenant expiré. Lettre d'Enrôlement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L. R. Parcs, Cert. Rof. Yacht.
340 86492 JBNP	**Teeswood** *Capitaine.* (ex Westwood, ex Britannia) *Well deck*	**IronScSr** ssShl.2ndNo.3–1,08 ssShl.No.1–13 1*Dk*(*Irn*)2*trB*	1589 1277 968	✠100A1 6,14 ✠LMC2,15	Shl	*r*	2,13	1882 10mo	Short Bros. Sunderland A&CP	The Admiralty	278·5 P28′Q78′ BK9½″ *WB*=*DBa*	36·1 B58′F30′	18·5 82′*f*46′209*t*	Middlsbro′ British	C.2Cy.28½″&62″–42″ 80lb *80lb* NDB06 191NHP 2SB.*6pf*,GS86,HS3097 *4BHCem* J.Dickinson,Sunderland	19 ″ 8 s 1·10½ 18 ″ 9	
341 136075 JLQD	**—** *J.Muirhead* –17 *Well deck* *Mchy.Aft* *Elec.light*	**SteelScSr** 1*Dk*(*ptStl&ptIrn*)	864 621 416	✠100A1 ~~10,17~~ 12,17 ✠LMC7,16	Mdb Nwc Lon	*k*	10,17	1915 7mo	W. Harkess &Son,Ld. Middlesbro′ *Lloyd's SA&CP*	Commercial Gas Co *WB*=*CellDBf*	198·0 Q111′B13′F25′ 118′ 166*t FPT*	30·6 FK	12·5 103*t*	Middlsbro′ British 3*BHCem* *APT*31*t*	T.3Cy.16″,27″&44″–30″ (*s*) 180lb *100lb* 132NHP 1SB,*3pf*,GS60,HS2262 Blair&Co.Ld.Stockton	14 ″ 5 s ″ 10 13 ″ 10	
342 JVJL	**Teffe** *Elec.light*	**SteelScSr** 3*Dks*	*240* *219* *222*					1906	A. Rodger &Co. PortGlasgow	Amazon River Stm. Nav.Co.(1911) Ld.	130·4	28·1	8·8	Para Brazilian	T.3Cy.12½″,20″&32″–24″ 54NHP Ross&Duncan,Glasgow		
343	**Tegucigalpa** *Hurry* (ex Ingeli) *Elec.light*	**SteelScBn** ssLon.No.3–4,10 ssNwc.No.1–14 1*Dk*(*Stl*)&*Spardk*(*Stl*-ws) &*Webframes*	2928 2702 1864	✠100A1 *Spar dk* ~~dlS 8,17~~ ✠LMC6,14	NOs	*u*	~~8,17~~ 4,18	1897 10mo	Hall, Russell&Co. Aberdeen *Lloyd's SA&CP*	Vaccaro Bros.&Co.	330·1 B104′F35′ *WB*=*CellDBa*	41·2 26·0 FK	18·6 5*BHCem*	Ceiba Honduras	T3Cy25½″42½″&69½″–45″(*s*) 185lb *100lb* NDB15 362NHP 2SB,*8cf*,GS163,HS5715 86′ *f*124′408*t* Hall,Russell&Co.Abn.	27 ″ 1 s 5 ·4½ 22 ″ 4	
344 72816	**Teh Hsing** *J.Bettison* –16	**SteelTwinScSr** (ex Pao-Ching)	1642 710 1271					18⁸⁹⁄₉₀	S.C. Farnham&Co. Shanghai	Hoong On S.S.Co. Ld.	238·0 H72*t* F43*t* *Saloon dk*438*t* *Promenade dk*372*t*	30·1 27·2	12·0	Hong Kong British	C.4Cy.16″&32″–18″ 85RHP S.C.Farnham&Co.,Shanghi		
345	**Tehuantepec** *M.Hormaza*	**SteelScSr** 1*Dk*(*Stl*)&*ptShade dk*(*Teak*) *Coasting Gulf of Mexico, Tabasco & Vera Cruz*	751 600 464	✠ *with freeboard* 10,96	Dmb	*k*		1896 10mo	A. McMillan&Son(Ld) Dumbarton	Cia. Mexicana de Nav.S.A.	209·2 P50′F33′ *Shade dk*81′ *WB*=*FPT*	30·0 FK	12·4 4*BHCem* 40*t APT*45*t*	Vera Cruz Mexican	T.3Cy.17″,28″&45″–30″ 123NHP 2SB,*4cf*,GS73,HS2022 R.Napier&Sons(Lim.)Gls.	13 ″ 0	
346 135680 JGVN	**Teign** *W.Thomas* –17 *Mchy.Aft*	**SteelSc** 1*Dk*(*Stl*-ws)	199 176 86	✠100A1 10,14 ✠LMC10,14	Sou	*c*	2,17	1914 10mo	Day, Summers&Co.Ld. Southampton *Lloyd's SA&CP*	Royal Mail Steam Packet Co.	110·3 F24′	21·1 FK *WB*=	10·1 *FPT*12*t*	S'thamptn British 3*BHCem*	C.2Cy.15″&30″–24″ (*s*) 120lb 37RHP 1SB,*2cf*,GS40,HS1050 Day,Summers&Co.Ld.Sou	11 ″ 0 s 1 ·3½ 10 ″ 1	
347 —	**Teikoku Maru** *T.Mayasaki* –17 (ex Mazagon) Wireless	**SteelScSr** ssKob.No.3–5,13 1*Dk*(*Irn*)&*Spardk*(*Irn*) ssKob.No.1–17 &*deepframing*	5175 4640 3228	✠100A1 *Spar dk* 2,17 ~~4,16~~ ~~BSS 6,16~~ ✠LMC ~~7,16~~ 2,17	N Yk Kob	*y*	~~3,15~~ N2,17	1894 7mo	A. Stephen &Sons Glasgow *Lloyd's SA&CP*	~~K. Yamashita~~ Yamashita Kisen Kabushiki Kaisha *WB*=*Cell DBa* 118′	400·0 P28′B84′F42′ BK11′ *uE&B* 52′*f* 148′983*t*	48·0 28·8	21·8 6*BHCem*	Fusan, Corea Japanese	T.3Cy.27″,45″&72″–48″ (*s*) 160lb *80lb* 418NHP 2DB,*12rf*,GS200,HS7142 A.Stephen&Sons,Glasgow	31 ″ 6	
348 137418 JHLP	**Teiresias** *D.Robinson* –16 *Elec.light*	**SteelScSr** 2*Dks*	7606 6304 4822					1914	Hawthorn, Leslie&Co.Ld Newcastle	Ocean S.S.Co.Ld. (A Holt&Co. *Mgrs*)	455·3 P53′B162′F60′	56·3	32·5	Liverpool British *WB*	T.3Cy.31″,51½″&86″–60″ 572NHP N.E.Marine Eng.Co Ld Nwc		BT till 6,17
349	**Teixeirinha** *M.J.das Neves* (ex Asuncion)	**SteelTwinScSr** 1*Dk*	*433* *399* *257*				…	1890	R. Duncan &Co. Pt.Glasgow	Cia. de Nav. S. João da Barra e Campos	159·7 B26′F17′	32·1 FK	9·0	R. Janeiro Brazilian *WB*	T.4Cy.(2)9″,18″&32″–22″ 57NHP Rankin&Blackmore,Grk.	9 ″ 7	
350 893 HBLW	**Teja** 6th Survey,Liv.4,02 (ex Tarapaca, ex Tito, 1st Survey,Liv.5,06 ex Concepcion, ex Truthful, ex Morgan *Well deck* Richards)	**IronScSr** 1*Dk*(*Irn*)2*trB*	1249 854 773	✠ 12,06 ✠NB7,92	Lon	Lv		1877 5mo	Palmer's Co.Ld. Newcastle	A. Haverbeck	220·6 P178′Q20*t*H24*t* F24′	31·1 BK8″	17·0 4*BH* *WB*=*DB*	Valdivia Chilian	T.3Cy.17″,28″&46″–33″ NDB87 119NHP 1SB,*3pf*,GS45,HS1760 *Tpd*.92J.Dickinson,Sld.	17 ″ 10	
351	**Tejo** *A.P.Gomez* 87–94 *Elec.light* *Mchy.Aft*	**SteelTwinSc** ssPra.No.3–3,04 1*Dk*&*Promenade dk*	*312* *226* *212*	✠ *For River purposes only* 9,07 ✠	Pra			1893 9mo	Murdoch& Murray Pt.Glasgow	Fonseca, Santos& Co.	140·2 F16′	30·1 FK	8·0 5*BHCem*	Pará Brazilian	T.6Cy.9¾″,15¾″&25″–18″ 71NHP 1SB,*2cf*,GS45,HS1332 Lees,Anderson&Co.,Gls.	8 ″ 5	
352 HGMS	**—** *A.Rodrigues Abbade* (ex Jupiter)	**SteelScK** ssAzr.No.1–05 1*Dk*	161 156 1	✠ *For towing purposes* 9,05 ✠	Azr	*b*		1901 9mo	J.P.Rennoldson&Sns. South Shields	Empreza Nacional de Nav. à Vapor para a Africa Portugueza	106·4	21·2 BK7″	11·1 4*BHCem*	Lisbon Portuguese	C.2Cy.21″&43″–27″ 97NHP 1SB,*3cf*,GS52,HS1719 J.P.Rennoldsn&Sns,S Shl.	12 ″ 0	
353	**Tekla** *N.E.Andersson* 13–13 (ex North Cape)	**SteelScSr** (*Trawler*) 1*Dk*	126 119 47				…	1890	J. Duthie Sons&Co. Aberdeen	Gadus Fabriker (H. Larsson, *Mgr.*)	98·1 H6*t*	20·2 BK6½″	10·5	Gothenbrg Swedish	C.2Cy.17″&34″–24″ 47NHP Blakie Bros. Aberdeen	10 ″ 10	
354 WLNG	**Tela** *J.Jensen* (ex Totai Maru) *Elec.light*	**SteelScSr** 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	3188 2757 2003	✠100A1 ~~7,17~~ ~~10,18~~ 11,17 NYk ✠LMC5,16	Kob	*t*		1916 5mo	Osaka Iron Works,Ld. Osaka *Lloyd's SA&CF*	Dmpsk.A/S Brödrene Wilhelmsens Rederi (Brödrene Wilhelmsen *Mgrs.*)	305·0 P19′B82′F32′ *Cell* *DB* 255′ 519*t*	43·7 FK	27·2 *FPT* 76*t APT*20*t*	Bergen Norwegian	T.3Cy.22″,37″&61″–42″ (*s*) 180lb 288NHP 2SB,*6cf*,GS90,HS3824 FD Osaka Iron Works,Ld.	27 ″ 3 s 4 ·4½ 23 ·2	
355 120820 HBRF	**Telamon** *W.A.Dawson* –15 *Elec.light* *Ref.Mchy.*	**SteelScSr** 2*Dks*	4509 3990 2843					1904	Workman, Clark&Co.Ld Belfast	Ocean S.S.Co.Ld. (A Holt&Co. *Mgrs*)	383·3 P40′B117′F43′	47·4	28·2	Liverpool British *WB*	T.3Cy.24″,41″&69″–54″ 350NHP Wrkman,Clark&Co.Ld Bel		BT till 8,17
356 125780 HNTK	**Telconia** (*Cable Vessel*) *L.Hoad* 04–09 *Elec.light*	**SteelTwinScSr** ssLon.No.1–13 Wireless 1*Dk*(*Stl*)&*Awng dk*(*Stl*-ws)	1013 925 395	✠100A1 *Awng dk* *with freeboard* 4,17 ✠LMC4,17	Lon	*m*	7,15	1909 4mo	Swan, Hunter&Wigham Richardson, Ld.Newcastle *Lloyd's SA&CP*	Telegraph Const.& Maintenance Co.Ld (F.R.Lucas, *Mgr.*) *WB*=*CellDBa&Side tanks*35′ *uE*20′*f*83′235*t*	213·2 20·8 FK&BK1¼″ *Tankbetweentunnels*24′	30·9	13·0 15*tDSideTanks*15′35*t FPT*25*t APT*25*t*	London British 6*BHCem*	T.6Cy.12″,20′&33″–24″ (*r*) 190lb 149NHP 2SB,*4cf*,GS62,HS2162 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc.	21 ″ 6 s 6 · 5 15 ″ 7	
357 NHBS	**Telde** (Captured and taken to Gibraltar) *Elec.light* *Mchy.Aft*	**SteelScSr** 1*Dk*	2073 1661 1203					1914	Schiffsw. v. Henry Koch Lübeck	Oldenbrg-Portug. Dmpfsch. Rhed.	290·7 P&B107′F81′	41·2	16·9	Oldenburg German *WB*	T.3Cy.22½″,36½″&56⁷⁄₁₀″–35½″ 191NHP Ottensener Msch.Fab.Alt.		G
358 GSLP	**Telegraaf** (*Cable Vessel*) *Elec.light* Wireless	**SteelTwinScSr** (ex Von Podbielski) 1*Dk*&*Spardk*	1500 1461 686					1899	D.J Dunlop &Co. Pt.Glasgow	Dutch Government (Colonial Navy)	265·6 B74′	35·1	22·4	Batavia Dutch *WB*	T.6Cy.17″,28½″&47″–33″ NB10 254NHP D.J.Dunlop&Co.Pt.Gls.		
359 WLPB	**Telegraaf XV.** *Clementsen* *Mchy.Aft*	**SteelSc** *Now named "Skogsö," See No. 57 in Suppl.* 1*Dk*	210 140 74					1908	J.&A.v.d. Schuyt Papendrecht	Peder Clemmentsen	131·2	19·0	7·0	Arendal Norwegian	T.3Cy.9″,15″&23⁵⁄₁₀″–14⅝″ 21NHP J.&A.v.d.Schuyt,Ppndrcht		V
360 WLPM	**Telegraaf XVI.** *Waren* *Mchy.Aft*	**SteelSc** *Oil Eng.* 1*Dk*	102 — 61					1911	J.&K.Smit Krimpen a/d Lek.	Den Norske Stat	103·8	17·9	7·1	Chrstiania Norwegian *WB*	Oil Engines 5Cy. Diesel Motor Aktieb. Skm.		V

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. / Master. / Special Surveys.	3 Material, Rig, &c. / Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned / now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. / Ship. / Engines.	9 By Whom. / Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L. R. Date of ✠ or Trade Cert.
361 PTKW	**Telegraaf XVIII.** *J. Witte* *Mchy. Aft*	**SteelSc** 1 *Dk*	306 283 173					1914	**E.J.Smit &Zoon** Hoogezand	**N.V. Vrachtvaart-ondern. Telegraaf XVIII** (Ch. Cornelder & Sons, *Mgrs.*)	158·8	21·7	9·3	**Rottrdam** Dutch *WB*	T. 3Cy. 12¼″, 19½″ & 32⅝″–17¾″ 45NHP E.J.Smit & Zoon, Hoogezand		C
362 Wrecked 1917 HMQW	**Telegraf** *M. Hansen*	**WoodScSr** 1 *Dk 2tr B*	733 573 440					1900	**E. Lindstöl** Risör	**Akties. Corona** (H.M.Wrangell & Co. Akties, *Mgrs.*)	173·5 Q56*t*	32·1 B75*t*	15·5 H10*t* F23*t* len09	**Haugesnd** Norwegian	T. 3Cy. 13″, 21″ & 33″–27″ 57NHP Akers Mek. Verks. Xia.		N
363	**—** (*Cable Vessel*) *F. F. von Krogh* –06	**SteelScSr** 1 *Dk*	227 167 123					1895	**Xiansands** Mek. Værks. Xiansand, S.	**DenNorskeStat** (Rigstelegrafen)	135·3 Q12*t*	20·4 B49*t*	10·3 H6*t* len09	**Chrstiania** Norwegian	T. 3Cy. 10″, 16″ & 25″–18″ NB09 27NHP Xiansands M.V., Xiansnd S.		N
364 RJHK	**Telegraph** *R. Uhtenwoldt*	**SteelScSr** (*Tug*) 1 *Dk*	147 141 1					1890	**H. Brandenburg** Hamburg	**Verein. Bugs.-& FrachtschfhrtGes.**	89·6	19·6	13·3	**Hamburg** German	C. 2Cy. 18⅞″ & 33″–23½″ HS1100 55NHP H. Brandenburg, Hamburg		
365 89165	**Tel-el-Kebir** *L. Pockett* –03 *Mchy. Aft*	**IronScSp**	163 137 79					1883	**G.K.Stothert&Co.** Bristol	**Alfred J. Smith, Ld.**	118·2	19·6	7·4	**Bristol** British	1Cy. 22″–18″ NB~~02~~17 35RHP G.K.Stothert & Co., Brs.		
366 115277 TJPL	**Telemachus** *J.A.Bebb* –15 *Elec. light*	**SteelScSr** 2 *Dks*	7450 6045 4802					1902	**Workman, Clark & Co. Ld** Belfast	**OceanS.S.Co.Ld.** (A.Holt&Co. *Mgrs*)	454·7 P53′B160′F57′	54·1	32·3 *WB*	**Liverpool** British	T. 3Cy. 28″, 48″ & 82″–60″ 521NHP Wrkman, Clark & Co Ld. Bel.		BT till 8,17
367 81368 PNVM	**—** *A. Fraser* –10	**IronScSr**	2186 2004 1340					1880	**A. Leslie& Co.** Newcastle	**LaiHingStmship Co. Ld.**	320·9 H135*t*	34·6	26·0	**HongKong** British	C. 2Cy. 27″ & 56″–52″ 188NHP R. Stephenson & Co., Nwc.		
368 HQMK	**Telemarken** *A. Olsen* 00– (*ex* Thelemarken)	**IronScSp** 1 *Dk*	128 59 77					1876	**Akers.** Mek. Værks. Christiania	**Skien-Telemarken Dampskibselsk.**	101·7 P21*t* H26*t* F21*t*	17·0	5·7	**Skien** Norwegian	C. 2Cy. 13″ & 25″–14½″ 20NHP Akers. Mek. Værks. Xia.		
369 JRQV	**Telesfora** *J.B. Marcaida* (*ex* Inchbarra)	**SteelScSr** *ss* Bry. No. 3–7,04 *ss* Liv. No. 2–13 2 *Dks* (*Irn*) & *Webframes*	*4069* *3791* *2668*	✠100A1 3,16 BS9,16 ✠LMC5,12	Liv	*w*	2,15	1891 8mo	**W. Gray& Co.** (Lim.) W Hartlepool A&CP	**Larrinaga&Co.**	365·0 P31′B88′F38′ BK11″ *WB = Cell*	47·1	26·5 6 *BHCem* *DB* 312′872*t*	**Bilbao** Spanish	T. 3Cy. 27″, 43″ & 72″–45″ (*s*) 160lb *100lb* NDB98 333NHP 2DB, *8rf*, GS150, HS4760 Cen. Mar. Eng. Wrks. W Hpl	29 ″ 4 s 5 ″ 9 24 ″ 8	
370 5045 JRPS	**Tell** *A. V. Johansson* –14 *Mchy. Aft*	**CompScSr** 1 *Dk*	189 157 90					1909	**Sjötorps** Varf Sjötorp	**Sjötorps Rederiaktieb (G. Groth, *Mgr.*)**	100·9 B20′H9′	22·6	9·8	**Mariestad** Swedish	C. 2Cy. 9½″ & 21″–13½″ 12NHP Wlhlmsbergs M V Akt. Got.		
371 142405 JTHB ~~PTLB~~	**Tellus** ~~*N.H.C. van Baaren*~~ *Elec. light*	**SteelScSr** 2 *Dks*	1522 1232 918					1904	**Nederl.** Schps. Maats. Amsterdam	**The Shipping Controller (W H Seager & Co. Ld. *Mgrs.*)**	251·3 Q78′B60′F32′	34·5	18·5	~~**Amstrdam**~~ ~~**Dutch**~~ London *WB* British	T. 3Cy. 19¾″, 30$\frac{3}{16}$″ & 51″–35″ 154NHP Ned Fb. v. Wrk & Spoor, Ams		V
372 2595 HRDV	**—** *J.W. Eriksson* 10–10	**SteelScSr** 1 *Dk 2tr B*	1041 *Now named "Polstell," See No. 37 in Supplement* 695					1882	**MotalaCo.** Mek. Verkstad Norrköping	**Stockholms Rederiaktieb. Svea (Hj Blomberg *Mgr*)**	204·8 P117′	29·8 H12*t*	17·1 F24′ *WB*	**Stockholm** Swedish	T. 3Cy. 14¾″, 23¾″ & 38″–25¾″ NE00 61NHP W. Lindberg's M.V. Skm.		V
373 94423 LVFH	**Temaire** *C. Cattrall* –17 (*ex* Burnock) *Mchy. Aft* *Well deck*	**SteelSc3MstSr** *ss* Hpl. 2nd No. 3–7,14 1 *Dk* (*Irn*)	438 339 206	✠100A1 ~~1,17~~ ~~12,16~~ 1,18 ✠NB4,07 ✠LMC MS7,14 BS~~10,16~~ 11,17	Abn Cff	*g*	~~10,16~~ 11,17	1890 8mo *Lloyd's*	**S M'Knght & Co.** Ayr *A&CP*	**Donald Macleod & Co.** (London Trans-port Co. Ld. Crown, Jenkinson & Co. *Mgrs*)	158·5 Q82′B7′F19′ BK7″ *WB =*	25·1	11·8 3 *BHCem* *FPT* 40*t*	~~**Aberdeen**~~ London British	T. 3Cy. 14″, 22½″ & 36″–27″ (*s*) 160lb 75RHP 1SB, *2pf*, GS38, HS1230 W. Kemp, Glasgow	12 ″ 9 s ″ 11 12 ″ 7	
374 4761 JQNT	**Temis** *A.R. Wijk* 11–11	**SteelScSr** (*ex* Carl) 1 *Dk*	638 441 327					1907	**Göteborgs** M.V. Aktieb. Gothenburg	**Ångf. Aktieb. Nornan (Th. Ahrenberg, *Mgr.*)**	167·0 Q94′B37′H25*t* F22′	28·4	10·9	**Gothenbrg** Swedish *WB*	T 3Cy. 14$\frac{3}{16}$″, 22¼″ & 37$\frac{7}{16}$″–23⅝″ 68NHP Göteborgs M V. Aktieb. Got		V
375 203894 KVWD	**Temple E. Dorr** *B. Anfinsen*	**WoodScSr** 1 *Dk*	720 — 453					1907	..... Hoquiam Wh.	**Hicks-Hauptman Navigation Co. (C. R. McCormick & Co. *Mgrs.*)**	176·4	38·0	12·3	**S. Frncisco** Utd. States			
376 129787 HVBQ	**Tempo** *G.H. Woodfield* –14 *Well deck* *Elec. light* Sub. Sig.	**SteelScSr** 1 *Dk* (*Stl*)	1379 1045 687	✠100A1 6,14 ✠LMC11,16	Nwc	*o*	11,16	1911 12mo *Lloyd's*	**S.P. Austin & Son, Ld.** Sunderland *A&CP*	**PeltonS.S.Co.Ld.** *WB = Cell D Ba 56′ u E6′*	240·0 Q133′F27′ FK *B38′ f 99′ 361 t Sideta*	35·0	15·6 4 *BHCem* *nksin ER* 10′	**Newcastle** British Christiania	T. 3Cy. 20″, 33″ & 54″–36″ (*s*) 180lb *100lb* 210NHP 2SB, *6pf*, GS111, HS3523 G. Clark, Ld. Sunderland *75t FPT 77t APT 124t*	17 ″ 9 s 1 ″ 7½ 16 ″ 4	
377 MLBJ	**—** ~~*Ivgens* 16~~ (*ex* Ingvar) *S. Irgens* 17–17 *Mchy. Aft*	**SteelScSr** *ss* Xia. No. 3–4,16 1 *Dk* (*Stl*)	628 503 326	✠100A1 6,17 ~~4,16~~ BS6,17 ✠LMC4,16	Xia Shl	*i*	~~4,16~~ 6,17 2,18	1903 5mo *Lloyd's*	**P. Larsson** Thorskog *A&CP*	~~**G.H. Engelhart**~~ (Dmpsk Akties Adine (C H Engelhart, *Mgr*) *WB = Cell D*	181·6 P49′Q5′H18*t* F17′ FK *Bf* 116′ 151*t* *FPT* 22*t*	29·5	12·1 3 *BHCem* *APT* 23*t*	~~**Kragerö**~~ Norwegian	C. 2Cy. 16″ & 30″–22″ (*s*) 120lb *80lb* 46NHP 1SB, *2cf*, GS22, HS871 P. Larsson, Thorskog	14 ″ 4 s 1 ″ 9 12 ″ 9	
378 136727	**Tenacity**	**SteelSc** 1 *Dk* (*Stl*)	69 68 —	✠100A– *For towing purposes* 12,14 ✠LMC12,14	Wvn			1914 12mo	**Rennie** Forrestt S.B. E&D D.Co Ld. Wivenhoe	**J.G. Hammond, jr., & Co.**	70·9	18·0 BK5″	8·7 4 *BHCem*	**London** British	T. 3Cy. 10¾″, 17″ & 28″–18″ (*s*) 180lb 40RHP 1SB, *2pf*, GS36, HS1019 Crabtree & Co. Ld. Gt. Ymth.	9 ″ 1	
379 212655 LDSR	**Tenadores** *L.H. Porter* –13 Sub. Sig. Wireless *Elec. light* *Ref. Mchy.*	**SteelTwinScSr** 2 *Dks* & 2*pt dks*	7782 5891 4559					1913	**Workman, Clark & Co Ld.** Belfast	**TenadoresS.S. Corp. (United Fruit Co. Line)**	470·4 P48′B245′F47′	55·3	30·8 *WB*	**New York** Utd. States	Q. 8Cy. 23½″, 33½″, 47½″ & 68″–45″ 620NHP Workman Clark & Co Ld Bel		C
380 121262 HDNW	**Tenasserim** *D.D. McCallum* –14 Wireless	**SteelScSr** 2 *Dks*	5089 4601 3276					1905	**W. Denny &Bros.** Dumbarton	**Brit. & Burmese SN Co. Ld. & Burmah S.S. Co. Ld.** (P Henderson & Co. *Mgrs.*)	411·0 P37′B136′F43′	52·2	28·0 *WB*	**Glasgow** British	T. 3Cy. 28½″, 46½″ & 76″–54″ 424NHP Denny & Co. Dumbarton		C
381 55 SLGM	**Tenax** *S. Pitalello* –11 (*ex* Salvor, *ex* Southmoor) *Elec. light*	**SteelScK** *ss* Mes. No. 3–5,13 1 *Dk*	144 139 44	✠100A1 *For Salvage & Towing purposes* 4,16 ~~BS4,16~~ BS12,17 ✠LMC5,13	Nap		4,16	1900 3mo *Lloyd's*	**Smith's** Dock Co. Ld. North Shields *A&CP*	**Soc. Anon. Salvataggi e Ricuperi**	99·9 Q46′F19′ BK7½″	20·0	11·0 3 *BHCem*	**Messina** Italian	T. 3Cy. 11½″, 18″ & 30″–21″ (*s*) 180lb 72NHP 1SB, *2pf*, GS26, HS816 N.E. Marine Eng. Co. Ld. Sld	11 ′ 8 s 1 ″ 1½ 11 ″ 5	
382 13679 LPRK	**Tenbu Maru** *Elec. light*	**SteelScSr** (*ex* Vorwärts) 2 *Dks*	995 776 617					1895	**Howaldts-werke** Kiel	**Hakuyo Kisen Kabushiki Kaisha**	230·6 P28′B69′F29′	33·6	12·5 *WB*	**Ushioye** Japanese	T. 3Cy. 17″, 27⅝″ & 43⅜″–24$\frac{7}{16}$″ 93NHP Howaldtswerke, Kiel		

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. / Visites Périodiques. Nombres des Ponts.	3 Ex-nom, s'il y a lieu.	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Forme assignée maintenant; expire. Lettre d'Equipement	8 Tirant d'eau Moyen.	9 Dernière visite de l'arbre porte-hélice	10 Construit. Quand. — Navire. — Mach.	Par qui. — Où.	11 Armateurs.	12 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	13 Port d'Armement. Pavillon.	14 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	15 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	16 Registres où cette Table est Analysée. Voir la Table des Clefs.
383 128764 JGTC	**Tenby** *W.Jones* –15 1 *Dk*	**SteelScK**	215 189 84	✠100A1 *Stm Trawler* 6,15 ✠LMC1,13	Mil			6,15	1913 1mo *Lloyd's*	Smith's Dock Co. Ltd. Middlesbro' *sA&CP*	Hancock, Harries & Cooper J. W. Smethurst	117·4 | 22·0 | 11·7 Q69'F19' BK 7½"	Milford British	T.3Cy.12½",20"&34"–24" (*s*) 180lb 74RHP 1SB,*3pf*,GS40,HS1281 Smith's Dock Co. Ld. Mdb.	12 " 6	
384 124726	**Tenby Castle** *H.Hills* –13 *ss* Sws. No. 1–12 1 *Dk*	**SteelScK**	256 228 101	✠100A1 *Stm Trawler* 12,13 BS6,14 ✠LMC6,13	Sws		12,13		1908 3mo *Lloyd's*	Smith's Dock Co. Ld North Shields *sA&CP*	Castle S. Trwlrs, Ld (C. Heron, *Mgr.*)	125·4 | 22·1 | 12·1 Q74'F19' BK 7½" *WB*=	Swansea British	T.3Cy.12½",21"&35"–26" (*s*) 180lb 80RHP 3*BHCem* *DB*f26'15*t* Shields Eng. Co. Ld. N.Shl.	13 " 0	
385 13096 LMJD	**Tenchi Maru** (*ex* Peiho, *ex* Medan, *ex* Maha Vajiravudh) *Elec. light* 1 *Dk* & *Awng dk*	**SteelScSr**	793 — 455				...		1899	Burmeister & Wain Copenhagen	Osaka Shosen Kabushiki Kaisha	188·4 | 28·4 | 9·8 16·8 FK	Osaka Japanese	T.3Cy.14½",23"&36"–24" 87NHP *WB* Burmeister & Wain, Cpn.	19 " 0	
386 8938 JPBG	**Tencho Maru** *H. Noguchi* 11–12 *ex* Myrmidon)	**SteelScSr** (*ex* Tatsu Maru, 2 *Dks*	3138 2762 1945						1890	Scott & Co. Greenock	Tatsuuma Kisen Goshi Kaisha	345·6 | 37·7 | 27·2 P16'B48'F46'	Nishino-miya Japanese	C.2Cy.26¾"&62"–60" 248NHP Scott & Co. Greenock		
387 2 QBCF	— *Elec. light*	**SteelScSr** 1 *Dk* & 2*nd dk*	1251 1078 747				...		1912	Taikoo Dk-yd & Eng Co of Hong K'ng Ld Hong Kong	Minamimanshu Tetsudo Kabushiki Kaisha	245·0 | 36·0 | 14·4 B61'F30' FK	Dairen Japanese	T.3Cy.17",27"&44"–30" 155NHP *WB* Taikoo Dkyd. & Eg. Co. of Hong Kong, Ld.	16 " 6	
388 146 QJVB	**Tendaba** *de Gaubie* –11 *Mchy. Aft* 1 *Dk* (*Stl*–ws) *Cargo battens not fitted*	**SteelScSr**	174 146 81	✠100A1 9,12 ✠LMC10,11	Dakar	*b*	11,15		1911 10mo *Lloyd's*	Jonker & Stans Hendrik Ido Ambacht *sA&CP*	Maurel frères	113·0 | 20·5 | F19' FK *WB*=*FPT*36*t*	Dakar French	C.2Cy.12½"&25⅝"–13½" (*s*) 120lb 39NHP 1SB.*2cf*,GS30,HS925 *APT*21*t* Alblasserdam Msch Fab Alb	8 " 7 s 1 " 1½ 7 " 9	
389 NHBM	**Teneriffa** *L. Schumacher* 90–13 *Elec. light* *Mchy. Aft* 1 *Dk*	**SteelScSr**	2075 1608 1201						1913	Schiffsw. v. Henry Koch Lübeck	Oldenbrg-Portug. Dmpfsch. Rhed.	290·6 | 41·2 | 16·8 P&B107'F81'	Oldenburg German	T 3Cy.22½",36½"&56⅞"–35½" 190NHP *WB* Ottensener Maschf. Altona		G
390 90019 JTWK	**Teneriffe** *C.H.Jones* –14 5th Survey, Ham. 4,09 2 *Dks* (*Upt Stl*-ws)	**SteelScSr**	1800 1617 1148	✠ 2,12	Ham	Lv	16·08 17·12 18·15 19·17		1885 2mo	Harland & Wolff Belfast	British & African S.N.Co.Ld. (Elder, Dempster & Co. Ld. *Mgrs.*)	301·0 | 36·0 | 19·8 P43*t*H139*t* BK 8"	Liverpool British	C.2Cy.32"&64"–42" 221NHP 2B,*6pf*,GS123,HS3368 7*BH*1PBH Harland & Wolff, Belfast	21 " 4	
391 17163 MLTF	**Tenkyo Maru** 2 *Dks*	**WoodScSp**	190 — 111						1914	Ono Zosensho Hakodate	U. Mayeda	115·6 | 17·5 | 12·7 B22'	Hakodate Japanese	C.2Cy.12⅝"&24½"–16" E&B *mde* 01 *reftd* 14 20NHP *WB* Ono Tekko Zosensho, Hakodate		
392 145783	**Tennessee** *G. Enos* *Elec. light* 2 *Dks*	**SteelTwinScSr**	1240 — 743						1898	Harlan & Hollings-worth Co. Wlmgtn, Del.	Hartford & New York Transprtn. Co	245·0 | 38·0 | 15·8 H—	Hartford Utd. States	T.6Cy.18",28"&45"–30" 222NHP Harlan & Hollingsworth Co. Wilmington, Del.		
393 18930 MWRK	**Tenno Maru** *R. Minagawa* –16 *Elec. light* 1 *Dk*	**SteelScSr**	2148 1886 1290						1916	Uraga Dock Co. Ld Uraga	Furukawa Gomei Kaisha	268·0 | 40·8 | 23·6 P13'B58'F27'	Kobe Japanese	T.3Cy.19",32½"&52"–39" 169NHP *WB* Uraga Dock Co. Ld. Uraga	23 " 6 s 4 " 0½ 19 " 9	
394 112425 SBFD	**Tennyson** *P.H.Symons* –16 *ss* N.Yk.No.3–7,13 (*ex* Evangeline) *ss* Bkn. No. 1–16 *Elec. light* 1 *Dk* (*Stl*) & *Spar dk* Wireless (*Stl*–ws) & *deep framing*	**SteelScSr**	3944 3356 2482	✠100A1 *Spar dk* 16,17~~,16~~ ✠LMC11,16	Bkn Mch	*w*	11,16		1900 10mo *Lloyd's*	A. Stephen & Sons Glasgow *sA&CP*	Liv Brazil & R Plate S.N.Co.Ld. (Lamport & Holt Ld., *Mgrs.*)	371·5 | 45·2 | 18·8 P34'B120'F40' 27·6 FK *WB*=*CellDBa*84'*uE* &B70'*f*108'	Liverpool British	T.3Cy.28",46"&75"–51" (*s*) 180lb 605NHP 6*BHCem* 4SB,*12cf*,GS319,HS9368 FD A. Stephen & Sons, Glasgow 574*tDTa*22'505*tAPT*41*t*	30 " 6 s 5-10½ 25 " 3	BT till 11,17
395 2195 JFBS	**Tenö** 1 *Dk*	**IronSc**	126 66 86						1875	W. Lindbergs Aktieb. Stockholm	Vaxholms Nya Angf. Aktieb. (B. von Sydow, *Mgr*)	94·2 | 17·6 | 8·3 Q31' B37' H9*t*	Vaxholm Swedish	C.2Cy.11"&24"–21" 22NHP W. Lindbergs Mek. V., Skm.		
396 14168 LQPM	**Tenpaisan Maru** *H. Tsuji* –11 *ss* Kob. No. 1–16 *Elec. light* 1 *Dk* (*Stl*) *Cantilever framing, topside tanks*	**SteelScSr**	5005 4535 2637	✠100A1 7,17~~10,16~~ ✠LMC~~8,16~~ 7,17	Yka Kob	*y*	~~4,15~~ ,17		1911 7mo *Lloyd's*	J L Thomp-son & Sons, Ld Sunderland *sA&CP* *WB*	Mitsui Bussan Kaisha, Ld.	380·7 | 53·6 | 27·1 P38'B111'F36' FK =*CellDBa*126'*uE* *Top*	Kobe Japanese	T.3Cy.26",42"&70"–48" (*s*) 180lb *180lb* 417NHP 6*BHCem* 3SB,*9cf*,GS190,HS7114 Blair & Co. Ld. Stockton *&B*39'*f*167'1126*t* *side Tanks*340' 1416*t Poop Tank* 18'150*tFPT*107*tAPT*101*t*	29 " 7 s 5 " 10 24 " 1	
397 10237 JWVS	**Tenri Maru** *ss* P.Gls.No.2–99 (*ex* Nagara Maru, *ex* Nagadan, *ex* Carrick Castle, *ex* Culzean Castle, *ex* Windsor Castle) 1 *Dk* (*pt Stl*-ws)	**SteelPadSr**	826 — 461	✠ 9,00 ✠	PGls	*j*			1891 12mo	Southmptn Nav Wrks. Ld Southampton	Nakamura Goshi Kaisha	246·5 | 27·6 | 10·2 Q24'B142'F44' FK	Kishiwad-ahama Japanese	T.D.Cy.26⅞",40"&64½"–59" 320NHP 1DB,*8rf*,GS156,HS5300 FD 8*BHCem* Sou. Naval Works, Dd. Sou.	11 " 0	
398 1709 HLFK	**Tenriu Maru** 2 *Dks*	**WoodScSr**	169 — 84						1897	Kajiwara Umanosuke Osaka	Tokiowan Kisen Kabushiki Kaisha	112·2 | 16·0 | 12·7	Tokio Japanese	C.2Cy.15"&30"–18" 32NHP Kimura Jusuke, Osaka		
399 1696 HLDN	**Tenriugawa Maru** 2 *Dks*	**StlTwinScSr**	659 554 408						1897	Osaka Iron Works Osaka	Osaka Shosen Kabushiki Kaisha	176·8 | 24·6 | 16·3	Osaka Japanese	T.6Cy.12",18½"&31"–22" 90NHP Osaka Iron Works, Osaka		
400 14353 LPVN	**Tenryu Maru** *N. Takado* –16 *ss* Kob. No. 3–8,11 (*ex* Jenny) *ss* Kob. No. 1–15 1 *Dk* (*Stl*) & *deep framing*	**SteelScSr**	2520 2214 1603	✠100A1 9,17~~,17~~ BS1,17 ✠LMC7,16	Kob	*t*	N1,17		1899 1mo	R. Craggs & Sons Middlesbro' A&CP	Hakuyo Kisen Kabushiki Kaisha *WB*=*CellDBa*92'	300·0 | 43·0 | 20·5 P27'B58'F33' FK *uE&B*36'*f*120'625*t*	Ushioye Japanese	T.3Cy.22½",36½"&61"–42" 160lb (r) 245NHP 5*BHCem* 2SB.*6cf*,GS111,HS3732 *APT*41*t* Sir C. Furness, Westgarth & Co. Ld. Mdb.	23 " 0 s 3-10½ 19 " 5	
401 16017 MFNJ	**Tensei Maru** (*ex* Megna)	**SteelScSr**	1312 1178 760						1889	W. Denny & Bros. Dumbarton	T. Shimatani	230·0 | 36·2 | 17·5 B51'F35'	Nishino-miya Japanese	Q.4Cy.16",24",32"&47"–36" 98NHP Denny & Co. Dumbarton		
402 8965 JNGF	**Tenshin Maru** *H. Kawai* –16 *ss* Yka.No.3–8,15 (*ex* Saint Irene) 1 *Dk* (*Irn*) & *Spar dk* (*Irn*) & *Web frames*	**SteelScSr**	4003 3733 2479	✠100A1 *Spar dk* ~~9,17 8,16~~ 11,17 ✠LMC~~8,16~~6,17	Kob	*w*	N8,16		1894 5mo	J. Laing Sunderland A&CP	Nippon Yusen Kabushiki Kaisha	357·0 | 45·5 | 19·0 P35'B78'F35' 26·7 BK 9" *WB*=*CellDB*300'	Tokio Japanese	T.3Cy.25",41½"&67"–45" 180lb 325NHP 6*BHCem* 3SB.*9rf*,GS180,HS4988 662*tAPT*50*t* G. Clark, Ld. Sunderland	29 " 5 s 6 " 5½ 23 " 11	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. / Master. / Special Surveys.	3 Material, Rig, &c. / Late Name if any. / No. of Decks, &c.	4 Register'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now spired. Extinct Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 Built. By Whom. — Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Dates of Ir. of Trad. Cert.
403 9690 JTWD	**Tenshin Maru** *Master.*	**WoodScSr** (*ex*OnoMaru) 2*Dks*	557 511 345	✠ 100A1 12,15	Osaka	*t*		1905	S.Ono Osaka	**TsushimaUnyu KabushikiKaisha**	165·6 24·0 17·9			**Nishino-miya** Japanese	T.3Cy.13¼",21¼"&34½"–24" 57NHP S.Ono,Osaka		
404 17337 MNTC	**Tensho Maru** *S.Tanaka* –16 *Elec.light*	**SteelScSr** 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	3186 2757 2005	✠ 100A1 12,15	Osaka	*t*		1915 12mo *Lloyd's A&CP*	Osaka Iron Works,Ld. Osaka *Cell D Ba85'*	**HakuyoKisen KabushikiKaisha**	305·3 43·7 27·2 P19'B82'F32' FK *uE&B33'f122'519t*			**Ushioye** Japanese 5*BHCem* *APT20t*	T.3Cy.22",37"&61"–42" (*s*) 180lb 288NHP 2SB,*6cf*,GS90,HS3824 FD OsakaIronWrks,Ld.Osaka	27 " 3 s 4 " 4½ 23 " 2	
405 19752 NFKS	— *J.Nozawa* –16 *Elec.light*	**SteelScSr** 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	3186 2757 1987	✠ 100A1 1,18 ~~12,16~~	Kob	*t*		1916 12mo *Lloyd's A&CP*	OsakaIron Works,Ld. Osaka *Cell D B254'473t*	**KoichiroKoguma**	305·0 43·7 27·2 P19'B82'F32' FK *DTa 25'534t FPT1*			**Amagasaki** Japanese 5*BHCem* 12*t APT20t*	T.3Cy.22",37"&61"–42" (*s*) 180lb 288NHP 2SB,*6cf*,GS90,HS3824 FD OsakaIronWrks,Ld.Osaka	27 " 3 s 4 " 4½ 23 " 2	
406 LFKQ	**Tensift** *A.Aymon* –13	**SteelScSr** (*ex*Rubin) 1*Dk*	618 457 345					1911	Hlsingbrgs Varfs Aktieb. Helsingborg	**Cie.deNav.Maroc. &Arménienne (Cie.deNavigation Paquet)**	176·0 30·2 12·2 P25*t*Q38*t*B85*t*H18*t* F13*t*			**Marseilles** French *WB*	C.2Cy.16¾"&31½"–21⅛" 38NHP HelsingbrgsVarfs.Aktieb.		V
407 140384 JRMF	**Tenterden** *Buckley* –17 *Elec.light*	**SteelScSr** 1*Dk*(*Stl*)	4104 412 3811 258	✠ 100A1 10,17 (*ClassContem.plated*) ✠LMC10,17	Sld	*w*		1917 10mo *Lloyd's A&CP*	J.L.Thompson&Sons,Ld Sunderland *Cell D B310*	Norfolk&North AmericanStmShpg Co.Ld. (Furness, Withy&Co.Ld.,*Mgrs.*)	~~351·0~~ 50·9 26·0 P23'B96'F31' 351·7 FK 1014*t FPT79t APT146t*			London British 6*BHCem*	T.3Cy.25",42"&68"–48" (*s*) 180lb *90lb* 365NHP 2SB,*8cf*,GS147,HS5869 J.Dickinson&Sons,Ld.Sld.	28 " 5 s 5 " 3 23 " 7	
408 17185 MLVQ	**Tentoku Maru**	**WoodSc** 1*Dk*	358 264 267					1916	Hakodate S.B.Co.Ld. Hakodate	**S.Hatanaka**	133·7 23·0 13·1			**Hakodate Japanese**	C.		
409 16446 MHSJ	**Tenun Maru**	**SteelScSr** 1*Dk*	643 — 331					1913	S.Ono Osaka	**HakuyoKisen KabushikiKaisha**	179·8 25·7 14·2 B40'F26'			**Ushioye** Japanese	T.3Cy.11",19"&32"–22" 48NHP S.Ono,Osaka		
410 11070 LFKB	**Tenyo Maru** ~~*W.G.Smith* –16~~ *Elec.light* Wireless *deep framing* Sub.Sig. *Shelter dk*(*Stl*–teak s) *K.Hashimoto* –13	**SteelTrpScSr** ~~ssH.Kg.No.1–16~~ 3*Dks*(*Stl U&M*–ws) &*Web frames*& ssH.Kg.No.2–17	13398 11240 6292	✠ 100A1 *Shelter dk* *with freeboard* ~~16'~~ 1,18 *Fitted for oil*	HKg	*jt*	1,18 *F.P. a* 08 =	1908 4mo *Lloyd's A&CP* *fuel* 4, *Cell D*	MitsuBishi Dkyd&EWks Nagasaki *above* 1 50°F. *Ba* 11 3'*uE&B168'f*	**ToyoKisen KabushikiKaisha**	558·0 61·9 35·5 FK&BK2½" 165'1694*t Deeptan* *ksf*35'1381*t*&28'119			**Yokohama** Japanese 12*BHptCem* *ptAsp* *4t 'tween dk*	3 Steam Turbines (*s*) 180lb 13SB,*52cf*,GS981,HS37661 ParsonsMar.S. FD TurbineCo.Ld.Nwc. *tank*510*t FPT92t APT125t*	38 " 8 s 8 " 8 31 " 9	
411 10298 LBMH	—	**WoodScSp** 2*Dks*	277 — 162					1906	B.Mizo-buchi Ominato	**TsushimaUnyu KabushikiKaisha**	132·3 18·9 14·3 B19'			**Nishino-miya** Japanese	T.3Cy.10½",15"&24⅜"–18" 21NHP		
412 9284 JSFQ	**Tenyu Maru**	**SteelScSr** 2*Dks*	778 698 482					1904	S.Ono Osaka	**KitanihonKisen KabushikiKaisha**	185·5 26·4 18·7 B33'F20'			**Nishino-miya** Japanese	T.3Cy.14",23"&37"–26" 70NHP S.Ono,Osaka		
413 15175 LWKD	—	**SteelScSr** 1*Dk*	205 — 75					1912	GoshiKaishaHarada Shoko, Osaka	**M.Iwanaka**	117·0 21·3 11·3 P63'F20'			**Osaka** Japanese *WB*	T.3Cy.11⅜",19"&32"–22" Goshi 48NHP KaishaHaradaShoko		
414 43 QBFT	**Tenzan Maru** *Y.Fukuda* –17 (*ex*Anapa) 1*Dk*(*Stl*)&*Spardk*(*Stl*)&*deep framing*	**SteelScSr** ssBkn.No.3–7,08 ssKob.No.~~1–12~~–17	3513 3379 2665	✠ 100A1 *Spardk* ~~8,18 —16 8,17~~ ~~BC2,16~~	Nag Kob	*w*	~~11,14~~ 3,17	1896 2mo	Palmers' Co.Ld. Newcastle	**K.Hashimoto** *WB*=*Cell DB a122'uE&B40'413t*	350·0 45·2 17·9 P39'B76'F40' 25·8 FK *FPT75t APT141t M T30'510t*			**Jinsen** Japanese 6*BHCem*	T.3Cy.24",40"&64"–45" (*s*) 180lb 304NHP 2SB,*6cf*,GS88,HS4858 Palmers'Co.Ld.Newcastle	28 " 5 s 5 " 7½ 23 " 2	
415 QJHF	**Teo Pao** *W.Luers* *Elec.light*	**SteelScSr** 2*Dks*	1655 1438 972					1907	Schiffsw. v. Henry Koch Lübeck	**Norddeutscher Lloyd**	265·7 37·8 18·4 P&B154'F40' *WB*			**Bremen** German	T.3Cy.20½",33½"&53"–33½" 163NHP J.F.Ahrens,Altona		G
416 216	**Teodor** *A.Freiman*	**IronScSr** (*ex*Tessin) 1*Dk*	102 — 63					1870	Motala Mek.Verk. Gothenburg	**W.Mikalk**	86·7 16·8 9·0 B26'H8*t*			**Windau** Russian	C.2Cy.8"&15⅜"–15⅜" 8NHP *Cmp.*07RapidsM.V.Got.		
417 JRSV	**Teodoro Llorente** *Sent* (*ex Yacht* Zenaïda,*ex*Maroussia, *ex*Roxana,*ex*Foros,*ex*Amy) *Elec.light* Wireless	**SteelScSr** ssSou.2ndNo.3–7,10 2*Dks*	907 — 475	✠ 7,10	Sou			1885 4mo	D&W Henderson&Co. Glasgow	~~Cia.Valenciana de Vap.Correos de Africa~~ Cia Trasmediterranea	221·3 28·1 17·8			**Valencia** Spanish 6*BHCem*	C.2Cy.29"&58"–36" 1B,*6cf*,GS130 170NHP D&W.Henderson,Gls.		V
418 89336	**Terara** *G.Ricketts*90–96	**IronPad** 1*Dk*	152 — 96					1885	Atlas Engine Co.Ld. Sydney	**NorthCoastSteam Nav.Co.Ld.**	125·3 20·0 6·7			**SydnyNSW** British	C.2Cy.14½"&25"–48" 30RHP AtlasEng.Co.,Ld.,Sydney		
419 117594 WPHM	**Terawhiti** *A.Watchlin*12–12 *Elec.light*	**SteelScSp** (*Tug*) 1*Dk*	260 230 102					1907	Ramage& Ferguson,Ld Leith	**UnionS.S.Co.of NewZealand,Ld.**	120·2 24·1 11·8			**Dunedin** British *WB*	T.3Cy.16",26"&42"–27" 99RHP Ramage&Ferguson,Leith		
420 110150 RFSN	**Terek** *G.G.Graham* –17 *Mchy.Aft* *Elec.light*	**SteelSc3MstSr** ssLon.No.3–12,10 ssNwc.No.1–15 2*Dks*(*Stl*)&*Web frames*	3710 3450 2352	✠ 100A1 11.12.17 *Carrying Petroleum in bulk*	Brs Lon	*w*	N2,17	1899 6mo	SirJ.Laing &Sons,Ld. Sunderland	~~Petroleum S.S.Co Ld(BritishTanker Co.Ld.,*Mgrs.*)~~ *WB*=*Cell DBuE&*	335·5 45·0 28·1 P81'B22'F38' FK *B52'127t FPT138t*			**London** British 12*BHCem* *APT92t*	T.3Cy.24½"&40",&66"–45"(*s*) 180lb *180lb* NDB15 326NHP 2SB,*6cf*,GS146,HS5050 G.Clark,Ld.Sunderland	29 " 6 s 5 " 11½ 24 " 0	
421 HSFW	**Teresa** *A.Ivancich*	**SteelScSr** ssTri.No.3–4,12 1*Dk*(*Stl*)&*Spardk*(*Stl*) &*deep framing*	3769 3630 2381	✠ 10,16 *Spar dk*	Tri	*w*		1900 1mo *W*	Russell& Co. PortGlasgow	**UnioneAustriaca diNav.(Soc.Anon.)** *B*=*Cell D Ba112'*	344·6 49·8 17·9 P26'B72'F36' 25·9 FK *uE&B40'f146'899t*			**Trieste** Aust.-Hung. 6*BHCem* *APT71t*	T.3Cy.25½",41"&67"–45" NDB12 345NHP 2SB,*6rf*,GS109,HS4474 FD Blackwood&Gordon,P.Gl.	28 " 5	
422	— *Well deck*	**SteelScSr** ssSng.No.3–5,98 ssSng.No.2–07 1*Dk*(*Irn-pt*ws)2*trB*	1177 920 753	✠ 5,13	Sng	*o*		1886 5mo	Grangemth Dockyard Co. Grangmouth		240·6 33·1 14·3 Q81'B67'F27' *pt Shaded* 43'BK7½" *WB*=*Cell DB197'*			Chinese 4*BHCem* 340*t APT15t*	T.3Cy.18",30"&48"–36" NDB97 142NHP 2SB,*4cf*,GS120,HS2190 Hutson&Corbett,Glasgow	16 " 10	
423	— *Mchy.Aft*	**IronSc3MstSr** 1*Dk*	*307* 275 *173*			...		1890	TA Walker Sudbrook		151·0 26·3 8·0 FK			Argentine	Q.4Cy.9",12",16"&25"–21½" NB12 29NHP Fleming & Ferguson,Psy.	8 " 6	
424 635 SLNX	**Teresa Accame** *G.Cevasco*12–12 (*ex*Augustus,*ex* Waikato)	**SteelScSr** ssLon.No.3–8,04 ssBry.No.1–09 1*Dk*(*Irn*)&*Spardk*(*Stl*)3*trB*	4742 4534 3029	*Spar dk* 7,13	Rot	*y*		1892 10mo	W.Doxford &Sons,Ld. Sunderland	**FratelliAccame di L.**	400·0 48·0 21·7 P29'B90'F40' 29·3 FK *WB*=*Cell D*			**Genoa** Italian 6*BHCem* *B326'1176t*	T.3Cy.24",44"&72"–48" HS8004 446NHP 2DB&1SB,*12cf&3pf*,GS267 W.Doxford&Sons,Ld.Sld.	32 " 0	CI

Now named "BritishDuke". See No. 77 in Supplement

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Grément, etc. / Capitaine / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenu dans cette case d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille / Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. pc.	15 Registres où cote, si ce n'est dans le L. R. Fonds Spec. Fleet Spec. Fonds.
425 JRVC	**Teresa Fabregas** *Ferradas* (ex Lista)	**IronSc** ssHam.2ndNo.3–1,10 ~~ssBel.No.1–11~~ 1Dk(Irn)&Awng dk ssBel No.2–18	971 — 756	✠100A1 *Awng dk withfreeboard* ~~1,17~~ ~~3,16~~ 3,18	Bel	m	~~3,16~~ 3,18	1882 12mo *Lloyd's*	W.B. Thompson Dundee	Fabregas y Garcias	210·7 | 29·8 | 13·9 21·4 BK7½″ WB=			Tarragona Spanish	C.2Cy.23″&46″–30″ (i) 85lb *80lb* NDB99 96NHP 1SB,*3pf*,GS40,HS1525 W.B.Thompson,Dundee	22 ″ 6 s 7·10½ 15 ″ 7	
426 JRVG	**Teresa Pamies** *G.Garcia* –15 (ex Acuario, ex King David) 1Dk(Irn)	**SteelScSr** ssBbo.No.3–8,08 ssCffNo.1–12 2tr B&deep framing	2554 2327 1595	✠100A1 12,13 DBS10,15 MBS8,16	✠LMC7,12 2,13	Rot	l	8,16	1895 10mo *Lloyd's*	Short Bros. Sunderland A&CP	Fabregas y Garcias WB = Cell	304·1 | 44·1 | 20·6 P27′B68′F31′ FK DBa 4 u E118′ f 118′			Tarragona Spanish 5BHCem 657t APT61t	T.3Cy.23″,38″&61½″–39″ (s) 180lb *100lb* 242NHP 2SB,6cf,GS117,HS3520 Blair&Co.Ld.Stockton	23 ″ 2 s 3 ″ 8 19 ″ 9	
427	**Teresa Taya** *P.Reiruelta* –16 (ex P.deSotolongo, ex Union, ex P.deSotolongo, ex Tyne) 1Dk(Teak) 2tr B&Shelter dk (Teak)	**SteelScSr** ssH.Kg.2ndNo.3–11,10 ssMan.No.1–14	1050 1015 657	✠100A1 *Shelter dk withfreeboard* 4,15 ~~4,17~~ BS6,16	✠LMC4,14	Bel	l	~~5,15~~ 4,18	1891 2mo *Lloyd's*	Ramage& Ferguson Leith	Hijos de José Tayá S.en C.	204·6 | 28·1 | 14·6 len10 BK7½″ FPT			Bilbao Spanish 4BHCem 11t APT9t	T.3Cy.16″,25″&42″–36″ (s) 160lb *100lb* NDB06 121NHP 2SB,4rf,GS86,HS2028 Ramage&Ferguson,Leith	15 ″ 5 s 2 ″ 9 13 ″ 7	
428 33	**Tereza** (Tug) 1Dk	**IronPad**	127 — 26					1870	C.Mitchell &Co. Newcastle	Russian Black Sea-Dnieper S.N.Co.	99·2 | 19·5 | 8·7			Odessa Russian	C.2Cy.20″&30″–48″ 52NHP		
429	**Tergeste** *Elec.light*	**SteelSc** 1Dk	212 — 93	✠ ~~——~~ 1,17 *withfreeboard For Service in the Adriatic*		Tri	e	1913 8mo	J.&A.Van derSchuyt Papendrecht	Nuova Societa Cittadina di Nav.a Vap.	152·9 | 21·2 | 7·0 BK6″ WB=MT2′8			Capo-distria Aust.-Hung. 6BHCem FPT3t	T3Cy12½″,20⅝″&34½″–20″ 88NHP 1SB,3cf,GS52,HS1795 J.&A.vanderSchuyt, Papendrecht	9 ″ 10	
430	**Tergeste II.** *Elec.light*	**SteelSc** 1Dk	243 202 77	✠100A1 *withfreeboard* 2,16 *For Service on the Aegean*	✠LMC2,16	Rot	e	1916 2mo	J.&A.Van derSchuyt Papendrecht A&CP	Greek Government	151·0 | 21·5 | 8·9 BK6″			Piræus Greek 7BHCem FPT3t	T3Cy.12½″,20⅝″&34½″–20″ 175lb (s) 88NHP 1SB,3cf,GS53,HS1812 J.&A.VanderSchuyt	9 ″ 10 s 2 ″ 6 8 ″ 2	
431 ~~1406?~~ JQPL ~~MBJL~~	**Terje** ~~O.Thingvold 16–16~~	**SteelScSr** (ex Rundö) 1Dk	1134 1009 696					1903	Trndhjms Mek.Værks Trondhjem	The Shipping Controller (Fisher, Renwick&Co. Mgrs.)	~~229·0 | 35·0 | 16·9~~ P19′B56′F24′ 230′ 2′ 30′ 2′ 16′ 8			~~Newcastle~~ British London WB	T.3Cy.16′,26″&44″–30″ 106NHP Trondhjems MV Trondhjm		N
432 SMBW	**Termini** *Elec.light*	**SteelScSr** 1Dk&Shelter dk	1523 1398 957					1906	Schpw.v. JanSmit,Czn. Alblasserdm	Requisitioned by the Italian Govt. (Italian State Rlys)	265·9 | 36·0 | 18·3 H16′			Italian WB	T.3Cy.20″,32″&52″–39″ 169NHP Maats.deSchelde,Flushing		I
433 73563 WTLQ	**Tern** *F.G.Cole* –16 *Mchy.Aft*	**IronSc3MstSr** 2Dks	909 769 551			...		1875	Gourlay Bros. Dundee	General Stm. Nav. Co.Ld.	229·5 | 29·2 | 17·6 Q55′ B29′ F33′			London British WB	C.2Cy.30″&50″–30″ 114NHP Gourlay Bros.&Co.,Dundee	18 ″ 9	
434 120783	— *E.Morris* *Well deck* *Mchy.Aft*	ssBng.No.3–6,17 ~~ssBng.No.2–13~~ 1Dk(Stl)	156 113 61	✠100A1 6,17 ~~7,16~~ BS9,16	✠LMC7,15	Bng	b	~~7,15~~ 6,17	1905 6mo *Lloyd's*	J Fullerton &Co. Paisley	Sir R.HW.Bulkeley (W.O.Griffith, *Mgr.*)	105·0 | 21·1 | 7·1 Q36′B7′F14′ BK6″ WB=FPT15t			Ipswich British 3BHCem	C.2Cy.12″&24″–18″ (s) 90lb 27RHP 1SB,2pf,GS25,HS561 Fisher&Co.Paisley	7 ″ 8 s ″ 8 7 ″ 7	
435 PTMB	**Ternate** *E.P.Ross* *Elec.light* Wireless	**SteelScSr** 3Dks	5909 5652 3856					1907	W.Hamil-ton&Co.Ld Pt.Glasgow	Rotterdamsche Lloyd (W.Ruys& Zonen, *Mgrs.*)	393·0 | 51·5 | 34·6 Q40′			Rottrdam Dutch WB	T.3Cy.26½″,43″&72″–48″ 359NHP D.Rowan&Co.Glasgow		V
436 HPFN	**Ternen** *H.Standal* –06	**IronScSr** 1Dk	106 82 40					1897	Thorskogs Mek.Werks Gothenburg	Hordalands Dpskselsk.	86·1 | 17·0 | 9·9 H21t			Bergen Norwegian WB	C.2Cy.13″&20″–16″ 13NHP Thorskogs Mek.Werks.Got		N
437 89090 HDLG	**Terra Nova** *N.J.Kennedy* –16 *Mchy.Aft* (Whaler)	**WoodScBk** 2Dks	764 652 400					1884	A.Stephen &Sons Dundee	Bowring Bros. Ld.	187·0 | 31·4 | 19·0 Q59t F32t			SJhnsNFL British	C.2Cy.27″&54″–33″ 140NHP Gourlay Bros.&Co.,Dundee		
438 45 SMBX	**Terranova** *G.B.DeMartino* (ex Tavolara) *Elec.light*	**SteelScSp** 1Dk	410 292 153	✠ 5,10 ✠		Gls	h	1910 5mo	A.&J. Inglis,Ld. Glasgow	Ferrovie dello Stato (Italian State Railways)	154·0 | 26·6 | 13·1 P27′B57′F37′ BK7″ WB=			Palermo Italian 4BHCem DBf15′24t	T.3Cy.12½″,21″&33″–24″ 90NHP 2SB,4cf,GS58,HS1490 FD A.&J.Inglis,Ld.Glasgow	13 ″ 9	I
439 103336	**Terrebonne** *C.Lavoilette* –10	**IronPad** 1Dk	636 216 320					18 71/95	W C.White *re-blt* Rich.& Ont.Nav.Co Sorel	G.Dansereau	156·2 | 24·1 | 7·2			Montreal British	1Cy.28″–96″ 28RHP A.Cautin,Montreal		
440 MGJT	**Terrier** *H.Thorsen* 11–11 2Dks (U–pt Irn pt Stl 2nd dk Stl) *Elec.light*	**SteelScSr** ssAms.No.1–15	5122 4730 3163	✠100A1 11.16 BS8,17	✠LMC4,15	NNs	y	~~11,16~~ N8,17	1911 2mo *Lloyd's*	J L Thomp-son&Sons,Ld. Sunderland	Wilhelmsens Dmpsk.Akties.(W. Wilhelmsen, *Mgr.*) DBa137′uE24′f	400·0 | 52·0 | 27·4 P44′B121′F41′ WB=Cell FK 173′ 1194t FPT123t			Tönsberg Norwegian 6BHCem APT123t	T.3Cy.27″,44½″&73″–48″ (s) 180lb 440NHP 3SB,9cf,GS192,HS7829 Blair&Co.Ld.Stockton	30 ″ 0 s 5·11½ 24 ″ 5	
441 118193	— *W.J.Minns* 05–05	**SteelScK** ssAbn.No.2–14 1Dk	179 169 68	✠100A1 *Stm Trawler* 6,14	✠LMC6,14	Abn		10,12	1905 8mo *Lloyd's*	Hall,Rus-sell&Co.Ld. Aberdeen	H.H.Girdlestone	108·5 | 21·7 | 11·3 BK7½″			Aberdeen British 3BHCem	T.3Cy.12′,20′&33′–21′ (r) 160lb 62RHP 1SB,2pf,GS34,HS1101 Hall,Russell&Co.Ld.Abn.	12 ″ 3	
442 PTMF	**Terschelling** *J.Smak*	**SteelSc** 1Dk	2952 2744 1872					1909	Bonn& Mees Rotterdam	Stoomv.Maats. Triton (W.Ruys& Zonen, *Mgrs.*)	327·0 | 47·3 | 21·8			Rottrdam Dutch WB	T.3Cy.23½′,38″&64″–42″ 265NHP Maats.deSchelde,Flushing		V
443 RHTN	— *P.Eckhof* –12	**IronScCtr**	135 127 1					1891	Janssen& Schmilinsky Hamburg	Schrader&Wrede	95·7 | 19·1 | 11·2			Hamburg German	C.2Cy.20″&32″–36″ Janssen& Schmilinsky,Ham. 51NHP		
444 LMND	**Tertia** *H.Kräft* 03–12	**SteelScSr** 1Dk	2186 1205 1396					1897	Flensburg Schiffsb.Ges. Flensburg	Flensburger Dampfschifffahrt Ges.v.1869	274·0 | 39·7 | 16·5 P15′Q86′ pt Awng dk 173′			Flensburg German WB	T.3Cy.19″,31½″&52″–40″ 170NHP Flensburger Schiffsb.Ges.		G
445 7 SMBZ	**Terzo** *S.Pellegrino* (ex Carlo Givone, *Mchy.Aft* ex Carew)	**SteelScSr** ssBkn.No.3–8,06 ssLiv.No.1–10 1Dk(Irn)	130 110 59	✠ 4,14 ✠		Bkn	a	1894 7mo	M'Andrew, Cowan& Potts Sunderland	S.Pellegrino	95·0 | 20·0 | 7·2 F12′ FK WB=FPT13t			Bengasi Italian 3BHCem	T.3Cy.8″,13″&21″–15″ 48NHP 1SB,2pf,GS16,HS570 N.E.Marine Eng Co Ld Nwc	8 ″ 0	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. Late Name if any. / Special Surveys. No. of Decks, &c.	3	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned. now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 Built. By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Register is which closed. If not in L.R. [Date of Trade Cert.
446 137550	**Tesco** *Mchy. Aft*	**SteelSc** 1 *Dk*	168 349 104					1916 1917	W.J.Yarwood&Sons, Ltd. Northwich	J.Crosfield&Sons, Ltd.	~~95·0~~ 95·5	~~21·5~~ 21·6	~~9·5~~ 9·0	Liverpool British *WB*	C.2Cy.13″&27″–18″ 30RHP W.J.Yarwood&Sons,Ld. Northwich		
447 93227 NMTS	**Test** *A.Beattie* –15 *ss*Pnz.2ndNo.3–3,14 (*ex*NumberTwelve) *Mchy. Aft* *Well deck* 1 *Dk*(*Irn*)	**SteelSc3MstSr**	466 363 183	✠100A1 10,15 ✠NB5,94 ✠LMC3,14 BS12,16	Fal	*h*	N12,16	1890 3mo	Murray Bros. Dumbarton A&CP	Ellis&McHardy *WB*	175·0|26·5|10·1 Q79′B11′F32′ BK7½″ = *DBa*43′*f*51′127*t*			London British 3*BHCem* *FPT*36*t*	T.3Cy.16¼″,24″&40″–33″ (*s*) 150lb 80RHP 1SB,*2pf*,GS45,HS1607 M.Paul&Co.,Dumbarton	12 ″ 10 s 1 ″ 3 12 ″ 4	
448 271 FKCR	**—** 1 *Dk*	**IronPad**	173 — —					1883	RussianSN &TradingCo. Sebastopol	RussianBlackSea DnieprS.N.Co.	111·0|21·0| 9·0			Odessa Russian	C.2Cy.24″&36″–41¼″ NB04 69NHP RussianSN&Trdg.Co.,Spl.		
449	**Tethys** (*Sand Pump Hopper Dredger*) 1 *Dk*(*Stl*) *Elec.light*	**SteelTwinSc**	439 402 243	✠ *Hopper Dredger* *For River purposes only* 1,06 ✠ *Watertube boilers*	Fal			1905 12mo	W.Simons &Co.Ld. Renfrew	NewSouthWales Government	171·5|35·6| 8·6 F17′ FK			SydnyNSW British 5*BH*	T.6Cy.10″,15½″&26″–16″ 68RHP 2SB, GS89,HS3028 A.Shanks&Co.Arbroath	9 ″ 0	
450 122934 HDTN	**Tettenhall** *W.J.Wood* –15 1 *Dk*	**SteelScK** *ss*Flt.No.2–14	227 202 92	✠100A1 *Stm Trawler* 6,14 BS6,15 ✠LMC5,13	Flt		6,14	1905 11mo	J.Duthie, Sons&Co.Ld. Aberdeen	TettenhallSteam FishingCo.of Fleetwood,Ld. (J. A.Robertson,*Mgr*) *Lloyd's A&CP*	125·7|21·9| 8·8 BK7½″ *WB*=			Fleetwood British 3*BHCem* *DBf*7′8*t*	T.3Cy.12″,20′&33″–24″ (*s*) 180lb 54RHP 1SB,*2pf*,GS38,HS1152 W.V.V.Lidgerwood,Gls.	12 ″ 6	
451 18 QBGD	**Tetto Maru** 1 *Dk*	**Steel**	119 — 57					1909	..... Osaka	Minamimanshu TetsudoKabushiki Kaisha	87·7|19·3| 9·8			Dairen Japanese	T.		
452 NHBK	**Tetuan** *W.Thaden*06–13 *Elec.light* 2 *Dks*	**SteelScSr**	1724 1526 1043					1912	Schiffsw. v. HenryKoch Lübeck	Oldenbrg-Portug. Dmpfsch.Rhed.	277·7|39·2|17·8 P&B220′F35′			Oldenburg German *WB*	T.3Cy.22$\frac{1}{16}$″,35$\frac{1}{16}$″&53⅛″–33$\frac{7}{16}$″ 160NHP OttensenerMaschf.Altona		G
453 120918 HFNG	**Teucer** *W.Yarwood* –12 *Elec.light* Wireless	**SteelTwinSc** 3 *Dks*	9046 8650 5806					1906	Hawthorn, Leslie&Co.Ld Newcastle	OceanS.S.Co.Ld. (A.Holt&Co.*Mgrs*)	486·0|58·3|39·5			Liverpool British *WB*	T.6Cy.23″,38½″&65″–48″ 585NHP N.E.MarineEng.CoLdNwc		
454 109809	**Teuton** *W.H.Burder* –14 1 *Dk*	**IronScK** *(Trawler)*	141 124 54	*Now named "Angolian," See No. 112 in Supplement*				1898	Cook, Welton&Gemmell Hull	OnwardStm.Fishg Co.Ld.(T.Robinson,*Mgr.*)	93·2|20·6|10·7 Q44′ BK7½″			Grimsby British	T3Cy.10⅞″,17½″&30″–21″ NB13 45RHP Crabtree&Co.Yarmouth	11 ″ 4	
455 JFSQ	**Teutonia** *B.Kücker*04–06 6thSurvey,Stn 5.07 (*ex*Bona,*ex*Highland 1stSurvey,Stn.2,11 *Well deck* Prince) 1 *Dk*(*Irn*)2*trB*	**IronSc3MstSr**	1300 1180 768	✠ — 3,16	Stn	Lv		1883 12mo	Short Bros. Sunderland	W.Kunstmann	240·0|36·1|16·9 P28′Q60′B64′F25′ FK *WB* = *DBaf*			Stettin German 4*BHCem* *WB*	C.2Cy.31″&58″–36″ NDB07 168NHP 2SB,*4pf*,GS72,HS2800 N.E.MarineEng.Co.Ld.Sld	18 ″ 4	
456 4338 JPBG	**—** *V.W.Råst*13–13 1 *Dk*	**SteelScSr**	447 325 201					1904	Lindholmens V.A. Gothenburg	RederiAktieb. Teutonia (E.Roberg)	151·3|26·2|11·0 Q22′H55*t*F17′			Gothenbrg Swedish	T.3Cy.13¼″,22″&36½″–22½″ 63NHP Lindholmens V.A.Got.		V
457 96334 LFWN	**Teutonic** *R.W.James* –09 *Ref.Mchy. Elec.light* Sub.Sig. Wireless	**SteelTwinSc3MstSr**	9984 8829 4269					1889	Harland& Wolff(Lim.) Belfast	OceanicStm NavCo Ld. (WhiteStar Line)	565·8|57·8|39·2			Liverpool British	T.6Cy.43″,68″&110″–60″ FD 1875NHP Harland&Wolff(Lim.)Bel.	42 ″ 2	
458 509 SMBY	**Tevere** *Elec.light* 3 *Dks*	**SteelScSr**	2666 2104 1569					1911	N.Odero& Co. Genoa	SocietàMarittima Italiana	321·7|38·6|22·8 P26′B94′F33′			Genoa Italian *WB*	T.3Cy.19⅓″,32⅔″&55″–39⅔″ 190NHP N.Odero&Co.Genoa		
459	**—** (*ex*Kathleen) 1 *Dk*	**SteelTwinScSr**	495 — 316	*Now named "Scapha," See No. 133 in Supplement*				1906	Edwards& Co.Ld. Millwall		190·0|36·1| 9·6 H13*t*			*WB*	C.4Cy.15″&30″–18″ Vauxhall& WestHydraulicCo.Luton		
460 113905 TNBW	**Teviot** *H.C.Quelch* –14 *ss*Sou.No.3–4,14 1 *Dk*(*Stl*)&*Spar dk*(*Stl*) *Elec.light* Sub Sig. &*Web frames*	**SteelScSr**	3271 3062 2108	✠100A1 *Spar dk* 1,18~~4,17~~ ✠LMC4,17	Cff Sou	*v*	4,17	1902 7mo	Craig,Taylor&Co. Stockton	RoyalMailSteam PacketCo. *Lloyd's A&CP*	331·5|46·2|17·6 P69′B92′F36′ 25·1 FK *WB*=*Cell DBa*98′*uE*18′*f*140′			Middlsbro' British 5*BHCem* 595*tAPT*15*t*	T.3Cy.25″,42″&68″–45″ (*s*) 180lb 360NHP 3SB,*9cf*,GS162,HS5892 N.E.MarineEng.Co.Ld.Sld	27 ″ 6 s 4 ″ 10 23 ″ 1	
461 87691 HVMR	**—** *A.Sillars* –16 (*ex*Toward) 2 *Dks*	**IronScSr**	937 750 443			...		1883	Dobie&Co. Glasgow	W.Sloan&Co.	230·0|31·9|15·6 P46′F39′			Glasgow British *WB*	C.2Cy.28″&56″–48″ NE&B04 175NHP A.&J.Inglis,Glasgow	16 ″ 9	C
462 102692 NKCG	**Teviotdale** *A.Palmer* –14 *ss*Shl.No.3–11,07 *ss*Shl.No.2–16 1 *Dk*(*Stl*)&*Spardk*(*pt Irnpt Stl*)&*deep framing*	**SteelScSr**	3847 3451 2538	✠100A1 *Spar dk* 10,16 ✠LMC BS6,16 MS8,16	Shl	*w*	1,16	1894 5mo	W.Hamilton&Co. Pt.Glasgow	Steel,Young&Co. *Lloyd's A&CP*	350·1|43·2|19·1 P33′B82′F37′ 27·0 BK11″ *WB* = *Cell DB* 294′819*t*			London British 6*BHCem* *APT*80*t*	T.3Cy.24″,40″&64″–45″ (*s*) 160lb *100lb* NDB12 295NHP 2SB,*4rf*&*4cf*,GS156,HS4719. D.Rowan&Son,Glasgow	29 ″ 8 s 5 ″ 11½ 24 ″ 10	
463 102108 NDQM	**Tewfikieh** *J.Welsh* –17 *Elec.light* 2 *Dks*	**SteelScSr** (*ex*Rameses)	2490 2115 1585			...		1893	R.Napier &Sons Glasgow	KhedivialMailS.S. &GravingDockCo. (LordE.Hamilton, *Mgr.*)	320·5|38·2|23·1 P33′B116′F37′ BK10″			London British *WB*	T.3Cy.22½″,38″&64″–48″ NB16 307NHP R.Napier&Sons,Glasgow	24 ″ 7	V
464 76082	**Tewhaka** *J.McI.Scott* –10 *ss*Lyt.No.1–14 (*Grab Hopper Dredger*) 1 *Dk*(*Stl*)	**SteelSc**	324 307 141	✠100A1 *Hopper Dredger* 10,17~~9,15~~ ✠LMC10,16 BS10,17	Lyt	*d*	10,16	1910 5mo	Ferguson Bros. Pt.Glasgow	LyttletonHarbour Board *Lloyd's A&CP*	120·0|26·1|12·5 FK *WB*=			Lyttelton British 4*BHCem* *DTf*14′40*t*	C.2Cy.16½″&33″–21″ (*s*) 110lb 45RHP 1SB,*2cf*,GS34,HS973 FergusonBros.Pt Glasgow	13 ″ 0 s 2 ″ 0 11 ″ 3	
465 89961 JQPW	**Texa** *J.Brown* –17 (*ex*JamesMutter) *Mchy. Aft* *Well deck* 1 *Dk*	**IronScSr**	186 135 66			...		1884	Scott&Co. Bowling	~~David MacBrayne,~~ Ld. DouglasShipbuildingCo.Ld. (G.E.Kelly,*Mgr.*)	118·4|19·1| 8·8 Q42′B7′F15′ BK7″			~~Glasgow.~~ British Douglas*WB*	C.2Cy.16″&28″–22″ NB97 35RHP W.King&Co.Glasgow	9 ″ 5	BT till 10,17
466 145944 KSBG	**Texan** *Carlisle* *ss*NYk.No.3–10,14 2 *Dks*(*Stl*)&*deep framing.lower dk fore hold*(*Stl*)&*Shelter dk*(*Stl*) *Elec.light* Sub.Sig. Wireless	**SteelTwinScSr**	8615 8410 5636	✠100A1 *Shelter dk* *with freeboard* ~~11,14~~12,16 3,18 BS1,17 ✠LMC5,14 *Fitted for oil fuel* 12,06	SFo ~~NNs~~ NYk	*d*†	N12,16 SN12,16 P11,17 *F.P. above*	1902 10mo	New York S.B.Co. Camden,N.J. A&CP	American-HawaiianS.S.Co. *WB* = *Cell DB*	471·0|57·2|31·8 *a* 115′*uE* & *B*52′*f* FK			New York Utd.States 7*BHAsp*	Q.8Cy.19″,28½″,41″&60″–42″ 215lb *120lb* (*s*) 615NHP 3SB,*12cf*,GS216,HS8184 FD NewYorkS.B.Co.Camden, N.J. 942*t Tanks*	~~35 ″ 0~~ ~~6 ″ 2~~ ~~23 ″ 2~~ 42 ″ 6 s 11 ″ 2 31 ″ 8	
											197′ 1490*t DTf* 26′ *between* (41′)& *at si*				(28′)222*t FPT*138*t APT*77*t*		

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Grément, etc. / Capitaine. / Visites Périodiques.	3 Ex-nom, s'il y a lieu. / Nombres des Ponts.	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arure porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Remarques on cotes, etc.
467 213878 LFSD	**Texas** *E.Jonasson*07–16 *Elec.light* 2 *Dks(Stl)&Web frames* *Mchy.Aft* *Longitudinal framing*	**SteelScSr**	6678 6064 5045	✠100A1 NYk *a*† 11,17 ~~11,16~~ ✠LMC2,16 *Carrying Petroleum in bulk* *Fitted for oil fuel* 2,16			11,17 *F.P. above*	1916 2mo	ForeRiver S.B.Corp. Quincy, Mass. A&CP	TexasCo. *DBu E&B* 60'209*t*	416·8|56·1|31·1 P107'B35'F33' FK *FPT* 229*t APT* 130*t*	P.Arthur, Texas Utd.States	T.3Cy.26½",44"&74"–51" (*r*) 190lb *125lb* 549NHP 3SB,*9cf*,GS191,HS7979 FD 16*BHCem* ForeRiverSB.Corp.Quincy	32 " 9	
468 LFMW	— *Arrand*11–11 *Elec.light* 2 *Dks&Spar dk*	**SteelSc**	6674 6441 4230					1908	Chant.de l'Atlantique St.Nazaire	Cie.Générale Transatlantique	409·2|52·6|27·1 35·3	Havre French	T.3Cy.27½",44"&75"–51" 402NHP Chant.de l'Atlantique,St.N		V
469 NKJM	— *O.C.Kaas* ssCpn.No.3–3,12 2 *Dks(1 Stl&Upt Irn&pt Stl) &deep framing*	**SteelScSr**	4458 4053 2869	✠100A1 Cpn *x* 4,15 1,18 ~~10,15~~ Examined ~~1,17~~ 7,17 ~~B&S 3,16~~ ✠LMC3,17			6,16	1899 4mo *Lloyd's*	C.Connell &Co. Glasgow *SA&CP*	DetForenede DampskibsSelsk. *WB=CellDB*	373·8|49·9|25·5 P39'B102'F45' FK *a* 125'*u E* 23'*f* 167'10	Copnhagn Danish 6*BHCem*	T.3Cy.25",41"&67"–48" (*s*) 175lb *90lb* 353NHP 2SB,*6cf*,GS113,HS4575 FD 44*t APT* 48*t* D.Rowan,Son&Co.Gls.	28 " 8 s 5 " 9 23 " 4	
470 5389 JSVD	— *H.Bergman* *Elec.light* Wireless 1 *Dk&Spar dk*	**SteelScSr**	3953 3038 2973					1908	Bergens Mek.Værks. Bergen	AktSvenskaAmer. MexicoLinien (V.R.Olburs, *Mgr.*)	332·1|46·0|15·9 P87'B116' 24·4 H285*t* F37	Gothenbrg Swedish *WB*	T.3Cy.24",40"&66"–45" 292NHP BergensMekVærksBergen		N
471 ~~5389~~ KRFT	— *New name of* "Roy Hoober," *See No. 47 in Supplement* 2 *Dks*	**SteelSc**	220 ~~3038~~ 149					1901	Neafie& Levy Co. Philadelphia	GalvestonPilots	103·0|23·0|12·3	Galveston Utd.States	C.2Cy.16",32"–24" 42NHP		
472 PTML	Texel *R.Swart* –13 1 *Dk*	**SteelScSr**	3210 2950 1986					1913	Rotterdam Droogd.Maat Rotterdam	Stoomv.Maats. Triton(W.Ruys& Zonen, *Mgrs.*)	331·8|48·1|22·3 P21'B94'F31'	Rottrdam Dutch *WB*	T.3Cy.23",38"&62"–42" 249NHP RotterdamDroogd.Maats		V
473 Sunk (War Loss)	**Texelstroom** *Elec.light* 1 *Dk*	**SteelScSr**	1617 1281 968					1917	Maats. Fyenoord Rotterdam	Hollandsche Stoomb.Maats.	273·6|40·2|16·8	Dutch	T.3Cy.19½",31"&52"–36" 162NHP Maats.Fyenoord,Rot.		
474 5402 JTCL	Thai *J.Wickström*15–15 1 *Dk(Stl)*	**SteelScSr**	1321 1157 741	✠100A1 Got *o* 2,16 ✠LMC~~8,15~~ 8,17			~~11,14~~ 8,17	1913 2mo *Lloyd's*	Kockums M.V.Aktieb. Malmö *SA&CP*	Rederiaktieb. Nordstjernan (A.A.Johnson, *Mgr.*) *DBa* 60'*u*	237·5|37·7|16·3 P22'B57'F24' *WB=Cell* FK *E* 29' *f* 94'323*t FPT*	Stockholm Swedish 4*BHCem* 44*t APT* 93*t*	T.3Cy.18½",28½"&48½"–31½" 185lb (*s*) 153NHP 2SB,*4cf*,GS71,HS2443 KockumsM.V.Akt.Malmö	18 " 7	
475 LFNW	Thais *V.Mouilleron* ssLaR.No.1–15 *Elec.light* 1 *Dk*	**SteelScK**	242 212 60	✠100A1 LaR *StmTrawler* 4,15 ✠LMC4,15			3,14	1911 4mo *Lloyd's*	J.Duthie Torry S.B.Co. Aberdeen *SA&CP*	G.Chauvet	125·5|22·5|12·2 BK7½" *WB=DBf* 33'22*t*	LaRochlle French 3*BHCem*	T.3Cy.12½",21"&34"–27" (*s*) 180lb 92NHP 1SB,*3pf*,GS49,HS1777 J.Abernethy&Co.Abn.	13 " 0 s 1 " 0½ 12 " 10	
476 HSGM	Thalia *C.Brettfeld* ssTri.2ndNo.3–2,14 *Elec.light* 3 *Dks(UStl–ws)*	**SteelSc**	3188 2110 1949	✠ — 9,16 ✠NB5,01 ✠	Tri	*t*		1886 7mo	W.Denny &Bros. Dumbarton	LloydAustriaco	315·3|38·2|24·1 B180' F51' *WB=Cell DB* 226'328*t*	Trieste Aust.-Hung. 5*BHCem*	T.3Cy.25",41"&68"–48" NDB01 339NHP 2SB,*6cf*,GS122,HS5316 Denny&Co.,Dumbarton	27 " 0	
477 14213 ~~JTKH~~ ~~Sunk~~	— *Cruiser Stern* *Elec.light* 2 *Dks*	**SteelScSr**	1308 1091 736					1916	Wrf.voorh. Rijkee&Co Rotterdam	TheShippingController (Richards, Turpin(Shipping) Ld.,*Mgrs.*)	266·4|39·2|14·4	~~Amsterdam~~ Dutch London British	T.3Cy.20",31"&50"–86" 150NHP Werkspoor,Amsterdam		V
478 QGDJ	— *W.Wenhold*03–07 1 *Dk*	**SteelScSr**	465 458 286			*t*		1896	Act.Ges. "Weser" Bremen	Dampfschifffahrts Ges.Neptun	150·6|24·0|16·2 *WB*	Bremen German	C.2Cy.16⅞"&30½"–20½" 36NHP A.G."Weser,"Bremen		G
479 82251	**Thambyadine** *Gale*	**SteelPad**	235 235 148					1879	W.Denny &Bros. Dumbarton	IrrawaddyFlotilla Co.Ld.	160·2|24·0| 7·7	Glasgow British	C.D.2Cy.25"&43"–42" 90RHP Denny&Co.,Dumbarton		
480 90903 KNLQ	**Thames** *W.A.McPhail* –15 ssGls.2ndNo.3–4,07 *Elec.light* ssNwc.No.2–15 2 *Dks(Upt Stl–ws)*	**SteelScSr**	1327 891 672	✠100A1 Nwc *p* 7,16 ✠NB4,07 ✠LMC MS7,15 BS~~4,16~~ 8,17			7,16	1887 1mo	A&J Inglis Glasgow A&CP	CarronCo. *WB = Cell DB a* 31'*u*	279·5|31·2|15·4 P50'B106'F51' len07 BK8" *E7'f* 34'54*t*	Grngemth British 5*BHCem*	T.3Cy.26",42"&65"–42" (*s*) 180lb *180lb* NDB07 316NHP 2DB,*12cf*,GS234,HS5144 A.&J.Inglis,Glasgow	16 " 2 s 2 " 0½ 15 " 3	
481 122831 HDJS	— *R.T.Allan* –10 ssNwc.No.2–13 1 *Dk(pt Irn&pt Stl)&deep framing* *Well deck* *Cargo battens not fitted*	**SteelScSr**	1079 843 675	✠100A1 Shl *n* 11,16 ~~BS12,16~~ ✠LMC11,15 1,18			~~7,16~~ 1,18	1905 9mo *Lloyd's*	S.P.Austin &Son,Ld. Sunderland *SA&CP*	Witherington& Everett *WB=CellDBa* 60'*u*	222·1|33·3|14·4 Q75'B49'F23' FK *E* 17'*f* 96'278*t FPT*	Newcastle British 4*BHCem*	T.3Cy.18",29½"&48"–33" (*s*) 160lb *90lb* 145NHP 1SB,*3pf*,GS62,HS2371 49*t APT* 87*t* G.Clark,Ld.Sunderland	16 " 6 s 1 " 5 15 " 4	
482 120515	— *R.O'Hara* –10 (*Suction Hopper Dredger*) *Elec.light* 1 *Dk*	**SteelTwinSc**	586 584 349			...		1904	Naam.Ven. Werf.Voorhn Rijkee&Co. Rotterdam	TheLordMayor, Aldermen&Burgesses of theCity of Bristol	165·2|30·4|14·0 FK	London British *WB*	C.8Cy.11"&20"–12" 74NHP Maats.deSchelde,Flushing	15 " 5	
483 27635 KGFN	— *D.V.Spira* –13 *Elec.light* 1 *Dk*	**WoodSc**	447 — 369					1889	..... Philadelphia	MiamiS.S.Co.	160·5|23·0| 8·3	Wilmgton, Del. Utd.States	1Cy.24"–24" 22NHP		R
484 Missing since 8.17 HRSM	— *W.Boedder* –16 ssDub.No.1–14 *Mchy.Aft* 1 *Dk(Stl)*	**SteelScSr**	403 271 174	✠~~100A1~~ Sld *f* 9,16 ~~✠LMC9,16~~			6,16	1910 7mo *Lloyd's*	GooleS.B. &Repg.Co.Ld Goole *SA&CP*	DaleCoastersLd. ~~(Lythgoe,Amundsen&Co.,Mgrs.)~~ (James L.Lythgoe &Co.,*Mgrs.*) *WB= CellDB f* 79' *83t FPT* 30*t*	145·5|24·1| 9·6 Q92'F19' FK	Hull British 3*BHCem*	T.3Cy.12½",20"&33"–24" (*s*) 180lb 57RHP 1SB,*2pf*,GS33,HS1200 Earle'sCo.Ld.Hull	11 " 10 ~~4 " 6~~ ~~11 " 7~~	
485 PTMS	— *C.Post*05–07 *Elec.light* ss Rot.No.2–15 1 *Dk(pt Stl pt Wood)*	**SteelScSr**	383 322 3	✠100A1 Rot *g* ~~3,14 4,16~~ 1,18 Ams ✠NB6,07 LMC MS7,15 BS~~1,16~~ 1,18			~~7,16~~ 8,17	1907 6mo *Lloyd's*	Wrf.voorh. Rijkee&Co. Rotterdam *SA&CP*	InternationalTug Co. *WB=DTf* 11' 38*t FPT* 6*t*	145·1|25·6|13·6 B55'F11' BK7" *APT* 36*t*	Rottrdam Dutch 4*BHCem*	T.3Cy.18½",30"&54"–33" (*s*) 185lb *Emade* 90 *refitted* 07 2SB*4cf*GS85HS2981 190NHP Earle'sCo.Ld.Hull	14 " 6 s 1 " 5½ 13 " 9	
486 ~~5389~~	— *Van Roeyen* *Elec.light* 1 *Dk*	**SteelSc**	144 143 31					1904	A.Vuijk Capelle a/d Yssel	Soc.Anon.de Remorq.àHélice	93·5|21·2|11·6	Antwerp Belgian	T.3Cy.12⅝"20½"&33½"–24" 54NHP AlblasserdamMsch.Fab.		
487 54651	— *M.Brown*12–12	**IronPadSp**	116 103 22					1866	J.&W. Dudgeon London	T.H.Nelson	96·0|17·6| 8·8	Newcastle British	L.2Cy.25⅜"–32½" NB81 50RHP T.A.Young,London		
488 123812 HKNT	**Thamesmede** *T.Park* –17 ssBry.No.2–16 (*ex* Transport) 1 *Dk(Irn)* 2 *tr B deep framing&Web frames* 3 *Dk rule*	**SteelScSr**	3619 3383 2334	✠100A1 Liv *w* 2,17 BS3,17 ✠LMC2,16			6,16	1907 4mo *Lloyd's*	R.Craggs& Sons,Ld. Middlesbro' *SA&CP*	MedeLine,Ld. (JohnAdams& Sons, *Mgrs.*)	346·5|50·7|23·1 P31'B98'F32' FK *Cell DBa* 115'*u E*	Newcastle British 6*BHCem*	T.3Cy.25",41"&67"–45" (*s*) 180lb *120lb* 340NHP 2SB,*6cf*,GS127,HS5440 Blair&Co.Ld.Stockton	25 " 6 s 4 " 6 21 " 5	

1 Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned. now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 Built. By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of list of Trade Cert.
489 113649	Thanet *W.S.Anderson* –15 Special Surveys.	SteelScK *ss*Hul.No.3–5,14 1 *Dk*	172 166 67	✠100A1 *Stm Trawler* 6,15 BS6,15 ✠LMC5,14	Hul		1,14	1902 6mo *Lloyd's*	Cook, Welt'n & Gemmell Hull *sA&CP*	Hull Steam Fishing & Ice Co. Ld.	108·4	21·3	11·2 BK 7½″ *WB*=	Hull British *DTf* 13′30*t*	T.3Cy.10″,17″&28″–21″ (*s*) 200lb 45RHP 4 *BHCem* 1SB,2*pf*,GS25,HS740 Amos&Smith,Hull	12 ″ 1	
490 3021 2139	Tharros *J.Xilas* –15 (*ex*Belfast,*ex* NetherbyHall) 2 *Dks*(*Stl-Uws*)3*trB*	SteelScSr *ss*Bel.No.3–7,02 *ss*Rot.No.2–11	3316 ✠ 4,15		N Yk	*w*		1890 3mo	Caird & Co. Ld. Greenock	Aristides Milonas *WB*=*Cell DB*	349·5 P37′B76′F47′ pt ND–ws05 *n*86′*f* 158′463*t*	42·1 FK *FPT*	26·7 Corfu Greek 6 *BHCem* 51*t Asp*	T.3Cy.24″,40″&63″–54″ NDB11 307NHP 2DB,8*cf*,GS159,HS4830 Caird&Co.Ld.Greenock	29 ″ 9	V
491 RMLG	Thasos *J.Pieper* *Elec.light*	SteelScSr 1 *Dk*	1906 1712 1209					1902	Act.Ges. "Neptun" Rostock	Deutsche Levante Linie	281·0 P23′B163′F22′	40·5	18·4 *WB*	Hamburg German	T.3Cy.20⅞″,35 7/16″&55½″–35 7/16″ 180NHP A.G."Neptun,"Rostock		G
492 121359	The Aberfoyle *E.Proctor* 12–12	SteelTwinSc 1 *Dk*	100 100 58					1912	Philip & Son,Ld. Dartmouth	J.McFarland	100·0	19·0	7·1	Lndnderry British	C.4Cy.10″&20″–12″ 34RHP Philip&Son,Ld.Dartmouth		BT till 10,17
493 112573	The Admiral *W.Dose* 02–07	WoodScCtr 1 *Dk*	117 114 80					1902	J.Munro Sydney, N.S.W.	Gilchrist,Watt& Sanderson,Ld.	80·0	22·5	6·7	SydnyNSW British	C.2Cy.10″&17″–15″ 20RHP Plenty&Son,Newbury		
494 208398 LBTJ	The Barnett (*Tug*) *Elec.light*	SteelSc 1 *Dk*	194 — 131					1910	J.H.Dialogue&Sons Camden,N.J	Steele Towing & Wrecking Co.	111·0	21·7	11·5	Galveston Utd.States	C.2Cy.17″&32″–24″ 42NHP J H Dialogue&Sn,Cmdn NJ		
495 99871 JHFG	The Baron *A.D.Cameron* –16 *Well deck* *Mchy.Aft*	IronSc3MstSr *ss*Bwg.No.1–17 *ss*Bwg.2nd No.3–6,13 1 *Dk*(*Irn*)	367 258 146	✠100A1 ~~3,17~~ ~~8,16~~ 12,17 ~~NB6,09~~ ✠LMC~~6,15~~ ~~BS8,15 2,17~~ 12,17	Bwg	*f*	~~8,16~~ ~~8,17~~ 12,17	1892 12mo	J Fullerton & Co Paisley A&CP	J.Hay&Sons	142·2 Q77′B9′F24′	23·6 BK 6″ *WB*=*FPT*	11·0 Glasgow British 3 *BHCem* 40*t APT* 8*t*	C.2Cy.19½″&40″–27″ (*s*) 110lb 65RHP 1SB,3*pf*,GS52,HS1150 Muir&Houston,Glasgow	12 ″ 4 s ″ 6 12 ″ 5	
496 118642 HBGJ	The Bat *N.P.M.Karlsen* –16 (*ex*Trader) *Well deck Mchy.Aft*	SteelScK *ss*Shl.No.2–12 1 *Dk*(*Stl*)	274 189 105				4,16	1904 9mo *Lloyd's*	Wood Skinner&Co.Ld. Newcastle *sA&CP*	British Australian Timber Co.Ld. (C.R.Gill,*Mgr.*)	125·0 Q42′B9′F19′	22·6	9·0 FK *WB*	Sydny NSW British 3 *BHCem* = *FPT* 33*t*	C.2Cy.16′&32″–24″ (*s*) 120lb 52RHP 1SB,2*pf*,GS26,HS941 N.E.Marine Eng Co Ld Nwc	10 ″ 0 ~~s ″ 8½~~ ~~9 6~~	
497 HBGJ	The Collector *Ahmed* *Well deck Mchy.Aft*	SteelTwinScK *ss*Krh.No.2–17 1 *Dk*(*Teak*)	119 96 1	✠100A1 *For towing purposes* 1,17 ✠LMC1,17 BS2,18	Krh		1,17	1908 9mo *Lloyd's*	J T Eltringham&Co. S.Shields *sA&CP*	Karachi Port Trust	90·0	20·1	8·2 FK	Karachi British 4 *BHCem*	C.4Cy.12′&24″–18″ (*s*) 130lb 75RHP 1SB.2*cf*,GS38,HS1173 G.T.Grey,South Shields	8 ″ 11	
498 115706 TPRN	The Countess *D.McAllister* –11 *Mchy.Aft* *Well deck*	SteelSc3MstSr *ss*P.Gl.No.3–12,15 1 *Dk*(*Stl*)	624 428 251	✠100A1 6,17 ~~12,15~~ ~~BS2,17~~ ✠LMC12,15 BS2,15	PGl Gls	*i*	~~12,15~~ 6,17	1902 9mo *Lloyd's*	Ailsa S.B. Co.Ld. Troon *sA&CP*	J.Hay&Sons *WB*=	181·4 Q100′B9′F34′ *DBf* 96′139*t*	27·3 BK 7½″ *FPT*	11·0 Glasgow British 3 *BHCem* 59*t APT* 9*t*	C.2Cy.20¾″&~~44″~~ 44½″–30″ (*s*) 130lb 80RHP 1SB.3*pf*,GS62,HS1543 Muir&Houston,Ld.Gls.	13 ″ 7 s ″ 8 13 ″ 9	
499 111229 RKDQ	The Duchess *P.Scott* –13 *Well deck Mchy.Aft*	SteelSc3MstSr *ss*Trn.No.3–1,12 1 *Dk*(*Stl*) *ss*Gls.No.1–17	553 398 218	✠100A1 5,17 ~~11,16~~ ~~BS11,15~~ ✠LMC~~1,12~~ 5,17	Gls	*i*	~~3,15~~ 5,17	1899 11mo	Ailsa S.B. Co. Troon A&CP	J.Hay&Sons *WB*=	176·7 Q100′B10′F34′ *DB*91′ 122*t*	27·0 BK 7¼″ *FPT*	10·8 Glasgow British 3 *BHCem* 58*t APT* 7*t*	C.2Cy.19¾″&44″–30″ (*s*) 130lb 80RHP 1SB,3*pf*,GS60,HS1543 Muir&Houston,Ld.Gls.	13 ″ 4 s ″ 7 13 ″ 6	
Wrecked 5,18 33685 MKTG	The Earl *B.McGilp* –15 *Mchy.Aft* *Well deck ss*Bwg.2nd No.3–5,15	IronSc3MstSr ~~*ss*Trn.No.3–7,04~~ ~~*ss*Bwg.No.2–11~~ 1 *Dk*(*Irn*)	397 275 161	~~✠100A1~~ 2,18 ~~9,13~~ ✠NB9,11 ~~✠LMC6,14~~ ~~BS9,13 2,18~~	Ard Bwg	*g*	~~5,15~~ 2,18	1891 12mo *Lloyd's*	J Fullerton & Co. Paisley *sA&CP*	J.Hay&Sons	160·0 Q90′B9′F25′	23·1 BK 6½″ *WB*=	11·5 Glasgow British 3 *BHCem* *FPT* 50*t*	T.3Cy.13″,22″&34″–27″ (*s*) 160lb 60RHP 1SB,3*pf*,GS48,HS1051 Muir&Houston,Glasgow	12 ″ 7 s ″ 6½ 12 ″ 8	
501 65715	— *J.Bryce* –03 (*ex*Welshman,*ex*Sussex)	IronPadSr	144 143 31					1872	Readhead, Softley&Co. S.Shields	J.S.Wilson	114·9	19·6	10·0	Bo'ness British	L.2Cy.28″–54″ *Alt* 91 NB91 60RHP J.P.Rennldson&Sns,S.Shl.		
502 89216	—	IronTwinSc	101 101 —					1887	E.Finch& Co.(Lim.) Chepstow	Bute Docks Co.	90·2	18·9	9·9	Cardiff British	C.4Cy.15″&30″–18″ NB10 70RHP E.Finch&Co.(Lim.),Chp.		
503 119114 VQGP	The Emperor *J.McEwan* –16 *Well deck ss*Sou.No.3–10,17 *Mchy.Aft*	SteelSc3MstSr ~~*ss*Ard.No.2–11~~ 1 *Dk*(*Stl*)	626 436 248	✠100A1 ~~2,16~~ 3,18 ~~Sou.~~Gls ~~BS11,15~~ ✠LMC~~10,14~~ 10,17	Lon	*i*	~~11,15~~ 10,17	1904 4mo *Lloyd's*	Ailsa S.B. Co.Ld. Troon *sA&CP*	J.Hay&Sons *WB*=*Cell D*	185·0 Q101′B10′F34′ *Bf* 99′145*t*	27·6 BK 7½″ *FPT* 57*t*	10·8 Glasgow British 3 *BHCem* *APT* 10*t*	C.2Cy.20½″&44″–30″ (*s*) 130lb ~~60lb~~ 80RHP 1SB,3*pf*,GS62,HS1543 Muir&Houston,Ld.Gls.	13 ″ 7 s ″ 8½ 13 ″ 8	
504 119638 JGHD	The Forester *F.G.Cook* –10 *Mchy.Aft*	SteelScK *ss*Apl.No.1–16 1 *Dk*(*Stl*)	191 140 79	✠100A1 11,17 ~~3,18~~ ✠LMC~~3,16~~	Apl Pnz	*b*	3,16	1910 10mo *Lloyd*	E.Finch &Co.Ld. Chepstow *sA&CP*	W.Jones&Son	97·3 Q44′F14′	22·1	8·6 FK *WB*=	Gloucestr British 3 *BHCem* *FPT* 11*t*	C.2Cy.13″&26″–18″ (*s*) 120lb 28RHP 1SB,2*pf*,GS33,HS904 W.Sisson&Co.Ld.Glo'ster	9 ″ 6 s ″ 7 9 ″ 1	
505 106130	The Grazier *W.S.Kennedy* 97–97	WoodSc	150 149 83					1896	Rock Davis Brisbane Water,NSW	Grazier S.S.Ld.	112·0	24·0	9·2	SydnyNSW British	C.2Cy.13″&27″–20″ 45RHP Ross&Duncan,Glasgow		
506 209060	The Harvester *W.Smith* *Elec.light* 1 *Dk*(*Stl*)&*Web frames* *Mchy.Aft Longitudinal framing* Wireless	SteelScSr	7188 — 5690	*For Service on the Great* ~~✠LMC6,12~~			12,14 *Lakes*	1911 8mo	American S.B.Co. Lorain,Ohio	Wisconsin Steel Co.	525·0 F48′ *WB*=	58·0 FK *Cell DB&Side Tanks f* 402′533*0t*	31·0 Duluth Utd.States *BH* *Cell D Bu E&B&Cro ss Bunker* 69′	T.3Cy.23½″,38″&63″–42″ (*s*) 180lb 388NHP 2SB,6*cf*,GS126,HS5998 FD American S.B.Co.Clevelnd 350*t FPT* 260*t APT* 50*t*	31 ″ 0	
507 111855	The Iroquois (*ex*Tadenac)	SteelSc 2 *Dks*	2359 2234 1452					1902	Bertram E. Works Co.Ld. Toronto	Canada SS.Lines, Ld.	260·0	43·2	25·2	Toronto British	T.3Cy.17″,28″&46″–36″ 79RHP Bertram E.W.Co.Ld.,Trnto		
508 109733 RQGM	The Lady Belle *N.H.Finch* 12–16 *Mchy.Aft ss*Lon.No.1–17 *Well deck Elec.light*	SteelScSr *ss*Liv.No.3–6,12 1 *Dk*(*Stl*)	341 217 34	✠100A1 7,17 ~~2,14~~ ~~BS2,16~~ ✠LMC~~6,12~~ 7,17	Cff Lon	*e*	~~7,15~~ 7,17	1900 5mo	J Fullerton & Co. Paisley A&CP	Cheviot Coasters, Ld.(G.T.Gillie&Co. *Mgrs.*)	140·4 Q75′B10′F24′	24·1	9·9 FK *WB*=	Liverpool British 3 *BHCem* *FPT* 45*t*	C.2Cy.20″&40″–27″ (*s*) 120lb 83RHP 1SB,3*pf*,GS53,HS1447 Ross&Duncan,Glasgow	10 ″ 8 s 4 ″ 3 10 ″ 6	
509 JSBD	The Lancer *J.Pasos* (*ex Yacht*,*ex* Lady Eisa)	IronScSr *ss*Grk.2nd No.3–6,02 *ss*Grk.No.1–06 1 *Dk*2*trB*	110 — 41	✠ 4,07	Grk			1878 7mo	Leslie& Co. Newcastle	M.Ferrer	113·8 ND02	18·1	11·2	Villa-garcia Spanish 4 *BHCem*	C.2Cy.17″&32″–24″ NB6,02 42NHP 1B,2*pf*,GS27,HS760 N.E.Marine Eng.Co Ld.Sld		

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 6 7 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite. / Terme assigné/maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 9 Construit. Quand. / Navire. / Mach.	9 Par qui / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Francbord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
510	**The Marquis**	IronSc3MstSr	373	✠100A1	Gls	*f*	1890	J Fullerton	J.Hay&Sons	142·0|25·2|10·8	Glasgow	T3Cy.11¾″,21½″&34″-27″ (*s*)	12 ″ 1	
98597	*J.McLean* –15 *ss*Bwg.2ndNo.3–4,15		275	2,17			12mo	&Co.		Q72′B9′F24′	British	160lb 60RHP	s ″ 6½	
MBFW	*Well deck* 1*Dk*(*Irn*)		151	✠NBS,04 ✠LMC4,16 BS6,16				Paisley		BK6″		1SB,*3pf*,Gs45,Hs988	12 ″ 2	
	Mchy.Aft							A&CP		*WB*=	*FPT45t*	Muir&Houston,Glasgow		
511	**The Mermaid**	SteelPad	194				1891	Samuda	A.Calvert	160·0|20·1| 7·9	Goole	O.2Cy.30″&30″–33″		
98960	*W.Pettits*16–16		192					Bros.(Lim)			British	52RHP		
			119					London				J.Penn&Sons(Lim.),Lon.		
512	**The Mew**	SteelTwinSc	117	✠ A–	Ply		1908	Cox&Co.	Gt.WesternRlyCo.	90·2|22·4| 8·3	London	C.4Cy.10″&20″–12″ (*r*)	8 ″ 6	BT
125688	*J.Boxall*04–08 *ss*Ply.No.2–14		117	5,16		5,16	5mo	Falmouth		FK	British	130lb 60RHP		till
	1*Dk*(*Teak*)&*Promenadedk*(*Teak*)		53	*For Ferry purposes*						*Promenade dk*78′		4*BHCem*		5,17
	Elec.light			BS5,16 ✠LMC5,14								1SB,*2pf*,Gs26,Hs750		
												Cox&Co.Falmouth		
513	**The Monarch**	SteelSc3MstSr	642	✠100A1	Bwg	*i*	1904	AilsaS.B.	J.Hay&Sons	185·0|27·6|10·8	Glasgow	C.2Cy.20½″&44″–30″ (*s*)	13 ″ 7	
119093	*J.Sinclair* –13 ~~*ss*Bwg.No.3–13~~		436	8,17 ~~11,14~~	Sou	~~12,14~~ 7,17	2mo	Co.Ld.		Q101′B10′F34′	British	130lb ~~80lb~~ 80RHP	s ″ 8½	
VNLS	*Well deck* *ss*Sou.No.3–3,17 1*Dk*(*Stl*)		255	~~MS12,14~~ ✠LMC11,12				Troon		BK7½″		1SB,*3pf*,Gs62,Hs1543	13 ″ 8	
	Mchy.Aft			~~BS4,17~~ MS7,17			*Lloyd's*	*SA&CP*	*WB*=*CellDBf*99′145*tFPT*		57*tAPT*10*t*	Muir&Houston,Ld.Gls.		
514	**The Norman**	SteelScK	225	✠100A1	Cff		11,14	1908	Smith's	HesketSteam	120·5|21·6|11·6	Cardiff	T.3Cy.12½″,20″&34″–24″ (*s*)	12 ″ 6	
128742	*J.McDonald* –08 *ss*Cff.No.1–13		197	*StmTrawler*			12mo	DockCo.Ld.	TrawlersLd.	Q67′F20′	British	180lb 57RHP		
HVRD	1*Dk*		86	11,14				NorthShields	(E.Taylor,*Mgr.*)	BK7½″		3*BHCem*		
				✠LMC11,14			*Lloyd's*	*SA&CP*				1SB,*2pf*,Gs38,Hs1423		
												MacColl&Pollock,Ld.Sld.		
515	**The Princess**	SteelSc3MstSr	623	✠100A1	Bwg	*i*	10,16	1902	AilsaS.B.	J.Hay&Sons	181·3|27·2|11·0	Glasgow	C.2Cy.20½″&44″–30″ (*s*)	13 ″ 7	
115690	*A.Smith* –16 *ss*Bwg.No.3–3,15		428	3,13 ~~10,16~~	Gls		6mo	Co.Ld.		Q100′B9′F34′	British	130lb 80RHP	s ″ 8	
TKVF	*Mchy.Aft* 1*Dk*(*Stl*)		250	~~BS10,16~~ ✠LMC5,15				Troon		BK7½″		3*BHCem*	13 ″ 9	
	Well deck			~~BS3,13~~			*Lloyd's*	*SA&CP*	*WB*=	*DBf*96′ 139*t FPT*		59*tAPT*9*t*	Muir&Houston,Ld.Gls.	
516	**The Roman**	SteelScK	224	✠100A1	Ard		1,15	1909	Smith's	Neale&West,Ld.	120·3|21·6|11·6	Cardiff	T.3Cy.12½″,20″&34″–24″ (*s*)	12 ″ 6	
128749	*H.Hewer* –09 *ss*Cff.No.1–14		196	*StmTrawler*			10mo	DockCo.Ld.		Q67′F19′	British	180lb 57RHP		
HVRF	1*Dk*		86	1,15				NorthShields		BK7½″		3*BHCem*		
				✠LMC6,14			*Lloyd's*	*SA&CP*				1SB,*2pf*,Gs38,Hs1423		
												MacColl&Pollock,Ld.Sld.		
517	**The Southern Cross No. 1**		174				1912	Smith's	SouthernWhaling	110·7|20·8|12·0	CapeTown	T.3Cy.12½″,20″&34″–24″		C
128723	*H.N.Augstad* –12	SteelScK	172					DockCo.Ld.	&SealingCo.Ld.		British	73RHP		
VJQR	(*Whaler*) 1*Dk*		64					Middlesbro'			*WB*	Smith'sDockCo.Ld.Mdb.		
518	**The Stewart's Court**	SteelScSr	813	✠100A1	Sld	*k*	~~1,17~~ 5,18	1909	S.P.Austin	Marquis of	200·0|30·0|12·1	Sundrland	T.3Cy.17″,28″&46″–30″ (*s*)	14 ″ 3	
123959	*A.Hardy* –15 *ss*Sld.No.1–13		584	1,17			4mo	&Son,Ld.	Londonderry(D.N.	P21′Q44′B46′F21′	British	160lb *90lb* 138NHP	s 1 ″ 2	
HNTC	*Well deck* 1*Dk*(*Irn*)		414	~~H30,13~~ ✠LMC 5,18				Sunderland	Grimes,*Mgr.*)	FK		1*BHCem*	13 ″ 3	
				~~BS1,13~~ ~~MS7,13~~ 7,17			*Lloyd's*	*SA&CP*	*WB*=*CellDBa*51′*uEf*	*B29′f*84′235*tFPT*		48*tAPT*32*t*	N.E.MarineEng.Co.Ld.Sld	
519	**The Sultan**	SteelSc3MstSr	646	✠100A1	PGl	*i*	~~12,15~~	1904	AilsaS.B.	J.Hay&Sons	184·7|27·6|10·8	Glasgow	C.2Cy.20½″&44″–30″ (*s*)	13 ″ 7	
119186	*D.McAllister* –15 ~~*ss*Lon.No.2–13~~		438	~~12,15~~ 12,17	Sou	12,17	11mo	Co.Ld.		Q101′B10′F34′	British	130lb 80RHP	s ″ ~~8~~ ½	
HBNT	*Well deck* ~~*ss*~~Sou.No.3–12,17 1*Dk*(*Stl*)		256	~~BS3,17~~ ✠LMC7,15				Ayr		BK7½″		3*BHCem*	13 ″ 8	
	Mchy.Aft			12,17			*Lloyd's*	*SA&CP*	*WB*=*CellDBf*99′145*t FPT*		57*tAPT*10*t*	Muir&Houston,Ld.Gls.		
520	**The Tetrarch**	SteelScK	225	✠100A1	Hul			1913	Cook,Wel-	T.W.Baskcomb	117·0|22·0|12·7	Grimsby	T.3Cy.12″,21″&34″–24″ (*s*)	13 ″ 7	
135975	*J.Smith* –14		218	*StmTrawler*			10mo	t'n&Gemmell		Q61′F16′	British	200lb 58RHP		
JDGB	1*Dk*		112	10,13				Ld. Beverley		BK7½″		1*BHCem*		
				✠LMC10,13			*Lloyd's*	*SA&CP*				1SB,*3pf*,Gs37,Hs1099		
												Amos&Smith,Ld.Hull		
521	**The Viceroy**	SteelSc3MstSr	477	✠100A1	Bwg	*h*	~~6,16~~	1905	AilsaS.B.	J.Hay&Sons	170·0|25·6|10·1	Glasgow	C.2Cy.20″&42″–30″ (*s*)	12″10	
119197	*N.Smith* –16 ~~*ss*Bwg.No.2–13~~		345	4,18 ~~6,16~~	Gls	4,18	1mo	Co.Ld.		Q95′B11′F33′	British	130lb ~~40lb~~ 72RHP	s ″ 6½	
HBRV	*Well deck* ~~*ss*~~Gls.No.3–4,18 1*Dk*(*Stl*)		~~199~~	~~BS6,16~~ ✠LMC9,15				Troon		BK7″		3*BHCem*	13 ″ 0	
	Mchy.Aft		193	BS8,17		MS4,18	*Lloyd's*	*SA&CP*	*WB*=*Cell*	*DBf*88′ 121*t FPT*		47*tAPT*7*t*	Muir&Houston,Ld.Gls.	
522	**The Viscount**	IronScSr	383	✠100A1	Bwg	*g*	~~8,14~~	1892	J Fullerton	J.Hay&Sons	142·2|25·2|11·5	Glasgow	C.2Cy.20½″&40″–27″ (*s*)	12 ″ 7	
99847	*J.Campbell* –13 ~~*ss*Gls.No.3–5,08~~		275	~~5,14~~ 8,14 12,17	Bkg	~~7,17~~	9mo	&Co.		Q77′B9′F24′	British 110	~~100lb~~ 65RHP	s ″ 6	
MSRJ	*ss*Bwg.2nd.No.3–9,16 ~~*ss*Ard.No.3–11~~		154	✠NBS,17 ✠LMC9,15		N12,17	*Lloyd's*	*SA&CP*		BK6″		3*BHCem*	12 ″ 8	
	Mchy.Aft *Well deck* 1*Dk*(*Irn*)								*WB*=	*FPT41t*		1SB,*3pf*,Gs52,Hs1150		
												Muir&Houston,Glasgow		
523	**Thea**	IronScSr	161				1889	Rostocker	Gust.Levin	104·0|20·7|10·6	Gothenbrg	C.2Cy.18″&34″–20″		
	*C.Larsson*09–09 (*ex*AugustBröhan)		139					Act.Ges.		H7*t*F16′	Swedish	NB99 43NHP		
	1*Dk*		51					Rostock				RostockerA.G.Rostock		
524	**Theban**	SteelScK	202	✠100A1	Hul			1913	Cook,Wel-	T.Robinson	115·4|21·6|11·5	Grimsby	T.3Cy.12″,21″&34″–24″ (*s*)	12 ″ 3	
135985	*A.Harmer* –14		185	*StmTrawler*			12mo	t'n&Gemmell		Q57′	British	180lb 67RHP		
	1*Dk*		90	12,13				Ld. Beverley		BK7½″		3*BHCem*		
				✠LMC12,13			*Lloyd's*	*SA&CP*				1SB,*2pf*,Gs33,Hs1044		
												C.D.Holmes&Co.Ld.Hull		
525	**Theda**	SteelScLr	108				1906	Stocks&	BrakerHerings-	80·5|21·4| 9·8	Brake	Oil Engine 2S.C.		G
	C.Kaiser	*Oil Eng.*	106					Kolbe	fischereiAkt.Ges.		German	1Cy.13⅛″–13⅛″ *E fitted*14		
NJLM	(*ex*Sailing Vessel) 1*Dk*		70					Kiel				DeutscheKromhout		
												Motoren Werke,Brake		
526	**Thegon**	SteelScSr	170				1915	Macgregor	BurmahOilCo.Ld.	110·2|20·9|10·8	Rangoon	C.2Cy.13⅜″&32″–21″		
129319		(*Tug*)	170					&Co.			British	80RHP		
		1*Dk*	115					Greenock				Kincaid&Co.Greenock		
527	**Thekla Bohlen**	SteelScSr	2239				1894	Blohm&	WoermannLinie	290·7|38·1|23·7	Hamburg	T.3Cy.19″,30″&50″–39½″		G
	H.Schmidt		2046					Voss	Akt.Ges.		German	157NHP		
RKBJ	*Elec.light* 2*Dks3trB*		1416					Hamburg		B80′ F35′	*WB*	Blohm&Voss,Hamburg		
528	**Thelma**	SteelScSr	1350				1906	Laxevaags	Intsk.Dpsk.	260·0|38·1|16·7	Tönsberg	T.3Cy.19½″,31″&51″–36″		N
	J.Calmeyer		1240					Msk.&Jrnskb	ThelmasRederi	P14*t*H39*t*F27*t*	Norwegian	156NHP		
MDBK	1*Dk*		847					Bergen	(W.Wilhelmsen)		*WB*	LaxevaagsMsk.&Jrns.Bgn		
529	—	SteelScSr	370	✠100A1	Liv	*f*	~~10,15~~	1903	AilsaS.B.	ZillahShipping&	143·3|25·0|11·6	Liverpool	C.2Cy.18″&40″–27″ (*s*)	12 ″ 8	
118065	*J.Sullivan* –15 *ss*Liv.No.3–7.16		291	~~4,18~~ ~~7,16~~	Bkn	4,18	12mo	Co.Ld.	CarryingCo.Ld.	Q46′B10′F25′	British	130lb 91RHP	s ″ 11	
VNLB	1*Dk*(*Stl–pt* teak s)		139	BS1,13 ✠LMC				Ayr	(W.A.Savage,Ld.	BK7″		3*BHCem*	12 ″ 5	
	Well deck			~~BS5,16~~ MS7,16			*Lloyd's*	*SA&CP*	*Mgrs.*)	*WB*=*FPTanks*		60*tAPT*8*t*		
												Ross&Duncan,Glasgow		
530	**Themis**	SteelScSr	7402				1911	W.Doxford	Wilhelmsens	445·0|60·0|29·2	Tönsberg	T.3Cy.27½″,45½″&76″–51″		CN
	K.O.Gjertsen		6607					&Sons,Ld.	Dmpsk.Akties.(W.	P96*t*H146*t*	Norwegian	412NHP		
MGPF	*Elec.light* 1*Dk*&*Shelter dk*		4134					Sunderland	Wilhelmsen,*Mgr.*)		*WB*	W.Doxford&Sons,Ld.Sld.		

1	2	3	4	5	6	7	7*	8	9	10	11	12	13	14	15
No. in Book.	Steamer's Name. Material, Rig, &c.		Regist'd Tonnage.	Particulars of Classification.				Built.		Owners.	Regist'd Dimensions. Deck Erections, &c.			Port of Registry.	Engines.	Moulded depth.	
Official No.	*Master.*	*Late Name if any.*	Gross.	Character.	Port of Survey.	Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	When. — Ship. — Engines.	By Whom. — Where.		Length.	Breadth.	Depth.	Flag.	No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Freeboard amidships. Corresponding draught.	Registers in which classed. If not in L.R. Date of B. of Trade Cert.
Codeletters.	Special Surveys.	No. of Decks, &c	Under deck. — Net.	✠ for Special Survey. Date of last Survey.												*ft. in.*	
Now named "Sterling," See No. 123 in Supplement																	
531	**Themis**	**SteelScSr**	1030					1890	S.&H. Morton&Co. Leith	RederiAktieb. Artemis (O.Hellsten, *Mgr.*)	210·0 | 30·1 | 20·2	Stockholm Swedish	T.3Cy.18″,29″&47″–33″		V
	F.Ekström 15–16	(*ex* Sterling)	941								H93*t*		127NHP		
		1 *Dk & Awng dk*	635									*WB*	S.&H.Morton&Co.Leith		
532	—	**SteelScSr**	897					1903	Rijkee&Co Rotterdam	Koninkl.Nederl. Stoomb.Maats.	213·0 | 30·6 | 13·3	Amstrdam Dutch	T.3Cy.15″,25″&40″–36″		V
	Berkhout		676								Q69′B48′F26′		96NHP		
MW		2 *Dks*	543									*WB*	Maats.Fyenoord,Rot.		
533	—	**SteelScSr**	467					1891	G.Evers Lübeck	Damfpschifffahrts Ges.Neptun	159·1 | 23·9 | 11·0	Bremen German	C.2Cy.17¾″&32¾″–22″		V
	G.Holtz 10–11		338								Q40′ B39′ F21′		Masch. NB07 42NHP		
MN		1 *Dk*	274									*WB*	BuckauA.G.Magdeburg		
534	**Themisto** *ss* Rot No.1–17	**SteelScSr**	3594	✠100A1	Rot	*w*	3,16	1901	C.S.Swan& Hunter,Ld. Newcastle	Maats.Zeevaart (Hudig&Veder, *Mgrs.*)	348·0 | 45·2 | 17·9	Rotterdm Dutch	T.3Cy.24″,40″&66″–45″ (*s*)	28 ″ 10	
	J.C.Bakker	*ss* Rot.No.3–5,14	3328	*Spar dk*				8mo			P28′B92′F39′ 26·1		180lb ~~180lb~~ *135lb* 308NHP	s 5 ″ 7	
NK	*Elec.light*	1 *Dk(Stl) & Spar dk(Stl) & deep framing*	2327	6,17 ~~3,16~~ ~~BS5,16~~	✠LMC5,11 6,17				A&CP	*WB = Cell DB a* 116′	FK *uE&B* 38′ *f* 148′ 813*t*	6 *BHCem* *APT* 17*t*	2SB,*6cf*,GS121,HS4640 Blair&Co.Ld.Stockton	23 ″ 7	
535	**Themistocles**	**SteelTwinScSr**	11231	✠100A1	Lon	*g* †	4,16	1911	Harland& Wolff,Ld. Belfast	G.Thompson&Co. Ld.	500·6 | 62·3 | 39·4	Aberdeen British	Q.8Cy.23″,34″,48″&69″–51″	42 ″ 8	
9349	*P.J.Collins* –15	*ss* Lon.No.1–15	9574	*Awng dk*	Gla			1mo			P47′B245′ *on Awg dk* F64′ FK&BK2″	10 *BHpt Cem*	215lb (*s*) HS19858 1075NHP	s 13·8½	
SCD	*Elec.light*	2 *Dks(Stl) & Awng dk(Stl-ptws)* 3*rd dk in No.3 hold & after holds*	7046	*with freeboard* 10,17 ~~3,17~~ BS3,17 ✠LMC3,15 ✠Lloyd'sRMC ~~5,17~~ 6,17							*WB = Cell DB a* 113′	*uE&B* 96′ *f* 2 14′ 1688*t* *FPT* 155*t* *APT* 105*t*	3DB&2SB,*24cf*,GS496, Harland&Wolff,LdBelfast	29 ″ 7	
	Ref.Mchy. Sub.Sig.	(*Stl in after holds*)								*Lloyd's A&CP*					
	Wireless														
536	—	**SteelTwinScSr**	*6045*	✠100A1	NYk	*z*	PN	1907	J.Priest- man&Co. Sunderland	NationalStm.Nav. Co.Ld.ofGreece (EmbiricosBros. *Mgrs.*)	400·0 | 50·0 | 27·6	Andros Greek	T.3Cy.22½″,37″&61″–39″ (*s*)	29 ″ 0	
	Bogiazides	~~*ss* Pir.No.1–11~~	*3977*	*Shelter dk*	Pir		10,14	6mo			B144′	6 *BHCem*	180lb 574NHP	s 2 ″ 7½	
RVK	*ex* Moraitis)	1 *Dk(Stl–ptws) 2tr B & Web*	*3924*	*with freeboard* 11,17 ~~4,15~~ BS7,15 ✠LMC BS11,16			S10,14			*Lloyd's A&CP*	FK *DB a* 115′ *f* 162′ 1035*t* *WB=*	*APT* 131*t*	4SB,*3cf*,*9pf*,GS292,HS9807 G.Clark,Ld.Sunderland	26 ″ 11	
	Elec.light	*frames & Shelter dk(Stl–ptws)*													
	Wireless	*Main dk in Nos.1 & 2 holds*													
		ss Pir.No.2–15													
537	**Theod. Mannheimer**	**SteelScSr**	223					1884	Motala Co. Motala	Nora-Bergslags Jernvägsaktieb. (OBärnheim, *Mgr.*)	101·1 | 21·9 | 11·6	Nora Swedish	C.2Cy.13¾″&25″–18″		
1663	*J.A.Tobiasson* –01		182								B26′ H12*t*		22NHP		
SFT		1 *Dk*	114										MotalaCo.,Motala		
538	**Theoderich**	**SteelScLr**	138					1911	J.Frerichs &Co.A.G. Einswarden	FischereiGes. "Brema" m.b.H.	90·8 | 21·4 | 9·9	Bremen German	OilEngine 2Cy.11⅛″–12⅜″		G
	H.Möhlenbrock	*Oil Eng.*	128								Q22′		J.Frerichs&Co.A.G.Osthlz		
KBC		1 *Dk*	92												
539	**Theodor**	**SteelScSr**	919					1890	Howaldts- werke Kiel	RenataDampfsch. Ges.ThGribel(Rud ChristGribel, *Mgr.*)	205·8 | 30·7 | 13·8	Stettin German	T.3Cy.14¼″,22¼″&36¾″–23¾″		G
	E.Bode –05		691								Q62′ B52′ F26′		66NHP		
FCV		1 *Dk & Web frames*	573									*WB*	Howaldtswerke,Kiel		
540	—	**CompScSr**	307					1884	J.A.Svens- son SödraGarn	MarkelM. Makarow	138·9 | 23·5 | 11·7	Reval Russian	T.3Cy.11″,16 1/10″&29½″–17½″		
207	*J.Leisberg* –00		274								B26′H3*t*		NB00 36NHP		
BDP	(*ex* Ostergötland)	1 *Dk*	161									*Tpd.*00	Maschfb.F.Wiegand,Reval		
541	—	**SteelSc**	205					1899	G.Seebeck A.G. Bremerhaven	Geestemünder Herings&Hochsee fischereiAct.Ges.	128·0 | 21·4 | 11·1	Gstemnde German	T3Cy11 1/16″ 18⅛″&30 5/16″–22 1/16″		G
	W.Drewes 04–04	(*Trawler*)	194										43NHP		
RJH		1 *Dk*	67									*WB*	G.Seebeck A.G.Bremerhvn		
542	—	**CompScSr**	193					1907	Sixten Groth Sjötorp	SulfitaktiebGöta (OscarLindstedt, *Mgr.*)	100·3 | 23·0 | 10·1	Gothenbrg Swedish	C.2Cy.10″&15″–12″		
4719	*E.Hj.Zachrisson* 07–12		158								P20′H9*t*		6NHP		
QLM	*Mchy.Aft*	1 *Dk*	115										ThorskogM.V.Gothenbrg.		
543	**Theodora**	**SteelScSr**	*2899*	✠100A1	Nap	*t*	N5,15	1894	C.S.Swan& Hunter Newcastle	C.Pateras&M.A. Proios	312·4 | 41·0 | 20·6	Piræus Greek	T.3Cy.23″,38″&61″–39″ (*s*)	23 ″ 1	
	G.Pateras –16	*ss* Shl.No.3–2,07	*2219*	*pt Awng dk*				11mo			P24′Q88′B132′F30	6 *BHCem*	160lb 246NHP	s 8 ″ 5	
	(*ex* Newlyn)	*ss* Nap.No.2–16	*1850*	*with freeboard* 5,16 ✠LMC5,16					A&CP	*WB = Cell DB*	RFD38′ FK *a* 94′ *uE&B* 40′ *f* 130′	640*t* *APT* 65*t*	2SB,*6pf*,GS106,HS3900 WlsndSlpwy.Co.Ld.Nwc.	22 ″ 1	
		1 *Dk(pt Stl & pt Irn) & Web frames & pt Awng dk(Irn)*													
544	—	**IronScSr**	115					1880	H.McIn- tyre&Co. Paisley	P.Landberg&Zoon	96·8 | 18·1 | 7·5	Batavia Dutch	C.2Cy.13″&25″–20″		
		(*ex* Singkep.*ex* Sissie)	99								F16*t*		23NHP		
TJDO		1 *Dk*	72									*WB*	Fisher&Co.Paisley		
545	**Theodore H. Wickwire**	**SteelScSr**	5141					1908	Gt.Lakes Eng.Works Ecorse	AmericanS.S.Co. (Boland&Cornelius, *Mgrs.*)	444·0 | 56·2 | 29·0	Buffalo Utd.States	T.3Cy.22½″,36″&63″–42″		L
06045			—								F49′		257NHP		
	Elec.light *Mchy.Aft*	1 *Dk*	3894									*WB*	MarineBlr.Wks.Toledo,O.		
546	**Theodore H. Wickwire, Jr.**	**SteelScSr**	6077					1910	Gt.Lakes Eng.Works St.Clair,Mich	AmericanS.S.Co. (Boland&Cornelius, *Mgrs.*)	504·0 | 56·0 | 26·0	Buffalo Utd.States	T.3Cy.23″,37″&63″–42″		L
07766			—								F48′		257NHP		
	Elec.light *Mchy.Aft*	1 *Dk*	4927									*WB*	Gt.LakesEngWrks.StClair		
547	**Theodore Mante**	**SteelSc**	3496					1912	Forg.&Ch. de la Médit. Laseyne	Cie.deNavigation Mixte	344·5 | 44·6 | 24·6	Marseilles French	T.3Cy.34″,54″&85 7/16″–45 9/32″		V
	Heit –12	*Now named "Mustapha II," See No. 77 in Supplement*									F46′		490NHP		
LFPT	*Elec.light* Wireless	2 *Dks & Promenade dk*	1842									*WB*	Forg.&Ch.de la Médit.Msl.		
548	**Theodore Roosevelt**	**SteelSc**	1955					1906	ToledoS.B. Co. Toledo,O.	IndianaTrnsprtn. Co.	275·6 | 40·0 | 23·4	Chicago Utd.States	T.4Cy.30″,48″&(2)56″–40″		
02941			—										198NHP		
	Elec.light Wireless	2 *Dks*	1330										ToledoS.B.Co.		
549	**Theodosi Tschernigowski**		327					1884	Aktiebol. Atlas Gefle	A.Antufieff	129·4 | 23·3 | 12·4	Archangel Russian	C.2Cy.18″&32″–20″		V
1211	*A.Antufieff*	**IronScSr**	—								Q37′B29′H6′F22′		38NHP		
	(*ex* Lubeck)	1 *Dk*	196										Aktiebol.Atlas,Stockholm		
550	**Theofano Siderides**	**SteelScSr**	2501	✠100A1	Sws	*t*	~~8,15~~ 17,17	1895	Gourlay Bros.&Co. Dundee	M.Livanos	309·0 | 39·9 | 18·7	Piræus Greek	T3Cy.22½″,36½″&60″–39″(*s*)	21 ″ 3	
	~~*G.Livanos* 03–07.~~	*ss* Pir.No.3–2,08	1880	*pt Awng dk*				10mo			P28′Q84′		165lb *100lb* NDB15 238NHP	s 9 ″ 0	
HPTD	(*ex* OratiosCouppas)	*ss* Brs.No.2–17	1586	*with freeboard* 2,16 ~~MBS2,15~~ ✠LMC1,17					A&CP	*WB = Cell DB a* 90′ *uE* 24′	*pt Awng dk* 195′ FK *f* 126′ 522*t* *FPT* 90*t*	6 *BHCem* *APT* 133*t*	2SB,*6cf*,GS116,HS3738 GourlayBros.&Co.Dun.	20 ″ 1	
	P.Lyras –17	1 *Dk(pt Stl pt Irn) & Web frames & pt Awng dk*													
551	**Theory**	**SteelScSr**	513	✠100A1	Bwg	*i*	~~5,16~~ 6,17	1894	McIlwaine &MacColl Ld. Belfast	S.Kelly	180·6 | 27·6 | 12·7	Belfast British	T.3Cy.13″,23″&38″–33″	13 ″ 11	
10445 1	*J.Bell* –17	*ss* Bel.2nd No.3–5,16	414	6,17 ~~5,16~~	Bkn			4mo			Q99′B40′F30′	4 *BHCem*	200lb *100lb* NDB11 88RHP	s ″ 11½	
NMTV	*Well deck*	1 *Dk(Irn)*	203	BS6,17 ✠LMC5,16				*Completed by* Work-	man,	*WB =*	BK7½″ *Cell DB* 46′ 63*t* *FPT*	4SB,*2cf*,GS41,HS1382	13 ″ 9		
								Clark *Lloyd's A&CP*	&Co.(Lim.), Belfast		38*t* *APT* 36*t*	McIlwaine&McColl(Lim), *Completed by* Workman, Clark&Co.(Lim.),Belfast			

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant à la Cote d'Entretenu.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant.	15 Registres où coté. Lloyd's Reg. Bureau Veritas. Det. Norske Veritas. Russian Reg. Austro-Croat. Reg. Italian Reg. Dutch Reg. Registro Italiano. Bureau Veritas. Det Norske Veritas. Germanischer Lloyd. Austro-Croat. Reg. Registro Italiano. Dutch Reg. Russian Reg.
552	**Theresa**	SteelScSr	*202*	✠	PGl			1906	Murdoch&	E.Kingdom	120·0	24·1	6·8	Manaos	T.3Cy.11″,18″&30″–22″	7 ″ 0	
			139	*For River pur*	*poses o*	*nly*		10mo	Murray		F20′			Brazilian	61NHP		
	1*Dk*(*Teak*)&*Promenade dk*(*Teak*)		*137*	7,11 ✠					Pt.Glasgow				FK	5*BHCem*	18B,*2pf*,GS37,HS1144		
	Elec.light														Ross&Duncan,Glasgow		
553	**Theresa Boyle**	SteelScK	224	✠100A1	Abn			1915	Hall,Rus-	J.S.Boyle	120·7	22·7	12·2	Glasgow	T.3Cy.12″,20″&34″–24″ (*r*)	13 ″ 0	
137800	*G.S.Sutherland*11–15		216	*StmTrawler*				8mo	sell&Co.Ld.		F18′			British	180lb 83RHP		
	1*Dk*		99	8,15 ✠LMC8,15					Aberdeen				BK7½″	3*BHCem*	18B,*3pf*,GS45,HS1578		
								Lloyd's	*A&CP*				*WB*=	*DBf*27′17*t*	Hall,Russell&Co.Ld.Abn.		
554	**Theresa Ward**	SteelScK	195	✠	Ddn	*c*		1900	J.P.Ren-	BluffHarbour	117·2	22·1	11·4	Invrcrgill,	T.3Cy.15½″,25″&41″–27″	12 ″ 6	
84958	*N.Macdonald* –00	*ss*Ddn.No.1–05	188	*For Towing p*	*urpose*	*s*		8mo	noldson&Sns	Board				N.Z.	95RHP		
	1*Dk*(*Teak*)		9	2,08 ✠					S.Shields				BK7″	British	1SB,*3cf*,GS45,HS1857		
														4*BHCem*	J.P.Rennoldsn&Sns.S.Shl.		
555	**Therese**	Comp.ScSr	208					1915	Sixten	RederiAktieb.	100·3	22·6	9·9	Nrrköping	C.2Cy.10¼″&20½″–14½″		V
Sunk by War Loss	*L.Rempe*15–15		166						Groths Eftr.	Ester	P25′H12*t*			Swedish	13NHP		
JVLF	1*Dk*		94						Sjötorp	(J.E.Österlund,					W.Söderströms Gjuteri&		
										Mgr.)					Mek.Verk.Akt.Nrrköping		
556	—	SteelSc	118					1894	Howaldts-	Wender&Co.	95·4	20·0	9·2	Braila	T.3Cy.11⅞″,18¾″&29⅝″–15¾″		
		(*Tug*)	—						werke					Roumanian	35NHP		
		1*Dk*	41						Kiel						Howaldtswerke,Kiel		
557	**Therèse**	SteelScSr	*1302*	✠100A1	Brest	*o*	~~7,16~~	1909	J.Priest-	F.Bouet	238·0	34·0	14·4	Caen	T.3Cy.18″,30″&49″–36″ (*s*)	16 ″ 6	
	*F.Letasnier*04–09 ~~*ss*Nwe.No.1–14~~		*946*	4,18 ~~7,16~~	Cff		2,18	2mo	man&Co.		Q91′B56′F20′			French	180lb 177NHP	s1 ″ 6½	
LFQM	*Well deck* 1*Dk*(*Stl*)&*deep framing*		*611*	*Examined* ~~17,15~~					Sunderland				FK	4*BHCem*	2SB,*4pf*.GS73,HS2998	15 ″ 3	
	Cargo battens not fitted			~~HS7,16~~ ✠LMC~~8,16~~				*Lloyd's*	*A&CP*	*WB*= *Cell DBa* 66′ *uE*	& *B*40′*f*86′329*t FPT*			61*t APT*104*t*	N.E.MarineEng.Co.Ld Sld		
	~~*ss*Cff.No.7–18~~			7,17													
558	**Therese Horn**	SteelScSr	3644					1914	Schiffsw.v.	H.C.Horn	375·9	50·7	21·5	Lübeck	T.3Cy.27″,42⅛&68⅝″–43⅝″		G
	W.Langemann –14		3348						Henry Koch		H– F43′			German	312NHP		
	Elec.light 2*Dks*		2249						Lübeck					*WB*	Ottensener Maschf.,Altona		
559	**Thérèse & Marie**	SteelScSr	1615					1893	AM'Millan	Worms&Cie.	255·0	35·5	22·0	Havre	T.3Cy.20″,34″&54″–42″		V
	*L.Cruchet*08–12		1423						&Son(Lim.)		H62′ F40′			French	189NHP		
LFTC	2*Dks*		940						Dumbarton					*WB*	D.Rowan&Son,Glasgow		
560	**Thermidor**	SteelScSr	3847					1901	C.S.Swan&	PlissonStm.Nav.	350·8	46·1	27·7	London	T.3Cy.23½″,39″&66″–48″		C
114684	*W.E.Jones* –16	(*ex*Catalone)	3467						Hunter,Ld	Co.Ld.	P72′B24′F32′			British	302NHP		
SJVP	*Elec.light Mchy.Aft*		2357						Newcastle					*WB*	WllsndSlpwy.Co.Ld.Nwc.		
561	**Theseus**	SteelScSr	6724					1908	Workman,	OceanS.S.Co.Ld.	443·0	52·9	32·0	Liverpool	T.3Cy.30″,50″&83″–60″		BT till 11,17
127933	*W.H.Propert* –15		5564						Clark&Co.Ld	(A.Holt&Co*Mgrs*)	P50′B162′F54′			British	532NHP		
HNFT	*Elec.light* 2*Dks*		4297						Belfast					*WB*	Wrkman Clark&Co Ld.Bel		
562	— (Seized at Antwerp)	SteelScSr	984			…		1900	Dundee	Dampfschifffahrts	215·0	33·0	14·0	Bremen	T.3Cy.17″,28½″&47″–30″	16 ″ 0	
	*A.Peters*91–00		764						Shipbuilders	Ges.Neptun	Q77′B50′F23′			German	135NHP		
QHBR	*Well deck* 1*Dk*&*deep framing*		592						CoLd.Dundee				FK	*WB*	Cooper&Greig,Dundee		
563	**Thespis**	SteelScSr	4343					1901	SirRaylton	LivBrazil&RPlate	390·0	50·1	26·8	Liverpool	T.3Cy.27½″,46″&74″–54″		C
115237	*T.R.James* –17		4031						Dixon&CoLd	SNCoLd.(Lamport				British	Richardsons, 402NHP		
TDFP	*Elec.light* 2*Dks*&*Shelter dk*		2735						Middlesbro'	&Holt,Ld. *Mgrs.*)				*WB*	Westgarth&Co.Ld.Hpl.		
564	**Thessalia**	SteelScSr	6047					1904	Flensburgr	Hamburg-Amerik.	411·0	50·7	28·2	Hamburg	Q4Cy.23¾″33¾″49½″&72″–54″		G
	*H.Bradhering*02–05	Sub.Sig.	4743						Schiffsb.Ges.	Packetf.Act.Ges.	P250′F63′			German	381NHP		
RNKW	*Elec.light* Wireless 2*Dks*&*Webframes*		3891						Flensburg	(Ham.-Amr.Linie)				*WB*	FlensburgerSchiffsb.Ges.		
565	—	SteelScSr	3691	✠100A1	Hul	*w*	~~8,15~~	1912	TyneI.S.B.	SutherlandS.Co	348·5	50·1	23·5	Newcastle ~~Whitby~~	T.3Cy.24″,40″&66″–45″ (*s*)	25 ″ 10	
133654	*J.L.Pennock* –15		3435	11,16			10,17	9mo	Co.Ld.	Ld.(A.M.Suther-	P30′B102′F38′			British	180lb *90lb* 307NHP	s 4 ″ 8	
HWRQ	1*Dk*(*ptIrn ptStl*)&*Webframes*		2341	*Examined* ~~11,16~~	✠LMC9,12				Newcastle	land,*Mgrs.*)			FK	6*BHCem*	2SB,*Spf*,GS142,HS4600	21 ″ 6	
	Longitudinal framing							*Lloyd's*	*A&CP*	*WB*= *Cell D*	*Ba*111′ *uE*23′ *f*155			80*t APT*95*t*	J.Dickinson&Sons,Ld.Sld.		
566	—	IronScSr	*802*		Gen	*n*		1864	PalmerBrs	Nomicos	252·0	28·1	17·3	Piræus	C.2Cy.32″&58″–36″		V
		*ss*Gen.No.3–80	*694*	3,80					&Co.		Q19*t*			Greek	NE&B85 168NHP		
HPJQ	(*ex*PrincipeCarignano,*ex*Indostan)		*477*						Newcastle					4*BHCem*	N.E.MarineEng.Co.Nwc.		
567	**Thessaloniki**	IronSc	504					1858	.....	Cie.deNav.àVap.	184·3	24·9	15·0	Syra	C.2Cy.25″&53″–30″		
	C.Mpoulgouris –03	(*ex*Omonia)	—						Pt.Glasgow	"Ermopolis" (E.A.				Greek	128NHP		
HQCL			317							Foustanos,*Mgr.*)							
568	**Thessaly**	SteelScSr	4310					1909	Richard-	D.McIver,Sons&	360·0	48·0	21·2	Liverpool	T.3Cy.26″,42½″&69½″–45″		C
127984			2905						sonDuck&Co	Co.Ld.	P38′F22′			British	321NHP		
HPFG	2*Dks*&*Shelter dk*3*trB*		2703						Stockton					*WB*	Blair&Co.Ld Stockton		
569	**Thetis**	IronScSr	*1973*	✠	Msl	*s*		1882	C.S.Swan&	G.F.Andreadis	285·5	36·1	24·1	Piræus	C.2Cy.36″&68″–42″	25 ″ 6	V
	G.F.Andreadis	*ss*Cpl.2ndNo.3–5,06	*1847*	6,11				2mo	Hunter		P28′B52′F32′			Greek	NDB90 230NHP		
HSNR	(*ex*AlexandrosS.Siniossoglu,*ex*Cityof		*1245*						Newcastle		ND03		BK9½″	6*BHCem*	2SB.*6pf*,GS84,HS3714		
	Newcastle)	2*Dks*(1*Irn*)3*trb*									*WB*=*DBa*82′140*t*			*MT*22′355*t*	R.&W.Hawthorn,Nwc.		
570	—	Steel&IronScSr	1011					1884	O.A.Bro-	Ångf.Aktieb.Gefle	215·4	30·8	15·1	Gefle	C.2Cy.26″&48″–27″		V
1354	*Lothman*		769						din	(E.Brodin,*Mgr.*)	Q69′ B28*t* H29*t*			Swedish	100NHP		
HSFP	1*Dk*		574						Gefle		F25′				MotalaCo.,Motala		
571	—	WoodSc	828					1881	A.Stephen	~~W.G.Job.~~	181·1	30·9	19·1	SJhnsNFL	C.2Cy.27″&54″–33″		
82739	*E.Falk* –17		634						&Sons	Thetis S.S Co.Ld.				British	98RHP		
	2*Dks*		396						Dundee	(JobBros.&Co.,					W.B.Thompson,Dundee		
572	—	SteelSc3MstSr	649	✠100A1	Bkn	*i*	7,14	1896	Mackie&	Ltd.) J.&P.Hutchison	178·0	27·0	10·7	Glasgow	T.3Cy.17″,27″&43″–33″ (*s*)	13 ″ 0	
106009	*A.F.Glazebrook* –12	*ss*Gls.No.3–1,09	430	7.14				6mo	Thomson		Q63′B63′F23′			British	160lb NDB05 95RHP	s 7 ″ 2½	
QCBR	(*ex*Countess)	*ss*Trn.No.1–12	267	BS5,16 ✠LMC11,12					Glasgow				FK	3*BHCem*	1SB,*3cf*,GS57,HS1780	12 ″ 9	
	Mchy.Aft Well deck	1*Dk*(*Stl*)							A&CP	*WB*= *Cell DBf*	91′120*t FPT*			48*t APT*12*t*	Muir&Houston,Ld.Gls.		
573	—	CompScSr	183					1898	K.Olsson	A.Persson	99·5	22·6	9·4	Nor(Vml)	C.2Cy.10″&15″–12″		
3213	*J.F.Olsson* –14		147						GamlaLö-		Q3′B20′H8*t*F12′			Swedish	E&B*built*1894 6NHP		
JKCD	1*Dk*		123						döse						P.Larsson,Thorskog		
574	—	WoodAuxScK	125					1893	.....	C.A.Walten	87·0	23·3	11·2	Gothenbrg	Oil Engine		
5312	*K.E.S.Plate*16–16	(*OilEng.*)	117						Boulogne					Swedish			
JSPR	(*ex*17deMai)	1*Dk*	86														

(*See Sailing Ship Register Supplement*)

1	2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c.	3	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned or Renewed. Roll Mark Letters.	7* Date when last Shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed. If not in L.R. Date of Ex Trade Cert.
575	**Thielen** Steel Sc Sr *J. Pommeresch* 98–07 1 *Dk*		127 — 51					1900	Howaldts-werke Kiel	Neue Dampfer-Co. Act. Ges.	98·1 | 21·1 | 8·9	Kiel German	T. 3 Cy. 9½″, 14½″ & 24½″–12″ 20 NHP Howaldtswerke, Kiel		
576	**Thiers** Steel Sc Sp (*Tug*) *Mchy. Aft* 1 *Dk*		*142* *142* *12*				…	1906	Smith's Dock Co. Ltd. North Shields	Cia. Argentina de Nav. (Nicolas Mihanovich) Ltda.	80·2 | 21·5 | 13·2 BK 6½″	Bns. Ayres Argentine *WB*	C. 2 Cy. 20″ & 43″–27″ 109 NHP MacColl & Pollock, Ld. Sld.	13 ″ 9	
577	**Thirlby** Steel Sc *T. M. Hill* –13 *ss* Shl. No. 3–5, 11 *ss* Nwc. No. 1–16 1 *Dk (Stl) & deep framing & pt Awng dk (Irn)*		2009 1365 1285	✠ 100 A1 *pt Awng dk with freeboard* 5,17 ✠ LMC 8,16	Nwc	*r*	8,16	1898 10 mo	Ropner & Son Stockton A&CP *W*	Sir R. Ropner & Co. Ltd. *B = Cell D Ba* 94′ *u*	275′0 | 39′6 | 14′9 P 27′ Q 82′ *pt Awng dk* 166′ FK *E* 20′ *f* 106′ 408 *t FPT*	W. Hartlpl British *4 BHCem*	T. 3 Cy. 19½″, 32½″ & 52½″–36″ 160 lb *100 lb* (*s*) 163 NHP 2 SB, *4 rf*, GS 62, HS 2400 Blair & Co. Ld. Stockton	18 ″ 0 s 8 ″ 0 17 ″ 8	
578	**Thisbé** Steel Sc Sr *Le Bitter* –10 1 *Dk*		1091 775 490					1910	Sunder'nd S.B. Co. Ltd. Sunderland	Soc. Navale Caennaise (G. Lamy & Co. *Mgrs.*)	223′0 | 33′0 | 13′7 Q 71′ B 50′ F 25′	Caen French *WB*	T. 3 Cy. 17½″, 28″ & 47″–33″ 127 NHP N.E. Marine Eng. Co. Ld. Sld		V
579	**Thistle** Steel Sc Sr *D. Campbell* –17 *ss* Gls. 2nd No. 3–1,15 *Elec. light* 2 *Dks*		922 724 ~~2,17~~ 2,16 3,18 390 BS 2,13	✠ 100 A1 6,15 ✠ NB 6,03 ✠ LMC ~~4,15~~ BS 2,16 2,17	Gls	*m*	~~5,14~~ 2,17	1884 5 mo	D & W Henderson & Co Glasgow A&CP	Laird Line, Ld.	231′8 | 32′1 | 15′4 P 47′ B 85′ F 48′ len 03 ND 03 BK 8″	Glasgow British	C. 2 Cy. 32″ & 66″–42″ (*s*) 100 lb HS 4268 249 NHP 2 SB & 1 Aux SB, *8 cf*, GS 145 D. & W. Henderson & Co. Gls	16 ″ 5 s 2 ″ 7 14 ″ 11	BT till 1,18
580	— Iron Sc 3 Mst Sr Yt *H. E. Chalmers* –17 *ss* Cws. 2nd No. 3–3,09 *ss* Cws. No. 1–14 *Elec. light* 2 *Dks*		375 360 190	✠ 100 A1 6,15 ✠ NB 5,97 ✠ LMC 4,14 DBS 6,15 MBS 3,16	Sou		6,15	1881 6 mo	Blackwood & Gordon Pt. Glasgow *Lloyd's A&CP*	~~C. P. Lamb~~ J. R. A. G. Rugeroni (H. E. Julyan, *Mgr*)	186′9 | 25′1 | 14′1 ND 97	London British *9 BHCem*	C. 2 Cy. 26″ & 52″–33″ (*s*) 80 lb *80 lb* NDB 96 115 NHP 1 SB, *3 pf*, GS 66, HS 1787 Blackwood & Gordon, P. Gl.	15 ″ 2 s 2 ″ 6 13 ″ 9	
581	— Steel Sc K *J. L. Edwards* –14 *ss* Liv. No. 2–14 *Elec. light* 1 *Dk*		228 205 91	✠ 100 A1 *Stm Trawler* 12,14 ✠ LMC 7,14	Liv		10,14	1906 5 mo	Cochrane & Sons Selby *Lloyd's A&CP*	J. Duncan, Son & Co	115′0 | 21′6 | 11′5 Q 57′ BK 7½″	Liverpool British *3 BHCem*	T. 3 Cy. 12½″, 21″ & 34″–24″ (*s*) 180 lb 67 RHP 1 SB, *2 pf*, GS 31, HS 1088 C. D. Holmes & Co. Hull	12 ″ 3	
582	— Steel Sc K *R. Armour* –14 1 *Dk*		178 168 73	✠ *Stm Trawler* 12,06 ✠	Abn			1904 5 mo	A. Hall & Co. Aberdeen	J. S. Boyle *WB =*	110′2 | 21′1 | 11′3 *DT f* 5′6 *t* BK 7½″	Glasgow British *3 BHCem*	T. 3 Cy, 11½″, 18″ & 31″–22″ 1 SB *2 cf* GS 31 HS 1096 55 RHP A. Hall & Co. Aberdeen	12 ″ 0	
583	— Steel Sc K *A. Hastie* –15 (*Trawler*) 1 *Dk*		158 148 61				…	1901	J T Eltringham & Co. S. Shields	Purdy Stm. Fishing Co. Ld. (G. R. Purdy *Mgr.*)	105′0 | 20′5 | 11′5 BK 7½″	N. Shields British	T. 3 Cy. 11″, 18″ & 30″–22″ 50 RHP Shields Eng. Co. N. Shields	11 ″ 10	
584	— (*WRECKED 4,17*) Wood Sc Sr 1 *Dk*		103 94 57					1887	M. Turner Benicia, Cal.	Alaska Salmon Co.	90′5 | 18′0 | 9′5	S. Frncisco Utd. States	C. 2 Cy. 10″ & 20″–12″ 12 NHP Main Street Iron Wks. S. Fo.		
585	**Thistledhu** Steel Sc Sr *G. A. Whitfield* –16 *ss* Shl. No. 3–7,14 *Spar dk (pt Irn & pt Stl) 2 tr B & deep framing*		4032 3764 2559	✠ 100 A1 *Spar dk with freeboard* 6,16 MBS 11,15 ✠ LMC 7,14	Bry	*w*	N 11,15	1902 1 mo	Irvine's SB & D. D. Co. Ld. W Hartlepool *Lloyd's A&CP* *W*	Albyn Line, Ld. (Allan, Black & Co. *Mgrs.*) *B = Cell D B a* 112′	345′0 | 47′8 | 19′4 P 31′ B 100′ F 34′ 27′5 FK *u E & B* 36′ *f* 148′ 876 *t*	Sundrland British *6 BHCem* *APT* 101 *t*	T. 3 Cy. 25″, 40″ & 67″–45″ (*s*) 165 lb *100 lb* NDB 14 306 NHP 2 SB, *6 cf*, GS 114, HS 4615 Richardsons, Westgarth & Co. Ld. Hpl.	30 ″ 2 s 5 ″ 10 24 ″ 9	
586	**Thistlemore** Steel Sc Sr *For full particulars see No. 26 in Supplement* *Elec. light* *Tonnage opening closed 1917*		6900 4500	100 A1 (*Class Contem plated*)				1917	Irvine's SB & D D Co. Ld W Hartlepool	Furness, Withy & Co. Ld.	420′0 | 53′5 | 27′8 F 35′	British	T. 3 Cy. 29″ 49″ & 80″–54″ Blair & Co. Ld. Stockton	39 ″ 0 s 10 ″ 0 29 ″ 4	
587	**Thistletor** Steel Sc Sr *S. N. Bearchant* –12 *Elec. light* 1 *Dk (pt Irn pt Stl)*		4162 3798 2584	✠ 100 A1 10,13 ✠ LMC 8,16	Hul	*x*	8,16	1910 8 mo	Irvine's SB & D. D. Co. Ld W Hartlepool *Lloyd's A&CP*	Albyn Line, Ld. (Allan, Black & Co. *Mgrs.*) *WB = Cell D Ba* 130′	370′3 | 51′4 | 24′0 P 49′ B & F 28 7′ FK *u E & B* 49′ *f* 149′ 1021 *t*	Liverpool British *6 BHCem* *FPT* 144 *t* *A* *PT* 183 *t*	T. 3 Cy. 25″, 40″ & 68″–48″ (*s*) 180 lb *100 lb* 358 NHP 2 SB, *6 cf*, GS 130, HS 5663 Richardsons, Westgarth & Co. Ld. Hpl.	26 ″ 6 s 3 ″ 1½ 23 ″ 9	
588	**Thjelvar** Iron Sc Sr *H. Gardsten* 94–99 1 *Dk & Shelter dk*		423 214 317					1876	Bergsunds Mek. Vrks. Bergsund	Ångf. Aktieb. Gotland (Carl E. Ekman, *Mgr.*)	149′6 | 24′8 | 11′5 P 45′ H 107 *t* F 30′	Visby Swedish	C. 2 Cy. 20″ & 38″–25½″ NE 96 NB 06 60 NHP W. Lindbergs Aktieb., Skm.		
589	**Thöger** Steel Sc 3 Mst Sr *J. Langfeldt* (*ex* Luba) *Elec. light* 1 *Dk*		459 372 265					1889	H. Koch Lübeck	Akties. Thöger (Thöger Andresen)	175′9 | 22′2 | 11′9 len 98	Larvik Norwegian *WB*	C. 2 Cy. 17″ & 32″–20″ NB 09 38 NHP J. W. Klawitter, Danzig		N
590	**Thomas Adams** Steel Sc Sr *Now named "Cletus Schneider," See No. 9 Ton Supplement* *Elec. light* *Mchy. Aft* 1 *Dk* 2 *tr B*		3784 3187					1902 9 mo	Craig S. B. Co. Toledo, O.	Grand Island SS. Co (Cleveland Cliffs Iron Co. *Mgrs.*)	370′8 | 50′2 | 24′2 F 40′	Detroit Utd. States *WB*	T. 3 Cy. 20″, 33½″ & 55″–40″ 191 NHP Craig S. B. Co. Toledo		L
591	**Thomas Barlum** Steel Sc *Elec. light* *Mchy. Aft* 1 *Dk*		5752 — 4485					1907	Detroit S. B. Co. Detroit, Mich.	Postal S. S. Co. (J. J. Barlum, *Mgr.*)	480′0 | 52′0 | 30′0	Cleveland Utd. States *WB*	T. 3 Cy. 22½″, 36″ & 60″–42″ 233 NHP Detroit S. B. Co. Detroit Mch		
592	**Thomas C. Millard** Wood Sc 3 *Dks*		356 — 242					1905	Brown & Sons Tottenville	John E. Moore Co.	130′0 | 30′0 | 9′0	New York Utd. States	C. 2 Cy. 15″ & 30″–24″ 37 NHP Heiperschausen Bros. NYk		
593	**Thomas F. Cole** Steel Sc Sub. Sig. *Elec. light* *Mchy. Aft* 1 *Dk*		7268 — 5484					1907	Gt. Lakes Eng. Works Ecorse	Pittsburgh S. S. Co.	580′0 | 58′2 | 33′0	Duluth Utd. States *WB*	T. 3 Cy. 24″, 37″ & 65″–42″ 274 NHP Gt. Lakes Eng. Wks. Detroit		
594	**Thomas Holt** Steel Sc Sr ~~*R. Montgomery* –16~~ *ss* Liv. No. 1–13 *Elec. light* 1 *Dk (Stl) & Web frames* *A. Gladney* –18 *& Shelter dk (Stl–teaks) Longitudinal framing*		1521 1238 841	✠ 100 A1 *Shelter dk with freeboard* 1,18 ~~10,16~~ ✠ LMC MS 12,13 BS 16,16 10,17	Sou Bel	*g*	10,15	1910 8 mo	W. Hamilton & Co. Ld. Pt. Glasgow *Lloyd's A&CP*	J. Holt & Co. (Liverpool) Ld.	251′0 | 38′0 | 16′1 FK *WB =* *Cell D Ba* 67′	Liverpool British *5 BHCem* *u E & B* 31′ *f* 115′ 355 *t* *APT* 131 *t*	T. 3 Cy. 18″, 30″ & 50″–33″ (*s*) 180 lb ~~*100 lb*~~ *100 lb* 183 NHP 2 SB, *6 cf*, GS 87, HS 3200 D. Rowan & Co. Glasgow	18 ″ 3 s ″ 9½ 17 ″ 9	
595	**Thomas J. Drummond** Steel Sc *R. H. Boyle* –10 *Mchy. Aft* *Elec. light* 1 *Dk*		2201 1980 1664					1910	A. McMillan & Sons, Ld Dumbarton	Canadian Govt. (Dept. o. Railways & Canals)	247′8 | 43′7 | 22′8 F 39′ *WB*	Sault Ste Marie British	T. 3 Cy. 20½″, 33″ & 54″–36″ 175 NHP Muir & Houston, Ld. Gls.		
596	**Thomas Krag** Steel Sc Sr *T. Larsen* 17–17 *ss* Shl. No. 3–6,12 (*ex* Avanti, *ex* Trold) 1 *Dk (Stl) 2 tr B & Web frames 3 Dk rule* *ss* Rot. No. 1–17		3569 3065 2241	✠ 100 A1 8,17 ~~11,15~~ MS 3,17 ✠ LMC ~~MBS 3,16~~ ~~BBS 10,16~~ BS 8,17	Npt Rot	*v*	3,17	1898 12 mo	J. Priestman & Co. Sunderland A&CP	A/S Thomas Krag (J. O. Ostervold)	325′0 | 47′0 | 25′6 P 31′ B 88′ F 35′ FK *D Ba* 110′ *f* 120′ 687 *t*	Bergen Norwegian *5 BHCem* *APT* 123 *t*	T. 3 Cy. 25″, 41″ & 67″–45″ (*s*) 160 lb ~~*100 lb*~~ NDB 12 312 NHP 2 SB, *8 pf*, GS 128, HS 4840 W. Allan & Co. Ld. Sld.	26 ″ 10 s 4 ″ 11 22 ″ 3	

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant, après Lettre d'Enrôlement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où cette cote a été mise dans le L.R. Entrée dans Book Trade.
597 202763 KVFB	Thos. L. Wand *G.Peterson*	WoodScSr 1*Dk*	657 — 413					1906	J.Lindstrom Aberdeen	Wilson&Fyfe S.S.Co.	174·0	38·0	12·3	S.Frncisco Utd.States	C.2Cy.14″&32″–24″ 42NHP FultonE.&S.B.Wrks.S.Fo.		
598 204212	Thomas Lynch *Elec.light Mchy.Aft*	SteelScSr Sub.Sig. 1*Dk*	7240 — 5450					1907	Chicago S.B.Co. Chicago	PittsburghS.S.Co.	580·0	58·0	27·5	Duluth Utd.States *WB*	T.3Cy.24″,39″&65″–42″ 274NHP AmericanSB.Co.Cleveland		
599 145631	Thomas Maytham *Mchy.Aft Elec.light*	SteelSc 3MstSr 1*Dk*2tr*B*	2330 2153 1973					1892	Chicago S.B.Co. Chicago,Ill.	Gilchrist TransportationCo.	286·0	41·3	21·3	Cleveland Utd.States *WB*	T.3Cy.19″,32″&52″–45″ 181NHP H.G.Trout,Buffalo		
600 118625	Thomas Nicholson *R.Punshon* –14	SteelPadSp 1*Dk*	132 123 10					1903	Hepple&Co.Ld. South Shields	Lambton&Hetton Collieries,Ld. (E.T.Nisbet,*Mgr.*)	96·5 B14′	20·1	9·9	Newcastle British	L.2Cy.28″–48″ 75RHP Hepple&Co.Ld.S.Shields		
601 136196 JFWB	Thomas Stratten *J.Frost* –17	SteelScK 1*Dk*	309 271 126	✠100A1 *StmTrawler* 12,14 ✠LMC7.14	Hul			1914 7mo	Cochrane&Sons,Ld. Selby *Lloyd's A&CP*	Pickering&Haldane'sStm.TrawlingCo.Ld.	136·9 Q74′F19′	23·7	12·3 BK7½″ 4*BHCem*	Hull British	T.3Cy.13″,22½″&37″–26″ (*s*) 200lb 90RHP 1SB.*3pf*,GS48,HS1511 Amos&Smith,Ld.Hull	13 ″ 0	
602 137109	Thomas Sutton 	SteelScK 1*Dk*	211 197 80	✠100A1 *StmTrawler* 4,16 ✠LMC4.16	Abn			1916 4mo	A.Hall&Co.Ld. Aberdeen *Lloyd's A&CP*	SuttonSteam TrawlingCo.Ld. (A.R.Sutton,*Mgr.*)	115·5 	22·1	11·9 BK7½″ 3*BHCem* *DBf*19′12*t*	Hartlpool British	T.3Cy.12″,20″&34″–24″ (*s*) 180lb 78RHP 1SB.*3pf*,GS46,HS1433 A.Hall&Co.Ld.Aberdeen	12 ″ 9	
603 137376	Thomas W. Irvin 	SteelScK 1*Dk*	209 196 90	✠100A1 *StmTrawler* 2,16 ✠LMC2,16	Abn			1916 2mo	Hall,Russell&Co.Ld Aberdeen *Lloyd's A&CP*	R.Irvin&Sons,Ld.	115·4 	22·1	11·9 BK7½″ 3*BHCem* *DBf*19′13*t*	N.Shields British	T.3Cy.12″,20″&34″–24″ (*r*) 180lb 78RHP 1SB,*3pf*,GS48,HS1429 Hall,Russell&Co.Ld.Abn.	12 ″ 9	
604 208361	Thomas Walters *Mchy.Aft Elec.light*	SteelScSr 1*Dk*	7518 — 5787					1911	American S.B.Co. Lorain,Ohio	InterstateS.S.Co. (W.Becker,*Mgr.*)	580·0 F44′	58·0	32·0	Duluth Utd.States *WB*	T.3Cy.24″,39″&65″–42″ 274NHP AmericanS.B.CoCleveland		R
605 137357	Thomas Young *T.Eapes* –15	SteelScK 1*Dk*	194 191 86	✠100A1 *StmTrawler* 12,14 ✠LMC9.14	Shl			1914 9mo	J.T.Eltringham&Co.Ld. Newcastle *Lloyd's A&CP*	R.Irvin&Sons,Ld.	115·8 	22·0	11·9 BK7½″ *WB*=	N.Shields British	T.3Cy.12″,20″&34″–24″ (*s*) 180lb 83RHP 1SB,*3pf*,GS51,HS1490 ShieldsEng.Co.Ld.N.Shl.	12 ″ 9	
606	Thome de Souza ~~ssBah.No.2–14~~ ssBah.No.1–14 1*Dk*(*ptStl*)	SteelSc	113 110 4	✠100A1 *For Towing purposes* 1,18 ~~4,14~~ ✠LMC~~10,14~~ 1,18	Bah		10,13 1,18	1909 11mo	Jonker&Stans HendrikIdo Ambacht *Lloyd's A&CP*	Soc.deConstruction duPort de Bahia	92·6 	19·5	 BK5″ *WB*= 4*BHCem* *APT*15*t*	Bahia Brazilian	T.3Cy.11½″,17½″&29⅝″ –14¾″ 192lb (*s*) 57NHP 1SB,*2cf*,GS35,HS1161 Machinefabriek,Bolnes	8 ″ 8	
607 2910 JNCL	Thomée *O.A.Franzon*14–14	IronSc	107 59 74					1875 1909	..... Motala	RäfsundsÅngb. Aktieb. (P. Edling,*Mgr.*)	88·4	15·9	7·1	Bräcke Swedish			
608 86657	Thomond *C.Roch* –10	SteelScSp 1*Dk*	127 92 56					1900	Boon, Mclema & deCock Hoogezand	J.George	93·0	18·1	7·2	Milford British *WB*	C.2Cy.10″&22″–14″ Boon, Molema&deCock,Hgz. 30RHP		
609 115788 VGDP	Thongwa *P.W.Rendall* –17 *Elec.light* Wireless	SteelTwinScSr 3*Dks*(*UStl*–teak s,*MStl*–ws) &*Web frames*	6298 5408 3428	✠ 10,03 ✠	Sld	*b*†		1903 10mo	Sir J.Laing&Sons,Ld. Sunderland	BritishIndiaStm. Nav.Co.Ld. *WB*=*Cell*	446·0 P73′B125′F75′ *DBa*121′*uE&B*91′*f*	53·7	30·0 FK&BK1″	Glasgow British 184′ 1235*t D*	T.6Cy.26½″,44″&73″–48″ 1000NHP 8*BHCem* 6SB,*18cf*,GS342,HS14461FD G.Clark,Ld.Sunderland *Tf*26′880*t FPT*78*t APT*78*t*	33 ″ 0	
610 MDQP	Thor *O.Hansen* *Trunk deck Mchy.Aft Elec.light* 1*Dk*	SteelScSr	4739 3712 2889					1907	Ropner&Son,Ld. Stockton	Wilhelmsens Dmpsk.Akties.(W. Wilhelmsen,*Mgr.*)	359·9 P290*t*H35*t*F54*t*	52·6	24·7	Tönsberg Norwegian *WB*	T.3Cy.26″,42½″&69½″–45″ 325NHP Blair&Co.Ld.Stockton		C
611 NCMB	— *B.L.A.Stuhlman*92–92	SteelScSr (*Icebreaker*) 1*Dk*	502 412 200					1890	Lindhlmns V.A. Gothenburg	DeDanskeStatsbaner	140·0	33·3	14·7	Elsinore Danish	C.2Cy.30″&58″–32″ 158NHP Lindholmens V.A.,Got.		
612 JGKW	— *Wothe*13–13	Iron&SteelSc 1*Dk*&*ptAwngdk3trB*	285 158 118					1886	Burmeister&Wain Copenhagen	Hansa-Molkerei FritzBaum	130·7 	21·6	10·0 17·0	Stettin German	C.2Cy.25″&44″–27″ 84NHP Burmeister&Wain,Cpn.		V
613 KRPW	— *C.Gastmann*10–13 *Elec.light*	SteelSc (*Trawler*) 1*Dk*	276 231 87					1907	J.C.Tecklenborg Geestemünde	Kohlenberg&Putz SeefischereiAkt. Ges.	132·4 Q74′F18′	23·4	10·4	Gstemnde German	T.3Cy.13″,21 1/16″&34¼″–22⅜″ 56NHP J.C.TecklenborgA.G.Gst.		G
614 (*ex*Donald)	— *JoelJohnson*	SteelSc (*Trawler*) 1*Dk*	249 240 99					1904	Wilton's E.&SlpwyCo Rotterdam	JoelJohnson	132·2	21·9	13·4	Reykjavik (Iceland) Danish	T.3Cy.12⅛″,20″&32″–23″ 49NHP Wilton'sE.&SlpwyCo.Rot		V
615 LMGK	— *Chr.Asmussen*01–07	SteelScSr 1*Dk*	211 — 86					1891	Flensburgr Schiffsb.Ges. Flensburg	Ver.Flensburg-Ekensunder& Sonderburger Dmpfs.G.	129·8 P&B79′F31′	22·9	8·8	Sonderbrg German *WB*	T.3Cy.11″,16″&31″–18″ 41NHP FlensburgerSchiffsb.Ges.		G
616 NLBT	— *G.Hansen* *Elec.light*	Iron&SteelScK 1*Dk*	205 172 76			...		1899	Edwards Bros. North Shields	DanishGovt.	116·0 Q38′F25′	21·2	11·0 BK7½″	Copnhagn Danish	T.3Cy.12¾″,19½″&32″–22½″ 61NHP G.T.Grey,SouthShields	12 ″ 0	
617 (*ex*Bannerdale)	— *M.L.Noordzy*	SteelScK ssAms.No.2–14 1*Dk*	201 197 49	✠100A1 *StmTrawler* 11,17 ~~4,13~~ ✠LMC MS9,14 BS~~4,13~~ 4,13	Ams		4,17	1907 4mo	J.Duthie Torry S.B.Co. Aberdeen *Lloyd's A&CP*	N.V.Zeeviss Maats.Ysland (R.DeBoer,*Mgr.*)	115·2 	21·6	12·1 BK7½″ *WB*= 3*BHCem* *DTf*7′11*t*	Ymuiden Dutch	T.3Cy.11½″,20″&33″–23″ (*s*) 180lb 71NHP 1SB,*3pf*,GS50,HS1294 W.V.V.Lidgerwood,Gls.	13 ″ 0	
618 HJLF	— *L.Larsen* –94	SteelScSr (*Icebreaker*) 1*Dk*	179 173 71					1889	Nylands Værksted Christiania	DrammensKomune	87·5 H6*t*	22·5	14·0	Drammen Norwegian	C.2Cy.20½″&39¾″–26″ 67NHP Nylands Værksted,Xia.		

Foundered 1917

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. / *Master.* / Special Surveys.	3 Material, Rig, &c. / *Late Name if any.* / No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned now ✠ ified. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines.	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught.	15 Registers not to be with class if in L.R. Date of ✠ of Trade Cert.
619	**Thor**	**IronScK**	156			...		1890	Cochrane, Coopr&Schofield Beverley	**N.Ahlner**	101·5	20·6	11·0	**Smögen** Swedish	C.2Cy.17″&33″–22″ 42NHP C.D.Holmes&Co.Hull	11 ″ 10	
	S.Sorenson 14–14	(*Trawler*)	145								Q20′		BK7½″				
	(*ex* Helen McGregor)	1 *Dk*	61														
620	—	**SteelSc**	109					1903	Schiffsw(v. J.&Sch)A.G. Hamburg	**Verein.Bugs.-& FrachtschfhrtGes.**	86·4	18·5	7·6	**Hamburg** German	C.2Cy.13″&25¼″–18½″ 23NHP Schwft.(vJ&Sch)AG Ham		
	I.Pehrs	(*Tug*)	99								len11						
RNBQ		1 *Dk*	—														
621	—	**CompScSp**	106					1902	J.Olofsson Vestervik	**Hallens Tingslags Angb.Aktieb.(N.G Andersson,** *Mgr.*)	75·0	17·8	7·4	**Hallen** Swedish			
4063	*N.Persson* –01		59								Q24′B25′H12*t* F8′						
JMVD		1 *Dk*	69														
622	—	**SteelScSr**	104					1893	..... Gothenburg	**MossAktiemöller**	84·4	17·5	8·7	**Moss** Norwegian	C.2Cy.12″&23½″–14½″ NB02 17NHP EriksbergM.V.Aktieb.Got		
	H.Mostad –11		85								B15*t* len96						
HCNQ		1 *Dk*	45														
623	**Thor I.**	**SteelScSr**	4267			...		1890	Harland& Wolff,Ld. Belfast	**Bryde&Dahl's Hvalfangerselskab**	400·8	45·2	28·2	**Sandefjrd** Norwegian *WB*	T.3Cy.27″,44½″&73″–54″ 426NHP Harland&Wolff,Ld.Bel.	31 ″ 4	N
	Berggren	(*ex* Imaum)	2905								P70*t*B72·2H10*t* F15*t* BK9½″						
MGHN	*Elec.light*	2 *Dks 3trB*	2655														
624	**Thor II.**	**SteelScSr**	273					1907	Marstal SB. &Reptværft. Marstal	**Akties.Dampskibs. Thor (R.Fryd,** *Mgr.*)	129·7	23·9	10·6	**Svendborg** Danish *WB*	C.2Cy.20½″&41″–21″ 64NHP HelsingörsJernsk.&Mskb.		V
	K.Egeberg 12	Now named "Verdun," *See Yr. 21 in Supplement*	211								P86′F25′						
NQGW		1 *Dk*	121														
625	**Thora**	**SteelScSr**	1040					1907	A.Vuijk& Zonen Capelle/Ysel	**Dpsk.Akties.Bris (N.M.Thomas,** *Mgr.*)	216·2	30·2	18·8	**Chrstiania** Norwegian *WB*	T.3Cy.17½″,28½″&47″–33″ 127NHP G.T.Grey,SouthShields		N
	H.S.Johannesen 16–16		909								H94*t*						
MDPR	*Elec light*	1 *Dk&Spar dk*	552														
626	**Thorbjörg**	**SteelSc3MstSr**	2009					1907	NwprtNws S.B.& DD.Co. Newprt News	**Akties.Dmpsk. Thorbjörg (G.Rostrup)**	277·0	43·0	17·3	**Bergen** Norwegian *WB*	T.3Cy.19″,36″&52″–40″ 171NHP NewportNewsSB.&DD.Co		V
	H.Chr.Hansen		—								P46′B19′F31′						
WLPV	(*ex* George W.Fenwick)		1193														
	Elec.light *Mchy Aft*	1 *Dk*															
627	**Thorbjörn**	**CompSc**	195					1908	S.Groth Sjötorp	**SjötorpsRederi-aktieb. (Gustaf Groth,** *Mgr.*)	100·4	23·6	9·8	**Mariestad** Swedish	C.2Cy.9½″&21″–13½″ 13NHP LundbyM.V.,Gothenburg		
4887	*A.Blomqvist* –08		161								B17′H9*t*						
JRDC		1 *Dk*	124														
628	**Thordis**	**SteelScSr**	4768	✠100A1 3,17	SFo	*x*		1917	Moore& Scott Irn Wks Oakland,Cal. A&CP	**Akties.“Thelma” (O.T.Tönnevold,** *Mgr.*)	376·0	52·0	25·5	**Grimstad** Norwegian FK	1 Geared SteamTurbine 210lb (*r*) 3SB,*9cf*,HS7509 GeneralElectricCo. *T*132*t* Schenectady,N.Y.	28 ″ 0 s 5 ″ 9 22 ″ 7	
	O.Jensen –17		4314					3mo			P33′B70′F40′						
	Elec.light	2 *Dks*(*Stl*)	3523	✠LMC5,17													
				Fitted for oil fuel 3,17			*F P. a*	*bove* 1	50° F. *Cell*	*DB*283′1061*t DTf*	21′347*t DTa*30′ 230*t*			*FPT*96*t AP*			
629	—	**SteelScSr**	509	100A1	Mdb	*h*	3,16	1904	Porsgrund Mek.Værks Porsgrund	**T.G.Beatley&Son**	160·1	27·1	11·0	**Newcastle** British	C.2Cy.13½″&29″–23½″ (*s*) 140lb *100lb* 52RHP 1SB,*2cf*,GS30 PorsgrundM.V.Porsgrund	13 ″ 6 s 1 ″ 6 12 ″ 2	
133569	~~*J.&.Boyde* 16–16~~	*ss* Nwc.No.3–2,15	385	~~3,17~~ 10.17 Cff		CF	N6,17				P48′F23′		FK				
JKCR	*Mchy.Aft A.E.Taylor* –17	1 *Dk*(*Stl*)	283	3,18 ~~BS3,16~~ J.17	LMC2,15			*Lloyd's*	*A&CP*	*WB=CellDB*	*uE*13*f*99′152*tFPT*			36*tAPT*12*t*			
630	**Thorgerd**	**SteelScSr**	2437	✠100A1 1,17	NYk	*s*	1,17	1916 11mo	WestrnDD &S.B.Co.Ld. P.Arthur,Ont A&CP	~~**A.Selvesen**~~ H.Haraldsen	251·0	43·8	26·5	**Tvdestrnd** Norwegian	T.3Cy.20″,33″&54″–40″ (*s*) 190lb 278NHP 2SB,*6cf*,GS126,HS5246 W'strnDDCo Ld.PtArthur	28 ″ 3	
	M.Olsen 16–16		2551								P27′B78′F27′		FK				
WLNQ	*Elec.light*	1 *Dk*(*Stl*)	1484	BS1,17 ✠LMC11,16						*CellDB*	210′ 628*t FPT*80*t*			*APT*105*t*			
	Cargo battens not fitted																
				Fitted for oil fuel 1			1,16 *F.P.*	*above*	150° F.								
631	**Thornhill**	**SteelScSr**	3848	✠100A1 9,15	Grk	*w*	~~5,14~~ 8,17	1911 9mo	ShortBros. Ld. Sunderland	**Taylor&Sander-sonSteamShipping Co.Ld.(Taylor& Sanderson,** *Mgrs.*)	355·5	51·0	23·9	**Sundrland** British	T.3Cy.25″,41″&67″–45″ (*s*) 180lb *100lb* 339NHP 2SB,*8pf*,GS145,HS5381 G.Clark,Ld.Sunderland	26 ″ 3 s 4 ″ 6 22 ″ 1	
132062	*R.F.Moyes* –15	1 *Dk*(*pt Stl&pt Irn*)&*Web frames*	3597	~~Examined 8,17~~				*Lloyd*	*sA&CP*		P32′B102′F32′		FK	6*BHCem*			
HTJN	*Elec.light*	*Longitudinal framing*	2421	✠LMC~~8,16~~ 8,17						*WB=CellDBa*	112′*uE*25′*f*						
632	**Thornley**	**SteelScSr**	1327					1907	BlythS.B. Co.Ld. Blyth	**Furness,Withy& Co.Ld.**	235·0	36·0	14·4	**W.Hartlpl** British *WB*	T.3Cy.19″,31″&51″–36″ Richardsons, Westgarth&Co.Ld. 156NHP		C
124337	*J.Muirhead* –12		1015								Q121′B10′F24′						
HKWQ		1 *Dk*	684														
633	**Thornton**	**SteelScK**	225	✠100A1	Flt		6,14	1905 10mo	J.Duthie, Sons&Co.Ld. Aberdeen	**NorbreckStm. Fishg.Co.Ld. (J.A.Robertson,** *Mgr.*)	125·5	21·9	8·8	**Fleetwood** British	T.3Cy.12″,20″&33″–24″ (*s*) 180lb 54RHP 1SB,*2pf*,GS38,HS1152 W.V.V.Lidgerwood,Gls.	12 ″ 6	
122933	*A.E.Hayward* –14	*ss* Flt.No.2–14	201	*Stm Trawler* 5,15				*Lloyd*	*sA&CP*				BK7½″	3*BHCem*			
HDSJ		1 *Dk*	92	BS5,15 ✠LMC5,15									*WB=*	*DBf*7′8*t*			
634	**Thorolf Kveldulfson**	**SteelScSr**	225					1892	AkersMek Værksted Christiania	**DetHelgelandske Dampskibsselskab**	121·3	19·0	13·5	**Sandnæss-jöen** Norwegian	T.3Cy.11″,18″&29″–18″ NB03 36NHP AkersMek.Værks.,Xia		
	J.Andreassen		207								H17*t* len10			*WB*			
JTDG	*Elec.light*	1 *Dk&Awngdk*	127														
635	**Thorpe Grange**	**SteelScSr**	4188	✠100A1 ~~6,16~~ 3,18	Npt Hull Cff	*y*	~~5,16~~ ~~6,17~~ 2,18	1889 5mo	Lon.&Gls. Co.Ld. Glasgow	**HoulderLine,Ld. (HoulderBros.& Co.Ld.** *Mgrs.*)	400·2	45·1	28·2	**Greenock** British	T.3Cy.29″,47″&76″–51″ (*s*) 150lb *80lb* 421NHP 2DB,*12cf*,GS228,HS6716 London&Glas.Co.Ld.Gls.	31 ″ 6 s 7 ″ 1 25 ″ 4	
96302	*W.H.Fowler* –11 *ss* Npt.2ndNo.3–6,14		4016	~~BS12,15~~	✠LMC 6,17			*Lloyd's*	*sA&CP*	*WB=CellDBa*82′*uE*	P27′B94′F43′		BK9″	7*BHCem* 26′*f*98′691*t*			
LDFP	(*ex* Indramayo) 2 *Dks*(1 *Stl&*1 *Irn*)3*trB*		2720	~~MS12,15~~	~~Bs5,15~~ ~~LMC~~												
	Ref.Mchy. Wireless			✠Lloyd'sRMC~~8,16~~	~~8,17~~ 3,18 ~~14,17~~												
636	**Thors**	**SteelScSr**	428					1900	P.Larsson Thorskog	**Dpsk.Acties.Thors (N.Rögenæs)**	143·0	24·2	11·2	**Haugesnd** Norwegian	C.2Cy.15½″&24½″–17½″ 49NHP ThorskogsM.V.		V
	K.Örnæs 15–15		294								Q42′B42′H24*t*F22′						
MNCV	(*ex* Wisna)	1 *Dk*	238														
637	**Thorsa**	**SteelScSr**	1319	✠100A1	Lon	*p*	7,16	1884 6mo	Barclay, Curle&Co. Glasgow	**Leith,Hull&Ham. S.P.Co.Ld. (J. Currie&Co.** *Mgrs.*)	240·0	32·1	15·4	**Leith** British	C.2Cy.38″&60″–42″ (*a*) 66lb *66lb* NDB08 187NHP 2SB,*6cf*,GS58,HS3406 Barclay,Curle&Co.,Gls.	23 ″ 9 s 7 ″ 9½ 16 ″ 10	
87274	*A.Robertson* –14 *ss* Lth.2ndNo.3–1,09		795	*Awng dk*							B54′	22·5		6*BHCem*			
JNGK	*Ref.Mchy* *ss* Lth No.1–13		823	*with freeboard*				*Lloyd's*	*sA&CP*	*WB=*	ND04		BK8″	*FPT*49*t*			
	Elec.light	2 *Dks*(*Irn*)&*Awngdk*		~~Examined~~ 6,16	✠LMC1,13												
				✠NB12,08	BS2,17												
638	**Thorsdal**	**SteelScSr**	2200			...		1890	R.Thomp-son&Sons Sunderland	**Acties.Thorsdal (J.Johanson&Co.)**	280·1	38·8	18·3	**Larvik** Norwegian *WB*	T.3Cy.21″,35″&57½″–39″ 203NHP G.Clark,Ld.Sunderland	20 ″ 10	N
	P.T.Pedersen		1595								P75*t*Q103*t*H15*t* F364*t* BK9″						
MDST	(*ex* Oria)	1 *Dk&Webframes&pt Awngdk*	1364														
639	**Thorstein Ingolffson**	**SteelSc**	265					1904	M.van der Kuijl Slikkerveer	~~**P.J.Thorsteinsson**~~	137·8	21·7	10·3	~~**Reykjavik (Iceland)**~~ ~~Danish~~ French *WB*	T.3Cy.12½″,20″&32″–23″ 49NHP Wilton'sE.&SlpwyCo.Rot		V
~~LCPJ~~	~~*G.Illugason*~~	(*Trawler*)	258														
	(*ex* Silvain)	1 *Dk*	131														

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Grément, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Torpilleur ou ligne maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où noté. L. L. Paris. Cert. Surv. Trade.
640 1557 HRTD	**Thorsten** *A.J. Lyth* 02–18 *J. Dahlström* –15 *J.E. Ljungberg* 15–17 *Iron beams*	**SteelScSr** *ss*Got.2nd No.3–5,05 *ss*Got.No.2–14 2 *Dks* (1 *pt Irn*) *3 trB* *ss*Got.3rd No.3–10,17	1634 1493 1015	✠100A1 10,17 ✠NB7,95	Got	*q*	5,18	1883 8mo *Lloyd's*	Motala Co. Gothenburg *A&CP*	Ångf.Aktieb.Thule (H.Metcalfe *Mgr.*)	262·2 H182*t*	33·3 23·7 BK8″ *WB=APT40t*	16·2	Gothenbrg Swedish *6 BHCem MT40′365t*	C.2Cy 23″ & 62″–41″ (*s*) 120lb *80lb* NDB93 255NHP 3SB,*9pf*,GS144,HS4620 MotalaCo.,Gothenburg	24 ″ 11 s 4 ″ 5 21 ″ 4	
641	**Thorum** *Agdesten* –16 *Elec.light*	**SteelSc** 1 *Dk*	900 600					1916	Hölens Verks.Akties Larvik	SverreHansenAkt. (S.Hansen)	214·0 P22′B61′F25′	34·0 *WB*	16·0	Bergen Norwegian	T.3Cy.15½″,25″&42″–30″ 97NHP AkersMek.Værks.Xia.		
642 WLMT	**Thorvald Halvorsen** *K.Lied* 16–16 (*ex*Honolulan) 2 *Dks* (*Stl*) & *deep framing* *Elec.light Ref Mchy.* & *Shelter dk* (*Stl*) Wireless	**SteelScSr** *ss*NYk.No.1–15	6570 5319 4068	✠100A1 *Shelter dk* NYk *with freeboard* 10,17 ~~10,16~~ *Fitted for oil fuel* BS12,16 ✠LMC1,16	NNs	*a*†	10,16 *F.P. above*	1910 10mo	Maryland SteelCo. Sparro'Pt Md A&CP	Akties.Dmpsk. ThorvaldHalvorsen (O.D.Jentoft)	414·5 P22′B60′*f* 162 *Cell D B a* 123′ *u E* & *B* 60′ *f* 162 50°F	53·7 FK 1259*t D*	28·1	Bergen Norwegian *7 BHpt Cem* *Ta* 46′ 291*t D*	Q.4Cy.25½″,36″,52″&76″–54″ 215lb *215lb* (*s*) 618NHP 3SB,*12cf*,GS200,HS8721 FD MarylandStl.Co.Sparr'.Pt. *Tf* 27′ 778*t FPT* 158*t APT* 27*t*	39 ″ 0 s 10 ″ 0 29 ″ 5	
643 209906	**Thousand Islander**	**SteelTwinSc** 1 *Dk*	355 — 241					1912	Toledo S.B. Co. Toledo, Ont.	Canada Steamship Lines, Ld.	163·0	33·3	8·4	Clayton Utd. States	C.4Cy.15″&30″–20″ 82NHP ToledoS.B.Co.Toledo,Ont.		
644 145343 KBPJ	**Thrasher**	**WoodAuxScBk** 2 *Dks* (*See Sailing Ship Register*)	671 — 502					1883	Goss & Sawyer Bath, Me.	H.A.Knowles	144·6	31·5	16·4	S.Frncisco Utd.States	1Cy.22″–36″ 22NHP Delamater IronWorks,Phl		
645 Sunk after collision, 17	**Thrasyvoulos**	**SteelScSr** *ss*Shl.No.3–7,13 (*ex*Lockwell, *ex*Brantwood) 1 *Dk* (*Stl*) & *Spar dk* (*pt Irn* & *pt Stl*) & *Web frames*	*3536* *3284* *2296*	~~✠100A1~~ *Spar dk* 2,17 ~~✠LMC8,13~~	Cff	*v*	3,17	1900 10mo	J.L.Thompson & Sons, Ld. Sunderland A&CP	C.A.Polemis & L.Boyazides *WB= Cell D B a* 110′	331·3 P23′B94′F32′ BK8½″ *u E* & *B* 40′ *f* 134′ 796*t*	48·0 24·9	16·9	Andros Greek 6 *BHCem* *APT* 35*t*	T.3Cy.24″,40″&65″–42″ (*s*) 180lb 292NHP 2SB,*6rf*,GS124,HS4440 J.Dickinson&Sons,Ld.Sld.	27 ″ 4 ~~24 ″ 11½~~ 26 ″ 8	
646	—	**SteelScSr** *ss*Pir.2nd No.3–8,13 (*ex*Hurworth) 1 *Dk* (*Stl*) & *Web frames* *Well deck*	*2372* *1805* *1521*	✠100A1 6,14 ✠LMC MS8,13	Shl	*s*	10,13	1888 8mo	W.Gray & Co. W Hartlepool A&CP	G.Payavlas&Co. *WB= DB a* 96′	290·0 P33′Q88′B110′F34′ BK10″ *f* 108′ 452*t*	38·1	20·3	Piræus Greek 5 *BHAsp*	T3Cy21½″35½″&58½″–39″(*s*) 160lb *100lb* NDB03 212NHP 2SB,*6cf*,GS82,HS3168 Blair&Co.Ld.Stockton	22 ″ 2 s 1 ″ 9 21 ″ 4	
647 127357	**Three Kings** *G.Addison* –12	**SteelScK** 1 *Dk*	98 97 41	✠100A1 *For fishing purposes* 4,14 ✠LMC8,12	Abn		4,14	1912 8mo *Lloyd's*	J.Duthie Torry S.B. Co. Aberdeen *A&CP*	A.Mair *WB* = *FPT 4t*	86·0 BK7″	18·4	9·0	Banff British 3 *BHCem*	T.3Cy.9½″,15½″&26′–18″ (*s*) 180lb 34RHP 1SB,*2pf*,GS24,HS712 J.Abernethy&Co.Abn.	9 ″ 6	
648 118183 HFLV	**Thrift** *J.R.Hughes* –17 *Well deck* *Cargo battens not fitted*	**SteelScSr** *ss*Nwc.No.3–7,16 1 *Dk* (*Stl*)	506 373 209	✠100A1 7,17 ~~7,16~~ ~~BS8,15~~ ✠LMC7,16	Nwc Bly	*h*	7,16	1904 1mo *Lloyd's*	Hall, Russell & Co. Ld. Aberdeen *A&CP*	NorthernCo-operativeCo.Ld. *WB= Cell D B a* 25′ *f* 74′ 134*t FPT*	168·6 Q79′B18′F23′ BK7″	26·1 FK	10·5	Aberdeen British 4 *BHCem* 39*t APT* 8*t*	T.3Cy.14½″,23½″&38″–30″(*r*) 180lb *80lb* 93RHP 1SB,*3cf*,GS51,HS1535 Hall,Russell&Co.Ld.Abn.	13 ″ 5 s 1 ″ 1 13 ″ 3	
649 132867 HWFV	**Throstle** *J.F.Jones* 09–12	**SteelScSr** 1 *Dk* (*Stl*)	2293 2150 1399	✠100A1 5,15 ~~Examined~~ ✠LMC7,17	Bry	*s*	7,16	1912 6mo *Lloyd's*	W.Pickersgill & Sons, Ld. Sunderland *A&CP*	Scarisbrick S.S. Co. Ld. (Elvidge & Morgan, *Mgrs.*) *WB= Cell D B a* 94′	290·0 P23′B78′F30′ *u E* & *B* 38′ *f* 118′ 602*t*	45·3 FK	19·0	Cardiff British 5 *BHCem* *APT* 161*t*	T.3Cy.22″,37″&61″–39″ (*s*) 180lb *90lb* 265NHP 2SB,*6cf*,GS115,HS4246 G.Clark,Ld.Sunderland	21 ″ 6 s 3 ″ 2½ 18 ″ 8	
650 116106	**Thrush** *E.Harden* –14	**SteelScK** 1 *Dk*	166 158 63	✠ *Stm Trawler* 11,02 ✠	Goo			1902 11mo	Goole S.B. & Repairing Co.Ld. Goole	Kelsall Bros. & Beeching, Ld. (G. Beeching & J.E.A. Kelsall, *Mgrs.*) *WB= Deep Tanks*	110·0 BK7½″	21·0	11·1	Hull British 3 *BHCem* *f* 25′ 50*t*	T.3Cy.12″,18″&30″–21″ 51RHP 1SB,*2pf*,GS26,HS942 N.E.MarineEng.CoLd.Sld.	12 ″ 0	
651 99690 PDLQ	—	**Steel&IronScK** (*Trawler*) 1 *Dk*	134 129 54					1893	Earle's Co. (Lim.) Hull	~~G.Lawder~~ S'eight's Steam Fishg Co Ld. (W.H.Beeley, *Mgr.*)	94·0 BK7½″	20·1	11·0	~~Aberdeen~~ British Grimsby	T.3Cy.11″,17″&30″–21″ 45RHP Earle'sS.B.&E.Co.(Ld)Hul	11 ″ 9	
652 131912	**Thruster**	**SteelTwinSc** (*Tug*) 1 *Dk*	200 157 115					1914	Burn & Co. Ld. Calcutta	MadrasPortTrust	75·0 B25′	26·5	10·5	Calcutta British	C.4Cy.16″&32″–24″ 85RHP Campbell&Calderw'd,Psy.		
653 PTNL	**Thuban** *K.Ree* *Elec.light*	**SteelScSr** 1 *Dk*	3556 3260 2175					1915	Rotterdam Droogd. Maat Rotterdam	VanNievelt, Goudriaan&Co.'s Stoomv.Maats.	345·8 P31′B114′F34′	48·8 *WB*	23·2	Rottrdam Dutch	T.3Cy.25″,41″&67″–45″ 301NHP RotterdamDroogd.Maats.		V
654 226 JBGR	**Thule** *E.B.Hulten* –09 *Elec.light* Sub.Sig. Wireless	**SteelScSr** *ss*Got.No.3–5,12 *ss*Got.No.1–16 1 *Dk* & *Spar dk* (*Stl*–ws) *3 trB*	1990 1662 1063	✠100A1 *Spar dk* 5,16 ✠LMC5,15	Got	*s*	10,15	1892 5mo	Wigham Richrdsn&Co Newcastle A&CP	Ångf.Aktieb.Thule (H.Metcalfe, *Mgr*) *WB= Cell D B a* 48′ *u B* 32′ *f* 130′	284·7 P9′B44′H160*t* F28′	37·2 23·4 FK	15·8	Gothenbrg Swedish 5 *BHCem* 193*t FPT* 14*t*	T.3Cy.26″,42″&69″–48″ (*s*) 160lb *80lb* 366NHP 2DB,*12rf*,GS215,HS6030 WighmRchrdsn&Co.,Nwc. *APT* 10*t MT* 36′ 310*t*	25 ″ 6 s 5 ″ 0 21 ″ 0	
655 613 JBSC	—	**IronTwinScSr** 1 *Dk*	521 281 399					18 49/74	Motala Co. Norrköping	Stockholms Rederiaktieb.Svea (Hj Blomberg *Mgr*)	157·4 P101′	23·5 H53*t*	11·7 F37′	Stockholm Swedish	C.4Cy.11″&24″–21″ NB00 44NHP W.Lindberg'sMek V.,Skm.		
656 135967 JCTN	**Thunderstone** *J.Wright* –15	**SteelScK** 1 *Dk*	225 218 112	✠100A1 *Stm Trawler* 4,14 ✠LMC9,15	Gms			1913 9mo *Lloyd's*	Cook, Welt'n & Gemmell Ld. Beverley *A&CP*	T.W.Baskcomb	117·0 Q61′F16′ BK7½″	22·0	12·7	Grimsby British 4 *BHCem*	T.3Cy.12″,21″&34″–24″ (*s*) 200lb 67RHP 1SB.*3pf*,GS41,HS1056 C.D.Holmes&Co.Ld.Hull	13 ″ 7	
657 1621 HLTQ	**Thure** *B.G.Nilsson* 15–15 Keiller)	**IronScSr** (*ex*Alexander 1 *Dk* 2 *trB*	439 387 295					1874	Göteborgs Mek.Verks. Gothenburg	Rederiaktieb. Sölvesborg (N. Fremberg, *Mgr.*)	145·3 B29′H9*t*	24·4	15·4	Sölvesbrg Swedish	C.2Cy.13″&30″–20″ NB01 84NHP Götbrgs.Mek.Verks.Got.		V
658 RNJV	**Thuringia** *H.Blass* *Elec.light* Wireless	**SteelScSr** (*ex*California) 2 *Dks*	6152 4923 3933					1904	Blohm & Voss Hamburg	Hamburg-Amerik. Packetf.Act.Ges. (Ham.-Amr.Linie)	410·8 P&B250′F63′	50·9	28·5	Hamburg German *WB*	Q.4Cy.24½″,35½″,50½″&72½″–54″ 390NHP Blohm&Voss,Hamburg		G
659 134774	— *G.Newman* –12	**SteelScK** 1 *Dk*	297 265 121	✠100A1 *Stm Trawler* 9,16 ✠LMC6,15	Sws		9,16	1913 6mo *Lloyd's*	Cook, Welt'n & Gemmell Ld. Beverley *A&CP*	Gt.Gms.&E.Coast Stm.FishingCo.Ld	130·2 Q71′F20′ BK8″	23·0	12·2	Grimsby British 4 *BHCem*	T.3Cy.18½″,22½″&37″–24″ 185lb (*s*) 68RHP 1SB,*3pf*,GS48,HS1595 Amos&Smith,Ld.Hull	13 ″ 1	
660 136197 JFTN	**Thurland Castle** *G.W.Jackson* –16 (*ex*Corinthic)	**SteelScSr** 1 *Dk* (*Stl*)	4736 4387 2960	✠100A1 ~~12-1~~ ~~Nwc~~ ~~Bry~~ 5,18 ✠LMC6,14	Hul	*y*	12,16	1914 6mo *Lloyd's*	Irvine's S.B. & D.D.Co.Ld. W Hartlepool *A&CP*	Lancashire ShippingCo.Ld. (J.Chambers&Co. *Mgrs.*) *Cell D B a* 182′ *u*	385·0 P38′B126′F37′ *E* 26′ *f* 167′ 961*t FPT*	52·0 FK	27·0	Liverpool British 6 *BHCem* 68*t APT* 154*t*	T.3Cy.25½″,42″&70″–48″ (*s*) 180lb 395NHP 3SB,*9cf*,GS163,HS6435 Richardsons,Westgarth& Co.Ld.Hpl.	29 ″ 6 s 5 ″ 6½ 24 ″ 4	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. / Master. / Special Surveys.	3 Material, Rig, &c. / Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years & Leg'd new Built. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. / Breadth. / Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. / Corresponding draught. ft. in.	15 Registers in which classed. If not in L.R. Date of Fl. of Trade Cert.
661 73751 ~~PNTC~~ PNCT	**Thursby** *J.Nelson* –11	**IronScSr** 6thSurvey,Liv.11,00 3rdSurvey,Liv.9,13 1*Dk*(*Irn*)	496 441 267	✠ ~~A1*~~ 1 9,17 ~~4,17~~ ✠NB11,09 BS6,17	Liv	Lv LMC7,15 MS9,17	~~4,17~~ 9,17	1876 2mo	Harland& Wolff Belfast	~~J.S.Sellers~~ RibbleShipping Co.Ld ~~(J.S.Sellers Mgr.)~~ (J.S.Sellers &Co.,*Mgrs.*)	187·2|23·7|13·4 Q4*t* BK6½″	Liverpool British 3*BH* 1 PBH	C.2Cy.20″&41″–28″ (*s*) 90lb 71RHP 1SB,*3cf*,GS54,HS1500 J.Rowan&Sons(Lim.),Bel.	14 ″ 8	
662 NCMG	**Thy** *P.Sonne* 1*Dk*	**IronScSr**	304 205 169					1869	Burmeister &Wain Copenhagen	DetForenede DampskibsSelsk.	142·6|20·6|10·0 P26*t* B66*t* F10*t*	Nakskog Danish	C.4Cy.15″&30″–20″ 67NHP Burmeister&Wain,Cpn.		
663 19 HVSR	**Thyra** *W.Sjöqvist*15–15 *ss*Skm.2ndNo.3–5,05 (*ex*Parklands) *ss*Dnk.No.2–14 1*Dk2trB* *Well deck* *Cargo battens not fitted*	**IronScBn**	1664 1303 986	✠100A1 1.16 ✠NB4,05 BS12,16	Sws	*q* ✠LMC1,14	~~12,14~~ 7,17	1880 6mo	W.Gray& Co. W Hartlepool A&CP	Rederiaktieb. Johannisborg ~~(S.T.Herndahl Mgr.)~~ (Rob.Göhle *Mgr.*)	256·6|34·6|19·8 P35′Q68′B65′H35*t* F29′ BK9″ ptND01 *WB*=*DB*	Nrrköping Swedish 4*BHCem*	C.2Cy.33″&61″–33″ (*s*) 80lb *80lb* NDB90 159NHP 2SB,*4pf*,GS76,HS2468 T.Richardson&Sons,Hpl.	21 ″ 0 s 2 ″ 0 19 ″ 11	
664	—	**IronScSr** *ss*Cpl.2ndNo.3–9,95 (*ex*Beatrice,*ex*Teresia, 1*Dk*(*Irn*-ws) *ex*Maud,*ex*CharlesTennant) 2*trB*	877 799 450	✠ 8,99	Oda			1869 4mo	C.Mitchell &Co. Newcastle	M.Nomicos	226·6|29·0|15·4 P28′B43′F29′ BK7½″ *DBa*&*f*148′272*t*	Piræus Greek *Cem* *APT*45*t*	C.2Cy.26″&52″–30″ NE75 NB04 111NHP WllsndSlpwyCo.Ld.Nwc.		V
665 NSCK	— *H.Lund* ~~*M.Dkon* –17.~~ *H.M.Lund*	**SteelScSr** *ss*Cpn No.1–17 1*Dk*(*ptIrn ptStl*)	836 711 493	✠100A1 ~~6,17 8,16~~ 4,18 BS11,16 MS6,17	Shl	*m* Cpn ✠LMC7,12	~~1,16~~ 6,17	1912 7mo	Kjöbnhvns Flydk.&Skbs. Copenhagen *Lloyd's*	Dmpskselsk. Vesterhavet (I. Lauritzen,*Mgr.*) *sA*&*CP* *WB*=*CellDBa*46′*uE*&*B*35′*f*97′237*tFPT*	211·6|31·5|13·2 P28′B60′F22′ FK 4*BHCem* 15*tAPT*16*t*	Esbjerg Danish Kjbnhavns Flydk.&Skbsv.	T.3Cy 14″,22½″&37″–24″ (*s*) 185lb 79NHP 2SB,*4cf*,GS36,HS1274	15 ″ 6 s 1 ″ 6½ 14 ″ 2	
666 NHFJ	— *A.Mühldorff*	**IronScSr** *ss*Cpn.No.3–76 1*Dk2trB*	828 602 502	✠ 9,77	Cpn			1866 11mo	A.Leslie& Co. Newcastle	DetForenede DampskibsSelsk.	209·6|28·3|14·8 P54′ F35′	Copnhagn Danish 6*BH*	C.4Cy.19″&38″–30″ *Cmp.* 132NHP Burmeister&Wain,Cpn.		
667 JPSC	— *H.L.Jahn* –15	**SteelScSr** 1*Dk*	749 563 452					1901	Stavanger Stöberi&Dok Stavanger	AktiesDpsk.Thyra (W.Hansen)	195·0|30·2|10·9 Q97*t*B47*t*H10*t*F31*t*	Bergen Norwegian *WB*	T.3Cy.14″,23½″&38″–27″ 75NHP StavangerStöberi&Dok		N
668 NFRT	— *A.E.V.Ehrenreich* *Elec.light*	**SteelPad** (*Ferry*) 1*Dk*	494 471 271					1893	Burmeister &Wain Copenhagen	DeDanskeStatsbaner	212·0|26·2|11·7 B47′ len03	Masnedsö Danish	C.2Cy.32″&60″–45″ 201NHP Burmeister&Wain,Cpn.		
669 ~~127100~~ ~~HWRG~~	**Thyra Menier** ~~*E.S.Jones*10–12~~ *Berlioz-Latour* –17 *Arch deck*	**SteelScSr** 1*Dk*(*Stl*)	1457 1295 794	✠100A1 6,15 ✠LMC9,12	N Yk	*o*	~~11,14~~ 6,17	1912 9mo	BlythS.B. Co.Ld. Blyth	~~Donald S.S.Co.Ld.~~ CieRoyalAsturienne desMines	240·0|36·1|20·1 P16′F28′ FK	Tonnay, Charente French	T.3Cy.17″,28″&46″–33″ (*s*) 180lb 83RHP 2SB,*4cf*,GS65,HS2450 G.T.Grey,SouthShields	22 ″ 2 s 6 ″ 4½ 16 ″ 1	
	Now named "LuisPidal," See No. 44 in Supplement									*Lloyd's*	*WB*=*CellDBa*75′*uE*&*B*31′*f* 96′354*tFPT*	4*BHCem* 49*tAPT*55*t*			
670 NTBJ	**Thyra S.** *H.Hansen* –14	**SteelScSr** 1*Dk*	1194 913 705					1914	Kjöbnhvns Flydk.&Skbs. Copenhagen	Dmpskselsk.Torm (C. Kraemer,*Mgr*)	235·4|36·2|13·7 P13′Q69′B98′F29′	Copnhagn Danish *WB*	T.3Cy.15″,24″&40″–27″ 83NHP Kjbnhavns.Flydk.&Skbsv.		C
671 118702 HBWD	**Thysa** *B.F.S.Roper* (*ex*Aden,*ex*Craigmore) *Elec.light*	**SteelScSr** *ss*Shl.No.3–6,13 *Spar dk(Stl)* 2*trB*&*deep framing*	2426 2309 1573	✠100A1 *Spar dk with freeboard* ~~Awning 6,14~~ 11,16 ~~BS13,15~~ ✠LMC6,13	PNl	*t* ~~PS4,13~~	~~5,15~~ 4,13	1905 2mo	A.Rodger &Co. Pt.Glasgow	ColonialCoal& ShippingCo.Ld.	313·5|43·8|13·3 P29′B82′F30′ 20·7 FK *WB*=*CellDB*	London British 5*BHCem* *APT*67*t*	T.3Cy.21″,35″&57″–39″ (*s*) 180lb *70lb* 248NHP 2SB,*6cf*,GS110,HS4210 A.Rodger&Co.Glasgow	23 ″ 3 s 3 ″ 10 19 ″ 9	
672 133529 JBVS	**Tiara** *J.L.Williams* –16	**SteelScSr** 1*Dk*(*ptIrn ptStl*)	4068 3747 2557	✠100A1 4,17 MS4,17 ✠LMC4,13	Cff	*w*	4,17	1913 4mo	Sunderlnd S.B.Co.Ld. Sunderland	HallBros.S.S.Co. Ld.(HallBros. *Mgrs.*) *WB*=*Cell*	364·0|50·8|24·2 P29′B105′F34′	Newcastle British 6*BHCem*	T.3Cy.25″,42″&68″–45″ (*r*) 180lb *100lb* 341NHP 2SB,*6cf*,GS121,HS5312	26 ″ 8 s 4 ″ 10½ 22 ″ 2	
								Lloyd's		*uE*&*B*40′	*DBa*119′ FK *f*158′900*t FPT*97*t*	*APT*158*t*	N.E.MarineEng.Co.Ld.Sld		
673 LFSW	**Tiare Taporo** *J.Winchester* –13 F&YM6,13 (*See Sailing Ship Register.*)	**WoodAuxScSr** *Oil Eng.* 1*Dk*	171 171 88	6,13 *For Service between the Paumotos and Group*	Auk	*Ra'atonga*		1913 6mo	C.Bailey, jun. Auckland	A.B.Donald,Ld.	107·0|23·0| 9·3	Papeete French	Oil Engines 4S.C.SA 4Cy.9¾″–12″ Standard GasEng.Co.S.Fo.	10 ″ 2	
674	**Tibagy** *F.E.Soares* –16 (*ex*Nadia)	**SteelScSr** *ss*Rio.No.3–2,15 1*Dk*(*Stl*)&*deep framing*	2422 2241 1552	✠100A1 ~~10,17 4,15~~ ~~BS9,16~~ 10,17 ✠LMC2,15	Grk	*s* Rio	~~2,15~~ 10,17	1901 12mo	Grngem'th &GrkDkd Co. Greenock	Cia.Commercio e Nav.	300·1|44·6|20·0 P25′B60′F27′ FK	R.Janeiro Brazilian 5*BHCem*	T.3Cy.22″,36″&59″–39″ (*s*) 180lb *100lb* 228NHP 2SB,*6cf*,GS115,HS3450	22 ″ 1 s 3 ″ 7½ 18 ″ 9	
								Lloyd's		*WB*=*CellDBa*90′	*uE*&*B*38′*f*122′640*t*	*APT*112*t*	Greenock Foundry Co.Grk.		
675 NWPV	**Tiber** *H.Pape* *Elec.light*	**SteelScSr** 1*Dk*&*ptAwng dk*	1386 909 824					1899	Helsingörs Jerns.&Mask. Elsinore	DetForenede DampskibsSelsk.	229·2|33·6|14·3 Q80′ *ptAwng dk*148′	Copnhagn Danish *WB*	T.3Cy.19½″,31½″&53″–36″ 192NHP Helsingörs Jernsk.&Mask.		V
676 135266 JDBL	**Tiberia** *H.Adler* –16 (*ex*Frimley) *Elec.light*	**SteelScSr** 2*Dks*(*Stl*)	4880 4632 3145	✠100A1 3,17 ✠LMC9,15	Bkn	*y*	5,16	1913 9mo	Nthmblnd S.B.Co.Ld. Newcastle	AnchorLine (HendersonBros.) Ld.	404·9|53·1|27·2 P41′B115′F40′ FK	Glasgow British 6*BHCem*	T.3Cy.26″,42″&72″–48″ (*s*) 180lb 438NHP 3SB,*9cf*,GS183,HS7410	29 ″ 9 s 6 ″ 0 24 ″ 1	
								Lloyd's		*CellDBa*135′*u*	*E*&*B*43′*f*173′1232*t*	*APT*38*t*	Richardsons,Westgarth& Co.Ld.Sld.		
677 LFTG	**Tibet** *Lauriol*	**Iron&SteelScBn** 2*Dks*&*Spardk*	2649 — 1663					1883	Forges&C. de la Médit. LaSeyne	Cie.Marseillaisede Nav.àVap.(Fraissinet&Co.*Mgrs.*)	332·0|40·0|19·1 H– F44′ 28·5	Marseilles French	C.2Cy.40″&73½″–42½″ NB00 293NHP Forges&C.de laMédit.,Msl.		V
678 ~~Lost by Fire 1,18~~ LFTJ	**Tibor** *ss*Fiu.No.3–5,13 1*Dk*(*Stl*)&*Spar dk*(*Irn*)& *deep framing*	**SteelScSr**	2727 2432 1678	~~✠100A1~~ *Spar dk* 3,14 ~~BS4,11~~ ~~✠LMC9,13~~	Gls	*u*	3,14	1900 6mo	R.Craggs& Sons Middlesbro'	*WB*= *CellDBa*102′*uE*&*B*40′*f*132′667*tFPT*	322·0|42·5|13·1 P39′B112′F35′21·1 FK	Bordeaux French 6*BHCem* 50*tAPT*13*t*	T.3Cy.21″,37″&62″–42″ (*s*) 200lb *90lb* 269NHP NDB(2)13 2SB,*6rf*,GS106,HS3940 N.E.MarineCo.Ld.Nwc.	24 ″ 9 s 4 ″ 1½ 20 ″ 11	
679	**Tiburón** (*ex*Nankeen) *Elec.light*	**SteelScK** *ss*Bcl.No.2–15 1*Dk*	207 193 56	✠100A1 *Stm Trawler* 3,15 ~~BS3,15~~ ✠LMC7,14	Bcl		3,15	1906 5mo	Scott& Sons Bowling		117·0|21·6|11·6 BK7″ *WB*=	3*BHCem* *DBf*12′9*t*	T.3Cy.12″,20″&32″–24″ (*s*) 180lb 72NHP 1SB,*2pf*,GS40,HS1868 J.Ritchie,Glasgow	12 ″ 6	
								Lloyd's							
680 128201	**Tiddim** 1*Dk*	**SteelSternWheel**	213 161 179					1907	Yarrow& Co.Ld. Poplar	Irrawaddy Flotilla Co.Ld.	132·9|31·0| 4·5	Glasgow British	C.2Cy.15″&27″–54″ 53NHP Yarrow&Co.Ld.Poplar		
681 214536 LGKV	**Tide** ~~*G.E.Moody*16–16~~ *H.Green* –17 *Elec.light*	**SteelScSr** 1*Dk*	303 265 97	✠100A– *Stm Trawler* 7,17 ~~11,16~~ ✠LMC11,16	~~Chi~~ Bos ~~cago~~			1916 11mo	Manitowoc S.B.Co. Manitowoc	BayStateFishing Co.(H.I.Cole)	135·5|2·7|12·3 Q73′F26′ BK7″ *DTf*10′85*t*	Boston Utd. States 3*BHCem* 5*tAPT*5*t*	T3Cy.12¾″,21½″&85″–24″(*s*) 180lb 82NHP 1SB,*2cf*,GS44,HS1516 MarineIronWrks,Chicago	13 ″ 3	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière Visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L. R. Durée Cert. Surv. Trade
682	**Tide**	**SteelScLr**	129					1903	Bremer Vulkan Vegesack	Bremen-Vegesacker Fischerei Ges.	90·9	21·4	9·8	Vegesack German	C.2Cy.9½″&16½″–12⅝″ 8NHP		G
QHNV	*F.Römke*		129														
		1Dk	67												Bremer Vulkan, Vegesack		
683	**Tidewater**	**SteelScSr**	5266	✠100A1	Phl	*y*	6~~17~~	1917	New York S.B.Corp. Camden, N.J.	The Tidewater Co.	368·6	55·2	30·5	Boston Utd. States	T.3Cy.25″,41½″&70″–46″(r) 1951b 462NHP	34 ″ 5	
214669	*E.H.Wider* 17–17		4737	6,17 1,17	NYk		5,18	1mo			P27′	B72′	F31′			s 7 ″10	
LGPT	*Elec.light*	*1Dk(Stl)&Web frames*	3354										FK		3SB,*9cf*,GS154,HS6624	27 ″ 0	
	Sub.Sig.	*Cargo battens not fitted*		MS5,18	✠LMC1,17			A&CP		*Cell DB*	320′	1832*t*	*FPT* 220*t*		*APT* 201*t* New York SB Cor Camdn NJ		
684	**Tien Choy**	**WoodSc**	108					1914	Sum Kee Hong Kong	G.Banker	92·4	17·0	5·0	Hong Kong British	Oil Engines 4Cy.13″–13½″ J.&G Bolinders, Stockholm		
137677		*Oil Eng.*	57														
		1Dk	58														
685	**Tien Sang**	**WoodSc**	108					1914	Sum Kee Hong Kong	G.Banker	92·4	17·0	5·0	Hong Kong British	Oil Engines 4Cy.13″–13½″ J.&C.G Bolinders Co.Ld Skm		
133256		*Oil Eng.*	57														
		1Dk	58														
686	**Tientsin**	**SteelScSr**	1992					1895	Scott&Co. Greenock	China Nav.Co.Ld.	275·3	38·2	21·4	London British	T.3Cy.20″,32″&52″–39″ 169NHP		
105740	*J.G.Cogan* –14		1783								P9′	B58′	F31′				
PCBQ		*2Dks*	1227											*WB*	Scott&Co.,Greenock		
687	**Tiflis**	**SteelScSr**	2783					1900	Armstrong Whitworth &Co.Ld. Newcastle	Lane&Macandrew Ld.	305·0	40·0	25·3	London British	T.3Cy.24″,39″&64″–42″ 265NHP		V
139094	*R.W.Collins* 14–16		2498								P78′	B24′	F39′				
JLVP	*Carrying Petroleum in bulk*		1845											*WB*	Wllsnd Slpwy.Co.Ld.Nwc.		
	Mchy.Aft	*Elec.light* *1Dk&Spar dk*															
688	**Tiger**	**SteelScSr**	6274	✠100A1	SFo	*a*†		1917	Union Iron Works Co. San Francisco	Standard Transportation Co.of Delaware	410·0	56·0	~~29·5~~ 29·0	New York Utd. States	T.3Cy.27″,47″&78″–48″ (*s*) 2201b 594NHP	32 ″ 0	
215248	*W.J.Davis* 00–17	*2Dks(Stl)&Shelter dk*	5728	*Shelter dk*	NYk			6100					FK		3SB,*9cf*,GS165,HS8120 FD	s 4 ″11	
LHKN	*Elec.light*	*(Stl)&Web frames*	3882	*with freeboard* 11,16,17	✠LMC6,17											27 ″5	
	Sub Sig.	*Longitudinal framing*		*Tail shaft Utd* 16,17 *F.P above* 150° *F.*				A&CP		*Cell DB* 355′1213*t* *MT* 25′798*t* *DTa* 30′228*t* *FPTs* 9*t* *APT* 195*t*					Union Iron Works Co.S.Fo.		
				(Class Contrs pending)													
689	**—**	**SteelScSr**	1389					1906	Caledon SB.&E.Co Ld. Dundee	Burns S.S.Co.Ld.	275·0	36·7	15·5	Glasgow British	Q.4Cy.23″,33″,47″&68″–45″ 310NHP		C
123124	*R.Fraser* –17	(*ex* Duke of	977								P43′	B150′	F36′				BT till 1,18
HGSM	Montrose)	*Elec.light* *2Dks*	591											*WB*	Caledon SB.&E.Co.Ld.Dun		
690	**Tighnamara**	**SteelScSr**	173	✠ A–	Lon	*h*	11,16	1904	G.Brown &Co. Greenock	H.Smart	93·3	20·1	14·6	London British	C.2Cy.10″&20″–15″ 1201b 20RHP	15 ″ 8	
119138	*S.G.Leak* –16	*ss* Lon.No.3–9,16	171	*with freeboard*	BS2,18			6mo					BK6″			s 4 ″ 6	
HJRD	(*ex* Yacht)	*1Dk&Awng dk(Teak)*	85	11,16	✠LMC9,16										1SB,*1pf*,GS16,HS396	11 ″11	
	Elec.light			*For Service between London&Boulogne*											Lees,Anderson&Co.Gls.		
691	**Tigre**	**SteelScSr**	3204					1905	Nevsky SB &Mech.Wrks Petrograd	Russian Stm.Nav. &Trading Co.	327·0	43·0	22·0	Odessa Russian	T.3Cy.22″,35″&56½″–40″ Nevsky S.B.& Mech.Wrks.Petrograd 202NHP		V
512		*Wenzigrawsky*	2329								P40′	H—F48′		*WB*			
NABD	*Elec.light*	Wireless *1Dk&Spar dk 3trB*	2027														
692	**—**	**SteelSc**	45	✠100A–	BAs		~~10,14~~ 1,17	1910	Cammell Laird &Co.Ld Birkenhead	Royal Mail Steam Packet Co.	54·5	15·1	6·6	Bns. Ayres Argentine	C.2Cy.12″&24″–18″ (*s*) 1201b 31NHP	7 ″ 0	
	F.Luzosa	*ss* BAs.No.1–14	37	*For towing purposes*				2mo					BK4″		1SB,*1cf*,GS22,HS660		
		1Dk(Stl–teaks)	—	1.17									*WB*=		Plenty&Son,Ld.Newbury		
				BS10,16	✠LMC10,14												
693	**Tigris**	**SteelSc**	2805	✠100A1	Ant	*t*	7,14	1902	Armstrong Whitworth &Co.Ld. Newcastle	Cie.Nationale Belge de Transports Maritimes (Armament Adolf Deppe, *Mgrs.*)	300·0	43·7	16·8	Antwerp Belgian	T.3Cy.22½″,36½″&61″–42″ 1601b (*r*) 279NHP	26 ″11	
	C.Tornquist 97–07	*ss* Ant.No.2–10	2668	*Spar dk*				1mo			F29′		24·7			s 5 ″ 7½	
MBTN		*1Dk(Stl)&Spar dk(Stl)*	1792	5,13	✠LMC								FK		3SB,*6pf*,GS69,HS3810 FD	21 ″ 7	
	Elec.light	*&Web frames*		BS12,13	MS7,14			*Lloyd*	*sA&CP*					*WB*=	*Cell DB a* 86′		
															uE&B 34′ *f* 132′ 543*t* *APT* 55*t* N.E.Marine Eng Co Ld. Nwc		
694	**Tihany**	**SteelScSr**	204	✠ ——	Fiu	*d*		1908	Stabilmnto Tecnico Trieste	Soc.in Azioni Ungaro Croata di Nav. Maritt.a Vap.	149·0	19·6	10·0	Fiume Aust.-Hung.	T3Cy 11⅝″ 18 1/16″ &29 3/16″–17 3/16″ 56NHP	11 ″ 6	
	A.Schneditz 84–08	*ss* Fiu.No.1–13	176	9,16				8mo			Q35′		BK6¾″		1SB,*2cf*,GS35,HS1082		
	Elec.light	*1Dk(Teak)*	123		✠										6 *BHCem* Stabilimento Tecnico,Tri.		
695	**Tijuca**	**SteelScSr**	4801					1899	Blohm& Voss Hamburg	Hamburg-Süd-Amerik.Dampfschifffahrts Ges.	375·6	46·3	27·5	Hamburg German	Q.4Cy.21⅝″,31½″,46″&66½″–50¾″ 315NHP		G
	F.Schwarze 07–12		3840								P238′	F50′					
RLJQ	*Elec.light*	Wireless *2Dks3trB*	3066	*Wilh.Ahlers "Baependy," See No. 53 in Supplement*											Blohm&Voss,Hamburg		
696	**—**	**IronScSr**	2304					1883	A.Leslie& Co. Newcastle	Cia.Commercio e Navegação	302·0	37·3	24·5	R.Janeiro Brazilian	C.2Cy.34″&66″–48″ 251NHP		
Sunk (War Loss)		(*ex* Buffon)	2030								P168*t*				R.Stephenson&Co.Nwc.		
			1459														
697	**Tilbury**	**SteelPad**	269					1883	J.&K.Smit Kinderdyk	Midland Rly.Co.	140·0	22·1	8·2	London British	O.2Cy.34″–36″ NB97 70RHP		BT till 2,18
87163	*G.Tracey* 76–83		181												J.Penn&Sons,London		
			200														
698	**Tilemachos**	**SteelScSr**	3562	✠100A1	Msl	*w*	2,17	1911	W.Gray& Co.Ld. W Hartlepool	G.C.Dracoulis	356·3	50·7	21·7	Ithaca Greek	T.3Cy.25″,40½″&67″–45″ (*s*) 1801b *1001b* 324NHP	24 ″ 3	
	S.Syrmis	*ss* Pir.No.1–15	3288	2,17				5mo			P31′	B188′	F35′			s 3 ″ 5½	
HSBM		*1Dk(Stl)*	2146	BS2,17	✠LMC7,15			*Lloyd*	*'sA&CP*	*WB*=*Cell DBa* 120′ *uE&B* 43′			FK		6 *BHCem*	21 ″ 2	
															f 151′ 1258*t* *FPT* 96*t* *APT* 240*t* Cen.Mar.Eng.Wrks.WHpl		
699	**Tillamook**	**WoodScSr**	281					1911	..... North Bend, Or.	Nehalem&South Coast Transportn. Co.	119·0	28·4	11·0	Astoria Utd. States	Petrol Motor		
208718	*F.A.Johnson*	*Petrol Motor*	—														
LBWH		*1Dk*	233														
700	**Tilly Russ**	**SteelScSr**	2775					1905	Akt.Ges. "Neptun" Rostock	E.Russ	291·4	41·3	18·6 25·7	Hamburg German	T.3Cy.20½″,35 7/16″&55″–35 7/16″ 180NHP		G
	H.Korff 05–05		2625											*WB*	A.G. "Neptun," Rostock		
RNLM	*Elec.light*	*1Dk&Shelter dk*	1764														
701	**Timan**	**SteelScSr**	144					1915	Xiansands Mek.Værks. Xiansand	Brdr.Roald	105·0	20·0	11·1	Aalesund Norwegian	T.3Cy.10″,16″&27″–15″ 28NHP		N
	S.Roald –15	(*Fishing*)	138												Xiansands M.V.Xiansand		
MLNP		*1Dk*	52														
702	**Timandra**	**SteelScSr**	1053					1898	Schiffsw.v. Henry Koch Lübeck	A.Kirsten	224·6	33·2	15·2	Hamburg German	T.3Cy.16½″,28″&44½″–27½″ 102NHP		G
	C.Ridder		921								P&B 134′	F23′		*WB*	H.Pancksch,Landsberg		
RKWP		*1Dk2trB*	579														
703	**Timaru**	**IronSc3MstSr**	459				...	1883	R.Thompson&Sons Sunderland	~~G.McLeod&A.King~~ A.King	150·2	27·0	10·6	Dunedn NZ British	C.2Cy.22″&42″–30″ 70RHP	11 ″ 6	
76070	*C.McLeod* –13		364								Q51′	B13′	F16′	*WB*	W.Doxford&Sons,Sld.		
VSMJ	*Mchy.Aft*	*Well deck* *1Dk*	279														

1 No. in Book. / Official No. / Code Letters	2 Steamer's Name. Material, Rig, &c. / *Master.* / *Late Name if any.* / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years assigned / now extend. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. / Ship. / Engines	9 By Whom. / Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.*	15 Registers in which classed. If not in L. R., Date of Trade Cert.
704 89765 SLTB	**Timbo** IronScSr *H.Ainscough* –10	295 254 116					1883	G.H.Smith &Co. Newcastle	~~KibbleShpg.Co.Ltd (J.S.Sellers, Mgr.)~~ H.Haagensen (J.S.Sellers&Co.s Mgrs.)	145·5 F22*t*	20·3	11·0	Liverpool British	C.2Cy.19″&36″–22″ NB14 60RHP Clarke,Chapman&Co.,Gts.		V
705 132442 THLK	**Time** SteelScSr *Robinson* –16 *ss*Syd.No.1–17 *Elec.light* 2*Dks*(*UStl*&2*nd dk Irn*) *Cantilever framed* *Topside tanks amidships*	3316 2849 1746	✠100A1 10,17~~11,16~~ ✠LMC2,16 10,17	Syd	*v*	~~4,15~~ 10,17	1913 1mo	J.Priest-man&Co. Sunderland *Lloyd's*A&CP	AustralianSteam-ships,Ld. (*Man. Agents*,Howard Smith,Ld.) *W B = Cell DBa*	340·0 P25′B82′F31′ FK 112′*uE*&*B*63′*f*118′	48·3	21·8	Melbourne British 6*BHCem*	Q.4Cy.24″,34″,48″&69″–45″ 215lb (*s*) 442NHP 3SB,*9cf*,GS190,HS7619 Richardsons,Westgarth& Co.Ld.Hpl.	24 ″ 3 s 4 ″ 4 20 ″ 3	
706 MCQS	**Times** SteelScSr *H.Pedersen* –06 *ss*NYk.No.2–14 1*Dk*(*pt Irn&pt Stl*)&*deep framing* *Elec light*	2096 1940 1328	✠100A1 10,17~~11,16~~ ✠LMC MS7,14 BS~~6~~5,17 *Intermediate bulkhead*	NYk	*s*	10,16 *in fore hold dispensed with, 4BH only*	1906 5mo	J.Priest-man&Co. Sunderland *Lloyd's*A&CP	Wilhelmsens Dmpsk.Akties.(W. Wilhelmsen,*Mgr.*) *WB=Cell DBa*92′*uE*20′*f*120′	290·0 P23′B74′F30′ FK *Cem* 600*t*	42·2	20·4	Tönsberg Norwegian *APT*50*t*	T.3Cy.22½″,37″&61″–39″ (*s*) 180lb ~~750~~*90lb* 256NHP 2SB,*6pf*,GS112,HS3984 J.Dickinson&Sons,Ld.Sld.	21 ″ 7	
707 LFTM	**Timgad** SteelTwinScSr *Cazalis*05–12 *Elec.light* Wireless 6*Dks*	5232 — 2127					1911	Ch.&Atel. deProvence Port deBouc	Cie.Générale Transatlantique	402·3 P43′B220′F58′	51·4	28·7	Marseilles French *WB*	T.8Cy.27⅜″,45⅝″&(2)55½″–51 3/16″ 868NHP Ch.&Atel.deProvence,Msl.		V
708 PTNS	**Timor** SteelSc *J.B.Broekman* 1*Dk*&*Spar dk*3*tr B*	3608 3430 2812					1900	Ndrlndsch. Schps.Maats. Amsterdam	Stoomv.Maats. Nederland	340·0 H—F45′	44·5	31·0	Amstrdam Dutch *WB*	T.3Cy.23″,38″&62″–42″ 249NHP Ned.Fab.v.Werk.Ams.		V
709 31	**Timsah** IronTwinScSp *C.D.Porchelli* –13 *Carrying Oil in bulk* *Fitted for oil fuel (Barge)* 1*Dk*	328 — 135					1884	Lobnitz& Co.Ld. Renfrew	L.L.Andreis	134·0	25·4	11·1	Novorrosk Russian *WB*	C.4Cy.14″&28″–24″ 64NHP Lobnitz&Co.Ld.Renfrew		
710 68416 LVRT	**—** IronScSr 191 30	191 191 30					1873	Day, Summers&Co Northam	T.Kallianjee	110·1	23·1	12·7	Bombay British	C.2Cy.26″&52″–36″ 135NHP Day,Summers&Co.,Sou.		
711 129361	**Tina Nutten** SteelScK *F.Nutten* –11 1*Dk*	187 187 72	✠100A1 *Stm Trawler* 11,14 ✠LMC8,12	Abn		11,14	1911 7mo	Hall,Rus-sell&Co.Ld. Aberdeen *Lloyd's*A&CP	J.E.&W.W.Nutten	110·5 BK7½″	21·8	11·8	Aberdeen British 3*BHCem*	T.3Cy.12½″,20″&33″–21″ (*r*) 160lb 67RHP 1SB,*2pf*,GS36,HS1254 Hall,Russell&Co.Ld.Abn.	12 ″ 7	
712 110988 SFQR	**Tinana** SteelScSr *H.W.Wigmore* –02 *Mchy.Aft* 1*Dk*(*Stl*–teak s) *Elec.light* &*Web frames*	791 686 435	✠ 2,01	Dun	*l*		1901 2mo	Caledon SB.&E.Co.Ld Dundee	Australas'nUnited Stm.Nav.Co.Ld. *WB=Cell*	210·0 P19′F35′ FK *DBf*138′186*t FPT*	31·0	13·2	P.Adelaide British 4*BHCem* 21*t APT*13*t*	T.3Cy.17″,28″&45″–33″ 130NHP 1SB,*3cf*,GS66,HS2153 CaledonSB.&E.Co.Ld.Dun	15 ″ 6	
713 MGBH	**Tinfos** SteelScSr *Hovde*16–16 *Elec.light* 1*Dk*&*Awng dk*	185 171 88					1910	Xiansands Mek.Værks. Xiansand	Akties.Sundalens F.S.Selskab (S.Björn,*Mgr.*)	101·0 H14*t*	19·1	13·4	Xiansund Norwegian *WB*	T.3Cy.11″,48″&20″–18″ 17NHP XiansandsM.V.Xiansands		
714 QJDH	**Tinn** SteelScSr *T.Neset* 1*Dk*&*Awng dk*	169 157 81					1911	Xiansands Mek.Værks. Xiansand	Dmpskslsk.Gausta	93·7	19·0	14·1	Skien Norwegian *WB*	T.3Cy.10″,16″&27″–15″ 28NHP XiansandsM.V.Xiansand		N
715 QJDH	**Tinos** SteelScSr *F.Freimann*01–11 (*ex*HildaHorn, *ex*Ganelon) *Elec.light* 1*Dk*&*Spar dk*	3587 3405 2306					1906	Flensburgr Schiffsb.Ges. Flensburg	DeutscheLevante Linie	341·3 H24′	48·8	17·2 25·0	Hamburg German *WB*	T.3Cy.20 1/16″,34⅞″&61″–39⅜″ 234NHP FlensburgerSchiffsb.Ges.		G
716 125165 HMPG	**Tintenbar** SteelScSr *A.M.McLeod* –16 *Elec.light* 1*Dk*	668 480 312					1908	Ardrossan D.D.&S.B.Co. Ld Ardrossan	NorthCoastSteam Nav.Co.Ld.	185·5 Q93′B11′F20′	30·2	10·7	SydnyNSW British *WB*	T.3Cy.15″,25″&40″–27″ 83NHP Hutson&Sons,Ld.Glasgow		
717 124276 HPDN	**Tintern Abbey** SteelScSr *P.Pearce*14–14 *ss*Cff.No.1–13 *Elec.light* 1*Dk*(*Stl*)&*deep framing* *Cargo battens not fitted*	1809 1658 1092	✠100A1 5,14 BS1,18 ✠LMC8,13	Cff	*r*	~~8,13~~ 1,18	1909 5mo	Richardsn, Duck&Co. Stockton *Lloyd's*A&CP *WB*	MelroseAbbey ShippingCo.Ld. (F.Jones,*Mgr.*) *= Cell DBa*98′*uE*	275·0 P24′B54′F27′ FK 18′*f*106′471*t FPT*	40·8	18·1	Stockton British 4*BHCem* 65*t APT*71*t*	T.3Cy.20¼″,33½″&55″–36″ 180lb *90lb* (*s*) 187NHP 2SB,*6pf*,GS79,HS2750 Blair&Co.Ld.Stockton	20 ″ 4 s 3 ″ 2½ 17 ″ 5	
718 132215 HSOJ	**Tinto** SteelScSr *W.H.Rowbottom* –17 *ss*Mch.No.1–15 *Well deck* 1*Dk*(*Stl*)	757 634 311	✠100A1 ~~6,17~~ ~~5,17~~ 4,18 BS4,18 ~~BS2,15~~ ✠LMC5,16	Hul	*l*	~~5,17~~ 4,18	1911 1mo	Dundee S.B.Co.Ld. Dundee *Lloyd's*A&CP	Ellerman'sWilson LineLd. *WB=Cell D*	200·1 P&B121′F25′ FK *Ba*&*uE*45′68*t FPT*	32·1	13·4	Hull British 4*BHCem* 29*t APT*11*t*	T.3Cy.15½″,25″&42″–27″ (*s*) 180lb 88RHP 2SB,*4pf*,GS66,HS1820 Amos&Smith,Ld.Hull	14 ″ 6 s ″10 13 ″ 11	
719 JSDF	**Tintoré** IronScBg *S.Sensat* (*ex*Roquelle) 1*Dk*&*Spar dk*	1322 — 706					1869	Randolph, Elder&Co. Glasgow	~~Linea de Vapores~~ Tintoré Cia Trasmediterranea	258·5	30·3	22·8	Barcelona Spanish	C.2Cy.38″&68″–33″ NB14 221NHP Randolph,Elder&Co.,Gls.		V
720 115309 TPHV	**Tintoretto** SteelScSr *W.Trantor* –12 *Elec.light* 2*Dks*&*deep framing*	4181 3904 2643					1902	Workman, Clark&CoLd Belfast	LivBrazil&RPlate S.N.Co.Ld. (Lam-port&Holt,Ld. *Mgrs.*)	390·0	50·3	27·1	Liverpool British *WB*	T.3Cy.26½″,44″&75″–54″ 413NHP Wrkman,Clark&Co.Ld Bel		C
721 145405	**Tioga** SteelSc *Mchy.Aft Elec.light* 1*Dk*&*Spar dk*	2320 — 1684					1885	UnionDry Dock Co. Buffalo,N.Y.	GreatLakes TransitCorpora-tion	285·5	38·9	14·0 25·7	Buffalo,NY Utd.States *WB*	C.4Cy.22″&44″–48″ B *made* 97, *fitted*03 224NHP H.G.Trout,Buffalo		
722 132668 HVGN	**—** SteelSc *E.W.Mumford*09–16 *ss*Sld.No 1–16 *Elec.light* 1*Dk*(*pt Stl*)&*Web frames* *Mchy.Aft*	742 551 345	✠100A1 11,17~~2,17~~ *Carrying Petroleum in bulk* ✠LMC1,16	Sld Lth	*j*	~~2,17~~ 11,17	1912 2mo	Greenock& Grangemo'th Dkyrd Co.Ld. Grangemo'th *Lloyd's*A&CP	Anglo-American OilCo.Ld. (J.Hamilton,*Mgr.*) *WB=Cell DBa*53	179·9 P65′B15′F28′ FK ′66*t DTf* 11′35*t FP*	31·1	12·8	London British 9*BHCem* *T*8*t APT*7*t*	T.3Cy.14″,23″&37″–24″ (*s*) 180lb 110NHP 1SB,*3cf*,GS57,HS2200 Richardsons,Westgarth& Co.Ld.Mdb.	13 ″ 6 s 1 ″ 2½ 12 ″ 7	
723 145958	**Tionesta** SteelScSr Wireless *Mchy.Aft Elec.light* 2*Dks*&*Hurricane dk*	4329 — 2652					1902	Detroit S.B. Co. Wyandtte Mh	GreatLakes TransitCorpora-tion	340·0	45·2	28·0	Erie,Pa. Utd.States *WB*	Q.4Cy.22″,31½″,45″&65″–42″ 274NHP DetroitS.B.Co.Detroit		
724 200 JBFS	**Tip** SteelScSr *K.G.Skjöldebrand*~~06–06~~17–06 *ss*Shl.2nd No.3–6,11 (*ex*Eveline) *ss*Hbg.No.1–16 *Well deck* 1*Dk*(*Stl*)2*tr B*	1305 1065 790	✠100A1 ~~8,17~~ ~~7,16~~ 3,18~~Got~~ Bdx BS5,17 ✠LMC7,16	Hbg	*o*	7,16	1885 5mo	Swan& Hunter Newcastle A&CP	Rederiakt.Tip (DanBroström, *Mgr.*) *WB=Cell DB*	245·0 Q88′B52′H38*t*F25′ ptND06 BK8½″ 200′294*t FPT*	34·0	16·0	Gothenburg Swedish 4*BHCem* 53*t APT*56*t*	T.3Cy.18½″,31″&50″–36″ (*s*) 160lb *80lb* NDB96 152NHP 2SB,*6pf*,GS144,HS2300 WllsndSlp.Co.(Lim.)Nwc.	18 ″ 6 s 2 ″ 1½ 17 ″ 2	
725 MGBF	**Tiro** SteelScSr *O.Paust* (*ex*Malmanger) 1*Dk*	1442 1109 858					1910	Sunderlnd S.B.Co.Ld. Sunderland	Dpsk.Akts.Gonvik (Christensen& Paulsen,*Mgrs.*)	234·9 P29*t*Q90*t*B134*t* H55*t*F31*t*	37·5	15·6	Sandefjord Norwegian *WB*	T.3Cy.18″,30″&49″–33″ 138NHP N.E.MarineEng.Co.Ld.Sld		N

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Capitaine. Visites Périodiques.	3 Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Nombres des Ponts	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expire. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe.	15 Indicateur de suif. Si ce navire est dans les Docks Cert. Roof Trade
726	**Tirol**	Steel Sc	2836	✠ —	Tri	*t*		1901	Lloyd Austriaco	Lloyd Austriaco	315·0	42·2	17·3	Trieste	T.3Cy.23½″,39″&65½″–45″	24 ″ 3	A
		ss Tri. No. 3–6.14	2282	10,16				12mo	Austriaco Trieste		P36′	B86′	F64′	Aust.-Hung.	354 NHP		
HSKP	*Elec. light*	1 *Dk* (*Stl*) & *Spar dk* (*Stl*–ws) & *deep framing*	1747	*Spar dk* ✠						*WB* = *Cell D Ba* 96′	*uE* 24′ *f* 132′ 454 *t*		*FP*	6 *BH Cem*	2SB, *6cf*, GS 113, HS 4634 FD		
															T 10 *t* *APT* 8 *t*	Lloyd Austriaco, Trieste		
727	**Tirpitz**	Steel Twin Sc Sr	19300					1914	Vulcan-Werke A.-G. Stettin	Hamburg-Amerik. Packetf. Akt. Ges. (Ham.-Amr. Linie)	588·0	75·0	41·5	Hamburg	2 Steam Turbines		
			14000											German			
	Elec. light	9 *Dks*												*WB*	Vulcan-Werke A-G Stettin		
728	**Tirreno**	Steel Sc Sr	4511	✠ —	Liv	*x*		1893	Naval Con. & Arm. Co. Ld. Barrow	G. Kahn	380·2	44·2	26·7	Genoa	T.3Cy.25½″,42½″&72″–51″	37 ″ 0	V
616	*Garibaldi*	*ss* Liv. No. 3–3,04	4491	*Shelter dk*				1 mo						Italian	NDB 04 437 NHP		
SMKH	(*ex* Barbadian)	*ss* Liv. No. 1–08	2785	*with freeboard*									BK 8″		7 *BH Cem*		
	Elec. light	3 *Dks* (2 *Stl*) & *Shelter dk*		6,13 ✠						*WB* = *Cell D*	*B* 296′ 673 *t*	*FP*	*T* 128 *t*		*APT* 99 *t*	2DB, *12cf*, GS 231, HS 6896	
																Naval C. & A. Co. Ld. Barrow	
729	—	Steel Sc Sr	*4285*	✠ —	Shl	*y*		1914	Nthmblnd S.B. Co. Ld. Newcastle	Soc. Anon di Nav. a Vap. "Lussino"	400·0	53·0	23·8	Lusinpiclo Aust.-Hung.	T.3Cy.26½″,44″&73″–48″	26 ″ 5	
2mo			*4117*	2,17											433 NHP		
	A. Muscardin 07–14		*2704*	*Shelter dk with freeboard* ✠									FK		7 *BH Cem*	3SB, *9cf*, GS 183, HS 7116	
		1 *Dk* (*Stl*) & *Shelter dk* (*Stl*)								*WB* = *Cell DBa*	140′					Richardsons, Westgarth & Co. Ld. Sld.	
										uE 23′ *f* 166′	1186 *t*	*DT a*	30′ 1000 *t*		*APT* 128 *t*		
730	—	Iron Sc Sr	2039			…		1882	Tyne I. S. B. Co. Newcastle	Società Marittima Italiana	284·6	36·9	24·4	Naples	T.3Cy.20″,32½″&54″–45″	25 ″ 8	
110		(*ex* Dolichion,	1875								P27′	B55′	F29′	Italian	NB 94 196 NHP		
SMKC	*Elec. light*	*ex* George Heaton) 2 *Dks* 3 *tr B*	1255										BK 10″		*WB Tpd.* 94	N.E. Marine Eng. Co Ld Nwc	
731	**Tirso Lizárraga**	Wood	156					1893	G. Fenwick & Co. Ld. Hong Kong	Yap Tico	117·1	20·0	7·3	Cebu	C.2Cy.12″&24″–14″		
			—											Utd. States	18 NHP		
			100												G. Fenwick & Co. Ld. H Kong		
732	**Tirua**	Steel Twin Sc Sr	188					1907	Soc. Astilleros Behrens Valdivia	Soc. Armadores de Lebu	112·0	20·0	9·8	Lebu	T.6Cy.		
796			—											Chilian			
HBMJ			130														
733	**Tisza**	Iron Sc Sr	1041	✠ —	Tri	*o*		1879	Blackwood & Gordon Pt. Glasgow	Royl. Hungar'n Sea Nav. Co. Adria, Ld.	242·4	32·5	16·8	Fiume	T.3Cy.17½″,30½″&52½″–36″	17 ″ 5	
2224	*A. Blazevich* 02–12	*ss* Tri. 2nd No. 3–8,11	1008	16,16				12mo			Q86′	B60′	F32′	Aust.-Hung.	NDB 11 166 NHP		
JSMW	*Well deck*	1 *Dk* (*Irn*) 2 *tr B*	708	NB 9,95 ✠									BK 8″		4 *BH Cem*	1SB, *3rf*, GS 56, HS 2480	
										WB = *DB*	210′	*Tpd* 93				Wigham Richrdsn & Co. Nwc	
734	**Titan**	Steel Twin Sc	8980					1906	D & W Hendersn & Co. Ld. Glasgow	Ocean S.S. Co. Ld. (A. Holt & Co *Mgrs*)	485·8	58·3	30·8	Liverpool	T.6Cy.23″,38½″&65″–48″		BT till 12,17
124015	*J. W. Read* –14		6533										39·3	British	585 NHP		
HJPW	*Elec. light*	Wireless 3 *Dks*	5730											*WB*	D & W. Hendersn & Co Ld Gls		
735	—	Steel Sc Sr	924					1891	J. Laing Sunderland	Koninkl. Nederl. Stoomb. Maats.	212·0	30·9	14·2	Amstrdam	T.3Cy.16″,24″&42″–27″		V
	H. Grillis		748								B46′	H69′	F27′	Dutch	92 NHP		
PTRM		2 *Dks*	564											*WB*	G. Clark (Lim.), Sunderland		
736	—	Steel Twin Sc Sp	617			…		1899	J. P. Rennoldsn & Sons South Shields	Cie. Universelle du Canal Mar. de Suez	158·0	32·1	16·1	Port Said	T.6Cy.20″,33″&54″–33″	17 ″ 0	
	M. Cafiero	(*Tug*)	591										BK 7½″	Egyptian	442 NHP		
	Elec. light	2 *Dks*	19											*WB*	J. P. Rennoldson & Sons S Shl		
737	—	Steel Sc	352	✠ 100 A1	Ams	*g*	8,15	1894	Rijkee & Co. Rotterdam A&CP	Amsterdam Tug & Salvage Co. (A. D. & C. E. Zur Mühlen)	147·1	24·3	12·7	Amstrdam	T.3Cy.18″,28″&46″–30″ (*s*)	13 ″ 6	
	C. Spanger	*ss* Ams. No. 3–6,07	325	5,17 10,16 ~~10,17~~			5,17	10mo			B42′	F24′		Dutch	160 lb 176 NHP	s1 ″6½	
PTRL		*ss* Ams. No. 2–15	60	4,18									BK 7″		4 *BH Cem*	2SB, *6cf*, GS 103, HS 3560	12 ″ 8
	Wireless	(*Tug*) 1 *Dk* (*Irn*)		NB 5,13 ✠ LMC 8,15						*WB* = *FPT* 35 *t* *APT* 10 *t*					*DT a* 16′ 25 *t*	Kon Maats. de Schlde, Flshg	
738	—	Steel Twin Sc Sp	297					1889	Laird Bros. Birkenhead	Cie. Générale Transatlantique	145·7	25·6	13·0	Havre	T.6Cy.15″,22″&38″–30″		V
	Rehel 06–09	(*ex* Cambria)	—											French	NB 03 158 NHP		
LFTV			17												Laird Bros., Birkenhead		
739	—	Iron Sc	281					1880	Samuda Bros. London	Port of London Authority	100·5	44·0	7·8	London	C.6Cy.(3)43″&(3)10″–12″		
99014			281											British	40 RHP		
			226												Hunter & English, London		
740	—	Steel Sc	256					1896	Armstrong Mitchell & Co. Ld Newcastle	Mersey Docks & Harbour Board	121·6	32·4	7·6	Liverpool	2Cy.11″–15″		
104294			253											British	16 RHP		
		1 *Dk*	130											*WB*	Cochran & Co., Birkenhead		
741	—	Steel Twin Sc Ctr	151			…		1898	Day, Summers & Co. Southampton	Beira Boating Co. Ld. (W. Barr, A.C.I.S., *Mgr.*)	100·0	21·1	8·5	S'thamptn	C.4Cy.12″&22″–21″	9 ″ 6	
109287	*A. Aadnesen* –10	(*Tug*)	123								B35′	F22′		British	60 RHP		
QGRL		1 *Dk*	—										BK 6″	*WB*	Day, Summers & Co. Sou.		
742	—	Steel Twin Sc Ctr	119	✠ —	Tri			1909	Hepple & Co. Ld. South Shields	Titan S.S. Co. Ld. (D. Tripcovich)	90·1	18·1	9·2	Trieste	C.4Cy.11″&24″–16″	10 ″ 0	
	G. Marcovic 11–11	*ss* Tri. No. 1–14	—	10,16				6mo			Q17′			Aust.-Hung.	56 NHP		
HSKT	*Elec. light*	1 *Dk*	17	*For Towing purposes* ✠									BK 6″		5 *BH Cem*	1SB, *2cf*, GS 32, HS 1075	
										WB = *DT* 3′ 14 *t*					*APT* 11 *t*	Hepple & Co. Ld. S. Shields	
743	—	Steel Sc	108					1917	de Groot & van Vliet Slikkerveer	NV Sleepboot Titan (International Tug Co. *Mgrs.*)	70·1	19·4	8·8	Rottrdam	T.3Cy.11″,19″&31″–21½″		
	S. van Drimmelen –17		93											Dutch	44 NHP		
		Dk													Rotterdam Droogd. Maats.		
744	—	Iron Pad Sp	102					1865	Gourlay Bros. Dundee	J. Batey & Son	85·5	18·6	9·7	London	C.2Cy.28″&45″		
45829	*J. T. Spencer*	(*Tug*)	96											British	NB 02 50 RHP		
	(*ex* Atlas)		7												Gourlay Bros. Dundee		
745	**Titania**	Steel Sc Sr	*3463*	✠ 100 A1	Nwc	*v*	~~3,14~~	1908	Gourlay Bros. & Co. (Dundee) Ld. Dundee	Finska Ångf Aktieb (L. Krogius, *Mgr.*)	330·0	44·8	23·6	Helsingfrs	T.3Cy.30½″,49½″&80″–48″ (*s*)	26 ″ 2	
	E. Kröger	*ss* Nwc. No. 1–14	*2463*	*Spar dk*			7,17	8mo			P&B 223′	F83′		Russian	180 lb HS 12587 658 NHP	s4 ″0½	
SQVK	*Elec. light*	1 *Dk* (*Stl*) & *Spar dk*	*1933*	3,14 ✠ LMC 8,15									BK 8½″		5 *BH Cem*	2DB & 1SB, *15cf*, GS 360,	23 ″ 3
	Ref. Mchy.	(*Stl*–*pt* ws) & *Web frames*								*WB* = *Cell DB*	*a* 42′	*uE* & *B* 82′	*f* 132′		399 *t* *APT* 38 *t*	Gourlay Bros. & Co. (Dundee) Ld. Dun.	
746	—	Steel Sc Sr	3438	✠ 100 A1	Nap	*v*	~~10,16~~	1895	Bartram & Sons Sunderland A&CP	~~S. Pittaluga~~ Soc Anon Ilva	350·0	45·0	24·4	Genoa	T.3Cy.24″,39½″&65″–42″ (*s*)	26 ″ 9	
421	~~*L. Ferrari* 03–12~~	*ss* Npt. No. 3–2,08	3156	*Spar dk*			5,17	7mo			P30′	B74′	F36′	Italian	160 lb *80 lb* NDB 08 287 NHP	s5 ″0½	
SMKB	*G. Bronzi* –17	*ss* Gen. No. 1–13	2173	10,15									BK 8″		6 *BH Cem*	2SB, *4cf*, GS 75, HS 3600 FD	22 ″ 6
		1 *Dk* (*Stl*) & *Spar dk* (*Stl*) & *deep framing*		~~Examined 5,15~~ 5,17 ✠ LMC 7,16						*WB* = *Cell DBa* 108′	*uE* & *B* 24′ *f* 138′ 664 *t*				*APT* 68 *t*	J. Dickinson & Sns (Ld), Sld	
747	—	Steel Sc Sr	1187					1912	Schiffsw. v. H. Koch A.G. Lübeck	A. Kirsten	225·6	33·1	14·9	Hamburg	T.3Cy.18$\frac{5}{16}$″,29$\frac{1}{16}$″&46½″		G
	C. Hoberg –12		841								P&B 177′	F28′		German	–32½″ 122 NHP		
RSHP	*Elec. light*	1 *Dk*	730											*WB*	Ottensener Maschf. Altona		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys.	3 Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Dates of Port Trade Cert.
748 3125 JHKR	**Titania** *B.Nilsson* –14	**SteelScSr** 1*Dk*&*Awng dk*	750 428 440					1897	Oskrshmns M.V.Aktieb. Oskarshamn	StockholmsRederiaktieb.Svea(Hj. Blomberg,*Mgr.*)	178·0 | 28·1 | 10·9 H43*t* 17·8			Stockholm Swedish *WB*	T.3Cy.14½″,23¼″&39½″–27½″ 81NHP GöteborgsMV.Aktieb.Got		V
749 46 KPAB	— (*ex*Yacht) *Elec.light*	**IronScSr** *ss*Cws.No.3–4,00 *ss*Alx.No.2–08 1*Dk*	185 — 102	5,10	Alx			1879 5mo	Ramage& Ferguson Leith	N.I.Gavallo	154·6 | 21·1 | 10·6 ND4,00			Sebastopol Russian 4*BHCem*	C.2Cy.18″&36″–22″ NB4,00 54NHP 1B,*2cf*,GS39,HS1012 Rankin&Blackmore,Grk.		
750 759 SMKV	**Titano** *F.Miele* *Mchy.Aft*	**WoodSc** *Paraffin Motor* (*Tug*)	140 — 86					1911	F.Bonifacio Castellmare	Feola&Jeandeau	96·0 | 26·0 | 11·0			Torre del Greco Italian	ParaffinMotor 4Cy. Jorgensen,Copenhagen		
751 115289 TKQC	**Titian** *W.J.Carey* –07 *Elec light*	**SteelScSr** 2*Dks*&*Shelter dk* &*deepframing*	4170 3893 2637					1902	Workman, Clark&Co.Ld Belfast	LivBrazil&RPlate S.N.Co.Ld. (Lamport&Holt,Ld. *Mgrs.*)	390·0 | 50·3 | 27·1			Liverpool British *WB*	T.3Cy.26½″,44″&75″–54″ 418NHP Workmn,Clark&Co.LdBel		C
752 124496	**Titmouse** *P.Coombs*08–08	**SteelSc** *ss*Sou.No.2–17 1*Dk*(*Stl*)	72 72 —	✠100A1 *For Towing purpose s* 7,17 ~~1,17~~ ✠LMC ~~BS7,17 BS8,16~~ MS1,17	Sou		1,17	1908 4mo *Lloyd's*	J.I.Thornycroft&Co.Ld. Southampton	ReaTransport Co.Ld.	75·8 | 17·6 | 8·6 BK6″			S'thamptn British 4*BHCem*	C.2Cy.15″&30″–22″ (*s*) 130lb 37RHP 1SB,*2pf*,GS38,HS1107 J.I.Thornycroft&CoLdSou	9 ″ 6	
753 SMKZ	**Tito Speri** (*ex*Izabran) 1*Dk*	**SteelSc** 3530 2470	3892					1910	W.Doxford &Sons,Ld. Sunderland	Requisitioned by theItalianGovt. (ItalianStateRlys)	360·0 | 50·3 | 25·6 P26′B231′F32′			Italian *WB*	T.3Cy.26″,42″&68″–42″ 300NHP W.Doxford&Sons,Ld.Sld.		CI
754 4387 JPDR	**Titti** *O.F.Christensson*11–11 (*ex*AnnaHermine)	**SteelScSr** *ss*Els.No.3–2,15 1*Dk*(*pt Irn*&*pt Stl*) &*deep framing* *Cargo battens not fitted*	1249 1094 768	✠100A1 2,16 ~~BS7,16~~ ~~LMC2,16~~ BS8,17	Els	*n*	N2,16	1902 4mo *Lloyd's*	W.Harkess &Son Hartlepool	Rederiaktieb.Malmö (NilsAschan, *Mgr.*) *WB*=*DB*	225·0 | 35·1 | 17·8 Q83′B56′RFD86′ F21′ FK *aE*&*uE*79′*uB*15′*f*92′			Malmö Swedish 4*BHCem* 351*tAPT*29*t*	T.3Cy.17″,28½″&46″–33″ (*s*) 180lb *90lb* 131NHP 1SB,*3cf*,GS59,HS2025 MacColl&Pollock,Sld.	16 ″ 6 s 7 ″ 5½ 16 ″ 6	
755 123633 HFWS	**Tiverton** *H.Scott* –18 ~~*W.S.Luke* –17~~ 1*Dk*(*pt Irn*&*pt Stl*)2*trB*&*deep framing*3*Dk rule*	**SteelScSr** *ss*Nwc.No.2–15 2*trB*&*deep framing*3*Dk rule*	3825 3466 2453	✠100A1 ~~1,18~~ ~~1,10~~ 1,18 ~~BS5,17~~ ✠LMC10,16 ~~M~~BS4,18 DBS1,18	Npt	*v*	~~9,16~~ 4,18	1906 4mo *Lloyd's*	R.Stephenson&Co.Ld. Newcastle	AssociatedOil Carriers Ld (J.I. Jacobs&Co.*Mgrs.*) *WB*=*Cell DBa*108′	343·0 | 50·1 | 23·5 P37′B95′F37′ FK *uE*&*B*40′*f*144′905*t*			London British 6*BHCem* *APT*170*t*	T.3Cy.25″,41″&67″–45″ (*r*) 180lb *80lb* 332NHP 2SB,*6rf*,GS124,HS5190 Blair&Co.Ld.Stockton	26 ″ 0 s 4 ″ 8½ 21 ″ 7	
756 203045 KVHT	— *C.Green* 1*Dk*	**WoodScSr** 336	557 —					1906	Hitchins& Joyce Hoquiam,Wb	TivertonCo. (J.O.Davenport)	155·0 | 36·0 | 12·7			S.Frncisco Utd.States	C.2Cy.14″&32″–24″ 42NHP UnitedEng.Works,S.Fo.		
757 212565 LDPJ	**Tivives** *H.L.McKay* –12 *Ref.Mchy. Elec.light* Sub.Sig. Wireless	**SteelScSr** 2*Dks*&*2ptDks* 3115	5017 3894					1911	Workman, Clark&Co.Ld Belfast	TivivesSteamship Corporation (UnitedFruitCo. Line)	378·8 | 50·3 | 29·1 B160′F42′			NewYork Utd.States *WB*	T.3Cy.27″,45″&75″–54″ 412NHP Wrkman,Clark&Co.LdBel		C
758 NMTS	**Tjaldur** *Larsen* *Elec.light* (*ex*Vega)	**SteelScSr** 1*Dk*	790 496 440				…	1898	Murdoch & Murray Pt.Glasgow	DetForenede DampskibsSelsk.	199·1 | 30·0 | 11·8 P48′B80′F51′ FK			Copnhagn Danish *WB*	T.3Cy.18″,29″&47″–33″ 160NHP Rankin&Blackmore,Grk.	12 ″ 7	V
759 HFWB	**Tjalve** *N.Pedersen* –91 1*Dk*	**SteelScSp** (*Ice breaker*) 44	109 107					1892	Nylands Værksted Christiania	Drammens Komune	71·0 | 19·0 | 11·9			Drammen Norwegian	C.2Cy.13½″&29″–21″ 32NHP Nylands Værksted,Xia.		
760 TJFS	**Tjibodas** *P.Stopman* *Elec.light* 1*Dk*(*Stl*)&*Spar dk*(*Stl*–teak s)&*deep framing lower beams in No.*1 & 3 *holds*	**SteelScSr** *ss*HKg.No.2–14	4660 4083 2953	✠100A1 *Spar dk* ~~7,17 11,16~~ 3,18 BS5,16 ✠LMC6,14	HKg	*y*	~~10,15~~ 7,17	1906 7mo *Lloyd's*	Maats. Fyenoord Rotterdam	Java-ChinaJapan Lijn *WB*=*CellDBa*124′*u*	372·9 | 49·6 | 19·6 P46′B94′F50′ 27·5 FK *E*20′*f*160′831*tFPT*			Batavia Dutch 7*BHCem* 64*tAPT*21*t*	T.3Cy.24½″,40″&67″–45″ (*s*) 180lb 391NHP 3SB,*6cf*,GS136,HS5529 FD Maats.Fyenoord,Rot.	30 ″ 1 s 6 ″ 3 24 ″ 8	
761 TJFR	**Tjikembang** SteelSc2TwinMasts *N.vanWijckJurrianse* –16 *Elec.light* 3*Dks*(*UStl*–teak s)2*nddk*(*Stl*) Wireless		8013 7135 5028	✠100A1 ~~5,17 10,16~~ 12,17 ~~St 8~~ ✠LMC7,14	HKg	*e*†	~~7,16~~ ~~7,17~~ 12,17	1914 7mo *Lloyd's*	Kon.Maats deSchelde Flushing	Java-China Japan Lijn *WB*=*CellDBa*162′*uE*	493·6 | 58·3 | 31·2 P65′B303′F60′ FK 36′*f*181′1287*t DTa*			Batavia Dutch 8*BHCem* 27′1312*t DT* *f*24′1251*tFPT*125*tAPT*26*t*	T.3Cy.33″,54″&90″–60″ (*r*) 180lb 918NHP 6SB,*18cf*,GS324,HS13931 FD Maats.deSchelde,Flushing	34 ″ 0 s 6 ″ 11 27 ″ 6	
762 TJFK	**Tjikini** *W.H.Lap* *Elec.light* (*Stl*–teak s)&*pt deep framing lower beams in Nos.*1 & 3 *holds*	**SteelScSr** *ss*HKg.No.2–15 1*Dk*(*Stl*)&*Spar dk*(*pt Stl*–teak s)	4597 4169 2888	✠100A1 *Spar dk* ~~4,17 3,16~~ 1,18 ~~BS5,16~~ ✠LMC6,15 4,17	HKg	*y*	8,16	1907 1mo	Kon.Maats deSchelde Flushing A&CP	Java-ChinaJapan Lijn *WB*=*CellDBa*136′*uE*	373·0 | 49·5 | 19·6 P&B286′F50′ 27·3 FK 20′*f*160′866*t FPT*			Batavia Dutch 8*BHCem* 70*tAPT*44*t*	T.3Cy.24½″,40″&67″–45″ (*s*) 180lb 391NHP 3SB,*6cf*,GS136,HS5535 FD Maats.deSchelde,Flushing	30 ″ 4 s 5 ″ 9 24 ″ 11	
763 TJFP	**Tjilatjap** *T.S.B.Brugsma* 1*Dk*(*Stl*)&*Spar dk*(*pt Stl*–teak s) *Elec.light* &*deep framing*	**SteelScSr** *ss*HKg.No.3–3,15	3859 3468 2470	✠100A1 *Spar dk* 5,17 ~~9,16~~ ~~BS4,17~~ 8,18 ~~BS5,16~~ ✠LMC5,15	HKg	*w*	9,16	1903 7mo *Lloyd's*	SirRaylton Dixon&CoLd Middlesbro'	Java-ChinaJapan Lijn *WB*=*CellDBa*112′*u*	349·0 | 46·3 | 18·9 P52′B80′F52′ 26·9 FK E18′*f*150′711*t FPT*			Batavia Dutch 6*BHCem* 57*tAPT*28*t*	T.3Cy.23″,37″&64″–42″ (*r*) 180lb 354NHP 3SB,*6cf*,GS118,HS5095 FD Richardsons,Westgarth& Co.Ld.Hpl.	29 ″ 6 s 6 ″ 2½ 23 ″ 11	
764 TJFQ	**Tjiliwong**,*ss*HKgNo3–9,17 *J.Karelos* –17 *Elec.light* 1*Dk*(*Stl*)&*Spardk*(*Stl*–teaks)&*deep framing lower beams in fore hold*	**SteelScSr** ~~*ssShi.No.2–13*~~	4745 4071 3052	✠100A1 *Spar dk* 9,17 ~~1,17~~ MS9,17 BS6,17 ~~BS1,16~~ ✠LMC~~1,15~~	HKg	*y*	~~5,15~~ 9,17	1905 10mo	Nederl. Schps.Maats. Amsterdam A&CP	Java-ChinaJapan Lijn *WB*=*Cell DBa*124′*uE*&*B*38′	372·8 | 49·3 | 19·6 P56′B84′F51′ 27·1 FK *f*160′943*tFPT*104*t*			Batavia Dutch 7*BHCem* *APT*36*t*	T.3Cy.23½″,39½″&64¾″–47¼″ 180lb (*s*) 385NHP 3SB,*6cf*,GS136,HS5529 FD NedFb.v.Wrk&Spoor,Ams	30 ″ 1 s 6 ″ 4 24 ″ 2	
765 TJFV	**Tjimanoek** *E.H.Kroes* –16 2*Dks*(*Stl–U*teaks)&*Web frames* *Elec.light* Wireless *Longitudinal framing*	**SteelScSr** *ss*H.Kg.No.1–15	5620 4971 3510	✠100A1 3,17 ~~BS5,16~~ ✠LMC8,15 ~~8,17~~	Shi	*a*†	12,16	1911 6mo *Lloyd's*	Maats. Fyenoord Rotterdam	Java-ChinaJapan Lijn *WB*=*CellDBa* *f*180′1123*tD*	420·0 | 54·2 | 27·5 P58′B250′F54′ 111′*uE*&*B*48′ FK *Tu* 23′913*t FPT*83*t*			Batavia Dutch 7*BHCem* *APT*19*t*	T.3Cy.28½″,47″&77″–48″ (*r*) 180lb 547NHP 3SB,*9cf*,GS181,HS7860 FD Maats.Fyenoord.Rot	30 ″ 0 s 5 ″ 1 25 ″ 3	
766 TJFM	**Tjipanas** *A.deLange* *Elec.light* 1*Dk*(*Stl*)&*Spardk*(*Stl*–teaks)&*deep framing lower dk beams in fore hold*	**SteelScSr** *ss*HKg.No.3–4,15	3815 3485 2444	✠100A1 *Spar dk* 11,17 ~~9,16~~ BS4,17 ~~BS5,16~~ ✠LMC4,15	HKg	*w*	9,16	1903 7mo *Lloyd's*	Nederl. Schps.Maats. Amsterdam A&CP	Java-ChinaJapan Lijn *WB*= *CellDBa* 109′*u*	349·0 | 46·0 | 19·0 P52′B80′F51′ 27·0 FK *E*19′*f*142′756*tFPT*			Batavia Dutch 7*BHCem* 100*tAPT*38*t*	T.3Cy.23½″,37″&64 3/16″–42″ 180lb (*r*) 350NHP 3SB,*6cf*,GS123,HS4973 FD Nederl.FabriekWerk.Ams	29 ″ 6 s 6 ″ 2½ 23 ″ 10	
767 TJISALAK	**Tjisalak** SteelSc2TwinMsts *A.W.laRooij* –17 *Elec.light* 2*Dks*(*StlU*–teaks) 3*trB in Nos.*1,3&4*holds*		5787 4945 3614	✠100A1 3.17 ✠LMC5,17 *Fitted for oil fuel* 3,17	Ams	*a*†	*F.P. a*	1917 3mo *Lloyd's* above15	Nederl. Schps.Maats. Amsterdam *sA&CP* 0°F.	JavaChinaJapan Lijn	419·9 | 54·2 | 27·3 P58′B249′F54′ FK *CellDB*358′			Batavia Dutch 7*BHptAsp ptCem* 1090*t DTa*	T.3Cy.27 3/16″,45¼″&74″–51 3/16″ 180lb (*r*) 536NHP 3SB,*9cf*,GS186,HS7842 FD Werkspoor,Amsterdam 24′902*tFPT*104*tAPT*25*t*	30 ″ 0 s 5 ″ 1½ 25 ″ 3	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Grément, etc. / Capitaine. / Visites Périodiques.	3 Ex-nom, s'il y a lieu. / Nombres des Ponts	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant est paré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'apres les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Augmentation de tonnage, si ce n'est pas dans le L. R. Barème Cert. L. et T.
768 PTVH	**Tjisondari** *Elec.light* Wireless	**SteelSc2TwinMst** ~~*Well Isap* 17~~ *J.P. Scholten* –17 3*Dks*(*UStl*–teak s) 2*nd dk*(*Stl*)	8039 7139 5019	✠100A1 9,17 ~~1,17~~ ✠LMC5,16	Sba	*e* †	9,17	1915 4mo *Lloyd's*	Kon. Maats deSchelde Flushing *A&CP*	**Java-ChinaJapan Lijn** *WB=CellDBa 1287t DTa27'1312t DTf24'1251t FPT 125t APT26t*	494·0 P65'B303'F60' 162'*uE36'f*181' FK	58·4	31·2	**Batavia** Dutch	T.3Cy.33",54"&90"–60" (*r*) 180lb 918NHP 6SB,*18cf*,GS324,HS13932 FD Maats.deSchelde,Flushing	34 " 0 s 6 " 11 27 " 6	
769 TJFW	**Tjitaroem** *Oldenburger* –17 *Elec.light* Wireless	**SteelScSr** *ss*HKg.No.1–15 2*Dks*(*Stl*–*Upt* teak s) 3*rd dk in No.1 hold & Web frames Longitudinal framing*	5775 5035 3667	✠100A1 ~~2,17~~ ~~8,16~~ 12,17 BS~~8,16~~ ✠LMC1,16 ~~8,17~~	HKg	*a* †	~~6,15~~ 12,17	1910 11mo *Lloyd's*	Nederl. Schps.Maats. Amsterdam *A&CP*	**Java-ChinaJapan Lijn** *WB=CellDBa 114'uE50'f*	420·7 P57'B251'F56' FK	54·0	26·8	**Batavia** Dutch	T.3Cy.28½",47"&77"–48" (*r*) 180lb 545NHP 3SB,*9cf*,GS181,HS7830 FD Maats.de Schelde,Flushing	30 " 0 s 5 " 1½ 25 " 3	
770 3562 JLBM	**Tjörn** *O.T.Thorberntsson* –09 1*Dk*	**SteelScSr**	114 64 80					1899	Eriksbergs M.V. Eriksberg	**MarstrandsNya Ångf.Aktieb.** (*J. Ahnström, Mgr.*)	80·4 Q19'B34'H6*t*F16'	17·4	7·2	**Marstrand** Swedish	C.2Cy.9¾"&19½"–13¾" 12NHP EriksbergsM.V.Got.		
771 3146 JHLV	**Tjust** *H.G.Norberg*94–94 1*Dk & Shelter dk*	**SteelScSr**	333 150 224					1898	Göteborgs M.V.Aktieb. Gothenburg	**TjustsNyaÅngf. Aktieb.** (*K. Sjögren, Mgr.*)	119·5 B71'H37*t*F15'	22·4	9·6 16·3	**Vestervik** Swedish	C.2Cy.15½"&32½"–17¾" 38NH GöteborgsM.V.Gothenbrg		
772 10348 LBQK	**To-a Maru No. 1** 1*Dk*	**WoodScBn**	150 137 81					1907	I.Shioaka Osaka	**To-aGyogyo KabushikiKaisha**	103·5	19·8	12·0	**Osaka** Japanese	C.2Cy.10"&23"–14" 17NHP		
773 19284 NCHQ	**Toba Maru** *T.Kusano* –16 *Elec.light*	**SteelTwinScSr** 2*Dks*(*Stl*)	7296 6447 4487	✠100A1 ~~8,17~~ ~~8,16~~ 12,17 ✠LMC~~8,16~~ 12,17	Kob	*b* †	4,17	1916 8mo *Lloyd's*	Kawasaki Dkyd.Co.Ld Kobe *A&CP*	**NipponYusen KabushikiKaisha** *CellDB375'1192 tDTa42'1312t FPT 55t APT60t*	445·0 P34'B138'F37' FK	58·0	34·0	**Tokio** Japanese	T.6Cy.21",33½"&56"–48" (*s*) 200lb 628NHP 4SB,*12cf*,GS220,HS9108 FD KawasakiDkydCoLdKobe	34 " 0 s 7 " 11 26 " 5	
774 110756 JNDH	**Tobago** *A.C.Fletcher* –17 1*Dk*	**IronScK** *ss*Hul.No.3–9,12 *ss*Hul.No.1–16	159 153 63	✠100A1 *Stm Trawler* 6,18 ~~7,16~~ ✠LMC9,16 BS2,18	Hul		~~4,16~~ 6,18	1899 12mo	Cook, Welt'n&Gemmell Hull A&CP	**HullSteamFishing &IceCo.Ld.**	106·8 ND12	21·0 BK7½" *WB=DTf13'24t*	11·0	**Hull** British	T.3Cy.10",17"&28"–21" (*s*) 200lb 45RHP 1SB,*2rf*,GS24,HS720 Amos&Smith,Hull	11 " 10	
775 ~~867~~ PABW	**Tobolsk** ~~*Bialobjensky* –12~~ *Elec.light* Wireless	**SteelScSr**	2693 2546 1511					1912	NevskyS.B &Mch.Works Petrograd	TheShippingController (Turner, Morrison&Co*Mgrs.*)	286·0	40·6	27·0	~~**Vladivostok**~~ ~~Russian~~ British	T.3Cy.20",32"&52"–39" 169NHP NevskyS.B.&MchWk.Ptr.		V
776	**Tocantins** *Fonseca* (*ex*RasBera)	**SteelScSr** *ss*N.Yk.No.3–6,15 1*Dk*(*Stl*)&*Spar dk* (*pt Stl&pt Irn*)&*deep framing*	*4113* *3640* *2685*	✠100A1 *Spar dk* 5,16 BS5,16 ✠LMC6,16	NYk	*w*	N6,15	1901 4mo	J.Blumer &Co. Sunderland *A&CP*	**LloydBrazileiro** *WB=CellDBa*	350·0 P30'B100'F38' 108'*uE24'f*148'863*t*	46·5 26·7 FK	18·8	**R.Janeiro** Brazilian	T.3Cy.25",42"&68"–48" (*s*) 180lb *80lb* 350NHP 2SB,*5pf*,GS142,HS5400 J.Dickinson&Sons,Ld.Sld.	29 " 6	
777	— *F.W.Pedder* –07 *Elec.light*	**SteelTwinScSr** 1*Dk*(*Teak*)& *Promenade dk*(*Teak*)	659 430 341	✠ *For River purposes only* 6,12 ✠	Grk			1907 12mo	Murdoch& Murray Pt.Glasgow	**J.Barbosa deSilva**	180·0 F36'	33·1	11·0 FK	**Para** Brazilian	T.6Cy.11",18"&29"–21" 134NHP 1DB,*6cf*,GS115,HS2765 J.G.Kincaid&Co.Ld.Grk.	11 " 3	
778 80 SMLH	**Tocra** (*ex*Mustapha, *ex*Port Maria) *Elec.light Ref.Mchy.*	**SteelScSr** *ss*Brs.No.2–09 2*Dks*(*UStl*)& *Awng dk*(*pt Stl–ws*)	2901 2526 1471	✠ *Awng dk with freeboard* 12,13 ✠	Msl	*t*		1901 3mo	Ramage& Ferguson,Ld. Leith	**"Sicilia"Società diNavigazione** *WB=CellDBa 50' uE&B*	334·7 B154'	40·2 25·5 BK10"	17·6 *5BHCem*	**Palermo** Italian	T.3Cy.31½",50"&80"–48" 656NHP 4SB,*12cf*,GS300,HS10027 FD *112'f84'386t* Ramage&Fergusn,Ld.Lth	28 " 0	I
779 112 PBTN	**Toei Maru** (*ex*KaikokuMaru) 2*Dks*	**SteelScSp**	182 — 103					1906	S.Ono Osaka	**ChosenYusen KabushikiKaisha**	110·0 B18'	16·9	12·9	**Jinsen** Japanese	T.3Cy.9¼",15"&24½"–18" 25NHP S.Ono,Osaka		
780	**Tofo** (*Tug*) F&YM3,14 1*Dk*	**WoodSc**	*33*	✠ 4,14 ✠ *For Service between Coquimbo & Kruzgrunde Fitted for oil fuel,4.14 above 1 F.P.a*	Drt			1914 4mo	Philip& Son,Ld. Dartmouth	**BethlehemChili IronMinesCo.**	56·0	14·0	6·5	**Kruzgrunde** Chilian	C.2Cy.7½"&15"–12" 14NHP 1SB,*1pf*,GS12,HS325 Philip&Son,Ld.Dartmouth	6 " 6	
781 117600 WPHS	**Tofua** *D.Todd* –15 *Ref.Mchy. Elec.light* Wireless 3*Dks*	**SteelTwinScSr**	4345 2461 2634					1908	W.Denny &Bros. Dumbarton	**UnionS.S.Co.of NewZealand,Ld.**	350·3 F42'	48·2	20·5	**London** British *WB*	T.6Cy.22½",36½"&59"–36" 418NHP Denny&Co.Dumbarton		C
782 16350 MJBT	**Tofuku Maru** (*ex*Nagata Maru No. 26) 2*Dks*	**SteelScSr**	425 361 263					1913	S.Nagata Osaka	**KanamoriGomei Kaisha**	146·5 B30'	21·8	14·9	**Nishinomiya** Japanese	T.3Cy.11⅞",17⅞"&27½"–20" E&B*mde*90*refitd*13 35NHP OsakaIronWorks,Osaka		
783 493 NCQB	**Togo** *A.Rubaudo* –05 (*ex*Amor,*ex*Ville de Valence) 1*Dk*(*Irn*)&*Spar dk*3*trB*	**IronSc3MstSr** *ss*Hav.No.1–86	1484 1454 888	✠ *Spar dk* 10,87 ✠	Hav	*q*		1882 3mo	R.Thompson&Sons Sunderland	**Soc.Anon.Ilva**	258·2	34·7 23·7	17·1 *WB=DBa69'f42'*	**Genoa** Italian	C.2Cy.33"&62"–42" 208NHP J.Dickinson,Sunderland 161*t FPT38t APT13t*		
784	— 1*Dk*	**WoodScCtr**	153 126 90					1906	F.Moore Launceston, Tas.		122·0	22·6	9·5	British	T.3Cy.12",19"&22"–18" 46RHP GlasgowEngCo.Launcestn		
785	— 1*Dk*(*Stl*)	**SteelScSp**	*141* *141* *8*	✠ *For Towing purposes* 12,05 ✠	Dun			1905 12mo	Dundee Shipbuilders' CoLd.Dundee	**Cia.Argentina de Nav.(Nicolas Mihanovich) Ltda.**	80·2	22·3 BK6½" *WB=APT¾t*	13·2 *3BHCem*	**Bns.Ayres** Argentine	C.2Cy.20"&43"–27" 109NHP 1SB,*3cf*,GS59,HS1961 MacColl&Pollock,Ld.Sld.	13 " 9	
786 7092 JMST	**Togo Maru** *I.Deguchi* (*ex*Memnon, *ex*Gulf of Guinea,*ex*TogoMaruNo.1) *Elec.light*	**SteelScSr** 2*Dks*3*trB*	3294 2384 2042				...	1888	Hawthorn, Leslie&Co.Ld Newcastle	~~**KanamoriGomei Kaisha**~~ Yamashita KisenKabushiki Kaisha	324·1 P83*t*B88'F89'	39·7 BK10" *WB*	22·9	**Nishinomiya** Japanese	T.3Cy.26½",42½"&69"–48" 361NHP Blair&Co.Ld.Stockton	25 " 1	
787 10841 LOWN	**Togo Maru No. 1** (*ex*Togo)	**SteelScSp** (*Whaler*) 1*Dk*	112 104 60					1906	Akers Mek.Værks. Christiania	**ToyoHogei KabushikiKaisha**	95·4	17·4	10·4	**Nishinomiya** Japanese	T.3Cy.11",18"&29"–18" 37NHP AkersMek.Værks.Xia.		
788 10360 LBRF	**Togo Maru No. 2** (*ex*Humber) 1*Dk*	**SteelScSp**	115 109 62					1902	Nylands Værksted Christ ania	**ToyoHogei KabushikiKaisha**	94·8	17·3	10·7	**Nishinomiya** Japanese	T.3Cy.10½",17"&28½"–20" 36NHP NylandsVærksted,Xania.		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. / Master. / Special Surveys.	3 Material, Rig, &c. / Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned. Now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed. If not in L.R. Date of Fl. of Trade Cert.
789 10377 LBSG	Togo Maru No. 3	SteelScSr 1 *Dk*	152 140 82					1907	J. Harada Osaka	ToyoHogei KabushikiKaisha	110·4	17·8	12·1	Nishinomiya Japanese	T.3Cy.11½″,19″&29½″–18″ 42NHP J.Harada,Osaka		
790 129737 HPWO	Togston *J. Evans* –17 *Well deck*	SteelScSr 1 *Dk*	1057 802 633					1909	Osbourne, Graham&Co. Sunderland	SouthMetropolitanGasCo.	210·5 Q108′B10′F20′	33·2	13·6 *WB*	London British	T.3Cy.16″,27″&44″–30″ 106NHP Richardsons,Westgarth& Co.Ld.Sld.		C
791 11008 LDWP	Tohoku Maru	WoodSc 1 *Dk*	133 — 64					1908	Toba Zosensho Toba	SanrikuKisen KabushikiKaisha	106·2	15·1	11·3	Kamaishi Japanese	C.2Cy.14″&28″–18″ 28NHP TobaZosensho,Toba		
792 10955 JGNL	— 1 *Dk*	WoodScSp	122 105 69					1913	Hakodate SenkyoKaisha,Hakodate	MutsuKisen KabushikiKaisha	104·6	14·3	9·8	Ominato Japanese	C.2Cy.11½″&23″–16″ 18NHP HakodateSenkyoKaisha		
793 129767 HSLG	Toiler *F.A.McMann*16–14 *Mchy.Aft* 1 *Dk*	SteelSc	1692 1585 1036					1910	Swan, Hunter&Wigham Richardson, Ld.Newcastle	CanadaSteamship Lines,Ld.	255·4 Q43′F38′	42·5	17·3 *WB*	Kingston, Ont. British	C.2Cy.27″&44″–42″ E&B*made*89*refitted*14 DetroitEngine Works,Detroit,Mich. 89RHP		L
794 VPCB	Toimi *S.Boren*12–12 (*Tug*)	SteelSc	106 — 21					1894	G.Schneider&Co. Memel	A.Santaholma Osakeyhtio	68·9	18·5	6·6	Ullåborg Russian			
795 HSLG	Toka (*Tug*)	SteelSc	110 113 —					1914	Jonker& Stans,Hndrik Ido Ambacht	Soc.Russe de Construction	88·6	19·0	10·0	Reval Russian	T.3Cy.11½″,18″&30″–21½″ 42NHP Alblasserdam.Msch.Fab.		V
796 7473 JSDQ	Tokachi Maru (*ex*UwajimaMaruNo.8) 2 *Dks*	SteelScSr	292 — 174					1905	Ominato Zosensho Ominato	KanamoriShoji KabushikiKaisha	141·0	18·9	14·4	Hakodate Japanese	C.2Cy.17½″&31½″–22″ E*made*86 *fitted*05 39NHP B*made*96 *fitted*05 KawasakiDkydCoLdKobe		
797 13910 LRPQ	Tokai Maru *I.Hlak* –17 *K.Okamura* ~~12~~ (*ex*BaronEldon) 1 *Dk(Stl)&Spar dk(pt Irn&pt Stl) &deep framing*	SteelScSr *ss*Kob.No.3–7,11 *ss*Kob.No.1–15	3739 3465 2287	✠100A1 *Spar dk* ~~5,17~~ 8,~~16~~ ~~1,~~ 2,16 ✠LMC~~8,16~~ 10 17	Kob ~~NN~~	*w*	~~8,16~~ 10,17	1899 9mo	Bartram& Sons Sunderland	~~Okazaki~~Kisen Kabushi~~ki~~saisha NanshoYoko *B = Cell D Ba* 104′	340·0 P28′B102′F36′ 25·9 *uE&B38′f138′ 834t*	48·0	17·9 FK *WB*	Kobe Japanese 6 *BHCem* *APT160t*	T.3Cy.24½″,40″,&66″–45″ (*s*) 180lb *110lb* 314NHP NDB*refitted*14 2SB,*8pf*,GS142,HS4810 J.Dickinson&Sons,Ld.Sld.	28 ″ 6 s 5 ″ 4½ 23 ″ 6	
798 8358 JDBS	— 2 *Dks*	WoodScSr	496 — 303					1901	Ominato Zosensho Kab.Kaisha Ominato	MaruniKisen GoshiKaisha	167·2	22·8	17·7	Nishinomiya Japanese	T3Cy.11⅛″,18⅜″&30⅞″–20″ 42NHP C.Ishii,Osaka		
799 49 KBGH	— 1 *Dk*	Steel	186 — 67					1912	.....	TaiwanKairiku SangyoKabushiki Kaisha	110·7	22·0	11·7	Kiirun, Formosa Japanese			
800 1632 HKVF	Tokai Maru No.2 2 *Dks*	WoodTwinScSr	153 — 72					1896	Ishikawajima SB&E Co Ld. Uraga	TokiowanKisen KabushikiKaisha	106·2	15·9	12·1	Tokio Japanese	C.4Cy.11″&22″–14″ Ishikawajima S.B.&E.Co.Ld.Tokio 30NHP		
801 124 QBMG	Tokei Maru *Adajin* –16 (*ex*Moonta,*ex*LaSerena) 1 *Dk(Stl)&Spar dk(Irn)3trB*	SteelScSr *ss*Mel.No.1–96	2271 2161 1412	✠ *Spar dk* 12,98 ✠	Syd	*r*		1892 9mo	W. Dobson &Co. Newcastle	DairenTowaS.S. Co.Ld.	280·0 *WB = Cell DB* 214′ 350*t*	38·1	16·2 24·5 FK	Dairen Japanese 4 *BHCem* *APT28t*	T.3Cy.21″,35″&57″–39″ 202NHP 2SB.*6pf*,GS106,HS3020 N.E.MarineCo.Nwc.	26 ″ 0	
802 12478 HLJP	Tokio *O.A.Jakobsen* –14	SteelScK *ss*Hul.No.1–12 1 *Dk*	295 258 117	✠~~100A1~~ *StmTrawler* 8,14 ~~BS8,14~~ ✠~~LMC8,14~~	Hul		8,14	1907 8mo	Cochrane &Sons Selby *Lloyd's A&CP*	Pickering&Haldane'sStm.TrawlingCo.Ld.	136·8 Q72′F21′	22·9	12·0 BK8″	Hull British 4 *BHCem*	T.3Cy.13″,22½″&37″–24″ (*s*) 200lb 88RHP 1SB,*3pf*,GS46,HS1488 Amos&Smith,Hull	13 ″ 0	
803 IJ4007	— 1 *Dk*	SteelPad	135 135 85					1901	W.Denny &Bros. Dumbarton	IrrawaddyFlotilla Co.Ld.	149·5	25·0	5·6	Glasgow British	C.D.2Cy.14½″&26″–54″ 42NHP Denny&Co.Dumbarton		
804	— 1 *Dk*	SteelScK	57	✠100A1 *For fishing purposes* 7,14 ✠LMC7,14	Yar		4,17	1914 7mo	Crabtree& Co.Ld. Gt.Yarmouth *Lloyd's A&CP*	Soc.dePescarias AtlanticoLtda.	71·5 BK6″	17·5	6·8	Oporto Portuguese 3 *BHCem*	C.2Cy.10″&20″–15″ (*s*) 130lb 23NHP 1SB,*2pf*,GS26,HS470 Crabtree&Co.Ld.Gt.Yar.	7 ″ 4 s ″ 9 7 ″ 4	
805 123576 HKFJ	Tokio II. *W.Oliver* –15 (*ex*Tokio)	SteelScK *ss*Gms.No.2–14 1 *Dk*	221 202 113	✠100A1 *StmTrawler* 7,14 ✠LMC7,14	Gms		3,14	1906 8mo	Cochrane& Sons Selby *Lloyd's A&CP*	H.L.Taylor	119·0 Q66′F18′	21·5	11·5 BK7½″	Grimsby British 4 *BHCem*	T.3Cy.12″,21″&34″–24″ (*s*) 180lb 66RHP 1SB,*2pf*,GS32,HS1095 C.D.Holmes&Co.Hull	12 ″ 3	
806 19285 NCHR	Tokiwa Maru *K.Akamatsu*09–16 *Elec.light*	SteelTwinScSr 2 *Dks(Stl)*	7262 6469 4490	✠100A1 9,17 ~~8,16~~ ~~BS9,17~~ ✠LMC~~8,16~~	Nag Yka	*b*†	3,17	1916 7mo	MitsuBishi Dkyd&EWks Nagasaki *Lloyd's A&CP*	NipponYusen KabushikiKaisha *Cell D B* 386′ 1332*t*	445·0 P35′B138′F35′ *DTa* 42′ 1248*t*	58·0	34·0 FK *FPT*	Tokio Japanese 7 *BHCem* 58*t APT61t*	4 Steam Turbines geared to 2 screw shafts (*s*) 200lb 4SB,*12cf*,GS225,HS8903 FD MitsuBishiD.&E.Wks Nag	34 ″ 0 s 7 ″ 8½ 26 ″ 8	
807 14352 LPVJ	— 1 *Dk*	SteelScSr	183 — 66					1911	OsakaIron Works Osaka	NaigaiSuisan KabushikiKaisha	109·1	21·2	10·8	Osaka Japanese	T.3Cy.11½″,19″&32″–22″ 48NHP OsakaIronWorks,Osaka		
808 16519 MJLN	Tokushima Maru *T.Noguchi* *Elec.light*	SteelScSr *ss*Yka.No.1–17 2 *Dks(Stl)*	5948 5454 3727	✠100A1 9,17 1,17 ✠LMC1,17 BS9,17	Kob Yka	*a*†	~~5,16~~ 9,17	1913 9mo	Russell& Co. PortGlasgow *Lloyd's A&CP*	NipponYusen KabushikiKaisha *WB = Cell D Ba* 138′	423·0 P38′B123′F47′ *uE* 24′ *f* 186′ 1243*t*	56·0	28·7 FK	Tokio Japanese 7 *BHCem* *APT32t*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 555NHP 3SB,*9cf*,GS193,HS8550 FD Rankin&Blackmore,Grk.	31 ″ 4 s 6 ″ 4 25 ″ 4	
809 8995 JRSO	— 2 *Dks*	SteelTwinScSp	386 265 232					1904	Kawasaki Dkyd.Co.Ld. Kobe	OsakaShosen KabushikiKaisha	131·5	21·3	13·4	Osaka Japanese	C.4Cy.11″&24″–20″ 43NHP KawasakiDkydCoLdKobe		

1 Numéro d'Ordre / Numéro Officiel / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant.	15 Hauteurs où sont situés les Ponts Supérieurs.
810 18169	**Tokuyama Maru** *M.Nakamura* –15 *Elec.light*	**SteelTwinScSr** 2*Dks*(*Stl*)	7029 6513 4375	✠100A1 ~~9·16~~10,16 4,18 ~~9·16~~ ✠LMC6·15 B84,18 ~~6·17~~	Kob	*b*†	~~2·16~~ 4,18	1915 4mo *Lloyd's*	Kawasaki DockydCoLd Kobe *WB*=*Cell* *SA&CP*	NipponYusen KabushikiKaisha *DBa*141′*uE&B*60′	445·0|58·0|34·0 P34′B138′F37′ FK *f*186′1508*tDT*a42′1	Tokio Japanese	T.6Cy.21″,33½″&56″–48″ (*s*) 200lb 628NHP 4SB,*12cf*,GS220,HS9108 FD 226*tAPT*42*t*	34 ″ 0 s 8 ″ 0 26 4	
811 918 HFVP	**Tokuyama Maru No. 1** *D.Ohura*02–03 2*Dks*	**WoodScSr**	161 140 100					1884	J.Ellerton Osaka	S.Onishi	113·4|14·4|12·3	Osaka Japanese	C.2Cy.13⅜″&25½″–19½″ 24NHP		
812 1517 HKLP	**Tokwo Maru** 2*Dks*	**WoodScSr**	227 203 141					1895	Yamao Fukuzo Hakodate	Y.Nagano	118·8|17·6|13·9	Hakodate Japanese	C.2Cy.14″&27″–18″ 26NHP		
813 23000 HRMQ	**Tolchester** (*ex*SamuelM.Felton)	**IronPad**	672 — 543					18$\frac{66}{77}$	ReaneySon &Archibald Chester,Pa.	Excursion Transprtn.Co.	211·7|29·0| 9·6	NewYork Utd.States	1Cy.48″–120″ Reaney,Son &Archibald,Chester,Pa.		
814 145947 KSBT	**Toledo** *A.Nelson* –10 *Carrying Oil in bulk* *Mchy.Aft Elec.light* Wireless 1*Dk2trB*	**SteelScSr**	2951 — 1986					1902	CraigS.B. Co. Toledo,O.	SunCompany	291·4|42·0|26·9 P40′B28′F35′ len14	Phildlphia Utd.States	T.3Cy.21″,34″&58″–40″ NB14 212NHP CraigS.B.Co.Toledo,O.		V
815 82000 TNMV	— *J.McNaughton* –12 *ss*Lth.3rdNo.3–5,12 2*Dks*(*UIrn*)	**SteelSc3MstSr**	1159 1059 697	✠100A1 6,13 ~~✠LMC5·11~~ ~~B85·99~~ ~~B87,12~~	Lth	*o*	5,12	1880 2mo *Lloyd's*	Barclay, Curle&Co. Glasgow *SA&CP*	Leith,Hull&Ham. S.P.Co. Ld.(J.Currie&Co. *Mgrs.*) BK8½″ *WB*=*MT*34′	247·7|33·1|17·0 P19′B47′F31′	Leith British	C.2Cy.30″&52″–36″ (*s*) 65lb *55lb* NDB90 124NHP 1SB,*4rf*,GS66,HS2128 6*BHCem* 308*tFPT*79*t*	18 ″ 4 s 3 ″ 1 16 ″ 1	
816 87 SMLZ	**Tolemaide** (*ex*Insizwa) *Elec.light*	**SteelScSr** 1*Dk*&*Spar dk* &*Web frames*	2984 2649 1915			…		1899	Hall, Russell&Co.Ld. Aberdeen	SiciliaSoc.diNav.	330·2|41·1|18·6 B121′F36′ 26·0 FK	Palermo Italian *WB*	T.3Cy.25½″,42½″&69⅜″–45″ 425NHP Hall,Russell&Co.Ld.Abn.	27 ″ 1	I
817	**Tolka** *Barge for River purposes* *Petrol Motor* 1*Dk*	**SteelTwinSc** *ss*Dub.No.1–16	54 54 43	✠ A1 1,18 ~~7,16~~ ~~✠LMC7·12~~ 1,18	Dub		~~7,16~~ 1,18	1913 8mo *Lloyd's*	Ross& Walpole,Ld. Dublin *SA&CP*	A.Guinness,Son& Co.Ld.	80·0|15·5| 6·0 FK	Dublin British	2 Petrol Motors geared to 2 screw shafts 4S.C.SA 8Cy.5½″–6″ 2*BHCem* J.W.Brooke&Co.Ld.Lwt.	6 ″ 3	
818 MDTP	**Tolosa** *F.Evensen*98–16 (*ex*Antares)	**SteelScSr** 1*Dk*	1840 1705 1104					1908	Osbourne, Graham&Co. Sunderland	Dmpskinteressnsk Garonne (Fearnley&Eger, *Mgrs.*)	279·0|40·1|18·2 H66*t*F37*t*	Chrstiania Norwegian *WB*	T.3Cy.20½″,33″&54″–36″ 175NHP G.Clark,Ld.Sunderland		N
819 ~~139176~~ ~~Nc98~~	**Toltec** ~~*J.Walker* –17~~ (*ex*Waldo Newcomer) *Elec.light* (*Tug*) 1*Dk2trB*	**SteelSc**	398 354 271					1911	Spedden S.B.Co. Baltimore	~~Hudson'sBayCo. (C.V.Vale, *Mgrs.*)~~	144·7|27·1|11·7	~~London~~ British Russian	T.3Cy.14⅛″,22$\frac{7}{16}$″&36½″–26″ 68RHP SpeddenS.B.Co.Bal.		R
820 118182	**Tom Moore** *H.Murphy* –10 (*ex*ClanGrant)	**SteelScK** *ss*Dub.No.2–12 1*Dk*	194 180 76	✠100A1 *StmTrawler* 10,14 B810,14 ✠LMC9·12	Dub		10,14	1903 11mo *Lloyd's*	Smith's Dock Co.Ld. NorthShields *SA&CP*	DublinSteam TrawlingCo.Ld. (A.Richardson, *Mgr.*)	113·0|21·5|12·0 BK7½″ *WB*=*DTf*5′9*t*	Dublin British	T.3Cy.12″,20″&33″–23″ (*r*) 180lb 54RHP 1SB,*3cf*,GS42,HS1065 3*BHCem* W.V.V.Lidgerwood,Gls.	12″10	
821 9196 JSKD	**Tomashima Maru** (*ex*Jesmond)	**IronScSr** *ss*Bkn.2ndNo.3–3,02 2*Dks*(1*Irn*)3*trB*	1599 1484 991	✠ 6,04	Cff	*p*		1878 12mo	C.Mitchell &Co. Newcastle	Y.Yonemura	252·0|33·0|22·5 ND91 FK *WB*=*DBa*	Tarumi Japanese	C.2Cy.30″&58″–36″ NDB95 155NHP 2SB,*4pf*,GS70,HS2570 4*BHCem* 74′*&uE*24′ WallsendSlipwayCo.Nwc.	23 ″ 8	
822 360 SMRG	**Tomaso di Savoia** *G.M.Tiscornia* *Elec.light Ref.Mchy.*	**SteelTwinScSr** Wireless 2*Dks*&*Shelter dk*	7761 6163 4895			…		1907	Barclay, Curle&Co.Ld Glasgow	"LloydSabaudo" Soc.Anon.per Azioni	450·7|55·2|25·1 F58′ FK	Genoa Italian *WB*	Q8Cy25½″,36½″,52″&74″–51″ 1266NHP Barclay,Curle&Co.Ld.Gls.	27″10	I
823 811 HBTD	**Tomé**	**SteelScSr**	154 — 122					1907	Soc.Astillero Behrens Valdivia	Soc.Armadores de Lebu	93·5|19·7| 9·0	Lebu Chilian	C.2Cy.		
824 14471 LSFM	**Tomi Maru No. 1** 1*Dk*	**SteelScSr**	211 — 78					1911	MitsuBishi Dkyd&EWks Nagasaki	KisenGyogyo KabushikiKaisha	116·9|20·8|12·0	Nagasaki Japanese *WB*	T.3Cy.12″,20″&33″–24″ 53NHP MitsuBishiD.&E.Wks.Nag		
825 14474 LSFR	**Tomi Maru No. 2** 1*Dk*	**SteelScSr**	215 — 82					1911	MitsuBishi Dkyd&EWks Nagasaki	KisenGyogyo KabushikiKaisha	116·9|20·8|12·0	Nagasaki Japanese *WB*	T.3Cy.12″,20″&33″–24″ 53NHP MitsuBishiD.&E.Wks.Nag		
826 13192 LMTG	**Tomiye Maru** (*Trawler*) 1*Dk*	**SteelScK**	186 — 68			…		1911	MitsuBishi Dkyd&EWks Nagasaki	KisenGyogyo KabushikiKaisha	112·5|20·6|10·9 Q65′F21′ BK7½″	Nagasaki Japanese	T.3Cy.12″,20″&33″–24″ 70NHP MitsuBishiD.&E.Wks.Nag	11 ″ 9	
827 MNVR	**Tommeliten** *J.Svensen* –16 *Well deck*	**SteelScSr** 1*Dk*	434 309 288					1916	J.Th.Wilmink Groningen	SigurdOlsen	143·2|24·1|11·8 Q50′B37′F14′	Bergen Norwegian *WB*	T.3Cy.11⅝″,17$\frac{1}{16}$″&29$\frac{3}{16}$″–19$\frac{3}{16}$″ 33NHP MachineFab.Fulton,Hgz.		NV
828 690 PABX	**Tomsk** *Kostiurin* –13 *Elec.light* Wireless	**SteelScSr**	2693 2546 1511					1912	NevskyS.B &Mch.Works Petrograd	RussianVolunteer FleetAssociation	286·0|40·6|26·9	Vladvostk Russian	T.3Cy.20″,32″&52″–39″ 169NHP NevskyS.B.&MchWk.Ptr.		V
829 NRQF	— *C.Wiberg* *Elec.light*	**SteelScSr** 1*Dk*	1229 1055 709					1911	Akt.Burmeistr&Wain Copenhagen	DetForenede DampskibsSelsk.	252·4|37·2|15·1 P157′F27′	Copnhagn Danish *WB*	3Cy.25″–36″ Akt.Burmeistr&Wain,Cpn		V
830 ~~Wrecked 9.17~~ JTCP	**Tomten** *A.Tingström*13–13 (*ex*Grasshopper)	**IronScYl** (*Trawler*) 1*Dk*	158 144 56			…		1891	Mackie& Thomson Glasgow	Westerberg& Berglund	100·5|20·5|10·7 Q19′F19′ BK7½″	Gothenbrg Swedish	C.2Cy.16″&32″–22″ 42NHP Muir&Houston,Glasgow	11″11	
831 102107 NDJG	**Tonawanda** *V.H.Alcock* –17 (*ex*Lucigen) Wireless 2*Dks* *Mchy.Aft Carrying Petroleum in bulk*	**SteelSc3MstSr**	3421 3053 2183					1893	Armstrong Mitchell& Co.Ld. Newcastle	Anglo-American OilCo.Ld. (J.Hamilton, *Mgr*)	330·0|42·7|28·4 P83′B22′F44′	London British *WB*	T.3Cy.24″,40″&64″–48″ NB04 284NHP Wllsnd Slpwy.Co.Ld.Nwc.		V
832 114891 SKQW	**Tonbridge** *H.Brophy* –15 *ss*Cff.No.3–7,14 1*Dk*(*Stl*)2*trB*&*deep framing* 3*Dk rule*	**SteelScSr**	2900 2695 1814	✠100A1 ~~B·15,16~~ 5,18 ~~Dub~~ Cff ✠ M83,14 ~~B·17,14~~ B81,17	Gms Cff		9,16	1901 7mo	W.Pickersgill&Sons Sunderland A&CP	AustinFriarsStm. Shppg.Co.Ld (~~Galbraith,Pembroke&Co. *Mgrs.*~~) (Houlder, Middleton&CoLd *Mgrs*)	324·0|47·1|21·7 P31′B96′F35′ FK *WB*=*C*	London British	T.3Cy.23″,38¼″&64″–42″ (*r*) 180lb *90lb* 277NHP 2SB,*8pf*,GS123,HS4147 6*BHCem* J.Dickinson&SonsLd.Sld. *ell DBa* 104′ *uE*20′*f*128′709*tAPT*39*t*	24 ″ 1 s 3·11½ 20 ″ 6	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. / Master. / Special Surveys.	3 Material, Rig, &c. / Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned or Last Special Survey. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 Built. By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Dates of Trade Cert.
833	**Tonci**	**SteelSc**	169 — 84					1904	H.H.Bodewes Millingen	Trifailer Kohlenwerke	113·8	18·8	9·2	Trieste Aust.-Hung.	C.2Cy.10¾″&21¾″–13″ 14NHP D.Goedkoop,jun.Ams.	10 ″ 0	A
		1*Dk*															
834	**Tonegawa Maru**	**SteelTwinScSr**	574					1897	Osaka Iron Works	Osaka Shosen Kabushiki Kaisha	176·8	24·6	16·4	Osaka Japanese	T.6Cy.12″,18½″&31″–22″ 90NHP Osaka Iron Works,Osaka		
1710 HLFM		2*Dks*	554 338														
835	**Tong Hong**	**SteelScSr**	2184	✠100A1	HKg	*s*	10,16	1891	Palmers' Co.Ld. Newcastle	TanKah ~~Tee~~ Kee	302·0	38·4	15·3	Singapore British	T.3Cy.27″,44″&71″–48″ (*s*) 160lb *90lb* NDB06 428NHP 4SB,*12cf*,GS226,HS7595 Palmers'Co.Ld.Newcastle	25 ″ 7 s 5 ″ 0 21 ″ 1	
102864 NKRW	*F.J.Prymm* –15 *ss*Shi.2ndNo.3–8,15 (*ex*Cametense, *ex*CarloPoerio) *Elec.light*	1*Dk*(*Irn*)*Spardk3trB*	1958 1314	*Spar dk* 10,16 ✠LMC10,16				11mo			P37′B66′F35′	23·1 FK					
										A&CP	*WB=CellDB*	240′ 374*t*	*APT16t*	6*BHptAsp ptCem*			
836	**Tong Lee**	**SteelScSr**	1408					1902	Nylands Værksted Christiania	ChingKee&Co.	231·5	35·1	20·4	Chefoo Chinese *WB*	T.3Cy.16½″,27″&44″–32″ 109NHP Nylands Værksted,Xania		
	(*ex*Dagny) *Elec.light*	1*Dk*&*Spar dk*	1306 882														
837	**Tong Yek**	**WoodScSr**	446					1906	J.Rodriguez Manila	B.SiyConHieng	157·0	25·8	13·0	Manila Utd.States	C.2Cy.19″&42″–27″ 76NHP McKie&Baxter,Glasgow		
173772 MCQL	*G.Galleras* (*ex*Constancia)	F&YM2,14 1*Dk*	— 242														
838	**Tonga**	**SteelScSr**	123	✠	Pnz	*a*		1900	Edwards& Co. London	Cia.Agricola de S. João dos Angolares	95·3	17·1	9·4	SãoThome Portuguese	C.2Cy.14″&28″–18″ 36NHP 1SB,*2pf*,GS32,HS686 Vauxhall I.W.Co.Ld.Lon.	9 ″ 11	
2mo STHR	*J.M.E.deOliveira* (*ex*Teixeira deSouza, *ex*Lizard)	*ss*Pnz.No.1–04 1*Dk*	97 35	5,04							F16′		BK6″				
												WB=FPT9t	*APT1t*	4*BHCem*			
839	**Tongking**	**SteelTwinSc4MstSr**	5259	✠100A1	Cpn	*a*†	s 10,15 p 10,16	1914	Akt.Burmeistr&Wain Copenhagen	Akties.detÖstasiatiskeKompagni	410·0	55·2	35·4	Copnhagn Danish	Oil Engines 4S.C.SA 12Cy.24½″–37½″ 568NHP DB*80lb*	38 ″ 6 s 11 ″ 0½ 28 ″ 1	
10mo NTBK	*N.P.Kruse* –14 *Elec.light* Wireless	*Oil Eng.* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Tonnage opening closed 1918*	4778 3302	*Shelter dk* *withfreeboard* 5,171~~0,16~~ ✠LMC~~dec.~~10,16									FK	7*BHptCem*			
										Lloyd'sA&CP	*WB=CellDBa126′uE*	42′*f* 194′1198*t*	*FPT* *APT72t*	90*t*	Akt.Burmeistr&Wain,Cpn		
840	**Toni**	**IronSc**	130					1892	J.C.Tecklenborg Geestemünde		102·8	20·6	9·6		C.2Cy.17¾″&32¾″–22″ 42NHP J.C.Tecklenborg,Gstemnde		V
	(Captured and taken to Grimsby) (*Trawler*)	1*Dk*	122 43														
841	**Tonjer**	**CompScSr**	238					1890	P.Larsson Thorskog	Akties.HeklaSild-&Fiskekompag.(H Henriksen,*Mgr.*)	110·7	22·0	10·4	Haugesnd Norwegian	C.2Cy.12″&18″–16″ 11NHP Thorskog Mek.Værks.Got.		N
MGFQ	*O.Sundför*16–16 (*ex*Victor,*ex*Viktor)	1*Dk*	184 129								Q16*t*	B30*t*					
842	**Tonnay**	**SteelTwinScSr**	693					1904	Grngem'th &Greenock DockyardCo. Grngemouth	F.Lecœuvre	205·0	33·7	10·5	Tonnay-Charente French *WB*	T.6Cy.11″,18″&30″–22″ 84NHP Muir&Houston,Ld.Gls.		V
	Hervé –16 (*ex*Argentina) *Elec.light*	1*Dk*	501 407								B55″F22″						
843	**Tönsberg**	**SteelScCtr**	138			...		1908	J.Fullerton&Co. Paisley	Tönsbrg&Hortens Dampskibsselskab	90·0	19·8	8·8	Tönsberg Norwegian	C.2Cy.11″&24″–16″ 28NHP	9 ″ 6	
	J.Mathisen –09		118								F16′		BK6″	*WB*	Fisher&Co.Ld.Paisley		
MFGT	*Mchy.Aft*	1*Dk*	63														
844	**Tony**	**SteelScSr**	144					1906	C.Cassens Emden	LeererHerings-fischereiAkt.Ges.	93·8	21·4	9·8	Leer German	C.2Cy.11″&16½″–12½″ Christiansen& Meyer,Harburg 8NHP		
	E.Hecht –09		138								Q15′						
KJPW		1*Dk*	73														
845	**Too Nan**	**IronScSr**	*1537*	✠	Nwc	Lv		1881	Palmers' Co.,Ld. Newcastle	ChinaMerchants' Stm.Nav.Co.	253·2	36·1	27·3	Shanghai Chinese	T.3Cy.19½″,33″&51½″–42″ NB96 172NHP		
8mo	*W.B.O.Wilks*12–12 (*ex*Rory,*ex*Heman)	2*Dks*(1*Irn*)&*Awngdk*(*Irn*)	*1404* *942*	*Awng dk* 10.81						*WB=CellDB*	*FPT*	*APT*	FK	3*BH*1PBH	*Tpd*96D.Rowan&Sons,Gls		
846	**Topaz**	**SteelScK**	251	✠100A1	Hul			1916	Cochrane &Sons,Ld. Selby	KingstonSteam TrawlingCo.Ld.	121·8	22·6	12·2	Hull British	T.3Cy.13″,21½″&35″–24″ (*s*) 200lb 76RHP	13 ″ 0	
139304 JNMC	*Elec.light*	1*Dk*	230 98	*StmTrawler* 10,16 ✠LMC11,16				7mo			Q70′F20′		BK7½″	4*BHCem*	1SB,*3pf*,GS43,HS1250 C.D.Holmes&Co.Ld.Hull		
										Lloyd'sA&CP						
847	—	**IronScK**	151			...		1895	Cook,Welt'n&Gemmell Hull	Fiskeriaktieb. Hvalen (C.A. Aasmundson)	100·0	20·8	11·0	Gothenbrg Swedish	T.3Cy.11½″,18″&30″–22″ NB05 46NHP C.D.Holmes&Co.,Hull	11 ″ 9	
	C.O.Olsson –15		134								Q24′		BK7½″				
	(*Trawler*)	1*Dk*	55														
848	**Topaze**	**SteelTwinScSr**	634					1897	Soc.J. Cockerill Hoboken	Soc.Anon.John Cockerill	213·8	27·9	13·2	Ostend Belgian	T.6Cy.16½″,24½″&37⅝″–25⅝″ 142NHP Société J.Cockerill,Seraing		V
	*DeLaRue*98–97		528								Q64′H8′F30′						
MBTP	Sub.Sig.		389														
849	**Topila**	**SteelSc3MstSr**	5125					1913	NwprtNws S.B.&D.D.Co. NewprtNews	EastCoastOilCo.	371·5	59·1	28·1	NewYork Utd.States *WB*	T.3Cy.24½″,41½″&72″–48″ 259NHP NewportNewsSB&DDCo.		
211469 LDCM	*H.D.Whetmore*	2*Dks*	—														
	Carrying Petroleum in bulk		3146														
	Elec.light *Longitudinal framing*																
	Mchy.Aft Wireless	*Fitted for oil fuel*															
850	**Tor**	**SteelScSr**	1040					1911	Helsingörs Jernsk&Msk. Elsinore	Stockholms Rederiaktieb.Svea (HjBlomberg*Mgr*)	222·7	35·1	13·0	Stockholm Swedish	T.3Cy.16½″,26½″&44″–30″ 106NHP Helsingörs Jernsk&Mskb.		V
5230 JSHT	*E.A.Akermark* –11 *Elec.light*	1*Dk*	826 574								P17′Q59′B104′ H92*t*F27′			*WB*			
851	—	**SteelScSr**	333					1890	StettinerA. (G.v.M.&H.) Stettin	FinskaÅngfAktieb (L.Krogius,*Mgr.*)	130·5	22·3	11·1	Helsingfrs Russian	2Cy.17″&31″–22″ 38NHP		
VKCF	*E.B.Ingman*99–15 (*ex*Friesland) *Elec.light*		280 191								Q53′ B23′ F14′			*WB*	Stettiner A.G.(v.M.&H.)		
852	**Tor I.**	**SteelSc**	296					1910	Eriksbergs M.V.Aktieb. Gothenburg	Rederiaktieb. Stockhlm-Wermdö (G.F.Norling*Mgr*)	110·7	22·4	9·3	Wermdö Swedish	C.2Cy.15″&29½″–22″ 33NHP		
5132 JSBG	*J.Ljungblom*04–10 *Elec.light*	1*Dk*	126 194								B78′H66*t*			*WB*	EriksbergM.V.Aktieb.Got		
853	**Tor II.**	**SteelScSp**	152					1904	MotalaNya Co. Motala	Rederiaktieb. Stockhlm-Wermdö (G.F.Norling*Mgr*)	104·2	19·2	8·4	Wermdö Swedish	C.2Cy.13″&26⅜″–17½″ 24NHP		
4281 JNSF	*E.Holmborg*04–10	1*Dk*	91 99								B27′H24*t*F14′				MotalaNyaCo.		
854	**Tor III.**	**SteelSc**	163					1886	MotalaCo. Motala	Rederiaktieb. Stockhlm-Wermdö (G.F.Norling*Mgr*)	101·1	18·2	7·6	Wermdö Swedish	C.2Cy.13½″&26½″–17″ 24NHP		
1737 JDLG	*P.Svanström*10–10 (*ex*OstanâII.)	1*Dk*	84 110								B62′ H7*t*				MotalaCo.,Motala		
855	**Tora**	**CompScSr**	250					1900	Aktieb. Lödöse Varf. Gmla.Lödöse	Rederiaktieb. Unda(J.A.Waller *Mgr.*)	102·1	22·6	10·5	Gothenbrg Swedish	C.2Cy.9½″&21″–13½″ 14NHP		
3789 JLTK	*J.A.Andersson*11–11 *Mchy.Aft*	1*Dk*	197 124								Q5′B23′H17*t*F14′				LundbyMek.Verks.Got.		

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L.R. (Sunk, War Loss, etc.)
856 10373 LBSC	**Tora Maru** *Carrying Oil in bulk* *Mchy. Aft*	**SteelTwinScSr** 1 *Dk*	528 — 246					1907	Osaka Iron Works Osaka	**NipponSekiyu KabushikiKaisha**	184·4 | 27·1 | 11·3			**Tokio** Japanese	T.6Cy.8″,13″&23″–12″ 37NHP Osaka Iron Works, Osaka		
857 17681 MNKR	—	**WoodSc**	187 — 119					1914	.....	**K. Yawata**	120·0 | 17·1 | 11·9			**Nishino-miya** Japanese			
858 5407 JTCR	**Torbjörn** *E.J.Liljedal* –15 *ss*Shl.2nd No.3–5,08 (*ex*Waterloo) *ss*Osc.No.2–16 *Well deck*	**IronScSr** 1 *Dk*2*trB*	1449 1182 854	✠100A1 ~~6,17~~ 8,16 2,18 BS2,18 ✠LMC8,16	Osc NNs	*p*	8,16	1882 8mo	J Readhead & Co. S.Shields A&CP	**Rederi Aktieb. Ocean (H.Persson &Co. *Mgrs.*)**	255·0 | 36·0 | 17·5 Q136′B26′F32′ BK 9″ *WB=DB*			**Landskrna** Swedish 4 *BHCem* *a*76′*f*70′320*t*	C.2Cy.26½″&57″–36″ (*i*) 80lb *80lb* NDB11 158NHP 2SB,*4pf*,GS71,HS2706 J.Readhead&Co.S.Shields	18 ″ 7 s 1 ″ 11 17 ″ 10	
859 133390 HWFC	**Torcello** *J.Wilkin* –12 *Elec.light* *Cruiser Stern*	**SteelScSr** 1 *Dk*	2929 1737 1823					1912	Earle's Co. Ld. Hull	**Ellerman's Wilson Line, Ld.**	300·0 | 44·7 | 17·8			**Hull** British *WB*	T.3Cy.22″,35″&59″–39″ 217NHP Earle's Co. Ld. Hull		C
860 82046	**Torch** *P.McKay* –15 *Mchy. Aft*	**IronTwinScSk**	145 109 62					1882	R. Duncan & Co. Pt. Glasgow	**Trustees of the Clyde Lighthouses**	100·7 | 21·1 | 7·3 Q14*t*			**P. Glasgow** British	C.4Cy.16″&32″–20″ 46RHP Rankin & Blackmore, Grk.		
861 4779 JQPV	**Tord** *Ruthberg* –15 *ss*Bly.No.2–16 *Elec.light* 1 *Dk*(*Stl*)&*deep framing*	**SteelScSr**	1313 1171 745	✠100A1 6,17 ~~2,16~~ BS2,17 ✠LMC2,16	Bly Skm	*p*	~~2,16~~ 6,17	1907 8mo	W. Harkess & Sons, Ld. Middlesbro' *Lloyd's SA&CP*	**Rederiaktieb. Rex (F.A.Andersson, *Mgr.*) *Cell D Ba&u E*100′**	246·0 | 38·0 | 15·7 P21′B136′F29′ FK *uB*18′*f*92′425*t FPT*			**Stockholm** Swedish 4 *BHCem* 40*t APT*29*t*	T.3Cy.18″,30″&49″–33″ (*s*) 180lb 164NHP 2SB,*4cf*,GS67,HS2720 N.E.Marine Eng.Co.Ld.Sld.	18 ″ 0 s 1 ″ 7½ 16 ″ 8	
Now named "Fagern," See No. 11 in Supplement																	
862 MBLW	**Tordenskjold** *H.Kjöle*	**SteelScSr** 1 *Dk*2*trB*	3572 3351 2296					1903	Tyne Iron S.B.Co.Ld. Newcastle	**Wilhelmsens Dmpsk.Akties. (W. Wilhelmsen, *Mgr.*)**	335·0 | 48·0 | 25·5 P29′B100′F34′ *WB*			**Tönsberg** Norwegian	T.3Cy.24″,39″&66″–45″ 292NHP N.E.Marine Eng.Co Ld Nwc		N
863 MCQT	— *J.Koen* *Elec.light*	**SteelScS** 1 *Dk*&*Awngdk*	921 891 550					1906	Trndhjms Mek.Værks. Trondhjem	**Nordenfjeldske Dampskibsselskab**	196·1 | 29·7 | 15·7			**Trondhjm** Norwegian *WB*	T.3Cy.16½″,26½″&45½″–30″ 113NHP Trondhjems M.V. Trndhjm		N
864 JVFQ	— *J.Heffermehl* *Well deck*	**IronSc** 1 *Dk*	576 431 340			...		1889	Bergens Mek.Værks. Bergen	**RasmusF.Olsen**	169·4 | 26·3 | 12·8 Q41′B51′F24′ BK 7″ *WB*			**Bergen** Norwegian	T.3Cy.14″,22½″&37″–24″ NB16 78NHP Bergens M.V., Bergen	13 ″ 8	N
865 MHRQ	**Tordenvore** *A.Nilsen* –11 (*ex*Pearl,*ex*Treloske) *Well deck*	**IronScSr** *ss*Bly.2nd No.3–1,08 *ss*Sws.No.1–12 1 *Dk*(*Irn*)2*trB*	1565 1230 969	✠100A1 6,15 ✠LMC8,16	Sws	*q*	2,17	1884 2mo *Lloyd's*	J Readhead & Co. S.Shields *SA&CP*	**Akties.Tordenvore (Lundegaard& Stray)**	259·0 | 36·1 | 17·6 Q99′B64′F28′ BK 9″ *WB=DBa*			**Farsund** Norwegian 4 *BHCem* 78′*f*72′340*t*	C.2Cy.30″&58″–36″ (*i*) 80lb NDB03 161NHP 2SB,*4pf*,GS65,HS2706 J.Readhead&Co.S.Shields	18 ″ 11 s 1 ″ 9½ 18 ″ 0	
866 JSFM	**Tordera** *J.Cabot* (*ex*Lualaba)	**IronScSr** 2 *Dks*	1838 — 1014			...		1878	Cunliffe & Dunlop Pt.Glasgow	~~Linea de Vapores Tintoré~~ Cia Trasmediterranea	299·8 | 34·5 | 23·7 P101*t*H36′F56*t* BK 9″			**Barcelona** Spanish	C.2Cy.40⅝″&71½″–36″ 209NHP Cunliffe&Dunlop,P.Gl.	25 ″ 1	
867 *Now named "Düsseldorf," See No. 21 in Supplement*	**Toreador** *A.de Boer* 95–09	**SteelScSr** *ss*Gst.No.1–14 1 *Dk*(*Stl*)	997 831 478	✠ — 1,17 ✠	Gst	*o*		1909 8mo	Bremer Vulkan Vegesack	**J.D.Stürcken** *WB=Cell DBa* 69′*u*	237·9 | 33·3 | 12·6 P27′B&F186′ FK *E*15′*f*102′284*t FPT*			**Bremen** German 4 *BHCem* 82*t APT*42*t*	T.3Cy.15⅝″,25½″&43⅝″–29½″ 160NHP 2SB,*4cf*,GS84,HS3014 Bremer Vulkan, Vegesack	14 ″ 9	
868 93738 SCGQ	**Torfrey** (Detained at Hamburg) *R.R.Hughes* –13 *Well deck* *Mchy. Aft*	**SteelSc3MstSr** *ss*Liv.No.3–8,13 1 *Dk*(*Irn*) *Cargo battens not fitted*	443 300 174	✠100A1 2,14 ✠LMC MS7,13 BS12,13	Abn	*h*	7,13	1900 10mo	J.Fullerton & Co. Paisley A&CP	**Fowey No.4 S.S.Co. Ld. (Toyne, Carter &Co. *Mgrs.*)** *WB=DB f* 91′ 132*t FPT*	167·9 | 25·1 | 9·4 Q93′B10′F26′ BK 6″			**Fowey** British *3BHCem* 35*t APT*3*t*	C.2Cy.21″&42″–30″ (*s*) 115lb 88RHP 1SB,*3pf*,GS53,HS1447 Ross&Duncan,Glasgow	12 ″ 5 s 4 ″ 1 12 ″ 6	
869 5617 JTVL	**Torfrid** *A.Andersson* 14–14 (*ex*Laboremus)	**SteelScSr** 1 *Dk*	630 476 326					1903	Framnes Mek.Værks. Sandefjord	**Rederiaktieb.Östersjön (A.Christensen, *Mgr.*)**	169·5 | 28·1 | 11·5 Q58′B39′H47*t*F17′ *WB*			**Trelleborg** Swedish	C.2Cy.13 3/16″&29 1/16″–23/8″ 34NHP Porsgrund M.V.Porsgrund		V
870 95783	**Torfrida** *Burke* (*ex*San Jacinto,*ex*Torfrida)	**IronScSp** 1 *Dk*	133 126 —			...		1889	Cook, Welt'n&Gemmell Hull	**Steam Tug Torfrida Ld. (Gottschalk &Stuart)**	106·1 | 19·5 | 10·5 BK 6½″			**Liverpool** British	T.3Cy.14″,22″&36″–22½″ 75RHP C.D.Holmes&Co.Hull	11 ″ 0	
871 5073 JRSC	**Torgerd** *J.Leonard* –17 (*ex*Grovedale,*ex*Thrift,*ex*Mercedes) *Well deck*	**IronScSr** *ss*Hpl.2nd No.3–3,11 *ss*Mmo.No.1–16 1 *Dk*(*Irn*)&*Webframes*	1984 1655 1167	✠100A1 11,16 BS8,16 LMC9,15	Hbg	*r*	2,17	1886 4mo	E. Withy& Co. W Hartlepool A&CP	**Rederiaktieb. Torleif(H.Persson, *Mgr.*)** *WB=Cell D*	275·0 | 37·2 | 19·2 P29′Q78′B110′ F28′ ptND07 BK 9″ *B*234′346*t APT*27*t*			**Landskrna** Swedish 4 *BHpt Asp pt Cem*	T.3Cy.21″,35″&57″–39″ (*s*) 160lb *65lb* NDB92 203NHP 1DB,*4cf*,GS65,HS3052 Blair&Co.Ld.Stockton	22 ″ 2 s 1 ″ 10 21 ″ 2	
872 5313 JSPT	**Torgny** *A.A.Andersson* –15 *Mchy. Aft*	**SteelScSr** 1 *Dk*	228 186 138					1912	Thorskog Mek.Verks. Thorskog	**Sulfitaktiebolaget Göta (O.Lindstedt *Mgr.*)**	101·2 | 22·9 | 9·8 P21′H13*t*F11′ *WB*			**Hanestrm** Swedish	C.2Cy.11″&18″–16″ 11NHP Thorskog Mek.Verks.		
873 129589 HTDV	**Torilla** *F.E.Harvey* –15 2 *Dks*(*Stl*–ws)&*Shelter dk*(*Stl*–teak s) *Elec.light*	**SteelScSr**	5205 4212 3189	✠ 7,11 ✠	Nwc	*z*		1911 7mo	Palmers' Co.Ld. Newcastle	**British India Stm. Nav.Co.Ld.** *WB=Cell D Ba*	400·4 | 53·2 | 24·8 P *on Shltr dk* 47′ B *on* ,, 126′ FK 132′*u* *E&B*63′*f*145′			**Glasgow** British 6 *BHCem* 1087*t FPT*	T.3Cy.26½″,45″&76″–51″ 687NHP 4SB,*12cf*,GS244,HS10720FD Palmers' Co.Ld.Newcastle 133*t APT*20*t DT*a20′470*t*	27 ″ 6	
874 75 SMRP	**Torino**	**SteelSc**	189 154 127					1911	J.&A. Van der Schuyt Papendrecht	**Soc. Veneta di Nav. a Vap. Lagunare**	118·1 | 20·5 | 8·4			**Venice** Italian	T.3Cy.9½″,15½″&26½″–17½″ J.&A. Van der Schuyt, Papendrecht 29NHP		
875 13176 LMSG	**Toriu Maru** *Uchikawa* –13 (*ex*Misumi Maru, *ex*Hilary,*ex*Red Sea)	**SteelScSr** 1 *Dk*&*Spar dk*3*trB*	2117 1214 1509			...		1889	W B Thmpson&Co.Ld. Dundee	**Kobe Towa Kisen Kabushiki Kaisha**	275·0 | 37·2 | 15·8 B64′F36′ 22·8 BK 9½″			**Tarumi** Japanese *WB*	T.3Cy.21″,33″&54″–42″ 182NHP W.B.Thmpsn&Co.Ld.Dun.	25 ″ 2	
876 MJPV	**Torkel** *E.Christoffersen* *ss*Gls.2nd No.3–2,07 (*ex*Behera,*ex*Myrtle *ss*Gls.No.1–12 *Well deck* Branch)	**IronScSr** 1 *Dk*(*Irn*)2*trB*	1503 1232 895	✠ — 3,16 ✠NB5,08 ✠	Xia	*q*		1883 6mo	Bartram, Haswell&Co. Sunderland	**Dampsk.Akties. Tormod (Chr. Christensen, *Mgr.*)** *WB=D*	258·0 | 36·1 | 18·6 P28′Q58′B74′F32′ BK 9″ *Ba*66′*f*60′253*t FPT*			**Chrstiania** Norwegian 6 *BHCem* 25*t APT*20*t*	C.2Cy.33″&61″–33″ NDB07 167NHP 1DB,*4pf*,GS76,HS2757 T.Richardson&Sons,Hpl.	20 ″ 1	
877 5224 JSHM (Sunk, War Loss)	**Torleif** *J.Andersson* (*ex*Schach Steenberg, *Well deck* *ex*Gemma)	**SteelScSr** 1 *Dk*	846 653 514			...		1888	Flensburgr Schiffsb.Ges. Flensburg	**Rederiaktieb. Torleif(H.Persson)**	197·8 | 30·2 | 13·8 Q69′B49′H26*t*F22′ BK 7″			**Landskrna** Swedish *WB*	T.3Cy.15″,24″&43″–30″ 104NHP Flensburger Schiffsb.Ges.	15 ″ 9	G

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. Late Name if any. / Special Surveys. No. of Decks, &c.	3	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Experiment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 Built. By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NP=Horse power by Society's formulæ; RP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of L.R. Cert.
878 145841 KPTS	Tormenter *H.W.Holden* 09–12	WoodSc (*Tug*) 1*Dk*	252 — 131					1900	Atlantic Works Boston	Freeport & TampicoFuelOil & Trans.Corp.	114·1	25·6	14·5	NewYork Utd.States	C.2Cy.20″&36″–26″ 55NHP AtlanticWorks,Boston		
879 MGJC	Tormod *E.Knutsen* (*ex*Garth) *Well deck* 1*Dk*2*trB*	IronScSr	1324 1100 790				...	1884	W.Pickersgill&Sons Sunderland	Dampskibsselskbt Tormod (C.Christensen)	240·0 Q91′B50′F28′	33·1 FK	18·2 *WB*	Chrstiania Norwegian	C.2Cy.29½″&55″–36″ NB09 146NHP G.Clark,Sunderland	19 ″ 6	N
880 5409 JTCV	Torne *O.F.Andersson* –15 *Elec.light Mchy.Aft* Wireless 1*Dk*	SteelScSr	3792 3368 1963					1912	Lindholmens V.A. Gothenburg	Trafikaktiebolag. Grangesberg-Oxelosund (P.A. Welin,*Mgr.*)	359·5 P71′F44′	50·2	23·7	Stockholm Swedish	T.3Cy.24½″,40″&66″–45″ 292NHP LindholmensV.A.Got.		C
881 RMQC	Torneå *A.Lundén* 92–98 *Elec.light*	IronTwinScSr	664 380 432					1876	W.Lindbergs M.V. Stockholm	Finska Ångf Aktieb (L.Krogius,*Mgr.*)	.....	.....	.....	Helsingfrs Russian	C.4Cy.13$\frac{3}{16}$″&28$\frac{3}{4}$″–20½″ NE&B14 31NHP *Cm pd*89BergsundsM.V.Skm.		
882 RTFD	Toro (*ex*Cruz deMalta) *Elec.light* Wireless 1*Dk*	SteelTwinScSr	1141 688 667					1905	Gmh.&Grk Dockyard Co. Grngemouth	Dodero Hnos.	230·0	37·0	12·0	M.Video Uruguayan	T.6Cy.11″,18″&29″–21″ 76NHP *WB* J.G.Kincaid&Co.Greenock		V
883	— (*ex*Maria,*ex*Anita-VidalSala,*ex*Lillie)	IronSc	527 460 308	✠ 2,85	Liv			1870	Withy, Alexander&C Hartlepool		184·2	28·1	14·4		C.2Cy.22$\frac{3}{4}$″&42″–29¾″ E.blt.70 NB96 81NHP Blair&Co.,Stockton.		V
884 139014 JLBN	Toromeo *A.C.Reid* –17 *ss*Shl.No.2–14 (*ex*Tiberius) 1*Dk*(*Stl*)&*Spar dk*(*Stl*)& Sub.Sig. *deep framing*	SteelScSr	4149 4080 2703	✠100A1 *Spar dk* 5.17<~~BS8,16~~ ✠LMC~~12.17~~,18	Lon	*x*	~~1,16~~ 1,18	1905 8mo *Lloyd's*	Nthmblnd S.B.Co.Ld. Newcastle *A&CP*	Requisitioned for BritishGovernmentService *WB*=*CellDBa*	360·0 P36′B96′F32′ FK 118′*uE*22′*f*154′789*t*	48·0 28·1	20·2 *APT*64*t*	London British 6*BHCem*	T.3Cy.26″,42″&72″–48″ (*s*) 180lb 400NHP 3SB,*9cf*,GS510,HS6315 N.E.MarineEngCoLd.Nwc	30 ″ 10 s 6 ″ 2 25 ″ 0	
885 113569 RTFD	Toronto *W.H.Smith* –16 *ss*Hul.No.3–10,13 2*Dks*(*Stl*)&*deep framing, lower dk in* 1&3 *holds & Shelter dk*(*pt Irn&pt Stl*) *Elec.light* Wireless	SteelTwinSc4MstSr	6129 5775 3938	✠100A1 *Shelter dk* 9,17~~5,16~~ ✠LMC~~6,16~~ 9,17 *Carrying fuel oil F.P. above 150° F. in D.B.*	Liv Hul	*c*†	5,16	1900 8mo	W.Gray&Co.Ld. W Hartlepool A&CP	Ellerman'sWilson Line,Ld. *WB*=	456·0 B *on Shelter dk* 82′ *Cell DBa* 119′ *uE*&	52·2 FK *B*59′*f*206′1129*t DT*	31·1 6*BHCem* *f*20′568*t FP*	Hull British 200lb 776NHP 4SB,*12rf*,GS272HS11344 FD Cen.Mar.Eng.Wrks.WHpl *T*37*t APT*70*t*	34 ″ 0 s 5-10½ 28 ″ 7	
886 107412	— *C.E.Redfearn* –10 *Elec.light* Wireless 3*Dks*	SteelPad	2779 1742 1652					1899	Bertram E. Works Co.Ld. Toronto,Ont.	Canada Steamship Lines,Ld.	269·4	36·0	13·8	Toronto British	T.3Cy.28″,44″&72″–72″ 440NHP BertramEng.Wrks.Co.Ld.		
887 136223 JNDK	— *J.Macdonald* –15	SteelScK	204 204 77	✠100A1 *Stm Trawler* 11,15 ✠LMC1,15	Hul			1915 1mo *Lloyd's*	Cochrane &Sons,Ld. Selby *sA&CP*	Hull Steam Fishing &Ice Co.Ld.	112·2 BK8″ *WB*=	22·5 4*BHCem* *DT f* 13′30*t*	12·4	Hull British	T.3Cy.10″,17″&28″–24″ (*s*) 200lb 55RHP 1SB,*2pf*,GS27,HS835 C.D.Holmes&Co.Ld.Hull	13 ″ 2	
888 130188 JGDN	Torquay ~~*C.H.Dumble* –15~~ *A.C.Davies* 17–17 *Well deck* 1*Dk*(*Stl*)	SteelScSr	870 ~~611~~ 605 435	✠100A1 ~~2.16~~ 11,17 ✠NB7,15 ✠LMC8,14	Goo	*k*	~~12,16~~ ~~6,17~~ 11,17	1914 8mo *Lloyd's*	J.Crown&Sons,Ld. Sunderland *sA&CP*	Cambo Shpng Co. Ld. (Morgan& Cadogan Ld.,*Mgrs.*) *WB*= *CellDBa*	200·0 P21′Q44′B48′F21′ FK *u*E59′*f*84′196*t FPT*	30·0	12·2 4*BHCem* 49*t APT*41*t*	Drtmouth British 180lb 140NHP 2SB,*4pf*,GS58,HS2350 N.E.MarineEng.Co.Ld.Sld	T.3Cy.17″,28″&46″–30″ (*s*) s 1 ″ 1 13 ″ 5	14 ″ 3
889 JSFK	Torras y Bages *J.Oliveras* –17 *ss*Shl.No.3–12,14 (*ex*Velasquez) 1*Dk*(*Stl*)&*Spar dk*(*pt Stl* &*pt Irn*)&*deep framing*	SteelScSr	1344 1300 754	✠100A1 *Spar dk* *with freeboard* 4,18 ~~2,16~~ ✠LMC ~~M3?12,14~~ BS2,17	Lon Bcl	*p*	~~2,16~~ 3,18 ~~M3,18~~	1902 1mo *Lloyd's*	Clyde SB.&E.Co.Ld. Pt.Glasgow *sA&CP*	Cia.Tras. Mediterranea *CellDB*	238·0 P37′B63′F54′ FK *a*52′*uE*&*B*35′*f*105′	35·7	12·2 19·6 4*BHCem* 311*t APT*11*t*	Barcelona Spanish 165lb *80lb* 157NHP 4SB,*4pf*,GS66,HS2433 ClydeS.B.&E.Co.Ld.P.Gls.	T.3Cy.19″,31″&51″–33″ (*s*) s 2 ″ 9½ 19 ″ 4	21 ″ 10
890 JSFH	Torre del Oro *E.Gonzalez* –12 *Well deck* *Elec.light* 2*Dks*	SteelScSr	1320 1013 819					1888	Craig, Taylor&Co. Stockton	Cia.Sevillana de Nav.àVap.	243·8 P209*t*	31·3 F69*t*	17·2	Seville Spanish	T.3Cy.18½″,29″&48″–36″ NB02 138NHP Wstgrth,English&Co.Mdb		V
891 JSFG	Torreblanca *Vila* *ss*Liv.2nd No.3–5,95 (*ex*SitgesHermanos, *ss*Alg.No.2–04 *ex*Africa,*ex*Faithful) *Elec.light* 1*Dk*2*trB*	IronScSr	*818* *688* *492*	✠ 7.08 ✠NB86	Alg	*m*		1871 8mo	Dobie&Co. Glasgow	~~Linea de Vapores~~ ~~Tintoré~~ Cia Trasmediterranea	230·1 P54′B46′F41′ ptND88 *WB*=*DBa* 70′145*t*	28·7	16·1 5*BHCem* *FPT*15*t*	Barcelona Spanish	C.2Cy.20″&40″–33″ NDB85 154NHP 2SB,*4cf*,GS82,HS2696 Rankin&Blackmore,Grk.		V
892 76800	Torrens *J.Barber* 13–13 *Mchy.Aft* 1*Dk*	IronScSr	135 134 54					1877	W.Simons&Co. Renfrew	Government of Western Australia	100·4	21·2	8·8	Fremantle W.A. British	C.2Cy.13″&22″–18″ 30RHP W.Simons&Co.,Renfrew		
893	Torrent *Elec.light* 1*Dk*	SteelSc	296 — 197					1910	American S.B.Co. Lorain,Ohio	Duluth&Iron Range R.R.Co.	110·0	28·0	15·0	Duluth Utd.States	2Cy.20″–24″ 30NHP AmericanSB Co.Cleveland		
894	Torres *Carrying Petroleum in bulk* *Elec.light* *Fitted for oil fuel* *Mchy.Aft* 2*Dks*	SteelScSr	5200					1917	NwprtNws S.B.&D.D.Co NewprtNews	Southern Pacific Co.	380·0	59·0	28·0	New York Utd.States *Wb*	T.3Cy.24½″,41½″&72″–48″ 360NHP NewportNewsSB&DD.Co		
895 78444 ~~MFQC~~ JRFW	Torstein ~~*L.Tvedt* –16~~ *ss*Sws.2nd No.3–6,08 (*ex*Abermaed) *ss*Bgn.No.2–16 *Well deck* 1*Dk*(*Irn*)2*trB* *Cargo battens not fitted*	IronScSr	1074 909 635	✠100A1 8,17~~9,16~~ ✠LMC3,18 BS8,17	Hav Bly	*n*	~~3,16~~ 8,17	1883 4mo *Lloyd's*	Palmers' Co.Ld. Newcastle *sA&CP*	The Shipping Controller (John Harrison,Ld.,*Mgrs.*)	225·7 Q113′B34′F29′ BK8″ =*DBa* 63′*f*59′218*t*	31·2	17·0 4*BHCem* *APT*10*t*	London British	C.2Cy.28″&52″–33″ (*a*) 80lb *100lb* NDB06 119NHP 1SB,*3pf*,GS27,HS1917 Palmers'Co.Ld.Newcastle	18 ″ 3 s 2 ″ 3 16 ″ 9	
896 SMWP	Tortona (*ex*Samos) 1*Dk*2*trB*	SteelScSr	1922 1898 1219					1890	Flensburgr Schiffsb.Ges. Flensburg	Requisitioned by the Italian Govt. (Italian State Rlys)	260·4 P158′F30′	36·0	25·1	Italian *WB*	T.3Cy.19½″,29″&52″–33″ 155NHP FlensburgerSchiffsb.Ges.		I
897 128260 HNSV	Tortuguero *T.A.Thwaite* –17 Wireless *Elec.light* *Ref.Mchy.* 4*Dks*	SteelScSr	4175 3765 2666					1909	A.Stephen &Sons,Ld. Glasgow	Elders&Fyffes,Ld.	374·7 F44′	47·7	29·8	Glasgow British *WB*	T.3Cy.27″,45″&75″–54″ 413NHP A.Stephen&Sons,Ld.Gls.		C
898 4975 JRKS	Torwald *A.Akerman* –14 *ss*Cff.2nd No.3–4,05 (*ex*Hawthorn) *ss*Hbg.No.2–14 *Well deck* 1*Dk*(*Irn*)2*trB* *Cargo battens not fitted*	IronScSr	1090 868 653	✠100A1 8,15 *Examined* 3.17 BS8,17 ✠LMC4,14	Mmo	*n*	~~6,16~~ 8,17	1879 6mo	W.Doxford &Sons Sunderland A&CP	Rederiaktieb Torwald (H.Persson) *WB*=*D*	224·6 Q91′B43′F27′ BK8″ *Ba* 71′*f*59′220*t FPT*	32·0	16·2 4*BHCem* 28*t APT*15*t*	Landskrna Swedish 75lb *100lb* NDB01 138NHP 2SB,*4pf*,GS76,HS2368 W.Doxford&Sons,Sld.	C.2Cy.28″&54″–36″ (*i*) s 1 ″ 5 16 ″ 11	17 ″ 7

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné au navire. Lettre d'équilibrage.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Francbord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où cette Marque est déposée. L. H. Dundee Port Chalmers.
899 1443 HKCQ	**Tosa Maru** *T.Satowy* (*ex*Islam) *Elec.light*	**SteelTwinSc4MstSr** *ss*Yka.No.3–10,05 *ss*Kob.No.2–14 2*Dks*(*Stl–Uws*)3*trB*	5595 5295 3502	✠100A1 10,17~~3,17~~ ✠LMC3,17	Kob Yka	*a*†	3,17	1892 12mo *Lloyd's*	Harland& Wolff(Lim.) Belfast *A&CP*	NipponYusen KabushikiKaisha *WB*=*Cell* *DBa*130′*uE&B*68′*f*178′1166*tFPT*72*tAPT*66*t*	445·0|49·2|30·1 P31′B92′F50′ F&BK3″	Tokio Japanese	T.6Cy.20″,33½″&56″–48″ (*s*) 200lb 533NHP 2D&2SB,*12rf*,GS243 HS8648 Harland&Wolff(Lim.),Bel	33 ″ 6 s 8–11½ 25 ″ 4	
900 1386 HJTS	— 2*Dks*	**WoodScSr**	180 165 99					1893	Kanosuye Mansuke Misato	NakayaKisen GoshiKaisha	108·3|16·1|13·6	Osaka Japanese	C.2Cy.13¾″&27″–16″ 24NHP OnoSeikichi,Osaka		
901 17328 MNSK	**Tosa Maru No. 2**	**WoodSc**	191 — 99					1915	.....	TosaUnyu KabushikiKaisha	107·2|18·9|13·5	Kochi Japanese			
902 17329 MNSL	**Tosa Maru No. 3**	**WoodSc**	199 — 120					1915	.....	TosaUnyu KabushikiKaisha	108·8|19·0|13·6	Kochi Japanese			
903 16339 MHNG	**Tosan Maru** *I.Nakamura* –16 *ss*Kob.No2–17~~*ss*Kob.No.1–13~~ (*ex*Dunblane) 1*Dk*(*Stl*)&*Spar dk*(*Irn*) *&deep framing*	**SteelScSr** *ss*Lth.No.3–6,09	3856 3238 2833	✠100A1 *Spar dk & Trunk dk* 6,17 ~~9,16~~ ✠LMC~~9,16~~ 6,17	Kob Hul	*w*	~~7,16~~ 6,17	1897 4mo *Lloyd's*	Ropner& Son Stockton *A&CP*	KatsudaKisen KabushikiKaisha *WB*=*Cell* *DBa*112′	330·0|45·0|18·4 P30′B65′F31′ 26·3 FK *uE&B*36′*f*128′675*t*	Tarumi Japanese *5BHCem* *APT*106*t*	T.3Cy.24″,40″&65″–42″ (*r*) 180lb *120lb* NDB16 289NHP 2SB,*6cf*,GS122,HS4345 Blair&Co.Ld.Stockton	28 ″ 10 s 5 ″ 4 23 ″ 10	
904 99738 JCLP	**Tosca** *J.Brown* –16 *Well deck* *Mchy.Aft*	**SteelSc3MstSr** *ss*Shl.No.2–16 1*Dk*(*Stl*)	449 324 169	✠100A1 11.17 ~~9,16~~ ~~B&S 16~~ BS11,17 ✠LMC MS3,16	Hul	*g*	~~9,16~~ 11,17	1908 6mo *Lloyd's*	AilsaS.B. Co.Ld. Ayr *A&CP*	~~T.Eberhardt~~ F.T.Everard *WB*=*FPT*48*t*	155·4|25·6|11·1 Q86′B11′F23′ BK7″	Ayr British *3BHCem* *APT*36*t*	C.2Cy.18″&40″–27″ (*s*) 180lb 64RHP 1SB,*3pf*,GS53,HS1631 AilsaS.B.Co.Ld.Troon	12 ″ 3 s 4 ″ 5½ 12 ″ 6	
905 ~~Tuscana~~ SMWT	**Toscana** ~~Fiume~~ *E.Lavatelli* *Elec.light* Wireless	**SteelScSr** 2*Dks*&*Spar dk*3*trB*	4113 3420 2559					1900	N.Odero& Co. Genoa	~~Soc.diNav.a Vap.~~ ~~Italia~~ Transoceanica" Soc.Italiana diNav.	363·0|43·5|19·2 P63′B128′F54′	Genoa Italian *WB*	T.3Cy.25½″,42½″&67½″–51½″ 325NHP N.Odero&Co.Genoa		I
906 537 SMWV	**Toscano** (*ex*Toscana,*ex* Dorothea,*ex*Euxine)	**IronScSr** *ss*Nwc.No.3–8,93 *ss*Lgn.No.2–02 2*Dks*&*Spar dk*	1518 — 967	✠ 9 06 ✠NB82	Lgn	*o*		1871 3mo	C.Mitchell &Co. Newcastle	E.Rebisso	244·8|32·1|17·9 24·6 BK8″ *WB*=	Genoa Italian *4BHCem* *DBa*&*f*135′	C.2Cy.29″&56″–33″ NDB82 136NHP 2SB,*4pf*,GS72,HS2328 N.E.MarineEng.CoLd.Sld.	25 ″ 10	
907 15971 MFHW	**Tosei Maru** 2*Dks*	**SteelScSr**	625 536 387					1913	OsakaIron Works Osaka	KanamoriGomei Kaisha	173·3|26·4|14·7 B50′F26′	Hakodate Japanese *WB*	T.3Cy.12″,20″&34″–22″ 54NHP OsakaIronWorks,Osaka		
908 19214 NBTM	**Toshi Maru No. 1** 1*Dk*	**WoodScSp**	591 452 ~~345~~					1916	S.Mochi- zuki Higashino	ToshimaruKisen GoshiKaisha	168·2|25·2|16·5 P28′B43′F24′	Amagasaki Japanese	C.2Cy.15½″&38½″–24″ E*made*84*refitted*16 60NHP B*made*05*refitted*16 E.Finch&Co.Chepstow		
909 16492 MHWN	**Tosho Maru** *T.Tsutsui* –17 (*ex*TokioMaru, *ex*Benacre, *ex*Hambleton) 1*Dk*(*ptStlptIrn*)2*trB*&*Web* *frames*&*ptAwngdk*(*Irn*)	**SteelScSr** *ss*Shl.No.3–4,06 *ss*Kob.No.2–15	3038 2285 2195	✠100A1 *pt Awng dk* *withfreeboard* 12,16 ✠LMC12,16	Kob	*t*	12,16	1894 1mo	Ropner& Son Stockton A&CP	S.Tanaka	315·0|40·5|20·2 P29′Q102′ BK10″ *ptAwng dk*184′ *CellDB*264′511*t*	Toba Japanese *5BHCem* *APT*62*t*	T.3Cy.23″,37½″&61½″–39″ 160lb P*70lb* (*s*) 236NHP 2SB,*6cf*,GS99,HS3528 Blair&Co.Ld.Stockton	23 ″ 7 s 8 ″ 4½ 22 ″ 11	
910 7715 JQKD	— 2*Dks*	**SteelScSr**	643 567 398					1904	S.Ono Osaka	Y.Fujiyama	171·8|23·7|18·3	Otaru Japanese	T.3Cy.13¼″,21¼″&34½″–24″ 58NHP S.Ono,Osaka		
911 *Elec.light* *Ref.Mchy*	**Tosno** 1*Dk*	**SteelScSr**	*2000* *1683* *1110*					1907	Earle'sCo. Ld. Hull	Russian Government	318·0|41·1|18·3 P204′F33′	Russian *WB*	T.3Cy.22″,36″&60″–42″ 233NHP Earle'sCo.Ld.Hull		
912 122846 HGQC	**Tosto** *B.Hutcheon* –16 *Well deck* 1*Dk*(*Irn*)&*deep framing* *Cargo battens not fitted*	**SteelScSr** *ss*Nwc.No.2–14	1781 1457 1028	✠100A1 8,17~~6,16~~ ~~B&S 16~~ ✠LMC7,14 BS11,16	Bry Off	*q*	6,16	1906 7mo *Lloyd's*	S.P.Austin &Son,Ld. Sunderland *sA&CP*	PeltonS.S.Co.Ld. *WB*=*CellDBa*76′*uE&*	267·7|37·8|17·4 P27′Q74′B51′F31′ FK B32′*f*112′450*tFPT*	Newcastle British *4BHCem* S0t*APT*140	T.3Cy.21½″,35″&57″–39″ (*s*) 160lb 100lb 220NHP 2SB,*6pf*,GS112,HS3540 G.Clark,Ld.Sunderland	19 ″ 9 s 2 ″ 2 17 ″ 11	
913 MBQC	— *T.Matland*00–15 (*ex*Heimdal) *Elec.light*	**SteelScSr** *ss*Bgk.No.2–12 1*Dk*(*Stl–ptwss*)2*trB*	1234 1118 761	✠100A1 2,15 BS3,16 ✠LMC6,12 DBS4,17	Shl	*p*	12,15	1904 3mo *Lloyd's*	J.Priestmn &Co. Sunderland *sA&CP*	Akties.Dmpsk. Tosto (B.Stolt-Nielsen) *WB*	240·0|35·5|17·9 P19′B66′F25′ FK =*DBa*68′*f* 92′352*t*	Haugesnd Norwegian *4BHCem* *APT*60*t*	T.3Cy.18½″,30″&49″–33″ (*s*) 160lb *70lb* 147NHP 1SB,*3pf*,GS61,HS2356 N.E.MarineEng.Co Ld.Sld.	19 ″ 0 s 2 ″ 5 16 ″ 10	
914 *E.vonAppen* –14 *Elec.light* Wireless	**Totmes** (Seized at Antwerp) 2*Dks*&*Shelter dk*	**SteelScSr**	7399 6779 4618					1914	Akt.Ges. "Neptun" Rostock	Deutsche-Dampfs- fahrts.Ges.Kosmos	473·0|61·2|28·7 F48′ 36·5	Hamburg German *WB*	T3Cy29$\frac{2}{10}$″48$\frac{1}{2}$″&80$\frac{1}{10}$″–55$\frac{1}{10}$″ 484NHP A.G."Neptun,"Rostock		
915 NMBQ	**Toto** *M.Hansen* 1*Dk*	**SteelSc** (*Lighter*)	163 136 74					1902	Kjöbnhvns Flydk.&Skbs. Copenhagen	Acties.DeDanske Sukkerfabrikker	96·3|22·6| 8·1 B20′F22′	Stege Danish *WB*	C.2Cy.10½″&20″–14″ 12NHP KjbnhavnsFlydk.&Skbsv.		V
916 1716 HLFT	**Toto Maru** *S.Kuchiki* –11 (*ex*Albingia)	**IronScSr** 2*Dks*3*trB*	1955 1762 1166			...		1881	Dobie&Co. Glasgow	M.Ojiro	288·1|33·1|23·6	Nishino- miya Japanese	C.2Cy.34$\frac{3}{16}$″&62$\frac{1}{16}$″–42″ 208NHP J.Howden&Co.,Glasgow		
917 9658 JTRH	**Totomi Maru** *M.Tanaka* (*ex*Grafton) 1*Dk*(*Irn*)2*trB*&*deep* *framing* 3*Dk rule*	**SteelScSr** *ss*Yka.No.3–3,15	3356 2855 2021	✠100A1 *withfreeboard* 12,17 ~~1,17~~ ✠LMC~~1,17~~ 12,17	Kob	*u*	1,17	1901 12mo *Lloyd's*	S.P.Austin &Son,Ld. Sunderland *sA&CP*	NipponYusen KabushikiKaisha *WB*=*CellDBa* 106′*uE*20′*f*142′707*t*	330·8|46·1|22·0 P33′B91′F33′ FK	Tokio Japanese *6BHCem* *APT*158*t*	T.3Cy.24″,39″&64″–42″ (*a*) 180lb *80lb* 278NHP 2SB,*6rf*,GS120,HS4160 G.Clark,Ld.Sunderland	24 ″ 4 s 4 ″ 1 20 ″ 8	
918 16520 MJLP	**Tottori Maru** *Clark* *Elec.light*	**SteelScSr** 2*Dks*(*Stl*)	5952 5443 3711	✠100A1 8'17 ~~12,16~~ ~~HS12,16~~ ✠LMC~~12,16~~ 8,17	Yka	*a*†	12,16	1913 9mo *Lloyd's*	Russell& Co. PortGlasgow *sA&CP*	NipponYusen KabushikiKaisha *WB*=*CellDBa* 138′*uE*24′*f*186′1243*t*	423·4|56·0|28·7 P38′B123′F47′ FK	Tokio Japanese *7BHCem* *APT*32*t*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 556NHP 3SB,*9cf*,GS190,HS8580 FD J.G.Kincaid&Co.Ld.Grk.	31 ″ 4 s 6 ″ 4 25 ″ 4	
919 124747	**Touchstone** *G.R.Green* –14 1*Dk*	**SteelScK** *ss*Hul.No.1–11	173 166 68	✠100A1 *StmTraveler* 8,14 BS5,15 ✠LMC6,11	Hul		5,13	1907 3mo *Lloyd's*	Cook,Wel- t'n&Gemmell Ld. Beverley *A&CP*	C.Curzon	108·5|21·6|11·5 BK8″ *WB*=	Hull British *4BHCem* *DTf*13′30*t*	T.3Cy.10″,16½″&27″–24″ (*s*) 200lb 45RHP 1SB,*2pf*,GS25,HS750 Amos&Smith,Hull	12 ″ 4	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys.	3 Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 6 7 Particulars of Classification. Character. / for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Last good report. Equipment Letter.	7* Date when tail shaft last scrd.	8 9 Built. When. / Ship. / Engines	9 By Whom. / Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Dates of Trade Cert.
920 605 NWAH	**Toula** *V.Shmeltz* –16 (*ex*Aleut,*ex*St.Lucia,*ex*Aleut) *Elec.light* Wireless	Steel Sc Sr *ss*Yka.No.1–16 1*Dk*(*Stl*) *&Awng dk*(*pt Stl*–teak s)	2351 2082 1393	✠100A1 *Awng dk withfreeboard* 4,17 BS4,17 ✠LMC3,14	Yka	*s*	4,17	1910 5mo	Akt.Burmeistr&Wain Copenhagen *Lloyd's SA&CP*	Russian Volunteer Fleet Association *WB=Cell DBa84′ u*	281·0 Bon *Awng dk*78′ *E18′f117′457t FPT*	41·3 FK	23·1	Vladvostk Russian 4*BHCem* 27*t APT*26*t*	T.3Cy.20″,33″&55″–36″ (*s*) 180lb 214NHP 2SB,*6cf*,GS96,HS3540 Akt.Burmeistr&Wain,Cpn	25 ″ 6 s 6 ″ 9½ 19 ″ 0	
921 HKCL	**Toulouse** *For full particulars See No 8 in Suppt* *Elec.light*	Steel Sc Sr 2*Dks*	2045 1258	100A1 (*Class Contemplated*)				1917	Superior S.B.Co. W.Superior	James E.Davidson	251·0 P25′B64′F27′	43·5	20·0	Nantes French	T.3Cy.20″,33″&54″–40″ Detroit S.B.Co.Detroit		
922 1439 HKCL	**Toun Maru**	Wood Sc Sr 2*Dks*	189 171 117					1894	Sawamura Tamekichi Kujo	K.Yamamoto	115·2	16·0	13·3	Hakodate Japanese	C.2Cy.14½″&28½″–17″ 28NHP KiyamaShigenosuke,Osk.		
923 LFVJ	**Touquet** *E.Barbe*08–10	Steel Sc (*Trawler*) 1*Dk*	251 — 85					1904	Bonn& Mees Rotterdam	L.Bouclet	135·3	21·7	12·5	Boulogne French *WB*	T.3Cy.12″,20″&33″–24″ 53NHP AlblasserdamscheMchAlb		V
924 125090	**Touraco** *G.Dam* –13	Steel Sc K *ss*Gms.No.1–12 1*Dk*	245 224 113	✠100A1 *StmTrawler* 8,13 BS8,13 ✠LMC7,12	Gms		8,13	1908 1mo *Lloyd's SA&CP*	Cook,Welt'n&Gemmell Ld.Beverley	Taylor&Ashworth J.A.Taylor, *Mgr.*	120·5 Q76′F19′	22·0 BK8″	11·9	Grimsby British 4*BHCem*	T.3Cy.12½″,21½″&35″–24″ (*s*) 180lb 76RHP 1SB,*2pf*,GS35,HS1318 Amos&Smith,Hull	12 ″ 10	
925 108705 PWTH	**Tourmaline** *A.Johnstone* –17 *Well deck* *Mchy.Aft Elec.light*	Steel Sc 3 Mst Sr *ss*P.Gl.No.3–4,10 *ss*P.Gl.No.1–15 1*Dk*(*Stl*)	835 619 357	✠100A1 10,16 BS7,17 BS10,16 ✠LMC5,15	Gls	*k*	N5,15	1898 2mo	J.Shearer &Son Glasgow A&CP	W.Robertson	200·0 Q107′B11′F36′ *WB=Cell DBf*123′	30·1 BK7½″	12·1	Glasgow British 3*BHCem* 186*t FPT*26*t*	T.3Cy.16¾″,26″&42″–33″ (*s*) 160lb 90RHP 1SB,*3pf*,GS55,HS1550 Muir&Houston,Ld.Gls.	14 ″ 5 s ″11½ 14 ″ 3	
926 121099 HFDP	— *J.Flint* –13	Steel Sc K *ss*Hul.No.2–14 1*Dk*	289 255 115	✠100A1 *StmTrawler* 12,14 ✠LMC8,14	Hul		6,13	1905 12mo *Lloyd's SA&CP*	Mackie& Thomson Glasgow	Kingston Steam Trawling Co.Ld.	135·8 Q74′F18′	22·5 BK8″	11·8	Hull British 4*BHCem*	T.3Cy.13″,22″&37″–27″ (*s*) 200lb 67RHP 1SB,*3pf*,GS44,HS1460 W.V.V.Lidgerwood,Gls.	13 ″ 0	
927 LGBV	**Tourville** *Drouaillet*12–12 (*ex*Roubaix,*ex*Calais)	Iron Sc Sr (*ex*Trouville,	297 — 132					1874	J&W Dudgeon London	Soc.Les Affrêteurs Réunis (*J.Stern, Mgr.*)	161·2	22·2	12·2	Algiers French	C.2Cy.24¾″&45″–24″ 83NHP J.&W.Dudgeon,London		V
928 TJGL	**Toussoum** *Carrying Petroleum in bulk* *Mchy.Aft Elec.light*	Iron Twin Sc Ctr 1*Dk*	360 307 136					1884	Lobnitz& Co Renfrew	Nederl.-Indische Indust. en Handel Maats.(Bataafsche Petrol.Mts.,*Mgrs.*)	134·8	25·1	13·1	Batavia Dutch	C.4Cy.14″&28″–24″ 64NHP Lobnitz&Co.Renfrew		
929	**Touzla** (*ex*Worthing Belle,*ex*Diana Vernon)	Iron Pad Sk	*218* *154* 73					1885	Barclay, Curle&Co. Glasgow	Administration de Nav.a Vap. Ottomane	180·5	18·1	7·1	Constanpl Turkish	1Cy.43″–60″ NB90 110NHP Barclay,Curle&Co.Gls.		
930 86 QBJR	**Towa Maru** *S.Kakimi* –13 (*ex*Haake,*ex*Robert Heyne,*ex*Ramazan) *Mchy.Aft Elec.light*	Steel Sc Sr *ss*Stn.No.3–10,07 1*Dk*(*pt Stl pt Irn*) *&Webframes &pt Awng dk*(*Irn*)	2980 2145 1785	✠ *pt Awng dk withfreeboard* 2,08 ✠	Qns	*l*		1894 10mo	R.Thompson&Sons Sunderland	Dairen Towa S.S.Co Ld. *WB=Cell D*	309·1 P28′Q48′ *pt Awng dk*232′ *Ba100′u E22′f124′*	42·5 FK	19·0	Dairen Japanese 6*BHCem* 582*t APT*50*t*	T.3Cy.22½″,37″&61″–42″ 249NHP 2SB,*6pf*,GS108,HS3857 G.Clark,Ld.Sunderland	21 ″ 8	
931 1395 HJVL	**Towan Maru No. 2**	Wood Twin Sc Sr 1*Dk*	124 — 74					1894	Honda Tsurumatsu Tokio	Tokiowan Kisen Kabushiki Kaisha	102·0	15·0	9·2	Tokio Japanese	C.4Cy.8″&15″–12″ NE00 13NHP SatoSeisaku,Tokio		
932 82049	**Toward**	Iron Sc Sk	390 390 180					1882	W.Simons &Co. Renfrew	N.Eastern Rly.Co.	154·4	26·1	12·2	Hull British	C.2Cy.19″&36″–24″ 55RHP W.Simons&Co.,Renfrew		
933 128088	**Towhee** *J.Clark* –12	Steel Sc K (*Trawler*) 1*Dk*	199 188 73			...		1908	Goole S.B. &Repg Co.Ld Goole	Kelsall Bros.& Beeching,Ld. (G. Beeching&J.E.A. Kelsall, *Mgrs.*)	110·0	21·6 BK7½″	11·6 *WB*	Hull British	T.3Cy.12″,21″&33″–21″ 55RHP Earle'sCo.Ld.Hull	12 ″ 6	
934 129756 HRLT	**Towneley** *J.Roger* –15 *Well deck*	Steel Sc Sr *ss*Bry.No.1–15 1*Dk*(*Irn*)	2476 1978 1476	✠100A1 12,16 BS11,16 ✠LMC7,15	Gls	*s*	12,16	1910 8mo *Lloyd's SA&CP*	Wood Skinner&Co.Ld. Newcastle *Intermediate*	Burnett S.S.Co.Ld. (Burnett&Co. *Mgrs.*) *bulkhead in fore* *WB=Cell DBa92′ u E&B43′ f121′*	305·5 Q116′B *on QDk*55′ F31′ *hold dispensed with*	42·2 FK 4*BHonly*	18·6 *Cem*	Newcastle British *Cem* 631*t FPT*128*t APT*185*t*	T.3Cy.21½″,35″&58″–39″ (*s*) 180lb *100lb* 254NHP 2SB,*6cf*,GS117,HS4274 N.E.MarineEngCoLd.Nwc	20 ″ 11 s 2 ″ 5 18 ″ 11	
935 135675 JFPV	**Towy** *Mchy.Aft*	Steel Sc *ss*BAs.No.1–18 1*Dk*(*Stl*–ws)	199 171 86	✠100A1 4,18 4,14 ✠LMC4,14	Sou BAs	*c*	3,17 4,18 4,18	1914 4mo *Lloyd's SA&CP*	Day,Summers&Co.Ld. Southampton	Royal Mail Steam Packet Co.	110·3 F24′ *WB=FPT*12*t*	21·1 FK 3*BHCem*	10·1	S'thamptn British *Cem* Day,Summers&Co.Ld.Sou.	C.2Cy.15″&30″–24″ (*s*) 120lb 52RHP 1SB,*2cf*,GS40,HS1050	11 ″ 1 s 1 ″ 4 10 ″ 1	
936 118071	**Toxteth** *Watterson* –12	Steel Sc Sp *ss*Liv.No.2–11 1*Dk*(*Irn*)	139 126 4	✠100A1 *For Towing purposes* 6.15 ✠LMC BS7,17 BS4,15 MS8,15	Liv		8,16 10,17	1903 12mo *Lloyd's SA&CP*	J.Cran&Co Leith	Alexandra Towing Co.Ld.	92·0 BK6½″ *WB=APT*4*t*	20·1	10·7	Liverpool British 4*BHCem* 150lb 98RHP 1SB,*3cf*,GS60,HS1560 J.Cran&Co.Leith	C.2Cy.16″&42½″–27″ (*s*)	12 ″ 0	
937 18180	**Toyama Maru** *M.Machida*08–15 *Elec.light*	Steel Twin Sc Sr 2*Dks*(*Stl*)	7085 6574 4387	✠100A1 5,17 10,16 BS10,16 ✠LMC6,16 5,17	Yka Kob	*b*†	2,16	1915 6mo *Lloyd's SA&CP*	Mitsu Bishi Dkyd&EWks Nagasaki *WB=Cell*	Nippon Yusen Kabushiki Kaisha *DBa135′u E&B69′*	445·0 P35′B138′F35′ *f188′1348t DTa42′1*	58·0 FK	34·0	Tokio Japanese 7*BHpt Cem pt Asp* 184*t APT*60*t*	4 Steam Turbines geared to 2 screw shafts (*s*) 200lb 4SB,*12cf*,GS225,HS9507 FD Mitsu Bishi D.&E.Wks Nag	34 ″ 0 s 7 ″ 8½ 26 ″ 8	
938 6459 JDMK	—	Wood Sc 2*Dks*	121 — 68					1901	G.Higami Kobe	Yetchu Shosen Kabushiki Kaisha	104·0	15·0	11·7	Fushiki Japanese	C.2Cy.12″&24½″–16″ 19NHP O.Tsuruoka,Osaka		
939 15213 LWPS	**Toyen Maru** *K.Goko* –12 (*ex*Irene) 1*Dk*(*Stl*) *&Spar dk*(*Stl*–ptws) *&Webframes* *ss*Kob.No.3–10,17	Steel Sc Sr ~~*ss*Kob.No.2–12~~	3454 2886 2176	✠100A1 *Spar dk* 10,17 ~~10,16~~ ✠LMC ~~10,16~~ 10,17	Kob	*v*	~~10,16~~ 10,17	1905 12mo *Lloyd's SA&CP*	Craig,Taylor&Co.Ld. Stockton	Osaka Shosen Kabushiki Kaisha *WB=Cell DB*	326·0 P76′B112′F32′ *a88′u E&B40′f144′*	42·0 FK	17·6	Osaka Japanese 5*BHCem* 572*t APT*29*t*	T.3Cy.24″,40″&65″–45″ (*s*) 180lb *100lb* 347NHP 2SB,*6cf*,GS122,HS4918 FD N.E.MarineEng.CoLd.Sld.	27 ″ 9 s 4 ″ 5½ 23 ″ 7	

1 Numéro d'Ordre / Numéro Officiel / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant ou plus tard. Lettre d'Appropriement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pd.	15 Registres où cette Classe a été donnée. B. Built. Cert. B. of Trade.
940 42 QBFS	**Toyo Maru** *O.Hayakawa* –12 (*ex*Eastry)	**SteelScSr** *ss*Nag.2nd No.3–12,15 1*Dk*(*pt Stl pt Irn*) 2*tr B & pt Awng dk* (*Irn*) *& Web frames*	3024 2267 2283	✠100A1 *pt Awng dk with freeboard* 2,18 2,17 ~~BS6,16~~ ✠LMC12,16	Nag Kob	*t* 2,18	2,17	1892 3mo	Furness, Withy & Co Ld W Hartlepool A&CP	S.Sawayama	314·0 Q131′	40·5 *pt Awng dk* 183′	21·2 FK *WB = Cell D B* 268′	Dairen Japanese 6 *B H Cem* 512 *t APT* 47 *t*	T.3Cy.23″,37″ & 61″–42″ (*s*) 165lb *100lb* NDB04 259NHP 2SB,*6pf*,GS85,HS4113 T.Richardson & Sons, Hpl.	23 ″ 10 s 8 ″ 9½ 22 ″ 6	
941 — 8453 JPDF		**SteelScSr** 2*Dks*	348 — 188					1901	Uraga Dock Co.Ld. Uraga	SanrikuKisen KabushikiKaisha	121·8	19·0	13·3	Kamaishi Japanese *WB*	C.2Cy.18″ & 36″–24″ 53NHP Uraga Dock Co.Ld. Uraga		
942 — 10341 LBPW		**WoodTwinScSp** 1*Dk*	107 98 57					1907	R.Hazama Osaka	H.Ishida	86·3	18·1	9·8	Osaka Japanese	C.4Cy.9½″ & 19″–12″ 21NHP M.Mihara, Osaka		
943 **Toyo Maru No. 1** 13191 LMTF	*G.Waltham* –11 (*ex*Euphrates)	**IronScK** *ss*Cff.No.3–7,09 1*Dk*	180 160 97	✠ *Stm Trawler* 8,11 ✠NB11,07✠	Gms			1896 7mo	Cochrane & Cooper Beverley	ToyoHogei KabushikiKaisha	109·3 Q20′	21·1 BK 7″	11·2	Nishino-miya Japanese 3 *B H Cem*	T.3Cy.12¾″,21″ & 34″–24″ 63NHP 1SB,*2pf*,GS28,HS1010 C.D.Holmes & Co.Hull	11 ″ 10	
944 **Toyo Maru No. 4** 11747 LFQP		**WoodScSp** 2*Dks*	113 97 64					1909	U.Mayeda Osaka	ToyoUnyu KabushikiKaisha	98·5	13·5	11·2	Imaharu Japanese	C.2Cy.11½″ & 23″–15″ 17NHP T.Mitamura, Osaka		
945 **Toyo Maru No. 6** 13667 LMKJ		**WoodSc** 1*Dk*	123 89 66					1910	K.Imakita Osaka	ToyoUnyu K.Kaisha	100·2	15·5	9·0	Imaharu Japanese	C.2Cy.12½″ & 24½″–16″ 17NHP		
946 **Toyo Maru No. 7** 9740 JVFS	(*ex*SangoMaru, *ex*AsanMaru)	**WoodSc** 1*Dk*	121 98 65					1905	Y Ishibashi Osaka	ToyoUnyu KabushikiKaisha	94·4	16·0	9·6	Osaka Japanese	C.2Cy.12½″ & 25″–14″ 20NHP Y.Ishibashi, Osaka		
947 **Toyohara Maru** 11725 LFPN	(*ex*YasakiMaru)	**SteelScSr** 2*Dks*	531 474 329					1908	J.Harada Osaka	I.Soto	168·4	22·2	16·8	Otaru Japanese	C.2Cy.20″ & 38½″–30″ E & B *made-fitted* 08 67NHP		
948 **Toyohashi Maru** *T.Date* –15 *Elec.light*		**SteelTwinScSr** 2*Dks*(*Stl*)	7010 6513 4362	✠100A1 ~~7,17~~ 12,17 ~~BS8,16~~ ✠LMC8,16 12,17	Yka Kob	*b*†	~~11,15~~ 12,17	1915 3mo	Kawasaki Dkyd Co.Ld. Kobe *Lloyd's*	NipponYusen KabushikiKaisha *WB = Cell D Ba* 141′ *u E & B* 60′ *f* 186′ *SA & CP*	445·0 P34′ B138′ F37′ 1508 *t DTa* 42′ 1226 *t*	58·0	34·0 FK 7 *B H Cem* *APT* 42 *t*	Tokio Japanese 7 *B H pt Cem* *pt Asp*	T.6Cy.21″,33½″ & 56″–48″ (*s*) 200lb 628NHP 4SB,*12cf*,GS220,HS9108 FD KawasakiDkydCo Ld.Kob	34 ″ 0 s 8 ″ 0 26 ″ 4	
949 Sunk 9/17 1255 HJKT		(*ex*KioritsuMaruNo.3) **WoodScSr** 2*Dks*	165 — 97					1891	Niikuma Masajiro Osaka	Y.Yamamoto	110·1	15·5	13·2	Shimono-seki Japanese	C.2Cy.15½″ & 26½″–16″ 23NHP Niikuma Masajiro, Osaka		
950 17759 MQPH	**Toyooka Maru** *S.Hirase* 10–15 *Elec.light*	**SteelTwinScSr** 2*Dks*(*Stl*)	7085 6574 4385	✠100A1 7,17 ~~7,17~~ ~~BS7,14~~ ✠LMC10,16 BS7,17	Kob Yka	*b*† 1,17		1915 3mo	Mitsu Bishi Dkyd & E Wks Nagasaki *Lloyd's*	NipponYusen KabushikiKaisha *WB = Cell D Ba* 135′ *u E &* B69′ *f* 188′ 1348 *t L Ta* 42′ 1184 *t APT* 60 *t* *SA & CP*	445·0 P35′ B138′ F35′ FK	58·0	34·0 7 *B H pt Cem*	Tokio Japanese 4 *B H pt Asp*	4 Steam Turbines geared to 2 screw shafts 200lb 4SB,*12cf*,GS225,HS9507 FD Mitsu Bishi D. & E. Wks. Nag	34 ″ 0 s 7 ″ 8½ 26 ″ 8	
951 16510 MJKV	**Toyora Maru** *Shimidzu* *Elec.light*	**SteelScSr** *ss*Kob.No.1–17 1*Dk*(*Stl*) *Cargo battens not fitted*	2510 2306 1486	✠100A1 ~~12,16~~ 12,17 ~~✠LMC12,16~~ 12,17	Nag Kob	*t* 12,16		1913 8mo *Lloyd's*	Napier & Miller, Ld. Glasgow *SA & CP*	MitsuBishiGoshi Kaisha *WB = Cell D Ba* 84′ *u E &* B42′ *f* 134′ 654 *t FPT*	302·3 P23′ B86′ F35′ FK	46·3	20·4 6 *B H Cem* 73 *t APT* 54 *t*	Tokio Japanese 180lb *100lb* 278NHP 2SB,*6cf*,GS126,HS4500 J.G.Kincaid & Co.Ld.Grk.	22 ″ 9 s 3 ″ 7½ 19 ″ 6	
952 **Toyotomi Maru** 9145 JSGL	(*ex*Benledi)	**SteelScSr** *ss*Lth.No.3–2,01 2*Dks*(*Stl–Uws*) 3*tr B*	2447 2220 1517	✠ 4,04 ✠	Kob	*t*		1888 6mo	Barclay, Curle & Co.Ld Glasgow	~~Comei Kaisha~~ Kabushiki Kaisha *WB = D B u E & B* 58′ 165 *t*	320·0 P37′ B84′ F38′ BK 10″	38·0	25·1 Japanese 6 *B H Cem*	Nishino-miya NDB99 273NHP 2DB,*8cf*,GS140,HS4210 Barclay Curle & Co.Ld.Gls.	26 ″ 5	
953 **Toyoura Maru** 4817 JFDM		**SteelTwinSc** (*Ferry*) 1*Dk*	322 207 174					1899	Mitsu Bishi Dkyd & E Wks Nagasaki	SetsuyoShosen KabushikiKaisha	141·0	22·2	9·0	Osaka Japanese	T.6Cy.7½″,12″ & 20″–14″ Mitsu Bishi Dkyd. 30NHP & Eng.Wks.Nagasaki		
954 ~~Toyu Maru~~ ~~Nagasaki Yusen Kaisha~~ 9142 NFKC	~~Kohlhim~~ ~~Isseggen~~, *See No. 78* *Elec.light*	**SteelScSr** 2*Dks*(*Stl*) & *Web frames* *Longitudinal framing*	~~3193~~ ~~2757~~ 1995	✠100A1 *Application* ✠LMC11,16	Kob	*t*		1916 11mo *Lloyd's*	Osaka Iron Works, Ld. Osaka *SA & CP*	KobeTowaKisen KabushikiKaisha *Cell D B* 255′ 519 *t*	305·0 P19′ B82′ F32′	43·7 *D Ta* 534 *t*	27·2 FK *FPT* 112 *t*	Amagasaki Japanese 5 *B H Cem* *APT* 20 *t*	T.3Cy.22″,37″ & 61″–42″ (*s*) 180lb 288NHP 2SB,*6cf*,GS90,HS3824 FD Osaka Iron Wrks.Ld.Osaka	27 ″ 3 s 4 ″ 4½ 23 ″ 2	
955 **Trader** 127084 HRQW	*J.Jackson* –15 (*ex*Dean Forest) *Well deck* *Mchy.Aft*	**SteelScK** *ss*Nwc.No.1–14 1*Dk*(*Stl*)	297 214 105	✠100A1 ~~3,18~~ ~~11,16~~ ~~BS11,16~~ ✠LMC8,14 BS6,18	Shl Nwc	*e* ~~11,16~~ 3,18		1910 9mo *Lloyd's*	Smith's Dock Co.Ld. Middlesbro' *SA & CP*	"T" Stm.Coasters, Ld. (Robinson, Brown & Co. *Mgrs.*)	130·1 Q46′ B8′ F25′	25·1	8·8 FK *WB = FPT*	Newcastle British 3 *B H Cem* 63 *t APT* 15 *t*	C.2Cy.16″ & 34″–24″ 130lb 63RHP 1SB,*2pf*,GS35,HS1131 Shields Eng.Co.Ld.N.Shl.	10 ″ 0 s ″ 8½ 9 ″ 6	
956 **Trafalgar** *Henricksen* –17 2007 MCQD	1*Dk*(*pt Irn & pt Stl*) & *deep framing* *Elec.light*	**SteelScSr** ~~*ss*N.Yk.No.2–14~~ *ss*NYk.No.3–4,18	2187 ~~2,14~~ ~~10,16~~ 1384	✠100A1 4,18 ~~BS11,16~~ ✠LMC ~~11,16~~ 4,18 *Intermediate*	NYk *Bulkh*	*s* *ea*	~~2,15~~ 7,17 *d in fo*	1906 3mo *Lloyd's* *rehold*	J.Crown & Sons, Ld. Sunderland *SA & CP* *WB = dispensed with*	Wilhelmsens Dmpsk.Akties. (W. Wilhelmsen, *Mgr.*) *Cell D Ba* 96′ *u E* 20′ *h, A B H only*	290·0 P22′ B74′ F27′	42·2	20·5 FK *f* 122′ 599 *t APT* 76 *t*	Tönsberg Norwegian *Cem*	T.3Cy.22″,36″ & 59″–39″ (*s*) 180lb *90lb* 233NHP 2SB,*6rf*,GS102,HS3540 Blair & Co.Ld.Stockton	21 ″ 9 s 3 ″ 4½ 18 ″ 9	
957 — 120941	*Summers*	**SteelScSp** *ss*Liv.No.2–14 1*Dk*(*Irn*)	149 131 4	✠100A1 *For Towing purposes* 6,17 ~~2,16~~ ✠LMC MS11,14 ~~BS5,14~~ BS6,17	Liv		~~9,18~~ 6,17	1906 4mo *Lloyd's*	J.Cran & Co. Leith *SA & CP*	Alexandra Towing Co.Ld.	92·3 BK 7½″ *WB =*	20·3	10·7 *APT* 4 *t*	Liverpool British 4 *B H Cem*	C.2Cy.16″ & 42½″–27″ (*s*) 150lb 98RHP 1SB,*3cf*,GS50,HS1522 J.Cran & Co.Leith	12 ″ 0	
958 **Trafaria** *Elec.light*		**SteelSc** (*ex*Mazagan) 2*Dks*	1744 1613 1110					1904	Bremer Vulkan Vegesack	Requisitioned by the Portuguese Government	247·7 B58′	35·6 *WB*	21·9	Portuguese	T.3Cy.18 5/16″,29 7/16″ & 49″–33 7/16″ 139NHP Bremer Vulkan, Vegesack		
959 **Traffic** *Rabec* –13 *Elec.light*		**SteelTwinScSp** (*Tender*) 2*Dks*	675 615 420					1911	Harland & Wolff, Ld. Belfast	A.Lanièce	175·7	35·1	12·4	Cherbourg French	C.4Cy.12″ & 24″–15″ 36NHP Harland & Wolff, Ld.Bel.		V
960 — 69263	*Mchy.Aft*	**WoodSc**	155 155 83					1873	Speakman Runcorn	Liverpool Lighterage Co.Ld.	101·8	23·6	9·6	Liverpool British	2Cy.20″–20″ 40RHP W.P.Galton, Manchester		
961 **Trafford Hall** 120906 HFBV	*B.Woolfenden* –14 *Elec.light* Wireless	**SteelScSr** 2*Dks*	5321 4610 3437					1905	Barclay, Curle & Co.Ld Glasgow	Ellerman Lines, Ld (Hall Line Ld. *Mgrs.*)	397·2 P49′ B124′ F43′	50·0	29·0 *WB*	Liverpool British	T.3Cy.24½″,42″ & 73″–48″ 369NHP Barclay, Curle & Co.Ld.Gls.		C

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. / Master. / Special Surveys.	3 Material, Rig, &c. / Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage — Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned. now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed. If not in L.R. Date of B. of Trade cert.
962 2318 JFHL	**Trafik** *K.A.Lindeblad* –90	**IronScSr** (*ex*Mariestad) 1*Dk*	226 102 176					1857	MotalaCo. Motala	Stockholms Rederiaktieb.Svea (HjBlomberg *Mgr*)	112·6 Q26′	19·5 B63′	7·6 H15*t* F27′	Stockholm Swedish	C.2Cy.13½″&21¼″–15½″ 15NHP R.Sjöström,Gefle		
963 JMRP	— *C.Johnsen*16–16 (*ex*Norrland,*ex*Daniel)	**IronScSr** 1*Dk*	225 189 116					1853/69 Aberdeen	.....	J.R.Troye	131·4 Q16*t*	18·2 B17*t*	13·2	Bergen Norwegian	C.2Cy.15½″&33″–21″ NE69 NB87 42NHP W.LindbergsMk.V.,Skm.		
964 403 JBML	— *J.Lamberg*05–05	**SteelScSr** 1*Dk*	177 86 129					1892	Bergsunds M.V.Aktieb. Stockholm	Ångb.Aktieb. Hjo-Hästholmen (H.Sjöstedt, *Mgr.*)	97·4 Q29′ B51′H14*t*	20·6	8·4 F30′	Hjo Swedish	C.2Cy.14⅜″&25⅜″–19½″ 24NHP BergsundsM.V.Aktb.Skm.		
965 HCFK	**Trafik I.** *G.Pedersen* *Mchy.Aft*	**SteelScSp** 1*Dk*	118 90 57					1892	Fredriks-stadsVerkst Fredriksstad	GodsDmpskib-selsk.Trafik (A. Korsgaard, *Mgr.*)	82·6 P27*t*	18·2	8·1 *WB*	Frdrikstad Norwegian	C.2Cy.10½″&18″–12″ NB10 9NHP FredriksstadMek.Verk.		
966 HCDT	**Trafik II.** *K.Olsen* *Mchy.Aft*	**SteelScSp** 1*Dk*	123 91 58					1893	Fredrkstad mek Verksted Fredriksstad	GodsDmpskib-selsk.Trafik (A. Korsgaard, *Mgr.*)	83·7 P29*t*	18·1	7·9 *WB*	Frdrikstad Norwegian	C.2Cy.10½″&18″–12″ 9NHP FredriksstadtMek.Verk.		
967 HBLV	**Trafik III.** *H.A.Halvorsen*96–03 *Mchy.Aft*	**SteelSc** 1*Dk*	124 95 70					1903	Akers Mek.Værks. Christiania	GodsDmpskib-selskTrafik (A. Korsgaard, *Mgr.*)	90·8 P23*t*	18·6	7·8 *WB*	Frdrikstad Norwegian	C.2Cy.9″&18″–18″ 11NHP AkersMek.Værks.Xia.		N
968 MDGL	**Trafik V.** *C.Halvorsen* –07 *Mchy.Aft*	**SteelSc** 1*Dk*	136 106 67					1907	Fredrkstad Mek.Værks. Fredrikstad	GodsDmpskib-selskTrafik (A. Korsgaard, *Mgr.*)	91·0 P23*t*	19·0	8·4 *WB*	Frdrikstad Norwegian	C.2Cy.10½″&21″–13″ 13NHP FredrikstadM.V.Frdstad		N
969 MHSG	**Trafik 7** *H.A.Halvorsen* –12 *Mchy.Aft*	**SteelScK** 1*Dk*	218 163 92					1912	MossVærft Moss	GodsDmpskib-selskTrafik (A. Korsgaard, *Mgr.*)	100·5	21·7	9·9 *WB*	Frdrikstad Norwegian	C.2Cy.11″&24″–16″ 19NHP MossVærft,Moss		N
970 5078 JRSK	**Trälleborg S. J.** *H.Pettersson* –09 (*ex*Unterweser15,*ex*Java)	**SteelScSr** (*Tug*) 1*Dk*	154 149 29					1900	Mordey, Carney&Co. (Southmptn) Ld.Sou.	SvenskaStatens Jernvägar (H.Lemke, *Mgr.*)	103·9 H56*t*	20·2	11·2	Trelleborg Swedish	T.3Cy.13″,22″&35″–27″ 64NHP Mordey,Carney&Co. (Southampton),Ld.Sou.		G
971 128846 JBDM	**Traly** *L.Carman* –17 (*See Sailing Ship Register*)	**SteelAuxScK** *OilEng.* 1*Dk*(*Stl*)	108 102 70	✠100A1 4.15 Examined 5.16 ✠NE1,16 ✠LMC6,16	Fal	*b*	N1,15	1912 10mo *Lloyd's*	Edwards& Co.Ld. Millwall	WynnfieldShippng Co.Ld.(J.W.Eason, *Mgr.*) *SA&CP*	79·7	20·0	9·0 BK6″	Tralee British *2 BHCem*	Oil Engines 2S.C.SA 2Cy.11⅛″–12⅛″ Plenty&Son,Ld.Newbury	9 ″ 11	
972 NJSW	**Tranekjær** *E.Mathiesen*	**SteelScSr** 1*Dk*2*tr B*	166 102 39					1898	Howaldts-werke Kiel	SydfyenskeDmpsk Selsk. (H.Ipsen, *Mgr.*)	113·5 Q38′	20·1 B30′	10·1 F14′ *WB*	Rdkjöbing Danish	T.3Cy11⅛″18⅛″&29½″–17¾″ 37NHP Howaldtswerke,Kiel		V
973 89153	**Trang** *G.Bergwitz* *Elec.light*	**SteelSc** *ss*Pnz.No.1–17 1*Dk*(*Teak*) *&pt Shade dk*	205 144 74	✠100A1 10.17 ~~9.14~~ LMC9,14 ~~BS7,17~~ 10,17	Png		~~9.14~~ 7,17	1912 9mo	Eastern Shppg.Co.Ld. Penang A&CP	EasternShipping Co.Ld.	111·0 F25′	21·7	7·6 FK *WB=FPT7t*	Penang British *4 BH APT 3t*	C.2Cy.14″&30″–18″ (*s*) 130lb 46RHP 1SB,*2pf*,GS34,HS870 Campbell&Calderw'd,Psy.	8 ″ 6 s ″ 11 7 ″ 11	
974 87986	**Tranmere**	**IronTwinSc**	435 435 114				...	1884	WAStevns Birkenhead	MunicipalCorporation of Birkenh'd	130·0	45·2	12·4	Liverpool British	C.4Cy.18″&36″–24″ NB98 106NHP W.A.Stevens,Birkenhead	13 ″ 6	BT till 6,17
975 NPSQ	**Tranquebar** *F.Kjor* –16 *Elec.light*	**SteelScSr** *ss*Cpn.No.2–15 2*Dks*(*Stl–Upt* teak s) *&deep framing*	3453 3243 2227	✠100A1 8,17 ~~1.17~~ ~~B&T 16~~ ✠LMC5,15 BS7,17	Cpn Npt	*x*	7,16	1906 6mo	Akt.Burmeistr&Wain Copenhagen A&CP *W*	Dmpsk.Akties. Orient *B=CellDB a*124′*u*	370·0 P285′F39′ *E*24′*f*160′765*t FPT*	47·5	24·0 FK *WB* 29*t APT* 17*t*	Copnhagn Danish *6 BHCem*	T.3Cy.24½″,42″&70″–45″ (*s*) 180lb 380NHP 3SB,*9cf*,GS157,HS6171 Akt.Burmeistr&Wain,Cpn	26 ″ 6 s 3 ″ 2¼ 23 ″ 7	
976 145503	**Transfer**	**SteelPad&Sc** 1*Dk*	1511 1271 1060					1888	Cleveland S.B.Co. Cleveland,O.	MichiganCentral R.R.Co.	265·0 H—	45·6	12·2	Detroit, Mich. Utd.States	H.6Cy.(4)28″–48″; (2)28″–36″ ClevelandS.B.Co.Clevelnd.		
977 135295 JDQG	**Transmitter** *Lear* –17 ~~*W.A.R.Allan* –14~~ *Elec.light* Wireless	**SteelScSr** (*Cable Vessel*) 1*Dk*(*Teak*) *&pt 2nd dk*	903 710 405	✠100A1 5,14 ✠LMC12,15	Lon	*l*	6,17	1914 1mo *Lloyd's*	GooleS.B. &RepgCo.Ld. Goole	EasternTelegraph Co.Ld. *WB=DB*	208·4 P18′B72′F37′ *a*38′*f* 79′ 165*t FPT*	30·1	16·6 FK *4 BHCem 25t APT 3t*	London British	T.3Cy.17″,28″&46″–33″ (*a*) 175lb *100lb* 163NHP 1SB,*3cf*,GS54,HS2365 FD Richardsons,Westgarth& Co.Ld.Hpl.	17 ″ 6 s 2 ″ 3½ 15 ″ 8	
978 145211	**Transport**	**IronPad**	1595 — 797					1880	Detroit DryDock Co. Wyandotte	MichiganCentral R.R.Co.	254·1	45·9	14·0	Detroit, Mich. Utd.States	H.4Cy.28″–48″ 168NHP DetroitDryDockEng.Wks.		
979 713 JCBM	— *A.L.Manning* –15 (*ex*Liljedahl,*ex*Edsvalla)	**IronScSp** 1*Dk*	187 148 91					1866/93 Göteborgs Mek.Verks. Gothenburg	Ångf.Atkieb.Örnen (A.T.Assmundsson *Mgr.*)	101·1 P28′	21·6 H8*t*	10·0 F13′	Karlstad Swedish	C.2Cy.10½″&22½″–16½″ NE&B71 17NHP GöteborgsM.V.Gothenbrg		
980	—	**SteelSc** *ss*Yar.No.3–3,14 1*Dk*	24 23 5	✠100A1 *RiverTug* 12.16 ✠NB12,16 ✠LMC5,14	Yar		12,16	1903 4mo *Lloyd's*	G.Napier &Sons,Ld. Southamptn	Bessey,Palmer& Blake *SA&CP*	53·0	12·4	5·8 BK4½″	Gt Yarmth British *1 BHCem*	C.2Cy.9½″&19½″–12″ (*s*) 140lb 20RHP 1SB,*1pf*,GS17,HS387 G.Napier&Sons,Ld.Sou.	6 ″ 2	
981 207270 LBJR	**Transportation** *E.H.Wider* –12 *Elec.light Mchy.Aft* Sub.Sig. 1*Dk*	**SteelSc**	4015 3552 2444					1910	NewYork S.B.Co. Camden,N.J.	CoastwiseTransportationCo.	359·0 P77′B17′F34′	49·2	25·9 *WB*	Boston Utd.States	T.3Cy.24½″,38½″&64″–45″ 274NHP NewYorkSBCo.CamdnNJ		R
982 127126 HTRB	**Transporter** *C.C.Clark* –13 *Well deck Mchy.Aft* *Elec.light*	**SteelSc** 1*Dk*(*pt Stl*) *Cargo battens not fitted*	1554 1186 868	✠100A1 6.15 Examined 10.17 ✠LMC MS6,15 BS5,16 10,17	Bly	*p*	~~6.15~~ 10,17	1911 10mo *Lloyd's*	BlythS.B. Co.Ld Blyth	TynesideLine,Ld. (Ridley,Son& Tully, *Mgrs.*) *SA&CP*	245·0 P21′Q118′B14′F30′ *a*84′*f*73′339*t*	36·7 *WB*=*CellDB* *MT*10′190*t FPT*94*t*	16·4 FK *5 BHCem APT 20t*	N.Shields British	T.3Cy.20″,33″&54″–36″ (*s*) 180lb 224NHP 2SB,*6pf*,GS100,HS3918 N.E.MarineEng.Co.Ld.Sld	18 ″ 10 s1 ″ 6 17 ″ 8	
983	**Transporteur** *Gryson* –16 *Elec.light*	**SteelScSr** (*ex*Porto) 1*Dk&Spar dk*	1812 1635 1136					1904	Schiffsw.v. HenryKoch Lübeck	Cie.Française de Marine&deCommerce	250·2 B58′	37·2	21·9 *WB*	Cherbourg French	T.3Cy.19¾″,32½″&51½″–33½″ 152NHP J.F.Ahrens,Altona		V

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Forme assignée, matériaux, engins, Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NP=Force en chevaux d'après les formules de la Société. RP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Francbord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Inscrivez ici cotés si ce n'est dans le L. R. Durée. Cert. Rad. Trade.
984 NSQM	**Transvaal** *C.Knudsen* –14 *Elec.light*	**SteelScSr** 1*Dk*(*Stl*)&*Awng dk*(*Stl*)	4395 4167 2795	✠100A1 *Awng dk* *withfreeboard* 12,17 ~~4,17~~ ✠N.E.&B09,refitted5,14 BS12,16 ✠LMC5,14	Cpn SFo	*x*	4,17	1914 3mo *Lloyd's*	Ramage& Ferguson,Ld. Leith *sA&CP*	Dmpsk.Akties. Orient *WB=*	360·2|51·2|28·6 P23'B98'F34' *onAwng dk* FK *Cell DBa* 116'*uE2* 0'*f*157'871*t FPT*40*t*	Copnhagn Danish *APT*52*t*	T.3Cy.21½",36½"&62"–42" 200lb (*s*) 326NHP 3SB,9*cf*,GS175,HS5551 Barclay,Curle&Co.Ld.Gls.	31 ″ 0 s 6 ″ 2 25 ″ 2	
985 138879 JNCF	**—** *Elec.light*	**SteelScK** 1*Dk*	250 232 119	✠100A1 *Stm Trawler* 8,16 ✠LMC8,16	Hul			1916 6mo *Lloyd's*	Cochrane& Sons,Ld. Selby *sA&CP*	Taylor&Staff	125·3|22·5|12·0 Q68'F20' BK7½"	Grimsby British	T.3Cy.12½",21½"&35½"–24" 180lb (*s*) 88RHP 1SB,3*pf*,GS43,HS1400 Amos&Smith,Ld.Hull	12 ″ 9	
986 132742 HWGS	**Transvaalia** *H.J.Christofferson* –12 (*Whaler*) 1*Dk*	**SteelScK**	160 149 67					1912	Smith's Dock Co.Ld. Middlesbro'	Eastern Whaling Co.Ld.(C.Schlesinger,*Mgr.*)	105·0|20·9|12·4	London British	T.3Cy.13",22"&35"–24" 91RHP Shields Eng.Co.Ld.N.Shl.		C
987 130387 JHBR	**Transylvania** *Elec.light* 3*Dks*(*Stl*)&*Shelter dk* (*Stl*-ws)4*th dk*(*Stl*) *in holds* Wireless Sub.Sig.	**SteelTwinScSr** 1*Dk*(*Stl*-ws)&*Shelter dk*	14315 11820 8713	✠~~100A1~~ *Shelter dk* *withfreeboard* 7,16 ✠~~LMC16,16~~	Bkn	*z*†		1914 10mo *Lloyd's*	Scotts'S.B. &Eng.Co.Ld. Greenock *sA&CP*	Anchor Line(Henderson Bros.)Ld. *WB= Cell DBa* 12 *f* 1816*t DTa* 43'22	548·8|66·5|41·7 B265'*on Shelter dk* 5'*uE&B*163' FK 3*tDTf*27'405*t FPT*	Glasgow British 11*BHCem* 48*tAPT*52*t*	T.3Cy.25"–48" (*r*) 4 Steam Turbines geared to 2 screw shafts 2101b 6DB,36*cf*,GS792,HS30768 Scotts'SB&Eng.CoLd.Grk	45 ″ 0 ~~45 ″ 0~~ ~~20 ″ 1~~	
988 9 SNBM	**Trapani** *Bonacare* (*ex*Frutera) *Well deck* 1*Dk*&*Webframes*	**IronScSr**	980 699 554			…		1883	HM'Intyre &Co. Paisley	Soc.Anon.diNav. "LaSicania"	216·4|31·1|15·5 Q75'B64'F45 BK8" *WB*	Trapani Italian	C.2Cy.22"&54"–36" NB99 239NHP J.Howden&Co.Glasgow	16 ″ 4	V
989	**Trás-os-Montes** *J.B.Camelo* (*ex*Büilow) *Elec.light* Sub.Sig. Wireless 4*Dks*	**SteelTwinSc**	8965 7491 5034	G.L. (~~b/s~~)~~2,17~~ 3,18 (*See Footnote**)				1906	J.C.Tecklenborg A.G Geestemünde	Requisitioned by the Portuguese Government	462·4|57·6|36·0 P84'B96'F39'	Lisbon Portuguese	Q.8Cy.24",34½",50"&72½"–51½" 760NHP J.C.TecklenborgA.G.Gst.		
990 ~~Yiam~~ QHFK	**Trautenfels** ~~*Yiam*~~ *ss*Ham.No.2–12 2*Dks*(*Stl Uteak s*)&*Webframes* *Elec.light* *Now named "Yiam Samud,"* Wireless	**SteelScSr**	4699 4380 2932	✠ ~~——~~ ~~9,16~~ ✠ *See No. 8 in Supplement*	Ham	*y*		1904 5mo	Flensburgr Schiffsb.Ges. Flensburg	~~Deutsche Dmpfs-~~ ~~fahrts Ges. Hansa~~ Requisitioned by the Siamese Govt. *WB= Cell DBa* 121'*uE*23'*f*	389·8|51·5|27·5 P48'B119'F52' BK10" 175'980*t Tweendkta*	Bangkok Siamese *7BHCem* *uks a*42'395*t*	Q4Cy23¼"33¾"49¼"&72"–54" 501NHP 3SB,9*cf*,GS154,HS6660 FD FlensburgerSchiffsb.Ges. *f*42'445*t FPT*75*t APT*40*t*	30 ″ 3	
991 93805 KTRM	**Traveller** *F.G.Redish* –17 *ss*Liv.2ndNo.3–4,13 1*Dk*(*Irn*)&*Spar dk*(*Stl*–ws)3*trB*	**SteelScSr**	3042 2883 1931	✠100A1 *Spar dk* 1,17 ✠LMC Examined 5.17 MS4,18 MS4,15 BS6,16 8,17	Cff	*u*	~~5,15~~ 12,17	1888 8mo	C.Connell &Co. Glasgow A&CP	Charente S.S.Co Ld (T.&J.Harrison, *Mgrs.*)	330·0|40·0|28·0 B80'F40' BK10" *WB=*	Liverpool British *6BHCem* *MT*32'420*t*	T.3Cy.24",40"&66"–48" (*s*) 160lb ~~70lb~~ NDB00 315NHP 2DB,8*cf*,GS145,HS4922 *COD* J.&J.Thomson,Glasgow	29 ″ 1 s 6 ″ 3 24 ″ 1	
992 87932	**—** (*ex*StormCock)	**IronTwinSc**	364 344 135			…		1883	HM'Intyre &Co. Paisley	The Admiralty	161·0|24·6|12·6 B67'	London British	C.4Cy.25"&46"–30" 193NHP J.Howden&Co.,Glasgow	13 ″ 5	
993 MHKB	**—** *L.Antonisen* 14–14 (*Whaler*) 1*Dk*	**SteelScK**	177 172 63					1912	Smith's Dock Co.Ld Middlesbro'	Akties.S.African Whaling Co.Ld. (P.Bogen,*Mgr.*)	110·0|20·7|12·5	Sandefjrd Norwegian	T.3Cy.12¼",20"&34"–24" 57NHP Smith'sDockCo.Ld.Mdb.		C
994 (*ex*Glendevon)	**Trawl** (*Trawler*) 1*Dk*	**IronScK**	119 100 14					1898	Edwards Bros. N.Shields	JustusHansson	93·9|19·0|10·0 Q20'H7*t*F18'	Gothenbrg Swedish	C.2Cy.15"&31"–22" 37NHP Tweedy Bros.NorthShields		
995 115272 TJDQ	**Trebia** (Detained at Hamburg) *C.A.Abbott* –13 *ss*Rot.No.2–11 1*Dk*(*Stl*)&*Spar dk*(*Stl*)&*deep framing*	**SteelScSr**	3586 3336 2343	✠100A1 *Spar dk* 10,13 BS4,14 ✠LMC2,11	Cff	*w*	3,12	1902 5mo *Lloyd's*	Russell& Co. Pt.Glasgow *sA&CP*	S.S.Trebia Co.Ld. (Wm.Thomson& Co.,St.John,N.B.) *WB= Cell DBa*	338·7|46·0|17·9 P26'B86'F36' 25·7 FK 110'*uE&B*40'*f*142'	St John NB British *6BHCem* 805*tAPT*56*t*	T.3Cy.24",40"&65"–45" (*s*) 180lb *80lb* 304NHP 2SB,6*cf*,GS133,HS4700 J.G.Kincaid&Co.Greenock	28 ″ 5 s 5 ″ 5 23 ″ 5	
996 Sunk by Collision 2.18 HCNM	**Treborg** *L.Treading* –15 *Well deck*	**SteelScSr** (*ex*Gaa paa) 1*Dk*2*trB*	502 401 299	✠ 4,85	Lon			1883 9mo	Motala Co. Gothenburg	Jens J.Salvesens Rederi,Akties. (J. J.Salvesen,*Mgr.*)	162·9|24·5|13·7 Q22*t*B55*t*H10*t*F10*t* *FPT*16*t APT*20*t*	Christiania Norwegian *4BHCem*	C.2Cy.19½"&35½"–23⅝" NB05 51NHP MotalaCo.Gothenburg		N
997 137862 JHTL	**Trecarne** *W.G.Michell* –15 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	**SteelScSr**	4196 3905 2679	✠100A1 *Shelter dk* *withfreeboard* 8,17 ~~5,16~~ ✠LMC2,16	Bry	*x*	5,16	1915 2mo *Lloyd's*	J Readhead &Sons,Ld. South Shields *sA&CP*	Hain S.S.Co.Ld.(E. Hain&Sons,*Mgrs*) *WB=Cell DBa*	370·3|51·6|25·0 FK 117'*uE*23'*f*163'978*t*	St.Ives British *6BHCem* *APT*59*t*	T.3Cy.26",42"&69"–48" (*r*) 180lb *90lb* 386NHP 2SB,6*cf*,GS132,HS6329 J.Readhead&Sons,Ld.SShl	26 ″ 8 s 3 ″ 0½ 24 ″ 0	
998 98828	**Tredegar** *G.Jones* –15 *Mchy.Aft*	**IronScSp**	121 108 54					1892	G.K.Stothert&Co. Bristol	W.Galbraith	97·3|17·6| 8·2	Bristol British	1Cy.20"–18" 35RHP G.K.Stothert&Co.,Bristol		
999 123167 HGWB	**Tredegar Hall** *B.W.George* –17 *Turret deck*	**SteelScSr** 1*Dk*3*trB*	3764 3167 2408					1906	W.Doxford &Sons,Ld. Sunderland	Tredegar Hall S.S. Co.Ld.(~~E.Nicholls~~ ~~Co.~~)(Hansen Bros. Ld.,*Mgrs.*), T.McLeod	342·1|46·6|24·8 P21'F35'	London British *WB*	T.3Cy.26",46"&68"–42" 300NHP W.Doxford&Sons,Ld.Sld.		V
1000 86125 HSTG	**Trefusis** *J.G.Wake* –17 *Mchy.Aft*	**IronScSr** 1*Dk*	326 250 159			…		1883	W.Harkess &Son Middlesbro'		140·0|22·1|10·5 Q44'B11'F17' FK	Sundrland British *WB*	C.2Cy.20"&35"–24" NB96 60RHP W.Allsup&Sons,Preston	11 ″ 6	
1001 131448 HWLK	**Tregarth** *H.F.B.Davie* –16 *Well deck* *Elec.light* *Cargo battens not fitted*	**SteelScSr** *ss*Sld.No.1–17 1*Dk*(*Stl*)	1968 1606 1118	✠100A1 ~~8,17~~ ✠LMC7,17 8,17	Cff Shl	*r*	~~12,14~~ NS,17	1912 7mo *Lloyd's*	Dunlop, Bremner& Co.Ld. Pt.Glasgow *sA&CP*	Rea Shipping Co Ld (R&J.H.Rea *Mgrs*) *WB= Cell DB*	276·0|40·1|18·4 Q106'B58'F28' FK *a*53'*uE*18'*f*113'406*t*	Liverpool British *4BHCem* *DTa*45'230*t*	T.3Cy.20',33"&56"–36" (*s*) 180lb *100lb* 227NHP 2SB,6*cf*,GS113,HS3800 Dunlop,Bremner&Co.Ld. *FPT*39*t APT*60*t*	20 ″ 8 s 2 ″ 3 18 ″ 8	
1002 133218 JCMT	**Tregarthen** *C.Paynter* 1*Dk*(*pt Irn pt Stl*)	**SteelScSr**	4263 4015 2726	✠100A1 2,17 ✠LMC6,15	Mel	*x*	2,17	1913 6mo *Lloyd*	J Readhead &Sons,Ld. South Shields *sA&CP*	Hain S.S.Co.Ld.(E. Hain&Son,*Mgrs.*) *WB=Cell D*	369·8|51·1|26·1 P33'B226'F34' FK *Ba*119'*uE*23'*f*163' 987*t APT*62*t*	St.Ives British *6BHCem* J.Readhead&SonsLd.S.Shl	T.3Cy.26",42"&69"–48" (*r*) 180lb *90lb* 385NHP 2SB,6*cf*,GS132,HS6330	27 ″ 8 s 4 ″ 2½ 23 ″ 11	
1003 Yard No. 1 Launched 1.18	**Tregastel** *Duchâtel* –16 (*ex*Robert Wallace) *Mchy.Aft. Elec.light* 1*Dk*	**SteelScSr**	1611 — 921					1903	Buffalo Dry Dock Co. Buffalo,N.Y.	Société Maritime Nationale	238·7|41·0|19·2 Q88'F36'	Havre French *WB*	T.3Cy.15",25"&42"–30" 97NHP Detroit S.B.Co.Detroit		V
1004 67900 TBKD	**Tregenna** *R.Burdon* –11 *ss*Sld.2ndNo.3–9,05 *Well deck* *ss*Sld.No.2–14 1*Dk*(*Irn*)2*trB* *Cargo battens not fitted*	**IronScSr**	1261 1021 805	✠100A1 3,17 BS3,17 LMC7,14	Bly	*o*	3,17	1880 1mo	J Readhead &Co. S.Shields A&OP	R.Brown&Sons, Ld.	245·0|32·7|18·0 Q86'B35'F26' BK8½" *WB=*	Leith British *4BHCem* *DBa*71'*f*98'	C.2Cy.28"&53"–36" (*i*) 70lb 140NHP 2SB,4*pf*,GS64 J.Readhead&Co.,S.Shields	19 ″ 0 s ″ 9½ 18 ″ 1	

*This Vessel, which was classed in the Germanischer Lloyd, has now been surveyed by the Surveyors to Lloyd's Register.

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	6 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned / now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 Built. By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of P. or Trade Cert.
1005 133213 JBDC	**Treglisson** SteelScSr (Detained at Bremen) *E.Richards* 02–12 1 *Dk(pt Irn pt Stl) 2tr B*	4265 4042 2727	✠100A1 6,13 LMC 10,12	Bry	*x*	6,13	1912 11mo	J Readhead &Sons, Ld. South Shields	Hain S.S.Co.Ld. (E.Hain&Son, *Mgrs.*) *WB=CellD*	369·8 51·1 26·1 P33'B226'F34' FK *Ba* 119'*uE*23'*f* 162'			St.Ives British 6 *BHCem* 987*t APT* 62*t*	T.3Cy.26″,42″&69″–48″ (*r*) 180lb *90lb* 385 NHP 2SB,6*cf*,GS132,HS6330 J.Readhead&Sns,Ld.S.Shl.	27 ″ 8 s 4 ″ 2½ 23 ″ 11	
1006 115646 TWRC	**Tregothnan** SteelScSr *J.B.Stodden* –09 *ss* Shl.No.3–7,16 1 *Dk(pt Irn&pt Stl) 2tr B &deep framing 3 Dk rule*	3075 2904 1983 6,18 MS11,15	✠100A1 *with freeboard* ~~6,17~~ 8,17 LMC BS~~8,15~~ 9,17	Bry	*u*	7,16	1903 4mo	J Readhead &Sons S.Shields	Hain S.S.Co.Ld.(E. Hain&Son, *Mgrs.*) *WB=CellD*	323·0 47·1 23·7 P31'B92'F32' FK *Ba* 106' *uE* 20' *f* 134'			St.Ives British 5 *BHCem* 702*t APT* 61*t*	T.3Cy.24″,40″&64″–42″ (*r*) 160lb *80lb* 281 NHP 2SB,6*cf*,GS90,HS4445 J.Readhead&Sons,S.Shl.	25 ″ 0 s 4 ″ 1½ 21 ″ 3	
1007 122660 HSTQ	**Tregurno** SteelScSr *E.N.Humphreys* –14 *ss* Bry.No.1–16 1 *Dk(pt Stl&pt Irn) 2tr B*	4145 3971 2646	✠100A1 ~~11,17~~ 5,18 LMC MS10,15 BS5,16	Shl ~~Bry~~ Gls	*x*	2,17	1911 6mo	J Readhead &Sons, Ld. South Shields	Hain S.S.Co.Ld (E. Hain&Son, *Mgrs.*) *WB=CellD B*	363·0 51·1 26·1 P31'B225'F32' FK 119'*uE*24'*f* 158'922			St.Ives British 6 *BHCem* *t APT* 62*t*	T.3Cy.26″,42″&69″–48″ (*r*) 180lb *90lb* 382 NHP 2SB,6*cf*,GS132,HS6330 J.Readhead&Sons,Ld.S.Shl	27 ″ 8 s 4 ″ 2½ 23 ″ 11	
1008 137863 JKPD	**Trehawke** SteelScSr *G.E.Hitchens* –17 1 *Dk(Stl)&Shelter dk(Stl)* *Carrying fuel oil F.P. above 150° F. in D.B.*	4198 3907 2680	✠100A1 *Shelter dk* *with freeboard* ~~6,17~~ 5,18 LMC 3,16	Cff	*x*	8,17	1915 4mo	J Readhead &Sons, Ld. South Shields	Hain S.S.Co.Ld(E. Hain&Son, *Mgrs.*) *WB=CellD*	370·0 51·6 25·0 FK *Ba* 117' *u* E 23 *f* 163'			St.Ives British 6 *BHCem* 978*t APT* 59*t*	T.3Cy.26″,42″&69″–48″ (*r*) 180lb *90lb* 386 NHP 2SB,6*cf*,GS132,HS6329 J.Readhead&Sons,Ld.SShl	26 ″ 8 s 3 ″ 0½ 24 ″ 0	
1009 122653 HKBN	**Trelawny** SteelScSr *J.Owen* –16 *ss* Shl.No.2–16 1 *Dk(pt Irn&pt Stl) 2tr B& deep framing 3 Dk rule*	3877 3671 2479	✠100A1 ~~7,17~~ 5,18 LMC MS11,15	Bry Cff	*w*	~~9,16~~ 5,18 5,18	1907 2mo	J Readhead &Sons South Shields	Hain S.S.Co.Ld.(E. Hain&Son, *Mgrs.*) *WB=CellD*	346·0 49·6 26·5 P30'B96'F33' FK *Ba* 115' *uE* 25' *f* 148'			St.Ives British 6 *BHCem* 905*t APT* 65*t*	T.3Cy.25″,42″&68″–45″ (*r*) 180lb *80lb* 328 NHP 2SB,6*cf*,GS121,HS4940 J.Readhead&Sons,S.Shl.	27 ″ 11 s 5 ″ 2 23 ″ 1	
1010 96564 NJLG	**Treleigh** IronScDy *W.Connell* –16 *Mchy.Aft* 1 *Dk*	347 268 160			…		1894	J.P. Rennoldson&Sns S.Shields	Bain,Sons&Co.	140·0 23·6 9·7 Q50'B9'F19' BK6″			Penzance British *WB*	C.2Cy.17″&34″–22″ 45 RHP J.P Rennoldson&Sns,S.Shl	10 ″ 6	
1011 122656 HPQD	**Trelissick** SteelScSr *J.H.Pelham* –15 *ss* Bry.No.1–14 1 *Dk(Stl) 2tr B& deep framing 3 Dk rule*	4168 3956 2647	✠100A1 8,16 LMC MS10,15 BS5,16	Bly	*x*	5,15	1909 8mo	J Readhead &Sons, Ld. South Shields	Hain S.S.Co.Ld.(E. Hain&Son. *Mgrs.*) *WB=CellD B*	363·4 51·1 26·1 P31'B95'F33' FK 119'*uE*24'*f* 158'1002			St.Ives British 6 *BHCem* *t APT* 160*t*	T.3Cy.25½″,42″&69″–48″ (*r*) 180lb *90lb* 374 NHP 2SB,6*cf*,GS120,HS6004 J.Readhead&Sons,Ld.SShl	27 ″ 8 s 5 ″ 4½ 22 ″ 9	
1012 4258 JNQS	**Trelleborg** SteelScSr *A.T.Ohlsson* 15–15 (*ex* Bertha) 1 *Dk& Web frames*	662 565 393					1890	Howaldts-werke Kiel	Trelleborgs Ångf. Nya Aktieb. (F.D. Malmros, *Mgr.*)	181·7 29·4 13·2 Q12'B39'H20*t* F29'			Trelleborg Swedish	T.3Cy.14¼″,22½″&36½″–19¾″ NB97 60 NHP Howaldtswerke,Kiel		G V
1013 115642 TRBQ	**Treloske** SteelScSr *J.Dobson* –17 *ss* Shl.No.3–7,15 1 *Dk(pt Irn&pt Stl) 2tr B& deep framing 3 Dk rule*	3071 2905 1976	✠100A1 *with freeboard* 8,17 ~~2,17~~ BS8,16 LMC 2,15	Shl Bry	*u*	N4,16	1902 10mo	J Readhead &Sons South Shields	Hain S.S.Co.Ld.(E. Hain&Son, *Mgrs.*) *WB=CellD*	323·0 47·0 23·7 P31'B92'F32' FK *Ba* 106' *uE* 20' *f* 134'			St.Ives British 5 *BHCem* 702*t APT* 61*t*	T.3Cy.24″,40″&64″–42″ (*r*) 160lb *80lb* 281 NHP 2SB,6*cf*,GS90,HS4445 J.Readhead&Sons,S.Shl.	25 ″ 0 s 4 ″ 1½ 21 ″ 2	
1014 104675 PWNT	**Trelyon** SteelScSr *S.Freeman* –15 *ss* Shl.No.3–1,11 *ss* Shl.No.1–16 1 *Dk(Irn) 2tr B& deep framing 3 Dk rule*	3099 2893 1990	✠100A1 *with freeboard* 8,16 BS8,16 LMC 6,16	Bry	*u*	~~1,15~~ 5,17	1898 2mo	J Readhead &Sons S.Shields	Hain S.S.Co.Ld.(E. Hain&Son, *Mgrs.*) *WB=CellD Ba*	323·0 47·0 22·5 P29'B80'F32' FK 104'*uE* 20'*f* 132'724*t*			St.Ives British 5 *BHCem* *APT* 31*t*	T.3Cy.24″,40″&64″–42″ (*r*) 160lb *80lb* 278 NHP 2SB,6*rf*,GS115,HS4366 J.Readhead&Sons,S.Shl.	25 ″ 0 s 4 ″ 3 21 ″ 1	
1015 122652 HGCW	**Tremayne** SteelScSr *T.Tretgoning* –16 *ss* Shl.No.2–15 1 *Dk(pt Irn&pt Stl) 2tr B& deep framing 3 Dk Rule*	3381 3674 2484	✠100A1 ~~6,17 11,16~~ 10,16 LMC MS9,14	Bry ~~Cff~~	*w*	~~8,16~~ ~~10,17~~	1906 5mo	J Readhead &Sons South Shields	Hain S.S.Co.Ld.(E. Hain&Son, *Mgrs.*) *WB=CellD Ba*	346·3 49·6 26·5 P30'B96'F33' FK 115'*uE* 25'*f* 148'905*t*			St.Ives British 6 *BHCem* *APT* 65*t*	T.3Cy.25″,42″&68″–45″ (*r*) 180lb *80lb* 331 NHP 2SB *6cf*,GS121,HS5026 J.Readhead&Sons,S.Shl.	27 ″ 11 s 5 ″ 2 23 ″ 1	
1016 138266	**Tremblay** WoodPad 1 *Dk*	129 73 78					1916	J Tremblay Chicoutimi, P.Q.	J.Tremblay	84·8 20·6 6·4			Quebec British	2Cy.12″–30″ H.X.Didet,Quebec,P.Q.		
1017 112664 RMGF	**Trent** SteelScSr *R.Hayes* –14 *ss* Bel.No.3–4,10 3 *Dks(U Stl–ws)&Spar dk(Stl–teaks)* *Elec.light Ref.Mchy.* Sub.Sig. Wireless	5541 4601 2974	✠100A1 *Spar dk* 12,13 BS~~11,15~~ LMC 4,14	Sou	*z*	12,15	1900 1mo	R.Napier& Sons,Ld. Glasgow	Royal Mail Steam Packet Co.	410·0 50·0 23·3 P46'F74' 32·3 FK *DBa* 76' *uE&B* 103'			London British 6 *BHAsp* *f* 149'650*t*	T.3Cy.37″,58″&97″–66″ (*s*) 165lb *180lb* 1050 NHP 6SB,*18cf*,GS348,HS15384 FD R.Napier&Sons,Ld.Gls.	35 ″ 4 s 11″ 0 24 ″ 11	
1018 114305 HBMN	— SteelScK *W.H.Wood* –14 *ss* Flt.No.2–12 1 *Dk*	218 206 84	✠100A1 *Stm Trawler* 8,13 LMC NB8,13 MS4,12	Shl		2,13	1904 11mo	Smith's Dock Co.Ld. North Shields	~~Wyre Steam Trawling Co.Ld.~~ (J.N.Ward&Son, *Mgrs.*) ~~Fleetwood~~ J.Moon R.Moon	121·0 21·6 11·9 BK7½″			~~Fleetwood~~ Aberdeen British 3 *BHCem*	T.3Cy.12″,20″&34″–24″ (*s*) 180lb 65 RHP 1SB,*2pf*,GS37,HS1295 Shields Eng.Co.Ld.N.Shl.	13 ″ 0	
1019 91506	— SteelScSk *Mchy.Aft*	107 91 34					1884	W.Head & Riley Hull	Grimsby Express Packet Co.Ld. (J. Speed, *Mgr.*)	99·3 17·6 7·3 Q9*t*			Grimsby British	C.2Cy.13″&22″–18″ NB07 22 RHP Smith Bros.&Co.,Glasgow		
Stranded 5	**Trentham Hall** SteelScSr *B.W.Manship* –16 *ss* Mdb.No.3–11,09 *ss* Shl.No.1–14 2 *Dks(Stl)&Web frames*	4173 3978 2662	✠~~100A1~~ 10,16 ~~DBS10,15~~ ~~MC9,14~~ ~~MS8,14~~	Lon	*x*	10,16	1897 10mo	Palmers'Co Newcastle	Hall Line, Ld.	380·0 45·2 29·2 P33'B78'F36' FK *T*34' 654*t FPT* 115*t*			Liverpool British 6 *BHCem* *APT* 52*t*	T.3Cy.24½″,41½″&70″–45″ (*s*) 200lb *80lb* 402 NHP 2SB,6*pf*,GS116,HS5280 FD Palmers' Co.,Ld.Nwc.	30 ″ 9 ~~s 6 ″ 9~~ ~~24 ″ 11~~	
1021 579 SNHT	**Trento** SteelScSr *L.Questa* (*ex* Flamingo, 2 *Dks* *Turret deck ex* Inverness,*ex* Beechmore)	3276 2636 2089					1899	W Doxford &Sons,Ld. Sunderland	Soc.Anon.Ilva	336·0 46·1 24·0 F34' *WB*			Genoa Italian	T.3Cy.21¼″,37″&62″–45″ 258 NHP W.Doxford&Sons,Ld.Sld.		CI
1022 128818 HWBS	**Trentwood** SteelScSr ~~*R.Buckley* 16~~ *ss* Sou.No.1–17 *Mchy.Aft* 1 *Dk(pt Irn pt Stl)* *Well deck A.H.Perrin* –18	791 562 369	✠100A1 ~~9,13 4,17~~ LMC 4,17	Sou Pts	*k*	4,17	1912 6mo	W.Harkess &Son,Ld. Middlesbro'	Meteor S.S.Co.Ld. (R.A.Constantine &Donking, *Mgrs.*) *WB=Cell*	195·0 30·0 11·7 Q109'B13'F24' FK *DBf* 117'158*t FPT*			Middlsbro' British 3 *BHCem* 79*t APT* 24*t*	T.3Cy.16″,27″&44″–30″ (*s*) 180lb *100lb* 131 NHP 1SB,*3pf*,GS60,HS2262 Blair&Co.Ld.Stockton	13 ″ 10 s ″ 9½ 13 ″ 3	
1023	**Tres** SteelScSr *Mchy.Aft* 1 *Dk*	900 415					1916	Porsgrund Mek.Værks. Porsgrund	J.S.Kallevig	202·0 31·9 14·7 P57'Q77'B13'F26'			Arendal Norwegian *WB*	T.3Cy.14″,23″&38″–27″ 75 NHP Porsgrund M.V. Porsgrund		
1024	— SteelScK *ss* Cff.No.2–16 1 *Dk* *Elec.light*	270 236 100	✠100A1 *Stm Trawler* 10,16 LMC 7,16	Cff		7,16	1908 3mo	Hall,Russell&Co.Ld Aberdeen	Russian Govt.	134·3 23·1 11·7 Q79'F25' BK7½″ *WB=DB*			Russian 3 *BHCem* *f* 26'18*t*	T.3Cy.13″,21½″&36″–24″ (*r*) 185lb 86 NHP 1SB,*3pf*,GS53,HS1540 Hall,Russell&Co.Ld.Abn.	12 ″ 6	
1025	**Tres Fratres** SteelScK *B.Meyboom* *ss* Ams.No.2–15 (*ex* Margaret) 1 *Dk*	297 252 117	✠100A1 *Stm Trawler* 8,16 BS7,16 LMC 5,16	Ymu		8,16	1907 1mo	Goole S.B. &Repg.Co.Ld Goole	NV.Nederlandsche Stoomv.(L.Groen, *Mgr.*)	135·0 23·0 12·0 Q80'F23' BK7½″			Ymuiden Dutch 5 *BHCem*	T.3Cy.13½″,22½″&37″–24″ 180lb (*s*) 85 NHP 1SB,*3pf*,GS54,HS1483 Crabtree&Co.Ld.Gt.Yar.	13 ″ 0	

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 6 7 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 9 Construit. Quand. — Navire. — Mach.	Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où noté, si on est dans le L. R. Durée Cert. Hull-renew.
1026	**Tres. Macs** SteelAuxScSr	163	✠100A1	Lis	*c*	8,15	1905	H.Parry&	VacuumOilCo.	90·0	18·0	10·0	Lisbon	OilEngines	9 ″ 11
	J.R.Mascarenhas *OilEng.*	136	9,16				2mo	Son	(J.M.daSilva				Portuguese	4Cy.9″-13″ 2S.C.SA	
HPMP	*ss*Lis.No.2–12 1*Dk*(*Stl*)	111	*Carrying Oil in bulk*	✠LMC6,16				Lisbon	Telles, *Mgr.*)	P6'F9'			*9BH*	W.Beardmore&Co.Ld.	
	(*See Sailing Ship Register*)		✠NE12,12				*Lloyd's*	*sA&CP*		FK&TeakK11½″				Dalmuir	
1027	**Tresillian** SteelScSr	3585	✠100A1	Bry	*v*	~~12,15~~	1899	J Readhead	HainS.S.Co.Ld.(E.	341·0	46·7	26·0	St.Ives	T.3Cy.24″,40″&65″–45″ (*r*)	27 ″ 4
104677	~~*J. B. Donald*—14~~ *ss*Shl.No.3–9,12	3368	*withfreeboard*			9,17	8mo	&Sons	Hain&Son, *Mgrs.*)	P29'B84'F32'			British	160lb *80lb* 293NHP	s 5 ″ 0½
RHGQ	1*Dk*(*pt Irn & pt Stl*)2*tr B & deep framing* 3*Dk rule*	2309	5,16	✠LMC				S.Shields				FK	6*BHCem*	2SB,*6rf*,GS104,HS4557	22 ″ 7
	H.G.Hayward –18		~~Examined 12,15~~	BS~~12,15~~ 11,16			*Lloyd's*	*sA&CP*	*WB=CellDBa*	114′*uE*20′*f*140′840*t*			*APT35t*	J.Readhead&Sons,S.Shl.	
1028	**Trevalgan** SteelScSr	4185	✠100A1	Bry	*x*	2,17	1911	J Readhead	HainS.S.Co.Ld.(E.	363·0	51·1	26·1	St.Ives	T.3Cy.26″,42″&69″–48″ (*r*)	27 ″ 8
133211	*F.W.Hicks* –17	3966	9,15				9mo	&Sons,Ld.	Hain&Son, *Mgrs.*)	P31'B225'F32'			British	180lb *90lb* 385NHP	s 4 ″ 2½
HTJS	1*Dk*(*pt Stl & pt Irn*)2*tr B*	2675		✠LMC9,16				South Shields				FK	6*BHCem*	2SB,*6cf*,GS132,HS6330	23 ″ 11
							Lloyd's	*sA&CP*	*WB=CellDBa1*	19′*uE*24′*f*158′922*t*			*APT62t*	J.Readhead&Sns,Ld.S.Shl.	
1029	**Trevanion** SteelScSr	4267	✠100A1	Lon	*x*	~~8,16~~	1912	J Readhead	HainS.S.Co.Ld.	369·7	51·1	26·1	St.Ives	T.3Cy.26″,42″&69″–48″ (*r*)	27 ″ 8
133212	*A.W.Devereux* –16 *ss*Shl.No.1–17	4043	~~8,17~~ 2,15	✠LMC	NO.	~~8,17~~	4mo	&Sons,Ld.	(E.Hain&Son,	P33'B226'F34'			British	180lb *90lb* 385NHP	s 4 ″ 2½
HVNQ	1*Dk*(*pt Irn pt Stl*)2*tr B*	2727	4,18	MS6,16	BS~~4,18~~	4,18		SouthShields	*Mgrs.*)			FK	6*BHCem*	2SB,*6cf*,GS132,HS6330	23 ″ 11
			Carrying fuel oil F.P. above 150° F. in D.B.				*Lloyd's*	*sA&CP*	*WB=CellD*	*Ba*118′*uE*23′*f*162′			987*t APT62t*	J.Readhead&Sns,Ld.S.Shl	
1030	**Trevaylor** SteelScSr	4249	✠100A1	Cff	*x*	~~10,16~~	1912	J Readhead	HainS.S.Co.Ld.(E.	369·9	51·1	26·1	St.Ives	T.3Cy.26″,42″&69″–48″ (*r*)	27 ″ 8
133214	*H.Mountain* 12–13	4016	10,16			86,17	12mo	&Sons,Ld.	Hain&Son, *Mgrs.*)	P33'B226'F34'			British	180lb *90lb* 385NHP	s 4 ″ 2½
JBHP	1*Dk*(*pt Irn pt Stl*)	2717	~~Examined 6,17~~ 6,18	✠LMC	~~12,17~~	12,17		SouthShields				FK	6*BHCem*	2SB,*6cf*,GS132,HS6330	23 ″ 11
							Lloyd's	*sA&CP*	*WB=CellD*	*Ba*119′*uE*26′*f*163′			987*t APT62t*	J.Readhead&Sns,Ld.S.Shl	
1031	**Treveal** SteelScSr	4160	✠100A1	Hul	*x*	~~5,15~~	1909	J Readhead	HainS.S.Co.Ld.(E.	363·4	51·0	26·1	St.Ives	T.3Cy.25½″,42″&69″–48″ (*r*)	27 ″ 8
122657	*A.Taylor* –16 *ss*Bry.No.1–14	3949	6,17 ~~12,16~~	✠LMC	Bry	~~6,17~~ N12,17	11mo	& Sons,Ld.	Hain&Son, *Mgrs.*)	P31'B95'F33'			British	180lb *90lb* 374NHP	s 5 ″ 4½
HPWM	1*Dk*(*Stl*)2*tr B & deep framing* 3*Dk rule*	2641	*Examined* 12,17					SouthShields				FK	6*BHCem*	2SB,*6cf*,GS120,HS6004	22 ″ 9
			MS11,13	BS3,16			*Lloyd's*	*sA&CP*	*WB=CellDBa* 119′	*uE* 24′ *f* 158′ 1002*t*			*APT60t*	J.Readhead&Sns.Ld.S.Shl	
1032	**Trevelyan** SteelScSr	3066	✠100A1	Bry	*u*	~~N3,16~~	1894	J Readhead	~~HainS.S.Co.Ld.(E.~~	321·5	41·5	21·8		T.3Cy.24″,40″&64″–42″ (*r*)	24 ″ 4
~~YB250~~ ~~HPJLQ~~	~~*W.S.L.Rowe* —14.~~ *ss*Sh.No.3–2,07	2397	*pt Awng dk*			9,17	4mo	&Sons	~~Hain&Son, *Mgrs.*)~~	P29'Q98'			Italian	160lb *80lb* NDB11 281NHP	s 8 ″ 9
	*ss*Shl.No.2–16	1986	*withfreeboard*	✠LMC				S.Shields		*pt Awng dk*194′		FK	5*BHCem*	2SB,*6rf*,GS116,HS4445	22 ″ 11
	1*Dk*(*pt Stl pt Irn*)2*tr B & deep framing & pt Awng dk*(*Irn*)		9,17 ~~3,15~~	~~BS5,16~~ 9,17				A&CP		*WB=CellDB*276′			692*t APT36t*	J.Readhead&Sons,S.Shl.	
			MS1,15												
1033	**Treverbyn** SteelScSr	4163	✠100A1	Bry	*x*	10,16	1910	J Readhead	HainS.S.Co.Ld.(E.	363·2	51·0	26·1	St.Ives	T.3Cy.25½″,42″&69″–48″ (*r*)	27 ″ 8
122658	*R.Chisell* –14 *ss*Bry.No.1–16	3952	6,17 ~~10,16~~	NWe			3mo	&Sons,Ld.	Hain&Son, *Mgrs.*)	P36'B95'F33'			British	180lb *90lb* 374NHP	s 5 ″ 4½
HQNT	1*Dk*(*Stl*)2*tr B & deep framing* 3*Dk rule*	2642	BS4,16	✠LMC7,14				South Shields				FK	6*BHCem*	2SB,*6cf*,GS120,HS6004	22 ″ 9
							Lloyd's	*sA&CP*	*WB=CellDBa*	119′*uE*24′*f*158′1002			*t APT160t*	J.Readhead&Sons,LdSShl	
1034	**Trevessa** *ss*Shl.No.1–17 SteelScSr	3566	✠100A1	Bry	*v*	~~7,15~~	1899	J Readhead	HainS.S.Co.Ld.(E.	341·0	46·7	26·0	St.Ives	T.3Cy.24″,40″&65″–45″ (*r*)	27 ″ 4
104678	*J.Harding* –16 *ss*Shl.No.3–11,12	3354	*withfreeboard*	~~Bry~~		N10,17	10mo	&Sons	Hain&Son, *Mgrs.*)	P29'B84'F32'			British	160lb *80lb* 293NHP	s 5 ″ 0½
RJLQ	1*Dk*(*pt Irn & pt Stl*)2*tr B & deep framing* 3*Dk rule*	2296	~~9,17 6,16~~ 6,18	✠LMC	10,17			S.Shields				FK	6*BHCem*	2SB,*6rf*,GS104,HS4557	22 ″ 7
			~~MS11,13~~	~~BS12,16~~				A&CP	*WB=CellDBa*	114′*uE*20′*f*140′840*t*			*APT35t*	J.Readhead&Sons,S.Shl.	
1035	**Trevethoe** SteelScSr	4248	✠100A1	Cff	*x*	9,16	1913	J Readhead	HainS.S.Co.Ld.	369·9	51·1	26·1	St.Ives	T.3Cy.26″,42″&69″–48″ (*r*)	27 ″ 8
133215	*E.Webb* –16	4015	2,17				2mo	&Sons,Ld.	(E.Hain&Son,	P33'B226'F34'			British	180lb *90lb* 385NHP	s 4 ″ 2½
JBQK	1*Dk*(*pt Irn pt Stl*)	2716	MS6,17	✠LMC2,13				South Shields	*Mgrs.*)			FK	6*BHCem*	2SB,*6cf*,GS132,HS6330	23 ″ 11
	Carrying fuel oil F.P. above 150° F. in D.B. tanks						*Lloyd's*	*sA&CP*	*WB=CellDBa*	119′*uE*26′*f*163′987*t*			*APT62t*	J.Readhead&Sons,Ld.SShl	
1036	**Trevider** SteelScSr	4260	✠100A1	Shl	*x*		1913	J Readhead	HainS.S.Co.Ld.	369·9	51·1	26·1	St. Ives	T.3Cy.26″,42″&69″–48″ (*r*)	27 ″ 8
133217	(Detained at Brake)	4015	9,13				5mo	&Sons,Ld.	(E.Hain&Son,	P33'B226'F34'			British	180lb *90lb* 385NHP	s 4 ″ 2½
JCHF	*J.H.Gibson* –14	2723		✠LMC6,15				SouthShields	*Mgrs.*)			FK	6*BHCem*	2SB,*6cf*,GS132,HS6330	23 ″ 11
	1*Dk*(*pt Irn pt Stl*)						*Lloyd's*	*sA&CP*	*WB=CellDBa*	119′*uE*23′*f*163′987*t*			*APT62t*	J Readhead&Sons,Ld.SShl	
1037	**Trevier** SteelScSr	3006	✠100A1	Npt	*u*	N5,16	1907	Irvine's SB	LloydRoyalBelge	325·0	47·0	13·8	Antwerp	T.3Cy.24′,38″&64″–42″ (*s*)	24 ″ 10
	L.van de Vliet 11–13 *ss*Cff.No.1–11	2810	*Spar dk*				12mo	&D.D.Co.Ld.	~~(Brys&Gylsen,~~	P32'B100'F31'22·4			Belgian	160lb *100lb* 287NHP	s 4 ″ 1
MBVQ	(*ex* Arabiana) *Spar dk*(*Stl*)2*tr B & deep framing*	2120	*withfreeboard*					W Hartlepool	~~Bd. *Mgrs.*)~~			FK	5*BHCem*	Richardsons,Westgarth&	21 ″ 1
			1,15				*Lloyd's*	*sA&CP*	*WB=CellD*	*Ba*102′*uE*24′*f*138′			573*t FPT80t*	*APT77t* Co.Ld.Hpl.	
			BS12,15	✠LMC6,12											
1038	**Trevilley** SteelScSr	4259	✠100A1	Mel	*x*	~~3,15~~	1913	J Readhead	HainS.S.Co.Ld.(E.	369·9	51·1	26·1	St.Ives	T.3Cy.26″,42″&69″–48″ (*r*)	27 ″ 8
133216	*S.P.Beale* –16	4015	2,17			~~3,17~~	4mo	&Sons,Ld.	Hain&Son, *Mgrs.*)	P33'B226'F34'			British	180lb *90lb* 385NHP	s 4 ″ 2½
JBVT	1*Dk*(*pt Irn pt Stl*)	2724		✠LMC4,15		3 18		SouthShields				FK	6*BHCem*	2SB,*6cf*,GS132,HS6330	23 ″ 11
	Carrying fuel oil F.P. above 150° F. in D.B.		*Examined* 12,17				*Lloyd's*	*sA&CP*	*WB=CellDBa*	119′*uE*23′*f*163′987*t*			*APT62t*	J.Readhead&Sons,Ld.SShl	
1039	**Trevince** SteelScSr	3874	✠100A1	Mel	*w*	9,15	1907	J Readhead	HainS.S.Co.Ld.(E.	346·0	49·6	26·5	St.Ives	T.3Cy.25″,42″&68″–45″ (*r*)	27 ″ 11
122655	*W.Guppy* –16 *ss*Bry.No.2–16	3671	2,17				4mo	&Sons	Hain&Son, *Mgrs.*)	P30'B96'F33'			British	180lb *80lb* 328NHP	s 5 ″ 2
HKNP	1*Dk*(*pt Irn & pt Stl*)2*tr B & deep framing* 3*Dk rule*	2479	~~BS9,15~~	✠LMC9,15				SouthShields				FK	6*BHCem*	2SB,*6cf*,GS121,HS4940	23 ″ 1
			BS9,16	DB8,17			*Lloyd's*	*sA&CP*	*WB=CellD*	*Ba*115′*uE*25′*f*148′			905*t APT65t*	J.Readhead&Sons,S.Shl.	
1040	**Trevisa** SteelScSr	1813	✠100A1	Bly	*q*	4,17	1915	N.of Irelnd	North of Ireland	250·0	42·5	17·4	Newcastle	T.3Cy.16″,26″&44″–33″ (*s*)	20 ″ 0
133573	*W.Tinmouth* –16	1618	~~11,17 1,17~~ 4,18	Bry Shl			6mo	S.B.Co.Ld.	S.B.Co.Ld.(G.M.	F39′			British	180lb 153NHP	s 4 ″ 9½
JLDS	*Elec.light* 1*Dk*(*Stl*) & *Web frames*	1095	*For Coasting Service*					Londonderry	Stamp&A.Mann,			FK	4*BHpt Cem*	2SB,*4cf*,GS82,HS2814	15 ″ 6
	Mchy.Aft *Cargo battens not fitted*		*British Isles & English Channel*	✠LMC6,15			*Lloyd's*	*sA&CP*	*Mgrs.*)					Kincaid&Co.Ld.Grk.	
												WB=CellD	*BuE & B*46′	*f*166′671*t FPT372t APT8t*	
1041	**Trevor** SteelScK	196					1906	W.J.Yar-	TrevorS.S.Co.Ld.	106·0	22·0	8·9	Liverpool	C.2Cy.13½″&27″–20″	
123989	*R.Edwards* –11	144						wood&Sons	(H.Seddon, *Mgr.*)				British	30RHP	
HGMW	1*Dk*	78						Northwich				*WB*		WJ Yarwood&SnsNthwch	
1042	**Trevorian** SteelScSr	4144	✠100A1	Shl	*x*	11,16	1911	J Readhead		363·0	51·0	26·1		T.3Cy.26″,42″&69″–48″ (*r*)	27 ″ 8
122659	*J.Couch* –14	3971	3,14				4mo	&Sons,Ld.		P31'B225'F32'			British	180lb *90lb* 382NHP	s 4 ″ 2½
HSNJ	1*Dk*(*pt Stl & pt Irn*)2*tr B*	2642		✠LMC4,11				South Shields				FK	6*BHCem*	2SB,*6cf*,GS132,HS6330	23 ″ 11
							Lloyd's	*sA&CP*	*WB=CellD*	*Ba*119′*uE*24′*f*158′			922*t APT62t*	J.Readhead&Sns.Ld.S.Shl	
1043	**Trewellard** SteelScSr	4202	✠100A1	Cff	*x*	11,17	1914	J Readhead	HainS.S.Co.Ld.	370·2	51·6	25·0	St.Ives	T.3Cy.26″,42″&69″–48″ (*r*)	26 ″ 8
133219	*F.Wren* 08–14	3907	*Shelter dk*				7mo	&Sons,Ld.	(E.Hain&Son,				British	180lb *90lb* 386NHP	s 3 ″ 0½
JFVM	1*Dk*(*Stl*) & *Shelter dk*(*Stl*)	2667	*withfreeboard*					S.Shields	*Mgrs.*)			FK	6*BHCem*	2SB,*6cf*,GS132,HS6329	24 ″ 0
			4,16	✠LMC7,14			*Lloyd's*	*sA&CP*	*WB=CellD*	*Ba*117′*uE*28′*f*163′			978*t APT59t*	J.Readhead&Sns.Ld.S.Shl	
1044	**Triad** SteelTwinScSrYt	1212	✠	Dun	*p*		1909	CaledonS.		250·2	35·1	16·2		T.6Cy 20″,32½″&52½″–36″	19 ″ 0
124520	*H.J.Laws* –12	954	1,14				5mo	B.&E.Co.Ld.		P14'F42'			British	409NHP	
HPGV	*Elec.light* 2*Dks*(*UStl*–teaks)	441		✠				Dundee				BK9″	6*BHCem*	2DB,*12cf*,GS225,HS7000	
									*WB=CellDBa*30′	*uE*36′*f*94′195*t FPT*			9*t APT22t*	CaledonSB.&E.Co.Ld.Dun	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / *Master.* *Late Name if any.* / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage: Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 Built. By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	11 Breadth.	11 Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L. R. Date of Rof Trade Cert.
1045 139292	**Tribesman** SteelSc *A.W.A.Hackland* –17 1*Dk(Stl)* *Now named "Jupiter," See*	70 69 — *Sup*	✠100A– *For Towing p* 3,17 ✠LMC6,16	Hul *urpose s* *vlement*		3,17	1916 6mo	Crabtree& &Co.Ld. Gt.Yarmouth	Lane&Macandrew Ld.	72·0	18·0	8·7 BK6′	Hull British 4*BHCem*	T.8Cy.10¾″,17″&28″–18″ (*s*) 180lb 40RHP 1SB,*2pf*,GS31,HS900 Crabtree&Co.Ld.Gt Yar.	9 ″ 1	
1046 137032	**Tribune** SteelScK *Elec.light* 1*Dk*	302 278 158	✠100A1 *StmTrawler* 9,15 ✠LMC9,16	Hul			1915 9mo *Lloyd's*	Cochrane& Sons,Ld. Selby *sA&CP*	AnchorSteam FishingCo.Ld. (G.S.Letten,*Mgr.*)	135·0 Q74′F21′	23·5	12·3 BK7½″	Grimsby British 4*BHCem*	T.3Cy.13″,23″&37″–24″ (*s*) 200lb 84RHP 1SB,*3pf*,GS47,HS1400 C.D.Holmes&Co.Ld.Hull	13 ″ 1	
1047 MCQJ	**Tricolor** SteelScSr *J.Andersen* –15 *ss*NSW No.2–14 1*Dk*(*ptIrn&ptStl*)2*trB* *&deepframing3Dk rule*	4019 3775 2597	✠100A1 ~~*Yacht*~~ NYk ~~3,17~~ 4,18 BS11,17 MS7,18 ✠LMC7,14	NNs NYk	*u*	~~1,17~~ ~~N11,17~~ 4,18	1906 5mo *Lloyd's*	TyneI.S.B. Co.Ld. Newcastle *sA&CP*	Wilhelmsens Dmpsk. Akties.(W. Wilhelmsen, *Mgr.*) *WB=CellDBa*	351·2 P28′B103′F36′ 113′*uE*25′*f*150′846*t*	50·1 FK	25·5 6*BHCem* *APT*105*t*	Tönsberg Norwegian Grimsby	T.3Cy.26″,42½″&69½″–45″ (*s*) 180lb *90lb* 368NHP 2SB,*6rf*,GS127,HS5900 Blair&Co.Ld.Stockton	28 ″ 1 s 5 . 3½ 23 ″ 2	
1048 129293 HRTC	**Trier** SteelScK *B.Hume* –14 *ss*Hul.No.1–15 1*Dk*	324 298 141	✠100A1 *StmTrawler* 3,15 ✠LMC5,16	Hul		3,15	1910 10mo *Lloyd's*	Cook,Welt'n&Gemmell Ld. Beverley *sA&CP*	~~J.Hollingsworth~~ H,Burns	138·5 Q74′	23·5	12·5 BK8′	~~Hull~~ British 4*BHCem*	T.3Cy.13″,23″&37″–26″ (*s*) 200lb 82RHP 1SB,*3pf*,GS46,HS1280 C.D.Holmes&Co.Ld.Hull	13 ″ 4	
1049 HSQT	**Trieste** SteelScSr *ss*Tri.No.1–02 3*Dks*(*Stl–U* teak s) *Elec.light* Wireless	5106 4596 3288	✠ 7,04 ✠	Tri	*y*		1897 8mo	Lloyd Austriaco Trieste *WB=*	LloydAustriaco *CellDBa*112′*uE*§	400·0 P36′B140′F49′ *B77′f*152′764*tFPT*	48·1	30·1 FK 12*tAPT*20*t*	Trieste Aust.-Hung. 6*BHCem*	T.3Cy.29½″,47″&76″–54″ 555NHP 2DB,*12cf*,GS215,HS8076 FD LloydAustriaco,Trieste	33 ″ 0	A
1050 87838 HPTM	— *C.Kidd* –17 IronScSr ~~*P.S.Grieg* –16~~ *ss*Shl.2nd No.3–8,07 (*ex*DaisyMorris) *ss*Dun.No.2–16 1*Dk*(*Irn*)*&Webframes* ~~1*Dk*(*Irn*)*trB*~~	1505 1365 964	✠100A1 12,17 ~~6,16~~ ✠LMC ~~7,16~~ 12,17	Dun Ard	*q*	~~11,15~~ 12,17	1883 2mo *Lloyd's*	Whitehvn S.B.Co. Whitehaven *WB*	TriesteS.S.Co.Ld. (J.Mitchell&Sons)	255·7 P48′B57′F33′ *=DBa*70′*f*64′237*t*	34·3	20·7 BK9½″ *APT*24*t*	Dundee British 4*BHCem*	C.2Cy.30″&60″–39″ (*s*) 80lb NDB17 ~~NDB04~~ 178NHP 2SB,*6pf*,GS190,HS3000 *100lb* Dunsmuir&Jackson,Gls.	22 ″ 0 s 3 . 1 19 ″ 10	
1051 HSQV	— SteelTwinScSr *F.Brazzafolli* *Elec.light* 1*Dk*2*trB*	159 142 64					1906	Stabilmnto Tecnico Trieste	Soc.diNav.aVap. Istria-Trieste	131·0	19·2	8·6	Trieste Aust.-Hung.	T.6Cy.11″,16½″&26¼″–17¾″ 60NHP StabilimentoTecnico,Tri.		A
1052 HSQV	**Trieste D** SteelScSr *ss*Tri.No.1–13 *Elec.light* 1*Dk*(*Stl–ws*)*&Shade dk* (*ptStl*–teak s)	896 833 503 *For*	✠ — 9,16 ✠ *withfreeboard service in the*	Tri *Adria*	*l* *tic*		1909 2mo	Cant.Nav. Triestino Monfalcone	Soc.Anon. Austriaca diNav. aVap. "Dalmatia" *WB=CellDBa*31′	197·5 FK *uE*15′*f*56′94*tFPT*	30·6	21·3 23*tAPT*11*t*	Zara Aust.-Hung. 4*BHCem*	T.3Cy.17½″,29″&48″–30″ 176NHP 2SB,*4cf*,GS68,HS2606 FD D.Rowan&Co.Glasgow	14 ″ 0	
1053 TJGN	**Trigonia** SteelSc3MstSr *J.F.Vijgeboom* *ss*HKg.No.3–10,10 *ss*Sng.No.1–14 *Elec.light* 1*Dk*(*Stl*)*&Web frames* *Mchy.Aft*	1739 1322 1056	✠100A1 *Trunk dk* 10,16 ~~BS10,16~~ ✠LMC8,14 *Carrying Petr oleum in Fitted for oil fuel* 8,98	HKg BS10,17	*p* *bulk F.P. a*	10,16	1898 8mo *Lloyd's*	Armstrong Whitworth &Co.Ld. Newcastle *sA&CP* *bove* 1 50°F.	Nederl.Indische Tankstoomboot Maats	242·0 P35′F37′ ptND07 *WB=FPT*101*t*	40·2 FK	17·3 9*BHCem* *APT*39*t*	Batavia Dutch	C.2Cy.30″&63″–39″ (*s*) 100lb *100lb* NDB03 217NHP 2SB,*6pf*,GS123,HS3734 Wllsnd.Slpwy.Co.Ld.Nwc	17 ″ 4 s 2 . 15 ″10	
1054 HRVC	**Trilia** IronScSr *Rifaat* –13 *ss*Alx.2nd No.3–12,07 (*ex*YachtCuhona) 1*Dk*	*354* — *193*	✠ 5,10	Alx			1882 10mo	Earle'sCo. Ld. Hull	Kavounidi&Sons	163·5	26·1	14·5	Constanpl Turkish	C.2Cy.23″&44″–24″ NB03 79NHP Earle'sCo.Ld.Hull		
1055 126833	**Trillium** SteelPad *R.W.Williams* –10 2*Dks*	673 665 463					1910	PolsonIron WorksCo.Ld. Toronto	TorontoFerryCo. Ld.	150·0	30·0	7·2	Toronto British	C.2Cy.17″&34″–48″ 48RHP Polson I.W.Co.Ld.Toronto		
1056 127949 HNKS	**Trinculo** SteelScSr *A.H.John* –17 *ss*SFo.No.1–13 *Elec.light* 2*Dks*(*Stl*)*&Web frames* *Mchy.Aft*	5203 4823 3199	✠100A1 5,16 ✠LMC MS7,15 BS5,16 *Carrying Petr oleum in Fitted for oil fuel* 9,09	Npt	*y*	5,16 *bulk F.P. a*	1908 12mo *Lloyd's*	Swan,Hunter&Wigham Richardson, Ld Newcastle *sA&CP* *uB* *bove* 1 50°F.	BearCreekOil& ShippingCo.Ld. (C.T.Bowring& Co.Ld. *Mgrs.*)	385·5 P96′B25′F42′ *WB=CelDB* 40′92*t DTf*40′407*t*	50·6	30·3 FK 14*BHCem* 8 *to U dk* 6 *to M dk* *FPT*61*tAPT*29*t*	Liverpool British	T.3Cy.26″,43″&72″–48″ (*r*) 180lb 434NHP 3SB,*9cf*,GS195,HS7281 N.E.MarineEng.CoLdNwc	31 ″10 s 6 . 8 25 ″ 6	
1057 HRVC	**Trini** IronScBn *I.Maristany* –12 (*ex*Isly) 1*Dk&Spar dk3trB*	1425 — 834					1883	Wigham Richrdsn&Co Newcastle	TrinidadRius y Torres	246·0 B60′	31·7	23·6 *WB*	Ceuta Spanish	C.2Cy.34″&64″–42″ NB94 221NHP WighamRchrdson&C.Nwc		V
1058 89657 JKVH	**Trinidad** IronScSr *J.W.Laing* –17 *ss*NYk.2nd No.3–8,05 *Elec.light* *ss*NYk.No.2–15 2*Dks*(1*Irn–ws*)*&Shade dk*	2592 1571 1354	✠100A1 *Shade dk withfreeboard* 3,17 ✠LMC ~~Repairs 11,17~~ ✠NT&H12,98 MS4,15 ~~L811,17~~	NYk	*s*	~~N11,15~~ 11,17	1884 10mo	J.Laing Sunderland A&CP	A.W.Duckett&Co.	310·0 len93 28·3 ptND93 *WB=DBa*80′*f*36′248*t*	37·1	19·8 BK9½″ 4*BHCem* *FPT*30*t*	London British	T.3Cy.30″,48″&78″–48″ (*r*) 165lb 583NHP 2D&2SB*18cf*GS387HS11050 G.Clark(Lim.),Sunderland	21 ″ 3 s 2 . 6½ 19 ″11	
1059 JSMQ	— IronScSr *A.Pereda*06–06 *ss*Sld.No.3–8,86 (*ex*Desierto, *ex*S.W.Kelly) *ss*Sld.No.2–96 2*Dks*3*Dk rule*	1088 1018 637	✠ 10,99	Cff	*n*		1874 4mo	J.L.Thmpson Sunderland	Cia.Santurzana deNav. (I.Lafita,*Mgr.*)	221·6 BK8″ *WB=DBa*65′*f*42′	30·5	20·7	Bilbao Spanish 4*BHCem*	C.2Cy.27″&51″–33″ NDB96 NB09 115NHP J.Dickinson,Sunderland	21	
1060 212566 LDPK	**Trinidadian** SteelSc3MstSr *A.Hedworth*13–13 (*ex*Augusta, *ex*Cadagua) *Elec.light* Wireless 2*Dks* *Mchy.Aft* *Carrying Petroleum in bulk. Fitted for oil fuel*	2450 2256 1765					1892	Armstrong Mitchell&Co. Ld Newcastle	GulfRefiningCo.	295·0 H22′F36′	39·0	25·4 *WB*	P.Arthur, Texas Utd.States	T.3Cy.22″,36″&59″–39″ 217NHP Wllsnd.Slpwy.Co.Ld.Nwc		
1061 631 SNHU	**Trinità** *G.Patuzzo* –17 IronScSr ~~*C.Schiaffino* –13~~ *ss*Pir.2nd No.3–3,07 (*ex*AghiaPelaghia, *ss*Gen.No.2–15 *ex*Georgios,*ex*Marika,*ex*Plymothian) *Well deck* 1*Dk*(*Irn*)2*trB*	1461 1256 890	✠100A1 4,18 ~~6,16~~ ✠LMC9,16 BS6,17	Gen	*q*	~~11,14~~ 6,17	1883 2mo *Lloyd's*	C.S.Swan& Hunter Newcastle *sA&CP*	Flli.Beraldo	260·5 Q98′B52′F28′ *WB=DBa*72′*f*44′240*t*	36·0	18·5 BK9″ 5*BHpt Asp* *ptCem*	Genoa Italian	C.2Cy.33″&62″–42″ (*s*) 85lb *100lb* NDB14 198NHP 2SB,*6pf*,GS112,HS3250 WllsndSlpwy.Co.Ld.Nwc.	19 ″ 6 s 2 . 1½ 18 ″ 3	
1062 130161	**Trinity Bay** SteelTwinSc (*Suction Hopper Dredger*) *Elec.light* 1*Dk*	1054 981 478			…		1912	F.Schichau Elbing	CairnsHarbour Board	214·8 FK	38·2	14·8 *WB*	Brisbane British	T.12Cy.11″,18½″&29½″–16½″ 204NHP F.Schichau,Elbing	15 ″11	
1063 131830	**Trinity N.B.** SteelScK *J.Crombie*09–14 1*Dk*	203 200 87	✠100A1 *StmTrawler* 9,14 ✠LMC9,14	Abı			1914 9mo *Lloyd's*	Hall,Russell&Co.Ld. Aberdeen *sA&CP*	Dow&Carnie	115·5 BK7½″ *WB=*	22·1	12·2 3*BHCem* *DBf*25′16*t*	Granton British	T.3Cy.12″,20″&34″–23″ (*r*) 180lb 75RHP 1SB,*3pf*,GS39,HS1377 Hall,Russell&Co.Ld.Abn.	13 ″	

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Emplacement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille / Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si on n'est dans le L. R. Thames Conf. Bur. Trade
1064	Trio	IronScSr	695	✠	Cff	*j*		1875	R.Craggs&	~~K.Lundberg&Co.~~	183·0	28·0	14·7	London	C.2Cy.24″&45½″–30″	15 ″ 8	
72043	~~*W.Suckedorff* 13~~	*ss*Stk.No.3–9,86	695	10,95				1mo	Sons	TheShippingCon-	Q76′	B78′	F27′	British	95RHP ~~85NHP~~		
SFQM	(*ex*Celeste,*ex*Citta di	*ss*Cff.No.2–94	397						Middlesbro'	troller(Gellatly,			BK7½″		1SB,*3pf*,GS44,HS1467		
JSNQ	*Well deck* Barletta,*ex*Celeste)	1*Dk2trB*								Hankey&Co.*Mgrs.*)			*WB*=		*DB*a57′ *f*54		
1065	— *M.deBoer* –17	IronScK	196	✠100A1	Ams		~~×8,16~~	1899	Cochrane&	StoomtrawlerMy.	112·5	21·0	11·5	Ymuiden	T.3Cy.12″,20″&33″–24″ (*s*)	12 ″ 3	
	~~*P.T.Hart*~~	*ss*Ams.No.3–1,13	179	*StmTrawler*			8,17	10mo	Cooper,Ld.	Erin(N.V.Explot.&	Q48′	F22′		Dutch	180lb 53NHP		
	(*ex*Vinolia)	*ss*Ams.No.1–16	48	8,17 ~~8,16~~	DS8,17				Beverley	Admin.Maats.			BK7½″		1SB.*2pf*,GS35,HS1300		
		1*Dk*		✠NB9.06 ✠LMC8 16				*Lloyd's*A&CP		Shamrock I.*Mgrs.*)					C.D.Holmes&Co.Hull		
1066	—	SteelScSr	183					1900	C.A.Lun-	Akties.Trio	100·3	22·2	10·4	Chrstiania	C.2Cy.8″&19″–11″		G
	*A.Olsen*13–13		163						dahl	(G.G.Amundsen)	B18*t*			Norwegian	10NHP		
MFQJ	*Mchy.Aft*	1*Dk*	96						Dösebacka				*WB*		JönköpingsM.V.		
1067	—	SteelSc	107					1915	Bergsunds	Stockholms	68·9	22·2	11·4	Stockholm	C.2Cy.13¼″&26¼″–17$\frac{2}{16}$″		
	J.T.Björkander –15	(*Tug*)	87						M.V.Aktieb.	Skeppsstufveri	B37′	H13*t*		Swedish	24NHP		
		1*Dk*	11						Stockholm	Aktieb.					BergsundsM.V.Aktb.Skm.		
1068	Tripoli	SteelSc	1743					1912	Cant.Nav.	Soc.Italiana di	277·2	36·4	18·2	Venice	T.3Cy.19$\frac{3}{8}$″,32$\frac{7}{16}$″&55$\frac{7}{16}$″		I
Sunk W.Trl.08)			1268						Riuniti	ServiziMarittimi	P59′	B62′	F38′	Italian	39$\frac{3}{8}$″ 191NHP		
SNJD	*Elec.light*	2*Dks*	896						Palermo				*WB*		N.OderofuASestriPonente		
1069	—	IronScSr	958			…		1880	W.B.	Soc.Anon.diNav.	224·8	29·5	15·5	Genoa	C.2Cy.21$\frac{5}{16}$″&45$\frac{3}{8}$″–33″	16 ″ 6	
536	*A.Arcidiacono*12–12	(*ex*Pellworm,	699						Thompson	LaVinicola	P120′	F29′		Italian	NB02 99NHP		
SNJG	*ex*Garry) *Well deck*	1*Dk2trB*	561						Dundee				BK7½″		W.B.Thompson,Dundee		
1070	—	IronSc3MstSr	658	✠	Sws	*i*		1872	Scott&Co.	F.Lofaro	196·8	24·5	13·4	Torre del	C.2Cy.21″&43″–36″	16 ″ 0	I
4	*G.Salvo*	*ss*Cff.2ndNo.3–4,97	498	2,10				3mo	Greenock		P68′	B30′	F31′	Greco	NDB96 85NHP		
SNJF	(*ex*Giuseppe,	*ss*Sws.No.2–05	391										BK6½″	Italian	1SB,*3pf*,GS34,HS1354		
	*ex*Gogo)	1*Dk*		✠NB7.03							*WB*=*DBf*	109′	130*t*	*4BHCem*	GreenockFoundryCo.Grk.		
1071	Trishna	SteelSc	168					1916	W.J.Yar-	J.Crosfield&	~~95·0~~	~~21·5~~	~~9·5~~	Liverpool	C.2Cy.13″&27″–18″		
140573		*Carrying Oil in bulk*	151						wood&SnsLd	Sons,Ld.	95·1	21·6	9·2	British	30RHP		
	Mchy.Aft	1*Dk*	92						Northwich				*WB*		W.J.Yarwood&Sons,Ld		
1072	Tristan	SteelScLr	138					1910	J.Frerichs	FischereiGes	91·0	21·4	9·9	Brmrhavn	Oil Engine 4S.C.SA		G
	H.Koopmann –14	*Oil Eng.*	129						&Co.A.G.	"Brema" m.b.H.				German	2Cy.11$\frac{3}{4}$″–12$\frac{3}{4}$″		
NJSL	*Mchy.Aft* (*ex*Eversand)	1*Dk*	87						Einswarden						JFrerichs&CoAG.Ostrholz		
1073	Tritão	SteelScCtr	*119*	✠	Ayr			1913	AilsaS.B.	Cia.Commercio e	85·0	20·6	9·6	R.Janeiro	C.2Cy.18″&38″–24″ (*s*)	10 ″ 6	
	D.Rees –13		*114*	*For Towing purposes*				7mo	Co.Ld.	Navegacão			BK6″	Brazilian	86NHP		
	Elec.light	1*Dk*(*Teak*)	*45*	7,13					Ayr					*4BHCem*	1SB,*3pf*,GS59,HS1685		
				✠						*WB*=	*DTf*	27′	11*t*	*APT*1*t*	McKie&Baxter,Glasgow		
1074	Triton	SteelPad	*1915*					1894	Scotswood	Cia.Argentina de	292·0	36·0	29·5	M.Video	T.3Cy.30″,49″&75″–84″		
			—						S.B.Co.(Lim)	Nav.(Nicolas				Uruguayan	515NHP		
	Wireless	4*Dks*	*1451*						Newcastle	Mihanovich)Ltda.					A.&J.Inglis,Glasgow		
1075	—	SteelScTwinMstSr	1883					1913	Dunlop,	Koninkl.Nederl.	295·0	43·2	15·4	Amstrdam	T.3Cy.22″,35″&59″–39″		CV
	G.Breman		1579						Bremner&	Stoomb.Maats.				Dutch	217NHP		
PVCM	*Elec.light*	1*Dk*&*Shelter dk*	1028						Co.Ld.						Dunlop,Bremner&Co.Ld.		
									PortGlasgow				*WB*		P.Gl.		
1076	—	SteelScSr	659					1890	Stettiner	M.Weide	188·0	26·0	14·0	Windau	T.3Cy.13″,22″&35″–25″		V
206	*B.Rikart*00–13		446						Act.Ges.		P104′	F23′		Russian	NB96 51NHP		
ISAC		1*Dk2trB*	352						Stettin						StettinerA.G.,Stettin		
1077	—	CompScSr	567					1873	J.Bang	K.J.T.Hjemgaard	165·2	27·3	16·3	Bakkafjrd	C.2Cy.17½″&34″–24″		
			518						Thorskog					Iceland	NB84 47NHP		
LBFV		1*Dk*	346											Danish	MotalaCo.Motala		
1078	—	WoodScSr	259					1890	Atlantic	Lambert'sPoint	114·5	26·5	14·5	Norfolk	T.3Cy.16″,24″&40″–30″		
145568			239						Works	TowboatCo.				Utd.States	88NHP		
KJBL		1*Dk*	130						Boston,Mass.						AtlanticWorks,Boston,Ms		
1079	—	SteelTwinScSr	234					1901	Ramage&	Corporation of	126·2	22·6	11·9	London	T.6Cy.10″,16″&26″–20″		
113847			229						Ferguson,Ld.	TrinityHouse				British	79RHP		
TCFK		1*Dk*	86						Leith						Ramage&Fergusn,Ld.Lth		
1080	—	SteelScK	230	✠100A1	Flt		N5,15	1907	Dundee	T.J.Wales	120·0	21·9	11·4	Swansea	T.3Cy.12¼″,20″&34″–24″ (*r*)	12 ″ 6	
124731	*T.J.Wales* –07	*ss*Cff.No.1–11	195	*StmTrawler*				10mo	S.B.Co.Ld.		Q67′	F22′		British	180lb 71RHP		
		1*Dk*	87	5,15					Dundee				BK7½″	*3BHCem*	1SB.*2pf*,GS35,HS1175		
				✠LMC5,15				*Lloyd's*A&CP							W.V.V.Lidgerwood,Gls.		
1081	—	SteelSc	213	✠	Bat			1910	Jonker&	DutchEastIndian	110·9	24·4	11·4	Batavia	T.3Cy.12¾″,22″&36″–24″	11 ″ 11	
	*D.Pieper*11–11		199	*For Towing purposes*				4mo	Stans	Government	B35′	F11′		Dutch	105NHP		
	Elec.light	1*Dk*(*Teak*)	26	4,11					HendrikIdo	(PublicWrks.Dpt)			BK6¾″	*4BHCem*	1SB,*3cf*,GS41,HS1700 FD		
				✠					Ambacht				*WB*=*FPT*8*t*	*APT*25*t*	Alblasserdam.Msch.Fab.		
1082	—	SteelScSr	173					1900	Cox&Co.	FalmouthTowage	114·0	20·7	11·8	Falmouth	T.3Cy.14″,22″&36″–24″		
109224	*W.J.White* –13		173						Falmouth	Co.Ld. (C.L.Fox,	B23′			British	99RHP		
SBVT		1*Dk*	10							*Mgr.*)			*WB*		Cox&Co.Falmouth		
1083	—	SteelSc	167					1894	B.Wencke	Reed.Triton-Pro-	109·4	20·7	10·6	Altona	C.2Cy.16″&30″–21½″		V
	E.Grabowsky	(*Trawler*)	154						Söhne	teus (H.Popp,	B35′			German	35NHP		
RKBS		1*Dk*	57						Hamburg	*Mgr.*)					B.WenckeSöhne,Hamburg		
1084	—	IronScK	*147*			…		1896	Cochrane&	VilarSenra&Co.	93·7	20·4	11·0	Havana	T.3Cy.11″,17″&30″–21″	11 ″ 10	
	Campos	(*Trawler*)	*138*						Cooper		Q17′			Cuban	30NHP		
	(*ex*Vigilant)	1*Dk*	*55*						Beverley				BK7½″		Earle'sCo.Ld.Hull		
1085	—	SteelSc	123					1900	G.Seebeck	Norddeutscher	95·6	19·3	10·7	Bremen	T.3Cy.11$\frac{3}{8}$″,18$\frac{1}{16}$″&30$\frac{1}{4}$″–		G
	J.Frearks	(*Tug*)	113						A.G.	Lloyd				German	21$\frac{1}{16}$″ 42NHP		
QHDC		1*Dk*	8						Bremerhaven				*WB*		G.Seebeck A.G.Bremerhvn		
1086	—	WoodScSr	106					1864	Hoad	KymoShippingCo.	97·0	18·6	9·5	Liverpool	C.2Cy.14½″&21″–16″		
60154	*W.Jones* –16		105						Rye	Ld. ~~(W.B.Kyffin,~~				British	NB13 NE70 30RHP		
KBPW			37							~~*Mgr.*)~~ (H.M.					J.Stewart,London		
										Gray on,*Mgr.*)							

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. / *Master.* / Special Surveys.	3 Material, Rig, &c. / *Late Name if any.* / No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned. now expired. Equipment Letter.	7* Date when tail shaft last seen	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Dates of Trade Cert.
1087	**Triton II.**	**SteelScSr**	200					1900	Oderwerke Mas.Sch.A.G. Grabow a/O.	Königliche Regierung	115·2	23·1	12·4	Tönning German	T.3Cy.12¼″,19½″&31½″–21½″ 46NHP Oderwerke,Grabow a/O.		
	*P.F.Dionysius*05–07	(*Tug*)	—														
		1*Dk*	16														
1088	**Triumf**	**SteelSc**	893					1916	J.Meyer's S.B.Co. Zalt-Bommel	E.B.Aaby Q66′B46′F23′	210·9	32·7	13·5	Drammen Norwegian *WB*	T.3Cy.15 7/16″,25½″&46 3/16″–27½″ 110NHP BurgerhoutsMac.Fab.Rot.		
WLNM	*O.M.Olsen*		771														
		1*Dk*	511														
1089	**Triumpf**	**SteelScSr**	1242					1901	Howaldts-werke	M.Jebsen B54′H16*t*F31′	218·6	33·1	20·4	Apenrade German *WB*	T.3Cy.17″,26¾″&43 5/16″–24½″ 93NHP Howaldtswerke,Kiel		G
	C.Langschwager	*Now named "HwahJen," See No. 55 in Supplement*	1120						Kiel								
LMSH		1*Dk2trB*	769														
1090	**Triumph**	**SteelScK**	239	✠100A1	Vcr		6,16	1907	Charlton& Doughty,Ld. Grimsby	Mrs.Edith Kendall (C.W.Kendall, *Mgr.*) Q66′F19′ BK7½″	122·2	22·0	12·7	Grimsby British	T3Cy.12½″,21½″&35″–24″(*s*) 180lb 69RHP 1SB,*2pf*,GS35,HS1120 Amos&Smith,Hull	12 ″ 3	
125067	*G.Myhre* –17	*ss*Vcr.No.2–16	219	*StmTrawler*	Hfx		5,17	9mo						4*BHCem*			
HLGS		1*Dk*	124	5,17 6,16				*Lloyd'sA&CP*									
				BS5,17	✠LMC6,16												
1091	**Trocadero**	**Iron**	103					1874	..... England	H.MacPherson	76·6	18·4	9·8	Cadiz Spanish	NB02		
	J.Bustamante –89	(*ex*Almagrera)	—														
JSNK			68														
1092	**Trocas**	**SteelSc3MstSr**	4129	✠100A1	HKg	*w*	9,15	1893	J.Laing Sunderland	Anglo-Saxon PetroleumCo.Ld. A&CP	347·5	45·7	27·3	London British 160	T.3Cy.26″,42½″&69″–45″ (*r*) 180lb *100lb* NDB06 341NHP 1SB,*3cf*,*1rf*,GS150,HS5453 G.Clark(Lim),Sunderland	28 ″ 6	
101972	*R.Williams* –16	*ss*Sng.No.3–12,06	3549	*Shade dk*			11,17	3mo			ND06		FK	11*BHCem*		s 4 ″ 1	
MWVQ	*Mchy.Aft*	*ss*HKg.No.2–15	2657	*withfreeboard*										*FPT* 160*t*		24 ″ 9	
	Elec.light	2*Dks*(*Stl*)& *Webframes&Shade dk* (*Teak*)		9,15	BS11,17					*W*	*B*=*CellDB*66′160*t*						
					✠LMC9,15												
				CarryingPetr oleum in bulk													
				Fitted for oil fuel 9,01				*F.P. above* 150°F.									
1093	**Trogon**	**SteelScK**	182	✠	Goo			1907	GooleS.B. &RepgCo.Ld. Goole	KelsallBros.& Beeching,Ld. (G. Beeching&J.E.A. Kelsall,*Mgrs.*)	110·2	21·1	11·2	Hull British	T.3Cy.12″,20″&32″–21″ 55RHP 1SB,*2pf*,GS24,HS900 Earle'sCo.Ld.Hull	12 ″ 0	
124776	*F.Kemp* –14		172	*Stm Trawler*				6mo						3*BHCem*			
		1*Dk*	65	6,07 ✠							BK7½″ *WB*=			*DTf*23′42*t*			
1094	**Troilus**	**SteelScSr** ~~SteelSc~~	~~7562~~					~~1916~~	CaledonSB	OceanS.S.Co.Ld.	~~154·0~~	~~56·0~~	~~35·2~~	Liverpool	T.3Cy.~~21″,34″&36″~~–60″		
137543	*D.G.M.Archer* –17	7625	6289					1917	&Eng.Co.Ld. Dundee	(A.Holt&Co. *Mgs*)	P54′B164′F61′			British	568 ~~572~~NHP		
JPLT	*Elec.light*	2*Dks*	4882								155·5	56·5	32·5	*WB*	CaledonSB&E.Co.Ld.Dun.		
1095	**Trois Rivieres**	**SteelPad**	1449					1869	W.C.White Sorel,P.Q.	Canada Steamship Lines,Ld. & Ont.Nav.Co. Sorel,P.Q.	219·8	32·0	9·6	Montreal British	B.1Cy.40″–120″ NE10 B*made*95 53RHP Rich.&Ont.Nav.Co.Mtl.		
126768	*A.Mondor* –10		1074						rblt.10 Rich.								
		3*Dks*	652														
1096	**Troja**	**SteelScSr**	2720				...	1896	Richardsn, Duck&Co. Stockton	Hamburg-Amerik. Packetf.Act.Ges. (Ham.-Amr.Linie)	299·2	42·1	17·2	Hamburg German *WB*	T.3Cy.22½″,37″&61″–42″ 246NHP Blair& Co.(Lim.),Stockton	27 ″ 6	G
	Fr.Erdmannsdorffer		2558										25·1				
RKQD		1*Dk*&*Spar dk*&*Webframes*	1693										FK				
1097	**Trojan** *F.Murphy* –18	**SteelScSr**	4017	✠100A1	NYk	*x*	4,17	1905	W.Pickers-gill&Sons Sunderland	S.S."Trojan" Co. Ld.(E.C.Thin)	375·0	47·5	25·7	Liverpool British	T.3Cy.25″,42″&71″–48″ (*a*) 180lb *100lb* 423NHP	28 ″ 6	
120837	~~*D.Nicholas*06–08~~	*ss*Ham.No.2–14	3770	2,17				3mo			P31′B208′F39′			6*BHCem*	2SB,*6rf*,GS122,HS5720 FD	s 4 ″ 6	
HCFQ	(*ex*Inchborva)	2*Dks*(*Stl*)	2573	*Examined* ~~BS5,16~~	✠LMC			*Lloyd'sA&CP*					FK		G.Clark,Ld.Sunderland	24 ″ 5	
	Elec.light	*&deep framing*		MS2,17	DBS2,17					*WB*=*Cell*	*DBa*122′*uE&B*44′*f*				a28′583*tFPT*104*tAPT*48*t*		
	Carrying fuel oil F.P.above 150° *F.in D.B.*				MPS11,17									156′972*tDT*			
1098	—	**SteelPad**	2572					1908	T.S.Marvel S.B.Co. Newburg,NY	HudsonNav.Co.	317·2	42·5	12·5	NewYork Utd.States	B.1Cy.70″–144″ 452NHP W&A.FletcherCo.Hobokn		
206129	*G.H.Brown* –09		1309														
	Elec.light	3*Dks*	1739														
1099	—	**SteelScK**	165	✠	Shl	*a*		1905	Hepple& Co.Ld. South Shields	Government of SouthernNigeria	100·4	19·6	7·7	OldCalab'r British	C.2Cy.13″&26″–18″ 40RHP	8 ″ 6	
119811	*J.LloydHughes*06–09		124	11,05				11mo			Q31′F18′		FK	2*BHCem*	1SB,*2pf*,GS35,HS656		
	Mchy.Aft	1*Dk*(*Stl*)	67	✠									*WB*=	*FPT*12*t*	Hepple&Co.Ld.S.Shields		
1100	—	**IronScK**	140			...		1898	Cook,Wel-t'n&Gemmell Hull	T.Robinson	93·2	20·6	10·7	Grimsby British	T3Cy.10½″,17½″&30″–21″ NB13 45RHP	11 ″ 4	
109819	*T.E.Bannister* –14		124								Q44′				Crabtree&Co.Yarmouth		
	(*Trawler*)	1*Dk*	54										BK7½″				
1101	**Troldfjord**	**CompScSr**	212					1901	J.O. Johansson G'mlaLödöse	Parelius&Lossius	101·8	22·1	9·9	Xiansund Norwegian	C.2Cy.11″&18″–16″ 11NHP		V
	*O.K.Eidsvaag*16–16	(*ex*Alexander)	163								P39*t*F6*t*				ThorskogsM.V.Thorskog		
MGFR	*Mchy.Aft*	1*Dk*	129														
1102	**Troldtind**	**SteelScSr**	1350					1916	N.V.C. van derGiesen& ZonensSchps. KrimpenIjsel	K.Stub	237·1			Norwegian *WB*	T.3Cy.17½″,29″&46″–36″ 127NHP Pannevis&Zoon,Utrecht		
	Elec.light	1*Dk*									P23′B57′F23′						
1103	**Tromp**	**SteelSc**	114					1916	A Pannevis Dordrecht	L.Gardella	93·7	20·3	8·5	Genoa Italian	T.3Cy.11¼″,17¾″&30″–16½″ 36NHP Machinefabriek Bolnes		V
		(*Tug*)	110														
			—														
1104	**Tromsö**	**SteelScSr**	238					1908	Trndhjms Mek.Værks. Trondhjem	TromsöAmts Dampskibsselskab	116·0	20·6	8·7	Tromsö Norwegian *WB*	T.3Cy.11″,17½″&28½″–18″ 34NHP TrondhjemsM.V.Trndhjm		
	Joh.Holte		227										15·2				
MDVK		1*Dk*&*Awng dk*	131														
1105	**Tronda**	**IronScSr**	614	✠100A1	Lth	*j*	N10,16	1875	J.Read-head&Co. S.Shields	~~Actieselsk.Tronda~~ (T.F.Andorsen)* TheShippingCon-troller(Chr.Salve-sen&Co.,*Mgrs.*) A&CP	189·9	27·2	14·0	London British	C.2Cy.23½″&45″–30″ (*i*) 70lb ~~55lb~~ NDB93 $5RHP	15 ″ 0	
C9868	~~*M.B.Sysdahl*98–98~~	*ss*Lth.3rdNo.3–7,08	502	10,16				10mo			Q93′B20*t*F27′			1*BHCem*	1SB,*3pf*,GS50,HS1500 *50lb*	s 1 ″ 8	
JTCN	(*ex*Monaco)	*ss*Lth.No.2–16	375		BS1,18						ND96		BK7½″		R.J.Marshall,S.Shields	14 ″ 4	
~~JCQB~~	*Well deck*	1*Dk2trB*		✠NB33	LMC10,16								*WB*=	*DBa*44′*f*51′			
1106	**Trondenæs**	**SteelScSr**	305					1900	Trndhjms Mek.Værks. Trondhjem	TromsöAmts Dmpskselskab.	137·8	21·2	15·4	Tromsö Norwegian	T.3Cy.11½″,18½″&30″–20″ NB10 40NHP TrondhjemsM.V.Trndhjm		
	Chr.Isaksen		291								H13*t*						
JTMW		1*Dk*&*Awng dk*	176														
1107	**Trondhjem**	**SteelScSr**	1076					1915	Helsingörs Jernsk.&Msk Elsinore	DetForenede DampskibsSelsk.	231·2	35·1	21·1	Copnhagn Danish *WB*	T.3Cy.18″,30″&50″–36″ 150NHP HelsingörsJernsk.&Mskb		V
	*C.Andersen*02–15		735														
NTKR	*Elec.light*	1*Dk*&*Awng dk*	569														
1108	—	**IronScSr**	606					1865	Wigham Richrdsn&Co Newcastle	Nordenfjeldske Dampskibsselskab	182·6	24·5	12·2	Trondhjm Norwegian *WB*	C.2Cy.24″&46″–26″ 90NHP Thompson,Boyd&Co.,Nwc		
	S.C.Berg		593								H13*t*		19·4				
JSHN		1*Dk*&*Awng dk*	355														

1 Numero d'Ordre / Numero Officiel / Signaux	2 Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Avertissement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP:=Force en chevaux d'après les formules de la Société. RHP:=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe.	15 Registres où cette Machine est enregistrée dans le Lloyd's Register of Yachts.
1109 108217 PRJS	**Trongate** *H.M.Brown* –11 1*Dk*(*Irn*)2*trB&Webframes*3*Dk rule*	SteelScSr *ss*Cff.No.3–2,10 *ss*Cff.No.1–15	2553 2361 1597	✠100A1 9,17 ~~,17~~ MBS1,17 ✠LMC1,15	Cff Nwc	*t*	~~Nov16~~ 9,17	1897 6mo	T.Turnbull &Son Whitby A&CP	Turnbull,Scott ShippingCo.Ld. (Turnbull,Scott& Co.*Mgrs.*)	310·0 P31′	44·0 B61′	20·4 F33′ FK *WB=Cell*	London British 6*BHCem* *D B a* 100′ *u*	T.3Cy.23″37½″&61½″–39″(r) 160lb *100lb* NDB13 235NHP 2SB,*6cf*,GS99,HS3525 . Blair&Co.(Lim.),Stockton *E* 22′ *f* 120′664*t*APT68*t*	22 ″ 10 s 3 ″ 10½ 19 ″ 4	
1110 115733	**Troon** *J.Stewart* –07 1*Dk*	IronPadSp	130 129 19					1902	J.P.Rennoldson&Sns. South Shields	Glasgow&South WesternRlwy.Co.	100·0	19·1	9·6	Glasgow British	L.2Cy.28″–50″ 70RHP J.P.Rennoldsn&Sns.S.Shl.		
1111 106828 PMRK	**Tropic** *J.W.Killbery* –15 (*ex*European) *Ref.Mchy.* Sub.Sig. Wireless 3*Dks*	SteelTwinScM4MstSr	8230 7862 5412	~~Lloyd's RMC6,16~~ ~~Lloyd's RMC6,18~~				1896	Harland& Wolff, Ld. Belfast	OceanicStmNavCo Ld.(WhiteStar Line)	475·9	55·2	35·9	Liverpool British *WB*	T.6Cy.19″,31″&52″–48″ 375NHP Harland&Wolff,Ld.Bel.		BT till 5,17
1112 3348 JKFB	**Trosa** *O.W.Holmström*10–10 1*Dk*	SteelSc	116 *Now named "Farö," See No. 18 in Supplement.* 73					1898	Jönköpings M.V. Jönköping	Handelsbolaget Wilh.Kempe(W. vonHallwyl,*Mgr.*)	83·6 Q23′	17·6 B31′	8·0 H10*t* F24′	Stockholm Swedish	C.2Cy.13¾″&23¾″–17½″ 19NHP JönköpingsMVJönköping		
1113 87464 HRKS	**Trostan** *J.R.Woods* –11 *ss*Trn.2ndNo.3–3,11 (*ex*Jersey) 1*Dk*(*Stl*)&*Web Well deck*	IronScSr	1624 1318 922	✠100A1 10,13 ✠NB3,11 ✠LMC3,11	Npt	*q*	1,13	1883 3mo *Lloyd's*	Palmers' Co. Newcastle	ShamrockShippg. Co.Ld.(T.Jack, *Mgr.*) *SA&CP*	260·0 Q94′	36·2 B60′	17·0 F31′ FK *WB=Cell DB*	Belfast British 4*BHCem*	C.2Cy.24½″&50″–39″ (*s*) 120lb 99RHP 2SB,*4pf*,GS82,HS2720 Palmers'Co.Ld.Newcastle	19 ″ 0 s 1 ″ 9½ 17 ″ 6	
1114 115158 VHPG	~~*H.R.Clark* –16~~ ~~*Metcalf* –17~~ *C.W.Metcalfe* –17 1*Dk*(*ptIrn&ptStl*)2*trB&* *Webframes*3*Dk rule*	SteelSc *ss*Shl.No.3–6,16	3281 2779 2110	✠100A1 *Trunk dk* ~~3,17 1,17~~ 5,18 ✠LMC6,16 BS8,17	Cff ~~Cle~~ Shl	*v*	6,16	1903 11mo *Lloyd's*	Ropner& Son Stockton	PoolShippingCoLd (SirR.Ropner& Co Ld.*Mgrs.*)	325·0 P29′	48·0 B64′	22·9 F34′ FK *WB=Cell DBa* 106′	W.Hartlpl British 5*BHCem* *u E* 24′ *f* 134′	T.3Cy.24½″,40½″&66½″–42″ 180lb *120lb* (*s*) 302NHP 2SB,*6rf*,GS118,HS4530 Blair&Co.Ld.Stockton 700*t* *FPT*156*t* *APT*151*t*	24 ″ 3 s 3 ″ 8 21 ″ 1	
1115 LGKM	**Trouville** *Elec.light* 1*Dk*	SteelTwinSc	294 238 71					1910	Atel.&Ch. deBretagne Nantes	Cie.Normande de Nav.àVap.	177·4	23·8	8·3	Havre French	T6Cy10⅛″,17⅞″&28⅜″–16½″ 66NHP Atel.&Ch.deBretagne,Nts.		V
1116 79 HQVK	**Trouvor** *N.Gouroff* 1*Dk*(*ptStl&ptIrn*)&*Webframes&pt* *Awngdk*(*Irn*–ws) *Irnframing*	SteelScSr	1850 1331 1099	✠ *pt Awng dk with freeboard* 7,91	Mdb	*q*		1891 7mo	R.Craggs& Sons Middlesbro'	RussianStm.Nav. &TradingCo.	259·0 P24′Q41′ *pt Awng dk* 193′	36·6 BK9″ *WB=Cell DB* 222′409*t*	16·6	Odessa Russian 4*BHCem*	T.3Cy.20″,33″&54″–36″ 174NHP 2SB,*4rf*,GS56,HS2602 Wstgrth.English&Co.Mdb	19 ″ 1	
1117 118451 VSNT	**Trowbridge** *H.Trinick* –17 *Turret deck* 1*Dk*	SteelScSr	3712 3133 2380					1904	W.Doxford &Sons,Ld. Sunderland	TemperleyS.Shpg. Co.Ld. (J.Temperley&Co.*Mgrs.*)	342·3 P21′F35′	46·6	24·7 *WB*	London British	T.3Cy.26″,42″&68″–42″ 300NHP W.Doxford&Sons,Ld.Sld.		V
1118 145786	**Troy** *Mchy.Aft Elec.light* 1*Dk*&*Spar dk*	SteelScSr	3655 — 2966					1898	Detroit DryDock Co. Wyandotte	GreatLakes TransitCorporation	398·4	47·0	28·0	Buffalo NY Utd.States *WB*	Q.4Cy.19″,27½″40″&58″–42″ 218NHP DetroitDryDockCoDetroit		
1119 1099 LROW	**Trud** *P.P.Klutschnikoff* –95 *Mchy.Aft* 1*Dk*	SteelTwinSc	614 — 326					1891	Stabilmnto Tecnico Trieste	A.A.Theofani	209·5	31·6	10·8	Rostoff Russian	C.4Cy.14½″&28″–20″ 58NHP StabilimentoTecnico,Tri.		
1120 MKRB	**Trudvang** *F.Walther* (*ex*Fornjot) 1*Dk*	SteelScSr	1834 *Now named "Braatt II," See No. 66 in Supplement.* 1639 1116					1914	Fredrkstad Mek.Verks. Fredrikstad	Ctr.Nielsen&Co. Akties.	265·0 P22′B71′F29′	42·0	20·0	Larvik Norwegian *WB*	T.3Cy.20½″,33″&56″–36″ 188NHP FredrikstadM.V.Frdstad.		N
1121 WJNR	**Truls** *K.Christoffersen* (*Whaler*) 1*Dk*	SteelScSr	174 172 63					1912	Smith's Dock Co.Ld. Middlesbro'	Akties.South AfricanWhalingCo (P.Bogen,*Mgr.*)	110·0	20·7	12·5	Sandefjrd Norwegian	T.3Cy.12½″,20″&34″–24″ 57NHP Smith'sDockCo.Ld.Mdb.		C
1122 5533 JTNL	**Trumf** ~~*M.Blomqvist* 17–17~~ ~~*C.H.Larsson* 18–18~~ (*ex*Holmfield) 1*Dk*(*Stl*)&*ptAwng dk*(*Irn*)&*Webframes*	SteelScSr *ss*Shl.No.3–6,08 *ss*Got.No.2–16	2300 1707 1392	✠100A1 *pt Awng dk with freeboard* 3,18 ~~6,16~~	Got Shl BS1,17 ✠LMC6,16	*s*	~~6,16~~ 11,17	1895 12mo *Lloyd's*	Richardsn, Duck&Co. Stockton	H.UnérAktieb. (Rob.Göhle,*Mgr.*) *SA&CP* *WB=Cell DBa* 100′	290·0 P29′Q86′ *uE&B* 38′ *f* 108′ 559*t*	42·0 B67″	16·8 F34″ FK	Soraker Norrköping Swedish 5*BHCem* *APT*67*t*	T.3Cy.22″,36″&59″–39″ (*s*) 160lb 219NHP 2SB,*6cf*,GS102,HS3300 Blair&Co.Ld.Stockton	20 ″ 0 s 7 ″ 5 19 ″ 5	
1123 136161	**Trumpeter** *T.Carr* –13 (*Trawler*) 1*Dk*	SteelScK	192 189 73				...	1913	Goole S.B. &Repg.Co Ld Goole	KelsallBros.& Beeching,Ld.(G. Beeching&J.E.A. Kelsall,*Mgrs.*)	110·0	21·6	12·0 BK7½″	British *WB*	T.3Cy.12″,21″&33″–21″ 55RHP Earle'sCo.Ld.Hull	12 ″ 11	
1124 131264	**Trust On** *W.More* –11 1*Dk*	SteelScK	79 78 28	✠100A1 *For fishing purposes* 4,13 ✠LMC4,11	Abn		4,13	1911 4mo *Lloyd's*	Smith's Dock Co.Ld. Middlesbro'	W.More&D.Ross	80·0	18·0	8·7 BK7″	Inverness British 3*BHCem*	C.2Cy.10¾″&23″–16″ (*r*) 140lb 29RHP 1SB,*2pf*,GS24,HS551 ShieldsEng.Co.Ld.N.Shl.	9 ″ 6	
1125 128941	**Trusty** *D.Proudfoot* –13 *Elec.light* 1*Dk*(*Stl*)	SteelTwinScSp *ss*Sws.No.1–17	148 148 6	✠100A– *For towing purposes* 9,17 ~~9,16~~ ✠LMC4,13	Sws		~~9,16~~ 9,17	1913 5mo	J.Cran& Co. Leith	SwanseaHarbour Trustees	85·0	24·1	12·1 BK6″ *WB=DT f* 5′10*t*	Swansea British 4*BHCem*	C.4Cy.15″&32″–24″ (*s*) 140lb 83RHP 1SB,*3cf*,GS62,HS2050 J.Cran&Co.Leith	13 ″ 0 s 1 ″ 3½ 12 ″ 3	
1126 JVQK	**Trygg** *Askelund* –16 1*Dk* (*See Sailing Ship Register*)	WoodAuxScSr *OilEng.*	182 139 111					1916	Aktieb. Birka Söderköping	E.F.Appeltoft	98·3	21·6	10·0	Nrrköping Swedish	Oil Engines 3Cy.13⅛″–11⅝″ Bergsunds M.V.Aktb.Skm		V
1127 1706 HPSV	— *V.Thorell* –14 (*ex*Triton,*ex*Bylgia, *ex*Sjötorp) *Mchy.Aft* 1*Dk*	WoodScSp	182 153 106					1877	S.Groth Sjötorp	SjötorpsRederiaktieb (G.Groth,*Mgr.*)	100·8 P20′H5*t*	22·8	10·1	Mariestad Swedish	C.2Cy.10¼″&21½″–14½″ 15NHP MotalaCo.Motala		
1128 JTHK	**Tryggve** *J.A.Grén*15–15 *Mchy.Aft* 1*Dk*	SteelSc	281 201 123					1913	Moss Jrnst. & Mek.Værks Moss	Ångb.Akt.Bohuslänska Kusten (C.Thorburn *Mgr*)	120·8 P43′H17*t*F21′	23·7	10·0	Uddevalla Swedish *WB*	C.2Cy.13″&28″–20″ 29NHP MossJernst.&M.V.Moss	11 ″ 3 s ″ 10	N
1129 116	**Tschernomore** *Markevitez* –03 1*Dk*(*Stl*)&*Spar dk*&*Webframes* *Elec.light*	SteelScSr *ss*Oda.No.2–11	1423 1325 855	✠ *Spar dk with freeboard* 12,13 ✠	Oda	*q*		1903 4mo	Soc.Anon. Jhn.Cockerill Hoboken	Russian Transport &InsuranceCo. *WB=*	245·3 P49′B59′F44′	33·1 19·9	13·8 FK *Cell DBa* 67′ *uE&B*	Odessa Russian 5*BHCem*	T.3Cy.22 7/16″,35 1/16 &57 1/16″– 43 5/16″ 300NHP 2SB,*6cf*,GS122,HS4576 FD SocAn.J.Cockerill,Seraing	23 ″ 0	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. / Master. / Special Surveys.	3 Material, Rig, &c / Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years assigned now assigned. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. / Ship. / Engines.	9 By Whom. / Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R.of Trade Cert.
1130 / 49	**Tschernomore**	Steel Sc / *Motor* / 1 *Dk*	141 / — / 88					1911	I.Sharin Nachitchevan	NaphtaProductionsGes.Gebr. Nobel	90·8	18·1	10·0	Sebastopol Russian	Motor 2Cy.13½″–13½″		
1131 / 135865	**Tseang Tah** / *O.C.Blown*	Steel Twin Sc / 1 *Dk*	769 / 694 / 475					1915	Kiangnan D.&E.Wks Shanghai	ChinaImport& ExportLumberCo. Ltd.	204·3	35·1	11·8	Shanghai British	T.6Cy.10″,16″&26″–18″ 68RHP Kiangnan D.&E.Wks.Shi.		
1132 / QGWT	**Tsintau** / *Heyenga* / *Elec.light*	Steel Sc / *ss*HKg.No.3–6,12 / 1 *Dk(Stl)*&*Spar dk(Stl)*& *deep framing*	1685 / 1522 / 1002	✠ — 1,17 *Spar dk* ✠ *with freeboard*	HKg	*q*		1900 / 6mo	Rickmers Act.Ges. Bremerhaven	Norddeutscher Lloyd / *WB*=	253·1 / B64′F27′ / *CellDBa68′uE34′*	37·4 / 19·6 FK / *uB12′f86′348tFPT*	12·1 / *4BHCem* 59t *APT18t*	Bremen German	T.3Cy.18 9/16″30 7/16″&49½″-31½″ 180NHP 2SB,*6pf*,GS91,HS3208 BremerVulkan,Vegesack	22 ″ 0	
1133 / 12129 / LJTG	**Tsuga Maru**	Wood Sc Sr / 1 *Dk*	193 / — / 110					1913	Niigata Tekkosho Kaisha Niigata	GoshiKaisha SatoShokai	125·3	17·8	11·2	Yoichi Japanese	T.3Cy.9¼″,15″&24½″–18″ 25NHP NiigataTekkoshoKaisha		
1134 / 8841 / JQKF	**Tsukumo Maru**	Wood Sc / 2 *Dks*	162 / 150 / 85					1904	Sangyo-gumi Misato	OsakaShosen KabushikiKaisha	108·6	16·4	12·1	Osaka Japanese	T.3Cy.9¼″,15″&24¾″–18″ 26NHP S.Ono,Osaka		
1135 / 17382 / MPCG	**Tsuru Maru** / (*ex*Shantung) / *Elec.light*	Steel Sc Sr / 1 *Dk*&*Spar dk*&*Web frames*	2902 / 2717 / 2145			...		1892	W.Gray& Co.Ld. W Hartlepool	HaradaKisen KabushikiKaisha	311·6 / F35′	40·1	26·1	Amagasaki Japanese	T.3Cy.23″,36½″&62″–39″ 240NHP *WB* Cen.Mar.Eng.Wks.WHpl	28 ″ 7	
1136 — / 10242 / LBFJ	—	Wood Twin Sc Sp / 1 *Dk*	182 / 131 / 104					1906	Tokiowan Kisen Kabushiki Kaisha Tokio	TokiowanKisen KabushikiKaisha	116·1 / Q9′F15′	15·8	10·2	Tokio Japanese	C.4Cy.10″&20″–12″ 23NHP		
1137 / 18490 / NCHK	**Tsuruga Maru** / *N.Shibata*12–16 / *Elec.light*	Steel Twin Sc Sr / 2 *Dks(Stl)*	7289 / 6468 / 4507	✠100A1 9,17 ~~1,17~~ ✠LMC ~~1,17~~ 9,17	Kob	*b*†	s1,17 P9,17	1916 / 6mo / *Lloyd*	MitsuBishi Dkyd&EWks Nagasaki	NipponYusen KabushikiKaisha / *sA&CP*	445·0 / P35′B138′F35′ / *CellDB392′1338t*	58·0 FK / *DTa 42′1361tFPT*	34·0 / *7BHCem* 58t *APT62t*	Tokio Japanese	T.6Cy.20½″,33½″&56″–48″ 2001b (*s*) 620NHP 4SB,*12cf*,GS225,HS8903 FD MitsuBishiD.&E.Wks.Nag	34 ″ 0 s 7 ″ 8½ 26 ″ 8	
1138 — / 508 / HBFJ	—	Iron Sc Sr / (*ex*Luzon) / 3 *Dks*	972 / — / 594					1864	Blackwood &Gordon Pt.Glasgow	K.Yamamoto	219·2	28·2	15·0	Nishino-miya Japanese	C.2Cy.27″&50⅝″–26″ 109NHP Blackwood&Gordon,PGls.		
1139 / 4229 / JBRK	**Tsurugisan Maru** / *Haraoka* –14 / (*ex*Cardiganshire) / *Elec.light*	Steel Sc Sr / *ss*Kob.No.3–5,11 / *ss*Kob.No.1–14 / 1 *Dk(Stl)*&*Spar dk(Stl)* &*deep framing*	3779 / 3450 / 2329	✠100A1 *Spar dk* ~~8,17 7,17~~ 1,18 ✠LMC ~~7,16~~ 8,17	Nag Kob NYk	*w*	~~7,16~~ 8,17	1899 / 2mo / —	Sunderlnd S.B.Co.Ld. Sunderland / *W*	MitsuiBussan Kaisha,Ld. / *B*=*Cell D Ba 110′*	356·0 / P38′B92′F46′ / *uE*&*B54′f154′631t*	45·2 26·5 FK / *6BHCem* *DTa14′315t*	18·7	Mikawa Japanese	T.3Cy.24″,40″&64″–42″ (*s*) 1701b *100lb* 292NHP 2SB,*6cf*,GS120,HS4680 N.E.MarineCo.Ld.Sld.	29 ″ 4 s 5 ″ 10 23 ″ 10	
1140 / 6284 / 4193	**Tsushima Maru** / *S.Murazumi* –16 / *Elec.light*	Steel Twin Sc Sr / 2 *Dks(Stl)*	6735 / 6284 / 4193	✠100A1 ~~9,14 11,16~~ Yks B56,17 ✠LMC MS9,15 ~~B56,16~~	Kob	*b*†	6,17	1914 / 10mo / *Lloyd*	Russell& Co. Pt.Glasgow	NipponYusen Kabushiki Kaisha / *WB*=*CellDB a135′uE24′f187′* / *sA&CP*	444·4 / P35′B138′F39′ / *1255tDTa39′1146t*	58·2 FK / *APT63t*	31·3 / *7BHCem*	Tokio Japanese	T.6Cy.20″,33½″&56″–48″ (*s*) 2001b 619NHP 4SB,*12cf*,GS217,HS8892 FD D.Rowan&Co.Glasgow	34 ″ 0 s 7 ″ 6½ 26 ″ 11	
1141 — / 9048 / JMNP	—	Steel Twin Sc Sr / 2 *Dks*	1691 / 1433 / 913					1905	MitsuBishi Dkyd&EWks Nagasaki	ImperialGovernmentRailways	269·3	35·0	21·3	Tokio Japanese *WB*	T.6Cy.16″,26″&43″–30″ 203NHP MitsuBishiD&E.Wks.Nag		
1142 — / 1228 / HJFK	—	Wood Sc Sp / 2 *Dks*	288 / — / 175					1890	Ikeda Tsurusaburo Nagasaki	TsushimaUnyu KabushikiKaisha	128·0	18·8	15·1	Nishino-miya Japanese	C.2Cy.16⅜″&31¼″–21″ 37NHP OsakaIronWorks,Osaka		
1143 Tsuun Maru No. 30 / 995 / HGFS		Wood Sc Sr / 2 *Dks*	131 / 110 / 81					1887	Ito Yone-kichi Tokio	SanrikuKisen KabushikiKaisha	98·6	13·6	11·0	Kamaishi Japanese	C.2Cy.14⅜″&21 3/16″–16″ NaikokuTsuun KabushikiKaisha,Tokio 15NHP		
1144 / 19288 / NCHV	**Tsuyama Maru** / *T.Date*10–16 / *Elec.light*	Steel Twin Sc Sr / 2 *Dks(Stl)*	7289 / 6469 / 4507	✠100A1 ~~9,17 10,16~~ 2,18 ~~B55,17~~ ✠LMC ~~10,16~~ 2,18	Nag Nk Kob	*b*†	5,17	1916 / 10mo / *Lloyd*	MitsuBishi Dkyd&EWks Nagasaki	NipponYusen KabushikiKaisha / *CellDB392′1338t* / *sA&CP*	445·0 / P35′B138′F35′ / *DTa42′1361t FPT*	58·0 FK / *APT62t*	34·0 / *7BHCem* 58t	Tokio Japanese	T.6Cy.20½″,33½″&56″–48″ 2001b (*s*) 620NHP 4SB,*12cf*,GS225,HS8903 FD MitsuBishiD.&E.Wks.Nag	34 ″ 0 s 7 ″ 8½ 26 ″ 8	
1145 / 117589 / WPHG	**Tuatea** / *J.Hawkes*05–05	Wood Sc Ctr / 1 *Dk*	112 / 100 / 58					1905	C.Bailey, Jun. Auckland,NZ	UnionS.S.Co.of NewZealand,Ld.	90·8 / P11*t*	20·6	7·3	Dunedin British	C.2Cy.13″&26″–18″ 28RHP A.G.Price,Thames,N.Z.		
1146 / QHDF	**Tübingen** / *Ohlrogge* / (*ex*Wartburg) / *Web frames*&*Shelter dk(Stl*–ws *pt* teak) / *Elec.light*	Steel Sc Sr / *ss*Bmn.No.3–9,12 / 2 *Dks(Stl*–*Uptws)*& / Sub.Sig.	5586 / 4066 / 3609	✠ — 1,17 *Shelter dk* *with freeboard* ✠	Bmn	*y*		1900 / 10mo	Wigham-Richrdsn&Co Ld Newcastle	Norddeutscher Lloyd / *WB*=*Cell DBa123′uE25′*	381·0 / *f154′804tFPT*	49·9 BK10″	26·6 / *6BHCem* *APT50t*	Bremen German	Q.4Cy.23″,31½″,48″&71″–54″ 460NHP 3SB,*9rf*,GS152,HS5907 FD WghmRchrdsn&C.LdNwc	29 ″ 6	
1147	**Tucháua** / *L.Santos*10–10 / 1 *Dk(Stl)*&*Promenade dk(Teak)* / *Elec.light*	Steel Twin Sc Sr / *ss*Pra.No.1–11	282 / 196 / 192	✠ *For River pur* 9,11 ✠	Pra	*poses o*	*nly*	1908 / 6mo	Murdoch & Murray Pt.Glasgow	S.Cohen&Co.	145·0 / F27′	31·1 FK	6·2 / *5BHCem*	Para Brazilian	C.4Cy.12″&24″–18″ 61NHP 1SB,*2pf*,GS42,HS1262 White&Hemphill,Ld.Grk.	6 ″ 6	
1148 / 118410 / VQHS	**Tuck-Wo** / *J.Gray* –17	Steel Twin Sc / 1 *Dk*&2 *Shade dks*	3770 / — / 2355					1904	Lon.&Gls. Co.Ld. Glasgow	Indo-ChinaSteam Nav.Co.Ld.	330·0 / F49′	46·1	14·2	London British	T.8Cy.(2)17″(2)28″(4)31½″ –33″] 228NHP London&Glas.Co.Ld.Gls.		
1149 / RQTV	**Tucuman** / *H.Wilstermann* / *Elec.light* Wireless	Steel Sc Sr / 2 *Dks*3 *tr B*	4702 / 3824 / 3036					1895	Blohm& Voss Hamburg	Hamburg-Süd-Amerik.Dampfschifffahrts Ges.	376·1 / P226′ F54′	46·1	27·2	Hamburg German *WB*	Q.4Cy.21½″,31½″,46″&66″–48″] 304NHP Blohm&Voss,Hamburg		G
1150 / MFRG	**Tuddal** / *Gabrielsen* / (*ex*Dunottar) / 1 *Dk(Stl)*&*Spar dk(Irn)*&*Web frames*	Steel Sc Sr / *ss*Gls.No.3–2,08 / *ss*Nwc.No.1–12	3510 / 3314 / 2218	✠100A1 *Spar dk* 8,15 MBS11,16 ✠LMC4,12	Rot	*v*	~~8,16~~ 4,17	1895 / 9mo	Ropner& Son Stockton / *W*	Acties.Tuddal (W.Wilhelmsen) / *B*=*Cell DBa 112′*	330·0 / P27′B64′F31′ / *uE*&*B36′f128′574t*	45·0 26·5 FK / *APT106t*	18·6 / *5BHCem*	Tönsberg Norwegian	T.3Cy.24″,38½″&65″–42″ (*s*) 1801b *100lb* NDB13 289NHP 2SB,*6cf*,GS122,HS4345 Blair&Co.Ld.Stockton	28 ″ 10 6 ″ 0½ 23 ″ 2	

1 Numero d'Ordre / Numero Officiel / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Speciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant en Fer. Lettre d'Entretenement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Inscriptions ou codes, si ce est dans le L.R. Danois Cert. Bur. Trade.
1151	**Tudor Prince**	SteelScSr	4292	✠100A1	Bal	*x*	~~10,16~~	1903	Sunderlnd	PrinceLine,Ld.	360·0|48·1|20·4	Newcastle	T.3Cy.26″,42½″&69½″–45″(*s*)	31 ″ 0	
11443	*J.Chilvers* –17	*ss*NYk.No.3–1,16	4067	*Spar dk*	Phl	Lon	~~6,17~~	1mo	S.B.Co.Ld.	(Furness,Withy&	P27′B90′F34′ 28·4	British	180lb *100lb* 351NHP	s 6 ″ 4½	
TSQN	*Elec.light* 1*Dk*(*Stl*)&*Spar dk*(*Stl*)&		2767	~~2,10,16~~ 12,17			12,17		Sunderland	Co.Ld. *Mgrs.*)	FK	6 *BHCem*	3SB,*9cf*,GS169,HS5406	25 ″ 0	
		deep framing		BS5,18				*Lloyd's*	*A&CP*	*WB*=*Cell*			N.E.MarineEng.Co Ld.Sld.		
	~~*Carrying fuel in F.P. above deep tank*~~	~~*—in deep tank*~~		✠LMC1,15						*DBa*116′ *uE&B*14′	*f*154′ 830*t* *DTa*28′	739*t APT*80*t*			
				Carrying fuel in F.P. above deep tank											
1152	**Tuggerah**	SteelSc3MstSr	749	✠100A1	Syd	*j*	~~4,15~~	1912	ClydeS.B.	WallarahCoalCo.	186·3|28·9|12·6	SydnyNSW	T.3Cy.16″,26″&43″–33″ (*s*)	14 ″ 9	
131540	*W.H.Prehn* –17 *ss*Syd.No.1 ~~2,17~~		540	~~2,16~~ 1,18			4,17	10mo	&Eng.Co.Ld.	Ld.	Q105′B11′F30	British	180lb 93NHP	s ″10½	
	Well deck 1*Dk*(*Irn*)		336						PortGlasgow		FK&BK1½″	3 *BHCem*	2SB,*4cf*,GS77,HS2420	14 ″ 3	
	Elec.light Mchy.Aft			✠LMC ~~10,17~~ 4,17				*Lloyd's*	*A&CP*	*WB*=*Cell DBu E&*	*B*40′*f*108′201*t FPT*	53*t APT*8*t*	ClydeS.B.&E.Co.Ld.P.Gls.		
1153	**Tuirangi**	WoodScSr	124					1908	C.Bailey,	G.McL.Niccol	85·0|18·3| 8·0	AuklndNZ	T.3Cy.8″,13″&21″–16″		
127882	*G.H.Sellars* –09		90						sen.			British	23RHP		
		1*Dk*	72						Auckland				Ross&Duncan,Glasgow		
1154	**Tula**	SteelScSr	1251					1911	Helsingörs	DetForenede	254·4|37·2|15·1	Copnhagn	T.3Cy.19½″,32″&52″–36″		V
	*L.Therkildsen*90–12		1081						Jernsk.&Msk	DampskibsSelsk.		Danish	162NHP		
NRTJ	*Elec.light* 1*Dk aft*,2*Dks in fore hold*		718						Elsinore		P158′F26′	*WB*	HelsingörsJernskb.&Mskb		
1155	**Tully**	WoodScSr	115					1910	D.Sullivan	J.Broadfoot	100·8|23·5| 5·5	SydnyNSW	C.2Cy.10″&20″–14″		
125249	*J.Broadfoot* –10		91						Manning Rvr			British	20RHP		
		1*Dk*	45						N.S.W.			*WB*	Chapman&Co.Ld.Sydney		
1156	**Tuna**	SteelScSr	662	✠100A1	Adn	*k*	N12,15	1907	Ramage&	Cowasjee,Dinshaw	190·0|30·1|11·9	Bombay	T.3Cy.16″,26″&42″–27″ (*s*)	12 ″ 8	
125616	*W.W.Brown*	*ss*Adn.No.1–11	481	*Shelter dk*				9mo	Ferguson,Ld.	&Bros.		British	180lb *100lb* 90RHP	s ″ 9	
HLMP	*Elec.light* 1*Dk*&*Shelter dk*		260	*withfreeboard* 12,11					Leith		FK	4 *BHCem*	1SB,*3cf*,GS64,HS1896	12 ″ 4	
								Lloyd's	*A&CP*	*WB*=*Cell DBa*	26′*f*75′111*t FPT*	36*t APT*10*t*	Ramage&Fergusn,Ld.Lth.		
				BS12,15 ✠LMC12,11											
1157	**Tuncurry**	WoodTwinScSr	236					1909	J.Wright	A.Taylor&Co.Ld.	127·6|28·1| 7·0	SydnyNSW	C.4Cy.11″&22″–16″		
125205	*F.P.O'Bevine* –09		176						CapeHawke,		H45*t*F11*t*	British	40RHP		
		1*Dk*	114						N.S.W.			*WB*	Ross&Duncan,Glasgow		
1158	—	WoodSc	158					1903	J.Wright	A.H.Hasell	113·5|22·2| 7·6	SydnyNSW	C.2Cy.13″&26″–18″		
117638			127						CapeHawke,			British	28RHP		
		1*Dk*	71						N.S.W.				McKie&Baxter,Glasgow		
1159	**Tung Ling**	SteelSc	342			...		1913	Kiangnan	Hai-hoConser-	120·0|26·7|13·6	Tientsin	T.3Cy 12½″,21″&36″–24″	14 ″ 6	
		(*Icebreaker*)	293						Dk.&Eng.Co.	vancyCommission	F21′	Chinese	119NHP		
	Elec.light	1*Dk*	102						Shanghai		BK7″	*WB*	KiangnanDock&Eng.Co.		
1160	**Tung Ning**	WoodScSr	221					1904	Kwok	CheangMowS.S.	127·4|21·2| 7·7	HongKong	C.2Cy.13½″&27″–17½″		
120136			188						Achong	Co.Ld.(A.R.Bur-		British	30RHP		
		1*Dk*&*Shade dk*	145						HongKong	kill&Sons, *Mgrs.*)			TingHing&Co.HongKong		
1161	**Tung Shan**, *ss*Nwc.No.1–17	SteelScSr	3999	✠100A1	HKg	*w*	~~10,14~~	1899	Russell&	Sale&Co.	344·3|49·8|17·9	London	T.3Cy.25″,41″&67″–45″ (*s*)	28 ″ 5	
110583	*G.L.Weatherill* –17 *ss*Mch.No.3–11,11		3635	*Spar dk*	Nwc		4,17	6mo	Co.		P35′B72′F36′ 26·0	British	180lb *80lb* 348NHP	s 5 ″ 7	
RFNK	(*ex*Teodoro deLarrinaga) 1*Dk*(*Stl*)		2599	~~4,17~~ 10,15					Pt.Glasgow		FK	6 *BHCem*	2SB,*6cf*,GS110,HS4534 FD	23 ″ 3	
	Elec.light &*Spar dk*(*Stl*)&*deep framing*						4,17		A&CP	*WB*=*Cell DBa* 112′	*uE&B* 36′*f*146′885*t*	*APT*71*t*	Rankin&Blackmore,Grk.		
				~~BS4,15~~ ✠LMC ~~11,11~~											
1162	**Tung Shing**	SteelScSr	1869	✠	Nwc	*r*		1903	Wigham-	Indo-ChinaSteam	275·4|40·0|12·9	London	T.3Cy.21″,34″&56″–42″	22 ″ 3	
118263	*L.F.G.M.Hussey* –10		1716	*Spar dk*				4mo	Richrdsn&Co	Nav.Co.Ld.	B68′F33′ 20·0	British	226NHP	s 5 ″ 1	
TWSD	1*Dk*(*Stl*)&*Spar dk*(*Stl*–teak s)		1173	*withfreeboard* 4,03					Ld.		FK	5 *BHCem*	1SB,*4rf*,GS76,HS2913 FD	17 ″ 9	
	Elec.light	&*deep framing*		✠					Newcastle				WghmRchrdsn&C.LdNwc		
										WB=*Cell DBa*83′	*uE*21′*f*107′ 371*t D*	*Tf*15′190*t D*	*Ta*19′265*t FPT*30*t APT*17*t*		
1163	**Tung Wah**	SteelScSr	1176					1906	Nylands	ChinaMerchants'	225·0|33·7|19·0	Shanghai	T.3Cy.16½″,27″&44″–32″		
	*W.R.Wallace*09–12	(*ex*Prominent)	1079						Værksted	Stm.Nav.Co.	H84*t*	Chinese	109NHP		
	Elec.light	1*Dk*&*Spar dk*	746						Christiania			*WB*	NylandsVærksted,Xania		
1164	**Tung Wo**	SteelTwinSc	1337					1914	Shanghai	Indo-ChinaSteam	235·0|40·1| 9·3	Shanghai	T.6Cy.9″,14½″&25″–15″		
135821		1*Dk*&*Shade dk*	1258						D.&EngCoLd	Nav.Co.Ld.		British	89RHP		
	Elec.light		961						Shanghai				ShanghaiD.&Eng.Co.Ld.		
1165	**Tungchow**	SteelScSr	2104					1914	TaikooDk-	ChinaNav.Co.Ld.	280·0|40·1|17·8	London	T.3Cy.21″,34″&56″–39″		
133255	*P.Bennett* –17		1592						yd&EngCo.of		P8′F28′	British	196NHP		
VJQK	*Elec.light*	2*Dks*&*Shade dk*	1263						HongK'ngLd			*WB*	TaikooDkyd.&Eng.Co.		
									HongKong				ofHongKong,Ld.		
1166	**Tungkwong**	SteelSc	147					1913	TaikooDk-	AsiaticPetroleum	110·7|19·6| 8·6	HongKong	Oil Engines		
133243	*ChowFook* –13	*OilEng.*	131						yd&EngCo.of	Co.Ld.		British	4Cy.14$\frac{2}{8}$″–16$\frac{7}{8}$″		
		1*Dk*	58						HongK'ngLd				J&CGBolindersCoLd.Skm		
									HongKong						
1167	**Tung-ting**	SteelTwinSc	2036					1900	Boyd&Co.	ChinaNav.Co.Ld.	270·0|42·1|17·2	~~Shanghai~~	T.6Cy.12″,21″&34″–37″		
72888	*W.Shane* –10		1578						Ld.			British	140NHP		
		3*Dks*	1264						Shanghai			London	Boyd&Co.Ld.Shanghai		
1168	**Tungue**	SteelTwinSc	8021					1902	F.Schichau	Requisitioned by	449·2|55·4|35·8		T.6Cy25$\frac{13}{16}$″,43$\frac{5}{16}$″&70$\frac{7}{16}$″–47$\frac{1}{2}$″		
		(*ex*Zieten)	7006						Danzig	thePortuguese	P61′H191′F80′				
	Elec.light Wireless Sub.Sig.	3*Dks*	4836							Government		Portuguese	690NHP		
												WB	F.Schichau,Elbing		
1169	**Tungus**	SteelScSr	1753	✠100A1	NYk	*r*	~~4,17~~	1903	Sunderlnd	Wilhelmsens	260·0|36·6|12·4	Tönsberg	T.3Cy.19″,31″&51″–36″ (*s*)	22 ″ 2	
	Larsen	*ss*HKg.No.3–3,15	1528	*Spar dk*			8,17	3mo	S.B.Co.Ld.	Dmpsk.Akties.(W.	P24′B69′F27′ 19·9	Norwegian	180lb *100lb* 170NHP	s 5 ″ 3	
WGBQ	1*Dk*(*Stl*)&*Spar dk*(*Stl*–ws)&		1039	*withfreeboard*					Sunderland	Wilhelmsen, *Mgr.*)	FK	4 *BHCem*	2SB,*4pf*,GS66,HS2656	17 ″ 6	
	Elec.light	*deep framing*		~~8,17~~ ~~1,17~~ 2,18				*Lloyd's*	*A&CP*	*WB*=*Cell DBa*	69′*uE*29′*f*107′ 363*t*	*APT*19*t*	N.E.MarineEng.Co.Ld.Sld		
				BS8,17											
				~~BS4,15~~ ✠LMC5,15											
1170	**Tunisian**	SteelTwinScSr	10576					1900	A.Stephen	AllanLineSSCo.Ld	500·6|59·2|39·8	Glasgow	T.6Cy.27″,46″&76″–54″		C
111248	*J.Gillies* –15	3*Dks*&*Shelter dk*	9243						&Sons	(CanadianPacific		British	849NHP		BT till 1,18
RNLC	*Ref.Mchy.Elec.light*	Sub.Sig.Wireless	6793						Glasgow	OceanServices,Ld.		*WB*	A.Stephen&Sons,Glasgow		
										Mgrs.)					
1171	**Tunisie**	SteelScSr	3246	✠100A1	Dnk	*u*	4,15	1907	Atel&Chan	Cie.desBateaux	319·8|42·4|17·5	Dunkirk	T.3Cy.23″,37″&61″–39″ (*s*)	26 ″ 7	
	Clayssen –15	*ss*Dnk.No.1–11	2768	*Spar dk*				4mo	deFrance	àVap.duNord	P26′B106′F35′ 25·4	French	180lb *85lb* 261NHP	s 4 ″ 1½	
LGPS	1*Dk*(*Stl*)&*Spar dk*(*Stl*)*str B*		2047	4,15					Dunkirk		FK	5 *BHCem*	2SB,*6cf*,GS122,HS4156	22 ″ 8	
				~~Examined~~5,17 ✠LMC8,11					A&CP	*WB*=*Cell DB*	*a*92′*uE&B*42′*f*136′	626*t APT*51*t*	Forges&C.de la Médit.Hav		
				MBS5,17 BS11,14											

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys.	3 Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	8 Built. When. / Ship. / Engines	9 By Whom. / Where.	10 Owners	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B.of Trade Cert.
1172 / MBTS	**Tunisie** / *O.Hertwig* 07-10 / 1 *Dk & Spar dk & Web frames*	**Steel Sc Sr** / (*ex* Sonnenburg)	2467 / 2310 / 1680	✠		…		1896	Wigham-Richrdsn & Co Newcastle	Armement Adolf Deppe	315·0 / P18′ B82′ F38′	42·0 / BK9′	14·7 22·6	Antwerp Belgian / *WB*	Q.4Cy.19½″,28″,42″ & 61″–42″ 267 NHP	25 ″ 0	V
1173 / LGKV	— / *Toussaint* (*ex* Gibel Habib, *ex* Sir Robert Peel)	**Iron Sc Sr** / *ss* Lon.No.3–9,97 *ss* Lon.No.1–01 1 *Dk* (*Irn*)	347 / 282 / 216	✠ 11,04	Lon	*f*		1885 7mo	R.Craggs & Sons Middlesbro'	Michel Mazzella & Co.	145·7 / P40′ B26′ F21′	23·6 / BK7″	11·6	Oran French / *WB*	C.2Cy.18″ & 36″–24″ (*r*) 80lb 49 NHP 1 SB, *2pf*, Gs28, Hs807 Westgrth English & Co Mdb	12 ″ 4	V
1174 / 124327 / HKFN	**Tunstall** / *M.A.Donnelly* –15 / *Turret deck* 1 *Dk*	**Steel Sc Sr**	3825 / 3128 / 2438					1907	W Doxford & Sons, Ld. Sunderland	Felix S.S.Co.Ld. (G.E.Ambatielos, *Mgr.*)	350·0 / P32′ F31′	50·1	22·4	W.Hartlpl British / *WB*	T.3Cy.24″,41″ & 68″–45″ 310 NHP W.Doxford & Sons, Ld. Sld.		C
1175 / LQWC	**Tupy** / (*ex* Phidias) / 2 *Dks*	**Steel Sc Sr**	*2822* / *2579* / *1786*					1890	Hawthorn, Leslie & Co. Ld Newcastle	Cia. Commercio e Nav.	324·0 / P34′ B64′ F39′	42·2	23·4	R.Janeiro Brazilian	T.3Cy.24″,38″ & 62″–45″ 258 NHP Hwthrn, Leslie & C.Ld. Nwc		
1176 /	— / *Elec.light*	**Steel Twin Sc Sr**	*400*					1906	Murdoch & Murray Port Glasgow	Amazon River Stm. Nav. Co. (1911) Ld.	150·0	33·0	10·0	Para Brazilian	T.6Cy.10″,16½″ & 26½″–21″ 65 NHP Ross & Duncan, Glasgow		
1177 / 114620 / TPNS	**Turakina** / *V.C.White-Parsons* –15 / *Ref.Mchy.* *ss* Lon.No.3–10,13 *Elec.light* 2 *Dks* (*Stl*) & *deep framing* & Wireless *Shelter dk* (*Stl*–ws)	**Steel Twin Sc Sr**	9920 / 6954 / 6351	✠ 100 A1 *Shelter dk* 8,17 ~~11~~ ~~B88,16~~ ✠ LMC 10,13 8,17	Lon	*e* †	1,16	1902 8mo	Hawthorn, Leslie & Co.Ld Newcastle	New Zealand Shipping Co. Ld. *Lloyd's A & CP* *WB* = *Cell D Ba* 119′ *u E* & *B* 67 *f* 221′ FK 7 *BHCem*	473·0	59·6	31·0	Plymouth British	T.6Cy.25″,42″ & 71″–48″ (*s*) 200lb *200lb* 922 NHP 5 SB & 1 Aux SB *18rf*, Gs334, Hs12599 FD Hwthrn, Leslie & C.Ld. Nwc 1392 *t FPT* 174 *t APT* 96 *t*	34 ″ 11 s 6 ″ 2½ 29 ″ 0	BT till 7,17
1178 / PVFD	**Turbinia** / *W.Fries* / *Elec.light* 1 *Dk*	**Steel Sc Sr**	3164 / 2950 / 1980					1914	Rotterdam Droogd.Maat Rotterdam	W.Ruys & Zonen	331·0	48·0	22·2	Rottrdam Dutch / *WB*	2 Turbines Rotterdam Droog.Maats.		V
1179 / 112201 /	— / *F.B.Malcolm* '–06 / Wireless 3 *Dks*	**Steel Trp Sc**	1064 / 611 / 603					1904	Hawthorn, Leslie & Co.Ld Newcastle	Canada Steamship Lines, Ld.	250·0	33·2	12·6	Hamiltn, O British	3 Steam Turbines Parsons Mar. 500 RHP S.Turbine Co.Ld.Nwc.		
1180 / 135129 / HWND	**Turbo** / *H.L.W.Sinclair* –17 / *Elec.light* 2 *Dks* (1 *Stl Upt Irn pt Stl*) *Mchy.Aft* & *Web frames*	**Steel Sc Sr** / *ss* NNs.No.1–17	4782 / 4345 / 2878	✠ 100 A1 4,18 ~~2,17~~ *Carrying Petroleum in bulk* ~~BS4,18~~ ✠ LMC 5,17 *Fitted for oil fuel* 8,12	NNs Cal Lon	*x* *in* *above* 1	3,17 *bulk* *F.P. a*	1912 8mo	Sir J. Laing & Sons, Ld. Sunderland	Anglo-Saxon Petroleum Co. Ld. *Lloyd's A & CP* *WB* = *DB u E* & *B* 72′ FK 14 *BHCem* 71 *t DTf* 283 *t*	374·2 / P93′ B26′ F40′ 147 *t FPT* 186 *t APT* 50°F.	50·7	27·5	London British	T.3Cy.26″,44″ & 72″–48″ (*s*) 180lb *120lb* 443 NHP 3SB, *9cf*, Gs204, Hs7545 J.Dickinson & Sons, Ld. Sld.	29 ″ 3 s 5 ″ 10½ 23 ″ 9	
1181 / LGQK	**Turbot** / *E.Manière* 11–11 (*ex* Stella) 1 *Dk*	**Steel Sc K**	167 / 128 / 17	✠ *Stm Trawler* 2,98	Shl			1898 2mo	J.T.Eltringham & Co S.Shields	L.Bouclet	104·0	21·0	11·5 BK7″	Boulogne French / *WB*	T.3Cy.12¼″,19½″ & 32″–22½″ NB11 60 NHP 3 *BHCem* G.T.Grey, S.Shields	12 ″ 0	V
1182 / 99130 / MPRS	**Turcoman** / *T.Jones* –04 (*ex* Lord Erne) *Ref.Mchy.Elec.light* Wireless	**Steel Twin Sc 4 Mst Sr** ~~*ss* Bry.No.3–9,04~~ ~~*ss* Bro.No.2–12~~ 2 *Dks* (*Stl*) 3 *tr B* & *pt* *Shelter dk* (*Irn*) *ss* Brs.2nd No.3–5,17	5829 / 5258 / 3683	✠ 100 A1 8,17 ~~7,15~~ ~~HC7,16~~ ✠ LMC ~~5,13~~ 8,16 BS12,17	Brs Lon	*a* †	P8,16 SN8,16	1892 5mo	Harland & Wolff, Ld. Belfast	Brit. & N.Atlantic S.N.Co.Ld. *Lloyd's A & CP* *WB* = *Cell DB* 330′ 1222 *t FPT* 60 *t*	445·0 / P55′ B98′ F52′ 330′ 1222 *t FPT* 60 *t*	49·2 FK & BK3″	30·1 *APT* 50 *t DT*	Liverpool British 7 *BHCem*	T6Cy 19½″, P31″ & S 31¼″ & 52″ –42″] (*s*) 180lb 429 NHP 2D & 1SB, *14rf*, Gs230 Hs7276 Harland & Wolff, Ld. Bel. *a* 50′ 856 *t DTf* 37′ 766 *t*	33 ″ 7 s 7 ″ 1 27 ″ 0	
1183 / LGQC	**Turenne** / *Blanc*	**Iron Sc** / 1 *Dk & Awng dk*	1598 / 1513 / 1000			…		1879	W. Hamilton & Co. Pt.Glasgow	Cie de Nav. Maroc. & Arménienne (Cie. de Navigation Paquet)	246·2	36·4	13·9 22·9 FK	Marseilles French / *WB*	C.2Cy.30″ & 62″–36″ NB96 179 NHP J.Howden & Co., Glasgow	23 ″ 10	V
1184 / 109	**Turgeneff** / 1 *Dk*	**Iron Pad**	343 — 71					1882	..... Preston	M.Milstein & A.I.Wolochin	182·4	24·2	8·4	Odessa Russian	C.2Cy.28″ & 50″–66″ 169 NHP		
1185 / JSNR	**Turia** / *C.Artadi* –09 (*ex* Kisanga) Wireless	**Steel Sc Sr** / *ss* Bcl.No.3–7,00 *ss* Bcl.No.2–08 2 *Dks* (*Stl–Uws*)	1521 — 794	✠ 8,13 ✠ NB 4,08 ✠	Bcl	*q*		1887 12mo	J.Reid & Co Pt.Glasgow	~~Linea de Vapores~~ ~~Pintor~~ Cia Trasmediterranea	265·8	34·0	18·4 P40′ B70′ F38′ FK	Barcelona Spanish	T.3Cy.25″,39″ & 62″–36″ NDB08 248 NHP 2DB, *8cf*, Gs117, Hs4017 D.Rollo & Sons, Liverpool	19 ″ 7	
1186 / MCDR	**Turid** / *O.Eide*	**Steel Sc Sr** / 1 *Dk*	1148 / 1032 / 668					1904	Trndhjms Mek. Værks. Trondhjem	Acties. Dpsk. Turid (Bachke & Co.)	230·6	35·2	15·8 H50 *t* F23 *t*	Trndhjem Norwegian / *WB*	T.3Cy.17″,29″ & 48″–33″ 132 NHP Trondhjems M V Trondhjm		N
1187 / RQWL	**Turin** / *M.Bracker* 07– *Elec.light* Sub.Sig.	**Steel Sc Sr** / 1 *Dk*	1756 / 1566 / 1035					1911	Akt.Ges. "Neptun" Rostock	Rob.M.Sloman, Jun.	287·1	41·1	16·9 P & B 226′ F31′	Hamburg German / *WB*	T.3Cy.22⅛″ 35 7/16″ & 55⅜″–37 7/16″ 192 NHP A.G. "Neptun," Rostock		G
1188 / 448 / JBND	**Turisten** / *N.Hagelberg* –96	**Iron Twin Sc** / 1 *Dk*	131 / 70 / 75					1888	Bergsunds M.V. Stockholm	Ångb. Aktieb. Sundsvall-Indalselfven (A.Nordberg)	94·8	19·2	5·5 B35′ H19 *t* F35′	Sundsvall Swedish	C.4Cy.9¾″ & 18¼″–13″ 20 NHP Bergsunds M.V. Stockholm		
1189 / 4363 / JRKD	— / *F.J.Olsson* 14–14	**Steel Sc Sp** / 1 *Dk*	128 / 113 / 70					1908	Eriksbergs M.V.Aktieb. Gothenburg	Ångb. Aktieb. Turisten (P.Dahlberg *Mgr.*)	98·4 H15 *t*	17·9	9·9	Trollhättan Swedish	C.2Cy.11⅜″ & 25½″–16½″ 22 NHP Eriksberg M.V. Aktieb, Got		
1190 / 96657 / LKFS	**Turnberry** / *D.McArthur* –16 (*ex* Spindrift) *Elec.light*	**Steel Sc Sr** / *ss* Ayr 2nd No.3–12,14 1 *Dk* (*pt Irn*–ws99)	515 / 469 / 215	✠ 100 A1 ~~12,16~~ 1,18 ✠ NB 12,11 ✠ LMC 1,15 ~~BS14,16~~ 2,18	Gls Ayr	*j*	12,16	1889 9mo	AM'Millan & Son Dumbarton *Lloyd's A & CP*	Ayr Steam Shppng. Co. Ld. (Rowan & Bain, *Mgrs.*) *WB* = *Cell D B* 29′	190·0	29·2	13·1 P29′ B66′ F46′ BK7½″	Glasgow British	T.3Cy.19″,30″ & ~~40″~~ 401″–36″ (*s*) 160lb *100lb* NDB11 154 NHP 1SB, *3cf*, Gs69, Hs2480 Kincaid & Co. Greenock	13 ″ 9 s 1 ″ 7½ 13 ″ 3	BT till 12,17
1191 / 98474 / NPKQ	**Turnbridge** *T.Sladen* –17 ~~*H.Jenkins* 15–15~~ (*ex* Bala, *ex* Ethel Radcliffe) *Elec.light Web frames* & *pt Awng dk* (*Irn*)	**Steel Sc Sr** / *ss* Brs.No.3–6,07 *ss* Mch.No.2–16 1 *Dk* (*pt Stl pt Irn*) &	2874 / 2051 / 1815	✠ 100 A1 *pt Awng dk* *with freeboard* 8,17 ~~10,16~~ ✠ LMC MS1,16 ~~BS6,16~~ 3,17	Mch	*t*	1,16	1894 11mo	Irvine & Co W Hartlepool A & CP	British Dyes, Ld. (H.E.Moss & Co., *Mgrs.*) *WB* = *Cell D Ba* 108′ *u E* 20′ *f* 112′ FK 6 *BHCem* *Tank o* 176 *t*	304·0 / P27′ Q127′ *pt Awng dk* 177′ 547 *t APT* 46 *t* *Deck*	42·5	18·3	Hull British	T.3Cy.23½″,38″ & 61½″–39″ (*r*) 160lb *100lb* NDB07 236 NHP 2SB, *6rf*, Gs99, Hs3528 Blair & Co. Ld. Stockton	20 ″ 9 s 8 ″ 2 20 ″ 2	
1192 / PFBM	**Turnu Severin** / *A.Negulescu*	**Steel Sc Sr** / 2 *Dks 3 tr B*	2215 — 1416					1897	Howaldtswerke Kiel	Roumanian State Maritime Service	284·0	40·0	21·5 B42′ F33′	Braila Roumanian / *WB*	T.3Cy.22″,34⅞″ & 57″–39⅜″ NB11 203 NHP Howaldtswerke, Kiel		V

1 Numéro d'Ordre / Numéro Officiel / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Enfoncement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si on n'est dans le L. R. Bureau Cert. Book Trade
1193	**Turpin**	SteelScSr	5152	✠ — 2,17	Bmn	z		1900	Furness,	Roland-LinieAkt.	400·2	52·0	29·2	Bremen	T.3Cy.28″,44″&75″–48″	32 ″ 1	
	G.Gösseling –13	*ss*Bmn.No.3–1,12	4975					3mo	Withy&CoLd	Ges.	P&B268′F40′			German	495NHP		
QGVW	(*ex*Freiburg)	2*Dks*(1*Stl*&*UptIrn*&*pt Stl*)	3301	✠NB1,14 ✠					W Hartlepool				FK	6*BHCem*	3SB,*10cf*,GS153,HS6900 FD		
	Elec.light	3*trB*								*WB=CellDBa&uE*	165′*f*160′888*t FPT*			89*tAPT*64*t*	SirC.Furness,Westgarth& Co.Ld.Middlesbro′		
1194	**Turquoise**	IronScK	164	✠100A1	Hul		5,16	1896	Cook, Wel-	KingstonSteam	105·4	20·7	11·0	Hull	T.3Cy.12¼″,20″&32″–22″ (*s*)	11 ″ 10	
106718	*J.W.Pickering* –17	*ss*Hul.No.3–7,09	152	*StmTrawler*				9mo	t'n&Gemmell	TrawlingCo.Ld.	Q24′			British	1601b 50RHP		
		*ss*Hul.No.2–17~~*ss*Hul.No.1–13~~	69	8,17~~5,16~~ ✠LMC~~5,16~~8,17				*Lloyd's*	Hull		ptND09		BK7½″	3*BHCem*	1SB,*2pf*,GS31,HS820		
		1*Dk*		✠NB4,12 ~~B5,16~~				*SA&CP*							Earle'sCo.(Lim.),Hull		
1195	**Turret Cape**	SteelScSr	1827					1895	W.Doxford	CapeS.S.Co.Ld.	253·0	44·0	19·4	Montreal	T.3Cy.21½″,36″&59″–39″		C
104283			1594						&Sons(Lim.)	(DominionIron&	Q52*t*F21*t*			British	217NHP		
	Turret deck Mchy.Aft	1*Dk*	1142						Sunderland	SteelCo.Ld.*Mgrs.*)				*WB*	W.Doxford&Sons,Ld.Sld.		
1196	**Turret Court**	SteelSc3MstSr	1879					1896	W.Doxford	~~OrientalNav.Co.~~	253·0	44·0	19·7	Montreal	T.3Cy.20″,34″&57″–39″		C
106608			1805						&Sons,Ld.	TurretS.S.Co.Ld.	F26*t*			British	203NHP		
PMJL	*Turret deck*	1*Dk*	1197						Sunderland	(DominionIron&				*WB*	W.Doxford&Sons,Ld.Sld.		
1197	**Turret Crown**	SteelScSr	1827							SteelCo.Ld.,*Mgrs.*)							
104279	*N.S.Nilson*12–15	*Fitted for oil fuel*	1731					1895	W.Doxford	CoastwiseSteam-	253·0	44·0	19·4	Vancouver	T.3Cy.21½″,36″&59″–39″		V
NTSL	*Turret deck Mchy.Aft*	1*Dk*	1142						&Sons(Lim.)	ship&BargeCo.Ld	Q52*t*F21*t*			B.C.	NB12 217NHP		
1198	**Turrialba**	SteelScSr	4952						Sunderland				*WB*	British	W.Doxford&Sons,Ld.Sld.		
212603	*W.Lockhart* –13	Wireless Sub.Sig.	3899					1909	Workman,	TurrialbaS.S.	378·8	50·3	29·1	NewYork	T.3Cy.27″,45″&75″–54″		C
LDQW	*Elec.light Ref.Mchy.*	2*Dks*&2*pt dks*	3088						Clark&Co.Ld	Corporation	B154′F45′			Utd.States	413NHP		
									Belfast	(UnitedFruitCo.				*WB*	Wrkman,Clark&Co.Ld Bel		
1199	**Turuna**	SteelScSr	*195*	✠ — 3,15	PGl					Line)							
	W.J.O'Neill –10		*137*	*ForRiver purposes only*				1910	Murdoch&	M.da C.Chaves	120·0	25·1	6·7	Para	C.2Cy.14″&29″–20″	7 ″ 0	
	1*Dk*(*Teak*)&*Promenade dk*(*Teak*)		*133*	✠				9mo	Murray					Brazilian	51NHP		
	Elec.light								PortGlasgow				FK	6*BHCem*	1SB,*2pf*,GS34,HS1048		
1200	**Tury-Assu**	SteelTwinScSr	*759*	✠ Gls		*k*									Ross&Duncan,Glasgow		
			460	*withfreeboard*				1912	Napier&	Cia.deNav.aVap.	200·0	32·2	10·6	Maranhão	C.4Cy.14″&30″–21″	11 ″ 3	
	Elec.light	1*Dk*(*Stl*–teaks)&	*445*	7,12 ✠				7mo	Miller,Ld.	doMaranhao	P56′F42′			Brazilian	114NHP		
		Promenade dk		*BrazilianCoasting*					Glasgow				FK	4*BHCem*	1SB,*3cf*,GS70,HS2253		
											*WB=FPT*14*t*			*APT*25*t*	Miller&Macfie,Ld.Gls.		
1201	**Tuscan**	SteelScSr	2415					1907	Maryland	Merchants&	275·5	42·1	18·0	Baltimore	T.3Cy.27½″,45″&73″–48″		R
203795			—						SteelCo.	MinersTransprtn.			28·2	Utd.States	369NHP		
KVSW	Sub.Sig. Wireless	3*Dks*	1642						Sparro'Pt Md	Co.					MarylandStl.Co.Sparr'.Pt.		
1202	—	SteelScK	178			…		1905	Cook, Wel-	OnwardSteam	105·2	21·2	11·2	Grimsby	T.3Cy.11½″,19½″&32″–23″	12 ″ 1	
122700	*J.Everett* –17	(*Trawler*)	161						t'n&Gemmell	FishingCo.Ld.	Q63 F14′			British	55RHP		
		1*Dk*	69						Beverley	(T.Robinson,*Mgr*)			BK7″		C.D Holmes&Co.Hull		
1203	**Tuscan Prince**	SteelScSr	5275	✠100A1	NYk	*z*	~~5,17~~	1913	W.Doxford	PrinceLine,Ld.	420·0	54·1	26·3	Newcastle	T.3Cy.27″,44½″&75″–54″ (*s*)	37 ″ 0	
133543	~~*M.W.Burwash*12–13~~	*W.Elias* –18	4863	*Shelter dk*			5,18	12mo	&Sons,Ld.	(Furness,Whity&				British	1801b 577NHP	s 10·4½	
JDPR	*Elec.light*	2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	3293	*withfreeboard*					Sunderland	Co.Ld.*Mgrs.*)			FK	*Cem*	3SB,*9cf*,GS189,HS8530	27 ″ 0	
		Tonnage opening closed 1917		8,17~~7,17~~ ✠LMC12,18				*Lloyd's*		1*BHin fore*	*hold dispensed with*			6*BHonly*	W.Doxford&Sons,Ld.Sld.		
		*Carrying fuel oil F.P.above*150°*F.inDB*						*SA&CP*		*WB=CellDBa*132′*u*	*E&B*43′*f*184′1095*t*			*UTa*26′643*t*	*FPT*109*tAPT*17*t*		
1204	**Tuscania**	SteelTwinScSr	14348					1914	A.Stephen	AnchorLine(Hen-	549·3	66·5	41·7	Glasgow	4 Geared Turbines		C
Sunk(War Loss)	*W.L.Henderson* –17		11790						&Sons,Ld.	dersonBros.)Ld.	B323′*onShelter dk*			British			BT till 5,17
JHSD	*Elec.light*	4*Dks*&*Shelter dk*	8621						Glasgow					*WB*	A.Stephen&Sons,Ld.Gls.		
	Sub.Sig. Wireless																
1205	**Tuscarora**	SteelScSr	7106	✠100A1	Sld	*a*†	3,18	1917	SirJ.Laing	Anglo-American	425·0	57·0	33·1	Sundrland	T.3Cy.27″,45″&74″–54″ (*s*)	33 ″ 0	
137261	~~*Lt.Collie* –17~~	*W.H.Alcock* –18	6366	3,13~~3,17~~	Ply			1mo	&Sons,Ld.	OilCo.Ld.	P101′B28′F45′			British	1801b 559NHP	s 7 ″ 4	
JPCS	*Elec.light*	2*Dks*(*Stl*)&*Web frames*	4474	~~NB5,13~~ ✠LMC3,17,18					Sunderland	(J.Hamilton*Mgr.*)			FK	15*BHptCem*	4SB,*12cf*,GS196,HS8248 FD	26 ″ 0	
	Mchy.Aft	*Longitudinal framing*		*CarryingPetroleum in bulk*				*Lloyd's*						9 ,, *toUpr dk*	G.Clark,Ld.Sunderland		
				Fitted for oil fuel 3,17 *F.P.*				*SA&CP*						6 ,, ,, 2*nd dk*			
1206		SteelSc4MstSr	2386					*above*		150°F. *CellDBuE&B*55′142*t*	*DTf*38′511*tAPT*53*t*						
Wrecked	12,17		—					1890	GlobeIron	LehighValley	291·4	40·4	22·0	Buffalo,NY	T.3Cy.21″,35″&61″–42″		
145543									WorksCo.	TransportationCo.				Utd.States	NB15 241NHP		
	Elec.light	2*Dks*3*trB*	1680						Cleveland,O.				*WB*		GlobeIrnWksCo.Clevelnd		
1207	**Tusculum**	SteelScSr	4398	✠100A1	Npt	*x*	~~5,17~~	1907	W.Hamil-	RomeStm.Shippg.	376·2	52·3	17·4	Glasgow	T.3Cy.25″,41⅞″&68″–48″ (*s*)	28 ″ 0	
124198	*J.C.Leslie* –12	~~*ss*Bay.No.1–12~~	4097	*Spar dk*	Spz		2,18	7mo	ton&Co.Ld.	Co.Ld.(Fisher,	P27′B92′F40′	25·4		British	1801b 366NHP	s 5 ″ 5	
HKWV	(*ex*Strathdon)	1*Dk*(*Stl*)&*Spar dk*(*Stl*)	2840	2,17~~3,15~~					Pt.Glasgow	Alimonda&Co.Ld.			FK	6*BHCem*	3SB,*9cf*,GS165,HS5868	23 ″ 0	
		*ss*Gen.No.2–17&*deep framing*		~~BS5,17~~ ✠LMC12,15				*Lloyd's*		*Mgrs.*)					D.Rowan&Co.Glasgow		
								SA&CP			*CellDBa*122′*u E&B*42′*f* 168′				1091*tDTf* 24′613*tAPT*113*t*		
1208	**Tuskar**	IronScSr	1159			…		1890	WBThmp-	ClydeShppg.Co.Ld	243·0	33·7	15·9	Glasgow	T.3Cy.23″,38″&61″–48″	16 ″ 11	C
98598	*D.MacLean* –17		897						son&Co.,Lim.	(W.Cuthbert*Mgr*)	P146′F51′			British	253NHP		BT till 5.17
MBGC	*Welldeck Elec.light*	2*Dks*	498						Dundee				BK8½″		W.B.Thmpsn&C(Lm)Dun		
														WB			
1209	**Tusnastabb**	SteelSc	1140					1916	Fredrkstad	Kristianssunds	230·0	36·0	16·7	Xiansund	T.3Cy.16½″,26″&44″–30″		N
	T.Lykke	*CruiserStern*	985						Mek.Værks.	Dampskibs.Rederi	P20′B62′F26′			Norwegian	106NHP		
MPNC		1*Dk*	675						Fredrikstad	Akties. (H.				*WB*	Fredrikstad M.V.Frdstad.		
										Schnitler,*Mgr.*)							
1210	**Tutanekai**	SteelTwinScSr	811	✠	Wln	*l*		1896	D.J.Dun-	NewZealand	205·6	30·1	14·8	Wlngtn NZ	T.6Cy.15½″,25″&40″–30″	15 ″ 9	
	Cable Vessel	*ss*Wln.No.2–05	621	12,05				7mo	lop&Co.	Government	Q51′B79′F35′			British	233NHP		
SBJQ	*C.F.Post*08–08	1*Dk*(*Teak*)2*trB*	412	✠					Pt.Glasgow	(MarineDpment.)			BK7″	6*BHCem*	2SB,*6rf*,GS101,HS3438 FD		
	Welldeck Elec.light	Wireless								*WB=DTa*	28′71*tf*26′64*t FPT*			53*tAPT*39*t*	D.J.Dunlop&Co.,Pt.Gls.		
1211	**Tvedestrand**	IronScSr	125					1881	Kristine-	Akties.Tvede-	99·1	16·8	8·6	Christiana	C.2Cy.10⅜″&18½″–15½″		N
	*Th.Ellingsen*17–15		100						hamnMek.V	strand (L.S.Daae)	B20*t* H4*t*			Norwegian	NB97 11NHP		
HFGB		1*Dk*	71						Kristinehm.		len04			*WB*	Kristinehamns Mek.Vrkks.		
1212	**Tver**	SteelScSr	2694					1912	NevskyS.B	RussianVolunteer	286·0	40·6	29·9	Reval	T.3Cy.20⅜″,32⅜″&52½″–40″		V
374	*Filipowsky*		—						& Mch.Works	Fleet Association				Russian	176NHP		
PABV	*Elec.light* Wireless	2*Dks*	1492						Petrograd						NevskyS.B.&MchWks Ptr.		
1213	**Tvóroyri**	SteelAuxSc3MstSr	181					1913	Marstal	Akties.J.	104·5	24·6	8·6	Trangis-	Motor		V
	T.Nelson	*Motor*	163						Staalskibsb.&	Mortensen,Eft.				vaag,Farõe			
KBWF		1*Dk*	140						Repar.Værk.					Island			
									Marstal					Danish			

(*See Sailing Ship Register*)

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / *Master.* *Late Name if any.* / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 Built. By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of ft. of Trade Cert.
1214 PVFH	Twee Ambt *B.K.Visser* *Oil Eng.*	SteelSc3MstSr 314 276 210					1915	Gebr.G.H. Bodewes Martenshoek	N.V.Scheepvaart Maatschappy "Groningen" (Jacq Pierot jr *Mg*)	134·3 | 26·2 | 10·7			Rottrdam Dutch *WB*	Oil Engine 2Cy.15¾″&17¾″ D.Goedkoop Jr.,Amstrdam		V
1215 125429 HLMW	Tweed *J.Thompson* –17 *ss*Shl.No.2–17 *Well deck* 1*Dk*(*Irn*)&*deep framing* *Cargo battens not fitted*	SteelScSr 1777 1464 1026	✠100A1 12,17 1,17 ✠LMC2,17 BS12,17	Shl Clf	*q*	~~1,16~~ 12,17	1907 9mo *Lloyd's*	S.P.Austin &Son.Ld. Sunderland	JohnGeorgeHill StmShippingCoLd (Witherington& Everett, *Mgrs.*)	268·0 | 37·8 | 17·4 P27′Q74′B51′F31′ FK *WB*=*CellDBa*76′	Newcastle British *4BHCem*	T.3Cy.20½″,33″&54″–39″ (*s*) 160lb *90lb* 201NHP 2SB,*6pf*,GS94,HS3279 G.Clark,Ld.Sunderland 112′450*t FPT*80*t APT*140*t*	19 ″ 9 s 2 ″ 2 17 ″ 11	
1216 99845 MSBN	— *A.McDonald* –17 *Elec.light* 2*Dks*	SteelScSr 1025 791 498			...		1892	D.J.Dunlop&Co. Pt.Glasgow	W.Sloan&Co.	230·0 | 32·1 | 15·5 P136′F36′ BK8″	Glasgow British *WB*	T.3Cy.21½″,34″&57″–42″ NB08 224NHP D.J.Dunlop&Co.,Pt.Gls.	16 ″ 6	C
1217 119081 VMCD	Tweeddale *W.Adam* –14 *ss*Lon.No.2–11 2*Dks*(*Stl*)&*deep framing*	SteelScSr 4432 4076 2874	✠100A1 10,15 Examined ~~12,16~~8,17 ~~BS14,15~~ ✠LMC11,11	NNs	*x*	~~12,16~~ 8,17	1904 1mo *Lloyd's*	Russell& Co. PortGlasgow	MackillS.S.Co.Ld. (R.Mackill&Co. *Mgrs.*) *WB*=*CellD*	385·0 | 50·0 | 25·9 P40′B122′F46′ FK *Ba*125′ *uE*27′ *f*163′	Glasgow British *6BHCem*	T.3Cy.26″,44″&73″–48″ (*s*) 200lb ~~*800lb*~~ 415NHP 2SB,*6cf*,GS120,HS5022 FD D.Rowan&Co.Glasgow 989*t DT a*35′ 817*t FPT*104*t APT*42*t*	28 ″ 8 s 5 ″ 6½ 23 ″ 7	
1218 132738 HWGB	Twickenham *R.C.Craggs*95–12 *Elec.light* 1*Dk*(*pt Irn pt Stl*)	SteelScSr 4891 4560 2991	✠100A1 9,14 Examined 4,13 ~~BS14,17~~ ✠LMC7,12 1,17	Npt	*y*	1,17	1912 6mo *Lloyd's*	Ropner& Sons,Ld. Stockton	BritainS.S.Co.Ld. (Watts,Watts&Co. Ld. *Mgrs.*) *sA&CP Interm ediate BH in after hold dispensed with* *WB*=*CellDBa*126′	390·0 | 52·0 | 27·8 P34′B120′F41′ FK *uE*30′ *f*173′	London British *Cem 5BH only*	T.3Cy.27″,44½″&73″–48″ (*r*) 180lb *120lb* 434NHP 3SB,*9cf*,GS192,HS7158 Blair&Co.Ld.Stockton 1256*t FPT*166*t APT*270*t*	30 ″ 3 s 6 ″ 1½ 24 ″ 5	
1219 119835 HDRC	Twilight *A.C.Wilson* –12 *ss*Cff.No.2–14 1*Dk*(*Irn*)&*deep framing*	SteelScSr 3100 2909 1994	✠100A1 4,17 ~~5,16~~ ~~BS12,16~~ ✠LMC1,14 ~~BS5,17~~	Bry Mdb	*u*	~~12,15~~ 12,17	1905 10mo *Lloyd's*	W.Gray& Co.Ld. W Hartlepool	PortloeS.S.Co.Ld. (W.E.Hinde&Co. *Mgrs.*) *sA&CP W B*=*CellDBa*108′	331·0 | 47·5 | 22·3 P29′B88′F33′ FK *uE&B*40′ *f*140′828*t*	W.Hartlpl British *5BHCem APT*39*t*	T.3Cy.24″,38″&64″–42″ (*s*) 180lb *85lb* 283NHP 2SB,*6cf*,GS109,HS4304 Cen.Mar.Eng.Wrks W Hpl	24 ″ 9 s 4 ″ 5 20 ″ 8	
1220 214440 LGJF	Twilite ~~*L.Rayner*16–18~~ *Oil Eng.* *Elec.light* 1*Dk*(*pt Stl*)2*trB* *Mchy.Aft* ***J.C.Amberman*** –18 (*See Sailing Ship Register*)	SteelAuxSc4MstSr 1955 1762 1580	✠100A1 ~~5,17~~ 9,18 12,17 ✠LMC2,16	NYk ~~trolt~~	*u*		1916 9mo	ToledoS.B Co. Toledo,Ohio A&CP	StandardOilCo. (NewJersey) *CellDB*	252·0 | 43·7 | 21·2 P49′F41′ FK *f*168′236*t FPT*135*t*	BaynneNJ Utd.States *4BHCem APT*14*t*	Oil Engines 2S.C.SA 4Cy.16½″–18¾″ DB ~~15cwb 20lb~~ J&CG.BolindersCoLdSkm	23 ″ 6	
1221 118814 VQWB	Tycho *G.B.Williams* –15 1*Dk*2*trB*	SteelScSr 3216 2964 2029					1904	Earle'sCo. Ld. Hull	Ellerman'sWilson LineLd.	335·0 | 47·0 | 22·9 P24′B&F262′	Hull British *WB*	T.3Cy.20″,32½″&54″–42″ 189NHP Earle'sCo.Ld.Hull		C
1222 113477 SKWM	Tydeus *W.K.Wallace* –15 *Elec.light* 2*Dks*	SteelScSr 7472 6045 4796					1901	Workman, Clark&Co.Ld Belfast	OceanS.S.Co.Ld. (A.Holt&Co *Mgrs*)	454·7 | 54·1 | 32·3 P51′B219′F58′	Liverpool British *WB*	T.3Cy.29″,49½″&83″–60″ 533NHP Wrkman,Clark&Co.Ld Bel		
1223 145399	Tyee *O.Beaton*	WoodScSr 316 — 158					1884	..... PortLudlow, Wash.	PugetSoundTug BoatCo.	141·2 | 26·4 | 13·0	Seattle Utd.States	C.2Cy.24½″&48″–38″ 119NHP		
1224 136183	Tyke 1*Dk*	SteelSc 81 80 26	✠100A1 *For towing purposes* 1,17 ✠LMC1,14	Shl		1,17	1914 2mo *Lloyd's*	H.Scarr Hessle,Ld. Hull	N.EasternRly.Co.	72·9 | 17·6 | 9·1 BK6″ *WB*= *FPT*2*t*	Hull British *3BHCem*	C.2Cy.14″&30″–21″ (*s*) 140lb 50RHP 1SB,*2pf*,GS30,HS903 C.D.Holmes&Co.Ld.Hull	9 ″ 6	
1225 211486 LDCR	Tyler *A.C.Gibbs* *Elec.light* Sub.Sig. 4*Dks*	SteelScSr 3928 — 2960					1913	New York S.B.Co. Camden,N.J.	OldDominionS.S. Co.	322·2 | 47·2 | 15·5	New York Utd.States *WB*	T.3Cy.19¾″,33¼″&58″–42″ 218NHP NewYorkSBCo.CamdnNJ		R
1226 137527 JNPG	Tyndareus *G.A.H.Flynn* –16 *Elec.light* 3*Dks*	SteelTwinScSr 11347 10516 7172					1916	Scotts'S.B. &Eng.Co.Ld. Greenock	OceanS.S.Co.Ld. (A.Holt&Co. *Mgs*)	507·0 | 63·2 | 41·6 F75′	Liverpool British *WB*	T.6Cy.22½″,38″&65″–54″ 622NHP Scotts'S.B.&EngCoLdGrk		BT till 11,17
1227 147 JBDC	Tynderö *J.A.Söderström*17–17 1*Dk* (*ex*Ullånger,*ex*Norrvik,*ex*Wenersborg, *ex*Nordingrå,*ex*Tjust)	IronScSr 138 62 92					1864	MotalaCo. Motala	Ångb.Aktieb. SundsvallsSkärgård (F.Hägg, *Mgr.*)	93·2 | 18·4 | 7·2 Q24′B43′H11*t*F28′	Sundswall Swedish	1Cy.12¾″–17½″ 5NHP MotalaCo.,Motala		
1228 115339 JKVR	Tyndrum *G.Richmond* –16 *ss*Liv.No.3–5,15 *Elec.light* 1*Dk*	SteelScK 192 175 75	✠100A1 *StmTrawler* 5,17 ✠LMC MS5,15 BS5,17	Liv		5,17	1902 12mo *Lloyd's*	Cook,Welt'n&Gemmell Hull	J.Duncan,Son& Co.	110·2 | 21·1 | 11·2 Q20′ BK7″	Liverpool British *3BHCem*	T.3Cy.12″,19½″&32″–23″ (*s*) 180lb 55RHP 1SB,*2cf*,GS24,HS880 C.D.Holmes&Co.Hull	12 ″ 1	
1229 111255 RPQF	Tyne *ss*Hfx.No.1–16 SteelScSr *T.R.Coffin* –16 *ss*Shl.No.3–9,12 1*Dk*(*Stl*)&*Spardk*(*Stl*)& *deep framing* *Elec.light* Sub.Sig.	2909 2694 1821	✠100A1 *Spar dk* 6,17 ~~2,16~~ ✠LMC11,16	Npt Lon	*u*	11,16	1900 5mo	R.Napier& Sons,Ld. Glasgow A&CP	RoyalMailSteam PacketCo. *WB*=*CellDBa*	320·0 | 44·8 | 15·6 P24′B92′F35′ 23·5 BK9″ 96′*uE*22′*f*140′1154*t*	Glasgow British *6BHCem APT*29*t*	T.3Cy.23″,38″&62″–39″ (*s*) 160lb *80lb* 244NHP 2SB,*6cf*,GS108,HS3736 R.Napier&Sons,Ld.Gls.	26 ″ 0 s 4 ″ 5½ 22 ″ 5	
1230 98276	Tyne Dock No. 1 1*Dk*	SteelPadSk 106 105 8					1889	J.T.Eltringham&Co S.Shields	N.EasternRly.Co.	82·0 | 19·1 | 9·8	S.Shields British	L.2Cy.27″–45″ NB08 50RHP J.P.Rennoldson&Sns,SShl		
1231 127104	Tyne Prince *W.Steward*09–09 1*Dk*	SteelScK 206 202 77	✠100A1 *StmTrawler* 10,12 ✠LMC7,09	Shl		7,12	1909 7mo *Lloyd's*	Smith's Dock Co.Ld. NorthShields	R.Irvin& Sons,Ld.	115·5 | 22·1 | 12·5 BK7½″	N.Shields British *3BHCem*	T.3Cy.12″,20″&34″–23″ (*s*) 180lb 76RHP 1SB,*3pf*,GS43,HS1390 ShieldsEng.Co.Ld.N.Shl.	13 ″ 3	
1232 96533	Tyne Wave *R.A.Mennie* –16 1*Dk*	IronScSr 121 110 46	✠ *StmTrawler* 8,95 ✠	Abn			1891 11mo	Anderson &Laverick Newcastle	~~N.Cook~~ J.Johnson	97·0 | 19·6 | 10·4 BK6½″	Aberdeen British *4BHCem*	C.2Cy.17″&34″–24″ 1SB,*2pf*GS33HS1019 48RHP Hedley&Boyd,N.Shields	11 ″ 0	
1233 96376 LKJO	Tynedale (*ex*Incharran) *ss*Nwc.No.3–2,01 *ss*Rot.No.2–10 2*Dks*(1*Irn*&1*Stl*)3*trB*	SteelScSr 2948 2717 1884	✠ —— 12,14 ✠	Hul	*u*		1889 11mo	Palmers' Co.Ld. Newcastle	TheAdmiralty *WB*=*Cell D B*272′662*t FPT*	320·0 | 42·3 | 26·2 P31′B67′F40′ FK 68*t APT*28*t*	Belfast British *5BHCem*	T.3Cy.24″,40″&64″–42″ NDB00 279NHP 2DB,*12pf*,GS198,HS4400 Palmers'Co.Ld.Newcastle	29 ″ 0	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Grément, etc. — Capitaine. Ex-nom, s'il y a lieu. — Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe.	15 Remarques où noté si ce n'est dans le Text. Trans. Cert. H. of Trade.
Foundered 8.17																	
1234	**Tyneford**	**IronSc3MstSr**	504	✠ ~~90A1~~	Bou	*h*	N12,16	1869	Harland&	Tyneford&Co.Ld.	195·5	23·6	15·3	Glasgow	C.2Cy.22″&42″–28″ (*s*)		
63381	*H.Hall* –16 *ss*Ard.3rdNo.3–10,07		472	8.17				2mo	Wolff	(Morison,Pollexfen&Blair,Ld.)	P44′F20′			British	80lb NE75 80RHP		
PJFG	(*ex*Elaine,*ex*Yeves) *ss*Shl.No.2–16		285	✠NB9,03~~ BS1~~					Belfast		len71ptND91&94			2 *BHCem*	1SB,*3pf*,GS46,HS1340		
	Mchy.Aft 1 *Dk*			~~Converted 1,18 LMC~~							BK6½″			*WB*=*DBf*	V.&D.Coates,Belfast		
	Cargo battens not fitted			~~9,17~~													
1235	**Tynemede**	**SteelScSr**	3515	✠100A1	Bry	*w*	~~11,15~~	1904	J.L.Thomp-	CanuteS.S.Co.Ld.	336·0	49·2	24·2	Newcastle	T.3Cy.24″,40″&65″–42″ (*s*)	26 ″ 10	
119982	*J.A.Griffiths* –17 *ss*Bry.No.2–12		3297	11.15			~~9,17~~	8mo	son&Sons,Ld.	(D.&T.G.Adams,	P88′B100′F35′		FK	British	180lb *180lb* 300NHP	s 4 ″ 9½	
HBCJ	(*ex*BlueJacket) 1 *Dk*(*pt Iron pt Stl*)2 *trB*		2271	~~Converted 1,18 LMC~~			5,18		Sunderland	*Mgrs.*)				6 *BHCem*	2SB,*6rf*,GS131,HS4665	22 ″ 6	
	deep framing & Web frames			~~8,17~~				*Lloyd's SA&CP*		*WB*=*CellDBa*	110′*uE*23′*f*140′800*t*			*APT*117*t*	J.Dickinson&Sons,Ld Sld.		
1236	**Tynemouth**	**SteelScSr**	2684	✠100A1	Nwc	*t*		1917	WoodSkin-	BurnettS.S.Co.Ld.	321·2	43·2	19·5	Newcastle	T.3Cy 24″,40″&65″–42″ (*s*)	21 ″ 9	
133590	*D.G.James*16–17		2150	1,17				1mo	ner&Co.Ld	(Burnett&Co.	Q186′B63′*on*RQD			British	180lb *100lb* 329NHP	s 7 ″ 2	
JNSB	1 *Dk*(*Stl*)		1611	✠LMC1,17					Newcastle	*Mgrs.*)	F32′		FK	*Cem*	2SB,*8cf*,GS149,HS5524	19 ″ 2	
	Well deck *Cargo battens not fitted*							*Lloyd's SA&CP*	*Inter*	*mediate BH in fore*	*hold dispensed with*			4 *BH only*	N.E.MarineEngCo.LdNwc		
										CellD	*B*263′695*t*FPT130*t*			*APT*151*t*			
1237	—	**IronPad**	197					1883	Hepple&	TyneImprovement	105·0	26·1	8·2	N.Shields	L.2Cy.30″–48″		
84876	*Hanwell*76–83		164						Co.	Commissioners				British	NB98 60RHP		
			88						N.Shields						Hepple&Co.,N.Shields		
1238	**Tynesider**	**SteelScK**	190	✠100A1	Shl	*b*	~~10,19~~	1911	J.P.Ren-	"T"Stm.Coasters,	100·0	21·7	8·3	Newcastle	C.2Cy.14″&29″–20″ (*s*)	9 ″ 0	
129772	*J.H.Leask* –16 *ss*Nwc.No.1–15		129	10.17 ~~10,18~~	Lon		10,17	5mo	noldson&Sns	Ld.(Robinson,	Q36′B8′F14′		FK	British	130lb 40RHP	s ″ 5	
HSRT	*Well deck* 1 *Dk*(*Stl*)		72	✠LMC7,18					South Shields	Brown&Co. *Mgrs*)				3 *BHCem*	1SB,*2pf*,GS24,HS678	8 ″ 9	
	Mchy.Aft			BS10,17				*Lloyd's SA&CP*			*WB*=*FPT*25*t*			*APT*14*t*	J.P.Rennoldsn&Sns,S.Shl.		
1239	**Tyninghame**	**SteelScSr**	3740					1909	Bartram&	ManoravonS.S.Co.	346·5	50·8	23·1	Cardiff	T.3Cy.24½″,40″&66″–45″		C
128490	*D.Jones* –09		3465						Sons	Ld. (Griffiths,	P23′B94′F36′			British	292NHP		
HNRT	1 *Dk*		2363						Sunderland	Lewis&Co.*Mgrs.*)				*WB*	J.Dickinson&Sons,Ld.Sld.		
	Now named **"Grelhame,"** *see Supplement*																
1240	**Tynnelsö**	**SteelSc**	187					1877	MotalaCo.	StrengnäsNya	104·9	18·5	8·7	Strengnäs	C.2Cy.17½″&31½″–19½″		
1971	*A.R.T.Thyselius*10–10		88						Motala	Rederiaktieb. (G.	P19′ B53′ H23*t*			Swedish	NE&B92 36NHP		
JDRS	1 *Dk*		134							Liljhagen,*Mgr.*)					BergsundsM.V.Stocklm.		
1241	**Tynwald**	**SteelTwinScSr**	937			...		1891	Fairfield	Isle of ManSteam	265·0	34·0	14·1	DouglasIM	T.6Cy.22″,36″&57″–36″	14 ″ 7	BT till 6,17
95755	*W.Ganne* –14		749						Co.(Lim.)	PacketCo.Ld.			21·3	British	585NHP		
PKGD	*Elec.light* 2 *Dks*&*Shelterdk*		397						Glasgow				BK6″	*WB*	FairfieldCo.(Lim.),Gls.		
1242	**Typhoon**	**SteelScYl**	180			...		1898	IrvineS.B.	Armavir-Touapse	106·1	21·2	12·0	Odessa	T.3Cy.10″,16″&27″–20″	11 ″ 7	
603	*G.Domkevich* –12 (*Trawler*)		—						&E.Co.Ld.	RailwayCo.	Q17′F19′		BK7½″	Russian	35NHP		
	(*ex*Esk) 1 *Dk*		64						Irvine					*WB*	Muir&Houston,Ld.Gls.		
1243	**Tyr**	**SteelScSr**	2225					1895	J.Blumer&	Intsk.Tyr'sRederi	284·8	40·0	17·6	Tönsberg	T.3Cy.21″,34″&57½″–39″	20 ″ 0	N
	T.Ebbesen		1646						Co.	(W.Wilhelmsen)	Q139*t*H70*t*F371*t*			Norwegian	226NHP		
HMLF	1 *Dk*&*pt Awngdk* 2 *trB*		1417						Sunderland		*pt Awngdk*178′			*WB*	G.Clark(Lim.)Sunderland		
1244	—	**CompTwinScSr**	1281					1901	O.ABrodin	Rederiaktieb.Disa	224·4	42·7	16·1	Stockholm	C.4Cy.20½″&32″–21½″		V
3936	*C.A.Nilsson*15–15		1100						Gefle	(G.Brodin,*Mgr.*)	B52′F24′			Swedish	94NHP		
JMKS	1 *Dk*		648											*WB*	JönköpingsM.V.Jönköpg.		
1245	—	**IronScSr**	796		Sou	*l*		1865	J.Laing	Rederiaktieb	209·7	28·7	16·8	Söderhmn	C.2Cy.24″&46″–27″	17 ″ 10	N
2914	*K.G.Lindegren* –14 *ss*Sld.No.3–4,77		707	1,89				2mo	Sunderland	Blenda (L.R.G.	Q30*t*H68*t* len73			Swedish	NDB86 NBS2 92NHP		
JGPI	(*ex*Belmont) *ss*Sld.No.2–86 1 *Dk*2 *trB*		570							Hillman)	*WB*=*DBa*63′*f*23′			4 *BHCem*	*Cmp*82NEMarineCo(L)Sld		
1246	—	**SteelScSr**	669					1890	Lindhol-	DetForenede	176·6	26·9	12·4	Copnhagn	T.3Cy.15″,24″&40″–26″		V
	*C.Thannevig*02–07		452						mensV.A.	DampskibsSelsk.			19·5	Danish	NB02 82NHP		
NCJS	*Ref.Mchy.* 1 *Dk*&*Awngdk*		407						Gothenburg					*WB*	MotalaM.V.Aktieb.Got.		
1247	—	**SteelScSr**	524					1893	Helsingörs	DeDanskeStats-	136·0	35·3	14·8	Korsör	C.2Cy.30½″&57″–33″		
	M.P.Hansen (*Icebreaker*)		424						Skibsbyggeri	baner	Q40′ B60′ F20′			Danish	156NHP		
NGJT	*Elec.light* 1 *Dk*		203						Elsinore						HelsingörsMaskinbyggeri		
1248	—	**SteelSc**	251					1908	G.Seebeck	Kohlenberg&	131·9	23·0	9·2	Gstemnde	T.3Cy.12″,19½″&31½″–23½″		G
	*F.Wellm*10–10 (*Trawler*)		208						Akt.Ges.	Putz,Seefischerei	Q76′F17′			German	48NHP		
KRQH	*Elec.light* 1 *Dk*		75						Bremerhaven	Akt.Ges.				*WB*	G.SeebeckA.G.Bremerhvn.		
1249	—	**SteelSc**	119					1908	Helsingörs	DeForenede	82·0	21·0	11·9	Copnhagn	C.2Cy.17½″&35″–21″		V
	H.Vilhelmsen (*Tug*)		117						Jernsk&Msk	Bugserselskaber				Danish	47NHP		
NQVP	1 *Dk*		4						Elsinore	(F.Brink,*Mgr.*)				*WB*	HelsingörsJernsk.&Mskb.		
1250	**Tyra**	**CompScSp**	169					1895	P.Larsson	Ångf.Aktieb.Göta	97·1	22·0	8·8	Stockholm			
2819	*E.Svensson*15–15		126					Reblt.	Thorskog	Kanal (Aug.	P30′H8*t*F9′			Swedish	NB07		
JGKB	*Mchy.Aft* 1 *Dk*		84					1912		Rönnow,*Mgr.*)							
1251	**Tyrconnel**	**SteelScSr**	276	✠100A1	Bkn	*d*	1,16	1892	J.Fullerton	Isle of ManSteam	130·2	22·1	9·6	CastltnIM.	C.2Cy.19″&36″–24″ (*s*)	10 ″ 2	
99794	*W.E.Collister* –05 *ss*Bkn.2ndNo.3–11,11		188	1,18 ~~1,16~~	Liv			3mo	&Co.	PacketCo.Ld.	Q72′B9′F21′			British	90lb 55RHP		
NDPB	*Elec.light* *ss*Bkn.No.1–16		106	~~Converted 1,08, fitted 11,11~~					Paisley				BK6″	4 *BHCem*	1SB,*2pf*,GS37,HS1042		
	Well deck 1 *Dk*(*Stl*)		BS1,18	~~Converted 1,16~~	✠LMC1,16				A&CP				*WB*=*FPT*	23*t* *APT*10*t*	Ross&Duncan,Glasgow		
1252	**Tyria**	**SteelScSr**	2936	✠100A1	Liv	*u*	1,17	1897	Workman,	CunardS.S.Co.Ld.	332·1	45·7	15·0	Liverpool	T.3Cy.24″,40″&66″–45″ (*s*)	25 ″ 0	
106870	*W.B.Cresser* –09		2734	*Spar dk*	Mch			8mo	Clark& Co.Ld		P25′B76′F33′		22·5	British	200lb *90lb* NDB17 347NHP	s 4 ″ 7½	
PTHS	*ss*Liv.No.1–14		1884	10,14 ~~1,17~~	✠LMC				Belfast				FK	6 *BHCem*	2SB,*6cf*,GS112,HS4424 FD	20 ″ 8	
	1 *Dk*(*Stl*)&*Spar dk*(*Stl*)&*deep framing*			MS2,14	BS1,17			A&CP		*WB*=*Cell D B a* 106′	*uE*&*B*56′*f*108′620*t*			*APT*35*t*	Barclay,Curle&Co.Ld.Gls.		
1253	**Tyrian**	**IronScSr**	1039			...		1869	R.Duncan	CanadianGovern-	237·5	30·2	19·9	Halifax NS	C.4Cy.20″&35″–36″		
60459	*Cable Vessel*		894						&Co.	ment	Q120′ F36′			British	*Cmp*.79 NB86 108NHP		
JPWB	*A.Dickson* 2 *Dks*		667						Pt.Glasgow						D.&W.Henderson&Co.Gls.		
1254	**Tyrolia**	**SteelTwinSc4MstSr**	7535	✠100A1	Liv	*b*†	1,13	1900	Barclay,	TheAdmiralty	446·0	52·0	35·5	Liverpool	T.6Cy.22″,27½″&60″–48″ (*s*)	30 ″ 10	
101631	*ss*Gls.No.3–4,12		5294	*Shelter dk*				1mo	Curle&Co.Ld					British	180lb 660NHP	s 5 ″ 3	
RLVM	(*ex*LakeErie) 2 *Dks*(*Stl*)&*deep framing*		4846	3,14	✠LMC12,15				Glasgow				FK	7 *BHCem*	3SB,*18cf*,GS369,HS11790	26 ″ 0	
	hold beams fore hold&*Shelter dk*(*Stl*)							A&CP							Barclay,Curle&Co.Ld.Gls.		
	Elec.light *Ref.Mchy.* Wireless									*WB*=*CellD Ba* 120′ *uE*	&*B*66′ *f*198′				1256*t* ~~DT936 916t~~ *APT*75*t*		
1255	**Tyskland**	**SteelScSr**	1431					1906	Howaldts-	Dmpkibsselskabet	241·2	36·1	16·5	Copnhagn	T.3Cy.16½″,26$\frac{5}{16}$″&42½″–29½″		V
	H.C.Petersen		1172						werke	af1912	P13′Q73′B105′F29′			Danish	96NHP		
NPWT	1 *Dk*		876						Kiel	(A.P.Möller,*Mgr*)				*WB*	Howaldtswerke,Kiel		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / *Master.* / Special Surveys.	3 *Late Name if any.* / No. of Decks, &c.	4 Register Tonnage: Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now Expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. / Ship. / Engines.	9 By Whom. / Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of T. Trade Cert.
1256	Tysla	SteelScSr	4297	✠100A1	Xia	*z*	8,16	1914	Nthmblnd	NorskeAfrika	405·0	53·4	25·5	Tonsberg	T.3Cy.28″,46″&75″-51″ (*s*)	28 // 0	
	~~*Joh.Endersen*~~ *C.Hansen* –18		4086	*Shelter dk*	~~Syd.~~			11mo	S.B.Co.Ld.	ogAustralielinie				Norwegian	180lb 559NHP	s 3 // 6	
MKQH	Wireless	2*Dks*(*UStl*)&*Shelter dk*(*Stl*)	2691	*withfreeboard* ~~10.17~~ 8.16,18	✠LMC11,14			*Lloyd's*	Newcastle	(W.Wilhelmsen& Fearnley&Eger, *Mgrs.*)	FK			6*BHCem*	3SB,*9cf*,GS189,HS8253 FD	24 // 11	
											WB=*CellDBa*137′ *uE*&*B*45′*f*173′1265			*tAPT*135*t*	Blair&Co.Ld.Stockton		
1257	Tyssedal	SteelScSr	232					1911	Mjellem& Karlsen	Hardanger-Söndhordlandske Dampskibs selskab	113·1	22·1	9·4	Bergen	C.2Cy.9″&20″-17″		N
	A.E.Höviskeland		177						Bergen		P40*t*			Norwegian	14NHP		
MHCT		1*Dk*	120											*WB*	Mjellem&Karlsen,Bergen		
1258	Tzar Ferdinand	SteelScSr	1994	✠ —— 2,17 ✠	Cpl	*r*		1913	Flli.	Soc.Commerciale	262·1	37·9	20·3	Varna	T8Cy22$\frac{9}{16}$″,36$\frac{7}{16}$″&60$\frac{3}{8}$″-39$\frac{3}{8}$″	22 // 2	
	V.Filef'06–13		1460					10mo	Orlando&Co	Bulgare deNav.à	P56′B105′F34′			Bulgarian	293NHP		
	Elec.light	2*Dks*(*UptStl*)	1209						Leghorn	Vap.	FK			5*BHCem*	2SB,*6cf*,GS164,HS5210		
										WB=*CellDBa* 59′ *uE*	23′ *f* 80′ 282*t* *FPT*			42*tAPT*39*t*	Flli.Orlando&Co.Leghorn		
1259	Tzar Michael Theodorowitch	SteelTwinScSr	2893	✠100A1 4,14	Oda	*t*		1914	Soc.Anon.	RussianStm.Nav. &TradingCo.	302·3	42·0	24·1	Odessa	T.6Cy.16$\frac{3}{8}$″,26″&43$\frac{5}{16}$″-31$\frac{1}{2}$″	26 // 0	
713	*B.Tchaga*12–13		2242		✠LMC2,14			2mo	Jhn.Cockerill		P49′B96′F38′			Russian	180lb *180lb* (*s*) 417NHP	s 4 // 4½	
NACO	*Elec.light* Wireless	2*Dks*(*Stl*)	1740						Hoboken		FK			6*BHCem*	4SB,*12cf*,GS284,HS9042	22 // 3	
								Lloyd's		*WB*=*CellDB a* 88′*u*	*E*20′*f*112′400*t* *FPT*			30*tAPT*26*t*	SocAn.J.Cockerill,Seraing		

*** Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

1 Numéro d'Ordre / Numéro Officiel / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Ferme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Francbord au milieu du navire. Tirant d'eau correspondant. pds. pe.	15 Registres où coté, si ce n'est dans le L.R. Dans Cert. Act of Trade.
1 129337	**U. K.** *W.Main* –10	CompScK 1Dk	113 113 47					1910	A.Hall& Co.Ld. Aberdeen	U.K.SteamTug& TrawlerInsurnce& Indemnity Assocn.	87·6	20·0	8·5	Aberdeen British	C.2Cy.13″&28″–18″ 30RHP A.Hall&Co.Ld.Aberdeen		
2 RLKB	**Uarda** *E.Moennich* (exAthesia) *Elec.light* Wireless 2Dks3trB	SteelScSr	5751 5340 3654					1899	Reiherst'g Schiffsw. Hamburg	Deutsche-Dmpfs-fahrtsGes.Kosmos	431·2 P38′B112′F48′	54·5	27·9	Hamburg German WB	Q.4Cy.22⅞″,33″,48″&70″–54″ 360NHP Reiherst.Maschinenf,Ham		G
3 140316 ~~PVRT~~ JQHD	**Ubbergen** *J.Ruige,* 1Dk	SteelScSr ~~1870~~ 1877 ~~1735~~ 1745 ~~1150~~ 1150						1911	Irvine'sSB &D.D.Co.Ld. W Hartlepool	Furness,Withy& Co.,Ld.	279·0 P24′B82′F28′	40·1	18·5	~~Rotterdam~~ London British WB	T.3Cy.20½″,33″&54″–36″ 175NHP Richardsons,Westgarth& Co.Ld.Hpl.		C
4 MBNG	**Ubier** *A.Lauwereins* –14 1Dk(ptIrnptStl)	SteelScSr	2889 2635 1779	✠100A1 2,18 ~~2,17~~ ✠LMC6,14 ~~BS2,16~~	Rot	u	2,17	1914 4mo Lloyd	W.Gray& Co.Ld. W Hartlepool sA&CP	LloydRoyalBelge Soc.Anon. WB=CellDBa98′	320·3 P25′B98′F34′	46·5	21·1 FK 5BHCem APT146t	Antwerp Belgian uE&B41′f141′817t	T.3Cy.23″,36½″&62″–42″(s) 180lb 100lb 288NHP 2SB,6cf,GS119,HS4691 Cen.Mar.Eng.Wrks.WHpl	23 ″ 5 s 3 ″ 9½ 20 ″ 0	
5	**Ucayali** *Fitted for oil fuel* *Elec.light* Sub.Sig. Wireless 2Dks	SteelTrpSc	*3305 2306 1514*					1909	Cammell Laird&Co.Ld. Birkenhead	Cia.Peruana de Vap.yDique del Callao	374·7	46·3	21·6	Callao Peruvian WB	3 Steam Turbines CammellLaird&CoLd.Bkn.		C
6 9181 JQGN	**Uchinoumi Maru No. 2** (exTobaMaru No. 12) 2Dks	WoodSc	127 110 78					1906	Toba TekkoGoshi Kaisha Toba	J.Okada	98·0	14·0	11·1	Uchinoumi Japanese	C.2Cy.10″&24″–15″ 19NHP TobaTekkoGoshiKaisha		
7 MJGH	**Uda** *Sulebust*15–15 *Mchy.Aft* 1Dk	WoodScSr	112 94 48					1913	K.Skaal-uren Rosendal	B.Henriksen (H.&G.Henriksen, *Mgrs.*)	92·5 Q17t	21·7	9·4	Aalesund Norwegian	C.2Cy.9½″&19″–14″ NE&B15 11NHP BergensMekVærksBergen		
8 Sunk by Collision 1918 JSRN	**Udala Mendi** *Elec.light Mchy.Aft* 1Dk(ptIrn&ptStl)2trB&Webframes 3Dk rule ssBcl.No.2-16	SteelScSr ~~ssBbo.No.1-13~~	2944 2559 1728	✠~~100A1~~ 10,17 ~~BS6,16~~ ~~BS6,16~~	Bbo	u	~~12,16~~ 10,17	1908 1mo Lloyd	Cia.Euscal-duna deCon.y Rp.deBuques Bilbao sA&CP	Cia.Nav.Sota y Aznar(Sota y Aznar, *Mgrs.*) WB=	321·4 P29′B64′F32′ Cell DBa98′	46·1	20·8 FK 5BH	Bilbao Spanish uE22′f130′586tAPT50t	T.3Cy 22½″,37″&61″–42″(s) 160lb 80lb 247NHP 2SB,6cf,GS102,HS3786 Blair&Co.Ld.Stockton	23 ″ 6 s 4 ″ 4½ 19 ″ 6	
9 641 HPKQ	**Udaly** *K.Sulimovsky* (Tug) 1Dk	IronTwinSc	135 — 19					1892	..... Odessa	J.A.Batztiz-mansky	102·0	19·0	8·8	Nicolaieff Russian	C.4Cy.11″&20″–24″ 33NHP		
10	**Uddeholm** *Cruiser Stern* *Elec.light Mchy.Aft* 1Dk	SteelScSr	625 — 425					1916	Eriksbergs M.V.Aktieb. Gothenburg	UddeholmsAktieb. (A.Herlenius, *Mgr.*)	174·0 P57′F22′	28·8	13·9	Uddeholm Swedish WB	T.3Cy.14⅞″,22⅞″&36⅜″–24″ 65NHP EriksbergM.V.Aktieb.Got		
11 673 HPKQ	**Uddevalla** *A.G.Olsson*13–13 1Dk	IronScSr	265 119 142					1878	MotalaCo. Gothenburg	Ångb.Aktieb.Be-huslänska Kusten (C.Thorburn *Mgr*)	127·6 P72′ H35t	22·0	9·4 F33′	Uddevalla Swedish	C.2Cy.19⅜″&34″–21″ NB07 44NHP MotalaCo.,Gothenburg		
12 NPSL	**Uffe** *R.Jensen* ssCpn.No.2–14 1Dk(Irn)&deepframing	SteelScSr	1869 1684 1164	✠100A1 10,17 ~~10,17~~ ✠LMC MS8,14 BS7~~6~~ 9,17	Sws NNs	r	1,17	1906 5mo Lloyd	W.Gray& Co.Ld. W Hartlepool sA&CP	Akties.Dmpsk. Gorm (L.H.Carl, *Mgr.*) WB=CellDBa	280·3 P19′B74′F29′ 88′uE20′f118′541t	40·0	18·3 FK 4BHCem APT28t	Copnhagn Danish	T.3Cy.21″,33″&56″–36″ (s) 180lb 100lb 200NHP 2SB,4cf,GS70,HS3030 Cen.Mar.Eng.Wrks.WHpl	20 ″ 6 s 3 ″ 1½ 17 ″ 8	
13 108721 QCRJ	**Uganda** *F.W.Johnson* –16 2Dks *Elec.light* (Stl–Uteaks)&deepframing Wireless	SteelScSr	5431 5062 3498	✠ 8,98 ✠	Bom	z		1898 5mo	A.Stephen &Sons Glasgow	BritishIndiaStm. Nav.Co.Ld. WB=Cell DBa113′uE&B48′	410·0 B89′F59′ 192′ 1126t MT33′	50·7	28·7 FK 6BHCem APT41t	Glasgow British 981t	T.3Cy.26½″,42″&66½″–51″ 383NHP 2SB,6cf,GS120,HS5408 FD A.Stephen&Sons,Glasgow	31 ″ 9	
14 121258 HDKV	— *W.B.M.Gow* –10 2Dks(Stl)&deepframing	SteelScSr	4315 4059 2821	✠100A1 2,17 BS2,17 ✠LMC7,13	Cff	x	2,17	1905 9mo Lloyd WB=	A.Stephen &Sons Glasgow sA&CP Cell DBa121′	LaPlataS.S.CoLd. (J.Barnett&Co., *Mgrs*) uE&B38′f169′902t	385·5 P47′B113′F38′ FPT123tAPT268t	50·0	26·0 FK 4BHtoUdk 2BHtoMid-dle dk.Cem	Glasgow British 1751b 80lb 2SB,6cf,GS128,HS5450 FD A.Stephen&Sons,Ld.Gls.	T.3Cy.25¼″,41″&67″–48″(s) 175lb 80lb 390NHP 2SB,6cf,GS128,HS5450 FD	28 ″ 8 s 5 ″ 6 23 ″ 6	
15 5762 JVMG	**Ugglan** *M.E.Wicklund*16–16 (exNordstern) 1Dk	IronScSr	156 137 75					1865	F.Schichau Elbing	Uggla&Co.Aktieb.	141·5 Q19′B15′H19t len76	17·1	8·3	Stockholm Swedish	C.4Cy.9¼″&18⅜″–16½″ NB09 24NHP F.Schichau,Elbing		G
16 130204	**Ugiebank** *J.Mair* –14 1Dk	SteelScK	205 204 79	✠100A1 StmTrawler 2,14 ✠LMC1,13	Abn			1913 1mo Lloyd	Hall,Rus-sell&Co.Ld. Aberdeen sA&CP	Peterhead TrawlingCo.Ld. (J.G.Adam, *Mgr.*)	117·3 BK7½″ WB=DB/32	22·0	12·2 18t FPT7t	Peterhead British 4BHCem	T.3Cy.12″,20″&34″–23″ (r) 180lb 82RHP 1SB,3pf,GS46,HS1578 Hall,Russell&Co.Ld.Abn.	13 ″ 0	
17 NTGM	**Ugo Bassi** ~~C.B.Carbone –15~~ (exDuna) 1Dk(Stl)&Spardk(Irn) *L.Tonietti* –18 &deepframing	SteelScSr	2899 2631 1799	✠100A1 ~~4,18~~ Spar dk ~~2,17~~ 7,15 ✠LMC MS7,14 BS~~4~~8,17	Gen	u	~~8,14~~ 8,17	1902 8mo Lloyd	W.Dobson &Co. Newcastle sA&CP	Requisitioned by theItalianGovt. (ItalianStateRlys) CellDBa118′uE&	325·0 P40′B110′F35′ 22·0 B38′f132′612tFPT	45·0	14·4 FK 6BHCem 33tAPT15t	Genoa Italian	T.3Cy.21½″,37½″&63″–42″ 200lb 90lb (r) 294NHP 2SB,6cf,GS116,HS4630 N.E.MarineEng CoLdNwc	24 ″ 9 s 4 ″ 2 20 ″11	
18 121613	**Uhdea** *C.R.Radford* –14 ssMil.No.1–11 1Dk	SteelScK	191 177 75	✠100A1 StmTrawler 6,14 ~~BS3,13~~ ✠LMC5,11	Flt		7,13	1906 12mo Lloyd	Dundee S.B.Co.Ld. Dundee sA&CP	SouthernSteam TrawlingCo.Ld. (C.C.Morley, *Mgr*)	115·0 BK7½″	21·4	11·4 3BHCem	Milford British	T.3Cy.11½″,20″&33″–23″ (r) 180lb 65RHP 1SB,2pf,GS36,HS1185 W.V.V.Lidgerwood,Gls.	12 ″ 6	
19 QJHN	**Uhenfels** *N.Oltmann* ssHam.No.1–11 1Dk(Stl)&Spardk(Stl–teaks) *Elec.light* Wireless &Webframes	SteelScSr	5577 5368 3568	✠ — 5,16 *Spar dk* ✠ NB(1)5,09	Ham	z		1907 4mo	Akt.Ges. "Weser" Bremen	DeutscheDmpfs-fahrtsGes.Hansa WB=CellDBa 1189tDTa46′471t	420·7 P60′B125′F50′ 28·4 138′uE25′f185′ DTf44′513tFPT79t	55·1	20·2 FK 6BH only Cem APT51t	Bremen German	Q.4Cy.24⅛″,34⅛″,50⅝″& 74⅜″–53⅛″ 518NHP 3SB,9cf,GS161,HS6780 FD A.G."Weser,"Bremen	31 ″ 3	
20 10342 LBQC	**Uji Maru** 1Dk	WoodPad	113 45 76					1907	M.Amaga Osaka	YodogawaUnso KabushikiKaisha	93·0	13·0	4·1	Osaka Japanese	C.2Cy.10½″&21½″–14″ E&Bmade96ftd07 14NHP		
21 108717 QCDJ	**Ujina** *T.C.Weatherby* –15 2Dks(Stl–Uteaks)2trB&Webframes *Elec.light*	SteelScSr	5310 4988 3426	✠ 12,00 ✠	Shi	z		1898 4mo	W.Denny &Bros. Dumbarton	BritishIndiaStm. Nav.Co.Ld. WB=Cell DBa 145′uE&B48′f1	410·0 B85′F57′ 68′1093tMT30′913t	50·7 FK	29·0 6BHCem APT120t	Glasgow British	T.3Cy.26½″,42″&66½″–51″ 390NHP 2SB,6pf,GS122,HS5566 FD Denny&Co.Dumbarton	32 ″ 0	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. 3 Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 6 7 Particulars of Classification. Character. — ✝ for Special Survey. Date of last Survey.	Port of Survey.	Years Classed now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 9 Built. When. — Ship. — Engines	By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
22 8862 JRMG	**Ujina Maru** SteelScSr *S.Kotaka* –16 *ss*Kob.2nd No.3–1,14 (*ex*Hackney, *ex*Emir) 1 *Dk*(*Stl*) & *Elec.light* *Spar dk*(*Stl*–ws) 3 *tr B*	4410 4073 3248	✝100A1 *Spar dk* 2,17	Yka	*x*	2,17	1889 5mo	Palmers' Co.Ld. Newcastle	~~Hiroumi~~ Nisaburo Nanwakisen Kabushiki Kaisha = *Cell DB* 266′ 653*t* *Lloyd's SA&CP WB*	375·0 | 46·3 | 20·3 B82′ F32′ 28·2 FK *FP* T155 *t* *AP* T35 *t*			Segoshi Japanese 6 *BHpt Asp pt Cem*	T.3Cy.28″,45″&73″–48″ (*a*) 150lb *80lb* 394 NHP 2DB, *12cf*, GS204, HS6278 Palmers' Co.Ld. Newcastle	31 ″ 2 s 7 ″ 5½ 24 ″ 3	
23 108737	**Ula** SteelScSr *J.McGhie* –13 2 *Dks*(*Stl-U* teaks) 3 *tr B* & *Web frames* *Elec.light* Wireless	5310 4988 3426	✝ 6,98	Dmb			1898 6mo	W.Denny & Bros. Dumbarton	British India Stm. Nav.Co.Ld. *WB* = *Cell DB* a 145′ *uE* & *B* 48′ *f* 1	410·0 | 50·7 | 29·0 B85′ F57′ FK 68′ 1093 *t* *MT* 30′ 913 *t*			Glasgow British 6 *BHCem*	T.3Cy.26½″,42″&66½″–51″ 390 NHP 2SB, *6pf*, GS122, HS5566 FD Denny & Co. Dumbarton	32 ″ 0	
24 MHBC	— *N.Bjerkseth* 16–16 (*ex*Jon Sigurdsson, *ex* Paul Podeus, *ex* Fernhurst) 1 *Dk* & *pt Awng dk*	839 553 499				…	1898	R.Craggs & Sons Middlesbro'	Dmpsk.Akties.Ula (Harris Hanssen)	189·8 | 30·1 | 12·6 H21 *t* F102 *t* *pt Awng dk* 126′ FK			Sandefjrd Norwegian *WB*	T.3Cy.15½″,25″&41″–27″ 97 NHP Whyte & Mair, Dundee	15 ″ 1	V
25 HMNJ	**Ulabrand** SteelScSr *G.Torgersen* –14 1 *Dk*	2011 1846 1269					1899	Burmeister & Wain Copenhagen	Acties.Ulabrand (Hjalmar Röed & Co.)	286·5 | 40·2 | 19·2 H118 *t* F47 *t*			Tönsberg Norwegian *WB*	T.3Cy.21½″,35″&57″–39″ 203 NHP Burmeister & Wain, Cpn.		N
26 HPVJ	— *A.Emblem* 15–17 1 *Dk* 2 *tr B*	100 100 37					1882	Rostocker Act.Ges. Rostock	NorskBjerg-ningskompagni Akties.	80·5 | 18·3 | 9·9			Christiania Norwegian *WB*	C.2Cy.17¾″&31½″–19″ 36 NHP Rostocker A.G., Rostock		
27 MLQR	**Ulefos** SteelScSr *A.Olsen* 16–16 *ss*Ams.No.2–15 (*ex*Olympia, *ex*Foston) 1 *Dk*(*Irn*) & *deep framing*	3046 2835 1872	✝100A1 11,16 ~~BS6,16~~ ✝LMC4,15	Got	*u*	6,16	1906 1mo	Ropner & Son Stockton	DenSkandinaviske OstAfrikaLinie Acties. (Thor Thoresen jr.Ld. Akties. *Mgrs.*) *Lloyd's SA&CP* *WB* = *Cell DB* a 102′ *uE* 24′ *f* 136′ 686 *t* *AP* T21 *t*	325·0 | 48·1 | 21·8 P29′ B166′ F38′ FK			Chrstiania Norwegian	T.3Cy.23½″,39″&64″–42″ (*s*) 160lb *90lb* 273 NHP 2SB, *6cf*, GS122, HS4200 Blair & Co.Ld. Stockton	24 ″ 3 s 3 ″ 4½ 21 ″ 3	
28 NPHW	**Ulf** SteelScSr *C.G.Drescher* *ss*Els.No.3–4,17 1 *Dk*(*Stl*) & *deep framing*	1313 1171 800	✝100A1 ~~16,17 4,17~~ 1,18 Cpn ✝LMC4,17	Els	*p*	4,17	1905 7mo	Sunderlnd S.B.Co.Ld. Sunderland	Dampskibs.Viking (A.O.Andersen & Co. *Mgrs.*) *Lloyd's SA&CP* *WB* = *Cell DB* a 70′ *uE* & *B* 34′ *f* 98′ 392 *t* *FPT* 60 *t* *APT* 31 *t*	240·0 | 36·5 | 16·7 P19′ B68′ F28′ FK			Copnhagn Danish	T.3Cy.18″,29″&48″–33″ (*s*) 180lb *100lb* 145 NHP 1SB, *3cf*, GS62, HS2256 N.E.Marine Eng.Co.Ld.Sld.	19 ″ 0 s 2 ″ 5½ 16 ″ 10	
29 MLJW	**Ulf Jarl** *Folkedal* –17 SteelScSr ~~*M.Bruusen* 12~~ *ss*NYk.No.1–12 (*ex*Minnesota, Antonio Lanasa) 1 *Dk*(*Stl*) & *deep framing* & *Awng dk* *Elec.light* (*pt Stl*–ws)	1266 1185 773	✝100A1 *Awng dk* *with freeboard* 5.15 ~~BS6,16~~ ✝LMC ~~4,16~~ 6,17	NYk	*o*	~~5,11,15~~ 6,17	1907 6mo	Grngem'th & Greenock Dockyard Co. Greenock	DetNordenfjeldske Dmpskibs. *WB* = *Cell DB* a 56′ *uE* & *B* 35′	230·2 | 33·1 | 13·3 20·3 FK			Trndhjem Norwegian	T.3Cy.19″,30″&50″–33″ (*s*) 180lb *100lb* 200 NHP 1SB, *4rf*, GS65, HS2950 FD Cooper & Greig, Dundee	22 ″ 6 s 6 ″ 2 16 ″ 10	
30 NLDH	**Ulfsborg** SteelScSr *J.Rasmussen* *ss*Rot.No.3–3,07 (*ex*George Pyman) *ss*Els.No.2–15 *Well deck* 1 *Dk*(*Irn*) & *Web frames*	2040 1558 1303	✝100A1 8,17 ~~1,17~~ ✝LMC ~~MS7,16~~ ~~BS8,16,17~~	Cpn	*r*	~~1,17~~ 8,17	1894 3mo	Irvine & Co. W Hartlepool A&CP	Dampskibselsk.af 1896 (C.K.Hansen, *Mgr.*) *WB* = *DBa* 90′ *f* 102′ 445 *t*	275·0 | 38·5 | 19·0 P29′ Q76′ B118′ F30′ FK			Copnhagn Danish	T.3Cy.20″,33″&56″–36″ (*s*) 160lb *100lb* NDB07 192 NHP 2SB, *4cf*, GS69, HS2943 T.Richardson & Sons, Hpl.	20 ″ 3 s 1 ″ 6 19 ″ 0	
31 115633 VMKC	**Ulidia** SteelScSr *J.Jeffrey* –16 *ss*Dub.No.3–7,16 1 *Dk*(*pt Irn* & *pt Stl*) 2 *tr B* & *deep framing* 3 *Dk rule*	3081 2911 1988	✝100A1 *with freeboard* 7,17 ~~5,17~~ ✝LMC7,16	Shl Cff	*u*	12,16	1903 10mo	J Readhead & Sons South Shields	Cliffe S.S.Co. Ld. (G.T.Readhead & Co. *Mgrs.*) *Lloyd's SA&CP* *WB* = *Cell DBa* 106′ *uE* 20′ *f* 134′ 702 *t* *APT* 61 *t*	323·0 | 47·0 | 23·7 P31′ B92′ F32′ FK			Newry British	T.3Cy.24″,40″&64″–42″ (*r*) 160lb *80lb* 281 NHP 2SB, *6cf*, GS90, HS4445 J.Readhead & Sons, S.Shl.	25 ″ 0 s 4 ″ 2 21 ″ 2	
32 120744 TVPK	**Ulimaroa** SteelTwinScSr *W.Wyllie* 98–08 *ss*Syd.No.2–15 2 *Dks*(*Stl–Uws*) & *Web frames* & *Elec.light* *Shelter dk*(*Stl*–teak s) *Ref.Mchy.* Wireless	5777 4790 2986	✝100A1 *Shelter dk* *with freeboard* ~~1,17~~ ~~7,16,7,17~~ 1,18 ~~BS7,16~~ ✝LMC6,15	Ddn	*z*	7,16	1908 1mo	Gourlay Bros. & Co. (Dundee), Ld Dundee	Huddart, Parker, Ld. *Lloyd's SA&CP* *WB* = *Cell DBa* 90′ *uE* & *B* 106′ *f* 150′ 722 *t* *FPT* 53 *t* *APT* 52 *t*	400·3 | 52·2 | 23·2 F88′ BK9″			Melbourne British	T.6Cy.26½″,43″&71″–48″ (*r*) 180lb 1095 NHP 7SB, *21cf*, GS423, HS17206 FD Gourlay Bros. & Co. (Dundee), Ld. Dun.	25 ″ 10 s 1 ″ 8½ 25 ″ 4	
33 VDFQ	**Uljas** WoodAuxSc3MstSr *F.E.Vene* 06–12 *Paraffin Motor* (*See Sailing Ship Register*)	367 — 348					1891	K.Linden Raumo	J.Nurminen	132·0 | 27·0 | 12·5			Raumo Russian	Paraffin Motor 2Cy.9½″–10″ N.E. *fitted* 16 Söderbloms Giuten Aktieb. Eskilstuna		V
34 NRVD	**Ulla** SteelScSr *N.Pedersen* (*ex*Föhr) *ss*Ham.2nd No.3–2,12 1 *Dk*(*Stl*)	782 635 472	✝100A1 12,15 *Examined* ~~1,17~~ 11,17 ~~NB12,13~~ ✝LMC2,12 BS5,17	Hul	*k*	~~12,16~~ 11,17	1888 10mo	G.Howaldt Kiel	Damps.Akties. "Skagerak" (M.Nielsen & Sön, *Mgrs.*)	194·6 | 30·1 | 14·1 B44′ F29′ BK7½″ *WB* = *Cell DB* 152′ 224 *t*			Copnhagn Danish	T.3Cy.14⅛″,24″&36⅝″–23⅝″ 165lb (*s*) 82 NHP 2SB, *4cf*, GS36, HS1160 Gebr.Howaldt, Kiel	16 ″ 4	
35 MDRJ	**Ullensvang** SteelScSr *A.J.Ovrevik* 98–07 *Elec.light* 1 *Dk*	469 267 270					1907	Trndhjms Mek.Værks. Trondhjem	Hardanger Söndhordlandske Dampskibsselsk.	159·9 | 23·7 | 11·9 P134 *t* H23 *t* F44 *t*			Bergen Norwegian *WB*	T.3Cy.15″,25″&41″–26″ 86 NHP Trondhjems M.V. Trndhjm		
36 131450	**Ullsgarth** SteelSc *J.G.Houghton* *ss*Liv.No.1–17 1 *Dk*	45 45 —	✝100A1 *For towing purposes* 9,17 ~~2,16~~ ✝LMC ~~6,17~~ 9,17	Bkn		~~8,15~~ 9,17	1912 8mo	Lytham SB & E.Co.Ld. Lytham *Lloyd's SA&CP*	Rea Transport Co. Ld. (R.&J.H.Rea, *Mgrs.*)	61·0 | 15·6 | 7·5 BK6″			Liverpool British	C.2Cy.12½″&28″–18″ (*s*) 140lb 39 RHP 1SB, *2pf*, GS30, HS712 Lytham S.B.&E.Co.Ld.Lyt	8 ″ 0	
37 RVDL	**Ulm** SteelScSr *C.B.Saegert* 98–14 *Elec.light* 2 *Dks*(*Stl*) & *lower dk beams in* *Well deck* Wireless *No.1 hold*	4706 4338 2885	✝ — 3.17	Syd	*z*		1914 4mo	Akt.Ges. "Neptun" Rostock	Deutsch-Austral. Dmpfsch.Ges. *WB* = *Cell DBa* 121′ *uE* & *B* 56′ *f* 178′ 1254 *t* *FP* T85 *t* *APT* 5 *t*	399·4 | 53·9 | 25·9 P&B321′ F54′ FK			Hamburg German	T.3Cy 28¾″,47¼″&77⅛″–48″ 653 NHP 3SB, *9cf*, GS261, HS9688 FD A.G. "Neptun," Rostock	28 ″ 6	
38 104961 NSQG	**Ulrica** SteelScSr *H.E.Kernan* 07–16 (*ex*Granuaile) *Well deck* 1 *Dk*	383 225 151				…	1895	Ailsa Ship-building Co Troon	L.&S.W.Rlwy.Co.	149·9 | 24·1 | 7·7 P93′ F38′ BK7″			S'thamptn British *WB*	T.3Cy.15″,23″&39″–24″ NDB12 75 RHP Muir & Houston, Glasgow	10 ″ 3	
39 NPJL	**Ulrik Holm** SteelScSr *A.Örsted* 1 *Dk*	1502 1240 930					1905	Schpw.v. JanSmitCzn. Alblasserdm	Dpsk.Akties. "Progress" (M. Nielsen & Sön *Mgrs*)	251·4 | 37·8 | 16·3 P14′ Q76′ B108′ 19·4 F28′			Copnhagn Danish *WB*	T.3Cy.19″,31″&51″–33″ 149 NHP Maats.de Schelde, Flushing		G
40 HDTQ	**Ulrikka** SteelScSr *L.Lokna* (*ex*Uto) 1 *Dk* & *Spar dk*	1426 1344 838					1896	Nylands Værksted Christiania	Akties.Ulrikka (Chr.Mathiesen)	231·5 | 35·0 | 19·3 H78 *t*			Haugesnd Norwegian *WB*	T.3Cy.16½″,27″&44″–30″ 106 NHP Nylands Værksted, Xia.		N
41	**Ulsteiningen** SteelScSr (*Fishing*) 1 *Dk*	140 — 50					1917	Akties. Mjellem & Karlsen Bergen	Johan Ottesen	101·0 | 20·0 | 11·2			Aalesund Norwegian	T.3Cy.9½″,15″&25″–18″ 27 NHP Akties. Mjellem & Karlsen		
42 104972 PVKT	**Ulster** SteelTwinScSr *R.H.Newton* –16 Sub.Sig. Wireless 3 *Dks*	2641 2459 1098					1896	Laird Bros. Birkenhead	City of Dublin Stm. Packet Co.	360·0 | 41·5 | 27·3			Dublin British	T.8Cy.(2)29″(2)45″&(4)48″–33″] 529 NHP Laird Bros., Birkenhead		BT till 8,17

1 Numéro d'Ordre / Numero Officiel / Signaux	2 Nom du Navire. Matériaux. Gréement. etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Enrôlement.	7* Date de la dernière visite de la barre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Augmentation du côté, si ce n'est dans le L. R. Dunrée Cert. Mod'le.
43 108473 QBSD	**Ulster** *B.T.Rose* –15	**IronScK** *ss*Gms.No.3–4,09 1*Dk*	185 170 79	✠ *StmTrawler* 5,10 ✠	Gms			1897 5mo	Cochrane& Cooper Beverley	J.A.Harrow	110·0 Q17′F19′	21·0 BK7½″	11·3 4*BHCem*	Aberdeen British	T.3Cy.12″,20″&32″–23″ NB05*fitted*12 .50RHP Amos&Smith,Hull	12 ″ 0	
44 703 HBCK	**Ultima Esperanza** (*ex*Pompeiro,*ex*Havre, *ex*Regalia,*ex*Rennes)	**IronTwinScSr** *ss*Lon.No.2–75 1*Dk2trB*	344 254 200	6,75	Lon			1865 11mo	Millwall I. Works London	Schwager&Co.	159·9 Q33′ ND75	23·0	10·8 5*BHCem*	Valparaiso Chilian	C.8Cy.13″&27″–20″ NB06 109NHP *Cmp.*75J&WDudgeon,Lon		
45 109478 QJVR	**Ultonia** *J.Marshall* –16 *Ref.Mchy.* 2*Dks*(*Stl*)*deep framing*§ *Elec.light* *Web frames lower dk*(*Stl*) *forehold*§*Shelter dk*(*Stl*–ws) Sub.Sig. Wireless	**SteelTwinSc4MstSr** *ss*Liv.No.3–2,11	10402 7725 6593	✠100A1 10,14 BS12,16 ✠LMC10,14	Liv	*d*†	12,16	1898 10mo	C.S.Swan& Hunter,Ld. Newcastle A&CP	CunardS.S.Co.Ld.	500·0 B140′ *WB*= *CellDBa*136′*u*	57·4 FK *E*§*B*72′*f*202′1509*t*	33·9 8*BHCem* *DTa* 30′.900*t* *FPT*	Liverpool British 175*t APT*75*t*	T6Cy.23½″,38½″&68″–48″(*r*) 200lb 968NHP 6SB,*18cf*,GS346,HS14400 FD SirC.Furness,Westgarth& Co.Ld.Mdb.	37 ″ 0 s 8 ″ 4 29 ″ 2	BT till 12,17
46 141848 JRSH	**Ulua** *Swain*16–17 *Elec.light* *Ref.Mchy.* 2*Dks*§2*pt Dks* 5 1 3 4 ~~7150~~ ~~3*Dks*~~	**SteelTwinScSr**	7452 4537					1917	Workman, Clark&Co Ld Belfast	~~P.Clark~~ Clark&Service	425·4 P38′B200′F49′	54·3	~~33·0~~ 29·9 *WB*	(Glasgow British	T.6Cy.23½″,39½″&67″–48″ 622NHP Workman Clark&CoLd Bel		
47 HKGD	**Ulv** *H.Aamot* *Elec.light* 1*Dk*§*Spar dk*	**SteelScSr**	1405 1305 884					1902	Nylands Værksted Christiania	Dmpsk.Actieselsk. Ulv.(O.Kvilhaug& Co.Akties.)	231·5 H100*t*	35·1	20·4 *WB*	Haugesnd Norwegian	T.3Cy.16½″,27″&44″–32″ 109NHP Nylands Værksted,Xania		N
48 JHCP	**Ulven** *M.R.Lie*16–16 (*ex*Ringfond)	**WoodScSr** (*ex*Oddborg, 1*Dk*	627 494 369					1901	J.Hauge Stord,near Bergen	Dmpsk.Akties. Kultransport (Grh L.Evje,*Mgr.*)	170·7 Q36*t*B70*t*H5*t*F19*t*	28·1	15·8	Bergen Norwegian	T.3Cy.12¾″,20″&32″–26″ 52NHP StavangerStöberi&Dok		N
49 NPBH	**Ulvsund** *C.Pedersen*01–04	**SteelScSr** 1*Dk*	266 186 100					1904	Helsingörs Jernsk&Msk. Elsinore	DetForenede DampskibsSelsk.	142·9 P85′F20′	23·2	8·3	Stege Danish *WB*	T.3Cy.11″,18″&31″–20″ 43NHP HelsingörsJernsk.&Mskb.		V
50 135509 JDGW	**Ulysses** *F.Chrimes* –17 *Elec.light* *Ref.Mchy.*	**SteelTwinScSr** Wireless 3*Dks*	14499 11857 9101					1913	Workman, Clark&Co. Ld Belfast	ChinaMutualStm. Nav.Co.Ld. (A.Holt&Co *Mgrs*)	563·2 P74′B231′F69′	68·4	40·2 *WB*	Liverpool British	T.6Cy.26″,44″&74″–51″ 782NHP Wrkman,Clark&CoLd.Bel		BT till 5,17
51 213028 LFHM	— *J.F.Skillings* –15 *Elec.light* *Mchy.Art* Wireless	**SteelTwinScSr** 1*Dk*(*Stl*)§*Web frames* *Longitudinal framing* *Cargo battens not fitted*	10910 9374 6026	~~✠100A1~~ *For American* ~~✠LMC4,15~~	~~Nor~~ *Gover*	~~...~~ *nment Ser*		1915 4mo *vice*	Maryland SteelCo. of Baltimore County Sparro'Pt Md A&CP *WB*	PanamaCanal (PanamaR.R.Co. *Mgrs.*)	514·0 P181′F57′ *=CellDBuE*§*B*	65·2 FK 9*8′f*264′2007*t* *FPT*	36·5 8*BHCem* 307*t APT*507*t*	NewYork Utd.States	T.6Cy.27½″,46″&76″–48″(*s*) 200lb *200lb* 1283NHP 3DB,*24cf*,GS451,HS19635 FD MarylandStl.Co.Sparr'.Pt *Topside tanks*264′1813*t*	39 ″ 6	
52 —		**SteelSc** *Cruiser Stern* *Carrying Petroleum* *in bulk*	2655 2325 1625					1917	A.Vuijk& Zonen,Capelle a/dYsel	Koninkl.Nederl. Stoomb.Maats.	~~340·0~~ 346 · 2	~~48·0~~ 2,16 · 2	~~20·6~~ 18 · 4	Amstrdam Dutch *WB*	T.3Cy.23″,37″&61″–45″ 250NHP Verkspoor,Amsterdam		
53 96191 LGKP	— *G.Aldred* –10	**IronScK** 1*Dk*	165 156 70					1889	Cochrane, Coopr&Schofield Beverley	F.J.Brown	106·5 Q18′F22′	20·5 BK7½″	11·5	Grimsby British	T.3Cy.12½″,19½″&31½″–22½″ NB06 50RHP C.D.Holmes&Co.,Hull	12 ″ 0	
54 70605 NJDC	— *J.Gibson* –15	**IronPadSr**	118 115 99					1874	J.Read-head&Co. SouthShields	LawsonStm.Tug BtCoLd (J.Lawson *Mgr.*)	100·6	18·0	9·4	S.Shields British	L.2Cy.26½″–48″ 70RHP J.Readhead&Co.,S.Shields		V
55 659 HKQG	**Uman** *G.Eneroth* –15	**IronScSr** 1*Dk*	510 397 258					1873	W.Lind-bergsAktieb. Stockholm	NilsÖsterman&Co.	170·4 P95′	26·1 H90*t*	13·6 F13′	Stockholm Swedish	C.2Cy.24″&48″–27″ NB93 100NHP W.Lindberg'sMek.V.,Skm.		
56 136313 JGDC	**Umaria** *T.W.Symmers* –16 *Elec.light*	**SteelScSr** 2*Dks*(*Stl U*–teak s)	5317 4913 3327	✠100A1 1,16 ✠LMC8,14	Mdb	*z*		1914 8mo *Lloyd's*	A.Stephen &Sons,Ld. Glasgow *A&CP* *W*	BritishIndiaStm. Nav.Co.Ld. *B*= *CellDBa*111′*u*	410·0 B94′F59′ *E*§*B*46′*f*203′1002*t*	52·2 FK	28·0 7*BHCem* *APT*84*t*	Glasgow British	T.3Cy.22½″,38″&65″–48″(*s*) 215lb 468NHP 3SB,*9cf*,GS173,HS7011 FD A.Stephen&Sons,Ld.Gls.	30 ″ 6 s 6 ″ 8½ 24 ″ 2	BT till 8,17
57 25242 JVKF	**Umatilla** *T.Reilly* *Elec.light* Wireless	**IronSc** 2*Dks*§*Awng dk*	3125 — 1852					1881	J.Roach& Son Chester,Pa.	PacificCoastCo. (PacificS.S.Co. *Mgrs.*)	310·0 B72*t*	40·6 F36′	22·3 30·3	NewYork Utd.States	C.2Cy.40½″&74½″–54″ NB03 336NHP J.Roach&Son,Chester,Pa.		V
58 ~~4988~~ 142331 JSNL	**Umba** (*ex*Utgard,*ex*Imgard, *ex*AdelheidMenzell) *Elec.light* Wireless Sub.Sig.	**SteelScSr** 1*Dk*§*deep framing* 2*Dks*(*Stl U*–teak s)	2042 1868 1271					1903	Akt.Ges. "Neptun" Rostock	TheShippingController:Ellerman's WilsonLine,Ld. *Mgrs.*)	291·2 P28′B125′F34′	41·2	18·8	~~Archangel~~ ~~Russian~~ London British *WB*	T.3Cy.19½″,35⅝″&55½″–35⅝″ 180NHP A.G."Neptun,"Rostock		
59 108707 PWVS	**Umballa** *J.Kilpatrick* –16 *Elec.light*	**SteelScSr** 2*Dks*(*Stl–U* teak s)3*trB* §*Web frames*	5310 4988 3426	✠ 2,98 ✠	Dmb	*z*		1898 2mo	W.Denny &Bros. Dumbarton	BritishIndiaStm. Nav.Co.Ld. *W B* = *Cell DBa* 145′*uE*§*B*48′*f*168′	410·0 B85′F57′ 1093*t* *MT* 30′ 913*t*	50·7 FK	29·0 6*BHCem* *APT*120*t*	Glasgow British	T.3Cy.26½″,42″&66½″–51″ 390NHP 2SB,*6pf*,GS122,HS5566 FD Denny&Co.Dumbarton	32 ″ 0	
60 92 SPCM	**Umberto I.** *G.Fileti* *Elec.light*	**IronScSr** 2*Dks*§*Spar dk*	2766 — 1385					1878	AM'Millan &Sons Dumbarton	Comm.G.Orlando	359·7	37·9	23·0 31·0	Leghorn Italian	T.3Cy.21⅛,53⅛,&97⅞–54⅝ *Tpd.*13 NB13 692NHP Flli.Orlando,Leghorn		IV
61 53 SPCN	**Umbria** *G.B.Poggi* (*ex*SanPaulo,*ex*Umbria) *Elec.light* Wireless	**SteelSc** 2*Dks*§*Spar dk*	5021 — 3091					1902	Flli. Orlando Leghorn	Soc.Italiana di ServiziMarittimi	401·4 P48′B156′F46′	46·6	19·5 30·3 *WB*	Genoa Italian	Q4Cy.27⅞″,38⅛″,55⅝″&79½″ –53½″ 459NHP Flli.Orlando,Leghorn		I
62 13659 LMJW	**Umé Maru** *S.Nakayama* (*ex*Java) *Elec.light*	**SteelScSr** *ss*Kob.No.3–8,10 *ss*Kob.No.1–13 2*Dks*(*Stl–U*ws) §*deep framing*3*Dk rule*	4164 3838 2637	✠100A1 5,17 2,16 ✠LMC~~5,16~~ 5,17	Kob	*x*	~~8,16~~ 5.17	1892 9mo *Lloyd's*	Caird&Co. Ld. Greenock	~~GoshKaisha~~ ~~HaradaShoke~~ K.Kawachi *A&CP* *WB*	384·6 P38′B104′F59′ *=CellDBa*108′*uE*	45·1 BK9″ FK 25′*f*138′625*t* *FPT*	27·9 7*BHCem* 61*t APT*50*t*	Tarumi Amagas'ki Settsu Japanese	T.3Cy.28″,46″&77″–54″ (*s*) 170lb *160lb* 439NHP 2DB,*12rf*,GS231,HS6478 Caird&Co.Ld.Greenock	31 ″ 0	
63 102814 NFRB	**Umfuli** *W.G.Weare* –17 *Elec.light* 1*Dk*(*Stl*)§*Spar dk*(*Stl*–ws)§*Web frames*	**SteelScSr** *ss*Sld.No.3–5,07 *ss*Nwc.No.2–15	2370 2108 1500	✠100A1 *Spar dk* 4,18 ~~10,15~~ ~~BS10,14~~ ~~LSC 18~~ ✠LMC7,15	Cal	*s*	10,16	1893 11mo	J.Laing Sunderland A&CP	Bullard,King&Co. *WB* = *Cell DBa*96′*uE*	300·3 P60′B66′F24′ 16′*f*108′325*t* *FPT*	40·2 FK	14·8 21·8 5*BHCem* 80*t APT*48*t*	London British	T.3Cy.23″,38″&62″–42″ (*r*) 160lb *100lb* NDB05 248NHP 2SB,*6rf*,GS110,HS3690 G.Clark(Lim.),Sunderland	24 ″ 2 s 4 ″ 3 20 ″ 5	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / *Master.* *Late Name if any.* / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines.	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L. R. Date of R. of T. and Cert
Missing since 11,17																
64	**Umgeni** SteelScSr	2622	✠ 2,17	Mdb	*u*		1898	Sir J. Laing	Bullard, King & Co.	330·2	41·2	14·9	London	T.3Cy.25½″,41½″&68″–45″	24 ″ 5	
108314	*J.C.Brett*– –14 *ss*Nwc.No.3–6,11	2161					3mo	Sunderland		P19′B132′F49′		21·9	British	402NHP		
QBKR	*Elec.light* 1 *Dk*(*Stl*)&*Spar dk*(*Stl*–ws) &*Web frames*	1617	*Spar dk* ✠						*WB*=*Cell D Ba*	94′*u* E 20′ *f* 120′ 382*t*		FK		3SB,*9cf*,GS155,HS5681 FD		
										APT 22*t*		5 *BHCem*		G.Clark,Ld.Sunderland		
65	**Umhloti** SteelScSr	2204	✠ 100A1	Cal	*s*	9·14 4,17	1890	W. Gray &	Bullard, King & Co.	300·0	40·0	14·8	London	T.3Cy.23″,36½″&62″–39″ (*s*)	24 ″ 0	
98168	*G.W.S.Rogers* –16 *ss*Sld.No.3–10,03	2035	*Spar dk*				10mo	Co.(Lim.)		P7′B26′F21′		21·6	British	160lb *100lb* NDB03 239NHP	s 4 ″10	
LVWC	*Elec.light* *ss*Nwc.No.2–13	1398	6,15 ✠ LMC1,16					W Hartlepool				FK		2SB,*6rf*,GS107,HS3580	19 ″ 9	
	1 *Dk*(*Irn*)&*Spar dk*(*Irn*–ws)&*Web frames*		Examined 2,18 BS1,17					A&CP	*WB*=*Cell D*	*Ba* & *u* E 120′ *f* 110′ 4		4 *BHCem*		Cent.Mar.E.W.,W.Hpl.		
												41*t* *APT* 18*t*				
66	**Umkuzi** Steel&IronScSr	2057	✠ 100A1	Cal	*r*	8,15 N4,18	1890	J. Laing	Bullard, King & Co.	281·5	38·9	16·4	London	T.3Cy.21″,34″&56″–42″ (*s*)	24 ″ 3	
38092	*W.Edwards* –12 *ss*Cal.2ndNo.3–8,15	1900	*Spar dk*				5mo	Sunderland		B61′		23·2	British	150lb *100lb* NDB02 209NHP	s 5 ″ 4	
LRMV	*Elec.light* *Stl* plating&*Irn* framing	1297	4,18 1,16 BS4,18					A&CP				FK		2SB,*6rf*,GS106,HS3347	19 ″ 5	
	1 *Dk*(*Irn*-ws)&*Spar dk*(*Irn*–ws)3*tr B*		BS11,16 ✠ LMC8,15									4 *BHCem*		Cent.Clark (Lim.) Sunderland		
												WB=*APT* 125*t*				
67	**Umona** SteelScSr	3753	✠ 100A1	Npt	*w*	12,16 4,18	1910	Sir J. Laing	Bullard, King & Co.	356·0	44·5	26·0	London	T.3Cy.27″,44″&73″–48″ (*s*)	28 ″ 6	
129142	*H.S.Robertson* –15 *ss*Hul.No.1–16	3240	3,15 4,18	Cff			10mo	& Sons, Ld.		P36′B128′F37′			British	180lb 497NHP	s 5 ″ 4½	
HRSQ	*Elec.light* 2 *Dks*(*Stl*)	2388	✠ LMC2,16					Sunderland				FK		3SB,*9cf*,GS173,HS7180 FD	23 ″ 8	
			BS5,17 4,18				*Lloyd's*	*SA&CP*	*WB*=*Cell D*	*Bo* 101′ *u* E 22′ *f* 141′		6 *BHCem*		G.Clark,Ld.Sunderland		
												566*t* *APT* 23*t*				
68	**Umsinga** SteelScSr	2958	✠ 100A1	Mdb	*v*	5,16	1901	Sir J. Laing	Bullard, King & Co.	340·0	42·7	15·7	London	T.3Cy.25″,42″&70″–45″ (*s*)	26 ″ 0	BT till 11,17
114777	*A.Cox* –17 *ss*Sld.No.3–11,06	2635	*Spar dk*				10mo	& Sons, Ld.		P15′B108′F41′		23·5	British	180lb 431NHP	s 4 ″ 9	
SRND	*Elec.light* *ss*Mdb.No.1–11	1869	7,14 ✠ LMC1,17					Sunderland				FK		3SB,*9pf*,GS165,HS6143 FD	21 ″ 11	
	1 *Dk*(*Stl*)&*Spar dk*(*Stl*–ws)&*Web frames*							A&CP	*WB*=*Cell D Ba*	102′ *u* E 20′ *f* 126′ 524*t*		6 *BHCem*		G.Clark,Ld.Sunderland		
										APT 21*t*						
69	**Umta** SteelScSr	5422	✠	Gls	*z*		1898	A. Stephen	British India Stm.	410·0	50·7	28·7	Glasgow	T.3Cy.26½″,42″&66½″–51″	31 ″ 9	
108743	*C.C.McNair* –17	5062	7,98				7mo	& Sons	Nav.Co.Ld.	B89′F59′			British	383NHP		
QFHC	2 *Dks*(*Stl*–*U* teak s)	3492	✠					Glasgow	*WB*=*Cell D Ba*			FK		2SB,*6cf*,GS120,HS5408 FD		
	Elec.light Wireless &*deep framing*								119′ *u* E & *B* 48′ *f* 192′	1129*t* *MT* 33′ 981*t*		6 *BHCem*		A.Stephen&Sons,Glasgow		
												APT 41*t*				
70	**Umtali** SteelScSr	2622	✠ 100A1	Mdb	*t*	2,17 3,18	1896	J. Laing	Bullard, King & Co.	321·0	41·2	14·8	London	T.3Cy.25″,41½″&68″–45″ (*r*)	24 ″ 2	
105810	*T.H.Walker* –15 *ss*Mdb.No.3–10,09	2232	*Spar dk* Nwc Bry				3mo	Sunderland		P11′B118′F40′		21·8	British	180lb *100lb* NDB09 379NHP	s 4 ″ 0	
PGHF	1 *Dk*(*Stl*)&*Spar dk*(*Stl*–*pt* ws)	1633	3,14 4,13 13 LMC3,16					A&CP	*WB*=*Cell D*	*Ba* 86′ *u* E 20′ *f* 140′		6 *BHCem*		2SB.*6cf*,GS113,HS5142 FD	20 ″ 9	
	Elec.light *ss*Nwc.No.2–18 &*Web frames*		2,18									FK		G.Clark (Lim.),Sunderland		
										358*t* *APT* 27*t*		4 *BHCem*				
71	**Umtata** SteelScSr	2643	✠ 100A1	Mdb	*u*	1,14 N11,17	1898	Sir James	Bullard, King & Co.	330·2	41·2	14·9	London	T.3Cy.25″,41½″&68″–45″ (*s*)	24 ″ 5	
110001	*A.J.Ost* –17 *ss*Nwc.No.3–1,12	2161	*Spar dk*				11mo	Laing		P19′B132′F49′		21·9	British	180lb 402NHP	s 3 ″ 9	
QKBT	1 *Dk*(*Stl*)&*Spar dk*(*Stl*–ws)	1627	6,15 ✠ LMC 3,16					Sunderland				FK		3SB,*9cf*,GS155,HS5681 FD	21 ″ 8	
	Elec.light &*Web frames*		Examined 1,17 BS11,17					A&CP	*WB*=*Cell D Ba*	94′ *u* E 20′ *f* 120′ 382*t*		5 *BHCem*		G.Clark,Ld.Sunderland		
										APT 22*t*						
72	**Umvolosi** SteelScSr	2980	✠ 100A1	Nwc	*v*	10,16	1902	Sir J. Laing	Bullard, King & Co.	340·0	42·7	15·7	London	T.3Cy.25″,42″&70″–45″ (*s*)	26 ″ 0	BT till 9,17
115857	*W.T.Miller* –12 *ss*Nwc.No.3–10,16	2635	*Spar dk* Cal				7mo	& Sons, Ld.		P15′B108′F41′		23·5	British	180lb 431NHP	s 4 ″ 10½	
TMGB	*Elec.light* 1 *Dk*(*Stl*)&*Spar dk*(*Stl*–*pt* ws)	1855	10,15 ✠ LMC10,16					Sunderland				FK		3SB,*9pf*,GS165,HS6143 FD	21 ″ 9	
	&*Web frames*		12,17, BS12,17				*Lloyd's*	*SA&CP*	*WB*=*Cell D Ba*	102′ *u* E 20′ *f* 126′ 524*t*		6 *BHCem*		G.Clark,Ld.Sunderland		
										APT 21*t*						
73	**Umvuma** SteelScSr	4399	✠ 100A1	Sld	*x*	4,17	1914	Sir J. Laing	Bullard, King & Co.	365·0	49·2	28·1	London	T.3Cy.27″,44″&73″–48″ (*s*)	30 ″ 6	
136725	*A.F.Clarke* –16	3857	9,11 12,11 17 Cal				12mo	& Sons, Ld.		P37′B130′F40′			British	180lb 504NHP	s 5 ″ 9	
JHGS	*Elec.light* 2 *Dks*(*Stl*)	2791	2,18 ✠ LMC12,14					Sunderland				FK		3SB,*9cf*,GS180,HS7374 FD	25 ″ 4	
							Lloyd's	*SA&CP*	*WB*=*Cell D B*	*a* 104′ *u* E & *B* 43′ *f* 164′		6 *BHCem*		G.Clark,Ld.Sunderland		
										687*t* *APT* 37*t*						
74	**Umzimvubu** SteelTwinScSr	150	✠ 100A1	P.Nl	*b*	3,17 8,17	1896	Edwards	St. John's S.S.Co.	110·0	21·1	7·4	Natal	C.4Cy.10½″&18½″–15″ (*r*)	8 ″ 0	
108161	*H.N.Wahlgren* –13 *ss*P.Nl.No.3–2,09	135	2,17 10,17				12mo	& Co.	Ld. (A.L.	Q17′			British	100lb 60RHP	s 1 ″ 1	
	*ss*PNl.No.1–13	90	✠ NB6,03 ✠ LMC8,15					London	Balsillie, *Mgr.*)			FK		1SB,*2pf*,GS36,HS820	7 ″ 3	
	1 *Dk*		BS10,16 10,17				*Lloyd's*	*SA&CP*				*WB*=*FPT* 6*t*		T.A.Young&Son,London		
												APT 4*t*				
75	**Umzumbi** SteelScSr	3399	✠ 100A1	M db		1,17	1904	Sir J. Laing	Bullard, King & Co.	348·0	43·3	16·9	London	T.3Cy.26″,43″&71″–45″ (*s*)	27 ″ 5	BT till 10,17
118392	*R.E.Keen* –17 *ss*Sld.No.3–4,06	2957	*Spar dk* Cal				2mo	& Sons, Ld.		P36′B118′F41′		24·7	British	180lb 444NHP	s 5 ″ 1	
VPDC	*ss*Mdb.No.2–15	2143	8,17 12,17					Sunderland				FK		3SB,*9pf*,GS173,HS6341 FD	23 ″ 0	
	Elec.light 1 *Dk*(*Stl*)&*Spar dk* (*Stl*–*pt* ws)&*Web frames*		BS1,18 ✠ LMC3,14 BS12,17				*Lloyd's*	*SA&CP*	*WB*=*Cell D Ba*	104′ *u* E 20′ *f* 134′ 541*t*		6 *BHCem*		G.Clark,Ld.Sunderland		
										APT 21*t*						
76	**Una** SteelTwinSc	977					1911	Bremer	Requisitioned by	210·3	31·2	21·2		T.6Cy.15″,26⅝″&39½″–23¾″		
	(*ex* Komet)	538						Vulkan	the Australian	H—			British	153NHP		
	Elec.light Wireles 2 *Dks*	335						Vegesack	Commonwealth				*WB*	Bremer Vulkan, Vegesack		
77	— SteelScSr	400	✠	Fal	*g*		1888	A. Hall &	Cia Pernambucana	160·1	26·1	10·5	Prnmbuco	T.3Cy.12″,19″&32″–24″	11 ″ 0	
	E.G.Wanderley	—	*pt Shade dk*				12mo	Co.	de Nav.	P41′B37′F24′			Brazilian	50NHP		
HLOB	1 *Dk*&*pt Shade dk*	262	*with freeboard* 1,89					Aberdeen		*pt Shade dk*		BK7″		1SB,*2rf*,GS53		
			✠									4 *BHCem*		J.Scott&Co.,Kirkcaldy		
												APT 4*t*				
78	— IronScK	178			…		1890	Cochrane,	Government of	111·0	20·7	11·0	Fremantle	T.3Cy.12½″,19½″&31½″–22½″	11 ″ 0	
96214	*A.Williamson* 12–12 (*Trawler*)	164						Coopr & Scho-	Western Australia	Q16′F19′			British	50RHP		
LQOP	1 *Dk*	87						field Beverley	Irvin & Johnson Ld			BK7½″		C.D.Holmes&Co.,Hull		
79	**Unbe Mendi** SteelScSr	4313	✠ 100A1	Msl	*w*	7,16 1,18	1914	Cia. Euscal-	Cia. Nav. Sota y	365·0	50·3	25·2	Bilbao	T.3Cy.26″,42″&70″–48″ (*s*)	27 ″ 10	
	S.Larrinaga –15	3979	1,18 7,16	Bho			10mo	duna de Const	Aznar (Sota y	P29′B100′F38′			Spanish	180lb 382NHP	s 5 ″ 5	
JSTR	1 *Dk*(*pt Stl*&*pt Irn*)	2664	✠ LMC10,14					Bilbao	Aznar, *Mgrs.*)			FK		3SB,*9cf*,GS156,HS6062	22 ″ 8	
							Lloyd's	*SA&CP*	*WB*=*Cell D Ba*	119′ *u* E 26′ *f* 159′ 934*t*		6 *BHCem*		Cen.Mar.Eng.Wrks.W Hpl		
												APT 152*t*				
80	**Uncas** SteelScSr	4722	✠ 100A1	Sng	*x*	1,17	1913	Greenock	Standard Trans-	375·0	51·2	29·0	Hong Kong Greenock	T.3Cy.27″,44″&73″–48″ (*r*)	29 ″ 2	
135326	*E.H.Crump* –15	4224					6mo	& Grangem'th	portation Co. Ld.	P103′B28′F46′			British	180lb 470NHP	s 5 ″ 10	
JCMP	*Elec.light* 2 *Dks*(*Stl*)&*Webframes*	2897	*Carrying Petr oleum*		*in*	*bulk*		Dkyrd Co. Ld.				FK		3SB,*9cf*,GS195,HS8202	23 ″ 8	
	Mchy. Aft *Longitudinal framing*		✠ LMC6,15					Greenock	*WB*=*Cell D Bu*					Rankin&Blackmore,Grk.		
	Wireless						*Lloyd's*	*SA&CP*	*E&B* 75′ 122*t*	*FPT* 138*t* *APT* 90*t*		16 *BHCem*				
			Fitted for oil fuel 1		2,1	3 *F.P.*	*above*	150° F.				11 „ *to U dk*				
												5 „ 2*nd* „				
81	**Uncatena** SteelPad	652					1902	The Pusey	New Bedford, Mar-	178·0	31·0	12·0	N. Bedford	B.1Cy.42″–120″		
25351	*F.J.Marshall* 87–02	—						& Jones Co.	thas Vineyard &				Utd. States	149NHP		
KRWJ	*Elec.light* 2 *Dks*	370						Wlmngtn Del	Nantucket S.S.Co.					Pusey&Jones Co. Wlmngtn		
82	**Unda** SteelScSr	1412	✠ 100A1	Sng	*p*	2,17	1903	J. Priest-	Anglo-Saxon	240·0	35·0	20·2	London	T.3Cy.18½″,30″&49″–33″ (*s*)	21 ″ 6	
129011	*T.O.Griffiths* –15 *ss*Sng.No.3–3,15	1294	4,13 3,16				5mo	man & Co.	Petroleum Co. Ld.	B68′F25′			British	170lb *80lb* 150NHP	s 3 ″ 0½	
HPGK	1 *Dk*(*Stl*–teak s)2*tr B*&	879	BS4,16 ✠ LMC5,15					Sunderland				FK		2SB,*4pf*,GS65,HS2370	18 ″ 9	
	lower dk(*Stl*) *in fore hold*		BS4,18				*Lloyd's*	*SA&CP*	*WB*	= *DBa* 68′ *f* 92′ 346*t*		4 *BHCem*		N.E.Marine Eng.Co Ld.Sld.		
												APT 28*t*				
83	**Undaunted** IronScK	141			…		1895	Cochrane	T. Davidson	93·6	20·4	11·0	Aberdeen	T.3Cy.11″,17″&30″–21″	11 ″ 10	
105528	*J.Doig* –99 (*Trawler*)	131						& Cooper		Q17′			British	44RHP		
	1 *Dk*	58						Beverley				BK7½″		Earle's Co. (Lim.),Hull		

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant au pont. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Regarding coal, oil fuel, Refrigerating Machinery, Passenger Accommodation, Ice Strengthening, Tonnage Deck, &c.
84 5859 JVTD	**Unden** SteelScSr ~~*F.E.H. Kattstrom*10–10~~ *Elec.light G.J.Holmberg* –18 1*Dk*(*Stl*)		1852 1621 1107	✠100A– ~~4,17 4,16~~ 1,18 ~~NOn~~ ✠LMC11,16	Got	*r*		1916 11mo	Lindholmens M.V. Gothenburg	Fornyade Ångf. Aktieb. Viking ~~(J.M.Dennberg, *Mgr.*)~~ (G.Carlsson, *Mgr.*)	262·0 | 42·7 | 18·1 P24′B65′F31′ FK *CellDB224′471t*	Gothenburg Swedish	T.3Cy.20½″,33″&55″–36″ (*s*) 185lb 214NHP 2SB,*6cf*,GS110,HS3500 *APT41t* Lindholmens M.V.Got.	20 ″ 6 2 ″ 10 18 ″ 0	
85 4250 HDFM	**Underwriter** IronScSr *J.R.Brown*05–11 (*ex*CharlesPearson)		327 — 164					1863	Neafie& Levy Philadelphia	Boston Tow Boat Co	120·8 | 26·1 | 14·8	Boston Utd.States	C.2Cy.22″&40″–36″ 80NHP Atlantic Works,E.Boston		
86 25239	— IronSc		171 — 85					1881	J.H.Dialogue Camden,N.J.	Associated Branch Pilots	112·7 | 22·0 | 11·3	N.Orleans Utd.States	2Cy.20″&36″–28″ 57NHP J.H.Dialogue,Camden,NJ.		
87	**Undine** IronScSr *ss*Xia.2ndNo.3–9,07 (*ex*Hawk,*ex*LadyAline)		338 208 130	✠ *Yacht* 1,12 ✠	Xia			1884 5mo	Ramage& Ferguson Leith	Cia.Argentina de Pesca	165·4 | 23·7 | 12·9	Bns.Ayres Argentine	C.2Cy.20″&38″–24″ 63NHP 3*BHCem* 1SB,GS41,HS1108 Ramage&Ferguson,Leith		
88 84619	— SteelScYl *A.Jensen*05–12 (*Trawler*) *Elec.light* 1*Dk*		184 155 32			…		1899	Mackie& Thomson Glasgow	South African Fisheries&Cold Storage Co.Ld.	105·6 | 21·0 | 10·7 Q17′ BK7½″	Cape Town British	T.3Cy.12″,19½″&32″–22″ NB12 55RHP W.V.V.Lidgerwood,Gls.	11 ″ 7	
89 125226	**Undola** *ss*Syd.No.2–18 SteelScSr *A.MacDonald* –10 ~~*ssSyd.No.1–13*~~ *Mchy.Aft* 1*Dk*(*Irn*) *Cargo battens not fitted*		429 292 185	✠100A1 2,18 ~~3,17~~ ~~BS6,16~~ ✠LMC~~8~~	Syd	*f*	~~3,15~~ 2,18 ~~3,13~~	1909 11mo	J.Fullerton&Co. Paisley *Lloyd's A&CP*	Coal Cliff Collieries, Ld. *WB=FPT*	135·0 | 27·1 | 10·7 P53′F23′ FK 46*t APT14t*	Sydny NSW British	C.2Cy.18″&38″–27″ (*s*) 130lb 82RHP 4*BHCem* 1SB,*2cf*,GS56,HS1501 Ross&Duncan,Glasgow	11 ″ 6 *s* ″10½ 10 ″ 10	
90	**União** SteelScSr *A.deMattosBentes* –07 *Elec.light* 1*Dk*&*Promenade dk*		*217* *153* *147*			…		1905	Murdoch& Murray Pt.Glasgow	M.Castello&Co.	120·0 | 24·1 | 7·8 F20′ FK	Para Brazilian	C.2Cy.14″&28″–20″ NB10 45NHP Ross&Duncan,Glasgow	8 ″ 0	
91 104195	**Unicorn** IronScK *G.Campbell* –07 *ss*Gms.No.2–03 1*Dk*		134 111 46	✠ *Stm Trawler* 12,07 ✠	Gms			1895 3mo	Edwards Bros. North Shields	J.Campbell	90·7 | 20·1 | 10·6 Q18′F19′ BK7½″	Inverness British	T.3Cy.10″,16″&25½″–19½″ 40RHP 3*BHCem* 1SB,*2pf*,GS18,HS590 N.E.Mar.E.Co.(Lim.),Sld.	11 ″ 6	
92 11391 KRMD	**Unimak** WoodScSr *M.Hansen*01–08 (*ex*RedwoodCity) 1*Dk*		258 194 158					1901	J.Dickie Alameda,Cal.	Alaska Packers Association	124·8 | 31·5 | 9·5	S.Frncisco Utd.States	C.2Cy.13″&28″–20″ 31NHP United Eng.Wrks.S.Frisco		
93 209710 LOHV	— SteelScSr (*Whaler*) *Fitted for oil fuel* 1*Dk*		146 — 99					1912	J.F.Duthie &Co. Seattle	Alaska Whaling Co.	100·0 | 19·2 | 12·4	St.Paul, Minn. Utd.States	T.3Cy.11″,18″&29″–24″ 41NHP Washington I.Wks.Seattle		
94 95938 VJQL	**Unio** SteelSc3MstSr *W.G.Tingey* –16 *ss*H.Kg.No.3–10,14 (*ex*Twingone) 1*Dk*(*Stl*)&*Spar dk*(*Stl*) *Mchy.Aft Elec.light* &*Web frames*		1773 1649 1118	✠100A1 *Spar dk* 4,18 ~~6,15~~ BS5,17 ✠LMC10,14 *Carrying Petroleum in bulk* *Fitted for oil fuel* 8,02 *F.P. above* 1	Shl Lth	*r*	~~10,14~~ 4,18 *F.P. at*	1902 8mo	Armstrong Whitworth &Co.Ld. Newcastle *Lloyd's A&Cl* 50°F.	Anglo-Saxon Petroleum Co.Ld. *WB=CellD*	250·0 | 36·5 | 16·8 P22′B23′F25′ 23·8 FK *BuB31′29t FPT62t*	London British	T.3Cy.20″,33″&54″–36″ (*r*) 180lb *120lb* 198NHP 10*BHCem* 2SB,*6cf*,GS100,HS3158 *APT7t* Wllsnd Slpwy.&Eng.Co. Ld.Nwc.	24 ″ 10 *s* 4 ″ 7½ 20 ″ 6	
95 ~~*N.Essex*~~ *J.Pichon* –17 (*ex*Pearl) *Elec.light Well deck*	**Union** SteelScSr *ss*B.As.No.3–9,11 *ss*B.As.No.1–16 1*Dk*(*Irn*)		677 *503* *404*	✠100A1 1,16 ✠LMC1,16 BS5,17	BAs	*j*	1,16	1898 9mo	Wood Skinner&Co.Ld. Newcastle *Lloyd's A&CP*	~~Marina Mercante Argentina~~ Delegrange, G.E.Bates&Co *WB=CellDBa37′uE&B*	185·0 | 29·2 | 11·8 Q32′B16′F27′ FK	Rouen French	T.3Cy.16″,26″&43″–30″ (*s*) 160lb *60lb* 103NHP 4*BHCem* 1SB,*3pf*,GS50,HS1590 *31′f77′181t* N.E.Marine Eng.Co Ld Nwc *FPT38t APT19t*	14 ″ 0 *s* 1 ″ 0½ 13 ″ 2	
96 HCFV	— SteelScSr *C.Wadel*17–17 1*Dk*2*trB*		593 477 361					1893	Nylands Værks. Christiania	Dmpsk.Akties. Adine(C.H. Engelhart,*Mgr.*)	162·1 | 26·9 | 15·1 Q29*t*B63*t*H12*t*F10*t*	Chrstiania Norwegian	T.3Cy.11⅜″,17½″&30″–27″ 47NHP *WB* Nylands Værks.Christiania		N
97 NPFB	— IronScSr *A.Borgby* *Ref.Mchy.* 2*Dks*&*Hurdk*		541 460 275					1875	Lobnitz, Coulbrn&Co. Renfrew	Det Forenede Dampskibs Selsk.	190·6 | 26·2 | 13·8 P42*t*F29*t* 20·5	Odense Danish	C.4Cy.20″&40″–36″ 160NHP *WB* Lobnitz,Coulborn&C.,Rfw		
98 JSVD	— IronScSr *Vich* –12 *ss*Cpl.2ndNo.3–5,02 (*ex*Triton,*ex*Fanny) 1*Dk* *Well deck*		305 — 141	✠ 4,04 ✠NB5,93	Cpl			1878 3mo	A&J Inglis Glasgow	J.Ripoll	151·0 | 21·6 | 11·8 Q48′B35′F32′ BK6″ *WB=FPT*	Soller Spanish	C.2Cy.18½″&34″–24″ NDB98 51NHP 4*BHCem* 1SB,*2pf*,GS38,HS900 20*t APT10t* A.&J.Inglis,Glasgow		V
99 HGRB	— WoodScSr *D.Ajubita* (*ex*CarlosPacheco) 1*Dk*		172 — 104					1886	A.Hay S.Francisco	Cia.Naviera del Pacifico,S.A.	95·0 | 22·9 | 11·0 H35*t*	Mazatlan Mexican	C.2Cy.11″&22″–18″ 17NHP Hinckly,Spiers&Hays,SFo		
100	— WoodScSr (*ex*Praviano,*ex*Guadiana, *ex*Isla de Pinos,*ex*José R.Rodriguez)		171 — 105					1883	Neafie& Levy Philadelphia	E.Gonzalez&Co.	93·2 | 22·8 | 8·6	Havana Cuban	1Cy.18″–18″ 11NHP Neafie&Levy,Philadelphia		
101	— IronScK *J.deGroot*12–12 *ss*Ams.No.3–7,10 *ss*Ams.No.2–17 (*ex*Assumburg) 1*Dk*		169 151 92	✠100A1 *Stm Trawler* 8,17 ~~2,17~~ ✠NB2,17 ✠LMC~~2,17~~	Ams		~~12,16~~ 8,17	1899 3mo	Earle's Co. Ld. Hull *Lloyd's A&CP*	Stoomviss.Maats. Union(G.Dekker& Engeltol,*Mgrs.*)	102·0 | 20·6 | 11·0 Q44′F19′ BK7½″	Ymuiden Dutch	T.3Cy.11⅜″,17″&30″–21″ (*s*) 160lb 47NHP 3*BHCem* 1SB,*2pf*,GS36,HS1063 Earle's Co.Ld.Hull	11 ″ 9	
102 JSVG	**Union Hullera** IronScSr *F.N.Junquera* –04 *ss*Hul.No.3–11,89 (*ex*Victory) *ss*Bbo.No.1–94 1*Dk*(*Irn*)		427 349 282	✠ 3,98 ✠NB11,89	Bbo	*g*		1878 8mo	Murdoch& Murray Pt.Glasgow	Soc.Metalurgica Duro-Felguera	160·5 | 24·7 | 11·8 Q79′F21′ BK7″ *WB=D*	Gijon Spanish	C.2Cy.21″&37″–24″ NDB89 59NHP 4*BHCem* 1SB,*3pf*,GS42,HS1085 *Ba40′FPT* Kincaid,Donald&Co.,Grk.	13 ″ 0	
103 HQKN	**Union I.** SteelScSk *J.Isaksen* 1*Dk*		150 111 68					1902	Porsgrund Mek.Værks. Porsgrund	Union Co.	93·2 | 19·7 | 8·4 P32*t*	Skien Norwegian	C.2Cy.9 5/16″&19 5/16″–14 5/16″ 12NHP *WB* Porsgrund M.V.Porsgrund		
104 LGVJ	— SteelScSr *P.Guellec* –01		138 — 48					1896	A.Blasse Nantes	Cie.Mari.L'Union-Belliloise	99·2 | 20·0 | 8·1 Q16′H10′F18′	Palais French	C.2Cy.16″&28″–18″ NB07 27NHP *WB* A.Maucour,Nantes		V

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / *Master.* *Late Name if any.* / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years As'gned / now exploded. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 Built. By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Dates of L.R. Trade Cert.
105 MCDG	**Union II.** *N.Hansen* *Mchy.Aft*	**SteelSc** 148 110 69					1904	Porsgrund Mek.Værks. Porsgrund	Acties.Transit (A.Johnsen, *Mgr.*)	93·6 P30*t*	19·6	8·8	Skien Norwegian *WB*	C.2Cy.9⅝″&19½″–14″ 11NHP Porsgrund M.V.Porsgrund		
106 LGVK	—	**SteelScSr** 102 — 19					1897	J.Jones& Sons Liverpool	Soc.Anon.des.Vap. de la Presqu'ile de Crozon	92·1 F12′	18·0	8·5	Brest French *WB*	C.2Cy.14″&31″–20″ NB10 36NHP J.Jones&Sons,Liverpool		V
107 LGVM	**Union III.** *L.Dantzer* –02	**SteelScSr** 155 — 56					1898	A.Blasse Nantes	Cie.Mar.L'Union Belliloise	98·8 H32′F20′	20·0	8·4	Palais French *WB*	C.2Cy.16⅛″&28⅜″–17⅞″ NB09 28NHP A.Maucour,Nantes		V
108 MFND	— *N.Gundersen* *Mchy.Aft*	**SteelScSr** 154 114 71					1908	Porsgrund Mek.Værks. Porsgrund	Akties.Transit (A.Johnsen, *Mgr.*)	95·4 P31*t*	19·6	8·8	Skien Norwegian *WB*	C.2Cy.9⅝″&19⅜″–14″ 11NHP Porsgrund M.V.Porsgrund		
109 MHCQ	**Union IV.** *N.M.Paulsen* *Mchy.Aft*	**SteelScSr** 175 126 89					1911	Porsgrund Mek.Værks. Porsgrund	Akties.Transit (A.Johnsen, *Mgr.*)	100·4 P39*t*	20·5	8·8	Skien Norwegian *WB*	C.2Cy.9⅝″&19 7/10″–14 3/10″ 12NHP Porsgrund M.V.Porsgrund		
110 MKHB	**Union V.** *C.Lisberg* 15–15 (*ex* Erik Ask)	**SteelScSp** 150 127 79	*Oil Eng.* 1*Dk*				1914	Kaldnæs Mek.Værks. Tönsberg	Akties.Transit (A.Johnsen, *Mgr.*)	96·7	21·1	8·0	Skien Norwegian	Oil Engine SA Kromhaut Motor Fab.Ams.		
111 60 SPDG	**Unione** *C.Soldano* –13 *Mchy.Aft*	**SteelSc3MstSr** 510 (*ex* Dynamo) 441 306				…	1884	Earle's Co. Ld. Hull	Soc.Trasporti Internazionali Maritimi G.Randazzo	175·7 Q28′B24′F16′	25·0	13·8 FK	Palermo Italian	T.3Cy.17″,27″&48″–27″ NB03 120NHP Earle's Co.Ld.Hull	14 ″ 10	V
112 12 SPGV	**Unione Operaia** *F.Brusaca* –09	**SteelSc** 125 104 51					1906	Soc.Nav. Unione Operaia Lerici	Soc.Anon.Co-op.di Nav.a Vap.Unione Operaia del Golfo	101·5	19·8	9·1	Spezia Italian	C.2Cy.15¾″&29½″–17¾″ 30NHP Ceretti&Parodi,Leghorn		
113 MCRS	**Unita** *L.Lyche* *Elec.light*	**SteelScSr** 3586 3383 2344	1*Dk*				1906	W.Dobson &Co. Newcastle	Acties.Corona (H.M.Wrangell& Co.Akties. *Mgrs.*)	338·1 H80*t*F48*t*	48·0	25·5	Haugesnd Norwegian *WB*	T.3Cy.25″,41″&68″– 139NHP N.E.Marine Eng.Co Ld Nwc	28 ″ 0	N
114 65415 QSRN	**United Service** *W.Bonnar* –08	**WoodPad** 107 ptIB 107 41	✠ *For Tug purposes* 3,72	Shl	7		1871 9mo	Dodgin N.Shields	~~Gt.Yarmouth Sea. Tug Co.Ltd.~~ E.E.Aldred	98·6 Cl	19·1	9·8	Yarmouth British	1Cy.35″–51″ NB14 44RHP T.R.Scott&Co.,N.Shields		
115 NMHV	**United States** *R.Götsche* –10 *Ref.Mchy. Elec.light*	**SteelTwinScSr** 10122 2*Dks&Awngdk* 6529 Wireless 6006					1903	A.Stephen &Sons,Ld. Glasgow	Det Forenede Dampskibs Selsk.	500·8 P44′B176′F59′ 37·6	58·3	29·4	Copnhagn Danish *WB*	T.6Cy.30″,50″&80″–54″ 941NHP A.Stephen&Sons,Ld.Gls.		V
116 206330	— *Elec.light* Wireless	**SteelSc** 1374 — 811	3*Dks*				1909	Manitowoc D.D.Co. Manitowoc	E.H.R.Green	193·0	41·0	16·0	Galveston Utd.States	T.3Cy.22″,36½″&60′–40″ Gunnell 228NHP Machine Co.Manitowoc		
117 135970	**Unitia** *R.Freeman* –13	**SteelScK** 296 265 122	✠100A1 *Stm Trawler* 10,14 ✠LMC9,15	Gms			1913 9mo *Lloyd's*	Cook,Welt'n&Gemmell Ld. Beverley	Gt.Gms.&E.Coast Stm.Fishing Co.Ld	130·2 Q71′F20′	23·0	12·2 BK8″	Grimsby British 4*BHCem*	T3Cy.13½″,22½″&37″–24″(*s*) 185lb 68RHP 1SB,3*pf*,GS47,HS1595 Amos&Smith,Ld.Hull	13 ″ 1	
118 113120 TSFG	**Unity** *W.Aaron* –16 *Elec.light*	**SteelScSr** 1091 920 464	✠100A1 8,14 ~~11,16~~ ~~BS11,16~~ ✠LMC3,16 BS9,17	Sou Lon	*o*	3,15 9,17	1902 11mo *Lloyd's*	Murdoch& Murray Pt.Glasgow	Lancs.&Yorks.Ry. Co.	246·8 P39′B98′F30′ *B* = *Cell DBa* 40′ *u E*	36·3	13·5 FK *W*	Goole British 4*BHCem* *A&CP*	T.Cy.24″,40″&65″–36″ (*r*) 180lb 302NHP 2SB,8*cf*,GS175,HS5060 J.G.Kincaid&Co.Greenock	16 ″ 0 s 1 ″ 5 14 ″ 11	
119 *Should be "Vronwen," See No. 3 in Supplement*	**Universal** *Elec.light*	**SteelSoSr** 6200 3100 3850	100A1 (*Class Contem plated*)			.	1917	Short Bros. Ld. Sunderland	Taylor&Sanderson Steam Shipping Co.Ld.(Taylor& Sanderson, *Mgrs.*)	405·0	52·0	23·5	Sundrland British	T.3Cy.27½″,45″&75″–48″ G.Clark,Ld.Sunderland		
120 73575 WTMJ	**Universe** *S.Barker* 89–89	**IronPadSk** 143 143 35					1875	J.T.Eltringham SouthShields	~~Gottschalk & Stuart~~ J.Fletcher	115·8	19·5	9·9	Liverpool British	L.2Cy.30⅝″–54″ 85RHP Hepple&Co.,SouthShields		
121 7093 JMSV	**Unkai Maru** (*ex* Fulham)	**SteelScSr** 2069 1545 1477 *ss*Hpl.No.3–2,03 1*Dk*(*Irn*)&*Web frames* &*pt Awng dk*(*Irn*)	✠ *pt Awng dk with freeboard* 5,05 ✠	Yka	*r*		1890 5mo	W.Gray& Co.Ld. W Hartlepool	S.Nakamura	270·0 P29′Q80′ *pt Awng dk* 161′ *W* = *Cell D*	36·6 BK10″	19·0	Tarumi Japanese 4*BHCem* *B* 226′405*t*	T.3Cy.20″,31½″&53″–36″ NDB99 165NHP 2SB,4*rf*,GS71,HS2500 Cen.Mar.Eng.Wrks.W Hpl	21 ″ 6	
122 13881 LNVC *S.Sato*	**Unkai Maru No. 2** ~~*K.Okamura* –16~~ (*ex* Ching Wo) –17 *Elec.light*	**SteelScSr** 3873 3623 2853 *ss*Gls.No.3–12,06 *ss*Nag.No.?–14 2*Dks*(1*Irn*&*U Stl*–teak s)&*deep framing* 3*Dk rule*	✠100A1 6,17 ~~2,16~~ ✠LMC~~2,16~~ 6,17	Kob A&CP	*w*	2,16	1894 9mo	Workman Clark&Co.Ld Belfast	Uchida Kisen Kabushiki Kaisha *WB* = *Cell D Ba*	370·0 P26′B73′F42′ 116′ *u E&B* 30′*f* 154′	45·3 BK9″	27·0 6*BHCem* 767*t APT* 63*t*	Tarumi Japanese 2SB,6*cf*,GS124,HS5112 FD Workmn,Clark&Co.Ld Bel	T.3Cy.26″,42″&71″–48″ (*s*) 180lb ~~180lb~~ 398NHP 2SB,6*cf*,GS124,HS5112 FD	29 ″ 9 s 6 ″ 0½ 24 ″ 10	
123 15013 LVQG	**Unkai Maru No. 3** *Katagama* (*ex* Istria,*ex* Craigrowan)	**SteelScSr** 2765 2367 1989 *ss*Tri.No.3–7,10 *ss*Kob.No.1–16 1*Dk*(*Stl*)2*tr B&deep framing*	✠100A1 *Spar dk with freeboard* 6,17 ~~2,17~~ ✠LMC~~2,17~~ 6,17	Kob Nag	*t*	2,17	1898 2mo *Lloyd's*	A.Rodger &Co. Port Glasgow *sA&CP*	S.Nakamura *WB* = *Cell D Ba* 102′ *f* 130′	314·4 P29′B76′F29′	44·0 FK	20·7 5*BHCem* 583*t APT* 34*t*	~~Kobe.~~ Japanese 2SB,6*cf*,GS106,HS3888 Hall-Brwn,Buttery&C.Gls	T.3Cy.22½″,37″&61″–42″(*s*) 160lb *80lb* 250NHP 2SB,6*cf*,GS106,HS3888	23 ″ 3 s 3 ″ 11½ 19 ″ 7	
124 (*ex* Robert Dollar) *Elec.light* Wireless	**Unkai Maru No. 5** *Now named "Stromboli," See No. 65 in Supplement*	**SteelScSr** 5356 5046 3419 *ss*Kob.No.1–16 2*Dks*(*Stl*) *Cargo battens not fitted*	✠100A1 6,16 ~~LMC6,16~~	Kob	*z*	6,16	1911 7mo *Lloyd's*	A.Rodger &Co. Port Glasgow *sA&CP*	S.Nakamura *Cell D Ba* 137′ *u E&B*	410·3 P42′B110′F43′ 43′*f* 180′127 1*t FPT*	54·0 FK	27·1 5*BH only* Cem 93*t APT* 92*t*	Chnnampo Japanese 5*BH only* Cem	T.3Cy.26″,43″&72″–48″ (*s*) 180lb 433NHP 3SB,9*cf*,GS185,HS7290 A.Rodger&Co.Glasgow	29 ″ 9 s 6 ″ 0 24 ″ 1	
125 19222 NBVD	**Unkai Maru No. 6** *K.Mori* –16 *Elec.light*	**SteelScSr** 3188 2757 1992 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	✠100A1 7,16 ✠LMC7,16	Kob	*t*		1916 7mo	Osaka Iron Works,Ld. Osaka A&CP	S.Nakamura *Cell DB* 255′ 519*t FPT*	305·0 P19′B82′F32′	43·7 FK	27·2 5*BHCem* 76*t APT* 20*t*	Tarumi Japanese 5*BHCem*	T.3Cy.22″,37″&61″–42″(*s*) 180lb 288NHP 2SB,6*cf*,GS90,HS3824 FD Osaka Iron Wks.Ld.Osaka	27 ″ 3 s 4 ″ 4½ 23 ″ 2	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equilisement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ne fait pas partie de la Fl. Britannique. Lettres Chef. Bur. Veritas
126 19225 NBVH	**Unkai Maru No. 7** *G.Kawasaki* –16	**SteelScSr** 1*Dk*	2143 1886 1283	✠ **100A1** *StmTrawler* 6,16 ✠NB12,08 ✠LMC7,16	Npt		7,16	1916	**Uraga** DockCo.Ld. Uraga	**S.Nakamura**	268·0 P13′	40·7 B58′	23·6 F28′	**Tarumi** Japanese *WB*	T.3Cy.19″,31½″&52″–39″ 169NHP UragaDockCo.Ld.Uraga	23 ″ 6 s 4 ″ 1 19 ″ 9	
127 MLVW	**Uno** *O.M.Nilsen*15–15 (*ex*Göteborg)	**SteelScSr**	612 598 334					1890	**A.A.W.van** Reede,Czn. Papendrecht	**O.Kvilhaug&Co.** **Akties.**	173·6 H23*t*	27·3	17·7	**Haugesnd** Norwegian *WB*	T.3Cy.15″,24″&40½″–30″ A.A.W.van Reede,Papendrht. 90NHP		V
128	**—** *ss*BAs.No.2–15 1*Dk*	**SteelScK**	195 184 50	✠**100A1** *StmTrawler* 6,16 ✠NB12,08 ✠LMC7,16	Npt		7,16	1907 4mo	**Hall,Russell&Co.Ld.** Aberdeen *Lloyd's A&CP*	**RussianGovt.**	112·4 BK7½′	21·5	11·7	Russian 3*BHCem*	T.3Cy.11½″,20″&33″–22″ (*r*) 180lb 69NHP 1SB,2*pf*,Gs34,Hs1255 Hall,Russell&Co.Ld.Abn.	12 ″ 6	
129 QGTN	**Unterweser 10** *G.Kleen* (*Tug*) 1*Dk*	**SteelSc**	153 139 10					1899	**Act.Ges.** "Weser" Bremen	**Schleppschifff.Ges Unterweser**	95·5 B5′	22·4	10·7	**Bremen** German	T.3Cy.13″,20½″&33″–21½″ 51NHP A.G."Weser,"Bremen		G
130 11608 LHDB	**Unyo Maru** *Elec.light*	**SteelAuxScBk** 2*Dks*	442 380 196					1909	**OsakaIron** Works Osaka	**JapaneseGovt. Dept.ofAgriculture &Commerce**	137·2 P29′	28·5 F29′	16·0	**Tokio** Japanese	T.3Cy.11″,18″&29½″–22″ 41NHP OsakaIronWorks,Osaka		
131 7056 JOWP	**Unyu Maru** (*ex*Shin-unyuMaruNo.2)	**WoodScSp** 2*Dks*	173 — 107					1901	**Ono** Seikichi Osaka	**I.Amagasaki**	103·9	16·3	12·6	**Osaka** Japanese	C.2Cy.12½″&24½″–16″ 20NHP OnoSeikichi,Osaka		
132 856 HFQM	**Unyu Maru No.1**	**WoodTwinScSp** 2*Dks*	104 87 60					1883	**U.Hosoya** Osaka	**I.Amagasaki**	90·6	13·2	11·3	**Osaka** Japanese	2Cy.11⅝″–12½″ 8NHP		
133 1363 HJSG	**Unyu Maru No.3** 2*Dks*	**WoodTwinScSr**	146 — 80					1893	**Mayeda** Unosuke Osaka	**KagoshimaYusen KabushikiKaisha**	99·8	16·5	11·8	**Nawa** Japanese	C.4Cy.10¾″&18″–14″ E&B*blt*.90 20NHP RioKanShi,Osaka		
134 111190	**Upada** *R.T.B.Butler* –16 *Elec.light* 2*Dks*(*Stl–Uteak s*)3*trB* &*Webframes*	**SteelScSr**	5257 4880 3382	✠ 5,99	Gls	*z*		1899 5mo	**A.&J.** Inglis Glasgow	**BritishIndiaStm. Nav.Co.Ld.** *WB*=*CellD Ba* *B*43′*f*195′1208*t M*	410·0 B95′F62′ 123′*uE&* *T*30′922*t*	50·7 FK	28·8 6*BHCem* *FPT*184*t*	**Glasgow** British	T.3Cy.26½″,42″&66½″–51″ 387NHP 2SB,6*cf*,Gs123,Hs1500 FD A &J.Inglis,Glasgow	32 ″ 0	
135 120694 HFVS	**Upcerne** *G.M.Balfour* –17 *ss*Bry.No.2–14 1*Dk*(*pt Irn&pt Stl*)&*deep framing*	**SteelScSr**	2984 2210 1885	✠**100A1** ~~16,17·0,18~~ 8,18 ~~B 12,15~~ B≤10,17 ✠LMC12,15	~~Cdf~~ Hull	~~Nwc~~ ~~Dry~~	N10,16	1906 4mo	**Ropner&** Son Stockton *Lloyd's A&CP*	**MinterneSS.CoLd.** **(A.F.Hood,** *Mgr.*) *WB*=*Cell* *DBa*104′*uE&B*38′	331·0 P29′B100′F36′ *f*142 787*t*	47·0 FK	22·2 5*BHCem* *FPT*119*t*	**London** British	T.3Cy.23½″,39″&64″–42″ (*s*) 180lb *90lb* 284NHP 2SB,6*cf*,Gs120,Hs4330 Blair&Co.Ld.Stockton	24 ″ 9 s 4 ″ 4½ 20 ″ 9	
136 2614 JFRT	**Upland** *K.R.Bergström* –11 1*Dk*	**IronScSp**	157 67 115					1871	**Bergsund** Mek.Verks Stockholm	**ÅngfAktiebGmla Svartsjölandet (J. W Rickander** *Mgr*)	104·8 B61′H18*t*F10′	18·3	7·1	**Stockholm** Swedish	C.2Cy.13¾″&23½″–15½″&19½″ 20NHP BergsundMk.Vks.Skm.		
137 140255	**Upminster** *J.W.Gagen* –17 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	**SteelScSr**	2176 1733 1272	✠**100A1** 1,18 ~~3,17~~ ✠LMC5,17	Sld	*r*	1,18	1917 3mo	**Osbourne,** Graham&Co. Ld. Sunderland *Lloyd's A&CP*	**J.Hudson&Co.Ld.** *CellD*	280·0 P23′Q94′B52′F27′ *B*236′ 530*t*	40·5 FK	18·5 4*BHCem* *FPT*95*t*	**London** British	T.3Cy.21″,34″&56″–39″ (*s*) 180lb 215NHP 2SB,4*cf*,Gs77,Hs3364 Richardsons,Westgarth& Co.Ld.Sld.	20 ″ 9 s 2 ″ 2 18 ″ 11	
138 JSVH	**Upo-Mendi** *DeArrotegui* –11 *Turret deck Elec.light* 1*Dk*	**SteelScSr**	3838 3131 2435					1911	**Cia.Euscal-duna** Bilbao	**Cia.Nav.Sota y Aznar (Sota y Aznar,** *Mgrs.*)	350·2 P31′B117′F32′	50·2	28·4	**Bilbao** Spanish *WB*	T.3Cy.25″,41″&67″–45″ 301NHP Blair&Co.Ld.Stockton		V
139 101472 SLPM	**Upolu** *W.Sinclair* –17 *ss*Ddn.No.3–12,03 *ss*Syd.No.2–12 2*Dks*(*UptStl–*ws)&*Awngdk*	**SteelScSr**	1141 1117 700	✠ — 12.15 *Awng dk withfreeboard*	Syd	*m*		1891 12mo	**Fleming&** Ferguson Paisley	**A.B.Iffland van Ess** *WB*=*DBa*53′*f*82′224*t*	220·0 ND12	30·1 23·3	15·5 FK 4*BHCem* *APT*38*t*	**Shanghai** British	Q.4Cy.15″,23″,30″&45″–33″ 123NHP 1SB,3*rf*,Gs63,Hs1765 Fleming&Ferguson,Psy.	24 ″ 1	
140 2330 JFHQ	**Upperud** *A.J.Olsson* –04 *Mchy.Aft* 1*Dk*	**CompScSp**	177 150 92					1886	**P.Larsson** Thorskog	**Ångf.Aktieb. Trafik (A.Th. Assmundson** *Mgr*)	100·2 Q4′B20′H8*t*F10′	22·2	9·5	**Gothenbrg** Swedish	C.2Cy.10″&15″–12″ NE&B06 7NHP P.Larsson,Thorskog		
141 1886 HLWD	**Urado Maru No. 2** 2*Dks*	**WoodScSr**	176 — 95					1897	**Kanosuye** Mansuke Misato	**SanrikuKisen KabushikiKaisha**	105·3	16·3	12·5	**Kamaishi** Japanese	C.2Cy.14½″&28″–18″ 19NHP OnoSeikichi,Osaka		
142 HJVP	**Uræd** *F.Torp* (*Salvage Steamer*) *Elec.light* 1*Dk*	**WoodScSp**	189 183 65					1890	**H.Gravdal** Opsanger	**Norsk Bjergning-skompagnie**	115·7 H12*t*	22·9	12·3	**Chrstiania** Norwegian	C.2Cy.18½″&32½″–24½″ E*blt*84,*fitted*90 NB0734NHP NylndsMek.Verksted,Xia.		N
143 19198 NBSK	**Uraga Maru** *B.Nakano* –16 1*Dk*	**SteelScSr**	2148 1886 1291					1916	**Uraga** DockCo.Ld. Uraga	**NipponKisen KabushikiKaisha**	268·0 P13′B58′F27′	40·7	23·6 *WB*	**Amaga-saki** Japanese	T.3Cy.19″,31½″&52″–39″ 169NHP UragaDockCo.Ld.Uraga	23 ″ 6 s 4 ″ 0 19 ″ 10	
144 112568	**Uraidla** *M.Martin* 1*Dk*	**WoodScCtr**	168 145 48					1902	**Adelaide** S.S.Co.Ld. Sydney,NSW	**AdelaideS.S.Co.Ld**	104·0	22·7	11·2	**P.Adelaide** British *WB*	C.2Cy.18″&36″–27″ E&B*made*85*fitted*02 54RHP D.&W Henderson,Glasgow		
145 9424 JTFQ	**Urajiwo Maru** (*ex*Progress) 1*Dk*	**SteelScSr**	878 660 544					1890	**Schlesingr** Davis&Co. Newcastle	**GoshiKaisha DaigoShokai**	196·5 Q64′B47′F25′	29·6	13·5	**Hakodate** Japanese *WB*	T.3Cy.16¼″,26½″&43⅞″–30″ 103NHP N.E.MarineEng.CoLdNwc		
146 18708 MVQS	**Urakawa Maru**	**SteelSc**	347 — 205					1915	.....	**R.Mayeda**	130·0	22·5	15·0	**Hakodate** Japanese			
147 ~~Ural~~ ~~E.Somali~~ ~~NABZ~~ —	**Ural** ~~*E.Somali*~~ *ss*Rot.2ndNo.3–3,12 *ss*Nag.No.1–15 (*ex*PawelAndrejeff, *Well deck ex*Elvaston)	**SteelScSr** 1*Dk*(*Irn*)& *Web frames*	2063 1605 1325	✠**100A1** ~~[illegible]~~ 1,18 ✠NB4,07 ✠LMC11,16 BS5,17	Nag	*r*	~~N11,15~~ 5,17	1887 10mo	**J.Laing** Sunderland *Lloyd's A&CP*	**TheShippingCon-troller (Turner, Morrison&Co.** *Mgrs*) *WB*=*Cell DBa*10	278·0 Q121′B96′F31′ 2′*uE&B*28′*f*84′367*t*	37·2 BK9½″	19·2 4*BHpt Asp ptCem*	**British**	T.3Cy.22″,36½″&60″–42″ (*s*) 150lb 233NHP 2SB,6*cf*,Gs102,Hs3794 G.Clark,Sunderland	21 ″ 11 s 1 ″ 9 21 ″ 2	
148 136887 JHGB	**Urana** *W.Fairclough* 11–14 *Elec.light* 1*Dk*	**SteelScK**	308 275 152	✠**100A1** *StmTrawler* 11,14 ✠LMC11,14	Abn			1914 11mo	**A.Hall&** Co.Ld. Aberdeen *Lloyd's A&CP*	**CliftonSteam Trawlers,Ld. (Taylor&Tomlin-son,Ld.** *Mgrs.*)	131·0 F22′	23·1 BK7½″ *WB*=*DBf*38′26*t*	12·8	**Fleetwood** British 3*BHCem*	T.3Cy.13″,22″&36″–27″ (*s*) 180lb 93RHP 1SB,3*pf*,Gs51,Gs1801 A.Hall&Co.Ld.Aberdeen	13 ″ 6	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. / Master. / Special Surveys.	3 Material, Rig, &c. / Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. — for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned / now expired. Equipment Letter.	Date when tail shaft last seen.	8 Built. When. — Ship. — Engines.	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L. R. Date of B. of Trade Cert.
149 59	**Urania** *Inglesses* –05 (*ex* Vrissiis, *ex* Vrisida, *Well deck* *ex* Klyde)	**IronScSr** *ss* Bbo. No. 3–1,95 *ss* Pir. No. 2–03 1 *Dk*(*Irn*) 2 *trB*	1465 — 857	✠ 5,08 ✠	Gtz	*p*		1882 8mo	C. S. Swan & Hunter Newcastle	M. G. Barbati	256·0 | 35·0 | 17·9 Q96 B62 F28' BK 9' *WB* = *DB*	Mariupol Russian	C. 2 Cy. 32″ & 62″–36″ 180 NHP 2 SB, *4pf*, GS 73, HS 2980 Wallsend Slipway Co. Nwc.	19 ″ 3	
150 3529 JKTQ	— *F. Lundström* (*ex* Erik) *Well deck*	**SteelScSr** *ss* Osc. No. 3–1,12 *ss* Skm. No. 1–16 1 *Dk*(*Stl*)	628 421 334 —	✠100A1 ~~6·17 7·16~~ 4,18 ✠LMC 7,16 BS 3,17	Skm	*i*	7,16 8,17	1899 7mo	Lindholmens V. A. Gothenburg A&CP	Stockholms Rederiaktieb. Svea (H. Ericson, *Mgr.*) *WB* = *Cell D*	165·7 | 29·1 | 11·0 Q85 B10 F21' FK *Ba* 37′ *u E* & *B* 33′ *f* 73′	Stockholm Swedish	T. 3 Cy. 13½″, 22½″ & 36″–27″ (*s*) 170 lb *90 lb* 81 NHP 1 SB. *3rf*, GS 45, HS 1408 N.E. Marine Eng. Co Ld Nwc	13 ″ 4	
151 — 127402	— — — —	**SteelScK** *ss* Mil. No. 1–12 1 *Dk*	226 192 85 —	✠100A1 *Stm Trawler* 10.13 BS 1,14 ✠LMC 1,12	Mil		10,13	1907 11mo *Lloyd's*	Dundee S.B. Co. Ld. Dundee *SA&CP*	W. Milne	120·0 | 21·6 | 11·4 Q67′ F22′ BK 7½″	Ayr British	T. 3 Cy. 12¾″, 20″ & 34″–24″ (*s*) 180 lb 71 RHP 1 SB. *2pf*, GS 35, HS 1175 W. V. V. Lidgerwood, Gls.	12 ″ 6	
152 661 SPGX	— *F. Ferruccio* —	**SteelSc** (*ex* Cav. Berenghi) 2 *Dks*	218 199 133					1913	Cant. Nav. Riuniti Muggiano	Soc. Anon. Cant. Navali Riuniti	99·2 | 22·4 | 14·2	Genoa Italian	T. 3 Cy. 11″, 17″ & 30″–20″ *Emade* 92 *refitted* 13 40 NHP J. Scott & Co., Kirkcaldy		I
153 — NHBV	— *E. Zwart* –10 *Well deck*	**IronScK** *ss* Gms. No. 3–2,04 *ss* Gms. No. 1–08 1 *Dk*	180 166 60	✠ *Stm Trawler* 12.10 ✠	Gms			1890 3mo	Earle's Co. (Lim.) Hull	W. Maarleveld	107·4 | 20·5 | 11·4 Q42′ F20′ ND 04 BK 7½″	Ymuiden Dutch	T. 3 Cy. 11″, 20″ & 32″–22″ 50 NHP 1 SB. *2cf*, GS 29, HS 800 Earle's Co. (Lim.), Hull	12 ″ 0	
154 NHBV	**Uranienborg** *K. H. Schmidt* 94–06 *Well deck*	**SteelScSr** *ss* Rot. No. 3–12,07 *ss* Els. No. 2–17 1 *Dk*(*pt Stl pt Irn*) & *Web frames*	1975 1398 1205	✠100A1 2,18 ~~3,17~~ ✠LMC ~~BS 2,16~~ MS 3,17 BS 1,18	Els Cpa	*r*	~~8,17~~ 2,18	1894 11mo A&CP	Helsingörs Jerns og Maskinbyg Elsinore *WB*	Dampskibs Selsk. Dannebrog (C. K. Hansen, *Mgr.*) = *Cell D B a* 82′ *u E* & *B* 38′ *f* 110′ 427 *t* *FPT*	270·0 | 37·1 | 17·0 P17′ Q80′ B116′ F32′ FK 62 *t* *APT* 54 *t*	Copnhagn Danish	T. 3 Cy. 18½″, 30″ & 49″–36″ (*s*) 160 lb *90 lb* 148 NHP 2 SB, *4rf*, GS 68, HS 2293 Helsingors Maskinbyggeri	19 ″ 6 s 1 ″ 4½ 18 ″ 5	
155 175 HCVK	**Urano** (*ex* Berenice)	**IronScBk** 2 *Dks* 3 *trB*	2627 2388 1632			…		1882	E. Strudthoff San Rocco	Lloyd Austriaco	340·0 | 37·5 | 24·9	Trieste Aust.-Hung.	C. 2 Cy. 39″ & 70″–48″ 283 NHP E. Strudthoff, Trieste	24 ″ 7	
156	— — —	**SteelTwinScSr** (*ex* Elisa Cerana) 1 *Dk*(*pt Stl*–ws) *Beams*(*Irn*)	*460* *322* *285*	✠ *For River purposes only* 5.95 ✠	Mdb			1890 6mo	W. Harkess & Son Middlesbro'	Cia. Argentina de Nav. (Nicolas Mihanovich) Ltda.	190·5 | 28·6 | 8·2 FK	Bns. Ayres Argentine	T. 6 Cy. 13½″, 21″ & 35″–22″ 2 SB, *4rf*, GS 69 115 NHP A. Shanks & Sou, Arbroath	8 ″ 6	
157 81688	**Uranus** *Elec. light* *Mchy. Aft*	**SteelSc** (*ex* William E. Reis) 1 *Dk* 2 *trB*	4426 — 2832					1900	American S.B. Co. Cleveland, O.	Interlake S.S. Co. (Pickands, Mather & Co., *Mgrs.*)	116·0 | 50·0 | 24·0 *WB*	Cleveland Utd. States	T. 3 Cy. 23″, 37½″ & 63″–42″ 257 NHP American SB. Co. Cleveland		
158 PVTR	— *H. C. Berkhout* —	**SteelScSr** 2 *Dks*	1583 1224 978					1906	Wrf. voorh. Rijkee & Co. Rotterdam	Koninkl. Nederl. Stoomb. Maats.	250·0 | 34·6 | 20·8 Q78′ B62′ F32′	Amstrdam Dutch	T. 3 Cy. 19″, 32″ & 51″–36″ 156 NHP *WB* Maats. Fyenoord, Rot.		V
159 5384 JTBG	— *G. Orbom* –14 *Well deck*	**SteelScSr** 1 *Dk* & *Web frames*	950 761 565			…		1897	Sunderlnd S.B. Co (Lim) Sunderland	Angf. Aktieb. Bohuslän (J. E. Lindbom, *Mgr.*)	207·3 | 31·9 | 13·7 Q74′ B53′ H31 *t* F22′ FK	Lysekil Swedish	T. 3 Cy. 17″, 28″ & 46″–30″ 133 NHP *WB* N.E. Marine Co. (Lim.), Sld.	16 ″ 10	G
160 — QKGT	— *G. Langhans* –13 *Elec. light*	**SteelScSr** 1 *Dk*	726 549 402					1913	Akt. Ges. "Weser" Bremen	Dampfschiffahrts Ges. Neptun	185·8 | 28·3 | 12·8 Q64′ B46′ F23′	Bremen German	T. 3 Cy. 13″, 21″ & 34½″–23½″ 57 NHP *WB* A. G. "Weser," Bremen		G
161 — JRCL	— *Herwander* *Well deck*	**IronScSr** (*ex* Unita) 1 *Dk* 2 *trB*	599 364 357	✠ 2,83	Lon	*g*		1880 11mo	Brgns Mek. Verk. Bergen	Bergenske Dampskibsselskab *WB* = *MT* 12′ 60 *t* *APT* 30 *t*	161·7 | 24·4 | 13·0 P116 *t* H9 *t* F17 *t*	Bergen Norwegian	C. 2 Cy. 19½″ & 37″–24″ 56 NHP 5 *BH* Brgns. Mek. Vrks., Bergen		
162 — —	— — —	**SteelScLr** 1 *Dk*	173 170 89					1902	M. van der Kuijl Slikkerveer	L. J. van Gelderen	111·5 | 21·6 | 11·2	Vlaardngn Dutch	T. 3 Cy. 8½″, 13½″ & 22″–16″ 19 NHP *WB* Alblasserdamsche Mchnfb.		
163 1338 HJQP	**Urashima Maru** —	**WoodSc** —	266 — 158					1893	.....	Y. Mayeda	132·3 | 19·2 | 14·9	Hakodate Japanese			
164 18925 MWRD	**Urayasu Maru** *M. Matsuhara* (*ex* Assyria, *ex* Isis)	**SteelScSr** *ss* Ham. No. 3–4,01 *sc* Ham. No. 1–05 *Elec. light* 2 *Dks*(*Stl-Uteaks*) 3 *trB*	2580 2273 1553	✠ 1,08 ✠	Ham	*u*		1889 7mo	Blohm & Voss Hamburg	K. Hamane	321·2 | 40·3 | 23·4 P36′ B110′ F34′ BK 10′ *WB* = *Cell D B* 268′ 450 *t*	Nishinomiya Japanese	T. 3 Cy. 23½″, 38″ & 63″–42″ NDB 04 261 NHP 2 SB, *6cf*, GS 130, HS 3920 Blohm & Voss, Hamburg	26 ″ 2	
165 139613 ~~PTPD~~	**Urd** ~~*C. B. Anderson*~~ —	**SteelScSr** *ss* Bgn. No. 3–12,07 *ss* Shl. No. 2–16 1 *Dk*(*pt Stl* & *pt Irn*) 2 *tr B* & *Web frames* & *pt Awng dk*(*Irn*)	3049 2322 1968	✠100A1 *pt Awng dk with freeboard* 8,17 ~~4,17~~ MS 2,16 ✠LMC DBS ~~6,16~~ 7,17 MBS ~~13,16~~ 8,17	Bgn Cff	*u*	4,17	1895 9mo	Ropner & Son Stockton A&CP	~~Aktien. Dmpsk. Urd~~ (Aktien. Jacob ~~R. Olsen~~) H. R. Jones *WB* = *Cell D Ba*	322·1 | 41·5 | 20·6 P25′ Q106′ BK 10″ *pt Awng dk* 191′ 110′ *u E* 24′ *f* 120′ 576 *t*	~~Bergen~~ ~~Norwegian~~ 5 *BH Cem* *APT* 30 *t* Cardiff British	T. 3 Cy. 23″, 37″ & 61″–42″ (*s*) 160 lb *100 lb* NDB 07 246 NHP 2 SB, *6rf*, GS 104, HS 3760 Blair & Co. (Lim.), Stockton	24 ″ 0 s 8 ″ 7 23 ″ 3	
166 — 4672 JQGT	— *R. Johansson* 14–14 —	**SteelScSr** 1 *Dk*	639 433 343					1906	Göteborgs M. V. Aktieb. Gothenburg	Ångf. Aktieb. Nornan (Th. Ahrenberg, *Mgr.*)	167·0 | 28·4 | 11·0 Q93′ B38′ H33 *t* F22′	Gothenbrg Swedish	T. 3 Cy 14 ″ 22¼″ & 37 ″ – 23½″ 68 NHP *WB* Göteborgs M. V. Aktieb. Got		V
167 142327 ~~SMLW~~ JSMN	— *Chr. Nielsen* 16–16 —	**IronScSr** 1 *Dk*	249 219 141					1880	Göteborgs Mek. Verk. Gothenburg	The Shipping Controller (Robinson, Brown & Co. *Mgrs.*)	106·3 | 22·5 | 12·5 B30 *t*	~~Chrstiania~~ ~~Norwegian~~ London British	C. 2 Cy 12″ & 25 ″ – 17½″ NB 96 40 RHP Kelliers M. V., Gothenburg		N
168 *For full particulars See No. 1 in Supplement*	**Urie** —	**SteelScK** 1 *Dk*	230 —	100A1 *Stm Trawler* (*Class Contemplated*)				1917	Hall, Russell & Co. Ld. Aberdeen	R. W. Lewis	120·5 | 22·1 | 13·0	Aberdeen British	T. 3 Cy. 12″, 20″ & 34″–24″ Hall, Russell & Co. Ld. Abn.		
169 117430 TQSD	**Urilla** *L. R. Sundercombe* –16 *Mchy. Aft* *Elec. light* *Cantilever framed topside tanks*	**SteelScSr** 1 *Dk*	1965 1726 1069					1907	Sir Raylton Dixon & Co Ld Middlesbro'	Adelaide S.S. Co. Ld	275·7 | 40·4 | 18·7 P80′ F32′	P Adelaide British *WB*	T. 3 Cy. 20½″, 33″ & 54″–36″ 175 NHP Richardsons, Westgarth & Co. Ld. Mdb.		C
170 139218	**Urka** —	**SteelScK** 1 *Dk*	249 217 96	✠100A1 *Stm Trawler* 2,17 ✠LMC 2,17	Dun			1917 2mo *Lloyd's*	Goole S.B. & Repg Co. Ld. Goole *SA&CP*	Clifton Steam Trawlers, Ld.	123·2 | 22·1 | 11·6 Q75′ F19′ BK 7½″	Fleetwood British	T. 3 Cy. 12″, 20″ & 34″–24″ (*s*) 180 lb 81 RHP 1 SB, *3pf*, GS 54, HS 1535 W. Beardmore & Co. Ld. Gls.	12 ″ 6	

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Forme assignée aux navires. Lettre d'Emplacement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NH°=Force en chevaux d'après les formules de la Société. IH°=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, et si vu et daté par Le Bureau Corr. Bd of Trade
171	**Urkiola-Mendi**	SteelScSr	3552	✠100A1	Bbo	*w*	~~11,15~~ N7,17	1902	Irvine's SB	Cia.Nav.Sota y	340·0	47·3	16·0	Bilbao	T.3Cy.25″,39″&65″–42″ (*s*)	27 ″ 3
	~~*G.Uriarte* –11~~	*ss*Bbo.No.3–11,15	3333	*Spar dk*	~~Bel~~			7mo	&D.D.Co.Ld.	Aznar(Sota y	P27′B202′F31′		24·8	Spanish	160lb *90lb* 286NH°	s 4 ″ 1½
JTBD	(*ex*Azalea)	*Spar dk(pt Stl&pt Irn)2tr B&*	2289	*with freeboard*					W Hartlepool	Aznar, *Mgrs.*)			FK	6*BHCem*	2SB,*6cf*,GS100,HS4477	23 ″ 6
	I Teran 11–17	*deep framing*		~~7,17 4,15~~ 10,17				*Lloyd's*	*SA&CP*						Richardsons,Westgarth&	
				BS10,17						*WB*	*= Cell D B a* 112′ *u E*			24′*f* 144′ 785*t*	*APT* 91*t*	Co.Ld.Hpl.
				~~BS7,17~~ ✠LMC8,14												
172	**Urko-Mendi**	SteelScSr	3278	✠100A1	Bbo	*v*	1,17	1902	Craig,	Cia.Nav.Sota y	330·7	45·4	18·0	Bilbao	T.3Cy.24″,38″&64″–42″ (*s*)	28 ″ 6
	F.Nardiz 06–14	*ss*Bbo.No.3–3,15	3138	*Spar dk*				4mo	Taylor&Co.	Aznar(Sota y	P69′B94′F41′		25·9	Spanish	180lb *100lb* 299NH°	s 5 ″ 2½
JTBC	(*ex*Harbart)	1*Dk(Stl)*	2102	1,17			~~12,17~~		Stockton	Aznar, *Mgrs.*)			FK	5*BHCem*	2SB,*6cf*,GS108,HS4756	23 ″ 7
	&Spar dk(pt Irn&pt Stl)&Web frames			~~BS9,16~~ ✠LMC3,16				*Lloyd's*	*SA&CP*						Richardsons,Westgarth&	
										WB = Cell D	*Ba* 102′ *u E* 20′ *f* 142′			679*t FPT*	108*t APT* 113*t*	Co.Ld.Hpl.
173	**Urlana**	SteelScSr	5253	✠	Gls	*z*		1899	A&J.Inglis	BritishIndiaStm.	410·0	50·7	28·8	Glasgow	T.3Cy.26½″,42″&66½″–51″	32 ″ 0
111224	*J.F.Downing* –14		4880	10,99				10mo	Glasgow	Nav.Co.Ld.	B95′F62′			British	387NH°	
RJHS	2*Dks*(*Stl–Uteaks*)3*tr B&Web frames*		3384							*WB = Cell D Ba*	123′ *u E&*		FK	6*BHCem*	2SB,*6cf*,GS123,HS5500 FD	
	Elec.light									*B43′ f* 195′ 1208*t M*	*T30′ 922t FPT* 184*t*			*APT* 112*t*	A.&J.Inglis,Glasgow	
174	~~**Urna**~~	SteelScSr	2686	✠~~100A1~~	Mdb	*u*	4,17	1903	Russell&	AalesundsDmpsks	314·8	47·2	20·8	Aalesund	T.3Cy.20″,37″&62″–48″ (*r*)	23 ″ 3
Sunk(War Loss)	*T.Padlsen* 16–16	*ss*Bry.No.2–11	2494	8,14				6mo	Co.	RederiAkties.	P30′B97′F33′			Norwegian	180lb *100lb* 250NH°	~~3 ″ 8~~
WLCK	(*ex*Carnmuir)	1*Dk(Stl)2tr B&*	1625						Pt.Glasgow	(Hj.Wesenberg)			FK	5*BHCem*	2SB,*6cf*,GS115,HS3580	~~12 ″ 11~~
		deep framing3 Dk rule		~~BS8,16~~ ✠LMC8,14				*Lloyd's*	*SA&CP*	*WB = Cell D Ba* 94′	*u E&B* 38′ *f* 140′ 750*t*			*APT* 112*t*	Kincaid&Co.Greenock	
175	**Uromi**	SteelTwinScSr	962	✠90A1	~~Forcados~~	*n*	~~12,15~~	1909	W. Harkess	AfricanS.S.Co.	225·0	36·2	13·1	Liverpool	T.6Cy.13″,21″&34″–24″ (*s*)	14 ″ 0
127978	*T.Nixon* –16	*ss*~~Forcados No 1–15~~	801	9,17 ~~8,15~~	Lagos		9,17	5mo	&Son,Ld.	(Elder,Dempster&	P32′B58′F35′			British	160lb	133NH°	s 2 ″ 2
HNVQ	*Elec.light*	*ss*Lagos No 2–17 1*Dk(Stl*-ws)	554						Middlesbro'	Co.Ld.*Mgrs.*)			FK	4*BHCem*	2SB,*4rf*,GS73,HS2265	12 ″ 3
				BS12,15 ✠LMC~~8,15~~9,17				*Lloyd's*	*SA&CP*		*WB = FPT* 41*t*			*APT* 44*t*	MacColl&Pollock,Ld.Sld.	
176	**Urpeth**	SteelScSr	1105	✠100A1	Shl	*n*	3,16	1889	S.P.Austin	~~J.Fenwick&Son~~	225·0	33·2	14·2	London	T.3Cy.18½″,30″&49″–33″ (*s*)	16 ″ 9
95523	~~*G.Prior* –16~~		809	~~ss~~10,16				1mo	&Sons	Lambton&Hetton	P25′Q52′B44′F23′			British	160lb *80lb* 136NH°	s 1 ″ 6
LBGF	*J.Adams* –18	*ss*Shl.2nd No.3–11,13	672	*Examined* 12,17					Sunderland	Collieries,Ld.			FK	4*BHCem*	1SB.*3cf*,GS48,HS2020	15 ″ 6
	Well deck 1*Dk(pt Stl pt Irn)&Web frames*			~~BS5,17~~ ✠LMC10,13				A&CP		*WB = Cell D*	*B* 184′ 332*t FPT* 38*t*			*APT* 22*t*	N.E.Mar.E.Co.(Lim.),Sld.	
		Cargo battens not fitted		BS4,18												
177	**Urrugne**	IronScBn	2063					1881	Forg.& Ch.	Cie.desChargeurs	305·4	36·1	25·9	Dunkirk	C.2Cy.32½″&63″–39½″	V
	(*ex*Ville de Constantine,		—						de la Médit.	Français (Plisson	H—F41′			French	NB94 208NH°	
	*ex*Ville de Rosario)	2*Dks3tr B*	1291						LaSeyne	&Co.*Mgrs.*)					Forges&C.de la Médit.Msl.	
178	**Ursa**	*ss*Gfl.No.3–7,16 SteelScSr	*1740*	✠100A1	Shl	*r*	~~12,12~~	1902	Grngem'th	Rederiakt. Kärnen	270·3	37·0	18·5	Hlsngborg	T.3Cy.21″,35″&57″–39″ (*s*)	20 ″ 6
5843	*R.H.Andersson* 16–16	~~*ss*Ltn.No.2–11~~	*1493*	7,17 ~~1,14~~			7,16	9mo	&Greenock	(B.Ingelsson *Mgr*)	P31′B78′F30′			Swedish	180lb *80lb* 234NH°	s 2 ″ 11
JVSL	*Elec.light*	1*Dk(Stl)&deep framing*	*912*						Dock yard Co.				FK	4*BHCem*	2SB,*6cf*,GS116,HS4049	17 ″ 11
				~~BS6,15~~ ✠LMC~~1,11~~					Grngemouth	*Cell D Ba* 66	*u E&B* 38′ *f* 112′ 402*t*			*APT* 68*t*	S.&H.Morton&Co.Leith	
				BS7,17			7,16	*Lloyd's*	*SA&CP*							
179	—	SteelScSr	958					1911	Bergens	TheShippingCon-	214·3	32·2	12·8	~~Bergen~~	T.3Cy.16½″,26″&44″–30″	N
140411	*F.Pedersen*		737						Mek.Værks.	troller (Temple	Q110*t* B50*t* H12*t*			Norwegian	106NH°	
~~JBLS~~			~~738~~						Bergen	Thomson&Clarke,	F28*t*			London *WB*	BergensMek Værks Bergen	
MCRC		1*Dk2tr B*								*Mgrs.*)				British		
180	**Ursel**	SteelScSr	165					1913	Y.de Yong,	B.Stolz	98·7	20·1	8·7	Hamburg	Oil Engines 2S.C.	G
		Oil Eng.	—						Wwe.		Q32′			German	2Cy.13½″–13½″	
LGVF	(*ex*H.J.D.Wagner)	1*Dk*	121						Ruischerbrug						D.Goedkoop,jun.Ams.	
181	**Ursula**	SteelScSr	913					1892	Akt.Ges.	RenataDmpfsch.	206·9	30·7	13·9	Stettin	T.3Cy.13¾″,22½″&36⅝″–27½″	
	R.Beutel 05–08 (Seized at Antwerp)		690						"Neptun"	Ges.Th Gribel (Rud	Q63′ B52′ F22′			German	70NH°	
JFGB		1*Dk*	561						Rostock	Christ Gribel, *Mgr*)				*WB*	A.G."Neptun," Rostock	
182	**Ursula Fischer**	SteelScSr	1283					1902	Schömer&	F.W.Fischer	246·4	35·7	15·1	Rostock	T.3Cy.16″,27″&44″–31½″	G
	H.Meyer 08–11 (*ex*Senator Hollesen)		1067						Jensen		P14′Q58″B112′F27			German	109NH°	
LWBD		2*Dks*	798						Tönning					*WB*	Schömer&Jensen, Tönning	
183	**Ursula Rickmers**	SteelScSr	4185					1911	Rickmers	DeutscheLevant	367·1	47·7	27·6	Hamburg	T.3Cy.23⅝″,38⅝″&63″–44½″	G
			3902						Akt.Ges.	Linie	P38′B95′F44′			German	265NH°	
QKBJ	*Elec.light* Sub.Sig. Wireless	2*Dks*	2629						Geestemünde					*WB*	Bremer Vulkan, Vegesack	
184	**Ursus**	SteelScSr	2192				...	1897	Akt.Ges.	Requisitioned by	279·7	40·7	15·8	London	T.3Cy.19⅝″,32¼″&53½″–35½″	18 ″ 6
136748	*R.Forster* –16 (*ex*Dora)		1508						"Neptun"	the Admiralty	P14′Q88′			British	187NH°	
JHVG	1*Dk&deep framing&pt Awng dk*		1426						Rostock	(Everett&New-	*pt Awng dk* 176′		FK	*WB*	A.G."Neptun," Rostock	
										bigin, *Mgrs.*)						
185	—	SteelSc	180					1906	Bergsunds	FinskaÅngfAktieb	99·3	23·2	8·8	Helsingfrs	2Cy.Petroleum Motor 9½″–10″	
	A.Winsten –10 (*Lighter*)		167						M.V.Aktieb.	(L.Krogius, *Mgr.*)	H17*t*			Russian		
SQVC	*Petroleum Motor*	1*Dk*	117						Stockholm						BergsundsM.V.Aktb.Skm.	
186	**Urubamba**	SteelTwinScSr	4744					1910	Ch.&Atel.	Cia.Peruana de	381·2	45·9	21·2	Callao	T.6Cy.20″,33″&55″–40″	V
	Bruxter	*Fitted for oil fuel*	3769						de Provence	Vapores y Dique				Peruvian	383NH°	
	Elec.light Wireless	2*Dks&Awng dk*	2673						Port de Bouc	del Callao					Ch.&Atel.de Provence,Msl.	
187	—	SteelScSr	*120*	✠ ——	Iquitos			1906	LythamSB	BarciaHermanos	90·0	20·0	6·4	Iquitos	C.2Cy.11″&24″–18″	6 ″ 9
	M.A.Ruiz 15–15 *ss*Iquitos No.3–12,12			2,15				7mo	&E.Co.Ld.					Peruvian	40NH°	
	(*ex*Anastacia)	1*Dk(Stl)&*		*For River purposes only*					Lytham				FK	5*BHCem*	1SB,*2pf*,GS31,HS860	
	Elec.light	*Promenade dk(Teak)*		✠											LythamS.B.&E.Co.Ld.Lyt.	
188	**Uruguay**	SteelSc	*627*	✠	Grk			1907	G.Brown &	R.Maciel&Co.	190·3	34·1	9·4	M.Video	C.2Cy.14½″&30″–21″	10 ″ 0
	J.Bufon		*512*	*For River purposes only*				10mo	Co.		B19′F32′			Uruguayan	50NH°	
	(*ex*No.1 Lloyd Uruguayo)	1*Dk(Stl)*	*395*	3,12					Greenock				FK	3*BHCem*	1SB.*2pf*,GS32,HS976	
	Elec.light *Mchy.Aft*			✠									*WB=*	*FPT* 23*t*	J.&R.Houston,Ld.Grk.	
189	—	IronScSr	359	✠	Bel	*f*		1883	Harland&	Cia.Argentina de	154·9	26·2	11·0	Bns.Ayres	C.2Cy.16″&32″–24″	
		(*ex*Asuncion R.,	349	3,88				2mo	Wolff	Nav.(Nicolas	Q18′			Argentine	NB05 42NH°	
	*ex*La Nevera)	1*Dk*	234						Belfast	Mihanovich) Ld.	*WB = APT* 11*t*		FK	5*BHCem*	Harland&Wolff,Belfast	
190	—	SteelScSr	176					1914	Cant.Nav.	CantieriNavali	89·0	21·8	12·8	Genoa	C.2Cy.17⅞″&35½″–23½″	
	F.Avegno		116						Riuniti	Riuniti	P6′			Italian	52NH°	
SPKG		1*Dk*	40						Ancona					*WB*	Cant.Nav.Riuniti,Ancona	
191	**Urusan Maru**	SteelScSr	2388	✠	Npt	*s*		1888	R.Dixon&	UchidaKisen	295·0	38·1	21·5	Tarumi	T.3Cy.22″,35″&59″–39″	22 ″ 9
10029			—	10,06				8mo	Co.	KabushikiKaisha	Q122′B110′F30′			Japanese	217NH°	
JWKB	(*ex*Nigretia)	1*Dk(Stl)2tr B*	1729	✠					Middlesbro'				BK10″	5*BHCem*	2SB,*6cf*,GS102	
	Well deck									*WB = DBa* 98′ *f* 110′ *u*	*E&B* 36′ 480*t*			*E&B* 36′ 480*t*	T.Richardson&Sons,Hpl.	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys.	3 Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned, now expired. Equipment Letter.	Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NIP=Horse power by Society's formulæ; RIP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed if not in R. Dates of R. of Trade Cert.
192 19008 NCQG	**Usa Maru**	**SteelSc** 2*Dks*	820 688 470					1916	S.Nagata Osaka	OsakaShosen KabushikiKaisha	179·5 B36′F29′	30·5	18·5	Osaka Japanese *WB*	T.3Cy.14¾″,25″&42″–30″ 97NHP S.Nagata,Osaka		
193 RNBW	**Usambara** *J.Eiben* *Elec.light*	**SteelScSr** (*ex*Edfu) 2*Dks*	5248 4915					1903	Blohm& Voss Hamburg	DeutscheOst-AfrikaLinie	410·8 P&B267′F53′	50·9	28·5	Hamburg German *WB*	T.3Cy.25″,41¾″&72¼″–54″ 385NHP Blohm&Voss,Hamburg		G
194 114053 SJPW	**Usher** *J.Jones*15–15 1*Dk*(*Stl*)	**SteelScSr** *ss*Nwc.No.3–4,13 &*Spar dk*(*Stl*) &*deep framing*	3594 3357 2350 0	✠100A1 *Spar dk* 8,16 ~~[illegible]~~	Cff BS4,17 LMC4,15	*w*	s8,16	1901 4mo	Russell& Co. Pt.Glasgow A&CP *W*	A.W.Bruton *B = Cell DBa* 110′	340·0 P20′B74′F36′ 25·7 FK *uE&B*40′*f*142′805*t*	46·0	18·0	London British 6*BHCem* *APT*56*t*	T.3Cy.24″,40″&65″–45″ (*s*) 180lb *60lb* NDB17 304NHP 2SB,*6cf*,GS133,HS4646 *100lb* 2SB,*6cf*,GS111,HS4400 J.G.Kincaid&Co.Grk.	28 ″ 6 s 5 ″ 7½ 23 ″ 3	
195 132750 HWKG	**Uskmoor** *Carr* –17 1*Dk*(*Stl*)	**SteelScSr** *ss*Shl.No.1–17	3189 2971 1977	✠100A1 2,18 ~~5,17~~ BS3,17	Lon Nwc LMC7,15	*u*	5,17	1912 7mo	J.Blumer & Co. Sunderland *Lloyd's* *SA&CP*	MoorLine,Ld.(W. Runciman&Co.Ld. *Mgrs.*) *WB = Cell DBa* 1	331·0 P26′B95′F31′ 12′*uE*24′*f*136′830*t*	47·7 FK	22·5	London British 5*BHCem* *APT*182*t*	T.3Cy.24″,39″&65″–42″ (*s*) 180lb *100lb* 291NHP 2SB,*6cf*,GS111,HS4400 N.E.MarineEng.Co.Ld.Sld	24 ″ 6 s 3 ″ 11 21 ″ 0	
196 139451 JNBG	**Uskmouth** *J.W.Heatley*13–16 1*Dk*(*Stl*) *Well deck*	**SteelScSr** *Elec.light*	2320 1789 1273	✠100A1 6 17 ~~7,16~~	Sld Sws LMC7,16	*s*	6,17	1916 7mo	J.Priest-man&Co. Sunderland *Lloyd's* *SA&CP*	UsksideS.S.Co.Ld. (R.W.Jones&Co. *Mgrs.*) *D*	290·0 P24′Q90′B59′F29′ *Bf*112′385*t* *DT*a90′	40·7 FK	19·2	Newport British 5*BHCem* 624*t FPT*94*t*	T.3Cy.21″,35″&57″–39″ (*s*) 180lb 218NHP 2SB,*6pf*,GS90,HS3340 N.E.MarineEng.Co.Ld.Sld	20 ″ 6 s 2 ″ 3 18″ 7	
197 129328 JBQM	**Uskside** *D.Cusitor* –16 1*Dk*(*Stl*) *Well deck*	**SteelScSr** *Elec.light*	2209 1741 1378	✠100A1 11,16 LMC2,15	Lth	*r*	11,16	1913 2mo	J.Priest-man&Co. Sunderland PeltonS.S.Co.Ld. *Lloyd's* *SA&CP* *Inter*	~~UsksideS.S.Co.Ld.~~ ~~(R.W.Jones&Co.)~~ *mediate BH in fore*	290·0 P24′Q90′B53′F28′ *hold dispensed with* *WB = Cell DBa*	40·8 FK	18·7	~~Newport,~~ Newcastle British *Cem* 4*BH only* 108′*f*116′480*t APT*60*t*	T.3Cy.21″,35″&57″–39″ (*s*) 180lb 218NHP 2SB,*6pf*,GS90,HS3340 N.E.MarineEng.Co.Ld Sld.	20 ″ 0 s 2 ″ 3½ 18 ″ 0	
198 127641 LGFB	**Usona** (*ex*CharlesBeatty) *Elec.light* *Mchy.Aft* 1*Dk*	**SteelScSr**	986 814	*Renamed* Bayusona, *See No.48 in Supplement*				1902	CraigS.B. Co. Toledo,O.	BayS.S.Co.of America,Ld.	211·5	40·5	13·4	NewYork Utd.States *WB*	T.3Cy.15½″,25″&42″–36″ 106NHP CraigS.B.Co.Toledo,O.		R
199 ~~*Jack*~~ ~~–17~~ JWLK LHBT	**Usturitz** ~~*Jack*~~ ~~–17~~ *L.Jacq* –17 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	**SteelScSr**	1183 856 716	✠100A1 9,17 ~~4,17~~ LMC10,14	~~Di~~ Hay	*n*	4,17	1914 10mo	G.Brown& Co. Greenock *Lloyd's* *SA&CP*	Soc.d'Importation duNord&de l'Est (R.Boussac, *Mgr.*) *CellDBa*60′*u*	235·0 Q166′F28′ *E*15′*f*103′294*t FPT*	33·2 FK	13·6	Bayonne French 5*BHCem* 39*t APT*32*t*	T3Cy.17½″,27½″&45″–33″(*s*) 180lb 152NHP 2SB,*4cf*,GS82,HS2716 Ross&Duncan,Glasgow	15 ″ 9 s 5 ″ 0¼ 14 ″ 10	
200 719 SPKQ	**Ustica** (*ex*Alpha,*ex*Perseverante,*ex*Eagle) *Well deck* 1*Dk*2*trB*	**IronScSr**	1056 807 628			…		1879	R.Duncan &Co. Pt.Glasgow	SocietàMarittima Italiana	229·7 P137′F33′	30·0 BK8′	17·6	Genoa Italian *WB*	C.2Cy.27″&50″–30″ NB89 114NHP Rankin&Blackmore,Grk.	18 ″ 8	I
201 18 SPKT	**—** *Elec.light* 1*Dk*	**SteelScSr**	400 198					1911	Mackie& Thomson,Ld. Glasgow	Soc.Anon.diNav. LaSicania	153·0	24·1	10·7	Trapani Italian *WB*	T.3Cy.13″,22″&36″–24″ 64NHP W.V.V.Lidgerwood,Gls.		CI
202 129124 HRPN	**Usworth** *J.L.Watson* –10 1*Dk*(*pt Irn pt Stl*)	**SteelScSr** *ss*Gms.No.1–15	3004 2800 1890	✠100A1 ~~*A*,17~~ 12,17 BS9,16	Lon Bry Brs LMC12,14	*u*	5,17	1910 8mo	J Readhead &Sons,Ld. South Shields *Lloyd's* *SA&CP*	GordonStm.Shpg Co.Ld. *WB = Cell DBa*	321·4 P27′B92′F33′ 104′*uE&B*39′*f*135′	48·0 FK	21·5	London British 6*BHCem* 718*t APT*53*t*	T.3Cy.23½″,39″&64″–42″ (*s*) 180lb *100lb* 308NHP 2SB,*6rf*,GS123,HS4868 J.Readhead&Sns,Ld.S.Shl.	23 ″ 10 s 3 ″ 9 20 ″ 5	
203 200954	**Utica** *Elec.light* *Mchy.Aft* 2*Dks*	**SteelSc**	3533 2658					1904	Detroit S.B.Co.	GreatLakes TransitCorporation	325·0	44·2	20·9	Buffalo Utd.States *WB*	Q.4Cy.19″,27½″,40″&58″–42″ 218NHP DetroitS.B.Co.Detroit		
204 TJKL	**Utrecht** *A.J.Koning* *Elec.light* 1*Dk*(*Stl*)	**SteelTwinScBarge** *ss*Sng.No.2–17 *Oil Eng.* ~~*ss*Sng.No.1–13~~	1356 984 910	✠100A1 *Barge* 7,17 ~~10,13~~ *Carrying Petroleum in bulk* NE10,15 LMC ~~13~~ 7,17	Sng DBS7,17	*q*	10,15	1909 4mo	Nederl. Schps. Maats. Amsterdam *Lloyd's* *SA&CP*	Nederl.Indische Tankstoomboot Maats.	217·2 F23′ *Trunk* 163′	40·1 FK	13·3	Batavia Dutch 13*BHCem*	Oil Engines 4S.C.SA 8Cy.15¾″–27 9/16″ NDB15 DB *120lb* NedFb.v.Wrk&Spoor,Ams	14 ″ 2 s 1 ″ 6 12 ″ 11	
205 PVWD	**—** *H.J.Krynen* –16 1*Dk*	**SteelSc** (*Tug*)	293 219 6					1916	Jonker& Stans,Hndrik IdoAmbacht	BureauWijsmuller	115·0	24·0	12·7	'sGravenhage Dutch	T.3Cy.15″,24″&40⅛″–24″ 79NHP MachinefabriekBolnes		V
206 PVWF	**—** 1*Dk*	**SteelSc**	274 137					1916	E.J.Smit &Zoon Hoogezand	J.J.A.vanMeel	125·5 Q37′B29′F14′	22·3	10·1	Rotterdm Dutch	T.3Cy.10″,16″&22″–13″ 17NHP E.J.Smit&Zoon,Hoogezand		
207 20	**Utro**	**SteelPad**	204 116					1895	Motala Mek.Verk. Gothenburg	ZariaDampfsch. Ges.	140·0	22·0	7·9	Cronstadt Russian	C.2Cy.20″&40″–46¾″ 91NHP		
208 HWCB	**Utröst** *J.Torstensen*	**IronSc** (*ex*Vaagan)	120 115 54					1870	..... Christiania	R.Schjölberg	99·6 H5*t*	16·9	10·5	Bodö Norwegian			
209 MKSH	**Utvær** *H.Pettersen*14–14 *Elec.light* 1*Dk*	**SteelScSr** (*Fishing*)	146 141 52					1914	Xiansands Mek.Verks. Xiansand	Dmpsks.Utvær's Rederi(OKnutsen)	105·4 Q3*t*H2*t*	20·3	10·3	Aalesund Norwegian	T.3Cy.10″,16″&27″–15″ 28NHP XiansandsM.V.Xiansand		N
210 113196	**Uvulària** *T.Vynor* –15	**IronScYl** (*Trawler*) 1*Dk*	207 195 97			…		1900	Schofield, Hagerup& Doughty,Ld. Grimsby	N.EasternSteam FishingCo.Ld.	116·2 Q48′F20′	21·5 BK7½″	11·2	Grimsby British	T.3Cy.11⅜″,21″&34″–24″ 58RHP C.D.Holmes&Co.Hull	12 ″ 1	
211 1086 HGPT	**Uwajima Maru No. 3** 2*Dks*	**WoodScSr**	283 263 175					1888	Kawasaki Dkyd.Co.Ld. Kobe	J.Matsushita	134·7	17·9	15·6	Osaka Japanese	C.2Cy.18″&34″–22″ NB96 45NHP KawasakiDkydCoLdKobe		
212 7415 JNLF	**Uwajima Maru No. 6** 2*Dks*	**WoodScSp**	447 399 277					1901	I.Sora Osaka	UwajimaUnyu KabushikiKaisha	158·4	21·3	16·4	Yawata Japanese	C.2Cy.17½″&38″–24″ 59NHP G.Tomonaga,Osaka		
213 7480 JSFH	**Uwajima Maru No. 9** 2*Dks*	**WoodScSr**	454 394 282					1906	N.Sora Osaka	UwajimaUnyu KabushikiMaru	158·6 B28′	21·7	15·9	Osaka Japanese	C.2Cy.18″&38″–24″ 59NHP S.Ono,Osaka		
214 7497 JWPK	**Uwajima Maru No.10** 2*Dks*	**WoodScSr**	443 393 275					1906	N.Sora Osaka	UwajimaUnyu KabushikiKaisha	160·0	21·5	16·4	Osaka Japanese	T.3Cy.13¼″,21½″&34½″–20″ 52NHP S.Ono,Osaka		

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 6 7 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. / Port de Visite. / Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'hélice porte-hélice.	8 9 Construit. Quand. Navire. Mach. / Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NIP=Force en chevaux d après les formules de la Société. RIP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L. R. Survs. Cert. R.of Trade.
215 7515 LDWB	**Uwajima Maru No.11** SteelScSp 2 *Dks*	558 — 320			1907 S.Ono Osaka	UwajimaUnyu KabushikiKaisha	175·2 | 22·8 | 16·5 B44	Yawata Japanese	T.3Cy.13½",21½"&34½"–24" 58NHP S.Ono,Osaka		
216 11858 LJGC	**Uwajima Maru No.12** SteelScSp 2 *Dks*	484 407 300			1908 S.Ono Osaka	UwajimaUnyu KabushikiKaisha	155·1 | 22·8 | 16·0	Yawata Japanese	T.3Cy.13½",21½"&34½"–20" 52NHP S.Ono,Osaka		
217 13140 LMFW	**Uwajima Maru No. 13** SteelScSp 2 *Dks*	499 402 309			1910 S.Ono Osaka	UwajimaUnyu KabushikiKaisha	163·5 | 22·3 | 15·6	Yawata Japanese	T.3Cy.13½",21½"&34½"–24" 58NHP S.Ono,Osaka		
218 14877 LVDB	**Uwajima Maru No. 14** SteelScSp 2 *Dks*	362 285 224			1912 S.Ono Osaka	UwajimaUnyu KabushikiKaisha	148·7 | 20·4 | 12·9	Yawata Japanese	T.3Cy.12",19"&32"–22" 48NHP S.Ono,Osaka		
219 16689 MJSN	**Uwajima Maru No. 15** SteelScSp 2 *Dks*	801 — 482			1913 S.Ono Osaka	UwajimaUnyu KabushikiKaisha	187·7 | 27·3 | 17·5 B44	Yawata Japanese	T.3Cy.14½",24"&40"–30" 88NHP *WB* S.Ono,Osaka		

*** Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / *Master.* / *Late Name if any.* / Special Surveys. / No. of Decks, &c.	4 Register Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year assigned or last repaired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. / Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.*	15 Registers in which classed. If not in L.R. Date of Rel. of Trade Cert.
1	**V. Puchol** Steel Twin Sc	1514					1896	N. Odero fu A. Sestri Ponente	~~Cia. Valenciana de Vap. Correos de~~ Africa (Cia Trasmediterranea	283·3	36·9	18·7	Valencia Spanish	T. 6Cy. 22⅝", 37" & 59½" - 37½" NB07 439 NHP		V
JTQR	*M. Serra* (*ex* Marco Polo) *Elec. light* Wireless 2 *Dks*	714												N. Odero fu A. Sestri Pnente		
2	**Vaagekallen** Steel Sc Sr	216					1906	Örens Mek. Værksted Trondhjem	O. Moene	113·0	19·2	15·0	Aalesund Norwegian	C. 2Cy. 9⁵⁄₁₆" & 20⅝" - 15" NE & B 10 13 NHP		
MDGR	*J. Aamb*ö 16-16 (*ex* Bergen II., *ex* Möre) *Mchy. Aft* 1 *Dk*	210 124								H3*t*			*WB*	Mjellem & Karlsen, Bergen		
3	**Vaarli** Steel Sc Sr	5825	✠100A1 4,17	N Yk	*z*	10,16	1916	Maryland Stl. Co. of Baltimore C'ty	Brodrene Odfjell	389·0	54·7	28·9	Bergen Norwegian	T. 3Cy. 24¼", 41" & 68" - 48" (*s*) 200 lb 479 NHP	32 " 6	
WLNB	~~*H. Boethius* 16~~ *M. Haviland* 17-17 (*ex* Arborean) ~~Sub Cig.~~ 1 *Dk* & *Web frames*	4904 3662	✠LMC 4,16				4mo A&CP	Sparrow's Pt Md		P94' F26'		FK	6 *B Hpt Cem*	3SB, *9cf*, GS 161, HS 7066 FD	s 7 " 5½	
	Elec. light *Longitudinal framing* *Mchy. Aft* *Cargo battens not fitted*		*Fitted for oil*	*fuel* 4, 16	*F.P.*		*above*	150° F.	*Cell D B*	342' 2116*t*	*F P T*	228*t*	*A P T* 296*t*	Maryland Stl. Co. Sparr'. Pt.	25 " 5	
4	**Vadstena** Comp Sc Sr	200					1916	S. Groths Eftr. Sjötorp	Ångf. Aktieb. Götа Kanal (A. Rönnow)	100·2	22·6	9·3	Stockholm Swedish	C. 2Cy. 10" & 22½" - 15" 16 NHP		
	Mchy. Aft 1 *Dk*													Akt. Lundby M.V. Got.		
5	**Væderen** Steel Sc	678	✠100A1 4,17	Cpn	*j*		1916	Kjöbnhvns Flydk. & Skbs.	Kjöbnhavns Havnevæsen	144·9	37·7	17·3	Copnhagn Danish	T. 3Cy. 22", 35" & 58½" - 36" (*s*) 200 lb *100 lb* 300 NHP	18 " 7	
NTRS	*H. Hansen* -16 (*Ice Breaker*) *Elec. light* 1 *Dk* (*Stl*) *Cruiser Stern*	536 246					7mo	Copenhagen		B70'		FK	5 *B H Cem*	3SB, *9cf*, GS 171, HS 5472		
			✠LMC 9.16				*Lloyd's*	*S A & CP*	*D Ta* 20'	60*t*	*D T f* 15' 30*t*	*F P T*	50*t* *A P T* 25*t*	Kjbnhavns Flydk. & Skbsv.		
6	**Væring** Steel Sc Sr	2157	✠100A1 12,15	Ofl	*r*	12,15	1888	Murdoch & Murray Pt. Glasgow	Det Helsingörske Dmpsk. Selsk. (P. Brown, jun. & Co. *Mgrs.*)	279·0	37·7	19·1	Copnhagn Danish	T. 3Cy. 21½", 36" & 58" - 39" (*s*) 160 lb 218 NHP	21 " 8	
NLPT	*H. Hagelberg* 02-12 *ss* Shl. 2nd No. 3-3,05 *Well deck* (*ex* Lochiel) *ss* Cpn. No. 2-14 1 *Dk* (*Irn*) & *Web frames* *Inner bottom Irn*	1641 1366					10mo	A&CP		P25' Q88' B105' F31'	BK 9½"		4 *B H Cem*	2SB, *6pf*, GS 108, HS 3382	s 1 " 8	
			BS 10.16 ✠LMC 3,14						*WB = Cell D B* 240'			*A P T* 40*t*	428*t*	Ross & Duncan, Glasgow	21 " 0	
7	**Vafos** Steel Sc Sr	1322					1906	Fredrkstad Mek. Værks. Fredrikstad	Acties. Manchester (Thor Thoresen, jr. Ld. Akties. *Mgrs.*)	246·6	36·6	16·8	Chrstiania Norwegian	T. 3Cy. 18", 29" & 48" - 33" 132 NHP		N
MCQW	*J. Jörgensen* -14 (*ex* Spica) 1 *Dk*	1210 779								P21*t*	H48*t*	F36*t*	*WB*	Fredrikstad M.V. Frdstad		
8	**Vagliano V.** Iron Twin Sc Sr	379					1888	T. B. Seath & Co. Glasgow	Louis Dreyfus & Co.	174·8	26·8	9·1	Rostoff o/Don Russian	C. 4Cy. 11½" & 20½" - 17" 29 NHP		
1111 LRAO	*N. Poda* -95 *Mchy. Aft* 1 *Dk*	— 261												T. B. Seath & Co., Glasgow		
9	**Vaigatch** Steel Sc Sr	1044	✠ *Awng dk*	Nwc	*m*		1911	Swan, Hunter & Wigham Richardson, Ld. Newcastle	Archangel Mourman Stm. Nav. Co.	215·0	32·1	17·9	Archangel Russian	T. 3Cy. 16", 26" & 43" - 30" 163 NHP	20 " 0	
1166	*J. Bulkoff* -11 *Elec. light* 1 *Dk* (*Stl*) & *Awng dk*	925 609	*with freeboard* 7,11				7mo					FK	4 *B H Cem*	2SB, *6cf*, GS 107, HS 3250		
			✠						*WB = Cell D Ba & u*	*E* 66' *u B* 20' *f* 83' 175*t*			*A P T* 15*t*	Swan, Hunter & Wigham-Richardson, Ld. Nwc.		
10	**Val** Steel Sc K	93	✠100A1 *For fishing pu rposes* 6,14	Mil		6,14	1909	Charlton & Doughty Ld. Grimsby	J. Brown	86·0	18·6	8·7	Milford British	C. 2Cy. 11" & 28" - 16" (*s*) 140 lb 28 RHP	9 " 6	
129269	*J. Brown* -12 *ss* Mil. No. 1-14 1 *Dk*	92 32					7mo					BK 7½"	3 *B H Cem*	1SB, *2pf*, GS 28, HS 730		
			✠LMC 9.13				*Lloyd's*	*S A & CP*				*WB*	= *F P T* 14*t*	Charlton & Co. Ld. Grimsby		
11	**Vala** Steel Sc Sr	1016	✠100A1 5,14	Gmh	*m*	N 3,13	1894	Ramage & Ferguson, Ld. Leith	J. T. Salvesen & Co.	215·8	32·0	14·0	Grngemth British	C. 2Cy. 21" & 45" - 33" (*s*) 120 lb *100 lb* NDB 12 98 RHP	16 " 3	
90911 NGPS	*H. Johnson* -14 *ss* Gmh. No. 3-5,06 *ss* Gmh. No. 2-14	755 609					1mo			P27' Q40' B56' F30'		FK	5 *B H Cem*	1SB, *3rf*, GS 61, HS 1682	s 1 " 2	
	Well deck 1 *Dk* (*Irn*) & *Web frames*		✠LMC 4.14				A&CP		*WB = Cell*	*D B* 174' 215*t*	*F P T*		19*t* *A P T* 37*t*	Ramage & Fergusn, Ld., Lth	15 " 5	
12	**Valacia** Steel Sc Sr	6526	✠100A1 *Shelter dk*	N Yk	*c* †	~~6,15~~ N 9,17	1910	Russell & Co. Pt. Glasgow	Cunard S. S. Co. Ld.	460·0	57·0	28·9	Liverpool British	T. 3Cy. 28½", 47" & 78" - 54" (*s*) 180 lb 690 NHP	10 " 6	
129524 HRTG	*J. F. Simpson* -17 *ss* N. Yk. No. 1-16 (*ex* Lucric) 2 *Dks* (*Stl*) & *deep framing* *Elec. light* & *Shelter dk* (*Stl*-ws) Wireless *Tonnage opening closed* 1917	5938 4100	*with freeboard* ~~6,17 3,16~~ 1,11	Ply. Lon			10mo					FK	6 *B H to U dk* 1 *B H* „ *2nd* *Cem*	3SB (FD) & 1 Aux SB, *12cf*, GS 249, HS 11300	s 12 " 8	
			BS 3.17 ✠LMC ~~7.15~~ 2.17				*Lloyd's*	*S A & CP*	*Cell D Ba* 143'	*u E* 26' *f* 171' 1260*t*	*D Ta* 35' 1034*t*	*A P T* 30*t*		Rankin & Blackmore, Grk.	28 " 6	
			Carrying oil fuel F.P. above 150° F. *in deep tank*													
13	**Valbanera** Steel Sc Sr	5099	✠100A1 *Spar dk*	Bcl	*y*	~~2,16~~ 4,18	1906	C. Connell & Co. Ld. Glasgow	Pinillos, Izquierdo & Co., S. en C.	399·7	48·0	21·5	Cadiz Spanish	T. 3Cy. 29", 46" & 74" - 51" (*s*) 160 lb *80 lb* 444 NHP	32 " 2	
JTHC	*M. Morilla* 09-12 *ss* Bcl. No. 2-16 *Elec. light* Wireless 1 *Dk* (*Stl*) 2 *tr B* & *Spar dk* (*Stl*-ws) *Or lop beams in No. 1 hold*	4489 3291	4,18 ~~4,17~~				11mo			P61' F48'		29·5 FK	6 *B H Cem*	2DB, *12cf*, GS 231, HS 7434	s 7 " 8	
			✠LMC				*Lloyd's*	*S A & CP* *WB*	= *Cell D Ba* 122'	*u E* 28' *f* 160' 762*t*	*F P T*		74*t* *A P T* 41*t*	Dunsmuir & Jackson, Ld Gls	25 " 2	
			MS 2.15 BS ~~12.15~~ 12,17													
14	**Valborg** Steel Sc Sr	1185					1898	Akt. Burmeistr & Wain Copenhagen	Dampskibs Selsk. Torm (C. Kraemer *Mgr.*)	235·0	35·9	15·7	Copnhagn Danish	T. 3Cy. 16½", 27" & 45" - 33" 116 NHP		V
NKBS	*Sörensen* (*ex* Flandria) 1 *Dk*	1062 713								P13' Q20' B64' F26'			*WB*	Akt. Burmeistr & Wain, Cpn		
15	— Steel Sc Sr	847	✠100A1 6,17 ~~5,16~~	Cpn	*m*	6,16	1914	Antwerp Eng. Co. Ld. Hoboken	Dmpskselsk. Vesterhavet (I. Lauritzen, *Mgr.*)	210·3	31·8	13·3	Esbjerg Danish	T. 3Cy. 13", 21" & 35" - 27" (*s*) 180 lb 81 NHP	15 " 7	
	N. Jepsen 08-14	703					6mo			P29' B62' F26'		FK	4 *B H Cem*	2SB, *4cf*. GS 44, HS 1410	s 1 " 7½	
NSVC	*Well deck* 1 *Dk* (*Stl*)	496					*Lloyd's*	*S A & CP* *WB*	= *Cell D B a* 47'	*u E* 21' *f* 99' 273*t*	*F P T* 17*t*		*A P T* 10*t*	MacColl & Pollock, Ld. Sld.	14 " 3	
			✠LMC 6.14													
16	**Valcartier** Steel Sc Sr	3755					1903	American S. B. Co. Cleveland, O.	Sault Shppg Co. Ld.	361·0	48·2	24·0	Toronto British	T. 3Cy. 20", 33½" & 54" - 40" 184 NHP		L
116573	*G. Mackay* -14 (*ex* William Henry Mack) *Elec. light* *Mchy. Aft* 1 *Dk* 2 *tr B*	3315 2248								F44'			*WB*	American SB Co. Clevelnd O		
17	**Valdborg** Iron Sc Sr	203					1874	Göteborgs M.V. Gothenburg	Ångb. Aktieb. Bohuslänska Kusten (C. Thorburn, *Mgr*)	109·2	18·5	9·0	Uddevalla Swedish	C. 2Cy. 12⅜" & 28¼" - 19½" NB 01 29 NHP		
727 JOBT	*S. Andersson* 13-13 1 *Dk*	93 137								Q35' B46' H33*t* F30'		len 01		Göteborgs M.V., Gothnbrg.		
18	— Iron Sc	113					1883	Bergsunds M.V. Aktieb Stockholm	Ångf Aktieb Gamla Svartsjölandet (J. W. Rickander *Mgr*)	95·3	17·5	7·9	Stockholm Swedish	C. 2Cy. 14½" & 25½" - 19½" 24 NHP		
2312 JFHG	*P. E. Olsson* 11-11 (*ex* Skärgården, *ex* Wermdö L., *ex* Wermdö) 1 *Dk*	66 72								Q32' B30' H6*t* F18'				Bergsunds M.V. Aktb. Skm.		
19	**Valdemar** Steel Twin Sc	348					1886	Burmeister & Wain Copenhagen	De Danske Stats-baner	140·6	31·6	12·0	Fredericia Danish	C. 4Cy. 21½" & 37" - 18" 97 NHP		
NVTC	*C. Leisner* (*Ferry*) 1 *Dk* 2 *tr B*	331 140											*WB*	Burmeister & Wain, Cpn.		
20	**Valdez** Steel Sc Sr	2285					1908	Gt. Lakes Eng. Works Ecorse, Mich.	Alaska S. S. Co.	244·0	43·2	27·0	P. Twnsnd Utd. States	Q. 4Cy. 16¾", 24", 35" & 51" - 36" 156 NHP		
204944	*Fitted for oil fuel* (*ex* Bennington) *Elec. light* *Mchy. Aft* 2 *Dks*	— 1398											*WB*	Gt. Lakes Eng. Wks. Detroit		
21	**Valdieri** Steel Sc Sr	4637	✠100A1 *Shelter dk*	Gen	*w*	8,16	1906	Off. e Cant. Ligur. Anconi Ancona	Lloyd Sabaudo Soc. Anon. per Azioni	355·2	44·1	25·8	Genoa Italian	T 3Cy 24¾", 39⅜" & 65" - 47½" (*s* 1851b *160 lb* 381 NHP	28 " 9	
332 SPTG	*E. Zitelli* 08-08 *ss* Gen. No. 2-16 (*ex* Moncenisio) 2 *Dks* (*Stl*) & *Web frames* & *Shelter dk*	3505 2947	*with freeboard* 8.16				10mo					FK	6 *B H Cem*	2SB, *6cf*, GS 129, HS 5420 FD	s 8 " 9	
			✠LMC MS 3.16 BS 2.16				*Lloyd's*	*S A & CP*	*Cell D Ba*	*u E* & *B* 44' *f* 152'			708*t* *A P T* 69*t*	Off. e Cant. Lig.-Anconit.	25 " 4	

1 Numéro d'Ordre / Numéro Officiel / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme accordé maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Inscription au poste d'assignement de la Load Line Zone
22 136743	**Valdivia** *S.W.Walshe* –15 *Ref.Mchy. Elec.light*	SteelTwinScSr 4032 4335	7137	✠100A1 5,14	Bkn	*r*	11,15	1911	Ch.&Atel. deProvence Port deBouc	TheAdmiralty	462·8|54·3|31·1 P111'B188'F63'			London British *WB*	T.6Cy.29″,45″&73½″–45½″ 726NHP Ch.&Atel.deProvence,Msl.			IV
23 ~~890~~ ~~HBGB~~	— ~~T.Williamson—17~~ (*ex*Masterful) *Elec.light*	SteelScSr *ss*Bkn.No.3–5,14 1*Dk*(*Stl*)*&deep framing* lower dk at ends of fore hold	*1794* *1459* *1020*	✠100A1 5,14 BS2,17 ✠LMC5,14	Bkn	*r*	11,15	1905 11mo *Lloyd's*	W.Harkess &Son,Ld. Middlesbro' *sA&CP WB*	~~Braun&Blanchard~~ = *Cell DBa76′uE*	280·0|36·0|19·8 P&B178'F71' FK 24′*f*108′399*t FPT*			Argentina *4BHCem* 42*tAPT*13*t*	T.3Cy.22½″,37″&61″–42″ (*s*) 160lb 260NHP 2SB,*6cf*,GS120,HS4175 Blair&Co.Ld.Stockton	21 ″ 0 s 2 ″ 2 19 ″ 1	
24 129465 HQKO	**Valdura** *A.B.Rennie* –17 *Elec.light*	SteelScSr *ss*N.Yk.No.1–15 1*Dk*(*Stl*)*&Spar dk*(*Stl*) *&deep framing*	5507 5168 3495	✠100A1 *Spar dk* 12,16 ~~BS3,16~~ ✠LMC5,~~16~~ BS2,18 ~~MS3,18~~	Npt	*z*	~~3,16~~ 5,18	1910 2mo	Russell& Co. Pt.Glasgow *Lloyd's sA&CP WB*=	ValduraS.S.Co.Ld. (Gow,Harrison& Co.) *CellDBa*137′*u*	414·3|56·0|28·0 P43'B119'F41' FK *E*24′*f*178′1227*tDT*			Glasgow British *Cem* 4*BHto Sp dk* 2*BHto M dk*	T.3Cy.27″,45″&74″–51″ (*r*) 180lb *100lb* 538NHP 3SB,*9cf*,GS172,HS7890 FD Rankin&Blackmore.Grk.	30 ″ 6 s 6 ″ 1½ 24 ″ 9	
25 2625 HGMP	**Vale** *O.B.Pihl*12–12 (*ex*Stockholm)	IronScSr 1*Dk*2*tr B*	816 617 450					1871	Bergsunds Mek.Verkst Stockholm	Stockholms Rederiaktieb.Svea (Hj.Blomberg *Mr.*)	191·2|29·2|16·2 P105′ H6*t* F27′			Stockholm Swedish	C.2Cy.25⅝″&49¾″–26″ NB96 105NHP LindbergsMek.Verk.,Skm.			V
26 86198	**Vale Royal** (*Flat*) (*ex*Sailing)	WoodSc	121 114 82					1873	A.Deakin Winsford	SaltUnion,Ld.	84·9|20·3| 9·0			Liverpool British	V.2Cy.10½″–12″ NE&B83 22RHP W.Allen,Manchester			
27 127143	**Vale of Clyde** *H.A.Skoyles* –12	SteelScK *ss*Abn.No.1–12 1*Dk*	223 208 83	✠100A1 *StmTrawler* 8,14 BS3,14 ✠LMC8,12	Abn		8,14	1908 1mo *Lloyd's*	Hall,Russell&Co.Ld. Aberdeen *sA&CP*	Vale of LevenStm. FishingCo.Ld. (H.AHolmes, *Mgr.*)	115·5|22·6|12·1 BK7½″ *WB*=			Aberdeen British 3*BHCem* *DTf*7′19*t*	T.3Cy.12″,20″&34″–23″ (*r*) 180lb 75RHP 1SB,*3pf*,GS44,HS1374 Hall,Russell&Co.Ld.Abn.	13 ″ 0	
28 137190	**Vale of Forth** *H.R.Nightingale*11–16	SteelScK 1*Dk*	226 210 88	✠100A1 *StmTrawler* 3,16 ✠LMC5,16	Abn			1916 3mo *Lloyd's*	J.Duthie TorrySB.Co. Aberdeen *sA&CP*	Vale of LevenStm. FishingCo.Ld. (H.A.Holmes *Mgr*)	115·0|22·8|12·2 BK7½″			Aberdeen British 3*BHCem* *DBf*16′14*t*	T.3Cy.11½″,20″&34″–23″ (*s*) 180lb 71RHP 1SB,*3pf*,GS38,HS1250 W.Beardmore&Co.Ld.Gls.	13 ″ 0	
29 137183	**Vale of Fruin**	SteelScK 1*Dk*	211 207 78	✠100A1 *StmTrawler* 12,15 ✠LMC12,15	Abn			1915 12mo *Lloyd's*	A.Hall& Co.Ld. Aberdeen *sA&CP*	Vale of LevenStm. FishingCo.Ld. (H.A.Holmes *Mgr*)	115·7|22·6|12·2 BK7½″ *WB*=			Aberdeen British 3*BHCem* =*DTf*7′12*t*	T.3Cy.12″,20″&34″–23″ (*s*) 180lb 69RHP 1SB,*3pf*,GS44,HS1230 Hall&Co.Ld.Aberdeen	13 ″ 0	
30 127161	**Vale of Lennox** *R.B.Thorpe* –13 (*ex*GardarLandnemi,*ex*Vale of Lennox)	SteelScK *ss*Liv.No.1–13 1*Dk*	233 203 88	✠100A1 *StmTrawler* 9,14 ✠LMC6,14	Liv		9,14	1909 3mo *Lloyd's*	Hall,Russell&Co.Ld. Aberdeen *sA&CP*	Harley&Miller,Ld.	120·4|23·1|11·7 Q70'F19' BK7½″ *WB*=			Leith British 3*BHCem* *DBf*28′19*t*	T.3Cy.12″,20″&34″–23″ (*r*) 180lb 81RHP 1SB,*3pf*,GS43,HS1540 Hall,Russell&Co.Ld.Abn.	12 ″ 6	
31 127136	**Vale of Leven** *H.Nightingale* –14	SteelScK *ss*Abn.No.1–12 1*Dk*	223 208 83	✠100A1 *StmTrawler* 8,14 BS3,14 ✠LMC6,12	Abn		8,14	1907 11mo *Lloyd's*	Hall,Russell&Co.Ld. Aberdeen *sA&CP*	Vale of LevenStm. FishingCo.Ld. (HA Holmes, *Mgr.*)	115·6|22·6|12·1 BK7½″ *WB*=			Aberdeen British 3*BHCem* *DTf*7′19*t*	T.3Cy.12″,20″&34″–23″ (*r*) 180lb 75NHP 1SB,*3pf*,GS44,HS1374 Hall,Russell&Co.Ld.Abn.	13 ″ 0	
32	**Vale-o'-Moray** *J.Flett* –11	SteelScK 1*Dk*	89 88 38	✠100A1 *For fishing purposes* 2,14 ✠LMC6,14	Abn		2,14	1911 6mo *Lloyd's*	A.Hall& Co.Ld. Aberdeen *sA&CP*	J.&J.Flett	86·9|18·6| 9·0 BK7″			Inverness British 3*BHCem*	T.3Cy.9½″,16″&26″–18″ (*r*) 180lb 39RHP 1SB,*2pf*,GS27,HS700 A.Hall&Co.Ld.Aberdeen	9 ″ 9	
33 135490 JCSL	**Valegarth** *L.C.Smith*08–13 *Elec.light*	SteelScSr 1*Dk*(*Stl*)*&deep framing*	1569 1351 814	✠100A1 10,14 ✠LMC8,13	Cff	*p*	2,14	1913 8mo *Lloyd's*	SirRayltonDixon&CoLd Middlesbro' *sA&CP WB*	ReaShippingCo. Ld. = *Cell DBa*90′*uE*	245·0|36·2|18·8 B49'F26' FK *&B*31′*f*81′388*tFPT*			Liverpool British *4BHCem* 35*tAPT*150*t*	T.3Cy.18″,30″&50″–36″ (*s*) 180lb *100lb* 184NHP 2SB,*6cf*,GS109,HS3136 Richardsons,Westgarth& Co.Ld.Mdb.	21 ″ 0 s 2 ″ 9 18 ″ 7	
34	**Valenca** *Elec.light*	SteelTwinScCtr 1*Dk*	*190* *136* 78	✠ 9,13 *BahiaBay&RiverService* ✠	Ayr			1910 9mo	AilsaS.B. Co.Ld. Ayr	Empreza de Nav. Bahiana	116·2|21·1| 7·3 *Shade dk*75′ FK			Bahia Brazilian 4*BHCem*	C.4Cy.10″&20″–12″ 42NHP 1SB,*2pf*,GS33,HS940 AilsaS.B.Co.Ld.Troon	7 ″ 6	
35 RSWK	**Valencia** *F.Nissen* –13 *Elec.light* Sub.Sig.	SteelScSr Wireless 1*Dk&Shelter dk*2*tr B*	5232 4588 3206					1913	Akt.Ges. "Neptun" Rostock	Hamburg-Amerik. Packetf.Act.Ges. (Ham-Amr.Linie)	364·9|50·9|30·1 B105'			Hamburg German	T.3Cy. 28½″,46¾″&76¾″–48″ 398NHP A.G."Neptun,"Rostock			G
36 JTHD	— *Galiana* (*ex*Henriette*ex*Delizia,*ex*Letizia, *ex*Schlüsser)	IronScSr 1*Dk&Spar dk*	690 — 379					1879	G.Howaldt Kiel	Cia. Española de Nav. (Ant Montesinos, *Mgr.*)	190·7|26·0|19·9			Valencia Spanish	C.2Cy.25″&40″–27″ NB99 69NHP Schweffel&Howaldt,Kiel			V
37	— *J.Perez* –12 (*ex*Riga-Lübeck)	IronScSr (*ex*Inés,*ex*Cito, 1*Dk*	274 — 138					1870	Norddeut. Schiffb.A.G. Kiel	Romani y Miguel	154·5|20·5| 9·3 P30'F30' len76			Valencia Spanish	C.4Cy.13″&26″–27″ NB03 59NHP Schweffel&Howaldt,Kiel			
38 106107 QGWL	**Valentia** *W.Stubbs* –15 1*Dk*(*Irn*)*deep framing&Web frames*	SteelScSr *ss*Bry.No.3–7,11 *ss*Sld.No.1–15	3242 3068 2111	✠100A1 4,17 BS6,16 ✠LMC4,16	Cff	*v*	6,16	1898 9mo	JLThompson&Sons,Ld. Sunderland A&CP	InternationalLine S.S.Co.Ld. (G.Marwood, *Mgr*) *WB*= *CellDBa*	342·0|49·5|22·6 P30'B100'F32' FK 106′*uE*23′*f*150′806*t*			Whitby British 6*BHCem* *APT*33*t*	T.3Cy.24″,40″&65″–42″ (*s*) 160lb 289NHP 3SB,*9pf*,GS129,HS4560 J.Dickinson&Sons,Ld.Sld.	25 ″ 2 s 4 ″ 7 21 ″ 0	
39 109518	— *A.Collins* –15	SteelScYl *ss*Gms.No.3–11,10 *ss*Gms.No.1–16 1*Dk*	164 151 64	✠100A1 *StmTrawler* 1,18 ~~1,16~~ ✠NB1,16 ✠LMC1,16	Gms		~~1,16~~ 1,18	1898 4mo	IrvineS.B. &E.Co.Ld. Irvine A&CP	ConsolidatedStm. Fishing&IceCo. (Gms).Ld. (J.D. Marsden, *Mgr.*)	104·2|21·0|10·7 Q17'F18' dptF&s10 BK7½″			Grimsby British 4*BHCem*	T.3Cy.10″,16″&27″–20″ (*s*) 180lb 45RHP 1SB,*2pf*,GS26,HS656 Muir&Houston,Ld.Gls.	11 ″ 7	
40 109894	— *J.Palmer* –16	SteelScSr (*Trawler*) 1*Dk*	110 101 41			…		1898	Hawthorn, Leslie&Co.Ld Newcastle	R.Irvin&Sons,Ld.	93·6|18·6| 9·7 BK7½″			N.Shields British	C.2Cy.14″&30″–21″ NB18 33RHP Baird&Barnsley,N.Shields	10 ″ 6	
41 TJGV	**Valentijn** *Elec.light*	SteelTwinScSr (*ex*Sambas) 1*Dk*	530 — 248					1901	J.C.Tecklenborg A.G. Geestemünde	Koninkl.Paketv. Maats.	167·6|28·2|10·2 B61'F29'			Batavia Dutch *WB*	T.6Cy.10¼″,16½″&26¾″–18½″ 59NHP J.C.TecklenborgA.G.Gst.			V
42	**Valentin** *I.Abal* (*ex*CaboOrtegal,*ex*Cypriano) *Well eck*	IronScSr 1*Dk*2*tr B*	1453 1228 1020			…		1880	Schlesingr, Davis&Co. Newcastle	W.G.Garra	254·0|32·8|18·9 Q82'B70'F32' BK9″			S.Sebast'n Spanish *WB*	C.2Cy.30″&58″–36″ 152NHP R.&W.Hawthorn,Nwc.			

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. Late Name if any. / Special Surveys. No. of Decks, &c.	3	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned, now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 Built. By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of Bl. or Trade Cert.
Branded & Burnt 3,18																	
43	**Valeria**	SteelScSr	5865	✠100A1 10,16	N Yk	*a*†	~~1,16~~ 6,17	1913	Russell& Co.	Cunard S.S.Co.Ld.	423·4	56·0	28·7	Liverpool	T.3Cy.27″,44″&73″–48″ (*s*)	31 ″ 4	
123340	*W.W.Stewart* 16–15		5508					2mo	PortGlasgow		P38′B123′F50′		FK	British	180lb 579NHP	s 6 ″ 4	
JBQO	(*ex* Den of Airlie)	2*Dks*(*Stl*)	3736	~~✠LMC 5,16~~				*Lloyd's*	*A&CP*	1 *Intermediate BH* & 1 *'tween dk BH dispensed with*	5 *BH* 1 ,, *Cell D*			*Cem* *to Upr dk* „*2nd dk only*	3SB,*11cf*,GS201,HS9110 FD	25 ″ 4	
	Elec.light Wireless									*Ba*138′*uE*24′*f*186′	1243*t DT a*36′1120*t APT*32*t*				Rankin&Blackmore,Grk.		
	Carrying fuel oil F.P. above 150° F. *in DB & deep tank*																
44	—	SteelScSr	1216					1913	Schiffsw. v. Henry Koch Lübeck	A.Kirsten	240·7	36·2	15·9	Hamburg	T.3Cy.18$\frac{1}{16}$″,29$\frac{1}{16}$″&46$\frac{1}{16}$″ –32½″ 121NHP		G
	M.Kaul –13		1095								P&B186′F33′			German			
RSWP	*Elec.light*	1*Dk*	696											*WB*	OttensenerMaschf.Altona		
45	—	IronScK	189	✠100A1 *Stm Trawler* 4,16	Gms		N4,16	1898	Cochrane& Cooper, Ld. Beverley	Consolidated Stm. Fishing&Ice Co. (Grimsby) Ld. (J. D.Marsden, *Mgr.*)	112·7	21·0	11·6	Grimsby	T.3Cy.12¼″,19½″&32″–23″ (*s*) 180lb 55RHP	12 ″ 3	
109813	*W.Lingard* –17 *ss* Gms.No.3–5,13	1*Dk*	174 76	~~✠NB5,12~~ ~~✠LMC5,13~~				8mo			Q27′F22′		BK7½″	British	1SB,*2pf*,GS32,HS990		
								Lloyd's	*A&CP*					*4 BHCem*	C.D.Holmes&Co.Hull		
46	**Valesca**	SteelScK	188	✠100A1 *Stm Trawler* 8,16	Shl			1916	Cook, Wel- t'n&Gemmell Ld. Beverley	~~South Western Stm. Fishing Co. Ld. (A. I. Black, *Mgr.*)~~ J.L.Green H.C.Baker, *Mgr.*)	110·4	21·0	11·6	Grimsby	T.3Cy.12″,20″&34″–24″ (*s*) 180lb 69RHP	12 ″ 6	
138970			172	~~✠LMC 8,16~~				8mo			Q59′		BK7½″	British	1SB,*2pf*,GS38,HS1175		
		1*Dk*	82					*Lloyd's*	*A&CP*					*3 BHCem*	ShieldsEng.Co.Ld.N.Shl.		
47	**Valesia**	SteelScSr	5227					1912	Akt.Ges. „Neptun" Rostock	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	364·8	50·9	30·2	Hamburg	T.3Cy.28$\frac{1}{16}$″,46$\frac{3}{4}$″&76$\frac{1}{4}$″–48″ 409NHP		G
	E.Breckenfelder –12	*Now named "Palmares," See No. 29 in Supplement*	4668								B105′			German			
RSPB	*Elec.light* Wireless	1*Dk* & *Shelter dk* Sub.Sig.	3208											*WB*	A.G."Neptun,"Rostock		
48	**Valetta**	SteelScSr	5871	✠100A1 9,16	Liv	*a*†	4,15	1913	Russell& Co. PortGlasgow	Valetta S.S.Co.Ld. (Gow,Harrison& Co.)	423·5	56·0	28·7	Glasgow	T.3Cy.27″,45″&75″–48″ (*s*) 180lb 537NHP	31 ″ 4	
133094	*M.Mackie* –13		5494					1mo			P44′B123′F43′		FK	British	3SB,*9cf*,GS172,HS7875 FD	s 6 ″ 4½	
JBLD	*Elec.light*	2*Dks*(*Stl*)	3721	~~✠LMC 1,15~~				*Lloyd's*	*A&CP*	1 *Intermedia dk BHs*	*te BH & 2'tween dispensed with* 4 *B* 2 *B* *WB = Cell D Ba*132′			*Cem* *H to Upr dk* *H to 2nd dk only* *uE*24′ *f* 186′	J.G.Kincaid&Co.Ld.Grk. 1243*t DT a*36′1120*t APT*32*t*	25 ″ 4	
49	**Valhalla**	SteelAuxScYt	1219	✠100A1 3,14	Cws	*p*	3,14	1892	Ramage& Ferguson, Ld. Leith	B.H.Clerc	239·6	37·2	20·7	Cowes	T.3Cy.18½″,27¾″&47″–33″ 160lb *160lb* (*s*) 146NHP	22 ″ 0	
98461	*W.H.Simmonds* –11	*Stm.Eng.*	1077					12mo			P27′F36′			British	2SB,*4cf*,GS96,HS2468		
HSLR	*ss* Cws.No.3–12,03 *ss* Cws.No.2–14		806	~~✠LMC 3,14~~				*Lloyd's*	*A&CP*					*5 BHCem*	Ramage&Ferguson,Ld., Leith		
	Elec.light Wireless	2*Dks*															
	Full rigged Sailing Ship—See Sailing Ship Register																
50	—	WoodSc	153					1901	J.McBul- ger Nelson,B.C.	Canadian Pacific Railway Co.	102·5	20·8	9·0	Vancvr BC. British	C.2Cy.14″&30″–20″ 36RHP		
111541			98												Polson I.W.Co.Ld.Toronto		
		1*Dk*	34														
51	**Valinda**	WoodScSr	117					1911	Hendry, Ld. Liverpool,NS	Bridgetown S.S. Co.Ld.	95·0	21·5	9·3	Bridgtwn, N.S. British	C.2Cy.10½″&22″–16″ New Burrll Johnson 19RHP		
130244			89												Iron Co.Ld.Yarmouth		
		1*Dk*	60														
52	**Valkyrian**	IronScSr	1118	~~✠100A1 0,17 1915~~ 2,18	Bkn	*o*	~~N1,15~~ 7,17	1881	J.Read- head&Co. South Shields	Rederi Aktieb. Valkyrian (E.A.Enhorning)	240·4	33·2	17·0	Sundsvall Swedish	C.2Cy.27″&54″–36″ (*i*) 70lb *80lb* NDB97 132NHP	18 ″ 0	
3389	*O.F.Aberg* 13–13 *ss* Skm.2nd No.3–4,06		956	~~✠LMC~~	Got			7mo			Q90′B50′F20′		BK8½″		1SB,*4pf*,GS60,HS2201	s 1 ″ 9½	
JKHL	(*ex* Lynton) *ss* Bkn.No.2–15		660	*Examined* 4,18					A&CP				*WB = DB*	*4 BHCem*	J.Readhead&Co.S.Shields	17 ″ 1	
	Well deck	1*Dk*(*Irn*)2*tr B*		~~SS 1914~~ 2,18 MST,15										*a*69′*f*63′251*t*			
53	**Valkyrie**	IronScK	150	✠100A1 *Stm Trawler* 8,13	Bou		8,13	1893	Cook, Wel- t'n&Gemmell Hull	L.Calamel	103·0	20·5	11·0	Treport French	T.3Cy.11½″,18″&30″–22″ (*s*) 160lb 43NHP	11 ″ 10	
	ss Hul.No.3–10,06		142					10mo									
LKTH	*ss* Hul.No.1–10		58	~~✠LMC 8,10~~							ptND06		BK7½″		1SB,*2pf*,GS24,HS660		
		1*Dk*		~~✠NB 8,10~~				*Lloyd's*	*A&CP*					*3 BHCem*	C.D.Holmes&Co.,Hull		
54	**Valkyrien**	SteelSc	339					1907	Akt.Bur- meistr&Wain Copenhagen	Em.Z.Svitzer's Bjerg.Entreprise	151·3	25·0	14·0	Copnhagn Danish	T.3Cy.13½′,21½″&37″–24″ HS1824 97NHP		
	F.Nielsen 01–09 (*Tug & Salvage Vessel*)		309								B31′F27′			*WB*	Akt.Burmeistr&Wain,Cpn		
NQLJ	*Elec.light*	1*Dk*	48														
55	**Valley Forge**	SteelScSr	558					1898	Harlan& Hollings- worth Co. Wlmgtn,Del.	Reading Co.	158·0	29·0	18·0	Phildlphia Utd.States	T.3Cy.18″,28″&45″–30″ 111NHP		R
161819	*J.Sablich* 93–09 (*Tug*)		—												Harlan&HollingsworthCo. Wilmington,Del.		
KPDG	*Elec.light*	2*Dks*	352														
56	**Valmont**	SteelScK	245	✠100A1 *Stm Trawler* 4,16	Hul			1916	Cook, Wel- t'n&Gemmell Ld. Beverley	~~N.Green (A.Black, *Mgr.*)~~ Cleethorpes Stm Trawling Co.Ld.	117·3	22·5	13·2	Grimsby British	T.3Cy.13″,23″&37″–26″ (*s*) 200lb 92RHP	14 ″ 1	
138953			236	~~✠LMC 4,16~~				4mo			Q61		BK7½″		1SB,*3pf*,GS41,HS1557		
JMNW		1*Dk*	108					*Lloyd's*	*A&CP*					*4 BHCem*	C.D.Holmes&Co.Ld.Hull		
57	**Valo-Apu**	IronSc	111					1892	..... Lehtoniemi	Nobels Petroleum- import Aktieb.i Finland	89·6	20·1	9·4	Helsingfrs Russian			
	P.Rissanen –11		—														
VRDC			73														
58	**Valona**	SteelScSr	346	11,15	Xia			1911	Porsgrund Mek.Værks. Porsgrund	Soc.in Azioni Ungaro-Croata di Nav.Maritt.a Vap.	126·9	23·1	16·2	Fiume Aust.-Hung.	T.3Cy.12″,20″&32″–24″ 71NHP	16 ″ 9	
	G.Ticaz 00–12		313					2mo			H44*t*		BK6″	*4 BHCem*	1SB,*2pf*,GS46,HS1300		
	(*ex* Grenland)	1*Dk* & *Awng dk*	209	*Awng dk with freeboard For Service on the Adriatic*									*WB = DB* f14′	*14tAPT4t*	Porsgrund M.V.Porsgrund		
	Elec.light																
59	**Valparaiso**	SteelScSr	4930					1890	Fairfield Co.Ld. Glasgow	Soc.Anon.Lloyd del Pacifico	430·1	47·9	21·0	Savona Italian	T.3Cy.31″,52″&83″–54″ 506NHP		V
21	*G.Scala* (*ex* Gera)		—								P62′B180′F76′		29·8		Fairfield Co.Ld.Glasgow		
SQBH	*Elec.light*	3*Dks*	3055														
60	—	Steel Twin Sc 3 Mast Sr	3770	100A1 *Shelter dk with freeboard*				1917	Akt.Bur- meistr&Wain Copenhagen	Rederiaktieb. Nordstjernan (A.A Johnsson, *Mgr.*)	367·0	51·5	22·2	Stockholm Swedish	Oil Engines 4S.C.SA 12Cy.	25 ″ 6	
	For full particulars See No. 1 Oil Engine Supplement															s 2 ″ 7½	
	Elec.light														Akt.Burmeistr&Wain,Cpn	23 ″ 3	
				(*Class Contemplated*)													
61	—	SteelScSr	427	✠ 10,14	PGl			1910	Murdoch& Murray Port Glasgow	J.Bussons	160·0	33·0	8·8	Manãos Brazilian	T.3Cy.15″,25″&40″–24″ 100NHP	9 ″ 0	
	H.B.Kearney 10–10		*316*					11mo					FK	*5 BHCem*	1SB,*3cf*,GS54,HS1747		
	Elec.light 1*Dk*(*Teak*) & *Prom dk*(*Teak*)		*291*	*For River purposes only*									*WB = FPT*20*t*		Muir&Houston,Ld.Gls.		
62	**Valur**	IronScSr	346					1888	C.J.Lange, Sohn Bremerhaven	Danish& Icelandic S.S.Co.Ld.(A.T. Möller&Co. *Mgrs.*)	125·2	22·0	15·9	Reykjavik Iceland	C.2Cy.13″&23½″–15″ NB95 18NHP		V
	(*ex* Gustaf E.Falck. *ex* Koral, *ex* W.Stief&Co.)	1*Dk*2*tr B*	312 232								B20′H10*t*′F20′		*WB*	Danish	J.Lange,Sohn,Vegesack		

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Voyageurs en cabine. Autres voyageurs. Equipage.
For full particulars See No.4 in Supplement																
63	**Vambery** SteelScK *Elec.light* 1*Dk*	330	100A1 *Stm Trawler* — (*Class Contem plated*)				1917	Cochrane &Sons,Ld. Selby	Atlas Stm.Fishing CoLd(LettenBros. *Mgrs.*)	135·0|23·5|12·4 Q74′F21′			Grimsby British	T.3Cy.13″,23″&37′–24″ C.D.Holmes&Co.Ld.Hull		
64 91966 KHQV	**Van** IronScSr *F.McLaughlin* (*ex*Manteo) *Mchy.Aft* 1*Dk Awng dk&Shade dk*	719 — 535					1887	The Pusey &JonesCo. Wlmgtn, Del	CoastS.S.Co.	190·0|26·0| 9·0 24·9			Wilmngtn, Del. Utd.States	C.2Cy.17″&34″–28″ 51NHP Pusey&JonesCo.Wlmngtn		
65 TJHL	**Van Cloon** SteelSc *Fitted for oil fuel* *Elec.light* Wireless 2*Dks3trB*	4519 3876 2863					1911	Nederl. Schps. Maats. Amsterdam	Koninkl.Paketv. Maats.	383·6|48·6|26·8 F40′*Shade dk*250′			Batavia Dutch	T.3Cy.28½″,47″&77″–54″ 436NHP NedFb.v.Wrk&Spoor,Ams		V
66 TJGR	**Van den Bosch** SteelSc *Fitted for oil fuel* *Elec.light* 2*Dks&Shadedk*	2776 — 1686					1902	Nederl. Schps. Maats Amsterdam	Koninkl.Paketv. Maats.	317·0|41·3|19·4 P67′F74′			Batavia Dutch *WB*	T.3Cy.23″,37″&62″–42″ 249NHP NedFb.v.Wrk&Spoor,Ams		V
67 TJHB	**Van der Capellen** SteelScSr *Elec.light* 1*Dk&Awng dk*	1265 — 774					1902	Nederl. Schps. Maats. Amsterdam	Koninkl.Paketv. Maats.	223·7|36·0|14·1 P58′F50′			Batavia Dutch *WB*	T.3Cy.17′,26½′&46½′–36″ 128NHP NedFb.v.Wrk&Spoor,Ams		V
68 TJKC	**Van der Hagen** SteelScSr *Schuitena* *Elec.light* 2*Dks*	3033 2516 1912					1909	Maats. Fyenoord Rotterdam	Koninkl.Paketv. Maats.	325·3|44·1|22·9 F40′			Batavia Dutch *WB*	T.3Cy.22″,36½″&40″–42″ 104NHP Maats.Fyenoord,Rot.		V
69 TJHF	**Van der Lijn** SteelScSr *Grondhout* *Elec.light* 2*Dks3trB*	998 — 601					1897	Wigham Richrdsn&Co Newcastle	Koninkl.Paketv. Maats.	220·0|31·2|17·4 Q52′F38′			Batavia Dutch *WB*	T.3Cy.16½″,26″&43″–33″ 106NHP WghmRichrdsn&Co.Nwc.		V
70 TJHK	**Van der Parra** SteelTwinScSr *Fitted for oil fuel* 1*Dk&Awng dk*	558 — 332					1899	NedSheeps-bouwMaats. Amsterdam	Koninkl.Paketv. Maats.	164·0|27·6|11·0 P47′F42′			Batavia Dutch	C.4Cy.16″&32″–18″ 72NHP Kon.Maats.deSchelde,Vls.		V
71 TJHC	**Van Diemen** SteelScSr *Elec.light* 2*Dks&Awngdk*	1246 — 766					1890	Nederl. Stoom.Maats. Rotterdam	Koninkl.Paketv. Maats.	234·5|32·8|16·6			Batavia Dutch *WB*	T.3Cy.21″,34″&55″–45″ 203NHP Nedrl.Stombt.Maats.Rot.		V
72 TJGW	**Van Goens** IronScSr *Elec.light* 2*Dks&Awngdk*	1066 — 644					1890	Koninkljk Fabriek Amsterdam	Koninkl.Paketv. Maats.	220·1|31·4|15·7			Batavia Dutch	T.3Cy.17″,26″&43″–39″ 115NHP Kon.Fabriek,Amsterdam		V
73 ~~TJKC~~	**Van Heemskerk** SteelScSr *Elec.light* 3*Dks*	2996 2855 1896					1909	Nederl. Schps.Maats. Amsterdam	TheSh'pp'ngCon-tr'ller(British IndiaS.N.Co.Ld. *Mgrs.*)	325·5|43·8|25·0 F40′			~~Batavia~~ Dutch London Br.ish *WB*	T.3Cy.22″,36″&60″–42″ 233NHP NedFb.v.Wrk&Spoor,Ams		V
74 214666 LGPR	**Van Hogendorp** SteelScSr *A.W.M.Knip* *Elec.light* 2*Dks(Stl)&* *Ref.Mchy.* Wireless *Awng dk(Stl–ws)*	3298 2838 2005	✠100A1 *Awng dk* *with freeboard* 1,17	NYk	*u*	1,17	1914	Swan,Hun-ter&Wigham Richardson Ld.Newcastle	SarniaS.S.Corp. 5mo. 11 *Lloyd'sA4CP*	331·2|45·2|25·6 F43′*on Awng dk* FK *WB = Cell DBa*80′*uE&B*56′*f*144′607*t FPT*			New York Utd.States	T.3Cy.23″,38″&63″–39″ (*s*) 28 ″ 0 180lb FD 435NHP *s* 7 ″ 6 5*BHCem* 3SB,9*cf*,gs175,hs7210 21 ″ 1 38*tAPT*26*t* Swan,Hunter&Wigham-Richardson,Ld.Nwc.		
75 TJHP	**—** SteelTwinScSr *Fitted for oil fuel* 1*Dk&Awngdk*	656 — 393					1903	Maats. Fyenoord Rotterdam	Koninkl.-Paketv. Maats.	184·3|27·6|10·6			Batavia Dutch	C.4Cy.16″&32″–18″ 72NHP Maats.Fyenoord,Rot.		V
76 TJHS	**Van Hoorn** SteelSc *Elec.light* 1*Dk*	1753 1354 1011					1908	Nederl. Schps.Maats. Amsterdam	Koninkl.Paketv. Maats.	270·0|40·2|16·7 P33′B74′F31′			Batavia Dutch *WB*	T.3Cy.19″,31½″&51½″–39″ NB12 165NHP NedFb.v.Wrk&Spoor,Ams		V
77 TJGS	**Van Imhoff** SteelScSr *Elec.light* 3*Dks*	2980 2367 1809					1914	Maats. Fyenoord Rotterdam	Koninkl.Paketv. Maats.	325·5|44·1|22·7			Batavia Dutch *WB*	T.3Cy.22″,36½″&60″–42″ 233NHP Maats.Fyenoord,Rot.		V
78 TJLM	**Van Lansberge** SteelScSr *Van der Wijk* *Fitted for oil fuel* *Elec.light* Wireless 2*Dks*	1917 1374 1064					1913	Maats. Fyenoord Rotterdam	Koninkl.Paketv. Maats.	278·4|41·2|16·8 P42′B90′F35′			Batavia Dutch *WB*	T.3Cy.19″,31½″&51½″–39″ 166NHP Maats.Fyenoord,Rot.		V
79 TJKB	**Van Linschoten** SteelScSr *Elec.light* 2*Dks3trB*	3004 2490 1886					1909	Nederl. Schps. Maats. Amsterdam	Koninkl.Paketv. Maats.	328·5|43·9|22·6 *Shade dk*219′ F40′			Batavia Dutch *WB*	T.3Cy.22″,36″&60″–42″ 233NHP NedFb.v.Wrk&Spoor,Ams		V
80 TJLK	**Van Neck** SteelSc *Ral* *Fitted for oil fuel* *Elec.light* 2*Dks*	3027 2500 1909					1912	Nederl. Schps. Maats. Amsterdam	Koninkl.Paketv. Maats.	326·0|44·0|22·7 B219′F41′			Amstrdam Dutch *WB*	T.3Cy.22″,36½″&60″–42″ 233NHP NedFb.v.Wrk&Spoor,Ams		V
81 TJHR	**Van Noort** SteelSc *Winsenius* (*ex*Pahud) *Elec.light* 2*Dks*	1994 — 1235					1906	Nederl. Schps. Maats Amsterdam	Koninkl.Paketv. Maats.	296·3|38·0|20·9 P76′H56′F76′			Batavia Dutch	T.3Cy.21½″,36½″&59″–43½″ NB09 229NHP NedFb.v.Wrk&Spoor Ams		V
82 TJHD	**Van Outhoorn** SteelScSr *Elec.light* 2*Dks&Shade dk3trB*	1543 — 954					1896	Ned.Sh'ps-bouwMaats. Amsterdam	Koninkl.Paketv. Maats.	278·5|36·5|19·2 P19′B46′F74′			Batavia Dutch	T.3Cy.24″,36″&60″–42″ 233NHP Ned.fab.v.Werk.Ams.		V
83 TJHV	**Van Overstraten** SteelScSr *Steenborg* *Elec.light* Wireless 2*Dks&Shelter dk*	4482 3827 2837					1911	Maats. Fyenoord Rotterdam	Koninkl.Paketv. Maats.	383·2|48·3|27·3 B120′F40′ *pt Shelter dk*250′			Batavia Dutch *WB*	T.3Cy.28½″,47″&77″–54″ 436NHP Maats.Fyenoord,Rot.		V
84 TJLN	**Van Rees** SteelScSr *Elec.light* 3*Dks*	3050 2437 1846					1913	Wrf.voorh. Rijkee&Co. Rotterdam	Koninkl.Paketv. Maats.	325·6|43·1|22·7			Batavia Dutch *WB*	T.3Cy.22″,36½″&60″–42″ 233NHP Maats.Fyenoord,Rot.		V
85 TJGQ	**Van Riebeeck** SteelScSr *Fitted for oil fuel* *Elec.light* 2*Dks&Shade dk*	2755 — 1670					1902	NedSchpsb. Maats. Amsterdam	Koninkl.Paketv. Maats.	316·9|41·7|19·4 P63′F63′			Batavia Dutch *WB*	T.3Cy.23″,37″&62″–42″ 249NHP NedFb.v.Wrk&Spoor,Ams		V
86 TJHM	**Van Riemsdijk** SteelScSr *Virman* *Fitted for oil fuel* *Elec.light* 2*Dks&Shade dk*	2032 — 1268					1900	Nederl. Scheepsb. Maats. Amsterdam	Koninkl.Paketv. Maats.	300·0|40·5|21·5 P60′H68′F61′			Batavia Dutch *WB*	T.3Cy.23″,36″&60″–42″ NB03 233NHP Ned.Fab.v.Werkt.&Spoor Mat.,Ams.		V

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys.	3 No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. — ✝ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned / now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L. R. Dated of Trade Cert.
87	**Van Spilbergen**	Steel Sc	2995 / 2518 / 1868					1908	Maats. Fyenoord Rotterdam	Koninkl. Paketv. Maats.	325·5	44·0	22·8	Batavia Dutch	T.3Cy.22″,36½″&60″–42″ 233NHP		V
TJHW	*Elec.light*	*2Dks*								P40′B104′F40′				*WB*	Maats.Fyenoord,Rot.		
88	**Van Swoll**	Steel Sc Sr	1814 / —					1897	Wigham Richrdsn&Co Newcastle	Koninkl. Paketv. Maats.	278·5	36·7	18·4	Batavia Dutch	T.3Cy.22″,34″&57″–42″ 211NHP		V
TJHG	*VanBaasbank*	*2Dks&Shadedk*	1132							P54′F60′					WighmRchrdsn&Co.Nwc.		
89	**Van Waerwijck**	Steel Sc Sr	3040 / 2516					1909	Maats. Fyenoord Rotterdam	Koninkl. Paketv. Maats.	325·3	44·0	22·8	Batavia Dutch	T.3Cy.22″,36½″&60″–42″ 233NHP		V
TJKD	*Arnold* *Elec.light*	*2Dks&ptAwng dk*	1906							P&B219′F40′				*WB*	Maats.Fyenoord,Rot.		
90	**Vancouver**	Steel Sc Sr	4419	✝100A1 *Spar dk* 2,17	Nwc	*x*	3,16	1905	Barclay, Curle&Co.Ld Glasgow	VancouverS.S.Co. Ld.(Gow,Harrison &Co.)	376·0	50·0	19·1	Glasgow British	T.3Cy.25″,41″&68″–48″ (*s*) 180lb *100lb* 416NHP	29 ″ 8	
121261	*R.Findlay* –15	*ssNwc.No.2–14*	4146					10mo		P34′B111′F43′ 27·1 FK				6 *BHCem*	2SB,*6cf*,GS129,HS5882 FD		
HDNV		*1Dk(Stl)&Spar dk(Stl) &deep framing*	2860		BS3,18 LMC 6,14			*Lloyd's*	*A&CP*	*WB = Cell DBa327′uE 81′f481′889tDTa330′*				*726tAPT75t*	Barclay,Curle&Co.Ld.Gls.		
91	**Vanda**	Iron Sc Sr	1646	✝100A1 12,16	Cpn	*q*	1,16	1882	Palmers' Co. Newcastle	H.Unér,Aktieb. (R.Göhle,*Mgr.*)	250·0	36·2	20·0	Nrrköping Swedish	C.2Cy.28 7/16″&55″–42″ (*a*) 80lb *60lb* NDB97 157NHP	21 ″ 6	
3575	*N.Nilsson* –15	*ssSld.2ndNo.3–2,08*	1399					11mo		Q98′B46′F33′				5 *BHCem*	2SB,*6pf*,GS90,HS2684	s 2 ″ 5	
JLCD	(*ex*W.M.Holby,*ex*PrinceLlewellyn)	*ssCpn.No.2–16*	989		LMC BS4,17			*Lloyd's*	*A&CP*	ptND03 BK9½″ *WB = DBa76′f28′& uE&B34′321tFPT*				65t	Palmers'Co.Ld.Nwc.	20 ″ 0	
	Well deck	*1Dk(ptIrnptStl)2trB Cargo battens not fitted*			MS6,16												
92	**Vandalia**	Steel Sc Sr	7333	✝100A1 *Shelter dk with freeboard* 5,16	N Yk	*a*†	5,16	1912	Short Bros. Ld. Sunderland	Cunard S.S.Co.Ld.	425·0	56·3	36·3	Liverpool British	Q.4Cy25½″36½″52½″&76″–54″ 220lb *120lb* (*s*) 601NHP	38 ″ 7	
132711	*F.J.D.Inch* –17		7035		BS6,17		MS8,17	5mo						FK	3SB,*9cf*,GS174,HS8280 FD	s 9 ″ 4	
HVSM	(*ex*AngloCalifornian)	*2Dks(Stl)&*	4618		LMC			*Lloyd's*	*A&CP*					7 *BHCem*	N.E.MarineEngCoLd.Nwc	29 ″ 8	
	Elec.light *Shelter dk(Stl)Web frames* Sub.Sig. Wireless *Longitudinal framing*			Examined 10,17						*Cell DBa131′uE&B44′f175′*					1446t*FPT*106t*APT*33t		
93	**Vanduara**	Steel Sc Sr	337	✝100A1 *Yacht* 11,15	Bkn		4,15	1886	D&W Henderson&Co. Glasgow	Mersey Docks& Harbour Board	169·8	24·1	14·2	Liverpool British	T.3Cy.13″,20″&33″–24″ 160lb 55RHP		
93266		*ssSou2ndNo.3–6,09*	—	NB5,05 LMC 3,13				4mo		ND03				4 *BHCem*	1SB,*3cf*,GS52,HS1393		
KFWR	(*ex*Yacht)	*ssSou.No.1–13*	217	BS7,16			3,18	*Lloyd's*	*A&CP*						D.&W.Henderson&Co.Gls		
	Elec.light	*2Dks*															
94	**Vandyck**	Steel Twin Sc Sr	10328					1911	Workman, Clark&Co.Ld Belfast		495·5	60·8	28·7		Q.8Cy.23″,32½″,46½″&66½″ –48″ 614NHP		C
	(Captured by German Cruiser)		6673							B207′F49′					Wrkman,Clark&Co.Ld Bel		
	Elec.light Ref.Mchy. Sub.Sig. Wireless	*2Dks&Shelterdk*	6490											*WB*			
95	**Vane Tempest**	Iron Sc Sr	689	✝90A1 7,16	Sld	*j*	~~7,16~~ 2,18	1884	E.Withy &Co. W Hartlepool	Marquess of Londonderry (D.N.Grimes *Mgr*)	185·0	30·0	13·5	Sundrland British	C.2Cy.25⅜″&48″–30″ (*b*) 70lb *100lb* NDB14 90RHP	14 ″ 3	
90313	*E.Hardy* –16	*ssLon.2ndNo.3–8,09*	589	Examined 2,18				10mo		Q93′B7′F12′				FK	1SB,*2pf*,GS46	s 1 ″ 7½	
JVGN	*Well deck*	*ssSld.No.1–14*	445		LMC		2,18		A&CP	*WB = DBa40′f77′157t*				4 *BHAsp*	T.Richardson,Hartlepool	12 ″ 10	
	Cargo battens not fitted	*1Dk(Irn)*			MS6,14		MBS4,17							*APT16t*			
Wrecked 1917	**Vänern**	Comp Sc Sp	161	*Name unknown*	"Lommen," *See No.*		26 in *Supplement*	1878	P.Larsson Fiskeskog	Rederi Aktieb. Stjärnan (J. Bergendorff, *Mgr.*)	98·8	21·7	9·0	Karlstad Swedish	C.2Cy.13″&27″–18″ 26NHP		
1914	*K.Emanuelsson* –15	(*ex*Emanuelsson	89							P17′ Q5′ H6t					MotalaCo.,Gothenburg		
HDMP	*ex*JohnEriksson)	*Mchy.Aft 1Dk*															
97	**Vangsnæs**	Wood Sc Sr	128					1904	L.Skaale Vangsnæs	Acties.Dpsk. Vangsnæs (J.Vangsnæs)	99·0	24·0	10·3	Bergen Norwegian	C.2Cy.8½″&16″–12″ 8NHP		
	J.Vangsnæs –04		124							F12′					SandbrogadensM.V.Bgn.		
MBRH		*1Dk*	73														
98	**Vanguard**	Wood Sc Sr	358					1904	..... Alameda,Cal	E.J.DodgeCo.	137·5	32·5	10·8	S.Frncisco Utd.States			
201544	*J.Odland*		—														
KTMJ	Wireless	*1Dk*	228														
99	—	Iron Pad Sp	147					1868	Robertson &Co. Greenock	Steel&Bennie,Ld.	114·6	18·7	9·7	Glasgow British	L.1Cy.38½″–57″ NB03 50RHP		
Stranded&re-floated 11,16															FinniestonCo.Glasgow		
60435	*W.Douglas* –15		139														
			22														
100	**Vania**	Steel Twin Sc Sr	439			...		1904	J.Meyer Zalt Bommel	W.J.Sifneo	184·0	28·0	9·0	Taganrog Russian	C.4Cy.11½″&22½″–16″ 33NHP	9 ″ 6	
525	*A.Antippa*	(*ex*Mina)	—											FK	Vauxhall I.W.Co.Ld.Lon.		
LMAN	(*Barge*)	*1Dk*	252														
101	**Vanja**	Steel Sc Sr	1442					1902	Fredrkstad Met. Værks. Fredrikstad	H.Ditlev-Simonsen&Co.	230·8	35·2	20·6	Chrstiania Norwegian	T.3Cy.16½″,27″&44″–32″ 109NHP		N
Should be "Dagfin," See letter D	*Steel*	(*ex*Dagfin)	1329							H112t				*WB*	FredrikstadM.V.Frdstad		
HFCQ	*Elec.light*	*1Dk&Spardk*	896														
102	**Vanland**	Steel Sc Sr	1285	✝100A1 *ptAwng dk with freeboard* 7,15	Got	*n*	7,16	1893	Cmpbltwn S.B.Co. Campbeltwn	Ångf.Aktieb. Svithiod (H. Metcalfe,*Mgr.*)	227·0	32·7	16·3	Gothenbrg Swedish	T3Cy17½″27½″&44½″–33″ (*s*) 160lb *80lb* NDB05 112NHP	17 ″ 3	
485	*C.A.Wallin*00–13	*ssBly.No.3–6,05*	901					4mo		Q82′ H21t				4 *BHCem*	1SB,*3rf*,GS68,HS1665	s 7 ″ 3	
JBNL		*ssGot.No.2–14*	762	BS4,16 LMC 3,14				*Lloyd's*	*A&CP*	*ptAwng dk146′ FK WB = CellDB148′*				223t*APT*80t	Kincaid&Co.(Lim.),Grk.	17 ″ 3	
	1Dk(Stl)&Web frames&ptAwng dk(Stl)																
103	**Vanquisher II.**	Steel Sc K	179	✝100A1 *For Towing purposes* 7,15	Lon	*b*	2,15	1899	J.P.Rennoldson&Sns. S.Shields	Elliott Stm.Tug Co. Ld.(J.Page,*Mgr.*)	106·8	21·1	11·2	London British	T.3Cy 15½″,25″&41″–27″ (*s*) 160lb 103NHP	12 ″ 1	
129025	*T.W.Fitch* –15	*ssHav.No.3–7,09*	156					12mo						BK7″	1SB,*3rf*,GS49,HS1805	s 1 ″ 9½	
HPWF	(*ex*Vanquisher, *ex*Abeille No.10)	*ssLon.No.1–13* *1Dk*	4	BS2,16 LMC 2,13				*Lloyd's*	*A&CP*					4 *BHptCem ptAsp*	J.P.Rennoldsn&Sns,S.Shl.	11 ″ 2	
104	**Vaquero**	Wood Sc Sr	231					1913	..... Wilmington, Cal.	Vail&Vickers	121·8	29·0	10·9	Los Angeles Utd.States	Petrol Motor		
211354		*Petrol Motor*	—														
LDCP		*1Dk*	134														
105	**Vaquillona** *R.Iovanovich*–17 *G.Sankkonen*	Steel Sc Sr *ssBAs.No.3–1,15*	839 / 670	✝100A1 3,18 ~~1,17~~	BAs	*k*	~~7,16~~ 3,18	1902	Goole S.B. &Repg.Co.Ld Goole	Sec.Anon.de Nav. Sud Atlantica	200·0	32·2	12·5	Bns. Ayres Argentine	T.3Cy.15″,25″&41″–27″ (*s*) 180lb *90lb* 104NHP	14 ″ 8	
HBFD	(*ex*Campeiro,*ex*Bia)	*1Dk(Stl)*	495	BS4,15 LMC 1,15				7mo		P59′F23′				FK	1SB,*3pf*,GS54,HS1750		
	Mchy.Aft			BS9,17				*Lloyd's*	*A&CP*	*WB = Cell DB 165′ 261t FPT*				3 *BHCem* 51t*APT*40t	MacColl&Pollock,Sld.		
106	**Varanger**	Iron Sc Sr	135 / 67					1876	Trondhjms Mek.V. Trondhjem	Finmarkens Amtsrederi (A.S. Aarøe,*Mgr.*)	98·4	17·0	7·6	Hmmerfst Norwegian	C.2Cy.14″&24″–18″ NB03 20NHP		
JVDB	*P.Norvik*16–07	*1Dk*	69							P49t F16t					TrondhjemsM.V.Drnthm.		
107	**Varanis**	Steel Sc K	258			...		1910	Cochrane& Sons Selby	Arctie Stm Fishing Co.Ld.	123·3	21·5	12·3	Grimsby British	T.3Cy.12″,21″&34″–24″ 69RHP	13 ″ 4	
127853	*J.H.Jones* –11	(*Trawler*)	237							Q68′RFD22′				BK7½″	Amos&Smith,Ld.Hull		
		1Dk	107														

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Renouvellement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres ob. ccld. si ce n'est dans le L. R. Durée Cert. Mod. Trade.
108	**Varde**	**SteelScSr**	175					1911	Nylands Værksted Christiania	**Voldens Aktiedpskslsk (L.Barstad,** *Mgr.*)	111·1	18·1	7·3	**Aalesund** Norwegian	T.3Cy.11½″,18½″&31″–22″ 45NHP Nylands Værksted,Xia.		
	O.Folkestad –11										Q15*t*	H8*t*	F69*t*				
MGRP		1*Dk*	88														
109	**Varden**	**SteelScSr**	283					1898	Eriksbergs M.V.Aktieb Gothenburg	**Dpsk.Akties.Skien (P.Landgraff,** *Mgr.*)	118·6	22·1	8·7	**Skien** Norwegian	C.2Cy.14″&31½″–18″ 34NHP		
	*F.Landgraff*04–15	(*ex*Ostkusten)	128								P94*t*	H33*t*	F27*t*	*WB*	Eriksberg M.V.Aktieb, Got		
MFHL		1*Dk*	174														
110	**Varel**	**SteelScSr**	137					1895	J.C.Tecklenborg Geestemünde		105·6	20·8	9·7		T.3Cy.11″,17⅝″&28⅝″–21½″ 37NHP J.C.Tecklenborg,Gstmnde		
	(Captured and taken to Grimsby)		128								H12′						
	(*Trawler*) 1*Dk*		49														
111	**Varela**	**SteelTwinScSr**	4645	✠	Nwc	*y*		1914	Swan,Hunter & Wigham Richardson, Ld Newcastle	**BritishIndiaStm. Nav.Co.Ld.**	390·1	53·3	24·0	**Glasgow** British	T.6Cy.20¾″,35″&60″–45″ FD 987NHP	26 ″ 6	
136296	*W.T.Stewart* –15		3576	*Shade dk*				5mo			F32′ *on Shade dk*			FK	7*BHCem*	6SB,*18cf*,GS388,HS16280		
JFPT	*Elec.light* 2*Dks*(*Stl–Uws*)& Wireless *Shade dk*(*Stl*–teaks)		1932	5,14												Swan,Hunter&Wigham-Richardson,Ld.Nwc		
											WB = *Cell D Ba* 96′ *u E&*		*B*98′ *f* 142′ 763*t FPT*		55*t APT* 41*t*		
112	**Varg**	**SteelScSr**	1436					1905	Framnes Mek.Værks. Sandefjord	**Dpsk.-Akties. China (P.Johannessen.** *Mgr.*)	231·7	35·1	20·3	**Tönsberg** Norwegian	T.3Cy.16½″,27″&44″–33″ 111NHP		N
	Jobsen		1292								H119*t*			*WB*	Akers Mek.Værks.Xia.		
MCKV	*Elec.light* 2*Dks*		874														
113	**Varild**	**IronScSr**	623					1882	F.Schichau Elbing	TheShippingController(J.Lythgoe &Co.,*Mgrs.*)	180·7	25·7	14·2	~~**Christiania**~~ ~~Norwegian~~ London	C.2Cy.20″&41″–22″ NB93 66NHP F.Schichau,Elbing		V
14401	~~*O.Meland*15–15~~	(*ex*Scotia)	470								P132*t*	F21*t*		*WB* British			
~~JTDK~~		1*Dk* 2*trB*	~~324~~ 325														
114	**Varna** (Seized at Temriuk)	**SteelScSr**	3090	✠100A1	Stn	*u*	11,13	1893	J.L.Thompson&Sons Sunderland A&CP		330·0	43·0	17·7	**Stettin**	T.3Cy.24″,39″&64″–42″ (*s*) 160lb 270NHP	27 ″ 3	
		*ss*Sld.No.3–4,05	2864	*Spar dk*				1mo			P31′B64′		24·7	German	2SB,*6cf*,GS123,HS4110		
	(*ex*Annemaria, *ex*Breckfield)	*ss*Rot.No.2–14	2234	5,14							F37′		BK10″		6*BHCem*		
	Sub.Sig.	1*Dk*(*Irn*) & *Spar dk*(*Irn*) 3*trB*		✠NB8,10 ✠LMC11,13							*WB* = *Cell DB* 268′				620*t APT* 69*t*	J.Dickinson,Sunderland	
115	—	**SteelScSr**	*1820*	✠	Cpl	*r*		1902	Wood Skinner&Co.Ld. Newcastle	**Soc.Commerciale Bulgare de Nav.à Vap.**	270·0	39·5	18·6	**Varna** Bulgarian	T.3Cy.20½″,33″&54″–36″ 206NHP	20 ″ 11	
	*V.A.Tchervensky*99–10 *ss*Gen.No.2–12		*1598*	10,15				8mo			P19′B62′F26′			FK	4*BHCem*	2SB,*6pf*,GS101,HS3493		
	Elec.light 2*Dks*(*UStl*)		*1164*							*WB* = *Cell DBa* 74′ *f* 94′				288*t APT* 45*t*	G.Clark,Ld.Sunderland		
116	**Varöy**	**IronScSr**	564	✠	NYk	*h*		1883	Bergens Mek.Værks Bergen	**K.Knutsen**	170·0	25·3	13·0	**Haugesnd** Norwegian	C.2Cy.20½″&39″–27″ 66NHP		N
	*P.M.Pedersen*15–15 *ss*Bgn.No.1–87		390	10,91				9mo			P142*t*	H6*t*	F28*t*		5*BHCem*	Bergens Mek.Værks.Bgn		
JVRW	*Well deck*(*ex*Varö,*ex*Gambetta) 1*Dk* 2*trB*		293							*WB* = *FPT* 15*t*	*APT* 13*t*	*MT* 16′ 60*t*					
117	**Varro**	**SteelSc**	196	✠100A1	Hul		~~4,15~~	1912	Goole S.B. & Repg.Co Ld Goole	**Ellerman's Wilson Line,Ld.**	100·3	25·6	11·3	**Hull** British	T.3Cy.15″,24″&40″–27″ (*s*) 180lb 97NHP	12 ″ 0	
133377	*J.Taylor* –16	*ss*Hul.No.1–16	172	*For Towing purposes*			12,17	5mo					BK7″		3*BHCem*	1SB,*3pf*,GS46,HS1600	s 1 ″ 3½
HVNP		1*Dk*	3	12,14 ~~4,15~~						*Lloyd's A&CP*			*WB* = *FPT* 5*t*			Earle's Co.Ld.Hull	11 ″ 8
				BS8,16 ✠LMC~~4,15~~ 12,17													
118	**Varsova**	**SteelTwinScSr**	4691	✠100A1	Nwc	*y*		1914	Swan,Hunter & Wigham Richardson, Ld Newcastle	**BritishIndiaStm. Nav.Co.Ld.**	390·2	53·3	24·0	**Glasgow** British	T.6Cy.20¾″,35″&60″–45″ (*s*) 215lb 987NHP	26 ″ 6	
136312	*H.A.Sharpe* –14		3576	*Shade dk*				8mo			F32′ *on Shade dk*			FK	7*BHCem*	6SB,*18cf*,GS388 HS16280 FD	s 4 ″ 3	
JGCM	*Elec.light* 2*Dks*(*Stl–Uws*)& (*Stl*–teak s)	*Shade dk*	1957	8,14 ✠LMC8,14						*Lloyd's A&CP*	*WB* = *Cell D Ba* 96′ *u E&*		*B*98′ *f* 142′ 763*t FPT* 55*t*		*APT* 41*t*	Swan,Hunter&Wigham-Richardson,Ld.Nwc.	22 ″10
119	**Vartry**	**SteelTwinSc**	58	✠ A1	Dub		~~8,15~~ ~~P10,16~~ 6,18	1902	Ross& Walpole,Ld. Dublin	**A.Guinness,Son& Co.Ld.**	80·3	15·5	5·9	**Dublin** British	2Cy.10″–14″ (*s*) 100lb 6NHP	6 ″ 5	
		*ss*Dub.No.3–1,12	57	*Barge*				8mo						FK	2*BHCem*	1SB,*1pf*,GS8,HS407	
		*ss*Dub.No.2–18 ~~*ss*Dub.No.1–15~~	39	*For River purposes only* 5,18 ~~10,16~~						*Lloyd's A&CP*						Ross&Walpole,Ld.Dublin	
	Mchy. Aft	1*Dk*		BS16,16 ✠LMC~~7,15~~													
120	**Varuna**	**SteelTwinScK**	313					1906	Tanjong Pagar Dk.Brd Singapore	**Singapore Harbour Board**	121·0	25·1	12·2	**Singapore** British	T.6Cy.13½″,22″&36″–22″ 118NHP		
123869	*Jamboul*	(*Tug*)	266								B30′F31′			*WB*	Tanjong Pagar Dock Board		
WDJC		1*Dk*	28														
121	**Varvara**	**IronSc3MstSr**	*1316*	✠100A–	Pir	*o*	10,15	1872	Barclay, Curle&Co. Glasgow	**D.Pavlatos&Co.**	250·3	30·0	21·7	**Piræus** Greek	C.2Cy.34″&54″–39″ (*a*) 60lb *100lb* NDB08 130NHP	22 ″10	
	S.Mitropoulos –16		*1250*	10,15				9mo					BK8½″		4*BHCem*	2SB,*6cf*,GS90,HS2143	s 4 ″10½
		*ss*Cpl.3rdNo.3–10,08	*804*	✠NB~~8~~ ~~LMC3,14~~ BS6,16									*WB* =		*MT* 38′ 255*t*	Barclay,Curle&Co.Gls.	19 ″ 1
	(*ex*Scutari,*ex*SofiaM., *ex*Shuna,*ex*Lapland)	*ss*Cpl.No.1–14 2*Dks*3*trB*															
122	**Varzin**	**SteelScSr**	4455	✠100A1	Hul	*y*	~~11,15~~ 1,17	1899	Flensburger Schiffsb.Ges. Flensburg A&CP	**Requisitioned by the Admiralty (Grahams&Co. Mgrs.)**	388·0	47·6	20·8	**London** British	T3Cy.28½″,47½″&78″–54″(*o*) 165lb 554NHP	31 ″ 0	
139047		*ss*Ham.No.3–7,12	4214	*Spar dk*				1mo			P&B232′F46′		28·3	FK	6*BHCem*	4SB,*12cf*,GS185,HS9800	s 6 ″ 0
JLGH	*Well deck* 1*Dk*(*Stl*)& *Spar dk*(*Stl*) 3*trB*		2841	11,15						*WB* = *Cell D Ba* 94′	*u E&B* 62′ *f* 164′ 895*t*				*APT* 33*t*	Flensburger Schiffsb.Ges.	25 ″ 4
				Exempted 2,15 BS2,18 ✠LMC~~7,17~~ 1,17													
123	**Vasari**	**SteelScSr**	10117					1909	Sir Raylton Dixon&Co Ld Middlesbro'	**Liv Brazil&R Plate S.N.Co.Ld. (Lamport&Holt,Ld.** *Mgrs.*)	486·0	59·3	27·4	**Liverpool** British	Q4Cy.26½″,37½″,53″&77″–57″ 448NHP		C
127974	*Q.Penrice* –16		6212								B203′F48′			*WB*	Richardsons,Westgarth& Co.Ld.Mdb.		
HNSW	*Elec.light Ref.Mchy.* 2*Dks*& *Shelter dk* Wireless		6352														
124	**Vasco da Gama**	**SteelScK**	265	✠100A1	Sws		2,15	1910	A.Hall& Co.Ld. Aberdeen	**W.H.Dodds**	125·8	22·5	12·1	**Aberdeen** British	T.3Cy.12½″,21″&34″–24″ (*r*) 180lb 58RHP	12 ″ 9	
129346	*B.W.Mutten* –15	*ss*Lis.No.1–14	233	*Stm Trawler*				10mo			Q69′F20′		BK7½″		4*BHCem*	1SB,*3pf*,GS53,HS1411	
		1*Dk*	101	2,15 ✠LMC6,14						*Lloyd's A&CP*			*WB* = *DT f* 7′16*t*			A.Hall&Co.Ld.Aberdeen	
125	11.17	**SteelTwinScSr**	107	✠	Loure nç o			1897	Crmichael, Maclean&Co. Greenock	**Grindrod&Co.**	80·7	17·9	8·0	**Natal** British	C.4Cy.12″&24″–18″ 50RHP	8 ″10	
108260	P.Sanne 01–01		88	11,12	Marques			11mo					BK5″		4*BHCem*	1SB,*2rf*,GS38,HS925	
	*ss*Lourenço Marques No.3–12,09		—	*For Towing purposes*												Campbell&Caldrwood,Psy	
		1*Dk*(*Irn*)		✠													
126	**Vasconia** *L.Bertolotti* –18	**SteelScSr**	3052	✠100A1	Mch	*u*	~~10,16~~ 9,17	1899	Russell& Co. Pt.Glasgow A&CP	~~**Aktien.Dampfsk Vasconia** O.Berg~~ ~~**C.Hafstads**~~	325·3	45·3	15·4	**Bergen** Norwegian	T.3Cy.23″,40″&65″–42″ (*s*) 180lb 289NHP	25 ″ 6	
	*Ipiotemaydem*16–16 *ss*Got.No.3–9,08		2808	*Spar dk*				3mo			P29′B76′H25*t*		22·7		5*BHCem*	2SB,*6rf*,GS124,HS4330	s 4 ″ 8½
WLDK	(*ex*Anaxo) *ss*Ham.No.1–12		1863	8,15 ✠LMC~~9,17~~							F32′		FK		*APT* 54*t*	Kincaid&Co.Greenock	20 ″ 2
	1*Dk*(*Stl*)& *Spar dk*(*Stl*) & *deep framing*			*Exempted* ~~7,13~~ ~~MC10,15~~ BS~~11,15~~ 12,18						*WB* = *Cell D Ba* 94′	*u E&B* 40′ *f* 146′ 862*t*						
127	**Vasilefs Constantinos**		*9272*	✠100A1	NYk	*d*†	8,15	1914	Cammell Laird&Co.Ld Birkenhead	~~**National Stm.Nav. Co.Ld.of Greece**~~	470·0	58·1	32·7	**French**	Q.8Cy.27½″,39″,56″&80″–54″ 220lb *140lb* (*s*) 1759NHP	35 ″ 6	
	~~*Kinkaris* –15~~	**SteelTwinScSr**	6627	*Shelter dk*				12mo			P45′B272′F100′			FK	9*BHCem*	8SB(FD)&1AuxSB,*34cf*, GS646,HS28076	s11 ″10
	Elec.light Wireless		*4869*	*with freeboard* 8,15 ✠LMC~~4,15~~						*Lloyd's A&CP*							24 ″ 2
	(2*Dks Stl*)& *Shelter dk*(*Stl*–teak s)									*WB* = *Cell D Ba* 71′ *u E&B* 14	8′ *f* 166′ 1129*t FPT*				38*t APT* 70*t*	Cammell Laird&Co.Ld.Bkn	

1 No. in Book. / Official No. / Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Master.* *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 6 7 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 9 Built. When / By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. / Breadth. / Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Dated L. of Trade Cert.
128 HSQN	**Vasilefs Constantinos** SteelScSr *G.Condylis* 09–13 1 *Dk* (*pt Irn & pt Stl*) & *Shelter dk* (*Irn*) & *Web frames Longitudinal framing*	4070 3579 2489	✠100A1 *Shelter dk* *with freeboard* 10,15 ✠LMC9,13	Npt	*x*	N10,15	1913 9mo Sunderland *Lloyd's SA&CP*	S.G.Embiricos *WB=Cell* *DBa160' u E & B40'*	374·0 | 52·0 | 22·1 FK *f120' 1236t FPT 140t APT 270t*	Andros Greek	T.3Cy.25″,42½″&69″–45″ (*s*) 180lb *100lb* 353NHP 2SB,*8cf*,GS160,HS5526 J.Dickinson & Sons,Ld.Sld.	24 ″ 3 s 2 ″ 5 22 ″ 2	
129 —	— IronScBk *A.Papadopulos* –14 (*ex* Yacht San Donato, *ex* Velleda, *ex* Nubienne, *ex* Cumbria)	471 — 185			...		1881 C.Mitchell & Co. Newcastle	A.Papadopulos	175·2 | 27·0 | 13·7 *WB*	Piræus Greek	C.2Cy.25″&47″–27″ NB03 96NHP WllsndSlpwy.& E.Co.Nwc		
130 HQLG	**Vasilefs Georgios** SteelScSr *Kokoris* *ss* Pir.No.2–13 1 *Dk* (*Stl*) 2 *tr B & Web frames* 3 *Dk rule*	3651 3296 2383	✠100A1 1,16 ~~Examined 6,17~~ ✠LMC6,17 ~~MBS12,17~~	Cff	*w*	9,16	1904 7mo Sons,Ld. Middlesbro' *Lloyd's SA&CP*	O.Tetenès *WB=Cell*	340·0 | 47·1 | 24·9 P40′B202′F36′ FK *DBa104' u E & B44' f 142' 820t DT*	Andros Greek *6 BH Cem*	T.3Cy.24½″,41″&68″–45″ (*s*) 180lb *100lb* 342NHP 2SB,*8cf*,GS146,HS5350 N.E.MarineEngCoLd.Nwc *a 33' 735t FPT 65t APT 40t*	27 ″ 3	
131 522 NABT	**Vasilieff** SteelPadSp (*ex* Principessa Jolanda, *ex* Princess May) 1 *Dk*	303 — 134					1893 Barclay, Curle & Co Ld Glasgow	V.V.Vasilieff	166·0 | 21·6 | 8·6 *pt Shade dk* 106′	Odessa Russian	CD.2Cy.22½″&42″–42″ 95NHP Barclay,Curle&Co,Ld.,Gls.		
132 HPTS	**Vasiliki** IronScSr *C.Togia* (*ex Yacht* Tourmaline, *ex* Jessie)	150 — 102					1879 Barclay, Curle & Co. Glasgow	C.Togia	136·3 | 17·0 | 10·1 len 83	Syra Greek	C.2Cy.16″&30″–24″ 37NHP Barclay,Curle&Co.,Gls.		
133 Elec.light	**Vasna** SteelTwinScSr *For full particulars See No. 2 in Supplement*	4670	100A1 (*Class Contem plated*)				1916 A.Stephen & Sons,Ld. Glasgow	British India Stm. Nav.Co.Ld.	390·0 | 53·2 | 31·5 F52′ *on Shade dk*	Glasgow British	T.6Cy.20¾″,35″&60″–45″ A.Stephen&Sons,Ld.Gls.		
134 RVFJ	**Vaterland** SteelQuadSc *H.Ruser* –14 *Elec.light* Sub.Sig. Wireless 6 *Dks*	54282 37384 23548					1914 Blohm & Voss Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	907·6 | 100·3 | 58·2 *WB*	Hamburg German	Steam Turbines Blohm&Voss,Hamburg		
135 131432 HVPS	**Vauban** SteelTwinSc *A.Cadogan* –16 (*ex* Alcala, *ex* Vauban) *Elec.light* 4 *Dks* *Ref.Mchy.* Sub.Sig. Wireless	10660 6673 6699					1912 Workman, Clark & Co.Ld Belfast	Liv Brazil & R Plate S.N.Co.Ld. (Lamport & Holt,Ld. *Mgrs.*)	495·5 | 60·8 | 28·7 B264′F54′ *WB*	Liverpool British	Q.8Cy.23″,32½″,46½″&67″–48″ 622NHP Wrkman,Clark&Co.Ld Bel		C
136 LHKB	— SteelScK *Moinet* –14 (*Trawler*) *Elec.light* 1 *Dk*	279 244 105					1914 Smith's Dock Co.Ld. Middlesbro'	R.Maubaillarcq	120·5 | 23·3 | 12·7 Q76′F23′	La Rochlle French	T.3Cy.12½″,21″&35″–26″ 62NHP Smith'sDockCo.Ld.Mdb.		V
137 ~~*Sylvestre*~~ ~~*Le Grigan* 05–16~~ LHKP	**Vaucluse** SteelScSr ~~–17~~ ~~ssGrns.No.2–14~~ (*ex* Rea, *ex* Sorrento, *ex* Skjalm) 1 *Dk* (*Stl*) & *Awng dk* (*Irn*) *Elec.light* *ss* Bdx.No.3–10,17	1480 1322 920	100A1 *Awng dk* *with freeboard* 10,17 6,15 ~~B&C 6,16~~	Bry Bdx ~~LMC2,14~~	*o*	~~x6,15~~ 10,17 10,17	1906 7mo Sandefjord *Lloyd's SA&CP*	Frames Mek.Værks. Transatlantique Cie.Générale Transatlantique *WB=Cell*	232·0 | 35·5 | 19·6 F24′ *on Awng dk* FK *DBa 58' u E 19' f 94' 267t APT 15t*	Marseilles French *4 BH*	T.3Cy.18″,29″&48″–33″ (*s*) 176lb *90lb* 156NHP 2SB,*4cf*,GS96,HS2604 AkersMek.Værks.Xia.	22 ″ 1 s 4 ″ 3 18 ″ 1	
138 MNKG	**Vav** SteelSc *S.B.Johnsen* *Elec.light* 2 *Dks*	1255 1091 704					1916 Fredrkstad Mek.Værks. Fredrikstad	Dmpsk.Akties. Vestheim (H. Ditlew-Simonsen & Co., *Mgrs.*)	235·0 | 33·5 | 21·2	Christiania Norwegian	T.3Cy.20½″,33″&56″–36″ 188NHP FredrikstadM.V.Frdstad		N
139 2723 JGOD	**Vaxholm** IronSc *G.H.Eriksson* 02–02 1 *Dk*	200 78 145					1881 Bergsunds M.V.Aktieb. Stockholm	Vaxholms Nya Ångf.Aktieb. (B. von Sydow, *Mgr.*)	107·1 | 20·6 | 8·7 B75′H24*t*	Vaxholm Swedish	C.2Cy.19½″&34″–23½″ 47NHP BergsundsM.V.Aktb.Skm.		
140 3525 JKTL	**Vaxholm I.** SteelScSp *J.R.Blomqvist* –14 1 *Dk*	238 — 157					1899 Mälarvarf-vetsAktieb. Stockholm	Vaxholms Nya Ångf.Aktieb. (B. von Sydow, *Mgr.*)	116·0 | 21·5 | 8·1 B78′H38*t*	Vaxholm Swedish	C.2Cy.17¾″&37⅜″–19⅝″ 53NHP BergsundsM.V.Skm.		
141 3601 JLDP	**Vaxholm II.** SteelScSp *C.G.Gustafsson* –13 1 *Dk*	251 100 172					1900 Bergsunds M.V. Stockholm	Vaxholms Nya Ångf.Aktieb. (B. von Sydow, *Mgr.*)	119·0 | 21·5 | 8·4 B82′H41*t*	Vaxholm Swedish *WB*	C.2Cy.17½″&37″–19½″ 50NHP BergsundsM.V.Skm.		
142 4170 JNHL	**Vaxholm III.** SteelScSp *A.D.Johansson* 12–12 (*ex* Skärgården) 1 *Dk*	282 139 195					1903 Bergsunds M.V.Aktieb. Stockholm	Vaxholms Nya Ångf.Aktieb. (B. von Sydow, *Mgr.*)	118·0 | 22·4 | 9·2 B76′H39*t*F10′	Vaxholm Swedish *WB*	C.2Cy.16⅜″&34½″–19½″ 43NHP BergsundsM.V.Aktb.Skm		
143 133530 JCBQ	**Vectis** SteelScSr *W.R.Gauntlett* –15 *Well deck* *Elec.light* 1 *Dk* (*Stl*)	1152 895 660	✠100A1 1,14 ✠LMC4,13	Sld	*n*	1,14	1913 4mo Sunderland *Lloyd's SA&CP*	John George Hill Stm Shipping Co Ld (Witherington & Everett, *Mgrs.*)	222·5 | 33·2 | 14·5 Q77′B48′F26′ FK *WB=Cell D Ba 58' u E 17' f 92' 270t FPT 39t APT 94t*	Newcastle British *4 BH Cem*	T.3Cy.18″,29½″&48″–33″ (*s*) 180lb *90lb* 148NHP 1SB,*3pf*,GS54,HS2346 N.E.MarineEng.CoLd.Sld.	16 ″ 6 s 1 ″ 5 15 ″ 5	
144 119887 JPSV	**Veenbergen** SteelScSr *C.Doeksen* (*ex* Evesham, *ex* Albiana) 2 *Dks*	4281 4088 2758					1905 Nthmblnd S.B.Co.Ld. Newcastle	Furness, Withy & Co.Ld.	360·4 | 47·9 | 28·0 P26′B95′F36′ *WB*	London a British	T.3Cy.25″,41″&69″–48″ Richardsons, Westgarth&Co.Ld.Sld.		C
145 PWBJ	**Veendyk** SteelScSr *C.Stuffers* 2 *Dks* (*Stl*) & *Shltr dk* (*pt Stl pt Irn*) *Elec.light*	6874 6537 4262	✠100A1 *Shelter dk* *with freeboard* ~~1,11,16~~ 4,18 ~~13,17~~ ✠LMC4,14	N Yk Bat	*a*†	~~11,16~~ ~~4,18~~ 11,17	1914 4mo Sunderland *Lloyd's SA&CP*	Sunderlnd S.B.Co.Ld. Nederl.-Amerik. Stoomv.Maats. (Holland-Amerika Lijn) 'Tween	425·0 | 54·0 | 34·9 FK 1B *H to Shltr dk* 5B *H to Upr dk* 1B *H to 2nd dk* *dk BH in No.3 hold* *dispensed with* *WB=Cell D Ba 141' u E 26' f 184'*	Rottrdam Dutch *Cem* HS9757 FD *only* *1124t FPT 141t APT 223t*	T.3Cy.28″,46″&75″–51″ (*r*) 180lb 622NHP 3SB&1AuxSB,*12cf*GS222, Blair&Co.Ld.Stockton	37 ″ 6 s 9 ″ 3½ 28 ″ 7	
146 PWBM	**Veerhaven** SteelScSr *Y.deBoer* –16 *ss* Rot.No.1–16 (*ex* Zevenbergen) 1 *Dk* (*Stl*)	3003 2916 1873	✠100A1 ~~3,13,16~~ ✠LMC MS6,16 BS4,17	Rot N Yk	*u*	6,16	1911 Irvine's SB &D.D.Co.Ld. 5mo W Hartlepool A&CP	Gebr.van Uden *WB=Cell D Ba 102' u E 24' f 138' 582t FPT*	325·0 | 47·0 | 22·4 P33′B98′F32′ FK 5 *BH Cem* *72t APT 101t*	Rottrdam Dutch 180lb *100lb* 290NHP 2SB,*6cf*,GS108,HS4488 Richardsons,Westgarth& Co.Ld.Hpl.	T.3Cy.23½″,38″&64″–42″ (*s*)	24 ″ 10 s 4 ″ 1 21 ″ 1	
147 MGCR	**Vefsen** SteelScSr *J.Röring* –10 *Elec.light* 1 *Dk* & *Awng dk*	296 272 165					1910 Akers Mek.Værks. Christiania	Helgelandske Dmpskselsk	126·7 | 21·6 | 15·2 H24*t* *WB*	Sannæs-sjöen Norwegian	T.3Cy.12″,20″&33″–21″ 50NHP AkersMek.Værks,Xia.		
148 202865	**Vega** SteelSc (*ex* Pendennis White) *Elec.light* *Mchy.Aft* 1 *Dk*	4382 — 3205					1905 American S.B.Co. Cleveland	InterlakeS.S.Co. (Pickands, Mather & Co. *Mgrs.*)	416·0 | 50·0 | 28·0 F48′	Cleveland Utd.States *WB*	T.3Cy.21″,33½″&57″–42″ 1B *made* 00 211NHP AmericanSB.Co.Cleveland		

1 Numéro d'Ordre / Numéro Officiel / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7a Date de la dernière Visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L. R. Instruc. Cert. I. of C. Trade
149 HTFG	**Vega** *G.A.Haracich* –13 (ex Lord Curzon)	**SteelScSr** ss H.Kg.No.2–12 2 *Dks(Stl)* & *deep framing* 3 *Dk rule*	*3678* *3491* *2338*	✠ —— 11,16 ✠	Nwc	*x*	5,13	1904 8mo *Lloyd's*	A.McMillan&Son,Ld. Dumbarton	G.Tarabochia&Co. *WB = Cell DBa Eq B42 f 146'10 7 1t*	364·8 P35'B220'F38' 128'*u* FK *DT a36'738t FPT13*	49·9	23·3	Trieste Aust.-Hung.	T.3Cy.26″,42″&70″–48″ (*s*) 180lb *100lb* 394NHP 6 *BHCem* 3SB,*9cf*,GS172,HS6426 1*tAPT65t* Dunsmuir&JacksonLdGls	26 ″ 0	
150 5447 JTGL		**SteelScSr** *G.Flygare*09–14 *Elec.light* 1 *Dk*	1073 901 623					1913	Lindholmens V.A. Gothenburg	Stockholms Rederiaktieb.Svea (Hj Blomberg *Mgr*)	226·4 B60'H104'F28' *WB*	35·1	14·4	Stockholm Swedish	T.3Cy.14½″,24″&40″–27″ 83NHP Lindholmens V.A.Got.		V
151 BQTW	— *F.Brunström*09– *Elec.light*	**SteelScSr** ss Hfs.No.1–11 1 *Dk(Stl)*	690 616 402	✠100A1 1.13 BS6,14 ✠LMC1,11	Stn	*l*	4,13	1906 8mo *Lloyd's*	Fevigs Jernskibsbyg Fevig	Finska Ångf Aktieb (L.Krogius, *Mgr.*) *WB = Cell*	192·0 P28'B57'F66' FK *DBa 28' u E 18' f 35'*	31·1	12·3	Helsingfrs Russian	T.3Cy.16″,26″&44″–30″ (*r*) 180lb *100lb* 128NHP 4 *BHCem* 100 *tAPT18t* 1SB,*3pf*,GS60,HS2142 Richardsons,Westgarth& Co.Ld.Mdb.	14 ″ 9 s 1 ″ 8½ 13 ″ 3	
152 LHKQ	— *H.Manière*08–13 *Well deck Mchy.Aft*	**SteelScSr** (*ex* Regina) 1 *Dk*	278 219 71			…		1898	Carmichael Maclean&Co. Greenock	J.Huret	130·6 Q58'F24' BK7½″	23·0	9·8	Boulogne French *WB*	T.3Cy.13″,22″&35″–27″ NB10 64NHP Bow,McLachlan&Co.Psy.	11 ″ 0	V
153	— *C.F.Karlsson* –16	**CompAuxScSr** *Oil Eng.* 1 *Dk* *(See Sailing Ship Register.)*	187 162 150					1910	Sjötorps Varf. Sjötorp	C.G.Grönstedt	100·9	22·5	9·7	Norrtelje Swedish	Oil Engine 2Cy.13″&13½″ NE16 J.&G.Bolinders M.V.Skm.		V
154 NQTP	— *J.R.Helde* ss Svb.No.2–17	**SteelAuxScSr** *Petrol Motor* ~~ss Cpn.No.1–13~~ 1 *Dk* *(See Sailing Ship Register)*	73 66 49	✠100A1 3.18 7 ~~7.16~~ ~~Examined 6.17~~	Cpn	*a*		1908 8mo *Lloyd's*	J.R. Andersen Svendborg	~~Akt.Bandholm Paketselskab (H.C. L.Hovmand, *Mgr.*)~~ Dampskibs Thor A/S	76·2 BK6″	19·9	7·1	Svendborg Danish	Petrol Motor 4S.C.SA 3Cy.12⅝″ 2 *BHCem* A/S.P.Jorgensen's "Dan" Motorfabriek,Cpn.	7 ″ 10	
155 QHWM	**Vegesack** *A.Haas* (ex Vulcain I.)	**SteelSc** (*Tug*) 1 *Dk*	146 132 1					1903	Soc.Anon. "Le Vulcain Belge" Hoboken	Schleppschiff.Ges. Unterweser	90·8	21·0	10·7	Bremen German *WB*	T.3Cy.12½″,19¾″&31½″–21½″ HS1076 61NHP Bremer Vulkan,Vegesack		G
156 QFWV	— *F.Janssen*	**SteelSc** (*Trawler*) 1 *Dk*	139 121 62					1894	Bremer Vulkan Vegesack	Hans Kunkel	103·5 B34'	20·5	9·6	Gstemnde German	C.2Cy.15¾″&26¾″–17½″ 25NHP Bremer Vulkan,Vegesack		G
157 146153 ~~JWBD~~ JPVT	**Veghtstroom** ~~*G.B.Van de Werff*~~ *Elec.light*	**SteelScSr** 1 *Dk & pt Awng dk*	~~1399~~ ~~1158~~ 819	1353 980 823				1902	Rijkee& Co. Rotterdam	L.D.Holt	~~230·0~~ Q77' ~~230·6~~	33·0	~~17·6~~ ~~17·5~~ 16·6	Liverpool British *WB*	T.3Cy.17″,28″&45″–36″ 122NHP Maats.Feyenoord,Rot.		V
158 MHLW	**Vegtind** *Otto Knoph* –12	**SteelScSr** 2 *Dks*	236 219 128					1912	Xiansands Mek.Værks. Xiansand	Aktieselskabet Torghatten (U.Qvale, *Mgr.*)	116·0	19·4	8·7	Mosjöen Norwegian *WB*	T.3Cy.10″,16″&26″–18″ 29NHP Xiansands M.V.Xiansand		N
159 97670	**Vehicular Ferryboat No. 1** (ex Whiteinch, ex Finnieston)	**SteelDoubleTwinSc** (*Ferry*)	236 106					1890	W.Simons &Co. Renfrew	Trustees of the Clyde Navigation	80·0	43·0	9·6	Glasgow British	T.6Cy.9″,14½″&24″–18″ NB94&96 30RHP W.Simons&Co.Renfrew		
160 111247	**Vehicular Ferryboat No. 2** (ex Finnieston) *Elec.light*	**SteelDoubleTwinSc** (*Ferry*) 1 *Dk*	264 261 111			…		1900	Fleming& Ferguson,Ld. Paisley	Trustees of the Clyde Navigation	80·0	43·2	10·2 BK9″	Glasgow British	T.6Cy.10″,15½″&24″–18″ 61RHP Fleming&Fergusn,Ld.Psy	11 ″ 9	
161 128211	**Vehicular Ferryboat No. 3** (ex Finniesto n No.1) *Elec.light*	**SteelDoubleTwinSc** (*Ferry*) 2 *Dks*	379 376 170					1908	Ferguson Bros. Port Glasgow	Trustees of the Clyde Navigation	104·0	45·1	10·5	Glasgow British	T.6Cy.12″,18½″&29″–20″ 89RHP Ferguson Bros.Pt.Glasgow		BT till 5,17
162 MLGP	**Veidemann** *K.Vartdal*	**WoodAuxScK** 1 *Dk* *(See Sailing Ship Register)*	110 93 47					1915	Knut Skaaluren Bergen	Knut Vartdal	88·7	22·0	10·1	Aalesund Norwegian	C.2Cy.8½″&19″–12″ 10NHP J.Storviks Mek.Værks, Kristiansund		N
163 NJHW	**Veile** *J.Andersen*	**IronScSr** 1 *Dk*	165 139 76					1865	Burmeister & Wain Copenhagen	Cementfabr. Dania (J.P.A.Möller, *Mgr.*)	120·3 len96	18·5	10·2	Mariager Danish	C.4Cy.12″&24″–18″ 41NHP Burmeister&Wain,Cpn		
164 WLJC	**Vela** ~~*K.Andersen 05–10*~~ (ex Vinland, ex Rags) *C.Toglad* –17	**SteelScSr** ss Hpl.No.2–13 1 *Dk(Stl)* 2 *trB* & *deep framing* 3 *Dk rule*	3589 3375 3296	✠100A1 6.16 ~~Examined 6.17~~ ~~LMC16~~ → ✠LMC1 ~~1,13~~ 2,15	NNs	*v*	~~10,15~~ 7,17	1904 11mo	W.Gray& Co.Ld. West Hartlepool	Det Bergenske Dmpsk. *Cell*	340·0 P25'B86'F32' FK *DBa & u E133' f 146'*	48·0	24·8	Bergen Norwegian 6 *BHCem* A&CP	T.3Cy.24½″,40″&65″–42″ (*s*) 180lb *80lb* 291NHP 2SB,*6cf*,GS107,HS4404 892 *tAPT30t* Cen.Mar.Eng.Wrks.W Hpl.	27 ″ 4 s 5 ″ 2½ 22 ″ 6	
165 JTKB	**Velarde** *M.Roca* *Mchy.Aft*	**IronSc3MstSr** (*ex* Petrarch) 2 *Dks*	869 — 621					1873	Bowdler, Chaffer&Co. Liverpool	Yvo Bosch	206·7	28·0	21·1	Barcelona Spanish	C.2Cy.23″&46″–24″ 86NHP J.Taylor&Co.,Birkenhead		
166 142303 ~~JTCL~~ ~~MKVB~~	**Velaug** ~~*N.Nielsen*~~ *H C.James* –18	**Steel3cSr** (*ex* Star) 1 *Dk*	639 446 361					1904	Porsgrund Mek Værks. Porsgrund	The Shipping Controller(Emlyn-Jones&Co.Ld.,*Mgrs.*)	~~168·9~~ Q96'B39'H25'f F22' 171·5	28·5	~~10·9~~ 11·0	London British *WB*	C.2Cy.18½″&29½″–23½″ 35NHP Porsgrund M.V.Porsgrund		N
167	**Velebit** *G.Milan*08–12	**SteelSc**	186 163 95					1889	Stbilimnto Tecnico Trieste	Soc.in Azioni Ungaro Croata di Nav. Maritt.a Vap.	137·4	17·7	10·9	Finme Aust.-Hung.	C.2Cy.18″&32″–21″ 39NHP		A
168	—	**SteelScSr** 1 *Dk*	100 80 53	✠ —— 12,16 ✠ *with freeboard Service in the Adriatic*	Tri			1913 5mo	M.U.Martinolich Lussinpiccolo	Soc.Anon.di Nav.a Vap.Dalmatia	92·1 Q30'	15·7	7·6 BK6′	Sebenico Aust.-Hung. 4 *BHCem*	C.2Cy.11¾″&23½″–15′ 38NHP 1SB,*2cf*,GS33,HS918 T.Holt,Trieste	8 ″ 10	
169 136896	**Velia** *J.Wignall* –14	**SteelScK** 1 *Dk*	290 267 116	✠100A1 *Stn Trawler* 9,14 ✠LMC9,14	Hul			1914 9mo *Lloyd's*	Cochrane& Sons,Ld. Selby	J.Marr&Son,Ld. (J.A.Robertson, *Mgr.*)	130·2 Q73'F19'	23·5	12·7 BK7½″	Fleetwood British 4 *BHCem*	T.3Cy.13″,23″&37″–24′ (*s*) 200lb 84RHP 1SB,*3pf*,GS46,HS1370 C.D.Holmes&Co.Ld.Hull	13 ″ 6	

1 No. in Book. / Official No. / Code Letters	2 Steamer's Name. / Master. / Special Surveys.	3 Material, Rig, &c. / Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=Power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Dates of Build Certs.
170 63 NABM	Velikorossia *A.A.Vetchkalnin* –17 (*ex*Trojan)	SteelScSr *ss*Nwc.No.3–2,11 1*Dk*(*Stl*)&*Spar dk*(*Irn*)&*deep framing*	3849 3403 2359	✠100A1 *Spar dk* 11,13 BS2,14 ✠LMC2,14 MS7,17	Bry	*w*	~~12,10~~ N7,17	1897 11mo *Lloyd's*	TyneIron S.B.Co.Ld. Newcastle *WB*=*Cell DB*	RussianCommercialS.S.Co. (P.Regier,*Mgr.*)	350·0 P38′ 47·0 B103′ 17·2 F36′ 25·6 FK *a*&*u E*144′ *f*144′ 800*t*	Mariupol Russian 6*BHCem* *Deep Tanks*	T.3Cy.25½″,41″&68″–48″ (*s*) 160lb 353NHP 3SB,*9pf*,GS162,HS5805 N.E.MarineEng.CoLdNwc *a* 60′498*t FPT*31*t APT*32*t*	28 ″ 3 s 5 ″ 6 23 ″ 1	
171 102641	Velinheli *T.W.Roberts* –09 (*ex*Dunlossit,*ex*Velinheli) *Mchy.Aft*	SteelScSr *ss*Bng.2ndNo.3–6,16 1*Dk*(*Stl–pt*ws)	126 94 50	✠100A1 2,17 BS2,17 ✠LMC6,16	Bng	*a*	N6,16	1892 3mo *Lloyd's*	S.Mc Knight&Co. Ayr	W.W.Vivian (T.LloydWilliams *Mgr.*)	95·0 Q33′ 18·5 B8′ 7·5 F12′ BK6½″ *W B*=*FPT*12*t*	Carnarvon British 3*BHCem*	C.2Cy.13″&28″–18″ (*s*) 120lb 40RHP 1SB,*2pf*,GS25,HS687 W.Kemp,Glasgow	8 ″ 6 s ″ 8 8 ″ 6	
172	Velissarios *D.Gherojannis* (*ex*Dzezaïr,*ex*Algerie, *Well deck Elec.light*	IronScSr *ex*Orlando)	1563 1162 977			…		1869	C&W Earle Hull	J.ArvanitidiFils	274·0 P172′ F29′ len78 FK	Constanpl Turkish	T.3Cy.18½″,31″&53″–36″ NE97 NB03 289NHP Amos&Smith,Hull		
173 79575 TDHC	Velocity *A.W.Bullock* –08 1*Dk*	IronScK *ss*Lon.No.1–83	208 181 79	✠ 1,84	Lon	*c*		1879 5mo	R.Dixon& Co. Middlesbro'	PockettsBristol Channel S.P.Co.Ld (GJ Wakefield *Mg*)	129·5 | 21·0 | 10·4	Bristol British 4*BHCem*	C.2Cy.19″&36″–24″ 50RHP Blair&Co.(Lim.),Stockton		
174 LKWM	Velox *F.Ahrens*95–99	IronScSr 1*Dk*&*Spar dk*3*trB*	972 951 601			…		1883 4mo	G.Howaldt Kiel	J.H.BögelErben (H.Bögel,*Mgr.*)	209·7 | 28·3 | 19·9 BK8″ *WB*	Hamburg German	C.2Cy.21⅝″&43¾″–30″ 2NB90*refitted*01 88NHP Gebr.Howaldt,Kiel 1NB01		G
175 JHCN	Velta *K.Bauer* –14 (*ex*Fairmead) *Well deck Elec.light*	SteelScSr *ss*Nwc.No.3–5,02 *ss*Nwc.No.2–10 1*Dk*(*Stl*)2*trB*	2337 1776 1358	✠100A1 5,14 ✠LMC MS10,09 BS6,14	Cff	*s*	5,14	1890 4mo *Lloyd's*	T.Turnbull &Son Whitby *WB*=	P.Danneberg	289·6 P28′ 38·3 Q76′ 19·6 B124′ F32′ ptND02 FK *Cell DBa*96′ *uE*&*B* 42′ *f*114′504*t*	Riga Russian 6*BHCem*	T.3Cy.22″,36″&59″–39″ (*s*) 160lb *80lb* NDB06 219NHP 2SB,*6cf*,GS84,HS3300 Blair&Co.Ld.Stockton	22 ″ 2 s 1 ″ 9½ 20 ″ 8	
176 JHCN	Venator *J.Andersen* *Elec.light*	SteelScSr (*ex*Katie) 1*Dk*&*pt Awng dk*	1112 652 626			…		1901	Fevigs Jernskibsbyg Fevig	Dpskactieselsk. Katie(Holdt& IsachsenA.S. *Mgrs.*)	220·0 | 30·2 | 13·6	Stavanger Norwegian *WB*	T.3Cy.20″,32″&53″–33″ 186NHP Richardsons,Westgarth& Co.Ld.Mdb.	14 ″ 5	N
177 134763 JBSL	— *W.Farrow* –13	SteelScK 1*Dk*	293 270 135	✠100A1 *StmTrawler* 11,15 ✠LMC5,15	Hul		5,15	1913 3mo Selby *Lloyd's*	Cochrane &Sons,Ld.	AtlasStm.Fishing CoLd(LettenBros. *Mgrs.*)	133·5 Q72′ 23·0 F20′ 12·3 BK7½″	Grimsby British 4*BHCem*	T.3Cy.12¾″,22″&36″–24″ (*s*) 200lb 79RHP 1SB,*3pf*,GS48,HS1295 C.D.Holmes&Co.Ld.Hull	13 ″ 1	
178 MLQD	Venborg *M.S.Jacobsen*15–15 (*ex*Dorotea,*ex*Ravn) *Elec.light*	SteelScSr *ss*Xia.No.2–13 1*Dk*(*Stl*)& *Spar dk*(*Stl*)&*deep framing*	1065 1033 648	✠100A1 *Spar dk* *withfreeboard* 10,15 BS8,17 Examined 12,17 ✠LMC5,15	Got	*m*	3,15	1904 6mo *Lloyd's*	Fevigs Jernskibsbyg Fevig	Akties.Venborg (Brummenes& Torgerson) *WB*=*CellDBa*	200·5 H32*t* 32·0 | 14·6 FK 38′ *f*79′ 175*t FPT*46*t*	Haugesnd Norwegian 4*BHCem* *APT*6*t*	T.3Cy.15″,26″&42″–30″ (*r*) 180lb *100lb* 111NHP 1SB,*3cf*,GS63,HS1446 FD Richardsons,Westgarth& Co.Ld.Mdb.	22 ″ 3 s 5 ″ 0½ 17 ″ 6	
179 131318 HSFW	Vendée *T.Green* –15 *Elec.light*	SteelScSr 1*Dk*&*Shelter dk*	1295 1025 493			…		1911	SirRaylton Dixon&CoLd Middlesbro'	MossS.S.Co.Ld.(J. Moss&Co.*Mgrs.*)	245·6 | 38·1 | 16·1 B74′ F28′	Liverpool British *WB*	T.3Cy.21½″,36″&59″–39″ 217NHP J.Dickinson&Sons,Ld.Sld.		C
180 NTSM	Vendsyssel *N.Nielsen* (*ex*Mintha)	IronScSr *ss*Lon.No.1–81 1*Dk*&*pt Awng dk*	733 447 439	✠ *pt Awng dk* *withfreeboard* 7,83	Lon	*k*		1876 12mo	C.Mitchell &Co. Newcastle	DetForenede DampskibsSelsk.	189·5 | 27·6 | 18·1 *WB*=*DBa*49′ *f*70′	Copnhagn Danish 4*BHCem*	C.2Cy.25½″&48″–33″ 110NHP Blair&Co.(Lim.),Stockton	15 ″ 0	
181 5650 JVCN	Venersborg *J.A.Carlsson*15–14	SteelScSr 1*Dk*(*Stl*)	1065 868 577	✠100A1 4,184,~~16~~ ✠LMC11,14	Bly Lon	*n*	~~7,15~~ 4,18	1914 11mo *Lloyd's*	Trndhjms Mek.Værks. Trondhjem	StockholmsRederiaktiebSvea (Hj. Blomberg,*Mgr.*) *WB*=*CellDBa*67′	226·2 P28′ 35·0 B67′ 13·5 H118*t* F12′ FK *uE*13′ *f*90′ 268*t FPT*	Stockholm Swedish 4*BHCem* 32*t APT*35*t*	T.3Cy.17″,27½″&46″–30″ (*s*) 180lb 139NHP 2SB,*4cf*,GS72,HS2312 TrondhjemsMVTrndhjem	15 ″ 10 s 1 ″ 9 14 ″ 5	
182 108701 PWQJ	Venetia *A.Mitchell* –15	SteelScSr 1*Dk*2*trB*	3596 3267 2333					1898	Short Bros. Sunderland	VenetiaS.S.Co. Ld. (Gow,Harrison& Co.)	353·0 P35′ 45·1 B88′ 25·1 F39′ *WB*	Glasgow British	T.3Cy.24″,39″&66″–45″ 292NHP T.Richrdsn&Sons,Ld.,Hpl.		CV
183 RNJC	— *M.Mackeprang* *ex*RioGallegos,*ex*Amazonas) *Elec.light*	SteelScSr (*ex*Amazonas, 2*Dks*&*Hur dk*	2987 2058 1892					1890	Blohm& Voss Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	326·9 B82′H—F52′ 41·7 | 21·4	Hamburg German	T.3Cy.25″,40″&66″–48″ 302NHP Blohm&Voss,Hamburg		G
184 JDWQ	— *J.Radvan*05–08 *Elec.light* *Well deck* Sub.Sig.	IronScSr *ss*Stk.No.2–85 (*ex*Eduard,*ex*Jubilee) 1*Dk*	842 665 507	✠ 3,86	Stk	*m*		1877 9mo	W.Harkess Middlesbro'	W.Kunstmann	219·2 | 30·8 | 13·3 Q77′ B47′ F29′ FK *WB*=	Stettin German 5*BHCem*	C.2Cy.25½″&48″–33″ NB90 110NHP Blair&Co.Ld.Stockton		G
185 110924	— *J.Shaw* –17	IronScK (*Trawler*) 1*Dk*	201 183 80			…		1899	Cochrane& Cooper,Ld. Beverley	G.F.Sleight	112·5 | 21·0 | 11·5 Q48′ F22′ BK7½″	Grimsby British	T.3Cy.12″,20″&33″–24″ 53RHP C.D.Holmes&Co.Hull	12 ″ 3	
186 98668 MHGN	Venetian *V.C.Lazzolo* –08 (*ex*Volta) *Elec.light* 2*Dks*(*UStl*-ws)&*Webframes*3*Dk rule*	SteelScSr *ss*Liv.No.3–11,04 *ss*Lth.No.2–13	2734 2373 1738	✠100A1 8,16 Examined 7,17 ✠LMC4,17 2,18	Lon	*u*	N8,16	1891 9mo Barrow *Lloyd's*	Naval Con. &Arm.Co.Ld	Ellerman Lines,Ld (GrahamSmith, *Mgr.*) *WB*=*Cell DBa* 72′ *u*	327·6 P40′ 39·4 B108′ 22·0 F42′ FK E16′ *f*138′ 482*t FPT*	Liverpool British 5*BHCem* 82*t APT*42*t*	T.3Cy.23″,38″&61″–42″ (*s*) 160lb *100lb* NDB08 253NHP 2SB,*6rf*,GS133,HS3973 NavalCon.&A.Co.Ld.Brw.	24 ″ 9 s 4 ″ 11 20 ″ 5	
187 LHMR	Venezia *Marcantetti* *Elec.light* Wireless	SteelTwinScSr 3*Dks*	6827 — 4057					1907	Swan,Hunter&Wigham Richardson, Ld Newcastle	Cie.Française de Nav.àVap. (C. Fabre&Co.*Mgrs.*)	457·0 P45′ B175′ 51·2 | 30·9 F61′ *WB*	Marseilles French	T.6Cy.29½″,48″&77″–45″ 796NHP Swan,Hunter&Wigham-Richardson,Ld.Nwc.		V
188 82 SQMZ	— *G.Sponza* *Well deck*	SteelScSr (*ex*Norna) 1*Dk*&*Webframes*	1183 862 699			…		1889	S.&H.Morton&Co. Leith	G.E.Salvagno &Nipoti	224·0 P27′ Q42′ B61′ 33·2 | 14·5 F32′ FK *WB*	Venice Italian	T.3Cy.16½″,27″&42″–33″ NB10 108NHP S.&H.Morton&Co.Leith	17 ″ 3	I
189 SQMZ	— *M.Cebalo*00–12 (*ex*Kingfisher) *Elec.light* Wireless	SteelTrpScSr *ss*Nwc.No.2–12 2*Dks*(*UptStl*-ws) &*Promenade dk*	979 560 306	✠ —— 6,16 ✠ *withfreeboard* *For Service in the Adriatic* *Fitted for oil fuel* 5,13 *F. P. above* 150°F.	Tri			1906 5mo Dumbarton	W.Denny &Bros. Dumbarton	Soc.Anon.diNav., Rimorchi e Salvataggio, D. Tripcovich & Ci. (D. Tripcovich,*Mgr.*)	275·0 Q20′ 32·1 | 10·2 *Promenade dk*254′ BK5″	Trieste Aust.-Hung. 6*BHptAsp* *pt Cem*	3 Steam Turbines 2SB,*8cf*,GS190,HS5640 FD Denny&Co.Dumbarton	10 ″ 9	
190 SQMZ	— *A.Curelich* (*ex*Ardgowan) *Well deck Mchy.Aft*	IronScSr *ss*Tri.2ndNo.3–9,06 *ss*Fiu.No.1–11 1*Dk*(*pt Irn*)	313 213 170	✠ —— 2,16 ✠NB4,91 ✠	Fiu	*e*		1883 1mo S.B.Co. Paisley	Abercorn	Soc.inAzioniUngaroCroatadiNav. Maritt.aVap.	137·5 Q54′ B18′ 21·5 | 10·6 F20′ ptND02 BK7″ *WB*	Fiume Aust.-Hung. 4*BHCem* =*FPT*20*t*	C.2Cy.18″&34″–28″ 53NHP 1SB,*2pf*,GS40,HS963 W.Lochhead&Co.,Gls.		

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Enfoncement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. / Tirant d'eau correspondant.	15 Inscrites ou voir si ce n'est dans le L. R. Durée Cert. Bef. Trade
191	**Venezuela**	**SteelScSr**	5641	✠100A1	NYk	*y*	1,18	1915	Nederl.	PacificMailS.S.Co.	380·0	48·7	32·5	S.Frncisco	T.3Cy.28″,43½″&74″–51½″	35 ″ 3	
214325	*H.Thompson* –16		4746	*Awng dk*	HKg		6mo	Schps. Maats.						Utd. States	180lb (*s*) 607NHP	s 10·11	
LFSN	*Elec.light*	2*Dks*(*Stl*)&*Awng dk*(*Stl*–teak s)	3444	*withfreeboard* 1,18 9,16 ✠LMC9,15				Amsterdam			FK			6*BHCem*	4SB,*12cf*,GS238,HS9470 FD	24 ″ 10	
				Fitted for oil fuel 9,16		*F.P. a*		*Lloyd's*A&CP above 150°F		*WB*=*Cell*	*DBa*91′*uE*36′*f*152′			654*tFPT*88*t*	NedFb.v.Wrk&Spoor,Ams		
192	—	**SteelTwinScSr**	4772					1905	Off. e. Cant.	Cie.Générale	394·3	47·8	27·0	St.Nazaire	T.6Cy.23½″,38″&63″–47½″		V
	*Boisson*10–12	(*ex*Brasile)	—						Ligur.Ancon. Ancona	Transatlantique	P65′B150′F28′			French	545NHP		
LHMW	*Ref.Mchy.* Wireless	3*Dks*	2607											*WB*	N.Odero fuA.SestriPonte.		
193	—	**IronPad**	998					1872	Harlan&	Cia.Anon.deNav.	221·6	33·8	16·8	Puerto	1Cy.44″–132″		
	J.Montero –09	(*ex*Gussie)	—						HllngswrhC.	Fluvial y Costa-				Cabello	171NHP		
		2*Dks*	576						Wlmgtn,Del.	nera deVenezuela				Venezuelan	Harlan&HollngswrthCorp		
194	—	**SteelTwinScSr**	730					1907	Bow,Mc	Cia.Argentina de	211·2	34·1	10·8	Bns.Ayres	T.6Cy.11″,18″&30″–22″		
			615						Lachlan&Co.	Nav.(Nicolas	F22′			Argentine	84NHP		
	Elec.light	1*Dk*	401						Ld.Paisley	Mihanovich)Ltda.				*WB*	Bow,McLachln&CoLd Psy		
195	**Veni**	**SteelScSr**	654					1901	AkersMek.	Akties.Mjeldes	177·1	29·6	14·0	Haugesnd	T.3Cy.12″,20″&32″–27″		N
	M.E.Eriksen	(*ex*Dagmar)	504						Værksted	Dpsksels k.				Norwegian	53NHP		
HTBF		1*Dk*	364						Christiania	(N.Mjelde,*Mgr.*)	Q43*t*B70*t*H14*t*F18*t*			*WB*	AkersMek.Værks.Xia.		
196	**Venice**	**SteelScSr**	1874					1914	Greenock&	Furness,Withy&	279·0	40·2	18·7	W. Hartlpl	T.3Cy.20½″,33″&54″–36″		C
135909	*F.R.Park* –15		1706						Grangem'th	Co.Ld.	P21′B70′F26′			British	175NHP		
JGCB		1*Dk*	1161						Dkyd.Co.Ld. Grngemouth					*WB*	Richardsons,Westgarth& Co.Ld.Mdb.		
197	**Veniero**	**SteelScSr**	5162	✠100A1	Gen	*x*	~~2,16~~ 1,18	1908	Cant.Nav.	Soc.Veneziana di	382·1	50·7	23·4	Venice	T.3Cy.25″,41″&67″–48″ (*s*)	34 ″ 2	
89	~~*Boccati* –14~~	*ss*Gen.No.1–12	5013	*Shelter dk*	✠LMC			12mo	Riuniti	Nav.aVap.				Italian	180lb *100lb* 390NHP	s 8 ″ 0	
SQNL	(*ex*Monginevro)	1*Dk*(*Stl*)2*trB*&*deep*	3308	*withfreeboard* 2,16	BS7,15			Palermo		*WB*=	FK			7*BHCem*	2SB,*6cf*,GS120,HS5414 FD	26 ″ 9	
	Elec.light framing&*Shelter dk*(*Stl*–ws)			~~Carrying oil fuel~~ 4,18	MS1,17			*Lloyd's*A&CP		*CellDBa*94′*uE*&	*B*48′*f*164′982*tFPT*			175*tAPT*26*t*	G.Clark,Ld.Sunderland		
	E.Glacopello –17																
198	**Vennachar**	**SteelScSr**	4926	✠100A1	Gls Bly	*x*		1916	Greenock&	VennacharS.S.Co.	375·5	51·2	29·0	Glasgow	T.3Cy.26″,43″&72″–48″ (*r*)	29 ″ 2	
137809	*W.M.Porteous* –16		4214	~~11,17 7,16~~	✠LMC8,16			4mo	Grngemouth	Ld. (Gow,Harri-	P106′B35′F52′			British	180lb *120lb* 481NHP	s 5 ″ 8	
JMNB	*Elec.light*	2*Dks*(*Stl*)&*Web frames*	2985	12,17					Dkyd.Co.Ld.	son&Co.)				16*BH*	2SB,*8cf*,GS144,HS6950 FD	23 ″ 10	
	Mchy.Aft	*Longitudinal framing*		*CarryingPetr*	*oleum in*	*bulk*			Greenock					15 ,, *to Udk*	Rankin&Blackmore,Grk.		
								*Lloyd's*A&CP			FK			1 ,, 2*nd* ,,			
										Cell	*DBu*E&*B*87′204*t*			*ptCem*			
199	**Venosta**	**SteelScK**	~~339~~	✠100A1	Hul			1917	Cochrane	AtlasStm.Fishing	~~185·0~~	23·5	~~12·4~~	Grimsby	T.3Cy.13″,23″&37″–24″ (*s*)	13 ″ 1	
139059			316	*StmTrawler*				5mo	&Sons,Ld.	CoLd (LettenBros.	Q74′F21′	12·3		British	200lb 84RHP		
JRBW	*Elec.light*	1*Dk*	278	9,17	✠LMC9,17				Selby	*Mgrs.*)	135·3	BK7½		*4BHCem*	1SB,*2pf*,GS47,HS1400		
			127	(*ClassContem plated*)				*Lloyd's*A&CP							C.D.Holmes&Co.Ld.Hull		
200	**Ventmoor**	**SteelScSr**	3456	✠100A1	Mch	*v*	2,17	1900	Ropner&	MoorLine,Ld.	330·5	46·6	24·4	London	T.3Cy.24″,40″&65″–42″ (*s*)	27 ″ 0	
112682	*H.B.Winlo* –14	*ss*Shl.No.3–3,13	3218	*withfreeboard*				3mo	Son	(W.Runciman&	P28′B85′F37′			British	160lb *100lb* NDB15 281NHP	s 4·11½	
RNGC		1*Dk*(*Irn*)2*trB*&*Web frames*	2215	2,17	✠LMC				Stockton	Co.Ld.,*Mgrs.*)				2*BHCem*	2SB,*6cf*,GS121,HS4325	22 ″ 5	
		3*Dk rule*		BS6,16	MS2,17				A&CP	*WB*=*CellDBa*	104′*uE*24′*f*136′657*t*			*APT*96*t*	Blair&Co.Ld.Stockton		
				~~Carrying oil fuel~~ 10,17													
201	**Ventura**	**SteelTwinScSr**	6282	✠100A1	SFo	*z*	~~7 9,16~~	1900	W Cramp&	OceanicS.S.Co.	400·0	50·2	26·0	S. Frncisco	T.6Cy.28″,46″&75″–48″ (*s*)		
161871	*J.H.Dawson* –14	*ss*SFo.No.3–6,12	5634	*Spar dk*			SN9,16	12mo	SonsS&EBCo			37·2		Utd. States	175lb *175lb* 1036NHP		
KQML	*Ref.Mchy.*	3*Dks*(*Stl–M* ws)&*Spar dk*	3918	~~3,17~~ 3,18	✠LMC		PN3,18		Philadelphia			FK		6*BHCem*	8SB,*24cf*,GS408,HS15000FD		
	Elec.light	*ss*S.Fo.No.1–17(*Stl–pt* ws)		BS~~4,16~~1,18	MS1,17				A&CP						W.Cramp&SnsS&EBCPhl		
	Sub.Sig.			*Fitted for oil fuel* 6,12		*F. P.*	*above*	150°F.		*WB*=*C*	*ellDBa*82′*u E*&*B*&			*Bunkers*148′	*f*74′885*tFPT*121*tAPT*134*t*		
202	**Ventura de Larrinaga**	**SteelScSr**	4648	✠100A1	Mch	*z*	~~5,17~~ 4,17	1908	Russell&	Miguel de Lar-	405·1	52·0	25·6	Liverpool	T.3Cy.27″,44″&73″–48″ (*r*)	28 ″ 5	
127941	*J.V.Jones* –16	~~ssMch.No.1–13~~	4340	*Shelter dk*				11mo	Co.	rinagaS.S.Co.Ld.				British	180lb *110lb* 470NHP	s 3 ″ 8½	
HNGS		2*Dks*(*Stl*)&*deep framing*	2970	*withfreeboard* ~~9,16~~ 1,18	MS4,17			Pt.Glasgow		(Larrinaga&Co.	FK			5*BH to Udk*	2SB,*8cf*,GS113,HS6556 FD	25 ″ 1	
		*ss*Mch.No.2–17 &*Shelter dk*(*Stl*)		~~Carrying oil fuel~~ 1,18	✠LMC			*Lloyd's*A&CP		Ld., *Mgrs.*)				1*BH to Mdk*	D.Rowan&Co.Glasgow		
	~~Carrying oil fuel~~			BS~~4,16~~	~~MS1,17~~			*WB*=*Cell*	*DBa*137′*uE*	&*B*46′*f*171′1297*tD*	*Ta*43′1024*tAPT*25*t*			*Cem*			
	~~Spar dk~~			*Carrying oil fuel*	*F.P.* above	150°	*F. in DB tanks*										
203	~~Venture~~	**SteelTwinScSr**	1011	✠100A1	Vcr	*k*	SN 11,15	1910	Napier&	UnionS.S.Co.of	180·4	32·0	17·0	Vict'riaBC	T.6Cy.12″,19″&33″–27″ (*s*)	19 ″ 0	
129475	*J.E.Noel* –16	*ss*Vcr.No.1–14	743	*Awng dk*			PN3,17	3mo	Miller,Ld.	BritishColumbia,	B121′			British	180lb 171NHP	s 7 ″ 3	
HQNS	*Elec.light* Wireless	1*Dk*(*Stl*)&*Awng dk*	580	*withfreeboard* ~~1,16~~ 3,18	BS3,15			Glasgow		Ld. (E.H.Beazley,	FK			4*BHCem*	2SB,*6cf*,GS108,HS3300	12 ″ 3	
								*Lloyd's*A&CP		*Mgr.*)					Miller&Macfie,Ld.Gls.		
				Fitted for oil fuel 4,12		*F. P.*		*above* 150°F.		*WB*=	*CellDBu*E18′ *f* 79′			112*tDTa*17′	46*tFPT*9*tAPT*60*t*		
				BS4,17	✠LMC5,14												
204	—	**SteelScK**	193	✠100A1	Gms		11,13	1905	Cochrane	A.Bannister	115·3	21·0	10·9	Grimsby	T.3Cy.11½″,21″&33″–24″ (*s*)	11 ″ 10	
122686	*W.G.Wright* –14	*ss*Gms.No.2–13	178	*StmTrawler*				5mo	&Sons		Q63′F21′			British	180lb 60RHP		
HQMC		1*Dk*	73	4,14	✠LMC6,15				Selby			BK7½		3*BHCem*	1SB,*2pf*,GS31,HS1140		
								*Lloyd's*A&CP							Gt.CentrlCo-opEng.&Ship RepairingCo.Ld.Gms.		
205	**Venus**	**SteelSc**	3719					1901	American	InterlakeS.S.Co.	346·0	48·0	28·0	Fairport	T.3Cy.22″,35″&58″–42″		
161876			—						S.B.Co.	(Pickands,Mather				Utd.States	218NHP		
	Elec.light Mchy.Aft	1*Dk*2*trB*	2766						Lorain,O.	&Co.,*Mgrs.*)				*WB*	AmericanS.B.Co.,Lorain		
206	—	**SteelScSr**	3152	✠100A1	Bry	*v*	4,17	1905	W.Gray&	LeanderS.S.Co.Ld	331·0	49·2	21·8	London	T.3Cy.24″,39″&64″–42″ (*r*)	24 ″ 3	
120642	*P.Delaney* –16	*ss*Hul.No.2–13	2897	4,17				12mo	Co.Ld.	(Petersen&Co.Ld.	P27′B100′F36′			British	180lb *90lb* 288NHP	s 4 ″ 3½	
HFDK		1*Dk*(*ptIrn*&*ptStl*)&*deep framing*	2017	BS6,16	✠LMC1,15				WHartlepool	*Mgrs.*)				*Cem*	2SB,*6cf*,GS123,HS4450	20 ″ 4	
		Cargo battens not fitted						*Lloyd's*A&CP			FK				Blair&Co.Ld.Stockton		
				Intermediate	*bulkhe*	*ad*	*in fore*	*hold d*	*ispensed with,*	*4BHonly*	*WB*=*CellDBa*&	*uE*132′*f*142′			886*tFPT*8*tAPT*116*t*		
207	—	**SteelScSr**	1835					1907	Rotterdam	TheShippingCon-	270·2	38·2	18·8	~~Amstrdam~~	T.3Cy.19″,30″&51″–36″		V
12221	*D.Kuiper*		1474						Droogd.Maat	troller (Orde ss	Q87′B147′F34′			~~Dutch~~	156NHP		
JTKC	*Elec.light*	2*Dks*	1146						Rotterdam	H.Andford,Ld.*Mgrs.*)				London *WB*	RotterdamDroogd.Maats.		
~~Sn Hu~~														British			
208	—	**SteelPadSr**	1749		Gls			1886	W.Denny	Cia.Argentina de	299·0	35·1	12·8	Bns.Ayres	C.D.2Cy.44″&87″–72″		
			932	*Awng dk*				5mo	&Bros.	Nav.(Nicolas				Argentine	NB04 535NHP		
	Elec.light Wireless	1*Dk*(*ptStl*)&*Awng dk*	1072	8,86					Dumbarton	Mihanovich) Ltda.	FK			*4BHCem*	Denny&Co.Dumbarton		
				For River purposes only													
209	—	**SteelScSr**	1222			…		1892	W.Gray&	HeinrichSchmidt	230·5	34·1	14·7	Flensburg	T.3Cy.16½″,26″&44″–33″	16 ″ 9	G
	A.Schmidt	1*Dk*&*Web frames*	923						Co.(Lim.)		P23′Q54′B55′F26′			German	113NHP		
LMHC	*Well deck*		766						WHartlepool		FK			*WB*	CentralMarE.Wks.W.Hpl		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. / *Master.* / Special Surveys.	3 Material, Rig &c / *Late Name if any.* / No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught. *ft. in.*	15 Register in which classed, if not in L.R. Dates of Re-Class or Trade Cert.
210	**Venus**	**SteelScSr**	1095	✠	Nwc	*0*		1890	C.S.Swan&	Bergenske	229·6	31·2	19·3	Bergen	T.3Cy.20″,35″&57″–36″	21 ″ 10	
	K.Hovland		1004	*Spar dk*				8mo	Hunter	Dampskibsselskab				Norwegian	NB03 FD 195NHP		
JVCH	1*Dk*(*pt Stl*)&*Webframes&Spardk*		589	*withfreeboard*					Newcastle		H63*t*		BK7½″		4*BHCem*		WllsndSlpwy.Co.Ld.Nwc.
	Elec.light Wireless			3,93									*WB*=*Cell*		*DB*183′200*t*		
211	—	**IronScSr**	968			...		1880	Gourlay	Ynchausti y Cia.	210·0	29·8	15·7	Manila	C.2Cy.23″&44″–42″	16 ″ 11	V
	P.Acorbagoicechea	1*Dk*2*trB*	692						Bros.&Co.		P116′F31′			Utd. States	99NHP		
MBCW	*Well deck*	(*ex*LochMaree)	652						Dundee				FK	*WB*	Gourlay Bros&Co.Dundee		
212	—	**SteelScSr**	603					1897	Helsingörs	Dampfschifffahrts	169·0	26·0	16·5	Bremen	T.3Cy.12½″,21″&34½″–24″		G
	*J.Giessel*06–10		592						Jernsk&Msk.	Ges.Neptun				German	58NHP		
QGLT			361						Elsinore					*WB*	HelsingörsJrnsk.&Mskb.		
213	—	**SteelScK**	281	✠100A1	LaR		11,13	1908	J.Duthie	P.Gufflet	130·2	22·2	12·0	LaRochlle	T.3Cy.12½″,21″&34″–27″ (*s*)	13 ″ 0	
	J.Lauilhéron –11	*ss*LaR.No.1–11	238	*StmTrawler*				1mo	TorryS.B.Co.		Q70′F21′			French	180lb 85NHP	s 1 ″ 1¾	
LHNQ	*Elec.light*	1*Dk*	89	11,13					Aberdeen				BK7½″		1SB,*3pf*,GS45,HS1579	12 ″ 9	
				BS11,13 ✠LMC9,11				*Lloyd's A&CP*					*WB*=		*DTf*13′25*t*		J.Abernethy&Co.Abn.
214	—	**SteelScK**	280	✠	Abn			1906	J.Duthie	Prentout&Co.	140·8	22·3	11·7	Arcachon	T.3Cy.12¾″,20″&34″–27″	12 ″ 6	V
	Taffard		241	*StmTrawler*				2mo	TorryS.B.Co	(Fécamp)				French	85NHP		
LHNR		1*Dk*	94	2,06 ✠					Aberdeen				BK7½″		1SB,*3pf*,GS44,HS1604		
													WB=		*DTf*20′20*t*		J.Abernethy&Co.Abn.
215	—	**Iron&SteelScSr**	262					1873	MotalaCo.	Ångf.Aktieb.Göta	97·1	22·1	9·1	Stockholm	C.2Cy.17″&35″–22″		
1834	*O.vonSchoultz*99–05		119						Motala	Kanal(A.Rönnow,	H33*t*		15·7	Swedish	NB88 48NHP		
JDNT		1*Dk*&*Shelterdk*	146							*Mgr.*)					MotalaCo.Motala		
216	—	**SteelSc**	221					1904	Schiffsw(v.	ReedereiVenus ·	115·1	22·2	9·9	Altona	T.3Cy.13″,20½″&32⅝″–22″		G
	D.Sieb –09	(*Trawler*)	200						J&Sch.)A.G.	(H.Popp)	H7′F17′			German	49NHP		
LGND	*Elec.light*	1*Dk*	80						Hamburg					*WB*	Schwft.(vJ&Sch)AG Ham		
217	—	**SteelScLr**	181					1903	M.van der	JoostPot	114·7	21·5	11·3	Vaardingn	T.3Cy.8$\frac{15}{16}$″13$\frac{5}{8}$″&22$\frac{13}{16}$″–15$\frac{3}{4}$″		
	*H.Struis,jun.*13–		178						Kuijl					Dutch	21NHP		
		1*Dk*	93						Slikkerveer						AlblasserdamscheMaschin		
218	—	**SteelScYl**	172	✠100A1	Hav		~~5,13~~ 6,17	1898	Mackie&	Delpierre&Bour-	110·0	21·0	10·9	Boulogne	T.3Cy.12″,19½″&32″–22″ (*s*)	12 ″ 0	
	J.Alanic –13	*ss*Hav.No.3–7,11	159	*StmTrawler*				10mo	Thomson	gain	Q21′			French	180lb 52NHP	s ″ 8½	
LHNM		1*Dk*	52	~~6,17,7,14~~ 5,13					Glasgow				BK7½″		1SB,*2cf*,GS27,HS800	12 ″ 2	
		*ss*Hav.No.1–17		✠LMC~~7~~,16,17				*Lloyd's A&CP*							Muir&Houston,Ld.Gls.		
				✠NB~~8~~,01			~~BS7,14~~ BS6,13										
219	—	**IronScK**	*168*	✠	Sws			1899	Cochrane&	VilarSenra&Co.	102·2	20·6	11·0	Havana	T.3Cy.11½″,18″&30″–22″	11 ″ 9	
	Casteleiro	*ss*Sws.No.1–03	*152*	*StmTrawler*				3mo	Cooper,Ld.		Q25′			Cuban	50NHP		
	(*ex*Volta)	1*Dk*	*62*	11,06 ✠					Selby				BK7½″		1SB,*2cf*,GS28,HS880		
															Amos&Smith,Hull		
220	—	**IronScK**	*155*	✠	Hul			1891	Cook,Wel-	Fiskaktieb.Mars	100·9	20·9	11·0	Gothenbrg	C.2Cy.17″&33″–22″	11 ″ 10	
	*O.Jansson*14–14	*ss*Hul.No.1–95	*137*	*StmTrawler*				6mo	t'n&Gemmell	(E.Jansson, *Mgr.*)	Q22′F18′			Swedish	1SB,*2pf*,GS30,HS810 42NHP		
	(*ex*Buckhound)	1*Dk*	*57*	4,96 ✠					Hull				BK7½″		3*BHCem*		Bailey&Leetham,Hull
221	—	**SteelScLr**	144					1908	M.van der	Heringsfischerei	96·2	21·4	10·1	Emden	C.2Cy.9$\frac{7}{16}$″&18$\frac{1}{8}$″–12$\frac{3}{8}$″		
	F.Köpper –13		137						Kuijl	Dollart,Act.Ges.	Q21′ H16′			German	9NHP		
KJTV	*Mchy.Aft*	1*Dk*	67						Slikkerveer					*WB*	J.H.vanCappellen,Bolnes		
222	**Vera**	**SteelScSr**	1429	✠100A1	Lon	*0*	5,14	1891	Helsingörs	Helmsing&Grimm	247·5	35·6	15·7	Riga	T.3Cy.18″,27½″&47″–33″ (*s*)	16 ″ 9	
549	*J.Ohsoling*00–08	*ss*Els.No.3–3,04	1198	5,14				5mo	Jernsk&Msk.		Q68′B121′F27′			Russian	160lb *100lb* NDB12 134NHP	s 1 ″ 2	
HBFM	(*ex*Ljubow)	*ss*Bly.No.2–12	751	BS3,16 ✠LMC9,11					Elsinore				BK8½″		2SB,*4rf*,GS64,HS2120	16 ″ 5	
	Well deck	1*Dk*(*Stl*)2*trB*						*Lloyd's A&CP*					*WB*=*APT*29*t*		*MT*42′400*t*		HelsingörsMskinbyggeri
223	—	**IronScBg**	1231			...		1870	J.Laing	I.O.Ostrovsky	251·2	32·2	17·2	Odessa	C.2Cy.31″&58″–30″		V
452		(*ex*VassillisaOlga,	1038						Sunderland		P258*t*F32*t*			Russian	NB08 140NHP		
NACQ	*ex*ErnestaFoscolo,*ex*Moldova,*ex*Ernesta Foscolo,*ex*ParisLambrinidi,*ex*Olga)		696										FK	*WB*	Thompson,Boyd&Co.Nwc.		
	Well deck	1*Dk*2*trB*															
224	—	**SteelScSr**	1227	✠100A1	Abg	*0*	~~9,15~~ 9,17	1907	WoodSkin-	Dmpsksselsk	232·2	35·1	16·5	Copnhagn	T.3Cy.17½″,29″&48″–33″ (*s*)	18 ″ 10	
	J.P.Risoe –07	*ss*Abg.No.2–16	1086	~~9,15,16~~ 9,18	LonBry			1mo	ner&Co.Ld.	Heimdal	P22′B59′F29′			Danish	180lb *80lb* 139NHP	s 2 ″ 5	
NQCS		1*Dk*(*Irn*)&*deepframing*	721	✠LMC1,16					Newcastle	(M.Carl, *Mgr.*)			FK		1SB,*3cf*,GS51,HS2069	16 ″ 8	
		Cargo battens not fitted		BS1,17				*Lloyd's A&CP*		*WB*=*CellDBa&*	*uE*86′*f*90′349*t*FPT				62*t APT*23*t*		N.E.MarineEngCoLd.Nwc
225	—	**SteelScSr**	1222					1903	Akt.Bur-	Dpskacties.Inter-	220·0	32·0	16·0	Chrstiania	T.3Cy.19¾″,31¾″&55″–36″		N
	J.Fjeldal		1118						meistr&Wain	national(A.F.Kla-	H100*t*		22·0	Norwegian	181NHP		
MBCF	*Elec.light*	1*Dk*&*Awng dk*	670						Copenhagen	veness&Co.Akties.				*WB*	Akt.Burmeistr&Wain,Cpn		
										Mgrs.)							
226	—	**SteelTwinScSr**	1088					1898	Clydebank	L.&S.W.Rlwy.Co.	270·0	35·1	14·5	S'thamptn	T.8Cy.(2)19½″,(2)31″&(4)		BT till 3,18
109288	*E.T.Smith* –17		778						E.&S.B.Co.Ld		P55*t*B158′H185*t*			British	35″–27″] 254NHP		
QKTR		2*Dks*	447						Clydebank		F19*t*				ClydebankE.&S.B.Co.		
															Clydebank		
227	—	**SteelScSr**	959					1903	Laxevaags	TheShippingCon-	215·4	32·7	12·7	London	T.3Cy.16″,25½″&43″–30″		N
[illegible]			730						Msk.&Jrnskb.	troller(Withering	Q115*t*B51*t*H29*t*			British	101NHP		
JQSP	~~*SvHansen* –11~~								Bergen	ton&Everett, *Mgrs.*)	F32*t*			*WB*	LaxevaagsMsk.&Jrns.Bgn		
~~MBNJ~~		1*Dk*	589														
228	—	**SteelScK**	333	✠100A1	Hul		6,13	1907	Cook,Wel-	HumberSteam	140·0	23·7	12·4	Hull	T.3Cy.13″,22½″&37″–24″ (*s*)	13 ″ 3	
124791	*C.E.Hall* –15	*ss*Hul.No.1–11	298	*StmTrawler*				10mo	t'n&Gemmell	TrawlingCo.Ld.	Q75′			British	200lb 87RHP		
HLQC	*Elec.light*	1*Dk*	149	1,15					Ld. Beverley				BK8″		1SB,*3pf*,GS46,HS1476		
				BS8,14 ✠LMC8,11				*Lloyd's A&CP*					*WB*=		*FPT*10*t*		Amos&Smith,Hull
229	—	**IronScSr**	303					1903	Solovetz	Solovetz	134·0	22·6	14·8	Archangel	T.3Cy.15″,19″&41″–28″		
1004									Monastery	Monastery				Russian	89NHP		
			176						Solovetz								
230	—	**IronScK**	150	✠	Gms			1896	Cochrane&	W.Ellis	97·4	20·5	11·0	Grimsby	T.3Cy.11″,17″&28″–21″	11 ″ 10	
106679	*G.H.Broomhead* –15	*ss*Gms.No.3–10,07	139	*Stm Trawler*				11mo	Cooper		Q17′F18′			British	40RHP		
		*ss*Gms.No.1–12	66	1,15					Beverley		ptND12		BK7½″		1SB,*2pf*,GS29,HS710		
		1*Dk*		✠NB10,07✠											C.D.Holmes&Co.,Hull		

Numéro d'Ordre / Numéro Officiel / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. — Capitaine. Ex-nom, s'il y a lieu. — Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote.	6 Port de Visite.	7 Ferme soigné maintenant par le Lutin (Entretenu)	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. — Tirant d'eau correspondant. pds. pe.	15 Registres où coté, si ce n'est dans le L. R. Durcot, Cert. Roof Trade
231 124700 HMKC	**Vera Grace** *T.H.Perry* –10 1 *Dk*	**SteelScK** *ss*Fit.No.1–12	232 214 89	✠100A1 *Stm Trawler* 5,14	Flt		5,14	1908 2mo	Dundee S.B.Co.Ltd. Dundee *Lloyd's SA&CP*	J.Marr&Son,Ld. (J.A.Robertson, *Mgr.*)	126·0	22·1	10·1 BK7½″ *WB*=	Fleetwood British *4 BHCem* *DB f* 18′14*t*	T.3Cy.12½″,20″&33″–24″ (*r*) 180lb 68NHP 1SB,2*pf*,GS35,HS1175 W.V.V.Lidgerwood,Gls.	12 ″ 9	
232 — —	**Verano** *C.deGroot* (*ex*Holland VI., *ex*Drumblair)	**SteelScSr** *ss*Ymu.No.3–8,14 1 *Dk*	156 155 78	✠100A– *For fishing purposes* 2,16	Ams LMC		2,16	1896 8mo	J.Duthie, Sons&Co. Aberdeen	Naam.Ven.Viss. Maats.Pesca (P.Dyksen& P.Visser, *Mgrs.*)	121·0	19·7	10·5 len02ptND02 BK6½″ *WB*= *Cell*	Ymuiden Dutch *3 BHCem* *DB f* 20′11*t*	C.2Cy.12½″&32″–21″ (*s*) 130lb 51NHP 1SB,2*pf*,GS32,HS938 A.Hall&Co.Aberdeen	11 ″ 1	
233 124318 HJKQ	**Veraston** *ss*Liv No 3–2,17 *H.R.Watkins* –17 1 *Dk*(*Irn*)*&deep framing*	**SteelScSr**	1825 1697 1155	✠100A1 2,18 LMC	Nwc BryLiv	*r*	1,18	1906 10mo	W.Gray& Co.Ld. WHartlepool	General Trading Co.Ld.(Kaye,Son &Co.Ld.) *Lloyd's SA&CP* *WB*= *Cell*	281·0 P21′B74′F30′	40·0 FK	18·2 *DBa&uE* 104′*f* 122′	W.Hartlpl British *4 BHCem* 530*t APT* 30*t*	T.3Cy.20″,31½″&53″–36″ (*s*) 160lb *80lb* 167NHP 2SB,*4pf*,GS65,HS2495 Cen.Mar.Eng.Wrks.W Hpl	20 ″ 7 s 3 ″ 0 17 ″ 11	
234 NPTM	**Veratyr** *N.Nielsen* 1 *Dk*	**SteelScSr**	1427 1157 889					1906	Howaldts-werke Kiel	Dampskibs.Gefion. (Holm&Wonsild, *Mgrs.*)	241·2	36·1	16·5 P13′Q71′B63′F30′	Copnhagn Danish *WB*	T.3Cy.16½″,26⅝″&42⅛″–29½″ 96NHP Howaldtswerke,Kiel		V
235 108457 JCHV	**Verbena** *J.Weeson* –14 1 *Dk*	**IronScK** *ss*Gms.No.3–10,10	152 147 61	✠100A1 *Stm Trawler* 8,14	Gms		N9,13	1897 3mo	Cochrane& Cooper Beverley *Lloyd's SA&CP*	Savoy Steam Fishing Co.Ld.(H.C. Baker, *Mgr.*)	101·0 Q45′F18′ ND10	20·5 BK7½″	11·2 *3 BHCem*	Grimsby British	T.3Cy.11½″,18″&30″–22″ (*s*) 170lb 45RHP 1SB,2*pf*,GS26,HS786 C.D.Holmes&Co.Hull	11 ″ 10	
236 133113 JCBW	**Verdala** *J.J.Crosthwaite* –13 *Elec.light* 2 *Dks*(*Stl*) Wireless	**SteelScSr**	5880 5494 3725	✠100A1 5,16	Cff	*a*†	6,17	1913 4mo	Russell& Co. Port Glasgow *Lloyd's SA&CP*	Prince Line Ld. (Furness,Withy &Co.Ld., *Mgrs.*) 1 *Inter* 2 *'tween dk*	423·5 P44′B123′F43′ *mediate BH &* 1 *BHds.*	56·0 FK 4*B dispensed with* 2*B*	28·7 *WB*= *Cell* *DBa* 132′	Newcastle British *Cem* *H to Upr dk* *H to 2nd dk* *uE* 24′ *f* 186′	T.3Cy.27″,45″&75″–48″ (*s*) 180lb 537NHP 3SB,9*cf*,GS171,HS7890 FD Rankin&Blackmore,Grk. *only* 1243*t DTa* 36′1120*t APT* 32*t*	31 ″ 4 s 6 ″ 4½ 25 ″ 4	
Now named "Mongolian Prince," See No. 63 in Supplement																	
237 137833 JQPF MKPN	**Verdande** ~~*H.Schmundsen*~~ *A.R.Evans* –17 1 *Dk*	**SteelScSr**	1610 1182 966					1914	Bergens Mek.Værks. Bergen	~~W.S.Miller&Co.~~ The Shipping Controller (W.S.Miller &Co. *Mgrs.*)	244·6 P30*t*Q102*t*B151*t* H80*t*F33*t*	37·6	15·7	~~Glasgow~~ British London *WB*	T.3Cy.18″,29″&49″–33″ 135NHP Bergens Mek Værks Bergen		N
238 124105 HMBP	**Verdi** *J.Byrne* –16 *Elec.light Ref.Mchy.* 2 *Dks&Shelter dk*	**SteelScSr** Wireless	7120 5001 4482					1907	Workman, Clark&Co.Ld Belfast	Liv Brazil&R Plate S.N.Co.Ld. (Lamport&Holt,Ld. *Mgrs.*)	430·4 Dahl&Garrigues	53·3	28·8 106·2 Q28′ BK7½″	Liverpool British *WB* La Rochlle French	T.3Cy.28″,47″&78″–57″ 460NHP Wrkman,Clark&Co.Ld.Bel C.2Cy.13½″&32½″–21″	20·7 11 ″ 9	C V
239 LHNW	**Verdon** *Cauffournic* –15 *Elec.light* (*ex*Aigle,*ex*Sea Eagle) 1 *Dk*	**SteelScSr** (*Trawler*)	174 146 50			…		1897	J.Duthie, Sons&Co. Aberdeen				11·2 Q28′ BK7½″		52NHP Hall,Russell&Co.Abn.		
240 137835 JPFR	**Verdun** *D.H.Boyd* 13–17 *Elec.light* 2 *Dks*(*Stl*)	**SteelScSr**	5691 5361 3613	✠100A1 10,13,~~17~~	PGl Bel	*n*†		1917 3mo	Russell& Co. Pt.Glasgow *Lloyd's SA&CP*	Verdun S.S.Co.Ld. (Gow,Harrison& Co.) 1 *Intermediate* *BH &* 1 *'tween d* *Cell DB* 360′ 1181*t D*	423·3 P38′B123′F43′ *kBH dispensed with* *Ta* 36′1109*t APT* 31*t*	56·0 FK	28·7 *WB*= *DBa*	Glasgow British *Cem* *5 BH to Udk* 1 „ 2nd „	T.3Cy.27″,45″&74″–51″ (*s*) 180lb 564NHP 3SB,9*cf*,GS192,HS8505 FD Rankin&Blackmore,Grk. *only*	31 ″ 4 s 6 ″ 3 25 ″ 5	
241 LHNX	— *ss*Cff.No.1–17 (*ex*Proconnissos,*ex* Embiricos) 1 *Dk*(*pt Irn&pt Stl*) *deep framing&Web frames*	**SteelScSr** *ss*Pir.No.3–4,14	2769 2609 1664	✠100A1 ~~10,17~~,~~18~~ 11,17	Bry Cff	*u*	1,16 10,17	1902 3mo	J.Blumer& Co. Sunderland *Lloyd's SA&CP*	*Cell DBa* 108′	319·6 P28′B93′F30′ *uE&B* 42′*f* 124′ 802*t*	46·0 FK	21·2 *APT* 110*t*	French *5 BHCem*	T.3Cy.23″,38″&62″–42″ (*s*) 160lb ~~200lb~~ NDB17 263NHP 2SB,*6pf*,GS111,HS4118 J.Dickinson&Sons,Ld.Sld.	23 ″ 9 s 3 ″ 10 20 ″ 3	
242 137027	**Veresis** *Elec.light* 1 *Dk*	**SteelScK**	302 278 157	✠100A1 *Stm Trawler* 4,15	Hul LMC			1915 4mo	Cochrane& Sons,Ld. Selby *Lloyd's SA&CP*	Atlas Stm. Fishing Co Ld.(Letten Bros. *Mgrs.*)	135·0 Q74′F21′	23·5 BK7½″	12·3 *4 BHCem*	Grimsby British	T.3Cy.13″,23″&37″–24″ (*s*) 200lb 84RHP 1SB,*3pf*,GS47,HS1400 C.D.Holmes&Co.Ld.Hull	13 ″ 1	
243 50 SQTP	**Verità** *G.Massoni* –14 *ss*Gen.2nd No.3–3,06 (*ex*Colombo, *ss*Gen.No.2–14 *Well deck ex*Agnes Otto) 1 *Dk*(*Irn*)2*trB*	**IronScSr**	1210 969 711			…	8,16	1881 3mo	J.Read-head&Co. S.Shields *Lloyd's SA&CP*	Francesco Puglisi	249·9 Q95′B50′F26′	32·6 BK8½″ *WB*= *DBa*	17·5 74′*f* 99′ 305*t*	Catania Italian *4 BHCem*	C.2Cy.28″&53″–33″ (*i*) 70lb *72lb* NDB03 134NHP 1SB,*3pf*,GS48 J.Readhead&Co.S.Shields	18 ″ 6 s 1 ″ 10½ 17 ″ 6	
244 135747	**Verity** *W.T.Pipe* –14 1 *Dk*	**SteelScDy** (*Fishing*)	100 99 47					1913	Crabtree& Co.Ld. G.Yarmouth	C.Huish	87·6	19·1	8·8	Lowestoft British	T.3Cy.10¾″,15½″&26″–18″ 35RHP Crabtree&Co.Ld.Gt.Yar.		
245 5579 JTRK	**Verna** *J.O.Nilsson* 15–15 *Mchy.Aft* 1 *Dk*(*Stl*)*&Shelter dk*(*Stl*)	**SteelScSr**	509 281 346	✠100A1 *Shelter dk with freeboard* 6,15 ~~1,17~~	Got Lon LMC	*g*	1,17	1914 5mo	Aktieb. Lödöse Varf. Lödöse *Lloyd's SA&CP*	Rederiaktieb. Concordia (J.A. Waller, *Mgr.*) *WB* = *Cell DB*	131·3 *uE* 13′*f* 83′ 110*t FPT*	28·2 FK	9·8 *3 BHCem* 19*t APT* 7*t*	Gothenbrg Swedish	C.2Cy.12″&27″–15″ (*s*) 125lb 32NHP 1SB,2*cf*,GS27,HS583 Akt.Lödöse Varf,Lödöse	18 ″ 9 s 5 ″ 8 13 ″ 4	
246 76229 RNDW	**Vernon** *J.Snowling* –17 1 *Dk*(*Irn–ws*)2*trB* *Cargo battens not fitted*	**IronScSr** *ss*Shl.3rd No.3–9,15	982 806 615	✠100A1 5,17 ~~11,16~~	Shl	*n*	~~11,16~~ 5,17	1878 5mo	J.Blumer& Co. Sunderland A&CP	Cory Colliers,Ld.	220·5 P17′F24′ NDS99 *WB*= *D*	31·0 BK8″ *Ba* 65′*f* 84′ 238*t FPT*	16·5 42*t APT* 18*t*	Newcastle British *4 BHCem*	C.2Cy.25½″&53″–36″ (*r*) 82lb NDB97 128NHP 1SB,*3pf*,GS61,HS2047 T.Clark&Co.,Newcastle	17 ″ 9 s 2 ″ 10 15 ″ 11	
247 388 SROT	**Verona** *S.Guli* *Elec.light* 2 *Dks&Spar dk* *&deep framing Orlop dk* Sub.Sig. Wireless	**SteelTwinScSr** *in Nos.1&2 holds*	8261 6976 5068			…		1908	Workman, Clark&Co.Ld Belfast	Nav.Gen.Italiana	482·3 P94′B182′F88′	58·3	26·2 34·3 FK	Genoa Italian *WB*	T.6Cy.26⅝″,43″&71″–48″ 1221NHP Wrkman,Clark&Co.Ld Bel	37 ″ 3	C1
248 204684	— *Elec.light Mchy.Aft* 1 *Dk*	**SteelScSr**	6186 — 4765					1907	American S.B.Co. Lorain,O.	Interlake S.S. Co.(Pickands, Mather&Co *Mgrs*)	480·0	52·0	30·0 .	Cleveland Utd.States *WB*	T.3Cy.22½″,36″&60″–42″ 233NHP American SB Co Cleveland		
249 MBCG	— *E.Oxholm* *Elec.light* 1 *Dk&Awng dk*	**SteelScSr**	1221 1117 669					1903	Akt.Burmeistr&Wain Copenhagen	Dpskactieselsk. International (A.F.Klaveness& Co.Akties. *Mgrs.*)	220·0 H104*t*	32·0 22·2	16·0	Chrstiania Norwegian *WB*	T.3Cy.19¾″,31¾″&55″–36″ 181NHP Akt.Burmeistr&Wain,Cpn		N
250 —	**Vértes** *R.de Adamich* 97–08 1 *Dk*	**SteelScSr**	550 — 305					1908	M.U.Martinolich Lussinpiccolo	Soc.in Azioni Ungaro Croata di Nav Marritt.a Vap.	177·5 *WB*= *FPT* 38*t*	26·2	12·9	Fiume Anst.-Hung. *APT* 32*t*	T.3Cy.14″,23″&36″–24″ 63NHP Plenty&Son,Newbury		A
251 122998	**Vesava** 1 *Dk*	**SteelSc**	127 126 47					1909	C.Brown &Co. Bombay	British India Stm. Nav.Co.Ld.	90·0	20·2	…	Bombay British	C.2Cy.14″&28″–20″ Bow, McLachlan&Co.Glasgow	33RHP	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. — Under deck. — Net.	5 6 7 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Ass'd. Hull. Mchy. Equipment Letter.	7* Date when tail shaft last seen.	8 9 Built. When. — Ship. — Engines	By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of Build or Trade Cert.
252	**Vesla** Steel Sc Sr	1107					1913	**Bergens Mek. Værks.** Bergen	**Akties. Dpsk. Vesla (W. Hansen)**	226·3 P18′	36·5 B51′	15·8 H48t F30′	**Bergen** Norwegian WB	T. 3 Cy. 17″, 26½″ & 46″–30″ 116 NHP		N
	L. O. Apold 06–13	982														
MJHQ	1 *Dk*	663												BergensMekVærksBergen		
253	**Veslefjell** Steel Sc K	264	*Awaiting name*				1903	**Cook, Welch & Gemmell** Beverley	**Lægter Akties. Supberb (Olsen & Ugelstad, *Mgrs.*)**	130·0 Q53′	22·0	12·1 BK 7″	**Christiania** Norwegian	T. 3 Cy. 13″, 21½″ & 35″–24″ 79 NHP	12 ″ 10	N
	E. Abrahamsen 16–16 (*Whaler*)	387	'Scout," *See No.* 57 *in Supplement*													
MFLS	(*ex* Bas, *ex* Flying Fish, *ex* Pericles) 1 *Dk*	104												Amos & Smith, Hull		
254	**Vesper** Steel Sc K	264	✠ 100 A1	Gms		9,14	1906	**Cochrane & Sons** Selby	**White & Willows**	125·0 Q70′	22·0 F21′	11·9 BK 7½″	**Grimsby** British	T. 3 Cy. 12½″, 22″ & 35″–24″ (*s*) 180 lb 68 RHP	12 ″ 9	
123574	*J. T. Laursen* –15 *ss* Gms. No. 2–15	231	*Stm Trawler* 2,15				7 mo							1SB, *2pf*, Gs 35, Hs 1110		
HGQR	1 *Dk*	118	✠ LMC 2,15				*Lloyd's A & CP*							C. D. Holmes & Co. Hull		
255	**Vesta** Steel Sc Sr	3663				...	1913	**New York S.B. Co.** Camden, N.J.	**Standard Transportation Co.**	321·7 P116′	46·2 B30′	27·5 F43′ FK	**New York** Utd. States WB	T. 3 Cy. 21″, 35″ & 58″–42″ 318 NHP	27 ″ 0	
210932	*Sandberg* Carrying Petroleum in bulk	3168														
LCTF	Fitted for oil fuel	2223														
	Elec. light 2 *Dks & Web frames*															
	Mchy. Aft Sub. Sig. Wireless															
256	— Iron Sc Sr	1839	✠ —— 5.16	Rot	r		1890	**Craig, Taylor & Co.** Stockton	**A. Hansen**	270·0 Q103′	37·3 B106′	18·2 F27′ FK	**Flensburg** German	T. 3 Cy. 20″, 33″ & 54″–36″ 174 NHP	19 ″ 8	
LMNK	(*ex* Shaftesbury) *ss* Fln. No. 2–11	1369	✠ NB 2.05 ✠				4 mo							*Asp. pt Cem*		
	Well deck 1 *Dk* (*Irn*) 2 *tr B*	1180							*W B = D B*	*a* 80′ *f* 114′	36 *5t FPT*	4 *BHpt* 66 *t APT* 21 *t*		2SB, *4cf*, Gs 76, Hs 2582		
														Wstgrsh, English & Co. Mdb		
257	— Steel Sc Sr	1835				...	1907	**Rotterdam Droogd. Maat Rotterdam**	**Koninkl. Nederl. Stoomb. Maats.**	270·3 Q87′	38·1 B147′	18·8 F34′	**Amstrdam** Dutch WB	T. 3 Cy. 19″, 30″ & 51″–36″ 156 NHP		V
	P. C. Van de Graaf	1472														
PWHO	*Elec. light* 2 *Dks*	1146												Rotterdam Droodg. Maats.		
258	— Steel Sc Sr	1737				...	1891	**Wigham-Richrdsn & Co** Newcastle	**Russian Stm. Nav. & Trading Co.**	260·0 F26′	36·2 *pt Awng dk* 162′	16·9 RFD 72′ FK	**Odessa** Russian WB	T. 3 Cy. 20½″, 33″ & 54″–36″ 175 NHP	19 ″ 3	
438	*Estchenko* (*ex* Vaskapu, *ex* Lascar)	1231												Wigham Richrdsn & Co Nwc		
NABC	1 *Dk* 2 *tr B & pt A wng dk*	1065														
259	— Iron Sc Sr	1122				...	1879	**Palmers' Co. (Lim.)** Newcastle	**Det Forenede Dampskibs Selsk.**	223·4	29·6	15·2 22·2	**Copnhagn** Danish WB	C. 2 Cy. 32″ & 62″–36″ 192 NHP		V
	P. Frandsen	712														
NKJW	2 *Dks & Awng dk*	688												Palmers' Co. Ld. Newcastle		
260	— Steel Sc Sr	1071	✠ 100 A1	Gfl	*m*	~~3,14~~	1889	**Tyne I. S. B. Co. (Lim.)** Newcastle	**Finska Ångf Aktieb (L. Kregius, *Mgr.*)**	210·5 Q78′	31·2 B61′	15·3 F23′ FK	**Helsingfrs** Russian	T. 3 Cy. 17⅞″, 28″ & 46″–30″ (*s*) 150 lb ~~405~~ NDB 01 115 NHP	16 ″ 1	
	C. F. Bly *ss* Nwc. 2nd No. 3–3,14	796	10,17 ~~8,15~~	BS 10,17		10,17	5 mo							1SB, *3pf*, Gs 58, Hs 1778	s 1 ″ 3½	
SQBK	1 *Dk* (*Irn*) & *Web frames*	612	~~BS 8,15~~ ✠ LMC 5.14				A & CP		*W B = D B a* 64′	*f* 49′ *& u E & B* 55′ 29 *1t*				NE Marine E.C. (Lim.) Nwc	s 1 ″ 0	
	Well deck											*APT* 15 *t*				
261	— Iron Sc Sr	922					1882	**Blohm & Voss** Hamburg	**A. Kirsten**	200·8 Q190 *t*	30·1 F22 *t*	15·2	**Hamburg** German WB	C. 2 Cy. 26½″ & 46″–33″ 101 NHP		G
	A. Burdor	673														
RGJT	2 *Dks*	537												Blohm & Voss, Hamburg		
262	— Iron Sc Sr	688					1873	**Bergens Mek. Verkst.** Bergen	**Bergenske Dampskibsselskab**	177·7 H21 *t*	25·4	20·1	**Bergen** Norwegian WB	C. 2 Cy. 29″ & 54″–28″ 128 NHP		
	H. Stuhr –14 (*ex* Lofoten)	667														
JPMO	2 *Dks*	886												Bergens Mek. Vrks., Bergen		
263	— Steel Sc K	240	✠ 100 A1	Gms		7,14	1905	**Cochrane & Sons** Selby	**Atlas Stm. Fishing Co. Ld. (Letten Bros. *Mgrs.*)**	123·6 Q66′	22·0 F20′	11·5 BK 7½″	**Grimsby** British	T. 3 Cy. 12¾″, 21½″ & 35″–24″ (*s*) 180 lb 63 RHP	12 ″ 4	
122683	*J. H. West* –14 *ss* Gms. No. 2–13	222	*Stm Trawler* 7,14				5 mo							1SB, *2cf*, Gs 33, Hs 1135		
HCMS	1 *Dk*	100	BS 7,14 ✠ LMC 7,13				*Lloyd's A & CP*							C. D. Holmes & Co. Hull		
264	**Vestal** Steel Twin Sc Sr	576				...	1898	**R. Stephenson & Co. Ld.** Newcastle	**Corporation of the Trinity House**	193·5 B60′	28·3	15·2 BK 7½″	**London** British	T. 6 Cy. 14″, 28″ & 37″–24″ 169 NHP	16 ″ 0	
110018	*W. Emerson* 86–98	532														
QLWH	*Elec. light* Sub. Sig. 2 *Dks*	211												R. Stephenson & Co. Ld. Nwc		
265	**Vestalia** Steel Sc Sr	5528	✠ 100 A1	Syd	*a*†	8,17	1912	**Russell & Co.** Port Glasgow	**Vestalia S. S. Co. Ld (Gow, Harrison & Co.)** *W B = Cell D*	423·4 P43 B	56·0 123′	27·9 F42′	**Glasgow** British	T. 3 Cy. 27″, 45″ & 74″–51″ (*s*) 180 lb *100 lb* 538 NHP	30 ″ 6	
133034	*G. Wilson* –17	5198	12,15				5 mo		*E* 24′ *f* 186′ 121 3 *t D*		*Ba* 135′	FK	*Cem*	3SB, *9cf*, Gs 171, Hs 7875 FD	s 6 ″ 1	
HVQR	*Elec. light* 2 *Dks* (*Stl*)	3511	*Examined* 8,18				*Lloyd's A & CP*		*iate B H & 2 'tween*		*Ta* 36′ 108 9 *t A P T* 26 *t*		4 *BH to U dk*	J. G. Kincaid & Co. Ld. Grk.	24 ″ 10	
			✠ LMC ~~3.16~~ 3.17				1 *intermed*		*dk B H's omitted*				2 „ 2nd „	*only*		
266	**Vester** Wood Sc	117					1876	..... Boothbay, Me	**Fisheries Co.**	96·4	18·4	9·0	**Greenport, N.Y.** Utd. States	1 Cy. 18″–18″ 11 NHP		
25929	*S. S. Edwards*	—												Portland Co. Portland, Me.		
		70														
267	**Vesteraalen** Iron Sc Sr	682					1890	**Akers Mek. Værks.** Christiania	**Vesteraalens Dampskibsselskab**	165·8 H16 *t*	27·1	13·1 20·2 WB	**Stok-marknæs** Norwegian	T. 3 Cy. 15″, 25″ & 40″–24″ 78 NHP		N
	O. M. Jensen	597														
JTGS	*Elec. light* 1 *Dk & Awng dk* 3 *tr B*	389												Akers Mek. Vrk. Christiania		
268	**Vesterås** Iron Sc	183					1888	**Bergsund M.V.** Stockholm	**Vesterås-Torshälla Angb. Aktieb. (C. A. Palmen *Mgr*)**	109·2 B44′	18·7 H25 *t*	8·9	**Vesterås** Swedish	T. 3 Cy. 12¼″, 19½″ & 31½″–23½″ 47 NHP		
1811	*C. G. Söderström* 09–09	106														
JDNH	1 *Dk*	129												Bergsunds M.V. Stockholm		
269	**Vesterby** Steel Sc Sr	650					1917	**Eriksbergs M.V. Aktieb.** Gothenburg	**Rederiaktieb. Nordstjernan (A. A. Johnson, *Mgr.*)**	174·0 P55′	28·8 F22′		**Stockholm** Swedish WB	T. 3 Cy. 14½″, 22⅞″ & 36½″–24″ 65 NHP		
	Cruiser Stern															
	Mchy. Aft 1 *Dk*													Eriksberg M V Aktieb. Got		
270	**Vesterhavet** Steel Sc Sr	169					1904	**Akt. Burmeistr & Wain** Copenhagen	**Danish Government**	113·0	21·5	11·8	**Copnhagn** Danish WB	T. 3 Cy. 12¾″, 19¾″ & 33″–21″ 50 NHP		V
	H. P. Svarrer –07	168														
NPCV	1 *Dk*	20												Akt. Burmeistr & Wain, Cpn		
271	**Vesterland** Steel Sc	3832					1907	**W. Doxford & Sons, Ld.** Sunderland	**Ångf. Aktieb. Tirfing (Axel Bros-tröm & Son, *Mgrs.*)**	347·0 P43′	50·0 H17 0 *t*	22·2	**Gothenbrg** Swedish WB	T. 3 Cy. 24″, 41″ & 68″–45″ 310 NHP		V
Sunk (War Loss) 4766	*J. Christiansson* 97–10	3163														
JQPD	*Turret deck* 1 *Dk*	2331												W. Doxford & Sons, Ld Sld.		
272	**Vestfos** Steel Sc Sr	1388					1909	**Nylands Værksted** Christiania	**Akties Manchester (Thor Thoresen, jr. Ld. Akties. *Mgrs.*)**	254·0 P44 *t*	38·0 H65 *t*	16·4 F6 *t*	**Chrstiania** Norwegian WB	T. 3 Cy. 19″, 31″ & 51½″–33″ 152 NHP		N
	C. Kristiansen	1254														
MFRC	1 *Dk*	826												Nylands Værksted, Xiania		
273	**Vestkusten** Iron Sc Sr	176					1876	**Motala Co.** Gothenburg	**Marstrands Nya Angf. Aktieb. (R. O. Berger, *Mgr*)**	123·4 Q89′	17·8 B39′	7·3 H13 *t* F46′	**Marstrand** Swedish	C. 2 Cy. 14″ & 29″–21″ NB 00 32 NHP		
1177	*M. B. Olsson* 13–13	87														
JCKV	1 *Dk*	139												Motala Co., Gothenburg		
274	**Vestkysten** Steel Sc	135					1895	**Helsingörs Jernsk & Msk. Elsinore**	**Danish Government**	99·0	20·7	10·7	**Copnhagn** Danish WB	T. 3 Cy. 11¾″, 18″ & 30″–16″ 36 NHP		V
	J. C. Christensen –03 (*Tug*)	135														
NHMO	1 *Dk*	51												Hlsngörs Jrnsk-og Mskbyg		

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✝ Surveillance Spéciale Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant.	15 Registre ou porté. s. signifie Steamer. m. Motor Vessel. Dagger = Out of Class.
275	**Vestland**	SteelScSr	2118	✝100A1	Phl	*r*		1916	Detroit	Akties.Dmpsk.	251·0	43·8	18·2	Haugesnd	T.3Cy.20″,33″&54″–40″ (*s*)	20 ″ 2	
	~~Embarked 6–16~~		1680	6,17~~,17~~				8mo	S.B.Co.	Vestland (R.	P28′	B65′	F27′	Norwegian	180lb 274NHP	s 2 ″ 9½	
WLJR	*Elec.light E.Markmanrud* –171 *Dk(Stl)*		1259	✝LMC9.16					Wyandotte	Amlie)			FK		2SB,*6cf*,GS126,HS5246	17 ″ 9	
	Cargo battens not fitted								A&CP		*Cell DB* 212′	545*t*	*FPT*		4*BHCem* 68*t APT* 77*t*		
276	**Vestmanland**	IronScSp	249					1848	Motala	StockholmsTrnsp.	120·9	20·2	10·2	Stockholm	C.2Cy.19¾″–17½″&33″–21½″		
1739	*A.Johansson*06–11 (*ex*Arboga II.,		142						Varf.	&BogsAktieb(J.A	Q27′	B49′	H27*t* F16′	Swedish	NB00 NE74 40NHP		
JDLK	*ex*Köping,*ex*Hjo,*ex*HansBrask, 1*Dk*		193						Norrköping	Appelqvist,*Mgr.*)					BergsundsM.V.Aktb.Skm		
	*ex*Göteborg)																
277	**Vestnik**	IronPad	286					1882	RussianSN	RussianStm.Nav.	150·8	27·9	8·9	Kertsch	C.2Cy.24″&56″–41″		
476	*Sirik*		—						&Trading Co.	&TradingCo.				Russian	167NHP		
HJPW	1*Dk*		148						Sebastopol								
278	**Vestnorge**	SteelScSr	1291					1908	Bergens	Akties.Dpsk.	230·5	31·6	21·4	Bergen	T.3Cy.21″,34″&57″–36″		N
	K.Egeland (*ex*Jolanda di Giorgio)		1138						Mek.Værks	Vestnorge	H109*t*			Norwegian	195NHP		
MDVG	*Elec.light* 1*Dk*&*Awng dk*		692						Bergen	(A.Halvorsen)			*WB*		BergensMekVærksBergen		
279	**Vestri**	SteelScSr	490					1910	Helsingörs	DetStavangerske	151·0	26·6	15·0	Stavanger	T.3Cy.12¼″,19″&31″–18″		
	B.Blydt –15		472						Jernsk&Msk.	Dmpsk.Selskab	P105′	F24′		Norwegian	40NHP		
MJCF	*Ref.Mchy.* 1*Dk*&*Awng dk*		275						Elsinore				*WB*		HelsingörsJernsk.&Mskb.		
280	**Vestris**	SteelTwinScSr	10494	✝100A1	Liv	*f*†	7,15 6,17	1912	Workman,	LivBrazil&RPlate	495·5	60·8	28·7	Liverpool	Q8Cy 23″32½″46½″&66½″–48″	31 ″ 6	
131451	*J.Davies* –12		6747	*Shelter dk*				9mo	Clark&Co.Ld	S.N.Co.Ld. (Lam-	B264′	F53′		British	215lb (*s*) 1243NHP	s 5 ″1½	
HWNK	2*Dks*(*Stl*)&*Shelter dk*(*Stl*–ws)*3rd dk in*		6623	*withfreeboard*					Belfast	port&Holt,Ld.	*on Shltr dk*		FK		3DB(FD)&1Aux.SB,*15cf*,	26 ″ 8	
	Nos.1&2holds Webframes			7,16				*Lloyd's A&CP*		*Mgrs.*)					GS451,HS20856		
	Elec.light Ref.Mchy. Sub.Sig. Wireless			✝LMC9.12											Wrkman,Clark&Co.LdBel		
	Longitudinal framing			*Examined* 8,17						*WB*=	*Cell DB* a134′	*uE&B*	103′	*f* 199′	15 *25t FPT* 65*t APT* 55*t*		
				BS7,17													
				✝Lloyd's RMC~~7,17~~ 10,17													
281	**Vesuvio**	SteelScSr	5459					1914	Soc.Fiat	Nav.Gen.Italiana	394·9	51·7	27·5	Genoa	T.3Cy.26″,42½″&69 7/16″–48″		CI
711	*M.Isnardi*		4500						SanGiorgio		P30′	B200′	F35′	Italian	337NHP		
SRCX	*Elec.light* Sub.Sig. 1*Dk*		3492						Spezia				*WB*		Cant.Nav.Ruiniti,Ancona		
282	—	WoodSc	187					1908	Flli.	Soc.Anon.Ilva	103·5	26·4	10·4	Genoa	C.2Cy.7⅞″&14⅜″–10¼″		I
140	*G.Mennella* (*ex*Milano)		—						Terrarossa					Italian	6NHP		
SRDG	1*Dk*		115						Pegli						SBacigalupo&CoSamprdn		
283	—	IronScSr	155					1883	G.F.	E.Piaggio	113·8	16·8	9·5	Bns.Ayres	C.2Cy.11″&19″–18″		
	G.Zanca (*ex*Florianopolis,		126						Cawallin		B24′			Argentine	13NHP		
	*ex*Araucano,*ex*Betty) 1*Dk*		128						Sjöberg		len86				G.F.Cawallin,Sjöberg		
284	**Vettor Pisani**	SteelSc	264					1904	G.Seebeck	G.E.Salvagno&	127·8	23·1	11·9	Venice	C.2Cy.10⅝″&20″–15½″		
81	*A.Zennaro* (*ex*StadtOldenburg)		241						Akt.Ges.	Nipoti	Q21′	B5′	F15′	Italian	13NHP		
SRDH	1*Dk*		163						Bremerhaven				*WB*		G.SeebeckA.G.Bremerhvn		
285	—	SteelScSr	129					1909	Stabilmnto	NuovaSocietà	130·0	18·9	9·6	Capodstria	T.3Cy.13″,20½″&34¾″–20½″		A
	*S.Scopinich*07–09		—						Tecnico	Cittadina di Nav.				Aust.-Hung.	55NHP		
	Elec.light 1*Dk*		77						Trieste	aVap.					StabilimentoTecnico,Tri.		
286	**Veturia**	SteelScSr	5554					1912	Russell&	VeturiaS.S.Co.Ld.	424·0	56·0	28·1	Glasgow	T.3Cy.27″,45″&74″–51″		CV
133010	*F.Mills* –15		5225						Co.	(Gow,Harrison&	P47′	B123′	F41′	British	391NHP		
HVGD	*Elec.light* 2*Dks*		3529						Pt.Glasgow	Co.)			*WB*		J.G.Kincaid&Co.Ld.Grk.		
287	**Veulettes**	SteelScSr	1611					1903	Detroit S.B.	Soc.Maritime	241·0	41·1	18·8	Havre	T.3Cy.15″,25″&42″–30″		V
	Bourgneuf (*ex*S.N.Parent)		—						Co.	Nationale	Q88′	F36′		French	97NHP		
LHQV	*Mchy.Aft Elec.light* 1*Dk*		921						Wyandotte				*WB*		DetroitS.B.Co.Detroit		
288	**Viadra**	SteelScSr	947					1899	Oderwerke	RenataDmpfsch.	206·3	32·0	14·1	Stettin	T.3Cy.14½″,22¾″&38″–28″		G
	P.Raddatz –03		725						A.G.	Ges.ThGribel(Rud	Q63′	B51′	F29′	German	76NHP		
JFNR	1*Dk*		578						Grabow	ChristGribel,*Mgr*)			*WB*		OderwerkeA.G.,Grabow		
289	**Viana**	SteelScSr	1749					1911	Act.Ges.	Requisitioned by	287·3	41·2	16·8		T.3Cy.22 3/16″,35 7/16″&55½″		
	(*ex*Mailand)		1565						"Neptun"	thePortuguese	P&B226′	F31′		Portuguese	–37 7/16″ 192NHP		
	Elec.light Sub.Sig. 1*Dk*		1030						Rostock	Government			*WB*		A.G."Neptun,"Rostock		
290	**Vianna**	SteelScSr	401					1899	Schiffswrft	Requisitioned by	135·5	23·1	10·1	London	C.2Cy.13¾″&25¼″–15¾″		
136762	*A.B.Eastwood* –16		238						vonH.Koch	theAdmiralty	Q38′	F15′		British	21NHP		
JHWG	1*Dk*&*pt Awng dk*		244						Lubeck	(Everett&New-	*pt Awng dk*	70′			J.F.Ahrens,Ottensen		
										bigin,*Mgrs.*)			*WB*				
291	**Viator**	SteelScSr	983					1904	Stavanger	Dpskselsk.Svithun	231·7	33·3	15·3	Stavanger	T.3Cy.16″,26″&43½″–30″		N
	O.Eriksen		881						Stöberi&Dok	(Holdt & Isachsen	H48*t* F29*t*			Norwegian	104NHP		
MBTD	1*Dk*		619						Stavanger	A.S.*Mgrs.*)			*WB*		StavangerStöberi&Dok		
292	**Vibran**	WoodScSr	408					1891	K.Skaa-	J.A.Knudsen	153·1	25·7	12·6	Haugesnd	T.3Cy.11⅛″,18″&29½″–24″		N
	E.Meland		326						luren		Q24*t*	B58*t*	F7*t*	Norwegian	43NHP		
JNVF	1*Dk2tr B*		235						Rosendal						LaxevaagsMsk.&Jrns.Bgn		
293	**Vicente Carsi**	IronScSr	1922	✝	Lon	*s*		1880	C.Mitchell	T.Seebold	286·0	36·0	23·0	S.Sebast'n	C.2Cy.34″&66″–42″	25 ″ 9	V
	P.Urruchua *ss*Ham.No.3–7,92		1833	10,01				3mo	&Co.		P30′	F35′	ND93	Spanish	NDB96 214NHP		
	(*ex*CarmenRoca, *ss*Ham.No.1–96		1352	✝					Newcastle		*Shade dk* 64′		BK10″		2SB,*6pf*,GS100,HS3400		
	*ex*EmmaK., 2*Dks*(1*Irn*&1*pt Irn*)2*tr B*										*WB*= *Cell DBa*		88′	*f* 110′	305*t*	WllsndSlpwy.Co.Ld.Nwc.		
	*ex*Gambia,*ex*Sheikh)																
294	**Vicente Ferrer**	IronScSr	991					1878	M.Pearse	~~Cia. Valenciana de~~	230·0	29·0	17·0	Valencia	C.2Cy.25½″&57″–42″	17 ″ 9	V
	C.Garcia (*ex*Bittern)		—						&Co.	~~Vap.Correos de~~	P64′	F45′		Spanish	NB04 125NHP		
JTQM	*Elec.light* Wireless 2*Dks*		448						Stockton	~~Africa~~ Cia Trans-			*WB*		Blair&Co.Ld.Stockton		
										Mediterranea							
295	**Vicente La Roda**	SteelScSr	1508					1899	J.Scott&	~~Cia. Valenciana de~~	237·2	34·2	16·8	Valencia	T.3Cy.20″,32″&54″–39″	17 ″ 9	V
	Vilar (*ex*Una)		—						Co.	~~Vap.Correos de~~	P&B144′	F57′		Spanish	274NHP		
JTQC	*Well deck Elec.light* Wireless 1*Dk2tr B*		915						Kinghorn	~~Africa~~ Cia Trans-			BK8″ *WB*		J.Scott&Co.Kinghorn		
										Mediterranea							
296	**Vicentica**	WoodSc	183					1902	Kwong	F.Tarnate	138·0	20·2	8·2	Manila	C.2Cy.13½″&26″–18″		
171847	F&YM3,13 (*ex*SanFrancisco,		—						YakCheong					Utd.States	24NHP		
MCGW	*ex*FookWo) 1*Dk*&*Awng dk*		94						HongKong						YungHingLoong,Hng.Kg.		
297	**Vicenza**	SteelScSr	1833					1909	Akt.Ges.	Requisitioned by	273·2	39·1	19·9		T.3Cy20½″,35 7/16″&55½″–37¾″		CI
	(*ex*Tunis)		1664						"Neptun"	theItalianGovt.	P27′	B72′	F30′	Italian	192NHP		
SRDL	*Elec.light* 2*Dks*		1117						Rostock	(ItalianStateRlys)			*WB*		A.G."Neptun,"Rostock		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 6 7 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned or Renewed. Equipment Letter.	7* Date when tail shaft last seen.	8 9 Built. When / By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B.of Trade Cert.
298 106605 PLTK	Vickerstown *Knox* SteelSc3MstSr ~~*S.Wood* –10~~ (*ex* TurretChief) *Turret deck* 1 *Dk*	1850 1806 1150					1896 W.Doxford &Sons,Ld. Sunderland	Entente S.S.Co.Ld. (Leopold Walford (London) Ld *Mgrs*)	253·0 F25*t*	44·0	19·7	Newcastle British *WB*	T.3Cy.20″,34″&57″–39″ NB15 203NHP W.Doxford&Sons,Ld.Sld.		V
299 124200 HLBC	Victor SteelScSr *A.Grant* –15 *ss*Gls.No.1–11 *Well deck* 1 *Dk*(*Irn*) *Mchy.Aft*	435 287 165	✠100A1 4,14 ~~Exam 6.9.17~~ ~~BS5.16~~ ✠LMC ~~5.17~~ 2.17	Trn	*g*	~~7,16~~ 9,17	1907 J.Shearer &Sons,Ld. Glasgow *Lloyd's SA&CP*	South Wales&Liverpool S.S.Co.Ld. (R.Gilchrist&Co., *Mgrs.*) *WB*=*Cell DB f* 84′97*t FPT*	150·0 Q83′B8′F22′	25·1 BK7″	9·3 *43t APT8t*	Aberdeen British 130lb 68RHP 1SB,*3pf*,GS56,HS1771 Hutson&Sons,Ld.Glasgow	C.2Cy.16″&41″–30″ (*s*) 1SB,*3pf*,GS56,HS1771 *4BHCem*	11 ″ 9 s ″ 6 11 ″ 11	
300 119606	— SteelScK *R.J.Alexander* *ss*Abn.No.1–10 1 *Dk*	201 186 79	✠100A1 *Stm Trawler* 8,13 BS8.13 ✠LMC10.10	Abn		8,13	1906 J.Duthie Torry S.B.Co. Aberdeen *Lloyd's SA&CP*	Peterhead Trawling Co.Ld. (J.G.Adam, *Mgr.*)	115·5 Q17′F20′	21·9 BK7½″ *WB*=	11·9 *DB f* 25′20*t*	Peterhead British 180lb 60RHP 1SB,*3pf*,GS42,HS1315 W.V.V.Lidgerwood,Gls.	T.3Cy.12″,20″&33″–23″ (*s*) 1SB,*3pf*,GS42,HS1315 *4BHCem*	13 ″ 0	
301 108452 PNVD	— IronScK *W.S.Wemyss* –14 (*Fishing*) 1 *Dk*	193 177 92				…	1897 Cochrane& Cooper Beverley	R.W.Lewis	110·0 Q17′F20′	21·1 BK7½″	11·4	Aberdeen British	T.3Cy.12¾″,19½″&32″–23″ 55RHP C.D.Holmes&Co.,Hull	12 ″ 0	
302 4097 JNCH	— SteelScSp *E.Johansson*98–09 1 *Dk*	185 150 89					1902 C.A.Lundahl Dösebacka	Göteborgs Murbruks och Betong Aktieb. (S.Nylander, *Mgr.*)	98·8 Q30′H15*t*F17′	22·4	8·8	Gothenbrg Swedish	C.2Cy.10¾″&23¾″–16″&20″ *Emade*80, *fttd*.02 21NHP Bergsunds Aktieb.Skm.		
303 121336 HGJF	— SteelScSr *W.Strong* –15 (*Tug*) 1 *Dk*	175 148 5					1906 A.Stephen &Sons,Ld. Glasgow	Steel&Bennie,Ld.	106·0	22·1	10·4	Glasgow British	C.2Cy.20″&40″–27″ 99RHP A.Stephen&Sons,Ld.Gls.		
304 Legendre –09	— SteelTwinSc (*Tug*)	172 — —					1907 P.Smit,jun Rotterdam	Borde&Frétigny	115·8	21·6	9·7	Rouen French	T.6Cy.13½″,22″&36″–15½″ 102NHP P.Smit,jun.,Rotterdam		V
305 109211	— SteelScSp *H.Foss* –14 (*Tug*) 1 *Dk*	153 63	*New names* "Ictor," *See No.* 11 *in Supplement*			…	1898 Pool,Skinner&Williams Falmouth	W.Thomas	106·0	20·0 BK6½″	11·3	Falmouth British	T.3Cy.14″,22″&36″–24″ 95RHP Cox&Co.Falmouth	11 ″ 7	
306 105172	— SteelScSp *E.Webb* –14 (*ex* Lady Windsor) 1 *Dk*	133 116 5	✠ *For Towing purposes* 7,00 ✠	Lon			1895 Croom& Arthur Leith 6mo	Elliott Stm.Tug Co. Ld.(J.Page, *Mgr.*)	96·2	18·5 BK6½″	10·0 *4BHCem*	London British	C.2Cy.19″&36″–24″ 95RHP 1SB,*2pf*,GS42,HS1156 Ross&Duncan,Glasgow	10 ″ 6	
307 3366 JKGC	— IronScSp *P.Ehrlander*13–13 *Mchy.Aft* 1 *Dk*	107 93 69					1899 O.A.Bruhn Dösebacka Gothenburg	Ångb.Akt.Bohusländska Küsten (C.Thorburn, *Mgr*)	90·5 H14*t*	17·8	9·4	Uddevalla Swedish	C.2Cy.9″&18″–12″ *E.blt*.88 *B.blt*.93 9NHP Wilhelmsberg M.V.Got.		
308 *J.Larrauri* –08 *ss*Bbo 2nd No.3–4,16 JTQP (*ex* Satur, *ex* Wildcroft) 1 *Dk*(*pt Stl*) *Well deck* &*pt Irn*)&*Webframes*	Victor de Chavarri SteelScSr	2957 2281 1966	✠100A1 6,17~~4,10~~ BS4.17 ✠LMC4.16	Bbo	*t*	4,16	1891 E.Withy &Co. W Hartlepool A&CP	Altos Hornos de Vizcaya	314·3 P29′Q100′B128′ F33′ FK	40·6	21·1 *Cell DB*268′	Bilbao Spanish 6 *BHAsp*	T.3Cy.24⅜″,38½″&64″–42″(*s*) 160lb *100lb* NDB03 270NHP 2DB,*8cf*,GS126,HS4105 T.Richardson&Sons,Hpl.	23 ″ 8 s 2 ″ 5½ 21 ″ 6	
309 115316 TPQB	Victoria SteelTwinScSr *C.March* –15 *Elec.light* Wireless 3 *Dks*	5967 4156 3692					1902 Fairfield Co.Ld. Glasgow	Pacific Stm.Nav.Co	401·4 F63′	52·3	26·2	Liverpool British *WB*	T.6Cy.22½″,38″&63″–48″ 550NHP Fairfield Co.Ld.Glasgow		BT till 5,17
310 161825 KNRM	— IronScSr *J.A.O'Brien* (*ex* Parthia) 4 *Dks*	3502 1731 2112					1870 W.Denny &Bros. Dumbarton	Alaska S.S.Co.	360·5	40·4	34·3	P.Twnsnd, Wash. Utd States	T.3Cy.31″,50″&76″–54″ NE&B85 424NHP J.Elder&Co.,Glasgow		
311 ~~*D.H.Morris* –17~~ 110996 TQMS	— *C.W.V.Bartram* 18–18 SteelScSr *ss* Syd.No.3–10,14 2 *Dks*(*Stl–Uws*)&*Webframes* *Elec.light* Wireless	2969 2107 1870	✠100A1 1,18 ~~1,17~~ ~~BS1.17~~ ✠LMC10.14 BS10.17	Syd	*v*	1,17	1902 Gourlay Bros.&Co. Dundee *Lloyd's SA&CP*	William J.Lumb Ld.— *WB*= *Cell DB a*72′ *uE*&*B*58′	335·0 P201′F100′ *Prom.dk on* P101′ *f*154′ 429*t*	43·2 BK8½″	20·6 *FPT*43*t*	Melbourne British 7 *BHCem*	T.3Cy.27½″,45″&74″–48″ (*s*) 180lb 521NHP 2D&1SB,*15cf* GS348 HS9550 *APT*26*t* Gourlay Bros.&Co.Dundee	23 ″ 2 s 2 ″ 10½ 21 ″ 5	
312 123811 HKNR	— SteelTrpScSr *C.N.Cobb* –17 *Elec.light* Wireless 2 *Dks*&*Shade dk*	1689 1163 695					1907 W.Denny &Bros. Dumbarton	S.Eastrn&Chathm Rly Cos.' Managing Committee	311·0	40·1	15·8	London British *WB*	3 Turbines 800RHP Denny&Co.Dumbarton		
313 *Elec.light*	— SteelTwinSc 1 *Dk*&2 *Shade dks*	1082 831 640					1912 Jonker& Stans Hendrik Ido Ambacht	Cia.Navegaçao do Amazonas	224·0	45·0	10·8	Para Brazilian	T.6Cy.14″,23″&37½″–16½″ 117NHP Alblasserdam.Msch.Fab.		V
314 140363 JBGH ~~SFPG~~	— SteelScSr ~~*C.Gundersen*~~ *Well deck* 1 *Dk*	~~966~~ 974 762 ~~594~~ 574					1896 Bergens Mek.Verks. Bergen	The Shipping Controller (Turnbull, Scott&Co. *Mgrs.*)	216·0 Q106*t*B56*t*H14*t* F27*t*	31·7	12·8	~~Bergen~~ Norwegian London *WB* British	T.3Cy.15½″,25″&42″–30″ 87NHP Bergens M.V.,Bergen		N
315 106904 PKGJ	— SteelTwinScSr *F.D.Harris* –15 2 *Dks*	710 627 302					1896 J.&G. Thomson,Ld. Clydebank	L.&S.W.Rlwy.Co.	220·5 *Shade dk*96′	28·1	16·3	S'thamptn British	T.6Cy.13½″,21″&33″–24″ 107NHP J&G Thomson Ld Clydebnk		BT till 2,18
316 QJWC	— SteelSc *J.Lange*03–11 1 *Dk*	660 519 364					1911 Akt.Ges. "Weser" Bremen	Dampfschifffahrts Ges.Neptun	180·1 Q50′B45′F22′	28·2	12·9	Bremen German *WB*	T.3Cy.13″,21 1/16″&34 7/16″–23⅝″ 58NHP A.G."Weser,"Bremen		G
317 1090 LRAP	— SteelTwinScSr *N.Ischebanoff* *Mchy.Aft* 1 *Dk*	422 — 300					1890 Stablimnto Tecnico Trieste	Louis Dreyfus&Co.	196·0 P27*t*Q22*t*	28·6	8·6	Rostoff o/Don Russian	C.4Cy.13″&24″–20″ 42NHP Stablimento Tecnico,Tri.		
318 112580 WDGS	— IronTwinScCtr *A.Larsen* –01 (*Tug*) 3 (*ex* H.M.S.Victoria) 1 *Dk*	~~369~~ 357307 ~~39 330~~					1884 W.G.Armstrong Mitchell&Co. Newcastle	J.Fenwick&Co.	139·2	26·0	13·1	Sydny NSW British	C.4Cy.21″&36″–18″ 95RHP R.&W.Hawthorn,Nwc.		
319 213 HCRQ	— SteelTwinScSr *J.Lemos*08–08 *ss*Pra.No.1–09 1 *Dk*(*Teak*)&*Promenade dk*(*Teak*) *Elec.light*	*355* *265* *241*	✠ 11,12 *For River purposes only* ✠	Pra			1906 Murdoch & Murray 2mo Port Glasgow	Barbosa& Tocantins	150·0 F26′	31·1 FK	8·2 *5BHCem*	Pará Brazilian	C.4Cy.16″&32″–21″ 100NHP 1SB,*3pf*,GS66,HS1855 D.Rowan&Co.Glasgow	8 ″ 6	
320 111666	— WoodSc 1 *Dk*	343 124 183					1902 G.Manseau Sorel,P.Q.	Á.Mallette	101·7	21·2	6·9	Montreal British	C.2Cy.10″&20″–10″ 17RHP A.Pontbriand Frère,Sorel		

1 Numéro d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Tirant assigné nationalement après Lettre d'Enfoncement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Imprimé en gras si ce n'est dans le L. R. Barrés, Cert. Surv'ds.
321 101736 NFMQ	Victoria	SteelScSr 2 Dks	333 273 223				10,14	1900	Australian Forge&E.Co. Prop.Ld. Wlliamstwn	PortPhilipSea Pilots	150·5 B90′	24·3	12·6	Melbourne British WB	T.3Cy.17″,27″&44½″–30″ 100RHP AustralianForge&Eng.Co. ProprietaryLd.		C
322 72907 Sub.Sig.	— W.H.Corneck –14	SteelSc 1 Dk	288 217 83					1901	Boyd&Co. Ld. Shanghai	ShanghaiTug& LighterCo.Ld.	130·0 P31′B72′F33′	25·1	11·2	Shanghai British WB	C.2Cy.16½″&38″–27″ 102RHP Boyd&Co.Ld.Shanghai		
323 KHMN	— F.Duis –90	SteelPadSr 1 Dk	275 192 116					1891	Akt.Ges. "Vulcan" Stettin	Act.Ges.Ems	157·4 len88	20·6	8·6	Leer German	C.2Cy.24⅝″&48¾″–39½″ NB06 124NHP A.G."Vulcan,"Stettin		G
324 82355 JMBN	— A.E.Pearce –08	SteelPadSr	229 204 93					1884	J.&K.Smit Kinderdijk	Cosens&Co.Ld.	175·0 len88	19·3	8·7	Wymouth British	O.2Cy.35″–36″ NB12 75RHP J.Penn&Sons,London		
325 128759	— H.J.Hewer –14	SteelScK 1 Dk	221 195 87	✠100A1 Stm Trawler 10,14 ✠LMC 2,18	Mil		10,14	1912 2mo Lloyd's	Smith's DockCo.Ld. Middlesbro' sA&CP	~~J.Thomas~~ Wyre Stm.Trawlg.Co.Ld (J.N.Ward&Son, Mgrs.)	120·0 Q69′F20′	22·0	11·7 BK7½″	Milford British 3 BHCem	T.3Cy.12½″,20′&34″–24″ (s) 180lb 57RHP 1SB,3pf,GS41,HS1446 MacColl&Pollock,Ld.Sld.	12	6
326 Elec.light	— (Bucket Dredger) ssVictoria(Brazil)No.1–15	SteelSc 1 Dk(Stl)	205 205 105	✠ A1 Dredger 1,15 ✠LMC 1,15	Victoria (Brazil)		~~1,15~~ 10,17	1910 9mo, Lloyd's	Lobnitz& Co.Ld. Renfrew sA&CP	LeopoldinaRly.Co.	120·0 5	25·1	9·5 FK	Victoria Brazilian 5 BHCem	C.2Cy.13′&26″–18″ (s) 120lb 35NHP 1SB,2pf,GS33,HS729 Lobnitz&Co.Ld.Renfrew	10 s 2 7	0 6 7
327	—	WoodSc (exGarland)	166 — —					1890	..... Pt.Townsend	Cia.Naviera del PacificoS.A.	97·2	18·7	7·1	Guaymas Mexican			
328 2193 JFBQ	— J.A.Godberg11–12	IronSc 1 Dk	162 86 111					1880	Bergsunds Mek.Verks. Stockholm	VaxholmsNya Angf.Aktieb. (B. vonSydow, Mgr.)	106·4 B29′H41t	20·7	8·4	Vaxholm Swedish	C.2Cy.20″&35″–24″ 50NHP Brgsnds.Mek.Vks.,Skm.		
329	—	SteelSc 1 Dk	150					1915	J.King& Co. Howrah	T.Duff&Co.Ld.	100·0	16·2	8·5	British	C.2Cy.13″&27″–18″ J.King&Co.Howrah		
330 115261	— Brown	SteelScSp ssLiv.No.3–11,14 1 Dk(Irn)	147 130 5	✠100A1 For Towing purposes 7,16 ✠LMC ~~MS11.14~~ ~~BS10,16~~ 7,17	Liv		2,16	1902 3mo Lloyd's	J.Jones& Sons Birkenhead sA&CP	AlexandraTowing Co.Ld.	92·5 WB	20·1	10·8 BK6½″	Liverpool British 4 BHCem =APT3t	C.2Cy.16″&42½″–27″ (s) 150lb 69RHP 1SB,3cf,GS55,HS1498 J.Jones&Sons,Liverpool	12	0
331	—	IronScTug (exAmerica)	147 147 73					1881	Soc. Cockerill Hoboken	Bencini&Quistas	89·6 P18tB18t	19·4	11·0	PrtSudan Egyptian	C.2Cy.20″&39″–22″ NB94 59NHP HDeville-Chatel&CoBrsls.		
332	—	SteelSc (Fishing) 1 Dk	143 — 47					1916	Gebr.Boot Leiderdorp	N.V.VisscheryMy Victoria(N.V. Exploit&Ad.My ShamrockI.)	102·0 H17t	20·4	10·2	Ymuiden Dutch	T.3Cy.9⅜″,15⅝″&27⅜″–21½″ 36NHP N.V.Indust.MyHera,Ymu.		
333 HQNK	— C.Omtvedt	IronScSr 1 Dk	141 69 71					1882	Akers Mek. Verkst. Christiania	Skien-Telemar-kensDmpskacties.	96·5 P18tB18t	18·0	7·1	Skien Norwegian	C.2Cy.11″&23 9/10″–18½″ 20NHP AkersMek.Verks.Xia.		
334	—	Wood (exFelixMelliza)	136 — 74					1886	..... Donzol	Viuda y Hijos de F.Escaño	121·7	18·0	7·7	Cebu Utd.States			
335 JVBG	— J.SoutoCosta99–99	WoodScSr	128 — 57					1899	M.Becerra Freijo	A.SoutoRamos	101·7 P31′B72′F33′	19·5	7·4	Corunna Spanish	C.2Cy.13″&24″–19″ Ebuilt84fitted99 21NHP Thompson,Glasgow		
336 3754 JLRP	— V.A.Jacobi –99	SteelSc (Tug) 1 Dk	114 97 48					1899	Jönköpngs Mek.Verkst. Jönköping	Rederiaktieb. Victoria (H. Björnlund)	85·9 H17t	19·9	10·6	Luleå Swedish	C.2Cy.17″&29⅝″–17½″ 30NHP JönköpingsM.V.		
337 684	— J.Colluani –06	WoodSc (Tug)	114 —					1901	F.Court Constitucion	Soc.Nacional de Buques y Maderas	90·0 P31′B72′F33′	18·5	11·0	Valparaiso Chilian	C.2Cy.15″&30″–20″ 33NHP J.G.Kincaid&Co.Greenock		
Now named "Coquimbano," *See No. 100 in Supplement*			54														
338 127958 HNQJ Elec.light	Victoria de Larrinaga J.O.Williams –16 2 Dks(Stl)&deep framing &Shelter dk(Stl) ssMch.No.2–17	SteelScSr ~~ssMch.No.1–16~~ 4340 2971 ~~6,17~~ 12,16 1,18 MS7,17 BS11 ~~BS10,16~~ 7,17	4648 Shelter dk with freeboard	✠100A1	Mch	z	~~11,15~~ 7,17	1909 1mo Lloyd's	Russell& Co. Pt.Glasgow sA&CP	Miguel de Larrinaga S.S.Co.Ld. (Larrinaga&Co. Mgrs.) WB=Cel f171′1297tDTa43′	405·1 P31′B72′F33′ lDBa137′uE&B46′ 1024tAPT25t	52·0	25·6 FK	Liverpool British 6 BHCem 5 to U dk 1 to M dk	T.3Cy.27″,44″&73″–48″ (r) 180lb 110lb 470NHP 2SB,8cf,GS113,HS6556 FD D.Rowan&Co.Glasgow	28 s 3 25	5 8½ 1
339 RLQD Sub.Sig.	Victoria Luise M.Meyer Elec.light Wireless	SteelTwinScSr (exDeutschland) 4 Dks&Promenade dk	Carrying oil fuel F.P.a.o.e.150°F.in DB&deep tank.					1900	Akt.Ges. "Vulcan" Stettin	Hamburg-Amerik. Packetf.Act.Ges. (Ham.-Amr.Linie)	660·9 P108′B314′H93′ F117′	67·3	40·3 WB	Hamburg German Re-built11Akt.Ges. "Vulcan"	Q.8Cy.33½″,49⅝″,70 1/16″&98⅝″ –72½″ 1652NHP		G
340 105220 PTBV	Victoria Regina A.Jenkins00–13	SteelScSr ssAbn.No.2–05 1 Dk	146 139 55	✠ Stm Trawler 10,08 ✠	Abn			1897 7mo	A.Hall& Co. Aberdeen	T.Davidson	101·6 P31′B72′F33′	20·1	10·8 BK7½″	Aberdeen British 3 BHCem	T.3Cy.11½″,18″&31″–21″ 1SB,2pf,GS32,HS893 52RHP A.Hall&Co.,Aberdeen	11	6
341 MNRW	Victoria 2 O.Johnsen –16 (exImport,exVictoria,ex Pendower)	SteelScSr ssCff.No.3–5,08 1 Dk(Irn)2trB&Web frames	2793 2481 1738	✠100A1 withfreeboard 2,16 BS10,16 ✠LMC 9,12	StN	t	N12,15	1896 2mo	Irvine&Co. W Hartlepool A&CP	Dmpsk.Akties. Victoria 2 (E.&N. Chr Evensen Mgrs) Cell	314·0 P31′B72′F33′ DBa&uE134′f118′	44·0	20·7 FK	Chrstiania Norwegian 3 BHCem 597tAPT81t	T.3Cy.23″37½″&61½″–39″(s) 160lb 100lb NDB16 240NHP 2SB,Grf,GS95,HS3648 Blair&Co.Ld.Stockton	23 s 3 19	3 10 9
342 HKFP	Victoria 2° J.S.Marnoto –12 Well deck	SteelScSr (exGlencairn) 1 Dk&Webframes	1101 688	Now named "Marcel," *See No. 40 in Supplement*				1889 Sunderland	J.Priest- Smith&Co.	Glama&Marinho	231·5 Q87′B94′F27′	32·0	15·3 BK8″	Oporto Portuguese WB	T.3Cy.17″,28″&46″–33″ NB09 134NHP Hutson&Corbett,Glasgow	16	3
343 121216 HCFM	Victorian E.Cook –14 Ref.Mchy. Sub.Sig. Wireless	SteelTrpScSr 3 Dks	10635 8459 6747					1904	Workman, Clark&Co.Ld. Belfast	AllanLineSSCo.Ld (CanadianPacific OceanServices,Ld. Mgrs.)	520·0 P56′B171′F68′	60·4	38·0 WB	Glasgow British	Steam Turbines Wrkman,Clark&Co.Ld Bel		C

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. — *Master.* — *Late Name if any.* — Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage — Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned. now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 Built. By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. — Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of Build/Trade/Alt.
344 161655 KJNT	Victorian (*Car Ferry*) 1 *Dk*	WoodScSr 1504 — 809					1891	J H. Steffen Portland, Or.	Estate of W. D. Hofius	242·3	36·0	15·5	Seattle, Wash. Utd. States	T.3Cy.26″,41″&68″–34″ Willamette Iron Works, Willamette, Or 270NHP		
345 113194 JFHR	Victorian II. *G.F.Smith* –15 *ss*Gms.No.2–08 (*ex* Victorian) 1 *Dk*	IronScK 195 175 76	✠ *Stm Trawler* 9,13	Gms			1900 8mo	Cook, Welt'n & Gemmell Hull	W. Ellis	113·6 Q49′F19′	21·0 BK7½″	11·2	Grimsby British 3 *BHCem*	T.3Cy.11¾″,20″&32″–24″ NB15 55RHP Amos&Smith, Hull	12 ″ 1	
346 105223	Victorian Prince *J.Scarth* –08 (*Trawler*) 1 *Dk*	SteelScK 126 117 48			...		1897	J.T.Eltringham&Co SouthShields	R. Irvin&Sons, Ld.	96·5	19·1	10·6 BK7″	N. Shields British 3 *BHCem*	C.2Cy.16″&34″–22″ 47RHP G.T.Grey, SouthShields	11 ″ 0	
347 135883 JCHK	Victorian Transport (Detained at Danzig) *J.E.P.Chapman* –13 1 *Dk*	SteelScSr 4482 4271 2849					1913	Nthmblnd S.B.Co.Ld. Newcastle	Empire Transport Co.Ld. (Houlder Bros.&Co Ld *Mgrs*)	385·1 P35′B119′F37′	52·0	27·1 *WB*	W. Hartlpl British	T.3Cy.25″,40″&68″–48″ 320NHP Richardsons, Westgarth& Co.Ld.Sld.		C
348 161758	Victory *Mchy. Aft Elec.light* 1 *Dk* 2 *trB*	SteelSc 4527 — 3707					1895	Chicago S.B.Co. Chicago	Interlake S.S.Co. (Pickands, Mather & Co., *Mgrs.*)	450·0 len05	48·3	22·5 *WB*	Cleveland, Ohio Utd. States	T.3Cy.23″,38″&63″–40″ 251NHP Clevelands.B.Co Cleveland		
349 108496	— *S.Stephenson* –17 1 *Dk*	IronScK 164 151 66			...		1898	Earle's Co. Ld. Hull	A. Black	102·0 Q18′F19′	20·6	11·0 BK7½″	Grimsby British	T.3Cy.11″,17″&30″–21″ NB10 45RHP Earle's Co.Ld.Hull	11 ″ 9	
350 JQRG	Vida *E.Ivancich* (*ex* Volosca) *Mchy. Aft* *Elec.light* 1 *Dk*(*Stl*)*& deep framing*	SteelSc 129 — 58	✠100A1 3,15 *Examined* 1,18	Shl	*s*	5,16	1895 *In terme diate Lloyd's*	G. Howaldt &Co. Fiume	Società Hotel Grignano *sA&CP*	109·9 *WB=Cell*	19·0	8·0 *DBa* 82′ *uE&B* 53′	Trieste Aust.-Hung.	T.3Cy.9″,14½″&24½″–12″ 21NHP Howaldtswerke, Kiel		A
351 4786 JQRG	Vidar *O.F.Westling* 13–12 *ss*Shl.No.1–12 *Elec.light* 1 *Dk*(*Stl*)*& deep framing*	SteelScSr 2159 1893 1198	✠100A1 3,15 *Examined* 1,18 ✠LMC5,16	Shl	*s*	5,16	1907 9mo *In terme diate Lloyd's*	Murdoch &Murray Pt.Glasgow	Stockholms Rederiaktieb. Svea (Hj Blomberg *Mgr*) *d in fore hold disp* *sA&CP*	285·3 P27′Q7′B74′F35′ *ensed with 4 B Honly* *WB=Cell DBa*	42·1 FK	19·6 *f* 108′567*t FPT* 41*t APT* 72*t*	Stockholm Swedish *Cem*	T.3Cy.21″,35″&57″–39″ (*s*) 180lb *100lb* 230NHP 2SB,*6cf*, GS107, HS3705 D.Rowan&Co.Glasgow	22 ″ 0 s 3 ″ 1 19 ″ 2	
352 NTGH	— *O.Christensen* 89–15 *Elec.light* 2 *Dks*	SteelScSr 1353 1102 720					1915	Akt. Burmeistr& Wain Copenhagen	Det Forenede Dampskibs Selsk.	252·7 P169′F28′	37·0	16·9 *WB*	Copnhagn Danish	T.3Cy.22″,36″&60″–42″ 233NHP Akt.Burmeistr& Wain, Cpn		V
353 118947 HCKR	Vidette *D.Joensen* –11 *ss*Gms.No.2–13 (*ex* Ulverston) 1 *Dk*	SteelScK 240 222 100	✠100A1 *Stm Trawler* 7,14 BS7,14 ✠LMC8,15	Gms		7,14	1905 4mo *Lloyd's*	Cochrane & Sons Selby	Atlas Stm. Fishing Co.Ld. (Letten Bros. *Mgs.*) *sA&CP*	123·6 Q66′F20′	22·0	11·5 BK7½″	Grimsby British 4 *BHCem*	T3Cy.12¼″,21½″&35″–24″ (*s*) 180lb 63RHP 1SB,*2cf*, GS33, HS1135 C.D.Holmes&Co.Hull	12 ″ 4	
354 LCDN	Vidir *J.Bjarnason* (*Trawler*) *Elec.light* 1 *Dk*	SteelSc 253 235 106					1915	Schffb.Ges. Unterweser m.b.H.Lehe	Akties.G. Bödvarsson	134·5	23·4		Hafnfirdi Iceland Danish	T.3Cy.13″,21½″″&34½″–23⅝″ Odensener 59NHP Maschienenfab.Hamburg		
355 125059	Vidonia *W.Lingard* –10 1 *Dk*	SteelScK 276 262 124	✠ *Stm Trawler* 11,09 ✠	Gms			1907 5mo	Cochrane& Sons Selby	Arctic Steam Fishing Co.Ld. (E.Bacon, *Mgr.*)	128·0 F23′	22·0	13·0 BK7½″	Grimsby British 4 *BHCem*	T.3Cy.12½″,21″&34″–24″ 70RHP 1SB,*2pf*, GS35, HS1192 Amos&Smith, Hull	13 ″ 10	
356 2779 JGFP	Vieille Montagne No. 1 *N.L.Lilja* 00–00 *Mchy. Aft* 1 *Dk*	IrnScSp 174 140 88					1865	Motala Co. Motala	S.R.Wibel	99·9 P24′H8*t*F18′	21·7	8·2	Åmmeberg Swedish	C.2Cy.10⅝″&21⅜″–15⅝″ NE&B08 15NHP Motala V.Nya Akt.Motala		
357 2780 JGFQ	Vieille Montagne No. 2 *A.W.Lindquist* 96–96 *Mchy. Aft* 1 *Dk*	IrnScSp 166 144 80					1876	Motala Co. Motala	S.R.Wibel	98·7 Q12′H13*t*F20′	21·5	9·5	Åmmeberg Swedish	2Cy.13″–26″ 13NHP Motala Co., Motala		
358	Vieille Montagne No. 3 *W.Lindqvist* –16 SteelScSr *Elec.light Mchy. Aft* 1 *Dk*	 231 176 94					1916	Motala Vrk.Nya Akt. Motala	O.Torell	100·4 P39′F13′	22·3	10·8 *WB*	Åmmeberg Swedish	C.2Cy.10¼″&21¾″–15″ 15NHP Motala V.Nya Akt.Motala		
359	Viena Wireless 2 *Dks*	SteelPad 2400 — 1641					1906	A&J.Inglis Ld. Glasgow	Cia. Argentina de Nav. (Nicolas Mihanovich) Ltda.	320·0 *Shade dk* 270′	40·2	20·1 *f* 76′ 299*t FPT* 40*t APT* 12*t*	Bns.Ayres Argentine	T.3Cy.31″,52″&78″–84″ 558NHP A.&J.Inglis, Ld.Glasgow		
360 111198 RFMC	Vienna *E.T.Atkins* –15 2 *Dks*	SteelScSr 4170 3874 2671					1899	Barclay, Curle&Co.Ld. Glasgow	Vienna S.S.Co.Ld. (Gow, Harrison& Co.)	376·2 P37′B100′F37′	48·0	26·2 *WB*	Glasgow British	T.3Cy.25″,41″&67″–48″ 311NHP Barclay, Curle&Co.Ld.Gls.		C
361 115668 VBTN	— (Detained at Hamburg) *C.Browne* 83–03 *ss*Lth.No.2–11 *Elec.light* 2 *Dks*(*UStl*-ws)	SteelScSr 1912 1275 1034	✠100A1 2,14 BS5,14 ✠LMC3,11	Lth	*r*	3,13	1903 5mo *Lloyd's*	Ramage& Ferguson, Ld. Leith	Leith, Hull&Ham. Stm.Pkt.Co.Ld. (J. Currie&Co. *Mgrs.*) *sA&CP* *WB=Cell*	280·3 P31′B179′F51′ *DBa* 44′ *uE&B* 80′	37·2 FK&BK1¾″	17·4 *f* 76′ 299*t FPT* 40*t APT* 12*t*	Leith British 6 *BHCem*	T.3Cy.24¾″,42″&68″–45″ (*o*) 180lb 460NHP 2SB,&1 AuxSB,*8cf*, GS176, HS7037 FD Ramage&Ferguson, Ld.Lth.	19 ″ 10 s 2 ″ 2 18 ″ 3	
362 99457 NMRV	— *L.Richmond* –14 Sub.Sig. Wireless 2 *Dks*&*pt Awng dk*	SteelTwinScSr 1767 1131 761					1894	Earle's Co.(Lim.) Hull	Gt.Eastern Rly.Co.	302·4 P40′ *pt Awng dk* 248′	36·0	16·2 *WB*	Harwich British	T.6Cy.26½″,40″&61¾″–36″ NB08 447NHP Earle's Co.(Lim.), Hull		
363 JTQS	Viera y Clavijo *A.C.Selfe* –12 *ss*LaP.No.1–16 *Elec.light* 1 *Dk*&*Shelter dk*(*Teak*)	SteelScSr *862* *703* *501*	✠100A1 *Shelter dk* *with freeboard* 12,16 ✠LMC12,16	LaP	*m*	12,16	1912 2mo *Lloyd's*	Caledon S. B.&E.Co.Ld. Dundee	Cia. de Vap. Correos Interinsulares Canarios *sA&CP* *WB=Cell DBa* 29′	210·2 FK *uE* 18′ *f* 95′ 101*t FPT*	30·0	9·9 15*t APT* 10*t*	Las Palmas Spanish 5 *BHCem*	T.3Cy.16½″,27″&44″–28″ (*s*) 180lb 139NHP 2SB,*4cf*, GS74, HS2547 Caledon SB.&E.Co.Ld.Dun	12 ″ 3 s ″ 6½ 12 ″ 0	
364 137002	Viernoe *Elec.light* 1 *Dk*	SteelScK 273 259 145	✠100A1 *Stm Trawler* 9,14 ✠LMC9,14	Hul			1914 9mo *Lloyd's*	Cochrane &Sons, Ld. Selby	Arctic Stm. Fishing Co.Ld. (E.Bacon, *Mgr.*) *sA&CP*	130·4 Q72′F21′	22·0	12·6 BK7½″	Grimsby British 4 *BHCem*	T3Cy12½″21½″&35½″–24″ (*s*) 180lb 78RHP 1SB,*3pf*, GS45, HS1400 Amos&Smith, Ld.Hull	13 ″ 4	
365 87?9 ~~JQWR~~ ~~MGTL~~ JQRW	Vigdis *Richmond* –17 ~~*Sörensen* 16–16~~, *ss*Ham 2nd No.3–5,07 (*ex* Heinrich, *ss*Xia.No.2–16 *Well deck ex* Ecossaise) 1 *Dk*(*Irn*)	SteelScSr ~~861~~ ~~665~~ ~~599~~ 862 665 499	✠100A1 9,17 ~~12,16~~ ✠NB8,03 ✠LMC MS10,15 BS ~~12,16~~ 9,17	Xia Hul	*m*	~~10,15~~ 9,17	1883 3mo *Lloyd's*	Ramage& Ferguson Leith	The Shipping Controller (J. Currie& Co., *Mgrs.*) *WB=Cell DB* 180′200*t FPT*	210·5 FK	30·2	13·3 30*t APT* 12*t*	London ~~Leith~~ British 4 *BHCem*	C.2Cy.27″&50″–30″ (*s*) 87lb *80lb* NDB03 116NHP 1SB,*3cf*, GS58, HS2034 Ramage&Ferguson, Lth.	16 ″ 0	

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Enrôlement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Francbord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Registres où coté, si ce n'est dans le L. R. Durée, Cote, Bur. Trade.
366 118011 VKRJ	**Vigilant** *W.T.Grumley* –12 Sub.Sig.	**SteelTwinScSr** *ss*Liv.No.2–11 2*Dks*(1*pt Stl &pt Wood & UTeak*) 1*Dk*	344 298 151	✠100A1 10,13	Liv	*f*	10,12 9,17	1903 3mo *Lloyd's*	Murdoch & Murray Pt.Glasgow *sA&CP*	MerseyDocks& HarbourBoard	140·2 | 24·1 | 11·8 BK7′			Liverpool British	T.6Cy.10½″,17½″&28″–21″ 180lb (*s*) 80RHP 1SB,*3cf*,G847,HS1732 D.Rowan&Co.Glasgow	12 ″ 6 s 2 ″ 9 10 ″ 8	
367	— *A.Thomson* –04	**SteelTwinScSp** (*Tug*) 1*Dk*	*192 192 10*					1904	Lobnitz& Co.Ld. Renfrew	Cie.Universelle du CanalMaritime de Suez	130·3 | 22·6 | 10·5			Egyptian *WB*	C.4Cy.17½″&38″–24″ 118NHP Lobnitz&Co.Ld.Renfrew		
368 LJMT	— *Coffournic*12–12	**SteelScSr** 1*Dk*	168 — 61					1895	A.Dubigeon Nantes	J.F.Humarau&Co.	115·7 | 19·7 | 10·2 H15′ F16′			Bordeaux French	C.2Cy.16″–28″&20″ NB10 29NHP Brsoneu.fils&A.Lotz,Ntes.		V
369 QFTM	— *A.Droste*11–11	**SteelScSr** 1*Dk*	164 153 60					1893	J.C.Tecklenborg Geestemünde	Hochseefischerei Bremerhaven Akt. Ges.	121·2 | 20·8 | 9·7 H29′ len99 *WB*			Brmrhavn German	C.2Cy.17¾″&32¾″–22″ 42NHP J.C.Tecklenborg,Gtemnde.		G
370 115564	— *A.Forbes* –15	**SteelScK** *ss*Abn.No.2–10 1*Dk*	139 131 53	✠ *StmTrawler* 11,10 ✠	Abn			1902 4mo	A.Hall& Co. Aberdeen	A.Forbes	98·3 | 20·1 | 10·8 BK7½″ 3*BHCem*			Aberdeen British	C.2Cy.13½″&32″–22″ 48RHP 1SB.*2pf*,GS32,HS830 A.Hall&Co.Aberdeen	11 ″ 4	
371 70538	— *T.Young* –16	**IronPadSp**	115 115 17					1874	J.Readhead &Co. S.Shields	G.Brown	100·3 | 18·1 | 9·4			S.Shields British	L.2Cy.26½″–48″ 70RHP J.Readhead&Co.,S.Shl.		
372 118826 JGMQ	**Vigilant II.** *T.W.Firber* –14 (*ex* Vigilant)	**SteelScK** *ss*Hul.No.2–13 1*Dk*	279 233 114	✠100A1 5,14	Hul	*e*	9,13	1904 9mo *Lloyd's*	Mackie& Thomson Glasgow *sA&CP*	~~Gt.NorthernS.S. FishingCo.Ld.~~ HullStm.Fishing & Ice Co.Ld	140·5 | 22·2 | 10·5 Q62′F21′ BK7′			Hull British	T.3Cy.13″,22″&37″–27″ (*s*) 200lb 67RHP 1SB.*3pf*,G848,HS1430 W.V.V.Lidgerwood,Gls.	11 ″ 8	
~~373 123171 MNQB~~	**Vigiloff** ~~*J.H.Williams* –10~~ (*ex* Vigilant) *Elec.light*	**SteelScSr** (*Tug*) 1*Dk*	248 223 86					1901	Neafie& Levy Co. Philadelphia	~~Hudson's Bay Co.~~	117·3 | 22·5 | 11·5			~~London~~ British Russian *WB*	T.3Cy.14″,21″&36″–26″ 64RHP Neafie&LevyS&EBCo.Phl		C
374 121056 HCSV	**Vigo** *W.O.Tarn* –17	**SteelScSr** 2*Dks3trB*	4224 3015 3243					1905	Earle's Co. Ld. Hull	Ellerman's Wilson Line,Ld.	336·0 | 48·3 | 22·8			Hull British *WB*	T.3Cy.20″,32½″&54″–42″ 189NHP Earle'sCo.Ld.Hull		C
375 214614 LGJC	— *Cable Vessel* (*ex* Portena) *Elec.light*	**IronScBg** (*ex* Contre Amiral Caubet, 2*Dks3trB*	2078 — 1137					1875	Forges & C. de la Médit. Havre	Junius H.Stone	306·0 | 32·1 | 23·1 P75′B92′F49′			New York Utd.States	C.2Cy.38″&71″–39″ NB03 262NHP Forges&C.de la Médit.Hav.		
376 MHDP	**Vigra** *J.Spene*07–11 (*ex* Memsie)	**SteelScSr** *ss*Abn.No.1–03 1*Dk*	184 176 76	✠ *StmTrawler* 2,07 ✠	Abn			1899 10mo	J.Duthie & Co. Montrose	Akties.Skjerva (M.Knutsen, *Mgr*)	114·6 | 21·6 | 11·3 BK7½″			Aalesund Norwegian	T.3Cy.11¾″,20″&33″–22″ 51NHP 1SB,*2pf*,GS39,HS951 S.&H.Morton&Co.Leith	12 ″ 0	
377 MLRT	**Vigrid** *H.M.Jensen*15–15	**SteelScSr** 1*Dk*	1617 1183 951					1915	Bergens Mek.Værks. Bergen	Dpsk.Akties. Vigrid(A.v.d. Lippe)	244·5 | 37·6 | 15·8 P15′Q73′B65′F29′			Tönsberg Norwegian *WB*	T.3Cy.17″,26½″&46″–30″ 116NHP BergensMekVærksBergen		N
378 HKJT	**Vika** *E.Evensen*15–14 (*ex* Tista, *ex* Hippolyte Dumois) *Elec.light*	**SteelScSr** 1*Dk &pt Awng dk*	1163 743 648					1902	Akt.Burmeistr& Wain Copenhagen	Akties.Vestheim (H.Ditlev-Simonsen&Co.*Mgrs.*)	228·3 | 31·8 | 15·1 Q74*t*H87*t*F258*t* *pt Awng dk* 157′			Chrstiania Norwegian *WB*	T.3Cy.19¾″,31¾″&55″–36″ 181NHP Akt.Burmeistr&Wain,Cpn		N
379 Sunk (War Loss) 8837 JVRT	**Viken** *A.E.Lundgrew*08–16 *Elec.light*	**SteelSc4MstSr** 1*Dk*(*Stl*)	1825 1621 1086	✠~~100A~~ 9,16	Gst	*r*		1916 9mo	Lindholmens M.V. Gothenburg	Förnyade Ångf. Aktieb.Viking (J.M.Dannberg, *Mgr.*)	262·0 | 42·7 | 18·1 P24′B65′F31′ FK *CellDB*224′471*t*			Gothenbrg Swedish	T.3Cy.20½″,33″&55″–36″ (*s*) 185lb 214NHP 2SB,*6cf*,GS110,HS3500 LindholmensM.V.Got.	20 ″ 6 ~~s 2 ″ 10~~ ~~10 ″ 0~~	
380 3285 JHVQ	**Vikfred** *T.O.Johansson* (*ex* Thea)	**SteelScSr** 1*Dk*	361 290 199					1888	G.Howaldt Kiel	Verkebäcks Angf. Aktieb. (Fredr. Olsson, *Mgr.*)	142·9 | 23·0 | 11·0 B30′H24*t*F15′			Verkebäck Swedish *WB*	C.2Cy.15″&27″–15″ NB06 24NHP Geb.Howaldt,Kiel		V
381 MNSB	**Vikholmen** *J.Evensen* –16 (*ex* Prima II.) *Elec.light* *Well deck*	**SteelSc** 1*Dk*(*Stl*)	494 351 266	✠100A1 5,17	Bry	*g*	5,17	1916 3mo	Arnhem-scheStoom-sleephelling My.Arnhem A&CP	Akties. Vikholmen (O.G.Gjessen)	151·1 | 25·3 | 11·5 Q55′B34′F17 FK *CellDBuE*13′17*t*FPT			Skudesnæs Norwegian	T.3Cy.11″,17¾″&28½″–24″ 185lb (*r*) 58NHP 1SB,*2cf*,GS27,HS1075 ArnhemscheStoom-sleephellingMy.Arnhem	12 ″ 1 s ″ 7 11 ″ 8	
382 MDTB	**Viking** *A.Brembo* –17 1*Dk*(*Stl*) & *Spar dk*(*Stl*–ws) & *Elec.light*	**SteelScSr** *ss*N.Os.No.2–17 *Spar dk with freeboard deep framing*	1896 1547 1148	✠100A1 2,17	NOs	*r*	2,17	1908 1mo *Lloyd's*	Fevigs Jernskibsbyg Arendal *sA&CP*	Akties.Clausens Rederi (M.Clausen, *Mgr.*) *WB*=*CellDBa*	260·5 | 36·8 | 13·9 P23′B77′F33′ 21·2 FK 75′*uE* 19′*f* 102′344*t*			Haugesnd Norwegian *WB*	T.3Cy.20″,34″&54″–36″ (*s*) 165lb *100lb* 194NHP 2SB,*6pf*,GS99,HS3036 AkersMek.Værks.Xia.	22 ″ 3 s 3 ″ 0 19 ″ 7	
383 161612	— *Mchy.Aft* *Elec.light*	**SteelSc** 1*Dk2trB*	1117 — 944					1889	Union Dry Dock Co. Buffalo,N.Y.	Petrol Traffic Co.	217·4 | 37·1 | 15·0			Duluth Utd.States *WB*	C.2Cy.26″&48″–42″ NB16 124NHP S.F.Hodge&Co.,Detroit		L
384 114813 TDGC	— *Cable Vessel* *C.H.Daniel* –08 Wireless	**SteelScSr** 1*Dk*	929 775 463					1901	Armstrong Whitworth &Co.Ld. Newcastle	Amazon Telegraph Co.Ld.	207·0 | 36·0 | 13·7			London British *WB*	T.3Cy.14″,22½″&36″–27″ 164RHP Wllsnd Slpwy.Co.Ld.Nwc.		C
385 4666 JQGL	— *H.Lundgren* –15	**SteelScr** 1*Dk*	856 651 516					1906	Hlsingbrgs Varfs Aktieb. Helsingborg	Rederiaktieb. Henckel (N.P. Swensson, *Mgr.*)	198·4 | 32·9 | 12·6 Q65′B50′H39*t*F19′			Hlsngborg Swedish *WB*	T.3Cy.15″,24¼″&42½″–27½″ 92NHP Helsngbrgs.Varf Akt.Hbg		V
386 117314	— *C.F.Taylor* –16	**WoodScBkn** 2*Dks3trB*	586 511 276					1881	..... Arendal	Bowring Bros.Ld.	154·3 | 31·8 | 17·7 P76*t*			SJhnsNFL British	C.2Cy.25″&45″–26″ NB05 86RHP Nylands M.V.,Christiania		
387 NPCH	— *A.B.Pedersen* (*Tug & Salvage Steamer*) Wireless	**SteelScSr** 1*Dk*	386 367 149					1904	Akt.Burmeistr& Wain Copenhagen	Em.Z.Svitzer's Bjerg.Entreprise	155·5 | 27·2 | 13·7			Copnhagn Danish *WB*	T.3Cy.16½″,27″&45″–27″ HS2620 144NHP Akt.Burmeistr&Wain,Cpn		
388 5147 JSCF	— *K.J.Holtz*02–10 *Elec light*	**SteelSc** 1*Dk*	251 114 160					1910	Södra Varfvets Plåtslageri Stockholm	Ångf.Aktieb. Drottningholm-Fittja (H.A. Berthau, *Mgr.*)	114·1 | 23·6 | 6·9 B74′H32*t*			Stockholm Swedish	C.2Cy.15″&29½″–22″ 33NHP Nya Aktieb.Atlas,Stckhlm.		

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned. now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines.	9 Built. By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L. R. Date of Ref. of Trade Cert.
389 968 HVRN	**Viking** IronScSr *C.A.Kratz* 07–10 1*Dk*	200 97 142					1891	Motala Co. Oscarshamn	Oskarshamns Ångf Aktieb. (Joh. Rühling, *Mgr.*)	98·3 | 21·9 | 7·6 Q24′B52′H13*t*F25′			Oscrshmn Swedish	C.2Cy.16″&29½″–19½″ 31NHP Motala Co., Oscarshamn		
390 JVDK	— IronScK *B.Vidal* *ss*Ferrol No.2–08 1*Dk*	*180* *168* *65*	✠ *Stm Trawler* 1,08 ✠	Ferrol			1899 4mo	Cook, Welt'n & Gemmell Hull	L.Lamigueiro	110·2 | 21·0 | 11·3 Q20′ BK 7½″ *WB*= *DBf* 17′14*t*			S.Sebast'n Spanish 3 *BHCem*	T.3Cy.12″,20″&33″–24″ 59NHP 1SB, *2cf*, GS 27, HS 940 C.D.Holmes & Co. Hull	12 ″ 1	
391 5735 JVRM	— SteelScSr *N.A.Persson* 08–15 (*ex* Macquarie) 1*Dk*	156 145 55					1912	Akers Mek. Værks. Christiania	ÅsbackaTrävaru Aktiebolag. (H.L.Norén, *Mgr.*)	106·4 | 20·1 | 11·4 H8*t*			Söderhmn Swedish *WB*	T.3Cy.12″,20″&33″–24″ 53NHP Akers Mek. Værks. Xia.		N
392 MDBJ	— SteelScSr *L.Reier* (*ex* Torridge) 1*Dk*(*Stl*)	154 120 58	✠ 9,06 ✠	Apl	*b*		1904 6mo	R.Cock & Sons Appledore	Moss Aktiemöller	96·9 | 19·3 | 9·1 Q42′F14′ BK 7½″ *WB* = *FPT* 8*t*			Moss Norwegian 3 *BHCem*	C.2Cy.14½″&29″–21″ 43NHP 1SB, *2pf*, GS 29, HS 820 Crabtree & Co. Ld. Gt Yrmth	9 ″ 9	
393 JTMG	— SteelScSr *M.Mathisen* 1*Dk*	140 130 57					1890	Christiansands Mk Vrk. Christnsands	Haalogalands Dmpskselsk.	111·2 | 16·7 | 10·9 H10*t* len 11			Harstad Norwegian *WB*	C.2Cy.13¾″&24″–18½″ NB11 21NHP Christiansands M.V.		N
394 103130	— WoodSc *C.W.McLean* –16 1*Dk*	128 121 87					1891	..... Ashtubula, Ohio	~~J.S.Gregory.~~ S.S.Kerr	75·3 | 21·1 | 6·4			St.John NB British	C.2Cy.11″&20″–14″ NB12 17RHP Clough, White & Co., Cld., O.		
395 4824 JQTG	— WoodScSr *E.Johansson* 12–12 *Paraffin Motor* 1*Dk*	116 99 84					1907	..... Örebro	Örebro Nya Rederiaktieb. (J.A.H. Källström, *Mgr.*)	89·5 | 22·1 | 6·8 H17*t*			Örebro Swedish	Paraffin Motor Lysekil M.V., Lysekil		
396 MKNV	**Viking 2** SteelSc *T.Andersen* –14 (*Whaler*) *Elec.light* 1*Dk*	203 192 76					1914	Kaldnæs Mek. Værks. Tönsberg	TönsbergHvalfangeri (O.Hytten, *Mgr.*)	106·8 | 21·6 | 13·7 H11*t*			Tönsberg Norwegian	T.3Cy.13½″,22″&37″–24″ 67NHP Bergens Mek Værks Bergen		
397 JPHG	**Vikingen** SteelScSr *A.Utne* *Elec.light* 1*Dk*	421 257 243					1900	Trondhjems M.V. Trondhjem	Hardanger Söndhordlandske Dampskibsselskab	149·7 | 23·0 | 11·7 P97*t* H24*t* F41*t*			Bergen Norwegian	T.3Cy.15″,25″&41″–26″ 86NHP Trondhjems M.V. Trndhjm		
398 MPSN	**Viksö** SteelSc *M.Michelsen*	408 299 221					1916	Johs Berg Delfzijl	Dmpsk. Akties. Aktiv (J.R.Troye, *Mgr.*)	139·4 | 23·5 | 11·4			Bergen Norwegian			
399 767 JCFH	**Viktor Rydberg** SteelScSr *O.T.Karlsson* 14–14 (*ex* Trafik) 1*Dk*	235 107 163					1885	Motala Co. Norrköping	Ångf. Aktieb. Göta Kanal (Aug. Rönnow, *Mgr.*)	97·6 | 21·9 | 9·5 P65′ H17′ F35′			Stockholm Swedish	C.2Cy.16½″&30″–20″ 34NHP Motala Co., Motala		
400 HTKJ	**Vila** SteelScSr 1*Dk*	405 — 233					1890	Howaldtswerke Kiel	Soc. Anon. Austriaca di Nav. a Vap. "Dalmatia"	152·0 | 22·4 | 11·7 P37′ B35′ F20′			Lissa Aust.-Hung.	T.3Cy.15″,23½″&38½″–19¾″ NB01 65NHP Howaldtswerke, Kiel		A
401 JTPG	**Vila Velebita** SteelAuxScBgn *N.Gerechtshammer* –12 *Elec.light* *ss*Fiu.No.1–13 (*See Sailing Ship Register*) 1*Dk*	257 207 74	✠ ~~——~~ ~~11,16~~ ✠	Fiu			1908 9mo	Howaldtswerke Kiel	Royal Croatian Government (Nautical School)	119·0 | 25·6 | 11·9 Q22′F16′ BK 12″ *WB*= *Cell DBu* E16′7*t*			Buccari Aust.-Hung.	T3Cy 11⅛″,18½″&29½″–15¾″ 58NHP 1SB, *2cf*, GS 34, HS 1189 Howaldtswerke, Kiel	12 ″ 11	
402 MDBN	**Vildfugl** SteelScSr *S.Röring* 14–14 *ss*Rot.No.2–15 (*ex* Tana, *ex* Harry T.Inge) 1*Dk*(*Stl*–ws) *Well deck Elec.light* *&deep framing*	1404 954 779	✠100A1 ~~11,17~~ ~~1,15~~ ~~BS7,15~~ ✠LMC 5,15 BS7,17	NOs	*p*	~~1,17~~ 11,17	1906 12mo	Fredrkstad Mek. Værks. Fredrikstad A&CP	Akties. Vestheim (H.Ditlev-Simonsen & Co., *Mgrs.*) *WB*= *Cell DBa* 48′*uE&B*	256·5 | 35·1 | 15·4 Q77′B88′F27′ FK 54′*f* 107′ 245*t* *FPT* 3			Chrstiania Norwegian 4 *BHCem*	T.3Cy.21½″ 34½″&60″–36″(*s*) 180lb GS 184 HS 5236 288NHP 2SB & 1 Aux. SB, *6cf* & *2pf*, Fredrikstad M.V. Frdstad.	18 ″ 0	
403 NSLQ	**Vilhelm** SteelTwinScSk *Olsen* *Mchy.Aft* 1*Dk*	125 116 56					1913	J.R. Andersen Svendborg	Akties. Nakskov Grüs & Stenforretning (H.Henrichsen, *Mgr.*)	95·0 | 21·5 | 7·7			Nakskov Danish *WB*	C.4Cy.6″&11″–7″ Steen 26NHP &Kaufmann, Elmshorn		
404 46 SRHP	**Villa** SteelTwinSc *Falkenburg* (*Ferry*) *Elec.light* 1*Dk*	932 758 281					1909	Flli. Orlando & Co. Leghorn	Ferrovie dello Stato (Italian State Railways)	264·5 | 33·8 | 13·1			Messina Italian	T.6Cy.16″,26½″&41½″–23¾″ 167NHP Flli. Orlando & Co. Leghorn		I
405 (*ex* Dynamo)	**Villa de Cée** SteelScK *ss*Hul.No.2–14 1*Dk*	275 246 105	✠100A1 *Stm Trawler* 4,16 ✠LMC 4,16	Npt		4,16	1905 9mo	Cook, Welt'n & Gemmell Beverley *Lloyd's*		131·8 | 22·2 | 12·0 Q72′ BK 8″			 4 *BHCem*	T.3Cy.12¾″,22″&36″–24″(*s*) 200lb 81NHP 1SB, *2cf*, GS 40, HS 1360 Amos & Smith, Hull	12 ″ 10	
406 JVCN	**Villa de Soller** SteelScSr *G.Calafell* –10 ~~*ss*Bcl.No.2–13~~ *Elec.light* *ss*Bcl.No.3–7,17 1*Dk*(*Stl*)	450 296 190	✠100A1 7,17 ~~1,13~~ ✠LMC ~~MS 10,13~~ BS 11,15 MS 7,17	Bcl	*g*	~~9,15~~ 7,17	1903 10mo	Howaldtswerke Kiel *Lloyd's*	Hijos de José Tayá, S.en C.	161·0 | 23·5 | 12·0 P35′B33′F43′ BK 7″ *WB*= *Cell DBa* 38′*uE* 16′40*t*			Soller Spanish 4 *BHCem*	T.3Cy.14½″,22½″&36½″–19⅝″ 178lb *100lb* (*s*) 45NHP 2SB, *2cf*, GS 41, HS 716 Howaldtswerke, Kiel	12 ″ 8 s 1 ″ 3½ 12 ″ 1	
407 *Mchy.Aft*	**Villa Encarnacion** SteelSc (*ex* Estreito) 1*Dk*	345 265 256					1895	Bremer Vulkan Vegesack	Cia. Argentina de Nav. (Nicolas Mihanovich) Ltda.	135·0 | 26·0 | 9·3 Q49′B16′F15′			Bns. Ayres Argentine *WB*	C.2Cy.14 15/16″&27 3/16″–21⅝″ 29NHP Bremer Vulkan, Vegesack		
408 JVCM	**Villagarcia** *V.Santos* ~~–17~~ IronScSr ~~*D.Rosendi* –12 *ss*Cff.2nd No.3–8,01~~ (*ex* Ingoldsby) ~~*ss*Bbo.No.3–13~~ *Well deck* 1*Dk*(*Irn*) 2*tr B* *ss*Bbo.3rd No.3–12,17	*1193* ~~1,14~~ ~~1,14~~ 0,18 *990* *740*	✠100A1 12,14 ~~11,14~~ 0,18 ~~MBS 8,14~~ ✠LMC ~~11,15~~ 12,17	Cff Bbo	*o*	~~8,16~~ 12,17	1881 2mo	Palmers' Co. Newcastle *Lloyd's*	~~J.S.Lorenzo~~ Hijos de Francisco Deza	235·5 | 32·2 | 17·8 Q88′B50′F25′ BK 8½″ *WB*= *DBa* 67′*f* 59′			Villagarcia Spanish 4 *BHCem*	C.2Cy.28″&54″–36″ (*i*) 75lb *100lb* NDB 13 120NHP 1SB, *4pf*, GS 64, HS 1708 Palmers' Co. Ld. Newcastle	18 ″ 10 s 1 ″ 10 17 ″ 10	
409 *Well deck*	**Villám** SteelScSr *E.Scarpa* *ss*Tri.No.3–4,06 *ss*Fiu.No.2–13 *Elec.light* 1*Dk*	653 448 275	✠ ~~——~~ ~~7,16~~ ✠	Fiu	*k*		1893 9mo	Gourlay Bros. & Co. Dundee	Soc. in Azioni Ungaro Croata di Nav. Maritt. a Vap.	202·0 | 28·9 | 13·3 P&B128′F32′ BK 7″ *WB*= *DBa* 31′22*t*			Fiume Aust.-Hung. 4 *BHCem*	T.3Cy.19″,31″&51″–36″ 150NHP 1DB, *2pf*, GS 74, HS 2164 Gourlay Bros. & Co., Dundee	14 ″ 1	
410 *J.RodriguezEibe* –09	**Villano** WoodSc	120 — 45					1909	Cia. de Salvamentos Marítimos Corunna	Cia. de Salvamntos Marítimos (Barbeito, Rodriguez & Co. S.en C. *Mgrs.*)	92·8 | 18·0 | 9·8			Corunna Spanish *WB*	C.2Cy.11″&22″–10″ 12NHP Plenty & Son, Ld. Newbury		

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnages Officiels. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equilibrement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registre où existe le certificat de Classification.
411	**Villaodrid**	**IronScSr**	*1543*			...		1878	A.Leslie & Co. Newcastle	SociedadMinera de Villaodrid (J.Ortiz, *Mgr.*)	255·0 | 33·3 | 23·0 F33′ BK9″	S.Sebast'n Spanish *WB*	C.2Cy.31″&58″–33″ NB93 NDB93 150NHP	24 ″ 0	V
HDVL	*G.Aguirre* –16 (*ex*Howick)	(*ex*Bizkaya, 2*Dks3trB*	*1451* *1010*										N.E.MarineEng.Co.Ld.Sld		
412	**Villareal**	**SteelScSr**	1652					1903	Schiffsw.v. Henry Koch Lübeck	Oldenbrg-Portug. Dmpfsch.Reed.	260·9 | 38·7 | 17·4 P15′B161′F30′ *WB*	Oldenburg German	T.3Cy.19½″,32″&51½″–33½″ 151NHP		G
NGVR	*J.Klassen* *Elec.light*	1*Dk*	1468 1045										J.F.Ahrens,Altona		
413	**Villarreal**	**SteelScSr**	1593			...		1897	W.Dobson & Co. Newcastle	~~Cia.Valenciana de Vap.Correos de Africa~~ Cia'Tras-mediterranea	242·5 | 35·3 | 16·7 24·2 BK9″	Valencia Spanish *WB*	T.3Cy.19½″,32½″&54″–39″ 208NHP	27 ″ 0	V
JVCH	*V.Oliver* (*ex*Orotava) *Elec.light* Wireless	1*Dk* lower *dk* forward beams only in after hold & *Awng dk*	1269 980										J.Dickinson&Sons,Ld.Sld.		
414	**Villasandino**	**SteelScSr**	1848 ✠		Nwc	*r*		1888	W.Dox-ford&Sons Sunderland	~~Cutierrez Hermanos~~ Cia.Nav Gascuña	275·5 | 36·1 | 13·8 21·0 FK	Bilbao Spanish	T.3Cy.20″,33″&54″–36″ 176NHP	24 ″ 5	
	A.Echenique (*ex*Amaya,*ex*Julio)	*ss*Liv.No.3-6,01 *ss*Bbo.No.1–06 1*Dk(Stl)*&*Spar dk(Stl)*3*trB*	1780 1084	*Spar dk* 3,06				4mo		*Cell DB* 226′530*t FPT*	*6BHCem* 40*t APT* 25*t*		2SB,*4rf*,GS84,HS2766 W.Doxford&Sons,Sld.		
415	**Ville d'Alger**	**SteelScSr**	4857	✠100A1	Msl	*w*	~~8,16~~ 5,13	1912	Forges&Ch de la Médit. Havre A&CP	Cia.HavraisePén. deNav.àVap. *WB* = *Cell DBa*	351·5 | 46·6 | 24·9 P38′B104′F34′ *on Shelter dk* FK 104′*uE*25′*f*148′642*t*	Havre French	T.3Cy.24½″,40″&66″–45″ (*s*) 180lb *100lb* 368NHP 6*BHCem* *APT*26*t*	28 ″ 0 s 2 ″ 0 26 ″ 2	V
LJPT	*G.Lepersonn*04–12 *Elec.light* 2*Dks(Stl)*&*Shelter dk(Stl)* &*Web frames*	*ss*Msl.No.1–16	4331 3005	*Shelter dk* *with freeboard* 5,13 ~~8,16~~		LMC8,16		12mo					3SB,FD,3Aux SB5,186*cf*, 2*pf*,GS140,HS5280 Forg.&Ch.de la Médit.Hav.		
416	—	**SteelScSr**	2097					1890	Cie Général Transatlntq St.Nazaire	Cie.Générale Transatlantique	342·7 | 36·1 | 23·0 B46′ H– F46′	Marseilles French	T.3Cy.33″,51″&83″–48″ NB01 477NHP Cie.Gén.Transt.,St.Naz.		V
LJPR	*Marinetti*06–11 *Elec.light* Wireless	2*Dks*&*Spar dk*	— 826												
417	**Ville d'Angers**	**SteelPad**	124	✠	Lon			1905	Napier& Miller,Ld. Glasgow	G.Cahen	130·0 | 18·5 | 6·8 FK	Nantes French	C.D.2Cy.16″&31″–36″ 53NHP	7 ″ 0	V
	Quérau *Elec.light*	(*ex*Chaucer) 1*Dk*	— 29	*For River purposes only* 8,07				6mo			3*BH Asp in E*&*Bspace*		Scott'sS.B.&E.Co.Ld.Grk.		
418	**Ville d'Anvers**	**SteelScBg**	653 645 216					1885	Société Cockerill Antwerp	BelgianGovern-ment	214·0 | 30·0 | 16·5 P12′ B26′ F40′	Ostend Belgian	C.2Cy.31½″&45″–35½″ 100NHP SociétéCockerill,Seraing		
GQCF															
419	**Ville d'Arzew**	**SteelScSr**	121	✠	Bwg	*a*		1895	Mackie& Thomson Glasgow	Soc.Les Affrêteurs Réunis(J.Stern, *Mgr.*)	115·1 | 20·0 | 7·0 P60′F16′ len98 FK *WB* =	Algiers French	C.2Cy.13″&28″–18″ 32NHP	7 ″ 6	V
LJPV	*Papera* (*ex*Ville de la Rochelle,*ex*Banshee) 1*Dk* *Well deck Mchy.Aft*		— 64	8,98				1mo			*4BHCem* *FPT*12*t*		1SB,*2pf*,GS24,HS535 Muir&Houston,Glasgow		
420	**Ville d'Isigny**	**SteelScSr**	114					1891	Bertin frères Bezons	Cie.Normande de Nav.àVap.	91·9 | 18·0 | 10·6 H8′ RFD18′ *WB*	Havre French	C.2Cy.12″&21″–13″ 13NHP		V
LKJR	*Horlaville* –01		49										Boulet&Co.,Paris		
421	**Ville d'Oran**	**SteelScSr**	4857	✠100A1	Hav	*w*	2,17	1912	Forg.&Ch. de la Médit. Havre A&CP	Cie.HavraisePén. deNav.àVap. *WB* = *Cell D*	351·5 | 46·6 | 24·9 P38′B104′F34′ *on Shelter dk* FK *Ba*104′*uE*25′*f*148′ 642*t APT*26*t*	Havre French	T.3Cy.24½″,40″&66″–45″ (*s*) 185lb *100lb* 331NHP 6*BHCem* 3SB,6*cf*,GS102,HS4178 FD	28 ″ 0 s 2 ″ 0 26 ″ 2	V
LJQT	*Ch.Moëlo*11–17 *Elec.light* 2*Dks(Stl)*&*Shelter dk(Stl)* *Ref.Mchy.* &*Web frames*	*ss*Hav.No.1–17	4331 3005	*Shelter dk* *with freeboard* 10,17 ~~2,17~~ MS12,15	Msl	LMC BS~~4~~10,17		4mo					Forg.&Ch.de la Médit.Hav.		
422	—	**IronScSr**	1882					1880	Wigham Richrdsn&Co Newcastle	Cie.Générale Transatlantique	309·7 | 33·4 | 16·7 H— F46′ 24·3	Marseilles French	T.3Cy.30¾″,42″&80″–48″ *Tpd*89 NB90 443NHP Wigham Richrdsn&C.Nwc		V
LJQR	*Caspeyres* *Elec.light*	2*Dks*&*Awng dk*	— 964												
423	**Ville de Bône**	**IronScSr**	1883					1880	Wigham Richrdsn&Co Newcastle	Cie.Générale Transatlantique	310·0 | 33·4 | 16·7 H178*t* F46′ 24·2	Marseilles French	T.3Cy.30¾″,42″&80″–48″ *Tpd*91 NB02 443NHP Wigham Richrdsn&C.Nwc		V
LJRH	*Scholz* –12 *Elec.light*	2*Dks*&*Spar dk*	— 970												
424	**Ville de Bordeaux**	**SteelSc**	4857	✠100A1	Msl	*w*	11,16	1911	Forg.& Ch. de la Médit. Havre A&CP	Cie.HavraisePén. deNav.àVap. *WB* = *Cell DBa*	351·5 | 46·6 | 24·9 P38′B104′F34′ *on Shelter dk* FK 104′*uE*25′*f*148′ 642*t APT*26*t*	Havre French	T.3Cy.24½″,40″&66″–45″ (*s*) 185lb *100lb* 331NHP 6*BHCem* 3SB,6*cf*,GS102,HS4178 FD	28 ″ 0 s 2 ″ 0 26 ″ 2	V
LJRP	*Masson* –17 *Elec.light* 2*Dks(Stl)*&*Shelter dk(Stl)* *Ref.Mchy.* &*Web frames*	*ss*Msl.No.1–16	4331 3005	*Shelter dk* *with freeboard* 11.16 MS6,16		LMC BS5,17		10mo					Forg.&Ch.de la Médit,Hav.		
425	**Ville de Boulogne**	**SteelScK**	196					1894	Earle'sS.B. &E.Co(Lim.) Hull	L.Bouclet	121·0 | 20·6 | 11·0	Boulogne French *WB*	T.3Cy.12¾″,20″&32″–22″ 48NHP Earle'sSB&ECo(Lim)Hull		V
LJSK	*J.Barbe*09–09	1*Dk*	— 80												
426	**Ville de Caen**	**SteelScSr**	391	✠100A1	Hav	*g*	~~8,15~~ 10,17	1902	Irvine S.B. &E.Co.Ld. Irvine *Lloyd's SA&CP*	Cie.Normande deNav.àVap. *WB* = *Cell D*	150·6 | 24·1 | 11·4 Q74′B16′F32′ *Ba*28′*f*58′90*t FPT*	Havre French	T.3Cy.13″,20″&34″–24″ (*s*) 180lb *80lb* 70NHP 4*BHCem* 20*t APT*3*t*	12 ″ 0 s ″ 9 11 ″ 6	
LJTB	*Clouet* (*ex*Kildonan,*ex*Pauline) *Well deck*	*ss*Hav.No.3–9,14 1*Dk(Stl)*	277 145	9,17~~8,16~~ ~~10,17~~ BS10,17		LMC8,14		2mo					1SB,*2pf*,GS37,HS1210 McKie&Baxter,Glasgow		
427	**Ville de Cette**	**SteelScSr**	1622					1896	Readhead &Sons South Shields	Cie.desBateaux àVap.duNord	267·0 | 35·0 | 23·6 B44′ *WB*	Dunkirk French	T.3Cy.22″,36″&60″–39″ 225NHP J.Readhead&Sons,S.Shl.		V
LJTM	*Vandenbrouck* –13	2*Dks3trB*	— 996												
428	**Ville de Châlon**	**SteelScSr**	224	✠	Gls	*c*		1892	J.McArthur&Co. Paisley	Vigner,Schneider &Co.	120·0 | 22·0 | 9·1 Q37′B12′F25′ BK6½″ *WB*	Havre French	C.2Cy.13½″&26″–18″ 33NHP	10 ″ 0	
LJSN	*Layec*03–03 *Well deck Mchy.Aft*	*ss*Bwg.No.1–96 (*ex*Ralston) 1*Dk(Stl)*	— 114	3,01				2mo			*3BHCem* = *FPT*13*t*		1SB,*2pf*,GS26,HS669 Bow,McLachlan&Co.Psy.		
429	**Ville de Collo**	**IronScSr** (*ex*A.Schiaffino,	309					1872	Nidelvens Mek.Værks. Drontheim	Nav.Côt.Algéri-enne(Ch.Schiaffino &Jouvet&Co.*Mgs*)	134·3 | 21·5 | 11·5 P57′F17′ *WB*	Algiers French	C.2Cy.18″&36″–24″ 53NHP Nidelvens M.V.Drontheim		
	*ex*Agdanæs)	1*Dk*	178												
430	**Ville de Dellys**	**IronScSr**	105					1878	..... Glasgow	Nav.Côt.Algéri-enne(Ch.Schiaffino &Jouvet&Co.*Mgs*)	82·6 | 18·0 | 7·8	Algiers French	C.2Cy. NB98		
LJTN			51												
431	**Ville de Dijon**	**SteelScK**	189			...		1900	J.Duthie, Sons&Co. Aberdeen	Soc.Française d'Alimentation de Chanaud&Co.	107·5 | 21·2 | 11·4 BK7½″	Havre French	T.3Cy 11″,18″&30″–22″ 59NHP	12 ″ 0	V
LJTW	*Clopet* (*ex*Ern)	(*Trawler*) 1*Dk*	— 51								*3BHCem*		Clyne,Mitchell&Co Ld Abn		
432	**Ville de Douai**	**SteelScSr**	988	✠100A1	Pir	*n*	4,17	1888	Earle'sCo. Ld. Hull *Lloyd's SA&CP*	JulesCavroy	240·0 | 33·0 | 15.3 P140′F26′ BK8′ *DB*	Cherbourg French	T.3Cy.20½″,31″&54″–33″ (*s*) 160lb 163NHP 4*BHCem* *a*52*f*54′220*t*	16 ″ 1 s 1 ″ 5½ 15 ″ 5	
2613	*L.Dubois*17–17	*ss*Hul.2nd No.3–9,07	874	10.12				6mo					2SB,4*cf*,GS66,HS2380 Earle'sCo.Ld.Hull		
LJVB	(*ex*Sofia,*ex*Tasya, *ex*Frankfort)	*ss*Pir.No.1–12 1*Dk(Irn)*2*trB*	592	NB5,00 MS1,16		LMC BS4,17									

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross / Under deck. / Net.	5 6 7 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Class to be now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 9 Built. When. — Ship. — Engines	By Whom. — Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L. R. Date of Build or Trade Cert.
433 LJVD	**Ville de Dunkerque** IronSc *J.Bénard* 13–16 *ss* Dnk 2nd No.3–4,07 (*ex* Emma Henriette) *ss* Calais No.2–15 1 *Dk* (*Irn*) & *Spar dk* 3 tr *B*	1396 1231 850	✠100A1 *Spar dk* 11.16 ✠NB12.99 ✠LMC11.16	Dnk	*p*	10,16	1889 3mo *Lloyd's*	J.de Decker Gz. Antwerp	Cie.des Bateaux à Vap.du Nord *sA&CP*	247·5 | 32·0 | 22·5 ND05 BK8″ *WB*=*DBa* 31′ & *u*	Dunkirk French 4 *BHCem*	T.3Cy.18½″,30″&48″–33″ (*s*) 150lb *80lb* NDB99 142NHP 1SB,*3cf*,GS75,HS2374 *E&B* 33′ 186*t*	24 ″ 0 s 5 ″ 0¾ 19 ″ 11	
434 LJVK	**Ville de Gujan-Mestras** Steel *E.Taffard* 01–02 (*Trawler*) ScSr 1 *Dk*	133 96 22					1898	De la Brosse & Fouché Nantes	Soc.Générale d'Armement (G.Belot, *Mgr.*)	102·3 | 18·5 | 8·5 F13′ *WB*	Arcachon French	C.2Cy.17⅞″&29½″–16½″ 30NHP De la Brosse & Fouché, Nts.		V
435 GQDS	**Ville de Liège** SteelTrpScSr *Elec.light* Wireless 2 *Dks*	1366 — 636					1913	Soc.Anon. Jhn.Cockerill Hoboken	Belgian Government	300·0 | 36·0 | 22·9 B186′	Ostend Belgian	3 Steam Turbines Soc An. J.Cockerill, Seraing		
436 LKQB	**Ville de Madrid** IronScBn *Blasini* 11–12 *Elec.light* Wireless 2 *Dks* & *Spar dk*	1819 — 952					1880	A&J.Inglis Glasgow	Cie.Générale Transatlantique	308·7 | 33·5 | 16·7 H195′ F46′ 24·3	Marseilles French	C.2Cy.42″&80″–48″ NB05 370NHP A.&J.Inglis, Glasgow		V
437 LKQM	**Ville de Majunga** SteelScSr *Jacob* *ss* Hav.No.3–5,12 2 *Dks* (*Stl*) & *Shelter dk* *Elec.light* & *Web frames*	3657 3400 2342	✠100A1 *Shelter dk* 12.14 ✠LMC *Examined* 11.17 MS6.17 MS11.17	Hav	*w*	8,16	1901 2mo	Sir J. Laing & Sons, Ld. Sunderland A&CP	Cie.Havraise Pén. de Nav.à Vap. *WB*=*Cell DBa*	363·0 | 47·2 | 25·5 FK 112′ *uE* 18′ *f* 150′ 801*t*	Havre French 6 *BHCem* *APT* 27*t*	T.3Cy.24½″,40″&66″–45″ (*s*) 180lb *80lb* NDB12 316NHP 3SB.*6pf*,GS102,HS3908 FD G.Clark, Ld.Sunderland	28 ″ 0 s 3 ″ 9½ 24 ″ 7	
438 LKQW	**Ville de Marseille** SteelScSr ~~*C.Pichnios* 3–11~~ *ss* Hav.No.1–16 *Elec.light* 2 *Dks* (*Stl*) & *Web frames* *Ref.Mchy.* ~~*C.Rouille* 3–13~~ & *Shelter dk* (*Stl*)	4789 4259 2982	✠100A1 *Shelter dk* *with freeboard* ~~11.16~~ 2.16 2,18 ✠LMC12.14 BS~~6.16~~ 8,17	Hav Msl	*x* ~~Nov.~~	~~4,14~~ 11,16	1911 2mo	Forg.&Ch. de la Médit. Havre A&CP	Cie.Havraise Pén. de Nav.à Vap. *WB*=*Cell*	348·8 | 46·0 | 25·0 P38′ B104′ F34′ *on Shelter dk* FK *DBa* 90′ *uE* 26′ *f* 146′	Havre French 6 *BHCem* 636*t* *APT* 27*t*	T.3Cy.24½″,40″&66″–45″ (*s*) 185lb *100lb* 325NHP 3SB,*6pf*,GS102,HS3990 FD Forg.&Ch. de la Médit. Hav.	28 ″ 0 s 2 ″ 0 26 ″ 3	
439 LKFN	**Ville de Nantes** IronScSr *Moyon* 99–10 (*ex* Adler) 2 *Dks* & *Spar Dk*	1356 — 769					1884	Flensburg Schiffsb.Ges. Flensburg	Cie.Générale Transatlantique	240·0 | 33·1 | 17·3 24·5	St. Nazaire French *WB*	T.3Cy.21½″,37″&60″–39″ *Tpd.*03 NB03 225NHP G.Clark, Ld.Sld.		V
440 LKFP	**Ville de Naples** IronScBn *Themeze* –12 *Elec.light* 2 *Dks* & *Spar dk*	1825 997	*Now named "Oudjda," See No. 23 in Supplement*				1881 2mo	A&J Inglis Glasgow	Cie.Générale Transatlantique	311·6 | 34·1 | 16·7 H186*t* F47′ 24·2	Marseilles French *Tpd.*97	T.3Cy.30″,48¾″&80″–48″ NB97 506NHP Cie.Gén.Trans., Penhoët		V
441 LKGB	**Ville de Paimbœuf** SteelSc *Elec.light* 1 *Dk*	106 — 7					1901	Cie.Fran-çaise de Nav & de Cnst.Navls Nantes	Messageries de l'Ouest (Cie.de Transp.Mar.)	89·0 | 17·8 | 7·3 H43′	Nantes French *WB*	C.2Cy.14″&25″–12″ NB08 18NHP Soc.de Touage et de Remorq Creil		V
442 LKGR	**Ville de Paris** SteelScSr *G.Depagne* *ss* Liv.No.3–12,14 2 *Dks* (*Stl*) & *Web frames* *Elec.light* *Shelter dk* (*pt Stl*–ws)	5020 4844 3263	✠100A1 *Shelter dk* *with freeboard* 2,18 ~~8.17~~ BS3,17 ✠LMC3,16	Hav Msl	*x*	~~10,15~~ 2,18	1903 11mo	At.&Chan. de France Dunkirk A&CP	Cie.Havraise Pén. de Nav.à Vap. *WB*=*Cell D*	384·0 | 47·4 | 25·2 FK *Ba* 118′ *uE* 26′ *f* 156′	Havre French 6 *BHCem* 799*t* *APT* 20*t*	T.3Cy.25″,42″&71″–48″ (*s*) 184lb *100lb* 446NHP 3SB,*9pf*,GS153,HS6234 FD Caillard et Cie. Havre	28 ″ 0 s 3 ″ 8 24 ″ 8	
443 LKGM	**Ville de Rochefort** SteelScSr *Mouilleron* 12–12 (*ex* Eilanreach) 1 *Dk* (*pt Stl*) *Well deck* *Mchy. Aft*	209 — 53	✠ 1,95 ✠	Ayr	*c*		1895 1mo	M'Knight & Co. Ayr	Soc.Anon.Roche-fortaise des Remorq.&Transp.	120·1 | 20·1 | 9·8 Q61′ B10′ F26′ BK7″ *WB* = *FPT* 7*t*	Rochefort French 4 *BHCem* 1SB,*2pf*,GS35,HS900 Muir & Houston, Glasgow	C.2Cy.16″&34″–24″ 55NHP	10 ″ 6	V
444 LKHW	**Ville de Royan** SteelPadSr (*ex* Laverock) 1 *Dk* & *Spar dk* 3 tr *B*	421 — 234					1889	J.Scott& Co. Kirkcaldy	Cie.Marit. Bordeaux-Ocean	210·2 | 26·2 | 9·4 Q24′ B124′	Bordeaux French	C.D.2Cy.33½″&61″–60″ NB01 240NHP J.Scott & Co. Kirkcaldy		
445 LKGT	**Ville de Saint Nazaire** SteelSc *Elec.light* 1 *Dk*	106 — 7					1901	Cie.Fran-çaise de Nav & de Cnst.Navls Nantes	Messageries de l'Ouest (Cie.de Transp.Mar.)	89·0 | 17·8 | 7·3 H43′	Nantes French *WB*	C.2Cy.14″&25″–12″ NB08 18NHP Soc.de Touage et de Remorq Creil		V
446 LKHW	**Ville de Strasbourg** IronSc *Hars* –15 3MstSr 1 *Dk* & *Spar dk* 3 tr *B*	2167 — 1379			…		1882	J.Laing Sunderland	Cie.des Bateaux à Vap.du Nord	295·0 | 37·8 | 20·0 P17′ B20′ 27·5	Dunkirk French	C.2Cy.35″&66″–42″ NB02 235NHP G.Clark, Sunderland		V
447 LKJB	**Ville de Tamatave** SteelScSr *Rillon* *ss* Hav.No.3–1,12 *ss* Msl.No.1–16 1 *Dk* (*Stl*) & *Spar dk* (*Irn*) *Elec.light* & *Web frames*	3644 3401 2354	✠100A1 *Spar dk* 5,17 ~~9.16~~ ✠LMC MS11,16 BS5,17	Msl NYk	*w*	9,16	1899 2mo	Sir J. Laing & Sons, Ld. Sunderland A&CP	Cie.Havraise Pén. de Nav.à Vap. *WB*=*Cell DBa*	357·2 | 46·0 | 18·6 P34′ B100′ F35′ 26·6 FK 108′ *uE* 18′ *f* 145′ 692*t*	Havre French 6 *BHCem* *APT* 67*t*	T.3Cy.24½″,40″&66″–45″ (*s*) 180lb *100lb* NDB12 314NHP 3SB.*6pf*,GS102,HS3839 FD G.Clark, Ld.Sunderland	29 ″ 1 s 5 ″ 9½ 23 ″ 8	
448 LKJN	**Ville de Tunis** IronScBn 2 *Dks* & *Spar dk* *Elec. light*	1903 — 1071					1884	Cie.Gén. Transatlantq St.Nazaire	Cie.Générale Transatlantique	317·3 | 34·6 | 16·8 H178*t* F46′ 24·2	Marseilles French *Tpd.*97	T.3Cy.30″,48¾″&80″–48″ NB97 444NHP Cie.Gén.Transatl.Penhoët		V
449	**Ville de Valence** SteelPad (*ex* Pepys) 1 *Dk* *Elec.light*	*120* *120* *57*	✠ *For River purposes only* 11,07 ✠	Lon			1905 6mo	G.Rennie &Co. Greenwich	Cie.Lyonnaise de Nav.et Remor-quage	131·0 | 18·0 | 6·8 FK	Lyons French 3 *BH Asp* *in E&B space*	C.D.2Cy.16″&31–36″ 48NHP 1SB.*2pf*,GS25,HS730 FD Scotts' S.B.&E Co. Ld. Grk.	7 ″ 0	
450 LKJH	**Ville de Valenciennes** SteelScSr *Boulogne* –12 1 *Dk* & *Spar dk*	1734 — 1055					1897	J Readhead &Sons South Shields	Cie.des Bateaux à Vap.du Nord	274·0 | 35·1 | 16·1 B44′ F17′ 24·8	Dunkirk French *WB*	T.3Cy.23″,37½″&61½″–39″ 234NHP J.Readhead & Sons, S.Shl.		V
451 LKJM	**Ville de Verdun** SteelScSr 2 *Dks* (*Stl*) *Elec.light* *Ref.Mchy.*	*4576* ~~*3752*~~ *2780*	✠100A1 12.17 (~~*Class Contem. plated.*~~) ✠LMC10,17	Dub	*x*		1917 10mo *Lloyd's*	N.of Irelnd S.B.Co.Ld. Londonderry *sA&CP*	Cie.Havraise Pén. de Nav.à Vap. *Cell*	~~850·0 | 51·8 | 25·8~~ P32′ B205′ F33′ 350·4 | 51·3 | FK *DB* 300′ 951*t* *FPT* 111*t*	Havre French 6 *BHCem* *APT* 133*t*	T.3Cy.25″,41″&68″–48″ (*s*) 180lb *100lb* 462NHP 3SB,*9cf*,GS161,HS6960 FD J.G.Kincaid & Co. Ld. Grk.	28 ″ 4 s 4 ″ 3½ 24 ″ 3	
452 NSMP	**Villemoes** SteelScSr *P.Thomsen* *Mchy. Aft* 1 *Dk*	775 627 428					1914	Porsgrund Mek.Værks. Porsgrund	Aktie.Dmpskslsk. Jyden (J.Villemoes *Mgr.*)	202·1 | 32·1 | 12·4 P62′ F24′	Esbjerg Danish *WB*	T.3Cy.14″,23″&38″–27″ 75NHP Porsgrund M.V. Porsgrund		N
453 JVDP	**Villena** IronScSr *J.F.Turio* 07–07 *ss* Nwc.No.3–3,82 (*ex* Bautista Ramos, *ss* Nwc.No.1–87 *Well deck* *ex* Rowena, *ex* Eldon) 1 *Dk* 2 tr *B*	955 738 626	✠ 5,91 ✠NB82	Shl			1868 6mo	C.Mitchell &Co. Newcastle	F.Vila y Casanovas	224·5 | 29·2 | 17·6 P128′ F28′ *WB*=*DBa*	Barcelona Spanish 4 *BHCem* 70′ *f* 80′ 233*t*	C.2Cy.27″&52″–30″ 123NHP 1SB,*3pf*,GS55 Thompson, Boyd & Co. Nwc.		

Now named "Ramón," See No. 20 in Supplement

1 Numero d'Ordre / Numero Officiel / Signaux	2 Nom du Navire. Matériaux. Gréement, etc / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant.	15 Registres où coté, et si c'est dans le L. R. Durée Cert. Roof Trade.
454	Vilma	SteelScK	102					1883	Akers Mek.Værks. Christiania	ChargeursReunis	86·5	17·1	8·7	LaPallice French	C.2Cy.16½″&28¾″–18½″ 30NHP AkersMek.Værks.Xia.		
		(Whaler)	80														
		1Dk	42														
455	Vimeira	SteelScSr	5884	✠100A1	HKg	a†	~~1,15~~	1914	Russell& Co. Pt.Glasgow	VimeiraS.S.Co.Ltd. (Gow,Harrison& Co.)	423·5	56·0	28·7	Glasgow British	T.3Cy.27″,45″&75″–48″ (r) 180lb 549NHP	31 ″ 4	
136310	F.Dodd –16	ssNwc.No.1–18	5498	~~1,174,18~~ 4,18	LowNwc		5,17	7mo			P44′B123′F43′				3SB,9cf,GS172,HS8169 FD	s 6 ″ 4½	
JFWM	Elec.light	2Dks(Stl)	3726	✠LMC14			4,18		Lloyd's A&CP			FK		4BH to Udk	J.G.Kincaid&Co.Ld.Grk.	25 ″ 4	
				2,18										2 ,, ,, 2nd ,,	only		
		Carrying oil fuel F.P. above					F.in DE&DT		Intermediate	BH& 2′tween dk B	Hds dispensed with WB=CellDBa			uE24′ f186′	1243t DTa36′1120t ~~1,P 08~~		
456	Vina	SteelScSr	1021	✠100A1	Shl	m	N7,16	1894	Ramage& Ferguson,Ld. Leith A&CP	J.T.Salvesen&Co.	215·8	32·0	14·0	Grngemth British	T.3Cy.15½″,24″&39″–30″ (s) 160lb 100lb NDB13 99RHP	16 ″ 3	
90912	P.Slater –02	ssGmh.No.3–5,06	755	~~B18 7,16~~ 4,18	Nwc Sld			3mo			P27′Q38′B58′F30′		FK	5BHCem	1SB,3pf,GS55,HS1715	s 1 ″ 2	
NHJV		ssGmh.No.2–14	610	~~WB57,16~~ ✠LMC5,14										19t APT37t	Ramage&Ferguson(L)Lth	15 ″ 5	
	Well deck	1Dk(Irn)& Web frames		~~ES10,17~~						WB=Cell	DB174′ 215t FPT						
457	Vinæs	SteelScSr	1107					1916	Helsingörs Jernsk&Msk. Elsinore	S.&J.Lothe	230·0	35·5		Haugesnd Norwegian	T.3Cy.15″,24″&40″–27″ 83NHP		C
	J.M.Jörgensen16–16		852								P12′Q69′B94′F29′			WB	HelsingörsJernsk.&Mskb		
MPFC			651														
458	Vincent Grech	SteelScSr	253	✠100A1	Drt	d		1913	Philip& Son,Ld. Dartmouth A&CP	W.Grech	125·0	24·1	10·2	London British	C.2Cy.15″,25″&40″–30″ (s) 180lb 112NHP	12 ″ 6	
135283	J.Watson –13		230	For towing purposes				10mo			F15′		BK7″	5BHCem	1SB,3cf,GS63,HS2070	s 1 ″ 5½	
		1Dk	79	10,13	✠LMC9,15									10t FPT14t	Earle'sCo.Ld.Hull	11 ″ 9	
								Lloyd's		WB=DBu Bunkers11′							
459	Vincenzo Florio	IronSc3MstSr	2752	✠	NYk	v		1880	A.Stephen &Sons Glasgow	Nav.Gen.Italiana	352·1	38·1	27·3	Genoa Italian	C.2Cy.48″&90″–48″ NB95 468NHP		
246			—	8,84				3mo			P64′ F35′			5BHCem	A.Stephen&Sons,Glasgow		
SRMP	Elec.light	3Dks(2Irn–Uws)	1668							WB=CellDB288′							
460	Vinci ssTarantoNo.2–17	SteelSc3MstSr	1237	✠100A1	Gen	o	1,16	1883	R.Steele& Co. Greenock Lloyd's A&CP	L.Albino	248·2	33·2	17·3	Genoa Italian	C.2Cy.31″&52″–36″ (a) 60lb 55lb NDB95 135NHP	18 ″ 3	
736	M.Albino10–14 ssLth.2ndNo.3–2,08		1080	~~7,17~~ ~~12,14~~	Taranto			6mo			P24′B40′F33′		BK8½″	5BHCem	1SB,3cf,GS60	s 3 ″ 0	
SRMZ	(exWillemFrederik, ~~ssPir.No.1–13~~		754	~~BS8,16~~ ✠LMC4,15						WB=FPT60t				MT38′350t	R.Steele&Co.Greenock	16 ″ 1	
	exAghiosSpyridon,exTortona)						7,17										
		2Dks(1Irn)															
461	Vincia	SteelScK	150	✠100A1	Lon	b	6,15	1909	Philip& Son,Ld. Dartmouth Lloyd's A&CP	~~J.S.Watkins~~ William Watkins, Ld. (J.S.Watkins Mgr.)	96·2	20·6	10·9	London British	T.3Cy.13 3/16″,21″&34″–24″(s) 165lb 99RHP	11 ″ 4	
129004	W.Anning95–09	ssLon.No.1–13	133	For Towing purposes				6mo					BK6½″	4BHCem	1SB,2pf,GS35,HS1500	s 1 ″ 2½	
HPDS		1Dk	—	5,15	✠LMC8,15										Philip&Son,Ld.Dartmouth	10 ″ 9	
462	Vind	IronScSr	1307	✠100A1	Got	o	~~4,15~~	1880	W.Gray& Co. W Hartlepool A&CP	Rederiaktieb.Bore (G.E.Sandström, Mgr.)	241·0	33·0	17·0	Gothenbrg Swedish	C.2Cy.29¾″&55″–33″ (i) 85lb 80lb NDB95 145NHP	19 ″ 7	
4806	~~K.O.Kurlberg14–14~~	ssApl.3rdNo.3–3,14	1066	6,17~~,16~~	~~HC4,16~~		3,17	2mo			Q96′B53′F33′		BK8″	4BHCem	2SB,4pf,GS62	s 1 ″ 7½	
JQSK	(exOakville)	1Dk(Irn)2trB	792		✠LMC3,14					WB=CellDBa				73′f99′237t	T.Richardson&Sons,Hpl.	18 ″ 9	
	Well deck L.R.E.Bazelius17–17			~~BS6,17~~													
463	Vindeggen	SteelScSr	3179	✠100A1	Kob	l		1916	OsakaIron Works,Ld. Innoshima Lloyd's A&CP	JensFolkmans Rederi	305·0	43·7	27·2	Skien Norwegian	T.3Cy.22″,37″&61″–42″ (s) 180lb 288NHP	27 ″ :	
			2757	~~pr12,16~~ 3,18	NYk			12mo			P19′B82′F52′		FK	5BHCem	2SB,6cf,GS90,HS3824 FD	s4 ″ 4½	
WLPF	Elec.light	2Dks(Stl)& Web frames	1990		✠LMC12,16					CellDB254′473tD				7a25′534t FPT112t	2SB,6cf,GS90,HS3824 FD	23 ″ 2	
		Longitudinal framing												APT20t	OsakaIronWorks,Osaka		
464	Vindelecia	SteelScK	248	✠100A1	Hul			1913	Cook,Welt'n&Gemmell Ld. Beverley Lloyd's A&CP	Gt.Gms.&E.Coast Stm.FishingCo.Ld	120·0	22·5	11·9	Grimsby British	T.3Cy.12½″,21½″&35½″–24″ 180lb (s) 62RHP	12″10	
135981	J.R.Wardle –13		227	StmTrawler				11mo			Q68′		BK8″	4BHCem	1SB,2pf,GS39,HS1267		
		1Dk	99	11,13	✠LMC11,15										Amos&Smith,Ld.Hull		
465	Vindex	SteelTrpScSr	1951	✠ A1	Bkn		7,15	1905	Armstrong Whitworth &Co.Ld. Newcastle Lloyd's A&CP	~~Isle ofManSteam Packet Co.Ld.~~	350·4	42·0	16·1	DouglasIM British	3 Steam Turbines (s) 160lb 100lb FD 1100RHP	17 ″ 3	
118604	E.Corkhill90–05	ssBrw.No.2–12	1418	Shelter dk				6mo			Promenade dk230′		FK	9BHAsp	4DB,24cf,GS610,HS19712	s 3 ″ 9	
HRCS	(exViking) 2Dks& Shelter dk(pt Stl–ws)		827	with freeboard 4,14						WB=				APT36t	ParsonsMarineSteam TurbineCo.Ld.Nwc.	14 ″ 0	
	Elec.light Wireless			Irish Channel Service													
				BS4,14	✠LMC4,12												
466	—	IronTwinSc	332				...	1869	Flli. Orlando Leghorn	Soc.Anon.Salvataggi eRicuperi	141·8	30·0	7·2	Messina Italian	4Cy.18″–12¾″ NB94 35NHP	9 ″ 0	I
54	G.Domenico	(exUtile,ex	244												WestermnBros.SestriPon.		
SRNL	ItalianGunboatFaa di Bruno)	1Dk	185														
467	Vindobona	SteelSc	4361					1892	Act.Ges. "Vulcan" Stettin	LloydAustriaco	390·6	43·3	28·4	Trieste Aust.-Hung.	T.3Cy.27½″,43¾″&70½″–53″ 358NHP		A
			—								P50′ B126′ F51′			WB	A.G."Vulcan,"Stettin		
HTLD	Elec.light	2Dks3trB	2688														
468	Vineleaf	SteelSc4MstSr	7678	✠100A1	Liv	c†	2,13	1901	C.S.Swan& Hunter,Ld. Newcastle Lloyd's A&CP	Lane&Macandrew Ld.	470·0	56·2	31·8	London British	T.3Cy.27½″,45½″&75″–60″ 180lb (s) 592NHP	34″10	
113459	C.S.Rhodes –13	ssLiv.No.3–9,13	6853	9,14				4mo			P37′B162′F44′		FK	9BHCem	2D&1SB15cf GS315HS10787	s 8 ″ 3	
JNHT		2Dks(Stl)& deep framing	4837	BS5,14	✠LMC2,15										WllsndSlpwy.Co.Ld.Nwc.	27 ″ 0	
	Elec.light Wireless	& Web frames								CellDBa	143′u E&B61′f204′			1544t D Ta	30′937t FPT117t APT30t		
469	Vineta	SteelScSr	719					1912	Bergsunds M.V.Aktieb. Stockholm	Stockholms Rederi AktiebSvea (H.Blomberg Mgr)	168·7	28·0	11·6	Stockholm Swedish	T.3Cy.19 1/16″,31 5/16″&51 3/16″ –35 7/16″ 156NHP		
5403	A.Edgran		356								H203t		18·7	WB	BergsundsM.V.Akt.Skm.		
JTCM	Elec.light	1Dk& Shelter dk trB	474														
470	—	SteelScSr	682					1910	Stettiner Oderwerke Stettin	NeueDampfer-Co., Act.Ges.	180·1	29·0	11·5	Stettin German	T.3Cy.13 5/8″,21 7/16″&35 3/8″–25 3/8″ 64NHP		G
	G.Kriesen		489								Q52′B43′F19′			WB	StettinerOderwerke		
JGCT		1Dk	394														
471	—	SteelSc	130					1899	J.W.Klawitter Danzig	WeichselDanziger Dampfschiff.& SeebadA.G.	98·3	19·7	9·4	Danzig German	T.3Cy.12″,19″&29½″–13 3/8″ 32NHP		
	Kolbe		101								H—			WB	J.W.Klawitter,Danzig		
HFWM		1Dk	35														
472	Vinga	SteelScSr	148					1891	Bergsunds M.V. Stockholm	KungelfsNyaAngb Aktieb. (J. Johansson, Mgr.)	96·1	19·5	7·6	Kungelf Swedish	C.2Cy.13¼″&23½″–17 3/8″ NB06 19NHP		
2059	C.Olsson –96		84								Q29′B35′H13tF12′				BergsundsM.V.Stockholm		
JDTH		1Dk	92														
473	Vinland	SteelScSr	1143					1906	Bergens Mek.Værks. Bergen	Akties.Dpsk.Vinland(O&A.Irgens)	228·8	35·2	15·1	Bergen Norwegian	T.3Cy.18″,30″&50″–33″ 144NHP		N
	B.Schjött		933								Q95tB143tH64t			WB	BergensMekVærksBergen		
MCTP	Elec.light	1Dk	661								F29t						

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys.	3 No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned / now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 Built. By Whom. — Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of ✠ or Trade Cert.
474 123758 HJRK	**Vinovia** *R.Baker* –17 **SteelScSr** ~~*S.Ormond* –17~~ *ss*Lon.No.2–17 (*ex*AngloBolivian) 2*Dks*(*Stl*)&*deep* *Elec.light* *framing*&*Shelter dk*(*Stl*) Wireless *Cargo battens not fitted in* *Shelter dk 'tween Dks*		7046 5229 ~~4545~~	✠100A1 *Shelter dk* *withfreeboard* 4.17 BS3.17 ✠LMC11.16	Lon	*a*†	3,17	1906 11mo	ShortBros. Ld. Sunderland	CunardS.S.Co.Ld.	418·2 | 54·4 | ~~20·3~~ 37·2 FK	Liverpool British	Q4Cy.24½″,35″,51″&74″–51″ 220lb *120lb* (*r*) 539NHP 3SB,*9cf*,GS159,HS7290 FD N.E.MarineEngCo.LdNwc	38 ″ 10 s 10 ″ 7 28 ″ 8	
475 MJDL	**Vinstra** **SteelScSr** *D.Arnesen*07–13 *ss*Hul.No.1–14 (*ex*Drumcraig) 2*Dks*(*Stl*) *Elec.light* Wireless		4668 4410 2932	✠100A1 ~~1.17 8.16~~ 9.17 ~~BS6.16~~ ✠LMC5.14 BS6.17	Xia	*z*	~~4,15~~ 9,17	1910 10mo	Russell& Co. Pt.Glasgow	Dmpsk.DenNorske Afrika og Australie Linie(W.Wilhelmsen&Fearnley&Eger,*Mgrs.*)	410·0 | 52·2 | 25·7 P37′B249′F44′ FK	Tönsberg Norwegian	T.3Cy.27″,44″&73″–48″ (*s*) 180lb GS180,HS8743 550NHP 2SB(FD)&1AuxSB,*10cf*, D.Rowan&Co.Glasgow	28 ″ 3 s 4 ″ 6½ 24 ″ 1	
476 RSGW	**Viola** **SteelScSr** *H.Toaspern* –12 *Elec.light* 1*Dk*		1156 817 710					1912	Flensburgr Schiffsb.Ges. Flensburg	A.Kirsten	225·7 | 33·3 | 14·6 P&B177′F31′	Hamburg German	T.3Cy.15″,25⅝″&44⅛″–29½″ 92NHP FlensburgerSchiffsb.Ges.		G
477 122690	— **SteelScK** *J.Everett* –09 (*Trawler*) 1*Dk*		228 213 91			…		1905	Cochrane& Sons Selby	ArcticStmFishing Co.Ld.(E.Bacon,*Mgr.*)	120·0 | 21·6 | 11·5 Q65′F22′ BK7½″	Grimsby British	T.3Cy.12″,21″&34″–24″ 69RHP Amos&Smith,Hull	12 ″ 4	
478 123229	— **SteelScK** *W.Blewett* –13 *ss*Hul.No.1–10 1*Dk*		173 166 68	✠100A1 *StmTrawler* 11.13 BS4.15 ✠LMC7.10	Hul		9,14	1906 2mo	Cook,Wel- t'n&Gemmell Beverley	~~Hellyers'Steam FishingCo.Ld.~~ W.A.Massey&Sons, Ld.	108·5 | 21·6 | 11·5 BK8″ *WB*=	Hull British	T.3Cy.10″,16¼″&27″–24″ (*s*) 200lb 45RHP 1SB,*2pf*,GS25,HS750 Amos&Smith,Hull	12 ″ 4	
479 213980 LFVQ	**Violet** **WoodScSr** (*ex U.S.*McArthur) 2*Dks*		261 — 149					1876	U.S.Dkyd. MareIsland, Cal.	G.Johnson	115·3 | 20·1 | 16·3	Seattle Utd.States			
480 106661	— **IronScK** (*Trawler*) 1*Dk*		150 140 57			…		1896	Cochrane& Cooper Beverley	Government of Ceylon	95·3 | 20·6 | 11·0 Q17′ BK7½″	Colombo British	T.3Cy.11″,17″&28″–21″ NB07 40RHP C.D.Holmes&Co.,Hull	11 ″ 10	
481 98272 MQJC	— **SteelTwinScSr** *J.Bartlett* –12 1*Dk*		141 116 13					1892	Ardrossan S.B.Co.,Ld. Ardrossan	J.Cooper	100·0 | 18·0 | 9·7	Newry British	C.4Cy.(2)12½″&(2)24″–18″ 48RHP Hutson&Corbett,Glasgow		
482 95807	**Violet Caie** **IronScK** *J.Wright* –17 (*ex*Chire,*ex*Graphic) (*Trawler*) 1*Dk*		141 141 52			…		1889	Cook,Wel- t'n&Gemmell Hull	G.F.Sleight	102·3 | 20·3 | 10·7 BK7½″	Grimsby British	T.3Cy.12½″,19½″&31½″–22½″ 50RHP C.D.Holmes&Co.Hull	11 ″ 8	
483 ~~Violetta~~	**SteelScSr** *ss*Shl.No.3–6,04 (*ex*Huntcliff) *ss*Ant.No.2–11 1*Dk*(*Irn*)&*Webframes*&*ptAwng dk*(*Irn*)		*3120* *2297* *2018*	✠100A1 *ptAwng dk* *withfreeboard* 2.14 BS5.15 ✠LMC10.11	Cff	*t*	2,14	1891 7mo	Ropner& Son Stockton	B.J.Fakis	313·7 | 40·5 | 20·2 Q133′ *ptAwng dk*181′ FK *WB*=*Cell*	Andros reek 5*BHCem* *DB*260′635*t*	T.3Cy.23″,36½″&59″–42″ (*s*) 165lb *100lb* NDB06 238NHP 2SB,*5pf*,*1rf*,GS86,HS3737 T.Richardson&Sons,Hpl.	23 ″ 7 s 8 ″ 10 22 ″ 3	
484 121331 HGFM	**Viper** **SteelTrpScSr** *P.McLaren*88–06 *ss*Gls.No.2–13 2*Dks*(*M–ptStl*)&*Webframes*& *Elec.light* *Awng dk*(*ptStl*)		1713 1186 723	✠ A1 *Awng dk* *withfreeboard* 3.15 ~~BS10.17~~ *Examined*12.17 ✠LMC10.15	Gls	*s*	~~10,15~~ 12,17	1906 5mo	Fairfield Co.Ld. Glasgow	G.&J.Burns,Ld.	315·0 | 39·6 | 15·7 23·2 BK6″	Glasgow British	3 Steam Turbines (*s*) 165lb 950RHP 4DB,*24cf*,GS504,HS16020 FairfieldCo.Ld.Glasgow	16 ″ 6 s 3 ″ 1½ 14 ″	BT till 10,17
485 121266 HFDV	**Virago** **SteelSc3MstSr** *J.W.Brookman* –12 *ss*Bkn.No.2–13 (*ex*Javelin) 1*Dk*(*Stl*) *Well deck* *Mchy.Aft*		321 223 125	✠100A1 2.17 BS9.16 ✠LMC13.15	Liv	*f*	2,17	1905 10mo	J.Fullerton &Co. Paisley	R.Gilchrist&Co.	141·0 | 23·8 | 9·7 Q78′B9′F30′ FK *WB*=*FPT*	Liverpool British	C.2Cy.18″&40″–27″ (*s*) 130lb 85RHP 1SB,*3pf*,GS51,HS1461 Ross&Duncan,Glasgow	10 ″ 10 s 4 ″ 4 10 ″ 8	
486 98587 LWKR	**Virawa** **SteelScSr** *A.D.Hepburn* –16 3*Dks*(*UStl*-ws&1*ptStl*-ws)		3360 3112 2176	✠ 12,91 ✠	Bon	*v*		1890 10mo	W.Denny &Bros. Dumbarton	BritishIndiaStm. Nav.Co.Ld.	340·0 | 43·1 | 26·0 P52′B16′F46′ FK *WB*=*Cell*	Glasgow British 6*BHCem* *DB*294′826*t*	Q.4Cy.24″,36″,48″&70″–48″ 320NHP 2SB,*4pf*,GS77,HS3414 FD Denny&Co.,Dumbarton	29 ″ 0	
487 114640 TFWS	**Virent** **SteelScSr** *J.C.Pottinger* –13 *ss*BryNo.3–6,15 1*Dk*(*Stl*)&*Spar dk*(*ptIrn*&*ptStl*) *Elec.light* &*deep framing*		3771 3580 2420	✠100A1 *Spar dk* 6.17 ~~11.16~~ ✠LMC ~~BS5.16~~ MS6.16 BS1.17	Bry	*w*	11,16	1902 2mo	Osbourne, Graham&Co. Sunderland	J.Westoll	339·0 | 48·0 | 19·3 P29′B86′F36′ 27·8 FK *WB*=*CellDBa*	Sundrland British 6*BHCem* 106′*uE*22′*f*140′719*t* *APT*79*t*	T.3Cy.25″,42″&68″–48″ (*s*) 180lb *80lb* 342NHP 2SB,*6cf*,GS136,HS5290 J.Dickinson&Sons,Ld.Sld.	29 ″ 0 s 5 ″ 6½ 23 ″ 10	
488 133392	**Vireo** **SteelScK** *C.H.Winn*09–12 1*Dk*		192 190 73	✠ *Stm Trawler* 7,12 ✠	Goo			1912 7mo	GooleS.B. &Rpg.Co.Ld. Goole	KelsallBros.& Beeching,Ld.(G. Beeching&J.E.A. Kelsall,*Mgrs*)	110·0 | 21·6 | 12·0 BK7½″ *WB*=	Hull British 3*BHCem* *DT f*21′30*t*	T.3Cy.12″,21″&33″–21″ 55RHP 1SB,*2pf*,GS24,HS900 Earle'sCo.Ld.Hull	12 ″ 11	
489 JVDG	**Virgen de Africa** **IronScSr** *Gerona* –15 (*ex*WilliamHaynes, *ex*Guadiana) 2*Dks*		504 — 359			…		1866	Henderson Coulbrn&Co. Renfrew	Heredos de A.Millan	184·7 | 24·6 | 13·4 P40′ H— F37′	Cadiz Spanish	C.2Cy.25″&43½″–25″ NB94 79NHP Portilla&White,Sevilla		V
490 105388 PHFQ	**Virgil** *ss*Mch.No.1–18 **SteelScSr** ~~*W.W.Watson* –17~~ *ss*Ant.No.3–6,08 ~~*T.W.Major* –18 *ss*Ant.No.1–13~~ *Elec.light* 1*Dk*(*Stl*)&*Spar dk*(*Irn*)& *Web frames*		3338 3125 2141	✠100A1 *Spar dk* Mch 1.18 ~~5.16~~ *Examined*4.17 ✠LMC1.17 BS1.18	Liv	*w*	~~5,16~~ N1,18	1896 5mo	D&W Hen- derson&Co. Glasgow	LivBrazil&RPlate S.N.Co.Ld. (Lamport&Holt,Ld. *Mgrs.*)	350·0 | 45·8 | 17·2 P32′B80′F39′ 24·3 FK *WB*=*CellDBa* 1	Liverpool British 6*BHCem* 06′*uE*&*B*46′	T.3Cy.26½″43½″&71″–48″ (*s*) 180lb *100lb* 407NHP 2SB,*6cf*,GS136,HS5333 FD D.&W.Henderson&Co.Gls *f* 142′752*t*FPT82*t*APT44*t*		
491 RQTJ	**Virgilia** **SteelScSr** (Seized at Petrograd) *P.Erbrecht* –11 *Elec.light* 1*Dk*		1079 912 603					1911	Howaldts- werke Kiel	A.Kirsten	226·0 | 34·6 | 15·5 P&B138′F30′	Hamburg German *WB*	T3Cy17⅞″27⅛″&43⅞″–29½″ 102NHP Howaldtswerke,Kiel		
492 113206	— **IronScYl** *A.H.Rawlings* –14 (*Trawler*) 1*Dk*		209 197 99			…		1900	Schofield, Hagerup& Doughty,Ld. Grimsby	N.EasternSteam FishingCo.Ld.	116·2 | 21·5 | 11·2 Q48′F20′ BK7½″	Grimsby British	T.3Cy.11¾″,21″&34″–24″ 58RHP C.D.Holmes&Co,Hull	12 ″ 1	
493 215371 LHNP	**Virginia** **SteelScSr** *N.Mathiesen*13–17 *Elec.light* *Longitudinal framing* *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames*		6666 6061 5048	✠100A1 NYk ~~4.18 7.17~~ *Class Contem plated* *Carrying Petroleum in bulk* *Fitted for oil fuel* 7,117 *F. P. above*		*a*†		1917 7mo	ForeRiver S.B.Corp. Quincy,Mass.	~~The Texas Co.~~ The TexasS.S.Co.	416·8 | 56·1 | 31·1 P107′B35′F33′ FK *CellDBuE*&*B*60′209	~~Pt.Arthur (Texas)~~ Utd.States NewYork 16*BHCem*	T.3Cy.26½″,44″&74″–51″(*r*) 190lb *125lb* 549NHP 3SB,*9cf*, ,HS7979 FD ForeRiverS.B.Cor.Quincy	32 ″ 9	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Materiaux, Grément, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenance expiré. Lettre d'Equilibrement.	7a Date de la dernière visite de l'arbre porte-hélice	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille / Francbord au milieu du navire. / Tirant d'eau correspondant. pds. pc.	15 Registres en cotés si ce n'est dans le U. K. Dat. in Cert. Rof. Trade
494	**Virginia**	**SteelScSr**	4300					1891	D&W Henderson&Co. Glasgow	Soc.Anon.Ilva	383·2	45·6	25·7	Genoa Italian	T.3Cy.27″,44″&71′–60″ 390NHP D&W Henderson&Co.Gls.		CI
718	*Faggioni*	(*ex*Cyrill,	3732								P73′B96′F46′						
SRNQ	*ex*Algeria)	*Elec.light* 2*Dks*	2793														
495	—	**SteelScSr**	3753	✠100A1	Els	*w*	~~7,18~~	1899	TyneIron S.B.Co.Ld. Newcastle	DetForenede DampskibsSelsk.	348·0	48·0	16·4	Copnhagn Danish	T.3Cy 24″,40″&66″–45″ (*s*) 180lb *100lb* 314NHP 2SB,~~37~~,GS124,HS4800 Blair&Co.Ld.Stockton	27 ″ 0 s 4 ″ 9½ 22 ″ 7	
NKLQ	*K.Fischer*	*ss*Cpn.No.3–5,12	3395	2,18 *Spar dk*			5,16	3mo			P35′B110′F39′	24·4	FK	6*BHCem*			
	(*ex*Euxinia)	1*Dk*(*Stl*)&*Spar dk* (*pt Iru pt Stl*)&*deep framing*	2368	5,17 ~~5,15~~ ~~MS6,19~~	LMC 5,17 ~~BS7,15~~					*WB*=*Cell DBa*	108′*u*	*E*28′*f*144′	825*t*	*APT*62*t*			
496	—	**SteelScSr**	3563	✠	Tri	*v*		1906	Craig,Taylor&Co.Ld. Stockton	UnioneAustriaca diNav.(Soc.Anon.)	326·0	42·0	17·6	Trieste Aust.-Hung.	T.3Cy.24″,40″&65″–45″ 355NHP 2SB,6*cf*,GS122,HS4918 FD	27 ″ 9	
HTML	*Cosulich*	*ss*Msl.No.1–11	3822	12,16				2mo			P76′B112′F32′	25·4	FK	5*BHCem*			
		1*Dk*(*Stl*)&*Spar dk*(*Stl pt ws*) &*Web frames*	2314	*Spar dk*						*WB*=*Cell DB*	a88′*u*	*E*&*B*40′*f*144′	572*t*	*APT*29*t*	N.E.MarineEng.Co.Ld.Sld.		

Now named "Kerlew." See No. 37 in Supplement.

497	—	**SteelScSr**	2552					1889	Armstrong Whitworth&Co. Ld.Newcastle	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	324·4	40·0	22·4	Hamburg German	T.3Cy.25′,41′&67′–42′ 291NHP		G
RNKV	*M.Machesprang*(*ex*Itaparica,*ex*Chubut,		2134								P86′B80′F53′			*WB*	Wllsnd Slpwy.Co.Ld.Nwc.		
	Elec.light	Wireless *ex*Itaparica)	1594														

Now named "Jason." See No. 22 in Supplement.

498	—	**SteelScSr**	2027					1905	Harlan&Hollingsworth Co. Wlmgtn,Del	BaltimoreSteam PacketCo.	296·1	44·0	17·7	Baltimore Utd. States	T.4 Cy.24½″,40″&(2)47″–42″ 286NHP Harlan&HollingsworthCo.		
202467			—														
		2*Dks*	1378														
499	—	**SteelTwinScSr**	1607					1891	GlobeIron WorksCo. Cleveland,O.	GoodrichTransit Co.	269·2	38·3	12·8	Duluth, Minn.	T.6Cy.20″,32″&52″–36″ 324NHP		
161654			—								H—						
	Elec.light	Wireless 2*Dks*	980										*WB*	Utd. States	GlobeIrnWksCo.Clevelnd.		
500	—	**SteelScSr**	1065					1883	LloydAustro-Ungarico Trieste	Archipelago AmericanS.S.Co. (G.Farkouh,*Mgr.*)	221·9	31·5	21·7	Smyrna Utd. States	C.2Cy.30″&55″–27″ NB98 131NHP		
	*P.Argyropoulo*98–06	(*ex*Alexandrina,	624												ArsenaleLloyd,Trieste		
	Elec.light	*ex*Aphroditi,*ex*Reka)															

Now named "Victoire," See No. 10 in Supplement.

501	—	**SteelScSr**	*215*	✠	PGl			1906	Murdoch & Murray Pt.Glasgow	MissV.S.Martins	125·6	24·1	6·8	Manãos Brazilian	C.2Cy.14″&29″–20″ 51NHP	7 ″ 0	
	H.B.Kearney –06		*151*	*For River purposes only*				6mo			F15′			5*BHCem*	1SB,2*pf*,GS34,HS1048 Ross&Duncan,Glasgow		
	1*Dk*(*Teak*)&*Promenadedk*(*Teak*) *Elec.light*		*146*	11,10									FK				
502	—	**WoodScSr**	146					1875	Neafie&Levy Co. Philadelphia	Sincennes&McNaughton Line,Ld.	107·3	24·0	12·8	Montreal British	C.2Cy.19½″&34″–34″ 175RHP		
71615	*P.Bibeau*95–12		138											*Cmpd*	CarrierLane,Quebec		
	(*ex*Lake)	1*Dk*	89														
503	**Virginian**	**SteelTrpSc**	10757					1905	A.Stephen &Sons Glasgow	AllanLineSSCoLd (CanadianPacific OceanServices,Ld. *Mgrs.*)	520·4	60·3	38·0	Glasgow British	3SteamTurbines ParsonsMarineSteam TurbineCo.Ld.Nwc.		C
121219	*G.C.Evans* –14		8522								P56′R211′F68′			*WB*			
HCJG	*Ref.Mchy*	Wireless 3*Dks*	6827														
504	—	**SteelTwinSc4MstSr**	7914	✠100A1	NYk	*ft*	~~11,16~~	1903	Maryland SteelCo. Sparro'PtMd A&CP	American-HawaiianS.S.Co.	492·0	58·3	31·9	NewYork Utd.States	T.6Cy.25″,42½″&72″–48″ (*s*) 200lb FD 935NHP 2DA2SB*18cf*GS322HS12702 MarylandStl.Co.Sparr'.Pt. *DT f*35′1025*t APT*67*t*	35 ″ 6 s 7 ″ 0 29 ″ 0	
93369	*Green* –16	*ss*Bos.No.3–9,16	7543	*Shelter dk*	NNs		9,17	7mo					FK&BK3″	*8BHpt Asp*			
KSJF	(*ex*Maine)	3*Dks*(*Stl*)&*Shelter dk*(*Stl*)	5077	*withfreeboard* ~~9,17~~ ~~11,16~~ 9,18	LMC9,16 BS5,18					*WB* = *Cell DBa* 138′*u*	*E*&*B*80′*f*190′	1524*t*		*DTa* 43′980*t*	*DT f*35′1025*t APT*67*t*		
	Elec.light	Sub.Sig. Wireless		*Fitted for oil fuel* 1,07 *F.P. above* 150°F.				*Lloyd's*A&CP									
505	—	**SteelScK**	211	✠100A1	Gms		5,13	1906	Cook,Welt'n&Gemmell Ld. Beverley	OnwardSteam FishingCo.Ld.(T. Robinson,*Mgr.*)	115·4	21·6	11·5	Grimsby British	T.3Cy.12″,21″&34″–24″ (*s*) 180lb 67RHP	12 ″ 3	
123600		*ss*Gms.No.1–11	194	*Stm Trawler*				12mo			Q58′F19′		BK8″	3*BHCem*	1SB,2*cf*,GS31,HS1110 C.D.Holmes&Co.Hull		
		1*Dk*	83	4,14				*Lloyd's*A&CP									
				BS4,14	LMC7,11												
506	—	**WoodScSr**	179					1904	B.Tucker CramerHill, N.J.	SouthernTransptn Co.	102·5	22·5	10·4	Phildlphia Utd.States	C.2Cy.16′&32″–24″ 41NHP Neafie&LevyCo.Phl.		
201458		(*Tug*)	—														
KTLF	(*ex*BlueBell)	1*Dk*	122														
507	**Virginie**	**SteelScSr**	5330					1903	Forg.&Ch. de laMédit. LaSeyne	Cie.Générale Transatlantique	358·2	49·2	26·8	Havre French	T.3Cy.26½″,41″&65″–43½″ 278NHP		V
	*Bourdeaux*11–12	(*ex*Malou)	—								P240′H9′F75′			*WB*	Forg.&Ch.de laMédit.Msl		
LKNQ	*Elec.light*	Wireless 1*Dk*&*Spar dk*3*trB*	3462														
508	**Virgo**	**SteelScSr**	1091	✠100A1	Hfs	*m*	~~5,14~~	1906	Fevigs Jernskibsbyg Fevig	FinskaÅngfAktieb (L.Krogius,*Mgr.*)	204·9	32·2	12·7	Helsingfrs Russian	T.3Cy.17′,27′&47″–33″ (*r*) 180lb 151NHP	22 ″ 0 s 5 ″ 8	
	*C.A.C.son Holmborg*98–06		1028	*Awng dk*	Gefle		9,17	5mo					19·8 BK7½″	4*BHCem*	2SB,4*pf*,GS80,HS2520	17 ″ 3	
SQTR		*ss*Hfs.No.2–14	624	*withfreeboard* 9,17 ~~5,14~~	BS9,17			*Lloyd's*A&CP		*WB*=*Cell DB uE*&*B*46′*f*44′				127*t APT*26*t*	Richardsons,Westgarth& Co.Ld.Mdb.		
	Elec.light	1*Dk*(*Stl*)&*Awng dk*		~~BS6,16~~	LMC6,14												
509	— (Detained at Hamburg)	**IronScSr**	983				...	1870	Gourlay Bros.&Co. Dundee	GeneralStm.Nav. Co.Ld.	250·0	30·2	16·6	London British	C.2Cy.25″&54″–36″ 132NHP	17 ″ 10	
63694	*G.A.Finney*		818								P74′B69′F61′		BK7½″		NE83NB*made99fitted*10		
NJRT		2*Dks*	490												GourlayBros.&Co.,Dundee		
510	**Visborg**	**SteelScSr**	281					1893	P.Larsson Thorskog	SvenskaCementforsäljn.Aktieb. (C.A.Ödman,*Mgr*)	119·3	22·4	11·2	Malmö Swedish	C.2Cy.11⅞″&21½″–15½″ 15NHP		V
616	*G.Hallengren*00–00		235								Q27′B15′H9*t*F9′				P.Larsson,Thorskog		
JBSF	*Mchy.Aft*	1*Dk*	201								len01						
511	**Visbur**	**SteelScSr**	877	~~✠100A1~~	Got	*l*	~~8,15~~	1911	R.Thompson&Sons,Ld. Sunderland	Ångf.Aktieb. Svithiod (H.Metcalfe,*Mgr.*)	215·0	31·5	12·6	Gothenbrg Swedish	T.3Cy.16½″,27′&44″–30″ (*s*) 180lb 125NHP	14 ″ 8 ~~1 ″ 10½~~	
	*B.S.Winther*13–15	*ss*Got.No.1–15	710	7,17 ~~6,16~~			6,17	9mo			P17′B51′F23′		FK	4*BHCem*	2SB,4*cf*,GS66,HS2070	~~10 ″ 1~~	
JTBD	(*ex*MaryHorlock)	1*Dk*(*Stl*)	499					*Lloyd's*A&CP		*WB* = *Cell DBa*53′*u E*&		*B*35′*f*94′283*t FPT*		39*t APT*27*t*	G.T.Grey,SouthShields		
				~~BS5,17~~	~~LMC5,17~~												
512	**Viscount Castlereagh**	**IronScSr**	652	~~✠90A1~~	Sld	*j*	~~4,17~~	1878	ShortBros. Sunderland	Marquess of Londonderry (D.N. Grimes,*Mgr.*)	180·0	28·6	13·8	Sundrland British	C.2Cy.25″&47″–33″ (*s*)	14 ″ 8	
68980	*C.E.Doust* –12	*ss*Sld.3rdNo.3–3,17	489	10,13 ~~8,15~~			N 4,18	6mo			Q66′B38′F25′		FK	4*BHCem*	75lb *50lb* NDB99 90RHP 1SB,3*pf*,GS51,HS1828	s 1 ″ 4½ 13 ″ 7	
RTFN	*Well deck*	1*Dk*(*Irn*)2*trB*	397	~~NB8,99~~ BS4,18	LMC5,17					*WB*=	*DBa*51′*f*42′125*t FP*			*T*12*t APT*8*t*	J.Dickinson,Sunderland		
513	**Visegrád**	**SteelTwinScSr**	1204	✠	Fiu	*p*		1913	Swan,Hunter&Wigham Richardson, Ld.Newcastle	Soc.inAzioniUngaroCroata diNav. Maritt.aVap.	247·0	34·2	14·5	Fiume Aust.-Hung.	T.8Cy.(2)17″,(2)27½″&(4) 31½″–30″ 370NHP	15 ″ 6	
	T.Prossen –13		659	1,17				9mo			P&B164′F73′		BK8″	5*BHCem*	3SB,*11cf*,GS148,HS6065 FD		
	Elec.light	1*Dk*(*Stl*–ws) &*Shade dk*(*Teak*)	493	*Shade dk withfreeboard*						*WB*=*Cell DBa*43′*f*84′120*t*				*DT f*6′10*t*	Swan,Hunter&Wigham-Richardson,Ld.Nwc.		
514	**Visigoth**	**SteelScSr**	4095	✠100A1	NNs	*w*	6,16	1906	A.McMillan&Son,Ld. Dumbarton	HelmsdaleS.S.Co. Ld. (J.&A. Roxburgh,*Mgrs.*)	360·8	50·0	16·9	Glasgow British	T.3Cy.23″,38½″&64″–45″ (*s*) 180lb *100lb* 314NHP	27 ″ 4 s 5 ″ 0	
119734	*L.Rule*06–06	*ss*Cff.No.2–14	3782	*Spar dk*	Hul		9,17	4mo			P11′B112′F32′	24·8	FK	6*BHCem*	2SB,6*cf*,GS90 HS4054 FD	22 ″ 9	
HGBL		1*Dk*(*Stl*)&*Spar dk*(*Stl*) &*deep framing*	2613	9,17 ~~6,16~~	LMC6,16			*Lloyd's*A&CP		*WB*=*Cell DBa*106′*u E*20′		*f*120′947*t DT f*42′10		25*t APT*32*t*	Dunsmuir&Jackson,LdGls		
				BS9,17													

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / *Master.* / *Late Name if any.* / Special Surveys.	3 No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines.	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L. R. Dated of Rof Trade Cert.
515 1890 JDQH	**Visingsö** *W. Westberg* 13–05	**SteelScSp** (*ex* Wisingsö) 1 *Dk*	215 105 142					1883	**Motala Co.** Motala	**Linköpings Nya Rederi A/B.** (A.H. Samuelsson, *Mgr.*)	97·9 | 22·3 | 8·6 Q 25′ B 44′ H 17 *t* F 31′			**Linköping** Swedish	C.2Cy.16″&29″–18″ 30 NHP Motala Co. Motala		
516 MKRT	**Visna** *D. Prös-Lund* 14–14	**SteelScSr** (*ex* Froland) 1 *Dk*	1845 1615 1105					1914	**Nylands Værksted,** Christiania	**Dampskibsselsk. Valkyrien Akties.** (L.S. Skougaard, *Mgr.*)	265·2 | 42·1 | 18·7 P 21′ B 72′ F 29′			**Chrstiania** Norwegian *WB*	T.3Cy.20½″,33″&56″–36″ 188 NHP Nylands Værksted, Xania		N
517 28752 QBSR	**Vistula** *A.K. Watson* –10	**IronScSr** 1 *Dk*	745 678 446					1860	**Barclay, Curle & Co.** Glasgow	**Leith, Hull & Ham. S.P. Co Ld (J. Currie & Co. *Mgrs.*)**	233·2 | 27·5 | 14·9 P 31 *t*			**Leith** British	T.3Cy.16½″,24″&42″–30″ NE 74 NB 88 70 RHP *Tpd.* 88 Hawthorns & Co. Ld.	15 ″ 8 s 2 ″ 9	
518 136321 JGWM	**Vita** *F.R. Cammack* –14 *Elec. light* 2 *Dks* (*Stl U-ws*) & Wireless *Shade dk* (*Stl*-teak s)	**SteelTwinScSr** 2 *Dks* (*Stl U-ws*) & *Shade dk* (*Stl*-teak s)	4691 3576 1955	✠100A1 *Shade dk* 10,14 ✠LMC 10,14	Nwc	*y*		1914 10mo *Lloyd's*	**Swan, Hunter & Wigham Richardson, Ld** Newcastle	**British India Stm. Nav. Co. Ld.** *WB = Cell D Ba* 96′ *u E* &	390·2 | 53·3 | 24·0 F 32′ *on Shade dk* *B* 98′ *f* 142′ 763 *t* *FPT*	FK		**Glasgow** British 7 *BHCem* 55 *t APT* 41 *t*	T.6Cy.20¾″,35″&60″–45″ (*s*) 215 lb 987 NHP 6SB, *18cf*, GS 388, HS 16280 FD Swan, Hunter & Wigham-Richardson, Ld. Nwc.	26 ″ 6 s 4 ″ 3 22 ″ 10	
519 1071	**Vitali** (*ex* Putzig) 1 *Dk*	**IronScSr**	123 — 51					1880	**J.W. Klawitter** Danzig	**I. Burkoff**	100·5 | 18·6 | 8·1 H 10′ F 13′			**Archangel** Russian	C.2Cy.12″&21″–12″ NB 93 13 NHP F. Schichau, Elbing		
520 105649	**Vitality** *P. Cowling* –14 1 *Dk*	**SteelScK** 1 *Dk*	202 197 72	✠100A1 *Stm Trawler* 12,14 ✠LMC 12,14	Mdb			1914 12mo *Lloyd's*	**Smith's Dock Co. Ld** Middlesbro'	**Ramsdale Steam Trawling Co. Ld.** (R.W. Crawford, *Mgr.*)	112·0 | 21·5 | 12·3 BK 7½′ *WB = DTf* 14 *t*			**Scarboro'** British 2 *BHCem* *FPT* 20 *t*	T 3Cy.11½″,19½″&32″–24″(*s*) 180 lb 71 RHP 1SB, *2pf*, GS 38, HS 1296 Smith's Dock Co. Ld. Mdb.	13 ″ 0	
521	**Vitez** (*ex* Marquado, *ex* Surrey) 1 *Dk*	**IronScSr**	186 — 83					1868	..... London	**Soc. Anon. Austriaca di Nav. a Vap. "Dalmatia"**	121·3 | 19·7 | 10·5			**Lissa** Aust.-Hung.	C.2Cy.18″&30″–21″ 34 NHP NE 82 B *made* 81 *refitted* 09 Stabilimento Tecnico, Tri.		
522 HJBS	**Vitoria Laura** *L. dos Santos Paula* –12 *ss* Lis. No. 1–12 (*ex* Victoria Laura, *ex* Star of *Elec. light* Freedom) 1 *Dk*	**SteelScK**	257 240 76	✠100A1 *Stm Trawler* 11,14 ✠LMC MS 1,12 BS 11,14	Lis		11,13	1907 10mo *Lloyd's*	**J. Duthie Torry S.B. Co.** Aberdeen	**Cilia, Ld.**	125·1 | 23·0 | 13·1 BK 7½′ *WB = DTf* 7′ 15 *t*			**Lisbon** Portuguese 3 *BHCem*	T.3Cy.12″,21″&34″–23″ (*s*) 180 lb 76 NHP 1SB. *3pf*, GS 45, HS 1407 J. Abernethy & Co. Abn.	13 ″ 9	
523 133138 JQTQ	**Vitruvia** *J.S. Gemmell* –16 *ss* Gls. No. 1–17 *Elec. light* 2 *Dks* (*Stl*) & *Web frames* *Mchy. Aft* *Longitudinal framing* Wireless	**SteelScSr** 2 *Dks* (*Stl*) & *Web frames* *Longitudinal framing*	4753 4213 2375	✠100A1 9,17 ~~1,17~~ *Carrying Petroleum in bulk* ✠LMC 9,15 9,17	Gls	*x*	~~11,15~~ 9,17 *bulk*	1913 9mo *Lloyd's*	**Russell & Co.** Pt. Glasgow	**Vitruvia S.S. Co Ld.** (Gow, Harrison & Co.) *WB = Ce*	376·0 | 51·2 | 29·0 P 103′ B 28′ F 43′ *l D B u E* & *B* 75′ 115 *t*	FK *FPT* 123 *t* *APT* 97 *t*		**Glasgow** British 16 *BHpt Cem* 15 *BHto U dk* 1 „ 2*nd dk*	T.3Cy.27″,44″&73″–48″ (*r*) 180 lb *120 lb* 470 NHP 3SB, *9cf*, GS 195, HS 8202 Rankin & Blackmore, Grk.	29 ″ 2 s 5 ″ 10 23 ″ 8	
524 125424 HLCJ	**Vittoria** *J.D. Bruce* –16 *ss* Bkn. No. 2–15 1 *Dk* (*pt Irn* & *pt Stl*) & *deep framing*	**SteelScSr**	2817 2635 1768	✠100A1 10,16 ✠LMC MS 11,15 BS 10,16	Liv	*u*	10,16	1907 7mo *Lloyd's*	**Richardsn, Duck & Co.** Stockton	~~**Century Shipping Co. Ld. (Harrison Dixon Ld., *Mgrs.*)**~~ *WB = Cell D*	317·5 | 46·6 | 20·9 P 28′ B 98′ F 33′ *Ba* 102′ *u E* 24′ *f* 132′	FK 717 *t* *APT* 56 *t*		**London** British 5 *BHCem*	T.3Cy.23″,38″&62½″–42″ (*s*) 160 lb *80 lb* 257 NHP 2SB, *6cf*, GS 120, HS 3900 Blair & Co. Ld. Stockton	23 ″ 3 s 3 ″ 7½ 20 ″ 0	
525 38 STBF	— *D'Ottone*	**Pad**	346 — 210					1866	..... Birkenhead	**Cia. Napoletana di Nav. a Vap.**	177·1 | 24·0 | 11·2			**Naples** Italian			
526 632 STCW	**Vittorio** *Martini* *ss* Liv. No. 3–3,04 (*ex* Louisianian) *ss* Liv. No. 1–08 *Elec. light* 3 *Dks* (2 *Stl*)	**SteelScSr**	3644 3389 2346	✠ 6,13 ✠	Liv	*w*		1891 9mo	**Barclay, Curle & Co. Ld** Glasgow	**Vassallo & Narizzano** *WB = DBf* 54′ &	370·0 | 43·0 | 25·9 P 42′ B 112′ F 47′ *u E* & *B* 74′ 462 *t* *FPT*	BK 9′		**Genoa** Italian 7 *BHCem* 64 *t* *APT* 83 *t*	T.3Cy.25½″,42″&71″–51″ NDB 03 402 NHP 2DB, *12cf*, GS 236, HS 6338 Barclay, Curle & Co. Ld. Gls.	30 ″ 0	V
527 28	**Vittorio Max** *S. Testa* *ss* La R. No. 1–87 (*ex* Giuseppe, *ex* Adour) 1 *Dk* (*Irn*) 2 *tr B* *Well deck*	**IronScSr** 1 *Dk* (*Irn*) 2 *tr B*	1221 1023 748	✠ 12,91	Cff	*o*		1882 9mo	**Palmers' Co. Ld.** Newcastle	**Soc. Anon. Prodotti Chimici, Colla e Concimi** *WB = DBa*	240·0 | 32·2 | 16·0 P 27′ Q 93′ B 16′ F 28 73′ *f* 78′ 276 *t* *APT* 17 *t*			**Rome** Italian 4 *BHCem*	C.2Cy.30″&57″–36″ NB 94 162 NHP Palmers' Co. Ld. Newcastle		I
528 138951 JMLH	**Vivanti** 1 *Dk*	**SteelScK**	226 218 109	✠100A1 *Stm Trawler* 3,16 ✠LMC 3,16	Hul			1916 3mo *Lloyd's*	**Cook, Welt'n & Gemmell Ld.** Beverley	**Amaranth Fishing Co. Ld.** (A. Black, *Mgr.*)	117·0 | 22·0 | 12·7 Q 61′ BK 7½′			**Grimsby** British 4 *BHCem*	T.3Cy.12″,21″&34″–24″ (*s*) 200 lb 75 RHP 1SB, *3pf*, GS 31, HS 1268 Amos & Smith, Ld. Hull	13 ″ 7	
529	**Vizcaino No. 1** *Stewart* 12–12 (*Tug & Suction Dredger*) 1 *Dk*	**SteelTwinScCtr** *Tug & Suction Dredger* 1 *Dk*	*135* *135* *51*			...		1912	**Fleming & Ferguson, Ld.** Paisley	**Cia. Arenera del Vizcaino**	100·0 | 21·1 | 8·2 FK			**Bns. Ayres** Argentine	T.6Cy.9″,14″&24″–15″ 67 NHP Fleming & Fergusn, Ld. Psy.	9 ″ 0	
530 MBVT	**Vizcaya** *J. Billota* (*ex* Chusan) 1 *Dk* & *Spar dk*	**SteelScSr** 1 *Dk* & *Spar dk*	1007 914 719					1890	**Blohm & Voss** Hamburg	**Ynchausti y Cia.**	217·0 | 29·6 | 17·5 H 77′			**Manila** Utd. States *WB*	T.3Cy.15″,24″&39″–33″ 87 NHP Blohm & Voss, Hamburg		V
531 HPCL	**Vizeu** 1 *Dk* & *pt Shade dk*	**IronScSr**	357 — 243					1881	**Cunliffe & Dunlop** Pt. Glasgow		161·3 | 25·3 | 11·0 H 63 *t* F 10 *t*			Brazilian	C.2Cy.23″&40″–28″ 71 NHP Cunliffe & Dunlop, P. Gl.		
532 726 HBCG	**Vladimir** *Kamichousky* *Elec. light* 3 *Dks* (*Stl-U* teaks & 1 ws) Wireless	**SteelTwinScSr** 3 *Dks* (*Stl-U* teaks & 1 ws)	5621 4761 3197	✠ 2,99 ✠	Nag	*z*		1895 6mo	**W. Denny & Bros.** Dumbarton	**Russian Volunteer Fleet Association** *WB =*	432·0 | 49·8 | 29·1 P 64′ B 120′ F 85′ *Cell D Ba* 129′ *u E* & *B*	FK 88′ *f* 156′ 856 *t*		**Odessa** Russian 8 *BHCem*	T.6Cy.21″,34″&52″–45″ 519 NHP 3SB, *9cf*, GS 180, HS 8109 FD Denny & Co., Dumbarton	32 ″ 0	
533 JTRK	— (*ex* Nestor, *ex* Westfalen) *Well deck* 1 *Dk* & *Web frames*	**SteelScSr**	1096 1065 682			...		1894	**Grngemth Dockyard Co.** Grang'mouth	**V. Olivieri fu F.**	230·3 | 33·7 | 14·2 Q 73′ B 58′ F 27′ BK 8″			**Segna** Aust.-Hung. *WB*	T.3Cy.17″,27″&45″–33″ 119 NHP Hutson & Son, Glasgow	16 ″ 9	V
534	— *Elec. light* 1 *Dk* (*Ice breaker & Salvage steamer*)	**SteelSc**	232 — 24					1902	**Act. Ges. der Rigaer Schiffsw. & Maschf.,** Riga	**Russian Government**	105·0 | 25·0 | 13·5			**Windau** Russian *WB*	T.3Cy.16″,26¾″&42½″–23¾″ 88 NHP Act. Ges. der Rigaer Schiffsw. & Maschf. Riga		
535 142379 ~~PWNM~~ JSRL	**Vliestroom** ~~*J. Hardeman*~~ *Elec. light* *L. Laurenson* –18 1 *Dk* (*Stl*) *Well deck* *Cargo battens not fitted*	**SteelScSr** *ss* Ams. No. 1–16	655 482 ~~300~~ 289	✠100A1 ~~5,11~~ 12,16 ~~10,17~~ 4,18 ~~1,18~~ ✠LMC ~~BS 8,16~~ MS 12,16 BS 1,18	Ams	*i*	~~12,16~~ 3,18	1912 3mo *Lloyd's*	**Van Vliet & Co.** Hardenxveld	~~**Hollandsche Stoomb. Maats.**~~ **The Shipping Controller** (Robinson, Brown & Co., *Mgrs.*) *WB = DBa*	~~173·1~~ | 28·2 | 12·5 Q 89′ B 15′ F 24′ 173 · 2 31′ 32 *t* *FPT*	FK		London British 4 *BHCem* 44 *t* *APT* 18 *t*	T.3Cy.15″,25″&40″–27″ (*s*) 180 lb *100 lb* 104 NHP 1SB, *3pf*, GS 54, HS 1800 Earle's Co. Ld. Hull	13 ″ 5 s ″ 7 13 ″ 0	

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant exprès. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où cela si ce n'est dans le L. R. Durée Cert. R. of Trade
536	**Vnutshek**	**SteelPad**	119					1894	Hartmann	RussianStm.Nav.	99·6	18·0	9·2	Taganrog	C.2Cy.21½″&35½″–39″		
526	*Rixko*		—						Budapest	&TradingCo.				Russian	66NHP		
HBKJ		1*Dk*	44														
537	**Voador**	**SteelScK**	97				...	1911	J.Duthie	ItalianGovt.	87·6	18·1	8·3		T.3Cy.9″,15″&25″–18″	9 ″ 0	
	Fitted for oil fuel		97						TorryS.B.Co.						39NHP		
	Elec.light Ref.Mchy.	1*Dk*	42						Aberdeen		BK7″			*WB*	J.Abernethy&Co.Abn.		
538	**Vodice**	**SteelScSr**	154	✠ ——	Tri	*b*	1,13	1908	Stabilmnto	Soc.Anon.Aus-	111·7	18·7	8·5	Sebenico	C.2Cy.15″&30″–18″ (*s*)	9 ″ 6	
	*ss*Tri.No.1–13		115	7,16				11mo	Tecnico	triacadiNav.aVap.	Q43′F20′			Aust.-Hung.	120lb 48NHP		
	Elec.light	1*Dk*(*Teak*)	92	✠					Trieste	"Dalmatia"		BK6½″		*4BHCem*	1SB,*2cf*,GS36,HS985		
								Lloyd's							StabilimentoTecnico,Tri.		
539	**Voevoda**	**SteelSc**	164	✠	Shi			1910	Hepple&	Bryner,	95·5	19·8	9·8	Vladvostk	C.2Cy.14″&30″–21″	8 ″ 6	
155	*K.Loman*01–10		—	*For Towing p*	*urposes*			11mo	Co.Ld.	Kousnetzoff&Co.				Russian	47NHP		
		1*Dk*(*Teak*)	8	9,13 ✠					SouthShields			BK5½″		*4BHCem*	1SB,*2pf*,GS38,HS878		
									Comp	leted by Tsingtau	Werf,Tsingtau				Hepple&Co.Ld.S.Shl.		
540	**Voevoda Putnik**	**IronSc**	698	✠	Sld			1873	Davison&	A.D.Tchirkovitch	170·0	27·1	13·7	Odessa	T.4Cy.(2)10½″,22″&38″–33″		V
98	(*ex*Rurik,*ex*PeterStahle)		—	7,74				6mo	Co.		Q54′B44′F27′len79			Russian	*Tpd*88 NB×8 83NHP		
PMHD		1*Dk*	373						Sunderland	*WB*	= *DBa*33′*f*57′100*t*			*4BHCem*	Ousebrn.Eng.Wrks.,Nwc.		
541	**Vogesen**	**SteelScSr**	3716					1909	W.Doxford	H.Vogemann	349·2	51·0	22·8	Hamburg	T.3Cy.23″,38″&64″–42″		
	L.Paulsen –09		3457						&Sons,Ld.		P23′B156′F37′			German	265NHP		
RQGK	*Elec.light*	1*Dk*	2357						Sunderland					*WB*	W.Doxford&Sons,Ld.Sld.		
542	**Vogul**	**IronTwinScSr**	102					1897	Motala MV	NaphtaProduc-	88·7	18·5	7·3	Petrograd	C.4Cy.9¾″&17½″–13¾″		
			89						NyaAktieb	tions,Ges.Gebr.	H13*t*			Russian	19NHP		
		1*Dk*	47						Motala	Nobel					MotalaCo.,Motala		
543	**Volana**	**SteelSc3MstSr**	616	✠100A1	Shl	*i*	12,15	1913	R.William-	VolanaShpg.CoLd	175·0	27·1	11·1	Liverpool	T.3Cy.14″,24″&40″–27″ (*s*)	13 ″ 4	
135527	*J.Insley* –14		421	8,17 ~~12,15~~	Abn			11mo	son&Son	(Rogers&Bright,	Q103′B9′F22′			British	180lb *75lb* 80RHP	s ″ 7½	
JDVM	*Well deck Mchy.Aft*	1*Dk*(*Stl*)	256	✠LMC12,15					Workington	Ld.)		BK7″		*3BHCem*	1SB,*3cf*,GS56,HS1956	13 ″ 5	
								Lloyd's		*WB*	= *CellDBf*101′120*t*			*FPT53t*	Ross&Duncan,Glasgow		
544	**Volante**	**SteelScK**	255	✠100A1	Gms		12,13	1907	Cochrane&	AtlasStm.Fishing	127·0	22·0	11·6	Grimsby	T.3Cy.12½″,22″&35″–24″ (*s*)	12 ″ 6	
125048	*W.Elton* –17	*ss*Gms.No.1–11	229	*Stm Trawler*				2mo	Sons	CoLd(LettenBros.	Q68′F21′			British	200lb 75RHP		
HKFL		1*Dk*	107	6,14					Selby	*Mgrs.*)		BK7½″		*4BHCem*	1SB,*2cf*,GS38,HS1120		
				BS6,14 ✠LMC4,11				*Lloyd's*							C.D.Holmes&Co.Hull		
545	**Volesus**	**SteelScK**	293	✠100A1	Gms			1913	Cochrane	AtlasStm.Fishing	133·5	23·0	12·3	Grimsby	T.3Cy.12¾″,22″&36″–24″ (*s*)	13 ″ 1	
134772	*A.H.Fisher* –14		270	*Stm Trawler*				5mo	&Sons,Ld.	Co.Ld. (Letten	Q72′F20′			British	200lb 79RHP		
JCGW		1*Dk*	132	6,14	✠LMC5,13				Selby	Bros.*Mgrs.*)		BK7½″		*4BHCem*	1SB,*3pf*,GS48,HS1295		
								Lloyd's							C.D.Holmes&Co.Ld.Hull		
546	**Volga**	**SteelScSr**	4404	✠100A1	Nwc	*x*	11,16	1903	Russell&	VolgaS.S.Co.Ld.	369·8	49·8	19·0	Glasgow	T.3Cy.26″,42″&70″–48″ (*s*)	29 ″ 8	
119074	*J.MacMillan* –17 *ss*Gls.No.2–11		4040	*Spar dk*				12mo	Co.	(Gow,Harrison&	P36′B108′F40′ 27·0			British	180lb *100lb* 410NHP		
VKRL	1*Dk*(*Stl*)&*Spardk*(*Stl*)&*deepframing*		2851	3.15					PortGlasgow	Co.) *WB* = *Cell*		FK		6*BHCem*	2SB,*8cf*,GS118,HS5523 FD		
				BS2,16 ✠LMC1,11				*Lloyd's*		*DBa*114′*uE*26′*f*16	0′942*t DTa*28′ 686*t*			*APT45t*	Rankin&Blackmore,Grk.		
547	**—**	**IronSc3MstSr**	529					1882	RussianSN	RussianStm.Nav.	225·5	29·9	9·0	Odessa	2Cy.23″&41″–24″		
399	*Berberovitch*		—						&TradingCo.	&TradingCo.				Russian	69NHP		
HKOG	*Mchy.Aft*	1*Dk*	354						Sebastopol						RussianS.N.&TradingCo.		
548	**—**	**IronScSr**	281	✠100A1	Liv	*e*	~~12,16~~ 12,17	1881	M'Ilwaine	J.F.Brice—	155·3	21·7	10·5	Liverpool	C.2Cy.19½″&36″–27″		
83929	*W.O'Neill* –17	*ss*Liv.2ndNo.3–2,06	238	~~12,16~~ 12,17	Hul			2mo	&Lewis	W.H.Bowater,Ld	Q17′B36′F28′			British	75lb 50RHP		
VKWG		*ss*Liv.No.2–14	101	✠NB9,06 ✠LMC1,14					Belfast	(P.F.Eckles,*Mgr.*)	ND(*Irn*)91	BK7″		*4BHCem*	1SB,*2pf*,GS30,HS1110		
		(*ex*Topic) 1*Dk*		BS ~~12,16~~ 12,17				*Lloyd's*							M'Ilwaine&Lewis,Belfast		
549	**Volhynia**	**SteelSc3MstSr**	617	✠100A1	Abn	*i*	2,16	1911	R.William-	VolanaShppg.Co.	175·0	27·1	11·1	Liverpool	T.3Cy.14″,24″&40″–27″ (*s*)	13 ″ 4	
131370	*G.F.Fisher* –15	*ss*Abn.No.1–17	420	2,17				8mo	son&Son	Ld. (Rogers&	Q105′B9′F22′			British	180lb *75lb* 110NHP	s ″ 7½	
HTJB	*Well deck*	1*Dk*(*Stl*)	255	✠LMC2,17					Workington	Bright,Ld.*Mgrs.*)		BK7″		*3BHCem*	1SB,*3cf*,GS56,HS1956	13 ″ 5	
	Mchy.Aft							*Lloyd's*			*WB* = *DBf*101′123*t*			*FPT53t*	Ross&Duncan,Glasgow		
550	**Volker**	**SteelScLr**	138					1911	J.Frerichs	FischereiGes.	90·8	21·4	9·9	Bremen	Oil Engine 4S.C.SA		G
	R.Voss	*Oil Eng.*	128						&Co.A.G.	"Brema" m.b.H.	Q22′			German	2Cy.11⅞″–12⅜″		
QKBD		1*Dk*	92						Einswarden						J.Frerichs&Co.A.G.Osthlz		
551	**Vollrath Tham**	**SteelScSr**	5846					1909	Hawthorn,	Trafikaktiebolaget	387·1	56·5	30·9	Stockholm	T.3Cy.24½″,40″&66″–45″		C
5055	*M.G.Solberg*12–12	*Cruiser Stern*	5323						Leslie&Co.Ld	Grangesberg-	P84′H155*t*F42′			Swedish	292NHP		
JRQF	*Elec.light Mchy.Aft* Wireless	1*Dk*	2726						Newcastle	Oxelosund				*WB*	N.E.MarineEng.CoLd Nwc		
										(P.A.Welin,*Mgr.*)							
552	**Volnay**	**SteelScSr**	4610	✠100A1	Nwc	*y*	3,16	1910	Russell&	VolnayS.S.Co.Ld.	385·0	52·0	26·5	Glasgow	T.3Cy.25″,42′&68″–48″ (*r*)	29 ″ 0	
129488	*H.Plough* –16	*ss*Hul.No.1–14	4267	6,17 ~~8,16~~	Sws			4mo	Co.	(Gow,Harrison&	P35′B115′F44′			British	180lb *100lb* 449NHP	s 5 ″ 5	
HQVB	*Elec.light* Wireless	2*Dks*(*Stl*)	2928	~~Dec 16~~	✠LMC10,14				PortGlasgow	Co.)		FK		*Cem*	2SB,*8cf*,GS143,HS6646 FD	23 ″ 11	
	Carrying fuel oil F.P above 150°F *in DB*			BS6,17				*Lloyd's*		*WB* = *CellDB*	*a*124′*u*			4*BHtoUdk*	Rankin&Blackmore,Grk.		
										*E*22′*f*169′1037*tD*	*Ta*30′784*tAPT*19*t*			2*to*2*nddk*			
553	**Volo**	**SteelScSr**	1289					1890	Earle'sCo.	Ellerman'sWilson	260·2	32·0	16·4	Hull	T.3Cy.22½″,37″&61″–42″		
95844	*A.E.Aspinall* –14		931						(Lim.)	Line,Ld.	P144′ F37′			British	NB03 241NHP		
LTSR	*Ref.Mchy.*		841						Hull						Amos&Smith,Hull		
554	**Volodia**	**SteelScSr**	5689	✠100A1	Lon	*a*†	7,16	1913	Russell&	CunardS.S.Co.Ld.	423·5	56·0	28·7	Liverpool	T.3Cy.27½″,45″&75″–48″ (*s*)	31 ″ 4	
123342	*M.Doyle* –17		5352	5,17 ~~7,16~~	Mtl			11mo	Co.		P38′B123′F50′			British	180lb 585NHP	s 6 ″ 2½	
QRDF	(*ex*Den of Ogil)	2*Dks*(*Stl*)	3616	~~Dec 16~~	✠LMC11,15				PortGlasgow			FK		*Cem*	3SB,*9cf*,GS184,HS9000 FD	25 ″ 6	
	Elec.light Wireless			*Carrying oil fuel F.P above* 150°F				*Lloyd's*		1 *Intermediate BH*	& 1 *'Tween* (5 *BH*			*to Upr dk*	Rankin&Blackmore,Grk.		
				in DB & after peak tank						*dk BH dis*	*spensed with*) 1 ,,			,,*2nd dk only*			
											*CellDBa*132′*uE*24′			*f*186′ 1181*t*	*DTa*36′1120*tAPT*31*t*		
555	**—**	**IronSc**	173					1902	Tubental	D.Diamantidi&	114·6	17·9	10·0	Taganrog	C.2Cy.11″&18″–18″		
532	*N.Svorono*		—						Rostoff	fils				Russian	11NHP		
LMAO		1*Dk*	110														
556	**Vologda**	**SteelScSr**	*4784*	✠100A1	NYk	*y*	1,17	1913	J.L.Thomp-	TheShippingCon-	388·7	54·1	26·0	London	T.3Cy.27½″,44½″&74″–48″	28 ″ 6	
	~~Fiedemann 15~~		*4464*	*Shelter dk*				12mo	son&Sons,Ld.	troller,RoyalMail				British	180lb *120lb* (*s*) 455NHP	s 3 ″ 7½	
NADE	(*ex*Mottisfont)	1*Dk*(*Stl*)&	*2906*	*withfreeboard*					Sunderland	Stm.PacketCo.*Mgrs.*)		FK		6*BHCem*	3SB,*9cf*,GS195,HS7575	25 ″ 3	
	Elec.light	*Shelter dk*(*Stl*)		1,17 ✠LMC12,15				*Lloyd's*		*CellDBa* 136′*uE*&*B*	46′*f* 63′1270*tFPT*			15*tAPT*238*t*	J.Dickinson&Sons,Ld.Sld.		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys.	3 Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✝ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned / now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. / Ship. / Engines.	9 By Whom. / Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L. R. Date of last Trade Cert.
557 HRJG	**Volos** (*ex* Stefanos Streit, *ex* Selene) 2 *Dks*	Iron Sc Sr	1344 1153 813					1881	Lloyd Austro-Ungarico Trieste	Stakos & Nanopoulos	255·7	31·5	21·7	Volo Greek	C.2Cy.31″&56″–36″ Lloyd NB07 157NHP Austro-Ungarico, Trieste		
558 124058 HKMP	**Volpone** *M.D.Hughes* –17 *Well deck* *Mchy. Aft*	Steel Sc Sr *ss* Liv. No.2–15 1 *Dk* (*Stl*)	531 379 214	✝100A1 10,18 7,16 ✝LMC MS8,15 BS7,16 10,17	Liv	*h*	8,15 10,17	1907 3mo	R. William-son & Son Workington *Lloyd's* *sA&CP*	Volana Shipping Co. Ltd. (Rogers & Bright, *Mgrs.*)	164·8 Q86′B11′F20′ BK7″ *WB=DBf* 89′108*t*	26·6	11·0	Liverpool British 3 *BH Cem* *FPT* 35*t*	T.3Cy.14″,22½″&37″–27″ (*s*) 160lb *75lb* 99RHP 1SB, *3cf*, GS53, HS1898 Ross & Duncan, Glasgow	13 ″ 4 s ″ 8½ 13 ″ 4	
559 109452 QHLR	**Volscian** *J.Best* –17 *Well deck* *Mchy. Aft*	Steel Sc *ss* Liv. No.3–6,11 *ss* Hul. No.1–15 1 *Dk* (*Stl*)	570 433 230	✝100A1 9,17 7,16 ✝LMC MS7,15 BS7,16 9,17	Gms	*i*	8,7,16	1898 8mo	R. William-son & Son Workington A&CP	Volscian S.S. Co. Ltd (C.D.Moore)	179·7 Q94′B11′F23′ BK7½″ *WB=FPT*	27·9	12·1	Liverpool British 3 *BH Cem* 55*t* *APT* 40*t*	T.3Cy.15 7/16″,25½″&41″–30″ 160lb *60lb* *60lb* (*s*) 85RHP 1SB, *3cf*, GS55, HS1732 Ross & Duncan, Glasgow	13 ″ 4 s ″ 9 13 ″ 4	
560 98706 HLPT	**Volta** *J.Davey* –17	Iron Sc K *ss* Hul. 2nd No.3–6,12 *ss* Hul. No.1–16 1 *Dk*	157 145 60	✝100A1 *Stm Trawler* 5,15 7,15,16 10,17 ✝NB8,08 BS7,14,15 ✝LMC5,16	Hul		14,15 10,17	1890 10mo	Cochrane, Coopr & Schofield Beverley *Lloyd's* *sA&CP*	F. & T. Ross, Ld.	101·2 Q19′F19′ ND99 BK7½″ pt ND12	20·6	11·0	Hull British 3 *BH Cem*	T.3Cy.11½″,18″&30″–22″ (*s*) 160lb 45RHP 1SB, *2pf*, GS26, HS690 C.D. Holmes & Co., Hull	11 ″ 10	
561 LKTB	**Voltaire** *J.LeGac* 99–07 (*ex* Birnam) 1 *Dk* (*pt Irnpt Stl*) 2 *trB* & *deep framing* 3 *Dk rule*	Steel Sc Sr *ss* Bry. No.3–2,09 *ss* Bry. No.1–14	2651 2310 1628	✝100A1 *with freeboard* 5,15 ✝LMC 5,14	Cff	*l*	12,16 6,17	1896 2mo	J. Read-head & Sons South Shields A&CP	Delmas frères *WB=Cell*	304·0 P29′B76′F37′ FK *DBa* 94′*u* *E* 16′ *f* 122′	44·1	21·9	La Rochlle French 5 *BH Cem* 597*t* *APT* 22*t*	T.3Cy.23″,37½″&61½″–39″ (*r*) 160lb *80lb* NDB15 240NHP 2SB, *6rf*, GS85, HS3675 J. Readhead & Sons, S. Shl.	23 ″ 1 s 3 ″ 10 19 ″ 7	
562	**Volturno** *G.Imbruglia* *Carrying Petroleum in bulk* *Elec. light* 1 *Dk* 2 *trB*	Steel Sc Sr	11496 9467 7440					1916	Soc. Fiat San Giorgio Spezia	Nav. Gen. Italiana "Transoceanica" Soc. Italiana di Nav. *WB*	492·7 P39′B260′F47′	65·6	33·8	Genoa Italian	Q.4Cy.27⅛″,39⅜″,56½″&79½–53½″] 458NHP E & B *made* 07, *fitted* 16 Soc. Esercizio Bacini, Gen.		I
563 135434 JBND	**Volturnus** *T.Cartwright* –12 *Well deck* *Mchy. Aft*	Steel Sc 3 Mst Sr *ss* Abn. No.1–17 1 *Dk* (*Stl*)	615 420 252	✝100A1 2,17 2,17 5,18 ✝LMC 2,17	Abn	*i*	2,17	1913 1mo	R. William-son & Son Workington *Lloyd's* *sA&CP*	Volana Shppg. Co. Ltd. (Rogers & Bright, Ld. *Mgrs.*)	175·0 Q105′B9′F22′ BK7″ *WB=DBf* 101′123*t*	27·1	11·1	Liverpool British 3 *BH Cem* *FPT* 53*t*	T.3Cy.14″,24″&40″–27″ (*s*) 180lb *75lb* 110NHP 1SB, *3cf*, GS56, HS1956 Ross & Duncan, Glasgow	13 ″ 4 s ″ 7½ 13 ″ 5	
564 129559 HSPW	**Volumnia** *J.Hamilton* –16 *Elec. light* Wireless	Steel Sc Sr *ss* Npt. No.1–16 2 *Dks* (*Stl*)	5608 5268 3546	✝100A1 3,17 ✝LMC 5,15 BS8,17	Sou	*a*†	9,16	1911 5mo	Russell & Co. Pt. Glasgow *Lloyd's* *sA&CP*	Volumnia S.S. Co. Ld. (Gow, Harrison & Co.) 1 *BH* & 2 *'tween dk*	423·6 P43′B121′F41′ FK *BH dispensed with* *WB=Cell DBa* 128′	56·0	27·9	Glasgow British *Cem* 4 *BH to U dk* 2 *to 2nd dk* *uE* 24′ *f* 186′	T.3Cy.27″,45″&74″–51″ (*r*) 180lb *100lb* 538NHP 3SB, *9cf*, GS171, HS7890 FD Rankin & Blackmore, Grk. 1327*t* *DT* *a* 35′ 1021*t* *APT* 19*t*	30 ″ 6 s 6 ″ 2 24 ″ 9	
565 MJTQ	**Völund** *J.B.Johannesen* 17–17 1 *Dk*	Steel Sc Sr	1846 1645 1114					1913	Fredrkstad Mek. Værks. Fredrikstad	Det Nordenfjeldske Dampskibsselskab *WB*	265·0 P56′B71′H66*t*F29′	42·1	17·9	Trndhjem Norwegian	T.3Cy.20½″,33″&56″–36″ 188NHP Fredrikstad M.V. Frdstad.		N
566 98283	**Volunteer** *G.Marsh* –17	Iron Sc Sr	112 106 44					1891	Hepple & Co. N. Shields	G. Craig	96·6	19·4	10·4	S. Shields British	C.2Cy.16¾″&32¼″–22″ 43RHP Hepple & Co., North Shields		
567 102789 NCWH	**Volute** *D.Peace* –18 *Mchy. Aft* *Elec. light* 2 *Dks* (*Stl*) & *Web frames* & *Shade dk*	Steel Sc Sr *ss* Shi. No.3–5,06 *ss* Shl. No.2–14	4006 3434 2600 4500 3434 3290	✝100A1 *Shade dk* *with freeboard* 10,16,18 5,18 *Carrying Petroleum in bulk* BS6,15 ✝LMC 5,14 *Fitted for oil fuel* 4,00	Shl Cff Trn	*w* *F.P.*	12,15 11,17 *above*	1893 8mo	W. Gray & Co. (Lim.) W Hartlepool A&CP	Anglo-Saxon Petroleum Co. Ld. *WB=Cell DBu E&B*	347·0 66′150*t* *FPT* 118*t* *A*	45·6	26·7	London British 11 *BH Cem* *PT* 31*t*	T.3Cy.26″,42″&70″–45″ (*s*) 160lb *100lb* NDB05 357NHP 3SB, *9cf*, GS114, HS5780 Cen. Mar. Eng Wrks, W Hpl.	28 ″ 6 s 4 ″ 1½ 24 ″ 9	
568 RHLF	**Von Döbeln** *E.Hedman* 98–99 *Elec. light* 1 *Dk*	Iron Sc Sr	568 377 437					1876	W. Lind-bergs Aktieb. Stockholm	Finska Ångf Aktieb (L. Krogius, *Mgr.*)	177·2	26·0	12·3	Helsingfrs Russian	C.2Cy.16½″&28¼″–20½″ 30NHP *Cmp* 88 Bergsunds M V. Skm		
569 LGQS	**Von Schill** *W.Gombert* 07–09 (*ex* Meldorf) 1 *Dk*	Steel Sc	124 109 59					1906	J. & A. van der Schuijt Papendrecht	H.C. Faust (C. Faust, jr. *Mgr.*)	124·0	17·5	6·4	Stralsund German	C.2Cy.11″&22″–12″ 14NHP Mach. Fabr. Papendrecht		
570 PWRC	**Vondel** *J.Versteegh* –17 *Gr Beume* –16 *Elec. light* *UDk* (*Stl*–ws) *pt Stl M Dk* 3 *trB* & *Shelter dk* (*Stl*–teak s) Wireless Sub. Sig.	Steel Sc Sr *ss* Ams. No.2–16	5866 5160 3632	✝100A1 *Shelter dk* *with freeboard* 5,17 ✝LMC MS6,15 BS8,16	Ams Sha	*a*†	6,15	1907 6mo	Nederl. Schps. Maats. Amsterdam *Lloyd's* *sA&CP* *WB=Cell DBa* 106′*u*	Stoomv. Maats. Nederland FK&BK3″ *E&B* 81′ *f* 150′ 619*t* *F*	421·5 B103′F75′	47·9	34·7	Amstrdam Dutch 6 *BH Cem* *W Tanks on* *lower dk a* 25′ 118*t* *FPT* 45*t*	Q.4Cy.29½″,41⅛″,58½″&88½″ –59″ (*s*) 220lb *210lb* 807NHP 3DB, *18cf*, GS280 HS10935 FD Ned Fb. v Wrk. & Spoor, Ams	37 ″ 6 s 11 ″ 1 27 ″ 3	
571 113200 HSQJ	**Vonolel** *W.Browning* –15	Iron Sc K 1 *Dk*	264 242 106	✝100A1 *Stm Trawler* 6,14 ✝LMC 5,14	Abn		6,14	1911 5mo	Cochrane & Sons Selby *Lloyd's* *sA&CP*	Atlas Stm. Fishing Co. Ld. (Letten Bros. *Mgrs.*)	130·1 Q71′ BK7½″	22·5	12·0	Grimsby British 4 *BH Cem*	T.3Cy.12¾″,22″&36″–24″ (*s*) 180lb 73RHP 1SB, *2pf*, GS36, HS1170 C.D. Holmes & Co. Ld. Hull	12 ″ 9	
572	**Voorlooper** *A.Storm* 96–08	Steel Sc (*Trawler*) 1 *Dk*	213 203 112					1908	Gebr. van der Windt Vlaardingen	Dogger-Maats. (A. Hoogendijk, Jz. *Mgr.*)	116·8	22·2	11·7	Vlaardngn Dutch	T.3Cy.9″,14″&23″–15¾″ 22NHP Wilton's E. & S lpwy Co. Rot		
573 NTWL	**Vordingborg** *L.P.D.Larsen* 10–16 (*ex* Risholm, *ex* Mathilde) 1 *Dk* (*Stl*) & *deep framing*	Steel Sc Sr *ss* Els. No.2–17	2157 1978 1343	✝100A1 3,17 ✝LMC 5,17	Els	*s*	5,16	1908 7mo	Fevigs Jernskibsbyg Fevig *Lloyd's* *sA&CP*	Dmpsk. Dannebrog (C.K. Hansen *Mgr.*) *Intermediate bulkhead in fore*	290·0 P26′B76′F28′ FK *hold dispensed with* *Cell DBa* & *u*	42·0	19·6	Copnhagn Danish *Cem* 4 *BH only* *E* 114′ *f* 116′	T.3Cy.22″,36″&59″–39″ (*s*) 180lb *100lb* 234NHP 2SB, *6pf*, GS114, HS3650 Richardsons, Westgarth & 566*t* *APT* 49*t* Co. Ld. Mdb.	21 ″ 9 s 3 ″ 2½ 18 ″ 10	
574 JVHL	**Vöringen** *K.Johannesen* *Elec. light* 1 *Dk*	Iron & Steel Sc Sr	423 252 249					1891	Laxevaags skibsbyggeri Bergen	Hardanger Söndhordlandske Dampskibsselskab	166·4 P122*t*	23·6 H19*t*	12·0 F40*t*	Bergen Norwegian	T.3Cy.15½″,25″&41″–27″ NB09 87NHP G. Clark, Sunderland		
575 HPON	— *Ths.Gregertsen* 1 *Dk*	Iron Sc Sr	190 127 103					1861	..... Hull	Arendals Dampskibsselskab	119·3 Q23*t* len86	16·2 B36*t*	10·8 F8*t*	Arendal Norwegian	C.2Cy.15″&30″–18″ NE73 NB87 32NHP Laxevaags M. & J., Bergen		
576 ~~44~~ HBDR 142347 JSQK	**Voronej** ~~*Baxanoff*~~ 3 *Dks* (*Stl*–*U* teak s & ws) *Elec. light* Wireless	Steel Twin Sc Sr *ss* Liv. 2nd No.2–1,18	5616 4761 3278	✝100A1 4,18 8,09 ✝LMC 4,18	Shi Liv	*z*	4,18	1896 3mo	W. Denny & Bros. Dumbarton *Lloyd's* *sA&CP*	The Shipping Controller (Royal Mail Steam Packet Co. *Mgrs.*) *WB=Cell*	~~432·0~~ P64′B120′F85′ ~~431·0~~ 19·6 FK *DBa* 129′*u* *E&B* 88′	~~49·8~~	29·1	London British 8 *BH Cem* *f* 156′ 856*t*	T.6Cy.21″,34″&52″–45″ 160lb *120lb* 519NHP 3SB, *9cf*, GS180, HS8109 FD Denny & Co., Dumbarton	32 ″ 0	

1 Numéro d'Ordre / Numéro Officiel / Signaux	2 Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Enrolement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registre du navire est dressé dans le L. R. Durée. Cert. R. of Trade
577	**Vorwärts**	**SteelTwinSc**	726	✠100A1	Rot	*s*	N5,16	1906	Bremer Vulkan Vegesack	Norddeutscher Lloyd	206·0|41·3|12·1	Bremen German	T6Cy.13⅝″,21⅝″&35⅞″–19½″		G
	J.Voege –06	(*Tender*)	547								B44′H—		112NHP		
QJCV	*Elec.light*	1*Dk*	304									*WB*	BremerVulkan,Vegesack		
578	—	**SteelScK**	232					1913	Schiffb.Ges. Unterweser Lehe	Hochseefischerei Vorwärts,m.b.H.	127·5|22·5|12·4	Brmrhavn German	T.3Cy.12⅝″,19⅝″&31⅝″–		G
	H.Dittwald –13	(*Trawler*)	196								B69′F19′		22½″ 48NHP		
QKJN		1*Dk*	76									*WB*	OttensenerMaschf.Altona		
579	—	**SteelScLr**	152					1908	M.van der Kuijl Slikkerveer	BrakerHeringsfischereiAct.Ges.	95·0|21·4| 9·9	Brake a/d Weser German	C.2Cy.9½″&18½″–12⅝″		G
	*H.Vehling*06-10		138								Q20′H21′		10NHP		
NJQL		1*Dk*	70									*WB*	J.H.vanCapellen,Bolnes		
580	**Vosbergen**	**SteelScSr**	1437					1909	Short Bros. Ld. Sunderland	T.Evers	250·6|37·5|17·1	Haugesnd Norwegian	T.3Cy.19″,31″&51″–36″		CG
	*H.Olsen*16-16		1315								B199′F27′		156NHP		
MPSB	(*ex*Ridderkirk,*ex*Houthandel,*ex*Dania)	1*Dk*	877									*WB*	N.E.Marine Eng.Co.Ld.Sld		
581	**Voss**	**SteelScSr**	2390	✠100A1	Rot	*s*	N5,16	1895	W.Gray& Co.Ld. WHartlepool	Akties.Dmspk. Voss(CarlTraae)	290·0|42·1|17·4	Bergen Norwegian	T.3Cy.22⅝″,35″&59″–39″ (*s*)	19 ″ 9	
	B.M.Larsen –15 *ss*Bbo.2nd	No.3–10,15	1782	*pt Awng dk*				11mo			P27′Q86′ FK		160lb *100lb* NDB10 224NHP	s 7 ″ 11	
MPCD	(*ex*Antonio,*ex*Firby)	1*Dk*(*Irn*)&	1491	*with freeboard*					A&CP	*WB=CellDB*	*pt Awng dk*177′		5*BHCem* 2SB,6*rf*,GS73,HS3468	19 ″ 2	
		pt Awng dk(*Irn*)& *Web frames*		3,17							*a&uE*118′*f*112′584*t*		*APT*35*t* Cen.Mar.Eng.Wrks.WHpl		
				✠LMC HS5,16 BS11,16											
582	**Vrangfos**	**SteelSc**	132					1913	Porsgrund Mek.Verks. Porsgrund	Bandak-Norsjökanalen (P.I.Stören, *Mgr.*)	95·8|20·1| 7·5	Skien Norwegian	C.2Cy.11″&22½″16½″		N
	Halvorsen	*Icebreaker*	96								B27′F3′		17NHP		
MJBG	*Mchy.Aft*		59										PorsgrundM.V.Porsgrund		
583	**Vrontados**	**SteelScSr**	*2598*	✠	Sld			1891	Tyne I.S.B. Co.Ld. Newcastle	G.F.Andreadis	300·5|38·6|20·6	Piræus Greek	T.3Cy.23″,38″&63″–42″	23 ″ 2	V
	G.Andreadis –14	*ss*Shl.No.3–1,05	*1976*	*pt Awng dk*				6mo			P29′Q84′ BK10″		NDB05 246NHP		
	(*ex*CapeCorrientes)	*ss*Shl.No.1–11	*1660*	*with freeboard*							*pt Awng dk*186′		6*BHCem* 2SB,*8pf*,GS110,HS3680		
		1*Dk*(*pt Stl&pt Irn*)		3,14							*WB=CellDB*252′		503*t APT*12*t* N.E.MarineEng.CoLd Nwc		
		Web frames&pt Awng dk(*Irn*)													
584	**Vulcain**	*ss*Cdz.No.2–18 **SteelSc**	4362	✠100A1	Bdx	*w*	~~12,15~~	1911	Atel.&Ch. de France Dunkirk	Soc.LesAffrêteurs Réunis(J.Stern, *Mgr.*)	361·9|48·8|25·0	Rouen French	T.3Cy.24″,40″&66″–45″ (*s*)	27 ″ 10	
	~~*Eugène J.Vasse* –18~~	~~*ss*Bdx.No.1–16~~	3648	2,13 ~~12,16~~	Cdz		2,18	10mo			P39′B122′F43′ FK		180lb *100lb* 383NHP	s 4 ″ 10	
LKTG	*Elec.light*	1*Dk*(*pt Irn&pt Stl*)	2724					A&CP		*WB=Cell DBa*111′*u*	*E23′f*156′918*t FPT*		6*BHCem* 2SB,*6cf*,GS106,HS5458 FD	23 ″ 3	
		&2nd dk(*Stl*) *in holds only*		✠LMC ~~9.16~~ 2.18									80*t APT*27*t* Atel.&Ch.deFrance,Dnk		
585	—	**SteelScK**	242	✠	Gms			1898	Earle's Co. Ld. Hull	Soc.Anon.des Pêcheries à Vap.de Lorient	115·0|21·0|11·2	Lorient French	T.3Cy.11″,20″&32″–23″	12 ″ 0	V
	Guéno	*ss*Gms.No.2–07	185	*Stm Trawler*				12mo			Q46′F19′		1SB,*2cf*,GS35,HS850 49NHP		
LKTO	(*ex*Vulcan)	1*Dk*	94	11,08							BK7½″		4*BHCem* Earle'sCo.Ld.Hull		
586	—	**SteelSc**	200					1903	Soc.Anon. Le Vulcain Belge Hoboken	Soc.Anon.de Remorq.àHélice	107·5|22·9|12·3	Antwerp Belgian	T.3Cy.16½″,26″&42″–27½″		
	*G.vanTwel*90–	(*Tug*)	196										92NHP		
		1*Dk*	59										BremerVulkan,Vegesack		
587	**Vulcan**	**SteelSc3MstSr**	1759					1889	GlobeIron Works Co. Cleveland,O.	D.T.Helm	260·0|38·0|19·5	Cleveland, Ohio Utd.States	C.2Cy.27″&50″–36″		L
161616			—								H— F34′		NB01 125NHP		
	Mchy.Aft	1*Dk2trB*	1367									*WB*	GlobeIrnWksCo.Clevelnd.		
588	—	**SteelTwinSc**	790	✠100A1	Liv		~~11,13~~	1904	Ferguson Bros. Pt.Glasgow	MerseyDocks& HarbourBoard	181·3|41·1|12·3	Liverpool British	T.6Cy.16″,24″&38½″–24″ (*s*)	13 ″ 0	
118135	*Wood*	(*Bucket Dredger*)	731	*Dredger*			6,17	10mo			F27′		1201b 178NHP		
	Elec.light	~~*ss*Liv.No.2–13~~	310	6,17 ~~1,13~~					*Lloyd's SA&CP*		FK		6*BHCem* 2SB,*6cf*,GS114,HS3640		
		*ss*Liv.No.3–6,17 1*Dk*(*Stl–ws*)		~~2,13~~ ✠LMC ~~3,16~~ 6,17									FergusonBros.Pt.Glasgow		
589	— (Seized at Riga)	**SteelSc**	594					1904	Act.Ges. "Weser" Bremen	Dampfschifffahrts Ges.Neptun	179·8|27·2|11·9	Bremen German	T.3Cy.13″,20⅞″&33⅛″–21⅝″		
	*H.Connemann*03–11		463								Q58′B43′F22′		51NHP		
QHSW		1*Dk*	347									*WB*	A.G."Weser,"Bremen		
590	—	**SteelTwinScSk**	288				...	1893	Barclay, Curle&Co.Ld Glasgow	Sou.I.of W.& S.of Eng.Royal MailStm PktCo.Ld	120·0|25·1|11·8	S'thamptn British	T.6Cy.15″,24″&39″–28″	12 ″ 5	
98861	*P.O.Harrison* –16	(*Tug*)	239								*pt Shade dk*56′		NB05 172NHP		
SPHC		1*Dk*	121								BK7″		Barclay,Curle&Co.(L)Gls.		
591	—	**SteelSc**	211					1899	S.C.Farnham&Co.Ld. Shanghai	ShanghaiTug& LighterCo.Ld.	115·0|21·1|10·3	Shanghai British	C.2Cy.18″&36″–27″		
120176	*E.M.Hynd* –17	(*ex*Bremen)	166								B64′H39*t*		54RHP		
	Elec.light	1*Dk*	56										S.C.Farnham&Co.Shi.		
592	—	**CompScSp**	173					1885	S.Groth Sjötorp	C.Brun&Co. (F.Lind, *Mgr.*)	96·4|22·7| 9·2	Gothenbrg Swedish	C.2Cy.10″&20″–14″		
2578	*A.E.Magnusson*15–15		135								P24′ H10*t*		NE&B11 12NHP		
HVSD		1*Dk*	79												
593	—	**SteelSc**	157					1899	ShanghaiE S.B.&DCo.Ld Shanghai	Norddeutscher Lloyd	95·0|20·8| 9·6	Bremen German	C.2Cy.15″&32″–24″		
	R.Kluge		130										42NHP		
		1*Dk*	47										ShanghaiE.S.B.&DDCoLd		
594	—	**SteelSc**	124					1896	G.Seebeck A.G. Geestemünde	Norddeutscher Lloyd	95·7|18·9|10·6	Bremen German	T.3Cy.11½″,17½″&30″–22″		G
	Chr.Theis	(*Tug*)	113									*WB*	42NHP		
QGHJ		1*Dk*	12										G.SeebeckAG.,Gstemünde		
595	**Vulcano**	**SteelScSr**	5398					1913	Cant.Nav. Riuniti Ancona	Nav.Gen.Italiana	394·4|51·8|27·4	Genoa Italian	T.3Cy.26″,42½″&69⅞″–48″		CI
666	*A.Saglietto*		4540								P37′B123′F37′		335NHP		
STLZ	*Elec.light* Sub.Sig	1*Dk*	3450									*WB*	Cant.Nav.Riuniti,Ancona		
596	—	**SteelSc**	181					1887	.....	Alvaré&Cia.	....	Sagua Cuban			
	J.Basilio –91	(*Tug*)	—												
			80												
597	**Vulcanus**	**SteelSc**	1811					1907	Nederl. Schps.Maats Amsterdam	Koninkl.Nederl. Stoomb.Maats.	286·7|40·2|18·6	Amstrdam Dutch	T.3Cy.20⅞″,32⅝″&55′–35⅝″		V
	M.H.Bonzet		1639								P17′B127′F35′		180NHP		
QBMV	*Elec.light*	2*Dks*	1124									*WB*	NedFb.v.Wrk&Spoor,Ams		
598	—	**IronScSr**	1450	✠	Gen	*p*		1883	Palmers' Co.Ld. Newcastle	Ch.Schiaffino, A.Jouvet&Co.	251·0|35·2|17·8	Algiers French	C.2Cy.23″&58″–36″	19 ″ 1	V
	*Tréhan*06–12	*ss*Bry.No3–7,99	—	8,08				7mo			Q96′B44′F27′ BK9″		NDB99 173NHP		
LKTF	(*ex*Ceres,*ex*Molière)	*ss*Gen.No.1–04	853	✠NB7,99 ✠						*WB=DBa*72′ *f* 62′266*t*			4*BHCem* 1SB,*3pf*,GS71,HS2323		
	Well deck	1*Dk*(*Irn*)2*trB*											*APT*24*t* Palmers'Co.Ld.Newcastle		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. / Master. / Special Surveys.	3 Material, Rig, &c. / Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned / now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. / Ship. / Engines.	9 Built. By Whom. / Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L. R. Date of B. of T. Cert.
599 TJHQ	Vulcanus *J.V.Kregten* –15 *Mchy.Aft* *Elec light*	SteelScSr *OilEng.* *ss*Sng.No.1–14 1*Dk*(*Stl*)&*Webframes*	1179 760 707	✠100A1 2,18~~11.16~~ *CarryingPetroleum* ✠LMC~~8.16~~	Sng	*m* *in*	~~11.16~~ 2,18 *bulk* 2,18	1910 12mo *Lloyd's*	Nederl. Schps. Maats. Amsterdam *sA&CP*	Nederl.Indische Tankstoomboot Maats.(Anglo-SaxonPetroleum Co.Ld.*Mgrs.*)	195·7 P48′F26′ *Trunk dk*122′	37·7 FK *WB*	12·3 10*BHCem* =*APT*31*t*	Batavia Dutch	OilEngine4S.C.SA 6Cy.15¾″–23⅝″ 90NHP NedFb.v.Wrk&Spoor,Ams	13″ 2 s ″11½ 12 ″ 5	
600 108764 QHLW	Vulture *J.McGugan* –17	SteelScSr 2*Dks*	1168 929 490					1898	A&J Inglis Glasgow	G.&J.Burns,Ld.	265·0 P167*t*H64*t*	33·6 *WB*	15·9	Glasgow British	T.3Cy.28″,46″&74″–45″ 367NHP A.&J.Inglis,Glasgow		C BT till 3,18
601 110731 RHKM	Vulture II. *F.W.Firber* –14 (*ex*Vulture)	IronScK *ss*Hul.No.3–8,11 1*Dk*	190 172 74	✠100A1 *StmTrawler* 8,13 ✠NBS.13 ✠LMC8.11	Hul		8,13	1899 7mo *Lloyd's*	Cook,Welt'n&Gemmell Hull *sA&CP*	St.Andrew'sSteam FishingCo.Ld. (C.F.Foster,*Mgr.*)	115·5 Q20′ ptND11	21·0 BK7½″ *WB*	11·2 4*BHCem* =*DBf*10′5*t*	Hull British	T.3Cy.12″,20″&33″–24″ (*s*) 180lb 58RHP 1SB.2*pf*,GS28,HS884 C.D.Holmes&Co.Hull	12 ″ 1	

*** Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Matériaux, Grément, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe.	15 Registres où coté, si ce n'est dans le L. R. (Lond.), Cert. Lud. Proofs
1 203847 KVTN	**W. A. Bisso** (ex El Toro) 1 Dk	**Steel Sc**	265 — 180					1907	Harlan & Hollingsworth Co. Wlmgtn, Del.	**Bisso Towboat Co.**	106·5 | 24·0 | 14·6			**N. Orleans** Utd. States			
2 105024	**W. A. Massey** *J. W. Duncan* –10 *Elec. light* 1 Dk	**Iron Sc Sr**	146 138 59			...		1895	Cochrane & Cooper Beverley	**Humber Pilots' Steam Cutter Co. Ld.**	108·8 | 21·0 | 10·8 BK 7½″			**Hull** British *WB*	C.2Cy.15″&30″–21″ 35RHP Cooper & Co. Hull	11 ″ 7	
3 211696 LDVG	**W. B. Keene** *A. E. Gove* *Elec. light* Wireless 1 Dk	**Steel Sc**	396 (*Tug*) 269					1913	Staten Isld. S.B. Co. Pt Richmond	**Savannah-New York Transprtn Co.**	136·7 | 27·6 | 14·7			**New York** Utd. States	T.3Cy.17″,25″&43″–30″ 101NHP Staten Isld S.B. Co. P Richmd		R
4 202072	**W. B. Sanders** (*Tug*) 1 Dk	**Steel Sc**	103 — 45					1905	American S.B. Co. Cleveland	**Kelley Island Lime & Transport Co.**	85·0 | 21·0 | 12·0			**Sandusky, O.** Utd. States	C.2Cy.20″&40″–30″ 73NHP American S.B. Co. Cleveland		
5 130775	**W. C. Franz** (ex Uranus) *Elec. light Mchy. Aft* 1 Dk 2 tr B	**Steel Sc Sr**	3429 3178 2030					1901	Detroit S.B. Co. Wyandotte	**Algoma Central & Hudson Bay R.R. Co.**	346·0 | 48·0 | 24·1 *WB*			**Sault St. Marie** British	T.3Cy.22″,35″&58″–42″ 218NHP Detroit S.B. Co.		
6 LNBR	**W. C. Frohne** *Chr. Schmidt* *Well deck Elec. light* 1 Dk	**Steel Sc Sr**	373 266 198					1906	Stettiner Oderwerke Stettin	**Flensburg-Stettiner Dampfschifffahrt Ges.**	144·5 | 22·8 | 11·1 Q56′ B18′ F16′			**Flensburg** German *WB*	T.3Cy.11″,18″&28″–20″ 35NHP Stettiner Oderwerke		G
7 205012	**W. C. Richardson** (ex Wainwright) *Elec. light Mchy. Aft* 1 Dk	**Steel Sc Sr**	4937 — 3714					1908	Detroit S.B. Co. Detroit, Mich	**Fort Henry Transprtn Co (W. C. Richardson & Co. *Mgrs*)**	420·0 | 52·2 | 29·0			**Mentor, O.** Utd. States *WB*	T.3Cy.22″,35″&58″–42″ 218NHP Detroit S.B. Co. Detroit Mch		L
8 215281 ~~LHKB~~	**W. C. Teagle** ~~Steel Twin Sc~~ *Smith* –17 Steel Twin Sc 3 Met Sr *Elec. light* Sub. Sig. *Longitudinal framing* *Mchy. Aft* 2 Dks (*Stl*) & *Shelter dk (Stl) & Web frames*	~~10000~~	10078 10434 8115	✠ 100A1 *Shelter dk with freeb'd* 1,187~~,17~~ ✠ LMC 7,17 *Carrying Petroleum in bulk* *ed for oil fuel* 17 *F. P. above* 150°	NYk/t	s1.18 PN1,18	1917 7 mo A&CP *Cell D Ba* 17′ *u E & B*	Bethlehem Steel Co. Sparro'Pt Md	**Standard Oil Co. (New Jersey)**	~~500·0~~ ~~66·0~~ ~~38·0~~ 499 · 1 | 68 · 2 | 35 · 9 FK 53′ 275 *t D T* 7 547 45 *t FPT* 2 44 *t APT* 108 *t*	**Bayonne NJ.** Utd. States 19 *B Hpt Cem* (15 „ *lgUdk* 4 „ „ *2nd dk*)	T.6Cy.20½″,35″&60″–42(*s*) 200 lb *200 lb* 652 NHP 3SB, *12cf*, GS 220 HS 228 FD Bethlehem Stl. Co. Sparr'Pt	38 ″ 3 s11 · 5 27 ″ 3	
9 116264	**W. D. Matthews** 1 Dk	**Iron & Steel Sc**	3965 3959 2450					1903	Collingw'd S.B. Co. Ld. Collingwd On	**Canada Steamship Lines, Ld.**	366·5 | 48·0 | 28·0 P6 *t*			**Toronto** British	C.3Cy.20″,33½″&55″–40″ NB01 251NHP Collingwood S.B. & E. Co. Ld. Collingwd, Ont.		
10 81535	**W. D. Rees** *Mchy. Aft Elec. light* 1 Dk 2 tr B	**Steel Sc**	3760 — 2992					1895	Cleveland S.B. Co. Cleveland	**Wilson Transit Co.**	396·4 | 45·0 | 23·5 *WB*			**Buffalo** Utd. States	T.3Cy.23″,38″&63″–40″ NB01 251NHP Cleveland S.B. Co., Clevelnd		
11 101815	**W. D. S.** *J. Redhead* *ss* Nwc. No. 3–5,04 *ss* Nwc. No. 2–13 1 Dk	**Steel Sc Ctr**	103 93 41	✠ *For Towing p* 4,14 ✠	Nwc *urpose s*			1892 12 mo	Schlesingr, Davis & Co. Newcastle	**Tyne-Tees Steam Shipping Co. Ld.**	85·2 | 19·1 | 9·5 BK 6″			**Newcastle** British	C.2Cy.17″&32″–24″ 40RHP 1SB, *2pf*, GS 29, HS 880 N.E. Mar. E. Co. (Lim.), Nwc	10 ″ 0	
12 124621	**W. E. Dorrington** 1 Dk	**Steel Twin Sc Sp**	175 162 66			...		1906	Cammell, Laird & Co. Ld. Birkenhead	**Shropshire Union Rlwy. & Canal Co.**	105·0 | 22·6 | 10·0 FK			**Chester** British *WB*	C.4Cy.14″&30″–20″ 73RHP Cammell, Laird & Co Ld Bkn	11 ″ 0	
13 203561	**W. E. Fitzgerald** *Elec. light Mchy. Aft* 1 Dk	**Steel Sc Sr**	4940 — 3701					1906	Detroit S.B. Co. Wyandotte	**Chicago Nav. Co. (D. Sullivan & Co. *Mgrs.*)**	420·0 | 52·2 | 29·0			**Duluth** Utd. States *WB*	T.3Cy.22″,35″&58″–42″ 218NHP Detroit S.B. Co., Detroit		
14 137202	**W. E. Hinde** *W. Heater* –10 1 Dk	**Steel Sc**	43 40 5	✠ A– *For towing pu* 6,16 ✠ LMC 7,16	Fal *rposes*			1916 6 mo	Cox & Co. Ld. Falmouth	**A. R. Brown**	62·0 | 13·5 | 7·4 BK 5″			**Falmouth** British	C.2Cy.11″&22″–15″ (*s*) 180 lb 24RHP 1SB, *2pf*, GS 23, HS 496 Cox & Co. Ld. Falmouth	7 ″ 9	
15 213565	**W. F. White** *Elec. light Mchy. Aft* 1 Dk	**Steel Sc**	7180 — 5548					1915	American S.B. Co. Lorain, Ohio	**Limestone Transptn. Co.**	530·0 | 60·0 | 32·0 F52′			**Fairport** Utd. States *WB*	T.3Cy.25½″,41″&67″–42″ 291NHP American S.B. Co Lorain, O.		LV
16 76510 KQCS	**W. G. Hall** *M. Oness* 2 Dks	**Wood Sc Sr**	505 — 380					1884	Hall Bros. Pt. Blakeley Wash.	**Inter. Island Steam Nav. Co. Ld.**	158·0 | 30·6 | 12·8			**Honolulu** Utd. States	C.2Cy.20″&40″–30″ 73NHP Hinkley, Spiers & Co. S. Fo.		
17 203342	**W. G. Pollock** *Elec. light Mchy. Aft* 1 Dk	**Steel Sc Sr**	4872 — 3585					1906	American S.B. Co. Cleveland	**Valley S.S. Co. (W. H. Becker *Mgr*)**	420·0 | 52·0 | 28·0			**Cleveland** Utd. States *WB*	T.3Cy.22″,35″&58″–42″ 218NHP American S.B. Co. Clevelnd		
18 126517	**W. Grant** *W. Heater* –10 1 Dk	**Steel Sc Sp**	103 98 37					1910	Pacific Whlng Co. Ld. Victoria, B.C.	**Victoria Whaling Co. Ld. (W. A. Lawson, *Mgr.*)**	93·0 | 18·0 | 10·3			**Vict'ria BC** British	T.3Cy.12″,18″&30″–18″ 46RHP Akers Mek. Værks. Xia.		
19 134015	**W. Grant Morden** *Elec. light* 1 Dk (*Stl*) & *Web frames* *Mchy. Aft* *Longitudinal framing*	**Steel Sc Sr**	8611 8075 6086	✠ 100A– *For Service on* 12,14 ✠ LMC 6,14	Pt A *the Great Lakes*			1914 5 mo	Western D. S.B. Co. Ld. P. Arthur, Ont	**Canada Steamship Lines Ld.** *WB = Cell D Ba* 55′ *f & side tanks*	604·0 | 59·0 | 32·0 F44′ FK 510′ 5546 *t FPT* 250 *t*	**P. Arthur O** British 4 *BH* *APT* 48 *t*	T.3Cy.24″,39″&65″–42″ (*s*) 170 lb 406NHP 2SB, *6cf*, GS 132, HS 6338 American S B Co. Clvelnd, O.	32 ″ 0	
20 132073 JMKH	**W. H. Dwyer** *E. S. Whitton* –17 *Mchy. Aft* 1 Dk	**Steel Sc Sr**	1770 1478 1142					1913	Sunderlnd S.B. Co. Ld. Sunderland	**Forwarders, Ld. (W. H. Dwyer, *Mgr.*)**	250·0 | 42·7 | 16·4 P64′ Q32′ F38′	**Sundrland** British *WB*	T.3Cy.17″,28½″&46″–33″ 122NHP MacColl & Pollock, Ld. Sld.		C
21 128767	**W. H. Podd** *W. H. Blockwell* –15 1 Dk	**Steel Sc K**	225 210 87	✠ 100A1 *Stm Trawler* 1,14 ✠ LMC 1,14	Abn			1914 1 mo *Lloyd's SA & CP*	Hall, Russell & Co. Ld. Aberdeen	**W. H. Podd**	117·5 | 22·5 | 12·1 Q72′ BK 7½″	**Milford** British 4 *BH Cem*	T.3Cy.12″,20″&34″–24″ (*r*) 180 lb 75RHP 1SB, *3pf*, GS 41, HS 1355 Hall, Russell & Co. Ld. Abn.	13 ″ 0	
22 *For full particulars See No. 102 in Supplement*	**W. H. Tilford** *Elec. light* *Longitudinal framing* *Mchy. Aft* Sub Sig	**Steel Sc Sr**	5600	100A1 (*Class Contemplated*) *Carrying Petroleum in bulk*				1917 *Lloyd's SA & CP*	Harlan & Hollingsworth Cor. Wlmgtn, Del. *Cell D Ba* 132′ *u E & B* 46′	**Standard Oil Co. (New Jersey)** *f* 184′ 1598 *t FPT* 154	412·0 | 53·0 | 31·0 P109′ B26′ F36′	**Bayonne (N.J.)** Utd. States *APT* 183 *t*	T.3Cy.27″,45″&74″–48″ Harlan & Hollingsworth Cor.		
23 135204 JBVM	**W. I. Radcliffe** *J. J. Hughes* –17 (ex Clarissa Radcliffe) 1 Dk (*pt Irnpt Stl*)	**Steel Sc Sr**	6042 5268 3676	✠ 100A1 2,17 ✠ LMC ~~7,17~~ 10,17 *Carrying fuel oil F. P. above* 150° F	NNs	2	~~10,10~~ N 10,17	1913 4 mo *Lloyd's SA & CP*	Craig, Taylor & Co. Ld. Stockton *Cell D B*	**Wynnstay SS Co Ld (E. Thomas Radcliffe & Co. *Mgrs.*)**	415·0 | 55·6 | 26·7 P45′ B241′ F39′ FK *f* 184′ 1598 *t FPT* 154	**London** British 7 *BH Cem* *tAPT* 183 *t*	T.3Cy.28″,46″&75″–48″ (*s*) 180 lb *120 lb* 470NHP 3SB, 9 *cf*, GS 197, HS 7891 Blair & Co. Ld. Stockton	28 ″ 7 s 4 ″ 5 24 ″ 8	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. Late Name if any / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 6 7 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned. now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 9 Built. When	By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NP=Horse power by Society's formulæ; RP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of fls. of Trade Cert.
24 202875	W. K. Bixby *Elec.light Mchy.Aft*	SteelScSr 1*Dk*	5712 — 4407				1906	Detroit S.B.Co. Wyandotte	M.B.McMillan	480·0	52·2	30·0	Detroit Utd.States	T.3Cy.22½″,36″&60″–42″ 233NHP *WB* DetroitS.B.Co.Detroit		
25 208805 LBWQ	W. L. Messick 1*Dk*	WoodScSr	237 — 160				1911	..... Norfolk,Va.	D.Edwards&Co. Inc.	125·3	23·5	11·0	Reedville, Va. Utd.States			
26 108626 QKLS	W. M. Barkley *E. Gregory* –15 *Well deck*	SteelScSr *ss*Bel.No.3–3,11 *ss*Dub.No.1–15 1*Dk*(*Stl*)	569 390 226	✠100A1 8,17 ~~7,16~~ ~~BS6,16~~ ✠LMC5,15 7,17	Liv Dub	*i*	~~x9,15~~ 8.17	1898 8mo	AilsaS.B. Co. Troon A&CP	A.Guinness,Son &Co.Ld. *WB = Cell*	178·8 Q92′B10′F26′ BK7″ *DBa*39′57*t FPT*39*t*	27·1	12·5	Belfast British 4*BHCem*	C.2Cy.18¾″&44″–30″ (*s*) 130lb 80RHP 1SB,*3pf*,GS60,HS1543 *APT*32*t* Muir&Houston,Ld.Gls.	13 ″ 4 s ″ 8 13 ″ 4	
27 MCFR	W. P. Clark (*ex*RobertK.)	SteelSc	332 — 186					1903	OsakaIron Works Osaka	InsularLumberCo.	126·0	24·0	12·5	Manila Utd.States	T.3Cy.13″,21½″&36″–27″ 67NHP		
28 139831	W. S. Burton *S.Leiper* –17 1*Dk*	SteelScK *StmTrawler*	234 221 102	✠100A1 3,17 ✠LMC3,17	Abn			1917 3m o	Hall,Russ- sell&Co.Ld. Aberdeen *Lloyd's A&CP*	R.H.Davison&Co.	122·5 BK7½″	22·2	12·3	Hartlepool British 3*BHCem*	T.3Cy.12½″,21″&34″–24″ (*r*) 185lb 84RHP 1SB,*3pf*,GS48,HS1607 *DBj* 22′14*t* Hall,Russell&Co.Ld.Abn.	13 ″ 3	
29 87232	W. S. Caine *W.Rouse* –11 *Mchy.Aft* 1*Dk*	IronScDy *ss*Liv.2ndNo.3–12,07 *ss*Mil.No.2–16	183 145 79	✠100A1 7,16 ✠NB9,03 ✠LMC BS 5,18 ~~BS7,16~~ MS9,16	Mil	*b*	~~5,15~~ 5,18	1883 4mo	W.Thomas Amlwch *Lloyd's A&CP*	W.Rouse&Sons	122·4 B31′ ND95 BK6½″	21·1	7·9	Liverpool British 3*BHCem*	C.2Cy.14″&27″–21″ (*s*) 85lb 35RHP 1SB,*2pf*,GS30,HS750 DeWinton&Co.Carnarvon	8 ″ 6 s ″10 8 ″ 6	
30 203629 KVRD	W. S. Porter *C.Madison* –11 Wireless Sub.Sig. *Elec.light Mchy.Aft*	SteelSc3MstSr *ss*SFo.No.2–15 2*Dks*(*Stl*)& *Web frames*	4902 4562 3525	✠100A1 1,18 ~~3,15~~ *CarryingPetroleum in bulk* ~~BS5,17 BS6,16~~ ✠LMC3,15 *Fitted for oil fuel* 1,0,6 *F.P. above*	SFo	*x*	3,17	1906 11mo	NwprtNws S.B.&DD.Co. NewprtNews A&CP 150° F.	AssociatedOilCo. *WB = CellDB*	385·0 P69′B27′F34′ FK *uE&B*65′168*t FPT*	49·7	28·7	S.Frncisco Utd.States 12*BHCem*	T.3Cy.28″,44″&74″–54″ (*a*) 180lb *180lb* 497NHP 3SB,*12cf*,GS266,HS8502 88*t APT*62*t* NewportNewsSB&DD.Co.	30 ″ 3	
31 209778 LCJG	W. T. James *R.T.Snow* –12 *Elec.light*	WoodSc (*Fishing*) 1*Dk*	276 — 142					1912	American Car&Foundy Co. Wlmgtn,Del.	TaftFishingCo., Inc.	141·5	22·8	11·3	Reedville, Va. Utd.States	C.2Cy.16″&33″–26″ 46NHP Harlan&Hollingsworth Corp.		
32 106862	W. T. Jolliffe *N.Ashton* –10 (*ex*VivianJolliffe)	SteelScSp (*Tug*) 1*Dk*	163 142 1			...		1897 4mo	Mordey, Carney&C.Ld Newprt.Mon.	W.&T.Jolliffe,Ld.	101·9 BK6½″	19·5	10·4	Liverpool British	C.2Cy.21″&42″–27″ 100RHP Ross&Duncan,Glasgow	11 ″ 0	
33 RPQH	W. Th. Stratmann *J Bundt*07–07 1*Dk*	SteelSc (*Tug*) 101 —	113					1907	H.C.Stülc- kenSohn Hamburg	Petersen&Alpers G.m.b.H.	80·0	18·9	11·0	Hamburg German	C.2Cy.13⅞″&26″–19⅝″ 25NHP H.C.StülckenSohn,Ham.		
34 81803	W. W. Brown *Mchy.Aft Elec.light* 1*Dk*	SteelScSr	3582 — 2778					1902	Chicago S.B.Co. Chicago	InterstateS.S.Co. (W.H.Becker, *Mgr.*)	346·0	48·2	24·0	Duluth Utd.States *WB*	T.3Cy.20″,33½″&55″–40″ 191NHP ChicagoS.B.Co.		
35 133247	Wa Sun *W.Bishop* –17 1*Dk*&*Shade dk*	SteelSc	247 160 150					1914	Kwong TackCheong HongKong	~~ChoaPoYew~~ ChiYuMan TheShippingCon- troller (W.Swanston& Sons,*Mgrs.*) *WB = CellDBa*	136·5	21·8	8·0	HongKong British London British	C.2Cy.13½″&27″–16″ 30RHP KwongTuckCheong,H.Kg		
36 142355 QBPC JSTH	Waal ~~*W.Knook*~~ *Well deck*	SteelScSr *ss*Rot.No.1–16 1*Dk*(*Stl*)	1261 1031 765	✠100A1 ~~1,17 2,16~~ 5,18 Shl BS4,18 ✠LMC3,16	Rot	*o*	~~3,16~~ 5,18	1912 5mo	A.Vuijk& Zonen Capelle a/d Ysel *Lloyd's A&CP*	235·4 Q83′B63′F28′ FK *WB = CellDBa* 69′*uE*15′*f*102′310*t*	35·7	15·4		T.3Cy.17″,28″&46″–36″ (*s*) 180lb *100lb* 147NHP 1SB,*3cf*,GS63,HS2408 *FPT*60*t* G.T.Grey,SouthShields	17 ″ 6 s 1 ″ 3½ 16 ″ 5	
37 QBPF	Waaldijk *G.C.Kok* (*ex*Gramsbergen,*ex*Acara) *Elec.light*	SteelScSr *ss*Rot.No.3–7,16 2*Dks*(*Stl*) &*deep framing*	5011 4749 3135	✠100A1 6 17 ~~7,16~~ BS6,17 ✠LMC7,16	Rot	*z*	N7,16	1904 3mo	Palmers' Co.Ld. Newcastle *Lloyd's A&CP*	Nederl.-Amerik. Stoomv.Maats. (Holland-Amerika Lijn) *WB = CellDBa*131′ *uE&B*48′*f*169′	400·0 P30′B144′F41′ FK	50·2	29·4	Rottrdam Dutch 6*BHCem*	T.3Cy.26½″,43″&71″–48″ (*r*) 180lb *100lb* 317NHP 2SB,*6cf*,GS115,HS3223 FD Palmers'Co.Ld.Newcastle	32 ″ 3 s 6 ″ 4 26 ″ 3	
38 QBPG	Waalhaven *L.Coolen* –16 *Elec.light* 1*Dk*	SteelScSr	3551 3263 2170					1916	Rotterdam Droogd.Maat Rotterdam	Gebr.vanUden	361·4	49·9	22·1	Rottrdam Dutch *WB*	T.3Cy.25″,41″&67″–45″ 301NHP RotterdamDroogd.Maats.		V
39 81638 KNVD	Waban *J.Flatly*92–99 1*Dk*	SteelSc (*Tug*)	163 — 111					1898	Neafie& LevyCo. Philadelphia	W.G.Revel	91·0	20·0	10·4	Chlstn,S.C Utd.States	C.2Cy.16″&32″–24″ NB12 42NHP Neafie&LevyCo.,Pha.		
40 131402 HVCG	Wabana *D.Reside*08–11 *Elec.light* *Longitudinal framing* Sub.Sig. 1*Dk*(*Stl*)&*Web frames* *Carrying fuel oil F.P. above 150°F. in D.B.*	SteelScSr	4804 4513 2676	✠100A1 3,15 *Examined 11.17* BS2,17 MS3,17 ✠LMC	Rot	*x*	4,17	1911 12mo	ShortBros. Ld. Sunderland *Lloyd's A&CP*	British&Chilian SS.Co.Ld(Lowden, Connell&Co. *Mgrs.*) *WB = Cell DBa*117′*uE&B*	375·0 P29′B99′F35′ FK 46′*f*159′1223*t Topsi*	52·0	28·3	Liverpool British 6*BHCem*	T.3Cy.26″,44″&73″–48″ (*s*) 180lb 480NHP 3SB,*9cf*,GS160,HS6791 FD G.Clark,Ld.Sunderland	30 ″ 9 s 6 ″ 2½ 24 ″ 11	
41 118637 WBDM	Wabasha *A.R.Heath* –16 (*ex*Seminole) *Elec.light Mchy.Aft* Wireless *ss*Cff.No.3–11,16	SteelSc3MstSr ~~*ss*S.Fo.No.2–14~~ 2*Dks*(*Stl*)&*Web frames*	5864 4961 3797	✠100A1 2,18 ~~3,15~~ *CarryingPetroleum in bulk* ✠LMC11,16 ~~BS7,16 BS8,14 MS11,16~~	NYk Shl	*z*	11,16	1903 6mo	Furness, Withy&CoLd W.Hartlepool *Lloyd's A&CP*	StandardTrans- portationCo.Ld. *WB = CellDBuE* &*B*79′*f*36′214*t FPT*	400·6 P239′F36′ FK 115*t APT*32*t*	52·2	30·8	HongKong ~~Newcastle~~ British 13*BHCem*	T.3Cy.28⅜″&46″&77″–48″ (*s*) 180lb *100lb* 490NHP 4SB,*12cf*,GS218,HS8140 Richardsons,Westgarth& Co.Ld.Hpl.	32 ″ 1 s 6 ″ 0 26 ″ 6	
42 81715 KQHF	Waccamaw *H.Boyce* –09 *Mchy.Aft Elec.light*	SteelScSr *Note Name* "Royan," *See No.* 40 *in Supplement* 1*Dk*2*trB*	1359 — 920					1900 Co.	CraigS.B. Toledo,O.	AtlanticCoastS.S. Co.	249·7	40·5	15·4	Buffalo Utd.States *WB*	T.3Cy.20″,33″&54″–40″ 185NHP CraigS.B.Co.Toledo		
43 QJPG	Wachtel *G.Hallfeldt* 1*Dk*	SteelScLr	136 129 67					1908	Bremer Vulkan Vegesack	Bremen-Vege- sackerFischerei Ges.	90·9 Q14′	21·4	9·8	Vegesack German	C.2Cy.9 1/16″&16 17/32″–12 13/32″ 9NHP BremerVulkan,Vegesack		G
44 QKGR	Wachtfels *F.Hüpers*09–13 *Elec.light* 2*Dks*(*Stl–U* teak s) Wireless	SteelScSr	5809 5446 3627	✠ —— 11,16 ✠	Ham	*a*†		1913 4mo	Flensburgr Schiffsb.Ges. Flensburg	DeutscheDmpfs- fahrtsGes.Hansa *BH in forward* *WB = CellDBa*14 1348*t Tween dk*	419·0 P60′B126′F54′ *hold dispensed with* 0′*uE*23′*f*187′ *tanks aft* 36′ 480*t Tween dk tank*	56·2	29·6	Bremen German *Cem* 6*BHonly*	T.3Cy.28¾″,47¼″&78″–54″ 530NHP 3SB,*9cf*,GS148,HS6955 FD FlensburgerSchiffsb.Ges.	32 ″ 4	
															*f*25′500*t FPT*60*t APT*62*t*		

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Enlèvement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Registres ont coté, si ce n'est dans le L. L. Durée Cert. H.of Trade.
45 117574 JQVT	**Wad Lukkus** SteelScSr *M.Alvarez* –13 (*ex*Dunnikier,*ex*Audaz, 1*Dk*(*Stl*) *Mchy.Aft* *ex*Dunnikier)	~~*ex*Lis No.2–12~~ *ss*Cos No.3–9,17	206 145 ~~58~~ 84	✠100A1 9,17 ✠LMC8,17	Lis Cdz	*b*	8,17	1904 11mo *Lloyd's*	Scott of Kinghorn, Ld Kinghorn *sA&CP*	~~Is Forde~~ Yarmouth Carriers, Ld. FK	103·6 20·3 9·2 Q34′F15′			~~Gibraltar~~ British	C.2Cy.12¾″&26″–18″ (*s*) 150lb 28RHP 1SB,*2pf*,Gs30,Hs772 Scott of Kinghorn,Ld.	10 ″ 0	
46 48 QBGH	**Wada Maru** SteelSc3MstSr *T.Asai* –13 3*Dks*(*UStl*–ws)	(*ex*Lawada)	3343 — 2063	✠ 5,85 ✠	Dmb	*w*		1885 4mo	W.Denny &Bros. Dumbarton	U.Iwaki *WB*	340·1 42·2 25·6 P56′B26′F42′ =*CellDB*300′771*t*			Dairen Japanese 6*BHCem*	T.4Cy.26½″,44″&(2)51″–51″ NDB89 372NHP Denny&Co.Dumbarton	29 ″ 3	
47 16002 MFLG	— SteelScSr (*Trawler*) 1*Dk*		255 209 137					1912	Mitsu Bishi Dkyd&EWks Kobe	Teikoku Suisan Kabushiki Kaisha	118·2 20·6 12·0			Kobe Japanese	T.3Cy.12″,20″&33″–24″ 53NHP Mitsu Bishi Dkyd&EWrks.		
48 118483 HBDK	**Waddon** SteelScSr *J.A.Peterson* –13 *Spar dk*(*pt Irnpt Stl*)2*trB* *ss*NNs.No.2–11,17 &*Web frames* *Carrying fuel oil P.to el 150° F. in DB.*	~~ex Bry.No.2–12~~	3931 3671 2561	✠100A1 *Spar dk* *withfreeboard* 11,17 ~~7,16~~ ✠LMC5,17	Cff NNs MS11,17	*w*	~~8,17~~ 11,17	1904 8mo *Lloyd's*	R.Stephenson&Co.Ld. Newcastle *sA&CP*	MitreShppgCo.Ld. (Houlder Middleton&Co.Ld,*Mgrs.*) *WB*=	340·4 47·1 20·0 P26′B93′F33′ 27·2 FK *CellDBa*110′*uE&B*44′*f*133′733*t*			London British 6*BHCem*	T.3Cy.25″,40″&67″–45″ (*r*) 165lb *80lb* 319NHP 2SB,*8cf*,Gs125,Hs4990 Richardsons,Westgarth& *APT*174*t* Co.Ld.Hpl.	29 ″ 10 s 5 ″ 10½ 24 ″ 3	
49 RKDC	**Waelsung** SteelScSr (Seized at Petrograd) *Th.Thomsen* –12 *ss*Ham.No.3–9,06 (*ex*Sonneberg) *ss*Ham.No.1–10 1*Dk*(*Irn*)&*Spar dk*(*Irn*)&*Web frames*		3879 3683 2470	✠ 2,16 *Spar dk* ✠	Rot	*w*		1894 12mo	J.Laing Sunderland	Rhed.Akt.Ges. Oceana (R.E. Loesener,*Mgr.*) *WB*=*CellDBa*110′	357·0 45·5 19·0 P&B206′F38′ 26·7 BK9″ *uE&B*48′*f*142′662*t*			Hamburg German 6*BHCem*	T.3Cy.27″,44″&72″–48″ 394NHP 3SB,*9cf*,Gs300,Hs6433 G.Clark,Ld.Sunderland	29 ″ 5	
50 MJGN	**Wagama** SteelScSr *R.Rasmussen* *Elec.light* 1*Dk*(*Stl*) *Cantilever framed topside tanks*		4969 4540 2809	✠100A1 1,17 ✠LMC4,15	NYk	*y*	5,16	1913 4mo *Lloyd's*	Sir Raylton Dixon&CoLd Middlesbro' *sA&CP* *WB*	~~J.Haaland Aktieselskabet Asker(L.Harboe & Jensen,*Mgrs.*)~~ =*CellDB*4129′ *uE&B*39′*f*161′1016	380·0 52·5 27·4 P33′B105′F35′ FK			Chrstiania Norwegian 6*BHCem*	T.3Cy.25½″,42″&70″–48″ (*s*) 180lb 390NHP 3SB,*9cf*,Gs176,Hs6303 Richardsons,Westgarth& *APT*155*t* Co.Ld.Mdb.	30 ″ 0 s 6 ″ 0½ 24 ″ 4	
51 WLPR	**Wagland** SteelScSr *Nilsen* –16 *Elec.light* 1*Dk*(*Stl*)		2173 1902 1499	100A1 12,16 LMC12,16	Kob	*r*		1916 11mo	Fujinagata Dkyd.Co Osaka A&CP	Dampsk Akties Brodrene Wilhelmsens Rederi.(Brödrene Wilhelmsen *Mgr*) *CellDBa*&*uE*106′204	272·0 40·0 24·1 P16′B50′F26′ FK *f*112′251*t FPT*102*t*			Bergen Norwegian 4*BHCem*	T.3Cy.18½″,30½″&51½″–36″ 180lb (*s*) 189NHP 2SB,*6cf*,Gs100,Hs3135 Fujinagata Dock Yard Co	24 ″ 2 s 4 ″ 3 20 ″ 2	
52 LKTJ	**Wagram** SteelScK *L.J.Maillard* (*Trawler*) 1*Dk*		317 — 129					1906	Smith's Dock Co.Ld. North Shields	G.Altazin& L.Darquer&Co.	141·7 22·8 12·2 Q60′ *WB*			Boulogne French	T.3Cy.13″,21″&34″–27″ 60NHP ShieldsEng.Co.Ld.N.Shl.		V
53 KwokTai	**Wah On** WoodTwinScSr –15 (*ex*TungOn,*ex*WingOn)		459 268 287					1911	Kwong Leo &Co. HongKong	PooTaiS.S.Co.Ld.	140·5 29·7 10·0			Canton Chinese	C.2Cy.13½″&27″–18″ 51NHP KwongTzeSang,H.Kg.		
54 102577 JNBS	**Wahcondah** SteelScSr *J.McDowall* –17 1*Dk*&*Awng dk*2*trB*		1605 1492 1002					1903	Russell& Co. Pt.Glasgow	TheHartlepools SeatoniaSSCo.Ld. (Hessler&Co.*Mgs*) *WB*	230·4 37·1 21·8			W.Hrtlpl British	T.3Cy.18″,28″&47″–33″ 127NHP J.G.Kincaid&Co.Greenock		C
55 137813 JCFP	**Wahine** SteelTrpScSr *A.M.Edwin* –15 *Elec.light* 2*Dks*&*Awng dk*(*Stl*–teak s) Wireless &*Promenade dk*(*Stl*–teak s)		4436 3189 1798	✠100A1 *Awng dk* *withfreeboard* 7,15 *Water tube boilers* BS6,15 ✠LMC4,15	Ddn	*x*		1913 5mo *Lloyd's*	W.Denny &Bros. Dumbarton *sA&CP*	UnionS.S.Co.of NewZealand,Ld. *WB*=*CellDBa*67′*uE&B*125′*f*104′	375·0 52·2 25·6 BK9″			London British 6*BHCem*	3 Steam Turbines (*s*) 200lb 8B, Hs25480 FD Denny&Co.Dumbarton 325*t FPT*35*t APT*61*t*	27 ″ 6 s 11 ″ 2½ 17 ″ 5	
56 103867	**Wai-Hoi** WoodScSr 1*Dk*		117 100 53					1901	Cheong Lee HongKong	A.E.Jolly	102·7 18·0 8·4			Pt.Darwin British	C.2Cy.12″&24″–16″ 24RHP TuHingTung,HongKong		
57 118278 VBSH	**Wai-Shing** SteelScSr *M.Picknell* –16 1*Dk*(*Stl*)&*Spar dk*(*Stl*–teaks) *Elec.light* &*deep framing*		1865 1713 1170	✠ *Spar dk* *withfreeboard* 5,03 ✠	Nwc	*r*		1903 5mo	Wigham-Richrdsn&Co Ld Newcastle	Indo-ChinaSteam Nav.Co.Ld. *WB*=*CellDBa*83′ 371*t DTf*15′190*t*	275·3 40·0 12·9 B68′F33′ 20·1 *uE*21′*f*107′ FK *DTa*19′265*t FPT*			London British 5*BHCem*	T.3Cy.21″,34″&56″–42″ 226NHP 1SB,*4rf*,Gs76,Hs2913 FD 30*t APT*17*t*	22 ″ 3 s 5 ″ 1 17 ″ 9	
58 14445 KQCT	**Waialeale** WoodScSr *W.Thornton* (*ex*Schooner Kauai) 1*Dk*		342 — 232					1886	..... Pt.Blakeley, Wash.	PugetSoundNav. Co.(J.Green,*Mgr*)	123·0 27·1 9·8			PTownsnd Utd.States	WghmRchrdsn&C.LdNwc		
59 118073 VNGB	**Waihemo** SteelScSr *J.Thomson* –17 *ss*Syd.No.3–10,16 (*ex*CanadaCape) 1*Dk*(*Stl*)&*Spar dk* *Ref.Mchy.* (*Stl*)&*Web frames*		4283 4131 2802	✠100A1 *Spar dk* 6,17 ~~10,16~~ ✠LMC10,16	Syd	*x*	10,16	1904 2mo *Lloyd's*	Nthmblnd S.B.Co.Ld. Newcastle *sA&CP*	UnionS.S.Co.of NewZealand,Ld. *WB*=*CellDBa*	360·0 48·0 20·2 P30′B92′F32′ 28·1 FK 118′*uE&B*42′*f*154′			London British 6*BHCem*	T.3Cy.25″,41″&69″–48″ (*s*) 180lb Hs5940 372NHP 3SB&1Aux.SB,*12cf*,Gs200 Richardsons,Westgarth& *APT*63*t* Co.Ld.Sld.	30 ″ 10 s 6 ″ 2½ 25 ″ 0	
60 123842 HKSD	**Waihora** SteelScSr *A.C.Showman*09–12 *Elec.light* 2*Dks*		4638 4352 2993					1907	Swan,Hunter&Wigham Richardson, Ld Newcastle	UnionS.S.Co.of NewZealand,Ld.	385·0 52·1 26·9 P35′B102′F40′ *WB*			London British	T.3Cy.26″,42½″&70″–48″ 339NHP Swan,Hunter&Wigham-Richardson,Ld.Nwc.		
61 127805	**Waikana** SteelTwinSc *N.Macdonald* –13 2*Dks*		154 108 67					1909	J.Mc Gregor&Co Dunedin,N.Z.	PeninsulaFerry Co.Ld.	112·0 20·6 7·2			Dunedin British	C.4Cy.8″&17″–10″ 26RHP Fraser&Sons,AucklandNZ		
62 136754 JHRG	**Waikawa** SteelScSr *H.C.Hannand* –17 *ss*NNs.No.2–15 (*ex*Maritime,*ex*Schlesien) 1*Dk*(*Stl*)& *Elec.light* *Spar dk*(*Stl*)&*deep framing* Wireless Sub.Sig.		5666 5296 3591	✠100A1 *Spar dk* 5,17 ~~9,15~~ BS1,17 ✠LMC8,15	NNs Mel	*a*†	9,15	1907 3mo *Lloyd's*	Flensburger Schiffsb.Ges. Flensburg *sA&CP*	UnionS.S.Co.of NewZealand,Ld. *WB*=*CellDBa*	421·3 55·1 28·5 P61′B119′F52′ FK 148′*uE&B*67′*f*167′			London British 6*BH only* *Cem*	Q.4Cy.24″,34″,51″&74″–54″ 213lb (*s*) 507NHP 3SB,*9cf*,Gs153,Hs6551 FD FlensburgerSchiffsb.Ges. 1475*t FPT*85*t APT*35*t*	31 ″ 3 s 6 ″ 8 24 ″11	
63 201425 KTJW	**Wailele** WoodScSr *F.Carlson* (*ex*Cascade) 1*Dk*		515 — 337					1904	H.D.Bendixsen S.B.Co Fairhavn,Cal	Inter-IslandS.S. Co.	163·4 36·0 12·5			Honolulu Utd.States	T.3Cy.11½″,18½″&32″–24″ 50NHP		
64 131795 HTSW	**Waimana** SteelTwinScSr ~~*ex*Greene –17~~ *ss*Lon.No.1–16 *Elec.light Magg* –18 2*Dks*(*Stl*)& *Ref.Mchy.* *Shelter dk*(*Stl–ptws*) Wireless *Tonnage opening closed 1917*		~~7652~~ ~~7318~~ 5009 10389 7318 6737	✠100A1 *Shelter dk* *withfreeboard* 5,18 ~~2,17~~ ✠LMC8,16 ~~Lloyd's RMC 2,17~~ ~~5,18~~ BS2,17 ~~2,17~~ 5,18	Lon	*e*†	~~7,14~~ ~~8,16~~ 5,18	1911 11mo *Lloyd's*	Workman, Clark&Co.Ld Belfast *sA&CP*	Shaw,Savill& AlbionCo.Ld. *WB*=*CellDBa*	477·6 63·1 31·3 B181′F48′*on Shelter dk* FK&BK2″ 131′*uE&B*100′			S'thamptn British 9*BHCem* *f*183′1625*t*	T.6Cy.23½″,39″&66½″–48″(*s*) 205lb FD 943NHP 5SB,*20cf*,Gs350,Hs14000 Wrkman,Clark&Co.LdBel	12 ″ 10 13 ″ 11½ 30 ″ 3	BT till 8,17

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys.	3 Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Ass[igned] now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NP=Horse power by Society's formulæ; RP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of ft. of Trade Cert.
65 102282	Waimarie *E.S.Goertz* *1Dk*	WoodTwinScSr	245 158 159					1896	R.Logan, sen. Auckland	NorthernSSCo.Ld.	102·2	22·0	7·9	AucklndNZ British	C.4Cy.12″&24″–12″ 48RHP A.&G.Price,Thames,N.Z.		
66 110517 RNMK	Waimarino *P.J.Foster* –14 *ss*Shl.No.3-6,13 (*ex*Wyandotte,*ex*LordRoberts) *Elec.light* 1*Dk*(*Stl*)&*Spar dk*(*Stl*) *Ref.Mchy.* &*deep framing*	SteelScSr	4204 4001 2712	✠100A1 *Spar dk* 6,17 ~~9,16~~ ~~B&S 16~~ ✠LMC 12 ✠NB(1)7,02 *fitted for d*3,04	Syd	*x*	9,15	1900 4mo	AM'Millan &Son,Ld. Dumbarton A&CP *WB*	UnionS.S.Co.of NewZealand,Ld.	375·0 P28′B86′F33′ FK =*CellDBa*120′*uE&* *B46′f*154′870*tFPT*	48·5	17·9 26·4 6*BHCem* 157*tAPT*83*t*	London British	T.3Cy.26″,43″&72″–48″ (*s*) 200lb 451NHP 4SB,*11cf*,GS236,HS7501 Muir&Houston,Ld.Gls.	29 ″ 0 s 6 ″ 0 23 ″ 4	
67 105276 PMFD	Waimate *W.C.Goddard* –16 *ss*Lon.No.3–7,09 *ss*Lon.No.1–14 *Ref.Mchy.* 2*Dks*(*Stl*)&*deep framing* *Elec.light* Sub.Sig. Wireless	SteelScSr	6969 5189 5423	✠100A1 *Shelter dk* *with freeboard* 9,16 ~~B&S 16~~ ✠LMC 12	Lon	*a*†	~~9,14~~ 9,17 9,17	1896 9mo	Hawthorn, Leslie&Co.Ld Newcastle A&CP *WB*	NewZealand ShippingCo.Ld.	420·0 P50′B&F355′ FK = *Cell DBa*105′*u* *E&B*63′*f*193′1150*t*	54·0	28·6 *BHCem* *APT*45*t*	Plymouth British	T.3Cy.29¾″,48″&78″–54″ (*s*) 160lb ~~70lb~~ 491NHP 3SB,*9cf*,GS171,HS6415 FD Hwthrn,Leslie&C.Ld.Nwc	32 ″ 0 s 5 ″ 1 27 ″ 3	
68 93993	Waimea *M.Irvine* –09 *Elec.light* 1*Dk* *Well deck*	SteelTwinScSr	454 315 207	✠ 2,09	Gls	*f*		1909 2mo	Mackie& Thomson,Ld. Glasgow	AnchorShipping& FoundryCo.Ld.	150·6 Q76′B14′F25′ FK *WB*=	26·0	9·9 *DTa*14′36*tFPT*20*t*	Nelson, NZ British	T.6Cy.11″,17″&28″–21″ (*s*) 100RHP 1SB,*3cf*,GS59,HS1859 Ross&Duncan,Glasgow	10 ″ 9	
69 91782 QHWG	Wainui *A.Campbell*12–12 1*Dk*2*trB*	SteelScSr	684 562 411			...		1886	Murray Bros. Dumbarton	UnionS.S.Co.of NewZealand,Ld.	196·0 Q39′ F21′	28·2	14·7	Dunedin British *WB*	C.2Cy.25″&50″–36″ 99RHP Muir&Houston,Glasgow	15 ″ 9	
70 94250	Waiotahi *J.Wilson* 1*Dk*	SteelTwinScSr	278 216 168	✠ 7,91	Psy	*d*		1891 7mo	Abercorn S.B.Co. Paisley	NorthernSSCo.Ld. *WB*	125·5 Q38′B39′ = *FPT*13*t APT*9*t*	25·1 FK	8·6 4*BHAsp*	AucklndNZ British	C.4Cy.13″&26″–18″ 1SB,*2pf*,GS42,HS973 56RHP Hanna,Donald&Wilsn,Psy	9 ″ 2	
71 119128 VRHC	Waipara *J.S.Hutchison* –10 *Ref.Mchy.* 2*Dks*(*Stl*)&*deep framing*& *Elec.light* Wireless *Shelter dk*(*Stl*)	SteelScSr	~~6303~~ 6994 5207 ~~4058~~ 5165	✠ *Shelter dk* *with freeboard* 5,08 ✠Lloyd's RMC 16 7,17 4,18	Lon	*a*†		1904 5mo	Hawthorn, Leslie&Co.Ld Newcastle	BritishIndiaStm. Nav.Co.Ld.	420·6 = *CellDBa*100′*uE* FK	54·0	28·6 7*BHCem* 30′*f*195′911*tFPT* 139*tAPT*15*t*	Glasgow British	T.3Cy.28″,47″&78″–54″ 518NHP 3SB,*9rf*,GS183,HS6759 FD N.E.MarineEngCo.LdNwc	31 ″ 9	
72 101485 PRTC	Waipori *F.W.Jackson* –16 *ss*Auk.No.3–1,13 *Elec.light* 1*Dk*(*Stl*)&*deep framing*	SteelScSr	1919 1809 1229	✠ 3,14	Ddn	*r*		1901 3mo	Campbel-townS.B.Co. Campbeltwn	UnionS.S.Co.of NewZealand,Ld.	282·1 P29′B56′F32′ FK *WB*= *CellDBa*76′*f*116′	40·0	20·4 4*BHCem* 366*tAPT*89*t*	Dunedin British	T.3Cy.21″,33″&53″–36″ 174NHP 2SB,*6cf*,GS110,HS2650 J.G.Kincaid&Co.Greenock	21 ″ 8	
73 13965	Waipu *G.A.Marks* –16 1*Dk*	SteelTwinScCtr	205 126 76					1916	JM'Gregor &Co. Dunedin	NorthernSS Co.Ld	101·0 FK	23·1	6·8 *WB*	AucklndNZ British	T.6Cy.7¼″,11¾″&19″–9″ 50RHP J.McGregor&Co.Dunedin		
74 76076	Wairau *W.Deiley*11–12 1*Dk*	WoodScSr	143 104 59	(*ex* sailRonga)				1900	T.M.Lane TotaraNorth	T.Eckford	98·7	23·0	7·1	Lyttelton British	C.2Cy.11″&22″–16″ NE&B08 20RHP W.Cable&Co.Wellington		
75 127807	Waireka *R.Scolloy*11–13 2*Dks*	SteelTwinSc	149 105 72					1910	JohnMac Gregor&Co Dunedin	PeninsulaFerry Co.Ld.	116·5 H25*t*	20·5	7·1	Dunedin British	T.6Cy.7¼″,13¼″&19″–10″ 49RHP J.MacGregor&CoDunedin		
76 102271	Wairoa *T.Cook* –10	WoodScSr	100 87 49					1894	J.Barbour AratapuKai-para	CashmoreBros.Ld	92·4 Q13*t*	16·8	8·0	AucklndNZ British	C.2Cy.12″&24″–15″ 40RHP A.G.Price,Thames,N.Z.		
77 133274	Wairua *G.H.Sellars* –13 1*Dk*	WoodTwinScCtr	286 230 175					1913	G.T.Niccol Auckland	~~G.H.Sellars~~ G T.Niccol	120·7	23·0	12·7	AucklndNZ British	T.6Cy.8″,13″&21″–16″ 44RHP Ross&Duncan,Glasgow		
78 ~~23483~~ HBGL	Wairuna *T.Saunders* –17 *ss*Ddn.No.2–12 (*ex*Matoppo) 2*Dks*(*Stl*)&*Web frames* *Elec.light*	SteelScSr	3947 3740 2530	✠ 4,14	Auk	*w*		1904 5mo	Armstrong Whitworth &Co.Ld. Newcastle	UnionS.S.Co.of NewZealand,Ld.	360·0 P29′B84′F35′ FK *WB*= *CellDBa*	47·5	26·7 6*BHCem* 110′*uE&B*60′*f*140′	London British	T.3Cy.25″,41″&68″–48″ 403NHP 3SB,*9cf*,GS198,HS6990 WllsndSlpwy.Co.Ld.Nwc. 797*t DTa*28′ 676*tFPT*129*tAPT*50*t*	29 ″ 6	
79 76071 VSMN	Waitangi *T.Corbett* –11 (*ex*BanksPeninsula) *Well deck Mchy.Aft* 1*Dk*	SteelTwinScSr	171 122 21			...		1889	Grangm'th DockyardCo Grangmouth	KauriTimberCo. Ld.	120·0 Q57′B12′F19′ FK	20·0	7·9 *WB*	Auklnd NZ British	C.4Cy.13½″&27″–18″ 66RHP Hutson&Corbett,Glasgow	8 ″ 5	
80 127801 WPHT	Waitemata *S.Nicolson* –14 *ss*Syd.No.1–12 *Elec.light* 1*Dk*(*Stl*)& *Spar dk*(*Stl–pt* teak s)&*deep framing*	SteelScSr	5432 5106 3460	✠ *Spar dk* 11,14	Syd	*z*		1908 4mo	W.Hamil-ton&Co.Ld. PortGlasgow	UnionS.S.Co.of NewZealand,Ld.	415·0 P34′B106′F40′ FK&BK2″ 1*BH* *WB*= *CellDBa*	54·0	17·6 27·7 6*B* 138′*uE&B*46′*f*175	London British *HtoSpar dk* *to.MdkCem* 1213*t DTa*	T.3Cy.27″,43″&72″–51″ 548NHP 3SB,*12cf*,GS205,HS8376 FD Dunsmuir&Jackson,LdGls 29′809*tFPT*116*tAPT*120*t*	30 ″ 4	
81 132990 HTRG	Waitomo *E.Harris* –13 (*ex*Gifford) 2*Dks*(*Stl*)	SteelScSr	4214 4034 2719	✠ 5,14	Ddn	*x*		1911 11mo	Nthmblnd S.B.Co.Ld. Newcastle	UnionS.S.Co.of NewZealand,Ld.	380·0 P31′B94′F36′ FK *WB* = *CellDBa*	49·0	26·4 6*BHCem* 129′*uE&B*42′*f*59′1108*t*	London British *APT*42*t*	T.3Cy.25″,41″&69″–48″ 372NHP 3SB,*9cf*,GS150,HS5940 Richardsons,Westgarth & Co.Ld.Sld.	29 ″ 0	
Lost by Fire 6.17 ~~12289~~ HLGK	Waitotara *G.Cilharry* –16 *ss*Lon.No.2–16 (*ex*Dalmore) 2*Dks*(*Stl*)&*deep framing* *Elec.light* 3*Dk rule*	SteelScSr	4717 4422 3048	✠~~100A1~~ 4,16	Gms	*y*	4,16	1907 8mo	Scotts'S.B. &Eng.Co.Ld Greenock *Lloyd's*A&CP	UnionS.S.Co.of NewZealand,Ld.	390·5 P44′B121′F42′ FK *CellDBa*121′*uE*	52·2	26·4 6*BHCem* 21′*f*181′957*tDTa*31	Glasgow British	T.3Cy.26½″,44″&72″–48″(*r*) 180lb *100lb* 471NHP 2SB,*6cf*,GS120,HS6694 FD 763*tAPT*36*t* Scotts'S.B.&E.Co.Ld.Grk.	29 ″ 0 ~~5 ″ 0½~~ ~~28′10″~~	
83 ~~120130~~	Waitung 1*Dk*	SteelSc	266 243 126					1901	J.Smith Glasgow	~~ShanghaiTug&~~ ~~LighterCo.Ltd~~	118·0	26·0	9·3	~~Shanghai~~ British Japanese	C.2Cy.16″&32″–24″ 43RHP J.Smith,Glasgow		
84 110243 RKVM	Waiwera *S.Kelly* –15 2*Dks*(*Stl*)&*deep framing*&*Shelter dk* *Ref.Mchy.* *Elec.light* (*Stl* ws) Wireless *Cargo battens not fitted*	SteelSc3MstSr	6237 5528 4025	✠100A1 *Shelter dk* Bry 3,13 ~~11,16~~ ~~B&S 16~~ ✠LMC 10 15 ✠Lloyd's RMC 16 7,17 3,18	Lon	*b*†	11,16	1899 2mo	W.Denny &Bros. Dumbarton *Lloyd's*A&CP	Shaw,Savill& AlbionCo.Ld.	425·7 P97′B&F309′ FK&BK2″ *WB*= *Cell*	54·1	29·8 7*BHCem* *DBa*117′*uE&B*67′ *f*191′1142*t*	S'thamptn British	T.3Cy.32″,52½″&85″–54″ (*s*) 180lb 678NHP 5SB,*20pf*,GS400,HS11830 Denny&Co.Dumbarton	32 ″ 10 s 5 ″ 3½ 28 ″ 0	BT till 11,17

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Emplacement.	7* Date de la dernière visite de tarbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L. R. Thames Conv. Mar. Trade
85 7833 JPNR	**Wakamatsu Maru** *I.Yamanaka*14–14 *Elec.light* 1*Dk*(*Stl*)2*trB*&*Web frames* 3*Dk rule* *Cargo battens not fitted*	**SteelSc** *ss*Nag.No.3–3,12 *ss*Nag.No.1–17	2721 2539 1664	✠100A1 4,18 ~~4,17~~ ✠LMC ~~7,17~~ 4,16	Nag ~~7,09~~	*t*	4,17	1902 5mo *Lloyd's*	MitsuBishi Dkyd&EWks Nagasaki *sA&CP*	MitsuBishiGoshi Kaisha *WB*=*CellDBa*96′*uE*&*B*62′*f*108′664*tFPT*18*tAPT*67*t*	326·0|41·3|22·2 P16′F31′ FK	Tokio Japanese 5*BHCem*	Q.4Cy.20½″,29″,42″&60″–45″ 200lb *100lb* (*s*) 278NHP 1DB,*6cf*,GS124,HS4297 MitsuBishi D&E.Wks.Nag	25 ″ 1	
86 1334 HJQK	**Wakanoura Maru** *R.Shimidzu* (*ex*Ching-Wo) 2*Dks*(*Irn–Uws*)3*trB*	**IronScSr** *ss*Kob.No.3–4,98 *ss*Yka.No.2–06	2402 2205 1495	✠ 1,07 ✠	Kob	*u*		1885 3mo	R.Dixon& Co. Middlesbro'	NipponYusen KabushikiKaisha	320·0|38·0|25·7 P24′B60′F41′ BK10″ *WB*=*DBa*88′*f*&*uE*&*B*46′236*t*	Tokio Japanese 6*BHCem*	T.3Cy.26″,42″&66″–42″ 282NHP 2DB,*8f*,GS160 T.Richardson&Sons,Hpl.	27 ″ 0	
87 1688 HLCW	**Wakasa Maru** *N.Nielsen*00–07 *Elec.light* 2*Dks*(*Stl–U* teak s)&*deep framing*	**SteelTwinScSr** *ss*Yka.No.3–5,09 *ss*Yka.No.2–16	5921 5452 3669	✠100A1 ~~7,16~~ 7,16 10.17 ~~Kob~~ ✠LMC ~~7,16~~ 4,17 BS10,17	Yka	*a*†	~~7,16~~ 4,17	1897 4mo *Lloyd's*	D&W Henderson&Co. Glasgow *sA&CP*	NipponYusen KabushikiKaisha *WB*=*CellDBa*115′*uE*&*B*55′*f*200′1142*tMT* 28′ 495*t FPT* 110*tAPT*36*t*	445·0|49·4|30·5 P59′B110′F58′ FK&BK1½″	Tokio Japanese 8*BHCem*	T.6Cy.20″,33½″&56″–48″ (*s*) 200lb 550NHP 2D&2SB,*18cf*,GS300HS9157 D&W Henderson&Co.,Gls.	33 ″ 6 s 8 ″ 0 26 ″ 3	
88 102288 TMRQ	**Wakatere** *A.Stephenson* –17 2*Dks*&*Promenade dk*	**SteelPadSr**	441 378 176					1896	Napier, Shanks&Bell Glasgow	NorthernSSCo.Ld.	210·3|26·2|10·2 H42*t*	Auklnd NZ British	C.D.2Cy.31″&57″–60″ NB13 129NHP Bow,McLachlan&Co.,Psy.		
89 73830 PQGW	**Wakatipu** *A.Murray* –13 1*Dk*(*pt Irn*)&*Spar dk* 3*trB*	**IronScSr** *ss*Ddn.No.3–9,89 *ss*Ddn.No.2–98	1945 1819 1258	✠ *Spar dk* 1,98	Ddn	*r*		1876 5mo	W.Denny &Bros. Dumbarton	UnionS.S.Co.of NewZealand,Ld.	290·0|33·1|16·4 B70′H37*t* 24·0 ptND91 FK *WB*=*MT* 34′320*t*	Dunedin British 4*BHCem*	Q4Cy19½″,29″,39″&56½″–42″ NB91 NDB91 214NHP 2SB,*6pf*,GS214,HS3158 *Qpd*91Denny&Co.,Dmb.		
90 64818	**Wakatu** *J.Wills*82–82 1*Dk*	**IronScSr**	157 121 95					1879	Moutroy& Crosbie Nelson,N.Z.	Levin&Co.Ld.	119·5|18·0| 8·4 Q5*t* B27*t* F4*t*	Wellingtn British	C.2Cy.13″&23″–15″ NB04 30RHP Mansefield&Co.,Auckland		
91 76764 SKLT	**Wakefield** *A.Goodall*	**IronScSr**	117 79 53					1877	J Fullerton &Co. Paisley	BritishNewGuinea DevelopmentCo.Ld	95·2|16·5| 7·4 Q24′	Brisbane British	C.2Cy.14½″&25½″–18″ 25RHP D.Rowan,Glasgow		
92 129141	**Walbrook** *ss*Lon.No.1–14 1*Dk*(*Stl*)	**SteelTwinSc**	168 150 3	✠100A– *For Towing purposes* 7,14 *Water Tube Boilers* BS2,18 ~~BS1,17~~ ✠LMC7,14	Lon		1,17	1910 10mo	Ferguson Bros. Pt.Glasgow	Portof London Authority	86·0|22·6|10·8 B23′ BK6″ *WB*=*FPT*	London British 4*BHAsp*	C.4Cy.19″&40″–24″ 200lb 120lbatEng. 175NHP 2SB, ,GS86,HS3360 FergusonBros.Pt.Glasgow	12 ″ 0 s 1 ″ 2½ 11 ″ 4	
93 RNMC	**Walburg** *C.Bundis* (*ex*Lotte) *Elec.light* Sub.Sig. 1*Dk*&*Shelter dk*	**SteelScSr** *Wood hulled*	3081 2362	"Curityba," *See No. 73 in Supplement*				1905	Flensburg Schiffsb.Ges. Flensburg	Hamburg-Bremer AfrikaLinie,A.G.	301·4|45·3|26·0 H70′	Bremen German *WB*	T3Cy20 $\frac{15}{16}$″,33 $\frac{5}{16}$″&55 $\frac{7}{8}$″–37 $\frac{3}{8}$″ 192NHP FlensburgerSchiffsb.Ges.		G
94	**Waldeck** *Elec.light* 3*Dks*	**SteelScSr**	6570 6180 4094					1914	Bremer Vulcan Vegesack	Norddeutscher Lloyd	471·0|59·1|29·0	Bremen German *WB*	T.3Cy.32 $\frac{5}{16}$″,52 $\frac{3}{4}$″&86 $\frac{3}{4}$″–55″ 556NHP BremerVulkan,Vegesack		
95 5356 JSTH	**Waldemar** *J.H.Sandberg*12–12 (*ex*AnnaPodeus) *Elec.light* 1*Dk*2*trB*	**SteelScSr**	1628 ~~1628~~ 936	*Now named* "Tolken," *See No. 18 in Supplement*				1908 1908	Nordsee- Werke Emden	RederiAktiebolag Rex (F.A.Anderson,*Mgr.*)	267·3|39·5|15·3 P20′Q95′B107′F31′ H92*t*	Stockholm Swedish *WB*	T.3Cy.22½″,35½″&53½″–33½″ Ottensener 163NHP Masch.Ottensener		G
96 135971 JDBG	**Waldorf** *W.Windeatt* –13 1*Dk*	**SteelScK**	293 270 132	✠100A1 *StmTrawler* 9,13 ✠LMC9,13	Hul			1913 9mo *Lloyd's*	Cochrane& Sons,Ld. Selby *sA&CP*	~~W.S.&G.S.Letten,~~ ~~Grant&Windeatt~~ RushworthSteam FishngCoLd(J.E. Rushworth,*Mgr.*)	133·5|23·0|12·2 Q72′F20′ BK7½″	Grimsby British 4*BHCem*	T.3Cy.12¾″,22″&36″–24″ (*s*) 200lb 79RHP 1SB,*3pf*,GS48,HS1295 C.D.Holmes&Co.Ld.Hull	13 ″ 1	
97 RPTC	**Walhalla** *Krübbe* –07 *Turret deck Elec.light* 1*Dk*	**SteelSc**	3913 3156 2501					1907	W Doxford &Sons,Ld. Sunderland	Rhed.A.G.Oceana (H.H.Schmidt, *Mgr.*)	349·0|49·0|23·9 P32′F30′ ?	Hamburg German *WB*	T.3Cy.24″,41″&68″–45″ 310NHP W.Doxford&Sons,Ld.Sld.		V
98 119206 HBTV	**Wallace** *W.Smyth* –17 *Elec.light*	**SteelScSr** *ss*Bry.No.2–14 1*Dk*(*pt Irn*&*pt Stl*)2*trB* &*deep framing* 3*Dk rule*	3930 3709 2532	✠100A1 7,16 ~~Lmc 12,17~~ ~~BS7,16~~ ✠LMC2,14 ~~BS12,17~~	Liv	*w*	2,16	1905 1mo *Lloyd's*	Short Bros. Ld. Sunderland *sA&CP*	~~English S.S.Co.Ld.~~ (Letrichen & David,Ld.,*Mgrs.*)	355·3|48·5|27·2 P32′B109′F35′ FK *WB*=*CellDB*a108′*uE*24′*f*156′968*tFPT*85*tAPT*77*t*	~~Sunderland~~ Swansea British 6*BHCem*	T.3Cy.25″,42″&68″–45″ (*s*) 180lb *90lb* 344NHP 2SB,*8pf*,GS155,HS5414 G.Clark,Ld.Sunderland	28 ″ 5 s 5 ″ 1 23 ″ 9	
99 89022	— *F.W.Slatter* –17	**IronScDy**	100 100 39			...		1883	Hawthorns &Co. Leith	~~C.P.Taylor~~ L.Brown	92·6|18·0| 9·4 F12′	Granton British	C.2Cy.15″&27″–21″ 32RHP Hawthorns&Co.,Leith		
100 136403 HBTV	**Wallarah** *G.R.Manson* –17 *Well deck* *Mchy.Aft Elec.light*	**SteelSc3MstSr** 1*Dk*(*Irn*)	815 580 375	✠100A1 ~~5,17~~ ~~4,16~~ 4,18 ✠LMC12,14	Syd	*k*	5,17	1914 12mo *Lloyd's*	Clyde SB.& Eng.Co.Ld. Pt.Glasgow *sA&CP*	WallarahCoalCo. Ld. *WB*=*CellDBuE*&*B*	196·5|29·7|12·5 Q103′B11′F37′ FK&BK1½″ 40′*f* 114′ 210*t FPT* 72*tAPT*9*t*	SydnyNSW British 3*BHCem*	T.3Cy.16″,26″&43″–33″ (*s*) 180lb 93RHP 2SB,*4cf*,GS77,HS2514 ClydeS.B.&E.Co.Ld.P.Gl.	14 ″ 9 s ″11½ 14 ″ 1	
101 84180	**Wallasey** *R.Potter*85–89	**IronTwinSc**	489 459 200			...		1881	W.Allsup& Sons Preston	The Mayor, Aldermen& Burgesses of the Borough of Wallasey	140·0|45·0|11·0	Liverpool British	C.4Cy.20″&35″–24″ NB06 99RHP W.Allsup&Sons,Preston		
102 118040 HJLF	— *M.Chadwick*05–10 1*Dk*(*Stl*)	**SteelSc** *ss*Liv.No.3–5,16	149 131 1	✠100A1 *For Towing purposes* 5,16 ✠LMC MS8,16 BS4,17	Liv		5,16	1903 8mo *Lloyd's*	J T Eltringham&Co. S.Shields *sA&CP*	Alexandra Towing Co.Ld.	92·0|20·1|10·9 BK6½″	Liverpool British 4*BHCem*	C.2Cy.16″&42½″–27″ (*s*) 150lb 68RHP 1SB,*3cf*,GS57,HS1560 G.T.Grey,SouthShields	12 ″ 0	
103 135998 JFBR	**Wallena** *W.Watson* –14 1*Dk*	**SteelScK**	225 217 112	✠100A1 *StmTrawler* 10,13 ~~8,14~~ ✠LMC3,14	Hul Liv		10,17	1914 3mo *Lloyd's*	Cook,Welton&Gemmell Ld. Beverley *sA&CP*	NevaStmTrawlers Ld. (E.Tomlinson, *Mgr.*)	117·0|22·0|12·7 Q61′F16′ BK7½″	Grimsby British 4*BHCem*	T.3Cy.12″,21″&34″–24″ (*s*) 200lb 67RHP 1SB,*3pf*,GS41,HS1056 C.D.Holmes&Co.Ld.Hull	13 ″ 7	
104 132095 HSDR	**Wallington** *J.Denison* –14 1*Dk*	**SteelScK**	259 241 110	✠100A1 *StmTrawler* 11,14 ✠LMC2,11	Gms		12,12	1911 2mo *Lloyd's*	Cochrane& Sons Selby *sA&CP*	PremierSteam FishingCo.Ld.	130·3|22·5|12·0 Q71′F20′ BK7½″	Grimsby British 4*BHCem*	T.3Cy.13½″,23″&37″–24″ (*s*) 180lb 75RHP 1SB,*3pf*,GS45,HS1200 C.D.Holmes&Co.Ld.Hull	12 ″ 9	
105 81233	**Wallowa** *F.S.Harrington* –03 1*Dk*	**WoodScSp**	184 — 92					1889	..... Portland,Or.	PugetSoundMills &TimberCo.	111·6|23·9|11·6	Seattle Utd.States	2Cy.18″&36″–20″ 48NHP Union Iron Wrks,S.Fo.		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. / No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 6 7 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned / now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 9 Built. When. / Ship. / Engines	By Whom. / Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. / Freeboard amidships. / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of T. & Cert.
106 106245 WDGF	**Wallsend** SteelSc3MstSr *A.Rule* -16 *ss*Syd.No.3–5,09 *Mchy.Aft* *ss*Syd.No.1–13 *Well deck* 1*Dk*(*Irn*)	500 353 204	✠100A1 3,17 ✠LMC3,17	Syd	*h*	3,17	1899 7mo	Murdoch& Murray Pt.Glasgow A&CP	StmshpWallsend Ld. (J.Rosenfeld, *Mgr.*) (F.DigbySmith)	165·4|24·3|12·3 Q93'B10'F23' BK7″ *WB*=*FPT*	SydnyNSW British	C.2Cy.21″&45″–33″ (*s*) 120lb 89RHP 1SB,*3pf*,GS61,HS1628 5*BHCem* 77*tAPT7t*	13 ″ 6 *s* ″11½ 13 ″ 3	
107 81644	**Wallula** SteelSc *H.F.Astrup* (*Tug*) Wireless 1*Dk*	167 — 85					1899	Union Iron Works San Francisco	Port of Portland	99·6|22·7|12·6 *WB*=*FPT*	Prtlnd,Or. Utd.States	C.2Cy.20″&42″–24″ 72NHP UnionIronWorks		
108 95358 NQLH	**Walmer** SteelTwinScSr *W.Richardson* -16 (*ex*Trouville) 2*Dks*	518 456 211					1894	W.Denny &Bros. Dumbarton	S.Eastrn&Chathm Rly Cos.'Managing Committee	195·0|28·1|14·3 B61'F39'	London British	T.6Cy.13½″,20½″&31″–21″ 104RHP Denny&Co.Dumbarton		
109 114839 TGCD	**Walmer Castle** SteelTwinScSr *J.W.Hague* -16 *ss*Sou.No.2–10 4*Dks*(*Stl–M ws U teak s*) *Ref.Mchy.* *Elec.light* Sub.Sig. Wireless	12546 10341 6463	✠100A1 7,13 BS12,16 ✠LMC2,14	Sou	*j*†	2,15	1902 1mo *Lloyd's*	Harland& Wolff,Ld. Belfast *sA&CP* *WB*=*CellD*	TheUnion-Castle Mail S.S.Co.Ld. *Ba*132′ *uE&B*206′	570·5|64·4|38·6 P83'B318'F69' FK&BK3″ *f*104′1714*tFPT*65*t*	London British 8*BHCem* *APT*103*t*	Q.8Cy.32″,46″,66″&95″–60″ 216lb (*s*) 2040NHP 8DB&2SB,*54cf*,GS1000, HS35964 Harland&Wolff,Ld.Bel.	41 ″ 11	
110 74757 HLNG	**Walney** IronScSr *W.Allison* -98 *ss*Cff.No.3–11,89 *ss*Liv.No.2–97 1*Dk*(*Irn*)	238 175 92	✠ 5,02	Liv	*d*		1881 2mo	Whitehavn S.B.Co(Lim) Whitehaven	BookerBros.,Mc-Connell&Co.Ld. *WB*=	130·2|21·2| 9·0 Q47'F18' BK6½″ *DBf*65′60*t*	Georget'n Dem. British 3*BHCem*	C.2Cy.18″&32″–24″ NB89*refitted*3,96 45RHP 1SB,*2pf*,GS32,HS945 J.&T.Young,Ayr	9 ″ 9	
111 114227 VRJT	— SteelPadSr *J.Fearn* -04 (*Tug*) *Elec.light* 1*Dk*	185 177 76			…		1904	J.P.Ren-noldson&Sns. South Shields	FurnessRailway Co.	120·0|21·1|10·0 BK5″	Barrow British	L.2Cy.30″–54″ 66RHP J.P.Rennoldsn&Sns,S.Shl	10 ″ 3	
112 127473 HQRB	**Walnut** SteelSc3MstSr *M.Ferguson* -16 *ss*Dub.No.1–14 *Well deck* 1*Dk*(*Irn*) *Mchy.Aft*	340 247 125	✠100A1 12,12~~,10~~ BS7~~,16~~ ✠LMC4,14 BS9,17	Cff Dub	*f*	7,16	1910 3mo *Lloyd's*	J Fullerton &Co. Paisley *sA&CP*	FrontierTownS.S. Co.Ld. (J.Fisher& Sons,*Mgrs.*)	142·6|23·6|10·4 Q80'B7'F25' BK6″ *WB*=*FPT*45*t*	Newry British 3*BHCem*	C.2Cy.16″&34″–24″ (*s*) 130lb 50RHP 1SB,*2pf*,GS39,HS1280 Fishers,Ld.Paisley	11 ″ 4 *s* 4 ″ 1½ 11 ″ 6	
113 138994 JGBR	**Walpole** SteelScK *A.P.Douglas* -14 *Elec.light* 1*Dk*	302 277 160	✠100A1 *Stm Trawler* 11,14 ✠LMC8,14	Gms			1914 8mo *Lloyd's*	Cochrane &Sons,Ld. Selby *sA&CP*	~~S.C.Grant~~ R.D.Clarke	135·2|23·5|12·3 Q74'F21' BK7½″ *WB*=*FPT*45*t*	Grimsby British 4*BHCem*	T.3Cy.13″,23″&37″–24″ (*s*) 200lb 84RHP 1SB,*3pf*,GS47,HS1400 C.D.Holmes&Co.Ld.Hull	13 ″ 1	
114 *C.Buis*	**Walrus** SteelScK *ss*Ams.No.3–1,16 1*Dk*	164 163 36	✠100A1 *Stm Trawler* 2,18~~,16~~ ✠LMC MS1,16 BS4,17	Ams		~~1,16~~ 2,18	1903 6mo *Lloyd's*	Smith's Dock Co.Ld NorthShields *sA&CP*	N.V.VisscheryMy. "Walrus" (N.V. Scheeps.Explotatie My.deMarezaten)	105·3|20·8|11·3 BK7½″ *WB*=*DBf*14′10*t*	Ymuiden Dutch 3*BHCem*	T.3Cy.11″,18″&30″–21″ (*s*) 180lb 51NHP 1SB,*2pf*,GS31,HS879 MacColl&Pollock,Sld.	12 ″ 1	
115 109618	— SteelSc *F.Salmon* -13 *ss*Bgs.No.3–7,09 *ss*Bgs.No.2–15 1*Dk*	39 39 9	✠ A1 *For Towing purposes* 5,17 ~~11,15~~ ✠LMC11,15 BS5,17	Bgs	*s*	~~11,15~~ N5,17	1899 2mo *Lloyd's*	Doig& Broadley Hull *sA&CP*	~~W.Fieldgate&Son Ld.~~ ~~W.Penman~~ ~~(T.Penman~~ IsaS.S.Co.Ld (L. W.B.Hitchen *Mgr*)	60·5|14·8| 7·2 BK4½″ *WB*=*DTf*8′20*t*	Colchester British 5*BHCem* *DTa*6′14*t*	C.2Cy.10″&20″–14″ (*s*) 100lb 17RHP 1SB,*1pf*,GS18,HS415 W.M.Escreet,Brtn.Stather	7 ″ 9	
116 KRJN	**Walter** SteelSc *H.Heuer* 06-06 (*Trawler*) 1*Dk*	208 198 78					1899	Bonn& Mees Rotterdam	Geestemunaer Herings-&Hochsee fischereiAct.Ges.	128·7|21·7|11·1	Gstemnde German *WB*	T.3Cy.12″,20″&32″–23″ 49NHP Maschinenf.B.Wilton,Rot.		G
117 81267 KJGW	**Walter Adams** WoodSc — 176	272 — 176					1890	..... Noank,Cn.	FisheriesCo.	133·0|24·3|12·8	Greenport, N.Y. Utd.States			
118 *For full particulars See No. 73 in Supplement*	**Walter D. Munson** SteelScSr *Elec.light* *Longitudinal framing*	4570	100A1 (*Class Contemplated*)				1917	Bethlehem SteelCo. Sparro'PtMd	MunsonSteamship Line	369·0|48·0|27·3	Utd.States	T.3Cy.24″,41″&68″–48″ BethlehemStl.Co.Sparr'Pt		
119 213479 LFMG	**Walter D. Noyes** SteelScSr *A.L.Kent*10–15 *Elec.light* 1*Dk*(*Stl*) *Mchy.Aft* Sub Sig.	4387 3933 3114	✠100A1 ~~3,17~~ ~~3,17~~ ~~Yd,17~~ 4,18 ✠LMC7,15	NNs Bos	*w*	3,17	1915 7mo	NwprtNws S.B.&D.D.Co. Newprt News A&CP	Crowell&Thurlow *WB*=*CellDBuE* &*B*50′*f*251′1127	354·2|49·0|27·4 P94'B19'F31' FK *tMT*4′244*tFPT*318*t*	Boston Utd.States 6*BHCem* *APT*92*t*	T.3Cy.23″,39″&66″–45″ (*s*) 180lb 365NHP 2SB,*6cf*,GS124,HS5070 FD NewportNewsSB&D.D.Co.	30 ″ 0	
120 105354	**Walter Glynn** SteelTwinSc *Martin* *ss*Liv.No.3–7,14 (*Bucket Dredger*) *ss*Liv.No.1–17 *Elec.light* 1*Dk*(*Stl–ws*)	551 533 222	✠ A1 *Dredger* 9,17 ~~1,16~~ ✠LMC 8,17 MS7,14 BS5,16	Liv	*j*	~~7,14~~ 8,17	1895 10mo	W.Simons &Co.(Lim.) Renfrew A&CP	MerseyDocks& HarbourBoard	189·4|35·6|12·3 F18' FK	Liverpool British 3*BHCem*	T.6Cy.14″,22½″&36″–24″ (*s*) 180lb 152NHP 2SB,*4rf*,GS135,HS2554 W.Simons&Co.(Lim.),Rnf.	13 ″ 0	
121 140542	**Walter J. Chambers** SteelScSr *D.Christie* -17 1*Dk*(*Teak*) *Elec.light*	470 330 175	✠100A1 2,18 ~~10,15~~ (~~*Class Contemplated*~~) ✠LMC10,17	PGl Liv	*g*		1917 10mo *Lloyd's*	Murdoch& Murray,Ld. PortGlasgow *sA&CP*	MerseyDocks& HarbourBoard	145·0|27·7|12·7 F73' BK8″ *DTf*13′47*t*	Liverpool British 4*BHCem*	T.3Cy.13½″,22″&36″–24″ (*s*) 180lb 81RHP ~~105NHP~~ 1SB,*3cf*,GS57,HS2034 Ross&Duncan,Glasgow	14 ″ 0 *s* 2 ″ 10 12 ″ 2	
122 205063	**Walter Mattick** SteelSc (*Tug*) —	102 — 69					1908	B.Cowles Buffalo	W.Mattick	76·0|20·3| 8·3	Buffalo Utd.States	C.2Cy.15″&28″–24″ *Emade* 80 *fitted* 08 32NHP *Bmade* 87 *fitted* 08 H.G.Trout,Buffalo		
123 113643 TKCN	**Walter S. Bailey** SteelScK *J.W.Reveler* -13 *ss*Hul.No.3–7,14 1*Dk*	244 219 98	✠100A1 *Stm Trawler* 7,14 ✠LMC7,14	Hul		7,14	1902 5mo *Lloyd's*	Cook,Wel-t'n&Gemmell Hull *sA&CP*	HumberSteam TrawlingCo.Ld.	125·0|22·0|11·5 Q49' BK7″	Hull British 4*BHCem*	T.3Cy.12½″,21½″&35″–24″(*s*) 200lb 63RHP 1SB,*2pf*,GS35,HS1200 C.D.Holmes&Co.Hull	12 ″ 3	
124 119228 HGNR	**Waltham** SteelScSr *R.Hocken* -08 *ss*Bry.No.2–14 1*Dk*(*ptIrn&ptStl*) 2*trBdeepframing* &*Webframes3Dkrule*	3636 3428 2344	✠100A1 1,18 ~~1,17~~ BS1,17 ✠LMC5,14	Shl Cff	*w*	~~N1,17~~ N1,18	1906 6mo *Lloyd's*	J.L.Thomp-son&Sons,Ld. Sunderland *sA&CP*	ThompsonS.S.Co. Ld.(V.T.Thomp-son&Co.,*Mgrs.*) *WB*=*CellD*	346·5|50·8|22·9 P23'B92'F32' FK *Ba*139′ *uE*23′*f*146′	Sundrland British 6*BHCem* 823*tAPT*29*t*	T.3Cy.24½″,40″&66″–45″(*s*) 180lb *90lb* 307NHP 2SB,*8pf*,GS142,HS4600 J.Dickinson&Sons,Ld.Sld.	25 ″ 6 *s* 4 ″ 6½ 21 ″ 5	
125 81632 KWVT	— SteelSc Sub.Sig. (*Tug*)	353 — 186					1898	C.Hillman S.&E.B.Co. Philadelphia	StaplesTrnsprtn. Co.	128·0|26·3|15·0	FallRiver, Mass. Utd.States	T.3Cy.16″,24″&40″–28″ 85NHP C.HillmanS.&E.B.Co.Phl.		
126 108463	— SteelScY1 *W.T.Hills* -14 *ss*Gms.No.3–11,09 *ss*Gms.No.1–14 1*Dk*	161 148 63	✠100A1 *Stm Trawler* 12,14 ✠NB12,14 ✠LMC12,14	Gms		12,14	1897 5mo	Mackie& Thomson Glasgow A&CP	ConsolidatedStm. Fishing&IceCo. (Gms.)Ld. (J.D. Marsden,*Mgr.*)	104·2|20·5|10·7 Q17'F19' BK7½″	Grimsby British 4*BHCem*	T.3Cy.10″,16″&27″–20″ (*s*) 180lb 45RHP 1SB,*2pf*,GS26,HS656 Muir&Houston(Lim.),Gls.	11 ″ 7	

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, &c. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 6 7 Détails de la Classification. Cote. / Survellance Spéciale. Date de la dernière Visite.	Port de Visite.	Permis assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 9 Construit. Quand. Navire. Mach.	Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si on l'est dans le L. R. Dunot. Cert. Bof Trade
127 108220 PSKH	**Walton Belle** SteelPadSr *J.T.Brown* –12 1*Dk*	465 350 194					1897	W.Denny &Bros. Dumbarton	CoastDevelopment CorporationLd.	230·0|26·2| 9·2 *Promenadedk*104′	London British	T.3Cy.20½″,30″&43″–60″ 143NHP Denny&Co.Dumbarton		
128 124039 HKFB	**Walton Hall** SteelScSr *G.Clark* –16 *Elec.light* Wireless 2*Dks*	4932 4766 3203					1907	Barclay, Curle&Co.Ld. Glasgow	EllermanLines,Ld (HallLine,Ld. *Mgrs.*)	401·0|50·2|29·5 P40′B115′F40′	Liverpool British *WB*	T.3Cy.24½″,42″&71½″–48″ 355NHP Barclay,Curle&Co.Ld.Gls.		
129 128945	**Walwyns Castle** SteelScK *J.P.Moran* –14 *Elec.light* 1*Dk*	255 227 100	✠100A1 *StmTrawler* 5,15 ✠LMC9,15	Sws			1913 9mo *Lloyd's*	Smith's DockCo.Ld. Middlesbro'	CastleS.Trwlrs,Ld (C.Heron, *Mgr.*)	125·0|23·5|12·3 Q76′F21′ BK7½″	Swansea British	T.3Cy.12½″,21″&35″–26″ (*s*) 180lb 85RHP 1SB,*3pf*,GS50,HS1522 Smith'sDockCo.Ld.Mdb.	13 ″ 0	
130 127181	**Wan Chün** SteelSc *R.Robertson* –08 (*Tug*) 1*Dk*	159 155 7					1908	Shanghai D.&E.Co.Ld. Shanghai	TaikooDkyd.&Eng Co.ofHongKongLd	100·0|21·1|11·9	Shanghai British *WB*	T.3Cy.16″,26″&43″–30″ 93RHP ShanghaiDkyd&E.Co.Ld.		
131 95018 KPLT	**Wanaka** SteelScSr *J.Flynn*10–12 *ss*Ddn.2ndNo.3–1,12 (*ex*Liddesdale) 2*Dks*(*Irn-Uws*)3*trB* *Inner bottom plating Irn*	2422 2178 1572	✠ — 7,14 ✠	Ddn	*t*		1887 11mo	C.Connell &Co. Glasgow	UnionS.S.Co.of NewZealand(Lim)	300·0|40·0|23·2 P28′B68′F37′ BK10″ *WB*=*Cell*	Dunedin British 6*BHCem* *DB*248′528*t*	T.3Cy.23″,37″&59″–42″ 232NHP 2DB,*8cf*,GS132,HS3565 J.&J.Thomson,Glasgow	25 ″ 8	
132 122745	**Wandana** SteelScSr *W.J.Spells* –13 *Elec.light* 1*Dk* *Ref.Mchy.* *Well deck*	~~909~~ 964 543 ~~492~~ ~~514~~			...		1913	Mackie& Thomson, Ld. Glasgow	CoastSteamships, Ld.(Incorp.)	205·7|32·6|11·8 Q85′B45′F26′ FK&BK1½″	P.Adelaide British *WB*	T.3Cy.17″,28″&45″–33″ 156NHP Muir&Houston,Ld.Gls.	12 ″ 6	
133 106996 RBDJ	**Wandby** SteelSc *D.Simpson* –16 *ss*Shl.No.3–10,11 *ss*Bry.No.1–16 1*Dk*(*pt Irn&pt Stl*)2*trB&Web frames* *&Trunk dk*(*pt Irn&pt Stl*)3*Dk rule*	3981 3409 2580	✠100A1 *Trunk dk withfreeboard* 9,17 ~~7,17~~ ✠LMC9,16 BS9,17	Nwc Mdb	*w*	9,16	1899 3mo	Ropner& Son Stockton	SirR.Ropner&Co. Ld. *CellDBa*106′*uE*22′	336·5|46·5|25·6 P33′B66′F31′ FK A&CP *WB*= *f*136′708*t FPT*218*t*	W. Hartlpl British 6*BHCem* *APT*134*t*	T.3Cy.24″,40″&66″–45″ (*s*) 160lb ~~*140lb*~~ *120lb* 300NHP 2SB,*6rf*,GS119,HS4640 Blair&Co.Ld.Stockton	27 ″ 3 s 4 ″ 6½ 23 ″ 3	
134 99306 MGSW	**Wanderer** SteelScSr *W.B.White* –13 ~~*ssLiv.No.3–5,04*~~ *ss*Gls.2nd No.3–5,13 ~~*ssMdb.No.2–13*~~ *Elec.light* 2*Dks*(*Stl–Uws*)3*trB*	4087 3849 2631	✠100A1 5,15 ~~9,15~~ ~~Mdb.2.17~~ ~~Mdb.1.17~~ ✠LMC ~~MS9,17~~ BS5,15	Mdb Gls	*x*	~~*x*3,15~~ 9,17	1891 8mo *Lloyd's*	Workman, Clark&Co.Ld. Belfast	CharenteS.S.Co Ld (T.&J.Harrison, *Mgrs.*) *WB*=*Cell DB*108′ 216*t*	380·0|43·8|29·4 B77′F34′ BK10″	Liverpool British 6*BHCem* *MT*32′562*t*	T.3Cy.24″,40″&66″–51″ (*s*) 180lb *100lb* NDB03 365NHP 2DB,*12rf*,GS195,HS6004 J.&J.Thomson,Glasgow	30 ″ 11	
135 81275	— WoodScSr *L.B.Lovejoy*	213 — 125					1890	PortBlakely, Wash.	PugetSoundTug BoatCo.	128·2|23·8|11·4	Seattle Utd.States	C.2Cy.22″&40″–34″ 77NHP		
136 122741 JBDN	**Wandilla** SteelTwinScSr *R.Sunter* –16 Wireless *Elec.light Ref.Mchy.* 2*Dks&Shelter dk*	7785 5915 4532					1912	W.Beard-more&Co.Ld. Glasgow	AdelaideSS.Co.Ld.	411·3|56·7|34·1 B212′F72′	P.Adelaide British *WB*	Q.8Cy.23½″,34″,50″&72″–54″ 762NHP W.Beardmore&Co.Ld.Gls.		C
137 ~~12~~ HNLQ	**Wandle** *ss*Shl.No.2–17 SteelSc ~~*ssLiv.No.1–13*~~ *Mchy.Aft* 1*Dk*(*Stl*)*&deep framing* *W.Lockey* –17 *Cargo battens not fitted*	889 756 463	~~✠100A1~~ 7,17 ~~1,17~~ ~~BS9,17~~ ~~✠LMC6,15~~ ~~1,17~~	Nwc Sbl	*l*	~~1,17~~ 7,17	1909 1mo *Lloyd's*	W.Dobson &Co. Newcastle	Wandsworth, Wimbledon& EpsomDistrict GasCo. *WB*=*Cell DBu E*18′*f*127′205*t*	205·2|32·1|14·4 P15′B17′F23′ FK	London British 4*BHCem* *wing tanks*	T.3Cy.17½″,28″&47″–33″ (*s*) 180lb *100lb* 178NHP 1SB,*4cf*,GS73,HS2635 J.P.Rennoldsn&Sns,S.Shl. *a*64′76*t*61′85*t FPT*86*t*	16 ″ 9 s 2 ″ 5 14 ″ 7	
138 RSKL	**Wandrahm** SteelScSr (Detained at Helsingfors) *W.Brauer* –12 *Elec.light* 1*Dk*	1520 1003 901					1912	Stettiner Oderwerke Stettin	H.M.Gehrckens	240·0|35·6|14·4 P18′Q63′F159′	Hamburg German *Wb*	T3Cy 18 7/16″,28½″&45 7/16″–33½″ 121NHP StettinerOderwerke		
139 129096 HQWK	**Waneta** SteelScSr *P.Bisson*11–14 *ss*N.Os.No.1–14 (*ex*Impoco) 1*Dk*(*Stl*)*&Web frames* *Elec.light Mchy.Aft*	1683 1430 943	✠100A1 11,17 ~~1,17~~ *Carrying Petr oleum in bulk* ~~BS9,17~~ ~~BS4,15~~ ✠LMC6,14	BAs	*q*	4,16	1910 5mo *Lloyd's* above	Greenock& Grangemo'th Dock yd Co Ld Greenock	~~TankStorage&~~ ~~CarriageCo.Ld.~~ ~~(W.J.Smith, *Mgrs.*)~~ StandardTrans-portationCo.Ld. *WB*=*CellDBa*72	242·0|40·1|18·8 P83′B20′F29′ FK	HongKong ~~London~~ British 10*BHptCem ptAsp* 203*t DTf*14′	T.3Cy.13″,32″&53″–36″ (*s*) 190lb 223NHP 2SB,*6cf*,GS110,HS3900 J.G.Kincaid&Co.Ld.Grk. 102*t FPT*50*t APT*25*t*	20 ″ 0 s 2 ″ 5 17 ″ 11	
140 NGWJ	**Wangerooge** SteelTwinScSr *Gerh.Johanning*10–12 1*Dk*	159 121 54			*Fitted for oil fuel* 4,14	*F.P.*	1905	Schiffsw(v. J.&Sch.)A.G. Hamburg	GrossherzogI. Oldenburgsche Eisen-bahnDirektion	110·1|20·5| 7·1 Q64′	Oldenburg German	C.4Cy.8½″&16½″–12″ 10NHP Schwft.(vJ&Sch)AG.Ham		G
141 86197 WPMG	**Wans Fell** IronSc3MstSr ~~*ssDivic –15*~~ *ss*Lth.2ndNo.3–7,07 *ss*Nwc.No.2–17 ~~*ssDun.No.1–12*~~ *Mchy.Aft* *Hughes*18–18 1*Dk*(*Irn*)	300 241 118	✠100A1 ~~4,17~~ 5,15 2,18 Nwc ✠NB5,96 ✠LMC 4,17 ~~BS6,10~~ ~~BS6,15~~	Shl	*e*	~~*x*5,15~~ 4,17 2,18	1882 5mo *Lloyd's*	H.M'In-tyre&Co. Paisley	M.Taylor	145·0|22·0|10·1 Q49′F22′ ptND07 BK7½″ *WB*=*FPT*13*t*	Methil British 3*BHCem* Kincaid&Co.,Greenock	C.2Cy.17½″&38″–27″ (*s*) 100lb 65RHP 1SB,*3pf*,GS47,HS1194	11 ″ 0 s 1 ″ 0 10 ″ 9	
142 135158 JBDV	**Wanstead** SteelSc3MstSr *D.A.Gibbins* –16 *ss*Goo.No.1–16 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	767 557 370	✠100A1 11,16 ✠LMC11,16	Goo	*k*	N11,16	1912 11mo *Lloyd's*	Dundee S.B.Co.Ld. Dundee	M.A.Ray&Sons *WB*=*Cell*	190·4|30·0|11·7 Q96′B15′F23′ BK7½″ *DBf*112′170*t FP*1	London British 3*BHCem* 40*t APT*18*t*	T.3Cy.16″,27″&44″–30″ (*s*) 180lb *100lb* 98RHP 1SB,*3pf*,GS59,HS2315 G.T.Grey,SouthShields	13 ″ 10 s ″ 11 13 ″ 8	
143 213092 LFHS	**Wapama** WoodSc *E.Johnson* 1*Dk*	951 — 584					1915	St.Helens S.B.Co. St.Helens,Or.	WapamaS.S.Co. C.R.McCormick& Co.)	204·8|40·2|14·3	S.Frncisco Utd.States	T.3Cy.13½″,23″&40″–20″ 72NHP		
144 ~~13527~~1 JDCT	**Wapello** SteelSc3MstSr *D.Macdonald* –13 *ss*Shl.No.1–16 (*ex*Clio) 2*Dks*(*Stl*)*&Web frames* *Elec.light Mchy.Aft* Wireless	5576 4816 3368	✠100A1 3,17 ✠LMC8,16 *Carrying Petr oleum in bulk*	Bku	*y*	N3,17	1912 4mo *Lloyd's*	Armstrong Whitworth &Co.Ld. Newcastle	StandardTrans-portationCo.Ld. *WB*=*CellDBuE* *DTf*49′500*t*	395·5|51·7|24·9 P107′B26′F42′ FK *&B*70′173*t FPT*54*t APT*22*t*	HongKong ~~London~~ British 17*BHCem* (12 *to U Dk* 5 „ *2nd* „)	Q.4Cy.23″,32½″,47″&68″–48″ 220lb (*s*) 505NHP 3SB,*9cf*,GS163,HS7377 FD N.E.MarineEngCo.Ld Nwc	30 ″ 9 s 6 ″ 0 25 ″ 1	
145 137488 JMFP	**Wapiti** SteelSc *H.Heald* –15 1*Dk*(*Stl*)	208 207 87	✠100A1 *For towing pu rposes* 11,15 ✠LMC11,15	Liv			1915 11mo *Lloyd's*	H.&C. Grayson,Ld Garston	MerseyTowingCo. Ld.(Canadian PacificRlwy.Co.)	100·8|25·1|12·6 BK7″ *WB*=*DTf*4′	Liverpool British 5*BHCem* 14*t APT*18*t*	T.3Cy.17″,27″&43″–27″ (r) 180lb 96RHP 1SB,*3cf*,GS63,HS2410 Crabtree&Co.Ld.Gt.Yar.	13 ″ 6 s 2 ″ 10½ 11 ″ 4	
146 RPJD	**Wappen von Hamburg** SteelSc *F.Wichmann*08–09 (*Trawler*) *Elec.light* 1*Dk*	221 206 85					1906	H.Brand-enburg Hamburg	HansaHochseefis-chereiAkt.Ges.	116·1|22·2|12·1 H—F17′	Hamburg German	T.3Cy.12″18 7/16″&30½″–22 7/16″ 43NHP H.Brandenburg,Hamburg		G
147 102169 NPFH	**Wapping** SteelScSr *A.Frick* –15 (*ex*AndrewJolliffe) (*Tug*) 1*Dk*	180 168 11					1894	J.Read-head&Sons S.Shields	AlexandraTowing Co.Ld.	102·0|22·0|12·1 B32′	Liverpool British *WB*	T.3Cy.14½″,24½″&38½″–27″ 150RHP J.Readhead&Sons,S.Shl.		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. / Master. / Special Surveys.	3 Material, Rig, &c. / Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	8 Built. When. / Ship. / Engines	9 By Whom / Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. / Breadth. / Depth	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. / Freeboard amidships. / Corresponding draught.	15 Registers in which classed if not in L.R. Dated Book of Trade Certs.
148 140402 JQHF	War Baron *H.Nelson* 17–17 *Elec.light*	Steel ScSr 2 *Dks* (*Stl*)	~~5730~~ 6240 3880 4077	✠ 100A1 10,17 (*Class Contem plated*) *Fitted for oil fuel* 7,17	NNs	*y*	12,17	1917 9mo	Northwest Steel Co. Portland, O.	~~Cunard S.S. Co. Ltd.~~ The Shipping Controller (Cunard S.S. Co. Ltd. (A.D. Mearns), *Mgrs.*)	410·0 | 54·0 | 27·0 P 48′ B 115′ F 47′ *Cell DB 356 t 230 t PT 155 t APT 110 t*	London British	1 Geared Steam Turbine ~~1 Steam Turbine~~ 210 lb (*s*) 3SB, *9cf*, GS 165, HS 8055 General Electric Co. Schenectady, N.Y.	30 ″ 2 s 6 ″ 6½ 24 ″ 0	
149 JBQR	War Captain *D.Flynn* –17 *Elec.light*	Steel ScSr 1 *Dk* (*Stl*)	2385 1946 1774	✠ 100A1 7,17 (*Class Contem plated*) ✠ LMC 7,17	NYk	*r*		1917 7mo	Staten Island S.B. Co. New York	~~Cunard S.S. Co. Ltd.~~ The Shipping Controller (T.F. Harrison, *Mgr.*)	264·0 | 42·2 | ~~21·6~~ P 22′ B 65′ F 29′ 21·9 *Cell DB 231′ 158 t FPT 45 t APT 49 t*	London British	T.3Cy.18″, 30″ & 51″–36″ (*r*) 190 lb GS 88, HS 3860 160 NHP 2SB, *4c*, GS 84, HS 1850 FD Staten Island S.B. Co. Staten I.	24 ″ 0 s 3 ″ 5½ 20 ″ 10	
150 *For full particulars See No 16 in Supplement*	War Duke 1 *Dk*	Steel ScK		100A1 *Stm Trawler* (*Class Contem plated*)				1917	Cook, Welton & Gemmell Ld. Beverley	A.L. Black	117·0 | 22·0 | 12·2 Q 66′	Grimsby British	T.3Cy.12″, 21½″ & 34″–24″ Gt. Centrl Co-op Eng & Ship Repairing Co. Ld. Gms.		
151 133940	War Grey 1 *Dk*	Steel ScK	246 225 97	✠ 100A1 *Stm Trawler* 4,17 ✠ LMC 4,17	Hul			1917 4mo *Lloyd's*	Cook, Welton & Gemmell Ld. Beverley *SA&CP*	~~Rushworth Steam Fishing Co. Ld.~~ ~~(J.B. Rushworth, jr., Mgr.)~~ ~~Great Northern S.S. Fishing Co. Ld.~~	117·4 | 22·0 | 12·7 Q 66′ F 16′ - BK 7½″	~~Hull~~ ~~Grimsby~~ British	T.3Cy.12″, 21″ & 34″–24″ (*s*) 200 lb 74 RHP 1SB, *3pf*, GS 31, HS 1268 Amos & Smith, Ld. Hull	13 ″ 7	
152 *Elec.light*	War Knight *Longitudnal framing*	Steel ScSr	6200 5700 3900	100A1 *Shelter dk* *For full particulars See No. 26 in Supplement* (*Class Contem plated*)				1917	Union Iron Works Co.	Furness, Withy & Co. Ld.	410·0 | 56·0 | 29·5	London British	1 Steam Turbine General Electric Co. Schenectady, N.Y.		
153 *For full particulars See No. 4 in Supplement* *Elec.light*	War Patrol	Steel ScSr	2118 1680 1259	100A1 (*Class Contem plated*)				1917	Detroit S.B. Co. Wyandotte		251·0 | 43·8 | 18·2 P 27′ B 64′ F 26′	London British	T.3Cy.20″, 33″ & 54″–40″ Detroit S.B. Co. Detroit, Mich	20 ″ 2 s 2 ″ 9 17 ″ 9	
154 138945 JMKR	War Wing *L.E.Storey* –16 1 *Dk*	Steel ScK	226 218 109	✠ 100A1 *Stm Trawler* 2,16 ✠ LMC 2,16	Hul			1915 10mo *Lloyd's*	Cook, Welton & Gemmell Ld. Beverley *SA&CP*	T.W. Baskcomb	117·0 | 22·0 | 12·7 Q 61′ BK 7½″	Grimsby British	T.3Cy.12″, 21″ & 34″–24″ (*s*) 200 lb 75 RHP 1SB, *3pf*, GS 31, HS 1268 Amos & Smith, Ld. Hull	13 ″ 7	
155 102211	Waraneen *G.Tufnell* –13 1 *Dk*	Steel Twin Sc (*Lighter*)	107 107 73			…		1897	Edwards Bros. North Shields *Completed by*	Newcastle & Hunter River S.S. Co. Ld H.G. Barker, Perth, W.A.	105·0 | 21·5 | 6·5 FK	Sydney NSW British *WB*	C.4Cy.10″ & 20″–12″ 36 RHP Edwards Bros. N. Shields	7 ″ 0	
156 133409	Warbler *J.R.Lockwood* –14 1 *Dk*	Steel ScK (*Trawler*)	192 189 72			…		1912	Goole S.B. & Repg. Co. Ld Goole	Kelsall Bros. & Beeching, Ld. (G. Beeching & J.E.A. Kelsall, *Mgrs.*)	110·0 | 21·6 | 12·0 BK 7½″	Hull British *WB*	T.3Cy.12″, 21″ & 33″–21″ 55 RHP Earle's Co. Ld. Hull	12 ″ 11	
157 91833 KBGS	Warden 1 *Dk* Sub.Sig.	Iron Twin ScSr	246 243 140	✠ 7,84 ✠	Gls	*d*		1884 6mo	T.B. Seath & Co. Glasgow	Corporation of the Trinity House	134·2 | 22·3 | 11·1	London British 5 *BHCem*	C.4Cy.16″ & 30″–22″ 77 RHP W. King & Co., Glasgow	11 ″ 10	
158 604 STVH	Wardha *M.Pastini* *Elec.light* 2 *Dks* (1 *Stl*) & *Spar dk* (*Stl*-ws)	Steel ScSr	3924 3609 2494	✠ *Spar dk* 7,87 ✠	Gls	*w*		1887 7mo	A. Stephen & Sons Glasgow	A. Corrado fu G.B. *WB = DBu E&B*	350·0 | 47·2 | 20·3 B 98′ F 42′ 28·2 68′ 240 t *MT* 24′ 618 t	Genoa Italian 6 *BHCem*	T.3Cy.25″, 41″ & 67″–48″ 311 NHP A. Stephen & Sons, Glasgow		V
159 73769	Wardleys *W.Bewick* –15	Iron Twin ScSp	112 112 29					1882	Murdoch & Murray Pt. Glasgow	W.J. Guy	90·5 | 19·1 | 9·1	Fleetwood British	C.2Cy.18″ & 34″–24″ 50 RHP Rankin & Blackmore, Grk.		
160 84486 SLPN	Wareatea *W.Madden* 1 *Dk* 2 *tr B*	Iron ScSr	475 363 272			…		1883	H. M'Intyre & Co. Paisley	Holymans, Ld. (W. Holyman, jr., *Mgr.*)	170·2 | 26·1 | 11·4 Q 84′ F 20′ FK *WB*	Launceston Tas. British	C.2Cy.20″ & 40″–30″ 70 RHP Fleming & Ferguson, Psy.		
161 137840 JPKH	Warfield *H.Rattray* 16–17 *Elec.light* 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*) & 2 *nd dk in No.1 hold*	Steel ScSr 2 *Dks* & *Shelter dk*	6060 5870 3807	✠ 100A1 *Shelter dk with freeboard* 4,17 ✠ LMC 4,17	PGl	*z*		1917 4mo *Lloyd's*	Russell & Co. Pt. Glasgow *SA&CP*	British India Stm. Nav. Co. Ld. *Cell DB 359′*	415·0 | 52·7 | 33·9 FK 1200 t *DT f* 27′ 969 t	Glasgow British 7 *BHCem* *APT 71 t*	T.3Cy.26″, 44″ & 73″–48″ (*r*) 200 lb *110 lb* 498 NHP 2DB, *12cf*, GS 202, HS 8706 Dunsmuir & Jackson Ld Gls	36 ″ 6 s 8 ″ 9½ 28 ″ 1	C
162 2884 JGNB	Wargön *G.M.Arvidsson* –02 *Mchy.Aft* 1 *Dk*	Steel ScSr	212 156 92					1896	Göteborgs M.V. Aktieb Gothenburg	Wargöns Aktieb. (Carl Stenholm)	98·6 | 22·3 | 10·0 Q 5′ B 31′ H 10 t F 13′	Wargön Swedish	C.2Cy.12¼″ & 25¼″–17¾″ 22 NHP Göteborgs M.V. Aktieb. Got		
163 122739 HWLJ	Warilda *J.Sim* –14 *Elec.light Ref.Mchy.*	Steel Twin ScSr 2 *Dks* & *Shelter dk* Wireless	7713 5822 4477					1912	W. Beardmore & Co. Ld. Glasgow	Adelaide S.S. Co. Ld	411·6 | 56·7 | 34·1 B 212′ F 72′ *on Shelter dk*	P. Adelaide British *WB*	Q.8Cy.23½″, 34″, 50″ & 72″–54″ 762 NHP W. Beardmore & Co. Ld. Gls.		
164	Waringal *Elec.light*	Wood Sc (*Ferry*) 1 *Dk*	125					1913	Morrison & Sinclair Balmain	Sydney Ferries Co. Ld.	115·0 | 27·1 |	Sydney NSW British	C.2Cy.13″ & 26″–18″ E&B *made* 92 Bow, McLachlan & Co. Psy.		
165 133592 JNVM	Warkworth *J.Ferguson* –17 *Elec.light* 1 *Dk* (*Stl*) & *Shelter dk* (*Stl*) *Cargo battens not fitted in Shelter 'tween dks* *Tonnage opening closed* 1917	Steel ScSr	4579 4335 2908	✠ 100A1 *Shelter dk with freeboard* ~~10,17~~ 2,17 ✠ LMC 2,17	Shl	*y*	11,17	1917 2mo *Lloyd's*	J Readhead & Sons, Ld. South Shields *SA&CP*	Dalgliesh Steam Shipping Co. Ld (R. S. Dalgliesh, *Mgr.*) *Cell DB*	400·3 | 51·6 | 26·8 FK a 131′ *u* E 23′ *f* 177′ 10	Newcastle British 6 *BHCem* 33 t *APT* 61 t	T.3Cy.27″, 44½″ & 74″–48″ (*r*) 180 lb 443 NHP 3SB, *9cf*, GS 173, HS 7270 J Readhead & Sons, Ld. S. Shl	36 ″ 5 s 10 ″ 1½ 26 ″ 9	
166 134762 JBQR	Warland *R.J.Royall* –14 1 *Dk*	Steel ScK	214 207 88	✠ 100A1 *Stm Trawler* 12,14 ✠ LMC 2,15	Gms			1913 2mo *Lloyd's*	Cook, Welton & Gemmell Ld. Beverley *SA&CP*	W.H. Beeley	117·2 | 21·5 | 12·1 Q 61′ H. BK 7½″	Grimsby British 4 *BHCem*	T.3Cy.12″, 21″ & 34″–24″ (*s*) 200 lb 58 RHP 1SB, *2pf*, GS 32, HS 1086 Amos & Smith, Ld. Hull	13 ″ 1	
167 98943 HMNT	Warlingham *G.Sutherland* –13 *ss* Npt. 2nd No. 3–10,15 (*ex* Welsh Trader, *ex* San Miguel, *ex* Gutenberg, *ex* Sea Belle) 1 *Dk* (*pt Irn*) *Well deck*	Steel ScSr	786 519 437	✠ 100A1 ~~6,13~~ ~~1,16~~ ✠ NB 2.06 MS 10,15 ✠ LMC MBS ~~12,15~~ 4,18	Lon Cff	*k*	~~10,15~~ 6,18	1891 6mo *Lloyd's*	J. Scott & Co. Kinghorn *SA&CP*	John Harrison, Ld.	200·5 | 29·2 | 12·9 P&B 113′ F 48′ BK 7½″ *WB = DBa* 37′	London British 4 *BHCem* 26 t *FPT* 18 t	T.3Cy.19½″, 31″ & 51″–36″ (*s*) 180 lb *100 lb* NDB 15 165 NHP 1SB, *3cf*, GS 71, HS 2486 J. Scott & Co. Kirkcaldy	13 ″ 10 s ″ 9½ 13 ″ 9	
168 137010 JHBV	Warlord *A.J.Wright* –14 1 *Dk*	Steel ScK	226 218 109	✠ 100A1 *Stm Trawler* 10,14 ✠ LMC 10,14	Hul			1914 10mo *Lloyd's*	Cook-Welton & Gemmell Ld. Beverley *SA&CP*	A. Black	117·0 | 22·0 | 12·7 Q 61′ BK 7½″	Grimsby British 4 *BHCem*	T.3Cy.12″, 21″ & 34″–24″ (*s*) 200 lb 75 RHP 1SB, *3pf*, GS 32, HS 1280 C.D. Holmes & Co. Ld. Hull	13 ″ 7	

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. / Total. — Sous le Pont. — Net.	5 6 7 Détails de la Classification. / Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. / Port de Visite. / Terme assigné maintenant expiré. Lettre d'Equilibrement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 9 Construit. / Quand. Navire. — Mach. / Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. / Longueur. / Largeur. / Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NP=Force en chevaux d'après les formules de la Société. RH=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où cote, si ce n'est dans le Reg. Dunes Cert. Hors Classe
169 129563 HSRC	**Warner** SteelScSr *J.McTavish* –11 *Elec.light* 2*Dks*	1273 1011 555			1911 CaledonS. B.&E.Co.Ld. Dundee	Clyde Shpg.Co.Ld (W.Cuthbert *Mgr.*)	252·7 | 35·6 | 16·7 P&B153′F50′	Glasgow British *WB*	T.3Cy.20″,33″&53″–39″ 175NHP CaledonSB.&E.Co.Ld.Dun.		C BT till 7,17
170 89401 TQSK	**Warooka** IronScSr 1*Dk*	216 207 ~~35·97~~ 97	✠ 8,83 Gls *d*		1883 H.M'Intyre&Co. 7mo Paisley	Simes&Martin	150·9 | 19·1 | 10·7 B9′	P.Adelaide British	C.2Cy.21″&42″–30″ NB98 80RHP *4BHCem* Fleming&Ferguson,Psy.		
171 122726	**Warrawee** SteelScSr *W.F.Lee* –13 *Elec.light* 1*Dk*	413 254 175	...		1909 J.Reid& Co Ld. Glasgow	CoastSteamships, Ld.(Incorp.)	155·7 | 27·1 | 10·1 P&B65′F25′ FK&BK$\frac{5}{8}$″	P.Adelaide British *WB*	C.2Cy.18″&40″–27″ 64RHP Muir&Houston,Ld.Gls.	10 ″ 8	
172	**Warren Hastings** IronTwinScSr (*Salvage Steamer*) *ss*Cal.No.3–12,99 1*Dk*2*trB* *Elec.light* *ss*Shl.No.1–04	*616* *583* *82*	✠ 2,09 Shl *j* ~~NB12,04~~ ✠		1886 R.Duncan &Co. 7mo Pt.Glasgow	TurkishGovernment	202·1 | 30·1 | 15·6 BK7$\frac{1}{2}$″ *WB*=*APT*19*t*	Turkish *5BHCem*	C.4Cy.27″&52″–33″ 279NHP 2DB,*8pf*,GS160,HS5090 Rankin&Blackmore,Grk.	16 ″ 6	
173 209378 LCJT	**Warren J. Courtney** WoodSc *J.M.Bussells* –12 (*Fishing*) *Elec.light* 1*Dk*	276 — 141			1912 American Car& Foundry Co. Wlmgtn, Del.	C.E.DavisPacking Co.	143·0 | 23·3 | 11·0	Reedville, Va. Utd. States	C.2Cy.16″&33″–26″ 46NHP Harlan&Hollingsworth Corp.		
174 57608	**Warrentina** WoodSc	166 — 92			1884 ..... Hobart	HolymanBros.Ld. (W.Holyman,Jr. *Mgr.*)	111·9 | 19·6 | 10·2	Launceston British			
175 115482 SMRD	**Warri** SteelScSr *A.E.Webster* –16 *ss*Liv.No.3–12,14 1*Dk*(*Stl*)&*pt lower dk*(*Stl*) &*Shelter dk*(*Stl*–ws) *Tonnage opening closed* 1917	3571 2334 2698	✠100A1 *Shelter dk* Liv *u* N9,15 ~~9,15~~ ~~5,17~~ 2,13 MBS2,18 ~~BS4,17~~ ✠LMC6,13 DBS5,17		1901 TyneI.S.B. Co.Ld. 7mo Newcastle A&CP	British&African S.N.Co.Ld. (Elder,Dempster &Co.Ld., *Mgrs.*) *WB*=*CellDBa*92′	325·0 | 45·1 | 27·5 F38′ FK *uE*&*B*38′ *f* 146′787*t*	Liverpool British *5BHCem* *APT*18*t*	T.3Cy.23″,37″&61″–42″ (*s*) 160lb *100lb* 252NHP 2SB,*6cf*,GS106,HS3938 Wllsnd Slpwy.Co.Ld.Nwc.	30 ″ 2 s 9 ″ 4 21 ″ 4	
176 101901 NKGW	**Warrimoo** SteelSc3MstSr *R.E.Smith* –16 *ss*Ddn.No.3–10,04 *Ref.Mchy.* *ss*Ddn.No.2–12 *Elec.light* 2*Dks*(*Stl–Uws*)&*deep* Wireless *framing*3*Dk rule*	3528 2604 2076	✠100A1 *Shelter dk* Ddn *w* ~~8,16~~ 6,17 9,15 ~~BS4,16~~ ✠LMC~~4,13~~ 6,17		1892 C.S.Swan& Hunter 7mo Newcastle A&CP	TanKahKee *WB*=*Cell DB*268′502*t* *FPT*	345·0 | 42·2 | 25·1 FK 41*t* *APT*28*t*	Singapore ~~Dunedin~~ British *7BHCem*	T.3Cy.33″,53″&85″–54″ (*s*) 165lb NDB94 722NHP 4SB,*12cf*,GS214,HS10850 FD Wllsd Slpwy&EC(L),Nwc.	28 ″ 0	
177 120873 HDCR	**Warrior** SteelScSr *W.H.Gibbings* –16 *ss*Liv.No.2–13 *Elec.light* 1*Dk*(*Stl*)&*Spar dk*(*Stl*)& *deep framing*	3495 3332 2257	✠100A1 *Spar dk* Mdb *w* 6,15 12,16 ✠LMC ~~MS4,13~~ ~~BS5,15~~ ~~BS6,17~~		1905 C.Connell 8mo &Co.Ld. Glasgow *Lloyd's A&CP*	CharenteS.S.CoLd (T.&J.Harrison, *Mgrs.*) *WB*=*Cell DBa*108′ *uE*&*B*46′	350·0 | 46·0 | 18·2 P31′B102′F34′ 27·1 FK *f* 150′752*t* *FPT*37*t*	Liverpool British *6BHCem* *APT*17*t*	T.3Cy.24″,40″&65″–45″ (*s*) 180lb 317NHP 3SB,*9cf*,GS142,HS5082 Dunsmuir&Jackson Ld Gls	29 ″ 6 s 5 ″ 5 24 ″ 6	
178 104845 NTHC	— IronScSp *L.J.Williams* –15 (*Tug*) 1*Dk*	192 159 18	...		1895 J.P.Renoldson&Sns S.Shields	ElliottStm.TugCo. Ld. (J.Page, *Mgr.*)	106·0 | 21·1 | 11·4 B10′F21′ BK7″ *WB*	London British	T.3Cy.13½″,22″&36″–24″ 98RHP J.P.Rennldsn&Sons,S.Shl.	12 ″ 0	
179 115754	— SteelPadSp *W.Morrison* –13 (*Tug*) 1*Dk*	146 146 23			1903 J.P.Renoldson&Sns. SouthShields	Steel&Bennie,Ld.	116·0 | 19·6 | 10·2	Glasgow British	L.1Cy.38½″–54″ 99RHP J.P.Rennoldsn &Sns,S.Shl.		
180 81772	— WoodSc	122 — 83			1901 ..... Wlmgtn.,Cal.	WilmingtonTransprtn.Co.	101·5 | 24·0 | 10·5	Ls Angeles Cal. Utd. States			
181 65636	— IronPadSp *S.Kingston*	112 112 23			1871 Readhead, Softley&Co. S.Shields	J.Crosthwaite	100·8 | 18·1 | 9·1	N.Shields British	L.2Cy.26½″–48″ NB01 70RHP Readhead,Softley&C,S.Shl		
182 109528 QJCF	**Warrior II.** SteelScK *F.E.Thornton* –14 *ss*Gms.No.3–3,10 (*ex* Warrior) *ss*Gms.No.1–14 1*Dk*	236 217 135	✠100A1 *Well fishing vessel* Gms 1,14 1.15 ~~NB2,13~~ ✠LMC5,14		1898 Earle'sCo. Ld. 10mo Hull *Lloyd's A&CP*	AnchorStm.Fishg. Co.Ld.(G.S.Letten, *Mgr.*)	122·7 | 21·0 | 11·7 Q14′F21′ len10 ptND10 BK7½″	Grimsby British *3BHCem*	T.3Cy.11″,20″&32″–23″ (*s*) 200lb 55RHP 1SB,*2pf*,GS29,HS975 Earle'sCo.Ld.Hull	12 ″ 3	
183 135693	**Warsash** SteelScSr (*Tug*) 1*Dk*	120 107 25			1915 J.Constant Kievets&Co. Ld.Dordrecht	~~S.E.V.James,Ld.~~ James Dredging, Towage&TransportCo.Ld.	82·4 | 20·1 | 9·5	S'thamptn British	T.3Cy.12″,17½″&29″–16″ 60RHP Machinefabriek Bolnes		
184 47249 VMST	**Warsaw** IronScSr *J.Hawick* –14 *ss*Lth.3rdNo.3–1,07 *ss*Lon.No.2–15	608 502 345	*✠A1 6,16 Sld 6,16 ~~NB8,89~~ LMC6,16		1864 McNab& Co. Greenock A&CP	Leith,Hull&Ham. Stm.Pkt.Co.Ld.(J. Currie&Co. *Mgrs.*)	209·8 | 25·3 | 14·4 B18′F51′ len70 ptND82 BK6½″ ND12 *WB*=	Leith British *4BHCem* *MT*32′160*t*	C.2Cy.27″&46½″–33″ (*s*) 65lb *50lb* NDB89 90RHP 1SB,*3cf*,GS50,HS1568 NE76 R.Napier&Sons,Glasgow	15 ″ 1 s 2 ″ 2 13 ″ 10	BT till 6,17
185 136005 JFNG	**Warstar** SteelScK 1*Dk*	225 217 112	✠100A1 *Stm Trawler* Hul 5,14 ~~LMC5,14~~		1914 Cook,Welt'n&Gemmell Ld.Beverley *Lloyd's A&CP*	H.C.Baker	117·0 | 22·0 | 12·7 Q61′ BK7½″	Grimsby British *4BHCem*	T.3Cy.12″,21″&34″–24″ (*s*) 200lb 68RHP 1SB,*3pf*,GS37,HS1099 Amos&Smith,Ld.Hull	13 ″ 7	
186 QJBR	**Wartburg** SteelScSr (Seized at Antwerp) *F.Bremme*02–09 *ss*Ham.No.2–13 *Elec.light* 1*Dk*(*Stl*)&*Spar dk*(*Stl–pt* ws) Wireless &*Web frames*	4295 4064 2738	✠ ~~—~~ 10,16 Ham *x* *Spar dk*		1905 Bremer 11mo Vulkan Vegesack	DeutscheDmpfsfahrtsGes.Hansa *WB*=*Cell DBa* 118′ *u*	387·1 | 51·8 | 16·8 24·8 FK&BK2″ *E*24′*f*178′940*t* *FPT*	Bremen German *6BHCem* *60tAPT*21*t*	Q4Cy.22⅛″,32⅝″,48$\frac{3}{16}$″&70$\frac{1}{16}$″–49$\frac{7}{32}$″ 445NHP 2SB,*6cf*,GS129,HS5856 FD Bremer Vulkan,Vegesack	27 ″ 6	
187 121051	**Warter Priory** SteelScK *H.Brackenbury* –12 *ss*Hul.No.2–13 1*Dk*	299 265 121	✠100A1 *Stm Trawler* Hul 1,14 ~~BS3,14~~ ~~LMC5,13~~	1,14	1905 Earle'sCo. Ld. 5mo Hull *Lloyd's A&CP*	HullSteamFishing &IceCo.Ld.	146·7 | 23·0 | 11·2 Q60′F25′ ptND13 BK9″	Hull British *4BHCem*	T.3Cy.13″,22″&36″–27″ (*s*) 200lb 75RHP 1SB,*3pf*,GS45,HS1420 C.D.Holmes&Co.Hull	11 ″ 9	
188 139042 JLFW	**Warturm** SteelScSr *ss*Ham.No.1–12 *Elec.light* 1*Dk*(*Stl*)&*Spar dk* Wireless (*Stl–pt* teak s)&*deep framing*	4965 4725 3127	✠100A1 *Spar dk* Bom *z* ~~12,15~~ 10,17 12.15 ~~Examined 10,17~~ ~~DS10,17~~ ~~LMC6,17~~		1908 J.C.Tecklenborg 6mo Geestemünde *Lloyd's A&CP*	Requisitioned by the Admiralty (Grahams&Co. *Mgrs.*) *WB*=*Cell D* *Ba*129′ *uE*&*B*46′*f*	400·9 | 52·7 | 20·2 P50′B123′F52′ 28·2 FK 177′ 1098*t* *Tween dk*	London British *6BHCem* *tanks a*46′48	Q.4Cy.22$\frac{13}{16}$″,31½″,40″&70$\frac{5}{8}$″–51$\frac{5}{16}$″ 213lb *121lb* (*r*) 473NHP 3SB,*9cf*,GS150,HS6324 FD J.C.Tecklenborg A.G.Gst.	31 ″ 0 s 6 ″ 4 25 ″ 1	
189 115258 TGKD	**Warwickshire** SteelTwinSc *W.J.Sturgess* –12 4MstSr *Elec.light* *ss*Bkn.No.3–9,14 Sub.Sig. Wireless 3*Dks*(*Stl–Uws*) *Ref.Mchy.*	8012 6564 5061	✠100A1 *Shelter dk* Liv *c*† P N 8,15 ~~7,17~~ ~~7,16~~ 12,17 LCB ~~BS7,16~~ ~~LMC6,14~~ ~~Lloyd's RMC 6,17~~ ~~BS7,17~~ BS7,17	8,15	1902 Harland& Wolff,Ld. Belfast *Lloyd's A&CP*	BibbyS.S.Co.Ld. (BibbyBros.&Co. *Mgrs.*) *WB*=*Cell DBa* 110′ *uE*&*B*	470·3 | 58·2 | 30·9 P56′B228′F59′ FK&BK3″ 75′ *f* 183′1460*t* *FPT*	Liverpool British *8BHCem* 84*t* *APT*57*t*	Q8Cy.22″,31½″,46″&67″–51″ 210lb (*s*) 903NHP 2DB&2SB,*24cf*,GS435, HS15780 Harland&Wolff,Ld.Bel.	34 ″ 3 s 7 ″ 7½ 27 ″ 5	BT till 6,17

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys.	3 No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned. Original. Subsequently altered. Engine Compartment Letter.	7* Date when tall shaft last seen.	8 Built. When. / Ship. / Engines	9 Built. By Whom. / Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L. R. Date of B. of Trade Cert.
190 RVFM	**Wasa** *A.Sandmann* 12-12 / (*ex* Nikolai, *ex* Navarra) / *Well deck*	**IronScSr** *ss* Lbc. 2nd No. 3–12,02 *ss* Osc. No. 2–10 1 *Dk* (*pt Irn*) 2 *tr B*	703 577 403	✠100A1 4,13 ✠NB6,02 BS6,16	Hul	*j*	7,12	1882 5mo	H. Murray & Co. Greenock A&CP	Wasa Nordsjö Ångb. Aktieb. (Karl Kurtén *Mgr*)	193·8 | 27·2 | 13·7 Q69′B44′F28′ pt ND03 *WB* = *DBa* 46′ *f* 29′			**Wasa** Russian	C.2Cy.21″&49″–36″ (*s*) 100lb *90lb* NDB02 115NHP 1SB, *3pf*, GS54, HS1759 4 *BHCem* 149 *t FPT* 25 *t*	14 ″ 5 s 1 ″ 1½ 14 ″ 0	
191 4740 JQMS	— *H. Birring* 07–07	**SteelScSr** 1 *Dk*	564 442 310					1907 5mo	Eriksbergs M.V.Aktieb. Gothenburg	Ångf. Aktieb. Nordnan (O. Ahrenberg, *Mgr.*)	170·4 | 28·2 | 11·8 B56′F22′			**Gothenbrg** Swedish *WB*	T.3Cy.13¼″,22″&36½″–24″ 65NHP Eriksberg M.V.Aktieb.Got		V
192 137 PABO	— *C. Röhrig* 00–00	**IronScSr** 1 *Dk*	520 — 385					1871 5mo	W. Lindbergs. Aktieb. Stockholm	H.D.Schmidt	172·0 | 24·2 | 11·6			**Pernau** Russian	C.2Cy.20½″&41″–24″ NB10 69NHP W.Lindberg, Stockholm		
193 5498 JTLK	**Wasaborg** *E.E.Rydström* 15–13	**SteelScSr** 1 *Dk*	1274 1072 708					1913 5mo	Oskarshmns M.V.Aktieb. Oskarshamn	Stockholms Rederiaktieb.Svea (Hj Blomberg *Mgr*)	227·6 | 36·6 | 16·0 P23′B58′H13 *9t*			**Stockholm** Swedish *WB*	T.3Cy.17½″,29″&48″–30″ 126NHP Oskarshamns M.V.Aktieb.		V
194 MJNS	**Wascana** ~~*Collierad* 12–18~~ *M.Toftdahl* –17 *Elec.light*	**SteelScSr** 1 *Dk* (*Stl*) *Cantilever framed topside tanks*	4969 4540 2612	✠100A1 7,17~~,17~~ ✠LMC7,13	NNs Phl	*y*	~~4,17~~ 7,17	1913 7mo	Sir Raylton Dixon & Co Ld Middlesbro'	C. Haaland	380·0 | 52·5 | 27·4 P33′B105′F35′ FK *WB* = *Cell DBa* 129′ *uE&B* 39′ *f* 161′ 1016 *t Topside tanks* *ks* 342′1516 *t FPT* 95 *t*			**Chrstiania** Norwegian 6 *BHCem* *APT* 155 *t*	T.3Cy.25½″,42″&70″–48″ (*s*) 180lb 390NHP 3SB. *9cf*, GS176, HS6303 Richardsons, Westgarth & Co. Ld. Mdb.	30 ″ 0 s 6 ″ 0½ 24 ″ 4	
195 RSDV	**Wasgenwald** *H.Hansen* *Elec.light* Wireless	**SteelScSr** 2 *Dks*	4708 3178 2880	*Now named* "Shoshone," *See No. 89 in Supplement*				1911 5mo	Bremer "Vulkan" Vegesack	Hamburg-Amerik. Packetf. Akt. Ges. (Ham.-Amr. Linie)	353·1 | 48·7 | 25·0 P&B276′F45′			**Hamburg** German *WB*	Q.4Cy.24″,34⅞″,50⅜″&74″–53½″ 400NHP Bremer "Vulkan," Vegesck		G
196 203534 KVQB	**Washington** 1 *Dk*	**WoodScSr**	539 — 367					1906 5mo	Washingtn Marine Co. Seattle	Washington S.S. Co. (W.S.Scammell & Co. Inc.)	159·0 | 35·3 | 12·4			**S.Frncisco** Utd. States	C.2Cy.15″&34″–20″ E&B *made—fitted* 06 43NHP		
197 127842 HQRM	— *C.H.Bullock* –14	**SteelScK** 1 *Dk*	209 190 81	✠100A1 *Stm Trawler* 3,13 ✠LMC5,14	Gms		3,14	1909 8mo	Cochrane & Sons Selby	Harley & Miller, Ld.	117·0 | 21·6 | 11·5 Q66′F18′ BK 7½″			**Grimsby** British 4 *BHCem*	T.3Cy.12″,21″&34″–24″ (*s*) 180lb 65RHP 1SB, *2pf*, GS33, HS1070 C.D.Holmes & Co. Ld. Hull	12 ″ 3	
198 63655 LKTN	— *J.McRitchie* –16	**IronPad**	124 122 16					1870 5mo	Readhead, Softley & Co. S.Shields	John Dry Stm. Tugs Ld. (J.Dry, *Mgr.*)	104·9 | 18·4 | 10·1			**N.Shields** British	2Cy.27″–46″ 50RHP Readhead, Softley & Co. Shl.		
199 211170 LCVQ	**Washington Irving** *Elec.light*	**SteelPad** 1 *Dk*	3104 — 1664					1912 5mo	New York S.B.Co. Camden, N.J	Hudson River Day Line	400·5 | 47·0 | 13·7			**New York** Utd. States	C.3Cy.45″&(2)70″–84″ 750NHP W&A Fletcher Co. Hbkn NJ		
200 81499 KMFJ	**Washtenaw** *G.Curtis* –13 (*ex* Oxford) *Elec.light*	**SteelScSr** *ss* N.Yk.No.3–6,03 *ss* S.Fo.No.2–12 2 *Dks* (*Stl*) 3 *tr B*	2897 2640 2004	✠ 5,16 ✠ *Carrying Petroleum in bulk* *Fitted for oil fuel* 6,07	SFo	*u*	1887 4mo *above*	W. Gray & Co. W Hartlepool	Union S.S.Co.	315·3 | 42·6 | 25·0 P13′B78′F30′ pt ND03 BK 11″ *WB* = *Cell DBu* E 28′ 75 *t* 150°F			**New York** Utd. States 12 *BHCem* *FPT* 47 *t*	T.3Cy.24¾″,41″&66″–45″ 292NHP 2DB, *12cf*, GS162 Cen. Mar. Eng. Wks. W. Hpl.	27 ″ 7	
201 201914 KTSM	**Wasp** *A.Sundberg* 13–13 *Elec.light*	**WoodScSr** 1 *Dk* 2 *tr B*	563 — 360					1905 5mo	H.D.Bendixsen Eureka, Cal.	Wasp S.S.Co. (F.Linderman)	170·6 | 37·3 | 13·1			**S.Frncisco** Utd. States	C.2Cy.14″&32″–24″ 42NHP United Eng. Works. S.Fo.		
202	**Wassenaar**	**SteelSc** 1 *Dk*						1917 5mo	Werf Gusto Schiedam	Gebr. van Uden	267·0 | 42·0 | 20·5			**Rottrdam** Dutch	T.3Cy.20″,32″&52″–39″ 169NHP Werf Gusto, Schiedam		
203 *Mchy.Aft*	**Wasserboot II.** 1 *Dk*	**SteelTwinSc**	930 910 555					1913 5mo	Schiffb.Ges. Unterweser Lehe	Hamburg-Amerik. Packetf. Akt. Ges. (Ham.-Amr. Linie)	201·7 | 34·4 | 16·1 B20′			**Hamburg** German	C.4Cy.12⅝″&25⅜″–15 7/16″ 43NHP Ottensener Masch. Altona		G
204 1193	**Wassian** *I.Antufieff* 06–12 (*ex* Elben, *ex* Laboe)	**IronScSr** 1 *Dk* & *Awngdk*	703 — 549					1883 5mo	G. Howaldt Kiel	I.Burkou	187·8 | 24·8 | 18·3 H15 *t*			**Archangel** Russian *WB*	C.2Cy.23″&37½″–27″ NB97 61NHP Gebr. Howaldt, Kiel		
205 4323 JCDQ	**Watatsu Maru No. 12** 2 *Dks*	**SteelScSr**	570 541 353					1899 5mo	Osaka Iron Works Osaka	Yessa Kisen Kabushiki Kaisha	166·5 | 23·8 | 16·2			**Niigata** Japanese	C.2Cy.20″&39½″–26″ 66NHP Osaka Iron Works, Osaka		
206 8039 JLWG	**Watatsu Maru No. 14** *ss* Trn.No.2–03 (*ex* Torbryan) *Well deck*	**SteelScSr** 1 *Dk* (*Irn*)	675 — 384	✠ 10,05 ✠	Yka	*i*		1894 9mo	R.Craggs & Sons Middlesbro'	Yessa Kisen Kabushiki Kaisha	178·0 | 28·0 | 13·6 Q90′B16′F23′ BK 7½″ *WB* = *DB* a 10′ *f* 37′ 132 *t FPT*			**Niigata** Japanese 4 *BHCem* 21 *t APT* 10 *t*	T.3Cy.14″,22½″&37″–27″ 79NHP 1SB, *2rf*, GS36, HS1301 Wstgrth English & Co. Mdb	14 ″ 2	
207 357	**Watchful** *W.C.Lindup* 02–11 *Elec.light*	**SteelScK** 1 *Dk* (*Stl–ws*)	378 357 139	✠ 6,14 ✠	Sou			1911 7mo	Hall, Russell & Co. Ld Aberdeen	The Admiralty	145·3 | 25·1 | 15·0 F22′ BK 7″			British 6 *BHAsp*	T.3Cy.14″,23″&38″–27″ 115NHP 1SB, *3cf*, GS64, HS2235 Hall, Russell & Co. Ld. Abn.	16 ″ 0	
208 86210 JFCH	— *J.Sime* –13 (*ex* Orpheus) *Well deck*	**IronScSr** *ss* Liv.2nd No.3–4,06 *ss* Lth.No.2–14 1 *Dk* (*Irn*)	372 269 181	✠100A1 12,17~~,11,16~~ ✠NB6,01 BS14,~~16~~ 12,17 ✠LMC10,14	Abn	*f*	~~11,16~~ N12,17	1882 6mo	Campbletn S.B.Co. Campbletwn	G. Couper & Co.	155·0 | 24·1 | 10·8 Q73′B14′F22′ BK 7″ *WB* = *FPT*			**Wick** British 4 *BHCem* 24 *t APT* 16 *t*	C.2Cy.20″&38″–30″ (*s*) 90lb 65RHP 1SB, *3pf*, GS40, HS1150 Dunsmuir & Jackson, Gls.	11 ″ 6 s 1 ″ 1½ 11 ″ 1	
209 132697 HVPB	**Waterford** *A.Jessop* –16 *Elec.light*	**SteelTwinScSr** *ss* Liv.No.1–15 2 *Dks* (*UStl*)	1204 1057 496	✠ A1 *with freeboard* 10,17 ~~9,16~~ *Irish Channel Service* ✠LMC6,15	Liv		~~6,15~~ 9,17	1912 4mo	Swan, Hunter & Wigham Richardson, Ld Newcastle	Gt. Western Rly. Co	275·2 | 38·2 | 16·5 P78′B88′F85′ FK *WB* = *FPT* 12 *t*			**London** British 6 *BHCem* *APT* 16 *t*	Q.8Cy.16″,23″,33″&48″–33″ 215lb (*r*) 438NHP 1SB, *12cf*, GS235, HS8280 Swan, Hunter & Wigham-Richardson, Ld. Nwc.	17 ″ 6 s 4 ″ 9½ 13 ″ 2	BT till 9,17
210 132827 IWLM	**Waterland** *J.Meyrick* –14 *Well deck* *Mchy.Aft*	**SteelScSr** 1 *Dk*	494 398 267			…		1903 6mo	W. Dobson & Co. Newcastle	Furness, Withy & Co. Ld.	164·0 | 25·0 | 11·8 Q47′F21′ FK *WB*			**W. Hartlpl** British	T.3Cy.13″,21″&34″–24″ 76RHP MacColl & Pollock, Sld.	14 ″ 3	C
211 110622	**Waterloo** *Woodworth* –14	**SteelScSp** *ss* Liv.No.3–4,12 *ss* Liv.No.1–16 1 *Dk* (*Irn*)	150 130 1	✠100A1 *For Towing purposes* 1,18~~,16~~ BS4,17 ✠LMC4,16	Liv	*s*	~~4,16~~ 1,18	1899 11mo	J. Jones & Sons Liverpool	Alexandra Towing Co. Ld.	92·1 | 20·1 | 10·9 BK 6½″ *WB* = *APT* 3 *t*			**Liverpool** British 4 *BHCem*	C.2Cy.16″&42½″–27″ (*s*) 150lb 69RHP 1SB, *3cf*, GS56, HS1498 J. Jones & Sons, Liverpool	12 ″ 0	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 3 Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 6 7 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite. Terme assigné maintenant expiré. Lettre d'Echantillonnage.	7* Date de la dernière visite de l'arbre porte-hélice	8 9 Construit. Quand. — Navire. — Mach.	Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille / Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L. R. Thames Port. Surf Trade
212 96522 MCPN	**Waterville** SteelScSr *T.W.Stewart* 15–15 *ss* Shl. 2nd No. 3–12,16 *Well deck* 1 *Dk* (*pt Irn & pt Stl*) *2tr B*	1968 1455 1242	✠100A1 8,17 ~~12,16~~ ~~LMC10,16~~ BS8,17	Shl Lon	*r* ~~7,15~~ 8,17	1891 4mo *Lloyd's A & CP*	J Readhead & Sons S. Shields	New Line SS. Co. Ltd. (R. Mackie & Co. *Mgrs.*)	271·2 | 38·0 | 17·5 P 28′ Q 74′ B 108′ F 34′ BK 9½″ *WB* = *Cell DB* 226′			Leith British	T. 3Cy 20½″, 33½″ & 55″–36″ (*r*) 160 lb *80 lb* NDB 05 181 NHP 4 *BHCem* 462 t *APT* 35 t	20 ″ 0 s 1 ″ 4 19 ″ 7	
213 QBTM	**Waterweg** SteelSc *F. Vel* 00–16 (*Tug*) 1 *Dk*	102 — —			...	1916 1904	De Groot & van Vliet Slikkerveer J T Eltringham & Co. S. Shields	N.V. Sleepboot Waterweg (International Tug Co.) Adelaide Steam Tug Co. Ld.	77·3 | 19·4 | 9·3 125·0 | 23·7 | 12·4 BK 7′			Rotterdam Dutch *WB* P. Adelaide British *WB*	26 NHP Löhnis & Co. Rotterdam T. 3Cy. 17″, 28½″ & 46″–30″ 132 NHP G.T.Grey, South Shields	13 ″ 4	
214 117418	**Wato** SteelScK *E. Lawson* *Elec. light* (*Salvage Vessel & Tug*) 1 *Dk*	292 262 30													
215 203637 KVRG	**Watuppa** SteelScSr Sub. Sig. 1 *Dk*	190 — 129				1906	Burlee D. D. Co. Port Richmnd N.Y	Staples Trnsprtn. Co.	105·0 | 22·6 | 11·8			Fall River Utd. States			
216 122555	**Waubic** SteelTwinScSr 3 *Dks*	504 369 244				1909	Collingw'd S.B.Co. Ld. Collngwd Ont	Canada Steamship Lines, Ld.	134·1 | 25·0 | 9·5			Collingwd Ont. British	T. 6Cy. 10″, 16½″ & 27″–15″ 67 RHP Collingwood S.B.Co. Ld.		
217 121103	**Wauchope** WoodScSr *G.M.Davis* –10 1 *Dk*	269 208 161				1905	D. Sullivan Coopernook, N.S.W.	King Islnd. Stmrs. Ld. (W. Holyman Jr *Mgr.*)	127·5 | 25·5 | 9·2			Melbourne British	C. 2Cy. 16″ & 33″–22″ 45 RHP Mort's Dk. & E.Co. Ld. Syd.		
218 206077	**Wauketa** SteelScSr *Elec. light* 3 *Dks*	543 — 267				1909	Toledo S.B Co. Toledo	White Star Line (W.B. Parker *Mgr*)	175·0 | 38·4 | 14·5			Detroit Utd. States	T. 3Cy. 17¼″, 27½″ & 43″–30″ 101 NHP Toledo S.B.Co. Toledo		
219 211513	**Wauwatosa** SteelSc (*ex* Frederick U. Robbins)	140 — 95				1913	Manitowoc S.B.Co. Manitowoc	Erie Railroad Lake Line	83·6 | 23·4 | 12·9			Milwaukee Utd. States	C. 2Cy. 18″ & 8″–30″ 66 NHP Marine Iron Works Chicago		
220 211544 LDFJ	**Wave** SteelScSr *Elec. light* (*Trawler*) 1 *Dk*	248 — 119				1913	Fore River S.B.Corp. Quincy, Mass.	Bay State Fishing Co.	117·8 | 22·5 | 11·6 Q 71′ F 22′			Boston Utd. States	T. 3Cy. 12¾″, 22″ & 36″–24″ 63 NHP Fore River S.B.Cor. Quincy		
221 118029 VDCM	**Wave Queen** SteelScK *A. Pirie* –16 *ss* Abn. No. 3–8,16 (*ex* Gale) 1 *Dk* (*Stl*) *Well deck, Mchy. Aft*	295 210 122	✠100A1 8,17 ~~8,16~~ ~~LMC7,16~~ BS8,17	Abn Sws	*d* 7,16	1903 7mo *Lloyd's A & CP*	Langeveld en Van Vliet Nederhardinxveld	R. Taylor	130·0 | 22·0 | 9·7 Q 51′ F 18′ FK *WB* = *FPT* 24 t			Aberdeen British	C. 2Cy. 13½″ & 31″–21″ (*s*) 140 lb 50 RHP 3 *BHCem* *APT* 9 t	10 ″ 6 s ″ 9½ 9 ″ 11	
222 112442 SMHK	**Waverley** SteelScSr *G. Wilton* 15–16 *ss* Shl. No. 3–2,14 1 *Dk* (*Stl*) & *Spar dk* (*pt Irn & pt Stl*) & *deep framing*	3853 3569 2505	✠100A1 *Spar dk* 11,17 ~~5,16~~ ~~LMC~~ MS2,14 BS1,16	Bry Gls	*w* 1,16	1901 7mo A&CP	Bartram & Sons Sunderland	Pyman S.S. Co. Ld. (G. Pyman & Co. *Mgrs.*) *WB* = *Cell DBa*	365·0 | 46·0 | 17·9 P 29′ B 100′ F 36′ 25·8 FK 118′ *u E* 22′ *f* 146′ 706 *t*			W. Hartlpl British	T. 3Cy. 24½″, 40″ & 66″–45″ (*s*) 180 lb *100 lb* 318 NHP 6 *BHCem* *APT* 110 *t*	28 ″ 5 s 5 ″ 6½ 23 ″ 4	
223 ~~114406~~ ~~SKRB~~	— SteelScSr ~~*J. Steel* 11~~ *ss* Hul. No. 2–09 1 *Dk* (*Irn*) & *deep framing*	2292 2127 1445	✠100A1 5,13 ~~LMC4,14~~	Hul	*s* 4,14	1901 6mo A&CP *WB*	W. Gray & Co. Ld. W Hartlepool)	~~Morrison Shpg Co. Ld. (J. Morrison & Son, Mgrs.)~~ = *Cell DB a & u E*	302·0 | 43·1 | 19·8 P 25′ B 72′ F 53′ FK 122′ *u* B 16′ *f* 122′ 668 *t*			~~Newcastle~~ Russian 5 *BHCem* *APT* 77 *t*	T. 3Cy. 22″, 35″ & 59″–39″ (*s*) 180 lb *100 lb* 225 NHP 2SB, *6pf*, GS 88, HS 3346 Cen. Mar. Eng. Wrks. W Hpl	22 ″ 3 s 3 ″ 8 18 ″ 11	
224 111205	— SteelPadSk *D. McNeill* –15 1 *Dk*	449 354 175				1899	A & J Inglis Glasgow	North British Railway Co.	235·0 | 26·1 | 8·4			Glasgow British	C. D. 2Cy. 37″ & 67″–66″ 304 NHP A. & J. Inglis, Glasgow		
225 90053	— SteelPadSp *D. Taylor* –15	240 235 87				1885	H. M'Intyre & Co. Paisley	P. & A. Campbell Ld	205·0 | 21·1 | 7·5			Bristol British	D. 2Cy. 52″–60″ NB 00 99 RHP Hutson & Corbett, Glasgow		
226 69012 SVFM	— IronScSr *F.L. Vickerman* 84–96 1 *Dk*	157 125 93				1883	Bailey & Seager Auckland	Patea Farmers Co-operative Freezing Co. Ld.	112·2 | 17·5 | 8·0 H 25 *t*			Nelson, NZ British *WB*	C. 2Cy. 9″ & 17″–10″ 25 RHP E.W. Mills & Co., Wellingtn.		
227 118002 TVFO	**Wayfarer** SteelTwinSc4MstSr *E. Maycock* –16 *ss* Liv. No. 3–7,15 2 *Dks* (*Stl*) *deep framing & Web frames* & *Awng dk* (*Stl*) *Orlop dk* (*Stl*) *fore hold* *Elec. light* Wireless	9599 9394 6222	✠100A1 *Awng dk* *with freeboard* ~~(1,17 ~~ ~~BS12,17~~ ~~LMC7,15~~ *Carrying fuel oil, F.P. above 150° F. in DB tanks*	Liv Cat	~~*f*~~ ~~8,15~~ 6,17	1903 2mo *Lloyd's A & CP*	Workman, Clark & Co. Ld Belfast	Charente S.S. Co Ld (T. & J. Harrison, *Mgrs.*) *WB* = *Cell D Ba* 164′ *u E* & 77′ *f* 20′	505·0 | 58·3 | 31·7 39·7 FK 7′ 1835 *t DT a*			Liverpool British 9 *BHCem* *APT* 105 *t*	T. 6Cy. 23″, 38½″ & 66″–48″ (*s*) 185 lb *100 lb* 751 NHP 2D & 2SB *18cf* GS 378 HS 12779 Wrkman, Clark & Co. Ld Bel 32′ 990 *t F P T* 105 *t APT* 85 *t*	42 ″ 10 s 11 ″ 5 31 ″ 10	
228 114510 JMRG	**Waynflete** SteelScK *A. Smith* –17 (*Trawler*) (*ex* Shamrock) 1 *Dk*	157 149 61			...	1901	J T Eltringham & Co. S. Shields	H. Wood (Baker & Green, *Mgrs.*)	105·0 | 20·5 | 11·5 BK 7½″			Grimsby British	T. 3Cy. 11″, 18″ & 30″–22″ 50 RHP Shields Eng. Co. N. Shields	11 ″ 10	
229 129777 HTJV	**Wear** SteelScSr *R. Bailey* –16 *ss* Mel. No. 1–16 *Well deck* 1 *Dk* (*Stl*) *Elec. light*	1869 1489 1097	✠100A1 1,18 ~~1,17~~ ~~BS11,17~~ ~~LMC5,16~~ 1,18	Mel	*q* ~~3,16~~ 1,18	1911 9mo *Lloyd's A & CP*	J. Crown & Sons, Ld. Sunderland	James Paterson & Co. Proprietary Ld. *WB* = *Cell D Ba* & *u E* &	268·0 | 37·9 | 17·6 P 24′ Q 82′ B 51′ F 31′ FK B 102′ *f* 104′ 383 *t F I*			Melbourne British 4 *BHCem* *T* 105 *t APT*	T. 3Cy. 20½″, 33″ & 54″–39″ (*s*) 180 lb *100 lb* 205 NHP 2SB, *6pf*, GS 94, HS 3279 G. Clark, Ld. Sunderland 100 *t*	19 ″ 9 s 2 ″ 0½ 18 ″ 0	
230 133517 JBCK	— SteelScSr *B.G. Dickinson* 08–12 *ss* Lth. No. 1–18 *Well deck* 1 *Dk* (*Stl*) *Elec. light*	1164 905 667	✠100A1 3,18 ~~11,16~~ ~~LMC~~ MS8,18 DS11,16	Lth	*n* ~~11,15~~ 3,18	1912 11mo *Lloyd's A & CP* *WB*	J. Crown & Sons, Ld. Sunderland	Witherington & Everett = *Cell D Ba* 58′ *u E* & *B* 33′ *f* 92′ 303 *t F P*	222·5 | 33·2 | 14·5 Q 77′ B 48′ F 26′ FK *i*			Newcastle British 4 *BHCem* 39 t *APT* 94 t	T. 3Cy. 18″, 29½″ & 48″–33″ (*s*) 180 lb *90 lb* 148 NHP 1SB, *3pf*, GS 54, HS 2346 N.E. Marine Eng. Co. Ld. Sld	16 ″ 6 s 1 ″ 5 15 ″ 4	
231 99094	— SteelSc 1 *Dk*	180 159 79				1892	..... Paisley	~~W. Hadden~~ T. H. Scott	120·0 | 21·1 | 8·7			Trinidad, B.W.I. British	C. 2Cy. 42 RHP Bow, McLachlan & Co. Psy.		
232 127463 HSCG	**Wearbridge** SteelScSr *J. Airey* –17 *ss* Nwc. No. 1–14 1 *Dk* (*Stl*)	4014 3849 2602	✠100A1 ~~4,17 8,16~~ ~~LMC12,14~~ 2,18 BS8,17	Cff	*w* ~~8,16~~ 5,17	1911 1mo *Lloyd's A & CP*	Nthmbln d S.B.Co. Ld. Newcastle	North of England S.S. Co. Ld (Crosby, Magee & Co. *Mgrs.*) *WB* = *Cell D Ba*	360·0 | 49·0 | 26·9 P 24′ B 91′ F 36′ FK 123′ *u E* & *B* 43′ *f* 157′			W. Hartlpl British 6 *BHCem* 895 t *APT* 30 t	T. 3Cy. 25′, 41″ & 69″–48″ (*s*) 180 lb 372 NHP 3SB, *9cf*, GS 150, HS 5940 Richardsons, Westgarth & Co. Ld. Sld.	29 ″ 4 s 5 ″ 7 24 ″ 2	
233 114653 VCTH	**Weardale** SteelScSr *F. Foster* –11 *ss* Sld. No. 3–1,14 1 *Dk* (*pt Irn & pt Stl*) & *Web frames*	2728 2554 1749	✠100A1 ~~7,17 2,17~~ 10,17 ~~LMC6~~ ~~BS~~ 17,18	Bry ~~Cff~~	~~*f*~~ ~~2,17~~ 10,17	1903 6mo *Lloyd's A & CP* *WB*	J. Blumer & Co. Sunderland	Weardale Steam Shipping Co. Ld. = *Cell D Ba* 104′	313·8 | 46·4 | 20·7 P 28′ B 88′ F 32′ FK *u E* & *B* 42′ *f* 122′ 718 *t*			Sundrland British 5 *BHCem* *APT* 99 t	T. 3Cy. 23′, 38′ & 52′–42′ (*s*) 160 lb ~~90 lb~~ NDB 18 257 NHP 2SB, *6pf*, GS 111, HS 3974 ~~100 lb~~ J. Dickinson & Sons, Ld. Sld.	23 ″ 0 s 3 ″ 7 19 ″ 10	

1 No. in Book. Official No. Code letters.	2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. — Under deck. — Net.	6 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned. now expired. Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 Built. By Whom. — Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in — ch classed, if not in Lr. R. Dates of Ir. of Trade Cert.
234 35882 JCGR	**Wearpool** SteelScSr *H.Wright* 08–13 1 *Dk* (*pt Irn & pt Stl*)	4929 4719 3073	✠100A1 6,16 Steamer 1,12 ✠LMC 5,13 Carrying fuel oil F.P. above 150° F. in D.B.	Bal	*y*	11,15	1913 5mo *Lloyd's*	Ropner & Sons, Ld. Stockton *SA & CP*	Pool Shipping Co. Ld. (Sir R. Ropner & Co. Ltd. *Mgrs.*) *WB* = *Cell D Ba* 127′ *u E* 2	390·0 | 55·5 | 26·3 P30′B219′F40′ FK 7′*f* 174′1165*t FPT* 19			W. Hartlpl. British 6 *B H Cem* 4*t APT* 185*t*	T.3Cy.28″,46″&75″–48″ (*s*) 180lb *100lb* 450 NHP 3SB, *9cf*, GS194, HS7293 Blair & Co. Ld. Stockton	28 ″ 9 s 4 ″ 10 24 ″ 3	
235 09704 KDL	**Wearside** SteelSc4MstSr *N.Bradley* 16–17 1 *Dk* (*Irn*) *Cell side tanks amidships deep framing & 2 tr B at ends 3 Dk rule*	3560 3029 2299	✠100A1 8,17 ~~3,17~~ BS2,17 ✠LMC 3,15	Bry Lon	*w*	3,16	1899 11mo	W. Gray & Co. Ld. W Hartlepool A & CP	The Hartlepools Seatonia S.S. Co. Ld. (Hessler & Co., *Mgrs.*) *WB* = *Cell D Ba & u* E 12	338·0 | 51·1 | 24·4 P37′B126′F42′ FK 7′*f* 151′859*t Cell side tanks* 191′7			W. Hartlpl. British 6 *B H Cem* 21*t APT* 282*t*	T.3Cy.25½″,40½″&67″–45″ 160lb (*s*) 306 NHP 3SB, *9cf*, GS135, HS4680 Cen. Mar. Eng. Wrks. W Hpl	26 ″ 11 s 4 ″ 8½ 22 ″ 7	
236 33579 MBG	**Wearsider** SteelSc *R.Milne* –17 *Mchy. Aft* 1 *Dk* (*Stl*)	373 264 149	✠100A1 11,17 ~~9,16~~ ✠LMC 10,15	Nwc Shl		11,17	1915 10mo *Lloyd's*	C Rennoldson & Co. S. Shields *SA & CP*	"T" Stm. Coasters, Ld. (Robinson, Brown & Co. *Mgrs.*)	135·1 | 25·1 | 10·5 Q33′B11′F19′ FK *WB* = *FP T* 48*t APT* 9*t*			Newcastle British 3 *B H Cem* 94*t APT* 89*t*	C.2Cy.17″&36″–27″ (*s*) 130lb 80 RHP 1SB, *3pf*, GS53, HS1560 Shields Eng. Co. Ld. N. Shl.	11 ″ 3 s ″ 10½ 10 ″ 7	
237 28817 VWD	**Wearwood** SteelScSr *G.T.Present* –17 1 *Dk* (*pt Irn pt Stl*) *Carrying fuel oil F.P. above 150° F. in D.B.*	3221 2896 2013	✠100A1 1,16 ~~Steamed 1,12~~ ✠LMC 5,12 ~~11,17~~	Cff	*v*	8,16	1912 5mo *Lloyd's*	J. Blumer & Co. Sunderland *SA & CP*	~~Constantine & Pickering S.S. Co.~~ Joseph Constantine *WB* = *Cell D B a* 112′ *u E* 22′ *f* 145′7	335·0 | 48·0 | 22·4 P30′B100′F32′ FK *B* 31′*f* 83′188*t FPT*			Middlsbro' British 5 *B H Cem* 18*t APT* 24*t*	T.3Cy.23½″,39″&64″–42″ (*s*) 180lb *120lb* 277 NHP 2SB, *6cf*, GS103, HS4120 N.E. Marine Eng. Co. Ld. Sld	24 ″ 10 s 4 ″ 3 20 ″ 11	
238 13430	**Weaver Belle** SteelScSp *J.Cowley* –00 1 *Dk*	156 142 99					1900	W. I. Yarwood Northwich	H. Seddon & Sons, Ld.	90·8 | 21·6 | 9·6			Liverpool British	C.2Cy.9″&15″–12″ 18 RHP Cochrane & Co. Birkenhead		
239 28062 IPBM	**Webburn** SteelScSr *R.H.Beale* –17 ~~ss Hul.No.1–18~~ 1 *Dk* (*Stl*) & *deep framing* *ss* Hul.No 2–17	800 601 417	✠100A1 ~~7,17 1,17~~ 12,17 ~~BS6,16~~ ✠LMC ~~6,15~~ BS6,17 ~~MS7,17~~	Hul Nwc	*k*	5,16	1909 5mo *Lloyd's*	W. Harkess & Son, Ld. Middlesbro' *SA & CP*	~~W. Bell & Son~~ ~~T. T. Pacoo~~ J. F. Coonan *WB* = *Cell D Ba* 40′ *u E*	190·0 | 30·0 | 13·0 Q98′B17′F22′ FK *B* 31′*f* 83′188*t FPT*			Teignm'th. British 4 *B H Cem* 18*t APT* 24*t*	T.3Cy.15½″,26″&44″–30″ (*s*) 180lb *100lb* 95 RHP 1SB, *3pf*, GS55, HS1780 Richardsons, Westgarth & Co. Ld. Mdb.	15 ″ 0 s 1 ″ 0½ 14 ″ 3	
240 29133 HSVJ	**Wedgwood** SteelScSr *W.Wilson* –13 *Well deck* 1 *Dk* (*Stl*) *Cargo battens not fitted*	1673 1285 1012	✠100A1 6,17 ~~9,16~~ MS11,15 ✠LMC BS9,16	Cff	*q*	N9,16	1910 9mo *Lloyd's*	R. Thompson & Sons, Ld Sunderland *SA & CP*	W France, Fenwick & Co. Ld. *WB* = *Cell D Ba* 84′ *u E*	265·0 | 38·0 | 15·6 Pon Q18′Q108′B54′ F24′ FK *B* 35′*f* 106′565*t FPT*			London British 4 *B H Cem* 33*t APT* 130*t*	T.3Cy.21½″,36″&59″–39″ (*s*) 180lb *100lb* 246 NHP 2SB, *6cf*, GS101, HS3922 N.E. Marine Eng. Co Ld. Sld.	18 ″ 2 s 1 ″ 11 16 ″ 7	
241 25221	**Wee Clyde** WoodScK *A.W.Lucey* –15 1 *Dk*	177 162 68					1909	R. Mc Millan & Co. Narooma	R. McMillan & Co.	103·8 | 24·4 | 8·8			Sydny NSW British	C.2Cy.13″&26″–18″ 45 RHP Chapman & Co. Syd. NSW		
242 98974 IHCJ	**Weehawken** SteelSc3MstSr *J.C.Young* –15 *Mchy. Aft* *Carrying Petroleum in bulk* *Elec. light*	2784 2674 2101					1891	Armstrong Mitchell & Co. (Lim.) Newcastle	Restitution S.S. Co. Ld. (J. I. Jacobs & Co. *Mgrs.*)	310·0 | 40·2 | 28·2 B33*t* H43*t*			Swansea British	T.3Cy.22″,35″&58″–42″ NB05 218 NHP Wllsnd Slpwy Co. Ld., Nwc.		V
243 20766	**Weeroona** SteelPadSr *S.Patrick* –10 ~~ss Mel.No.1–11~~ *Elec. light* 1 *Dk* & *Promenade dk* *ss* Mel.No.2–17	1412 969 623	✠ A– *with freeboard* 12,17 ~~12,14~~ ✠LMC ~~12,14~~ 12,17 *For Service within Port Phillip Heads*	Mel			1910 9mo	A. & J. Inglis, Ld. Glasgow	Bay Steamers Proprietary, Ld.	310·6 | 36·2 | 12·0 FK			Melbourne British 5 *B H Asp*	C.3Cy.39″&(2)56″–66″ (*r*) 140lb 517 NHP 6SB, *12cf*, GS1368, HS6816 FD A. & J. Inglis, Ld. Glasgow	12 ″ 7 s 4 ″ 10½ 8 ″ 1	
244 36763 HVC	**Wega** IronScSr *G.Hadden* –16 *Well deck* 1 *Dk*	835 646 522			…		1885	Flensburger Schiffsb. Ges. Flensburg	Requisitioned by the Admiralty (Everett & Newbigin, *Mgrs.*)	200·2 | 30·0 | 14·0 Q70′B49′F27′ BK 7½″			London British *WB*	C.2Cy.25″&46″–30″ 100 NHP Flensburger Schiffsb. Ges.	15 ″ 10	
245 RVJ	**—** SteelScK *O.Harder* (*Trawler*) 1 *Dk*	273 237 70					1913	G. Seebeck Akt. Ges. Bremerhaven	Hochseefischerei Nordstern Akt. Ges.	132·1 | 23·4 | 10·8 F21′ *WB*			Gstemnde German	T.3Cy 12⅝″,20½″&33$\frac{1}{10}$″–23⅝″ 53 NHP G. Seebeck A. G. Bremerhvn		G
246 FBW	**Wegadesk** SteelScSr *N.Bull Melsom* *Mchy. Aft* 1 *Dk*	4271 3934 2387					1908	Akt. Burmeistr & Wain Copenhagen	Akt. Dmpsk. Wegadesk (A. F. Klaveness & Co. Akties.)	360·0 | 51·8 | 28·3 P214′F28′ *WB*			Chrstiania Norwegian	T.3Cy.26″,42″&70″–48″ 340 NHP Akt. Burmeistr & Wain, Cpn	28 ″ 4	N
247 GDB	**Weichsel** SteelScSr *F.Wittenhagen* 10–13 (*ex* Queen Alexandra) 1 *Dk*	1031 837 607					1906	Helsingörs Jernsk. & Msk. Elsinore	Hamburg-Danzig Linie, G.m.b.H.	225·7 | 34·9 | 12·7 P11′Q59′B105′F27′ *WB*			Danzig German	T.3Cy.16½″,26½″&44″–30″ 106 NHP Helsingörs Jernsk. & Mskb.		V
248 25220 QRV	**Weimar** SteelScSr *H.M.Grierson* –09 *ss* Shl.2nd No.3–2,15 2 *Dks* (*U Irn-ptws*) & *Spar dk*	1583 986 987	✠100A1 *Spar dk* 5,17 ~~4,16~~ ✠LMC ~~2,16~~ ✠NB 6,05 ~~BS1,15~~	Mdb Bel	*q*	~~2,15~~ 5,17	1890 2mo	Ramage & Ferguson Leith A & CP	J. Currie & Co.	254·0 | 34·1 | 16·5 B54′ 23·8 BK 9″ *WB* = *FP T* 48*t*			Leith British 6 *B H Cem* *MT* 44′386*t*	T.3Cy.23″,37″&60″–42″ (*o*) 165lb *85lb* NDB05 288 NHP 2SB, *6cf*, GS117, HS4122 FD Ramage & Ferguson, Leith	25 ″ 0 s 6 ″ 0 20 ″ 2	
249 GTD	**Weissenfelde** SteelScSr *F.Frahm* –14 *ss* Bhn.No.3–6,11 (*ex* Weissenfels) 1 *Dk* (*Stl*) & *Spar dk* *Elec. light* (*Stl*–teak s) & *Web frames*	3834 3642 2438	✠ — 6,16 *Spar dk* ✠	Ham	*w*		1899 6mo	Wigham Richrdsn & Co Newcastle	D. Fuhrmann, Nessle & Günther Nachf.	358·0 | 46·1 | 19·5 P49′B98′F45′ 27·5 BK 10″ *WB* = *Cell D B a* 108′ *u E*			Hamburg German 6 *B H Cem* 26′*f* 146′615*t*	Q.4Cy.23″,31½″,48″&71″–45″ 418 NHP 2SB, *6cf*, GS21, HS5364 FD Wigham Richrdsn & Co. Nwc	30 ″ 0 s 6 ″ 0 20 ″ 2	
250 2274	**Weka** WoodScK *B.Bright* 06–06 1 *Dk*	127 83 75					1894	W. Holmes Auckland	Northern S.S. Co. Ld.	96·3 | 17·1 | 6·7 H32*t*			Auckland British	C.4Cy.9″&18″–12″ 27 RHP Fraser & Sons, Auckland		
251 3702	**Welbeck** SteelScK *Elec. light* 1 *Dk*	302 278 157	✠100A1 *Stm Trawler* 3,15 ✠LMC 3,15	Hul			1915 3mo *Lloyd's*	Cochrane & Sons, Ld. Selby *SA & CP*	Welbeck Stm Fishing Co. (Grimsby) Ld. (E. C. Grant, *Mgr.*)	135·0 | 23·5 | 12·3 Q74′F21′ BK 7½″			Grimsby British 4 *B H Cem*	T.3Cy.12″,23″&37″–24″ (*s*) 200lb 84 RHP 1SB, *3pf*, GS47, HS1400 C. D. Holmes & Co. Ld. Hull	13 ″ 1	
252 6651 FDP	**Welbeck Hall** SteelScSr *E.Dyason* –15 1 *Dk* & *Shelter dk*	5643 4008 4290					1914	W. Doxford & Sons, Ld. Sunderland	Welbeck Hall S.S. Co. Ld. (Hansen Bros. Ld., *Mgrs.*)	390·0 | 52·0 | 23·5			London British *WB*	T.3Cy.25″,42½″&70″–48″ 339 NHP W. Doxford & Sons, Ld. Sld.		C
253 769 BJM	**Welikij Knjas Alexander Michailowitsch** SteelScSr *D.Bengson* 92–01 *ss* Lon.No.3–4,12 (*ex* Hydro) 1 *Dk* (*pt Irn & pt Stl–ptws*) & *Well deck Web frames, lower dk forehold* *Elec. light Ref. Mchy.*	1333 927 856	✠100A1 4,14 BS5,14 ✠LMC 5,15	Lon	*p*	5,14	1899 7mo *Lloyd's*	Earle's Co. Ld. Hull *SA & CP*	Rigaer Schnelldampfer Ges. (Helmsing & Grimm, *Mgrs.*)	262·5 | 33·5 | 15·8 P163′F31′ FK *WB* = *Cell D Ba* 37′ *u E*			Riga Russian 6 *B H Cem* 16′*f* 132′159*t*	T.3Cy.19″,33″&56″–36″ (*s*) 200lb 246 NHP 2SB, *6cf*, GS135, HS4200 Earle's Co. Ld. Hull	18 ″ 2 s 1 ″ 9 16 ″ 9	
254 HGS	**Welle** (Seized at Aberdeen) SteelS Sr *W.Sölter* 1 *Dk*	117 117 60					1901	Bremer Vulkan Vegesack	Bremen-Vegesacker Fischerei Ges.	86·4 | 21·4 | 9·8			Vegesack German	C.2Cy.9″&16½″–12⅝″ NB11 8 NHP Bremer Vulkan, Vegesack		

1 Numero d'Ordre / Numero Officiel / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / Surveillance Speciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant à l'arbre. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille / Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. pc.	15 Registres ou code, si ce n'est dans le L. R. Thames Cert. Roof Trade
255 203928 KVWL	**Wellesley** *C.E.Lindquist* –07	**WoodScSr** 1 *Dk*	709 — 430					1907 Prosper,Or.	.....	Wellesley Co. (W.G.Tibbitts)	186·3 | 38·0 | 13·8 P Q14′			S.Frncisco Utd. States	C2Cy14″&32″–24″ 42NHP UnitedEng.Wrks,S.Frisco.		
256 NJQD	**Wellgunde** *Fr.Wiebking*09–12	**SteelScLr** 1 *Dk*	137 130 67					1908	J.Frerichs &Co.A.G. Einswarden	"Visurgis" Heringsfischerei Akt.Ges.	90·9 | 21·4 | 9·8 Q14′			Nordnham German	C.2Cy.9⅛″&16½″–12½″ J.Frerichs&Co., 5NHP A.G.Osterholz		G
257 119967 HCJF	**Wellington** *J.T.Evans* –08 *Turret deck*	**SteelScSr** 1 *Dk* 2 *tr B*	5600 4657 3626					1905	W.Doxford &Sons,Ld. Sunderland	Atlantic Shipping & Trading Co.,Ld. (W.J.Tatem Ld., *Mgrs.*)	390·3 | 55·2 | 27·2 P23′B104′F29′			Cardiff British *WB*	T.3Cy.26″,43″&72″–48″ 359NHP W.Doxford&Sons,Ld.Sld.		C
258 WLND	**—** *L.B.M.Amundsen* *Elec light* Wireless *Mchy.Aft* *Fitted with cylindrical tanks in holds for*	**SteelTwinScSr** (*ex*Mills) 1 *Dk* *carrying petroleum*	3070 — 1964					1901	Maryland SteelCo. Sparro'Pt Md	Nils.M.Thomas	293·0 | 52·5 | 21·1 P97′B15′F46			Chrstiania Norwegian	T.6Cy.18″,28″&45″–30 222NHP MarylandStl.Co.Sparr'Pt		C R
259 86105 HJTN	**—** *Mitchell* –16	**IronSc3MstSr** *ss*Ver.2nd No.3–10,08 *ss*Ver.No.1–15 1 *Dk(Irn)* 2 *tr B*	1964 1756 1267	✠100A1 *Coal Trade* 1,17 ✠LMC6,15 2,18 ✠NB05 BS7,15	NYk	*s*	1,17	1883 1 mo	Armstrong Mitchell&Co. Newcastle A&CP	Wellington S.S.Co. Ld.(W.&S.Job& Co.Inc.) *WB=Cell DB208′*	270·0 | 37·3 | 22·0 P95′F42′ BK10″ 501′ *FP* T165′ *APT* 17′			S Jhns NFL British 4 *BHCem*	C.2Cy.35″&68″–42″ (*r*) 90lb NDB03 234NHP 2SB,*6pf*,GS110,HS3670 Wllsnd Slpwy.Co.Ld.Nwc.		
260 201987 KTHL	**—** *T.Nelsen* –04	**SteelSc** (*Tug*) 1 *Dk*	334 — 227					1903	Burlee Dry Dock Co. Pt Richmond, N.Y.	H.W.Cook	126·0 | 27·0 | 15·8			Philadlphia Utd. States	T.3Cy.16″,25″&42″–30″ 97NHP Burlee D.D.Co.Pt.Richm'd		
261 106863	**—** *Lilly*	**SteelScSp** *ss*Liv.No.3–6,10 *ss*Liv.No.1–14 1 *Dk(Irn)*	148 129 2	✠100A1 *For Towing purposes* 12,17 ~~1,17~~ ✠LMC MS7,14 BS7,17	Liv		~~1,17~~ 12,17	1897 7 mo	Cumming & Ellis Inverkeithng A&CP	Alexandra Towing Co.Ld.	92·0 | 20·1 | 10·7 BK6½″			Liverpool British 4 *BHCem*	C.2Cy.21″&42″–27″ (*s*) 100lb 84RHP 1SB,*3cf*,GS58,HS1518 J.Cran&Co.Leith	12 ″ 0	
262 142256 JTFS	**Wellpark** *E.Jones*09–18 *Elec.light*	**SteelScSr** 1 *Dk(Stl)*	~~1080~~ ~~1792~~ 2134 1792 1310	✠100A1 5,18 *(Class Contemplated)* ✠LMC5,13	Gmh	*r*		~~1915~~ ~~1917~~ 1918 4 mo	Greenock& Grngemouth Dkyd.Co.Ld. Grngemouth *Lloyd'sA&CP*	Denholm Line Steamers,Ld. (J.&J.Denholm, *Mgrs.*) *CellDBa70′*	280·0 | ~~41·9~~ | 18·9 ~~P24′B68′F80′~~ P21′F29 FK *uE28′f124′523t FPT*			Greenock British *ABHCem* *55t APT*	T.3Cy.21″,35″&57″–36″ (*r*) 180lb *100lb* 228NHP 2SB,*6cf*,GS112,HS3754 Dunsmuir&Jackson,Ld Gls	20 ″ 9	
263 95769 MBJS	**Wells City** *T.J.Wheeler* –17	**SteelScSr** *ss*Brs.2nd No.3–7,15 2 *Dks(Irn)* 3 *tr B*	1814 1662 1136	✠100A1 5,17 ✠LMC MS2,15 BS7,15	Brs	*r*	5,17	1890 10 mo	C.Hill& Sons Bristol A&CP	C.Hill&Sons *WB=DBa*	261·2 | 36·0 | 20·9 P29′B58′F28′ BK9½″ 74′ *fuB* 26′243t *MT*			Bristol British 4 *BHCem* 28′260t	T.3Cy.21″,35″&57″–39″ (*s*) 160lb *90lb* NDB00 201NHP 2SB,*4cf*,GS65,HS2990 Blair&Co.(Lim.),Stockton	24 ″ 8 s 3 ▪ 8½ 21 ″ 11	
264 1259	**Welmoja** (*ex*Nidarö,*ex*Lurvik)	**SteelScSr** (*Fishing*) 1 *Dk*	111 96 41					1907	Dahle Works Xiansund	E.W.Mogoutchi	99·6 | 19·9 | 10·6 H8t			Archangel Russian	T.3Cy.9⅝″,15″&25″–18″ 26NHP Dahle Works,Xiansund		
265 137457 JLHS	**Welsh Coast** *T.Williams* –17 *Elec.light* *Well deck* *Mchy.Aft*	**SteelScSr** 1 *Dk(Stl)*	1070 811 545	✠100A1 10,17 ~~9,16~~ ✠LMC6,15	Bkn Nwc	*m*	10,17	1915 6 mo	C.Hill& Sons Bristol *Lloyd'sA&CP*	~~Powell,Bacon& Hough Lines,Ld.~~ Coast Lines Ld. *WB=Cell DBf112′222t FPT*	212·4 | ~~84·1~~ | 13·2 Q116′B15′F34′ FK			Liverpool British *3BHCem* 47t *APT* 15t	T.3Cy.18″,29½″&48½″–33″ 180lb (*s*) 174NHP 2SB,*6pf*,GS98,HS3070 G.Clark,Ld.Sunderland	15 ″ 6 s 1 ″ 0½ 14 ″ 9	
266 65304	**Welsh Prince** *W.Bell* –02 *Mchy.Aft*	**IronScSp**	154 130 72					1871	Stothert& Co. Bristol	Sully&Co.Ld.	100·2 | 19·0 | 9·0 H23t			Bridgwatr British	1Cy.22″–18″ 32RHP Stothert&Co.,Bristol		
267 97862 MDSC	**Welshman** *J.Evans* –15 *Ref.Mchy.* *Elec.light* Wireless	**SteelTwinSc4MstSr** (*ex*Tauric)	5730 5471 3670					1891	Harland& Wolff,Ld. Belfast	Brit.&N.Atlantic S.N.Co.Ld.	461·0 | 49·1 | 23·2 F&c.257t 30·9			Liverpool British	T.6Cy.22½″,36½″&60″–48″ 499NHP Harland&Wolff,Ld.Bel.		
268 99893 NBML	**—** *J.Kay* –16 (*ex*Mindful,*ex*MaggieBarr) *Well deck* *Mchy.Aft*	**SteelSc3MstSr** ~~*ss*Liv.No.8–9,09~~ *ss*Ayr 2nd No.3-11,17 ~~*ss*Ayr No.2–10~~ 1 *Dk(Irn)*	361 237 142	✠100A1 5,16 ~~14,15~~ ~~11,15~~ ✠NB2,10 ✠LMC ~~1,15~~ BS7,16	PGl Ayr	*e*	~~11,16~~ 11,17	1893 4 mo	Murdoch & Murray Pt.Glasgow A&CP	J.Kennedy&Sons	142·1 | 23·7 | 9·8 Q75′B9′F25′ BK7″ *WB=FP*			Glasgow British 3 *BHCem* 733t *APT* 5t	C.2Cy.20″&40″–27″ (*s*) 110lb 60RHP 1SB,*3pf*,GS54,HS1584 Muir&Houston,Glasgow	10 ″ 6 s 4 ″ 4 10 ″ 10	
269 133425 JCKD	**Weltondale** *H.Mullet*13–13 *Well deck* *Elec.light* (*ex*Michael Whitaker) 1 *Dk(pt Irn pt Stl)*	**SteelScSr** *ss*Hul.No.1–17	1700 1327 1019	✠100A1 ~~9,17~~ ~~11,16~~ 6,18 ✠LMC ~~2,15~~ 7,17	Npt Hul	*q*	~~11,16~~ 7,17	1913 2 mo	Wood Skinner&Co.Ld. Newcastle *Lloyd'sA&CP*	Yorkshire Dale S.S. Co.Ld. (E.E.Atkinson& Prickett, *Mgrs.*)	260·3 | 37·7 | 16·4 Q153′B on Q52′F28′ FK *WB=Cell DB a77′ uE18′f*			Hull British 4 *BHCem*	T.3Cy.19″,31″&51″–36″ (*s*) 180lb 180NHP 2SB,*6pf*,GS90,HS2915 G.Clark,Ld.Sunderland 102′422t *FPT* 92t *APT* 101t	18 ″ 7 s1 ″ 8½ 17 ″ 2	
270 118160	**Wemyss** *P.Henry* –14	**SteelScK** 1 *Dk*	167 162 64	✠ *Stm Trawler* 12,05 ✠	Lth			1905 12 mo	Hawthorns &Co.Ld. Leith	General Steam Fishing Co.Ld.	105·3 | 21·6 | 10·6 Q23′ BK7½″ *WB=DBf* 19′16t			Granton British 3 *BHCem*	T.3Cy.12″,19″&33″–22″ 66RHP 1SB,*2cf*,GS34,HS1114 Hawthorns&Co.Ld.Leith	11 ″ 6	
271 JWDT	**Wenceslao** *F.Galvan* –17 (*ex*Somerhill) *Well deck*	**SteelScSr** *ss*Bbo.2nd No.3–1,14 1 *Dk(Stl)* & *Webframes*	*2285* *1746* *1479*	✠100A1 2,16 MBS ~~2,16~~ 2,17 ✠LMC1,14	Cff	*s*	2,16	1888 1 mo	Richardson Duck&Co. Stockton *Lloyd'sA&CP*	W.GonzalezGarra *WB=CellD*	282·0 | 37·0 | 19·3 P30′Q82′B114′ F30′ BK10″ *B236′466t APT 14t*			Villagarcia Spanish 5 *BHpt Asp pt Cem*	T.3Cy.21½″,35½″&58½″–39″ 160lb *100lb* (*s*) 217NHP NDB13 2SB,*6cf*,GS85,HS3301 Blair&Co.Ld.Stockton	22 ″ 1 s 1 ▪ 8 21 ″ 4	
272 77065 RDHM	**Wenchow** *A.McDowell* –16	**IronScSr**	898 882 560					1878	Scott&Co. Greenock	ChinaNav.Co.Ld.	220·1 | 28·5 | 18·8			London British	C.2Cy.23″&46″–36″ 99RHP Greenock Foundry Co.Grk.		
273 RSPW	**Wendemuth** *O.Blaue* –12 *Elec.light*	**SteelSc** (*Tug*) 1 *Dk*	395 331 —					1912	J.L.Meyer Papenburg	Hamburg-Amerik Packetf.Akt.Ges. (Ham.-Amr.Linie)	138·7 | 28·0 | 13·5 B20′H49′			Hamburg German *WB*	T.3Cy.20½″,34½″&55½″–31½″ 171NHP J.L.Meyer,Papenburg		G
274 HJVK	**Wendla** *O.Statland*	**SteelScSr** (*ex*Ran) 1 *Dk*	557 424 305					1893	R.Craggs & Sons Middlesbro'	Akties.Wendla (Chr.Mathiesen)	169·8 | 26·9 | 12·7 Q61t B38t H14t F18t			Haugesnd Norwegian *WB*	T.3Cy.13″,21″&34″–27″ 60NHP Wstgrth,English&Co.Mdb		N
275 135091 JGWC	**Wendy** *T.Storm* –16	**SteelScSr** 1 *Dk*	958 798 537					1913	Ramage& Ferguson,Ld. Leith	Tyne-Tees Steam Shipping Co.Ld.	210·0 | 33·2 | 14·1 P15′B69′F26′			Newcastle British *WB*	T.3Cy.16½″,27″&44″–30″ 97RHP Ramage&Ferg usn,Ld.Lth.		C

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 6 7 Particulars of Classification. Character. † for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 9 Built. When	By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of ReconTradeCert.
276 91310 KMFG	**Wenning** *ssGoo No.1-17* **IronScSr** *W.Flower* –17 *ssGoo.2ndNo.3–5,12* *(ex Emden)* *1Dk(pt Irn)*	787 631 377	†100A1 8,17 ~~5,16~~ ~~M8,12~~ ~~B8,16~~ NB9,12 †LMC 8,17	Goo	*m*	~~5,15~~ 8 17	1887 4mo	Earle's Co. Ld. Hull	Lancashire & Yorkshire Rly. Co.	220·0 | 32·1 | 13·9 P40′B80′F32′ ND 08 BK 8″ *WB = DBa 47′ f 44*	Goole British	T.3Cy. 21½″, 34″ & 52″–36″ *(s)* 160lb 183 NHP 2SB, *4cf*, GS 89, HS 3070 Earle's Co. Ld. Hull	14 ″ 9 s 1 ″ 9½ 14 ″ 0	
277 133542 JDLW	**Wentworth** **SteelScSr** *A.M.Mackind* –17 *ssN.Yk.No.1–17* *Elec.light* *1Dk(Stl) & Shelter dk(Stl)*	3828 3395 2381	†100A1 *Shelter dk with freeboard* 8,17 ~~1,17~~ †LMC 1,17	N Yk	*w*	8,15	1913 11mo	J. Priestman & Co. Sunderland	Dalglieish Stm. Shpg. Co. Ld. (R.S. Dalgliesh, *Mgr.*)	350·2 | 50·9 | 24·4 FK *WB = Cell DBa 110′ u E 21′ f 154′ 816*	Newcastle British	T.3Cy. 25″, 41″ & 67″–45″ *(s)* 180lb 325 NHP 3SB, *6cf*, GS 116, HS 4995 N.E. Marine Eng. Co Ld. Sld.	26 ″ 0 s 2 ″ 9 23 ″ 7	
278 2929 JGQC	**Wermdö II.** **SteelScSr** *C.H.Osterman* 08–08 *1Dk*	132 80 83					1896	Motala Co. Motala	Wermdö Ångf. Aktieb. (E.Egnell)	100·9 | 19·0 | 8·0 B27′H13′F12′	Boo Swedish	C.2Cy. 12¾″ & 26¼″–17½″ 24 NHP Motala Co., Motala		
279 4429 JPHF	**Wermdö III.** **SteelSc** *C.E.Andersson* –09 *1Dk*	159 81 89					1905	W. Lindbergs Aktieb. Stockholm	Wermdö Ångf. Aktieb. (E.Egnell)	103·0 | 19·0 | 8·2 Q4′B17′H26*t*	Boo Swedish	C.2Cy. 14⅜″ & 26½″–17½″ 24 NHP W. Lindbergs Aktieb. Skm.		
280 RQDG	**Werner** **SteelSc** *H.Tramborg* 05–12 *Elec.light* *1Dk*	875 662 479					1909	Stettiner Oderwrke AG Stettin	L.F.Mathies & Co.	211·2 | 30·8 | 12·8 P14′Q41′B80′F22′ *WB*	Hamburg German	T.3Cy. 15 15/16″, 25¾″ & 41 3/16″–29½ 93 NHP Stettiner Oderwerke, A.G.		G
281 NJWK	**Werra** **SteelSc** *R.Grüter* –13 *(Trawler)* *1Dk*	236 204 81					1913	J. Frerichs & Co. A.G. Einswarden	Deutsche Dmpfis-chereiGes. Nordsee	118·0 | 22·6 | 12·5 F21′ *WB*	Nordnham German	T.3Cy. 12¾″, 19½″ & 31½″–22″ 46 NHP J. Frerichs & Co. A.G. Ost.		G
282 120755 TVPR	**Werribee** *ssMel No 2–17* **SteelScSr** *L.Thompson* –14 ~~*ssMel.No.1–13*~~ *Elec.light* *1Dk(pt Irn & pt Stl) & deep framing*	3871 3590 2359	†100A1 ~~4,17 1,16~~ 4,18 BS1,16 †LMC 2,16 ~~B8 4,15~~ 4,17	Mel	*w*	~~1,16~~ 4,17	1909 1mo	Blyth S.B. Co. Ld. Blyth	Huddart, Parker, Ld.	354·8 | 50·0 | 23·7 P11′B85′F38′ FK *WB = Cell DBa 98′ u E & B 44′ f 165′ 941 t FPT 135 t*	Melbourne British	T.3Cy. 24″, 39″ & 66″–45″ *(r)* 180lb 327 NHP 3SB, *9cf*, GS 165, HS 5181 Richardsons, Westgarth & Co. Ld. Hpl.	26 ″ 5 s 5 ″ 1½ 21 ″ 8	
283 QHBT	**Weser** **SteelSc** *A.Knoll* *(Trawler)* *1Dk*	181 161 63					1900	G. Seebeck Act. Ges. Bremerhaven	Hochseefischerei Bremerhaven, Akt. Ges.	118·4 | 22·4 | 8·3 F21′	Brmrhavn German	T.3Cy. 11¾″, 18¼″ & 30⅜″–22″ 43 NHP G. Seebeck Act. Ges. Bhn.		G
284 110036	— **IronSc** *W.Dure* –03 *1Dk*	177 177 66					1889	H. Sigee & Co. Harlem, Hol.	Sir J. Jackson, Ld.	121·5 | 22·4 | 11·5	Teignm'th British	C.2Cy. 18″ & 30″–18″ 60 RHP T. Fuger & Co. Harlem, Hol.		
285 122	**Wesna** **WoodSc** *Oil Eng.*	146 — 86					1911	..... Bay of Ussuri	W. Scheveleff	101·4 | 28·4 | 7·7	Vladvostk Russian	2 Oil Engines 4Cy. 11″–12″		
286	**West** **IronScK** *ss Hul.No.3–7,08* *(ex Ontario)* *ss Hul.No.1–12* *1Dk*	*139* *133* *58*	† 10 16 *Stm Trawler* †	Hul			1895 9mo	Cochrane & Cooper Hull	V. Putz & Co.	98·5 | 20·5 | 11·0 pt ND 08 BK 7½″ *WB = DT f 17′ 15t*	Gstemnde German	T.3Cy. 10¼″, 16¼″ & 25½″–20″ 34 NHP 1SB, *2pf*, GS 22, HS 573 Amos & Smith, Hull	11 ″ 10	
287	— (Captured and taken to Grimsby) **SteelSc** *Elec.light* *1Dk*	112 78 19					1907	Akt.Ges. "Neptun" Rostock		78·6 | 19·8 | 9·1 H59′		C.2Cy. 12 1/16″ & 23¼″–13 1/16″ 16 NHP A.G. "Neptun," Rostock		
288 104297 PGLB	**West Marsh** **SteelScSr** *J.Cook* –12 *ssBkn.No.3–10,12* *(ex Cairnisla)* *1Dk(Irn) & deep framing* *Cargo battens not fitted*	1594 1437 981	†100A1 9,16 *Examined* 11,17 †LMC 10,16	Mdb	*q*	10,16	1896 3mo	Short Bros. Sunderland A&CP	Peter Dixon & Son, Ld. (Cairns, Noble & Co., ~~Mgrs.~~ Ld. *Mgrs.*) *WB = Cell D Ba 80′ u E & B 34′ f 98′ 393 t FPT*	259·0 | 36·8 | 18·1 P20′B62 F26′ FK	Grimsby British	T.3Cy. 19″, 31″ & 51″–36″ *(s)* 160lb *100lb* NDB 12 157 NHP 1SB, *4cf*, GS 65, HS 2357 Black, Hwthrn & Co. Ld. Gts	20 ″ 4 s 2 ″ 11 17 ″ 8	
289 29752 HRFC	**West Quarter** **SteelScSr** (Detained at Hamburg) *W.Estill* –14 *Well deck* *1Dk(Stl)* *Elec.light* *Cargo battens not fitted*	1548 1240 882	†100A1 1,14 †LMC 6,10	Nwc	*p*	1,14	1910 6mo	W. Pickersgill & Sons, Ld Sunderland	Screw Collier Co Ld. (J. Ridley, Son & Tully, *Mgrs.*) *Lloyd's SA&CP* *WB = Cell D Ba 67′ u E & B 35′ f 109′ 405 t FPT*	245·0 | 36·8 | 16·3 Q121′B13′F26′ FK	Newcastle British	T.3Cy. 20″, 33″ & 54″–36″ *(s)* 180lb 224 NHP 2SB, *6pf*, GS 87, HS 3918 N.E. Marine Eng. Co Ld. Sld	18 ″ 10 s 2 ″ 0 17 ″ 2	
290 04230	**West Riding** **IronSc** *1Dk*	103 91 70					1894	J. Scarr Beverley	Lancashire & Yorkshire Rly. Co.	93·2 | 16·5 | 6·6	Goole British	C.2Cy. 11″ & 22″–15″ 70 RHP Escrett & Richmond, Hull		
291 32866 VWT	**West Wales** **SteelScSr** *W.Hoskins* 07–12 *1Dk(pt Irn pt Stl) 2tr B*	4331 4089 2757	†100A1 9,15 *Examined* ~~9,17~~ 12,17 †LMC 3,17	Rio	*x*	~~6,16~~ 5,17	1912 5mo	Blyth S.B. Co. Ld. Blyth	West Wales S.S. Co. Ld. (Gibbs & Co.)	363·1 | 51·1 | 27·1 P31′B95′F33′ FK *WB = Cell DBa 117′ u E 24′ f 158′ 943 t*	Cardiff British	T.3Cy. 26″, 42″ & 70″–48″ *(r)* 180lb *100lb* 393 NHP 2SB, *6cf*, GS 139, HS 6380 Blair & Co. Ld. Stockton	28 ″ 9 s 5 ″ 6 23 ″ 7	
292 13513 RTV	**Westborough** **SteelScSr** *T.Lewis* –15 *ssCff.No.3–5,13* *(ex Beechley)* *1Dk(Irn) 2tr B* *& deep framing & Web frames 3Dk rule*	3811 3566 2466	†100A1 2,17 *Examined* 5,18 BS2,17 †LMC 5,12	Nwc	*w*	~~3,17~~ 5,18	1901 10mo	W. Gray & Co. Ld. W Hartlepool	Hazelwood Shppg. Co. Ld. (Humphries (Cardiff) Ld. *Mgrs.*)	340·0 | 49·5 | 25·6 P28′B88′F31′ FK *WB = Cell DBa & u E 138′ f 144′*	Cardiff British	T.3Cy. 25½″, 40½″ & 67″–45″ ~~160~~ 180lb *80lb* *(s)* 297 NHP 2SB, *6rf*, GS 113, HS 4404 Cen. Mar. Eng. Wrks. W Hpl	28 ″ 3 s 5 ″ 4½ 23 ″ 3	
293 32656	**Westbourne** **SteelSc** *Elec.light* *1Dk(Stl)*	185 164 —	†100A1 *For Towing purposes* 7,12 BS11,15 †LMC 1,12	Lon	*s*	7,14	1912 1mo	Cammell Laird & Co. Ld Birkenhead	Port of London Authority	96·0 | 24·1 | 10·6 BK 6″ *WB = Cell DB u E & B 12′ 11t DT f 21′*	London British	T.3Cy. 14″, 21½″ & 35″–24″ *(s)* 180lb 63 RHP 1SB, *3cf*, GS 60, HS 1645 Vauxhall Eng. Co. Ld Luton	13 ″ 0 s 1 ″ 10½ 11 ″ 9	
294 19115 QGT	**Westbury** **SteelScSr** *R.Smith* –14 *ssHul.No.2–11* *(ex Gogovale)* *1Dk(Stl) & deep framing*	3097 2965 2038	†100A1 8,15 Examined 3,17 BS6,16 †LMC 10,11	Cff	*v*	8,15	1904 3mo	A. Rodger & Co. Port Glasgow	Alexander Shppg. Co. Ld. (Capper Alexander & Co., *Mgrs.*) *WB = Cell DBa & u E 124′ f 138′ 751 t*	320·1 | 47·5 | 23·0 P25′B118′F30′ FK	Glasgow British	T.3Cy. 24″, 40″ & 65″–42″ *(s)* 160lb *80lb* 275 NHP 2SB, *6cf*, GS 124, HS 4141 A. Rodger & Co. Glasgow	25 ″ 7 s 4 ″ 0½ 21 ″ 11	
295 09957	**Westcock** **SteelScSp** *S.Clare* –13 *ssPly.No.1–02* *(ex Lady Jackson)* *1Dk(Irn)*	138 134 6	† *For Towing purposes* 3,06 NB2,00 †	Ply	*s*		1898 8mo	Carmichael Maclean & Co. Greenock	Liverpool Sc Twing & Lighterage Co. (G.R. Nicholson)	94·0 | 21·1 | 11·5 B20′ BK 6″	Liverpool British	C.2Cy. 19″ & 42″–24″ 98 RHP 1SB, *2pf*, GS 51, HS 1338 J.G. Kincaid & Co. Greenock	11 ″ 11	
296 31398 ITSJ	**Westdale** **SteelScSr** *W.H.Terretta* –14 *ssLiv.No.1–16* *Mchy. Aft* *1Dk(pt Stl)* *Well deck*	424 284 183	†100A1 3,16 †LMC 3,16 BS2,18	Liv	*f*	3,16	1911 11mo	J.T.Eltringham & Co. Ld. South Shields	Overton S.S. Co. Ld. (R.R. Clark, *Mgr.*)	143·5 | 24·4 | 10·5 Q81′B9′F25′ FK *WB = FPT*	Liverpool British	C.2Cy. 17″ & 36″–24″ *(s)* 130lb 70 RHP 1SB, *3cf*, GS 46, HS 1408 Baird Bros. North Shields	11 ″ 9 s 3 ″ 10½ 11 ″ 7	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L. R. Durée Cert. L.&C. Trade.
297	**Westerdijk**	**SteelSc4MstSr**	8261	✠100A1	Rot	*b*†	~~10,16~~	1913	Irvines'SB	Holland Amerika	450·4	55·0	38·7	Rottrdam	Q 4Cy 27½″,37¾″,55″&84″–60″	41 ″ 7	
	S.J.deJong		7816	*Shelter dk*			3,18	7mo	&D.D.Co Ld	Lijn				Dutch	215lb (*s*) 755NHP	s 10·3½	
QCBW	*Elec.light*	*2Dks(Stl)&Shelter dk(Stl)*	5235	*withfreeboard*					WHartlepool				FK	*7BHCem*	6SB.*18cf*,GS350,HS12889	31 ″ 9	
	Wireless	*3trB*		3,17 ✠LMC7,15					A&CP	*WB=CellDBa DTa29'940t*	*135'uE&B79'f178' DTf26'933t FPT*			1162t 81t*APT37t*	Richardsons,Westgarth& Co.Ld.Hpl.		
298	—	**SteelScSr**	3240	✠100A1	Rot	*v*	12,15	1913	Rotterdam	Solleveld, van der	331·9	48·2	22·2	Rotterdam	T.3Cy.23″,38″&62″–42″ (*s*)	24 ″ 6	
	P.Smit	*ss*Rot.No.1–17	2950	3,17				1mo	Droogd.Maat	Meer&T.H.van				Dutch	180lb *100lb* 274NHP	s 4 ″ 1½	
QCBT		*1Dk(Stl)*	1988	✠LMC5,17					Rotterdam	Hattum'sStoomv.	P25′B94′F31′		FK	*5BHCem*	2SB,*6cf*,GS112,HS4270	20 ″ 9	
				BS2,16				*Lloyd's A&CP*	Maats.	*WB=Cell*	*DBa90'uE21'f156'*			*703tAPT75t*	RotterdamDroogk.Maats.		
299	**Westergate**	**IronScBg**	1760	✠	Cff	*r*		1881	Short Bros.	Franco-British	260·0	36·1	20·0	Cardiff	C.2Cy.34″&63″–36″	21 ″ 6	V
85063	*T.W.Collier* –17	*ss*Liv.No.1–85	1375	7,89				9mo	Sunderland	S.S.Co.Ld.(Olivier	Q72′ B66′ F30′			British	198NHP		
WDCV	*Well deck*	*1Dk(Irn)2trB*	1071	✠						&Co.Ld.*Mgrs.*)				*5BHCem*	T.Richardson&Sons,Hpl.		
										WB=DBa76'f60'277t	*FPT30t APT20t*						
300	**Westergötland**	**WoodScSp**	168					1879	S.Groth	Hj.Nilson	101·0	22·3	9·4	Gothenbrg	C.2Cy.11¾″&23¾″–14½″		
1708	*E.G.Nilson* –13		154						Sjötorp		H15t			Swedish	17NHP		
JDKH	*Mchy.Aft*	*1Dk*	102												EriksbergsM.V.,Got.		
	Now named "Hjalmar," see Supplement																
301	**Westerham**	**SteelScSr**	531	✠100A1	Lon	*h*	10,16	1912	GooleS.B.	Cunningham,	165·3	26·1	10·5	Hull	T.3Cy.13″,21″&35″–24″ (*s*)	13 ″ 5	
133386	*W.D.T.Jewitt* –16	*ss*Lon.No.1–16	384	~~Loyds~~ 10,17 Cff				6mo	&RepgCoLd.	Shaw&Co,Ld.	Q81′B14′F23′		FK	British	180lb *100lb* 61RHP	s ″ 7½	
HWCJ	(*ex*TeignL.)	*1Dk(Stl)*	249	✠LMC10,16					Goole					*4BHCem*	1SB.*3pf*,GS40,HS1373	13 ″ 0	
	Well deck	*Elec.light*						*Lloyd's A&CP*		*WB=DBa28'f14'55t FPT*				*37tAPT16t*	Earle'sCo.Ld.Hull		
302	**Westerian**	**IronSc**	990					1871	KingIron	WesterianTrans-	217·5	32·6	16·5	Ottawa	C.2Cy.22½″&44″–36″		L
117073		(*ex*City of Montreal,*ex*China)	763						Works	portationCo.Ld.				British	NE&B05 81RHP		
	Elec.light	*2Dks*	580						Buffalo,N.Y.					*WB*	Bertram E.W.CoLd.Trnto.		
									Rebuilt 1913	*at* Montreal							
303	**Western**	**SteelScSr**	415					1908	J.H.Dia-	NewYork,Ontario	134·9	27·1	15·2	NewYork	T.3Cy.17″,25″&43″–30″		
204975		(*Tug*)	—						logue&Sons	&WesternRly.Co.				Utd.States	101NHP		
		1Dk	282						Camden,N.J.						JHDialogue&Sn,Cmdn NJ		
304	**Western Australia**	**SteelTwin**	2937	✠100A1	Sou	*v*	SN	1901	Stabilmnto	WestAustralian	344·0	43·0	24·3	Fremantle	T.6Cy.24″,38″&62″–36″ (*s*)	31 ″ 0	
	E.Wakeman –16	*ss*Syd.No.3–2,14 ScSr	2823	*Awng dk*			1,15	8mo	Tecnico	Government	P40′F52′		31·9	British	180lb 712NHP	s 12 ″ 1½	
	(*ex*Mongolia)	*2Dks(Upt Stl–ws)*	1628	*withfreeboard*			PN3,16		Trieste				FK	*8BHCem*	5SB.*15cf*,GS271,HS11067 FD	19 ″ 5	
	Elec.light	*&Awng dk(pt Stl–teaks)*		1,17				*Lloyd's A&CP*		*WB=CellDBa24'uE&B80'f104'365t FPT*				*T20tAPT6t*	StabilimentoTecnico,Tri.		
	Wireless			~~BS2,16~~ ✠LMC3,14													
305	**Western Coast**	**SteelScSr**	1394	✠100A1	Grk	*p*		1916	Dublin	~~Powell,Bacon&~~	240·3	36·1	18·3	Liverpool	T.3Cy.18″,30″&50″–33″ (*s*)	20 ″ 6	
137530	*C.P.Cogley* –17		1755	~~(1,17~~ 12,16) 1,18 Swk Trn				12mo	Dkyd.Co.Ld.	~~HoughLines,Ld.~~	B52′F23′			British	180lb 172NHP	s 2 ″ 9½	
JNRF	*Elec.light*	*1Dk(Stl)*	762	✠LMC12,16					Dublin	CoastLinesLd.			FK	*4BHCem*	2SB,*6cf*,GS97,HS2856	17 ″ 11	
								Lloyd's A&CP		*CellDB203'296tFPT*				*42tAPT10t*	J.G.Kincaid&Co.Ld.Grk.		
306	**Western Star,**	**SteelScSr**	4764					1903	Detroit S.B	CadillacS.S.Co.	416·0	50·3	29·0	Detroit	T.3Cy.22″,35″&58″–42″		
200311	*Now named* Glenisla,	*See No. 75 in Supplement*							Co.	(H.K.Oakes,*Mgr.*)				Utd.States	218NHP		
	Mchy.Aft	*1Dk2trB*	3593						Wyandotte						DetroitS.B.Co.Detroit		
307	**Western States**	**SteelPad**	3077					1902	Detroit	Detroit&Cleveland	350·0	44·0	19·9	Detroit	C.3Cy.52″&(2)72″–84″		
81811			—						S.B.Co.	Nav.Co.				Utd.States	792NHP		
	Elec.light	Wireless	1566						Wyandotte						DetroitS.B.Co.,Detroit		
308	**Westerner**	**WoodScSr**	601					1904	.....	Olson&Mahony	160·6	36·0	12·6	NewYork	C.2Cy.14½″&30½″–24″		
200698	*B.Kelley*08–08	(*ex*Bee)	—						Aberdeen,					Utd.States	E&B*made*82*fitted*04 37NHP		
KSWH	*Fitted for oil fuel*	*1Dk*	369						Wash.						W.Deacon,SanFrancisco		
309	**Westernorrland**	**IronScSr**	546					1867	W.Lind-	StockholmRederi-	148·6	24·4	11·8	Stockholm	C.2Cy.20″&41″–24″		
1319	*A.Gyllenkrok*12–01		273						bergs Aktieb.	aktieb.Svea (Hj.			18·9	Swedish	NB99 69NHP		
HBNC		*1Dk&Shelterdk*	412						Stockholm	Blomberg,*Mgr.*)					W.LindbergsAktieb.,Skm.		
310	**Westfalen**	**SteelScSr**	5122	✠ —	Bmn	*z*		1906	J.C.Teck-	Norddeutscher	406·0	52·7	27·9	Bremen	Q.4Cy.24¾″,34⅝″,50″&72½″	30 ″ 9	
	v.Zwierlein	*ss*Bhn.No.1–09	4849	12,16				1mo	lenborgA.G.	Lloyd	P&B327′F46′			German	–53½″ 533NHP		
QJBS	*2Dks(Stl–Upt teaks)deep framing aft*		3207	✠					Geestemünde				FK	*7BHCem*	3SB.*9cf*,GS168,HS7230 FD		
	Elec.light	*&lower dk(Stl) forward*								*WB=CellDBa119'uE*	*29'f173'1057t FPT*			*157tAPT55t*	J.C.TecklenborgA.G.Gst.		
	Ref.Mchy.	Sub.Sig.															
311	— (Seized at Petrograd)	**SteelScSr**	2384					1900	Act.Ges.	Rabien&	291·6	41·2	16·4	Gstemnde	T.3Cy.20⅞″,35½″&55¼″–35½″		
	H.Peters	*1Dk&pt Awng dk*	1663						"Neptun"	Stadtlander	P15′Q98′			German	182NHP		
KRJT	*Elec.light*	*&deep framing*	1531						Rostock		*pt Awng dk179'*			*WB*	A.G."Neptun,"Rostock		
312	—	**SteelPadSr**	385					1907	J.L.Meyer	Act.Ges.Ems	187·8	23·6	8·9	Emden	C.2Cy.23⅜″&47⅜″–54⅝″		G
	*T.A.Visser*92–07		290						Papenburg					German	136NHP		
KJRS	*Elec.light*	*1Dk*	136												J.L.Meyer,Papenburg		
313	**Westfalia**	**SteelTwinScSr**	929					1912	FSchichau	Rhein&See-	219·8	33·5	13·4	Cologne	T.6Cy.11 $\frac{7}{16}$″,19 $\frac{7}{16}$″&31½″–		G
	*Lucas*03–12		732						Elbing	SchifffahrtsGes.	Q66′B52′F26′			German	17¾″ 84NHP		
HWCQ	*Elec.light*	Sub.Sig	502											*WB*	F.Schichau,Elbing		
314	—	**SteelSc**	400					1897	J.H.N.	W.Kunstmann	151·4	25·5	11·2	Stettin	C.2Cy.13⅜″&24¾″–15¾″		G
	A.Budig	(*ex*Köln)	365						Wichhorst		B8′			German	20NHP		
RKPJ	*Mchy.Aft*	*1Dk*	242						Hamburg						OttensenerMaschf.Altona		
315	**Westfield**	**SteelScSr**	3453	✠100A1	Cff	*r*	~~8,14~~	1901	W.Gray&	FieldLine(Cardiff)	331·2	47·1	24·8	London	T.3Cy.25″,40″&65″–42″ (*s*)	27 ″ 4	
112834	*J.E.Palmer* –17	*ss*Npt.No.3–12,13	3204	6,16			10,17	4mo	Co.Ld.	Ld. (E.Jones&	P27′B82′F30′			British	160lb *80lb* 268NHP	s 5 ″ 2	
SGRN	*Elec light*	*1Dk(Irn)2trB&deep framing*	2166	✠LMC					WHartlepool	Co.*Mgrs.*)			FK	*5BHCem*	2SB,*6cf*,GS97,HS3957	22 ″ 7	
		3Dk rule		MS11,15 ~~BS4,17~~					A&CP	*WB=CellDB*	*a&uE134'f134'725t*			*APT77t*	Cen.Mar.Eng.WrksW.Hpl		
316	**Westgarth**	**SteelScSr**	1553	✠100A1	Cff	*p*	5,16	1909	Sir Raylton	ReaShippingCo.Ld	245·0	36·2	18·8	Liverpool	T.3Cy.18″,30″&50″–36″ (*r*)	20 ″ 9	
128003	*A.J.Lewis* –14	*ss*Shl.No.1–14	1339	5,17				10mo	Dixon&CoLd	(R.&J.H.Rea*Mgs*)	B48′F24′			British	180lb *90lb* NDB10 192NHP	s 3 ″ 0	
HPVC		*1Dk(Stl)&deep framing*	807						Middlesbro'	*WB=*			FK	*4BHCem*	2SB,*6pf*,GS105,HS3376	18 ″ 1	
		Cargo battens not fitted		BS5,17 ✠LMC4,14				*Lloyd's A&CP*		*CellDBa85'uE&*	*B31'f85'345t FPT*			*75tAPT85t*	Richardsons,Westgarth& Co.Ld.Mdb.		
317	**Westgate**	**SteelScSr**	2773	✠100A1	Cff	*t*	11,15	1893	T.Turn-	Turnbull,Scott	312·5	40·7	21·8	London	T.3Cy.23″,37½″&61½″–39″ (*s*)	23 ″ 2	
101984	*W.C.Lovains* –17	*ss*Cff.No.3–9,05	2137	*pt Awng dk*				3mo	bull&Son	ShippingCo.Ld.	P29′Q90′		FK	British	160lb *80lb* NDB10 235NHP	s 8 ″ 6	
NBHW		*ss*Cff.No.2–14	1787	*withfreeboard*					Whitby	(Turnbull,Scott&	*pt Awng dk194'*			*6BHCem*	2SB,*6cf*,GS99,HS3520	22 ″ 0	
		1Dk(Irn)&Web frames&pt Awng dk(Irn)		1,17 ~~Loyds~~ 1,18 ✠LMC					A&CP	Co.*Mgrs.*)	*WB=DBa102'*			*f122'574t*	Blair&Co.(Lim.),Stockton		
				~~MS5,14~~ ~~BS4,16~~ 2,18													

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. / No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned / now xpired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. / Ship. / Engines	9 Built. By Whom. / Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Dated b. of Trade Cert.
318 126276	**Westham** WoodScSp *J.E.Hamilton* –09 2 *Dks*	199 97 126					1909	A.H.Seaton New Westminster, B.C.	WesthamS.S.Co. Ld.	85·3 | 22·0 | 8·3			N Wstmstr British	C.2Cy.8″&16″–12″ *Emade*01 *Bmade*06 11RHP SchaakeMach.Works, New Westminster, B.C.		
319 3062 JHCT	**Westkusten** SteelScSr *H.J.Larsson* –08 *Elec.light* 1 *Dk*	466 278 255					1897	Lindholmens V.A. Gothenburg	HallandsÅngb. Aktieb. (R.H. Möller, *Mgr.*)	149·7 | 25·9 | 10·9 P96′ H44*t* F16′			Halmstad Swedish	T.3Cy.14½″,23½″&39″–27″ 79NHP N.E.MarineCo.Ld.Nwc.		V
320 QCBV	**Westland** SteelScSr *L.Veldman* *ss*Rot.No.2–15 *Elec.light* 1 *Dk*(*Stl*)&*deep framing* *Well deck* *Cargo battens not fitted*	1283 972 760	✠100A1 1,16 BS1,16 ✠LMC2,15	Rot	*o*	2,15	1906 12mo *Lloyd's*	Wrf.voorh. Scheepvaart& Rijkee&Co. Rotterdam *A&CP*	Steenkolen Maats. *WB*= *Cell DBa*61′*uE*15′	231·2 | 34·4 | 14·8 Q82′B59′F25′ FK *f*102′ 333*t FPT*19*t*			Rottrdam Dutch 4 *BHCem* *APT*17*t*	T.3Cy.17½″,28″&45″–36″ (*s*) 180lb *100lb* 146NHP 2SB,*4cf*,GS147,HS2468 Wilton's E.&S.pwy.Co.Rot	17 ″ 1 s 1 ″ 5½ 15 ″ 11	
321 69017 QCVN	— IronPadK 1 *Dk*	152 122 8					1884	E.Seager Wellington	GreymouthHarbourBoard	100·3 | 17·8 | 9·2			Wellingtn British	2Cy.17″&32″–36″ NE02 NB15 64RHP Lees,Anderson&Co.,Gls.		
322 119872 HCSG	**Westlands** SteelScSr *T.Thomas* –15 *ss*Cff.No.2–13 1 *Dk*(*Irn*)&*deep framing*	3112 2914 2001	✠100A1 9,16 ✠LMC MS7,13 BS~~10,15~~ 7,17	Cff	*u*	9,16	1905 6mo *Lloyd's*	W.Gray& Co.Ld. W Hartlepool *A&CP*	WilsonShipping Co.Ld.(J.F.Wilson &Co.*Mgrs.*) *WB*=*Cell DBa*	331·3 | 47·5 | 22·3 P29′B88′F33′ FK 108′*uE* & *B*40′*f*140			W.Hartlpl British 5 *BHCem* 828*t APT*39*t*	T.3Cy.24″,38″&64″–42″ (*s*) 180lb *85lb* 283NHP 2SB.*6cf*,GS109,HS4304 Cen.Mar.Eng.Wrks.W Hpl	24 ″ 9 s 4 ″ 5 20 ″ 8	
323 RVFC	**Westmark** SteelScSr *J.Bahle* –14 *Elec.light* Wireless 2 *Dks*	5870 5492 3680					1914	Akt.Ges. "Weser" Bremen	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	421·6 | 56·2 | 29·6 P60′B126′F52′ *WL*			Hamburg German	T.3Cy.28 7/16″,46 3/4″75 3/4″–53 7/16″ 418NHP A.G."Weser," Bremen		
324 117381 VDHF	**Westmeath** SteelTwinSc *J.N.Thompson* –15 4MstSr (*ex*EvertonGrange) *ss*Liv.No.3–8,15 *Ref.Mchy.* 2 *Dks*(*Stl*)&*deep framing*& *Elec.light* *Shelter dk*(*pt Irn*&*pt Stl*) Wireless	9179 6833 5914	✠100A1 *Shelter dk* *withfreeboard* 3,18 3~~,17~~ BS3,18 ~~BS5,17~~ ✠LMC8,15 ✠Lloyd's RMC~~5,17~~ 8,18	Lon	*e*†	4,16	1903 8mo *Lloyd's*	Furness, Withy&Co Ld W Hartlepool *A&CP*	UnionStmShipCo. of NewZealandLd. *WB*=*C*	475·0 | 56·1 | 32·4 Bon *Shelter dk*120′ FK *ell DBa* 143′*uE*&*B* 65′*f* 198′ 1312*t DTa*			London British 8 *BHCem* 35′ 1067*t FP*	T.6Cy.~~23″~~ 21″,36″&59″–42″ (*s*) 180lb 656NHP 5SB,*15cf*,GS282,HS12404 Richardsons,Westgarth& Co.Ld.Hpl.	35 ″ 6 s 6 ″ 5½ 29 ″ 5	BT till 3,18
325 132621 HTPF	**Westmoor** SteelScSr *J.Evans*02–11 *ss*Npt No.1–16 1 *Dk*(*pt Irn pt Stl*)2*trB*	4329 4091 2782	✠100A1 ~~7,17&16~~ 1,18 ~~Stl~~ Cff ✠LMC BS1,18 ~~BS6,16~~ MS10,16	Npt	*x*	10,16	1911 10mo *Lloyd's*	J.Readhead &Sons,Ld. South Shields *A&CP*	MoorLine,Ld. (W.Runciman&Co. Ld. *Mgrs.*) *WB*=*Cell D*	363·1 | 51·1 | 27·1 P31′B95′F32′ FK *Ba* 117′*uE* 24′*f* 158′			London British 6 *BHCem* 960*t APT*59*t*	T.3Cy.26″,42″&69″–48″ (*r*) 180lb *100lb* 385NHP 2SB,*6cf*,GS132,HS6330 J.Readhead&Sons,Ld.SShl	28 ″ 9 s 5 ″ 7 23 ″ 7	
326 140292 JPQT	**Westmoreland** SteelTwinScSr *G.T.Deith*04–17 2 *Dks*(*Stl*)&*Shltr dk* *Elec.light* (*Stl*–ws) *Ref.Mchy.*	~~7600~~ 9512 8407 6099	✠100A1 *Shelter dk* *withfreeboard* 5,17 ✠LMC5,17 ✠Lloyd's RMC~~8,17~~	Gls	*d*†		1917 5mo *Lloyd's*	D&W Hendersn&Co.Ld. Glasgow *A&CP*	FederalS.N.Co.Ld. *CellDB*400′1573*t FPT*97*t APT*98*t*	473·0 | ~~60·0~~ | ~~28·7~~ ~~B185~~ F43′ | 60·1 | 36·7 B186′*on Shltr dk* FK			London British 7 *BHCem*	4 Steam Turbines geared to 2 screw shafts (*s*)190lb 5SB,*20cf*,GS357,HS15592 FD WallsendSlipway&E.Co. Ld.,Nwc.	39 ″ 5 s 9 ″ 3½ 30 ″ 7	
327 137442 JKRD	— SteelScSr *W.C.Wolfe*04–15 *Elec.light* 2 *Dks*(*Stl*)	1765 1580 862	✠100A1 10,17~~2,17~~ ✠LMC4,15	Sou	*q*	10,17	1915 4mo *Lloyd's*	Ramage& Ferguson,Ld. Leith *A&CP*	Liverpool&Hamburg S.S.Co.(D. Currie&Co.*Mgrs.*) *WB*=*Cell DBa*51′	260·1 | 36·1 | 22·2 B69′F32′ FK&BK1½″ *uE*21′*f* 79′291*t FPT*			Liverpool British 4 *BHCem* 56*t APT*23*t*	T.3Cy.19½″,34″&55″–42″ (*r*) 180lb HS4252 246NHP 2SB&1AuxSB,*8cf*,GS131, Ramage&Fergusn,Ld.Lth.	24 ″ 6 s 3 ″ 10 21 ″ 0	
328 214109 LGBQ	**Westoil** SteelScSr *E.L.Stephen* –09 (*ex*Kaministiquia) 1 *Dk* *Elec.light Mchy.Aft*	2173 1973 1401					1909	Swan,Hunter&Wigham Richardson, Ld Newcastle	StandardOilCo.	250·0 | 43·0 | 22·6 F42′			New York Utd. States *WB*	T.3Cy.20½″,33″&54″–36″ 175NHP N.E.MarineEng.CoLd Nwc		C
329 12445 MWP	**Westonby** SteelSc *A.Noah* –16 *ss*Shl.No.3–10,13 1 *Dk*(*Irn*)&*Trunk dk*(*pt Irn*&*pt Stl*) 2*trB*&*Web frames*	3795 3250 2475	✠100A1 *Trunk dk* *withfreeboard* 12,16 BS4,16 ✠LMC10,13	Npt	*w*	4,16	1901 8mo *Lloyd's*	Ropner& Son Stockton A&CP	SirR.Ropner&Co, Ld. *WB*= *CellDBa*104′*uE*20′	330·5 | 46·5 | 25·5 P29′B84′F34′ FK *f*136′ 645*t FPT*182*t*			W.Hartlpl British 5 *BHCem* *APT*24*7t*	T3Cy.24½″,40½″&67″–42″(*s*) 180lb *80lb* NDB(2)16 307NHP 2SB,*6rf*,GS118,HS4620 Blair&Co.Ld.Stockton	27 ″ 0 s 4 ″ 4½ 23 ″ 2	
330 9FHR	**Westphalia** SteelScSr *P.Cornelisen* 1 *Dk*&*Spar dk*& (*ex*SophieRickmers) *Webframes*	3079 2879 1916			…		1889	Russell& Co. Greenock	Hamburg-Amerik. Packetf.Act.Ges. (Ham.-Amr.Linie)	321·0 | 42·8 | 18·3 P11′B84′F40′ 26·4			Hamburg German *WB*	T.3Cy.24″,39″&64″–45″ 275NHP Dunsmuir&Jackson,Gls.	28 ″ 9	G
331 29420 JBPC	— SteelScSr *W.G.F.Dickson* –15 *Elec.light* 1 *Dk*(*Stl*)&2*nd dk in* *Nos.*1,2&3*holds*&*Shelter dk*(*Stl*)	1467 860 796	✠100A1 *Shelter dk* *withfreeboard* 3,16 ✠LMC5,17	Lon	*o*	3,16	1913 2mo *Lloyd's*	CaledonS. B.&E.Co.Ld Dundee *A&CP* *WB*	Leith.Hull&Ham. Stm.Pkt.Co..Ld(J. Currie&Co.*Mgrs.*) =*Cell DBa* 61′*uE*	230·2 | 35·6 | 14·4 FK&BK1½″ &B38′*f* 94′273*t FPT*			Leith British 6 *BHCem* 28*t APT*24*t*	T.3Cy.20″,33″&54″–36″ (*s*) 180lb 225NHP 2SB,*6cf*,GS113,HS3952 CaledonS B.&E.Co.Ld.Dun	16 ″ 6 s ″ 7 16 ″ 3	
332 08731	**Westport** WoodSc 1 *Dk*	246 — 167					1911	WmMcKie E.Boston	EasternSteamship Corporation	125·6 | 21·2 | 8·8			Boston Utd. States	T.3Cy.10½″,17½″&28″–18″ 33NHP AtlanticWorks,Boston		
333 09877	— SteelSc (*Whaler*) *Fitted for oil fuel* 1 *Dk*	116 — 59					1912	SeattleConstruction& DryDockCo. Seattle,Wash	AmericanPacific WhalingCo.	88·0 | 19·0 | 11·5			Seattle, Wash. Utd. States	T.3Cy.11″,18″&29″–18″ 36NHP SeattleConstruction&Dry DockCo.Seattle,Wash		
334 16208	**Westport III.** WoodScSr *E.H.Lewis* –16 1 *Dk*	140 93 58					1903	J.A. McGowan Shelburne NS	InsularS.S.Co.Ld.	101·0 | 21·3 | 9·0 H47*t*			Yarmth NS British	C.2Cy.12″&24″–18″ NewBurrellJohn- sonIronCo.Ld.YrmthNS	24RHP	
335 06415 BWN	**Westralia** SteelScSr *G.B.Bates* –17 *ss*Syd.No.3–6,09 *Elec.light* *ss*Syd.No.2–17 Wireless 2 *Dks*(*Std-Uws*)	2884 2082 1819	✠100A1 4,17 BS3,13 ✠LMC4,17	Syd	*u*	6,16	1897 1mo	J.Laing Sunderland A&CP	Huddart,Parker Ld. *WB*=*CellDBa*68′*uE*&	327·4 | 41·2 | 20·5 P&B186′F52′ BK8½″ B52′*f* 132′475*t FPT*			Melbourne British 6 *BHCem* 60*t APT*20*t*	T.3Cy.25″,41½″&68″–45″ (*s*) 180lb *180lb* 412NHP 2DB,*12cf*,GS239,HS7434 G.Clark(Lim.),Sld.	23 ″ 0 s 3 ″ 2½ 20 ″ 11	
336 20008	**Westralian** SteelTwinSc 1 *Dk*	120 107 44					1905	Hoskins& Co. Perth,W.A.	McIlwraith, McEacharns'Line Proprietary,Ld.	128·9 | 16·0 | 7·3			Fremantle British	C.4Cy.11½″&22″–18″ *E built* 87 42RHP Hutson&Corbett,Glasgow		
337 32300 NDM	**Westray** SteelScK *F.L.Manthorpe* –17 *ss*Hul.No.1–16 1 *Dk*	207 207 81	✠100A1 *Stm Trawler* 8,16 ✠LMC8,16	Hul		2,15	1912 2mo *Lloyd's*	Cook,Welt'n&Gemmell Ld. Beverley *A&CP*	HullSteamFishing &IceCo.Ld.	112·2 | 22·5 | 12·3 BK8″ *WB*=*DTf* 13′30*t*			Hull British 1 *BHCem* *APT*2*t*	T.3Cy.10″,17″&28″–24″ (*s*) 200lb 49RHP 1SB,*2pf*,GS27,HS835 Amos&Smith,Ld.Hull	13 ″ 2	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 / 3 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 / 6 / 7 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Permis assigné suivant les Lois d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 / 9 Construit. Quand. — Navire. — Mach.	Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Francbord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres ou lettres de code et Lettres Distinctifs. Int. Code Cyr. Lloyd Trade
338 133317 JCSK	**Westville** SteelScSr *G.G.Bell* –15 1 *Dk*(*pt Irn pt Stl*)	3207 3037 2048	✠100A1 8,17 ~~7,16~~ ✠LMC8,13	Shl Bry	*v*	7,16	1913 8mo *Lloyd's*	J.Readhead &Sons,Ld. SouthShields *A&CP*	Ville Steamships, Ld.(Balls& Stansfield, *Mgrs.*) *WB*=*Cell D*	335·3|47·6|23·5 P30′B91′F32′ FK *Ba*107′ *u*E21′ *f*145′	N.Shields British 6 *BH Cem* 763*t APT*55*t*	T.3Cy.23½″,39″&65″–45″ (*r*) 180lb *80lb* 301NHP 2SB,*6cf*,GS110,HS4557 J.Readhead&Sons,Ld.SShld	25 ″ 1 s 4 ″ 3½ 21 ″ 3	
339 102485 HSWN	**Westward Ho** SteelPadSk *J.J.Ashford* –11 1 *Dk*	438 354 165					1894	S.Mc-Knight&Co. Ayr	P.&A.Campbell Ld	225·0|26·1| 9·5 Q13′ *Promenade dk*212′	Bristol British	C.2Cy.36″&64″–66″ NB08 277NHP Hutson&Son,Glasgow		
340 106738 RDTW	**Westward Ho II.** IronScK *R.F.Parrott* –14 *ss*Hul.No.3–6,09 (*ex*Westward Ho) *ss*Hul.No.1–13 1 *Dk*	146 145 57	✠100A1 *Stm Trawler* 1,14 BS4,14 ✠LMC4,13	Hul		1,14	1897 4mo *Lloyd's*	Edwards Bros. NorthShields *A&CP*	S.T.White&Co.Ld.	108·0|20·9|10·9 ND09 BK7½″	Hull British 3 *BH Cem*	T.3Cy.11½″,18″&30″–21″ (*s*) 160lb 60RHP 18SB,*2pf*,GS26,HS910 N.E.MarineCo.(Lim.),Sld.	11 ″ 10	
341 212917 LDVQ	**Westwego** *Mu'roy* –17 SteelScSr ~~*Gdf.Johnsn* 16–*Mulroy* –17~~ (*ex*Steaua Romana) 2 *Dks*(*Stl*)& *Elec.light* *Web frames* *Mchy.Aft* Wireless	5275 4712 3059	✠100A1 10,14 ~~7,10~~ ✠LMC6,14 *Carrying Petroleum in bulk* *Fitted for oil fuel* 6, 14 *F.P.*	N Yk	*y*	~~6,16~~ 10,17	1914 6mo *above*	J.Frerichs &Co.A.G. Einswarden A&CP	Union Petroleum S.S.Co. *WB*=*Cell D Bu E* *DT f* 28′458′	387·0|51·7|28·6 P89′B34′F42′ FK *&* B51′103′ *FPT* 168*t APT* 126*t*	Phildlphia Utd. States 15 *BH pt Asp* 14 *to Upr dk* 1 „ *2nd* „	T.3Cy.27″,45″&74″–48″ (*s*) 190lb *185lb* 505NHP 3SB,*9cf*,GS169,HS7100 FD N.E.MarineEngCoLd.Nwc *only*	30 ″ 3 s 6 ″ 2 24 ″ 5	
342 137259 JNML	**Westwick** SteelScSr *H.Harrison*99–16 *Elec.light* 1 *Dk*(*Stl*)& *Shelter dk*(*Stl*)	5694 5435 4227	✠100A1 *Shelter dk with freeboard* 11,16 ✠LMC9,16	Sld	*y*		1916 11mo	W.Pickers-gill&Sons,Ld Sunderland *A&CP*	Westwick SS.Co.Ld (J.Westoll) *Cell D Ba* 134′ *u*E	405·0|52·3|31·9 P89′B34′F42′ FK 26′ *f* 176′ 1165*t FPT*	Sundrland British 6 *BH Cem* 79*t APT*106*t*	T.3Cy.26″,43″&72″–48″ (*s*) 180lb 452NHP 3SB,*9cf*,GS174,HS7810 Richardsons,Westgarth& Co.Ld.Hpl.	34 ″ 6 s 9 ″ 2½ 25 ″ 8	
343 127423 HMCF	**Westwood** SteelScSr *A.Pearson* –14 *Mchy.Aft* 1 *Dk* *Cantilever framed Topside tanks*	1968 1730 1070					1907	Sir Raylton Dixon& Co Ld Middlesbro'	Furness,Withy& Co.Ld.	275·7|40·4|18·7 P81′F32′ *WB*	W.Hartlpl British	T.3Cy.20½″,33″&54″–36″ Richardsons, Westgarth&Co.Ld.		C
344 133281	**Wetere** WoodScSr *J.O.Berg* –13 1 *Dk*	111 85 41					1913	Brown& Sons TeKopuneNZ	A.W.Ogle	76·2|18·2| 9·5	AuklndNZ British *WB*	C.2Cy.11½″&23″–16″ 22RHP A.&G.Price,Ld ThamesNZ		
345 114445 TMKJ	**Wethersfield** SteelScSr (*ex*Westmount) 1 *Dk*	1875 1769 1171					1903	C.S.Swan &Hunter,Ld. Newcastle	~~Inter-American S.S.Co.Ld.~~ Canadian Maritime Co.Ld.	248·7|42·0|20·6 F27′ *WB*	Montreal British	T.3Cy.21″,35″&58″–39″ 210NHP N.E.MarineEngCoLd Nwc		CL
346 5604 JTVC	**Wettern I.** CompScSr *C.Sohlgren*07–14 1 *Dk*	199 168 120					1914	Sjötorps Varf Sjötorp	Askersunds Ångf. Aktieb.(F.B. Wahlquist, *Mgr.*)	100·4|22·6|10·1 H8*t*	Askersund Swedish			
347 4331 JNVS	**Wettern II.** CompScSp *C.M Larsson* –14 *Mchy.Aft* 1 *Dk*	189 160 89					1904	Sixten Groth Sjötorp	Askersunds Ångf. Aktieb. (F.B. Wahlquist, *Mgr.*)	99·6|22·9|10·2 P23′H5*t*	Askersund Swedish	C.2Cy.9½″&21″–13½″ 13NHP WilhelmsbergsM.V.Got.		
348 70154	**Wexford** IronPadSk *L.Busher* (*Tug*) 1 *Dk*	141 141 57			…		1888	J.T Eltring-ham S.Shields	Wexford Harbour Commissioners	108·0|18·9| 9·9 BK5″	Wexford British	L.2Cy.28″–50″ 80RHP J.P Rennoldson& Sons,Shl.	10 ″ 0	
349 137466 JLPG	**Wexford Coast** SteelSc3MstSr ~~*H.Walsh* –15~~ *Flink* –17 *Well deck* 1 *Dk*(*Stl*) *Mchy.Aft*	423 274 164	✠100A1 8,16 ✠LMC7,15	Liv	*f*	~~6,16~~ 1,18	1915 7mo *Lloyd's*	J.Fuller-ton&Co. Paisley *A&CP*	~~Powell,Bacon& Hough Lines,Ld.~~ Coast Lines Ld.	150·2|23·9|10·5 Q86′B9′F26′ FK *WB*=*FPT*	Liverpool British 3 *BH Cem* 38*t APT*18*t*	C.2Cy.18″&38″–27″ (*s*) 130lb *80lb* 87RHP 1SB,*3pf*,GS53,HS1650 Ross&Duncan,Glasgow	11 ″ 6 s 4 ″ 4 11 ″ 4	
350 117704	**Weymouth** SteelScK *W.Holder* –14 *ss*Mil.No.2–11 1 *Dk*	178 167 67	✠100A1 *Stm Trawler* 8,14 BS10,13 ✠LMC6,11	Mil		10,13	1903 5mo *Lloyd's*	Smith's Dock Co.Ld. NorthShields *A&CP*	Western Steam Trawling Co.Ld. (S.M.Price, *Mgr.*)	110·0|21·0|11·4 BK7½″	Bristol British 3 *BH Cem*	T.3Cy.12″,19″&32″–22½″ (*s*) 160lb 51RHP 1SB,*2pf*,GS32,HS976 MacColl&Pollock,Sld.	12 ″ 6	
351 94824	— WoodScSr *W.E.Le Blanc* –12 1 *Dk*	154 89 106					1890	C.Burrill Weymth,NS	North Shore S.S. Co.Ld. (J.A.Young, *Mgr.*)	102·7|19·0| 7·6 H65*t*	Pictou,NS British	2Cy.14″&26″–18″ 26RHP BurrellJohnsonICoYarNS		
352 108079	**Whakarire** SteelTwinSc *H.G.C.O'Neill* –16 (*Bucket Hopper Dredger*) *ss*Wln.No.3–4,12 *ss*Wln.No.1–15 *Elec.light* 1 *Dk*(*Stl*)	819 764 449	✠ A1 *Hopper Dredger* 4,17 ~~5,16~~ BS8,16 ✠LMC5,15 ~~3,17~~	Wln		~~5,15~~ 4,17	1903 6mo *Lloyd's*	Lobnitz& Co.Ld. Renfrew *A&CP*	Wellington Harbour Board *WB*=*FPT* 25*t APT* 30*t*	180·2|36·0|13·1 Q13′F19′ FK	Wellingtn N.Z. British 5 *BH Cem*	C.4Cy.17½″&38″–24″ (*s*) 120lb 120NHP 1SB,*3cf*,GS59,HS1780 Lobnitz&Co.Ld.Rnf.	16 ″ 0	
353 111348 RMDN	**Whakatane** *Martin* –18 SteelScSr ~~*C.E.Mead* –16~~ *ss*Lon.No.3–4,12 *Ref.Mchy.* 2 *Dks*(*Stl*)&*deep framing* *Elec.light* &*Shelter dk*(*Stl*–ws) Sub.Sig. Wireless	7022 6164 5438	✠100A1 *Shelter dk* 9,15 ~~Examined 4,18~~ BS12,16 ✠LMC4,12– BS9,17 12,15	Ddn	*a*†	~~4,14~~ 9,17	1900 1mo	Hawthorn, Leslie&Co.Ld Newcastle A&CP *WB*	New Zealand Shipping Co.Ld. = *Cell D Ba* 105′	420·0|54·0|28·7 *u E* 30′ *f* 207′ 1068*t* FK	Plymouth British 7 *BH Cem* *APT*25*t*	T.3Cy.30″,48″&78″–54″ (*s*) 160lb 50lb 491NHP 3SB,*9cf*,GS173,HS6415 FD Hwthrn,Leslie&C.Ld.Nwc	32 ″ 0 s 5 ″ 1½ 27 ″ 3	
354	**Whale** IronScK *Trawler* 1 *Dk*	*156* *146* *77*			…		1892	GtGms.Co-op.Box&Fish CryngCo.,Ld. Grimsby	L.Otermin	105·5|20·6|10·6 Q18′F21′ BK7½″	San Sebastian Spanish	T.3Cy.11½″,18½″&30″–22″ NB01 45NHP G.Gms.Co-op.B&FCCo.Ld	11 ″ 3	
355 40	**Whampoa** SteelScSr *G.Grott*	*1734* *1624* *1109*					1882	Scott&Co. Greenock	Russian Transport &Insurance Co.	278·6|34·4|23·6	Sebastopl Russian	C.2Cy.30″&60″–42″ 194NHP Scott&Co.,Greenock		
356 110641 RNKT	**Whangape** SteelScSr *J.D.Frew* –14 1 *Dk*&*Spar dk*&*deep framing*	2931 2726 1901			…		1900	Sir Raylton Dixon&Co Ld Middlesbro'	Union S.S.Co.of New Zealand,Ld.	320·0|44·8|15·3 P30′B68′F32′ 23·3 FK *WB*	Dunedin British	T.3Cy.23″,36″&59″–42″ 255NHP T.Richardsn&Sns.Ld.Hpl.	25 ″ 9	
357 MHFC	**Whangarei** SteelSc *Olsen* –12 (*Whaler*) (*ex*Gunnar Hámundarson) 1 *Dk*	113 113 44					1907	Nylands Værksted Christiania	Akt.The Fremantle Whaling Co.Ld. (Chr.Nielsen&Co. Akties. *Mgrs.*)	91·2|18·0|11·3	Larvik Norwegian	T.3Cy.10½″,17″&28½″–20″ 36NHP Nylands Værksted,Xania		
358	**Whangaroo** SteelSc (*Whaler*) (*ex*Sazanami Maru,*ex*Hjörleifur) 1 *Dk*	117 117 45					1906	Nylands Værksted Christiania		93·5|18·0|11·3		T.3Cy.10½″,17½″&28″–20″ 35NHP Nylands Værksted,Xania		

1 No. in Book. Official No. Code letters	2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 Built. By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. — Breadth. — Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of Ref. of Trade Cert.
359 91325 LSHJ	**Wharfe** SteelScSr *J.W.Kitwood* –12 *ss*Goo.2ndNo.3–5,15 1*Dk(Stl)*&*deepframing*	914 751 387	✠100A1 Goo *n* 5,15 ~~6,17~~ 7,16 12,17 Sou 8,17 NB6.02 LMC5,15 BS3,16 8,17				1890 6mo	W.Dobson &Co. Newcastle A&CP	Lancashire& YorkshireRly.Co.	245·0|32·7|15·7 P29′B58′F32′ BK8″ *WB=CellDB*	Goole British 5*BHCem* 161′290*t*	T.3Cy.24″,38″&61″–36″ (*s*) 160lb 261NHP 2SB,*6rf*,GS138,HS4712 Wllsnd SlpwyCo.Ld.,Nwc.	16 ″ 10 s 2 ″ 1½ 15 ″ 7	
360 16094 TSJH	**Wharfedale** SteelScSr *S.N.Miller* –16 *ss*Sld.No.3–9,15 (*ex*Dot) 1*Dk(Stl)* *Mchy.Aft*	324 259 173	✠100A1 Sld *e* N11,16 12,17 ~~11,16~~ Nby BS1 ~~1,16~~ LMC9,15 12,17				1902 10mo	GooleS.B. &Repg.Co.Ld Goole	DaleCoasters,Ld. ~~(Lythgoe,Amundsen&Co.*Mgrs.*)~~ (JamesLythgoe &Co.,*Mgrs.*)	136·0|23·4|9·4 Q42′B10′F16′ FK *WB=Cell*	Sundrland British 3*BHCem* *DBf*77′83*t*	T.3Cy.12″,20″&33″–24″ (*s*) 180lb 60RHP 1SB,*2pf*,GS34,HS1156 N.E.Marine Eng.Co.Ld.Sld	11 ″ 6 1 ″ 0½ 10 ″ 8	
361 26552	**What Shan** WoodSc *J.Dougall* –09 1*Dk*	106 65 72					1909	J.M.Bulger Nelson,B.C.	CanadianPacific RailwayCo.	89·8|19·0|8·1	Vancouver British	C.2Cy.12″&26″–18″ 27RHP PolsonI.W.Co.Ld.Toronto		
362 93135	**Whatcom** WoodSc *G.Hansen* (*ex*Majestic)	657 — 270					1901	E.W.Heath EverettWash	PugetSoundNav. Co.(J.Green,*Mgr.*)	169·0|29·8|13·7	P.Twnsnd Wash. Utd.States	T.3Cy.18″,30½″&51″–28″ 138NHP DetroitS.B.Co.Detroit		
363 19946 VTSL	**Whateley Hall** SteelScSr *E.J.Spurrier* –16 *Turret deck* 1*Dk2trB*	3712 3134 2380					1904	W.Doxford &Sons,Ld. Sunderland	WhateleyHallS.S. Co.Ld.(~~E.Nicholl&Co.~~) (HansenBros. Ld.,*Mgrs.*)	342·3|46·6|24·7 P21′F35′ *WB*	London British	T.3Cy.26″,42″&68″–42″ 300NHP W.Doxford&Sons,Ld.Sld.		C
364 36978 JLPF	**Wheatberry** SteelSc3MstSr *F.Bayne* –16 *Mchy.Aft* 1*Dk(Stl)* *Well deck*	405 262 171	✠100A1 Cff *f* ~~9,16~~ 2,18 ~~3,16~~ 2 1~~6~~ LMC5,16				1915 5mo	Dundee S.B.Co.Ld. Dundee	SpillersS.S.Co.Ld.	149·2|23·6|9·0 Q83′B13′F19′ FK *WB=CellDBf*81′	Cardiff British 3*BHCem* 91*tFPT*28*t*	T.3Cy.13″,21″&35″–24″ (*s*) 180lb 82RHP 1SB,*3pf*,GS51,HS1507 Wm.Beardmore&CoLdGls	11 ″ 4 s 4 ″ 4½ 11 ″ 2	
365 23158 GDM	**Wheatear** SteelSc3MstSr *F.W.King* –15 *ss*Cff.No.2–14 *Mchy.Aft* 1*Dk(Stl)* *Elec.light Well deck*	383 236 146	✠100A1 Cff *f* ~~1,16~~ 6,17 ~~1,16~~ 3,17 BS12,16 LMC12,14 BS5,15				1906 5mo	AilsaS.B. Co.Ld. Ayr	SpillersS.S.Co.Ld.	142·2|23·6|9·4 Q84′B10′F22′ BK7″ *WB=Cell*	Cardiff British 3*BHptCem* *DBf*74′82*t FPT*19*t*	C.2Cy.18″&40″–27″ (*s*) 130lb 87RHP 1SB,*3pf*,GS48,HS1594 Muir&Houston,Ld.Gls.	11 ″ 10 s ″ 3½ 12 ″ 3	
366 28494 HPCQ	**Wheatfield** SteelSc3MstSr *M.Hollywood* –15 *ss*Cff.No.1–13 *Well deck* 1*Dk(Stl)* *Elec.light Mchy.Aft*	515 331 197	✠100A1 Cff *h* ~~9,14~~ 1,17 ~~10,14~~ 1,17 BS8,16 LMC6,~~15~~ MS1,17				1909 6mo	JT Eltringham&Co. S.Shields	SpillersS.S.Co.Ld.	162·0|26·5|9·3 Q93′B12′F24′ BK7″ *WB=CellDBf*91′97*tFPT*37*tAPT*1*t*	Cardiff British 3*BHCem* *APT*4*t*	C.2Cy.20″&42″–27″ (*s*) 130lb *100lb* 71RHP 1SB,*3pf*,GS55,HS1760 G.T.Grey,SouthShields	11 ″ 6 s 4 ″ 3½ 11 ″ 9	
367 06405 JKLC	**Wheatflower** SteelScK *J.McBride* –16 *ss*Shl.No.3–2,08 (*ex*Seaforth, ~~*ss*Nwe.No.1–12~~ *ex*LeHavrais,*ex*Seaforth) 1*Dk(Irn)* *Well deck Mchy.Aft* *ss*Cff.No.2–16	188 148 87	✠100A1 Nwc *b* ~~12,15~~ ~~6,16~~ 12,15 Cff 2,17 ~~BS10,16~~ LMC~~4,12~~ MS9,16 BS2,17				1895 11mo	SouthHylton S.B.& Repg.Co. Sunderland A&CP	SpillersS.S.Co.Ld	110·2|22·0|8·1 Q35′B7′F14′ BK6½″ *WB=FPT*20*t*	Cardiff British 3*BHCem* Hedley&Boyd,N.Shields	C.2Cy.15″&30″–22″ (*o*) 100lb 37RHP 1SB,*2pf*,GS29,HS776 Hedley&Boyd,N.Shields	8 ″ 9 s ″ 8½ 8 ″ 9	
368 32872 WTV	**Wheatlands** SteelSc3MstSr *W.P.Glendinning* –12 *ss*Cff.No.1–16 *Well deck* 1*Dk(Stl)* *Elec.light Mchy.Aft*	499 313 190	✠100A1 Cff *h* ~~5,14~~ ~~5,16~~ 6,16 10,17 1~~1,16~~ 10,17 LMC~~9,12~~ 12,15				1912 9mo	DublinDkyardCo. Dublin	SpillersS.S.Co.Ld.	162·4|25·7|9·7 Q95′B12′F23′ BK7″ *WB=Cell*	Cardiff British 3*BHCem* *APT*22*t*	C.2Cy.20″&42″–27″ (*s*) 130lb *100lb* 97RHP 1SB,*3pf*,GS55,HS1830 Muir&Houston,Ld.Gls	12 ″ 0 s 4 ″ 2½ 12 ″ 4	
369 36981 JLVK	**Wheatsheaf** SteelSc3MstSr *H.C.Proctor* –15 *Well deck Elec.light* 1*Dk(Stl)* *Mchy.Aft*	500 331 190	✠100A1 Cff *h* ~~5,16~~ ~~1,16~~ 1 18 ~~4,17~~ LMC9,15 1,18				1915 9mo	Ardrossan DD&SBCoLd Ardrossan	SpillersS.S.Co.Ld.	162·8|25·6|9·8 Q96′B11′F24′ BK8″ *WB=Cell*	Cardiff British 3*BHCem* *APT*30*t*	C.2Cy.20″&42″–30″ (*s*) 135lb *100lb* 72RHP 1SB,*3pf*,GS60,HS2000 McKie&Baxter,Glasgow	12 ″ 0 s 4 ″ 3 12 ″ 4	
370 20108 HLRJ	**Whimbrel** SteelScSr *W.Crawford* –16 *ss*Mch.No.1–11 1*Dk(pt Irn&pt Stl)pt lower dk* *Elec.light* (*Stl forward*)	1655 1421 848	✠100A1 Mch *r* 4,16 10,14 BS5,17 LMC4,16				1907 10mo	Swan,Hunter&Wigham Richardson, Ld Newcastle	CorkS.S.Co.Ld.	275·0|36·0|19·5 P&B160′F58′ BK8″ *WB=Cell DBa* 76′ *v*	Cork British 4*BHCem* *E*20′*f*116′360*tFPT*33*tAPT*22*t*	T.3Cy.21½″,34″&56″–42″ (*r*) 160lb *80lb* 238NHP 2SB,*6cf*,GS129,HS4080 Swan,Hunter&Wigham-Richardson,Ld.Nwc.	20 ″ 9 s 2 ″ 1½ 19 ″ 5	
371 33646 FNH	**Whinhill** SteelScSr *T.Allison*09–14 *Well deck* 1*Dk(Stl)* *Mchy.Aft*	478 331 194	✠100A1 Shl *h* ~~11,16~~ ~~6,17~~ 5,17 2,18 Std Goo 2,18 LMC5,14				1914 5mo	Hall,Russell&Co.Ld. Aberdeen	C.R.Davidson&Co. MasonShpgCo.Ld. (W.Mason&Co ~~Ltd.~~,*Mgrs.*)	165·6|25·2|9·7 Q95′B11′F27′ BK7″ *WB=CellDBf*	Aberdeen British 3*BHCem* 100′151*t*	T.3Cy.12″,20″&34″–23″ (*r*) 180lb *100lb* 81RHP 1SB,*3pf*,GS46,HS1543 Hall,Russell&Co.Ld.Abn.	12 ″ 0 s 3 ″11 12 ″ 3	
372 04454 PGFH	**Whinstone** SteelScSr *W.Speight* –15 *ss*Sld.No.3–6,14 (*ex*ShanesCastle) 1*Dk(Irn)* *Well deck Mchy.Aft*	187 136 73	✠100A1 Nwc *b* ~~3,16~~ 8,17 ~~10,16~~ Lon 8.17 NB7.11 LMC8,15 BS8,17				1894 4mo	J.Shearer &Son Glasgow	~~CheviotCoastrs.Ld (G.T.Gillie&Co.)~~ ImportersCo.Ld. (V.S.Lovell,*Mgr.*)	110·0|20·0|8·3 Q37′B7′F18′ BK6½″ *WB=FPT*13*t*	Glasgow British 3*BHCem* Ross&Duncan,Glasgow	C.2Cy.14″&28″–20″ (*s*) 110lb 33RHP 1SB,*2pf*,GS28,HS780 Ross&Duncan,Glasgow	9 ″ 0 s ″ 8 9 ″ 0	
373 19211	**Whitburn** SteelPadSp *J.Moon* –05 (*Tug*) 1*Dk*	119 118 5					1905	J.P.Rennoldson&Sns SouthShields	Sunderland TowageCo.Ld.	95·0|19·0|10·0	Grngemth British	L.2Cy.28″–50″ 70RHP J.P.Rennoldsn&Sns,S.Shl.		
374 08499	**Whitby** SteelScYl *G.A.Howell* –15 *ss*Gms.No.3–12,10 *ss*Gms.No.1–15 64 1*Dk*	164 151 64	✠100A1 Gms ~~12,15~~ *StmTrawler* 3,13 ~~4,16~~ 3,13 NB12,15 LMC12,15				1898 3mo	IrvineS.B. &E.Co.Ld. Irvine A&CP	ConsolidatedStm. Fishing&IceCo. (Gms.)Ld. (J.D. Marsden,*Mgr.*)	104·2|21·0|10·7 Q17′F18′ bptr&s10 BK7½″	Grimsby British 4*BHCem*	T.3Cy.10″,16″&27″–20″ (*s*) 180lb 45RHP 1SB,*2pf*,GS26,HS656 Muir&Houston,Ld.Gls.	11 ″ 7	
375 28091 MVK	**Whitby Abbey** SteelScSr *A.Brett* –14 *ss*Hul.No.1–12 *Elec.light* 1*Dk(Irn)*&*deep framing* *Well deck* *lower dk in No.1 hold*	1188 827 514	✠100A1 Hul *p* 7,14 3,15 BS5,14 LMC5,12				1908 6mo	W.Gray& Co.Ld. W Hartlepool	Hull&Netherlands S.S.Co.Ld. (J.H.N. Ringrose,*Mgr.*)	255·2|33·7|15·5 P29′Q40′B92′F34′ BK7″ *WB=Cell DBa*42′*f*61′119*tFPT*13*tAPT*7*t*	Hull British 5*BHCem*	T.3Cy.25¼″,40½″&67″–42″ (*s*) 185lb 504NHP 3SB,*9rf*,GS176,HS8223 FD Cen.Mar.Eng.Wrks.WHpl	16 ″ 3 s 1 ″ 6 15 ″ 9	
376 31338	**White** SteelScSp (*Whaler*) 1*Dk*	102 100 37					1910	Akers Mek.Værks. Christiania	VictoriaWhaling Co.Ld.	91·8|18·0|10·6	Liverpool British	T.3Cy.12″,18″&30″–18″ 46RHP Akers.Mek.Værks.Xia.		
377 02210	**White Cross** WoodScK *A.Gourlay* –11 1*Dk*	101 90 38			…		1896	W.Jarvis Anstruther	A.Gourlay (W.S.Bonthron, *Mgr.*)	90·3|19·2|9·7	Kirkcaldy British	C.2Cy.14″&29″–20″ 38RHP JohnCran&Co.Leith		
378 36207	**White-Ear** SteelScK *J.Watson* –14 1*Dk*	191 189 73	✠ Goo *StmTrawler* 10,14				1914 10mo	GooleS.B. &RepgCo.Ld. Goole	KelsallBros.& Beeching,Ld.(G. Beeching&J.E.A. Kelsall,*Mgrs.*)	110·1|21·6|12·0 BK7½″ *WB=*	Hull British 3*BHCem* *DTf* 21′30*t*	T.3Cy.12″,21″&33″–21″ 55RHP 1SB,*2pf*,GS24,HS900 Earle's Co.Ld.Hull	12 ″ 11	
379 81957 TJOM	**White Head** IronScSr *T.M.Heddles* –14 *ss*Trn.3rdNo.3–2,12 *Well deck* *Elec.light* 1*Dk(Irn)2trB*	1172 918 722	✠100A1 Lon *o* 3,14 10,14 BS5,14 LMC2,12				1880 5mo	Harland& Wolff Belfast	UlsterS.S.Co.Ld. (G.Heyn&Ss.*Mgs*)	249·7|31·2|15·5 Q90′B71′F33′ BK8½″ *WB=Cell*	Belfast British 4*BHCem* *DB*164′	C.2Cy.28″&53″–38″ (*i*) 75lb *80lb* NDB99 140NHP 2SB,*4f*,GS72,HS2471 J.Howden&Co.Glasgow	18 ″ 9 s 1 ″ 6½ 18 ″ 0	

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. / Capitaine. / Visites Périodiques.	3 Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Nombres des Ponts.	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où.	10 Armateurs	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où noté. si oui il est dans le L. C. Durée Cons. Ju. Cert. trade.
380	**White Ladye**	**SteelSc3MstSr**	569	✠	Hpl			1891	Ramage&	JéromeMalandain	204·0 | 27·1 | 16·4	Fécamp	T.3Cy.18½″,27½″&47″–33″		
		ssHpl.No.3–6,03	—	*Yacht*				1mo	Ferguson	&Cie.		French	143NHP		
	(exYacht,exLadye	ssHpl.No.2–11	312	5,11					Leith			5*BHCem*	1SB,*4cf*,GS96,HS2379		
	Elec.light Mabel)	2*Dks*											Ramage&Ferguson,Leith		
381	**White Queen**	**SteelScSr**	108			...		1897	J.Duthie	J.Birrell	92·8 | 18·1 | 8·8	Kirkcaldy	C.2Cy.11½″&23½″–18″		
106549	*J.Alexander* –15		95						Sons&Co.	(T.Cunningham,		British	84RHP		
			40						Aberdeen	*Mgr.*)			A.Hall&Co.Aberdeen		
382	**White Rose**	**SteelSc4MstSr**	632	✠100A1	Goo	*i*	~~6,16~~	1913	J.Fuller-	R.Hughes&Co.	174·7 | 28·1 | 10·4	Liverpool	T.3Cy.14″,24″&40″–27″ (*s*)	13 ″ 0	
135517	*G.Roberts* –16		416	3,16			3,18	11mo	ton&Co.		Q103′B9′F30′	British	180lb 90RHP	s 4 ″ 6½	
JDML	*Mchy.Aft*	1*Dk*(*Stl*)	269						Paisley		BK6″	3*BHCem*	1SB,*3pf*,GS54,HS1899	13 ″ 1	
	Well deck							*Lloyd's*	*SA&CP*	*WB=CellDBf95′137tFPT*		51t*APT*44t	Ross&Duncan,Glasgow		
383	—	**IronSc**	125	✠	Cff	*a*		1885	E.Finch&	W.J.Guy	95·5 | 19·6 | 11·3	Cardiff	C.2Cy.20″&34″–24″ 75RHP	11″10	
89200	*S.Bewick* –12 (*Tug*)	ssCff.No.3–2,97	120	2,97				6mo	Co.(Lim.)		BK6½″	British	1SB,*2pf*,GS40,HS1280		
KGFM		1*Dk*	9						Chepstow			4*BHCem*	D.B.M'Callum&Son,Cff.		
384	**Whitecap**	**SteelScSr**	303	✠100A1	Chi-			1916	Manitowoc	BayStateFishing	135·5 | 22·7 | 12·3	Boston	T3Cy.12¾″,21½″&35″–24″(*s*)	13 ″ 3	
			265	*StmTrawler*	cago			11mo	S.B.Co.	Co.(H.I.Cole)	Q73′F26′	Utd.States	180lb 82NHP		
	Elec.light	1*Dk*	97	11,16					Manitowoc		BK7″	3*BHCem*	1SB,*2cf*,GS44,HS1516		
									A&CP		*DTf*10′35t*FPT*	5t*APT*5t	Marine Iron Wrks,Chicago		
385	**Whitecourt**	**SteelScSr**	3680	✠100A1	Sld	*w*	10,15	1905	Nthmblnd	WhitehallSteam	353·3 | 47·2 | 25·6	Liverpool	T.3Cy.24″,40″&66″–48″ (*s*)	28 ″ 4	
120847	*E.L.Craddock* –16	*ss*Mdb.No.2–13	3514	7,16				5mo	S.B.Co.Ld.	Nav.Co.Ld.(Blow,	P27′B98′F32′	British	180lb 344NHP	s 5 ″ 5	
HCLT	(*ex*Othello)	1*Dk*(*pt Irn pt Stl*)2*trB*	2391	~~Carrying~~					Newcastle	Richards&Co.	FK	6*BHCem*	3SB,*9cf*,GS171,HS5550	28 ″ 4	
		&deep framing 3Dk rule		~~Fitted for oil~~				*Lloyd's*	*SA&CP*	*Mgrs.*)			WllsndSlpwy.Co.Ld.Nwc.		
		Cargo battens not fitted									*CellDBa*	117′ *u E&B*	40′*f*152′840t*APT*150t		
386	**Whitefriars**	**SteelScK**	286	✠100A1	Hul		6,14	1906	Earle'sCo.	CitySteamFishing	135·0 | 22·3 | 12·3	Hull	T.3Cy.12¾″,22″&36″–24″ (*s*)	13 ″ 4	
123227	*A.E.Fisher* –15	*ss*Hul.No.2–14	255	*StmTrawler*				2mo	Ld.	Co.Ld.	Q70′F21′	British	200lb 77RHP		
HFPV		1*Dk*	115	6,14					Hull		BK8″	4*BHCem*	1SB,*3pf*,GS43,HS1250		
								Lloyd's	*SA&CP*				Earle'sCo.Ld.Hull		
387	**Whitehall**	**SteelScSr**	3158					1905	Richardsn,	WhitehallS.N.Co.	345·6 | 46·1 | 24·3	Liverpool	T.3Cy.26″,42½″&69½″–45″		C
120884	*D.Donovan* –15	(*ex*Barnesmore)	2980						Duck&Co.	Ld.(Blow,	P24′B108′F36′	British	324NHP		
HDNM	*Elec.light*	1*Dk2trB*	2011						Stockton	Richards&Co.)		*WB*	Blair&Co.Ld.Stockton		
388	**Whitesboro**	**WoodScSr**	196					1886	C.G.White	L.E.WhiteLumber	114·0 | 31·0 | 9·0	S.Frncisco	C.2Cy.11″&22″–18″		
81122	*K.Frederickson* –07		—						S.Francisco	Co.		Utd.States	17NHP		
			144									*WB*	Hnkley,Spiers&HayesSFo		
389	**Whitestone**	**SteelScK**	198					1914	A.Jeffrey&	~~R.Robertson~~	100·3 | 20·1 | 8·8	RamseyI.M.	C.2Cy.13′&28′–18″		C
136334	*J.C.Donnell* –15		135						Co.	RamseySS.Co.Ld.	Q38′F19′	British	32RHP		
	Mchy.Aft	1*Dk*	71						Alloa	(J.B.Kee,*Mgr.*)		*WB*	A.Jeffrey&Co.Alloa		
390	**Whittier** *F.V.Lohen* –17	**SteelScSr**	1296	✠100A1	SFo	*o*	N10,15	1903	Union Iron	UnionTransporta-	240·0 | 32·0 | 17·5	S.Frncisco	T.3Cy.17″,27′&44″–30′ (*s*)	18 ″ 6	
81862	~~*F.V.Seaman*06–06~~	*ss*SFo.No.3–10,15	1113	10,17~~,15~~				4mo	Works	tionCo.	P38′F37′	Utd.States	180lb *160lb* 167NHP		
KSJL	*Elec.light*	1*Dk*(*Stl*)*& Webframes*	798	~~BS1,17~~					SanFrancisco		FK	10*BHCem*	2SB,*4cf*,GS57,HS3302		
	Sub.Sig.			*Carrying petr*	*oleum*	*in*	*bulk*		A&CP		*WB=FPT*	39t*APT*47t	UnionIrnWks,S.Francisco		
				Fitted for oil	*fuel* 4,	03	*F. P.*	*above*	150°F.						
Missing since 1919	**Whorlton**	**SteelScSr**	1469	✠~~100A1~~	Cff	*o*	2,16	1907	J.Crown&	Furness,Withy&	239·3 | 36·0 | 15·6	W.Hartlpl	T.3Cy.19″,31″&51″–36″ (*s*)	17 ″ 9	
124359	*F.Thompson* –16	*ss*Cff.No.2–16	1130	12,16				11mo	Sons,Ld.	Co.Ld.	P20′Q63′B50′F26′	British	180lb *100lb* 179NHP	s 1 ″ 9	
HLVB	*Well deck*	1*Dk*(*pt Stl pt Irn*)*& deep framing*	885	~~Carrying petroleum in bulk~~					Sunderland		FK	4*BHCem*	1SB,*4cf*,GS81,HS2892	16 ″ 4	
		Cargo battens not fitted						*Lloyd's*	*SA&CP*				Richardsons,Westgarth&		
										WB=CellDBa65′ uE&B35′f		102′388t*FPT*	*T69t APT92t* Co.Ld.		
392	**Wiborg**	**IronScSr**	530					1891	H.Koch	Lübeck-Wyburger	194·5 | 25·2 | 12·0	Lübeck	C.2Cy.19¹¹⁄₁₆″&31½″–21⅝″		G
	P.H.Karstedt –91		426						Lübeck	DmpfsfahrtsGes.	Q40′B87′F14′	German	38NHP		
PBKQ	*Elec.light*	1*Dk*	326								len00		C.Daevel,Kiel		
393	**Wicklow**	**SteelScSr**	1174					1895	Blackwood	City of DublinStm.	260·2 | 34·1 | 15·8	Dublin	T.3Cy.27″,42″&69″–48″		BT till 9,17
104963	*W.Ellis* –17		960						&Gordon	PacketCo.	P72′B89′F78′	British	NB15 330NHP		
NTVF	Sub.Sig.	2*Dks*	493						Pt.Glasgow			*WB*	Blackwood&Gordon,PGls.		
394	**Wico**	**SteelSc3MstSr**	2748					1888	Armstrong	StandardOilCo.	283·1 | 40·3 | 30·2	NewYork	T.3Cy.22″,35′&58″–39″		V
212675		(*ex*Paula)	2654						Mitchell&	(NewJersey)	P54′B16′H–F37′	Utd.States	NB92 FD 210NHP		
LDTG	*Mchy.Aft* Wireless	2*Dks*	1715						Co.Ld.			*WB*	WllsndSlpwyCo.Ld.Nwc.		
	Elec.light	*Carrying Petroleum in bulk*							Newcastle						
395	**Widgeon**	**IronScDy**	101					1878	T.V.Trew		97·0 | 20·0 | 8·5	Dakar	C.2Cy.10″&20″–18″		
			101						Barking			French	25RHP		
			52							Cie.Française des Charbonnages de Dakar			Hewitt&Co.(Lm.)Barking		
396	**Wiegand**	**SteelScSr**	4849					1911	Bremer	RolandLinieAkt.	399·2 | 53·7 | 27·6	Bremen	T.3Cy.29½″,48⅝″&80¾″–53¼″		G
	H.Schecker		4576						Vulkan	Ges.		German	473NHP		
QJWP	*Elec.light* Wireless	3*Dks*	3023						Vegesack			*WB*	BremerVulkan,Vegesack		
397	—	**SteelScSr**	499					1902	Schiffsw. v.	DeutscheSüdsee-	145·6 | 24·6 | 16·2	Bremen	C.2Cy.15¾″&27¾″–19¾″		G
	B.Ahrens	(*ex*Guadiana)	429						Henry Koch	phosphatAkt.Ges.	B45′F17	German	27NHP		
NGVQ		2*Dks*	292						Lübeck			*WB*	J.F.Ahrens,Altona		
398	**Wieldrecht**	**SteelSc3MstSr**	3560	✠100A1	Rot	*u*	1,17	1913	Rotterdam	N.V.Maats.Stoom-	331·7 | 47·3 | 22·6	Rottrdam	T.3Cy.23″,38″&62″–42″ (*s*)	24 ″ 0	
	*J.E.Coerkamp*07–13		2892	*Trunk dk*	Ams			11mo	Droogd.Maat	schipWieldrecht	P73′F33′	Dutch	180lb *180lb* 311NHP	s 3 ″ 10	
QCFB	*Elec.light*	1*Dk*(*Stl*)*& Webframes*	2210	6,17 ~~1,17~~					Rotterdam	(Ph.vanOmmeren)	FK	15*BHpt Asp*	2SB,*6cf*,GS113,HS4270 FD	20 ″ 6	
	Sub.Sig.			*Carrying Petr*	*oleum*	*in*	*bulk*		A&CP				RotterdamDroogd.Maats.		
399	**Wien**	**SteelTwinScSr**	7367	✠ ~~—~~	Tri	*b*†		1911	Lloyd	LloydAustriaco	442·7 | 53·2 | 28·5	Trieste	Q.8Cy.27½″,39″,56′&80″–54″	40 ″ 6	
			5988	10 16				8mo	Austriaco		55·7	Aust.-Hung.	1580NHP		
HTQN	*Elec.light*	2*Dks*(*UStl–ws*)*& Awng dk*	3199	*Awng dk*					Trieste		FK	8*BHCem*	8SB,*32cf*,GS560,HS24000FD		
	Wireless	(*Stl–ws*)3*dks*(*Stl*)*in holds*		*with freeboard*									LloydAustriaco,Trieste		
				Trieste & Alex	*andria*					*WB=CellDBa94′*		*uE&B*168′*f*	115′1001t*FPT*49t*APT*43t		
				Fitted for oil	*fuel* 8,	11	*F. P.*	*above*	150°F.						
400	—	**SteelSc**	2109	✠100A1	NYk	*r*	~~11,15~~ ~~6,17~~ N3,17	1897	Akt.Bur-	Dampskibs-	275·4 | 39·8 | 16·6	Copnhagn	T.3Cy.18″,30″&48″–36″ (*s*)	19 ″ 3	
	*J.Damm*16–16	*s.*Cpn.No.3–7,16	1490	*pt Awng dk*				4mo	meistr&Wain	selskabetPatria	P27′Q84′	Danish	160lb *80lb* 152NHP	s 7 ″ 6	
NVTD	(*ex*Livonia)	*ss*Cpn.No.1–14	1342	*with freeboard*					Copenhagen	(T.Nielsen*Mgr.*)	FK	4*BHCem*	2SB,*4cf*,GS67,HS2475	18 ″ 10	
		1*Dk*(*Stl*)*& Webframes*		2,17 ~~4,17~~					A&CP	*WB=CellDBa94′*	*pt Awng dk*164′	*uE&B*42′*f*92′463t	Akt.Burmeistr&Wain,Cpn		
		& pt Awng dk(*Stl*)		~~BS1,17~~											

1	2	3	4	5	6	7	7*	8	9	10	11	12	13	14	15
No. in Book.	Steamer's Name. Material, Rig, &c.		Regist'd Tonnage.	Particulars of Classification.				Built.		Owners.	Regist'd Dimensions. Deck Erections, &c.			Port of Registry.	Engines.	Moulded depth.	
Official No.	*Master.* *Late Name if any.*		Gross. — Under deck. — Net.	Character. — ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter	Date when tail shaft last seen.	When	By Whom — Where		Length.	Breadth.	Depth.	Flag.	No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Freeboard amidships. Corresponding draught.	Registers in which classed, if not in L.R. Date of Certificate.
Code letters.	Special Surveys. No. of Decks, &c.															ft. in.	
401	**Wien**	SteelSc	221					1901	G.Seebeck Act.Ges. Bremerhaven	DeutscheDmpfis-chereiGes.Nordsee	122·0 | 22·8 | 11·8	Nordnham German	T.3Cy.11$\frac{13}{16}$″,18$\frac{1}{8}$″&30$\frac{5}{16}$″–22$\frac{1}{16}$″ 43NHP		G
HKF	*C.Möhlmann*01– (*Trawler*)		187								Q60′F23′				
	1*Dk*		82									*WB*	G.SeebeckA.G.Bremerhvn		
402	**Wieringen**	SteelScSr	3026	✠100A1	Rot	*u*	10,16	1902	Ropner& Son Stockton	Stoomv.Maats Rotterdam (W. Ruys&Zonen *Mgs*)	325·0 | 48·2 | 21·9	Rottrdam Dutch	T.3Cy.24″,38″&64″–42″ (*r*) 1601b *801b* 276NHP	24 ″ 3	
OFM	*P.J.v.Emmerick* *ss*Rot.No.3–12,14		2842	*withfreeboard*	NYk			3mo			P31′B166′F36′		2SB,*6cf*,GS131,HS4285	s 3 ″ 5	
	(*ex*Burgemeesters'Jacob) 1*Dk*(*Irn*)		1948	2,15~~10,16~~	✠LMC			*Lloyd's*	*A&CP*		FK	5*BHCem*	Richardsons,Westgarth& Co.Ld.Mdb.	21 ″ 2	
	2*trB&Web frames* 3*Dk rule*			MS10,13.	BS2,17				*WB*	= *CellDBa*98′*uE&*	*B34′f146′663t FPT*	141*t APT*89*t*			
403	**Wiesel**	SteelScLr	133					1914	Schiffb.Ges Unterweser Bremerhaven	Hochseefischerei "Bremerhaven" Akt.Ges.	93·2 | 21·5 | 10·7 Q20′	Brmrhavn German	C.2Cy.8$\frac{3}{16}$″&16$\frac{1}{2}$″–11$\frac{1}{8}$″ 8NHP		G
	W.Sudmeier –14 (*Fishing*)		125									*WB*	OttensenerMaschf.Altona		
	Mchy.Aft 1*Dk*		63												
404	**Wigan**	SteelScK	275	✠100A1	Mdb			1916	Smith's Dock Co.Ld. Middlesbro'	PalatineSteam Trawlg.Co.Ld. (J.N.Ward&Son, *Mgrs.*)	125·4 | 23·4 | 12·8 Q72′F21′	Fleetwood British	T.3Cy.12$\frac{1}{2}$″,21″&35″–26″ (*s*) 180lb 87RHP	13 ″ 6	
9210			245	*StmTrawler*				5mo				BK7$\frac{1}{2}$″	1SB,*3pf*,GS48,HS1619		
	Elec.light 1*Dk*		108	5,16	✠LMC5,16			*Lloyd's*	*A&CP*			2*BHCem*	Smith'sDockCo.Ld.Mdb.		
405	**Wigbert**	SteelScSr	3367					1912	J.Frerichs &Co.A.G. Einswarden	HamburgBremer AfrikaLinie,A.G.	342·8 | 48·1 | 22·4 P&B227′F43′	Bremen German	T.3Cy.24″,41$\frac{7}{16}$″&68$\frac{5}{16}$″–47$\frac{1}{2}$″ 324NHP		G
	*J.E.Gleichmann*08–12											*WB*	J.FrerichsCo.A.G.Ostlz.		
KCN	*Elec.light* Sub.Sig. 2*Dks*		2984 1927												
406	**Wiken**	IronScSp	100					1883	MotalaCo. Motala	Ångb.Aktieb.Bo-huslänskaKusten (C.Thorburn, *Mgr*)	79·2 | 17·0 | 6·9 B36′H9*t*F18′	Uddevalla Swedish	C.2Cy.10$\frac{3}{4}$″&18$\frac{1}{2}$″–15$\frac{1}{2}$″ NB13 11NHP		
711	*K.Göransson*13–13		46										MotalaCo.Motala		
JBL	1*Dk*		60												
407	**Wilberforce**	SteelScSr	3074	✠100A1	Shl	*u*	~~N7,16~~ 5,17	1899	JLThomp-son&Sons,Ld Sunderland A&CP	TheHarrowingS.S. Co.Ld.(Robt.Har-rowing&Co *Mgrs.*) *WB* = *CellDBa*	325·0 | 45·5 | 23·7 P23′B80′F33′ FK 104′*uE*24′*f*140′631*t*	Whitby British 6*BHCem* *APT*26*t*	T.3Cy.23″,38″&62″–42″ (*s*) 160lb *100lb* NDB11 258NHP 2SB,*6pf*,GS118,HS4004 G.Clark,Ld.Sunderland	26 ″ 4 s 4 ″ 8½ 22 ″ 0	
6108	*R.Jeffers* –10 *ss*Nwc.No.3–4,12		2883	2,15				4mo							
7CF	1*Dk*(*ptIrn&ptStl*)2*trB&Web frames* 3*Dk rule*		1980	~~Examined 6.17~~	✠LMC7,16										
408	**Wilbert A. Edwards**	WoodSc	301					1912	M.M.Davis &Son Solomons,Md	EdwardsCo.Inc.	143·4 | 24·0 | 11·6	Tappa-hannock Utd.States			
9911	*L.E.Taws* (*Fishing*)		— 164												
409	**Wilbert L. Smith**	SteelScSr	4319					1903	American S.B.Co. Lorain,O.	GreatLakesS.S.Co.	380·0 | 50·0 | 28·0 F48′	Oswego, N.Y.	T.3Cy.22″,35″&58″–40″ 213NHP		
0067	*Mchy.Aft* *Elec.light* 1*Dk*2*trB*		3039						*WB*			Utd.States	AmericanS.B.Co.Clevelnd.		
410	**Wilcannia**	WoodPad	143					1875	..... Milang,S.A.	ArnoldsLine of RiverSteamersLd.	107·3 | 18·2 | 7·5	Adelaide British	2Cy. 25RHP		
1763	*J.Grundy* –11		114												
	1*Dk*		100												
411	**Wild Rose**	IronScSr	254	✠100A1	Liv	*d*	4,16	1888	J.Fuller-ton&Co. Paisley	R.Hughes&Co.	135·0 | 20·1 | 9·8 Q64′B9′F20′	Liverpool British	C.2Cy.14″&34$\frac{3}{8}$″–24″ (*s*) 110lbNB92*fitted*06 48RHP	10 ″ 6 s ″ 8½	
3781	*R.Thomas* –16 *ss*Liv.2ndNo.3–5,15		186	3,15				6mo			BK6″	3*BHCem*	1SB,*2cf*,GS40,HS1150	10″ 5	
3DL	*Mchy.Aft* 1*Dk*(*Irn*)		93	B&5,17	LMC5,15			*Lloyd's*	*A&CP*		*WB* = *FPT*28*t*	~~*APT*16*t*~~	Hutson&Corbett,Glasgow		
412	—	SteelScK	156			...		1902	JTEltring-ham&Co. S.Shields	E.Ferry	105·0 | 20·5 | 11·2 BK7½″	Granton British	T.3Cy.11″,18″&30″–22″ 46RHP	11″10	
4518	*J.T.C.Turnbull* –10 (*Trawler*)		148										G.T.Grey,SouthShields		
	1*Dk*		60												
413	**Wileysike** *ss*Gls No.1–17	SteelScSr	2501	✠100A1	Gls	*s*	~~x10,13~~ 5,17	1888	TyneI.S.B. Co.(Lim.) Newcastle A&CP	WileysikeS.S.Co. Ld. (W.S.Miller &Co.) *WB*	300·0 | 38·5 | 20·6 P29′Q84′B118′F29′ BK10″ = *CellDBa* 92′*uE*	Glasgow British 6*BHCem* 10′*f*118′402*t*	T.3Cy.21$\frac{3}{8}$″,38″&63″–42″ (*s*) 160lb *100lb* NDB16 248NHP 2SB,*6cf*,GS100,HS3400 N.E.MarineEngCoLd.Nwc	23 ″ 3 s 2 ″ 4 21 ″ 11	
5248	*A.Souter* –12 *ss*Gls.2ndNo.3–11,11		1975	6,17~~3,15~~				6mo							
LN	*Well deck* 1*Dk*(*Stl*)*&Web frames*		1607	✠NB11,11	✠LMC5,17										
	Inner bottom plating Irn			MS11,17	BS12,16										
	Cargo battens not fitted														
414	**Wilhelm**	SteelScSr	696					1904	F.Schichau Danzig	ÅngfartygsAktieb Heimdal (F.B. Wahlquist, *Mgr.*)	192·5 | 30·9 | 10·8 Q57′B55′H23*t*F22′	Gothenbrg Swedish	T.3Cy.15″,24$\frac{3}{4}$″&38$\frac{1}{2}$″–25$\frac{1}{2}$″ 75NHP		V
1375	*O.Olsson*15–15		501									*WB*	F.Schichau,Danzig		
DB	1*Dk*		386												
415	—	IronScSr	274					1882	G.Howaldt Kiel	Sartori&Berger	125·2 | 21·1 | 12·1 P48′F8′ len90	Kiel German	C.2Cy.13″&21″–14″ NB98 14NHP		G
BJS	*F.Mentzel*12–12		221										Gebr.Howaldt,Kiel		
	Mchy.Aft *Elec.light* 1*Dk*		164												
416	**Wilhelm A. Riedemann**		9800					1914	Frd.Krupp Akt.Ges. Kiel	Deutsch-Amerik. PetroleumGes.	525·0 | 66·4 | 33·3	Hamburg German	Oil Engines 2S.C.SA 12Cy.22$\frac{5}{8}$″-39$\frac{3}{8}$″		
	OilEng. SteelTwinScSr														
	Elec.light *Longitudinal framing*														
	Mchy.Aft														
417	**Wilh. Colding**	SteelScSr	1502					1905	Naaml. Vnts.Schwf. v.JanSmitCz. Alblasserdm	Dmpsks.Akties. Progress (M.Nielsen&Sön, *Mgrs.*)	251·4 | 37·8 | 16·3 P14′Q76′B108′F28′	Copnhagn Danish	T.3Cy.19″,31″&51′–33″ 149NHP		G
	C.C.Östergaard		1240									*WB*	Maats.deSchelde,Flushing		
KV	1*Dk*		931												
418	**Wilh. Hemsoth**	SteelScSr	2017					1908	Nordseewk EmderWerft &DockA.G. Emden	WilhelmHemsoth, Ld.	281·3 | 39·4 | 18·0 P23′Q81′ *ptHur.dk*166′	Emden German	T.3Cy.18$\frac{3}{4}$″,31$\frac{1}{16}$″&50″–35$\frac{3}{8}$″ 149NHP		
	(Seized at Libau)											*WB*	EiderwerftA.G.Tönning		
TB	*Fecker*		1370 1244												
	Elec.light 1*Dk&ptHur.dk*														
419	**Wilhelm Lüdke**	SteelScSr	229	✠ —	Stn	*c*		1895	Dundee Shipbuilders' CoLd.Dundee	F.W.Fischer	125·0 | 21·3 | 9·6 Q39′B11′F14′ BK7″ *WB* = *FPT*	Rostock German 3*BHCem* 23*t APT*4*t*	C.2Cy.16″&32″–22″ 47NHP	10 ″ 4	
FPQ	*Raddatz* *ss*Stn.No.3–6,07		196	8,16				6mo					1SB,*2pf*,GS29,HS835		
	*ss*Stn.No.1–12		125	✠									J.&H.Whyte&Cooper,Dun		
	(*ex*Lowca,*ex*Ville de Caen,*ex*Balgay)														
	Well deck *Mchy.Aft* 1*Dk*(*Irn*)														
420	**Wilhelm Oelssner**	SteelScSr	1434					1914	Stettiner Oderwerke Stettin	Gerhard&Hay	255·6 | 38·0 | 15·6 P&B201′F30′	Hamburg German	T.3Cy.20$\frac{7}{16}$″,31$\frac{1}{2}$″&51$\frac{1}{2}$″–35$\frac{3}{4}$″ 156NHP		G
	Th.Berner –14		—									*WB*	StettinerOderwerke		
VFP	*Elec.light* 1*Dk*		852												
421	**Wilhelm Tham**	SteelScSp	283					1912	Motala Vrk.NyaAkt. Motala	Ångf.Aktieb. Göta Kanal (Aug. Rönnow, *Mgr.*)	96·7 | 22·1 | 9·5 H45*t* 16·1	Stockholm Swedish	C.2Cy.13$\frac{3}{4}$″&29$\frac{1}{2}$″–13″ 26NHP		
5359	*A.Hedlund*16–15		123									*WB*	MotalaV.NyaAkt.Motala		
STL	*Elec.light* 1*Dk&Shelterdk*		187												
422	**Wilhelm Wrede**	SteelSc	200					1914	Schiffsw(v. J.&Sch.)A.G. Hamburg	Schrader&Wrede	112·0 | 22·6 | 13·2	Hamburg German	T.3Cy.13$\frac{1}{2}$″,22″&34″–24″ 57NHP		
	Elec.light 1*Dk*												Schwft.(vJ.&Sch)AGHam		

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 / 3 Nom du Navire. Matériaux, Grément, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 / 6 / 7 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite. / Port de Visite. / Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 / 9 Construit. Quand. / Navire. / Mach. / Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille / Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L. R. Durée Cert. R. of T. mois.
423	**Wilhelm & Marie** SteelScK *Becker* –14 (*Trawler*) *Mchy. Aft* 1 *Dk*	242 212 89			1914 G.Seebeck Akt.Ges. Bremerhaven	"DieSee" FischereiGes. m.b.H.	128·9 | 23·0 | 10·0 Q70′F20′	Gstemnde German *WB*	T.3Cy.12⅝″,20½″&33″–23½″ 53NHP G.SeebeckAG.Geestemnde		G
424 206997 LBHF	**Wilhelmina** SteelScSr *C.Peterson* *ss*SFo.No.1–14 *Well deck Mchy.Aft* Wireless 2 *Dks*(*Stl*) *Elec.light* Sub.Sig. *&Web frames* *Ref.Mchy. Lower dk*(*Stl*)*in fore hold*	6975 5623 4402	✠100A1 4,17 ~~2,17~~ BS8.16 ✠LMC4.14 *Fitted for oil fuel* 12,09	SFo *b*† F. P.	7.15 4,17 1909 12mo above	NwprtNws S.B.&D.D.Co. Newprt News A&CP MatsonNav.Co. 150°F. *W*	426·1 | 54·1 | 33·5 P&B310′F50′ FK *B*=*Cell DBa*56′ *u* *E&B*78′*f*143′962*t M* *E&B*78′*f*143′962*t M*	S.Frncisco Utd.States 7 *BHCem* *T*78′1110*t D*	T4Cy35″,58″&(2)69″–60″(*s*) 1901b *140lb* 976NHP 6SB,*24cf*,GS468,HS17070 Newport NewsSB.&DD.Co *Tf*65′913*t FPT*86*t APT*100*t*	33 ″ 6	
425 JVFG	— SteelScSr *C.R.Johansson*15–15 (*ex*Daggry) 1 *Dk&pt Awng dk*	1196 777 698			1898	Framnæs Mek.Værks. Sandefjord RederiAktieb. Wilhelmina (J. Mannerheim *Mgr.*)	216·6 | 33·7 | 12·2 Q—H—F— *Awng dk*164′ *WB*	Kramfors Swedish	T.3Cy.16½″,27″&44″–30″ 106NHP AkersMek.Værks.Xia.		V
426 QCHF	— SteelSc *D.Jonker* *GasEng.* 2 *Dks*	521 438 229			1916	Verschure &Co. Amsterdam N.V.HollandGulf StoomvMaats(Jos. dePoorter, *Mgr.*)	147·6 | 25·6 | 12·1 P33′B15′F19′ *WB*	Rottrdam Dutch	Gas Engine 6Cy.14 3/16″–15¾″ N.V.Maschf. Drakenburgh,Utrecht		V
427 QKJG	— SteelSc *H.Drijver* –09 (*Trawler*) 1 *Dk*	234 228 99			1903	Bonn& Mees Rotterdam N.V.Algemeene Viss.Maats.	135·3 | 21·6 | 11·2	Ymuiden Dutch	T.3Cy.12½″,20″&33″–24″ 53NHP AlblasserdamscheMchAlb		
428 QKJG	— SteelScK *J.Zwaan* –12 *ss*Sws.No.3–2,08 *ss*Ymu.No.2–16 (*ex*BentonCastle) 1 *Dk*	162 161 51	✠100A1 *StmTrawler* 4,18 ~~8,16~~ BS8,17 ✠LMC8.16	Ymu 8,16	1896 7mo *Lloyd's*	Edwards Bros. NorthShields ~~vanWienen~~ VisschMaatsRoxa *sA&CP*	105·0 | 20·9 | 11·0 BK7½″	Ymuiden Dutch 3 *BHCem*	T.3Cy.12″,19″&32″–22½″(*s*) 160lb 49NHP 1SB,*2pf*,GS25,HS850 N.E.MarineEng.CoLd.Sld.	11 ″ 10	
429 QKJG	**Wilhelmine Wagner** SteelSc *D.J.Dirks* –13 *Oil.Eng.* 3MstSr 1 *Dk*	202 168 144			1913	Gebr.Verstockt Martenshoek DeutscheFrchtsch G.m.b.H. (H.Wagner, *Mgr.*)	104·1 | 23·3 | 9·5 Q27′F15′	Bremen German	Oil Engines 2S.C.SA 2Cy.13 3/16″–13¾″ D.Goedkoop,Jr.Ams.		V
430 47 HVTG	**Wilhelmsberg** CompScSp *E.Jansson* –15 1 *Dk*	166 140 117			1891	L.Andersson Sjötorp Aktieb.Jössefors (G.Bennich, *Mgr.*)	100·7 | 21·4 | 9·6 H24*t*	Jössefors Swedish	C.2Cy.7¾″&15½″–12¾″ 7NHP Kristinehamns Mek.Verks.		
431 QCHV	**Wilis** SteelScSr *W.J.Boon* *Elec.light* Sub.Sig. Wireless 3 *Dks*	4731 3640 2926			1905	Kon.Maats deSchelde Flushing Rotterdamsche Lloyd (W.Ruys& Zonen, *Mgrs.*)	394·0 | 47·1 | 27·2 P72′B176′F80′ *WB*	Rottrdam Dutch	T.3Cy.28½″,48″&82″–60″ 520NHP Maats de Schelde,Flushing		V
432 81733	**Wilkesbarre** SteelSc *Mchy.Aft Elec.light* 1 *Dk&Awng dk*	4153 — 3311			1900	UnionD.D. Co. Buffalo LehighValley Transportn.Co.	381·7 | 50·5 | 14·0 28·0	Buffalo Utd.States	Q.4Cy.20½″,30″,43″&63″–42″ 257NHP DetroitS.B.Co.,Detroit		
433 69 MOAC	**Wilkowo** SteelSc *L.Galtchenko*04–05 (*Tug*) (*ex*Unterweser 12) 1 *Dk*	172 — 6			1900	Bremer Vulkan Vegesack RussianDanube S.N.Co.	103·4 | 22·0 | 10·8	Reni Russian	T.3Cy.13 5/16″,21 7/16″&34 7/16″–23 5/16″ 59NHP BremerVulkan,Vegesack		
434 88137 SLGO	**Will o' the Wisp** IronScSr *E.D.Morris* –09 1 *Dk*(*Irn*)	283 208 148	✠ 8,83 ✠	Hul *d*	1883 6mo	Norfolk& others Hull ~~WeeBros.S.S.Co. Ld.~~ WongPoKeung	120·4 | 22·2 | 10·0 Q29′B30′F18′	Singapore British 4 *BHCem*	C.2Cy.17½″&34″–24″ 45RHP WoodBros SowerbyBridge		
435 209117 LCDV	**Willamette** WoodScSr *Reiner* Wireless 1 *Dk*	903 — 555			1911	H.D.Bendixsen Fairhaven C.R.McCormick& Co.	194·7 | 40·0 | 15·2	S.Frncisco Utd.States			
436 208053 KWNP	**Willapa** WoodSc3MstSr (*WRECKED 11,16*) 1 *Dk*	752 — 433			1908	..... Raymond, Wash Sudden& Christenson	178·5 | 40·0 | 13·3	S.Frncisco Utd.States			
437 137403 JGWN	**Willaston** SteelScSr *W.H.Jones*12–14 *Elec.light* 1 *Dk*(*Stl*)*&Shelter dk*(*Stl*) ~~*Carrying fuel oil in F. P. above 150° F. in D.B.s*~~	5658 5457 3602	✠100A1 *Shelter dk* *withfreeboard* ~~8,16~~ 12,11 *Carrying fuel oil in F. P. above 150° F. in D.B.s* ~~BS10.14~~	~~Liv~~ NNs *y* 9,16	1914 10mo *Lloyd's*	W.Dobson &Co. Newcastle Wirral Transp.Co. Ld. (J.Edgar&Co. *Mgrs.*) *WB*=131′*u E&B*40′ *sA&CP*	400·5 | 52·0 | 33·0 *CellDBa* FK *f*180′1160*t FPT*102*t* *q DB*	Liverpool British 6 *BHCem* *APT*136*t*	T.3Cy.26″,42″&70″–48″(*s*) 180lb 427NHP 3SB,*9cf*,GS179,HS7392 N.E.MarineEng.CoLdNwc	35 ″ 7 s 9 ″ 11 26 ″ 1	
438 QFVL	**Willehad** SteelTwinScSr *Filsinger* *ss*Bhn.No.3–6,07 *Well deck* *ss*Bhn.No.1–10 *Elec.light* 2 *Dks*(1 *Stl*-ws*&UStl*-teak s) Sub.Sig. Wireless *&Webframes*	4761 3809 3012	✠ 8.16 ✠	Bmn *x*	1894 5mo	Blohm& Voss Hamburg Norddeutscher Lloyd *WB*=*Cell DB*320′	383·4 | 46·0 | 27·2 P&B248′F72′ FK 637*t FPT*59*t APT*45*t*	Bremen German 8 *BHCem* *DTa*85*t*	T.6Cy.22 7/16″,35″&60″–42½″ 514NHP 2S&2DB*12cf*,GS254,HS8206 Blohm&Voss,Hamburg	30 ″ 0	
439 QOMD	**Willem van Driel Sr.** SteelScSr *N.B.Roels* –15 *Elec.light* 1 *Dk*	2521 2242 1494			1915	A.Vuijk& Zonen Capelle a/d Ysel N/V.W.vanDriel's Stoomb.enTransp.	300·0 | 45·0 | P22′B67′F23′ *WB*=*CellDBa* 131′*u*	Rottrdam Dutch *E&B*44′*f*175′1208*t APT*58*t*	T.3Cy.22½″,37″&62″–39″ 240NHP Maats.deSchelde,Flushing		V
440 120645 HFDW	**Willesden** SteelScSr *J.B.Booth* –14 *ss*Nwc.No.3–9,11 *Elec.light* 2 *Dks*(*Stl*)*&deepframing&Shelterdk*(*Irn*) *ss*Npt.No.1–16	4881 4639 3141	✠100A1 *Shelter dk* *withfreeboard* 4,15 ~~10,14~~ ~~BS10.16~~ ✠LMC8.16	Npt *z* 2,16 Bry	1905 12mo *Lloyd's*	Armstrong Whitworth &Co.Ld. Newcastle Britain S.S.Co.Ld. (Watts,Watts&Co. Ld., *Mgrs.*) *sA&CP*	400·0 | 52·3 | 28·0 FK *WB*=*CellDBa* 131′*u*	London British 6 *BHCem*	T.3Cy.27″,44½″&73″–54″(*r*) 180lb HS8707 498NHP 3S&1AuxSB,*9cf2pf*,GS218, Blair&Co.Ld.Stockton *E&B*44′*f*175′1208*t APT*58*t*	31 ″ 0 s 4 ″ 6½ 26 ″ 10	
441 124808	**Willet** SteelScK *G.Mellership* –13 1 *Dk*	199 188 73	✠ *StmTrawler* 6,08 ✠	Hul	1908 1mo	GooleS.B. &RepgCo.Ld Goole KelsallBros.& Beeching,Ld. (G. Beeching&J.E.A. Kelsall, *Mgrs.*)	110·0 | 21·6 | 11·6 BK7½″ *WB*=*Deep tanks*	Hull British 3 *BHCem* *f*23′40*t*	T.3Cy.12″,21″&33″–21″ 50RHP 1SB,*2pf*,GS24,HS900 Earle'sCo.Ld.Hull	12 ″ 6	
442 77 HRVS	**William** IronScSr *C.O.Johnsson*14–14 1 *Dk2trB*	321 275 171			1884	W.Lindbergs Aktieb. Stockholm Trawlaktieb.Sill	128·0 | 22·6 | 12·9 B29′ H8*t*	Gothenbrg Swedish *WB*	C.2Cy.16″&31″–21″ NB97 37NHP R.Thelander,Stockholm		V
443 QHVG	— SteelSc *H.Meiners*07–09 (*Trawler*) 1 *Dk*	175 160 53			1904	G.Seebeck Act.Ges. Bremerhaven Grundmann& Gröschel	115·6 | 21·8 | 10·8	Brmrhavn German *WB*	T3Cy.10½″,17⅞″&26 3/16″–21½″ 32NHP G.Seebeck A.G.Bremerhvn		G
444 206655	**William A. Field** SteelSc 1 *Dk*	114 — 61			1909	..... Cleveland GreatLakes TowingCo.	71·0 | 20·0 | 12·0	Duluth Utd.States			

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NP=Horse power by Society's formulæ; RP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed. If not in L.R. Dates of Transf. Cert.
445 William A. McGonagle SteelScSr 14234	*Elec.light* 1 *Dk(Stl)&Webframes* *Mchy.Aft* Sub.Sig. *Longitudinal framing*	7811 7381 6006	✠100A– 7,16 *For Service on*	Ecorse LMC7,18 *the Great Lakes*			1916 7mo	Gt.Lakes Eng.Works Ecorse,Mich.	PittsburghS.S.Co. *CellDBuE&B55'f & in Hopper sideta*	580·0 F53' *nks* 479'8494*t FPT*	60·0	27·9 FK	Duluth Utd.States 3*BHCem* 299*t APT59t*	T.3Cy.24½",40"&65"–42"(*s*) 180lb 414NHP 3SB,*6cf*,GS137,HS6405 FD Gt.LakesEng.Wks.Detroit	32 ″ 0	
446 William A.McKenney SteelScSr 14583 *L.J.Vail* 10–16 GNH *Elec.light* 2*Dks(Stl)*		6256 5418 4544	✠100A1 3,18~~,16~~	NNs LMC11,18	*z*		1916 11mo	NwprtNws S.B.&D.D.Co. NewprtNews A&CP	Crowell&Thurlow S.S.Co. *CellDB*	395·0 P27'B117'F37' *WB*=	55·1	31·0 FK *APT334t*	Boston Utd.States 6*BHCem* 326'1711*t FPT316t*	T3Cy.24½",41½"&72"–48"(*s*) 180lb 467NHP 3SB,*12cf*,GS240,HS8235 NewportNewsSB&DD.Co.	34 ″ 6	
447 William A. Paine SteelScSr 02305 *Mchy.Aft* *Elec.light* 1*Dk*		5798 — 4435					1905	American S.B.Co. Cleveland	PioneerS.S.Co. (Hutchinson&Co. *Mgrs.*)	480·0	52·0	30·0	Cleveland Utd.States *WB*	T.3Cy.22½",36"&60"–42" 233NHP AmericanSB.Co.Cleveland		
448 William A. Rogers SteelScSr 02311 *Mchy.Aft* *Elec.light* 1*Dk*		6524 — 5101					1905	American S.B.Co. Lorain	JohnstownS.S.Co. (M.A.Hanna&Co. *Mgrs.*)	525·0	55·0	31·0	Fairport Utd.States *WB*	T.3Cy.23½",38"&63"–42" 257NHP AmericanSB.Co.Cleveland		L
449 William Allan SteelScK 37160 *G.A.Cooper* 14–14	1*Dk*	203 201 87	✠100A1 *StmTrawler* 11,14 LMC11,14	Abn			1914 11mo	Hall,Russell&Co.Ld. Aberdeen *Lloyd's*	SilverCitySteam TrawlingCo.Ld. (J.W.Johnstone, *Mgr.*)	115·3 BK7½" *WB*=	22·1	11·8 Aberdeen British 3*BHCem* *DBf* 28'19*t*	T.3Cy.12",20"&34"–23" (*r*) 180lb 76RHP 1SB,*2pf*,GS36,HS1386 Hall.Russell&Co.Ld.Abn.	12 ″ 9	
450 William B. Davock SteelScSr 04121 *Elec.light* 1*Dk*		4468 — 3246					1907	Gt.Lakes Eng.Works St.Clair,Mich	InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*)	420·0	52·0	23·0	Cleveland Utd.States *WB*	T.3Cy.21",34½"&57"–42" 211NHP Gt.LakesEng.Works		L
451 William B. Dickson SteelSc 07981 1*Dk* *Elec.light* *Mchy.Aft* Sub.Sig.		7568 — 5712					1910	Gt.Lakes Eng.Works Ecorse	PittsburghS.S.Co.	580·0 F45'	58·2	33·2	Duluth Utd.States *WB*	T.3Cy.24",38"&65"–42" 274NHP GtLakesEngWrks.Detroit		
452 William B. Schiller SteelSc 07252 *Mchy.Aft* *Elec.light* Sub.Sig. 1*Dk*		7521 — 5819					1909	American S.B.Co. Lorain,O.	PittsburghS.S.Co.	580·0	58·0	32·0	Duluth Utd.States *WB*	T.3Cy.24",39"&65"–42" 274NHP American S.B.Co.Lorain,O		
453 William Balls SteelScSr 02044 *J.R.Lascelles* 15–15 *ss*Shl.2ndNo.3–3,15 KDH 1*Dk(ptStlptIrn)&ptAwngdk(Irn)2trB*		2483 1856 1552	✠100A1 *ptAwng dk with freeboard* 2,18~~,17~~ BS4.17 LMC5,15	Shl Cft	*s*	~~4,16~~ 2,18	1894 5mo	J Readhead &Sons S.Shields A&CP	W.D.C.Balls&Son *WB*= *Cell DB* 256' 604*t*	300·3 Q78'P28' *pt Awng dk* 193' FK	41·5	18·1 N.Shields British 5*BHCem* *APT30t*	T.3Cy.23",37½"&61½"–42" 160lb *80lb*NDB07(*r*)243NHP 2SB,*6rf*,GS80,HS3603 J.Readhead&Sons,S.Shl.	20 ″ 5 s 7 ″ 11 19 ″ 10	
454 William Blundon WoodSc 06270 *A.F.Booth* –13 BCR 1*Dk*		240 — 129					1909	..... Solomons,Md	SeaboardOil& GuanoCo.Inc.	127·4	22·8	10·4	Reedville, Va. Utd.States			
455 William C. Agnew SteelScSr 08396 *Elec.light* *Mchy.Aft* 1*Dk*		6533 — 4985					1911	American S.B.Co. Lorain,O.	BuffaloS.S.Co. (J.Mitchell,*Mgr.*)	532·0 F48'	58·0	31·0	Fairport Utd.States *WB*	T.3Cy.23½",38"&63"–42" 257NHP AmericanS.B.Co.Clevelnd		
456 William Castle Rhodes SteelSc 01694 *Elec.light* *Mchy.Aft* 2*Dks*		2176 — 1340					1900	American S.B.Co. Lorain,O.	UnitedStatesS.S. Co.Inc.	242·0	42·0	26·6	Buffalo Utd.States *WB*	T.3Cy.20",33"&54"–40" 184NHP AmericanSB.Co.Cleveland		
457 William D. Crawford SteelScSr 02197 *Elec.light* 1*Dk(Stl)&Webframes* *Mchy.Aft* *Longitudinal framing*		6385 — 4899	✠100A– *For Service on* 5,14 LMC5,14	Clv *Great*	*Lakes*		1914 5mo *WB*=	American S.B.Co. Lorain,O. *Cell DB uE&*	VirginiaS.S.Co. (M.A.Hanna&Co. *Mgrs.*) *B68'297t fwd&side*	504·0 F44' FK *tanks* 410'4471*t FPT*	54·0	30·0 Fairport,O Utd.States 3*BH* 247*t APT47t*	T.3Cy.23½",37"&63"–42" (*s*) 180lb 388NHP 2SB,*6cf*,GS126,HS5998 FD American S.B.Co.Lorain,O.	30 ″ 0	
458 William D. Munroe WoodSc *T.Thormodsen* 16–16 3MstSr PBN (*ex*Heimdal) 1*Dk2trB*	Now named "Ranneberg," *See No. 38 in Supplement.*	433 334 291					1872	..... Kragsø	Akties.Skandsen C.Middelthon, *Mgr.*)	151·6 B51*t*	26·3	15·3	Stavanger Norwegian	2Cy.14"&35½"–24½" NB88 45NHP Nylands Værksted,Xania		N
459 Wm. E. Chapman SteelScSr 12928 *F.A.Hayford* –15 FDQ Wireless 1*Dk*		369 — 163					1915	J.H.Dialogue&Son Camden,N.J.	Merritt&Chapman Derrick&Wrecking Co.	121·9	30·0	14·2	New York Utd.States	C.2Cy.18"&40"–28" 70NHP		R
460 William E. Corey SteelScSr 02296 *Elec.light* *Mchy.Aft* Sub.Sig. 1*Dk*		6363 — 5045					1905	Chicago S.B.Co. Chicago	PittsburghS.S.Co.	557·8	56·0	26·5	Duluth Utd.States *WB*	T.3Cy.24",39"&65"–42" 274NHP AmericanSB.Co.Cleveland		
461 William Edenborn SteelSc 01702 *Elec.light* *Mchy.Aft* Sub.Sig. 1*Dk2trB*		5910 — 4531					1900	West Bay City S.B.Co W.Bay City	PittsburghS.S.Co.	478·0 Q72'B47'F30'	52·0	30·0	Duluth Utd.States *WB*	Q.4Cy.16½",25½",38½"&60"–40" 228NHP AmericanSB.Co.Cleveland		
462 William Edwards WoodScSr 34528 *J.Pope* –16 1*Dk*		1336 1151 831					1879	V.Fries Abbots Bridge,Ohio	WilliamEdwards S.S.Co.Ld.	226·0	35·8	18·2	Sydney NS British	C.2Cy.27"&50"–39" 130NHP		
463 Wm. Eisenach SteelScSr HWT *Elec.light* *ex*Totmes,*ex*Banda) 2*Dk3trB*	*Grünberg* 12–12 (*ex*Caledonia,	3035 2895 1949			...		1890	C.Connell &Co. Glasgow	Wm.Eisenach	339·3 B80'F42'	42·1	26·4 BK10"	Stettin German *WB*	T.3Cy.24½",37"&64"–48" 302NHP D.Rowan&Son,Glasgow	29 ″ 0	G
464 William F. Fitch SteelScSr 31807 *Elec.light* *Mchy.Aft* 1*Dk2trB*		3629 — 2632					1902	Detroit S.B.Co. Wyandotte	FranklinTrans-portationCo.(M.A. Hanna&Co.*Mgrs.*)	346·0	48·0	28·0	Cleveland Utd.States *WB*	T.3Cy.22",35"&58"–42" 218NHP DetroitS.B.Co.Detroit		L
465 Wm. F. Herrin SteelScSr 08373 ~~*G.B.MacDonald* –11~~ *ss*S.Fo.No.1–15 LBTD *Elec.light* 2*Dks(Stl)&Webframes* *Mchy.Aft* Wireless Sub.Sig. ~~*Aptl.Sawyer* –17~~ *Simonsen* –18		4939 4510 3143	✠100A1 ~~*Dks* 1,17~~ 3,18 *Carrying Petr* 1?84.17 LMC7,16 *Fitted for oil*	SFo *oleum*	*y* *in* *fuel*	~~*N*1,17~~ 4,17 *bulk* 3,11	1911 3mo *above*	NwprtNws S.B.&D.D.Co. Newprt News *WB*= *CellDB* A&CP *F. P.*	AssociatedOilCo. *uE&B79' f* 56'381*t* 150°F.	378·0 P128'B50'F45' FK	52·1	29·5 S.Frncisco Utd.States 11*BHCem* 8 *to U dk* 3 *to M dk* *FPT45t APT109t*	T.3Cy.24½",40"&68"–48"(*r*) 200lb *160lb* 461NHP 4SB,*12cf*,GS226,HS8320 NewportNewsSB&DD.Co.	30 ″ 0	
466 William F.McCaulley SteelSc 81493 *W.H.Rogerson* (*Tug*) MCW		149 — 75					1894	J.H.Dialogue Camden,N.J.	PropellerTowBoat Co.	90·0	21·0	11·2	Savannah Utd.States	C.2Cy.18"&32"–24" 42NHP J.H.Dialogue,Camden,NJ.		

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux Gréement. etc. / Capitaine. Ex-nom s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Turns accordés maintenant expiré. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NIP=Force en chevaux d'après les formules de la Société. RIP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe.	15 Navires ayant été classés au Lloyd's Register dans le U. Darès. Cert. H. of Trade.
467 205017	**William F. Stifel** *Elec.light Mchy.Aft*	SteelScSr (*ex* Normania) 1*Dk*	4871 — 3705					1908	Gt.Lakes Eng.Works St.Clair	Otawa TrnsprtnCo (W.C.Richardson &Co.*Mgrs.*)	420·0	52·0	24·0	Mentor,O. Utd.States	T.3Cy.21″,34½″&57″–42″ GreatLakes 211NHP *WB* Eng.Works,Detroit		LR
468 95921	**William Fallows** *F.J.C.Hood89–89*	IronPadSp	122 122 34					1888	Hepple& Co. N.Shields	Tees Conservancy Commissioners	101·0	19·0	9·6	Stockton British	L.2Cy.25″–48″ 45RHP Hepple&Co.,N.Shields		
469 98160 JGPK	**William Flower** *J.Squires*	SteelSc *ss*Lon.No.3–10,09 *ss*Lon.No.2–16 1*Dk*	45 45 —	✠ A— *Tug, for River purposes only* 8.16 ✠NB10,03 ✠LMC9,16	Lon		1·17 ~~N 7,16~~	1890, 8mo	David J. Dunlop&Co P.Glasgow	Flower&Everett Ld.	65·3	14·0	7·8 BK3½″	London British	C.2Cy.14″&28″–18″ (*s*) 90lb 30RHP 3*BHCem* 18B,*2pf*,GS28,HS688 D.J.Dunlop&Co.,P.Gl.	8 ″ 6	
470 56215 JMPT	**William Frederick** *T.Gregory –16* IB (*See Sailing Ship Register*)	WoodAux *Oil Eng.* ScSr *Now named "Arkley"*	92 91 ~~53~~	✠ 4,04 *See No. 34 in Supplement*	Apl	9 C6		1867 3mo	Roberts Conway	F.H.Andrews (C.K.Etheridge, *Mgr.*)	78·0 8&12yrsMat NKlsn76	19·8	10·5 ND85	Liverpool British	Oil Engine 3Cy.6¾″–8″ *made*1912 Fay&BowenEng.Co.NYk.	10 ″ 9	V
471 202542	**William G. Mather** *Elec.light Mchy.Aft*	SteelScSr 1*Dk*	6838 — 5183					1905	Gt.Lakes Eng.Works Ecorse,Mich.	Cleveland Cliffs Iron Co.	513·0	60·2	32·0	Marquette Utd.States	T.3Cy.24½″,39″&67″–42″ 292NHP *WB* GtLakesEngWrks.Detroit		L
472 214684 LGQF	**Wm. G. Warden** *J.C.White02–17* *Elec.light* *Mchy.Aft* Sub.Sig.	SteelTwin Sc3MstSr 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)&*Web frames* *Longitudinal framing*	10289 10049 7890	✠100A1 *Shelter dk with freeboard* 4,18 ~~4,17~~ *Carrying Petroleum in bulk* *Fitted for oil fuel*, 1,17 *F.P. above*	NNs NYk ✠LMC1,17	*f*† *bulk*	4,18	1917 1mo	NwprtNws S.B.&D.D.Co. Newprt News A&CP	StandardOilCo. (NewJersey) *CellDBuE&B*59′ *f*17′71*tDT*f54′673*t* 0°F.	500·0 184*t* *FPT*243*t*	68·2 FK *APT*127*t*	35·5 19*BHptCem* (15 „ *toU dk* 4 „ „ *2nd* „	BaynneNJ Utd.States	T.6Cy.20½″,35″&60″–42″ 38 ″ 3 200lb *180lb* (*s*) 628NHP s 11 ″ 5 3SB,*12cf*,GS213,HS8700 FD 27 ″ 3 NewportNewsSB&DD.Co.		
473 132804	**William Gray** *T.W.F.Smith07–11* 1*Dk*	SteelTwinScSp (*Tug*)	178 174 —			...		1911	J.P.Rennoldson&Sns. South Shields	N.EasternRly.Co.	95·1	24·1	11·4 BK6¾″	WHartlpl British	C.4Cy.17″&36″–24″ 133NHP *WB* J.P.Rennoldson&Sns,S Shl	12 ″ 6	
474 *For full particulars See No. 61 in Supplement*	**William Green** *Elec.light* *Mchy.Aft*	SteelScSr *Longitudinal framing*	7157 6235	100A1 (*Class Contem plated*) *Carrying Petroleum in bulk*				1917	W Cramp& Sons S&EBCo Philadelphia	Pan American Petroleum& Transport Co.	430·0 P116′B36′F49′	58·2	30·0	L.Angeles Utd.States	T.3Cy.27″,45½″&76″–51″ W.Cramp&SnsS&EBC.Phl	33 ″ 4 s 3 ″ 1 25 ″ 8	
475 212354	**William H. Donner** *Elec.light* *Mchy.Aft*	SteelScSr 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing*	6311 — 4843	✠100A– *For Service on the Great Lakes* 7,14 ✠LMC7,14	Clv			1914 7mo	Gt.Lakes Eng.Wrks. Astabula	Mahoning S.S.Co. (M.A.Hanna&Co. *Mgrs.*) *WB*=*CellDBuE&B*68′ 297*t forward*	504·0 F43′	54·0	30·0 FK	Fairport, Ohio Utd.States 3*BH* & side tanks	T.3Cy.23½″,38″&63″–42″ (*s*) 180lb 388NHP 2SB,*6cf*,GS126,HS5998 FD GreatLakesE.Wrk,Detroit 410′4471*tFPT*247*tAPT*47*t*	30 ″ 0	
476 137383	**William H. Hastie** 1*Dk*	SteelScK	229 214 89	✠100A1 *Stm Trawler* 6,16 ✠LMC6,16	Abn			1916 6mo *Lloyd's SA&CP*	A.Hall& Co.Ld. Aberdeen	R.Hastie&Sons	117·0	22·6	12·2 BK7½″	N.Shields British 3*BHCem* *DT f* 4′6*t*	T.3Cy.13″,21½″&35″–24″ (*s*) 180lb 83RHP 1SB,*3pf*,GS46,HS1412 A.Hall&Co.Ld.Aberdeen	13 ″ 0	
477 81628 KNRF	**William H. Moody** *W.D.Knowlton98–98* 1*Dk*	WoodTwinSc	259 259 176					1898	A.D.Story Essex,Mass.	Pigeon Hill Granite Co.	115·0	27·5	9·2	Gl'sterMas Utd.States	C.4Cy.11″&22″–15″ 31NHP Bertelsen&PetersonE.Bos.		
478 204277 KWFG	**William H. Murphy** *T.H.Corning* 1*Dk*	WoodScSr	923 681 673					1907	..... Hoquiam,Wb	Axim Transprtn. Co.	190·8	39·6	12·6	Pensacola Utd.States			
479 133155	**William H. Raeburn** *J.A.Mitchell –17* 1*Dk*(*Stl*)	SteelSc *ss*Grk.No.1–17	401 382 188	✠ A1 *Dredger* 6,18 ~~12,15~~ ✠LMC4,17	PGl Grk	*g*	4,17	1913 11mo *Lloyd's SA&CP*	Ferguson Bros.(Port Glasgow) Ld Pt.Glasgow	Trustees of the Clyde Lighthouses	140·4	34·1	10·8 FK	Glasgow British 4*BHCem*	C.2Cy.17″&34″–24″ (*s*) 120lb 48RHP 2SB,*4cf*,GS55,HS1532 FergusonBros.(Port Glasgow)Ld.Pt.Gls.	11 ″ 3 s 3 ″ 3 8 ″ 6	
480 205076	**William H. Truesdale** *Elec.light Mchy.Aft*	SteelScSr 1*Dk*	5057 — 3764					1908	American S.B.Co. Lorain	Empire S.S.Co. (Brown&Co. *Mgrs.*)	432·0	52·0	28·0	Buffalo Utd.States *WB*	T.3Cy.22″,35″&58″–42″ 218NHP American SBCo.Cleveland		
481 205180	**William H. Wolff** *Elec.light Mchy.Aft*	SteelScSr 1*Dk*	6281 — 4767					1908	American S.B.Co. Lorain	Gartland S.S.Co. (D.Sullivan&Co. *Mgrs.*)	504·0	54·0	30·0	Chicago Utd.States *WB*	T.3Cy.22⅜″,36″&60″–42″ 233NHP		
482	**William Ison** *Elec.light Mchy.Aft*	SteelScSr *Longitudinal framing*	3250 2993 2029	100A1 (*Class Contem plated*) *Carrying Petroleum in bulk*				1917	Baltimore SB&DDCo. Baltimore	Sinclair Gulf Corp.	292·5 P62′F26′	47·2	26·9	Utd.States	2 Geared Steam Turbines W&AFletcherCo.Hoboken	28 ″ 1 s 5 ″ 5 23 ″ 0	
483 204417	**William J. Filbert** (*ex* William M.Mills) *Mchy.Aft Elec.light* Sub.Sig.	SteelScSr 1*Dk*	7962 — 6189					1907	American S.B.Co. Lorain,O.	Pittsburgh S.S.Co.	585·0	60·0	32·0	Duluth Utd.States *WB*	T.3Cy.22¼″,37½″&65″–42″ 274NHP AmericanSB.Co.Cleveland		
484 207790	**William J. Olcott** *Mchy.Aft Elec.light* Sub.Sig.	SteelScSr 1*Dk*	7568 — 5712					1910	Gt.Lakes Eng.Works Ecorse,Mich.	Pittsburgh S.S.Co.	580·0 F45′	58·2	33·2	Duluth Utd.States *WB*	T.3Cy.24″,38″&65″–42″ 274NHP Gt.LakesE.Works,Detroit		
485 81747	**William L. Brown** *Mchy.Aft Elec.light*	SteelScSr 1*Dk*2*trB*	4904 — 3879					1901	Chicago S. B.Co. Chicago	Republic Trnsprtn. Co. (M.A.Hanna& Co.*Mgrs.*)	430·0	50·2	24·4	Duluth Utd.States *WB*	T.3Cy.23″,38″&64″–40″ 259NHP ChicagoS.B.Co.		L
486 2194 JFBR	**William Lindberg** *P.A.Brolin13–13* 1*Dk*	IronSc	173 74 127					1877	W.Lind-bergs Vktieb. Stockholm	Vaxholms Nya Ångf Aktieb. (B.von Sydow,*Mgr.*)	103·7 Q32′	19·2 B37′	7·5 H42*t*	Vaxholm Swedish	C.2Cy.16″&31″–21″ 37NHP W.LindbergsMk.Vks.Skm		
487 205186	**William Livingstone** *Mchy.Aft Elec.light*	SteelScSr 1*Dk*	6634 — 4927					1908	Gt.Lakes Eng.Works Ecorse	Montreal Trnsprtn Co. (W.C.Richard-son&Co.*Mgrs.*)	532·0	58·3	32·0	Mentor,O. Utd.States *WB*	T.3Cy.24″,38″&65″–42″ 274NHP GtLakesEngWrks,Detroit		
488 200478 KSFD	**William M. Wadley** *J.Maher*	SteelSc *Tug* 1*Dk*	154 — 104					1903	Delaware R I.S.B.&E Wks Chester,Pa.	Ocean S.S.Co.	89·7	21·5	10·5	New York Utd.States	C.2Cy.17″&36″–26″ 55NHP		R

1 No. in Book. / Official No. / Code letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. / No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 6 7 Particulars of Classification. Character. / for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned. now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 9 Built. When. / Ship. / Engines	By Whom. / Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L. R. Date of Fl. of Trade Cert.
489 136322 JHCF	**William Mason** SteelScSr *T.Owens* –16 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck*	425 273 164	✠100A1 Goo *f* ~~[illegible]~~ 1,18 ✠LMC10,14			2,~~16~~ 10,17	1914 10mo *Lloyd's SA&CP*	J.Fullerton &Co. Paisley	MasonShppg CoLd (W.Mason&Co., *Mgrs.*)	150·1 Q87′B9′F26′ *WB=FPT38t*	23·8 FK	10·4 3*BHCem* *APT8t*	Glasgow British	C.2Cy.17″&36″–24″ (*s*) 130lb 53RHP 1SB,*2pf*,GS42,HS1388 Fishers,Ld.Paisley	11 ″ 6 s 4 ″ 4 11 ″ 4	
490 99622 IWVC	**William Middleton** SteelScSr *P.Kirkcaldy* –16 *ss*Shl.No.3–5,06 *ss*Mch.No.2–15 1*Dk*(*Stl*)&*Webframes*&*pt Awngdk*(*Irn*)	2543 1927 1559	✠100A1 Sws *s* *pt Awng dk* *withfreeboard* 8,~~17~~3,17 3,18 ~~B&S6,16~~ ✠LMC4,16	Dub		5,~~16~~ 9,17 ~~6&S9,17~~	1893 3mo	Short Bros. Sunderland A&CP	J.Westoll	300·2 P33′Q88′B120′ RFD49′ *WB=CellDB236′*	40·1 FK	18·8 6*BHCem* 637*tAPT63t*	Sundrland British	T.3Cy.22½″,37″&61″–42″ (*s*) 160lb *80lb* NDB06 241NHP 2SB,*6pf*,GS108,HS3600 W.Allan&Co.,Sunderland	21 ″ 3 s 8 ″ 2 20 ″ 4	
491 81961	**William Muir** SteelPadSp *J.Clarke* –07 *Elec.light* 2*Dks*	412 325 171					1879	J.Key& Sons Kinghorn	N.BritishRly.Co.	174·1 *WB=CellDBu*	24·1 *E&B64′f&in Hopper side tanks*	10·7	Granton British	C.D.2Cy.28″&52″–60″ NE&B10 174NHP Ramage&Fergusn,Ld.Lth.		
492 81804	**William Nottingham** SteelScSr *Mchy.Aft* *Elec.light* 1*Dk2trB*	4234 — 3070					1902	Buffalo DryDockCo. Buffalo	GreatLakesS.S.Co	376·5 *WB*	50·0	29·0	Oswego, N.Y. Utd.States	T.3Cy.22″,35″&58″–40″ 213NHP AmericanS.B.Co.Clevelnd		
493 13085 LFHQ	**William O'Brien** SteelSc *C.L.Arey* –17 *Fitted for oil fuel* 1*Dk* *Elec.light Mchy.Aft* Sub.Sig. Wireless	5483 — 3917					1915	NewYork S.B.Co. Camden,N.J.	~~EastCoast Transprtn.Co.~~ DelawareNav.Corp.	353·3 P92′	51·2 *WB*	24·2	NewYork Utd.States	T.3Cy.24½″,38½″&67″–45″ 301NHP NewYorkSBCo.Camdn NJ		V
494	**William O'Swald** SteelTrpScSr *Elec.light Ref.Mchy.* 4*Dks*	20000					1914	Act.Ges. "Weser" Bremen	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr. Linie)	587·8 P37′B&F523′	72·0 *WB*	39·5	Hamburg German	T.8Cy.29½″,48½″&(2)53½″–59″&1Turbine A.G."Weser,"Bremen		
495 08157	**William P. Palmer** SteelScSr *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* *Elec.light* *Longitudinal framing* Sub.Sig.	7602 — 5746	✠100A– 11,13 *For Service on the Great Lakes* LMC12,16	Clv		11,13	1910 12mo	Gt.Lakes 'Eng.Works Ecorse,Mich.	PittsburghS.S.Co.	580·0 F53′ *WB=CellDBu*	58·2 FK *E&B64′f&in Hopper side tanks*	27·5 4*BH*	Duluth Utd.States	T.3Cy.24″,38″&65″–42″ (*s*) 170lb FD 404NHP 2SB,*6cf*,GS132,HS6285 GtLakesEngWrks,Detroit 470′7770t*FPT*286t*APT*60t	32 ″ 0	
496 81705 BGV	— SteelSc *W.E.Dunlop* *Mchy.Aft* *Elec.light* 1*Dk2trB*	2293 — 1609					1900	American S.B.Co. Cleveland	SouthernS.S.Co.	242·0 *WB*	42·0	26·6	Phildlphia Utd.States	T.3Cy.18½″,31½″&51″–36″ 156NHP AmericanSB.Co.Cleveland		
497 02859	**William P. Snyder** SteelScSr *Elec.light* 1*Dk*	6939 — 5492					1906	Gt.Lakes Eng.Works Ecorse,Mich.	ShenangoS.S.& TransportationCo.	530·0 *WB*	56·2	32·0	Cleveland Utd.States	T.3Cy.23″,37″&63″–42″ 257NHP GtLakesEngWrks,Detroit		
498 09662	**William P.Snyder, Jr.** SteelScSr *Elec.light Mchy.Aft* Sub.Sig. 1*Dk*	8603 — 6650					1912	Gt.Lakes Eng.Works Ecorse,Mich.	ShenangoS.S.& TransportationCo.	590·0 F56′ *WB*	64·0	34·2	Pitsburgh Utd.States	Q.4Cy22¾″,33¼″48″&69″–42″ 309NHP GtLakesEngWrks,Detroit		L
499 37547 PGH	**William Poulsom** SteelScSr *C.Green* –17 *Elec.light* 1*Dk*	219 198 78	✠100A1 Lth *For towing purposes* 3,17 ✠LMC3,17				1917 3mo *Lloyd's SA&CP*	J.Cran& Co. Leith	AlexandraTowing Co.Ld.	100·1 B34′	23·7 BK7½″	12·6 4*BHCem* *APT3t*	Liverpool British	C.2Cy.21″&44″–27″ (*s*) 130lb 83RHP 1SB,*3cf*,GS66,HS1850 J.Cran&Co.Leith	13 ″ 6 s 1 ″ 7 12 ″ 8	
500 ssKrh.2ndNo.3–12,16	**William Price** SteelTwinSc *C.Vidler* ~~*ssKrh.No.3–12,07*~~ ~~*ssKrh.No.2–14*~~ 1*Dk*(*Stl–pt*eak s)2*trB* (*Bucket Hopper Dredger*)	1178 1135 525	✠ A1 Krh *o* *Hopper Dredger* 12,16 ~~11,16~~ ✠LMC3,14 1,17 ✠NB3,14 ~~BS11,16~~			~~11,16~~ 1,17	1898 5mo	W.Simons &Co.Ld. Renfrew A&CP	KurracheePort Trust	236·0 F20′	42·6 FK	15·4 3*BHCem*	Kurrachee British	T.6Cy.18″,28″&47″–27″ (*s*) 160lb *80lb* 232NHP 2SB,*6cf*,GS120,HS3511 W.Simons&Co.Ld.Rnf.	16 ″ 0 s 3 ″ 2 13 ″ 5	
501 37361	**William Purdy** SteelScK *G.Culling*09–14 1*Dk*	194 191 86	✠100A1 Nwc *Stm Trawler* 10,14 ✠LMC10,14				1914 10mo *Lloyd's SA&CP*	Jos.T.El-tringham& Co.Ld.Wil-lingtonQuay	PurdySteam FishingCo.Ld. (G.R.Purdy, *Mgr.*)	115·6 BK7½″ *WB=*	22·0 3*BHCem* *DBf*19′13*t*	11·9	N.Shields British	T.3Cy.12″,20″&34″–24″ (*s*) 180lb 83RHP 1SB,*3pf*,GS50,HS1550 ShieldsEng.Co.Ld.N.Shl.	12 ″ 9	
502 81597	**William R. Linn** SteelSc *Mchy.Aft* *Elec.light* Sub.Sig. 1*Dk2trB*	4329 4156 3197					1898	Chicago S.B.Co. Chicago	PittsburghS.S.Co.	400·0 *WB*	48·3	23·9	Duluth Utd.States	Q.4Cy.19″,27½″,40″&58″–42″ 218NHP ChicagoS.B.Co.Chicago		
503 14582 LGNJ	**Wm. Rockefeller** SteelScSr ~~*L.W.Carpenter14–16*~~ *R.E.Tull* –17 *Elec.light* 2*Dks*(*Stl*)&*Webframes* *Mchy.Aft* Sub.Sig. *Longitudinal framing*	7157 6236 5217	✠100A1 Phl *b*† 12,16 *Carrying Petroleum in bulk* *Fitted for oil fuel* 6,17 *F.P.above* 150° F. ✠LMC12,16				1916 12mo *Lloyd's SA&CP*	W Cramp& SonsS&EBCo Philadelphia	StandardOilCo. (NewJersey)	430·0 P116′B36′F49′ *CellDBuE&B61′234t*	58·2 FK	33·3 15*BHptCem* *FPT246tAPT49t*	Baynne NJ Utd.States (10 *to U dk* 5 „ *2nd* „)	T.3Cy.27″,45½″&76″–51″ (*r*) 190lb 565NHP 3SB,*9cf*,GS185,HS8095 FD W.Cramp&SnsS&ECo.Phl	33 ″ 4 s 8 ″ 0 25 ″ 9	
504 81791	**William S. Mack** SteelScSr *Now named "Home Smith" See No. 64 in Supplement* *Mchy.Aft* *Elec.light* 1*Dk2trB*	3720 2785					1901	American Shipbuilding Co. Lorain,O.	ValleyCampS.S. Co.(J.A.Paisley, *Mgr.*)	346·0 *WB*	48·0	28·0	Cleveland Utd.States	T.3Cy.20″,33½″&55″–40″ 191NHP AmericanS.B.Co.Clevelnd		L
505 20746	**William Strong** SteelScCtr *J.Kindler*07–07 1*Dk*(*Stl*)	517 460 207	✠ Psy *g* *Hopper Barge* 11,07				1907 11mo	Fleming& Ferguson,Ld. Paisley	Melb'rneHarbour TrustCommisionrs	159·9 FK	28·1	12·6 4*BHCem*	Melbourne British	T.3Cy.15″,24″&39″–24″ 1SB,*3cf*,GS59HS1666 77RHP Fleming&Fergusn,Ld.Psy	13 ″ 3	
506 137155	**William Stroud** SteelScK *O.G.Stroud*12–14 1*Dk*	214 210 80	✠100A1 Abn *Stm Trawler* 8,14 ✠LMC8,14				1914 8mo *Lloyd's SA&CP*	A.Hall& Co.Ld. Aberdeen	StroudsSteam FishingCo.Ld.	115·7 BK7½″ *WB=*	22·6 3*BHCem* *DTf*5′9½*t*	12·2	Aberdeen British	T.3Cy.11⅛″,20″&34″–23″ (*s*) 180lb 57RHP 1SB,*3pf*,GS44,HS1230 A.Hall&Co.Ld.Aberdeen	13 ″ 0	
507 202866	**Wm. T. Roberts** SteelScSr (*ex*E.D.Carter) *Elec.light* *Mchy.Aft* 1*Dk*	6359 — 5063					1906	Detroit S.B.Co. Wyandotte	AmericanS.S.Co. (Boland& Cornelius, *Mgrs.*)	504·0 *WB*	54·1	30·0	Buffalo Utd.States	T.3Cy.22½″,36″&60″–42″ 233NHP DetroitS.B.Co.Detroit		L
508 NSLR	**Wm. Th. Malling** SteelScSr *O.P.Jensen* –17 *Well deck* *Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted*	1934 1456 1125	✠100A1 Cpn *q* 6,17 ~~2,17~~ *Examined* 3,18 ~~BS6,18~~ ✠LMC11,13	Els		2,17	1913 11mo *Lloyd's SA&CP*	Kjöbnhvns Flydk.&Skbs. Copenhagen	DetDanske Kulkompagni *WB=CellDB u E20′f183′500t PT100t APT18t*	262·6 Q157′F29′	39·2 FK	17·0 4*BHCem* *Deck tanks* 117*t*	Copnhagn Danish Liverpool	T.3Cy.20″,32″&53″–36″ (*s*) 185lb 194NHP 2SB,*6cf*,GS90,HS3080 KjbnhavnsFlydk.&Skbsv.	19 ″ 9 s 1″11½ 18 ″ 1	
509 139614 JQSK	**William Wallace** SteelScSr *D.P.James* –17 *Elec light* 1*Dk*(*Stl*) *Now named "Frankby," See No. 37 in Supplement*	4215 3973 2630	✠100A1 Mdb *x* 8,17 (*Class Contem plated*) ✠LMC8,17				1917 8mo *Lloyd's SA&CP*	Sir Raylton Dixon&CoLd Middlesbro'	R.W.J.Sutherland PalaceShippingCo. Ld.(Maclver,Mar-shall&Co.*Mgrs.*) *CellDB319′9804t FPT110t APT30t*	364·9 P25′B94′F40′	51·1 FK	26·1 6*BHCem*	W. Hartlpl British	T.3Cy.25″,41″&68″–45″ (*s*) 180lb 338NHP 3SB,*9cf*,GS167,HS6100 Richardsons,Westgarth& Co.Ld.Mdb.	28 ″ 4 s 5 ″ 3½ 23 ″ 5	

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel: Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille / Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L. R. Durée. Cert. Ref. Trade.
510 208397	**Willis L. King**	SteelScSr	7568 — 5712	✠	Nwc	*t*		1910	Gt.Lakes Eng.Works Ecorse,Mich.	InterstateS.S.Co. (W.Becker,*Mgr.*)	580·0 F53′	58·2	33·2	Duluth Utd.States	T.3Cy.24″,38″&65″–42″ 274NHP *WB* GtLakesEngWrks,Detroit		R
	Elec.light Mchy.Aft	1*Dk*															
511 KRCG	**Willkommen** *A.Sürke*12–12 *Elec.light*	SteelScSr *Mchy.Aft* *Carrying Petroleum in bulk*	3140 3119 1999	✠ 9,88	Nwc	*t*		1887 5mo	Armstrong Mitchell&Co. Ld.Newcastle	Deutsch-Amerik. PetroleumGes. *WB=CellDB*	314·6 P169′ 68′205*t*	41·2 F43′ *FPT*65*t* FK	31·7 11*BHCem*	Hamburg German	T.3Cy.30″,37″&72″–48″ NB02 359NHP WallsendSlipwayCo.,Nwc.	24 ″ 6	G
512 RLMV	— *J.Giese* (*ex*PlymouthBelle)	SteelPadSr Wireless 1*Dk*	508 331 210					1895	J Scott&Co Kinghorn	Hamburg-Amerik. Packetf.Act.Ges. (Ham.-Amr.Linie)	219·7 B&F299*t*	26·3	8·9	Hamburg German	C.2Cy.31″&60″–60″ 232NHP J.Scott&Co.Kinghorn		
513	— *E.P.LeFur* –02 *Elec.light*	IronPadSr 1*Dk*	436 — 203					1884	J.C.Tecklenborg Geestemünde	G.Huret	176·8	25·5	10·8	Cherbourg French	C.D.4Cy.23½″&49″–43″ Hambrg.Magdeburga.MaschinenFabrik 264NHP		V
514 122744 JBPH	**Willochra** *R.H.Neville* –13 *Elec.light Ref.Mchy.*	SteelTwinScSr 2*Dks&Shelter dk* Wireless	7784 5911 4532					1913	W.Beardmore&Co.Ld. Glasgow	AdelaideS.S.Co.Ld	411·7 B212′F72′	56·7	34·1	P.Adelaide British *WB*	Q.8Cy.23½″,34″,50″&72″–54″ 762NHP W.Beardmore&Co.Ld.Gls.		C
515 137031	**Willonyx** *Elec.light*	SteelScK 1*Dk*	327 300 171	✠100A1 *StmTrawler* 9,15 ✠LMC8,16	Hul			1915 9mo *Lloyd's SA&CP*	Cochrane &Sons,Ld. Selby	OrientSteam FishingCo.Ld.	140·4 Q78′F21′ BK7½″	24·2	12·8 4*BHCem*	Grimsby British	T.3Cy.13½″,23″&37″–26″ (*s*) 200lb 90RHP 1SB,3*pf*,GS44,HS1502 C.D.Holmes&Co.Ld.Hull	13 ″ 6	
516 99608 MPVR	**Willow Branch** *B.Anderson* –13 *Elec.light*	SteelScSr ssSld.No.3–4,04 ssLiv.No.2–11 1*Dk*(*Stl*)&*Spar dk*(*Stl*)3*trB*	3314 3121 2148	✠100A1 *Spar dk* 1,17 ✠LMC8,12 ✠NB4,04 BS5,16	Rot	*v*	9,15	1892 6mo	Bartram, Haswell&Co. Sunderland. A&CP	NautilusStmShpg. Co.Ld. (F.&W. Ritson)	328·0 B60′F36′ BK10½″ *WB=CellDB*262′	42·8 27·0 6*BHCem* 500*tAPT*53*t*	19·5 FD	Sundrland British	T.3Cy.24″,39½″&65″–42″ (*s*) 160lb *160lb* NDB04 296NHP 2SB,8*pf*,GS131,HS4780 J.Dickinson,Sunderland	29 ″ 6 s 6 • 0½ 24 ″ 6	
517 QCPM	**Willy** *H.P.deJonge* (*ex*Paris)	SteelScSr ssAms.No.3–4,15 1*Dk*(*Stl*)&*deep framing*	1242 1023 613	✠100A1 8,17 ~~5,16~~ ✠NB11,08 MS6,14	Ams Rot LMC DS8,17	*o*	~~4,15~~ 8,17	1902 5mo	WoodSkinner&Co.Ld Newcastle A&CP	Naam.Venn.Maatstot Exploitatie van het SS.Willy(W.H. Berghuys'Coal Trade)	250·0 B58′F25′ *WB=CellDB*a71′*uE*19′	32·2 FK	17·5 4*BHCem* *f*86′251*tFPT*79*tAPT*42*t*	Amstrdam Dutch	T.3Cy.21″,34″&56″–36″ (*s*) 160lb *90lb* NDB08 201NHP 1SB,3*pf*,GS58,HS2599 N.E.MarineEng.CoLdNwc	18 ″ 6 s 2 • 9 16 ″ 0	
518 MNPB	— *M.Olsen*16–16	SteelSc3MstSr (*ex*Wally) 1*Dk*2*trB*	443 392 247					1892	Göteborgs M.V. Gothenburg	Nösted S.Rederi Akties. (Pehrson &Wessel,*Mgrs.*)	145·4 B29′H10*t*	24·7	13·3	Drammen Norwegian *WB*	C.2Cy.19½″&32″–19¾″ 38NHP GöteborgsM.V.Got.		N
519 JTPB	— *N.J.Knutsson*16–15 (*ex*Ramsander)	WoodAuxSc3MstSr *Oil Eng.* (*See Sail Register*)	131 111 95					1913	E.K.Kastensson Söderköping	C.Bödiker&Co. Aktieb.	98·2	20·2	8·2	Malmö Swedish	Oil Engine 2Cy.10¼″–11⅝″		V
520 211692 LDGS	**Wilmington** *J.Ramselius* –13 *Elec.light*	WoodScSr 1*Dk*	990 823 571					1914	Kruse& Banks NorthBend,O	CharlesNelsonCo.	199·0	41·6	15·4	S.Frncisco Utd.States	T.3Cy.13″,22″&36″–24″ *Emade*06*fitted*14 60NHP UnitedE.WksAlameda Cal		
521 80884	—	IronSc	162 — 110					1882	W.Cramp &Sons Philadelphia	Wilmington TowingCo.	122·7	22·5	6·7	Wilmgton, N.C. Utd.States	C.2Cy.16½″&32″–24″ 42NHP W.Cramp&Sons,Phl.		
522 212387 LDMS	**Wilmore** *Brewer* –16 (*ex*Atlantic) *Elec.light Mchy.Aft*	SteelSc3MstSr 1*Dk*(*Stl*)&*Webframes* Wireless	5399 4664 3395	✠100A1 1,17 ✠LMC4,16	NNs	*y*	7,16	1914 7mo	ForeRiver S.B.Cor. Quincy,Mass. A&CP	Berwind-White CoalCo. *CellDBuE&* *B*68′*f*273′2231*t*	387·7 P92′F28′ *FPT*250*tAPT*55*t*	54·3 FK	27·7 *Cem* 5*BHonly*	NewYork Utd.States	T.3Cy.25″,41″&68″–48″ (*s*) 190lb 448NHP 3SB,9*cf*,GS154,HS6501 ForeRiverS.B.Cor.Quincy	31 ″ 8 s 7 • 8½ 24 ″ 4	
523 204238	**Wilpen** *Elec.light Mchy.Aft*	SteelScSr 1*Dk*	7612 — 5851					1907	Gt.Lakes Eng.Works Ecorse,Mich.	ShenangoS.S.& Trnsprtn.Co.	554·0	58·2	33·0	Cleveland Utd.States *WB*	T.3Cy.24″,38″&65″–42″ 274NHP Gt.LakesEng.Wks.Detroit		
524 115157 VGPM	**Wilster** *A.E.Wright* –15 ssCff.No.3–5,16	SteelScSr ~~ssBry.No.2–12~~ *Spar dk*(*Irn*)2*trB* &*deep framing*	2759 2560 1763	✠100A1 *Spar dk* *withfreeboard* 12,17 ~~6,15~~ ✠LMC5,16	Bkn Cff	*u*	~~5,16~~ 12,17	1903 10mo *Lloyd's*	Irvine'sSB &D.D.Co.Ld. WHartlepool *SA&CP*	TrechmannS.S.Co. Ld.(Trechmann Bros.*Mgrs.*) *WB=CellDBa*98′*uE*	320·0 P30′B96′F30′ FK 22′*f*140′736*tFPT*	46·0 21·3 80*tAPT*75*t*	12·8 5*BHCem*	W.Hartlpl British 80*tAPT*75*t*	T3Cy23″,38⅜″&62½″–42″ (*s*) 160lb *100lb* NDB16 278NHP 2SB,6*cf*,GS120,HS4530 Blair&Co.Ld.Stockton	23 ″ 7 s 3 • 10½ 20 ″ 1	
525 137823 JNGB	**Wilston** *J.W.Baker* –16	SteelScSr 1*Dk*(*Stl*)	3218 2975 2022	✠100A1 ~~4,18~~ 9,16 ✠LMC9,16	PGl Gls	*v*		1916 9mo *Lloyd's*	R.Duncan &Co.Ld. Pt.Glasgow *SA&CP*	WilstonS.S.Co.Ld. (W.S.Miller&Co.) *CellDB*293′894*t*	335·0 P29′B100′F38′ *APT*88*t*	48·0 FK	22·4 5*BHCem*	Glasgow British	T.3Cy.24″,38″&64″–42″ (*s*) 180lb *100lb* 297NHP 2SB,6*cf*,GS123,HS4706 Rankin&BlackmoreLdGrk	24 ″ 10 s 4 • 0 21 ″ 2	
526 139221 JNFG	**Wilton** *J.M.Kelly*05–16	SteelScSr 1*Dk*(*Stl*) *Cargo battens not fitted*	4281 4037 2689	✠100A1 ~~9,17~~ ~~4,17~~ 2,18 ~~ENpCNYK~~ ✠LMC8,16	Cff	*y*	2,18	1916 9mo *Lloyd's*	W.Gray& Co.Ld. WHartlepool *SA&CP*	HindustanSteam Shipping Co.Ld. (Common Bros. *Mgrs.*) *Cell*	385·1 P27′B229′F36′ *DB*338′1270*t FPT*	53·5 FK	24·1 6*BHCem* 96*tAPT*130*t*	W.Hartlpl British	T.3Cy.25″,41″&68″–48″ (*s*) 180lb HS7506 421NHP 2SB&1AuxSB,10*cf*,GS184, Cen.Mar.Eng.Wrks.WHpl	26 ″ 8 s 4 • 1 22 ″ 11	
527 3170 JHND	— *E.V.Ingmansson*15–16 ~~*Erik Andersson*11–15~~ *Well deck* *Cargo battens not fitted*	IronScSr ssBly.3rdNo.3–4,10 ssSkm.No.1–14 1*Dk*(*Irn*)2*trB*	1579 1266 969	✠100A1 2,18 ~~7,16~~ ~~4,16~~ ~~12,17~~ BS ~~7,16~~ LMC4,14	Skm	*q*	~~7,16~~ 2,18	1878 4mo	W.Gray& Co. WHartlepool A&CP	RederiAktieb.Disa (G.Brodin,*Mgr.*)	260·8 Q100′B62′F34′ *WB=DBa*84′*f*94′	34·2 BK9″	19·6 4*BHCem*	Stockholm Swedish	C.2Cy.32½″&61″–33″ 70lb NDB91 178NHP 2B,GS80 T.Richardson&Sons,Hpl.	21 ″ 0 s 1 • 10½ 20 ″ 0	
528 132675 HVJD	**Wiltshire** *B.G.Hayward* –17 *Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*–ws) *Ref.Mchy.* Wireless	SteelTwinSc5Mst	12160 8612 7801	✠100A1 *Shelter dk* *withfreeboard* 2,16 ✠LMC5,16 ✠Lloyd'sRMC8,17	Syd	*g*†	10,16	1912 2mo *Lloyd's*	J.Brown& Co.Ld. Clydebank *SA&CP*	Federal S.N.Co.Ld. *WB=CellDBa* 102′*uE&B*112′*f*	526·5 228′1681*t FPT*136*t*	61·4 FK	33·3 8*BHCem* *APT*118*t*	London British	Q.8Cy.25″,35½″,51″&72″–51″ 215lb (*s*) FD 1264NHP 2D&2SB24*cf*GS473HS19432 J.Brown&Co.Ld Clydebnk	36 ″ 6 s 7 • 1½ 29 ″ 9	BT till 5,17
529 114666 SHTL	**Wimbledon** *J.Cantell*14–14 (*ex*Heathford) *Elec.light*	SteelScSr ssShl.No.3–4,13 1*Dk*(*Stl*)&*Spar dk*(*pt Irn* &*pt Stl*)&*deep framing*	3767 3577 2436	✠100A1 *Spar dk* 8,16 ~~Examined 13~~ ~~BS7,17~~ LMC4,16	Cal	*w*	~~10,16~~ 7,17	1901 5mo	Osbourne, Graham&Co. Sunderland A&CP	Sale&Co. *WB=CellDBa*	339·0 P29′B86′F36′ 106′*uE*22′*f*140′719*t*	48·0 27·8 FK	19·4 6*BHCem* *APT*79*t*	London British	T.3Cy.25″,42″&68″–48″ (*s*) 180lb *80lb* 345NHP 2SB,6*cf*,GS112,HS5290 J.Dickinson&Sons,Ld.Sld.	29 ″ 0 s 5 • 6½ 23 ″ 10	
530 132643 HTWM	**Wimborne** *J.Jones* –15	SteelScSr ssLiv.No.1–16 1*Dk*(*pt Irnpt Stl*)	6079 5287 3689	✠100A1 3,17 LMC ~~Bs5,16~~ MS9,16 BS7,17	Cff NNs	*z*	~~9,16~~ ~~4,18~~	1911 12mo *Lloyd's*	Craig,Taylor&Co.Ld. Stockton *SA&CP*	WimborneS.S.Co. Ld.(E.Thomas Radcliffe&Co.Ld.) *WB=CellDBa* 132′*uE&B*46′*f*184′	415·0 P45′B241′F39′	55·5	26·6 7*BHCem*	London British	T.3Cy.28″,46″&75″–48″ (*s*) 180lb *100lb* 470NHP 3SB,9*cf*,GS197,HS7891 Blair&Co.Ld.Stockton 1598*tFPT*154*tAPT*203*t*	28 ″ 7 s 4 • 5½ 24 ″ 7	

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. — Under deck. — Net.	5 6 7 Particulars of Classification. Character. — for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 9 Built. When	By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of L.R. Cert.
531 20722 HFM	**Wimmera** Steel Sc Sr *G.B.Bates* *ss* Mel. No. 3–9, 16 2 *Dks* (*UStl*–ws pt teak) & *Web frames* *Elec. light* Wireless	3022 2110 1872	✠100A1 ~~7,17 9,16~~ 1,18 ✠LMC9,16 BS8,17	Mel Syd	*v*	2,16	1904 10mo	Caird & Co. Ld. Greenock *Lloyd's SA & CP*	**Huddart, Parker, Ld.** *WB=Cell D Ba 68' u E & B 58' f 152' 447t FPT 41t APT 27t*	335·3 | 43·2 | 20·6 P&B 201' F 100' BK 9"	Melbourne British *7 BHCem*	T. 3Cy. 27½", 45" & 74"–48" (*s*) 180 lb 522 NHP 2D & 1SB, *15cf*, GS 345 HS 9560 Caird & Co. Ld. Greenock	23 " 2 s 2 " 4 22 " 0	
532 38972 MWC	**Wimpole** Steel Sc K *J. Westerby* –16 *Elec. light* 1 *Dk*	320 295 163	✠100A1 *Stm Trawler* 6,16 ✠LMC 6,16	Hul			1916 5mo	Cochrane & Sons, Ld. Selby *Lloyd's SA & CP*	**Welbeck S. Fishing Co. (Grimsby), Ld. (E.C. Grant, *Mgr.*)**	137·0 | 23·5 | 12·9 Q76' BK 7½"	Grimsby British *4 BHCem*	T. 3Cy. 13", 23" & 37"–26" (*s*) 200 lb 88 RHP 1SB, *3pf*, GS 47, HS 1435 C.D. Holmes & Co. Ld Hull	13 " 7	
533 35601 CVG	**Winamac** Steel Sc Sr *J.E. Blay* –17 *Elec. light* 2 *Dks* (*Stl*) & *Web frames* *Mchy. Aft* *Longitudinal framing* Wireless	5767 5342 3606	✠100A1 7,17 ~~12,16~~ ✠LMC 8,15 *Carrying Petroleum in bulk* *Fitted for oil fuel* 8,13	SFo Cff	*z*	~~8,15~~ N 7,17 *F.P.*	1913 8mo	Craig, Taylor & Co. Ld. Stockton *Lloyd's SA & CP*	Standard Transportation Co. Ld. *WB=Cell D B" u E & B 89' 248t FPT 105t APT 116t* 150° F. above	412·0 | 53·3 | 31·1 P 116' B 26' F 47' FK 5 " 2nd dk	~~Stockton~~ Hong Kong British 16 *BHCem* 11 *BH to U dk*	Q. 4Cy. 24", 34", 49" & 71"–48" 220 lb (*s*) 499 NHP 3SB, *9cf*, GS 161, HS 6894 FD N.E. Marine Eng. Co Ld. Sld.	31 " 0 s 6 " 9 24 " 7	
534 73 RDV	**Windau** Iron Sc Sr *Lind* (*ex* Meerschaum) *Elec. light* 1 *Dk*	452 — 268					1873	E. Lindsay Newcastle	**Max Reincke**	156·6 | 23·6 | 14·0	Windau Russian *WB*	C. 2Cy. 18½" & 36"–24" NB 97 53 NHP Bowden Bros., Newcastle		V
535 02174 TWF	**Windber** Steel Sc Sr *E. Jackson* *ss* N. Ns. No. 3–3, 03 (*ex* Daventry) *ss* Phl. No. 2–12 *Well deck* Wireless 1 *Dk* (*pt Irn pt Stl*) & *Web frames*	2837 — 2093	✠ —— 6,16 ✠ *Fitted for oil fuel* 1,13	Sea	*s*	*F.P. above*	1889 6mo	E. Withy & Co. W Hartlepool	**Pacific American Fisheries Inc.**	290·0 | 40·1 | 19·3 Q 117' B 118' F 33' FK *WB=Cell D B 250' 565t APT 11t*	Seattle, Wash. Utd. States 5 *BHCem*	T. 3Cy. 22", 35" & 59"–39" NDB 13 217 NHP 2SB, *6cf*, GS 88 T. Richardson & Sons, Hpl.	21 " 10	
536	**Windermere Ferry** Iron & Steel 1 *Dk* (*Stl*)		✠ A– 1,15 ✠LMC 1,16 *For Ferry purposes on Lake Windermere*	Wind-ermre			1915 1mo	Alley & Maclellan, Ld Glasgow	**W. Bruce-Logan**	56·0 | 18·0 | FK	British *4 BHAsp*	2Cy. 6"–6½" 100 lb 1B, GS 6, HS 80 Campbell & Calderw'd, Psy.		
537 PBQ	**Windhuk** Steel Twin Sc Sr *W. Zobel* Sub. Sig. Wireless *Elec. light* (*ex* Gertrud Woermann) 2 *Dks*	6344 4965 3950					1905	Blohm & Voss Hamburg	**Hamburg-Amerik. Packetf. Akt. Ges. (Ham. Amr. Linie)**	410·4 | 50·7 | 28·6 P&B 220' F 60'	Hamburg German *WB*	T. 6Cy. 20 1/16", 34¾" & 60¼"-42½" 234 NHP Blohm & Voss, Hamburg		G
538	**Windsor** Steel Sc Sr *Elec. light*	4230 4020 2740	100A1 (*Class Contem plated*)				1917	W. Pickersgill & Sons, Ld. Sunderland	**Johnston Line, Ld. (Furness, Withy & Co. Ld. *Mgrs.*)**	390·0 | 53·3 | 23·5 P 40' B 244' F 35'	London British	T. 3Cy. 27", 45" & 74"–48" J. Dickinson & Sons, Ld. Sld.		
539 25986	— Comp Sc *P. Nicolls* –15 (*ex* Iroquois) 1 *Dk*	1962 1904 1276					1892	..... Marine City, Mich.	**Montreal Trans-portation Co. Ld.**	257·1 | 41·0 | 24·4	Montreal British	C. 2Cy. 21" & 42"–42" 73 RHP Phœnix Irn Wks, Pt. Huron		
540 39927	— Steel Sc K *Elec. light* 1 *Dk*	222 193 97	✠100A1 *Stm Trawler* 12,16 ✠LMC 12,16	Hul			1916 10mo	Cochrane & Sons, Ld. Selby *Lloyd's SA & CP*	**Queen Steam Fishing Co. Ld.**	117·1 | 21·6 | 11·5 Q 69' BK 7½"	Grimsby British *4 BHCem*	T. 3Cy. 12", 21" & 34"–24" (*s*) 180 lb 66 RHP 1SB, *2pf*, GS 33, HS 1070 C.D. Holmes & Co. Ld. Hull	12 " 3	
541 28516 RMP	**Windsor Hall** Steel Sc Sr *H.H. Godwin* –14 1 *Dk*	3693 3458 2339					1910	W Doxford & Sons, Ld. Sunderland	**Windsor Hall S.S. Co. Ld. (E. Nicholl & Co., *Mgrs.*) (Hansen Bros. Ld., *Mgrs.*)**	345·0 | 48·2 | 24·6 P 25' B 116' F 36' *WB*	London British	T. 3Cy. 25", 41" & 66"–45" 277 NHP W. Doxford & Sons, Ld. Sld.		C
542 16097 RGW	**Windward Ho** Steel Sc K *G.W. Eddom* –15 *ss* Hul. No. 3–8, 15 1 *Dk*	226 201 88	✠100A1 *Stm Trawler* . 2,17 BS 2,17 ✠LMC 5,16	Hul		2,17	1902 10mo	Cook, Welt'n & Gemmell Hull *Lloyd's SA & CP*	**S.T. White & Co. Ld.**	121·8 | 21·5 | 11·5 Q 50' BK 7"	Hull British *4 BHCem*	T. 3Cy. 12½", 21½" & 35"–24" (*s*) 200 lb 63 RHP 1SB, *2pf*, GS 31, HS 1100 C.D. Holmes & Co. Hull	12 " 4	
543 12700 QPQ	**Winfield** Steel Sc Sr *W.K. Leiper* –15 *ss* Syd. No. 3–2, 13 *ss* Syd. No. 1–17 *Spar dk* (*Stl*) 2 tr B & deep framing	3215 3032 2082	✠100A1 *Spar dk with freeboard* 1,18 ~~2,17~~ BS 1,18 ✠LMC 2,17	Syd	*v*	~~2,17~~ 1,18	1900 4mo	W. Hamilton & Co. Pt. Glasgow A&CP	**Adelaide SS Co. Ld.** *WB=Cell D Ba & u E 114' f 144' 727t APT 77t*	330·7 | 45·7 | 16·2 P 31' B 118' F 39' 23·9 FK	P. Adelaide British *6 BHCem*	T. 3Cy. 24", 40" & 65"–42" (*r*) 180 lb *90 lb* 301 NHP 2SB, *6rf*, GS 141, HS 4691 D. Rowan & Co. Glasgow	26 " 6 s 4 " 6 22 " 4	
544 JVM	**Winfried** Steel Sc Sr *Th. Matzen* *Well deck* 2 *Dks* (*Stl*) & *deep framing* *Elec. light* Sub. Sig.	5355 5001 3356	✠ 12,12 ✠	Ham	*a*†		1911 4mo	J. Frerichs & Co. A.G. Einswarden	**Hamburg Bremer Africa Linie, A.G.** *WB=Cell D Ba 138' u E & B 42' f 179' 1289t FPT 98t APT 74t*	408·9 | 55·0 | 28·4 P&B 327' F 44' FK	Bremen German *7 BHCem*	Q. 4Cy 24 1/16" 35 1/16" 51 9/16" & 76"–47¼" 560 NHP 3SB, *9cf*, GS 181, HS 7815 FD J. Frerichs & Co. Osterholz	31 " 4	
545	**Wing Hang** Wood Sc Sr 2 *Dks*	*444* *197* *278*					1901	Kwang Tuk Cheang Hong Kong	**V.M. Leong**	140·4 | 24·0 | 9·5	Canton Chinese	C. 2Cy. 16"&32"–22" 40 NHP Tin Hing Eng. Co. H.Kg.		
546	**Wing Hon** Wood Twin Sc (*ex* San Cheung) 1 *Dk*, *Shade dk* & *Promenade dk*	*692* *312* *412*					1902	Kwang Tuk Cheong Hong Kong		189·8 | 33·2 | 9·1	Chinese	C. 4Cy. 14"&28"–17" 54 NHP Tin Hing & Co. Hong Kong		
547 33251	**Wing On** Steel Twin Sc *W.L. Forster* –15 1 *Dk* *Shade* & *Promenade dks*	835 454 456					1914	Kwong Tack Cheong Hong Kong	**Chan Lai Sang**	193·0 | 33·0 | 10·1	Hong Kong British *WB*	C. 4Cy. 17½"&36"–22" 98 RHP Kwong Tack Cheong, H.Kg.		
548 87151 WLT	**Wing Sang** Iron Sc Bn *R.D. Morrison* –16	2339 2136 1517			...		1883	Hall, Russell & Co. Aberdeen	**Indo-China Steam Nav. Co. Ld.**	290·5 | 40·2 | 24·0 B 54' F 39' FK	London British *Tpd.*	T. 3Cy. 19", 36" & 63"–54" NB 96 317 NHP 96 S.C. Farnham & Co., Abn.	25 " 0	
549 21298 FNV	**Winga** Steel Sc Sr *J. Brooks* 15–15 *ss* Trn. No. 2–13 *Well deck* 1 *Dk* (*Irn*) & *deep framing* *Elec. light*	1174 909 714	✠100A1 ~~6,16~~ 12,17 Gls Hul BS 3,16 ✠LMC 1,15	Gls Hul	*o*	3,16	1906 2mo	W. Hamilton & Co. Ld. Pt. Glasgow *Lloyd's SA & CP*	**Scandinavian Shppng Co. Ld. (Glen & Co., *Mgrs.*)** *WB=Cell D B a 58' f 104' 251t APT 15t*	239·9 | 33·0 | 15·6 Q 75' B 82' F 27' FK	Glasgow British *4 BHCem*	T. 3Cy. 17", 28" & 46"–33" (*s*) 180 lb *100 lb* 139 NHP 1SB, *3cf*, GS 55, HS 2240 D. Rowan & Co. Glasgow	16 " 6 s 1 " 1½ 15 " 8	
550 4365 JPCL	— Steel Sc Sr *E.F. Bauer* 12–12 *ss* Got. No. 3–6, 11 (*ex* Yorkshire) *ss* Got. No. 1–14 1 *Dk*	191 178 74	✠100A– 7,17 ~~6,16~~ BS 7,16 ✠LMC 6,14 7,17	Got		7,16	1898 6mo	A. Hall & Co. Aberdeen	**Fiskeri Aktieb. Winga (F. Teetzen, *Mgr.*)**	115·2 | 21·2 | 11·6 Q 24' H 7*t* BK 7½"	Gothenbrg Swedish *4 BHCem*	T. 3Cy. 12", 20⅛" & 33"–24" (*s*) 200 lb 62 NHP 1SB, *2rf*, GS 34, HS 1062 A. Hall & Co. Aberdeen	12 " 2 s 1 " 2½ 11 " 11	
551 35899 JDTR	**Wingate** Steel Sc Sr *J. Dew* –14 *Corrugated sides* 1 *Dk*	1911 1741 1152					1914	Osbourne, Graham & Co. Sunderland	**Furness, Withy & Co. Ld.**	279·0 | 41·8 | 18·3 P 22' B 72' F 24'	W. Hartlpl British *WB*	T. 3Cy. 21", 33" & 56"–36" 188 NHP N.E. Marine Eng. Co. Ld. Sld		C

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termo assigné maintenant après Lettre d'Equipement.	7* Date de la dernière visite de cette porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où cotés, si ce n'est dans le L. R. Intre Cert. R of Trade
552 81626 KNRC	**Winifred** *G.Jenkins06–07* *Carrying Petroleum in bulk* Wireless *Fitted for oil fuel*	**SteelScSr** *2Dks&Webframes*	2551 — 1520			...		1898	Bath Iron Works Bath,Me.	GulfRefiningCo.	282·5|42·2|21·1 P37'B52'F24' FK	PrtArthur Utd.States *WB*	T.3Cy.20½″,34″&55″–36″ NB98 228NHP NE86,*fitted*98 BathIronWorks,Bath,Me.	25 ″ 0	V
553 —		**SteelTwinScSr** *1Dk*	550					1901	Bow,McLachlan&Co. Ld. Paisley	CrownAgents for theColonies	175·0|29·0| 9·0	British Bow,McLachln&CoLd.Pay	T.6Cy.9¾″,15½″&25″–16″		
554 104052 NJPS	— ~~*Blodfrey* –18~~ *Mchy.Aft*	*Campbell* –17 *ss*Ips.No.3–10,11 *ss*Hul.No.1–16 1*Dk*(*Irn*)	**IronScK** 288 229 136	✠100A1 10,17 ~~5,16~~ ~~B&S1,16~~ ~~DS1,17~~	Hul Dub ✠LMC ~~MS9,15~~	*d*	~~3,16~~ 10,17	1894 3mo	J.P.Rennoldson&Sns. S.Shields A&CP	~~IpswichStmShpng Co.Ld.(E.Packard *Mgr.*)~~ Cullen,Allen &Co.Ld.	140·0|21·1|10·0 Q46'F16' BK7″ *WB*=*FPT*	Ipswich British 100 *3BHCem* *22tAPT9t*	C.2Cy.17″&34″–22″ (*s*) ~~90lb *80lb*~~ *65lb* 45RHP 1SB,*2pf*,GS30,HS864 J.P.Rennoldson&SonsSShl	10″ 6 s 1 • 3½ 9 ″ 11	
555 110584 RFTW	**Winifredian** *F.Shepherd* –03 3*Dks*(*Stl*)&*Webframes&pt Shelter dk* *Elec.light* *lower dk*(*Stl*)*forehold* *Ref.Mchy.* Wireless	**SteelSc4MstSr** *ss*Liv.No.3–6,12 *ss*Hul.No.1–17	10428 9287 6813	✠100A1 ~~11,17~~ 3,16 ~~Examined 5,17~~ ~~LMC5,16~~ DS4,15	Liv Bos ~~LMC5,16~~	*h*†	~~3,15~~ 4,17 4,17	1899 7mo *Lloyd's*	Harland& Wolff,Ld. Belfast	F.Leyland&Co.Ld. *WB*=*CellDBa1*	552·5|59·3|28·9 P72'F107' 36·8 *Shelter dk*234' FK&BK3″ 50'*uE&B*71'*f*175'1	Liverpool British *9BHAsp* 457*t DT*a48'	T.3Cy.33″,56″&94″–66″ (*s*) 200lb 847NHP 2D&2SB*18cf*GS329HS13368 Harland&Wolff,Ld.Bel. 1457*t MT*43'1498*t APT*39*t*	40 ″ 3 s 9 • 5 31 ″ 4	
556 132683 HVJT	**Winlaton** *J.C.Murray*05–12 1*Dk*(*pt Irn pt Stl*)	**SteelScSr**	3270 3014 2059	✠100A1 2,16 Examined 4,17 ~~LMC3,12~~	Npt	*v*	N7,15	1912 3mo *Lloyd's*	R.Thompson&Sons,Ld Sunderland *sA&CP*	GordonStm.Shpng Co.Ld. *WB*=*CellDBa102'u*	340·0|48·5|21·9 P29'B98'F33' FK *E&B*40' *f* 144' 733*t*	London British 6*BHCem* *APT*57*t*	T.3Cy.24″,40″&65″–42″ (*r*) 180lb *100lb* 307NHP 2SB,*6cf*,GS125,HS4874 Blair&Co.Ld.Stockton	24 ″ 4 s 4 • 0 20 ″ 8	
557 137256 JMCP	**Winnebago** *W.H.Pugsley*13–15 *Elec.light* 2*Dks*(*Stl*)&*Webframes* *Mchy.Aft* *Longitudinal framing*	**SteelScSr**	4666 4069 2885	✠100A1 7,17 ~~7,16~~ ~~LMC11,16~~ 7,17 *Carrying Petroleum in bulk* *Fitted for oil fuel* 1	Shl Ply	*x*	7,17 *bulk* 1,15 *F.P.*	1915 11mo *Lloyd's above*	Sir J. Laing &Sons,Ld. Sunderland *sA&CP*	Anglo-American OilCo.Ld. *WB*=*CellDBu E&* 59'171*t DT f*30'233	370·0|50·1|28·5 P108'B35'F43' FK *B* *t FPT*102*t APT*121*t*	Sunderlnd British 15*BHptCem* 10 *to U dk &* 5 „ 2*nd*„	T.3Cy.25½″,41″&68″–48″ (*s*) 180lb *100lb* 413NHP 2SB,*8cf*,GS136,HS5826 FD G.Clark,Ld.Sunderland	28 ″ 6 s 5 • 6 23 ″ 4	
558 213528 LFMV	— *C.Möller* –16 (*ex*Hangarland, *ex*Hampton, *ex*Heathcraig)	**SteelScSr** *ss*Shl.No.8–1,13 1*Dk*(*Stl*)&*Spar dk* (*Stl*)&*Webframes*	4362 4075 2718	✠100A1 *Spar dk* 12,16 ~~BS9,16~~ ✠LMC1,15	NNs	*x*	12,16	1900 6mo	Craig, Taylor&Co. Stockton A&CP	~~WinnebagoS.S. Corp.(American TransatlantieCo Inc.*Mgrs.*)~~ Foreign Transport &Mercantile Corp	360·7|48·2|20·2 P31'B90'F38' 28·2 FK *WB*=*CellDBa* 1	NewYork Utd.States *6BHCem* 18'*uE&B*38'	T.3Cy.25″,42″&68″–48″ (*s*) 180lb 348NHP 3SB,*9pf*,GS135,HS5373 N.E.MarineEng.Co.Ld.Sld *f*148'830*t FPT*188*t APT*47*t*	30″11 s 6 • 6 24 ″ 10	
559 213661 LFNM	**Winneconne** *H.C.Petersen* –16 (*ex*Hogland,*ex*Groveness, *ex*AnnetteFurness)	**SteelScSr** *ss*Cpn.No.2–15 1*Dk*(*Stl*)& *deep framing*	1869 1700 1151	✠100A1 ~~7,17 7,16 1,15~~ 3,18 ~~MS8,15~~	Cpn NYk ~~LMC~~ ~~BS11,16~~	*r*	~~2,16~~ 12,17	1907 6mo *Lloyd's*	Osbourne, Graham&Co. Sunderland *sA&CP*	Foreign Transport &Mercantile Corp	279·3|40·2|18·1 P25 B70'F28' FK *WB*=*CellDBa&uE*108' *f* 126'	NewYork Utd.States *4BHCem* 500*t APT*80*t*	T.3Cy.20″,33″&54″–36″ (*s*) 160lb *100lb* NDB12 189NHP 2SB,*6cf*,GS90,HS3038 G.Clark,Ld.Sunderland	20 ″ 6 s 2 • 11½ 17 ″ 10	
560 98788 PMTJ	**Winnie** *A.Shotton* –11 1*Dk*(*Irn*)&*deep framing*	**SteelScSr** *ss*Nwc.No.3–11,13	2532 2337 1583	✠100A1 8,17 ~~7,14~~ ~~LMC~~ ~~BS8,15~~ 8,17 ~~MS7,14~~	Cff Hul	*t*	~~N7,14~~ 8,17	1896 11mo	J.Blumer& Co. Sunderland A&CP	Ferguson&Reid *WB*=*CellDBa*	304·0|44·0|20·6 Q39'B80'F35' FK 100'*uE&B*40'*f*114'	Glasgow British 5*BHCem* 636*t APT*46*t*	T.3Cy.23″,37½″&61½″–39″(*s*) 160lb *100lb* NDB13 245NHP 2SB,*6rf*,GS95,HS3800 Blair&Co.(Lim.),Stockton	23″ 1 s 3 • 6½ 19 ″ 10	
561 122851 HGVF	**Winona** *R.V.Schole* –16 *Mchy.Aft*	**SteelSoSr** 1*Dk*	2085 1919 1327					1906	Swan,Hunter&Wigham Richardson, Ld Newcastle	CanadaSteamship Lines,Ld.	252·0|43·5|21·3 P18'F36'	Hamiltn,O British *WB*	T.3Cy.20½″,33″&54″–36″ 175NHP MacColl&Pollock,Ld.Sld.		C
562 QCRM	**Winterswijk** *F.L.Teensma* –14 Sub.Sig.	**SteelScSr** 1*Dk*(*Stl*)	3205 2898 1937	✠100A1 ~~8,17 8,16~~ 2,18 ✠LMC7,14	Rot NNs	*u*	~~8,16~~ 5,17	1914 7mo	Schpw.v. JanSmit,Czn. Alblasserdm A&CP	Maats.Stoom. Winterswijk (Erhardt& Dekkers) *WB*=*CellDBa*92'*uE*22'	320·0|47·5|22·9 P28'B96'F84' FK *f*138'801*t FPT*114*t*	Rottrdam Dutch 5*BHCem* *APT*142*t*	T.3Cy.23″,38″&62″–42″ (*r*) 180lb *100lb* 282NHP 2SB,*6cf*,GS131,HS4510 Kon.Maats.deSchelde, Flushing	25″ 2 s 4 • 0½ 21 ″ 6	
563 133465 JDBP	**Winterton** (Detained at Hamburg) *W.Newlove*12–13 *Elec.light*	**SteelScSr** 1*Dk*(*Stl*)	3868 3688 2445	✠100A1 5,14 ✠LMC9,13	Shl	*x*		1913 9mo *Lloyd's*	Sir Raylton Dixon&CoLd Middlesbro' *sA&CP*	Denaby&Cadeby Main Collieries,Ld. *WB*=*CellDBa*	360·4|52·3|23·9 P32'B220'F36' FK 120'*uE&B*39' *f*155'1015*t DT f*21'750*t FPT*	Hull British 7*BHCem* 55*t APT*65*t*	T.3Cy.25″,40″&67″–45″ (*s*) 180lb 332NHP 3SB,*9pf*,GS174,HS5182 G.Clark,Ld.Sunderland	26 ″ 5 s 3 • 8½ 23 ″ 0	
564 2525 JFPN	**Wira** *J.A.Samuelsson* –09	**SteelScSp** 1*Dk*	102 58 54					1894	Jönköpngs M.V. Jönköping	GöteborgsNya AngslupsAktieb.	83·3|18·3| 6·3 Q5'B31'H5*t*F12'	Gothenbrg Swedish	C.2Cy.13⅜″&23⅝″–17½″ 19NHP JönköpingsM.V.Aktieb.		
565 131376 HTKB	**Wirral** *D.Jones* –14 *Elec.light*	**SteelScSr** *ss*Grk.No.1–16 2*Dks*(*Stl*)	4207 4033 2708	✠100A1 1,17 ✠LMC1,16	Nwc	*x*	N1,17	1911 9mo *Lloyd's*	Russell& Co. Pt.Glasgow *sA&CP*	WirralTransport Co.Ld.(J.Edgar& Co.*Mgrs.*) *WB*=*CellDBa*123'*f*167'957*t*	385·3|49·7|26·0 P36'B108'F43' FK	Liverpool British 6*BHCem* *APT*14*t*	T.3Cy.25″,41″&68″–48″ (*s*) 180lb 390NHP 3SB,*9cf*,GS181,HS6600 D.Rowan&Co.Glasgow	28 ″ 6 s 5 • 4 23 ″ 6	
566 97832 —	— 1*Dk*	**SteelTwinSc**	391 308 93					1890	J.Jones &Sons Liverpool	YulaSteamers TradingCo.Ld. (T.B.Stott *Mgr.*)	145·1|32·0|10·4 H83*t*	Liverpool British	T.6Cy.15½″,22″&36″–18″ 110NHP J.Jones&Sons,Liverpool		
567	**Wirumaa** *J.Kaew*12–12	**IronScSr** (*ex*Stella)	105 — 71					1869	..... Stockholm	RevalShippingCo. Ld.(Joh.Pitha, *Mgr.*)	93·8|18·0| 8·0	Reval Russian			
568 114409 SPWG	**Wisbech** *R.Adie* –01 1*Dk*(*Irn*)&*deep framing*	**SteelScSr** *ss*Nwc.No.3–10,13	1282 1169 801	✠100A1 12,16 ~~BS6,17~~ ~~BS9,16~~ ✠LMC10,15	Shl	*o*	12,16	1901 7mo	BlythS.B. Co.Ld. Blyth A&CP	WisbechS.S.Co.Ld (AtkinsonBros.) *WB*=*CellDBa*74'	235·0|36·5|17·0 P23'B50'F27' FK *uE&B*48'*f*70'384*t*	Newcastle British 4*BHCem* *APT*25*t*	T.3Cy.18½″,30″&49″–33″ (*s*) 160lb ~~90lb *70lb*~~ 148NHP 1SB,*4pf*,GS70,HS2367 N.E.MarineEng.CoLdNwc	19 ″ 2 s 2 • 6 16 ″ 11	
569 118121 HBDF	**Wisley** *W.Ruthan* –15 (*ex*WrayCastle) *Elec.light* *framing&Shelter dk*(*Irn*) *Carrying fuel oil F.F.above150°F.in D.B.Tks*	**SteelScSr** *ss*H.Kg.No.3–1,17 2*Dks*(*Stl*)&*deep*	4399 3943 2717	✠100A1 *Shelter dk* *with freeboard* 7,17 ~~7,17~~ ✠LMC1,17	Hkg Ntg	*y*	1,17	1904 9mo *Lloyd's*	W.Pickersgill&Sons Sunderland *sA&CP*	MitreShippingCo. Ld. (Houlder, Middleton&Co.Ld. *Mgrs.*) *WB*=*CellDBa*118'*uE&B*44'*f*	381·4|49·0|25·7 FK	London British 6*BHCem* 168'982*t DT*	T.3Cy.26″,43″&72″–48″ (*s*) 180lb *100lb* 429NHP 2SB,*6cf*,GS128,HS5722 FD G.Clark,Ld.Sunderland f32'785*t FPT*105*t APT*180*t*	28″ 5 s 3 • 6½ 25 ″ 4	
570 RQMN	**Wismar** *C.Schröder*97–12 *Well deck* Wireless *Elec.light* *Lower dk beams in No.1 hold*	**SteelScSr** 2*Dks*(*Stl*)	4686 4347 2923	✠ ~~12,15~~	Ham	*z*		1910 11mo	Akt.Ges. "Neptun" Rostock	Deutsch-Austral. Dmpfsch.Ges. *WB*=*CellDBa*122'*uE&B*54'*f*	400·0|54·1|25·9 P&B320'F53' FK	Hamburg German 8*BHCem* 178'1351*t*	T.3Cy.27½″,47½″&77½″–48″ 571NHP 3SB,*9cf*,GS168,HS7887 FD A.G."Neptun,"Rostock	28 ″ 6	

1 No. in Book. / Official No. / Code letters.	2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 Built. By Whom — Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Initials of Trade Corr.
571 Wissahickon SteelScSr 2G4416 *Elec.light Mchy.Aft* 2*Dks*	4062 — 3104					1907	Buffalo DD Co. Buffalo	Great Lakes Transit Corporation	350·0	46·0	30·9	Buffalo Utd. States *WB*	Q.4Cy.19″,27″,40″&58″–42″ 218NHP Detroit S.B.Co.,Detroit		
572 Wissmann Steel&IronScSr 96259 *W.W.Brown*09–11 (*ex*MinnieHinde) *Elec.light* 1*Dk*	629 454 197				...	1890	M'Ilwaine & M'Coll(L.) Belfast	Cowasjee,Dinshaw &Bros.	180·0 / P27′B15′F28′	27·2	13·4 FK	Bombay British *WB*	T.3Cy.17½″,27″&45″–30″ 110NHP M'Ilwaine&M'Coll(Lim.)	14 ″ 3	
573 Wistaria IronScK 96242 *T.Vynor* –12 (*Trawler*) MJVW (*ex*Lynton) 1*Dk*	143 138 45				...	1891	A.W.Robertson&Co. London	N.EasternSteam FishingCo.Ld.	96·5 / Q16′F20′	20·2	10·9 BK7½″	Grimsby British *WB*	T.3Cy.10½″,18″&30″–22″ NE02 NB11 44RHP G.T.Grey,SouthShields	11 ″ 9	
574 Witiaz SteelScSr 470 *Marckevitch*03–06 *ss*Nic.No.2–15 *Elec.light* 1*Dk*(*Stl*)&*Spar dk* &*Web frames*	1678 1460 988	✠100A1 *Spar dk* *withfreeboard* 2,15 BS7,14	Nic ✠LMC MS2,15	*r*	5,14	1906 9mo *Lloyd's*	Soc.Anon. Jhn.Cockerill Hoboken	Russian Transport &InsuranceCo. *WB*=	262·0 / P55′B66′F50′ *Cell DBa* 63′ *u*	36·0	13·8 FK *E&B*	Odessa Russian 5*BHCem* 60′*f* 90′325*t*	T.3Cy.22⅞″,35⅛″&57½″ (*s*) –43½″ 170lb *170lb* 262NHP 2SB,*6cf*,GS98,HS3614 FD Soc.An.J.Cockerill,Seraing	23 ″ 6 s 5–10½ 18 ″ 1	
575 Witte Zee SteelScSr QCRT *C.Verschoor* –14 1*Dk*&*Web frames*	465 409 56	✠100A1 *For towing purposes* ~~9,17~~ ~~8,16~~ 4,18 ✠LMC~~9,14~~ 4,18	Rot Ams	*h*	~~8,16~~ 4,18	1914 7mo *Lloyd's*	J.&K.Smit Kinderdijk	L.Smit&Co's. Sleepdienst,Ld.	148·0 / B54′F14′ *WB*=	28·8	15·0 BK7¾″ *FPT*12*t*	Rottrdam Dutch 5*BHCem* *APT*26*t*	T.3Cy.18″,28⅛″&46″–30″(*s*) 170lb 160NHP 1SB,*3cf*,GS74,HS2400 Mach.fab.Kinderdijk	15 ″ 9 s 1 ″ 11 14 ″ 10	
576 Wittekind SteelTwinScSr QFVH *E.Meyer* 2*Dks*(1*Stl*-ws&*U Stl*- *Well deck* teak s)&*Web frames* *Elec.light* Sub.Sig. Wireless	5640 4508 3607	✠ 4,94 ✠	Ham	*x*		1894 4mo	Blohm& Voss Hamburg	Norddeutscher Lloyd *WB*=*Cell DB*320′	383·4 / B304′F72′ 637*t FPT* 59*t APT*	46·0	27·2 FK 8*BHCem* 45*t DTa*85*t*	Bremen German 2D&2SB *16cf*,GS254,HS8206 Blohm&Voss,Hamburg	T.6Cy.22⅞″,35″&60″–42½″ 514NHP	30 ″ 0	G
577 Wivenhoe SteelScDy 135784 *H.Breach* –13 (*Trawler*) 1*Dk*	100 99 42					1913	J.Duthie Torry S.B.Co. Aberdeen	Waveney Steam DriftFishingCoLd. (A.Gouldby,*Mgr.*)	86·0	18·6	9·0	Lowestoft British	T.3Cy.9¾″,15″&22″–16″ Elliott& Garrood,Ld.Beccles	25RHP	
578 Wladimir SteelScSr 381 (*ex*AleksisKivi,*ex*Ingå)	115 — 58					1885	W.Crichton&Co. Åbo	W.Gorst	103·5	17·9	7·8	Reval Russian	C.2Cy.16″&28″–33″ 37NHP		
579 Wladimir Sawin SteelScSr 140275 *A.McG.Laing* –17 *ss*Rot.No.3–2,11 JRCQ *ss*Els.No.1–15 1*Dk*(*Stl*)&*Web frames*& *Elec.light* *pt Awng dk*(*Stl*)	2058 1518 1295	✠100A1 *pt Awng dk* *withfreeboard* ~~6,17 1,17~~ 5,18 ~~Ess1,16~~	Els ~~Swc~~ Mdb BS5,18 ✠LMC5,15	*r*	1,17	1898 8mo	Craig, Taylor&Co. Stockton A&CP	The Shipping Controller (Lambert Bros.Ld. *Mgrs.*) *WB*= *Cell DBa* 88′	271·0 / P27′Q72′ *pt Awng dk* 172′ *u E&B* 32′	40·7	16·5 FK *f* 108′442*t*	London British 4*BHCem* *APT*54*t*	T.3Cy.20″,32½″&53″–36″(*r*) 160lb 182NHP 2SB,*4cf*,GS74,HS2920 SirC.Furness,Westgarth& Co.Ld.Middlesbro'	18 ″ 9 s 7 ″ 9½ 18 ″ 5	
580 Wo Sang SteelScSr 98986 *J.M.Smith* –10 IHNL 2*Dks*	1783 1619 1127					1891	Lon&Glas. Co.(Lim.) Glasgow	Indo-China Steam Nav.Co.Ld.	260·0 / B64′	36·0	22·0	London British	T.3Cy.20″,32″&52″–45″ 181NHP Lon.&Glas.Co.(Lim.),Gls.		
581 Wodan IronPad *J.vanRees*81–04 (*Tug*) QCSG 1*Dk*	272 268 —				...	1883	L.Smit& Son Kinderdyk	L.Smit&Co'sSleepdienst,Ld.	131·7	23·8	13·0 FK	Rottrdam Dutch	C.D.4Cy.18″&28½″–42″ NB05 HS2142 110NHP DiepeveenLels&SmitKndk		V
582 Wodonga SteelScSr 98127 *S.Gilling* –16 1*Dk*&*Spar dk* LSVT *Elec.light* (*Stl*-ws)&*Web frames*	2341 1952 1473	✠ *Spar dk* 7,90 ✠	Gls	*t*		1890 7mo	A&J.Inglis Glasgow	Australas'n United Stm.Nav.Co.Ld. *WB*= *Cell DB*228′	310·2 / P193′F44′ 281*t*	39·1	14·8 FK 22·4	Melbourne British 5*BHCem*	T.3Cy.30″,48″&74″–48″ 2DB,*12cf*,GS220 379NHP A.&J.Inglis,Glasgow	25 ″ 0	
583 Woensdrecht SteelScSr QCSH *B.Kuiper* –12 *ss*Rot.No.2–14 (*ex*ConstanceCatharina) 1*Dk*(*Stl*) *Well deck* &*deep framing*	1036 875 650	✠100A1 10,17 ~~9,16~~ ~~BS8,15~~ ✠LMC12,14 BS8,17	Ams Rot	*o*	~~11,15~~ N10,17	1907 1mo *Lloyd's*	Rotterdam Droogd.Maat Rotterdam	N.V.Maats. Stoomschip Woensdrecht *CellDBa*58′*u*	230·0 / Q100′B79′F24′ *E*17′*f*102′343*t FPT*	34·1	13·7 FK 40*t APT*9*t*	Rottrdam Dutch 4*BHCem* RotterdamDroogd.Maats.	T.3Cy.17½″,28″&46″–36″ (*s*) 160lb 146NHP 2SB,*4cf*,GS79,HS2468	16 ″ 0 s ″ 11 15 ″ 4	
584 Woge SteelScLr *E.Block* QHNP 1*Dk*	129 129 67					1903	Bremer Vulkan Vegesack	Bremen-Vegesacker Fischerei Ges.	89·3	21·4	9·8	Vegesack German	C.2Cy.9 9/16″&16 9/16″–12⅝″ 8NHP BremerVulkan,Vegesack		G
585 Woglinde SteelScSr *R.Schüder*13–13 *ss*Ham.No.3–4,10 RKQS (*ex*Meissen) 1*Dk*(*Stl*)&*Spar dk*(*Stl*) *Well deck* *Elec.light* 3*trB*	4487 4287 2855	✠ — 11,15 *Spar dk* ✠	Ham	*y*		1897 7mo	Flensburgr Schiffsb.Ges. Flensburg	RhedereiAkt.Ges. "Oceana"(H.H. Schmidt,*Mgr.*) *WB*=	388·0 / P&B232′F46′ *Cell DBa* 94′ *u E&B*	47·5	20·8 FK 28·3	Hamburg German 6*BHCem* 62′*f* 164′895*t*	T.3Cy.28½″,47½″&78″–54″ 554NHP 4SB,*12rf*,GS185,HS9800 FlensburgerSchiffsb.Ges.	31 ″ 0	
586 — SteelScLr *F.Kuhlmann*09–12 NJQC 1*Dk*	137 130 67					1908	J.Frerichs &Co.A.G. Einswarden	"Visurgis" Heringsfischerei, Akt.Ges.	90·9 / Q14′	21·4	9·8	Nordnham German	C.2Cy.9 1/16″&16 13/32″–12 13/32″ J.Frerichs &Co.A.G.Osterholz		G
587 Woitto WoodScSr *E.Seppa* –99 RWOV	138 130 121					1899	..... Säkkijärvi	S.Junnola	97·4	23·4	8·9	Wiborg Russian			
588 Wolf SteelScLr *H.Nahrwold*08–08 QJNR 1*Dk*	137 130 67					1908	Bremer Vulkan Vegesack	Hochseefischerei Bremerhaven, Akt.Ges.	90·9 / Q21′	21·4	9·8	Brmrhavn German	C.2Cy.9 1/16″&16 13/32″–12 13/32″ 9NHP BremerVulkan,Vegesack		G
589 Wolfhound SteelSc 119332 *G.Berry* –05 *ss*Npt.No.3–9,16 1*Dk*	80 80 19	✠100A– *For Towing purposes* 11,17 ~~9,16~~ ✠LMC9,16 BS11,17	Npt		~~9,16~~ 11,17	1904 3mo	Willoughby Bros.Ld. Plymouth	Alexandra(Newport&S.Wales) Dks.&Ry.Co.(J.H. Vickery,*Mgr.*) *WB*= *DBf* 7′5*t*	80·4 / B6″	16·6	9·5 BK6″ *DTa*12′7*t*	Newpt Mon British 4*BHCem* 1SB,*2pf*,GS29,HS815 WilloughbyBros.Ld.Ply.	10 ″ 0 s 1 ″ 4 9 ″ 5	
590 Wolga IronScSr (Seized at Petrograd) PBJK *F.Benitz*11–12 *Elec.light* 1*Dk*&*Spar dk* 3*trB*	1099 1080 692					1882	Rostocker Act.Ges. Rostock	NeueDampfer-Co. Act.Ges.	219·1	29·2	14·4 21·4	Stettin German *WB*	C.2Cy.27½″&51¼″–31½″ NB96 123NHP RostockerA.G.,Rostock		
591 Wolgast SteelSc *DeBuhr*13–13 (*ex*Düsseldorf) RLDK *Mchy.Aft* 1*Dk*	489 439 241					1898	J.H.N. Wichhorst Hamburg	Pommerscher Industrie-Verein aufAkt.	151·4 / B8′	25·5	13·2	Stettin German	C.2Cy.13⅜″&24¾″–15¾″ 20NHP OttensenerMaschf.Altona		G
592 Wollombi WoodSc *H.Ewing*92–03 (*Tug*) *Renamed "Hamilton," See No.59 in Supplement*	103 —					1902	Govt. of N.S.W. Sydney NSW	Government of New South Wales	92·5	21·0	8·1	British	C.2Cy.13″&26″–18″ Campbell&Calderw'd,Psy.		

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Grément, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille / Francbord au milieu du navire. / Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L. R. Durée Cert. R.off Trade.
593 131493 HTMV	**Wollongbar** *J.H.Hunter* 05–11 *Elec.light Ref.Mchy.*	**SteelTwinScSr** 2*Dks*	2005 1744 811					1911	AilsaS.B. Co.Ld. Troon	NorthCoastS.N.Co Ld.	285·5 | 40·2 | 23·8 F40′	SydnyNSW British *WB*	T.4Cy.22″,35″&(2)40½″–30″ 180NHP AilsaS.B.Co.Ld.Troon		C
594 104811 NPJL	**Wollowra** *B.W.S.Pritchard* –15 (*ex*SilvioSpaventa) *Elec.light* (1*Dk*/*Irn*–ws)&*Spardk*3*trB* *Ref.Mchy.*	**SteelScSr** *ss*HKg.2nd.No.3–1,17	2631 2382 1678	✠100A1 *Spar dk* 12,17 ~~1,17~~	HKg	*t* ~~1,17~~ 12,17		1891 9mo ¼	Palmers' Co.(Lim.) Newcastle A&CP	WollowraS.S.Co. Ld. (A.R.Burkill& Sons) *Intermediate BH in forward hold*	323·0 | 40·3 | 17·2 P37′B85′F33′ 25·1 BK10″ *in 'tween dks* (4*B* *dispensed with* (1*B*	HongKong British *Cem* *H to Spar dk* *H „ Main „* *WB=Cell*	T.3Cy.28″,45″&74″–48″ (*s*) 160lb 483NHP 4SB,*12cf*,GS250,HS8800 Palmers'Co.(Lim.),Nwc. *only* *DB*238′344*t APT*24*t*	27 ″ 6 s 5 ″ 6½ 23 ″ 3	
595 114529	**Wolseley** *W.J.Gentry* –15 (*Trawler*) 1*Dk*	**SteelScK** 1*Dk*	159 148 61			...		1903	JT Eltringham&Co. S.Shields	~~E.G.Baker~~ ~~(J.L.Green, *Mgrs.*)~~ W.Hill	105·2 | 20·6 | 11·3 BK7½′	~~N.Shields~~ British Grimsby	T.3Cy.11″,18″&32″–22″ 55RHP ShieldsEng.Co.Ld.N.Shl.	11 ″ 10	
596 136172 JDSN	**Wolverton** *D.J.Evans* –15 *Elec.light*	**SteelScSr** 1*Dk*(*Stl*)	3868 3687 2445	✠100A1 5,17 ~~10,15~~ LMC1,14	Oda	*x*	5,16	1914 1mo	SirRaylton Dixon&CoLd Middlesbro' *Lloyd's*A&CP	E.P.Martin (H.A. Brightman&Co., *Mgrs.*) *WB=CellDBa* 155′1015*t*	360·4 | 52·3 | 23·9 P22′B221′F46′ FK 120′*uE&B*39′ *f* *DTf* 21′ 750*t FPT*	Newcastle British 7*BHCem* 55*t APT*65*t*	T.3Cy.25″,40″&67″–45″ (*s*) 180lb 332NHP 3SB,*9pf*,GS174,HS5182 G.Clark,Ld.Sunderland	26 ″ 5 s 3 ″ 8½ 23 ″ 0	
597 QGVM	**Wong Koi** *H.Oltmann* 2*Dks*	**SteelScSr**	1777 1640 1115					1896	Fairfield Co.(Lim.) Glasgow	Norddeutscher Lloyd	289·0 | 37·8 | 21·5	Bremen German *WB*	T.3Cy.22″,36″&57″–42″ 210NHP FairfieldCo.(Lim.),Gls.		G
598 120464 HBKR	**Wonganella** ~~*Ex-Nelson* –16~~ (*ex*WongaFell) 1*Dk*(*Stl*)&*Spardk*(*Stl*) *Elec.light* &*deep framing* *H.C.Søfern* –17	**SteelScSr** ~~*ss*Mel.No.2–15~~ *ss*Mel.No.3–9,17	3998 3751 2583	✠100A1 *Spar dk* 9,17 ~~3,10~~ ~~BS10,16~~ LMC4,16 ~~DBS4,17~~ DBS9,17	Mel	*x*	4,16	1904 10mo	SirJ.Laing &Sons,Ld. Sunderland *Lloyd's*A&CP *WB*	W.Crosby&Co. *= Cell DBa* 112′ *u*	360·0 | 48·5 | 18·4 P31′B114′F37′ 26·4 FK *E&B* 42′*f* 150′ 785*t*	Melbourne British 6*BHCem* *APT*159*t*	T.3Cy.25″,42″&68″–48″ (*s*) 180lb *90lb* 361NHP 2SB,*8cf*,GS168,HS5728 G.Clark,Ld.Sunderland	29 ″ 0 s 5 ″ 7 23 ″ 10	
599 131561	**Woniora** ~~*J.D.Ross* –17~~ *C.Sproule* –14 *Weil deck* *Elec.light Mchy.Aft* *Cargo battens not fitted*	**SteelScSr** ~~*ss*Cff.No.3–9,15~~ *ss*Syd.No.1–17 1*Dk*(*ptIrn*&*ptStl*)	820 588 362	✠100A1 ~~7,17 11,12,18~~ LMC~~1,18~~ 5,17	Syd	*k* ~~6,15~~ 5,17		1913 6mo	Hall,Russell&Co.Ld. Aberdeen *Lloyd's*A&CP	BellambiCoalCo. Ld. *WB=CellDB*	195·0 | 30·3 | 12·6 Q110′B9′F34′ FK *uE*28′*f* 108′187*t FP*	SydnyNSW British 4*BHCem* *T*70*t APT*8*t*	T.3Cy.16″,26″&43″–33″ (*r*) 180lb 140NHP 2SB,*4cf*,GS77,HS2506 Hall,Russell&Co.Ld.Abn.	14 ″ 6 s ″ 9½ 14 ″ 0	
600 10566 LCBF	**Woo-Ling Maru** *N.Ayabe* 1*Dk*	**SteelTwinSc**	1298 — 715					1906	Kawasaki DckyrdCoLd Kobe	NisshinKisen KabushikiKaisha	228·8 | 39·5 | 9·6 F31′	Tokio Japanese	T.6Cy.12½″,20″&33″–18″ 92NHP KawasakiDockyardCo.Ld.		
601 112732 RSQP	**Woodbridge** *J.H.Bouton* –16 1*Dk*(*ptIrn*&*ptStl*)2*trB* *deep framing*&*Web frames*	**SteelScSr** *ss*Cff.No.3–9,15	3605 3367 2331	✠100A1 9,17 ~~8,17~~ ~~BS12,16~~ LMC9,16	Bly Cff	*w*	3,17	1900 7mo	Irvine'sSB. &D.D.Co.Ld. WHartlepool A&CP	MalfordShipping Co.Ld.(P.D. Todd, *Mgr.*) *WB=CellDBa*	340·0 | 48·1 | 25·0 P28′B92′F35′ FK 115′*uE*19′*f* 140′848*t*	London British 6*BHCem* *APT*82*t*	T.3Cy.25″,40″&67″–45″ (*s*) 160lb *80lb* 308NHP 2SB,*8pf*,GS124,HS4740 W.Allan&Co.Ld.Sld.	27 ″ 9 s 5 ″ 2½ 22 ″ 10	
602 110365 SGCR	**Woodburn** ~~*J.D.Ross* –17~~ *J.Addison* –18 1*Dk*(*Irn*)&*deep framing* *ss*Fal.No.1–18	**SteelScSr** *ss*Cff.No.3–10,13	2360 2184 1488	✠100A1 ~~3,10 10,15~~ 5,18 ~~BS4,15~~ LMC~~9,12~~ ~~BS9,10~~ 5,18	Shl ~~SdFal~~	*t* ~~4,14~~ ~~10,16~~ 5,18		1900 11mo	BlythS.B. Co.Ld. Blyth A&CP *W*	TreeS.S.Co.Ld. (Howard,Jones & King, *Mgrs.*) *B=Cell DBa* 120′	302·9 | 43·2 | 19·9 P25′B78′F34′ FK *uE&B*16′*f* 120′690*t*	Newcastle British 5*BHCem* *APT*116*t*	T.3Cy.22½″,37″&61″–39″ (*s*) 180lb *160lb* 257NHP 2SB,*6cf*,GS88,HS4015 T.Richardsn&Sns.Ld.Hpl.	22 ″ 4 s 3 ″ 5½ 19 ″ 3	
603 124662	— *J.M.Gookin* –16 *Mchy.Aft* *Well deck*	**SteelScSr** *ss*Bel.No.2–15 1*Dk*(*Stl*)	194 133 72	✠100A1 ~~5,17 10,16~~ 5,17 ~~BS10,16~~ LMC2,16 ~~BS11,17~~	Bel	*b*	~~8,15~~ 5,17	1907 1mo	AilsaS.B. Co.Ld. Ayr *Lloyd's*A&CP	C.M.Legg&Son, Ld.	111·2 | 19·7 | 8·3 Q35′B7′F21′ len12 BK6″ *WB=FPT*27*t*	Belfast British 3*BHCem* *T*17*t APT*9*t*	C.2Cy.12″&26″–18″ (*e*) 130lb 27RHP 1SB,*2pf*,GS25,HS783 AilsaS.B.Co.Ld.Troon	9 ″ 0 s ″ 9 8 ″ 10	
604 123700 HJCQ	**Woodcock** *C.W.Birch* –09 *Elec.light* 2*Dks*(*UptStl*)&*Shelter dk*(*ptStl*)	**SteelScSr** *ss*Lon.No.2–15	1673 1086 744	✠100A1 *Shelter dk* *withfreeboard* 8,17 ~~7,17~~ LMC ~~MS7,15~~ BS~~8,16~~ 1,18	Lon Rot	*r*	~~7,15~~ 8,17	1906 9mo	Gourlay Bros.&Co. (Dundee)Ld. Dundee *Lloyd's*A&CP *WB*	GeneralStm.Nav. Co.Ld. *= Cell DBa* 36′ *uE&B*54′*f* 108′262*t FP*	260·0 | 39·1 | 16·1 B104′ BK8″ *T*17*t APT*9*t*	London British 5*BHCem*	T.3Cy.26″,41½″&67″–45″ (*s*) 170lb 499NHP 2SB,(FD)&1Aux.SB10*cf*, GS179,HS7149 GourlayBros.&Co. (Dundee)Ld.Dun.	18 ″ 6 s 2 ″ 4½ 16 ″ 2	
605 93296 KHFN	— *J.S.Bateman* –16 *Mchy.Aft* 1*Dk*&*Shadedk*	**IronScSr** *ss*Adn.2ndNo.3–8,10 *ss*Adn.No.1–14	251 217 91	✠ ~~8,17~~ *withfreeboard*	Adn	*f*	11,14	1886 6mo	Cmpbltwn. ShipbldngCo. Campbeltwn *Lloyd's*A&CP	CowasjeeDinshaw &Bros.	150·0 | 23·1 | 10·1 P22*t* BK7½″ *WB=FPT*	Glasgow British 3*BHCem* 28*t APT*10*t*	C.2Cy.22″&42″–30″ (*a*) 90lb 80RHP 1SB,*3pf*,GS60,HS1344 Muir&Houston,Glasgow	11 ″ 0 ~~s ″ 10½~~ ~~11 ″ 6~~	
606	**Woodey No. 2** *Elec.light*	**SteelScSr** 1*Dk*	415 361 237					1903	Akt.Sandvikns Skepps. ochMek.Verk Helsingfors	RussianGovernment	136·7 | 27·0 | 13·6	Russian *WB*	C.2Cy.16½″&33″–19¾″ 40NHP Aktieb.Sandvikens Skeppsdocka ochM.V.		
607 139194 JNTR	**Woodfield** *S.Blackmore* –17 *Elec.light* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	**SteelScSr** 430	~~4294~~ 4072 ~~2699~~ 2081	✠100A1 *Shelter dk* *withfreeboard* ~~7,17 9,17~~ 7,17 LMC2,17 7,17	Nwc Npt	*y*		1917 2mo	NthmblndS.B.Co.Ld. Newcastle *Lloyd's*A&CP	WoodfieldS.S.Co. Ld.(Woods,Tylor &Brown, *Mgrs.*)	400·0 | 53·0 | 24·3 F37′*on Shelter dk* FK *CellDB*351′1300*t*	London British 6*BHCem* *APT*110*t*	T.3Cy.27″,45″&74″–48″ (*s*) 180lb *100lb* 465NHP 3SB,*9cf*,GS186,HS7906 Blair&Co.Ld.Stockton	26 ″ 11 s 3 ″ 2 24 ″ 2	
608 99148 NGLT	**Woodleigh** *H.W.Parsons* –16 1*Dk*(*ptStlptIrn*)&*Webframes* &*ptAwng dk*(*Irn*)	**SteelScSr** *ss*Cff.No.3–4,06 *ss*Sld.No.2–14	2664 1972 1697	✠100A1 *pt Awng dk* *withfreeboard* 4,17 BS10,16 LMC3,14	Mch	*t*	N11,15	1894 1mo	JLThompson&Sons Sunderland A&CP	Fisher,Renwick &Co.	300·0 | 41·3 | 19·3 P28′Q92′ *ptAwng dk*178′ FK *WB=CellDB*206′	Whitby British 6*BHCem* 452*t APT*33*t*	T.3Cy.22″,36″&59″–39″ (*s*) 160lb *90lb* NDB05 222NHP 2SB,*6pf*,GS106,HS3400 J.Dickinson,Sunderland	21 ″ 10 s 7–10½ 21 ″ 0	
609 121346 HGSQ	**Woodnut** *M.Yarroch* –13 (*ex*Woodcock) *Elec.light*	**SteelScSr** *ss*Gls.No.1–10 2*Dks*(*UStl*–ws)	1470 1044 629	✠100A1 1,14 BS1,14 LMC5,10	Gls	*q*	1,14	1906 6mo	J.Brown& Co.Ld. Clydebank *Lloyd's*A&CP	G.&J.Burns,Ld.	270·4 | 36·1 | 16·6 P75′B103′F44′ BK8″ *WB=DTa*10′	Glasgow British 5*BHCem* 24*t FPT*30*t*	T.3Cy.29″,48″&76″–45″ (*s*) 175lb *70lb* 460NHP 2DB,*12cf*,GS264,HS7720 J.Brown&Co.Ld.Clydebnk	17 ″ 6 s 2 ″ 5½ 16 ″ 2	
610 118019	**Woodside** *Elec.light*	**SteelTwinSc** 1*Dk*(*ptStl*–teaks)	445 445 125	✠ *Ferry purpose* 6,07	Liv *sRiver*			1903 6mo	Londonderry S.B.& E.Co.Ld. Londonderry	Municipal Corporation of Birkenh'd	150·0 | 41·0 | 10·9 *Promenade dk*134′ *WB=DTa*10′39*t*	Liverpool British 6*BHAsp* *DTf*12′53*t*	T.8Cy.(2)15″,(2)23″&(4)28″ –18″ 183NHP 2SB,*Grf*,GS104,HS3433 Cen.Mar.Eng.Wrks.WHpl	11 ″ 5	BT till 11,17
611 113757 VLST	**Woodtown** *R.Pritchard* –17 (*ex*Woodland) *Well deck* *Mchy.Aft*	**SteelScK** *ss*Cff.No.3–12,15 1*Dk*(*Stl*)	244 172 108	✠100A1 11,16 LMC12,15 BS12,17	Cff	*c*	~~11,16~~ 2,18	1903 8mo	Grngem'th &Greenock Dockyard Co. Grngemouth *Lloyd's*A&CP	TheTownLine (London),Ld. (Harrison,Sons& Co.*Mgrs.*)	130·0 | 22·4 | 9·0 Q41′B9′F19′ FK *WB*	London British 3*BHCem* *=FPT*15*t*	C.2Cy.14″&29″–21″ (*s*) 130lb *100lb* NDB04 39RHP 1SB,*2pf*,GS32,HS654 S.&H.Morton&Co.Leith	9 ″ 6 s ″ 11 8 ″ 10	

1 No. in Book. / Official No. / Code letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. / No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, and in L.R. Dates of L.R. Trial Cert.
612 102028 MVQJ	**Woodville** SteelScSr *T.Y.H.Wilson* –09 *ss*Shl.No.3–2,06 *ss*Shl.No.2–15 1*Dk*(*pt Stl pt Irn*)2*tr B* & *pt Awng dk*(*Irn*)	2505 1871 1569	✠100A1 *pt Awng dk with freeboard* 6,17 ~~5,16~~ B86,16 ✠LMC1,16	Bkn Bry	*s*	~~5,16~~ 6,17	1892 11mo	J.Readhead & Sons S.Shields A&CP	Southern Whaling & Sealing Co.Ld. (Richard Irvin, *Mgr.*)	299·0 P29′Q86′B122′ F34′ RFD28′ FK *WB*=*Cell D B*256′	40·8	18·6	N.Shields British 547*t A P T*46*t*	T3Cy.23″,37½″&61½″–39″(*r*) 160lb *80lb* NDB06 232NHP 2SB,*4rf*,*2cf*,GS107,HS3421 J.Readhead&Sons,S.Shl.	21 ″ 3 s 7 ″ 10½ 20 ″ 5	
613 122727	**Wookata** SteelScSr *C.Nielsen*06–09 *Well deck Ref.Mchy. Elec.light* 1*Dk*	648 409 344	…				1909 Lloyd's	Mackie & Thomson, Ld. Glasgow A&CP	Coast Steamships, Ld.(Incorp.)	180·3 Q79′B32′F26′ FK & BK1¼″	29·0	9·7 *WB*	P.Adelaide British	T.3Cy.15″,25″&40″–27″ 64RHP Muir&Houston,Ld.Gls.	12 ″ 0	
614 133564 JHDS	**Woolgar** SteelScSr *L.H.Roy* –14 *Elec.light* 1*Dk*(*Stl*) & *Shelter dk*(*Stl*)	3051 2737 1820	✠100A1 *Shelter dk with freeboard* 1,17 ✠LMC11,14	Mel	*w*	1,17	1914 11mo	Swan, Hunter & Wigham Richardson, Ld Newcastle	Melbourne S.S.Co. Ld. *WB*=*Cell D Ba* 114′*u E* & *B* 41′*f* 153′934*t FPT*	350·0	47·0	21·0 FK	Melbourne British	T.3Cy.23½″,39″&65″–45″ (*s*) 180lb *180lb* 385NHP 2SB,*8cf*,GS144,HS5606 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc	24 ″ 0 s 2 ″ 1½ 22 ″ 1	
615 112723 RSGB	**Woolston** SteelScSr *T.C.Taylor* –17 *ss*Cff.No.3–1,12 (*ex* White Wings, *ex* Claverley) *ss*Cff.No.1–17 1*Dk*(*pt Irn* & *pt Stl*)2*tr B* & *deep framing* 3*Dk rule*	2986 2784 1902	✠100A1 ~~5,17 4,17~~ 3,18 ~~Liv~~ Msl ✠LMC1,17 MBS3,18	Cff	*v*	~~4,17~~ 5,17	1900 6mo	J. Blumer & Co. Sunderland A&CP	Woolston S.S.Co. Ld. (S.Instone & Co.Ld.) *WB*=*Cell D Ba* 110′*u E* 20′*f* 120′744*t*	325·4 P28′B186′F36′ FK	46·5	22·6 *AP* 93*t*	London British	T.3Cy.24″,40″&65″–42″ (*s*) 180lb *100lb* NDB17 292NHP 2SB,*8pf*,GS131,HS4420 J.Dickinson&Sons,Ld Sld.	25 ″ 3 s 3 ″ 3½ 22 ″ 4	
616 98188	**Woolwich** SteelTwinScSr *G.Pike* –13 *Elec.light* 2*Dks*(*Stl–U* teaks) *Ref.Mchy.*	2462 — 1674	✠100A1 12,13 ✠LMC12,15	Gls	*t*		1913 3mo Lloyd's	Lon.&Gls. Co.Ld. Glasgow A&CP	The Admiralty *WB*=*Cell D Ba* 72′ *u E* & *B* 78′ *f* 74′344*t*	320·0 P90′F104′ FK	40·0	18·7 11*B Hpt Cem*	British	T.6Cy.18″,26½″&42″–27″ (*s*) 155lb 400NHP 4SB,*12cf*,GS234,HS7480 FD London&Glas.Co.Ld.Gls.	21 ″ 0	
617 98188	— SteelPad *W.Swaisland* –90	129 107 81					1890	Thames I W &S.B.Co.,Ld London	D.Wilson&Son	100·0 H40*t*	26·0	8·0	Borrow-stoness British	O.2Cy.25″-30″ 40RHP T.A.Young&Son,London		
618 98936 MDSL	**Woolwich Belle** SteelPadSk *W.G.Kelley* –14 1*Dk*	332 250 143					1891	W. Denny & Bros. Dumbarton	Coast Development Corporation, Ld.	200·0 *Promenade dk* 96′	24·1	7·6	London British	C.D.2Cy.24″&42″–54″ 108NHP Denny&Co.,Dumbarton		
619	**Woonda** SteelScSr *Elec.light* 1*Dk*(*Stl*)	305 265 3	✠100A1 *For towing purposes* 6,15 ✠LMC6,15	Shl			1915 6mo Lloyd's	J.P. Renoldson & Sns Ld. S.Shields A&CP	~~Adelaide Stm.Tug Co.Ld.~~	125·3	25·2	13·1 BK7″ *WB*=*F P T*	P.Adelaide British	T.3Cy.17½″,30″&48″–30″ (*s*) 180lb 182NHP 2SB,*6cf*,GS100,HS3438 J P Rennldsn&Sns,Ld.SShl	14 ″ 0 s 1 ″ 7 13 ″ 4	
620 112500 VDGH	**Wootton** WoodScK *L.Larsen* –11 1*Dk*	151 132 90					1900	H. Miles Cape Hawke, N.S.W.	Kaiapoi Shipping & Trading Co.Ld. (F. L.Parnham, *Mgr.*)	109·0	24·0	7·4	Lyttltn NZ British	C.2Cy.12″&24″–16″ 33RHP Chapman&Co.Sydney NSW		
621 ~~Surveyed at Sydney~~ 136807 JKHF	**Wordsworth** SteelScSr *A.M.Shields*08–15 1*Dk*(*pt Stl* & *pt Irn*)	3509 3195 2203	~~✠100A1~~ 8,16 ~~LMC1,16~~	Bly	*v*		1915 3mo Lloyd's	W.Gray & Co.Ld. W Hartlepool *sA&CP*	Shakespear Shpg. Co.Ld.(Glover Bros. *Mgrs.*) *Cell D Ba* & *u E* 135′*u*	343·0 P27′B96′F32′ FK	49·0	22·9 *WB*= 6*B H Cem* *B* 16′*f* 151′951*t FPT*	London British 62*t A P T* 30*t*	T.3Cy.24½″,40″&65″–42″ (*s*) 180lb *100lb* 299NHP 2SB,*6cf*,GS123,HS4645 Cen.Mar.Eng.Wrks.W Hpl	25 ″ 5 ~~s 4 ″ 6~~ ~~21 ″ 4~~	
622 RPQG	**Worms** SteelScSr *O.Hassold*10–11 *ss*Ham.No.1–12 *Elec.light* 1*Dk*(*Stl*) & *Spar dk*(*Stl*) *deep framing in Nos.*2,4,& 5 *holds* & *lower dk*(*pt Stl*) *in Nos.*1 & 3 *holds*	4428 4164 2778	✠ — 6,16 *Spar dk* ✠	Ham	*z*		1907 10mo	Swan, Hunter & Wigham Richardson, Ld Newcastle	Deutsch-Austral. Dmpfsch. Ges. *WB*=*Cell D Ba* 118′*u E* & *B* 42′ *f* 186′985*t*	401·0 P&B328′F48′	52·4	17·5 25·3 FK 7*B H Cem*	Hamburg German	T.3Cy.27″,45″&74″–54″ 523NHP 3SB,*9cf*,GS192,HS7390 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc.	28 ″ 0	
623 142	**Woron** SteelScSr *V.Petroff Takareff* 14–14 *ss*Hpl.No.1–10 (*ex* Snowdon Range) *Spar dk*(*Stl*)2*tr B* & *deep framing*	3342 2839 2088	✠100A1 *Spar dk with freeboard* 8,13 ~~Exd.Wgn.5,17~~ MS1,17 B88,16 ✠LMC1,16	Hul	*u*	~~8,16~~ 5,17	1906 7mo Lloyd's	Irvine's S B &D.D.Co.Ld. W Hartlepool *sA&CP*	West Russian S.S. Co.Ld. *WB*=*Cell D Ba* 106′*u*	325·0 P32′B100′F32′	47·1	13·8 22·6 FK *E* 24′*f* 138′654*t FPT*	Petrograd Russian 5*B H Cem* 100*t A P T* 42*t*	T.3Cy.24″,38″&64″–42″ (*s*) 160lb *100lb* 275NHP 2SB,*6cf*,GS100,HS4264 Richardsons,Westgarth& Co.Ld.Hpl.	24 ″ 10 s 4 ″ 2½ 21 ″ 0	
624 93694 KHQR	**Worsley Hall** SteelScSr *R.E.Oliver* –16 *ss*Shl.2nd No.3–10,12 2*Dks*(1*Stl* & 1 *pt Stl pt Irn*)3*tr B* & *Dom.No.1–15*	3489 3195 2238	✠100A1 3,18 ~~2,16~~ ~~Examined 2,17~~ ~~B82,17~~ ✠LMC ~~11,14~~ 3,18	Liv Bom	*v*	~~8,15~~ 3,18	1886 8mo	Palmers' Co. (Lim.) Newcastle A&CP	Hall Line, Ld. *WB*=2*M T*	330·0 P92′F47′	43·5	29·0 BK11″ *s* 22′623*t* & 22′331*t D*	Liverpool British 5*B H Cem* *Ta* 22′331*t*	T.3Cy.26½″,44″&71″–48″ (*s*) 150lb *80lb* NDB95 349NHP 2DB,*12cf*,GS187,HS5460 Palmers' Co.(Lim.),Nwc.	30 ″ 7 s 5 ″ 11 26 ″ 0	
625 1125	**Wostock** IronScYl *Sneedse* –10 (*ex* Alcyon, *ex* Windsor Castle) 1*Dk*	187 — 92	✠ *Stm Trawler* 1,03 ✠	Hul			1899 3mo	D. Aitken & Scott Glasgow *Completed by*	Russian Murman Steam Fishing Co. Cochrane&Cooper	119·0 Q22′	21·0	11·3 BK7½″ Ld. *WB*=	Archangel Russian 4*B H Cem* *D Bf* 15′20*t*	T.3Cy.12½″,21½″&35″–24″ 73NHP 1SB,*2cf*,GS38,HS1171 Shanks,Anderson&Co.Gls.	12 ″ 1	V
626 SWM	**Wotan** SteelScSr *C.Steege*94–13 *Oil Eng.* *Elec.light* 2*Dks*(*Stl*) & *Web frames* *Mchy.Aft* *Longitudinal framing* Wireless	5703 4971 3399	✠ — 2,16 *Carrying Petroleum*	Ham	*y* *in bulk*		1913 8mo	Reiherst'g Schiffsw. Hamburg	Deutsch-Amerik. Petroleum Ges. *WB*=*Cell D B u E* 65′285*t D T f* 31′390*t FPT* 210*t A P T* 70*t*	405·0 P104′B33′F35′	52·5	26·8 FK	Hamburg German *Cem* 11*B H to U dk* 4 „ 2*nd dk*	Oil Engines 2S.C.SA 6Cy.23½″–43¼″ 550NHP Reiherst.Maschinenf.Ham	29 ″ 6	
627 RQBC	— SteelScSc *ss*Ant.No.1–12 (*ex* Oswiga, *ex* St.Johann) 1*Dk*(*Stl*)2*tr B* & *deep framing* & *Web frames* 3*Dk rule* *Elec.light*	3390 3191 2140	✠ — 4,16 ✠	Ham	*v*		1908 6mo	Chant. Nav Anversois Hoboken	Wotan Schiffahrts Ges.m.b.H.(N.V. Wotan Transport & Handelmaats. *Mgrs.*)	346·0 P31′B180′F31′ FK	48·1	23·0 *WB*=*Cell D Ba* 108′	Hamburg German 6*B H Cem* *u E* & *B* 42′*f*	T.3Cy.24″,40″&66″–45″ 320NHP 3SB,*9cf*,GS129,HS4986 N.E.Marine Eng.Co.Ld.Sld 152′788*t FPT* 108*t A P T* 81*t*	25 ″ 7	
628 QKOT	— SteelScSr *Motor* 1*Dk*	138 128 92					1912	J.Frerichs & Co.A.G. Einswarden	Fischerei Ges. "Brema" m.b.H.	90·8 Q14′	21·5	9·9	Bremen German	Motor 2Cy.7 $\frac{5}{16}$″–9½″ J.Frerichs&Co.A.G.Ost.		G
629 QCSK	**Woudrichem** SteelScSr *K.Wegener* –15 *ss*Bhn.No.3–8,07 (*ex* Pawel, *ex* Halle) *ss*Rot.No.2–15 *Well deck* 2*Dks*(*Stl U*-teaks) *Elec.light* *lower dk forehold*(*Stl*) *Web frames afterhold*	4015 3198 2530	✠100A1 3,18 ~~14,16~~ B84,17 ✠LMC2,15	Rot ~~N Yk~~	*w*	11,16	1895 10mo	Germania-Werft Kiel A&CP	De Dordtsche Stoomschip Maatschappij *WB*=*Cell D B a* 104′*u E* & *B* 54′ *f* 136′718*t*	356·9 P&B218′F47′	43·7	25·5 BK11″ FK	Dordrecht Dutch 6*B H Cem* *f* 136′718*t*	T.3Cy.26½″,42½″&66½″–43½″ 185lb (*s*) 365NHP 1D&2SB,*12rf*,GS207HS6214 A.G." Germania,"Berlin	28 ″ 2 s 4 ″ 7 24 ″ 11	
630 04214 PRCT	**Wreathier** SteelScSr *A.P.Read* –16 *ss*Hul No.3–4,10 *Well deck* *ss*Shl.No.1–15 1*Dk*(*Stl*)	852 587 385	✠100A1 ~~10,16~~ 10,17 NB8,07 ✠LMC MS3,15 ~~BS11,16~~ 3,17	Shl Bry	*k*	~~8,16~~ 10,17	1897 5mo	Craig, Taylor&Co. Stockton A&CP	Allen, Adams&Co. Ld. *WB*=*Cell D B*	200·0 P22′Q51′B48′F23′ FK	31·2	12·8 *a* 49′*f* 75′ 155*t FPT*	Goole British 4*B H Cem* 40*t A P T* 36*t*	T.3Cy.17″,28½″&46″–30″ (*s*) 160lb *80lb* NDB07 115NHP 1SB,*3pf*,GS58,HS1756 MacColl&Pollock,Sld.	13 ″ 7 s ″ 10 13 ″ 0	

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Forme assignée maintenant après Lettre d'Agrément.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où cote, si ce n'est dans le L. R. Dans Cert. Red Trade
631	**Wren**	IronScK	166			...		1897	Edwards Bros. N.Shields	KelsallBros.& Beeching,Ld. (G. Beeching&J.E.A. Kelsall, *Mgrs.*)	118·2 len12	20·6 BK7½″	11·0	Hull British *WB*	T.3Cy.12″,18″&30″–21″ 41RHP N.E.MarineCo.(Lim.),Sld.	11 ″ 10	
10855	*A.Waters* –15	(*Trawler*)	164														
		1*Dk*	68														
632	—	SteelScK	135			...		1895	Earle'sCo. (Lim.) Hull	MaritimeFish CorporationLd.	94·0 Q18′	20·7 BK7½″	10·4	Canso,N.S. British	T.3Cy.11″,17″&30″–21″ NB07 45RHP Earle'sCo.(Lim.),Hull	11 ″ 3	
10420	*F.Forward* –14	(*Trawler*)	124														
PDLW		1*Dk*	44														
633	**Wrenthorpe**	SteelScK	225	✠100A1 *StmTrawler* 8,14 ✠LMC6,16	Flt		8,14	1906	J.Duthie Sons&Co.Ld. Aberdeen *Lloyd's sA&CP*	TettenhallSteam FishingCo. (Fleetwood)Ld.(J. A.Robertson, *Mgr.*)	125·4 9mo BK7½″ *WB=*	21·7	9·0	Fleetwood British *3BHCem DBf7′8t*	T.3Cy.12″,20″&33″–24″ (*s*) 180lb 54RHP 18SB,*2pf*,GS38,HS1152 W.V.V.Lidgerwood,Gls.	12 ″ 6	
122944	*W.Clarkson* –15	*ss*Flt.No.1–10	201														
HJCP		1*Dk*	91														
634	**Wrestler**	SteelSc	192	✠100A1 *ForTowingpurposes* 12,15 ✠LMC4,16	Bwg			1915	Scott& Sons Bowling *Lloyd's sA&CP*	Steel&Bennie,Ld.	106·6 4mo BK7″	23·1	11·7	Glasgow British *4BHCem*	C.2Cy.21″&42″–27″ (*s*) 120lb 99RHP 18SB,*3pf*,GS68,HS2203 Aitchison,Blair,Ld.Gls.	12 ″ 6 s 1 ″4½ 12 ″ 0	
135794	*W.Taylor* –15		179														
JKVB		1*Dk*(*Stl*)	—														
635	**Wrexham**	SteelScSr	1414					1902	SirRaylton Dixon&CoLd Middlesbro'	GreatCentralRly.	239·9 P24′B74′F40′	35·3	20·8	Grimsby British *WB*	T.3Cy.22″,35″&59″–39″ Richardsons, Westgarth&Co.Ld.Mdb. 217NHP		V
122682	*J.G.Ferris* –16	(*ex*NordII.)	1120														
HCRJ	*Elec.light*	1*Dk&Spar dk*	736														
636	**Wuchang**	SteelTwinSc	3204					1914	TaikooDk-yd&E.Co.of HongK'ngLd HongKong	ChinaNav.Co.Ld.	320·0	46·0	22·3	London British *WB*	T.6Cy.14½″,24″&39½″–30″ 171NHP TaikooDkyd.&Eng.Co.of HongKongLd. HongKong		
133250	*T.W.W.Pickard* –14		2708														
	Elec.light	2*Dks*	1975														
637	**Wuchow**	SteelTwinSc	436					1909	Kwong SangLung Hongkong	CantonNavigation Co.Ld.	123·6	22·0	8·0	Canton Chinese	C.4Cy.10″&20″–14″ 25NHP KwongSangLungHonkng.		
	LooSing	(*ex*RobertLebaudy)	—														
			279														
638	**Wuhu**	SteelScSr	1992					1895	Scott&Co. Greenock	ChinaNav.Co.Ld.	275·1 P9′B58′F31′	38·2	21·4	London British *WB*	T.3Cy.20″,32″&52″–39″ 169NHP Scott&Co.Greenock		
105746	*J.A.McCulloch* –17		1783														
PCJN		2*Dks*	1227														
639	**Wulsdorf**	SteelSc	140					1895	Bremer Vulkan Vegesack	FschdmpferRhed. "Weser,"G.m.b.H. (Joh.Barckhan, *Mgr.*)	102·3 B34′	20·6	9·9	Bremen German	C.2Cy.15¾″&26¾″–17½″ 25NHP Bremer Vulkan, Vegesack		
	(Captured and taken to Grimsby)		129														
QGCN	*H.Manssen* –10	(*Trawler*)	48														
		1*Dk*															
640	**Wurzburg**	SteelSc	224					1902	G.Seebeck Act.Ges. Bremerhaven	DeutscheDmpfis-chereiGes.Nordsee	122·1 Q60′F20′	22·8	11·8	Nordnham German	T.3Cy.12″,19⅔″&31½″–23⅝″ 48NHP G.Seebeck A.G.Bremerhvn		
	(Captured and taken to Grimsby)		190														
QHML	*K.Fokken*08–	(*Trawler*)	81														
		1*Dk*															
641	**Wyadda**	SteelScSr	132					1903	Moran Bros.Co. Seattle	AdmiraltyTug BoatCo.	85·9	19·1	11·0	Seattle Utd.States	C.2Cy.13″&30″–24″ 37NHP MoranBros.Co.Seattle		
81850	*W.E.Baker*	(*Tug*)	—														
	Elec.light	1*Dk*	90														
642	**Wyandotte**	SteelScSr	2450					1908	Gt.Lakes Eng.Works Ecorse,Mich.	WyandotteTrans-portationCo.	346·0 len.10	45·2	24·0	Detroit Utd.States *WB*	T.3Cy.18″,31″&50″–36″ 150NHP GtLakesEngWrks,Detroit		
205458			—														
	Elec.light Mchy.Aft	1*Dk*	1541														
643	**Wyandra**	SteelScSr	4058	✠ *Spar dk* 9,02	Gls	*w*		1902	A.Stephen &Sons,Ld. Glasgow	Australas'nUnited Stm.Nav.Co.Ld.	340·6 P&B243′F49′ 25·4 FK	45·9	17·5	Melbourne British	T.3Cy.28″,46″&77″–54″ 709NHP	28 ″ 0	
115709	*A.W.Newberry* –16		2961					9mo									
TQFG	*Elec.light*	1*Dk*(*Stl*–ws *pt* teak) *&*	2215							*WB=*	*CellDBa82′uE&B*	84′*f*114′ 580*t* *FPT*		6*BHCem* 64*tAPT*70*t*	4SB,*12cf*,GS264,HS11356 FD A.Stephen&Sons,Ld.Gls.		
	Wireless	*Spardk*(*Stl*–wspteak)															
		3*trBLower deck in Nos.* 1 *&* 2 *Holds*															
644	**Wybia**	SteelSc	129	✠ 9,87 ✠	Gls	*b*		1887	Scott&Co. Glasgow	LauncestonMarine Board	106·0	20·1	9·8	Launcestn British	C.2Cy.20″&40″–26″ 66RHP	10 ″ 5	
79287	*W.A.Clark*90–99	(*Tug*)	128					8mo									
		1*Dk*	6							*WB=*	*DBa24′f24′25t*			4*BHCem*	Ross&Duncan,Glasgow		
645	**Wyncote**	SteelScSr	4937	✠100A1 *Spar dk* 8,17 ~~3,16~~ ES5,16 ✠LMC2,15	Gls	*y*	~~3,16~~ 8,17	1907	C.Connell &Co.Ld. Glasgow *Lloyd's sA&CP*	Furness,Withy& Co.Ld.	400·0 P41′B112′F44′	52·0	19·3 27·8 FK	Liverpool British	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 531NHP 2S&1AuxSB,*11cf*,GS196, HS8216 FD D.Rowan&Co.Glasgow	30 ″ 6 s 6 ″ 1 24 ″10	
123323	*A.W.Foxworthy*	–16 *ss*Sws.No.2–15	4636					6mo						6*BHCem*			
HKWG	(*ex*Den of Ruthven)	1*Dk*(*Stl*)*&Spar dk*	3116							*WB=Cell*	*DBa130′uE&B46′*	*f*172′1032*t* *DTa32′*		854*tAPT*37*t*			
	Elec.light	(*Stl*)*&deep framing*															
	Wireless	*Carrying fuel oil F.P.alone*150°*F.in D.B*															
646	**Wyndham**	SteelScK	303	✠100A1 *StmTrawler* 8,16 ✠LMC8,16	Hul			1916	Cochrane& Sons,Ld. Selby *Lloyd's sA&CP*	AldersydeSteam FishingCo.Ld. (E.Beacock, *Mgr.*)	135·3 Q74′F21′	23·5 BK7½″	12·4	Grimsby British *4BHCem*	T.3Cy.13″,23″&37″–24″ (*s*) 200lb 84RHP 18SB,*3pf*,GS43,HS1371 Gt.CentralCo.-opE.&S.R. Co.Grimsby	13 ″ 1	
138975			278														
JNBK	*Elec.light*	1*Dk*	157														
647	**Wyola**	SteelSc	306	✠ *For towing purposes* 10,12	Shl			1912	JTEltring-ham&Co. S.Shields	SwanRiver ShippingCo.Ld.	125·0 7mo BK7″ *WB=FPT*13*t*	24·7	13·1	Fremantle British *6BHCem APT*18*t*	T.3Cy.18″,30″&48″–33″ 179NHP 2SB,*6cf*,GS102,HS3252 ShieldsEng.Co.Ld.N.Shl.	14 ″ 0	
131636	*A.Billet* –12		273														
	Elec.light	1*Dk*(*Teak*)	7														
648	**Wyrallah**	IronScSr	302					1885	Mrt's Dk.& Eng.Co.Lim. Blmain,NSW	GippslndSteamers Proprietary,Ld.	140·0 H10*t*	22·3	13·2	Melbourne British	C.2Cy.16″&32″–18″ NB05 45RHP Mort'sDk.Co.Ld.Balmain		
93558	*J.T.Munro*99–99		292														
SLQM		1*Dk*	205														
649	**Wyre**	SteelScK	295	✠100A1 *StmTrawler* 12,14 ✠LMC12,14	Flt		12,14	1911	Smith's Dock Co.Ld. Middlesbro' *Lloyd's sA&CP*	WyreSteamTrawl-ingCo.Ld. (J.N. Ward&Son, *Mgrs.*)	130·0 Q76′F21′	23·0 BK7½″	13·2	Fleetwood British *3BHCem*	T.3Cy.13¼″,23″&37″–27″ (*s*) 180lb 92RHP 18SB,*3pf*,GS51,HS1620 ShieldsEng.Co.Ld.N.Shl.	14 ″ 0	
132402	*R.Bettens* –11	*ss*Flt.No.1–14	258					3mo									
HSLC		1*Dk*	115														
650	**Wyreema**	SteelTwinScSr	6338	✠ *withfreeboard* 11,09	Syd	*u*†		1908	A.Stephen &Sons,Ld. Glasgow	Australas'nUnited Stm.Nav.Co.Ld.	400·4	54·2	30·6	Melbourne British	T.6Cy.24½″,40″&68″–48″ 1038NHP	33 ″ 3	
124247	*J.Grahl* –11		5885					2mo									
HMGN	*Elec.light*	3*Dks*(*Stl–U&M*ws)*Orlop*	3362							*WB=Cell*				7*BHCem*	6SB,*18cf*,GS372,HS16002 FD		
	Wireless	*beams forward Orlop dk*(*Stl*) *aft&Shade dk*(*Stl*–teak s)								*DBa76′uE&B104′*	*f*148′861*t* *FPT*56*t*			*APT*57*t*	A.Stephen&Sons,Ld.Gls.		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. / Master. / Special Surveys.	3 Material, Rig, &c. / Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage — Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines.	9 Built. By Whom. — Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L. R. Dated Bd of Trade Cert.
651 128970 HTQK	**Wythburn** *W.Lewis* –17 *Well deck* *Mchy.Aft*	**SteelSc3MstSr** *ss*Liv.No.1-15 1*Dk*(*Stl*)	420 279 161	✠100A1 11,17~~1,17~~ BS11,17 ✠LMC1,16	Liv	*f*	1,17	1911 10mo *Lloyd's*	R.William-son&Son Workington *AS&CP*	**StainburnS.S.Co. Ld.(Murphy& Sandwith)**	141·6 Q81'B9'F22'	24·3 FK *WB*=	11·0 *3BHCem* *FPT30t*	**Wrkingtn** British	C.2Cy.16″&36″–27″ (*s*) 130lb 83RHP 1SB,*3pf*,GS45,HS1656 Ross&Duncan,Glasgow	12 ″ 0 s ″ 6½ 11 ″ 8	
652 84974	**Wyvern** *J.Allan* –06 *Elec.light* (*Tug*)	**SteelTwinScSp** *ss*Brw.No.2–13 1*Dk*(*Stl*–ws)	215 200 74	✠100A– 6,17~~12,16~~ ~~BS12,16~~ ✠LMC5,13	Bkn Liv BS1,18		12,16	1905 11mo	Ferguson Bros. Pt.Glasgow	**MidlandRailway Co.**	110·0 BK6′ *WB*=*FPT*	22·6	11·2 *5BHCem* *15tAPT25t*	**Lancaster** British	C.4Cy.16½~~16~~&33″–21″ (*s*) 125lb 90RHP 1SB,*3cf*,GS66,HS2010 FergusonBros.Pt.Glasgow	12 ″ 1 s 2″ 11½ 10″ 0	
653 133023 HVLP	**Wyvisbrook** *A.S.Muir* –13	**SteelScSr** *ss*Cff.No.1–16 1*Dk*(*pt Irnpt Stl*)	3158 2960 1964	✠100A1 10,17~~2,17~~ ✠LMC1,16	Bry Shf	*v*	~~3,17~~ 4,18	1912 3mo *Lloyd's*	J.Blumer& Co. Sunderland *AS&CP*	**BrookS.S.Co.Ld. (Miller&Richards, ~~Mgrs.~~ Ld *Mgrs*)** *WB*=*CellDBa119'u*	332·5 P28'B101'F32' *E25'f137'846t*	48·7 FK	21·9 *5BHCem* *73tAPT106t*	**Glasgow** British	T.3Cy.23″,38″&61″–42″ (*s*) 180lb *120lb* 284NHP 2SB,*6cf*,GS116,HS4700 N.E.Marine Eng.Co.Ld.Sld	24 ″ 3 s 4 ″ 0 20 ″ 8	

*** **Additional Ships are inserted in the Supplement at the end of the Register.**

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Entretenement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe.	15 Registres où cote, si ce n'est dans le L. R. Durée Cert. Hull Trade.
1 108470	**Xania** *J.Allard* –12	**SteelScYl** *ss*Gms.No.3–10,09 *ss*Gms.No.1–14 1*Dk*	161 148 63	✠100A1 *Stm Trawler* 6,14 ✠NB6,14 ✠LMC6,14	Gms		N9,13	1897 5mo	Mackie& Thomson Glasgow	ConsolidatedStm. Fishing&IceCo. (Gms.)Ld. (J.D. Marsden, *Mgr.*)	104·2|20·5|10·7 Q17′F19′		BK7½″	Grimsby British	T.3Cy.10″,16½″&27½″–20″(*s*) 180lb 45RHP 1SB,*2pf*,GS26,HS656 Muir&Houston(Lim.),Gls.	11 ″ 7	
2 128755	**Xylopia** *G.J.Bird* –12	**SteelScK** 1*Dk*	262 239 103	✠100A1 *Stm Trawler* 2,13 ✠LMC8,11	Mil		2,13	1911 8mo *Lloyd's*	Cochrane &Sons Selby	SouthernSteam TrawlingCo.Ld. (C.C.Morley, *Mgr*)	125·2|22·0|12·2 Q69′		BK7½″	MilfrdHvn British	T.3Cy.12″,21″&34″–24″ (r) 180lb 76RHP 1SB,*3pf*,GS42,HS1384 C.D.Holmes&Co.Ld.Hull	13 ″ 0	
3 MBRN	**Y. Sontua** *P.Bentura* (*ex*BanLiongSoon, *ex*Darwin) *Elec.light*	**SteelScSr** *ss*Man.No.3–1,05 *ss*Man.No.2–13 2*Dks*(1*Irn*)	752 692 475	✠ 1,16 ✠	Man			1892 1mo	W.Doxford &Sons,Ld. Sunderland	Y.Sontua&Co. Manila	200·0|30·1|16·0 B45′F22′		BK8″ *WB=Cell*	Manila Utd.States	T.3Cy.17½″,28″&46″–30″ NB09 126NHP 1SB,*2cf*,GS62,HS2130 W.Doxford&Sons,Ld.Sld.	18 ″ 1	
4 1744 HLJR	**Yachi Maru** (*ex*Kwan-on MaruNo.17)	**WoodScSr** 2*Dks*	611 577 379					1897	Oaki Kikusaburo Shinagawa	S.Ogiu	187·6|22·2|19·4			Yokohama Japanese	C.2Cy.22$\frac{1}{16}$″&42½″–27″ Oaki 79NHP Kikusaburo,Shinagawa		
5 7089 JMSP	**Yahiko Maru** *T.Ogawa* –12 (*ex*Vega, *ex*Vienna,*ex*Gulf of Mexico) *Elec.light*	**IronScBn** *ss*Yka.2ndNo.3–11,08 *ss*Kob.No.2–16 1*Dk*(*Irn*)&*Spardk*(*pt Irn*)3*trB*	3300 2921 2046	✠100A1 *Spar dk* 12,16 ✠LMC12,16	Kob	*v*	12,16	1883 4mo *Lloyd's*	R.Dixon& Co. Middlesbro'	ItayaShosen KabushikiKaisha	330·0|42·3|26·0 B96′F36′		BK10″ *WB* = *Cell D B*	Nishino-miya Japanese	C.2Cy.43″&80″–54″ (*b*) 80lb *160lb* NDB94 368NHP 2DB,*12pf*,GS190,HS6088 Blair&Co.Ld.Stockton	28 ″ 6 s 6 ″ 5½ 23 ″ 4	
6 7658 JRON	— *T.Noda* (*ex*Glenelg) 2*Dks*(*Irn–Uws*)3*trB Inner Bottom Irn*	**SteelScSr** *ss*Yka.2ndNo.3–11,07 *ss*Yka.No.1–12	2694 2380 1946	✠ —— 3,16 ✠	Kob	*t*		1888 11mo	C.Connell &Co. Glasgow	IdoYeizo	305·6|39·0|24·0 P28′B66′F36′		BK10″ *WB*=	Yokohama Japanese	T.3Cy.23½″,37½″&59½″–42″ NDB00 251NHP 2SB,*6rf*,GS120,HS4154 DuncanStewart&Co.Gls.	26 ″ 8	
7	**Yakadjik** 1*Dk*	**SteelTwinScK** (*ex*Mona)	*146* *109* *40*					1903	Smith's Dock Co.Ld. NorthShields	Adminstration de Nav.àVap. Ottomane	112·6|19·1| 7·6			Constanpl Turkish	C.4Cy.12″&22″–15″ 31NHP MacColl&Pollock,Sld.		
8 204047 KWBR	**Yale** *Hawes* *Elec.light* Wireless	**SteelTrpScSr** 1*Dk*	3731 — 2312					1906	Delaware River Co. Chester,Pa.	PacificNav.Co.	376·0|61·3|20·2		*WB*	New York Utd.States	3 Steam Turbines W.&A.Fletcher Co.Hoboken,N.J.		R
9 19281 NCHL	**Yamagata Maru** *K.Kudo*05–16 *Elec.light*	**SteelScSr** 2*Dks*(*Stl*)	3792 3463 2347	✠100A1<br~~*Spar dk* 1,17~~ 2,18 ~~BS5,17~~ ✠LMC~~7~~ 2,18	Kob Yka	*w*	~~1,17~~ 5,17 2,18	1916 7mo *Lloyd's*	MitsuBishi Dkyd&EWks Nagasaki	NipponYusen KabushikiKaisha	345·0|50·0|29·1 P33′B74′F40′		FK *Cell D B* 294′	Tokio Japanese	T.3Cy23½″,38½″&64″–48″(*s*) 200lb 342NHP 2SB,*6cf*,GS109,HS4394 FD 772*t APT* 27*t* MitsuBishiD.&E.WksNag	29 ″ 1 s 5 ″ 6 23 ″ 11	
10 10840 LCWH	**Yamamitsu Maru** 1*Dk*	**SteelScSr**	845 — 509					1907	Ishikawa-jima S.B.&E. Co.Ld.Tokio	TokiowanKisen KabushikiKaisha	216·4|28·2|17·5 B36′		*WB*	Tokio Japanese	T.3Cy.15″,24½″&40″–30″ 88NHP IshikawajimaSB&ECo.Ld		
11 15810 MDJV	**Yamashiro Maru** *M.Nakamura* *Elec.light*	**SteelSc** *ss*Yka.No.1–16 2*Dks*(*Stl-Uws*)	3417 3015 2068	✠100A1 1,15 ~~10,15~~ 10,17 ✠LMC10,16 ~~BS10,17~~	Yka	*v*	~~10,15~~ 10,17	1912 11mo *Lloyd's*	Kawasaki Dkyd.Co.Ld. Kobe	NipponYusen KabushikiKaisha *WB*=	352·0|44·7|25·9 P36′F44′ *Cell D Ba* 104′*u E&*		FK B57′*f* 131′636*t FPT*	Tokio Japanese	T.3Cy.24½″,41″&68″–48″ (*s*) 200lb *100lb* 400NHP 2SB6*cf*,GS126,HS5289 FD 59*t APT* 20*t* KawasakiDkyd CoLdKobe	28 ″ 2 s 6 ″ 2 22 ″ 6	
12 66 QBHK	**Yamato Maru** *Yamakata* –16 (*ex*Ceylon) *Elec.light*	**SteelScSr** *ss*Kob.2ndNo.3–9,15 2*Dks*(*Stl*–ws)3*trB*	4121 3788 2527	✠100A1 12,16 ~~BS 12,16~~ ✠LMC9,16	Hav	*x*	9,15	1894 7mo *Lloyd's*	SirR. Dixon&Co. Middlesbro'	KawachiGoshi Kaisha *WB*= *Cell*	375·0|47·0|28·0 P48′B110′F55′ *D Ba* 102′ *u E&* B62′		FK	Dairen Japanese	T.3Cy.30″,49″&77″–48″ (*s*) 160lb *160lb* 470NHP 2DB,*12cf*,GS247,HS7957 T.Richardson&Sons,Hpl.	30 ″ 10	
13 9351 JSQK	**Yanagawa Maru** 2*Dks*	**WoodScSp**	578 — 351					1905	Ominato Zosensho Ominato	M.Yamaguchi	172·0|24·2|18·0			Nishino-miya Japanese	T.3Cy.12½″,19¾″&34″–22″ 54NHP		
14 JWHO	**Yandiola** *ss*Bbo.No.2–17 *M.Urrutia*16–16 (*ex*Swanley) 1*Dk*(*Irn*)2*trB*&*Web frames*	**SteelScSr** *ss*Bbo.No.3–4,08 ~~*ss*Bbo.No.1–18~~	2434 2207 1428	✠100A1 6,17 ~~4,18~~ ✠LMC6,17 ~~BS4,18~~ ~~✠LMC~~	Gls Bbo	*s*	6,17	1896 2mo *Lloyd's*	Richardsn, Duck&Co. Stockton	Cia.Naviera Aurrera (G.de Yandiola, *Mgr.*) *WB*= *Cell D Ba*	300·0|43·0|20·3 P31′B58′F35′ 104′*u E*24′*f* 116′550*t*		FK *APT* 81*t*	Bilbao Spanish	T.3Cy.22½″,37″&61″–42″ (r) 160lb *80lb* NDB16 246NHP 2SB,*6cf*,GS102,HS3778 Blair&Co.Ld.Stockton	22 ″ 9 s 4 ″ 0 19 ″ 1	
15 139714	**Yang Peh** 1*Dk*	**SteelTwinSc** (*Tug*)	311 223 68					1916	Kiangnan Dk&EngWks Shanghai	AsiaticPetroleum Co.(NorthChina), Ld.	145·0|26·0| 7·3		*WB*	Shanghai British	T.6Cy.10″,16″&26″–15″ 68RHP KiangnanDk.&Eng.Wrks.		
16 110093 RCBV	**Yang-Tsze** *R.N.Hodgson* –15 2*Dks*(*Stl*)&*deep framing*&*Web frames* *Elec.light*	**SteelScSr** *ss*Liv.No.3–2,12	6457 5887 4149	✠100A1 10,15 ~~BS4,16~~ ✠LMC4,16 ~~BS5,17~~	Liv	*b*†	N2,17	1899 3mo *Lloyd's*	Workman, Clark&Co.Ld Belfast	ChinaMutualStm. Nav.Co.Ld. (A. Holt&Co.*Mgrs.*) *WB*= *Cell D*	450·0|53·2|30·9 P36′B145′F45′ *Ba* 134′*u E&* B59′*f*		FK 171′ 1365*t D*	Liverpool British	T.3Cy.28″,47″&77″–60″ (r) 180lb *90lb* 620NHP 2DB,*12rf*,GS230,HS8994 FD Wrkman,Clark&Co.Ld Bel *Ta* 30′960*t FPT* 105*t APT* 70*t*	33 ″ 10 s 7 ″ 10½ 26 ″ 5	
17 120991	**Yangtse** 1*Dk*	**WoodScSr**	272 230 180					1906	W.S.Bailey &Co. HongKong	ShanghaiPilot BoatCo.Ld.	140·0|24·4|13·5			Shanghai British	C.2Cy.15″&31″–22″ 40RHP Ross&Duncan,Glasgow		
18 123182 HLCK	**Yankalilla** *S.A.Lucas* –17	**SteelScSr** (*ex*Lady Lewis) 1*Dk*&*Shelter dk*	3477 3223 2146					1907	Richardsn, Duck&Co. Stockton	AdelaideS.S.Co.Ld	350·0|49·1|23·8		*WB*	P.Adelaide British	T.3Cy.25″,42½″&69″–48″ 330NHP N.E.MarineEng.Co Ld.Sld.		C
19 213693 LFPN	**Yaque** *Elec.light*	**SteelScSr** 1*Dk*(*Stl*)	1414 1172 948	✠100A1 11,15 ✠LMC10,16	Clv	*p*		1915 11mo	Gt.Lakes Eng.Works Ecorse,Mich.	ClydeS.S.Co.	246·0|38·4|15·5 B65′F25′		FK	New York Utd.States	T.3Cy.17″,28½″&48″–36″ (*s*) 190lb 200NHP 2SB,*4cf*,GS73,HS2952 Gt.LakesEngWksDetroit	18 ″ 0	
20 113572 RVCT	**Yarborough** *ss*Gls.No.1–17 ~~*J.Ford* –16~~ 1*Dk*(*Irn*)2*trB*&*Web frames* *R.Bowie* –17	**SteelScSr** *ss*Hpl.No.3–8,12 3*Dk rule*	3077 2858 1988	✠100A1 3,17 ~~3,16~~ ~~BS3,16~~ ✠LMC~~3,16~~ 3,17	Cff Gls	*u*	~~3,16~~ N3,17	1900 8mo	W.Gray& Co.Ld. W Hartlepool	GlasgowNavCo.Ld (Maclay&Mc Intyre, *Mgrs.*) *WB*= *Cell D Ba*	324·5|47·1|22·4 P27′B82′F30′ *u E* 130′*f* 136′732*t*		FK	Glasgow British	T.3Cy.24″,38″&64″–42″ (*s*) 160lb *100lb* NDB17 267NHP 2SB,*6rf*,GS105,HS4046 Cen.Mar.Eng.Wrks.WHpl	24 ″ 10 s 4 ″ 5½ 20 ″ 9	
21 89038 JDMH	**Yare** *R.W.Wiseman* –16	**WoodPad**	104 104 16					1883	..... Yarmouth	~~Gt.YarmouthStm. Tug Co.Ld.~~ E.R.Aldred	97·1|18·9| 9·6			Yarmouth British	L.1Cy.34½″–51″ 40RHP Baird&Barnsley,N.Shl.		

Sunk by Collision 11,17

1 No. in Book. / Official No. / Code letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 6 7 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 9 Built. When. — Ship. — Engines	By Whom. — Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. / Freeboard amidships. / Corresponding draught. ft. in.	15 Registers in which classed if not in L. R. Dates of Exit or Transfer.
22 93373 KLPV	**Yarmouth** *W.J.Breen* –17 *Elec.light* Wireless	SteelScSr 1452 1109 725			...		1887	A.M'Millan&Son Dumbarton	NorthAmericaS.S. Corp.Ld.	220·3	35·2	12·7 21·0 BK7″	YarmthNS British *WB*	T.3Cy.26″,41″&65″–42″ 298NHP D.Rowan&Son,Glasgow	13 ″ 3	
23 17737	**—** *T.W.Leggett* –14	SteelScK 235 196 91	✠100A1 *StmTrawler* 10,13 ✠LMC MS5,11 BS10,13	Mil		10,12	1907 9mo *Lloyd's*	Smith's DockCo.Ld. NorthShields *sA&CP*	WesternSteam TrawlingCo.Ld. (S.M.Price, *Mgr.*)	120·4 Q67′F18′	21·6	11·6 BK7½″	Bristol British 3*BHCem*	T.3Cy.12″,20″&33″–24″ (*r*) 180lb 68RHP 1SB,*2pf*,GS35,HS1175 W.V.V.Lidgerwood,Gls.	12 ″ 6	
24 08358 QDJW	**Yarmouth Belle** *E.Mills* –09	SteelPadSk 522 409 213	2*Dks*				1898	W.Denny &Bros. Dumbarton	CoastDevelopment Corporation,Ld.	240·0 *Promenade dk*156′	28·1	9·3	London British	T.3Cy.20½″,30″&43″–60″ 143NHP Denny&Co.Dumbarton		
25 2365 QW	**Yaroslavl** ~~*R.Oranesky*92–08~~ *Elec.light* Wireless	SteelTwinScSr 4495 3880 2619	3*Dks*		...		1892	WDenny &Bros. Dumbarton	TheShippingController(RoyalMail SteamPacketCo.*Mgrs.*)	398·0 P40′B126′F56′	45·0	28·2 FK	~~Odessa~~ Russian London Built *WB*	T.6Cy.20″,35″&50″–42″ NB01 407NHP Denny&Co.,Dumbarton	31 ″ 0	
26 LKVG	**Yarra** *Protet*04–09 *Elec.light* Wireless	IronScBk 4163 3918 2529	3*Dks*				1883	Messageries Maritimes LaCiotat	MessageriesMaritimes	416·7 H226*t*	41·6 F47′	30·7	Marseilles French	T.3Cy.45¾″,65″&94½″–43½″ *Tpd*95 NB98 586NHP MessageriesMar.,LaCiotat		V
27 20737 CVPG	**—** *R.Darroch* –15 1*Dk*(*pt Irn&pt Stl*)*&deep framing*	SteelScSr 2140 1987 1357	✠100A1 12,17~~,17~~ ✠LMC1,17 BS12,17	Syd	*s*	N1,17	1907 5mo *Lloyd's*	Furness, Withy&CoLd W Hartlepool *sA&CP WB*	Huddart,Parker, Ld. = *CellDBa*90′*uE&*	292·0 B64′F29′ B44′*f*116′610*t FPT*	43·9	19·1 FK 5*BHCem* 83*tAPT*98*t*	Melbourne British	T.3Cy.22½″,37″&61″–39″ (*r*) 180lb *100lb* 260NHP 2SB,*6cf*,GS118,HS4135 Richardsons,Westgarth& Co.Ld.Hpl	21 ″ 6 s 3 ″ 6½ 18 ″ 4	
28 02591 QJW	**Yarrow** *W.Kearney* –15 *Elec.light*	SteelScSr 903 749 459	2*Dks*		...		1893	R.Napier& Sons Glasgow	W.Sloan&Co.	230·0 P55′B70′F42′	32·1	15·0 BK8″	Glasgow British *WB*	T.3Cy.21½″,34″&57″–42″ NB08 223NHP R.Napier&Sons,Glasgow	15 ″ 10	C BT till 1,18
29 33049 WBR	**Yarrowdale** (Captured & taken to Swinemunde) *W.Buyers* –12 *Elec.light*	SteelScSr 4652 4356 2914	✠100A1 12,15 BS8,16 ✠LMC6,19	Bal	*y*	8,16	1912 6mo *Lloyd's*	W.Dobson &Co. Newcastle *sA&CP WB*	MackillS.S.Co.Ld. (R.Mackill&Co. *Mgrs.*) = *CellDBa*119′*uE*	390·2 P40′B124′F52′ 28′*f*173′1042*t FPT*	52·0	26·6 FK 6*BHCem* 96*tAPT*245*t*	Glasgow British WllsndSlpwy Co.Ld.Nwc.	T.3Cy.25″,42″&68″–48″ (*s*) 180lb *100lb* 429NHP 2SB,*6cf*,GS113,HS6180 FD 1SB,*4rf*,GS76,HS2913 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc.	29 ″ 0 s 5 ″ 5 24 ″ 0 20 ″ 10	
30 15633 MCSB	**Yashima Maru** 1*Dk*	SteelSc 124 100 58					1912	MitsuBishi Dykd&EWks Kobe	MitsuBishiGoshi Kaisha	90·0	16·6	8·9 *WB*	Waka-matsu Japanese	T.3Cy.11″,18″&29″–18″ 36NHP MitsuBishiD&EWks.Kobe		
31 18378 NGH	**Yat Shing** *R.Y.Anderson* –15 1*Dk*(*Stl*)*&Spar dk*(*Stl*–teak s) *Elec.light* *&deep framing*	SteelScSr 2284 2126 1424	✠ *Spar dk* 2,04 ✠	Nwc	*t*		1904 2mo	Swan,Hunter& Wigham Richardson, LdNewcastle	Indo-ChinaSteam Nav.Co.Ld. *WB* = *CellDBa*84′ 399*tDTf*18′256*t*	290·4 B67′F38′ *uE*22′*f*108′ *DTa*24′ 374*t FPT*	42·1	15·4 22·6 FK 5*BHCem* 56*tAPT*25*t*	London British	T.3Cy.21″,34″&56″–42″ 226NHP 1SB,*4rf*,GS76,HS2913 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc.	25 ″ 0 s 4 ″ 6 20 ″ 10	
32 3647 VGN	**Yawata Maru** *K.Akamatsu* ss Yka.No.3–7,13 ss Yka.No.1–17 2*Dks*(*Stl*–1*pt* ws *U* teak s)*&Web frames* *Elec.light* *lower dk*(*Stl*) *forehold*	SteelScSr 3492 2862 2159	✠100A1 ~~8,17 4,17 10,17~~ 3,18 ✠LMC4,17	Yka Kob	*w*	~~7,17~~ 10,17	1898 11mo ~~*Lloyd's*~~	R.Napier& Sons,Ld. Glasgow ~~*sA&CP*~~	NipponYusen KabushikiKaisha *WB* = *CellDBa*104′ *uE&B*82′*f*148′570*t*	375·0 P64′B152′F43′ *DTa*20′ 334*t FPT*	44·1	25·0 BK11″ 7*BHCem* 34*tAPT*15*t*	Tokio Japanese	T.3Cy.29 5/16″,48″&79″–54″(*s*) 185lb 580NHP 2D&1SB *15cf*,GS280,HS9981 R.Napier&Sons,Ld.Gls.	28 ″ 0 s 5 ″ 5 23 ″ 11	
33 14359 SBW	**—** 1*Dk*	SteelScSr 469 — 268					1911	Nakamura GomeiKaisha Osaka	TochigiShoji KabushikiKaisha	165·2	25·1	12·7	Nishino-miya Japanese	C.2Cy.17½″&35″–24″ E&B*made—fitted*11 50NHP		
34 18390 TGD	**Yawata Maru No. 2** *K.Morito*15–15 *Mchy.Aft* 1*Dk*	SteelScCtr 623 556 316					1915	J.Tochiki Yawata	S.Ikeda	172·0 F24′	26·5	16·0	Japanese	T.3Cy.11½″,19″&32″–22″ 48NHP OsakaIronWorks,Osaka		
35 17082 NKC	**Yayeyama Maru** *Elec.light* 2*Dks*	SteelScSr 963 777 567					1914	MitsuBishi Dkyd&EWks Kobe	OsakaShosen KabushikiKaisha	192·2 P23′B39′F31′	31·2	17·4	Osaka Japanese *WB*	T.3Cy.15″,25″&42″–30″ 97NHP MitsuBishiD&EWks.Kob.		
36 13670 MKQ	**Yayoi Maru** 1*Dk*	SteelScSr 196 156 106					1910	OsakaIron Works Osaka	S.Itakura	109·1	21·2	10·8	Osaka Japanese	T.3Cy.11½″,19″&32″–22″ 48NHP OsakaIronWorks		
37 WHF	**Yciar** *J.SanJose* –04 (*ex*MagnusBarfod. *Well deck* *ex*Strathcathro) 1*Dk*(*Stl*)	SteelScSr 485 361 187	✠ 12,87 ✠	Ayr	*h*		1884 4mo	JM'Arthur &Co. Paisley	A.Navarro *WB* = *DBa*42′70*t*	160·3 Q60′B42′H16*t* F22′ *FPT* 44*tAPT*9*t*	27·2	11·6 FK 4*BHCem*	S.Sebast'n Spanish	C.2Cy.24″&48″–30″ 105NHP Walker,Hendersn&Co.,Gls	12 ″ 3	
38 RKG	**Ydun** *P.Schmidt* *Elec.light* 1*Dk*	SteelScSr 645 430 330					1910	Helsingörs Jernsk.&Msk Elsinore	DetForenede DampskibsSelsk.	184·2 P115′F24′	31·2	12·5 *WB*	Copnhagn Danish	T.3Cy.16½″,27″&44″–44″ 128NHP HelsingörsJernsk.&Msbk.		V
39 06956 PMTS	**Yearby** *E.W.Clark* –09 ss Mdb.No.3–4,09 ss Mdb.No.2–17 ~~ss Shl.No.1–13~~ 1*Dk*(*Irn*)*&Web frames*	SteelSc 2639 2239 1665	✠100A1 *Trunk dk* ~~3,17 1,17~~ 2,18 MBS4,17 ✠LMC~~6,15~~11,17	Cff Mdb Shl	*t*	~~5,16~~ 11,17	1896 12mo	Ropner& Son Stockton A&CP	Sir R.Ropner&Co., Ld. *WB* = *CellDBa*	300·0 P27′B58′F35′ 102′*uE*24′*f*114′600*t*	45·0	20·4 FK 5*BHCem* *APT*66*t*	W.Hartlpl British	T.3Cy.20″,34″&58″–39″ (*s*) 210lb *160lb* 2NDB16 219NHP 2SB,*6rf*,GS83,HS3017 Blair&Co.(Lim.),Stockton	22 ″ 2 s 3 ″ 1½ 19 ″ 5	
40 10813 LQTQ	**Yebesu Maru** 2*Dks*	SteelScSp 199 147 107					1907	Ishikawa-jimaSB&ECo Tokio	TokiowanKisen KabushikiKaisha	118·3 F10′	17·7	10·7	Tokio Japanese	T.3Cy.11″,18″&30″–18″ 38NHP IshikawajimaCo.Tokio		
41 1240 HJGC	**Yebisu Maru** 2*Dks*	WoodScSr 251 237 147					1890	Nishijima Keikichi Ominato	NakayaKisen GoshiKaisha	126·8	16·8	15·9	Otaru Japanese	C.2Cy.14½″&28¾″–16″ 26NHP		
42 13252 NTG	**Yebisu Maru No. 1** (*ex* Yebisu Maru) *Elec.light* 1*Dk*	SteelScK 214 171 115	(*Trawler*)				1910	Kawasaki Dockyd.CoLd Kobe	TaikaiKisen GyogyoKabushiki Kaisha	115·2 Q66′F18′	20·5	11·0	Kobe Japanese	T.3Cy.12½″,20″&33″–23″ 52NHP KawasakiDockyardCo.Ld.		
43 13887 NVK	**Yebisu Maru No. 2** 1*Dk*	SteelScK 192 — 68					1911	Kawasaki Dkyd.Co.Ld. Kobe	KobeGyogyo Goshi ShosenKaisha	117·2 Q67′F19′	20·4	10·9	Kobe Japanese	T.3Cy.12½″,20″&33″–23″ 52NHP KawasakiDkydCoLdKobe		
44 14487 LSGP	**Yebisu Maru No. 3** 1*Dk*	SteelScSr 215 — 79					1912	MitsuBishi Dkyd&EWks Kobe	KobeGyogyo KabushikiKaisha	116·9 Q70′F18′	20·8	12·0 *WB*	Kobe Japanese	T.3Cy.12″,20″&33″–24″ 53NHP MitsuBishiD.&E.Wks.		

1 Numéro d'Ordre. / Numéro Officiel. / (quaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. / Visites Périodiques. Nombres des Ponts.	3 Ex-nom, s'il y a lieu.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expire. Lettre d'Enlignement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NP = Force en chevaux d'après les formules de la Société. RP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres ad cotd. al se sont dad. de L.R. Barrie Port Rod Trade
45	**Yeboshi Maru**	**SteelScSr**	4083	✠100A1	Yka	*w*	4,17	1901	W.Gray&	NipponYusen	340·0|49·5|25·6			Tokio	T.3Cy.25½″,40½″&67″–45″	28 ″ 3	
10745	*S.Shinowara*	*ss*Kob.No.3–7,15	3597	4.17				8mo	Co.Ld.	KabushikiKaisha	P28′B88′F31′			Japanese	160lb *80lb* (*s*) 297NHP	s 5 ″ 7	
LCQM	(*ex*Oakley) 1*Dk*(*Irn*)2*tr*B*deep framing*		2971	BS4,17 ✠LMC5,16					WHartlepool		FK				2SB,*6rf*,GS112,HS4404	23 ″ 1	
	&Web frames 3*Dk rule*								A&CP	*WB*=*Cell*	*DBa*&*uE*133′*f*144′			912*tAPT*71*t*	Cen.Mar.Eng.Wrks.WHpl		
46	**Yechigo Maru**	**SteelScSr**	2668	✠	Mdb	*t*		1889	R.Stephen-	Yamashita	300·0|39·2|25·0			Nishino-	T.3Cy.25″,39″&62″–42″	27 ″ 6	
7944	*H.Kakuhn* –13	*ss*Liv.No.3–9,01	2345	7,05				6mo	son&Co.Ld.	KabushikiKaisha	P40′B71′F39′			miya	NDB05 264NHP		
JWKV	(*ex*Pocasset)	2*Dks*(*Stl*)3*tr*B	1654	✠					Newcastle					Japanese	2SB,*8rf*,GS150,HS4258		
										WB=*Cell DB*	152′275*tFPT*62*t*			6*BHCem*	R.Stephenson&Co.Ld.Nwc		
47	—	**IronScSr**	1304	✠	Yka	*n*		1882	London&	MaruichiHonma	235·0|31·3|17·1			Nishino-	C.2Cy.27″&51″–36″		
792		*ss*Yka.2ndNo.3–10,06	991	6,07				12mo	GlasgowCo.	GomeiKaisha	Q82′B55′F31′			miya	126NHP		
HFLG	(*ex*Patricio)	1*Dk*(*pt Irn*)2*tr*B	808	✠					Glasgow		BK8″			Japanese	1DB,*4pf*,GS70,HS2150		
	Well deck									*WB*=*DBa*	69′108*tMT*23′193*t*			4*BHCem*	London&GlasgowCo.,Gls.		
48	**Yeddo**	**SteelScSr**	3980	✠100A1	Got	*x*	~~4,15~~ 8,17	1908	W.Doxford	Aktieb.Svenska	380·2|49·1|24·7			Gothenbrg	T.3Cy.27″,45″&74″–48″ (*s*)	27 ″ 3	
4934	*A.G.Cronberg*15–16	*ss*Got.No.1–12	3713	9.16				11mo	&Sons,Ld.	OstasiatiskaKomp	P23′B282′F45′			Swedish	180lb *180lb* 476NHP	s 3 ″ 10½	
JRGF	*Elec.light*	2*Dks*(*Stl–Upt* ws)	2481	*Examined* 8.17					Sunderland	(G.Borin,*Mgr.*)	FK			6*BHCem*	2SB,*6cf*,GS147,HS6563	23 ″ 9	
		&deep framing		MBS2,16 ✠LMC11,12					*Lloyd'sA&CP*						W.Doxford&Sons,Ld.Sld.		
				DBS9,16						*WB*=*Cell DBa* 104′	*uE*28′*f*174′796*tAPT*16*t*						
49	**Yegesan Maru**	**SteelScSr**	1380	✠	Shi	*o*		1889	W.Gray	KajiShokwaiGoshi	260·0|31·5|15·3			Osaka	T.3Cy.25″,40″&65″–42″	16 ″ 0	
10898	(*ex*Ninguta,	*ss*Nag.No.3–2,01	—	5,02				8mo	&Co.	ShosenKaisha	P44′B98′F85′			Japanese	292NHP		
LDGK	*ex*Empress) 1*Dk*(*Stl–ws*)*&Web frames*		705	✠					WHartlepool		BK8½″			4*BHCem*	2DB,*8rf*,GS133,HS4650		
	Elec.light	*ptIrn framing*								*WB*=*DBa*	57′*f*56′127*t*				Cen.Mar.Eng.Wrks.WHpl		
50	**Yehime Maru**	**SteelScCtr**	600					1903	Kawasaki	OsakaShosen	178·1|25·3|16·0			Osaka	T.3Cy.15″,24″&40″–27″		
8689			—						Dkyrd Co. Ld.	KabushikiKaisha				Japanese	83NHP		
JQSR		2*Dks*	308						Kobe						KawasakiDockyardCo. Ld		
51	**Yei Maru**	**SteelScSr**	2735			...		1893	McIlwaine	S.Tanaka	302·5|41·2|19·5			Nishino-	T.3Cy.23¼″,37″&60½″–42″	21 ″ 0	
14354	*Matsumoto*	(*ex*Ussuri,*ex*Elsa,	1995						&McColl,Ld.		P32′Q74′			miya	247NHP		
LPVM	*ex*Maria) *Elec.light*	1*Dk*2*tr*B*&pt Awng dk*	1695						Belfast		*pt Awng dk* 195′ FK			Japanese	M'Ilwaine&McColl,Ld.Bel		
														WB			
52	**Yei Maru No. 2.**	**SteelScSr**	2637			...		1890	Russell&	KabushikiKaisha	300·3|41·2|19·6			Dairen	T.3Cy.22½″,35½″&58½″–39″	22 ″ 3	
105	*I.Toshiro* –14	(*ex*Ouraka)	—						Co.	AsahiShokai	P30′Q84′B123′			Japanese	222NHP		
QBKW	*Well deck*	1*Dk&Web frames*	1624						Greenock		F26′ FK			*WB*	J.Howden&Co.Glasgow		
53	**Yeifuku Maru**	**SteelSc3MstSr**	3261			...		1887	J.Laing	ChuheiFukugawa	351·0|42·2|18·8			Jinsen	T.3Cy.28½″,46½″&76″–45″	29 ″ 6	V
		(*ex*DaihokuMaru,*ex*Otaki,	2002	*See Eifuku Maru, No. 15 in Supplement*					Sunderland	(Fukugawa	P42′B70′F28′ 26·6			Japanese	387NHP		
PCSF	Berg,*ex*Ville deMetz)	1*Dk&Spar dk*	2003							RingyoKabushiki				*WB*	G.Clark,Sunderland		
	Elec.light	*pt lower dk&Web frames*								Kaisha,*Mgrs.*)							
54	**Yeijo Maru**	**WoodScSr**	196					1893	Okawa	KyushuKisen	114·3|16·4|13·8			Tokitsu	C.2Cy.14½″&29″–18″		
1329			168						Unyu Kaisha	KabushikiKaisha				Japanese	30NHP		
HJQB		2*Dks*	101						Okawa						MitsuBishiD.&E.Wks.Nag		
55	**Yeikiu Maru**	**WoodScSr**	509					1906	M.Mihara	M.Nishide	167·3|22·7|16·9			Hashidate	T.3Cy.12″,19½″&31½″–22″		
10151			—						Osaka					Japanese	47NHP		
JWVB		2*Dks*	317														
56	**Yeiko Maru**	**SteelScSr**	1842	✠	Yka	*r*		1903	MitsuBishi	NipponYusen	262·0|35·5|14·1			Tokio	T.3Cy.21⅝″,35″&58″–36″	23 ″ 10	
8788	*T.Sato*		1585	*Spar dk*				9mo	Dkyd&EWks	KabushikiKaisha	P31′B82′F40′ 21·3			Japanese	263NHP		
JRGN	*Elec.light*	1*Dk&Spar dk*(*Stl*–teak s)	1066	2,07 ✠					Nagasaki		FK			5*BHCem*	2SB,*4cf*,GS82,HS3690 FD		
		&deep framing								*WB*=*Cell DBa* 59′*uE*&*B*54′*f*94′361*tFPT*				40*tAPT*26*t*	MitsuBishiD.&E.Wks.Nag		
57	—	**SteelScSr**	1483			...		1880	Blackwood	K.Hamaguchi	248·4|31·4|23·0			Nishino-	C.2Cy.30″&52″–36″	24 ″ 7	
7626		(*ex*Kwongsang,*ex*Valencia)	1432						&Gordon					miya	135NHP		
JPTS		2*Dks*	918						Pt.Glasgow					Japanese	Blackwood&Gordon,PGls		
58	**Yeiryo Maru**	**SteelScSr**	215					1911	S.Ono	S.Tanaka	111·7|21·4|11·1			Nishino-	T.3Cy.11⅜″,19″&32″–22″		
14448			174						Osaka					miya	48NHP		
LSDM		1*Dk*	116											Japanese	S.Ono,Osaka		
59	**Yeisho Maru**	**WoodScSr**	477					1904	Ominato	NaoyetsuShosen	162·4|22·4|17·1			Naoyetsu	T.3Cy.12″,19½″&31½″–22″		
Wrecked,17	3202		—						S.B.Co.Ld.	KabushikiKaisha				Japanese	47NHP		
	JSKN	2*Dks*	298						Ominato						S.Ono,Osaka		
60	**Yeitai Maru**	**SteelScSr**	281[illegible]	✠	Sws	*t*		1889	Ropner&	G.Katsuda	313·8|40·4|20·2			Kobe	T.3Cy.23″,38″&62½″–42″	23 ″ 7	
18652	*S.Yamamura* –15	*ss*Shl.No.3–4,01	2158	3,14				7mo	Son		P33′Q100′B118′			Japanese	NDB99 257NHP		
MVKP	(*ex*Doddswell,*ex*Aislaby)	*ss*Shl.No.2–09	1740	✠					Stockton		F31′ BK10″			5*BHCem*	2SB,*6rf*,GS98,HS3900		
	Well deck	1*Dk*(*Irn*)2*tr*B*&Web frames*									*Cell*			*DB*212′460*t*	Blair&Co.Ld.Stockton		
61	**Yeki Maru**	**SteelScSr**	201					1912	Osaka Iron	ToyoTororu	114·1|21·2|10·8			Osaka	T.3Cy.11½″,19″&32″–22″		
14940			—						Works	KabushikiKaisha	Q58′F20′			Japanese	48NHP		
LWJQ		1*Dk*	71						Osaka					*WB*	Osaka Iron Works		
62	**Yellowstone**	**WoodSc3MstSr**	767					1907	.....	YellowstoneNav.	186·6|38·2|13·6			S.Frncisco			
204278	*F.Patterson*		—						FairhavenCal	Co.				Utd.States			
KWFH		1*Dk*2*tr*B	456														
63	**Yemi Maru**	**SteelScSr**	227					1912	Gomei Kai-	M.Nishikawa	113·5|21·2|10·8			Osaka	T.3Cy.11″,18″&30″–22″		
15219			181						shaShirato					Japanese	40NHP		
MDKT		1*Dk*	122						Zosensho						Y.Hashimoto,Osaka		
									Osaka								
64	**Yenoura Maru**	**SteelSc**	643					1900	MitsuBishi	MitsuBishiGoshi	182·5|32·2|11·7			Tokio	T.3Cy.12″,20″&33″–24″		
4979	*J.Maki* –02		555						Dkyd&EWks	Kaisha	B48′			Japanese	53NHP		
JFTD		1*Dk*	398						Nagasaki					*WB*	MitsuBishiD.&E.Wks Nag		
65	**Yenrut**	**IronScSr**	505					1891	Bergens	J.J.Turney	147·0|24·8|16·8			Phildlphia	T.3Cy.12¼″,20″&31½″–24″		R
201397	*D.S.Kendell*	(*ex*Dorothy,	—						Mek.Værks.					Utd.States	49NHP		
KTJQ	*ex*Iberia)	1*Dk&Awngdk*	381						Bergen					*WB*	BergensMek.Værks.Bgn.		
66	**Yeoman**	**SteelScSr**	1009	✠100A1	Lon	*m*	N5,17	1901	WoodSkin-	Fisher,Renwick	220·0|31·7|14·8			Manchestr	T.3Cy.17″,28″&46″–33″ (*s*)	17 ″ 0	
114431	*T.J.Jackson* –14	*ss*Mch.No.3–3,13	796	9,15				2mo	ner&Co.Ld.	Manchester-Lon-	Q115′B15′F24′			British	180lb *100lb* NDB09 135NHP	s 1 ″ 4	
SFNM		1*Dk*(*Irn*)*&deep framing*	640	✠LMC					Newcastle	donSteamers,Ld.	FK			5*BHCem*	1SB,*3cf*,GS62,HS2150	15 ″ 11	
	Well deck			MS3,15 BS1,17					A&CP	*WB*=*Cell D*	*Ba*&*uE*75′*f*96′235*t*			*APT*21*t*	N.E.MarineEngCoLd.Nwc		

1 No. in Book. Official No. Code letters.	2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 Built. By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; HP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L. R. Date of B. of Trade Cert.
67 10160 WVM	**Yerimo Maru** Steel Sc Sr ssHKg.2nd No.3–11,17 ~~ssYka.No.3–7,06~~ (ex Kinsho Maru, ~~ex Yka.No.2–11~~ ex Siam, ex Resolve) 1 Dk (Stl) & Spar dk (pt Stl) 3 tr B	3218 3020 2335	✠100A1 Spar dk 11,17 ~~5,16~~ ✠LMC2,17	Kob HKg	u	~~2,17~~ 11,17	1893 2mo	R. Stephenson & Co. Ld. Newcastle A&CP	Osaka Shosen Kabushiki Kaisha WB = Cell DB 222′ 5 10 t FPT	324·7 | 42·2 | 18·4 P36′B14′F34′ 26·4 BK 10″ 7 BHCem 73 t APT 55 t	Osaka Japanese Japanese Blair & Co. Ld. Stockton	T.3Cy.23½″,39″&64″–42″ (s) 170lb 273NHP 2SB,6cf,GS136,HS4125	29 ″ 2 s 6 ″ 2½ 24 ″ 0	
68 10431 JMRC	**Yesan Maru** Steel Sc Sr Y.Yano ssYka.No.3–5,07 (ex Burma) ssYka.No.2–14 1 Dk (Irn) 2 tr B & Web frames & pt Awng dk (Irn)	3160 2413 2329	✠100A1 pt Awng dk with freeboard ~~5,16~~ 11,17 BS11,17 ~~Mch6,16~~ ✠LMC4,14	Nag NYk	u	~~2,15~~ ×11,17	1893 6mo	W. Gray & Co. Ld. W Hartlepool A&CP	Sho Sho Yoko WB =	325·2 | 41·6 | 22·8 Q127′ BK 10½″ pt Awng dk 198′ DBa 110′ f 124′ 632 t	Yawata Japanese 5 BHCem APT 44 t	T.3Cy.24⅝″,38″&64″–42″ (s) 160lb 75lb NDB14 256NHP 2SB,6rf,GS85,HS3700 Cen.Mar.Eng.Wrks.WHpl	24 ″ 0 s 9 ″ 3½ 22 ″ 9	
69 132097 HSLQ	**Yesso** Steel Sc K F.Christian –13 1 Dk	229 205 118	✠100A1 Stm Trawler 3,14 ✠LMC3,11	Gms		3,13	1911 3mo Lloyd's A&CP	Cochrane & Sons Selby	H.L.Taylor,Ld.	119·2 | 22·0 | 11·5 Q66′RFD20′ BK 7½″ 4 BHCem	Grimsby British	T.3Cy.12¼″,21″&34″–24″ (s) 180lb 69RHP 1SB,2pf,GS34,HS1164 Amos & Smith.Ld.Hull	12 ″ 3	
70 15577 MCLK	**Yetajima Maru** Wood Sc Sr 2 Dks	188 — 89					1888	Onohama Navy Works Kobe	S.Nakahara	115·6 | 18·1 | 14·3	Yokohama Japanese	C.2Cy.13″&24″–18″ 20NHP Onohama Navy Works		
71 10742 LCQH	**Yetorofu Maru** Steel Sc Sr A.Keith ssKob.No.3–7,15 (ex Aphrodite) 1 Dk (Stl) & Spar dk (Irn) & deep framing	4114 3648 2998	✠100A1 Spar dk 3,17 ✠LMC5,17	Kob	w	×3,16	1898 1mo	Russell & Co. Pt.Glasgow A&CP	Nippon Yusen Kaisha WB = Cell D	344·9 | 49·8 | 17·8 P20′B72′F36′ 25·8 FK Ba 112′ uE 20′ f 146′	Tokio Japanese 6 BHCem 827 t APT 71 t	T.3Cy.25″,41″&66″–45″ (s) 160lb 80lb 346NHP 2SB,6cf,GS112,HS4804 FD Rankin & Blackmore,Grk.	28 ″ 5 s 6 ″ 1½ 22 ″ 7	
72 98571 VHM	**Yewdale** Steel & Iron Sc 3 Mst Sr ~~P.Holt –12~~ ssLiv.No.3–5,09 (ex Olivine) ssLiv.No.1–13 Well deck J.G Turnbull 7–17 1 Dk (pt Irn) Mchy.Aft Irn framing & Stl plating	477 330 184	✠100A1 11,16 ✠NB9,11 ✠LMC7,14 7,17	Liv	h	~~10,16~~ 7,17	1890 9mo	Scott & Co. Bowling A&CP	~~G.Postlethwaite~~ ~~(W.Postlethwaite & Son, Mgrs.)~~ E.J. Leslie	165·2 | 26·1 | 10·9 Q81′B10′F27′ BK 7½″ WB = FPT 48 t	Liverpool British 4 BHCem	T.3Cy.14″,28″&36″–27″ (s) 160lb 60RHP 1SB,3pf,GS53,HS1476 Muir & Houston,Glasgow	12 ″ 2 s ″ 8½ 12 ″ 4	
73 135464 JCMN	**Yewgarth** Steel Sc Duff 1 Dk (Stl–pt ws)	111 110 —	✠100A1 For Towing purposes 10,16 ✠LMC6,13 BS7,17	Liv	s	~~11,15~~ 9,17	1913 6mo Lloyd's A&CP	Cochrane & Sons, Ld. Selby	Rea Transp.Co.Ld.	85·2 | 21·1 | 9·3 BK 6″ WB = FPT 7 t	Liverpool British	C.2Cy.17″&36″–24″ (s) 140lb 85RHP 1SB,3pf,GS49,HS1500 C.D.Holmes & Co.Ld.Hull	10 ″ 0 s ″ 11 9 ″ 8	
74 QCPD	**Yildum** Steel Sc Sr ~~R.Lord,Laan,Jr.~~ Elec.light 1 Dk	3234 2950 1969					1913	Rotterdam Droogd.Maat Rotterdam	The Shipping Controller (Furness, Withy & Co.Ld., Mgrs.)	331·7 | 48·2 | 22·2 P25′B94′F31′	~~Rotterdam~~ Dutch London WL British	T.3Cy.23″,38″&62″–42″ 249NHP Rotterdam Droogd.Maats.		V
75 120647 HFGL	**Yingchow** Steel Sc Sr J.Gibbs –16 Elec.light 2 Dks	1992 1728 1216					1905	Scott's S.B. & E.Co.Ld. Greenock	China Nav.Co.Ld.	266·8 | 40·2 | 21·7 B81′F34′	London British WB	T.3Cy.20″,33½″&56″–39″ 196NHP Scott's S.B.&E.Co.Ld.Grk.		
76 LCDP	**Ymir** Steel Sc O.Thorderson (Trawler) Elec.light 1 Dk	269 249 109					1915	G.Seebeck Akt.Ges. Geestemnde	A/S A.Flygenving	132·3 | 23·4 |	Hafnrfirdi Iceland Danish	T.3Cy.13″,24″&36⅜″–25⅜″ 68NHP G.Seebeck A.G.Gestemnde		
77 INHF	**Yngve** Wood Sc Sp O.Holm 16–16 1 Dk	178 136 93					1905	A.Edgren Eskilsäter	Akties.Tromsö Dmpsk.Rederi (J.Hustad, Mgr.)	96·6 | 22·5 | 9·2 Q4′B21′H4 t	Tromsö Norwegian	C.2Cy.11⅜″&19⅞″–11⅜″ 74NHP Seffle M.V.Seffle		V
78 LCTJ	**Ynnur** Steel Sc Sr S.Hansen Mchy.Aft 1 Dk						1916	De Haan & Oerlemans Heusden	Sverre Hansen, Akties.	180·0 | Q104′B14′F19′	Bergen Norwegian	T.3Cy.15″,25″&40″–27″ 83NHP C.A.Kuypers,Rotterdam		
79 114783 STQR	**Yochow** Steel Twin Sc Sr R.H.Lloyd –17 2 Dks	2127 1908 1306					1901	Scott & Co. Greenock	China Nav.Co.Ld.	290·0 | 40·2 | 20·6 B78′F31′	London British WB	T.6Cy.13½″,22″&36½″–30″ 146NHP Scott & Co.Greenock		
80 80 QBJH	**Yodo Maru** Steel Sc Sr F.Hashimoto –15 ssBry.No.3–7,06 (ex Castle Acre, ex ssNag.No.2–14 Thomas Wayman) 1 Dk (pt Irn pt Stl) & Well deck Web frames	2178 1696 1350	~~✠100A1~~ ~~Spar dk~~ ~~12,15~~			12,15	1893 7mo	J Readhead & Sons S.Shields A&CP	~~Asahi Shokai~~ ~~Kabushiki Kaisha~~ Murao Shoten WB =	280·0 | 38·0 | 20·7 P24′Q82′B114′ F31′ FK DBa 84′ f 110′ 500 t	Dairen Japanese 4 BHCem 4PT 24 t	T.3Cy.21″,35″&57″–39″ (r) 160lb 207NHP 2SB,6pf,GS97,HS3152 J.Readhead & Sons,S.Shl.	22 ″ 0 ~~s 1 ″ 0~~ ~~20 ″ 7~~	
81 10808 LCTJ	**Yoh Yang Maru** Steel Twin Sc S.Takano Elec.light 3 Dks	3588 2037 2224					1906	Kawasaki Dockyard Co Ld. Kobe	Nisshin Kisen Kabushiki Kaisha	310·0 | 44·0 | 14·5	Tokio Japanese WB	T.6Cy.17″,28″&46″–33″ 243NHP Kawasaki Dkyd Co Ld Kobe		
82 128135 HNSQ	**Yokohama** Steel Sc K S.Greaves –14 ssHul.No.1–14 1 Dk	291 262 117	✠100A1 Stm Trawler 2,15 ✠LMC7,15	Hul		6,14	1909 4mo Lloyd's A&CP	Earle's Co. Ld. Hull	Pickering & Haldane's Stm.Trawling Co.Ld.	136·9 | 23·5 | 12·1 Q76′F22′ BK 8″	Hull British 4 BHCem	T.3Cy.13″,22½″&37″–26″ (s) 200lb 87RHP 1SB,3pf,GS42,HS1490 Earle's Co.Ld.Hull	13 ″ 0	
83 14812 LVFW	**Yokohama Maru** Steel Twin Sc Sr M.Shinohe –16 ssH.Kg.No.1–16 2 Dks (Stl) & Shelter dk (Stl–ws) Elec.light Wireless	6147 5820 3817	✠100A1 Shelter dk with freeboard 11,17 ~~9,17~~ ✠LMC2,16 11,17	HKg Yka	z	~~2,17~~ 11,17	1912 5mo Lloyd's A&CP	Mitsu Bishi Dkyd & EWks Nagasaki	Nippon Yusen Kabushiki Kaisha WB = Cell	406·4 | 49·1 | 27·4 FK DBa 108′ uE & B 61′ f 175′ 1035 t D	Tokio Japanese 7 BHCem Ta 23′ 353 t FPT 99 t APT 26 t	T.6Cy.20″,33½″&56″–48″ (s) 200lb 632NHP 4SB,12cf,GS220,HS9222 FD Mitsu Bishi D.&E.Wks.Nag	38 ″ 0 s 11 ″ 0 27 ″ 6	
84 7127 LDKV	**Yokosuka Maru No. 1** Wood Sc Sp 2 Dks	187 166 101					1886	Navy Yard Yokosuka	S.Hara	134·4 | 18·2 | 12·4	Nagasaki Japanese	C.2Cy.21⅝″&33⅜″–18″ 39NHP Navy Yard,Yokosuka		
85 109432 QFPC	**Yola** (MISSING SINCE 1,17) Steel Sc Sr H.Owen –16 ssNwc.No.3–3,11 Elec.light ssHul.No.1–16 1 Dk (Stl) & Spar dk (Stl) & deep framing	3533 3296 2249	✠ Spar dk 9,16 ✠	Cff	w		1898 6mo	Sunderlnd S.B.Co.Ld. Sunderland	Elder Line,Ld. (Elder,Dempster & Co.Ld. Mgrs.) WB =	356·0 | 45·2 | 18·7 P38′B92′F42′ 26·6 FK Cell DBa 110′ uE & B34′ f 154′ 619 t FPT	Liverpool British 6 BHCem 51 t APT 43 t	T.3Cy.24⅝″,40″&64″–42″ 296NHP 2SB,6cf,GS140,HS4800 N.E.Marine Co.Ld.Nwc.	29 ″ 4	
86 134983 JFDH	**Yomah** Steel Sc Sr G.W.Carter –15 ~~ssCal.No.3–4,05~~ (ex Babalan) ~~ssCal.No.2–12~~ Elec.light 1 Dk (Stl) & pt Shade dk (pt Stl) Mchy.Aft ssCal.2nd No.3–6,17	536 405 339	✠100A1 pt Shade dk 6,17 ~~9,16~~ Carrying Petroleum in bulk For Coasting purposes in Indian Archipelago. Fitted for oil fuel 4,98 ~~Mch6,16~~ ✠LMC~~6,16~~ 6,17	Cal	h	~~9,16~~ 6,17	1897 10mo	Rjikee & Co Rotterdam A&CP	Burmah Oil Co.Ld.	185·0 | 25·9 | 10·3 F20′ pt Shade dk 150′ FK WB = FPT 40 t	Rangoon British 6 BHCem 11 BHCem	T3Cy.12½″,20″&33″–21″(s) 175lb 80lb NDB01 64RHP 1SB 2cf.GS28,HS1115 Maatschappy de Maas.Rot.	11 ″ 0 s ″ 9 10 ″ 5	
87 129522 HRQS	**Yonne** Steel Sc Sr A.Maclay 07–11 (ex Strathan) Elec.light 2 Dks	4385 4101 2829					1910	AM'Millan & Son, Ld. Dumbarton	Equinox S.S.Co.Ld. (L.Walford (London) Ld. Mgrs.)	377·0 | 52·2 | 25·5 P36′B100′F39′	Glasgow British WB	T.3Cy.25″,41″&68″–48″ 320NHP D.Rowan & Co.Glasgow		C

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. / Visites Périodiques.	3 Ex-nom, s'il y a lieu. / Nombres des Ponts.	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite. / Terme assigné maintenant expiré.	7 Lettre d'Équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NP=Force en chevaux d'après les formules de la Société. RP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe.	15 Registres où coté, si ce n'est dans le R. Brce. Cert. L. Lr. Trade.
88	**Yorck**	Steel Twin Sc	8909					1906	F. Schichau	Norddeutscher	463·5	57·4	35·5	Bremen	Q.8Cy.24⅔″,36⅛″,55½″&75½″		G
	F. Loeser		7419						Danzig	Lloyd	P89′B196′F91′			German	–53″ 820NHP		
QJFP	*Elec. light* Wireless	Sub. Sig. 4 *Dks*	5117											*WB*	F. Schichau, Danzig		
89	**Yorick**	Steel Sc K	213	✠100A1	Hul		~~3,15~~ 6,17	1909	Cook, Welton & Gemmell Ld. Beverley	Hellyers' Steam Fishing Co. Ld.	111·4	22·6	12·2	Hull	T.3Cy.10″,16½″&27″–24″ (*s*)	12 ″ 10	
129236	*J. Page* –16	*ss* Hul. No. 1–13	201	*Stm Trawler*				8mo					BK8″	British	200lb 45RHP		
JHQT		1 *Dk*	87	6,17 ~~12,16~~				*Lloyd's*	*A&CP*		*WB*=		*APT2t*		1SB,*2pf*,GS25,HS750		
				~~BS6,16~~ ✠LMC 6,17											Amos & Smith, Ld. Hull		
90	**York**	Steel Sc Sr	1132					1907	Caledon S. B. & E. Co. Ld. Dundee	Wilsons & N.E. Rly. Shipping Co. Ld.	255·7	36·2	14·8	Hull	T.3Cy.23½″,38″&62″–39″		C
124758	*C. Barrow* –15		879											British	240NHP		
HKPR	*Elec. light*	1 *Dk*	451								P&B171′F29′			*WB*	Caledon S.B. & E. Co. Ld Dun		
91	**York Castle**	Steel Sc Sr	5313	✠100A1	NYk	*z*	~~12,15~~ ~~6,17~~ 11,17	1901	Sir J. Laing & Sons, Ld. Sunderland A&CP	The Union-Castle Mail S.S. Co. Ld.	408·0	50·3	29·2	London	T.3Cy.27″,43″&72″–51″ (*s*)	32 ″ 0	
112849	~~*C.R. Jackson* –16~~ *ss* Lon. No. 3-8,13		4921	5,17 ~~10,16~~	Nwe			5mo			P40′B121′F49′			British	180lb *80lb* 487NHP	s 7 ″ 0½	
SHMB	*Duncan* –18 2 *Dks*(*Stl*) *deep framing*		3458		✠LMC								FK	6 *BHCem*	3SB,*9cf*,GS171,HS6958 FD	25 ″ 5	
	Elec. light *Carrying fuel oil F.P. abovee*			MS8,15	~~BS12,15~~ BS6,17										G. Clark, Ld. Sunderland		
		150° F. in DB								*WB*= *Cell DBa*	121′ *uE* & *B*44′ *f* 171′			1204*t FPT*	170*t APT* 250*t DTa* 29′840*t*		
92	**Yorkmoor**	Steel Sc Sr	4253	✠100A1	NYk	*x*	~~4,17~~ 7,17	1912	J. Read-head & Sons Ld South Shields	Moor Line, Ld. (W. Runciman & Co. Ld. *Mgrs.*)	369·7	51·1	26·1	London	T.3Cy.26″,42″&69″–48″ (*r*)	27 ″ 8	
135137	*C.R. Jackson* –15		4017	5,16				9mo			P33′B226′F36′		FK	British	180lb *100lb* 385NHP	s 4 ″ 2½	
HWRK		1 *Dk*(*pt Irn–pt Stl*) 2*tr B*	2717	~~Excursion 3,17~~	~~BS2,17~~ ✠LMC 9,17			*Lloyd's*	*A&CP*	*WB*= *Cell DBa*	19′ *uE* 26′ *f* 163′ 987*t*			6 *BHCem* *APT* 62*t*	2SB,*6cf*,GS132,HS6330	23 ″ 11	
															J. Readhead & Sons, Ld. S. Shl		
93	**Yorkshire**	Iron & Steel Sc 3 Mst Sr	394	✠100A1	Mch	*g*	~~9,16~~ 1,18	1893	J. Fullerton & Co. Paisley A&CP	Wm. Barkley & Sons, Ld.	142·2	25·2	11·5	Liverpool	C.2Cy.20″&40″–27″ (*s*)	12 ″ 7	
102116	*A. McCullough* 12–16 *ss* Liv. No. 3–8,06		285	1,18 ~~9,16~~	Bkn			10mo			Q77′B9′F24′			British	100lb 67RHP	s ″ 6	
NQCG	*Well deck* *ss* Liv. No. 2–15		158										BK6″	3 *BHCem*	1SB,*2pf*,GS40,HS1282	12 ″ 8	
	Mchy. Aft 1 *Dk*(*Irn*) *Stl framing, Irn & Stl plating*			~~BS9,16~~ ✠LMC ~~8,16~~ 1,18									*WB*	*FPT* 48*t*	Ross & Duncan, Glasgow		
94	**Yorkton**	Steel Sc Sr	1772					1911	Sunderlnd S.B. Co. Ld. Sunderland	Mathews S.S. Co. Ld. (J.T. Mathews, *Mgr.*)	250·0	42·7	16·4	Sundrland	T.3Cy.17″,28″&46″–33″		C
132060	*J. Cavanagh* 06–11		1478											British	122NHP		
	Elec. light *Mchy. Aft*	1 *Dk*	1136											*WB*	N.E. Marine Eng. Co Ld. Sld.		
95	**Yoro**	Steel Sc Sr	1697	✠100A1	NOs	*r*	6,16	1911	Swan, Hunter & Wigham Richardson, Ld Newcastle	Vaccaro Bros. S.S. Co. Ld. (S. D'Antoni *Mgr.*)	309·3	39·2	16·6	Ceiba	T.3Cy.23″,39″&66″–42″ (*r*)	18 ″ 11	
129638	*Simpson*	*ss* N.Ns. No. 1–15	1489	*Shelter dk*				5mo		*WB*= *Cell*				Honduras	195lb *100lb* 347NHP	s 1 ″ 5	
HSQN	*Elec. light*	1 *Dk*(*Stl*) 2*tr B* & *Shelter dk*(*Stl*–teaks)	1052	*with freeboard* 10,17 ~~11,16~~	✠LMC 1,15			*Lloyd's*	*A&CP*	*DBa* 41′ *uE* 20′	len15		FK	4 *BHCem* *APT* 30*t*	2SB,*8cf*,GS163,HS5736 Swan, Hunter & Wigham Richardson, Ld. Nwc	17 ″ 9	
				~~BS11,17~~							*f* 180′ 342*t FPT* 12*t*						
96	**Yoroppa Maru No. 2**	Steel Sc Sr	3078	✠100A1	Kob	*u*	~~3,17~~ 11,17	1891	W. Dobson & Co. Newcastle A&CP	Sugano Gomei Kaisha	330·0	40·3	19·1	Amagaski	T.3Cy.23″,38″&61″–42″ (*s*)	29 ″ 4	
15913	~~*Fukuya* –16~~ *ss* Kob. 2nd No. 3–2,15		2816	*Spar dk*	NYk			4mo			P48′B80′F43′	26·7	BK10″	Japanese	160lb *80lb* NDB00 258NHP	s 6 ″ 0	
LRPV	(*ex* Dundas, *ex* Eiffel Tower)		2213	4,18 ~~3,17~~	✠LMC 5,17									5 *BHCem*	2SB,*6cf*,GS120,HS4120	24 ″ 4	
	Asai –18 1 *Dk*(*Stl*) & *Spar dk*(*Stl*) 3*tr B*			~~BS4,18~~									*Cell*	*DB* 264′ 433*t*	Wllsnd Slpwy. Co. Ld. Nwc.		
97	**Yosemite**	Steel Sc Sr	3879					1901	Detroit S.B. Co. Wyandotte	Zenith S.S. Co. (G.A. Tomlinson, *Mgr.*)	356·0	50·0	28·0	Duluth	T.3Cy.18⅛″,29½″&48″–40″		
27682			—											Utd. States	146NHP		
	Elec. light *Mchy. Aft*	1 *Dk* 2*tr B*	3044											*WB*	Detroit S.B. Co. Detroit		
98	—	Wood Sc Sr	827					1906	H.D. Bendixsen S.B. Co. Fairhavn, Cal	Yosemite S.S. Co. (C.R. McCormick & Co.)	193·0	40·0	15·3	S. Frncisco	T.3Cy.13½″,23″&38″–30″		
202806	*Asplund*		—											Utd. States	79NHP		
KVFM	Wireless	1 *Dk*	525												Fulton E. & S.B. Wrks. S. Fo.		
99	**Yoshida Maru**	Steel Sc	6000	✠100A1				1917	Kawasaki Dockyd Co Ld Kobe	Yamashita Kisen Gomei Kaisha	385·0	51·0	21·0		T.3Cy.26″,43½″&72″–48″		
Should be "Capo di Monte," *See No. 19 in Supplement*				*Awng dk*										Japanese			
	Elec. light														Kawasaki Dockyd Co. Kobe		
				(*Class Contem plated*)													
100	**Yoshidagawa Maru**	Wood Sc Sr	324					1890	J. Ellerton Osaka	Osaka Shosen Kabushiki Kaisha	144·8	19·0	15·1	Osaka	T.3Cy.11″,17¼″&27½″–20″		
1183	(*ex* Inagawa Maru)		286											Japanese	NB04 34NHP		
HJBK		2 *Dks*	184												Osaka Iron Works, Osaka		
101	**Yoshiigawa Maru**	Wood Twin Sc Sr	214					1894	Nishijima Keikichi Osaka	Osaka Shosen Kabushiki Kaisha	124·0	17·1	12·7	Osaka	C.4Cy.11¼″&22″–18″		
1376			190											Japanese	34NHP		
HJTD		2 *Dks*	132												Osaka Iron Works, Osaka		
102	**Yoshinogawa Maru**	Iron Sc Sr	378					1886	Kawasaki S.B. Yard Kobe	Osaka Shosen Kabushiki Kaisha	155·8	19·5	16·7	Osaka	C.2Cy.21″&39″–24″		
971			357											Japanese	62NHP		
HGDF		2 *Dks*	222												Kawasaki S.B. Yard, Kobe		
103	**Yoskyl**	Steel Sc Sr	227	✠100A1	Mob	*c*	2,17	1906	Lobnitz & Co. Ld Renfrew	Anglo-Mexican Petroleum Co. Ld.	125·9	20·1	10·1		T.3Cy.10″,16″&26″–22″ (*s*)	11 ″ 1	
131739	~~*Irving* –16~~	*ss* Gal. No. 2–13	170	2,17				2mo			Q30′F20′		FK	French	200lb 88RHP		
	(*ex* Beryl)	2 *Dks*(*U Teak*)	103	~~BS2,17~~ ✠LMC 2,15				*Lloyd's*	*A&CP*	*WB*= *DTa* 9′16*t DTf* 14′				6 *BHCem*	1SB,*2cf*,GS30,HS1058 FD		
	Elec. light													12*t FPT* 9*t*	Lobnitz & Co. Ld. Renfrew		
				Fitted for oil fuel	*F*	*P.*	*above* 50° F.										
104	**Young John**	Wood Sc Dy	100					1914	Fellows & Co. Ld. Gt Yarmouth	J.E. Moore	88·3	20·2	9·3	Yarmouth	T.3Cy.9¼″,14½″&24″–18″		
135088	*T. Gibbs* –14	(*Fishing*)	100											British	28RHP		
		1 *Dk*	43												F.W. Carver & Co. Gt. Yar.		
105	**Ypiranga**	Steel Twin Sc	8103					1908	Frd. Krupp Akt. Ges. Kiel	Hamburg-Amerik. Packetf. Akt. Ges. (Ham.-Amr. Linie)	448·4	55·3	28·0	Hamburg	Q8Cy21⅛″31½″45⅝″&65⅝″–		G
	C. von Hoff Wireless	Sub. Sig.	5753								P290′F79′			German	47½″ 332NHP		
RPWN	*Elec. light* *Ref. Mchy.*	2 *Dks*	4907											*WB*	Frd. Krupp A.G. Kiel		
106	—	Steel Sc 3 Mst Sr	*1121*					1891	Armstrong Mitchell & Co. Ld. Newcastle	Lloyd Brazileiro	245·0	33·1	14·9	R. Janeiro	T.3Cy.19″,31″&50″–33″		
	(*ex* Fortaleza, *ex* Mercurio)		*894*								P39′B38′F41′			Brazilian	144NHP		
	Mchy. Aft		*680*											*WB*	N.E. Marine Eng Co Ld. Nwc		
107	—	Steel Sc Sr	352			...		1891	Exors. of T.A. Walker Sudbrook	Solheira, Motte & Co.	150·0	26·2	8·2	Para	Q.4Cy.9″,12″,16″&25″–21½″	8 ″ 6	
		(*ex* Lucia)	207								Q38′B8′F23′		FK	Brazilian	37NHP		
	Mchy. Aft	1 *Dk*	205											*WB*	Fleming & Ferguson, Psy.		
108	**Ypres**	Steel Sc 3 Mst Sr	305	✠	Gst	*d*		1897	Grngem'th Dockyard Co. Grangem'th	M. Murto	130·0	22·3	9·5	Gibraltar	C.2Cy.14″&29″–21″	9 ″ 11	V
109004	*M. Alvarez* –15	*ss* Skm. No. 2–06	202	3,07				11mo			Q73′B13′H28*t* F18′		FK	British	40RHP		
TQVG	(*ex* Roma, *ex* Humber)	1 *Dk*(*Stl*)	113	✠									*WB*=	3 *BHCem* *FPT* 20*t*	1SB,*2pf*,GS27,HS758 Walker, Henderson & Co Gls		
	Mchy. Aft *Well deck*																
109	**Yrjar**	Iron Sc Sr	248					1879	Akers Mek. Værks. Christiania	Akties. Fosens Dampskibsselsk (Joh. Garmo, *Mgr.*)	119·8	19·3	14·8	Trndhjem	T.3Cy.11¼″,17⅛″&32″–18″		
	C. Fahlvik	(*ex* Jarlsberg)	238								P77*t*H10*t*F22*t*			Norwegian	NB02 43NHP		
HMDT		2 *Dks*	143											*Tpd* 87	Akers Mek. Værks. Xia.		

1 No. in Book. Official No. Code letters.	2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned for Equipment. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom. Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of Rt. of Trade Cert.
110	**Yrsa** Steel Sc Sr *J. Lemmeke* 1 *Dk* *Elec. light*	450 322 267					1889	Helsingörs Skibsbyggeri Elsinore	Det Forened e Dpsk. Selsk.	173·2 / 24·1 / 9·1 Q57′B22*t*F13*t*			Odense Danish	C.2Cy.19″&35″–21″ 47NHP Helsingörs Mskinbyggeri		V
NBQJ																
111	**Yruña** Iron Sc Sr *Nunes* *Well deck* (*ex* Paknam) 1 *Dk*	*610* *447* *471*			...		1872	Blackwood & Gordon Pt. Glasgow	Kwong On S.S. Co.	190·0 / 25·5 / 13·6 P93′F28′ BK 7½″			Macao Portuguese *WB*	C.2Cy.24½″&42″–27″ NB86 73NHP Blackwood & Gordon, P.Gl.		
MGDL																
112	**Ysabel May** Wood Sc Sr *W.S. Henneberry* –11 *Petrol Motor* 1 *Dk*	135 106 88					1910	Smith & Rhuland Lunenbrg NS	Central Pacific Cocoanut Plantations, Ld.	98·5 / 25·3 / 10·0			Victoria BC British	Petrol Motor 4Cy.9″–12″ Murray Frequotha & Co Bos		
126901																
113	**Yseldijk** Steel Sc Sr *J. van Dulken* –16 *Elec. light* 2 *Dks* (*Stl*) & *Shelter dk* (*Stl*)	7157 6824 4521	✠ 100 A1 *Shelter dk with freeboard* 12,16 ✠ LMC 11,16	Rot	*a*†		1916 11mo	Maats. Fyenoord Rotterdam *Lloyd's A & CP*	Nederl.-Amerik. Stoomv. Maats. (Holland-Amerika Lijn)	425·4 / 54·2 / 36·1 F48′ FK *Cell D B* 373′			Rottrdam Dutch *7 B H Cem* 1119*t D T a*	T.3Cy.28″,46″&77″–54″ (*r*) 180lb 705NHP 4SB, *12cf*, GS 220, HS 11264 FD Maats. Fyenoord, Rot. 27′1089*t F P T* 83*t A P T* 5*t*	38 ″ 10 s 9 ″ 11½ 29 ″ 3	
QVF																
114	**Yselhaven** Steel Sc Sr *Th. Draijer* *Elec. light* 1 *Dk*	3558 3263 2174					1916	Rotterdam Droogd. Maat Rotterdam	Gebroeder van Uden	361·4 / 49·9 / 22·1			Rottrdam Dutch *WB*	T.3Cy.25″,41″&67″–45″ 301NHP Rotterdam Droogd. Maats.		V
QCTW																
115	**Yselmonde** Steel Sc 1 *Dk*	1357 1106 707					1917	N.V. Schps. Werf. "Baanhoek" Sliedrecht	Gebr. van Uden	238·9 / 36·8 / 15·8			Rottrdam Dutch *WB*	T.3Cy.17½″,29″&46″–36″ 127NHP Penn & Bauduin, Dordrecht		
116	**Yssel** Steel Sc Sr *Kooyman* *ss* Rot. No.1–17 *Well deck* 1 *Dk* (*Stl*)	1259 1034 764	✠ 100 A1 5,17 ✠ LMC 5,17	Rot	*o*	5,17	1913 1mo	A. Vuijk & Zonen Capelle a/d Ysel *Lloyd's A & CP*	Naam. Venn. Houtvaart (Vinke & Co. *Mgrs*) *W B* = *Cell D B a*	235·0 / 35·6 / 15·4 Q87′B56′F28′ FK 69′*u E* 17′*f* 102′ 327*t*			Rottrdam Dutch *4 B H Cem* *A P T* 22*t*	T.3Cy.17″,28″&46″–36″ (*s*) 180lb *100lb* 147NHP 1SB, *3cf*, GS 63, HS 2408 G.T. Grey, South Shields	17 ″ 6 s 1 ″ 5 16 ″ 4	
QCVB																
117	**Ystroom** Steel Sc Sr ~~*C.B.F. Vos*~~ 10 27 *Elec. light* *Ref. Mchy.* 2 *Dks* 4 75	~~960~~ 807 ~~492~~					1898	R. Thompson & Sons Sunderland	The Shipping Controller (General Stm. Nav. Co. Ld., *Mgrs.*)	229·6 / 32·2 / ~~14·6~~ P29′B27′F40′ 14·8 *Shelter dk* 48′			~~Amsterdam~~ Dutch London *WB* British	T.3Cy.20″,33″&55″–36″ 181NHP G. Clark, Ld. Sunderland		V
42308																
~~QCVB~~																
118	**Ytteröy** Steel Sc Sr *N. Abrahamsen* 15–15 (*ex* Export, *ex* A.P. Rasmussen) 1 *Dk*	1112 862 648					1914	Helsingörs Jernsk. & Msk. Elsinore	Dampsk. Akties. Öy (Klüver & Co. *Mgrs.*)	230·7 / 35·6 / 13·3 P11′Q69′B94′F29′			Chrstiania Norwegian *WB*	T.3Cy.15″,24″&40″–27″ 101NHP Helsingörs Jernsk. & Msk. b.		C
NBP																
119	**Yu Sang** Steel Sc Sr *J.W. Carle* –14 (*ex* Yi Loong) 1 *Dk* *Elec. light*	1844 1608 1122			...		1912	J. Priestman & Co. Sunderland	Indo-China Stm. Nav. Co. Ld.	270·0 / 39·6 / 18·0 P11′B70′F31′ FK			London British *WB*	T.3Cy.21½″,35″&58″–39″ 260NHP Richardsons, Westgarth & Co. Ld. Sld.	20 ″ 0	
32659																
HVFJ																
120	**Yu Shun** Steel Sc Sr *A.B. Baines* *Elec. light* 2 *Dks*	*1696* *1504* *1079*					1900	Grngemt'h Dockyard Co. Grngemouth	China Merchants' Stm Nav. Co.	260·2 / 40·2 / 18·3 P30′B68′F37′			Shanghai Chinese *WB*	T.3Cy.20″,33″&53″–36″ 169NHP Hutson & Sons, Ld. Glasgow		
121	**Yubari-Maru** Steel Sc Sr *T. Ota* –15 *ss* Shl. No.3–4,07 (*ex* Shinkai Maru, *ss* Kob. No.2–15 *ex* Beira, *ex* Turkistan) 2 *Dks* (1 *Stl* & 1 *Irn*) *Elec. light* & *deep framing* 3 *Dk rule*	4120 3698 3025	✠ 100 A1 7,11 ~~5,16~~ ✠ LMC ~~5,16~~ 7,17	Nag Yka *W*	*w*	~~5,16~~ 7,17	1894 8mo *Lloyd's A & CP*	A. Stephen & Sons Glasgow	K. Shida (Mitsui Bussan Kaisha, *Mgrs.*) *W B* = *Cell D B a* 114′	345·0 / 47·0 / 26·7 P46′B74′F40′ FK *u E* & *B* 38′ *f* 138′ 874*t*			Kobe Japanese 6 *B H Cem* *A P T* 47*t*	T.3Cy.25″,41″&67″–45″ (*s*) 160lb 370NHP 3SB, *6cf*, GS 107, HS 5264 FD A. Stephen & Sons, Glasgow	29 ″ 6 s 5 ″ 7 24 ″ 3	
13661																
MKC																
122	**Yucatan** Steel Sc Sr *Now named "Shinkai Maru" See No. 98 in Supplement.* Wireless 2 *Dks* & *Hurdk*	3525 2317					1890	Delaware R. I.S. & E. Wks. Chester, Pa.		336·2 / 43·2 / 22·3			Japanese	T.3Cy.28″,44″&70″–48″ 339NHP Delaware R. Co. Chester Pa.		
123	**Yucca** Steel Sc K *W. Dayes* –12 1 *Dk*	198 194 76	✠ 100 A1 *Stm Trawler* 9,12 ✠ LMC 9,12	Hul			1912 9mo *Lloyd's A & CP*	Cochrane & Sons Selby	Southern Steam Trawling Co. Ld. (C.C. Morley, *Mgr*)	110·0 / 21·0 / 11·9 BK 7½″			Milford British 3 *B H Cem*	T.3Cy.11½″,19½″&32″–23″ 180lb (*s*) 51RHP 1SB, *2pf*, GS 32, HS 1020 C.D. Holmes & Co. Ld. Hull	12 ″ 9	
124	**Yuen Kiang Maru** Stl Twin Sc Sp *S. Miyata* 1 *Dk*	935 405 579					1903	Osaka Iron Works Osaka	Nisshin Kisen Kabushiki Kaisha	202·6 / 37·4 / 6·5			Tokio Japanese	T.6Cy.10″,16″&28″–15″ 61NHP Osaka Iron Works, Osaka		
8893																
JRKP																
125	**Yuen Kong** Wood Sc (*ex* Hoi Ho)	*601* *234* *364*					1901	Kwong Tak Hing, Cheung Sha Wan	Yung Kiang & Co.	154·0 / 23·9 / 9·7			Shanghai Chinese	C.2Cy.11″&22″–15½″ 16NHP Kwong Tak Hing, Yamuali		
126	**Yuen Sang** Steel Sc Sr *W.M. Mesney* –15 1 *Dk* (*Stl*) & *Spar dk* 3 *tr B*	1753 1632 1128	✠ *Spar dk* 7,89 ✠	Abn	*r*		1889 7mo	Hall, Russell & Co. Aberdeen	Indo-China Steam Nav. Co. Ld.	250·2 / 36·2 / 16·1 B60′F34′ 23·6 *W B* = *D B a* 42′ FK			London British 6 *B H Cem* 90*t M T* 10′ 159*t F P T*	T.3Cy.21″,33″&54″–39″ 183NHP 2SB, *6rf*, GS 90, HS 2770 Hall, Russell & Co Aberdeen	24 ″ 5	
96604																
LGHQ																
127	**Yugala** Steel Sc Sr *P. Andersen* –16 *ss* Bgk. No.2–16 *Elec. light* 1 *Dk* (*Stl*) & *Shelter dk* (*Teak*)	753 694 473	✠ 90 A1 *Shelter dk with freeboard* ~~7,17 12,16~~ 12,17 *Fitted for oil fuel* 10,07 ~~B 8 12,16~~ ✠ LMC 1,16	Bgk	*j*	~~1,16~~ 12,17 *F. P.*	1907 8mo *Lloyd above*	Kjöbnhvns Flydk. & Skbs Copenhagen *'s A & CP* *W B* 150°F.	Siam S.N. Co. Ld. = *Cell D B a* 25′ *u E*	186·0 / 28·1 / 10·7 17·1 12′ *f* 18′ 74*t F P T*			Bangkok Siamese 4 *B H Cem* *A P T* 17*t*	T.3Cy.13″,20½″&33½″–21″ (*s*) 170lb *100lb* 67NHP 1SB, *2cf*, GS 38, HS 1197 Kjbnhavns Flydk. & Skbsv.	17 ″ 10 s 7 ″ 0 11 ″ 2	
128	**Yugao Maru** Iron Sc Sr (*ex* Yugao) 2 *Dks*	233 202 126					1887	Mitsu Bishi Dkyd & E Wks Nagasaki	Mitsu Bishi Goshi Kaisha	114·6 / 21·0 / 12·1			Nagasaki Japanese	C.2Cy.19″&34″–27″ 50NHP Mitsu Bishi D. & E. Wks. Nag		
1028																
IGKW																
129	**Yugh** Steel Sc K *Wickman* 13–13 *ss* Mil. No.1–11 (*ex* Teesmouth) 1 *Dk*	*191* *177* *86*	✠ *Stm Trawler* 4,13 ✠	Flt			1906 12mo	Dundee S.B. Co. Ld. Dundee	C.J. Spahde	115·0 / 21·4 / 11·4 BK 7½″			Archangel Russian 3 *B H Cem*	T.3Cy.11½″,20″&33″–23″ 67NHP W.V.V. Lidgerwood, Gls.	12 ″ 6	
1220																
130	**Yukai Maru** Wood Pad	199 122 113					1909	Tokiowan Kisen K.K. Tokio	Tokiowan Kisen Kabushiki Kaisha	115·4 / 15·5 / 7·2 F12′			Tokio Japanese	C.2Cy.16″&32″–24″ 42NHP Uraga Senkio K.K. Uraga		
12208																
LKBG																
131	**Yuki Maru** Steel Sc Sr *T. Iki* –16 *Elec. light* 2 *Dks* (*Stl*) & *Web frames* *Longitudinal framing*	3162 2738 1987	✠ 100 A1 1,18 ~~2,17~~ ✠ LMC ~~2,16~~ 7,15	Kob	*t*	1,18	1916 2mo *Lloyd's A & CP*	Osaka Iron Works, Ld. Innoshima	Tatsuuma Kisen ~~Goshi Kaisha~~ Kabushiki Kaisha	305·0 / 43·7 / 27·2 P19′B82′F32′ FK *Cell D B* 255′ 519*t F P T*			Habu Japanese 5 *B H Cem* 76*t A P T* 65*t*	T.3Cy.22″,37″&61″–42″ (*s*) 180lb 288NHP 2SB, *6cf*, GS 90, HS 3824 FD Osaka Iron Wrks. Ld. Osaka	27 ″ 3 s 4 ″ 4½ 23 ″ 2	
18829																
TWHF																

1 Numero d'Ordre / Numero Officiel / Signaux	2 Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expire. Lettre d'Equivalence.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille / Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. pc.	15 Registres où cote, si ce n'est dans le L. R. Dunse Cert. Bd of Trade
132 113769 VCHW	**Yukon** *E.E.Jinman* –13 1 *Dk(Stl)&deep framing* *Well deck*	**SteelScSr** *ss*Bkn.No.3–5,15 Visites Périodiques. Nombres des Ponts.	1155 832 566	✠100A1 10,17 ~~17~~ ~~BS12,16~~ ✠LMC6,15 ~~6,15~~	Bkn Sld	*n*	~~5,15~~ 10,17	1903 6mo	Mackie& Thomson Glasgow	S.S.YukonCo.Ld. (F.LeBoulanger) *WB=* *Cell DB a73'uE17'*	232'1 | 34'1 | 13'6 P18'Q67'B56'F23' FK *f100' 367t FPT43t*	Swansea British *4 BHCem* *APT44t*	T.3Cy.19″,30″&50″–33″ (*s*) 180lb 177NHP 2SB,*6pf*,GS104,HS3014 D.Rowan&Co.Glasgow	15 ″ 10 s 1 ″ 3 14 ″ 11	
133 99165 MJVT	**Yulan** *T.Vynor* –15 (*ex*Lynmouth) 1 *Dk*	**IronScK** *ss*Gms.No.3–3,04	144 138 54	✠ *Stm Trawler* 3,04 ✠ ✠NE&B3,04	Gms			1891 6mo	A.W.Robertson&Co. London	N.EasternSteam FishingCo.Ld.	96·5 | 20·2 | 10·9 Q16'F20' ND04 BK7½″ *WB = APT2t*	Grimsby British *3 BHCem*	T.3Cy.11″,18″&30″–22″ 45RHP 1SB,*2pf*,GS26,HS694 Amos&Smith,Hull	11 ″ 10	
134 121189 HLKJ	**Yulgilbar** *C.Beach* –17 *Elec.light Ref.Mchy.* 2 *Dks*	**SteelTwinScSr**	779 467 372					1907	AilsaS.B. Co.Ld. Troon	NorthCoastSteam Nav.Co.Ld.	199·5 | 32·0 | 11·0	SydnyNSW British *WB*	T.6Cy.13½″,22½″&37″–24″ 134NHP AilsaS.B.Co.Ld.Troon		
135 128809 HRGL	**Yuloo** *T.Johnstone* –13 (*ex*Teeswood) 1 *Dk(pt Irn pt Stl)* *Mchy.Aft*	**SteelScSr** *ss*Syd.No.1–14	407 284 197	✠100A1 ~~10,17~~ ~~17~~ 12,17 ~~BS14,16~~ ✠LMC12,14 12,17	Syd	*f*	~~12,15~~ 10,17	1910 7mo	W.Harkess &Son,Ld. Middlesbro'	SydneyCoalCo.Ld.	145·0 | 24·1 | 10·4 Q65'F17' FK *WB = FPT26t*	SydnyNSW British *3 BHCem* *APT16t*	C.2Cy.17″&36″–30″ (*r*) 130lb 80RHP 1SB,*3pf*,GS53,HS1525 Richardsons,Westgarth& Co.Ld.Mdb.	11 ″ 7 s ″10½ 10 ″ 11	
136 160494	**Yulu** *C.Johnson* –98 1 *Dk*	**SteelTwinScSr**	370 279 239					1891	F.W. Wheeler&Co. W.BayCity	E.Wattley	132·0 | 27·0 | 9·4	Kngstn.Ja British	C.4Cy.14″&24″–14″ F.W.Wheeler&Co., 50RHP W.BayCity		
137 27655	**Yuma** *Mchy.Aft*	**SteelSc** 1 *Dk 2 tr B*	2195 — 1329					1893	Cleveland S.B.Co. Cleveland,O.	WilsonTransitCo.	322·8 | 42·2 | 18·9 H—F30' *WB*	Cleveland, Ohio Utd.States	T.3Cy.20″,33″&54″–40″ 184NHP ClevelandS.B.Co.,Clevelnd		
138 10893 LDGB	**Yumihari Maru** (*ex*Tzizikar,*ex*Newark) *ss*Nag.No.2–02 *Well deck* 1 *Dk(Irn)&Web frames*	**SteelScSr**	1050 781 651	4,02 ✠	Nag	*m*		1894 1mo	Palmers' Co.Ld. Newcastle	H.Mori	227·4 | 31·0 | 13·5 Q92'B44'F22' FK *WB = CellDB142'256t*	Hakodate Japanese *4 BHCem* *FPT40t APT40t*	T.3Cy.19″,31½″&51½″–33″ 150NHP 1SB,*4pf*,GS51,HS2220 Palmers'Co.Ld.Newcastle	16 ″ 4	
139 HJSB	**Yumuri** *J.C.Thestrup* *Elec.light* 2 *Dks*	**SteelScSr**	1836 1605 1166			…		1902 10mo	BlythS.B. Co.Ld. Blyth	Cia.Cubana deNav (NewYork&Cuba MailS.S.Co. *Mgrs*)	270·0 | 39·5 | 19·7 P18'B64'F28' FK *WB*	Havana Cuban	T.3Cy.20½″,33″&54″–36″ 209NHP N.E.MarineEng.CoLd.Sld.	20 ″ 10	R
140 213734 LFQC	**Yuna** *Elec.light* 1 *Dk(Stl)*	**SteelScSr**	1414 1172 948	✠100A1 9,17 ~~11,15~~ ✠LMC11,15	Clv NYk	*p*		1915 11mo	Gt.Lakes Eng.Works Ecorse,Mich.	ClydeS.S.Co.	246·0 | 38·4 | 15·5 B65'F25' FK A&CP *WB= Cell DBa 66' uE&*	NewYork Utd.States *4 BHCem* *B34' f50'425t FPT 32t APT34t*	T.3Cy.17″,28½″&48″–36″ (*s*) 190lb 200NHP 2SB,*4cf*,GS73,HS2952 Gt.LakesEngWrksDetroit	18 ″ 0	
141 ~~Yung~~ Han	*A.Bierwirth* –09 *ex*W.Cores de Vries) (*ex*HualeeMaru, 2 *Dks*	**IronScSr**	957 456 718					1865	..... Rotterdam	FuTsungYueh& TungHsingSun	208·0 | 24·7 | 12·0 F30'	Shanghai Chinese	C.2Cy.16⅜″&36⅜″–36″ NE&B86 65NHP S.C.FarnhamBoyd&Co.Shi		
142 ~~Yung~~ Lie	*Tse Kin Kway* 07–10 1 *Dk&Awng dk*	**IronSc** (*ex*Ella)	*784* *680* *519*					1870	J.Scott& Sons Invrkeithing	ShingYue&Co.	197·5 | 25·3 | 11·5 18·2 FK *WB*	Shanghai Chinese	C.2Cy.20″&36″–27″ NB80 56NHP J.Scott&Sns.Inverkeithng		
143 127176	**Yung Shun** 1 *Dk*	**SteelTwinSc**	277 214 99					1907	The Vulcan Iron Wrks.Ld Shanghai	TakuTug&Lighter Co.Ld.	122·0 | 25·7 | 9·1	Shanghai British	C.4Cy.13″&28″–20″ 64RHP VulcanIronWorks,Ld.Shi.		
144	**Yunnan** *Amen* *Elec.light* 2 *Dks&Awng dk*	**SteelTwinScSr**	6474 — 4214					1903	Forges&C. de la Médit. Havre	Messageries Maritimes	414·4 | 50·6 | 29·5 H— 37·5 *WB*	Marseilles French	T.6Cy.21⅝″,33″&52″–35½″ 322NHP Forges&C.delaMédit.Hav		
145 114797 TCKR	— *G.W.Eedy* 2 *Dks*	**SteelScSr**	1953 1730 1206					1901	Scott&Co. Greenock	ChinaNav.Co.Ld.	275·5 | 38·2 | 21·5 B70'F30'	London British *WB*	T.3Cy.19″,31″&53″–39″ 175NHP Scott&Co.Greenock		
146 14473 LSFP	**Yura Maru** (*Trawler*) 1 *Dk*	**SteelScSr**	206 162 111					1911	Osaka Iron Works Osaka	TeikokuSuisan KabushikiKaisha	109·1 | 21·1 | 10·8	Kobe Japanese	T.3Cy.11½″,19″&32″–22″ 48NHP OsakaIronWorks,Osaka		
147	**Yurimaguas** *H.B.Kearney* 12–12 *Elec.light* 1 *Dk(Teak)* *&Promenade dk(Teak)*	**SteelScSr**	*307* *221* *209*	✠ — 2,16 *River purposes only* ✠	PGl			1912 2mo	Murdoch& Murray Pt.Glasgow	A.Morey&Co.	141·0 | 30·1 | 7·7 F29' FK	Iquitos Peruvian *5 BHCem*	T.3Cy.12½″,21″&34″–24″ 83NHP 1SB,*3pf*,GS54,HS1578 Ross&Duncan,Glasgow	8 ″ 0	
148	**Yute** *R.Tomeza* –18 ~~*Jaureguibeitia* –W~~ (*ex*Riojana *ex*Borderer) *ss*Liv.No.1–14 *Elec.light* 2 *Dks(Irn)&Spar dk(Irn)*	**IronScSr** *ss*Liv.2ndNo.3–2,10	4880 3417 2974	✠100A1 *Spar dk* ~~Examined 6,19~~ ~~✠NE&B 9,97 ✠LMC~~ ~~MS11,14 BS8,17~~ ✠	Liv	*y*	~~11,14~~ 9,17	1884 1mo	Barrow Co. Ld. Barrow Pt.Glasgow	Cia.Nav.gui Puzcuana	400·0 | 44·2 | 23·7 P20'B118'F47'31·3 BK11″ *DBa 88'uE&B 104'518t*	S.Sebast'n Spanish *6 BHCem* *Qpd.*97D.Rollo&Sons,Liv.	Q.4Cy20⅛″,33″,50″&73″–60″ 220lb *90lb* NDN97(*s*)477NHP 3SB,*9rf*,GS153,HS5430 FD	34 ″ 8 s 9 ″ 0 27 ″ 0	
149	**Yvonne Achaque** *J Mendez* (*ex*Commandant) 1 *Dk(Stl)* *Well deck*	**SteelScSr** *ss*Alg.No.2–14	273 179 72	✠100A1 3,14 ~~BS6,16 ✠LMC3,14~~	Alg	*d*	6,16	1905 11mo	J.Shearer &Sons,Ld. Glasgow	~~A.Achaque~~ C.Reynaud	130·4 | 22·1 | 9·3 Q46'B7'F19' BK7″ *WB =*	Algiers French *3 BHCem* *FPT27t*	C.2Cy.15″&32″–24″ (*s*) 130lb 51NHP 1SB,*2cf*,GS42,HS1030 J.Ritchie,Glasgow	10 ″ 3 s ″ 8½ 10 ″ 3	
150 QOVP	**Zaanland** *J.Verkaik* 12–12 *Elec.light* 2 *Dks(Stl)&deep framing* *&Shade dk(pt Stl–teak s)*	**SteelScSr** *ss*Ams.No.3–6,12	5417 3926 3526	✠~~100A1~~ *Shade dk* 5,16 ~~✠LMC3,15~~ ~~Examined 9,17~~	Ams		5,16	1900 10mo	Russell& Co. Pt.Glasgow	Konink.Holland-scheLloyd *WB = Cell DBa 118' uE&B44'*	389·4 | 51·1 | 25·2 FK *f168' 908t FPT74t*	Amstrdam Dutch *6 BHCem* *APT116t*	T.3Cy.27″,42″&69″–54″ (*s*) 180lb *80lb* 449NHP 3SB,*9cf*,GS150,HS6296 FD	28 ″ 0 s 4 ″ 10 23 ″ 6	
151	**Zaanstroom** (Captured and taken to Zeebrugge) *Elec.light Ref.Mchy.* 1 *Dk 2 tr B*	**SteelScSr**	1657 1063 911					1913	Rotterdam Droogb.Maat Rotterdam		243·6 | 37·1 | 17·3 P14'B180' *WB*		T.3Cy.21½″,33″&57″–39″ 203NHP RotterdamDroogd.Maats.		V
152	**Zaanstroom I.** *J.de Groot* (*ex*Pluto) ~~*ss*Ams.No.2–10~~ *ss*Ams,No 3–9,17 1 *Dk*	**SteelScK**	186 183 54	✠100A1 *Stm Trawler* 9,17 ~~7,16~~ ~~BS4,17 ✠LMC~~ ~~MS8,15~~ BS4,17	Ams		~~4,15~~ 9,17	1904 9mo	Smith's Dock Co.Ld. North Shields	NaamVennStoom-vissZaanstroom (P.J.D.&Joh.Dil& S.Yff, *Mgrs.*)	110·0 | 21·0 | 8·9 BK7½″ *WB =*	Zaandijk Dutch *3 BHCem* *DBf 18'15t*	T.3Cy.11½″,19½″&30″–23″(*s*) 180lb 64NHP 1SB,*2cf*,GS36,HS1233 ShieldsEng.Co.Ld.N.Shl.	12 ″ 6	
153	**Zaanstroom II.** *H.Wezel* –12 (*ex*Strathcarron) 1 *Dk*	**SteelScK** *ss*Ams.No.3–10,14	196 186 53	✠100A1 *Stm Trawler* 12,16 ✠LMC MS1,15 BS4,17	Ams		9,16	1903 8mo	Hall, Russell&Co.Ld. Aberdeen	NaamVennStoom-vissZaanstroomII. (P.J.D.&Joh.Dil& S.Yff, *Mgrs.*)	110·7 | 21·8 | 12·0 BK7½″	Zaandijk Dutch *3 BHCem*	T.3Cy.11½″,20″&33″–22″ (*r*) 160lb 64NHP 1SB,*2pf*,GS37,HS1150 Hall,Russell&Co.Ld.Abn.	12 ″ 7	

Sunk by Collision 5.18

1 No. in book. Official No. Code letters.	2 Steamer's Name. Material, Rig, &c. *Master.* *Late Name if any.* Special Surveys.	3 No. of Decks, &c.	4 Register Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Mean drafts — Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of last Trade Cert.
154	**Zaanstroom IV.** *J.van Loosen* –13 (*ex*Marion)	Steel Sc K *ss*Ymu.No.2–15 1*Dk*	217 208 67	✠100A1 *Stm Trawler* 7,16 MS1,15	Ams ✠LMC BS7,16		7,16	1906 10mo *Lloyd's*	Goole S.B. & Repg.Co.Ld Goole *sA&CP*	Naam Venn Stoom-vissZaanstroomIV (P.J.D.&Joh.Dil& S.Yff, *Mgrs.*)	127·0	22·1	11·5 BK7½"	Zaandijk Dutch	T.3Cy.12",21"&33"–24" (*s*) 180lb 69NHP *3BHCem* 1SB,*2pf*,GS35,HS1227 G.T.Grey,SouthShields	12 " 6	
155	**Zaanstroom VI.** *J.van Looze* –16	Steel Sc (*Fishing*) 1*Dk*	143 — 47					1916	Gebr. Boot Leiderdorp	NV Zeevis My Zaan-stroom VI. (P.J.D. &Joh.Dil&S.Yff)	102·0	20·4	10·2	Ymuiden Dutch	T.3Cy.9¾",15¾"&27⅞"–21½" 36NHP N.V.Indust.My Hera,Ymu.		
156 WKD	**Zabal Mendi** *M.Zubiaga* –14	Steel Twin Sc *ss*Bbo.No.2–14 (*Tug*) 1*Dk*(*Stl*)	70 53 17	✠100A1 4,17 MS11,14	Bbo ✠LMC BS11,13		4,17	1906 8mo *Lloyd's*	Jonker& Stans Hendrik Ido Ambacht *sA&CP*	Cia.de Remolca-dores Ibaizabal (Sota y Aznar, *Mgrs.*)	84·6	16·1	7·1 FK *WB*	Bilbao Spanish *4BHCem*	T.3Cy.8⅛",13"&21¼"–12⅞" 165lb (*s*) 48NHP 1SB,*2cf*,GS30,HS968 Alblasserdam.Msch.Fab.	9 " 0	
157 12583 DQG	**Zacapa** *W.C.Towell* –13 *Elec.light Ref.Mchy.*	Steel Sc Sr 2*Dks*&2*pt dks* Sub.Sig. Wireless	5012 3903 3122					1909	Workman, Clark &Co.Ld Belfast	Zacapa S.S.Cor-poration (United Fruit Co.Line)	378·9 B160'F45'	50·3	29·1	New York Utd. States *WB*	T.3Cy.27",45"&75"–54" 413NHP Wrkman,Clark&Co.Ld.Bel		C
158	**Zachris Topelius**	Steel Sc Sr	445 241 269					1899	..... Wiborg	Russian Govern-ment (Marine Sur-vey Dept.)	123·4	24·1	10·8	Russian	C.2Cy.19"&38"–20" 54NHP Wiborgs Aktiebolag		
159	**Zaffer** (*ex*Ganiamore) *Elec.light Mchy.Aft*	Steel Sc Sr *ss*Gls.No.2–14 1*Dk*	*332* *271* *129*	✠ — 10,16 ✠	Gls	*g*		1905 12mo	Ailsa S.B. Co.Ld. Troon	Ibrahim Halil Pasha Bin Vali *WB*=	152·9 P54'B49'F35' *Cell DBf*67'87*t FP*	25·6 BK6" *4BHCem* *T*34*t APT*8*t*	8·8	Constanpl Turkish	T.3Cy.14½",24"&40"–27" 107NHP 1SB,*3cf*,GS54,HS1930 Ross&Duncan,Glasgow	11 " 6	
160 20295 DHV	**Zaida** *C.M.Brown* –16 *Elec.light*	Steel Sc Sr (*ex*Paknam) 2*Dks*	2027 1792 1301					1900	Workman, Clark&Co.Ld Belfast	British India Stm. Nav.Co.Ld.	278·6 B74'F26'	41·2	20·9	Glasgow British *WB*	T.3Cy.19",32"&52"–30" 148NHP Wrkman,Clark&Co.Ld Bel		
161 KBL	**Zaire** *E.J.Gomes Rosa*84–10 *Elec.light* Wireless	Steel Sc Sr *ss*Lis.No.2–02 1*Dk*(*pt Stl*–ws) &*Spar dk*(*Stl*–ws)3*trB*	3227 2848 2073	✠ *Spar dk* 12,03 ✠	Lis	*v*		1893 10mo	Sir R. Dixon&Co. Middlesbro'	Empreza Nacional de Nav.à Vap para a Africa Portugueza *WB*	340·0 P17'B82'F35' 26·2 = *Cell DB*218' 457*t*	42·3 BK10"	18·3	Lisbon Portuguese *6BHCem* *DTa*46'383*t*	T.3Cy.28",44"&72"–48" 413NHP 2DB,*12cf*,GS197,HS7005 T.Richardson&Sons,Hpl.	28 " 9	
162 RFD	**Zakynthos** (*ex*Chios,*ex*Locust)	Iron Sc Sr 5th Survey,Cpl.6,06 2*Dks*	*411* *403* *194*	9,06 ✠NB1,92 ✠	Cpl	Lv	11·24 11·88 12·50 13·13	1881 5mo	Blackwood &Gordon Pt.Glasgow	Nav.à Vap. "Ionienne" G. Yannoulato Frères *WB*= *FP*	191·0	25·2	13·0	Piræus Greek *5BH*2PBH *T*8*t APT*35*t*	C.2Cy.25¼"&48"–36" NDB04 105NHP 1SB,*3pf*,GS52,HS1592 Blackwood&Gordon,P.Gl.		
163	**Zamania** (*ex*Rimutaka)	Steel Sc Bk *ss*Lon.No.3–9,97 2*Dks*(1*Stl*) &*Spar dk*(*Stl*–ws)	*4417* *2948* *2780*	✠ *Spar dk* 8,99 ✠	Lon	*z*		1884 11mo	J.Elder& Co. Glasgow	*WB*	430·0 P36'B120'F60' 32·2 = *DBa*44'*f*88' 220*t*	46·0 BK11" *6BHCem* *FPT*42*t*	24·0		C.2Cy.46"&88"–57" 584NHP 3DB,*18cf*,GS390,HS10688 J.Elder&Co.Glasgow	33 " 5	
164 KMW	**Zambezia** by explosion 6.17 *W.J.Pinto* 14 *Elec.light*	Steel Sc Sr 1*Dk*&*Awng dk*(*pt Stl* teak s)	1281 — 879	✠ *Awng dk with freeboard* 9,05 ✠	PNl	*m*		1903 9mo	Sir Raylton Dixon&Co.Ld Middlesbro'	Empreza Nacional de Nav.à Vap para a Africa Portugueza *WB*= *Cell DBa*61'	220·0 F30' *u E&B*31'*f*92'263*t*	33·0	10·9 18·9 FK *4BHCem* *APT*14*t*	Lisbon Portuguese	T 3Cy.17",27"&45"–33" 133NHP 1SB,*3cf*,GS62,HS2165 N.E.MarineEng.Co.Ld.Sld	21 " 0	
165 20582 CWK	**Zamora** *T.English* –17	*ss*Hul.No.3–2,18 ~~*ss*Sld.No.2–14~~ 1*Dk*(*pt Irn*&*pt Stl*)2*trB deep framing*&*Web frames* 3*Dk rule*	3639 3418 2350	✠100A1 2,18 ~~14,16~~ ~~BS3,15~~ ✠LMC	Cff Hul ~~10,14~~ 2,18	*w*	~~11,16~~ 2,18	1905 7mo *Lloyd's*	J.L Thomp-son&Sons,Ld Sunderland *sA&CP*	Turner,Brightman &Co. *WB*= *Cell DBa*119'*uE*23'*f*146'	346·5 P23'B92'F32'	50·9	23·0 FK *6BHCem* 823*t APT*94*t*	London British *6BHCem* *APT*14*t*	T.3Cy.24½",40"&66"–45" (*s*) 180lb *180lb* 307NHP 2SB,*8pf*,GS142,HS4600 J.Dickinson&Sons,Ld.Sld.	25 " 6 s 4 " 6 21 " 5	
166 5365 JSTV	— *G.M.Rosenthal*15–15 (*ex*Lady Armstrong)	Steel Sc Sr *ss*Shl.No.3–4,04 *ss*Shl.No.2–13 2*Dks*(*U Irn*&1*Stl*)3*trB*	3186 2916 1959	✠100A1 11,15 *Examined,13* BS10,15 ✠LMC BS1,18 MS11,16	Got	*v*	~~11,15~~ 4,18	1891 7mo *Lloyd's*	Palmers' Co.Ld. Newcastle *sA&CP*	Rederiaktieb Banco (Bror.M. Banck, *Mgr.*) *WB*= *Cell D*	330·0 P34'B67'F34' *B*278'658*t FP*.*T*104*t*	42·2	26·3 FK	Stockholm Swedish *5BHCem* *APT*28*t*	T.3Cy.24",40"&64"–42" (*s*) 160lb 80*lb* 280NHP DB *fitted*08 2DB,*12pf*,GS162,HS4410 Palmers' Co.Ld.Newcastle	29 " 1 s 5 " 7 23 " 9	
167 HQFS	**Zanos Sifneo** (*ex*Armanistan)	Steel Sc Sr *ss*Pir.No.3–3,13 1*Dk*(*Irn*)&*deep framing* *ss*Sws.No.1–16	2237 2123 1396	✠100A1 11,16 ✠LMC BS7,16 MS11,16	Sws	*s*	11,16	1901 1mo *Lloyd's*	W.Gray& Co.Ld. W Hartlepool A&CP	Sifneo,frères *WB*= *Cell DB*	302·6 P27'B69'F29' *a*&*uE*120'*f*124'621*t*	43·2	19·8 FK *5BHCem* *APT*40*t*	Piræus Greek	T.3Cy.22",35"&59"–39" (*s*) 160lb *100lb* NDB16 222NHP 2SB,*6pf*,GS84,HS3383 Cen.Mar.Eng.Wrks.WHpl	22 " 3 s 3 " 9 18 " 10	
168 RSKF	**Zanzibar** (*ex*Armanistan)	Steel Sc Sr *G.Altschwager*99–12 *Elec.light* 1*Dk*	1268 1027 684					1912	Schiffsw. v. Henry Koch Lübeck	Wm.O'Swald&Co.	240·8 P&B190'F35'	36·1	16·0	Hamburg German *WB*	T.3Cy.18⅜",28¾"&47¼"–33 7/16" 129NHP Ottensen Masch.Fab.Alt.		G
169 208117	**Zapora**	Wood Sc Sr *T.J.Miller*09–10 1*Dk*	289 — 196					1904	Crawford& Reid Tacoma,Wsh	International Fisheries Co.	146·0 B52'	24·0	11·4	Tacoma Utd.States	T.3Cy.14",22"&36"–28" Puget Sound 69NHP Irn.&Stl.Wks.Tacoma		
170 PBLC	**Zar** (Seized at Reval) *F.von Orff* *Elec.light*	Steel Sc Sr 1*Dk*2*trB*	877 628 549					1896	Schiffsw. v. Henry Koch Lübeck	Hanseatische Dmpfsfahrts.Ges.	200·7 P&B113'F21'	29·7	13·5	Lübeck German *WB*	T.3Cy.15¾",25½"&40½"–27½" 84NHP H.Pauksch,Landsberg		
171	**Zar Michail Teodorowitsch** *A.Hagmann* –14 *Elec.light* (*Icebreaker*)	Steel Trp Sc 2*Dks*3*trB*	2391 — 822					1914	Vulcan-Werke A.-G. Stettin	Russian Govern-ment	244·4	57·3	27·8	Petrograd Russian *WB*	T.9Cy.20",32 7/16"&53⅛"–39⅜" 533NHP Vulcan-Werke,A-G Stettin		V
172 HTVL	**Zara** *Well deck Elec.light*	Steel Sc Sr *ss*Tri.No.3–8,13 1*Dk*(*pt Stl*)	338 281 195	✠ — 8,16 ✠NB4,08 ✠	Tri	*f*		1903 2mo	Rttrdmsch D.D.Maats. Rotterdam	Soc.Anon. Austriaca di Nav.a Vap. "Dalmatia"	140·9 Q52'B18'F19'	23·3 FK	11·3	Zara Aust.-Hung. *4BHCem*	T3Cy.12½",20"&33¾"–21" 70NHP 1SB,*2cf*,GS38,HS1251 Rot.Droog Dok Maats,Rot.	12 " 0	A
173 138944 JMKB	**Zaree** *A.J.Van den Kleman* –16 (*ex*Nere Maitea, *ex*Mars)	Steel Sc K *ss*Gms.No.3–3,16 1*Dk*	218 214 83	✠100A1 *For towing purposes* 3,17 ~~3,16~~ BS3,17 ✠LMC3,16	Gms		~~3,16~~ 3,17	1904 12mo *Lloyd's*	J.Duthie Aberdeen *sA&CP*	~~H.Burns~~	130·6	21·9 BK7½" *WB*=	11·7	Grimsby British *3BHCem* *FPT*25*t*	T.3Cy.12½",20"&34"–27" (*s*) 180lb 83RHP 1SB,*3pf*,GS42,HS1531 J.Abernethy&Co Aberdeen	12 " 6	
174 118078 VPLT	**Zaria** *J.H.Watson* –14 *Elec.light*	Steel Sc Sr *ss*Liv.No.2–13 1*Dk*(*Stl*) *lower dk*(*Stl*) *in Nos.*1,2&4 *holds*&*Web frames in No.*3 *hold*&*Shelter dk*(*Stl*–ws)	4816 3002 3066	✠100A1 *Shelter dk with freeboard* 9,14 BS3,14 ✠LMC1,15	Liv	*w*	3,14	1904 3mo *Lloyd's*	Clyde S.B. &E.Co.Ld. Pt.Glasgow *sA&CP*	British&African S.N.Co.Ld. (Elder,Dempster& Co.Ld. *Mgrs.*)	380·6 P34'B113'F47' *allon Shelter dk* len10	48·5 FK	27·6	Liverpool British *6BHCem* 90'*uE&B*44'	T.3Cy.27",43"&72"–48" (*s*) 180lb 570NHP 3SB,*9cf*,GS187,HS9030 FD Clyde S.B.&E.Co.Ld.P.Gls *f*180'853*t FPT*45*t APT*15*t*	22 " 3 s 2 " 1½ 20 " 7	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné/maintenant expiré. Lettre d'Equipement.	7a Date de la dernière visite de l'hélice porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant.	15 Registres où est, si ce n'est dans le L. R. Darse&Cert. Kaffrade.
175 14	**Zaria** 1*Dk*	**SteelSc**	131 — 76					1890	Motala Mek. Verk. Motala	ZariaDampfsch. Ges.	96·4	22·0	8·5	Cronstadt Russian	C.2Cy.16″&30″–20″ 33NHP		
176 1006	**Zasima** (*ex*Limfjorden) 1*Dk*	**Steel&IronScSr**	457 — 269					1881	Lobnitz& Co. Renfrew	I.Burkoff	164·5 P45′	24·0 F41′	10·3	Archangel Russian *WB*	C.2Cy.24″&44″–30″ 88NHP Lobnitz&Co.,Renfrew		
177	**Zaton** *ss*Tri.No.3–5,04 (*ex*Veneto,*ex*Hungaria) *ss*Tri.No.2–13 *Well deck Elec.light* 1*Dk*(*Stl*)2*trB*	**SteelScSr**	520 358 286	✠ — 1,17 ✠NB5,04 ✠	Tri	*i*		1892 2mo	Howaldts-werke Kiel	Soc.Nav.aVap. Ragusea	179·0 Q21′B93′F36′	25·0 BK7″ *WB=CellD*	12·0	Ragusa Aust.-Hung.	T.3Cy.17¼″,27½″&43¾″–24½″ 118NHP 1SB,*3rf*,GS61,HS1624 FD *4BHCem* *BuE*18′18*t* Howaldtswerke,Kiel	14 ″ 1	
178 HPMF	**Zatouna** *N.Eliou* (*ex*Mikail,*ex*Creta,*ex*Zara)	**SteelScSr**	156 — 74					1890	MMartino-lich Lussinpicc'lo	Nav.Orientale (P.Pantaleon)	109·5 Q48′B15′F10′	17·1	9·9	Syra Greek	C.2Cy.16″&27″–18″ NB09 26NHP Bartlett&Greenhm,Trieste		
179 138966 JHKD	**Zayani** *K.Ookarji*14–15 (*ex*Bali) *Elec.light* 2*Dks*	**SteelScSr**	3505 3280 2627					1899	Crmichael, Maclean&Co. Greenock	PersianGulfS.N. Co.Ld.	322·0 B77′F46′	44·3	28·5	Bombay British *WB*	T.3Cy.23″,38″&62″–42″ 249NHP Bow,McLachlan&Co.Psy.		V
180	**Zayda** *Elec.light* 1*Dk*(*Stl*) *Mchy.Aft*	**SteelScSk**	*604* *507* *353*	✠ *For River purposes only* 4,07 ✠	Grk			1907 4mo	G.Brown &Co. Greenock	Cia.Argentina de Nav.(Nicolas Mihanovich)Ltda.	185·1 B22′F25′	34·1 FK *WB=*	9·4	Bns.Ayres Argentine	C.2Cy.14½″&30″–21″ 47NHP 1SB,*2cf*,GS31,HS872 *3BHCem* *FPT*28*t* White&Hemphill,Ld.Grk.	10 ″ 0	
181	**Zazita** *T.Chuisano* –13 Rest.Liv.12,80–7yrs. (*ex*Steam Yacht Ar-Nedelec, *ex*Ringleader,*ex*Sailing Yacht)	**WoodSc3MstBn**	214 — 70	✠ 3,90 ✠	Drt	12 C4		1864	E.Evans Salcombe	F.Giardino	116·2	23·9	12·9	Marseilles French	C.3Cy.17″&34″–22″ NE&B86 45NHP Ramage&Ferguson,Leith		
182 124004 HJLD	**Zealand** (Detained at Hamburg) *A.Lawson* –13 *ss*Liv.No.1–11 *Elec.light* 1*Dk*(*Stl*)*&Spar dk*(*Stl*) *&deep framing*	**SteelScSr**	1718 1536 891	✠100A1 *Spar dk* 5,14 ✠LMC5,11 DBS5,14 MBS6,14	Liv	*r*	3,14	1906 10mo	Barclay, Curle&Co.Ld. Glasgow	Liverpool&Ham-burgS.S.Co.Ld.(D. Currie&Co.*Mgrs*) *Lloyd's A&CP WB=CellDB a58′ uE*	260·0 B73′F33′ 21′*f* 116′ 258*t*	36·0 22·2 FK&BK1½″ *FPT*	14·7 4*BHCem* 48*tAPT*25*t*	Liverpool British	T.3Cy.20½″,34″&55″–42″ (*r*) 180lb *85lb* 247NHP 2SB,*6cf*,GS113,HS4288 Barclay,Curle&Co.Ld.Gls.	24 ″ 6 s 3 ″ 10 21 ″ 0	
183 120764 TVPW	**Zealandia** *Sheriff* *C.B.Bates* –15 ~~*ssSyd.No.1–15*~~ *Elec.light* 2*Dks*(*Stl*–ws)*&Shelter dk* Wireless (*Stl*–teak s)*&Web frames* *Ref.Mchy.* *ss*Syd.No.2–17	**SteelTwinScSr**	6660 5274 3482	✠100A1 *Shelter dk* *withfreeboard* ~~8,17 1,17~~ 11,17 4 ~~BS4,16~~ ✠LMC ~~3,16~~ 11,17	Syd	*a*†	1,16	1910 5mo	J.Brown& Co.Ld. Clydebank	Huddart,Parker, Ld. *Lloyd's A&CP WB=*	410·3 F90′B100′ *CellDBa*88′*uE&B*	54·7 *onShelter dk* BK9″ 117′*f* 144′899*t*	23·4 8*BHCem* *FPT* 42*tAPT*49*t*	Melbourne British	Q8Cy24½″,35″,49½″&70″–48″ 215lb (*r*) 1157NHP 7SB,*21cf*,GS433,HS17775FD J.Brown&Co.Ld.Clydebnk	26 ″ 0 s 3 ″ 0 24 ″ 2	
184 28136 KNLM	— (*WRECKED 4,17*) *Broadhead* *ss*S.Fo.2ndNo.3–11,02 *Elec.light* 2*Dks*(*Irn–Uws*)*&Spardk* Wireless	**IronSc4MstSr**	2730 — 1718	✠ *Spar dk* 1,11 ✠	SFo	*u*		1875 10mo	J.Elder& Co. Glasgow	FiskTradingCo.	377·0 26·2 BK10″	37·1	18·6	NewYork Utd.States	C.3Cy.45″&(2)62″–51″ NDB86 429NHP 2DB,*12pf*,GS252,HS7261 J.Elder&Co.,Glasgow		R
185 85094 WFTM	— *C.F.Dards* –12	**IronScSr**	128 127 51					1882	L.Smit& Zoon Kinderdyk	~~TheShippingFed-eration,Ld.~~ W.C.Duncan	90·4	20·6	11·3	London British	2Cy.22″–22″ 70RHP ApplebyBros.,London		
186 131389 HTNR	**Zealandic** *A.E.Jackson* –17 Sub.Sig. Wireless *Elec.light Ref.Mchy.* 2*Dks&Shelterdk*	**SteelTwinScSr**	8090 7345 5172	✠Lloyd's RMC ~~1,17~~ 2,18				1911	Harland& Wolff,Ld. Belfast	OceanicStmNavCo Ld. (WhiteStar Line)	477·5 P40′B221′F81′	63·1 *onShelter dk*	31·5 *WB*	Liverpool British	Q.8Cy.22″31½″46″&65½″–48″ 596NHP Harland&Wolff,Ld.Bel.		BT till 1,18
187 QDBC	**Zeehond** *J.Zwaan* *Elec.light* 2*Dks*(*Stl*–ws)*&Shelter dk* *Ref.Mchy.* Sub.Sig. (*Stl*–teak s) Wireless *ss*Ams.No.3–5,12 *ss*Ymu.No.1–16 1*Dk*	**IronScK**	161 153 57	✠100A1 *Stm Trawler* 8,16 ✠LMC8,16 BS6,17	Ymu		8,16	1899 8mo	Edwards Bros. N.Shields	N.V.VisscheryMy. "Zeehond"(N.V. Scheeps.Explotatie My.deMarezaten) *Lloyd's A&CP*	106·0 Q18′F20′	20·5 BK7½″ *WB=*	10·8 3*BHCem* *DBf*12′9*t*	Ymuiden Dutch	T.3Cy.12″,18″&30″–21″ (*s*) 180lb 51NHP 1SB,*2pf*,GS31,HS879 MacColl&Pollock,Sld.	12 ″ 0	
188 QCWP	**Zeeland** (*Tug*) 1*Dk*	**SteelSc**	292 220 4					1915	Jonker& Stans Hendrik Ido Ambacht	BureauWijsmuller	116·3 B39′F13′	25·1	12·5	'sGrvnhge Dutch	T.3Cy.15″,24″&40½″–24″ 79NHP Machfab."Bolnes,"Bolnes		V
189 QDBC	**Zeelandia** *J.Maas* *ss*Ams.No.1–14 *Elec.light* 2*Dks*(*Stl*–ws)*&Shelter dk* *Ref.Mchy.* Sub.Sig. (*Stl*–teak s) Wireless	**SteelTwinScSr**	7995 6274 4960	✠100A1 *Shelter dk* *withfreeboard* 10.16 ✠LMC MS4,14 BS8,16	Ams	*c*†	PN 10,15 s8,16	1910 6mo	A.Stephen &Sons,Ld. Glasgow	Koninkl.Holland-scheLloyd *Lloyd's A&CP*	440·0 P59′B176′F72′ *onShelter dk* FK *after Pk BHd to Main dk only* *WB=CellDBa*119′	55·7 *uE&B*103′*f*	34·0 7*BHCem* 170′1117*tFPT*98*tAPT*105*t*	Amstrdam Dutch	T.6Cy.24″,39½″&67″–48″ (*r*) 200lb *100lb* 953NHP 3DB,*18cf*,GS337HS14307 FD A.Stephen&Sons,Ld.Gls.	37 ″ 0 s10 ″ 7½ 27 ″ 0	
190 QDON	**Zeeleeuw** *A.deGraaff* *ss*Ymu.No.3–8,16 1*Dk*	**SteelScK**	164 163 36	✠100A1 *StmTrawler* 8,16 ✠LMC8,16 ~~BS6,17~~ 8,16	Ymu		7,16	1903 6mo	Smith's Dock Co.Ld. North Shields	N.V.VisscheryMy. "Zeeleeuw"(N.V. Scheeps.Explotatie My.deMarezaten) *Lloyd's A&CP*	105·3 BK7½″ *WB=*	20·8 *DBf*14′10*t*	11·2 3*BHCem*	Ymuiden Dutch	T.3Cy.11″,18″&30″–21″ (*s*) 180lb 51NHP 1SB,*2pf*,GS31,HS879 MacColl&Pollock,Sld.	12 ″ 1	
191 QDON	**Zeemeeuw** *B.Ohlsen* *Gas Eng.* 1*Dk*	**SteelTwinScSr**	400 320 230					1911	N.V.Werf. deNoord Alblasserdm.	N.V.totExpoit.van deDubbelschroef Motorb.Zeemeeuw (Vermeer&van denArend,*Mgrs.*)	147·5 P31′F21′	25·5	10·0	Rottrdam Dutch *WB*	2 Gas Engines 4S.C.SA 4.Cy.11⅜″–11⅞″ NE14 N.V.Machinefab. Drakenburgh		V
192 (*ex*SaintGothard)	— *A.vanStrien* –12 *ss*Ams.No.3–6,12 *ss*Ymu.No.1–17 1*Dk*	**SteelScK**	139 133 39	100A1 *StmTrawler* 11,17~~,17~~ ✠LMC MS1,17 BS6,17	Ymu Ams		9,16	1900 1mo	JTEltring-ham&Co. S.Shields A&CP	Naam.Ven.Zeeviss Maats.Zeemeeuw (J.Polderman)	100·5 BK7″	20·1	10·4 3*BHCem*	Ymuiden Dutch	T.3Cy.10½″,17″&30″–21″ (*s*) 160lb 41NHP 1SB,*2pf*,GS31,HS862 Baird&Barnsley,N.Shields	11 ″ 0	
193 *Well deck* *Mchy.Aft*	**Zeeraaf** *J.vanBuuren* –15 1*Dk*	**SteelSc**	725 512 310					1915	NVScheep. DeMerwede v/h VanVliet &Co. Hardinxveld	Vermeer&Van den Arend	180·0 Q105′B11′F20′	28·0	14·5	Rottrdam Dutch *WB*	T.3Cy.15″,25″&40″–27″ 83NHP Verschure&Co.Ams.		
194 *Mchy.Aft*	— 1*Dk*	**SteelScSr**	725					1917	J.&K. Smit'sSchps. Krimpen a/d Lek	Overzeesche Vrachtvaart Maats.	180·0 Q105′B11′F23′	28·0	14·6	Rottrdam Dutch	T.3Cy.15″,25″&40″–27″ 83NHP Machinefab.Kinderdijk		

1 No. in Book. / Official No. / Code letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 6 7 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years assigned now expired. Equipment Letter.	7* Mean draft. / Date when tail shaft last seen.	8 9 Built. When / By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. / Breadth. / Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed; if not in L.R. record it's entered.
195 29 SVNG	**Zelina** SteelScSr *G.LaCava* 1*Dk*	153 111 65					1899 Soc. Esercizio Bacini Riva Trigoso	F.LaCava	121·4 | 17·6 | 9·1 P8′Q52′	Messina Italian *WB*	C.2Cy.12¾″&23¾″–18″ 20NHP Soc.Esercizio Bacini,Gen.		I
196 140701 JRMW	**Zelo** SteelScSr *T.W.Purvis*04–17 *Elec.light Well deck* 1*Dk*(*Stl*)	2339 1847 1315	✠100A1 1,18~~0,17~~ (*ClassCertm. plated*) LMC10,17	Sld Shl	*s*		1917 10mo *Lloyd's A&CP*	Swan, Hunter & Wigham Richardson, Ld Sunderlnd PeltonS.S.Co.Ld. *Cell DB* 236′5t *Side tanks*	~~285·0~~ | 41·5 | 19·1 Q146′B12′F31′ 285·3 | P24′ FK *in E.space* 206t *FPT* 11t *APT* 199t	Newcastle British 4*BHCem*	T.3Cy.22″,35″&58″–39″ (*s*) 180lb *100lb* 249*NHP* 2SB,*6cf*,GS130,HS4124 Swan,Hunter&Wigham-Richardson,Ld.Nwc	21 ″ 4 2 ″ 7 19 ″ 1	
197 3735 JLQN	**Zelos** IronScSr *P.E.Rolff*15–10 6thSurvey,Shl.1,08 (*ex*Cymmrodorion) 1stSurvey,Got.5,12 *Well deck* 1*Dk*(*pt Irn*)2*trB*	1604 1303 958	✠ A1*1 10,15 ~~Examined 5,13~~ BS8,16	Hul LMC5,12	Lv	16·74 17·79 18·84 19·88 ~~12,14~~ ~~15,15~~ 15,14	1884 2mo	Schlesinger Davis&Co. Newcastle Rederiaktiebd Disa. (G.Brodin, *Mgr.*)	260·0 | 36·3 | 19·4 P60*t*Q103*t*B119*t* F34*t* BK9″ *WB* = *DBa* & *f APT*	Stockholm Swedish 4*BHCem* 1PBH	C.2Cy.29″&63″–39″ (*a*) 70lb ~~80lb~~ NDB01 191NHP 2SB,*6pf*,GS68,HS3200~~2Q~~ Black,Hawthorn&Co.Gts.	20 ″ 7 s 2 ″ 6 18 ″ 11	
198 129588 HTFK	**Zena** SteelScSr *D.Mackinnon* –14 *ss*Gls.No.1–15 *Well deck* 1*Dk*(*Irn*) *Elec.light*	1416 1071 875	✠100A1 2,16 LMC MS6,15 BS9,15	Gls	*o*	5,14	1911 7mo *Lloyd's A&CP*	A.Vuyk& Zonen Capelle a/d Ysel Scandinavian ShippingCo.Ld. (Glen&Co.*Mgrs.*) *WB* = *Cell DBa* 61′*f* 104′	240·8 | 35·2 | 16·4 Q75′B82′F29′ FK 274*t APT* 18*t*	Glasgow British 4*BHCem*	T.3Cy.17″,28½″&46″–36″ (*s*) 180lb *100lb* 146NHP 1SB,*3cf*,GS57,HS2375 G.T.Grey,SouthShields	17 ″ 6 s 1 ″ 3 16 ″ 6	
199 128902	**Zena Dare** SteelScK *A.Abbey* –09 *ss*Flt.No.1–13 1*Dk*	242 214 92	✠100A1 *Stm Trawler* 7,14 LMC4,13	Sws		7,14	1909 5mo *Lloyd's A&CP*	DundeeSB Co.Ld. Dundee A.Abbey	125·2 | 22·1 | 12·0 Q72′F22′ BK7½″	Swansea British 3*BHCem*	T.3Cy.12½″,21″&34″–24″ (*r*) 180lb 70RHP 1SB,*3pf*,GS43,HS1258 W.V.V.Lidgerwood,Gls.	13 ″ 0	
200 28129	**Zenith City** SteelSc *Elec.light Mchy.Aft* Sub.Sig. 1*Dk*2*trB*	3850 3821 3429					1895 *WB*	Chicago S.B.Co. Chicago PittsburghS.S.Co.	387·5 | 48·3 | 23·3 Utd.States	Duluth, Minn.	T.3Cy.22″,38″&63″–40″ 251NHP ClevelandS.B.Co Cleveland		
201 108472	**Zennor** SteelScY1 *B.Clarke* –15 *ss*Gms.No.3–12,09 *ss*Gms.No.1–15 1*Dk*	161 148 63	✠100A1 *Stm Trawler* 1,17 NB8,15 LMC8,15	Gms		1,17	1897 6mo A&CP	Mackie& Thomson Glasgow ConsolidatedStm. Fishing&IceCo. (Gms.)Ld.(J.D. Marsden, *Mgr.*)	104·2 | 20·5 | 10·7 Q17′F19′ BK7½″	Grimsby British 4*BHCem*	T.3Cy.10″,16″&27″–20″ (*s*) 180lb 45RHP 1SB,*2pf*,GS26,HS656 Muir&Houston(Lim.),Gls.	11 ″ 7	
202 101975 NBCS	**Zeno** SteelScSr *G.Evans* –13 *ss*Nwc.No.3–1,07 *Elec.light* *ss*Sld.No.2–14 1*Dk*(*pt Stl pt Irn*) & *Webframes* & *pt Awng dk*(*Irn*)	2890 2215 1851	✠100A1 *pt Awng dk* *withfreeboard* 8,17 ~~9,15~~ ~~BS8,16~~ LMC11,14	Bry Sou BS5,17	*t*	N9,16	1893 3mo *Lloyd's A&CP*	C.S.Swan &Hunter Newcastle Turner,Brightman &Co.	312·0 | 41·0 | 20·6 P24′Q94′B126′F30′ RFD38′ FK *WB* = *Cell DB* 264′620*t*	London British 6*BHCem*	T.3Cy.23″,38″&61″–42″ (*s*) 160lb *100lb* NDB11 256NHP 2SB,*4pf*,*2cf*,GS120,HS4048 Gourlay Bros.&Co.,Dun.	23 ″ 1 s 8 ″ 5½ 21 ″ 11	
203 JWKO	**Zenobia** IronScK *J.Tubio* (*Trawler*) (*ex*Historia,*ex*Zenobia) 1*Dk*	144 136 54			...		1890 BK7½″	Cook, Welt'n&Gemmell Hull L.Lamigueiro	100·3 | 20·2 | 10·8	Corunna Spanish	T.3Cy.11½″,18″&30″–22″ 45NHP C.D.Holmes&Co.Hull	11 ″ 10	
204 ~~cks~~ 2,17 420 PCQJ	**Zenra Maru** SteelSc	994 — 563					1914	.....	ChosenYusen KabushikiKaisha 195·0 | 30·5 | 19·0	Jinsen, Corea Japanese			
205 126455	**Zephir P.** WoodTwinSc *J.Paquette* –10 2*Dks*	237 114 119					1910 Champlain, Quebec	J.Paquette J.Paquette	93·0 | 22·3 | 7·0	Sorel,P.Q. British	Q.4Cy.8″&16″–12″ 21RHP LaCie.PontbriandLd.Sorel		
206 120825 QDW	**Zephyr** SteelScSr *H.H.Horn* –17 ~~*ss*Lon.No.2–13~~ *Elec.light* *ss*Lon.No.3–7,17 1*Dk*(*Stl*) *Mchy.Aft*	214 142 84	✠100A1 7,17~~0,16~~ LMC2,17	Lon	*c*	2,17	1905 1mo *Lloyd's A&CP*	Dundee Shipbuilders' CoLd Dundee SunderlandLight-erageCo.Ld.	110·0 | 21·1 | 9·3 Q48′F17′ FK *WB* = *FPT*	London British 2*BHCem* 39t *APT* 5t	C.2Cy.13″&26″–18″ (*s*) 120lb 40RHP 1SB,*2pf*,GS32,HS890 Menzies&Co.Leith	10 ″ 0 s ″ 7½ 9 ″ 7	
207 97794	— CompScSr *N.Nicholas*01–08	201 201 76					1873	Admiralty Chatham	CornishSalvage Co.Ld. (J. Chenhalls, *Mgr.*) 123·3 | 23·0 | 12·0	Liverpool British	C.2Cy.28″&48″–18″ NB98 76RHP Hmphrys,T'nant.&Co.Lon		
208 120017	— WoodTwinSc *T.Smith*09–09 1*Dk*	178 152 71					1906 Brisbane Water,NSW	R.Davis McIlwraith, McEacharn'sLine Proprietary,Ld.	126·2 | 25·5 | 7·7	Fremantle British	T.6Cy.10″,16″&26″–18″ 95RHP Campbell&Calderw'd,Psy.		
209	**Zeppelin** SteelTwinSc *Elec.light* 4*Dks*	15200					1914 Vulkan Vegesack	Bremer Norddeutscher Lloyd	550·0 | 67·2 | 35·1 P&B403′F113′	Bremen German *WB*	Q8Cy.28¾″,43~~⅞~~″,60½″&84¾″ –59″ 1100NHP Bremer Vulkan,Vegesack		
210 125584 HKVQ	**Zermatt** SteelScSr *E.A.Arnold* –14 *ss*Cff.No.2–15 *Elec.light* 1*Dk*(*Stl*) & *Spar dk* *Ref.Mchy.* (*pt Irn* & *pt Stl*) & *deep framing*	3767 3537 2377	✠100A1 *Spar dk* 3,17 BS3,17 LMC2,15 Lloyd's LMC5,17	Bry	*w*	3,17	1907 6mo *Lloyd's A&CP*	J.L.Thompson&Sons,Ld. Sunderland ZermattS.S.Co.Ld. (Turner,Brightman&Co.) *WB* = *Cell DBa* 126′	360·0 | 48·5 | 16·7 P28′B128′F31′ 24·4 FK *uE* & *B* 36′ *f* 150′ 874*t*	London British 6*BHCem* *APT* 46*t*	T.3Cy.24½″,40″&66″–45″ (*s*) 180lb *180lb* 438NHP 3SB,*9rf*,GS193,HS8430 Blair&Co.Ld.Stockton	26 ″ 11 s 4 ″ 8½ 22 ″ 7	
211 105825 PHKR	**Zero** SteelScSr *A.Johnson* –16 *ss*Sld.No.3–9,09 *ss*Liv.No.1–14 *Ref.Mchy.* 1*Dk*(*Stl*) & *pt Awng dk* *Elec.light* (*Irn*) & *Webframes*	3045 2287 1925	✠100A1 *pt Awng dk* *withfreeboard* 8,17 ~~9,15~~ BS11,16 LMC2,14	Npt Cff BS11,17	*u*	11,16	1896 5mo A&CP	J.L.Thompson&Sons,Ld. Sunderland Turner,Brightman &Co. *WB* = *Cell DB*	320·0 | 42·0 | 21·1 Q100′ *pt Awng dk* 220′ FK *a* 98′ *uE* & *B* 52′ *f* 124′	London British 6*BHCem* 529t *APT* 22t	T.3Cy.23½″,39″&64″–42″ (*r*) 160lb *125lb* 343NHP 3SB,*9cf*,GS178,HS6300 Blair&Co.(Lim.),Stockton	23 ″ 8 s 8 ″ 8½ 22 ″ 7	
212 106707 PJLD	— SteelScSr *J.H.Binnington* –16 *Ref.Mchy.* 1*Dk2trB*	1136 857 704					1896 Hull	Earle'sCo. (Lim.) Hull Ellerman'sWilson LineLd.	249·8 | 30·0 | 15·7 P146′F29′	Hull British *WB*	T.3Cy.18½″,31″&53″–33″ NB16 161NHP Earle'sCo.(Lim.),Hull		C
213 129309	— SteelTwinSc 2*Dks*	112 79 49					1899 Bros. Dumbarton	Denny BurmahOilCo.Ld.	96·3 | 20·6 | 6·1	Rangoon British	C.2Cy.11½″&20½″–15″ 18RHP DennyBros.Dumbarton		
214 95416 KRTJ	**Zeta** SteelScSr *G.H.Gregory* –15 *ss*Sld.2ndNo.3–9,13 *Well deck* 1*Dk*(*Stl*) & *Webframes*	2269 1774 1394	✠100A1 9,17 ~~12,16~~ ~~BS8,16~~ LMC8,15 MBS12,16 DBS8,17	Liv Bry	*s*	14,15 ~~N9,17~~	1888 5mo A&CP	J.L.Thompson&Sons Sunderland Turner,Brightman &Co.	300·0 | 39·1 | 20·1 P33′Q80′B126′ F33′ BK10″ *WB* = *DBa* 88′*f* 66′	London British 6*BHCem* 333t *APT* 22t	T.3Cy.22″,36″&59″–39″ (*s*) 160lb 75*lb* NDB00 219NHP 2SB,*6cf*,GS85,HS3301 Blair&Co.(Lim.),Stockton	21 ″ 5 s 1 ″ 10½ 20 ″ 6	
215 BDK	— SteelScSr *N.Thowsen* (*ex*Sovereign,*ex*Graceful, *ex*African) 1*Dk* & *Awng dk* *Elec.light* Wireless	1358 1297 826			...		1886 Middlesbro'	R.Dixon& Co. DetBergenske Dampskibsselskab.	244·2 | 33·3 | 23·6 H59*t*F29′ BK8″	Bergen Norwegian	T.3Cy.21″,34½″&55½″–36″ 185NHP T.Richardson&Sons,Hpl.	24 ″ 8	N

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux Grément, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 6 7 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant ex hiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 9 Construit. Quand. — Navire. — Mach.	Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté. Si ce n'est dans le L. R. Durée Cert. L. of Trade.
216 114	**Zeta** SteelTwinSc *G.Vesaggio* –14 *Oil Eng.* *Elec.light*	104 — 58					1914	Soc.An. Venez IndustrieNav eMecc. Venice	Gius.Volpi	91·9 17·7 7·0			Venice Italian	Oil Engine 8Cy.9″–9⅝″ SultzerBros.Winterthur		
217 109549	**Zetland** SteelScYl *H.Nurse* –16 *ss*Gms.No.3–8,10 *ss*Gms.No.1–15 1*Dk*	165 152 64	✠100A1 *Stm Trawler* 10.16 ✠NB7,15 ✠LMC7,15	Gms		10,16	1898 6mo	Mackie& Thomson Glasgow A&CP	ConsolidatedStm. Fishing&IceCo. (Gms.)Ld. (J.D. Marsden, *Mgr.*)	104·2 21·0 10·7 Q17′F18′ dptF&s10 BK7½″ 4*BHCem*			Grimsby British	T.3Cy.9⅞″,16″&27″–20″ (*s*) 180lb 45RHP 1SB.*2pf*,GS26,HS656 Muir&Houston,Ld.Gls.	11 ″ 7	
218 QDFR	**Zeus** SteelScSr *T.G.Schenk* *Elec.light* 2*Dks*	1504 1233 927					1901	Rijkee& Co. Rotterdam	Koninkl.Nederl. Stoomb.Maats.	251·8 34·5 18·6 Q78′B60′F32′			Amstrdam Dutch *WB*	T.3Cy.19″,32″&51″–36″ 156NHP Maats.Fyenoord,Rot.		V
219 MBFT	— IronScSr *C.Axelsen* *Well deck* 2*Dks*	981 770 598			…		1872	Bartram, Haswell& Sunderland	ActieselskDmpsk. Zeus(A.Boysen)	220·8 30·1 16·8 P123′F29′			Xiansand Norwegian *WB*	C.2Cy.27″&51″–33″ NB88 125NHP J.Dickinson,Sunderland	17 ″ 10 s 2 ″ 1½ 16 ″ 9	N
220 JGSL	— SteelScSr *J.Andersson*14–15 1*Dk*	113 81 62					1896	Lindholmens V.A. Gothenburg	LillaEdetsPappersbruk (C.E. Hæger)	90·6 17·6 8·2 B26′			LillaEdet Swedish	C.2Cy.15″&30″–20″ NB03 34NHP LindholmensV.A.,Got.		
221 6857 JWMD	**Zichy** IronScSr *F.V.Vlassich*94–12 *ss*Fiu.2ndNo.3–12,09 (*ex*Chandos) *ss*Fiu.No.1–13 *Well deck* 1*Dk*(*Irn*)2*tr b*	1877 1515 1217	— 6,16 ✠NB10,91	Fiu			1884 1mo	Earle'sCo. (Lim.) Hull	Royl.Hungar'nSea Nav.Co.Adria,Ld.	275·3 35·3 20·0 P141′F30′ BK9½″ *WB=DBa*			Fiume Aust.-Hung.	T.3Cy.20½″,33½″&55″–39″ 196NHP 2SB,*4rf*,GS72HS3016NDB10 4*BHCem* *&uE&BMT* *Tpd.*91Blair&Co.(Lim)Stk	21 ″ 1	
222 QDWC	**Zijldijk** SteelScSr *G.C.Herbschleb* *ss*Rot.No.3–2,12 (*ex*Runo) *ss*Rot.No.1–17 *Elec.light* 1*Dk*(*Irn*)*&Spar dk*(*Stl*–ws) *&Web frames*	4190 3817 2589	✠100A1 *Spar dk* 2,18 5,17 ✠LMC5,17 BS6,18	Rot	*x*	5,17	1900 1mo	Sir J.Laing &Sons,Ld. Sunderland A&CP	Nederl.-Amerik. Stoomv.Maats. (Holland-Amerika Lijn)	391·0 46·8 19·0 P10′B92′F42′ 26·9 FK *WB=CellDBa*122′*uE&B* 46′*f* 150′			Rottrdam Dutch	T.3Cy.27″,43″&72″–48″ (*s*) 180lb 85*lb* 464NHP 3SB,*9cf*,GS156,HS6536 FD 6*BHCem* T.Richardsn&Sns.Ld.Hpl. s61t*DTa*28′648t*APT*55t	29 ″ 7 s 6 ″ 5½ 23 ″ 6	
223 112677 RMWL	**Zillah** SteelScSr *A.J.F.Nanscawen* –12 *ss*Nwc.No.3–7,12 *ss*Shl.No.1–17 1*Dk*(*Stl*)*&Spar dk*(*pt Irn&pt Stl*) *Elec.light* *&deep framing*	3788 3500 2412	✠100A1 *Spar dk* 8,17 4,17 ✠LMC BS10,16 MS4,17	Shl Cff	*w*	N4,17	1900 3mo	Bartram& Sons Sunderland A&CP	Turner,Brightman &Co. *WB=CellDBa*	340·2 48·0 17·9 P32′B102′F36′ 26·0 FK 104′*uE*22′*f*138′76*lt*			London British	T.3Cy.24″,40″&66″–45″ (*s*) 180lb *180lb* NDB03 314NHP 2SB,*6cf*,GS136,HS4800 *APT*88*t* Blair&Co.Ld.Stockton	28 ″ 6 s 5 ″ 7 23 ″ 3	
224 111365 SKPQ	— SteelScSr *M.Atherton* –16 *ss*Bkn.No.3–4,13 *Well deck* 1*Dk*(*Stl–pt teak s*) *Mchy.Aft* *ss*Liv.No.1–17	373 273 146	✠100A1 12,17 ~~4,15~~ ✠LMC ~~MS4,15~~ BS2,17 ~~No.2~~	Liv	*f*	~~8,19~~ 12,17	1901 6mo	AilsaS.B. Co. Troon A&CP	ZillahShipping& CarryingCo.Ld. (W.A.Savage,Ld.)	143·0 24·1 11·5 Q46′B11′F26′ BK7″ *WB=FPT*			Troon British	C.2Cy.17½″&37″–24″ (*s*) 130lb 71RHP 1SB,*3pf*,GS57,HS1268 Ross&Duncan,Glasgow	12 ″ 5 s ″ 10½ 12 ″ 3	
225 119224 ~~HNCJ~~ JTBS	**Zimorodok** SteelScSr ~~*Bucek* –14~~ *ss*Hul.No.2–14 (*ex*Malvern Range) 1*Dk*(*Stl*)*2tr b* *&deep framing*3*Dk rule*	~~3905~~ ~~3330~~ ~~2599~~ 3594 3359 2308	✠100A1 6,17 ~~7,15~~ ✠LMC MS4,14 ~~BS7,15~~ BS6,17	Cff Shl	*w*	~~7,15~~ 6,17	1906 5mo	Furness, Withy&CoLd W Hartlepool	TheShippingController Eberman's WilsonLine Ld., *Mgr.* *Lloyd's A&CP* *WB=Cell D Ba* 114′	347·0 47·4 25·2 P30′B106′F34′ FK *uE&B* 42′*f* 144′71*4t*			London British	T.3Cy.24½″,39″&66″–45″ (*s*) 180lb *100lb* NDB08 317NHP 2SB,*6cf*,GS105,HS4891 6*BHAsp* *APT*21*t* Richardsons,Westgarth& Co.Ld.Hpl.	27 ″ 10 s 5 · 3½ 22 ″ 11	
226 132680 HVJM	**Zinal** SteelScSr *J.Hutchison*97–12 *Elec.light Ref.Mchy.* 2*Dks*(*Stl*)*&Shltr dk* (*pt Irn pt Stl*)3*rd dk*(*Stl*)*in Nos.*1*&*4 *holds*	4037 3777 2573	✠100A1 *Shelter dk* *with freeboard* 11,15 ~~Examined 2,18~~ ✠LMC7,16 ✠Lloyd's RMC2,17 ~~3,17~~ ~~10,17~~ 3,18	Cff	*x*	~~12,15~~ 10 17	1912 2mo	J.L.Thompson&Sons,Ld Sunderland *Lloyd's A&CP* *WB=Cell DBa* 133′	ZinalS.S.Co.Ld. (Turner,Brightman&Co.)	371·0 51·6 23·8 FK *uE&B* 36′*f* 154′1055*t*			London British	T.3Cy.25″,42″&69″–45″ (*s*) 180lb *180lb* 477NHP 3SB,*9cf*,GS211,HS9159 6*BHCem* *APT*41*t* Blair&Co.Ld.Stockton	26 ″ 3 s 2 ″ 10½ 23 ″ 9	
227 110022 QLSV	**Zingara** SteelScSr *L.H.Taylor* –15 *ss*Cff.No.3–7,12 2*Dks*(1*Stl&Upt Irn&pt Stl*)*&Web frames* *Elec.light*	3463 3205 2214	✠100A1 6,16 ~~Examined 2,18~~ ~~BS1,16~~ ✠LMC7,12 BS1,17	Bry	*w*	6,16	1898 12mo	JLThompson&Sons,Ld. Sunderland A&CP	Turner,Brightman &Co.	348·0 48·2 23·1 P28′B100′F35′ FK *WB=Cell D B a* 113′ *uE&B* 39′*f* 147′78*4t*			London British	T.3Cy.24″,40″&66″–45″ (*s*) 180lb ~~80lb~~ 309NHP 2SB,*6cf*,GS123,HS4640 6*BHCem* *APT*37*t* Blair&Co.Ld.Stockton	25 ″ 8 s 4 ″ 9½ 21 ″ 4	
228 120294 WDHT	**Zira** SteelScSr *J.F.Crookston* –16 (*ex*Tanglin) *Elec.light* *Fitted for oil fuel* 2*Dks*	2030 1795 1303					1900	Workman, Clark&Co.Ld Belfast	BritishIndiaStm. Nav.Co.Ld.	278·6 41·2 20·9 P74′Q26′			Glasgow British *WB*	T.3Cy.19″,32″&52″–30″ 148NHP Wrkman,Clark&Co.Ld.Bel		
229	**Zitzekama** SteelScSr (*Whaler*) *Elec.light* 1*Dk*	137 133 48					1913	Akers Mek.Værks. Christiania		99·3 19·6 11·6				T.3Cy.12″,20″&35″–21″ 56NHP AkersMek.Værks.Xia.		N
230 96235	**Zodiac** IronScYl *R.Holt* –16 (*Trawler*) 1*Dk*	149 142 75			…		1890	Mackie& Thomson Glasgow	~~H.M.Johns~~ W.Would	100·5 20·5 10·7 Q19′F19′ BK7½″			Grimsby British	T.3Cy.11″,16½″&27″–22″ 45RHP Muir&Houston,Glasgow	11 ″ 11	
231	**Zoe** SteelSc 1*Dk*(*Teak*)		✠ A— *For Towing purposes* 11,16 ✠LMC11,16	Dub			1916 11mo	Ringsend Dkyd.Co. Dublin	BritishIndiaStm. Nav.Co.Ld.	62·0 14·0 6·6 FK			British	C.2Cy.12″&24″–16″ (*s*) 130lb 29NHP 1SB,*2pf*,GS26,HS594 McKie&Baxter,Glasgow	7 ″ 0	
232	**Zoe Cosulich** SteelScSr *J.Kuesevich* –11 *ss*Tri.No.2–12 (*ex*Agenoria) 1*Dk*(*Stl*) *Mchy.Aft*	200 144 76	✠ 6,16 ✠	Tri	*b*		1903 10mo	Montrose S.B.Co. Montrose	A.G.&V.Cosulich, *in liq.* (A.Hreglich *Mgr.*)	112·2 20·6 8·2 Q36′F19′ FK *WB=FPT*19*t*			Trieste Aust.-Hung.	C.2Cy.13″&26″–18″ 34NHP 1SB,*2pf*,GS32,HS654 Plenty&Son,Ld.Newbury	9 ″ 0	
233 115968 TVWJ	**Zone** SteelScSr *G.A.Griffin* –14 *ss*Bry.No.3–5,17 *Ref.Mchy.* 1*Dk*(*Stl*)*&Spar dk*(*pt Irn* *Elec.light* *&pt Stl*)*&Web frames*	3914 3605 2456	✠100A1 *Spar dk* 5,17 ✠LMC5,17	Bry	*w*	10,15	1903 3mo	JLThompson&Sons,Ld Sunderland *Lloyd's A&CP*	Turner,Brightman &Co. *WB=Cell DB*	360·0 48·5 16·7 P27′B128′F32′ 24·4 FK a122′*uE&B*36′) 150′			London British	T.3Cy.24½″,40″&66″–45″ (*s*) 180lb *180lb* 438NHP 3SB,*9rf*,GS190,HS8430 6*BHCem* 898t*APT*42*t* Blair&Co.Ld.Stockton	26 ″ 11 s 4 ″ 9 22 ″ 7	
234 109525	**Zonia** SteelScYl *ss*Shl.2ndNo.3–7,14 (*ex*Apollo) 1*Dk*	150 136 58	✠100A1 *Stm Trawler* 7,14 ✠NB7,14 ✠LMC7,14	Shl		7,14	1898 5mo	Mackie& Thomson Glasgow A&CP	OrientSteam FishingCo.Ld.	100·6 20·5 10·7 Q18′F19′ ptND14 BK7½″			Grimsby British	T.3Cy.11″,17″&28″–20″ (*s*) 170lb 41RHP 3*BHCem* 1SB,*2pf*,GS28,HS730 Ross&Duncan,Glasgow	11 ″ 7	
235 HGCQ	**Zoppot** SteelSc *Elec.light* 1*Dk*	110 — 24					1911	J.W.Klawitter Danzig	"Weichsel" Danziger Dampfschiff. &Seebad A.G.	92·0 15·4 9·0			Danzig German	T.3Cy.8¼″,13″&19″–11⅞″ 13NHP J.W.Klawitter,Danzig		

1 Official No. / Code letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys.	3 Late Name if any. / No. of Decks, &c	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned / now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. / Ship. / Engines.	9 By Whom. / Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L. R. Date of Build Certificate.
236	**Zora** (Seized at Antwerp)	SteelScSr	3250	✠ — 10,16	Shl	*v*		1901	J.Priest-	ZoraS.S.Co.Ld.	331·0	47·0	25·7	Ragusa	T.3Cy.24″,40″&65″–42″	26 ″ 10	
ITWF	*Gradakovich* –10	*ss*Shl.No.3–1,14	3063	*Spar dk*(*pt Irn&pt Stl*)*2tr B&* ✠				9mo	man&Co.	(G.Papi)	P31′B100′F34′		FK	Aust.-Hung.	NDB14 284NHP		
		Spar dk(*pt Irn&pt Stl*)*2tr B&* *Web frames*	2070	*Spar dk* ✠ *withfreeboard*					Sunderland		*WB*=	*DBa*106′*f*134′846*t*		5*BHCem* *APT*110*t*	2SB,*6pf*,GS106,HS4420 N.E.MarineEng.CoLd.Sld.		
237	**Zrinyi**	SteelScSr	1553	✠ — 10,16	Fiu	*p*		1892	Wigham	Royl.Hungar'nSea	240·0	34·0	14·0	Fiume	T.3Cy.20″,32″&53″–36″	23 ″ 6	
WQK	*C.Percich*	*ss*Tri.No.3–8,04	1390	*Spar dk* ✠				11mo	Richrdsn&Co	Nav.Co.Adria,Ld.	P28′B55′F31′	21·2	FK	Aust.-Hung.	NDB07 181NHP		
	1*Dk*(*Stl*)*&Spar dk*(*Irn*)*&Web frames*	*ss*Tri.No.2–13	941	*withfreeboard*					Newcastle		*WB*=*CellDB*195′			4*BHCem* 306*tAPT*18*t*	2SB,*4rf*,GS80,HS2868 Wighm,Richrdsn&Co.Nwc		
238	**Zrmanja**	SteelScSr	100	✠ — 1,17 ✠	Tri			1913	M.U.Mar-	Soc.Anon.	92·1	15·7	7·6	Sebenico	C.2Cy.11¾″&23½″–15″	8 ″ 10	
	Parich –13		80					3mo	tinolich	Austriaca diNav.a	Q30′	16·5		Aust.-Hung			
	1*Dk*		53	*Service in the Adriatic withfreeboard*					Lussinpiccolo	Vap.Dalmatia			BK6″	4*BHCem*	1SB,*2cf*,GS33,HS918 T.Holt,Trieste		
239	**Zuari**	IronScSr	218					1886	Grangmth	Bombay S.Nav.Co.	150·7	26·1	8·7	Bombay	C.2Cy.18″&34″–27″		
93307	*Mirza Ebrahim*85–03		192						Dockyd.Co.	Ld.	H26*t*			British	49RHP		
HMD	*Elec.light*	1*Dk*	95						Grangmouth						Dunsmuir&Jackson,Gls.		
240	**Zuetina**	IronTwinScSr	225	✠ 8,85 ✠	Nwc	*c*		1885	T.&W.	A.&E.Halfon	125·0	23·0	7·0	Bengasi	C.4Cy.14″&25″–18″	7 ″ 6	I
4		(*ex*Libertà,	163					8mo	Smith		B13′			Italian	44NHP		
WWJ	(*ex*Corriere diRoma)	1*Dk*(*Irn*)	97						N.Shields				FK		WllsndSlpwyCo.Ld.Nwc.		
241	**Zuid Holland**	SteelScSr	1837	✠100A1	Rot	*r*	~~8,16~~	1911	Schpw.v.	Scheepvart&	272·5	40·0	18·2	Rottrdam	T.3Cy.20″,32″&52″–39″ (*s*)	20 ″ 6	
	K.deBoer	*ss*Rot.No.1–14	1602	8,17~~,16~~			8,17	9mo	JanSmit,Czn.	SteenkolenMaats.	B63′F32′			Dutch	180lb 203NHP	s 3 ″ 2	
QDLS		1*Dk*(*Stl*)	1141	✠LMC11,14					Alblasserdm				FK	4*BHCem*	2SB,*6cf*,GS101,HS3450	17 ″ 8	
		Cargo battens not fitted		BS1,13					A&GP	*WB*=*CellDBa*80′	*uE&B*35′*f*112′523*t*			*APT*77*t*	Maats.deSchelde,Flushing		
242	**Zuid Nederland**	SteelSc	122					1915	.....	Reiersen&				Haugesnd	Motor		
		Motor	—							Matland				Norwegian			
VLSN			65														
243	**Zuiderdijk**	SteelScSr	5208	✠100A1	Rot	*y*	~~9,16~~	1912	W.Gray&	Nederl.-Amerik.	400·0	53·5	27·1	Rottrdam	T.3Cy.28″,46″&77″–48″ (*s*)	29 ″ 7	
	J.J.Bijl	*ss*Rot.No.1–16	4824	2,18~~,17~~	NYk		2,18	7mo	Co.Ld.	Stoomv.Maats.	P30′B124′F49′			Dutch	180lb 603NHP	s 5″11½	
QDKB	(*ex*Sharistan)	2*Dks*(*Stl*)	3257	✠LMC5,16					W.Hartlepool	(Holland-Amerika			FK	6*BHCem*	3SB,*12pf*,GS213,HS9174 FD	24 ″ 0	
	Elec.light							*Lloyd's*	*sA&CP*	Lijn)	*WB*=*CellDBa*132′			*uE*26′ *f*176′	Cen.Mar Eng.Wrks.WHpl		
															1184*tDTa*37 950*tAPT*33*t*		
244	**Zuiderzee**	SteelScSr	741					1916	AvanDuij-	N.V.VanDriel's	180·8	28·3	12·4	Rottrdam	T.3Cy.15″,25″&40″–27″		V
	ter Wiel		528						vendijk	Stoomb.Transport				Dutch	83NHP		
QDLH		1*Dk*	326						Papendrecht						Verschure&Co.Ams.		
245	—	SteelScSr	189					1897	L.Smit&	LSmit&Co'sSleep-	109·8	20·9	12·3	Rottrdam	T.3Cy.13½″,20″&34″–21″		V
	*H.deMeijer*05–13		176						Zoon	dienst,Ld.	B29′F14′			Dutch	160lb HS1566 78NHP		
QDLG	(*Tug*)	1*Dk*	11						Kinderdijk					*WB*	Diepeveen,Lels&Smit,Kdk		
246	**Zuisho Maru**	WoodScSr	217						.....	U.Iwaki	125·3	17·4	12·5	Dairen	C.2Cy.		
37	(*ex*Chinghai)	2*Dks*	—											Japanese			
QBFL			120														
247	**Zuleika**	SteelScSr	3620	✠100A1	Nwc	*w*	12,16	1899	J.L.Thomp-	Turner,Brightman	348·0	48·3	24·6	London	T.3Cy.24″,40″&66″–45″ (*s*)	27 ″ 0	
10086	*B.J.Ramsay* –11	*ss*Nwc.No.3–5,11	3395	~~8,17~~12,16 12,17	Bry			3mo	son&Sons,Ld.	&Co.	P27′B128′F34′		FK	British	180lb NDB17*100lb* 388NHP	s 4 ″ 11	
RBFP	*Ref.Mchy Elec.light*	*ss*Nwc.No.1–16	2332	✠LMC12,16					Sunderland					6*BHCem*	3SB,*9cf*,GS184,HS6960	22 ″ 6	
	2*Dks*(1*Stl&Upt Irn&pt Stl*)*&Web frames*			BS1,13					A&CP	*WB*=*CellDBa*112′	*uE&B*40′*f*144′825*t*			*APT*40*t*	Blair&Co.Ld.Stockton		
248	**Zulema**	SteelPad	108	✠	Lon			1905	Napier&	D.Villa	130·0	18·5	6·8	Genoa	C.D.2Cy.16″&31″–36″	7 ″ 0	
450			—	*For River purposes only*				5mo	Miller,Ld.					Italian	48NHP		
	(*ex*CharlesLamb)	1*Dk*	43	1,10 ✠					Glasgow				FK	3*BHAsp*	1SB,*2pf*,GS25,HS730 FD		
	Elec.light													*inE&Espace*	Scotts' S.B.&E.Co.Ld.Grk		
249	**Zulia**	SteelTwinScSr	1713					1901	Neafie&	Atlantic&Carib-	266·0	37·0	17·0	Wilmgton	T.6Cy.14″,21″&36″–26″		R
28146	*Morris*		—						Levy Co.	beanStm.Nav.Co.				(Del.)	132NHP		
QWV	*Elec.light* Wireless	2*Dks*	1079						Philadelphia					Utd.States	Neafie&LevyCo.		
250	**Zurbaran**	SteelScSr	3044	✠100A1	Shl	*t*	9,16	1906	Mackie&	ZorbaranS.S.Co.	300·9	42·2	28·0	London	T.3Cy.22″,36″&59″–39″ (*s*)	30 ″ 5	
23651	*Harrison* –14	*ss*Bry.No.2–15	2953	*Shelter dk*				5mo	Thomson	Ld.(MacAndrews				British	180lb *90lb* 276NHP	s 9 ″ 9	
HGJT	(*ex*SeaBelle)	1*Dk*(*Stl*)*&deep framings&*	1967	*withfreeboard*					Glasgow	&Co.Ld.)			FK	6*BHCem*	2SB,*6cf*,GS124,HS4800	21 ″ 0	
		Shelter dk(*Stl*)		9,16				*Lloyd's*	*sA&CP*	*WB*=	*CellDBa*84′ *uE*20′			*APT*125*t*	D.Rowan&Co.Glasgow		
				BS9,16 ✠LMC10,15													
251	**Zurichmoor**	SteelScSr	3778	✠100A1	Bry	*v*	3,17	1910	J.Readhead	MoorLine,Ld.	347·5	49·1	25·2	London	T.3Cy.25″,42″&68″–45″ (*r*)	26 ″ 8	
29068	*D.Thomas* –16	*ss*Npt.No.1–15	3529	3,17				1mo	&Sons,Ld.	(W.Runciman&	P31′B89′F32′		FK	British	160lb *80lb* 320NHP	s 4″11½	
HQJP		1*Dk*(*Stl*)2*tr B&deep framing*	2422	✠LMC					SouthShields	Co.Ld.*Mgrs.*)				6*BHCem*	2SB,*6cf*,GS121,HS4950	22 ″ 1	
		3*Dk rule*		MS3,15 ~~BS5,15~~ 5,17				*Lloyd's*	*sA&CP*	*WB*=*CellD*	*Ba*117′*u E* 22′*f* 150′			813*tAPT*42*t*	J.Readhead&Sons,Ld.SShl		
252	**Zuso Maru**	WoodScSr	133					1902	S.Ono	TokiowanKisen	97·6	15·0	11·9	Tokio	T.3Cy.7½″,12″&19½″–14″		
8395			120						Osaka	KabushikiKaisha				Japanese	14NHP		
QRW	(*ex*TozuMaruNo.1)	2*Dks*	82												S.Ono,Osaka		
253	**Zwarte Zee**	SteelScSr	604	✠100A1	Rot	*i*	~~8,16~~	1906	J.&K.Smit	L.Smit&Co.'s	165·0	30·8	18·0	Rottrdam	T.3Cy.22″,33″&55″–30″ (*s*)	17 ″ 4	
	*N.Persson*06–08	~~*ss*Rot.No.2–11~~	543	~~4,18~~10,~~18~~ 5,18			5,18	9mo	Kinderdijk	Sleepdienst,Ld.	B46′F17′		BK7½″	Dutch	165lb 246NHP	s 2 ″ 2½	
QDTN	*Elec.light* (*Tug*)	1*Dk*	66					*Lloyd's*	*sA&CP*					4*BHCem*	2SB,*6cf*,GS126,HS4860	16 ″ 2	
	Wireless	*ss*Rot.No.3–4,18		~~BS5,17~~ ✠LMC~~5,14~~ 4,18 ~~BS4,18~~						*WB*=*DTa*17′	23*tDTf*11′29*tFPT*			18*tAPT*20*t*	Maschinefab.Kinderdijk		
254	**Zylpha**	SteelScSr	2917	✠100A1	Lon	*l*	6,15	1894	J.L.Thomp-	Turner,Brightman	312·0	41·0	20·6	London	T.3Cy.23″,37½″&62½″–39″	23 ″ 1	
02873	*A.W.Hartley* –11	*ss*Bly.No.3–9,04	2199	*pt Awng dk*			5,17	6mo	son&Sons	&Co.	P29′Q86′		FK	British	160lb *160lb* (*s*) 249NHP	s 8 ″ 2	
KFV		*ss*Sld.No.2–13	1861	*withfreeboard*					Sunderland		*pt Awng dk*197′			6*BHCem*	2SB,*6cf*,GS100,HS3826	22 ″ 0	
	1*Dk*(*Stl*)*&Web frames&pt Awng dk*(*Irn*)			6,15					A&CP	*WB*	= *CellDB*218′469*t*			*APT*51*t*	Blair&Co.(Lim.),Stockton		
				DBS6,15 ✠LMC8,13 MBS10,15 ~~BS5,17~~													

*** Additional Ships are inserted in the Supplement at the end of the Register.

NEW SHIPS NOT NAMED.

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. / *Master.* / Special Surveys.	3 Material, Rig, &c. / *Late Name if any.* / No. of Decks, &c.	4 Regist'd Tonnage: Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned or Continued. Additional Letter.	7a Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed. If not in L. R. Date of L. of Trade Cert.
	No. 206	**SteelScSr**	2118 / 1680	100A1				1917	Detroit S.B.Co. Wyandotte		251·0	43·8	18·2		T.3Cy.20",33"&54"-40"		
	Elec.light	*1Dk*	1259	(*Class Contem plated*)							P27'B64'F28'						
	No. 327	**SteelScSr**	6250	100A1				1917	R.Duncan &Co.Ld. PortGlasgow		445·0	58·3	31·3		DetroitS.B.Co.Detroit. T.3Cy.26½",45"&75"-54"		
		2Dks		(*Class Contem plated*)							P37'B135'F40'				Rankin&Blackmore,Ld. Greenock		

LIST OF GERMAN AND AUSTRO-HUNGARIAN VESSELS WHICH ARE STATED TO HAVE BEEN LAUNCHED DURING 1914–17, BUT OF WHICH NO AUTHENTICATED PARTICULARS CAN BE OBTAINED IN CONSEQUENCE OF THE WAR.

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. *Master.* *Late Name if any.* Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned. now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of Rule of Trade Cert.
	A. Upmeyer	SteelSc (*Trawler*)	245					1914	G.Seebeck Akt.Ges. Bremerhaven	Grundmann& Gröschel	.....	.....	.....	Gstemnde German			
	Alster	SteelSc	900					1914	Reiherst'g Schiffsw. Hamburg	A.Kirsten	.....	.....	.....	Hamburg German			
	Altenfels	SteelScSr	6100					1915	J.C.Tecklenborg A.G. Geestemünde	DeutscheDmpfsfahrts.Ges.Hansa	468·3	61·8	28·1	Bremen German	T.3Cy.		
	Ammon	*Shelter dk* SteelSc	7100					1914	Flensburgr Schiffsb.Ges. Flensburg	Deutsche-Dmpfsfahrts.Ges.Kosmos	469·5	60·7	39·2	Hamburg German	T.3Cy.		
	Anna	SteelSc (*Trawler*)						1916	Schiffsb.G. Unterweser Lehe	F.Albt.Pust	136·1	23·0	13·4	Gstemnde German			
	Armas	SteelSc	2100					1914	Nüscke& Co.A.G. Stettin	Oldenbrg-Portug. Dmpfsch.Rhed.	290·0	41·0	20·0	Oldenburg German			
	Aschenburg	SteelScSr	6100					1915	J.C.Tecklenborg A.G. Geestemünde	DeutscheDmpfsfahrts.Ges.Hansa	468·3	61·8	28·1	Bremen German	T.3Cy.		
	Augustenburg	SteelSc (*Trawler*)						1915	Schiffsw(v. J.&Sch.)A.G. Hamburg		124·6	22·9	13·1	German			
	August Bröhan	SteelSc (*Trawler*)						1916	Schiffsw(v. J.&Sch.)A.G. Hamburg	CranzerFischdampfsch.Ges. (OttoBröhan, *Mg.*)	.....	.....	.....	Cranz a/E German			
	Bergedorf	SteelSc (*Trawler*)						1914	Reiherst'g Schiffsw Abt. Brandenburg Hamburg	Hambg-Cuxhaven Fischd.A.G. "AlteLiebe"	.....	.....	.....	Hamburg German			
	Brockeswalde	SteelSc (*Trawler*)						1915	Schiffsw(v. J.&Sch.)A.G. Hamburg	Hambg-Cuxhaven Fischd.A.G. "AlteLiebe"	118·7	23·9	13·0	Hamburg German			
	Bunte Kuh	SteelSc (*Trawler*)						1916	Reiherst'g Schiffsw.Abt. Brandenburg Hamburg	HansaHochseefischereiAkt.Ges.	.....	.....	.....	Hamburg German			
	Burgermeister Eschenburg	SteelScSr						1915	Schiffsw. v. HenryKoch Lübeck	Lübeck-Wyburger Dampsch.Ges.	195·2	30·5	13·1	Lübeck German			
	Cleopatra	SteelScSr	1215					1914	Schiffsw.v. HenryKoch Lübeck	A.Kirsten	240·7	36·2	15·9	Hamburg German			
	Delia	SteelScSr	1215					1914	Schiffsw. v. HenryKoch Lübeck	A.Kirsten	240·7	36·2	15·9	Hamburg German	T.3Cy.		
	Derindje	SteelSc	2950					1915	Nordseewerke Emden	DeutscheLevante Linie	337·9	48·1	31·5	Hamburg German	T.3Cy.		
	Dirk von Minden	SteelSc (*Trawler*)						1916	Reiherst'g Schiffsw.Abt Brandenburg Hamburg		.....	.....	.....	Hamburg German			
	Emma Engel	SteelSc (*Trawler*)	225					1915	Schiffsb.G. Unterweser Lehe	Erdm.Lefcke	136·1	23·0	13·4	Gstemnde German			
	Emma Oetcken	SteelSc (*Trawler*)	225					1914	Schiffsw.G. Unterweser Lehe	Erdm.Lefcke	.....	.....	.....	Gstemnde German			
	Ernst Braun	SteelSc (*Trawler*)						1914	G.Seebeck Akt.Ges. Bremerhaven		.....	.....	.....	German			
	Falkenfels	Steel						1915	.....	DeutscheDmpfsfahrtsGes.Hansa	.....	.....	.....	Bremen German			
	Fischindustrie	SteelSc (*Trawler*)	240					1915	H.C.Stülcken,Sohn Hamburg	Altonaer Hochseefischerei Akt.Ges.	.....	.....	.....	Altona German			
	Friedrich Kahl	SteelSc (*Trawler*)						1916	Schiffsw(v. J.&Sch.)A.G. Hamburg		.....	.....	.....	Hamburg German			
	Fritz Stausz	Steel *Carrying Petroleum in bulk*						1915	Nordseewerke Emden	Deutsch-Amerik. PetroleumGes.	.....	.....	.....	Hamburg German			

LISTE DE NAVIRES ALLEMANDS ET AUSTRO-HONGROIS QUI SONT DITS AVOIR ÉTÉ LANCÉS PENDANT 1914–17, MAIS AU SUJET DESQUELS, À CAUSE DE LA GUERRE, IL EST IMPOSSIBLE D'OBTENIR DES DÉTAILS AUTHENTIQUES—*suite.*

Numéro d'Ordre / Numéro Officiel / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Capitaine.* *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Forme assignée maintenant expiré. Lettre d'Enfoncement.	7* Date de la dernière visite de l'arbre porte-hélice.	9 Construit. Quand. — Navire. — Mach.	Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille / Franc-bord au milieu du navire. / Tirant d'eau correspondant. *pds. pc.*	15 Registres où coté, si ce n'est dans le L. R. Durée Cert. Bd of Trade
	Gaarden	SteelSc	115					1917	Dresdener Msch.&Schiff UebigauA.G. Dresden	Hafenrundfahrt Akt.Ges.	91·5	22·0	7·5	Kiel German			
	Elec.light																	
	Gotenhof	SteelSc	1460					1914	Stettiner Oderwerke Stettin	NeueDampfer-Cie. Akt.Ges.	230·0	36·0	17·5	Stettin German	T.3Cy.		
	Greta	SteelSc (*Trawler*)						1915	Schiffsb.G. Unterweser Lehe	OttoBeucker	134·5	22·9	13·5	Gstemnde German			
	Grönland	SteelSc (*Trawler*)	250					1914	G.Seebeck Akt.Ges. Bremerhavn	Ludw.Janssen& Co.	126·3	23·4	13·6	Gstemnde German	T.3Cy.		
	Grosz Hansdorf	SteelSc (*Trawler*)	240					1915	H.C.Stülcken,Sohn Hamburg	Hambg-Cuxhaven Fischd.A.G. "AlteLiebe"	.....	.....	.....	Hamburg German			
	Grüss Gott	SteelTwinSc	700					1914	Nüscke& Co.A.G. Stettin	Norddeutscher Lloyd	205·3	31·2	13·8	Bremen German	T.6Cy.		
	Hai	SteelSc (*Trawler*)						1915	J.H.N. Wichhorst Hamburg	H.Fock	118·7	23·6	13·1	Hamburg German			
	Harmsen	SteelSc (*Trawler*)	240					1915	H.C.Stülcken.Sohn Hamburg	Hambg-Cuxhaven Fischd.A.G. "AlteLiebe"	.....	.....	.....	Hamburg German			
	Hecht	SteelSc (*Trawler*)						1915	Schiffsw(v. J.&Sch.)A.G. Hamburg		104·3	22·8	14·2	German			
	Heinrich Jenevelt	SteelSc (*Trawler*)						1916	H.C.Stülcken,Sohn Hamburg		.....	.....	.....	Hamburg German			
	Henny Pickenpack	SteelSc (*Trawler*)						1914	J.H.N. Wichhorst Hamburg	J.Pickenpack	.....	.....	.....	Altona German			
	Isis	SteelScSr	7200					1915	J.C.Tecklenborg A.G. Geestemünde	Deutsche-Dmpfs-fahrts.Ges.Kosmos	471·0	60·8	39·0	Hamburg German	T.3Cy		
	Itajahy	Steel						1915	Reiherst'g Schiffsw. Hamburg	Hamburg-Süd-Amerik.Dampf-schifffahrtsGes.	360·0	51·0	36·0	Hamburg German			
	Javary	Steel						1915	Blohm& Voss Hamburg	Hamburg-Süd-Amerik.Dampf-schifffahrts-Ges.	360·0	51·0	36·0	Hamburg German			
	Joh. Vester	SteelSc (*Trawler*)						1916	Schiffsw(v. J.&Sch.)A.G. Hamburg	N.Ebeling	.....	.....	.....	Altona German			
	Johs. Thode	SteelSc (*Trawler*)						1915	J.H.N. Wichhorst Hamburg	N.Ebeling	119·7	22·5	13·1	Altona German			
	Jupiter	SteelSc	10000					1914	Howaldtswerke Kiel	Deutsch-Amerik. PetroleumGes.	524·9	68·3	34·2	Hamburg German	Q.4Cy.		
	Carrying Petroleum in bulk																	
	Kaiser Leopold	SteelSc (*Trawler*)						1916	H.C.Stülcken,Sohn Hamburg		125·0	23·0	13·0	Hamburg German			
	Kronenfels	SteelScSr	7900					1914	Flensburgr Schiffsb.Ges. Flensburg	DeutscheDmpfs-fahrtsGes.Hansa	478·5	62·2	35·5	Bremen German			
	Lachs	SteelSc (*Trawler*)						1915	Schiffsw(v. J.&Sch.)A.G. Hamburg	H.Fock	120·7	22·8	13·1	Altona German			
	Leda	SteelSc	7000					1914	Howaldtswerke Kiel	Deutsch-Amerik. PetroleumGes.	460·0	60·0	28·6	Hamburg German	Q.4Cy.		
	Carrying Petroleum in bulk																	
	Loki	SteelSc (*Trawler*)						1916	J.W.Klawitter Danzig		126·3	22·9	13·6	German			
	Malaga	Steel						1916	Akt.Ges. "Neptun" Rostock	Rob.M.Sloman,jr.	.....	.....	.....	Hamburg German			
	Maria Sindt	SteelSc (*Trawler*)	225					1914	Schiffsb.G. Unterweser Lehe	Erdm.Lefcke	.....	.....	.....	Gstemnde German			
	Marie Bremer	SteelSc	750					1914	Nüscke& Co.A.G. Stettin	F.Bremer	201·7	30·2	14·6	Rostock German	T.3Cy.		

Now named "Standard," See No. 1784 in "A," body of Register

LIST OF GERMAN AND AUSTRO-HUNGARIAN VESSELS WHICH ARE STATED TO HAVE BEEN LAUNCHED DURING 1914–17, BUT OF WHICH NO AUTHENTICATED PARTICULARS CAN BE OBTAINED IN CONSEQUENCE OF THE WAR—*continued.*

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. *Master.* Special Surveys.	3 Material, Rig, &c. *Late Name if any.* No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke: Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of last Trade Cert.
	Meiningen	Steel Sc	6600					1914	J.C.Tecklenborg A.G. Geestemünde	Norddeutscher Lloyd	470·8	59·2	36·7	Bremen German	T.3Cy		
	N. Ebeling	Steel Sc (*Trawler*)						1916	Schiffsw(v. J.&Sch.) A.G. Hamburg	N.Ebeling	.....			Altona German			
	Neumuhlen	Steel Sc (*Trawler*)	240					1914	H.C.Stülcken,Sohn Hamburg	Altonaer Hochseefischerei Akt.Ges.	.....			Altona German			
	Neuwerk	Steel Sc (*Trawler*)						1916	Reiherst'g Schiffsw.Abt. Brandenburg Hamburg	Hambg-Cuxhaven Fischd.A.G. "AlteLiebe"	.....			Hamburg German			
	Nicolaus Schoke	Steel Sc (*Trawler*)						1916	H.C.Stülcken,Sohn Hamburg		.....			Kiel German			
	Oberburgermeister Schnackenburg	Steel Sc (*Trawler*)						1914	H.C.Stülcken,Sohn Hamburg		.....			German			
	Parseval	Steel Sc	7000					1914	Stabilmnto Tecnico Trieste	Nav.Gen Austriaca Gerolimich&Co. Soc.in Azioni	435·0	54·0	30·5	Trieste Aust.-Hung.			
	Parseval	Steel Sc (*Trawler*)						1916	H.C.Stülcken.Sohn Hamburg		125·0	23·0	13·0	Hamburg German			
	Peskow	Steel Sc						1915	Schiffsw. v. Henry Koch Lübeck	Hanseatische Dampfsch.Ges.	.....			Lübeck German			
	Peter Deuss	Steel Sc (*Trawler*)	225					1914	Schiffsb.G. Unterweser Lehe	Schultz&Merz	.....			Gstemnde German			
	Reiherstieg	Steel Sc (*Trawler*)						1916	Reiherst'g Schiffsw.Abt. Brandenburg Hamburg		.....			Hamburg German			
	Scharnhorst	Steel Sc (*Trawler*)						1915	Schiffsb. G. Unterweser Lehe	F.Albt.Pust	134·5	22·9	13·5	Gstemnde German			
	Schwarzenfels	Steel						1915	.....	Deutsche Dmpfs-fahrtsGes.Hansa	.....			Bremen German			
	Seeadler	Steel Sc (*Trawler*)	225					1914	Schiffsb. G. Unterweser Lehe	G.Köper	.....			Brmrhavn German			
	Seestern	Steel Sc (*Trawler*)						1916	Reiherst'g Schiffsw.Abt. Brandenburg Hamburg		125·0	23·0	13·0	Hamburg German			
	Senator Mönckeberg	Steel Sc (*Trawler*)						1916	J.H.N. Wichhorst Hamburg		.....			Hamburg German			
	Senator Strandes	Steel Sc (*Trawler*)	240					1915	H.C.Stülcken,Sohn Hamburg	Hambg-Cuxhaven Fischd.A.G. "AlteLiebe"	.....			Hamburg German			
	Senator von Behrenberg-Gossler	Steel Sc (*Trawler*)						1916	J.H.N. Wichhorst Hamburg	Hambg-Cuxhaven Fischd.A.G. "AlteLiebe"	125·0	23·0	13·0	Hamburg German			
	Sofia	Steel						1915	Act.Ges. "Neptun" Rostock	Deutsche Levante Linie	341·2	49·2	21·0	Hamburg German			
	Sonnin	Steel Sc (*Trawler*)						1916	Reiherst'g Schiffsw. Hamburg		.....			Hamburg German			
	Stern	Steel Sc Sr						1914	Stettiner Oderwerke Stettin	Rud.Christ.Gribel	.....			Stettin German			
	Steinwaerder	Steel Sc (*Trawler*)	240					1915	H.C.Stülcken,Sohn Hamburg	Hambg-Cuxhaven Fischd.A.G. "AlteLiebe"	.....			Hamburg German			
	Stettin	Steel						1915	Nüscke& Co. Stettin	Oldenbrg-Portug. Dmpfsch.Rhed.	309·7	42·3	28·2	Oldenburg German			
	Südamerika VIII.	Steel Sc (*Tug*)						1914	Schiffsw(v. J.&Sch)A.G. Hamburg	Hamburg-Süd-Amerik.Dampf-schifffahrtsGes.	.....			Hamburg German			

LISTE DE NAVIRES ALLEMANDS ET AUSTRO-HONGROIS QUI SONT DITS AVOIR ÉTÉ LANCÉS PENDANT 1914–17, MAIS AU SUJET DESQUELS, À CAUSE DE LA GUERRE, IL EST IMPOSSIBLE D'OBTENIR DES DÉTAILS AUTHENTIQUES—*suite.*

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Capitaine.* *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 6 7 Détails de la Classification. Cote. — ⊥ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 9 Construit. Quand. — Navire. — Mach.	Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Registres où coté, si ce n'est dans le L. R.
	Trostburg Steel						1914	Howaldtswerke Kiel	DeutscheDmpfsfahrts.Ges.Hansa	....			Bremen German			
	Victoria SteelSc	720					1914	Stettiner Oderwerke Stettin	Rud.Christ. Gribel	187·0	28·9	13·7	Stettin German	T.3Cy.		
	Volksdorf SteelSc (*Trawler*)						1914	H.C.Stülcken,Sohn Hamburg		....			German			
	Waltershof SteelSc (*Trawler*)						1915	J.H.N. Wichhorst Hamburg	Hambg-Cuxhaven Fischd.A.G. "AlteLiebe"	118·7	23·6	13·0	Hamburg German			
	Weissenfels SteelSc	8000					1914	Akt.Ges. "Weser" Bremen	DeutscheDmpfsfahrtsGes.Hansa	475·7	60·0	35·8	Bremen German			
	Wolfram SteelSc						1915	J.Frerichs &Co.A.G. Einswarden	HamburgBremer AfrikaLinie,A.G.	426·5	54·8	31·8	Bremen German			

LLOYD'S REGISTER. NAVIRE A VOILES.

SAILING VESSEL.

1 Numero d'Ordre.	2 Numero Officiel. / Signaux.	3 4 Nom du Navire. Matériaux, Gréement, etc. *Capitaine.* *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	5 Tonnage Officiel. Total. — Sous le Pont. Net	6 7 8 Détails de la Classification. Cote. — ⊥ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant expiré. Lettre d'Equipement.	9 10 11 Construit. Quand.	Par qui.	Où.	12 Armateurs.	13 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	14 Port d'Armement. Pavillon.	15 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	16 Registres où coté, si ce n'est dans le L. R.
		Erna von Schulzen 3MstSr					1914	Schiffsb.Ges. Unterweser	Lehe	Geo.vonSchulzen	155·8	25·6	11·8	Gstemünde German		

SUPPLEMENT TO THE REGISTER OF STEAMERS.

1917-18.

SUPPLEMENT AU REGISTRE DES NAVIRES A VAPEUR.

LLOYD'S REGISTER. STEAMERS.

A

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. Late Name if any. / Special Surveys. No. of Decks, &c.	3	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey. Year Assigned. Now explcd.	7 Equipment Letter.	7* Date when tail shaft last scm.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
1 137542 JPDK	**Aurania** ~~D.S.Miller —17~~ *W.R.D.Irvine* –17 *Elec.light* 3*Dks*(*Stl*)&*Shelter dk*(*Stl*)	SteelTwinScSr	13936 11630 8499	✠100A1 *Shelter dk* *withfreeboard*	Nwc	*i*†		1917 3mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle	CunardS.S.Co.Ld.	520·5|65·3|42·6 B243'F81'			Liverpool British	4SteamTurbines geared to 2 screw shafts 190lb(*r*) 4DB,*32cf*,GS648,HS24104	46 " 6 s16 " 8½	
	4*th dk*(*Stl*) *forward of E&B spaces*			3,17 ✠LMC2,17							*on Shelter dk* FK			11*BHCem*	30 " 2	
	Sub.Sig. *Carrying fuel oil F.P. above 150°F in after deep tanks*							*Lloyd's SA&CP*		*CellDB450'193*	*1tDTf25'439tDTa*		52'408t*FPT*		W.Ilsnd Slpwy.Co.Ld.Nwc.		
2 139163 JNMF	**Anglo Chilean** *S.Lord* –16 *Elec.light* 2*Dks*(*Stl*)&*Web frames*	SteelScSr	9097 8636 5799	✠100A1 *Shelter dk* *withfreeboard*	Sld (~~d'k~~) Ply	*c*†		1916 11mo	ShortBros. Ld. Sunderland	NitrateProducers SS.CoLd(Lawther, Latta&Co.*Mgrs.*)	470·5|58·3|37·8			London British	Q.4Cy.26",36½",53"&76"–54" 220lb *120lb* (*s*) 629NHP	40 " 4 s10 " 3	
	Carrying fuel oil F.P. above 150°F in DB. *Shelter dk*(*Stl*) *Longitudinal framing*			~~3,17~~ ~~21.16~~ 4,18 ✠LMC3,17				*Lloyd's SA&CP*			FK			7*BHCem*	3SB,*9cf*,GS189,HS8880 FD G.Clark,Ld.Sunderland	30 " 6	
										CellDB397'1610t	*DTa*36'1183				*tFPT*186*tAPT*53*t*		
3 19763 NFLM	**Ayaha Maru** ~~*P.Iki* —17~~ *H.Yegi* –17 *Elec light* 2*Dks*(*Stl*)	SteelSc	5723 4826 3564	✠100A1 2,17 ✠LMC2,17	Kob	*z*		~~1917~~ 2mo	MitsuBishi Dkyd&EWks Kobe	TatsuumaKisen GomeiKaisha. KabushikiKaisha.	400·0|54·5|30·0 P38'B121'F40'			Nishinomiya Japanese	T.3Cy.26½",43"&72"–48" (*s*) 180lb 510NHP 3SB,*9cf*,GS183,HS7618 FD	30 " 0 s 5 " 8½ 24 " 8	
								Lloyd's SA&CP		*CellDB322'996t*	FK			6*BHCem*	MitsuBishiD.&E.Wks.Kob		
4 5871 JVTN	**Anten** *H.Bengtsson*17–17 *Elec.light* 1*Dk*(*Stl*)	SteelSc4MstSr	1822 1621 1089	✠100A– 3,17 ✠LMC3,17	Got	*r*		1917 3mo	Lindholmens M.V. Gothenburg	Förnyade Ångf. Aktieb. Viking ~~(J.M.Dannberg, *Mgr.*)~~ (G Carlsson, *Mgr.*)	262·0|42·7|18·1 P24'B65'F28'			Gothenbrg Swedish	T.3Cy.20½",33"&55"–36" (*s*) 185lb 214NHP	20 " 6	
								CellDB224'471t			FK			4*BHCem*	2SB,*6cf*,GS110,HS3500		
														*APT*41*t*	Lindholmens M.V.Got.		
5 139795	**Agnes H. Wetherly** *J.R.Burwood*11–17	SteelScK	229 215	✠100A1 *StmTrawler*	Abn			1917 3mo	J.Duthie Torry S.B.Co. Aberdeen	Wetherly'sSteam FishingCo.Ld.(W. R.Wetherly,*Mgr.*)	115·1|22·7|12·1			Aberdeen British	T.3Cy.11½",20"&34"–23" (*s*) 180lb 71RHP	13 " 0	
	1*Dk*		89	3,17 ✠LMC3,17				*Lloyd's SA&CP*			BK7½"			3*BHCem*	1SB,*3pf*,GS38,HS1250 W.Beardmore&Co.Ld.Gls.		
6 137538 JPBM	**Alexandra** *J.Haigh*04–17 *Elec.light* 1*Dk*	SteelScSr	215 198 78	✠100A1 *For towing purposes* 2,18 ~~3,17~~ ✠LMC2,17	EthLiv			1917 3mo	J.Cran& Co. Leith	AlexandraTowing Co.Ld.	100·1|23·7|12·6 B34'			Liverpool British	C.2Cy.21"&44"–27" (*s*) 130lb 83RHP	13 " 6 s1 " 7	
								Lloyd's SA&CP			BK7½"			4*BHCem*	1SB,*3cf*,GS66,HS1850	12 " 8	
														*APT*3*t*	J.Cran&Co.Leith		
7	**Arnus** ss Ant.No.3–7,10 (*ex* Gozan Maru, ss Kob.No.1–13 *ex* Ormazan) 1*Dk*(*Stl*)&*Spar dk*(*Irn*) *&deep framing*	SteelScSr	3383 2988 2114	✠100A1 *Spar dk* 8,17 ~~3,17~~ DBS8,17 BS2,17 ✠LMC5,15	Kob Cdz	*v*	5,15 7,17	1898 7mo	R.Thompson&Sons Sunderland	Cia.Gen.deTabacos de Filipinas	340·2|45·0|15·3 P29'B70'F37' 23·0			Barcelona Spanish	T.3Cy.24⅝",39"&64"–42"(*s*) 180lb *90lb* 286NHP	25 " 9 s4 " 10½	
								A&CP		*CellDBa*	FK 112'*uE*22'*f*136'791*t*			6*BHCem* *APT*48*t*	2SB,*6pf*,GS118,HS4412 G.Clark,Ld.Sunderland	21 " 2	
8	**Americano** ss BAs.No.2–17 ~~*E.Pella* —17~~ ss Vpo.No.1–12 (*ex* Flora) 2*Dks*(*Ulrn*)&*Shade dk* *Elec.light Amefeld*	SteelScSr	1715 1710 1143	✠100A1 *Shade dk* 3,17 ~~10.12~~ ✠LMC3,17 *Buenos Ayres&Punta Arenas*	Vpo BAs	*r*	3,17	1908 6mo	WoodSkinner&Co.Ld. Newcastle	~~Soc.Importadora y Exportadora de la Patagonia~~ A.A.Dodero	250·5|38·2|15·7 22·7 *Promenade dk*214'			Havre French	T.3Cy.19",31"&51"–36" (*s*) 160lb 218NHP 5*BHCem*	18 " 0 s 2 " 0 16 " 4	
	Now named "Saint Raphael," See No. 149 in Supplement							*Lloyd's SA&CP*		*CellDBa*44'*uE&*	FK B34'*f*116'361*tFPT*		70*tAPT*14*t*		3SB,*3pf*,GS137,HS4198 G.Clark,Ld.Sunderland		
9 HKFJ	**Asturienne** *E.K.Perry* –17 WAR LOSS (*ex* Honoreva) 1*Dk*(*Stl*) 3&1917 p12 *Arch deck*	SteelScSr	*1452* *1313* *867*	✠100A1 3,17 ✠LMC9,13	NYk	*o*	3,17	1913 9mo	Osbourne, Graham&Co. Sunderland	Cie.RoyalAsturienne deMines	245·0|36·2|20·0 P29'F16'			Tonnay-Charente French	T.3Cy.17",28"&46"–33" (*s*) 180lb 144NHP 2SB,*4cf*,GS65,HS2410	22 " 2 s6 " 4½ 16 " 1	
								Lloyd's SA&CP		*CellDBa*75' *uE&B*31'*f*96'365*t*	FK *FPT*50*tAPT*50*t*			4*BHCem*	G.T.Grey,SouthShields		
10 140327 JQPH	**Admiral Cochrane** *O.Robertson*17–17 *Elec.light* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	SteelScSr	6565 6294 4129	✠100A1 *Shelter dk* *withfreeboard*	Sld	*z*		1917 9mo	W.Doxford &Sons,Ld. Sunderland	ByronS.S.Co.Ld.	420·0|54·0|34·4 FK			London British	T.3Cy.27",45'&74"–54" (*s*) 180lb 572NHP	37 " 0 s 9 " 1	
	Carrying fuel oil F.P. above 150°F in DB.			9,17 ✠LMC9,17 ~~(Class Contem plated)~~				*Lloyd's SA&CP*		*CellDB358'1151tMT*20'776*t*	*DTa*26'486*tFPT*109*tAPT*123*t*			7*BHCem*	2SB,*9cf*,GS189,HS8556 FD N.E.Marine Eng Co Ld.Nwc	28 " 4	
11 *For full particulars See No. 25 below*	**Abereden** *Elec.light*	SteelScSr		100A1 (*Class Contem plated*)				1917	Sunderlnd S.B.Co.Ld. Sunderland	AdamS.S.Co.Ld.	385·0|53·0|24·3			Aberdeen British	T.3Cy.25",42"&69"–48"		
12	**Ada** *Oil Eng.* *Elec.light* *Mchy.Aft*	SteelTwinScSr	2000	100A1 (*Class Contem plated*)				1917	Manitowoc S.B.Co. Manitowoc	Berg-Hansen&Co.	251·0|43·8|20·4 P44'B32'F28'				N.E.MarineEng.Co.Ld.Sld Oil Engines 4Cy.16$\frac{17}{32}$"–18$\frac{25}{32}$" J&C G Bolinders Co Ld.Skm		
13	**Aug. Borremans** *C.Meyer* –17 3MstSr *Mchy.Aft Elec.light Well deck* 1*Dk*(*Stl*)	SteelScSr	~~740~~ 756 529 327	✠100A1 6,17 ~~(Class Contem plated)~~ ✠LMC6,17	Rot	*y*		1917 6mo	W.C.Boele &Zonen Slikkerveer A&CP	~~J.vanSteen~~ Naam. Venn.Stoomschip "Aug.Borremans"	~~180·1|28·0|14·6~~ 181·0|28·2|12·5 Q105'B11'F23' FK *CellDBf*103'140*tFPT*	Rottrdam Dutch	T.3Cy.15",24"~~&40"~~–24" (*s*) 192lb ~~*&40lb*~~ 109NHP 3*BHCem* 65*tAPT*6*t*	14 " 6 s " 9 13•11	
															2SB,*4cf*,GS60,HS1943 N.V.Machinefabrk. Bolnes		
14 140317 JQHK	**Ashleigh** *Elec.light* 2*Dks*	SteelScSr	6985 6449 4336					1917	Ropner& Sons,Ld. Stockton	TatemS.N.Co.Ld. (W.J.Tatem,Ld. *Mgrs.*)	425·0|~~55·0|28·5~~ P49'F36'|55·1|33·7			London British	T.3Cy.28",46"&75"–51" 402NHP *WB* Blair&Co.Ld.Stockton		
15 19763	**Angelo Toso** *R.Ciarlo* –17 *Elec.light* 2*Dks*	SteelScSr	6021 3960					1917	Soc.Esercizio Bacini RivaTrigoso	ConsorzioVeneto di Armamento Navigazione	381·5|51·5|28·8 P28'B250'F42'			Venice Italian	T3Cy.25$\frac{9}{16}$",42½"&69$\frac{7}{16}$"–48" Soc.Esercizio 336NHP Bacini,RivaTrigoso		
														WB			
16 NFLM	**Atlas** *B.van E.Gastelaars* –17 (*Tug*) 1*Dk*	SteelSc	108 93					1917	deGroot &van Vleit Slikkerveer	N.V.Scheepboot Atlas(International Tug Co.)	73·0|20·8| 9·4			Rottrdam Dutch	T.3Cy.11",19"&31"–21½" 44NHP Rotterdam Droogd.Maats.		
17	**Angers** *Elec.light* 1*Dk*(*Stl*) *Cargo battens not fitted*	SteelScSr	2045 1653 1220	[illegible]				1917 5mo	Detroit S.B.Co. Wyandotte A&CP	Cie.Française des Chemins de Fer de Paris-Orléans(Soc. Mar.Aux.de Frns *Mgrs.*)	251·0|43·8|18·2 P27'B64'F28' FK *Cell DB*212'478*tFPT*67*t*	Nantes French	T.3Cy.20",33"&54"–40" (*s*) 180lb 274NHP 4*BHCem* *tAPT*77*t*	20 " 2 ~~2 " 6~~ ~~1 " 1~~	
															2SB,*6cf*,GS126,HS5246 Detroit SB Co Detroit,Mich		
18 141946 JRDV	**Aurea** *Elec.light* 1*Dk*	SteelScK	270 249 105	✠100A1 *StmTrawler* 9,17 ✠LMC9,17 (~~*Class Contem plated*~~)	Dun			1917 9mo	Dundee S.B.Co.Ld. Dundee	~~J.Marr&Son,Ld.~~ Brookyn Fishing Co Ld.(T.Cardwell *Mgr.*)	128·8|23·0|12·6 F19'Q72' BK7½"	Fleetwood British	T.3Cy.13",22"&36"–24" (*s*) 200lb 88RHP 4*BHCem*	13 " 6	
								Lloyd's SA&CP							1SB,*3pf*,GS47,HS1656 W.Beardmore&Co.Ld.Gls.		
19 NCVW	**Ambulant 11** *S.Bouman*17–17 *Paraffin Motor* *Mchy.Aft* 1*Dk*	SteelScSr	121 99 90					1910	Gebr.Verstockt Martenshoek	Comm.Ven. Lefébure&Co.	96·0|21·0| 6·7	Amstrdam Dutch	Paraffin Motor 2Cy. D.Goedkoop,Jr.Ams.		
20 140308 JQCK	**Abercorn** ~~*A.Smith* —17~~ *J.Roche* –18 *Elec.light* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	SteelScSr	5385 5183 3469	✠100A1 *Shelter dk* *withfreeboard* 2,18 6,17 ✠LMC6,17	Sld Sws	*y*	2,18	1917 6mo	J.L.Thompson&Sons,Ld Sunderland	Norfolk&N.American S.Shppg.Co.Ld. (Furness,Withy& Co.Ld. *Mgrs.*)	385·0|53·7|31·6 *Cell* *DB*342'1168*t FPT* FK	London British	T.3Cy.26",43"&73"–48" (*s*) 180lb 497NHP 6*BHCem* 68*tAPT*76*t*	34 " 1 s 8 " 3 26 " 3	
				Carrying fuel oil F.P. above 150°F in D.B.				*Lloyd's SA&CP*							3SB,*9cf*,GS183,HS7194 FD N.E Marine Eng.Co.Ld.Sld		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. No. of Decks, &c.	3	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned now expired. Equipment Letter.	7* Date when last class. was assd.	8 Built. When	9 Built. By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dts. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. (appendix of Register).
21 140674 JQBN	**Aylestone** SteelScSr *W.R.Aikman* –17 *Elec.light* 1*Dk*(*Stl*)		3380 3190 ~~2101~~ 2098	✠100A1 6,17 ✠LMC6,17	Sld	*v*		1917 6mo	J.Blumer &Co. Sunderland	~~AlexanderBros.~~ AylestoneShippng Co.Ld. (Alexander Bros.,*Mgrs.*) *Interme diate BH in after hold dispensed with* *Lloyd's*s*A*&*CP*	348·5|48·7|23·3 P35′B106′F35′ FK 5 *BH only* *CellDB* 308′918*tFPT*591*tAPT*132*t*	Newcastle British *Cem*	T.3Cy.25″,42″&68″–45″ (*s*) 180lb *120lb* 356NHP 2SB,*6cf*,GS139,HS5740 J.Dickinson&Sons.Ld.Sld.	25 ″ 4 s 4 ″ 3½ 21 ″ 5	
22 137844 JPSL	**Agate** SteelSc3MstSr *A.Leitch* –17 *Elec.light* 1*Dk*(*Stl*) *Mchy.Aft* *Well deck*		824 566 397	✠100A1 5,17 ✠LMC6,17	Bwg	*k*		1917 5mo	Scott& Sons Bowling *Lloyd's*s*A*&*CP*	W.Robertson *CellD* *Bf* 123′170*tFPT*66*t* *APT*8*t*	199·4|30·1|11·9 Q116′B9′F34′ FK 8 *BHCem*	Glasgow British	T.3Cy.16″,26″&44″–33″ (*s*) 180lb 139NHP 2SB,*Apf*,GS78,HS2408 Ross&Duncan,Glasgow	14 ″ 0 s 4 ″ 8 13 ″ 7	
23 139220 JRDT	**Anida** SteelScK *Elec.light* 1*Dk*		270 249 105	✠100A1 *StmTrawler* 9,17 ~~(ClassContem plated)~~	Dun ✠LMC9,17			1917 9mo *Lloyd's*s*A*&*CP*	Dundee S.B.Co.Ld. Dundee	~~J.Marr&Son,Ld.~~ DevonSteami TrawlingCo.Ld. (J.A Robertson*Mgr*)	128·8|23·0|12·6 F19Q72′ BK7¼′ 4 *BHCem*	Fleetwood British	T.3Cy.13″,22″&36″–24″ (*s*) 200lb 88RHP 1SB,*Spf*,GS47,HS1556 W.Beardmore&Co.Ld.Gls.	13 ″ 6	
24 *B.Nishino*17–17 *Elec.light* 1*Dk*	**Atsuta Maru No. 2** SteelScSr		2138 1885 1300					1917	Ishika-wajimaS.B. &E.Co.Ld. Tokio	SatoCo.	268·0|40·7|23·5 P13′B58′F27′	Tokio Japanese	T.3Cy.19″,31½″&52″–39″ 169NHP *WB* IshikawajimaS.B&E.CoLd		
25 139801 JQGT	**Abereden** SteelScSr *W.Shepherd* –17 *Elec.light* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)		4372 4037 2892	✠100A1 *Shelter dk with freeboard* 7,17 ✠LMC7,17	Sld	*y*		1917 7mo	Sunderlnd S.B.Co.Ld. Sunderland	AdamS.S.Co.Ld. *CellD* *B* 338′1084*tFPT*787*t* *APT*115*t*	385·0|53·0|24·3 FK 6 *BHCem*	Aberdeen British	T.3Cy.25″,42″&69″–48″ (*s*) 180lb *100lb* 371NHP 2SB.*6cf*,GS141,HS5892 N.E.MarineEng.Co.Ld.Sld	26 ″ 9 s 3 ″ 1½ 24 ″ 0	
26 *H.C.Hunley* –17 *Elec.light* 2*Dks*(*Stl*)&*Web frames* *Mchy.Aft* *Longitudinal framing*	**Albert Watts** SteelScSr		3302 2994 2027	✠100A1 ~~10,17~~ ~~7,17~~ *Carrying Petr oleum in bulk* *Fitte l for oil fuel* 5,17 *F. P. above* ✠LMC5,17	Bal NYk	*t*	10,17	1917 5mo	Baltimore D.D.&S.B.Co BaltimoreMd A&CP	SinclairGulf.Corp. *CellD* *BuE* 11′25*t* *FPT*73*t* *APT*112*t*	292·3|47·2|26·9 P76′F26′ FK 11 *BHptCem* (7 „ *to U dk* 4 „ „ *2nd* „)	Wilmgton (Del.) Utd. States	2 Steam Turbines geared to 1 Screw Shaft (*a*) 155lb 2SB.*4cf*,GS88,HS3532 W&A FletcherCo.HbknNJ	28 ″ 1 s 5 ″ 5 23 ″ 0	
27 *P.Brebbia* –17 *Elec.light* 1*Dk*(*Stl*)&*Webframes* *Mchy.Aft*	**Aristobulo Del Valle** SteelScSr		2454 2091 1459	✠100A1 5,17 *Carrying Petroleum in bulk* *Fitted for oil fuel* 5,17 *F.P.above* 150° F. ✠LMC5,17	De-troit	*s*		1917 5mo	Gt.Lakes Eng.Works Ecorse,Mich. A&CP	ArgentineGovt. *CellD* *BuE*&*B* 44′87*tFPT* 72*tAPT*118*t*	252·0|43·7|24·3 P71′B31′F32′ FK 9 *BHptCem*	Bns.Ayres Argentine British	T.3Cy.20½″,34″&57″–42″ (*s*) 190lb 297NHP 2SB.*6cf*,GS105,HS4326 Gt.Lakes Eng Wks.Detroit	25 ″ 7 s 3 ″ 6 22 ″ 5	
28 127461 HRMD	**Aigwen** *J.R.Kidson*17–17 SteelScSr ~~*A.R.Jonsson*–17~~ *ss*Msl No.1–16 (*ex*Joseph Chamberlain) 1*Dk*(*Stl*)		3709 3471 2338	✠100A1 7,17 ~~2,17~~ BS2,17 ✠LMC4,16	Lon Brest	*w*	2,17	1910 8mo	W.Gray& Co.Ld. WHartlepool	W.&C.T.Jones S.S.Co.Ld. *CellDB* *a* 113′*uE*25′*f* 154′9 *Lloyd's*s*A*&*CP*	350·3|50·0|23·6 P23′B100′F34′ FK 6 *BHCem* 27*tAPT*175*t*	W.Hartlp'l British	T.3Cy.25″,40½″&67″–45″ (*s*) 180lb *100lb* 336NHP 2SB,*6cf*,GS132,HS5303 Cen.Mar.Eng.Wks.WHpl	25 ″ 11 s 4 ″ 9½ 21 ″ 6	
29 139625 JRMD	**Anglesea** SteelScSr *W.Lauritson*17–17 *Elec.light* 1*Dk*(*Stl*)		~~4450~~ 4460 4218 2818	✠100A1 11,17 ~~(ClassContem plated)~~ *Carrying oil fuel* *F.P.above* 150° F. *in DB* ✠LMC11,17	Hpl	*y*		1917 11mo	W.Gray& Co.Ld. WHartlepool	JenkinsBros. CardiganS.S.Co.Ld JenkinsBros.*Mgrs*) *Lloyd's*s*A*&*CP*	~~380·0~~|52·0|26·0 ~~P29′~~B240′F42′~~36″~~ 330·3|P30′ FK *CellDB* 336 107*tAPT*83*t*	Cardiff British	T.3Cy.25″,41″&68″–48″ (*s*) 180lb 434NHP 6 *BHCem* 2SB&1AuxSB,*6cf*,GS102,HS3866	28 ″ 6 s 4 ″ 5 24 ″ 6	
30 140341 JRNV	**Actor** SteelScSr *W.J.Simmons*07–17 2*Dks*(*Stl*) *Elec.light* 3rd *dk*(*Stl*) *in No.1hold*		6082 5217 3830	✠100A1 3,18 ~~main~~ ~~(ClassContem plated)~~ *Carrying fuel oil F.P.above* 150° F. *in DB* ✠LMC10,17	Lon	*z*		1917 10mo	D&W Hen-dersn&Co.Ld. Glasgow	~~T.&J.Harrison~~ CharenteS.S.Co.Ld. (T.&J.Harrison, *Mgrs.*) *Lloyd's*s*A*&*CP*	~~410·0~~|52·2|30·2 ~~P34′B137′F51′~~ 410·2|B139′F53′ FK *CellDB* 344′11	Liverpool British	T.3Cy.24½″,42″&72″–54″ ~~T.3Cy.25¼″,38½″,52½″&75″–54″~~–215lb (*s*) 536NHP 7 *BHCem* 2SB&1AuxSB,*6cf*,GS281,HS6203 D&W.Hendersn&CoLd Gls	32 ″ 7 s 4 ″ 26 ″ 7	
31 142239 JSQM	**Admiral Codrington** SteelScSr *F.Priestly* –18 1*Dk*(*Stl*)& *Elec.light* *Shelter dk*(*Stl*)		6600 6329 4148	✠100A1 *Shelter dk with freeboard* ~~(ClassContem plated)~~ 6,18 ~~2,18~~ ✠LMC3,18	Sld NWc	*z*		~~1917~~ 1918 2mo	W.Doxford &Sons,Ld. Sunderland	ByronSSCo.Ld. *Lloyd's*s*A*&*CP* *oneIntermediateBH in forehold dispensed with* *CellDB* 353′11511*tFPT*109*tAPT*128*t*	420·0|54·0|34·4 FK 6 *BHonly*	London British	T.3Cy.27″,44½″&75″–54″(*s*) 180lb 557NHP *Cem* 3SB,*9cf*,GS196,HS8313 FD Richardsons,Westgarth& Co.Ld.Hpl.	37 ″ 0 s 9 ″ 2 28 ″ 4	
32 139603 JQDW	**Alcyone** WoodAuxTwinScSr *M.Craven* –17 *Paraffin Motors* 1*Dk* (*See Sailing Ship Register*)		149 137 70					1893	L.Franch-emer LaRichardais	ItalianExport ShppgCo Ld.(D.P. Barnett&Co.*Mgrs*)	97·5|23·4|11·0	Cardiff British	2 Paraffin Motors 2Cy.12″–12½″ *made&fitted*1917 InvincibleEg.Co Keighley		
33 *Should be* "Landonia," *See No. 24 in Supplement*	**Arthurston** SteelScSr		2020	100A1 ~~(ClassContem plated)~~				1917	ClydeS.B. &Eng.Co.Ld. Pt.Glasgow	RichardsTurpin (Shipping)Ld.	300·2|44·7|19·3 P24′Q80′B65′F29′	Swansea British	T.3Cy.22″,35″&59″–39″ ClydeS.B.&E.Co.Ld.P.Gl.		
34 56215<br~~JMPT~~ JMTP	**Arkley** WoodAuxScSr *T.Gregory* –16 *Oil Eng.* (*ex*William Frederick) 1B (*See Sailing Ship Register*)		92 91 53	✠ 4,04	Apl	9 C6		1867 3mo	Roberts Conway	F.H.Andrews (C.K Etheridge, *Mgr.*)	78·0|19·8|10·5 8&12yrsMat NKlsh76 ND85	Liverpool British	Oil Engine 3Cy.6½′–8″ *made*1912 Fay&Bowen Eng.Co.NYk.	10 ″ 9	V
35 *C.Faggioni* –17 *Elec.light* *Mchy.Aft* 2*Dks*	**Ansaldo I°** SteelSc		5200 4500 3270					1917	G.Ansaldo &Co. SestriP'nente	SocietàNazionale diNavigazione	377·0|51·0|31·0 P134′B30′F36′	Italian *WB*	2 Steam Turbines G.Ansaldo&Co.Samprdna.		
36 WLPT	**Aslaug** SteelScSr *C.Eliassen*15–17 (*ex*General Wergeland,*ex*Yesaki Maru) *Elec.light* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*		3188 2757 1984	✠100A1 4,17 ✠LMC5,16	NYk	*t*		1916 5mo	OsakaIron Works,Ld. Osaka A&CP	JohnK.Haalands Rederi *CellDB* 255′ 519*t* *FPT*	305·0|43·7|27·2 P19′B82′F32′ FK 5 *BHCem* 76*tAPT*20*t*	Haugesnd Norwegian	T.3Cy.22″,37″&61″–42″ (*s*) 180lb 288NHP 2SB.*6cf*,GS90,HS3824 FD OsakaIronWrks.Ld.Osaka	27 ″ 3 s 4 ″4½ 23 ″ 2	
37 *J.Murphy* –16 *ss*Pna.No.1–16 (*ex*Panama) 1*Dk*(*Stl*)&*Shade dk* *Elec.light*	**Apollon** SteelScSr		946 657 452	~~✠100A1~~		***	3,16	1912 8mo	Dundee S.B.Co.Ld. Dundee *Lloyd's*s*A*&*CP*	Soc.LesAffrêteurs Réunis (J.Stern, *Mgr.*) *CellDBa* 38′*uE*& *B*34′*f* 81′233*tFPT*	200·2|35·1|12·2 FK 4 *BHCem* 35*tAPT*8*t*	French	T.3Cy.16½″,27″&44″–30″ (*s*) 180lb 159NHP 2SB,*6cf*,GS88,HS3060 G.T.Grey,Newcastle	14 ″ 7 s 2 ″ 3½ 12 ″ 7	
38 WLFH	**Arly** ~~*Th Thomassen*16–16~~ SteelScSr ~~*Andersen* –17~~ *ss*Vpo.No.2–15 (*ex*Ageröen,*ex*Lebu) 2*Dks*(*Stl*) *Elec.light* Wireless *deep framing*		2629 2394 1653	✠100A1 5,17 ~~5,16~~ BS3,17 ✠LMC12,15	Vpo Sws	*u*	~~12,15~~ 5,17	1906 12mo	Earle's Co. Ld. Hull *Lloyd's*s*A*&*CP*	D/S.A/S.Segelfoss (S.Ouergaard&Co. *Mgrs.*) *CellDBa* 38′*uE*& *B*40′*f* 166′536	340·0|40·2|21·7 P15′B72′F39′ FK 5 *BHCem* *APT*13*t*	Christiania Norwegian	T.3Cy.23″,37″&61″–42″ (*s*) 170lb *80lb* 270NHP 2SB *6cf*,GS135,HS4382 Earle'sCo.Ld.Hull	24 ″ 0 s 4 ″ 7½ 19 ″ 11	
39 *D.Jonker* –17 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	**Agneta** SteelSc		1162 866 676	✠100A– 7,17 ✠LMC7,17	Rot	*n*		1917 7mo	Wilton's Eng.&Slip-wayCo. Rotterdam	Stoomv.Maats. Leonora *CellDBuB* 15′ *f* 159′389*tFPT*	230·2|34·0|13·2 Q131′B13′F24′ FK 4 *BHCem* 88*tAPT*48*t*	Rottrdam Dutch	T.3Cy.15½″,25½″&41″–36″ 180lb *100lb* (*s*) 120NHP 1SB *3cf*,GS60,HS1982 Wilton'sE.&Slpwy.Co.Rot	16 ″ 0 s 1 ″ 5 14 ″ 10	

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. IHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
40 124105 HMDT	**Argonauta** SteelScSr *S.Cooper* –12 *ssNwc.No.2–15* *(exOberon)* 2 *Dks(Stl)&Web frames* *Elec.light Mchy.Aft*	5142 4062 3161	✠100A1 11,17 ~~10,16~~ BS5,17 ✠LMC5,15 *Carrying Petroleum in bulk* *Fitted for oil fuel* 9,09	Npt Mlt	*y*	~~9,16~~ 11,17 *bulk F.P.above*	1907 12mo	Armstrong Whitworth &Co.Ld. Newcastle *Lloyd's s.a&CP*	Anglo-Saxon PetroleumCo.Ld.	385·0|50·5|30·2 P99·B25·F42′ FK			London British 15 *BHCem*	T.3Cy.~~26~~,43″&72″–48″ (*r*) 180lb 264 3SB,*9cf*,GS202,HS7275 WilsndSlpwy.Co Ld.Nwc. *CellD BuB38′76tD Tf44′40tFPT47tAPT21t*	31 ″ 10 s 6 ″ 8½ 25 ″ 6	
41	**Anton van Driel** SteelSc *Elec.light* 1*Dk*	2522 2242 1500					1917	A.Vuijk& Zonen Capelle a/d Ysel	N./V.W.vanDriel's Stoomboot& Transp.	300·0|45·0|20·0 *WB*			Rottrdam Dutch	T.3Cy.22½″,37″&62″–39″ 240NHP Maats.de Schelde,Flushing		
42 21129 NMGB	**Alps Maru** SteelTwinSc *Elec.light Longitudinal framing* 2 *Dks(Stl)&Shltr Dk(Stl)&Web frames* *Cargo battens not fitted in Shltr 'tween decks*	~~8000~~ 7790 7346 4862	✠100A1 *Shelter dk with freeb'rd* 11,17 *(Class Contemplated)* ✠LMC11,17	Osaka			1917 11mo	Osaka Iron Works,Ld. Osaka *Lloyd's s.a&CP*	OsakaShosen KabushikiKaisha	425·0|~~50·5~~ 56·2|40·5 FK *CellDB370′1195tD Ta34′969tAPT85t*			Osaka Japanese	T.6Cy.21½″,35″&58″–48″(*s*) 200lb FD 655NHP *7 BHCem* 3SB&1AuxSB *11c*/GS225,HS8332 OsakaIron WorksLdOsaka	40 ″ 6 s 9 ″ 9½ 31 ″ 1	
43 140418 JRSW	**Allendale** SteelScSr SteelSc *G.Prezant* 17–17 1*Dk(Stl)* *Elec.light Cargo battens not fitted*	2145 ~~1000~~ ~~1356~~ 1304 2153 1919	✠100A1 12,17 *(Class Contemplated)* ✠LMC12,17	Sld	*s*		1917 12mo	Osborne, Graham& Co.Ld. Sunderland *Lloyd's s.a&CP*	~~The Shipping Controller~~ Furness Withy&Co.Ld. *CellDBa96′uE16′f116′590tFPT50tAPT50t*	285·0|43·5|~~21·1~~ P27′B76′F33′ |18·9 FK			London British	T.3Cy.21″,35″&58″–39″(*s*) 180lb ~~200lb~~ 231NHP 2SB,*6pf*,GS118,HS3616 MacColl&Pollock,Ld.Sld.	21 ″ 2 s 3 ″ 0 18 ″ 6	
44	**Apex** WoodAuxScSr *Gas Engs.* *Elec light* *Mchy.Aft* *(See Sailing Ship Register)*	800 700 600	12 A1 *(Class Contemplated)*				1917	National S.B.Co. Seattle,Wash	L.Wakefield	147·0|36·0|21·5			Seattle Utd.States	Gas Engine AtlasEngineCo.S.Fo.		
45 HGKR	**Açor** SteelScSp *F.deSouza* 99–99 (*Tug*) (*ex*Penguin) 1*Dk*	106 97 72			…		1897	Cox&Co. Falmouth	EmprezaFunchalensedeCabotagem (JoãoB.Martins, *Mgr.*)	90·6|18·3| 9·7 B21′ BK6″			Funchal Portuguese	C.2Cy.15½″&28″–21″ 44NHP Cox&Co.Falmouth	9 ″ 9	
46 210948 LCTG	**Admiral Wainwright** SteelScSr (*ex*GraceDollar) *Elec.light Mchy.Aft* 1*Dk*	1327 — 809					1918	CraigS.B. Co. Long Beach.Cal.	DollarS.S.Co. (RobertDollarCo. *Mgrs.*)	221·5|40·2|14·0			Prtlnd.Me. Utd.States	C.4Cy.13″&30″–24″ 74NHP CraigS.B.Co.		V
47 MBDN	**Alm** SteelScSr *Ellingsen* –17 (*ex*Snepiggen) *ex*Alm) *Elec.light* 1*Dk&Spar dk*	1617 1484 1625					1903	Nylands Værksted Christiania	A.Salvesen	260·2|36·9|20·9 H102′F33′			Tvedstrnd Norwegian	T.3Cy.19″,31″&51½″–33″ 152NHP NylandsVærksted,Xania.		N
48	**Aldegonde** SteelSc3MstSr *K.Kondenburg* –17 *Elec.light* 1*Dk(Stl)* *Mchy.Aft Well deck*	727 512 310	✠100A1 8,17 ✠LMC9,17	Rot	*t*		1917 3mo	N.V.Sheep. DeMerwerde Hardinxveld	N.V.Stoomv. Maats."Aldegonde" (Ned. Stoomv.Maats. Besctvaer, *Mgrs.*)	180·2|28·1|12·4 Q105′B13′F23′ FK	*Cell DBf*103′146t*FPT*63t*APT7t*		Amstrdam Dutch	T.3Cy.15″,25″&40″–27″ (*s*) 180lb 112NHP 2SB,*4cf*,GS70,HS2042 Verschure&Co.Ams.	14 ″ 6 s 8½ 14 ″ 0	
49 HRVS	**Aizkori-Mendi** SteelScSr ~~*J.Usparizaha* 09–13~~ *ssBbo.No.3–4,09* (*ex*Lekeitio, *ex*Berrholey) 1*Dk(Stl)&Web frames* ~~*J.Bilbao* –17~~ *ssBbo.No.2–18*	2272 2099 1367	✠100A1 4,18 ~~12,15~~ ~~Examined~~ ✠LMC7,17 BS5,18	Bbo	*s*	7,17	1896 1mo	W.Gray& Co.Ld. W.Hartlepool A&CP	Cia.Nav.Sota y Aznar (Sota y Aznar, *Mgrs.*)	300·0|43·0|20·9 P31 B66′F31′ FK *DBa*100′*f*118	5 *BHCem* 634*APT*83t		Bilbao Spanish	T.3Cy.22″,35″&59″–39″ (*s*) 160lb 223NHP 3SB,*6rf*,GS105,HS3442 Cen.Mar.Eng.Wrks.WHpl	22 ″ 1 s 3 ″ 10 18 ″ 7	
50 JRGP	**Arnaval-Mendi** SteelScSr *P.Munecas* *ssBbo.No.2–14* (*ex*Sestao) 1*Dk(pt Trnk pt Stl)&* *Well deck Web frames*	1735 — 1037	✠100A1 9,16 MS2,15 ✠LMC BS9,16 9,17	Bbo	*q*	9,16	1906 2mo	Cia.Euscal-duna deCnst. deBuques Bilbao *Lloyd's s.a&CP*	Cia.Nav.Sota y Aznar (Sota y Aznar, *Mgrs.*)	250·1|37·2|16·9 Q95′B68′F32′ FK	4 *BHCem* *Cell DBa*68′*uE&B32′f*102′391t*APT87t*		Bilbao Spanish	T3Cy.18½″,30½″&51″–36″(*s*) 180lb *80lb* 158NHP 2SB,*4cf*,GS75,HS2300 WilsndSlpwy Co.Ld.Nwc.	19 ″ 6 s 1″10½ 17 ″ 11	
51 HNKB	**Astondo-Mendi** SteelScSr *C.Egaldi* –16 *ssBbo.2ndNo.3–3,16* (*ex*Gorlize *ex*Salisbury) 1*Dk(Stl)2trB* *Well deck*	1895 1339 1050	✠100A1 *pt Awng dk* *with freeboard* 10,17 ~~9,15~~ BS9,16 ✠LMC8,16	Bbo	*q*	~~8,16~~ 10,17	1891 3mo	J.Readhead &Sons S.Shields *Lloyd's s.a&CP*	Cia.Nav.Sota y Aznar (Sota y Aznar, *Mgrs.*)	259·5|36·0|17·9 P28′Q70′ BK9″	4 *BHCem* *Cell DB216′375t*		Bilbao Spanish	T3Cy.20½″,33½″&55″–36″(*r*) 150lb *100lb* NDB11 181NHP 2SB,*4rf*,GS70,HS2701 J.Readhead&Sons,S.Shl.	20 ″ 6 s 7 ″ 8½ 20 ″ 4	
Wrecked 12/17	**Arinda-Mendi** SteelScSr ~~*J.Bageneta* –17 *ssBbo.No.3–4,12*~~ HVNJ (*ex*Mundaka) 1*Dk(Trn)&Webframes&* *F.Egusquiza* –17 *pt.Awng dk(Trn)* *ssBbo.No.1–17*	2424 1767 1445	~~✠100A1~~ *pt Awng dk* *withfreeboard* 11,17 ~~11,14~~ ~~Examined~~ ~~✠LMC12,16~~	Bbo	*s*	~~11,15~~ 11,17	1899 4mo	W.Gray& Co.Ld. W.Hartlepool A&CP	Cia.Nav.Sota y Aznar (Sota y Aznar, *Mgrs.*)	290·5|42·2|18·0 P25′Q86′ *pt Awng dk*178′ FK *CellDBa&uE*118′*f*114′557t	5 *BHCem* *APT30t*		Bilbao Spanish	T.3Cy.23″,36½″&62″–39″ (*s*) 160lb *80lb* 246NHP 2SB,*6rf*,GS94,HS3784 Cen.Mar.Eng.Wrks.WHpl	20 ″ 2 s 7 ″10½ 19 ″ 8	
53 HLBR	**Atxeri-Mendi** SteelScSr *J.Bageneta* –17 *ssBbo.No.3–5,12* (*ex*Elantsobe) 1*Dk(Trn)&Webframes* *&pt.Awng dk(Trn)* *ssBbo.No.1–17*	2424 1787 1451	✠100A1 *pt Awng dk* *withfreeboard* 12,17 ~~11,16~~ *Examined* 6,17 ✠LMC12,17 MS6,17 ~~BS6,16~~	Bbo	*s*	~~6,15~~ 12,17	1899 5mo	W.Gray& Co.Ld. W.Hartlepool A&CP	Cia.Nav.Sota y Aznar (Sota y Aznar, *Mgrs.*)	290·5|42·2|18·0 P25′Q86′ *pt Awng dk*179′ FK *CellDBa&uE*118′*f*114′557t	5 *BHCem* *APT30t*		Bilbao Spanish	T.3Cy.23″,36½″&62″–39″ (*s*) 160lb *80lb* 246NHP 2SB,*6rf*,GS94,HS3784 Cen.Mar.Eng.Wrks.WHpl	20 ″ 2 s 7 ″10½ 19 ″ 8	
54 HDTM	**Arno-Mendi** SteelScSr *E.Celaya* 10–15 *ssBlo.No.3–7.10* (*ex*Borneo, *ex* Carville) 1*Dk(pt Stl pt Trn)* *&deep framing&pt.Awng dk(Trn)*	2827 2179 1332	✠100A1 *pt Awng dk* *withfreeboard* 3,17 MBS12,17 BS10,16 ✠LMC3,15	Bbo	*t*	2,17	1897 4m.o	C.S.Swan& Hunter,Ld Newcastle A&CP	Cia.Nav.Sota y Aznar (Sota y Aznar, *Mgrs.*)	312·5|41·0|20·4 P30′RFD96′ *pt Awng dk*186′ FK *Cell DBa*52′*uE&B*72′*f*144′630t	5 *BHCem* *APT30t*		Bilbao Spanish	T3Cy.23″,37½″&61½″–39″(*r*) 160lb *100lb* NDB15 244NHP 2SB,*6cf*,GS105,HS3778 Blair&Co.Ld.Stockton	23 ″ 1 s 8 ″ 6½ 21 ″ 11	
55 HNJP	**Arza-Mendi** SteelScSr ~~*I.Sagardoy* 09–13~~ *ssBlo.No.2–14* (*ex*Geiso) 1*Dk(pt Trn&pt Stl)* *&lt deck NSolozabal* 10–17 *&Webframes*	1235 — 632	✠100A1 12,15 MS5,13 ✠LMC ~~BS6,16~~ 10,17	Bbo	*o*	~~12,15~~ 10,17	1905 6mo	Cia Euscal-duna deCon.y Ru deBuques Bilbao *Lloyd's s.a&CP*	Cia.Nav.Sota y Aznar (Sota y Aznar, *Mgrs.*)	226·0|34·0|15·1 Q87′B59′F24′ FK	4 *BHCem* *CellD Ba*67′*uE&B*29′*f*86′*APT57t*		Bilbao Spanish	T.3Cy.16½″,26″&44″–33″ (*s*) 160lb *100lb* 114NHP 1SB,*3pf*,GS44,HS1673 Cen.Mar.Eng.Wrks.WHpl	17 ″ 6 s 1 ″ 5½ 16 ″ 3	
56 JDGQ	**Andraka-Mendi** SteelScSr ~~*I.Sagardoy* 09–13~~ *ssBbo.No.3–6.11* (*ex*Plencia) *ssBbo.No.1–16* 1*Dk(pt Stl&pt Trn)&Webframes&* *F.Egusquiza* –18 *pt.Awng dk(Trn)*	2516 1801 1641	✠100A1 *pt Awng dk* *withfreeboard* 4,18 ~~9,17~~ BS9,17 ✠LMC3,16	Bbo	*s*	9,17	1898 5mo	Sir R.Dixon &Co.Ld. Middlesbro' A&CP	Cia.Nav.Sota y Aznar (Sota y Aznar, *Mgrs.*)	289·5|42·0|17·0 P24′Q88′ FK *CellDBa*98′*uE&B*34′*f*106′530t	5 *BHCem* *APT76t*		Bilbao Spanish	T.3Cy.22½″,33½″&60″–39″(*s*) 160lb *80lb* 224NHP 2SB,*6cf*,GS97,HS3350 Blair&Co.Ld.Stockton	20 ″ 3 s 8 ″ 1½ 19 ″ 8	
57 HLNS	**Axpe-Mendi** SteelScSr *R.Saenz* *ssBbo No.3–2.10* (*ex*Erandio) *ssBbo.No.1–15* 1*Dk(Trn)2trB&Webframes3Dkrule*	2873 2661 1736	✠100A1 *with freeboard* 11,17 ~~9,16~~ MBS6,17 ✠LMC5,15	Bbo	*u*	~~5,15~~ 11,17	1897 1mo	Ropner& Son Stockton A&CP	Cia.Nav.Sota y Aznar (Sota y Aznar, *Mgrs.*)	320·0|46·0|21·2 P29′B64′F37′ FK *CellD Ba*100′*uE22′f*130′	5 *BHCem* 561t*APT74t*		Bilbao Spanish	T.3Cy.22½″,37″&61″–42″ (*s*) 160lb *100lb* NDB14 246NHP 2SB,*6rf*,GS104,HS3760 Blair&Co.Ld.Stockton	23 ″ 6 s 4 ″ 3 19 ″ 7	

*This vessel which was classed in the Germanischer Lloyd, has now been surveyed by the Surveyors to Lloyd's Register

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1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c.	4 Register Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. † for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year assigned or altered. Additional Letter.	Date when last dockt. Date soon.	8 Built. When	9 Built. By Whom. Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard at Midship. Corresponding draught	Registers in which classed, if not in L.R. (Underscore = Provisional Class)
58	Azpeitia	Steel Sc Sr	2520	✠100A1	Bbo	s	10,17	1890	Richards'n	Soc.Anon.de Nav.	297·0	40·0	19·0	Bilbao	T.3Cy.22½″,37″&61″–42″(a)	21 ″ 8	
	M.Tribisarrospe –17		1879	*pt Awng dk*				6mo	Duck&Co.	Izarra(I.Asteinza,				Spanish	160lb *90lb* NDD03 245NHP	s 7″11½	
	(*ex*Cosme, *ss*Bbo.2nd No.3–2,16		1535	*with freeboard*				Stockton		*Mgr.*)			BK10′	2SB.*6cf*,GS94,HS3740	21 ″ 6	
	*ex*Darlington) 1*Dk*(*Stl*)&*Web frames*&			10,17	✠LMC			*Lloyd's s.&CP*					*Cell DB248′552t*	Blair&Co.Ld.Stockton		
	pt Awng dk(*Iron-ws*)			BS4,17	MS6,15											
59	Albert	Wood Sc Sr	176					1916	Aktiebl Löf-	Rederiaktieb.	96·2	23·5	10·7	Gothenburg	Oil Engines		
5846	*K.H.Björklund* 16–16	*Oil Eng.*	143						holms varf vet	Albert(T.W.				Swedish	2Cy.4½″–16½″		
JVSN		1*Dk*	84						Stockholm	Jonsson)	P20′H9*t*				J&CG Bolinders Stockholm		
60	Anker	Wood Sc Sr	149					1916	Risör	Akties.Fiskeri	109·2	20·6	10·2	Haugesnd	T.3Cy.10½″,16″&26″–20″		N
	J.Jörgensen		129						Baatbyggeri	(S.Lothe, *Mgr.*)				Norwegian	30NHP		
MPKT		1*Dk*	53						Risör						Stavanger Stöberi&Dok		
61	Aúra I.	Iron Sc Sr	287					1895	Motala Co.	Aura Sockerbruks	119·7	22·1	10·7	Åbo	C.2Cy 15½″&31″–22″		
	K.Öhman 09–13 (*ex*Boris, *ex*Norden)		161						Norrköping	Aktieb.(M.	P74′H14*t*F33′			Russian	38NHP		
TGFM		1*Dk*	186							Dahlström, *Mgr.*)					Motala Co.Motala		
62	Aúra II.	Iron Sc Sp	134					1893	Hjälmare	Aura Sockerbruks	99·8	17·8	7·3	Åbo	C.2Cy.9¾″&19½″–12½″		
	E.A.Grandell 12–13 (*ex*Arboga III.,		99						Dock a Yard	Aktieb.(M.	B21′H12*t*			Russian	NE&B03 12NHP		
TGHF	*ex*Ragvald)	1*Dk*	102						Hjälmare Docka	Dahlström, *Mgr.*)	len03				Ekensbergs Varf.Skm.		
63	A. C. Bedford	Steel Twin Sc Sr	~~10000~~	✠100A1	SFo	*f*†		~~1917~~	Bethlehem	Standard Oil Co.	500·0	68·0	~~27·7~~	Bayonne,	T.6Cy.20½″,35″&60″–42″(*r*)	38 ″ 0	
215973	*F.Downs* 14–18	10614	~~9830~~	*Shelter dk with rec'd*				1918	S.B.Corp.Ld.	(New Jersey)			35·8	N.J.	200lb *180lb* 637NHP	s 11 ″ 1	
LJQM	*Elec.light* / *Longitudinal framing*		~~7930~~	2,18 ✠LMC2,18				2mo	San Francisco				FK	Utd. States	3SB,*12cf*, HS3043 FD	27 ″ 3	
	Mchy.Aft 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)&		10356	~~*Glass Contem plated*~~					A&CP					19*BH pt Asp*	~~Union Iron Works,S.Fo.~~		
	Sub.Sig. *Web frames*		7874	*Carrying Petroleum in bulk*					*Cell DB u E&B35′374tDT f54′626t*		*FPT200t APT164t*			(15 „ *to Ud k.* 4 „ „ *2nd dk*	Bethlehem S.B.Corp.Ld.SFo.		
				Fitted for oil fuel 2,18 F.P.d.		*200c*	150°F.									
64	Andalusian	Steel Sc	2900					1917	Earle's Co.	Ellerman Lines, Ld.				Liverpool	T.3Cy.20½″,35½″&61″–42″		
		Cruiser Stern							Ld.		P73′B108′F83′			British	241NHP		
	Elec.light	2*Dks*							Hull				*WB*		Earle's Co.Ld.Hull		
65	August Niesing	Steel Sc Sr	8600	100A1				1917	Gt.Lakes	Pittsburgh S.S.Co.	580·0	60·0	27·9	Duluth	T.3Cy.24½″,40″&65″–42″		
									Eng.Works		F54′			Utd.States			
	Elec.light			(*Class Contem plated*)					Ecorse,Mich.								
	Mchy.Aft			*For Service on the Great Lakes*											Gt.Lakes Eng Wks.Ecorse		
66	Asturienne	Steel Sc Sr	*1852*	✠100A1	Phl	*r*	~~8,17~~	1905	W.Hamil-	~~F.Lecouvre~~	274·5	39·5	19·6	Havre	T.3Cy.18″,29″&48″–33″ (*s*)	22 ″ 0	
	Dunn –17	*ss*N.Os.No.2–14	*1750*	12,15			N1,18	5mo	ton&Co.	Cia.Asturienne				French	165lb *100lb* 151NHP	s 4 ″ 2	
	(*ex*Sonora)	2*Dks*(*Stl-Uws*)	*1186*	*Examined 4,18*					Pt.Glasgow	de Mines			FK	*Cem*	2SB,*6cf*,GS84,HS2530	18 ″ 5	
	Elec.light			BS4,17	✠LMC6,18			*Lloyd's s.&CP*						2*BH to M dk*	D.Rowan&Co.Glasgow		
									Cell DB a 74′	*u E&B30′f120′479t*	*FPT 52t APT 38t*			2 „ *twr* „			
67	Apollo	Iron Sc Sp	125					1876	Motala Co.	C.T.Abrahamsen	91·2	17·6	6·7	Stockholm	C.2Cy.12″&25¾″–19½″		
2502	*Ellund* 17–15	(*ex*Svartvik,	62						Motala		Q25′B43′H7*t*F26′			Swedish	24NHP		
JFNV	*ex*Kalmarsund No.4)	1*Dk*	85												Motala Co.Motala		
68	Alma	Steel Sc Sr	4181	✠100A1	Bmn	*x*	12,13	1906	Nthmblnd		360·5	48·0	20·2		T.3Cy.25″,41″&69″–48″ (*s*)	30 ″ 10	
		*ss*Stn.No.1–11	4044	*Spar dk*				9mo	S.B.Co.Ld.		P31′B93′F33′		28·0	Russian	180lb 372NHP	s 6 ″ 2½	
	(*ex*Asgard) 1*Dk*(*Stl*)&*Spar dk*(*Stl*)&		2713	12,13					Newcastle				FK	6*BH Cem*	3SB,*9cf*,GS150,HS5940	25 ″ 0	
	Wireless Sub.Sig.	*deep framing*		BS12,13	✠LMC7,11			*Lloyd s.&CP*		*Cell DBa*	117′*u E&B41′f157′*			860*t APT63t*	Richardsons,Westgarth& Co.Ld.		
69	Autolycus	Steel Sc Sr	5806					1917	Taikoo Dk-	Ocean S.S.Co.Ld.	423·8	52·3	29·9	Liverpool	T.3Cy.26″,44″&75″–54″		
139572			5108						yd&Eng Co. of	(A.Holt&Co *Mgrs*)				British	413NHP		
THMC		2*Dks*	3664						Hong K'ng Ld					*WB*	Taikoo Dkyd.&Eng.Co. of Hong Kong,Ld.		
									Hong Kong								
70	Ansaldo II.	~~Steel Sc Sr~~	~~5200~~	100A1					G.Ansaldo	Soc.Nazionale di	~~377·0~~	~~51·0~~	~~31·0~~	Genoa	~~2 Steam Turbines~~		
838		5299	~~4500~~						&Co.	Nav.	P134′B30′F36′			Italian	2 Geared Steam Turbines		
	Elec.light	45 66	~~3270~~	(*Class Contem plated*)					Sestri Penenti		393 · 2 | 51 · 7 | 28 · 4						
	Mchy.Aft	3145													G.Ansaldo&Co.Genoa		
71	Aobasan Maru	Steel Sc Sr	2176					1917	Ishikawa-	Sato&Co.	268·0	40·7	23·5	Uraga	T.3Cy.19″,31½″&52″–39″		
			1885						jima SB.Co Ld		P13′B58′F27′			Japanese	169NHP		
	Elec.light	1*Dk*	1295						Tokio				*WB*		Ishikawajima SB.Co.Tokio		
72	Avaré	Steel Twin Sc Sr	8227	G.L. NY k12,17				1912	Bremer	Requisitioned by	439·5	56·0	35·5	Rio Janeiro	T.6Cy.24¾″,40½″&66½″–47½″		
		(*ex*Sierra Salvada)	6854	(*See Footnote**)					Vulkan	the Brazilian	B183′F97′			Brazilian	600NHP		
	Elec.light Wireless Sub.Sig.	3*Dks*	4952						Vegesack	Government			*WB*		Bremer Vulkan,Vegesack		
73	Acary	*ss*Rio.No.3–10,17 Steel Sc Sr	4275	✠100A1	Ham	*y*	10,17	1905	Flensburg	Requisitioned by	387·5	51·5	17·0	R.Janeiro	T.3Cy.23″,40″&71″–48″		
	P.V.da Silveira –17	~~*ss*Ham.No.1–13~~	4015	*Spar dk*	Rio		✠LMC10,17	8mo	Schiffsb.Ges.	the Brazilian	P48′B116′F42′	25·0	Brazilian	~~Q.4Cy.23″,31½″,48″&71″–48″~~	27 ″ 6		
	(*ex*Ebernburg) 1*Dk*(*Stl*)&*Spar dk*(*Stl*–		2732	10,17					Flensburg	Government		FK&BK2″	6*BH Cem*	213lb *120lb* (*s*) 447NHP			
	Elec.light Wireless *pt* ws)&*Web frames*							*Lloyd s.&CP*		*Cell DBa* 120′ *uE22*	*f176′1115t FPT80t APT30t*			2SB,*6cf*,GS124,HS5847 FD	Flensburger Schiffsb.Ges.		
74	Alegrete	Steel Sc Sr	5970					1906	Harland&	Requisitioned by	392·0	50·2	28·4		T.3Cy.25½″,42½″&71″–51″		
		(*ex*Salamanca)	4589						Wolff,Ld.	the Brazilian	P36′B243′F50′			Brazilian	360NHP		
	Elec.light Sub.Sig. Wireless	2*Dks*	3812						Belfast	Government			*WB*		Harland&Wolff,Ld.Bel.		
75	Atalaia	Steel Sc Sr	5555	G.L.Rio.2,18				1910	Bremer	Requisitioned by	419·7	54·5	28·0	R.Janeiro	Q4Cy.24″,34¹³⁄₁₆″,50³⁄₁₆″&72¹³⁄₁₆″		
		(*ex*Carl Woermann)	5083	(*See Footnote**)					Vulkan	the Brazilian	P268′F46′			Brazilian	–53 $\frac{3}{16}$″ 388NHP		
	Elec.light	2*Dks*	3490						Vegesack	Government			*WB*		Bremer Vulkan,Vegesack		
76	Alfenas	Steel Sc Sr	4739					1897	Blohm&	Requisitioned by	375·8	46·3	27·5		Q.4Cy.21½″,31½″,46″&66½″–		
		(*ex*San Nicolas)	3845						Voss	the Brazilian	P&B226′F54′			Brazilian	50¾″ 314NHP		
	Elec.light Wireless	2*Dks* 3*tr B*	3041						Hamburg	Government			*WB*		Blohm&Voss,Hamburg		
77	Aracajú	Steel Sc	3569					1914	Flensburg	Requisitioned by	364·3	51·0	22·0		T.3Cy.24¾″,40½″&67¾″–48″		
		(*ex*Persia)	3280						Schiffsb.Ges	the Brazilian	B30′			Brazilian	318NHP		
	Elec.light Wireless	2*Dks*	2182						Flensburg	Government			*WB*		Flensburger Schiffs.Ges.		
78	Ayuruoca	Steel Sc 4 Mst Sr	6872	✠ 7,16	Bmn	*d*†		1912	Akt.Ges.	Requisitioned by	468·4	58·4	29·2		Q1Cy28 $\frac{5}{16}$″40 $\frac{5}{16}$″58¼″&85 $\frac{7}{16}$″–	32 ″ 0	
			6386		✠			12mo	"Weser"	the Brazilian	F54′ *on Shelter dk*			Brazilian	55½″ 750NHP		
	(*ex*Roland) 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)		4245	*Shelter dk with freeboard*					Bremen	Government			FK	7*BH Cem*	4SB.*12cf*,GS220,HS10340 FD		
	Elec.light Wireless									*Cell D Ba*158′*u E&B78′f*	189′1568t *FPT126t APT17t*				A.G."Weser" Bremen		

*This vessel which was classed in the Germanischer Lloyd, has now been surveyed by the Surveyors to Lloyd's Register

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 Nom du Navire. Capitaine. Visites Périodiques.	3 Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant expirés. Lettre d'Appendice.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NP = Force en chevaux d'après les formules de la Société. RP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Lettres en code, si on veut dans le L. R.
79 140548	**Allegiance** *A. Marshall* –17	Steel Sc 1 Dk	171 140 81					1917	W. J. Yarwood & Sons, Ld. Northwich	A. Cooper	91·5 | 21·2 | 9·2	Liverpool British	C.2Cy.10″&21″–14″ 18 RIP *WB* W. J. Yarwood & Sons. Ld. Northwich		
80 128735 VHFN	**Atella** *J. Dunn* –17 (*ex* Lidador, *ex* Bilene, *ex* Pauline)	Steel Sc Sr 1 Dk	205 165 92					1900	D. W. Kremer Sohn Elmshorn	Atella S.S. Co. Ld.	110·0 | 20·6 | 8·6 Q&B 64′ F 10′	Cape Town British	C.2Cy.9¾″&17⅞″–12″ 13 RIP *WB* Chr. Steen sen. Elmshorn		
81 139770	**An Lan**	Steel Twin Sc 3 Dks	392 298 142					1917	Kiangnan Dock & Eng. Works Shanghai	Asiatic Petroleum Co. (North China) Ld.	168·7 | 26·0 | 9·0	Shanghai British	T.6Cy.11″,16½″&26½″–16″ *WB* Kiangnan Dock & Eng. Works, Shanghai		
82 140444 JRWP	**Appleby** *J. C. Walker* 10–17 *Elec. light*	Steel Sc Sr 2 Dks (*Stl*) & Shelter dk (*Stl*) Cargo battens not fitted in Shelter 'tween dks	6041 5843 3839	✠100A1 *Shelter dk with freeboard* 12,17 ✠LMC 12,17	Shl	z		1917 10mo *Lloyd's SA & CP*	Sir J. Laing & Sons, Ld. Sunderland	Norfolk & N. American S Shpg Co. Ld. (Furness, Withy & Co. Ld. *Mgrs.*)	405·3 | 53·5 | 33·5 FK *Cell DB*	London British	T.3Cy.28″,46″&75″–51″ (*s*) 180 lb 559 NIP 3SB, *9cf*, GS 195, HS 8214 FD 6 *BH Cem* *DB a* 130′ *u* *E* 22′ *f* 184′ 975 *t APT* 63 *t* J. Dickinson & Sons, Ld. Sld.	36 ″ 0 s 9 · 2½ 27 ″ 2	
83 MQPR	**Alix** *J. Olsen* 17–71	Steel Sc 4 Mst Sr (*ex* Ingrid Lindoe) 1 Dk	1115 976 657					1917	Akers Mek. Værks. Christiania	Akties. Salvesens Rederi (A. Salvesen, *Mgr.*)	226·4 | 36·5 | 15·8 P 21′ B 59′ F 28′	Tvdestrnd Norwegian	T.3Cy.17″,29″&47″–33″ 127 NIP *WB* Akers. Mek. Værks. Xia.		N
84	**Angiolina** *Schijvens*	Steel Sc (*Tug*) 1 Dk	141 134 —					1917	Gebr. Koopman Zwijndrecht	Bureau Wijsmuller	93·5 | 19·7 | 9·6	's Grvnhge Dutch	T.3Cy.12″,19½″&32″–18″ Machinefabriek 43 NHP "Avontuur," Dordrecht		V
85 139060	**Achuri** *L. Otaola* –17 (*ex* Rafael, *ex* Garton) 1 Dk (*Irn*) & *Webframes* & *pt Awng dk* (*Irn*)	Steel Sc Sr ss Rot. No. 3–5,06 ss Bbo. No. 2–14	2733 2049 1760	✠100A1 *pt Awng dk with freeboard* 10,17 BS 3,17 ✠LMC 8,14	Bbo	t	10,17	1894 4mo	W. Gray & Co. Ld. W Hartlepool A&CP	Cia. Maritima Bilbao (E. Cortina, *Mgr.*)	306·0 | 43·0 | 18·3 P 27′ Q 90′ *pt Awng dk* 189′ FK *Cell DB* 244′	Bilbao Spanish	T.3Cy.23″,36½″&62″–39″ (*s*) 160 lb *100 lb* NDB 12 239 NHP 2SB, *6rf*, GS 79, HS 3580 662 *t APT* 31 *t* Cen. Mar. Eng. Wrks. W Hpl	20 ″ 10 s 8 ″ 1 20 ″ 1	
86	**Argonaut** *A. W. Edmundson* –17 (*ex* Albingia, *ex* Grodno, *ex* Albingia, *ex* Orcana) *Elec. light* Wireless	Steel Sc 4 Mst Sr 3 Dks	4826 3870 2857	G.L. Nos. 12.17 (*See Footnote**)				1893	Harland & Wolff, Ld. Belfast	Jason Nav. Corp. (E.F. Geer, *Mgr.*)	397·7 | 47·6 | 27·4 P 57′ B 147′ F 41′	New York Utd. States *WB*	T.3Cy.29″,48″&79″–60″ 483 NHP Harland & Wolff, Ld. Bel.		
87 139804 LJGT	**Anyox** *O. Olsen* 16–17 *Elec. light*	Wood Sc Fitted for oil fuel 1 Dk	1287 1024 725					1917	Winslow S.B. Co. Winslow, W.	Coastwise S.S. & Bge Co. (J. Griffiths & Sons, *Mgrs.*)	193·4 | 39·6 | 19·6 F 96′	Seattle Utd. States *WB*	T.3Cy.17″,27″&44″–30″ E *made* 08 106 NHP Moran Bros. Seattle, Wash.		
88	**Agricola** *Elec. light*	Steel Sc Sr 1 Dk	1250					1918	Eriksbergs M.V. Ak'tieb. Gothenburg	Rederiaktieb. Otis (J.N. Dannberg, *Mgr.*)	225·0 | 36·3 | 16·9 P 26′ B 52′ F 25′	Gothenbrg Swedish *WB*	T.3Cy.16½″,27″&44½″–30″ 108 NHP Kockums M.V. Akt. Malmö		
89 137060	**Ardglass** *J.J. Kerr* 13–13 *Elec. light*	Steel Sc Sr 2 Dks (*Stl*)	4610 4617 4330 2930 2932	✠100A1 3,18 (*Class Contem. plated*) *Carrying fuel oil F.P. above 150° F. in D.B.* ✠LMC 8,18	PGl	y		1918 3mo *Lloyd's SA & CP*	Russell & Co. Port Glasgow	~~Lang & Fulton, Ld.~~ Stnship Ardgarry Co. Ld. (Lang & Fulton, Ld. *Mgrs.*)	385·0 | 52·0 | 26·5 P 34′ ~~B 110′~~ F 47′ B 111′ FK *Cell DB* 334′ 102 *t*	Greenock British	T.3Cy.26″,42″&70″–48″ (*r*) 180 lb 474 NHP 3SB, *9cf* GS 165, HS 7014 FD *BH Cem* *APT* 20 *t* J.G. Kincaid & Co. Ld. Grk.	29 ″ 0 s 5 ″ 5½ 23 ″ 11	
90 139029 JLDP	**Anne** *Elec. light* Sub. Sig. Wireless	Steel Sc (*ex* Aenne Rickmers) 2 Dks	4083 3822 2572					1911	Rickmers Akt. Ges. Bremerhaven	The Shipping Controller (F.C. Strick & Co. Ld. *Mgrs.*)	367·1 | 47·7 | 27·3 P 37′ B 94′ F 44′	London British *WB* Montreal	T.3Cy.23¼″,38⅞″&63″–43½″ 261 NHP Bremer Vulkan, Vegesack		
91 138211	**Angouleme**	Steel Sc 1 Dk	2716 2264 1663	100A1 (*Class Contem. plated*)				1917	Thor Iron Works, Ld. Toronto	~~St. Lakes Transptn Co. Ld. (J. Playfair, *Mgr.*)~~ Donald S.S. Co. Ld.	251·0 | 43·5 | 25·5	~~Midland Ont.~~ British *WB*	T.3Cy.20″,33½″&55″–40″ 191 NHP J. Inglis & Co. Ld. Toronto		
92	**Algo** *F.E. Dahlberg* 00–17 *Mchy. Aft Salted* † GIB	Wood Aux Sc Sr Oil Eng. 1 Dk (*See Sailing Ship Register*)	233 180 101	✠12A1 12,17 ✠LMC 11,17	Skm			1917 6mo	Akt. Malarvarfoet Fittja Sweden A&CP	P. Ingvarsson	103·8 | 24·3 | 10·7	Malmö Swedisl	Oil Engines 2S.C.SA 2Cy.14 $\frac{9}{16}$″–15″ J.V. Svenson's Mot. Fabrik.	11 ″ 6	
93 5308 JSPL	**Alstern** ~~*J.E. Nasholm* 17–17~~ ~~*E. Wimek* –18~~ (*ex* Carl Henckel, *ex* Lyndhurst) *Well deck* *Elec. light*	Steel Sc Sr ss Hbg. 2nd No. 3–12,14 1 Dk (*Stl*) & *Webframes*	2091 1611 1253	✠100A1 9,17 ~~BS 1,17~~ BSB 1,19 ✠LMC 12,14	Brs	r	N 1,17	1888 12mo	W. Pickersgill & Sons Sunderland A&CP	Förnyade Angf. Akt. Viking (G. Carlsson, *Mgr.*) *Cell DB*	270·0 | 40·1 | 18·4 Q 100′ B 108′ F 35′ FK 198′ 423 *t* *APT* 65 *t*	~~Gothenburg~~ ~~Hisingborg~~ Swedish *4 BH pt Asp Cem*	T.3Cy.20½″,33″&54″–39″ (*r*) 160 lb *80 lb* NDB 01 180 NHP 2SB, *4rf*, GS 86, HS 2682 G. Clark, Sunderland	21 ″ 3 s 1 ″ 7½ 19 ″ 10	
94	**Audax** *Elec. light* (*ex* Sin-Mac)	Steel Sc (*Tug*) 1 Dk	*322* *219* *49*			•••		1909	A.M'Millan & Son, Ld. Dumbarton	Chemins de Fer de l'Etat Française (Société Maritime Nationale, *Mgrs.*)	130·4 | 26·2 | 13·3 BK 6′	Havre French *WB*	T.3Cy.17½″,28″&46″–30″ 167 NHP Muir & Houston, Ld. Gls.	14 ″ 0	
95 NVBF	**Ayo** *M.J. Olsen* –17 (*See Sailing Ship Register*)	Steel Aux Sc 3 Mst Sr *Petrol Motor*	359 311 260					1917	Gebr. G. & H. Bodewes Martenshoek	Det Forenede Bugserselskab. (J. Nielsen Thor, *Mgr.*)	135·2 | 25·3 | 11·6	Copnhagn Danish	Petrol Motor D. Goedkoop, Jr. Rot.		V
96 135563 JFCT	**Author** *G. Aitkens* –14 (*ex* Saint Egbert) *Elec. light* *Carrying fuel oil F.P. above 150° F. in DB*	Steel Sc Sr 2 Dks (*Stl*)	5596 5303 3553	✠100A1 12,17 ✠LMC 2,14	Mch	a†	6,16	1914 3mo *Lloyd's SA & CP*	Russell & Co. Pt. Glasgow	Charente S.S. Co. Ld. (T. & J. Harrison, *Mgrs.*) *Cell DB*	423·2 | 53·0 | 29·8 P 50′ B 129′ F 40′ FK *'Twe en dk BH in No. 2 hold dispensed with* a 129′ *u* *E* & B 42′ *f* 191′	Liverpool British *Cem* 6 *BH to U dks* 1 ,, 2nd ,, *only* 847 *t* *FPT* 74 *t* *APT* 30 *t* 1227 *t* *DT f* 21′	T.3Cy.27½″,45″&75″–51″ (*r*) 180 lb *100 lb* 557 NHP 3SB, *9cf*, GS 177, HS 8214 FD D. Rowan & Co. Glasgow	32 ″ 6 s 3 ″ 5½ 26 ″ 5	
97 215430	**Asta** *J. Van Heuvel* –17 *Salted* (*See Sailing Ship Register*)	Wood Aux Sc 5 Mst Sr *Oil Eng.* 2 Dks	1966 1707 1724	12 A– 9,17 LMC 9,17	NYk	r		1917 9mo	Pendleton Bros. Noank, Conn.	Astral Shipping Co.	246·6 | 42·8 | 22·5	New York Utd. States	Oil Engines 2S.C.SA 4Cy.16½″–18⅛″ DB *100 lb* J. & C.G. Bolinders Co. Ld. Skm.	24 ″ 3	
98	**Alaska** *P. Ommundsen* 15–18 *Elec. light*	Steel Sc Sr	5610 5074 ‡4280	100A1 (*Class Contem. plated*)				1918	J. Coughlan & Sons Vancouvr BC	C. Haaland	409·6 | 54·0 | 27·1 P 43′ B 115′ F 47′	Haugesnd Norwegian	2 Steam Turbines W & A Fletcher Hoboken, NJ		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys.	3 Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned / now arrgd. / Last Annual Letters.	Date when tail shaft last sent.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which Assigned L.R. Dated B. of Trade Cert.
99	Aden	Steel Twin Sc Sr	8150	✠100A1	Yka	*ct*		1918	Asano S.B. Co.Ld. Tsurumi A&CP	Messageries Maritimes Soc.de Nav.a Vap Franco Indo-Chine	445·0	58·0	40·0	Dunkirk French	T.6Cy.22″,36½″&61″-48″(*s*) 200lb 703NHP 4SB,*12cf*,GS232,HS9835 FD Ishikawajima S.B.&E.Co. Ld.Tokio	40 ″ 1 s12″1½ 28 ″ 7	
	2Dks(Stl) & Shelter dk(Stl-ws)		8190 7771 5028	*Shelter dk with freeb'rd* 3,18 (~~Class Contem plated~~)						*Cell D B339'1347t F P T84t A P T32t*			FK 7 *B H Cem*			
				✠LMC6,18													
100 87383	Antigua	Wood Sc (*ex* Austria)	140 124 95					1880	C.Gibson Northwich	Salt Union,Ld.	86·6	20·7	9·7	Liverpool British	2Cy.9″-12″ NE&B83 18RHP Bates,Northwich		
101	Alert	Steel Twin Sc Sr	941 876 357	✠100A1 *Awng dk with freeb'rd* 5,18 (~~Class Contem plated~~) ✠LMC6,18	Nwc	*l*		1918 5mo	Swan,Hunter & Wigham Richardson, Ld Newcastle *Lloyd's A&CP*	H.M.Postmaster General *Cell D B a31'u E20'f 77'206t F P T20t A P T30t*	~~100·0~~	~~31·3~~	~~11·8~~ 196·7	31·4	20·1 British FK 4 *B H Cem*	T.6Cy.9½″,16″&26″-21″(*s*) 180lb 106NHP 2SB,*6cf*,GS42,HS1730 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	20 ″ 9 s 6 ″ 1 15 ″ 2	
	Cable Vessel Bordeaux –18 *Elec.light* 1Dk(Stl)&Awng dk(Stl-ws) 2na dk(Stl) in after hold	Sr Cruiser Stern															
102	Asp	Steel Sc	2350					1918	Polson Iron Works Co.Ld. Toronto		251·0	43·5	22·1		T.3Cy.20¼″,33″&54″-36″ 175NHP Polson I.W.Co.Ld Toronto		
	Elec.light	1Dk															
103 133411 HWTJ	Ardenhall *E.A.Porter* 17–18 (*ex* Bathampton, *ex* Withernsea)	Steel Sc Sr ss Liv.No.2–17 1Dk(*pt Irn&pt Stl*)	3282 3144 2063	✠100A1 2,17 ✠LMC2,17	Liv	*u*	7,16	1912 10mo	Earle's Co. Ld. Hull *Lloyd's A&CP*	West Hartlepool Stm.Nav.Co.Ld. *Cell D B a108'u E22'f 156'844t F P T 65t A P T 10 5t*	352·0	49·6	22·0 P30'B189'F37' FK 6 *B H Cem*	W.Hartlpl British	T.3Cy.24″,39″&66″-45″ (*s*) 180lb 307NHP 3SB,*6cf*,GS125,HS4590	24 ″ 3 s 3 ″ 3 21 ″ 4	
104	Adriana *H.Nieboer* –18 *Mchy.Aft*	Steel Sc 3 Mst Sr Oil Eng. 1Dk	248 205 195					1918	J.J. Bodewes Pannerden	N.V.Vrachtvaart Maats.Neerlandia (Hetzel,*Mgr.*)	110·0	24·3	11·0 P28'F13'	Rotterdam Dutch	Oil Engine 2Cy. *W B* J.Boot,Alphen a/d Rijn		
105	Astor	Steel Sc Oil Eng.	157 —					1917	Marstal Staalskeb A/S Marstal	Akt.Motorskibs-slsk."Marienborg" (V.Henckel,*Mgr.*)	87·5	22·5	9·5 Q18'F16'	Chrstiania Norwegian	Oil Engine 2Cy. *W B* J&CG Bolinde		
	Mchy.Aft	1Dk	109														
106	Africa Maru *H.Yamamoto* –18 *Elec.light Ref.Mchy.*	Steel Twin Sc Sr 2Dks(Stl)&Shelter dk(Stl-ws) 3rd Dk(Stl) in No.1 hold	~~9506~~ ~~8808~~ 9500 8797 6032 5993	✠100A1 *Shelter dk with freeboard* 3,18 (~~Class Contem plated~~)	Nag	*at*		1918 3mo	Mitsubishi Zosen Kaisha Ld. Nagasaki *Lloyd's A&CP*	Osaka Shosen Kabushiki Kaisha *Cell D B407'1664t D T a48'519t F P T 149t A P T 41t*	475·0	61·0	~~32·7~~ P35'~~B80'F45~~ F46'*on Shelter dk*	Osaka Japanese FK 8 *B H Cem*	T.3Cy.27″,44½″&75″-48″(*s*) 200lb 993NHP 5SB *15cf* GS330 HS13284 FD Mitsubishi Zosen Kaisha,Ld	40 ″ 9 s13″1½ 28 ″ 3	
				~~✠LMC8,18~~ ✠Lloyd's RMC3,18 ✠LMC8,18													
107 HMKG	Antonios N. Theophilatos (*ex* Princess Sophia)	Steel Sc Sr ss Msl.2nd No.3–12,14 1Dk(*Irn*) 2 tr B & W *e frames*	2282 1481	✠100A1 8,17 BS8,17 ✠LMC12,14	Bry	*s*	8,17	1889 12mo	Palmers' Co.Ld. Newcastle A&CP	C.A.Theophilatos *Cell D B142'588t A P T21t*	290·0	40·2	21·2 B62'F35' FK 6 *B H Asp*	Ithaca Greek	T.3Cy.22″,35″&58″-42″ (*a*) 160lb *100lb* NDB17 239NHP 2SB,*6cf*,GS101,HS3908 Palmers' Co.Ld.Newcastle	23 ″ 9 s 3 ″ 8½ 20 ″ 2	
108 3035 JHLF	Agil (*ex* Sailing Vessel Sleipner)	Wood Aux Sc Sr Harrsson Par.Mot. 1Dk (*See Sailing Ship Register*)	135 118 103					1876 1917	O.&P. Knudsen Lillesand	S.P.Pettersson	84·5	23·6	10·1 H13*t*	Udevalla Swedish	Paraffin Motor 2Cy.10¼″–11″ NE *fitted*17 Lysekils Mek Vrks.Lysekil		V
109 804 MFRW	Resistenza (*ex* Maria Carmela,*ex* Sandra,*ex* Washington)	Steel Sc Sr Guglielmone Well deck end 1Dk	599 416 327			...		1890	Bergens Mek. Værks. Bergen	A.Corrado	175·9	26·3	12·6 Q48 B50'H11*t*F21' BK 7½″	Genoa Italian	T.3Cy.14″,22½″&37″-24″ 67NHP *W B* Bergens Mek Værks Bergen	13 ″ 8	V
110	Asuncion	Steel Sc Sr Galdona 1Dk	250 — 99					1917	La Constr. Gijonesa Soc.Anon. Gijon	Soc.Naviera del Norte	119·4	22·1	8·3	Gijon Spanish	T.3Cy.8″,12½″&20½″-15¾″ *Emade13 fitted*17 16NHP McKie&Baxter,Glasgow		
111	Ansaldo III.	Steel Sc Sr 4500	5200 3270					1918	G.Ansaldo &Co. Sestri Ponente	Soc.Nazionale di Navigazione (G. Ansaldo&Co.*Mgs*)	377·0	51·0	31·0 P134'B30'F36'	Genoa Italian	2 Steam Turbines *W B* G.Ansaldo&Co.Samprdna.		
	Elec light Mchy.Aft	2Dks															
112 109809	Angolian *W.H.Burder* –14 (*ex* Teuton)	Iron Sc K (*Trawler*) 1Dk	141 124 54					1898	Cook,Welton&Gemmell Hull	Onward Stm.Fishg. Co.Ld.(T.Robinson,*Mgr.*)	93·2	20·6	10·7 Q44' BK 7½″	Grimsby British	T.3Cy.10⅞″,17½″&30″-21″ NB13 45RHP Crabtree&Co.Yarmouth	11 ″ 4	
113 196786 KNVS	Auchinish *Williams* –16 (*ex* Light Wings)	Steel Sc Sr ss Cff.No.1–13 1Dk(*Stl*)&deep *framing*	3116 2933 1992	✠100A1 8,16 ~~BS9,11~~ ✠LMC 1,18 MS1,18	Syd	*v*	12,17	1909 6mo	Russell& Co. Pt.Glasgow *Lloyd's A&CP*	Limerick S.S.Co. Ltd. *Cell D B a104'u E&F B34'f 150' F P T 99 6t A P T 83t*	331·5	49·0	21·8 P31'B99'F38' FK 5 *B H Cem*	Sydny NSW British 2SB,*6cf*,GS115,HS4448	T.3Cy.28″,37″&61″-42″ (*s*) 180lb *100lb* 276NHP 2SB,*6cf*,GS115,HS4448 J.G Kincaid&Co.Ld.Grk.	24 ″ 3 s 4 ″ 1 20 ″ 7	
114	Asia (*ex* Alice) *Ref.Mchy.* *Elec.light* Wireless	Steel Twin Sc Sr ss Tri.No.1–12 2Dks(Stl)&deep framings& Shelter dk(Stl-ws)	6122 5057 3910	✠ —— 5,16 *Shelter dk with freeboard*	Tri	*at*		1907 8mo	Russell& Co. Pt.Glasgow	Lloyd Nacional (G.Martinelli&Co. *Mgrs.*) *Cell D B a108'u E& B44'f 158'791t F P T 60t A P T 35t*	415·3	49·6	25·1 F76' FK 7 *B H Cem*	R.Janeiro Brazilian	T.6Cy.24″,40″&65″-45″ 757NHP 4SB&1AuxSB,*14cf*,GS265, HS10910 FD J.G.Kincaid&Co.Ld.Grk.	27 ″ 9	
115 HNSQ	Arantzazu *F.Basauri* –17 (*ex* Horacio,*ex* Evelyn) *Well deck*	Steel Sc Sr ss Bbo.2nd No.3–4,13 1Dk(*Stl*)&*Web frames*	2291 1786 1349	✠100A1 3,17 *Examined*5,18 MS4,18	Bbo	*s*	~~12,18~~ 4,18	1888 4mo	W.Gray& Co. W Hartlepool A&CP	Cia.de Navegacion Bengolea	290·0	38·2	20·3 P27'Q94'B112' F29' BK 10″ *D B a* 9 6' *f* 106'447*t*	Bilbao Spanish	T.3Cy.22½″,36½″&60″-39″(*s*) 150 ~~180~~lb *60lb* NDB03 224NHP 2SB,*6cf*,GS97,HS3358 Blair&Co.Ld.Stockton	22 ″ 2 s 2 ″ 1 21 ″ 1	
				✠LMC BS12,16													
116	Astri *B.Larsen* –17 *Elec.light* (*See Sailing Ship Register*)	Wood Aux Sc Sr Oil Eng. Salted 1Dk 2 tr B	1723 1535 1353	✠12 A1 2,18 ~~7,17~~ ✠LMC7,17	Pld SFo			1917 5mo	M'Eachern Ship Co. Astoria,O. A&CP	Klüver&Son	245·6	44·5	19·7 P28'F46'	Chrstiania Norwegian	Oil Enginea 2S.C.SA 8Cy.16½″–18¾″ J&CG Bolinders Co Ld.Skm	22 ″ 1	
117	Arabia Maru *Elec.light* *Ref.Mchy.*	Steel Twin Sc Sr	9500 8796 5993	100A1 *Shelter dk with freeboard* (*Class Contem plated*)				1918	Mitsubishi Zosen Kaisha, Ld. Nagasaki	Osaka Shosen Kabushiki Kaisha	475·0	61·0	40·7 P35'B30'F46'	Osaka Japanese	T.6Cy.27″,44½″&75″-48″ Mitsubishi Zosen Kaisha Ld		
118	Anse Maru *Elec light*	Steel Sc Sr 1Dk	1500					1918	Ishikawajima S.B.&E Co Ld.Tokio	Sato&Co.	230·0	33·0	19·6 P28'B53'F24	Uraga Japanese	T.3Cy.15″,24½″&40″-30″ 88NHP *W B* Ishikawajima S.B.&E Co Ld.		
119	Amiens *Elec.light*	Steel Sc Sr	1500 1230 830	100A1 (*Class Contem plated*)				1918	Dublin Dkyd.Co.Ld. Dublin	European Gas Co. Ld. (H.A. Brightman&Co.*Mgrs.*)	240·2	36·2	18·4 Q94'B47'F22'	London British	T.3Cy.18″,29″&48″-33″ Ross&Duncan,Glasgow		

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 Nom du Navire. Capitaine / Visites Périodiques.	3 Materiaux Gréement. etc. Ex-nom, s'il y a lieu. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Forme assignée maintenue ou expiré. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers de la navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où cotés. Nes ont été émis le L. R. Dépôt. Oct. 1917 à la
120	**Ardgorm**	SteelScSr	4580	✠100A1	PGl	*y*		1918	Russell&	Lang&Fulton,Ld.-	385·0|52·0|26·5	Greenock	T.3Cy.26″,43″&70″–48″ (*s*)	29 ″ 0
142258	*J.H.Beveridge* 11–18	2*Dks*(*Stl*)	4618	6,18				6mo	Co.	Sim-h'pArdgarry	P34′B110′F47′	British	180lb 488NHP	
JTMV	*Elec.light*	*Cargo battens not fitted*	4330	~~*Class Contem plated*~~					PortGlasgow	Co.Ld.(Lang&Ful-	B111′ FK	6*BHCem*	3SB,9*cf*,GS170,HS7345 FD	
		in 'tween decks	2932	*Carrying oil fuel P.above*	156	*F.in D.B.*			*Lloyd's AA&CP*	ton,Ld.*Mgrs.*)	*CellDBDB334′102½t APT20t*		Rankin&Blackmre,LdGrk.	
121	**Apsleyhall**	SteelScSr	3847	✠100A1	Shl	*w*	10,17	1912	Irvine's SB	WestHartlepool	350·0|51·1|23·9	W.Hartlpl	T.3Cy.25″,40″&67″–45″ (*s*)	26 ″ 3
133156	*S.Smart* –18	*ss*Shl.No.1–17	3593	12,17				10mo	&D.D.Co.Ld.	SteamNavigation	P31′B101′F34′	British	180lb *180lb* 341NHP	s 4 ″ 6½
JBOG	(*ex*Newfield)	1*Dk*(*Stl*)	2421		✠LMC10	17			WHartlepool	Co.Ld.	FK	6*BHCem*	2SB,6*cf*,GS112,HS5438	22 ″ 0
									Lloyd's AA&CP				Richardsons,Westgarth&	
											CellDBa113′u E27′ f	157′822*t FP T85t APT117t*	Co.Ld.Hpl.	
122	**Arild**	SteelScSr	1120					1918	Trndhjms	Akties.Arild	226·3|36·5|14·8	Christiania	T.3Cy.17″,27½″&46″–30″	
	Mölbach-Nielsen –18								Mek.Værks.	(M.Vaumund)	P12′B61′F26′	Norwegian	116NHP	
		1*Dk*							Trondhjem			*WB*	TrondhjemsM.V.Trndhjm	
123	**Arbeeco**	SteelScSr	745	✠100A1	Lon	*j*	6,17	1894	S.Mc	Roberts,Brining	190·0|27·1|13·2	London	T.3Cy.17″,27½″&44″–33″ (*s*)	14 ″ 0
104543	*C.Vermulen* 17–17	*ss*Son.2ndNo.3–8,11	473	6,17				7mo	Knight&Co.	&Co.	P&B141′F26′	British	160lb *60lb* 99RHP	s ″11½
NLBC	(*ex*Arno,*ex*Juno)	*ss*Lon.No.1–17	396		✠LMC6,17				Ayr		BK7½′	4*BHCem*	1SB,3*pf*,GS65,HS1700	14 ″ 0
	Well deck Elec.light	1*Dk*							A&CP		*DBa*	25′*f*86′113*t*	Muir&Houston,Glasgow	
124	**Antonio**	SteelScSr	2857	✠100A1	Liv	*u*	6,17	1910	Richards'n	Egypt&Levant	331·2|47·5|20·6	London	T.3Cy.24″,40″&65″–42″ (*s*)	23 ″ 0
129084	*J.T.Jones* –18	*ss*Bry.No.1–15	2673	12,17				3mo	Duck&Co	S.S.Co.Ld.	P32′B203′F30′	British	160lb *100lb* 292NHP	s 2 ″8½
HQPC	(*ex*Lundy)	1*Dk*(*Stl*)	1779	~~BS2,17~~	✠LMC				Stockton		FK	5*BHCem*	2SB,6*cf*,GS118,HS4658	20 ″ 8
				MS4 15	BS1,18			*Lloyd*	*s AA&CP*		*CellDBa104′u E27′f148′872t FPT*	*88t APT68t*	Blair&Co.Ld.Stockton	
125	**Alosno**	WoodAuxSc3MstSr		10 A1				1918	Astilleros	Lazo&Cia.	107·9|26·1|14·4	Seville	Oil Engine 4S.C.SA	
		OilEng.							dePasages			Spanish		
									Pasages				WolverineMotorWorks,	
	(*See Sailing Ship Register*)			(*Class Contem plated*)									Bridgeport	
126	**Ardgowan**	SteelScSr	5085	100A1				1918	WmHamil-		405·1|52·6|27·7	Greenock	T.3Cy.27″,44″&73″–48″	
			4928						ton&Co.Ld.	(Lang&Fulton,	P36′B120′F44′	British		
	Elec.light		3425	(*Class Contem plated*)					PortGlasgow	Ld.*Mgrs.*)				
		Longitudinal framing											J.G.Kincaid&Co.Ld.Grk.	
127	**Africshore**	SteelScBn	2612	100A1	Hul		5,17	1888	Blohm&	BritishAfrica	334·3|40·2|22·1	CapeTown	T.3Cy.26″,40″&66″–42″ (*s*)	
139155	*M.Anderson* –16	*ss*H.Kg.2ndNo.3–5,17	2213	5,18					Voss	Shpng&Coaling	P93′B76′F52′	British	160lb 295NHP	
JSTM	(*ex*Lome,*ex*HeleneWoermann,	2*Dks*	1899						Hamburg	Co.Ld.(Mitchell	FK	5*BHCem*	2DB,8*cf*,GS150,HS4550	
	Elec.light	*ex*Montevideo) (*StlU–ws*)			LMC5,17			*Lloyd's AA&CP*		Cotts&Co.*Mgrs.*)			Blohm&Voss,Hamburg	
128	**Assiout**	SteelSc		100A1				1918	NofIreln'd	MossS.S.Co.Ld.	370·4|51·2|25·8	Liverpool	1 Steam Turbine	
			3944						S.B.Co.Ld.		P32′B217′F34′	British		
	Elec.light			(*Class Contem plated*)					Londonderry				BritishWestinghouse	
													E.&M.Co.Manchester	
129	**Ardgartan**	SteelScSr	1350	100A1				1918	Campbel-	Lang&Fulton,Ld.	230·0|35·8|15·6	Greenock	T.3Cy.18″,27½″&45″–33″	
			1030						townS.B.		Q79′B48′F28′	British		
			800	(*Class Contem plated*)					Co.Ld.					
									Campbeltwn				Ross&Duncan,Govan	
130	**Almirall Lluis de Requesens**		2845	✠100A1	Bbo	*u*	11,17	1900	S.P.Austin	Hijos deJoseTaya	223·4|46·9|21·3	Bilbao	T.3Cy.23″,38″&62″–42″ (*s*)	23 ″ 9
	P.Ferres 15–15	SteelScSr	2622	*with freeboard*				9mo	&Son,Ld.	S.enC.	P33′B88′F37′	Spanish	160lb *110lb* NDB01 270NHP	s3 ″ 0½
HDCK	(*ex*Asuarca,*ex*Agnes)	*ss*Shl.No.3–12.12	1803	9,15					Sunderland		FK	5*BHCem*	2SB,6*pf*,GS112,HS1360	20 ″ 2
	Elec.light	1*Dk*(*Irn*)2*trBydeep framing*		BS1.17	✠LMC				A&CP	*Cell DBa102′u Eg*	*B32′f131′761t FPT*	*106t APT51t*	N.E.MarineEng.Co.Ld.Sld	
		3*Dk rule*		MS11,17										

1	2	3	4	5	6	7	7*	8	9	10	11			12	13	14	15
No. in Book.	Steamer's Name.	Material, Rig, &c.	Regist'd Tonnage	Particulars of Classification.			Date when last shaft was drawn.	Built.		Owners.	Regist'd Dimensions. Deck Erections, &c.			Port of Registry.	Engines.	Moulded depth.	Registers in which classed, if now in L.I. Annual Register.
Official No.	*Master.*	*Late Name if any.*	Gross.	Character.	Port of Survey.	Years Assigned. Now expired. Equipment Letter.		When	By Whom / Where		Length.	Breadth.	Depth.	Flag.	No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Freeboard amidships / Corresponding draught.	
Code Letters.	Special Surveys.	No. of Decks, &c.	Under deck. Net.	† for Special Survey. Date of last Survey.												*ft. in.*	

LLOYD'S REGISTER. NAVIRES A VAPEUR.

1	2	3	4	5	6	7	7*	8	9	10	11			12	13	14	15
Numero d'Ordre.	**Nom du Navire.** Matériaux, Gréement, etc.		Tonnage Officiel.	Détails de la Classification.				Construit.		Armateurs.	Dimensions d'après la Douane. Superstructures, &c.			Port d'Armement.	**Machines.** No. & Dia. des Cylindres.—Course. Pression des Chaudières. NP=Force en chevaux d'après les formules de la Société. RP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	Creux sur Quille	Registres ou ordre de la Soc. dans le Livre Particulier.
Numero Officiel.	*Capitaine*	*Ex-nom, s'il y a lieu.*	Total. — Sous le Pont. — Net.	Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Force assignée maintenant. Lettre d'équipement.	Date de la dernière visite de l'arbre porte-hélice.	Quand. — Navire. — Mach.	Par qui. — Où.		Longueur.	Largeur.	Creux.	Pavillon.		Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	
Signaux	Visites Périodiques. Nombres des Ponts.																

1	2	3	4	5	6	7	7*	8	9	10	11			12	13	14	15
No. in Book.	Steamer's Name.	Material, Rig, &c.	Regist'd Tonnage.	Particulars of Classification.			Date when said shaft last aced.	Built.		Owners.	Regist'd Dimensions. Deck Erections, &c.			Port of Registry.	Engines.	Moulded depth.	
Official No.	*Master.*	*Late Name if any.*	Gross. — Under deck. — Net.	Character. — ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned. Years now expired. Equipment Letter.		When	By Whom — Where		Length.	Breadth.	Depth.	Flag.	No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Freeboard amidships. Corresponding draught. ft. in.	Registry, in which classed, if not in L.R. Port of Trade Cert.
Code Letters.	Special Surveys.	No. of Decks, &c.															

LLOYD'S REGISTER. STEAMERS.

1 No. in Book. / Official No. / Code Letters.	2 / 3 Steamer's Name. Material, Rig, &c. / Master. Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 / 6 / 7 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned / now expired.	Equipment Letter.	7* Date when tail shaft last seen.	8 / 9 Built. When	By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NP=Horse power by Society's formulæ; HP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught.	15 Registers in which classed, if not in L.R. Date of P. or T. trade Cert.
1 140298 JPSN	**British Princess** *G.M.McCann* –17 *Elec.light* 2 *Dks(Stl)&Web frames* *Mchy.Aft* *Longitudinal framing*	Steel Sc Sr 7034 6477 4382	✠100A1 5,17 ✠LMC4,17 *Carrying Petroleum in bulk* *Fitted for oil fuel* 4,17	Nwc	*a*†		1917 5mo *Lloyd's SA&CP*	Armstrong Whitworth & Co.Ld. Newcastle	British Petroleum Co.Ld. (British Tanker Co.Ld. *Mgrs.*) *Cell D Bu B41'* *89t DT f40'688t*	430·0 | 57·0 | 33·7 P101'B32'F44' FK *FPT111t APT72t*	London British 18 *B Hpt Cem* (10 „ *to U dk* 8 „ „ *2nd* „)	T.3Cy.27″,45″&74″–54″ (*r*) 180lb 618NHP 3SB,*12cf*,GS204,HS9639 FD NE Marine Eng.Co.Ld.Nwc	33 ″ 6 s 7 ″ 7½ 26 ″ 3	
2 140297 JPSM	**British Empress** *E.B.Loader* –17 *Elec.light* 2 *Dks(Stl)&Web frames* *Mchy.Aft* *Longitudinal framing*	Steel Sc Sr 6847 6293 4253	✠100A1 10,17 ~~5,17~~ ✠LMC5,17 *Carrying Petroleum in bulk* *Fitted for oil fuel* 5,17	Nwc Lth	*a*†		1917 5mo *Lloyd's SA&CP*	Swan, Hunter & Wigham Richardson Ld Newcastle	~~British Tanker Co. Ltd.~~ British Petroleum Co.Ld. (British Tanker Co.Ld. *Mgrs.*) *Cell D Bu B32'96t*	430·1 | 57·0 | 33·1 P97'B31'F97' FK *DT f43'640t FPT164t APT60t*	London British 18 *B Hpt Cem* (10 „ *to U dk* 8 „ *2nd* „)	T.3Cy.27″,45″&74″–54″ (*r*) 180lb 620NHP 3SB,*12cf*,GS228,HS9680 FD Swan, Hunter & Wigham-Richardson, Ld.Nwc.	33 ″ 6 s 7 ″ 9½ 26 ″ 1	
3 NHMG	**Bussum** *L.Grilk* –17 *Elec.light* 1 *Dk(Stl)*	Steel Sc Sr 3683 3315 2289	✠100A1 3,18 ~~6,17~~ ✠LMC3,17	Rot NYk	*w*		1917 3mo	L. Vuijk & Zonen, Capelle a/d Ysel	Stoomv. Maats. Oostzee *Intermediate Bulkhead in after Cell D* A&CP	360·0 | 48·2 | 22·8 P27'B101'F27' FK *hold dispensed with B310' 966t FPT74t*	Amstrdam Dutch *pt Cempt Asp* 5 *B Honly* *APT81t*	T.3Cy.24½″,40″&67″–45″ (*s*) 180lb 342NHP 3SB,*6cf*,GS144,HS5490 Maats. de Schelde, Flushing	25 ″ 3 s 4 ″ 8 20 ″ 11	
4 214848 LGTD	**Beatrice** *J.R.Risk* –17 *Elec.light* 1 *Dk(Stl)&Web frames* Sub.Sig. *Longitudinal framing*	Steel Sc Sr 3451 2843 2188	✠100A1 ~~3,14,17~~ 2,18 ✠LMC3,17 *Fitted for oil fuel* 3,17	Bal	*v*	*F.P. above*	1917 4 mo A&CP	Bethlehem Steel Co. Sparro'Pt Md	A.H.Bull SS.Co. (A.H.Bull&Co. *Mgrs.*) *Cell D Ba90'u* *above150° F.*	327·2 | 46·2 | 22·9 P35'B93'F38' FK *E20'f146'691t FPT78t APT296t*	New York Utd. States 5 *B Hcm* *Bf* 22'14t	T.3Cy.22″,37½″&60″–42″ (*s*) 190lb *190lb* 293NHP 2SB,*6cf*,GS143,HS4933 Bethlehem Stl.Co.Sparr'Pt	25 ″ 6 s 4 ″ 8 20 ″ 11	
5 139877	**Ben Glas** *R.Tindall* 01–17 1 *Dk*	Steel Sc K 234 221 102	✠100A1 *Stm Trawler* 3,17 ✠LMC3,17	Abn			1917 3mo *Lloyd's SA&CP*	Hall, Russell & Co.Ld. Aberdeen	R.Irvin&Sons,Ld.	122·6 | 22·2 | 12·3 BK7½″	N.Shields British 3 *B Hcm* *Dbf* 22'14t	T.3Cy.12″,20″&34″–24″ (*r*) 180lb 78RHP 1SB,*3pf*,GS48,HS1429 Hall, Russell & Co.Ld.Abn.	13 ″ 3	
6 139878	**Ben Meidie** 1 *Dk*	Steel Sc K 234 221 102	✠100A1 *Stm Trawler* 4,17 ✠LMC4,17	Abn			1917 4mo *Lloyd's SA&CP*	Hall, Russell & Co Ld. Aberdeen	R.Irvin&Sons,Ld.	122·6 | 22·2 | 12·3 BK7½″	N.Shields British 3 *B Hcm* *Dbf* 22'14t	T.3Cy.12″,20″&34″–24″ (*r*) 180lb 78RHP 1SB,*3pf*,GS48,HS1429 Hall, Russell & Co.Ld.Abn.	13 ″ 3	
7 *For full particulars See No. 20 below*	**British Admiral** *Elec.light* *Longitudinal framing* *Mchy.Aft*	Steel Sc Sr 6846 6293 4253	100A1 (*Class Contem plated*) *Carrying Petroleum in bulk*				1917	Swan, Hunter & Wigham Richardson, Ld.Newcastle	British Tanker Co. Ld.	430·1 | 57·0 | 33·1 P97'B35'F43'	London British	T.3Cy.27″,45″&74″–54′ Swan, Hunter & Wigham-Richardson, Ld.Nwc.	33 ″ 6 s 7 ″ 9½ 26 ″ 1	
8 140332 JQRL	**Beaumaris** *P.H.Lawther* 09–17 *Elec.light* 1 *Dk(Stl)*	Steel Sc Sr Steel Sc 2372 ~~3130~~ 2130 1460	✠100A1 8,17 ~~(*Class Contem plated*)~~ ~~✠LMC8,17~~	Nwc	*s*		1917 8mo *Lloyd's SA&CP*	Jos.T.Eltringham & Co.Ld. Willington Quay	Furness, Withy & Co Ld. *Cell D Ba90'u E18'f122'600t FPT45t APT39t*	290·3 | 43·9 | 20·8 ~~P25'B79'F81'~~ P26'B31'F33' FK	London British 5 *B Hcm*	T.3Cy.21″,34½″&57″–39′(*s*) 180lb *100lb* 232NHP 2SB,*6cf*,GS116,HS3750 Jos.T.Eltringham&Co.Ld.	23 ″ 0 s 3 ″ 4 20 ″ 0	
9 140680 JQMW	**Burnhope** *J.Roger* 12–17 *Well deck* 1 *Dk(Stl)* *Cargo battens not fitted*	Steel Sc Sr ~~2680~~ ~~2150~~ 2633 ~~1610~~ 2149 1602	✠100A1 ~~7,17~~ 11,17 (*Class Contem plated*) ✠LMC8,17	Nwc Bkn	*t*		1917 7mo *Lloyd's SA&CP*	Wood Skinner & Co.Ld. Newcastle	Burnett S.S.Co.Ld. *Intermediate B Hin for Cell D B263'695t FPT150t APT151t* FK	321·2 | 43·2 | 19·5 Q186'B on Q63'F32' *hold dispensed with-4 B Honly Cem*	Newcastle British 2SB,*Scf* GS143, HS5016	T.3Cy.22½″,37″&61″–42(*s*) 180lb *100lb* 295NHP N.E.Marine Eng Co Ld.Nwc	21 ″ 9 s 7 ″ 2 19 ″ 2	
10	**Belle Isle** *Elec.light* *Ref.Mchy.* 3 *Dks*	Steel Twin Sc 8000					1917	Forg.&Ch. de la Médit. Havre	Chargeurs Réunis	479·0 | 58·0 | 38·0 B270'F51'	Havre French	T.6Cy.25½″,49⅝″&70⅜″–48″ 680NHP Forges&C. de la Médit. Hav.		
11	**Balholm** *O.Askelund* –17 1 *Dk*	Steel Sc 900					1917	J.Meyer's S.B.Co. Zalt-Bommel	J.M.Johannessen	215·0 | 33·0 | 16·2 Q69'B50'F24'	Bergen Norwegian *WB*	T.3Cy. Arnhemsche Stmslphg.My.		
12	**Bien** 1 *Dk*	Steel Sc (*Tug*) 100					1917	Motala Vrk.Nya Akt. Motala	Bugserakties.Bien	89·5 | 20·0 | 11·3	Elsinore Danish	C.2Cy.13¾″&29½″–18⅛″ 31NHP Motala V.Nya Akt.Motala		
13	**Bessa** *D.Arnessen* –17 *Elec.light* 2 *Dks(Stl)&Shelter dk(Stl)* *&Web frames* *Longitudinal framing*	Steel Sc Sr 5948 5556 3606	✠100A1 *Shelter dk* *with freeboard* 8,17 ~~4,17~~ *Fitted for oil fuel* 4,17	SFo NYk	*a*†	*F.P. above*	1917 4mo A&CP	Union Iron Works Co. Alameda, Cal.	~~Norwegian Africa Australian Line~~ Den Norske Afrika og Australilinie (W. Wilhelmsen & Fearnley & Eger, *Mgrs.*) *Cell D B355'1213t*	410·0 | 56·0 | 28·8 410 · 9 | 56 · 2 | 29 · 4 FK *MT* 25' 798t	Tönsberg Norwegian 7 *B Hpt Asp*	T.3Cy.27″,47″&78″–48″ (*s*) 220lb 600NHP 3SB,*9cf*,GS165,HS8265 FD Union Iron Works Co.S.Fo.	32 ″ 0 s 4 ″ 11 27 ″ 5	
14 19893 NGBQ	**Burma Maru** *Elec.light* 2 *Dks(Stl)&Shelter dk(Stl)*	Steel Sc 4578 4201 2816	✠100A1 *Shelter dk* *with freeboard* 1,18 ~~2,17~~ ✠LMC2,17	Kob	*y*		1917 2mo *Lloyd's SA&CP*	Kawasaki Dkyd.Co.Ld. Kobe	Osaka Shosen Kabushiki Kaisha *Cell D B333'1114t*	385·0 | 51·0 | 28·0 FK	Osaka Japanese 6 *B Hcm* *APT91t*	T.3Cy.26″,43½″&72″–48″ (*s*) 200lb *120lb* 391NHP 2SB,*6cf*,GS121,HS4609 FD Kawasaki Dkyd Co Ld Kobe	28 ″ 0 s 3 ″ 6 24 ″ 10	
15 215002 LHBN	**Benjamin Brewster** *C.A.Peters* 15–17 *Elec.light* 2 *Dks(Stl&Web frames* *Mchy.Aft* *Longitudinal framing*	Steel Sc 3 Mst Sr 5580 5091 3379	✠100A1 ~~4,17 3,17 1,17~~ NYk 4,18 ✠LMC6,17 *Carrying Petroleum in bulk* *Fitted for oil fuel* 5,17	Phl	*z*	11,17	1917 5mo A&CP	Harlan& Hollings-worth Cor. Wlmgtn, Del.	Standard Oil Co. (New Jersey) *Cell D Bu E& B67'u* *245t DT f32'336t FPT106t*	411·6 | 53·4 | 29·8 B29'P114'F41' FK *Bunker* 13' *above 150° F.*	Bayonne, N.J. Utd. States 18 *B Hpt Cem* (14 „ *to U dk* 4 „ „ *2nd* „)	T.3Cy.27″,45″&74″–48″ (*s*) 180lb *180lb* 528NHP 2SB,*8cf*,GS180,HS7788 FD Harlan&Hollingsworth Corp.	31 ″ 0 s 8 ″ 11½ 24 ″ 5	
16 140354 JRBQ	**British Ensign** ~~*Loader* 17~~ *P.Stark* –18 *Elec.light* 2 *Dks(Stl)&Web frames* *Mchy.Aft* *Longitudinal framing*	Steel Sc Sr 7048 6483 4390	✠100A1 4,18 ~~4,17~~ ✠LMC3,17 (*Class Contem plated*) *Carrying Petroleum in bulk* *Fitted for oil fuel* 3,17	Mch	*a*†	*F.P. above*	1917 9mo *Lloyd's SA&CP*	Armstrong Whitworth & Co.Ld. Newcastle	British Petroleum Co Ld (British Tanker Co Ld. *Mgrs.*) *Cell D Bu B41'89t DT f40'688t FPT111t APT72t*	~~430·0~~ 430 · 1 | 57·0 | ~~33·7~~ 33 · 7 P101'B32'F44' FK *above 150° F.*	London British 18 *B Hpt Cem* (10 „ *to U dk* 8 „ „ *2nd dk*)	T.3Cy.27″,45″&74″–54″ (*r*) 180lb 618NHP 3SB,*12cf*,GS204,HS9639 FD N.E.Marine Eng.Co Ld Nwc	33 ″ 6 s 7 ″ 7½ 26 ″ 3	
17	**Bell** 1 *Dk*	Steel Sc Sr (*Fishing*)					1917	Xiansands Mek. Værks. Xiansand	J.Langeland	98·0 | 19·0 | 10·3	Bergen Norwegian	T.3Cy.9″,14½″&24″–15″ 22NHP Xiansands M.V.Xiansand		
18 106957 PNBW	**Bostonian** *W.F.Wood* –16 (*ex* Cambrian) *Ref.Mchy.* 2 *dks&lower dk forward* *Elec.light* Wireless 4 *tr B aft*	Steel Sc Sr 5736 5464 3668					1896	W.Gray& Co.Ld. W Hartlepool	F.Leyland&Co.Ld.	450·0 | 49·2 | 31·0 P40' *Shelter dk a25'* B25 f' *Shelter dk f25'* F52' FK	W.Hartlpl British *WB*	T.3Cy.32″,54″&86″–54″ 696NHP Cen.Mar.Eng.Wrks.W Hpl	34 ″ 0	
19 139315	**Bellmore** (*ex* Sailing vessel Maracaibo) (*See Sailing Ship Register*) 1 *Dk*	Steel Aux Twin Sc Bkn *Paraffin Motor* 313 284 272	✠100A1 1,14 *ss* Ham. No.3–5,05 *ss* Ham. No.2–13	Ham	*i*		1892 6mo *Lloyd's SA&CP*	Grngem'th Dockyard Co. Grangemouth	The Bell Lines,Ld. (James Bell&Co. *Mgrs.*)	146·8 | 27·2 | 11·2 F17' BK7″	Hull British 1 *B H Cem*	2 Paraffin Motors 4S.C.SA 8Cy.7½″ *made&fitted* 17 Bergius Lnch&Eng.Co.Gls	11 ″ 11	

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 Nom du Navire. Matériaux, Grément, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'hélice porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. RPP = Force en chevaux d'après les formules de la Société. RP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
20 140316 JQDS	British Admiral *R.C.Venning* –17 *Elec.light* 2*Dks*(*Stl*)&*Web frames* *Mchy.Aft* *Longitudinal framing*	SteelScSr	6842 6285 4243	✠100A1 ~~10,17~~ 6,18 *Carrying Petroleum in bulk* ✠LMC6,17 *Fitted for oil fuel* 6,17	Nwc	*a*† Mch	5,18 *F. P.*	1917 6mo *Lloyd's SA&CP*	Swan, Hunter & Wigham Richardson, Ld. Newcastle *Lloyd's SA&CP* above 150° F.	BritishPetroleum CoLd(BritishTanker CoLd. *Mgrs.*)	430·1|57·0|33·1 P97'B31'F43'	London British FK	T.3Cy.27″,45″&74″–54″ (*r*) 33 ″ 6 180lb 620NHP s 7 ″ 9½ 18*B Hpt Cem* 3SB,*12cf*,GS228,HS2680 FD 26 ″ 1 (10 ″ *to C dk* 8 ″ ″ *2nd* ″) Swan, Hunter & Wigham-Richardson, Ld. Nwc. *Cell DB* 432'96*t DT* *f* 640*t FPT* 164*t APT* 60*t*		
21 140517	Belgic *R.O.Jones* –17 *Elec.light* 4*Dks*(*Stl*–1ptws)5*thdk*(*Stl*) *Ref.Mchy.* Sub Sig. *in Nos* 1.2&3*holds* *Carrying fuel oil F.P. above 150° F. in D.B.*	SteelTrpSc3MstSr	24547 18629 15440	✠100A1 4,18 ~~6,17~~ ✠LMC6,17 ~~Lloyd's~~ ~~R.M.C6,17~~	Bel Liv	*r*†		1917 6mo *Lloyd's SA&CP*	Harland& Wolff,Ld. Belfast	InternationalNav. Co.Ld.	670·4|78·4|44·7 P&B574' upperBridge371' FK&BK2' *Cell DB* 583' 3533*t FPT* 108*t*	Liverpool British 11*BHCem* FK *APT* 141*t*	T8Cy(2)35½″(2)56″&(4)64″–60″&1L.P.Turbine (*s*) 49 ″ 0 215lb s 13 ″ 8 10DB,*60cf*,GS1290,HS5510 36 ″ 3 Harland& Wolff,Ld.Bel.		
22 111359 SJBH	Bellbank *Pritchard* –18 ~~*Isabella*~~ *ex*~~14~~ ~~14~~ *ss*Cff.No.3–4.14 (*ex*CastleBruce, *ex*Kirby Bank, *ex*Lustleigh) 1*Dk*(*pt Irn&pt Stl*)2*trB* *&deep framing* 3*Dk rule*	SteelScSr	3250 3024 2093	✠100A1 *with freeboard* ~~10,17~~ ~~8,18~~ 2,18 ~~Lloyd's~~ ~~BS10,17~~	Mdb Shl	*v* ✠LMC4,14	~~8,16~~ 2,18	1901 6mo	R. Craggs& Sons Middlesboro'	TheBellLines,Ld. (JamesBell&Co. *Mgrs.*)	330·7|47·1|24·0 P29'B96'F35' FK *Cell DB* 102'*u* E28'*f* 138'676*t*	Liverpool British 6*BHCem* *APT* 80*t*	T.3Cy.23½″,38″&64″–42″ (*s*) 26 ″ 6 180lb ~~*100lb*~~ 296NHP s 4 ″ 9½ 2SB,*6cf*,GS106,HS4667 22 ″ 1 Richardsons, Westgarth & Co.Ld.Hpl.		
23 *Elec.light*	Batoe *Fitted for oil fuel* 3*Dks*	SteelSc	6535 6109 4129					1917	Nederl. Schps.Maats. Amsterdam	Stoomv.Maats. Nederland	420·2|54·7|33·4 P40'F41'	Dutch	T.3Cy.26½″,47½″&77½″–53½″ 440NHP *WB* Werkspoor, Amsterdam		
24 HLDG	Bacchus *J.Laillou* –17 *Elec.light* 1*Dk*(*Stl*) *Cargo battens not fitted*	SteelScSr	2045 1653 1220	✠100A1 4,17 ✠LMC4,17	Wyan -dotte	*r*		1917 4mo	Detroit S.B.Co. Wyandotte A&CP	Soc.lesAffrêteurs Réunis	251·0|43·8|18·2 P28'B65'F27' FK *Cell DB* 212' 478*t FPT* 67*t APT* 77*t*	Bordeaux French 4*BHCem* DetroitS.B.Co.Detroit	T.3Cy.20″,33″&54″–40″ (*s*) 20 ″ 2 180lb 274NHP s 2 ″ 9 2SB,*6cf*,GS126,HS5246 17 ″ 9		
25 140320 JQLC	Buckleigh *S.Jones*05–17 *Elec.light* 2*Dks*(*Stl*)	SteelScSr	4920 4577 3019	✠100A1 1,18 ~~7,17~~ ✠LMC7,17	Dmb Mch	*y*		1917 7mo *Lloyd's SA&CP*	AM'Millan &Son Dumbarton	AtlanticShipping &TradingCo.Ld. (W.J.Tatem&Co. *Mgrs.*)	400·0|52·1|27·3 P36'B129'F48' FK *Cell DB* 349' *DTf* 36' 873*t FPT* 82*t APT* 18*t*	London British 6*BHCem* D.Rowan&Co.Glasgow	T.3Cy.27″,44″&73″–48″ (*s*) 30 ″ 0 180lb *120lb* 458NHP s 5 ″ 8 3SB,*9cf*,GS180,HS7860 24 ″ 8		
26 140311	Baycrane (*ex*Paraguassu)	SteelTwinSc	1330 — 823					1914	WerfGusto Schiedam	Hudson'sBayCo.	160·5|72·2|15·9	London British	C.2Cy.15″&30″–19½″ 66NHP WerfGusto,Schiedam		
27 88177 JQDV	Borre (*ex*Hiawatha,*ex*Mazeppa) 1*Dk*	IronScSr	211 209 101					1884	Ramage& Ferguson Leith	~~Archangel-London Transport Co.Ld.~~ (~~Hannewig Bros.~~ *Mgrs.*) SWOakley	162·6|22·2|10·9	Hull British	C.2Cy.20″&38″–24″ 70RHP Ramage&Ferguson,Leith		
28 *G.van den Berg* –17 (*ex*Eigen Hulpl) 1*Dk*(*Stl*)	Brederode	SteelScSr	1324 1150 791	✠100A– 5,17 ✠LMC5,17	Rot	*o*		1917 5mo	Wilton's E. &Slipway Co. Rotterdam	FransHoynck	240·1|36·4|15·9 P19'B63'F23' FK *Cell DB* 203'323*t APT* 42*t*	Amstrdam Dutch 4*BHCem*	T.3Cy.19″,32″&51″–36″ (*s*) 18 ″ 0 180lb 186NHP 2SB,*6pf*,GS100,HS3160 Wilton's E.&Slpwy Co.Rot.		
29 140406 JRPW	British Isles *R.C.Venning* –17 2*Dks*(*Stl*)&*Web frms* *Elec.light* *Longitudinal framing* *Mchy.Aft*	SteelScSr	7108 6483 4427	✠100A1 NYk *a*† 1,18 ~~11,17~~ ✠LMC10,17 (*Class Cottam plated*) *Carrying Petroleum in bulk* *Fitted for oil fuel* 10,17 *F.P.* above 150° F. *Lloyd's SA&CP*				1917 11mo	Armstrong Whitworth &Co.Ld. Newcastle	BritishTankerCo. Ld.	430·2|57·0|33·7 ~~P100~~ B32'F44' P101 FK *Cell DB* 432'96*t DT* 440'688*t FPT* 110*t APT* 73*t*	London British 19*BHptCem* (11 ″ *to C dk* 8 ″ ″ *2nd* 67″	T.3Cy.27″,45″&74″–54″ (*r*) 33 ″ 6 180lb 618NHP s 7 ″ 7½ 3SB,*12cf*,GS204,HS9632 FD 26 ″ 3 N.E.Marine Eng Co Ld.Nwc		
30 141870	Bayano *E.W.Castle* –17 *Elec.light* *Ref.Mchy.* ~~*4Dks*~~ 2*Dks* Sub Sig.	SteelTwinSc	6788 5204 3963					1917	A.Stephen &Sons,Ld. Glasgow	Elders&Fyffes,Ld.	425·5|54·2|30·4 P40'B195'F47'	Glasgow British	T.6Cy.23½″,39½″&~~62~~″–48″ 622NHP ~~211 850 NHP~~ *WB* A.Stephen&Sons,Ld.Gls		
31 *Elec.light* *Mchy.Aft* (*See Sailing Ship Register*)	Barleoux *Oil Eng.* 4MstSr 1*Dk*2*trB*	WoodAuxTwinSc	1607 1407 1332					1917	PugetS'nd Bridge& Dredgin Co. Seattle,Wash		231·5|44·4|19·1 P36'F47'		Oil Engines 4Cy. SkandiaEng.Co.S.Fo.		
32 124324 HRTJ	Baron Cathcart ~~*S.H.Hall*~~ –~~13~~ ~~*ss*Cff.No.1–11~~ (*ex*Amphion,*ex*Westhampton, *ex*Elli,*ex*Westhampton) 1*Dk*(*Stl*)& *A.A.Borland* –17 *deep framing* *ss*Hul.No.2–17	SteelScSr	1860 1724 1182	✠100A1 ~~9,17~~ ~~10,13~~ 6,18 ~~MS8,11~~ ~~BS3,14~~ ✠LMC 9 17	Brs ~~Hul~~ Liv	*r*	~~6,13~~ 9,17	1907 1mo *Lloyd's SA&CP*	Osbourne, Graham&Co. Sunderland	KelvinShipping Co.Ld.,(H.Hogarth &Sons, *Mgrs.*)	279·3|40·1|18·1 P25'B64'F28' FK *Cell DB* a&*u* E110'*f* 110'458*t*	Ardrossan ~~Glasgow~~ British 4*BHCem* *APT* 30*t*	T.3Cy.20″,33″&54″–36″ (*s*) 20 ″ 6 160lb *100lb* 190NHP s 3 ″ 0 2SB,*6pf*,GS85,HS3060 17 ″ 10 Richardsons, Westgarth& Co.Ld Sld.		
33 209871 LCJR	Baltimorean (*ex*AtlanticCity) *Elec.light* 2*Dks*	SteelSc	927 — 630					1912	Kyle& Purdy,City Island,N.Y.	NewYork&Baltimore Transptn Co.	175·5|28·5|14·5	Baltimore Utd.States	T.3Cy.15½″,23½″&37½″–26″ *Emade*84*fitted* 12 72NHP GossMarineWks.Bath,Me.		
34 85957 LGHB	Barnstable *C.T.Knight* *Mchy.Aft* (*ex*Gettysburg) 1*Dk*	WoodScSp	838 732 464					1887	..... Trenton, Mich.	BarnstableCo.	208·5|35·5|14·5 P80'F38'	NewYork Utd.States	C.2Cy.26″&44″–40″ 102NHP S.F.Hodge&Co.Detroit		R
35 NRGW	Borg *L.Hansen*07–09 *ss*Brs.No.1–05 (*ex*H.A.Hansen,*ex*Albert Zelck,*ex*Ionian) 1*Dk*(*Stl*) *Well deck*	SteelScSr	762 598 385	✠ 11,07 ✠	Sou	*k*		1901 2mo	Grn em'th &Greenock Dockyard Co. Greenock	H.Hendriksen	184·7|31·2|13·9 Q59'B54'F20' FK *Cell DB* a 31'*f* 73*t*	Thurö Danish 4*BHCem* 146*t APT* 9*t*	T.3Cy.13~~⅞~~″,25″&40″–30″ 88NHP 1SB.*3cf*,GS55,HS1701 W.V.V.Lidgerwood,Gls.	14 ″ 8	G
36 NGWS	Biesbosch *J.C.Jockes* –17 1*Dk*	SteelSc	484 344 241					1916	J.Th.Wilmink&Co. Groningen	N.V.Hollandsche Algemeene Atlan. Schpv.M (N.Haas)	151·9|25·3|11·5	Amstrdam Dutch	T.3Cy. *WB* D.Landwoer&Zonen Hgand		
37 MQPG	Björnongen (*ex*Frank Somers) *Elec.light* (*Fishing*) 1*Dk*	WoodSc	335 245 122					1912	American Car&Fndy Co. Wilmgtn,Del.	OlavHaabeth	150·1|24·3|9·9 P69'Q40'F46'	Stavanger Norwegian	C.2Cy.16″&33″–26″ 46NHP Harlan&Hollingswrth Cor		V
38 HNPF	Bretagne *Belz* –18 (*ex*MarthoAchaque,*ex* Morgheb,*ex*Carla) *Mchy.Aft* 1*Dk*	SteelScSk	316 253 179					1899	Schömer& Jensen Tönning	Soc.Anon.des Pêcheries à Vap.de Lorient	138·5|23·4|10·3 Q38'F15'	Lorient French	C.2Cy.12″&22″–15½″ 16NHP *WB* Schömer&Jensen,Tönning		V
39	Buenos Aires II. (*ex*Almirante,*ex*Albatros, *ex*Wollin) (*Trawler*) 1*Dk*	SteelSc	164 143 44					1903	G.Seebeck Akt Ges. Bremerhaven	J.Beiro	113·4|21·3|10·3 H14'	Bns.Ayres Argentine	T3Cy 11⅝″ 18¼″ &30½″–22¼″ 43NHP *WB* G.Seebeck A.G.Bremerhvn		V

*This vessel which was classed in the Germanischer Lloyd, has now been surveyed by the Surveyors to Lloyd's Register

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Master. Special Surveys.	3 Material, Rig, &c. Late Name if any. No. of Decks, &c.	4 Register Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. + for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned. Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When	9 By Whom. Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Freeboard Corresponding draught ft. in.	Registers closed, if any.
40	Begona No. 1	Steel Sc Sr	2485	+100A1	Bbo	t	9,17	1896	Short Bros.	Cia. de Nav. Begona	304·1 | 44·1 | 20·6	Bilbao	T.3Cy.23",37½"&61½"–33"	23 " 2	
	A. Lozaga 16-17 ss Bbo. No. 3-10,08		2327	9,17				3mo	Sunderland		P31'B68'F27'	Spanish	170lb 100lb (r) 242NHP	s 3 " 8	
	(ex Elorrio, ex King Edgar)	1 Dk (Irn) 2 tr B & deep framing	1514	+LMC 9,17					A&CP		FK 5 BH Cem		2SB.6cf, GS115, HS3648	19 " 9	
											Cell DBa & uE 118' f 118'	657t APT 61t	Blair & Co. Ld. Stockton		
41	Bauan	Wood Sc Sr	150					1902	.....	F. Tarnate	95·2 | 17·4 | 9·1	Manila			
		(ex Vasco Navarro)	—						Hong Kong			Utd. States			
		F&YM 9,12	89												
42	Besenghi	Iron Sc	111					1871	R. White-head	Soc. Anon. di Nav. Monfalconese	113·5 | 15·7 | 9·2	Monfalcne	C.2Cy.15¾"&24½"–17¾"		
	C. Gordini 10-10	(ex Hrvat)	—						Fiume			Aust.-Hung.	NE&B89 22NHP		
			48										Stabilimento Tecnico, Tri.		
43	Bryntawe	Steel Sc Sr	3250	+100A1	Stk	v		1917	Richardsn,	H. & B. Goldberg	345·1 | 47·8 | 22·3	Swansea	T.3Cy.24",40"&65"–42" (a)	24 " 7	
136147	J. Dickers 17-17		3364	3088 26,18 ~~19,17~~	CF			12mo	Duck & Co. Ld.		P29'B100'~~F36'~~	British	180lb 90lb 308NHP	s 4 " 3	
JRWH	Elec. light	1 Dk (Stl)		~~3070 (Class Contem plated)~~					Stockton		F33' FK 6 BH Cem		2SB, 6cf, GS115, HS4900	20 " 9	
		Cargo battens not fitted		2094	+LMC 12,17					Lloyd's s A & CP	Cell DBa 118' uE 22' f 149' 85t APT 104t		Blair & Co. Ld. Stockton		
44	Balestrand	Wood Aux Twin Sc	2403	+12A1	Sea	s		1917	Grays Har-	A. Prebensen Balestrand Nav. Corp. (P. Kleppe & Ostervold & Co. Mgrs)	~~268·8~~ 48·2 | ~~24·6~~	New York	Oil Engines 2S.C.SA	26 " 10	
215877	M. Warholm –18	Oil Eng. 5 Mst Sr	2097	2,18				9mo	bour S.B. Co. Aberdeen, Wash. A & CP		P37 F40' P52 F38' 267·8 | 48·1 | 23·8	Norwegian Utd. States	8 Cy.16¼"–22" 200NHP DB 250lb		
LJMH	Elec. light Salted	pt GIB 1 Dk 2 tr B	1907										Puget Sound Iron & Steel Works Tacoma, Wash		
	Mchy. Aft	Hardwood treenails		+LMC 2,18											
	(See Sailing Ship Register)														
45	Baronesa	Steel Twin Sc Sr		100A1				1917	Sir R. Dixon	Furness-Houlder Argentine Lines, Ld.	431·0 | 61·3 | 35·6	Liverpool	T.6Cy.25",41½"&70"–48"		
			7515	Shelter dk with freeboard					&Co.Ld. Middlesbro'		B233'	British			
	Elec. light														
	Ref. Mchy.			(Class Contem plated)									Richardsons, Westgarth & Co. Ld. Mdb.		
46	Bordeaux	Steel Sc Sr	~~2488~~	+100A1	All	l		~~1917~~	Forth S.B.	Cie. des Chemins de fer Paris-Orleans (Soc. Mar. Aux. de Transports, Mgrs.) Intermediate dH in fore hold dispensed with A B Hon Ly	~~305·0~~ | 42·8 | 21·5	Nantes	T.3Cy.20½",33"&54"–39"	23 " 9	
	E. Bocher 03-18	1 Dk (Stl)	2507	~~2270~~				1918	& Eng. Co. Ld.		~~P25~~ B85 ~~F31~~ F32'	French	180lb (s) 234NHP	s 3 " 10½	
	Elec. light	Cargo battens not fitted	2301	~~1513~~ (Class Contem plated)				1mo	Alloa		305·3 | P24' FK		2SB, 6cf, GS126, HS4104	20 " 1	
			1531	+LMC 12,17				Lloyd's s A & CP			Cell DBa 256·3 uE 178' f 178t APT 29t		G. T. Grey & Co. Ld. S. Shl.		
47	Birmingham	Iron Sc Sr	323					1855	C. & W. Earle	Birmingham S.S. Co. Ld. (E. Blackburn,)	173·2 | 21·4 | 10·8	Liverpool	C.2Cy.20"&40"–24"		
5526	D. Kerr –00	(ex Alert)	283						Hull		P38t	British	Emade 83 B made 97 66RHP		
JKBL		1 Dk	198										Earle's Co. Ld. Hull		
48	Bayusona	Steel Sc Sr	1293					1902	Craig S.B. Co. Toledo, O.	Bay S.S. Co. Ld.	~~211·5~~ | ~~40·5~~ | ~~13·4~~ 211·6 | 39·9 | 13·0 40·1	London British	T.3Cy.15¼",25"&42"–36" 87 ~~106~~ NHP		E
140405		(ex Usona, ex Charles Beatty)	912										WB Craig S.B. Co. Toledo, O.		
JRPV	Elec. light Mchy. Aft	1 Dk	295												
49	Bulganak	Steel Sc Sr	3889	+100A1	Ham	x	11,13	1902	Wigham		365·3 | 48·2 | 17·8		T.3Cy.22½",40"&66"–48" (r)	28 " 3	
		ss Fiu. No. 2–10	3659	Spar dk				6mo	Richrdsn & Co Ld. Newcastle		P51'B127'F38' 25·1	Russian	200lb 361NHP	s 5 " 5	
	(ex Báró Fejérváry)	1 Dk (Stl)	2460	2,14	+LMC						FK 6 BH Cem		3SB.9cf, GS159, HS5754	23 " 2	
		& Spar dk (Irn) & deep framing		BS 10,13	MS 11,13			Lloyd's s A & CP					Wghm Rchrdsn & C. Ld. Nwc		
											Cell DBa 132' uE & B 76' f 114' 855t DT		a 28' 630t FPT 55t APT 28t		
50	Bianca	Wood Sc 3 Mst Sr	408					1917	J. S. Gard-	Bowring Bros. Ld.	129·1 | 33·2 | 11·7	S Jhns NFL	Oil Engine 4Cy.10½"–12½"		
140061		Oil Eng.	307						ner			British	Fairbanks Morse Co. Ld.		
TWNH		1 Dk	313						Liverpool, NS				Chicago		
51	Benito	Steel Sc Sr	4712	+100A1	Hul	y	11,17	1907	Scotts' S.B.	Imperial Direct Line, Ld. (Elder, Dempster & Co. Ld. Mgrs.)	390·0 | 52·2 | 26·4	Liverpool	T.3Cy.26½",44"&72"–48" (r)	29 " 0	
124225	A. R. W. Sulivan –17	ss Hul. No. 2–17	4418	11,17				9mo	& Eng. Co. Ld. Greenock		P45'B121'F42'	British	180lb 100lb 471NHP	s 5 " 6½	
HLNM	(ex Falls of Nith)	2 Dks (Stl) &	3021	+LMC 11,17				Lloyd's s A & CP			FK 6 BH Cem		2SB.6cf, GS120, HS6694 FD	23 " 10	
	Elec. light	deep framing											Scotts' S.B. & E. Co. Ld. Grk.		
											Cell DBa 121' uE 21' f 181'	957t DTa 31' 763t APT 36t			
52	Bagé	Steel Twin Sc Sr	8235					1912	Akt. Ges.	Requisitioned by the Brazilian Government	439·2 | 56·0 | 35·1	Brazilian	T.6Cy.24",39½"&65"–49½"		
		(ex Siérra Nevada)	6363						"Vulcan" Stettin		B151'F103'		600NHP		
	Elec. light	Wireless Sub.Sig. 3 Dks	4969										WB A.G. "Vulcan," Stettin		
53	Baependy	Steel Sc Sr	4801					1899	Blohm & Voss Hamburg	Requisitioned by the Brazilian Government	375·6 | 46·3 | 27·5	Brazilian	Q4Cy.21½",31½"46"&66½"–50¾"		
		(ex Tijuca)	3840								P238'F50'		315NHP		
	Elec. light	Wireless 2 Dks 3 tr B	3066										Blohm & Voss, Hamburg		
54	Barbacena	Steel Sc Sr	4772		Ham	s		1909	J. C. Teck-	Requisitioned by the Brazilian Government	392·5 | 51·9 | 27·3	Brazilian	Q4Cy24"34½"50¾"&74"–53½"	30 " 1	
			4419	11,12				12mo	lenborg A. G. Geestemünde		P&B225'F55'		639NHP		
	(ex Gundrun)	2 Dks (Stl-Uws) &	2984								FK 7 BH Cem		3SB (FD) & 1 Aux SB, 12cf,		
	Elec. light	Sub.Sig. deep framing									Cell DBa 100' uE & B 103' f 130' 115t FPT 80t APT 52t		GS241, HS9759		
													J.C. Tecklenborg A.G. Gst.		
55	Benevente	Steel Sc Sr	4556	G.L. Rio 12,17				1904	J.C. Teck-	Requisitioned by the Brazilian Government	361·2 | 46·7 | 26·2	Rio Janeiro	T.3Cy.22½"38½"&65½"–48"		
		Sub.Sig. (ex Rio Grande)	3580	(See footnote*)					lenborg A.G. Geestemünde		P236'F29'	Brazilian	300NHP		
	Elec. light Ref. Mchy.	Wireless 2 Dks	2879										J.C. Tecklenborg A.G. Gst.		
56	Bullaren	Steel Twin Sc Sr	5300	100A1					Aktieb. Götaverken Gothenburg	Rederiaktieb. Transatlantic (G. Carlsson, Mgr)	425·0 | 56·0 | 30·0 F37'	Gothenbrg Swedish	Oil Engines 4S.C.SA 12Cy.29½"–43 5/16"		
	O. E. W. Huldtgren 06-17	Oil Eng.		Shelter dk with freeboard									Aktieb. Götaverken, Got.		
	Elec. light	Cruiser Stern													
				(Class Contem plated)											
57	Barken	J. A. Mattsson 17-17	1094	+100A1	Got	n	12,16	1883	W. Pickers-	~~Rederiaktieb. Transatlantic (G. Carlsson, Mgr)~~	225·2 | 32·2 | 16·1	Gothenbrg	C.2Cy.27"&53"–36" (r)	17 " 4	
4662	~~M. Ph. Rydell 17-17~~		836	11,17				10mo	gill & Co. Sunderland		Q74'B54'F29'	Swedish	80lb 100lb NDB 16 129NHP	s 1 " 7	
JQGF	(ex Enid,	ss Npt. 2nd No. 3–11,06	645						A&CP	Forvaltn. Ang. Aktieb. Viking (J.M. Danneberg, Mgr.)	FK 4 BH Cem		1SB.3pf, GS53, HS2092	16 " 0	
	ex Monmouth-shire)	ss Hbg. No. 2–15		MBS 11,17	+LMC 2,15						DBa 59' f 89'	270t APT 9t	G. Clark, Sunderland		
		1 Dk (Irn) & Web frames													
	Well deck	Cargo battens not fitted													
58	British Marquis	Steel Sc Sr	4997	+100A1	Phl	y	8,17	1908	Sir J. Laing	Petroleum S.S. Co. Ld. (British Tanker Co. Ld. Mgrs.)	385·0 | 51·0 | 27·7	London	T.3Cy.26½",44"&72"–48" (s)	30 " 2	
125685	F. Starck –11	ss Phl. No. 2–17	4732	8,17				5mo	& Sons, Ld. Sunderland		P30'B83'F40'	British	180lb 120lb 436NHP	s 6 " 5	
HMPF	(ex Servian)	2 Dks (1 Stl U–pt Irn & pt Stl)	3134	Carrying Petroleum in bulk				Lloyd's s A & CP			FK 16 BH		3SB, 9cf, GS189, HS7352	24 " 1	
	Elec. light	& Web frames		+LMC 8,17							Cell DB uE & B 54' 196t FPT 187t APT 25t		J. Dickinson & Sons, Ld. Sld.		
											14 " to Dk				
											2 " " M				
59	Baltic 3	Wood Sc	1800					1917	Slidell S.B. Co. Slidell, La.	Dampskibs. Akties Bing (Jens Bing)	248·0 | 43·1 | 16·0 P76'B52'F26'	Chrstiania Norwegian	C.2Cy.20"&42"–28" 78NHP		
	Elec. light Mchy. Aft	1 Dk 2 tr B											J.W. Sullivan & Co. N.Yk.		

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Capitaine.* *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant aux C. Lettre d'équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NP=Force en chevaux d'après les formules de la Société. RP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Marques de cond. (Voir Table I.)
~~13279~~ ~~SNBH~~	**60 Beatrice Castle**	**WoodAux**	1566					**1917**	Cameron-	~~H.W.Brown&Co.~~	240·5	44·0	19·0	~~Victoria,B.C.~~	Oil Engine 2S.C.SA		
	TwinSc5MstSr		1411						GenoaMills,	Ltd.	P36′F45′		21′ 0	Vancouver	2Cy.16″–10″ 16½″·20″		
	Elec.light Mchy Aft OilEng. 1Dk2trB		1242						Ltd.		245·3	13·8		~~B.C.~~	J&CG Bolinders Co Ltd Skm.		
	(See Sailing Ship Register)								Victoria,B.C.					British French			
124128	**61 Beamohr**	**SteelScSr**	466	✠100A1	Npt	*y*	7,17	1906	Scotts'S.B.	W.Thomson&Co.	390·0	52·2	26·4	Leith	T.3Cy.26½″,44″&72″–48″ (*s*)	29 *n*	1
HGWQ	*W.G.James* 17–14	*ss* Ant. No. 2–14	4388	4,18 ~~7,17~~	NNs			8mo	&Eng.Co.Ld.		P44′B121′F42′			British	180lb *100lb* 441NHP	s 5 *n*	7
	(*ex* Dalblair)	2 *Dks(Stl)&deep framing*	2999						Greenock				FK	6 *BHCem*	2SB,*6cf*,GS134,HS6014 FD	23 *n*	10
	Elec.light	3 *Dk rule*		~~BS1,17~~ ~~BS1,18~~	✠LMC6,14			*Lloyd's*	*A&CP*		*CellDBa* 119′ *uE&B* 12′ *f* 181′				Scotts'S.B.&E.Co.Ld.Grk. 1033*t DTa* 35′888*t APT* 36*t*		
112311	**62 British Earl**	**SteelScSr**	6283	✠100A1	Cff	*a*†	5,16	**1901**	Armstrong	Petroleum S.S.Co.	420·8	52·1	32·2	London	T.3Cy.27½″,46″&77″–48″ (*s*)	34 *n*	0
SFHP	*W.Pritchard* –15	*ss* Mch. No. 3–5,13	5866	4,16				3mo	Whitworth	Ld (British Tanker	P100′B20′F56′			British	180lb *100lb* 556NHP	s 8 *n*	0½
	(*ex* Pinna)	2 *Dks(Stl)&Web frames*	4100	BS2,16	✠LMC10,12				&Co.Ld.	Co.Ld. *Mgrs.*)			FK	15 *BHCem*	3SB,*Icf*,*11rf*,GS225,HS8070	26 *n*	4
	Elec.light Mchy.Aft								Newcastle		*CellDB uB* 37′112*t FPT* 219*t APT* 43*t*				N.E.MarineEngCoLd.Nwc		
				Carrying Petroleum in bulk					A&CP								
				Fitted for oil fuel 3,01			*F.P. above*		150°F.								
MRVL	**63 Borgland**	**SteelTwinScSr**	~~3700~~ 3636	100A1				**1918**	Akers	Fred.Olsen	362·0	51·2	25·5	Chrstiania	Oil Engines		
	Tömmeraas –18	*Oil Eng.*	3301						Mek.Værks.					Norwegian			
	Elec.light		2198	(*Class Contemplated*)					Christiania						AkersMek.Værks,Xia.		
MJBT	**64 Balto**	**SteelScSr**	5857					**1913**	Armstrong	Dmpskibsakties.	445·5	57·7	24·5	Haugesnd	T.3Cy.27″,45″&75″–48″		**N**
	Hansen –17	(*ex* Kim)	5460						Whitworth	Balto (B.Stolt-	P129′H118*t*F30′			Norwegian	390NHP		
	Elec.light	1 *Dk&Shelter dk*	3342						&Co.Ld.	Nielsen)				*WB*	N.E.MarineEng.CoLdNwc		
		Longitudinal framing							Newcastle								
NGWK	**65 Bertha**	**SteelAuxSc3MstSr**	346					**1917**	Gebr.Müller	Mij Exploitatie	145·3	25·6	11·6	Rottrdam	Paraffin Motor		**V**
	Baas	*Paraff Motor*	307							Schoenrschip	P29′			Dutch	2Cy.15¾″–17¾″		
		1 *Dk*	237						Foxhol.	Bertha					D.Goedkoop,Jr.Ams.		
	(See Sailing Ship Register)																
MKRB	**66 Braatt II.**	**SteelScSr**	1834					**1914**	Fredrkstad	Skibsakties.	265·0	42·0	20·0	Sarpsborg	T.3Cy.20½″,33″&56″–36″		**N**
	C.Solberg 17–17	(*ex* Trudvang,	1639						Mek.Værks.	Braatt (H.Jacob-	P22′B71′F29′			Norwegian	188NHP		
	(*ex* Stanton, *ex* Fornjot)	1 *Dk*	1116						Fredrikstad	sen&Co. *Mgrs.*)				*WB*	Fredrikstad M.V.Frdstad.		
MJLW	**67 Brann**	**SteelScSr**	1830					**1913**	Fredrkstad	Skibsakties.	265·0	42·1	17·9	Sarpsborg	T.3Cy.20½″,33″&56″–36″		**N**
	P.Bekker old 17–17	(*ex* Stavn,	1645						Mek.Værks.	Braatt (H.Jacob-	P50*t*B71′H68*t*F29′			Norwegian	188NHP		
	(*ex* Brager)	1 *Dk*	1102						Fredrikstad	sen&Co. *Mgrs.*)				*WB*	Fredrikstad M.V.Frdstad.		
139882	**68 Begonia**	**SteelSc**	~~3070~~ 2929					**1918**	W.Dobson	~~J.Robinson&Sons~~	~~331·1~~	48·0	22·2	N.Shields	T.3Cy.22½″,36½″&62″–42″		
			~~2830~~						&Co.	StagLine,Ld.	P29′B97′F33′			British	240NHP		
JSLQ	*Elec.light*	1 *Dk* 2698	~~1850~~ 1788						Newcastle	J.Robinson&Sons, *Mgrs.*)	331·0			*WB*	N.E.MarineEngCoLdNwc		
95548	**69 British Viscount**	**SteelSc3MstSr**	3287	✠100A1	Gls	*u*	10,17	**1889**	Oswald,	Petroleum S.S.Co.	312·0	40·4	21·1	London	T.3Cy.22½″,37″&61″–39″ (*s*)	30 *n*	4
	J.A.Roberts –13	*ss* Mdb.2nd No.3–5,14	3187	*Spar dk*	Bkn			4mo	Mordaunt	Ld.(British Tanker	B28′		28·9	British	165lb *100lb* NDB06 271NHP	s 6 *n*	8
LFDS	(*ex* Rock Light)	1 *Dk(Irn)&Spar dk 3trB*	2074	2,13 ~~10,17~~	✠LMC ~~5,14~~		10,17		&Co.	Co.Ld. *Mgrs.*)			FK	13 *BIICem*	2SB,*6rf*,GS136,HS4570	24 *n*	3
	Elec.light	*Beams Stringers&*		*Carrying Petroleum in bulk*					Southampton						Oswld,Mordaunt&Co.Sou.		
	Mchy.Aft	*pt Keelson Irn*		✠NB12,08	~~BS10,17~~			*Lloyd's*	*A&CP*		*DBu E&B* 56′101*t FPT* 243*t APT* 95*t*						
88829	**70 Bowler**	**CompSc2MstSr**	1141					**1884**	Hall,Russell&Co.	C.A.Godson	213·7	32·6	21·3	Vancouver	Oil Engine 6Cy.12½″–16″		
		Oil Eng.	1101						Aberdeen					British	AtlasImp. *Emade* 17		
	(*ex* Zafiro)	2 *Dks*	916											*WB*	GasEng.Co.Oakland,Cal.		
140449	**71 British Light**	**SteelScSr**	6470	✠100A1	Nwc	*a*†		**1917**	Palmers'	The Shipping Con-	419·7	54·3	32·4	London	T.3Cy.28″,46″&76″–51″ (*s*)	32 *n*	8
	R.H.Farrington 17–17		5854	12,17				12mo	Co.Ld.	troller(British	P104′B25′F49′			British	180lb *180lb* 586NHP		
JRTG	*Elec.light*	2 *Dks(Stl)&Web frames*	~~5966~~		✠LMC12,17				Newcastle	Tanker Co.Ld.			FK	17 *BHptCem*	3SB,*9cf*,GS198,HS8760 FD		
	Mchy.Aft	*Longitudinal framing*	3889	*Carrying Petroleum in bulk*				*Lloyd's*	*A&CP*	*Mgrs.*)				(14 *to U dk* 3 „ *2nd* „)	Palmers' Co.Ld.Newcastle		
				Fitted for oil fuel 12,17			*F.P above*		150° F.					*A PT* 36*t*			
											CellDBu E&B 80′176*t DTf* 56′534*t FPT* 102*t*						
125620	**72 Butetown**	**SteelScSr**	1829	✠100A1	Bry	*q*	3,17	**1907**	R.Thomp-	TownLine(Lon-	264·0	38·5	17·1	London	T.3Cy.20″,33″&54″–36″ (*s*)	19 *n*	6
	J.M.Anderson –18	*ss* Sld. No 2–16	1444	1,18				10mo	son&Sons,Ld	don) Ld (Harrison,	P19′Q84′B52′F26′			British	180lb 197NHP	s 2 *n*	2½
HLPN	(*ex* Karanja)	1 *Dk(pt Irn&pt Stl)&*	1114	BS7,17	✠LMC7,16				Sunderland	Sons&Co Ld *Mgrs.*)			FK	4 *BHCem*	2SB,*4rf*,GS81,HS3150	17 *n*	8
	Well deck	*deep framing*						*Lloyd's*	*A&CP*	*CellDBa* 78′*uE&B* 34′*f* 108′501*t FPT* 71*t APT* 78*t*					Blair&Co.Ld.Stockton		
	73 British Star	**SteelSc**	6976	100A1				**1918**	Swan,Hunter&Wigham	The Shipping Controller	430·0	57·0	33·0	London	T.3Cy.27″,45″&74″–54″		
			6293						Richardson,	(British Tanker	P99′B24′F45′			British			
	Elec.light	*Longitudinal framing*	4030	(*Class Contemplated*)					Ld Newcastle	Co.Ld., *Mgrs.*)					Swan,Hunter&Wigham Richardson,Ld.Nwc.		
				Carrying Petroleum in bulk													
MVSG	**74 Bio**	**SteelAuxSc3MstSr**	356					**1917**	Gebr.G.&	Det Forenede	135·2	25·3	11·6	Copnhagn	Petrol Motor		**V**
	L.Fabricius –17	*Petrol Motor*	311						H.Bodewes	Bugserselskab. (J.				Danish			
	(See Sailing Ship Register)		266						Martenshoek	Nielsen Thor, *Mgr*)					Staayard,Rotterdam		
MNKJ	**75 Büeland** *J.Giebelhausen* –18 ~~*Jacobsen* –18~~	**SteelScSr**	3667	✠100A1	Syd	*v*	6,17	**1900**	W.Gray&	Nieuwejaar&	331·5	47·2	24·7	Borgen	T.3Cy.25″,40″&65″–42″ (*s*)	27 *n*	4
		ss Oda. No. 3–4,14	3196	3,18 ~~9,16~~	NYk			11mo	Co.Ld.	Hansen	P27′B82′F30′		FK	Norwegian	160lb *80lb* 268NHP	s 5 *n*	3
	(*ex* Senta, *ex* Mars, *ex* Cecilia, *ex* Westminster Bridge)	1 *Dk(Irn)2trD&deep framing 3 Dk rule*	2299						W Hartlepool					6 *BHCem*	2SB,*6rf*,GS96,HS3957	22 *n*	6
				BS2,16 ~~BS2,15~~	✠LMC1,14				A&CP	*CellDBa*	*&uE* 134′*f* 134′725*t*			*APT* 77*t*	Cen.Mar.Eng.Wrks.WHpl		
	76 Belmonte	**SteelScSr**	6569					**1913**	Bremer	Requisitioned by	471·2	59·2	28·9	R.Janeiro	T3Cy32⅜″,52½″&86½″–55⅛″		
	Sub.Sig.	(*ex* Posen)	6181						Vulkan	the Brazilian	H—			Brazilian	557NHP		
	Elec.light Wireless	2 *Dks&Shelter dk*	4094						Vegesack	Government				*WB*	Bremer Vulkan,Vegesack		
110150	**77 British Duke**	**SteelSc3MstSr**	3710	✠100A1	Lon	*w*	N2,17	**1899**	Sir J.Laing	Petroleum S.S.Co.	335·5	45·0	28·1	London	T.3Cy.24⅛″,40″&66″–45″ (*s*)	29 *n*	6
	G.G.Graham –17	*ss* Lon. No. 3–12,10	3450	11,17				6mo	&Sons,Ld.	Ld. (British Tan-	P81′B22′F38′			British	180lb *180lb* NDB15 326NHP	s 5 *n*	11½
RFSN	*Mchy.Aft* (*ex* Terek)	*ss* Nwc. No. 1–15	2352	*Carrying Petroleum in bulk*					Sunderland	ker Co.Ld. *Mgrs.*)			FK	12 *BHCem*	2SB,*6cf*,GS146,HS5050	24 *n*	0
	Elec.light	2 *Dks(Stl)&Web frames*		✠NB5,15	✠LMC5,15				A&CP	*CellDBuE&*	*B* 52′127*t FPT* 138*t*			*APT* 92*t*	G.Clark,Ld.Sunderland		
WLPH	**78 Besseggen**	**SteelScSr**	3193	✠100A1	Kob	*t*		**1916**	Osaka Iron	Jens Folkman's	305·0	43·7	27·2	Skien	T.3Cy.22″,37″&61″–42″ (*s*)	27 *n*	3
	Thorsen –18		2757	11,16				11mo	Works,Ld.	Rederi Akties.	P19′B82′F32′		FK	Norwegian	180lb 288NHP	s 4 *n*	4½
	(*ex* Toyu Maru)	2 *Dks(Stl)&Web frames*	1995		✠LMC11,16				Osaka	(J.Folkman, *Mgr.*)				5 *BIICem*	2SB,*6cf*,GS90,HS3824 FD	23 *n*	2
	Elec.light	*Longitudinal framing*						*Lloyd's*	*A&CP*	*CellDB* 255′519*t*	*DTa* 534*t FPT* 112*t*			*APT* 20*t*	Osaka Iron Wrks.Ld.Osaka		

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c.	4 Register Tonnage Gross. Under dock. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of Last Survey.	6 Port of Survey.	7 Year Assigned now expired. Experiment Letter.	7* Date when last classed.	8 Built. When	9 By Whom. Where	10 Owners.	11 Registd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; IHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Keyed, if so in L.R. Dated L.R. Trade Cert.
79 JDHK	~~Begona II.~~ Begona No.2 Steel Sc Sr *G.Telleria* –16 *ss* Rot.No.3–6,07 (*ex* Prado, *ex* Celaeno) *ss* Bbo.No.2–16 *Well deck* 1 *Dk*(*Stl*)2*trB*	2704 2676 1712	✠100A1 4,18 ~~11,16~~ BS2,18	Bbo Bal	*t*	~~11,16~~ 4,18 ✠LMC11,16	1894 6mo	W.Doxford &Sons Sunderland A&CP	Cia.de Nav.Begoña (J.M.Urquijo, *Mgr.*)	300·0|42·0|19·9 Q108'B138'F33' FK 5 *BH Cem* *Cell DB* 260' 627*t* *APT* 53*t*	Bilbao Spanish	T.3Cy.23″,38″&62″–42″ (*s*) 160lb *80lb* 251 NHP 2SB,*4rf*,*2cf*,GS120,HS3800 W.Doxford&Sons,Sld.	22 ″ 0 s 1 ″ 11 20 ″ 5	
80 MRVW	Bonheur Steel Twin Sc 3 Mst Sr *Oil Eng.* *Elec.light*	7132 5195 4507	100A1 *Awng dk with freeboard* (*Class Contem plated*)				1918	Akt.Burmeistr&Wain Copenhagen	Aktieselskabet "Borgaa" (P. Olsen, *Mgr.*)	425·5|55·3|27·7 Christiania Norwegian	Oil Engines 4.S.C.SA 12Cy.24⅛″–37⅛″ Akt.Burmeistr&Wain,Cpn		
81 118619 VFKQ	Burnstone Steel Sc Sr *W.Halcrow* –17 *ss* Mdb.No.3–10,15 (*ex* Kilsyth) 1 *Dk*(*Stl*)&*Web frames*	2340 2211 1498	✠100A1 8,17 BS7,17 ✠LMC10,15	Bry	*t*	4,17	1903 8mo	Craig,Taylor&Co. Stockton	Alexander Bros.	305·8|44·2|20·0 P27'B76'F29' FK 5 *BH Cem* *Lloyd's* &*CP* *Cell DB a* 100' *u E* 18' *f* 126' 567*t* *APT* 84*t*	Newcastle British	T.3Cy.22″,36½″&58″–39″ (*s*) 160lb *80lb* 243 NHP 2SB,*6cf*,GS116,HS4140 N.E.Marine Eng Co Ld Nwc	22 ″ 6 s 3 ″ 8 19 ″ 2	
82 21403 NPJG	Borneo Maru Steel Sc Sr *H.Uyeda* –17 *Elec.light* 2 *Dks*(*Stl*)&*Awng dk*(*Stl*)	5857 5586 4258	✠100A1 *Awng dk with freeboard* 11,17 ✠LMC11,17	Kob	*y*		1917 11mo	Kawasaki Dkyd.Co.Ld. Kobe	Osaka Shosen Kabushiki Kaisha	385·0|51·0|36·0 Osaka Japanese FK 6 *BH Cem* *Cell DB* 334' 1118*t* *FPT* 126*t* *APT* 93*t*		T.3Cy.26″,43½″&72″–48″ (*s*) 200lb 440 NHP 2SB&1 Aux SB,*8cf*,GS154, HS5741 Kawasaki Dkyd Co Ld Kobe	36 ″ 0 s 9 ″ 3½ 27 ″ 1 FD	
83 140577 JTHP	Barium Steel Sc 60 *R.Cross* 17–18 ~~*Elec.light*~~ *Well deck* 1 *Dk*(*Stl*) 443 *Mchy.Aft* *Cargo battens not fitted* 291	~~600~~ ~~443~~ ~~250~~	✠100A1 5,18 ~~(Class Contem plated)~~ ✠LMC5,18	Shl	*i*		1918 6mo	C Rennoldson&Co. S.Shields	United Alkali Co Ld	180·6|28·1|10·7 Q52'B9'F27' FK 3 *BH Cem* *Cell DB f* 103 165*t* *FPT* 60*t* *APT* 28*t*	Liverpool British	T.3Cy.16″,27″&44″–30″ (*s*) 180lb 115 NHP 1SB,*3cf*,GS66,HS1785 Shields Eng.Co.Ld.N.Shl.	12 ″ 9	
84	Baltic 4 Wood Sc *Elec light Mchy Aft* 1 *Dk*2*trB*	1207					1918	Louisiana S.B.Co. Slidell,La	Bing's Dampskibsakt.(J.Bing, *Mgr.*)	248·0|43·8|16·0 P76'B52'F26' Christiania Norwegian	C.2Cy.20″&42″–28″ 78 NHP J.W.Sullivan&Co.N.Yk.		
85 118624 VGWB	Baron Berwick Steel Sc Sr *W.Downes* –18 *ss* Cff.No.3–8 15 (*ex* Carelmay, *ex* Neath Abbey, *ex* Kildare) 1 *Dk*(*pt Irn*&*pt Stl*) &*Web frames* *Cargo battens not fitted*	2340 2214 1502	✠100A1 11,17 MS8,15 ✠LMC BS11,17	Nwc	*t*	11,17	1903 10mo	Craig,Taylor&Co. Stockton	Kelvin Shipping Co.Ld.(H.Hogarth &Sons, *Mgrs.*)	306·0|44·2|20·0 P27'B76'F29' FK 5 *BH Cem* *Lloyd's* &*CP* *Cell DB a* 100' *u E* 18' *f* 126' 567*t* *APT* 84*t*	Ardrossan British	T.3Cy.22″,36″&58″–39″ (*s*) 160lb *80lb* 247 NHP 2SB,*6cf*,GS116,HS4140 N.E.Marine Eng.Co Ld Nwc	22 ″ 6 s 3 ″ 8 19 ″ 2	
86 125723 HNCQ	British Baron Steel Sc Sr *E.Parry* –16 *ss* Lon.No.1–13 (*ex* Roumanian) 2 *Dks*(*U–pt Irn*& *Elec.light* *pt Stl*, *M Stl*)&*Web frames*	4906 4662 3089	✠100A1 9,16 *Carrying Petroleum in bulk* BS11,15 ✠LMC7,15	Hul	*y*	9,17	1908 9mo	Armstrong Whitworth &Co.Ld. Newcastle	Petroleum S.S.Co. Ld(British Tanker Co.Ld. *Mgrs.*)	385·0|51·0|27·6 P30'B83'F36' FK 16 *BH Cem* 12 *to U dk* 4 *to M dk* *Lloyd's* &*CP* *Cell DB u E*&*B* 54'193*t* *FPT* 154*t* *APT* 52*t*	London British	T.3Cy.26½″,44″&72″–48″ (*s*) 180lb *120lb* 425 NHP 3SB,*9cf*,GS189,HS7050 Wilsnd Slpwy.Co.Ld.Nwc.	30 ″ 2 s 6 ″ 5½ 24 ″ 1	
87 3342 JSRM	Bia Steel Sc Sr *J.Pettersson* 17–18 *ss* Liv.No.3–8 08 (*ex* Augusta, *ex* Polycarp) 1 *Dk*(*Stl*)&*Spar dk*(*Irn*) *Elec.light* &*deep framing*	2973 2853 1823	✠100A1 *Spar dk* 8,16 ~~Examined 4,18~~ ✠LMC4,18	Els	*u*	N3,16	1896 3mo	Barclay, Curle&Co.Ld Glasgow A&CP	Rederiaktieb. Transatlantic (G.Carlsson, *Mgr*)	322·0|42·3|16·9 25'6 FK 5 *BH Cem* *Cell DB a*&*u E* 125' *f* 135' 598*t* *APT* 40*t*	Gothenburg Swedish	T.3Cy.23½″,39½″&64″–42″ (*s*) 160lb *80lb* NDB11 277 NHP 2SB,*6cf* GS126,HS4328 Barclay,Curle&Co.Ld.Gls.	28 ″ 0 s 5 ″ 11½ 22 ″ 6	
88 125769 HNRB	British Knight Steel Sc Sr *G.Grieve* –16 *ss* Shl.No.1–13 (*ex* Danubian) 2 *Dks*(*Stl*)&*Web frames* *Elec light*	5064 4786 3166	✠100A1 2,16 *Carrying Petroleum in bulk* ✠LMC9,13 MBS6,16 DBS5,17	Shl	*y*	2,16	1909 3mo	Swan,Hunter&Wigham Richardson, Ld Newcastle	Petroleum SS Co Ld (British Tanker Co Ld. *Mgrs.*)	387·2|51·8|27·9 P31'B83'F37' FK 16 *BH Cem* 14 *to U dk* 2 *to M dk* *Lloyd's* &*CP* *Cell DB u E*&*B* 54'199*t* *FPT* 130*t* *APT* 36*t*	London British	T.3Cy.27″,45″&74″–48″ (*s*) 180lb *120lb* 447 NHP 3SB,*9cf*,GS192,HS7380 Wilsnd Slpwy.Co.Ld.Nwc.	30 ″ 3 s 6 ″ 3½ 24 ″ 4	
89 137498 ~~JMLW~~	Barrister Steel Sc Sr *W.Barr* 00–16 (*ex* Saint Hugo) 2 *Dks*(*Stl*) *Elec.light* *Carrying oil fuel F.P. above 150° F in DB*	4952 4719 3143	✠100A1 5,18 ~~10,16~~ ✠LMC6,16	Bkn Cff	*y*	5,18	1916 4mo	Russell & Co. Port Glasgow	Charente S.S.Co. Ld. (T.&J. Harrison, *Mgrs.*)	404·8|52·2|27·4 P37'B119'F46' FK *Cem* 5 *BH to U dk* *'Tween dk BH in after hold dispensed with* 1 „ „ 2nd „ *only* *Lloyd's* &*CP* *Cell DB* 349' 1123*t* *DT a* 37'982*t* *FPT* 68*t* *APT* 28*t*	Liverpool British	T.3Cy.26″,42″&70″–48″ (*r*) 180lb 474 NHP 3SB,*9cf*,GS165,HS7014 J.G.Kincaid&Co.Ld.Grk.	30 ″ 0 s 5 ″ 10½ FD 24 ″ 6	
90 125715 HMVP	British Peer Steel Sc Sr *A.B.Thomson* –13 *ss* Mch.No.1–13 (*ex* Carpathian) 2 *Dks*(*Upt Irnpt Stl*, *Elec.light* *M Stl*)&*Web frames*	4900 4657 3087	✠100A1 5,16 ~~Examined 1,18~~ ✠LMC MS7,18 ~~BS1,18~~ *Carrying Petroleum in bulk*	Hul	*y*	1,18	1908 7mo	Armstrong Whitworth &Co.Ld. Newcastle	Petroleum S.S.Co. Ld(British Tanker Co.Ld. *Mgrs.*) *Cell DB u E*&*B* 54'193*t* *FPT* 154*t* *APT* 52*t*	385·0|51·0|27·6 P30'B83'F36' FK 16 *BH Cem* 12 *to U dk* 4 *to M dk*	London British	T.3Cy.26½″,44″&72″–48″ (*s*) 180lb *90lb* 425 NHP 3SB,*9cf*,GS189,HS7050 Wilsnd Slpwy.Co.Ld.Nwc.	30 ″ 2 s 6 ″ 5½ 24 ″ 1	
91	Baltic Steel Sc 1 *Dk*	105 87					1918	DeGroot& van Vliet Slikkerveer	N.V.Tug Co. "Baltic"	77·3|19·4|9·3 F6'	Dordrecht Dutch	T.3Cy.11″,17″&29″–15″ 33 NHP *WB* N.V.Bolnes,Bolnes		
92 101840 MFTC	British General Steel Sc 3 Mst Sr *W.P.Waters* –14 *ss* Nwc.No.3–1,06 (*ex* Georgian Prince) *ss* Shl.No.2–14 1 *Dk*(*Stl*)&*Spar dk*(*Irn*) *Mchy.Aft* *Elec.light* &*Web frames*	3245 2896 2078	✠100A1 *Spar dk* 8,17 ~~BS8,17~~ ✠LMC2,14 *Carrying Petroleum in bulk*	Gls	*u*	~~3,17~~ N5,18	1893 11mo	Armstrong Mitchell&Co. Ld Newcastle A&CP	British Tanker Co.Ld.	328·0|42·0|20·1 P82'B22'F39' 26'8 6 *BH Cem* *Cell DB* 56'172*t* *FPT* 130*t* *APT* 39*t*	London British	T.3Cy.24″,40″&65″–42″ (*s*) 160lb *100lb* NDB09 282 NHP 2SB,*6cf*,GS123,HS4343 Blair&Co.Ld.Stockton	28 ″ 0 s 5 ″ 5½ 22 ″11	
93 133513 MWNT	British Marshal Steel Sc Sr *W.Edwards* –16 *ss* N.Yk.No.1–16 (*ex* Russian Prince) *Elec.light* 2 *Dks*(*Stl*)&*Web frames* *Mchy.Aft* *Longitudinal framing*	4158 3723 2584	✠100A1 5,18 *Carrying Petroleum in bulk* ✠LMC11,16 *Fitted for oil fuel* 9,12 *F.P. above* 150° F.	Lon	*w*	11,17	1912 9mo	Tyne I.S.B. Co.Ld. Newcastle	British Tanker Co.Ld.	357·2|48·2|28·2 P87'B25'F39' FK 14 *BH Cem* *Cell DB u E*&*B* 14' *f* 33' 201*t* *FPT* 77*t* *APT* 19*t*	London British	T.3Cy.25″,42″&68″–48″ (*s*) 180lb *100lb* 362 NHP 2SB,*8cf*,GS160,HS5780 Wilsnd,Slpwy.Co.Ld.Nwc.	28 ″ 3 s 5 ″ 4 23 ″ 3	

LLOYD'S REGISTER. NAVIRES A VAPEUR.

B

1	2	3	4	5	6	7	7a	8	9	10	11			12	13	14	15
Numéro d'Ordre.	Nom du Navire.	Matériaux. Gréement. etc.	Tonnage Officiel.	Détails de la Classification.			Date de la dernière visite de l'arbre porte-hélice.	Construit.		Armateurs.	Dimensions d'après la Douane. Superstructures, &c.			Port d'Armement.	Machines.	Creux sur Quille	
Numéro Officiel.	*Capitaine*	*Ex-nom, s'il y a lieu.*	Total.	Cote.				Quand.	Par qui.		Longueur.	Largeur.	Creux.		No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP= Force en chevaux d'après les formules de la Société. RHP= Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	Franc-bord au milieu du navire. Tirant d'eau correspondant.
Signaux	Visites Périodiques.	Nombres des Ponts.	Sous le Pont. — Net.	✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant expiré. Lettre d'Approuvement.		Navire. — Mach.	Où.					Pavillon.		*pds. pc.*	Registres où cet article est inscrit dans le Lr. Perte. Cert. Refroidis.

LLOYD'S REGISTER. STEAMERS.

B

1	2	3	4	5	6	7	7*	8	9	10	11			12	13	14	15
No. in Book.	Steamer's Name.	Material, Rig, &c.	Regist'd Tonnage	Particulars of Classification.				Built.		Owners.	Regist'd Dimensions. Deck Erections, &c.			Port of Registry.	Engines.	Moulded depth.	
Official No.	*Master.*	*Late Name if any.*	Gross. — Under deck. — Net.	Character. — ✠ for Special Survey. Dates of last Survey.	Port of Survey.	Years assigned. Years completed. Repairs. Letters.	Date when tail shaft last seen.	When	By Whom — Where		Length.	Breadth.	Depth.	Flag.	No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Freeboard amidships / Corresponding draught. *ft. in.*	Registers in which classed, if not in L.R. Date of Withdrawal.
Code Letters.	Special Surveys.	No. of Decks, &c.															

LLOYD'S REGISTER. NAVIRES A VAPEUR.

B

1	2	3	4	5	6	7	7a	8	9	10	11			12	13	14	15
Numéro d'Ordre.	Nom du Navire. Matériaux, Gréement, etc.		Tonnage Officiel.	Détails de la Classification.				Construit.		Armateurs.	Dimensions d'après la Douane. Superstructures, &c.			Port d'Armement.	Machines.	Creux sur Quille	Registres et cond. si en cette classe le L. R. Journal. Corr. Nom.
Numéro Officiel.	Capitaine	Re-nom, s'il y a lieu.	Total. — Sous le Pont. — Net.	Cote. ✠ A Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Force assignée par les Armateurs après Lettre d'Equipement.	Date de la dernière visite de l'arbre porte-hélice.	Quand. — Navire. — Mach.	Par qui. — Où.		Longueur.	Largeur.	Creux.	Pavillon.	No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ge.	
Signaux	Visites Périodiques. Nombres des Ponts.																

LLOYD'S REGISTER. STEAMERS.

B

1	2	3	4	5	6	7	7*	8	9	10	11			12	13	14		15
No. in Book.	Steamer's Name.	Material, Rig, &c.	Regist'd Tonnage.	Particulars of Classification.			Date when tail shaft last seen.	Built.		Owners.	Regist'd Dimensions. Deck Erections, &c.			Port of Registry.	Engines.	Moulded depth.		Registers in which Classed, if not in L.R. (Record of Trade Cert.
Official No.	*Master.*	*Late Name if any.*	Gross. — Under deck. — Net.	Character. — ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned. Now expired. Equipment Letter.		When	By Whom — Where		Length.	Breadth.	Depth.	Flag.	No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Freeboard amidships	Corresponding draught.	
Code Letters.	Special Surveys.	No. of Decks, &c.															*ft. in.*	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. *Master.* *Late Name if any.* Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned. now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Register in which classed in L.R. Date of B. of Trade Cert.
1 137546 JPGB	**City of Adelaide** *W.J.Haughton* 01–17 *Elec.light*	**SteelScSr** 2 *Dks(Stl)* *Cruiser Stern*	8389 7230 5457	✠100A1 4,18 ~~4,17~~ ✠LMC4,17 *Carrying oil fuel F.P. above 150°F. in pt DB & DT*	Hpl Liv	*d*†	1	1917 4 mo *Lloyd's SA & CP*	W. Gray & Co. Ltd. W Hartlepool	Ellerman Lines, Ld (Hall Line, Ld. *Mgrs.*)	475·0 P107′ B180′ F101′ *Cell DB 422′ 1785 t D*	58·2 FK *Ta 24′ 893 t*	31·7 8 *BH Cem*	Liverpool British	Q4Cy 26½″, 37½″, 54″ & 78″–54″ 225 lb (*s*) 758 NHP 3SB & 1 Aux SB, *15cf*, GS 283, HS 11372 FD Cen. Mar. Eng. Wrks. W Hpl	34 ″ 6 s 6 ″ 11 27 ″ 11	
2 137833 JPBD	**Clan Ranald** *L. Openshaw* –17 *Elec.light*	**SteelScSr** 2 *Dks(Stl)*	5503 5093 3446	✠100A1 ~~7,17~~ ~~6,17~~ 11,17 Cel Gls ✠LMC 8,17	Mch	*z*		1917 3 mo *Lloyd's SA & CP*	Napier & Miller, Ld. Glasgow	Cayzer, Irvine & Co Ltd.	409·1 P49′ B120′ F41′ *Cell DB 422′ 1785 t D* 1 *Intermediate BH* } *H dispensed with* } *& 1 'tween dk B*	54·0 FK *Ta 24′ 893 t*	28·9 *Cem* 5 *BH to U dk* 1 „ „ 2nd *dk only* *Cell B 355′ 1060 t*	Glasgow British	T. 3Cy. 27″, 44″ & 73″–48″ (*s*) 180 lb 538 NHP 3SB, *9cf*, GS 186, HS 5151 FD J. G. Kincaid & Co. Ld. Grk. *DT a* 36′ 1075 *t APT* 45 *t*	31 ″ 5 s 6 ″ 3 25 ″ 6	
3 133599 JPHV	**Cliffside** *J.W.Beeching* –17 1 *Dk(Stl) & Shelter dk(Stl)*	**SteelScSr** *Shelter dk with freeboard*	4969 4776 3737	✠100A1 4,17 ✠LMC 4,17	Sld	*w*		1917 4 mo *Lloyd's SA & CP*	J. Priest-man & Co. Sunderland	John Priestman	350·0 P33′ B70′ F40′ *Cell DB 324′ 862 t*	50·9 FK *APT 105 t*	31·5 6 *BH Cem*	Newcastle British	T. 3Cy. 25″, 41″ & 67″–45″ (*s*) 180 lb 325 NHP 3SB, *6cf*, GS 115, HS 4995 N.E. Marine Eng Co. Ld. Sld.	33 ″ 11 s 9 ″ 7 24 ″ 9	
4 133599 JPHV	**Capto** *Ellefson* –17 *Elec.light*	**SteelScSr** 2 *Dks(Stl)*	4823 4314 3575	✠100A1 7,17 ~~1,17~~ ✠LMC 1,17 *Fitted for oil fuel* 1, 17	S Fo NYk	*x*	*F.P. above* 1	1917 1 mo A & CP	Moore & Scott Iron Works Oakland, Cal. 150° F.	Dampfs. Akt. Komp "Capto" (B. Stolt-Nielsen)	376·0 P33′ B70′ F40′ *Cell DB 283′ 1061 t DT f 21′ 347 t*	52·0 FK *DT a 30′ 230 t FPT 96 t*	25·5 6 *BH Cem* *APT 132 t*	Haugesnd Norwegian	1 Geared Steam Turbine (*r*) 210 lb 3SB, *9cf*, ~~HS 7500~~ HS 7704 General Electric Co. Schenectady, N.Y.	28 ″ 0 s 5 ″ 9 22 ″ 7	
5 132067 HWCP	**Craigwen** *J.W.Learmouth* –15 *ss* Bry. No. 1–16 (*ex* Orpheus) 1 *Dk(Stl)* *Elec.light* *Carrying fuel oil F.P. above 150° F. in DB*	**SteelScSr** *ss* Bry. No. 1–16	4393 4163 2731	✠100A1 ~~7,17~~ ~~11,16~~ 2,18 ✠LMC ~~5,17~~ 7,17	Bry	*y*	~~11,16~~ 2,18	1912 6 mo *Lloyd's SA & CP*	Bartram & Sons Sunderland	W. & C.T. Jones S.S. Co. Ld. (W. & C.T. Jones, *Mgrs.*) *Cell DB a* 133′ *u E* 2	385·0 P33′ B237′ F36′ 3′ *f* 169′ 1113 *t FPT* 1	52·0 FK 72 *t APT* 150 *t*	25·1 6 *BH Cem*	Sundrland British	T. 3Cy. 26″, 42″ & 71″–48″ (*r*) 180 lb 404 NHP 3SB, *9pf*, GS 167, HS 6568 J. Dickinson & Sons, Ld. Sld.	27 ″ 6 s 4 ″ 2 23 ″ 8	
6 108689 PVDR	**Cymric Vale** *Holt* 16–16 *ss* Bkn. No. 3–12, 10 (*ex* Clevelan Range, *ss* Npt. No. 1–14 *ex* Kirklee) 1 *Dk(Stl) & Spar dk(Irn) & deep framing*	**SteelScSr** *Spar dk* 4,17 MS 3,14 ✠LMC ~~DBS 1,16~~ ~~BS~~ ~~S 4,16~~ 8,17	3580 3342 2275	✠100A1	Bry	*w*	4,17	1897 10 mo A & CP	Bartram & Sons Sunderland	Anglo-Belgique Shipping Co. Ld. (Owen & Williams, *Mgrs.*) (Evan Owen & Sons *Mgrs*)	344·0 P40′ B82′ F36′ 26·2 112′ *u E & B* 36′ *f* 142 *t* *Cell Ba*	45·0 FK *Cell Ba*	18·2 6 *BH Cem* 755 *t APT* 46 *t*	Liverpool British	T. 3Cy. 24½″, 40″ & 66″–45″ (*s*) 170 lb *70 lb* 325 NHP 2SB, *6rf*, GS 112, HS 4220 FD J. Dickinson & Son, Ld. Sld.	28 ″ 9 s 5 ″ 6½ 23 ″ 6	
7 139020 JLBV	**Carina** ~~*B.S. Clatterback* –15~~ *Walden* –18 (*ex* Greifswald) *ss* Syd. No. 3–2, 17 *Elec.light* 2 *Dks(Stl) & Web frames* Sub. Sig. *Well deck*	**SteelScSr** *ss* Syd. No. 3–2, 17	5486 5151 3437	100A1 3,18 ~~2,17~~ LMC 2,17	Syd		2,17	1907	Bremer Vulcan Vegesack	Requisitioned by the Commonwealth of Australia *Intermediate bulkhead in fore hold dispensed with*	428·6 P&B 285′ F53′ FK	54·5 *Cem* 6 *BH only*	27·9 London British	Q. 4Cy. 24¼″, 34¾″, 50⅝″ & 72½″–53½″ 225 lb (*s*) 530 NHP 3SB, *9cf*, GS 167, HS 7007 FD Bremer Vulkan, Vegesack		
8 138983	**Cleveland** ~~*Karl M. Thuestad* 15–17~~ *Elec.light* *T.F. Tannersen* –17 1 *Dk(Stl)* *Cargo battens not fitted*	**SteelScSr** 1 *Dk*	2045 1688 1258	✠100A1 ~~6,17~~ ~~3,17~~ 1,18 ~~NYk~~ Bsb ✠LMC 3,17	PtA	*r*		1917 3 mo A & CP	Superior S.B. Co. Superior, Wis	~~J.E. Davidson~~ Neuwejaar Hansen	251·0 P28′ B65′ F27′ *Cell D B 210′ 545 t FPT 68 t*	43·8 FK *APT 77 t*	18·2 4 *BH Cem*	Bergen Norwegian	T. 3Cy. 20″, 33″ & 54″–40″ (*s*) 180 lb 266 NHP 2SB, *6cf*, GS 132, HS 5060 Detroit S.B. Co. Detroit	20 ″ 3 s 2 ″ 10 17 ″ 9	
9 138857 JRBT	**Cadorna** *Cucovitch* –16 *ss* B.As. 3rd No. 3–9, 13 (*ex* Pomona) 1 *Dk & Awng dk* ~~Wardless~~ Flamands," *See No. 43 in Suppl. (1916)*	**SteelScSr** *Awng dk* *with freboard*	868 865 648	✠100A1 ~~6,16~~ ✠LMC 9,16 ✠NB 12,01 BS 9,16	BAs	*l*	~~No. 16~~ 8,17	1883 2 mo *Lloyd's SA & CP*	David J. Dunlop & Co. Port Glasgow	Dodero Hermanos	199·9 18·9 FK	30·0 *Cem* 4 *BH Cem* *FPT* 14 *t*	11·2 M. Video Uruguayan	C. 2Cy. 24½″ & 46″–30″ (*a*) 90 lb *90 lb* NDB 01 90 NHP 1SB, *3pf*, GS 54, HS 1482 David J. Dunlop & Co. P. Gls.	19 ″ 6 s 9 ″ 3 10 ″ 7	
10 138983	**Castor** 1 *Dk*	**SteelScK** *Stm Trawler*	209 189 91	✠100A1 9,16 ✠LMC 8,16	Yar			1916 7 mo *Lloyd's SA & CP*	Cochrane & Sons, Ld. Selby	Grimsby & N. Sea Stm. Trawling Co. Ld. (J.R. Mackrill, *Mgr.*)	115·8 Q67′ F18′	21·5 BK 7½	11·6 4 *BH Cem*	Grimsby British	T. 3Cy 11½″, 19½″ & 32″–24″ (*s*) 180 lb 51 RHP 1SB, *2pf*, GS 32, HS 1221 Crabtree & Co. Ld. Gt. Yar.	12 ″ 4	
11 137857 JRBT	**City of Birmingham** *J.M. Fimister* 15–17 2 *Dks(Stl)* *Elec.light* *Cruiser Stern*	**SteelSc Sr** ~~*Class Contem plated*~~	~~5300~~ 6132 5086 4002	✠100A1 ~~9,17~~ 12,17 ✠LMC 9,17 *Carrying oil fuel F.P. above 150° F. in DB Lloyd's SA & CP*	Cal	*z*		1917 9 mo	W. Gray & Co. Ld. W Hartlepool	Ellerman Lines, Ld.	391·0 P84′ B & F 274′ *Cell DB 347′ 1271 t DT a* 25′ 709 *t*	54·2 FK 7 *BH Cem* 2S	28·9 Glasgow British	T. 3Cy. 24½″, 42¼″ & 73″–51″ (*s*) 220 lb FD 581 NHP B & 1 Aux SB *11cf*, GS 208 HS 8341 Cen. Mar. Eng. Wrks. W Hpl	31 ″ 5 s 4 ″ 8½ 27 ″ 1	
12 139958	**Cadorna** 1 *Dk*	**SteelScK** *Stm Trawler* ~~*Class Contem plated*~~	~~260~~ 255 215 101	✠100A1 7,17 ✠LMC 7,17	Abn			1917 7 mo *Lloyd's SA & CP.*	A. Hall & Co. Ld. Aberdeen	~~J.E. Rushworth~~ W. Richmond	~~120·0~~ Q69′ F15′ 120 · 2	~~22·5~~ ~~18·0~~ 12 · 1 BK 7½	Grimsby British	T. 3Cy. 12½″, 21″ & ~~35″~~–24″ (*s*) 180 lb 82 RHP 1SB, *3pf*, GS 46, HS 1510 A. Hall & Co. Ld. Aberdeen	13 ″ 0	
13	**Carl D. Bradley** *Elec.light* *Mchy. Aft* 1 *Dk*	**SteelSc**	7500					1917	American S.B. Co. Lorain, O.	Bradley Trans-portation Co.	530·0	60·0	32·0	Fairport, O Utd. States *WB*	T. 3Cy. 25½″, 34½″ & 67″–42″ 291 NHP American S.B. Co. Lorain		
14	**Colliboi** *Ref. Mchy. Elec.light Mchy. Aft* 1 *Dk*	**Wood Twin Sc** *Oil Eng.*	300					1917	Morrison & Sinclair Balmain	Govt. of New South Wales (Dpt. of Labour & Industry)	126·5 P22′ B37′ F34′	26·0	8·7	Sydny NSW British	Oil Engines 2 S.C.SA 4Cy. 14″–16″ Lysekils Eng. Wks. Lyskls.		
15 140515 JQBW	**City of Lucknow** *E. Mason* 08–17 *Elec.light*	**SteelScSr** 2 *Dks(Stl)* *Cruiser Stern*	8293 7223 5386	✠100A1 ~~9,17~~ ~~6,17~~ ✠LMC 6,17 *Carrying oil fuel F.P. above 150° F. in pt d.b. & deep tank*	Hpl Hdl	*d*†	N 9,17	1917 6 mo *Lloyd's SA & CP*	W. Gray & Co. Ld. W Hartlepool	City of Oran SS. Co. Ld. (Hall Line, Ld. *Mgrs.*)	475·0 P106′ B180′ F101′ *Cell DB 422′ 1785 t D*	58·2 FK *Ta 24′ 893 t*	31·7 8 *BH Cem* *DT a* 24′ 893 *t*	Liverpool British	Q4Cy. 26½″ 37½″ 54″ & 78″–54″ 225 lb (*s*) 758 NHP 3SB & 1 Aux. SB, *15cf*, GS 283, HS 11372 FD Cen. Mar. Eng. Wrks. W Hpl	34 ″ 6 s 6 ″ 11 27 ″ 11	
16 139314 JPQL	**Chicago** *Elec.light* 2 *Dks(Stl)* *Cruiser Stern* *Carrying fuel oil F.P. above 150° F. in DB*	**SteelScSr**	7709 6325 5711	✠100A1 11,17 ~~5,17~~ ✠LMC 5,17	Hul NYk	*b*†		1917 5 mo *Lloyd's SA & CP*	Earle's Co. Ld. Hull	Ellerman's Wilson Line, Ld.	446·0 P48′ B219′ F46′ *'Tween dk B H in No. 2 Cell D B 382′ 1378 t*	57·3 FK *hold dispensed with FPT 40 t APT 48 t*	30·9 Hull British *Cem* 6 *BH to U dk* 1 „ „ 2nd *dk only*		T. 3Cy. 28″, 46″ & 79″–54″ (*s*) 200 lb 685 NHP 3SB, *12cf*, GS 250 HS 10095 FD Earle's Co. Ld. Hull	33 ″ 6 s 6 ″ 8 27 ″ 3	
17 140590 JRKN	~~Camswan~~ ~~*Mastrolay* 17–17~~ 1 *Dk(Stl) & Web frames* *Elec.light* *Corrugated sides*	~~**SteelScSr**~~ ~~*Class Contem plated*~~	3426 3403 2079	~~✠100A1~~ 10,17 ~~✠LMC 10,17~~	Bly	*v*		1917 10 mo *Lloyd's SA & CP*	Blyth S.B. & D.D. Co. Ld. Blyth	Osborne S.S. Co. Ld.	335·0 P31′ B95′ F33′ 22 · 9 335 · 2 | 50 · 7 | FK *Cell D B 286′ 730 t FPT 1*	47·8 *APT 173 t*	25·2 Newcastle British 5 *BH Cem* 9 *t*		T. 3Cy. 24″, 40″ & 65″–42″ (*s*) 180 lb ~~*100 lb*~~ 298 NHP 2SB, *6cf*, GS 118, HS 4618 N.E. Marine Eng Co. Ld Nw	25 ″ 3 ~~s 6 ″ 8½~~ ~~21 ″ 0~~	
18 214817 LGSQ	**Charles Braley** *F.S. Hayes* –17 *Elec.light* 2 *Dks(Stl) & Web frames* *Mchy. Aft* *Longitudinal framing*	**Steel Twin Sc Sr** *Oil Eng.*	3254 2994 2029	✠100A1 10,17 ~~8,17~~ ✠LMC 4,17 *Carrying Petroleum in bulk Fitted for oil fuel* 4,17 *F.P. above* 150° *F.*	Bal NYk	*t*		1917 4 mo A & CP	Baltimore D.D. & S.B. Co. Baltimore	~~Sinclair Gulf Corporation~~ American Italian Commercial Corp.	292·3 P76′ F26′ *FPT 78 t APT 112 t*	47·2 FK (7 „ *to U dk* 4 „ „ 2nd „)	26·9 Wilmgton (Del.) Utd. States 11 *BH pt Cem* 1 DB *150 lb*		Oil Engines 2S.C.SA (*s*) 8 Cy. 20½″–29½″ 1 Water Tube DB *250 lb* & J & C G Bolinders Co Ld Skm.	28 ″ 1 s 5 ″ 5 23 ″ 0	

Sunk by Collision 10.17

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Capitaine. Visites Périodiques.	3 Materiaux, Grèsmast, etc. Ex-nom, s'il y a lieu. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettres d'Appel.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. IHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Croix sur Quille. Franc-bord en milieu du navire. Tirant d'eau correspondant pds. pa.	15
19 823 NKTS	~~Capo di Monte~~ Capodimonte *Elec. light* 2 *Dks (Stl) & Awng dk (Stl) Cargo battens not fitted in Awng 'tween dks*	Steel Sc 590 2	5870 5604 ~~4297~~ 3804	✠100A1 *Awng dk with freeboard* 4,17	Kob ✠LMC 4,17	*y*		1917 4mo *Lloyd's SA&CP*	Kawasaki Dockyd Co Ltd Kobe	Lloyd Sabaudo Soc. Anon. per Azioni *Cell DB* 334'1118*t FPT* 126*t*	385·0 | 51·0 | 36·0 FK 6 *BHCem APT* 393*t*	Genoa Italian	T.3Cy.26″,43½″&72″–48″ (*s*) 200lb 410NHP 2SB&1Aux.SB.*8cf*,GS153, HS5741 FD Kawasaki Dkyd Co Ltd Kobe	36 ″ 0 s 9 ″ 3½ 27 ″ 1
20 140284 JPGV	Cottesmore *A. Fenton* –17 (*ex* Swindon) 1 *Dk (Stl)*	Steel Sc Sr	4240 4020 ~~3883~~ 3661	✠100A1 2,18 ~~7,17~~ *Carrying fuel oil W.P. above 150°F in D.B.*	Liv ✠LMC 4,17	*y*		1917 3mo *Lloyd's SA&CP*	W. Pickersgill & Sons, Ltd Sunderland	Johnston Line, Ltd. (Furness, Withy & Co. Ltd. *Mgrs.*) *Cell DB* 338'1192*t FPT*	390·0 | 53·3 | 23·5 P40'B244'F35' FK 6 *BHCem APT* 110*t* 77*t*	Liverpool British	T.3Cy.27″,45″&74″–48″ (*s*) 180lb 466NHP 2SB.*9cf*,GS204,HS7917 J. Dickinson & Sons Ltd. Sld.	26 ″ 0 s 3 ″ 9½ 22 ″ 7
21	Calcutta Maru *O. Sakamoto* 08–17 *Elec. light* 2 *Dks (Stl)*	Steel Sc Sr 5226 ~~4826~~ 4825 3188	~~5150~~ ~~4826~~ ~~8176~~	✠100A1 7,17 *(Class Contem. plated)* ✠LMC 7,17	Nag	*z*		1917 7mo *Lloyd's SA&CP*	Mitsu Bishi Dkyd & EWks Nagasaki	Nippon Yusen Kabushiki Kaisha *Cell DB* 350'1075*t FPT*	400·0 | 54·5 | 30·0 P39'B121'F40' FK 6 *BHCem APT* 130*t* 78*t*	Tokio Japanese	T.3Cy.26½″,44½″&75″–48″ (*s*) 200lb 490NHP 3SB,*9cf*,GS163,HS6499 FD Mitsu Bishi D. & E. Wks. Nag	30 ″ 0 s 5 ″ 8½ 24 ″ 8
22 140555 JSBM	City of Corinth *T. Field* 04–18 *Elec. light* 2 *Dks (Stl) Cruiser Stern*	Steel Sc Sr 6220 6173 5085	~~6220~~ ~~6173~~ ~~5085~~ 3972	✠100A1 1,18 *(Class Contem. plated) Carrying fuel oil W.P. above 150° F in D.B.* ✠LMC 12,17	Hpl	*z*		~~1917~~ 1918 1mo *Lloyd's SA&CP*	W. Gray & Co. Ltd. W Hartlepool	Ellerman Lines, Ltd *Cell DB* 347'1271*t DTa*	391·0 | 54·2 | 28·9 P84'B&F274' FK 7 *BHCem APT* 25'709*t*	Liverpool British	T.3Cy.24½″,42¼″&73″–51″ 220lb FD(*s*) 581NHP 2SB,&1Aux.SB.*11c*,GS208, HS3341 Cen. Mar Eng. Wrks. W Hpl	31 ″ 5 s 4 ″ 8½ 27 ″ 1
23 97527 LRSN	Coalgas *W. Manson* –16 *ss* Bly 2nd No. 3–12,16 (*ex* George Allen) 1 *Dk (Iron) 3 tr Bkd Web frames Cargo battens not fitted*	Steel Sc Sr	2257 1922 1371	✠100A1 6,17 ✠LMC 12,16	Shl	*s*	6,17	1890 6mo *Lloyd's SA&CP*	Short Bros. Sunderland	Gas Light & Coke Co (S. Clarke & Co. *Mgrs.*) *Cell DB* 208'398*t*	290·2 | 30·0 | 21·7 P32'B78'F31' BK 10″ 5 *BHCem APT* 60*t*	London British	T.3Cy.21″,35″&58″–36″ (*s*) 150lb *100lb* NDB 10 196NHP 1DB *4pf½2rf*,GS85,HS2965 T. Richardson & Sons, Hpl.	24 ″ 3 s 3 ″ 5 21 ″ 10
24	City of Tampa *Elec. light* 2 *Dks*	Steel Sc Sr	2000					1917	Merrill Stevens Co. Jacksonville	Clyde S.S. Co,	212·0 | 38·0 | 18·0 B56'	Utd. States *WB*	T.3Cy.16″,24″&41″–30″ Jackson & Sharp, Wilmington, Del. 92NHP	
25 114760 SPKR	Cayo Bonito *A.W. Harrison* –16 *ss* Shl. No. 3–4,14 (*ex* Caledonier, 1 *Dk (Stl) & Spar dk (pt Iron ex* Cayo Bonito) *& pt Stl) & deep framing*	Steel Sc Sr	3427 3201 2213	✠100A1 *Spar dk* 7,17 MS 10,18 DS 8,16	Hul ✠LMC	*w*	7,17	1901 9mo *Lloyd's SA&CP*	J. Readhead & Sons S. Shields	Brys & Gylsen, Ld.	346·2 | 45·2 | 17·0 P77'B98'F35' 25·3 FK 6 *BHCem APT* 42'*f* 142'786*t*	London British	T.3Cy.25″,42″&68″–45″ (*r*) 160lb *80lb* 320NHP 2SB.*8cf*,GS121,HS1940 J. Readhead & Sons, S. Shl.	28 ″ 0 s 4 ″ 11½ 23 ″ 4
26	Caranza *J. Cortes* –17 (*ex* Ouse Hopper No. 2)	Iron & Steel Sc ~~Steel~~ *ss* Ferrol 3rd No 3–6,17 1 *Dk (Iron)*	524 — 312	✠100A1 6,17	Fer-rol ✠LMC 6,17		6,17	1885 10mo *Lloyd's SA&CP*	W. Dobson & Co. Newcastle	Longueira y Cia.	158·6 | 28·6 | 12·3 BK 6′	Corunna Spanish	C.2Cy.22″&44″–30″ (*s*) 90lb 95NHP 1SB.*3pf*,GS19,HS1720 N.E. Marine Eng. Co Ltd Nwc	13 ″ 1
27 139803	Craigcoilleach 1 *Dk*	Steel Sc K	~~240~~ ~~233~~ 220 91	✠100A1 *Stm Trawler* 8,17 *(Class Contem. plated)* ✠LMC 8,17	Abn			1917 8mo *Lloyd's SA&CP*	A. Hall & Co. Ltd. Aberdeen	~~Leiper & Irvin (G. Leiper, Mgr.)~~ R. Irvin & Sons Ltd.	~~122·0 | 22·0 | 13·2~~ 122 · 4 22 · 1 | 12 · 3 BK 7½′ 3 *BHCem*	Aberdeen British	T.3Cy.12″,20″&34″–24″ (*s*) 180lb 78RHP 1SB,*3pf*,GS46,HS1435 A. Hall & Co. Ltd. Aberdeen	13 ″ 3
28 214561 LGMQ	Carib *Birdsall* –17 *Elec. light* 1 *Dk (Stl) Cargo battens not fitted*	Steel Sc Sr	2118 1680 1259	✠100A1 6,17	Wyan-dotte ✠LMC 6,17	*r*		1917 4mo *Lloyd's SA&CP*	Detroit S.B.Co. Wyandotte	Atlantic Gulf & West Indies S.S.Co. *Cell D B* 212'478*t FPT*	251·0 | 43·8 | 18·2 P27'B65'F27' FK 4 *BHCem APT* 77*t*	New York Utd. States	T.3Cy.20″,33″&54″–40″ (*s*) 180lb 274NHP 2SB,*6cf*,GS126,HS5246 Detroit S.B.Co. Detroit	20 ″ 0
29 140527 JQLR	Croxteth Hall *C.S. Nelson* 10–17 *Elec. light* 2 *Dks (Stl) Cruiser Stern*	Steel Sc Sr	5872 5242 3741	✠100A1 7,17 ✠LMC 7,17	Nwc	*z*		1917 7mo *Lloyd's SA&CP*	Palmers' Co. Ld. Newcastle	Barcelona S.S.Co. Ld. (Hall Line, Ld. *Mgrs.*)	414·2 | 52·4 | 29·3 P90'B153'F94 FK 7 *BHCem DTa* 30'860*t*	Liverpool British	T.3Cy.24½″,42″&73″–48″ (*s*) 220lb 556NHP 2SB&1AuxSB,*11cf*,GS201, HS7923 FD Palmers' Co. Ld. Newcastle	31 ″ 10 s 5 ″ 8½ 26 ″ 6
30 89480	Camphill (*ex* Begona No. 4, *ex* Kardamila, *ex* Forest Holme) 1 *Dk (pt Iron & pt Stl) & Web frames & pt Awng dk (Iron)*	Steel Sc Sr *ss* Qns. 2nd No. 3–3,12	2407 1763 1544	✠100A1 *pt Awng dk with freeboard* 11,15 BS 11,16 ✠LMC 8,12	Cff	*s*	10,15	1890 7mo *Lloyd's SA&CP*	J. L. Thompson & Sons Sunderland	H.R. Jones	295·6 | 39·0 | 20·2 P29'Q78' BK 10″ *pt Awng dk* 183' *DBa* 86 *f* 64'315*t*	London British	T.3Cy.22″,36″&59″–39″ (*s*) 160lb 222NHP 2SB,*6rf*,GS90,HS3405 J. Dickinson, Sunderland	21 ″ 5 s 8 ″ 0½ 21 ″ 4
31 102728 JQNW	Campfield (*ex* Begona No. 1, *ex* Karistinakis, *ex* Verbena) 1 *Dk (pt Iron pt Stl) & Web frames & pt Awng dk (pt Iron pt Stl)*	Steel Sc Sr *ss* Shl. No. 3–1,03 *ss* Bbo. No. 2–17	2347 1772 1493	✠100A1 *pt Awng dk with freeboard* ~~8,17~~ ~~8,17~~ ✠LMC ~~8,17~~	Bbo Cff	*s*	3,17	1895 4mo *Lloyd's SA&CP*	Furness, Withy & Co. Ltd W Hartlepool	~~H.R. Jones~~ The Shipping Controller (H. Rees Jones & Co. *Mgrs.*) *Cell DBa* 5 *uE* 114' *f* 116'	293·0 | 41·0 | 17·6 Q111' *pt Awng dk* 182' FK 6 *BHCem APT* 458*t* 12	London British	T.3Cy.22″,35½″&59″–39″ (*s*) 160lb *100lb* NDB 11 224NHP 2SB,*6cf*,GS85,HS3474 T. Richardson & Sns, Ld Hpl	20 ″ 0 s 7 ″ 8½ 19 ″ 4
32	Captain Pollen *Should be "Honjo," See No. 31 in Supplement* 1 *Dk*	Steel Sc K	260	100A1 *Stm Trawler (Class Contemplated)*				1917	A. Hall & Co. Ltd. Aberdeen	J.E. Rushworth	125·0 | 22·5 | 13·0 Q69'F17'	Grimsby British	T.3Cy.12½″,21″&35″–24″ A. Hall & Co. Ltd. Aberdeen	
33 139622 JRLD	Cardigan *H. Williamson* 10–17 *Elec. light* 1 *Dk (Stl) & Shelter dk (Stl)*	Steel Sc Sr	5879 5632 4337	✠100A1 *Shelter dk with freebrd* 2,18 ~~10,17~~ *(Class Contem. plated)* ✠LMC 10,17	Sws	*y*		1917 10mo *Lloyd's SA&CP*	Richards'n Duck & Co. Ld. Stockton	Cardigan S.S.Co. Ld. (Jenkins Bros) *Cell DB* 351'1345*t FPT*	400·0 | 52·0 | ~~24·3~~ 32 · 3 FK 6 *BHCem APT* 11*t* 120*t*	Cardiff British	T.3Cy.26″,43″&71″–48″ (*r*) 180lb *100lb* 425NHP 3SB,*9cf*,GS192,HS7171. Blair & Co Ld. Stockton	35 ″ 1 s 9 ″ 10 25 ″ 7
34	Choctaw *Dunlop* 17–17 *Elec. light* 1 *Dk (Stl) Cargo battens not fitted*	Steel Sc Sr	~~2050~~ 2086 1679 1277	100A1 9,17 *(Class Contem. plated)* ✠LMC 9,17	Chicago	*y*		1917 9mo *Lloyd's SA&CP*	Chicago S.B.Co. Chicago	Atlantic Gulf & West Indies S.S. Lines	~~251·0~~ 43·6 | 18·2 P25'B64'F26' 249·6 | FK 4 *BHCem APT* 77*t*	New York Utd. States	T.3Cy.20″,33″&54″–40″ (*s*) 180lb 274NHP 2SB.*6cf*,GS124,HS5246 American S.B.Co. Cleveland Lorain, O.	20 ″ 3
35	Christian Krogh *Elec. light* 1 *Dk*	Steel Sc	2158 1227 1718					1917	A.F. Smulders Schiedam		269·2 | 42·4 | 18·1 P28'B74'F28'	Christiania *WB*	T.3Cy.20″,32″&52″–39″ 169NHP A.F. Smulders, Schiedam	
36 WMER	Carmen *J. Johnsen* –17 *Elec. light* 1 *Dk (Stl) ~~Cargo battens not fitted~~*	Steel Sc Sr	2042 1679 1262	✠100A1 11 17a,17	Cly Bal ✠LMC 6,17	*r*		1917 6mo *Lloyd's SA&CP*	American S.B.Co. Cleveland, O.	~~Birger & Hage~~ ~~D.Hs. remaining Rod. to B. Hogemann, Mgr.~~ Cell DB 222' Skibs. Akties. Lodding's Rederi 3. (T. Lodding, *Mgr.*)	251·0 | 43·5 | 20·0 P27'B61'F25' FK 4 *BHCem APT* 77*t*	~~Bergen~~ Norwegian	T.3Cy.20″,33″&54″–40″ (*s*) 180lb 272NHP 2SB,*6cf*,GS126,HS5246 American S.B.Co. Clevelnd	~~20 ″ 0~~ 20 ″ 2 s 2 ″ 9 17 ″ 9

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Master. Special Surveys.	3 Material, Rig, &c. Late Name if any. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years assigned. now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom. Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NP=Horse power by Society's formula; RP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. (Lloyd's Register of Shipping).
37 127596	Cheerie Lads	WoodScDy (Fishing) 1Dk	103 102 51					1917	Colby Bros. Ld. Oulton Broad	E.A.Baker	89·4	20·3	9·8	Yarmouth British	C.2Cy.12″&26″–18″ 28RHP F.W.Carver&Co.Gt.Yar.		
38	Concha F.Miangolarra –17 (exMudela No. 2)	SteelScSr 1Dk(Stl)&Awng dk(Stl)	1542 1424 931	✠100A1 Awng dk with freeboard 2,18	Bbo	o ✠LMC9,16		1916 9mo	Astilleros delNervion Bilbao Lloyd's SA&CP	R.O.Artiñano	230·0 FK CellDB191′258t	34·6	21·0 APT36t	Bilbao Spanish	T.3Cy.16″,26″&44″–33″ (s) 180lb 100lb 139NHP 2SB,4cf,GS79,HS2386 Ross&Duncan,Glasgow	23 ″ 4 s 5 ″ 6 18 ″ 1	
39 137520 JRKQ	Clangula W.T.Shaw –17 Elec.light	SteelScSr 1755 1Dk(Stl)&Shelter dk(Stl) 1525 2nd dk(Stl)in forehold	1754 1527 870	✠100A1 Shelter dk with freeboard (Class Contem. plated) ✠LMC10,17	Nwc	s		1917 10mo	Swan,Hunter&Wigham Richardson, Ld Newcastle Lloyd's SA&CP	CorkS.S.Co.Ld. FK CellDBa82′uE20′f118′433t	285·0 FK FPT34t	40·0 6BHCem APT36t	19·4	Cork British	T.3Cy.20½″,34″&56″–42″(s) 180lb 318NHP 3SB,6cf,GS126,HS5000 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc.	20″8 s1 ″ 5 19 ″ 6	
40 136366	Claremorris J.Robinson –17 Elec.light Well deck 1Dk(Stl) Mchy.Aft	SteelScSr 443 238	632 (Class Contem. plated) ✠LMC10,17	✠100A1 10,17	Bwg			1917 10mo	Scott& Sons Bowling Lloyd's SA&CP	JohnKelly,Ld. Q103′B11′F33′ B9′ BK7½′ CellDB103′161tFPT46tAPT7t	179·6 3BHCem	28·6	10·9	Belfast British 91RHP	T.3Cy.15″,25½″&41″–30(s) 180lb 1SB,3cf,GS61,HS2004 Ross&Duncan,Glasgow	13 ″ 6 s4″7½ 13 ″ 8	
41 140559 JSHQ	City of Florence E.WynnDavies –18 Elec.light Cruiser Stern Cargo battens not fitted in poop & forecastle	SteelScSr 2Dks(Stl) 6512 4391	~~6870~~ 6862 (Class Contemplated) Carrying fuel oil F.P.above 150°F.	✠100A1 2,18 ✠LMC2,18	Hpl	b†		~~1917~~ 1918 2mo	W.Gray& Co.Ld. W Hartlepool Lloyd's SA&CP	EllermanLines,Ld ~~449·0~~ P104′B171′F~~34~~81′4 448·8 F93′ CellDB398′1626tDTd	~~56·2~~ FK 24′800t	~~21·3~~ 7BHCem		Liverpool British	T.3Cy.26″,44½″&77″–51″(s) 220lb 621NHP 3SB,12cf,GS225,HS8726 FD Cen.Mar.Eng.Wrks.W Hpl	34 ″ 0 s 6 ″ 7½ 27 ″ 9	
42 HSDW	Commandant Dorise Elec.light	SteelSc 2Dks(Stl)	5700 4826 3546	✠100A1 6,17 ✠LMC6,17	Kob	g		1917 6mo	MitsuBishi Dkyd&EWks Kobe Lloyd's SA&CP	MessageriesMaritimes CellDB350′996t	400·0 FK FPT	54·5 6BHCem 132tAPT87t	30·0	Marseilles French	T.3Cy.26½″,43″&72″–48″(s) 180lb 510NHP 3SB,9cf,GS183,HS7618 MitsuBishiD.&E.Wks.Kob	~~27 ″ 8~~ 30 ″ 0 s5 ″ 8½ 24 ″ 8	
43 HSDW	Cadillac For full particulars See No. 78 below Elec.light Tonnage opening closed 1917 Mchy.Aft Longitudinal framing	SteelSc 7675	12035 8000	100A1 (Class Contem plated) Carrying Petroleum in bulk				1917	Palmers' Co.Ld. Newcastle (J.Hamilton,Mgr)	Anglo-American OilCo.Ld.	530·2	66·3	33·8	British	Q4Cy.28½″,41″,58″&84″–54″ Palmers'Co.Ld.Newcastle	42 ″ 1 s12 ″ 9 29 ″ 9	
44 204509 KWHP	Charles Christenson (exShna-Yak)	WoodSc 3MstSr 1Dk2trB	839 663 452					1907	HallBros. Winslow, Wash.	Sudden& Christenson	188·7	39·8	12·8	S.Frncisco Utd.States	T.3Cy.13″,22″&36″–24″ 64NHP FultonIronworks,S.Frisco		
45	Ciudad de Cartagena Oil Eng.	WoodAux ScSr 2Dks	739 — 714					1917	Clooney Cst&TwngCo Westlake,La.	E.L.Silva	176·0	36·0	13·6	Cartagena Colombian	Oil Engine		R
	(See Sailing Ship Register)																
46 121205	Clemens A. Reiss (exFrankT.Heffelfinger) Mchy.Aft Elec.light	SteelScSr 1Dk2trB	4897 — 3630					1901	Chicago S.B.Co. Chicago	ReissS.S.Co.	430·0	50·2	24·5	Duluth Utd.States	Q4Cy15″,23¾″,36½″&56″–40″ 198NHP WB ChicagoS.B.Co.Chicago		L
47 139965	Captain Pollen 1Dk	SteelScK	~~869~~ 275 233 109	✠100A1 StmTrawler 12,17 (Class Contem. plated) ✠LMC12,17	Abn			1917 12mo	A.Hall& Co.Ld. Aberdeen Lloyd's SA&CP	J Rushworth Steam Fishing Co.Ld (J Rushworth, Mgr.)	125·0 125·7	22·5 22·7 BK7½′	13·0 12·1	Grimsby British 3BHCem	T.3Cy.12½″,21″&35″–24″(s) 180lb 82RHP 1SB,3pf,GS16,HS1510 A.Hall&Co.Ld.Aberdeen	13 ″ 0	
48 139456 JRQM	Capelcastle J.A.Agnew16–17 Elec.light 1Dk(Stl)	SteelSo 3486 2353	3872 (Class Contem plated) ✠LMC11,17	✠100A1 11,17	Sld	w		1917 11mo	R.Thompson&Sons,Ld. Sunderland Lloyd's SA&CP	ArthurCapel&Co. (SouthWales)Ld. P33′B110′F33′ 360·1 FK CellDB306′927tFPT153t	~~360·0~~	50·0 ~~F35~~	22·9 6BHCem	Newport, Mon. British	T.3Cy.25″,42″&68″–45″ (r) 180lb 100lb 341NHP 2SB,8pf,GS123,HS5302 N.E.MarineEng.Co.Ld.Sld	25 ″ 5 s4 ″ 4½ 21 ″ 5	
49 HOWN	Cement Mchy.Aft	SteelScSr (exBojana) 1Dk	204 — 97					1890	Stabilmnto Tecnico Trieste	M.Paric	120·0 P16tQ31tF10t	22·0	8·0	Spalato Aust.-Hung.	C.2Cy.14″&25″–18″ 22NHP StablimntoTecnico,Trieste		A
50 HSBN	Coligny Forellière –99	IronPadSr	115 — 46					1876	Jollet& Babin Nantes	Soc.Anon.des Bateaux à Vap.de l'Ile de Ré	117·3	16·7	8·2	La Rochlle French	C.2Cy.19¾″&31½″–37″ 50NHP Jollet&Babin,Nantes		
51 HTND	Constantinos Juno,exLana,exCornelia)	IronSc3MstSr (exAster,exYacht 2Dks	233 — 143					1868	Palmers' Co. Newcastle	M.P.C.Salvago	164·5	20·9	12·1	Piræus Greek	C.2Cy.17″&32″–24″ NE&B84 42NHP Day,Summers&Co.Sou.		
52 122803	Criccieth H.Workman –15 (exConqueror)	SteelScSp (Tug) 1Dk	102 101 5					1905	Cox&Co. Falmouth	StmTugConqueror Ld.	90·4	17·9	9·8 BK6′	Swansea British	C.2Cy.18″&36″–24″ 74RHP Cox&Co.Falmouth	10 ″ 0	
53 938 JCGL	Carl Gustaf D.Engdahl15–15 (See Sailing Ship Register)	WoodAuxScK Oil Eng. 1Dk	106 99 85					1893	Sixten Groth Sjötorp	H.Gröbel	93·4	22·5	6·8	Hargé Swedish	Oil Engine		
54 JORN	Carmi A. Thompson Mchy.Aft Elec.light	SteelSc3r 1Dk(Stl)&Web frames Longitudinal framing	~~7000~~ 7039 6333 5658	✠100A– 9,17 ✠LMC9,17 For Service on the Great Lakes (Class Contem. plated)	Lorain			1917 9mo	American S.B.Co. Lorain,O. CellDB&s	ProducersS.S.Co. (M.A.HannaCo. Mgrs.) F43′ FK de tanks 1402′250t	525·0 4BH CellDBuE&B&c	58·0 cross bunker 69′350t	31·0 FIT260tAPT50t	Fairport,O Utd.States	T.3Cy.23½″,38″&63″–42″(r) 180lb 376NHP 2SB,6cf GS126,Hs5736 AmericanS.B.Co.Lorain,O	32 ″ 0	
55 133617 JORN	Cromwell J.H.Gibb –13 (exNorahElsmie) Well deck Mchy.Aft	SteelScSr ssNwc.No.1-17 1Dk(Stl)	439 309 171 BS2,18	✠100A1 1,18 ✠LMC3,17	Nwc	g	3,17	1912 12mo	Hall, Russell&Co.Ld. Aberdeen Lloyd's SA&CP	~~Shankland&Co.~~ ~~Ld~~Iceland Shipping Co.Ld. (J.Slater, Mgr.)	155·3 Q91′B9′F22′ BK7′	25·1	10·7 3BHCem FPT30t	Aberdeen British	T3Cy12½″,21½″&31″–24″(r) 180lb 100lb 75RHP 1SB,2pf,GS10,HS1345 Hall,Russell&Co.Ld.Abn.	11 ″ 8 s 3 ″ 8½ 12 ″ 2	
56 140561 JSKF	City of Brisbane E.Mason08–18 Elec.light Ref.Mchy.	SteelScSr 2Dks(Stl) Cruiser Stern	7094 6381 4510	✠100A1 3,18 (Class Contem plated) ✠LMC3,18 ✠Lloyd's RMC~~9~~6,18	Nwc	c†		~~1917~~ 1918 3mo	Swan,Hunter&Wigham Richardson Ld Newcastle Lloyd's SA&CP	EllermanLines, Ld. ~~450·5~~ P94 ~~B&F326~~ 30·7 451·2 56·8 P&F327′ FK CellDB403′1297tDTd	~~56·5~~ 39′995t	~~33·1~~ FPT96t	APT44t	Liverpool British 7BHCem	T.3Cy.26″,44¾″&78″–54″(s) 0lb 737NHP 3SB&1AuxSB15cf,GS277. Hsl1014FD Barclay,Curle&Co.Ld.Gls.	33 ″ 2	
57 139832	Clara Sutton	WoodScDy (Fishing) 1Dk	102 101 43					1917	Colby Bros. Ld. Oulton Broad	A.R.Sutton	88·9	20·4	9·9	Hartlepool British	T.3Cy.10½″,15″&24″–16″ 35RHP Crabtree&Co.Ld.Gt.Yar.		

*This vessel which was classed in the Germanischer Lloyd has now been surveyed by the Surveyors to Lloyd's Register

*This vessel which was classed in the Germanischer Lloyd. has now been surveyed by the Surveyors to Lloyd's Register

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1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné naturellement expiré. Lettre d'équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pt.	15 Registres ou code. Lettre bleue dans le L. R.
58 Signaux: JSGB	**Chester Sun** *Elec.light* *Longitudinal framing* *Mchy.Aft*	SteelSc 1*Dk*	7100 6563	100A1 (*Class Contem. plated*) *Carrying Petroleum in bulk*				1917	SünS.B. Co. Chester,Pa.	SunCompany	430·0 P133' | 59·0 B36' | 33·2 F40'	Phildlphia Utd.States	T.3Cy.27″,45½″&76″–51″ RWetherill&Co ChesterPa	33 ″ 3 s 8 ″ 0½ 25 ″ 7	
59 139763	**Chinkong** *I.Santiago* (*ex* Ritta)	SteelTwinSc (*Tug*) 1*Dk*	250 202 46					1917	New Eng. &S.B.Wks Ld Shanghai	ChinaNav.Co.Ld.	140·0 | 26·1 | 7·0	Shanghai British	T.3Cy.10″,16″&26″–15″ 69RHP New Eng.&S.B.Wks.Ld Shi		
60 138919	**Cometa** *I.Santiago* (*ex* Ritta)	SteelScSp (*Tug*) 1*Dk*	148 133 49					1892	J.P.Rennoldson&Sns. South Shields	W.J.Smith	95·0 | 20·5 | 9·0	Gibraltar British	C.2Cy.13″&26″–20″ 60RHP *WB* J.P.Rennoldsu&Sns,S.Shl.		
61 136148 JSGB	**Crosshands** *J.C.Wight* 17–18 *Mchy.Aft* *Well deck* *Cargo battens not fitted*	SteelSc3MstSr 1*Dk*(*Stl*)	716 459 321	✠100A1 2,18 (*Class Contem. plated*) ✠LMCI,18	All	*j*		~~1917~~ 1918 2mo *Lloyd's*	A.Jeffrey &Co.Ld. Alloa *A4CP*	Cleaves Western Valleys Anthracite Collieries,Ld. (T.D.John, *Mgr.*)	190·9 | 29·2 | 11·3 ~~C161' B18'~~ F33' Q105' B8' BK7½″ *Cell DB f* 114'164*t FPT* 40*t APT* 37*t*	Swansea British 3 *BHCem*	T.3Cy.16″,26½″&44″–30″ (*s*) 180lb 121NHP 1SB,*3cf*,GS62,HS1960 A.Jeffrey&Co.Ld.Genoa A1	13 ″ 7 s 4 ″ 5½ 13 ″ 8	
62 140707 JSLG	**Cairnmona** *J.Hyslop* 05–18 *Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	SteelScSr	~~4680~~ 4666 4223 2775	✠100A1 *Shelter dk with freeboard* 3,18 ✠LMC 18 (*Class Contem. plated*)	Sld	*y*		1918 3mo *Lloyd's*	Sunderlnd S.B.Co.Ld. Sunderland *A4CP*	Cairn Line of Stm-ships,Ld. (Cairns, Noble&Co. *Mgrs.*)	390·0 | 52·7 | 25·2 890 · 2 | 53 · 1 FK *Cell DB* 341'1160*t FPT* 102*t APT* 164*t*	Newcastle British 6 *BHCem*	T.3Cy.28″,46″&75″–51″ (*s*) 180lb 550NHP 3SB,*3cf*,GS38,HS3033 FD Blair&Co.Ld.Stockton	27 ″ 9 s 8 ″ 5 24 ″ 9	
63 142293 JSFL	**Corsham** *D.McAlister* 05–18 1*Dk*(*Stl*) *Elec.light* *Cargo battens not fitted*	SteelSc	~~2760~~ ~~2449~~ ~~4576~~ 2797 2449 1628	✠100A1 1,18 (*Class Contem. plated*) ✠LMCI,18	Sld	*t*		1918 1mo *Lloyd's*	S.P.Austin &Son,Ld. Sunderland *A4CP*	Cory Colliers,Ld. *Cell DB* 236'783*t DT in ER* (P10'S14')	312·5 | 45·3 | 20·8 P25' B66' ~~F27~~ F28' FK 180*t DT a* 22'117*t FPT*	London British 5 *BHCem*	T.3Cy.22½″,37″&61″–42″ (*s*) 180lb 270NHP 2SB,*Spf*,GS124,HS4200 Richardsons, Westgarth& Co.Ld.Sld.	23 ″ 1 s 3 ″ 11 19 ″ 6	
64	**Carpe Diem** *Oil Eng.* 1*Dk*	SteelScSr	236 198 165					1917	Gebr.Pot Bolnes	NV Motorschooner Carpe Diem	110·9 | 23·0 | 9·9	Rottrdam Dutch	Oil Engines 2Cy.		
65	**Cementa** *A.Baltzersen* –17 *Mchy.Aft*	WoodTwinSc3MstCtr *Par.Motor* 1*Dk*	133 *For full particulars See No. 79 below* 85					1917	JONerhus Olve, Bergen	Christiania Cement Stoberi H.Musculus A.S.	| 22·2 | 10·1	Chrstiania Norwegian	Paraffin Motor LysekilsM.V.Lysekil		
66 82960 TQFM	**Clyde** ~~Iron Aux Twin Sc Sr~~ ~~Iron Aux Sc Sr~~ *Morris* –17 (*See Sailing Ship Register*)	*Oil Eng.* 1*Dk*	185 169 130	*Now named "Garthclyde." See No. 66 in Supplement*				1883	T.W.Tow-Newcastle	Marine Nav.Co.of Canada,Ld.	115·6 | 20·2 | 10·1	Montreal British	Oil Engines 8Cy.5¾″–7″ NE *fitted* 17 *WB* Gleniffer Motors,Ld.Gls.		
67	**Camana** *Elec.light* *Cruiser Stern*	SteelScSr	3761	100A1 *Awng dk* (*Class Contem. plated*)					Dunlop, Bremner& Co.Ld. Pt.Glasgow	BlueStarLine,Ld.	390·7 | 53·2 | 24·7 F50'	London British	T.3Cy.24½″,41½″&70″–48″ DunlopBremnr&CoLdPGl	36 ″ 0 s 9 ″ 2 27 ″ 1	
68	**Cabedello** *Elec.light* Wireless	SteelScSr (*ex* Prussia) 1*Dk*&*Shelter dk*	3557 3277 2180					1912	Flensburgr Schiffsb.Ges. Flensburg	Requisitioned by the Brazilian Government	364·3 | 51·0 | 22·0 H25'	Brazilian	T.3Cy.24¾″,40⅞″&67⅜″–48″ 318NHP FlensburgerSchiffsb.Ges.		
69	**Camamú** *Elec.light* Sub.Sig. 2*Dks* Wireless *Longitudinal framing*	SteelSc (*ex* Steiermark)	4570 4285 2845					1911	Akt.Ges. "Vulcan" Stettin	Requisitioned by the Brazilian Government	399·8 | 52·7 | 24·4 F33'	Brazilian	Q.4Cy.23″,31½″47″&71″–47″ 345NHP A.G."Vulcan," Stettin		
70	**Campos** *Elec.light* Wireless 2*Dks*3*trB*	SteelScSr (*ex* Asuncion)	4663 3824 3018					1894	Blohm& Voss Hamburg	Requisitioned by the Brazilian Government	376·1 | 46·1 | 27·2 P&B226' F54'	Brazilian	Q4Cy21½″,31½″,46″&66″–48″ 302NHP Blohm&Voss,Hamburg		
71	**Caxias** *M.Pacheco jr* –18 *Elec.light* Sub.Sig. Wireless 3*Dks*	SteelTwinScSr (*ex* Bahia Laura)	9791 8433 6172	G.L.Rio.4,18 (*See Footnote**)				1913	Bremer Vulkan Vegesack	Requisitioned by the Brazilian Government	491·2 | 59·2 | 35·7 B150' F103'	R.Janeiro Brazilian	T.6Cy.24″,39⅜″&66⅛″–47½″ 602NHP Bremer Vulkan, Vegesack		
72	**Caxambú** (*ex* Minneburg) 1*Dk*(*Stl*)&*Spar dk*(*Stl*) *Elec.light* &*deep framing*	SteelScSr *ss* Ham.No.1–13	4748 4434 2999	✠ ~~12,18~~ *Spar dk* ✠	Ham	*y*		1909 5mo	J.C.Tecklenborg A.G. Geestemünde	Requisitioned by the Brazilian Government *Cell DB a* 132'*n E* 22'*f* 180'1225*t FPT*	399·3 | 54·2 | 17·0 P48' B116' F48' 25·0 FK	Brazilian 6 *BHCem*	T.3Cy.26″,42½″&70″–48″ 427NHP 2SB.*6cf*,GS123,HS5852 FD J.C.Tecklenborg A.G.Gst.		
73	**Curityba** *ex* Lotte Menzell) *Elec.light* Sub.Sig.	SteelScSr (*ex* Walburg, 1*Dk*&*Shelter dk*	3081 2898 2362					1905	Flensburgr Schiffsb.Ges. Flensburg	Requisitioned by the Brazilian Government	301·4 | 45·3 | 26·0 H70'	Brazilian	T3Cy20 $\frac{5}{16}$″,33 $\frac{3}{16}$″&55 $\frac{7}{8}$″–37 $\frac{3}{8}$″ 192NHP *WB* FlensburgerSchiffsb Ges.		
74	**Curvello** *Elec.light* Sub.Sig. Wireless	SteelTwinScSr (*ex* Gertrud Woermann) 2*Dks*&*deep framing*	6456 4948 3967	G.L.NYk.11,17 (*See footnote**)				1907	Reiherst'g Schiffsw. Hamburg	Requisitioned by the Brazilian Government	415·6 | 50·7 | 28·6 P&B267' F60'	Brazilian	T6Cy22 $\frac{1}{16}$″,39 $\frac{3}{8}$″&63 $\frac{1}{8}$″–42 $\frac{1}{4}$″ NB11 528NHP *WB* Reiherst.Maschinenf.Ham.		
75	**Cuyabá** *Elec.light* Sub Sig. Wireless 2*Dks*	SteelSc (*ex* Hohenstaufen)	6489 4737 4086	G.L.Rio.9,17 (*See Footnote**)				1906	Bremer Vulkan Vegesack	Requisitioned by the Brazilian Government	409·3 | 52·7 | 28·0 P&B259' F48'	Rio Janeiro Brazilian	Q.4Cy.24″,34½″,50 $\frac{3}{8}$″&72 $\frac{1}{2}$″–53 $\frac{3}{8}$″ 387NHP *WB* Bremer Vulkan, Vegesack		
76 5927	**Carl Peder** *Elec.light* *Mchy.Aft*	CompScSr *Oil Eng.* 1*Dk*	362 298 248					1917	R.Kallin Tösse	Rederiaktieb. Carl Peder (P. Kallin)	134·4 | 25·7 | 11·0 P38' B6' F18'	Gothenbrg Swedish	Oil Engines 4Cy. BergsundsM.V.Aktb.Skm.		
77 5951 HBGS	**Catalonia** *K.F.Plomgren* 05–17 *Elec.light*	SteelScSr	2190 2025 1290	100A1 *Shelter dk with free board* (*Class Contem. plated*)				1918	Oskrshmns M.V.Aktieb. Oskarshamn	Rederiaktieb. Svenska Lloyd (H. Metcalfe, *Mgr.*)	270·1 | 41·2 | 22·8	Gothenbrg Swedish	T.3Cy.22½″,35½″&58½″–36″ OskarshamnsM.V.Aktieb.		
78 140703 JBTC	**Cadillac** *J.A.Collie* 03–17 *Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)& *Mchy.Aft* *Web frames* *Longitudinal framing* Tonnage opening closed 1917	SteelScSr	11106 9024 6903	✠100A1 *Shelter dk with freeboard* 5,18 ~~12,17~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 12,17	Nwc	*g*†		1917 12mo *Lloyd's*	Palmers' Co.Ld. Newcastle *A4CP*	Anglo-American Oil Co.Ld. (J.Hamilton, *Mgr.*)	530·2 | 66·3 | 33·8 FK *Cell DB u E&B* 91'353*t DT f* 49'910*t FPT* 203*t APT* 141*t*	Newcastle British 23 *BHpt Cem*	Q4Cy.28½″,41″,58″&84″–54″ 220lb (*s*) 793NHP 4SB.*16cf*GS296 *n*S11392 FD Palmers'Co.Ld.Newcastle	42 ″ 1 s 12 ″ 9 29 ″ 9	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys.	3 Late Name if any. / No. of Decks, &c.	4 Register Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned / now expired. Any special Letter.	7a Date when rail shifted / last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Dates of Trade Cert.
79 / 246 / JBHM	**Cementa** *O.Balkersen* –17 *Mchy Aft* (*See Sailing Ship Register*)	Wood Aux Sc 3 Mast Sr *Oil Eng.* 1 *Dk*	133 115 84					1917	J.O.Nerhus Ölve, nr.Bergen	Christiania CementstöberiH. MusculusAkties.	99·8 Q30′	22·8	9·7	Chrstiania Norwegian	Oil Engine 2Cy.13½″–15½″ LysekilMek.VerkstadA.B.		N
80	**Chomin** (*See Sailing Ship Register*)	Wood Aux Sc Sr	145 128 100					1916	Hijos de Mendiguren Bilbao	Hijos de J.M. Rezola	95·3	22·5	9·7	Bilbao Spanish	C.2Cy.7″&14″–8″ Cia.Eskalduna,Bilbao		V
81 / 246 / JBHM	**Clara** *L.J.Hillkvist* 13–17 (*ex* Sailing Vessel) *Mchy Aft* (*See Sailing Ship Register*)	Wood Aux Sc 3 Mast Sr *Motor* 1 *Dk*	155 139 140					18gy	..... Sjötorp	L.J.Hillkvist (C.D.Forsman, *Mgr*).	95·6 H15*t*	23·1	9·7	Hille Swedish	Motor *Efitted*17		
82 / 85075 / WDVG	**Chasina** *W.H.M.Townsend* –16 (*ex* Selma, *ex* Yacht, *ex* Santa Cecilia) 1 *Dk*	Iron & Steel Sc Sr 25	~~208~~ 194 101 139					1881	J.Elder& Co. Glasgow	Union S.S.Co.of British Columbia, Ld.	141·8	22·1	11·6	Vancvr,BC British	C.2Cy.18″&36″–21″ 80RHP J.Elder&Co.Glasgow	12 ″ 6	
83 / 87034 / HBTF	**Chilco** *S.G.Mortimer* –16 (*ex* Santa Maria, *Elec.light* *ex* Yacht) 1 *Dk*	Steel Sc Sr	309 227 197					1883	J.Elder& Co. Glasgow	Union S.S.Co.of British Columbia, Ld.	154·0	22·0	12·4	Vancvr,BC British	C.2Cy.18″&36″–21″ NB01 80RHP J.Elder&Co.Glasgow		
84	**Clan Macmillan** *Elec.light*	Steel Sc	6550 6290 4120	100A1 (*Class Contem plated*)				1918	W.Doxford &Sons,Ld. Sunderland	Cayzer,Irvine&Co Ld.	420·0	54·0	34·4	Glasgow British	T.3Cy.27″,44½″&75″–54″ Richardsons,Westgarth& Co.Ld.Mdb.		
85	**Carib** *Elec.light*	Steel Sc Sr (*ex* Calabria, *ex* Baroda) 2 *Dks* 3 *tr B*	3004 2866 1931				...	1889	London& Glas.Co.Ld. Glasgow	Carib S.S.Co.Inc. (E.F.Geer)	338·6 P16′B74′F42′	42·0 BK11′	26·1 *WB*	New York Utd.States	T.3Cy.24½″,37″&64″–48″ 303NHP Lon.&Glas.Co.Ld.Gls.	29 ″ 0	
86	**Ceres**	Steel Sc	3200 2986 1900	100A1 (*Class Contem plated*)				1918	Jos.T.Eltringham& Co.Ld.Wilmington Quay		330·5 P32′B116′F38′					T.3Cy.24″,39″&65″–42″ Jos.T.Eltringham&Co.Ld.		
87 / 140696 / JQVP	**Clan Macmaster** *W.Wood* –18 *Elec.light* 1 *Dk*(*Stl*) & *Shelter dk*(*Stl*)	Steel Sc Sr	6563 6294 4137	✠100A1 *Shelter dk with freeboard* 6,18 ~~1,18~~ ✠LMC1,18	Sld Lon	*z*		1917 8mo	W.Doxford &Sons,Ld. Sunderland *Lloyd's SA&CP*	Cayzer,Irvine&Co Ld.	420·0 1 *Intermediate* *B* Hin fore hold dispensed with *Cell DB* 374′ 1179*t*	54·0 FK	34·4 *Cem* 6 *BH only* *FPT* 109*t*	Glasgow British	T.3Cy.27″,44½″&75″–54″ (*s*) 180lb 568NHP 3SB.9*cf*,GS183,HS3326 Richardsons,Westgarth& Co.Ld.Hpl.	37 ″ 0 s 9 ″ 1 FD 28 ″ 4	
88 / 133575 / THMG	**Chak Sang** *M.Courtney* –17 *Elec.light* 2 *Dks*(*Stl–U* teak s)	Steel Sc Sr	2358 2125 1470	✠100A1 11,17 ✠LMC10,17	HKg	*s*		1917 11mo	Hong K'ng &Whampoa Dock Co.Ld. Hong Kong *Lloyd's SA&CP*	Indo-China Steam Nav.Co.Ld. *Cell DB* 238′ 447*t*	290·6 P29′B70′F33′	42·1 *DT a* 24′400*t*	22·7 FK *FPT* 60*t*	Hong Kong British *5 BH Cem* *APT* 126*t*	T.3Cy.21″,34″&56″–42″ (*s*) 180lb *100lb* 226NHP 2SB.6*cf*,GS119,HS352 Hong Kong&Whampoa Dock Co.Ld.Hong Kong	25 ″ 0 s 3 ″ 9 21 ″ 8	
89 / 141879 / JSTW	**Clan Alpine** *W.J.Lennox* –18 *Elec.light* 2 *Dks*(*Stl*)	Steel Sc	6465 5032 4762	✠100A1 4,18 ~~(Class Contem plated)~~ *Carrying fuel o.t.F.P.above DB*	Grk	*z*		1918 4mo	Greenock& Dkyd.Co.Ld. Greenock *Lloyd's SA&CP*	Cayzer,Irvine&Co Ld. *Tween dk B Hin after hold dispensed with* *Cell DB* 346′ 1220*t*	410·2 P35′B259′F41	53·5 *DT* 33′985*t*	28·4 FK *APT* 45*t*	Glasgow British *Cem* 6 *BH to Udk* 1 ,, ,, *2nd ,, only*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 538NHP 3SB.9*cf*,GS186,HS8151 J.G.Kincaid&Co.Ld.Grk.	31 ″ 0 FD	
90	**Celebes** *J.Visser* –17	Steel Sc Yl (*Fishing*) 1 *Dk*	146 52					1917	Gebr.Boot Leiderdorp	N.V.Visschery My. Celebes	100·1	20·3	10·0	Ymuiden Dutch	T.3Cy.10″,16″&26″–20″ Van der Kuy& van der Ree,Rot.		
91 / 109604 / SCFN	**Chertsey** *R.C.Oliver* –18 (*ex* Dunbar)	Steel Sc Sr *ss* Yka.No.3–1,13 2 *Dks*(*Stl*) & *Web frames*	3672 3412 2357	✠100A1 11,16 *Examined* 1,18 ~~BS1,18~~ ✠LMC2,17	Cal	*w*	~~11,16~~ 1,18	1900 11mo	C.Connell &Co. Glasgow A&CP	Britain S.S.Co.Ld. (Watts,Watts& Co.Ld. *Mgrs.*) *Cell D Ba* 114′ *uE* & *B* 38′ *f* 152′ 80*lt*	355·1 P34′B106′F36′	45·0 FK	25·8 6 *BH Cem* *APT* 62*t*	London British	T.3Cy.25″,41″&66″–45″ (*s*) 170lb *100lb* NDB11 353NHP 2SB,6*cf*,GS94,HS4862 Dunsmuir&Jackson,Gls.	28 ″ 6 s 5 ″ 4½ FD 23 ″ 6	
92 / 115165 / VNRW	**Chatham** *D.Miller* –18 (*ex* Clifton)	Steel Sc Sr *ss* Bry.No.2–12 1 *Dk*(*pt Irn & pt Stl*) 2 *tr B* & *Web frames* 3 *Dk rule*	3592 3406 2313	✠100A1 *with freeboard* 12,15 *Examined* 11,17 ~~BS2,18~~ ✠LMC1,17	Cff	*w*	~~1,17~~	1904 2mo	Short Bros. Ld. Sunderland *Lloyd's SA&CP*	Britain S.S.Co.Ld. (Watts,Watts& Co.Ld. *Mgrs.*) *Cell D Ba* 114′ *uE* 24′ *f* 136′ 815*t*	340·0 P31′B&F275′	47·3	24·8 FK *APT* 57*t*	London British 6 *BH Cem*	T.3Cy.25″,41″&67″–45″ (*r*) 180lb *90lb* 319NHP 2SB,6*cf*,GS126,HS4800 Blair&Co.Ld.Stockton	27 ″ 4 s 3 ″ 3½ 24 ″ 5	
93 / 89921 / JLHM	**Cressida** *D.Isaacs* –18 (*ex* Yacht) *Elec.light*	Steel Sc Sr *ss* Sou.2nd No.3–8,13 *ss* Cws.No.1–18 1 *Dk*	157 150 66	100A1 1,18 ✠LMC1,18	Cws		1,18	1884 5mo	A.&J. Inglis Glasgow *Lloyd's SA&CP*	Preston Stm.Nav. Co.Ld.	129·4 ND13	18·3	11·7 BK6½	S'thamptn British *5 BH Cem*	C.2Cy.16″&28″–22″ 80lb 35RHP 1SB.2*pf*.GS22 A.&J.Inglis,Glasgow		
94 / 141876 / ISKQ	**Clan Macbean** *J.B.Gourlay* –18 *Elec.light* 2 *Dks*(*Stl*)	Steel Sc	5052 4697 3082	✠100A1 3,18 ~~(Class Contem plated)~~ ✠LMC3,18	Sld	*y*		1918 3mo	Bartram& Sons,Ld. Sunderland *Lloyd's SA&CP*	Cayzer,Irvine &Co Ld. *Cell D Ba* 137′ *uE* 26′ *f* 175 1053*t*	400·0 P36′B118′F40′	52·4 FK *FPT* 191*t*	28·0 6 *BH Cem* *APT* 116*t*	Glasgow British	T.3Cy.27½″,45″&75″–48″ 180lb *120lb* (*s*) 476NHP 3SB,9*cf*,GS204,HS6955 J.Dickinson&Sons,Ld.Sld.	30 ″ 6	
95 / 140565 / JSNB	**Croxteth** *O.Parry* 11–18 *Mchy Aft* *Well deck*	Steel Sc 3 Mast Sr 825 1 *Dk*(*Stl*) 393	~~824~~ 562 ~~392~~	✠100A1 3,18 ~~(Class Contem plated)~~ ✠LMC3,18	Psy	*k*		1918 3mo	J Fullerton &Co. Paisley *Lloyd's SA&CP*	West Lancashire SS.Co Ld.(A.Rowland&Co. *Mgrs.*) *Cell D Bf*	194·9 Q109′B13′F26′ 195·0	31·2	11·8 FK *FPT* 60*t*	Liverpool British 3 *BH Cem* *APT* 38*t*	T.5Cy.15″,25½″&41″–30″ 180lb *100lb* (*s*) 95RHP 1SB,3*pf*,GS59,HS2187 Ross&Duncan,Glasgow	14 ″ 0 s 4 ″ 9 13 ″ 6	
96 / 822	**Castore** 1 *Dk*	Steel Sc	1016 806 599					1917	N.Odero& Co. Foce, Genoa	Soc.Anon.Ilva	203·9	31·9	16·6	Genoa Italian	T.3Cy.15½″,24⅝″&39⅜″–25⅝″ 79NHP N.Odero&Co.		
97 / 145937	**Cletus Schneider** (*ex* Thomas Adams) *Elec.light* *Mchy.Aft* 1 *Dk* 2 *tr B*	Steel Sc Sr	3784 — 3187					1902	Craig S.B. Co. Toledo, O.	Paisley S.S.Co.	370·8 F40′	50·2	24·2	Detroit Utd.States	T.3Cy.20″,33½″&55″–40″ 191NHP *WB* Craig S.B.Co.Toledo		L
98 / 142136	**Changsha** (*Tug*) 1 *Dk*	Steel Twin Sc	248 202 53					1917	New E&SB Works,Ld. Shanghai	China Nav.Co.Ld.	140·0	26·1	7·0	Shanghai British	T.6Cy.10″,16″&26″–15″ 69RHP New E&SB.Works,Ld.Shi.		

Now named "Changlo," See No. 111 below

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 Nom du Navire. Capitaine. Visites Périodiques.	3 Matériaux. Gréement. etc. Ex-nom, s'il y a lieu. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné en prim. Lettre d'équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Machines ou coq. et s'il y a cet étage le L. Tonnage Brut.
99 215584	City of Pensacola *D.R.Christopher* –17	Wood Aux Twn Sc 4 Mst Sr *Oil Eng.* 1 *Dk* *(See Sailing Ship Register)*	705 — 602					1917	F.H.Swails Orange, Tex.	Pensacola Ship Co.	171·2	37·0	15·3	Orange (Tex.) Utd. States	Oil Engine 8 Cy		
100 981 HBFL	Coquimbano (ex Victoria)	Wood Sc *(Tug)*	114 — 54					1901	F.Court Constitucion	W.R.Grace & Co.	90·0	18·5	11·0	Coquimbo Chilian	C.2 Cy.15″&30″–20″ 33 NHP J.G.Kincaid & Co. Greenock		
101 95264 KRPG	Capelpark *J.Leslie* –08 (ex Rio Tinto)	Steel Sc Sr ss Shl.2nd No.3–1,14 1 *Dk(Irn) 2 tr B* *inner bottom plating Iron*	2160 1830 1332	✠100A1 10,17 BS2,17,18 MS12,16 ✠LMC	Shl	*r*	9,17	1888 5mo	Short Bros. Sunderland A&CP	Arthur Capel & Co. (South Wales) Ld.	281·0 P28′B65′F35′ *WB*=236′432*t*	39·5 FK	19·8	Newport (Mon.) British *4 BHCem*	T.3 Cy.21½″,35″&58″–42″ (*s*) 150 lb *100 lb* NDB02 211 NHP 2 SB,*6rf*,GS84,HS3195 J.Dickinson, Sunderland	22 ″ 3 s 3 ″ 3½ 19 ″ 2	
102 141878	Clan Macvicar *Q.C.Pagan* –18 *Elec.light*	Steel Sc 1 *Dk(Stl)* & *Shltr dk(Stl)* *Cargo battens not fitted* *in Shelter 'tween decks*	5815 5600 3621	✠100A1 *Shelter dk with freeboard* 3,18 ~~*(Class Contem. plated)*~~ ✠LMC3,18	Nwc	*y*		1918 3mo *Lloyd's SA&CP*	N thmblnd S.B Co.Ld. Newcastle	Cayzer, Irvine & Co Ld.	400·0 400 1 *F on Shltr dk* 339′ *Cell DB* 350′1300*t*	53·0 32 8 FK	26·1	Glasgow British *6 BHCem* *APT110t*	T.3 Cy.27″,45″&75″–51″ (*s*) 180 lb 569 NHP 3 SB,*9cf*,GS193,HS8478 FD N.E.Marine Eng.Co Ld Nwc	35 ″ 5 s 9 ″ 7½ 26 ″ 2	
103 140717 JTNP	Celtic Prince *A.H.McKegg* 16–18 *Elec.light*	Steel Sc Sp 2 *Dks(Stl)* & *Shelter dk(Stl)* *Tonnage opening closed 1918*	8655 8197 5403	✠100A1 *Shelter dk with freeboard* ~~*(Class Contem. plated)*~~ 6,18 ~~✠LMC6,18~~	Sld	*c*†		1918 6mo *Lloyd's SA&CP*	Short Bros. Ld. Sunderland	Prince Line.Ld. (Furness, Withy & Co.Ld. *Mgrs.*) *Cell DB* 386′1395*t*	448·0 449·5 *DTa* 33′981*t*	57·3 FK	39·4	Newcastle British *7 BHCem* *FPT* 17*t* *APT* 42*t*	Q.4 Cy.25½″,36½″,52½″&76″–54″ 220 lb *130 lb(a)* 668 NHP 4 SB,*12cf*,GS235,HS9760 FD Blair & Co.Ld. Stockton	40 ″ 9 s 13 ″ 2½ 27 ″ 11	
104 140563 JSMW	Calcium *T.Houghton* –18 *Mchy.Aft* *Weld deck* 1 *Dk(Stl)* *Cargo battens not fitted*	Steel Sc	613 448 250	✠100A1 3,18 ~~*(Class Contem. plated)*~~ ✠LMC3,18	Grk	*i*		1918 3mo *Lloyd's SA&CP*	G.Brown & Co. Greenock	United Alkali Co. Ld.	180·4 B9′C50′F27′ Q52 *Cell DB* *f* 105′162*t*	28·1 FK	10·8	Liverpool British *3 BHCem* *FPT* 62*t* *APT* 38*t*	T.3 Cy.15″,25″&40″–27″ (*s*) 180 lb 81 RHP 1 SB,*3cf*,GS67 HS1128 McKie & Baxter, Glasgow	12 ″ 9	
105 LKWS	Car *J.Mendez* ss Alg.No.2–14 (ex Yvonne Achaque, ex Commandant) *Well deck* *Mchy.Aft* 1 *Dk(Stl)*	Steel Sc Sr	273 179 72	✠100A1 3,14 BS6,16 ✠LMC3,14 4,18	Alg	*d*	6,16	1905 11mo *Lloyd's SA&CP*	J.Shearer & Sons, Ld. Glasgow	G.Gaillard	130·4 Q46′B7′F19′	22·1 BK7′	9·3	Algiers French *3 BHCem* *FPT* 27*t*	C.2 Cy.15″&32″–24″ (*s*) 130 lb 51 NHP 1 SB,*2cf*,GS42,HS1030 J.Ritchie, Glasgow	10 ″ 3 s ″ 8½ 10 ″ 3	
106 131427 HVLS	Clan Macbeolan ~~*W.H.Fellows* –15~~ (ex Lord Cromer) 2 *Dks(Stl)* & *Web frames* *Elec.light* *Longitudinal framing* *J.B.Gourlay* –18	Steel Sc Sr ss Liv.No.1–17	4652 4396 2903	✠100A1 2,18 ~~5,17~~ MS6,16 ✠LMC BS8,16 2,18	Liv	*y*	9,17 2,18	1912 3mo *Lloyd's SA&CP*	Craig, Taylor & Co. Ld. Stockton	Cayzer, Irvine & Co Ld. *Cell DB* *a* 119′ *uE&B* 36′ *f*	385·0 P32′B116′F36′ 173′1231*t*	51·5 FK	27·4	Glasgow British *6 BHCem* *FPT* 130*t* *APT* 150*t*	T.3 Cy.26″,42″&70″–48″ (*s*) 180 lb *100 lb* 419 NHP 3 SB,*9cf*,GS178,HS7152 Blair & Co.Ld. Stockton	29 ″ 11 s 5 ″ 8½ 24 ″ 7	
107 141880 JTFN	Coney *G.McNicol* –18	Steel Sc Sr 1 *Dk(Stl–ws)* & *Web frames*	697 609 280	✠100A1 4,18 ~~*(Class Contem. plated)*~~ ✠LMC5,18	Gls	*k*		1918 4mo *Lloyd's SA&CP*	Harland & Wolf.Ld. Glasgow	G.&J.Burns, Ld.	195·0 B54′F30′ *Cell DB* 75′87*t*	31·0 BK7′ *DTa* 23′64*t*	13·0	Glasgow British *4 BHCem* *FPT* 12*t*	T.3 Cy.17″,27″&44″–36″ (*s*) 175 lb *70 lb* 97 RHP 1 SB,*3cf*,GS60,HS1900 A.&J.Inglis, Ld. Glasgow	15 ″ 4	
108 NLDB	Cornelia Clazina *Mchy.Aft*	Steel Sc Sr *Motor* 1 *Dk*	138					1918	Gebr.Boot Leiderdorp	N.Parlevliet	92·8	22·7	10·0	Katwijk-aan-Zee Dutch	Motor D.Goedkoop, Amsterdam		
109 21395 NPHS	Celebes Maru *S.Yamane* –17 *Elec.light*	Steel Sc Sr 2 *Dks(Stl)* & *Awng dk(Stl)*	5857 5586 4258	✠100A1 *Awng dk* *with freeboard* 12,17 ✠LMC12,17	Kob	*y*		1917 12mo *Lloyd's SA&CP*	Kawasaki Dkyd.Co.Ld. Kobe	Osaka Shosen Kabushiki Kaisha *Cell DB*	385·0 334′1118*t*	51·0 FK	36·0	Osaka Japanese *6 BHCem* *FPT* 126*t* *APT* 93*t*	T 3 Cy.26″,43½″&72″–48″ (*s*) 200 lb 440 NHP 2 SB&1 Aux SB,*8cf*,GS154, HS5741 FD Kawasaki Dkyd Co Ld Kobe	36 ″ 0 s 9 ″ 3½ 27 ″ 1	
110 136854 JFGB	Clan Keith *W.H.Davies* 04–14 (ex Etonian) *Elec.light*	Steel Sc Sr 1 *Dk(Stl)* & *Shltr dk(Stl)* *Carrying fuel oil F.P.* *above* 150° F. *in DB*	4306 4089 2685	✠100A1 *Shelter dk* *with freeboard* 3,18 ~~10,17~~ ✠LMC3,14	Nwc Sou	*y*	10,15	1914 3mo *Lloyd's SA&CP*	Bartram & Sons, Ld. Sunderland	Cayzer, Irvine & Co Ld. *Cell DB* *a* 133′ *uE* 23′ *f*	385·0 168′908*t*	52·0 FK	25·1	London British *6 BHCem* *FPT* 136*t* *APT* 104*t*	T.3 Cy.26″,43″&71″–48″ (*s*) 180 lb 401 NHP 3 SB,*9cf*,GS180,HS6483 J.Dickinson & Sons, Ld. Sld.	27 ″ 8 s 3 ″ 4½ 24 ″ 8	
111 142126	Changlo (ex Changsha)	Steel Twin Sc (*1 ug*) 1 *Dk*	248 202 53					1917	New E&SB Works, Ld. Shanghai	China Nav.Co.Ld.	140·0	26·1	7·0	Shanghai British	T.6 Cy.10″,16″&26″–15″ 69 RHP New E&SB.Works, Ld. Shi.		
112	Casino *G.H.Gibson* 9[illegible]–99 (ex Dooribang)	Iron Sc *(Tug)*	128 92 —					1899	Govt.of N.S.W. Sydney NSW	Government of New South Wales	85·0	20·0	8·1	British	C.2 Cy.12″&24″–18″ Bow, McLachlan & Co Ld Psy		
113	Cardiff *F.J.Shakeshaft* 89–96 (ex Galatea)	Iron Sc *(Tug)*	133 — —					1895	Govt.of N.S.W. Sydney NSW	Government of New South Wales	85·0	17·9	9·2	British	C.2 Cy.13″&26″–20″ Mort's Dock Co. Syd. NSW		
114 114771 SQWG	Capelhall *Campbell* –17 (ex Battenhall)	Steel Sc Sr ss Lon.No.3–8,10 ss PNi.No.1–15 1 *Dk(Stl)* & *deep framing* *Cargo battens not fitted*	2174 2015 1378	✠100A1 1,18 BS6,17 ✠LMC2,15	Bry	*s*	1,18	1901 10mo *Lloyd's SA&CP*	Blyth S.B. Co.Ld. Blyth	Arthur Capel & Co. (London) Ld. (T.H.Hilken) *Cell DB* *a*	286·7 P25′B60′F30′ *uE* 112′ *uB* 16′ *f* 114′	43·3 FK	19·4	London British *5 BHCem* 557*t* *APT* 61*t*	T.3 Cy.22″,36″&59″–39″ (*s*) 160 lb *80 lb* 234 NHP 2 SB,*6pf*,GS104,HS3750 N.E.Marine Eng.Co Ld Nwc	21 ″ 9 s 3 ″ 4 18 ″ 9	
115 115766 VCDR	Capelcourt *G.A.Chalmers* –17 (ex Hermia)	Steel Sc Sr ss Cff.No.3–8,16 1 *Dk(Stl)* & *deep framing*	2050 1924 1305	✠100A1 12,17 ✠LMC BS5,17 MS8,16	Trn	*s*	N12,17	1903 6mo *Lloyd's A&CP*	Clyde SB. & E.Co.Ld. Pt.Glasgow	Capel & Co.(New-castle & Hull) Ld. (W.L.Scott) *Cell DB* *a* 86′	289·3 P29′B81′F32′ *uE&B* 32′ *f* 126′556*t*	42·0 FK	19·6	Glasgow British *5 BHCem* *APT* 27*t*	T.3 Cy.21″,33″&57″–36″ (*s*) 160 lb *80 lb* 202 NHP 2 SB,*6cf*,GS108,HS3150 Clyde S.B.&E.Co.Ld.P.Gls.	22 ″ 0 s 3 ″ 4½ 18 ″ 11	
116 139725	Crest *J.McCullum*	Wood Twin Sc K *Oil Eng.* 1 *Dk*	118 114 71					1903	…… Marstal	D.MacIves	91·8	23·2	9·2	Strnoway British	Oil Engines 4 Cy.9½″–10″ Campbell Gas NE fitted 17 Eng Co.Ld. Halifax		
117	Camperdown *Elec.light*	Steel Sc Sr	5021 4759 3180	100A1 *(Class Contem. plated)*				1918	R.Duncan & Co.Ld. Port Glasgow	Glen & Co.	405·3 P43′B126′F46′	53·0	27·4	Glasgow British	T.3 Cy.27″,44″&73″–48″ J.G.Kincaid & Co.Ld. Grk.		
118 124296 HJDD	Capelmead *T.C.F.Meadus* –11 (ex Armora)	Steel Sc Sr ss Bkn.No.1–15 1 *Dk(Stl)*	1903 1744 1153	✠100A1 10,17 BS2,18 ✠LMC4,15	Bly	*r*	4,17	1911 8mo *Lloyd's SA&CP*	Osbourne, Graham & Co. Sunderland	Capel & Co.(New-castle & Hull) Ld. (W.L.Scott, *Mgr.*) *Cell DB* *a* 88′	279·0 P21′B72′F26′ *uE&B* 32′ *f* 116′ 507*t*	40·1 FK	18·4	Manchestr British *4 BHCem* *APT* 86*t*	T.3 Cy.21″,33″&56″–36″ (*s*) 180 lb 210 NHP 2 SB,*4cf*,GS77,HS3330 N.E.Marine Eng Co.Ld.Sld.	20 ″ 8 s 3 ″ 0 18 ″ 0	

1 No. in Book. / Official No. / Code letters.	2 Steamer's Name. / Master. / Special Surveys.	3 Material, Rig, &c. / Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage: Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned. Equipment Letter.	7* Date when tail shaft last survd.	8 Built. When	9 Built. By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of Trade Cert.
119	**Chestnut Hill**	**SteelScSr**	5000	100A1				1917	Pennsylvania S.B.Co. Gloucester, N.J.		365·0 P94′	50·7 B34′	31·2 F31′	Philadlphia Utd.States	1 Geared Steam Turbine General Electric Co. Schenectady, N.Y.	31 ″ 3 s7 ″ 1 24 ″ 5	
	Elec.light			*(Class Contemplated)*													
	Mchy.Aft	*Longitudinal framing*		*Carrying Petroleum in bulk*													
120	**Catherine-D.**	**WoodTwinSc**	1700					1918	Pacific American Fisheries S.Bellingham	Pacific American Fisheries	235·0 P50′	42·0	26·3	Bellinghm Utd.States	T.3Cy.13″,21″&35″–27″ 63NHP Seattle Machine Works, Seattle, Wash.		
	T.Moore 17–18																
	Elec.light	*2 Dks*															
	Ref.Mchy.																
121	**Clan Monroe**	**SteelScSr SteelSc**	5919					1918	Ayrshire Dckyd.Co.Ltd Irvine	Cayzer, Irvine & Co Ltd.	409·6	53·4	33·5	Glasgow British *WB*	T.3Cy.27½″,45½″&75″–54″ 413NHP Dunsmuir & Jackson, Ld. Gls		
141882			5671														
TNK	*Elec.light*	*2 Dks & Awng dk*	3656														
122	**Culburra**	**WoodTwinSc**	2300	12 A1				1917	Sloan Shipyards Corp. Olympia, Wash.	Commonwealth Government	268·0 P61′	46·2 B38′	21·0 F36′	Adelaide British	Oil Engine 12Cy. McIntosh & Seymour, N.Yk		
		Oil Eng.		*(Class Contemplated)*													
	Elec.light	*1 Dk 2t/B*															
	Mchy.Aft																
123	**Capelbay**	**SteelScSr**	1543	✠100A1	Nwc	*q*	2,17	1895	Short Bros. Sunderland	Capel & Co. (Nwc. & Hull) Ld. (Cairns Noble & Co Ld *Mgrs*)	255·0 P20′ B6	36·8 F27′	18·1	Newcastle British	T.3Cy.19″,31″&51″–36″ *(s)*	20 ″ 4	
4280	*J.Chater* –12	*ss* Nwc.2nd No.3–12.12	1415	4,16				5mo	A&CP				FK	*4 BH Cem*	160lb *100lb* NDB07 158NHP	s 2 ″ 9½	
VFL	(*ex* Cairnloch)	*1 Dk (Stl) & deep framing*	951	*Examined* 12,17 ✠LMC 12,12						*Cell D Ba* 80′ *u E &*		B34′ *f* 98′ 393 *t*		*PT* 64 *t APT* 51 *t*	1SB, *4pf*, GS63, HS2404 Black, Hawthorn & Co. Gts	17 ″ 10	
				MBS 5,17 DBS 12,17													
124	**Cairnvalona**	**SteelScSr**	4840	100A1 *Shelter dk*				1918	Sunderlnd S.B.Co.Ltd. Sunderland	Cairn Line of Steamships Ld. (Cairns, Noble & Co Ld *Mgrs*)	415·0	53·0	25·2	Newcastle British	T.3Cy.28″,46″&75″–51″ Blair & Co. Ld. Stockton		
	Elec.light			*(Class Contemplated)*													
125	**Clan Macvey**	**SteelSc**	5815	100A1				1918	Nthmblnd S.B.Co.Ld. Newcastle	Cayzer, Irvine & Co Ld.	400·0 F37′	53·0	26·1	Glasgow British	T.3Cy.27″,45″&75″–51″		
			5600	*Shelter dk with freeboard*													
	Elec.light		3631	*(Class Contemplated)*											N.E.Marine Eng Co Ld. Nwc		
126	**Capitaine Faure**	**SteelTwinScSr**	8150	✠100A1	Yka	*q*		1918	Asano S.B. Co.Ld. Tsurumi A&CP	~~Messageries Maritimes~~ Soc de Nav a Vap. France Indo-Chine	445·0	58·0	40·0	Dunkirk French FK	T.6Cy.22″,36½″&61″–48″ *(s)* 200lb 703NHP	40 ″ 1 s 12 ″ 11½	
		2 Dks (Stl) &	8190	4734 *Shelter dk with freeboard*			4mo							*4 BH Cem*	4SB, *12cf*, GS232, HS3835 FD	28 ″ 7	
	Elec.light	*Shelter dk (Stl–ws)*	7771	5036 *(Class Contem plated)*										*Cell D B* 389′ 1347 *t FPT* 84 *t APT* 82 *t*	Kobe Steel Works, Kobe		
				5023 4,18 ✠LMC 4,18													
127	**Clan Kennedy**	**SteelScSr**	4936	✠100A1	Npt	*y*	11,16	1907	Russell & Co. Pt.Glasgow	Cayzer, Irvine & Co Ltd.	400·0 P36′ B120′	52·0 F40′	19·3 27·3	Glasgow British FK	T.3Cy.27″,44″&73″–48″ *(s)* 180lb *100lb* 471NHP	30 ″ 0 s 8 ″ 0	
13539	*J.H.Beveridge* –15	*ss* Npt.No.2–16	4640	*Spar dk*				10mo						5 *B H to Sp dk*	2SB, *8cf*, GS144, HS6572 FD	24 ″ 4	
HLPJ	(*ex* Ardgarroch, *ex* Otterburn)	*1 Dk (Stl) & Spar dk (Stl) & deep framing*	3160	11,16 ✠LMC BS5,16 MS11,16				*Lloyd's A & CP*		*Cell D Ba* 136′ *u E* 24′ *f* 172′ 1115 *t D T a* 32′ 831 *t APT* 44 *t*				1 *B H to M dk* *Cem*	Rankin & Blackmore, Grk.		
	Elec.light																
128	**Clavmont**	**SteelScSr**	2406	✠100A1	Hul	*t*	3,18	1915	Craig, Taylor Co.Ld. Stockton	Scarisbrick S.S. Co.Ld. (Elvidge & Morgan, *Mgrs.*)	295·0 P27′ B78′ F30′	45·0	20·3	Cardiff British FK	T.3Cy.22″,36″&60″–39″ *(s)* 180lb *100lb* 250NHP	22 ″ 6 s 3 ″ 5	
36979	*O.J.Nilsen* 10–15		2207	3,18				7mo							2SB *6cf*, GS100, HS3316	19 ″ 5	
JLMS	(*ex* Porthcawl)	*1 Dk (Stl)*	1441					*Lloyd's A & CP*							N.E.Marine Eng.Co.Ld.Sld		
				✠LMC 7,15						*Intermediate bkhead in fore hold dispensed with. A B Von's Cem*							
										Cell D Ba 92′ *u E & B* 34′ *f* 124′ 622 *t FPT* 84 *t APT* 94 *t*							
129	**Clan Kenneth**	**SteelScSr**	4897	✠100A1	Cff	*y*	6,17	1909	Russell & Co. Pt.Glasgow	Cayzer, Irvine & Co.Ld.	400·0 P36′ B119′	52·0 F43′	27·4	Glasgow British FK	T.3Cy.27″,44″&73′–48″ *(s)* 180lb *100lb* 479NHP	30 ″ 0 s 5 ″ 11½	
127551	*F.H.Putt* 05–11	*ss* Npt.No.1–14	4622	*Spar dk*				9mo						*Cem*	2SB, *8cf*, GS136, HS6764 FD	24 ″ 5	
HPRL	(*ex* Ardgryfe)	*1 Dk (Stl) & Spar dk (Stl) & deep framing*	3159	5,17 BS5,16 ✠LMC 4,14				*Lloyd's A & CP*		*Cell D Ba* 137′ *u E* 24′ *f* 171′ 1194 *t D Ta* 35′ 889 *t APT* 82 *t*				5 *B H to Sp dk* 1 *B H to M dk*	Rankin & Blackmore. Grk.		
	Elec.light																
130	**Chira**	**SteelScSp**	108	✠100A1	Callao	*a*	11,17	1909	Smith's Dock Co.Ld. North Shields		90·3 F18′	19.4	7·2	British FK	C.2Cy.12″&27″–16″ *(s)* 140lb 37NHP	7 ″ 9 s ″ 9	
		ss Calloa No.1–13	98	8,13				4mo						7 *B H Cem*	1SB, *2pf*, GS31, HS745	7 ″ 2	
	(*ex* Pilar, *ex* Chira)	*1 Dk (Stl)*	46	*Carrying oil in bulk*				*Lloyd's A & CP*						*FPT* 11 *t*	Shields Eng.Co.Ld.N.Shl.		
	Elec.light Mchy.Aft			*Fitted for oil fuel* 4,09 *F.P. above* 150° *F.*													
				✠LMC 1,17													
131	**Corycia**	**SteelScSr**	196	✠ — 4,18	✠			1896	D.J.Dunlop & Co. Port Glasgow	James Dredging, Towage & Transport Co.Ld.	137·5	20·0	11·1	Glasgow British BK	T.3Cy.11″,18″&28″–24″ 70RHP		
108056		*ss* Sou.No.3–5,10	—					12mo					6″	2 *B H Cem*	1SB.2*cf*, GS25, HS865		
PNGT	(*ex* Yacht, *ex* Christine)	*1 Dk*	107												D.J.Dunlop & Co. Pt. Gls.		
	Elec.light																
132	**Classic**	**SteelTwinScSr**	2147	✠100A1	Bel	*r*	4,17	1893	Harland & Wolff, Ld. Belfast	Belfast S.S.Co.Ld.	311·3 P43′ B135′	38·3 F51′	15·1	Belfast British	T.6Cy.19″,31″&52″–36″ *(s)* 180lb 507NHP	17 ″ 0 s 2 ″ 0½	
90945	*T.Shaw* –17	*ss* Bel.No.3–1,06	1125	6,13				18mo					FK&BK 2″ 6	*B H Cem*	4DB, *16rf*, GS286, HS9948	15 ″ 8	
PRNF	(*ex* Magic)	*ss* Liv.No.1–10	980	*Examined* 3,18 ✠LMC 5,14 BS8,18				*Lloyd's A & CP*		*Cell D Ba* 55′ 50 *t FPT* 14 *t*					Harland & Wolff, Ld. Bel.		
	Elec.light	*2 Dks (1 Stl & 1 pt Stl–ws)*															

LLOYD'S REGISTER. NAVIRES A VAPEUR.

C

1	2	3	4	5	6	7	7*	8	9	10	11			12	13	14	15
Numero d'Ordre.	Nom du Navire. Matériaux, Gréement, etc.		Tonnage Officiel.	Détails de la Classification.			Date de la dernière visite de la Cote de Surveillance Spéciale.	Construit.		Armateurs.	Dimensions d'après la Douane. Superstructures, &c.			Port d'Armement.	Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. N.P.=Force en chevaux d'après les formules de la Société. R.P.=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	Creux sur Quille	
Numero Officiel.	*Capitaine*	*Ex-nom, s'il y a lieu.*	Total. — Sous le Pont. — Net.	Cote. — ✠ Surveillance Spéciale. Date de la dernière visite.	Port de Visite.	Terme assigné maintenant et prol. Lettres d'Equipement.		Quand. — Navire. — Mach.	Par qui. — Où.		Longueur.	Largeur.	Creux.	Pavillon.		Francbord en milieu du navire.	Tirant d'eau correspondant.
Signaux	Visites Périodiques. Nombres des Ponts.															pds. pc.	

C

1	2	3	4	5	6	7	7a	8	9	10	11			12	13	14	15
No. in Book.	Steamer's Name.	Material, Rig, &c.	Regist'd Tonnage.	Particulars of Classification.			Date when last shaft was aced.	Built.		Owners.	Regist'd Dimensions. Deck Erections, &c.			Port of Registry.	Engines.	Moulded depth.	
Official No.	*Master.*	*Late Name if any.*	Gross. — Under deck. — Net.	Character. — † for Special Survey. Date of last Survey.	Port of Survey.	Year & Letter of Class. Re-examined. Equipment Letter.		When	By Whom — Where		Length.	Breadth.	Depth.	Flag.	No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Freeboard amidships — Corresponding draught. ft. in.	Engineers in which classed, if not in L.R. Letter H of Trademark.
Code Letters.	Special Surveys.	No. of Decks, &c.															

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 Nom du Navire. Capitaine. Visites Périodiques.	3 Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite. Terme assigné maximum expiré. Levée d'Equipement.	7	7* Date de la dernière visite de l'échelle porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. Force en chevaux d'après les formules de la Société. Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Accessoires ou objets qu'on a cru devoir mentionner dans le L. R.
1 140985 LFKV	Delphinula *A.E.Moses* –17 (*ex*BuyoMaru) *Elec.light Mchy.Aft*	SteelScSr *ss*Yka.No.2–16 2*Dks*(*Stl*)¢ *Web frames*	5238 4562 3247	✠100A1 4,17 ✠LMC4,17 *Carrying Petroleum in bulk* *Fitted for oil fuel* 2,08	Nag	*y*	4,17	1908 2mo *Lloyd's*	Armstrong Whitworth &Co.Ld. Newcastle *sA&CP*	Anglo-Saxon PetroleumCo.Ld. *CellDB&B* 40'79*tDT*f44'343*t* *F.P.* above 150°F.	385·0|50·5|29·2 P99'B27'F42' FK *FPT*38*tAPT*17*t*	London British (9 „ *toUdk* 5 „ *toM*„)	T.3Cy.26",43"&72"–48" 180lb 436NHP 4SB,*12cf*,GS216,HS7364 N.E.MarineEngCoLdNwc	30 " 9 26 " 6½ 24 " 7	
2 138984	Drummer Boy 1*Dk*	SteelScK	209 189 91	✠100A1 *StmTrawler* 9,16 ✠LMC9,16	Yar			1916 7mo *Lloyd's*	Cochrane& Sons,Ld. Selby *sA&CP*	MarshallLineStm. FishingCo.Ld. (A.Black,*Mgr.*)	115·8|21·5|11·6 Q67'F18' BK7½"	Grimsby British *4BHCem*	T.3Cy11½",19½"&32"–24"(*s*) 180lb 51RIP 1SB.*2pf*,GS32,HS1221 Crabtree&Co.Ld Gt.Yar.	12 " 4	
3 JQCD	Danebrog *W.Nielsen*16–17 *Elec.light* 1*Dk*(*Stl*) *Cargo battens not fitted*	SteelScSr 2088 3,186,17 1702 (*ClassContem.plated*) 1275 ✠LMC6,17	~~2050~~	✠100A1 Chicago NYk	*r*			1917 6mo *Lloyd's*	Chicago S.B.Co. Chicago A&CP	Suenson&Jespersen *CellDB*220'528*t*FPT67*t* *APT*77*t*	~~251·0|43·6|18·2~~ P25'B64'F26' 250 · 0|43 · 8| FK 4*BHCem*	Copnhagn Danish *WB*	T.3Cy.20",33"&54"–40"(*s*) 180lb 274NHP 2SB,*6cf*,GS126,HS5246 AmericanS.B Co.Clvlnd.O. LorainOhio	~~20 " 2~~ 20 " 4 8 2"0½ 17"11-	
4 126333 JQCD	Dromaine *J.Meneely*01–17 *Mchy.Aft* *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	SteelScK 234 161 83 ✠LMC6,17		✠100A1 6,17	All	*c*		1917 6mo *Lloyd's*	A.Jeffery &Co.Ld. Alloa *sA&CP*	HowdenBros. FK *FPT*25*t*	112·9|21·1| 8·9 Q45'F24' 3*BHCem* *APT*5*t*	Belfast British	C.2Cy.14"&30"–22"(*s*) 135lb 36*RIP* 1SB.*2pf*,GS35,HS1050 A.Jeffrey&Co.Ld.Alloa	9 " 9 8 " 7½ 9 " 4	
5 140544 JRQN	Diomed *Elec.light* 2*Dks*	SteelScSr 7523 6317 4747	~~7500~~					1917	Scotts'S.B. &Eng.Co.Ld. Greenock	~~A.Holt&Co.Ld.~~ OceanSSCo.Ld. (A.Holt&Co.*Mgrs*)	455·0|56·2|32·5 P53'B165'F60' *WB*	Liverpool British Whitby	2 ~~Geared~~ Steam Turbines geared to 1Screw shaft Scotts'S.B.&Eng.Co.Ld		
6 139939	Dandini 1*Dk*	SteelScK 212 197 82 ✠LMC4,17		✠100A1 *StmTrawler* 4,17	Abn			1917 4mo *Lloyd's*	A.Hall& Co.Ld. Aberdeen *sA&CP*	R.W.Milburn BK7½"	115·5|22·1|11·9 *DBf*19'12*t*	~~Grimsby~~ British 3*BHCem*	T.3Cy.12",20"&34"–24"(*s*) 180lb 80RIP 1SB.*3pf*,GS47,HS1480 J.Abernethy&Co.Ld.Abn.	12 " 9	
7 JQCB	Dicto *E.Gabrielsen*06–17 *Elec.light* 1*Dk*(*Stl*)2*trB*	SteelScSr ~~3911~~ 3892 3641 ~~2500~~ 2482 *Fitted for oil fuel* 8,17 *F.P.* above 150°F. ✠LMC8,17	~~3911~~	✠100A1 7,17 (*ClassContem.plated*)	SFo	*v*		1917 7mo *Lloyd's*	UnionIron WorksCo. Alameda,Cal. A&CP	B.Stolt-Nielsen *CellDB*290'967*t*FPT12~~9~~*tAPT*102*t*	341·0|~~48·0|26·0~~ P29'B73'F~~65'~~ F36' |48·2| FK	Haugesnd Norwegian 6*BHptCem*	1 Geared Steam Turbine 214lb*180lb* (*s*) GeneralElectricCo. Schenectady,N.Y. 2SB,*Scf*, HS6660	27 " 3 8 5 " 0 22 " 7	
8 JQHS	Dirk Job *G.Prins* –17 (*ex*PieterCornelis, *ex*Abbevdale) *Elec.light Mchy.Aft* 1*Dk*(*pt Stl*)2*trB* (*See Sailing Ship Register Supplement*)	SteelScK 210 190 51 *ss*Abn.No 3–4,10 *ss*Ams.No.1–14 1*Dk* BS6,17 ✠LMC6,14		✠100A1 *StmTrawler* 9,16	Ymu		9,16	1907 3mo *Lloyd's*	J.Duthie TorryS.B.Co. Aberdeen *sA&CP*	N.V.Visscherij Maats."DirkJob" (J.Gouda) BK7½"	115·2|21·6|12·1 *DTf*7'11*t*	Ymuiden Dutch	T.3Cy.11¼",20"&33"–23"(*s*) 180lb 71NHP 1SB.*3pf*,GS50,HS1294 W.V.V Lidgerwood,Gls.	13 " 0	
9 214568 LGNB	Daylite *F.W.Armstrong*16–17 *Oil Eng.* *Elec.light Mchy.Aft* 1*Dk*(*pt Stl*)2*trB* (*See Sailing Ship Register Supplement*)	SteelAuxScSr 1976 10,17 ~~5,17~~ 1789 1601 ✠LMC5,17		✠100A1 NYk Rio	*u*			1917 5mo	ToledoS.B. Co. Toledo A&CP	StandardOilCo. (NewJersey) *CellDB*/168'236*t*FPT135*t* *APT*14*t*	252·0|43·7|21·2 P49'F41' FK 4*BHCem*	Bayonne NJ Utd.States	Oil Engines 2S.C.SA 4Cy.16½"–18½" DB*150lb* J&CG BolindersCoLd.Skm	22 " 6 8 4 " 11 18"10	
10 139605 JQHS	David Lloyd George *Evan*16–17 *Elec.light* 1*Dk*(*Stl*)	SteelScSr 4764 3742 2899 ✠LMC7,17		✠100A1 7,17	Stk	*x*		1917 7mo *Lloyd's*	Craig,Taylor&Co.Ld. Stockton *sA&CP*	Williams&Mordey *CellDB* FK	370·1|51·4|24·0 P52'B&F285' 319'1134*t*FPT106*t* *APT*184*t*	Cardiff British 6*BHCem*	T3Cy26",42½"&69½"–45"(*r*) 180lb GS162HS6830 460NHP 2SB&1AuxSB.*6cf*,*2pf*, N.E MarineEng.Co.Ld.Sld	26 " 6 8 3 " 2 23 " 9	
11 137255 JLNR	Denetown *G.Gray* –16 1*Dk*	SteelScSr (*ex*Ernst) 653 491 373						1915	Hlsingbrgs VarfsAktieb. Helsingborg	TownLine(London)Ld(Harrison, Sons&Co.*Mgrs.*)	176·0|30·1|12·0	London British *WB*	C.2Cy.16¾"&31½"–21½" 80RIP HelsingborgsVarf.Aktieb.		V
12	Drogden *Mchy.Aft*	SteelSc4MstSr *Oil Eng.* 1*Dk* 384 350 279						1917	Svendborg Skibs.&Msk. Svendborg	Rederiakties. Dragör	132·0|29·5|13·3 Q24'	Danish *WB*	Oil Engines 4S.A.SA 4Cy. H Christoffersen,Holeby		
13	Dreadnought *Elec.light*	SteelScSr *Fitted for oil fuel* (*Tug*) 1*Dk*						1917	Union Iron WorksCo. Alameda,Cal.	RolphNav.&Coal Co.	135·0|28·0|14·0	S.Frncisco Utd.States *WB*	T.3Cy.16½",26"&44"–30" Union 106NIP IronWorks,Alameda Cal.		
14 139077 JLSD	Doretta *J.H.Steel* –17 (*ex*Freshet) 1*Dk*(*Stl*) *Mchy.Aft Well deck*	SteelSc4MstSr 544 363 ✠LMC8,15	794	✠100A1 2,17	Shl	*k*	2,17	1915 8mo *Lloyd's*	R William-son&Son Workington *sA&CP*	T.G.Beatley&Son FK *CellDB*/112	186·3|29·4|12·4 Q116'B9'F25' 3*BHCem* 162*t*FPT40*t*	London British	T.3Cy.15½",26"&44"–30"(*s*) 180lb *120lb* 95RIP 1SB,*3cf*,GS58,HS1972 Richardsons,Westgarth& Co.Ld Mdb.	14 " 7 s "8½ 14 " 1	
15 *Should be* "Chestnut Hill," *See No.* 119 *in Supplement*	Desdemona *Elec.light* *Mchy.Aft Longitudinal framing*	SteelScSr 5000 (*C.Contem plated*) *Carrying Petroleum in bulk*		100A1				1917	Pennsylvania S.B.Co. Gloucester, N.J.	English&AmericanShppg.Co.Ld. (C.T.Bowring&Co. Ld.*Mgrs.*)	365·0|50·7|31·2 P94'B34'F31'	London British	1 Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		
16 NOQP *Now named* "Ville de Belfort," *See No.* 22 *in Supplement*	Diorite 1*Dk*	SteelSc 1000 ~~888~~ 702						1917	Hakodate DockCo. Hakodate	AffréteursRéunis	215·0|31·0|17·4 B13'F29'	Rouen French	T.3Cy.14½",24½"&40"–30" 88NIP HakodateDockCo.		
17 142303 JSGN	Dunbridge *J.Wiseman* –18 *Elec.light* 1*Dk*(*Stl*)¢ *Shelterdk*(*Stl*)	SteelSc 6670 665 |~~288~~ 638 |~~180~~ *Shelter dk with freebr'd* ~~2,18~~ ✠LMC~~8~~,18 4157 *Carrying fuel oil F.P. above 150°F. in DB.*		✠100A1	Sld	*z*		~~1917~~ 1918 2mo *Lloyd's*	J.L.Thompson&Sons,Ld. Sunderland *sA&CP*	CanadianPacific RailwayCo. *CellDB*/366'1360*tDT*a27'1090*tFPT*101*tAPT*229*t*	~~411·5|55·5|26·4~~ 412 · 3| |34 · 4 FK 7*BHCem*	London British	T.3Cy.27½",45"&76"–54" 180lb (*r*) 558NHP 4SB,*12cf*,GS248,HS9982 Blair&Co.Ld.Stockton	37 " 0 s 11"0½ 26 " 6	
18	Derika *J.Koningsbergen* Vlaanderen) 1*Dk*	SteelPad — (*ex*Zeeuwsch — 46						1891	Kon.Maats deSchelde Flushing	N.V.Zeevisschery Maats.Derika I. (M.R.Osendorp)	140·1|20·0| 9·6 B54'	Ymuiden Dutch	T.3Cy.19",30"&45½"–39" 124NHP Maats.deSchelde,Flushing		
19 NVKJ	Dragör 1*Dk* (*See Sailing Ship Register*)	SteelAuxSc4MstSr *Motor* 384 341 230						1917	Svendborg Skibs.værf og Maskinfab Svendborg	Rederiakties. Dragör(K.Kjær)	138·8|29·7|11·1 *WB*	Copnhagn Danish	Petrol Motor H.C.Christoffersen. Maskinf.Holeby		
20 *Mchy.Aft*	Drudge	SteelScSk 438 403 278						1887	Armstrong Mitchell& Co.Ld. Newcastle	TheAdmiralty	125·0|35·2|12·5	British	T.3Cy.12",19½"&32"–29" 60RIP WallsendSlipway Co.Nwc.		

*This vessel which was classed by the Germanischer Lloyd, has now been surveyed by the Surveyors to Lloyd's Register

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1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name.	3 Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. † for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years assigned. now expired. Equipment Letter.	Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught ft. in.	15 Registers in which classed.
21	Düsseldorf	Steel Sc Sr	997	† —	Gst	o		1909	Bremer Vulkan	Dampfsch.Ges. Argo	237·9	33·3	12·6	Bremen	T.3Cy.15⅝",25½"&43⅞"–29½" 160NHP	14 "	9
		ss Gst.No.1–14	831	1.17				8mo	Vegesack		P27'B&F186'		FK	German	2SB,4cf,GS84,HS3014		
	(ex Toreador)	1 Dk (Stl)	479							Cell D Ba 69'u	E15'f102'284t	FPT	32t APT 42t	4 B H Cem	Bremer Vulkan, Vegesack		
22	Daisanyone Maru	Steel Twin Sc Sr	7500	100A1				1917	Asano S.B. Co Ld. Tsurumi	Suzukis & Co.	445·0	58·0	32·0	Japanese	T.6Cy.22",36½"&61"–48"		
	Elec.light			(Class Contem plated)											Ishikawajima SB & ECo Tok		
23	Diana	Steel Sc Sr	213					1898	W.Lindbergs Aktieb. Stockholm	Bergningsoch Dykeriaktieb. Neptun (W.R.Edlind, Mgr)	121·1	23·3	9·7	Stockholm Swedish	C.2Cy.18"&35"–20½" 46NHP		
4145 JNGC	G.Leveaux 06–17	(ex Balder)	148								P82'H66t	F21'			W.Lindbergs Aktieb. Mot.		
	Elec.light		84														
24	Dragoon	Steel Sc Sr	~~570~~ 573	†100A1 12,17	Abn	h		1917	J.Lewis & Sons, Ld. Aberdeen	~~J.W.Fisher & Co.~~ J.E.Fisher	~~164·5~~ 164·9	~~26·8~~ 27·0	~~13·2~~ FK	Liverpool British	T.3Cy.14",24"&39"–27" (s) 180lb 99RHP	~~13 " 2~~ 13 " 3	
140552 JRWT	H.Williams 17–17		393	(Class Contem plated)				12mo			Q94'B11'F23'			3 B H Cem	1SB,3pf,GS54,HS1741	s3 "16½	
	Mchy. Aft Vell deck	1 Dk (Stl)	258	†LMC 12,17					Lloyd's S.A & C.P.		Cell D Bf 92'118t	FPT	44t APT 15t		~~J.Lewis & Son, Ld. Abn.~~ J.Lewis & Sons	13 " 2	
25	Dronning Maud	Steel Sc Sr	2663					1917	Fredrkstad Mek. Værks. Fredrikstad	The Shipping Controller (W.A.Souter & Co., Mgrs.)	300·4	47·1	20·9	~~Christiania~~ Norwegian London British	T.3Cy.22",36"&60"–39" 225NHP	23 " 0	N
140137 ~~MQNL~~ JRPK	~~H.Nielsen 13~~	1 Dk	2413 ~~1632~~ 1635								P23'B68'F34'		20·8	WB Fredrikstad	s WB Fredrikstad M.V.Frdstad	19 " 9	
26	Député Pierre Goujon	Steel Sc Sr	4121	†100A1 11,17	Stn	x	11,17	1894	Sir R. Dixon & Co. Middlesbro'		375·0	47·0	28·0	St. Nazaire French	T.3Cy.30",49"&77"–48" (s) 160lb 470NHP	30 " 10	
	Maestracci 17–17 ss Kob.2nd No.3–9,15		3788					7mo			P48'B110'F55'		FK	7 B H Cem	2DB,12cf,GS247,HS7957		
HVFL	(ex Moncada, ex Yamato Maru, ex Ceylon)		2527	BS 12,16	†LMC 9,15				A & C.P.	Cell D Ba 102'u E & B 62'				f146'724t	T.Richardson & Sons, Hpl.		
	Elec.light	2 Dks (Stl–ws) 2 tr B															
27	Donostia	Steel Sc Sr	2710	†100A1 pt Awng dk with freeboard 10,17	Bbo	t	11,17	1895	Lon. & Gls. Co. Ld. Glasgow	Cia. Anon. de Nav. Izarra (I. Asteinza Mgr.)	300·0	42·1	19·5	Bilbao Spanish	T.3Cy.23",37"&61"–42" (s) 160lb 276NHP	22 " 1	
	Bo'legui 16–17	ss Shl No.3–7,08	2043					9mo			Q104'B32'			6 B H Cem	1SB(FD)&1 Aux.SB05,re-fitted 10,4rf,2cf,GS99,HS3932	s 8 " 2	
HGVP	(ex Miguel, ex Vimeira)	ss Bbo.No.2–17 1 Dk (pt Stl & pt Irn) & Web frames & pt Awng dk (Irn)	1744		†LMC 11,17				A & C.P.	Cell D Ba 82'	pt Awng dk 196'	FK	6 B H Cem	APT 60t	London & Glas. Co. Gls.	21 " 3	
28	Daland A. Ericsson 18–18	Steel Sc Sr	2280	†100A1 8,16	Grk	s	12,16	1900	W.Gray & Co. Ld. W Hartlepool	Angf. Aktieb. Tirfing, (A. Broström & Son, Mgrs.)	302·6	43·2	19·8	Gothenbrg Swedish	T.3Cy.22",35"&59"–39" (s) 160lb 80lb 221NHP	22 " 3	
3578	~~K.Lycke 00–17~~	ss Bly.No.3–11,12	2103	Exempted 8,18				1mo			P21'B79'F31'		FK	5 B H Cem	2SB,6rf,GS82,HS3378	s 3 " 8½	
JLCG	(ex Helsingborg)	1 Dk (Irn) & deep framing	1362	~~BS 8,16~~ MS 12,16	†LMC BS 10,17				A & C.P.	Cell D Ba 98'	uE & B 40'	f122'692t	APT 40t		Cen. Mar. Eng. Wks. W. Hpl	18 " 11	
29	Dorothea	Steel Sc	998					1917	Hölens Værks Aktie Larvik	Akties. Borch II (A. F. Borch & Sönner, Ld. Akties. Mgrs.)	214·4	34·2	14·5	Drammen Norwegian	T.3Cy.15½",25"&42"–30" 97NHP		N
	G.T.Gabrielsen 17–17	(ex Rövær)	862								P22'B61'F25'				WB Moss Værft, Moss		
MRCJ		1 Dk	569														
30	Dronning-Margrethe	Steel Twin Screw	393					1892	Burmeister & Wain Copenhagen	Rederiet Danne-virke Akties. (H.Hansen, Mgr.)	200·6	24·6	11·1	Copnhagn Danish	Motor Fitted 17		
	M.C.Friis 17–17	Motor Sc Sr	331								P130'F39'				WB		
NFVS	(ex Kurerén, ex Edda)	1 Dk	269														
31	Dixmude	Wood Aux Twin Sc	1600					1917	Puget Sound Bridge & Drdging Co. Seattle, Wash		231·2			Havre French	Oil Engines 2S.C.SA. 8Cy.14½"–15¾" Skandia Pacific Oil Eng. Co. Oakland, Cal.		
	A.Aas –17	Oil Eng. 4 Mst Sr	1420								P47'F52'						
	Mchy. Aft Elec.light	1 Dk 2 tr B	1342														
	(See Sailing Ship Register)																
32	Doen-Samud	Steel Sc Sr	1815	G.L.Bgk.	11,17			1906	Schiffsw. v. Henry Koch Lübeck	Requisitioned by the Siamese Government	265·8	40·0	16·6	Bangkok Siamese	T.3Cy.17½",28¾"&46½"–32½" 121NHP		
	Nai Keup Bhajarajah –17		1415	(See Footnote*)							P36'B75'F38'				WB J.F.Ahrens, Altona		
	Elec.light (ex Chiengmai)	1 Dk & deep framing	1080														
33	Dotterel	Iron Sc Sr	~~165~~ 168	† A– 2,18	Lon		2,18	1887	Ramage & Ferguson Leith	~~F.W.Hesloch~~ Wyndham, Bros.	119·6	20·1	11·7	Leith British	T.3Cy.9½",15"&24½"–18" 150lb 40RHP		
91095		ss Sou.2nd No.3–5,11	~~160~~ 112	English Channel & Coasting Service				4mo						4 B H Cem	1SB,1cf,GS15,HS635		
KMLB	(ex Yacht)	ss Lon.No.1–18	94	Humber to Milford Haven											Ramage & Ferguson, Leith		
	Elec.light			†NB 5,11	†LMC 2,18												
34	De Wadden	Steel Sc Sr	251					1917	Gebr. van Diepen Waterhuizen	N.V. Nederland-sche Scheepv. My. De Wadden	116·7	24·4	10·4	Amstrdam Dutch	Oil Engine 2Cy.		
	L.Beck –18	Oil Eng.	—														
QBTS	Mchy Aft	1 Dk	190												Steyaards & J.Walen, Rot.		
35	Delfzijl	Steel Aux Sc Sr	149					1917	H. van de Werf Staadskanaal	Zeevaart Maats-chappij	97·5	19·3	7·7	Groningen Dutch	Motor		
	Hylkema –17	Motor	128								P23'						
	(See Sailing Ship Register)	1 Dk	99												D.Goedkoop, Amsterdam		
36	Dexter Rood	Wood Sc	1611					1887	J.Craig & Sons, Trenton Mich.	M.L.Gilbert	251·0	41·4	19·2	N.London Utd. States	C.2Cy.22"&46"–40" 112NHP		
140870		(ex Lansing)	—												Dry Dock Eng. Wks. Detroit		
LFTG		2 Dks	1247														
37	Den-Samud	Steel Sc	1394	G.L.Bgk.	1.18			1899	Act. Ges. "Weser" Bremen	Requisitioned by the Siamese Government	257·0	35·6	13·6	Bangkok Siamese	T.3Cy.19⅛",31½"&48⅛"–27⅜" 122NHP		
		(ex Deli)	959	(See footnote*)							F36'				WB A.G. "Weser," Bremen		
	Elec.light	2 Dks	726														
38	Dictator Nielson –18	Steel Sc Sr	4940	†100A1 4,18 ~~1,17~~	Lon Mch	y	~~11,17~~ 4,18	1912	Russell & Co. Port Glasgow	Charente S.S.Co Ld (T.&J.Harrison, Mgrs.)	404·7	52·2	27·4	Liverpool British	T.3Cy.26",42"&70"–48" (s) 180lb 100lb 463NHP	30 " 0	
131408	~~S.Portray 16~~	ss Shl.No.1–16	4704	BS 3,16	†LMC			1mo			P45'B119'F46'		FK	Cem	2SB.8cf,GS136,HS6764	s 5 " 10	
HVOP	(ex Saint Bede)	2 Dks (Stl)	3149	MS 6,16	DES 8,17				Lloyd's S.A & C.P.	Cell D Ba 121'u E 24' 1123t D Ta 37' 982t	f184	FP T 68t	APT 28t	5 B H to U dk 1 2nd	Rankin & Blackmore, Grk.	24 " 6	
	Elec.light Carrying fuel oil F.P. above 150° F in DB & deep tank																
39	Docteur Pierre Benoit	Steel Twin Sc Sr	8150	100A1				1918	Uraga Dock Co. Ld Uraga	Messageries Maritimes	445·0	58·0	40·0	French	T.6Cy.22",36½"&61"–48"		
	Elec.light		7734	(Class Contem plated)													
			5036												Uraga Dock Co. Ld. Uraga		
40	Derika III.	Steel Sc Yl	216	†100A1 Stm Trawler 7,17	Ams		9,16	1902	Schofield, Meeuwe-noord & Co. Grimsby	Zeeviss. My Derika III. (M.B. Osendorp, Mgr.)	113·8	21·4	12·0	Ymuiden Dutch	T.3Cy.12",21"&34"–24" (s) 180lb 65NHP	12 " 10	
	C.Gravenmaker	ss Ams.No.3–8,15	204	†LMC 8,15				5mo					BK 7½"	3 B H Cem	1SB,2pf,GS36,HS1063		
	(ex Erica)	1 Dk	69	BS 6,16	†NB 9,16				Lloyd's S.A & C.P.					D B f 7'13t	O.D.Holmes & Co. Hull		
	Elec.light																

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Capitaine. Visites Périodiques.	3 Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'équipement.	7* Date de la dernière visite de Marine après-faites.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille au milieu du navire. Tirant d'eau correspondant. pds. pe.	15 Lettres de code si ce n'est dans le L. R.
41	**Derika VI.** *E Goos* –18 (ex Middelburg, ex Brederode)	**Iron ScK** ss Rot. No. 3–11,09 ss Ams. No. 1–14 1 *Dk*	167 151 64	✠100A1 *Stm Trawler* 12,16 ✠NB9,02	Ams ✠LMC5,18 BS6,16		12,16	1898 7mo	Earle's Co. Ld. Hull *Lloyd's & CP*	Zeeviss. My. Derika VI. (M.B. Osendorp, *Mgr.*)	102·0 Q18′F19′	20·6	11·0 BK7½″	Ymuiden Dutch 3 *BH Cem*	T. 3Cy. 11½″, 17″ & 30″–21″ (*s*) 160lb 57 NHP 1SB. 2*cf*, GS35, HS1100 Earle's Co. Ld. Hull	11 ″ 9	
42	**Derika X.** ~~*De Schelde* –18~~ (ex Acacia, ex Monkgate, ex Kathleen)	**Steel ScK** ss Ymu. No. 3–10,12 ss Ymu. No. 1–17 1 *Dk*	159 157 52	✠100A1 *Stm Trawler* 8,17 BS5,18	Ymu ✠LMC8,17		N7,17	1899 5mo	Selby S.B. & E. Co. Ld. Selby A&CP	M.B. Osendorp	105·0	20·7	11·1 BK7½″	Ymuiden Dutch 3 *BH Cem*	T. 3Cy. 10½″, 18″ & 30″–21″ (*s*) 180lb 53 NHP 1SB. 2*pf*, GS31, HS937 Crabtree & Co Gt Yarmouth	12 ″ 0	
43	**Derika XI.** *M. Baak* –18 (ex Begonia, ex Stonegate, ex Elsie)	**Steel ScK** ss Ams. No. 3–7,12 ss Ymu. No. 1–17 1 *Dk*	158 156 51	✠100A1 *Stm Trawler* 7,17 BS5,18 ~~BS9,18~~	Ymu ✠LMC8,16		5,17	1899 7mo	Selby S.B. & E. Co. Ld. Selby A&CP	M.B. Osendorp	104·7	20·9	11·0 BK7½″	Ymuiden Dutch 3 *BH Cem*	T. 3Cy. 11″, 18″ & 29″–21″ (*s*) 180lb 51 NHP 1SB. 2*pf*, GS31, HS937 Crabtree & Co Gt Yarmouth	12 ″ 0	
44	**Derika XII.** *C. de Graaf* –18 (ex Clyvia, ex Fossgate, ex Julia)	**Steel ScK** ss Ymu. No. 3–1,13 ss Ymu. No. 1–17 1 *Dk*	153 156 51	✠100A1 *Stm Trawler* 10,17 BS10,17	Ymu ✠LMC8,16		N10,17	1899 9mo	Selby S.B. & E. Co. Ld. Selby A&CP	M.B. Osendorp	104·9	20·8	11·1 BK7½″	Ymuiden Dutch 3 *BH Cem*	T. 3Cy. 11″, 18″ & 29″–21″ (*s*) 180lb 52 NHP 1SB. 2*pf*, GS31, HS937 Crabtree & Co Gt Yarmouth	12 ″ 0	
45	**Derika XIII.** *P. van der Kuil* –17 (ex Lobelia ex Nessgate, ex Ethel)	**Steel ScK** ss Ams. No. 3–7,12 ss Ymu. No. 1–17 1 *Dk*	159 157 52	✠100A1 *Stm Trawler* 7,17 BS2,18 ✠NB02 *refitted* 16	Ymu ✠LMC8,16		7,17	1900 1mo	Selby S.B. & E. Co. Ld. Selby A&CP	M.B. Osendorp	104·4	20·8	11·1 BK7½″	Ymuiden Dutch 3 *BH Cem*	T. 3Cy. 11″, 18″ & 29″–21″ (*s*) 180lb 58 NHP 1SB. 2*cf*, GS30, HS1117 Crabtree & Co. Gt Yarmouth	12 ″ 0	
46	**Dianora** *N. Spinelli* –18 (ex Andreta) (*See Sailing Ship Register*)	**Iron Aux Sc Bk** *Stm. Eng.* ss Gen. 2nd No. 3–4,09 ss Gen. No 2–18 2 *Dks*	1755 1613 1619	✠100A1 4,18	Gen *u* LMC4,18		N4,18	1883 10mo	Richardsn, Duck & Co. Stockton *Lloyd's & CP*	A. Piaggio	253·8 P46′F28′ ND05	39·0	24·0 BK9½″	Genoa Italian 2 *BH Cem*	T. 3Cy. 15⅝″–22 13/16″ & 33 1/16″–15¼″ 85lb (*s*) 63 NHP E. & R. *refitted* 18 NB(1)4,18 2SB. 3*cf*, GS32, HS1576 NOdero & Co Sestri Ponente	25 ″ 10	
47	**Dumont d'Urville** (ex Shinkoku Maru, ex Wilcannia) *Elec. light*	**Steel Sc Sr** ss Lon. No. 3–9,12 1 *Dk (Stl)* & *Spar dk* (*Stl-ws*) & *deep framing*	5145 4159 3100	✠100A1 *Spar dk* 5,18 BS9,17	Msl *y* ✠LMC8,16		5,18	1899 7mo	Sundrland S.B. Co. Ld. Sunderland A&CP		400·0 P39′B136′F40′ 28·5 *Cell D Ba*	47·6	20·3 BK9″ *u* B 36′ *f*	Marseilles French 6 *BH Cem* 112′	T. 3Cy. 28″, 47″ & 78″–51″ (*s*) 180lb 584 NHP 4SB 12*cf*, GS211 HS 320 FD N.E. Marine Eng Co. Ld Nwc 166′609 *t FPT* 85 *t APT* 21 *t*	31 ″ 3 s 3 ″ 8 25 ″ 10	
48	**Dolphin Shell** (ex Dolbadarn Castle, ex Earnmount, ex Haytor) *Elec light*	**Steel Aux Twin Sc Bk** *J. Baxter* –01 ss Rot. No. 3–1,10 ss H. Kg. No. 2–18 2 *Dks* (2nd *dk Stl*) (*See Sailing Ship Register*)	2008 1874 1603	✠100A1 3,18 ✠NE8,18 ✠ND8,18 *Carrying homogeneous*	HKg *v* ✠LMC8,18		*cargo*	1897 7mo	W. Hamilton & Co. Port Glasgow *Lloyd's & CP* *of Petroleum in bulk*	Anglo-Saxon Petroleum Co. Ld.	267·0 P33′F30′ *DBu E* 30′ 91 *t FPT*	40·1	23·5 BK9½″ (4 *BH to U dk* 4 ″ ″ 2nd ″)	London British 8 *BH Cem* DB *120lb*	Oil Engines 2S.C.SA 8Cy. 16½″–18 15/16″ 183 NHP 4 *BH to U dk* J. & C. G. Bolinders Co Ld. Skm	25 ″ 1 s 4 ″ 11 21 ″ 5	

108223 PBHV

1	2 3	4	5 6 7	*	8 9	10	11	12	13	14	15
No. in Book.	Steamer's Name. Material, Rig, &c.	Regist'd Tonnage	Particulars of Classification.	Date when last shaft last seen.	Built.	Owners.	Regist'd Dimensions. Deck Erections, &c.	Port of Registry.	Engines.	Moulded depth.	Registers in which classed, if not in L.R. Date of R. of Freeds Cert.
Official No.	*Master.* *Late Name if any.*	Gross. — Under deck. — Net.	Character. — ✠ for Special Survey. Date of last Survey.		When		Length.		No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Freeboard amidships	
Code Letters.	Special Surveys. No. of Decks, &c.		Port of Survey. Years Assigned now expired. Equipment Letter.		By Whom — Where		Breadth.	Flag.		Corresponding draught. ft. in.	
							Depth.				

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux Gréement. etc. — Capitaine / Visites Périodiques.	3 Ex-nom, s'il y a lieu. / Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Force nécessaire maximum arrêté. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant.	15 Rechercher ce navire dans le Supplément Quotidien du Lloyd's Register.
1	**Elmpark**	Steel Sc Sr	2161	✠100A1	Gls	*r*		1917	Brys&	J.&J.Denholm,Ld.	280·0 | 41·8 | 19·1	Greenock	T.3Cy.21″,35″&57″–36″ (*r*)	20 ″ 2	
137052	*M.Thomson* –17		1825	5,18	Cff			4mo	Gylsen,Ld.		P22′B68′F29′	British	180lb *100lb* 228NHP		
JPKL	*Elec.light*	1 *Dk(Stl)*	1350		✠LMC4,17			*Lloyd's*	Glasgow *sA&CP*	*CellDB*	FK *FPT*55*t*	4 *BHCem* *APT*46*t*	2SB,*6cf*,GS113,HS3734 Cooper&Greig,Ld.Dun.		
2	**Ennistown**	Steel Sc Sr	824	✠100A1	Sld	*k*		1917	Bartram&	TownLine(London)Ld.(Harrison,	195·0 | 30·0 | 12·0	London	T.3Cy.16″,26″&43″–27″ (*s*)	14 ″ 0	
140283	*E.Owen*14–17		582	4,17				4mo	Sons,Ld.	Sons&Co.*Mgrs.*)	Q94′B11′F20′	British	180lb *100lb* 119NHP	s 1 ″ 1	
JPNW	*Mchy.Aft*	1 *Dk(Stl)*	380		✠LMC4,17				Sunderland		BK6½′	3 *BHCem*	1SB.*3pf*,GS53,HS2028	13 ″ 2	
	Well deck	*Cargo battens not fitted*						*Lloyd's*	*sA&CP*	*CellD*	*Bf*120′166*t* *FPT*49*t*	*APT*28*t*	J.Dickinson&Sons,Ld.Sld.		
3	**Ethelinda**	Steel Sc Sr	3257	✠100A1	StN	*v*	2,16	1911	W.Gray&	HarrowingS.S.Co.	335·0 | 47·5 | 23·2	Whitby	T.3Cy.25″,40″&65″–42″ (*s*)	25 ″ 7	
132801	~~*T.d.Roberts* 15~~	*ss*Nwc.No.1–17	3039	5,17 ~~4,15~~ 12.17	Nwe		~~7,17~~ 5.17	7mo	Co.Ld.	Ld.(Robt.Harrowing&Co.*Mgrs.*)	P29′B102′F36′	British	180lb *80lb* 309NHP	s 4 ″ 5	
HTQM	(*ex*Brooklet) *Kirk*	1 *Dk(Stl)*	2053	~~ES6,16~~	✠LMC~~7,17~~		12,17	*Lloyd's*	W Hartlepool *sA&CP*	*CellDBa*	FK 110′*uE*25*f*147′822*t*	5 *BHCem* *APT*84*t*	2SB,*6cf*,GS124,HS4930 Cen.Mar.Eng.Wrks.WHpl	21 ″ 7	
4	**Ellaston** *G.D.Moffat* –17	Steel Sc Sr	3192	✠100A1	Nwc	*v*	7,15	1890	R.Stephen-	W.S.Miller&Co.	330·0 | 41·3 | 18·9	Glasgow	T.3Cy.24″,40″&64″–42″ (*s*)	28 ″ 11	
~~96168~~	~~*Emmerson* 15~~	*ss*Nwc.2ndNo.3–7,15	2928	*Spar dk*	PGl		6.17	1mo	son&Co.Ld.		P48′B100′F42′ 26·3	British	160lb *100lb* NDB06 274NHP	s 5 • 9	
LMWC	(*ex*Rhodesian,*ex*Matatua)		2055	6,17 ~~7,15~~	BS6,17				Newcastle		BK10″	6 *BHCem*	2SB,*6cf*,GS120,HS4232	24 ″ 2	
		1 *Dk(Irn)*&*Spar dk(Irn* pt-ws)3*trB*		✠NB7,15	✠LMC7,16			*Lloyd's*	*sA&CP*		*Cell*	*DB*280′395*t*	T.Richardson&Sons,Hpl.		
	Elec.light														
5	**Eptalofos**	Iron Sc Sr	646	✠90A1	Pir	*j*	~~8,16~~	1875	Act.Ges.	AngelicaMango	181·4 | 27·3 | 14·8	Piræus	C.2Cy.24″&40″–27″	15 ″ 9	
	J.Sakallarides –16	*ss*Stn.3rdNo.3–3,12	483	2,15				6mo	"Hansa"		P96′F26′	Greek	71lb NDB00 76NHP	s 1 ″ 5½	
	(*ex*Pyrin,*ex*Pirini,	1 *Dk2trB*	384	~~Examined afloat~~ 2,18 ~~BS8,18~~			N6,17		Rostock			4 *BHCem*	1SB.*2pf*.GS45 HS1441	15 ″ 3	
	Well deck	*ex*Palmerino,*ex*Riga)		✠NB5,~~09~~	✠LMC~~8,16~~				A&CP		*MTa*24′	43*tf*13′80*t*	A.G."Hansa,"Rostock		
6	**Euphorbia**	Steel&Iron Sc Sr	~~3109~~					1917	W.Dobson	~~J.Robinson&Sons~~	~~331·0~~ | 48·0 | 22·2	N.Shields	T.3Cy.22½″,36½″&62″–42″		
130880			3109 ~~2850~~						&Co.	StagLine,Ld.	P29′B97′F33′	British	249NHP		
JQDT	*Elec.light*	1 *Dk*	2863 ~~1830~~						Newcastle	(J.Robinson&Sons, *Mgrs.*)	331·1	*WB*	N.E.MarineEngCoLdNwc		
			1887												
7	**Eugene W. Pargny**	Steel Sc Sr	7725	✠100A–	Clv			1917	American	Pittsburgh S.S.Co.	580·0 | 60·0 | 32·0	Duluth	T.3Cy.24½″,41″&65″–42″ (*s*)	32 ″ 0	
214747			7559	*For Service on the Great Lakes*				4mo	S.B.Co.		F53′	Utd.States	180lb 414NHP		
	Elec.light	1 *Dk(Stl)*&*Wb frames*	6020	4,17					Lorain,Ohio		FK	3 *BH*	3SB,*6cf*,GS137,HS6405 FD		
	Mchy Aft	*Longitudinal framing*			✠LMC4,17								American S.B.Co.Lorain,O		
	Sub.Sig.									*CellDBuE&B55′*	230*tf*&*in hopper sd*	*etanks* 479′	8724*t* *FPT*290*t* *APT*59*t*		
8	**Eagle**	Steel Sc Sr	6274	✠100A1	SFo	*a*†		1917	Union Iron	StandardTranspt'n	410·0 | 56·0 | 29·0	New York	T.3Cy.27″,47″&78″–48″ (*s*)	32 · 0	
214921	*L.Smith*08–17		5728	*Shelter dk*	NYk			4mo	Works Co.	Co.of Delaware		Utd.States	220lb 594NHP	s 4 ″11	
Elec.light		2 *Dks(Stl)*&*Shelter dk(Stl)*	3834	*with freeboard* 10,17 ~~4,15~~	✠LMC4,17				San Francisco		FK	7 *BHptAsp*	3SB,*9cf*,GS165,HS8180 FD	27 ″ 5	
LGVP	Sub.Sig.	&*Web frames*		*Fitted for oil fuel* 4,17			*F.P. above*		A&CP				UnionIronWorks Co.S.Fo.		
		Longitudinal framing								*CellD*	*B*355′ 1213*t* *MT*25′	798*t* *DTa*30	228*t* *FPT*80*t* *APT*195*t*		
9	**Eigen Hulp I.**	Steel Sc Sr	1324	✠100A–	Rot	*o*		1917	Wilton's E.	N.V. Maatschappij	240·1 | 36·4 | 15·9	Rottrdam	T.3Cy.19″,32″&51″–36″ (*s*)	18 ″ 0	
	G.van den Berg –17		1150	5,17				5mo	& Slipway Co.	EigenHulpI.	P19′B63′F23′	Dutch	180lb 186NHP		
		1 *Dk(Stl)*	791		✠LMC5,17				Rotterdam		FK	4 *BHCem*	2SB,*6pf*,GS100,HS3100		
	Now named "Brederode," See No. 28 in Supplement										*CellDB*203′323*t*	*APT*42*t*	Wilton's E.&SlpwyCo.Rot		
10	**Ecorse**	Steel Sc Sr	3900	100A1				1917	Gt.Lakes	Gaston,Williams&	373·0 | 44·0 | 25·5	Wilmgton	T.3Cy.24½″,41″&69″–42″		
									Eng.Works	Wigmore	P30′B81′F35′	(Del.)			
	Elec.light			(*Class Contemplated*)					Ecorse,Mich.			Utd.States			
													Gt.LakesEng.Wrks,Det.		
11	**Esquimalt**	Wood Aux Twin Sc 5 Mst Sr	1378	✠12A1	Ver	*p*		1917	Cameron	~~Canada West Coast~~	~~240·5 | 44·0 | 19·0~~	~~Vancouver~~	Oil Engines 2S.C.SA	20 ″ 9	
134650	~~*J.R.Fisher* 17~~	1 *Dk2trB* *OilEng.*	1224	~~12,17~~ ~~6,17~~ 4,18	~~Mel~~ Sba			6mo	Genoa Mills	~~Nav.Co.Ld.(H.W.~~	~~P30′F15′P36′ | 19·3~~	British	~~2Cy.16″–20″~~ 2Cy.16½″–20″		
TMHP	*Elec.light*	*Salted&Specially treated*	1058	~~(*Class Contemplated*)~~					Shpbuilders Ld	~~Brown,*Mgrs.*)~~	240·8 | 44·2	Victoria,B.C.	DB*1305*.		
	Mchy.Aft	ptGIB Hardwood Treenails		~~DBS12,17~~	~~LMC8,17~~				Victoria,B.C.			French	J &C.G.Bolinders,Ld.Skm		
		(*See Sailing Ship Register*)						*Lloyd's*	*sA&CP*						
12	**Eva**	Steel Sc	732					1917	N V Burger-	J.Pierot,Jr.	180·0 | 28·0 | 14·5	Rottrdam	T.3Cy.15¾″,25½″&41¼″–27½″		
			614						hout's M.&S.			Dutch	90NHP		
	Mchy.Aft		352						Rotterdam				Burgerhout's M.&S.Rot.		
13	**Express**	Iron Sc Sr	331			...		1881	T.B.Seath	W.Cooper&Son	139·8 | 23·6 | 12·0	Kirkwall	C.2Cy.22″&40″–30″	12 ″ 5	
KBQJ	*Collision* 12–18		244						&Co.		P37′B43′F38′	British	NB10 70RHP		
JKWM	*R.Weddell* 11–17								Glasgow				W.King&Co.Glasgow		
	(*ex*Hebridean)	2 *Dks*	143												
14	**Edward L. Doheny, Junior**	Steel	7707	✠100A1	Phl	*d*†		1917	New York	Petroleum	467·6 | 62·7 | 32·0	Los Angels	Q4Cy.24″,35,″51″&75″–51″	32 ″ 0	
	*J.Gibson*16–17	Sc Sr	7153	*Shelter dk*				6mo	S.B.Corp.	Transport Co.		Utd.States	220lb (*r*) 568NHP	s 5 ″ 4½	
	Elec.light	2 *Dks(Stl)*&*Shelter dk(Stl)*	4716	*with freeboard* 6,17	✠LMC6,17				Camden,N.J.		FK	16 *BHptCem*	3SB,*9cf*,GS177,HS7804 FD	27 ″ 0	
	Mchy.Aft	&*Web frames*		*Carrying Petroleum in bulk*					A&CP		(	10 *BHtoUdk*	New York S.B.Corp.		
		Longitudinal framing		*Fitted for oil fuel* 6,17			*F.P. above*					6 „ *2nd* „	)		
										CellDBa	23′*uE*&*B*76′	463*tDT f*40′	441*t* *FPT*229*t* *APT*131*t*		
15	**Eifuku Maru**	Steel Sc 3 Mst Sr	3261			...		1887	J.Laing	Chuhei Fukugawa	351·0 | 42·2 | 18·8	Jinsen	T.3Cy.28½″,46½″&76″–45′	29 ″ 6	V
441		(*ex*Daihoku Maru,*ex*Otto	3022						Sunderland	(Fukugawa	P42 B70′F28′ 26·6	Japanese	387NHP		
POSF	Berg,*ex*Ville de Metz)	1 *Dk*&*Spar dk*	2003							Ringyo Kabushiki		*WB*	G.Clark,Sunderland		
	Elec.light	*pt lower dk*&*Webframes*								Kaisha,*Mgrs.*)					
16	**E. Hoel**	Steel Sc Sr	~~1132~~					1917	Moss Værft	~~E.D.Asby~~	226·3 | 36·6 | 15·7	~~Christiania~~	T.3Cy.16″,25″&42″–30″	16 ″ 8	N
140			1133 991						Moss	The Shipping Controller (Pelton S.S.		Norwegian	97NHP	s 1 ″ 10½	
JRPL										Co Ld.*Mgrs.*)		London	Moss Værft,Moss	15 ″ 1	
HQSO		1 *Dk*	677									British			
17	**Eggo**	Steel Sc	387					1913	Schiffsw.v.		154·4 | 27·4 | 9·3	Bremen	C.2Cy.16 7/16″&31½″–19 7/16″		G
		(*ex*Herman Heinrich,	313						Henry Koch		P&B116′F20′	German	44NHP		
NHBL	*Mchy.Aft* *Elec.light*	*ex*Mehedya) 1 *Dk*	191						Lübeck				Ottensener Masch.Fab.		
18	**Elfsborg**	Steel Sc Sr	1818					1904	Schiffsw.v.	Aktieb.Nordiska	264·4 | 38·5 | 16·7	Gothenbrg	T.3Cy.19¾″,32⅛″&51¼″–33½″		G
5751	*P.H.Pontoppidan*15–15	(*ex*G.P.	1395						Henry Koch	Lloyd (R.Frodi,	P15′Q59′B68′	Swedish	152NHP		
JVLM	Braathen,*ex*Helen Heidmann)		987						Lübeck	*Mgr.*)	H133*t*F21′	*WB*	J.F.Ahrens,Altona		
	Elec.light	1 *Dk*													
19	**Erken**	Iron Sc Sr	1339	✠	Shl	*p*		1877	T.Turn-	Förnyade Ångf Akt	248·6 | 33·6 | 20·0	Gothenbrg	C.2Cy.31″&58″–36″	20 ″ 3	V
3456	*M.Petersen*17–17	*ss*Cff.No 3–2,89	1003	8,96				2mo	bull&Son	Viking(J M.Dannberg,*Mgr.*)	Q92′B58′H15*t*F31′	Swedish	NDB88 147NHP		
JKPL	(*ex*Hagar,*ex*Barendrecht,*ss*Nwc.No.1–93		830						Whitby		ptND93 BK9′	5 *BHCem*	2SB,*6pf*,GS55,HS2299		
	Well deck	*ex*Golden Grove) 1 *Dk2trB*									*DBa* 72′*f*100′238*t*		Blair&Co.Ld.Stockton		

1 Official No.	2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. For Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Laid up, now explrd. Equipment Letter.	Date when last shaft last scrd.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NP=Horse power by Society's formula; RP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Regsters in which classed, if not in L.R. Method of Propulsion.
20	**Eriksholm** SteelScSr *H.Bergman* 16–17 *ss*Cff.No.3–6 14 (*ex*Ester) 1*Dk*(*Irn*) *deep framing*	2632 2455 1641	✠100A1 3,16 B96,15	Shl	*t* ✠LMC6,14	6,15	1901 10mo	R.Thompson&Sons Sunderland	Aktieb.Svenska Amerika-Mexico Linen ~~D.Boström, *Mgr.*~~ (D.Broström, *Mgr.*) *Lloyd's SA&CP* *CellDB a*98′*u* E22′*f*128′655*t*	313·0 P29′B94′F34′ FK 5*BHCem*	45·0	20·5	Gothenbrg Swedish	T.3Cy.23″,38″&61″–39″ (*s*) 180lb *80lb* 254NHP 2SB *6pf*,GS108,HS3946 G.Clark,Ld.Sunderland	23 ″ 1 s 3 ″ 7½ 19 ″ 9	
21 752 HQSJ	**Egon** IronScSr *S.M.Stjerna* –16(*ex*GustavFischer, *Elec.light* *ex*Aurora) 1*Dk*	271 226 138					1881	Göteborgs M.V.Aktieb Gothenburg	S.M.Stjerna	111·7 B27′H6*t*F11′	22·5	12·3	Malmö Swedish	C.2Cy.12″&26″–17″ NB99 23NHP GöteborgsM.V.Aktieb.Got		G
22 VHW	**Else** WoodAuxSc4MstSr *E.Hansen* *Oil Eng.* 1*Dk* (*See Sailing Ship Register*)	341 322 267					1917	R.Rasmussen Nakskov	Akties.Skonnert Else(A.Christensen&Co.)	145·3 B29′F18′	30·1	12·8	Nakskov Danish	Oil Engine Tuxham,Copenhagen		
23 HSBH	**Erica** SteelScSr *O.Schacht* 1*Dk*	301 239 139					1911	Stettiner Oderwerke Stettin	L.F.Mathies&Co.	128·6 B29′F18′	22·7	11·0	Hamburg German	C2Cy.15 7/16″&27⅞″–15 7/16″ 25NHP *WB* StettinerOderwerke		G
24 HQPW	**Esther** SteelAuxSc3MstSr *I.Isaksen* 16–17 *Motor* (*ex*SailingVesselJenny, 1*Dk* *ex*LouiseLinnemann,*ex*Voorwaarts) (*See Sailing Ship Register*)	338 296 289					1903	Gebr. Verstockt Martenshoek	Akties.Esther (H.T.Realfsen)	134·8 H–	25·6	10·7	Skien Norwegian	Motor		G
25	**Eigen Hulp II.** SteelScSr *J.E.Vegter* –17 *Elec.light* 1*Dk*(*Stl*)	3151 2808 1940	✠100A1 9,17	Rot	*tc* LMC9,17		1917 8mo	Wilton's E. &Slpwy.Co. Rotterdam A&CP	Wilton'sEng.& SlipwayCo.	325·0 P24′B206′F29′ FK 5*BHCem* *CellDB*278′662*t* *APT*48*t*	47·2	21·8	Rottrdam Dutch	T.3Cy.22½″,37″&62″–39″ (*s*) 160lb *140lb* 272NHP NB95*refitd*17NDB01*refitd*17 2SB,4*rf*,GS120,HS4542 Wilton'sE.&Slpwy.Co.Rot	24 ″ 2	
26 KJSP	**Ella** SteelScLr *W.Heidmeyer* 06–08 1*Dk*	166 156 84					1908	C.Cassens Emden	LeererHeringsfischereiAkt.Ges.	99·0 Q15′	23·0	10·1	Leer German	C.2Cy.9 7/16″&18¼″–12 3/32″ 10NHP Christiansen&Meyer,Har.		
27 99159	**Etna** WoodScK *G.Chenhalls* –14 1*Dk*	103 93 51					1893	E.Thomas Falmouth	E.Handcock&Co.	90·4 len10	19·1	9·1	Falmouth British	2Cy.13″&28″–18″ *Emade*09 *Bmade*08 38RHP Workmn,Clark&CoLd.Bel		
28 MQLG	**Eyfjord** SteelAuxSc *J.Christensen* *Motor* 1*Dk* (*See Sailing Ship Register*)	363 314 264					1916	Gebr.G.H. Bodewes Martenshoek	Akties.Eyfjord (Johs.Palander)	140·9 P33′B64′F23′	25·4	11·7	Kopervik Norwegian	Motor 2Cy. Stenaard&Walen		V
29	**Erling** SteelSc *Elec.light*		100A1 (*Class Contemplated*)				1918	Albina Eng &Machine Works,Inc. Portland,Or.	RederiAkties. Damp(A.Mathiesen,*Mgr.*)	251·0 P33′B64′F23′			Norwegian	T.3Cy.20″,33″&54″–40″ AlbinaEngine&Machine Works,Inc.Portland,Or.		
30	**Elsie** SteelScSr *Should be "Elsie Mary," See No. 47 in Supplement* 1*Dk*	923 497					1917	Hlsingbgs Varf.Aktieb. Helsingborg	H.Persson&Co.	205·0 Q64′B54′F19′	33·5	15·2	Landskrna Swedish	T.3Cy.18″,29½″&47″–27½″ 116NHP HelsingborgsVarf.Aktieb.		
31 *ex*Italy)	**Ecuador** SteelTwinScSr (*ex*GualeguaychuG., 1*Dk*	*665* *586* *452*					1896	Scott&Co. Greenock		181·5 B26′F25′	35·0	10·6	French	T.6Cy.9″,15″&25″–21″ 57NHP Scott&Co.Greenock		V
32	**España** WoodScSr *Consillas* –17	272 123 149					1917	Erasoy Cia, Pasajes	Soc.Marítima deVigo	122·8	22·3	10·7	S.Sebast'n Spanish	C.2Cy.16″&32″–20″ *Ebuilt*75 *refitted*17 38NHP W.B.Thompson,Dundee		V
33	**Estland** SteelScSr 1*Dk*	1260 948 740					1917	PPhStuhrs Msk.&Skb. Aalborg	DanskFranske Dmpskselsk.	P14′Q71′B94′F29′			Copnhagn Danish	T.3Cy.15′,24′&40″–27″ 83NHP A/S.Frichs,Aarhus		
34 97449	**Enterprise II.** IronTwinScSp *J.W.Cooke* –15 (*Tug*) (*ex*Enterprise) 1*Dk*	185 182 9					1894	J.P.Rennoldsn&Sons SouthShields	Mayor&Corporation of Preston	120·8 BK7″	22·6	9·9	Preston British	C.4Cy.17″&34″–24″ 98RHP *WB* J.P.Rennoldson&Sns,S Shl	10 ″ 6	
35 06346	**E. P. Morse** SteelSc (*Tug*) (*ex*FrancisB.Hackett) *Elec.light*	194 — 126					1909	Johnston Bros. Ferrysburg, Mich.	MorseD.D.& RepairCo.	96·0	24·6	14·0	NewYork Utd.States	C.2Cy.20″&40″–30″ *Emade*00*fitted*09,B*made* 98*fitted*09 75NHP MontagueIronWorks		
36 13446	**Edith M. Green** WoodSc3MstSr *Pet.Mot.* 1*Dk*	225 184 187					1917	Bernard N. Milonson Gilberts Cove	~~B.N.Milonson~~ B.N.Melanson	111·0 P28*t*F9*t*	28·7	10·7	WeymthNS British	Petrol Motor 1Cy.19″–11″ International HawistorCor.Chicago		
37 15657 LJBF	**Edith Nute** WoodSc *Oil Eng.* 1*Dk*	985 — 543					1917	I.L.Snow& Co. Rockland,Me	AtlanticMaritime Co.	187·9	36·6	15·5	Boston Utd.States	Oil Engine		R
38 15333 HMR	**Ernest H. Meyer** WoodSc *H.Dunksman* –17 *Elec.light* 1*Dk*	1054 — 555					1917	St.Helens S.B.Co. St.Helens,Or.	C.R.McCormick Co.	207·6	40·0	14·2	S.Frncisco Utd.States	T.3Cy.13½″,23″&40″–30″		R
39	**Ed. Munch** SteelSc 1*Dk*	1300					1917	NV.Boele's Sheepsw. Slikkerveer	N.V.Boele's Scheepsw.&Machf.	238·0 P30′B60′F26′	36·0	19·0	Dutch	T 3Cy.18½″,30″&48″–36″ 138NHP *WB* NVBoele'sSheepswBolnes		
40 *J.A.TeixeiraJr.* –18 ~~*ssTriNov.*~~ (*ex*Laura) 2*Dks*(*Stl*) *deep framing* *Elec.light* *Shelter dk*(*Stl–ws*) *Ref.Mchy.* Wireless	**Europa** SteelTwinScSr ~~*ssRio No.*~~ *ssRio.No.5*–3,18	6122 3725 3914	✠100A1 3,18 *Shelter dk with freeboard*	Tri Rio	*at* 3,18 ✠LMC3,18		1907 4mo	Russell& Co. PortGlasgow *Lloyd's SA&CP*	LloydNacional (G.Martinelli&Co. *Mgrs.*) *CellDB a*108′*u* E6*t*	415·3 F76′ FK 7*BHCem* B44′*f*158′791*t* *FPT*60*t* *APT*35*t*	49·6	25·1	R.Janerio Brazilian	T.6Cy.24½″,40″&65″–45″ 180lb FD (*s*)767NHP 5SB,24*cf*,GS285,HS11174 J.G.Kincaid&Co.Ld.Grk.	27 ″ 9 s 2 ″ 0½ 26 ″ 1	
41 *ex*Vinuesa)	**E. Ramirez** Iron *J.Ruiz* –15 (*ex*Amalia,*ex*Sevilla,	615 427 405					1867	A.Leslie& Co. Newcastle	E.RamirezMaffei	184·6	26·0	14·6	Malaga Spanish			

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine / Visites Périodiques.	3 Ex-nom, s'il y a lieu. / Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Forme indiquée par la lettre qui suivra. Lettre d'équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord en milliers du navire. Tirant d'eau correspondant. pds. pd.	15 Registres où existent des détails de la construction.
42	Electrician	Steel Sc Sr	4572	✠100A1	Bry	y	12,17	1913	Russell&	Charente S.S.Co.	385·0	52·0	26·5	Liverpool	T.3Cy.25″,41″&68″–48″ (r)	29 ″ 0	
135430	~~Firth Hill~~ –16 J. Williams	–18	4329	1·17				5mo	Co.	Ltd. (T.&J.	P34′B11′F45′			British	180lb 361NHP	s 5 ″ 5½	
JOHN	(ex Saint Winifred)	2 Dks (Stl)	2884	Examined 5.18 BS 12.17 MS 1.18	✠LMC~~18~~				Pt. Glasgow	Harrison, Mgrs.)		FK		Cem	38B.9cf.GS174,HS5749	23 ″ 11	
	Elec. light								Lloyd's A1 ✠ CP		'Tween dk BH in after hold dispensed with CellDB a124′u E½B41′f16			5 B H to Upr dk 1 B H to 2nd dk only 9′1106t DT a	J.G.Kincaid&Co.Ld.Grk. 30′781t FP T75t A P T20t		
43	Energie	Steel Sc	843					1917	N.V.Haar-	J.&A.van der	201·5	30·2	13·0	Rottrdam	T3Cy15¾″,25½″&41⅜″–27½″		
			617						lemsche	Schuyt	Q121′B11′F20′			Dutch	89NHP		
	Mchy. Aft	1 Dk	437						Scheeps. My. Haarlem						WB Burgerhout Machf. Rot.		
44	Energie II.	Steel Sc	845					1918	N.V.Haar-	J.&A.van der	201·5	30·2	13·0	Rottrdam	T3Cy15¾″,25½″&41⅜″–27½″		
			620						lemsche	Schuyt	Q121′B11′F20′			Dutch	89NHP		
	Mchy. Aft	1 Dk	440						Scheeps. My. Haarlem						WB Burgerhout Machf. Rot.		
45	Export	Steel Sc	950	100A1				1918	N.V.Scheeps	Rottrdam-London	180·0	28·6	14·6	Rottrdam	T.3Cy.		
	Goosens –18			(Class Contemplated)					H.H.Bodewes	Stoomv.Maats.	P52′B64′F19′			Dutch			
	Mchy. Aft								Millingen						N.V Burgerhout Masch Rot		
46	Eleth	Steel&Iron Sc 3 Mst Sr	368	✠100A1	Aml	f	4,18	1891	R.William-	W.Thomas&Sons	152·3	23·6	8·7	Liverpool	C.2Cy.18″&36″–24″ (s)	11 ″ 3	
99324	R. Brooks –13	ss Aml.2nd No.3–1,15	270	4,18				10mo	son&Son		Q84′B10′F20′		BK7″	British	100lb 71RHP		
MKDJ	(ex Black Rock)	ss Aml.No.1–18	140		✠LMC4,18				Workington					Cem	1SB.2pf.GS35,HS1191		
	Well deck Mchy. Aft													DBf80′100t	Dunsmuir&Jackson,Gls.		
	1 Dk (Irn) Stl plating & Irn framing																
47	Elsie Mary	Steel Sc Sr	923					1917	Hlsingbgs	H.Persson&Co.	205·0	33·5	15·2	Landskrna	T.3Cy.18″,29½″&47″–27½″		
									Varf.Aktieb.		Q64′B54′F19′			Swedish	116NHP		
		1 Dk	497						Helsingborg						Helsingborgs Varf.Aktieb.		

1	2	3	4	5	6	7	7*	8	9	10	11			12	13	14	15
No. in Book.	Steamer's Name.	Material, Rig, &c.	Regist'd Tonnage.	Particulars of Classification.			Date when last shaft last scen.	Built.		Owners.	Regist'd Dimensions. Deck Erections, &c.			Port of Registry.	Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Moulded depth.	
Official No.	*Master.*	*Late Name if any.*	Gross. — Under deck. — Net.	Character. — ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned. Now expired. Equipment Letter.		When	By Whom — Where		Length.	Breadth.	Depth.	Flag.		Freeboard amidships Corresponding draughts. *ft. in.*	Registers in which classed, if not in L.R. Date of ft. of Trunkers.
Code Letters.	Special Surveys.	No. of Decks, &c.															

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Grément, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant aspect. Lettre d'Equipement.	7* Date de la dernière visite de l'autre port-d'Allée.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. IHPe=Force en chevaux d'après les formules de la Société. RHPe=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord en milieu du navire. Tirant d'eau pour condamn. pds. pc.	15
1	**F. Q. Barstow**	SteelTwinScSr	10280	✠100A1	NNs	*f*†	5,18	1917	NwprtNws	StandardOilCo.	500·0	68·2	35·5	Baynne,NJ	T.6Cy.20½″,35″&60″–42″ (*s*)	38 ″ 3	
214873	*J.C.White*04–17		10049	*Shelter dk*	NYk			4mo	S.B.&D.D.Co.	(NewJersey)				Utd.States	200lb *180lb* 628NHP	s 11 ″ 5	
LGTQ	*Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)		7890	*with freeboard*					NewprtNews				FK	19*BHptCem*	3SB,*12cf*,GS213,HS8700 FD	27 ″ 3	
	Mchy.Aft &*Web frames*			10.17 ~~1.17~~ 5,18	✠LMC4,17				A&CP					(15 ″ *to Udk*	NewportNewsSB&DD.Co.		
	Sub.Sig. *Longitudinal framing*			*Carrying Petroleum in bulk*										4 ″ 2*nd* ″)			
				Fitted for oil fuel 4,17	*F.P. above* 150° F.					*CellDBuE&B* 59'184*t*				*f* 17'71*tDTf*	54'673*tFPT*243*tAPT*127*t*		
2	**Fiscus**	SteelScSr	4782	✠100A1	Stk	*x*		1917	Craig,Tay-	TempusShipping	370·1	51·4	24·0	Cardiff	T.3Cy.26″,42½″&69½″–45″	26 ″ 6	
139601	*W.C.Smith*16–17		3742	7,17~~5,17~~	Cff			5mo	lor&Co.Ld.	Co.Ld. (W.H.	P52'B&F285'			British	180lb *120lb* (*r*) 361NHP	s 3 ″ 2	
JPQN	*Elec.light* 1*Dk*(*Stl*)		2912		✠LMC5,17				Stockton	Seager&Co.Ld.			FK	6*BHCem*	2SB.*6cf*,GS130,HS5700	23 ″ 9	
	Carrying fuel oil F.P above 150° F. *in DB*							*Lloyd's A&CP*		*Mgrs.*) *CellDB*	319'1134*t FPT*106*t*			*APT*184*t*	N.E.MarineEng.Co.Ld.Sld		
3	**Firtree**	SteelScSr	~~2450~~	✠100A1	Stk	*t*		1917	Craig,Tay-	TheTreeSSCo.Ld.	295·2	45·6	20·4	Cardiff	T.3Cy.22″,36″&~~60″~~ 60″–39″ (*s*)	22 ″ 6	
139615	*J.M.Lloyd* –17	2488	~~2200~~	1,18 ~~8,17~~	Sws			8mo	lor&Co.Ld.	(HowardJones&	P27'B78'F30'			British	180lb *100lb* 250NHP	~~s~~ 3 ″ 5	
JQSH	*Elec.light* 1*Dk*(*Stl*)	2272	~~1450~~	*(ClassContem plated)*					Stockton	King,*Mgrs.*)			FK	*Cem*	2SB.*6cf*,GS100,HS3916	19 ″ 5	
			1485		✠LMC5,17			*Lloyd's A&CP*		*Intermediate Bft in fore hold dispensed with–CellDB*250'835*tFT*283*tAPT*102*t*				4*BH only*	N.E.MarineEng.CoLd.Sld.		
4	**Frank H. Goodyear**	SteelScSr	8200					1917	Gt.Lakes	BuffaloS.S.Co.	580·0	60·0		Fairport	T.3Cy.24½″,40″&65′–42″		
									Eng.Works		F54'			Utd.States	274NHP		
	Elec.light Mchy.Aft 1*Dk*								Ecorse,Mich.					*WB*	Gt.LakesEng.Wks.Detroit		
5	**Farnworth**	SteelScSr	5396	✠100A1	Stk	*y*		1917	Richardsn,	DalglieshStm.	400·3	51·6	32·9	Newcastle	T.3Cy.27″,44½″&74″–48″ (*s*)	35 ″ 6	
140672	~~*J.J.Crone*17–17~~ *J.G.Sinclair* –17		5639	*Awng dk*	Gls			6mo	Duck&Co.Ld	Shpg.Co.Ld (R.S.	*Fon Awng dk* 35'			British	180lb 440NHP	s 9 ″ 11	
JQBF	*Elec.light* 1*Dk*(*Stl*)&		3691	*with freeboard*					Stockton	Dalgliesh,*Mgr.*)			FK	6*BHCem*	3SB.9*cf*,GS192,HS7171	25 ″ 11	
	Awng dk(*Stl*)			12,17 ~~8,17~~	✠LMC6,17			*Lloyd's A&CP*		*CellDBa*134'*uE*	26'*f*176'1122*tFPT*			14*tAPT*141*t*	Blair&Co.Ld.Stockton		
	Carrying fuel oil F.P. above 150° F. *in DB*																
6	**Flamma**	SteelScSr	~~1382~~	✠100A1	Nwc	*r*	12,17	1917	WoodSkin-	GasLight&Coke	270·6	38·2	18·0	London	T.3Cy.20½″,33″&54″–39″ (*s*)	20 ″ 6	
140295	*J.J.Shaw*15–17 1874		1484	12,17 ~~8,17~~	Shl			6mo	ner&Co.Ld.	Co. (Stephenson	Q163'Bon Q11'F29'			British	180lb 202NHP	s 6 ″ 2½	
JPSR	*Mchy.Aft Elec.light* 1*Dk*(*Stl*)		~~1128~~		~~LMC~~				Newcastle	Clarke&Co.*Mgrs.*)			FK	4*BHCem*	2SB.*6cf*,GS112,HS3178	18 ″ 8	
	Well deck Cargo battens not fitted		1119					*Lloyd's A&CP*		*CellD*	*B*222'595*tFPT*91*t*			*APT*56*t*	Geo.T.Grey&Co.Ld.S.Shl		
							~~12,17~~ 12,17										
7	**Franc Tireur**	SteelScK	314	✠100A1	Dun			1916	Cochrane	ConsolidatedStm.	137·0	24·0	12·8	Grimsby	T.3Cy.13″,23″&37″–26″ (*s*)	13 ″ 6	
139945			290	*Stm Trawler*				11mo	&Sons,Ld.	Fishing&IceCo.	Q74'F21'			British	180lb 87RHP		
		1*Dk*	162	5,17	✠LMC5,17			*Lloyd's A&CP*	Selby	(Gms.)Ld. (J.D.			BK8'	4*BHCem*	1SB,*3pf*,GS47,HS1468		
										Marsden,*Mgr.*)					Cooper&Greig,Ld.Dundee		
8	**Frederic R. Kellogg**	SteelScSr	~~7000~~	✠100A1	NYk	*at*		1917	Moore&	Pan-American	425·8	57·0	31·4	L.Angeles	1 Geared Steam Turbine	33 ″ 0	
215424	*C.H.White*17–17 712 7		6370	12,17 ~~8,17~~	✠LMC8,17			8mo	Scott Iron	Petroleum&	P97'B40'F41'			Utd.States	225lb *110lb* (*s*)		
LHPT	*Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* 656		~~4150~~	*(ClassContem plated)*					Works	TransportCo.			FK	16*BHptCem*	3 WaterTubeBoilersns8439		
	Elec.light Longitudinal framing		4419	*Carrying Petroleum in bulk*					Oakland,Cal.	*CellDBuE&B* 61 144*tDTf* 43'545*t*				(10 ″ *toUdk*	GeneralElectricCo.		
				Fitted for oil fuels,17 *F.P.above* 150° F.				*Lloyd's A&CP*		*APT*28*t*				& 6 ″ 2*nd dk*)	Schenectady,N.Y.		
9	**Fotinia**	SteelScSr	4584	✠100A1	Mdb	*y*	~~11,15~~	1913	W.Pickers-	NationalSS.Co.Ld.	383·0	51·7	26·6	N.Shields	T.3Cy.26″,42″&71″–48″ (*s*)	29 ″ 6	
125314	*R.A.Goodridge* –14 *ss*Gen.No.1–17		4372	2,184~~2,17~~	Gls		12,17	7mo	gill&Sons,Ld	(Fisher,Alimonda	P86'B221'F37'			British	180lb 431NHP	s 4 ″ 11	
JSFD	(*ex*Photinia) 1*Dk*(*Stl*)		2835	*Examined* 12,17	✠LMC7~~8~~13			*Lloyd's A&CP*	Sunderland	&Co.Ld,*Mgrs.*)			FK	6*BHCem*	3SB.*12pf*,GS198,HS7363	25 ″ 9	
				BS12,17			12,17								G.Clark,Ld.Sunderland		
										*CellDBa*184'*uE&B*43'				*f*164' 1270*t*	*FPT*221*tAPT*125*t*		
10	**Flo Johnson**	WoodScDy	117					1917	Colby Bros.	J.Johnson	93·8	21·5	10·0	Scarboro'	T.3Cy.10″,16½″&26½″–18″		
138872		(*Fishing*)	117						Ld.					British	46RHP		
		1*Dk*	52						OultonBroad						W.Burrell,Gt.Yarmouth		
11	**Fuku Maru**	SteelSc	~~4409~~	✠100A1	Kob	*w*		1917	OsakaIron	KobePierCo.Ld.	345·0	~~49·1~~	28·2	Sumiyoshi	T.3Cy.24″,41″&67″–48″ (*s*)	28 ″ 2	
	S.Orii –17		4366	*Shelter dk with freeb'rd*				8mo	Works,Ld.		P30 ~~B38,F38~~		B99	Japanese	180lb 390NHP	s 4 ″ 10½	
	Elec.light Longitudinal framing		~~3893~~	8,17	✠LMC8,17			*Lloyd's A&CP*	Innoshima		~~49'8~~		FK	6*BHCem*	2SB.*6cf*,GS126,HS5100 FD	26 ″ 8	
	1*Dk*(*Stl*)&*Shelter dk*(*Stl*)&*Web frames*		2758	*(ClassContem plated)*						*CellDB*298'1136*tDTa*32'693*tFPT*115*tAPT*29*t*				F34'*on Shelter dk*	OsakaIronWorksLdOsaka		
12	**Frances L. Skinner**	SteelScSr	4307	✠100A1	Sea	*x*	6,17	1897	Flensburgr	FrancesL.Skinner	378·0	48·0	26·4	Seattle	T.3Cy.26½″,44″&72″–48″ (*o*)	29 ″ 0	
	G.S.Lapra'k –17 *ss*Sea.2ndNo.3–7,17		3893	10.17 ~~7,17~~				11mo	Schiffsb.Ges.	Co.	P&B232'F40'			Utd.States	165lb 426NHP	s 4 ″ 9	
	(*ex*Sesostris,*ex*Octavia) 2*Dks*(*StlU–ws*)		3649		✠LMC7,17				Flensburg	(D.E.Skinner)	ND17		FK	6*BHCem*	3SB,*9cf*,GS138,HS7309	24 ″ 7	
	Elec.light Hold beams aft lower dk								A&CP		*Cell DBa*110'*uE*18'			*f*172 800*t*	FlensburgerSchiffsb.Ges.		
	Well deck forward																
13	**Furu**	SteelSc	85	10?A–	Xia		8,17	1896	Stettiner	O.A.Carlsen	89·0	17 2	7·6	Frdrikstad	C.2Cy.12¾″&23¾″–14⅞″ (*s*)	8 ″ 0	
	*Pettersen*17–17 *ss*Xia.2ndNo.3–8,17		83	11.17 ~~8,17~~					Oderwerke					Norwegian	147lb 35NHP		
	Elec.light (*Tug*) 1*Dk*		23		✠LMC8,17				Stettin				BK4″	4*BHCem*	1SB,*2pf*,GS26,HS765		
															StettinerOderwerke.Stn.		
14	**Freeport Sulphur Co. No. 1**		2583					1914	Harlan&	FreeportSulphur	294·0	45·0	22·5	New York	T.3Cy.21″,34″&56″–42″		
212805	SteelSc3MstSr		2286						Hollings-	TransportationCo.	P32'B20'F32'			Utd.States	203NHP		
LDWR	Wireless (*ex*FrancisHaufty)		1552						worthCor.					*WB*	Harlan&HollingswrthCor.		
	Elec.light Carrying Petroleum in bulk								Wlmgtn,Del								
	Mchy.Aft Fitted for oil fuel 1*Dk*																
15	**Fouras**	SteelScSr	1611					1903	Chicago	SociétéMaritime	241·0	41·0	15·6	Havre	T.3Cy.15″,25″&42″–30″		V
	Boulogne (*ex*JohnCrerar)		——						S.B.Co	Nationale				French	97NHP		
	Mchy.Aft 1*Dk*		921						Chicago					*WB*	ChicagoS.B.Co.Chicago		
16	**Fosari**	SteelScSr	7000					1917	Bonn&	Rotterdamsche	444·0	54·0	29·2		1 Geared Steam Turbine		
									Mees	Lloyd (W.Ruys&				Dutch			
	Elec.light 3*Dks*								Rotterdam	Zonen,*Mgrs.*)					Maats.Fyenoord,Rot.		
17	**Fagern** *B.Norden*17–17	SteelScSr	1313	✠100A1	Skm	*p*	6,17	1907	W.Harkess	Angf.Aktieb.Vi-	246·0	38·0	15·7	Gothenbrg	T.3Cy.18″,30″&49″–33″ (*s*)	18 ″ 0	
4779	~~*R.H.Rathberg* –18~~ *ss*Bly.No.2–16		1171	6,17				8mo	&Sons,Ld.	king (J.M.Dann-	P21'B136'F29'			Swedish	180lb 164NHP	s 1 ″ 7½	
JQPV	(*ex*Tord) 1*Dk*(*Stl*)&*deep framing*		745	BS2,17	✠LMC2,16				Middlesbro'	berg,*Mgr.*)			FK	4*BHCem*	2SB.*4cf*,GS67,HS2720	16 ″ 8	
	Elec.light							*Lloyd's A&CP*		*Cell DBa &uE*100'	*uB*18'*f*92'425*tFPT*			10*tAPT*29*t*	N.E.MarineEng.Co.Ld.Sld.		
18	**Fårö**	SteelSc	110					1898	Jönkö-	GotlandsFårö	83·6	17·6	8·0	Stockholm	C.2Cy.13¾″&23¾″–17½″		
3348	*J.A.Åstrand*16–16	(*ex*Trosa)	57						pingsM.V.	Kalkaktieb.(K.F.	Q23'B31'H5*t*F24'			Swedish	19NHP		
JKFB		1*Dk*	47						Jönköping	Carlsson,*Mgr.*)					JönköpingsMVJönköping		
19	**Foca I.**	WoodAuxScSp	204					1917	E.Lindstöl	A.Ingebrightsen	111·4	24·8	12·0	Chrstiania	C.2Cy.11½″&23″–15″		N
	J.Olsen –17	*Stm.Eng.*	180						Risör					Norwegian	17NHP		
MQHV		1*Dk*	94												KalnæsM.V.Tonsberg		

(*See Sailing Ship Register*)

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Register Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Allowed now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 Built. By Whom — Where	10 Owners.	11 Register Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidship. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. (Freeboards allotted)
20 / MQFH	**Fulmar** WoodAuxSc3MstSr *O.Utgaard* *Motor* (*ex*SailingVessel,*ex*Steam YachtFulmar,*ex*Inva,*ex*Argo) (*See Sailing Ship Register*)	152 147 102					1878	Camper& Nicholson Gosport	AalesundsFiskinselskap(E.O. Roald,*Mgr.*)	117·6	21·8	12·1	Aalesund Norwegian	Motor *Efitted*17		
21 /	**Flemsøy** WoodScSp *J.Brandal* –17 (*Whaler*) *Mchy.Aft* 1*Dk*	137 — 51					1916	Bolsønes SkibsMV.A/S Molde	Skaarbrevik& Flem	95·6	22·1	10·2	Aalesund Norwegian	C.2Cy.9″&21″–15″ 14NHP StoremöllemsM.V.Bergen		
22 /	**Fanestrand** WoodAuxTwinSc *OilEng.* 5MstSr *Elec.light Mchy.Aft* 1*Dk*2*trB* (*See Sailing Ship Register*)	2350 2100 1908					1917	Aberdeen S.B.Co. Aberdeen, Wash.	H.Saith	261·5	48·2	23·8 P30′F40′	Norwegian	Oil Engines 4Cy. SkandiaPacificOilEngine Co.S.Fo.		
23 / 131919	**First Winner** IronTwinSc *H.B.A.Rahaman* 1*Dk*	260 203 104					1879	Hawks& Crawsby Gateshead	JogendroKrishna Roy&NilKrishna Roy	129·9	23·0	9·5 B39*t*H17*t*	Calcutta British	C.4Cy.15″&27″–21″ 64RHP Hawks&Crawsby,Gts.		
24 / 142476 JTBN	**Falavee** SteelScK *J.Meneely* –18 *Cargo battens not fitted* *Mchy.Aft Well deck* 1*Dk*(*Stl*)	338 245 120	✠100A1 4.18 (*Class Contem plated*) ✠LMC.18	All	*e*		1918 4mo *Lloyd's SA&CP*	A.Jeffrey& Co.Ld. Alloa	HowdenBros.Ld	136·9 Q49′B10~~T25~~ F27 FK *FPT*50*tAPT*10*t*	23·2	9·8 3*BHCem*	Belfast British	C.2Cy.16″&36″–27″ (*s*) 161″ 135lb 75RHP 1SB,3*pf*,GS47,HS1370 A.Jeffrey&Co.Ld.Alloa	16 ″ 9	
25 / 5156 JSCQ	**Fredriksholm** SteelScSr ~~*O.Christiansen* –18~~ (*ex*Kaja,*ex*Garnet) *ss*Got.2ndNo.3–3,15 *Well deck Elec.light* 1*Dk*(*Irn*)2*trB* *HWSchröder*17–17 *Cargo battens not fitted*	1579 1262 911	✠100A1 ~~12,16~~ 8,16 3,18 ~~BS9,16~~ BS12,17	Got	*q*	N3,15 12,17	1890 10mo *Lloyd's SA&CP*	WBThmpson&Co.Ld Dundee	Rederiaktieb. Sverige-Nordamerika(Dan Broström, *Mgr.*)	260·0 Q84′B64′F71′ *CellDB*	36·3 BK9″	16·7 4*BHCem*	Gothenburg Swedish	T.3Cy.20″,33″&54″–39″ 160lb *80lb* NDB98 160NHP 2SB,6*cf*,GS85,HS2076 W.B.Thmpsn&Co.Ld.Dun 222′330*tFPT*41*tAPT*24*t*	19 ″ 0 s 1 ″ 9 18 ″ 5	
26 / MRBD	**Fangstmand** WoodAuxScSr *H.Nötvik*17–17 *Stm.Eng.* 1*Dk* (*See Sailing Ship Register*)	151 134 66					1917	Jörgensen &Vik Grimstad	J.H.Brandal	105·0 Q27′	22·0	10·4	Aalesund Norwegian	C.2Cy.9$\frac{5}{16}$″&20$\frac{7}{16}$″–15″ 14NHP PusnæsStöberiMek.Værk. Arendal		N
27 /	**Foam** SteelScSr *Elec.light* 1*Dk*	300 264 97	100A1 *StmTrawler* (*Class Contem plated*)				1918	Manitowoc S.B.Co Manitowoc	BayStateFishing Co.(F.M.Dyer)	135·6 Q73′F26′	22·5	13·2	Boston Utd.States	T.3Cy.12¾″,21½″&35″–24″ MarineIrnWrksChicagoIll		
28 / 135535 JDVW	**Fastnet** SteelSc3MstSr *D.McLean* –18 (*ex*Monaleen, *ex*Allerton) 1*Dk* *Well deck Mchy.Aft*	616 412 257			...		1914	J.Fullerton &Co. Paisley	ClydeShppg.Co.Ld (W.Cuthbert *Mgr*)	174·8 Q96′B9′F32′	28·1 BK6″	10·4	Glasgow British	T.3Cy.14″,24″&40″–27″ 90RHP *WB* Ross&Duncan,Glasgow	13 ″ 0	
29 /	**Fidalgo** SteelScSr 1*Dk*	1120					1918	Trndhjms Mek.Værks. Trondhjem	Akties.Fido (M.Hansen,*Mgr.*)	226·3 P12′B57′F27′	36·5	14·8	Xiansand Norwegian	T.3Cy.17″,27½″&46″–30″ 116NHP *WB* TrondhjemsM.V.Trondjm		
30 /	**Fagernes** SteelScSr *M.Pereto* –17 (*ex*MeikaiMaru) 2*Dks*(*Stl*)&*Webframes* *Elec.light Longitudinalframing*	3192 2757 1666	✠100A1 11,17 *Sloughside* "MeikaiMaru," *See No.* 869 *in Lofton* M. ✠LMC11,17	Kob	*t*	4,18	1917 1mo *Lloyd's SA&CP*	OsakaIron Works,Ld. Osaka	Soc.Nazionale di Navigazione	305·0 P19′B82 F32′ *CellDB*254′47*t*	43·7 FK	27·2 5*BHCem* *DTa*25′534*tFPT* 112*tAPT*20*t*	Genoa Italian	T.3Cy.22″,37″&61″–42″ (*s*) 180lb 288NHP 2SB,6*cf*,GS90,HS3824 FD OsakaIronWrks.Ld.Osaka	27 ″ 3 s 4 ″ 4½ 23 ″ 2	
31 / 139602 JPSD	**Frankburn** SteelScSr ~~*McMorgahorn*&15–17~~ *W.T.Heselton* –18 *Elec.light* (*ex*RobertBruce) 1*Dk*(*Stl*)	4207 3966 2624	✠100A1 10,17 ✠LMC8,17 *Carrying fuel oil F.P. above* 150° F. *in DB*	Cff	*x*	10,17	1917 5mo *Lloyd's SA&CP*	SirRaylton Dixon&CoLd Middlesbro'	PalaceShpgCo.Ld. (Macvicar,Marshall&Co.~~*Mgrs.*~~ Ld,*Mgrs.*) *CellDB*	364·5 P25′B94 F40′ 319′930*tFPT*110*t*	51·1 FK	26·1 6*BHCem* *APT*90*t*	Liverpool British	T.3Cy.25″,41″&68″–45″ (*s*) 180lb 364NHP 3SB,9*cf*,GS159,HS6015 Richardsons,Westgarth& Co.Ld.Hpl.	28 ″ 4 s 5 ″ 3½ 23 ″ 5	
32 / 142385 JTCQ	**Field Marshall** SteelTwinScSr (*ex*Feldmarschall) *Elec.light* 2*Dks* Wireless Sub.Sig.	6181 4721 3844					1903	Reiherst'g Schiffsw. Hamburg	TheShipping Controller(Union-CastleMail S.S.Co. Ld.*Mgrs.*)	415·8 P&B272′F86′	50·4	28·1	London British	T.6Cy.23½″,38½″&64½″–48″ 577NHP *WB* Reiherst.Maschinenf.Ham		
33 / 140564 JSNB	**Franktor** SteelSc *J.J.Rawlinson* 18–18 *Elec.light* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Cargo battens not fitted*	3756 3514 2297	✠100A1 *Shelter dk* *withfreeboard* 3,18 ✠LMC3,18 *Carrying oil fuel F.P. above* 150° F. *in DB*	Sld	*x*		1918 8mo *Lloyd's SA&CP*	J.Priestman&Co. Sunderland	PalaceShippingCo. Ld.(Macvicar, Marshall&Co. *Mgrs.*) *CellDB*	365·0 P28′Q78′B70′F29′ 315′1077*t FPT*115*t*	51·5 FK	22·1 6*BHCem* *APT*85*t*	Liverpool British	T.3Cy.25″,41″&67″–45″ (*s*) 180lb 330NHP 2SB,6*cf*,GS120,HS5146 Richardsons,Westgarth& Co.Ld.Sld.	24 ″ 6 s 2 ″ 6½ 22 ″ 4	
34 / 3325 JKCS	**Fragaria** IronScSr *B.E.Cyrén* 17–18 *ss*Sld.2ndNo.3–3,07 (*ex*Freja, *ss*Got.No.2–16 *ex*Harrogate) 1*Dk*(*ptIrn*)2*trB* *Well deck Cargo battens not fitted*	1955 1575 1202	✠100A1 6,17 MS3,16 BS6,17 ✠LMC	Skm	*r*	6,17	1883 8mo	Short Bros. Sunderland A&CP	Rederiaktieb. SvenskaLloyd (H.Metcalfe,*Mgr.*)	275·0 P28′Q78′B70′F29′ *D Ba*82′*f*58′334*tFPT*	38·6 BK9½″	20·5 5*BHCem* 20*tAPT*20*t*	Gothenburg Swedish	C.2Cy.36″&67″–36″ (*b*) 65lb *80lb* NDB06 224NHP 1DB,6*pf* GS93 T.Richardson&Sons,Hpl.	22 ″ 1	
35 /	**Felixstowe** SteelSc *Elec.light* 2*Dks*	754					1918	Hawthorns &Co.Ld. Leith	Gt.EasternRly.Co.	215·0 P49′B64′F59′	33·0	17·0	British	T.3Cy 21″,33″&54″–36″ 175NHP *WB* Hawthorns&Co,Ld.Leith		
36 / 213957	**Fairmont** SteelSc *E.H.Wider* 11–18 *Elec.light* 1*Dk*(*Stl*)&*Webframes* *Cargo battens not fitted*	5401 4758 3369	✠100A1 2,18 ✠LMC2,18	Phl	*y*		1918 2mo A&CP	New York S.B Corp. Camden,N.J.	CoastwiseTransportationCo. *CellDB*	368·6 P27′B72′F31′ 320′1832*t FPT*220*t*	55·2 FK	30·5 7*BHCem* *APT*201*t*	Boston Utd.States	T.3Cy.25″,41½″&70″–46″ (*r*) 195lb 462NHP 3SB,9*cf*,GS154,HS6624 FD New York S.B.Corp.	34 ″ 5	
37 / 139614 JQSK	**Frankby** SteelScSr *D.P.James* –17 (*ex*WilliamWallace) *Elec.light* 1*Dk*(*Stl*)	4215 3973 2630	✠100A1 4,18 ~~8,17~~ ✠LMC8,17	Mdb	*x*		1917 8mo *Lloyd's SA&CP*	SirRaylton Dixon&CoLd Middlesbro'	PalaceShipping Co.Ld. (Macvicar, Marshall&Co.Ld., *Mgrs.*) *CellD*	364·9 P25 B94′F40′ B319′980*tFPT*110*t*	51·1 FK	26·1 6*BHCem* *APT*90*t*	Liverpool British	T.3Cy.25″,41″&68″–45″ (*s*) 180lb 363NHP 3SB,9*cf*,GS167,HS6100 Richardsons,Westgarth& Co.Ld.Mdb.	28 ″ 4 s 5 ″ 3½ 23 ″ 5	
38 / 108720 QONB	**Fetlar** SteelScSr *J.R.Bond* –16 *ss*Hul.No.3–12,12 (*ex*Ape) *ss*Goo.No.1–16 *Elec.light* 1*Dk*(*Stl*)	464 427 184	100A– 10,17 BS9,17	Sws		4,18	1898	Barclay, Curle&Co.Ld. Glasgow	North of Scotland Orkney & Shetland S.N.Co.	175·0 Q8′B39′F24′	28·1	13·0 5*BHCem*	Aberdeen British	T3Cy15$\frac{7}{16}$″,24$\frac{1}{8}$″&40″–30″ (*s*) 160lb 85RHP 1SB,3*cf*,GS57,HS1323 *WB* Barclay,Curle&Co.Ld.Gls.	13 ″ 9 s 1 ″ 9½ 12 ″ 11	

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. / Capitaine. / Visites Périodiques.	3 Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Nombres des Ponts.	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné ou convenu, expiré. Lettre d'équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. / Navires. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe.	15 Armatures en cou... de fer est dans le L. R.
39 71877 HSWJ	**Francesca** (ex Yacht, ex Nausicaa, ex Francesca) *Elec. light*	**CompScBn** 1 *Dk* *Iron frame planked*	199 189 110	Cont. 11 A1 Lan *from* 5,18 Lan. 5,18 ✠NB11,10	Lan	19 LMC5,18	5,18	1874 6mo	Earle's Co. Ld. Hull *Lloyd's A&CP*	T.E. Carr Pollard & Ashby (France) Ld. (H.R. Ashby, *Mgr.*)	135·0	23·0	11·5	Newcastle British Hull	C.2Cy.17"&28"–18" 65lb 25RHP 1SB,*2pf*,GS22 J.Penn&Son,Greenwich		
40 Fine	*Ref. Mchy.* *Mchy. Aft*	**SteelSc** 1 *Dk*	300 214 159					1918	N.V. Schpsb. B.Th Nedulof Sliedrecht	N.V Scheepsbouwwerf Baanhoek Th. Nedulof	124·7	19·9	10·7	Dutch *WB*	C.2Cy.11"&22"–12⅝" 14NHP J.A.v.d.Schuyt,Papndrcht		
41 110362 RVPK	**Fifetown** *W. Kerr* –15 (ex Blackburn, ex Canto) *Well deck* *Mchy. Aft*	**SteelScSr** *ss* Nwc. No. 3–4, 12 *ss* Nwc. No. 1–16 1 *Dk* (*Irn*) & *Web frames* *Cargo battens not fitted*	967 726 575	✠100A1 11,17 BS3,18 ✠LMC8,16	Shl	*m*	11,17	1900 9mo	Strand Slipway Co. Sunderland A&CP	Town Line (London) Ld. (Harrison, Sons & Co. *Mgrs.*)	224·0 Q110'B13'F21' FK	30·1	13·0 *Cell D Bf* 148'	London British 3 *B H Cem* 27 *t F P T* 39 *t*	T.3Cy.17½",29"&47"–33" (*s*) 150lb *80lb* 136NHP 1SB,*3pf*,GS61,HS2141 G.Clark,Ld.Sunderland	15 " 3 s 1 " 6½ 14 " 0	
42 124151 HJSK	**Frankinver** *W. Adam* –14 (ex Inveran)	**SteelScSr** *ss* Nwc. No. 2–14 1 *Dk* (*Stl*) & *Spar dk* (*Stl*) & *deep framing*	4380 4131 2853	✠100A1 *Spar dk* 1,18 BS10,17 ✠LMC5,14 *Carrying oil fuel F.P.*	NNs	*x*	1,18 above 150° F.	1906 12mo	Russell & Co. Port Glasgow *Lloyd's A&CP* *in DB & DT*	Palace Shipping Co. Ld. (Macvicar, Marshall & Co. *Mgrs.*)	385·0 P36'B108'F44' 26·4 FK 1 *B H to* *Cell D Ba* 126'	49·8	18·4 *B H to Sp dk* *Main dk Cem* *u E* 24' *f* 170'	Glasgow British 5 *B H to Sp dk* 2SB,*Gcf*,GS118,HS5523 FD Rankin & Blackmore,Grk. 1011 *t D T a* 32 765 *t A P T* 45 *t*	T.3Cy.26".42"&70"–48" (*s*) 180lb *100lb* 410NHP 2SB,*Gcf*,GS118,HS5523 FD Rankin & Blackmore,Grk.	29 " 0 s 5 " 6½ 23 " 10	

1	2 3	4	5 6 7				8 9		10	11			12	13	14	15
No. in Book.	Steamer's Name. Material, Rig, &c.	Regist'd Tonnage	Particulars of Classification.				Built.		Owners.	Regist'd Dimensions. Deck Erections, &c.			Port of Registry.	Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Moulded depth.	Register in which classed, if not in L.R. Distinct. or Trade Cert.
Official No.	*Master.* *Late Name if any.*	Gross.	Character.	Port of Survey.	Years Assigned now expired.	Engineer Surveyor's Letter.	When	By Whom — Where		Length.	Breadth.	Depth.	Flag.		Freeboard amidships	
Code Letters.	Special Surveys. No. of Decks, &c.	Under deck. — Net.	✠ for Special Survey. Date of last Survey.												Corresponding draught. ft. in.	

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 Nom du Navire. *Capitaine* Visites Périodiques.	3 Matériaux Gréement, etc. *Ex-nom, s'il y a lieu.* Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7a Date de la dernière Visite de l'Arbre porte-hélice	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. po.*	15 Longueur où est donné le Tirant d'eau Port Tonnage

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c.	3	4 Regist'd Tonnage Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Fiscal Signals. Here explod. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in Lond. (specified in Trade Copy.
1 137842 JPRN	Glennevis *D.C.Horne* 08–17 *Elec.light*	SteelScSr 2 *Dks(Stl)*	5119 4800 3245	✠100A1 11,17 ~~5,17~~	Trn Trv Bry ✠LMC5,17	*y*	11,17	1917 5mo	Ayrshire Dckyd.Co.Ltd Irvine	RioCapeLineLd. (Furness,Withy& Co.Ld.*Mgrs.*) *Lloyd's SA&CP 'Tween deck BH in after hold dispensed with 5 BH to U dk* *Cell DB344'981t DTa 33'867t APT19t*	400·7 P35'B119'F46' FK 1 „ „2nd „	53·4	27·3	Newcastle ~~Glasgow~~ British *Cem* *only*	T.3Cy.27″,43″&72″–48″ (s) 180lb *100lb* 510NHP 3SB,*9cf*,GS149,HS7647 FD Dunsmuir&JacksonLd.Gls	29 ″ 7 s 5 ″10 24 ″ 1	
2 136361	Glenmaroon *Elec.light* *Mchy.Aft Well deck*	SteelSc3MstSr 1 *Dk(Stl)*	716 502 293	✠100A1 4,17 ✠LMC4,17	Psy	*k*		1917 4mo	J.Fullerton&Co. Paisley	JohnKelly,Ld. *Cell D Bf109'164t FPT48t APT40t*	190·0 Q99'B9'F31' FK	29·6	11·2	Belfast British *Cem*	T.3Cy.16″,26″&44″–33″ (s) 180lb 144NHP 1SB,*4cf*,GS75,HS2540 Ross&Duncan,Glasgow	13 ″ 9	
3 139923	Gambri *Stm Trawler* 1 *Dk*	SteelScK	274 240 123	✠100A1 3,17 ✠LMC3,17	Hul			1917 3mo	Cook,Welton&Gemmell Ld. Beverley	Grant&Baker SteamFishingCo. Ld. (W.Grant, *Mgr.*) *Lloyd's SA&CP*	125·6 Q71'F19' BK8″	22·8	12·2	Grimsby British *4 BH Cem*	T.3Cy.12¾″,22″&36″–24″ (s) 180lb 79RHP 1SB,*3pf*,GS46,HS1355 C.D.Holmes&Co.Ld.Hull	13 ″ 1	
4 198490 HNRT	Grelhame *D.Jones* –09 1 *Dk*	SteelScSr (*ex*Tyninghame)	3740 3465 2363					1909	Bartram& Sons Sunderland	GriffithsLewisS.N. CoLd(JCGould&Co (StmshipManagers) Ld)	346·5 P23'B94'F36'	50·8	23·1	Cardiff British	T.3Cy.24½″,40″&66″–45″ 292NHP *WB* J.Dickinson&Sons,Ld.Sld.		C
5 124351	Grimsby *F.B.Hardy* –14 (*ex*Hercules)	SteelScK (*Trawler*) 1 *Dk*	238 208 91			•••		1906	Cochrane &Sons Selby	W.Crampin	120·0 Q72'F20'	22·0	11·4 BK7½″	Aberdeen British	T.3Cy.12½″,21½″&35″–24″ 70RHP C.D.Holmes&Co.Hull	12 ″ 8	
6	Golden Gate *For full particulars See No. 14 below* *Elec.light*	SteelScSr	6000	100A1 (*Class Contem plated*)				1917	SeattleConstruction& DryDockCo. Seattle, Wash	KnutKnutsen	380·0 P40'B100'F44'	53·0	27·0	Haugesnd Norwegian	T.3Cy. SeattleConstruction& DryDockCo.Seattle,Wash.		
7 139794	Grace Wetherly *Stm Trawler* 1 *Dk*	SteelScK	270 235 106	✠100A1 3,17 ✠LMC3,17	Abn			1917 3mo	J.Duthie, TorrySB.Co Aberdeen	Wetherly'sSteam FishingCo.Ld. (W. R.Wetherly, *Mgr.*) *Lloyd's SA&CP*	121·7 Q72'F17'	22·6	12·6 BK7½″	Aberdeen British *3 BH Cem* *DTf7'14t*	T.3Cy.12″,20″&24″–24″ (s) 180lb 80RHP 1SB,*3pf*,GS54,HS1480 W.Beardmore&Co.Ld.Gls.	13 ″ 6	
8 214827 LGSV	Gulfmaid *O.Anderson* 08–17 *Elec.light* 2 *Dks(Stl)&Web frames* *Mchy.Aft Longitudinal framing*	SteelScSr	5225 4646 3248	✠100A1 3,17 *Carrying Petroleum in bulk* *Fitted for oil fuel* 3,17 *F.P. above* 150° F. ✠LMC3,17	Phl	*y*		1917 3mo	New York S.B.Corp. Camden, N.J.	GulfRefiningCo. *Cell D Bu E&B62' 222t*	391·1 P97'B34'F32' FK A&CP	51·2	30·2	Pt.Arthur, Texas Utd.States *14 BH Cem* (*8 to U dk* 6 „ *2nd* „) *FPT159t APT30t*	T.3Cy.27″,45″&75″–48″ (r) 190lb ~~220lb~~ *120lb* 543NHP 3SB,*9cf*,GS173,HS7843 FD NewYorkSBCorp.Camden	30 ″ 2	
9 136776 JHTF	Glorose *A.Smith* –17 (*ex*Ribera) 1 *Dk(pt Stl&pt Trn)*	SteelScSr	3511 3196 2204	✠100A1 6,17 ~~12,16~~	Shl Cff ✠LMC2,15	*v*	1,16	1915 2mo	W.Gray& Co.Ld. W Hartlepool	GlobeShpgCo.Ld. (Humphries(Cardiff)Ld.,*Mgrs*) *Lloyd's SA&CP Cell D Ba&uE135'u*	343·0 P27'B96'F32' FK *B16'f151'951t FPT62t APT30t*	49·0	22·9	Cardiff British *6 BH Cem*	T.3Cy.24½″,40″&65″–42″ (s) 180lb *100lb* 299NHP 2SB,*6cf*,GS123,HS4645 Cen.Mar.Eng.WrksW.Hpl	25 ″ 5 s 4 ″ 6 21 ″ 4	
10 139618 JRBP	Greltoria *E.L.Taylor* –17 *Elec.light* 1 *Dk(Stl)&Shelterdk(Stl)* *Cargo battens not fitted in Shltr tween decks*	SteelScSr	5200 ~~5145~~ ~~4950~~ 3800 3262	✠100A1 *Shelter dk with freeboard* 9,17 (*Class Contem plated*) *Carrying oil fuel F.P. above* 150° F. *in DB*	Nwc	*x*		1917 9mo	Nthmblnd S.B.Co.Ld. Newcastle	~~J.C.Gould&Co.~~ GriffithsLewisS.N. CoLd,JCGould&Co (StmshipManagers Ld.) *Lloyd's SA&CP*	375·0 375·2 *F on Shelter dk* 32' *Cell D B329'1125t APT130t*	52·0 51·2 FK	26·1 31·7 6 *BH Cem*	Cardiff British *3 BH Cem*	T.3Cy.25″,41″&69″–48″ (s) 180lb 367NHP 3SB,*9cf* GS159.HS5000 N.E.MarineEng.Co.Ld.Sld	34 ″ 1 s 9 ″ 6 25 ″ 0	
11 140306 JQBL	Glastonbury *F.C.Sanders* –17 *Elec.light* 2 *Dks(Stl)&Shelter dk(Stl)* *Cargo battens not fitted in Shelter tween decks* *Carrying fuel oil F.P. above* 150° F. *in D.B.*	SteelScSr	6041 5845 3821 4,18 ~~6,17~~	✠100A1 *Shelter dk with freeboard* ✠LMC6,17	Sld Liv	*z*		1917 6mo	Sir J.Laing &Sons,Ld. Sunderland	Norfolk&North AmericanSteam ShippingCo.Ld. (Furness,Withy& Co.Ld.*Mgrs.*) *Lloyd's SA&CP*	405·3 *Cell D Ba* 130'*u* E22'*f* 184'975t *APT63t*	53·5	33·5 FK	London British *6 BH Cem*	T.3Cy.28″,46″&75″–51″ (s) 180lb 559NHP 3SB,*9cf*,GS195,HS8214 FD J.Dickinson&Sons,Ld.Sld.	36 ″ 0 s 9 ″ 2½ 27 ″ 2	
12 209908 LCKB	Grace *C.J.Ericksson* 17–17 *ss* N.Yk.No.1–16 (*ex*Margarcia,*ex*ConstableHook, *ex*HenryWilliams) *Elec.light Well deck*	SteelScSr 2 *Dks(Stl)*	1861 1786 1392	✠100A1 4,17 ✠LMC6,16	NYk	*p*	4,17	1912 6mo	Harlan& HollingsworthCorp Wlmgtn,Del. A&CP	StandardCommercialSteamship Corp.	229·0 P&B183'F34'	39·1	28·8 FK	New York Utd.States *4 BH Cem* *FPT38t*	T.3Cy.17″,27″&44″–30″ (s) 180lb 150NHP 2SB,*4cf*,GS87,HS2793 Harlan&HollingswrthCor	28 ″ 0	
13 140286 JPNM	Grangetown *T.A.Watkin* –17 *Elec.light* 1 *Dk(Stl)*	SteelScSr	1609 1133 850	✠100A1 4,17 ✠LMC1,17	PGl	*p*		1917 4mo	Murdoch & Murray,Ld. PortGlasgow	TownLine(London)Ld(Harrison, Sons&Co.*Mgrs.*) *Lloyd's SA&CP Cell D B190'344t D Ta29'125t FPT51t APT71t*	257·2 Q188'F31' FK	36·6	15·0	London British *4 BH Cem*	T.3Cy.19″,31″&50″–36″ (s) 180lb 196NHP 2SB,*6cf*,GS110,HS3478 Ross&Duncan,Glasgow	17 ″ 2 s 6 ″ 1 16 ″ 4	
14	Golden Gate ~~Unknowndon 9-7-17~~ *Elec.light*	SteelScSr 2 *Dks(Stl)*	4796 4469 3016	✠100A1 3,18 ~~4,17~~ ✠LMC5,17	Sea Cal	*y*		1917 5mo	SeattleConstruction& DryDockCo. Seattle, Wash	TheShippingController(Ellerman& Bucknall S.S.Co, Ld., *Mgrs.*) *1 BH in after hold dispensed with 5 BH only* *Cell D B 325' 960t FPT115t APT264t*	380·3 P40'B100'F41' FK A&CP	53·1	27·0 *Cem*	British	T.3Cy.24″,40″&70″–48″ (s) 190lb 472NHP 3SB,*9cf*,GS169 HS6831 FD SeattleConstruction& DryDockCo.Seattle,Wash.	~~26 ″ 8~~ 29 ″ 4 s 5 ″ 11 23 ″ 9	
15 137848 JQCT	Glencarron ~~J.Craig 97–17~~ *D.Horne* –18 *Elec.light* 2 *Dks(Stl)* *Carrying fuel oil F.P above* 150° F. *in D.B.&D.T.*	SteelScSr	5117 4798 3232	✠100A1 11.17 ~~6,17~~ ✠LMC6,17	Irv Lon	*y*		1917 6mo	Ayrshire Dckyd.Co.Ld. Irvine	RioCapeLineLd. (Furness,Withy& Co.Ld.,*Mgrs.*) *Lloyd's SA&CP 'Tween deck BH in after hold dispensed with 5 BH to U dk* *Cell D B344'981t DTa 33'867t FPT19t*	~~400·7~~ P35'B119'F46' 400 · 6 FK 1 „ „2nd „	53·4	27·3	Newcastle ~~Glasgow~~ British *Cem* *only*	T.3Cy.27″,43″&72″–48″ (s) 180lb *100lb* 510NHP 3SB,*9cf*,GS149,HS7647 FD Dunsmuir&JacksonLdGls	29 ″ 7 s 5 ″ 10 24 ″ 1	
16 138354 TMQB	Geraldine Wolvin *R.Mattison* –17 TwinSc5MstSr *Elec.light Oil Eng.* *Mchy.Aft Salted & specially treated* Hard wood treenails ptG1B (*See Sailing Ship Register*)	WoodAux	1472 1324 1259	✠12A1 5,17	Vcr	*q*		1917 3mo	Wallace Shipyards,Ld Vancouver, B.C.	CanadaWestCoast Nav Co.Ld. (H.W.Brown *Mgr*) *Lloyd's SA&CP*	240·0 P30'F30'	43·9	19·0	Vancouver British	Oil Engines 2 S.C.SA 4Cy.16½″–20″ DB*130lb* J&CG Bolinders CoLdSkm	20 ″ 7	
17 138235	Glenmount (*ex*Omega, *Mchy.Aft ex*FayetteBrown) 1 *Dk2trR*	CompSc	2111 1887 1217					1887	Detroit DryDockCo. Wyandotte	Montreal'TransportationCo.Ld.	291·2 len96	41·0	18·7	Montreal British	T.3Cy.19″,30″&52″–40″ 171NHP DetroitDryDockCo.Det.		L
18 137860 JREQ	Garthclyde *J.Stephen* –17 *Elec.light* 1 *Dk(Stl)* *Longitudinal framing in D.B.&at deck*	SteelScSr	2124 1791 1318	✠100A1 10,17 ~~(Class Contem plated)~~ ✠LMC10,17	Gls	*r*		1917 10mo	RiverClyde S.B Co. Glasgow	W.Garthwaite *Lloyd's SA&CP*	280·0 P22'B65' ~~F29~~ F30' FK *Cell D B 335'570t FPT55t APT46t*	41·8	19·1	Glasgow British *4 BH Cem*	T.3Cy.21″,35″&57″–36″ (s) 180lb *100lb* 228NHP 2SB,*6cf*,GS113,HS3734 Cooper&Greig,Ld.Dundee	20 ″ 9 s 3 ″ 1 18 ″ 1	

1 Numero d'Ordre. Numero Officiel. Signaux.	2 Nom du Navire. Matériaux, Gréement, etc. Capitaine / Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Forme assignée maintenant arrêté. Lettres d'équipement.	7* Date de la dernière visite de navire pour le tillac.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où il n'est donné le L. H. pour les Cert. R. of Trade.
19	**Grelarlie**	SteelScSr	3580	✠100A1 Bry	*w*		1910	W.Gray&	Griffiths Lewis S.N.	362·2 51·1 21·6	London	T.3Cy.25″,40½″&67″-45″ (*s*)	24 " 0	
129066	*D.Jones* 12-16	*ss* Nwc. No.1-13	3389	~~Cff~~ 12,17 NNs			1mo	Co.Ld.	Co.Ld.(J.C Gould	P27′B225′F41′	British	180lb 344NHP	s 3 " 2½	
HQJR	(*ex* Rachel)	1*Dk*(*Stl*)	2252	BS2,16 ✠LMC12,16				W Hartlepool	&Co.(Steamship	*CellDBa*119′ FK 6*BHCem*	British	3SB,9*cf*,GS152,HS5528	21 " 2	
								Lloyd's A&CP	Managers)Ld.)	*uE*25′*f*158′10174*APT*73*t*		Cen. Mar. Eng. Wks. W Hpl.		
20	**Grelben** *E.L Taylor* –18	SteelScSr	3638	✠100A1 Sws	*w*		1905	R.Stephen-	Griffiths Lewis S.N.	343·3 50·1 23·5	Newcastle	T.3Cy.25″,42″&68″-45″ (*s*)	26 " 3	
118651	*J. Harrison* –15	*ss* Cff. No.2-13	3388	1,16			3mo	son&Co.Ld.	Co.Ld.(J.C.Gould	P36′B165′F26′ FK	British	180lb *100lb* 335NHP	s 4 " 1½	
HOFL	(*ex* Reliance)	1*Dk*(*Stl*) 2*tr B&deep framing*	2362	~~Examined 4.8~~ ~~15.16~~ ✠LMC5,15 BS6,17				Newcastle	&Co.(Steamship	*CellDBa*98′*uE&B* 44′*f*152′91*tFPT* 61*tAPT*188*t*		2SB,6*cf*,GS126,HS5150	22 " 5	
							Lloyd's A&CP		Managers)Ld.)			Blair&Co.Ld.Stockton		
21	**Grelfryda**	SteelScSr	5100	✠100A1 Nwc	*x*		1917	Nthmblnd	Griffiths Lewis S.N.	375·2 51·2 31·7	Cardiff	T.3Cy.25″,41″&69″-48″ (*s*)	34 " 1	
139616	*D.Jones* –17	4976	3330	*Shelter dk with freeboard*			8mo	S.B.Co Ld.	Griffiths Lewis S.N.	*FoaShltr dk*32′	British	180lb 367NHP	s 9 " 6	
	Elec.light 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4936	3250	8,17,18 ✠LMC6,17				Newcastle	Co.Ld.(J.C.Gould	FK 6*BHCem*	British	3SB,9*cf*,GS159,HS5800	25 " 0	
	Cargo battens not fitted in Shelter 'tween decks	8282		*(ClassContemplated)*					&Co.(Steamship	*CellDB*329′*T*123*tAPT*130*t*		McColl&Pollock,Ld Sld.		
				Carrying Petroleum in bulk Fitted for oil fuel 7,17 F.P. above 150° F.in DB			*Lloyd's A&CP*		Managers)Ld.)					
22	**Grelcora**	SteelScSr	2189	✠100A1 Bry	*s*		1914	Craig,Tay-	Haenter Steam	287·0 44·0 19·1	Liverpool	T.3Cy.21″,35″&57″-39″ (*s*)	21 " 4	
137415	*E.Holt* 17-14		1995	5,17			12mo	lor&Co Ld.	Shipping Co.Ld.	P27′B72′F30′	British	180lb *100lb* 214NHP	s 3 " 2½	
JHKG	(*ex* Banchory)	1*Dk*(*Stl*)	1317					Stockton	(J.C.Gould&Co.	FK 5*BHCem*		2SB,9*cf*,GS78,HS3232	18 " 5	
	Should be "Banchory," *See No.* 130 *in Letter* B.			✠LMC12,14			*Lloyd's A&CP*		(Steamship	*CellDBa* 90′*uE&B*32′ *f* 120 605*tFPT*84*tAPT*85*t*		N.E Marine Eng. Co Ld. Sld		
									Managers)Ld.)					
23	**Greleen**	SteelScSr	2288	✠100A1 Cff	*t*	8,17	1894	Harland&	Haenton Steam	313·0 38·2 22·4	Liverpool	T.3Cy.23″,38″&62″-42″ (*s*)	24 " 11	
102167	*J.H.F.Clement* –16	*ss* Liv. No.3-2,07	2098	*with freeboard*			10mo	Wolff,Ld.	Shipping Co.Ld.	B82′F37′	British	160lb *100lb* NDB16 245NHP	s 4 " 9	
NMQR	(*ex* Ballater,	*ss* Shl. No.2-16	1456	8,17				Belfast	(J.C.Gould&Co.	FK 5*BHCem*		2SB,6*cf*,GS121,HS3600	20 " 5	
	ex Blairmore)	1*Dk*(*Awng*)2*tr B*		MS1.15 ✠LMC			*Lloyd's A&CP*		(Steamship	*Cel DBa*92′*uE&B*42′ *f*122′		Muir&Houston,Glasgow		
		&deep framing&Dk rivd		MBS12,16					Managers)Ld.)	459*tFPT*58*tAPT*86*t*				
24	**Gala**	SteelScSr	1015	✠100A1 Lth	*n*	~~6,13~~ N8,17	1897	Crmichael,	G.Gibson&Co.	225·8 34·1 13·0	Leith	T.3Cy.17″,27½″&44″-33″ (*s*)	15 " 3	
84683	*S.Hannah* –17	*ss* Lth. No.3-2,10	775	11,13			5mo	Maclean&Co.	Ld.	Q77′B52′F27′	British	160lb *100lb* NDB13 99RHP	s 1 " 4½	
PQTC	(*ex* Lovart)	1*Dk*(*Stl*)& *Web frames*	615	~~Examined 2.13~~ ~~BS4,13~~ ✠LMC2,16				Greenock		FK 4*BHCem*		1SB 3*ft*,GS.5,HS1660	14 " 2	
	Well deck							A&CP		*CellDBa*50′*f*88′215*tFPT*30*tAPT*24*t*		Muir&Houston,Ld.Gls.		
25	**Garthwaite**	SteelScSr	5690	✠100A1 Nwc	*y*		1917	W.Dobson	W.Garthwaite	400·0 52·0 33·0	London	T.3Cy.26″,43″&72″-48″ (*s*)	25 " 7	
140129	*J.Smith* –17	5469	5460	*Shelter dk with freeboard*			12mo	&Co.		400·5	British	180lb 465NHP	s 10·2½	
JRVF	1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	5467	4220	12,17 ✠LMC11,17				Newcastle		FK 6*BHCem*		3SB,9*cf*,GS148,HS6551 FD	25 " 9	
	Elec.light		3609	*(ClassContem plated)*			*Lloyd's A&CP*			*CellDB*361′1160*tFPT*102*tAPT*136*t*		N.E.Marine Eng.Co.Nwc.		
	Cargo battens not fitted in Shelter 'tween decks													
26	**Giuseppe Beraldo**	SteelScSr	1394	✠100A1 Cff	*p*	8,17	1900	Craig,	Flli.Beraldo fu	245·0 37·3 15·6	Genoa	T.3Cy.18½″,30″&49″-33″ (*s*)	18 " 0	
810	*S.Campisi* –17	*ss* Nap. No.3-5,13	1129	5,16			4mo	Taylor&Co	G.B.	Q97′B58′F26′	Italian	160lb *100lb* NDB12 162NHP	s 1 " 7	
NCKS	(*ex* Amelia Campisi, *ex* Osmo)	1*Dk*(*Stl*)&	823	*Examined 5.15* ✠LMC				Stockton		FK 4*BHCem*		2SB,4*f*,GS63,HS2779	16 " 8	
	Well deck Elec.light	*Web frames*		MS8,17 MBS4,16			*Lloyd's A&CP*	A&CP		*CellDBa*74′*uE*14′ *f*94′291*tAPT*91*t*		MacColl&Pollock,Sld.		
27	**G. R. Gray**	WoodSc	268				1917	R.J Marrill	Lake Superior	115·7 24·8 12·6	Sault Ste.	C.2Cy.20″&36″-32″		
134620		(*Tug*)	196					Collingwood	Paper Co.Ld.	H72*t*	Marie	E *Bmod*90 56RHP		
		1*Dk*	121					Ont.			British	J.Doty Eng Co Ld.Toronto		
28	**General Gallieni**	SteelTwinSc	8448	✠100A1 Tri	*c*	2,14	1913	Cantiere		452·4 56·3 29·3		Q.4Cy.26″,37″,53″&76″-51″	39 " 11	
			6986	*Awng dk*			7mo	San Rocco		53·9	French	215lb (*r*) 1290NHP	s 13·2½	
JKGV	(*ex* Marienbad)	2*Dks*(*Stl U-ws*)	4775	*with freeboard*				Trieste		FK 9*BHCem*		8SB,24*cf*,GS474,HS1858 6*ab*	27 " 4	
	Elec.light	*&Awng dk*(*Stl-tank s*)		3,14			*Lloyd's A&CP*			*CellDBa*85′*uE&B*162′*f*143′1142*tFPT*61*t*		Stabilimento Tecnico, Tri		
	Wireless 3*rd dk*(*Stl*) *in Nos.*1,2,3*s holds*			✠LMC7,13										
29	**Glückauf**	SteelTwinSc	689				1901	Akt.Ges.	Norddeutscher	206·4 41·7 11·8	Bremen	T6Cy13⅞″,22⅛″&35⅞″-25⅝″		G
	W.de Vries		508					"Weser"	Lloyd	H42′F39′	German	123NHP		
QHGN	*Elec.light*	1*Dk&Shade dk*	276					Bremen				*WB* A.G."Weser," Bremen		
30	**Gorredijk**	SteelScSr	221				1916	Bonn&	De Zeeuw&Van	121·3 21·7 11·5	Vlrdingen	T.3Cy.11″,18″&30″-22″		V
	Van Teylingens	(*Trawler*)	205					Mees	Raalte		Dutch	42NHP		
		1*Dk*	78					Rotterdam				P.Smit,jr.Rotterdam		
31	**Guêpe**	SteelPadSr	637				1914	Nüscke&		198·4 24·7 11·8	French	C.4Cy.18⅝″&35½″-47½″		V
		(*ex* Lloyd)	—					Co.				173NHP		
JLNK	*Elec.light* Sub.Sig.	1*Dk*	273					Stettin				Gebr.Sachsenberg,Rosslau		
32	**Glenavy**	SteelTwinScSr	5075	✠100A1 Gls	*y*		1917	Harland&	Glen Line,Ld.	385·1 52·2 30·3	Glasgow	Oil Engines 4S.C.SA	33 " 8	
137855	*G.Roger* 15-17	*Oil Eng.*	4701	10,17			9mo	Wolff,Ld.		P31′B84′F42′	British	12Cy.21½″ 33½″	*s*7 " 4½	
JQTD	*Elec.light*	3*Dks*(*Stl*)	3208	✠LMC9,17				Glasgow		FK 7*BHptCem*		DS*16lb* 534NHP	26 " 7	
							Lloyd's A&CP			*CellDB*330′980*tFPT*55*tAPT*46*t*		Harland&Wolff,Ld.Gls.		
33	**Gairet**	IronScSr	139	✠ Lon			1885	Wigham	Administr.de Nav.	100·7 19·2 11·1	Constanpl	C.2Cy.20½″&40″-24″	11 " 10	
		ss Liv. No.1-89	132	*For Tug purposes*			1mo	Richardson&	à Vap. Ottomane		Turkish	1SB,3*pf*,GS16 65NHP		
	(*ex* Harlequin, *ex* Shannon)	1*Dk*	25	4,92 ✠				Co.Newcastle		BK6½″ 4*BHCem*		A.Shanks&Sons,Arbroath		
34	**Grötö**	IronScSr	103				1873	Trndhjms	A.Schönnings	95·2 16·3 8·0	Bodö	T.3Cy.		
	A.Svendsen		76					Mek.Værks	Sönner	Q14′	Norwegian	NB12		
JTHG		1*Dk*	49					Trondhjem						
35	**Guglielmina**	SteelSc	141				1916	A Pannevis	Bureau Wysmuller	95·5 21·2 9 6	s'Graven-	T.3Cy.13″,21″&31″-18″		V
	Wolthekka	(*Tug*)	136					Alphen a/d			hage	Machine- 49NHP		
		1*Dk*	3					Rijn			Dutch	fabriek Bolnes, Bolnes		
36	**Galea**	SteelScSr	3627	✠100A1 Bbo	*u*		~~1917~~ 1918	Soc.Anon.	Cia.Naviera	325·5 47·0 24·1	San Sebastian Bilbao	T.3Cy.24″,40″&65″-48″ (*s*)	32 " 11	
	E.Iruzqueta 13-18		3002	4,18			4mo	Astilleros del	Guipuzcoana	P31′B80′F39′ 22·5	Spanish	180lb *100lb* 295NHP		
	Elec.light 1*Dk*(*Stl*)	2102	2202	*(ClassContem plated)*				Nervion		325·6 47·1 FK	6*BHCem*	2SB,6*cf*,GS121,HS4574		
				✠LMC1,18			*Lloyd's A&CP*	Bilbao		*CellDB*280′818*tAPT*130*t*		~~J.G.Kincaid&Co.Ld.Grk.~~		
												Soc.Anon.Astilleros del Nervion		
37	**General Church**	SteelScSr	6600	✠100A1 Sld	*z*		1917	W.Doxford	Byron S.S.Co.Ld.	420·0 54·0 34·4	London	T.3Cy.27″,45″&74″-54″ (*s*)	37 " 0	
140443	*R.G Perman* 15-17		6329	*Shelter dk with free board*			11mo	&Sons,Ld.			British	180lb 572NHP	s 9 " 1	
JRTN	*Elec.light* 1*Dk*(*Stl*)& *Shelter dk*(*Stl*)		4148	11,17 ✠LMC1,17				Sunderland		FK *Cem*		3SB,9*cf*,GS190,HS8556 FD	28 " 4	
				(ClassContem plated)			*Lloyd's A&CP*			1*Intermediate BH in forehold dispensed with*– 6*BHonly*		N.E.Marine Eng.Co Ld.Nwc		
										*CellDB*358′1151*tFPT*109*tAPT*128*t*				
38	**Gulf of Mexico**	SteelScSr	7807	✠100A1 Phl	*d*		1917	New York	Gulf Refining Co.	467·6 62·7 32·0	Pt. Arthur,	Q.4Cy.24″,35″,51″&75″-51″	32 " 0	
213404	*H.Kort* 03-17		7152	*Shelter dk*			8mo	S.B Corp.			Texas	220lb (*r*) 568NHP	s 5 " 4½	
LHFQ	*Elec.light* 2*Dks*(*Stl*)& *Shelter dk*(*Stl*)		4867	*with freeboard* 8,17 ✠LMC7,17				Camden, N.J.		FK	Utd. States	3SB,9*cf*,GS177,HS7804 FD	27 " 6	
	Mchy. Aft	*&Web frames*						A&CP		*CellDBa*23′*uE&B*76′463*t*		New York SB Corp. Camden		
		Longitudinal framing		*Carrying Petroleum in bulk Fitted for oil fuel 7,17 F.P. above 150° F*						*DTf*40′441*tFPT*229*tAPT*131*t*		(10*BHtoUdk* 6 " 2*nd*")		

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c.	3	4 Register Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. † for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned. Date when Equipment Letter.	7* Date when last classed.	8 Built. When	9 By Whom. Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Engineers to which classed, if not to L.R. (Apply to Dock Dept.
39 139978	Girl Gladys *C.W.Brown* –17	WoodScDy (*Fishing*) 1*Dk*	110 110 56					1917	Colby Bros. Ld. OultonBroad	C.E.Day	88·5	19·6	9·9	Lowestoft British	C.2Cy.12″&26″–18″ 40RHP W.Burrell,Gt.Yarmouth		
40 91867 KBQM	Glint *W.Finnie* –17 6thSurvey,Gls 3,11 (*ex*Cartsdyke, 1stSurvey,P.Gl.7,15 *ex*Octa) 1*Dk*(*Irn*)2*trB*	IronScSr	1654 1575 1041	✝A1*1 ~~9,17~~ ~~2,18~~	Trn ~~Nwc~~	Lv Shl	17·20 18·31 19·42 20·52	1885 6mo	J.Laing Sunderland A&CP	GasLight&Coke Co.Inc. (S. Clarke&Co.*Mgrs.*)	268·5 B52′F23′	36·3 BK8″	20·4 *DBa§f*	London British	C.2Cy.29½″&55″–36″ 151NHP 2SB,*4pf*,HS2372 *4BHCem* 1PBH G.Clark,Sunderland	21 ″ 7 s 3 ″ 7 18 ″ 10	
41 20804 NJVM	Genmei Maru *I.Matsubayashi* –17 *Elec.light* 2*Dks*(*Stl*)	SteelSc	3181 2674 1941	✝100A1 8,17 ✝LMC8,17	Kob	*u*		1917 8mo	Mitsubishi Dkyd&EWks Kobe *Lloyd's*A&CP	UyenishiShokai, Ld.	305·0 P25′B94′F33′ *CellDB*263′605*t*	43·7 FK *Ta*33′890*t*	27·2 5*BHCem* *APT*55*t*	Kobe Japanese	T.3Cy.19″,32″&54″–48″ (*s*) 200lb 270NHP 2SB,*6cf*,GS93,HS3704 FD Mitsubishi D&E.WksKobe	27 ″ 3 s 4 ″ 4 23 ″ 3	
42 137859 JRBL	Glenlyon *A.W.Suddaby*14–17 *Elec.light* 2*Dks*(*Stl*)	SteelScSr	4933 4639 3123	✝100A1 9,17 ✝LMC9,17 *Carrying fuel oil F.P.above*150°*F.inDB*	Gls	*y*		1917 9mo	C.Connell &Co.Ld. Glasgow *Lloyd's*A&CP	RioCapeLine,Ld. (Furness,Withy& Co.Ld.*Mgrs.*) *'Tween dk BH in after* *CellDB*344′1066*t* *D*	400·3 P35′B121′F45′ *Ta*33′890*tAPT*24*t*	53·0 FK *hold dispensed with*	27·3 5*BH to U dk* 1 „ „2nd„ *only*	Newcastle British *Cem*	T.3Cy.27″,43″&72″–48″ (*s*) 180lb *100lb* 510NHP 3SB,*9cf*,GS150,HS7647 FD Dunsmuir&JacksonLdGls	29 ″ 7 s 5 ″ 10 24 ″ 2	
43 210735 LCQM	Gene Crawley ~~*Moses*~~ *ss*N.Yk.No.1–17 (*ex*George Hawley) 1*Dk*(*Stl*) *Elec.light Mchy.Aft H.D.Moses* –17 *Cantilever framed Topside tanks*	SteelScSr	3185 2754 2489	✝100A1 ~~11,17~~ ~~3,17~~ NOs ✝LMC3,17 *Carrying Petroleum in bulk* *Fitted for oil fuel* 3,17	N Yk	*t*	~~12,15~~ 11,17	1912 11mo	Gt.Lakes Eng.Works Ashtabula A&CP	SinclairNav.Co. *F.P.above* 150° F. *CellDBuE§B*42′	304·7 P122 F25′ len17 *f*213′774*t*	43·7 FK *FPT*180*t*	25·3 10*BHCem* *APT*50*tTop*	New York Utd.States *side tanks*173 468*t*	T.3Cy.21″,34½″&57″–42″ (*s*) 175lb 274NHP 2SB,*4cf*,GS82,HS3908 FD Gt.LakesEng.Wks.Detroit	27 ″ 6	
44 JSCB	Guaratuba *Elec.light* Wireless 2*Dks*§*Webframes*	SteelScSr (*ex*Corrientes)	3726 3042 2388					1894	Blohm& Voss Hamburg	Requisitioned by the Brazilian Government	342·8 P&B210′F41′	42·1 *WB*	26·4	Brazilian	T.3Cy.23$\frac{5}{10}$″,37½″&63″–42″ 257NHP Blohm&Voss,Hamburg		
45 JSCB	Guy *Elec.light*	SteelSc	850	100A1 (*Class Contemplated*)					E.J.Smit& Zoon Hoogezand	H.Persson&Co.	193·0 Q69′ B48′F24′	32·0	14·5	Swedish	T.3Cy. E.J.Smit&ZoonHoogezand		
46 JSCB	Gothic Prince *Elec.light*	SteelScSr	6410 5850 4010	100A1 *Shelter dk* (*Class Contemplated*)				1918	Palmers Co.Ld. Newcastle	PrinceLine,Ld. (Furness,Withy &Co.Ld.*Mgrs.*)	451·7	57·2	27·7	British	Q.4Cy.25½″,36½″,52½″&76″ –54″ Palmers'Co.Ld.Newcastle		
47 141872 JSCB	Glenlee *G.Lumsden* –18 *Elec.light*	SteelScSr 2*Dks*(*Stl*)	4915 4634 3120	✝100A1 5,18 ~~1,18~~ ✝LMC1,18	Gls Npt	*y*		1918 1mo	C.Connell &Co.Ld. Glasgow *Lloyd's*A&CP	RioCapeLine,Ld. (Furness,Withy& Co.Ld.*Mgrs.*) *Tween dk BH in after* *CellDB*344′1066*t* *D*	400·3 P35′B121′F45′ *Ta*33′890*tAPT*24*t*	53·0 FK *hold dispensed with*	27·3 5*BH to U dk* 1 „ „2nd„ *only*	Newcastle Glasgow. British *Cem*	T.3Cy.27″,43″&72″–48″ (*s*) 180lb *100lb* 510NHP 3SB,*9cf*,GS150,HS7647 FD Dunsmuir&JacksonLd Gls	29 ″ 7 s 5 ″ 10 24 ″ 2	
48 127074 HQLD	Greldale *C.McDiarmid* –13 *ss*Bry.No.1–14 (*ex*Sterndale) 1*Dk*(*ptIrn ptStl*)	SteelScSr	2925 2689 1808	✝100A1 2,18 ~~1,17~~ BS2,17 ✝LMC12,14	Cff	*u*	~~3,18~~ 2,18	1910 2mo	Richardsn, Duck&Co. Stockton *Lloyd's*A&CP	Chr.Salvesen&Co.	331·1 P28′B202′F29′ *CellDBa*104′*u* *E26′f*148′825*tFPT*	47·5 FK *Ta*	20·6 5*BHCem* *$8tAPT68t*	Bristol British	T.3Cy.24″,40″&65″–12″ (*s*) 160lb *90lb* 292NHP 2SB,*6cf*,GS118,HS4658 Blair&Co.Ld.Stockton	23 ″ 0 s 2 ″ 9½ 20 ″ 7	
49 130512 HQJP	Grelisle *W.H.Rea* –17 ~~*Thurlow*~~ *ss*Nwc.No.3–9,17 (*ex*Rockabill, 1*Dk*(*pt Irn§ptStl*)*trNwc* *ex*Blacktor) §*Webframes* 3*Dk rule*	SteelScSr	3018 2827 1932	✝100A1 1,18 ~~9,17~~ *Nwc renamed "Girdleness." See No. 68 in Supplement* ~~BS2,17~~ ~~MS9,17~~ BS2,17 MS9,17	Nwc Gls	*u*	9,17	1905 4mo	Ropner& Son *Lloyd's*A&CP	EnglishSS.Co.Ld. (Letricheux& David.Ld.,*Mgrs.*)	330·1 P29′B166′F35′ *CellDBa* 106′	46·0 FK *uE22′f* 140′663*tAPT* 91*t*	22·0 6*BHCem*	Swansea ~~London~~ British	T.3Cy.23½″,39″&64″–42″ (*a*) 180lb *70lb* 280NHP 2SB,*6rf*,GS119,HS4200 Blair&Co.Ld.Stockton	24 ″ 4 s 3 ″ 6½ 21 ″ 2	
50 120509 HCGQ	Grelrosa *F.J.Taylor* –15 (*ex*Arosa) 1*Dk*(*pt Irn§pt Stl*) §*deepframing*	SteelScSr *ss*Shl.No.2–14	2794 2616 1722	✝100A1 8,17 ~~Kingsdale,18~~ ~~MS2,14~~ DBS9,17 ✝LMC8,16 MBS8,17	Bry	*v*	11,17	1905 4mo	Richardsn, Duck&Co. Stockton *Lloyd's*A&CP	GriffithsLewisStm Nav.Co.Ld.(J.C. Gould&Co(Steam-shipManagers) Ld.)	331·0 P30′B202′F29′ *CellDBa*108′	47·5 FK *uE§B40′f*	20·0 5*BHCem*	London British	T.3Cy.23″,38″&62½″–42″ (*s*) 160lb *90lb* NDB14 265NHP 2SB,*6cf*,GS123,HS4233 Blair&Co.Ld.Stockton 144′855*tFPT*89*tAPT*71*t*	22 ″ 6 s 2 ″ 9 20 ″ 1	
51 NPWM	Geysir *L.C.Olsen*13–17 Hansen,*ex*Nyköbing) 1*Dk*	SteelScSr (*ex*Petrine	928 601 566					1906	Helsingörs Jernsk&Msk. Elsinore	Aktics.Dpskbsk. Thore (H. Hendriksen,*Mgr.*)	201·2 Q71′B84′F23′	31·6 *WB*	11·3	Thurö Danish	T.3Cy.15″,24″&40″–27″ 83NHP HelsingörsJernsk.&Mskb.		V
52 95922 JSCV	Garthloch *W.Gallon* –17 (*ex*Sand Pump Dredger No.1,*ex*Sir Joseph Pease,*ex* Steamer) (*See Sailing Ship Register*)	IronAuxScSr *Oil Eng.* 1*Dk* *ss*Shl.2nd No.3–1,18	138 116 92	✝100A1 1,18 ✝LMC1,18	Shl			1889 7mo	Hepple& &Co. N.Shields *Lloyd's*A&CP	MarineNav.Co.of Canada,Ld.	101·6 F19′	20·2 BK6¾″	8·4	Stockton British	Oil Engine 2S.C.SA 2Cy.13$\frac{8}{16}$″–13¾″ *2BHCem* Plenty&Son,Ld.Newbury	9 ″ 0 s 1 ″ 0 8 ″ 11	
53 NVTJ	Gouwzee *Mohr* –17	SteelSc3MstSr 1*Dk*	731 509 325					1917	Gebr. Bodewes Lobith	N.V.Stoomschip Gouwzee	181·6	28·2	12·1	Rottrdrm Dutch	T3Cy.15″24$\frac{8}{10}$″&39$\frac{8}{10}$″–26$\frac{3}{10}$″ 82NHP *WB* Verschure&Co Amsterdam		V
54 215508 LHSD	Guanacaste *W.L.Alley* –17 (*See Sailing Ship Register*)	WoodAuxSc4MstSr *Oil Eng.* 1*Dk*	— — 455					1917	Columbia Eng.Works Portland,Or.	M.C.Keith	174·1	36·0	16·3	New York Utd.States	Oil Engines		R
55 140711 JSVT	Gaelic Prince *C.B.Anderson*92–18 *Elec.light* 2*Dks*(*Stl* §*Shltr dk Stl*)	SteelSc 6506	~~6650~~ 5955 ~~3950~~ 3952	✝100A1 *Shltr dk with freeb'rd* (*Class Contemplated*) 4,18 ✝LMC4,18	Sld	*c*†		1918 4mo	Short Bros. Ld. Sunderland *Lloyd's*A&CP	PrinceLine,Ld. (Furness,Withy& Co.Ld.*Mgrs.*) *CellDB*336′1395*t*	~~448·0~~ 449 5	57·3 FK *DTa*33′931*t*	29·4 7*BHCem* *FPT*117*t*	Newcastle British *APT*42*t*	Q.4Cy.25½″,36½″,52½″&76″ 54″220lb *130lb* (*a*)663NHP 4SB,*12cf*,GS232,HS3652 FD N.E.MarineEng CoLdNwc	30 ″ 9 s 4 ″ 8½ 26 ″ 5	
56 139090 JLVC	Grelhead *L.Holt*09–15 (*ex*Beachy Head)	SteelScSr 1*Dk*(*Stl*)	4274 4001 2602	✝100A1 2,18 ✝LMC9,15	Npt	*x*		1915 9mo	Richardsn, Duck&Co.Ld. Stockton *Lloyd's*A&CP	GriffithsLewisStm Nav.Co.Ld. (J.C. Gould&Co(Steam-shipManagers)Ld.)	380·0 P38′B244′F37′ *CellDBa*123′	51·0 FK *u E27′f*173′	24·8 6*BHCem*	London British	T.3Cy.26″,42″&70″–48″ (*s*) 180lb *100lb* 395NHP 3SB,*9cf*,GS178,HS6435 Blair&Co.Ld.Stockton 1151*tFPT*136*tAPT*154*t*	27 ″ 3 s 3 ″ 11 23 ″ 9	
57 JSCB	Gayarre *Santamaria* –17	WoodScSr	225 — 116					1916	..... Aviles	Soc.Anon.deNav. Palma	101·9 Q69′ B48′F24′	24·3	11·3	Aviles Spanish	C.2Cy.13″&24½″–18″ 22NHP M.Mercador,S.Sebastian		V

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 Nom du Navire. Capitaine. Visites Périodiques.	3 Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Forces motrices auxiliaires en kgr/c. Lettre d'équipement.	7a Date de la dernière visite de l'hélice port-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. Force en chevaux d'après les formules de la Société. Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille à Franc-bord au milieu du navire. Tirant d'eau correspondant pds. gs.	15 Longueur du Pont à Pont. Largeur. Creux. Port Net.
58	Gromo	Steel Aux Sc Oil Eng.	108 — 98					1916	H.van de Werf Stadskanaal	G.M.Grönvold	91·9	17·1	5·9	Norwegian	Oil Engine D.Goedkoop, Amsterdam		
WMDB	(ex Ideaal)	1 Dk															
	(See Sailing Ship Register)																
59	General Pershing	Wood Aux	2450 2150 1950	12 A1 (Class Contem plated)				1918	Olympia S.B.Co. Olympia, Wash.	(O.A.Anderson, Mgr.)	268·0 P46′	48·0 F33′	23·9	Portlnd,O. Utd.States	Oil Engine 2S.C. 8Cy.16½″–22″ Marine Pipe & Machine Works, Seattle, Wash.		
	F.Torp –18	Twin Sc 5 Mst Sr															
	Elec.light	Oil Eng.															
	Mchy.Aft																
	(See Sailing Ship Register)																
60	Glenapp	Steel Twin Sc Oil Eng.	6789	100A1 Shelter dk with freeboard (Class Contem plated)				1918	Barclay, Curle & Co.Ld Glasgow		450·5 F36′	55·8	36·6	Glasgow British	Oil Engine 4S.C.SA 16Cy. Harland & Wolff, Ld. Gls.		
	Elec.light																
61	Ginita	Wood Sc Oil Eng.	213 — 170					1916	Oettinger Hnos.y Cia. Valdivia	A.Frontaura	96·5	24·5	13·1	Valparaiso Chilian	Oil Engine		
1003																	
HODK	(ex Victoria)																
62	Grelgrant	R Sanderson–18 Steel Sc Sr	4785 4395 3050	✠100A1 3,18 ~~3,16~~ BS9,16	Bry Hpl	x	~~11,17~~ 8,18	1906 11mo	Richardsn, Duck & Co. Stockton	Dulcia Steam Shipping Co Ld. (J.C. Gould & Co. Mgrs.)	369·2 P28′B104′F29′	50·8	27·6	London British	T.3Cy.26″,42″&70″–48″ (s) 180lb 100lb NDB18371 NHP 3SB,9cf,GS160,HS5750 Blair & Co.Ld. Stockton	30 ″ 3 s 5 ″ 11 24 ″ 9	
	~~M.Lindrews–11~~ ss Bry.No.2–15																
HJND	(ex Hartland)	1 Dk (Iron) 2tr B & deep framing 3 Dk rule			LMC ~~8,16~~ 3,18												
	Carrying fuel oil F.P. above 150° F. in DB										Cell DB a 126′ u E 39′ f 165′				1194t FPT 167t APT 190t		
63	Georg	Wood Sc Ctr (Whaler) Oil Eng.	104					1917	A/S. Hommelvik Værft & Stoberi Hommelvik	A.J.Nilson	79·0	20·5	9·0	Trndhjem Norwegian	Oil Engine 1Cy. J & C G Bolinders Co Ld. Skm		
	Mchy.Aft	1 Dk															
64	Genzan Maru	Steel Sc	~~3150~~ ~~2700~~ ~~2600~~ 1990	✠100A1 3,18 (Class Contem plated)	Kob	t		1918 2mo	Osaka Iron Works, Ld. Innoshima A&CP	~~T.Yamamoto~~ Yamamoto Kisen Kabushiki Kaisha Cell DB 255′ 519t DT a 25′ 534t FPT 112t APT 20t	305·0 P19′B82 F32′	43·7	27·2 FK	~~Osaka~~ Hahu Japanese 5 BHCem	T.3Cy.22″,37″&61″–42″ (s) 180lb 288NHP 2SB,6cf,GS90,HS3824 FD Osaka Irn Wks Ld Innoshma	27 ″ 3	
22043	S.Sasaki –18				LMC 2,18												
NSCH	Elec.light 2 Dks (Stl) & Web frames 2757 Longitudinal framing																
65	Graaf Lodewijk	Steel Sc	1147 866 662	✠100A1 1,18 ~~(Class Contem plated)~~ LMC 1,18	Rot	n		~~1917~~ 1918 1mo	Wilton's E.& Slpwy Co. Rotterdam A&CP	Sheepvaart Maats. Oranje Nassau (Th. VanSlooten, Mgr.)	230·2 Q131′B13′F24′	34·0	13·2 FK	Rottrdam Dutch	T3Cy.15½″,25½″&41″–36″ 160lb 100lb (s) 124NHP Main Blr made 93 refitted 1,18 1SB.3rf,GS63,HS2213 Wilton's E.& Slpwy Co. Rot.	16 ″ 0	
	E.Van Twijk –16	2 Twin Msts.															
	Mchy.Aft Welldeck	1 Dk (Stl)															
	Cargo battens not fitted									Cell DB u B 23′ f 152′ 389t FPT 8st APT 48t							
66	Garthclyde	Iron Aux Twin Sc Sr	185 162 130					1883	T.W.Toward & Co. Newcastle	Marine Nav.Co.of Canada, Ld.	115·6	20·2	10·1	Montreal British	Oil Engines 8Cy.5¾″–7″ NE fitted 17 WB Gleniffer Motors, Ld. Gls.		
82960	Morris –17	Oil Eng.															
TQFM	(ex Clyde)	1 Dk															
	(See Sailing Ship Register)																
67	Gerda	Steel Sc Sr	217 174 109	✠100A1 7,16 NB11.04 LMC 4,12 BS12.16	Skm	b	7,16	1904 11mo	Klippans Varfs Aktieb. Gothenburg	Rederiaktieb. Örnen (A.Th. Assmundson, Mgr.)	100·0 P24′F13′	22·2	11·1 FK FPT 29t	Gothenbrg Swedish	C.2Cy.11½″&25½″–16″ (s) 115lb 2md 85 re-fd 1928 NHP 1SB.2pf,GS15,HS516 Akers Mek. Værks, Xia.	12 ″ 0 s 1 ″ 1 11 ″ 1	
4334	B.Pettersson 17–17 ss Got.No.2–12																
JPBC	(ex Tabano, ex Hamburgsund)	1 Dk (Stl) Mchy.Aft															
68	Girdleness	Steel Sc Sr	3018 2827 1932	✠100A1 1,18 BS2.17 MS9,17	Gls	u	9,17	1905 4mo	Ropner & Son Stockton	English S.S.Co.Ld. (Letricheux & David, Ld. Mgrs.)	330·1 P29′B166′F35′	46·0	22·0 FK	Swansea British	T.3Cy.23½″,39″&64″–42″ (a) 180lb 70lb 280NHP 2SB,6rf,GS119,HS4200 Blair & Co.Ld. Stockton	24 ″ 4 s 3 ″ 6½ 21 ″ 2	
120512	W.H.Rea –17 ss Nwc.No.3–9,17																
HCJP	(ex Grelisle, ex Rockabill, ex Blacktor)	1 Dk (pt Irn & pt Stl) 2tr B & Web frames 3 Dk rule			LMC												
											Cell DB a 106′ u E 22′ f 140′ 663t APT 91t							
69	Grelstone	Steel Sc Sr	4214 3993 2614	✠100A1 4,18 BS3,18 LMC 12,16 Carrying oil fuel F.P. above 150° F. in DB	Cff	x	4,18	1912 7mo	Richardsn, Duck & Co.Ld. Stockton	Griffiths Lewis Stm Nav.Co.Ld. (J.C. Gould & Co. (Steamship Managers) Ld.)	380·0 P34′E240′F34′	51·0	24·8 FK	London British	T.3Cy.26″,42″&70″–48″ (s) 180lb 100lb 394NHP 3SB,9cf,GS178,HS6435 Blair & Co.Ld. Stockton	27 ″ 3 s 3 ″ 11½ 23 ″ 8	
132748	M.J.Andrews 05–12 ss Liv.No.1–16																
HWKG	(ex Eddystone)	1 Dk (pt Inp t Stl)									Cell DB a 123′ u E 27′ f 173′ 1151t FPT 136t APT 102t						
70	Gloria	Steel Sc Sr		100A1 (Class Contem plated)				1918	Astilleros Riera Gijon		120·0	22·0	9·9				
71	Galdames	Steel Sc Sr	3627 3002 2202	100A1 (Class Contem plated)				1918	Astilleros del Nervion Bilbao		325·5 P31′B80′F39′	47·0	24·1		T.3Cy.24″,40″&65″–45″ Astilleros del Nervion, Bbo		
72	Gaper Shell	Steel Aux Twin Sc Bkn	1422 1278 1036	✠100A1 2,18 ✠LMC 2,18 ✠NE 18 ✠NDB 2,18	HKg	s		1891 9mo	C.Hill & Sons Bristol	Anglo-Saxon Petroleum Co.Ld.	237·5 Q47′F28′	36·3	21·2	London British	Oil Engines 2S.C.SA 8Cy.16½″–18½″ DB 120lb 183NHP 3 BHCem	23 ″ 1	
98824	A.Robinson –18	Oil Eng.															
MHFL	(ex Gladys) ss Hul.2nd No.3–2,17																
	Elec.light	1 Dk 2tr B									DB u E 34′ 76t M DT 34′ 475t FPT 38t				APT 144t		
	(See Sailing Ship Register)														J & C G Bolinders Co Ld. Skm		
73	Governor	Steel Sc Sr	5500	100A1 (Class Contem plated)				1918	D & W Hendersn & Co.Ld Glasgow	Charente S.S.Co Ld (T.& J.Harrison, Mgrs.)	410·0 P34′B137′F63′	52·2	30·2	Liverpool British	T.3Cy.24½″,42½″&72′–54″ D & W Hendersn & Co Ld Gls		
	Elec.light																
74	Galgorm	Steel Sc 3 Mst Sr	313	100A1 (Class Contem plated)				1918	Forth S.& E.Co.Ld. Alloa	Howden Bros.	156·5 Q88′B10′F22′	25·2	9·8	Belfast British	T.3Cy.15″,25½″&42½″–27″ Forth S.& E.Co.Ld. Alloa		
	Mchy.Aft																
75	Glenisla	Steel Sc Sr	4578 4334 3404					1903	Detroit S.B Co. Wyandotte	Great Lakes Transportation Co. Ld.	400·0	50·0	24·3	Midland, Ont. British	T.3Cy.22″,35″&58″–42″ 218NHP		
118214	(ex Western Star)														Detroit S.B.Co. Detroit		
	Mchy.Aft	1 Dk 2tr B															
76	Graaf Adolf	Steel Sc 2 Twin Msts	1147 866 662	✠100A1 5,18 LMC 5,18	Rot	n		1918 6mo	Wilton's E. & Slipway Co. Rotterdam A&CP	Scheepvaart Maats "Oranje Nassau" (Th.van Slooten, Mgr.)	230·2 Q131′B13′F24′	34·0	13·2 FK	Rottrdam Dutch	T.3Cy.15½″,25½″&41″–36″ (s) 160lb 100lb 124NHP MB made 93 refitted 2,18 1SB.3rf,GS63,HS2213 Wilton's E.& Slpwy Co. Rot	16 ″ 0	
	Well deck	1 Dk (Stl)															
	Mchy.Aft	Cargo battens not fitted									Cell DB u E 23′ f 152′ 389t FPT 8st APT 48t						

LLOYD'S REGISTER. STEAMERS.

1	2	3	4	5	6	7	7*	8	9	10	11			12	13	14	15
No. in Book.	Steamer's Name.	Material, Rig, &c.	Regist'd Tonnage.	Particulars of Classification.			Date when tail shaft last seen.	Built.		Owners.	Regist'd Dimensions. Deck Erections, &c.			Port of Registry.	Engines.	Moulded depth.	
Official No.	*Master.*	*Late Name if any.*	Gross. — Under deck. — Net.	Character. — † for Special Survey. Date of last Survey.	Port of Survey.	Year Assigned now expired. Equipment Letter.		When	By Whom — Where		Length.	Breadth.	Depth.	Flag.	No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	Freeboard amidship. Corresponding draught *ft. in.*	Registers in which classed, if not in L.R. (Transcriber's addition)
Code Letters.	Special Surveys.	No. of Decks, &c.															

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. / Lieu-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière Visite de Cloture ports-billet.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NF=Force en chevaux d'après les formules de la Société. RH=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. ps.	15 Marques en exécution ce n'est dans le L. R.
1	**Helvetia**	SteelScK	260	✠100A1	Hul			1917	Cook, Wel-	GreatGrimsby&	120·0	22·5	12·0	Grimsby	T.3Cy.12½″,21½″&35½″-24″	12″10	
139934			228	*StmTrauler*				3mo	ton&Gemmell	EastCoastSteam	Q67′			British	180lb (s) 74RHP		
	Elec.light	1*Dk*	102	4,17					Ld.Beverley	FishingCo.Ld.			BK8″	4*BHCem*	1SB.*2pf*,GS38,HS1267		
				✠LMC4,17				*Lloyd's*S&CP							Amos&Smith,Ld.Hull		
2	**Holland VI.**	SteelSc	137	✠100A1	Ams			1917	Arnhem-	VisscheryMaats.	94·9	19·9	9·3	Ymuiden	T.3Cy.10″,16″&26″-18″ (r)	9″10	
	J.Kwak -17		124	*Forfishing purposes*				4mo	scheStmslp.	Holland (Maas				Dutch	180lb 45NHP		
		1*Dk*	30	4,17					Arnhem	Prins en Carst,			BK6¼″	3*BHCem*	1SB.*2cf*,GS28,HS892		
				✠LMC4,17					A&CP	*Mgrs.*)				*DTf*12′8*t*	ArnhemscheStmslphg.		
3	**Homer D. Williams**	SteelSc Sr	~~7590~~ 7742	✠100A-	Clv			1917	American	PittsburghSteam-	~~600·0~~	~~60·0~~	~~32·0~~	Duluth	T.3Cy.24½″,41″&65″-42″ (s)	32″0	
				6,17	✠LMC6,17			6mo	S.B.Co.	shipCo.	580′0	F53′		Utd.States	180lb 414NHP		
	Elec.light *Longitudinal framing*		7471	*ForService on the Great Lakes*					Lorain,O.				FK	3*BH*	3SB.*6cf*,GS137,HS6405 FD		
	Mchy.Aft 1*Dk*(*Stl*) *Web frames*		C029	*(ClassContemplated)*						*CellDBuE&B55′220t f&inHopper side tanks 870t*				*APT*~~*700t*~~ 872*tFPT*2*00tAPT*~~*700t*~~	AmericanS.B.Co.Lorain,O		
	Sub.Sig.																
4	**Hisko**	SteelScSr	5671	100A1				1917	Chester	H.Östervold	400·8	54·3	31·4	Bergen	2 Geared Steam Turbines	32″9	
	N.Kleppe -17		4550						S.B.Co.		P99′B27′F50′			Norwegian		s7″0½	
	Elec.light		3510	*(ClassContemplated)*					Chester,Pa.						WestinghouseMachineCo.	26″9	
	Mchy.Aft			*CarryingPetroleum in bulk*											EastPittsburgh		
5	**Harlingen**	SteelSc	370					1917	NVv.d Kuy	M.J.v.d.Eb	~~131·0~~	~~22·9~~	~~11·4~~	Rottrdam	T.3Cy.9¾″,15¼″&26¾″-20″		
			265						&v.d.Ree's		132′3	23′1	11′0	Dutch	32NHP		
		1*Dk*	155						Rotterdam						NV.v.d.Kuy&v.dRee'sMch		
6	**H. C. Hansen** WoodAuxTwinSc		~~1650~~	✠12 A1	Tac	*q*		1917	Seaborn	~~PorsgrundsMotor~~	~~241·0~~	~~44·1~~	~~22·0~~	Porsgrund	Oil Engines2S.C.SA		~~21″9~~
	*I.P.Hansen*17–17 *Oil Eng.* 5MistSr		1660	10,17				5mo	S.B.Co.	~~&SellCo. (H.C.&~~	P42′F49′			Norwegian	~~4Cy.14″–153″~~ 3Cy11¹³⁄₁₆″–15³⁄₄″		22″2
WMBO	*Elec.light* 1*DkStrFpt*GIB		1439	~~*(ClassContemplated)*~~				A&CP	Tacoma, Wsh	~~V.H.Hansen)~~	~~260·0~~	~~42·0~~			BB*160lb*		s4″6
	Mchy.Aft Salted Hardwood treenails		1308		✠LMC9,17					A/SPorsgrunds	240·8	45·0	19·3		SkandiaPacificOilEng.Co.		
	(See Sailing Ship Register)									Motor&SellH.C.					Oakland,Cal.		
										Hansen&V.Holm							
										Mgrs.)							
7	**Hallgjerd**	SteelScSr	~~1670~~					1917	Laxevaags	TheShippingCon-	~~246·2~~	~~27·9~~	~~16·8~~	~~Bergen~~	T.3Cy.18⅜″,29″&49″–33″		
			162						Msk.&Jrnskb	troller(WA Mass-	P19′Q78′B55′F31′			Norwegian	138NHP		
142284	*Hillestad*15–17		1200						Bergen	ey&SonsLd*Mgrs*)	246′0	38′0	15′6	London *WB*			
JSOR	*Elec.light*	1*Dk* 953	~~985~~											British	Laxevaags Msk&Jrns.Bgn		
8	**Heian Maru**	SteelSc	1550					1917	Kawasaki	ChosenYusen	240·0	36·0	11·4	Jinsen	T.3Cy.16″,26″&43″–30″		
									Dkyd.Co.Ld.	KabushikiKaisha	P14′B44′F32′			Japanese	101NHP		
		2*Dks*							Kobe					*WB*	KawasakiDkydCoLd.Kobe		
9	**Holbrook**	SteelScSr	~~6630~~	✠100A1	~~Nws~~	*z*		1917	J.L.Thomp-	CanadianPacific	~~411·5~~	~~55·5~~	~~26·4~~	London	T.3Cy.27½″,45″&76″–54″ (r)	37″0	
			6655	*Shelter dk with freeboard*				11mo	son&Sons,Ld	RailwayCo.	412′3		34′4	British	180lb 558NHP		
140409	*H.S.Roberts*17–17		6382	~~11,17~~ 2,18	✠LMC11,17				Sunderland				FK	7*BHCem*	4SB.*12cf*,GS248,HS9382	s11″0½	
JRQT	*Elec.light* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)		4155	*(ClassContemplated)*				*Lloyd's*S&CP						*APT*229*t*	Blair&Co.Ld.Stockton	26″5	
				Carrying fuel oil F.P. above 150° F.inD.B.						*CellDB*336′1360*tDTa2′*1090*tFPT*101							
10	**Hatasu**	SteelScSr	3193	✠100A1	Sld	*w*		1917	J.Blumer&	MossSteamship	352·8	50·4	21·9	Liverpool	T.3Cy.25″,40″&67″–45″ (s)	25″0	
			2924	*Shelter dk*	Liv			6mo	Co.	Co.Ld (J Moss&				British	180lb *100lb* 365NHP	s2–5½	
140519	*C.R.Stewart* -17		1925	*withfreeboard*					Sunderland	Co.*Mgrs.*)			FK	7*BHCem*	3SB,*9cf*,GS157,HS6140	22″10	
JQFW	*Elec.light* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)			11,17~~6,17~~	✠LMC6,17			*Lloyd's*S&CP		*CellDB*302′769*t*	*DT*23′685*tFPT*95*t*			*APT*21*t*	Richardsons,Westgarth& Co.Ld.Sld.		
11	**Horace S. Wilkinson**	SteelScSr	8338	✠100A-	Tol-			1917	ToledoS.B.	GreatLakes	588·3	60·0	27·0	Oswego	Q.4Cy.20½″30½″43″&61″–42″	32″0	
215122			—	6,17	edo			5mo	Co.	SteamshipCo.	F61′			Utd.States	220lb (s) 402NHP		
	Elec.light 1*Dk*(*Stl*)&*Web frames*		6579	*For service on Great Lakes*					Toledo,O.				FK	3*BH*	6SB,*6cf*,GS182,HS6033 FD		
	Mchy.Aft				✠LMC6,17					*CellDB*528′3960*t Hopper side tanks* 438′2866*t*				*FPT*375*t*	ToledoS.B.Co.Toledo,O		
12	**Helium**	SteelScK	301	✠100A1	Shl	*s*	6,18	1917	Cochrane	UnitedAlkaliCoLd	135·2	23·1	9·4	Liverpool	T.3Cy.12″,20″&34″–24″ (s)	10″6	
137548	*R.Cross* -17		206	~~11,17~~ ~~5,17~~ 6,18	Liv Bkn			5mo	Sons,Ld.		Q50′B9′F21′			British	180lb 69RHP	s″8	
JPGR	*Well deck* 1*Dk*(*Stl*)		113		✠LMC5,17				Selby				FK	3*BHCem*	1SB,*2cf*,GS33,HS1175	10″1	
	Mchy.Aft							*Lloyd's*S&CP						*FPT*38*t*	ShieldsEng.Co.Ld.N Shl.		
13	**Harold Walker**	SteelScSr	6785	✠100A1	Phl	*b*†		1917	W.Cramp&	PetroleumTrans-	430·0	58·2	33·3	L.Angeles	T.3Cy.27″,45½″&76″–51″ (r)	33″4	
			6056	6,17				6mo	SonsS&EBCo	portCo.	P103′B36′F49′			Utd.States	190lb *190lb* 565NHP	s8″1	
215152	*A.E.Ellis*17–17		4218		✠LMC6,17				Philadelphia				FK	15*BHptCem*	3SB,*9cf*,GS185,HS8095 FD	25″8	
LHGC	*Elec.light* 2*Dks*(*Stl*)&*Web frames*								A&CP	*CellDB*61′			(7 „ *to Udk*		WCramp&SnsS&EBC.Phl		
	Mchy.Aft *Longitudinal framing*			*CarryingPetroleum in bulk*						235*tDTf*45′629*t*	*FPT*246*tAPT*49*t*		8 „ „ *2nd* „)				
				Fitted for oil fuel 6,17			*F.P. above* 150° F.										
14	**Henri le Cour**	SteelScSr	~~2770~~	✠100A1	Shl			1917	ForthS.B.	Chargeurs de	305·3	42·8	21·5	Nantes	T.3Cy.20½″,33″&54″–39″(s)	23″9	
	Caudle -16	1*Dk*(*Stl*) *2488*	~~2475~~	9,17					&E.Co.Ld.	l'Ouest	P24′B85′F32′		FK	French *Cem*	180lb 234NHP	s4″0½	
	Elec.light	*2290*	~~1540~~	*(ClassContemplated)*				9mo	Alloa	*Intermediate BH in forward hold dispensed with*				4*BHonly*	2SB,*6cf*,GS126,HS4104	20″1	
			1543		✠LMC9,17			*Lloyd's*S&CP		*CellDB*238′5484*tFPT*78*tAPT*29*t*					G.T.Grey&Co.Ld.S.Shl.		
15	**Hindustan**	SteelScSr	~~4959~~ 4990	✠100A1	Nwc	*v*		1917	Bartram&	PrinceLine,Ld.	400·0	52·4	28·0	Newcastle	T.3Cy.27½″,45″&75″–48″(s)	30″6	
			4697	2,18~~1,17~~	Lon			11mo	Sons,Ld.	(Furness,Withy&	P36′~~B113′F35′~~			British	180lb *120lb* 476NHP	s6″0½	
137266	*J.Cameron*03–17		3115	*(ClassContemplated)*					Sunderland	Co.Ld.,*Mgrs.*)	B119′F40′		FK	6*BHCem*	3SB,*9cf*,GS186,HS8055	24″10	
JRQB	*Elec.light*	2*Dks*(*Stl*)		*Carrying fuel oil F.P. above* 150° *F.inD.B*	✠LMC11,17			*Lloyd's*S&CP		*CellDBa*197′*uE*26′*f*176′1053*tFPT*191*tAPT*168*t*					J.Dickinson&Sons,Ld.Sld.		
16	**Huntsmoor**	SteelScSr	4957	✠100A1	Ham	*y*	~~11,12~~	1901	Flensburger	~~GloverBros.~~	391·0	47·8	21·6	London	Q.4Cy.26″,37½″,55″&80″–60″	31″10	
139173	*B.O.Bates* -17 *ss*Ham.No.3–3,14		4468	*Spar dk*	~~Hul~~Cle		3,17	12mo	Schiffsb.Ges.	Requisitioned by	P&B260′F46′	29 2		British	213lb (s) 810NHP	s5–6½	
JNPW	(*ex*Rostock) 2*Dks*(1*Stl*&1*ptStl*)&		2682	~~3,17~~ 2,17,17	✠Lloyd's RMC2,17		10,17		Flensburg	Government (G.			FK	7*BHCem*	6SB,*18cf*,GS256,HS12725	26″8	
	Ref.Mchy. *Spar dk*(*Stl*)			B~~3,17~~	✠LMC10,13			*Lloyd's*S&CP		Heyn&Sons,*Mgrs*)	*CellDBa*98′*uE*&B66′			*f*170′972*t*	FlensburgerSchiffsb.Ges.		
17	**Hunsworth**	SteelScSr	2991	100A1	Bel	*v*	~~1,17~~	1911	Akt.Ges.	Requisitioned by	338·2	48·1	20·9	London	T.3Cy.24½″,38¼″&62″–41½″	31″6	
139030	*A.Widdess* -17 *ss*Bel.No.3–7,17		2758	*Shelter dk*	~~Shl~~Sou		4,18		"Neptun"	theGovernment	F33′*onShelter* 29·2			British	180lb (s) 303NHP	s8–4½	
JLDQ	(*ex*Andros) 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)		1823	*withfreeboard*					Rostock	(JohnHerron&Co.	*dk*		FK	6*BHCem*	2SB,*6cf*,GS110,HS4150 FD	23″6	
	Elec.light *Tonnage opening closed* 1917			~~4,17~~ ~~3,17~~ 4,18					A&CP	*Mgrs.*)	*CellDB*293′791*tFPT*			80*tAPT*53*t*	A.G."Neptun," Rostock		
					LMC7,17												
18	**Huntsclyde**	SteelScSr	2705					1904	Flensburger	TheShippingCon-	292·0	41·4	18·3	~~Glasgow~~	T.3Cy20⅞″35⅛″&55½″–35½″		
137846	(*ex*Athena,*ex*Regina)		2571						Schiffsb.Ges.	troller(ClydeShip-	H27′		25 9	British	180NHP		
JPVW	*Elec.light* 1*Dk*& *Shelter dk*& *deepframing*		1730						Flensburg	pingCo.Ld.,*Mgrs.*)				London *WB*	FlensburgerSchiffsb.Ges.		
19	**Huntshead**	SteelScSr	3779	✠100A1	Bel	*w*	12,17	1901	J.Priest-	~~G.Heyn&Sons~~	350·0	46·5	21·2	~~London~~	T.3Cy.25″,41″&67″–45″ (s)	29″9	
137736	*G.Pinkerton*13–17 *ss*Tri No.3–5,14		3573	*Spar dk*	Nwe			12mo	man&Co.	TheShippingCon-	P35′B110′F39′	28 5		~~Belfast~~	160lb *100lb* NDB17 312NHP	s5″7½	
	(*ex*Korana) 1*Dk*(*Stl*)&*Spar dk*(*Stl*)		2387	~~3,17~~ 12,17					Sunderland	troller (Jenkins			FK	British	2SB.*6cf*,GS115,HS1840	24″6	
		3*trB*		BS~~3,17~~	✠LMC5		3,17	*Lloyd's*S&CP		Brs.,*Mgrs*)	*DBa*114′			6*BHCem*	Richardsons,Westgarth& Co.Ld.Sld.		
											uE 24′*f* 146′ 1091*t*			*APT*93*t*			

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage: Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned now expired. Experimental Letter.	Date when last classed.	8 Built. When	9 Built. By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; &HP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in Lloyd's Register Book.
20 117706 VFLM	**Horseferry** Steel Sc Sr. *Skellern* –17. *ex*Collairnie) *ex*Hero) 1 *Dk*(*Stl*) 2 *tr B forehold, deep framing aft*	1812 1714 1164	✠100A1 6,18 ~~7,17~~ ~~PS 9,17~~ ~~BS 9,13~~ ✠LMC 9,16	Dub Shl	*r*	7,17	1903 6mo *Lloyd's*	Campbeltown S.B.Co. Campbeltwn *Mgrs.*)	Gas Light & Coke Co. (S. Clarke & Co. *Cell D B A* 66′ *f* 114′	272·2 P29′ B60′ F32′ FK 4 *B H Cem* 340 *t A P T* 65 *t*	40·0	20·5	Bristol British 264 NHP	T.3 Cy. 22″, 36″ & 59″–39″ (*s*) 180 lb 2 SB. 6 *cf*, GS 138, HS 1470 D. Rowan & Co. Glasgow	21 ″ 8 s 2 ″ 11½ 19 ″ 1	
21 133629 JCRP	**Hove** Steel Sc Sr. *F. G. Cole* –16. (*ex*Collairnie) *Well deck Mchy. Aft* 1 *Dk*(*Stl*)	435 311 170	✠100A1 5,17 ✠LMC 7,13	Sld	*g*	5,17 9,17	1913 7mo *Lloyd's*	Ardrossan DD & SB Co Ltd Ardrossan *S & CP*	Stephenson Clarke & Co.	155·8 Q91′ B9′ F21′ BK 7′	25·2	10·8	London British 180 lb	T.3 Cy. 12½″, 21½″ & 31″–24″ *100 lb* (*s*) 3 *B H Cem F P T* 54 *t* 1 SB. *2 cf*, GS 36, HS 1354 W. V. V. Lidgerwood, Gls.	11 ″ 8 s 3 ″ 8½ 12 ″ 2	
22	**Hakushika Maru** Steel Twin Sc Sr. *Elec. light* 2 *Dks*(*Stl*) *Well deck Mchy. Aft*	815 7734 5037	✠100A1 *Shltr dk with rounded corners* Tsu-mi *freeboard* 10,17 ✠LMC 10,17	Tsu- rumi A & CP	*c* †		1917 10mo	Asano S.B. Co. Ltd. Yokohama	Tatsuuma Kisen Kabushiki Kaisha	445·0 *Cell D B* ~~447~~ 339′ 1318 *t F P T* 82 *t A P T* 32 *t*	58·0	32·0 40 0 FK	Nishinomiya Japanese	T.6 Cy. 22″, 36½″ & 61″–48″ (*s*) 200 lb 4 SB, *12 cf*, GS 233, HS 9835 FD Ishikawajima SB & EC o Tokio	40 ″ 1 703 NHP 8 12 ″ 1½ 28 ″ 7	
23 139573	**Helikon** Steel Sc Sr ~~Steel Sc~~. *H. Roope* –17. *Elec. light* 2 *Dks*(*Stl-Uteak s*)	~~2170~~ 2232 ~~1765~~ 1786 ~~1390~~ 1385	✠100A1 9,17 (*Class Contem plated*) ✠LMC 9,17	HKg	*r*		1917 9mo	Hong K'ng & Whampoa Dock Co. Ltd. Hong Kong *Lloyd's*	~~Brnusgaard,~~ Kjosterud & Co. Furness, Withy & Co. Ltd. *Cell D B* 231′ 442 *t F P T* 34 *t A P T* 11 *t*	~~270·0~~ 270 · 6 P26′ B76′ F26′	~~40·0~~ 40 · 1 FK	~~21·5~~ 19 · 4	Hong Kong ~~Norwegian~~ British 4 *B H Cem*	T.3 Cy. 20″, 33″ & 54″–39″ (*s*) 180 lb 2 SB, *6 cf*, GS 119, HS 3552 Hong Kong & Whampoa Dock Co. Ld Hong Kong	21 ″ 6 215 NHP	
24 139617	**Hani I.** Steel Sc Ctr. *A. Pertini* –06. (*ex*Elena) 1 *Dk*	402 350 189					1904	J Fullerton & Co. Paisley	Hani Shipping Co. Ltd. (A. D. Greatrex, *Mgr.*)	160·3 F K	31·1	9·3	Cardiff British *W B*	C.2 Cy. 13″ & 26″–18″ 40 RHP C. Houston & Co. Glasgow	9 ″ 10	
25	**Hertha** Steel Sc. 1 *Dk*	1300 1240 870					1917	Verschure & Co. Amsterdam	W. Hansen	237·0 P33′ B61′ F26′	36·6	18·0	Bergen Norwegian *W B*	T.3 Cy. 17½″, 29″ & 46″–36″ 127 NHP Verschure & Co Amsterdam		
26 559 HSDL	**Hans** Comp Sc Sr. *P. Strömberg* 16–16. *Oil Eng.* (*ex*Bjälbo) 1 *Dk*	191 152 113					1884	S. Groth Sjötorp	O. Baumbach	98·4 P22′ H9 *t*	23·7	9·8	Stockholm Swedish	C.2 Cy. *NE fitted* 17		
27 NVKT	**Havmanden** Steel Aux Sc Sr. *Strömberg* 17–17. *Motor* (*ex*Sailing Vessel Janna) 1 *Dk* (*See Sailing Ship Register*)	156 122 111					1895	Scheeps v/h Wed. A. van Duivendijk Papendrecht	Akties. Söegaards Rederi (C. A. Söegaard, *Mgr.*)	109·7	20·6	6·2	Aalborg Danish	Petrol Motor *E fitted* 17		
28 NVLQ	**Havmaagen** Steel Aux Sc Lr. (*ex*Geziena) *Motor* 1 *Dk* (*See Sailing Ship Register*)	139 106 105					1912	J.W. Boerma Martenshoek	Akties. Söegaards Rederi (C. A. Söegaard, *Mgr.*)	101·0 H15 *t*	20·7	6·8	Aalborg Danish	Motor D. Goedkoop, Jun. Ams.		V
29 1708 JDKH	**Hjalmar** Wood Sc Sp. *E. G. Nilsson* –13. (*ex*Westergötland) *Mchy. Aft* 1 *Dk*	168 154 102					1879	S. Groth Sjötorp	Hj. Nilsson	101·0 H15 *t*	22·3	9·4	Gothenbrg Swedish	C.2 Cy. 11¾″ & 23¼″–14½″ 17 NHP Eriksberg M.V. Aktieb, Göt		
30 99075 RLFP	**Huntsgulf** Steel Sc Sr. (*ex*Seriphos, *ex*Rio, *ex*Branksome Tower) 1 *Dk* 3 *Spar* 3 *tr B*	3185 2796 2034					1892	Edwards' S.B.Co.Ld. Newcastle	The Shipping Controller (F.C. Strick & Co. Ld. *Mgrs.*)	325·9 P46′ B33′ F35′	40·2 26·6	19·1 British	London 274 NHP *W B*	T.3 Cy. 28″, 38″ & 61″–45″ Wlls nd Slpwy. Co. Ld. Nwc.	29 ″ 4 s 6 ″ 0 24 ″ 7	
31 139620 JRFQ	**Honjo** *F. Ward* –17. 1 *Dk*	~~269~~ 270 233 108	✠100A1 *Stm Trawler* 4,18 ~~9,17~~ (*Class Contem plated*) ✠LMC 9,17	Abn Cff			1917 9mo *Lloyd's*	A. Hall & Co. Ld. Aberdeen	~~J.E. Bushworth~~ Neale & West, Ld.	~~125·0~~ 125 · 7 ~~Q69~~ F17′	~~22·5~~ 22 · 7 Q70′	~~13·0~~ 12 · 1 BK 7½′	~~Grimsby~~ British Cardiff 3 *B H Cem*	T.3 Cy. 12½″, 21″ & 35″–24″ 180 lb (*s*) 82 RHP 1 SB, *3 cf*, GS 46, HS 1510 A. Hall & Co. Ld. Aberdeen	13 ″ 0	
32 21355 NPFH	**Horaisan Maru** Steel So. *Elec. light* 2 *Dks* (*Stl*)	~~6000~~ 6071 5171 4433	✠100A1 11,17 ✠LMC 11,17	Osaka	*z*		1917 11mo *Lloyd's*	Osaka Iron Works, Ld. Osaka *S & CP*	Mitsui Bussan Kaisha, Ld. *Cell D B* 360′ 982 *t D T a* 27′ 767 *t F P T* 106 *t A P T* 26 *t*	407·2 ~~P42~~ B137 ~~F26~~ F46′ P40′ FK	50·8	32·5	Kobe Japanese 7 *B H Cem*	T.3 Cy. 27″, 45″ & 75″–51″ (*s*) 180 lb *120 lb* 553 ~~403~~ NHP *W B* Osaka Iron Wrks, Ld. Osaka 3 SB, *9 cf*, GS 190, HS 8100 FD	32 ″ 7 s 6 ″ 10 26 ″ 1	
33 139623 JRLW	**Hani II.** Steel Sc K. (*ex*Britannia) *Mchy. Aft* 1 *Dk*	525 436 245					1907	J Fullerton & Co. Paisley	Hani Shipping Co. Ltd. (A. D. Greatrex, *Mgr.*)	175·0 F17′ FK	34·1	9·2	Cardiff British *W B*	C.2 Cy. 15″ & 32″–22″ 59 NHP C. Houston & Co. Ld. Gls.	9 ″ 10	
34 134400	**Helen M. Coolen** Wood Twin Sc Sr. *Oil Eng.* 1 *Dk*	117 107 77					1914	J. McLean & Sons Mahone Bay, N.S.	~~A. Jarvis~~ W. Duff	97·6	25·0	10·0	Halifax NS British	Oil Engines C.4 Cy. 8½″–10″ Sheffield Car Co. Three Rivers, Michigan, U.S.A. ~~348 HP~~ 481½ HP		
35	**Hollandia** Steel Sc Sr. *O. Dahlgren* –17. *Elec. light* 1 *Dk*(*Stl*)	1400 ~~1406~~ 143 1 114 1 ~~800~~ 812	✠100A1 2,18 (*Class Contem plated*) ✠LMC 2,18	Mmo	*p*		~~1917~~ 1918 2mo *Lloyd's*	Kockums M.V. Aktieb. Malmö *S & CP*	Förnyade Ångf. Aktieb. "Götha" *Cell D B* 195′ 364 *t F P T* 14 *t A P T* 5 *t*	~~223·2~~ P18′ B63′ F26′ 233 · 0	~~37·7~~ 16·2 FK	~~16·3~~ 4 *B H Cem*	Gothenbrg Swedish 185 lb (*s*) 160 NHP 2 SB, *4 cf*, GS 56, HS 2114 FD Kockums M.V. Akt. Malmö	T.3 Cy. 18½″, 28¾″ & ~~48½″~~ 31½″	18 ″ 7
36	**Hollandia I.** Steel Sc 3 Mst Sr. *H. Leeuw* –17. *Elec. light* *Mchy. Aft* *Well deck* 1 *Dk*(*Stl*)	733 512 314	✠100A– 10,17 ✠LMC 10,17	Rot	*f*		1917 10mo	NV Scheep. De Merwede Hardinxveld	N.V. Scheep. Maats Hollandia	180·2 Q105′ B13′ F23′ FK *Cell D B f* 103′ 146 *t F P T* 63 *t A P T* 7 *t*	28·1	12·4	Rottrdam Dutch 3 *B H Cem*	T3 Cy 13½″, 22½″ & 36″–27″ (*s*) 180 lb 100 NHP 2 SB, *4 cf*, GS 62, HS 1905 Penn & Bauduin, Dordrecht	14 ″ 6 s ″ 8½ 14 ″ 0	
37	**Hallgrim** Steel Sc Sr. *Elec. light*	5730 5137 4230	100A1 (*Class Contem plated*)					Willamette I. & S. Works Portland, O.		410·4 P43′ B115′ F47′	54·0	30·1		1 Steam Turbine General Electric Co. Schenectady, N.Y.		
38 135834 JDPQ	**Hartland Point** Steel Sc Sr. *J. Hogg* 14–14. (*ex*Ardgorm) *Elec. light* 2 *Dks*(*Stl*)	5131 4762 3287	✠100A1 11,17 ✠LMC 12,15	Bry	*z*	11,17	1913 12mo *Lloyd's*	R. Duncan & Co. Ld. Port Glasgow *S & CP*	Johnston Line Ld. (Furness, Withy & Co. Ld., *Mgrs.*)	405·0 P42′ B122′ F35′ FK *'Tween dk BH in after hold dispensed with*	53·0 *5 B H to Upr dk* 1 ,, 2nd ,, only	27·2 *Cem*	Greenock British *Cell D B a* 131′ *u E* 25′ *f* 175′	T.3 Cy. 27″, 44″ & 73″–48″ (*s*) 180 lb *100 lb* 475 NHP 2 SB. *8 cf*, GS 156, HS 6697 FD J. G. Kincaid & Co. Ld. Grk. 1103 *t D T a* 36′ 988 *t A P T* 36 *t*	29 ″ 9 s 5 ″ 11 24 ″ 2	

*This vessel which was classed in the Germanischer Lloyd, has now been surveyed by the Surveyors to Lloyd's Register.

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1 Numéro Officiel.	2 Nom du Navire. Capitaine. Visites Périodiques.	3 Materiaux Gréement. etc. Ex-nom, s'il y a lieu. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné suivant le mode d'équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pa.	15 Marques de cond. si il est dans le Load Draft Rules
39 ~~Harry Farnum~~ ~~Henry Farnum~~ 210390 LCPM	~~Harry Farnum~~ ~~Henry Farnum~~ *McCullum* 17–17 (*ex* George E. Warren) *Elec. light* *Mchy. Aft*	Steel Sc Sr ss Nyk. No. 1–16 1 *Dk (Stl)* *Cantilever framed* *Topside tanks*	3098 2156 1616	✠ 100 A1 12,17 ~~4.17~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 12,16	NOs ✠ LMC 12,16	*s*	4.17 12,17 *F.P. above*	1912 10mo	Toledo S.B. Co. Toledo, Ohio A&CP	Sinclair Nav. Co. *Cell D Bu E & B 44′ f 167′ 580 t FP T 133 t APT*	246·7 P76′ B19′ F24′	43·8	25·3 FK 4 *BH Cem*	Boston Utd. States	T. 3 Cy. 21″, 34½″ & 57″–42″ (*s*) 175 lb 275 NHP 2 SB, 4 *cf*, GS 86, HS 3054 FD Toledo S.B. Co. Toledo, O 24 *t Topside tanks* 142′ 425 *t*	27 ″ 6	
40 Hollinside 182803 HTLF	*G.H. Brown* –15 (*ex* Robert Coverdale)	Steel Sc Sr ss Hpl. No. 1–16 1 *Dk (Stl)*	3722 3478 2337	✠ 100 A1 12.17 ~~6.17~~ MS 6.16 ~~BS 4.13~~ ~~M S 6.16~~	Nwc Lon ✠ LMC ~~D P S H 16~~	*w*	8,17	1911 9mo *Lloyd's*	W. Gray & Co. Ld. W Hartlepool *s & CP*	Charlton Steam Shipping Co. Ld. (Charlton, McAllum & Co. *Mgrs.*) *Cell D Ba* 113′ *u* E 25′ *f* 154′ 927 *t* *APT* 175 *t*	350·2 P23′ B101′ F34′	50·1	23·6 FK 6 *BH Cem*	Newcastle British	T. 3 Cy. 25″, 40½″ & 67″–45″ (*s*) 180 lb *100 lb* 336 NHP 2 SB. 6 *cf*, GS 132, HS 5303 Cen. Mar. Eng. Wrks. W Hpl	25 ″ 11 s 4 ″ 9½ 21 ″ 6	
41 Hallbjørg	*Elec. light*	Steel Sc Sr	5590 5058 4270	✠ 100 A1 (*Class Contem plated*)						Peder Kleppe & Co.	410·4 P44′ B115′ F47′	54·0	27·6	Bergen Norwegian	1 Steam Turbine General Electric Co. Schenectady, N.Y.		
42 Hjeltenas	*Elec. light* *Mchy. Aft* (*See Sailing Ship Register*)	Wood Aux Twin Sc *Oil Eng.* 5 Mst Sr	2500	12 A1 (*Class Contem plated*)					Gray's Harbor S.B. Co. Aberdeen, Wash.	Erickson & Anderson	268·0 P30′ F40′	48·0	24·0	Norwegian	Oil Engines 4 Cy. 16½″–22″ Puget Sound Iron & Steel Works, Tacoma, Wash.		
43 Hopelyn 140706 JSHV	*J.S.H. Rogers* 16–18 *Elec. light* *Well deck* 1 *Dk (Stl)* *Cargo battens not fitted*	Steel Sc 2348 186 130	~~2340~~ ~~1890~~ 2348 ~~4 1815~~ 1	✠ 100 A1 2,18 ~~(Class Contem plated)~~ ✠ LMC 02,18	Sld	*s*		1918 2mo *Lloyd's*	Swan, Hunter & Wigham Richardson, Ld Sunderlnd *s & CP*	Hopemount Shpg. Co Ld (Stamp, Mann & Co. *Mgrs.*) *Cell D B* 236′ 587 *t* Side tanks in Engine space 206 *t* *FP T* 111 *t* *APT* 199 *t*	285·3 Q146′ B12′ F31′ Pon Q24′	41·5	19·1 FK 4 *BH Cem*	Newcastle British	T. 3 Cy. 22″, 35″ & 58″–39″ (*s*) 160 lb *100 lb* 249 NHP 2 SB, 6 *cf*, GS 130, HS 4124 Swan, Hunter & Wigham-Richardson, Ld. Nwc.	21 ″ 4 s 2 ″ 7 19 ″ 1	
44 H. C. Flood 1TRQ	*K. Gröneng* –17 *Elec. light*	Steel Sc 4 Mst Sr 1 *Dk 2 tr B*	1907 1678 1136					1917	Bergens Mek. Værks. Bergen	Dmpsk. Akties. H. C. Flood (K. Knutsen)	266·9 P26′ B67′ F23′	42·1	18·0 *WB*	Haugesnd Norwegian	T. 3 Cy. 19½″, 30″ & 52″–36″ 162 NHP Bergens Mek Værks Bergen		N
45 Heron Bridge	*Tonnage opening closed 1918*	Steel Sc Sr	2420 1500	100 A1 *Shelter dk* (*Class Contem plated*)				1918	H. & C. Grayson, Ld. Garston	Esplen & Sons				Liverpool British	T. 3 Cy. 21″, 34″ & 56″–36″ Richardsons, Westgarth & Co. Ld. Mdb.	28 ″ 10 s 8 ″ 11½ 20 ″ 2	
46 Hazel Branch 21283 HFJB	*A.R. Moodie* 17–17 *Elec. light*	Steel Sc Sr (*ex* Belgrano) 2 *Dks*	4734 4318 3047					1906	Napier & Miller, Ld. Glasgow	Nautilus Stm Shpg Co. Ld. (F. & W. Ritson, *Mgrs.*)	400·4 P48′ B97′ F50′	51·2	26·6 *WB*	Glasgow British	T. 3 Cy. 27″, 45″ & 75″–48″ 390 NHP D. Rowan & Co. Glasgow		C
47 Hwah Jah	*Butland* –17 (*ex* China) *Elec. light* Wireless	ss Shi. No. 1–17 Steel Sc Sr ss Tri. No. 3–5, 14 1 *Dk (Stl)* & *Spar dk (Stl-ptws)* 3 *tr B*	6026 5244 3871	✠ 100 A1 11,17 *Spar dk*	Tri Shi ✠ LMC 11,17	*z*	11,17	1900 4mo *Lloyd's*	Wigham Richarsn & Co Ld Newcastle *s & CP*	Requisitioned by the Chinese Government *Cell D Ba*	417·0 P40′ B120′ F48′ 133′ *u* E 38′ *f* 175′ 112 5 *t* *APT* 50 *t*	52·6	28·5 20·3 FK 6 *BH Cem*	Shanghai Chinese	Q. 4 Cy. 24″, 34″, 51″ & 74″–54″ 210 lb *100 lb* (*s*) 495 NHP 3 SB. 9 *cf*, GS 159, HS 6309 FD Wgham Rchrdsn & C. Ld Nwc	31 ″ 4	
48 Hwah Yih	*Parrymore* –17 (*ex* Silesia) *Elec. light* Wireless	ss Shi. No. 1–17 Steel Sc Sr ss Tri. No. 3–1, 14 1 *Dk (Stl)* & *Spar dk (pt Irn* & *Stl)* *pt Stl)* & *Web frames*	5174 4584 3318	✠ 100 A1 12,17 *Spar dk*	Tri Shi ✠ LMC 12,17	*y*	12,17	1899 2mo	Wigham Richrdsn & Co Newcastle A&CP	Requisitioned by the Chinese Government	400·0 P40′ B103′ F44′ *Cell D Ba* 128′ *u* E 32′ *f* 166′ 955 *t*	49·0	19·9 27·7 FK 6 *BH Cem*	Shanghai Chinese	Q. 4 Cy. 23″, 31½″, 48″ & 71″–45″ 210 lb *85 lb* (*r*) 421 NHP 3 SB. 9 *cf*, GS 141, HS 5427 FD Wgham Rchrdsn & Co. Nwc.	30 ″ 6	
49 Hwah Ping 1TRQ	~~ss Shi. No. 3–3, 18~~ ~~ss Tri. No. 1–06~~ (*ex* Bohemia) *Elec. light* Wireless	Steel Sc Sr 2 *Dks* (1 *Stl*–ws) & *Spar dk* (*Stl*–teak s)	4284 3463 2305	✠ 100 A1 *Spar dk* 3,18 ~~14~~ *Fitted for oil fuel*	Tri Shi ✠ LMC 3,18 *Donkey Boiler* 6,02	*x*	3,18 *in*	1896 12mo	Lloyd Austriaco Trieste	Requisitioned by the Chinese Government *Cell D Ba* 52′ *u* E & B 10 8′	375·4 P78′ B95′ F87′	44·0	19·5 FK 6 *BH Cem* *f* 125′ 518 *t*	Shanghai Chinese	T. 3 Cy. 35½″, 57″ & 92″–54″ (*s*) 170 lb *130 lb* 795 NHP 4 SB. 16 *rf*. GS 280, HS 11400 FD Lloyd Austriaco, Trieste	30 ″ 6	
50 Hwah Ting	*Thomas* –17 *Elec. light* Sub. Sig. Wireless	Steel Sc (*ex* Deike Rickmers), 2 *Dks*	4176 3864 2657	G. L. Shi. 12 17 (*See Footnote**)				1908	Rickmers Akt. Ges. Bremerhaven	Requisitioned by the Chinese Government	367·2 B91′ F44′	47·7	27·3	Shanghai Chinese	T. 3 Cy. 23¼″, 38 5/16″ & 62″–43½″ 253 NHP *WB* Ottenser Masch, Ottensen		
51 Hwah Wu	~~ss~~ Shi. No. 1–18 (*ex* Albenga, *ex* Mayflower) *Elec. light*	ss Rot. No. 3–10, 11 1 *Dk (Stl)* & *Spar dk (Stl)* & *Web frames*	4249 3955 2769	✠ 100 A1 *Spar dk* 3,18 ~~1,18~~ ✠ LMC 11,18	Ham ~~Yka~~	*x*	~~1,18~~ 3,18	1898 11mo	Craig, Taylor & Co. Stockton A&CP	Requisitioned by the Chinese Government *Cell D Ba* 118′ *u* E & B 38′	360·2 P31′ B86′ F38′ *f* 148′ 830 *t* *FP T* 188 *t* *APT* 59 *t*	48·2	20·3 28·3 FK 6 *BH Cem*	Shanghai Chinese	T. 3 Cy. 23½″, 38½″ & 68″–48″ 200 lb (*s*) 359 NHP 3 SB. 9 *rf*, GS 141, HS 5440 W. Allan & Co. Ld. Sld.	30 ″ 11 s 6 ″ 6½ 24 ″ 9	
52 Hwah Chie	*Elec. light*	Steel Sc (*ex* Käthe) 2 *Dks*	1962 1753 1209					1911	Howaldts-werke Kiel	Requisitioned by the Chinese Government	271·0 P23′ B76′ F39′	39·1	20·8	Chinese	T. 3 Cy. 20 1/16″, 32 5/16″ & 52 1/16″–35⅜″ 161 NHP *WB* Howaldtswerke, Kiel		
53 Hwah Kun		Steel Sc Sr (*ex* Keong Wai) 2 *Dks*	1777 *1638* *1115*	G. L. Shi. 3,18 (*See footnote**)				1895	Fairfield Co. Ld. Glasgow	Requisitioned by the Chinese Government	289·0 P10′ B22′ F42′	37·8	21·5	Shanghai Chinese	T. 3 Cy. 22″, 36″ & 57″–42″ 211 NHP Fairfield Co. Ld. Glasgow		
54 Hwah Hsin	*Elec. light*	Steel Sc Sr (*ex* Sexta) 1 *Dk* & *Spar dk*	1643 1442 992					1905	Schiffsw. v. Henry Koch Lübeck	Requisitioned by the Chinese Government	265·7 P30′ B75′ F38′	37·8	18·3 *WB*	Chinese	T. 3 Cy. 20½″, 33½″ & 53½″–33½″ 164 NHP J. F. Ahrens, Altona		
55 Hwah Jen		Steel Sc Sr (*ex* Triumpf) 1 *Dk 2 tr B*	1242 1126 769	G. L. Shi. 3,18 (*See footnote**)				1901	Howaldts-werke Kiel	Requisitioned by the Chinese Government	218·6 B54′ H16 *t* F31′	33·1	20·4	Shanghai Chinese	T. 3 Cy. 17″, 26⅜″ & 43 7/16″–24¾″ 93 NHP Howaldtswerke, Kiel		
56 ~~Hwah Kuei~~ Hwah Kwei		Steel Sc Sr (*ex* Helene) 1 *Dk* & *Spar dk*	1237 1120 771	G. L. Shi. 2,18 (*See footnote**)				1903	Howaldts-werke Kiel	Requisitioned by the Chinese Government	218·8 B62′ F31′	33·1	11·8 20·4	Shanghai Chinese *WB*	T. 3 Cy. 17″, 26⅜″ & 45 7/16″–24¾″ 102 NHP Howaldtswerke. Kiel		
57 Hwah Ta		Steel Twin Sc (*ex* Mei Dah)	1682 710 1151					1900	S. C. Farnham & Co. Ld. Shanghai	Requisitioned by the Chinese Government	247·7	30·0	11·9	Chinese	T. 6 Cy. 11″, 18″ & 30″–21″ 82 NHP S. C. Farnham & Co. Ld. Shi.		
58 Hwah Lee		Steel Twin Sc (*ex* Mei Lee)	1682 710 1151					1900	S. C. Farnham & Co. Ld. Shanghai	Requisitioned by the Chinese Government	247·7	30·0	11·9	Chinese	T. 6 Cy. 11″, 18″ & 30″–21″ 82 NHP S. C. Farnham & Co. Ld. Shi.		
59 Hamilton	*H. Ewing* 02–03 (*ex* Wollombi)	Wood Sc (*Tug*)	103 — —					1902	Govt. of N.S.W. Sydney N.S.W.	Government of New South Wales	92·5	21·0	8·1	British	C 2 Cy. 13″ & 26″–18″ Campbell & Calderw'd, Psy.		
60 Hopecrest	*Elec. light*	Steel Sc	2350 1866 1300	100 A1 (*Class Contem plated*)				1918	Swan, Hunter & Wigham Richardson, Ld Sunderlnd	Hopemount Shipping Co. Ld. (Stamp, Mann & Co. *Mgrs.*)	285·3 P24′ Q146′ B20′ F31′	41·5	19·1	Newcastle British	T. 3 Cy. 22″, 35″ & 58″–39″ Swan, Hunter & Wigham-Richardson, Ld. Nwc.		

1 No. in Book. Official No. Code letters.	2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Extra Additional Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 Built. By Whom. Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Trade Cert.
61 115900 LJNG	Hollywood WoodTwinSc *J.Ansell* –17 *Elec.light* 2*Dks*	1941 1351					1917	Pacific American Fisheries S.Bellingham Wash.	Hollywood S.S.Co. of Delaware	241·8 P50′ | 42·2 | 24·3			Bellinghm Utd.States	T.3Cy.13″,21″&35″–24″ 60NHP Seattle Machine Works, Seattle, Wash.		
62	Haga SteelScSr	1300	100A1 (*Class Contem plated*)				1918	Sölvesb'rgs Skeppsvarf Sölvesborg	O.Banck	240·0 P27′Q25′B59′ | 36·6 | 18·6			Hlsngborg Swedish	T.3Cy.17½″,29″&48″–30″ Sölvesborgs Skeppsvarf		
63 139578	Hermelin SteelScSr *F.N.Tyson* –18 *Elec.light* 2*Dks*(*Stl–Uteak s*)	2232 1786 1377	✠100A1 1,18 ✠LMC1,18	HKg *r*			1918 1mo	Hong K'ng & Whampoa Dock Co. Ld. Hong Kong *Lloyd'sA&CP*	*CellD B231′ 412t FPT34t APT71t*	270·6 P26′B76′F26′ FK 4	40·1	19·4	Hong Kong British	T.3Cy.20″,33″&54″–39″ (*s*) 21 ″ 6 180lb 215NHP 2SB,*Gcf*,Gs119,Hs3552 Hong Kong & Whampoa Dock Co. Ld. Hong Kong		
64 138212	Home Smith SteelSc (*ex* William S. Mack) *Mchy.Aft. Elec.light* 1*Dk*2*trB*	3495 3317 2526					1901	American S.B.Co. Lorain,O.	Algoma, Central & Hudson Bay Ry. Co.	346·0	48·0	28·0	Mdlnd, Ont British	T.3Cy.20″,33½″&55″–40″ 191NHP *WB* American S.B.Co. Clevelnd		L
65 139631 JTHQ	Hani III. SteelScSr *T.F.Milman* –18 *ss*Cff.No.2–18 (*ex*B.A.H.W.No.16) 1*Dk*(*Stl*) *Mchy.Aft*	448 342 ~~122~~ 221	✠A1 4,18 ✠LMC4,18 *Coasting England, Wales & French Channel Ports*	Cff		4,18	1913 6mo	C.H.Walker & Co. Ld. Sudbrook *Lloyd'sA&CP*	Hani Shipping Co. Ld. (~~A.S.Greatrex, *Mgr.*~~) (A.D.Great-rex, *Mgr.*)	158·0 Q56′B*on Qdk*13′ F20′ FK 3	29·7	8·3	Cardiff British	C.2Cy.15″&30″–20″ (*s*) 9 ″ 4 125lb ~~52RHP~~ 1SB,*2pf*,Gs36,Hs1054 Plenty & Son, Ld. Newbury	s 1 ″ 3 8 ″ 3	
66	H. M. Flagler SteelScSr *Longitudinal framing* *Elec.light Mchy.Aft*	9000	100A1 *Shelt r dk* (*Class Contem plated*) *Carrying Petr oleum in bulk*				1918	NwprtNws S.B.&D.D.Co. NewprtNews	Standard Oil Co. (New Jersey)	463·2	60·0	37·2	Bayonne, N.J. Utd.States London	Q.4Cy.24″,35″,51″&75″–51″ NewportNewsSB&DD.Co.		
67 106997 RDLT	Hounslow SteelScSr *J.Horn* –15 *ss*Cff.No.3–7,11 (*ex*Barton) *ss*Hpl.No.1–16 1*Dk*(*pt Irn pt Stl*)2*trB* *& Web frames*3*Dk rule*	3751 3258 2408	✠100A1 *Trunk dk with freeboard* 6,18 ~~6,17~~ BS3,17 ✠LMC6,16	Bom Npt	*w*	~~5,16~~ 6,18	1899 6mo	Ropner & Son Stockton A&CP	Britain S.S.Co. Ld. (Watts, Watts & Co Ld. *Mgrs.*)	330·1 P33′B68′F37′ FK 5	47·1	25·8	~~W. Hartlepl~~ British	T.3Cy.24″,40½″&65½″–42″ (*s*) 27 ″ 4 160lb *70lb* 281NHP 2SB,*Gcf*,Gs122,Hs4325 Blair & Co. Ld. Stockton	s 4 ″ 5½ 23 ″ 5	
68	Hernodia SteelSc *Elec.light Ref.Mchy* 1*Dk*						1918	Eluishens & VanDyk Dordrecht	N.V.Hernodia	237·0	37·0	18·0	Rottrdam Dutch	T.3Cy.17½″,29″&46″–36″ 127NHP Eluishens & VanDyk		
69	Hsin Tah SteelScSr *J.Glen* –18 *Elec.light* 2*Dks*	2230 1840 1340					1918	Shanghai E S.B.&D.Co Ld Shanghai	China Merchants' Stm.Nav.Co.	270·0 P30′B90′F38′			Shanghai Chinese	T.3Cy.19½″,31½″&52″–36″ 162NHP *WB* Shanghai E.S.B.&DD Co Ld		

1	2	3	4	5	6	7	7*	8	9	10	11			12	13	14	15
Numéro d'Ordre.	Nom du Navire. Matériaux, Gréement, etc.		Tonnage Officiel.	Détails de la Classification.			Date de la dernière visite de hivers pour la Cote.	Construit.		Armateurs.	Dimensions d'après la Douane. Superstructures, &c.			Port d'Armement.	Machines.	Creux sur Quille	Observations générales.
Numéro Officiel.	*Capitaine* *En-nom, s'il y a lieu.*		Total. — Sous le Pont. — Net.	Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Force assignée maintenant aux pièces d'Equipement.		Quand. — Navire. — Mach.	Par qui. — Où.		Longueur.	Largeur.	Creux.	Pavillon.	No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP= Force en chevaux d'après les formules de la Société. IHP= Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. gr.	Registres où coté. Si ce n'est dans le L. R. Date. Cert. R. ou Tracé.
Signaux	Visites Périodiques. Nombres des Ponts.																

*This vessel which was classed in the Germanischer Lloyd, has now been Surveyed by the Surveyors to Lloyd's Register

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned now expired. Equipment Letter.	7* Date when last shaft last scol.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. (symbols of trade-mark).
1 139793	Inchgarth Steel Sc K 1 Dk	226 213 87	✠100A1 Stm Trawler 3,17 ✠LMC3,17	Abn			1917 3mo	A. Hall & Co. Ltd. Aberdeen Lloyd's SA & CP	~~R.W. Lewis~~ ~~E. Taylor~~ Garth Stm Trwlng Co Ltd (J.A. Taylor Mgr)	121·0 | 22·2 | 12·1 BK 7½″	Aberdeen British 3 BH Cem DT f 5′ 11 t	T.3Cy.12″,20″&34″–24″ (s) 180lb 71 RHP 1SB,3pf,GS44,HS1230 A.Hall & Co. Ltd. Aberdeen	13 ″ 0	
2 HJLN	Irouleguy Steel Sc Sr V. Leroux ss Rot. No. 3–5,12 (ex Arabie, ex Hermina, ss Lis. No. 1–15 Mchy. Aft ex Albatross) 1 Dk (Stl)	634 545 385	✠100A1 ~~5,15~~ 5,16 4,18 BS6,17	Sws ~~Cff~~	i	~~12,15~~ 4,18 ✠LMC2,~~15~~ 12,18	1899 7mo	R. Craggs & Sons Middlesbro' Lloyd's SA & CP	Plisson & Co.	180·0 | 30·0 | 12·9 B16′F26′ FK	Bayonne French 3 BH Cem DB f 33′78 t	T.3Cy.15½″,25″&41″–27″ (s) 160lb 85lb 94 NHP 1SB,3pf,GS47,HS1510 MacColl & Pollock,Sld.	14 ″ 0	
3	Ingeniero Luis A. Huergo Steel C.A. Bràna 16–17 Sc Sr Elec. light 2 Dks (Stl) & Web frames Mchy. Aft	3327 2986 1993	✠100A1 4,17 ✠LMC4,17 Carrying fuel or other oils having a flash point above 150° F Fitted for oil fuel 4,17 F.P. above 150° F.	Bos	u		1917 4mo	Fore River S.B. Corp. Quincy, Mass. A&CP	Argentine Govt.	329·1 | 46·2 | 25·7 P71′B27′F31′ FK Cell D	Bns. Ayres Argentine (8 „ to U dk 4 „ „ 2nd.,) Bu E & B 56′	T.3Cy.22″,37″&60″–42″ (s) 190lb 317 NHP 2 SB.6cf,HS1528 FD Fore River S.B. Cor. Quincy f 44′ 211 t FPT 84 t APT 82 t	27 ″ 0 s 5 ″ 2 22 ″ 2	
4 MQPR	Ingrid Lindoe Steel Sc Sr Now named "Alix," See No. 83 in Supplement 1 Dk	1115 ~~dement~~ 658					1917	Akers Mek. Værks. Christiania	P. Lindoe	226·2 | 36·3 | 16·6 P21′B59′F28′	Chrstiania Norwegian WB	T.3Cy.17″,29″&47″–33″ 127 NHP Akers Mek. Værks. Xia.		
5	Ivar Steel Sc Sr 1 Dk	2150 1925 1290					1917	Nylands Værksted Christiania	Akties. Dampskibs Carl (L.H. Carl)	289·0 | P25′B144′F32′	Copnhagn Danish WB	T.3Cy.21½″,34½″&60″–39″ 225 NHP Nylands Værksted, Xania		
6 NVJL	Ingeborg Steel Sc K.M. Nielsen –17 1 Dk (Stl)	1207 999 731	✠100A– 5,17 ✠LMC6,17	Cpn	o		1917 5mo	Kjöbnhvns Flydk. & Skbs Copenhagen	Dmpskelsk. Vesterhavet (I. Lauritzen, Mgr.) Cell DB 211′ 357 t FPT 19 t APT 18 t	239·9 | 35·7 | 14·5 P27′B54′F25′ FK	Esbjerg Danish 4 BH Cem	T.3Cy.14″,24″&40″–27″ (s) 185lb 98 NHP 2SB,4cf,GS48,HS1604 Kjbnhavns Flydk. & Skbsv.	17 ″ 3 s 2 ″ 0 15 ″ 6	
7	Ioannis Wood Sc 1 Dk	— 60 —	9A– For towing purposes 6,17 B&MS6,17.	Syr			1917 4mo	Forg. & Ch. de Syra Syra	Pandelis Bros.	68·0 | 14·0 | 8·0 H6 t	Salonica Greek	C.2Cy.11″&21½″–13″ (s) 75lb 22 NHP 1SB.2pf,GS27,HS533 Forges & Ch. de Syra	8 ″ 0	
8 1627 JDGS	Industrien Wood Aux Sc K J.A.H. Sundqvist 16–16 Oil Eng. 1 Dk (See Sailing Ship Register)	102 96 85					1891	Södra Garns Varf. Södra Garn	J.A. Sundqvist	77·9 | 22·9 | 9·2 H6 t	Verkebäck Swedish	Oil Engine		
9 5841 JVSG	Isbrytaren II. Steel Sc M. Flodman 16–16 (Icebreaker) 1 Dk	220 207 80					1916	Bergsunds M.V. Aktieb. Stockholm	Norrköping Harb'r Commissioners (C. Carlsen, Mgr.)	101·5 | 31·1 | 14·6 H13 t	Nrrköping Swedish	T.3Cy.14 3/16″,22 7/16″&39 9/16″–27 5/16″ 68 NHP Bergsunds M.V. Aktb. Skm		
10 MQKH	Isflaamann Wood Aux Sc Sr R. Otnæs –17 Stm. Eng. 1 Dk (See Sailing Ship Register)	149 133 64					1917	E. Lindstöl Risör	E. Aarset	101·8 | 22·3 | 10·6	Aalesund Norwegian	C.2Cy.9″&21″–15″ Rosenbergs Mek. Værks. Stavanger 14 NHP		N
11 109211	Ictor (ex Victor) Steel Sc Sp H. Foss –14 (Tug) 1 Dk	153 153 63			...		1898	Pool, Skinner & Williams Falmouth	W. Thomas	106·0 | 20·0 | 11·3 BK 6½″	Falmouth British	T.3Cy.14″,22″&36″–24″ 95 RHP Cox & Co. Falmouth	11 ″ 7	
12	Ingoul (ex Stella) Steel Sc Sr ss Rot. No. 1–11 1 Dk (pt Irn & pt Stl) & deep framing	2808 2650 1775	✠100A1 6,14 BS1,14 ✠LMC1,14	Cff	u	7,13	1907 12mo	R. Stephenson & Co. Ltd. Newcastle Lloyd's SA & CP	Cell D Ba	318·0 | 46·6 | 20·8 P36′B94′F30′ FK 102′ uE 20′ f 138′ 742 t	Russian 4 BH Cem APT 95 t	T.3Cy.23½″,39″&64″–42″ (s) 160lb 100lb 287 NHP 2SB,6cf,GS126,HS1620 Blair & Co. Ld. Stockton	23 ″ 3 s 3 ″ 8½ 19 ″ 11	
13	Iguassú (ex Santa Rosa) Steel Sc Sr Elec. light 2 Dks	3797 3383 2355					1912	Flensburgr Schiffsb. Ges. Flensburg	Requisitioned by the Brazilian Government	351·0 | 50·2 | 23·7 P24′B222′F42′	Brazilian WB	T.3Cy.22″,36⅜″&59½″–40½″ 220 NHP Flensburger Schiffsb. Ges.		
14	Ingá (ex Etruria) Steel Sc Sr 2 Dks & deep framing	4437 4192 2855			...		1900	Nthmblnd S.B. Co. Ld. Newcastle	Requisitioned by the Brazilian Government	378·4 | 48·0 | 27·8 P27′B93′F52′ FK	Brazilian WB	T.3Cy.26″,42″&70″–48″ 393 NHP Blair & Co. Ld. Stockton	30 ″ 10	
15	Itú (ex Cap Roca) Steel Sc Sr Elec. light Sub Sig. Wireless 2 Dks	5786 4595 3690	G.L. Rio. 2,18 (See footnote*)				1900	Reiherst'g Schiffsw. Hamburg	Requisitioned by the Brazilian Government	411·4 | 48·3 | 29·0 P&B263′F52′	R Janeiro Brazilian WB	Q.4Cy.21½″,35½″,51½″&75″–54″ 413 NHP Reiherst. Maschinenf. Ham		
16	Ichiro Maru Wood Sc Sr Oil Eng. Mchy. Aft 1 Dk	840 792					1917	Mitsubishi Zosen Kaisha Nagasaki	Mitsubishi Goshi Kaisha	180·0 | 32·0 | 22·0 H20′	Tokio Japanese	Oil Engine 2S.C.S.A. 4Cy.16½″–19″ Ikegai Iron Works, Tokio		
17	Isbrytaren III. Steel Sc (Icebreaker) Cruiser Stern 1 Dk	161 143 23					1917	Motala Vrk. Nya Akt. Motala	Gothenburg Harbour Commissioners	90·5 | 21·5 | 12·6 P14′ WB	Gothenbrg Swedish	O.2Cy.18 5/16″&33 1/16″–21½″ 51 NHP Motala V. Nya Akt. Motala		
18	Itamby Steel Twin Sc Sr 1 Dk	660 586 489					1896	Scott & Co. Greenock	Dodero Hnos.	181·5 | 35·0 | 10·6 B26′F25′	Bns. Ayres Argentine	T.6Cy.9″,15″&25″–21″ 67 NHP Scott & Co. Greenock		
19 4728 JQMC	Industria Steel Sc Sr C.A. Poulson –17 ss Els. 3rd No. 3–8,17 (ex Nils, ex Winnie) 1 Dk (Irn) Well deck & Web frames Cargo battens not fitted	1857 1382 1149	✠100A1 1,18 NB5,08 ✠LMC3,17	Got	r	N3,17	1889 6mo	Grangemth Dockyard Co. Grngemouth A&CP	Rederi Aktieb. Svenska Lloyd (H. Metcalfe, Mgr)	270·3 | 36·9 | 17·1 P25′Q78′B114′F33 BK 9½″ Cell DB 228′ 387 t & uE 96′	Gothenbrg Swedish 4 BH Cem	T.3Cy.19¾″,31″&51″–36″ (a) 160lb 80lb NDB01 167 NHP 2SB.4cf,GS68,HS2680 Hutson & Corbett, Glasgow f 112′ 340 t FPT 74 t APT 45 t	19 ″ 5 s 1 ″ 4½ 19 ″ 0	
20 871 HBJF	Iris (ex Hector, ex San Pedro) Wood Sc	108 — 69					1909	J. Villalobos & Co. Constitucion	M. Ibañez	84·0 | 20·2 | 10·1	Valparaiso Chilian	C.2Cy.11″&22″–16″ 16 NHP		
21	Izarra E. Bengoa 17–16 5th Survey, Hpl. 12,87 (ex Mercedes, ex Pedro Pi, ex Cartagena, ex Ana de Ramos, ex Filey) Well deck 1 Dk 2 tr B	1138 986 713	✠ 5,91	Nwc	Lv		1870	Schlesingr, Davis & Co. Newcastle	Cia. Anon. de Nav. Izarra (I. Asteinza)	230·4 | 32·2 | 17·6 P140′H11t F37′	S. Sebast'n Spanish 4 BH Cem WB	C.2Cy.29″&55″–30″ NB92 138 NHP Thompson, Boyd & Co. Nwc		V

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettres d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Ch.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NPmx Force en chevaux d'après les formules de la Société. RHPmx Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Centre de gravité Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
22 21782 NQWL	**Indus Maru** *G.Konishi* –18 *Elec.light* *Longitudinal framing* 1*Dk(Stl)*&*Shelter dk(Stl)*&*Web frames*	SteelSc	4366 3677 2705	✠100A1 *Shelter dk with freebrd* 4,18 (*CloseContem plated*)	Kob ✠LMC2,18	*w*		1918 2mo	Osaka Iron Works.Ld. Innoshima A&CP	Osaka Shosen Kabushiki Kaisha *CellDB298'1123tDTa32'693tFPT115tAPT29t*	345·0 P30'B99'F34' on *Shelter dk*	49·8 28'1 FK	28·2	Osaka Japanese 6*BHCem*	T.3Cy.24″,41″&67″–48″(s) 180lb 390NHP 2SB,6*cf*,GS126,HS5400 FD Osaka Irn Wks Ld Innishma	28 ″ 2 s4 10½ 23 ″ 8	
23 NVZJ	**Ionia** *G.Vafiadis* –16 (*ex*Constantinos XII.) *Elec.light*	SteelScSr 1*Dk(Stl)*	3892 3647 2351	✠100A1 3,16	Sws ✠LMC2,16	*x*	3,16	1914 1mo	J.Priestman&Co. Sunderland *Lloyd's*&*CP*	Hellenic Transport S.S.Co.(S. Issifoglu,*Mgr.*) *CellDBa127'uE*&*B42'f165'1529tFPT154tAPT217t*	380·0 P37'B238'F41' FK	51·5	22·1 6*BHCem*	Piræus Greek 180lb 380NHP 3SB,9*cf*,GS184,HS6024 Blair&Co.Ld.Stockton	25 ″ 6 s 3 ″ 6 22 ″ 4	
24 HBGD	**Iturri Ederra** *S.Urrutia* –18 *ss*Bcl.2ndNo.3–1,16 (*ex*Santiago Mumbrú,*ex*Enriqueta de Mallol,*ex*Nautik) *Well deck*	SteelScSr 1*Dk(Trn pt Stl)*&*Web frames*	1081 830 686t	✠100A1 8,17 BS5,17	Bcl ✠LMC1,16	*n*	10,17	1897 6mo	Carmichael Cia.Naveira Iturri Maclean&Co. (F.Lejarraga, Greenock *Mgr.*) *Lloyd's*&*CP*	225·8 Q81'B54'F27' *CellDBa*&*uE71'f90'253tFPT*	34·1 FK	14·0 4*BHCem* 31t*APT*16t	Bilbao Spanish 160lb *100lb* NDB05 114NHP 1SB,3*pf*,GS61,HS17.6 Hutson&Son,Glasgow	16 ″ 0	
25	**Ibis** 1*Dk*	SteelSc	2000					1918	N.V.Werf DeNoord Alblasserdm.	J.Larsen	238·0 P21'B66'F23'	36·0		Minde Norwegian *WB*	T.3Cy.17½″,29″&46″–36″ 127NHP NV Alblasser dam Msch Fab		
26 JNVZ	**Indret** *ss*Yka.No.3–8,05 (*ex*Nicolaos Michalos, *ex*Stefano Dandria, *ex*Thyra) *Web frames*&*pt Awng dk(Irn)*	SteelScSr 1*Dk(Irn)*2*trB*&	3406 2619 2244	✠100A1 *pt Awng dk with freeboard* 5,17 *Examined* 5,18	Msl ✠LMC BS 9,16 3,18 MS5,17	*u*	5,17	1892 8mo	W.Gray& Co.Ld. W Hartlepool A&CP		330·0 Q131' *pt Awng dk* 199' *CellDB* 266'726t	43·1 BK	21·6 11″	French 5*BHCem* *APT*37t	T.3Cy.24″,38″&64″–42″(s) 160lb *100lb* NDB14 256NHP 2SB,4*rf*&2*cf*,GS84,HS3700 Cen.Mar.Eng.Wrks.WHpl	24 ″ 4 s 9 ″ 0 23 ″ 7	
27 HBGD	**Inca** *H.Woudsma* –17 (*ex*Hunze IX.) *Elec.light* *Well deck*	SteelSc 1*Dk(Stl)*	434 286 263	✠100A1 10,17	Ams ✠LMC10,17	*f*		1917 9mo	N.V.Werf Hubertina Haarlem A&CP	Soc Dinamarquesa Comercial *CellD*	141·1 Q51'B44'F15' *BuE12'16tFPT10*	23·9 FK	10·8 4*BHCem* *APT*11t	Valparaiso Chilian 185lb (*s*) 59NHP 1SB,2*cf*,GS35,HS1069 NV Werf Hubertina Haarlm	11 ″ 6	
28 HWCG	**Instructor** *E.Bennett* –17 (*ex*Saint Dunstan) *Carrying oil fuel F.P. above* 150° F. *in DB*	SteelScSr 2*Dks(Stl)*	4422 4130 2307	100A1 6,16 *Examined* 1.18 BS9,16 MS8,16	NYk LMC	*x*	1,18	1912 6mo	Russell& Co. Port Glasgow *Lloyd's*&*CP*	Charente S.S.Co. Ld. (T.&J. Harrison,*Mgrs.*)	384·5 P37'B109'F46' *te'tween deck BH* old dispensed with *CellDBa128'uE22*	49·8 FK *Intermedia in after h*	26·4 *Cem* 5*BH to Udk* 1 „ 2*nd dk only* *f170'1006tD Ta55'839tFPT84tAPT34t*	Liverpool British	T.3Cy.25″,42″&68″–48″(s) 180lb *80lb* 401NHP 2SB,6*cf*,GS118,HS5550 FD Rankin&Blackmore,Grk	29 ″ 0 s 5 ″ 5½ 23 ″ 10	
29 PVLM	**Iran** *W.Wright* –16 (*ex*Paroo) *Elec.light*	SteelScSr 1*Dk*&*Spar dk*& *deep framing*	2665 2240 1719			•••		1897	Russell& Co. Pt.Glasgow	Persian Gulf Stm. Nav.Co.Ld.	315·6 B92' P36'*Shade dk a*24' F55'*Shade dk f*28'	40·1 FK 22·1	14·6	Bombay British *WB*	T.3Cy.25″,40″&64″–45″ 291NHP Hutson&Son,Glasgow	24 ″ 6	
30 JTNB	**Immeln** *A.J.Hasvling* –17 (*ex*Consul Corfitzon, *ex*Melobesia) *deep framing* 3 *Dk rule*	SteelScSr 1*Dk(Stl)*2*trB*&	2806 2580 1656	✠100A1 12,17 BS2.18	NOs ✠LMC4,14	*u*	12,17	1901 11mo	Craig, Taylor&Co. Stockton *Lloyd's*&*CP*	Rederiaktieb. Transatlantic (G.Carlsson,*Mgr*) *CellDBa102'uE*	320·2 P31'B84'F31' 20'*f* 134'592t *FPT*	46·4 FK	21·4 5*BHCem* 88t*APT*131t	Gothenburg Swedish 160lb *100lb* 278NHP 2SB,6*cf*,GS123,HS1345 Blair&Co.Ld.Stockton	23 ″ 9 s 4 ″ 0½ 20 ″ 1	

LLOYD'S REGISTER. STEAMERS.

1	2 3	4	5 6 7				8 9		10	11			12	13	14	15
No. in Book.	Steamer's Name. Material, Rig, &c.	Regist'd Tonnage.	Particulars of Classification.				Built.		Owners.	Regist'd Dimensions. Deck Erections, &c.			Port of Registry.	Engines.	Moulded depth.	Registers in which classed, if not in L.R.
Official No.	*Master.* *Late Name if any.*	Gross. — Under deck. — Net.	Character. — † for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned. Now expired.	Equipment Letter	When	By Whom — Where		Length.	Breadth.	Depth.	Flag.	No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	Freeboard amidship. Corresponding draught	
Code Letters.	Special Surveys. No. of Decks, &c.														*ft. in.*	

Date when tail shaft last seen.

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Capitaine. Visites Périodiques.	3 Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres en exc. d. Registres de la L.
1	Justicia	Steel Trp Sc Sr	32234	✠100A1	Bel			1917	Harland&	Oceanic Stm. Nav.	740·5	86·4	43·1	Liverpool	T.8Cy.(2)35½″.(2)56″&(4)	47 ″ 9	
137544	*A.E.S.Hambleton* –17		22650	11,17~~,17~~	Liv			4mo	Wolff,Ld.	Co.Ld.(White Star	B&F619′		FK 11	British	64″–60″&4 L.P.Turbine	s14 ″ 0½	
JPFL	*Elec.light* 4 *Dks(Stl)5thdk(Stl) in No.1 hold*		19801	✠LMC4,17				*Lloyd's*	Belfast	Line)	*Lower Promenade*		dk430′		215lb (*s*) FD	54 ″ 0	
								A&CP			*Upper* ″		dk344′		12DB,72*cf*,GS1416,HS61344		
											CellD B 651′ 3981*t*				Harland&Wolff,Ld.Bel.		
															*FPT*311*t APT* 109*t*		
2	James McGee	Steel Twin Sc 3 Mst Sr	10678	✠100A1	Bal	*f*†	4,18	1917	Bethlehem	Standard Oil Co.	499·1	68·2	35·9	Baynne,NJ	T.6Cy.20½″,35″&60″–42″ (*s*)	38 ″ 0	
214816	*G.Haines* –17		10434	*Shelter dk*	NYk			3mo	Steel Co.	(New Jersey)				Utd.States	200lb *200lb* 652NHP	s 11 ″ 5	
LGSP	*Elec.light* 2 *Dks(Stl)&Web frames& Mchy.Aft Shelter dk(Stl)*		8115	*with freeboard* 10,17~~,17~~	✠LMC8,17				Sparro'Pt Md				FK	19 *BHptCem*	8SB,12*cf*,GS220,HS3228 FD	27 ″ 3	
	Sub Sig. *Longitudinal framing*			*Carrying Petroleum in bulk*					A&CP				(15 ″ *to U dk*		BethlehemStl.Co.Sparr'Pt		
				Fitted for oil fuel 3,17			*F.P. above* 15° F.						4 ″ 2nd ″				
											CellD Ba 17′ *uE&*				*B* 68′ 275*t DT*		
															5745. *FPT* 244*t APT* 108*t*		
3	Jupiter	Steel Sc	70	✠100A–	Hul		3,17	1916	Crabtree&	Les fils de	72·0	18·0	8·7	Libourne	T.3Cy.10¾″,17″&28″–18″ (*s*)	9 ″ 1	
	G.Chauvin –17		69	*For towing purposes*				6mo	Co.Ld.	A.Deutsch de la			BK6″	(Gironde)	180lb 48NHP		
	(*ex* Tribesman)	1 *Dk(Stl)*	—	3,17	✠LMC6,16				Gt.Yarmouth	Meurthe				French	1SB.2*pf*,GS31,HS900		
															4 *BHCem*		
4	Jessie Norcross	Wood Aux Twin Sc	1481	✠12 A1	Ver	*p*	N2,18	1917	Wallace	Canada West Coast	~~240·0~~	~~43·3~~	~~19·2~~	Vancouver	Oil Engines 2S.C.SA.	21 ″ 0	
138368	*Macintyre* –17	5 Mst Sr	1330	2 18~~,17~~				4mo	Shipyards,Ld	S.S.Co.Nav.Co.Ld	P36′ F45	43·6	19·3	British	~~2Cy.16″–30″~~ DB *130lb*		
TMQD	*Elec.light* 1 *Dk 2trB Oil Eng.*		1268	*(Class Contem plated)*					Vancouver	(H.W.Brown, *Mgr.*)	240·5				4Cy.16½″–20″		
	Mchy.Aft (*See Sailing Ship Register*)				LMC7,17				A&CP						J&CG Bolinders Co Ld. Skm		
	Sailed ~~Specially treated~~ Hard Wood Treenails																
5	Jönköping II.	Steel Sc Sr	1274	✠100A1	Got	*p*	7,15	1888	Gourlay	Rederiakt.	245·5	34·2	16·1	Stockholm	T.3Cy 18″,31″&50″–36″ (*s*)	18 ″ 3	
4562	*C.O.Holmberg* –17		997	7,15				11mo	Bros.&Co.	Nordstjernan	Q86′ B65′ F60′			Swedish	160lb *90lb* NDB04 140NHP	s 1 ″ 4	
JPTK	(*ex* Stella, *ex* Ardle) *ss* Hbg.2nd No.3–4.10		762						Dundee	(A.A.Johnson,			BK7″		2SB.6*rf*,GS75,HS1938	17 ″ 8	
	Well deck Elec.light ss Els.No.1–15			BS5,16	✠LMC5,15			*Lloyd's*	A&CP	*Mgr.*)	*CellD Ba* 182′				219*t FPT* 22*t*		
	1 *Dk(Irn)2trB Inner bottom Irn*														Gourlay Bros.&Co.Dun.		
	Cargo battens not fitted																
6	Jeannette Skinner	Steel Sc Sr	5589	100A1				1917	Skinner&	Knut Knutsen	409·6	54·0	27·0	Haugesnd	1 Geared Steam Turbine	29 ″ 9	
			5057						Eddy Corp.		P43′ B115′ F47′			Norwegian		s 6 ″ 0½	
	Elec.light		4271	(*Class Contem plated*)					Seattle,Wash						General Electric Co.	24 ″ 1	
															Schenectady,N.Y.		
7	Jönköping I.	Iron Sc Sr	1519	✠100A1	Cpn	*q*	6,17	1881	Bartram	Rederi Aktieb.	257·2	35·0	18·7	Stockholm	C.2Cy.29½″&60″–39″ (*i*)	19 ″ 10	
3154	*R.Nyb rg* 15–17 *ss* Hbg.2nd No.3–4.07		1227	6,17				5mo	Haswell&Co	Nordstjernan	P29′ Q58′ B62′ F34′			Swedish	90lb *80lb* NDB01 193NHP	s 1 ″ 11	
JHPN	(*ex* Elizabeth, *ss* Hbg.No.2–16		905						Sunderland	(A.A.Johnson,			BK9″		2SB.6*pf*,GS96,HS3300	18 ″ 10	
	ex Elizabeth Allen) 1 *Dk(Irn)2trB*			BS6,17	✠LMC5,15			*Lloyd's*	A&CP	*Mgr.*) *DB*	a64′ *f*40′ 169*t FPT*				46*t APT* 22*t*	J.Dickinson,Sunderland	
	Well deck Cargo battens not fitted																
8	J. B. Paddon	Steel Sc Sr	570	✠100A1	Sld	*i*	~~4,17~~	1914	Ardrossan	Stephenson Clarke	175·6	27·0	10·4	London	T 3Cy.13½″,22″&36″–24″ (*r*)	12 ″ 6	
137147	*A.R.Pir* 07–14		401	10,17~~,17~~ 3,18	~~Sld~~		3,18	7mo	DD&SB Co Ld	&Co.	Q101′ B11′ F22′			British	180lb *100lb* 82RHP	s 3 ″ 10½	
JGBM	(*ex* Starbeam) 1 *Dk(Stl)*		250						Ardrossan				BK7½″		1–B,3*cf*,GS52,HS1520	12 ″ 10	
	Well deck Mchy.Aft				✠LMC7,14			*Lloyd's*	A&CP	*C*	*ellD Bf* 99′ 130*t FPT*				32*t APT* 3*t*	Lidgerwood,Ld.Glasgow	
9	Josiah Macy	Steel Sc Sr	6899	✠100A1	Sea	*a*†		1917	Skinner&	Standard Oil Co.	419·4	57·2	29·8	Baynne NJ	1 Geared Steam Turbine	31 ″ 6	
215181	*L.W.Carpenter* –17		6150	10,17~~,17~~	NYk			6mo	Eddy Corp.	(New Jersey)	P98′ B41′ F37′			Utd.States	210lb *180lb* (*r*)	6 ″ 11	
LAGR	*Elec.light* 2 *Dks(Stl)&Web frames*		5297		✠LMC6,17				Seattle,Wash				FK	18 *BHptCem*	3SB,9*cf*,GS195,HS8055	25 ″ 0	
	Mchy.Aft Sub Sig. *Longitudinal framing*								A&CP		*CellD Ba* 12′				General Electric Co.		
				Carrying Petroleum in bulk							*uE&* B63′ 188*t D*				Schenectady,N.Y.		
				Fitted for oil fuel 6,17			*F.P. above* 150° F.				*Tf* 36′ 457*t FPT* 199*t*				*APT* 65*t*		
10	Jan van Steen	Steel Sc	1277					1916	T.v.Dui-	N.V.Stoomschip	236·0			Rottrdam	T.3Cy.17″,28″&46″–36″		
			1114						vendijk	"Jan van Steen"				Dutch	v.d.Kuy& 127NHP		
		1 *Dk*	731						Lekkerkerk				*WB*		v.d.Rees'Mchf.Rot.		
11	Janet Carruthers	Wood Aux	1466	~~1~~12 A1	Ver	*p*		1917	Wallace	Canada West Coast	240·0	44·1	19·3	Vancouvr	Oil Engines 2S.C.SA	20 ″ 10	
138369	*J.Bevis* –17	*Oil Eng.* Twin Sc	1313	8.17				6mo	Shipyards,Ld	~~Steamship Co.~~ Nav.	P36′ F45′			British	4Cy. ~~8″–16″~~ 16½″–20″ DB *130lb*		
TMQF	*Elec.light Mchy.Aft* 1 *Dk 2trB* 5 Mst Sr		1253	*(Class Contem plated)*					Vancouver,	Co.Ld(H.W.Brown,					J&CG Bolinders Co Ld Skm		
	(*See Sailing Ship Register*)				LMC8,17				A&CP B.C.	*Mgr.*)							
	Sailed ~~and specially treated~~ Hard Wood Treenails																
12	J. E. O'Neil	Steel Sc Sr	~~7197~~	✠100A1	SFo	*b*†		~~1917~~ 1918	Bethlehem	Atlantic Refining	435·0	56·0	~~33·5~~	Phildlphia	1 Geared Steam Turbine (*s*)	33 ″ 6	
		7150	6443	1,18				1mo	S.B.Corp.	Co.	~~P184~~ B50′ ~~F48~~ 32·0			Utd.States	250lb		
215003	*G.Holmes* 17–18		~~6454~~	*(Class Contem plated)*	LMC1,18				Alameda,Cal.		P122′ F42′		FK 15	*BHptAsp*	2 Water Tube Boilers HS9750 FD		
LJNK	*Elec.light* 2 *Dks(Stl)&Web frames*		6444						A&CP	*CellD Bu E&* B57′ 179*t DT*/56	106*8t FPT* 97*t APT* 4*t*			(11 *toU dk*	General Electric Co.		
	Mchy.Aft Longitudinal framing		5334	*Carrying Petroleum in bulk*										4 ″ 2nd ″)	Schenectady,N.Y.		
				Fitted for oil fuel 1,18			*F.P. above* 150° F.										
13	Jaguar	Steel Sc Sr	116					1903	Nylands		91·9	17·9	10·8		T.3Cy.10½″,17″&28½″–20″		
		(*Whaler*)	106						Værksted					French	50RIP		
JPTQ	(*ex* Norrona, *ex* Norrönna)	1 *Dk*	41						Christiania						Nylands Værksted,Xania		
14	Juni	Steel Sc Sr	1002					1905	Bergens	Akties.Juni	224·0	31·3	14·6	Tönsberg	T.3Cy.19″,30″&50″–33″		N
	V.Hansen 17–	(*ex* Bluefields)	729						Mek.Værks.	(C.Schoubye)	Q78′ B31′ F35′			Norwegian	144NHP		
MCGL	*Elec.light*	1 *Dk*	630						Bergen				*WB*		Bergens Mek Værks Bergen		
15	Jean Steedman	Wood Aux Twin Sc 5 Mst Sr	1372	12A1				1917	Cameron	Canada West Coast	240·5	44·0	19·0	Vancouver	Oil Engines		
			1201						Genoa Mills	Nav.Co.Ld. (H.W.	P36′ F45′			British	4Cy.16″–10″		
	Elec.light	*Oil Eng.*	800	(*Class Contem plated*)					Shipb'ldrs Ld	Brown, *Mgr.*)							
	Mchy.Aft								Victoria,B.C.						J&CG Bolinders Co Ld Skm		
	(*See Sailing Ship Register*)																
16	John Knox	Steel Sc	3690	100A1				1917	J.Priest-	R.W.J.Sutherland	365·0	51·5	22·1	Cardiff	T.3Cy.25″,41″&67″–45″	24 ″ 6	
	Should be "Franktor," See No. 33		~~1218~~ Supplement						man&Co.					British		s 2 ″ 6½	
	Elec.light		2275	(*Class Contem plated*)					Sunderland							22 ″ 4	
															Richardsons,Westgarth& Co.Ld.Sld.		
17	John M. Connelly	Steel Sc	5000	100A1					Pennsyl-	Henry L.Dougherty	365·0	50·7	31·2	New York	1 Geared Steam Turbine		
									vania S.B.Co.	&Co.	P94′ B34′ F31′			Utd.States			
	Elec.light	*Longitudinal framing*		(*Class Contem plated*)					Gloucester,						General Electric Co.		
	Mchy.Aft			*Carrying Petroleum in bulk*					N.J.						Schenectady,N.Y.		
18	Jeanie	Wood Aux Sc Sk	30					1876	W.Fife	J.D.Clucas	49·1	14·6	7·8	Ramsey,	Oil Engines		
73863	*A.Carkish*	*Oil Eng.*	30						&Sons	(J.Todd, *Mgr.*)				I.of Man	2Cy.5¾″–7″ NE *fitted* 17		
BMGB		1 *Dk*	22						Fairlie					British	Gleniffer Motors,Ld.Gls.		
	(*See Sailing Ship Register*)																
19	Jaboatão	Steel Sc Sr	4526					1907	Bremer	Requisitioned by	386·7	51·7	25·9		Q.4Cy.22⅝″,32⅞″,49 1/16″&70″		
		(*ex* Arnold Amsinck)	—						Vulkan	the Brazilian	P261′ F29′			Brazilian	–49 3/16″ 345NHP		
	Elec.light	2 *Dks*	2896						Vegesack	Government			*WB*		Bremer Vulkan,Vegesack		

*This vessel which was classed in the Germanischer Lloyd, has now been surveyed by the Surveyors to Lloyd's Register

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys. No. of Decks, &c.	3 Late Name if any.	4 Regist'd Tonnage Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned or last Special Survey Letter.	7* Date when last classed.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed. If not in L.R. Date of withdrawal from Class.
20	Joazeiro		Steel Sc Sr	4238				1907	J.C.Tecklenborg A.G. Geestemünde	Requisitioned by the Brazilian Government	350·2	47·2	23·4	R.Janeiro Brazilian	T.3Cy.20½″,35″&57″-41¾″ 208NHP		
		(ex Santa Lucia)		3121							P38′B207′F47′				WB J.C.Tecklenborg A.G.Gst.		
	Elec.light	2 *Dks*		2701													
21	J. C. Donnell		Steel Sc Sr	~~10300~~	✠100A1	NNs	*ft*	1918	Nwprt Nws S.B.&D.D.Co. Newprt News	Atlantic Refining Co.	500·0	~~68·0~~	~~38·3~~	Phildlphia Utd. States	Q.4Cy.26″,38″,55″&81″-51″ 220lb *180lb* (*s*) 644NHP	38 ″ 3 s11 ″ 5	
215852	*Adolfsson* 18–18	2 *Dks* (*Stl*) & *Shelter dk*		10242	*Shelter dk wit h freeboard*						68·2	35·5			3SB,*12cf*,GS215,HS8700 FD	27 ″ 3	
LJKT	*Elec.light*	*Mchy. Aft* (*Stl*) & *Web frames* *Longitudinal framing*		7859	1,18 ✠LMC1,18 *Carrying Petroleum in bulk* *Fitted for oil fuel* 1,18 *F.P. above*						*Cell D Bu E & B* 59 184*t* *f* 17′71*t* *DT f* 54′673*t*			4 ″ ″ *2nd dk*) 150°F A&CP	*FPT* 243*t* *APT* 127*t* NewportNewsSB&DD.Co.		
22	Jason		Steel Sc Sr	2552	(G.L.NOs.12,17			1889	Armstrong Mitchell &Co.Ld. Newcastle	Jason Nav.Corp. (E.F.Geer, *Mgr.*)	324·4	40·0	22·4	New York Utd. States	T.3Cy.25″,41″&67″-42″ 291NHP		
	T.Farrington –17	(ex Virginia, ex Itaparica, ex Chubut, ex Itaparica)		2137	(*See footnote**)						P86′B80′F53′				WB WllsndSlpwy.Co.Ld.Nwc.		
	Elec.light	Wireless		1594													
23	Julienne		Steel Sc	956			... 5,17	1914	Smith's Dock Co.Ld. Middlesbro'	Canadian Maritime Co.Ld.	202·0	39·1	15·4	~~Quebec~~ Montreal British	C.2Cy.13½″&30″-24″ 130lb 36RHP	(*s*) 16 ″ 0	
138131	*J.T.Randall* –14			897	*For River & Harbour purposes*									FK	1SB,*2pf*,GS29,HS845		
	(ex Q.H.C.Grain Boat No.1)	(*Fitted with Grain Elevator*)		790										3 *BHCem*	MacColl&Pollock,Ld.Sld.		
	Mchy. Aft	1 *Dk* (*Stl*) & *Web frames*						*Lloyd's SA&CP*							*FPT* 42*t* *APT* 6*t*		
24	Jade		Steel Sc Sr	1075				1916	Tochigi Shoji Kabushiki Kaisha Yawata	Soc. Minière & Métallurgique de Pannaroya (Cie. Française de Marine & de Comm. Soc. An. *Mgrs.*)	198·0	31·2	19·0	Marseilles French	T.3Cy.13½″,21½″&42½″-30″ 95NHP		V
	Cazeils –17	(ex Chiyo Maru)		920							P8′B49′F23′				WB K.Okamoto, Osaka		
		1 *Dk*		689													
25	Jan		Steel Sc Sr	1408				1917	Shanghai Dock & Eng. Co.Ld. Shanghai	Akties.Dmpsk. Jan (Torpe & Wiese)	242·5	37·2	14·7	Bergen Norwegian	T.3Cy.17½″,28½″&48″-33″ 132NHP		N
	L.Jahn –17			1117							P21′B60′F23′				WB Shanghai Dock & Eng. Co Ld		
WLTS	*Elec.light*	1 *Dk*		867													
26	Jantje		Steel Aux Sc Ctr	190				1909	Gebr. Niestern Delfzijl	J.Koopman	97·3	19·6	6·6	Groningen Dutch	Paraffin Motor 1Cy.13⅜″–13¾″ NE *fitted* 17 D.Goedkoop, Jr. Ams.		V
	J.Koopman	*Paraffin Motor*		110													
	(ex Sailing Vessel)	1 *Dk*		109													
	(*See Sailing Ship Register*)																
27	Java		Steel Sc Yl	139				1917	Gebr. Boot Leiderdorp	N.V. Visschery My. Java	100·1	20·3	10·0	Ymuiden Dutch	T.3Cy.10″,16″&26″-20″ 30NHP		
	J.Zwart –17	(*Fishing*)		49											NV.Mach.Overryn, Leiden		
		1 *Dk*															
28	Junco		Steel Sc K	191	✠100A1	Goo		1917	Goole S.B. & Repg Co.Ld Goole	Kelsall Bros.& Beeching,Ld. (G. Beeching & J.E.A. Kelsall, *Mgrs.*)	110·2	21·6	12·0	Hull British	T.3Cy.12″,21″&33″-21″ 160lb 55RHP	(*s*) 12 ″ 11	
139324				188	*Stm Trawler* 12,17			12mo						BK 7½″	1SB,*2pf*,GS24,HS900		
		1 *Dk*		72	✠LMC12,17			*Lloyd's SA&CP*						3 *BHCem* *DTf* 21′30*t*	Earle's Co.Ld.Hull		
29	Jules Hauzeur		Steel Sc Sr	1181				1900	Rijkee & Co Rotterdam	F.Lecœuvre	231·6	34·0	15·3	Marseilles French	T.3Cy.17½″,28″&45″-36″ 122NHP		V
	Duret –17	(ex Porvenir, ex Candelaria,		1014							B60′F30′				WB Maats.Fyenoord,Rot.		
JTSM	*Elec light*	ex Jan van Rijswick) 2 *Dks*		699													
30	Jiro Maru		Wood Sc Sr	850				1918	Mitsubishi Zosen Kaisha Ld. Nagasaki	Mitsu Bishi Goshi Kaisha	180·0	32·0	22·0	Tokio Japanese	Oil Engine 4Cy.17⅞″–20″ Niigata Iron Works Niigata		
		Oil Eng.		785													
	Mchy. Aft	1 *Dk*		667													
31	Jean Laurent		Steel Sc Sr	5694	✠100A1	Sws	*y* 8,18	1916	W.Dobson &Co. Newcastle	Cie. des Chargeurs de l'Extrême Orient	400·6	52·0	33·0	Marseilles French	T.3Cy.26″,43″&72″-48″ 180lb 455NHP	(*s*) 35 ″ 7 s10·2½	
				5466	*Shelter dk*	Msl		8mo						FK 6 *BHCem*	3SB,*9cf*,GS142,HS6333 FD	25 ″ 9	
	(ex Southern)	1 *Dk* (*Stl*) & *Shelter dk* (*Stl*)		4229	*with freeboard*			*Lloyd's SA&CP*		*Cell DB*	351′1087*t*	*FPT* 102*t*	*APT* 136*t*		N.E.Marine Eng Co Ld. Nwc		
	Elec.light	*Cargo battens not fitted in Shelter dk 'tween dks*			3,186,17 ✠LMC7,16												
32	Johan de Witt		Steel Twin Sc	9700	100A1			1918	Nederl. Schps. Maats. Amsterdam	Stoomv.Maats. Nederland	482·0	59·0	38·0	Amstrdam Dutch	T.3Cy.26″,42½″&72½″-49½″		
	Elec.light	*Cruiser Stern*			*Shelter dk*						P&B358 F77′						
					(*Class Contem plated*)										Werkspoor, Amsterdam		
33	Juana		Wood Aux Sc Sr		10 A1			1918	Astilleros Pasages Orio						Oil Engine		
		Oil Eng.			(*Class Contem plated*)												
	(*See Sailing Ship Register*)																

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. *Capitaine* Visites Périodiques.	3 Matériaux. Gréement, etc. *Ex-nom, s'il y a lieu.* Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Ferme assigné maintenant arpès. Lettre d'Equipement.	7* Date de la dernière Visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pa.*	15 Dernières dates auxquelles le navire a été docké et nettoyé.

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Master. Special Surveys.	3 Material, Rig, &c. Late Name if any. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey. Date when last classed, now expired.	7 Additional Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. (Incl. L.R.=Lloyd's Register.)
1 139599	Kunishi *Elec.light*	SteelScK 1*Dk*	268 241 111	✠100A1 *Stm Trawler* 5,17	Hul ✠LMC5,17			1917 2mo	Cochrane& Sons,Ld. Selby	Neale&West,Ld. *Lloyd's*AS&CP	125·2|23·5|12·3 Q75'F20' BK7½" 4*BHCem*	Cardiff British	T.3Cy.12½",21"&35"–26" (*s*) 180lb 85RHP 1SB,*3pf*,GS50,HS1530 C.D.Holmes&Co.Ld.Hull	13 ″ 0	
2	Key West *For full particulars See No.* 11 *below* *Elec.light*	SteelScSr	6000	100A1 (*Class Contem plated*)				1917	SeattleConstruction& DryDockCo. Seattle,Wash	KnutKnutsen	380·0|53·0|27·0 P40'B100'F44'	Haugesnd Norwegian	T.3Cy. SeattleConstruction& DryDockCo.Seattle,Wash.		
3 120874 HDKJ	Kelvinbank *W.Hall* –15 (*ex*Drumcliffe) 1*Dk(Stl)*&*Spar dk(pt Irn&pt Stl)* *Elec.light* Wireless	SteelScSr *ss*Liv.No.3–3,11 *ss*Lon.No.1–16 *&deep framing*	4072 3874 2568	✠100A1 *Spar dk* 5,17 BS5,17	Bkn *x* ✠LMC3,16		3,16	1905 8mo	R.Thompson&Sons Sunderland *Lloyd's*AS&CP	Glasgw StmShppg Co.Ld.(J.Black&Co. *Mgrs.*) *CellDBa*124'*uE*24'*f*156'957*tFPT*76*tAPT*48*t*	374·0|49·7|17·2 P31'B120'F38' 25·1 FK 6*BHCem*	Glasgow British	T.3Cy.25",41"&67"–48" (*s*) 180lb *100lb* 361NHP 3SB,*9cf*,GS168,HS5880 N.E.MarineEng.CoLd.Sld.	27 ″ 8 s 5 ″ 4½ 22 ″ 8	
4	Kureha Maru *Elec.light* *Should be "CommandantDorise," See No.* 42 *in Supplement*	SteelSc	5700 4826 3564	100A1 (*Class Contem plated*)				1917	MitsuBishi Dkyd&EWks Kobe	TatsuumaKisen GomeiKaisha	400·0|54·5|27·8 P38'B121'F40'	Japanese	T.3Cy.26½",43"&72"–48" MitsuBishiD.&E.Wks.Kob		
5 139799	Kinellar 1*Dk*	SteelScK	216 203 84	✠100A1 *Stm Trawler* 5,17	Abn ✠LMC6,17			1917 5mo	A.Hall& Co.Ld. Aberdeen *Lloyd's*AS&CP	Leiper&Irvin (G.Leiper,*Mgr.*)	117·5|22·3|11·8 BK7½"	Aberdeen British	T.3Cy.12",20"&34"–24" (*s*) 180lb 78RHP 1SB,*3pf*,GS46,HS1433 A.Hall&Co.Ld.Aberdeen	12 ″ 9	
6 137847 JQCR	Kirkholm *J.R.Shaw*17–17 *Elec.light* 2*Dks(Stl)*	SteelScSr	4753 4504 3063	✠100A1<~~12,17c,17~~ 4,18 ~~Cff Msl~~ ✠LMC6,17	PGl *y*			1917 6mo	Russell& Co. Pt.Glasgow *Lloyd's*AS&CP	DonaldsonLineLd (DonaldsonBros. Ld.,*Mgrs.*)	399·7|51·9|26·9 P46'B119'F46' FK *Cem* *'Tween dk BHin* 5*BHto U dk* *after hold dispensed with* 1 ,, 2*nd dk only* *CellD*B351'1163*tDTa*30'769*tAPT*22*t*	Glasgow British	T.3Cy.26½",44"&72"–48" (*s*) 180lb 488NHP 3SB,*9cf*,GS169,HS7119 D.Rowan&Co.Glasgow	29 ″ 6 s 5 ″ 7½ FD 24 ″ 3	
7 140334 JQSL	Keighley *Elec.light*	SteelScSr 1*Dk*	2149 1520 ~~1906~~ 1301					1917	Osbourne, Graham&Co. Sunderland	Furness,Withy&Co.Ld.	285·0|~~42·6~~|~~21·2~~ P26'B76'F33'|19·0 |43·5|	London British *WB*	T.3Cy.21",34"&56"–39" 196NHP Richardsons,Westgarth&Co.Ld.Sld.		
8 NVKW	Karen *J.Thögersen* –17 1*Dk(Stl)*	SteelSc	1207 999 731	✠100A– 3,18 ~~6,17~~ ✠LMC6,17	Cpn *o* Els			1917 6mo	Kjöbnhvns Flydk.&Skbs Copenhagen	Dmpskselsk. Vesterhavet(I. Lauritzen,*Mgr.*) *CellDBa*71'*uE*26'*f*100'358*tFPT* *after hold dispensed with* 5 *BH only* *CellD*B325'960*tFPT*115*tAPT*264*t*	239·9|35·7|14·5 P27'B54'F25' FK 4*BHCem*	Esbjerg Danish	T.3Cy.14",24"&40"–27" (*s*) 185lb 98NHP 2SB,*4cf*,GS18,HS1604 KjbnhavnsFlydk.&Skbsv.	17 ″ 3 s 2 ″ 0 15 ″ 6	
9	Kaifuku Maru *D Niimi* –17 *Elec.light* 2*Dks(Stl)*&*Web frames* *Longitudinal framing*	SteelSc	3181 2757 1974	✠100A1 12,17 ~~1,17~~ ✠LMC4,17	Kob *t*			1917 4mo	OsakaIron Works,Ltd. Innoshima *Lloyd's*AS&CP	G.Katsuda *CellDB*255'474*tDTa*25'534*tFPT*112*tAPT*20*t*	305·0|47·3|27·2 P19'B82'F32' FK 5*BHCem*	Kobe Japanese	T.3Cy.22",37"&61"–42" (*s*) 180lb 288NHP 2SB,*6cf*,GS90,HS3824 OsakaIronWorksLdOsaka	27 ″ 3 s 4 ″ 4½ FD 23 ″ 2	
10	Kralingen 1*Dk*	SteelSc	1379 1190 798					1917	L.Smit& Zoon Kinderdijk	N.V.Maats. Stoom.Kralingen	239·3|36·2|16·7	Dutch *WB*	T.3Cy.17½",29½"&46"–36" 127NHP L.Smit&Zoon,Kinderdijk		
11 WLVG	Key West *K.Thuestad*15–17 *Elec.light*	SteelScSr 2*Dks(Stl)*	4787 4467 3014	✠100A1 9,17 ~~6,17~~ MS9,17	Sea *y* ✠LMC6,17		9,17	1917 6mo	SeattleConstruction& DryDockCo. Seattle,Wash	KnutKnutsen *One Bulkhead in after hold dispensed with* 5 *BH only* *CellD*B325'960*tFPT*115*tAPT*264*t*	380·0|53·2|27·0 P40'B100'F41' FK *Cem* A&CP above 15 0° F.	Haugesnd Norwegian	T.3Cy.24",40"&70"–48" (*s*) 190lb 472NHP 3SB,*9cf*,GS169,HS6831 SeattleConstruction& DryDockCo.Seattle,Wash.	29 ″ 4 s 5 ″ 11 FD 23 ″ 9	
12 139569 ~~THNB~~ THMB	Kwai Sang *H.S.Malkin* –17 *Elec.light* 2*Dks(Stl-UTeak s)*	SteelScSr	2320 2126 1435	✠100A1 5,17 ~~(*Class Contem plated*)~~ ✠LMC5,17	HKg			1917 5mo	HongK'ng &Whampoa DockCo.Ld. HongKong *Lloyd's*AS&CP	Indo-China Steam Nav.Co.Ld.	290·6|42·1|22·7 B70'~~F37'~~F38' FK 5*BH~~Helper~~Cem* *CellD*Ba86'*uE*22'*f*110'214*tDTa*24'400*tFPT*60*tAPT*26*t*	HongKong British	T.3Cy.21",34"&56"–42"(*s*) 180lb *100lb* 226NHP 2SB,*6cf*,GS119,HS3552 HongKong&Whampoa DockCo.Ld.HongKong	25 ″ 0	
13	Kirishima Maru No.2 *Elec.light* 1*Dk*	SteelScSr	2177 1885 1295					1917	Ishikawa-jimaSBCoLd Tokio	S.Matsuda	268·0|40·7|23·5 P13'B58'F27'	Tokio Japanese *WB*	T.3Cy.19",31½"&52"–39" 169NHP IshikawajimaSB&ECoTok		
14	Kiowa *Elec.light* 1*Dk(Stl)* *Cargo battens not fitted*	SteelScSr	2039 1679 1264	✠100A1 7,17 ✠LMC7,17	Clv *r*			1917 7mo	American S.B.Co. Cleveland,O. A&CP	AtlanticGulf WestIndiesTransportationCo.	251·0|43·5|20·0 P27'B61'F26' FK 4*BHCem* *CellD*B222'478*tFPT*67*tAPT*77*t*	NewYork Utd.States	T.3Cy.20",33"&54"–40" (*s*) 180lb 272NHP 2SB,*6cf*,GS126,HS5246 AmericanS.B.Co.Cleveland	20 ″ 2 s 2 ″ 8 17 ″ 9	
15 19799 NFPV	Kaiten Maru 2*Dks*	WoodScSr	922 840 554					1917	S.Ichikawa Ominato,Ise	MitsuiBussan Kaisha,Ld.	212·9|30·1|18·6 B52'	Kobe Japanese	C.2Cy.21½"&52½"–45" 154NHP Owaki&Co.Tokio		
16 161119 KNWB	Kershaw Sub.Sig. Wireless	SteelScSr 3*Dks*&*Awng dk*	2600 — 1768					1899	Harlan& HilngswthCo. Wlmgtn,Del.	Merchnts&Miners TransportationCo.	274·0|42·0|26·0 34·0	Baltimore Utd.States	T.3Cy.28",15"&72"–54" Harlan&Hollingsworth CoWlmgtn,Del	38 1NHP	
17 2032 BTKL	Klas *J.A.Pettersson*16–16 *Mchy.Aft*	IronScSp (*ex*Hugo) 1*Dk*	197 167 100					1887	Göteborgs M.V. Gothenburg	C.G.Grünstedt	102·8|21·9|10·7 B24'H*t*	Norrtelge Swedish	C.2Cy.12"&23½"–20" 20NHP KristinehamnsM.V.		
18 140454	Killiney *J.Gill*03–18 *Elec.light*	SteelScSr ~~SteelSc~~ 2*Dks(Stl)* ~~6*Dks*~~	1145 955 473	✠100A1 4,18 ✠LMC4,18	Dun *p*			~~1917~~ 1918 4mo	CaledonS. B.&E.Co.Ld. Dundee *Lloyd's*AS&Cr	Tedcastle, McCormick&Co.Ld. *CellDBa*56'*uE*24'*f*84'172*tFPT*20*tAPT*6*t*	254·5|36·1|16·0 P27 B39 ~~T35~~ P66 F75 K	Dublin British *WB*	T.3Cy.24",39"&64"–42"(*t*) 180lb 347 ~~365~~NHP 3SB,*8cf*,GS190,HS6176 CaledonSB.&E.Co.Ld.Dun	16 ″ 3	
19	Kofuku Maru *Elec.light*	SteelScSr 2*Dks(Stl)*	~~4728~~ 4737 ~~4028~~ 4034 3394	✠100A1 9,17 ~~(*Class Contem plated*)~~ ✠LMC9,17	Yka *x*			1917 9mo	Uraga Dock Co.Ld. Uraga A&CP	Hiroumi Shoji Nisaburo KabushikiKaisha	360·0|51·0|~~28·2~~ P33'B91'F33' 28·4 FK 6*BHCem* *CellDB*291'934*tFPT*143*tAPT*53*t*	Uraga Japanese	T.3Cy.24½",40½"&67"–48" 180lb (*s*) 378NHP 3SB,*9cf*,GS180,HS6382 UragaDockCo.Ld.Uraga	28 ″ 4	
20 (*ex*Laura)	Knut Jarl *A.Fredricksen*08–17 *ss*Liv.No.3–11,10 (*ex*LauraMærsk. *ss*Cpn.No.1–16 1*Dk(Irn)*&*deep framing*	SteelScSr	2793 2569 1765	✠100A1 12,17~~4,17~~ BS8,16	NYk *u* ✠LMC MS2,16		8,16	1898 6mo	Irvine'sSB &D.D.Co.Ld. WHartlepool A&CP	Nordenfjeldske Dampskibsselskab	324·0|46·0|20·5 P9'B160'F33' FK 5*BHCem* *CellDB a&uE*124'*f*136'675*tAPT*47*t*	Trondhjm Norwegian	T.3Cy.24",38"&64"–42" (*s*) 160lb *145lb* NDB16 267NHP 2SB,*6cf*,GS89,HS4630 T.Richardsn&Sns.Ld.Hpl.	23 ″ 0 s 3 ″ 3½ 20 ″ 1	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine / Visites Périodiques.	3 Ex-nom, s'il y a lieu. / Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terms assigned, maintenance &c. Letters d'équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Francs-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où le n° est dans le L. R. Ports Cert. R. of Trade.
21	Kirishima Maru No.6	SteelScSr	4728	✠100A1	Uraga	x		1917	Uraga	NipponKisen	360·0	51·0	28·2	Uraga	T.3Cy.24½″,40½″&67″–48″(s)	28	5
	Takeda -18		4756	3,18 10,17				10mo	Dock Co.Ld.	KabushikiKaisha	P32·B91′F33′		28·4	Japanese	180lb 378NHP		
	Elec.light	2Dks(Stl)	4034	(Class Contem plated)	SF.				Uraga	MatsudaKisenKaisha	P30′		FK	6BH	3SB,9cf,GS180,HS6382		
			3385		✠LMC10,17				A&CP		CellDB291′934tFPT143tAPT53t				Uraga Dock Co.Ld.Uraga		
22	Kjöbenhavn	SteelScSr	1756					1917	Helsingörs Jernsk&Msk.	DetForenede Dampskibs.Selsk.	269·2			Copnhagn Danish	T4Cy25½″,41½″&(2)48″–33″ 288NHP		
			931						Elsinore		F52′				WB HelsingörsJernsk.&Mskb.		
	Elec.light	8Dks	835														
23	Kioto	SteelSc	4397	✠100A1	Hpl	v		1918	W.Gray& Co.Ld.	EllermanLines,Ld (HallLineLd., Mgrs)	388·5	46·5	24·5	Liverpool British	T.3Cy.21″,36″&62″–45″(s)	26	9
140571	W.Rowlands16–18	2Dks(Stl)&Shltr	8100	Shelter dk wit h freeboa rd				4mo	W Hartlepool		333·8	46·6	24·4		220lb 384NHP	2	10
JTDN	Elec.light dk(Stl)	Cruiser Stern	4209	4,18	✠LMC4,18				Lloyd's SA&CP		CellDB294′859tAPT71t		FK	6BHCem	2SB,8cf,GS139,HS5433 FD	24	4
	Cargo battens not fitted in Shltr'tween dks		2777	(Class Contem plated)											Cen.Mar.Eng.Wrks W Hpl		
24	Kohso Maru	SteelScSr SteelSc	3200	✠100A1	Kob	t		1917	Osaka Iron Works,Ltd. Osaka	OsakaShosen KabushikiKaisha	305·0	43·7	25·9	Osaka Japanese	T.3Cy.22″,37″&61″–42″(s)	27	3
21136	K.Saito -17	2Dks(Stl)&Web frames3180	2757	11,17				11mo			P19′B82′F32′		27·2	British	180lb 288NHP		
NMGL	Elec.light	Longitudinal framing	2000	(Class Contem plated)					A&CP		CellDB255′518tAPT20tDTa		FK	5BHCem	2SB,6cf,GS90,HS3824 FD		
			2016		✠LMC11,17										Osaka Irn.Wrks.Ld.Osaka		
25	Kurdistan	SteelSc	4280	✠100A1	Hpl	y		1918	W.Gray& Co.Ld. W Hartlepool	HindustanSteam ShippngCo.Ld.(Com monBros.Mgrs.)	380·0	53·5	24·1	Newcastle British	T.3Cy.25″,41″&68″–48″(s)	26	8
140708	W.Scroggie -18		5321	3,18	✠LMC3,18			3mo			P27′B229′F36′				180lb 100lb 430 NHP		
JSMT	Elec.light	1Dk(Stl)	4935	(Class Contem plated)					Lloyd's SA&CP		380·1 B230′		FK	6BHCem	2SB,8cf,GS160,HS6381 FD		
			9368	Carrying fuel oil F.P. above 150°F. in D.B.							CellDB317′1172tAPT130t				Cen.Mar.Eng.Wrks.WHpl		
26	Konsul Olsen	SteelScSr	1380					1917	Stavanger Stöberi&Dok	J.G.F.Lund,jr.	242·5	37·0	17·0	Bergen Norwegian	T.3Cy.17½″,28½″&48″–33″ 132NHP		
			1190						Stavanger		P21′B60′F23′				WB StavangerStöberi&Dok		
	Elec.light	1Dk	800														
27	Kent	SteelScSr	8678	100A1				1918	Palmers' Co.Ld. Newcastle	FederalSteamNav. Co.Ld.	460·0	62·5	29·7	London British	2 Geared Steam Turbines		
			6104	Shelter dk							B275′F49′						
	Elec.light	CruiserStern	5517												Palmers' Co.Ld.Newcastle		
	Ref.Mchy.			(Class Contem plated)													
28	Kathleen Lily	Irn&ptStlScSr	529	100A1	Gms		2,18	1885	W. Dobson &Co. Newcastle	BargateSteam ShippingCo.Ld. (F.A.Hobbs,Mgr.)	158·6	28·6	12·8	Grimsby British	C.2Cy.22″&44″–30″ (s) 80NHP	13	1
81309	W.Kerr -18	(exOuse Hopper No.1)	440	2,18				8mo			F24′		28·8		85lb		
KJSD	Mchy.Aft	(Hopper-Barge) 1Dk(Stl)	257		✠LMC2,18				Lloyd's SA&CP		DBf39′67tFPT82tAPT5t		BK	6BHCem	1SB,3pf,GS49,HS1720		
															N.E.MarineEngCoLdNwc		
29	~~Kean~~ Koau	WoodTwinScCtr	144					1917	Brown& Sons LeKokum	Richardson&Co. Ld.	87·7	22·0	9·5	Napier,N.Z. British	Oil Engines		
131595	A.McNabb -17	OilEng.	126												8Cy 9″–11″		
		1Dk	77												Union Gas Eng.Co.S.Fo.		
30	Kapelle	SteelScSr	1345					1917	Gebr. Jonker Kinderdijk	Gebr.vanUden	240·0	36·2	16·7	Rottrdam Dutch	T.3Cy.17½″,29″&46″–36″ 127NHP		
			1160								P30′B60′F24′				WB AlblasserdamMsch.Fab.		
		1Dk	776														
31	Kenilworth	SteelScSr	5457	✠100A1	Stk	a†		1918	Richards n, Duck&Co.Ld. Stockton	DalglieshSteam ShippingCo.Ld. (RSDalglieshMgr)	430·2	55·0	26·6	Newcastle British	T.3Cy.28″,46½″&78″–54″(s)	29	1
140709	J G Crone 13–18	1Dk(Stl)&Shltrdk(Stl)	5096	Shltr dk with freeb'rd				3mo			F24′		28·8		180lb 615NHP	3	11
	Elec.light	Cruiser Stern	3335	(Class Contem plated)					Lloyd's SA&CP		CellDBa165′uE24′f171′1338tFPT143tAPT202t		FK	7BHCem	3SB,12cf,GS216,HS9006 FD	25	7
	Cargo battens not fitted		Carrying fuel oil 3,18 F.P. above 150°F. in D.B.		✠LMC3,18										Blair&Co.Ld.Stockton		
32	Korsvik	SteelSc	991					1917	Hölens Verks.A/S Larvik	H.Kristensen	214·0	34·0	16·0	Sandefjrd Norwegian	T.3Cy.15½″,25″&42″–30″ 97NHP		
			—								P30′B62′F26′				WB Moss Verft.Moss		
		1Dk	572														
33	Kajsa	SteelScSr	1535					1898	Howaldts- werke Kiel	Rederiaktieb. Tertia (I.Lignell,Mgr.)	243·6	35·3	14·8	Gothenbrg Swedish	T.3Cy.17½″,27⅝″&43½″–27½″ 98NHP		V
4670	J.W.Wilson 17–17		1117								Q76′B112′H92tF27′				WB Howaldtswerke,Kiel		
JQGR	(exSvenske,exIlsenstein)	1Dk	1043														
34	Kompira Maru	SteelPad	132					1917	Mitsubishi Zosen Kaisha Nagasaki	MitsubishiZosen Kaisha	140·0	25·0	6·0	Nagasaki Japanese	C.D.2Cy.		
		(Ferry)	130														
	Elec.light	1Dk	—												Tsingtauer Werft Tsingtau		
35	Keith Cann	WoodScSr	299					1917	Shelburne Shipbldrs,Ld. Shelburne NS	H.Cann&Son,Ld.	120·0	25·8	11·8	YarmthNS British	T.3Cy.12½″,20″&32″–22″ E&B made98		
134170	A.L.MacKinnon -17		195												Plenty&Son,Newbury		
		1Dk	177														
36	Kapland	SteelScSr	1620					1918	Bergens Mek.Værks. Bergen	Dampsk.Akties. Kap (C.Wildhagen Mgr.)	244·5	37·7	15·8	Sandefjrd Norwegian	T.3Cy.18″,29″&49″–33″ 138NHP		
			1185								P16′Q73′B65′F27′				WB Bergens Mek Værks Bergen		
	Elec.light	1Dk	950														
37	Kerlew	SteelScSr	3563	✠100A1	Ha-	v	8,17	1906	Craig,Tay- lor&Co.Ld. Stockton	KerrNavigation Corp.	326·0	42·0	17·6	New York Utd.States	T.3Cy.24″,40″&65″–45″ (s)	27	9
	ssHavana No.2–17		2822	Spar dk	vana			2mo			P76′B112′F32′		25·4	British	180lb 100lb 355NHP		
	(exVirginia)	1Dk(Stl)&	2314	8 17					A&CP				FK	5BHCem	2SB,6cf,GS122,HS4918 FD		
	Spar dk(Stl–pt ws)&Web frames				✠LMC						Cell DB a88′uE&B40′f144′572tAPT29t				N.E.Marine Eng.Co Ld.Sld		
				MS3,17	BS11,17												
38	Kermoor	SteelScSr	4795	✠100A1	NOs	x	9,17	1907	JLThomp- son&Sons,Ld. Sunderland	KerrNavigation Corp.	378·0	52·3	24·4	New York Utd.States	T.3Cy.26″,42″&68″–48″ (s)	27	1
	H.T.Rowlands -17	ssN.Os.No.2–17	4042	9,17				7mo			P23′B119′F30′				180lb 120lb 392NHP		
	(exMorawitz)	1Dk(Stl)2trB deep	3106						A&CP		Cell DBa135′uE&B44′f155′1053tFPT		FK	6BHCem	2SB,8cf,GS143,HS6650		
	Elec.light framing&Web frames3Dk rule				✠LMC9,17									127tAPT27t	Blair&Co.Ld.Stockton		
39	Kerwood	SteelScSr	3651	✠100A1	NNs	v	~~9,17~~	1911	Richardsn, Duck&Co. Stockton	KerrNavigation Corp.	331·0	48·3	22·2	New York Utd.States	T.3Cy.24″,40″&65″–42″ (s)	24	7
	W.C.Mepham -18	ssN.Ns.No.1–17	2960	2,18 ~~9,17~~	Cff		3,18	3mo			P25′B127′F31′				18·5lb 125lb 296NHP		
	(exBudapest)	1Dk(pt Stl pt Irn)	2321						A&CP		CellDBa110′uE&B54′f128′842tFPT		FK	5BHCem	2SB,6cf,GS121,HS4546		
	Elec.light				✠LMC9,17									81tAPT84t	Blair&Co Ld.Stockton		
40	Kerowlee	SteelScSr	3551	✠100A1	NOs	v	9,17	1901	J Readhead &Sons S.Shields	KerrNavigation Corp.	341·2	46·7	26·0	New York Utd.States	T.3Cy.24″,40″&65″–45″ (s)	27	4
	J.Strong -17	ssTri.No.3–5,13	3364	9,17				3mo			P41′B101′F32′				160lb 80lb 295NHP		
	(exCampania)	ssN.Os.No.1–17	2267						A&CP		CellDBa116′uE20′f140′825t		FK	6BHCem	2SB,6cf,GS116,HS4590		
	1Dk(pt Irn&pt Stl)2trB&deep framing 3Dk rule				✠LMC9,17						APT39t				J.Readhead&Sons,S.Shl.		
41	Keresaspa	SteelScSr	4637	✠100A1	Phl	x	10,17	1903	Nthmblnd Co.Ld. Newcastle	KerrNavigation Corp.	360·8	48·0	20·2	New York Utd.States	T.3Cy.21½″,40″&68″–48″ (s)	30	10
	F.E.Falkenberg -17	ssPhl.No 3–10,17	4125	Spar dk				4mo			P32′B96′F33′		28·1		180lb 357NHP		
	(exFranconia)	1Dk(Stl)&	3019	10,17					A&CP		CellD Ba118′uE24′f160′822tAPT68t		FK	6BHCem	3SB,9cf,GS162,HS5629		
	Spar dk(Stl)&Web frames				✠LMC10,17										N.E.Marine Eng.Co Ld Nwc		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name.	3 Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c.	4 Register Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned. Now expired. Equipment Letter.	7a Date when tail shaft last exam.	8 Built. When	9 Built. By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NP=Horse power by Society's formulæ; RP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registered in Nkld. classed at L.R. Universal Code Letters.
42	Kerkenna	Steel Sc Sr	3621	✠100A1	NOs	v	9,17	1900	W.Hamilton&Co.	KerrNavigation	330·8	45·7	16·2	NewYork	T.3Cy.24″,40″&65″–42″ (r)	26	6
	M.Kerr –17	ssRot.No.3–6,13	3033	Spar dk				8mo	PortGlasgow	Corp.	P31′B118′F39′		23·9	Utd.States	180lb 90lb 301NP	s 4	6
	(exBorneo)	ssN.Os.No.1–17	2337	withfreeboard					A&CP				FK	6BHCem	2SB,6cf,GS141,HS4691	22	4
		Spardk(Stl)2trBdeepframing		9,17		LMC9,17				CellDBa$uE114′f144′727t			APT77t	D.Rowan&Co.Glasgow		
43	Keresan	Steel Sc Sr	4507	✠100A1	BAs	w	9,17	1912	Pickersgill	KerrNavigation	348·5	50·1	23·5	NewYork	T.3Cy.24″,40″&66″–45″ (s)	25	10
	Smith –17	ssB.As No.3–9,17	3539	9,17				2mo	&Sons,Ld.	Corp.	P31′B211′F33′			Utd.States	180lb 180lb 323NP		
	(exBrodiade,	1Dk(Stl)&Webframes	2891						Sunderland				FK	6BHCem	2SB,8pf,GS156,HS5081		
	exElectra)	Longitudinalframing				LMC9,17		Lloyd's	SA&CP	Cell DBa108′uE&B	41′f156′1018tFPT			87tAPT134t	G.Clark,Ld.Sunderland		
44	Kermanshah	Steel Sc Sr	4948	✠100A1	Tri	y	2,18	1910	Nthmblnd	KerrNavigation	390·0	52·5	27·1	NewYork	T.3Cy.26″,42″&72″–48″ (s)	29	8
		ssNYk.No.3–2,18	4609	2,18	NYk			1mo	S.B.Co.Ld.	Corp.	P31′B112′F42′			Utd.States	180lb 415NP		
	(exHimalaia)	1Dk(Stl)&Spardk(Stl)	3152	Spar dk		LMC2,18			Newcastle				FK	6BHCem	3SB,9cf,GS189,HS6738	—	
	Elec.light	&deepframing							CellDBa132′	uE24′f169′1010t	DTa37′915tFPT			110tAPT506t	N.E.MarineEng.CoLdNwc		
45	Kifunezan Maru No. 2	Steel Sc	3180	✠100A1	Kob	u		1918	Osaka Iron	~~KwHashimoto~~	305·0	43·7	27·2	Nagasaki	T.3Cy.22″,37″&61″–42(s)	27	3
			3205	1,18				1mo	Works,Ld.	HasbimotoKisen	P25′B94′~~F31~~		F33	Japanese	180lb 280NP		
	Elec.light		2675	(ClassContem plated)					Osaka	Kaisha			FK	6BHCem	2SB,6cf,GS90,HS3652		
		2Dks(Stl)	1944			LMC1,18			A&CP		CellDB263′606tFPT59tAPT56t				OsakaIronWrks.Ld.Osaka		
46	Kristofa	Steel Sc	481	✠100A1	Ams	g		1917	E.J.Smit	Bowman&Co.	156·6	26·1	12·6	Bergen	T.3Cy.12½″,19⅝″&3⅛″–	13	0
	M.L.Tönnesen –17		362	6,17				6mo	&Zoon	Rederi	Q53′B28′F21′			Norwegian	17½″ 185lb (s) 72NP	s	8
	(exSoesterberg)	1Dk(Stl)	265						Hoogezand				FK	4BHCem	1SB,2cf,GS41,HS1399	12	7
	Well deck					LMC6,17			A&CP	CellDBa34′uE11′f54′110tFPT				18tAPT11t	E.J.Smit&Zoon,Hoogezand		
47	Kinheim	Steel Sc	1456					1918	Verschure	My.S.S.Kinheim	237·0	36·5	18·0	Amstrdam	T.3Cy.17½″,29″&46″–36″		
									&Co.	(G.A.Endel,Jr.	P23′B56′F20′			Dutch	127NP		
		1Dk	847						Amsterdam	Mgr.)				WB	Verschure&Co.Amstrdam.		
48	Kennington	Steel Sc Sr	1500	✠100A1	Dub	p		1918	Dublin	SouthMetro-	240·2	36·2	18·4	London	T.3Cy.18″,29″&48″–33″ (s)	20	6
142435	C.W.Stevens15–18	1Dk(Stl) 1536	1280	5,18				5mo	Dkyd Co.Ld.	politanGasCo.	Q94′B52′~~F29~~		F23′	British	180lb	176NP	
JTMD	Elec.light Well deck		830	(ClassContem plated)					Dublin				FK	4BHCem	2SB,6cf,GS101,HS3172		
		Cargo battens not fitted	829			LMC5,18		Lloyd's	SA&CP	CellDB151′810tDTa29′131tFPT				80tAPT38t	Ross&Duncan,Glasgow		
49	Kap Flora	Wood Sc Sr	115					1917	Skaalurens	S.Thalberg	87·0	20·0	11·0	Aalesund	C.2Cy.8½″&19″–12″		
		(Whaler)							Skibsbyggeri					Norwegian	10NP		
	Mchy.Aft	1Dk							Rosendal						StorviksM.V.Xiansund		
50	Kildin	Steel Sc Sr	1219	✠100A1	Stn	o	3,18	1903	Campbltwn	TheShipping	230·4	34·5	17·3	London	T.3Cy.18″,27½″&45″–33″ (a)	18	3
		ssKel.No.2–11	1005	5,14				7mo	S.B.Co.	Controller	Q79′B58′F29′			British	160lb 80lb	120NP	
	(exLaboe,exScheldestad)	1Dk(Stl)&	749	Examined3,18					Campbeltwn	(Ellerman'sWilson			FK	4BHCem	1SB,3rf,GS65,HS1871		
	Well deck	deepframing		BS5,14		LMC4,11		Lloyd's	SA&CP	Line,Ld.Mgrs.)	Cell DBa54′f94′224t			APT86t	Hutson&Sons,Ld.Glasgow		
51	Keilehaven	Steel Sc	3000					1918	NV.C.Van	Gebr.vanUden	325·0	47·0	24·2	Rottrdam	T.3Cy.23″,37½″&63″–42″		
			2713						derGiessen&		P26 B91′F28′			Dutch	257NP		
	Elec.light								ZonensSchps					WB	RotterdamDroogd.Maats.		
									Krimpen								
52	Kaijo Maru	Steel Sc Sr	1800					1918	Yokohama	KishimotoKisen	240·0	37·5	22·5		T.3Cy.15½″,25½″&42″–30″		
									DockCo.Ld.	KabushikiKaisha	P24′B46′F30′			Japanese	97NP		
	Elec.light	1Dk							Yokohama					WB	YokohamaDockCo.Ld.		
53	Korsnaes	Wood Aux Twin Sc 5 Mst Sr	2457					1918	Olympia	L.Ericksen&		48·0		Portlnd,O.	Oil Engines 2S.C.SA		
		Oil Eng.	2150						S.B.Co.	L.Anderson (O.A.	P46′F33′			Utd.States	8Cy.16½″–22″		
	Elec.light Mchy.Aft	1Dk2trB	1943						OlympiaWsh	Anderson,Mgr.)					MarinePipe&Machine		
	(See Sailing Ship Register)														Works,Seattle		
54	Kilbaha	Steel Sc Sr	3139	✠100A1	NSW	v	4,16	1911	Russell&	LimerickS.S.Co.	331·3	49·0	21·8	SydnyNSW	T.3Cy.23″,37″&61″–42″ (s)	24	3
132610	W.H.Halley09–11	ssSyd.No.1–16	2933	1,18				9mo	Co.	Ld.	P31′B98′F38′			British	180lb 180lb 287NP	s 4	1
HTMG	(exEmerald Wings)	1Dk(Stl)&deep	1985	BS1,18		LMC9,16			Pt.Glasgow				FK	3BHCem	2SB,6cf,GS126,HS4786	20	7
		framing						Lloyd's	SA&CP	CellDBa	104′uE18′f150′932			4APT83t	ClydeS.B.&E.Co.Ld.P.Gts.		
55	Kate	Steel Sc K	224	✠100A1	Rio		4,17	1912	Smith's	WarOffice(Dept.of	120·0	22·0	11·7		T.3Cy.12½″,20″&34″–24″ (s)	12	6
			195	Stm Trawler				4mo	DockCo.Ld	InlandTransport)	Q69′F19′			British	180lb	80NP	s 1	11
	(exAlerta,exPereiraPassos)	1Dk	88	8,14		LMC4,17			Middlesbro'				BK7½′	3BHCem	1SB,3pf,GS41,HS1501	12	3
								Lloyd's	SA&CP						MacColl&Pollock,Ld.Sld.		
56	Kingfisher	Wood Sc Sr	353					1918	Portland	EastCoast	140·3	24·5	14·6	NewYork	T.3Cy.13½″,22″&36″–24″		
216227	P.Tobin –18	(Trawler)							S.B.Co.	FisheriesCo.				Utd.States	63NP		
LKPR	Elec light	1Dk	149						Portland,Me.						PortlandCo.Portland,Me.		
57	Kralingsche Veer	Steel Sc	700					1917	NV.Schps.	RotterdamAlgem.	154·2	24·9	12·6		T.3Cy.12⅜″,20⅛″&31½″–19⅜″		
									"DeMaas"	Scheepv.My.	P56′B13′F20′			Dutch	43NP		
		1Dk							Slikkerveer					WB	Gebr.Stork,Hengelo		
58	Kaisho Maru	Steel Sc	6000					1918	Osaka Iron	KatsudaKisen	407·2	50·8			T.3Cy.27″,45″&75″–51″		
									Works,Ld.	KabushikiKaisha	P42′B137′F20′			Japanese	402NP		
	Elec.light	2Dks							Osaka					WB	OsakaIronWorks,Osaka		
59	Koyei Maru	Steel Sc Sr	4728	100A1				1918	Uraga	HiroumiShoji	360·0	51·0	28·3	Uraga	T.3Cy.24½″,40½″&67″–48″		
			4028						DockCo.Ld.	KabushikiKaisha	P33′B91′F33′			Japanese			
	Elec.light			(ClassContem plated)					Uraga						UragaDockCo.Ld.Uraga		
60	Kureha Maru	Steel Sc Sr	5800	100A1				1918	AsanoS.B.	TatsuumaKisen	400·0	53·0	32·0	Kobe	T.3Cy.26″43½″&72″–48″		
									Co.Ld.	Kaisha	P33′B124′F41′			Japanese			
	Elec.light			(ClassContem plated)					Tsurumi						IshikawajimaSB&ECo.Ld.		
61	Kaeo-Samud	Steel Sc Sr	2191					1901	G.Seebeck	Requisitioned by	290·2	39·0	21·2	Bangkok	T3Cy.20½″,34½″&55½″–35½″		
		(exPetchaburi)	1921						Akt.Ges.	theSiamese	P13′B32′F43′			Siamese	181NP		
	Elec.light	2Dks	1378						Bremerhaven	Government				WB	G.SeebeckA.G.Bremerhvn		

LLOYD'S REGISTER. NAVIRES A VAPEUR.

1	2 3	4	5 6 7	7*	8 9	10	11	12	13	14	15
Numero d'Ordre.	Nom du Navire. Matériaux, Gréement, etc.	Tonnage Officiel.	Détails de la Classification.	Date de la dernière visite de l'arbre porte-hélice.	Construit.	Armateurs.	Dimensions d'après la Douane. Superstructures, &c.	Port d'Armement.	Machines.	Creux sur Quille jusqu'au Franc-bord en milieu de navire. Tirant d'eau correspondant.	
Numero Official.	*Capitaine.* *Ex-nom, s'il y a lieu.*	Total.	Cote.		Quand. — Navire. — Mach.		Longueur.		No. & Dia. des Cylindres.—Course. Pression des Chaudières.		
Signaux	Visites Périodiques. Nombres des Ponts.	— Sous le Pont. — Net.	✠ Surveillance Spéciale. Date de la dernière Visite. / Port de Visite. / Terme assigné maintenant aux Lettres d'Equipement.		Par qui. — Où.		Largeur.	Pavillon.	NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	pds.	pc.
							Creux.				

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Materiaux, Grément, etc. / Capitains. Ex-noms, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. / Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite. / Terme assigné maintenant expiré. Lettre d'équipement.	7	7* Date de la dernière visite à l'arbre porte-hélice.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où.	Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course.—Pression des Chaudières. Force en chevaux d'après les formules de la Société. Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux en Quille. / Franc-bord au milieu du navire. / Tirant d'eau corres-pondant. pds. pc.	15 Registered in the Dominion of Canada as a Ship of Class 1, 2, 3 or 4. Date & Cert. No. if Trade
1	**Luise Nielsen** *O.W.Ulvig* –17 *Elec.light*	SteelScSr 2*Dks(Stl)* *Cruiser Stern*	5689 5010 4360	✠100A1 3,17 *Fitted for oil* ✠LMC3,17	Sea *fuel* 3,17	*s* *F.P. above* 0° F.	15	1917 3mo A&CP	Skinner& Eddy Corp. Seattle, Wash *1 B.H. in fore hold*	Dmpsksakt Luise Nielsen (B.Stolt-Nielsen, *Mgr.*) *1 B.H. in after hold* *Cell D B*	409·6 P44' B115' F47' FK 355'1198*t*	54·0 *Cem* *dispensed with* *F P T*	27·1 *5 B.H only* 120*t* *A P T* 340*t*	Haugesnd Norwegian	1 Geared Steam Turbine 210lb (*r*) 3SB,9*cf*,GS195,HS8055 GeneralElectricCo. Schenectady,N.J.	29 " 9 s6 " 0½ 24 " 1	
2 140294 JPQW	**Llanover** *W.Ellis* 12–17 *Elec.light* *Now named "Linmore," See No.15 below*	SteelScSr 1*Dk(Stl)*	4274 4020 2671	✠100A1 5,17 ✠LMC5,17	Sld	*y*		1917 5mo *Lloyd's*	W.Pickers-gill&Sons,Ld Sunderland A&CP	JohnstonLine,Ld. (Furness,Withy& Co.Ld.*Mgrs.*) *Cell D B*	390·0 P40' B244' F35' FK 338'1193*t*	53·3 *Cem* *F P T*	23·5 *6 B.H Cem* 120*t* *A P T* 77*t*	London British	T.3Cy.27",45"&74"-48" (*s*) 180lb 475NHP 3SB,9*cf*,GS178,HS8196 Richardsons, Westgarth & Co.Ld.Hpl.	26 " 0	
3 137540 JPOV	**Lithium** *J.Houghton* –17 *Mchy.Aft* *Well deck*	SteelScYl 1*Dk(Stl)*	301 ~~6,17 1,17~~ 206 113	✠100A1 ~~6,17 1,17~~ 6,18 ✠LMC4,17	Shl Liv Bkn	*s*	6,18	1917 4mo *Lloyd's*	Cochrane& Sons,Ld. Selby A&CP	UnitedAlkaliCo. Ld.	135·2 Q50' B9' F21' FK	23·1 *3 B.H Cem* *F P T* 38*t*	9·4	Liverpool British	T.3Cy.12",20"&34"-24" (*s*) 180lb 69RHP 1SB,2*cf*,GS33,HS1175 ShieldsE.&DDCo.Ld N.Shl	10 " 6	
4 140523 JQKG	**Lillena** *Mchy.Aft*	SteelSc 1*Dk*	~~290~~ 287 ~~246~~ 273 ~~98~~ 104					1917	Ardrossan DD&SBCoLd Ardrossan	J.Monks&Co. Ld.	~~120·0~~ Q46' B9' F20' 120·1 ~~10·2~~ 10·3 ~~23·5~~ 23·6			Liverpool British *WB*	C.2Cy.15½"&33"-24" 64RHP ShieldsEng.Co.Ld.S Shl.		
5	**La Banche** (*ex* Pescador, *ex* Cairntoul)	SteelSc 1*Dk*	*198* *186* *54*					1902	J.Duthie, Sons&Co. Aberdeen	O.Dahl	115·5 BK 7½"	21·7	11·8	La Rochlle French *WB*	T.3Cy.12",19½"&32"-22" 61NHP W.V.V.Lidgerwood,Gls.	12 " 6	
6 140309	**Lutona** *Oil Engs.* *Mchy.Aft*	SteelScK 1*Dk(Stl)*	~~170~~ 207 116 109	✠100A1 6,17 *(Class Contem plated)* ✠LMC6,17	Wyn			1917 6mo	Rennie, Forrest& SB&LCo.Ld Wivenhoe	J.Pollock,Sons& Co.Ld.	116·0 ~~G24' F17~~ Q25' F18' FK	~~21·0~~ 21·1 *3 B.H* *F P T* 32*t*	~~10·0~~ 9·2 *A P T* 14*t*	London British	Oil Engines 2S.C.SA 2Cy.16½"-19" J&CG Bolinders Co Ld Skm.	10 " 0 s1 " 0½ 9 " 1	
Sunk (War Loss) 146677 JPDM	**Leasowe Castle** *Derwell* –17 *Elec.light*	SteelTwinScSr 2*Dks(Stl)* & *Shelter dk* (*Stl*–teak s)	9737 7022 5381	~~✠100A1~~ *Shelt r dk with freeboard* 12,17 ~~1,17~~	Bkn	*e* †	11,17	1915 9mo *Lloyd's*	Cammell Laird&Co.Ld. Birkenhead A&CP	TheShippingCon-troller Union-CastleMailS.S.Co. Ld.*Mgrs.*) *Cell D B*	488·5 P45' B289' F100' 399'1151*t*	58·2 *Cem* *F P T* 70*t*	32·9 *9 B.H Cem* *A P T* 38*t*	London British	Q 8Cy.27½",39",56"&80"-54" 220lb (*s*) 1759NHP 8SB(FD)&1AuxSB,34*cf*, GS616,HS28076 Cammell Laird&Co.Ld Bkn	35 " 6 s11 " 10 24 " 2	
WLTV	**Lyderhorn** *T.Brattebø* –17 *S.Johansen* 17–17 *Elec.light* *Cargo battens not fitted*	SteelScSr 1*Dk(Stl)*	2052 1679 1260	✠100A1 ~~6,17 1,17~~ 10,17 ✠LMC4,17	Clv ~~NVik~~ Bos	*r*	10,17	1917 4mo A&CP	American S.B.Co. Cleveland,O. *Cell D B*	Schoubye's Reder A/S(Schoubye& Co.,*Mgrs.*)	251·0 P27' B61' F26' FK 222'478*t*	43·5 *Cem* *F P T*	20·0 *4 B.H Cem* 67*t* *A P T* 77*t*	Tonsberg ~~Bergen~~ Norwegian	T.3Cy.20",33"&54"-40" (*s*) 180lb 272NHP 2SB,6*cf*,GS126,HS5246 AmericanS.B.Co.Lorain,O	20 " 2 s 2 " 9 17 " 9	
JSRF	**Loosdrecht** *N.C.Boers* –17 *Elec.light* *Mchy.Aft* *Well deck* *Cargo battens not fitted*	SteelSc TwinMastAmidships 1*Dk(Stl)*	1504 1053 716	✠100A1 5,18 ~~5,17~~ ✠LMC4,17	Rot Shl	*o*	5,18	1917 5mo A&CP	N V Burger-hout's Mchfb. (& Scheepswft Rotterdam *Cell D B*	TheShippingCon-troller(R & J.H. Rea,*Mgrs.*)	235·6 *Bu* B25 *f* 159'3	36·2 *26t MT* 10'184*t*	15·7 *F P T*	London British	T.3Cy.19⅜",32½"&52"-35½" 180lb (*s*) 209NHP 2SB,6*cf*,GS116,HS3710 N V Burgherhout's Mh.Rot.	17 " 10 s 5 " 1½ 17 " 0	
Sunk after Collision 1,18 ETKN	**Labuan** (*ex* sailing lighter Anglia, *ex* steamer)	IronScSr (*ex* sailing lighter 1*Dk*	327 272 153					1866	Thames IronWorks Blackwall	H.Leetham&Sons Ld.	144·4	22·2	12·2	Hull British *WB*	C.2Cy.16"&34"-24" NE&B17 47RHP A.Dodman&Co.Ld.King's Lynn		
3585 JLCQ	**Lygnern** ~~*Lygnern*~~ *A.C.G.Dreilick* 16–17 *Fosterstone* ~~–15~~ (*ex* August Leffler) *Elec.light*	SteelScSr *ss* Bly.No.3–4,12 *ss* Hbg.No.1–17 1*Dk*(*pt Irn&pt Stl*) *&deep framing*	1904 1794 1118	✠100A1 ~~3,18 5,17~~ MSS,16 BS5,17 ✠LMC	Hbg Rot	*r*	~~8,16~~ 3,18	1900 1mo A&CP	Osbourne, Graham&Co. Sunderland *Cell D B a*	Förnyade Ångf. Akt. Viking (J.M. Dannberg, *Mgr.*)	273 275·0 P22' B66' F29' FK 340·5 90'*u* E20' *f* 108' 465*t*	10·8 *4 B.H Cem* *A P T* 74*t*	18·1	Gothenburg ~~Helsingbrg~~ Swedish	T.3Cy.20¾",33"&54"-39" (*s*) 160lb *80lb* 192NHP 2SB,6*pf*,GS87,HS3037 J.Dickinson&Sons,Ld.Sld.	20 " 6 s 2 " 10½ 17 " 11	
Sunk (War Loss) 139059	**Lord Alverstone**	SteelScK 1*Dk*	247 225 97	~~✠100A1~~ *Stm Trawler* 6,17 ~~✠LMC~~	Shl			1917 6mo *Lloyd's*	Cook, Wel-ton&Gemmell Ld. Beverley A&CP	Beacon Stm Fishing Co.Ld. ~~(A.Black,*Mgr.*)~~ (W.F.Goodwin *Mgr.*)	117·3 Q67' BK 7½"	22·0 *4 B.H Cem*	12·7	Grimsby British	T.3Cy.12",20"&34"-24" (*s*) 180lb 69RHP 1SB,2*pf*,GS33,HS1175 ShieldsE&DDCo.Ld N.Shl	13 " 7	
79177 MRSL	**La Nina** *V.R.D.Campos* –16 (*ex* Lyons, *ex* Lyon, *ss* Trn.2nd No.3–10,10 *ex* Lyons) *ss* Lon.No.2–16 *Elec.light* Wireless 1*Dk*(*Stl*–ws)	SteelTwinScSr	537 472 192	✠ A1 8,17 ~~1,16~~ *For Salvage purposes in European Waters* LMC ~~1,16~~ 8,17	Ams Liv		4,15 8,17	1885 1mo *Lloyd's*	J.Elder& Co. Glasgow A&CP	~~R.M.Grayson~~ OceanSalvageCo Ld(J.D.Ross,*Mgr.*)	190·6 B11' F36' FK	26·1 *6 B.H Cem*	14·0	Glasgow British	C.6Cy(2)22"&(4)32"-24" 85lb NB97 256NHP 2SB,6*cf*,GS108,HS3036 J.Elder&Co.Glasgow	14 " 9 s 3 " 9 11 " 5	
139624 JRMV	**Lady Charlotte** *J.Howe* –17 *Elec.light*	SteelScSr 1*Dk*(*Stl*)	~~4000~~ 4348 3324 ~~3,18 10,17~~ ~~2709~~ 2766	✠100A1 3,18 ~~10,17~~ ✠LMC10,17 *(Class Contem plated)* *Carrying oil fuel F.P. above* 150° F. *in D.B.*	Mch	*w*		1917 10mo *Lloyd's*	Campbel-townS.B.Co. Campbeltwn A&CP	Redcroft Stm.Nav. Co.Ld. (Lewis Lougher&Co. *Mgrs.*) *Cell D B*	348·5 P29' B213' F37' FK 300'995*t*	49·9 *Cem* *A P T*	23·6 *6 B.H Cem* 85*t*	Cardiff British	T.3Cy.25",40"&65"-45" (*s*) 180lb 327NHP 3SB,9*cf*,GS163,HS5305 Rankin&Blackmre Ld.Grk	26 " 0 s 3 " 5½ 22 " 11	
140294 JPQW	**Linmore** *W.Ellis* 12–17 (*ex* Llanover) *Elec.light* *Carrying fuel oil F.P. above* 150° F. *in D.B.*	SteelScSr 1*Dk*(*Stl*)	4274 4020 2671	✠100A1 5,17 ✠LMC5,17	Sld	*y*	12,17	1917 5mo *Lloyd's*	W.Pickers-gill&Sons,Ld Sunderland A&CP	JohnstonLine,Ld. (Furness,Withy& Co.Ld.*Mgrs.*) *Cell D B*	390·0 P40' B244' F35' FK 338'1193*t*	53·3 *Cem* *F P T*	23·5 *6 B.H Cem* 110*t* *A P T* 77*t*	Liverpool British	T.3Cy.27",45"&74"-48" (*s*) 180lb 475NHP 3SB,9*cf*,GS178,HS8196 Richardsons, Westgarth & Co.Ld,Hpl.	26 " 0 s 3 " 9½ 22 " 7	
JVPX	**La Somme** *Miro* –17 (*ex* Evelpis, *ex* City of York)	SteelScSr *ss* Bry.No.3–5,10 *ss* Cpl.No.1–14 1*Dk*(*Irn*)2*tr B&deep framing* 3*Dk rule*	*3100* *2898* *1959*	✠100A1 *with freeboard* 7,17 ~~9,16~~ MBS8,16 ✠LMC8,14	Msl Bry	*u*	~~9,16~~ N8,17	1897 5mo	J.Blumer& Co. Sunderland A&CP	Cie.Générale Transatlantique *Cell D B a*	325·0 P29' B71' F36' FK 108'*u* E22' *f* 124'753*t*	47·0 *Cem* *A P T* 75*t*	22·0 *6 B.H Cem*	St.Nazaire French	T.3Cy.21",40"&65"-42" (*s*) 160lb *100lb* NDB14 2-1NHP 2SB,6*rf*,GS119,HS1324 Blair&Co.Ld.Stockton	24 " 9 s 4 " 6 20 " 8	
	Limoges *A.D.Tucker* –17 *Elec.light*	SteelScSr 1*Dk*(*Stl*)	2200 1984 1631 1191	✠100A1 ~~9,17~~ 12,17 *(Class Contem plated)* ✠LMC9,17	Toledo Sws	*r*		1917 9mo	Toledo S.B. Co. Toledo, Ohio A&CP	Cie Française des Chemins de Fer de Paris-Orleans (Soc Mar Aux. de Trans-ports, *Mgrs.*	251·0 P21' B64' F30' 43·8 FK *Cell D B* 108'4	~~43·7~~ 18·9 *4 B.H Cem* 100*t* *A P T* 70*t*	18·6	Nantes French	T.3Cy.20½",33"&54"-40" (*s*) 180lb 260NHP 2SB,6*cf*,GS126,HS4828 Toledo S.B.Co.Toledo,O.	21 " 0 s 2 " 8½ 18 " 7	
140556 JSCQ	**Langton Hall** *B.Jenkins* –18 *Elec.light*	SteelScSr 2*Dks(Stl)* *Cruiser Stern*	5800 5400 5383 4211	✠100A1 ~~5,18 1,18~~ *(Class Contemplated)* ✠LMC11,18	Shl½ Liv	*z*		~~1917~~ 1918 1m *Lloyd's*	Craig, Tay-lor&Co.Ld. Stockton A&CP	~~Ellerman Lines,Ld~~ (Hall Line,Ld. *Mgrs.*) *Cell D D*	408·4 P88' B153' F85 403·5 FK 343'1240*t*	~~54·2~~ 29·8 *D T a* 80'746*t*	~~29·7~~	~~London~~ British Liverp'l	T.3Cy.24½",42¾"&73"-51" (*s*) 2 20lb FD 552NHP & 1 Aux SB *11cf* GS185,HS7705 NE.Marine Eng.Co Ld Nwc	32 " 3 s5 " 9½ 26 " 10	
138367 TMQC	**Laurel Whalen** *H.Doherty* –17 *Elec.light* *Mchy.Aft* *Salted & specially treated* Hardwood tree-nails (*See Sailing Ship Register*)	Wood Aux Twin Sc 5 Mst Sr 1*Dk&trB*	1356 1207 1049	✠ 12A1 ~~10,17 3,18~~ LMC6,17	Ver Aus Fo	*p*		1917 3mo *Lloyd's*	Cameron-Genoa-Mills Shpbdrs.Ld. Victoria,B.C. A&CP	Canada West Coast Nav Co.Ld.(H.W. Brown,*Mgr.*)	240·5 P36' F45'	43·9	19·0	Vancouver British	Oil Engines 2S.C.SA 4Cy.16½"-20" DB *130lb* J&CG Bolinders Co Ld Skm.	20 " 7	

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c.	4 Register Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned. How expired. Requirement Letter.	7a Date when last shaft last sent.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidship. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. (Letters refer to Appendix)
20 Labor *L.Legrand* –17 *Elec.light*	SteelScSr 1*Dk(Stl)* *Cargo battens not fitted*	2045 1653 1220	✠100A1 2,18 ~~7,17~~	Wyan dotte	r Sld		1917 7mo	Detroit S.B.Co. Wyandotte A&CP	Cie des Vapeurs Français *CellD*	251·0|43·8|18·2 P27'B65'F28' FK 4*BHCem* *B*212'478t*FPT*67t*APT*77t	Bordeaux French WB Alblasserdam.Msch.Fab.	T.3Cy.20″,33″&54″–40″ (*s*) 180lb 274NHP 2SB,6*cf*,GS126,HS5246 Detroit S.B.Co. Detroit	20 ″ 2 s 2 ″ 9 17 ″ 9	
21 Leeuwarden *Mchy.Aft*	SteelSc 1*Dk*	828 455					1917	NV Scheep. My.Farsum Delfzyl	N.V.Stoomschip Leeuwarden (Gebr.vanUden)	195·0|32·0|15·0 Q105'B12'F23'	Rottrdam Dutch WB Alblasserdam.Msch.Fab.	T.3Cy.		
22 Lilian Spliethoff *A.deB.*–16–17 PJGD *Mchy.Aft*	SteelSc 1*Dk*	300 231 138					1917	U.Zwolsman&Zoon Workum	Hollands.Algemne AtlantischeSchpv. My.(N.Haas, *Mgr*)	121·5|23·0|11·6	Amstrdam Dutch WB BotjeEnsing&Co.Grningn	C.2Cy.		
23 Lieutenant de Missiessy *For full particulars See No. 48 below* *Elec.light*	Steel ScSr	5755 5077 4431	100A1 (*Class Contem plated*)				1917	Skinner& Eddy.Cor. Seattle,Wash	~~Messageries Maritimes~~ Soc.diNav.aVap. France-Indo-Chine	410·4|54·0|29·7 P43'B115 F47'	Dunkirk French	1 Steam Turbine General Electric Co. Schenectady,N.Y.	29 ″ 9 s 6 ″ 0½ 24 ″ 1	
24 Landonia 140365 *W.L.Chambers*17–17 JRFP *Well deck*	SteelScSr 1*Dk(Stl)*	2504 2020 1505	✠100A1 10,17 ~~(*Class Contem plated*)~~	PGl	t ✠LMC10,17		1917 10mo	Clyde S.B. & Eng.Co.Ld Pt.Glasgow	Gascony SS Co.Ld. (Leopold Walford (London) Ld *Mgrs*) *Lloyd's SA&CP Intermediate BH in forehold dispensed with 4 BH only* *CellDB*253'616t*FPT*68t*APT*129t	300·2|44·7|19·3 P24'Q80'B65'F29' FK *Cem*	London British	T.3Cy.22″,35″&59″–39″ (*s*) 180lb 250NHP 2SB,6*cf*,GS126,HS4060 Clyde S.B.&E.Co.Ld.P Gl.	21 ″ 6 s 2 ″ 7 19 ″ 3	
25 Léopard JVSP (*ex* Njäll)	SteelScSr (*Whaler*) 1*Dk*	*121* *114* *43*					1907	Nylands Værksted Christiania		90·0|17·9|11·6	French WB Nylands Værksted, Xania	T.3Cy.10½″,17″&28½″–20″ 51NHP		
26 Lommen Wrecked 12,17 HDMP Jupiter, *ex* John Eriksson) *Mchy.Aft* 1*Dk*	CompScSp (*ex* Vänern, *ex* *Mchy.Eriksson*16–16	161 123 89					1878	P.Larsson Thorskog	F.W.Kylberg	98·8|21·7| 9·0 P17-Q5'H6t	Stockholm Swedish	C.2Cy.13″&27″–18″ 26NHP Motala Co. Gothenburg		
27 Lotte Reith	SteelScSr (*ex* Portimão) 1*Dk&Spar dk*	1489 1258 923					1899	Schiffsw.v. H.Koch Lübeck	J.M.K.Blumenthal	245·9|35·2|18·4 B69'F29'	Altona German WB J.F.Ahrens, Ottensen	T.3Cy.16¾″,28″&44½″–32½″ 113NHP		
28 Luckenbach No. 5 200465 KSRT *Elec light*	SteelSc (*ex* Dauntless) 1*Dk*	270 265 144	✠ *For towing purposes* 4,07	S.Fo	p ✠		1903 11mo	Risdon Iron Works S.Francisco	Luckenbach S.S. Co.Inc.	121·5|24·5|15·0 BK7½ 5*BHCem* *FPT*9t*APT*22t	New York Utd.States	T.3Cy.15″,24½″&40″–28″ 136NHP 2SB,GS62,HS2500 Risdon Iron Wks.S.Fo.	15 ″ 0	
29 Lyra MRDK	SteelSc 1*Dk*	1141 991 675					1917	Akties. Moss Værft. Moss	C.T.Gogstad&Co.	237·6|36 3|16·6 P23'B54'F27'	Christiania Norwegian WB Akties.Moss Værft.Moss	T.3Cy.16″,25″&42″–30″ 97NHP		
30 Lauenburg *J.Kruse* –11 LBRW *Elec.light*	SteelSc 1*Dk*	103 79 41					1911	Howaldtswerke Kiel	Neue Dampfer-Co. Akt.Ges.	85·4|21·1| 8·6 *Prom.dk*57'F33'	Kiel German WB Howaldtswerke, Kiel	C.2Cy.14 2/16″&27 2/16″–13 3/16″ 23NHP		C
31 Lynburn 133265 *H.Roberts* –17 JQGF *Well deck* *Mchy.Aft*	SteelScSr 1*Dk(Stl)*	587 391 244	✠100A1 6,17	Gls	h ✠LMC6,17		1917 6mo	R.William-son&Son Workington *Lloyd's SA&CP*	Stainburn S.S.Co. Ld.(Murphy& Sandwith, *Mgrs.*)	165·7|26·6|11·0 Q100'B9'F22' FK 3*BHCem* *CellDB*/97'123t*FPT*3st	Workngtn British WB Beardmore&Co.Ld.Gls.	T.3Cy.13″,21½″&35″–27″ (*s*) 180lb *90lb* 87RHP 1SB,3*pf*,GS51,HS1605	13 ″ 2	
32 Lambeth 140414 *J.P.LeTouzel*5–17 JRSB *Elec.light* *Well deck* 1*Dk(Stl)* *Cargo battens not fitted*	SteelScSr ~~1480~~ 153 6 128 5 83 6	✠100A1 ~~1270~~ 2,18 ~~1,17~~ ~~780~~ ~~(*Class Contem plated*)~~	Dub Nwc	p ✠LMC11,17		1917 11mo	Dublin Dckyd Co.Ld. Dublin *Lloyd's SA&CP*	South Metropolitan Gas Co.	240·3|~~26·1~~|18·3 Q91'B52'F23' |36·2 FK 4*BHCem* *CellDB*171'310t*DT*a29'131t*FPT*50t*APT*38t	London British 180lb 182NHP 2SB,6*cf*,GS101,HS3172 J.G.Kincaid&Co.Ld.Grk.	T.3Cy.18″,30″&50″–33″(*s*) 231″	20 ″ 6 s 2 ″ 6½ 15 ″ 3	
33 Louis W. Hill 215518	SteelScSr ~~SteelSc~~ *Elec.light* 1*Dk(Stl)&Web frames* *Mchy.Aft* *Longitudinal framing*	~~7500~~ 7038 6827 6649	✠100A– 8,17 *For service on the Great Lakes* ~~(*Class Contem plated*)~~	Lorain	q ✠LMC8,17		1917 8mo	American S.B.Co. Lorain,Ohio	~~M.A.Hanna&Co.~~ Producers S.S.Co. (M.A.Hanna&Co. *Mgrs.*)	525·0|58·0|31·0 F48' FK 4*BH* *CellD B* side tanks *f*402'3250t *CellD Bu E&B* cross bunker 65'350t*FPT*260t*APT*60t	Fairport,O Utd.States American S.B.Co Lorain,O	T.3Cy.~~22½~~″,38″&63″–42″ (*s*) 180lb 376NHP 2SB,6*cf*,GS126,HS5736 FD	32 ″ 0	
34 Libea *D.Visser* –17 *Mchy.Aft*	SteelTwinSc3MstSr *Par.Mot.* 1*Dk*	418 335 320					1917	N.V.P.&A. Ruytenberg Raamsdnksv.	N.V.Vrachtvaart Groningen (G.Mulder, *Mgr.*)	148·2|27·5|12·3	Groningen Dutch	2 Paraffin Motors Steynaart& Jannette Walen, Rot.		
35 Lord Rhondda 142322 *B.Watkins* –18 JSML *Well deck* *Cargo battens not fitted*	SteelScSr ~~SteelSc~~ 1*Dk(Stl)* 132 3	~~1710~~ ~~1325~~ 1026 1744	✠100A1 3,18 ~~1030 (*Class Contem plated*)~~	Nwc	q ✠LMC3,18		1918 3mo	Wood Skinner& Co.Ld. Newcastle *Lloyd's SA&CP*	~~E.Plisson~~ Redlan ds Shipping Co Ld.(H.O'King *Mgr*) *CellDB*212422t*FP*192t*APT*101t	~~260·4~~|37·7|16·4 Q153'~~F28~~'F29' Bon RQD52' FK 4*BHCem*	~~Cardiff~~ London British	T.3Cy.20″,33″&54″–36″(*s*) 180lb 207NHP 2SB,6*pf*,GS94,HS2412 J.Dickinson&Sons,Ld.Sld.	18 ″ 7	
36 Lages (*ex* Rauenfels) *Elec.light* Wireless	SteelScSr *ss* Ham.No.1–11 1*Dk(Stl)&Spar dk(Stl-pt* teak s)*&deep framing*	5472 5231 3523	✠ —— 2,16 *Spar dk* ✠	Ham	a†		1907 1mo	Swan,Hunter& Wigham Richardson, Ld Newcastle	Requisitioned by the Brazilian Government *CellDB* 138'*uF* 25' *f* 186' 1100t *Tween d* ktanks *a*46'470t*f*42'	421·9|55·3|20·3 P61'B123'F46'28 4 FK 6*BHonly* *Cem*	Brazilian	Q.4Cy.24″,34″,51″&74″–54″ 528NHP 3SB,9*cf*,GS168,HS7014 FD Swan,Hunter&Wigham Richardson,Ld Nwc.	31 ″ 2	
37 Leopoldina *Elec.light* Wireless	SteelTwinScSr Sub.Sig. (*ex* Blücher) *Ref.Mchy.* 4*Dks*	12350 9181 7592					1901	Blohm& Voss Hamburg	Requisitioned by the Brazilian Government	525·6|62·3|35·6 P&B402'F73'.	Brazilian	Q.8Cy.29½″,42⅛″,60½″&85½″–55½″ 1090NHP WB Blohm&Voss, Hamburg		
38 Luxor 140560 *R.G.Muir*93–18 JSKC *Elec.light* 1*Dk(Stl)*	SteelSc 3571	~~3510~~ 3303 2195	✠100A1 3,18 ~~(*Class Contem plated*)~~	Sld	w ✠LMC3,18		1918 3mo	J.Blumer &Co. Sunderland *Lloyd's SA&CP*	Moss S.S.Co.Ld. *CellDB*304'781t*FPT*67t*APT*109t	356·3|~~48·9~~|23·9 P35' |48·7| B&F281' FK 6*BHCem*	Liverpool British	T.3Cy.25″,42″&68″–45″ (*s*) 180lb *120lb* 534NHP 2SB,6*cf*,GS124,HS5496 FD N.E.Marine Eng.Co Ld.Sld	25 ″ 11 s 2 ″ 11½ 23 ″ 4	
39 Luis *P.Eira* HSFD (*ex* Lord Roberts)	SteelScK *ss* Bcl.No.3–3,13 *ss* Bcl.No.1–17 1*Dk*	217 195 77	✠100A1 *Stm Trawler* 5,17 MS11,17	Bcl BS12,16 ✠LMC	5,17		1900 6mo	A.Hall& Co. Aberdeen *Lloyd's SA&CP*	L.Delclaux	120·2|21·6|11·6 BK7½ 5*BHCem* *DB f* 23'19t@5'4t	Barcelona Spanish	T.3Cy.12¼″,21″&34″–24″ (*s*) 200lb 65NHP 1SB,2*rf*,GS33,HS1024 A.Hall&Co.Aberdeen	12 ″ 2	
40 Lissa *Elec.light* *Should be* "Trafalgar," *See No. 63 in Supplement*	SteelScSr	5100 4800	100A1 (*Class Contem plated*)				1918	R.Duncan &Co.Ld. Port Glasgow		405·0|52·7|27·5 P43'B126'F46'	Glasgow British	T.3Cy.27″,43″&73″–48″ J.G.Kincaid&Co.Ld.Grk.		

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné au maintenant expiré. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navires. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NP=Force en chevaux d'après les formules de la Société. RP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. gr.	15 Machines à vapeur installées à bord.
41 142317 JSLF	**Lucient** Steel Sc *Craig* –18 1879 *Elec.light Well deck* 1 *Dk*(*Stl*) 148 2 ~~4180~~ *Mchy. Aft* *Cargo battens not fitted* 111 5		~~1825~~ ~~1433~~	✠ 100 A1 3,18 ~~(Class Contemplated)~~ ✠ LMC 3,18	Nwc	*r*		1918 3mo	Wood Skinner & Co. Ld. Newcastle *Lloyd's*	Gas Light & Coke Co (S. Clarke & Co. *Mgrs.*)	270·6 | 38·2 | 18·0 Q 163′ B on Q 11′ F 29′ *Cell D B* 222′ 595 *t F P T* 91 *t A P T* 56 *t*			London British FK 4 *B H Cem*	T. 3 Cy. 20½″, 33″ & 54″–39″ 180 lb (*s*) 217 NHP 2 SB, *6pf*, GS 98, HS 3610 J. Dickinson & Sons. Ld. Sld.	20 ″ 6 s 6 ″ 2½ 18 ″ 3	
42	**La Somme** Iron Sc Sr *Babelaere* 17–17 5th Survey Msl. 4,04 (*ex* Emmanuel, *ex* Frosso, *ex* Miniera) 885 2 *Dks* (1 *Irn*)		1477 1336	✠ 11,08 ✠	Msl	*Lv*		1882 9mo	R. & J. Evans & Co. Liverpool	Cie. des Chemin de Fer du Nord	256·7 | 33·3 | 20·5 P 49 *t* B 90 *t* H 12 *t* F 29 *t* BK 9″			Calais French	C. 2 Cy. 28″ × 50″–30″ NDB 01 134 NHP 2 SB, *4f*, GS 84, HS 2734 *Cell D B* De Winton & Co. Carnarvon	23 ″ 4	V
43	**Les Flamands** Steel Sc Sr *L Arnaudizon* –17 (*ex* Cadorna, *ex* Pomona) 648 1 *Dk* & *Awng dk* Wireless		868 865	✠ 100 A1 *Awng dk with freeboard* 8,17 ✠ NB 12,01 ✠ LMC 9,13	Msl	*l*	8,17	1883 2mo	David J. Dunlop & Co. Port Glasgow *Lloyd's*		199·9 | 30·0 | 11·2 18·9 FK			French *F P T* 14 *t*	C. 2 Cy. 24½″ & 46″–30″ (*a*) 90 lb 90 NHP 1 SB, *3pf*, GS 54, HS 1482 David J. Dunlop & Co. P. Gls.	19 ″ 6 s 9 ″ 3 10 ″ 7	
44	**Luis Pidal** Steel Sc Sr *Berlioz-Latour* –17 *ss* NYk No. 1–17 (*ex* Thyra Menier) 794 1 *Dk*(*Stl*) ~~Arch deck~~		*1457* *1295*	✠ 100 A1 2,18 ~~6,18~~ ✠ LMC 9,12 10,17	NYk Bdx	*o*	6,17 2,18	1912 9mo	Blyth S.B. Co. Ld. Blyth *Lloyd's*	F. Lecoeuvre	240·0 | 36·1 | 20·1 P 16′ F 28′ FK			Tonnay, Charente French	T. 3 Cy. 17″, 28″ & 46″–33″ (*s*) 180 lb 146 NHP 2 SB, *4cf*, GS 65, HS 2450 G. T. Grey, South Shields	22 ″ 2 s 6 ″ 4½ 16 ″ 1	
											Cell D B a 75′ *u E* & *B* 31′ *f* 96′ 354 *t F P T* 49 *t A P T* 55 *t*				4 *B H Cem*		
45	**Lassen** Wood Twin Sc *B. Carlson* –17 *Oil Eng.* *Elec.light Mchy. Aft* 1 *Dk*		700					1917 S.B. Co. Hoquiam	Mathews Co.	E. K. Wood Lumber	180·0 | 40·0 | 14·0 P 24′ F 35′			S. Frncisco Utd. States	Oil Engine 8 Cy. Pacific Scandia Oil Engine Co. Oakland, Cal.		
46	**Lima** Steel Twin Sc 3 Mst Sr *F. W. Grundberg* –18 *Oil Eng.* *Elec.light* 2 *Dks*(*Stl*) & *Shelter dk*(*Stl*)		~~3770~~ 3764 3376 2254	✠ 100 A – *Shelter dk with freeboard* 5,18 ✠ LMC 6,13 ~~(Class Contemplated)~~	Cpn	*x*		1918 5mo	Akt. Burmeistr & Wain Copenhagen	Rederiaktieb. Nordstjernan (A. Johnson, *Mgr.*)	~~367·0 | 51·4 | 22·4~~ 364·1 | 51·5 | 22·1 FK *Cell D B* 323′ 1148 *t F P T* 75 *t A P T* 60 *t*			Stockholm Swedish	Oil Engines 4 S.C.SA 12 Cy. 23¾″–35½″ 482 NHP DB–*100 lb* 6 *B Hpt Cem* Akt Burmeistr & Wain, Cpn	25 ″ 6 s 2 ″ 7½ 23 ″ 3	
47	~~**Lidvard** *S. Nilsen* 17–17~~ Steel Sc Sr ~~*K. Harder* –18~~ *Oil Eng.* ~~MCQL~~ (*ex* Pangan) 1 *Dk*(*Stl*) & *deep framing* *Elec.light* & *Awng dk*(*Stl*-teaks)		3409 3174 2169	✠ 100 A1 *Awng dk with freeboard* 5,18 ~~Examined 9,18~~ DPS 3,18 ~~✠ NE 12,14~~ ✠ LMC 7,16 ~~9,18~~	Cpn	*v*	12,15 3,18	1909 3mo	Barclay, Curle & Co. Ld Glasgow *Lloyd's*	~~Aktios. des Cotasia-tiske Kompagni~~ Statens Skibs-tarts direktorat (L Kloster *Mgr.*)	330·0 | 47·3 | 17·7 P 31′ B 65′ F 37′ 25·7 FK *Cell D B a* 106′ *u E* 16′ *f* 146′ 702 *t*			Christiania Norwegian	Oil Engines 4 S.C.SA 6 Cy. 26¾″–39¾″ 324 NHP 2 NDB 14 *100 lb* *Alt* 14 Burmeister & Wain Oil Eng. *F P T* 20 *t A P T* 12 *t* Co. Gls.	28 ″ 0 s 7 ″ 3½ 21 ″ 1	
48	**Lieutenant de Missiessy** Steel *E Cabonfique* –17 Sc Sr *Elec.light* 2 *Dks*(*Stl*)		5747 5020 4406	✠ 100 A1 9,17 ✠ LMC 9,17 *Fitted for oil fuel* 9,17 *F.P. above* 150° F.	Sea	*s*		1917 9mo	Skinner & Eddy Cor. Seattle, Wash A&CP	Soc. di Nav. a Vap. France-Indo-Chine 1 *B H in fore hold &* 1 *B H in after hold dispensed with* *Cell D B* 365′ 11198 *t F P T* 120 *t A P T* 340 *t*	409·5 | 54·0 | 27·0 P 44′ B 115′ F 47′ FK			Dunkirk French	1 Geared Steam Turbine (*r*) 210 lb 3 SB 9*cf*, GS 195, HS 8055 General Electric Co. Schenectady, N.Y.	29 ″ 9 s 6 ″ 0½ 24 ″ 1	
49 26347	**Lochee** Steel Sc Sr *R. Hynd* –18 *Well deck* 1 *Dk*(*Stl*) *Elec. light* *Mchy. Aft*		1064 770 543	✠ 100 A1 2,18 ✠ LMC 2,18	Brs	*m*		1918 2mo	C. Hill & Sons Bristol *Lloyd's*	Dundee, Perth & London Shipg. Co. Ld.	212·2 | 33·9 | 13·3 Q 116′ B 15′ F 34′ FK *Cell D B f* 112′ 222 *t F P* 747 *t A P T* 13 *t*			Dundee British	T. 3 Cy. 18″, 29″ & 49″–33″ (*s*) 180 lb 176 NHP 2 SB, *6cf*, GS 82, HS 3660 Richardsons, Westgarth & Co. Ld. Sld.	15 ″ 6 s 1 ″ 0½ 14 ″ 9	
50 ~~MCQ~~	**Leerdam** Wood Sc *J. Stobbe* –18		155 — 82					1917	G. H. Uitenbogaart Maassluis	N.V. Van der Eb en Dresselhuys Scheepv. My.	109·8 | 21·3 | 10·9			Dutch	T. 3 Cy. Alblasserdam. Msch. Fab.		
51	**Libourne** Steel Sc Sr *J R Green* –17 *Elec.light* 1 *Dk* & *Shelter dk*							1918 S.B. & E. Co. Ld. Port Glasgow	Clyde	J. Moss & Co. Ld.	245·0 | 39·0 |			Liverpool British	T. 3 Cy. 21½″, 35″ & 59″–39″ 217 NHP *W B* Clyde S.B. & Eng Co. Ld. Pt Gls		
52	**Lord Kitchener** Iron Sc Sr *Gardini* 6th Survey. Sld. 3,02 (*ex* Rabbione, *ex* Almirante Brown, *ex* Limay, *ex* Lydia, *ex* Mayfield) 1 *Dk* 2 *tr B*		*1249* *1113* *763*	✠ 10,12	Dun	*Lv*		1877 7mo	Gourlay Bros. Dundee	Dodero Hermanos	250·0 | 32·0 | 20·1 P 36′ B 56 F 30′ BK 8½″			Bns. Ayres Argentine	C. 2 Cy. 31″ & 54″–36″ NB 88 NDB 94 135 NHP 2 SB, *4pf*, GS 66, HS 2204 *W B* = *D B* Gourlay Bros. & Co. Dundee	21 ″ 8	V
53	**Lucrecia** Steel Sc Sr			100 A1 (*Class Contemplated*)				1918	Astilleros Riva Gijon		120·0 | 22·0 | 9·9						
54 137078	**Lisburn** Wood Sc Dy (*Fishing*) 1 *Dk*		101 110 48					1917	Colby Bros. Ld. Oulton Broad	C. H. Campbell, Ld.	87·6 | 20·4 | 10·0			Whitby British	C. 2 Cy. 11¾″ & 26″–18″ 29 RHP F. W. Carver & Co. Gt. Yar.		
55 140710 JSTQ	**Lesto** Steel Sc *J. Johnston* 17–18 *Elec.light* 1 *Dk*(*Stl*) *Well deck* *Cargo battens not fitted*		1893 1498 1043	✠ 100 A1 4,18 ✠ LMC 4,18	Sld	*q*		1918 4mo	J. Crown & Sons, Ld. Sunderland *Lloyd's*	Pelton S.S. Co. Ld.	268·0 | 37·9 | 17·6 P 24′ Q 82′ B 51′ F 30′ FK *Cell D B* 215′ 462 *t S ide Tanks in E room*			Newcastle British	T. 3 Cy. 21″, 34″ & 56″–39″ (*s*) 180 lb 221 NHP 2 SB. *6pf*, GS 88, HS 3534 N.E. Marine Eng. Co. Ld. Sld	19 ″ 9	
56	**La Chaussade** Steel Sc Sr *ss* Bry. No. 3–2,10 (*ex* Asama Maru, *ex* Asama) 2 *Dks*(*Stl*) & *Web frames*		4494 3979 2786	✠ 100 A1 2,17 ✠ LMC 2,17	Kob	*x*	2,17	1897 12mo	Palmers' Co. Ld. Newcastle A&CP		380·0 | 45·2 | 29·2 P 34′ B 96′ F 36′ FK *Cell D B a* 132′ *u E* 21′ 421 *t F P T* 115 *t A P T* 52 *t*			French	T. 3 Cy. 24½″, 41½″ & 70″–45″ (*s*) 200 lb *130 lb* NDB 10 402 NHP 2 SB. *6cf*, GS 116, HS 5280 FD Palmers' Co. Ld Nwc.	30 ″ 9 s 6 ″ 0 25 ″ 1	
57 M 39630 JTCG	**Longston** Steel Twin Sc Sr (*ex* Favorita Clara) *Elec.light* *ss* Cff. No. 3-4,18 1 *Dk* (*Stl*)		548 410 263	A – *Coasting* 4,18 B 4 MS 4,18 *England, Wales & French Channel Ports*	Cff		4,18	1907 Akt. Ges. Bremerhaven	G. Seebeck	Instone Transport & Trading Co. Ld. (S. Instone & Co. Ld. *Mgrs.*)	154·0 | 29·7 | 11·5 P 15′ B 37′ F 21′ BK 6½″ *F P T* 30 *t A P T* 43 *t*			Cardiff British	O. 4 Cy. 11″ & 20″–15½ (*s*) 142 lb 26 NHP 4 *B H Cem* *W B* G. Seebeck A. G. Bremerhvn 1 SB. *2cf*, GS 36, HS 1184	11 ″ 7 s 1 ″ 2½ 11 ″ 3	
58 M 5305 JDRN	**Langland** Steel Sc Sr *W. G. Drake* –17 (*ex* Santa Cruz) *Elec.light* *Well deck*		756 540 444	✠ 100 A1 12,17 ~~B 7.17~~ ✠ LMC 12,13	Sws	*k*	7,17	1906 6mo	Caledonian Eng. & S.B. Co. Preston *Lloyd's*	Cook Shipping Co. Ld.	194·1 | 30·2 | 11·4 Q 92′ B 24′ F 19′ FK *Cell D B a* 35′ *u E* & *B* 35′ *f* 86′			Swansea British	T. 3 Cy. 16″, 26″ & 43″–30″ (*s*) 180 lb *80 lb* 116 NHP 1 SB, *3cf*, GS 50, HS 1902 Caledonian E. & S.B. Co. Prs.	13 ″ 9 s 1 ″ 1½ 12 ″ 10	
59	**Laen-Samud** Steel Sc Sr (*ex* Edwin Reith, *ex* Landrat Schieff) *Elec.light* 1 *Dk* & *Spar dk*		1640 1442 1012	*Examined* 2,18				1906	Schiffsw. v. Henry Koch Lübeck	Requisitioned by the Siamese Government	265·7 | 37·7 | 18·3 P 31′ B 75′ F 39′			Bangkok Siamese	T. 3 Cy. 20½″, 33½″ & 53½″–33½″ 164 NHP *W B* Ottensener Masch., Altona		V
60	**Leksveer** Steel Sc *Mchy. Aft* 1 *Dk*		700					1918	N.V. Schps. "De Maas" Slikkerveer	Rotterdam Algem. Scheepv. My.	154·2 | 24·9 | 12·6 P 56′ B 13′ F 20′			Dutch	T. 3 Cy. 12¾″, 20½″ & 31½″–19¾″ 43 NHP *W B* Gebr. Stork, Hengelo		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. / Master. / Special Surveys.	3 Material, Rig, &c. / Late Name if any. / No. of Decks, &c.	4 Register Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Yearly survey now carried out. Machinery Letter.	Date when last classed	8 Built. When	9 Built. By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; IHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in.	15 Engines built in L.R. class. If not in L.R. Date of L. of Trade Cert.
61	Le Myre de Villers ex Kwanto Maru, ex Wako 1) *Elec. light. Ref. Mchy.*	Steel Sc Sr ss Lon. No. 3-10,11 ss Yka. No. 1-16 *1 Dk (Stl) & Spar dk (Stl-ws)* *& deep framing*	5111 4258 3128	✠100A1 *Spar dk* 11,17 BS11,17	Kob	*y*	11,17	1898 10mo	Sunderlnd S B.Co.Ld. Sunderland *A&CP*	*Cell DB a 112' uB*	400·0 P35' B186' F50' *20' f 182' 609 t*	47·5 28·4 BK9'	20·2 *FPT*	Marseilles French *Cell DB a 112' uB*	T.3Cy.28″,47″&78″-54″ (*s*) 160lb 589NHP 6 *BHCem* 4SB.*12cf*,GS211,HS8200 FD *85 t APT 21 t* N.E.Marine Eng Co Ld. Nwc	31 " 3 s 6 " 5 25 " 9	
62	Leeuwerik *H.den Boogert* –18 *Mchy. Aft*	Steel Sc Sr *Oil Eng.* *1 Dk*	138 118 98					1918	N V Schpw. H.H Bodewes Millingen	N.V. Scheeps: Exploitatie My Avis (J.J. Knaap, *Mgr.*)	94·5	22·0	10·3	Amstrdam Dutch *WB*	Oil Engines 2Cy.11$\frac{13}{16}$″-12$\frac{3}{16}$″ 16NHP D. Goedkoop, jr. M Wks Ams		

1 Numero d'Ordre.	2 Nom du Navire.	3 Matériaux Gréement. etc.	4 Tonnage Ometel.	5 Détails de la Classification.	6	7	7*	8	9	10	11			12	13	14	15
								Construit.			Dimensions d'après la Douane. Superstructures, &c.						
Numero Officiel.	*Capitaine*	*Ex-nom, s'il y a lieu.*	Total. — Sous le Pont. — Net.	Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant après. Lettre d'équipement.	Date de la dernière visite de l'arbre porte-hélice.	Quand. — Navire. — Mach.	Par qui. — On.	Armateurs.	Longueur.	Largeur.	Creux.	Port d'Armement. — Pavillon.	No. & Dia. des Cylindres.—Course. Pression des Chaudières. NP=Force en chevaux d'après les formules de la Société. RP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	Dégâtures où coté. Si coté dans le L. P. Date. Cert. Tonnage.
Signaux	Visites Périodiques.	Nombres des Ponts.															

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys.	3 Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned / now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When — Ship. — Engines.	9 By Whom. — Where.	10 Owners	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. / Corresponding draught. ft. tn.	15 Registers in which classed, if not in L.R. Date of Rl. of Trade Cert.
1 140293 JPQV	**Madrono** ~~H.McYoung 17-17~~ W.McNulty –17 *Elec.light* 2*Dks*(*Stl*)&*Web frames* *Mchy.Aft* *Longitudinal framing*	**SteelScSr**	5854 5299 3719	✠100A1 2,18~~4,17~~ *Carrying Petr oleum in bulk* *Fitted for oil fuel* 4,17	Nwc ~~LMC4,17~~ Mch *F.P. above* 150° F.	*z*		1917 4mo *Lloyd's*&*CP*	Palmers' Co.Ld. Newcastle	H.E.Moss&Co.	407·6 P98'B28'F40' *Cell*	52·3 FK *lDBuE*&*B*	31·6 (15*BHptCem* 10 *to U dk* 5 „ *2nd* „)	London British	T.3Cy.26½″,44″&73″–48″ (*s*) 180lb 498NHP 3SB,*9cf*,GS174,HS7212 FD G.Clark,Ld.Sunderland 53'98*tDTf*40'481*tAPT*39*t*	31 ″ 6 s 6 ″ 9½ 25 ″ 1	
2 214916 LGVM	**Mundelta** *N.A.Nielsen* –17 *Elec.light* 2*Dks*(*Stl*)	**SteelScSr**	5288 4440 3937	✠100A1 9,17~~4,17~~	NNs NYk ~~LMC4,17~~	*x*		1917 4mo	NwprtNws S.B.&D.D.Co. NewprtNews A&CP	MundeltaSS.Corp.	370·0 P27'B104'F22' *'Tween dk bulk heads in forward & after holds dispensed with* *Cell*	53·2 FK *4BHto UDk* 2 „ 2nd „ *DB*302'1050	27·0 *Cem* *only* *tFPT*152*tAPT*317*t*	New York Utd. States	T.3Cy.24½″,41½″&72″–48″ 190lb *120lb* (*s*) 471NHP 2SB,*8cf*,HS6564 FD NewportNewsSB&DD.Co.	30 ″ 0	
3 121260 HDMB	**Manchester Engineer** ~~HsJones –16~~ *ss*Rot.No.2–13 (*ex*Nation,*ex*Craigvar) 1*Dk*(*Stl*)& *Elec.light* *Spar dk*(*Stl*)&*deep framing* Sub.Sig. *H.Brown* –17	**SteelScSr**	4465 4154 3281	✠100A1 *Spar dk* 5,17~~4,16~~ BS2,16 MS5,17	Lgn Mch ~~LMC16~~	*x*	5,16	1905 9mo	D&WHendersn&CoLd Glasgow A&CP	ManchesterLiners Ld.(R.B.Stoker, *Mgr.*)	378·1 P40'B98'F40' *Cell D*	50·1 FK *Ba*121'*uE*&*B*37'*f*	18·0 26·0 165'1011*tAPT*122*t*	Manchestr British	T.3Cy.25″,41″&67″–48″ (*s*) 180lb 370NHP 3SB,*9cf*,GS173,HS6171 D&WHendersn&CoLd.Gls	28 ″ 8 s5 ″6½ 23 ″ 6	
4 140349 JQWH	**Moncenisio** *ss*Yka.No.3–3,15 (*ex*KurohimeMaru,*ex*Hill-glade) 1*Dk*(*Stl*)& *Spar dk*(*Stl*)&*deep framing*	**SteelScSr**	3621 3409 2272	✠100A1 *Spar dk* 4,17~~3,17~~	Nag Kob ~~LMC3,17~~	*w*	3,17	1905 6mo *Lloyd's*&*CP*	Russell& Co. Pt.Glasgow *Cell*	Nav.AltaItalia *DBa*110'*uE*&*B*42'	339·4 P20'B199'F36' *f*140'839*t*	48·0 FK *APT*34*t*	18·0 26·0 *DTa*34'753*t*	Genoa Italian	T.3Cy.24″,42″&68″–48″ (*s*) 180lb *80lb* 354NHP 2SB,*8cf*,GS144,HS5538 D.Rowan&Co.Glasgow	28 ″ 6 s 4 ″ 5 24 ″ 5	
5 121260 HDMB	**Mar Tirreno** *A.Candina* 11–17 *Elec.light* 1*Dk*(*Stl*)&*Awng dk*(*Stl*)	**SteelScSr**	3367 3175 1896	✠100A1 *Awng dk* *with freeboard* 5,17 ~~LMC5,17~~	Bbo	*u*		1917 1mo *Lloyd's*&*CP*	CiaEuskal-duna deConst Bilbao *Cell*	Cia.Maritima del Nervion(Urquijo y Aldecoa, *Mgrs.*) *Cell D*	316·0 FK *B*268'623*tFPT*123*t*	44·2 6 *BHCem* *APT*124*t*	26·6 Spanish	Bilbao	T.3Cy.23″,36½″&62″–42″ (*s*) 180lb *100lb* 268NHP 2SB,*6cf*,GS104,HS4090 Cen.Mar.Eng.Wrks.WHpl	29 ″ 7 s 7 ″ 10 22 ″ 1	
6 121260 HDMB	**Moncada** *ss*Kob.2ndNo.3–9,15 (*ex*YamatoMaru,*ex*Ceylon) *Elec.light* 2*Dks*(*Stl*–*ws*)*etc*& Sub.Sig. *Deputer Pierre Goujon,*	**SteelScSr**	4121 3788 2527	✠100A1 12,16 ~~BS12,16~~ ~~LMC9,15~~	Hav	*x*	9,15	1894 7mo *Cell*	SirR. Dixon&Co. Middlesbro', &c.or	*See No. 26 in Supplement*	375·0 P48'B110'F55' *Cell D*	47·0 FK *Ba*102'*uE*&*B*62'	28·0 French 7*BHCem* *f*146'724*t*		T.3Cy.30″,49″&77″–48″ (*s*) 160lb *160lb* 470NHP 2DB,*12cf*,GS247,HS7957 T.Richardson&Sons,Hpl.	30 ″ 10	
7 140349 JQWH	**Montcalm** *W.Davidson* –17 2*Dks*(*Stl*)&*Shltr dk* *Elec.light* (*Stl*) *Cargo battens not fitted in Shelter tween Dks* *Carrying fuel oil F.P. above 150° F. in DB & DT.*	**SteelScSr**	6608 6316 4145	✠100A1 *Shelter dk with freeboard* ~~5,17~~ 2,18 (~~*ClassContem plated*~~)	Liv ~~LMC9,17~~	*a*†		1917 9mo *Lloyd's*&*CP*	Nthmblnd S.B.Co.Ld. Newcastle	CanadianPacific ~~OceanServices,Ld.~~ RailwayCo. *Cell DB*	~~420·0~~ 420·1 *FonShltr dk*34' 367'1305*tDTa*35'955*t*	~~53·6~~ 53·4 FK *APT*195*t*	~~30·6~~ 36·3 7*BHCem*	London British	T.3Cy.29″,49″&80″–54″ (*s*) 180lb 662NHP 3SB,*12cf*,GS234,HS8837 FD N.E.Marine Eng Co Ld Nwc	39 ″ 0 s 11 ″ 3 28 ″ 2	
8 137265	**Marsden** 1*Dk*(*Stl*)	**SteelScSr**	~~180~~ 195 ~~150~~ 1 63 ~~16~~ 17	✠100A1 *For towing purposes* 9,17 (~~*ClassContem plated*~~)	Shl ~~LMC10,17~~			1917 9mo *Lloyd's*&*CP*	J.P.Rennoldson&Sns. Ld. S.Shields	Sunderland TowageCo.Ld.	~~100·0~~ B12′ 100 · 2	~~24·0~~ 11 2 B8′7″ *FPT*6*tAPT*18*t*	~~12·2~~ 4*BHAsp*	Sundrland British	C.2Cy.20″&42″–27″ (*s*) 130lb 98RHP 1SB,*3pf*,GS55,HS1850 J.P.Rennldsn&SnsLdSSh	12 ″ 3 s 1 ″ 3½ 11 ″ 8	
9 214861 LGTH	**Maui** ~~*R.Johnson 3-17*~~ *Edwards* –17 2*Dks*(*Stl*)&*Shelter dk*(*Stl*–*teak s*) *Elec.light* *Ref.Mchy.* *Mchy.Aft* Sub.Sig.	**SteelTwinScSr**	10261 9484 6368	✠100A1 *Shelter dk* *with freeboard* ~~5,17~~ 12,17 *Fitted for oil*	SFo ~~LMC4,17~~	*e*†		1917 4mo *Lloyd's*&*CP*	Union Iron Works Co. San Francisco A&CP	MatsonNav.Co.	484·0 *Intermediate 'tween dk BH* *Cell DB* 338'1695*t* *DTf* 68'747*tFPT* *fuel* 4,17	58·0 FK *pense l with 1BH* *MT* 23'838*t* 6 „ 125*tAPT*277*t* 1 „ *F.P. above* 150° F.	39·7 *to Shelter dk* „ *Upper* „ „ *2nd* „	S.Frncisco Utd.States *pt.Asp*	4 Steam Turbines geared to 2 Screw Shafts 250lb HS32096 (*s*) 8Boilers(WaterTube) Westinghouse Co. *only* Pittsburgh,Pa.	45 ″ 0 s 15 ″ 1 30 ″ 6	
10	**Masaki Maru** *Elec.light* 1*Dk*	**SteelScSr**						1917	OsakaIron Works,Ld. Osaka	KusakabeKomei Kaisha	220·0 P23'B44'F24'	33·6	18·5	Amgasaki Japanese	T.3Cy.13½″,23″&38″–30″ 79NHP *WB* OsakaIronWks.Ld.Osaka		
11	**Merope** *Cruiser Stern* *Elec.light* 2*Dks*	**SteelSc**	1158 954 640					1917	N.V.Giessen&Zonens Schps.,Krimpen a/d Ysel	Koninkl.Nederl. Stoomb.Maats.	~~350·0~~ 256·2	~~36·5~~ 36··7	~~28·0~~ 13·6	Dutch	T.3Cy.18½″,30″&48″–36″ 138NHP *WB* H.&J.Suyver,Amsterdam		
12 215798 LJGQ	**Mount Rainier** *H.A.Hanson* –17 *Oil.Eng.* 5Mst3r *Elec.light* 1*Dk*2*trB Salted* *Mchy.Aft* (*See Sailing Ship Register*)	**WoodAuxTwinSc**	~~2500~~ 2397 2100 1913	✠12A1 12,17 (~~*ClassContem plated*~~)	Sea ~~LMC12,17~~	*s*		1917 6mo	GraysHarbour S.B.Co. Aberdeen, Wash. A&CP	~~A.Frebensen~~ Gaston,Williams &Wigmore	~~268·8~~ P30'F40' 263·8	~~48·2~~ 48·0 P52'	~~24·0~~ 23·8	Wilmington Del. UtdStates	Oil Engines 2SC.SA. 8Cy16½″–22″DB*125lb*200NHP PugetSoundIron&Steel Works,Tacoma,Wash.	26 ″ 10	
13 138351 TMPV	**Mabel Brown** *W.J.Boyd* –17 *Oil Eng.* 5MstSr *Elec.light* *Salted & specially treated* *Mchy.Aft* ptGIB HardwoodTreenails (*See Sailing Ship Register*)	**WoodAuxTwinSc**	1474 1306 917	✠12A1 3,17	Vcr ~~LMC4,17~~	*p*		1917 3mo *Lloyd's*&*CP*	Wallace Shipyards,Ld Vancouver, B.C.	CanadaWestCoast Nav.Co.Ld.	240·0 P30'F30'	43·3	19·0	Vancouver British	Oil Engines 2S.C.SA 4Cy.16½″–20″ DB*130lb* J&CG BolindersCoLdSkm	20 ″ 7	
14 138353 TMPW	**Margaret Haney** *A.Boyd* –17 *Oil Eng.* Sc5MstSr *Elec.light* *Salted & specially treated* *Mchy.Aft* ptGIB HardwoodTreenails (*See Sailing Ship Register*)	**WoodAuxTwin**	1372 1201 800	✠12A1 4,17	Vcr ~~LMC4,17~~	*p*		1917 4mo *Lloyd's*&*CP*	Cameron-Gena Mills Shipbdrs.Ld. Victoria,B.C.	CanadaWestCoast Nav.Co.Ld.	240·5 P30'F30'	43·8	18·9	Vancouver British	Oil Engines 2S.C.SA 4Cy.16½″–20″ DB*130lb* J&CG BolindersCoLdSkm	20 ″ 7	
15 135700	**Mahana** *F.Greene* 14–17 *Elec.light* 2*Dks*(*Stl*)&*Shelter dk* *Ref.Mchy.* (*Stl*–*ptws*) *Tonnage opening closed* 1917	**SteelTwinScSr**	11796 10253 ~~7458~~ 7609	✠100A1 *Shelter dk* *with freeboard* 3,18~~4,17~~ ~~LMC7,17~~ ~~Lloyd's LMC7,18~~	Bel Syd	*f*†		1917 7mo *Lloyd's*&*CP*	Workman, Clark&Co.Ld. Belfast	Shaw,Savill& AlbionCo.Ld.	500·9 B197'F56'*onShelter dk* *Cell DB*	63·3 FK&BK2″ 435'1646*t*	39·6 9*BHCem*	S'thamptn British	4 Steam Turbines geared to 2 screw shafts 180lb (*s*) 2DB&2SB.*24cf*,GS399, FD Parsons Marine HS15534 Steam Turbine Co. Ld.	43 ″ 0 s 13 ″ 2½ 30 ″ 2	
16	**Motor One** *Elec.light* *Mchy.Aft*	**SteelTwinScSr** *OilEng.*	2000	100A1 (*ClassContem plated*)				1917	Manitowoc S.B.Co. Manitowoc	Berg-Hansen&Co.	251·0 P44'B32'F28'	43·8	20·4	Norwegian	Oil Engines 2S.C.SA 8Cy.16½″–18½″ J&CG Bolinders CoLd.Skm		
17 140518	**Maihar** ~~*W.G.Flynn 07–17*~~ *T.F.Scurr* –18 *Elec.light* 2*Dks*(*Stl*)3*rd dk*(*Stl*)*in Cruiser Stern* *No.1 hold* *Carrying fuel oil F.P. above 150° F. in D.B.*	**SteelScSr**	8071 7056 5018	✠100A1 6,17	P.Gl ~~LMC6,17~~	*c*†		1917 6mo *Lloyd's*&*CP*	Russell& Co. Port Glasgow	T.&J.Brocklebank Ld.	470·4 P47'B126'F47' *Cell DB*414'1615*t*	58·2 FK *DTa* 37'1234*t*	32·1 7*BHCem* *FPT* 100*t*	Liverpool British	T.3Cy.28″,47½″&80″–54″ (*r*) 200lb HS15710 800NHP 2DB&1SB.*20cf*,GS308, J.G.Kincaid&Co.Ld.Grk.	34 ″ 10 s 7 ″ 11½ 27 ″ 3	

1 No. in Book. Official No. Code Letters.	2 Steamer's Name.	3 Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. — Under deck. — Net.	5 Particulars of Classification. Character.	6 Port of Survey.	7 Towing Equipped. Built Letter.	7* Date when hull or last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers which issued if not in L.R. Date of Withdrawal.
18	**Marne**	SteelScSr	4019	✠100A1	Sld	x		1917	Sunderlnd	Cie.deNav.	375·0	52·0	23·7	LaRochlle	T.3Cy.25″ 41″&69″–48″ (s)	26	2
	L.Chateauricux –17		3788	*Shelter dk*				6mo	S.B.Co.Ld.	D'Orbigny				French	180lb 371NHP	s 2	9
KFWL	*Elec.light*	1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	2459	*withfreeboard* 6,17	✠LMC6,17			*Lloyd's*A&CP	Sunderland	(A.Capelle,*Mgr.*) *CellDB*	327′ 1051*t*	*FPT*81*t*		6*BHCem* *APT*167*t*	3SB*9cf*,GS174,HS898 G.Clark,Ld.Sunderland	23	8
19	**Mitres**	SteelScK	260	✠100A1	Hul			1917	Cook,Wel-	LoyalSteam	120·0	22·5	12·0	Grimsby	T.3Cy.12½″,21½″&35½″–24″	12	10
139963			228	*StmTrawler*				10mo	t'n&Gemmell	FishingCo.Ld.	~~Q19′B67′~~ Q67′F19′			British	180lb (*s*)74RHP		
	Elec.light	1*Dk*	102	10,17	✠LMC10,17			*Lloyd's*A&CP	Ld. Beverley	(W.W.Butt,*Mgr.*)			BK8′	4*BHCem*	1SB,*2pf*,GS38,HS1267 Amos&Smith,Ld.Hull		
				(ClassContem plated)													
20	**Meeuw**	SteelAuxSc	127					1908	Wortelboer	N.V.Maats.				Groningen	Petrol Motor		
203	*B.C.Weltevrede* –16	*Petrol Motor*	109						&Co.	Motorkotterschip				Dutch			
PLSM		1*Dk*	94						Westerbroek	"Meeuw" (Seeuwen&Co.)							
	(*See Sailing Ship Register*)																
21	**Max Pemberton**	SteelScK	334	✠100A1	Hul			1917	Cochrane&	NewingtonSteam	138·8	23·7	12·9	Hull	T.3Cy.13″,23″&37″–26″ (*s*)	13	6
139316	*J.W.Forester* –17		297	*StmTrawler*				2mo	Sons,Ld.	TrawlingCo.Ld.	Q74′F19′			British	200lb 94RHP		
JQGK	*Elec.light*	1*Dk*	134	6,17	✠LMC7,17			*Lloyd's*A&CP	Selby				BK7½′	4*BHCem*	1SB,*3pf*,GS48,HS1625 C.D.Holmes&Co.Ld.Hull		
22	**Merkurius**	SteelScSr	550					1917	Aktieb.	RederiAktieb.	165·4	27·3	11·0	Karlstad	T.3Cy.13⅜″,22¼″&37⅜″–23⅝″		
			400						Götaverken	Stålmann(J.Berg-	P51′F23′			Swedish	68NHP		
	Mchy.Aft	1*Dk*	272						Gothenburg	endorff,*Mgr.*)				*WB* Akt.Götaverken.Got.			
23	**Maski**	SteelScSr	2045	100A1				1917	McDougall	McDougall-	251·0	43·5	20·0	Bergen	T.3Cy.20″,33″&54″–40″		
			1688						-DuluthCo.	DuluthCo.	P25′B64′F27′			Norwegian			
	Elec.light		1258	(*ClassContem plated*)					Duluth, Minn						DuluthIronWorks,Duluth		
24	**Mandingo**	SteelTwinScSr	7781					1913	Harland&	British&African	425·6	57·3	31·4	Liverpool	Q8Cy20½″,29½″,42″&61″–48″		
140694	*H.Yardley* –17		6069						Wolff,Ld.	S.N.Co.Ld.(Elder,	P29′B239′F54′			British	516NHP		
JQTP	*Elec.light Ref.Mchy.*	2*Dks*&*Awng dk*	4761						Belfast	Dempster&Co.Ld.	*on Awng dk*				*WB* Harland&Wolff,Ld.Bel.		
	Sub.Sig. Wireless									*Mgrs.*)							
25	**M. H. Buchan**	WoodScK	101					1917	Stevenson	R.Irvin&Sons,Ld.	88·4	20·2	9·4	Peterhead	T.3Cy.8½″,14″&23″–16″		
130218		(*Fishing*)	93						&Asher	(W.H.Leask)				British	37RHP		
		1*Dk*	42						Banff						J.Lewis&Sons,Ld.Abn.		
26	**Mar Rojo**	SteelScSr	3627	✠100A1	Bbo	u	3,18	1917	Astilleros	Cia.Maritima del	325·6	47·1	22·5	Bilbao	T.3Cy.24″,40″&65″–45″ (*o*)	24	11
	*S.Bilbao*13–17		3002	~~3,18~~				8mo	deNervion	Nervion(Urquijo	P31′B80′F39′			Spanish	180lb *100lb* 295NHP	s 4	6
		1*Dk*(*Stl*)	2202		✠LMC8,17				Bilbao	&Aldecoa,*Mgrs.*)			FK	6*BHCem*	2SB,*6cf*,GS120,HS4374	20	9
								*Lloyd's*A&CP			*CellDB*			*APT*130*t*	J.G.Kincaid&Co.Ld.Grk.		
27	**Methven**	SteelScSr	4852	✠100A1	Liv	z	6,16	1906	D&W Hen-	CanadianPacific	390·0	52·7	27·1	London	T.3Cy.27″,45″&73″–48″ (*r*)	29	9
120650	*H.G.Roberts* –16	*ssGls.No.3–6,16*	4510	*Shelter dk*				1mo	dersn&Co.Ld	RailwayCo.				British	200lb *160lb* NDB16 469NHP	s 4	0
HFJG	(*ex*Heliopolis,	2*Dks*(*Stl*)&*deep framing*	8042	*withfreeboard*					Glasgow				FK	6*BHCem*	3SB,*9cf*,GS165,HS6250 FD	26	2
	*ex*Maine,*ex*Heliopolis)	&*Shelter dk*(*Stl*)		3,18~~5,17~~	MBS8,18			*Lloyd's*A&CP							D&W Hendersn&CoLdGls		
	Elec.light	WoodAuxTwinSc5MstSr			✠LMC6,16						*CellD* Ba129′*u*E28′ *f*160′			1020*tDT*a40	1021*tFPT*107*tAPT*89*t*		
28	**Mabel Stewart** ~~WoodAuxTwinSc~~		1472	✠ 12 A1	Vcr	p		1917	Wallace	CanadaWestCoast	~~240·0~~	~~44·1~~	~~19·8~~	Vancouvr	Oil Engines 2SC.SA.	21	0
138684	*H.C.Robinson* –17	1*Dk*2*trB* *OilEng.*	1324	10,17				8mo	Shipyards,Ld	Nav.Co.Ld.(H.W.	~~P36′F45′~~	44·0	19·2	British	4Cy.16½″–20″ DB*130lb*		
TMQG	*Elec.light Mchy.Aft*	*Salted* ptGIB	1272	*(ClassContem plated)*					Vancouver,	Brown,*Mgr.*)	243·2	P30′F30′			J&CGBolindersCoLdSkm		
	Hardwood Treenails (*See Sailing Ship Register*)				LMC10,17			*Lloyd's*A&CP	B.C.								
29	**Malahat**	WoodAuxTwinSc5MstSr	1372	12 A1				1917	Cameron-	~~CanadaWestCoast~~	240·5	44·0	19·0	Vancouver	Oil Engines 2S.C.SA.		
		OilEng.	1201						GenoaMills	~~Nav.Co.Ld. (H.W.~~	P36′F45′			British	4Cy.16″–20″		
	Elec.light		800	(*ClassContem plated*)					Shipbdrs,Ld.	~~Brown,*Mgrs.*)~~					J.&C.G.Bolinders,Skm.		
	Mchy.Aft	*For full particulars See Sailing Ship Register*							Victoria,B.C.	CanadaSSLinesLd.							
	(*See Sailing Ship Register*)																
30	**Mont Ventoux**	SteelScSr	3233	✠	Msl	v		1904	Swan,Hun-	Cie.Générale	344·0	45·5	15·9	Havre	T.3Cy.22″,37″&62″–42″	26	3
	Santelli –12	*ssMsl No.1–09.*	3046	*Spar dk*				9mo	ter&Wigham	Transatlantique	P28′B76′F38′		23·8	French	276NHP		
KHVJ	(*ex*Durndale)	1*Dk*(*Stl*)&*Spar dk*(*Stl*)	2089	12,10	✠				Richardson,				FK	6*BHCem*	2SB,*6rf*,GS110,HS4342		
		&*deep framing*							Ld.Newcastle	*CellDBa*	108′*u*E18′*f*146′730*t*			*APT*50*t*	Swan,Hunter&Wigham- Richardson,Ld.Nwc.		
31	**Madang**	WoodSc	194					1910	Ulderup&	NewGuineaCo.	117·9	20·0	10·0	Hamburg	T.3Cy.9″,14⅜″&24½″–16″		
	(Captured and taken to Rabaul)		140						Schlütter					German	24NHP		
RQMB	*B.Hovers*	*Elec.light*	93						HongKong						Ulderup&Schlütter,H.Kg		
32	**Madrugada**	WoodAuxScSr	1613					1917	M'Eachern	Gravenhorst&Co.	229·4	44·0	18·8	NewYork	Oil Engine		
214809	*F.Rouse*	*OilEng.*	—						ShipCo.					Utd.States			
LGVR		1*Dk*2*trB*	1288						Astoria,Or.								
	(*See Sailing Ship Register*)																
33	**Misaki Maru No. 2**	SteelSc	765					1917	Hakodate	Kishitaro	180·0	29·0	16·5	Hakodate	T.3Cy.14½″,24½″&40″–30″		
			651						DockCo.	Hamane	P19′B43′F28′			Japanese	88NHP		
		1*Dk*	543						Hakodate						*WB* OsakaIronWrksLd.Osaka		
34	~~Mahutta~~ **Mahratta**	SteelSc	6690	✠100A1	PGl	b†		1917	R.Duncan	T.&J.Brocklebank	445·0	58·2	31·2	Liverpool	T.3Cy.26½″,45½″&75″–54″	43	0
140545	*R.Johnstone* –17	Sr	6229	5,18~~5,17~~	Hul			11mo	&Co.Ld.	Ld.	~~P37′B115′~~F39′			British	200lb (*s*) 702NHP	s 7	7½
JRSQ	*Elec.light*	2*Dks*(*Stl*)	4177	*(ClassContem plated)*				*Lloyd's*A&CP	PortGlasgow	*Intermediate*BH in forehold dispensed with-SB*Honly*	P38′B155′		FK	*Cem*	4SB*12c*/GS247HS11068 FD	26	10
	*Carrying oil fuel F.P.above*150°*F.in D.B.*				✠LMC11,17					*CellDB*393′1493*tDTa*39′12′0*tFPT*101*tAPT*33*t*					Dunsmuir&Jackson,LdGls		
35	**Matteo Renato Imbriani**	SteelSc	5832	✠100A1	Pal	b†	7,17	1911	J.C.Teck-	Requisitioned by	450·8	57·2	27·0	Genoa	T.3Cy.27⅛″,46⅛″&78¾″–	29	8
	G.Versini –18	*ssPal.No.1–17*	5495	3,18~~7,17~~	Gen			10mo	lenborg A.G.	theItalianGovt.	P&B392 F15′			Italian	53½″ 206lb 697NHP		
QPNT	(*ex*Albany)	2*Dks*(*Stl*)&*3rd Dk in No.1*	3717		✠LMC7,17				Geestemünde	(ItalianStateRlys)			FK	9*BHCem*	4SB,*12cf*,GS256,HS10334 FD		
	Elec.light Well deck Wireless *hold only*			*Carrying oil fuel F.P.above*150°*F.in DB*				*Lloyd's*A&CP			*Cell DBa*146′ *u*E&B71′			*f*189′1153*t*	J.C.TecklenborgA.G.Gst.		
36	**Mahsud**	SteelScSr	8077	✠ 100A1	PGl	c†		1917	Russell&	T.&J.Brocklebank	~~470·0~~	~~58·2~~	32·1	Liverpool	T.3Cy.28″,47½″&80″–54″	34	10
140553	*W.Robertson*06–18	2*Dks*(*Stl*)3*rd dk*	7056	12,17	✠LMC12,17			12mo	Co.	Ld.	P47′B126′F47′			British	200lb (*r*) 772NHP	s 7	11½
JSBK	*Elec.light*(*Stl*) *in No.1hold*	*CruiserStern*	5022	*(ClassContem plated)*					PortGlasgow		470·4	58·2 FK		7*BHCem*	2DB&ISB.*19c*/GS295,HS14969	37	3
	*Carrying fuel oil F.P.above*150°*F.in D.B.&D.T.*							*Lloyd's*A&CP		*CellDB*414′1615*tDTa*37′123*tFPT*100*tAPT*96*t*					J.G.Kincaid&Co.Ld.Grk.		
37	**Merwede**	SteelSc	744					1917	deGroot&	Scheepsexploita-	180·0	28·0	14·6	Sliedrech	T.3Cy.15″,25″&40″–27″		
			533						vanVliet	tieMy,"Navis"				Dutch	83NHP		
	Mchy.Aft	1*Dk*	329						Slikkerveer						*WB* Y.V.vanCapellen,Bolnes		
38	**Macedonia**	SteelTwinScSr	6075	✠100A1	Rot	z	s8,17	1912	Sir J. Laing	HollandscheAlge-	422·0	51·0	23·4	Amstrdam	T6Cy.18½″,30½″&49″–48″ (*s*)	34	0
	J.deVoogd –17	*ssRot.No.3–6,17*	3578	*Shelter dk*			P8,17	3mo	&Sons,Ld.	meeneAtlantische	F45′*on Shelter dk*			Dutch	180lb *120lb Tpd.*17 500NHP	s 8	11½
	Elec.light 1*Dk*(*Stl*)&*Shelter dk*(*Stl*–ws)		3239	*withfreeboard*					Sunderland	Scheepv.Maats.	FK	8*BHCem*			5SB,*20cf*,GS400,HS16241 FD	25	8
	2*nd dk in Nos.1&2holds only&Web frames*			6,17	✠LMC8,17			*Lloyd's*A&CP		*CellDBa*75′*u*E&B106′*f*158′755*tFPT*				28*tAPT*59*t*	G.Clark,Ld.Sunderland		
	Cargo battens not fitted in 'tween dks																

1 Numero d'Ordre. / Numero Official. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine / Visites Périodiques.	3 Ex-nom, s'il y a lieu. / Nombres des Ponts.	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote.	6 Surveillance Spéciale. Date de la dernière Visite.	7 Port de Visite.	Ferme assigné maintenant exprès. Lettres d'équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres ou cert. d'enregistrement de L. h. pour le Cert. R. Yacht.
39	Main	SteelScSr (*Whaling*) 1*Dk*	110 102 22						1906	Akers Mek.Værks. Christiania		91·6	18·1	10·5	Italian	T 3Cy.11″,18″&29″–18″ 36NHP AkersMek.Værks No.		
40	Marcel *J.Blondé* *Well deck*	SteelScSr (*ex*Victoria2°,*ex*Glencairn) 1*Dk*½*Web frames*	*1101* *810* *688*				...		1889	J.Priestman&Co. Sunderland	L.Hermans	231·5 Q87′B94	32·0 F27′ BK8″	15·3	Bruges Belgian	T.3Cy.17″,28″& 6″–33″ NB09 131NHP *WB* Hutson&Co.bett,Glasgow	16 ″ 3	
✠ 41 209565 LCHK	Martha Buehner	WoodSc3MastSr (*ex*A.M.Simpson) 1*Dk*	774 — 465						1911	..... NorthBend, Or.	BuehnerLumber Co.	193·0	42·5	13·6	S.Frncisco Utd.States	C.2Cy.18″&38″–30″ 66NHP		
42	Meichi Maru *For full particulars See No. 78 below* *Elec.light*	SteelSc 2*Dks*	3200 2000						1917	OsakaIron Works.Ld. Innoshima	MitsuiBussan Kaisha,Ld.	305·0 P19′B82	43·7 F32′	25·0	Japanese	T.3Cy.22″,37″&61″–42″ 241NHP *WB* OsakaIronWks.Ld.Osaka		
43 142287 JSDV	Moneyspinner *Mchy.Aft* *Well deck*	~~SteelScSr~~ SteelSc3MstSr 1*Dk*(*Stl*) *Cargo battens not fitted*	961 686 ~~255~~ 502	✠100A1 6,18 ~~1,18~~ *(Class Contem. plated)* ✠LMC1,18	Goo	*l*			~~1917~~ 1918 1mo	Dundee S.B.Co.Ld. Dundee *Lloyd's SA&CP*	~~Pile&Co.Ld.~~ GooldunShipping Co.Ld. (C.H.Pile, *Mgr.*) (Pile&CoLd.,*Mgrs.*)	199·9 B13′~~Q119′F25′~~ Q118′F26′ *CellDB*	32·1 FK 3*BHCem* 120 204*tFPT*71*tAPT*5*t*	12·7	Goole British	T.3Cy.14½″,24″&39″–27″ (*s*) 15 ″ 1 180lb 91RHP 5 ″ 1½ 2SB,*4pf*,Gs64,HS2260 14 ″ 6 MacColl&Pollock,Ld.Sld.		
44 141871 JSBL	Munardan *Elec.light*	SteelScSr 2*Dks*	4283 3598 2702						1917	Workman, Clark&Co.Ld Belfast	CrossburnS.S.Co. Ld.	~~370·3~~ P35′B108 370·2	50·3 F45′	25·1	Glasgow British	T.3Cy.26½″,43½″&71½″–48″ 350NHP *WB* Wrkman,Clark&Co.Ld.Bel		
45 PMCP	Merwede *W.Visser*11–17 *Elec.light*	SteelSc4MstSr~~SteelSc~~ 1*Dk*	1912 1630 1133						1917	J.&A.van derSchuyt Papendrecht	N.V.Hollandsche Alg.Atlantische Stoomv.Maats.	268·1 P28′B57	42·3 F19′	18·3	Amsterdam Dutch	T.3Cy.17½″,29″&46″–36″ 127NHP *WB* J&A.van derSchuyt		
46 HTFV	Maria *J.Vega* (*ex*Primero,*ex*Collingwood)	SteelScK ~~ss~~Abn.No.2–01 1*Dk*	141 136 19	✠ *Stm Trawler* 2,04	Abn				1892 10mo	W.Hamilton&Co. Pt.Glasgow	R.Cawaura	100·2 Q19′F18′	20·5 BK7½″	10·6 3*BHCem*	Malaga Spanish	T.3Cy.11″,17″&27″–22″ NB12 47NHP D.Rowan&Son,Glasgow	11 ″ 11	V
47	Marie Barnard *Elec.light* *Mchy.Aft*	WoodAuxTwinSc *OilEng.* 1*Dk*2*trB*	1474 1306 916	12 A1 *(Class Contem. plated)*					1917	Wallace Shipyards.Ld Vancouver, B.C.	CanadaWestCoast Nav.Co.Ld. (H.W. Brown,*Mgr.*)	240·0 P36′F45′	44·1	19·3	Vancouver British	Oil Engines 4Cy.16″–20″ J&CGBolindersCo.LdSkm		
	~~(See Sailing Ship Register)~~ *Sailing Vessel–See Sailing Ship Register*																	
48 280 JBKG	Maria Sofia *E.Eriksson*16–16	WoodAuxSc3MstSr *OilEng.* 1*Dk* *(See Sailing Ship Register)*	134 119 103						1885	..... SödraGarn	C.A.Hedin	89·7 H14*t*	23·7	8·8	Stockholm Swedish	Oil Engine		
49 3911 JMHL	Mårten *J.E.Peterson*16–16	WoodAuxScSr *OilEng.* 1*Dk* *(See Sailing Ship Register)*	111 101 95						1901	..... Västervik	SvenskaCementförsäljningsaktieb (W.deScharengrad *Mgr.*)	88·7	20·1	8·5	Malmö Swedish	Oil Engine 1Cy 13″–13⅜″ *E*fitted17 J&CGBolindersStockholm		
50	Måsen *O.Huttman*16–16	WoodScSr *OilEng.* 1*Dk*	130 109 65						1916	ÖrebroNya Rederiaktieb. Varf,Skebäck	ÖrebroNya Rederiaktieb.	91·2	21·7	8·0	Örebro Swedish	Oil Engine 2Cy.10½″–12⅛″ J.V.SvenssonsM.A.Skm.		
51 PLSM	Meeuw *Motor* 1*Dk* *(See Sailing Ship Register)*	Steel&IronAuxScSr	127 109 94						1908	A.Wortelboer Westerbroek	A.B.Schaap&Co.	102·2	18·5	6·9	Groningen Dutch	Motor		V
52	Mauno *G.T.Dixon* –17 *Mchy.Aft* 1*Dk* *(See Sailing Ship Register)*	WoodAuxScSr *Par.Mot.* ~~*Gas Engs*~~ F&YM10,17*pt.Salted* Hardwood treenails	253 166 222 180	✠12 A– 12,17 *(Class Contem. plated)* ✠LMC12,17	SFo				1917 10mo	W.F.Stone Oakland,Cal.	Burns,Philp&Co. Ld.	109·0	27·7	10·6	Suva British	ParaffinMotor ~~Gas Engine~~ 4S.C.SA 3Cy.12″–15″ UnionGasEngineCo. Oakland,Cal.	11 ″ 3	
53 134719	Merrimac	SteelScSr 226 1*Dk*	~~209~~ 197 2	✠100A1 *For towing purposes* 2,18 *(Class Contem. plated)* ✠LMC2,18	Shl				~~1917~~ 1918 2mo *Lloyd's SA&CP*	J.P.Rennoldsn&Sons, Ld.S.Shields	BristolianStmTug Co.Ld.(C.J.King& Sons,Ld.,*Mgrs.*)	~~105·0~~ 105·8 BK7½″ *FPT*9*tAPT*20*t*	~~25·0~~ 25·2 11 1	~~13·5~~ *4BHAsp*	Bristol British	C.2Cy.22″&46″–30″ (*s*) 13 ″ 6 180lb 126NHP sl ″ 6½ 1SB,*3pf*,Gs58,HS2360 12 ″ 10 JPRennoldsn&SnsLdSShl		
54 215748 LJFC	Munindies *Jorgensen*17–17 *Elec.light*	SteelScSr 2*Dks*(*Stl*) 4138	5238 5096 3927 3759	✠100A1 12,17 ✠LMC12,17 *(Class Contem. plated)* *Fitted for oil fuel* 12,17 *F.P.above* 150°F.	NNs	*x*			1917 12mo	NwprtNws S.B.&D.Co. Newprt News	MunsonSteamship ~~Line~~ Lines *A&CP*	370·0 P27′B104′F22′ *CellDB*	53·2 FK 6*BHCem* 302′1033*tFPT*13*t*	27·0 *APT*27*1t*	NewYork Utd.States	T.3Cy.24½″,41½″&72″–48″ 190lb *120lb* (*s*) 471NHP 2SB,*Scf*, HS5564FP NewportNewsSB.&DD.Co	30 ″ 0	
55	Milhafre *L.E.A.Hogstedt*12–12	SteelSc (*Tug*) 1*Dk*	74 65 —				...		1912	Scott& Sons Bowling	J.Rawes&Co.	75·6 BK5′	17·1	7·8	Lisbon Portuguese	C.2Cy.13″&28″–18″ 42NHP *WB* Gauldie,Gillespie&Co.Gls	8 ″ 6	
56 JBKF	Möringen *O.Folkestad*	SteelScSr 1*Dk*	100 75 47						1901	Xiansands Mek.Værks. Xiansand	VoldensAktie. Dmpskb. (L.Barstad,*Mgr.*)	91·2 B21*t*	16·2	8·3	Aalesund Norwegian	C.2Cy.10⅜″&22″–15″ 16NHP XiansandsM.V.Xiansand		
57	Merrie England *Elec.light*	WoodTwinScK *OilEng.* 1*Dk*	169 126 96						1917	Fisher& Fisher,Ld. N.Sydney,NS	PapuanGovernment W.	109·0	24·0	8·4		Oil Engines 3Cy.16″–12″ UnionOilEngineCo.S.Fo.		
58	Marques de Urquijo *F.Frias*16–17 (*ex*Carlos,*ex*Benhead, *ex*Cyrano,*ex*Whitburn) *Web frames*	SteelScSr ~~ss~~L v.No.3–4,07 ssBbo.No.2–15 1*Dk*(*Stl*)~~s~~ *pt Awng dk*(*Irn*)	2567 1931 1634	✠100A1 *pt Awng dk with freeboard* 10,17 ~~BS2,18~~ ~~BS1,18~~ ✠LMC1,18	Bbo	*s*	10,17		1894 1mo	Short Bros. Sunderland A&CP	AltosHornos de Vizcaya *CellDB*	300·4 Q120′B120′RFD58′ F on RFD30′ 94′*u*E22*f* 114′62*u*	40·1 FK 6*BHCem*	18·9 *APT*71*t*	Bilbao Spanish	T.3Cy.20½″,37½″&61½″–42″ 160lb *100lb* (*s*) 242NHP NDB07 2SB,*6cf*,GS112,HS3650 J.Dickinson,Sunderland	21 ″ 3 s 8 ″ 2 20 ″ 4	
59	Motau *P.Hillien*–17*pt Salted* *Mchy.Aft* *(See Sailing Ship Register)*	WoodAuxScSr *Par.Mot.* ~~*Gas Eng*~~ F&YM10,17 1*Dk* Hardwood treenails	253 166 222 180	✠12 A– 12,17 *(Class Contem. plated)* ✠LMC12,17	SFo				1917 10mo	W.F.Stone Oakland,Cal.	Burns,Philp&Co. Ld.	109·0	27·7	10·6	Suva British	ParaffinMotor ~~Gas Engine~~ S.C.SA 3Cy.12″–15″ UnionGasEngCo.Oakland Cal.	11 ″ 3	
60 89368 SLQT	Morning Light *C.Coucher*	WoodAux-TwinScSr *OilEng.* 1*Dk* *(See Sailing Ship Register)*	102 91 59						1885	G.Jenkins Brisbane Water,NSW.	NewZealandRefrigeratingCo.Ld.	83·7	23·0	7·5	LyttltnNZ British	Oil Engines 4Cy.7 5/16″–7⅞″ *NE*fitted17 Andersons,Ld. Christchurch,N.Z.		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. / No. of Decks, &c.	3	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character.	6 for Special Survey. Date of last Survey.	7 Port of Survey. Years Assigned. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Engineers in which classed, if any in L.R. (Appendix of Engineers).
61	Mercedes *G.F.de Wit* -17 *Well deck* 1 *Dk (Stl)* *Mchy. Aft*	Steel Sc 3 Mst Sr	757 529 329	✠100A- 4,18 3,18 ✠LMC 9,17	Rot	*j*		1917 9mo	W.C.Boele &Zonen Slikkerveer	N.V.Zeevaart Maats. "Mercedes" *Cell D Bf* 103'140*t F P T* 65*t*	181·0 | 28·2 | 12·5 Q105'B11'F23' FK *3 B H Cem A P T* 6*t*			Rottrdam Dutch	T.3Cy.15″,24″&40½″–24′ 192lb (*s*) 109 N H P 2SB *4cf*, GS 60 HS 1943 Machinefabriek Bolnes	14 ″ 6 ″ 9 13 ″ 11	
62 142328 JSNC	Meline *A.A.Borland* 8–18 *Elec. light* 2 *Dks (Stl) & Webframes* *Mchy. Aft* *Longitudinal framing*	Steel Sc~~Sr~~ 6903	~~6970~~ 6366 ~~7114~~ 4413	✠100A1 3,18 ~~Class Contem. plated~~ *Carrying Petr oleum in bulk* *Fitted for oil fuel* 3,18 *F.P. above* 150° *F*	Sld ✠LMC 3,18	*at*†		~~1917~~ 1918 8mo	Sir J. Laing &Sons, Ld. Sunderland *Lloyd's* *S A&CP*	H.E.Moss&Co. (~~H.E.Moss&Co. Mgrs.~~) *Cell D Bu E&B* 55'142*t D T f* 38'518*t A P T* 55*t*	425·0 | ~~57·1~~ | 33·1 P101'~~B27'F44'~~ F42' B28' | 57·0 | FK *16 B Hpt Cem* 4SB, *12cf*, GS 196, HS 8248 FD (10 ″ ″ *to Upr dk* 6 ″ ″ *2nd dk*)	London British	T.3Cy.27″,45″&74″–54′ (*s*) 33 ″ 0 180lb 559 N H P G.Clark, Ld. Sunderland	33 ″ 0	
63 215873 LHKV	Munaires *Gainars* 17–17 *Elec. light* 2 *Dks (Stl)*	Steel Sc Sr	5036 4138 3759	✠100A1 NYk *x* 5,18 ~~4,18~~ ~~Class Contem. plated~~ *Fitted for oil fuel*, 1,18 *F.P. above* 150° *F*	✠LMC 1,18			1918 1mo	Nwprt Nws S.B.&D.D.Co. Newprt News	Munson Steamship Line *Cell D B* 302'1033*t P T* 13*t*	370·0 | 53·2 | 27·0 F27' | 53·1 | B104' F22' FK *6 B H Cem A P T* 271*t*	New York Utd. States	T.3Cy.24½″,41½″&72″–48″ 1901 *b* 120*lb* 4 N H P 2SB, *8cf*, HS 6564 FD Newport News SB&DD.Co.	33 ″ 0	
64 135495 HPFN	Mecklenburg *T. Watson* -10 (*ex* Anna Tiede)	Steel Sc Sr *ss* Shl. No. 3–10, 17 1 *Dk (Stl)* *& Shelter dk (Stl)*	1741 1094 1095	100A1 *Shelter dk* *with freeboard* 10,17 ✠LMC 10,17	Shl	*p*	10,17	1904	Schiffsw. v. Henry Koch Lübeck *Lloyd's* *S A&CP*	Leith, Hull & Ham. Stm. Pkt. Co. Ld. (J. Currie & Co. *Mgrs.*) *Cell D B* 204'379*t*	246·3 | 35·7 | 21·9 H62' FK *4 B H Cem F P T* 12*t*			Leith British	T.3Cy.17″,28½″&45½″–32½″ 165lb 140 N H P 2SB, *4cf*, GS 62, HS 2421 J.F.Ahrens, Altona	24 ″ 3 s 7 ″ 6 17 ″ 0	
65	Macáo *Elec. light* Wireless	Steel Sc Sr (*ex* Palatia) 1 *Dk & Shelter dk*	3557 3277 2181					1912	Flensburg Schiffsb. Ges. Flensburg	Requisitioned by the Brazilian Government	364·3 | 51·0 | 22·0 H25' 30·0 *W B*			Brazilian	T.3Cy.24¾″,40⅞″&67¾″–48″ 318 N H P Flensburger, Schiffsb. Ges.		
66	Macapá (*ex* Frieda Woermann, *ex* Adolph Woermann, *ex* Belgrano) *Elec. light* 2 *Dks*	Steel Sc Sr	2523 2127 1569					1888	Reiherst'g Schiffsw. Hamburg	Requisitioned by the Brazilian Government	322·4 | 40·0 | 22·2 P88'B78'F54'			Brazilian	T.3Cy.25″,40½″&65″–42″ 274 N H P Reiherst. Maschinenf. Ham		
67	Maceió *Elec. light*	Steel Sc Sr (*ex* Santa Anna) 2 *Dks*	3739 3353 2310					1910	Bremer Vulkan Vegesack	Requisitioned by the Brazilian Government	351·0 | 50·2 | 23·8 P24'B22½ F40'			Brazilian	T 3Cy 22 1/16″ 36⅜″&55 13/32″–41⅞″ 222 N H P *W B* Bremer Vulkan, Vegesack		
68	Maranguape *Elec. light*	Steel Sc Sr (*ex* Gunther) 2 *Dks*	3037 2586 1913					1906	Irvine's S.B. &D.D.Co.Ld W Hartlepool	Requisitioned by the Brazilian Government	318·8 | 44·9 | 22·2 P38'B102'F40'			Brazilian	T.3Cy.23½″,38″&64″–42″ 265 N H P *W B* Richardsons, Westgarth & Co. Ld. Hpl.		
69 133113 JOBW	Mongolian Prince ~~*dd Steel Armitage* 15~~ *ss* Gls. No. 1–17 (*ex* Verdala *W. Gill* -18) *Elec. light* Wireless *Carrying fuel oil F.P. above* 150° *F. in*	Steel Sc Sr 2 *Dks (Stl)*	5880 5494 3725	✠100A1 ~~2,17~~ 3,16 3,18 BS 4,17 ✠LMC ~~4,15~~ 4,17 MS 12,17	Cff Gls. Bel	*a*†	6,17	1913 4mo	Russell & Co. Port Glasgow *Lloyd's* *S A&CP*	Prince Line, Ld. (Furness, Withy & Co. Ld. *Mgrs.*) 1 *Inter* 2 *'tween dk B Hds* *Cell D Ba* 132'	423·5 | 56·0 | 28·7 P44'B123'F43' FK *mediate B H & 4 B H to Upr dk dispensed with 2 B H to 2nd dk only* *u E* 24' *f* 186'	Newcastle British *Cem*	T.3Cy.27″,45″&75″–48″ (*s*) 31 ″ 4 180lb 537 N H P 3SB, *9cf*, GS 171, HS 7890 FD 25 ″ 4 Rankin & Blackmore, Grk. 1243*t D T a* 36'1120*t A P T* 32*t*	s 6 ″ 4½	
70	~~Mronwen~~ Maenwen *Elec. light* *Should be "Clan Macvicar"*	Steel Sc	5330 5810	100A1 *Shelter dk* *See No. 102 in Supplement* (*Class Contem. plated*)					Nthmblnd S.B Co. Ld. Newcastle	W.&C.T.Jones	400·0 | 53·0 | 26·1	Cardiff British	T.3Cy.27″,45″&75″–51′ N.E.Marine Eng. Co Ld Nwc		
71 4489 JPMS	Maja *Soot–Tisell* -18 ~~*ss Gunderson* 17–17~~ *ss* Hbg. 2nd No. 3–4, 09 (*ex* Neva, *ex* Western *ss* Hbg. No. 1–13 *Well deck* Star) 1 *Dk (Irn)* 2 *tr B*	Iron Sc Sr	1420 1136 846	✠100A1 1,17 *Examined* 4,18 ~~NDS 5,05~~ ✠LMC 3,18 BS 10,17	Shl	*p*	~~1,17~~	1883 10mo	S.P.Austin &Sons Sunderland A&CP	Rederi Aktieb. Tertia (I.Lignell, *Mgr.*) *Cell D B* a 66'*f* 96'450*t*	245·0 | 36·1 | 17·6 Q86'B57'F26' BK 8″ *4 B H Cem*	Gothenbrg Swedish	C.2Cy.31″&58″–36″ (*a*) 18 ″ 11 80lb 169 N H P 2SB, *4pf*, GS 81, HS 3014 N.E.Marine Eng. Co Ld Nwc	s 1 ″ 11 17 ″ 10	
72 140567 JSQD	Malancha *J.J.Legg* 99–18 *Elec. light* *Cruiser Stern* 2 *Dk (Stl)* 3 *rd dk (Stl) in No 1 hold*	Steel Sc Sr	10572 9302 6746	✠100A1 4,18 ~~4,18~~ ~~Class Contem. plated~~ *Carrying fuel oil F.P. above* 150° *F. in D B & D T Lloyd's* *S A&CP*	NYk ✠LMC 3,18	*q*†		1918 3mo	Russell & Co. Port Glasgow	T.&J.Brocklebank Ld. *Cell D B* 456'2523*t D T* 39'1503*t F P T* 12*t A P T* 20*t*	518·0 | 63·7 | ~~35·5~~ P52'B157'F40' 35·4 FK *Intermediate B H in 'tween dk dispensed with 1 B H to Upr dk* *1 ″ ″ 2nd dk only*	Liverpool British	Q.4Cy.28″,40″,57″&82″–57″ 220lb (*s*) FD 888 N H P *Cem* 3 DB & 1 Aux SB, 2 *Ic*/GS 359 HS 14211 D.Rowan & Co. Glasgow	38 ″ 4 s 9 ″ 3 29 ″ 6	
73 JSTK	Margit *Elec. light* *Well deck* *Cargo battens not fitted*	Steel Sc Sr	2000	100A1 (*Class Contem. plated*)				1918	Albina Eng &Machine Works, Inc. Portland, Or.	Albina Akties. Dampskibs Damp	251·0 P37'B64'F24'	Norwegian	T.3Cy.20″,33″&54″–40″ Albina Engine & Machine Works, Inc. Portland, Or.		
74 142361 ~~BMFW~~ JSTK	Mercator *S Asplit* -18 ~~*Oilfields* -16–17~~ *ss* Rot. No. 1–14 (*ex* Moordrecht) 1 *Lk (Stl)* *Well deck* *Cargo battens not fitted*	Steel Sc Sr	999 806 609	✠100A1 4,18 ~~4,17~~ BS 9,17	Rot Mdb ✠LMC 3,14	*m*	9,16	1910 5mo	Rotterdam Droogd. Maat Rotterdam *Lloyd's* *S A&CP*	The Shipping Controller (R A Constantine & Donking. *Mgrs.*) *Cell D B* a 47'*u E&B* 34'*f* 101'	~~212·3~~ | ~~23·1~~ | 13·7 Q64'B51'F19' 212 · 4 | 33 · 2 | FK *4 B H Cem* 288*t A P T* 32*t*	London British	T.3Cy.15″,25″&41″–33″ (*s*) 15 ″ 9 180lb *160lb* 115 N H P 1SB, *3cf*, GS 60, HS 1906 Rotterdam Droogd. Maats.	s 1 ″ 4 14 ″ 8	
75	Maple *Elec. light* *Mchy. Aft* 2 *Dks*	Steel Sc	750					1917	Slidell S.B. Co. Slidell, La.	C.L.Dimon	190·0 | 34·0 | 11·6	Utd. States *W B*	C.2Cy.20″&42″–28″ 78 N H P J.M.William, New York		
76	Managua *Petersen* 17–17 (*ex* Lisboa, *ex* Berlin) 1 *Dk (Stl-pt* teaks) *Elec. light* Wireless	Steel Twin Sc Sr *ss* B.As.No.3–6,16	1561 1070 959	✠ A1 4,17 *Gulf of Mexico & Caribbean Sea* BS 11,17 ✠LMC 6,16	NNs		4,17	1906 6mo	Sir J. Laing &Sons, Ld. Sunderland *Lloyd's* *S A&CP*	Bluefields Fruit & S.S.Co.	255·0 | 38·1 | 13·8 P&B171'F57' FK *4 B H Asp F P T* 72*t*	Bluefields Nicaraguan	T.6Cy.15½″,25″&41″–27″ (*s*) 14 ″ 9 180lb *180lb* 232 N H P 2SB. *6cf*, GS 103, HS 4164 G.Clark, Ld. Sunderland		
77	Mustapha II. *Elec. light* Wireless 2 *Dks & Promenade dk*	Steel Sc	3496 2437 1842					1912	Forg. & Ch. de la Médit. La Seyne	Cie. de Navigation Mixte	344·5 | 44·6 | 24·6 F46'	Marseilles French	T.3Cy.34″,54″&85 7/16″–45 5/32″ 490 N H P *W B* Forg. & Ch. de la Médit. Msl.		V
78	Meichi Maru *Y.Koike* -17 *Elec. light* 2 *Dks (Stl) & Web frames* *Longitudinal framing*	Steel Sc	3191 2757 1981	✠100A1 9,17 ✠LMC 9,17	Kob	*f*		1917 9mo	Osaka Iron Works, Ld. Innoshima A&CP	Meiji Kaiun Kabushiki Kaisha *Cell D B* 255'518*t D T a* 25'534*t F P T* 112*t*	305·0 | 43·7 | 27·2 P19'B82'F32' FK *5 B H Cem A P T* 20*t*	Tarumi Japanese	T.Cy.22″,37″&61″–42′ (*s*) 27 ″ 3 180lb 288 N H P 2SB, *6cf*, GS 90, HS 3824 FD Osaka Iron Wks. Ld. Osaka	s 4 ″ 4½ 25 ″ 2	
79	Murua *A.Robinson* -18 F&YM 12, 17 *Par. Motor* *Mchy. Aft* *Part Salted Hardwood Treenails* (*See Sailing Ship Register*) 1 *Dk*	Wood Aux Sc Sr	253 166 222	✠12A- 1,18 ~~Class Contem. plated~~ ✠LMC 1,18	SFo			1917 12mo	W.F.Stone Oakland, Cal.	Burns, Philp & Co. Ld.	109·0 | 27·7 | 10·6	Suva British	Paraffin Motor 4 S.C.SA 3Cy.12″–15′ Union Gas Eng. Co. Oakland, Cal.	11 ″ 3	
80	~~Mechanicien Douzel~~ Steel Twin Mecanicien Donzel Sc Sr *Elec. light* 2 *Dks (Stl) & Shelter dk (Stl-ws)*		8227 7815 5060	✠100A1 *Shelter dk* *with freeb'rd* 2,18 ~~Class Contem. plated~~ ✠LMC 3,18	Uraga	*c*†		1918 2mo	Uraga Dock Co. Ld. Uraga Uraga A&CP	Messageries Maritimes *Cell D B* 387'1409*t F P T* 105*t A P T* 35*t*	445·0 | 58·0 | 40·0 FK *7 B H Cem*	Dunkirk ~~Marseilles~~ French	T.6Cy.22″,36″&61″–48″ 200lb (*s*) 703 N H P 4SB, *12cf*, GS 232, HS 9835 FD Uraga Dock Co. Ld. Uraga	40 ″ 0 s 12 ″ 1½ 28 ″ 7	

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. RPPm: Force en chevaux d'après les formules de la Société. RPEm: Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au maillet du navire. Tirant d'eau correspondant. pds. pa.	15 Remarques ou Voir, si ce n'est dans le Text. Durée Cert. Date Trade
81 114228 HBVF	**Madame Alice** *S.Salter* –17 (ex Bay Fisher) *Well deck Mchy.Aft*	SteelSc3MstSr ss Trn.No.2–13 1 *Dk(Stl)*	478 353 195	✠100A1 5,16 *Examined* 6,17 BS6,17	Sws ✠LMC 1,13	*h*	6,17	1904 10mo *Lloyd's*	Dublin Dkyrd.Co. Dublin *sA&CP*	T.G.Beatley & Sons	168·7 Q52′ *DBf* 93′	25·8 B11′ 122*t*	10·4 F25′ *FPT* 45*t* *APT* 20*t*	London British BK 7′ 3 *BHCem*	C.2Cy.20″&42″–30″ (*s*) 180lb 72RPP 1SB.3*pf*,GS53,HS1747 RenfrewBros.&Co.Irvine	12 ″ 9 s 1 ″ 1½ 12 ″ 4	
82 101741 WHFC	**Melusia** *J.D.Williams* –18 ~~*J. Johnson* 11–19~~ (ex Sydney) *Elec.light*	SteelScSr ss Mel.No.3–8,14 1 *Dk(Stl)* & *deep framing*	1989 1559 1183	✠100A1 10,17	Syd ✠LMC 6,17	*r*	10,17	1902 4mo *Lloyd's*	CaledonS. B.&E.Co.Ltd Dundee *sA&CP*	Burns, Philp & Co. Ltd. *Cell*	280·2 P45′ *DBa* 76′	38·2 B97′F35′ *uE* 22′	19·6 FK *f* 116′	~~Melbourne~~ Sydney NSW British 4 *BHCem* 403 *APT* 33*t*	T.3Cy.22″,35″&59″–36″ (*a*) 180lb *90lb* 249NHP 2SB,6*cf*,GS135,HS4141 CaledonSB.& E.Co.Ltd.Dun	22 ″ 0 s 3 ″ 1½ 19 ″ 6	
83 514 QRDV	**Merioneth** *B.G.Gazzolo* –17 6th Survey 10,00 ss Gen. 3rd No.3–12,13 4th Survey 12,17 ss Gen. No.1–17 2 *Dks* (*See Sailing Ship Register*)	IronAuxScBk *OilEng.* 1 *Dk*	1395 1321 1102	✠100A1 A1*1 12,17 MS 12,17	Gen	*t* Lv		1875 11mo	T.Royden & Sons Liverpool A&CP	Quaglia & Galdini	231·4 P31′F35′	38·9	23·6 BK 9½′	Genoa Italian 1 *BHCem*	Oil Engines 2S.C.S.A. 4Cy.13½″–19½″ *Re-fitted* 17 NDU 11 *re-fitted* 17 *100lb* Cantiere Officine Savoia Cornigliano	25 ″ 8 s 4 ″ 9½ 22 ″ 1	
84	**Martha** *Petrol Motor* 1 *Dk*	SteelSc3MstSr	393 346 282					1917	N.V.Werf. Zeeland Hansweert	Vrachtvaart Maats.Neerlandia	143·0	25·7	11·7	Rotterdam Dutch	Petrol Motor 3Cy. D.Goedkoop, Amsterdam		
85 12458 HNQV	**Madame Midas** *J.Nelson* –16 (ex Duva) *Well deck*	SteelScSr ss Gmh.No.1–14 1 *Dk(Stl)* & *deep framing*	1203 1028 715	✠100A1 1,17 *Examined* 1,18 BS7,17	Nwc ✠LMC 2,14	*o*	~~6,16~~ 1,18	1909 3mo *Lloyd's*	Campbel-townS.B.Co. Campbeltwn *sA&CP*	T.G.Beatley & Son *Cell*	229·9 Q79′ *DBa* 54′	35·0 B58′F28′ *uE&B* 33′	16·0 FK *f* 102′	Grngemth British 4 *BHCem* 315*t* *APT* 95*t*	T.3Cy.18″,27½″&45″–33″ (*s*) 180lb *100lb* 130NHP 1SB,3*cf*,GS63,HS2078 D.Rowan & Co.Glasgow	18 ″ 4 s 1 ″ 8½ 16 ″ 11	
86 126984 JBMH	**Mungret** *C.Hanrahan* –17 (ex Sligo) *Elec.light Mchy.Aft* *Well deck* *Cargo battens not fitted*	SteelSc3MstSr ss Bkn.No.1–17 1 *Dk(Stl)*	515 373 205	✠100A1 2,18 ~~0,17~~ MS 5,17	Nwc Lon ✠LMC 12,15	*i*	~~12,16~~ 2,18	1913 1mo *Lloyd's*	Dublin Dkyrd.Co.Ltd Dublin *sA&CP*	Limerick S.S.Co. Ltd. *Cell*	175·7 Q96′ *DBf* 94′	27·4 B7′F30′ 118*t*	10·3 BK 7′ *FPT* 41*t* *APT* 31*t*	Limerick British 3 *BHCem*	T.3Cy.15″,25½″&41″–30″ (*s*) 180lb *100lb* 85RHP 1SB.3*cf*,GS55,HS2077 MacColl & Co.Ltd.Belfast	12 ″ 10 s ″ 7 12 ″ 11	
87 138499	**Mac-Sin** (*Tug*) 2 *Dks*	WoodSc	280 201 80					1917	SincenneMc NaughtnLine Ld.Sorel,Que.	Sincennes McNaughtonLine, Ld.	109·7 H79*t*	26·0	12·9	Montreal British *WB*	T.3Cy.18″,30″&48″–20″ *Emade* 14 B *made* 99 103NHP Ellicott Machine ShopCorp.Baltimore		
88 214908 LGVJ	**Margaret** *N.M.Nelsen* 1 *Dk* (*See Sailing Ship Register*)	WoodAuxTwinScSr *OilEng.*	1613 — 1288					1917	M'Eachern ShipCo. Astoria,Or.	A.O.Andersen & Co.	229·4	44·0	18·8	Portlnd,O. Utd.States	Oil Engine		R
89 INBC	**Meknès** *Charuau* –17 *Elec.light Mchy.Aft*	SteelScK (ex Guazú) 1 *Dk(Stl)*	*363* 277 *197*	✠ 7,11 *Rivers Parana & Plate* ✠	Dun			1907 2mo	Dundee SB Co.Ltd. Dundee	Cie.Chérifienne de Navigation	160·0 F27′ *Shade dk* 80′	27·1	9·4 FK	Casablnca Morocco French 3 *BHCem* *FPT* 20*t*	T.3Cy.13″,21″&34″–24″ 76NHP 1SB,3*pf*,GS43,HS1377 G.T.Grey,SouthShields	10 ″ 0	V
90	**Maoka Maru** *Elec.light*	SteelScSr 1 *Dk*						1917	Osaka Iron Works,Ld. Osaka	Kita Nippon Kisen Kabushiki Kaisha	220·0 P23′ *WB*	33·6 B34′F24′	18·5	Amaga-saki Japanese	T.3Cy.13½″,23″&38″–30″ 79NHP Osaka Iron Wks,Ld.Osaka		
91	**Millingen** *G.R.de Wit* –17 *Mchy.Aft*	SteelSc 1 *Dk*	384 270 156					1917	N.V.Kuy & Ree's Mch.& Schpsw. Rotterdam	N.V.Schpv. Millingen	131·4 Q59′	22·9 B9′F15′	11·4	Rottrdam Dutch	T.3Cy.9½″,15¾″&26¾″–20″ 32NHP N.V.Kuy & Ree's Mch & Schpsw.Rot.		
92	**Manchester Brigade** *Elec.light*	SteelScSr	5759	100A1 *Shelter dk with freeboard* (*Class Contemplated*)				1918	Irvine's SB & D.D.Co.Ltd. W Hartlepool	Manchester Liners Ld.	418·0 B126′	53·5	33·4	Manchestr British	T.3Cy.29″,49″&80″–51″ Richardsons, Westgarth & Co.Ltd.Hpl.		
93 149 PWNS	**Masaniello** *Zino* –17 (ex Italia) *Elec.light*	SteelSc5Mst ss Nap.No.2–13 2 *Dks(Stl)* & *Web frames* & *Shelter dk(pt Stl–ws)* 3 *Dk rule*	6366 6146 3949	✠100A1 *Shelter dk with freeboard* 4,16 *Examined* 1,18 ✠LMC 3,17	NYk	*y*	1,18	1904 12mo *Lloyd's*	Cant.Nav. Siciliani Palermo *sA&CP*	~~Peirce Bros.~~ "Transoceanica" Soc.Italiana di Nav. *DBa* 82′ *uE* 26′	391·7 B70′ *f* 216′ 131	52·1	33·4 FK 5*t* *DT* *f* 40′	Naples Italian 7 *BHCem* 870*t* *APT* 4*t*	T.3Cy.27″,43″&73″–51″ (*s*) 180lb 476NHP 3SB,9*cf*,GS164,HS6565 G.Clark,Ld.Sunderland	26 ″ 10 s 2 ″ 4½ FD 24 ″ 9	
94 986 HBKJ	**Minita**	WoodSc	126 — 63					1917	E.Montana Calbuco	J.Ditzel	74·8	16·1	8·5	Calbuco Chilian	C.2Cy.13″&22″–16″ 19NHP		
95	**Meigen Maru** *S.Nakayama* ~~–18~~ –17 *Elec.light* 1 *Dk(Stl)* & *Shelter dk(Stl)* & *Web frames Longitudinal framing*	SteelSc	4379 3693 2767	✠100A1 *Shelter dk with freeb'd* 12,17 (*Class Contemplated*) ✠LMC 2,17	Kob	*w*		~~1918~~ 1917 12mo	Osaka Iron Works,Ld. Innoshima A&CP	Nippon Kisen Kabushiki Kaisha *Cell DB* 298′ 113	345·0 P30′ B99′F34 28·1 *on Shelter dk* *DT* 32′ 69 3*t* *FPT* 11*t*	~~49·1~~ 20·1 FK *APT* 29*t*	Tarumi Japanese 6 *BHCem*	T.3Cy.24″,41″&67″–48″ (*s*) 180lb 390NHP 2SB,6*cf*,GS126,HS5400 FD Osaka Iron Wrks,Ld Osaka	28 ″ 2 s 4 ″ 10½ 23 ″ 8	
96 139629 JTCR	**Maindy Dene** *Culliford* –18 *Elec.light* *Cargo battens not fitted*	SteelScSr 1 *Dk(Stl)*	~~3100~~ 2869 3167 1900	✠100A1 4,18 (*Class Contemplated*) ✠LMC 4,18	Stk	*u*		1918 4mo *Lloyd's*	Craig, Taylor & Co.Ltd. Stockton *sA&CP*	Maindy Shipping Co.Ltd. (Jenkins, Richards & Evans, Ld., *Mgrs.*) *Cell DB* 280′ 83 3*t* *FPT* 101*t* *APT* 110*t*	~~325·0~~ P31′ B94′F31′ 325 · 1	~~48·0~~ 22·2 FK	Cardiff British 5 *BHCem* 2SB & 1 Aux SB 6*cf* & 2*pf*,GS139 HS5480	T.3Cy.24″,39″&64″–42″ (*s*) 180lb 294NHP N.E.Marine Eng.Co Ld.Sld	24 ″ 3	
97	**Marie de Ronde** *Elec.light* *Mchy.Aft* (*See Sailing Ship Register*)	WoodAuxTwin *OilEng.* Sc5MstSr 1 *Dk* 2 *tr B* *Cruiser Stern*	2450 2150 1950					1918	Grays Harbor Motor Ship Co. Aberdeen, Wash.	Donald S.S.Co.	273·5 P53′F31′	48·0	26·1	Utd. States	Oil Engine 4Cy.16½″–22″ Marine Pipe & Machine Works,Seattle,Wash.		
98	**Mexoil** *Elec.light* *Mchy.Aft*	SteelTwinSc *Longitudinal framing*	1400	100A1 *Carrying Petroleum in bulk* (*Class Contemplated*) *Coasting New York, West Indies & Gulf of Mexico*				1918	Alabama-New Orleans Transptn Co Violet,La.	Mexican Petroleum Co.	246·5 P72′F22′	36·6	19·0	L.Angeles, Cal. Utd.States	1 Steam Turbine & 2 Electric Motors Ridgway Dynamo & Engine Co.Ridgway,Pa.		
99 138447	**M. Sigogne**	WoodScSp 1 *Dk*	276 235 161					1917	B.N.Melan-son, Gilbert's Cove,N.S.	~~B.N.Melanson~~ F.O.Robertson	113·2 H41*t*	30·0	11·4	Wymouth, N.S. British	C.2Cy.13″&36″–14″ *Emade* 04 28RHP G.H.Waring,St.John,N.B.		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. / Master. / Special Surveys.	3 Material, Rig, &c. / Late Name if any. / No. of Decks, &c.	4 Register Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned. Date of last Equipment Letter.	7* Date when last classed.	8 Built. When	9 Built. By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidship. Corresponding draught ft. in.	15 Registers in which classed, if not in L.R. (Insert's offices)
100 PLFG	Maria Jacoba *H.Westerdijk* –17 *Mchy.Aft*	Steel Sc *Oil Eng.* 1 *Dk*	213 — 135					1917	G.J.van de Werff Hoogezand	N.V.Motorschshp. Maria Jacoba	105·0	22·7	10·5	Vlaardingn Dutch	Oil Engine J.Boot, Alphen a/d Rijn		
101 110 PMDH	Milly *A.G.v.Keulen* –17 *Mchy.Aft*	Steel Sc Sr 1 *Dk*	304 229 137					1917	Gebrs. Fikkers Muntendam	NV.Skands (H.van Krieken & Co. *Mgrs.*)	119·9	22·6	10·7	Rottrdam Dutch	C.2Cy. Boon, Molema &de Cock Hoogezand		
102 121212 HCBS	Melville Dollar *R.L.Morton* –16 *ss* S.Fo.No.2–13 (*ex* Hazel Dollar) 1 *Dk* (*Stl*) & *Spar dk* Wireless (*Stl*) & *deep framing*	Steel Sc 4 Mst Sr	4304 4083 2804	✠100A1 *Spar dk* 2,17 ✠LMC2,17 *Fitted for oil fuel* 11,14 *F.P. above* 150° F.	HKg	*x*	2,17	1905 3mo *Lloyd's* & *CP*	A.Rodger & Co. Pt.Glasgow *Intermediate*	Dollar SS.Lines Ld. (The Robert Dollar Co. *Mgrs.*) *Bulkhead in after Cell D Ba*	370·0 P33'B98'F35' FK 120' *u E & B* 42' *f* 162'	50·0 26·7 *Cem* *hold dispensed with*	18·7 5 *B H only* 982 *t A P T* 90 *t*	Vancouver British	T.3Cy.25½",42"&70"–48" (*s*) 180lb 534 NHP 3SB,9*cf*,Gs168,Hs6402 A.Rodger & Co. Glasgow	29 " 3 8 5 " 7½ 24 " 0	
103	Michael *Aminos* (*Trawler*) (*ex* Albertos Amvourger, 1 *Dk* *ex* Andreas Protoclitos, *ex* Lupus)	Steel Sc Yl	132 121 45				...	1896	Mackie & Thomson Glasgow	J.Stamatiades, D.Peseris & M.Jeanides	99·3 Q17'F19'	21·0 BK 7½"	10·4	Piræus Greek	T.3Cy.10",16"&27"–20" 33 NHP Muir & Houston, Ld. Gls.	11 " 6	V
104	Ministro Saenz Valiento (*ex* Sailing *ss* Msl 2nd No 3–11,96 *Oil Eng.* Vessel Esteban *ss* Bhn.No.2–05 1 *Dk* 2 *tr B* Peyrano, *ex* Gabriela, *ex* Weiwera, *ex* Maggie Trimble) (*See Sailing Ship Register*)	Iron Aux Twin Sc 3 Mst Sr	800 740 721	✠ 6,05	Bhn			1870 4mo	A.Stephen & Sons Glasgow	Acosta y Cia.	191·8 Q29*t*F27*t*	31·1 BK 7"	19·0	Bns.Ayres Argentine	Oil Engines 4 Cy.19¼"–16½" NE *fitted* 16 J.& C.G.Bolinder, Skm.		V
105 140713 JTQM	Maimyo *G.W.Sharpe* 07–18 2 *Dks* (*Stl*) 6289 *Elec.light* *Cargo battens not fitted* 5372 *in 'tween dks.* 3899	Steel Sc Sr	6280<~~5350~~ 3960	✠100A1 5,18 (*Class Contem plated*) *Carrying oil fuel F.P. above* 150° F. *in D B & D T*	Pgl	*at*		1918 5mo *Lloyd's* & *CP*	Russell & Co. Port Glasgow	~~T. & J. Brocklebank, Ltd.~~ Well Line, Ld. *one intermediate BH &1 'tween dk. B H dispensed with-Cell D B 360'1181 t D T a 36'1112 F.P. 90 t A P T 31 t*	423·0 P44'B123'F43' 423·2 FK 1 " " *2nd dk only*	56·0 *Cem*	28·7 *5 L B H Ult.*	Newcastle ~~Liverpool~~ British	T.3Cy.27",45"&71"–51" (*s*) 180lb *110lb* 561 NHP 3SB,9*cf*,Gs190,Hs8428 FD J.G.Kincaid & Co Ld. Grk.	31 " 4	
106	Maid of Orleans *Elec.light*	Steel Twin Sc 3 *Dks* 4 *tr B*	2500					1918 5mo	W.Denny & Bros. Dumbarton	S.Eastrn & Chathm Rly Cos. Managing Committee	348·0 *W B*	42·0	25·0	London British	4 Geared Steam Turbines Denny & Co. Dumbarton		
107	Mauveen 1 *Dk*	Wood Sc K	100	A1 *For fishing purposes* (*Class Contem plated*)				1918	R.Irvin & Sons, Ld. Peterhead	R.Irvin & Sons, Ld.	90·0	20·1	9·2	British	T.3Cy.9¼",15"&25"–18" J.Lewis & Sons Ld Aberdeen		
108	Mary Aiston *Mchy.Aft*	Steel Sc K	300 211	100A1 (*Class Contem plated*)				1918	Crabtree & Co. Ld. Gt.Yarmouth	W.Aiston	130·0	23·0	10·6	Scarboro' British	C.2Cy.16"&33"–22" Crabtree & Co. Ld. Gt. Yar.		
109 118643 HDBM	Mademoiselle Edmere *C.W.Hart* –16 *ss* Nwc.No.2–12 (*ex* Grasmere) *Well deck* 1 *Dk* (*Stl*) *Mchy.Aft* *Cargo battens not fitted*	Steel Sc Sr	600 433 317	✠100A1 8,16 4,18<~~Examined 3,17~~ ~~BS 10,17 BS 4,18~~ ✠LMC 4,18	Bly	*i*	8,16	1904 9mo *Lloyd's* & *CP*	Blyth S.B. Co. Ld. Blyth	T.G.Beatley & Son *Cell D B f* 108'150 *t F P T*	178·0 Q92'B9'F20'	26·5 FK 3 *B H Cem*	11·6 52 *t A P T* 6 *t*	Middlsbro' British	T.3Cy.15",25"&41"–27" (*s*) 180lb ~~200~~ 83 NHP 1SB.3*cf*,Gs50,Hs1617 G.T.Grey, South Shields	13 " 9 s 1 " 1 12 " 11	
110	M. Arnus *ss* Yka.No.3–12,06 (*ex* Josefa Raich, *ex* M. *ss* Yka.No.2–14 Arnus, *ex* Temiva Maru, *ex* Saint Jerome) 1 *Dk* (*Stl*) 2 *tr B* & *Web frames* & *pt Awng dk* (*pt Stl pt Irn*)	Steel Sc Sr	2946 2215 2139	✠100A1 *pt Awng dk* *with freeboard* 3,17 ✠LMC 9,16	Bcl	*t*	8,18	1894 9mo	Furness, Withy & Co Ld W Hartlepool A&CP	Hijos de Jose Taya S.en C. *Cell D Ba* 106'	314·0 Q131' *pt Awng dk* 183' *u E & B* 50' *f* 112' 493 *t*	40·5 FK	21·3 6 *B H Cem* *A P T* 30 *t*	Barcelona Spanish	T.3Cy.23½",37½"&61½"–39" 160lb (*s*) 240 NHP 2SB,6*cf*,Gs90,Hs3664 T.Richardson & Sons, Hpl.	23 " 10 s 9 " 2 21 " 11	
111	Marquesa *Elec.light* *Ref.Mchy.* *Cruiser Stern*	Steel Twin Sc Sr	7484	100A1 *Shelter dk with freeboard* (*Class Contem plated*)				1918	W.Hamilton & Co. Ld. Port Glasgow	Furness, Houlder & Argentine Lines, Ld.	430·2 B257'F41'	61·1	34·7	Liverpool British	T.6Cy.26",42½"&70"–45" D.Rowan & Co. Ld Glasgow		
112 112401 RHVB	Molesey *D.M.Hood* –11 *ss* Cff.No.3–9,11 (*ex* Rokeby) *ss* Nwc.No.1–16 1 *Dk* (*Irn*) 2 *tr B* & *deep framing* & *Web frames* 3 *Dk rule*	Steel Sc Sr	3786 3568 2443	✠100A1 4,18 BS 7,17 ✠LMC 4,16	Nwc	*w*	7,17	1899 9mo	Ropner & Son Stockton A&CP	Britain S.S.Co.Ld. (Watts, Watts & Co. Ld. *Mgrs.*) *Cell D Ba* 98' *u E* 44' *f* 135' 746 *t*	347·8 P30'B75'F39'	49·5 FK 6 *B H Cem*	25·5 *A P T* 67 *t*	London British	T.3Cy.25",41"&67"–45" (*s*) 180lb *100lb* NDB 16 340 NHP 2SB.6*rf*,Gs134,Hs5138 Blair & Co. Ld. Stockton	28 " 3 s 5 " 4½ 23 " 3	
113	Markab *Elec.light*	Steel Sc 1 *Dk*	2200					1917	NV Schpsw Baanhoek v/h F.Nederlof Sliedrecht	N.V.van Nievelt Goudriaan & Co.'s Stoom. Maats.	237·0			Rottrdam Dutch	T.3Cy.17½",29"&46"–36" 127 NHP *W B* Scheepsw. Mach. Fab. T.& A.v.d.Schuyt, Papendrecht		
114	Meiko Maru *Elec.light* *Longitudinal framing*	Steel Sc	4400 3693 2758	100A1 *Awng dk* (*Class Contem plated*)				1918	Osaka Iron Works, Ld. Imroshima	Meiji Kaiun Kaisha Ld.	345·0 P30'B99'F34'	49·8	28·2	Japanese	T.3Cy.24",41"&67"–18" Osaka Iron Wrks, Ld. Osaka		
115 MLSN	Marit *A.M.Belgau* 17–17 (*ex* Stolt) 1 *Dk* (*Stl*) *Mchy.Aft*	Steel Sc 3 Mst Sr	497 337 245	✠100A1 4,18 ✠LMC 1[illegible],15	Cff	*g*	4,18	1915 11mo	NV Schpsw De Merwede Hardinxveld A&CP	Torgersen & Co.	156·7 Q97'F20'	25·2 FK 3 *B H Cem*	10·9 *F P T* 43 *t*	Haugesnd Norwegian	T.3Cy.13",20"&33"–24" (*s*) 180lb 74 NHP 1SB,3*pf*,Gs51,Hs1364 Verschure & Co. Ams.	11 " 11 s 4 " 6 11 " 7	
116	Mangore *Elec.light* *Mchy.Aft* *Longitudinal framing*	Steel Sc 3 Mst Sr	4100	100A1 (*Class Contem plated*)				1918	Bethlehem S.B.Corp.Ld. Sparro'Pt Md	Ore Steamship Corp.	358·0 P108'F27'	50·0	27·4	New York Utd. States	T.3Cy.20½",35"&60"–42" Bethlehm SB Cor. Sparro'Pt		
117	Menkar *Mchy.Aft* 1 *Dk* (*Stl*) *Well deck*	Steel Sc 2 Twin Msts	1148 866 661	✠100A1 3,18 LMC 2,18	Rot	*n*		1918 3mo	Wilton's E. & Slipway Co. Rotterdam A&CP	Van Nievelt, Goudriaan & Co.'s Stoomv. Maats.	230·2 Q131'B13'F24' *Cell D Bu*	34·0 FK 4 *B H Cem*	13·2 *B* 23 *f* 152' 389 *t F P T*	Rottrdam Dutch	T.3Cy.15½",25½"&41"–36" (*s*) 160lb *100lb* 124 NHP 1SB,3*rf*,Gs63,Hs2213 M.B *made* 93 *refitted* 2,18 Wilton's Eng & Slipway Co.	16 " 0	
118 142409 JTHS	Merida *G.J.Kirton* 02–18 1 *Dk* (*Stl*) 2 *tr B* 2nd *dk* *Elec.light* (*Stl*) *in No.1 & after holds*	Steel Sc	5951 5382 3655	✠100A1 5,18 ~~(Class Contem plated)~~ *Carrying oil fuel F.P. above* 150° F. *in D B's*	Nwc	*at*		1918 5mo *Lloyd's* & *CP*	Armstrong Whitworth & Co. Ld. Newcastle	English & American Shipping Co. Ld. (C.T.Bowring & Co. Ld., *Mgrs.*)	420·4 P36'~~B130~~ 130'F45' *Cell D B* 3[illegible]3 1[illegible]2 *t F P T* 160 *t A P T* 205 *t*	55·3 FK	28·7 7 *B H Cem*	London British	T.3Cy.27",45"&71"–51" (*s*) 180lb *110lb* 561 NHP 3SB,9*cf*,Gs184,Hs7918 Wilson & Sl[illegible]y Co. Ld. Nwc.	31 " 3	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-noms, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NP=Force en chevaux d'après les formules de la Société. HP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Keystone or easy. si ce n'est dans le L. R.
119 142423 JTLR	**Montezuma** *A.H.Clews* 14–15 *Elec.light* 2*Dks*(*Stl*) *Cargo battens not fitted in 'tween dks*	SteelScSr	5038 4770 3187	✠100A1 5,18 ✠LMC5.18 *Carrying oil fuel F.P. above* 150° *F. in DB & DT*	PGl	s		1918 5mo	R.Duncan &Co.Ld. PortGlasgow *Lloyd's SA&CP*	CanadianPacific RailwayCo. *CellDB a*130′*uE*24′*f*184′	405·3 P45′B126′F46′	53·0	27·4 FK *6BHCem* 1233*t DT*28′815*t APT*25*t*	London British Belfast	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 538NHP 3SB,*9cf*,Gs186,Hs8151 FD J.G.Kincaid&Co.Ld.Grk.	30 ″ 0	
120	**Melmore Head** *Elec.light* 2*Dks*	SteelSc	5000 4845					1918	Workman, Clark&Co.Ld Belfast	UlsterS.S.Co.Ld. (G.Heyn&Sons, *Mgrs.*)	390·4 P47′B117′F78′	51·8	29·8 *WB*	Belfast British	3 Steam Turbines geared to 1 screw shaft Wrkman,Clark&Co Ld Bel		
121	**Macharda** *Elec.light*	SteelScSr *CruiserStern*	10570 9300 6745	100A1 (*ClassContem plated*)				1918	Russell& Co. PortGlasgow	T.&J.Brocklebank Ld.	518·0 P52′B157′F40′	63·7	35·4	Liverpool British	Q.4Cy.28″,40″,57″&82″–57″ DavidRowan&Co.Gls.		
122 135551 JFBG	**Madame Brooke** *A.Hollywood* –14 (*ex*Broadgreen) *Mchy Aft Well deck*	SteelSc3MstSr 1*Dk*(*Stl*)	622 414 264	✠100A1 4,17 ✠LMC2,14	Nwo	i	1,16	1914 2mo	J.Fullerton&Co. Paisley *Lloyd's SA&CP*	T.E.Brooks (T.G.Beatley&Son *Mgrs.*) *CellD*	175·2 Q96′B9′F32′ *Bf*95′137*t FPT*51*t*	28·1 BK6″	10.4 *3BHCem APT*44*t*	Liverpool British	T.3Cy.14″,24″&40″–27″ (*s*) 180lb 90RHP 1SB,*3pf*,Gs54,Hs1899 Ross&Duncan,Glasgow	13 ″ 0 s4 ″ 7 13 ″ 0	
123 135624 MGFK	**Manchurian Prince** *W.Mackintosh* –17 (*ex*Ardgair) *Elec.light*	SteelScSr *ss*Gls No.1–17 2*Dks*(*Stl*)	5119 4748 3283	✠100A1 ~~11,17~~ 18 ✠LMC8,17	Bry NYK	s	N11,17	1913 5mo	R.Duncan &Co.Ld. Pt.Glasgow *Lloyd's SA&CP*	PrinceLineLd. (Furness,Withy &Co.Ld.*Mgrs.*) *'Tween hold*	405·0 P41′B121′F35′ *dk BH in after dispensed with CellDB*a131′	53·0 FK 5B 1B	27·2 *Cem H to Upr dk H to 2nd dk only uE*23′ *f*176′	Newcastle British	T.3Cy.27″,44″&73″–48″ (*s*) 180lb *100lb* 475NHP 2SB,*8cf*,Gs156,Hs6697 FD J.G.Kincaid&Co.Ld.Grk. 1103*t DTa*36′988*t APT*86*t*	29 ″ 9 s 5 ″ 11 24 ″ 2	
124	**Manchester Division** *Elec.light*	SteelScSr	6000 5759 3810	100A1 *Shelter dk with freeboard* (*ClassContem plated*)				1918	Irvine'sSB &D.D.Co.Ld. WHartlepool	Manchester Liners,Ld.	418·0 B126′	53·5	33·4	British	T.3Cy.29″,49″&80″–54″ Richardsons,Westgarth& Co.Ld.Hpl.		
125	**Masaki Maru No. 2** *Elec.light* 1*Dk*	SteelSc	1200					1918	OsakaIron Works,Ld. Osaka	K.Kusakabe	220·0 P23′B44′F24′	33·6	18·5 *WB*	Kobe Japanese	T.3Cy.13½″,23″&38″–30″ 79NHP OsakaIronWorksLdOsaka		
126	**Makoa** *Mchy.Aft* 1*Dk* (*See Sailing Ship Register*)	WoodAuxScSr *OilEng.*	250 165					1918	Morrison& Sinclair Sydney,NSW	Burns,Philp&Co. Ld.	117·0 P30′	27·0	11·0	SydnyNSW British	Oil Engines 3Cy.12″–15″ 81NHP		

1	2	3	4	5	6	7	7a	8	9	10	11			12	13	14	15
No. in Book.	Steamer's Name.	Material, Rig, &c.	Regist'd Tonnage	Particulars of Classification.			Date when last classed.	Built.		Owners.	Regist'd Dimensions. Deck Erections, &c.			Port of Registry.	Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Moulded depth.	Regisers & when classed, if not in L.R. Book of Class Ceased.
Official No.	*Master.*	*Late Name if any.*	Gross. — Under deck. — Net.	Character. — ✝ for Special Survey. Date of last Survey.	Port of Survey.	Year Assigned now expired. Equipment Letter.		When	By Whom — Where		Length.	Breadth.	Depth.	Flag.		Freeboard amidships. Corresponding draught. ft. in.	
Code Letters.	Special Surveys.	No. of Decks, &c.															

1 Numero d'Ordre.	2 Nom du Navire.	3 Matériaux Gréement. etc.	4 Tonnage Officiel.	5 Détails de la Classification. Cote.	6	7	7*	8 Construit.	9	10	11 Dimensions d'après la Douane. Superstructures, &c.			12 Port d'Armement.	13 Machines.	14 Creux sur Quille	15
Numero Officiel.	*Capitaine*	*Ex-nom, s'il y a lieu.*	Total. — Sous le Pont. — Net.	✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Remarques sur le navire. Lettre d'équipement.	Date de la dernière visite de l'arbre porte-hélice.	Quand. — Navire. — Mach.	Par qui. — Où.	Armateurs.	Longueur.	Largeur.	Creux.	Pavillon.	No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP= Forces en chevaux d'après les formules de la Société. RHP= Forces en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	Repères où coté, si il en est dans le L. pl. Dern. Cert.
Signaux	Visites Périodiques.	Nombres des Ponts.															

1 No. in Book. Official No. Code letters.	2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c.	3	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey. Year Engines now repaired.	7 Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers taken aboard, if not in L.R.
1	**Nagano Maru** *For full particulars See No.5 below*	SteelScSr Elec.light	3791 3463 2347	100A1 (Class Contem plated)				1917	MitsuBishi Dkyd&EWks Nagasaki	NipponYusen KabushikiKaisha	345·0 P33'B74'F40'	50·0	29·0	Tokio Japanese	T.3Cy.23",38"&64"–48" MitsuBishiD.&E.Wks.Nag		
2	**Nesttun**	SteelSc 1Dk	2200					1917	Huiskens &VanDyk Dordrecht	L.Christiansen	237·0	36·6	13·0	Bergen Norwegian	T.3Cy.17½",29"&46"–36" 127NHP WB Huiskens&VanDyk,Dord.		
3 184720 JSND	**New York City** *J.J.Carey* –18 *Elec.light*	SteelScSr 2Dks(Stl)3rd trB in No.3hold	2700 2735 2499 1622	✠100A1 3,18 ~~(Class Contem plated)~~ *Carrying oil fuel F.P.above 150°F.in DB*	Brs ✠LMC3,18	*u*		1917 12mo	C.Hill& Sons Bristol	C.Hill&Sons *Lloyd's SA&CP*	311·0 ~~P42'B~~ P31'B&F259 *CellDB259'554t FPT*	42·8 ~~P'B~~ FK	~~28·7~~ 23·6 *5BHCem 0t APT25t*	Bristol British 180lb *100lb* 357NHP 2SB,6cf,GS111,HS4839 FD Richardsons,Westgarth& Co.Ld.W.Hpl.	T.3Cy.24",39"&66"–45" (s) 2SB,6cf,GS108,HS1394 FD	26 " 0 23 " 11
4	**Nase Maru** *Elec.light*	SteelScSr 1Dk	1200					1917	OsakaIron Works,Ld. Osaka	OsakaShosen KabushikiKaisha	220·0 P23'B34'F24'	33·6	16·7	Osaka Japanese	T.3Cy 13½",23"&38"–30" 79NHP WB OsakaIron Wks.Ld.Osaka		
5	**Nagano Maru** *E.Takahashi*14–17 *Elec.light*	SteelScSr 2Dks(Stl)	3810 3468 2343	✠100A1 1,18 ~~5,17~~ ✠LMC6,17	Nag Kob	*w*		1917 5mo	MitsuBishi Dkyd&EWks Nagasaki *Lloyd's SA&CP*	NipponYusen Kabushiki Kaisha	345·0 P33'B74'F40' *CellDB294'772t*	50·0 FK	29·0 6BHCem APT27t	Tokio Japanese 200lb 342NHP 2SB,6cf,GS108,HS1394 FD MitsuBishiD.&E.WksNag	T.3Cy.23",38"&64"–48" (s) s	29 " 1 5 " 6 23 " 11
6	**Newglyn** *For full particulars See No.7 below*	SteelScSr Elec.light	1256 1031 723	100A1 (Class Contem plated)				1917	Campbel- townS.B.Co. Campbelt'wn	Evans&Rogers (W.Coombs,*Mgr.*)	230·0 Q79'B48'F28'	35·8	15·6	Llanelly British	T.3Cy.18",27½"&45"–33" Ross&Duncan,Glasgow	17 " 7 s 1 " 5½ 16 " 5	
7 130053 TQLD	**Newglyn** *A.W.Thomas* –17 *Well deck*	SteelScSr 1Dk(Stl) *Cargo battens not fitted*	1250 1031 756	✠100A1 12,17 ~~6,17~~ ✠LMC6,17	Cpb Sws	*o*	12,17	1917 6mo	Campbel- townS.B.Co. Campbeltown *Lloyd's SA&CP*	Evans&Rogers (W.Coombs,*Mgr.*)	230·0 Q79'B48'F28' *CellDB190'395t*	35·8 FK	15·6 4BHCem APT85t	Llanelly British 180lb 142NHP 2SB,4cf,GS79,HS2386 Ross&Duncan,Glasgow	T.3Cy.18",27½"&45"–33" (s) s 2SB,4cf,GS79,HS2386	17 " 7 1 " 5½ 16 " 6
8	**Nystrand** *Well deck*	SteelScSr 1Dk(Stl)	538 375 299	✠100A1 7,17 ✠LMC7,17	Ams	*g*		1917 7mo	E.J.Smit &Zoon Hoogezand A&CP	C.B.Nielsen *CellDBa34'f57'95t FPT18t*	155·9 Q54'B38'F20'	26·1 FK	12·6 4BHCem APT7t	Skien Norwegian 185lb *100lb* (s) 72NHP 1SB,2cf,GS41,HS1399 EJSmit&Zoon,Hoogezand	T3Cy12¾"19⅝"&32½"-17½" s 1SB,2cf,GS41,HS1399	13 " 0 " 9½ 12 " 5
9 68758 NWQV	**New Leader** *W.Clark* –16 *Salte*87 *Oil Engs* Rest.Jer.12,87–7yrs. GIB 1Dk *(See Sailing Ship Register.)*	WoodAuxScK	68 65 53	✠ 5,05	Apl	9 C5		1873 7mo	Bisson Jersey	ManxSalt&Alkali Co.Ld (J.Todd,*Mgr.*)	72·8 ND87	18·2	8·8	Ramsey British	Oil Engines 2Cy 5½"–7" *made&fitted*16 BergiusLaunch&E.Co.Gls.	9 " 5	
10 98723 MQNT JRDK	**Nordstrand** ~~*Klaus*~~ *Elem*~~*ski*~~16 (ex Nicolaos,ex Billio,ex Sledmere) 1Dk(Irn)&*Webframes&ptAwngdk(Irn)*	SteelScSr ~~ssShl.2dNo.3–6,16~~	1939 1399 1181	✠100A1 *ptAwngdk* *withfreeboard* ~~10,16~~	Shl Hul ~~BS4,16~~ MS6 16	*r*	~~7,16~~ 10,17 ✠LMC ~~8,16~~ 10,17	1891 2mo	Richardsn Duck&Co. Stockton *Lloyd's SA&CP*	~~Akties.Steam~~ ~~Co.S.Nicolaos(Wm~~ TheShippingCon- troller (W.A. Massey&Sons,*Mgrs.*)	269 9 Q101' *CellDB208'321t FPT*	~~36·7~~ 36·6	16·5 23·5 *ptAwngdk169' 4BHCem 82tAPT27t*	London British	T.3Cy20½",33½"&55"–36" (s) 150lb *100lb* ND806 176NHP 2SB,4cf,GS58,HS2560 Blair&Co.Ld.Stockton	19 " 2 s 7 " 4½ 18 " 10	
11	**Nicolas Toussaint** ~~*E.D.Calvericsent*~~ ~~*R.Clero*~~–17 (ex Paso de Tenelero, ex Sajonia,ex Mercurio, ex Francisco de Ibarra)	SteelTwin ScSr 1Dk(Stl)	1497 1151 1020	✠100A1 *Awng dk* *withfreeboard* 3,18 ~~7,17~~ ✠LMC6,17	BAs Shl		~~6,17~~ 3,18	1906 10mo	J.Frerichs &Co.A.G. Einswarden	~~J.A.Dodero~~ Mory&Cie.	235·5 P31'B56'F25' *DBa51'f53'210t DT*	36·0	11·0 FK 5BHCem 44t	Boulogne French	T.6Cy.11¾",17¾"&30"–22" 186lb 122NHP 2SB,4cf,GS78,HS2260 J.Frerichs&Co.Osterholz	19 " 2 s 7 " 5½ 12 " 0	
12	**Notoro Maru** *Elec.light*	SteelScSr 1Dk	1200					1917	OsakaIron Works,Ld. Osaka	KitaNippon KishenKaisha	220·0 P23'B34'F24'	33·6	18·5	Amagasaki Japanese	T.3Cy.13½",23"&38"–30" 79NHP WB OsakaIrnWrks,Ld.Osaka		
13 NQTL	**Niels Holst** *J.T.Jensen*07–17 *Elec.light*	SteelScSr (ex Sverige) 1Dk	699 518 291					1908	Akt.Bur- meistr&Wain Copenhagen	DeDanskeStats- baner	210·0 B72'	33·2	13·8	Kallndbrg Danish	T.3Cy.18½",30"&50"–30" 137NHP WB Akt.Burmeistr&Wain,Cpn		V
14 MQKT	**Nordishavet** *H.Landmark* –17	WoodSc 1Dk	122 107 52					1917	G.Ottesen Sagvaag Bergen	Akties.Ishavet (M.Knutsen,*Mgr*)	91·4	21·4	10·2	Aalesund Norwegian	C.2Cy.9"&20"–15" 13NHP Mjellem&Karlsen,Bergen		
15	**Nikkosan Maru** *Elec.light*	SteelScSr	5589 5057 4271	100A1 (Class Contem plated)				1917	Skinner& Eddy Corp. Seattle,Wash	Mitsui&Co.Ld.	409·6 P43'B115'F47'	54·0	27·0	Dairen Japanese	1 Steam Turbine GeneralElectricCo. Schenectady,N.Y.	29 " 9 8 " 0 24 " 1	
16 140558 JSFB	**Norfolk Range** *J.Clark* –18 *Elec.light*	SteelScSr *Cargo battens not fitted in Shelter tween decks* 1Dk(Stl)&*Shelterdk(Stl)*	5120 4938 3249	✠100A1 *Shelter dk with freeboard* 1,18 ~~(Class Contem plated)~~ ✠LMC1,18	Nwc	*x*		~~1917~~ 1918 1mo	Nthmblnd S.B.Co.Ld. Newcastle *Lloyd's SA&CP*	~~Furness,Withy&~~ ~~Co.Ld.~~ Neptune SNCoLd(Furness, Withy&Co,Ld*Mgrs.*)	~~375·0~~ 375 · 2 *FonShelterdk32'* *CellDB329'1125t*	~~51·4~~ 51 · 2 FK *6BHCem APT130t*	~~26·1~~ 31 · 7 Liverpool British	T.3Cy.25",41"&69"–48" (s) 180lb 367NHP 3SB,9cf,GS159,HS5800 N.E.MarineEng.Co.Ld.Sld	34 " 1 s 9 " 6 25 " 0	
17 136512 JKHN	**Noelle** ~~*T.Fainbairn* –15~~ Wings)	*W G.James*08–17 (ex Bronze 1Dk(Stl)&*Shelter dk(Stl)* *Tonnage opening closed* 1917	SteelScSr 3673 3293	5170 ✠100A1 *Shelter dk with freeboard* 12,17 ~~12,17~~ ✠LMC3,15	Hul Gen	*x*	~~2,17~~ 4,18	1915 3mo	Nthmblnd S.B.Co.Ld. Newcastle *Lloyd's SA&CP*	UniversalStm.Nav Co.Ld. (P.Samuel &Co.Ld.*Mgrs.*) *CellDBa125'u*	375·2 *E&B42'f*	51·9 *163'1182t*	23·7 FK 6BHCem APT143t	London British	T.3Cy.25",41"&69"–48" (s) 180lb 371NHP 3SB,9cf,GS160,HS5895 N.E.MarineEngCoLd.Nwc	34 " 1 s 9 " 7½ 24 " 10	
18 123992 JSGR	**Nucula** *W.H.McDowell* –17 (ex SoyoMaru,ex Hermione) *Elec.light Mchy.Aft*	SteelScSr ssBom.No.2-15 2Dks(Stl) &*Webframes*	4614 4255 2807	✠100A1 ~~10,17~~ ~~1,15~~ 3,18 ~~Nag~~ Liv ✠LMC 10,17 ~~MS2,15~~ ~~B~~ *Carrying Petroleum in bulk Fitted for oil fuel* 10,0 7	Kob	*x*	~~6,15~~ 10,17 5,18	1906 9mo	Armstrong Whitworth &Co.Ld. Newcastle *Lloyd's SA&CP*	TheShippingCon- troller (Anglo- SaxonPetroleum Co.Ld.*Mgrs.*) *CellDBuB33'71t* F.P. above 150°F.	370·0 P95'B25'F38' *DTf40' 376t*	48·5 FK	28·7 13BHCem FPT52t APT22t	London British 180lb 410NHP 3SB,9cf,GS195,HS6870 WilsndSlpwy.Co.Ld.Nwc.	T.3Cy.25",42"&70"–48" (r) s	30 " 3 6 " 4 24 " 4
19 2213	**Neutraal** *J.vanArkel* –17 *Elec.light*	SteelSc 1Dk	1079 808 644					1917	N.V.Schps. &Mch deKlop Sliedrecht	NV.Stoomv.Maats Neutraal(C.T. Dykhuis,*Mgr.*)	217·5 Q77'B60'F25'	34·7	13·5	Rottrdam Dutch	T.3Cy. N.V.Schps.&Mach. deKlop,Sliedrecht		
20 98745 MSQH	**Navenby** *F.Lumbard* –17 (ex Ottoman Empire,ex NorthSea)	IronScK (*Trawler*) 1Dk	162 155 65					1891	Cook,Wel- t'n&Gemmell Hull	A.Grant	100·5 len99	20·9 BK7½"	11·0	Grimsby British	C.2Cy.16¾"&33"–22" NB09 45RHP C.D.Holmes&Co.Hull	11 " 10	

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terms assigned maintenant expird. Lettre d'équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté. M ce n'est dans le L. R. Journée. Date. R. d'arrêt.
21 119896 HGRD	Neotsfield *W.H.Clements* (*ex*Ada)	Steel Sc Sr 3821 3588 2488	✠100A1 *Spar dk with freeboard* 3,18 ~~10,17~~ BS5,17	Sws Brs	*w* ✠LMC 9,14	2,17	1906 7mo *Lloyd's SA&CP*	Furness, Withy & Co Ld W Hartlepool	NeotsfieldShipCo. Ld. (J.Bell&Co.)	340·0 P31′B105′F35′ *CellDBa112′*	47·1 *uE&B47′*	27·4 *f131′695t* FK	W.Hartlpl British 6 *BHA 4p APT46t*	T.3Cy.24″,39″&66″–45″ (*s*) 180lb *90lb* 317NHP 2SB,*6cf*,GS105,HS1891 Richardsons,Westgarth& Co.Ld.Hpl.	29 ″ 10 s 5 ″ 8½ 24 ″ 6	
22 137603	Nulli Secundus *(Fishing)* 1 *Dk*	Wood Sc Dy 104 103 50					1917	Colby Bros. Ld. Oulton Broad	E.A.Baker	89·8	20·4	10·0	Yarmouth British	C.2Cy.12″&26″–18″ 28RHP F.W.Carver&Co.Gt.Yar.		
23	Nantes *Lecalvey* –17 *Elec.light*	Steel Sc Sr 2510 2270 1 *Dk (Stl)* 1550	✠100A1 11,17	All	*t* ✠LMC 11,17		1917 10mo *Lloyd's SA&CP*	Forth S.B. & E.Co.Ld. Alloa	Cie.des Chemins de fer Paris-Orleans (Soc Mar Auxiliaire de Transports)	305·3 P24′B85′F32′ *Intermediate B Hin fore hold dispensed with*	42·7 FK	21·5 4 *B Honly* *CellDB256*	Nantes French *Cem*	T.3Cy.21″,34″&56″–36″ (*s*) 180lb 226NHP 2SB,*6cf*,GS118,HS3800 Ramage&Fergusn,Ld.Lth. 548*t FPT78t APT29t*	23 ″ 9 s 3 ″ 10½ 20 ″ 1	
24 57288	Narcissa (*ex*Yacht) 1 *Dk*	Wood Sc Sr 100 82 34					1896	..... Wilmington, Del.	J.S.Darrell& W.E.Meyer	83·0	20·0	6·0	Hamilton, Bermuda British	C.2Cy.9″&18″–16″ 14RHP Neafie&Levy S&EB Co.Phl		
25 142257 JTKQ	Naldera *Ref.Mchy. Cruiser Stern* *Elec.light* 4 *Dks & Hurricane dk*	Steel Twin Sc Sr 15092 13558 8575					1918	Caird&Co. Ld. Greenock	P.&O.Stm.Nav.Co.	580·9	67·2	44·4	Greenock British *WB*	Q.8Cy32½″46½″69″&96″–60″ 1430NHP Caird&Co.Ld.Greenock		
26 142321 JSMC	Notanda *W.H South* 02–18 *Elec.light* 1 *Dk (Stl)*	Steel Sc ~~3270~~ 3338 ~~3066~~ 3033 ~~2950~~ 2971	✠100A1 3,18 *(Class Contem plated)* ✠LMC 6,18	Sld	*y*		1918 3mo *Lloyd's SA&CP*	R.Thompson&Sons,Ld Sunderland	Gordon Steam Shipping Co.Ld.	~~330·0~~ P29′B98′~~F39′~~ 340·0 *CellDB283*	~~48·2~~ F33′ 48·5 *733t APT57t*	~~21·8~~ 21·9 FK	London British 6 *BH Cem*	T.3Cy.24″,40″&65″–42″ (*r*) 180lb *100lb* 307NHP 2SB,*6cf*,GS124,HS1874 Blair&Co.Ld.Stockton	24 ″ 4	
27 211442 LDCH	Nanking *Dobson* (*ex*Congress) *Elec.light* Wireless Sub.Sig.	Steel Twin Sc Sr 7985 — 4912					1913	New York S.B.Co. Camden,N.J	China Mail S.S.Co.	423·8	54·9	17·4	New York Utd.States	T.6Cy.28½″,46½″&78″–54″ 894NHP *WB* New York SB.Co.Cmdn,NJ		R
28	Noord *J.L.Schuijt* –17 *Elec.light*	Steel Sc Sr 2483 2311 1527 1 *Dk (Stl)*	✠100A1 4,18 ~~4,18~~ ✠LMC 12,17	Alb Rot	*s*		1918 1mo	N.V.Werf de Noord Alblasserdam A&CP	N.V.Stoomv. Maats. "Noord"	286·0 P22′B74′F25′ *CellDB248′*	45·2 FK	21·8 4 *BH Cem* 574t *APT73t*	Rottrdam Dutch	T.3Cy.22½″,37″&62″–39″ (*s*) 180lb *100lb* 260NHP 2SB,*6cf*,GS128,HS4000 Wilton's Eng.Co.Rot.	23 ″ 11	
29 MRCP	Namsenfjord *L.Fladaas* 17–17	Ferro Concrete Sc Sr 133 115 65 *Oil Eng.* 1 *Dk*					1917	Fougners Skbsbyg.Akt Moss	M.Anzjön	81·1	20·2	9·8	Namsos Norwegian	Oil Engine 2Cy.13″–13 3/16″ J&CG Bolinders Co Ld Skm.		
30 115582 LHVC	Nelseco II. *Oil Eng.*	Wood Sc 237 — 147					1917	I.W.Peed Boothbay Me.	New London Ship& Eng.Co.	123·7	28·0		N.London Utd.States	Oil Engine		
31	Njall *Mchy.Aft*	Wood Twin Sc 3 Mst Sr 278 *Oil Eng.* 255 1 *Dk* 210					1917	V.K. Christensen Kolding	A.T.Möller&Co. (Brödrene Bartholdy, *Mgrs.*)	130·6	27·0	13·3	Copnhagn Danish	Oil Engine 2S.C.SA 8Cy. J&CG Bolinders Co Ld Skm.		
32 Geckeo 1917 ISHG	Noreg I. *Lt.McKinnon* –17	Wood Sc Sp 333 278 178 1 *Dk*					1917	Wedgeport Transp.Co Ld Wedgeport NS	Wedgeport Transptn.Co.Ld.	118·7	25·0	10·1	Yarmth,NS British	T.3Cy.11″,14½″&26⅜″–12″ Miramichi 35RHP Foundry Co Miramichi,NB		
33 139627 JTBP	Newston *C.Morris* (*ex*Favorita Doña Catalina)	Steel Twin Sc Sr 496 501 368 ~~259~~ 232 1 *Dk (Stl)*	A1 *Coasting* 4,18	Cff B&MS 4,18			1906	G.Seebeck Akt.Ges. Bremerhaven	Instone Transport &Trading Co.Ld. (S.Instone&Co.Ld *Mgrs.*)	145·3 P15′B37′F19′ *England, Wales & French Channel Ports*	29·7 BK	11·3 7′4 *BH Cem*	Cardiff British *WB*	C.4Cy.11″&20″–15¾″ (*s*) 142lb 90RHP 1SB,*2cf*,GS36,HS1184 G.Seebeck A.G.Bremerhvn	12 ″ 1	
34	Narkunda *Elec.light Ref.Mchy.*	Steel Twin Sc 14500 *Cruiser Stern* 13750 4 *Dks* 8500					1918	Harland& Wolff,Ld. Belfast	P.&O.Stm.Nav.Co	580·0	69·5	36·5	Belfast British	Q.8Cy 32½″46½″67″&96″–60″ 1428NHP Harland&Wolff,Ld.Bel.		
35	Nicolo II. 1 *Dk*	Steel Sc 5505 4563 3405					1918	N.Odero & Co. Genoa	N.Odero&Co.	378·0 P37′B113′F33′	51·0	30·2	Italian	T.3Cy.25 9/16″,42½″&69¾″–48″ 335NHP *WB* N.Odero&Co.Genoa		
36 71886	North Star (*ex*Yacht, *ex*Galejon. *ex*Marimbert, *ex*North Star)	Iron Sc Sr 120 — (*Fishing*) 68					1875	J.S.White Cowes	G.Craig	105·0	18·1	9·7	Aberdeen British	C.2Cy.14″&27″–18″ NB86 30RHP G.E Bellis&Co Birmingham		
37 115910 TRHF	Naderi *J.Williams* 17–17 *Turret deck*	Steel Sc 3715 (*ex*Aviemoor) 3121 1 *Dk* 2 *trB* 2382					1902	W.Doxford &Sons,Ld. Sunderland	Bombay&Persia Stm.Nav.Co.Ld.	342·0	46·6	24·7	Bombay British	T.3Cy.26″,42″&68″–42″ 300NHP *WB* W.Doxford&Sons,Ld.Sld.		V

1	2	3	4	5	6	7	7a	8	9	10	11			12	13	14	15
No. in Book.	Steamer's Name.	Material, Rig, &c.	Regist'd Tonnage.	Particulars of Classification.			Date when tail shaft last aced.	Built.		Owners.	Regist'd Dimensions. Deck Erections, &c.			Port of Registry.	Engines.	Moulded depth.	Registers in which classed, if not in L.R. (record of Prodr Cert.
Official No.	*Master.*	*Late Name if any.*	Gross. — Under deck. — Net.	Character. — ✝ for Special Survey. Date of last Survey.	Port of Survey.	Years assigned. Years since built. Equipment Letter.		When	By Whom — Where		Length.	Breadth.	Depth.	Flag.	No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NIP=Horse power by Society's formulæ; RIP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Freeboard amidships. Corresponding draught.	
Code Letters.	Special Surveys.	No. of Decks, &c.														*ft. in.*	

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 Nom du Navire. *Capitaine.* Visites Périodiques.	3 Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. IHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille jusqu'au Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Numéros en code Marconi et lettres distinctives. Date de Cert. T. de T.
1 139255	**Olympia** *Elec.light*	Steel Sc K 1 *Dk*	261 228 116	✠ 100A1 *Stm Trawler* 7,17 *(Class Contemplated)*	Hul ✠LMC 7,17			1917 7mo	Cook, Welt'n & Gemmell Ld. Beverley *Lloyd's SA & CP*	Great Grimsby & East Coast Steam Fishing Co. Ld	120·0 Q67 F19 — 120·2 22·5 BK8'	22·3	12·0	Grimsby British *4 BH Cem*	T.3Cy. 12½", 21½" & 35½"-24" (s) 180lb 74 RHP 1SB, *2pf*, GS38, HS1267 Amos & Smith, Ld. Hull	12 ″ 10	
2 140529 KMJT	**Oakmore** *J.W. Anderson* –17 *Elec.light*	Steel Sc Sr 1 *Dk (Stl)*	~~4275~~ 4269 ~~4020~~ 4020 2670	✠ 100A1 3,18 ~~3,17~~ *(Class Contem plated)*	Shl NNs ✠LMC 2,17	*y*		1917 12mo	W. Pickersgill & Sons, Ld. Sunderland *Lloyd's SA & CP*	Johnston Line, Ld. (Furness, Withy & Co. Ld.)	390·0 P40' B244' F35' FK *Cell DB* 338·1192 *t FPT* 110 *t APT* 76	53·3	23·5	Liverpool British *6 BH Cem*	T.3Cy. 27", 45" & 74"-48" (s) 180lb 465 NHP 3SB, 9*cf*, GS204, HS7917 J. Dickinson & Sons, Ld. Sld.	26 ″ 0 s 3 ″ 9½ 24 ″ 4	
3 KMJT	**Oregon** *Sous* –17 (ex Rawson) *Elec.light* Wireless	Steel Sc Sr ss BAs. No. 1–15 2 *Dks (Stl)*	*3101* *2413* *1958*				2,17	1911 11mo	Sir J. Laing & Sons, Ld. Sunderland *Lloyd's SA & CP*	Cie. Générale Transatlantique *Cell DB* a 94' *u* E6'	325·0 P33' B148' F36' FK *B* 44' *f* 158' 568 *t FPT*	44·0	22·6	Bordeaux French 5 *BH Cem* 36 *t APT* 17 *t*	T.3Cy. 25", 41" & 68"-45" (s) 180lb *100lb* 455 NHP 2SB, 6*cf*, GS137, HS6930 FD Richardsons, Westgarth & Co. Ld. Mdb.	25 ″ 0 s 3 ″ 5½ 21 ″ 11	
4 8189 PNKH	**Oostvoorne** *C. Koenes* 16–17 *Mchy. Aft*	Steel Sc 1 *Dk*	533 336					1916	Joh. Berg Delfzijl	A. Jordens, jun.	163·4 P58' F22'	25·8	11·8	Rottrdam Dutch	T.3Cy *WB* Joh. Berg, Delfzijl		
5 139951 JQCH	**Okino** *Elec.light*	Steel Sc K 1 *Dk*	311 274 123	✠ 100A1 *Stm Trawler* 6,17	Hul ✠LMC 6,17			1917 2mo	Cochrane & Sons, Ld. Selby *Lloyd's SA & CP*	H.L. Taylor & H.G. Hopwood	135·4 Q73' F20' BK7½	23·5	12·3	Grimsby British *4 BH Cem*	T.3Cy. 13½", 22½" & 37"-24" 185lb (s) 98 RHP 1SB, *3pf*, GS48, HS1565 Amos & Smith, Ld. Hull	13 ″ 0	
6 139962	**Oswaldian** *Elec.light*	Steel Sc K 1 *Dk*	260 228 102	✠ 100A1 *Stm Trawler* 10,17 *(Class Contem plated)*	Hul ✠LMC 10,17			1917 10mo	Cook, Welt'n & Gemmell Ld. Beverley *Lloyd's SA & CP*	Loyal Steam Fishing Co. Ld.	120·0 Q67' ~~F19~~ BK8'	22·5	12·0	Grimsby British *4 BH Cem*	T.3Cy. 12½", 21½" & 35½"-24" 180lb (s) 74 RHP 1SB, *2pf*, GS38, HS1267 Amos & Smith, Ld. Hull	12 ″ 10	
7 133082 JBDK	**Olive Branch** ~~*P. Michalinos* –16~~ *J.P. Turner* –17 (ex Bellorado) *Elec.light*	Steel Sc Sr 2 *Dks (Stl)*	4649 4320 2971	✠ 100A1 5,15 *Examined* 7,17	Nwc ✠LMC 11,12	*y*	~~5,15~~ 7,17	1912 11mo	Russell & Co. Pt. Glasgow *Lloyd's SA & CP*	Nautilus Stm Shpg. Co. Ld. (F. & W. Ritson, *Mgrs.*) *'Twee n deck BH in after*	385·0 P34' B111' F47' FK *hold dispensed with* *Cell DB* a 124' *u* E22' *f* 169'	52·0	26·5	Sundrland British *Cem* 5 *BH to U dk* 1 *BH to 2nd dk only* 1029 *t DT* a 30' 784 *t APT* 20 *t*	T.3Cy. 26", 42" & 70"-48" (s) 180lb *100lb* 438 NHP 2SB, 8*cf*, GS146, HS6161 FD J.G. Kincaid & Co. Ld. Grk.	29 ″ 0 s 5 ″ 5½ 23 ″ 11	
8	**Oedenrode** *Elec.light*	Steel Sc 1 *Dk*	1351 784					1917	Van der Giesen & Zonen Capelle a/d Ysel	Frans Hoynck	238·9	36·3	16·6	Amstrdam Dutch	T.3Cy. *WB* Pannevis & Zn. Utrecht		
9	**Oriente** *Elec.light* Sub.Sig	Steel Twin Sc Sr	8000	100A1 *Shelter dk with freeboard* *(Class Contem plated)*				1917	W Cramp & Sons S & EB Co Philadelphia	Atlantic, Gulf & West Indies S.S. Co.	425·0	60·0	35·0	New York Utd. States	Steam Turbines W Cramp & Sns S & EBC Phl		
10 215362 LHNF	**Olean** *W. McKay* 16–17 *Elec.light*	Steel Sc Sr 2 *Dks (Stl)*	2784 2524 1647	✠ 100A1 ~~11,17~~ 17 2,18	Phl NYk ✠LMC 7,17	*t*		1917 7mo	Harlan & Hollingsworth Cor. Wlmgtn, Del. A&CP	Vacuum Oil Co. *in 'tween dk forward dispensed with*	299·2 P24' B96' F29' FK *Intermediate BH* *Cell DB* 250'	45·2	24·3	New York Utd. States *Cem* 4 *BH to U dk* 1 „ 2nd „ *only* 568 *t FPT* 74 *t APT* 108 *t*	T.3Cy. 21½", 35" & 58"-42" (s) 180lb 271 NHP 2SB, 6*cf*, GS135, HS4664 Harlan & Hollingsworth Cor.	26 ″ 6 s 4 ″ 8½ 22 ″ 2	
11 *Should be "Angouleme," See No. 91 in Supplement*	**Orleans**	Steel Sc	2437 1484	100A1 *(Class Contem plated)*				1917	Thor Iron Works Toronto	Great Lakes Transportation Co.	261·0 P28' B78' F26'	43·5	28·1		T.3Cy. 20", 33½" & 55"-40" John Inglis Co. Toronto		
12 MQCJ	**Obj** *N.J. Nilsen* 16–17 *Elec.light*	Steel Sc (ex Lifjeld) 1 *Dk*	1828 1630 1108					1917	Fredrkstad Mek Værks Fredrikstad	Damps. Akties. Kara (Th. Thoresen Jr. Ld. A/S, *Mgrs.*)	265·0 P22' B71' F29'	42·1	17·9	Chrstiania Norwegian *WB*	T.3Cy. 20½", 33" & 56"-36" 188 NHP Fredrikstad M.V. Frdstad.		N
13 121208	**Otto M. Reiss** *Mchy. Aft* *Elec.light*	Steel Sc Sr (ex Frederick B. Wells) 1 *Dk* 2 *tr B*	4897 — 3630					1901	Chicago S.B. Co. Chicago	Reiss S.S. Co.	430·0	50·2	24·5	Duluth Utd. States *WB*	Q.4Cy. 15", 23½", 36½" & 56" -40" 198 NHP Chicago S.B. Co.		L
14 51	**Odessa**	Iron Pad (*Tug*) 1 *Dk*	202 — 37					1880	Hartmann Budapest	Russian Black Sea-Dnieper S.N. Co.	129·1	22·2	10·3	Odessa Russian	C.2Cy. 24½" & 35¼"-49¼" 75 NHP		
15	**Olga**	Wood Twin Sc (ex Barge America)	1205 — 794					1914	P.H. Dayne Co. S Portland Me	C. Petzalis & El Dounias	171·0	38·8	20·1	Spezie Greek	C.4Cy. 11" & 24"-16" E&B *fitted* 16	38 NHP	R
16	**Oedenrode** *Elec.light*	Steel Sc 1 *Dk*	1351 1171 784					1917	C. Vander Giessen & Zn. Krimpen a/d Ysel	N.V. Stoomschip "Oostzee"	237·9	36·0	18 0	Amstrdam Dutch *WB*	T.3Cy. 17½", 29" & 46"-36" Pannevis & Zoon, Utrecht	127 NHP	
17 3929 JMKH	**Öhrviken** *J. Andersson* 16–16 (ex Elektra III., ex Nämdö, ex Nystad)	Iron Sc Sr (ex Elektra III., 1 *Dk*	143 75 98					1875	Göteborgs M.V. Aktieb. Gothenburg	Öhrvikens Aktieb. (Fr. Sverdrup)	102·1 Q25' B47' H5 *t* F13'	17·6	7·5	Öhrviken Swedish	C.2Cy. 13" & 28¾"-19½" Göteborgs M.V. Aktieb. Got	31 NHP	
18 94032 LQCH	**Oliver** *J. Hughes* –15 (ex Stanley Force) *Well deck* ; Shl. No. 2–18 *Mchy. Aft* *Stl plating & Irn framing*	Steel & Iron Sc 3 Mst Sr ss Bkn. No. 3–11, 08 ~~ss Bkn. No. 1–18~~ 1 *Dk (Irn)*	373 285 144	✠ 100A1 3,18 ~~3,16~~ ✠NB 11,03 ~~M 12,14~~	Liv Shl ✠LMC ~~8,13~~ 8,18	*f*	1,16 3,18	1890 3mo	R. Williamson & Son Workington *Lloyd's SA & CP*	~~Shankland & Co. Ld~~ Iceland Shipping Co. Ld (J. Slater, *Mgr.*)	152·0 Q84' B10' F20' BK7' *FPT* 25 *t*	23·7	9·7	Whitehvn British 3 *BH (Irn)* *Cem*	T.3Cy. 13½", 26" & 33"-24" (a) 160lb 60 RHP 1SB, *2pf*, GS25, HS846 Dunsmuir & Jackson, Gls.	11 ″ 3 s ″ 10 11 ″ 2	
19	**Orestes** *Elec.light* *Fitted for oil fuel*	Steel Sc Sr *Cruiser Stern* 3 *Dks*	2652 2314 1619					1917	Wrf. voorh. Rijke & Co. Rotterdam	Koninkl. Nederl. Stoomb. Maats.	~~340·0~~ 347 ~~48·0~~ 2|48	~~21·0~~ 2|18 · 3		Dutch *WB*	T.3Cy. 23", 37" & 61"-45" Werkspoor, Amsterdam	250 NHP	
20	**Oude Maas** *Elec.light*	Steel Sc 1 *Dk*	1300					1917	N.V. Werf Conrad Haarlem	N.V. Holland Algemeene Atlantische Scheepv. My.	236·2 B57' F25'	37·0	19·9	Dutch *WB*	T.3Cy. 17¼" 29½ & 47¼"-35½" Gebr. Stork & Co. Hengelo	133 NHP	

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Master. Special Surveys.	3 Material, Rig, &c. Late Name if any. No. of Decks, &c.	4 Register Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned. Now expired. Requirement Further	Date when tail shaft last took.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidship. Corresponding draught	15 Registers in which claimed, if not in L.R. Transcript of Private Part.
21 HJTG	**Oridono Maru** *Elec.light*	SteelSc 530 5 2Dks(Stl) 485 L	5722 ~~4826~~ 3564 3302	✠100A1 ~~R.17~~ 3,18 *(Class Contem plated)* ✠LMC12,17	Kob	*z*		1918 1917 12mo *Lloyd's SA&CP*	Mitsubishi Zosen Kaisha Ld. Kobe	Tatsunma Kisen Kabushiki Kaisha *CellDB350'996t FPT152t APT89t*	400·0 54·5 30·0 P38 B121'F40' FK *6BHCem*	Nishi-nomiya Japanese	T.3Cy.26½",43"&72"-48" (s) 180lb 510NHP 3SB,9cf,GS183,HS7618 FD Mitsubishi Zosen Kaisha, Ld. Kobe	30 " 0	
22	**Orient**	SteelSc (exCuca) 1Dk(Irn)	112 — 58					1904	Smith, Allan & Co. Pollokshaws	P. Castanié	76·7 18·7 9·1	Oran French	C.2Cy.10"&20"-16" 13NHP		
23	**Cudjda** *Themèze* -12 (ex Ville de Naples) *Elec.light*	IronScBn 2Dks & Spar dk	1894 1790 1066					1881	A. & J. Inglis Glasgow	Cie. Générale Transatlantique	311·6 34·1 16·7 H186t F47' 24·2	Marseilles French *Tpd.97*	T.3Cy.30",48¾"&80"-48" NB16 506NHP Cie. Gén. Trans. Penhoët		V
24 HQPS	**Öyulf** *M. Ottesen* 17-17	SteelScSr (Fishing) 1Dk	137 133 48					1917	Akties. Mjellem & Karlsen Bergen	Johan Ottesen	102·1 20·1 10·1	Aalesund Norwegian	T.3Cy.9½",15"&25"-18" 27NHP Akties. Mjellem & Karlsen		N
25 HBGT	**Oberon** *A. Hauge* -16	IronAuxScBk Oil Eng. ssXia.3rdNo.3-11,17 1Dk 2trB *(See Sailing Ship Register)*	755 696 679	✠100A1 11,17 ✠NE11,17	Xia ✠LMC11,17			1878 2mo	Austin & Hunter Sunderland A&CP	Skibsakties. Anitra (Thygo Sorensen, *Mgr.*)	188·0 31·5 18·5 Q43'F25' ptND07 ptND12 BK7½"	Chrstiania Norwegian *1BHCem*	Oil Engine 2S.C.SA 2Cy.16½"-18½" J. & C.G. Bolinders, Ld. Skm.	19 " 3 s 3 " 1½ 17 " 2	
26 1864 HJTG	**Orvar Odd** *K. Petterson* *Mchy. Aft*	WoodScSr (exSigne) 1Dk	157 132 98					18 7/8 2/6	E. Jansson Liljedal	Aktieb. Tempus (H. Deijenberg, *Mgr.*)	97·5 22·5 9·0 Q4'B17'H4t F10'	Gothenburg Swedish	C.2Cy.7½"&17¼"-12" 9NHP Eriksberg M.V. Aktieb, Got		
27	**Orleans** *J.B. Andrain* 17-18 *Elec.light*	SteelScSr 2506 1Dk(Stl) 153.1 *Cargo battens not fitted*	~~2500~~ 2301 ~~1530~~	✠100A1 5,18 ~~2,18~~ *(Class Contem plated)* ✠LMC5,18	All Cff	*t*	*Lloyd's SA&CP*	1918 8mo	Forth S.B. & Eng. Co. Ld. Alloa	Cie Française des Chemins de Fer de Paris-Orleans (Soc. Maritime Auxiliaire de Transports *Mgrs.*) *Intermediate BH*	305·3 42·8 21·5 P24'B85'F32' FK *CellDB256'548t FPT78t APT29t in tore hold dispensed with 4BH only*	Nantes French *Cem*	T.3Cy.20½",33"&54"-39" 180lb (s) 234NHP 2SB,6cf,GS126,HS4104 ~~G.T. Grey~~, South Shields G.T. Grey & Co. Ld.	23 " 9	
28 140581 JTMR	**Origen** *W.E. Downing* -18 *Elec.light* *Cargo battens not fitted in after 'tween decks*	SteelScSr 2Dks(Stl)	~~3550~~ 3545 3208 ~~2214~~	✠100A1 6,18 *(Class Contem plated)* ✠LMC6,18	Dun	*v*		1918 6mo *Lloyd's SA&CP*	Caledon S. B. & E. Co. Ld. Dundee	Booth S.S. Co. Ld. *CellDB287'731t FPT75t APT18t*	340·6 46·7 25·6 P42'~~B37~~ F42' B88 FK *6BHAsp*	Liverpool British	T.3Cy.24",40"&67"-45" 190lb 388NHP 3SB,9cf,GS187,HS6688 Caledon SB & E. Co. Ld. Dun	28 " 0	
29	**O. A. Hermanson** *G.N. Ryder* 18-18 *Mchy. Aft*	WoodSc (Towing)	300	12 A1 *(Class Contem plated)*				1918	Gulf S.B. Co. Madisonville, La.	Southern Oil & Transport Co.	130·0 28·0 15·2	Utd. States	T.3Cy.16",26"&40"-30" Dunsmuir & Jackson, Gls.		
30 133076 HWRT	**Orator** *D. Flynn* -18 (ex Saint Fillans, ex Hawkhead)	SteelScSr ssLiv.No.1-17 2Dks(Stl)	4622 4299 2947	✠100A1 1,18 ✠LMC11,16	Sou	*y*	N1,18	1912 10mo *Lloyd's SA&CP*	Russell & Co. Port Glasgow	Charente S.S. Co. Ld. (T. & J. Harrison, *Mgrs.*) *CellDBa124'uE22'*	385·5 52·0 26·5 P37'B115'F45' FK *6BHCem* *f169'1028t DT f26'*	Liverpool British *699t APT20t*	T 3Cy.26",42"&70"-48" (r) 180lb 381NHP 3SB,9cf,GS189,HS6063 Rankin & Blackmore, Grk	29 " 0 s 5 " 5 23 " 11	
31	**Otago** *M. Edström* -18 (ex Nádor)	SteelScSr ssNpt.No.3-2,05 ssShl.No.2-14 1Dk(pt Stl pt Irn) & Webframes & pt Awng dk (Irn)	~~2021~~ ~~1622~~ ~~1220~~ 2026 1522 1233	✠100A1 *pt Awng dk with freeboard* 3,14 BS1,14	Shl ✠LMC MS3,14	*r*	3,14	1893 3mo *Lloyd's SA&CP*	W. Gray & Co. Ld. W Hartlepool	Rederiakt. Svensaka Lloyd (H. Metcalfe, *Mgr.*)	265·5 37·1 19·0 P27'Q76' *pt Awng dk 162'BK9'* *Cell D B 222'419t*	Gothenburg Kristianstad Swedish *4BHCem APT23t*	T.3Cy.20",31½"&53"-36" (s) 160lb *100lb* NDB06 167NHP 2SB,4rf,GS52,HS2480 Central Mar. E. Wks. W Hpl.	21 " 3 s 7 " 11½ 21 " 2	
32 123289 HJPK	**Orfordness** *J. Sneller* -18 (ex Blackfriargate)	SteelScSr ssCff.No.2-15 1Dk(pt Irn & pt Stl) & deep framing	2790 2617 1758	✠100A1 4,18 MS5,15 BS4,18	Hpl ✠LMC	*u*	4,18	1906 10mo *Lloyd's SA&CP*	Ropner & Son Stockton	English S.S. Co. Ld. (Letricheux & David, Ld. *Mgrs.*) *CellDBa 104'uE24'f138'658t*	331·0 47·6 20·1 P29'B160'F38' FK *5BHCem APT130t*	Swansea British	T.3Cy.23",33"&62½"-42" (s) 160lb 257NHP 2SB,6cf,GS110,HS3900 Blair & Co. Ld. Stockton	22 " 6 s 3 " 1 19 " 9	
33 4611 JQCM	**Oddevold** *J.H. Bengtson* 07-16 (ex Oddensvold. ex Cairngowan) *Well deck*	IronScSr ssLth.2ndNo.3-6,08 ssGot.No.2-17 1Dk(Irn) & Webframes	1129 860 649	✠100A1 4,18 BS4,18	Got ✠LMC6,17	*n*	6,17	1883 6mo	S.P. Austin & Son Sunderland A&CP	Aktiebol. J.N. Sanne (J.N. Sanne, *Mgr.*)	225·4 34·0 14·4 Q76'B57'F23' FK *Cell D Ba 52'f 90'*	Uddevalla Swedish *4BHCem 323t APT36t*	C.2Cy.26¼"&53 5/16"-33" (b) 80lb *100lb* NDB12 124NHP 1SB,4pf,GS60,HS1970 Blair & Co. Ld. Stockton	17 " 6 s 1 " 6 16 " 8	
34	**Ocean**	SteelSc	300	100A1 *Stm Trawler* *(Class Contem plated)*				1918	Globe S.B. Co. Superior, Wis	Bay State Fishing Co.	135·0 22·5 13·2 Q72'F26'	Boston Utd. States	T.3Cy.12¾",21½"&35"-24" National Irn. Wks. Duluth		

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné à la Machine d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. Nre=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si n'est dans le L. R.	16
1 97399 JTWL	**Pollensa** SteelScSr *W.A.Guy* –17 *ss*Cff.2nd No.3–5,17 (*ex*Malta,*ex*Deutsche Kaiserin,*ex* Kestor *ex*Halifax City) 1*Dk(Stl)* *Well deck* Sub.Sig. *Web frames*		2276 1760 1434	✠100A1 ~~5,17 12,17~~ 5,18 BS5,18	Cff Bry Lon LMC5,17	*s*	~~5,17~~ ~~12,17~~ 5,18	1890 8mo	W.Gray &Co.Ld. W Hartlepool A&CP	~~J.Cory&Sons,Ltd.~~ The Shipping Controller (J.Cory& Sons,Ld.*Mgrs.*)	290·0 38·0 20·1 P27′Q94′B112′F29′ BK10″ *DBa* 96′*f* 108′452*t*	London Cardiff British	T.3Cy.21½″,35″&58″–39″ (*s*) 150lb *80lb* NBR02 204NHP 2SB,*Grf*,GS90,HS3 90 Cen.Mar.Eng.Wrks.W Hpl	22 ″ 2 s 1–8½ 21 ″ 4		
2	**Puseyjones No. 2.** Steel*s.*AuxSc ~~*ex Hall*–17~~ 3MstSr *Thor.Hannevig* 17–17 *Oil Eng.* *Mchy.Aft* 1*Dk(Stl)*§*Web frames* (*See Sailing Ship Register*)		398 329 266	✠100A1 7.17 (*Class Contem plated*) LMC7,17	Phl	*i*		1917 7mo	Pusey& JonesCo. Wlmgtn,Del. A&CP	~~Chr.Hannevig~~ Thor.O Hannevig &Co.	~~125·0~~ 28·0 ~~15·0~~ P31′F26′ 13·1 129·1 FK *CellDB* 100′105*t FPT* 40*t APT* 36*t*	Horten Norwegian	Oil Engines 2S.C.SA. 2Cy.15¾″–16½″ *SBHCem* ~~J.V.Svensson,Stockholm~~ J.V Svensson's Motorfabrik,Stockholm	15 ″ 0 s 2 ″ 0 13 ″ 2		
3 129316	**Paunglin** SteelTwinScSr *1Dk*		175 154 98					1910	Irrawaddy FlotillaCo.Ld Rangoon	BurmaOilCo.Ld.	115·9 24·3 7·0 H21*t*	Rangoon British	T.6Cy.8½″,14″&23″–12″ 53RHP McKie&Baxter,Glasgow			
4 120632 HDTS	**Penylan** *ss*Npt.No.3 2.18 SteelScSr *W.Benjamin* –16 *ss*Nwe.No.2–14 (*ex*Arlington Court) 1*Dk(Stl)* 2*trB*§ *deep framing* 3*Dk rule*		4360 4071 2794	✠100A1 ~~2,18~~ ~~12,16~~ LMC~~12,16~~ 2,18	Bkn Npt	*e*	~~12,16~~ N2,18	1905 11mo	R.Stephenson&Co.Ld. Newcastle *Lloyd's A&CP*	Mitchell SS.Co.Ld (W.J.Williams, *Mgr.*) *CellDB* a 117′*uE*	355·0 50·0 27·5 P46′B98′F34′ FK 23′*f* 150′ 910*t FPT* 58*t APT* 202*t*	London British	T.3Cy26″,42½″&69½″–45″ (*s*) 180lb *100lb* 358NHP 2SB,*Gcf*,GS127,HS5620 Blair&Co.Ld.Stockton	30 ″ 2 s 5–10½ 24 ″ 8		
5 142285	**Peronne** SteelScK *F.A.Watkins* –18 (*Lighter*) 185 ~~*Mchy.Aft*~~ 1*Dk*(*pt Stl*)		207 ~~170~~ 122	100A1 5,18 ~~2,18~~ LMC2,18 *Coasting*§ *Channel Service–London Southampton, Cherbourg*§ *Dunkirk Lloyd's A&CP*	Lon	*b*		1917 12mo	W.J.Yarwood&Sns Ld Northwich	R.&J.Park,Ld.	~~29·5~~ ~~21·6~~ ~~10·5~~ ~~F12′~~ F13′ 21·7 10·3 99·8 FK *FPT* 11*t APT* 4*t*	London British	C.2Cy.13″&27″–18″ (*s*) 125lb 30RHP 1SB.*2pf*,GS28,HS569 W.J.Yarwood&Sons,Ld.	10–10 s 1 ″ 0 10 ″ 0		
6	~~Pusey-Jones No. 3.~~ **Pusey-Jones No. 3** SteelAuxSc *W.Hannevig* 17–17 *Oil Eng.* 3MstSr *Mchy.Aft* 1*Dk*(*Stl*)§*Web frames* (*See Sailing Ship Register*)		398 329 266	✠100A1 ~~3,18~~ ~~(Class Contem plated)~~ LMC8,17	Phl	*i*		1917 8mo	The Pusey &JonesCo. Wlmgtn,Del. A&CP	~~G.Hannevig~~ Thor.O.Hannevig	129·1 28·0 13·1 P31′F26′ FK *CellDB* 100′105*t FPT* 40*t APT* 9*t*	Horten Norwegian	Oil Engine 2S.C.SA 2Cy.15¾″–16½″ *3BHCem* ~~J.V.Svensson,Sweden~~ J.V.Svënsson's Motorfabrik, Skm.	15 ″ 0 s 2 ″ 0 13 ″ 2		
7 139964	**Pegasus** SteelScK *1Dk*		219 204 98	✠100A1 *Stm Trawler* 10.17 (*Class Contem plated*)	Goo LMC10,17			1917 10mo	Goole S.B. &RepgCo.Ld Goole *Lloyd's A&CP*	Grimsby&North SeaSteamTrawling Co.Ld.	~~117·0~~ 22·0 ~~13·0~~ 117·2 12·1 Q69 BK7½″ *3BHCem*	Grimsby British	T.3Cy.12½″,21½″&35″–24″ (*s*) 180lb 76RHP 1SB.*2pf*,GS33,HS1310 C.D.Holmes&Co.Ld.Hull	13 ″ 0		
8 137238 JNBC	**Presto** SteelScSr *L.W.Jackson* 17–17 (*ex*Dunelm) *Well deck* 1*Dk*(*Stl*) *Mchy Aft* *Cargo battens not fitted*		964 721 473	✠100A1 5,17	Sld	*l*	4,17	1916 7mo	R.Thompson&Sons,Ld Sunderland *Lloyd's A&CP*	PeltonS.S.Co.Ld.	203·0 33·0 13·0 Q93′B9′F21′ FK *CellDB* 129′ 213*t FPT* 42*t APT* 35*t*	Newcastle British *Cem*	T.3Cy.17½″,29″&48″–33″ (*s*) 180lb *100lb* 156NHP 1SB.*3pf*,GS58,HS2397 N.E.Marine Eng.Co.Ld.Sld	15 ″ 1 s 1 ″ 3½ 14 ″ 1		
9 137828 JNLB	**Pennyworth** SteelScSr ~~*Jolly Roger*–15~~ ~~*ex Rorqueon*–15~~ (*ex*Gogovale) 2*Dks*(*Stl*) *Elec.light* *J.G.Smith* –18 *Carrying fuel oil F.P. above* 150° F. *in D.B.*		5388 4986 3418	✠100A1 3,18~~5,17~~ LMC10,16	Mch Bel	*z*		1916 10mo	Greenock& Grngemouth Dkyrd Co.Ld. Greenock' *Lloyd's A&CP*	DalglieshSteam Shipng.Co.Ld (R.S. Dalgliesh, *Mgr.*) *Tween dk BH in after hold dispensed with* *Cell DB* 354′ 1245*t DT* a 533′ 985*t APT* 49*t*	410·2 53·5 28·4 P35′B171 F41′ FK 1 „ 2nd „ *only*	Newcastle British *Cem* *6BH to Udk*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 488NHP 3SB.*3cf*,GS165,HS6972 FD J.G.Kincaid&Co.Ltd.Grk.	31 ″ 0 s 5–11½ 25 ″ 5		
10 WLVT	~~Puseyjones No. 4.~~ **Pusey-Jones No. 4** SteelAuxSc *J.M.Cappelen* 17–17 *Oil Eng.* 3MstSr *Mchy.Aft* 1*Dk*(*Stl*)§*Web frames* (*See Sailing Ship Register*)		~~393~~ ~~327~~ 418 ~~266~~ 350 287	✠100A1 11,17 (*Class Contem plated*) LMC11,17	Phl	*i*		1917 11mo	The Pusey &JonesCo. Wlmgtn,Del. A&CP	~~T.O.Hannevig~~ Thor.O.Hannevig	129·1 28·0 13·1 P31′F26′ FK *CellDB* 100′105*t FPT* 40*t APT* 36*t*	Horten Norwegian	Oil Engine 2S.C.SA 2Cy.15¾″–16½″ *3BHCem* ~~J.V.Svensson,Sweden~~ J.V Svensson's Motorfabrik,Skm.	15 ″ 0 s 2 ″ 0 13 ″ 2		
11 139609 JQPT	**Polalp** SteelScSr *ss*Ham.No 3–5.04 (*ex*Brietzig,*ex* Axel Johnson) *ss*Ham.No.2–13 1*Dk*(*Stl*)§*Web frames*		1517 1188 926	✠ ~~1,17~~ ✠	Ros	*p*		1891 10mo	O.A. Brödin Gefle	TheShipping Controller (W.H Seager&Co. *Mgrs.*)	251·1 ~~36·2~~ 16·5 Q106′B54 H51*t* F30′ 36·1 FK *Cell DB* 194′ 418*t FPT* 62*t APT* 34*t*	London British	T.3Cy.18″,29″&46½″–30″ 125NHP 2SB.*4rf*,GS65,HS1960 Bergsunds M.V.Aktb Skm.	18 ″ 9 s 1 ″ 6½ 17 ″ 6		
12	**Paysandu** IronAuxTwinSc3MstSr *Oil Eng.* (*ex*Bk.Pasqualino,*ex*Lillian Morris) *ss*Ard.2nd No.3–11,00 *ss*Gen.No.2–09 1*Dk*2*trB* (*See Sailing Ship Register*)		804 749 727	✠ 8,09	Gen			1875 7mo	W.Doxford &Sons Sunderland	Gonzalez y Sioli	195·3 31·3 19·1 BK9″	M.Video Uruguayan	Oil Engine 4Cy.13″–18½″ *NE fitted* 17 Bolinders Mek.Verk.Skm.	20 ″ 2	V	
13 214658 LGPM	**Percy R. Pyne 2nd** WoodAuxSc *Oil Eng.* 4MstSr 2*Dks* (*See Sailing Ship Register*)		1341 — 1259					1916	R L.Bean Camden,Me.	W.&S.Job&Co. Inc.	223·4 39·7 18·9	New York Utd. States	Oil Engine 4Cy.16½½″–18⅞″			R
14 214059 LGBF	**Portland** WoodTwinScSr *F.Mills* (*ex*Kuskokwim River) *Elec.light* 1*Dk*		630 455 348					1916	Jhnson Brs &Blanchard Seattle	AlaskaPacificNav. Co.	142·2 35·7 12·3 Q50′F33′	Seattle Utd. States	T.8Cy.11″,19″&(2) 32″–15″ E*built*98 *refitted* 17 71NHP Wolf&Zwicker IW.Pttlnd.			
15	**Previsor** SteelScSr *R.Zárate* 17–17 (*ex*Presidente Saenz Penna,*ex*C.A Bade) *Well deck* 1*Dk*		*635* *621* *387*					1888	Sunderlnd S.B.Co.Ld. Sunderland	La Previsora Naval Soc.Anon. (L.Baldor, *Mgr.*)	170·0 26·2 12·5 P100′F20′ BK6″	Bilbao Spanish	T.3Cy.14″,23″&39″–27″ 79NHP *WB* N.E.Marine Eng.Co.Sld.	13 ″ 1	V	
16 5968 KBJD	**Polana** SteelScSr *N.P.Jönsson* 02–18 *Elec.light* 1*Dk*(*Stl*)§*Shelter dk*(*Stl*)		~~900~~ 1050 958 612	✠100A1 *Shelter dk with freeboard* 4,18 (*Class Contem plated*) LMC4,18	Got	*m*		~~1917~~ 1918 8mo	Aktieb. Lödöse Varf. Lödöse	Aktieb.Lödöse Varf. (C.A. Hallberg, *Mgr.*)	~~205·0 32·5 13·2~~ 213·5 32·8 18·2 FK *CellDB* 161′ 220*t FPT* 24*t APT* 8*t*	Lödöse Swedish	15″ C.2Cy.16½″&36″–24″ (*s*) 180lb *150lb* 75NHP 1SB.*2cf*,GS38,HS1450 Aktieb. Lödöse Varf Lödöse	20 ″ 2 s 6 ″ 4 14 ″ 2		
17	**Papendrecht** SteelSc 1313 1*Dk*		2000 1138 752					1917	H.te Veldhuis Papendrecht	Burgerhout&Zoon	~~236·2~~ ~~26·2~~ 18·0 237·6 36·5 15·6 Dutch		T.3Cy.18″,29″&48″–30″ 126NHP Ca.Kuypers,Rotterdam			
18	**P. Thorvöst** IronScSr *A.Björkbom* 12–12 (*ex*Transit No.1) 1*Dk*		284 172 210					18⅝⅝	Motala Co. Motala	Ångf.Aktieb. Transito (H.Wilén, *Mgr.*)	121·7 21·8 10·2	Åbo Russian	2Cy.18″&37½″–19½″ 52NHP Motala Co.Motala			
19 969 JCGS	**Pampus** IronScSr *N.P.Nilsson* 16–16 *Oil Eng.* (*ex*Borgholm) 1*Dk*		135 67 77					1877	Oscarshmn Mek.Vrks. Oscarshamn	Rederiaktieb. Pampus (G.Månson, *Mgr.*)	95·6 17·6 7·3 Q25′B46′H5*t*F25′	Nrrköping Swedish	Oil Engine 2Cy.11 13/16″–12 3/16″ J.&C.G.Bolinders,Skm.			
20 139626 JSKW	**Promus** SteelScSr *W.C.Smith* 16–18 1*Dk*(*Stl*) 4816 *Elec.light* 3747 *Cargo battens not fitted in enclosed Bridge* 2013		~~4800~~ ~~3730~~ ~~2900~~	✠100A1 2,18 (*Class Contem plated*) LMC2,18	Stk	*x*		~~1917~~ 1918 2mo	Craig,Taylor&Co.Ld. Stockton	Tempus Shipping Co.Ld.(W.H.Seager&Co.Ld.*Mgrs*)	370·1 51·4 24·0 ~~P51′B&F284′~~ P52′B&F285′ FK *CellDB* 319′ 1134*t FPT* 106*t APT* 184*t*	Cardiff British	T.3Cy.26″,42½″&69½″–45″ (*s*) 180lb 411NHP 2SB,*3AuxSB3c/GS167,HS7160* N.E.Marine Eng.Co.Ld Sld	26 ″ 6 s 3 ″ 2 23 ″ 9		

*This vessel which was classed in the Germanischer Lloyd, has now been surveyed by the Surveyors to Lloyd's Register

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. Late Name if any. / Special Surveys. No. of Decks, &c.	3	4 Register Tonnage: Gross. / Under deck. / Net.	5 Particulars of Classification. Character. — for Special Survey, Date of last Survey.	6 Port of Survey.	7 Year in which first built. Mast, engines, boilers, or Lloyd's mark last altered.	Date when last classed.	8 Built. When	9 Built. By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NP=Horse power by Society's formula; RP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Deed of Reg. Oct.
21 759 RKFP	**Perseveranza** (*STRANDED 3,16—NOW SAILING*) (*ex*Stakesby) *Well deck*	Iron ScSr ss Trn.2rd No.3–2,04 ss Nap.No.2–11 1*Dk*(*Irn*)2*trB*	1088 703	✠ 11,15 ✠	Gen	*p*	11,15	1880 1mo	J.L Thompson & Sons Sunderland	L.Ghirardi	243·0 P24′	34·2 Q62′B46′F27′ BK9″ *DBa*62′	18·2 *f*100′ *APT*	Genoa Italian	C.2Cy.31″&57″–36″ 154NHP *NDB made 93 refitted* 13 2SB,*4p f*,GS59,HS2643 J.Dickinson,Sunderland	19 ″ 6	
22 139610 JQPV	**Polirae** *A.W.Hartley* –17 (*ex*MarieHorn) 1*Dk*	Steel ScSr	1087 920 667					1896	Akt.Ges. "Neptun" Rostock	The Shipping Controller (W.H.Seager & Co.Ld. *Mgrs.*)	233·5 Q70′B60′F23′	35·1	13·9	London British	T.3Cy.16⅛″,25⅝″&41⅜″–28½″ 93RHP *WB* A.G. "Neptun," Rostock		
23 139611 JQPC	**Polcrest** *T.Phillips* 16–17 (*ex*Heinz Blumberg, *ex*Else zum Bach) *Elec.light*	Steel ScSr 1*Dk* & *Shelter dk*	1822 1682 1308					1906	Schiffsw. v. Henry Koch Lübeck	The Shipping Controller (L.Lougher & Co. *Mgrs.*)	251·0 B26′	37·2	22·2	London British	T.3Cy.17⅛″,28¾″&46″–32½″ 120NHP *WB* J.F.Ahrens,Altona		
24 139312 JQPD	**Poldown** (*ex*Pellworm, *ex*Hauk) *Elec.light*	Steel ScSr ss Shl.No.2–13 1*Dk*(*Stl*) & *Spar dk*(*Stl*) & *deep framing*	1370 1320 849	✠ 11,16 *Spar dk with freeboard* ✠	Ham	*o*		1904 4mo	Fevigs Jernskibsbyg Fevig	The Shipping Controller (L.Lougher & Co. *Mgrs.*) Cell D	229·7 *Ba*56′ *f*92′ 259*t*	35·0 FK *FPT*	21·8 4 *B H Cem* 46*t* *APT* 7*t*	London British	T.3Cy.17″,29″&48″–33″ 142NHP 1SB,*3cf*,GS60,HS2169 Richardsons,Westgarth & Co.Ld.Mdb.	22 ″ 9	
25	**Polluce** *Mchy.Aft*	Steel ScCtr 1*Dk*2*trB*	1049 823 610					1917	N.Odero & Co. Genoa	Soc.Anon.Ilva	193·5 P52′F20′	31·8	19·3	Italian *WB*	T.3Cy.15 1/16″,24⅝″&39 9/16″ –25½″ 79NHP N.Odero & Co.Genoa		
26 140418	**Plaston** (*ex*Las Palmas) *Mchy.Aft*	Steel ScSr ss B.As.No.3–2,16 1*Dk*(*Stl*)	423 351 241	✠ ~~A~~ *Coasting, England, Wales & French Channel ports* 11.17 ~~6,17~~ ~~BS6,17~~	B.As		6,17 *to* Cff. ✠ LMC2,16	1905 10mo	J Fullerton & Co. Paisley	Instone Transport & Trading Co. (S.Instone & Co. Ld. *Mgrs.*)	160·3 F16′	31·1 FK	9·3 3 *B H Cem* *FPT* 26*t*	London British	C.2Cy.14″&28″–20″ (*s*) 13½lb 40RHP 1SB,*2pf*,GS36,HS935 Ross & Duncan,Glasgow	9 ″ 10	
27	**Pauline** *Mchy.Aft* (*See Sailing Ship Register*)	Wood Aux Sc 4 Mst Sr *Oil Eng.*	1750	12 A1 (*Class Contemplated*)					McEachern Ship Co. Astoria,Or.	Stay & Co.	248·2 P42′F49′	44·5	19·7	Utd.States	Oil Engine 2S.C.SA 4Cy.11¾″–15 7/16″ Skandia Pacific Oil Engine Co.S Fo.		
28	**Petrel** (*Trawler*) *Elec.light*	Steel ScSr 1*Dk*	300 270 130					1917	Globe S.B. Co. Superior,Wis	Bay State Fishing Co.	135·0 F20′	22·5	13·2	Utd.States	T.3Cy.12¾″,21½″&35″–24″ 60NHP Marine Iron Wks.Chicago		
29	**Palmares** Wireless (*ex*Valesia) *Elec.light* Sub.Sig.	Steel ScSr 1*Dk* & *Shelter dk*	5227 4608 3208					1912	Akt.Ges. "Neptun" Rostock	Requisitioned by the Brazilian Government	364·8 B105′	50·9	30·2	Brazilian *WB*	T.3Cy.28⅛″,46⅝″&76½″–48″ 409NHP A.G. "Neptun," Rostock		
30	**Pelotas** (*ex*Pontos) *Elec.light* 2*Dks* & *Web frames* & *Shelter dk*	Steel ScSr	5703 5355 3666					1900	J.Priestman & Co. Sunderland	Requisitioned by the Brazilian Government	430·8 B on *Shelter dk* 112′ FK	54·0	27·8	Brazilian *WB*	T.3Cy.27″,44½″&73″–54″ 436NHP Blair & Co.Ld.Stockton	31 ″ 0	
31	**Poconé** (*ex*Coburg) *Elec.light* Sub.Sig. Wireless 2*Dks*	Steel Sc	6750 5024 4201	G.L.Rio.11.17 (*See Footnote**)				1908	Bremer Vulkan Vegesack	Requisitioned by the Brazilian Government	419·6 P&B286′F68′	54·5	27·8	Brazilian *WB*	Q4Cy.24″,34½″,50⅛″&72⅜″– 53¾″ 387NHP Bremer Vulkan,Vegesack		
32 113991 TBQR	**Pentland Range** *C.J.Abbott* –13 (*ex*Kincraig) 2*Dks*(1*Stl* & *Upt Irn pt Stl*) & *Web frames* *Carrying fuel oil F.P. above 150°F. in DB*	Steel ScSr ss Shl.No.3–6,15	3707 3336 2332	✠ 100 A1 3,18 ~~12,17~~ BS3,17	Lon	*w*	12,17 ✠ LMC10,14	1901 11mo	C.Connell & Co. Glasgow *Lloyd's SA & CP*	Neptune S.N.Co.Ld (Furness,Withy & Co.Ld. *Mgrs.*) Cell D Ba	353·8 P34′B106′F36′ 114′ *u E* & *B*38′ *f*152′	45·0 FK	25·8 6 *B H Cem* 801*t* *APT* 62*t*	Liverpool British	T.3Cy.25″,41″&66″–45″ (*s*) 170lb *90lb* 2SB,*6cf*,GS92,HS4862 FD 801*t* Dunsmuir & Jackson,Ld Gls	28 ″ 6 s 5 ″ 4 23 ″ 7	
33 140425 JRTP	**Polberg** *J.James* –17 (*ex*Bergvik)	Steel ScSr 1*Dk*(*Stl*)	1443 1146 838	✠ 100 A1 12,17 ✠ LMC2,16	Lon	*p*	8,17	1916 2mo	Kockums M.V.Aktieb. Malmö *Lloyd's SA & CP*	The Shipping Controller (British & Irish S.P.Co. *Mgrs.*) Cell D Ba	232·8 P18′B63′F26′ 69′ *a* *E*19′ *f*93′ 364*t*	37·7 FK *FPT*	16·1 4 *B H Cem* 44*t* *APT* 59*t*	London British	T.3Cy.18½″,28⅜″&48½″–31½″ 185lb (*s*) 156NHP 2SB,*4cf*,GS70,HS2546 Kockums M.V.Akt.Malmö	18 ″ 7	
34 140428 JRTP	**Palmston** (*ex*La Plata) *Mchy.Aft*	Steel ScSp ss B.As.No.3–7,17 1*Dk*(*Stl*)	~~430~~ 429 352 ~~284~~ 193	✠ A— *Coasting England Lon Cff Wales & French Channel ports* 2,18 ~~7,18~~	BAs	*q*	7,17 ✠ LMC7,17	1907 8mo	J.Fullerton & Co. Paisley	Instone Transport & Trading Co. (S.Instone & Co. Ld. *Mgrs.*)	160·0 F16′	31·1 FK *MDT* 16′	9·1 3 *B H Cem* 138*t* *FPT* 32*t*	London British	C.2Cy.15″&32″–22″ 130lb 1SB,*2pf*,GS37,HS1148 C.Houston & Co.Glasgow	(*s*) 9 ″ 10 s 2 ″ 1½ 7 ″ 11	
35 140433 JRWD	**Polleon** *A.Hamill* –17 (*ex*Leonora) *Well deck* *Mchy.Aft* *Cargo battens not fitted*	Steel Sc 1*Dk*(*Stl*)	1155 866 672	✠ 100 A1 1,18 ~~7,17~~	Rot Nwc	*n*	3,16 ✠ LMC8,15	1915 8mo	Wilton's E. & Slpwy.Co. Rotterdam A&CP	The Shipping Controller (Everett & Newbigin, *Mgrs.*) Cell D Ba B	230·2 Q131′B13′F24′ 15′ *f*159′ 389*t*	29·3 FK *FPT*	11·3 4 *B H Cem* 88*t* *APT* 48*t*	London British	T.3Cy.15½″,25½″&41″–36″ 180lb *100lb* (*s*) 120NHP 1SB,*3cf*,GS60,HS1983 Wilton's E. & Slpwy Co Rot	16 ″ 0 s 1 ″ 5 14 ″ 10	
36 140434 JRWF	**Polmina** (*ex*Hermina) *Mchy.Aft* *Well deck*	Steel Sc 3 Mst Sr 1*Dk*(*Stl*)	870 609 409	✠ 100 A1 8,17 ✠ LMC2,17	Rot	*l*	8,17	1917 2mo	Verschure & Co.Sp.& Mh Amsterdam A&CP	The Shipping Controller (Coast Lines,Ld. *Mgrs.*) Cell D	200·9 Q123′B11′F22′ B156′ 287*t*	30·1 FK *FPT*	12·6 3 *B H Cem* 40*t* *APT* 34*t*	London British *WB*	T.3Cy.15″,25″&40″–27″ (*s*) 180lb 2SB,*4cf*,GS82,HS2045 Verschure & Co Sp.& M.Ams	15 ″ 0 s 4 ″ 5 14 ″ 4	
37 140435 JRWG	**Polstell** (*ex*Tellus)	Steel ScSr 1*Dk*2*trB*	1029 777 729					1882	Motala Co. Norrköping	The Shipping Controller (Mann,MacNeal & Steves, *Mgrs.*)	204·7 P117′H12*t*F24′	29·7	17·1	London British *WB*	T.3Cy.14½″,23¾″&38″–25¾″ NE·0 61RHP W.Lindberg's M.V.Skm.		V
38 140427 JRTV	**Polwick** *G.W.Jackson* –17 Sub.Sig.	Steel ScSr (*ex*Olof Wijk) 1*Dk*	796 619 438					1891	Bergsunds M.V. Stockholm	The Shipping Controller (Belfast S.S.Co.Ld. *Mgrs.*)	194·4 Q56′B57′H29*t*F20′	28·1	14·6	London British	T.3Cy.18″,29″&46½″–30″ 118NHP Bergsunds M.V.Stockholm		V
39 140432 JRWO	**Poljames** *F.F.A.McMillan* –17 (*ex*James J.Dickson)	Iron ScSr 1*Dk*	856 603 528					1872	Earle's Co. Ld. Hull	The Shipping Controller (City of Cork S.P.Co.Ld. *Mgrs.*)	196·3 P115′H22*t*F28′	28·0	15·0	London British	C.2Cy.17 3/16″&39½″–23¾″ NE&B02 63RHP Göteborgs M.V.Gothenborg		V
40	**Paling Maru** Maru,*ex*Sui-Mow) *Elec.light*	Steel Twin Sc Sr (*ex*Tamoshima 2*Dks*	1857 1330 1039					1907	W.Hamilton & Co.Ld. Pt.Glasgow	Nisshin Kisen Kaisha	294·4	44·0	13·3	Tokio Japanese	T.6Cy.16″,26½″&43″–30″ 202NHP *WB* Muir & Houston,Ld.Gls.		
41 142184 ~~MRDN~~ THW	**Pan** ~~*O.B.Petterson* –17~~	Steel Sc Sr 1*Dk*	933 681 555					1917	Jarlsö Värft Tönsberg	~~E.B.Asby~~ The Shipping Controller (W.A.Souter & Co. *Mgrs.*)	200·4 Q62′B53′F24′	31·9	12·7	Christiania ~~Norwegian~~ London British	T.3Cy.15″,25″&41″–26″ ~~100RP~~ ~~66NHP~~ Trondhjems M.V.Værksted		N

* Footnote: Coasting, England, Wales & French Channel ports to Cff. ✠ LMC2,16

*This vessel which was classed in the German Lloyd, has now been surveyed by the Surveyors to Lloyd's Register

1 Numéro Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux Gréement. etc. — Capitaine — Visites Périodiques.	3 Ex-nom, s'il y a lieu. — Nombres des Ponts.	4 Tonnage Officiel. — Total. — Sous le Pont. — Net.	5 Détails de la Classification. — Cote. — ✝ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Franc-bords spéciaux. Lettre explicative d'appliquement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. — Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. — Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant.	15 Inspections spéciales et si ces cas dans les 4 Docks Dept. Lloyd's Reg.
42	**Primula**	SteelScSr	1016					1917	DeHaan en Oerlemans Heusden	Rederiaktieb. Act. Helsingborg (F. Börjesson, *Mgr.*)	215·0 P12′	34·4 Q51′	15·6 B59′F29′		T.3Cy.15″,25″&40″-27″ 88NHP *WB* Verschure&Co.Ams.		
		1 *Dk*															
43	**Poltolia**	SteelSc	1831					1905	Bremer Vulcan Vegesack	TheShippingController (Anning Bros. *Mgrs.*)	261·2	37·2	21·7	London British	T3Cy19½″,32½″&53½″-39″ 176NHP *WB* BremerVulkan,Vegesack		
137737 RLFQ	(*ex*Anatolia) *Elec.light*	1 *Dk 2 tr B*	1679 1165														
44	**Polcrag**	CompScSr	229					1915	Norra Garns Varf	TheShippingController (Mann, Macneal&Steeves, *Mgrs.*)	101·9 P24′H12*t*F11′	23·2	10·5	London British	C.2Cy.9½″&21″-13½″ 13RHP VilhelmsbergsM.V.Got.		
140424 JRTQ		(*ex*Dagny) 1 *Dk*	179 114														
45	**Polstream**	SteelScSr	1007					1905	Grngem'th &Greenock Dockyard Co Grngemouth	TheShippingController (Admiralty Coasting Trade Office, *Mgrs.*)	204·5 Q69′B56′H70*t*F20′	34·8	12·6	London British	T.3Cy.16½″,27″&44″-30″ 106NHP *WB* Cooper&Greig,Dundee		
140436 JRTS	(*ex*EmmaFernström,*ex*Margarete)	1 *Dk*	738 583														
46	**Pax**	SteelSc	143					1917	Gebr.Boot. Leiderdorp	My.Batavia	102·0	20·3	10·1	Ymuiden Dutch	T.3Cy.10″,16″&26″-20″ 30NHP Machfb.Overryn,Leiden		
	(*Fishing*)	1 *Dk*	139 49														
47	**Premier**	WoodSc	195					19$\frac{07}{15}$	CliftonS.S. Co Ld.	D.Coy	84·2	21·8	6·0	S.John,NB British	C.4Cy.9″&15″-13″		
132444	*C.A.McLean*	1 *Dk*	69 138						Clifton NB	*Re built* Meteghan NS					B*made*93 20RHP		
48	**Princenhage II.**	SteelSc	384					1917	N.V.Kuy& Ree's Mch.& Schpsw. Rotterdam	N.V.Stoomv. Princenhage	~~131·4~~ Q59′B9′F15	~~22·9~~ 11	~~11·4~~ 0	Rottrdam Dutch	T.3Cy.9½″,15½″&26½″-20″ 32NHP N.V.Kuy&Ree'sMch.& Schpsw.Rot		
	G.Wik -17 *Mchy.Aft*	1 *Dk*	270 156								132·4	23·1					
49	**Polycarp**	~~SteelScSr~~	~~3500~~	✝100A1	Gls	*v*		1918	Barclay& Curle&Co.Ld Glasgow	BoothS.S.Co.Ld.	340·7 P42′B88′F41′	46·8	25·6	Liverpool British	T.3Cy.22½″,39″&67″-45(*r*) 215lb 403NHP	28	0
140569 JSTR	*Alexander* -18 *Elec.light*	2 *Dks*(*Stl*)	3577 3235 2249	4,18 (*Class Contem. plated*).				4mo	*Lloyd's SA & CP*		FK 5 *BH*				3SB,9*cf*,GS187,HS6759 Barclay,Curle&Co.Ld.Gls.		
				✝LMC 4,18							*Cell DB* 288′720*t*	*FPT* 60*t*	*APT* 25*t*				
50	**Pelagus**	SteelSc	141					1914	.....	E.Almagia	98·4	20·1	11·9	Venice Italian	T.3Cy.12⅝″,20$\frac{7}{16}$″&33″-23½″ 52NHP Alblasserdam.Msch.Fab.		
122		(*Tug*)	— 34														
51	**Penhoët**	IronScSp	255					1884	Cie.de Fives-Lille Calais	Cie.Générale Transatlantique	124·5	23·2	10·5	St.Nazaire French	C.2Cy.17″&27½″-18″ 27NHP E&B*made*84 *refitted*17 *WB* Cie.deFives-Lille		V
	J.LeDelezir -17 *Mchy.Aft*	(*ex*HopperBarge Fives-Lille)	— 97														
52	**Percival S. Parks**	WoodAuxScSr	136					1910	M.Leary LaHave,N.S.	W.L.McDougald	96·8	25·6	10·6	Gaspé British	Oil Engine NE*fitted*17		R
135689	*C.W.Roberts* -15	*Oil Eng.* 1 *Dk*	124 109														
	(*See Sailing Ship Register*)																
53	**Parnahyba**	SteelSc4MstSr	6692	✝ 9,16	Bmn	*c* †		1913	Flensburger Schiffsb.Ges. Flensburg	Requisitioned by the Brazilian Government	460·5 *FonShelter dk*46′	59·1	28·8 FK 7 *BH Cem*	R.Janeiro Brazilian	Q.4Cy.26$\frac{3}{16}$″,38½″,56½″&81½″ -54″ 670NHP	31	6
	(*ex*Alrich) *Elec.light*	2 *Dks*(*Stl*) & *Shelter dk*(*Stl*) Wireless	6278 4126	*Shelter dk with freeboard*	✝			8mo			*Cell DB a* 149′ *u E*	34′ *f* 195′	1541*t* *FPT*	220*t* *APT* 15*t*	4SB,12*cf*,GS222,HS9416 FD Flensburger Schiffsb.Ges.		
54	**Prosper**	SteelScSr	2232	✝100A1 12,17	HKg	*r*		1917 12mo	HongK'ng & Whampoa Dock Co.Ld. HongKong	Furness,Withy& Co.Ld.	270·6 P26′B76′F26′	40·1	19·4 FK 4 *BH Cem*	HongKong British	T.3Cy.20″,33″&54″-39″ (*s*) 180lb 215NHP	21	6
89677	*H.P.Longland* -17	2 *Dks*(*Stl-U teak s*)	1786 1377	✝LMC 11,17					*Lloyd's SA & CP*		*Cell DB* 231′ 442*t*		*FPT* 34*t* *APT* 71*t*		2SB,6*cf*,GS118,HS3552 HongKong&Whampoa Dock Co.Ld.HongKong		
55	**Pensacola**	WoodTwinScSr	390					1918	F.F. Bingham Pensacola Fla		134·1 Q12′F16′	30·8	12·0		Motor FairbanksMorse,Chicago		
	Elec.light Mchy.Aft	*Motor* 1 *Dk*	347 303														
56	**Princesa**	SteelTwinSc						1918	A.Stephen &Sons,Ld. Glasgow	Furness-Houlder Argentine Lines, Ld.	430·2 B255′F35′	61·2	26·0	Liverpool British	T.6Cy.25″,41½″&70″-48″ 679NHP *WB* J.Brown&Co.Ld.Clydebk		
	Elec.light Ref.Mchy.	*Cruiser Stern* 3 *Dks & Shelter dk*	7484														
57	**Polstjernan IV.**	SteelSc3MstSr	331					1917	O.P.van der Werff Doesburg	E.Johnson	141·0 P15′F10′	27·1	10·9	Stockholm Swedish	Oil Engine 2Cy. *WB* D.Goedkoop,Jr.Amstrdam		
	Mchy.Aft	*Oil Eng.* 1 *Dk*	297 196														
58	**Paterson**	IronScSr	105					1886	D.&W. Robertson Sydney NSW	Government of New South Wales	98·2	17·1	7·1	Sydny NSW British	C.2Cy.15″&28″-20″ 28RHP London&Colonial ECo.Lon		
	(*ex*Lilian)	1 *Dk*	— —														
59	**Pickavance** 7.*Holt* 13-18	SteelScSr	299	✝100A —	Liv	*d*	~~3,15~~ 3,18	1896 10mo	Murdoch& Murray Pt.Glasgow	T.T.Kennaugh	128·2 B8′	24·1	11·7 BK 7½″	Liverpool British	T.3Cy.12″,18″&30″-22″ (*s*) 180lb 53RHP	13	0
96814	~~*Nalongsone* -18~~ (*ex*FrancisHenderson) *Elec.light*	~~*ss*Liv.No.3 10,09~~ *ss*Liv.No.1 13~~-~~ *ss*Liv.No.3-3,18	245 109	3,18~~,16~~ ~~BS 3,17~~	✝LMC ~~10,13~~ 3,18						*FPT* 25*t*		*APT* 15*t*		1SB,2*cf*,GS36,HS927 D.Rowan&Son,Glasgow		
60	**Petworth**	SteelSc	2012	✝100A1	Chp	*s*		1918 3mo	E.Finch& Co.(1916) Ld. Chepstow	PowerSteamship Co.Ld.(J.Power& Co. *Mgrs.*)	284·3 P29′B78′F28′	41·7	19·4 FK 4 *BH Cem*	London British	T.3Cy.21½″,35″&59″-39″(*s*) 180lb *100lb* 259NHP	21	6
42319 RLW	*J.H.Bradley* -18 *Elec.light*	1 *Dk*(*Stl*)	1850 1224	~~5,18,16~~ ✝LMC 3,18	Lon				*Lloyd's SA & CP*		*Cell DB* 244′576*t*		*AP* 187*t*		2SB,6*cf*,GS110,HS4300 Richardsons,Westgarth& Co.Ld.Sld		
61	**Pin-Samud**	SteelSc	1632	G.L.Bgk.		1,18		1902	Rickmers Act.Ges. Bremerhaven	Requisitioned by the Siamese Govt.	253·1 P&B161′F26′	37·4	19·6	Bangkok Siamese	T3Cy13$\frac{7}{8}$″30$\frac{11}{16}$″&49$\frac{7}{16}$″-33$\frac{7}{16}$″ 140NHP *WB* OttenserMasch.Ottensen		
	(*ex*Samsen,*ex*Ellen Rickmers)	*Elec.light* 1 *Dk & Spar dk*	1508 998	(*See footnote* *)													
62	**Patrician**	SteelScSr	5742	✝100A1	Bal	*a* †		1917 10mo	Russell& Co. Pt Glasgow	Charente S.S.Co. Ld. (T.&J. Harrison, *Mgrs.*)	423·0 P38′B123′F53′	56·0	28·7 FK	Liverpool British	T.3Cy.27″,45″&74″-51″ (*r*) 180lb 561NHP	31	4
140539	*R.Sutherland* 10-17 (*ex*SaintJerome) *Elec.light*	2 *Dks*(*Stl*)	5356 3636	5,18 ~~1,18~~ ✝LMC 10,17	Bry				*Lloyd's SA & CP*				*Cem* 5 *BH to U dk*		3SB,9*cf*,GS190,HS8428 FD J.G.Kincaid&Co.Ld.Grk.	s 8	2½
				Carrying oil fuel F.P.			*One intermediate BH and one 'tween dk above*				*BH dispensed with* 1181*t* *DTa* 36′		1 „ „2nd „ only 110*t* *APT* 31*t*			25	6
							50° F. *in DB & DT*				*Cell DB* 360′						

*This vessel which was classed in the Germanischer Lloyd, has now been surveyed by the Surveyors to Lloyd's Register

2 Steamer's Name. *Master.* Special Surveys.	3 Material, Rig, &c. *Late Name if any.* No. of Decks, &c.	4 Regist'd Tonnage Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — † for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Laid-up or expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 Built. By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which closed, if not in L.R. Date of Cl. or Trade Certs.
63 Pollux	Steel Sc K	138	100A1				1918	Arnhem-scheStoom-sleephellingMy Arnhem	N.V.VisscheryMy Praxis(Maas, Karst & Prins, *Mgrs.*)	95·0	19·7	10·0	Ymuiden Dutch	T.3Cy.10",16"&26"-18" ArnhemscheStooms.My		
	1*Dk*	124 30	*For fishing purposes* (*Class Contemplated*)													
64 Prominent 579	Steel Sc Sr	2232 1786	†100A1 2,18	HKg*r*			1918 2mo	HongK'ng &Whampoa DockCo.Ld. HongKong		270·6 P26'B76'F26'	40·1	19·4 FK	HongKong British	T.3Cy.20",33"&54"-39" (*s*) 180lb 215NHP	21 *n* 6	
Elec.light	2*Dks* (*Stl-Upeaks*)	1377		LMC2,18			*Lloyd's*		*Cell D*	B 231'4	42*t*	*FPT* 34*t*	*4BHCem APT* 71*t*	2SB,6*cf*,Gs118,Hs3552 HongKong&Whampoa DockCo.Ld.HongKong		
65 Phan-Samud	Steel Sc Sr (*ex* Pitsanulok)	2019 1865	G.L.Bgk.3,18 (*See footnote**)				1901	G.Seebeck Act.Ges. Bremerhaven	Requisitioned by the Siamese Govt.	290·2 P13'B82'H31'F13'	39·2	20·2	Bangkok Siamese *WB*	T.3Cy20½",34¼"&55½"-35 7/16" 180NHP G.SeebeckA.G.Bremerhvn		
Elec.light	2*Dks*	1267														
66 Princenhage I. 321 *N.V.Princenhage Mchy.Aft* -18	Steel Sc	737					1918	NVSchpw. Mchf.deKlop Sliedrecht	N.V.Stoomv.My Princenhage (C.Dijkhuis, *Mgr.*)	183·9 Q102'B11'F24'	29·0	14·5	Rottrdam Dutch *WB*	T.3Cy.13⅔",20½"&34½"-23⅔" 55NHP NVSchpw&Machf.deKlop		
	1*Dk*	616 313														

1	2	3	4	5	6	7	7*	8	9	10	11			12	13	14	15
Numéro d'Ordre.	Nom du Navire. Matériaux, Gréement, etc.		Tonnage Officiel.	Détails de la Classification.			Date de la dernière visite de l'arbre porte-hélice.	Construit.		Armateurs.	Dimensions d'après la Douane. Superstructures, &c.			Port d'Armement.	Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. N.H.P.= Force en chevaux d'après les formules de la Société. R.S.P.= Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant.	Registres où cet navire est inscrit. Quartier.
Numéro Officiel.	*Capitaine*	*Ex-nom, s'il y a lieu.*	Total. — Sous le Pont. — Net.	Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant arrêté. Lettre d'Appointement.		Quand. — Navire. — Mach.	Par qui. — Ch.		Longueur.	Largeur.	Creux.	Pavillon.		pds. pc.	
Signaux	Visites Périodiques. Nombres des Ponts.																

LLOYD'S REGISTER. STEAMERS.

1	2	3	4	5	6	7	7*	8	9	10	11			12	13	14	15
No. in Book.	Steamer's Name.	Material, Rig, &c.	Regist'd Tonnage.	Particulars of Classification.			Date when last shaft was drawn.	Built.		Owners.	Regist'd Dimensions, Deck Erections, &c.			Port of Registry.	Engines.	Moulded depth.	
Official No.	*Master.*	*Late Name if any.*	Gross. — Under deck. — Net.	Character. — ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned. Months Proid. Equivalent Letter.		When	By Whom — Where		Length.	Breadth.	Depth.	Flag.	No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; HHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Freeboard amidships. Corresponding draught. *ft. in.*	Registers to which classed, if not in L.R. Deposit of Plans.
Code Letters.	Special Surveys.	No. of Decks, &c.															

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant au pavé. Lettres d'Equipement.	7* Date de la dernière visite de l'hélice pour délivr.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. IHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux par Quille Franc-bord en milieu du navire. Tirant d'eau correspondant pds. pc.	15
1 WLSM	**Regulus** *P.Svendsen* 07–17 *Elec.light*	**SteelScSr** 1*Dk(Stl)*2*trB*	3911 3612 2490	✠100A1 ~~3,~~4,17 3,18 *Fitted for oil fuel* ✠LMC4,17	**SFo**	♥		1917 4mo	**Union Iron** Works Co. Alameda, Cal. A&CP	**A.O.Lindvig.** Akties Pacific (A.O.Lindvig *Mgr*)	340·0 P29′	48·2 B73′	26·0 F36′ FK	**Chrstiania** Norwegian 6*BHptCem* *CellDB*290′	T.3Cy.24″,39″&65″–42″ (*r*) 180lb *180lb* 325NHP 2SB,*6cf*,GS144,HS5400 Union Iron Wks Co Alamda 967*tFPT*120*tAPT*102*t*	27 ″ 3 s 5 ″ 0 22 ″ 7	
2 JPSD	**Robert Bruce** *F.Marychurch* 15–17 *Elec.light* *Now named "Frankburn," See No. 31 in Supplement*	**SteelScSr** 1*Dk(Stl)*	4207 3966 2624	✠100A1 10,17~~,17~~ *Carrying fuel oil F.P. above 150° F. in DB*	**Mdb** Cff ✠LMC5,17	♥	10,17	1917 5mo	**Sir Raylton Dixon & Co Ld** Middlesbro' *Lloyd's A&CP*	Palace Shpg Co Ld (Macvicar, Marshall & Co *Mgrs.*)	364·5 P25′ *CellDB*319′	51·1 B94′ 980*t*	26·1 F40′ FK *FPT*110*t* *APT*90*t*	**Cardiff** British 6*BHCem*	T.3Cy.25″,41″&68″–45″ (*s*) 180lb 361NHP 3SB,*9cf*,GS159,HS6015 Richardsons, Westgarth & Co.Ld.Hpl.	28 ″ 4 s 5 ″ 3½ 23 ″ 5	
3	**Remittent** *L.H.Paulsen* –17 *Elec.light* *Mchy.Aft* (*See Sailing Ship Register*)	**WoodAuxTwinSc** *OilEng.* 4MstSr 1*Dk*	1602 1425					1917	**Puget Snd** Bridge & Dredging Co. Seattle, Wash		231·5 P36′	44·4 F47′	19·1		Oil Engines 4 Cy. Meitz & Weiss, Newark, N.J.		
4	**Rövær** *P.Kolstad* –17	**SteelSc** 1*Dk*	990 ~~939~~ 572	*Now named "Dorothea," See No. 29 in Supplement*				1917	**Hölens Queenscities** Larvik	**ÖisteinThorgersen** & Co.	214·0 P22′	34·0 B61′	16·0 F25′	Norwegian *WB*	T.3Cy.15½″,25″&42″–30″ 97NHP Moss Jernst. & M.V. Moss		
5 142297 JSFT	**Rubiera** *R.J.Thomas* 11–18 *Elec.light* *Ref.Mchy.*	**SteelScSr** 2*Dk (Stl)* & *Shelter dk(Stl–ptws)* **CruiserStern**	~~6597~~ 5597 5187 ~~3500~~ 3500	✠100A1 PGl *Shelter dk with freeboard* 3,18 *(Class Contem plated)* ✠LloydsRMC3,18 ✠LMC3,18		*y*		1917 12mo	**Russell & Co.** Port Glasgow *Lloyd's A&CP*	~~**BlueStarLine,Ld.**~~ Rubiera S.S.Co Ld (BlueStarLine Ld. *Mgrs.*)	389·8 ~~F60′~~ *FonShelter dk* 50′ 6 *CellDB*342′ 912*t*	53·2 32·9	~~24·7~~ FK *FPT*8*tAPT*24*t*	**London** British 6*BHCem*	T.3Cy.~~24½″~~,41½″&70″–48″ 2001b (*r*) 556NHP 3SB,*9cf*,GS150,HS8613 ED D.Rowan & Co. ~~Glasgow~~ Ld Glasgow	36 ″ 0 s 9 ″ 2 27 ″ 1	
6	**Risör** *Oil Eng.* *Elec.light* *Mchy.Aft*	**WoodTwinSc4MstSr** 1*Dk2trB*	1609 1426 1343					1917	**Puget** Sound Bridge & Drdging Co. Seattle, Wash	**A.Prebensen**	231·5 P36′	44·4 F47′	19·1	**Risör** Norwegian	Oil Engine 2S.C.SA 4Cy.14″–18½″ Meitz & Weiss, Newark, N.J.		
7 140264	**Rector** (*Tug*)	**SteelSc** 1*Dk*	106 106 1					1916	**Rennie** Forrestt S.B. E&DD.Co.Ld Wivenhoe	**Cory Colliers, Ld.**	73·3	20·0	10·2	**London** British	T.3Cy.14″,25″&35″–24″ 80RHP Plenty & Sons, Ld. Newbury		
8	**Ravensbourne** *Should be "Lambeth," See No. 32 in Supplement* *Elec.light*	**SteelScSr**	1480	100A1 (*Class Contem plated*)				1917	**Dublin** Dckyd Co. Ld. Dublin	**South Metropolitan Gas Co.**	240·3 Q91′	36·1 B52′	18·3 F23′	**London** British	T.3Cy.18″,30″&50″–33″ J.G.Kincaid & Co.Ld.Grk.		
9	**Rhode Island** *Elec.light* *Longitudinal framing*	**SteelScSr**	6500	100A1 *Shelter dk with freeboard* (*Class Contem plated*)				1917	**The Texas** Co. Bath, Maine	**The Texas Co.**	402·0 P34′	54·2 B120′	30·6 F39′	**New York** Utd. States	T.3Cy.26½″,44″&74″–51″ H.G.Trout Co. Buffalo N.Y.		
10 139621 JRKF	**Ruel** *Bell* –17 *Elec.light*	**SteelScSr** 1*Dk(Stl)* 3213	~~4350~~ 4395 3387 ~~3200~~	✠100A1 4,18 ~~10,17~~ ✠LMC10,17 *(Class Contem plated)* *Carrying fuel oil F.P. above 150° F. in D.B. Lloyd's A&CP*	**Liv**	*w*		1917 10mo	**Ropner & Sons, Ld.** Stockton	**Turnbull Bros. Shipping Co. Ld.** (Turnbull Bros. *Mgrs*)	346·5 P23′ *CellDB*304′ 831*t*	50·8 B206′ *FPT*120*t*	23·2 ~~F27′~~ F38′ FK *APT*151*t*	**Cardiff** British 6*BHCem*	T.3Cy.25″,41″&67″–45″ (*s*) 180lb *100lb* 322NHP 2SB,*6cf*,GS127,HS4900 Blair & Co.Ld. Stockton	25 ″ 8 s 3 ″ 6 22 ″ 5	
11	**Rimouski** *Elec.light* *Ref.Mchy.*	**SteelTwinScSr** *CruiserStern* 4*Dks*	9060					1917	**Harland & Wolff, Ld.** Glasgow	**Brit. & N. Atlantic S.N.Co.Ld.**	460·0 P39′		42·0 B130′ F53′	**Liverpool** British *WB*	Q8Cy20½″,29½″,42″&61″–48″ 516NHP Harland & Wolff, Ld. Bel.		
12	**Rana** *Elec.light* *Mchy.Aft*	**CompScSr** *OilEng.* 1*Dk*	250					1917	**Aktiebolaget C.O. Christianson & Co Strömstd**	**Rederiaktieb. Bäckerön**	114·8 P41′	23·9 B7	12·0 F38′	**Uddevalla** Swedish	Oil Engines Bergsunds M.V. Aktb. Skm		
13	**Rosewood** *Mchy.Aft*	**WoodTwinScSr** 2*Dks*	2200					1917	**Pacific American Fisheries** S.Bellingham Wash.	**Pacific American Fisheries**	235·0 B50′	42·0	26·3	**Utd.States**	T.3Cy.13″,21″&35″–24″ Seattle Mch. Works, Seattle		
14	**Robert Sudden** *Elec.light*	**WoodSc** *Fitted for oil fuel* 1*Dk*	1363 — 1016					1917	**F.Stone** Oakland, Cal.	**Sudden & Christenson**	225·0	43·0	17·0	**S.Frncisco** Utd.States	T.3Cy.15½″,26″&43″–33″ 100NHP		R
15 MBNW	**René** *C.Simon* (*ex* Minister Delbeke)	**SteelScSr** 1*Dk*	1832 1708 1431					1909	**Irvine's SB & D.D.Co.Ld.** W Hartlepool	**L.Hermans**	279·1 P24′	40·2 B60′	18·2 F28′	**Bruges** Belgian *WB*	T.3Cy.20½″,33″&54″–36″ Richardsons. 175NHP Westgarth & Co.Ld.Hpl.		C
16 86582	**Richard J. Reiss** (*ex* George W. Peavey) *Mchy.Aft* *Elec.light*	**SteelScSr** 1*Dk2trB*	4997 — 3861					1901	**American S.B.Co.** Lorain	**Reiss S.S.Co.**	430·0	50·0	28·5	**Duluth** Utd.States *WB*	Q.4Cy.15″,23¾″,38½″&56″ –10″ 198NHP American S.B Co.		L
17 86662	**Robert R. Paisley** (*ex* George L. Craig) *Mchy Aft* *Elec.light*	**SteelScSr** 1*Dk2trB*	3762 — 3130					1903	**Craig S.B. Co.** Toledo, O.	**Paisley S.S.Co.**	370·8 F50′	50·2	24·2	**Detroit** Utd.States *WB*	T.3Cy.21″,35″&58″–40″ 213NHP Craig S.B.Co. Toledo, Ohio		L
18	**Romano** *Pearce* *Now named "Samuel Faunce," See No. 128 in Supplement*	**SteelSc** ss N.Os.No.1–17 1*Dk*	96 84 15	✠100A1 *Fortowing purposes* 8,17 ✠LMC8,17	**NOs**		8,17	1912 3mo	**Hepple & Co.Ld.** S.Shields *Lloyd's A&CP*	**France & Canada S.S.Corporation**	80·4	17·9 BK6′	9·0	**New York** Utd.States 4*BHCem*	C.2Cy.15″&32″–22″ 180lb 53NHP 1SB,*2cf*,GS42,HS980 Hepple & Co.Ld S.Shl.		9″10
19	**Raa** *Thane* –17 *Elec.light*	**SteelSc** 1*Dk*	900					1917	**Pusnæs** Stöperi & M.V. Arendal	**L.Christiansen**	210·0	33·0	14·6	Norwegian *WB*	T.3Cy.15″,25″&40″–30″ 88NHP Pusnæs Stöperi & Mek.Vrks		
20	**Ramón** *R.Hernandez* –17 (*ex* Villena, *ex* Bautista *ss* Nwc.No.1–87 Ramos, *ex* Rowena, *ex* Eldon) *Well deck*	**IronScSr** ss Nwc.No.3 3,82 1*Dk2trB*	955 738 626	✠ 5,91 ✠NB82	**Shl**			1868 6mo	**C.Mitchell & Co.** Newcastle	**Ricardo Ramos**	224·5 P123′ *DBa* 70*f*80′233*t*	29·2 F28′	17·6	**Barcelona** Spanish 4*BHCem*	C.2Cy.27″&52″–30″ 123NHP 1SB,*3pf*,GS55 Thompson, Boyd & Co.Nwc		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys.	3 Late Name if any. / No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned / Year Last Classed / Year Class now expired. Equipment Letter	Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke / Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register / Particulars of Boilers & Furnaces / Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught ft. in.	15 Engines built by M.B. Richardson & Co. Ltd. Hull.
21 HTFD	Reim *Kristoffersen* 17–17 1 *Dk & pt Awng dk*	Steel Sc Sr (*ex* Beacon)	1126 726 715					1901	Akers Mek. Værks. Christiania	Transportaktties. Ferro (R. Blakstad, *Mgr.*)	227·0 | 31·5 | 15·1 Q76 *t* H101 *t* F230 *t*			Chrstiania Norwegian	T. 3Cy. 20″, 32″ & 52″–33″ 155 NHP *WB* Akers Mek. Værks. Xia.		N
22 215007 LHBR	Ryder Hanify *Fitted for oil fuel* *Elec. light* 1 *Dk 2 tr B*	Wood Sc Sr	1363 — 1018					1917	F. Stone Oakland, Cal.	J. R. Hanify Co.	225·0 | 43·0 | 17·0			S. Frncisco Utd. States	T. 3Cy. 15½″, 26″ & 43″–33″ 106 NHP		R
23 KVGX	Rover *Orizio* –17 *ss* Msl, 3rd No. 3–9,17 (*ex* Yacht *ex* Uarda, *ex* Semillante, *ex* ~~Miranda, ex Rover~~ Rover *ex* Miranda, *ex* Rover) *Elec. light*	Iron Sc Sr	424 — 285	✠ 100 A1 *Yacht* 9,17 ✠ N B 3,02 ✠ L M C 9,17	Msl		9,17	1882 1 mo	Ramage & Ferguson Leith *Lloyd's A & CP*	Orizio & Cie.	170·2 | 27·7 | 14·7 *Shade dk* 39′ Dk House *added* 88			Marseilles French 4 *BH Cem*	C. 2Cy. 23″ & 46″–24″ 75 lb *100 lb* NDB 10 77 NHP 1 SB, *3 pf*, GS 15, HS 1350 M. Paul & Co. Dumbarton	17 ″ 0 s 3 ″ 6 14 ″ 7	
24 140412 JRQW	Ryckett *Elec. light* *Mchy. Aft* 1 *Dk*	Steel Sc Sr	983 730 499					1917	W. Harkess & Son, Ld. Middlesbro'	London Transport Co. Ld. (Brown, Jenkinson & Co. *Mgrs.*)	203·0 | 33·1 | 13·1 Q113 B13 F34′			London British	T. 3Cy. 17″, 28″ & 46″–33″ 122 NHP *WB* Richardsons, Westgarth & Co. Ld. Mdb.		
25 5835 JVRQ	Ragnhild *W. G. Gulbrand* 16–16 1 *Dk*	Comp Sc Sr *Oil Eng.*	182 160 137					1905	S. Groth Sjötorp	G. Lundberg	100·3 | 22·7 | 10·3 P14′ H9 *t*			Gothenbrg Swedish			
26	Ralum 1 *Dk*	Steel Sc	390					1914	F. Lemm Boizenburg	Hamburgische Südsee A.G.	....			Hamburg German	T. 3Cy. 9¾″, 15⅞″ & 24½″–18″ 23 NHP Steen & Kaufmann, Elmshn		
27 109545	Renown *H. Rundle* –18 1 *Dk*	Steel & Iron Sc Sp	120 107 80					1898	H. Scarr Hessle	~~Renown Stm Flat Co. Ld. (T. L. May)~~ Ocean S.S. Co. Ld. (A. Holt & Co. *Mgrs.*)	92·7 | 17·4 | 7·6 F10′			Liverpool British	C. 2Cy. 10″ & 20″–12″ NB 06 17 RHP F. T. Harker, Stockton		
28	Roberto *D. L. O. Moragas* 13–17 (*ex* Ciudad de Soller, *ex* Camara, *ex* Ciudad de Mahón) 1 *Dk 2 tr B*	Iron Sc Sr	911 ✠ — 541	2,76	Lon			1875 9 mo	A. Simey & Co. Sunderland	Ricardo Ramos	210·7 | 30·0 | 15·9 P49′ F50′ *DBa* 60′ *S u E & B* 33′			Barcelona Spanish	C. 2Cy. 27″ & 52–33″ 129 NHP J. Dickinson, Sunderland		
29 140712 JTDL	Roseden *R. Brewer* 06–18 *Elec. light* 1 *Dk (Stl)* *Cargo battens not fitted*	Steel Sc Sr	4359 4060 2724	✠ 100 A1 4,18 (*Class Contemplated*) *Carrying oil fuel F. P. above 150° F. in D. B.*	Bly	*x*		1917 1918 4 mo	Blyth S. B. & D. D. Co. Ld. Blyth	Stephens, Sutton & Stephens	363·0 | 51·0 | 26·3 P30 B98 F36′ 363 · 2 | P31′ FK *Cell DB* 316′ 977 *t* *APT* 141 *t*			Newcastle British 6 *BH Cem*	T. 3Cy. 25″, 41″ & 68″–48″ (*s*) 180 lb 377 NHP 3 SB, *9 cf*, GS 222, HS 6229 Richardsons, Westgarth & Co. Ld. Hpl.	28 ″ 9	
30 MQCD	Riis *J. Rasmussen* –17	Wood Sc	125 113 55					1917	Molde	R. J. Brandal	90·0 | 22·0 | 10·0			Aalesund Norwegian	C. 2Cy. 8½″ & 19″–12 5/16″ Storvik 12 NHP Mek. Værks. Xiansund		
31 5695 JVFT	Robur *J. Ohlin* 17–17 (*ex* Löfholms varfvet) *Mchy. Aft* 1 *Dk*	Wood Sc Sr *Oil Eng*	118 107 92					1914	Löfholms-varfvet Stockholm	Rederiaktieb. Ljungan (J. Öberg, *Mgr.*)	76·7 | 24·6 | 8·3			Stockholm Swedish	Oil Engine C. 2Cy. 9 7/16″–9 13/16″ J. & C. G. Bolinders, Skm.		
32	Rosario II. (*ex* Palomita, *ex* Helgoland) 1 *Dk*	Steel Sc (*Trawler*)	150 140 41					1896	G. Seebeck Akt. Ges. Geestemünde	J. Beiro	106·0 | 21·0 | 10·2 B31′			Bns. Ayres Argentine	C. 2Cy. 17 5/16″ & 32¾″–22″ 41 NHP G. Seebeck A. G. Gstemnde		
33	Rona *Cargo battens not fitted in Shelter 'tween decks* *Elec. light* *Mchy. Aft* 1 *Dk (Stl)* & *Shelter dk (Stl-wa)* *Cantilever framed topside tanks.*	Steel Sc	6205 5727 3784	✠ 100 A1 *Shelter dk with freeboard* 5,13 ✠ L M C 4,18 *Carrying Molasses in topside tanks* *Carrying oil fuel F. P. above 150° F. in D. B.*	Nwc	*z*		1918 3 mo	Sir R. Dixon & Co. Ld. Middlesbro'	Colonial Sugar Refining Co. Ld.	400·0 | 54·0 | 32·2 ~~F40~~ F on *Shltr dk* 40′ FK *Lloyd's A & CP* *Cell DB* 350′ 1070 *t* *Topside tanks* 1470 *t* *FPT* 238 *t* *APT* 194 *t*			Sydney NSW British	T. 3Cy. 27″, 45″ & 74″–48″ (*s*) 180 lb 495 NHP 3 SB, *9 cf*, GS 168, HS 7035 FD N. E. Marine Eng. Co Ld Nwc	35 ″ 0 s 8 ″ 9 26 ″ 11	
34	Rozette *Mchy. Aft* 1 *Dk*	Steel Sc 3 Mst Sr *Oil Eng.*	354 — 248					1917	Gebr. G. & H. Bodewes Martenshoek	N. V. Vrachtvaart My. Neerlandia	131·2 | 25·6 | 11·8			Rottrdam Dutch	Oil Engine 2 Cy. Steyaard & J. Walen, Rotterdam		
35 WMDQ	Ruterfjell *T. Jörgensen* 17–17 (*ex* Ugelstad) 1 *Dk (Stl)* *Elec. light*	Steel Sc Sr	2406 2221 1463	✠ 100 A1 5,18 ~~5,17~~ ✠ L M C 8,17	Pt A NFL	*r*	5,18	1917 8 mo	Pt. Arthur S. B. Co. Pt Arthur Ont	A/S Östkysten (Helge Kildal *Mgr*) A & CP	251·0 | 43·8 | 26·5 P27′ B78′ F27′ FK *Cell D* B210′ 628 *t* *FPT* 80 *t* *APT* 105 *t*			Chrstiania Norwegian	T. 3Cy. 20″, 33″ & 54″–40″ (*s*) 190 lb 278 NHP 2 SB, *6 cf*, GS 126, HS 5246 Port Arthur S. B. Co.	28 ″ 3 s 4 ″ 2 24 ″ 5	
36	Rhode Island *Elec. light* 2 *Dks*	Steel Sc Sr	5730					1918	Napier & Miller, Ld. Glasgow	Raeburn & Verel	420·0 | 54·0 | 31·5 P48′ B129′ F46′			Glasgow British	T. 3Cy. 26½″, 44″ & 73″–51″ 381 NHP J. Brown & Co. Ld. Clydebnk		
37	Rask *Elec. light* 1 *Dk*	Steel Sc Sr	1660					1917	Akt. Burmeistr & Wain Copenhagen	A/S Kjöbenhavns Bunkerkul Depôt	255·0 | 37·0 | 17·2 Q68′ B56′ F32′			Copnhagn Danish	8 Cy. 25″–36″ *WB* Akt. Burmeistr & Wain, Opn		
38 142276 JSBD	Ranneberg (*ex* William D. Munroe, *ex* Heimdal) 1 *Dk 2 tr B*	Wood Sc Sr	389 335 213					1872	..... Kragerö	The Shipping Controller (Harries Bros. & Co. *Mgrs.*)	153·0 | 25·6 | 15·0 B51 *t*			London British	2 Cy. 14″ & 35½″–24¾″ NB 88 45 NHP Nylands Værksted, Xania		N
39 5730 JVKD	Ragunda *E. L. Olsson* 16–16 *Elec. light* 1 *Dk & Awng dk*	Steel Sc Sr (*ex* Lena)	1628 1081 998					1901	Hellerup Skibsværft	Rederi Aktieb. Fredrika (J. Mannerheim, *Mgr.*)	250·0 | 36·1 | 14·3 P37 *t* Q85 *t* H96 *t* F329 *t*			Hernösand Swedish	T. 3Cy. 18″, 29″ & 48″–33″ 132 NHP *WB* Dansk. Maskinfabr. Cpn.		N
40	Royan *De'ahaye* –17 *Mchy. Aft* *Elec. light* 1 *Dk 2 tr B*	Steel Sc Sr (*ex* Waccamaw)	1359 — 920					1900	Craig S. B. Co. Toledo, O.	Société Maritime Nationale	249·7 | 40·5 | 15·4			Havre French	T. 3Cy. 20″, 33″ & 54″–40″ 185 NHP *WB* Craig S. B. Co. Toledo		V
41 215115	R. L. Barnes *Elec. light* *Mchy. Aft.* 1 *Dk 2 tr B*	Steel Sc	1914 — 1118					1917	McDougall-Duluth Co. Duluth	R. L. Barnes S. S. Co	245·0 | 43·0 | 23·8			Duluth Utd. States	T. 3Cy. 18″, 30″ & 50″–42″ 162 NHP		R
42	Rebecca *Bos* –17 (*See Sailing Ship Register*)	Steel Aux Sc 3 Mst Sr *Paraffin Motor* 1 *Dk*	337 300 192					1917	J. J. Patjé & Zonen Waterhuizen	Mij. tot Exploitatie van het Schoenerschip Rebecca	141·0 | 27·0 | 10·9 P26′			Rottrdam Dutch	Paraffin Motor 2 Cy. 15¾″–17¾″ D. Goedkoop, Jr. Ams.		V

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Ferme assignée nationalité et pavillon. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Réparations effectuées et date où il a été visité dans le L. R.
43 982	Ricardo Orchard	WoodSc	297 — 200					1917	A.Court Constitucion	R.Orchard	129·9	23·6	12·0	Antofagasta Chilian	C.2Cy.10″&20″–18″ 17NHP		
44	Riek	SteelAuxScSr	186					1917	DeGroot& vanVliet Slikkerveer	A.N.denOude	116·1	19·8	8·4	Rottrdam Dutch	Petrol Motor J.H.Capelle,Bolnes		
		Petrol Motor	160														
	(*See Sailing Ship Register*)	1*Dk*	142														
45 4332 JNVT	Rottnen	IronScSr	1002	✠	Cff	*n*		1872 12mo	M.Pearce& Co. Stockton	FörnyadeÅngf. Aktieb.Viking (G. Carlsson, *Mgr.*)	224·3	30·5	16·9	Gothenbrg Swedish	C.2Cy.26″&52″–36″ NB96 135NHP	17	8
	*A.Andersson*17–17	*ss*Cff.No.2–82	760	12,36							P144′H17*t*F28′				Day,Summers&Co.Sou.		
	(*ex*Inga,*ex*Russland,*ex*KingErmyn)		602								*DBa*73′*f*75′219*t*				*APT*12*t*		
	Well deck	1*Dk*2*trB*															
46 145897 KRFT	Roy Hoober	SteelSc	220					1901	Neafie& Levy Co. Philadelphia	SinclairNav.Co.	103·0	23·0	12·3	NewYork Utd.States	C.2Cy.16″&32″–24″ 42NHP		
	(*ex*Texas)		—														
		2*Dks*	149														
47 3204 JHQF	Roland	SteelScSr	1626	✠100A1	Shl	*q*	~~2,16~~ N4,18	1898 4mo	W.Gray& Co.Ld. W Hartlepool A&CP	ÅngfaktiebTirfing (A.Broström& Son, *Mgrs.*)	265·0	38·5	17·4	Gothenbrg Swedish FK	T.3Cy.19″,30½″&51″–36″ (*s*) 160lb *80lb* 150NHP	19	9
	*H.Nilsson*17–17	*ss*Rot.No.3–3,10	1474	2,16							B68′H121*t*F27′				1SB,*3rf*,GS51,HS2140	3	0
	(*ex*Emanuel)	*ss*Nwc.No.1–14	972	~~BS6,16~~ 1,18 MS1,18	✠LMC4,15						*CellDB a*82′*uE&B*36′*f*106′				475*tAPT*41*t*	17	0
		1*Dk*(*Irn*)*&deep framing*													Cen.Mar.Eng.Wrks.WHpl		
48 1874 JDFN	Ragnar Lodbrok	CompSc	163					1890	S.Groth Sjötorp	Aktieb.Tempus (H.Deijenberg, *Mgr.*)	99·7	22·7	8·7	Gothenbrg Swedish			
	A.Olsson	(*ex*Maria)	140								P20′Q4′						
	Mchy.Aft	1*Dk*	107														
49 MNDL	Regina	SteelAuxScSr	189					1910	J.Th.Wilmink Groningen	Akties.Regina (H.T.Realfsen)	105·2	22·3	8·6	Skien Norwegian	Motor		
	*H.A Andersen*17–	*Motor*	163														
	(*ex*NöstedH.,*ex*Sailing Vessel Noordkaap)	1*Dk*	127														
	(*See Sailing Ship Register*)																
50 138372 TMVR	Reginolite	SteelSc	2631 2063 1394	✠100A1 10,17	Tto	*r*		1917 10mo	Collingwood SBCoLd Collingwood A&CP	ImperialOilCo.Ld	250·0	43·8	23·5	Sarnia,Ont British	T.3Cy.18″,30″&50″–36″ (*r*) 180lb *125lb* 211NHP	25	0
	*R.Black*17–17			✠LMC10,17							P73′F35′			FK	10*BHCem*		
	Elec.light	1*Dk*(*Stl*)*&Webframes*		*Carrying Petroleum in bulk*						*CellDBuE&B*44′97*t FPT*446*t*					2SB.*6cf*,GS110,HS3910		
	Mchy.Aft			*Fitted for oil fuel* 10,17			*F.P.above*								*APT*80*t*		
										150° F.					CollingwoodS.B.Co.Ld.		
51 139631 JLDR	Ravenrock	SteelScSr	4678 4412 2893	✠100A1 12,12	Ham	*y*	1,18	1903 12mo	Swan,Hunter&Wigham Richardson, Ld Newcastle	Requisitioned by the Admiralty	390·4	51·5	27·5	London British	Q.4Cy.23″,32″,48″&72″–54″ 213lb *120lb* (*r*) 492NHP	30	3
	J.Isdale –18	*ss*Ham.No.2–11									P50′B123′F53′			BK10	7*BHCem*	6	0½
	(*ex*Rabenfels)	2*Dks*(*Stl–Uteaks*)		*Examined*1,18 BS1,18 MS7,11	✠LMC										3SB,*9rf*,GS154,HS6162 FD	25	3
	Elec.light	*&Webframes*								*CellDBa*119′*uE*25′*f*175′885*t*					Swan,Hunter&Wigham		
	Wireless							*Lloyd*	*sA&CP*	*Tweendktanks*a42′ 390*t f* 42′ 450*t FPT*					75*tAPT*50*t*	Richardson,Ld.Nwc.	
52 140582 JTMW	Roquelle	SteelScSr 4364	4420 3324	✠100A1 5,18	Cpb	*w*		1918 5mo	Campbeltown SBCoLd Campbelt'wn	Elder,Dempster& Co.Ld. Imperial DirectLineLd. (Elder,Dempster &Co,Ld., *Mgrs.*)	348·6	49·9	23·6	Liverpool British	T.3Cy.25″,40″&65″–45″ (*s*) 180lb 327NHP	26	0
	*D.Evans*10–18		2830	*ClassContemplated*					*B.*		P29′B213′F37′			FK	6*BHCem*		
	Elec.light	1*Dk*(*Stl*)	3327	*Carrying oil fuel F.P.above*150° F.*inDB.*	✠LMC5,18			*Lloyd's*	*sA&CP*						3SB,*9cf*,GS160,HS5313		
			2761								*CellDB*300′995*tAPT*85*t*				J.G.Kincaid&Co.Ld.Grk.		
53 4387 JPDR	Rymmen	SteelScSr	1249 1094 768	✠100A1 2,16	Els	*n*	N2,16	1902 4mo	W.Harkess &Son Middlesbro'	FörnyadeÅngf.- Aktieb.Viking (J.M.Dannberg, *Mgr.*)	225·0	35·1	17·8	Gothenbrg Swedish	T.3Cy.17″,28½″&46″–33″ (*s*) 180lb *90lb* 131NHP	16	6
	F.Wiege –17	*ss*Els.No.3–2,15									Q83′B56′RFD86′			FK	4*BHCem*	7	5½
	(*ex*Titti,*ex*AnnaHermine)	1*Dk*(*pt Irn pt Stl*)*&deep framing*		BS8,17	✠LMC2,15			*Lloyd's*	*sA&CP*	*DB a&uE* 79′*uB*15′*f*92′	F21′				1SB.*3cf*,GS59,HS2025	16	6
		Cargo battens not fitted								*Mgr.*)					351*tAPT*29*t* MacColl&Pollock,Sld.		
54	Ripple	SteelSc	300	100A1 *StmTrawler*				1918	Globe S.B. Co. Superior,Wis.	BayStateFishing Co.	135·0	22·5	13·2	Boston Utd.States	T.3Cy.12¾″,21½″&35″–24″		
		1*Dk*		(*ClassContemplated*)							Q72′F26′				Nat.Irn.WksDuluth,Mnn		

LLOYD'S REGISTER. STEAMERS.

1	2	3	4	5	6	7	7*	8	9	10	11			12	13	14	15
No. in Book.	Steamer's Name.	Material, Rig, &c.	Regist'd Tonnage	Particulars of Classification.				Built.		Owners.	Regist'd Dimensions. Deck Erections, &c.			Port of Registry.	Engines.	Moulded depth.	
Official No.	*Master.*	*Late Name if any.*	Gross.	Character.	Port of Survey.	Years assigned and now applied. Additions. Letter.	Date when last shaft last seen.	When	By Whom / Where		Length.	Breadth.	Depth.	Flag.	No. & Dis. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulas; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Freeboard amidships. Corresponding draught. *ft. in.*	Registers in which classed, if not in L.R. Dates of Trade Cert.
Code Letters.	Special Surveys.	No. of Decks, &c.	Under deck. Net.	for Special Survey. Date of last Survey.													

1 Numéro d'Ordre. / Numéro Officiel. / Signaux.	2 Nom du Navire. Matériaux Gréement. etc. / Capitaine / Visites Périodiques.	3 Ex-nom, s'il y a lieu. / Nombres des Ponts.	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant [illegible] d'équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NP=Force en chevaux d'après les formules de la Société. RP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Francbord au milieu du navire. / Tirant d'eau correspondant.	15 Remarques on cond. et pos. dans le R. Derek. Cpt. Tod Walk.
1	**Saint Paul**	Steel Sc Sr	2300 / 1989 / 1217	✠100A1 2,17	Ldy	r		1917 2mo	Nof Ireland S.B.Co.Ld. Londonderry	L.Ballande Fils aîne	287·2 / P23′F22′	40·6	22·8	Bordeaux French	T.3Cy.21″,33″&57″–39″ (r) 180lb 220NHP 2SB.6cf,GS124 HS3650 Clyde S.B.&E.Co.Ld.Pt.G.	25 ″ 2 / s 6″10 / 18 ″ 7	
	Elec.light / *Arch deck*	1Dk(Stl)		✠LMC2,17				*Lloyd's A&CP*		*BH in fore hold dispensed with*				*Cem* / *4BH only* / *Cell DB 242′522t DT*	*a12″210t FPT97t APT84t*		
2	**Spanker**	Steel Sc Sr	1875 / 1489	✠100A1 12,15~~,17~~	Sld Shl	q		1917 5mo	J.Crown &Sons,Ld. Sunderland	Witherington& Everett	268·0 / P24′Q82′B51′F30′	37·9	17·6 FK	Newcastle British	T.3Cy.20½″,33″&54″–39″ (s) 180lb *100lb* 199NHP 2SB,4pf,GS80,HS3092 N.E.Marine Eng.Co.Ld.Sld	19 ″ 9 / s 2″01 / 18 ″ 0	
133600 JPRB	*J.Smiles* 03–17 / *Well deck* / *Elec.light*	1Dk(Stl)	1104	✠LMC5,17				*Lloyd's A&CP*			*Cell DB* 205′383t *FPT* 105t *APT* 100t			*4BH Cem*			
3	**Sycamore**	Steel Sc Sr	6250	100A1				1917	R.Duncan &Co.Ld. Pt.Glasgow	Furness,Withy& Co.Ld.	445·0 / P37′B135′F40′	58·3	31·3	Liverpool British	T.3Cy.26½″,45″&75″–54″ Rankn&Blackmre,Ld.Grk	34 ″ 0 / s 7 ″ 7½ / 26 ″ 10	
	For full particulars See No. 24 below			(*Class Contem plated*)													
4	**Sieka 11**	Steel Sc Sr	147					1917	W.Mulder Stadskanaal	Comm.Venn. Lefébure&Co.	95·5	19·4	8·0	Amstrdam Dutch	Oil Motor 2Cy. D.Goedkoop,Jr.Ama.		
FSCH	*H.Schothorst* –17 / *Mchy.Aft*	*Oil Mot.* / 1Dk	126 / 106														
5	**Santa Paula**	Steel Sc Sr	6415 / 5992 / 3919	✠100A1 *Shelter dk with freeboard* 4,18 ~~4,18~~ *Fitted for oil fuel*	Phl NYk	s	11,17 *F.P. above*	1917 4mo	W Cramp& Sons S&EBCo Philadelphia A&CP 150°F.	Grace S.S.Co. (W.R.Grace&Co. *Mgrs.*) *Cell DB* 346′1209t *D*	404·6 / F on *Shelter dk* 31′ / *Tf* 32′ 826t *FPT* 71t	53·9 FK	34·2 6 *BH Cem* *APT* 16t	New York Utd. States	Q.4Cy25½″37″52½″&76″–54″ 223lb (s) 631NHP 3SB.12cf,GS214,HS8881 FD W Cramp&Sns S&EBCP'nl.	36 ″ 9 / s 8 ″ 9 / 28 ″ 5	
214901 LGVF	*R.T.Anderson* 88–17 / *Elec.light* 2 *Dks(Stl)* & *Shelter dk(Stl)* / 3rd *dk(Stl) in No.1 hold only Web frames* / *Longitudinal framing*			~~✠LMC4,17~~													
6	**Sonnie**	Steel Sc Sr	2642 / 2000 / 1342	✠100A1 5,17	Sld	t		1917 5mo	Osbourne, Graham&Co. Ld Sunderlnd	Harries Bros.&Co.	300·0 / P17′Q108′B52′F25′	46·0	18·1 FK	London British *Cem*	T.3Cy.21″,35″&58″–39″ (s) 180lb 272NHP 2SB 6cf,GS142,HS4800 MacColl&Pollock,Ld.Sld.	20 ″ 3 / s 2 ″ 3½ / 18 ″ 3	
140203 JPWC	*J.Stevenson* 93–17 / *Well deck* / *Cargo battens not fitted*	1Dk(Stl)		✠LMC6,17				*Lloyd's A&CP*	*Inter*	*mediate BH in fore hold dispensed with*	*Cell DB u E&B* 10′ *f* 116′			*4BB only*	395t *DT a*		
7	**Springwell**	Steel Sc K	286 / 251 / 112	✠100A1 *Stm Trawler* 5,17	Goo			1917 5mo	Goole S.B. &Repg Co.Ld Goole	Sun Steam Trawling Co.Ld. (J.W.Armitage, *Mgr.*)	130·3 / Q78′F21′	22·7 BK7½	12·0 4 *BH Cem*	Fleetwood British	T.3Cy.12½″,21″&35″–27″ (s) 200lb 80RHP 1SB,3pf,GS45,HS1323 W.Beardmore&Co.Ld.Gls.	12 ″ 10	
139219 JPTH		1Dk		✠LMC6,17				*Lloyd's A&CP*									
8	**Smerdis**	Steel Sc	1032 / 952 / 563	✠100A1 *Shelter dk with freeboard* 4.17	Ard	l		1917 3mo	Ardrossan DD&SBCo Ld Ardrossan	J.&P.Hutchison	200·4 / *Cell DB u B* 40′	30·7	19·1 FK 3 *BH Cem*	Glasgow British	T.3Cy.16″,26″&44″–33″ (s) 180lb 149NHP 2SB.4cf,GS63,HS2712 W.Beardmore&Co.Ld.Gls.	21 ′ 4 / s 6 ″ 3½ / 15 ″ 4	
137839 JPGN	*R.Robertson* –17 / *Elec.light* 1 *Dk(Stl)* & *Shelter dk(Stl)* / *Mchy.Aft* *Tonnage opening closed* 1917			✠LMC4,17				*Lloyd's A&CP*		*f* 100′196t *FPT* 81t *APT* 13t							
9	**Sagua**	Iron Sc Sr	1970 / 1811 / 1254	✠100A1 ~~7,17~~ ~~12,18~~ 8,18 *Carrying Molasses in bulk*	Shl ~~Lon~~ Lpt	s	~~12,16~~ 2,18	1881 10mo	Tyne I.S.B. Co.(Ld.) Newcastle	Tres.Ld.(Houlder, Middleton&Co. Ld. *Mgrs.*)	287·0 / P28′B28′F22′	37·0	21·9 FK 6 *BH Cem*	N.Shields British	C.2Cy.30″&63″–39″ (i) 80lb 187NHP 2SB,4pf,GS73,HS2955 N.E.Marine Eng.Co.Ld.Sld.	24 ″ 7 / s 4 ″ 3½ / 20 ″ 7	
84858 WDVT	*J.Rattray* –12 / (*ex* Ixia)	*ss* Nwc.2nd No.3–7,06 / *ss* Shl.No.2–15 / 2 *Dks*(1 *Irn* & 1 *pt Irn*) 3 *trB*		BS~~4,17~~5,18	~~Lon~~ Lpt			*Lloyd's A&CP*			*Cell DB* 236′ 403t *FPT* 18t *APT* 6t			*Cem*			
10	**Storviken**	Steel Sc Sr	6000 / 4703 / 4383 / 2957	✠100A1 7,17 (*Class Contem plated*)	Sea	y		1917 7mo	Seattle Con-struction& Dry Dock Co. Seattle, Wash A&CP	Haakon J.Wallem	380·0 / P40′B100′F41′	53·0 / 53·2	27·0 FK	Bergen Norwegian *Cem*	T.3Cy.24″,40″&70″–48″ (s) 180lb 472NHP 3SB,9cf,GS169,HS6331 FD Seattle Cons&.D.Dk.Co.	29 ″ 4 / s 5 ″ 11 / 23 ″ 9	
	E.L.Rlytt 15–17 / *Elec.light*	2 *Dks(Stl)*		~~✠LMC7,17~~						1 *BH in aft hold dispensed with* 5 *BH only*	*Cell DB* 325′96t *FPT* 115t *APT* 26t						
11	**Stolt Nielsen**	Steel Sc Sr	5590 / ~~5058~~ 5084 / ~~4271~~ 5149 / 4353	✠100A1 7,17 (*Class Contem plated*) *Fitted for oil fuel* 16,17 *F.P. above*	Sea	z		1917 7mo	Skinner& Eddy Corp. Seattle, Wash A&CP	Dampskibs Akties Stolt–Nielsen (B. Stolt–Nielsen *Mgr.*)	409·6 / P44′	54·0	27·6 FK	Haugesnd Norwegian *Cem*	1 Geared Steam Turbine 210lb (s) 3SB,9cf,GS195,HS8055 General Electric Co. Schenectady,N.Y.	29 ″ 9 / s 6 ″ 0½ / 24 ″ 1	
WMCQ	*J.Velge* 10–17 / *Elec.light*	2 *Dks(Stl)*		~~✠LMC6,17~~						*Cell DB* 355′ 1198t *FPT* 120t *APT* 340t							
										1 *BH in forehold* & 1 *BH in after hold dispensed with*, 5 *BH only*							
12	**Scandinavic**	Steel Sc Sr	4500	100A1 (*Class Contem plated*)				1917	Standard S.B.Corp. Shooter's Isld N.Y.	Transatlantic Rederiaktieb (G.Carlsson)	377·0 / P24′B106′F36′	52·2	26·5	Gothenbrg Swedish	T.3Cy.24″,40″&70″–48″ Standard S.B.Corporation	29 ″ 0 / s 5 ″ 7½ / 23 ″ 8	
	Elec.light																
13	**Sun VII.**	Steel Sc K Sr	~~299~~ / 202 / 190 / 68	✠100A1 *For towing purposes* 3,18 (*Class Contem plated*)	Wvn			1917 12mo	Rennie Forrestt S.B.&E.Co.Ld. Wivenhoe	W.H.J.Alexander	~~105·0~~ 105·2	25·5	~~13·0~~ 12·2 BK6½	London British	T.3Cy.15½″,24″&40″–27″ (s) 180lb 99RHP 1SB,2cf,GS54,HS2025 Earle's Co.Ld.Hull	13 ″ 0	
142325 JSPL		1Dk (Stl)		~~✠LMC3,18~~				*Lloyd's A&CP*			*FPT* t *APT* t			*4BH Cem*			
14	**Stjarnan**	Wood Aux Twin Sc	345					1917	F.F.Bingham Pensacola	J.Thorsteinsson	128·0	30·0	10·0	Reykjavik (Iceland) Danish	Oil Engines 6Cy.8½″–10″ Fairbanks Morse&Co. Three Rivers,Mich.		
	G.Sigurdsson –17 / *Mchy.Aft* / (*See Sailing Ship Register*)	*Oil Eng.* 3 Mst Sr / 1Dk	304 / 251														
15	**Swinburne**	Steel Sc Sr	4659 / 4330 / 2883	✠100A1 2,18 ~~4,17~~ (*Class Contem plated*) *Carrying oil fuel F.P. above*	Brs	y		1917 9mo	A.McMillan&Son,Ld. Dumbarton *Lloyd's A&CP*	Liv Brazil&R Plate S.N.Co.Ld. (Lamport&Holt,Ld. *Mgrs.*)	~~385·0~~ P36′B118′F47′F46′ 385 · 6 62 · 2 27 · 2 *Cell DB* 335′875t *FPT* 75t *APT* 75t	~~52·0~~	~~29·6~~ FK 7 *BH Cem*	Liverpool British	T.3Cy.26″,43″&70″–48″ (s) 180lb *120lb* 407NHP 3SB,9cf,GS178,HS6800 Rankin&Blackmore Ld Grk	29 ″ 8 / s 5 ″ 6 / 24 ″ 7	
140534	*C.Bullen* 14–17 / *Elec.light*	2 *Dks(Stl)*		~~✠LMC9,17~~													
16	**Stockholm**	Steel Twin Sc Sr	2400	100A1 *Shelter dk* (*Class Contem plated*)				1917	J.Brown& Co.Ld. Glasgow	Gt.Eastern Rly.Co.	320·0 / F68′	43·1	25·6	British	4 Steam Turbines Geared to 2 screw shafts J.Brown&Co Ld Clydebank		
	Elec.light	*Cruiser Stern*															
17	**Santille**	Steel Sc Sr	4287 / 3871 / 2695	✠100A1 1,18 ~~6,17~~	Shl Lon	x	1,18	1917 6mo	J.Readhead &Sons,Ld. S.Shields *Lloyd's A&CP*	Scrutton,Sons& Co.	370·3 / P33′B132′F38′	50·4 FK	25·8 6 *BH Cem*	London British	T.3Cy.28″,46″&75″–48″ (r) 180lb *100lb* 484NHP 2SB,8cf,GS136,HS6642 FD J Readhead&Sons,Ld.S Shl	28 ″ 2 / s 4 ″ 9½ / 23 ″ 10	
140310 JQCN	*W.H.Hinds* –17	2 *Dks(U Irn 2nd dk Stl)*		~~✠LMC6,17~~						*Cell DB* 316′890t	*APT* 31t						
18	**Shinsei Maru**	Steel Sc	4734 / 4029 / 3417	✠100A1 4,18 ~~5,17~~ BS4,18	Yka ~~Lon~~	x		1917 4mo	Uraga Dock Co.Ld. Uraga A&CP	Kishimoto Kisen Kaisha	360·0 / P33′B91′F33′	51·0 FK	28·4 Japanese 6 *BH Cem*	Nishino-miya	T.3Cy.24½″,40½″&67″–48″ 180lb (s) 378NHP 3SB.9cf,GS180,HS6382 Uraga Dock Co.Ld.Uraga	~~28 ″ 2~~ / 28 ″ 5 / s5 ″ 7½ / 23 ″ 2	
	Elec.light	2 *Dks(Stl)*		~~✠LMC4,17~~						*Cell DB* 291′93t	*FPT* 143t *APT* 53t						
19	**Suffolk Coast**	Steel Sc Sr	870 / 622 / 419	✠100A1 2,18 ~~5,17~~	Mdb Shl	k		1917 5mo	W.Harkess &Son,Ld. Middlesbro' *Lloyd's A&CP*	Powell Bacon& Hough Lines,Ld. Coast Lines Ld.	198·0 / Q111′B13′F25′	30·7 FK	12·5 3 *BH Cem*	Liverpool British	T.3Cy.16″,27″&44″–30″ (s) 180lb. *100lb* 97RHP 1SB,3pf,GS59,HS2060 McColl&Pollock,Ld.Sld.	14 ″ 5 / s ″ 10 / 13 ″ 10	
140511 JPTC	*W.M.Dawson* 98–17 / *Elec.light* *Mchy.Aft* / *Well deck*	1Dk(Stl) / *Cargo battens not fitted*		~~✠LMC5,17~~						*Cell DB*	*f* 118′166t *FPT* 103t *APT* 31t						
20	**Sunray**	Steel Sc Sr	3174 / 2968 / 1968	✠100A1 7,17	Sld	u		1917 7mo	R.Thompson&Sons,Ld. Sunderland *Lloyd's A&CP*	Scarisbrick S.S. Co.Ld. (Elvidge& Morgan, *Mgrs.*)	330·5 / P31′B100′F37′	48·0 FK	21·9 5 *BH Cem*	Cardiff British	T.3Cy.24″,38″&64″–42″ (r) 180lb *90lb* 293NHP 2SB,6cf,GS124,HS4594 J.Dickinson&Sons,Ld.Sld.	24 ″ 4 / s 3 ″ 10½ / 20 ″ 10	
139604 JQCB	*F.E.Trotman* 17–17	1Dk(Stl)		~~✠LMC7,17~~						*Cell DB*	*a* 98′ *u* E23′ *f* 140′684t						

*This vessel which was classed in the Germanischer Lloyd, has now been surveyed by the Surveyors to Lloyd's Register

1	2	3	4	5	6	7	7*	8	9	10	11	12	13	14	15
No. in Book. / Official No. / Code letters.	Steamer's Name. Material, Rig, &c. *Master.* *Late Name if any.* Special Surveys. No. of Decks, &c.		Register Tonnage. Gross. — Under deck. — Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey. Years Assigned, now expired.	Equipment Letter.	Date when last made seen.	Built. When	Built. By Whom — Where	Owners.	Register'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	Registered in which classed, if not in Lr. Descriptive Letters.
21	**Santa Rosa**	SteelScSr	6415	✠100A1	Phl	*g*		1917	W Cramp&	GraceS.S.Co.	404·6	53·9	34·2	NewYork	Q4Cy25½"37",52½"&76"–54"	36 " 9	
14725	*J.F.Rose* 01–17		5992	*Shelter dk*	NYk			1mo	SonsS&EBCo	(W.R.Grace&Co.				Utd.States	223lb (*s*) 631NHP	s 8 " 9	
GRB	*Elec.light* 2 *Dks(Stl)* & *Shelter dk(Stl)*		3918	*with freeboard*	LMC 2,17				Philadelphia	*Mgrs.*)					3SB.*12cf*,GS214,HS8881 FD	28 " 5	
	Web frames 3rd *dk(Stl)* in *No.1 hold only*			8,17 ~~1,17~~					A&CP						W.Cramp&SnsS&EBCo Phl		
	Longitudinal framing			*Fitted for oil fuel* 2,17			*F.P. above* 1		150° F.								
										*CellDB*350'1229*t*	*DTf* 32' 826*t*	*FPT* 71*t*	*APT* 16*t*				
22	**Stock Force**	SteelSc3MstSr	732	✠100A1	Hul	*j*		1917	Dundee	WestCoastShppg.	182·3	29·0	11·8	Whitehvn	T.3Cy.15",25"&40"–27" (*s*)	14 " 0	
			511	7,17 ~~2,17~~	Liv			2mo	S.B.Co.Ltd.	Co.Ltd. (W.S.Ken-	Q103'B13'F26'			British	180lb *100lb* 82 RHP ~~80 NHP~~	s " 9	
4942									Dundee	naugh&Co.)		FK		Utd.States	1SB.*3pf*,GS58,HS1915	13 " 6	
	Mchy.Aft	1 *Dk(Stl)*	362		LMC 2,17			*Lloyd's*	*A&CP*		*Cell DB f* 105' 129*t*	*FPT* 65*t*	*APT* 7*t*		Earle'sCo.Ld.Hull		
	Well deck																
23	**Shingo Maru**	SteelSc	4734	✠100A1	Yka	*x*		1917	Uraga	KishimotoKisen	360·0	51·0	28·4	Nishino-	T.3Cy.24½",40½"&67"–48"	28 " 3	
			4034	5,17				5mo	DockCo.Ld.	Kaisha	P33'B91'F33'			miya	180lb (*s*) 378NHP		
19790									Uraga			FK		Japanese	3SB.*9cf*,GS180,HS6382		
FPH	*Elec.light*	2 *Dks(Stl)*	3418						A&CP		*CellDB* 291'934*t*	*FPT* 143*t*	*APT* 53*t*	6 *BH Cem*	UragaDockCo.Ld.Uraga		
					LMC 5,17												
24	**Sycamore**	SteelScSr	6550	✠100A1	P.Gl	*b*†		1917	R.Duncan	JohnstonLine,Ld.	445·0	58·2	31·2	Liverpool	T.3Cy.26½",45"&75"–54" (*s*)	34 " 0	
10520	*G.L.Hayes* –17		6229	7,17				7mo	&Co.Ld.	(Furness,Withy&	P38'B135'F39'			British	260lb 700NHP	s 7 " 7½	
QGM	*Elec.light*	2 *Dks(Stl)*	4180		LMC 7,17				Pt.Glasgow	Co.Ld.*Mgrs.*)		FK	*Cem*	4SB.*12cf*,GS252,HS10728 FD	26 " 10	
								Lloyd's	*A&CP*	*Inter*	*mediate BH in fore*	*hold dispensed with*	6 *BH only*	Rankin&Blackmre,Ld.Grk.		
			3763	*Carrying fuel oil F.P. above* 150° F. *in DB*						*CellDB* 393'1498*t DT*	*a* 39'1270*t FPT* 101*t*		*APT* 33*t*			
25	**São Tiago**	SteelSc	~~3709~~	G.L.Hul.	7.17			1908	Akt.Ges.	Requisitioned by	351·7	50·2	23·4	Lisbon	T3Cy.22 $\frac{11}{16}$",36⅜"&60½"–41⅜"		
	J.Bernardo –17 (*ex* Santa Barbara)		3350	(*See footnote**)					"Neptun"	thePortuguese	P24'B216'F43'			Portuguese	231NHP		
	Elec.light	1 *Dk*	2347						Rostock	Government				*WB*	A.G."Neptun,"Rostock		
26	**Soesterberg**	SteelSc	481	✠100A1	Ams	*g*		1917	E.J.Smit	J.J.A.vanMeel	156·6	26·1	12·6	Rottrdam	T3Cy12¼",19 $\frac{11}{16}$"&32 $\frac{1}{16}$"–	13 " 0	
	M L.Tönnesen –17		362	6,17				6mo	&Zoon		Q53'B28'F21'			Dutch	17½" 185lb (*s*) 72NHP	s " 8	
	Well deck	1 *Dk(Stl)*	266	*Now named "Kristof."*	LMC 7,17				A&CP			FK		4 *BH Cem*	1SB.*2cf*,GS41,HS1399	12 " 7	
				See No. 46 in Supplement						*CellD Ba* 34'*u*	*E*11'*f* 54'110*t FPT* 18*t*		*APT* 11*t*		E.J.Smit&Zoon,Hoogezand		
27	**Saint Fillans**	SteelScSr	4622	✠100A1	NNs	*y*	~~11,16~~	1912	Russell&	CharenteS.S.Co.	385·5	52·0	26·5	Liverpool	T 3Cy.26",42"&70"–48" (*r*)	29 " 0	
33076	~~*A.W.Jack* –17~~	*s* Liv.No.1–17	4299	1,18 ~~10,18~~	Sou		N1,18	10mo	Co.	Ld.(T&J Harrison	P37'B115'F45'			British	180lb 381NHP	s 5 " 5	
WRT	(*ex* Hawkhead) *D.Flynn* –18	2 *Dks(Stl)*	2247	~~*Examined 7,17*~~					Pt Glasgow	*Mgrs.*)		FK	6 *BH Cem*		3SB.*9cf*,GS189,HS6063	23 " 11	
	Now named "Orator," See No. 30 in Supplement				LMC 11,16			*Lloyd's*	*A&CP*						Rankin&Blackmore,Grk		
										CellDBa 124'*uE* 22'	*f* 169'1028*t DT f* 26'		699*t APT* 20*t*				
28	**Ste. Rose**	WoodScSr	118					1916	A.Coté	A.&E.Coté	83·2	25·0	8·2	Quebec	Oil Engine		
38269		*OilEng.*	113						Ste.Rose de					British	4Cy.6"–7"		
		1 *Dk*	94						LimaCity,PQ						A.Normand,Mntmgny,PQ		
29	**Sagaland**	SteelScSr	4767	100A1				1917	Moore&	R.Amlie	376·0	52·2	28·0	Haugesnd	1 Steam Turbine		
	F.Pedersen –17		4314						ScottIrnWks		P33'B38'F40'			Norwegian			
	Elec.light		3523	(*Class Contem plated*)					Oakland,Cal.								
															GeneralElectricCo.		
															Schenectady,N.Y.		
30	**Saint Jerome**	SteelScSr	5742	✠100A1	Bal	*a*†		1917	Russell&	CharenteS.S.Co.	~~423·2~~	56·0	28·7	Liverpool	T.3Cy.27",45"&74"–51" (*r*)	31 " 4	
140539	*R.Sutherland* 10–17		5356	1,18 ~~1,17~~	LMC 10,17			10mo	Co.	Ld.(T&J Harrison	P33'B123'F~~50~~F53'			British *Cem*	180lb 561NHP	s6 " 2½	
	Elec.light	2 *Dks(Stl)*	3636	~~*Class Contem plated*~~					PtGlasgow	*Mgrs.*)	423·0	FK			3SB.*9cf*,GS190,HS8428 FD	25 " 6	
	Now named "Patrician," See No. 62 in Supplement			*Carrying Petroleum in bulk*				*Lloyd's*	*A&CP*	*Intermediate BH&1 'tween dk*	*BH dispensed with*		5 *BH to U dk*		J.G.Kincaid&Co.Ld.Grk.		
				Fitted for oil fuel 5,17			*F.P. above* 150° *F. in D.B.*			*CellDB* 360'1181*t DTa* 36'1109*t APT* 31*t*			1 „ *2nd dk only*				
							& D.T.										
31	**Shinrei Maru**	SteelScSr	4728	100A1				1917	Uraga		360·0	51·0	28·2		T.3Cy.24½",40½"&67"–48"		
			4028						DockCo.Ld.		P33'B91'F33'						
	Elec.light			(*Class Contem plated*)					Uraga						UragaDockCo.Ld.Uraga		
	Should be "WarSyren," See No. 47 in Supplement																
32	**Siberian Prince**	SteelScSr	5604	✠100A1	Hul	*a*†	7,17	1915	Russell	PrinceLine,Ld.	423·5	56·0	28·7	Ardrossan	T.3Cy.27",45"&74"–51" (*r*)	31 " 4	
35729	*J.Tasker* –15		5356	5,18 ~~7,17~~	Liv			5mo	&Co.	(Furness,Withy&	P38'B123'F50'			British *Cem*	180lb 555NHP	s6 " 2½	
KVN	(*ex* Baron Lovat)	2 *Dks(Stl)*	3582		LMC 5,15				Pt.Glasgow	Co.Ld.*Mgrs.*)		FK			3SB.*9cf*,GS189,HS8307 FD	25 " 6	
	Elec.light							*Lloyd's*	*A&CP*	1 *Intermediate BH&*	5 *BH to U dk*				Rankin&BlackmoreLdGrk		
	Carrying fuel oil F.P. above 150° *F. in D.B.*									1 *'tween dk B*	*H dispensed with*		1 „ „ *2nd dk only*				
										CellDBa 132' *uE* 24'	*f* 186' 1181*t*		*DTa* 36'1118*t APT* 31*t*				
33	**S. V. Harkness**	SteelScSr	6899	✠100A1	Sea	*a*†		1917	Skinner&	StandardOilCo.	419·4	57·2	29·8	BaynneNJ	1 Geared Steam Turbine		
15006	*C.A.Cavileer* –17		6150	2,18 ~~5,17~~	NYk			5mo	Eddy Corp.	(NewJersey)	P38 B41'F37'			Utd.States	~~1 Steam Turbine~~ (*s*)	31 " 6	
HBQ	*Elec.light*	2 *Dks(Stl)* & *Web frames*	5293		LMC 5,17				Seattle,Wash			FK	18 *BH pt Cem*		2101b *180lb*	s6 " 11	
	Mchy.Aft	*Longitudinal framing*		*Carrying Petroleum in bulk*					A&CP						3SB,*9cf*,GS195,HS8055	25 " 0	
	Sub.Sig.			*Fitted for oil fuel* 5,17			*F.P. above* 150° F.			*CellDBa* 12' *uE&B* 63'188*t D Tf* 36'457*t FPT* 199*t*			*APT* 66*t*		General Electric Co.		
															Schenectady, N.Y.		
34	**Sambodja**	SteelScSr	824	✠100A1	Sng	*j*	6,17	1911	VanVliet	Nedrl.Indische	175·1	29·5	19·4	Batavia	T.3Cy.15",25"&40"–27" (*s*)	20 " 0	
	C.denHaan *ss* Sng.No.1–16		778	*Awng dk*				10mo	&Co.	Tankstoomboot				Dutch	180lb *100lb* 110NHP	s 3 " 9½	
BRH	(*ex* BanHoLiong,*ex* Skell)	1 *Dk(Stl)*	480	*with freeboard*	LMC				Hardinxveld	Maats.		FK	4 *BH Cem*		1SB.*3pf*,GS54,HS1800	16 " 5	
		& *Awng dk(Stl*-teak s)		6,17 MS7,16	BS6,17			*Lloyd's*	*A&CP*		*DBa* 31'33*t FPT* 17*t*		*APT* 27*t*		Earle'sCo.Ld.Hull		
35	**Sanwen**	SteelScSr	3689	✠100A1	Cff	*w*	4,15	1915	J.Priest-	W.&C.T.JonesS.S.	365·0	51·5	22·1	London	T.3Cy.24",40"&66"–45" (*s*)	24 " 6	
36757	*D.R.Jones* –17		3488	1,16				1mo	man&Co.	Co.Ld. (W.&C.T.	P31'B208'F38'			British	180lb 321NHP	s3 " 6	
HRT	(*ex* Devian)	1 *Dk(Stl)*	2285		LMC 1,16				Sunderland	Jones,*Mgrs.*)		FK	6 *BH Cem*		3SB,*6cf*,GS114,HS4998	21 " 4	
								Lloyd's	*A&CP*	*Cell DBa* 115'*uE&B* 42'	*f* 158'1077*t FPT* 115*t*		*APT* 108*t*		N.E.MarineEng.Co.Ld.Sld		
36	**Stirling**	IronAuxScSr	159					1897	Niestern&	TheodorShipping	102·5	24·1	9·2	Grimsby	Oil Engines		
13610		*OilEng.*	152						TeVelde	Co.Ld.(A.Tate&				British	2Cy.12"–12"		
GJGR		1 *Dk*	120						Martenshoek	Co.*Mgrs.*)					*Made&fitted* 17		
	(*See Sailing Ship Register*)														Plenty&Son,Ld.Newbury		
37	**Santa Christina**	WoodAuxTwin	2159					1917	Aberdeen	W.R.Grace&Co.	224·5	42·6	25·9	Hoquaim	Oil Engines		
15329	*P.S.Murchison* –17	*OilEng* ScSr	1905						S.B.Co.					Utd.States	8Cy.16½"–18 $\frac{9}{16}$"		
HMP	*Elec.light*	2 *Dks*							Aberdeen,						J&CG.BolindersCoLdSkm		
	(*See Sailing Ship Register*)								Wash.								
38	**Santa Elena**	WoodAuxTwinScSr	1982					1917	Mathews	W.R.Grace&Co.	216·3	42·5	24·9	Hoquaim	Oil Engines		
14932		*OilEng.*	1718						S.B.Co.					Utd.States	8Cy.16½"–18 $\frac{9}{16}$"		
GVR	*Elec.light*	2 *Dks*							Hoquaim,						J&CG.BolindersCoLdSkm		
	(*See Sailing Ship Register*)								Wash.								
39	**Santa Isabel**	WoodAuxTwinScSr	1969					1917	Mathews	W.R.Grace&Co.	216·5	42·6	25·2	Hoquaim	Oil Engines		
		OilEng.	1713						S.B.Co.					Utd.States	8Cy.16½"–18 $\frac{9}{16}$"		
	Elec.light	2 *Dks*							Hoquaim,						J&CG.BolindersCoLdSkm		
	(*See Sailing Ship Register*)								Wash.								

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. Capitaine / Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Force anglais maintenant appliqué. Lettres d'Enfoncement.	7a Date de la dernière visite de l'hélice porte-Mâtis.	8 Construit. Quand. — Navires. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où ce navire est classé dans le Supplément.
40 93730 HFWV	**Sabine** (ex Yacht. ex Marjorie, ex Nellie, ex Jeannette) *Elec. light*	Steel Sc Sr ss Son. 2nd No. 3–4, 06 ss Grk. No. 1–10 1 *Dk (Stl)*	118 — 60	✠ — 8,17 ✠ ✠NB 7,99	Grk			1888 4mo	Cochrane & Co. Birkenhead	G. A. Cooper	113·2 ND06	17·0	10·0	Aberdeen ~~Shreveport~~ British 4 *BH Cem*	T. 3 Cy. 11″, 17″ & 28″–20″ 40 RHP 1 SB, *2cf*, Gs 30, Hs 749 Cochrane & Co. Birkenhead		
41 110601 RHGM	**Sommeina** *J. Dalton* 10–11 (ex Tanagra) 1 *Dk (Stl) & Spar dk (Stl) & deep framing*	Steel Sc Sr ss Ham No. 3–10, 12	3317 3094 2159	✠ 100 A1 *Spar dk* 7,16 ~~MS 11,11~~ BS 11,15	NNs	*v*	~~10,16~~ 9,17	1899 8mo	Russell & Co. Pt. Glasgow A & CP	Stella Shipping Co Ltd. (Walter Hepburn & Co., *Mgrs.*) *Cell D Ba*	330·5 P20′ B74′ F32′ 102′ *u E & B* 40′ *f* 140′	48·1	15·9 23·5 FK	Liverpool British 5 *BH Cem APT* 110 *t*	T. 3 Cy. 24″, 40″ & 65″–42″ (*s*) 180 lb ~~cast~~ 291 NHP 2 SB, *6cf*, Gs 130, Hs 4400 J. G. Kincaid & Co. Greenock	26 ″ 0 s 5 ″ 0 21 ″ 5	
42 86376 JQNS	**Sten** (ex Jan Mayn, ex Aarvak, ex Neva, ex Juana Nancy)	Iron Sc Sr 1 *Dk 2 tr B*	928 758 528			•••		1883	Pearce Dundee	~~S. Marshall & Co.~~ The Shipping Controller (S. Marshall & Co., *Mgrs.*)	220·0 B66′ H15 *t* F28′	31·8	14·3 FK	Sunderland British London *WB*	C. 2 Cy. 24″ & 50″–36″ 125 NHP Pearce Bros. Dundee	15 ″ 2	N
43	**Spray** *Elec. light*	Steel Sc Sr 1 *Dk*	300 3 03 ~~264~~ 2 65 97	✠ 100 A1 *Stm Trawler* 10,17 ~~(Class Contem plated)~~	Cgo			1917 10 mo A & CP	Manitowac S.B. Co. Manitowoc, Wis.	~~F. M. Dyer~~ Bay State Fishing Co (H. E. Cole, *Mgr*)	~~135·6~~ Q73 F26′ T35·5 *DT f* 10′ 35 *t F P T* 5 *t A P T* 5 *t*	~~22·5~~ 22·7 BK 7′	~~13·2~~ 12·3 3 *BH Cem*	Boston, Mass Utd. States	T. 3 Cy 12¾″, 21½″ & 35″–24″ (*s*) 180 lb 82 NHP 1 SB, *2cf*, Gs 44, Hs 1516 Marine Iron Wrks, Chicago	13 ″ 3	
44	**Sælbarden** *P. Lillenæs* –17 *Mchy. Aft*	Wood Sc Ctr (*Whaler*) 1 *Dk*	133					1917	G. Ottesen Bergen	P. Lillenæs	103·0	20·0	11·5	Aalesund Norwegian	Porsgrund M.V. Porsgrund		
45	**Stensaas** *For full particulars See No. 144 below*	Steel Sc Sr 1 *Dk*	1300 1100 780					1917	Frdrkhsvn Skibs & Flydk Fredrikshavn	Agdesideus Rederi. (Wilson & Mörland *Mgrs.*)	232·0 P22′ B53′ F26′	37·0	18·0	Arendal Norwegian	T. 3 Cy. 16½″, 25 2/16″ & 42½″–29½″ 96 NHP Kockums M. V. Akt. Malmö	18 ″ 0 s 2 ″ 0½ 16 ″ 2	
46 188371	**Smith**	Wood Sc (*Tug*) 1 *Dk*	218 183 115					1881	..... Buffalo, N.Y.	Reid Wrecking Co. Ld.	120·0 H35 *t*	22·0	10·0	Sarnia, Ont British	C. 2 Cy. 18″ & 52″–42″ *B made* 84 146 NHP Cuyahoga Irn Wks Clvld O.		
47	**Swanholm** *Mchy. Aft*	Steel Sc 1 *Dk*	1000					1917	Wortel-boer & Co. Hoogezand		179·1	28·6	14·4	Norwegian *WB*	T. 3 Cy. H. J. Koopman, Dordrecht		
48 HSEB	**Sebou** *J. R. Mascarenhas* –17 (ex Amaral)	Steel Sc Sr 1 *Dk*	*235* *157* *121*	✠ 100 A1 3,18 ~~4,17~~ ✠LMC 6,15	Lis	*c*	3,18	1915 4mo *Lloyd's A & CP*	G. Brown & Co. Greenock	Vacuum Oil Co. (J. M. da Silva Telles, *Mgr.*)	118·4 Q36′ F22′	22·1	8·3 FK	Lisbon Portuguese 4 *BH Cem FPT* 34 *t*	C. 2 Cy. 15″ & 32″–24″ (*s*) 130 lb 59 NHP 1 SB, *2pf*, Gs 37, Hs 1132 Ross & Duncan, Glasgow	9 ″ 0 s ″ 10½ 8 ″ 6	
49	**Saint Charles** *Marcaggi* 15–17 Portugal) *Elec. light*	Steel Sc Sr (ex Mirone, ex 1 *Dk & Spar dk*	950 862 560					1890	Howaldts-werke Kiel	Louis Castel	199·1 B50′	29·3	18·3	Cette French *WB*	T. 3 Cy. 15½″, 22¼″ & 36½″–23½″ NB 99 65 NHP Howaldtswerke, Kiel		V
50 HMQB	**Sao Felix**	Iron Pad	337 — 194					1881	H. Murray & Co. Pt. Glasgow	Cia. Bahiana	180·0	23·0	8·0	Bahia Brazilian	C. 2 Cy. 28″ & 50″–60″ 161 NHP Kincaid & Co. Greenock		
51 MFLS	**Scout** *T. R. Lorentzen* 17–17 (ex Veslefjell, ex Bas, ex Flying Fish, ex Pericles)	Steel Sc K (*Tug*) 1 *Dk*	264 104	*Now named "Storegut," See No. 115 in Supplement*				1903	Cook, Wel-Beverley	Akties. Xiansands Bugserselsk. (S. O. Stray & Co. *Mgrs.*)	130·0 Q53′	22·0	12·1 BK 7′	Xiansand Norwegian	T. 3 Cy. 13″, 21½″ & 35″–24″ 79 NHP Amos & Smith, Hull	12 ″ 10	N
52 5844 JVSO	**Saturnus** *V. Andersson* –16	Steel Sc (*Tug*) 1 *Dk*	176 123 19					1916	J. Smit & Zoon Foxhol	Upsala Transport Aktieb.	96·4 B38′ H5 *t*	19·2	10·0	Stockholm Swedish	T. 3 Cy. 12 13/32″, 19 13/16″ & 33 1/16″–19 13/16″ 48 NHP Maschinenfabr. Utrecht		
53	**Saturnus** *Mchy. Aft* *Cruiser Stern*	Steel Sc Sr 1 *Dk*	660					1917	Eriksbergs M.V. Aktieb. Gothenburg	Rederi Aktieb. Stjärnen	174·0 P55′ F23′	28·7	13·9	Swedish *WB*	T. 3 Cy. 14 3/16″, 22 7/16″ & 38 1/2″–24″ 35 NHP Eriksbergs M.V. Aktieb. Got		
54 MQLG	**Solaas**	Steel Sc Sr 1 *Dk (Stl)*	~~1250~~ 1363 ~~1056~~ 1138 785	✠ 100 A — 10,17 ~~(Class Contem plated)~~ ✠LMC 10,17	Cpn			~~1916~~ 1917 6 mo	~~Frdrkshvn~~ Skibs & Flydk Fredrikshavn	~~Wilson & Mörland~~ Agdesiden's Rederi A/S (Wilson & Mörland, *Mgrs.*) *Cell D B* 195/395 *t F P T* 63 *t A P T* 27 *t*	~~232·0~~ ~~37·0~~ ~~18·0~~ P12′ B50 F14′		FK 4 *BH Cem*	Arendal Norwegian	10 3/4 2/16 & 42 8/16 T. 3 Cy ~~35 1/4″ & 42″~~ 29½″ 185 lb (*s*) 120 NHP 2 SB, *4cf*, Gs 136, Hs 2034 Kockums M. V. Akties. Mmo	18 ″ 0 s 2 ″ 0½ 16 ″ 2	
55 128548	**Sea Eagle** (ex Collis)	Steel Sc (*Tug*) 1 *Dk*	206 — 103					1889	Union Iron Works San Francisco	Shipowners & Merchants Tugboat Co.	110·0	23·0	13·0	S. Frncisco Utd. States	C. 2 Cy. 22″ & 42″–24″ 72 NHP Union Iron Works, S. Fo.		
56 JRTF	**Siglufjord** ex Fia) *Mchy. Aft*	Comp Sc Sr *A. Iversen* (ex Dina Lea, ex Forsög, 1 *Dk*	225 174 146					1889	P. Larsson Thorskog	Siglufjord Sildesalteri og Aulægskompani (T. Klausen, *Mgr.*)	110·1 Q15′ B30 *t* H5 *t*	22·7	9·6	Aalesund Norwegian	C. 2 Cy. 11¾″ & 17½″–17½″ 11 NHP P. Larsson, Thorskog		N
57 MQDL	**Skogsö** *K. Kristiansen* 17–17 (ex Telegraaf XV.) *Mchy. Aft*	Steel Sc 1 *Dk*	210 140 74					1908	J. & A. v. d. Schuyt Papendrecht	Akties. Skogsö (Rich. Olsen)	131·2	19·0	7·0	Xiansand Norwegian	T. 3 Cy. 9″, 15″ & 23 2/16″–14 3/16″ 21 NHP J & A. v. d. Schuyt, Ppndrcht		V
58 140417 JRTB	~~Sedburgh~~ **Sedbergh** *Proctor* –17 *W. R. Marrs* –18 *Elec. light*	Steel Sc Sr 1 *Dk (Stl)*	~~4230~~ 4275 3922 ~~2900~~ 2648	✠ 100 A1 5,18 ~~4,17~~ ~~(Class Contem plated)~~ ✠LMC 11,17 *Carrying oil fuel F. P. above 0.50 F. in D.B. Lloyd's A & CP*	Ply	*x*		1917 11 mo *Lloyd's A & CP*	Ropner & Sons, Ld. Stockton	Furness, Withy & Co. Ld. *Cell D Ba* 115 *u E* 26′ *f* 159′ 9 19 *t F P T* 140 *t A P T* 158 *t*	360·0 P23′ B102′ F38′	52·2	25·6 FK 6 *BH Cem*	London British	T. 3 Cy. 25″, 42″ & 68″–45″ (*s*) 180 lb *100 lb* 332 NHP 2 SB, *6cf*, Gs 127, Hs 5050 Blair & Co. Ld. Stockton	28 ″ 0 s 5 ″ 3½ 23 ″ 1	
59 140704 JSBW	**Sunniva** *W. M. Pepperell* 15–17 *Elec. light* *Well deck* *Cargo battens not fitted*	Steel Sc Sr 1 *Dk (Stl)*	~~1875~~ 1913 1502 1107	✠ 100 A1 2,18 ~~10,17~~ ~~(Class Contem plated)~~ ✠LMC 12,17	Sld	*q*		1917 12 mo *Lloyd's A & CP*	J. Crown & Sons, Ld. Sunderland	E. R. Newbigin *Cell D Ba* 86′ *u E* 18′ *f* 104′ 390 *t F P T* 105 *t A P T* 100 *t*	268·0 P24′ Q82′ B51′ F30′	37·9	17·6 FK 4 *BH Cem*	Newcastle British	T. 3 Cy. 20½″, 33″ & 54″–39″ (*s*) 180 lb 199 NHP 2 SB, *4cf*, Gs 77, Hs 3092 N.E. Marine Eng. Co Ld. Sld.	19 ″ 9 s 2 ″ 0½ 18 ″ 0	
60 140564 JSBV	**Sheridan** *I. E. Turner* –18 *Elec. light* 2 *Dks (Stl)*	Steel Sc Sr	4665 4330 2876	✠ 100 A1 5,18 ~~4,18~~ (Class Contem plated) ✠LMC 11,18 *Carrying fuel o'F. P. above 0.50 F. in D.B. Lloyd's A & CP*	Gls	Liv *y*		~~1917~~ 1918 1 mo	AM'Millan & Son Dumbarton	Liv Brazil & R Plate S.N. Co. Ld. (Lamport & Holt, Ld. *Mgrs.*) *Cell D B* 335/875 *t F P T* 75 *t A P T* 75 *t*	~~335·0~~ P36′ B118′ F47′ 335 · 6 52 · 2 27 · 2	~~52·0~~	~~29·6~~ FK 7 B Hpt Cem	Liverpool British	T. 3 Cy. 26″, 43″ & 70″–48″ 180 lb *120 lb* (*s*) 407 NHP 3 SB, *9cf*, Gs 178, Hs 6800 Rankin & Blckmore, Ld. Grk	29 ″ 8 s 5 ″ 6 24 ″ 7	
61	**Sydfold** *Elec. light*	Steel Sc		100 A1 (*Class Contem plated*)				1917	P. Smit, jr. Rotterdam	M. Clausen	287·0	45·0	23·8	Norwegian	T. 3 Cy. 24″, 39 3/4″ & 63″–39 3/4″ P. Smit, Jr. Rotterdam		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. No. of Decks, &c.	3	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned / now expired. Equipment Letter	7a Date when tail shaft last exam.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Registar. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draughts. ft. in.	15 Registers in which classed if not in L.	16
62 6649	Svanö I. *P.E.Olund* 16-16	Steel Sc (*Tug*) 1 *Dk*	154 133 29					1916	Hernösands Verk.& Varf. Aktieb. Hernösand	Svanö Aktieb. (E.Malmström)	89·6 H21t	22·5	10·9	Svanö Swedish				
63	Santa Ana *Elec.light*	Steel Sc Sr	4800	100A1 *Shelter dk with freeboard* (*Class Contem plated*)				1917	W Cramp& Sons S&E B Co Philadelphia	Grace S.S.Co. (W.R.Grace&Co.)	360·5 F39′	51·5	33·5	New York Utd. States	Q4Cy 25½″,37″,52½″ &76″-54″ W.Cramp&Sns S&E B C Phl.			
64	Sea Gull (*Trawler*) *Elec.light* 1 *Dk*	Steel Sc Sr	300 270 130					1917	Globe S.B. Co. Superior, Wis	Bay State Fishing Co.	135·0 F20′	22·5	13·2	Utd. States	T.3Cy.12¾″,21½″ &35″-24″ 60 NHP Marine Iron Wrks. Chicago			
65 834	Stromboli (*ex* Unkai Maru No.5, *ex* Robert Dollar) *Elec.light* Wireless 2 *Dks*(*Stl*) *Cargo battens not fitted*	Steel Sc Sr *ss* Kob.No.1-16	5779 4996 3470	✠100A1 8,17~~6,16~~ BS6,17	Kob	z	9,17	1911 7mo	A.Rodger & Co. Port Glasgow *Lloyd's SA&CP*	Nav.Gen.Italiana FK	410·3 P42′B110′F43′ *Cell D B a* 137′ *u* E&B 43′ *f* 180′127*lt FPT* 93*t APT* 92*t*	54·0	27·1	Genoa Italian *5 B.H only Cem*	T.3Cy.26″,43″ &72″-48″ (*s*) 180lb 433 NHP 3SB,9*cf*,GS185,HS7290 A.Rodger&Co.Glasgow	29 ″ 9 s 6 ″ 0 24 ″ 1		
66	San Giusto (*DAMAGED (WAR)—NOW SAILING*) *G. Castellano* -17 *ss* Ham.2nd No.3-6,12 (*ex* Lemnos, *e* Karnak) 2 *Dks*(*Stl-Uws*) *Elec.light* 3 *trB*	Steel Sc Sr	2487 2347 1590	✠ 8,14 ✠	Ham	s		1888 1mo	Tyne I.S.B. Co.Ld. Newcastle	Requisitioned by the Italian Govt. (Italian State Rlys)	290·0 B62′F35′ NDs96 BK 10″ *Cell D B* 244′	40·2	24·5	Genoa Italian *7 B.H Cem*	T.3Cy.24″,37″ &62″-42″ NDB02 256 NHP 2SB,8*pf*,GS128,HS1111 Wigham Richrdsn&Co.Nwc	27 ″ 0		
67 120852 HCPK	Santa Alicia *A.Sutherland* -14 *Elec.light*	Steel Twin Sc Sr (*ex* Bassa) 1 *Dk*	940 813 568					1905	D.J.Dunlop & Co. Pt.Glasgow	San Antonio S.S. Co.Ld.(J.S.Evernden, *Mgr.*)	220·0	36·1	13·2	London ~~Liverpool~~ British *WB*	T.6Cy.13″,21″ &34″-24″ 114 NHP D.J.Dunlop&Co.P.Gl.			C
68 142318 JSLM	St.Dunstans Hill *Jones* -18 *Elec.light* *Mchy.Aft* *Well deck*	Steel Sc Sr 1 *Dk*(*Stl*) 96	~~888~~ 4672 ~~324 (Class Contem plated)~~ 481	✠100A1 3,18 ✠LMC3,18	Ard	l		~~1917~~ 1918 3mo	Ardrossan DD&SB Co Ld Ardrossan *Lloyd's SA&CP*	Mead,Son& Hussey FK *Cell D B f* 126′186*t FPT* 66*t APT* 48*t*	200·4 Q139′F23′	31·2	13·2	London British *3 B.H Cem*	T.3Cy.17″,28″ &46″-33″ (*s*) 180lb 149 NHP 2SB,4*cf*,GS90,HS2524 Aitchison Blair,Ld.Gls.	15 ″ 6 s4 ″ 10 14 ″ 11		
69 4062 JMVC	Stina *E.Orvar* 16-16 (*ex* Ariel, *ex* Inverleith) *Well deck*	Iron Sc Sr *ss* Got.2nd No.3-9,08 *ss* Skm.No 2-16 1 *Dk*(*Irn*)2 *trB* *Cargo battens not fitted*	1136 862 656	✠100A1 1,18 ~~6,17~~ BS3,17 MS9,16	Hbg Got ✠LMO	n	6,17 1,18	1883 5mo	Richardsn Duck& Co. Stockton *Lloyd's SA&CP*	Rederiaktieb. Tertia (Ivar Lignell, *Mgr.*) FK	225·0 P24′Q49′B60′F28′ *Cell D B* 184′310*t*	32·8	14·6	Gothenbrg Swedish *4 B.H Cem*	C.2Cy.28½″ &53″-33″ (*k*) 80lb *80lb* NDB01 133 NHP 1DB,4*pf*,GS54,HS2334 Blair&Co.Ld.Stockton	17 ″ 2 s 1 ″ 6 15 ″ 11		
70 116128	Susquehanna *ss* N.Yk.2nd No.3-9,17 *Mchy.Aft* *Elec.light* 2 *Dks*(*Irn*)3 *trB* Sub.Sig	Iron Sc	2971 — 2098	100A1 9,17 LMC9,17	NYk	t		1886	Union Dry Dock Co. Buffalo,N.Y. A&CP	F.&J.Auditore *Cell D B u E* & B 50′ *f* 174′ 382*t D*	302·5 P139′B24′F33′ *Ta* 46′ 170*t FPT* 60*t APT* 5*t* FK	40·0	16·0	New York Utd. States *5 B.H Cem*	C.3Cy.24″ &(2)51″-48″ (*a*) 100lb 306 NHP 3SB 6*pf* & 2*cf*,GS180 HS5046 H.G.Trout,Buffalo	25 ″ 5 s3 ″ 10 21 ″ 10		
71 132627 HTQJ	Scatwell *O.Rowsell* 11-11 (*ex* Maisie) *Elec.light*	Steel Sc Sr *ss* Bry.No.1-16 1 *Dk*(*Stl*)2 *tr* Bin Nos.1 & 4 *holds*	4425 4207 ~~21,17~~ ~~9,16~~ 2763	✠100A1 5,18 Dr.Cff BS11,17	Gen ✠LMC4,16	y	9,16 11,17	1911 10mo	Bartram& Sons Sunderland *Lloyd's SA&CP*	Harris&Dixon,Ld. Portloe S.S.Co.Ld. W E Hinde&Co *Mgrs.*)	385·0 P33′B237′F36′ *Cell D B a* 133′ *u* E23′ *f* 171′	52·0	25·1 FK	London British *6 B.H Cem*	T.3Cy.26″,43″ &71″-48″ (*s*) 180lb 401 NHP 3SB,9*cf*,GS180,HS6183 J.Dickinson&Sons.Ld.Sld. 1000*t FPT* 103*t APT* 144*t*	27 ″ 6 s 4 ″ 2 23 ″ 8		
72 140572 JTGC	Squadron *T.Owens* -18 *Mchy.Aft* *Well deck*	Steel Sc Sr 1 *Dk*(*Stl*) 14	362 262 ~~3130~~	✠100A1 5,18 (*Class Contem plated*) ✠LMC1,18	Nwc	e		1918 6mo	J.&D. Morris,Ld. Newcastle *Lloyd's SA&CP*	Mason Shipping Co. Ld(W.Mason&Co.)	~~135·0~~ ~~Q11~~ 135·3 *FPT* 12*t*	23·6 ~~B8′F18′~~	10·0 Q19′ FK *APT* 12*t*	Liverpool British *3 B.H Cem*	C.2Cy.17″ &34″-24″ (*s*) 130lb 48 RHP 1SB,2*pf*,GS35,HS1180 G.T.Grey&Co.Ld.S.Shl.	11 ″ 0		
73	Sherewog *Elec.light* *Mchy.Aft* (*See Sailing Ship Register*)	Wood Aux Twin Sc *Oil Eng.* 4 Mst Sr	1350	12A1 (*Class Contem plated*)					Savannah Eng.& Construction Co. Savannah	R.L.Smith	212·0 P57′F31′	40·0	20·9	New York Utd. States	Oil Engine 6Cy.12 15/16″-18″ Winton Engine Works, Cleveland,O.			
74	Sabará *Elec.light* (*ex* Monte Penedo)	Steel Twin Sc Sr *Oil Eng.* 2 *Dks*	3693 3329 2312					1912	Howaldts-werke Kiel	Requisitioned by the Brazilian Government	350·7 P&B279′F33′	50·1	23·7	Brazilian *WB*	Oil Engines 2S.C.SA 8Cy.18½″-26¾″ 340 NHP Gebr.Sülzer,Winterthur			
75	Santarem *Elec.light* Sub.Sig. Wireless	Steel Sc Sr (*ex* Eisenach) 2 *Dks*	6757 5020 4212					1908	Bremer Vulkan Vegesack	Requisitioned by the Brazilian Government	419·6 P&B286′F68′	54·5	27·8	Brazilian *WB*	Q.4Cy.24″,34½″,50⅝″ &72⅝″-53½″ 387 NHP Bremer Vulkan, Vegesack			
76	Sobral *Elec.light* *Ref.Mchy.* Sub.Sig.	Steel Twin Sc Sr Wireless (*ex* Cap Vilano) 2 *Dks*	9467 6557 5609					1900	Blohm& Voss Hamburg	Requisitioned by the Brazilian Government	475·7 P&B376′F80′	55·3	30·9	Brazilian *WB*	Q.8Cy.24½″,35⅜″,50½″ &74″-54″ 805 NHP Blohm&Voss,Hamburg			
77 139224 JSHD	Sedgepool *Thomas* -18 *Elec.light* 1 *Dk*(*Stl*) *Cargo battens not fitted in enclosed Bridge*	Steel Sc Sr 6530	6495 5130 ~~4745~~ 4665	✠100A1 2,18 (*Class Contem plated*) ✠LMC2,18	Stk	z		1918 2mo	Ropner& Sons,Ld. Stockton *Lloyd's SA&CP*	Pool Shipping Co. Ld. (Sir R.Ropner&Co Ld.*Mgrs*) *Carrying fuel on F.at 0.6c1502F. in DB*	415·0 ~~P51′B244′~~ P50′B243′ *Cell D B a* 146′ *u* L27′ *f* 172′ 1469*t FPT* 168*t APT* 216*t*	55·5	26·9 FK	W Hartlep' British *7 B.H Cem*	T.3Cy.28″,46″ &75″-51″ (*s*) 180lb *100lb* 504 NHP 3SB,9*cf*,GS201,HS8714 Blair&Co.Ld.Stockton	29 ″ 6 s 4 ″ 11 21 ″ 11		
78	Suzanne *Muylaert* -17 *Elec.light* *Mchy.Aft* (*See Sailing Ship Register*)	Wood Aux Twin Sc 4 Mst Sr *Oil Eng.* 1 *Dk* 2 *trB*	1500 1380 1250					1917	Aberdeen S.B. Co. Aberdeen, Wash.	French American Shipping Co. (Jolivet, *Mgr.*)	221·0 P44′F56′	43·2	19·3	Havre French	Oil Engines 4 Cy. Skandia Pacific Oil Engine Co.S.Fo.			
79 139570	Shiu Cheong	Wood Sc *Oil Eng.*	136 109 89					1917	Kwong Hip Lung Co.Ld. Hong Kong	W.G.Humphreys& Co.	76·0 H27t	16·2	6·2	Hong Kong British	Oil Engine 4 Cy. 9½″-12″ J&C G.Bolinders Co Ld Skm			
80 4207 JNLP	Smaland *J.P.Johnsson* -17 ~~*Cl.Withheld* — 17~~ (*ex* Drott, *ex* Alexey Goriainow) *Elec.light*	Steel Sc Sr *ss* Nwc.No.3-1,13 1 *Dk*(*Stl-ws*) *deep framing*	1760 1617 1069	✠100A1 2,16 ✠LMC7,17	Cff	r	N9,16	1900 10mo	Grngem'th Dockyard Co. Grngemouth A&CP	Angf.Aktieb. Tirfing (Dan Broström, *Mgr.*) *Cell D B a* 72′ *u* E&B 34′ *f* 104′485*t*	270·0 B52′F30′	42·2	17·6 FK	Hlsngborg Swedish *4 B.H Cem*	T.3Cy.19¾″,33″ &53″-36″ (*s*) 160lb 204 NHP 2SB,6*cf*,GS96,HS3576 Hutson&Sons,Ld.Glasgow	19 ″ 10 s 3 ″ 7 16 ″ 10		
81 JVSH	Scandinavic *C.D.Lloyd* 16-17 (*ex* Ocean, *Well deck* *ex* Demosthenes, *ex* Zoe)	Steel Sc Sr 1 *Dk*(*Stl*)2 *trB*	2255 1750 1437	✠100A1 11,17 MBS11,17	Got ✠LMC7,16	s	N7,16	1889 12mo	T.Turnbull & Son Whitby A&CP	Rederiaktieb. Transatlantic (G.Carlsson, *Mgr.*)	289·5 P28′Q76′B124′ F32′ *Cell D B* 244′ 504*t*	38·3	19·6 FK	Gothenbrg Swedish *6 B.H Cem*	T.3Cy.22″,36″ &59″-39″ (*r*) 160lb *100lb* NDB16 217 NHP 2SB,6*rf*,GS84,HS3255 Blair&Co.Ld.Stockton	22 ″ 2 s 1 ″ 9 20 ″ 8		

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'acheteur porte-bâtiée.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
82 3721 JLPR	**Sylvia** *E.W. Edstrom* 16–18 ~~*Cia. Gothberg* 11–17~~ *ss* Hbg. 2nd No. 3–4, 09 (*ex* Najaden, *ex* Merchant Prince) *ss* Els. No 1–13 1 *Dk* (*Irn*) 2 *tr B* *Well deck*	Iron Sc Sr	1586 1233 955	✠ 100 A1 6,16 ~~Examined 5,18~~ MS 11.17 BS 10,17 ✠ LMC ~~5,18~~	Hbg	*q*	6,16	1883 10mo	H.S. Edwards, Son & Craig, Howdn *Lloyd's SA & CP*	Rederiaktieb. Svenska Lloyd (H. Metcalfe, *Mgr*)	260·0 P30′ BK 9½″	36·2 Q72′	18·7 B66′ F32′	Gothenbrg Swedish	C.2 Cy. 32″ & 60″–39″ (*a*) 80 lb *80 lb* NDB 98 179 NHP 2 SB. *6pf*, GS 95, HS 3011 N. Marine Eng. Co. Gtshd. *DB a* 88′ *f* 16′ *s u E & B* 36′ 302 *t* *FPT* 65 *t* *APT* 20 *t*	19 ″ 8 s 1 ″ 8 18 ″ 11	
83 21145 NPHQ	**Sumatra Maru** Steel Sc *T. Esoe* –17 2 *Dks* (*Stl*) & *Awng dk* (*Stl*) *Elec. light*		5800 ~~4100~~ 5587 ~~64250~~ 4258	✠ 100 A1 *Awng dk with freeb rd* 12.17 (*Class Contem plated*) ✠ LMC 12,17	Kob	*y*		~~1918~~ 1917 12mo	Kawasaki Dockyd Co Ltd Kobe *Lloyd's SA & CP*	Osaka Shosen Kabushiki Kaisha	~~385·0~~ 385·1 *Cell D B* 334′ 1118 *t*	51·0	36·0 FK	Osaka Japanese 6 *B H Cem* 28	T.3 Cy. 26″, 43½″ & 72″–48″ (*s*) 200 lb 440 NHP B & I Aux SB & *f* GS 154 HS 5741 FD *FPT* 12 *t* *APT* 93 *t*	36 ″ 0 s 9 ″ 3½ 27 ″ 1 Kawasaki Dkyd Co Ltd Kobe	
84 *Elec. light*	**Suiyang Maru** Steel Twin Sc *A.E. Inwood* 07–17 (*ex* Kinling) 3 *Dks*		2865 — 1268					1904	Hong K'ng & Whampoa Dock Co. Ltd. Hong Kong	Nisshin Kisen Kaisha	310·0	46·0	12·2	Tokio Japanese	T. 6 Cy. 14½″, 24″ & 39″–30″ 170 NHP Hong Kong & Whampoa Dock Co. Ltd. Hong Kong		
85 *Elec. light*	**Slavic Prince** Steel Sc Sr		6410 5850 4010	100 A1 *Shelter dk* (*Class Contem plated*)				1918	Palmers' Co. Ld. Newcastle	Prince Line, Ld. (Furness, Withy & Co. Ld. *Mgrs.*)	451·7	57·2	27·7	British	Q. 4 Cy. 25½″, 36½″, 52½″ & 76″–54″ Palmers' Co. Ld. Newcastle		
86 104679 BTVM	**Skegness** Steel Sc Sr *R. Stevenson* –13 *ss* Cff. No. 3–4, 13 (*ex* Polurrian) 1 *Dk* (*pt Irn & pt Stl*) *deep framing & Web frames*		2801 2583 1807	✠ 100 A1 5,14 ~~Examined 9,17~~ 5,18 BS 9,17 ✠ LMC 1,18	Cff	*u*	~~12,17~~ 5,18	1900 8mo	J. Blumer & Co. Sunderland A & CP	The English SS. Co. Ld. (Letricheux & David, Ld. *Mgrs.*) *Cell D Ba* 110′	319·7 P28′ B72′ F32′	46·1	21·0 FK	Swansea British	T. 3 Cy. 23″, 38″ & 62″–42″ (*r*) 160 lb *80 lb* 263 NHP 2 SB. *6pf*, GS 111, HS 4115 *u E & B* 34′ *f* 120′ 692 *t* *APT* 90 *t* J. Dickinson & Sons, Ld. Sld.	23 ″ 6 s 3 ″ 11 20 ″ 0	
87 BTVM	**Sendeja** Steel Sc Sr *V. Renteria* –17 *ss* Liv. No. 3–3, 07 (*ex* Nicolas, *ex* Lombardy) *ss* Bbo. No. 2–15 1 *Dk* (*pt Stl pt Irn*) & *Web frames & pt Awng dk* (*Irn*)		2429 1800 1554	✠ 100 A1 *pt Awng dk with freeboard* 10,17 BS 10,17 MS 6,18 ✠ LMC	Bbo	*s*	10,17	1895 2mo	Sir R Dixon & Co. Middlesbro' A & CP	Cia. Maritima Bilbao (E. Cortina, *Mgr.*)	294·9 P27′ Q82′ *pt Awng dk* 186′	41·3	17·9 FK	Bilbao Spanish	T. 3 Cy. 23″, 37″ & 61″–42″ (*s*) 160 lb *80 lb* NDB 11 246 NHP 2 SB. *6cf*, GS 104, HS 3760 Blair & Co. Ld. Stockton *Cell D Ba* 90′ *u* E 16′ *f* 11′ 8′ 483 *t*	20 ″ 3 s 8 ″ 1½ 19 ″ 8	
88 BTVM	**Susana II.** Steel Sc Sr *M. Morales* 16–17 *ss* Kob. 2nd No. 3–7, 16 (*ex* Kaijo Maru, *ex* Curonia, *ex* St. Domingo, *ex* Doune Castle) *Elec. light* 3 *Dks* (2 *Stl*–ws)		4007 3730 2440	✠ 100 A1 11,17 ✠ LMC 11.17	Nag	*x*	N 11,17	1890 11mo	Barclay, Curle & Co. Ld Glasgow *Lloyd's SA & CP*	Madrigal & Co.	396·0 P33′ B96′ F46′	43·2	28·5 BK 11″	Manila Utd. States	T. 3 Cy. 29½″, 48″ & 78″–54″ (*s*) 160 lb *80 lb* NDB 00 479 NHP 2 DB, *12c f*, GS 212, HS 7661 *Cell D B* 305′ 621 *t*	31 ″ 0 Barclay, Curle & Co. Ld. Gls.	
89 *Elec. light*	**Shoshone** Steel Sc Sr *Taylor* (*ex* Wasgenwald) Wireless 2 *Dks*		4708 3178 2880					1911	Bremer Vulkan Vegesack	Shoshone Nav. Corp. (E.F. Geer, *Mgr.*)	353·1 P&B 276′ F45′	48·7	25·0	New York Utd. States	Q. 4 Cy. 24″, 34⅞″, 50⅝″ & 74″–53½″ 400 NHP *WB* Bremer Vulkan, Vegesack		
90 123661 HGMS	**Sentinel II.** Steel Sc Sr *Cable Vessel* *ss* Lis. No. 2–14 *J. Hunter* –15 1 *Dk* (*Teak*) (*ex* Sentinel) *Well deck* *Elec. light* Wireless		470 302 219	✠ 100 A1 9,14 BS 4,17 ✠ LMC 9,14	Lis	*h*	9,14	1906 6mo	Bow, Mc-Lachlan & Co. Ld. Paisley *Lloyd's SA & CP*	Eastern Telegraph Co. Ld.	156·7 P7′ Q37′ B54′ F25′	25·9	9·7 FK	London British	T. 3 Cy. 13½″, 22″ & 37″–24″ (*s*) 180 lb *100 lb* 67 RHP 1 SB, *2cf*, GS 38, HS 1117 Bow, McLachlan & Co. Ld. Ply *Cell D B a* 31′ *u E & B* 30′ *f* 59′ 147 *t* *FPT* 28 *t* *APT* 6 *t*	s ″ 10 11 ″ 7	
91 104680 TFMR	**Stromness** Steel Sc Sr *E. H. Orman* –14 *ss* Cff. No. 3–8, 14 (*ex* Poldhu) 1 *Dk* (*pt Irn & pt Stl*) *deep framing & Web frames*		2793 2574 1791	✠ 100 A1 12,17 MS 8,14 BS 2,17 ✠ LMC	Cff	*u*	12,17	1902 1mo	J. Blumer & Co. Sunderland *Lloyd's SA & CP*	Letricheux Line, Ld (Letricheux & David, Ld. *Mgrs.*) *Cell D Ba* 114′	319·7 P28′ B72′ F32′	46·1	21·0 FK	Swansea British	T. 3 Cy. 23″, 38″ & 62″–42″ (*r*) 160 lb *80 lb* 263 NHP 2 SB, *6pf*, GS 112, HS 118 J. Dickinson & Sons, Ld. Sld.	23 ″ 6 s 3 ″ 11 20 ″ 0	
92 141881	**San Andres** Steel Sc 3314 *Elec. light* *Ref. Mchy.* 2 *Dks* & 2 *pt dks*		3310 2849 1837					1918	Workman, Clark & Co. Ld Belfast	Clark & Service	315·2 P33′ B92′ F39′	44·2	28·8	Glasgow British	T. 3 Cy. 23½″, 39½″ & 66″–48″ 302 NHP *WB* Wrkman, Clark & Co Ld. Bel		
93 *Elec. light*	**Santa Flavia** Wood Twin Sc *Oil Eng.* 2 *Dks*		2000					1917	Aberdeen S.B. Co Ld. Aberdeen, US	W.R. Grace & Co.	235·0 B60′	43·0	19·3	Utd. States	Oil Engine 8 Cy. J & C G Bolinders Co Ld Skm		
94 *Elec. light*	**Santa Olivia** Steel Sc Sr		6415 4475 3918	100 A1 *Shelter dk with freeboard* (*Class Contem plated*)				1918	W Cramp & Sons S & EB Co Philadelphia	Grace S.S. Co. (W.R. Grace & Co.)	404·5 F32′	53·7	36·7	New York Utd. States	Q. 4 Cy 25½″ 37″ 52½″ & 76″–54″ W Cramp & Sns S & EBC. Phl	36 ″ 9 s 8 ″ 9 28 ″ 6	
95 *Elec. light*	**Spes** Steel Sc Sr		1120					1917	Trndhjms Mek. Værks. Trondhjem	S.O. Stray & Co.	226·3 *Cell D B* 196′ 293 *t*	36·5	15·7 BK 8″	Xiansand Norwegian	T. 3 Cy. 17″, 27½″ & 46″–30″ 116 NHP *WB* Trondhjems M.V. Trndhjm		
96 122429 SDLR	**Sheaf Brook** Steel Sc Sr *T.B. Clark* –18 *ss* Nwc. No. 3–1, 13 (*ex* Coniston) *ss* Cff. No. 1–18 1 *Dk* (*Irn*) 2 *tr B* & *deep framing* 3 *Dk rule*		3544 3113 2273	✠ 100 A1 1,18 BS 1,18 ✠ LMC 11,16	Cff	*v*	N 10,16	1901 1mo	W. Gray & Co. Ld. W Hartlepool A & CP	Sheaf Stm. Shppg. Co Ld. (W.A. Souter & Co. *Mgrs.*) *Cell D Ba*	337·0 P27′ B84′ F32′	47·0	24·6 FK	W. Hartlpl British	T. 3 Cy 25½″, 40½″ & 67″–45″ (*s*) 180 lb *100 lb* NDB 18 321 NHP 2 SB, *6rf*, GS 119, HS 4884 Cen. Mar. Eng. Wrks. W Hpl	27 ″ 4 s 5 ″ 1 22 ″ 8	
97 87246 JSFK	**Stokesley** Iron Sc Sr *ss* Ply. 2nd No. 3–7, 06 *ss* Shl. No. 2–15 *Well deck* 1 *Dk* (*Irn*) 2 *tr B* *Cargo battens not fitted*		1091 835 524	✠ 100 A1 2,18 ~~11,16~~ MS 10,14 BS 11,16	Cff Hul ✠ LMC	*n*	~~10,15~~ 2,18	1883 2mo	R. Craggs & Sons Middlesbro' A & CP	The Shipping Controller (J.H. Weatherall & Co. *Mgrs.*)	226·6 Q88′ B60′ F28′ *Cell D B* 196′ 293 *t*	32·0	13·5 BK 8″	London British	C.2 Cy. 26″ & 48½″–36″ 80 lb *80 lb* NDB 98 110 NHP 1 SB, *3pf*, GS 48, HS 1734 Wstgrth, Englsh & Co. Mdb.	16 ″ 0 s 1 ″ 4 15 ″ 5	
98 Wireless	**Shinkai Maru** Steel Sc Sr (*ex* Yucatan) 2 *Dks* & *Hur dk*		3525 — 2317					1890	Delaware R. I.S. & E. Wks. Chester, Pa.	Goshi Kaisha Kishimoto Shokai	336·2	43·2	22·3	Dairen Japanese	T. 3 Cy. 28″, 44″ & 70″–48″ 339 NHP Delaware R. Co Chester Pa.		
99 JRLG	**Suarez No. 1** Iron Aux Sc 3 Mst Sr *Villedemoros* –17 *Oil Eng.* (*ex* Sailing Vessel Fredsœl, *ex* Montgomery Castle) *ss* Xia. 3rd No. 3–9, 03 *ss* Ham. No. 2–13 2 *Dks* (*See Sailing Ship Register*)		832 — 813	✠ 9,13	Ham			1869 1mo	R. & J. Evans & Co. Liverpool	L. & V. Suarez	190·7 BK 7½″	33·0	20·0	Vigo Spanish	Oil Engine 6 Cy. 11″–15″ N E *fitted* 17 Wolverine, Bridgeport		V
100 *Elec. light*	**Sumatra** Steel Sc Sr *J.C.M. Visser* (*ex* Sabine Rickmers) *Carrying Petroleum in bulk* 2 *Dks* *Fitted for oil fuel*		950 — 573					1894	Rickmers Akt Ges. Geestemünde	Nederl.-Indische Tankstoomboot Maats.	200·0	30·6	20·9	Batavia Dutch	T. 3 Cy. 17⅞″, 28″ & 44½″–27½″ 104 NHP *WB* H. Pauksch, Landsberg		V

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. / Master. / Special Surveys.	3 Material, Rig, &c. / Late Name if any. / No. of Decks, &c.	4 Register Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Lloyd's Rules not complied with. Additional Letters.	7a Date when built shall last appear.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard saddleship. / Corresponding draught	15 Registers in which classed, if not in L.R. (Record R. of Freeboard Regt.)
101	Scheveningen	Steel Sc	370 / 265 / 155					1917	N.V.Kuy & Ree's Mch. & Schpsw. Rotterdam	M.J.van der Eb	131·4 / Q56′B9′F15′	22·9	11·4	Rotterdam Dutch	T.3Cy.9⅛″,15¾″&26¾″–20″ 32NHP N.V.Kuy&Ree's Mch.& Schpsw.Rot.		
	Mchy.Aft	1 *Dk*															
102 139576 THMJ	Suiyang	Steel Sc Sr	2590 / 2276 / 1594					1917	Taikoo Dckyrd&Eng Co.of HKg Ld HongKong	China Nav.Co.Ld.	310·3 / P38′F34′	41·2	22·4 BK 10″	Hong Kong British	T.3Cy.22″,35″&56″–39″ 196NHP *WB* TaikooD&ECo.of HKg.Ld		
	E.B.Simons –17	2 *Dks*															
103 KFJT	Svaland	Iron Aux Twin Sc 4 Mst Sr	2371 / 2234 / 2105	✠ 2,16	Liv	*w*		1890 2mo	Richards'n Duck&Co. Stockton	Akties. Christiansand (S.O. Stray& Co. *Mgrs.*)	300·0 / P38′F34′	42·0	24·4 BK 10″	Xiansand Norwegian	Oil Engines 2S.C.SA 8Cy.16½″–18⅝″ J&CG.BolindersCoLdSkm	26 ″ 5	
	Pedersen *ss*Cff.2nd No.3–11,14 *Oil Eng.* (*ex* Scottish Moors) 2 *Dks* (1 *pt Irn*) *Mchy.Aft* (*See Sailing Ship Register*)																
104	S. I. Allard	Wood Aux Twin Sc Sr	1917 / — / 1777					1917	St.Helens S.B.Co. St.Helens,Or.	C.R.McCormick	263·0 / 47·9	21·1		Portlnd,O. Utd.States	Oil Engine 16½″–18½″		
	Mitchell –17	*Oil Eng* 2 *Dks*															
	(*See Sailing Ship Register*)																
105 206095 KWPF	Santa Inez	Steel Sc Sr	1838 / — / 955					1908	Moran Co. Seattle, Wash.	W.R.Grace&Co.	240·0 / 41·0	20·0		S.Frncisco Utd.States	T.3Cy.17″,28″&47½″–36″ 135NHP *WB* MoranCo.Seattle,Wash.		
	L.J.Schage	(*ex* Falcon)															
	Fitted for oil fuel	1 *Dk*															
106 142374	Sunland	Steel Sc	4879 / 3514 / 3076	100A1				1918	J.Priestman&Co. Sunderland		365·0 / 29·5	51·5	22·1	London British	T.3Cy.25″,41″&67″–45″ G.Clark,Ld.Sunderland	32 ″ 0 s8″10½ 23 ″ 6	
	For full particulars See No. 148 below																
	Elec.light	*Tonnage opening closed 1918*		(*Class Contem plated*)													
107 214600	Sara E. Turner	Wood Aux Twin	739 / — / 714					1917	Clooney Const.&Tow Co. Westlake,La.	A.T.Hanabergh& Co.	176·0 / 36·0	13·6		New York Utd.States	Oil Engine		E
		Oil Eng. Sc Sr 2 *Dks*															
	(*See Sailing Ship Register*)																
108 112239	Senlac	Wood Sc Sr	707 / 595 / 413					1904	D.Lynch St.John,N.B.	C.&G.Brister	182·7 / 33·3	16·9		Halifax NS British	C.2Cy.20″&40″&30″ 67RHP J.Fleming&Co.St JohnNB		
		1 *Dk*															
109	Shyori Maru	Steel Sc Sr	664 / — / 434					1890	J.&K.Smit Kinderdijk	S.M.Ito	166·8 / 27·0	10·5		Japanese	T.3Cy.15½″,24½″&40″–36″ 96NHP Nederl.Stoomb.Maats.Rot.		
	(*ex* Yukoon, *ex* Panay, *ex* F.Pleguezuelo, *ex* Van Riebeeck)																
	Elec.light	1 *Dk* & *Awng dk*															
110	Storfors	Steel Sc Sr	550 / 400 / 273					1917	Göteborgs M.V.Aktieb. Gothenburg	Uddeholms Aktieb. (A.Herlenius)	165·3 / P51′F23′	27·3	11·0	Uddeholm Swedish	T.3Cy13⅜″,22½″&37⅜″–23½″ 68NHP *WB* GöteborgsMV.Aktieb Got.		
	Elec.light Mchy.Aft	1 *Dk*															
111 20434 HBSN	Sheaf Dart	Steel Sc Sr	2793 / 2606 / 1793	✠ 100A1 7,16 BS10,17	Sou	*u*	10,17	1905 1mo	W.Gray& Co.Ld. W Hartlepool	Sheaf Stm.Shppg. Co.Ld. (W.A. Souter&Co. *Mgrs.*)	331·0 / P27′B176′F34′	47·5	20·1 FK	Newcastle British	T.3Cy24¼″,38½″&64″–42″ (*s*) 1801b 294NHP 2SB.*6cf*,GS108,HS1608	22 ″ 6 s2″10½ 20 ″ 6	
	(*ex* Leander)	1 *Dk* (*pt Irn & pt Stl*) *Elec.light*			✠ LMC 7,16			*Lloyd's*	*SA&CP*	*Cell DB* a114 *uE&*	*B40′f140′905t FPT*		*5 B H Cem*	2SB.*6cf*,GS108,HS1608	20 ″ 6		
		& deep framing													Cen.Mar.Eng.Wrks.W Hpl		
112	Svendborgsund	Wood Sc Sr	555 / 325					1918	I P Jörgensen Thurö	R.W.Rasmussen	150·0 / B40′Q40′F15′	33·6	14·0	Svendborg Danish	Oil Engine 4S.C.SA 6Cy. H.Christoffersen,Heleby		
	E.Christensen –18	*Oil Eng.*															
	Mchy.Aft	1 *Dk*															
113 215641 MHWG	Seal	Wood Sc	474 / — / 249					1917	A.D.Story Essex,Mass.	B.A.Smith	163·1 /	26·2	13·0	Glo'strMas Utd.States	T.3Cy.13½″,21⅜″&36″–24″ 63NHP		
	L.E.Spinney –17																
		1 *Dk*															
114	Shanghai	Iron Sc Sr	435 / 309 / 270					1873	W.E.Boutland Newcastle	Moller&Co.	162·0 /	20·6	12·2	Shanghai British	C.2Cy.20½″&36⅜″–24″ 54NHP *WB*		
	G.Holford (*ex* Jinju Maru, *ex* Banker)	1 *Dk*															
115 MFLS	Storegut	Steel Sc K	264 / 237 / 104					1903	Cook,Welt'n&Gemmell Beverley	Akties. Xiansands Bugserselsk. (S.O. Stray&Co. *Mgrs.*)	130·0 / Q53′	22·0	12·1 BK 7″	Xiansand Norwegian	T.3Cy.13″,21½″&35″–24″ 79NHP Amos&Smith,Hull	12″10	M
	T.R Lorentzen 17–17	(*Tug*)															
	(*ex* Scout, *ex* Veslefjell, *ex* Bas, *ex* Flying Fish, *ex* Pericles)	1 *Dk*															
116	Sabine Sun	Steel Sc	6669 / 6112 / 4091	100A1				1918	Sun S.B. Co. Chester,Pa.	Sun Company	480·0 / P133′B36′F40′	59·0	33·2	Phildlphia Utd.States	T.3Cy.27″,45½″&76″–51″ R.Wetherill&Co.ChestrPa		
	Elec.light	*Longitudinal framing*		(*Class Contem plated*)													
	Mchy.Aft			*Carrying Petroleum in bulk*													
117 LCQV	Sidi Abdallah	Iron Sc Sr	998 / — / 518	✠ 100A1 *Awng dk* *with freeboard* 3,18 ~~5,15~~ BS9,15	Pir Msl	*n*	~~5,15~~ 3,18 ~~LMC 3,18~~ ~~MS 11,15~~	1881 7mo	W.B. Thompson Dundee A&CP	Soc.Gen.de Transports Marit.à Vap.	218·0 / *Cell DB* 184′	30·2	15·7 21·1	Marseilles French	C.2Cy.25″&50″–42″ (*h*) 87lb NDB00 128NHP 1SB.*3pf*,GS72,HS2116 W.B.Thompson,Dundee	23 ″ 6 s7″10 16 ″ 7	
	(*ex* Agios Georgios, *ex* Diamond)	1 *Dk* (*Irn*) & *Awng dk* & *Str B* *ss* Msl.No.1–18												*4 B H Cem* 172*t APT* 76			
118 139755	Shun Wo	Steel Twin Sc	220 / 165 / 27					1917	Kiangnan Dkyd&EWks Shanghai	Indo-China Steam Nav.Co.Ld.	125·0 / H20*t*	22·1	7·1	Shanghai British	C.2Cy.11″&24″–15″ 23RHP Kiangnan D&EW.Shnghai		
		(*Tug*) 1 *Dk*															
119 MPST	Skjoldli	Steel Aux Sc 3 Mst Sr	254 / 222 / 170					1914	Niestern Gebr. Delfzijl	Thomas Smedsvig Sildexport Akties. (T.Smedsvig, *Mgr.*)	119·7 /	23·9	10·0	Haugesnd Norwegian	Oil Engine 1Cy.16½″–18½″ J&CG Bolinders Co Ld. Skm		Y
	J.T.Smedsvig 17–17	*Oil Eng.*															
	(*ex* Myriam-Denise)	1 *Dk*															
	(*See Sailing Ship Register*)																
120	Solarina	Steel Sc Sr	255 / 195 / 124					1914	W.Chalmers&Co.Ld. Glasgow	Pierce Nav.Co.Inc.	115·8 / Q27′F28′	21·6	9·5	New York Utd.States	Oil Engine 2S.C.SA 4Cy.14″–14½″ *WB* W.Beardmore&Co.Ld.Gla.		G
	(*ex* Anbolt, *ex* Innisvera)	*Oil Eng.*															
	Mchy.Aft	1 *Dk*															
121	Sori	Steel Sc Sr	5600	100A1				1918	Soc.Esercisio Bacini Riva Trigoso	Soc.Esercisio Bacini	381·3 /	51·5		Genoa Italian	T.3Cy.25 5/16″,42½″&69¾″–48″ Soc.Esercisio Bacini R.Trig		
	Elec.light			(*Class Contem plated*)													

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. / Capitaine. / Visites Périodiques.	3 Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'équipement.	7a Date de la dernière Visite de l'Arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NP=Force en chevaux d'après les formules de la Société. RP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe.	15 Registre en acier, ou en fer doux dans la L. R.
122 (ex Tenedos)	**Salonique** ex Ant. 2nd No. 3–6,99 ex Pir. No. 2–08	Iron ScSr 2 Dks 3 tr B	1261 1127 719	✠ 7,11	Pir			1873 11mo	Lon. & Gls. Co. Glasgow	S. Papaleonardis & Co.	237·0 | 32·3 | 22·7			Piræus Greek	C.2Cy.31″&51″–33″ 162NHP Lon. & Glas. Co. Glasgow	24 ″ 0	▼
123 E. Stefánsson 17–17 ex Sterling)	**Sterling** (ex Themis,	Steel ScSr 1 Dk & Awng dk	1030 941 635					1890 Morton & Co. Leith	S. & H. Iceland Govt. (H.f. Eimskipatélag Islands, *Mgrs.*)	210·0 | 30·1 | 20·2 H93*t* *WB*	Reykjavik Iceland Danish	T.3Cy.18″,29″&47″–33″ 127NHP S. & H. Morton & Co. Leith		▼
124 (ex Hué, ex Wo-Ning, ex Smith, ex Martha, (ex Smith) *Elec. light*	**Sun Tak** ss Shi. No. 3–6,96 ss H. Kg. No. 2–05	Steel Twin Scr 2 Dks (1 pt Stl)	*1394* *1015* *703*	✠ *pt Shade dk with freeboard* 4,10	HKg *p*			1888 6mo	Hawthorn, Leslie & Co. Ld Newcastle	Tung Hing S.S.Co. (J.R. Braga, *Mgr.*)	250·5 | 34·2 | 18·0 F46′ FK	Macao Portuguese	T.6Cy.19″,30″&50″–33″ 287NHP 2DB.*12pf*, GS198 Hwthrn, Leslie & Co Ld Nwc	19 ″ 0	▼
125 *Elec. light* *Ref. Mchy.*	**Somerset** *Fitted for liquid fuel* 3 Dks	Steel Sc *Cruiser Stern*						1918 Ld. Hull	Earle's Co.	Federal Steam Nav. Co.	460·0 | 62·5 | 35·0 B270′F51′ *WB*	London British	**8 Steam Turbines** Earle's Co. Ld. Hull		
126 *Elec. light*	**Shinpo Maru** 2 Dks (*Stl*)	Steel Sc Sr 473 7	~~4728~~ ~~1020~~ 4034 3397	✠ 100 A1 3,18 (*Class Contem plated*) ✠ LMC 3,18	Yka *x*			1918 3mo	Uraga Dock Co. Ld. Uraga	Kishimoto Kisen Kabushiki Kaisha *Cell D B* 291′ 93*4t* *F P T* 143*t* *A P T* 53*t* FK	360′0 | 51′0 | 28′3 P33′B91′F33′ 6 *B H Cem*	Nishi-nomiya Japanese	T.3Cy.24½″,40½″&67″–48″ 180lb (*s*) 378NHP 2SB, *9cf*, GS180, HS6382 Uraga Dock Co. Ld. Uraga	28 ″ 7	
127 20809 *Elec light*	**Shinten Maru** *Y. Umase* –18	Steel Sc Sr 1 *Dk*	1269 1073 876					1918 A&CP	Yokohama Dock Co. Ld Yokohama	Kishimoto Kisen Kabushiki Kaisha	222·5 | 33·5 | 19·5 P24′B36 F24′ *WB*	Yokohama Japanese	T.3Cy.15½″,25½″&42″–30″ 97NHP Yokohama Dock Co Ld Yka		
128 *Pearce* (ex Romano)	**Samuel Faunce** ss N. Os. No. 1–17	Steel Sc 1 *Dk*	96 84 15	✠ 100 A1 *For towing purposes* 1,18 ✠ LMC 6,17	NYk		8,17	1912 3mo	Hepple & Co. Ld. S. Shields	France & Canada S.S. Corporation *Lloyd's* *S.A.&CP*	80·4 | 17·9 | 9′0 BK 6″	New York Utd. States	C.2Cy.15″&32″–22″ 130lb 53NHP 1SB, *2pf*, GS42, HS980 Hepple & Co. Ld. S. Shl.	9 ″ 10	
129 ~~Seifuku~~	**Seifuku Maru** 2 Dks (*Stl*) & *Awng dk* (*Stl*)	Steel Sc *Elec. light*	5858 5585 4292	✠ 100 A1 *Awng dk with freeboard* 3,18 ✠ LMC 3,18 (*Class Contem plated*)	Kob *y*			1918 3mo	Kawasaki Dkyd. Co. Ltd. Kobe	Kawasaki Dkyd. Co. Ltd. *Lloyd's* *S.A.&CP*	385′0 | 51′0 | ~~28′0~~ 36′0 FK *Cell D B* 333′111*8t* *F P T* 126*t* *A P T* 98*t*	Kobe Japanese	T.3Cy.26″,43½″&72″–48″ (*s*) 260lb 441NHP 2SB, *6cf*, GS126, HS5808 FD Kawasaki Dkyd Co Ld Kobe	~~30 ″ 0~~ 29 ″ 3½ 27 ″ 1	
130 *Elec. light*	**Santa Luisa** 2 Dks (*Stl*) & *Awng dk* (*Stl*)	Steel Sc Sr	4942 2982 2942	100 A1 *Shelter dk with freeboard* (*Class Contem plated*)				1918 Co. Philadelphia	W. Cramp & Sons S. & E.B. Co	Grace Steamship Company (W.R. Grace & Co. *Mgrs.*)	360·5 | 51·5 | 33·5 F39′	New York Utd. States	Q.4Cy.25½″,37″,52½″&76″–54″ W. Cramp & Sns S. & E.B.C. Phl		
131 215340 LJKC *Elec. light* *Mchy. Aft*	**Sylvan Arrow** *T. O. Jonassen* 12–18 2 Dks (*Stl*) & *Shelter dk* (*Stl*) & *Web frames* *Longitudinal framing*	Steel Sc Sr	7797 7153 4858	✠ 100 A1 *Shelter dk with freeboard* 1,18 ✠ LMC 1,18 *Carrying Petroleum in bulk* *Fitted for oil fuel* 1,18 *F.P. above* 150° F.	Phl *a*†			1918 1mo	New York S.B. Corp. Camden, N.J. A&CP	Standard Transportation Co	467·6 | 62·7 | 32·0 FK *Cell D Ba* 23′ *u E & B* 76′90*4t* *D T f* 40′410*t* *F P T* 222*t* *A P T* 131*t*	New York Utd. States 16 *B Hpt Cem* (10 *to U dk* 6 ,, 2nd ,,)	Q.4Cy.24″,35″,51″&75″–51″ 220lb (*r*) 568NHP 3SB. *9cf*, GS177. HS7804 New York S.B. Corp. FD	32 ″ 0 s 5 ″ 4½ 27 ″ 0	
132 131459 HWRJ (ex Saint Andrew) *Elec. light*	**Sculptor** *W. Barr* –18 2 Dks (*Stl*)	Steel Sc Sr ss Liv. No. 1–17	4874 4601 3054	✠ 100 A1 4,18 ~~2,18~~ ✠ LMC 10,16 *Carrying fuel oil F.P. above* 150° F.	NYk *y* Bry		~~3,17~~ 4,18	1912 9mo	AM'Millan & Son, Ld. Dumbarton *Lloyd's* *S.A.&CP*	Charente S.S.Co. Ld. (T. & J. Harrison, *Mgrs.*) *in DB & deep tank* *Cell D Ba* 117′ *u E & B* 42	400·6 | 52·1 | 27·4 P36′B126′F48′ FK	Liverpool British	T.3Cy.27″,44″&73″–48″ (*r*) 180lb 458NHP 3SB, *9cf*, GS181, HS7360 D. Rowan & Co. Glasgow	30 ″ 0 s 5 ″ 8 24 ″ 9	
133 123766	**Scapha** (ex Tevere, ex Kathleen) 1 *Dk*	Steel Twin Sc Sr	654 540 483					1906 Ld. Millwall	Edwards & Co. Ld.	Anglo-Saxon Petroleum Co. Ld.	190·0 | 36·1 | 9′6 H13*t* *WB*	London British	C.4Cy.15″&30″–18″ Vauxhall& 64NHP West Hydraulic Co. Luton		
134 (ex Daisui Maru, ex Ulysses)	**St. Medard** ss Kob. No. 3–10,12 ss N. Yk. No. 1–17 2 Dks (*Stl–Uws*) 3 tr B	Steel Sc Sr	3681 3296 2232	✠ 100 A1 9,17 ✠ LMC 9,17	NYk *w*		9,17	1892 9mo	Scott & Co. Greenock *Lloyd's* *S.A.&CP*		354·9 | 42·8 | 26·7 P32′B92′F50′ BK 10′ *Cell D B* 260′646*t*	French 6 *B H Cem* *A P T* 64*t*	T.3Cy.23″,38″&62″–54″ (*s*) 160lb *160lb* 379NHP 1DB, *6cf*, GS141, HS7362 FD Scott & Co. Greenock	30 ″ 0	
135 *Mchy. Aft*	**Solid** *Cruiser Stern*	Steel Sc Sr	475	100 A1 (*Class Contem plated*)				1918	P. Larsson Thorskog	Rederiaktieb. Solid	150·0 | 26·5 | 10·5 P50′F27′	Göta Swedish	C.2Cy.16″&25″–18″ P. Larsson, Thorskog		
136 113138 HJMO (ex Colwith Force) *Mchy. Aft* *Well deck*	**Sibyl Potter** *T. Owens* –17 ss Liv. No. 2–14 1 *Dk* (*Stl*)	Steel Sc 3 Mst Sr	550 374 220	✠ 100 A1 11,17 MBS 5,17 DBS 11,17 ✠ LMC MS 7,14	Cff *h*		11,17	1906 7mo	R. William-son & Son Workington *Lloyd's* *S.A.&CP*	London Transport Co. Ld. (Brown, Jenkinson & Co. *Mgrs.*) *DBf* 89′	164·5 | 26·6 | 10·9 Q95′B11′F21′ FK 118*t* *F P T* 38*t*	London British 3 *B H Cem*	T.3Cy.14″,22½″&37″–27″ (*s*) 160lb *80lb* 90RHP 1SB, *3pf*, GS53, HS1655 Ross & Duncan, Glasgow	13 ″ 2 s ″ 7 12 ″ 10	
137 140562 JSFD *Elec. light*	**Sidlaw Range** *P. H. Webber* –18 2 Dks (*Stl*)	Steel Sc Sr	4407 4066 2705	✠ 100 A1 1,18 ✠ LMC 1,18	Rot *x*			1918 1mo *Lloyd's*	New Waterway S.B. Co. Schiedam *S.A.&CP*	Furness, Withy & Co. Ld.	371·1 | 50·2 | 26·5 P33′B122′F37′ FK *Cell D B* 319′83*3t*	Liverpool British 6 *B H pt Cem* *pt Asp* *F P T* 120*t* *A P T* 64*t*	T.3Cy.26″,42″&70″–43″ (*s*) 180lb *100lb* 402NHP 3SB. *9cf*, GS186, HS6660 New Waterway S.B. Co. Schiedam	29 ″ 0	
138 *Elec. light*	**Shinkoku Maru** 2 Dks (*Stl*) & *Awng dk* (*Stl*)	Steel Sc	5858 5586 4292	✠ 100 A1 *Awng dk with freeboard* 1,18 ✠ LMC 1,18	Kob *y*			1918 1mo *Lloyd's*	Kawasaki Dkyd. Co. Ld. Kobe *S.A.&CP*	Kishimoto Kisen Kabushiki Kaisha *Cell D B* 334′111*8t*	385·0 | 51·0 | 36·0 FK *F P T* 126*t* *A P T* 93*t*	Nishino-miya Japanese 6 *B H Cem*	T.3Cy.26″,43½″&72″–48″ (*s*) 200lb 444NHP 2SB, *6cf*, GS126, HS5809 FD Kawasaki Dkyd Co Ld Kobe	36 ″ 0 s 9 ″ 3½ 27 ″ 1	
139 103586 (ex Knight Prender, ex Mount Viso)	**Sir Thomas** *W. Bradley* –18 1 *Dk*	Steel Sc K ss Apl. 2nd No. 3–9,15	184 159 69	✠ 100 A1 *For Towing purposes* 3,17 ✠ LMC 3,17	Bkn		3,17	1898 9mo	Cumming & Ellis Inverkeithng A&CP	Knight Prender Tug Co. Ld. (J. Prendiville & Co. *Mgrs.*)	109·0 | 21·1 | 10·4 BK 7½″	Liverpool British 3 *B H Cem*	C.2Cy.20″&42″–24″ (*s*) 140lb 87RHP 1SB, *3pf*, GS54, HS1558 Hutson & Son, Glasgow	11 ″ 9 s 1 ″ 4½ 11 ″ 4	
140 137419 JHMK (ex Saint George) *Elec. light*	**Statesman** *J. Fortay* –16	Steel Sc Sr 2 Dks (*Stl*)	5596 5298 3553	✠ 100 A1 2,18 ✠ LMC 12,14	Lon *a*†		2,18	1914 12mo *Lloyd's*	Russell & Co. Port Glasgow *S.A.&CP*	Charente S.S.Co. Ld. (T. & J. Harrison, *Mgrs.*)	423·3 | 53·0 | 29·8 P50′B129′F50′ FK 'Tween dk *B H* in No. 2 hold dispensed with *Cell D Ba* 129′ *u E & B* 42 *f* 191′122*t* *D T f* 27′847*t*	Liverpool British *Cem* 6 *B H* to upper dk; *B H* to 2nd dk only	T.3Cy.27½″,45″&75″–51″ (*r*) 180lb *100lb* 557NHP 3SB. *9cf*, GS177, HS8214 FD D. Rowan & Co. Glasgow *F P T* 74*t* *A P T* 30*t*	32 ″ 6 s 6 ″ 5½ 26 ″ 5	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name.	3 Material, Rig, &c. Master. Special Surveys.	4 Regist'd Tonnage Gross. / Under deck. / Nets.	5 Particulars of Classification. Character. for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year in which now classed. Explanations. Letters.	7a Date when mill shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Extinct Letters Cert.
141	**Swanston**	Steel Twin Sc Sr	485	A–		Cff		1905	G. Seebeck Akt. Ges.	Instone Transport & Trading Co. Ltd. (S. Instone & Co. Ltd., *Mgrs*)	138·7	29·7	11·4	Cardiff	C.4Cy. 10½"&20½"–15½" (*s*)	11	8
139628	*A. Grey* 18–18	*ss* Cff. No. 3–4,18	356	4,18					Bremerhaven		P16′ B37′ F19′		BK 6⅝"	British	142 lb		
JTGF	(*ex* Favorito Santiago Fernando)	1 *Dk*	235	B&MS 4,18									4 *BHCem*		1SB, *2cf*, GS 36, HS 1076		
	Elec. light	(*Stl*)		*Coasting England, Wales & French Channel Ports*											G. Seebeck A.G. Bremerhvn		
142	**Sir Brian**	Steel Sc Sr	146	✠100A1	Bkn		4,18	1893	Mackie & Thomson Glasgow A&CP	Knight Templar Tug Co. Ltd. (J. Prendiville & Co.)	95·2	20·7	10·5	Liverpool	T.3Cy. 12", 20" & 34"–24" (*s*)	11	6
102094	*G. Sumner* –16	*ss* Bkn. No. 3–5,05	128	*For Towing purposes*				6mo					BK 7½"	British	200 lb 99RHP	s 1	2
MCPQ	(*ex* Knight Templar)	*ss* Bkn. No. 2–13	61	1,16									5 *BHCem*		1SB, *2rf*, GS 35, HS 1154	11	3
		1 *Dk*		*Examined* 6.17 ✠LMC 6,17									*FPT* 13*t*		Dunsmuir & Jackson, Gls.		
143	**Stad Zalt–Bommel**	Steel Sc	2000					1918	J. Meyer's S.B. Co. Zalt-Bommel	Stoomb. Maats. Zalt-Bommel (J. Burghout, *Mgr.*)	279·0	41·0	21·3	Rottrdam	T.3Cy. 20⅝", 32⅜" & 55"–35⅝"		
	Elec. light	1 *Dk*	1250								P99′ B72′ F26′			Dutch	80NHP		
															WB Werkspoor, Amsterdam		
144	**Stensaas**	Steel Sc	1359	✠100A–	Cpn	*O*		1918	Frdrkhsvn Skibs & Flydk Fredrikshavn	Agdesideus Rederi (Wilson & Mörland *Mgrs.*)	234·2	37·2	16·0	Arendal	T3Cy. 16½", 25 5/16" & 42⅛"–29½"	18	0
			1130	3,18				2mo			P12′ B50′ F14′			Norwegian	185 lb (*s*) 120NHP	s 2	0½
		1 *Dk* (*Stl*)	780	✠LMC 3,18									FK 4 *BHCem*		2SB, *4cf*, GS 136, HS 2034	16	2
											Cell D B 195′ 395*t* *FPT* 63*t* *APT* 27*t*				Kockums M.V. Akt. Malmö		
145	**Shama**	Steel Sc R	191	✠100A1	Hul			1918	Goole S.B. & Repairing Co. Ltd.	Kelsall Bros. & Beeching Ltd. (J.E.A. Kelsall, *Mgr.*)	110·2	21·6	12·0	Hull	T.3Cy. 12", 21" & 33"–21" (*s*)	12	11
139325			188	*Stm Trawler*				4mo					BK 7½"	British	160 lb 55RHP		
		1 *Dk*	72	4,18									3 *BHCem*		1SB, *2pf*, GS 24, HS 900		
				✠LMC 3,18									*DTf* 21′ 30*t*		Earle's Co. Ltd. Hull		
							Lloyd's SA & CP			Goole							
146	**San Roque II.**	Wood Aux Sc Sr		10 A1				1918	Astilleros de Pasages	Astilleros de Pasages	99·0	24·1	12·4	S. Sebast'n	Oil Engine 4S.C.SA		
		Oil Eng.							Pasages					Spanish			
				(*Class Contem plated*)													
	(*See Sailing Ship Register.*)																
147	**Slikkerveer**	Steel Sc	~~700~~ 471					1917	NV. Schps. "De Maas" Slikkerveer	Rotterdam Algem. Scheepv. My.	~~154·2~~	~~24·9~~	~~12·6~~		T.3Cy. 12¾", 20½" & 31½"–19¾"		
		1 *Dk*	345								P56′ B13′ F20′ 10		7	Dutch	43NHP		
			241								155·0·25·1				*WB* Gebr. Stork, Hengelo		
148	**Sunland**	Steel Sc	4879	✠100A1	Sld	*x*		1918	J. Priest-man & Co. Sunderland	Sun Shipping Co. Ltd.	365·0	51·5	22·1	London	T.3Cy. 25", 41" & 67"–45" (*s*)	32	0
MJBV	*C.J. Mordaunt* 18–18		3514	*Shelter dk*				4mo						British	180 lb 334NHP	s 8	10½
	Elec. light	1 *Dk* (*Stl*) & *Shelter dk* (*Stl*)	3076	*with freeboard*									FK 6 *BHCem*		3SB, *3pf*, GS 129, HS 5361 FD	23	6
		Tonnage opening closed 1918		4,18 ✠LMC 4,18											G. Clark, Ld Sunderland		
		Cargo battens not fitted		*Carrying oil fuel F.P. above* 150° F. *in DB*							*Cell D B* 315′ 1077*t* *FPT* 115*t* *APT* 85*t*						
							Lloyd's SA & CP										
149	**Saint Raphael**	Steel Sc Sr	1715	✠100A1	BAs	*r*	8,17	1908	Wood Skin-ner & Co. Ld. Newcastle	Soc. Française d' Armement Em. Frisch & Co.	250·5	38·2	15·7	Marseilles	T.3Cy. 19", 31" & 51"–36" (*s*)	18	0
	Amefeld	*ss* B.As. No. 2–17	1710	*Shade dk*				6mo				22·7	French		160 lb 218NHP	s 2	0
	(*ex* Americano, *ex* Flora)	2 *Dks* (*UIrn*) &	1143	3,17							*Promenade dk* 214′		FK 5 *BHCem*		8SB, *8pf*, GS 137, HS 4198	16	4
	Elec. light	*Shade dk*		*Buenos Ayres & Punta Arenas*			*Lloyd's SA & CP*								G. Clark, Ld. Sunderland		
				✠LMC 3,17							*Cell D Ba* 41′ *u E* & *f*		B 34′ *f* 116′ 361*t* *FPT* 70*t* *APT* 14*t*				
150	**Salen**	Steel Sc Sr	2577	✠100A1	Shl	*t*	2,16	1899	Richardsn, Duck & Co. Stockton	Rederiaktieb. Transatlantic (G. Carlsson, *Mgr.*)	313·0	44·5	20·6	Gothenbrg	T3Cy. 23", 37½" & 61½"–39" (*s*)	23	1
8264	*W. Greek* –16	*ss* Cff. No. 3–1,11	2386	8,17				5mo			P29′ B60′ F34′		FK 5 *BHCem*	Swedish	160 lb *90 lb* 244NHP	s 4	0½
MSMC	(*ex* Consul Olsson,	*ss* Cpn. No. 1–16	1586	B88,17 ✠LMC 2,16											2SB, *6rf*, GS 100, HS 3778	19	5
	ex Novington)	1 *Dk* (*pt Irn & pt Stl*) & *deep framing*					*Lloyd's SA & CP*				*Cell D Ba* 110′ *u E* 24′ *f* 128′		869*t* *APT* 41*t*		Blair & Co. Ld. Stockton		
151	**Sri-Samud**	Steel Sc Sr	2043					1894	Flensburg Schiffsb. Ges. Flensburg	Requisitioned by the Siamese Government	259·5	38·0	20·3	Bangkok	T.3Cy. 21", 35" & 56"–39"		
			1633								P160′ F29′			Siamese	196NHP		
	(*ex* Kohsichang, *ex* Sirius)	1 *Dk* & *Spar dk*	1292												*WB* Flensburger Schiffsb. Ges.		

LLOYD'S REGISTER. NAVIRES A VAPEUR.

1	2	3	4	5	6	7	7*	8	9	10	11			12	13	14	15
Numéro d'Ordre.	Nom du Navire.	Matériaux Gréement. etc.	Tonnage Officiel.	Détails de la Classification.				Construit.		Armateurs.	Dimensions d'après la Douane. Superstructures, &c.			Port d'Armement.	Machines.	Creux sur Quille	
Numéro Officiel.	*Capitaine*	*Ex-nom, s'il y a lieu.*	Total. — Sous le Pont. — Net.	Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant expiré. Lettre d'Equipement.	Date de la dernière Visite de l'arbre porte-hélice.	Quand. — Navire. — Mach.	Par qui. — Où.		Longueur.	Largeur.	Creux.	Pavillon.	No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP= Force en chevaux d'après les formules de la Société. RHP= Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pr.*	Les chiffres ob ont été donn Lloyd's Cert.
Signaux	Visites Périodiques.	Nombres des Ponts.															

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned. Now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 Built. By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	11 Breadth.	11 Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NIP=Horse power by Society's formula; RIP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registered in which classed, if not in L.R. Present Port of Belonging.
1	**Thisted** Steel Sc 1 Dk	1016					1917	DeHaan & Oerlemans Heusden	Nordösterså Rederiet.	215·0	34·4	15·6	Danish	T.3Cy.15″,25″&40″–27″ 83NHP Kuypers, Rotterdam		
2	**Tours** Steel Sc Sr *E.L.Bergh* –17 *Elec.light* 1 Dk (Stl)	2200 1984 1631 1191	✠100A1 10,17,~~17~~ *(Class Contem plated)* ✠LMC7,17	Toledo Sws			1917 7mo	Toledo S.B. Co. Toledo, Ohio A&CP	Cie. Française des Chemins de Fer de Paris-Orleans (Soc. Mar. Aux. de Trns. *Mgrs.*)	251·0 P21′B64′F30′ *Cell DB* 208	43·7 43·8	18·6 18·9 *APT* 50t	Nantes French FK 4 *BH Cem*	T.8Cy.20½″,33″&54″–40″ (s) 180lb 260NHP 2SB,6*cf*,GS126,HS4828 Toledo S.B. Co. Toledo, O.	21 ″ 0	
3 137867 JQVL	**Trewidden** Steel Sc Sr *C.Paynter* –17 *Elec.light* 1 Dk (Stl) & *Shelter dk (Stl)*	4381 4131 2776	✠100A1 *Shelter dk with freeboard* 2,18~~8,17~~ *Carrying oil fuel F.P. above & F. in Double Bottom & After Peak* ✠LMC9,17	~~Shld~~ Liv *y*			1917 9mo *Lloyd's A&CP*	J. Read-head & Sns Ld South Shields	Hain S.S. Co. Ld. (E. Hain & Son, *Mgrs.*) *Cell DB* 131′u E23′f175′1003t *APT* 50t	400·0	52·1	25·2 FK 6 *BH Cem*	St. Ives British	T.3Cy.26″,43″&71″–48″ (r) 180lb *90lb* 416NHP 3SB,9*cf*,GS172,HS6951 J. Readhead & Sons Ld. S Shl	26 ″ 10 s 3 ″ 3 24 ″ 0	
4 139600	**Tamura** Steel Sc K *Elec.light* 1 Dk	268 241 111	✠100A1 *Stm Trawler* 6,17 ✠LMC6,17	Hul			1917 2mo *Lloyd's A&CP*	Cochrane & Sons, Ld. Selby	Neale & West, Ld.	125·2 Q75′F20′	23·5	12·3 BK 7½ 4 *BH Cem*	Cardiff British	T.3Cy.12½″,21″&35″–26″ (s) 180lb 85RHP 1SB,3*pf*,GS50,HS1530 C.D. Holmes & Co. Ld. Hull	13 ″ 0	
5 135165 JBGM	**Tonwen** Steel Sc Sr *T.Griffiths* –17 (*ex* Tavian) 1 Dk (Stl) & *Shelter dk (Irn)* & *Web frames* *Longitudinal framing*	4567 4337 2878	✠100A1 *Shelter dk with freeboard* 7,16 ~~Engines 3,11~~ *Carrying fuel aft of F.P. above 150′ F. in D.B.* ✠LMC~~8,14~~	Lon *y*	N4,17		1912 12mo *Lloyd's A&CP*	Richardsn, Duck & Co. Ld. Stockton	W. & C.T. Jones S.S. Co. Ld. (W. & C.T. Jones, *Mgrs.*) *Cell DB* a 126′u E & B	390·0 44′ f165′1174t *FPT*	52·5	25·6 FK 6 *BH Cem* 85t *APT* 84t	London British	T.3Cy.26″,42″&70″–48″ (s) 180lb 409NHP 3SB,9*cf*,GS193,HS6851 Blair & Co. Ld. Stockton	28 ″ 0 s 3 ″ 6 24 ″ 10	
6 98288 MSVP	**Tengoy** Iron Sc K *C.Hudson* 16–17 (*ex* Leverton) *ss* Bos. No. 3–5,03 *ss* Bos. No. 1–08 1 Dk	130 125 40	✠ *Stm Trawler* 11,12	Bos			1890 9mo	J. P. Rennld-son & Sons S. Shields	F. Crundall & Co.	95·0	20·4	10·5 BK 7′	Dover British	C.2Cy.15″&29″–21″ 35RHP 1SB,2*pf*,GS22,HS678 J. P. Rennoldson & Sons, S Shl	10 ″ 9	
7	**Tobol** Steel Sc Sr (*ex* Cheltenham) 1 Dk (Stl) 3 tr B *deep framing* & *Web frames*	3741 3142 2415	✠ *Turret dk* 12,03	Bry *v*			1901 3mo	W. Doxford & Sons, Ld. Sunderland	Russian Volunteer Fleet Association	342·4 F33′	46·6	24·9 FK 6 *BH Cem*	Russian *WB*	T.3Cy.24½″,40″&66½″–42″ 301NHP 2SB,6*cf*,GS109,HS4527 W. Doxford & Sons, Ld. Sld.	27 ″ 5	
8	**Toulouse** Steel Sc Sr *E.K.Perry* –17 *Elec.light* 1 Dk (Stl) *Cargo battens not fitted*	2045 1688 1258	✠100A1 9,17~~6,17~~ ✠LMC6,17	Sup-~~erior~~	*r* Npt		1917 6mo	Superior S.B. Co. W. Superior A&CP	Cie. Française des Chemins de Fer Paris-Orleans (Soc. Mar. Aux. de Transports, *Mgrs.*)	251·0 P28′B65′F27′ *Cell DB* 210′5453t *FPT*	43·8	18·2 FK 4 *BH Cem* 68t *APT* 77t	Nantes French	T.3Cy.20″,33″&54″–40″ (s) 180lb 274NHP 2SB,6*cf*,GS126,HS5060 Detroit S.B. Co. Detroit	20 ″ 3 s 2 ″ 10 17 ″ 9	
9 19300 NQJT	**Taian Maru** Steel Sc *N.Segawa* –17 *Elec.light* 1 Dk (Stl) & *Awng dk* (Stl-ws)	3135 2638 1850	100A1 *Awng dk with freeboard* 5,17 ✠LMC5,17	Kob *u*			1917 5mo *Lloyd's A&CP*	Kawasaki Dkyd Co. Ld. Kobe	Nippon Yusen Kabushiki Kaishi *Cell DB* 268′768t *FPT*	315·0 P16′B78′F29′	45·0	26·0 FK 5 *BH Cem* 31t *APT* 21t	Tokio Japanese	T.3Cy.22″,36″&61″–42″ (s) 200lb 285NHP 2SB,6*cf*,GS99,HS3614 FD Kawasaki Dkyd Co. Ld. Kob	26 ″ 0 s 6 ″ 0 20 ″ 7	
10 21033 NLTG	**Taito Maru** Steel Sc *M.Tanaka* –17 *Elec.light* 1 Dk (Stl) & 2nd Dk (Stl) *in forehold*	~~2600~~ 2726 2372 1896	✠100A1 9,17 *(Class Contem plated)* ✠LMC9,17	Kob *s*			1917 9mo *Lloyd's A&CP*	Harima Dkyd. Co. Ld. ~~Aug~~ Harima P. Aioi	Uchida Kisen Kabushiki Kaisha *Cell DB* 230′671t *FPT* 139t *APT* 44t	284·0 P16′B56′ ~~F24~~ F27′	44·8	24·0 FK 4 *BH Cem*	Amagasaki Japanese	T.3Cy.22″,37″&61″–42″ (s) 180lb *120lb* 281NHP 2SB,6*cf*,GS33,HS3680 FD Kobe Steel Works, Ld. Kobe	24 ″ 0 s4 ″ 1½ 20 ″ 0	
11 214666 LGPR	**Tanamo** Steel Sc Sr *H.Hudson* –17 (*ex* Van Hogendorp) 2 *Dks* (Stl) & *Elec.light* *Awng dk* (Stl-ws) *Ref.Mchy.* Wireless	3298 2838 2005	✠100A1 *Awng dk with freeboard* 1,18 ~~5,17~~ ✠LMC5,14 ✠Lloyd's RMC~~5,16~~ for temp. 50°F ~~10,17~~ 5,18	NYk *u*	1,17		1914 5mo *Lloyd's A&CP*	Swan, Hunter & Wigham Richardson, Ld Newcastle	Sarnia S.S. Corp. *Cell DB* a 80′u E & B	331·2 F43′on *Awng dk* 56′f 144′607t *FPT*	45·2	25·6 FK 5 *BH Cem* 38t *APT* 26t	New York Utd. States	T.3Cy.23″,38″&63″–39″ (s) 180lb 435NHP 3SB,9*cf*,GS175,HS7210 FD Swan, Hunter & Wigham-Richardson, Ld. Nwc.	28 ″ 0 s 7 ″ 6 21 ″ 1	
12 140697 JRCF	**Trident** Steel Sc Sr *C.Vickers* 10–17 *Elec.light* 1 Dk (Stl)	~~4307~~ 4307 4317 3382 2689	✠100A1 5,18 ~~9,17~~ *(Class Contem plated)* ✠LMC~~9,17~~	Sld Cff	*x*		1917 9mo *Lloyd's A&CP*	Sunderlnd S.B. Co. Ld. Sunderland	Hall Bros. S.S. Co. Ld. (Hall, Bros. *Mgrs.*) *Cell DB* 328′1051t *FPT* 83t *APT* 148t	375·0 P29′B106 ~~F19~~ F38′	51·1	25·3 FK 6 *BH Cem*	Newcastle British	T.3Cy.25″,42″&69″–48″ (r) 180lb *100lb* 371NHP 2SB,6*cf*,GS141,HS5892 N.E. Marine Eng. Co. Ld. Sld	27 ″ 9 s 5 ″ 2 23 ″ 0	
13 56503 JSWT	**Tyne** Wood Aux Twin Sc Bn *T.A.Jones* –16 Rest. Pmd 12,00–5yrs. *See Sailing Ship Register*	157 157 99	✠ A1 7,17 SS Pmd. 10–7yrs	Pmd Wbl	10 C3 C8		1867 7mo	Winlo S.Shields NK Isnpt 8yrs	T.B. Jones Mat ND 93 Iron beams	92·1	22·4	12·5	Jersey British	Oil Engines 2S C SA ~~2 Paraffin Motors~~ 2Cy.13½″–14″ *Made & fitted* 17 Invincible Eng Co Keighley	13 ″ 2	
14 ~~Tela~~ Toloa 141874 JSFV	Steel Twin Sc Sr *Elec.light* *Ref.Mchy.* 2 *Dks* & 2pt *dks*	7445 5134 ~~5128~~ 4534					1917	Workman, Clark & Co. Ld Belfast	R. Clark	425·4 P38′B243′F50′	54·3	29·9	Glasgow British *WB*	T.6Cy.23½″,39½″&67″–48″ 622NHP Wrkman, Clark & Co. Ld Bel		
15 137868	**Tregenna** Steel Sc Sr *For full particulars See No. 40 below* *Elec.light*	4380 4130 2766	100A1 *(Class Contem plated)*				1917	J. Read-head & Sns Ld South Shields	Hain S.S. Co. Ld. (E. Hain & Son, *Mgrs.*)	400·0	52·0	~~26·8~~ 33·2	St. Ives British	T.3Cy.26″,43″&71″–48″ J. Readhead & Sons Ld. S Shl		
16	**Taisho Maru** Steel Sc *Elec.light* 1 Dk	1262 1037 862					1917	Harima Dockyard Hiogo		228·0 P15′B54′F27′	33·0	18·9	Nshino-miya Japanese	T.3Cy.14½″,24⅝″&40″–30″ 88NHP Okamoto Eng Wrks. Osaka		
17	**Thebea** Steel Sc Sr *ss* Cff. No. 1–10 (*ex* Konsul Schulte, *ex* Cora, *ex* Deux-Sèvres) 1 Dk (Stl) & *deep framing*	2207 2023 1322	✠ 11,13	Rot	*s*		1906 10mo	Forg. & Ch. de la Médit Havre	Joh. Thode & N. Ebeling *Intermediate B H in fore hold dispensed with* *Cell DB* a 98′u E 18′f 120′616t *FPT*	291·0 P23′B74′F35′	44·0	19·0 FK *Cem* 4 *BH only* 62t *APT* 32t	Altona German	T8Cy21.1⅛″,33⅜″&52″–35⅞″ 190NHP 2SB,6*cf*,GS108,HS3234 Forg. & Ch. de la Médit Hav.	21 ″ 4	
18 5356 JSTH	**Tolken** Steel Sc Sr *J.H.Sandberg* 12–12 *Elec.light* (*ex* Waldemar, *ex* Anna Podeus) 1 *Dk* 2 tr B	1628 1339 936					1908	Nordsee-werke Emden	Rederi Aktieb. Rex (G. Carlsson, *Mgr.*)	267·3 P20′Q95′B107′H92′ F31′	39·5	15·3	Gothenbrg Swedish *WB*	T.3Cy.22¾″,35½″&53½″–33½″ Ottensener 163NHP Masch. Ottensener		G
19 140364 ~~HGPS~~ JRDG	**Tyrhaug** Steel Sc Sr *E.Koren* 17–17 *Elec.light* 1 Dk & *Spar dk*	~~1482~~ ~~1377~~ ~~899~~ 1483 1378 892					1906	Fredrkstad Mek. Værks. Fredrikstad	~~Dampsk Vest-Norge Akties. (H. Schnitler, *Mgr.*)~~ The Shipping Controller (J. Goodall Sons, *Mgrs.*)	231·2	35·3	19·3	~~Kristiansund~~ Norwegian London British *WB*	T.3Cy.18″,29″&48″–33″ 132NHP Fredrikstad M.V Frdstad		N

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 Nom du Navire. Capitaine / Visites Périodiques.	3 Matériaux, Gréement, etc. Ex-noms, s'il y a lieu. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote.	6 Surveillance Spéciale. Date de la dernière Visite.	7 Port de Visite.	7a Dates de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Ob.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NP=Force en chevaux d'après les formules de la Société. RP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord ou saillie du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où noté, s'il n'est dans le Lloyd's Cert. R. Yacht.
20	Tenax	SteelScSr (Tug)	328 / 267					1908	Greenock& Grngemouth DockyardCo. Grngemouth		124·9	25·1	13·3 BK6"	Havre French	T.3Cy.17",27"&43"–27" 96NHP WB Muir&Houston,Ld.Gls.	14 " 0	
	(exBartlett) Elec.light	1Dk	41														
21	Teresa	IronTwinSc (Tug)	168 / —					1882	Spanish Government Carraca	J.Santamarina	115·0	22·0	6·2	Havana Cuban	B05		
	(exGunboatAlsedo)		71														
22	Thore	SteelScSr	210					1907	Thorskogs Mek.Værks. Lödöse	G.Gustafsson	100·4	22·3	9·9	Linköping Swedish	C.2Cy.10"&16"–15" 8NHP WB ThorskogsMekVrkLödöse		
4737		(exDalsland)	158								P26'H13tF11'						
JQMP	Mchy.Aft	1Dk	125														
23	Tirso	IronScSr	624					1867	Scott&Co. Greenock	Hijos deEnrique Gironella	235·5	27·1	14·5	Barcelona Spanish	T.3Cy.18½",32½"&49½"–33" Tpd.87 NB87 139NHP		V
	P.Ventura17–17 (exArgelia,exVicente Salinas,exPrincessHelena,exGalvanic)		— / 206								P66t len77				M'Tlwaine,Lewis&Co.Bel.		
24	Triana	IronSc3MstSr	748	✠		Npt		1877	Schlesingr, Davis&Co. Newcastle	Ybarra&Co.	199·7	28·3	15·0	Seville Spanish	C.2Cy.25"&45"–33" NB00 97NHP		
	E.Urriolabeitia12–14	(exMora)	606	9,80				3mó			Q79'B42'F23'			4BHCem	R.&W.Hawthorn,Nwc.		
JSLT	Well deck	1Dk2trB	507								DBa58'f66'						
25	Toyo Maru No. 2	SteelScSr	3030 / 1828	✠100A1 9,17 (ClassContem plated) ✠LMC9,17		Nag		1917	Matsuo IronWorks &Dockyard Nagasaki	Seihachiro Sawayama	311·0	44·2	27·0	Nagasaki Japanese	T.3Cy.22",37"&61"–42" 180lb 110lb 262NHP 2SB,6cf,GS114,HS4033 MatsuoI.Wks.&Dkyd.Nag	17 " 0 s4·10½ 22 " 5	
9mo	O.Hayakawa10–17	1Dk(Stl)&	301								P21'B78'F41'						
	Elec.light	2nd dk(Stl)inNos.1&3holds	2608								CellDB264'622tFPT782tAPT78t			FK 5BHCem			
26	Thistlemore	SteelScSr	6506	✠100A1 Shelter dk		Hpl	at	1917	Irvine'sSB &DDCo.Ld. WHartlepool	JohnstonLine,Ld. (Furness,Withy& Co.Ld.Mgrs.)	420·2	53·5	36·3	Liverpool British	T.3Cy.29",49"&80"–54" (s) 180lb 686NHP 3SB,12cf,GS246 HS10410 FD Blair&Co.Ld.Stockton	39 " 0 s10 " 0 29 " 4	
140538	E.W.Barry16–17		6303					10mo			FonShelter dk34'						
JRFD	Elec.light	2Dks(Stl)&Shelter dk(Stl)	4146	with freeboard 2,18~~10,17~~		Bel		Lloyd'sA&CP						FK 7BHCem			
	Cargo battens not fitted in Shelter'tween dks Tonnage opening closed 1917	3rd dk beams inNo.1hold															
	Carrying fuel oil F.P. above 150°F in D.B.			✠LMC10,17							CellDB351' 1156tDTa35				'954tFPT102tAPT108t		
27	Tangaroa	WoodScSr	253					1917	Morrison& Sinclair,Ld. Balm'n,NSW	ThePacificCable Board	120·0	25·0		British	Oil Engines		
	E.L.Tindall17–17	OilEng.	183								P58'F21'						
	Elec.light Mchy.Aft	1Dk	211														
28	Talaralite	SteelSc	2642	100A1				1917	Collingw'd S.B.Co. Collingwood	International PetroleumCo.	250·0	43·9	25·0	Toronto British	T.3Cy.18",30"&50"–36"		
138373				(ClassContem plated)							P76'F34'						
	Elec.light Mchy.Aft			CarryingPetroleum in bulk							Trunk dk139'				CollingwoodS.B.Co.		
29	Thyra	SteelScSr	2606					1917	Sörlandets Skibsbyggeri Fevik	Aktieb.Trans-marin (B. Ingelsson,Mgr.)	300·4	47·1	20·9	Hlsngborg Swedish	T.3Cy.22½",36"&60"–39" 225NHP WB FredrikstadM.V.Frdstad		N
	C.Larsson –17		2389								P23'B68'F34'						
		1Dk	1596														
30	Treneglos	SteelSc	~~4130~~ 4380 / ~~6780~~ 5768	✠100A1 Shelter dk with free board 3,18 (ClassContem plated) ✠LMC3,18		Shl	y	1917 1918 3mo	J.Read-head&Sons, Ld. S.Shields	HainS.S.Co.Ld.(E. Hain&Son,Mgrs.)	400·0	52·1	~~25·2~~ 35·2	St.Ives British	T.3Cy.26",43"&71"–48" (r) 180lb 90lb 488NHP 3SB,9cf,GS177,HS7198 FD J.Readhead&SonsLd.SShl	26 " 10 s3 " 3 24 " 0	
137869	F.Uren –18																
JSKR	Elec.light	1Dk(Stl)&Shelter dk(Stl)	5566					Lloyd'sA&CP						FK 6BHCem			
	Cargo battens not fitted in Shelter tween decks		3702	(ClassContem plated)				in D.B.&APeak			CellDBa131'uE23'f175'1003tAPT50t						
	Carrying fuel oil F.P. above 150°F																
31	Tenkai Maru	SteelScSr	3116	✠100A1 9,17		Nag	u	1917	Mitsubishi Dkyd&EWks Nagasaki	S.Koyanagi	305·0	43·7	27·2	Amagasaki Japanese	T.3Cy.19½",32"&54"–48" (s) 180lb 261NHP 2SB,6cf,GS93,HS3680 FD MitsubishiD.&E.Wks.Nag	27 " 3 s 4 " 4 23 " 3	
	A.Suna10–17		2695					9mo			P25'B94'F33'						
	Elec.light	2Dks(Stl)	1912	✠LMC9,17				A&CP			CellDB263'612tFPT58			FK 5BHCem	tAPT42t		
32	The Lady Carmichael	IronPad Sr	376					1871	A.McMil-lan&Son,Ld. Dumbarton	A.Tate&Co.Ld. Brito-FrancoShip-pingCo.Ld.(A.Tate &Co.Ld.,Mgrs.)	162·8	25·3	12·1	Newcastle British	Cy.40"–48"		
61581			365														
JRLH		1Dk	197												J.&J.Thomson,Glasgow		
33	Tento	SteelSc	2350					1917	PolsonIron Works Co.Ld. Toronto		251·0	43·5	22·9		T.3Cy.20½",33"&54"–36" 175NHP PolsonI.W.Co.Ld.Toronto		
	Elec.light	1Dk															
34	Tabatinga	SteelScSr (exStadtSchleswig)	1103 / 817					1902	Schömer& Jensen Tönning	Requisitioned by theBrazilian Government	219·4	33·3	13·7	Brazilian	T.3Cy.16½",27"&44"–28¾" 103NHP WB Schömer&Jensen,Tönning		
	Elec.light	1Dk	677								P12'Q56'B60'F25'						
35	Taubaté	ssRio.No.3–1,18 SteelScSr ~~ss Bhn.No.1–10~~	5099 / 4872	✠100A1 1,18		Bhn Rio	at 1,18	1905 10mo	Bremer Vulkan Vegesack	Requisitioned by theBrazilian Government	409·6	52·7	27·9	R.Janeiro Brazilian	Q.4Cy.24",34½",50¾"&72½" 53⅛"220lb f21lb(s) 528NHP 3SB.9cf,GS165,HS7104 FD	30 " 9	
	(exFranken)	2Dks(Stl–Uptteaks)	3223					Lloyd'sA&CP		CelliD Ba 123'uE&B				FK 6BHCem			
	Elec.light	lower dk(Stl)foreholds,		✠LMC1,18							78'f156'1172tFPT				BremerVulkan,Vegesack		
Sub.Sig.		Web frames after holds									18tAPT13t						
36	Therezina	SteelScSr (exSiegmund)	3034 / 2584					1905	Irvine's SB &D.D.Co.Ld WHartlepool	Requisitioned by theBrazilian Government	319·0	45·0	22·2	Brazilian	T.3Cy.23½",38"&64"–42" Richardsons, 263NHP WB Westgarth&Co.Ld Hpl.		
	Elec.light	2Dks	1913								P38'B38'F40'						
37	Taifuku Maru No. 14	SteelSc	5875 / 5603	100A1 Awng dk				1918	Kawasaki Dkyd.Co.Ld. Kobe	KawasakiDock-yardCo.Ld.	385·0	51·0			T.3Cy.26",43½"&72"–48"		
	Elec.light		4278														
				(ClassContem plated)											KawasakiDkydCoLdKobe		
38	Taifuku Maru No. 15	SteelSc	5875 / 5603	100A1 Awng dk				1918	Kawasaki Dkyd.Co.Ld. Kobe	KawasakiDock-yardCo.Ld.	385·0	51·0			T.3Cy.26",43½"&72"–48"		
	Elec.light		4278														
				(ClassContem plated)											KawasakiDkydCoLdKobe		
39	Tarahne	WoodTwinSc	177					1917	British YukonNav. Co.Ld. Atlin.B.C.	BritishYukonNav. Co.Ld.	78·2	20·3	5·8	Vancouver British	Oil Engine 8Cy.6¼"–9" BuffaloGasoline MotorCo.N.Yk.		
138539		Oil Eng.	142														
		2Dks	120														
40	Tregenna	SteelSc	5772 / 4131	✠100A1 Shelter dk		Shl	y	1917 12mo	J.Read-head&SnsLd SouthShields	HainS.S.Co.Ld. (E.Hain&Son, Mgrs.)	400·1	52·1	33·2	St.Ives British	T.3Cy.26",43"&71"–48" (r) 180lb 90lb 488NHP 3SB,9cf,GS171,HS7198 FD	26 " 10 s 3 " 3 24 " 0	
137868	A.B.Donald –17																
JRVM	Elec.light	1Dk(Stl)&Shelter dk(Stl)	3706	with freeboard 12.17				Lloyd'sA&CP		CellDBa131'	uE23'f175'1003t			FK 6BHCem	J.Readhead&SonsLd.SShl		
	Cargo battens not fitted in Shelter'tween dks							50° F.		in DB&APT	APT50t						
				Carrying fuel oil F.P. above													
				✠LMC12,17													

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. / Master. / Special Surveys.	3 Material, Rig, &c. / Late Name if any. / No. of Decks, &c.	4 Register Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character.	6 Port of Survey.	7 Date when last classed now expired. Equipment Letter.	7* Date when last classed.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which Classed, if not in L.R. Symbol of Classification.
41	Toniura Maru *K.Suzuki* 16–17	Steel ScSr	3810 3488	✠100A1 12,17	Nag	*w*		1918	Mitsubishi Zosen Kaisha, Ld. Nagasaki	Mitsu Bishi Goshi Kaisha	345·0 P33	50·0 B74	29·0 F40'	Tokio Japanese	T.3Cy.23″,38″&64″–43″ (*s*) 200lb 339NHP 2SB,6*cf*,GS109,HS338 FD Mitsubishi Zosen Kaisha Ld	29 ″ 1 s 5 ″ 6 23 ″ 11	
	Elec.light	2 *Dks*(*Stl*)	2343	(*Class Contem plated*) ✠LMC12,17				12mo					FK	5 *BHCem*			
								Lloyd's SA&CP			*Cell D B* 294′ 77 2*t*		*APT* 27*t*				
42	Trontolite	Steel ScSr	6400	100A1				1918	Skinner & Eddy Corp. Seattle, Wash	W.C. Teagle	420·0 P98′	57·0 B35′	28·9 F37′	Wilmington, Del. Utd. States	1 Steam Turbine General Electric Co. Schenectady, N.Yk.		
	Elec.light			(*Class Contem plated*) *Carrying Petroleum in bulk*													
43	Tricord *J.Stuart* 10–16	Steel ScSr	2827 2697	✠100A1 1,16	Shl	*u*	5,17	1905	Furness, Withy & Co Ld 1mo W Hartlepool	Tree S.S. Co. Ld. (Howard Jones & King, *Mgrs.*)	325·0 P24′	47·0 B94	22·3 F32′	London British	T.3Cy.23″,40″&65″–42″ (*s*) 200lb *200lb* 304NHP 2SB,6*cf*,GS100,HS547	24 ″ 10 s 4 ″ 2½ 21 ″ 0	
120491 HBTK	(*ex* Harmonic)	ss Shp. No. 2–13 1 *Dk*(*pt Irn & pt Stl*) *& deep framing*	1826	*Examined* 5,17 ✠LMC 5,17				*Lloyd's* SA&CP		*Cell D Ba* 102′	*u E&B* 42′ *f* 136′ 71 3*t*		FK *APT* 30*t*	5 *BHCem*	Richardsons, Westgarth & Co. Ld. Hpl.		
44 137870 JTGS	Trevose *Elec.light* 1 *Dk*(*Stl*) *& Shelter dk*(*Stl*) *Cargo battens not fitted in Shltr 'tween dks*	Steel Sc	5768 5566 3702	✠100A1 *Shelter dk with freeboard* 5,18 (*Class Contem plated*) *Carrying oil fuel F.P. above 150° F. in D B & APT*	Shl	*y*		1918 5mo	J Readhead & Sons. Ld. South Shields	Hain S.S. Co. Ld. (E. Hain & Son, *Mgrs.*)	400·0 400·2	52·1	33·2	St. Ives British	T.3Cy.26″,43″&71″–48″ (*s*) 180lb *90lb* 488NHP 3SB,9*cf*,GS177,HS7198 FD J. Readhead & Sns, Ld. S. Shl	26 ″ 10 s 3 ″ 3 24 ″ 0	
				✠LMC 5,18				*Lloyd's* SA&CP		*Cell D Ba* 131′ *u E* 23′ *f* 175′ 100 3*t*			FK *APT* 50*t*	6 *BHCem*			
45	Teilfeld	Iron ScSr (*ex* Fanny) 1 *Dk* 2 *tr B*	484 423 275					1883	Gothenburg Mek. Verkst Gothenburg	Continentale Rhederei A.G.	145·7 B49*t*	24·6 H7*t*	15·2 F4*t*	Hamburg German	C.2Cy.19″&31″–20″ NB95 36NHP Gothenburg Mek. Verkst.		N
46 MQSN	Tone *H.Jensen* 17–17 *Mchy.Aft*	Steel ScSr *Oil Eng.* 1 *Dk*	494 351 331					1917	Nes Mekaniske Verksted Tönsberg	Akties. Thor (S. Lövold, *Mgr.*)	150·5 P33′	27·1 F21′	11·0	Chrstiania Norwegian	Oil Engine 4Cy.15″–16⅛″ J&CG Bolinders Co Ld. Skm		N
47 WLGP	Tune *D.E.Lugaard* –16 (*ex* Gijonès) *Elec.light* *Cargo battens not fitted*	Steel ScSr 1 *Dk*(*Stl*)	2050 1683 1275	✠100A1 7,17 ✠LMC 8,15	NNs	*r*		1916 8mo	American S.B.Co. Cleveland, O. A&CP	Skibsaktieb. "Tune" (R.M. Vik)	251·0 P28′ B64′ F27′	43·5	18·2 FK	Tönsberg Norwegian	T.3Cy.20″,33″&54″–40″ (*s*) 180lb 271NHP 2SB,6*cf*,GS126,HS5246 American S.B.Co. Lorain	20 ″ 2 s 2 ″ 9½ 17 ″ 9	
										Cell D B 212′ 54 5*t*	*F PT* 67*t*		*APT* 77*t*	4 *BHCem*			
48	Tilburg	Steel ScSr 1378 1 *Dk*	1350 1190 795					1917	L. Zmit & Zoon Kinderdijk		238·0 P23 B62′ F24′ 239·3	36·0 16·6 36·2	19·0	*WB*	T.3Cy.17½″,29½″&46½″–36″ 130NHP L. Zmit & Zoon, Kinderdijk		
49	Tyro	Steel Sc	747 529					1917	N.V. Boele's Schp & Mchf. Bolnes	Hudig & Veder	180·0 Q110′	28·4 B12	12·4 F20′	Rottrdam Dutch	T.3Cy.15⅝″,24½″&39½″–27½″ 82NHP *WB* N.V. Boele's Mch. f'rk. Bolnes		
	Mchy. Aft	1 *Dk*	323														
50 WLVM	Tacoma *A. Helmer* 17–17 *Mchy Aft Elec.light* (*See Sailing Ship Register*)	Wood Aux Sc 4 Mst Sr *Oil Eng.* 1 *Dk* 2 *tr B*	1608 — 1343					1917	Washngtn Shipping Corp. Seattle, Wash	Skibs. Akties. Tacoma (K.M. Pedersen)	220·0	43·0	21·0	Kragerö Norwegian	Oil Engine 8Cy.14″–18½″ A Meitz Corp. Seattle, Wash		V
51	Taza	Steel Twin Sc Sr (*ex* Chile)	641 530					1904	Grngem'th & Greenock Dockyard Co. Grngemouth	Cie. Générale Transatlantique	205·0 B55′	33·7 F22′	10·5	French	T.3Cy.11″,18″&36″–22″ 81NHP		V
	Elec.light	1 *Dk*	420											*WB*	Muir & Houston, Ld. Gls.		
52	Taiyu Maru	Steel Sc	6071 5170	✠100A1 12,17	Kob	*z*		~~1918~~ 1917	Osaka Iron Works, Ld.	Uchida Kisen Kabushiki Kaisha	407·2 ~~P42′~~ P40′	50·8 ~~B137′~~ B137′	32·5 ~~F20′~~ F46′	Osaka ~~Japanese~~ Japanese	T.3Cy.27″,45″&75″–51″ (*s*) 180lb *120lb* 553NHP	32 ″ 7	
	Elec.light	2 *Dks*(*Stl*)	4433	(*Class Contem plated*) ✠LMC 12,17				12mo *Lloyd's* SA&CP	Osaka		*Cell D B* 360′ 98 2*t*	*D Ta* 27′ 76 7*t*	*F PT* 106*t*	7 *BHCem*	3SB,9*cf*,GS190,HS8100 FD Osaka Iron Wrks, Ld. Osaka		
													APT 26*t*				
53 7480 JSFH	Takahama Maru	Wood Sc	418 — 211					1905	Osaka	Osaka Shosen Kabushiki Kaisha	151·0	22·2	16·2	Osaka Japanese			
54 7497 JWPK	Takamatsu Maru	Wood Sc	432 — 256					1906	Osaka	Osaka Shosen Kabushiki Kaisha	152·8	22·6	16·8	Osaka Japanese			
55 MDVF	Torgrim *A. Sætre*	Steel Sc Sr 1 *Dk*	134 126 54					1908	Rosenbergs Mek. Verks. Stavanger	P. Skarbövig	106·8	19·0	9·8	Aalesund Norwegian	C.2Cy.10½″&23″–15″ 17NHP Rosenbergs Mek. Verksted.		N
56 976 HBNC	Tucapel	Wood Sc *Oil Eng.*	307 — 230					1916	Oettinger Hnos. y Cia. Valdivia	Oettinger Hnos. y Cia.	126·3	25·1	13·6	Valdivia Chilian	Oil Engine		
57	Taifuku Maru No. 18 *Elec.light*	Steel Sc	5800 5600 4250	100A1 *Awng dk* (*Class Contem plated*)				1918	Kawasaki Dkyd. Co. Ld. Kobe		385·0	51·0	28·0		T.3Cy.26″,43½″&72″–48″ Kawasaki Dkyd Co. Ld. Kob		
58	Toko Maru *Elec.light*	Steel Sc Sr 1 *Dk*	1500					1917	Ishikawajima S.B.& E.Co.Ld. Tokio	Kanamori Kisen Kaisha	230·0 P28′	33·0 B53′	19·6 F24′	Uraga Japanese	T.3Cy.15″,24½″&40″–30″ 88NHP *WB* Ishikawajima S.B.&E.Co. Ld. Tokio		
59 MQPV	Taakeheimen (*ex* Sailing Vessel Lucinda I, Lowell)	Wood Sc *Motor*	119 98 71					1899	Essex, Mass.	L. Schjelderup	90·7	24·3	9·3	Bodö Norwegian	Motor *Efitted* 17		
60	Tama Maru *Y. Yano* –18 *Elec.light*	Steel Sc Sr 1 *Dk*(*Stl*) 2 *n l dk*(*Stl-except in No. 2 hold*)	3018 2608 ~~1838~~ 1832	✠100A1 3,18 (*Class Contem plated*) ✠LMC 6,18	Nag	*u*		1918 3mo	Matsuo Irn Wks & Dkyd. Nagasaki A&CP	~~Utsunomiya~~ Tokio Kaiun Kabushiki Kaisha	311·0 P21′	44·2 B78′	27·0 F41′	Amagasaki ~~Nagasaki~~ Japanese	T.3Cy.~~31~~ 22″,37″&61″–42″ (*s*) 180lb *110lb* 262NHP 2SB,6*cf*,GS114,HS4033 Matsuo Iron Works & Dkyd	27 ″ 0	
										Cell D B 151′ 62 2*t* 264	*F PT* 82*t*		*APT* 78*t*	5 *BHCem*			
61 138345	Thomas B. *W.B. Butler*	Wood Sc Sr (*ex* Yacht Cora) 1 *Dk*	199 171 135					1885	C.E Pollion Brooklyn NY	G.A. Wootten	130·2 H26*t*	22·6	12·6	Halifax NS British	C.2Cy.14′&28″–18″ L. Wright *Bmade* 09 65RHP Mch. Wrks. Newark, N.J.		
62 136149 JSMP	Tirydail *Hammond* –18 *Mchy.Aft* *Well deck*	Steel Sc Sr 1 *Dk*(*Stl*)	650 474 363	✠100A1 3,18 ✠LMC 3,18	Npt	*i*		1918 3mo *Lloyd's* SA&CP	C.H Walker & Co. Sudbrook	Cleeves' Western Valleys Anthracite Collieries, Ld. (T.D. John, *Mgr.*)	176·0 Q107′	27·6 F22′	11·8 FK	Swansea British	T.3Cy.13″,23″&34″–22½″ 180lb 60RHP 1SB,3*pf*,GS49,HS1496 Plenty & Son, Ld. Newbury	13 ″ 9	
										Cell D B 112′ 16 2*t*	*F PT* 35*t*		*APT* 12*t*	3 *BHCem*			

*This vessel which was classed in the Germanischer Lloyd, has now been surveyed by the Surveyors to Lloyd's Register

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Grément, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant exprimé. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dis. des Cylindres.—Course. Pression des Chaudières. NHP= Force en chevaux d'après les formules de la Société. RHP= Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux par quille. Franc-bord en tillacs et navire. Tirant d'eau correspondant. pds. pds.	15
63 141875 JSKD	Trafalgar SteelScSr *G.S Paterson* –18 *Elec.light* 2*Dks*(*Stl*)	5021 4759 3180	✠100A1 3,18 ✠LMC3,18 *Carrying fuel oil F.P. above*	PGl	*z*		1918 3mo *Lloyd's*	R.Duncan & Co.Ld. Port Glasgow *SA&CP* *F. in DB*	L.Glen *CellD*	405·3 P43′ 53·0 B126′ 27·4 F46′ FK *Ba*130′*uE*24′*f*184′1			Glasgow British 233*tDTf*28′	T.3Cy.27″,44″&73″–48′ (*s*) 180lb 538NHP 3SB.*9cf*,GS186,HS8151 FD J.G.Kincaid&Co.Ld.Grk. 815*tAPT*25*t*	30 ″ 0	
64 4502 JPNM	Toften SteelScSr ~~*Extreme* –18~~ *ss*Els.No.3–7,16 (ex O.H.Wiens) 1*Dk*(*Stl*)&*deep framing* *A.Eelberg* –18 ~~*Cargo battens not fitted*~~	2393 2187 1448	✠100A1 3,18 ~~7,16~~ BS3,18 ✠LMC7,16	Els	*t*	~~7,16~~ 3,18	1905 11mo *Lloyd's*	Murdoch & Murray Pt.Glasgow *SA&CP*	Rederiakt.Transatlantic(G.Carlsson,*Mgr.*) *CellDBa*96′	299·3 P27′ 44·5 B74′ 19·9 F26′ FK *uE&B*38′*f*124′640*t*			Gothenbrg Swedish 5*BHCem* *APT*100*t*	T.3Cy.22″,~~36¼″~~&59″–39″ (*s*) 180lb *100lb* 238NHP 2SB.*6cf*,GS97,HS3716 D.Rowan&Co.Glasgow	22 ″ 4 s 3 ″ 4½ 19 ″ 3	
65	Tofuku Maru SteelSc *Elec.light* 2*Dks*(*Stl*)&*Awng dk*(*Stl*)	5858 5536 4292	✠100A1 *Awng dk with freeboard* 2,18 ✠LMC2,18	Kob	*y*		1918 2mo *Lloyd's*	Kawasaki Dkyd.Co.Ld. Kobe *SA&CP*	Kawasaki Dockyard Co.Ld. *CellDB*	385·0 P334′ 51·0 B111′ 36·0 F126′ FK 8*t FPT*126*t*			Kobe Japanese 6*BHCem* *APT*98*t*	T.3Cy.26″,43½″&72″–48″ (*s*) 200lb 444NHP 2SB,*6cf*,GS126,HS5809 FD KawasakiDk dCoLdKobe	36 ″ 0 s 9 ″ 3½ 27 ″ 1	
66	Thong-Samud SteelSc (ex Patani) *Elec.light* 1*Dk*&*deep framing*	1819 1418 1086	G.L.Bgk. 2,18 (*See footnote**)				1907	Schiffsw.v. Henry Koch Lübeck	Requisitioned by the Siamese Government	265·8 P36′ 40·0 B75′ 16·5 F38′			Bangkok Siamese *WB*	T.3Cy.17½″.28¾″&46½″–32½″ 121NHP J.F.Anrens,Altona		
67	Totai Maru SteelSc *Elec.light* *Longitudinal framing*	3200 2700 2000	100A1 (*Class Contem plated*)				1918	Osaka Iron Works Innoshima	Towa Kisen Kabushiki Kaisha	205·0 P19′ 43·7 B82′ 25·0 F32′			Japanese	T.3Cy.22″,37″&61″–42″ Osaka Iron Wks.Ld.Osaka		
68	Tomiura Maru SteelScSr *Elec.light*	3810 3468 2343	100A1 (*Class Contem plated*)				1918	Mitsubishi Zosen Kaisha Ld. Nagasaki	Mitsubishi Shoji Kaisha	345·0 P33′ 50·0 B74′ 29·0 F40′			Tokio Japanese	T.3Cy.23″,38″&64″–48″ Mitsubishi Zosen Kaisha		
69	Trentino SteelScSr 2*Dks* *Elec.light* *Cruiser Stern*	1950					1918	Dundee S.B.Co.Ld. Dundee	Ellerman's Wilson Line,Ld.	310·0 P 44·6 B 17·7 F			Hull British	*WB* Earle's Co.Ld.Hull		

1	2 3	4	5 6 7	7*	8 9	10	11	12	13	14	15
No. in Book.	Steamer's Name. Material, Rig, &c.	Regist'd Tonnage.	Particulars of Classification.	Date when last shaft was scen.	Built.	Owners.	Regist'd Dimensions. Deck Erections, &c.	Port of Registry.	Engines.	Moulded depth.	Registers in which classed, if not in L.R. (Insert name of Register.)
Official No.	*Master.* *Late Name if any.*	Gross. — Under deck. — Net.	Character. — † for Special Survey. Date of last Survey. Port of Survey. Years assigned. How explod. Equipment Letter		When / By Whom — Where		Length. Breadth. Depth.	Flag.	No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Freeboard amidship. Corresponding draught. ft. in.	
Code Letters.	Special Surveys. No. of Decks, &c.										

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1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné / Terme expiré. Lettre d'équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. pe.	15
1 Urie 139797		SteelScK 1Dk	226 213 87	✠100A1 StmTrawler 4,17 ✠LMC4,17	Abn			1917 4mo Lloyd'sA&CP	A.Hall&Co.Ld. Aberdeen	R.W.Lewis	121·0 22·2 12·1 BK 7½"	Aberdeen British	T.3Cy.12",20"&34"–24" (s) 180lb 71RHP 1SB.3pf,GS44,HS1230 DT/5·11t A.Hall&Co.Ld.Aberdeen	13 ″ 0	
2 Undaunted Elec.light	Fitted for oil fuel (Tug) 1Dk	SteelScSr						1917 Lloyd'sA&CP	Union Iron Works Co. Alameda,Cal.	RolphNav.&Coal Co.	135·0 28·0 14·0 FK Cell DB210′628t FPT80t	S.Frncisco Utd.States WB	T.3Cy.16½",26"&44"–30" Union 106NHP Iron Works,Alameda,Cal.		
3 Ugelstad R Burke00–17 Elec.light Now named "Rutenfjell," See No. 35 in Supplement	1Dk(Stl)	SteelScSr	2406 2221 1463	✠100A1 8,17 ✠LMC8,17	PtA	r		1917 8mo	Pt.Arthur S.B.Co. PtArthurOnt	GreatLakes Transportation Co. (J.Playfair, Mgr.) A&CP	251·0 43·8 26·5 P27′B78′F27′ FK Cell DB210′628t FPT80t	Chrstiania Norwegian 4BHCem APT105t	T.3Cy.20",33"&54"–40" (s) 190lb 278NHP 2SB,6ef,GS126,HS5246 PortArthurS.B.Co.	28 ″ 3 s 4 ″ 2 24 ″ 5	
4 Utsire Elec.light	1Dk	SteelScSr	1670 1200 985					1917	Laxevaags Msk.&Jrnskb Bergen	J.K.Haaland	246·2 37·9 16·8 P19′Q78′B55′F31′	Haugesnd Norwegian WB	T.3Cy.18",29"&49"–33" 138NHP LaxevaagsMsk&Jrns.Bgn		
5 Ulla 4669 TQGP	H.Franzen –07 ex Rabenstein)	SteelScSr (ex Bergslagen, 1Dk	1254 1047 746					1899	Howaldts-werke Kiel	Rederiaktieb. Tertia (~~J.Lignell, Mgr.~~) (IvarLignell Mgr.)	243·4 35·3 14·8 Q77′B112′H95t F27′	Gothenbrg Swedish WB	T.3Cy.17½",27⅝"&43¼"–27⅝" 98NHP Howaldtswerke,Kiel		V.
6 Uberaba Elec.light Sub.Sig. Wireless 2Dks	(ex Henny Woermann) Sub.Sig. Wireless 2Dks	SteelScSr	6062 4240 3621	G.L.Rio.4,18 (See footnote*)				1911	Reiherst'g Schiffsw. Hamburg	Requisitioned by the Brazilian Government	393·1 52·3 26·9 P&B272′F62′	RioJaneiro Brazilian WB	Q.4Cy.26⅜",38⅜",55½"&81½"–55⅛" 490NHP Reiherst.Maschinenf.Ham.		
7 Uppland 2959 GMNB (ex Marie)	E Taube04–17 1Dk(ptIrnptStl)ss deep framing	SteelScSr ssHbg.No.3–10.15	2142 1962 1218	✠100A1 9,16 BS9,17 ✠LMC6,15	Cpn	s	9,16	1902 1mo Lloyd'sA&CP	Helsingörs Jernsk.&Msk. Elsinore	Angf.Aktieb. Tirfing (AxelBrostrom&Son, Mgrs.) Cell DBa & u E	291·6 40·2 19·1 Q20′B70′H120′ F35′ FK 5 112′f120′578t FPT 58t APT44t	Gothenbrg Swedish 5BHCem HelsingörsJernsk.&Mskb.	T.3Cy.20⅜",35"&57"–39" (s) 185lb 270NHP 3SB,6rf,GS113,HS1800	21 ″ 10 s 3 ″ 6½ 18 ″ 7	
8 Unnan Maru Elec.light	1Dk	SteelScSr	2177 1885 1295					1917 Tokio	Ishikawa-jimaS.B.Co.	OsakaShosen KabushikiKaisha	268·0 40·7 23·5 P13′B58′F27′	Japanese WB	T.3Cy.19",31½"&52"–39" 169NHP IshikawajimaS.BCo.Tokio		

1	2 3	4	5 6 7	7*	8 9	10	11			12	13	14	15
No. in Book.	Steamer's Name. Material, Rig, &c.	Regist'd Tonnage	Particulars of Classification.	Date when last dealt with last surv.	Built.	Owners.	Regist'd Dimensions. Deck Erections, &c.			Port of Registry.	Engines.	Moulded depth.	Registers in which classed, if not in L.R. Date of Trade Cert.
Official No.	*Master.* *Late Name if any.*	Gross. — Under deck. — Net.	Character. — ✠ for Special Survey. Date of last Survey.		When — By Whom — Where		Length.	Breadth.	Depth.	Flag.	No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Freeboard amidships — Corresponding draught. ft. in.	
Code Letters.	Special Surveys. No. of Decks, &c.		Port of Survey. Years Assigned. now carried. Rig by next Letter.										

1 Numéro Officiel. Signaux	2 Nom du Navire. Capitaine / Visites Périodiques.	3 Matériaux. Gréement. etc. Ex-nom, s'il y a lieu. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Forme inusitée. Machines exprimé. Lettre d'équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NP=Force en chevaux d'après les formules de la Société. RP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Longueurs où coque a ete mesurée dans le Doc. Dock Cert. Dr. Trans.
1	**Valparaiso**	Steel Twin Sc 3 Mst Sr	3762	✠100A1	Cpn	s		1917	Akt. Burmeistr & Wain	Rederiaktieb. Nordstjernan (A. A. Johnsson, *Mgr.*)	364·5 | 51·4 | 22·1	Stockholm	Oil Engines 4 S.C.SA	25 ″ 6
	O.E.C. Ekström –17 *Oil Eng.*		3375	*Shelter dk*	BAs			4mo	Copenhagen			Swedish	12Cy.23¾″–35⅞″ 482NHP	s 2 ″7½
	Elec. light 2 *Dks* (*Stl*) *& Shelter dk* (*Stl*)		2259	*with freeboard*									DB *100lb*	23 *s8*
	Well deck			3,18 ~~4,17~~	✠LMC4,17								Akt Burmeistr & Wain, Cpn	
2	**Vasna**	Steel Twin Sc Sr	5767	✠100A1	Gls	s		1917	A. Stephen	British India Stm. Nav. Co. Ld.	390·1 | 53·3 | 31·9	Glasgow	T.6Cy.20¾″,35″&60″–45″ (*s*)	26 ″ 6
137850	*F.G. Pittam* 17–17		4871	*Shade dk*				6mo	&Sons, Ld. Glasgow		F52′ *on Shade dk*	British	215lb 969NHP	s 8 ″ 4½
JQFP	2 *Dks* (*Stl–U wks*) *& Web frames*		3020	6,17	✠LMC6,17			*Lloyd's A & CP*			FK 6 *BHpt Cem*		6SB.*18cf*, HS15907 FD	18 ″ 9
	Elec. light	*& Shade dk* (*Stl–teaks*)		*Fitted for oil fuel* 6,17			*F. P.*	*above*	150° F.		*Cell DB* 335′ 792*t*		A. Stephen & Sons, Ld. Gls.	
													FPT 35*t APT* 75*t*	
3	**Vronwen**	Steel Sc Sr	~~6200~~	✠100A1	Sld	*y*		1917	Short Bros. Ld. Sunderland	W. & C.T. Jones S.S. Co. Ld.	405·0 | 52·0 | ~~23·5~~ | 31·5	Sundrland	T.3Cy.27½″,45″&75″–48″ (*s*)	34 ″ 6
137263	*L.J. Llewellyn* –17 1 *Dk* (*Stl*) &		4100	*Shelter dk with freeb'rd*				7mo				British	180lb *180lb* 460NHP	s 8 ″ 5
JQKF	*Elec. light*	*Shltr dk* (*Stl*) *& Web frms* 5474	~~8850~~	*(Class Contem plated)*				*Lloyd's A & CP*			FK 6 *BH Cem*		3SB.*12cf*, GS228, HS7620	26 ″ 6
		Longitudinal framing	3573	7,17	✠LMC7,17					*Cell DB* 354′ 1588*t FPT* 163*t APT* 181*t*			G. Clark, Ld. Sunderland	
4	**Vambery**	Steel Sc K	316	✠100A1	Hul			1917	Cochrane & Sons, Ld. Selby	Atlas Stm Fishing Co. Ld (Letten Bros. *Mgrs.*)	135·3 | 23·5 | 12·3	Grimsby	T.3Cy.13″,23″&37″–24″ (*s*)	13 ″ 1
139956			278	*Stm Trawler*	Sws			5mo			Q74′ F21′	British	200lb 84RHP	
	Elec. light	1 *Dk*	127	6,18 ~~7,17~~				*Lloyd's A & CP*			BK 7½	4 *BH Cem*	1SB.*3pf*, GS47, HS1400	
					✠LMC7,17								C.D. Holmes & Co. Ld. Hull	
5	**Ville de Thann**	Iron Sc Sr	1416	✠100A1	Bry	*p*	6,16	1880	R. Duncan & Co	Groupement Industriel de Charbons & de Transports	244·6 | 34·1 | 15·7	Rouen	C.2Cy.22″&58″–36″ (*s*)	18 ″ 6
	Croix –17 *ss* Shl. 2nd No. 3–2,09		1080	7,16				12mo	Pt. Glasgow		Q89′ B129*t* F27′	French	120lb *100lb* NDB14 153NHP	s 2 ″ 0
LKJD	(*ex* Fred rel, *ex* Isto, *ss* Shl No. 1–13		888	*Examined* 5,17				*Lloyd's A & CP*			FK 4 *BH Cem*		1 DB, *4pf*, GS65, HS2800	16 ″ 9
	Well deck ex Advance)	1 *Dk* (*Irn*) *2trB*		✠NB7,03 ~~MBS10,15~~	✠LMC~~4,15~~ 5,17						*Cell DB* 212′ 320*t*		Rankin & Blackmore, Grk.	
6	**Ville d'Arras**	Steel Sc Sr		100A1				1917	N. of Irelnd S. B. Co. Ld. Londonderry	~~Cie. Havraise Pen. de Nav. à Vap.~~ The Shipping Controller (Lamport & Holt Ld., *Mgrs.*)	350·4 | 51·3 | 25·8	~~Havre~~ ~~French~~ London British	T.3Cy.25″,41″&68″–48″	
			3759								P32′ B205′ F33′			
	Elec. light Ref. Mchy.			*(Class Contem plated)*									J.G. Kincaid & Co. Ld. Grk.	
7	**Viken**	Steel Sc Sr	~~1850~~	✠100A~~—~~	Got			1917	Lindholmens M.V. Gothenburg	Förnyade Ångf. Aktieb. Viking ~~(J.M. Danneberg,~~ (G. Carlsson *Mgr.*)	262·0 | 42·7 | 18·1	Gothenbrg	T.3Cy.20½″,33″&55″–36″ (*s*)	20 ″ 6
5931	*K.H. Rudberg* 17–17	4 Mst Sr 185	~~1820~~	5,18 ~~Ke.17~~				10mo			P24′ B65′ F28′	Swedish	185lb 214NHP	s 2 ″ 10
KBTN	*Elec. light*	1 *Dk* (*Stl*) 1621	~~1030~~	*(Class Contem plated)*							BK 8½	4 *BH Cem*	2SB, *6cf*, GS110, HS3500	18 ″ 0
			1107		✠LMC10,17						*Cell DB* 221′ 471*t APT* 41*t*		Lindholmens M.V. Got.	
8	**Verda E. Turner**	Wood Aux Sc Sr	449					1917	Clooney Const. & Towing Co. Westlake, La.	N.E. Turner	147·0 | 35·0 | 10·5	N. Orleans Utd. States	Oil Engine	R
214570		*Oil Eng.*												
		1 *Dk*	420											
	(*See Sailing Ship Register*)													
9	**Vesta**	Iron Sc Sr	538					1884	H. Kock Lübeck	Stockholms Rederiaktieb. Svea (Hj Blomberg, *Mgr.*)	150·0 | 25·1 | 12·8	Stockholm Swedish	C.2Cy.18″&31″–22″ 38NHP	
1104	*G.W. Svensson* 09–06		373								P95′ H18*t* F20′			
HSFQ		1 *Dk*	297										O. Henniges & Co. Berlin	
10	**Victoire**	Steel Sc Sr	1065					1883	Lloyd Austro-Ungarico Trieste	H.G. Stephen	221·9 | 31·5 | 21·7	Marseilles French	C.2Cy.30″&55″–27″ NB98 131NHP	
	(*ex* Virginia, *ex* Alexandria,		—										Arsenale Lloyd, Trieste	
	Elec. light	*ex* Aphroditi, *ex* Reka)	624											
11	**Vedic**	Steel Twin Sc	9060					1918	Harland & Wolff, Ld. Belfast	Oceanic Stm Nav Co Ld. (White Star Line)	460·5 | 58·3 | 37·3	Liverpool British	4 **Geared Steam Turbines** geared to 2 Screw Shafts	
		Cruiser Stern	8310								P59′ B130′ F53′			
	Elec. light Ref. Mchy.	3 *Dks*	5600									*WB*	Harland & Wolff Ld. Bel.	
12	**Veronica**	Steel Sc Sr						1917	Limhamn's Skeppsv. A/B. Limhamn	Rederi A/B. Activ.	238·0 | 37·6 | 18·2	Hisingborg Swedish	T.3Cy.17¼″,29½″&48″–31½″ 129NHP	
	F. Börgesson –17										P29′ B60′ F28′			
		1 *Dk*										*WB*	Limhamns Skppsv. A/B.	
13	**Vestad**	Wood Aux Sc Ctr	106					1917	N. K. Bolsönes Hevne Molde	K.J. Westad	87·9 | 22·5 | 9·4	Molde Norwegian	C.2Cy.8½″&19″–12″ 10NHP	N
MQBH	*J. Antonsen* –17	*Stm. Eng.*	95										Storviks M.V. Xiansund	
		1 *Dk*	45											
	(*See Sailing Ship Register*)													
14	**Vesterhavet**	Wood Sc	130					1917	H. Gravdal Opsanger, Bergen	Akties. Ishavet (M. Knutsen, *Mgr.*)	98·7 | 21·5 | 10·2	Aalesund Norwegian	C.2Cy.9″&20–15″ 13NHP	
	M. Marö		117										Mjellem & Karlsen, Bergen	
MQDH			63											
15	**Victorie**	Steel Sc Sr	684					1917	W.F. Stoel & Zoon Alkmaar	N.V. Burgerhout's Mchf. & Scheepw.	181·4 | 28·1 | 12·4	Rottrdam Dutch	T.3Cy.	
			493								Q113′ F23′			
	Mchy. Aft	1 *Dk*	321									*WB*	Burgerhout's Mchf. & Schpw. Rotterdam	
16	**Ville de Reims**	Steel Sc Sr	4683	✠100A1	PGl	*x*		1918	W. Hamilton & Co. Ld. Port Glasgow	The Shipping Controller (Lamport & Holt, Ld., *Mgrs.*)	376·0 | 52·2 | 25·5	London British	T.3Cy.25″,41″&68″–48″ (*s*)	28 ″ 0
142396	*J Bryne* 93–18		4124	5,18				5mo			P27′ B217′ F35′		180lb *100lb* 489NHP	
JTGK	*Elec. light*	2 *Dks* (*Stl*)	2916	*(Class Contem plated)*				*Lloyd's A & CP*			FK 7 *BH Cem*		3SB, *9cf*, GS185, HS7602 FD	
					✠LMC5,18					*Cell DL* 332′ 1061*t FPT* 81*t APT* 13*t*			Barclay, Curle & Co. Ld. Gls.	
17	**Valpen**	Iron Sc Sr	1380	✠~~100A1~~	Got	*o*	N 9,16	1885	Palmers' Co. Ld. Newcastle	Förnyade Angf. Aktieb. Viking (G. Carlsson, *Mgr.*)	240·6 | 33·7 | 18·0	Gothenbrg Swedish	C.2Cy.29″&57″–39″ (*a*)	19 ″ 2
Wrecked 5464	*J. Kullberg* 17–17	*ss* Nwc. 2nd No. 3–1,06	1134	11,17				8mo			Q93′ B50′ F29′		80lb *90lb* NDB01 154NHP	sl ″10½
JTHN	(*ex* Regina,	*ss* Ant. No. 2–14	799	DBS7,16	✠LMC~~6,14~~			*Lloyd's A & CP*			FK 4 *BH Cem*		2SB, *6pf*, GS180, HS2458	17 ″ 6
	Well deck, ex Moto)	1 *Dk* (*Irn*) *2trB*		MBS9,16	~~5,17~~					*DB* a70′ *uE & B* 34′ 238*t FPT* 59*t APT* 15*t*			Palmers' Co. Ld. Newcastle	
	Elec. light													
18	**Vard**	Steel Sc Sr	700					1917	Framnes Mek. Værks. Sandefjord	Akties. Vard (J. Jacobsen, *Mgr.*). (Jacobsen & Aarvold)	184·0 | 30·0 | 14·3	Norwegian	T.3Cy.12¼″,20″&32″–22″ 48NHP	
		1 *Dk*										*WB*		
19	**Valuta**	Steel Sc Sr	1413					1917	Shanghai E. S.B. & D. Co Ld Shanghai	Dampsk. Akties. Valuta (H. Madsen)	242·5 | 37·2 | 14·7	Stavanger Norwegian	T.3Cy.17½″,28½″&48″–33″ 132NHP	N
	J. Johannessen –17		1118								P21′ B60′ F23′			
WLVR	*Elec. light*	1 *Dk*	849									*WB*	Shanghai E.S.B. & DD Co Ld	
20	**Vendée**	Iron Sc Sr	892	✠	Hul	*m*		1881	Murdoch & Murray P. Glasgow	Cie. Générale Transatlantique	212·6 | 30·5 | 12·6	Marseilles French	C.2Cy.28″&50″–36″ 125NHP	V
	Levassor –17 (*ex* Eleni, *ex* Hittfeld, *ex*		644	7,88				5mo			P130′ B12′ F32′			
	Well deck Vesuv, *ex* Corsican)	1 *Dk* 2 *trB*	495							*DBa* 42′ *f* 33150*t FPT* 35*t*	4 *BH Cem*		W. King & Co. Glasgow	
21	**Verdun**	Steel Sc Sr	273					1907	Marstal SB & Reptværft. Marstal	L'Ancre Française	129·7 | 23·9 | 10·6	Rouen French	C.2Cy.20½″&41″–21″ 64NHP	V
	Mignard 17–17	(*ex* Braken,	211								P86′ F25′			
	ex Thor II.)	1 *Dk*	121									*WB*	Helsingörs Jernsk. & Mskb.	
22	**Ville de Belfort**	Steel Sc	1000					1917	Hakodate Dock Co. Hakodate	Groupement Industriel de Charbons & Transports	215·0 | 31·0 | 17·4	Havre French	T.3Cy.14½″,24½″&40″–30″ 88NHP	V
	F. Guillon –17 (*ex* Kibi Maru No. 5,		888								B43′ F29′			
	ex Diorite)	1 *Dk*	703										Hakodate Dock Co.	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. Late Name if any. / Special Surveys. No. of Decks, &c.	4 Reg'st'd Tonnage Gross. / Under deck. / Net.	5 6 7 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Allowed now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 9 Built. When / By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. / Breadth. / Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. (Yacht R.=Yacht Reg.)
23 595 QFV	**Vega** *G.DePizzo* –14 SteelScSr ~~*deFierro14–51*~~ *ssCff.No.3–11,07* (*ex*Kurdistan) *ssGen.No.2–16* *1Dk(Stl)&Spar dk(Irn)&deep framing*	3026 2824 1937	✠100A1 *Spar dk* 12,16 BS4,18	Gen	*u*	~~3,16~~ 12,17	1895 6mo	ShortBros. Sunderland A&CP	LavarelloFratelli &Censini	325·2|43·1|16·9 P32'B76'F37' 24·7 FK 6 *BHCem* *Cell DBa96'uE22'f128'577tAPT70t*	Genoa Italian	T.3Cy.23½",39"&64"–42" (*s*) 160lb *120lb* NDB12 266NHP 2SB,*6pf*,GS116,HS4000 J.Dickinson,Sunderland	27 " 3 s 4 " 11 22 " 5	†
24 JVDM	**Villamanrique** SteelScSr *J.Heredia02–04* (*ex*SanIsidoro) *1Dk(Stl)2trB* *Well deck*	*1537* *1212* *974*	✠100A1 2,18 MS8,15 BS2,18	Bbo	*p*	2,18	1902 11mo	Grngem'th &Greenock DockyardCo Grngemouth *Lloyd'sA&CP*	Gutierrez Hermanos	245·3|36·1|16·7 Q87'B62'F26' FK *4BHCem* *CellDBa56'uE&B36'f102'375tAPT40t*	Bilbao Spanish	T.3Cy 18",30"&50"–33" (*s*) 180lb *70lb* 165NHP 2SB,*6cf*,GS14,HS2656 Cooper&Greig,Dundee	18 " 8 s 1 " 9½ 17 " 2	
25	**Venus 2** SteelScSr *Eriksen* –17 *1Dk*	1352 1106 710					1917	NVSchpb-wrfBaanhoek Sliedrecht	Akties.Venus 2	237·0|36·6|15·7 P23'B56'F21'	Bergen Norwegian	T.3Cy.19⅜",29½"&46½"–35⅝" 127NHP *WB* J&A.v.d.Schuijt,Ppndrcht		V
26 977 HCDK	**Victoria** WoodSc *Oil Eng.*	213 — 170					1916	Oettinger Hnos.yCia. Valdivia	Wiegand&Co.	96·5|24·5|13·1	Valdivia Chilian	Oil Engine		
27 PWMC	**Vlaardingen** SteelScSr *Petrol Motor* (*ex*SailingVesselCatharina) *1Dk*	198 165 144					1913	G.J.van derWerff Hoogezand	Scheepv.My. Vlaardingen(E.H. Lampen,*Mgr.*)	110·9|22·6| 8·9 Q30'H7'	Amstrdam Dutch	Petrol Motor 2Cy11⅜"–12⅜" NE*fitted*17 DGoedkoopJr.Amsterdam		G
28	**Volkerak** SteelAuxSc3MstSr *Stada* *Oil Eng.* *1Dk* *(See Stiling Ship Register)*	337 295 241					1917	J.Th.Wilmink&Co. Gröningen	HollandscheAlg. Atlantische Scheepv.My.	135·1|26·4|11·2 P32'F18'	Rottrdam Dutch	Oil Engine 2Cy 16"–18" *WB* D.Goedkoop,Jr.Amstrdam		V
29	**Ville de Cette** SteelTwinScSr *P.Irené18–18* *ssB.As.No.3–12,16* (*ex*Roma) *1Dk(Stl–pt teak s)* *Elec.light* Wireless	*1621* *1070* *1020*	✠ A1 10,17 *Rivers Paran a&Plate* ✠LMC12,16	BAs		12,16	1906 4mo	Sir J.Laing &Sons,Ld. Sunderland *Lloyd'sA&CP*	C.Raynaud	255·0|38·1|13·8 P&B171'F57' FK *5BHAsp* *FPT72t*	Cette French	T.6Cy.15½",25"&41"–27" (*s*) 180lb *180lb* 232NHP 2SB,*6cf*,GS108,HS4164 G.Clark,Ld.Sunderland	14 " 9	
30 5143 JSBT	**Valpen** SteelScSr *L.Linse13–13* *ssEls.2ndNo.3–1,18* (*ex*Harald,*ex*Brunsnis, *ex*Mediterraneo) *1Dk(Stl)&Web frames* *Well deck*	1736 1293 1039	✠100A1 3,18 ✠LMC1,18	Els	*q*	1,18	1892 4mo	Osbourne, Graham&Co. Sunderland A&CP	Rederiakt. Helsingborg (G. Carlsson,*Mgr.*)	260·0|37·0|16·5 P27'Q76'B106'F35' Swedish FK 4*BHCem* *Cell DB214'385tAPT53t*	Gothenbrg Swedish	T.3Cy.20",32½"&53"–36" (*r*) 160lb *65lb* 174NHP 2SB,*6pf*,GS86,HS2705 G.Clark,Ld Sunderland	18 " 9	
31 5531 JTNH	**Vessman** SteelScSr *A.Jonsson* –18 *ssCff.No.3–2,11* (*ex*Enon,*ex*Biarritz, *ex*RoyalExchange) *1Dk(pt Irn&pt Stl) &deep framing*	2121 1938 1271	✠100A1 4,18 MBS8,17	Sld	*s*	N3,16	1898 8mo	R.Craggs &Sons Middlesbro' A&CP	Rederiaktieb. Transatlantic (G. Carlsson,*Mgr.*) *CellDBa88'uE&B36'f114'607t*	292·0|43·2|18·9 P27'B56'F33' FK 5*BHCem* *APT48t*	Gothenbrg Swedish	T3Cy21½",36"&58½"–39"(*d*) 160lb *100lb* NDB14 233NHP 2SB,*6pf*,GS112,HS3786 Furness,Westgarth&Co. Ld.Mdb	21 " 4 s 3 " 7 18 " 1	
32	**Vecht** SteelScSr (*ex*Graakallen) *1Dk(Stl)* *Elec.light*	2202 1764 1186	✠100A1 4,18 ✠LMC3,17	Rot	*r*	4,18	1917 3mo	A.Vuijk& Zonen Capelle a/d Ysel A&CP	N.V.Houtvaart *CellD B244'538tFPT81t*	281·3|40·3|19·2 P23'B72'F24' FK 4*BHCem* *APT41t*	Rottrdam Dutch	T.3Cy.21",34½"&57"–36" (*r*) 190lb 225NHP 2SB,6*cf*,GS104,HS3560 ArnhemscheStoomsleep.	21 " 4 s 3 " 2 18 " 6	
33	**Viborg** SteelScSr *H.G.Winther* –18 *1Dk(Stl)*	2022 1798 1189	✠100A1 3,18 ✠LMC3,18	Alb	*s*		1917 9mo	NVSchpw. v.J.Smit.Czn. Alblasserdm *Lloyd'sA&CP*	Dampskibsselsk. "Neptune" (C.K. Hansen,*Mgr.*) *CellD B239'604t FPT82t APT84t*	283·0|42·2|18·5 P22'B166'F35' FK 4*BHCem*	Copnhagn Danish	T.3Cy.20½",32"&52"–39" (*s*) 180lb 208NHP 2SB,*6cf*,GS84,HS3450 Kon.My."deSchelde," Fla.	20 " 9	
34	**Valverda** SteelScSr *Elec.light*	5740 5350 3630	100A1 (*Class Contem plated*)				1918	Russell& Co. PortGlasgow	Gow,Harrison&Co	423·0|56·0|28·7 P38'B126'F43'	Glasgow British	T.3Cy.27",45"&74"–51" Rankin&BlackmreLd.Grk		

1	2	3	4	5	6	7	7*	8	9	10	11			12	13	14	15
Numero d'Ordre.	Nom du Navire. Matériaux, Gréement, etc.		Tonnage Officiel.	Détails de la Classification.				Construit.		Armateurs.	Dimensions d'après la Douane. Superstructures, &c.			Port d'Armement.	Machines.	Creux sur Quille	
Numero Officiel.	Capitaine	Ex-nom, s'il y a lieu.	Total. — Sous le Pont. — Net.	Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terres assignés maintenant arrivé. Lettre d'Equipement.	Date de la dernière visite de l'arbre porte-hélice.	Quand. — Navire. — Mach.	Par qui. — Où.		Longueur.	Largeur.	Creux.	Pavillon.	No. & Dia. des Cylindres.—Course. Pression des Chaudières. NPm Force en chevaux d'après les formules de la Société. RPm Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	Franc-bord en milles du navire. Tirant d'eau correspondant.	Observations relatives à la classification.
Signaux	Visites Périodiques. Nombres des Ponts.																

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. Late Name if any. / Special Surveys. No. of Decks, &c.	3	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years allowed. now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NIP=Horse power by Society's formulæ; RIP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R.
1 140336 JQSB	**War King** *J. Williams* –17 *Elec. light*	Steel Twin Sc Sr 2 Dks (Stl) & Shelter dk (Stl) 3rd dk (Stl) in No. 1 hold Cargo battens not fitted in Shelter 'tween dks	9394 8855 6919	✠100A1 *Shelter dk with freeboard* 8,17 ~~8,17~~ ✠LMC8,17	Kob Lon	d† s	11.17 PN11,17	1917 3mo	Kawasaki Dkyd.Co.Ld. Kobe *Lloyd's SA&CP*	Furness, Withy & Co.Ld. *Cell DB 408' 1809t*	475·5 P36' & F38' *on Shelter dk*	61·0 61·2 FK 8	30·1 *DT 45' 758t FPT 102t*	London British *8 BHCem*	T.6Cy. 21", 35" & 59"–48" (s) 200lb 659 NHP 4SB, *12cf*, GS 242, HS 9219 FD Kawasaki Dkyd Co Ld Kobe	40 " 9 s 11 " 7 29 " 7	
2 140346 JQVN	**War Queen** *J. M. Williamson* –17 *Elec. light*	Steel Sc Sr 2 Dks (Stl) & Awng dk (Stl) Cargo battens not fitted in Awng 'tween decks	5844 5592 ~~4418~~ 4365	✠100A1 *Awng dk with freeboard* ~~8,17 4,17~~ 1,18 ✠LMC4,17	Kob Nwc	y Cff	8,17 1,18	1917 4mo	Kawasaki Dkyd.Co.Ld. Kobe *Lloyd's SA&CP*	Furness, Withy & Co.Ld. *Cell DB 334' 1118t FPT 126t*	385·0 385·3 FK 6	51·0 51·2	36·0 33·5 *APT 93t*	London British *6 BHCem*	T.3Cy. 26", 43½" & 72"–48" (s) 200lb 440 NHP 2SB & 1 AuxSB, *8cf*, GS 154, HS 5741 FD Kawasaki Dkyd Co Ld Kob	36 " 0 s 9 " 3½ 27 "	
3 140526 JQGW	**War Cross** *G. H. Lowe* –17 *Elec. light*	Steel Sc Sr 1 Dk (Stl) Cargo battens not fitted	1886 1672 1119	✠100A1 ~~4,17~~ 4,18 ✠LMC4,17	Clv Bry	r Tm		1917 4mo	American S.B.Co. Cleveland, O. A&CP	The Shipping Controller Furness, Withy & Co.Ld. (J. Chambers & Co., *Mgrs.*) *Cell B 222' 478t FPT 67t*	251·0 P27' B64' F26'	~~43·5~~ 43·8 FK 4	20·0 18·2 *APT 77t*	~~London~~ ~~Liverpool~~ British *4 BHCem*	T.3Cy. 20", 33" & 54"–40" (s) 180lb 46 2SB, *6cf*, GS 126, Cleveland American SP	20 " 0	
4 140524 JQHC	**War Patrol** *J. H. Sheriff* –17 *Elec. light*	Steel Sc Sr 1 Dk (Stl)	1884 1671 1125	✠100A1 8,17 ~~4,17~~ ✠LMC4,17	Wyan dotte	r Bry		1917 4mo	Detroit S.B.Co. Wyandotte A&CP	~~Furness, Withy & Co.Ld.~~ J. Chambers & Co. *Cell B 212' 478t FPT 67t*	251·0 P27' B64' F26'	43·8 FK 4	18·2 *APT 77t*	~~London~~ Liverpool British *4 BHCem*	T.3Cy. 20", 33" & 54"–40" (s) 274 NHP 180lb, GS 126, HS 5246 2 SB 6it SB Co. Detroit, Mich	20 " 0 s 2 " 9 17 " 9	
5 140385 TMQH	**War Dog** *J. H. Kay* –17 *Elec. light*	Steel Sc Sr ~~Steel Sc~~ 1 Dk (Stl) 2nd Dk (Stl) in E & B space	3045 ~~2745~~ 1753	✠100A1 ~~5,18 3,17 12,17~~ ~~(Class Contem plated)~~ ✠LMC8,17	Vcr Npt	r	12,17	1917 8mo	Wallace Shipyards, Ld N. Vancouver *Lloyd's SA&CP*	~~J. Chambers & Co.~~ The Shipping Controller J. Chambers & Co., *Mgrs.* *Cell DB 237' 593t FPT 66t AP*	300·0 P25' B57' F35'	45·3 24·9 FK 6	~~24·7~~ *APT*	~~London~~ ~~Liver~~ Bri~~tem~~	T.3Cy. 24", 38" & ~~52"~~–42" (s) 160lb ~~160lb~~ 266 NHP 2SB, *6cf*, GS 112, HS 126 Wallace Shpyds. Ld. N. Vcr	27 " 0 s 4 " 9	
6	**War Monarch** *For full particulars See No. 39 below* *Elec. light*	Steel Sc Sr *Longitudinal framing*	7951 ~~6951~~ 6236	100A1 *Shelter dk* (Class Contem plated)				1917	Union Iron Works Co. Alameda, Cal.	Furness, Withy & Co.Ld. Cunard S.S Co Ld.	410·0	56·0	?	London British	1 Geared Steam Turbine General Electric Co. Schenectady, N.Y.	41 " 0 s 10 " 10 30 " 6	
7	**War Plane** *Elec. light*	Steel Sc Sr		100A1 (Class Contem plated)				1917	Staten Is-land S.B.Co. Staten Is. N.Y	~~Furness, Withy & Co.Ld.~~ Rankin, Gilmour & Co.Ld	26	42·2 65' F29'	21·7	London British	T.3Cy. 18", 30" & 51"–36" Staten Is S B Co Staten Is NY		
8	**War Prince** *For full particulars See No. 12 below* *Elec. light*	Steel Twin Sc	5869	100A1 *Awng dk* (Class Contem plated)				1917	Kawaski Dkyd.Co.Ld. Kobe	Furness, Wi Co.Ld.	385·0	51·0	21·0	London British	T.3Cy. 26", 43½" & 72"–48" Kawasaki Dkyd Co. Ld. Kobe	36 " 0 s 9 " 3½ 27 " 1	
9 140379 JRLB	**War Soldier** ~~Burdon –17~~ *W. Burden* –17 *Elec. light*	~~Steel Twin Sc Sr~~ ~~Carrying fuel oil F.P. above 150° F. in D.B. & T.~~ 2 Dks (Stl)	~~7360~~ ~~6160~~ ~~4467~~ 1	✠100A1 10,17 ~~(Class Contem plated)~~ ✠LMC8,17 Carrying oil fuel F.P. above 150° F. in D.B. & T.	Kob Lon	~~U~~ †		1917 6mo	Kawasaki Dkyd.Co.Ld. Kobe *Lloyd's SA&CP*	~~ness, Withy & Co.Ld.~~ *Cell DB 375' 1192t*	~~445·5~~ ~~58·0~~ P34' B138' F37'	445·5 58·4 31·2 ~~81·1~~ FK 7	~~41·0~~ *DT a 42' 1312t FPT 56t APT 90t*	London ~~Bri~~ British *7 BHCem*	T.3Cy. 21", ~~38½"~~ & ~~56"~~–48" (s) 200lb 659 NHP 4SB, *12cf*, GS 242, HS 9219 FD Kawasaki Dkyd Co Ld Kobe	~~32~~ 32 " 0 s 7 " 11 26 " 8	
10 219103 VPQN	**Westford** ~~Le Navarran –19~~ (ex Rossbank) *Well deck Mchy. Aft*	~~Steel Sc 3 Mst Sr~~ ~~sch. yr No. 2–19~~ 1 Dk (Stl-ptws)	602 409 242	✠100A1 ~~7,17 5,15~~ ~~MS 9,12~~ ~~BS 10,15~~	Npt Bly	s	~~5,15~~ N 7,17	1904 3mo	Murdoch & Co. Glasgow *Lloyd's SA&CP*	Ford Shppg Co. Ld. (Mann, Macneal & Co. Ld. *Mgrs.*) *DB f 96' 148t FPT 56t*	180·3 FK & BK 2"	27·0	10·7 *APT 90t*	Glasgow British *3 BHCem*	C.2Cy. 19½" & 44"–30" (s) 130lb *60lb* 80 RHP 1SB, *3pf*, GS 62, HS 1543 Muir & Houston, Ld. Gls	13 " 5 s " 8 13 " 0	
11 138232	**Westmount** *S. Hill* 17–17 *Elec. light Mchy. Aft*	Steel Sc Sr 1 Dk	7392 7008 5635					1917	Collingw'd S.B.Co.Ld. Collingwood	Montreal Transportation Co. Ld	536·0 F47'	58·3	26·7	Montreal British *WB*	T.3Cy. 24", 40" & 66"–42" 282 NHP Collingwood S.B.Co.Ld.		
12 140366 JRFL	**War Prince** *Ward* –17 *Elec. light*	Steel Sc Sr ~~Steel Sc~~ 2 Dks (Stl) & Awng dk (Stl) Cargo battens not fitted in Awng 'tween decks	5870 5604 4286	✠100A1 *Awng dk with freeboard* ~~10,17 5,17~~ 3,18 Carrying fuel oil ✠LMC8,17 above 150° F. in D.B.	Kob Lon	y Cff		1917 5mo	Kawasaki Dkyd.Co.Ld. Kobe *Lloyd's SA&CP*	Furness, Withy & Co.Ld. *Cell DB*	~~385·0~~ 385·5	~~51·0~~ 51·3	~~26·0~~ 33·5 FK 6 *APT 93t*	London British *6 BHCem*	T.3Cy. 26", 43½" & 72"–48" (s) 200lb 440 NHP 2SB & 1 AuxSB, *8cf*, GS 154, HS 5741 FD Kawasaki Dkyd Co Ld Kobe	36 " 0 s 9 " 3½ 27 " 1	
13	War ~~Admiral~~ Council *For full particulars See No. 28 below* *Elec. light*	Steel Sc	5870 4286	100A1 *Awng dk* (Class Contem plated)				1917	Kawasaki Dkyd.Co.Ld. Kobe	Furness, Withy & Co.Ld.	385·0	51·0		British	T.3Cy. 26", 43½" & 72"–48" Kawasaki Dkyd Co Ld Kobe		
14 140700 JRLC	**Whinfield** *J. Goir* 02–17 *Elec. light*	Steel Sc Sr 1 Dk (pt Stl & pt Irn)	3985 3677 2473	✠100A1 10,17 *(Class Contem plated)* ✠LMC 10,17	Nwc	w		1917 10mo	Tyne I.S.B. Co. Ld. Newcastle *Lloyd's SA&CP*	~~E.J. Sutton & Co.~~ The S.S. Whinfield Co Ld. (E.J. Sutton & Co.) *Cell DB 313' 980t FPT 90t APT 170t*	360·1 P33' B123' F37'	~~59·1~~ 51·1 FK 6	24·3	Newcastle British *6 BHCem*	T.3Cy. 25", 41" & 67"–45" (s) 180lb *100lb* 348 NHP 2SB, *6cf*, GS 123, HS 5658 Blair & Co. Ld. Stockton	26 " 9 s 4 " 10½ 22 " 5	
15 136143 JQWP	**Wyndhurst** *T. Parr* 17–17 *Mchy. Aft*	Steel Sc Sr Cargo battens not fitted *Well deck* 1 Dk (Stl)	~~710~~ 394 253	✠100A1 9,17 ~~(Class Contem plated)~~ ✠LMC 9,17	Abn	h		1917 9mo	J. Lewis & Sons, Ld. Aberdeen *Lloyd's SA&CP*	T. Pallister & Co. Cleeves' Western Valleys Anthracite Collieries, Ld. (T.D. John, *Mgr.*)	164·5 Q94' B11' F23' 165·1	26·8 11·1 27·0 FK	13·8 ~~2~~ British *Cell DB f 92' 118t FPT 44t*	~~Newcastle~~ Swansea *3 BHCem*	T.3Cy. 13¼", 23" & 37"–27" (s) 180lb 96 RHP 1SB, *3pf*, GS 54, HS 1741 J. Abernethy & Co. Ld. Abn.	13 " 3 s ~~3~~ 10½ 13 " 2	
16 139941	**War Duke**	steel Sc K 1 Dk	246 223 97	✠100A1 *Stm Trawler* 6,17 ✠LMC 6,17	Gms			1917 6mo	Cook, Welt'n & Gemmell Ld. Beverley *Lloyd's SA&CP*	White & Willows (A. Black, *Mgr.*)	117·4 Q66'	22·0 BK 7½	12·7 *4 BHCem*	Grimsby British	T.3Cy. 12", 21½" & 34"–24" (s) 180lb 75 RHP 1SB *2pf*, GS 35, HS 1340 Gt. Central Co-op Eng & Ship Repairing Co. Ld. Gms.	13 " 7	
17 140326 JQKM	**War Major** *A. Adamson* –17 *Elec. light*	Steel Sc Sr 1 Dk (Stl)	1902 1684 1229	✠100A1 8,17 ~~6,17~~ ✠LMC 6,17	~~Wyan~~ dotte Shi	r	9,17	1917 6mo	Detroit S.B.Co. Wyandotte A&CP	The Shipping Controller ~~France, Fenwick & Co.Ld.~~ *Mgrs.*) *Cell DB 212' 478t FPT*	~~251·0~~ 251·3 P27' B65' F28'	~~43·8~~ 43·7 FK 4	~~18·2~~ 18·1 *APT 77t*	London British *4 BHCem*	T.3Cy. 20", 33" & 54"–40" (s) 180lb 274 NHP 2SB, *6cf*, GS 126, HS 5246 Detroit S.B.Co. Detroit	20 " 2 s 2 " 9 17 " 9	
18 140413 JQSV	**War Sword** *F. Bell* –17 *Elec. light*	Steel Sc Sr 2 Dks (Stl) & Shelter dk (Stl) & Web frames *Longitudinal framing*	7956 7598 6136	✠100A1 *Shelter dk with freebrd* 2,17 ~~0,17~~ ~~(Class Contem plated)~~ ✠LMC 9,17 Carrying oil fuel F.P. above 150° in D.B. & D. Tanks	Liv~~d~~	a†		1917 9mo	Union Iron Works Co. Alameda, Cal. A&C P *Cell DB*	The Shipping Controller (Cunard SS Co Ld (A.D. Mearns) *Mgrs.*)	410·0 *DT a 355' 1306t MT 25' 79 8t*	56·0 38·0 FK *DT a 30' 228t FPT*	~~20·0~~ *80t APT 195t*	London British *7 BHpt Asp*	T.3Cy. 27", 47" & 78"–48" (s) 220lb 609 NHP 3SB, *9cf*, GS 165, HS 8490 FD Union Iron Works Co. S. Fo.	41 " 0 s 10 " 10 30 " 6	
19	**Wilhelm Jebsen** *Elec. light* *Mchy. Aft* *Longitudinal framing*	Steel Sc Sr	7200 6450 4450	100A1 (Class Contem plated)				1917	Union Iron Works Co. San Francisco	W. Jebsen	435·0 P134' B50' F42'	56·0	32·0	Bergen Norwegian	1 Geared Steam Turbine General Electric Co. Schenectady, N.Y.	~~34~~ 34 " 6 ~~s 7 " 10½~~ ~~26 " 0~~	

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. / Visites Périodiques.	3 Ex-nom, s'il y a lieu. / Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite. Terme assigné maintenant expiré. Lettre d'Equipement.	7	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Francbord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres en acier. Registres en acier dans la R.
Should have "Juneo." See No. 28 in Supplement																	
~~20~~ William Forbes		Steel Yor	191 189 72	100A1 *Stm Trawler* (*Class Contem plated*)				1917	Goole S.B. & Repg Co. Ltd Goole	Kelsall Bros. & Beeching, Ld. (G. Beeching & J. E. A. Kelsall, *Mgrs.*)	110·0	21·6	12·1	Hull British	T.3Cy.12″,21″&33″–21″ Earle's Co. Ld. Hull		
21 War Tune		Steel ScSr	2045 1653 ~~1220~~ 1231	100A1 9,17 ~~7,17~~ ~~LMC7,17~~	Wyan dotte Cff	r		1917 7mo	Detroit S.B.Co. Wyandotte A&CP	W France, Fenwick & Co. Ld. *Cell D*	251·0 P27′B65 F28′ 212′ 478t	43·8 FK *FPT*	18·2 67t *APT*	London British 4 *BHCem* 77t	T.3Cy.20″,33″&54″–40″ (*s*) 180lb 274NHP 2SB.*6cf*, GS126, HS5246 Detroit S.B.Co. Detroit	20 ″ 2 s 3 ″ 9 17 ″ 9	
140343 *P. F. Ridley* ~~12–17~~ *J. E. Martin* –17 *Elec. light* 1 *Dk(Stl)*																	
22 War Song		Steel ScSr	~~2700~~ 2535 2146 ~~1585~~	100A1 ~~12,17~~ ~~7,17~~ ~~(Class Contem plated)~~ ~~LMC9,17~~	~~Wyan dotte~~ Cff	~~s~~		1917 9mo	Detroit S.B.Co. Wyandotte A&CP	The Shipping Controller (W. France, Fenwick & Co. Ld. *Mgrs.*) *Cell D*	251·0 P27′~~B78~~ B79 210′ 482t	43·8 ~~F28′~~ FK *FPT*	~~26·0~~ 26·3 72t 4 *APT*	London British 4 *BHCem* 94t	T.3Cy.20″,33″&54″–40″(*s*) 190lb 278NHP 2SB.*6cf*, GS126, HS5246 Detroit S.B.Co. Detroit	28 ″ 2 ~~s 4 ″ 3~~ 24 ″ 3	
140438 *J. G. South* –17 JQKP *Elec. light* 1 *Dk(Stl)* *Cargo battens not fitted*																	
23 Wergeland		Wood Twin Sc 5 Mst Sr	2500 2200 2000	12A1 (*Class Contem plated*)				1917	Olympia S.B.Co. Olympia	J. Broch	268·0 P45′F36′	48·0	24·1	Bergen Norwegian	Oil Engines 4Cy.16½″–22″ Marine Pipe & Machine Works, Seattle		
Paulsen –17 *Elec. light* *Mchy. Aft*		*Oil Eng.*															
~~24~~ War Chant		Steel ScSr	2045 1688 1258	100A1 9,17 ~~(Class Contem plated)~~ ~~LMC9,17~~	PtA	r		1917 9mo	Superior S.B.Co. Superior, Wis A&CP	Cunard S.S.Co.Ld. *Cell D*	251·0 P25′B64′F27′ 43′8 210′ 545t	~~43·5~~ 18·2 FK *FPT*	~~20·0~~ 68t 4 *APT*	London British 4 *BHCem* 77t	T.3Cy.20″,33″&54″–40″ (*s*) 180lb 274NHP 2SB.*6cf*, GS126, HS5060 Detroit S.B.Co. Detroit, Mich	20 ″ 3 s 2 ″ 10 17 ″ 9	
25 War Fish		Steel ScSr	~~2475~~ 2230 ~~1501~~ 1612	100A1 2,18 ~~8,17~~ ~~(Class Contem plated)~~ ~~LMC9,17~~	PtA Hpl	s	2,18	1917 9mo	Pt. Arthur S.B.Co.Ld. Pt Arthur Ont A&CP	The Shipping Controller (Harris & Dixon, Ld., *Mgrs.*) *Cell D*	251·0 P27′B78′F27′ 43′8 210′ 628t	~~43·5~~ 26 5 FK *FPT*	~~28·9~~ 80t 4 *APT*	London ~~Pt. Arthur~~ Ont. British 4 *BHCem* 105t	T.3Cy.~~20″~~,33″&54″–40″ (*s*) 190lb 278NHP 2SB.*6cf*, GS126, HS5246 Port Arthur SB Co Ld Part. Art.	28 ″ 3	
188008 *T. Williams* 07–17 TMWH *Elec. light* 1 *Dk(Stl)*																	
26 War Knight		Steel ScSr	7951 7598 6235	100A1 *Shelter dk with freeboard* 8,17 ~~5,17~~ ~~LMC8,17~~	SFo Liv	a†		1917 5mo	Union Iron Works Co. Alameda, Cal. A&CP	The Shipping Controller Furness, Withy & Co. Ld., *Mgrs.*) *Cell D*	410·0 210′ 628t *MT* 25′ 798t	56·0 FK *D* *Ta* 30′ 228t *FPT*	38·0 7 *B Hpt Asp* 80t *APT*	London British 195t	1 Geared Steam Turbine 210lb (*s*) 3SB.*9cf*, HS7815 General Electric Co. Schenectady, N.Y.	41 ″ 0 s 10 ″ 10 30 ″ 6	
140335 *Holroyd* –17 JPTD *Elec. light* 2 *Dks(Stl) & Shelter dk(Stl) & Web frames* *Longitudinal framing*																	
Carrying oil fuel F.P. above 150° F. in D. Tanks				*Fitted for oil fuel* 5,17			*F.P. above 150° F.*										
27 Wallsend		Steel Sc	~~2630~~ 2150 1610	100A1 ~~1,18~~ ~~0,17~~ 2,18 ~~(Class Contem plated)~~ ~~LMC10,17~~	Nwc Sld	t		1917 10mo	Wood Skinner & Co. Ltd. Newcastle *Lloyd's SA&CP*	Burnett S.S.Co. Ltd. Burnett & Co, *Mgrs.*) *Intermediate B Hin for hold dispensed with* *Cell D* 263′ 695t *FPT*	~~321·0~~ Bon RQD 63′ Q186′ 321·2 F32′ FK 80t *APT*	Newcastle British *Cem* 151t *A B Honly*	T.3Cy.22½″,37″&61″–42″ (*s*) 180lb *100lb* 295NHP 2SB, *3cf*, GS143, HS5016 N.E. Marine Eng Co Ld Nwc	21 ″ 9 ~~s 7 ″ 2~~ 19 ″ 2	
140702 *H. Smith* 14–17 JRNS *Well deck* 1 *Dk(Stl)* *Cargo battens not fitted*		2697															
28 War Council		Steel ScSr	5875 5603 4278	100A1 *Awng dk with freeboard* 12,17 ~~7,17~~ ~~LMC7,17~~	Kob Lon	y		1917 7mo	Kawasaki Dkyd. Co. Ltd. Kobe *Lloyd's SA&CP*	Furness, Withy & Co. Ld. *Cell D*	~~385·0~~ 385·3 334′ 1118t	~~51·0~~ 51·2 *FPT*	~~36·0~~ 33·5 126t *APT*	London British 6 *BHCem* 93t	T.3Cy.26″,43½″&72″–48″ (*s*) 200lb 440NHP 2SB & 1 Aux SB, *8cf*, GS154, HS5741 FD Kawasaki Dkyd Co Ld Kobe	36 ″ 0 s 9 ″ 3½ 27 ″ 1	
140420 *A. R. C. Reavley* –17 JRTM *Elec. light* 2 *Dks(Stl) & Awng dk(Stl)*																	
Carrying fuel oil F. P. above 150° F. in pt D.B.																	
29 War Path		Steel ScSr	2700	100A1 (*Class Contem plated*)				1917	Detroit S.B.Co. Wyandotte, Mich.	W France, Fenwick & Co. Ld.	251·0 P27′B78′F28′	43·8	26·0	London British	T.3Cy.20″,33″&54″–40″ Detroit S.B.Co. Detroit Mch	28 ″ 2 s 4 ″ 3 24 ″ 3	
Elec. light																	
30 War Shamrock		Steel Sc	5174 4726 3185	100A1 5,18 ~~8,17~~ ~~LMC8,17~~	Bel Liv	y		1917 8mo	Harland & Wolff, Ld. Belfast *Lloyd's SA&CP*	The Shipping Controller (T. Dixon & Sons, Ld. *Mgrs.*) *Cell D*	400·4 P49′B113′F38′ 315′ 1106t	52·3 FK *FPT*	28·4 113t *APT*	~~London~~ ~~Belfast~~ British 7 *B Hpt Cem* 185t	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 490NHP 3SB.*9cf*, GS190, HS7020 FD Harland & Wolff, Ld. Bel.	31 ″ 0 s 6 ″ 1½ 25 ″ 3	
126365 *J. McKee* –17 JQPG *Elec. light* 1 *Dk(Stl)*																	
~~*Carrying fuel oil F. P. above 150° F. in D. B.*~~ *Carrying oil fuel F.P. above 150° F. in D.B.*																	
31 War Flower		Steel Sc	~~4390~~ ~~4292~~ ~~3975~~ ~~4700~~ 3975 2648	100A1 2,18 ~~1,17~~ ~~(Class Contem plated)~~ ~~LMC11,17~~	Mdb Cff	x		1917 11mo	Sir Raylton Dixon & Co Ld Middlesbro' *Lloyd's SA&CP*	The Shipping Controller (G. Pyman & Co., *Mgrs.*) *Cell D*	364·8 P40′B94′F40′ 319′ 980t	51·1 FK *FPT*	26·1 110t *APT*	London British 7 *BHCem* 90t	T.3Cy.25″,41″&68″–45 (*s*) 180lb 468NHP 3SB, *9cf*, GS168, HS7215 FD Richardsons, Westgarth & Co. Ld. Mdb.	28 ″ 4 ~~s 5 ″ 2½~~ 23 ″ 6	
Carrying oil fuel F. P. above 150° F. in D. B																	
32 War Clover		Steel Sc	5174 ~~4726~~ 3185	100A1 9,17 ~~(Class Contem plated)~~ ~~LMC9,17~~	Bel	y		1917 9mo	Harland & Wolff, Ld. Belfast *Lloyd's SA&CP*	The Shipping Controller (T. Dixon & Sons, Ld. *Mgrs.*) *Cell D*	400·4 P49′B113′F~~40~~ 345 1106t	52·3 F38′ FK *FPT*	28·4 118t *APT*	London British 7 *B Hpt Cem* 185t	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 490NHP 3SB, *9cf*, GS190, HS7020 FD Harland & Wolff, Ld. Gls.	31 ″ 0 s 6 ″ 1½ 25 ″ 3	
140353 *W. Kernahan* –17 JQWR *Elec. light* 1 *Dk(Stl)*																	
33 War Rose		Steel Sc	4720					1917	Swan Hunter & Wigham Richardson, Ld Newcastle	The Shipping Controller (Hall Brs., *Mgrs.*)	400·3 P49′B113′F39′	52·2	28·4	British	T.3Cy.27″,44″&73″–48″ *W B* Hwthrn, Leslie & Co Ld Nwc		
Elec. light 1 *Dk*																	
34 War Trefoil		Steel Sc	~~5174~~ ~~4726~~ ~~3185~~	100A1 4,18 ~~1,17~~ ~~(Class Contem plated)~~ ~~LMC10,17~~	Bel Cff	y		1917 10mo	Harland & Wolff, Ld. Belfast *Lloyd's SA&CP*	The Shipping Controller (T. Dixon & Sons, Ld. *Mgrs.*) *Cell D*	400·4 P49′B113′~~F40~~ 345 1106t	52·3 F38′ FK *FPT*	28·4 118t *APT*	London British 7 *B Hpt Cem* 185t	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 490NHP 3SB, *9cf*, GS190, HS7020 FD Harland & Wolff, Ld. Bel.	31 ″ 0 s 6 ″ 1½ 25 ″ 3	
140378 *Milner* –17 JRHL *Elec. light* 1 *Dk(Stl)*		~~5166~~ 4726															
Carrying fuel oil F P. above 150° F. in D.B. 3138																	
35 War Bay		Steel Sc	5900 5280 3684	100A1 *Shelter dk* (*Class Contem plated*)				1917	Moore & Scott I. Wks. Oakland, Cal.	Cunard S.S.Co.Ld.	402·5	53·0	32·0	London British	1 Steam Turbine General Electric Co. Schenectady, N.Y.		
Elec. light *Longitudinal framing*																	
36 War Leopard		Steel ScSr		100A1 (*Class Contem plated*)				1917	J. F. Duthie & Co. Seattle, Wash	Cunard S.S.Co.Ld.	410·4 P44′B115′F47′	54·0	27·6	Liverpool British	1 Steam Turbine General Electric Co. Schenectady, N.Y.	30 ″ 3 s 6 ″ 6½ 24 ″ 1	
37 War Penguin		Steel ScSr	2100	100A1 (*Class Contem plated*)				1917	American S.B.Co. Cleveland, O.	Cunard S.S.Co.Ld.	149·2	30·0	17·5	London British	T.3Cy.20″,33″&54″–40″ American S.B.Co. Clvlnd. O	20 ″ 2 s 2 ″ 9 17 ″ 9	
Elec. light																	
38 War Wolf		Steel ScSr	~~5874~~ ~~5606~~ ~~4278~~ 5875 5604 4278	100A1 *Awng dk with freeb'rd* 1,18 ~~0,17~~ ~~LMC9,17~~	Kob Lon	y	2,18	1917 9mo	Kawasaki Dckyd. Co. Ltd Kobe *Lloyd's SA&CP*	Furness, Withy & Co. Ld. *Cell D*	~~385·0~~ 385·3 334′ 1118t	~~51·0~~ 51·2 *FPT*	~~36·0~~ 33·5 126t *APT*	London British FK 6 *B H Cem* 93t	T.3Cy.26″,43½″&72″–48″(*s*) 200lb 440~~NHP~~ 2SB & 1 Aux SB, *8cf*, GS154, HS5741 FD Kawasaki Dckyd Co Ld Kobe	36 ″ 0 s 9 ″ 3½ 27 ″ 1	
142298 *E. O Evans* –17 JSFM *Elec. light* 2 *Dks(Stl) & Awng dk* ~~*3 Dks*~~ *(Stl)*																	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage: Gross. / Under deck. / Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned. How explained. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 Built. By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registered Tonnage in thousands of Tons. Date of Trade Cert.
39 140361 JQKB	**War Monarch** SteelScSr *H.Forbes* –17 *Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) &*Web frames* *Longitudinal framing*	7887 7598 6104	✠100A1 *Shelter dk with freeboard* 1,18 ~~3,17~~ ✠LMC7.17 *Fitted for oil fuel* 7,17	SFo	*a*†		1917 7mo	Union Iron WorksCo. Alameda,Cal. A&CP	TheShippingController (Cunard S.S.Co.Ltd.,*Mgrs.*) *Cell D B* 355′ 1306*t M T* 25′798*t*	410·0|56·0|38·0 FK *D Ta* 30′ 228*t F P T*	London British 7*B Hpt Asp*	1 Geared Steam Turbine 21Ib (*s*) 3SB,9*cf*,HS7815 GeneralElectricCo. Schenectady,N.Y. 80*t A P T* 195*t*	41 // 0 s10 // 10 30 // 6	
40	**Witte Zee** SteelSc	741 523 330					1917	G.Van Duyvendyk Papendrecht	N./V.W.vanDriel's Stoomboot& Transp.	180·8|28·3|12·4 *WB*	Dutch	T.3Cy.15″,25″&40″–27″ 83NHP Verschure&CoAmsterdam		
41	**War Sailor** SteelTwinScSr *Pinkham* –17 *Elec.light* 2*Dks*(*Stl*)	7522 6476 4592	✠100A1 2,17 ~~3,17~~ ✠LMC8.17 *Carrying oil fuel F.P. above* 150°*F. in DB*	Kob Hul	*b*†	12,17	1917 8mo	Kawasaki Dkyd.Co.Ld. Kobe *Lloyd's A&CP*	Furness,Withy& Co.Ld. *Cell D B* 375′ 1192*t D*	445·0|58·0|34·0 P34′B138′F37′ FK *Ta* 42′ 1312*t F P T* 55*t*	London British 7*B H Cem* *A P T* 60*t*	T.6Cy.21″,35″&59″–48″ (*s*) 200lb 650NHP 4SB.12*cf*,GS242.HS219 FD KawasakiDkyd.Co.Ld.	34 // 0 s7 // 11 26 // 5	
42 140415 JRSV	**War Admiral** SteelScSr *E.W.Cuckney* –17 *Elec.light* 2*Dks*(*Stl*)&*Awng dk*(*Stl*)	~~5604~~ 4278	✠100A1 *Awng dk with freeboard* 11,17 ~~3,17~~ ✠LMC7.17	Kob Hul	*y*	11,17	1917 7mo	Kawasaki Dkyd.Co.Ld. Kobe *Lloyd's A&CP*	Furness,Withy& Co.Ld. *Cell D B*	385·0|51·0|36·0 385·3|51·2|33·5 FK 334′1118*t F P T* 126*t*	London British 6*B H Cem* *A P T* 95*t*	T.3Cy.26″,43″&72″–48″ (*s*) 200lb HS5741 440NHP 2SB&1AuxSB*cf*GS154,HS KawasakiDkyd.Co.Ld.	36 // 0 s9 // 3½ 27 // 1	
43 140421 JRDM	**War Daffodil** ~~SteelScSr~~ *C.H.H.Sheldrake*02–17 *Elec.light* 1*Dk*(*Stl*)	~~5250~~ 5199 4731 3216	✠100A1 4,18 ~~12,17~~ *(Class Contem plated)* *oil fuel* ✠LMC12.17 *Carrying fuel oil F.P. above* 150°*F. in D B*	Nwc Hul	*y*		1917 12mo	Swan,Hunter& Wigham Richardson, Ld Newcastle	TheShipping Controller (G. Pyman&Co,*Mgrs*) *Lloyd's A&CP*	400·0|52·2|28·5 P49′B113′F39′ 28·4 400·2|52·3| FK *Cell D B* 341′1115*t F P T*	London British 7*B H pt Cem* 19*t A P T* 175*t*	T.3Cy.27″,44″&73″–48″(*s*) 180lb 518NHP 3SB,9*cf*,GS189,HS7668 FD Hwthrn,Leslie&CoLd Nwc	31 // 0 s6 // 1½ 25 // 8	
44	**War Banner** SteelScSr *Elec.light*	2080 1680 1275	100A1 *(Class Contem plated)*				1917	Chicago S.B.Co. Chicago	CunardS.S.Co.Ld.	251·0|43·6|18·2 P25′B64′F26′	London British	T.3Cy.20″,33″&54″–40″ AmericanS.B.Co.Lorain,O.	23 // 4 s2 // 9½ 17 // 11	
45 121187	**William A. Reiss** SteelScSr (*ex*FrankH.Peavey) *Mchy.Aft Elec.light* 1*Dk*2*trB*	5002 — 3871					1901	American S.B.Co. Lorain,O.	ReissS.S.Co.	430·0|50·0|28·5 *WB*	Duluth Utd. States	Q.4Cy.15″,23¾″,36½″&56″ –40″ 198NHP AmericanS.B.Co.		
Sunk(War Loss)	**Westpolder** SteelSc *J.Hendriks* –17 *Mchy.Aft* 1*Dk*	749 537 345					1917	J.&A.van derSchuyt Papendrecht	N.V.Westpolder	181·0|28·3|12·3	Rottrdam Dutch	T.3Cy.15″,25″&40″–27″ 83NHP *WB* Verschure&Co.Amsterdam		
47 142283 JSCQ	**War Syren** SteelScSr *Elec.light* 2*Dks*(*Stl*) ~~*Carrying fuel oil F.P. above* 150°*F. in D B*~~	4713 4731 ~~3329~~ 3368	✠100A1 1,18 ~~3,17~~ *Carrying fuel oil F.P. above* 150°*F. in D B.* ✠LMC8.17	Yka Cff	*x*		1917 8mo	Uraga Dock Co.Ld. Uraga A&CP	TheShippingController(A.Holt &Co,*Mgrs.*) *Cell B D* 291′934*t F P T*	360·0|51·0|~~28·4~~ P33′B91′F33′ 24·6 FK 143*t A P T* 53*t*	London British 6*B H Cem* Uraga Dock Co.Ld. Uraga	T.3Cy.24¼″,40½″&67″–48″(*s*) 186lb 372NHP 3SB,9*cf*,GS180,HS6382 *Tpd.*02byG.T.Grey,S.Shi.	~~30 // 4~~ 28 // 3 s5 // 7½ 23 // 0	V
48	**Washington** IronSc *Hemmes* (*Tug*)	167 — 42					1881	deDekker Antwerp	Soc.Anon.de Remorq.à Hélice	103·0|21·0|11·0	Antwerp Belgian	T.3Cy.14″,24″&39″–24″ NB62 75NHP *Tpd.*02byG.T.Grey,S.Shi.		
49 103961	**White Star** SteelPad *L.Bernier* 2*Dks*	629 256 313					1897	W.C.White Montreal rebuilt05	A.Cartier O.Gillespie, Cornwall,	167·2|41·8| 8·2	Montreal British	1Cy.35″–96″ 41RHP W.C White,Montreal		
50 WLNV	**Woerden** SteelSc3MstSr *Th.Hanssen* –17 *Mchy.Aft* 1*Dk*	650					1917	W.C.Boele &Zonen Slikkerveer	Dmpsksisk. Narsdal(O.Dahl, *Mgr.*)	181·0|28·2|12·7	Arendal Norwegian	T.3Cy.14$\frac{1}{16}$″,23$\frac{15}{16}$″&38$\frac{5}{16}$″– 26$\frac{5}{16}$″ 77NHP Alblasserdam.Msch.Fab.		N
51 140395	**War Cypress** SteelScSr *E.J.Cawsey* –17 *Elec.light* 1*Dk*(*Stl*)	5167 4720 3151	✠100A1 ~~4,17~~ 3,18 Liv ~~*(Class Contem plated)*~~ ✠LMC18.17	Bkn	*y*		1917 11mo *Lloyd's A&CP*	Cammell Laird&Co.Ld Birkenhead	TheShipping Controller (R.Nicholson& Sons,*Mgrs.*)	400·0|52·4|28·4 P49′B113′F40′ FK *Cell D B* 343′1152*t F P T* 113*t*	London British 7*B H pt Cem* *A P T* 160*t*	T.3Cy.27″,44″&73″–48″(*s*) 180lb 490NHP 3SB,9*cf*,GS190,HS7020 FD CammellLaird&CoLd.Bkn.	31 // 0 s3 // 1½ 25 // 3	
52 142296 JRPB	**War Arabis** ~~SteelScSr~~ *G.R.Ritch* –18 *Elec.light* *Elec.light*	~~5040~~ 5188 4733 3172	~~✠~~100A1 1,18 ~~*(Class Contem plated)*~~ ✠LMC1.18 *Carrying fuel oil F.P. above* 150°*F. in D B*	Hpl	*y*		~~1917~~ 1918 1mo *Lloyd's A&CP*	W.Gray& Co.Ld. W Hartlepool	TheShipping Controller (Philipps,Philipps &Co.Ld.,*Mgrs.*)	400·0|~~52·3~~|~~28·4~~ P49′B113′F~~38~~ 28·5 F39′ |52·4| FK *Cell D B* 345′1129*t F P T* 116*t*	London British 7*B H pt Cem* *A P T* 174*t*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Cen.Mar.Eng.Wrks.WHpl	31 // 0 ~~s6 // 1½~~ 25 // 3	
53 NJQH	**Willkommen** SteelScLr *W.Wendte*07–12 1*Dk*	136 130 66					1908	C.Lühring Hammel-warden	BrakerHerings-fischereiAkt.Ges.	95·3|21·4| 8·8 Q12′	Brake German	C.2Cy.9$\frac{5}{8}$″&17$\frac{7}{16}$″–11$\frac{7}{16}$″ 8NHP *WB* GSeebeck A.G.Bremerhvn		G
54 140450 JRPF	**War Grange** SteelSc *R.S.Rodham*36–17 *Elec.light* 1*Dk*(*Stl*)	3100 2843 1845	✠100A1 3,18 ~~12,17~~ ~~*(Class Contem plated)*~~ ✠LMC12.17	Nwc Gla	*u*		1917 12mo *Lloyd's A&CP*	Armstrong Whitworth &Co.Ld. Newcastle	TheShipping Controller (Steel, Young&Co,*Mgrs.*) *Cell D B* 284′714*t F P T* 103*t*	331·0|46·7|23·1 ~~P27′B33′F36′~~ P33′B98′F29′ FK *A P T* 131*t*	London British 7*B H pt Cem*	T.3Cy.25″,41″&68″–48″(*s*) 180lb 450NHP 3SB,9*cf*,GS155,HS6324 FD N.E.MarineEngCoLd.Nwc	25 // 6 s4 // 1½ 21 // 9	
55 140422 JRLT	**War Heather** SteelSc *Semple* –17 *Elec.light* 1*Dk*(*Stl*)	5193 ~~4726~~ 4728 3218	✠100A1 12,17 ✠LMC12.17 ~~*(Class Contem plated)*~~ *Carrying fuel oil F.P. above* 150°*F. in D B.*	Gls	*y*		1917 12mo	D&W Hendersn&Co. Ld Glasgow	TheShipping Controller (Glen&Co,*Mgrs.*) *Lloyd's A&CP*	400·5|52·3|28·5 P49′B113′F39′ FK *Cell D B* 345′1132*t F P T* 114*t*	London British 7*B H Cem* *A P T* 177*t*	T.3Cy.27″,44″&73″–48″(*s*) 180lb 490NHP 3SB,9*cf*,GS190,HS7020 FD D&W.Hendersn&CoLdGls	31 // 0 s6 // 1½ 25 // 3	
56 142300 JSFW	**War Lion** SteelScSr ~~SteelSc~~ *J.Carter* –17 *Elec.light* 2*Dks*(*Stl*)&*Awng dk*(*Stl*)	5875 ~~5604~~ 4278	✠100A1 *Awng dk with freeboard* 9,17 ~~*(Class Contem plated)*~~ ✠LMC9.17	Kob	*y*		1917 9mo *Lloyd's A&CP*	Kawasaki Dkyd.Co Ld Kobe	Furness,Withy& Co.Ld. *Cell D B* 334′1118*t F P T* 126*t*	~~885·0|51·0|25·6~~ 385·3|51·2|25·5 FK *A P T* 93*t*	London British 6*B H Cem*	T.3Cy.26″,43½″&72″–48″(*s*) 200lb 440NHP 2SB,&1AuxSB*cf*,GS154,HS5741 FD KawasakiDkydCo.Ld.Kob	36 // 0 s9 // 3½ 27 // 1	
57	**William A. Amberg** SteelScSr 1*Dk*(*Stl*)&*Web frames* *Elec.light* *Mchy.Aft* *Longitudinal framing*	~~7000~~ 7031 6823 5641	✠100A– 10,17 *For Service on the Great Lakes* ~~*(Class Contem plated)*~~	Lorain ✠LMC10.17			1917 10mo	American S.B.Co. Lorain,O.	ProducersS.S.Co. (M.A.Hanna~~Co.~~ *Mgrs.*) &Co,*Mgrs.*) *Cell D B&Side tanks* 402′5250*t Cell D B u E&P&Cross Bunker* 69′350*t F P T* 230*t*	525·0|58·0|31·0 F48′ FK *A P T* 50*t*	Fairport, Utd. States	T.3Cy.23½″,38″&63″–42″(*s*) 180lb 376NHP 2SB,6*cf*,GS126,HS5736 AmericanS.B.Co.Lorain,O.	32 // 0	
58	**War Shell** SteelScSr *Elec.light*	1984 1630 1190	100A1 *(Class Contem plated)*				1917	Toledo S.B. Co. Toledo,O.	CunardS.S.Co.Ld.	251·0|43·8|18·9 P21′B64′F30′	London British	T.3Cy.20½″,33″&54″–40″ ToledoS.B.Co.Toledo,O.	21 // 0 s2 // 8½ 18 // 7	
59	**War Signal** SteelSc *Elec.light*	2045 1688 1258	100A1 *(Class Contem plated)*				1917	Superior S.B.Co. Superior,Wis	CunardS.S.Co.Ld.	251·0|43·5|20·0 P27′B65′F27′	London British	T.3Cy.20″,33″&54″–40″ DetroitSBCo.Detroit,Mich		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys.	3 Late Name if any. / No. of Decks, &c.	4 Register Tonnage. Gross. / Under deck. / Net.	5 6 7 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expunged. Explanatory Letter.	7* Date when tail shaft last tested.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught.	15 Registers in which classed, if not in L.R. Date of Trade Mark.
60	**Wulsty Castle**	**SteelScSr**	3303	**100A1** (*Class Contem plated*)				1917	J.Blumer & Co. Sunderland	LancashireShpng. CoLd (J.Chambers &Co. *Mgrs.*)	356·3 P35'	48·7 B&F282'	23·9	Liverpool British		25 ″ 11 / s 2 ″ 11½ / 23 ″ 5	
	Elec.light																
61	**William Green**	**SteelScSr**	6785	✠100A1 Phl *b*†				1917	W.Cramp& Sons S&EBCo Philadelphia A&CP	Petroleum TransportCo.	430·0 P103'	58·2 B36'	33·3 F49' FK	L.Angeles Utd.States	T.3Cy.27″,45½″&76″–51″(*r*) 190lb *190lb* 565NHP 3SB,*9cf*,GS185,HS8095 FD 15*BH.tCem* (*7 to Upr dk* 8 ,, *2nd* ,,) W Cramp&SnsS&EBC.Phl	33 ″ 4 / s 8 ″ 1 / 25 ″ 8	
215348	*J.R.Meikle* –17		6056					7mo									
LHMV	*Elec.light* 2*Dks(Stl)&Web frames*		4218	✠LMC7.17													
	Mchy.Aft *Longitudinal framing*			*Carrying Petroleum in bulk* *Fitted for oil fuel F.P.* above 150°F.						*CellDB61'*	235*t DT f*45' 629*t*			*FPT246t APT49t*			
62	**War Hero**	**SteelSc**	5875	✠100A1 Clf *y* 2,18				1917	Kawasaki Dkyd.Co.Ld. Kobe Lloyd's *SA&CP*	Furness,Withy& Co.Ld.	~~385·0~~ 385·3	~~51·0~~ 51·2	25·5 FK	London British	T.3Cy.26″,43½″&72″–48″(*s*) 200lb FD 440NHP 6*BHCem* 2SB&1AuxSB,*8cf*,GS154,HS5741 KawasakiDkydCoLdKobe	36 ″ 0 / s 9 ″ 3½ / 27 ″ 1	
142301	*Williams* –17		4278	*Awng dk with freebrd* 2,18 ~~10,17~~ ✠LMC10.17				10mo									
JSGT	*Elec.light* 2*Dks(Stl)&Awning dk(Stl)*			(*Class Contem plated*) *Carrying oil fuel F.P.above* 150°F. *in D.B.*						*CellDB334'*	1118*t FPT126t APT93t*						
63	**War Hostage**	**SteelSc**	5200	✠100A1 Gls *y*				1917	Harland& Wolff,Ld. Glasgow Lloyd's *SA&CP*	TheShipping Controller Anglo-SaxonPetroleumCoLd,*Mgrs.*)	~~401·0~~ 400·7	~~52·3~~ P49'B112'	~~28·5~~ F38' FK	London British	T.3Cy.27″,44″&73″–48″(*s*) 180lb 489NHP 3SB,*9cf*,GS190,HS7020 FD 11*BHptCem* 2SB&1AuxSB*8cf*GS154HS5741 Harland&Wolff,Ld.Gls.	31 ″ 0 / s 6 ″ 1½ / 25 ″ 3	
140143	*J.R.Nesbet* 97–17		5181	12,17 ✠LMC12.17				12mo									
JRPD	*Elec.light* 1*Dk(Stl)*		4767	~~(*Class Contem plated*)~~													
			3148	*Carrying fuel oil in bulk F.P.above* 150°F. *Fitted for oil fuel* 12,17 *F.P.above* 150°F.						*CellDB345'*	1136*t FPT118t APT189t*						
64	**War Tiger**	~~SteelScSr~~ **SteelSc**	5875	✠100A1 Lon *y* 2,18				1917	Kawasaki Dkyd.Co.Ld. Kobe Lloyd's *SA&CP*	Furness,Withy& Co.Ld.	~~385·0~~ 385·3	~~51·0~~ 51·2	~~33·5~~ FK	London British	T.3Cy.26″,43½″&72″–48″(*s*) 200lb FD 440NHP 6*BHCem* 2SB&1AuxSB*8cf*GS154HS5741 KawasakiDkydCoLdKobe	36 ″ 0 / s 9 ″ 3½ / 27 ″ 1	
~~1[illegible]~~	~~*Campbell* –17~~ *H.Campbell* –17		~~5303~~	*Awng dk with freebrd* 2,18 ~~10,17~~ ✠LMC10.17				10mo									
~~JSVV~~	*Elec.light* 2*Dks(Stl)&Awng dk(Stl)*		4278	~~(*Class Contem plated*)~~													
				Carrying oil fuel F.P.above 150°F *in D.B.*						*CellDB334'*	1118*t FPT126t APT93t*						
65	**War Rambler**	**SteelSc**	5250	✠100A1 Sld *y*				~~1917~~ 1918	Sir J. Laing &Sons,Ld. Sunderland Lloyd's *SA&CP*	TheShipping Controller (HallBros.,*Mgrs.*)	400·0 P49' B113'	~~52·3~~ ~~B112'~~ F39' [52·4]	~~28·4~~ 28·5 FK	London British	T.3Cy.27″,44″&73″–48″(*s*) 180lb 517NHP 6*BHptCem* 3SB,*9cf*,GS190,HS7668 FD N.E.MarineEng.Co.Ld.Sld	31 ″ 0 / s 6 ″ 1½ / 25 ″ 3	
142310	*Paterson* 18–18	1*Dk(Stl)* 5495	~~4700~~	3,18				3mo									
JRDQ	*Elec.light*	4751	3200	(*Class Contem plated*)													
			3431	✠LMC3.18						*CellDB344'*	1142*t FPT119t APT195t*						
66	**Westhope**	**SteelScSr**	5694	**100A1**				1917	W.Pickers-gill&Sons,Ld. Sunderland	~~J.Westoll~~ WestwickSSCo.Ld	405·0 F34'	52·3	31·9	Sunderlnd British	T.3Cy.26″,43″&72″–48″ Richardsons,Westgarth& Co.Ld.Hpl.	34 ″ 6 / s 9 ″ 2½ / 25 ″ 8	
	Elec.light		5435														
			4227	(*Class Contem plated*)													
67	**War Anemone**	**SteelSc**	~~5020~~	✠100A1 Lon *y*				~~1917~~ 1918	Nthmblnd S.B.Co.Ld. Newcastle Lloyd's *SA&CP*	TheShipping Controller (Philipps,Philipps &Co.,Ld.*Mgrs.*)	400·2 P49' B113'	52·3 F39'	28·4 FK	London British	T.3Cy.27″,44″&73″–48″(*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD N.E.MarineEngCoLd Nwe	31 ″ 0 / s 6 ″ 1½ / 25 ″ 3	
142279	*C.Ritch* 00–18		~~4750~~	6,18 ~~12,17~~ ✠LMC1.18				1mo									
JRSK	*Elec.light* 1*Dk(Stl)*	5214	~~3200~~	~~(*Class Contem plated*)~~													
		4748		*Fitted for oil fuel F.P.above* 150°F.													
		3234		*Carrying fuel oil F.P.to* 150°F. *in D.B.*						*CellDB344'*	1125*t FPT115t APT175t*						
68	**War Bracken**	**SteelSc**	~~5090~~	✠100A1 Grk *y*				~~1917~~ 1918	Caird&Co. Ld. Greenock Lloyd's *SA&CP*	TheShipping Controller (LyleShipping Co.Ld.,*Mgrs.*)	400·5 ~~P49'~~ P50	52·3 B113'F39'	28·5 FK	London British	T.3Cy.27″,44″&73″–48″(*s*) 180lb 490NHP 3SB,*9cf*,GS190,HS7020 FD Caird&Co.Ld.Greenock	31 ″ 0 / s 6 ″ 1½ / 25 ″ 3	
142292	*A.J.M.Henderson* –18	1*Dk(Stl)*	5182	1,18 ~~12,17~~ ✠LMC1.18				1mo									
JRSL	*Elec.light*		4740	(*Class Contem plated*)													
			3174	*Carrying oil fuel F.P.above* 150°F. *in DB.*						*CellDB344'*	1094*t FPT180t APT118t*						
69	**War Thistle**	**SteelSc**	5165	✠100A1 Gls *y*				1917	J.Brown& Co.Ld. Clydebank Lloyd's *SA&CP*	TheShipping Controller (Glen& Co.*Mgrs.*)	401·0 P49'B113'F40'	52·2	28·5 FK	London British	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 489NHP 3SB,*9cf*,GS190,HS7020 FD J.Brown&CoLdClydebank	31 ″ 0 / s 6 ″ 1½ / 25 ″ 3	
140370	*D.Brooks* –17		4736	10,17				10mo									
JRKB	*Elec.light*	1*Dk(Stl)*	3186	✠LMC10.17													
				Carrying oil fuel F.P. above 150° F. *in double bottom*						*CellDB344'*	1134*t FPT118t APT176t*						
70	**War Cobra**	**SteelSc**	~~5100~~	✠100A1 Bel *y*				1917	Harland& Wolff,Ld. Belfast Lloyd's *SA&CP*	TheShippingController (G.Heyn &Sons,Ltd.*Mgrs.*)	400·4 P49'B113'F40'	52·3	28·4 FK	London British	T.3Cy.27″,44″&73″–48″(*s*) 180lb 518NHP 3SB,*9cf*,GS190,HS7668 FD Harland&Wolff,Ld.Bel.	31 ″ 0 / s 6 ″ 1½ / 25 ″ 3	
140148	*E.Suffern* –17	2*Dks(Stl)* 5155	~~4738~~	3,18 ~~12,17~~ Bry				12mo									
JRWB	*Elec.light*		4739	~~(*Class Contem plated*)~~													
	Carrying oil fuel F.P.above 150°F. *in D.B.*		3132	✠LMC12.17						*CellBB345'*	1128*t FPT122t APT181t*						
71	**Willingtonia**	**SteelScSr**	3228	✠100A1 Nwc *u*				~~1917~~ 1918	TyneI.S.B. Co.Ld. Newcastle Lloyd's *SA&CP*	EricssonShipping Co.Ld.	331·2 P29'B98'F32'	50·5	22·2 FK	Newcastle British	T.3Cy.24″,40″&65″–42″(*s*) 180lb *100lb* 298NHP 2SB,*6cf*,GS118,HS4618 N.E.MarineEngCoLd.Nwe	24 ″ 6 / s 4 ″ 3½ / 20 ″ 8	
140705	*G.Marlow* –18	2930	~~3033~~	2,18				2mo									
JSFB	*Elec.light* 1*Dk(Stl)&Webframes*		1951	(*Class Contem plated*)						*CellDB284'*	673*t FPT145t APT*			156*t*			
	Corrugated Sides			✠LMC1.18													
72	**Walcheren**	**SteelScSr**	4000					1917	Rotterdam Droogd.Maat Rotterdam	Rotterdamsche Lloyd (W.Ruys& Zonen,*Mgrs.*)	377·6	51·6	25·1	Rottrdam Dutch	T.3Cy.25″,41″&68″–45″ 310NHP *WB* RotterdamDroogd.Maats.		
	Elec.light	2*Dks*															
73	**Walter D. Munson**	**SteelScSr**	4388	✠100A1 Bal *w*				1917	Bethlehem SteelCo. Sparro'Pt Md A&CP	MunsonSteamship Line	368·2 P52'B108'F41'	48·3	24·7 FK	NewYork Utd.States *Cem*	T.3Cy.24″,41″&68″–48″ (*s*) 200lb 486NHP 3SB,*9cf*,GS169,HS7237 FD 5*BH to U dk* 1 ,, ,,2*nd* ,, *only*	27 ″ 4	
215621	*W.J.Conners* 10–17		3509	10,17				10mo									
LHVQ	*Elec.light* 2*Dks(Stl)&Web frames*		2703	✠LMC10.17													
	Longitudinal framing			*Fitted for oil fuel* 10,17 *F.P.above* 150°F. *'Tween dk BH in after hold dispensed with*						*CellDB311'*	834*t FPT63t APT21t*						
74	**War Pilot**	**SteelSc**	5875	✠100A1 Lvr *y* 3,18				1917	Kawasaki Dkyd.Co.Ld. Kobe Lloyd's *SA&CP*	Furness,Withy& Co.Ld.	385·3	51·2	25·5 FK	London British	T.3Cy.26″,43½″&72″–48″(*s*) 200lb FD 440NHP 6*BHCem* 2SB,&1AuxSB,*8cf*,GS154,HS5741 KawasakiDkydCoLdKobe	36 ″ 0 / s 9 ″ 3½ / 27 ″ 1	
142316	*J.H.Canham* –17	5604	~~5893~~	*Awng dk with freeboard*				11mo									
JSKT	*Elec.light* 2*Dks(Stl)&Awng.dk(Stl)*		4278	3,18 ~~4,17~~ (*Class Contem plated*) ✠LMC1.17						*CellDB334'*	1118*t FPT126t APT93t*						
75	**War Armour**	**SteelTwinScSr**	8151	✠100A1 Tsur= c†				1917	AsanoS.B. Co. Tsurumi A&CP	~~RoyalMailSteam~~ PacketCo. TheShippingController (RoyalMail Stm.Pkt.Co.*Mgrs.*)	445·0	58·0	40·0 FK	London British	T.6Cy.22″,36½″&61″–48″ 200lb (*s*)703NHP 4SB,*12cf*,GS232,HS9835 FD ~~Ichikawajima S.B.Co Tokio~~ KobeSteelWorksLd.Kobe	40 ″ 1 / s 11 ″ 10½ / 28 ″ 7	
	Bennett –17	2*Dks(Stl)&* 8192	~~7734~~	*Shelter dk*				12mo									
	Elec.light	*Shelter dk(Stl)* 7777	~~5036~~	*with freeb'rd* ~~Nmr~~ Lon													
		5045		5,18 ~~10,17~~ ✠LMC12.17						*CellDB389'*	1347*t FPT84t APT32t*						
76	**War Cuirass**	**SteelSc**	2334	✠100A1 Sld *s*				1918	Osbourne, Graham&Co. Ld.Sunderlnd Lloyd's *SA&CP*	TheShipping Controller (Burnett&Co., *Mgrs.*)	285·0 ~~P25'Q103'~~ PonQ25'Q97'	42·0 B65'F32' FK	19·1	London British	T.3Cy.25″,41″&68″–45″(*s*) 180lb 420NHP 2SB,*8cf*,GS150,HS6106 FD MacColl&Pollock,Ld.Sld.	21 ″ 2	
142348	*R.Adie* –18		1774	3,18				3mo									
JSBH	*Elec light* *Well deck* 1*Dk(Stl)*		1336	~~(*Class Contem plated*)~~ ✠LMC3.18						*CellDB226'*	573*t FPT108t APT229t*						
	Cargo battens not fitted																
77	**War Myrtle**	**SteelSc**	5161	✠100A1 Bkn *y*				1917	Cammell Laird&Co.Ld Birkenhead Lloyd's *SA&CP*	TheShipping Controller (R.Nicholson& Sons,*Mgrs.*)	400·0 P49'B113'F40'	52·4	28·4 FK	London British	T.3Cy.27″,44″&73″–48″(*s*) 180lb 490NHP 3SB,*9cf*,GS190,HS7020 FD CammellLaird&CoLd.Bkn	31 ″ 0 / s 6 ″ 1½ / 25 ″ 3	
142277	*K.Harris* –17		4720	3,18 ~~12,17~~ BAs				12mo									
JSBF	*Elec.light* 1*Dk(Stl)*		3147	~~(*Class Contem plated*)~~ ✠LMC12.17						*CellDB343'*	1152*t FPT113t APT166t*						
78	**Walter Hardcastle**	**SteelScSr**	3099	✠100A1 NOs *t* ~~10.16~~ 2,18				1912	Toledo S.B.Co. Toledo,Ohio A&CP	SinclairNav.Co.	304·0 P76'B19'F24'	44·2	24·7 len16 FK	NewYork Utd.States	T.3Cy.21″,34½″&57″–42″ (*s*) 175lb 275NHP 2SB,*4cf*,GS86,HS3954 FD ToledoS.B.Co.Toledo,Ohio	27 ″ 6	
210720	~~*J.Carver* –17~~	ssN.Yk.No.1–16	2716	2,18 ~~2,17~~				11mo									
LQQJ	(ex L.V Stoddard) *J.Carver* –17	1*Dk(Stl)*	2365	✠LMC10.18													
	Mchy.Aft *Elec.light*			*Carrying Petroleum in bulk*													
	Cantilever framed Topside tanks			*Fitted for oil fuel* 10,16 *F.P.above* 150° F.						*Cell D Bu E&R*	46'95*t f* 218'			658*t Topside tanks*	200'	546*t*	

1 Numéro d'Ordre. / Numéro Official. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné à l'appareil. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. N.P.=Force en chevaux d'après les formules de la Société. K.P.=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille à Tranchard en pieds du navire. Tirant d'eau correspondant. pds. pc.	15
79	War Flame *Elec.light*	SteelScSr	5755 5076 4430	100A1 *(Class Contem plated)*				Eddy Corp.	Skinner& Seattle, Wash	CunardS.S.Co.Ld.	410·4 P43'B115'F47'	54·0	29·7	London British	1 Steam Turbine GeneralElectricCo. Schenectady,N.Y.	29 " 9 s 6 " 0½ 24 " 1	
80	War Brigade *Elec.light*	SteelScSr	5590 5058 4270	100A1 *(Class Contem plated)*				1918	AmesS.B. &D.D.Co. Seattle, Wash	CunardS.S.Co.Ld.	410·4 P44'B115'F47'	54·0	30·2	London British	2 Steam Turbines WestinghouseElectric& Mfg.Co.EastPittsburg		
81	War Sirdar *Elec.light*	SteelScSr	5730 5137 4230	100A1 *(Class Contem plated)*				1918	Columbia RiverS.B.Co. Portland,Or.		410·4 P43'Q47'B114'	54·0	30·1		1 Steam Turbine KerrTurbineCo.		
82 142320 JSDQ	War Expert *H.E.Hill07–18* *Elec.light*	SteelSc 1*Dk(Stl)*	5198 4767 3154	✠100A1 3,18 *Carrying fuel oil in bulk F.P.above 150°F. fitted for oil fuel 3,18 F.P.above 150°F.* ✠LMC3,18	Gls	*y*		1918 3mo	Harland& Wolff,Ld. Glasgow	TheShipping Controller(Anglo-Saxon Petroleum Co.Ld.,*Mgrs.*) *Lloyd's SA&CP*	400·6 P49'B112'F39' FK *CellDB345'1136t FPT1184t APT185t*	52·3	28·5	London British 11*BHptCem*	T.3Cy.27",44"&73"–48" (*s*) 31 " 0 180lb 490NHP 3SB,*9cf*,GS190,HS7020 FD D.Rowan&Co.~~Glasgow~~ Ld,Glasgow 2 Steam Turbines		
83	Walter A. Luckenbach *Elec.light*	Steel TwinScSr *Cruiser Stern*	8000	100A1 *(Class Contem plated)*				1918	SeattleCon &D.D.Co. Seattle, Wash	E.F.Luckenbach	447·5 Utd. States	56·0	37·6		SeattleCon.&D.D.Co. T.3Cy.25',42'&72"–48" PugetSndMchy.Depot.Sea		
84	West-Field *Elec.light*	SteelScSr	5590 5058 4270	100A1 *(Class Contem plated)*				1918	J.F.Duthie &Co. Seattle, Wash		410·4 P44'B115'F47'	54·0	27·6		T.3Cy.25',42'&72"–48"		
85 142341 JSGK	War Pointer *A.W.Melling09–18* *Elec.light*	SteelSc 2*Dks(Stl)*	~~5150~~ 5267 4784 3202	✠100A1 3,18 ~~*(Class Contem plated)*~~ *Carrying oil fuel F.P.above 150°F.* ✠LMC3,18	Nwc	*y*		1918 3mo	Armstrong Whitworth &Co.Ld. Newcastle	TheShipping Controller(Cairns Noble&Co.,*Mgrs.*) *Lloyd's SA&CP* *in DB*	~~400·0~~ ~~P48~~ B112 ~~F39~~ F39' 400·1 P49 FK *CellDB345'1113t FPT1138t APT174t*	~~52·0~~ 52·3	~~28·5~~ 28·4	London British 7*BHptCem*	T.3Cy.27",44"&73"–48" (*s*) 31 " 0 180lb 517NHP 3SB,*9cf*,GS189,HS7665 FD G.Clark,Ld.Sunderland		
86 103810 TMVC	War Wasp *W.L Hall –17* *Cargo battens not fitted* 1*Dk (Stl)*	SteelScSr	1422 1118 810	✠100A1 5,18 ~~11,17~~ ✠LMC11,17	Mtl Shl	*o*	5,18	1917 11mo	Nova ScotiaSteel& CoalCo.Ld. NewGlasgow *Lloyd's SA&CP*	TheShipping Controller (J.Chadwick& Sons,*Mgrs.*)	~~223·7~~ 220·0 B58'F25' FK *CellDB183/366t FPT104t*	~~35·1~~ 35·1	17·8	~~London~~ British 4*BH*	1 Geared Steam Turbine 185lb (*s*) 2SB,*4cf*,Gs88,HS3260 DeLavalSteamTurbineCo.	20 " 0 s 2 " 11 17 " 5	
87 137077	Wydale (*Fishing*) 1*Dk*	WoodScDy	102 101 48					1917	J.Cham-bers,Ld. Lowestoft	W.Barton	89·0	20·1	10·4	Whitby British	T.Cy.9¾",15"&22"–16" Elliott& Garrood,Ld.Beccles	3 7 RHP	
88 142417 JTKD	War Lance *Elec.light*	SteelTwinScSr 2*Dks(Stl)&Shelter dk(Stl)*	8182 7767 5040	✠100A1 *Shelter dk with freeboard* 5,18 2,18 ~~*(Class Contem plated)*~~ ✠LMC2,18	Lon	*cf*		1918 2mo	AsanoS.B. Co.Ld. Tsurumi *A&CP*	~~RoyalMailSteam PacketCo~~TheShipping Controller (RoyalMailStm PacketCo.*Mgrs.*)	445·0 *CellDB389'1347t FPT784t APT332t* FK	58·0	40·0	London British 7*BHCem*	T.6Cy.22",36½"&61"–48" (*s*) 40 " 1 200lb 703NHP s11 " 10½ 4SB,*12cf*,GS232,HS9835 FD 28 " 7 IshikawajimaS.B.Co.Ld.		
89 142416 JSHK	War Foam *E.Witten98–18* *Elec.light*	SteelSc 1*Dk(Stl)* *Cargo battens not fitted*	~~9120~~ 3096 2839 1860	✠100A1 5,18 ~~*(Class Contem plated)*~~ ✠LMC5,18	Hpl	*u*		1918 5mo	W.Gray& Co.Ld. W.Hartlepool *Lloyd's SA&CP*	TheShipping Controller (G.B.Harland&Co. *Mgrs.*)	331·1 P33'B100'F29' FK *CellDB284'741t FPT71t APT130t*	46·7	23·2	London British 7*BHptCem*	T.Cy.25",41"&68"–45" (*s*) 25 " 6 180lb 430NHP 3SB,*9cf*,GS153,HS5326 FD Cen.Mar.Eng.Wrks.W.Hpl		
90	War Maker *Elec.light* *Carrying Petroleum in bulk*	SteelScSr *Fitted for oil fuel* 1*Dk*	4753					1918	Swan,Hun-ter& Wigham Richardson, Ld Newcastle	TheShipping Controller (Anglo-Saxon PetroleumCo.Ld., *Mgrs.*)	400·3 P49'B113 F39'	52·2	28·4	London British	T.3Cy.27",44"&73"–48" 369NHP *WB N.E Marine Eng Co Ld. Nwc*		
91 142335 JSRM	War Pike *T.S.Knill03–18* *Elec.light* *Cargo battens not fitted in 'tween dks*	SteelSc 2*Dks(Stl)*	~~5040~~ 5220 4753 3187	✠100A1 4,18 ~~*(Class Contem plated)*~~ *Carrying oil fuel F.P.above 150°F. in D.B.*	Hpl	*y*		1918 4mo	W.Gray& Co.Ld. W.Hartlepool *Lloyd's SA&CP*	TheShipping Controller (J.Westoll,*Mgr.*)	400·0 P49'B113'~~F38~~' F39' FK *CellDB345'1129t FPT1116t APT174t*	52·3	28·4	London British 7*BHptCem*	T.3Cy.27",44"&73"–48" (*s*) 31 " 0 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD Cen.Mar.Eng.Wrks.W.Hpl		
92 142371 JSWR	War Dame *H.L.Allen90–17* *Elec.light*	SteelScSr 2*Dks(Stl)*	7351 6512 4602	✠100A1 4,18 ~~11,17~~ ✠LMC11,17	Nag Bry	*b* †		1917 11mo	Mitsubishi ZosenKaisha Ld.Nagasaki *Lloyd's SA&CP*	~~A.Holt~~ TheShipping Controller (J.H. Welsford&Co.Ld., *Mgrs.*) *CellDB392'*	445·0 P35'B138'F35' FK 1316*t DTa* 42' 1226*t*	58·0	34·0	~~Liverpool~~ London British 7*BHCem*	T.3Cy.28",47"&79"–51" (*s*) 34 " 0 200lb 524NHP 3SB,*9cf*,GS163,HS6591 FD MitsubishiZosenKaishaLd		
93	War Patriot *Elec.light* *For full particulars See No. 163 below*	SteelSc	4778	100A1 *(Class Contem plated)* ~~*Carrying Petroleum in bulk*~~ *Carrying fuel oil in bulk F.P.above 150°F.*				1918	Fairfield Co.Ld. Glasgow	TheShipping Controller (Anglo-Saxon Petroleum Co.Ld.,*Mgrs.*)	400·5 P49'B112'F39'	52·3	28·5	London British	T.3Cy.27",44"&73"–48"		
94 142378 JTBL	Western King *Elec.light*	SteelScSr	5590 5058 4270	100A1 *(Class Contem plated)*				1918	J.F.Duthie &Co. Seattle, Wash		410·4 P44'B115'F47'	54·0	27·6		FairfieldCo.Ld.Glasgow 1 Steam Turbine GeneralElectricCo. Schenectady,N.Y.		
95 142378 JTBL	War Helmet *Elec.light*	SteelTwinSc 2*Dks(Stl)* &*Shelter dk(Stl–ws)*	8184 7767 5042	✠100A1 *Shelter dk with freeboard* 11,17 ✠LMC11,17	Tsur-umi	*c* †		1917 11mo	AsanoS.B. Co.Ld Tsurumi A&CP	~~RoyalMailSteam PacketCo.~~ The ShippingControl-ler(RoyalMail Stm Pkt.Co.,*Mgrs.*)	445·0 *CellDB389'1347t* ~~*FPT784t*~~ FK *FPT784t*	58·0	40·0	London British 7*BH* *APT332t*	T.6Cy.22",36½"&61"–48" (*s*) 40 " 1 200lb 703NHP s12 " 1½ 4SB,*12cf*,GS232,HS9835 FD 28 " 7 IshikawajimaS.B &E.Co. Ld.Tokio		
96 KVGQ	Wilfred *Marsaudon –17* (*ex*Rouennais, *ex*Venango) *Elec.light*	SteelScSr *ss*Shl.No.3–11,03 *ss*Lth.No.2–12 1*Dk(Irn)&Spar dk (Stl–ws)* 3*trB*	2938 2742 1910	✠100A1 *Spar dk* 10,13 *Examined* 12,17 ✠NB11,06 ✠LMC MS2,11 MBS12,17 DBS4,17	Lth	*u*	N6,16	1891 5mo	J.Laing Sunderland A&CP	J.Lasry	308·7 B78'H40'F36' 26·0 NDS08 BK10' *Cell DBa* 90' *u B*	41·5	18·0	Oran French 5*BHCem*	T.3Cy.22½",38"&62"–42" (*s*) 28 " 8 170lb *80lb* NDB05 255NHP s 5 " 4 2SB,*6cf*,GS109,HS3812 24 " 4 G.Clark,Ld.Sunderland		
97 215432 LHRN	Walrus *C.E.Morrissey* 1*Dk*	WoodSc	479 246					1917	J.F.James &Son Essex,Mass.	B.A.Smith	163·2	26·2	13·0	Glo'strMas Utd. States	T.3Cy.13½",21⅜"&36"–24" 64NHP		

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	3	4 Tonnages Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✝ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Oeuvres sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. Registres où cité, si ce n'est dans le L. R. Purée Cert. Rod Trade. pds. ps.	15
98 142411 JSLR	**War Barrage** *E.J.Murphy* –18 *Elec.light* *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	SteelSc	2301 1734 1299	✝100A1 5,18 (*Class Contem plated*) LMC5,18	Bly	*s*		1918 5mo	Blyth S.B. & D D.Co.Ld. Blyth	TheShipping Controller (J.Glynn&Son,Ld. *Mgrs.*) *Lloyd's A&CP*	285·0 P25 Q103 B58 F28′ FK *CellDB228′568t FPT104t APT228t*	42·0 Q78	19·0	London British *7BHptCem*	T.3Cy.25″,41″&68″–45″ (*s*) 180lb 417NHP 2SB,*8cf*,GS150,HS6022 FD N.E.MarineEngCoLd Nwc	21 ″ 2	
99 142323 JSLV	**War Viper** *T.Wilson* –18 *Elec.light* 2*Dks*(*Stl*)	SteelSc 5160	5150 4739 3122	✝100A1 5,18 (*Class Contem plated*) LMC5,18	Bel	*y*		1918 5mo	Harland& Wolff,Ld. Belfast	TheShipping Controller(G.Heyn &Sons,*Mgrs.*) *Lloyd's A&CP*	400·4 P49′B113′F40′ FK *CellDB345′1123t FPT122t APT181t*	52·3	28·4	London British *7BHptCem*	T.3Cy.27″,44″&73″–48″(*s*) 180lb 518NHP 3SB,*9cf*,GS190,HS7668 FD Harland&Wolff,Ld.Bel.	31 ″ 0	
	Carrying oil fuel F.P.above150°F.in D.B																
100 142332 JSLQ	**War Angler** *H.J.Davies* –18 *Elec.light* 1*Dk*(*Stl*)	SteelSc	5210 4777 3196	✝100A1 5,18 LMC3,18	Grk	*y*		1918 5mo	Scotts'S.B. &Eng.Co.Ld. Greenock	TheShipping Controller (Anglo-Saxon Petroleum Co.Ld. *Mgrs.*) *Lloyd's A&CP*	400·3 P50 B113′F39′ FK *CellDB345′1122t FPT123t APT195t*	52·3	28·5	London British *11BHptCem*	T.3Cy.27″,44″&73″–48″(*s*) 180lb 490NHP 3SB,*9cf*,GS190,HS7020 FD Scotts'S.B.&E.Co.Ld.Grk	31 ″ 0	
	Carrying fuel oil in bulk FP.above150°F. *Fitted for oil fuel 3,18 F.P.above150°F*																
101	**War Painter** *Elec.light*	SteelSc	4755	100A1 (*Class Contem plated*)				1918	Cammell Laird&Co.Ld Birkenhead	TheShipping Controller (Anglo-Saxon Petroleum Co.Ld. *Mgrs.*)	400·0 P49′B113′F40′	52·4	28·4	London British	T.3Cy.27″,44″&73″–48″ CammellLaird&Co.LdBkn		
102 2138556 LJKW	**W. H. Tilford** *S.Barbrick*17–17 *Elec.light* 2*Dks*(*Stl*)&*Web frames* *Mc.y.Ayt* Sub.Sig.	SteelSc3MstSr	5580 5091 3379	✝100A1 4,18 12,17 LMC12,17	Phl	*s* NK		1917 A&CP	Bethlehem S.B. Corp. Ld.(Harlan Plant) Wlmgtn,Del.	StandardOilCo. (NewJersey) *CellDBuE&B67′ DTf32′336t FPT106t APT105t*	411·6 P114′B29′F41′ FK *in Bunkers 13′245t*	53·4	29·8	Baynne,NJ Utd.States *7BHptCem* (*14 to U dk 4 „ 2nd „*)	T.3Cy.27″,45″&74″–48″ (*s*) 180lb *180lb* 528NHP 2SB,*8cf*,GS180,HS7788 FD Harlan&HollingswrthCor.	31 ″ 0 s 6 ″ 11 24 ″ 5	
	Carrying Petroleum in bulk *Longitudinal framing Fitted for oil fuel 12, 17 F.P.above150°F.*																
103 142356 JSDP	**War Country** *H.Richardson*10–18 *Elec.light* 1*Dk*(*Stl*)	SteelSc	3120 3099 2843 1866	✝100A1 Hpl *u* 3,18 (*Class Contem plated*) LMC8,18				1918 8mo	W.Gray& Co.Ld. WHartlepool	TheShipping Controller (F.& W.Ritson *Mgrs.*) *Lloyd's A&CP*	331·2 P33′B100′F29′ FK *CellDB284′741t FPT105t APT180t*	46·7	23·2	London British *7BHptCem*	T.3Cy.25″,41″&68″–45″ (*s*) 180lb 430NHP 3SB,*9cf*,GS153,HS6336 FD Cen.Mar.Eng WrksW.Hpl	25 ″ 6	
104 142293 JSDR	**War Python** *H.L.Butt* –18 *Elec.light* 2*Dks*(*Stl*)	SteelSc 5155	5150 4739 3124	✝100A1 1,18 LMC1,18 (*Class Contem plated*)	Bel	*y*		1918 1mo	Harland& Wolff,Ld. Belfast	TheShipping Controller (G.Heyn&Sns *Mgrs.*) *Lloyd's A&CP*	400·4 P49′B113′F40′ FK *CellDB345′1123t FPT122t APT181t*	52·3	28·4	London British *7BHptCem*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 518NHP 3SB,*9cf*,GS190,HS7668 FD Harland&Wolff,Ld.Bel.	31 ″ 0	
	Carrying fuel oil F.P.above150°F.in D.B																
105 142382 JSPH	**War Kinsman** *S.McDonnell*18–18 *Elec.light* 1*Dk*(*Stl*)	SteelSc	5249 4760 3210	✝100A1 4,18 LMC4,18	Gls	*y*		1918 4mo	D&W Hendersn&Co.Ld. Glasgow	TheShipping Controller(Anglo-Saxon Petroleum Co.Ld. *Mgrs.*) *Lloyd's A&CP*	~~401·0~~ ~~P49′B113′F39′~~ FK 400·6 P49′B123′F38′ *CellDB345′1132t FPT114t APT177t*	52·3	28·5	London British *11BHptCem*	T.3Cy.27″,44″&73″–48″(*s*) 180lb 490NHP 3SB,*9cf*,GS190,HS7020 FD D&W Hendersn&CoLdGls	31 ″ 0	
	Carrying oil fuel in bulk F.P.above150°F. *Fitted for oil fuel 4,18 F.P.above150°F.*																
106	**War Balloon** *Elec.light*	SteelSc	2350 1749 1300	100A1 (*Class Contem plated*)				1918	Wood Skinner&Co.Ld. Newcastle	TheShipping Controller (J. Glynn&Son,Ld. *Mgrs.*)	285·0 P23′Q103′B58′F32′	42·1	18·9	British	T.3Cy.25″,41″&68″–45″ N.E.MarineEngCoLdNwc		
107	**War Gazelle** *Elec.light* 2*Dks*	SteelSc	5250 4700 3200					1918	W.Doxford &Sons,Ld. Sunderland	TheShipping Controller Watts,Watts&Co. Ld., *Mgrs.*)	400·0 P49′112′F39′	52·3	28·5	London British *WB*	T.3Cy.27″,44″&73″–48″ 369NHP W.Doxford&Sons,Ld.Sld.		
108 QBRD	**Wageningen** *D.Westervaarder* –17 *Motor* 1*Dk*	SteelScSr	316 220 162					1917	B.deGroot Delft	NV.Scheepv.Maats Wageningen (J. Salomons, *Mgr.*)	115·7 P&B45′F17′	22·7	10·0	Rottrdam Dutch *WB*	Motor		
109 142428 JSPF	**War Buffalo** *F.E.Hill*04–18 *Elec.light* 2*Dks*(*Stl*) *Cargo battens not fitted in 'tween dks*	SteelSc 5228 3227	~~5214~~ ~~4748~~ ~~3235~~ 4769	✝100A1 6,18 LMC5,18 (*Class Contem plated*)	Nwc	*y*		1918 6mo	Nthmblnd S.B.Co.Ld. Newcastle	TheShipping Controller (Rankin,Gilmour &Co.Ld. *Mgrs.*) *Lloyd's A&CP*	400·2 P49′B113′F39′ FK *CellDB344′1125t FPT115t APT176t*	52·3	28·5	London British *7BHptCem*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD N.E.MarineEngCoLdNwc	31 ″ 0	
	Carrying oil fuel F.P.above150°F.in D.B.																
110 142439 JSWL	**War Jackdaw** *C.O.Wills*04–18 *Elec.light* 2*Dks*(*Stl*) *Cargo battens not fitted in 'tween decks*	SteelSc	5040 5214 4758 3202	✝100A1 5,18 LMC5,18 (*Class Contem plated*) *Carrying oil fuel F.P.above150°F.in D.B.*	Hpl	*y*		1918 5mo	W.Gray& Co.Ld. WHartlepool *Lloyd's A&CP*	TheShipping Controller (H.Samman&Co. *Mgrs.*)	400·0 P49′B113′~~F39~~ F39′ FK *CellDB345′1129t FPT116t APT174t*	52·3	28·4	London British *7BH ptCem*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD Cen.Mar.Eng.Wrks.WHpl	31 ″ 0	
111 142401 JTGN	**War Wager** *Hay* –18 *Elec.light* 1*Dk*(*Stl*)	SteelSc 5230	5170 4768 3170 3202	✝100A1 5,18 LMC5,18 ~~(*Class Contem plated*)~~ ~~*Carrying Petroleum in bulk*~~ ~~*Carrying oil fuel F.P.above150°F.in D.B*~~ *Fitted for oil fuel 5,18 F.P.above150°F.* *Carrying oil fuel in bulk F.P.above150°F.in D.B.*	Sld	*y*		1918 6mo	JLThomp- son&Sons,Ld Sunderland	TheShipping Controller (Anglo-Saxon Petroleum Co.Ld. *Mgrs.*) *Lloyd's A&CP*	400·3 P49′B113′F39′ FK *CellDB345′1113t FPT119t APT179t*	52·3	28·4	London British *11BHptCem*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 3SB,*9cf*,GS189,HS7668 FD N.E.MarineEng.Co.Ld.Sld.	31 ″ 0	
112	**War Battery** *Elec.light*	SteelSc	2350 1775	100A1 (*Class Contem plated*)				1918	Osbourne, Graham&Co. Ld. Sunderland	TheShipping Controller (Balls&Stansfield, *Mgrs.*)	285·0 P25′Q103′B65′F32′	42·0	19·1	London British	T.3Cy.25″,41″&68″–45″ MacColl&Pollock,Ld.Sld.		
113 142339 JSWG	**War Bittern** *W.Rome* –18 *Elec.light* 2*Dks*(*Stl*) *Cargo battens not fitted in 'tween decks*	SteelSc 5178	5150 4739 3150	✝100A1 4,18 LMC4,18 (*Class Contem plated*)	Bel	*y*		1918 4mo	Harland& Wolff,Ld. Belfast	TheShipping Controller(Anchor Ln. Henderson Bros) Ld. *Mgrs*) *Lloyd's A&CP*	400·4 P49′B113′F40′ FK *CellDB345′1123t FPT122t APT181t*	52·3	28·4	London British *7BHptCem*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 518NHP 3SB,*9cf*,GS190,HS7668 FD Harland&Wolff,Ld.Bel.	31 ″ 0	
	Carrying oil fuel F.P.above150°F.in D.B																
114 142422 JSWN	**War Manor** *F.J.Wilcox*02–18 1*Dk*(*Stl*) *Elec.light* *Cargo battens not fitted*	SteelSc 3106 2859	3100 2853 1865	✝100A1 5,18 ~~(*Class Contem plated*)~~ LMC6,18	Nwc	*u*		1918 5mo	Tyne I.S.B. Co.Ld. Willington Quay *Lloyd's A&CP*	TheShipping Controller (Steel,Young& Co.,*Mgrs.*) *CellDB284′724t FPT110t APT123t*	331·4 P33′~~B98′F28′~~ B100′F29′ FK	46·8	23·1	London British *7BHptCem*	T.3Cy.25″,41″&68″–45″(*s*) 180lb 430NHP 3SB,*9cf*,GS155,HS6324 FD N.E.MarineEng.Co.Ld.Nwc	25 ″ 6	
115	**War Puma** *Elec.light* 2*Dks*	SteelScSr	5500					1918	Swan,Hunter&Wigham Richardson, Ld.Newcastle	TheShipping Controller (J. Warrack&Co. *Mgrs.*)	400·0 P49′B113′F39′	52·0	31·0	London British *WB*	T.3Cy.27″,44″&73″–48″ 369NHP Swan,Hunter&Wigham-Richardson,Ld.Nwc.		
116	**War Setter** *Elec.light*	SteelSc	5150 4780 3150	100A1 (*Class Contem plated*)				1918	Armstrong Whitworth &Co.Ld. Newcastle	TheShipping Controller (Cairns,Noble& Co.,*Mgrs.*)	400·0 P48′B112′F40′	52·2	28·5	London British	T.3Cy.27″,44″&73″–48″ G.Clark,Ld.Sunderland		

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c.	4 Register'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Remarks. Equipment Letter.	7* Date when mill shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Register'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers lt. when classed, if not in L.R. Date of Re-Certification.
117	**War Loch** SteelScSr	2950 3120 2868	✠100A1 5,18	Stk	*u*		1918 5mo	Craig, Taylor & Co. Ltd. Stockton	The Shipping Controller (J. Chadwick & Son, *Mgrs.*) Sons, *Mgrs.*)	331·0 | 46·7 | 23·2 P33'B:8 F29' 331·1 | 46·8 FK 7 *BHptCem*	London British	T.3Cy.25″,41″&68″–45″ (*s*) 180lb 430NHP 3SB,9*cf*,GS153,HS6304 FD N.E.Marine Eng.Co.Ld.Sld	25 ″ 6	
JSWM	*Elec.light*	1*Dk*(*Stl*) 1874	1825 (*Class Contem plated*)		✠LMC6,18		*Lloyd's s.a.&cp*		*Cell DB* 280·68*t FPT* 100*t APT* 112*t*					
	Cargo battens not fitted													
118	**War Panther** SteelScSr	5260 4764 3196					1918	Ropner & Sons, Ld. Stockton	TheShippingController (J. Warrack & Co. *Mgrs.*)	400·0 | 52·4 | 28·4 P49'B113'F39'	London British	T.3Cy.27″,44″&73″–48″ 369NHP		
	Elec.light 2*Dks*										*WB*	Blair & Co. Ld. Stockton		
119	**War Nymph** SteelScSr	7352 6512 4607	✠100A1 1,18	Nag	*b* †		1918 1mo	Mitsubishi Zosen Kaisha Ld. Nagasaki	~~A.Holt~~ TheShippingController	445·0 | 58·0 | 34·0 P35'B138'F35' FK	Liverpool British	T.3Cy.28″,47″&79″–51″ (*s*) 2001b 524NHP	34 ″ 0	
	W. Bailey –18						*Lloyd's s.a.&cp*		*Cell DB* 392'	7 *BHCem* 1316*t DTa* 42'1226*t APT* 26*t*		3SB,9*cf*,GS162,HS6591 FD Mitsubishi Zosen Kaisha, Ld.		
	Elec.light 2*Dks*(*Stl*)				✠LMC01,18									
120	**Westover** SteelSc	5590 5058 4270	100A1 (*Class Contem plated*)				1918	J. F. Duthie & Co. Seattle, Wash		410·4 | 54·0 | 27·6 P44'B115'F47'		1 Steam Turbine General Electric Co. Schenectady, N.Y.		
	Elec.light													
121	**War Firth** SteelSc	3100 3112 2868	✠100A1 6,18	Sld	*u*		1918 6mo	J. L. Thompson & Sons, Ld. Sunderland	TheShipping Controller (J. Chadwick & Sons, *Mgrs.*)	~~331·0 | 46·7 | 23·1~~ ~~P33'B98'F28~~ 23·2 331·3 | 46·8 FK 134'F29'	London British	T.3Cy.25″,41″&68″–45″ (*s*) 180lb 298NHP 3SB,9*cf*,GS153,HS6304 FD J. Dickinson & Sons, Ld. Sld.	25 ″ 6	
142423 JSWH	*P.L.Greenhill* –18 1*Dk* *Elec.light* *Cargo battens not fitted*		1860 (*Class Contem plated*)		✠LMC6,18		*Lloyd's s.a.&cp*		*Cell DB* 214'72*t FPT* 109*t APT* 132*t*	7 *BHptCem*				
122	**War Highway** SteelSc	3100 3125 2881 1885	✠100A1 5,18 (*Class Contem plated*)	Sld	*u*		1918 5mo	J. Blumer & Co. Sunderland	TheShipping Controller (F&W Ritson *Mgrs*)	331·0 | 46·7 | 23·1 P33'B98'F28 23·2 331·3 | 46·8 FK	London British	T.3Cy.25″,41″&68″–45″ (*s*) 180lb 430NHP 3SB,9*cf*,GS153,HS6304 FD J. Dickinson & Sons, Ld. Sld.	25 ″ 6	
142394 JSWK	*A.R.Moodie* –18 1*Dk*(*Stl*) *Elec.light* *Cargo battens not fitted*		✠LMC6,18				*Lloyd's s.a.&cp*		*Cell DB* 276'734*t FPT* 105*t APT* 122*t*	7 *BHptCem*				
123	**War Prophet** SteelSc	5222 ~~4716~~ 4767 3167	✠100A1 4,18 (*Class Contem plated*) *Carrying oil fuel in bulk F.P. above 150° F.* *Fitted for oil fuel 4,18 F.P. above 150° F*	Gls	*y*		1918 4mo	C. Connell & Co. Ld. Glasgow	TheShipping Controller (Anglo-Saxon Petroleum Co. Ld.)	400·2 | 52·3 | 28·5 P49'B113'F39' FK 11 *BHptCem*	London British	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 490NHP 3SB,9*cf*,GS190,HS7020 FD D. Rowan & Co. Glasgow	31 ″ 0	
142386 JTDG	*R.J.Benson* –18 1*Dk*(*Stl*) *Elec.light*		✠LMC4,18				*Lloyd's s.a.&cp*		*Cell DB* 343'1093*t FPT* 118*t APT* 184*t*					
124	**War Buckler** SteelSc		100A1 (*Class Contem plated*)				1918	Harland & Wolff, Ld. Belfast	TheShipping Controller (J. & J. Denholm, *Mgrs*)	285·0 | 42·0 | 19·0 *Pon* RQD 28'Q97' B64'F32'	London British	T.3Cy.25″,41″&68″–45″ Harland & Wolff, Ld. Bel.		
	Elec.light													
125	**War Malayan** SteelSc	5200	100A1 (*Class Contem plated*) *Carrying Petroleum in bulk*				1918	Caird & Co. Ld. Greenock	TheShipping Controller (A. Weir & Co. *Mgrs.*)	400·5 | 52·3 | 28·5 P49'B113'F39'	London British	T.3Cy.27″,44″&73″–48″ Caird & Co. Ld. Greenock		
	Elec.light													
126	**War Tabard** SteelSc		100A1 (*Class Contem plated*)				1918	Harland & Wolff, Ld. Belfast	TheShipping Controller (J. & J. Denholm, *Mgrs.*)	285·0 | 42·0 | 19·0 *Pon* RQD 28'Q97' B64'F32'	London British	T.3Cy.25″,41″&68″–45″ Harland & Wolff, Ld. Bel.		
	Elec.light													
127	**War Torpedo** SteelSc	2400	100A1 (*Class Contem plated*)				1918	W. Gray & Co. Ld. W Hartlepool	TheShipping Controller (S. Hogg & Co., *Mgrs.*)	285·0 | 42·0 | 19·0 P28'Q96'B66'F32'	London British	T.3Cy.25″,41″&68″–45″ Cen. Mar. Eng. Wrks W Hpl		
	Elec.light													
128	**War Glen** SteelSc	2900 2700 1800					1918	W. Dobson & Co. Newcastle	TheShipping Controller (J. J. & C. M. Forster, *Mgrs.*)	331·0 | 47·7 | 24·5 P33'B100'F33'	London British	T.3Cy.25″,41″&68″–45″ 310NHP		
	Elec.light 1*Dk*										*WB*	N.E.Marine Eng Co Ld. N'we		
129	**William P. Cowan** SteelSc	5400	100A1 (*Class Contem plated*) *Carrying Petroleum in bulk* *For Service on the Great Lakes*				1918	American S.B.Co. Lorain, O.	Standard Oil Co. of Indiana	420·0 | 55·0 | 28·0	Utd. States	T.3Cy.25½″,41″&67″–42″ American S.B.Co. Lorain O.		
	Elec.light *Mchy. Aft* *Longitudinal framing*													
130	**W. F. Burrows** WoodAuxScSr	1560 1308 1259	✠12 A1 6,17	Pld			1917 4mo	Standifer Clarkson & Co Portland, O.	Libby, McNeill & Libby	201·0 | 44·0 | ~~20·9~~ P50'F46' 21·9	S. Frncisco Utd. States	Oil Engines 2S.C.SA 8Cy.14$\frac{3}{16}$″–15¾″ Skandia Pacific Oil Engine Co. S. Fo.	23 ″ 5	
	A.Flymm –17 *Oil Eng.* Hardwood treenailspt GIB 2*Dks* *Salted & specially treated* *(See Sailing Ship Register)*			LMC6,17			*Lloyd's s.a.&cp*							
131	**War Perch** SteelSc	5175					1918	Bartram & Sons, Ld. Sunderland	TheShipping Controller (J. Westoll, *Mgr.*)	400·0 | 52·2 | 28·5 P49'B112'F39'	London British	T.3Cy.27″,44″&73″–48″ 369NHP		
	Elec.light 2*Dks*										*WB*	J. Dickinson & Sons, Ld. Sld.		
132	**War Stag** SteelSc	5250					1918	W. Doxford & Sons, Ld. Sunderland	TheShipping Controller (Watts, Watts & Co Ld. *Mgrs.*)	400·0 | 52·3 | 28·4 P49'B112'F39'	London British	T.3Cy.27″,44″&73″–48″ 369NHP		
	Elec.light 2*Dks*										*WB*	D. Rowan & Co. Ld. Glasgow		
133	**War Visor** SteelSc	~~2360~~ 2362 1770 1340 1352	✠100A1 5,18 (*Class Contem plated*)	Sld	*s*		1918 5mo	S. P. Austin & Son, Ld. Sunderland	TheShipping Controller (Burnett & Co. *Mgrs.*)	285·0 | 42·0 | 19·1 ~~P28'Q76'B58'F32'~~ P25'Q78'B66' FK	London British	T.3Cy.25″,41″&68″–45″ (*s*) 180lb 410NHP 2SB,9*cf*,GS150,HS5870 FD Richardsons, Westgarth & Co. Ld. Sld.	21 ″ 2	
142411 JTFH	*H.Broomfield* 18–18 *Elec.light* *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*		✠LMC5,18				*Lloyd's s.a.&cp*		*Cell DB* 228'568*t FPT* 108*t APT* 234*t*	7 *BHptCem*				
134	**War African** SteelSc	4767	100A1 (*Class Contem plated*) *Carrying fuel oil in bulk F.P. above 150° F.*				1918	Harland & Wolff, Ld. Glasgow	TheShipping Controller (A Weir & Co. *Mgrs*)	400·6 | 52·3 | 28·5 P49'B112'F39'	London British	T.3Cy.27″,44″&73″–48″ Harland & Wolff, Ld. Gls.		
	Elec.light													
135	**War Hermit** SteelSc	~~5100~~ 5236 4764 3150	✠100A1 4,18 (*Class Contem plated*) *Carrying fuel oil in bulk F.P. above 150° F.* *Carrying oil fuel in bulk F.P. above 150° F.* *Fitted for oil fuel 4,18 F.P. above 150° F*	Gls	*y*		1918 4mo	J. Brown & Co. Ld. Glasgow	TheShipping Controller (Anglo-Saxon Petroleum Co. Ld., *Mgrs.*)	~~400·1~~ 400·2 | 52·3 | 28·5 P49'B113 ~~F40~~ T39' 400·7 FK 11 *BHptCem*	London British	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 489NHP 3SB,9*cf*,GS190,HS7020 FD Fullerton, Hodgart & Barclay Ld., ~~Barclay~~, Paisley	31 ″ 0	
142388 JTDB	*S.Cooper* –18 *Elec.light* 1*Dk*(*Stl*)		✠LMC1,18				*Lloyd's s.a.&cp*		*Cell DB* 345'1134*t FPT* 118*t APT* 176*t*					

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Master. Special Surveys.	3 Material, Rig, &c. Late Name if any. No. of Decks, &c.	4 Register Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character.	6 Port of Survey.	7 Years Assigned. Equipment Letter.	7a Date when last built. Last woot.	8 Built. When	9 Built. By Whom. Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught.	15 Registers in which classed, if not in L.R. (signed) H. of Trade Cert.
136 142410 JTDQ	War Bison *W.Barr* –18 *Elec.light*	Steel Sc 2 Dks (Stl)	~~5400~~ 5226 4775 3267	✠100A1 5,18 (*Class Contem plated*)	Nwc	*y* ✠LMC6,18		1918 5mo	Hawthorn, Leslie & Co. Ld Newcastle	The Shipping Controller (Rankin, Gilmour & Co. Ltd. *Mgrs.*) *Lloyd's SA & CP*	400·1 P49′	52·3 B113′	28·5 F39′	London British FK	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 518 NHP 3SB,9*cf*,GS189,HS7668 FD Hwthrn,Leslie&Co.Ld Nwc	31 ″ 0	
137	War Musket *Elec.light*	Steel Sc	2350	100A1 (*Class Contem plated*)				1918	C. Hill & Sons Bristol	The Shipping Controller (Allen, Adams & Co., Ld., *Mgrs.*)	~~285·0~~ P27′ 285 ·2	~~42·0~~ Q104′ 42 0	~~24·2~~ B64′ F32′ 19·0	Bristol British	T.3Cy.25″,44″&68″–45″ McColl & Pollock, Ld. Sld.		
138	War Swallow *Elec.light*	Steel Sc	5150	100A1 (*Class Contem plated*)				1918	J. Read-head & Sons, Ld. S. Shields	The Shipping Controller (Charlton, Mc Allum & Co. *Mgrs.*)	400·0 P49′	52·3 B113′	28·5 F39′	London British	T.3Cy.27″,44″&73″–48″ Palmers' Co. Ld. Newcastle		
139 142443 JTFL	War Vulture *F. H. Francis* 08–18 *Elec.light* 2 Dks (Stl) *Cargo battens not fitted in 'tween dks*	Steel Sc Sr 5204 4762 3164	~~5180~~ 4731 3180	✠100A1 6,18 (*Class Contem plated*) *Carrying oil fuel F.P. above 150° F in DB, Lloyd's SA & CP*	Stk	*y* ✠LMC6,18		1918 6mo	Richardsn, Duck & Co. Ld. Stockton	The Shipping Controller (Harris & Dixon Ld., *Mgrs.*) *Cell DB* 335′ 1124 *t FPT* 117 *t APT* 177 *t*	400·1 P49′ ~~B113′ F39′~~ B113′ F40′ FK	52·4	28·5 7 *B Hpt Cem*	London British	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 518 NHP 3SB,9*cf*,GS190,HS7668 FD Blair & Co. Ld. Stockton	31 ″ 0	
140 136435	Wallamba *F.P. O'Beirne* –18	Wood Twin Sc K 1 Dk	331 249 172					1917	E. Wright Tuncurry, N.S.W	A. Taylor & Co. Ld. & J. Wright & Co. Ld.	142·5	34·8	7·1	Sydny NSW British	C.4Cy.12″&24″–16″ E & *B made* 07 48 RHP Chapman & Co Sydny NSW		
141	War Amazon *Elec.light*	Steel Sc	3180 2670 1940	100A1 (*Class Contem plated*)				1918	Harima Dkyd. Co. Ld. Harima	The Shipping Controller	305·0 P25′	43·7 B94′	27·2 F31′	British	T.3Cy.22″,37″&61″–42″ Kobe Steel Works, Kobe		
142	War Camp *Elec.light*	Steel Sc	5610 5074 4280	100A1 (*Class Contem plated*)				1918	J. Coughlan & Sons Vancouver, B.C.	J. Chambers & Co.	410·4 P43′	54·2 B115′	27·1 F47′	Liverpool British	1 Geared Steam Turbine De Laval Steam Turbine Co. Trenton, N.J.		
143	War Brae *Elec.light*	Steel Sc 1 Dk	3110					1918	Irvine's SB & DD Co Ld W Hartlepool	The Shipping Controller (J. J. & C. M. Forster *Mgrs.*)	331·0 P33′	46·8 B98′	23·2 F29′	London British WB	T.3Cy.25″,41″&68″–45″ 310 NHP Richardsons, Westgarth & Co. Ld. Hpl.		
144	War Matron *Elec.light*	Steel Sc	5300 4750 3250	100A1 (*Class Contem plated*) *Carrying Petroleum in bulk*				1918	Sir J. Laing & Sons, Ld. Sunderland	The Shipping Controller (Anglo-Saxon Petroleum Co. Ld., *Mgrs.*)	400·0 P49′	52·4 B113′	28·5 F36′	London British	T.3Cy.27″,44″&73″–48″ G. Clark, Ld. Sunderland		
145	War Pibroch *Elec.light*	Steel Sc Sr	2330 1890 1330	100A1 (*Class Contem plated*)				1918	Forth S.B. & E. Co. Ld. Alloa	The Shipping Controller (R. Mackie & Co. *Mgrs.*)	285·0 P28′	42·0 Q69′	19·0 B64′ F32′	London British	T.3Cy.25″,41″&68″–45″ D. Rowan & Co. Ld Glasgow		
146	War Roach *Elec.light*	Steel Sc 2 Dks	5300 4750					1918	Caledon SB & E. Co. Ld. Dundee	The Shipping Controller (W. Thomson & Co *Mgrs.*)	400·4 P49′	52·3 B113′	28·4 F39′	London British WB	T.3Cy.27″,44″&73″–48″ 369 NHP Caledon SB & E Co Ld Dun.		
147	War Monsoon *Elec.light*	Steel Sc 1 Dk	3140 2886 1860					1918	Ropner & Sons, Ld. Stockton	The Shipping Controller (Rickinson, Sons & Co. *Mgrs.*)	331·2 P33′	46·8 B98′	23·2 F29′	London British WB	T.3Cy.25″,41″&68″–45″ 310 NHP Blair & Co. Ld. Stockton		
148	War Spray *Elec.light*	Steel Sc	3100	100A1 (*Class Contem plated*)				1918	R. Thomp-son & Sons, Ld. Sunderland	The Shipping Controller (G. B. Harland & Co. *Mgrs.*)	331·3 P33′	46·7 B98′	23·1 F29′	London British	T.3Cy.25″,41″&68″–45″ J. Dickinson & Sons, Ld. Sld.		
149	War Crocus *Elec.light*	Steel Sc	5040	100A1 (*Class Contem plated*)				1918	W. Gray & Co. Ld. W Hartlepool	The Shipping Controller (West Hartlepool S.N. Co. Ld *Mgrs.*)	400·0 P49′	52·3 B113′	28·4 F38′	London British	T.3Cy.27″,44″&73″–48″ Cen. Mar. Eng. Wrks. W Hpl		
150 142429 JTLS	War Lemur *J.B. Allan* –18 *Elec.light* 2 Dks (Stl) *Cargo battens not fitted in 'tween dks*	Steel Sc	5185 4747 3152	✠100A1 5,18 (*Class Contem plated*) *Carrying oil fuel F.P. above 150° F in DB, Lloyd's SA & CP*	Bel	*y* ✠LMC6,18		1918 5mo	Harland & Wolff, Ld. Belfast	The Shipping Controller (T. Dunlop & Sons, *Mgrs.*) *Cell DB* 345′ 1122 *t FPT* 122 *t APT* 181 *t*	400·4 P49′	52·3 B113′	28·4 F40′ FK	London British	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 518 NHP 3SB,9*cf*,GS190,HS7668 FD Harland & Wolff, Ld. Bel.	31 ″ 0	
151	War Shell *Elec.light*	Steel Sc	2400	100A1 (*Class Contem plated*)				1918	W. Gray & Co. Ld. W Hartlepool	The Shipping Controller (S Hogg & Co *Mgrs.*)	285·0 P28′	42·0 Q95′	19·0 B66′ F32′	British	T.3Cy.22″,33″&59″–39″ Cen. Mar. Eng. Wrks W Hpl		
152	War Bagpipe *Elec.light*	Steel Sc	2350 1750 1300	100A1 (*Class Contem plated*)				1918	Blyth S.B. & D.D. Co. Ld. Blyth	The Shipping Controller (MacAndrews & Co. Ld. *Mgrs.*)	285·0 P28′	42·0 Q69′	19·0 B66′ F32′	London British	T.3Cy.25″,41″&68″–45″ N.E. Marine Eng. Co. Ld. Sld		
153	War Puffin *Elec.light*	Steel Sc	5020	100A1 (*Class Contem plated*)				1918	W. Pickers-gill & Sons, Ld. Sunderland	The Shipping Controller (Turner, Brightman & Co. *Mgrs.*)	400·0 P49′	52·5 B113′	28·4 F39′	London British	T.3Cy.27″,44″&73″–48″ G. Clark, Ld. Sunderland		
154 142311 JBCG	War Viceroy *M. Doyle* –18	Steel Sc	5764 5116 4226	100A1 (*Class Contem plated*)				1918	North West Steel Co. Portland, O.	The Shipping Controller (Cunard SS. Co. Ld. *Mgrs.*)	410·0	54·2	27·2	London British			

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. † for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7a Date when tail shaft last surv.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Strokes. Boiler Pressure. NP=Horse power by Society's formula; RP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which Classed. If not Class. Period of Class Cert.
155	War Fijian — Steel Sc	5230	100A1 (Class Contem plated) Carrying Petroleum in bulk				1918	J.L.Thompson & Sons, Ld. Sunderland	The Shipping Controller (A. Weir & Co. Mgrs.)	400·3	52·3	28·4 P49'B113'F39'	London British	T.3Cy.27",44"&73"–48" J.Dickinson & Sons, Ld. Sld.		
	Elec. light															
156	War Mansion — Steel Sc	3100 2850 1850	100A1 (Class Contem plated)				1918	Armstrong Whitworth & Co. Ld. Newcastle	The Shipping Controller (Japp, Hatch & Co. Ld. Mgrs.)	331·0	46·5	25·5 P33'B98'F29'	London British	T.3Cy.25",41"&68"–45" N.E. Marine Eng Co Ld. Nwe		
	Elec. light															
157	War Spartan — Steel Sc	4750	100A1 (Class Contem plated) Carrying Petroleum in bulk				1918	Sir R. Dixon & Co. Ld. Middlesbro'	The Shipping Controller (Anglo-American Oil Co. Ld. Mgrs.)	400·0	52·3	28·5 P49'B113'F39'	London British	T.3Cy.27",44"&73"–48" Richardsons, Westgarth & Co. Ld. Mdb.		
	Elec. light															
158	War Master — Steel Sc		100A1 (Class Contem plated) Carrying Petroleum in bulk				1918	Vickers, Ld Barrow	The Shipping Controller (Anglo-Saxon Petroleum Co. Ld. Mgrs.)				London British	T.3Cy.27",44"&73"–48" Vickers, Ld. Barrow		
	Elec. light															
159	War Mortar — Steel Sc	2350 1752					1918	W. Harkess & Son Ld. Middlesbro'	The Shipping Controller (Allen, Adams & Co. Ld. Mgrs.)	285·5	41·9	18·9 P25'Q103'B58'F32'	London British	T.3Cy.25"41"&68"–45" 310NP WB Richardsons, Westgarth & Co. Ld. Mdb.		
	Elec. light — 1 Dk															
160	War Parrot — Steel Sc	5350 4750 3350	100A1 (Class Contem plated)				1918	Sir J. Laing & Sons. Ld. Sunderland	The Shipping Controller (Bell, Symondson & Co. Mgrs.)	400·0	52·3	28·5 P49'B112'F39'	London British	T.3Cy.27",44"&73"–48" G. Clark, Ld. Sunderland		
	Elec. light															
161	War Rance — Steel Sc	5500 4680 3500	100A1 (Class Contem plated) Carrying Petroleum in bulk				1918	Swan, Hunter & Wigham Richardson, Ld Newcastle	The Shipping Controller (British Tanker Co. Ld. Mgrs.)	400·0	52·2	30·8 P49 B120'F39'	London British	T.3Cy.27",44"&73"–48" Swan, Hunter & Wigham-Richardson, Ld. Nwe.		
	Elec. light															
162	War Legate — Steel Sc	5181	100A1 (Class Contem plated) Carrying oil fuel in bulk F.P. above 150° F.				1918	Harland & Wolff, Ld. Glasgow	The Shipping Controller (Anglo-Saxon Petroleum Co. Ld. Mgrs.)	400·6	52·3	28·5 P49'B112'F39	London British	T.3Cy.27",44"&73"–48" Harland & Wolff, Ld. Gls.		
	Elec. light															
163	War Patriot — Steel Sc	5197 4778	† 100A1 4,18	Gls	y		1918 4mo	Fairfield Co. Ld. Glasgow	The Shipping Controller (Anglo-Saxon Petroleum Co. Ld. Mgrs.)	400·5	52·3	28·5 P49'B112'F38'	London British	T.3Cy.27",44"&73"–48" (s) 31 " 0 180lb 489NP		
142380 J.B. –18 JSGD	Elec. light — 1 Dk (Stl)	3155	LMC 4,18 Carrying oil fuel in bulk F.P. above 150° F. Fitted for oil fuel 4,18 F.P. above 150° F.				Lloyd's A & CP		Cell DB			FK 11 B Hpt Cem 345'1136t FPT 118t		3SB, 9cf, Gs 190, Hs 7020 FD Fairfield Co. Ld. Glasgow APT 185t		
164	War Quail — Steel Sc	5228 4769 3229	100A1 (Class Contem plated)				1918	Nthmblnd S.B. Co. Ld. Newcastle	The Shipping Controller (Federal Stm. Nav. Co. Ld. Mgrs.)	400·0	52·3	31·0 P49'B113'F39'	London British	T.3Cy.27",44"&73"–48" N.E. Marine Eng Co Ld Nwe		
	Elec. light															
165	War Server — Steel Sc	4776	100A1 (Class Contem plated) Carrying oil fuel in bulk F.P. above 150° F.				1918	A.M'Millan & Sons Dumbarton	The Shipping Controller (Anglo-Saxon Petroleum Co. Ld. Mgrs.)	400·0	52·3	28·5 P49'B113'F39'	London British	T.3Cy.27",44"&73"–48" D. Rowan & Co. Ld Glasgow		
	Elec. light															
166	War Beach — Steel Sc	3106 2858 1865	100A1 (Class Contem plated)				1918	Tyne I.S.B. Co Ld. Newcastle	The Shipping Controller	331·0	46·8	23·1 P33'B98'F29'	London British	T.3Cy.25",41"&68"–45" N.E. Marine Eng. Co Ld Nwe		
	Elec. light															
167	W. S. Rheem — Steel Sc Sr	7400 6400 5300	100A1 (Class Contem plated) Carrying Petroleum in bulk				1918	Bethlehem S.B. Corp. Alameda, Cal.	Standard Oil Co. of California	435·0	56·0	33·5 P106'B50'F42'	S Frncisco Utd. States	T.3Cy.27",47"&78"–48" Bethlehem S.B. Corp. S.Fc.		
	Elec. light Mchy. Aft — Longitudinal framing															

1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Grément, etc. / Capitaine / Visites Périodiques.	3 Ex-nom, s'il y a lieu. / Nombres des Ponts.	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'année précédente.	8 Construit. Quand. Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille jusqu'au Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. fs.	15 Registres ou Certificats de Jaugage. Durée du Cert. S. ou T.
1	Yoshida Maru No. 2	SteelScSr	~~4728~~ 4746 / ~~4028~~	✠100A1 10,17 ~~8,17~~	Yka	x		1917	Uraga Dock Co. Ltd. Uraga	YamashitaKisen Kabushiki Kaisha	360·0 | 51·0 | ~~28·9~~ 28·4			Kobe Japanese	T.3Cy.24½″,40½″&67″–48″(s)	28 ″ 5
	Elec. light	2 *Dks*(*Stl*) 4034	3390	(*Class Contem plated*) ✠LMC6,17				6 mo	A&CP	*Cell DB* 291′ 934 *t FPT* 143 *t APT* 53 *t*			FK	6 *BH Cem*	180 lb 378 NHP	s 5 ″ 7½
															3SB, *9cf*, GS 180, HS 6382	23 ″ 2
															Uraga Dock Co. Ltd. Uraga	
2	Yenmei Maru	SteelSc	3000 / 2700	100A1				1917	Mitsu Bishi Dkyd & E Wks Kobe	Kabushiki Kaisha Uyenishi Shoten Bathampton Stm. Nav. Co Ltd. (Christie & Co. *Mgrs.*)	305·0 | 43·9 | 27·3			Kobe Japanese	T.3Cy.19″,32″&54″–48″	
	Elec. light			(*Class Contem plated*)							P25′ B94′ F33′					
															Mitsu Bishi D. & E. Wks Kob	
3	Yore	SteelScSr	702 / 490	✠100A1 2,18 ~~8,17~~	Shl / Sld	y		1917 8 mo	C. Rennoldson & Co. S. Shields	~~Rennolds Co. Ltd.~~ C.S. Christie & C.H. Wade	180·4 | 28·1 | 12·1			London British	T.3Cy.14″,23″&38″–27″ (s)	14 ″ 6
140333 JQSC	*J.C. Kinley* 02–17										Q105′ B11′ F23′				180 lb 103 NHP	s ″ 8½
	Well deck	1 *Dk*(*pt Stl*)	329	✠LMC8,17				*Lloyd's*	*SA&CP*	*Cell DB*	*f* 103′ 155 *t FPT* 63 *t*		FK	3 *BH Cem*	2SB, *4pf*, GS 62, HS 1900	14 ″ 0
	Mchy. Aft													*APT* 4 *t*	W. Beardmore & Co. Ltd. Gls.	
4	Young Sid	SteelScK	100 / 99					1912	J. Duthie Torry S.B. Co. Aberdeen	W.J. Wright	86·1 | 18·7 | 8·8			Lowestoft British	T.3Cy.9¾″,15″&22″–16″	
136956	*B. Balls* –15	1 *Dk*	45												25 RHP	
															Elliott & Garrood, Beccles	
5	Yamato Maru	SteelScSr	4400	✠100A1	Kobe	w		1917 11 mo	Osaka Iron Works Ltd. Innoshima	~~Nippon Kisen~~ ~~Kabushiki Kaisha~~ Goko Shokai Kabushiki Kaisha	345·0 | 49·8 | 28·1			Amagasaki Japanese	T.3Cy.24″,41″&67″–48″(s)	28 ″ 2
	N. Yamakata –17	1 *Dk*(*Stl*) & *Shltr dk*	4366	*Shelter dk with freeb'rd*							P30′ ~~B98′ F33′~~	FK			180 lb 390 NHP	s 4 ″ 10½
	Elec. light	*Stl* & *Web frames*	3693	11,17 ✠LMC11,17							B99′ F34′ *on Shelter dk*			6 *BH Cem*	2SB, *9cf*, GS 126, HS 5400 FD	23 ″ 8
		Longitudinal framing	2755	(*Class Contem plated*)				*Cell DB* 298′ 1136 *t DT*			a 32′ 693 *t FPT* 115 *t*			*APT* 29 *t*	Osaka Iron Works Ltd. Osaka	
6	Zafra	SteelSc	~~3332~~	100A1					Armstrong Whitworth & Co. Ld. Newcastle	English & American Shipping Co. Ltd	420·0 | 55·0 | 28·8			British	Geared Turbines	
	Should be "Merida," See No. 118 in Supplement										P36′ B135′ F45′					
	Elec. light			(*Class Contem plated*)												
															Wilsnd Slpwy Co. Ld. Nwc.	
7	Yoshida Maru No. 3	SteelScSr	~~4728~~ 4754 / ~~4028~~	✠100A1 4,18 ~~12,17~~	Yka	x		~~1918~~ 1917 12 mo	Uraga Dock Co. Ltd. Uraga	YamashitaKisen Kabushiki Kaisha	360·0 | 51·0 | ~~28·3~~ 28·4			~~Kobe~~ Japanese Uraga	~~40½″~~ T.3Cy.24½″,~~41½″~~&67″–48″	28 ″ 6
	Elec. light	2 *Dks*(*Stl*) 4034	3404	(*Class Contem plated*) ✠LMC12,17					A&CP		P33′ B91′ F33′	FK		6 *BH*	180 lb (s) 378 NHP	
								Cell DB 291′ 934 *t*		*FPT* 143 *t APT* 53 *t*					3SB, *9cf*, GS 180, HS 6382	
															Uraga Dock Co. Ltd. Uraga	
8	Yiam Samud	SteelScSr	4699	✠100A1	Ham	y	12,17	1904 5 mo	Flensburg Schiffsb. Ges. Flensburg	Requisitioned by the Siamese Government	389·8 | 51·5 | 27·5			Bangkok Siamese	Q4Cy23½″33¾″49½″&72″–54″	30 ″ 3
	L.C. Nava –17	~~ssHam. No. 2–12~~	4380	12,17	HKg						P48′ B119′ F52′		BK 10″		21½ lb *120 lb* (s) 501 NHP	
	(*ex* Trantenfels)	2 *Dks*(*Stl–Uteak s*) &	2932	✠LMC11,17				*Lloyd's*	*SA&CP*					7 *BH Cem*	3SB, *9cf*, GS 154, HS 6660 FD	
	Elec. light	*Web frames*								*Cell DB* a 121′ *u* E 23′ *f*	175′ 980 *t Tween dk t*			*nks* a 42′ 395 *t*	Flensburger Schiffsb. Ges.	
	Wireless	ssBgk. No. 3–11,17													*f* 42′ 445 *t FPT* 75 *t APT* 40 *t*	
9	Zebrina	WoodAuxSc3MstSr	186			•••		1873	..... Whitstable	Hopkins, Saunders & Co.	109·1 | 24·5 | 9·9			Faversh'm British	Paraffin Motor made & fitted 17	
60245 MGCS	*Par. Mot.*		181												1Cy.13½″–14″	
		1 *Dk*	140												Invincible Eng Co Keighley	
	(*See Sailing Ship Register*)															
10	Ypres	WoodAuxTwinSc4MstSr	1618					1918	Puget Sound Bridge & Dredging Co Seattle Wash.		230·5 | 44·5 | 18·8			Havre French	Oil Engine	
	Oil Eng.		1419								P47′ F56′				8Cy.14½″–16½″	
	Elec. light Mchy. Aft	1 *Dk*	1333												Skandia Pacific Co. Oakland, Cal.	
	(*See Sailing Ship Register*)															
11	Yturri-Ederra	SteelScSr	1081	✠100A1	Bcl	n	10,17	1897 6 mo	Carmichael Maclean & Co. Greenock	Cia. Naviera Iturri (E. Goiri, *Mgr.*)	225·8 | 34·1 | 14·0			Bilbao Spanish	T.3Cy.17″,27½″&44″–33″ (a)	16 ″ 0
	S. Urrutia –18	*ss*Bcl. 2nd No. 3–1,16	830	8,17							Q81′ B54′ F27′		FK	4 *BH Cem*	160 lb *100 lb* NDB05 114 NHP	
	(*ex* Santiago Mumbrú, *ex* Enriqueta de Mallo, *ex* Nautik)	1 *Dk*(*pt Irn pt Stl*) & *Web frames*	686	BS5,17 ✠LMC1,18				*Lloyd's*	*SA&CP*	*Cell DB* a 96′ *u* E 71′ *f* 90′ 253 *t*				*FPT* 31 *t APT* 16 *t*	1SB, *3pf*, GS 61, HS 17 6	
	Well deck														Hutson & Son, Glasgow	
12	Yturri-Bide	IronScSr	582	✠	Sws	y		1877 12 mo	Gourlay Bros. & Co Dundee	Cia. Naviera "Iturri" (E. Goiri, *Mgr.*)	189·0 | 26·0 | 14·5			Bilbao Spanish	C.2Cy.22″&38″–30″	15 ″ 5
		*ss*Shl. 2nd No. 3–3,04	—	9,09							Q59′ B43′ F13′		BK 7″		NDB05 66 NHP	
	Well deck (*ex* Isabel, *ex*	1 *Dk* 2 *tr B*	314	✠NB8,91										5 *BH Cem*	1SB, *3pf*, GS 49, HS 1113	
	Koldobika, *ex* Esmeralda, *ex* Emerald)													*DB* 42′	Gourlay Bros. & Co. Dundee	
13	Zaan	SteelSc	1300	100A1				1918	Jonker & Stans Hendrik Ido Ambacht	N.V. Houtvaart	237·0 | 38·0 | 18·6			Dutch	T.3Cy.17½″,29″&46″–36″	
	Elec. light			(*Class Contem plated*)												
															Penn & Bauduin, Dordrecht	

LLOYD'S REGISTER OF SHIPPING.

1917–1918.

POSTED TO:–

1917.		1917.		1918.	
June	8	November	1	March	7
—	—	—	8	—	14
—	—	—	15	—	21
July	3	—	22	—	28
—	17	—	29	—	—
—	31				
—	—	December	6	April	5
August	10	—	13	—	18
—	23	—	20	—	25
—	30	—	28	—	—
—	—	—	—	—	—
—	—	1918.			
September	6	January	10	May	2
—	13	—	17	—	9
—	20	—	24	—	16
—	27	—	31	—	23
—	—	—	—	—	30
October	4	February	7	June	6
—	11	—	14	—	13
—	18	—	21	—	20
—	25	—	28	—	27
—	—	—	—	—	—